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CONTRACTORS & ENGINEERS

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December 14, 2020

Certified Mail Number: 7017 2400 0001 1424 0063

Chief, Environmental Permits Division
Mississippi Department of Environmental Quality
Office of Pollution Control
P.O. Box 2261
Jackson, Mississippi 39225

Re: Jackson County Airport Authority (Trent Lott International Airport) Runway Improvements
Large Construction Storm Water NOI & CSWPPP

Dear Chief:

Warren Paving desires to obtain a Large Construction Storm Water General Permit for the above referenced project. Attached are the referenced documents for your review and approval.

Please contact me at 228-224-4975 if you have any questions or require additional information. We appreciate your assistance in this matter.

Sincerely,

Carlos Morales
Project Manager

Attachments – LCNOI & CSWPPP

PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT OF THE RETURN ADDRESS. FOLD AT DOTTED LINE.
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 P.O. Box 2261
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 P.O. Box 2261
 Jackson, MS 39225



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MISSISSIPPI DEPARTMENT OF
ENVIRONMENTAL QUALITY

**MISSISSIPPI DEPARTMENT OF
ENVIRONMENTAL QUALITY (MDEQ)
Large Construction Storm Water General Permit
NPDES Permit MSR10**

LARGE CONSTRUCTION FORMS PACKAGE

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- PRIME CONTRACTOR CERTIFICATION FORM..... 7
- REGISTRATION FORM FOR RESIDENTIAL LOT COVERAGE..... 8
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These standard forms are used to apply for permit coverage under the Large Construction Storm Water General Permit and for submittals and record keeping required by permit conditions after coverage has been granted. The forms are on our website at www.deq.state.ms.us/MDEQ.nsf/page/epd_epdgeneral. Required information can be completed on screen, printed and signed.



MISSISSIPPI DEPARTMENT OF
ENVIRONMENTAL QUALITY

LARGE CONSTRUCTION NOTICE OF INTENT (LCNOI) FOR COVERAGE UNDER THE LARGE CONSTRUCTION STORM WATER GENERAL NPDES PERMIT

INSTRUCTIONS

The Large Construction Notice of Intent (LCNOI) is for coverage under the Large Construction General Permit for land disturbing activities of five (5) acres or greater; or for land disturbing activities, which are part of a larger common plan of development or sale that are initially less than five (5) acres but will ultimately disturb five (5) or more acres. Applicant must be the owner or operator. For construction activities, the operator is typically the prime contractor. The owner(s) of the property and the prime contractor associated with regulated construction activity on the property have joint and severable responsibility for compliance with the Large Construction Storm Water General Permit MSR10.

If the company seeking coverage is a corporation, a limited liability company, a partnership, or a business trust, attach proof of its registration with the Mississippi Secretary of State and/or its Certificate of Good Standing. This registration or Certificate of Good Standing must be dated within twelve (12) months of the date of the submittal of this coverage form. Coverage will be issued in the company name as it is registered with the Mississippi Secretary of State.

Completed LCNOIs should be filed at least thirty (30) days prior to the commencement of construction. Discharge of storm water from large construction activities without written notification of coverage is a violation of state law.

Submittals with this LCNOI must include:

- A site-specific Storm Water Pollution Prevention Plan (SWPPP) developed in accordance with ACT5 of the General Permit
- A detailed site-specific scaled drawing showing the property layout and the features outlined in ACT5 of the General Permit
- A United States Geological Survey (USGS) quadrangle map or photocopy, extending at least one-half mile beyond the facility property boundaries with the site location and outfalls outlined or highlighted. The name of the quadrangle map must be shown on all copies. Quadrangle maps can be obtained from the MDEQ, Office of Geology at 601-961-5523.

Additional submittals may include the following, if applicable:

- Appropriate Section 404 documentation from U.S. Army Corps of Engineers
- Appropriate documentation concerning future disposal of sanitary sewage and sewage collection system construction
- Appropriate documentation from the MDEQ Office of Land & Water concerning dam construction and low flow requirements
- Approval from County Utility Authority in Hancock, Harrison, Jackson, Pearl River and Stone Counties

ALL QUESTIONS MUST BE ANSWERED (Answer "NA" if the question is not applicable)

MSR10 _____

(NUMBER TO BE ASSIGNED BY STATE)

APPLICANT IS THE: OWNER PRIME CONTRACTOR

OWNER CONTACT INFORMATION

OWNER CONTACT PERSON: Carol L. Snapp
OWNER COMPANY LEGAL NAME: Jackson County Airport Authority (Trent Lott International Airport)
OWNER STREET OR P.O. BOX: 8301 Saracennia Rd, Suite 11
OWNER CITY: Moss Point STATE: MS ZIP: 39563
OWNER PHONE #: (228) 475-1371 OWNER EMAIL: trentlottairport@cableone.net

PRIME CONTRACTOR CONTACT INFORMATION

PRIME CONTRACTOR CONTACT PERSON: Joel Moody
PRIME CONTRACTOR COMPANY LEGAL NAME: Warren Paving, Inc.
PRIME CONTRACTOR STREET OR P.O. BOX: PO Box 2545
PRIME CONTRACTOR CITY: Gulfport STATE: MS ZIP: 39503
PRIME CONTRACTOR PHONE #: (228) 896-8003 PRIME CONTRACTOR EMAIL: joelmoody@warrenpaving.com

FACILITY SITE INFORMATION

FACILITY SITE NAME: Trent Lott International Airport
FACILITY SITE ADDRESS (If the physical address is not available, please indicate the nearest named road. For linear projects indicate the beginning of the project and identify all counties the project traverses.)
STREET: 8301 Saracennia Rd.
CITY: Moss Point STATE: MS COUNTY: Jackson ZIP: 39563
FACILITY SITE TRIBAL LAND ID (N/A If not applicable): N/A
LATITUDE: 30 degrees 27 minutes 46 seconds LONGITUDE: 88 degrees 31 minutes 45 seconds
LAT & LONG DATA SOURCE (GPS (Please GPS Project Entrance/Start Point) or Map Interpolation): Map Interpolation
TOTAL ACREAGE THAT WILL BE DISTURBED ¹: 70
IS THIS PART OF A LARGER COMMON PLAN OF DEVELOPMENT? YES NO
IF YES, NAME OF LARGER COMMON PLAN OF DEVELOPMENT: _____
AND PERMIT COVERAGE NUMBER: MSR10 _____
ESTIMATED CONSTRUCTION PROJECT START DATE: 3/1/2021
YYYY-MM-DD
ESTIMATED CONSTRUCTION PROJECT END DATE: 8/29/2021
YYYY-MM-DD
DESCRIPTION OF CONSTRUCTION ACTIVITY: Runway improvements
PROPOSED DESCRIPTION OF PROPERTY USE AFTER CONSTRUCTION HAS BEEN COMPLETED:
General Aviation Airport
SIC Code 4 5 8 1 NAICS Code _____

NEAREST NAMED RECEIVING STREAM: Little Black Creek

IS RECEIVING STREAM ON MISSISSIPPI'S 303(d) LIST OF IMPAIRED WATER BODIES? (The 303(d) list of impaired waters and TMDL stream segments may be found on MDEQ's web site: http://www.deq.state.ms.us/MDEQ.nsf/page/TWB_Total_Maximum_Daily_Load_Section) YES NO

HAS A TMDL BEEN ESTABLISHED FOR THE RECEIVING STREAM SEGMENT? YES NO

ARE THERE RECREATIONAL STREAMS, PRIVATE/PUBLIC PONDS OR LAKES WITHIN ½ MILE DOWNSTREAM OF PROJECT BOUNDARY THAT MAY BE IMPACTED BY THE CONSTRUCTION ACTIVITY? YES NO

EXISTING DATA DESCRIBING THE SOIL (for linear projects please describe in SWPPP):
Silty Clay (CL)

WILL FLOCCULANTS BE USED TO TREAT TURBIDITY IN STORM WATER? YES NO

IF YES, INDICATE THE TYPE OF FLOCCULANT. ANIONIC POLYACRYLAMIDE (PAM)
 OTHER _____

IF YES, DOES THE SWPPP DESCRIBE THE METHOD OF INTRODUCTION, THE LOCATION OF INTRODUCTION AND THE LOCATION OF WHERE FLOCCULATED MATERIAL WILL SETTLE? YES NO

¹Acreage for subdivision development includes areas disturbed by construction of roads, utilities and drainage. Additionally, a housesite of at least 10,000 ft² per lot (entire lot, if smaller) shall be included in calculating acreage disturbed.

DOCUMENTATION OF COMPLIANCE WITH OTHER REGULATIONS/REQUIREMENTS
COVERAGE UNDER THIS PERMIT WILL NOT BE GRANTED UNTIL ALL OTHER REQUIRED
MDEQ PERMITS AND APPROVALS ARE SATISFACTORILY ADDRESSED

IS LCNOI FOR A FACILITY THAT WILL REQUIRE OTHER PERMITS? YES NO

IF YES, CHECK ALL THAT APPLY: AIR HAZARDOUS WASTE PRETREATMENT
 WATER STATE OPERATING INDIVIDUAL NPDES OTHER: _____

IS THE PROJECT REROUTING, FILLING OR CROSSING A WATER CONVEYANCE OF ANY KIND? (If yes, contact the U.S. Army Corps of Engineers' Regulatory Branch for permitting requirements.) YES NO

IF THE PROJECT REQUIRES A CORPS OF ENGINEER SECTION 404 PERMIT, PROVIDE APPROPRIATE DOCUMENTATION THAT:

- The project has been approved by individual permit, or
- The work will be covered by a nationwide permit and NO NOTIFICATION to the Corps is required, or
- The work will be covered by a nationwide or general permit and NOTIFICATION to the Corps is required

IS A LAKE REQUIRING THE CONSTRUCTION OF A DAM BEING PROPOSED? YES NO
(If yes, provide appropriate approval documentation from MDEQ Office of Land and Water, Dam Safety.)

IF THE PROJECT IS A SUBDIVISION OR A COMMERCIAL DEVELOPMENT, HOW WILL SANITARY SEWAGE BE DISPOSED? Check one of the following and attach the pertinent documents.

- Existing Municipal or Commercial System. Please attach plans and specifications for the collection system and the associated "Information Regarding Proposed Wastewater Projects" form or approval from County Utility Authority in Hancock, Harrison, Jackson, Pearl River and Stone Counties. If the plans and specifications can not be provided at the time of LCNOI submittal, MDEQ will accept written acknowledgement from official(s) responsible for wastewater collection and treatment that the flows generated from the proposed project can and will be transported and treated properly. The letter must include the estimated flow.
- Collection and Treatment System will be Constructed. Please attach a copy of the cover of the NPDES discharge permit from MDEQ or indicate the date the application was submitted to MDEQ (Date: _____.)
- Individual Onsite Wastewater Disposal Systems for Subdivisions Less than 35 Lots. Please attach a copy of the Letter of General Acceptance from the Mississippi State Department of Health or certification from a registered professional engineer that the platted lots should support individual onsite wastewater disposal systems.
- Individual Onsite Wastewater Disposal Systems for Subdivisions Greater than 35 Lots. A determination of the feasibility of installing a central sewage collection and treatment system must be made by MDEQ. A copy of the response from MDEQ concerning the feasibility study must be attached. If a central collection and wastewater system is not feasible, then please attach a copy of the Letter of General Acceptance from the State Department of Health or certification from a registered professional engineer that the platted lots should support individual onsite wastewater disposal systems.

INDICATE ANY LOCAL STORM WATER ORDINANCE WITH WHICH THE PROJECT MUST COMPLY:

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.



Signature of Applicant¹ (owner or prime contractor)

12-14-2020

Date Signed

Joel Moody

Printed Name¹

Project Manager

Title

¹This application shall be signed as follows:

- For a corporation, by a responsible corporate officer.
- For a partnership, by a general partner.
- For a sole proprietorship, by the proprietor.

For a municipal, state or other public facility, by principal executive officer, mayor, or ranking elected official

Please submit the LCNOI form to:

Chief, Environmental Permits Division
MS Department of Environmental Quality, Office of Pollution Control
P.O. Box 2261
Jackson, Mississippi 39225

PRIME CONTRACTOR CERTIFICATION

LARGE CONSTRUCTION GENERAL PERMIT

Coverage No. MSR10 _____ County Jackson

(Fill in your Certificate of Coverage Number and County)



By completing and submitting this form to MDEQ, the prime contractor is certifying that (1) they have operational control over the erosion and sediment control specifications (including the ability to make modifications to such specifications) or (2) they have day-to-day operational control of those activities at the site necessary to ensure compliance with the SWPPP and applicable permit conditions.

The owner(s) of the property and the prime contractor associated with regulated construction activity on the property have joint and severable responsibility for compliance with the permit. Notwithstanding any permit condition to the contrary, the coverage recipient and any person who causes pollution of waters of the state or places waste in a location where they are likely to cause pollution of any waters of the state shall remain responsible under applicable federal and state laws and regulations and applicable permits.

PRIME CONTRACTOR INFORMATION

PRIME CONTRACTOR CONTACT PERSON: Joel Moody PHONE NUMBER: (228) 896-8003

PRIME CONTRACTOR COMPANY: Warren Paving

PRIME CONTRACTOR STREET (P.O. BOX): PO Box 2545

PRIME CONTRACTOR CITY: Gulfport STATE: MS ZIP: 39503

E-MAIL ADDRESS: joelmoody@warrenpaving.com

OWNER INFORMATION

OWNER CONTACT PERSON: Carol L. Snapp PHONE NUMBER: (228) 475-1371

OWNER COMPANY NAME: Jackson County Airport Authority

PROJECT INFORMATION

PROJECT NAME: Runway Improvements

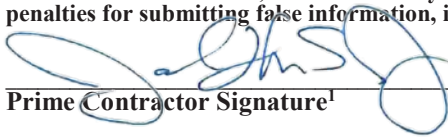
DESCRIPTION OF CONSTRUCTION ACTIVITY: Widening and overlay of runway, grading of runway safety area.

PHYSICAL SITE ADDRESS (If the physical address is not available indicate the nearest named road. For linear projects, indicate the beginning of the project and identify all counties the project traverses.)

STREET: 8301 Saracennia Rd

CITY: Moss Point COUNTY: Jackson

I certify that I am the prime contractor for this project and will comply with all the requirements in the above referenced general NPDES permit. I further certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.


Prime Contractor Signature¹

Joel Moody
Printed Name¹

12-14-2020
Date Signed

Project Manager
Title

¹This application shall be signed as follows:
- For a corporation, by a responsible corporate officer.
- For a partnership, by a general partner.
- For a sole proprietorship, by the proprietor.
- For a municipal, state or other public facility, by principal executive officer, mayor, or ranking elected official.

This Prime Contractors Certification form shall be submitted to:
Chief, Environmental Permits Division
MS Department of Environmental Quality, Office of Pollution Control
P.O. Box 2261
Jackson, Mississippi 39225

December 2020

STORM WATER POLLUTION PREVENTION PLAN

**RUNWAY IMPROVEMENTS
JACKSON COUNTY AIRPORT AUTHORITY
TRENT LOTT INTERNATIONAL AIRPORT
MOSS POINT, MS**

**Prepared for:
JACKSON COUNTY AIRPORT AUTHORITY**



and



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APPENDICES

Appendix A – Topographic Map

Appendix B – Excerpts from Construction Drawings

(Cover, Sheets G1.0, G2.0, G3.0, G4.0, and C4.00 – C4.09)

Appendix C – Excerpt from Contract Documents

(Section C-102, Temporary Air and Water Pollution, Soil Erosion, and Siltation Control)

1.0 Introduction

The purpose of the Storm Water Pollution Prevention Plan (SWPPP) is to provide a site-specific description of the best management practices to prevent contamination of the site storm water flows from potential pollutants associated with construction activities. The SWPPP has been prepared for the Jackson County Airport Authority, as required by the Mississippi Department of Environmental Quality (MDEQ) in compliance with the applicable regulations for coverage under the Construction Storm Water General NPDES Permit.

The SWPPP has been developed to be incorporated into the routine construction activities associated with the proposed site development plans. The potential sources of pollution have been identified in the plan to prevent contamination of storm water runoff from those sources. The plan also outlines implementation, inspection and maintenance requirements. The erosion and sediment control practices should be monitored, and the plan revised if the quality of storm water runoff is not satisfactory.

The Owner or Prime Contractor, as applicable, is responsible for ensuring that appropriate best management practices (BMPs) are in place upon commencement of construction activities and are maintained throughout the life of the project. The purpose of this SWPPP is to identify potential contaminants to storm water, describe BMPs and control measures, and maintain compliance with the terms and conditions of the Large Construction General Permit (LCGP). This SWPPP was prepared in accordance with the MDEQ *SWPPP Guidance Manual for Construction Activities*.

1.1 Project/Site Information

The site is the Trent Lott International Airport, an existing General Aviation Airport in Moss Point, MS

Location: The site is located within the incorporated area of the City of Moss Point, Mississippi, just north of Interstate 10 and east of Highway 63. The FAA published latitude / longitude of the airport is 0 and east of Interstate 55. Lat/Long coordinates 30° 27' 46.01" N, 88° 31' 45.22" W.

Proposed Work: Work on this project will consist of the following:

1. Installation of temporary erosion and sediment controls.
2. Excavation for widening of asphalt pavements.
3. Placement and compaction of excavated soils to construct new pavement shoulders and Runway Safety Area.
4. Placement of topsoil, seeding, and mulching in disturbed areas (outside of 4' width adjacent to pavement)
5. Placement of topsoil and sod (within 4' of edge of new pavement)
6. Placement of erosion control blanket
7. Construction of chemically treated base in pavement widening areas.
8. Construction of asphalt base and surface course for new pavements.
9. Construction of asphalt overlay on existing pavement.

- 10. Installation of pavement markings
- 11. Installation of airfield lighting

1.2 Contact Information

	Affiliation	Name	Telephone	E-mail
Owner	Jackson County Airport Authority	Carol Snapp	228.475.1371	trentlottairport@cableone.net
Engineer	Neel-Schaffer, Inc.	Aaron McNeal Alex Davis Chris King	334.707.5853 228.297.5860 228.702.1031	Aaron.mcneal@neel-schaffer.com Alex.davis@neel-schaffer.com Chris.king@neel-schaffer.com
Contractor	Warren Paving, Inc.	Carlos Morales Joel Moody	228.224.4975 228-224-0596	carlosmorales@warrenpaving.com joelmoody@warrenpaving.com

1.3 Nature of Sequence of Construction Activity

The Project consists of land disturbance activities associated with construction of pavements and improvements to the Runway Safety Area. The SWPPP contained herein includes BMPs that will be utilized throughout the Project. An anticipated sequence of construction is presented below:

Construction Sequence (As Required):

1. Prior to construction, obtain SWPPP approval and a certificate of coverage from MDEQ.
2. File a copy of the SWPPP, Erosion Control Plan, and required forms at the Construction Site to properly inspect/maintain the project.
3. Pre-Construction Conference to review the SWPPP and all required BMP's.
4. Install any construction entrances to egress the construction site.
5. Install any erosion and sediment controls including perimeter silt fencing and sediment basins. All temporary and permanent sediment control measures at a minimum, will be designed, installed and maintained and any additional and/or alternative erosion and sediment controls will be installed as needed, if required, and as required.
6. Rough grade and stockpile earthen materials. Place wattles or silt fencing around all earthen stockpiles and when necessary, cover with plastic to keep soil from eroding and getting into the on-site storm water drainage system.
7. Vegetative stabilization measures shall be initiated whenever any clearing, grading, grubbing, excavating or land disturbance have temporarily or permanently ceased on any portion of the site and not resumed for a period of fourteen (14) calendar days or more. The appropriate temporary or permanent vegetative stabilization will be initiated immediately. If stockpiles are to remain after construction, immediately stabilize the soil with vegetation.
8. Begin site work (Pavement construction, Lighting and Navigational Aids, Grading, etc.).
9. As site work is completed, maintain BMP's to minimize erosion and sedimentation problems. Modify the plan during any process of change to the construction. If a major

change is made to the construction SWPPP, the contractor will file a revised plan with the MDEQ (Appendix K).

10. At a minimum, perform weekly reviews of sediment and erosion control practices to insure compliance with the SWPPP. Inspection reports shall be kept on site with the approved SWPPP and Permit.
11. Perform finished site grading.
12. Vegetative stabilization measures shall be initiated whenever any clearing, grading, grubbing, excavating or land disturbance have temporarily or permanently ceased on any portion of the site and not resumed for a period of fourteen (14) calendar days or more. The appropriate temporary or permanent vegetative stabilization will be initiated immediately. The artificial athletic turf will be placed over the rock subbase at the contractor's convenience as there will be no soil associated with its installation.
13. Conduct a Substantial Completion Meeting to review the Site and any remaining requirements for stabilizing the site prior to Final Inspection.
14. Repair all punch list items related to the SWPPP and referenced contract documents including final landscaping, maintenance, and final repair of permanent storm water sediment and erosion controls.
15. Conduct a Final Inspection to verify final site stabilization.
16. Upon final acceptance, file the Notice of Termination for the Construction Storm Water Permit.

1.4 Soils, Slopes, Vegetation, and Current Drainage Patterns

The soils are composed primarily of silty clays (CL). Existing drainage patterns will not be modified as a result of this construction.

1.5 Receiving Waters

Storm water from the Site drains by way of existing onsite drainage ditches/swales to Little Black Creek which is not listed on MDEQ's 303(d) list of impaired water bodies (Biological Impairment). No TMDL is planned to be established.

1.6 Potential Sources of Pollution

Potential sources of storm water pollution during operation of the proposed Project are as follows:

- Fuels, oils, or other pollutants used in vehicle and equipment operation and maintenance;
- Soaps or solvents used in vehicle and equipment maintenance; and
- Exposed soil.

