LEESBURG INTERNATIONAL AIRPORT

LEESBURG, FLORIDA

CONSTRUCTION PLANS

FOR

TAXILANE AND SEAPLANE RAMP

ACOE PERMIT SET

PLANS PREPARED BY:

AVCON

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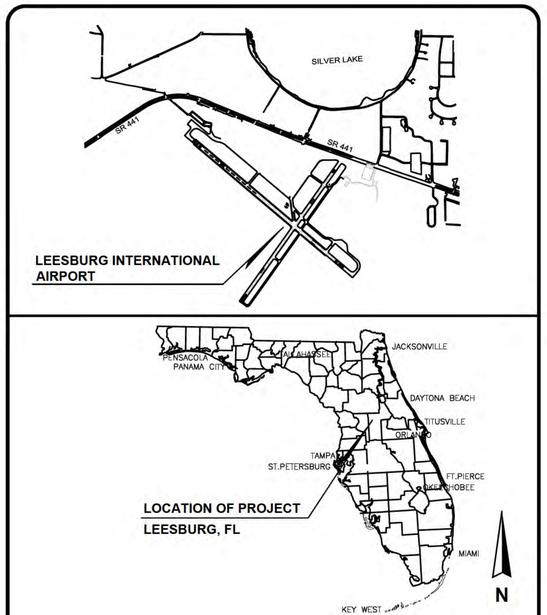

VICINITY MAPS
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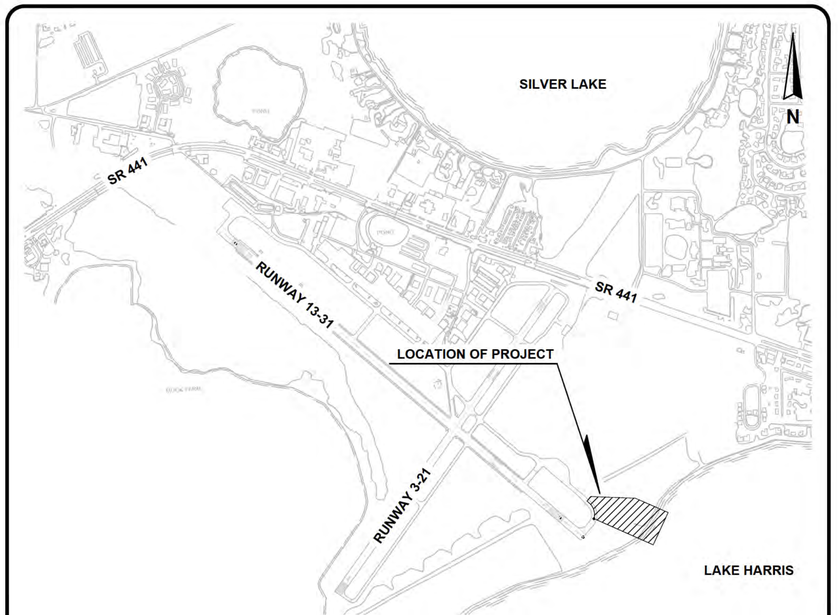

LOCATION MAP
N.T.S.

DATE	JULY 2016
AVCON PROJECT NO.	2015.236.02
FDOT FM NO.	XXXXXX-1

REVISIONS

NO.	DATE	DESCRIPTION

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TAXILANE AND SEAPLANE RAMP SUMMARY OF QUANTITIES

INDEX	PAY ITEM NO.	ITEM DESCRIPTION	UNIT	BID QUANTITY	AS-BUILT QUANTITY
1	M-101-1	MOBILIZATION	LS	1	
2	M-101-2	SAFETY AND SECURITY	LS	1	
3	M-101-3	COFFER DAM CONSTRUCTION AND DEWATERING	LS	1	
4	M-101-4	REGISTERED, LICENSED ARCHEOLOGIST	LS	1	
5	P-100-1	CONSTRUCTION SURVEY	LS	1	
6	P-101-1	BITUMINOUS PAVEMENT MILLING - 2.0" NOMINAL	SY	320	
7	P-151-1	CLEARING AND GRUBBING	AC	9.2	
8	P-152-1	UNCLASSIFIED EXCAVATION AND EMBANKMENT	CY	35,000	
9	P-152-2	6" STRIPPING AND STOCKPILING	SY	700	
10	P-152-3	BORROW EXCAVATION	CY	10,000	
11	P-152-4	MUCK EXCAVATION	CY	10,000	
12	P-156-1	EROSION AND POLLUTION CONTROL	LS	1	
13	P-219-1	CRUSHED CONCRETE AGGREGATE BASE COURSE (6")	SY	7,500	
14	P-401-1	2" PLANT MIX BITUMINOUS PAVEMENTS (SUPERPAVE)	TON	950	
15	P-602-1	PRIME COAT	GAL	2,200	
16	P-620-1	PERMANENT TAXIWAY PAINTING, WITH TYPE III REFLECTIVE BEADS (YELLOW, WHITE)	SF	1,500	
17	P-620-2	PERMANENT TAXIWAY PAINTING, WITHOUT REFLECTIVE BEADS (BLACK)	SF	2,500	
18	P-620-3	PAINT REMOVAL	SF	200	
19	T-901-1	SEEDING	AC	6	
20	T-904-1	SODDING	SY	22,000	
21	X-100-1	AIRCRAFT TIEDOWNS	EA	12	
22	X-100-2	UNLIGHTED SIGN DEMOLITION	LS	1	
23	X-100-3	L-858 SIGN - SINGLE FACE - UNLIGHTED (NU) SIGN 1 (6'X3')	EA	1	
24	X-100-4	L-858 SIGN - SINGLE FACE - UNLIGHTED (NU) SIGN 2 (3.5'X2')	EA	1	
25	X-100-5	SHORELINE STABILIZATION	TN	400	
26	X-100-6	GEOFABRIC	SY	13,000	
27	R-101-1	SEAPLANE RAMP, COMPLETE	LS	1	
28	L-104-1	TTEMPORARY POWER & TEMPORARY AIRFIELD LIGHTING/SIGNAGE/NAVIGATIONAL FACILITIES	LS	1	
29	L-105-1	ELECTRICAL DEMOLITION	LS	1	
30	L-108-1	1/C L-824-TYPE C UNSHIELDED #8 AWG 5KV STRANDED COPPER CABLE, INSTALLED IN DUCT OR CONDUIT	LF	500	
31	L-108-2	1/C #2 AWG SOLID COPPER COUNTERPOISE WIRE, INSTALLED OVER DUCT OR CONDUIT	LF	500	
32	L-108-3	0.75" DIAMETER BY 10' LONG COPPER CLAD STEEL SECTIONAL GROUNDING ROD	EA	10	
33	L-110-1	1 WAY 2" SCHEDULE 40 PVC DIRECT EARTH BURIED DUCT	LF	350	
34	L-110-2	1 WAY 2" SCHEDULE 40 PVC CONCRETE ENCASED DUCT	LF	150	
35	L-110-3	2 WAY 2" SCHEDULE 40 PVC CONCRETE ENCASED DUCT	LF	270	
36	L-110-4	1 WAY 4"-SPLIT DUCT	LF	80	
37	L-125-1	L-852T(L) OMNIDIRECTIONAL, BLUE, LED, IN-PAVEMENT, TAXIWAY EDGE LIGHT (N)	EA	2	
38	L-125-2	L-861T(L) OMNIDIRECTIONAL, BLUE, LED, TAXIWAY EDGE LIGHT (T)	EA	5	
39	L-125-3	FIELD LIGHTNING ARRESTOR ASSEMBLY	EA	1	

ADDITIVE BID 1 DOCK

INDEX	PAY ITEM NO.	ITEM DESCRIPTION	UNIT	BID QUANTITY	AS-BUILT QUANTITY
1	R-101-2	DOCK AND GANGWAY, COMPLETE	LS	1	

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LEESBURG INTERNATIONAL AIRPORT

KEY PLAN

TAXILANE AND SEAPLANE RAMP

INDEX OF DRAWINGS, BID SCHEDULES, AND SUMMARY OF QUANTITIES

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SCALE: AS NOTED

REVISIONS:

NO.	DATE	BY	DESCRIPTION

PERMIT DOCUMENTS

DESIGNED BY: B.S.H.
DRAWN BY: B.S.H.
CHECKED BY: R.K.H.
APPROVED BY: S.S.
DATE: JULY 2016

AVCON PROJECT NO. 2015.236.02

SHEET NUMBER
G002

V:\2015\2015.236.02 - LEE SEAPLANE RAMP\2015.236.02 - LNDD\ACDE PERMIT SET\1523602002G002.DWG 2/10/2016

GENERAL CONSTRUCTION AND SAFETY NOTES

1. THE EXISTENCE AND LOCATION OF THE EXISTING UNDERGROUND FACILITIES SHOWN ON THESE DRAWINGS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. ATTENTION IS DIRECTED TO THE POSSIBLE EXISTENCE OF UNDERGROUND UTILITY FACILITIES NOT KNOWN OR IN A LOCATION DIFFERENT FROM THAT WHICH IS SHOWN IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL TAKE STEPS TO ASCERTAIN THE EXACT LOCATION OF ALL UNDERGROUND FACILITIES PRIOR TO PERFORMING WORK THAT MAY DAMAGE SUCH FACILITIES OR INTERFERE WITH THEIR SERVICE.

2. THE CONTRACTOR SHALL CONFIRM, BY FIELD MEASUREMENTS, THE LOCATION AND ELEVATION OF ALL IMPROVEMENTS TO BE CONSTRUCTED PRIOR TO ACTUAL CONSTRUCTION. THE CONTRACTOR SHALL MAKE EXPLORATORY EXCAVATIONS TO LOCATE EXISTING UNDERGROUND FACILITIES SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT REVISIONS TO THE PLANS IF REVISIONS ARE NECESSARY DUE TO THE ACTUAL LOCATION OF THESE FACILITIES.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND HAVE COMPLETE CONTROL OVER THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, OR PROCEDURES USED DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK. THE ENGINEER WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

4. THE CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING CONSTRUCTION OF THIS PROJECT, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.

5. ALL WORK SHALL BE IN ACCORDANCE WITH:

   A. FEDERAL AVIATION ADMINISTRATION ADVISORY CIRCULARS CONCERNING CONSTRUCTION AND SAFETY ON AIRPORTS, LATEST EDITION,
   B. FLORIDA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE SPECIFICATIONS, LATEST EDITION,
   C. THE TECHNICAL SPECIFICATIONS AND CONTRACT DOCUMENTS,
   D. THE CONTRACT DRAWINGS,
   E. ALL OTHER APPLICABLE FEDERAL, STATE, AND LOCAL CODES AND REGULATIONS.

6. REFERENCES (USE THE LATEST EDITIONS):

   A. FAA ADVISORY CIRCULAR NO. 150/5210-5, PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT.
   B. FAA ADVISORY CIRCULAR NO. 150/5370-2, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION (THE CONTRACTOR IS REQUIRED TO READ AND COMPLY WITH THIS DOCUMENT).
   C. FAA ADVISORY CIRCULAR NO. 150/5200-18, AIRPORT SAFETY SELF INSPECTION.
   D. FEDERAL AVIATION ADMINISTRATION PARTS 77, 139, & 157 (WHEN APPLICABLE) REFER TO THE PROJECT CONTRACT DOCUMENTS FOR ADDITIONAL INFORMATION.

7. UTILITY ALERT: BEFORE BEGINNING WORK, THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE UNDERGROUND FACILITIES BY CONTACTING THE VARIOUS UTILITY COMPANIES OR AGENCIES A MINIMUM OF 72 HOURS PRIOR TO BEGINNING WORK.

8. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER, AIRPORT, AND UTILITY IF ANY UNDERGROUND UTILITIES ARE DAMAGED. THE CONTRACTOR SHALL PROVIDE ADEQUATELY TRAINED PERSONNEL TO REPAIR ANY DAMAGED UTILITIES WITHIN 24 HOURS OF DAMAGE. DAMAGE TO NAVIGATIONAL AIDS AND/OR LIGHTING MUST BE CALLED IN AND REPAIRED IMMEDIATELY. LIGHTS MUST BE FULLY OPERATIONAL BY 1 HOUR PRIOR TO DUSK. EACH DAY. THE CONTRACTOR IS RESPONSIBLE FOR ALL REPAIRS.

9. THE CONTRACTOR SHALL NOTIFY THE LOCAL UTILITY SERVICE PROVIDERS FOR SITE UTILITY FLAGGING PRIOR TO BEGINNING WORK ACCORDING TO STATE LAW. A WRITTEN RECEIPT OF SUCH NOTIFICATION SHALL BE PROVIDED TO THE AIRPORT AND ENGINEER. CONTRACTOR SHALL REQUEST THE FAA STAKE ALL FAA FACILITIES IN THE FIELD PRIOR TO BEGINNING WORK.

10. CONSTRUCTION LIMITS – ALL CONTRACTOR VEHICLES AND TRAFFIC SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION AREAS, STAGING AREAS OR HAUL ROUTES.

11. TESTING – THE CONTRACTOR SHALL BEAR THE COST OF AND BE RESPONSIBLE FOR ALL "QUALITY CONTROL" TESTING. THE ENGINEER SHALL REVIEW ALL TEST REPORTS AND ADVISE THE AIRPORT ACCORDINGLY. QUALITY ASSURANCE TESTING WILL BE THE RESPONSIBILITY OF THE ENGINEER.

12. ALL BARRICADES SHALL BE SECURED IN PLACE AGAINST MOVEMENT OR JET BLAST.

13. ALL BARRICADE LIGHTING SHALL BE VERIFIED BY THE CONTRACTOR FOR PROPER OPERATION AT THE END OF EACH DAY OR NIGHT BEFORE CONTRACTOR CEASES OPERATION.

14. ALL ACTIVE RUNWAYS AND TAXIWAYS SHALL HAVE EXISTING LIGHTING CIRCUITS CONNECTED TO EXISTING CIRCUITS AND BE ENERGIZED. ANY LIGHTING CIRCUITS TO CLOSED RUNWAYS OR TAXIWAYS SHALL REMAIN DE-ENERGIZED. PERMANENT OR TEMPORARY LIGHTING SHALL BE IN PLACE FOR NIGHTTIME USE.

15. THE CONTRACTOR SHALL RESTORE THE SITE TO ITS ORIGINAL (OR BETTER) CONDITION PRIOR TO COMPLETION OF THE PROJECT. THIS MEANS THAT ALL DISTURBED AREAS OUTSIDE THE PROJECT LIMITS SHALL RECEIVE AS A MINIMUM, HYDROSEED. IN ADDITION ALL PROVISIONS OF THE CONTRACT SHALL REMAIN IN EFFECT, AND MAINTENANCE OF TRAFFIC ON THE AIRPORT AND SAFETY PRECAUTIONS SHALL BE PERFORMED ON A DAILY BASIS.

16. THE CONTRACTOR WILL BE ALLOWED TO WORK AT NIGHT IF ADEQUATE LIGHTING IS PROVIDED. THE AIRPORT SHALL DETERMINE THE ADEQUACY OF LIGHTING.

17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING AND ACQUIRING ALL REQUIRED CITY AND STATE PERMITS. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE COMPLIANCE WITH ALL NDPES, FDEP, SWPPP, AND SJRWMD CONSTRUCTION PERMIT REQUIREMENTS.

18. ALL RUNWAYS, TAXIWAYS AND CONNECTOR TAXIWAYS SHALL REMAIN OPEN, EXCEPT AS SHOWN ON THESE PLANS.

19. CONTRACTOR'S QUALIFIED PERSONNEL SHALL MONITOR ATCT GROUND FREQUENCIES AT ALL TIMES DURING CONSTRUCTION IN ORDER TO BE AWARE OF AIRCRAFT OPERATIONS IN AND AROUND THE AIRFIELD.

20. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OPERATIONS PRIOR TO ENTERING THE WORK AREA AT THE BEGINNING OF EACH WORK DAY AND WHEN DEPARTING THE WORK AREA AT THE END OF EACH WORK DAY.

21. ALL CONTRACTOR VEHICLES MUST TRAVEL ALONG THE RESTRICTED ACCESS ROUTE(S) SHOWN ON SHEET G004. GATE ACCESS CODES TO BE PROVIDED BY AIRPORT. RADIO MUST BE TUNED TO THE APPROPRIATE AIRPORT FREQUENCIES IN ORDER FOR MAINTAINING COMMUNICATION WITH ATCT.

22. ALL AIRCRAFT TRAFFIC ON ACTIVE RUNWAYS, TAXIWAYS, AND APRONS SHALL HAVE PRIORITY AND TOTAL RIGHT-OF-WAY OVER CONTRACTOR'S TRAFFIC. NO MEN OR EQUIPMENT ARE ALLOWED WITHIN 93' OF AN ACTIVE TAXIWAY CENTERLINE OR 250' OF AN ACTIVE RUNWAY CENTERLINE AT ALL TIMES.

23. MATERIALS DELIVERY TO THE SITE: ALL CONTRACTOR'S MATERIAL ORDERS FOR DELIVERY TO THE WORK SITE WILL USE THE CONTRACTOR'S STAGING AREA AT THE AIRPORT. THE CONTRACTOR MUST PRECLUDE DELIVERY TRUCKS FROM TAKING SHORT CUTS THROUGH THE AIRFIELD AND ENTERING INTO AIRCRAFT OPERATIONS AREAS INADVERTENTLY.

24. ALL CONTRACTOR VEHICLES THAT ARE AUTHORIZED TO OPERATE ON THIS AIRPORT OUTSIDE OF THE DESIGNATED CONSTRUCTION AREA LIMITS OR HAUL ROUTES AS SPECIFIED ON THE PLANS AND IN THE ACTIVE AIRCRAFT OPERATIONAL AREAS (AOA), SHALL DISPLAY IN FULL VIEW ABOVE THE VEHICLE A 3'X3' OR LARGER ORANGE AND WHITE CHECKERBOARD FLAG WITH EACH CHECKERBOARD COLOR BEING 1' SQUARE. ANY VEHICLE OPERATING IN THE ACTIVE AOA SHALL BE EQUIPPED WITH A FLASHING AMBER STROBE LIGHT, MOUNTED ON TOP OF THE VEHICLE AND OF INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES.

25. THIS SITE AND SAFETY PLAN DOES NOT RELIEVE THE CONTRACTOR FROM ANY RESPONSIBILITY CONCERNING SAFETY ON AIRPORT PROPERTY. ULTIMATE RESPONSIBILITY RESTS UPON THE CONTRACTOR AT ALL TIMES WITH REGARD TO THE CONTRACTOR'S ACTIVITY, INCLUDING ANY INCIDENTS OR ACCIDENTS FOUND TO RESULT FROM THESE CONSTRUCTION ACTIVITIES. AREAS SHOWN ON SITE/SAFETY SHEETS ARE ILLUSTRATIVE ONLY. REFER TO PLANS WHICH FOLLOW FOR ACTUAL LIMITS OF WORK.

CONTRACTOR STORAGE, STAGING, DUST CONTROL AND HAUL ROADS

A. STORAGE AND STAGING

1. THE CONTRACTOR SHALL USE THE STORAGE AND STAGING AREAS SPECIFIED FOR STOCKPILES, SHOPS, MAINTENANCE FACILITIES AND ALL CONTRACTOR SUPPORT FACILITIES. NO OTHER SITES SHALL BE PERMITTED ON AIRPORT PROPERTY WITHOUT WRITTEN APPROVAL FROM THE LEESBURG INTERNATIONAL AIRPORT (LEE).

2. ALL COSTS ASSOCIATED WITH PREPARING THE STORAGE AND STAGING AREA SITE SHALL BE BORNE BY THE CONTRACTOR. THIS INCLUDES BUT IS NOT LIMITED TO, CLEARING AND GRADING OF THE SITE, CONSTRUCTION OF ALL TEMPORARY UTILITIES, ACCESS ROADS, ALL SECURITY FENCING, ETC. AT THE CONCLUSION OF THE CONTRACT, THE CONTRACTOR SHALL RESTORE THE SITE TO ITS PRE-CONSTRUCTION CONDITION.

3. STAGING AREA – THE CONTRACTOR'S STAGING AREA IS AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE PROVISIONS FOR ANY REQUIRED UTILITIES AS NECESSARY.

CONTRACTOR STORAGE, STAGING, DUST CONTROL AND HAUL ROADS (CONTINUED)

B. DUST CONTROL

1. THE CONTRACTOR IS REQUIRED TO CONTROL DUST AND SHALL APPLY WATER, CHEMICALS, VEGETATION OR OTHER MATERIALS TO PREVENT THE OCCURRENCE OF DUST THAT IS OBJECTIONABLE TO THE OPERATIONS/USERS OF THE AREA. THESE SHALL INCLUDE, BUT NOT BE LIMITED TO: AIRPORT STAFF OPERATIONS AND MAINTENANCE AREAS; FAA FACILITIES; AIRCRAFT OPERATIONS AND AIRFIELD OPERATIONS. CONTRACTOR SHALL ALSO BE OBLIGATED TO DISCONTINUE OPERATIONS WHICH VIOLATE EXISTING LAWS. COSTS FOR CONTROLLING DUST OR POLLUTANTS TO THE AIR OF ANY KIND SHALL BE INCIDENTAL TO THE CONTRACT.

C. HAUL ROADS

1. HAUL ROADS TO BE USED UNDER THIS PROJECT SHALL BE THOSE INDICATED ON THE DRAWINGS OR OTHERWISE SPECIFICALLY DESIGNATED OR APPROVED BY LEE. IN GENERAL, THE CONTRACTOR SHALL CONFINE EQUIPMENT AND HAULING TO THE AREAS UNDER CONSTRUCTION. NO DEBRIS SHALL BE ALLOWED ON ANY PAVEMENT OPEN TO TRAFFIC. THE PAVEMENT WILL BE CLEANED BY THE CONTRACTOR USING POWER BROOMS OR SWEEPERS, AS REQUIRED, TO KEEP THE AREA CLEAR OF ALL SOILS, CLODS OR OTHER DEBRIS. ANY DEPOSITS OF CEMENTS OR OTHER OBJECTIONABLE MATERIALS, OR FOREIGN OBJECT DEBRIS (FOD) LEFT BY THE CONTRACTOR OR CONTRACTOR VEHICLES SHALL BE REMOVED.

2. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE HAUL ROUTES SHALL BE CONSTRUCTED AND MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF USE AS A HAUL ROUTE. A CONDITION REPORT AND VIDEO RECORD OF THE BEFORE AND AFTER CONDITIONS OF ON-SITE HAUL ROUTES SHALL BE PREPARED JOINTLY BY THE CONTRACTOR AND LEE. FENCING, DRAINAGE, GRADING AND HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY LEE PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO FAA FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.

3. THE ACCESS POINTS TO THE PROJECT SITE SHALL BE AS DEFINED ON THE PLANS. THE SPECIFIED GATE AREAS SHALL BE MONITORED BY A GATE GUARD PROVIDED BY THE CONTRACTOR DURING ALL CONTRACTOR OPERATIONS SHALL REMAIN SECURE AT ALL TIMES OR THE CONTRACTOR MAY CONSTRUCT, AT HIS EXPENSE, ADDITIONAL ACCESS GATES, IF NECESSARY, AND HE SHALL MAINTAIN THE NEW ACCESS POINTS, PROVIDE GATE GUARDS AT THESE LOCATIONS, AND SHALL ASSUME ALL LIABILITY FOR AIRPORT SECURITY RELATING TO THE USE OF THESE GATES.

4. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR RESTORING ALL AIRPORT SERVICE ROADS TO THEIR PRE-CONSTRUCTION CONDITION WHERE SUCH ROADS ARE USED BY THE CONTRACTOR FOR HAULING OPERATIONS. THE CONTRACTOR AND THE ENGINEER SHALL JOINTLY DETERMINE THE EXISTING CONDITIONS AS A BASIS FOR THIS RESTORATION REQUIREMENT.

5. THE CONTRACTOR SHALL RESTORE ALL TURFED AND PAVED AREAS USED FOR HAUL ROADS TO THEIR ORIGINAL CONDITION, INCLUDING THE ESTABLISHMENT OF TURF. ALL HAULING ALONG OR CROSSING THE AIRPORT AND STATE ROADS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARDS AND SHALL BE COORDINATED BY AND ACCOMPLISHED BY THE CONTRACTOR. ALL COSTS FOR CONSTRUCTING, REMOVING AND RESTORING OF HAUL ROADS REQUIRED FOR THE COMPLETION OF THE WORK SHALL BE INCLUDED IN THE THE MOBILIZATION PAY ITEM(S).

6. THE CONTRACTOR SHALL PROVIDE ON-AIRPORT TRANSPORTATION OF EMPLOYEES TO AND FROM THE CONTRACTOR EMPLOYEE PARKING AREA, IF NEEDED. THE CONTRACTOR SHALL STABILIZE THE AREA WITH PRE-APPROVED MATERIALS, TO ENSURE ALL WEATHER ACCESS. NO PERSONAL VEHICLES ARE PERMITTED ON THE AIRFIELD AIRCRAFT OPERATIONS AREA (AOA). THIS TRANSPORTATION SHALL INCLUDE ALL SECURITY AND AOA ACCESS REQUIREMENTS.

7. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR WATER USING APPROVED METERS TO BE LOCATED AT THE HYDRANT LOCATIONS NEAREST THE PROJECT SITE.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING HAUL ROUTE PERMITS REQUIRED BY THE CITY OF LEESBURG, LAKE COUNTY, AND FDOT, AS REQUIRED.

D. STOCKPILES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSING OF UNSUITABLE SOIL OFF THE AIRPORT PROPERTY.

2. STOCKPILES AND STORED EQUIPMENT MAY NOT EXCEED THE HEIGHT LIMITATIONS SHOWN ON THE PLANS, PER FAR PART 77, AND FAA 7460-1, LATEST EDITIONS.

SECURITY NOTES:

1. GENERAL NOTES – THE CONTRACTOR SHALL COMPLY WITH ALL SECURITY REQUIREMENTS SPECIFIED HEREIN AND APPROVED BY LEE. THE CONTRACTOR SHALL DESIGNATE IN WRITING TO THE AIRPORT THE NAME OF HIS/HER "CONTRACTOR SECURITY OFFICER". THE CONTRACTOR SECURITY OFFICER SHALL REPRESENT THE CONTRACTOR ON THE SECURITY REQUIREMENTS OF THE CONTRACT.

2. CONTRACTOR PERSONNEL SECURITY ORIENTATION – THE CONTRACTOR SECURITY OFFICER SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR AND SUBCONTRACTOR PERSONNEL ON THE SECURITY REQUIREMENTS AND, FROM TIME TO TIME, OTHER SECURITY PROVISIONS ADOPTED BY AIRPORT OPERATIONS. ALL NEW CONTRACTOR EMPLOYEES SHALL BE BRIEFED ON THESE REQUIREMENTS PRIOR TO WORKING IN THE CONSTRUCTION AREA.

3. ACCESS TO THE SITE – CONTRACTOR'S ACCESS TO THE SITE SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED AND APPROVED BY LEE. THE CONTRACTOR SHALL NOT PERMIT ANY UNAUTHORIZED CONSTRUCTION PERSONNEL OR TRAFFIC ON THE SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL TO AND FROM THE VARIOUS CONSTRUCTION AREAS ON THE SITE. THE CONTRACTOR IS RESPONSIBLE FOR THE IMMEDIATE CLEAN-UP OF ANY DEBRIS DEPOSITED ALONG THE ACCESS ROAD AS A RESULT OF HIS/HER CONSTRUCTION TRAFFIC. DIRECTIONAL SIGNING AT THE ACCESS GATE AND ALONG THE DELIVERY ROUTE TO THE STORAGE AREA OR WORK SITE SHALL BE AS DIRECTED AND APPROVED BY LEE. THE CONTRACTOR SHALL SPECIFICALLY PREVENT TRACKING OF TACK COAT OR OTHER CEMENTITIOUS MATERIALS ON ANY PAVEMENTS.

4. MATERIALS DELIVERY TO THE SITE – ALL CONTRACTOR'S MATERIAL ORDERS FOR DELIVERY TO THE SITE WILL USE THE ACCESS POINTS AS INDICATED ON THE PLANS. THE CONTRACTOR SHALL PROVIDE ADEQUATE ROADWAY SIGNS TO DIRECT DELIVERIES. THIS WILL PRECLUDE DELIVERY TRUCKS FROM ENTERING INTO THE AIRPORT OR TAKING SHORT-CUTS THROUGH THE PERIMETER GATES AND ENTERING INTO AIRCRAFT OPERATIONS AREAS INADVERTENTLY. ANY UNAUTHORIZED INCURSION ONTO ACTIVE PAVEMENT AREAS (RUNWAYS, TAXIWAYS AND APRONS) WILL RESULT IN FINES AND MAY RESULT IN SUSPENSION AND/OR TERMINATION OF THE CONTRACT.

5. CONSTRUCTION AREA LIMITS – THE LIMITS OF CONSTRUCTION, MATERIAL STORAGE AREAS, EQUIPMENT STORAGE AREA, PARKING AREA AND OTHER AREAS DEFINED AS REQUIRED FOR THE CONTRACTOR'S USE DURING CONSTRUCTION SHALL BE MARKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER AND AIRPORT. THE CONTRACTOR SHALL ERECT AND MAINTAIN AROUND THE PERIMETER OF THESE AREAS SUITABLE FENCING, SIGNAGE AND WARNING DEVICES VISIBLE FOR BOTH DAY/NIGHT USE TO DELINEATE THE PERIMETER OF ALL SUCH AREAS, FOR THE CONTRACTOR'S OWN SECURITY PURPOSES.

6. VEHICLE IDENTIFICATION – THE CONTRACTOR, THROUGH THE CONTRACTOR SECURITY OFFICER, SHALL ESTABLISH AND MAINTAIN A LIST OF CONTRACTOR AND SUBCONTRACTOR VEHICLES AUTHORIZED TO OPERATE ON THE SITE. THE CONTRACTOR SECURITY OFFICER WILL REQUIRE THE FOLLOWING FOR EACH VEHICLE:

   * DISPLAY A LARGE COMPANY SIGN (WITH NOT LESS THAN 6" LETTERING) ON BOTH SIDES OF VEHICLE AND ADVISE AIRPORT OPERATIONS THROUGH THE ENGINEER;

   * OPERATE AN AMBER ROTATING BEACON VISIBLE THROUGH 360° OF ARC.

7. THE CONTRACTOR SHALL PROVIDE A CURRENT LISTING OF VEHICLES AND COMPANIES AUTHORIZED BY THE AIRPORT TO ENTER AND CONDUCT WORK ON THE AIRPORT. A COPY OF EACH ADDITION OR DELETION FROM THE LIST SHALL BE SUBMITTED BY THE END OF THE DAY WHERE SUCH AUTHORIZATION IS ADDED OR DELETED. CONTRACTOR EMPLOYEE PERSONAL VEHICLES SHALL BE RESTRICTED TO THE CONTRACTOR'S STAGING AREA OR CONTRACTOR EMPLOYEE PARKING AREA AND ARE NOT ALLOWED ON THE AIRFIELD AT ANY TIME.

8. AT ALL CONSTRUCTION SITE ENTRANCE GATES, THE CONTRACTOR SHALL INSTALL A 3'x3' SIGN THAT READS: "THIS AREA IS A DESIGNATED CONSTRUCTION SITE AND ANYONE WHO TRESPASSES ON THIS PROPERTY COMMITS A FELONY."

9. THE CONTRACTOR MUST PROVIDE LEE OPERATIONS DEPARTMENT WITH A LIST OF ALL EMPLOYEES.

10. WHENEVER AN AOA ACCESS GATE IS OPENED IT SHALL BE MANNED BY A COMPETENT CONTRACTOR'S EMPLOYEE OR THE CONTRACTOR SHALL PROVIDE A GATE GUARD WHO HAS COMPLETED A CRIMINAL BACKGROUND CHECK AT THE EXPENSE OF THE CONTRACTOR. THE CONTRACTOR EMPLOYEE OR GUARD SHALL HAVE A CELLULAR PHONE AND AIRPORT RADIO AT THE PROPOSED ACCESS GATE AT ALL TIMES WHILE THE GATE IS BEING USED.

11. CONTRACTOR SHALL PROVIDE A 24-HOUR EMERGENCY CONTACT LIST FOR ALL SUB-CONTRACTORS THROUGHOUT CONSTRUCTION.

12. BEFORE THE START OF WORK EACH MORNING, THE CONTRACTOR MUST PROVIDE TO LEE OPERATIONS DEPARTMENT A LIST OF EQUIPMENT AND PERSONNEL, INCLUDING SUBCONTRACTORS, THAT PLAN TO ENTER THE AOA THAT DAY.

13. VIDEO RECORDINGS, AUDIO RECORDINGS AND PHOTOGRAPHS ARE PROHIBITED ON THE AIRPORT PROPERTY WITHOUT THE EXPRESS WRITTEN PERMISSION OF LEE.

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LEESBURG INTERNATIONAL AIRPORT

KEY PLAN

TAXILANE AND SEAPLANE RAMP

GENERAL NOTES

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SCALE: AS NOTED

REVISIONS:

NO.	DATE	BY	DESCRIPTION

PERMIT DOCUMENTS

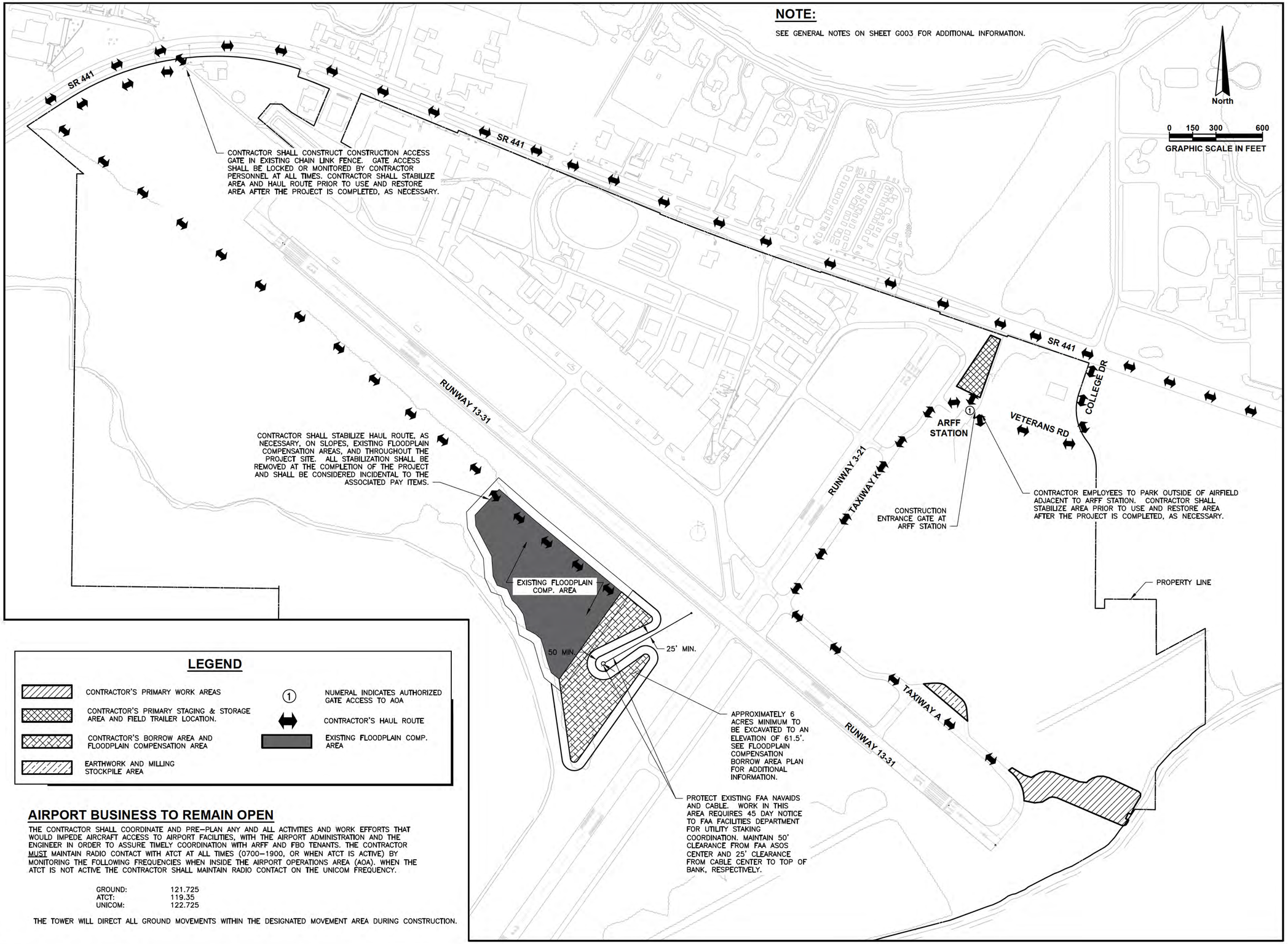
DESIGNED BY:	B.S.H.
DRAWN BY:	B.S.H.
CHECKED BY:	R.K.H.
APPROVED BY:	S.S.
DATE:	JULY 2016

AVCON PROJECT NO. 2015.236.02

SHEET NUMBER
G003

NOTE:

SEE GENERAL NOTES ON SHEET G003 FOR ADDITIONAL INFORMATION.



LEGEND

- CONTRACTOR'S PRIMARY WORK AREAS
- CONTRACTOR'S PRIMARY STAGING & STORAGE AREA AND FIELD TRAILER LOCATION.
- CONTRACTOR'S BORROW AREA AND FLOODPLAIN COMPENSATION AREA
- EARTHWORK AND MILLING STOCKPILE AREA
- (1) NUMERAL INDICATES AUTHORIZED GATE ACCESS TO AOA
- CONTRACTOR'S HAUL ROUTE
- EXISTING FLOODPLAIN COMP. AREA

AIRPORT BUSINESS TO REMAIN OPEN

THE CONTRACTOR SHALL COORDINATE AND PRE-PLAN ANY AND ALL ACTIVITIES AND WORK EFFORTS THAT WOULD IMPEDE AIRCRAFT ACCESS TO AIRPORT FACILITIES, WITH THE AIRPORT ADMINISTRATION AND THE ENGINEER IN ORDER TO ASSURE TIMELY COORDINATION WITH ARFF AND FBO TENANTS. THE CONTRACTOR MUST MAINTAIN RADIO CONTACT WITH ATCT AT ALL TIMES (0700–1900, OR WHEN ATCT IS ACTIVE) BY MONITORING THE FOLLOWING FREQUENCIES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). WHEN THE ATCT IS NOT ACTIVE THE CONTRACTOR SHALL MAINTAIN RADIO CONTACT ON THE UNICOM FREQUENCY.

GROUND:	121.725
ATCT:	119.35
UNICOM:	122.725

THE TOWER WILL DIRECT ALL GROUND MOVEMENTS WITHIN THE DESIGNATED MOVEMENT AREA DURING CONSTRUCTION.

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LEESBURG INTERNATIONAL AIRPORT

KEY PLAN

TAXILANE AND SEAPLANE RAMP

PROJECT LAYOUT, HAUL ROUTES, AND STAGING PLAN

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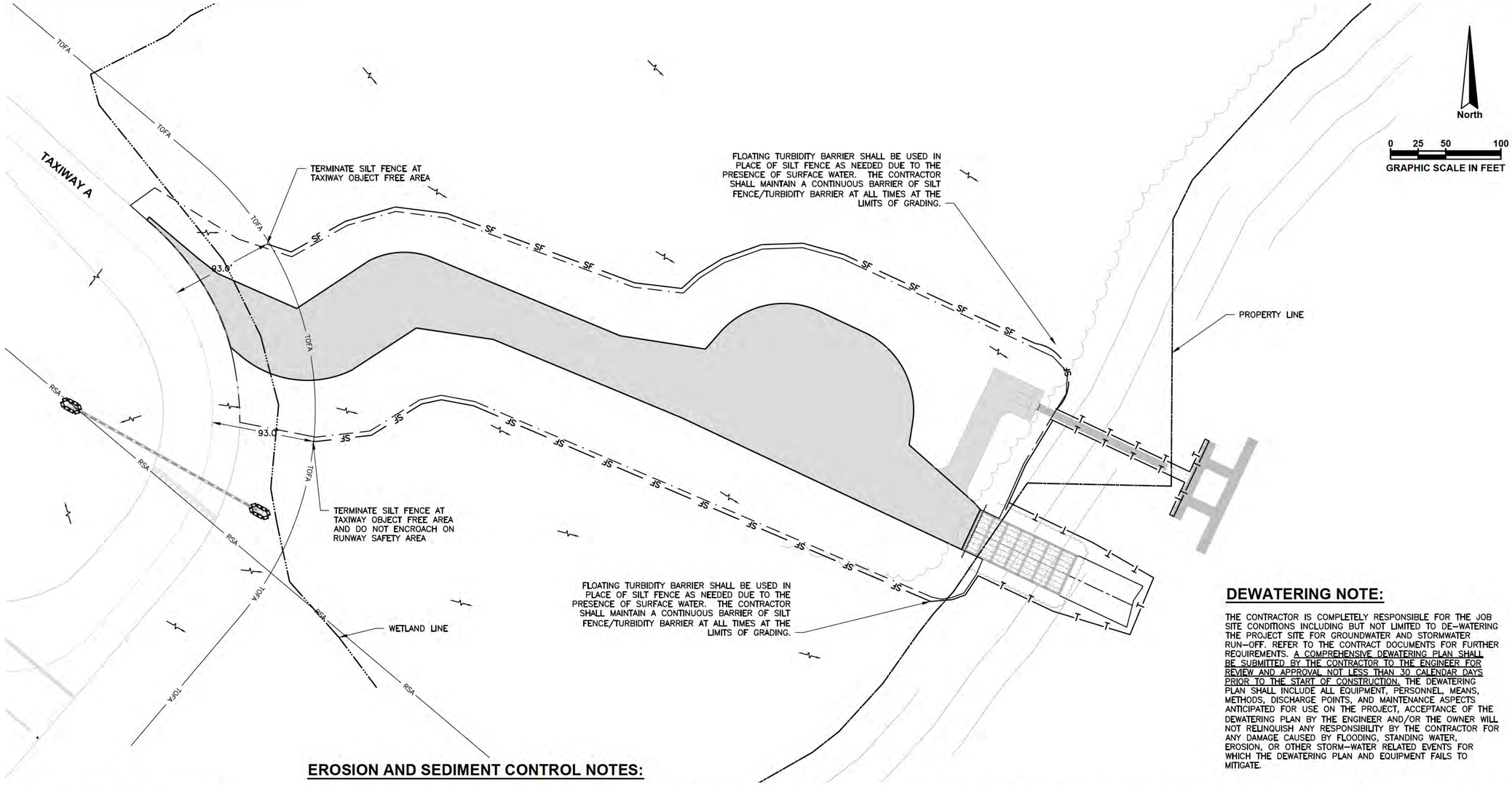
SHEET NUMBER
G004

V:\2015\2015.236.02 - LEE SEAPLANE RAMP\2015.236.02 - CADD\ACOE PERMIT SET\1523602004G004.DWG 2/10/2016



DEWATERING NOTE:

THE CONTRACTOR IS COMPLETELY RESPONSIBLE FOR THE JOB SITE CONDITIONS INCLUDING BUT NOT LIMITED TO DE–WATERING THE PROJECT SITE FOR GROUNDWATER AND STORMWATER RUN–OFF. REFER TO THE CONTRACT DOCUMENTS FOR FURTHER REQUIREMENTS. A COMPREHENSIVE DEWATERING PLAN SHALL BE SUBMITTED BY THE CONTRACTOR TO THE ENGINEER FOR REVIEW AND APPROVAL NOT LESS THAN 30 CALENDAR DAYS PRIOR TO THE START OF CONSTRUCTION. THE DEWATERING PLAN SHALL INCLUDE ALL EQUIPMENT, PERSONNEL, MEANS, METHODS, DISCHARGE POINTS, AND MAINTENANCE ASPECTS ANTICIPATED FOR USE ON THE PROJECT, ACCEPTANCE OF THE DEWATERING PLAN BY THE ENGINEER AND/OR THE OWNER WILL NOT RELINQUISH ANY RESPONSIBILITY BY THE CONTRACTOR FOR ANY DAMAGE CAUSED BY FLOODING, STANDING WATER, EROSION, OR OTHER STORM–WATER RELATED EVENTS FOR WHICH THE DEWATERING PLAN AND EQUIPMENT FAILS TO MITIGATE.

LEGEND

- LIMITS OF NEW PAVEMENT
- LIMITS OF GRADING
- APPROXIMATE SURFACE WATER FLOW DIRECTION
- SYNTHETIC HAY BALES
- SF — TYPE III SILT FENCE
- T — FLOATING TURBIDITY BARRIER

(BALES, SILT FENCE, FLOATING TURBIDITY BARRIER SPACING PER FDOT INDEX 102/103)

EROSION AND SEDIMENT CONTROL NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING FDEP NOI COVERAGE AND FOR COMPLIANCE WITH GENERIC NPDES PERMIT. FDEP NOI WEB ADDRESS: WWW.DEP.STATE.FL.US/WATER/STORMWATER/NPDES
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING SILT FROM SITE IF NOT REUSABLE ON SITE AND ASSURING PLAN ALIGNMENT AND GRADE IN ALL DITCHES AND SWALES AT COMPLETION OF CONSTRUCTION.
3. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES AFTER COMPLETION OF CONSTRUCTION AND ONLY WHEN AREAS HAVE BEEN STABILIZED.
4. CONTRACTOR SHALL ENSURE THAT ALL DRAINAGE STRUCTURES, PIPES, ETC., ARE CLEANED OUT AND WORKING PROPERLY AT TIME OF ACCEPTANCE.
5. ADDITIONAL PROTECTION – ON–SITE PROTECTION MUST BE PROVIDED THAT WILL PREVENT SILT FROM LEAVING THE PROJECT CONFINES DUE TO UNFORESEEN CONDITIONS OR ACCIDENTS.
6. BALES SHALL BE PLACED LENGTHWISE IN SINGLE ROW SURROUNDING THE INLETS, WITH THE ENDS OF ADJACENT BALES PRESSED TOGETHER.
7. THE BARRIER SHALL BE ENTRENCHED AND BACKFILLED. A TRENCH SHALL BE EXCAVATED AROUND THE INLET AND WIDTH OF A BALE TO A MINIMUM DEPTH OF 4–INCHES. AFTER THE BALES ARE STAKED, THE EXCAVATED SOIL SHALL BE BACKFILLED AND COMPACTED AGAINST THE BARRIER.
8. EACH BALE SHALL BE SECURELY ANCHORED AND HELD IN PLACE BY AT LEAST TWO STAKES OR REBARS DRIVEN THROUGH THE BALE.
9. LOOSE STRAW SHOULD BE WEDGED BETWEEN BALES TO PREVENT WATER FROM ENTERING BETWEEN BALES.
10. CLOSE ATTENTION SHALL BE PAID TO THE REPAIR OF DAMAGED BALES, END RUNS AND UNDERCUTTING BETWEEN BALES.
11. NECESSARY REPAIRS TO BARRIERS OR REPLACEMENT OF BALES SHALL BE ACCOMPLISHED PROMPTLY.
12. SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH RAINFALL. THEY MUST BE REMOVED WHEN THE LEVEL OF DEPOSITION REACHES APPROXIMATELY ONE–HALF THE HEIGHT OF THE BARRIER.
13. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE STRAW BALE BARRIER IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SODDED.
14. SILT FENCES, BALE BARRIERS AND BARRIERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
15. SHOULD THE FABRIC ON A SILT FENCE DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER STILL BE NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY.
16. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED AND SODDED.
17. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING THE BEST PRACTICES FOR EROSION AND SEDIMENT CONTROL AS OUTLINED IN THE PLANS, SPECIFICATIONS.
18. SOD SHALL BE PLACED IN AREAS WHICH MAY REQUIRE IMMEDIATE EROSION PROTECTION TO ENSURE WATER QUALITY STANDARDS ARE MAINTAINED.
19. THIS PLAN INDICATES THE MINIMUM EROSION AND SEDIMENT CONTROL MEASURES REQUIRED FOR THIS PROJECT.
20. ALL EXCAVATIONS AND EARTHWORK SHALL BE DONE IN A MANNER TO MINIMIZE WATER TURBIDITY AND POLLUTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PREVENTION, CORRECTION, CONTROL AND ABATEMENT OF EROSION AND WATER POLLUTION IN ACCORDANCE WITH CHAPTER 17–3, FLORIDA ADMINISTRATIVE CODE.
21. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ANY SEDIMENT THAT LEAVES THE SITE AND CHANGES ANY DOWNSTREAM CONDITIONS BY RAISING CHANNEL BOTTOMS AND/OR CLOGGING OUTFALL CULVERTS.
21. LIMITS OF SILT FENCE & HAY BALES ARE APPROXIMATE. CONTRACTOR IS RESPONSIBLE FOR OBTAINING NOI COVERAGE, AND FOR COMPLIANCE WITH NPDES PERMIT.
22. CONTRACTOR SHALL TAKE APPROPRIATE EROSION CONTROL MEASURES AT CONTRACTORS STAGING, STORAGE, AND STOCKPILE AREAS.
23. SILT FENCE OR TURBIDITY BARRIER MUST BE PLACED WITHIN 5 FEET OF THE PROPOSED GRADING LIMITS.

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LEESBURG INTERNATIONAL AIRPORT

KEY PLAN

TAXILANE AND SEAPLANE RAMP

EROSION CONTROL PLAN, NOTES, AND DETAILS

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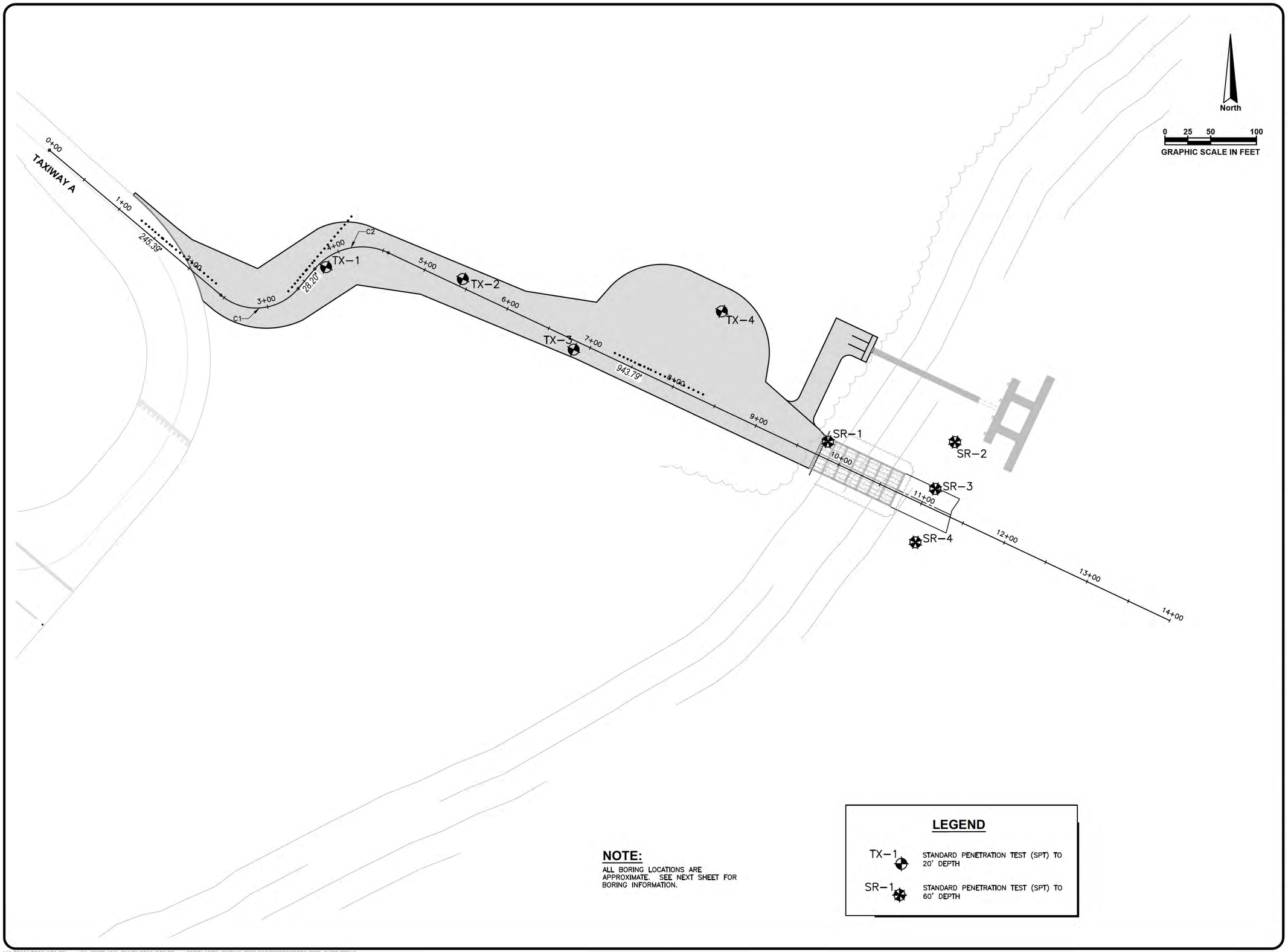
CHECKED BY:	R.K.H.
APPROVED BY:	S.S.
DATE:	JULY 2016

AVCON PROJECT NO. 2015.236.02

SHEET NUMBER
G005

SHEET NO. 5 OF 42



NOTE:

ALL BORING LOCATIONS ARE APPROXIMATE. SEE NEXT SHEET FOR BORING INFORMATION.