Incidental contaminants from heavy equipment and trucks, such as oil, grease, and fuel, may be present due to minor leaks, spills, or other causes. The maximum flow anticipated from this type of release is expected to be insignificant.

1.7 Allowable Storm Water Discharges

Allowable storm water discharges are as follows:

- Discharges from actual fire-fighting activities;
- Fire hydrant flushing;
- Water used to control dust;
- Potable water sources including uncontaminated water line flushing;
- Routine external building wash down that does not use detergents;
- Pavement wash waters where spills or leaks of toxic or hazardous materials have not occurred;
- Uncontaminated air conditioning or compressor condensate;
- Uncontaminated groundwater or spring water;
- Foundation or footing drains where flows are not contaminated with process materials such as solvents;
- Uncontaminated excavation dewatering;
- Landscape irrigation; and
- Water used to wash vehicles, wheel wash water, and other wash waters where detergents are not used.

2.0 Erosion and Sediment Controls

BMPs for the identified potential sources of storm water will be developed based on risk identification, assessment, and material inventory of potential sources at the Site. BMPs are outlined in the Site Erosion Control Plan. BMPs that will be employed in the Project are described below.

2.1 Minimize Disturbed Area and Protect Natural Features and Soil

All construction activities will be limited to the approximate 60-acre footprint described above. Construction has been sequenced to limit exposed areas to less than 10 acres. If an area over 10 acres is to be disturbed, the Contractor shall design, construct, and maintain appropriate sediment basins. Topsoil will be stockpiled and used in areas that will be re-vegetated.

All areas to be excavated shall be stripped of vegetation and topsoil. Topsoil shall be stockpiled for future use in areas designated on the plans. All suitable excavated material shall be used in the formation of embankment, subgrade, or other purposes as shown on the plans. All unsuitable material shall be disposed of off airport property. Topsoil should be distributed to a minimum of two inches. Stockpiles will be maintained and protected throughout the duration of the Project. Stockpiles will not be placed in paved areas where concentrated storm water flows. Heavy equipment uses in areas to be vegetated should be avoided. If compaction cannot be avoided, the top four inches of the soil bed should be tilled before re-vegetation. Any necessary fertilizer or soil amendments should be added during the tilling process.

2.2 Phase Construction Activity

The Contractor shall limit the amount of disturbed area to an area commensurate with the Contractor's capability to install and maintain erosion and sediment controls.

2.3 Control Storm Water Flowing onto And Through the Project

There are no storm water inflows from off-site onto or across the project site. All stormwater originates on-site. Storm water on-site will exit the Site via sheet flow and storm drains. Temporary erosion controls shall be placed to control stormwater flowing off of the project site.

2.4 Stabilize Soils

On the Site, storm water generally flows from the construction area. Surface roughening will be used as a temporary measure to prevent slopes from eroding. Surface roughening provides a rough soil surface with horizontal depressions created by operating a tillage or other suitable implement on the contour, or by leaving slopes in a roughened condition by not fine-grading. If required, all slopes steeper than 3:1 will require surface roughening. However, the plans do not indicate any slopes greater than 4:1, with most slopes being less than 5%. Machinery will be run perpendicular to the slope for optimal efficiency.

2.5 Protect Storm Drain Inlets

Storm drain inlets on the project site consist of concrete headwalls with concrete approach aprons. These inlets will be protected by 20" wattles on the upstream and downstream end of the pipes.

2.6 Establish Perimeter Controls and Sediment Barriers

Perimeter controls (silt fencing) will be used to prevent sediment carried by sheet flow from leaving the Site and entering natural drainage ways or storm drainage system by slowing storm water runoff and causing the deposition of sediment at the structure. Silt fencing will not be installed across streams, ditches, waterways, or other concentrated flow areas. Silt fencing with 5-foot minimum length steel t-post with a woven wire fencing backing will be used. Type II geotextile shall be used. The silt fencing will be trenched a minimum of 6 inches deep. Silt fencing will be located away from the toe of the slope to provide enough space to allow a broad, flat area for sediment accumulation and maintenance activities. The ends of the silt fence should be turned upgradient to maximize storage.

Silt fencing will be installed according to which phase of construction is underway, as applicable. A general layout of required erosion controls is shown in the construction drawings. Silt fencing for a phase may be removed as soon as the phase has been stabilized.

Check dams will be utilized in existing drainage swales. Check dams will consist of 20" wattles placed periodically along the channel manage the transport of sediment. Check dams will be removed when construction activities have been completed and a permanent stand of grass is established.

Areas where construction activities cease for greater than 14 days will require appropriate temporary or permanent vegetative practices within one day of the work stoppage.

Sediment will be removed once it has accumulated to one-half the original height of the silt fencing. Filter fabric will be replaced whenever it has deteriorated to such an extent that the effectiveness of the fabric is reduced, which is approximately six months. All sediment accumulated at the barrier will be removed and properly disposed of before the silt fencing is removed.

2.7 Establish Stabilized Construction Exits

A stabilized construction access is defined by a point of entrance/exit to a construction Site that is stabilized to reduce the tracking of mud and soils onto public roads by construction vehicles. A stabilized construction entrance where traffic will be entering or leaving the construction Site should be implemented. The stabilized construction entrance will be a minimum of 50 feet in length and a minimum of 20 feet in width. The entrance will be maintained in a condition which will prevent tracking or flow of mud and soils onto public roads and rights-of-way. Maintenance will require periodic top dressing with 1.5 to 3.5-inch diameter stone, as conditions demand, and repair and/or cleanout of any structures that trap sediment. All materials spilled, dropped, washed, or tracked from vehicles or the Site onto roadways or into storm drains will be removed immediately.

The anticipated location of the construction entrance / exit is off Old Saracennia Rd at the entrance to the staging area.

2.8 Additional BMPs

Additional and/or alternative erosion and sediment controls will be installed when existing controls prove to be ineffective in preventing sediment from leaving the Site. Additional controls may include erosion control blankets and slope drains. Slope drains will be used during construction on steep slopes as needed to allow the establishment of vegetation on the side slopes.

2.9 Permanent Erosion and Sediment Controls

Topsoil, seeding, and mulching will be required on all disturbed areas beyond four feet from the edge of pavement. Sodding is required within four feet of existing pavement.

Permanent erosion controls shall be applied to exposed soils within seven days after final grade is reached on any portion of the site. Soil stabilization will be applied within seven days to any exposed soils which may not be at final grade but will remain undisturbed by further construction activity for more than 14 days. Soil stabilization will consist of mulching and seeding with a mix appropriate for the season.

Drainage swales will be lined with Drainage Blanket as shown in the Construction Drawings. Installation details such as pins, overlap, and trenching shall be as shown in the Construction Drawings or by the manufacturer's installation recommendations.

3.0 Implementation Requirements

The Prime Contractor is responsible for implementing the SWPPP before beginning construction activities. Failure to implement the SWPPP before construction activities is a violation of the LCGP and a potential penalty plus economic benefit from avoided costs on installing controls could be assessed by the MDEQ or the EPA.

The Prime Contractor will install needed erosion controls even if the controls may be in the way of subsequent activities, such as utility installation, grading, and/or construction. It will not be an acceptable defense that controls were not installed because subsequent activities would require their replacement or cause their destruction.

4.0 Good Housekeeping BMPS

To prevent pollutants from entering storm water from construction sites due to poor housekeeping, the contractor will:

- Designate areas for equipment maintenance and repair which are located away from storm sewer inlets and drainage channels. Equipment maintenance and repair will be performed only in designated areas. Berms or trenches will be constructed around maintenance areas to contain any spills which may occur.
- Designate areas for concrete chute wash off and ensure that concrete chutes are washed out only in these areas and managed by appropriate control.
- Provide enough numbers of waste receptacles at convenient locations and provide regular collection of waste.
- Provide protected storage areas for chemicals, paints, solvents, fertilizers, and other potentially toxic materials. All such materials will be stored in these areas when not in use.
- Provide adequately maintained sanitary facilities for the number of workers on the site. Sanitary facilities shall be located such that they are convenient for workers and will be serviced at intervals frequent enough to prevent overflow.

The following items are allowed non-storm water discharges:

- Discharges from fire-fighting activities;
- Fire hydrant flushing;
- Water used to control dust;
- Potable water including uncontaminated water line flushing;
- Pavement wash waters where spills or leaks of toxic or hazardous materials have not occurred;
- Uncontaminated air conditioning or compressor condensate;
- Uncontaminated groundwater or spring water;
- Uncontaminated excavation dewatering;
- Landscape irrigation; and
- Water used to wash vehicles, wheel wash water and other wash waters where detergents are not used.

The following items are prohibited non-storm water discharges:

- Wastewater from washout of concrete (unless managed by an appropriate control);
- Wastewater from washout and cleanout of stucco, paint, curing compounds and other construction materials;
- Fuels, oils, or other pollutants used in vehicle and equipment washing;
- Soaps or solvents used in vehicle and equipment washing; and
- Wastewater from sanitary facilities, including portable toilets.

4.1 Employee Training

Effective management of storm water pollution requires that all Prime Contractor staff be familiar with those conditions that may cause pollution. Furthermore, day-to-day proper use of BMPs by all employees is essential for the success of the SWPPP.

5.0 Reporting

5.1 Inspections

Inspections of all receiving streams, outfalls, erosion and sediment controls, and other SWPPP requirements will be performed during permit coverage using a copy of the Weekly Storm Water Site Inspection Report Form provided in the Large Construction Forms Package (included as Appendix E). All inspections will be performed by qualified personnel.

Qualified personnel are defined by MDEQ as a person knowledgeable in the principles and practice of erosion and sediment controls who possesses the skills to assess conditions at the construction Site that could impact storm water quality and to assess the effectiveness of any sediment and erosion control measures selected to control the quality of storm water discharges from the construction activity.

Inspection of storm water controls will be conducted at least weekly for a minimum of four inspections per month and as often as is necessary to ensure that appropriate erosion and sediment controls have been properly constructed and maintained and to determine if additional or alternative control measures are required. Before conducting the Site inspection, the inspector should review Chapter 4, Inspector's Checklist and Troubleshooting Chart found in MDEQ's *Field Manual for Erosion and Sediment Control on Construction Sites in Mississippi*. The MDEQ strongly recommends that coverage recipients perform a "walk-through" inspection of the construction Site before anticipated storm events to ensure controls are in place and will function properly. The inspections must be documented on copies of the Weekly Storm Water Site Inspection Report and Certification Form (included in Appendix E). The Prime Contractor has been designated to conduct weekly inspections as required by the LCGP. A Prime Contractor Certification Form (included as Appendix F) will be executed and submitted to the MDEQ as soon as contracts are awarded, as applicable. Failure to conduct weekly inspections is a violation of the LCGP and a potential penalty of plus economic benefit from avoided costs could be assessed by the MDEQ or the EPA. It is the Prime Contractor's responsibility to conduct inspections at least weekly for a minimum of four inspections per month and as often as is necessary to ensure that appropriate erosion and sediment controls have been properly constructed and maintained and to determine if additional or alternative control measures are required.

Coverage recipients may suspend weekly inspection and monthly record keeping requirements, if the coverage recipient certifies that:

- Land disturbing activities have temporarily ceased;
- No further land disturbing activities are planned for a period of at least six months;
- Areas that have been disturbed meet the definition of "final stabilization" with no active erosion; and
- Vegetative cover has been established.

Color photographs representative of the Site must be submitted with the Inspection Suspension Form (included in Appendix G). The coverage recipient shall notify the MDEQ once construction activities are resumed and the weekly inspections shall commence immediately. The coverage recipient is responsible for all permit conditions during the suspension period and nothing in this condition shall limit the rights of the MDEQ to take enforcement or other actions against the coverage recipient.

5.2 Corrective Action Log

Based on inspection results, the Site description and pollution prevention measures will be revised within this SWPPP if inadequacies are discovered. The inspection and plan review process will include timely implementation of any changes to the SWPPP. Field changes will occur within seven calendar days following the inspection. Amendments to the SWPPP will occur within 15 business days. If existing BMPs need to be modified or if additional BMPs are necessary, implementation will be completed before the next anticipated storm event. If implementation before the next anticipated storm event is not practical, the BMPs will be implemented as soon as practical.

5.3 Falsifying Reports

Any coverage recipient who falsifies any written report required by, or in response to, a permit condition will be deemed to have violated a permit condition and is subject to the penalties provided for a violation of a permit condition pursuant to Section 49-17-43 of the Mississippi Water Pollution Control Law (Mississippi Code Ann. Sections 49-17-1 et seq.).

5.4 BMP Maintenance

The Prime Contractor is responsible for maintenance of all controls outlined in the SWPPP as required by the LCGP. Failure to maintain controls outlined in the SWPPP is a violation of the LCGP and a potential penalty of plus economic benefit costs could be assessed by the MDEQ or the EPA.

6.0 Record Keeping and Training

6.1 Record Keeping

A copy of this Storm Water Pollution Prevention Plan (SWPPP), all reports and records required by the Large Construction General Permit (LCGP), and all data used to complete the Notice of Intent (NOI), shall be retained by the operator for a period of at least three years from the date that the site has been finally stabilized and NOT completed. A copy of this SWPPP shall be always retained at the construction site, from the date of project initiation to the date of final construction.

6.2 Log of Changes to the SWPPP

Disturbed areas and storage areas that are exposed to rainfall or run-on must be inspected for evidence of, or the potential for, pollutants entering Site storm water runoff. Based on inspection results, the Site description and pollution prevention measures will be revised within this SWPPP if inadequacies are discovered. The inspection and plan review process will include timely implementation of any changes to the SWPPP. These changes to the field conditions will occur within seven calendar days following the inspection. If existing BMPs need to be modified or if additional BMPs are necessary, implementation will be completed before the next anticipated storm event. If implementation before the next anticipated storm event is not practical, the BMPs will be implemented as soon as practical. These records will be retained as part of the SWPPP for at least three years after the date the RFT of Coverage form is filed. This SWPPP will be amended whenever there is a change in design, construction, operation, or maintenance which has a significant effect on the potential for the discharge of pollutants to the waters of the United States and which has not otherwise been addressed in the plan or if the SWPPP proves to be ineffective in eliminating or significantly minimizing pollutants, or in otherwise achieving the general objectives of controlling pollutants in storm water discharges. Where such an amendment occurs, the permittee will update the SWPPP document within 15 business days.

7.0 Final Stabilization

Final stabilization is achieved when uniform ground cover, without large bare areas, reaches a density of 70% of the native background vegetation cover, *or as required in the contract*. As soon as 70% stabilization has been achieved, a RFT of Coverage form will be submitted to MDEQ to terminate the LCGP.

8.0 Noncompliance Reporting

8.1 Anticipated Noncompliance

The coverage recipient shall give at least ten days advance notice, if possible, before any planned noncompliance with permit requirements. Giving notice of planned or anticipated Noncompliance does not immunize the coverage recipient from enforcement action for that noncompliance

8.2 Unanticipated Noncompliance

The coverage recipient shall notify the MDEQ orally within 24 hours from the time he or she becomes aware of unanticipated noncompliance, which may endanger health or the environment. A written report shall be provided to the MDEQ within five working days of the time he or she becomes aware of the circumstances leading to the unanticipated noncompliance. The report shall describe the cause, the exact dates and times, steps taken or planned to reduce, eliminate, or prevent reoccurrence and, if the noncompliance has not ceased, the anticipated time for correction. MDEQ may waive the written report on a case-by-case basis, if the oral report is received within 24 hours.

9.0 Upset Conditions

An upset condition constitutes an affirmative defense to an action brought for noncompliance with technology-based permit limitations if a storm water coverage recipient demonstrates, through properly signed, contemporaneous operating logs, or other relevant evidence, that:

- An upset condition occurred, and the storm water coverage recipient can identify the specific cause(s) of the upset;
- The permitted facility was being properly operated at the time of the upset;
- The coverage recipient submitted notices; and
- The coverage recipient took appropriate remedial measures. In any enforcement proceeding, the coverage recipient has the burden of proof that an upset occurred. No determination made during administrative review of claims that noncompliance was caused by an upset, and before an action for noncompliance is initiated, will be considered a final administrative action subject to judicial review.

10.0 Complying with Local/State Storm Water Ordinances

The owner or contractor will make this SWPPP available to local/state representatives and/or allow Site access, upon request.

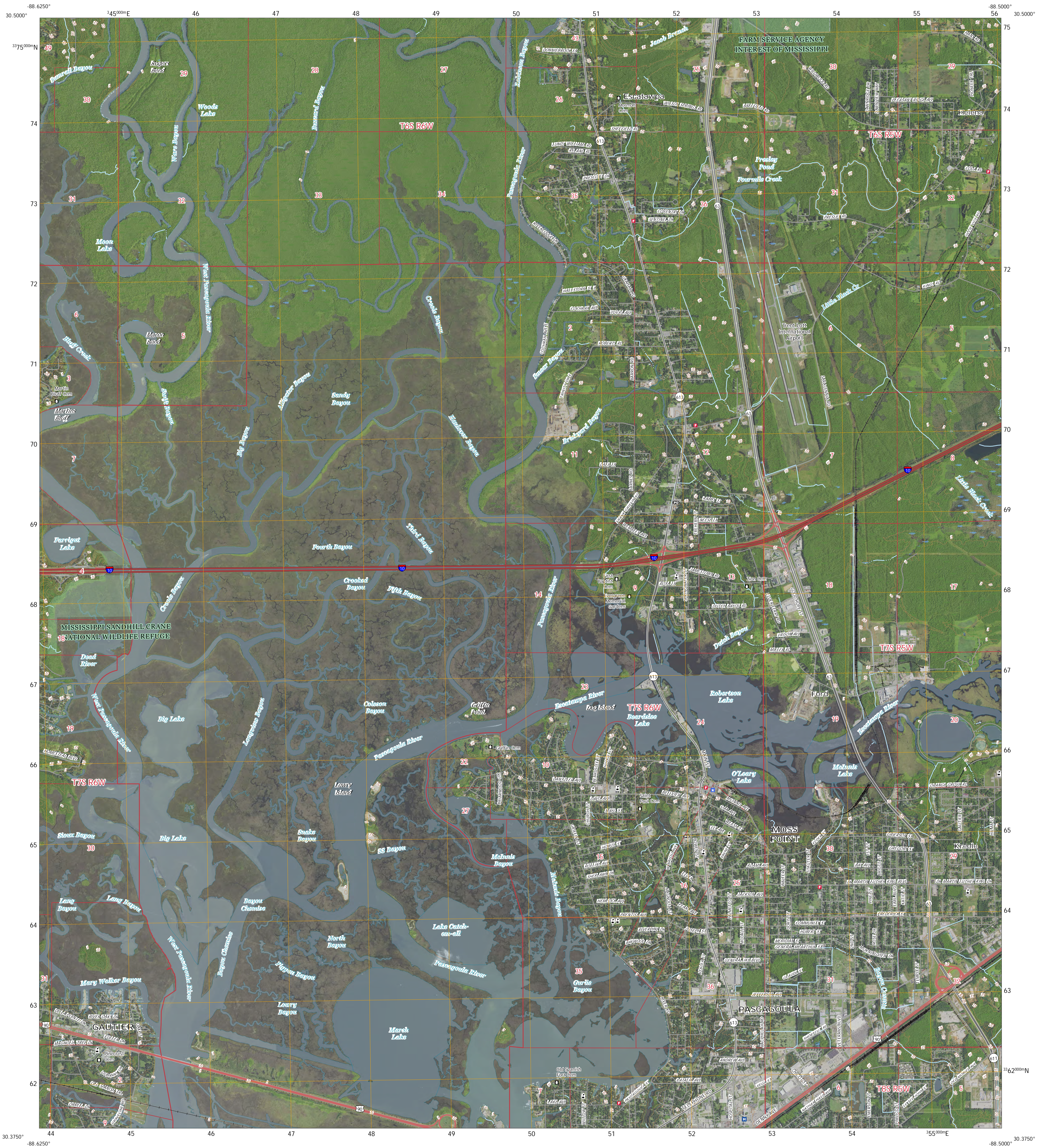
11.0 Termination of Permit Coverage

Within 30 days of final stabilization for a covered project, a completed RFT of Coverage form shall be submitted to the Permit Board. Final stabilization means that all soil disturbing activities at the Site have been completed, and that a uniform perennial vegetative cover with a density of at least 70% (*or greater if required by contract*) for the area has been established or equivalent

measures (i.e., concrete or asphalt paving, riprap, etc.) have been employed.

Upon receiving the completed RFT of Coverage form, the MDEQ staff will inspect the Site. If no sediment and erosion control problems are identified and adequate permanent controls are established, the owner or contractor will receive a termination letter. Coverage is not terminated until notified in writing by MDEQ. Failing to submit a RFT of Coverage form is a violation of permit conditions.

APPENDIX A



Produced by the United States Geological Survey North American Datum of 1983 (NAD83) World Geodetic System of 1984 (WGS84) Projection and 1000-meter grid/Universal Transverse Mercator, Zone 16R This map is not a legal document. Boundaries may be generalized for this map scale. Private lands within government reservations may not be shown. Obtain permission before entering private lands.