LEGEND

TX-1	STANDARD PENETRATION TEST (SPT) TO 20' DEPTH
SR-1	STANDARD PENETRATION TEST (SPT) TO 60' DEPTH

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LEESBURG INTERNATIONAL AIRPORT

KEY PLAN

TAXILANE AND SEAPLANE RAMP

BORING PLAN

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DATE:	JULY 2016

AVCON PROJECT NO. 2015.236.02

SHEET NUMBER
G006

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UNIVERSAL ENGINEERING SCIENCES BORING LOG

Boring SR-1

PROJECT NO.: 0130.1500282.0000 — REPORT NO.: — PAGE: B-2.1

PROJECT: GEOTECHNICAL EXPLORATION, SEAPLANE RAMP & EXTENSION OF TAXIWAY A, LEESBURG, FLORIDA
BORING I.D.: SR-1 — SECTION: 22 — TOWNSHIP: 19 S — SHEET: 1 of 1 — RANGE: 25 E
CLIENT: AVCON — G.S. ELEVATION (ft): N.S. — DATE STARTED: 10/7/15
LOCATION: SEE BORING LOCATION PLAN — WATER TABLE (ft): 0 — DATE FINISHED: 10/7/15
REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED — DATE OF READING: 10/7/2015 — DRILLED BY: INDEPENDENT - D
EST. SHGWT (ft): 0 — TYPE OF SAMPLING: ASTM D 1586

BLOWS PER 6" INCREMENT	N BLOWS / FT
1-1-1-2	2
5-11-10-11	21
7-4-4-4	8
5-7-6-7	13
3-2-2-2	4
2-2-3	5
10-15-17	32
8-9-8	17
7-12-14	26
12-23-22	45
7-8-12	20
5-12-22	34
11-17-19	36
7-7-10	17
6-7-7	14

DESCRIPTION:
- WATER
- Very loose very dark brown organic fine SAND [SP-OL]
- Very loose gray fine SAND [SP]
- – medium dense
- – loose
- Loose very dark brown orgainc SAND [SP-OL]
- Medium dense gray fine SAND [SP]
- Medium dense light green gray clayey fine SAND trace shell [SC]
- – very loose
- Firm green sandy CLAY [CL] – shelby tube 12' to 14'
- Medium dense light gray fine SAND [SP]
- – brown gray
- Medium dense gray brown, gray clayey fine SAND [SC]
- Dense gray brown silty fine SAND [SM]
- – medium dense, light gray brown
- – dense, light gray
- – no silt
- – medium dense
- BORING TERMINATED AT 60.0 FEET

Boring SR-2

PROJECT NO.: 0130.1500282.0000 — REPORT NO.: — PAGE: B-2.2

PROJECT: GEOTECHNICAL EXPLORATION, SEAPLANE RAMP & EXTENSION OF TAXIWAY A, LEESBURG, FLORIDA
BORING I.D.: SR-2 — SECTION: 22 — TOWNSHIP: 19 S — SHEET: 1 of 1 — RANGE: 25 E
CLIENT: AVCON — G.S. ELEVATION (ft): N.S. — DATE STARTED: 10/9/15
LOCATION: SEE BORING LOCATION PLAN — WATER TABLE (ft): 0 — DATE FINISHED: 10/9/15
REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED — DATE OF READING: 10/9/2015 — DRILLED BY: INDEPENDENT - D
EST. SHGWT (ft): 0 — TYPE OF SAMPLING: ASTM D 1586

BLOWS PER 6" INCREMENT	N BLOWS / FT
1-1-2-3	3
4-2-2-3	4
2-3-2-1	5
2-2-1-1	3
2-1-1-1	2
3-3-2	5
2-11-16	27
7-7-7	14
3-3-2	5
10-10-12	22
6-8-9	17
6-9-11	20
9-9-12	21
8-9-12	21
4-6-8	14

DESCRIPTION:
- WATER
- Very loose brown fine SAND [SP]
- Very loose light green snady CLAY with some shell [CL]
- Loose light green gray silty fine SAND with shell [SM]
- – very loose, green
- Firm green sandy CLAY [CL] – tube from 10' to 12' – tube from 12' to 14'
- Dark brown organic fine SAND [SP-OL]
- Medium dense light gray fine SAND [SP]
- – brown
- Loose light gray brown silty fine SAND [SM]
- – medium dense, with silt
- – loose
- – medium dense
- – light green gray
- BORING TERMINATED AT 60.0 FEET

Boring SR-3

PROJECT NO.: 0130.1500282.0000 — REPORT NO.: — PAGE: B-2.3

PROJECT: GEOTECHNICAL EXPLORATION, SEAPLANE RAMP & EXTENSION OF TAXIWAY A, LEESBURG, FLORIDA
BORING I.D.: SR-3 — SECTION: 22 — TOWNSHIP: 19 S — SHEET: 1 of 1 — RANGE: 25 E
CLIENT: AVCON — G.S. ELEVATION (ft): N.S. — DATE STARTED: 10/8/15
LOCATION: SEE BORING LOCATION PLAN — WATER TABLE (ft): 0 — DATE FINISHED: 10/8/15
REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED — DATE OF READING: 10/8/2015 — DRILLED BY: INDEPENDENT - D
EST. SHGWT (ft): 0 — TYPE OF SAMPLING: ASTM D 1586

BLOWS PER 6" INCREMENT	N BLOWS / FT
1-1-1-2	2
2-4-4-6	5
2-1-1-2	2
1-2-1-1	3
0-4-13	17
10-12-10	22
6-10-9	19
8-12-12	24
11-15-18	33
10-10-9	19
8-15-16	31
7-7-9	16
5-4-5	7
3-5-8	13

DESCRIPTION:
- WATER
- Very soft green sandy CLAY [CL]
- – shelby tube 2' to 4'
- Loose dark brown fine organic SAND [SP-OL]
- Loose light green gray fine SAND [SP] – very loose
- Very soft green sandy CLAY [CL] – soft
- Medium dense dark brown silty fine SAND with orgaincs [SM]
- Medium dense brown fine SAND [SP]
- Medium dense very light gray brown silty fine SAND [SM]
- – dense
- – medium dense
- – dense
- – medium dense
- – loose, very light green gray
- – medium dense
- BORING TERMINATED AT 60.0 FEET

Boring SR-4

PROJECT NO.: 0130.1500282.0000 — REPORT NO.: — PAGE: B-2.4

PROJECT: GEOTECHNICAL EXPLORATION, SEAPLANE RAMP & EXTENSION OF TAXIWAY A, LEESBURG, FLORIDA
BORING I.D.: SR-4 — SECTION: 22 — TOWNSHIP: 19 S — SHEET: 1 of 1 — RANGE: 25 E
CLIENT: AVCON — G.S. ELEVATION (ft): N.S. — DATE STARTED: 10/9/15
LOCATION: SEE BORING LOCATION PLAN — WATER TABLE (ft): 0 — DATE FINISHED: 10/9/15
REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED — DATE OF READING: 10/9/2015 — DRILLED BY: INDEPENDENT - D
EST. SHGWT (ft): 0 — TYPE OF SAMPLING: ASTM D 1586

BLOWS PER 6" INCREMENT	N BLOWS / FT
1-1-1-2	2
2-2-2-2	4
2-2-2-2	4
4-3-2-2	5
1-2-2-2	4
0-0-0	0
2-2-2	4
8-8-8	16
4-5-5	10
5-7-10	17
8-12-10	22
5-7-9	16
8-12-15	27
11-12-13	25
5-6-7	13

DESCRIPTION:
- WATER
- Very loose dark brown organic fine SAND [SP-OL]
- Very loose gray brown clayey fine SAND [SC]
- Very loose light green sandy CLAY with some shell [CL]
- – loose
- Loose brown to light gray brown silty fine SAND [SM] – very loose
- – dark brown gray
- Soft green CLAY [CL]
- Medium dense brown fine SAND [SP]
- Loose light brown gray silty fine SAND [SM]
- – medium dense
- Medium dense very light gray fine SAND [SP]
- Medium dense light green gray silty fine SAND [SM]
- BORING TERMINATED AT 60.0 FEET

Boring TX-1

PROJECT NO.: 0130.1500282.0000 — REPORT NO.: — PAGE: B-2.5

PROJECT: GEOTECHNICAL EXPLORATION, SEAPLANE RAMP & EXTENSION OF TAXIWAY A, LEESBURG, FLORIDA
BORING I.D.: TX-1 — SECTION: 22 — TOWNSHIP: 19 S — SHEET: 1 of 1 — RANGE: 25 E
CLIENT: AVCON — G.S. ELEVATION (ft): N.S. — DATE STARTED: 10/7/15
LOCATION: SEE BORING LOCATION PLAN — WATER TABLE (ft): 0 — DATE FINISHED: 10/7/15
REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED — DATE OF READING: 10/7/2015 — DRILLED BY: INDEPENDENT - D
EST. SHGWT (ft): 0 — TYPE OF SAMPLING: ASTM D 1586

BLOWS PER 6" INCREMENT	N BLOWS / FT
1-3-7-16	10
9-15-20-21	35
13-16-17-15	33
2-3-4-5	7
3-4-6-8	10
6-8-8	16
5-6-8	14

DESCRIPTION:
- WATER
- Loose dark brown PEAT [PT]
- Loose brown fine SAND [SP] -- dense
- -- loose
- Loose light gray brown clayey fine SAND [SC]
- Medium dense light gray fine SAND with silt [SP-SM]
- BORING TERMINATED AT 20.0 FEET

Boring TX-2

PROJECT NO.: 0130.1500282.0000 — REPORT NO.: — PAGE: B-2.6

PROJECT: GEOTECHNICAL EXPLORATION, SEAPLANE RAMP & EXTENSION OF TAXIWAY A, LEESBURG, FLORIDA
BORING I.D.: TX-2 — SECTION: 22 — TOWNSHIP: 19 S — SHEET: 1 of 1 — RANGE: 25 E
CLIENT: AVCON — G.S. ELEVATION (ft): N.S. — DATE STARTED: 10/6/15
LOCATION: SEE BORING LOCATION PLAN — WATER TABLE (ft): 0 — DATE FINISHED: 10/6/15
REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED — DATE OF READING: 10/6/0115 — DRILLED BY: INDEPENDENT - D
EST. SHGWT (ft): 0 — TYPE OF SAMPLING: ASTM D 1586

BLOWS PER 6" INCREMENT	N BLOWS / FT
1-0-1-1	1
6-8-14-16	22
8-9-4-6	13
7-8-12-13	20
7-8-11-13	19
8-8-9	17
5-5-8	13

DESCRIPTION:
- WATER
- Very loose very dark brown PEAT [PT]
- Very loose dark gray silty fine SAND [SM] -- medium dense
- Medium dense gray fine SAND [SP]
- Medium dense brown gray clayey fine SAND [SC] -- brown
- Medium dense light brown gray fine SAND [SP]
- BORING TERMINATED AT 20.0 FEET

Boring TX-3

PROJECT NO.: 0130.1500282.0000 — REPORT NO.: — PAGE: B-2.7

PROJECT: GEOTECHNICAL EXPLORATION, SEAPLANE RAMP & EXTENSION OF TAXIWAY A, LEESBURG, FLORIDA
BORING I.D.: TX-3 — SECTION: 22 — TOWNSHIP: 19 S — SHEET: 1 of 1 — RANGE: 25 E
CLIENT: AVCON — G.S. ELEVATION (ft): N.S. — DATE STARTED: 10/7/15
LOCATION: SEE BORING LOCATION PLAN — WATER TABLE (ft): 0 — DATE FINISHED: 10/7/15
REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED — DATE OF READING: 10/7/2015 — DRILLED BY: INDEPENDENT - D
EST. SHGWT (ft): 0 — TYPE OF SAMPLING: ASTM D 1586

BLOWS PER 6" INCREMENT	N BLOWS / FT
3-4-10-17	14
11-19-17-17	36
15-17-13-11	30
4-5-5-10	10
9-12-15-18	27
8-10-9	19
6-9-9	18

DESCRIPTION:
- WATER
- Medium dense very dark brown PEAT [PT]
- Medium dense gray fine SAND [SP]
- -- dense, brown gray
- -- medium dense
- -- loose
- -- medium dense, light gray
- Medium dense dark brown gray fine SAND with silt [SP-SM]
- BORING TERMINATED AT 20.0 FEET

Boring TX-4

PROJECT NO.: 0130.1500282.0000 — REPORT NO.: — PAGE: B-2.8

PROJECT: GEOTECHNICAL EXPLORATION, SEAPLANE RAMP & EXTENSION OF TAXIWAY A, LEESBURG, FLORIDA
BORING I.D.: TX-4 — SECTION: 22 — TOWNSHIP: 19 S — SHEET: 1 of 1 — RANGE: 25 E
CLIENT: AVCON — G.S. ELEVATION (ft): N.S. — DATE STARTED: 10/6/15
LOCATION: SEE BORING LOCATION PLAN — WATER TABLE (ft): 0 — DATE FINISHED: 10/6/15
REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED — DATE OF READING: 10/6/0115 — DRILLED BY: INDEPENDENT - D
EST. SHGWT (ft): 0 — TYPE OF SAMPLING: ASTM D 1586

BLOWS PER 6" INCREMENT	N BLOWS / FT
1-1-1-2	2
7-6-6-5	12
6-7-8-6	15
5-13-18-16	31
5-6-7-8	13
7-11-15	26
7-5-5	10

DESCRIPTION:
- WATER
- Very loose very dark brown PEAT [PT]
- Medium dense dark brown gray fine SAND [SP]
- Dense gray clayey fine SAND [SC] -- dark brown
- Medium dense light gray to gray fine SAND [SP]
- -- brown gray
- -- loose, brown
- BORING TERMINATED AT 20.0 FEET

(Log columns: DEPTH (FT.), SAMPLE, BLOWS PER 6" INCREMENT, N BLOWS / FT, W.T., SYMBOL, DESCRIPTION, -200 (%), MC (%), ATTERBERG LIMITS LL / PI, K (FT/DAY), ORG. CONT. (%); W-08853.GPJ)

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LEESBURG INTERNATIONAL AIRPORT

KEY PLAN

TAXILANE AND SEAPLANE RAMP

BORING LOGS

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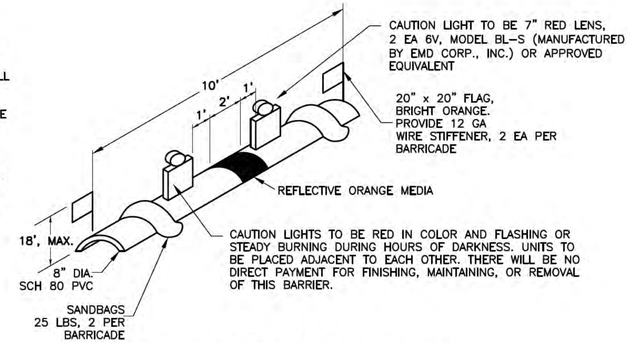
APPROVED BY: S.S.
DATE: JULY 2016

AVCON PROJECT NO. 2015.236.02

SHEET NUMBER
G007

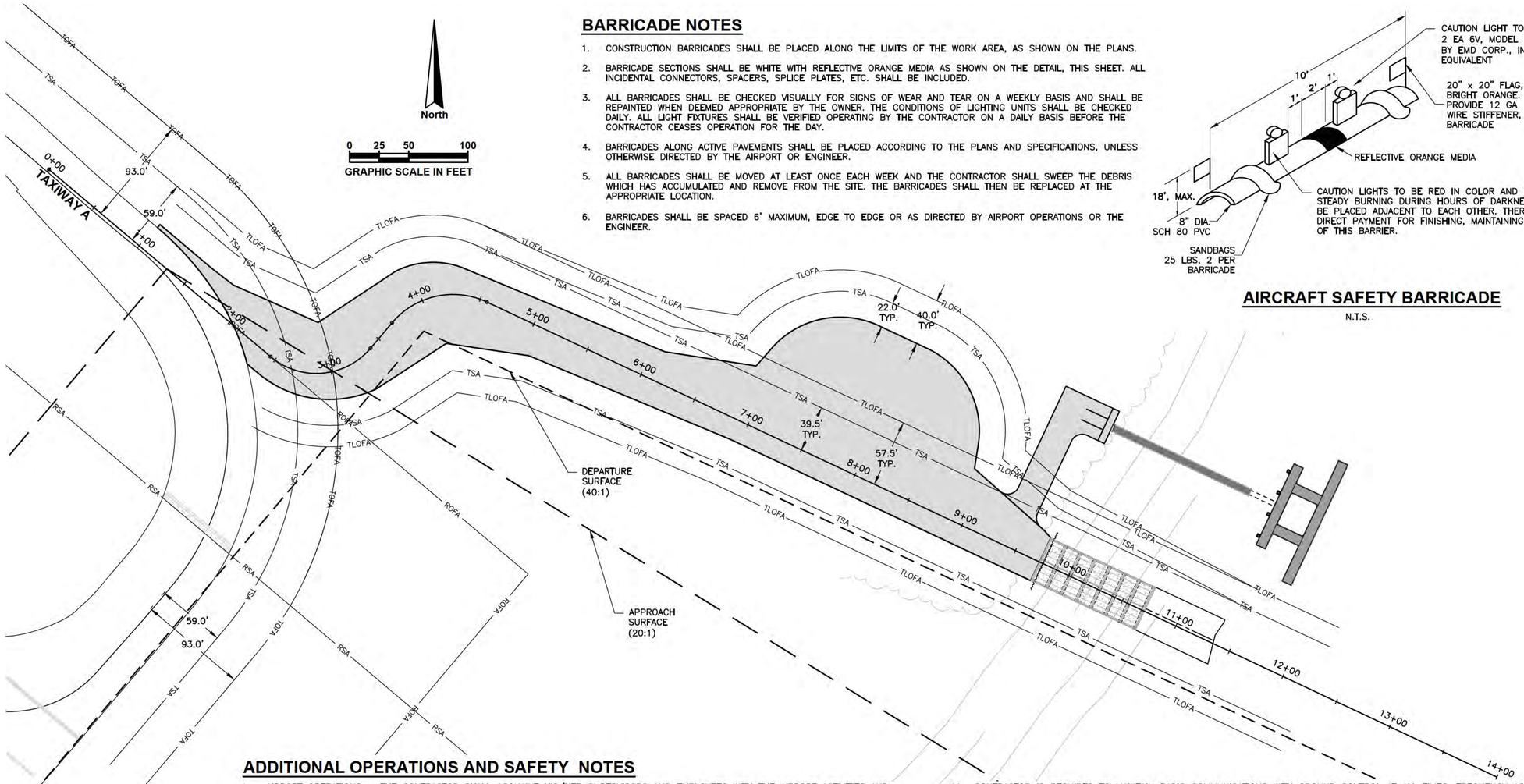
BARRICADE NOTES

1. CONSTRUCTION BARRICADES SHALL BE PLACED ALONG THE LIMITS OF THE WORK AREA, AS SHOWN ON THE PLANS.
2. BARRICADE SECTIONS SHALL BE WHITE WITH REFLECTIVE ORANGE MEDIA AS SHOWN ON THE DETAIL, THIS SHEET. ALL INCIDENTAL CONNECTORS, SPACERS, SPLICE PLATES, ETC. SHALL BE INCLUDED.
3. ALL BARRICADES SHALL BE CHECKED VISUALLY FOR SIGNS OF WEAR AND TEAR ON A WEEKLY BASIS AND SHALL BE REPAINTED WHEN DEEMED APPROPRIATE BY THE OWNER. THE CONDITIONS OF LIGHTING UNITS SHALL BE CHECKED DAILY. ALL LIGHT FIXTURES SHALL BE VERIFIED OPERATING BY THE CONTRACTOR ON A DAILY BASIS BEFORE THE CONTRACTOR CEASES OPERATION FOR THE DAY.
4. BARRICADES ALONG ACTIVE PAVEMENTS SHALL BE PLACED ACCORDING TO THE PLANS AND SPECIFICATIONS, UNLESS OTHERWISE DIRECTED BY THE AIRPORT OR ENGINEER.
5. ALL BARRICADES SHALL BE MOVED AT LEAST ONCE EACH WEEK AND THE CONTRACTOR SHALL SWEEP THE DEBRIS WHICH HAS ACCUMULATED AND REMOVE FROM THE SITE. THE BARRICADES SHALL THEN BE REPLACED AT THE APPROPRIATE LOCATION.
6. BARRICADES SHALL BE SPACED 6' MAXIMUM, EDGE TO EDGE OR AS DIRECTED BY AIRPORT OPERATIONS OR THE ENGINEER.



AIRCRAFT SAFETY BARRICADE

N.T.S.



ADDITIONAL OPERATIONS AND SAFETY NOTES

1. AIRPORT OPERATIONS – THE CONTRACTOR SHALL ACQUAINT HIS/HER SUPERVISORS AND EMPLOYEES WITH THE AIRPORT ACTIVITIES AND OPERATIONS THAT ARE INHERENT AT THIS AIRPORT AND SHALL CONDUCT HIS/HER CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES ON SAFETY SPECIFIED IN THE PLANS AND SPECIFICATIONS.
2. GROUND CONTROL – ALL CONTRACTOR VEHICLES AND VEHICLES UNDER CONTRACTOR ESCORT THAT ARE REQUIRED TO TRAVERSE OR CROSS ACTIVE TAXIWAYS SHALL DO SO UNDER THE DIRECT RADIO CONTACT WITH AIRPORT GROUND CONTROL. THE RADIO OPERATOR SHALL BE TRAINED AND INSTRUCTED BY AIRPORT OPERATIONS IN THE REGULATIONS GOVERNING OPERATIONS ON THE AOA AND THE RADIO PROCEDURES AT THE AIRPORT.
3. PAVEMENT CLOSURES – A MINIMUM OF 72 HOURS NOTICE OF REQUESTED CLOSING SHALL BE DIRECTED TO THE ENGINEER, WHO WILL COORDINATE THE REQUEST WITH AIRPORT OPERATIONS. THE AIRPORT WILL GRANT OR DENY REQUEST BASED ON SCHEDULED TRAFFIC AND ISSUE THE REQUIRED NOTAMS.
4. OPEN TRENCHES – ANY CONSTRUCTION OR OPEN TRENCHES IN EXCESS OF 3 INCHES WITHIN 93 FEET OF ANY TAXIWAY CENTERLINES, OR 250 FEET OF ANY ACTIVE RUNWAY CENTERLINES WILL REQUIRE CLOSURE OF THE AFFECTED RUNWAY OR TAXIWAY, UNLESS OTHERWISE APPROVED BY AIRPORT OPERATIONS AND THE ENGINEER. EXCAVATION AND OPEN TRENCHES MAY BE PERMITTED UP TO THE EDGE OF ACTIVE TAXIWAY PAVEMENTS PROVIDED THE DROP-OFF IS ADEQUATELY SIGNED, LIGHTED, MARKED AND SATISFIES AIRPORT OPERATIONS AND THE ENGINEER. ANY CLOSURE REQUIRES THE SAME PROVISIONS AS PARAGRAPH 4 ABOVE.
5. TRENCH MARKING – OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIALS LOCATED IN THE AOA SHALL BE PROMINENTLY MARKED WITH BARRICADES EQUIPPED WITH FLAGS AND LIGHTED BY APPROVED LIGHT UNITS DURING HOURS OF RESTRICTED VISIBILITY AND DARKNESS.
6. OPEN FLAME – OPEN FLAME, WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS HAVE BEEN TAKEN AND THE PROCEDURE APPROVED BY AIRPORT OPERATIONS AND THE ENGINEER.
7. STOCKPILE EROSION AND DUST CONTROL – STOCKPILED MATERIAL AND OPEN EXCAVATIONS SHALL BE TREATED IN SUCH A MANNER AS TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT BLAST OR WIND CONDITIONS. (SEE CONTRACT DOCUMENTS FOR ADDITIONAL REQUIREMENTS).
8. DEBRIS CONTROL – "FOREIGN OBJECT DEBRIS" WASTE AND LOOSE MATERIAL SHALL NOT BE ALLOWED ON ACTIVE AIRCRAFT MOVEMENT AREAS OR WITHIN THE SAFETY AREAS. IF OBSERVED TO BE ON ACTIVE AIRCRAFT MOVEMENT AREAS OR WITHIN THE SAFETY AREA, THE MATERIAL WILL BE REMOVED IMMEDIATELY BY THE CONTRACTOR. THE ENGINEER MAY DIRECT THAT DEBRIS PROBLEMS DURING CONSTRUCTION NOT CORRECTED BY THE CONTRACTOR BE CORRECTED BY OTHERS AT THE EXPENSE OF THE CONTRACTOR.
9. INSPECTION BY OPERATIONS – PRIOR TO OPENING FOR AIRCRAFT USE, THE ENGINEER WILL ARRANGE FOR INSPECTION BY AIRPORT OPERATIONS OF ANY TAXIWAY OR APRON THAT HAS BEEN CLOSED FOR WORK, OR THAT HAS BEEN USED FOR A CROSSING POINT OR HAUL ROUTE BY THE CONTRACTOR. THE PAVEMENT MAY NOT BE OPENED FOR AIRCRAFT USE UNTIL THE CONTRACTOR HAS CLEANED THE AREA OF ALL DIRT AND DEBRIS OR OTHERWISE MADE CORRECTIONS TO THE SATISFACTION OF AIRPORT OPERATIONS.
10. LIGHTED BARRICADES ARE REQUIRED, AS NOTED, ANYTIME THE CONTRACTOR IS WORKING.
11. CONTRACTOR IS REQUIRED TO MAINTAIN RADIO COMMUNICATIONS WITH GROUND CONTROL AT ALL TIMES, FREQUENCY 121.725 (GROUND CONTROL). PERSONNEL IN NON COMPLIANCE MAY BE REMOVED FROM THE SITE AND THEIR ACCESS PRIVILEGES MAY BE REVOKED.
12. CONTRACTOR IS REQUIRED TO HAVE A PERSON ON CALL 24-HOURS A DAY FOR EMERGENCY MAINTENANCE OF AIRPORT HAZARD LIGHTING AND BARRICADES. CONTRACTOR MUST FILE THE CONTACT PERSON'S NAME WITH AIRPORT OPERATIONS. WHENEVER CONTRACTOR'S EMPLOYEES ARE ON SITE WORKING. THE CONTRACTOR'S SUPERINTENDENT SHALL BE ACCESSIBLE VIA 800MHZ RADIO PROVIDED BY THE CONTRACTOR.
13. CONTRACTOR IS RESPONSIBLE OF ENSURING ALL MOTOR VEHICLE OPERATORS (PRIVATE OR CONTRACTOR) HAVE THE APPROPRIATE VEHICLE INSURANCE AND TO ENSURE ALL OPERATORS HAVE CURRENT & VALID DRIVERS LICENSES (CURRENT ISSUE) ON THEIR PERSON.
14. THE CONTRACTOR IS REQUIRED TO MEET THE REQUIREMENTS OF CONFINED SPACE ENTRY (OSHA 29 CFR 1910.146) WITH REGARDS TO ACCESS TO VAULT AND UNDERGROUND FACILITIES.
15. THE CONTRACTOR SHALL COMPLY WITH THE AIRPORT MAINTENANCE DEPARTMENT'S LOCK-OUT PROCEDURES AND WITH NFPA 70E.
16. CONTRACTOR'S STOCKPILE AREA FOR EXCESS CONSTRUCTION MATERIAL TO BE USED ONLY DURING CONSTRUCTION OF THIS PROJECT. ALL MATERIAL NOT ACCEPTED BY THE OWNER SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND MUST BE DISPOSED OF FROM THE SITE AT NO ADDITIONAL COST TO THE CONTRACT, UNLESS OTHERWISE APPROVED IN WRITING.
17. EXCESS MATERIAL FROM EXCAVATION SHALL NOT BE REMOVED FROM THE SITE WITHOUT THE OWNER'S APPROVAL, EXCEPT UNSUITABLE MATERIAL, WHICH MAY BE REMOVED FROM THE SITE BY THE CONTRACTOR. THE ENGINEER AND AIRPORT SHALL DETERMINE WHAT EXCESS MATERIAL IS UNSUITABLE. FINAL LOCATION OF EXCESS STOCKPILE AREA TO BE APPROVED BY THE OWNER.
18. CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL RUNWAYS, TAXIWAYS AND AIRPORT ROADS SWEPT CLEAN OF ANY DEBRIS INTRODUCED BY HIS/HER CONSTRUCTION EQUIPMENT. ANY LIABILITY OR EXPENSES RESULTING FROM FOREIGN OBJECT DAMAGE TO AIRCRAFT OR BUILDINGS FOUND TO BE CAUSED BY THE CONTRACTOR OR HIS SUB-CONTRACTORS SHALL BE BORNE SOLELY BY THE CONTRACTOR.
19. TEMPORARY DIRECTIONAL SIGNS SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR WHICH WILL CAREFULLY ROUTE AIRCRAFT TRAFFIC AWAY FROM BARRICADED AREAS AND TO/FROM THE EXISTING APRON AND FBO AREAS, AS DIRECTED BY THE AIRPORT MANAGER AND SHOWN ON THESE PLANS (AS APPLICABLE). SIGNS SHALL BE SIZED AND COLORED SIMILARLY TO EXISTING PERMANENT GUIDANCE SIGNS, ALTHOUGH WOOD AND PAINT WILL BE ACCEPTABLE AND LIGHTING IS NOT REQUIRED.

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LEESBURG INTERNATIONAL AIRPORT

KEY PLAN

TAXILANE AND SEAPLANE RAMP

SAFETY DURING CONSTRUCTION PLAN AND SAFETY NOTES

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APPROVED BY:	S.S.
DATE:	JULY 2016

AVCON PROJECT NO. 2015.236.02

SHEET NUMBER
G008

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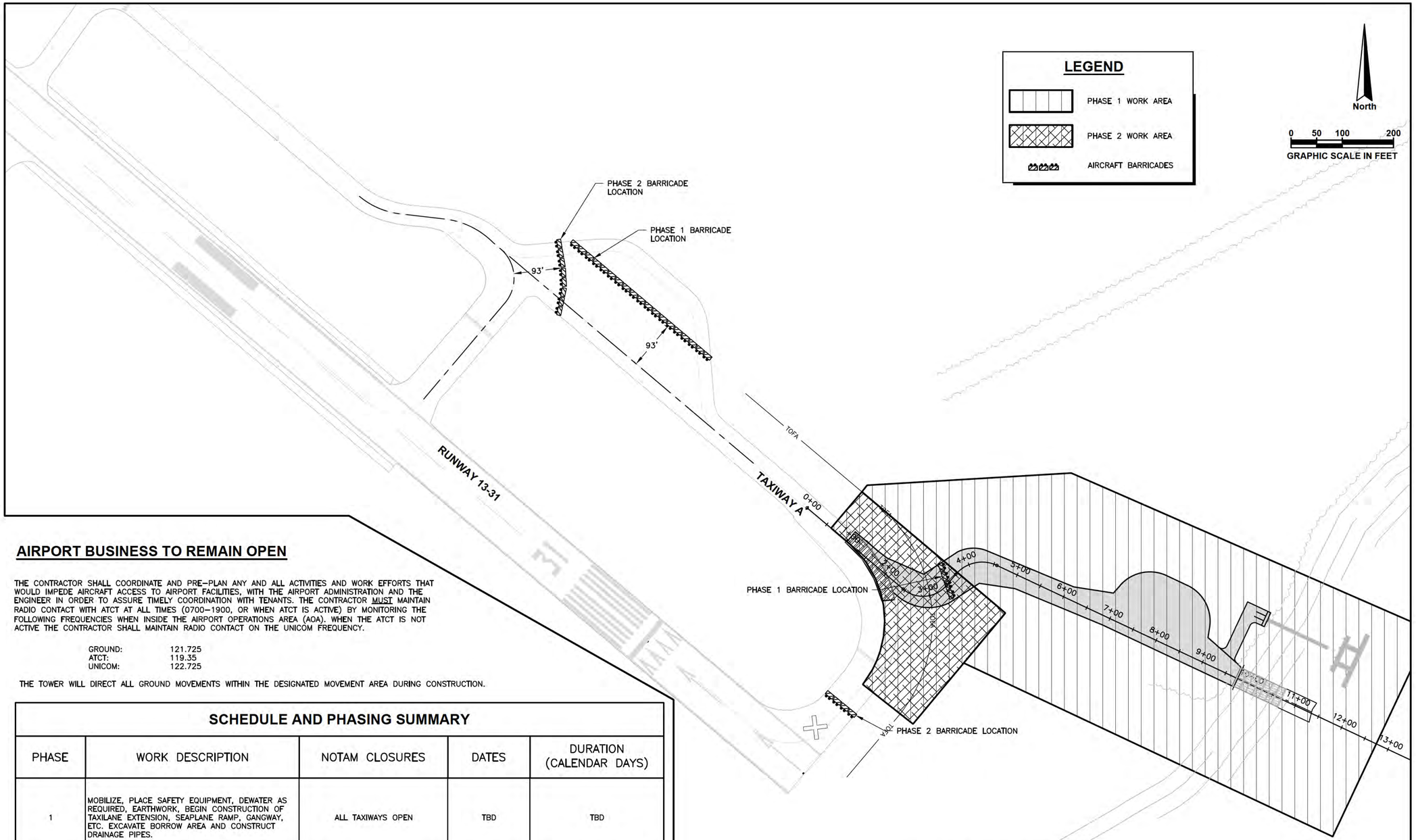

AIRPORT BUSINESS TO REMAIN OPEN

THE CONTRACTOR SHALL COORDINATE AND PRE-PLAN ANY AND ALL ACTIVITIES AND WORK EFFORTS THAT WOULD IMPEDE AIRCRAFT ACCESS TO AIRPORT FACILITIES, WITH THE AIRPORT ADMINISTRATION AND THE ENGINEER IN ORDER TO ASSURE TIMELY COORDINATION WITH TENANTS. THE CONTRACTOR MUST MAINTAIN RADIO CONTACT WITH ATCT AT ALL TIMES (0700–1900, OR WHEN ATCT IS ACTIVE) BY MONITORING THE FOLLOWING FREQUENCIES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). WHEN THE ATCT IS NOT ACTIVE THE CONTRACTOR SHALL MAINTAIN RADIO CONTACT ON THE UNICOM FREQUENCY.

GROUND:	121.725
ATCT:	119.35
UNICOM:	122.725

THE TOWER WILL DIRECT ALL GROUND MOVEMENTS WITHIN THE DESIGNATED MOVEMENT AREA DURING CONSTRUCTION.

SCHEDULE AND PHASING SUMMARY

PHASE	WORK DESCRIPTION	NOTAM CLOSURES	DATES	DURATION (CALENDAR DAYS)
1	MOBILIZE, PLACE SAFETY EQUIPMENT, DEWATER AS REQUIRED, EARTHWORK, BEGIN CONSTRUCTION OF TAXILANE EXTENSION, SEAPLANE RAMP, GANGWAY, ETC. EXCAVATE BORROW AREA AND CONSTRUCT DRAINAGE PIPES.	ALL TAXIWAYS OPEN	TBD	TBD
2	PLACE SAFETY EQUIPMENT, REMOVE PORTIONS OF TAXIWAY A AND CONSTRUCT NEW TAXILANE A EXTENSION WITHIN EXISTING TAXIWAY A TOFA. COMPLETE SIGNAGE AND ELECTRICAL WORK. DEWATER AS REQUIRED, EARTHWORK, CONSTRUCT REMAINING TAXILANE EXTENSION, SEAPLANE RAMP, GANGWAY, ETC.	TAXIWAY A CLOSED BETWEEN TAXIWAY C AND RUNWAY 31	TBD	TBD
3	MOBILIZE, CONSTRUCT PAVEMENT MARKINGS, FINAL CLEAN-UP, RESOLVE PUNCHLIST	TAXIWAY A TEMPORARILY CLOSED BETWEEN TAXIWAY C AND RUNWAY 31 AS REQUIRED	TBD	TBD
			TOTAL CONTRACT DURATION (CALENDAR DAYS)	TBD

GENERAL PHASING NOTES:

1. TAXIWAY A SHALL BE CLOSED FOR THE DURATION OF PHASE 2 WORK.
2. PHASE 1 & 2 MAY BE PERFORMED SIMULTANEOUSLY UNTIL PHASE 2 IS COMPLETE. PHASE 2 MUST BE PERFORMED CONTINUOUSLY UNTIL COMPLETED.
3. THE WORK SHALL BE PERFORMED TO MINIMIZE TAXIWAY CLOSURES.
4. TAXIWAYS REQUIRE CLOSURES WHEN WORKING WITHIN 93 FEET OF AN ACTIVE TAXIWAY CENTERLINE.
5. CLOSURES SHALL BE COORDINATED WITH LEE A MINIMUM OF 72 HOURS PRIOR TO CLOSURE.
6. ALL FBO/TENANT FACILITIES WILL BE FULLY OPERATIONAL FOR THE DURATION OF CONSTRUCTION. THE CONTRACTOR WILL MAINTAIN SAFE ACCESS FOR INCOMING/OUTGOING TRAFFIC TO THE PROJECT WORK AREAS. AN OPERATIONAL PLAN WILL BE SUBMITTED BY THE CONTRACTOR PRIOR TO CONSTRUCTION FOR REVIEW AND APPROVAL BY THE TENANTS, AIRPORT, AND ENGINEER.

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LEESBURG INTERNATIONAL AIRPORT

KEY PLAN

TAXILANE AND SEAPLANE RAMP

CONSTRUCTION PHASING PLAN

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APPROVED BY:	S.S.
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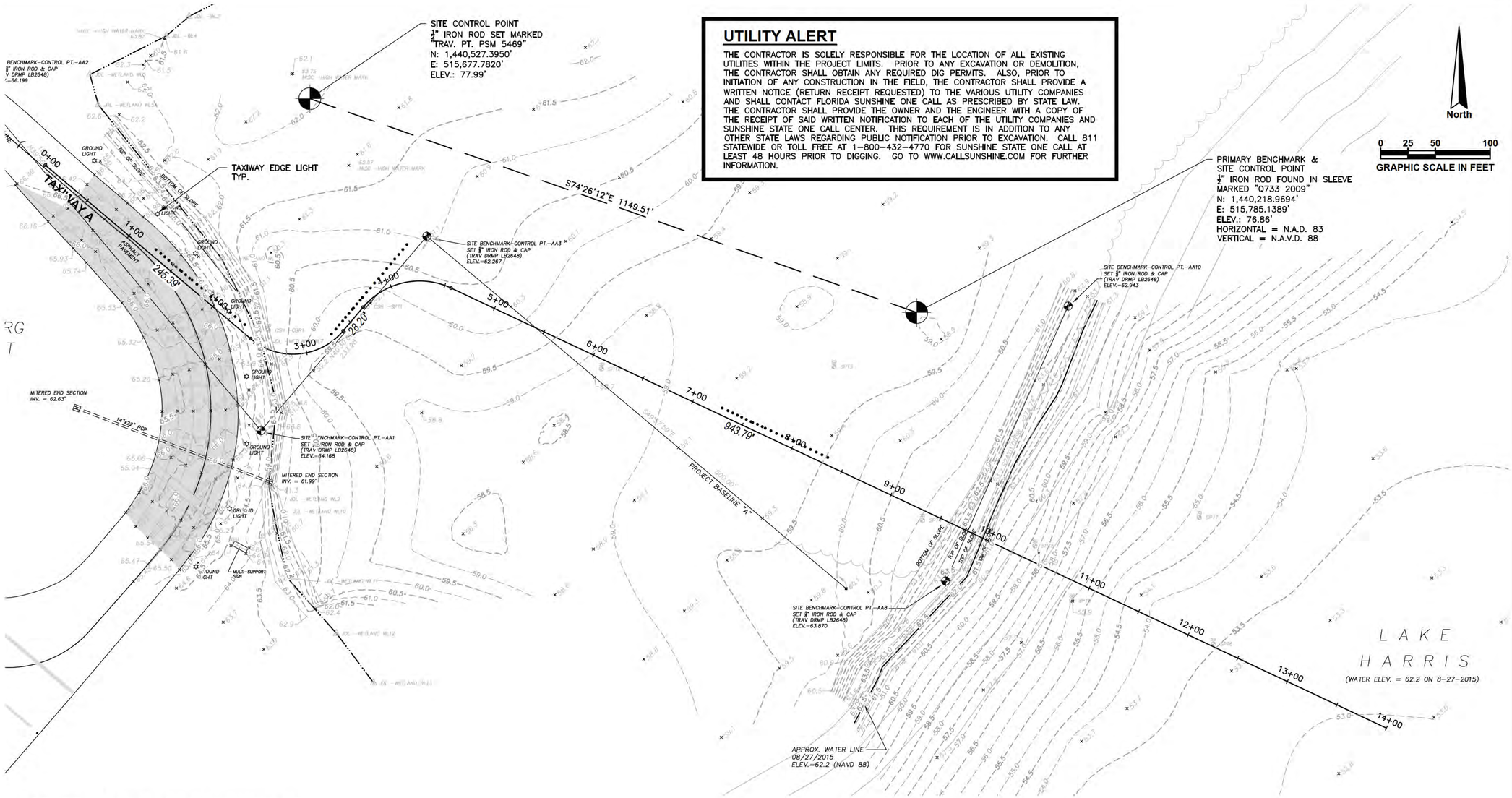

UTILITY ALERT

THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES WITHIN THE PROJECT LIMITS. PRIOR TO ANY EXCAVATION OR DEMOLITION, THE CONTRACTOR SHALL OBTAIN ANY REQUIRED DIG PERMITS. ALSO, PRIOR TO INITIATION OF ANY CONSTRUCTION IN THE FIELD, THE CONTRACTOR SHALL PROVIDE A WRITTEN NOTICE (RETURN RECEIPT REQUESTED) TO THE VARIOUS UTILITY COMPANIES AND SHALL CONTACT FLORIDA SUNSHINE ONE CALL AS PRESCRIBED BY STATE LAW. THE CONTRACTOR SHALL PROVIDE THE OWNER AND THE ENGINEER WITH A COPY OF THE RECEIPT OF SAID WRITTEN NOTIFICATION TO EACH OF THE UTILITY COMPANIES AND SUNSHINE STATE ONE CALL CENTER. THIS REQUIREMENT IS IN ADDITION TO ANY OTHER STATE LAWS REGARDING PUBLIC NOTIFICATION PRIOR TO EXCAVATION. CALL 811 STATEWIDE OR TOLL FREE AT 1-800-432-4770 FOR SUNSHINE STATE ONE CALL AT LEAST 48 HOURS PRIOR TO DIGGING. GO TO WWW.CALLSUNSHINE.COM FOR FURTHER INFORMATION.

GENERAL SURVEY REQUIREMENTS:

1. THE NEED FOR PRECISE SURVEY CONTROLS IS OF THE UTMOST IMPORTANCE ON THE PROJECT TO VALIDATE QUANTITIES AND MAINTAIN THE OVERALL PROJECT BUDGET. THE CONTRACTOR, IN ADDITION TO VERIFYING THE DESIGN SURVEY CONTROLS (NOTE 2 OF THE SURVEY CONTROL NOTES ON THIS SHEET), SHALL ALSO VALIDATE THE TOPOGRAPHIC SURVEY DEPICTED ON THE EXISTING CONDITIONS PLANS. THE DESIGN SURVEY SHALL BE MADE AVAILABLE TO THE CONTRACTOR ON A CD WITH FULL EXPECTATION OF COMPLIANCE WITH CONTRACT GENERAL PROVISIONS GP50-06. ANY DISCREPANCIES WITH THE DESIGN SURVEY SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE PROJECT MANAGER FOR RESOLUTION PRIOR TO PROCEEDING WITH ANY FIELD WORK.

2. CONTRACTOR'S SURVEY: THE CONTRACTOR WILL BE GIVEN THE DESIGN SURVEY ON A COMPACT DISC (CD) FOR HIS/HER REVIEW PRIOR TO LAYOUT. UPON VALIDATION OF THE DESIGN SURVEY THE CONTRACTOR SHALL SET UP A LONGITUDINAL AND TRANSVERSE GRID WHICH MATCHES THE DESIGN SURVEY ALIGNMENT ON THE PAVED SURFACES (ALONG THE STATIONING) EXTENDING OUTWARD TO THE EDGE OF THE WORK. THE HORIZONTAL (X, Y) AND THE VERTICAL (Z) COORDINATES OF EACH POINT ON THE GRID SHALL BE PLOTTED AND SUBMITTED TO THE PROJECT MANAGER FOR REVIEW AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION ACTIVITIES FOR THE PAVEMENT (BASE CONSTRUCTION/PAVING). THREE COPIES OF THE SURVEY SHALL BE SIGNED AND SEALED BY A FLORIDA PROFESSIONAL LICENSED SURVEYOR AND SHALL BE ALSO PROVIDED IN DIGITAL FORM (AUTOCAD CIVIL 3D).

3. AT COMPLETION OF THE NEW PAVEMENT BASE CONSTRUCTION IN EACH WORK AREA, THE CONTRACTOR SHALL PERFORM A SECOND SURVEY OF THE SURFACES AT THE SAME GRID POINTS. THE SURVEY SHALL BE PROVIDED TO THE ENGINEER FOR HIS REVIEW AND APPROVAL, AT LEAST 48 HOURS PRIOR TO STARTING PAVING OPERATIONS.

4. AT COMPLETION OF THE FINAL PAVING IN EACH WORK AREA, THE CONTRACTOR SHALL PERFORM A FINAL SURVEY OF THE PAVED SURFACES AT THE SAME GRID POINTS. THIS SURVEY SHALL BE THE BASIS OF VALIDATING THE AVERAGE PAVEMENT THICKNESS AND GRADES IN ADDITION TO THE PAVEMENT CORES AND STRAIGHT-EDGE TESTS SPECIFIED IN THE P-401 SP SPECIFICATION. THE ENGINEER MAY CHOOSE TO VALIDATE THE CONTRACTOR'S SURVEY AFTER THE PAVING OPERATION. THE COST ASSOCIATED WITH THESE SURVEY REQUIREMENTS SHALL BE INCIDENTAL TO THE CONSTRUCTION SURVEY PAY ITEM. P-100-1.

NOTES:

1. UNDERGROUND UTILITIES OTHER THAN SHOWN, IF PRESENT, WERE NOT LOCATED.

2. CONTACT THE SURVEYOR FOR ANY DISCREPANCIES.

3. HORIZONTAL CONTROL COORDINATES INDICATE THE FLORIDA STATE PLANE GRID SYSTEM, EAST ZONE.

SURVEY CONTROL NOTES:

1. THE TOPOGRAPHIC SURVEY FOR THE PROJECT WAS PREPARED BY DRMP, INC. IN SEPTEMBER 2015.

2. THE CONTRACTOR SHALL VERIFY ALL CONTROL POINTS TO BE USED FOR CONSTRUCTION PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITY. SHOULD ANY DISCREPANCIES BE FOUND, THE CONTRACTOR SHALL IMMEDIATELY ALERT THE ENGINEER AND SHALL NOT PROCEED WITH CONSTRUCTION UNTIL THE DISCREPANCIES ARE RESOLVED.

3. THE CONTRACTOR SHALL PROTECT ALL CONSTRUCTION CONTROL POINTS DURING THE ENTIRE DURATION OF CONSTRUCTION. SHOULD SOME CONTROL POINTS BE DISLODGED, THE CONTRACTOR SHALL RE-SET THEM.

LEGEND

78.0	EXISTING MAJOR CONTOUR
78.2	EXISTING MINOR CONTOUR
	EXISTING LIGHT FIXTURE

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LEESBURG INTERNATIONAL AIRPORT

KEY PLAN

TAXILANE AND SEAPLANE RAMP

EXISTING CONDITIONS AND SURVEY CONTROL PLAN

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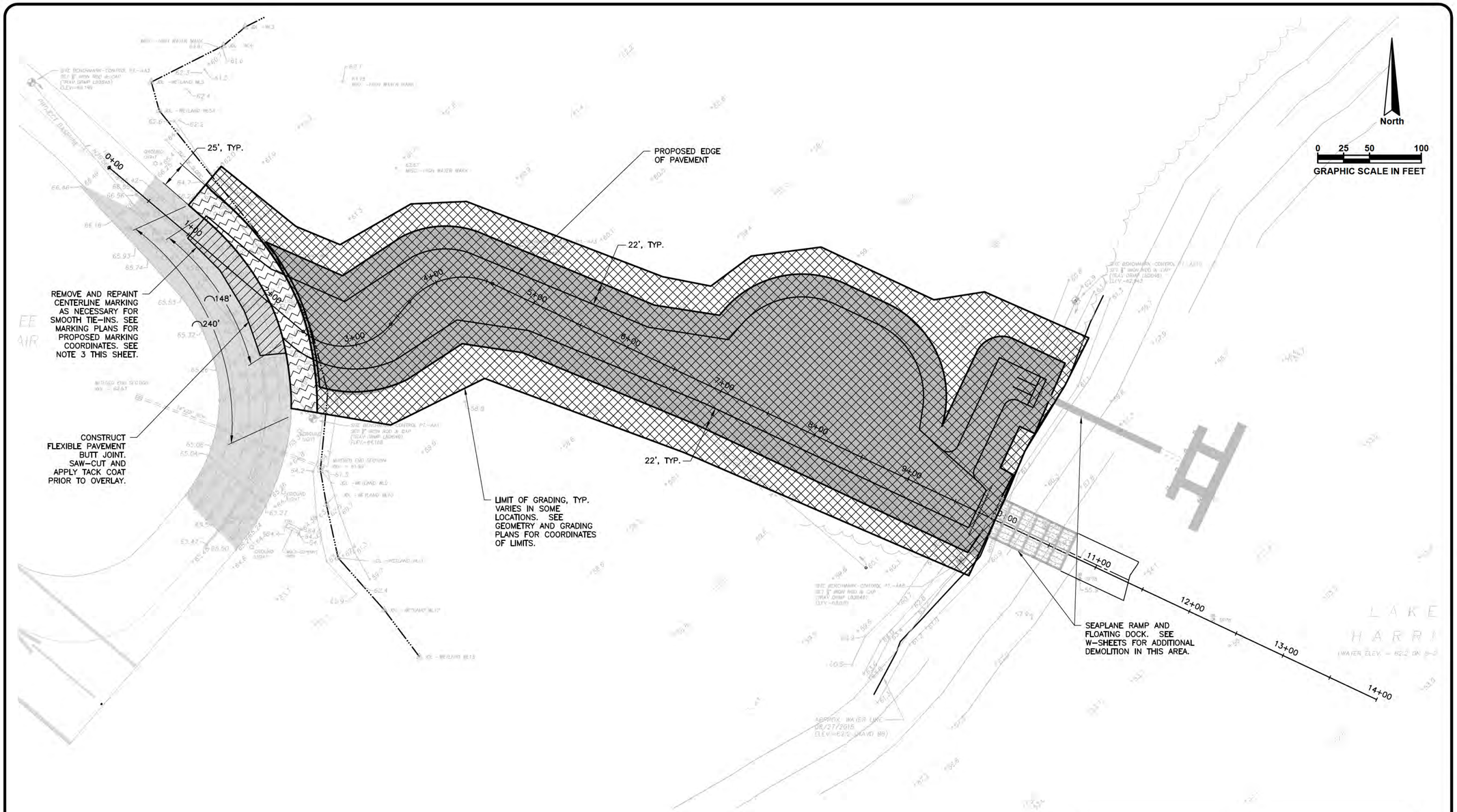
AVCON PROJECT NO. 2015.236.02

SHEET NUMBER
C001

SHEET NO. 10 OF 42



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NOTES:

1. SEE GEOMETRY, GRADING, AND MARKING PLANS FOR EXACT LOCATIONS OF PROPOSED LIMITS OF PAVEMENT, GRADING, AND MARKING REMOVAL.
2. SEE ELECTRICAL DEMOLITION SHEET FOR ADDITIONAL DEMOLITION NOTES AND REQUIREMENTS.
3. MARKING REMOVAL SHALL BE BY WATER BLASTING/LIGHT GRINDING AND SHALL NOT DAMAGE PAVEMENTS. ENGINEER TO APPROVE SMALL TEST AREA PRIOR TO FULL REMOVAL.