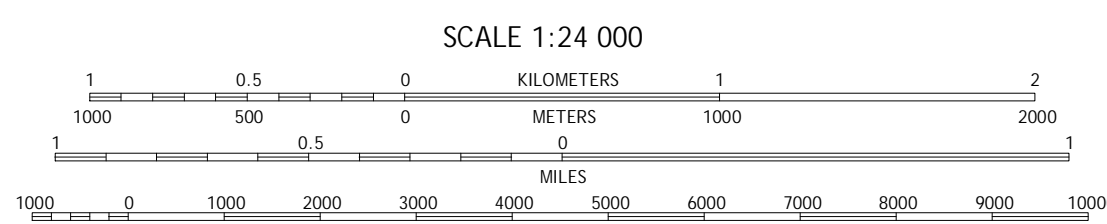
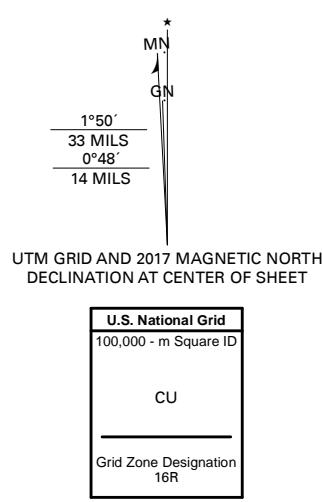
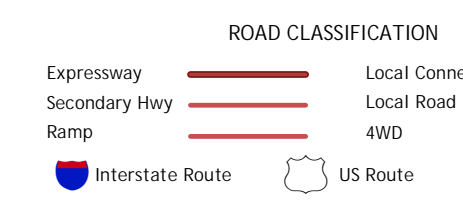


Table with 3 columns and 3 rows showing adjacent quadrangles. The center quadrangle (5, 5) is highlighted in red.



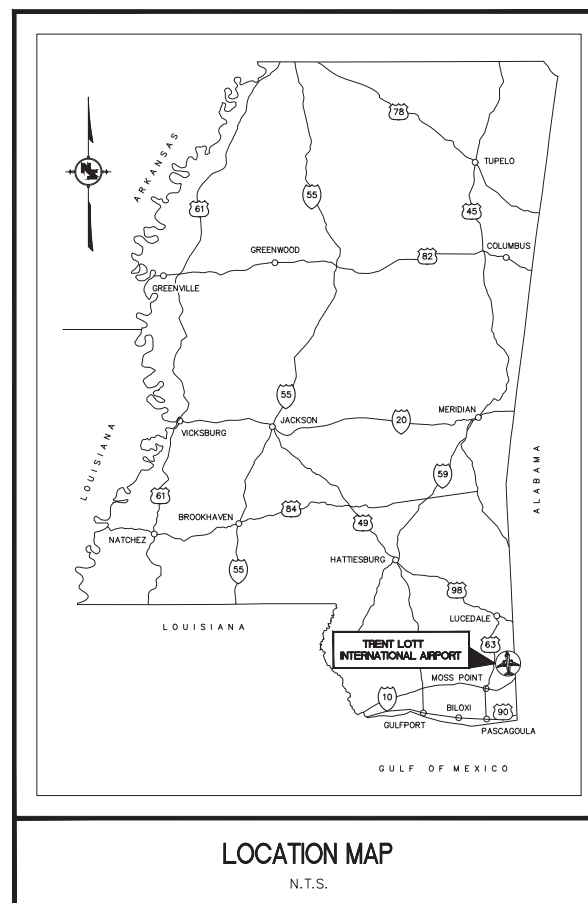
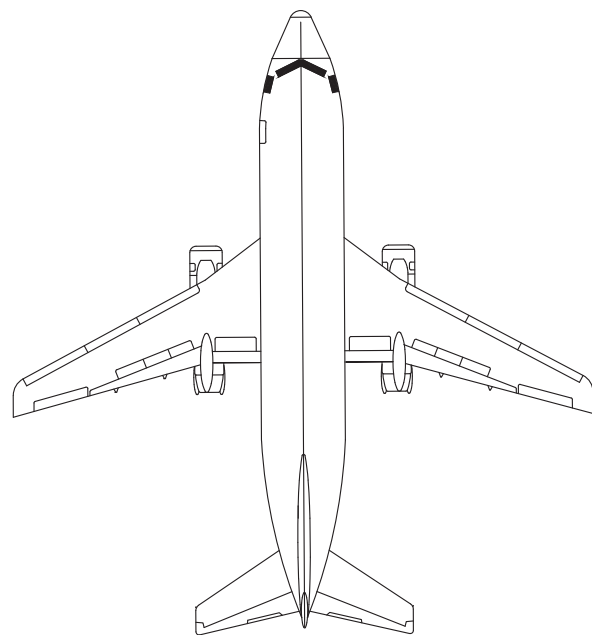
- 1 Vanclave
2 Three Rivers
3 Big Point
4 Gautier North
5 Kresole
6 Gautier South
7 Pascagoula South
8 Grand Bay SW



APPENDIX B

JACKSON COUNTY AIRPORT AUTHORITY TRENT LOTT INTERNATIONAL AIRPORT RUNWAY IMPROVEMENTS

MDEQ AGREEMENT NO. 20-00026
FAA AIP PROJECT NO. 3-28-0101-033-2019,
FAA AIP PROJECT NO. 3-28-0101-034-2020
AND
MDOT PROJECT NO. MM-0101-0519
MAY 2020



**CONFORMED FOR CONSTRUCTION
(INCLUSIVE OF ADDITIVE ALTERNATE 1 - 2
AND ADDENDA 1 - 3)**

PREPARED BY



CIVIL

THOMAS C. HENDERSON, IV
Mississippi License No. 14226



ELECTRICAL

VIRGIL GLEN REED
Mississippi License No. 11536

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NOTICE TO DRAWING HOLDER
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REVISIONS			
NO.	DATE	BY	DESCRIPTION

DRAWING INFORMATION			
N-S PROJECT NO.:	14602		
FILENAME:	14602-INDEX_SQ.dwg		
CADD TYPE:	CIVIL 3D 2018		
SCALE:	N/A		
DSGN:	T.C.H.	DATE:	02/2020
DRWN:	S.R.D.	DATE:	02/2020
CHKD:	A.M.	DATE:	11/2020
QA/QC:	--	DATE:	--



JACKSON COUNTY AIRPORT AUTHORITY
TRENT LOTT INTERNATIONAL AIRPORT
RUNWAY IMPROVEMENTS

MDEQ AGREEMENT NO. 20-00026
FAA AIP PROJECT NO.
3-28-0101-033-2019
AND 3-28-0101-034-2020



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WORKING NUMBER:	DRAWING NUMBER:
G 1.00	2 OF 153

**BID SCHEDULE R
RESTORE ELIGIBLE WORK
WIDEN AND STRENGTHEN RUNWAY 17-35, WIDEN TAXIWAY FILLETS**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
C-105	Mobilization	LS	1
C-100	Contractor Quality Control Program (CQCP)	LS	1
TS-129-5.1	Implementation of Construction Safety Plan	LS	1
C-102-5.1	Silt Fence	LF	18,000
C-102-5.2	Temporary 20" Straw Wattles	LF	2,500
C-102-5.3	Construction Entrance	EA	2
C-102-5.5	Culvert Protection	EA	7
C-102-5.6	SWPPP Permitting and Implementation	LS	1
P-101-5.1	Full Depth Pavement Removal	SY	70
P-101-5.5	Construction Joint Preparation	LF	13,300
P-152-4.1	Unclassified Excavation	CY	6,600
P-152-4.4	Utility Corridor Area Subgrade Preparation	SY	170
P-152-4.5	Undercut and Related Backfill	CY	4,000
P-152-4.6	Geotextile Fabric for Undercut Areas	SY	4,000
P-155-8.1	Lime-treated subgrade	SY	38,800
P-155-8.2	Lime	TON	1,400
P-401-8.1	Asphalt Surface Course	TON	8,400
P-401-8.2	Asphalt Base Course	TON	19,800
P-401-8.3	Asphalt Leveling Course	TON	3,010
P-602-5.1	Emulsified Asphalt Prime Coat	GAL	11,700
P-603-5.1	Emulsified Asphalt Tack Coat	GAL	20,600
P-620-5.1	Initial Coat: White and Yellow Painting, Non Reflectorized, Application Rate = 230 SF/GAL	SF	15,300
P-620-5.3	Final Coat: White and Yellow Painting, Reflectorized, Algae Resistant, Application Rate = 115 SF/GAL	SF	15,300
P-620-5.5	Final Coat: Black Painting, Non-Reflectorized, Algae Resistant, Application Rate = 115 SF/GAL	SF	1,400
P-621-5.1	Grooving of Asphalt Pavements	SY	36,000
L-108-5.1	Trenching for conduit, 18 inch minimum depth	LF	16,900
L-108-5.2	No. 8 AWG 5kV, L-824, Type C, Cable, Installed in Duct Bank or Conduit	LF	31,300
L-108-5.3	No. 6 AWG, Solid, Bare Copper Counterpoise Wire, Installed in Trench, Above the Duct Bank or Conduit, Including Connections / Terminations	LF	14,900
L-108-5.4	No. 4/0 AWG, 600V, L-824, Type C, Cable, Installed in Duct Bank or Conduit - per liner foot	LF	4,200
L-108-5.5	No. 2 AWG, 600V, L-824, Type C, Cable, Installed in Duct Bank or Conduit - per liner foot	LF	2,200
L-108-5.6	No. 4 AWG, 600V, L-824, Type C, Cable, Installed in Duct Bank or Conduit - per liner foot	LF	3,400
L-108-5.7	No. 6 AWG, 600V, L-820, Type C, Cable, Installed in Duct Bank or Conduit - per liner foot	LF	2,700
L-108-5.8	No. 8 AWG, 600V, L-824, Type C, Cable, Installed in Duct Bank or Conduit - per liner foot	LF	1,000
L-110-5.1	Concrete Encased Electrical Duct Bank Extension, 2 x 4"	LF	80
L-110-5.2	Non-Encased, Electrical Conduit, 2"	LF	16,000
L-110-5.3	Directional Bore, 6" HDPE	LF	220
L-110-5.4	Non-Encased, Electrical Conduit, 3"	LF	1,050

**BID SCHEDULE R CONTINUED
RESTORE ELIGIBLE WORK
WIDEN AND STRENGTHEN RUNWAY 17-35, WIDEN TAXIWAY FILLETS**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
TS-102-5.1	Removal of Existing Runway and Taxiway Edge Lights, Conductors, and Concrete Pads	LS	1
L-115-5.1	Relocate Existing Electrical Handhole	EA	4
L-115-5.2	Electrical Junction Can In Turf	EA	1
L-115-5.3	FAA Handhole	EA	7
L-125-5.1	L-861(L) Medium Intensity Elevated Runway Edge Light, LED, Color Clear-Yellow Base Mounted	EA	38
L-125-5.2	L-861 (L) Medium Intensity Elevated Runway Edge Light, LED Color Clear-Clear, Base Mounted	EA	25
L-125-5.3	L-861(E) (L) Medium Intensity Elevated Runway Threshold Light, LED, Color Red-Green, Base Mounted	EA	16
L-125-5.4	L-861(T) (L) Medium Intensity Elevated Taxiway Edge Light, LED, Color Blue, Base Mounted	EA	16
L-125-5.5	Airfield Guidance Sign LED Relocated to New Foundation (one module)	EA	13
L-125-5.6	Airfield Guidance Sign LED Relocated to New Foundation (two module)	EA	1
L-125-5.7	Relocation of Runway 17 FAA PAPI on New Foundation Including Light Boxes, Control Panel, and Air to Ground Radio Communications, and Support Structure with all new Conduit and Underground Conductors	EA	1
L-125-5.8	Relocation of Runway 35 FAA PAPI on New Foundation Including Light Boxes, Control Panel, and Support Structure with all new Conduit and Underground Conductors	EA	1
T-901-5.1	Seeding	ACRE	10
T-904-5.1	Sodding	SY	5,800
T-905-5.1	Topsoil	CY	2,800
T-908-5.1	Mulching	ACRE	10
TS-135-5.1	MALSR Threshold Light Bar	EA	1
TS-135-5.2	MALSR Power and Control Rack Modifications	EA	1

**BID SCHEDULE A
AIP ELIGIBLE WORK
REHABILITATE RUNWAY 17-35**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
C-105	Mobilization	LS	1
C-100	Contractor Quality Control Program (CQCP)	LS	1
TS-129-5.1	Implementation of Construction Safety Plan	LS	1
P-101-5.2	Partial Depth Pavement Removal	SY	210
P-101-5.3	Cold Milling (All Depths)	SY	77,200
P-101-5.4	Joint and Crack Repair in Milled Surface	LF	8,200
TS-105-4.1	Pavement Marking Removal	SF	38,800
P-401-8.1	Asphalt Surface Course	TON	9,500
P-401-8.3	Asphalt Leveling Course	TON	1,290
P-603-5.1	Emulsified Asphalt Tack Coat	GAL	15,200
P-620-5.1	Initial Coat: White and Yellow Painting, Non Reflectorized, Application Rate = 230 SF/GAL	SF	114,100
P-620-5.2	Initial Coat: Red Painting, Non Reflectorized, Application Rate = 230 SF/GAL	SF	2,900
P-620-5.3	Final Coat: White and Yellow Painting, Reflectorized, Algae Resistant, Application Rate = 115 SF/GAL	SF	102,400
P-620-5.4	Final Coat: Red Painting, Reflectorized, Algae Resistant, Application Rate = 115 SF/GAL	SF	2,900
P-620-5.5	Final Coat: Black Painting, Non-Reflectorized, Algae Resistant, Application Rate = 115 SF/GAL	SF	35,600
P-621-5.1	Grooving of Asphalt Pavements	SY	57,600

**BID SCHEDULE ADDITIVE ALTERNATE R1
RESTORE ELIGIBLE WORK
RUNWAY SAFETY AREA GRADING**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
C-105	Mobilization	LS	1
C-100	Contractor Quality Control Program (CQCP)	LS	1
TS-129-5.1	Implementation of Construction Safety Plan	LS	1
C-102-5.4	Drainage Blanket	SY	40,000
C-102-5.6	SWPPP Permitting and Implementation	LS	1
P-152-4.1	Unclassified Excavation	CY	6,000
P-152-5.2	Borrow Excavation from Offsite	CY	23,600
T-901-5.1	Seeding	ACRE	60
T-905-5.1	Topsoil	CY	11,900
T-908-5.1	Mulching	ACRE	60

**BID SCHEDULE ADDITIVE ALTERNATE R2
RESTORE ELIGIBLE WORK
RUNWAY STRENGTHENING**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
C-105	Mobilization	LS	1
C-100	Contractor Quality Control Program (CQCP)	LS	1
TS-129-5.1	Implementation of Construction Safety Plan	LS	1
P-101-5.3	Cold Milling (All Depths)	SY	1,300
P-401-8.1	2" Asphalt Surface Course	TON	13,700
P-603-5.1	Emulsified Asphalt Tack Coat	GAL	8,300
P-152-5.2	Borrow Excavation from Offsite	CY	13,800



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REVISIONS			DRAWING INFORMATION
NO.	DATE	BY	DESCRIPTION
1	5/29/2020	TCH	ADDENDUM 1
2	6/2/2020	TCH	ADDENDUM 2

DRAWING INFORMATION	
N-S PROJECT NO.: 14602	
FILENAME: 14602-INDEX_SQ.dwg	
CADD TYPE: CIVIL 3D 2018	
SCALE: N/A	
DSGN: T.C.H. DATE: 02/2020	
DRWN: S.R.D. DATE: 02/2020	
CHKD: A.M. DATE: 11/2020	
QA/QC: -- DATE: --	



JACKSON COUNTY AIRPORT AUTHORITY
TRENT LOTT INTERNATIONAL AIRPORT
RUNWAY IMPROVEMENTS
MDEQ AGREEMENT NO. 20-00026
FAA AIP PROJECT NO.
3-28-0101-033-2019
AND 3-28-0101-034-2020



SUMMARY OF QUANTITIES	
WORKING NUMBER: G 2.00	DRAWING NUMBER: 3 OF 153

GENERAL NOTES

- THE ENGINEER MAY MAKE MINOR ELEVATION OR DIMENSIONAL ADJUSTMENTS TO THE WORK DURING CONSTRUCTION SHOULD SUCH ADJUSTMENTS BE NECESSARY TO BETTER FIT THE WORK TO FIELD CONDITIONS.
- COORDINATES ARE BASED ON STATE PLANE COORDINATE SYSTEM NAD83, MISSISSIPPI ZONE EAST. ELEVATIONS ARE BASED ON NAVD 88.
- THE CONTRACTOR SHALL PREPARE AND SUBMIT A PROPOSED SEQUENCE OF CONSTRUCTION AND A QUALITY CONTROL PROGRAM TO THE ENGINEER FOR REVIEW AT LEAST TEN (10) CALENDAR DAYS PRIOR TO THE PRECONSTRUCTION MEETING. THE SEQUENCE OF CONSTRUCTION SHALL CORRELATE WITH THE ITEMS OF WORK DETAILED IN THE PROJECT PROPOSAL FORM. THE QUALITY CONTROL PROGRAM SHALL BE IN ACCORDANCE WITH THE SECTION ENTITLED "CONTRACTOR QUALITY CONTROL PROGRAM."
- SUBMITTAL OF A BID WILL SERVE AS AN INDICATION THAT THE CONTRACTOR FULLY UNDERSTANDS THE SCOPE OF WORK TO BE ACCOMPLISHED AND THE PAYMENT PROVISIONS THAT HAVE BEEN ESTABLISHED.
- REFERENCE IS MADE TO THE FAA ADVISORY CIRCULAR 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION." THE PROJECT SAFETY REQUIREMENTS SET FORTH HEREIN WERE DERIVED FROM THIS ADVISORY CIRCULAR, AS APPLIED TO THE PROPOSED CONSTRUCTION; HOWEVER, THE CONTRACTOR SHALL REMAIN RESPONSIBLE FOR CONFORMANCE WITH ALL FAA REGULATIONS PERTINENT TO THE WORK. IN THE EVENT OF ANY CONFLICT BETWEEN THE GENERAL CONDITIONS AND PROJECT SAFETY REQUIREMENTS, THE PROJECT SAFETY REQUIREMENTS SHALL GOVERN. IN THE EVENT OF ANY CONFLICT BETWEEN THE PROJECT SAFETY REQUIREMENTS AND FAA REGULATIONS, THE FAA REGULATIONS SHALL GOVERN.
- THE CONTRACTOR IS NOT TO DISTURB CONTROL POINTS IN ANY MANNER UNLESS DIRECTED TO DO SO BY THE ENGINEER.
- ANY PAVEMENT OR GROUND AREAS INCLUDING EXISTING MARKINGS DISTURBED BY HAULING OPERATIONS SHALL BE RESTORED TO A PRE-CONSTRUCTION CONDITION SATISFACTORY TO THE ENGINEER. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.
- THE CONTRACTOR SHALL MAINTAIN SECURITY ABOUT THE PROJECT SITE AT ALL TIMES DURING WORKING HOURS. DURING NON-WORKING HOURS, THE SITE SHALL BE SECURED TO THE SATISFACTION OF AIRPORT OPERATIONS.
- THE CONTRACTOR SHALL VERIFY WITH AIRPORT AND FAA AS TO THE EXACT LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION ACTIVITIES.
- IN ALL INSTANCES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGES DONE TO ALL UNDERGROUND FACILITIES SUCH AS, BUT NOT LIMITED TO ELECTRICAL CONDUIT, PERFORATED PIPES, GAS LINES, WATER LINES, CULVERT PIPE, AND DRAINAGE STRUCTURES NOT SPECIFICALLY BEING MODIFIED WITHIN THE SCOPE OF THIS PROJECT. IF ANY SERVICE IS DAMAGED, IT SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER, AND IF DEEMED NECESSARY BY THE ENGINEER, BE REPAIRED IMMEDIATELY. THE COST OF THE REPAIR AND OTHER COST ARISING FROM THE DAMAGE SHALL BE ABSORBED ENTIRELY BY THE CONTRACTOR, WITH NO COST CHARGED TO THE AIRPORT.
- THE BIDDER IS EXPECTED TO CAREFULLY EXAMINE THE SITE, BID PROPOSAL, PLANS AND SPECIFICATIONS, AND CONTRACT.
- ANY DISTURBED AREAS OUTSIDE THE PROJECT LIMITS SHALL BE RE-SODDED AND RESTORED TO ITS ORIGINAL CONDITION BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL COORDINATE ALL ACTIVITIES WITH ALL OTHER CONTRACTORS AT THE AIRPORT. COORDINATION EFFORTS, DELAYS, OR ANY OTHER IMPACTS THAT MAY OCCUR SHALL NOT BE CAUSE FOR CLAIM AND ARE NOT REIMBURSABLE.
- FOR THE PURPOSE OF THESE CONTRACT DOCUMENTS THE TERM AIRCRAFT OPERATIONS SHALL MEAN ANY AREA OF THE AIRPORT USED OR INTENDED TO BE USED FOR THE LANDING, TAKEOFF, OR SURFACE MANUEVERING OF AIRCRAFT. AN AIR OPERATION AREA SHALL INCLUDE SUCH PAVED OR UNPAVED AREAS THAT ARE USED OR INTENDED TO BE USED FOR THE UNOBSTRUCTED MOVEMENT OF AIRCRAFT IN ADDITION TO ITS ASSOCIATED RUNWAY, TAXIWAY, OR APRON.

HAUL ROUTES AND MATERIAL STORAGE

- THE CONTRACTOR SHALL NOT CROSS ANY ACTIVE RUNWAY, TAXIWAY, OR APRON WITHOUT APPROVAL OF THE AIRPORT TRAFFIC CONTROL TOWER.
- THE CONTRACTOR'S HAUL ROUTE SHALL NOT INCLUDE ANY ACTIVE RUNWAY OR ACTIVE TAXIWAY NOR CROSS INTO ANY ACTIVE RUNWAY OR TAXIWAY SAFETY AREA, ACTIVE RUNWAY, OR ACTIVE TAXIWAY.
- USE AND LOCATION OF HAUL ROUTES WILL BE DISCUSSED AT THE PRECONSTRUCTION MEETING. PROPOSED HAUL ROUTES ARE ALSO SHOWN ON THE OVERALL CIVIL SITE PLAN.
- ANY STRUCTURE (I.E., BUILDING, PAVEMENT, ETC.) DAMAGED BY HAULING OPERATIONS ASSOCIATED WITH THIS PROJECT, WHETHER LOCATED ON AIRPORT PROPERTY OR NOT, SHALL BE REPAIRED OR RESTORED TO A PRE-CONSTRUCTION CONDITION SATISFACTORY TO THE OWNER (OF SUCH STRUCTURE) AND THE ENGINEER AT NO COST TO THE OWNER OF SAID STRUCTURE.
- THE CONTRACTOR SHALL NOT STORE MATERIALS OR PARK EQUIPMENT IN ANY AREAS NOT CLOSED TO AIRCRAFT, UNLESS OTHERWISE DIRECTED BY THE OWNER AND/OR THE ENGINEER. MATERIAL OR EQUIPMENT IN USE IN AREAS OPEN TO AIRCRAFT MUST BE STORED OR PARKED IN SUCH A MANNER AS WILL ALLOW IMMEDIATE REMOVAL AS NEEDED TO ACCOMMODATE AIRCRAFT OPERATIONS.
- MATERIALS, EQUIPMENT OR STOCKPILES SHALL NOT BE STORED WITHIN ANY RUNWAY SAFETY AREA OR OBJECT FREE AREA.

SECURITY

- THE CONTRACTOR SHALL COMPLY WITH ALL SECURITY REQUIREMENTS SPECIFIED HEREIN AND/OR IN THE PROJECT SPECIFICATIONS, TSA REGULATIONS AND AIRPORT SECURITY PROGRAM.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR PERSONNEL ON THE SECURITY REQUIREMENTS OF THE CONTRACT, AND, FROM TIME TO TIME, OTHER SECURITY PROVISIONS ADOPTED BY THE OWNER. ALL NEW CONTRACTOR EMPLOYEES SHALL BE BRIEFED ON THESE REQUIREMENTS PRIOR TO WORKING IN THE CONSTRUCTION AREA.
- THE CONTRACTOR'S ACCESS TO THE SITE SHALL BE AS DIRECTED BY THE OWNER. DIRECTIONAL SIGNING AT THE ACCESS GATE AND ALONG THE DELIVERY ROUTE THAT DIRECTS DRIVERS TO THE STORAGE AREA OR WORK SITE SHALL BE APPROVED BY THE OWNER AND THE ENGINEER.
- ALL CONTRACTOR'S ORDERS FOR MATERIALS SHALL USE AS A DELIVERY ADDRESS THE ACCESS POINT AT THE CONTRACTOR'S STORAGE SITE AT THE AIRPORT. THIS WILL HELP DETER DELIVERY TRUCKS FROM ENTERING INTO AN ACTIVE AIRCRAFT OPERATIONS AREA.
- THE LIMITS OF MATERIAL STORAGE AREAS, EQUIPMENT STORAGE AREAS, PARKING AREAS AND OTHER AREAS REQUIRED FOR THE CONTRACTOR'S EXCLUSIVE USE DURING CONSTRUCTION SHALL BE MARKED BY THE CONTRACTOR AND APPROVED BY THE OWNER PRIOR TO USE. THE CONTRACTOR SHALL ERECT AND MAINTAIN SUITABLE FENCING, MARKING AND/OR WARNING DEVICES SUITABLE FOR DAY/NIGHT USE TO DELINEATE THE PERIMETER OF ALL SUCH AREAS.
- ALL GATES USED BY THE CONTRACTOR SHALL BE KEPT CLOSED AND LOCKED WHEN NOT IN USE. WHEN GATES ARE IN USE, A COMPETENT GATE ATTENDANT SHALL BE PROVIDED BY THE CONTRACTOR TO ENSURE THAT UNAUTHORIZED PERSONNEL OR EQUIPMENT DO NOT ENTER THE AIRPORT PROPERTY. THE CONTRACTOR'S GATE ATTENDANT SHALL HAVE IMMEDIATE ACCESS TO COMMUNICATION EQUIPMENT AND SHALL BE TRAINED IN THE PROPER USE OF SUCH EQUIPMENT. SUCH EQUIPMENT SHALL ALLOW THE ATTENDANT TO COMMUNICATE WITH THE OWNER, THE ENGINEER, AND THE CONTRACTOR'S SUPERINTENDENT AS NEEDED.
- ALL SECURITY REQUIREMENTS OF THE AIRPORT'S POLICY ON AIRPORT CONSTRUCTION SHALL BE ADHERED TO BY THE CONTRACTOR, INCLUDING ANY APPLICABLE UPDATES OR CHANGES WHICH BECOME EFFECTIVE DURING THE COURSE OF THE PROJECT.
- ALL COSTS RELATED TO COMPLIANCE WITH THE SECURITY PROVISIONS OF THE CONTRACT, SHALL BE INCLUDED IN QUOTE. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR COMPLIANCE WITH SECURITY PROVISIONS. EACH EMPLOYEE SHALL CARRY PHOTOGRAPHIC IDENTIFICATION AT ALL TIMES.
- THE CONTRACTOR SHALL COMPLY WITH ALL SECURITY REQUIREMENTS SPECIFIED HEREIN AND/OR IN THE PROJECT SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT TO THE OWNER AND TO THE ENGINEER IN WRITING THE NAME OF HIS "SECURITY OFFICER". THE CONTRACTOR'S SECURITY OFFICER SHALL REPRESENT THE CONTRACTOR REGARDING THE SECURITY REQUIREMENTS OF THE CONTRACT, AND WILL BE AVAILABLE TO ADDRESS ANY INQUIRIES MADE BY THE OWNER AND/OR THE ENGINEER.
- THE CONTRACTOR SHOULD NOTE THAT EFFICIENT AND PROPER COMMUNICATION BETWEEN HIS PERSONNEL AND THOSE AIRPORT-RESIDENT PARTIES AFFECTED BY THE PROJECT IS VITAL FOR SAFETY AND SECURITY REASONS. RADIO PROCEDURES WILL BE DISCUSSED AT THE PRECONSTRUCTION MEETING.
- A SECURITY BRIEFING SHALL BE HELD ON SITE PRIOR TO BEGINNING EACH PHASE OF WORK. THIS BRIEFING SHALL BE SCHEDULED BY THE ENGINEER AND MUST BE ATTENDED BY CONTRACTOR AND ANY SUBCONTRACTORS THAT WILL BE WORKING ON THAT PHASE OF THE WORK.

UTILITIES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL UTILITIES NEEDED FOR THEIR OPERATIONS. THIS WILL INCLUDE ANY COORDINATION WITH LOCAL UTILITY COMPANIES THAT IS REQUIRED. THE OWNER AND THE ENGINEER SHALL APPROVE THE LOCATION OF ALL PROPOSED UTILITY INSTALLATIONS PRIOR TO CONSTRUCTION OF THOSE UTILITIES.
- THE CONTRACTOR SHALL CONTACT THE VARIOUS UTILITY DEPARTMENTS WITH UTILITIES PRESENT ON THE SITE, THE FAA, AND THE AIRPORT OWNER FOR VERIFICATION OF UTILITY LOCATIONS AND/OR NAVIGATION CABLE LOCATIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES. ANY UTILITIES DISCOVERED THAT ARE NOT SHOWN ON THE CONSTRUCTION DRAWINGS SHALL BE RECORDED ON THE RECORD DRAWINGS AND SHALL BE REPORTED TO THE ENGINEER.
- UTILITY LOCATIONS AS SHOWN ON THESE DRAWINGS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATIONS OF ALL UTILITIES IN THE VICINITY OF THE WORK, INCLUDING ANY UTILITIES NOT SHOWN ON THESE DRAWINGS, PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
- THE CONTRACTOR IS ADVISED TO EXERCISE CAUTION WHILE CONDUCTING OPERATIONS IN AREAS WHERE THERE EXISTS A PROBABLE PRESENCE OF A GAS LINE OR OTHER CONDUITS OR PIPES CARRYING HAZARDOUS MATERIALS.
- ALL EXISTING UTILITY SERVICES SHALL BE MAINTAINED DURING CONSTRUCTION, UNLESS NOTED OTHERWISE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL WATER NEEDED FOR ITS OPERATIONS.

UTILITIES (CONT.)

- THE CONTRACTOR SHALL USE EVERY REASONABLE PRECAUTION TO AVOID CUTTING OR DAMAGING ANY EXISTING UNDERGROUND CABLES, CONDUITS, PIPES, ETC., BY HAND DIGGING WITHIN 5 FEET OF THE LOCATIONS WHERE UNDERGROUND UTILITIES ARE INDICATED BY OTHERS, ARE KNOWN TO EXIST, OR ARE REASONABLY EXPECTED TO EXIST. IN THE EVENT THE CONTRACTOR DAMAGES IN ANY WAY ANY OF THESE UTILITIES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE AIRPORT OWNER, THE OWNER OF THE UTILITY (IF NOT THE AIRPORT), AND THE ENGINEER. THE CONTRACTOR SHALL THEN IMMEDIATELY REPAIR THE DAMAGED UTILITY, OR ARRANGE THE REPAIR TO THE COMPLETE SATISFACTION OF THE UTILITY OWNER. HAND EXCAVATION WITHIN 5 FEET OF SUSPECTED, NOTED OR KNOWN LOCATION OF A UTILITY IS REQUIRED. MOST CUT CABLES WILL REQUIRE REPLACEMENT. SPlicing IS NOT ALLOWED UNLESS APPROVED BY THE OWNER.
- THE CONTRACTOR SHALL COORDINATE WITH AIRPORT MAINTENANCE DEPARTMENT FOR ELECTRICAL LOG OUT/TAG OUT OF CIRCUITS.
- UTILITY CONTACTS:

MARCUS WATSON JCAA, MAINTENANCE	228-475-1371
RICHARD GAUNT MIKE CHIPMAN FAA FACILITIES	404-859-8156 601-569-1522
811	811

SAFETY

- THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING AND CONTROLLING ALL CONSTRUCTION ACTIVITIES IN SUCH A MANNER AS TO:
 - MAINTAIN SAFETY OF AIRCRAFT OPERATIONS, ESPECIALLY IN AREAS WHERE OPERATIONS ARE RESTRICTED DURING THE PROJECT;
 - MAINTAIN SAFETY OF CONSTRUCTION ACTIVITIES;
 - MINIMIZE CONFLICTS BETWEEN AIRCRAFT OPERATIONS AND CONSTRUCTION ACTIVITIES;
 - MINIMIZE DELAYS TO CONTRACTOR'S OR SUBCONTRACTOR'S ACTIVITIES;
 - KEEP THE AIRPORT OPERATIONAL FOR ALL USER AIRCRAFT, WITH MINIMUM TIME FOR RUNWAY AND TAXIWAY CLOSURE A NECESSITY;
 - MAINTAIN THE SAFE OPERATION OF AUTOMOBILE TRAFFIC WHICH MIGHT BE HAMPERED BY CONSTRUCTION ACTIVITIES OR CONSTRUCTION TRAFFIC.
- CONTRACTOR AND SUBCONTRACTOR PERSONNEL SHALL REMAIN WITHIN THE LIMITS OPEN TO CONSTRUCTION ACTIVITIES AT ALL TIMES, UNLESS EMERGENCY CONDITIONS WARRANT OTHERWISE. THESE AREAS WILL BE AS DEFINED BY THE OWNER OR THE ENGINEER. THE CONTRACTOR AND THE SUBCONTRACTOR SHOULD STRESS THE IMPORTANCE OF REMAINING WITHIN THE DEFINED WORK AREA TO ITS PERSONNEL.
- THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR INITIATING AND SUPERVISING ALL SAFETY REQUIREMENTS OF THE CONTRACT.
- THE CONTRACTOR IS CAUTIONED THAT THE CONSTRUCTION WILL IMPACT SAFE OPERATING CONDITIONS AT THE AIRPORT. ALL CONSTRUCTION ACTIVITY MUST BE PROVEN SAFE REGARDING AIRCRAFT WHILE MOORED, WHEN TAXING, WHEN TAKING OFF, OR WHEN LANDING. MOVING AIRCRAFT WILL ALWAYS HAVE RIGHT-OF-WAY OVER CONSTRUCTION EQUIPMENT OR VEHICLES. THE SAFETY OF AIRCRAFT, PASSENGERS, AND USERS, AS WELL AS ALL AIRPORT PERSONNEL, CONTRACTORS, SUBCONTRACTORS, AND THEIR PERSONNEL IS VITAL FOR THE SATISFACTORY EXECUTION OF THIS CONTRACT.
- THE CONTRACTOR SHALL ASSURE THE SAFETY OF AIRCRAFT OPERATIONS AND MOVEMENTS ON ACTIVE APRON AREAS, TAXIWAYS, AND/OR RUNWAYS NEAR THE WORK. CONSTRUCTION AREAS THAT LIE NEAR ADJOINING APRONS, TAXIWAYS, AND/OR RUNWAYS SHALL BE IDENTIFIED WITH LOW-PROFILE BARRICADES OR BARRIERS EQUIPPED WITH FLASHING LIGHTS TO WARN PILOTS OF CONSTRUCTION IN PROGRESS. THE AREAS ADJACENT TO THE CONSTRUCTION MUST REMAIN FREE AND CLEAR OF DEBRIS. BARRICADES AND/OR BARRIERS SHALL BE WEIGHTED SUFFICIENTLY TO PROTECT AGAINST PROP WASH, JET BLAST, OR WIND.
- UNDER NO CIRCUMSTANCES IS THE CONTRACTOR ALLOWED TO USE, CROSS, TRAVERSE, OR PERFORM ANY CONSTRUCTION TASKS ON THE RUNWAYS, TAXIWAYS, OR ACTIVELY USED AIRCRAFT PARKING APRONS, UNLESS PERMISSION HAS BEEN GRANTED BY THE OWNER THROUGH THE ENGINEER AND ACTIVITIES HAVE BEEN COORDINATED WITH THE FAA AND THE USER(S) OF THE ACTIVE AREA.
- IT IS NOT ANTICIPATED THAT PENETRATIONS OF APPROACH/DEPARTURE CLEARANCES WILL BE REQUIRED DURING THE CONSTRUCTION OF THIS PROJECT. HOWEVER, CLOSE COORDINATION WITH THE AIRPORT & ATCT THROUGH A DESIGNATED REPRESENTATIVE OF THE OWNER WILL BE REQUIRED WHEN WORKING NEAR THE SAFETY AREAS OF ACTIVE RUNWAY. WORKING WITHIN SAFETY AREAS OF ACTIVE RUNWAY OR TAXIWAY WILL NOT BE ALLOWED.

- VEHICLES OPERATING WITHIN THE OPERATIONS AREA OF THE AIRPORT SHALL BE MARKED WITH FLASHING WARNING LIGHTS ATOP VEHICLES AND SIGNS IDENTIFYING THE NAME OF THE CONTRACTOR AS PER FAA REQUIREMENTS. A.C. 150/5210-5D.
- THE CONTRACTOR SHALL PROTECT ALL EXISTING LIGHTING, SIGNAGE, ETC., AS NECESSARY TO PREVENT ACCIDENTAL DESTRUCTION OF OR UNNECESSARY SHUTDOWN OF SUCH EQUIPMENT DURING THE PROJECT.
- THE CONTRACTOR SHALL CONDUCT AN INSPECTION AT THE END OF EACH DAY'S CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CONDUCT AN ADDITIONAL INSPECTION EACH MORNING, PRIOR TO COMMENCEMENT OF WORK, WHEN CONSTRUCTION ACTIVITIES ARE WITHIN 75' OF AN ACTIVE RUNWAY, TAXIWAY, OR APRON. ITEMS TO BE INCLUDED ON THE INSPECTION CHECKLIST SHALL INCLUDE, BUT SHALL NOT BE LIMITED TO:
 - ARE THE RUNWAYS, TAXIWAYS, AND APRONS WITHIN THE CONSTRUCTION LIMITS AND IMMEDIATELY ADJACENT AREAS CLEAR OF DEBRIS AND ACCUMULATIONS OF DUST AND MUD?
 - ARE MATERIALS, EQUIPMENT, AND VEHICLES PARKED OR STORED NOT LESS THAN 250' FROM THE CENTERLINE OR EXTENDED CENTERLINE OF ACTIVE RUNWAYS OR TAXIWAYS?
 - ARE ALL OPEN TRENCHES OR EXCAVATIONS LESS THAN THREE (3) INCHES DEEP AND HAVE ROUGH GRADES BEEN LEVELED TO NO STEEPER THAN 5% WITHIN THE RUNWAY SAFETY AREA? (WILL APPLY TO RUNWAY EDGES)
 - ARE TEMPORARY BARRICADES/BARRIERS IN PLACE AND HAVE THEY BEEN PROPERLY STABILIZED? ARE BARRICADE/BARRIER WARNING LIGHTS OPERATIONAL? ARE FLAGS AFFIXED TO THE BARRICADES?
 - IS ALL AIRPORT LIGHTING EQUIPMENT IN THE VICINITY OF THE DAY'S CONSTRUCTION ACTIVITIES OPERATIONAL?
 - HAS THE OWNER, THROUGH THE ENGINEER, BEEN INFORMED OF THE WORK PLANNED FOR THE NEXT DAY?
 - ARE PAVEMENT EDGE LIPS WITHIN ALLOWABLE TOLERANCES?

A NEGATIVE RESPONSE TO ANY OF THE ITEMS IN THE CHECKLIST WILL REQUIRE THAT THE CONTRACTOR MAKE THE NECESSARY ADJUSTMENTS TO CAUSE THE RESPONSE TO BE POSITIVE BEFORE IT LEAVES THE SITE FOR THE DAY (EVENING INSPECTION) OR BEFORE WORK IS STARTED (MORNING INSPECTION).
- IN NO CASE SHALL SPOILS FROM EXCAVATION BE STOCKPILED IN THE SAFETY AREA OF AN ACTIVE RUNWAY OR TAXIWAY.
- ACCESS THROUGH THE OBJECT FREE AREA OF ACTIVE RUNWAYS CAN BE PERFORMED AT REGULAR TIME. THIS AREA SHALL SERVE ONLY AS ACCESS AREA DURING CONSTRUCTION. NO WORK, PARKING OR STORAGE SHALL BE PERMITTED IN THE OBJECT FREE AREA UNLESS APPROVED BY THE OWNER AND ENGINEER.
- THE CONTRACTOR SHALL COORDINATE ALL RUNWAY AND TAXIWAY CLOSURES WITH AIRPORT OPERATIONS WITH AT LEAST 72 HOURS NOTICE PRIOR TO THE CLOSING. ALL REQUESTED CLOSURES ARE SUBJECT TO AIR OPERATIONS SCHEDULING APPROVAL.
- REFER TO SAFETY AND PHASING PLAN FOR ADDITIONAL PROJECT REQUIREMENTS.