LEGEND

- CLEAR AND GRUB
- REMOVE MUCK AND UNSUITABLE MATERIAL
- STRIP AND STOCKPILE 6" NATURAL GROUND
- MILL NOMINAL 2" EXISTING ASPHALT

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LEESBURG INTERNATIONAL AIRPORT

KEY PLAN

TAXILANE AND SEAPLANE RAMP

CLEARING, GRUBBING, AND DEMOLITION PLAN

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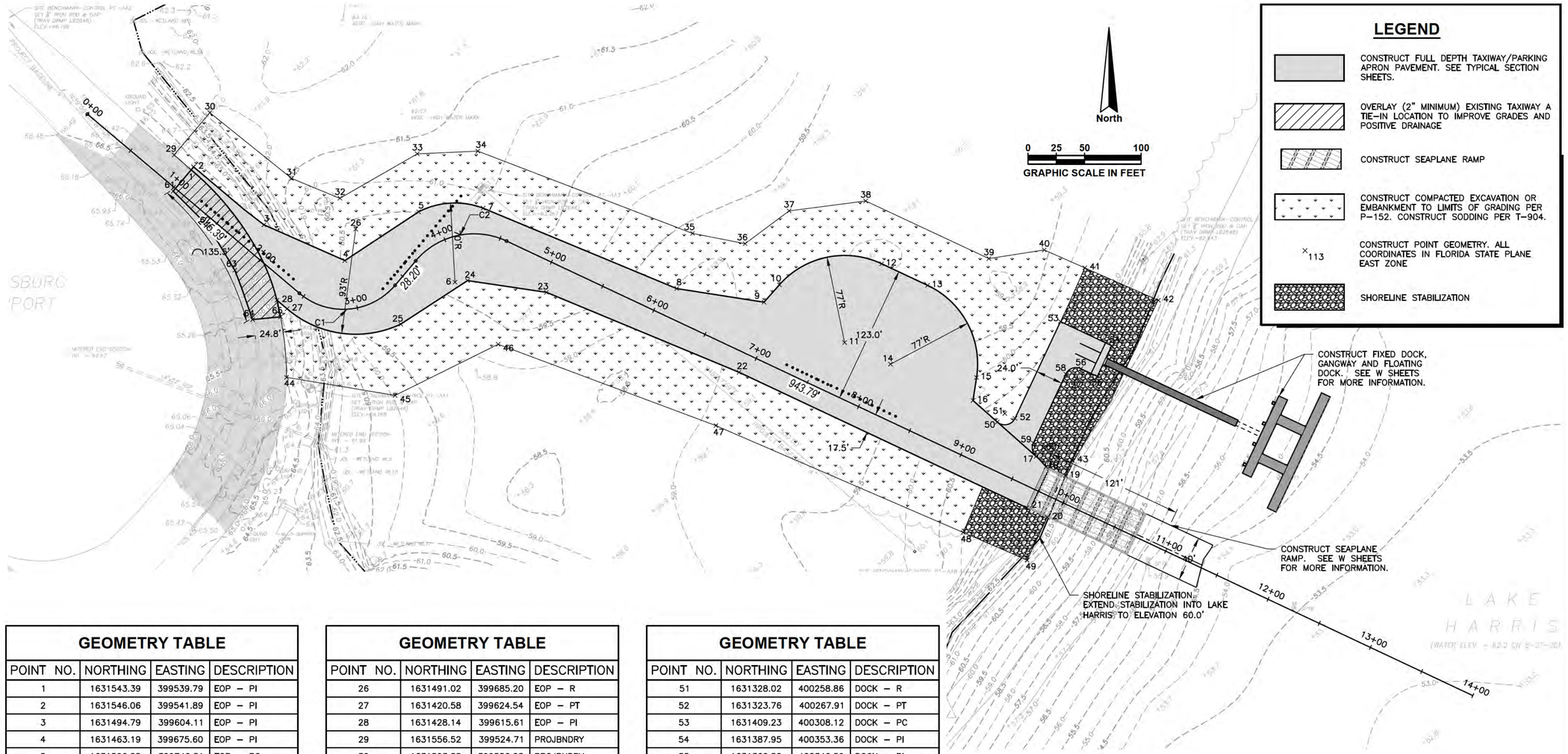

GEOMETRY TABLE

POINT NO.	NORTHING	EASTING	DESCRIPTION
1	1631543.39	399539.79	EOP – PI
2	1631546.06	399541.89	EOP – PI
3	1631494.79	399604.11	EOP – PI
4	1631463.19	399675.60	EOP – PI
5	1631506.28	399740.81	EOP – PC
6	1631444.08	399772.93	EOP – R
7	1631509.51	399797.82	EOP – PT
8	1631438.45	399968.83	EOP – PI
9	1631426.43	400046.06	EOP – PI
10	1631441.78	400059.66	EOP – PC
11	1631390.71	400117.29	EOP – R
12	1631460.39	400150.07	EOP – PT
13	1631441.31	400190.63	EOP – PC
14	1631371.63	400157.85	EOP – R
15	1631359.79	400233.93	EOP – PT
16	1631339.53	400230.78	EOP – PI
17	1631290.12	400286.55	EOP – PI
18	1631281.00	400295.29	EOP – PI
19	1631272.95	400312.41	EOP – PI
20	1631236.30	400296.36	EOP – PI
21	1631244.81	400278.27	EOP – PI
22	1631364.40	400024.06	EOP – PI
23	1631435.11	399853.78	EOP – PI
24	1631445.51	399784.07	EOP – PI
25	1631407.03	399725.03	EOP – PC

GEOMETRY TABLE

POINT NO.	NORTHING	EASTING	DESCRIPTION
26	1631491.02	399685.20	EOP – R
27	1631420.58	399624.54	EOP – PT
28	1631428.14	399615.61	EOP – PI
29	1631556.52	399524.71	PROJBNDRY
30	1631593.88	399556.28	PROJBNDRY
31	1631535.83	399628.52	PROJBNDRY
32	1631518.30	399671.29	PROJBNDRY
33	1631557.54	399739.61	PROJBNDRY
34	1631559.91	399793.17	PROJBNDRY
35	1631487.23	399982.91	PROJBNDRY
36	1631478.12	400029.34	PROJBNDRY
37	1631507.09	400068.21	PROJBNDRY
38	1631515.85	400135.90	PROJBNDRY
39	1631464.95	400244.83	PROJBNDRY
40	1631472.59	400293.74	PROJBNDRY
41	1631456.75	400329.62	PROJBNDRY
42	1631428.04	400394.66	PROJBNDRY
43	1631286.53	400318.79	PROJBNDRY
44	1631359.99	399624.04	PROJBNDRY
45	1631343.99	399719.95	PROJBNDRY
46	1631389.19	399811.14	PROJBNDRY
47	1631317.31	400003.53	PROJBNDRY
48	1631222.83	400222.14	PROJBNDRY
49	1631198.45	400278.55	PROJBNDRY
50	1631320.53	400252.23	DOCK – PC

GEOMETRY TABLE

POINT NO.	NORTHING	EASTING	DESCRIPTION
51	1631328.02	400258.86	DOCK – R
52	1631323.76	400267.91	DOCK – PT
53	1631409.23	400308.12	DOCK – PC
54	1631387.95	400353.36	DOCK – PI
55	1631360.80	400340.59	DOCK – PI
56	1631367.62	400326.11	DOCK – PC
57	1631358.57	400321.86	DOCK – R
58	1631362.82	400312.81	DOCK – PT
59	1631301.86	400284.13	DOCK – PC
60	1631297.61	400293.18	DOCK – R
61	1631524.52	399523.85	PROJBNDRY
62	1631493.43	399555.01	PROJBNDRY
63	1631454.71	399578.33	PROJBNDRY
64	1631411.04	399594.00	PROJBNDRY
65	1631413.46	399618.79	PROJBNDRY

NOTES:

1. SEE GEOMETRY AND ALIGNMENT DATA TABLE SHEETS FOR CORRESPONDING CONSTRUCTION DATA.
2. SEE TYPICAL PAVEMENT SECTIONS AND DETAILS FOR FURTHER CONSTRUCTION INFORMATION.
3. CONSTRUCT CLEAN CUTS ALONG ALL INTERFACE MATCH LINES WITH APPROVED SAW EQUIPMENT. APPLY FAA SPEC P-603 TACK COAT ALONG VERTICAL FACE OF EDGE PRIOR TO OVERLAY PAVING.
4. ALL PAVING SHALL BE PER FAA SPECIFICATION P-401SP, WITH FINAL PAYMENT BASED ON THE PWL REQUIREMENTS THEREOF, AS WELL AS GENERAL PROVISIONS SECTION 110. IN NO CASE SHALL PAYMENT EXCEED 100% OF THE CONTRACT UNIT PRICE BID.

CURVE TABLE

CURVE #	RADIUS	LENGTH	CHORD DIRECTION	START POINT (E,N)	END POINT (E,N)
C1	60.00	94.25	N85° 11' 44.11"E	(399635.46,1631434.27)	(399720.01,1631441.38)
C2	67.50	88.36	N77° 41' 42.06"E	(399738.22,1631462.92)	(399818.51,1631480.44)

THE LAKEFRONT CITY LEESBURG EST. 1857

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LEESBURG INTERNATIONAL AIRPORT

KEY PLAN

TAXILANE AND SEAPLANE RAMP

SITE AND GEOMETRY PLAN

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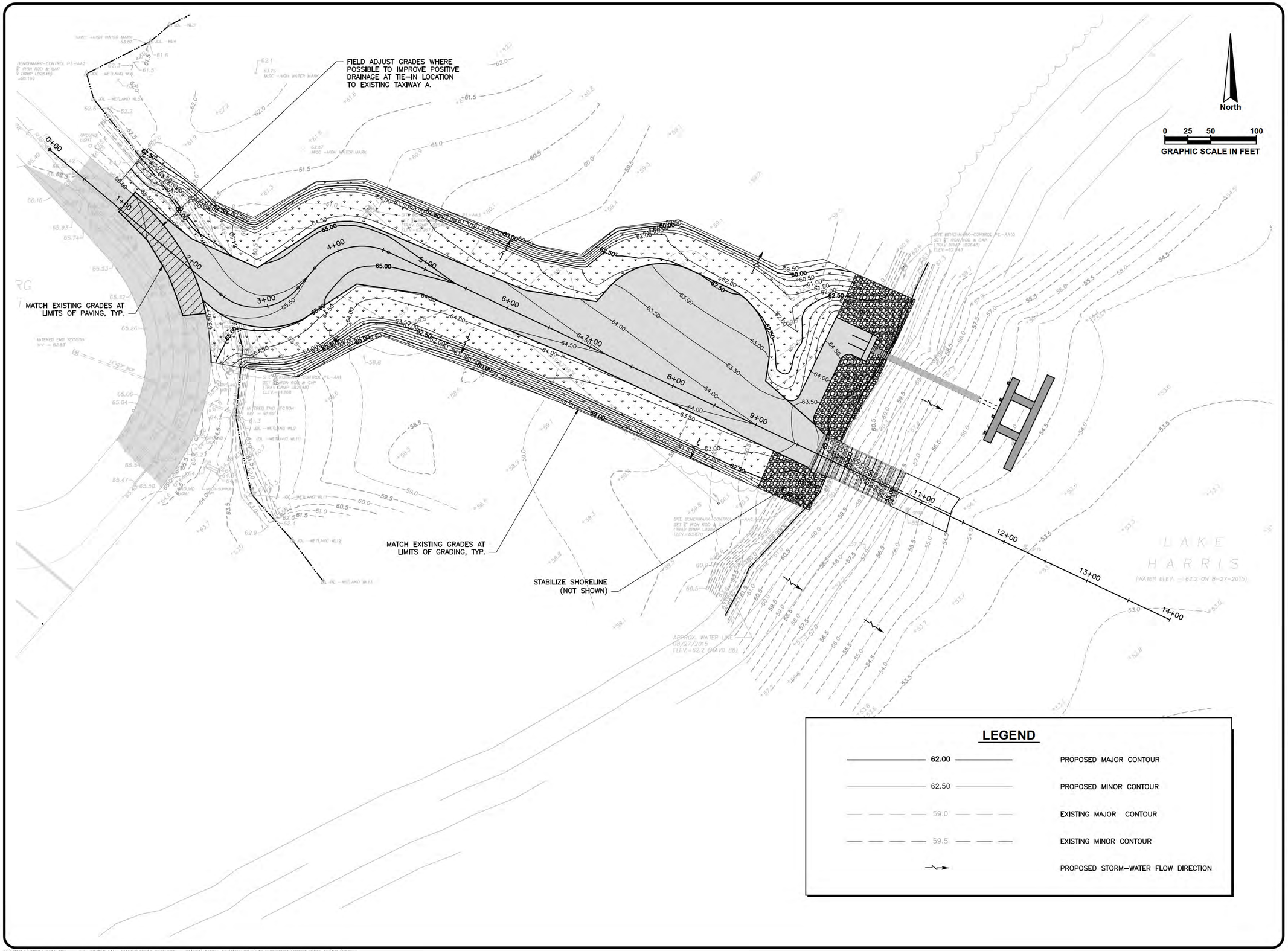

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KEY PLAN

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GRADING AND DRAINAGE PLAN

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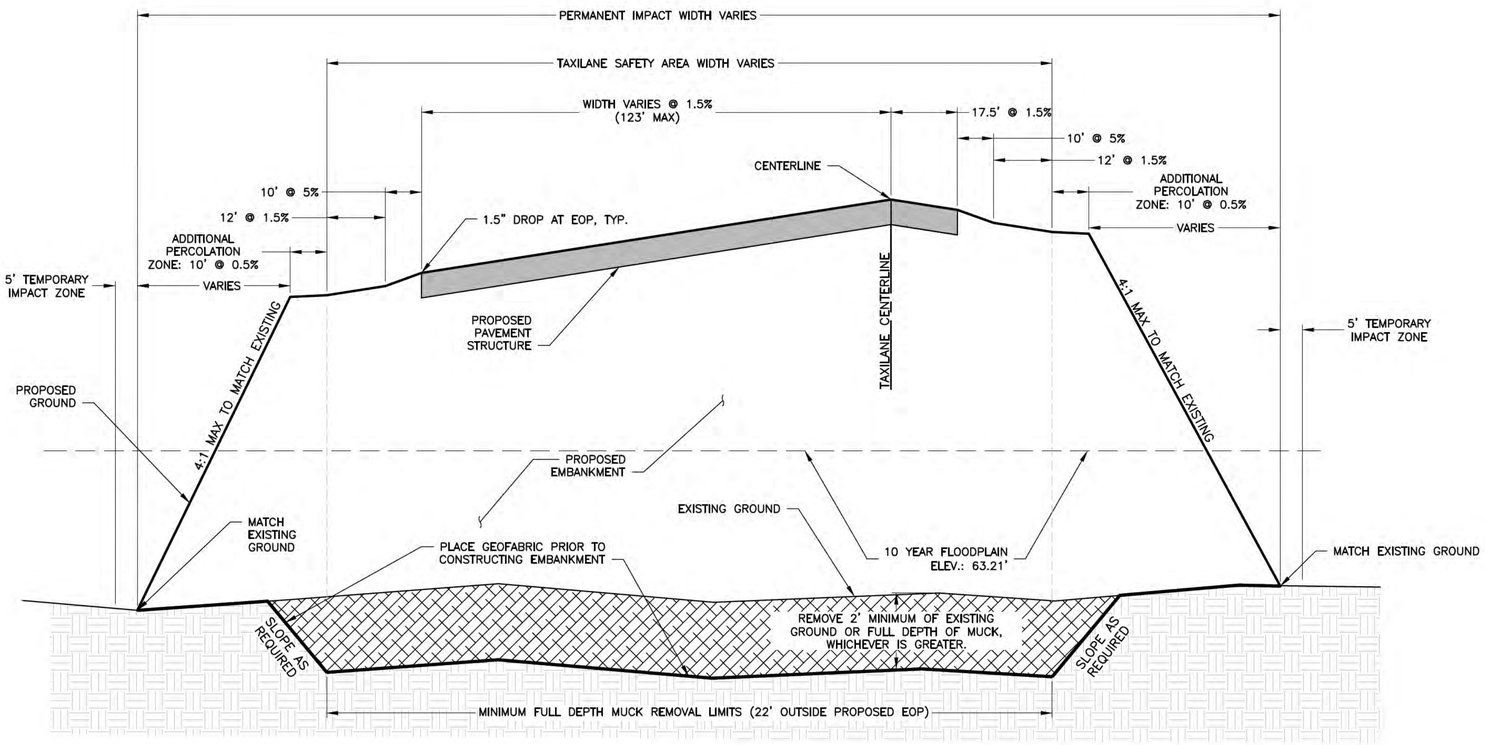
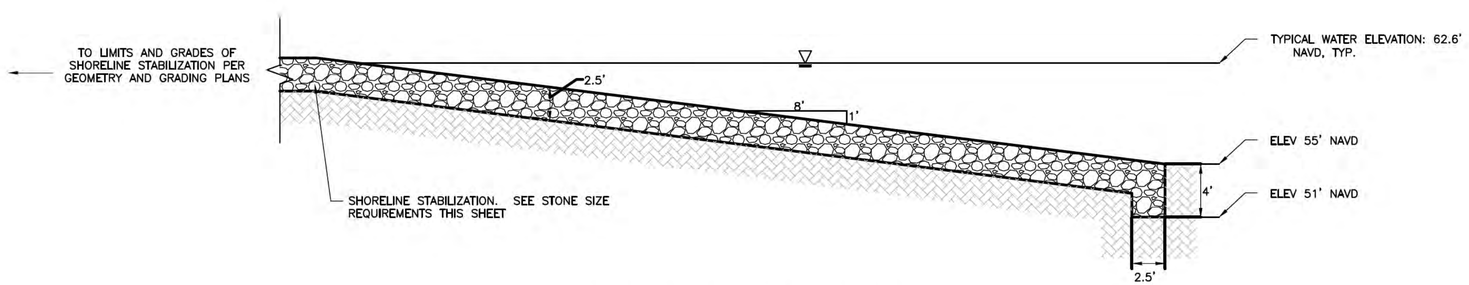


TYPICAL GRADING SECTION THROUGH HOLD APPRON

NTS
SEE PLANS FOR LOCATIONS



SHORELINE STABILIZATION DETAIL

N.T.S.

SHORELINE STABILIZATION STONE SIZE REQUIREMENTS

TYPE OF STONE	RIPRAP	QUARRY STONE
UNIT WEIGHT OF STONE (LB/FT^3)	144	144
MEDIAN STONE WEIGHT (W_{50}, LB)	290	190
97% STONE WIGHT (W_{97}, LB)	1,160	240
15% STONE WIGHT (W_{15}, LB)	40	140
MEDIAN STONE SIZE (D_{50}, INCHES)	15	13
97% STONE WEIGHT (D_{97}, INCHES)	24	14
15% STONE SIZE (D_{15}, INCHES)	8	12

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KEY PLAN

TAXILANE AND SEAPLANE RAMP

DRAINAGE DETAILS

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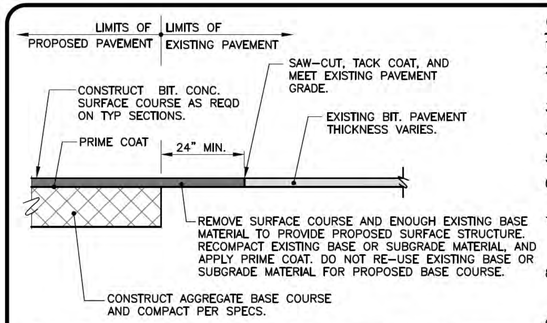


NOTE: A BUTT JOINT IS REQUIRED AT EVERY LOCATION WHERE A NEW BITUMINOUS PAVEMENT IS CONSTRUCTED TO MEET AN EXISTING BITUMINOUS PAVEMENT, OR TO MEET ANY BITUMINOUS PAVEMENT NOT CONSTRUCTED AS A CONTINUOUS OPERATION.

BUTT JOINT DETAIL FOR ASPHALT PAVEMENT CONSTRUCTION

N.T.S.

GENERAL NOTES AND REQUIREMENTS:

1. ALL ASPHALT SHALL MEET THE REQUIREMENTS OF P-401SP. PAYMENT FOR ANY REQUIRED TACK COAT SHALL BE MADE UNDER P-401SP.
2. THE CONTRACTOR IS REQUIRED TO SUBMIT A DETAILED PAVING PLAN REFLECTING PROPOSED TRANSVERSE JOINT LAYOUTS AND LONGITUDINAL JOINT LAYOUTS, A MINIMUM OF 14 DAYS PRIOR TO PAVING. A PRE-PAVING MEETING SHALL BE HELD PRIOR TO PAVING.
3. TWELVE INCH BASE OVERHANG MUST BE ROLLED, PRIMED, AND SANDED PRIOR TO ACCEPTANCE OF SOD.
4. PRIME BASE SURFACE PER P-602 TO RECEIVE ASPHALT COURSE. PAYMENT FOR PRIME COAT SHALL BE MADE UNDER PAY ITEM P-602.
5. THE CONTRACTOR SHALL PAVE TO ELEVATIONS PROVIDED ON THE GRADING PLAN AND PROFILE SHEETS, AS WELL AS THE CROSS-SECTION SHEETS.
6. IN ORDER TO MINIMIZE THE PAVEMENT DROP OFF, THE HEEL-CUT MILLING AT TAXIWAY TRANSITIONS SHALL BE PERFORMED CONCURRENTLY WITH THE PAVING OPERATIONS.
7. PREPARATION AND COMPACTION OF THE EXISTING SUBGRADE OR EMBANKMENT FILL SHALL BE IN ACCORDANCE WITH SPECIFICATION P-152. PAYMENT SHALL BE MADE UNDER THE APPLICABLE PAY ITEM IN P-152. LAYER THICKNESS NOTED IN THE SUBGRADE COMPACTION DETAIL FOR COMPACTED SUBGRADE IS FOR COMPACTION REQUIREMENTS ONLY.
8. STRIP AND STOCKPILE THE FIRST 6" OF NATURAL GROUND IN AREAS AS SHOWN ON THE PLANS. ANY EXCESS SUITABLE TOPSOIL SHALL BE STOCKPILED ON AIRPORT PROPERTY IN A LOCATION DETERMINED BY THE AIRPORT AND SHALL REMAIN THE PROPERTY OF THE AIRPORT. ALL UNSUITABLE MATERIAL SHALL BE HAULED OFFSITE AND PROPERLY DISPOSED OF AT THE EXPENSE OF THE CONTRACTOR.
9. APPLY HYDROSEED AND MULCH TO RESTORATION AREAS OUTSIDE LIMITS OF WORK AND SODDING.
10. HYDROSEED AND SOD MUST BE OF THE SAME GRASS SPECIES AND TYPE.
11. ALL SOD INCLUDES TOPSOIL WITHIN THE PAY ITEM. STRIPPINGS ARE INTENDED FOR REUSE AS TOPSOIL. SOD SHALL NOT ENCROACH UPON PAVEMENT EDGE. ROLLING OF SOD MAT WITH RUBBER TIRED EQUIPMENT OR EDGING OF SOD IS REQUIRED PRIOR TO PROJECT COMPLETION.
12. ALL AREAS OF SOD MUST BE RAKED WITH NO ROCKS IN THIS AREA PRIOR TO LAYING SOD.
13. SEE GRADING PLAN AND PROFILES AND CROSS SECTIONS FOR LAYOUT AND DETAILS OF SWALES.
14. ALL AREAS DISTURBED BY CONTRACTOR OUTSIDE THE LIMITS SHOWN SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITIONS AT NO ADDITIONAL COST TO THE AIRPORT OWNER, TO INCLUDE HYDROSEEDING, PER T-901. THE CONTRACTOR SHALL CONSIDER THIS WORK WITHIN HIS BID PROPOSAL. THE WORK WILL HAVE NO DIRECT PAYMENT. HYDROSEED AND SOD MUST BE OF THE SAME GRASS SPECIES AND TYPE.
15. NO SUBGRADE STABILIZATION OUTSIDE THE STABILIZED SHOULDERS SHALL BE NECESSARY AS LONG AS COMPACTION REQUIREMENTS ARE MET. REFER TO THE CONTRACT SPECIFICATIONS AND SUBGRADE COMPACTION DETAIL FOR MORE INFORMATION ON DEPTHS AND PERCENTAGES OF COMPACTION.
16. THESE NOTES APPLY TO ALL PAVEMENT SECTIONS AND DETAILS SHEETS.

PAVEMENT DESIGN LEGEND

		SECTION SPECIFICATIONS TAXILANE & APRONS
1	CONSTRUCT PLANT MIX BITUMINOUS SURFACE COURSE PER FAA SPECIFICATION P-401SP.	2" P-401SP
2	CONSTRUCT P-602 PRIME COAT.	AS SPECIFIED ITEM P-602
3	CONSTRUCT RECYCLED CRUSHED CONCRETE BASE COURSE (MIN LBR=100, CBR=80) BASE COURSE COMPACTED TO 100% MAX DENSITY BASED ON AASHTO T-180 MODIFIED PROCTOR TEST, AND SPECIFIED GRADATION PER FAA SECTION P-219.	6" ITEM P-219
4	CONSTRUCT 12" COMPACTED SUBGRADE PER FAA SPEC P-152 TO 100% MAX DENSITY BASED ON AASHTO T-180 MODIFIED PROCTOR TEST.	12" ITEM P-152

DESIGN DATA

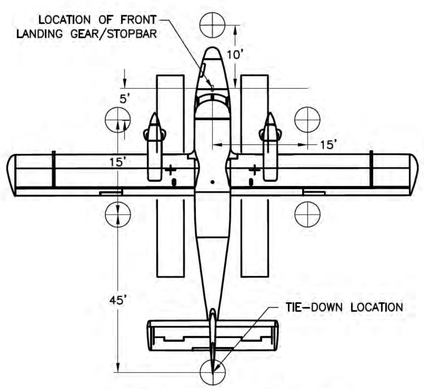
GEOMETRY:
TAXIWAY A AND HOLD APRON –
TWIN OTTER ON FLOATS – ADG II, TDG 2

PAVEMENTS:
PAVEMENT DESIGN PER FAARFIELD FLEET MIX

BASE OR SUBBASE	
12"	100% MAX. DRY DENSITY (ASTM D-1557)
18"	95% MAX. DRY DENSITY (ASTM D-1557)

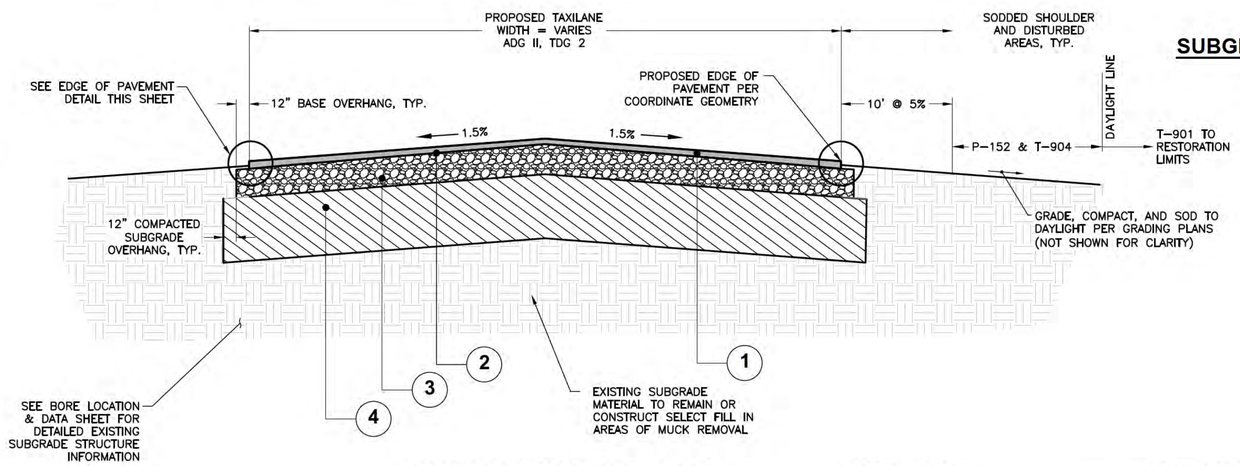
SUBGRADE COMPACTION UNDER ASPHALTIC PAVEMENT AND SAFETY AREAS

NTS



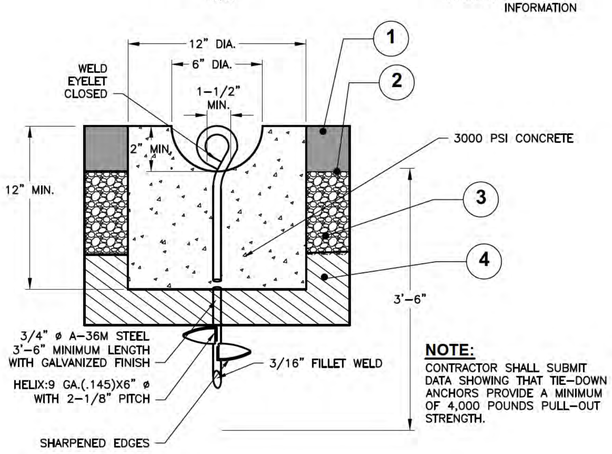
TIE-DOWN LOCATION LAYOUT

N.T.S



TAXILANE TYPICAL SECTION

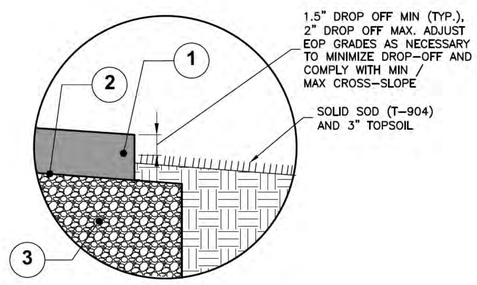
N.T.S



NOTE:
CONTRACTOR SHALL SUBMIT DATA SHOWING THAT TIE-DOWN ANCHORS PROVIDE A MINIMUM OF 4,000 POUNDS PULL-OUT STRENGTH.