FLOOD ELEVATION DATA

- BASE FLOOD ELEVATION - 13' MSL (SOURCE: FEMA FIRM)
- STORM SURGE ELEVATION - NOT APPLICABLE (SOURCE: FEMA FIRM)

NOTICE TO DRAWING HOLDER

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REVISIONS				DRAWING INFORMATION	
NO.	DATE	BY	DESCRIPTION	N-S PROJECT NO.:	14602
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				CADD TYPE:	CIVIL 3D 2018
				SCALE:	N/A
				DSGN:	T.C.H. DATE: 02/2020
				DRWN:	S.R.D. DATE: 02/2020
				CHKD:	A.M. DATE: 11/2020
				QA/QC:	-- DATE: --



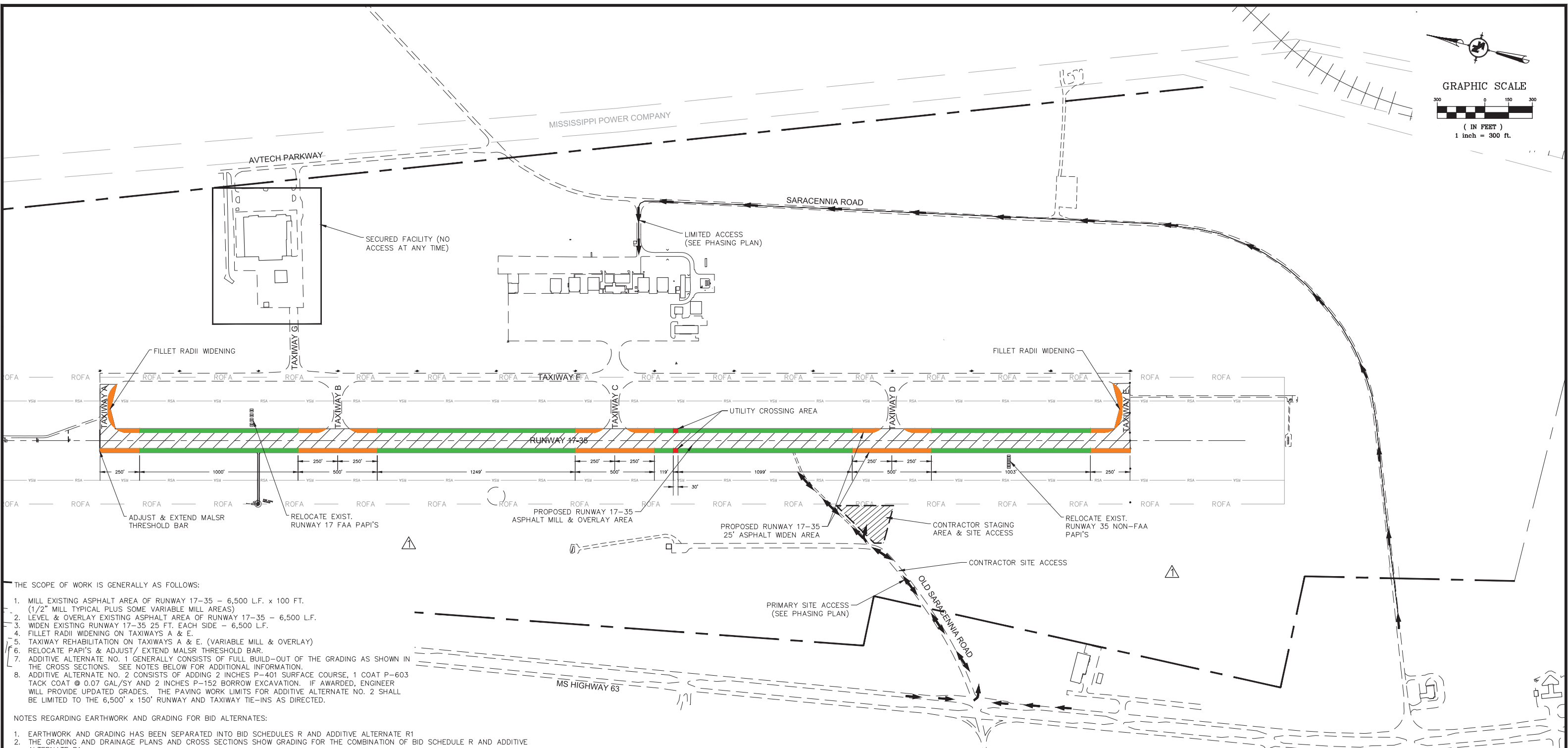
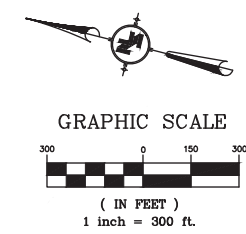
JACKSON COUNTY AIRPORT AUTHORITY
**TRENT LOTT INTERNATIONAL AIRPORT
 RUNWAY IMPROVEMENTS**

 MDEQ AGREEMENT NO. 20-00026
 FAA AIP PROJECT NO.
 3-28-0101-033-2019
 AND 3-28-0101-034-2020



GENERAL NOTES

WORKING NUMBER: G 300	DRAWING NUMBER: 4 OF 153
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THE SCOPE OF WORK IS GENERALLY AS FOLLOWS:

1. MILL EXISTING ASPHALT AREA OF RUNWAY 17-35 - 6,500 L.F. x 100 FT. (1/2" MILL TYPICAL PLUS SOME VARIABLE MILL AREAS)
2. LEVEL & OVERLAY EXISTING ASPHALT AREA OF RUNWAY 17-35 - 6,500 L.F.
3. WIDEN EXISTING RUNWAY 17-35 25 FT. EACH SIDE - 6,500 L.F.
4. FILLET RADII WIDENING ON TAXIWAYS A & E.
5. TAXIWAY REHABILITATION ON TAXIWAYS A & E. (VARIABLE MILL & OVERLAY)
6. RELOCATE PAPI'S & ADJUST/ EXTEND MALSR THRESHOLD BAR.
7. ADDITIVE ALTERNATE NO. 1 GENERALLY CONSISTS OF FULL BUILD-OUT OF THE GRADING AS SHOWN IN THE CROSS SECTIONS. SEE NOTES BELOW FOR ADDITIONAL INFORMATION.
8. ADDITIVE ALTERNATE NO. 2 CONSISTS OF ADDING 2 INCHES P-401 SURFACE COURSE, 1 COAT P-603 TACK COAT @ 0.07 GAL/SY AND 2 INCHES P-152 BORROW EXCAVATION. IF AWARDED, ENGINEER WILL PROVIDE UPDATED GRADES. THE PAVING WORK LIMITS FOR ADDITIVE ALTERNATE NO. 2 SHALL BE LIMITED TO THE 6,500' x 150' RUNWAY AND TAXIWAY TIE-INS AS DIRECTED.

NOTES REGARDING EARTHWORK AND GRADING FOR BID ALTERNATES:

1. EARTHWORK AND GRADING HAS BEEN SEPARATED INTO BID SCHEDULES R AND ADDITIVE ALTERNATE R1
2. THE GRADING AND DRAINAGE PLANS AND CROSS SECTIONS SHOW GRADING FOR THE COMBINATION OF BID SCHEDULE R AND ADDITIVE ALTERNATE R1
3. GRADING REQUIREMENTS FOR BID SCHEDULE R SHALL INCLUDE:
 - a. UNCLASSIFIED EXCAVATION AS REQUIRED FOR THE CONSTRUCTION OF THE WIDENED PAVEMENT SECTIONS.
 - b. PLACEMENT OF UNCLASSIFIED EXCAVATION ADJACENT TO THE NEW PAVEMENT SECTIONS TO CONSTRUCT A SHOULDER AREA APPROXIMATELY 25' IN WIDTH AT A 5% SLOPE TO DAYLIGHT TO NATURAL GROUND.
 - c. PLACEMENT OF UNCLASSIFIED EXCAVATION IN LOW AREAS WITHIN THE RUNWAY SAFETY AREA TO BE DESIGNATED DURING CONSTRUCTION.
 - d. PLACEMENT OF BORROW MATERIAL TO CONSTRUCT SHOULDER AREAS AS REQUIRED.
 - e. IF ADDITIVE ALTERNATE R1 IS NOT AWARDED, ENGINEER SHALL PROVIDE ADDITIONAL GRADES TO THE SUCCESSFUL BIDDER FOR CONSTRUCTION.
 - f. NECESSARY TEMPORARY AND PERMANENT EROSION CONTROLS FOR DISTURBED AREAS.
 - g. EXCESS UNCLASSIFIED EXCAVATION SHALL BE GRADED TO DRAIN INTO THE EXISTING RUNWAY SAFETY AREA TO PROVIDE A SMOOTH TRANSITION WITH SLOPES OF 3% OR LESS.
4. GRADING REQUIREMENTS FOR ADDITIVE ALTERNATE R1 SHALL INCLUDE:
 - a. REMAINING GRADING TO CONSTRUCT THE EMBANKMENT TO THE GRADES SHOWN IN THE GRADING PLANS AND CROSS SECTIONS.
 - b. NECESSARY TEMPORARY AND PERMANENT EROSION CONTROLS FOR DISTURBED AREAS.

LEGEND

	STANDARD STRENGTH WIDENING
	FULL STRENGTH WIDENING
	UTILITY CROSSING
	REHABILITATE EXISTING

ACCESS ROUTE NOTE:
 CONTRACTOR'S ACCESS ROUTES FOR EACH PHASE OF WORK ARE SHOWN ON THE SAFETY AND PHASING PLANS. THE CONTRACTOR IS RESPONSIBLE FOR PREPARATION, MAINTENANCE, REPAIR, AND RESTORATION OF THE ACCESS ROUTES AND STAGING AREA.

NOTICE TO DRAWING HOLDER
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REVISIONS			
NO.	DATE	BY	DESCRIPTION
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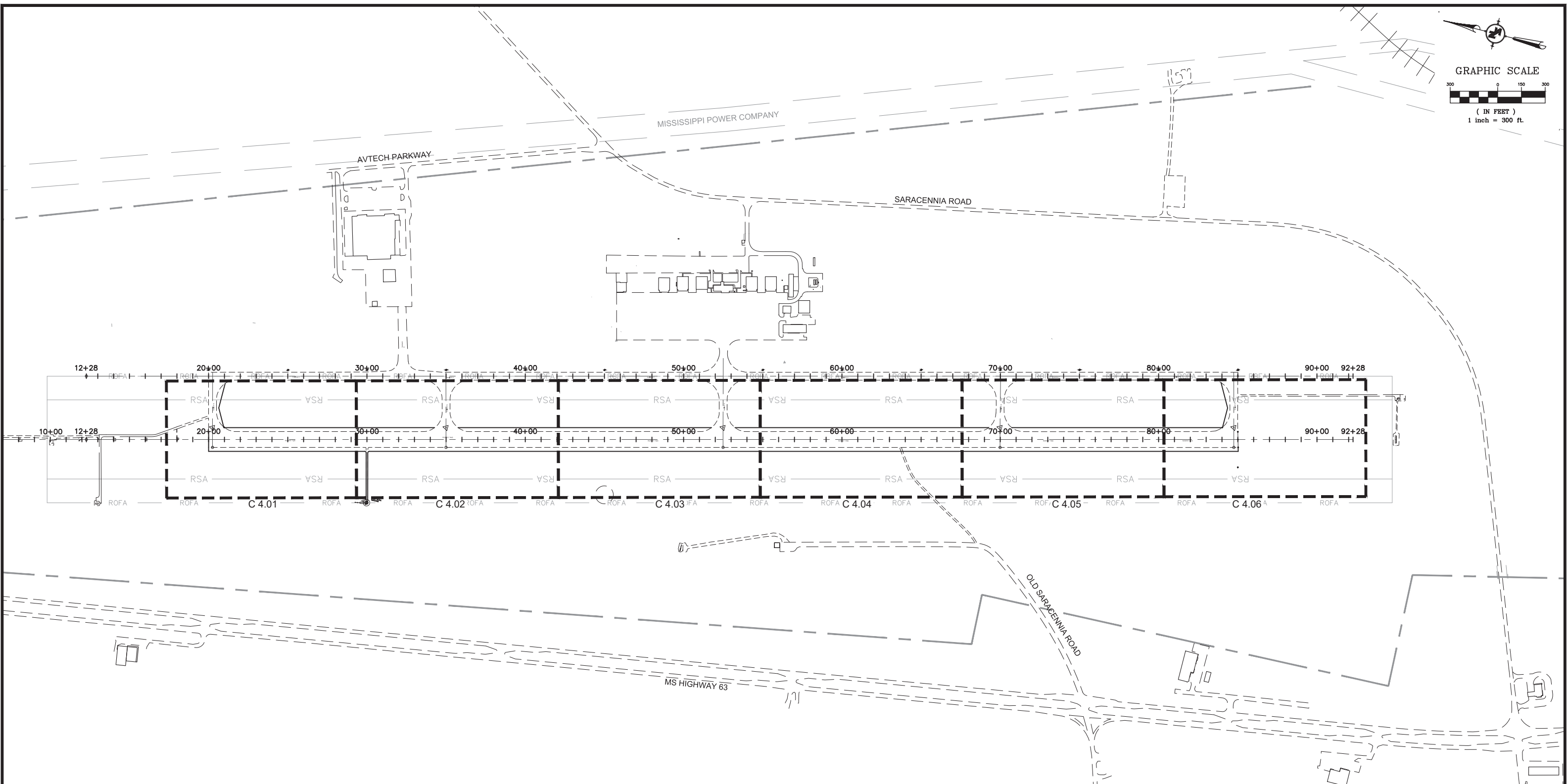
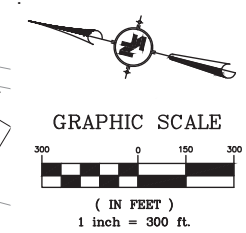
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DSGN:	T.C.H. DATE: 02/2020
DRWN:	S.R.D. DATE: 02/2020
CHKD:	A.M. DATE: 11/2020
QA/QC:	-- DATE: --



JACKSON COUNTY AIRPORT AUTHORITY
 TRENT LOTT INTERNATIONAL AIRPORT
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 MDEQ AGREEMENT NO. 20-00026
 FAA AIP PROJECT NO.
 3-28-0101-033-2019
 AND 3-28-0101-034-2020



OVERALL CIVIL SITE PLAN	
WORKING NUMBER: G 4.00	DRAWING NUMBER: 5 OF 153



NOTES:

1. CONTRACTOR SHALL LIMIT DISTURBED AREAS TO LESS THAN 10 ACRES AT ANY ONE TIME, UNLESS SEDIMENT BASINS AND OTHER APPROPRIATE EROSION CONTROLS AND PERMITS ARE IMPLEMENTED.
2. IF THE CONTRACTOR ELECTS TO PHASE CONSTRUCTION TO DISTURB 10 ACRES OR MORE AT ONE TIME, THEY SHALL PROVIDE ENGINEERING DESIGN, PERMITTING, CONSTRUCTION, MAINTENANCE, AND RESTORATION OF SEDIMENT BASINS IN ACCORDANCE WITH THE APPROVED STORMWATER POLLUTION PREVENTION PLAN AND OTHER APPLICABLE LAWS, REGULATIONS, AND ORDINANCES. THERE SHALL BE NO SEPARATE MEASUREMENT FOR PAYMENT FOR THIS WORK. ALL WORK FOR THESE ITEMS SHALL BE INCLUDED IN THE COST OF SWPPP PERMITTING AND IMPLEMENTATION

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REVISIONS			
NO.	DATE	BY	DESCRIPTION

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N-S PROJECT NO.:	14602
FILENAME:	14602-EROSION.dwg
CADD TYPE:	CIVIL 3D 2018
SCALE:	1"=300'
DSGN:	T.C.H. DATE: 02/2020
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 AND 3-28-0101-034-2020



OVERALL GRADING AND EROSION CONTROL PLAN RUNWAY 17-35	
WORKING NUMBER: C 4.00	DRAWING NUMBER: 50 OF 153

LEGEND

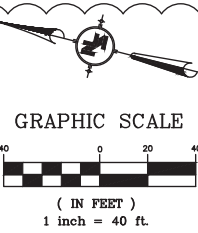
SF — SILT FENCE

 20' WATTLE DITCH CHECK

GRAPHIC SCALE

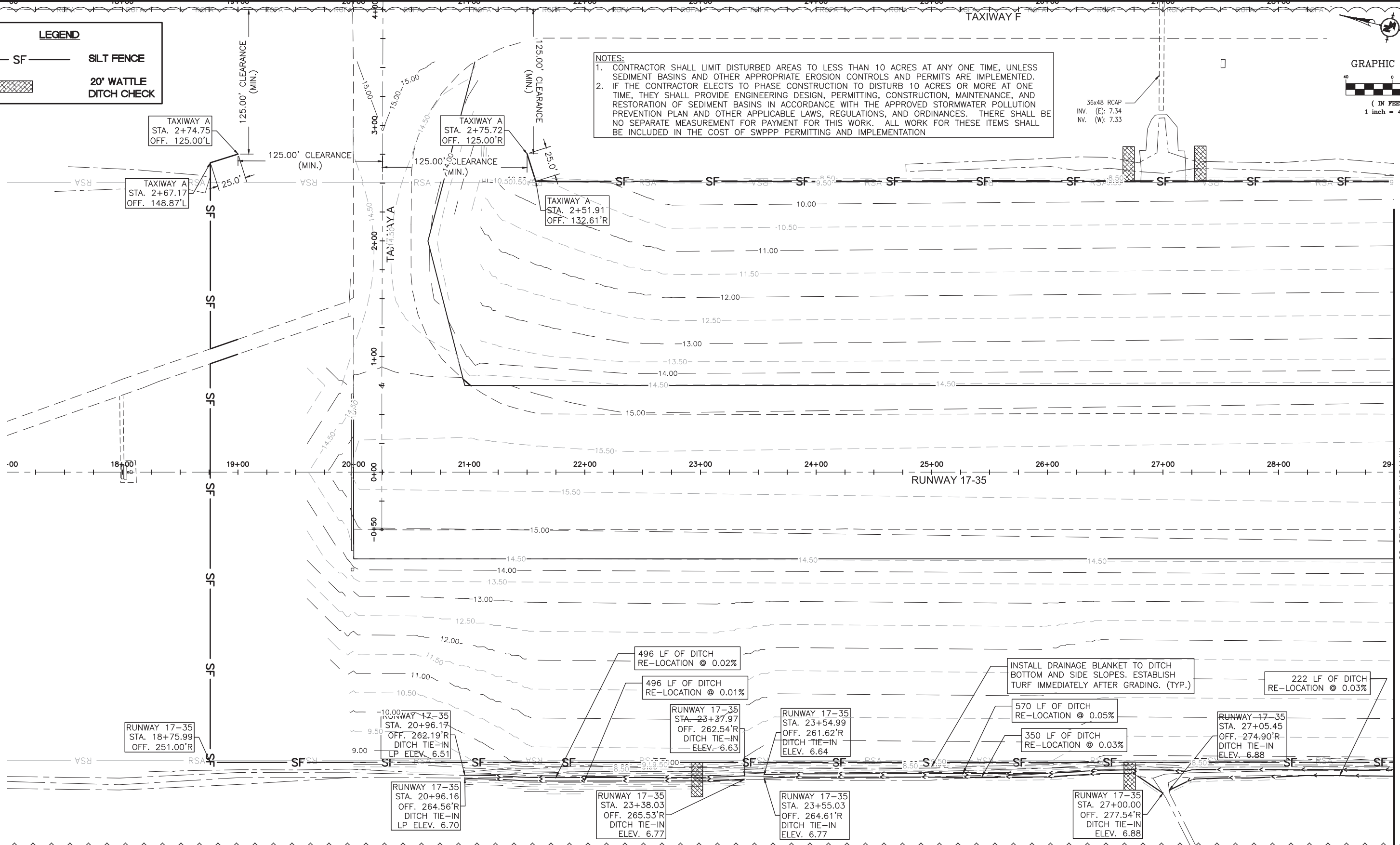
(IN FEET)

1 inch = 40 ft.



NOTES:

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REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	5/29/2020	TCH	ADDENDUM 1
2	11/4/2020	TCH	CDR-01

DRAWING INFORMATION	
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SCALE:	1"=40'
DSGN:	T.C.H. DATE: 02/2020
DRWN:	S.R.D. DATE: 02/2020
CHKD:	A.M. DATE: 11/2020
QA/QC:	-- DATE: --

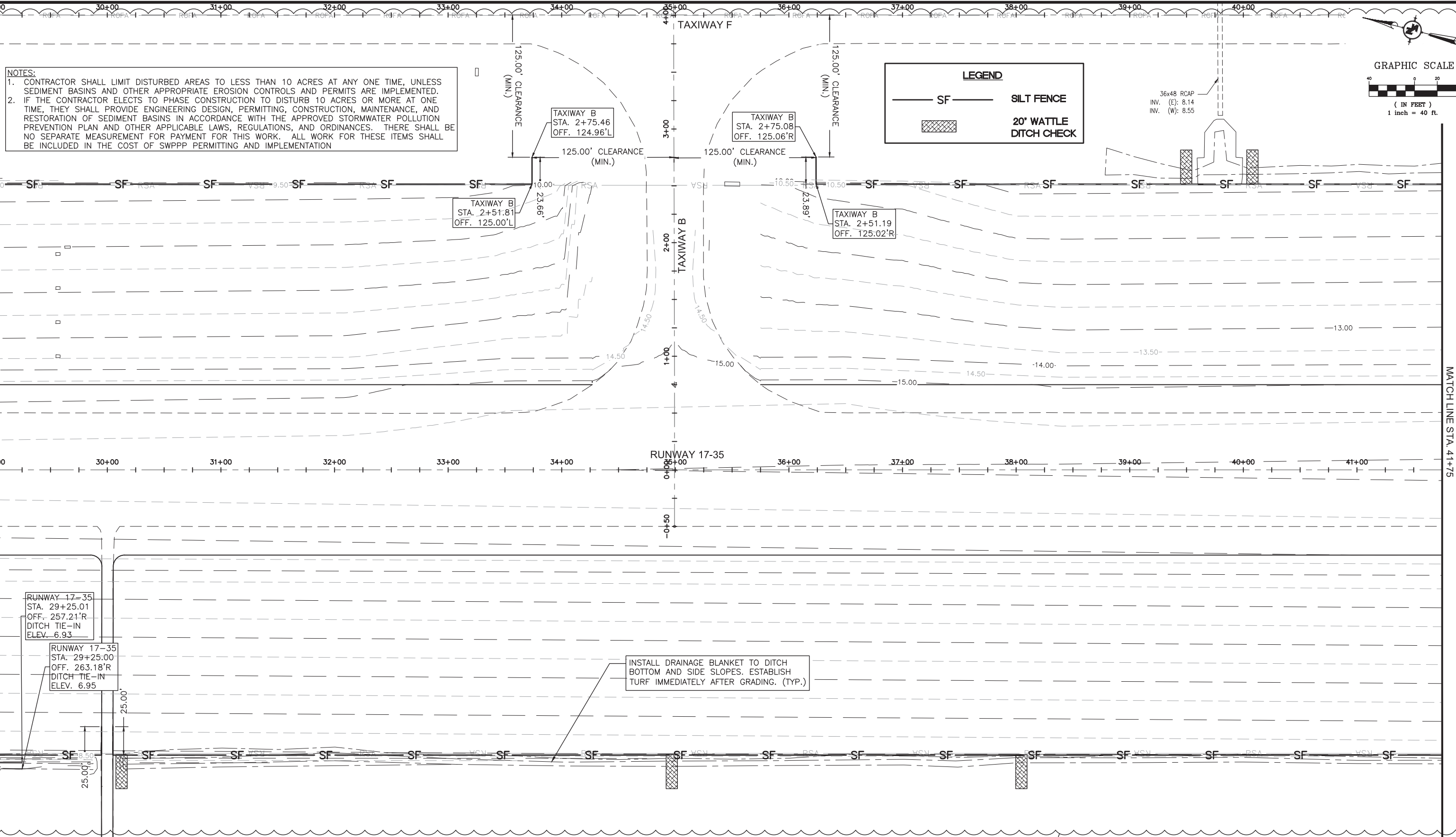


JACKSON COUNTY AIRPORT AUTHORITY
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MDEQ AGREEMENT NO. 20-00026
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 3-28-0101-033-2019
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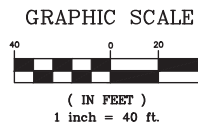


GRADING AND EROSION CONTROL PLAN RUNWAY 17-35 STA. 20+00 TO STA. 29+00	
WORKING NUMBER: C 4.01	DRAWING NUMBER: 51 OF 153



NOTES:
 1. CONTRACTOR SHALL LIMIT DISTURBED AREAS TO LESS THAN 10 ACRES AT ANY ONE TIME, UNLESS SEDIMENT BASINS AND OTHER APPROPRIATE EROSION CONTROLS AND PERMITS ARE IMPLEMENTED.
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LEGEND
 — SF — SILT FENCE
 [Hatched Box] 20' WATTLE DITCH CHECK



MATCH LINE STA. 29+00

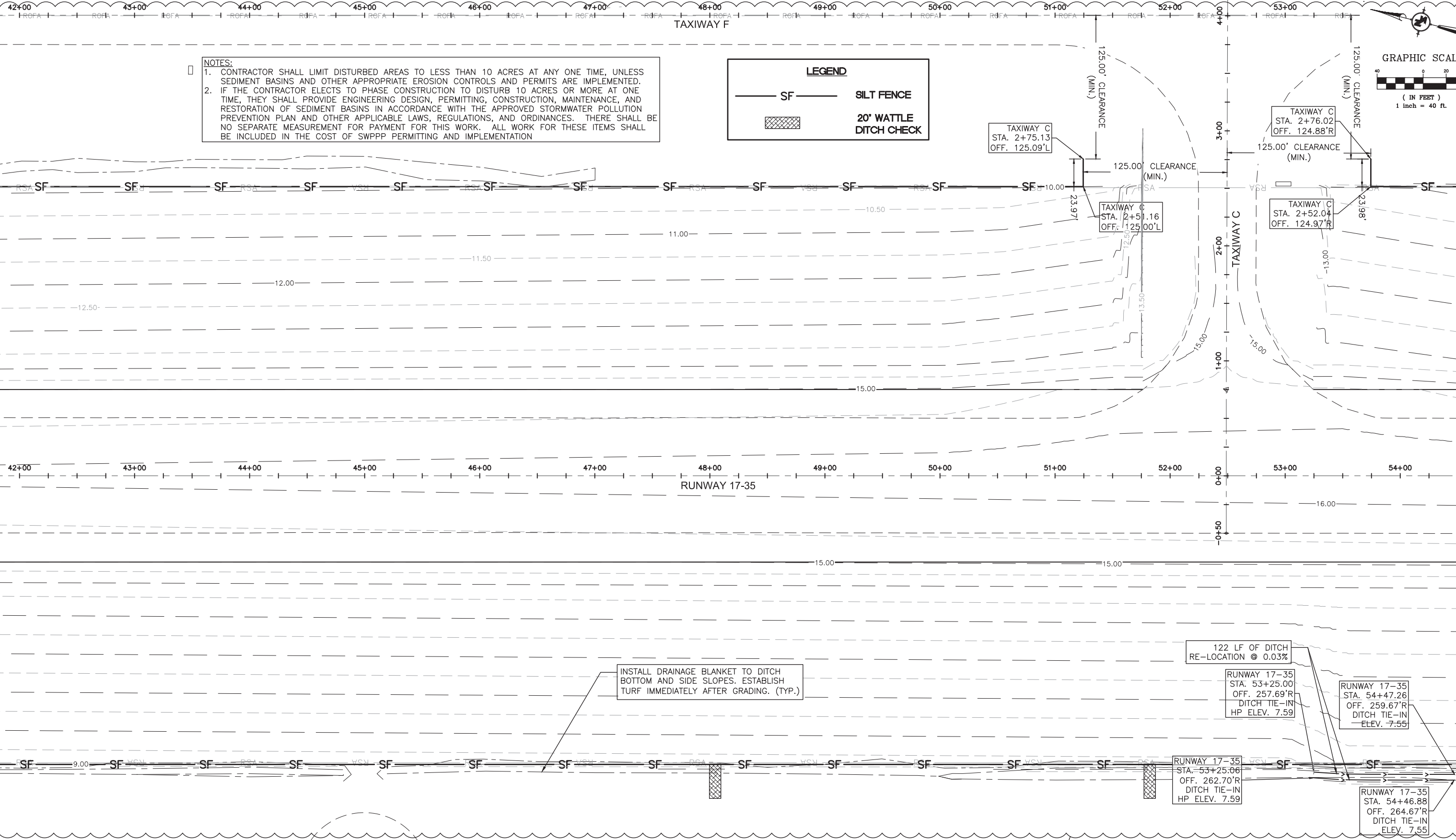
MATCH LINE STA. 41+75

RUNWAY 17-35
 STA. 29+25.01
 OFF. 257.21'R
 DITCH TIE-IN
 ELEV. 6.93

RUNWAY 17-35
 STA. 29+25.00
 OFF. 263.18'R
 DITCH TIE-IN
 ELEV. 6.95

INSTALL DRAINAGE BLANKET TO DITCH BOTTOM AND SIDE SLOPES. ESTABLISH TURF IMMEDIATELY AFTER GRADING. (TYP.)

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	NO.	DATE	BY	DESCRIPTION																		
1	5/29/2020	TCH	ADDENDUM 1																			
2	11/4/2020	TCH	CDR-01																			
				WORKING NUMBER: C 4.02	DRAWING NUMBER: 52 OF 153																	



NOTES:

- CONTRACTOR SHALL LIMIT DISTURBED AREAS TO LESS THAN 10 ACRES AT ANY ONE TIME, UNLESS SEDIMENT BASINS AND OTHER APPROPRIATE EROSION CONTROLS AND PERMITS ARE IMPLEMENTED.
- IF THE CONTRACTOR ELECTS TO PHASE CONSTRUCTION TO DISTURB 10 ACRES OR MORE AT ONE TIME, THEY SHALL PROVIDE ENGINEERING DESIGN, PERMITTING, CONSTRUCTION, MAINTENANCE, AND RESTORATION OF SEDIMENT BASINS IN ACCORDANCE WITH THE APPROVED STORMWATER POLLUTION PREVENTION PLAN AND OTHER APPLICABLE LAWS, REGULATIONS, AND ORDINANCES. THERE SHALL BE NO SEPARATE MEASUREMENT FOR PAYMENT FOR THIS WORK. ALL WORK FOR THESE ITEMS SHALL BE INCLUDED IN THE COST OF SWPPP PERMITTING AND IMPLEMENTATION

LEGEND

SF ——— SILT FENCE

20' WATTLE DITCH CHECK

GRAPHIC SCALE

(IN FEET)

1 inch = 40 ft.

MATCHLINE STA. 41+75

MATCHLINE STA. 54+50

INSTALL DRAINAGE BLANKET TO DITCH BOTTOM AND SIDE SLOPES. ESTABLISH TURF IMMEDIATELY AFTER GRADING. (TYP.)

122 LF OF DITCH RE-LOCATION @ 0.03%

RUNWAY 17-35
STA. 53+25.00
OFF. 257.69'R
DITCH TIE-IN
HP ELEV. 7.59

RUNWAY 17-35
STA. 54+47.26
OFF. 259.67'R
DITCH TIE-IN
ELEV. 7.55

RUNWAY 17-35
STA. 53+25.00
OFF. 262.70'R
DITCH TIE-IN
HP ELEV. 7.59

RUNWAY 17-35
STA. 54+46.88
OFF. 264.67'R
DITCH TIE-IN
ELEV. 7.55

NOTICE TO DRAWING HOLDER

NEEL-SCHAFFER, INC., HERINAFTER REFERRED TO AS THE ENGINEER HAS PREPARED AND FURNISHED THIS DRAWING TO THE OWNER FOR USE ON THIS PROJECT ONLY. THIS DRAWING SHOULD NOT BE USED ON EXTENSIONS OF THIS PROJECT OR ON ANY OTHER PROJECT. ANY REUSE OF THIS DRAWING, WITHOUT WRITTEN VERIFICATION OR ADAPTION BY THE ENGINEER, SHALL BE AT THE REUSER'S SOLE RISK AND THE REUSER SHALL INDEMNIFY AND HOLD HARMLESS THE ENGINEER FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING ATTORNEY'S FEES ARISING OUT OF OR RESULTING THEREFROM.

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	5/29/2020	TCH	ADDENDUM 1
2	11/4/2020	TCH	CDR-01

DRAWING INFORMATION	
N-S PROJECT NO.:	14602
FILENAME:	14602-EROSION.dwg
CADD TYPE:	CIVIL 3D 2018
SCALE:	1"=40'
DSGN:	T.C.H. DATE: 02/2020
DRWN:	S.R.D. DATE: 02/2020
CHKD:	A.M. DATE: 11/2020
QA/QC:	-- DATE: --

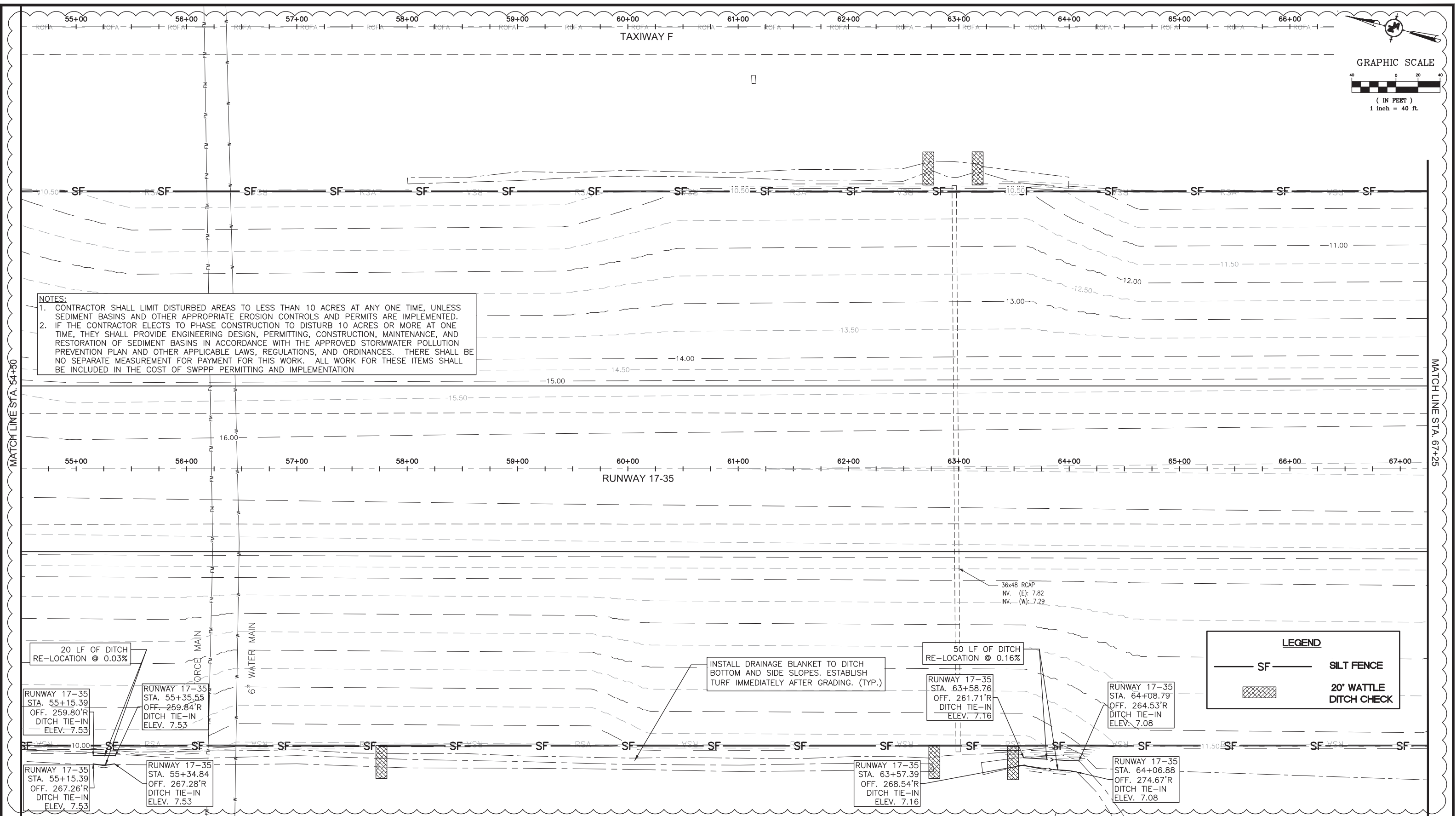


JACKSON COUNTY AIRPORT AUTHORITY
TRENT LOTT INTERNATIONAL AIRPORT
RUNWAY IMPROVEMENTS

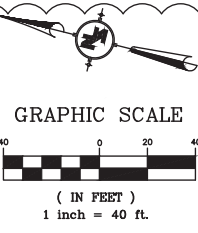
MDEQ AGREEMENT NO. 20-00026
FAA AIP PROJECT NO.
3-28-0101-033-2019
AND 3-28-0101-034-2020



GRADING AND EROSION CONTROL PLAN RUNWAY 17-35 STA. 41+75 TO STA. 54+50	
WORKING NUMBER: C 4.03	DRAWING NUMBER: 53 OF 153



NOTES:
 1. CONTRACTOR SHALL LIMIT DISTURBED AREAS TO LESS THAN 10 ACRES AT ANY ONE TIME, UNLESS SEDIMENT BASINS AND OTHER APPROPRIATE EROSION CONTROLS AND PERMITS ARE IMPLEMENTED.
 2. IF THE CONTRACTOR ELECTS TO PHASE CONSTRUCTION TO DISTURB 10 ACRES OR MORE AT ONE TIME, THEY SHALL PROVIDE ENGINEERING DESIGN, PERMITTING, CONSTRUCTION, MAINTENANCE, AND RESTORATION OF SEDIMENT BASINS IN ACCORDANCE WITH THE APPROVED STORMWATER POLLUTION PREVENTION PLAN AND OTHER APPLICABLE LAWS, REGULATIONS, AND ORDINANCES. THERE SHALL BE NO SEPARATE MEASUREMENT FOR PAYMENT FOR THIS WORK. ALL WORK FOR THESE ITEMS SHALL BE INCLUDED IN THE COST OF SWPPP PERMITTING AND IMPLEMENTATION



MATCH LINE STA. 54+50

MATCH LINE STA. 67+25

20 LF OF DITCH RE-LOCATION @ 0.03%

RUNWAY 17-35 STA. 55+15.39 OFF. 259.80'R DITCH TIE-IN ELEV. 7.53

RUNWAY 17-35 STA. 55+34.84 OFF. 267.28'R DITCH TIE-IN ELEV. 7.53

RUNWAY 17-35 STA. 55+35.55 OFF. 259.84'R DITCH TIE-IN ELEV. 7.53

INSTALL DRAINAGE BLANKET TO DITCH BOTTOM AND SIDE SLOPES. ESTABLISH TURF IMMEDIATELY AFTER GRADING. (TYP.)

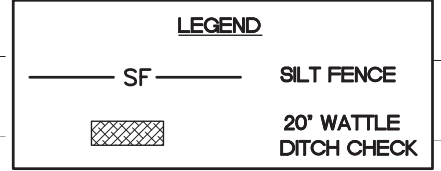
50 LF OF DITCH RE-LOCATION @ 0.16%

RUNWAY 17-35 STA. 63+58.76 OFF. 261.71'R DITCH TIE-IN ELEV. 7.16

RUNWAY 17-35 STA. 64+06.88 OFF. 274.67'R DITCH TIE-IN ELEV. 7.08

RUNWAY 17-35 STA. 64+08.79 OFF. 264.53'R DITCH TIE-IN ELEV. 7.08

RUNWAY 17-35 STA. 64+06.88 OFF. 274.67'R DITCH TIE-IN ELEV. 7.08



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REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	5/29/2020	TCH	ADDENDUM 1
2	11/4/2020	TCH	CDR-01

DRAWING INFORMATION			
N-S PROJECT NO.:	14602		
FILENAME:	14602-EROSION.dwg		
CADD TYPE:	CIVIL 3D 2018		
SCALE:	1"=40'		
DSGN:	T.C.H.	DATE:	02/2020
DRWN:	S.R.D.	DATE:	02/2020
CHKD:	A.M.	DATE:	11/2020
QA/QC:	--	DATE:	--

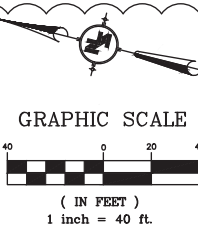
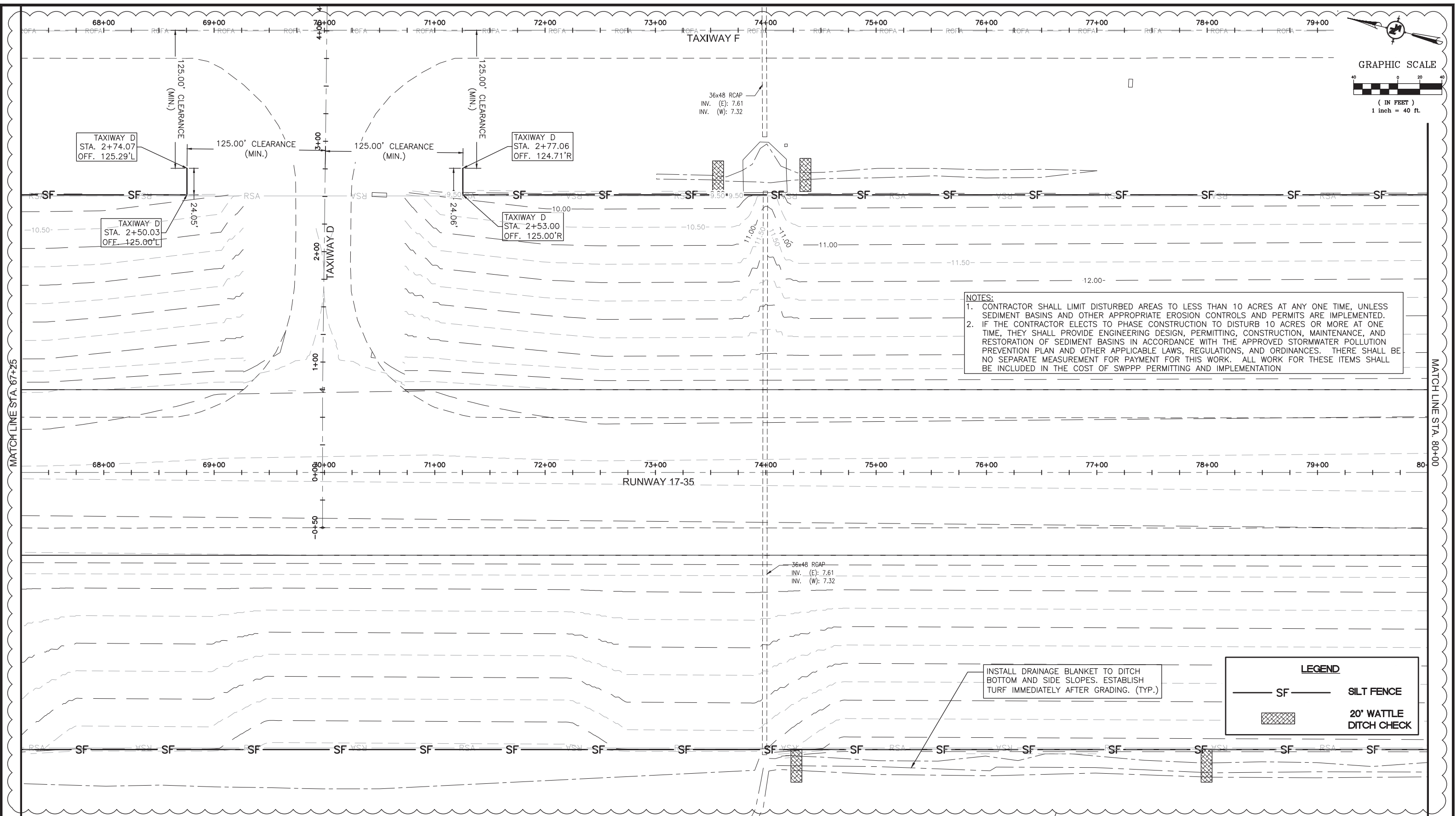


JACKSON COUNTY AIRPORT AUTHORITY
 TRENT LOTT INTERNATIONAL AIRPORT
 RUNWAY IMPROVEMENTS

MDEQ AGREEMENT NO. 20-00026
 FAA AIP PROJECT NO.
 3-28-0101-033-2019
 AND 3-28-0101-034-2020



GRADING AND EROSION CONTROL PLAN RUNWAY 17-35 STA. 54+50 TO STA. 67+25	
WORKING NUMBER: C 4.04	DRAWING NUMBER: 54 OF 153



NOTES:

1. CONTRACTOR SHALL LIMIT DISTURBED AREAS TO LESS THAN 10 ACRES AT ANY ONE TIME, UNLESS SEDIMENT BASINS AND OTHER APPROPRIATE EROSION CONTROLS AND PERMITS ARE IMPLEMENTED.
2. IF THE CONTRACTOR ELECTS TO PHASE CONSTRUCTION TO DISTURB 10 ACRES OR MORE AT ONE TIME, THEY SHALL PROVIDE ENGINEERING DESIGN, PERMITTING, CONSTRUCTION, MAINTENANCE, AND RESTORATION OF SEDIMENT BASINS IN ACCORDANCE WITH THE APPROVED STORMWATER POLLUTION PREVENTION PLAN AND OTHER APPLICABLE LAWS, REGULATIONS, AND ORDINANCES. THERE SHALL BE NO SEPARATE MEASUREMENT FOR PAYMENT FOR THIS WORK. ALL WORK FOR THESE ITEMS SHALL BE INCLUDED IN THE COST OF SWPPP PERMITTING AND IMPLEMENTATION

INSTALL DRAINAGE BLANKET TO DITCH BOTTOM AND SIDE SLOPES. ESTABLISH TURF IMMEDIATELY AFTER GRADING. (TYP.)