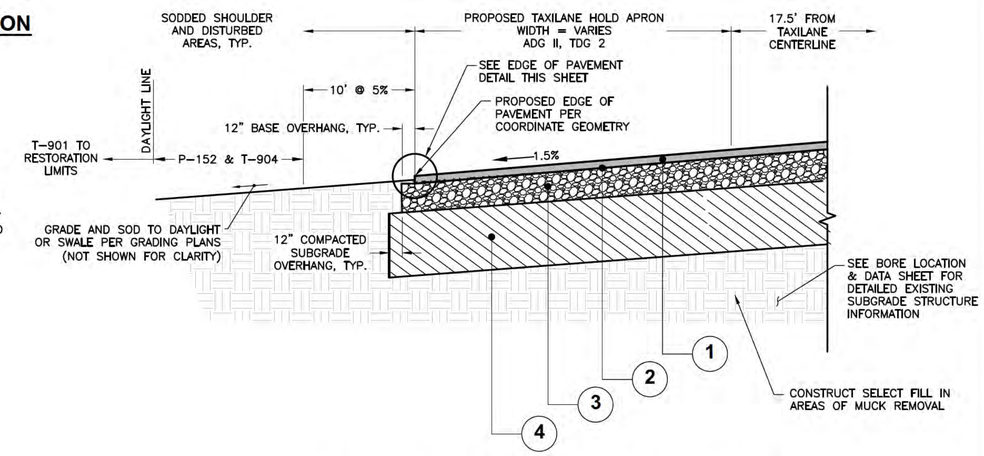
TIE-DOWN SECTION

N.T.S.



EDGE OF PAVEMENT DETAIL

N.T.S



TAXILANE HOLD APRON TYPICAL SECTION

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KEY PLAN

TAXILANE AND SEAPLANE RAMP

TYPICAL SECTIONS AND PAVING DETAILS

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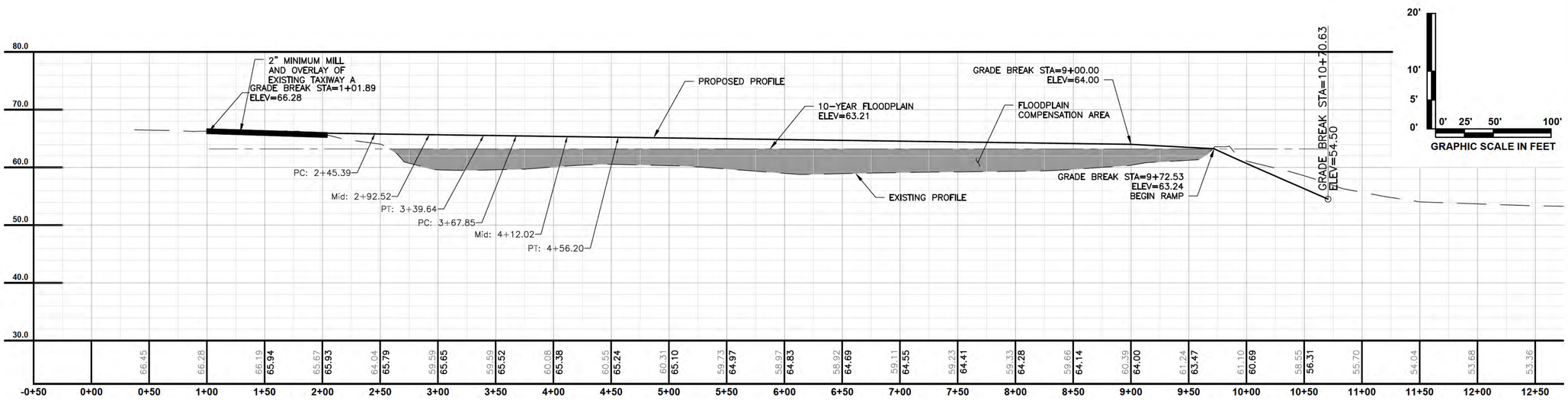

PROFILE OF TAXILANE EXTENSION AND SEAPLANE RAMP

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PROFILE

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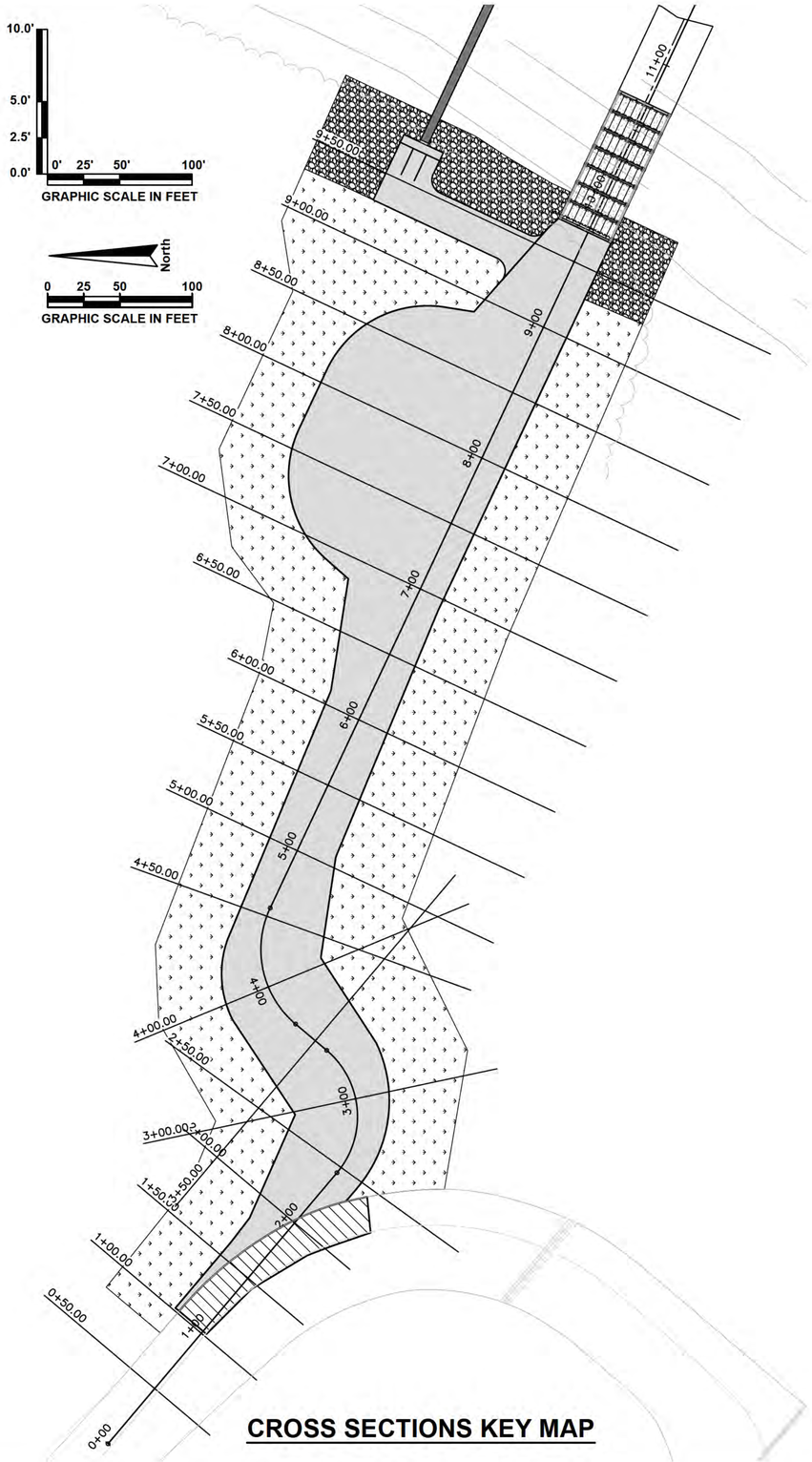
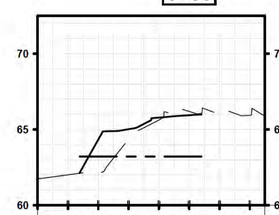


CROSS SECTIONS KEY MAP

LEGEND

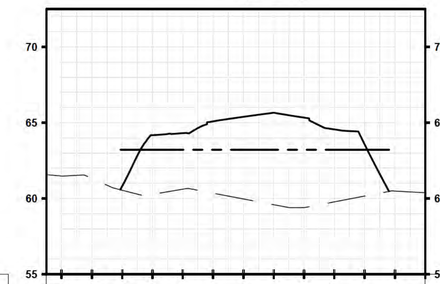
- PROPOSED ELEVATION
- FLOODPLANE ELEVATION
- EXISTING ELEVATION

1+50



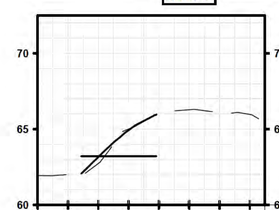
EXISTING ELEVATIONS	61.73	62.01	62.11	64.36	65.62	66.19	66.01	65.93
PROPOSED ELEVATIONS			64.33	65.02	65.78	65.94		
OFFSET	-100.00	-80.00	-60.00	-40.00	-20.00	0	20.00	40.00

3+00



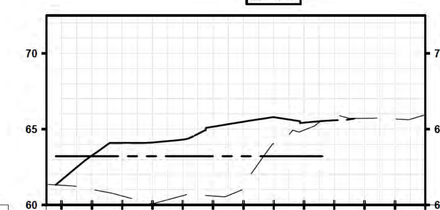
EXISTING ELEVATIONS	61.48	61.32	60.54	60.27	60.61	60.35	59.97	59.59	59.40	59.77	60.15	60.49	60.37
PROPOSED ELEVATIONS			60.81	64.17	64.31	65.09	65.39	65.65	65.33	64.55	63.57		
OFFSET	-140.00	-120.00	-100.00	-80.00	-60.00	-40.00	-20.00	0	20.00	40.00	60.00	80.00	100.00

1+00



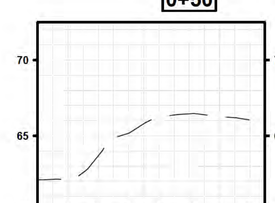
EXISTING ELEVATIONS	61.94	62.00	62.73	65.01	66.02	66.28	66.11	65.97
PROPOSED ELEVATIONS			63.16	64.93				
OFFSET	-100.00	-80.00	-60.00	-40.00	-20.00	0	20.00	40.00

2+50



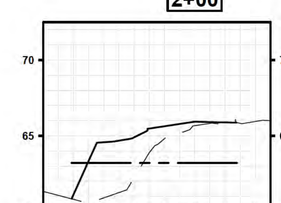
EXISTING ELEVATIONS	61.30	61.02	60.59	60.07	60.61	60.59	61.06	64.04	64.94	65.87	65.71	65.67	65.94
PROPOSED ELEVATIONS	61.65	63.26	64.09	64.12	64.31	65.16	65.49	65.79	65.42	65.58			
OFFSET	-140.00	-120.00	-100.00	-80.00	-60.00	-40.00	-20.00	0	20.00	40.00	60.00	80.00	100.00

0+50



EXISTING ELEVATIONS	62.11	62.12	63.68	65.17	66.23	66.45	66.26	
PROPOSED ELEVATIONS								
OFFSET	-100.00	-80.00	-60.00	-40.00	-20.00	0	20.00	40.00

2+00



EXISTING ELEVATIONS	61.33	60.81	60.91	62.23	64.81	65.67	65.81	65.95
PROPOSED ELEVATIONS		61.12	64.58	64.90	65.63	65.93	65.89	
OFFSET	-100.00	-80.00	-60.00	-40.00	-20.00	0	20.00	40.00

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ROBERT K. HAMBRECHT
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LEESBURG INTERNATIONAL AIRPORT

KEY PLAN

TAXILANE AND SEAPLANE RAMP

CROSS SECTIONS (SHEET 1 OF 4)

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DRAWN BY:	B.S.H.
CHECKED BY:	R.K.H.
APPROVED BY:	S.S.
DATE:	JULY 2016

AVCON PROJECT NO. 2015.236.02

SHEET NUMBER

C008

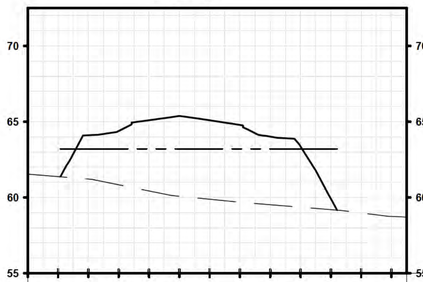
V:\2015\2015.236.02 - LEE SEAPLANE RAMP\2015.236.02 - CADD\ACOE PERMIT SET\1523602017C008.DWG 2/10/2016

10.0'
5.0'
2.5'
0.0'
0' 25' 50' 100'
GRAPHIC SCALE IN FEET

LEGEND

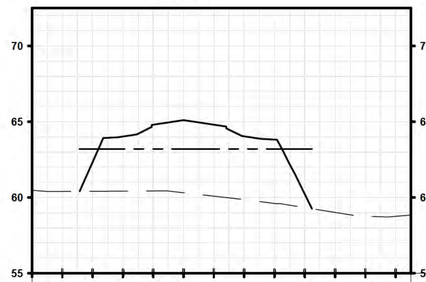
- PROPOSED ELEVATION
- FLOODPLANE ELEVATION
- EXISTING ELEVATION

4+00



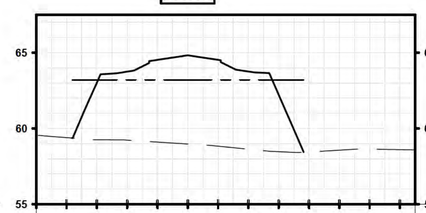
OFFSET	EXISTING ELEVATIONS	PROPOSED ELEVATIONS
-100.00	61.54	
-80.00	61.38	
-60.00	61.21	64.11
-40.00	60.84	64.38
-20.00	60.43	65.09
0	60.08	65.38
20.00	59.88	65.09
40.00	59.69	64.78
60.00	59.52	64.02
80.00	59.36	63.36
100.00	59.20	59.92
120.00	58.98	
140.00	58.75	

5+00



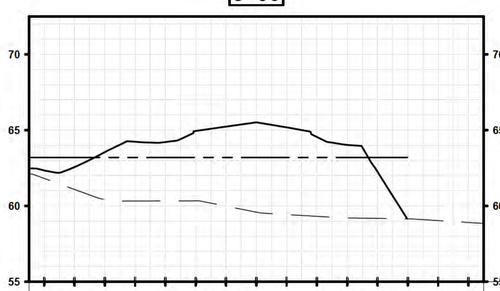
OFFSET	EXISTING ELEVATIONS	PROPOSED ELEVATIONS
-100.00	60.48	
-80.00	60.40	
-60.00	60.41	62.34
-40.00	60.42	64.02
-20.00	60.43	64.80
0	60.31	65.10
20.00	60.09	64.80
40.00	59.86	64.03
60.00	59.60	63.82
80.00	59.33	60.22
100.00	59.01	
120.00	58.76	
140.00	58.76	

6+00



OFFSET	EXISTING ELEVATIONS	PROPOSED ELEVATIONS
-100.00	59.56	
-80.00	59.40	
-60.00	59.26	63.02
-40.00	59.23	63.75
-20.00	59.10	64.53
0	58.97	64.83
20.00	58.83	64.53
40.00	58.63	63.76
60.00	58.47	62.22
80.00	58.45	
100.00	58.57	
120.00	58.64	
140.00	58.60	

3+50

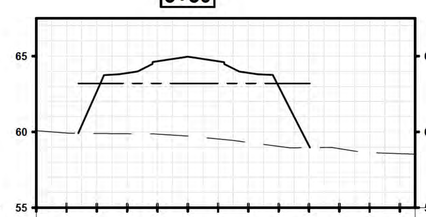


OFFSET	EXISTING ELEVATIONS	PROPOSED ELEVATIONS
-140.00	61.82	62.34
-120.00	61.09	62.56
-100.00	60.42	63.55
-80.00	60.32	64.23
-60.00	60.33	64.22
-40.00	60.34	64.95
-20.00	59.99	65.23
0	59.59	65.52
20.00	59.43	65.18
40.00	59.31	64.55
60.00	59.21	64.03
80.00	59.18	62.26
100.00	59.15	
120.00	59.03	
140.00	58.91	

4+50

OFFSET	EXISTING ELEVATIONS	PROPOSED ELEVATIONS
-100.00	60.85	
-80.00	60.85	
-60.00	60.85	62.00
-40.00	60.84	64.17
-20.00	60.78	64.78
0	60.55	65.24
20.00	60.24	64.98
40.00	59.90	64.71
60.00	59.57	63.98
80.00	59.28	63.83
100.00	59.02	61.65
120.00	58.95	59.00
140.00	59.18	

5+50



OFFSET	EXISTING ELEVATIONS	PROPOSED ELEVATIONS
-100.00	60.08	
-80.00	59.93	
-60.00	59.90	62.68
-40.00	59.88	63.89
-20.00	59.86	64.66
0	59.73	64.97
20.00	59.54	64.67
40.00	59.31	63.90
60.00	59.05	62.99
80.00	58.96	59.09
100.00	58.90	
120.00	58.64	
140.00	58.57	

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LEESBURG INTERNATIONAL AIRPORT

KEY PLAN

TAXILANE AND SEAPLANE RAMP

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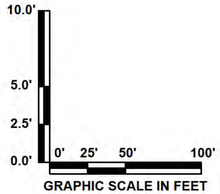
DESIGNED BY: B.S.H.
DRAWN BY: B.S.H.
CHECKED BY: R.K.H.
APPROVED BY: S.S.
DATE: JULY 2016

AVCON PROJECT NO. 2015.236.02

SHEET NUMBER
C009

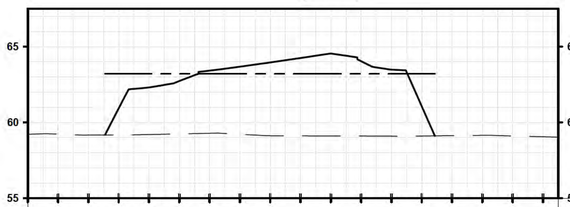
SHEET NO. 18 OF 42



LEGEND

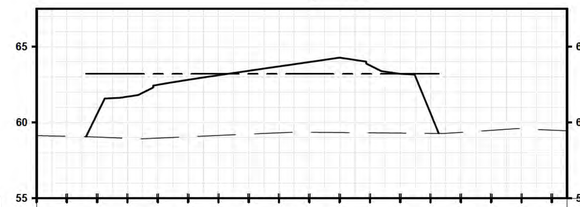
- PROPOSED ELEVATION
- FLOODPLANE ELEVATION
- EXISTING ELEVATION

7+00



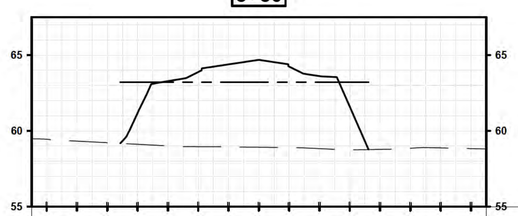
OFFSET	EXISTING ELEVATIONS	PROPOSED ELEVATIONS
-200.00	59.22	
-180.00	59.23	
-160.00	59.16	
-140.00	59.18	60.93
-120.00	59.20	62.31
-100.00	59.24	62.73
-80.00	59.28	63.42
-60.00	59.22	63.88
-40.00	59.12	63.96
-20.00	59.11	64.25
0	59.11	64.55
20.00	59.10	64.04
40.00	59.10	63.48
60.00	59.10	61.06
80.00	59.13	
100.00	59.15	
120.00	59.11	
140.00	59.06	

8+00



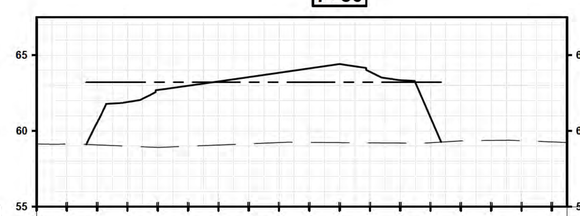
OFFSET	EXISTING ELEVATIONS	PROPOSED ELEVATIONS
-200.00	59.13	
-180.00	59.09	
-160.00	59.03	60.56
-140.00	58.95	61.70
-120.00	58.96	62.48
-100.00	59.05	62.81
-80.00	59.14	63.11
-60.00	59.23	63.41
-40.00	59.31	63.70
-20.00	59.35	63.98
0	59.33	64.28
20.00	59.31	63.76
40.00	59.30	63.21
60.00	59.28	60.60
80.00	59.34	
100.00	59.48	
120.00	59.58	
140.00	59.49	

6+50



OFFSET	EXISTING ELEVATIONS	PROPOSED ELEVATIONS
-140.00	59.45	
-120.00	59.33	
-100.00	59.22	
-80.00	59.12	61.18
-60.00	59.01	63.29
-40.00	58.96	63.89
-20.00	58.94	64.39
0	58.92	64.69
20.00	58.90	64.24
40.00	58.83	63.62
60.00	58.75	61.60
80.00	58.78	
100.00	58.85	
120.00	58.88	
140.00	58.83	

7+50



OFFSET	EXISTING ELEVATIONS	PROPOSED ELEVATIONS
-200.00	59.13	
-180.00	59.14	
-160.00	59.08	60.56
-140.00	58.99	61.90
-120.00	58.91	62.70
-100.00	58.99	62.98
-80.00	59.07	63.26
-60.00	59.15	63.55
-40.00	59.23	63.83
-20.00	59.24	64.12
0	59.23	64.41
20.00	59.21	63.90
40.00	59.20	63.35
60.00	59.22	60.88
80.00	59.34	
100.00	59.37	
120.00	59.35	
140.00	59.27	

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LEESBURG INTERNATIONAL AIRPORT

KEY PLAN

TAXILANE AND SEAPLANE RAMP

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DRAWN BY:	B.S.H.
CHECKED BY:	R.K.H.
APPROVED BY:	S.S.
DATE:	JULY 2016

AVCON PROJECT NO. 2015.236.02

SHEET NUMBER
C010

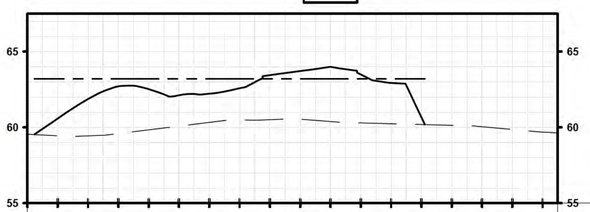
V:\2015\2015.236.02 - LCE SEAPLANE RAMP\2015.236.02 - CADD\ACOE PERMIT SET\1523602019C010.DWG 2/10/2016

10.0'
5.0'
2.5'
0.0'
0' 25' 50' 100'
GRAPHIC SCALE IN FEET

LEGEND

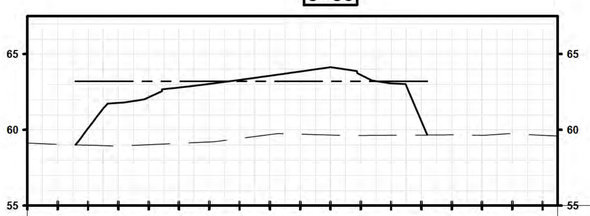
- PROPOSED ELEVATION
- FLOODPLANE ELEVATION
- EXISTING ELEVATION

9+00



OFFSET	EXISTING ELEVATIONS	PROPOSED ELEVATIONS
-200.00	59.55	
-180.00	59.45	60.59
-160.00	59.44	61.87
-140.00	59.59	62.71
-120.00	59.84	62.52
-100.00	60.08	62.12
-80.00	60.33	62.22
-60.00	60.49	62.59
-40.00	60.51	63.45
-20.00	60.54	63.72
0	60.39	64.00
20.00	60.29	63.49
40.00	60.24	62.93
60.00	60.19	60.66
80.00	60.13	
100.00	60.04	
120.00	59.86	
140.00	59.69	

8+50



OFFSET	EXISTING ELEVATIONS	PROPOSED ELEVATIONS
-200.00	59.13	
-180.00	59.04	
-160.00	58.99	60.11
-140.00	58.93	61.78
-120.00	59.02	62.15
-100.00	59.11	62.79
-80.00	59.20	63.03
-60.00	59.43	63.30
-40.00	59.69	63.57
-20.00	59.71	63.85
0	59.66	64.14
20.00	59.63	63.63
40.00	59.64	63.07
60.00	59.66	60.56
80.00	59.67	
100.00	59.64	
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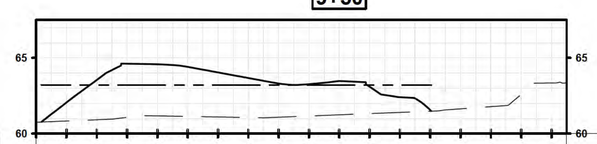
140.00	59.64	

9+50



OFFSET	EXISTING ELEVATIONS	PROPOSED ELEVATIONS
-200.00	60.75	
-180.00	60.83	62.06
-160.00	60.92	63.54
-140.00	61.08	64.82
-120.00	61.17	64.58
-100.00	61.14	64.40
-80.00	61.10	64.04
-60.00	61.06	63.67
-40.00	61.08	63.31
-20.00	61.16	63.26
0	61.24	63.47
20.00	61.32	63.10
40.00	61.40	62.40
60.00	61.48	61.56
80.00	61.64	
100.00	61.78	
120.00	62.59	
140.00	63.34	

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TAXILANE AND SEAPLANE RAMP

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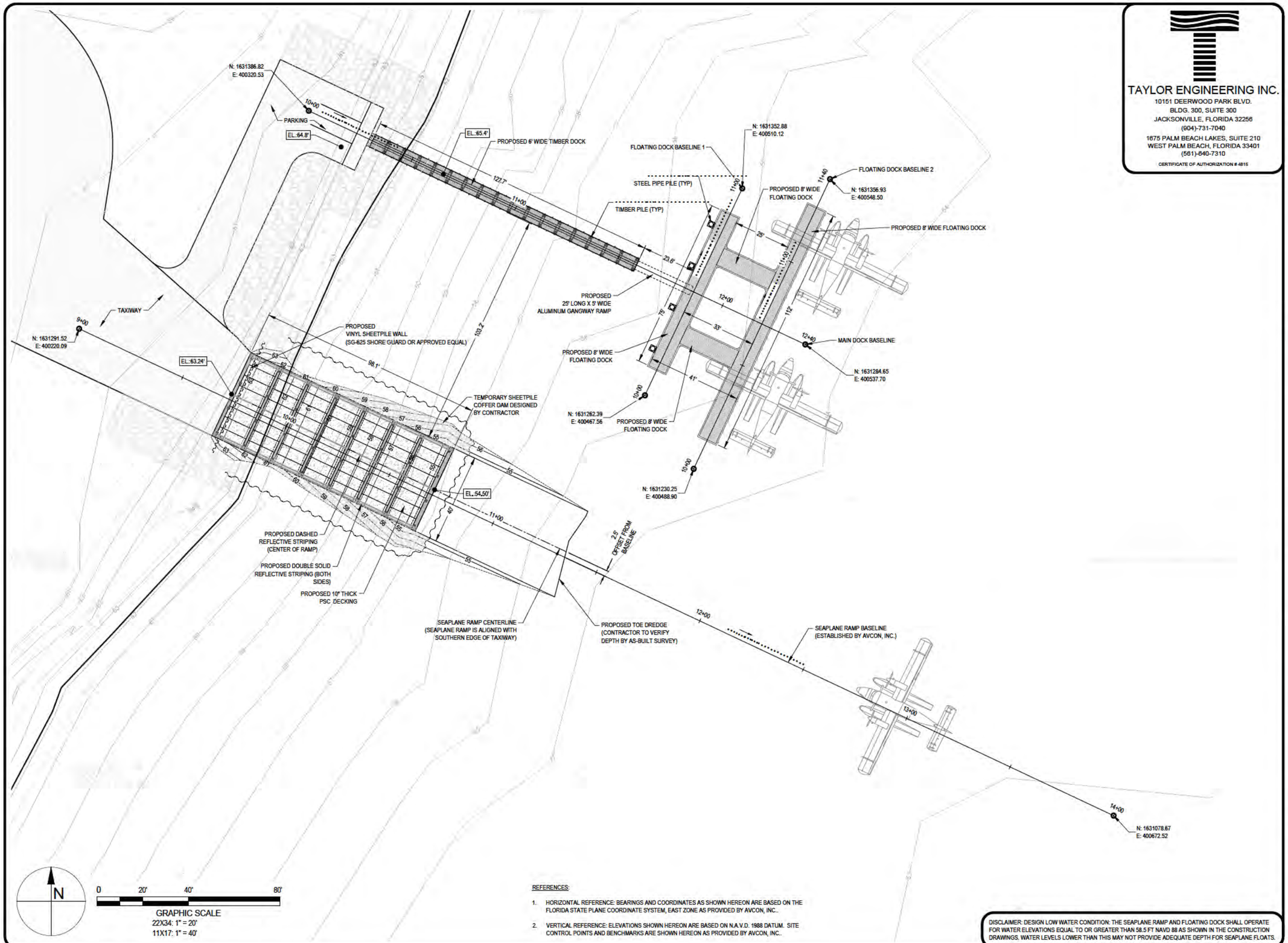
DRAWN BY: B.S.H.
CHECKED BY: R.K.H.
APPROVED BY: S.S.
DATE: JULY 2016

AVCON PROJECT NO. 2015.236.02

SHEET NUMBER
C011

V:\2015\2015.236.02 - LEE SEAPLANE RAMP\2015.236.02 - CADD\ACOE PERMIT SET\1523602020C011.DWG 2/10/2016



REFERENCES:

1. HORIZONTAL REFERENCE: BEARINGS AND COORDINATES AS SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE AS PROVIDED BY AVCON, INC..
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X:\SYS\PROJECTS\C2014-080 LEESBURG SEAPLANE RAMP\CONSTRUCTION\C2014-080-C-OVERVIEW.DWG 11/1/2016 4:55 PM

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TAYLOR ENGINEERING INC.

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HUGH C. VERKERK FLORIDA P.E.# 38031

LEESBURG INTERNATIONAL AIRPORT

TAXIWAY A EXTENSION AND SEAPLANE RAMP

SEAPLANE RAMP & DOCK OVERVIEW

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DESIGNED BY: RJD / RMD

DRAWN BY: RLJ

CHECKED BY: CAS

APPROVED BY: HVC

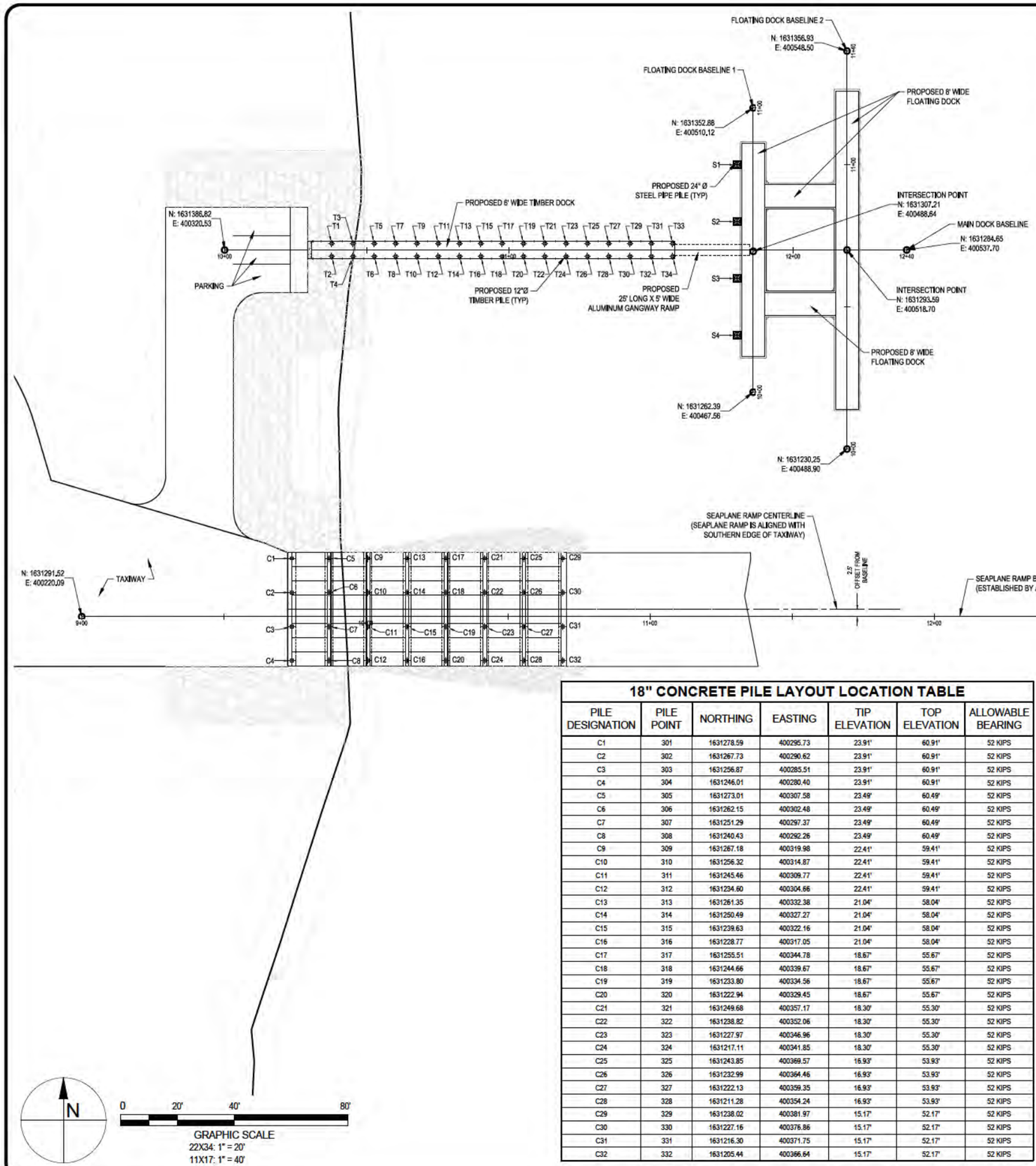
DATE: JULY 2016

AVCON PROJECT NO. 2015.236.02
TAYLOR PROJECT NO. C2014-080-01

SHEET NUMBER

W001.1

SHEET NO. _____ OF



NOTES:

1. STEEL PILE EMBEDMENT IS GOVERNED BY LATERAL LOAD REQUIREMENTS. SEE SHEET W003.2 FOR MINIMUM EMBEDMENT LENGTH.
2. TIMBER PILE BEARING CAPACITY TO BE DETERMINED BY BLOW COUNT CRITERIA. SEE SHEET S001.3 FOR INSTALLATION SUBMITTAL REQUIREMENTS.
3. CONCRETE PILE BEARING CAPACITY AND PILE LENGTH TO BE DETERMINED BY BLOW COUNT CRITERIA.. SEE SHEETS S001.2 - S001.3 FOR INSTALLATION SUBMITTAL REQUIREMENTS.
4. SEE W002.2 FOR MINIMUM PILE TIP ELEVATION.
5. TIP ELEVATIONS IN TABLE ARE ESTIMATED FOR BIDDING.

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24" DIA. STEEL PIPE PILE LAYOUT LOCATION TABLE

PILE DESIGNATION	PILE POINT	NORTHING	EASTING	TIP ELEVATION	TOP ELEVATION	ALLOWABLE BEARING
S1	201	1631337.197	400496.4812	25.60'	70.60'	6 KIPS
S2	202	1631319.1	400487.9674	25.60'	70.60'	6 KIPS
S3	203	1631301.002	400479.4537	25.60'	70.60'	6 KIPS
S4	204	1631282.905	400470.9399	25.60'	70.60'	6 KIPS

18" CONCRETE PILE LAYOUT LOCATION TABLE

PILE DESIGNATION	PILE POINT	NORTHING	EASTING	TIP ELEVATION	TOP ELEVATION	ALLOWABLE BEARING
C1	301	1631278.59	400295.73	23.91'	60.91'	52 KIPS
C2	302	1631267.73	400290.62	23.91'	60.91'	52 KIPS
C3	303	1631256.87	400285.51	23.91'	60.91'	52 KIPS
C4	304	1631246.01	400280.40	23.91'	60.91'	52 KIPS
C5	305	1631273.01	400307.58	23.49'	60.49'	52 KIPS
C6	306	1631262.15	400302.48	23.49'	60.49'	52 KIPS
C7	307	1631251.29	400297.37	23.49'	60.49'	52 KIPS
C8	308	1631240.43	400292.26	23.49'	60.49'	52 KIPS
C9	309	1631267.18	400319.98	22.41'	59.41'	52 KIPS
C10	310	1631256.32	400314.87	22.41'	59.41'	52 KIPS
C11	311	1631245.46	400309.77	22.41'	59.41'	52 KIPS
C12	312	1631234.60	400304.66	22.41'	59.41'	52 KIPS
C13	313	1631261.35	400332.38	21.04'	58.04'	52 KIPS
C14	314	1631250.49	400327.27	21.04'	58.04'	52 KIPS
C15	315	1631239.63	400322.16	21.04'	58.04'	52 KIPS
C16	316	1631228.77	400317.05	21.04'	58.04'	52 KIPS
C17	317	1631255.51	400344.78	18.67'	55.67'	52 KIPS
C18	318	1631244.66	400339.67	18.67'	55.67'	52 KIPS
C19	319	1631233.80	400334.56	18.67'	55.67'	52 KIPS
C20	320	1631222.94	400329.45	18.67'	55.67'	52 KIPS
C21	321	1631249.68	400357.17	18.30'	55.30'	52 KIPS
C22	322	1631238.82	400352.06	18.30'	55.30'	52 KIPS
C23	323	1631227.97	400346.96	18.30'	55.30'	52 KIPS
C24	324	1631217.11	400341.85	18.30'	55.30'	52 KIPS
C25	325	1631243.85	400369.57	16.93'	53.93'	52 KIPS
C26	326	1631232.99	400364.46	16.93'	53.93'	52 KIPS
C27	327	1631222.13	400359.35	16.93'	53.93'	52 KIPS
C28	328	1631211.28	400354.24	16.93'	53.93'	52 KIPS
C29	329	1631238.02	400381.97	15.17'	52.17'	52 KIPS
C30	330	1631227.16	400376.86	15.17'	52.17'	52 KIPS
C31	331	1631216.30	400371.75	15.17'	52.17'	52 KIPS
C32	332	1631205.44	400366.64	15.17'	52.17'	52 KIPS

12" DIA. TIMBER PILE LAYOUT LOCATION TABLE

PILE DESIGNATION	PILE POINT	NORTHING	EASTING	TIP ELEVATION	TOP ELEVATION	ALLOWABLE BEARING
T1	101	1631372.81	400355.59	40.28'	65.28'	15 KIPS
T2	102	1631368.74	400353.67	40.28'	65.28'	15 KIPS
T3	103	1631369.62	400362.37	40.28'	65.28'	15 KIPS
T4	104	1631365.55	400360.46	40.28'	65.28'	15 KIPS
T5	105	1631366.43	400369.16	40.28'	65.28'	15 KIPS
T6	106	1631362.35	400367.25	40.28'	65.28'	15 KIPS
T7	107	1631363.23	400375.95	40.28'	65.28'	15 KIPS
T8	108	1631359.16	400374.03	40.28'	65.28'	15 KIPS
T9	109	1631360.04	400382.73	33.28'	65.28'	15 KIPS
T10	110	1631355.97	400380.82	33.28'	65.28'	15 KIPS
T11	111	1631356.85	400389.52	33.28'	65.28'	15 KIPS
T12	112	1631352.78	400387.6	33.28'	65.28'	15 KIPS
T13	113	1631353.66	400396.31	33.28'	65.28'	15 KIPS
T14	114	1631349.58	400394.39	33.28'	65.28'	15 KIPS
T15	115	1631350.46	400403.09	33.28'	65.28'	15 KIPS
T16	116	1631346.39	400401.18	33.28'	65.28'	15 KIPS
T17	117	1631347.27	400409.88	33.28'	65.28'	15 KIPS
T18	118	1631343.2	400407.96	33.28'	65.28'	15 KIPS
T19	119	1631344.08	400416.67	33.28'	65.28'	15 KIPS
T20	120	1631340.01	400414.75	33.28'	65.28'	15 KIPS
T21	121	1631340.89	400423.45	33.28'	65.28'	15 KIPS
T22	122	1631336.81	400421.54	33.28'	65.28'	15 KIPS
T23	123	1631337.69	400430.24	33.28'	65.28'	15 KIPS
T24	124	1631333.62	400428.32	33.28'	65.28'	15 KIPS
T25	125	1631334.5	400437.03	33.28'	65.28'	15 KIPS
T26	126	1631330.43	400435.11	33.28'	65.28'	15 KIPS
T27	127	1631331.31	400443.81	33.28'	65.28'	15 KIPS
T28	128	1631327.24	400441.9	33.28'	65.28'	15 KIPS
T29	129	1631328.11	400450.6	33.28'	65.28'	15 KIPS
T30	130	1631324.04	400448.68	33.28'	65.28'	15 KIPS
T31	131	1631324.92	400457.39	33.28'	65.28'	15 KIPS
T32	132	1631320.85	400455.47	33.28'	65.28'	15 KIPS
T33	133	1631321.73	400464.17	33.28'	65.28'	15 KIPS
T34	134	1631317.66	400462.26	33.28'	65.28'	15 KIPS

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LEESBURG INTERNATIONAL AIRPORT

TAXIWAY A EXTENSION AND SEAPLANE RAMP

PILE LAYOUT

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CHECKED BY: CAS

APPROVED BY: HVC

DATE: JULY 2016

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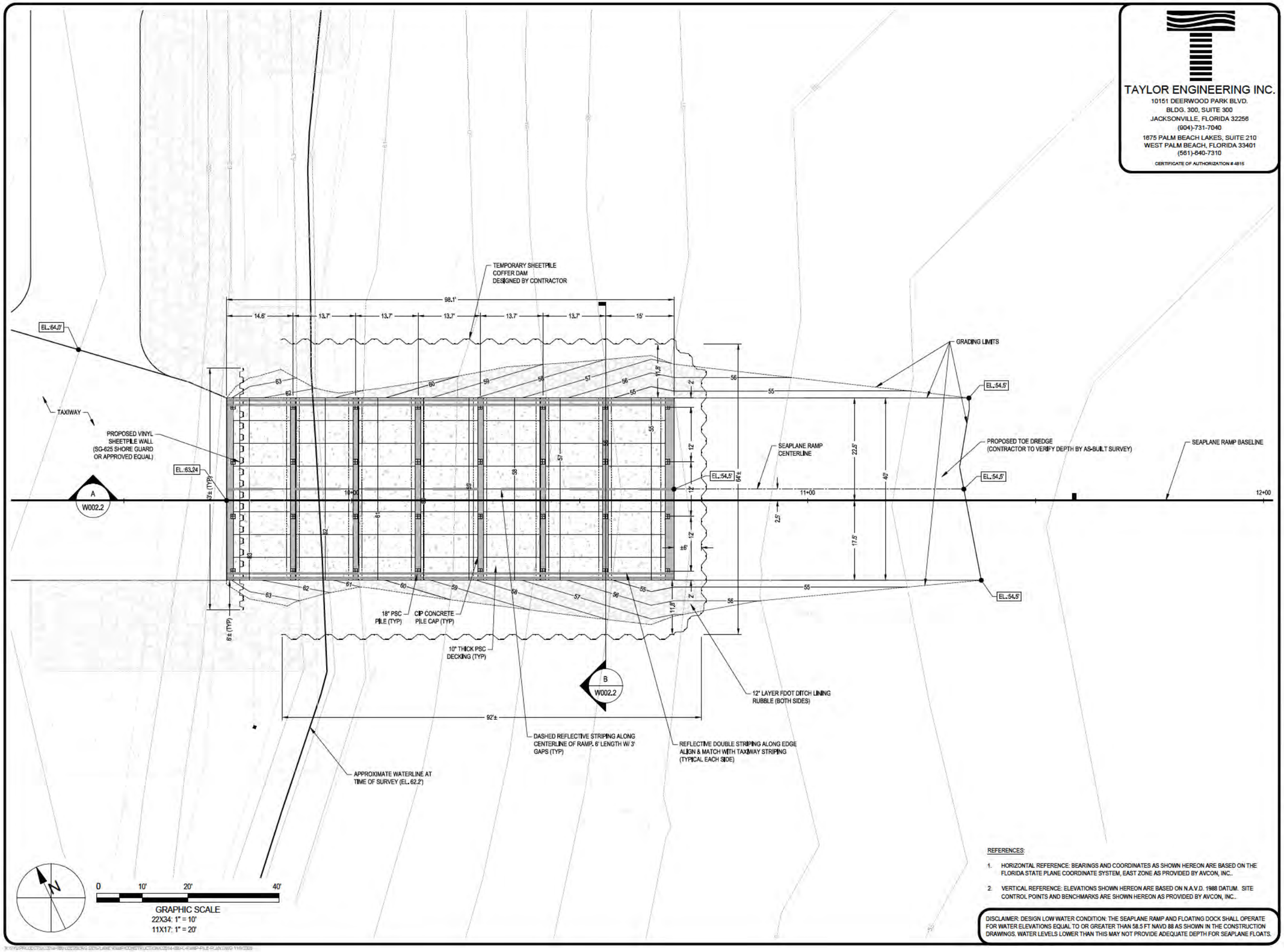
TAYLOR PROJECT NO. C2014-080-01

SHEET NUMBER
W001.2

SHEET NO. OF



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TAXIWAY A EXTENSION AND SEAPLANE RAMP

SEAPLANE RAMP PLAN

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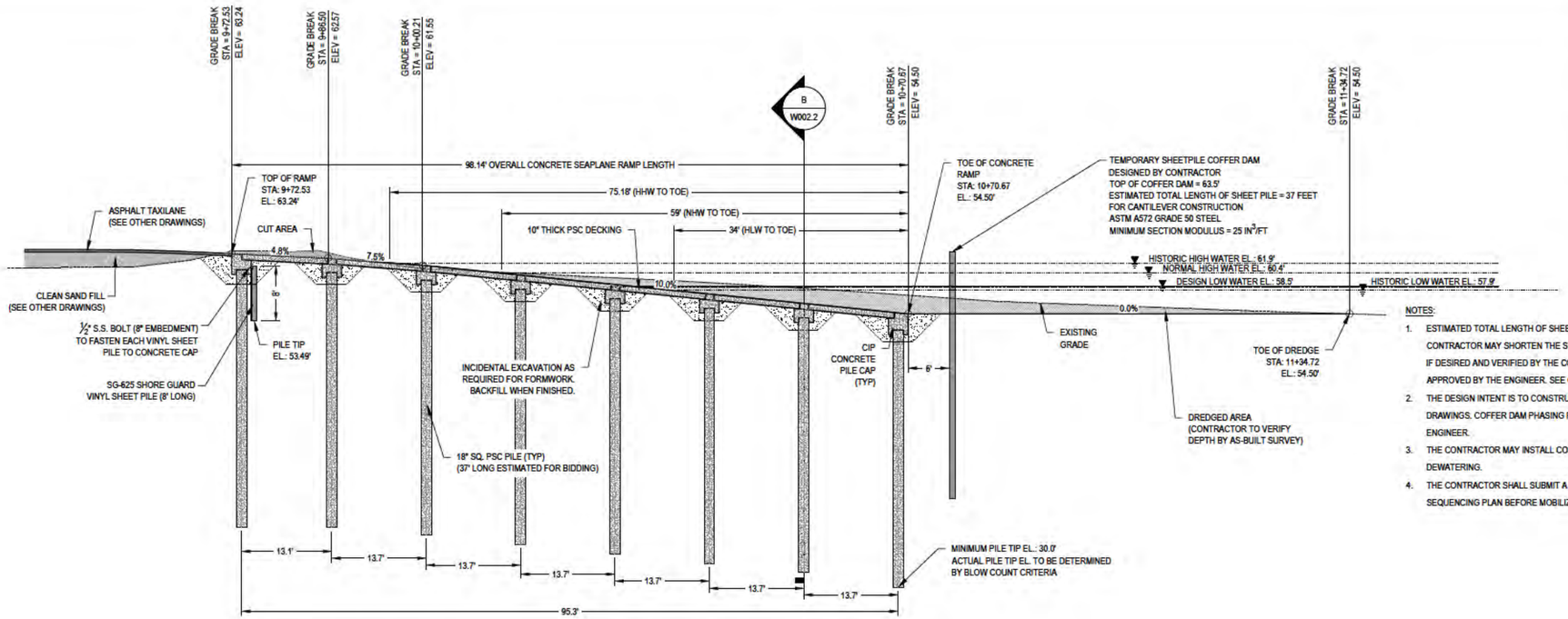


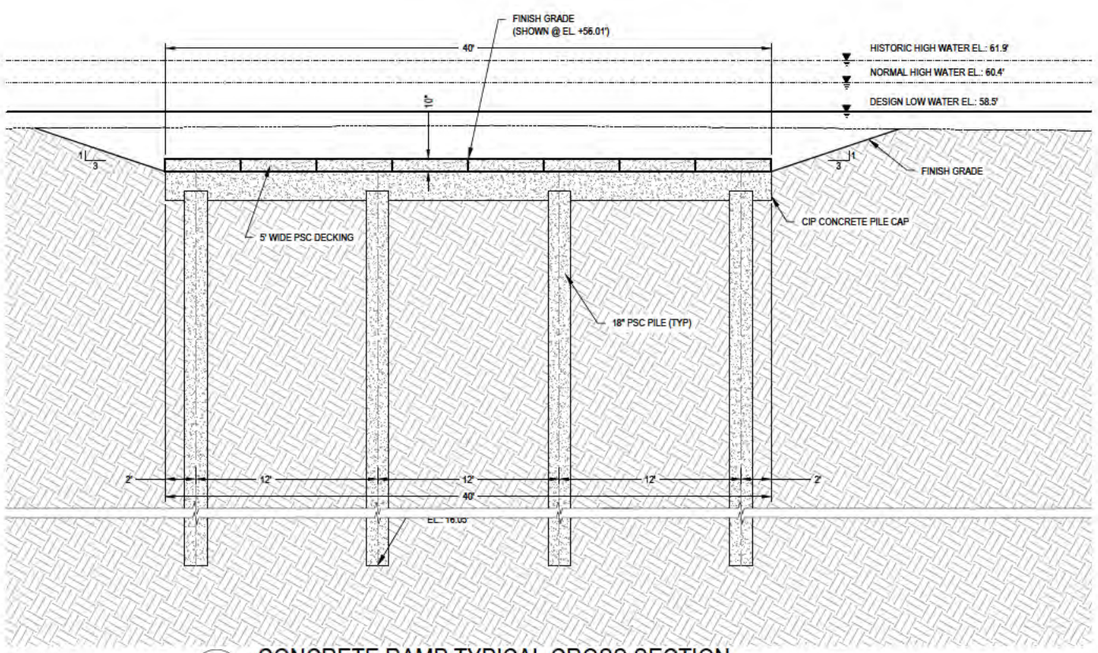
A W002.1 CONCRETE RAMP TYPICAL SECTION

22X34: 1" = 10'
11X17: 1" = 20'

0 10 20'

NOTES:

1. ESTIMATED TOTAL LENGTH OF SHEET PILE REPRESENTS THE LENGTH TO THE TOE OF THE RAMP. THE CONTRACTOR MAY SHORTEN THE SHEETS AS THE COFFER DAM PROGRESSES TOWARD THE SHORE IF DESIRED AND VERIFIED BY THE CONTRACTOR'S ENGINEER. ALL SUCH CHANGES MUST BE APPROVED BY THE ENGINEER. SEE GENERAL NOTES FOR SUBMITTAL REQUIREMENTS.
2. THE DESIGN INTENT IS TO CONSTRUCT A SINGLE COFFER DAM TO THE DIMENSION SHOWN IN THE DRAWINGS. COFFER DAM PHASING PLANS ARE NOT PERMITTED UNLESS APPROVED BY THE ENGINEER.
3. THE CONTRACTOR MAY INSTALL CONCRETE PILES BEFORE INSTALLING COFFER DAM AND DEWATERING.
4. THE CONTRACTOR SHALL SUBMIT A SEAPLANE RAMP AND SEAPLANE DOCK CONSTRUCTION SEQUENCING PLAN BEFORE MOBILIZING TO THE SITE.