LEGEND	
— SF —	SILT FENCE
	20' WATTLE DITCH CHECK

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REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	5/29/2020	TCH	ADDENDUM 1
2	11/4/2020	TCH	CDR-01

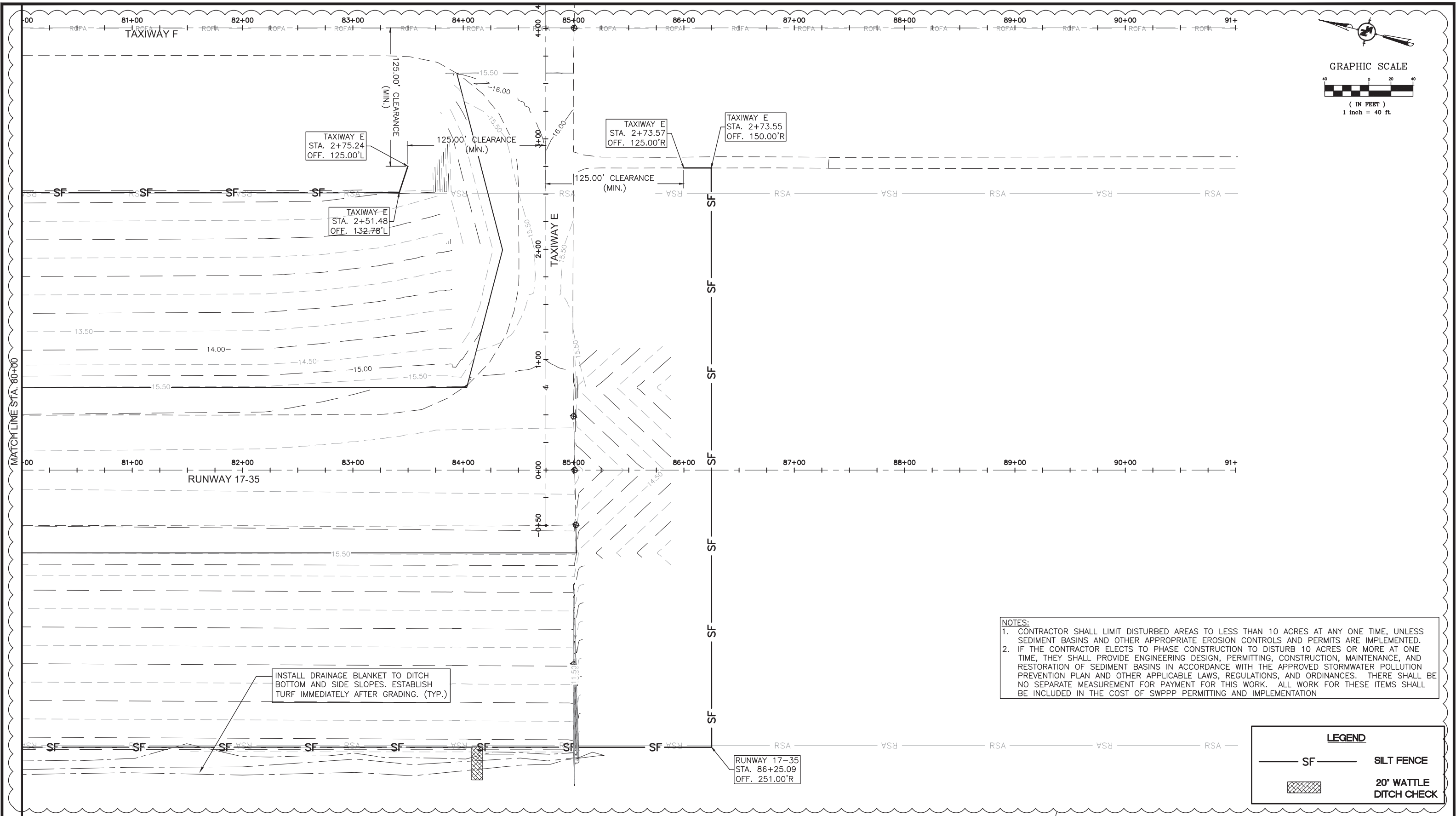
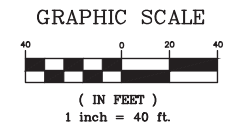
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CADD TYPE:	CIVIL 3D 2018	SCALE:	1"=40'
DSGN:	T.C.H.	DATE:	02/2020
DRWN:	S.R.D.	DATE:	02/2020
CHKD:	A.M.	DATE:	11/2020
QA/QC:	--	DATE:	--



JACKSON COUNTY AIRPORT AUTHORITY
 TRENT LOTT INTERNATIONAL AIRPORT
 RUNWAY IMPROVEMENTS
 MDEQ AGREEMENT NO. 20-00026
 FAA AIP PROJECT NO.
 3-28-0101-033-2019
 AND 3-28-0101-034-2020



GRADING AND EROSION CONTROL PLAN RUNWAY 17-35 STA. 67+25 TO STA. 80+00	
WORKING NUMBER: C 4.05	DRAWING NUMBER: 55 OF 153




NOTES:

1. CONTRACTOR SHALL LIMIT DISTURBED AREAS TO LESS THAN 10 ACRES AT ANY ONE TIME, UNLESS SEDIMENT BASINS AND OTHER APPROPRIATE EROSION CONTROLS AND PERMITS ARE IMPLEMENTED.
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LEGEND

— SF — SILT FENCE

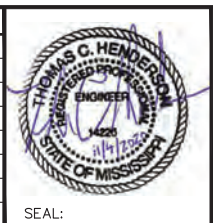
 20' WATTLE DITCH CHECK

NOTICE TO DRAWING HOLDER

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REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	5/29/2020	TCH	ADDENDUM 1
2	11/4/2020	TCH	CDR-01

DRAWING INFORMATION			
N-S PROJECT NO.:	14602		
FILENAME:	14602-EROSION.dwg		
CADD TYPE:	CIVIL 3D 2018		
SCALE:	1"=40'		
DSGN:	T.C.H.	DATE:	02/2020
DRWN:	S.R.D.	DATE:	02/2020
CHKD:	A.M.	DATE:	11/2020
QA/QC:	--	DATE:	--

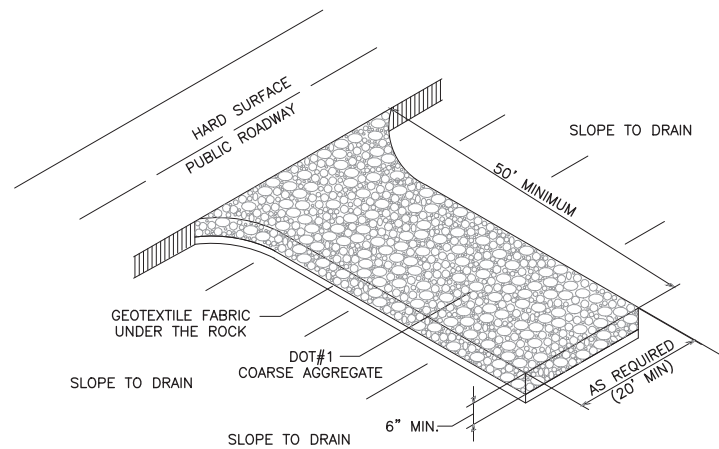


JACKSON COUNTY AIRPORT AUTHORITY
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 RUNWAY IMPROVEMENTS

MDEQ AGREEMENT NO. 20-00026
 FAA AIP PROJECT NO.
 3-28-0101-033-2019
 AND 3-28-0101-034-2020



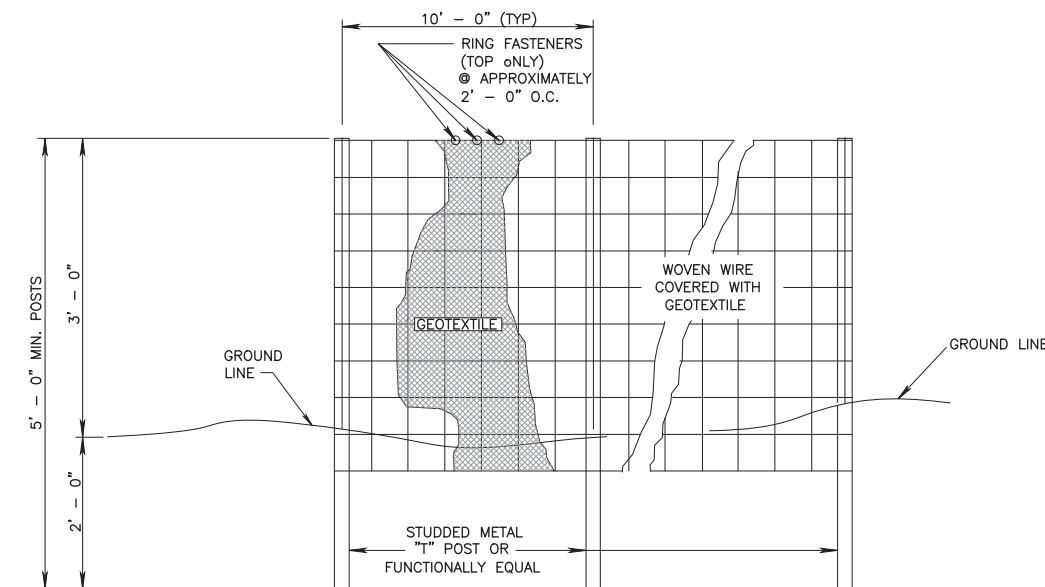
GRADING AND EROSION CONTROL PLAN RUNWAY 17-35 STA. 80+00 TO STA. 92+00	
WORKING NUMBER: C 4.06	DRAWING NUMBER: 56 OF 153



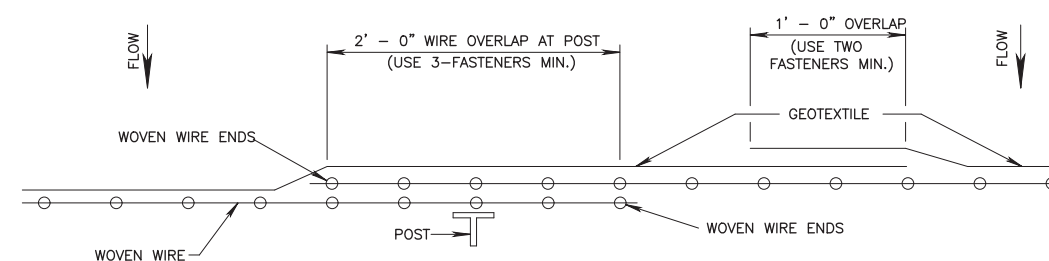
**TEMPORARY CONSTRUCTION
ENTRANCE AND EXIT**
N.T.S.

NOTES:

1. THE AREA OF THE CONSTRUCTION ENTRANCE SHALL BE EXCAVATED 6 INCHES DEEP, 50 FEET LONG AND SHALL EXTEND THE FULL WIDTH OF ANY VEHICULAR INGRESS AND EGRESS (MINIMUM 20 FEET) LOCATED ON THE SITE.
2. THE ENTRANCE SHALL BE PROPERLY MAINTAINED FOR THE DURATION OF THE PROJECT TO PREVENT THE TRACKING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. ALL MAINTENANCE AND REPAIRS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
3. THE ENTRANCE SHALL BE CHECKED ON A DAILY BASIS AND BEFORE & AFTER ANY RAINFALL EVENT FOR ANY DAMAGES. ANY DAMAGES FOUND SHALL BE REMEDIATED BEFORE THE DAYS END AT NO ADDITIONAL COST TO THE CITY.
4. THE ENTRANCE SHALL BE PROPERLY GRADED TO PREVENT THE FLOW OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. ALL MATERIALS SPILLED, DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS SHALL BE REMOVED IMMEDIATELY.
5. MEASURES SHALL BE TAKEN TO PREVENT VEHICULAR TRAFFIC FROM BYPASSING THE CONSTRUCTION ENTRANCE DURING INGRESS AND EGRESS.

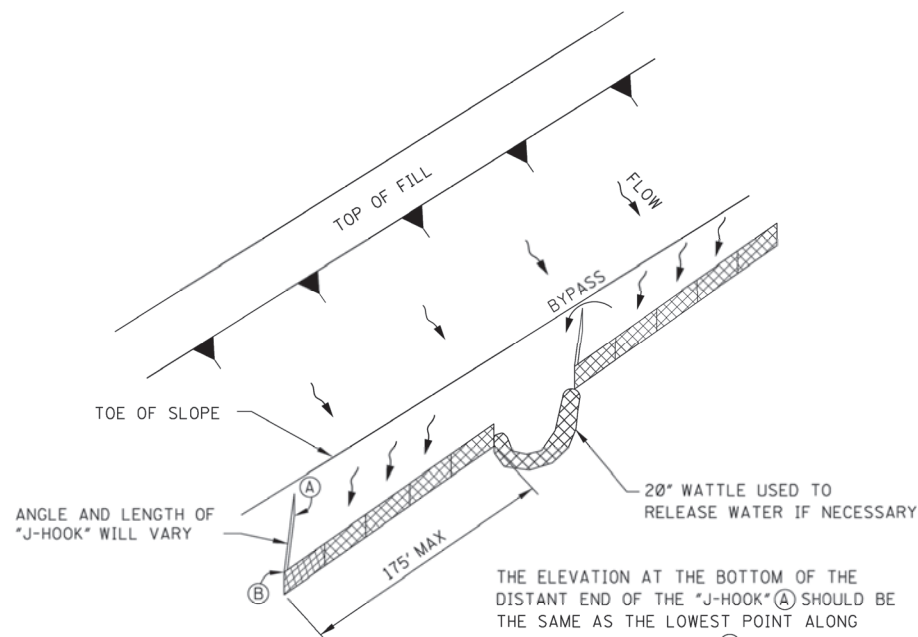


ELEVATION VIEW



PLAN VIEW

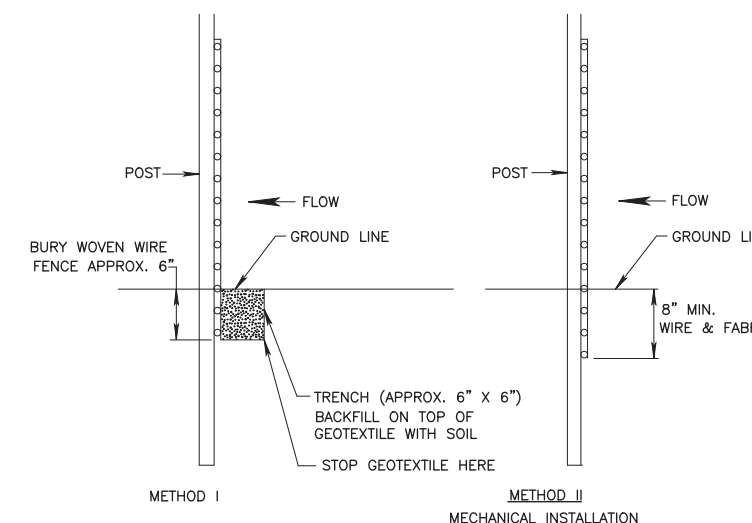
REQUIRED LAPPING



"J" HOOK SILT FENCE APPLICATION
N.T.S.

NOTES:

1. SILT FENCES SHALL BE USED IN AREAS WHERE FLOW IS NOT SEVERE.
2. SILT FENCES ARE TEMPORARY SEDIMENT CONTROL ITEMS THAT SHALL BE ERECTED OPPOSITE ERODIBLE AREAS SUCH AS NEWLY GRADED FILL SLOPES AND ADJACENT TO STREAMS AND CHANNELS.
3. SILT FENCE SHOULD BE PLACED WELL INSIDE RIGHT-OF-WAY AND ALONG EDGE OF CLEARING LIMITS. THIS WILL ALLOW ROOM FOR A BACK-UP FENCE IF FIRST FENCE BECOMES FULL.
4. WHEREVER POSSIBLE SILT FENCE SHALL BE CONSTRUCTED ACROSS A LEVEL AREA IN THE SHAPE OF A SMILE. THIS AIDS IN PONDING OF RUNOFF AND FACILITATES SEDIMENTATION.
5. THE CONTRACTOR MAY ELECT TO USE EITHER METHOD I OR METHOD II. COST TO BE LINEAR FEET OF SILT FENCE.
6. METHOD II INSTALLATION SHALL BE ACCOMPLISHED USING AN IMPLEMENT THAT IS MANUFACTURED FOR THE APPLICATION AND PROVIDES A CONFIGURATION MEETING THE REQUIREMENTS OF THE DETAIL.
7. WIRE SHALL BE MINIMUM OF 32" IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.
8. GEOTEXTILE FABRIC MEETING THE TYPE II MATERIAL REQUIREMENTS AND INSTALLED ACCORDING TO SPECIFICATION MAY BE USED WITHOUT WIRE FENCE.



SIDE VIEW

SILT FENCE DETAILS

N.T.S.

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REVISIONS			
NO.	DATE	BY	DESCRIPTION

DRAWING INFORMATION			
N-S PROJECT NO.: 14602			
FILENAME: 14602-EROSION_DTLS.dwg			
CADD TYPE: CIVIL 3D 2018			
SCALE:			
DSGN: T.C.H.	DATE: 02/2020		
DRWN: S.R.D.	DATE: 02/2020		
CHKD: A.M.	DATE: 11/2020		
QA/QC: --	DATE: --		

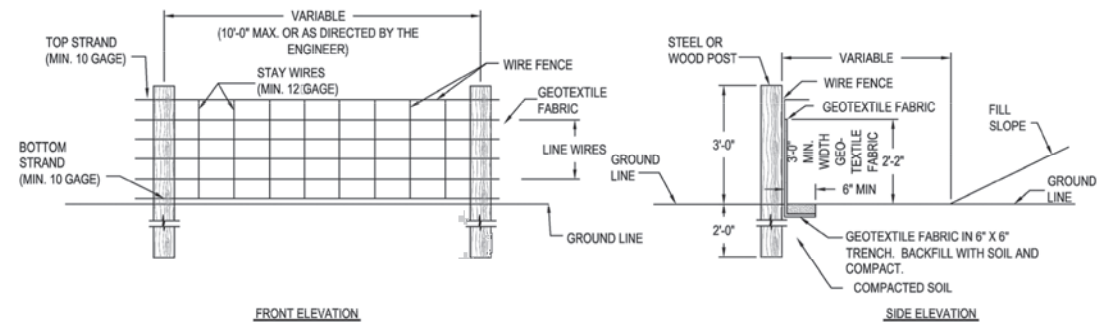


JACKSON COUNTY AIRPORT AUTHORITY
TRENT LOTT INTERNATIONAL AIRPORT
RUNWAY IMPROVEMENTS
MDEQ AGREEMENT NO. 20-00026
FAA AIP PROJECT NO.
3-28-0101-033-2019
AND 3-28-0101-034-2020



**GRADING AND EROSION CONTROL
DETAILS**

WORKING NUMBER: C 407	DRAWING NUMBER: 57 OF 153
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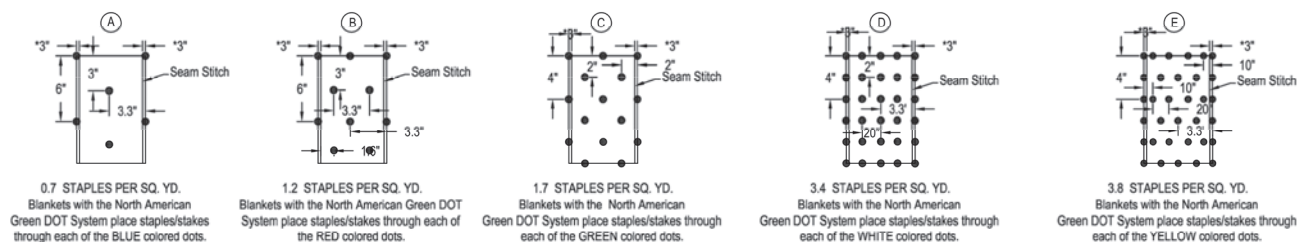


NOTES:

1. WIRE SHALL BE MINIMUM OF 32" IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.
2. GEOTEXTILE FABRIC SHALL BE A MINIMUM OF 36" IN WIDTH AND SHALL BE FASTENED ADEQUATELY TO THE WIRE AS DIRECTED BY THE ENGINEER.
3. STEEL POST SHALL BE 5'-0" IN HEIGHT AND OF THE SELF-FASTENER ANGLE STEEL TYPE. WOOD POST SHALL BE A MINIMUM OF 5'-0" IN HEIGHT AND 3" OR MORE IN DIAMETER. WIRE FENCE SHALL BE FASTENED TO WOODEN POST WITH NOT LESS THAN 9 GAGE WIRE STAPLES 1" LONG.
4. GEOTEXTILE FABRIC MEETING THE TYPE II MATERIAL REQUIREMENTS AND INSTALLED ACCORDING TO SPECIFICATIONS MAY BE USED WITHOUT WIRE FENCE.

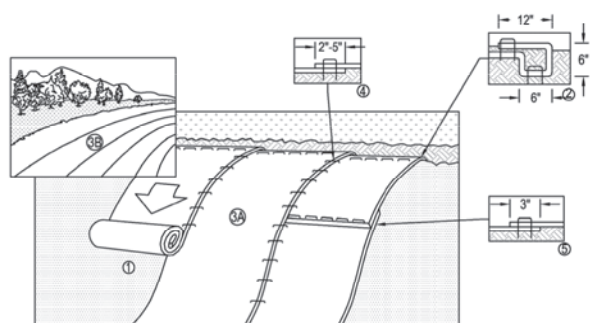
SILT FENCE DETAILS

SCALE: N.T.S.



DRAINAGE BLANKET STAPLE PATTERN TYPES

SCALE: N.T.S.



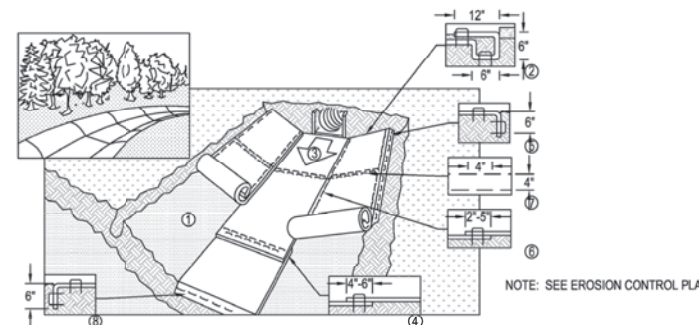
1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30cm) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30cm) ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2'-5" (5cm-12.5cm) OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5cm) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30cm) APART ACROSS ENTIRE BLANKET WIDTH.

NOTE:

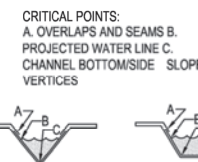
*IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

DRAINAGE BLANKET "SLOPE" INSTALLATION

SCALE: N.T.S.



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE CHANNEL BY ANCHORING THE BLANKET IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30cm) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30cm) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL CENTER BLANKET IN DIRECTION OF WATER FLOW IN BOTTOM OF CHANNEL. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. PLACE CONSECUTIVE BLANKETS END OVER END (SHINGLE STYLE) WITH A 4"-6" (10cm-15cm) OVERLAP. USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10cm) APART AND 4" (10cm) ON CENTER TO SECURE BLANKETS.
5. FULL LENGTH EDGE OF BLANKETS AT TOP OF SIDE SLOPES MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
6. ADJACENT BLANKETS MUST BE OVERLAPPED APPROXIMATELY 2'-5" (5cm-12.5cm) (DEPENDING ON BLANKET TYPE) AND STAPLED. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH ON THE BLANKET BEING OVERLAPPED.
7. IN CHANNEL APPLICATIONS, A STAPLE CHECK SLOT IS RECOMMENDED AT 30 TO 40 FOOT (9m-12m) INTERVALS. USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10cm) APART AND 4" (10cm) ON CENTER OVER ENTIRE WIDTH OF THE CHANNEL.
8. THE TERMINAL END OF THE BLANKETS MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.



CRITICAL POINTS:
A. OVERLAPS AND SEAMS
B. PROJECTED WATER LINE
C. CHANNEL BOTTOM/SIDE SLOPE VERTICES

NOTE:
* HORIZONTAL STAPLE SPACING SHOULD BE ALTERED IF NECESSARY TO ALLOW STAPLES TO SECURE THE CRITICAL POINTS ALONG THE CHANNEL SURFACE.

** IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY ANCHOR THE BLANKETS.

DRAINAGE BLANKET "CHANNEL" INSTALLATION

SCALE: N.T.S.

NOTICE TO DRAWING HOLDER

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REVISIONS			
NO.	DATE	BY	DESCRIPTION

DRAWING INFORMATION	
N-S PROJECT NO.:	14602
FILENAME:	14602-EROSION_DTLS.dwg
CADD TYPE:	CIVIL 3D 2018
SCALE:	
DSGN: T.C.H.	DATE: 02/2020
DRWN: S.R.D.	DATE: 02/2020
CHKD: A.M.	DATE: 11/2020
QA/QC: --	DATE: --



SEAL:



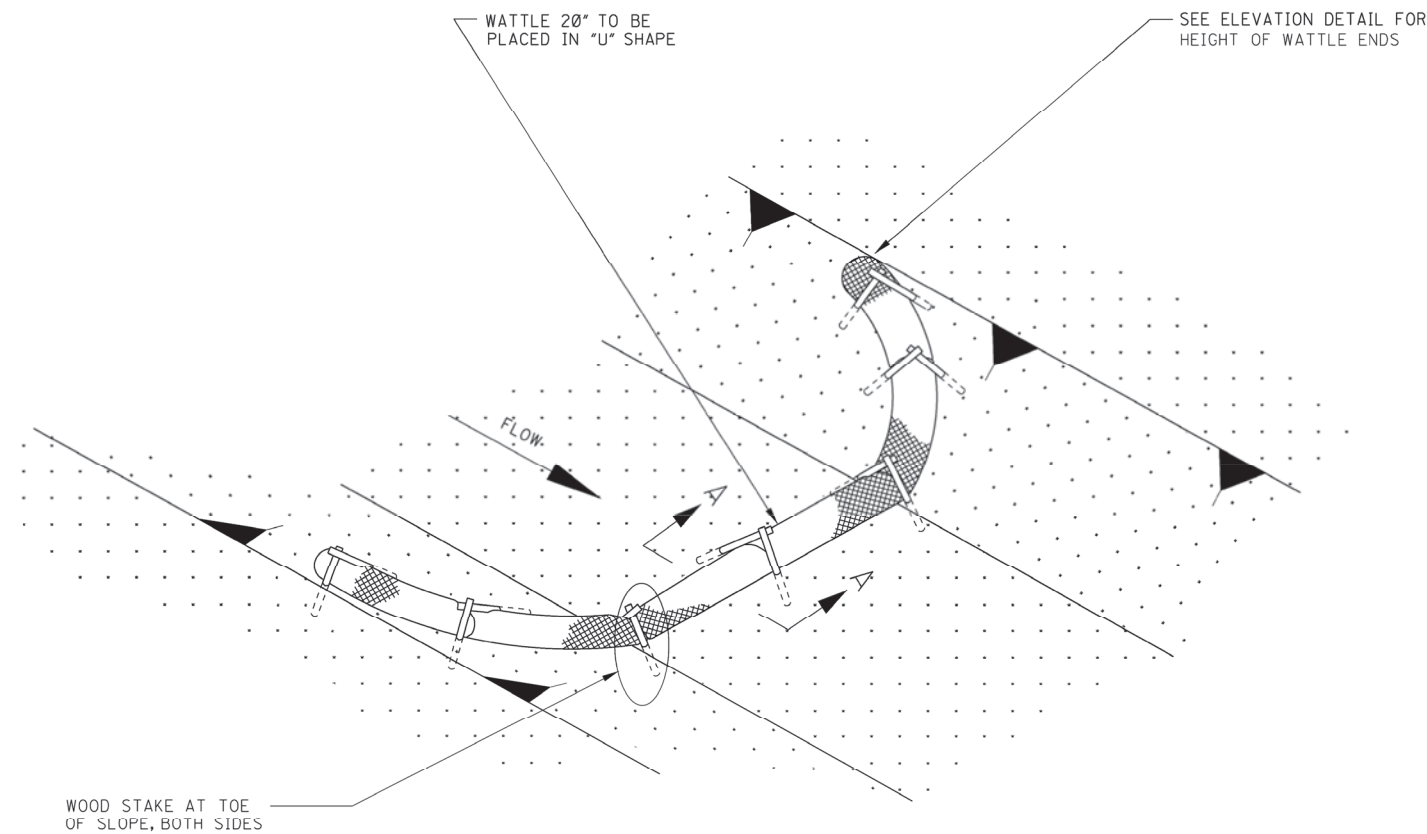
JACKSON COUNTY AIRPORT AUTHORITY
TRENT LOTT INTERNATIONAL AIRPORT
RUNWAY IMPROVEMENTS

MDEQ AGREEMENT NO. 20-00026
FAA AIP PROJECT NO.
3-28-0101-033-2019
AND 3-28-0101-034-2020



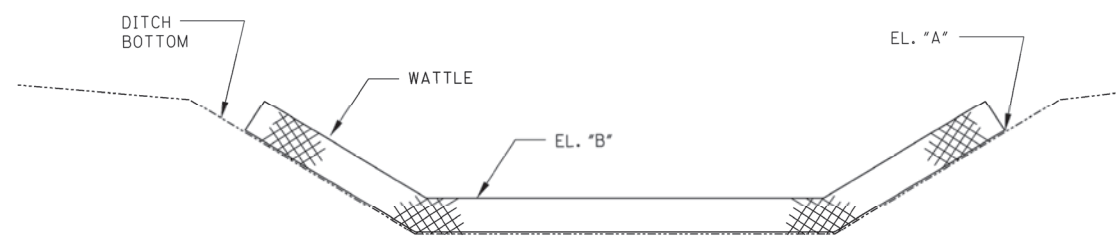
**GRADING AND EROSION CONTROL
DETAILS
DRAINAGE BLANKETS**

WORKING NUMBER: C 408	DRAWING NUMBER: 58 OF 153
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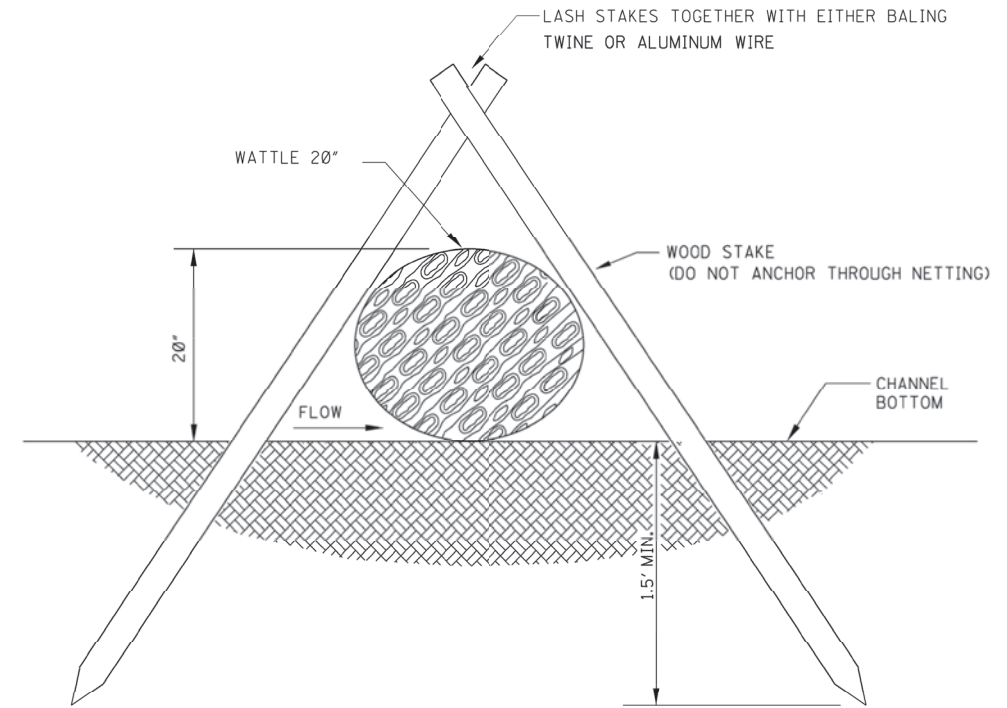


DETAIL (DITCH CHECK)

NOTE: END POINTS "A" SHALL BE HIGHER THAN FLOWLINE POINT "B".



ELEVATION DETAIL



SECTION A-A

NOTES:

1. WATTLE DITCH CHECKS CAN BE USED FOR VELOCITY REDUCTION AND CONTROL OF SEDIMENT TRANSPORT UNDER LOW TO MEDIUM FLOW CONDITIONS.
2. THE PLACEMENT INTERVAL BETWEEN WATTLE DITCH CHECK SHALL BE 100' UNLESS SHOWN OTHERWISE ON THE PLANS OR EROSION CONTROL PLAN APPROVED BY THE ENGINEER. SEE SPACING GUIDANCE ON WK. NO. ECD-4.
3. ANCHORING WOOD STAKES SHALL BE SIZED, SPACED, DRIVEN, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE CHECK. STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET. ALL NON-DEGRADABLE MATERIALS SHALL BE REMOVED WHEN NO LONGER NEEDED.
4. TRENCHING OF WATTLES MAY BE NECESSARY IF PIPING BECOMES EVIDENT.
5. WATTLES SHOULD NOT BE USED IN HARD BOTTOM CHANNELS.
6. IN THE EVENT WATTLES CANNOT BE SECURED IN PLACE USING WOOD STAKES, SAND BAGS MAY BE USED IN LIEU OF WOOD STAKES IN ORDER TO SECURE THE WATTLES IN PLACE. IF SANDS BAGS ARE USED IN THIS APPLICATION THEY WILL NOT BE A SEPARATE PAY ITEM.

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REVISIONS			
NO.	DATE	BY	DESCRIPTION

DRAWING INFORMATION			
N-S PROJECT NO.: 14602			
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CADD TYPE: CIVIL 3D 2018			
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JACKSON COUNTY AIRPORT AUTHORITY
 TRENT LOTT INTERNATIONAL AIRPORT
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 FAA AIP PROJECT NO.
 3-28-0101-033-2019
 AND 3-28-0101-034-2020



GRADING AND EROSION CONTROL DETAILS DITCH CHECK (WATTLE)	
WORKING NUMBER: C 4.09	DRAWING NUMBER: 59 OF 153

APPENDIX C

**TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION,
AND SILTATION CONTROL**

DESCRIPTION

102-1. This item shall consist of temporary control measures as shown on the plans or as ordered by the Resident Project Representative (RPR) during the life of a contract to control pollution of air and water, soil erosion, and siltation through the use of silt fences, berms, dikes, dams, sediment basins, fiber mats, gravel, mulches, grasses, slope drains, and other erosion control devices or methods.

Temporary erosion control shall be in accordance with the approved erosion control plan; the approved Construction Safety and Phasing Plan (CSPP) and AC 150/5370-2, *Operational Safety on Airports During Construction*. The temporary erosion control measures contained herein shall be coordinated with the permanent erosion control measures specified as part of this contract to the extent practical to assure economical, effective, and continuous erosion control throughout the construction period.

Temporary control may include work outside the construction limits such as borrow pit operations, equipment and material storage sites, waste areas, and temporary plant sites.

Temporary control measures shall be designed, installed and maintained to minimize the creation of wildlife attractants that have the potential to attract hazardous wildlife on or near public-use airports.

Submittal of a Construction Notice of Intent (CNOI) and Storm Water Pollution Prevention Plan by the Contractor to the Mississippi Department of Environmental Quality (MDEQ) will be required for this project. The Contractor must have an approved "Storm Water Pollution Prevention Plan" on file with the MDEQ. A copy of this approved plan and an MDEQ-approved CNOI form and construction permit shall be submitted to the Engineer prior to the commencement of any work. A copy of this approved plan and an MDEQ approved CNOI form and construction permit shall remain on-site at all times for the duration of the project.

The Contractor shall limit disturbed areas to less than 10 acres at any one time, unless sediment basins and other appropriate erosion controls and permits are implemented. If the Contractor elects to phase construction to disturb 10 acres or more at one time, they shall provide engineering design, permitting, construction, maintenance, and restoration of sediment basins in accordance with the approved Stormwater Pollution Prevention Plan and other applicable laws, regulations, and ordinances. There shall be no separate measurement for payment for this work. All work for these items shall be included in the cost of SWPPP Permitting and Implementation.

MATERIALS

102-2.1 Silt fence. Silt fence fabric, posts, staples, and woven wire backing shall conform to the Mississippi Standard Specifications for Road and Bridge Construction, Mississippi Department of Transportation (latest edition) Section 234 and 714.13. The geotextile fabric shall be Type I or II, but woven wire backing will be required if Type I material is used.

102-2.2 Wattles. Wattles shall be the size and type specified in the Drawings, but not less than 20" in diameter nor less than 10' in length. Wattles shall conform to the Mississippi Standard Specifications for Road and Bridge Construction, Mississippi Department of Transportation (latest edition) and supplier's products shall be included on the Mississippi Department of Transportation approved product list. Wooden stakes shall be approximately 2" by 2" by 34 inches long.

102-2.3 Construction Entrance. The construction entrance shall be installed using materials and the installation requirements of the Mississippi Standard Specifications for Road and Bridge Construction 2017 Edition issued by the Department of Transportation (MDOT) and the "Stabilized Construction Entrance" ECD-16 detail issued by MDOT 8/1/2017.

**TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION,
AND SILTATION CONTROL**

102-2.4 Drainage Blanket. The drainage blanket shall be installed using materials and the installation requirements of the Mississippi Standard Specifications for Road and Bridge Construction 2017 Edition issued by the Department of Transportation (MDOT) and the "Erosion Control Blanket" ECB-1 detail issued by MDOT 8/1/2017.

102-2.5 Other. All other materials shall meet commercial grade standards and MDEQ/MDOT requirements and shall be approved by the RPR before being incorporated into the project.

CONSTRUCTION REQUIREMENTS

102-3.1 General. In the event of conflict between these requirements and pollution control laws, rules, or regulations of other federal, state, or local agencies, the more restrictive laws, rules, or regulations shall apply.

The RPR shall be responsible for assuring compliance to the extent that construction practices, construction operations, and construction work are involved.

102-3.2 Schedule. Prior to the start of construction, the Contractor shall submit schedules in accordance with the approved Construction Safety and Phasing Plan (CSPP) and the plans for accomplishment of temporary and permanent erosion control work for clearing and grubbing; grading; construction; paving; and structures at watercourses. The Contractor shall also submit a proposed method of erosion and dust control on haul roads and borrow pits and a plan for disposal of waste materials. Work shall not be started until the erosion control schedules and methods of operation for the applicable construction have been accepted by the RPR.

102-3.3 Construction details. The Contractor will be required to incorporate all permanent erosion control features into the project at the earliest practicable time as outlined in the plans and approved CSPP. Except where future construction operations will damage slopes, the Contractor shall perform the permanent seeding and mulching and other specified slope protection work in stages, as soon as substantial areas of exposed slopes can be made available. Temporary erosion and pollution control measures will be used to correct conditions that develop during construction that were not foreseen during the design stage; that are needed prior to installation of permanent control features; or that are needed temporarily to control erosion that develops during normal construction practices, but are not associated with permanent control features on the project.

Where erosion may be a problem, schedule and perform clearing and grubbing operations so that grading operations and permanent erosion control features can follow immediately if project conditions permit. Temporary erosion control measures are required if permanent measures cannot immediately follow grading operations. The RPR shall limit the area of clearing and grubbing, excavation, borrow, and embankment operations in progress, commensurate with the Contractor's capability and progress in keeping the finish grading, mulching, seeding, and other such permanent control measures current with the accepted schedule. If seasonal limitations make such coordination unrealistic, temporary erosion control measures shall be taken immediately to the extent feasible and justified as directed by the RPR.

The Contractor shall provide immediate permanent or temporary pollution control measures to minimize contamination of adjacent streams or other watercourses, lakes, ponds, or other areas of water impoundment as directed by the RPR. If temporary erosion and pollution control measures are required due to the Contractor's negligence, carelessness, or failure to install permanent controls as a part of the work as scheduled or directed by the RPR, the work shall be performed by the Contractor and the cost shall be incidental to this item.

The RPR may increase or decrease the area of erodible earth material that can be exposed at any time based on an analysis of project conditions.

**TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION,
AND SILTATION CONTROL**

The erosion control features installed by the Contractor shall be maintained by the Contractor during the construction period.

Provide temporary structures whenever construction equipment must cross watercourses at frequent intervals. Pollutants such as fuels, lubricants, bitumen, raw sewage, wash water from concrete mixing operations, and other harmful materials shall not be discharged into any waterways, impoundments or into natural or manmade channels.

102-3.4 Installation, maintenance and removal of silt fence. Silt fences shall extend 36 inches (86 cm) above the ground surface. Posts shall be set no more than 10 feet (3 m) on center. Filter fabric shall be cut from a continuous roll to the length required minimizing joints where possible. When joints are necessary, the fabric shall be spliced at a support post with a minimum 12-inch (300-mm) overlap and securely sealed. A trench shall be excavated approximately 4 inches (100 mm) deep by 4 inches (100 mm) wide on the upslope side of the silt fence. The trench shall be backfilled and the soil compacted over the silt fence fabric. The Contractor shall remove and dispose of silt that accumulates during construction and prior to establishment of permanent erosion control. The fence shall be maintained in good working condition until permanent erosion control is established. Silt fence shall be removed upon approval of the RPR.

METHOD OF MEASUREMENT

102-4.1 Temporary erosion and pollution control work required will be performed as scheduled or directed by the RPR. Completed and accepted work will be measured as follows:

1. Silt fence will be measured by the linear foot.
2. 20" Wattles will be measured by the linear foot.
3. Construction entrance will be measured per each.
4. Drainage blanket will be measured per square yard.
5. Culvert Protection will be measured per each.
6. SWPPP Permitting and Implementation per lump sum.

102-4.2 Control work performed for protection of construction areas outside the construction limits, such as borrow and waste areas, haul roads, equipment and material storage sites, and temporary plant sites, will not be measured and paid for directly but shall be considered as a subsidiary obligation of the Contractor.

BASIS OF PAYMENT

102-5.1 Accepted quantities of temporary water pollution, soil erosion, and siltation control work ordered by the RPR and measured as provided in paragraph 102-4.1 will be paid for under:

Item C-102-5.1	Silt Fence per linear foot
Item C-102-5.2	Temporary Straw 20" Wattles per linear foot
Item C-102-5.3	Construction Entrance per each
Item C-102-5.4	Drainage Blanket per square yard
Item C-102-5.5	Culvert Protection per each
Item C-102-5.6	SWPPP Permitting and Implementation per lump sum

**TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION,
AND SILTATION CONTROL**

Where other directed work falls within the specifications for a work item that has a contract price, the units of work shall be measured and paid for at the contract unit price bid for the various items.

Temporary control features not covered by contract items that are ordered by the RPR will be paid for in accordance with Section 90, paragraph 90-05 *Payment for Extra Work*.

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

Advisory Circulars (AC)

AC 150/5200-33 *Hazardous Wildlife Attractants on or Near Airports*

AC 150/5370-2 *Operational Safety on Airports During Construction*

ASTM International (ASTM)

ASTM D6461 *Standard Specification for Silt Fence Materials*

United States Department of Agriculture (USDA)

FAA/USDA Wildlife Hazard Management at Airports, A Manual for Airport Personnel

END OF ITEM C-102