B W002.1 CONCRETE RAMP TYPICAL CROSS SECTION

22X34: 1" = 5'
11X17: 1" = 10'

0 5' 10'

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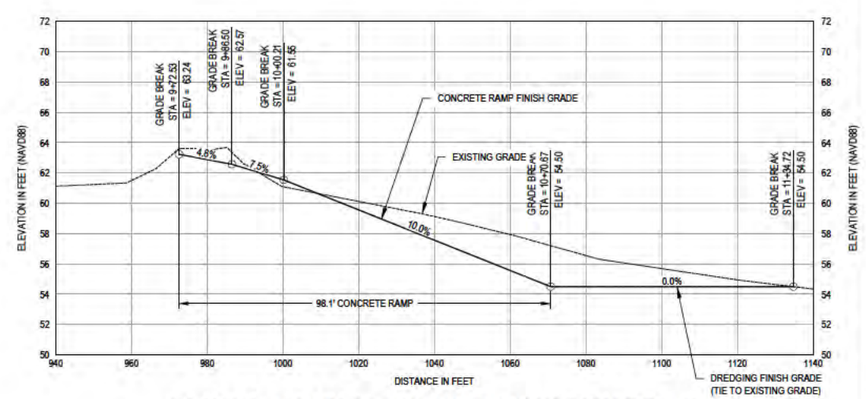

CONCRETE RAMP & TOE DREDGE DESIGN PROFILE

HORIZONTAL: 22X34: 1" = 20'
HORIZONTAL: 11X17: 1" = 40'
VERTICAL SCALE 22X34: 1" = 5'
VERTICAL SCALE 11X17: 1" = 10'

0 20' 40'

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TAXIWAY A EXTENSION AND SEAPLANE RAMP

SEAPLANE RAMP SECTIONS & PROFILE

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AVCON PROJECT NO. 2015.236.02
TAYLOR PROJECT NO. C2014-080-01

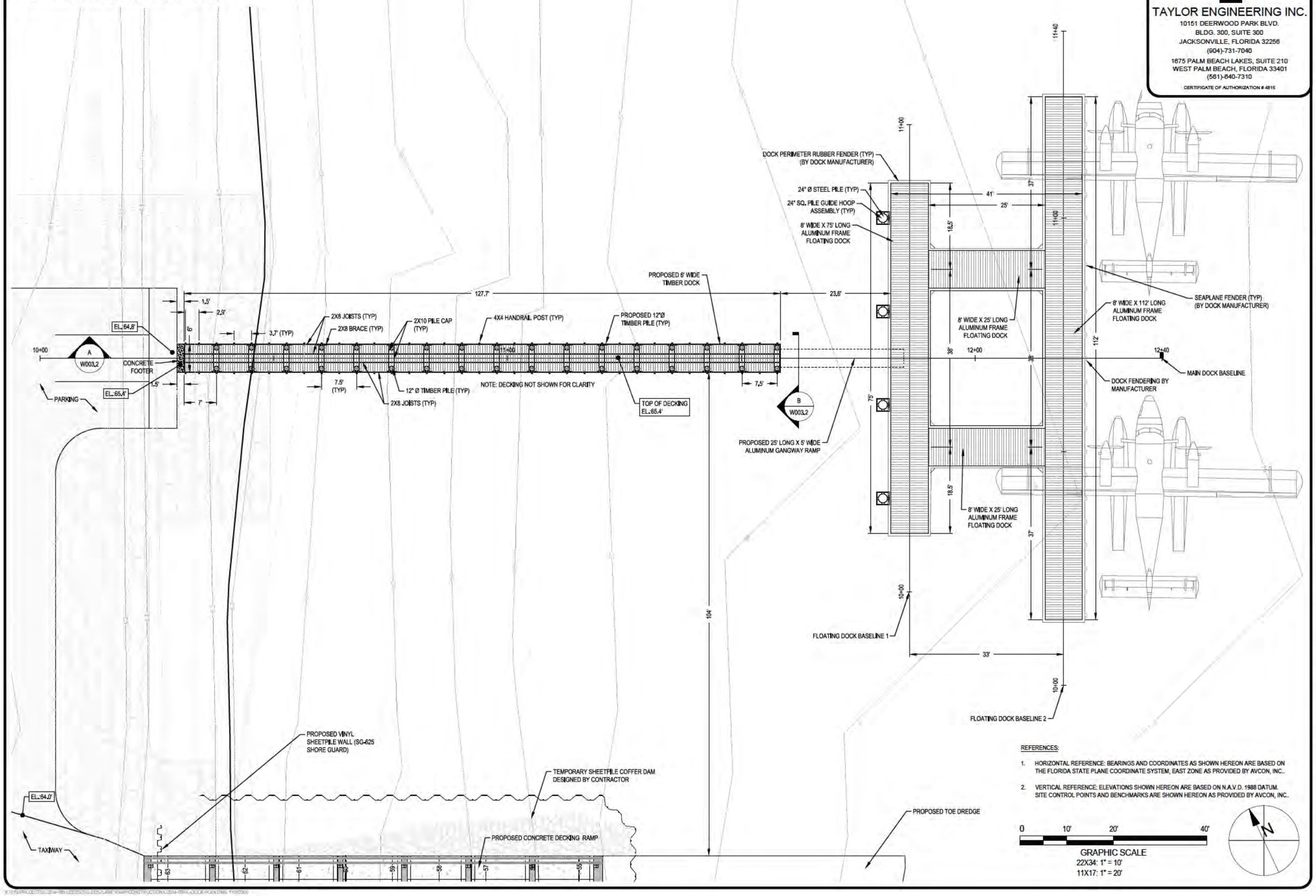
SHEET NUMBER

W002.2

SHEET NO. OF

TIMBER DOCK GENERAL NOTES:

1. PILE CAPS, CROSS-BRACING AND JOISTS TO BE LUMBER GRADE NO. 1 MARINE GRADE.
2. DECKING, POSTS, RAILS AND RAIL CAP TO BE LUMBER GRADE NO. 1 MARINE GRADE.
3. PILES TO BE 12" IN DIAMETER WITH THE SMALLER DIAMETER AS THE PILE TIP.
4. ALL ABOVE GRADE TIMBER TO MEET AWPA UC4A PRESERVATIVE TREATMENT.
5. ALL TIMBER PILES TO BE MIN. 2.5 LBS/C.F. CCA PRESERVATIVE.
6. UNLESS OTHERWISE NOTED, ALL FASTENERS TO BE STAINLESS STEEL.



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LEESBURG INTERNATIONAL AIRPORT

TAXIWAY A EXTENSION AND SEAPLANE RAMP

SEAPLANE DOCK PLAN (ALTERNATE BID)

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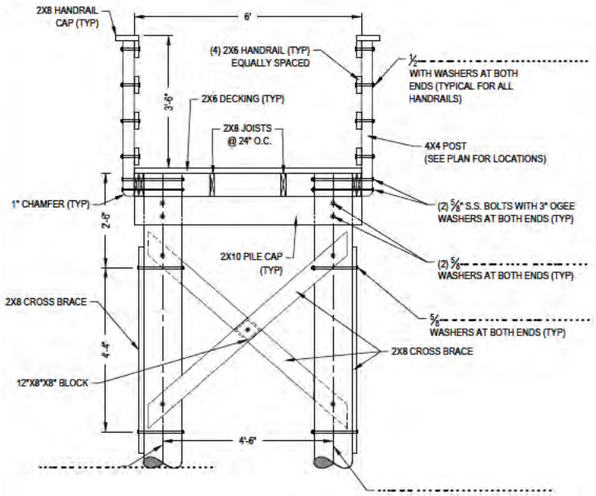
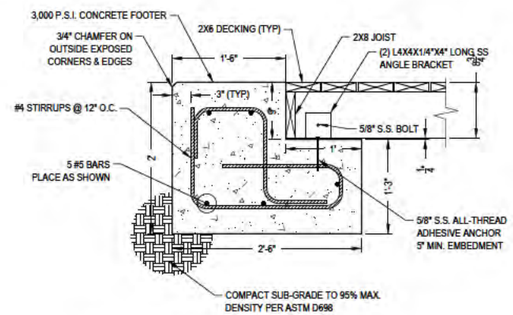


B W003.1

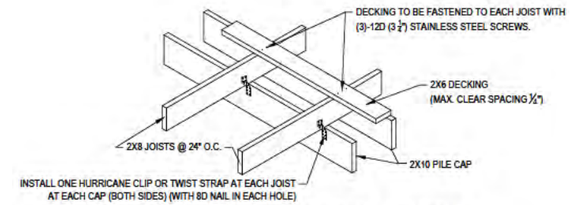
TIMBER DOCK TYPICAL SECTION

22X34: 1" = 2'
11X17: 1" = 4'



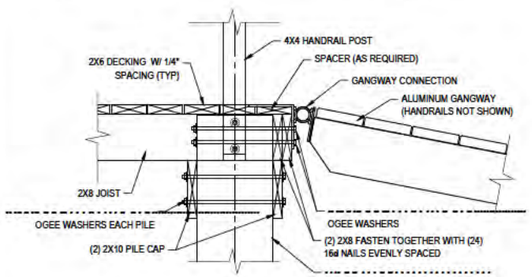
CONCRETE FOOTER DETAILS

22X34: 1" = 1'
11X17: 1" = 2'



INSTALLATION VIEW TYPICAL DETAIL

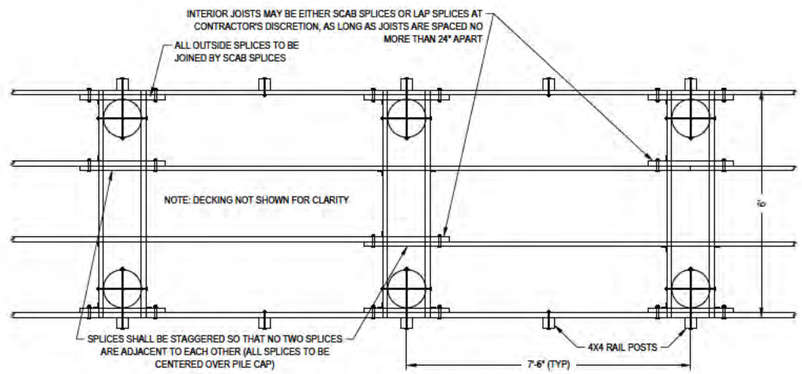
22X34: 1" = 2'
11X17: 1" = 4'



GANGWAY CONNECTION TYPICAL SECTION

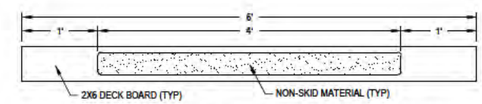
D W003.2

22X34: 1" = 1'
11X17: 1" = 2'



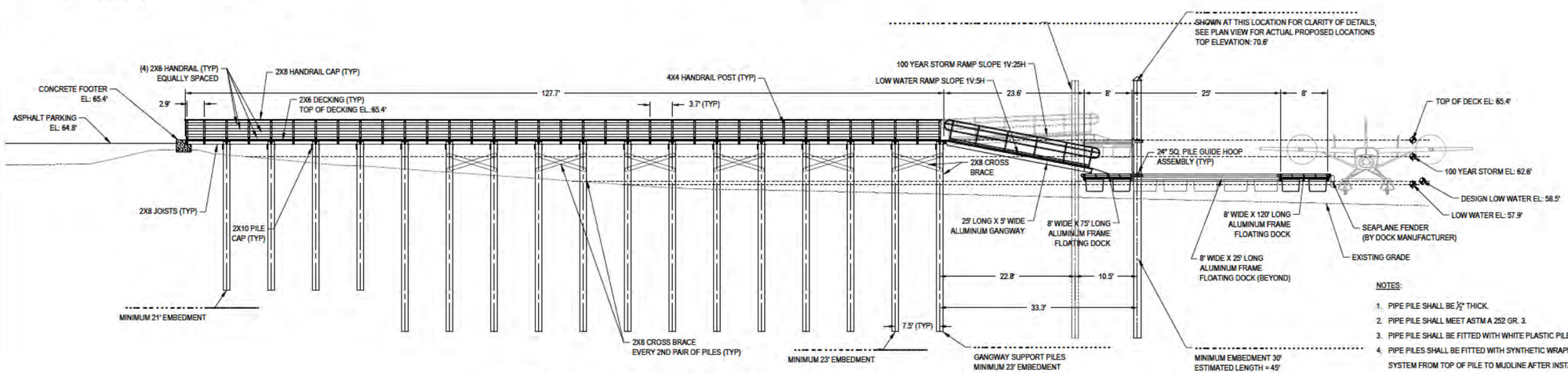
TYPICAL SPLICE DETAILS

22X34: 1" = 2'
11X17: 1" = 4'



TIMBER DOCK DECKING TYPICAL DETAIL

NOT TO SCALE



NOTES:

1. PIPE PILE SHALL BE ½" THICK.
2. PIPE PILE SHALL MEET ASTM A 252 GR. 3.
3. PIPE PILE SHALL BE FITTED WITH WHITE PLASTIC PILE CAP.
4. PIPE PILES SHALL BE FITTED WITH SYNTHETIC WRAPPING SYSTEM FROM TOP OF PILE TO MUDLINE AFTER INSTALLATION.

A W003.1

TIMBER DOCK & FLOATING DOCK ELEVATION

22X34: 1" = 10'
11X17: 1" = 20'

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HUGH C. VERKERK FLORIDA P.E.# 38031

LEESBURG INTERNATIONAL AIRPORT

TAXIWAY A EXTENSION AND SEAPLANE RAMP

SEAPLANE DOCK DETAIL SHEET (ALTERNATE BID)

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REVISIONS:

NO.	DATE	BY	DESCRIPTION

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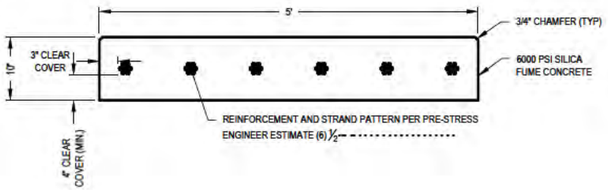
DESIGNED BY: RJD / RMD
DRAWN BY: RLJ
CHECKED BY: CAS
APPROVED BY: HVC
DATE: JULY 2016

AVCON PROJECT NO. 2015.236.02
TAYLOR PROJECT NO. C2014-080-01

SHEET NUMBER

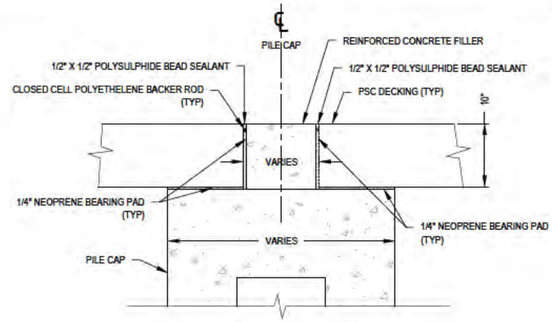
W003.2

SHEET NO. OF



TYPICAL DETAIL
10" PRE-STRESSED CONCRETE DECKING SLAB

22X34: 1" = 1'
11X17: 1" = 2'



TYPICAL JOINT DETAIL

22X34: 1" = 1'
11X17: 1" = 2'

PRE-STRESSED DECKING SLAB DESIGN PARAMETERS:

1. DEAD LOAD = SELF WEIGHT
2. SERVICE WHEEL LOAD = 6.25 KIP CONCENTRATED LOAD
3. LOAD CASES (FACTORED) 1.25 DEAD + 1.75(1.33) LIVE/IMPACT
4. SLAB LENGTH = 12.5'
5. MAXIMUM DEFLECTION SHALL BE L/360 FOR LIVE AND L/240 FOR D+L
6. MAXIMUM POSITIVE CAMBER AT TIME OF PLACEMENT SHALL BE 1/2" UNLESS OTHERWISE APPROVED BY THE ENGINEER.
7. SUBMIT SHOP DRAWINGS, CALCULATIONS, AND CONCRETE MIX TO THE ENGINEER FOR APPROVAL.
8. SEE SPECIFICATIONS FOR CONCRETE MIX DESIGN AND TESTING REQUIREMENTS.
9. PRE-STRESSED MEMBERS SHALL BE DESIGNED BY A FLORIDA LICENSED PROFESSIONAL ENGINEER. SHOP DRAWINGS AND CALCULATIONS SHALL BE SIGNED AND SEALED.
10. MINIMUM EFFECTIVE PRE-STRESS (AFTER LOSSES) SHALL BE 225 PSI.
11. FINISH SHALL BE A ROUGH BROOM FINISH APPLIED TO THE TOP OF THE DECKING SLAB. THE OWNER SHALL APPROVE THE FINISH BASED ON REVIEW OF THE FIRST DECKING SLAB CAST AT THE PRECAST MANUFACTURING PLANT.

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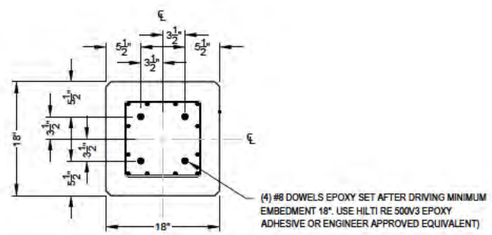
PRE-STRESSED PILING NOTES:

1. CONCRETE STRENGTH SHALL BE 6000 PSI MINIMUM AT 28 DAYS.
2. PILES WILL BE USED IN A WATER ENVIRONMENT. SEE SPECIFICATIONS FOR DETAILED CONCRETE MATERIAL AND MIX DESIGN REQUIREMENTS.
3. PRE-STRESSED PILING SHALL HAVE 700 PSI (MIN.) EFFECTIVE PRE-STRESS.
4. PRE-STRESSED PILINGS SHALL BE DESIGNED BY A FLORIDA LICENSED PROFESSIONAL ENGINEER AND SHALL BE CAPABLE OF RESISTING THE FOLLOWING FACTORED LOADS:

18 INCH PILES:

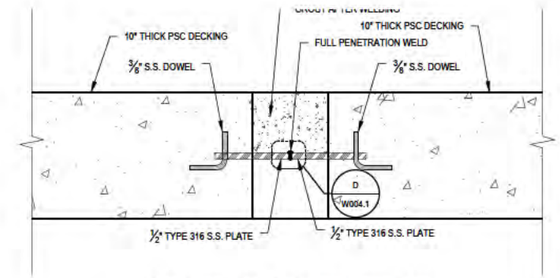
LOAD CASES (FACTORED)

1. AXIAL LOAD OF 55 KIPS AXIAL (COMPRESSION)



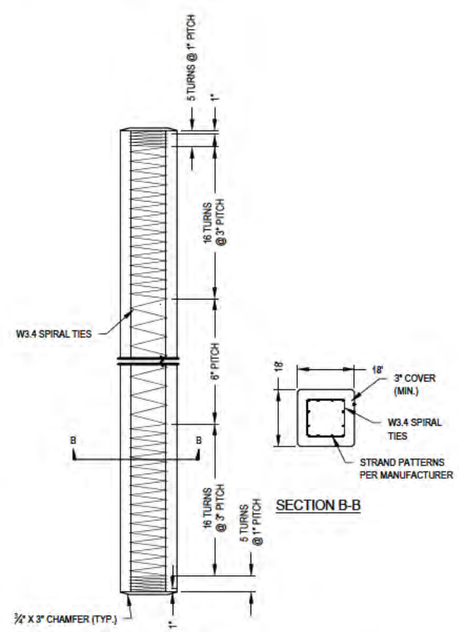
TYPICAL DETAIL
18" PILE DOWEL LAYOUT

22X34: 1" = 1'
11X17: 1" = 2'



GROUT SHEAR KEY DETAIL

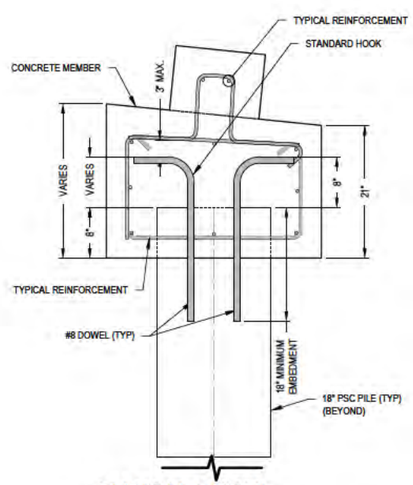
NOT TO SCALE



SECTION B-B

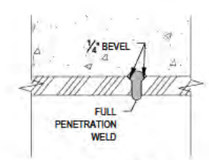
TYPICAL DETAIL
18" PRE-STRESSED CONCRETE PILE

22X34: 1" = 2'
11X17: 1" = 4'



TYPICAL DETAIL
18" PILE DOWEL SECTION

22X34: 1" = 1'
11X17: 1" = 2'



WELD DETAIL
GROUT SHEAR KEY

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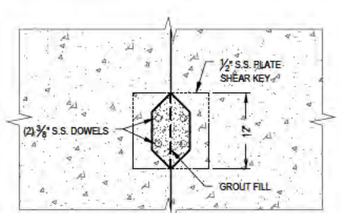
NOT TO SCALE



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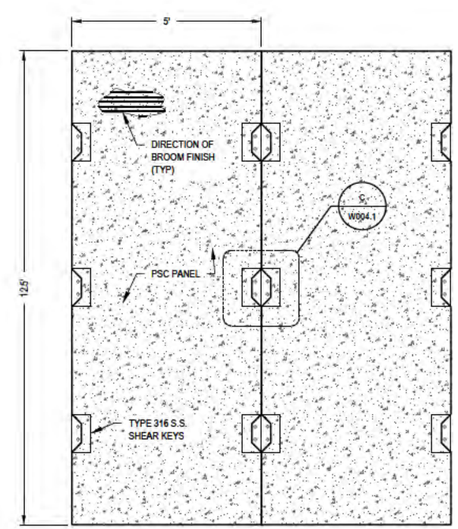
GROUT SHEAR KEY DETAIL

NOT TO SCALE



NOTES:

1. 6 GROUT SHEAR KEYS PER EACH INTERIOR DECKING SLAB.
2. 3 GROUT SHEAR KEYS PER EACH EXTERIOR PANEL DECKING SLAB.
3. LIFTING EYES (BY PSC MANUFACTURER) TO BE BURNED OFF AFTER INSTALLATION AND POCKET TO BE FILLED WITH GROUT.

GROUT SHEAR KEY LOCATION DETAIL

NOT TO SCALE

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LEESBURG INTERNATIONAL AIRPORT

TAXIWAY A EXTENSION AND SEAPLANE RAMP

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CHECKED BY: CAS
APPROVED BY: HVC
DATE: JULY 2016

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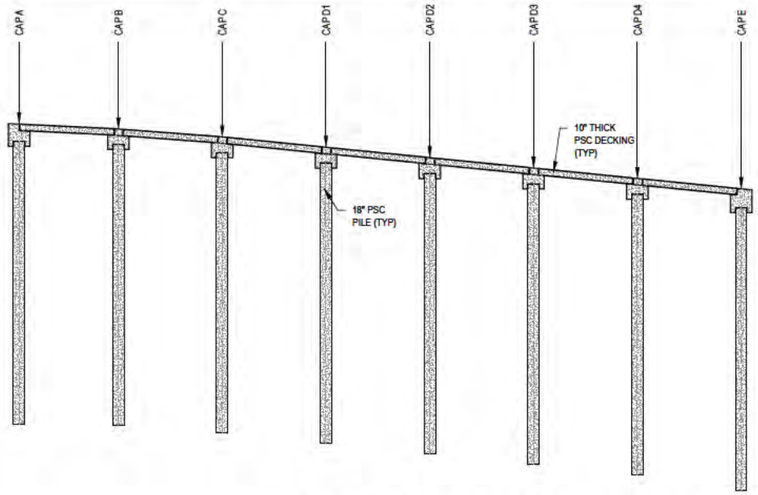
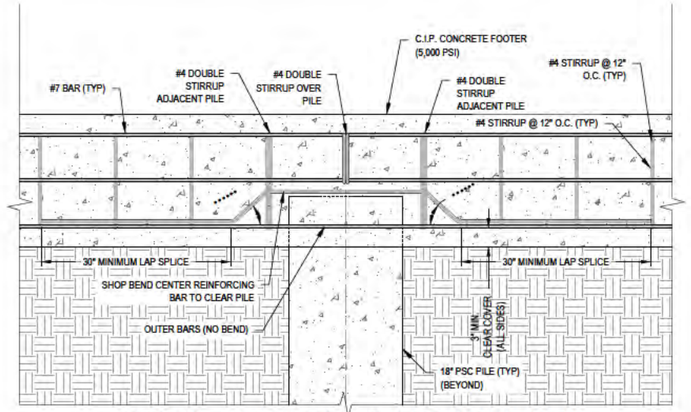


CONCRETE RAMP CAP DESIGNATIONS

22X34: 1" = 10'
11X17: 1" = 20'



TYPICAL CONCRETE CAP ELEVATION VIEW

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11X17: 1" = 2'

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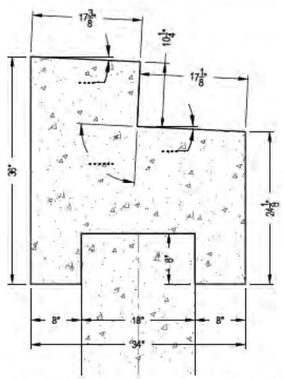
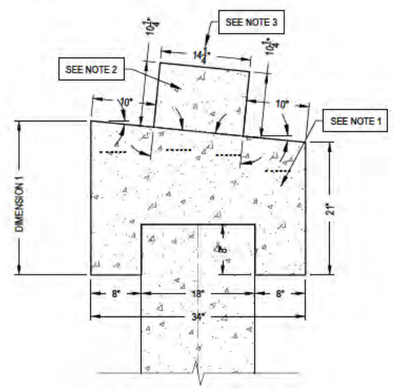


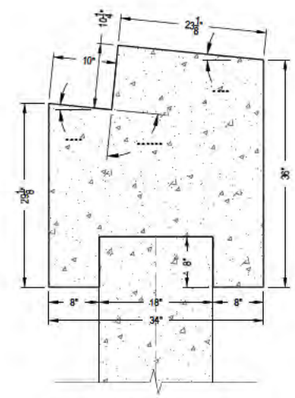
CONCRETE FOOTER CAP A

22X34: 1" = 1'
11X17: 1" = 2'



CONCRETE CAP B - E

22X34: 1" = 1'
11X17: 1" = 2'



CONCRETE TOE CAP F

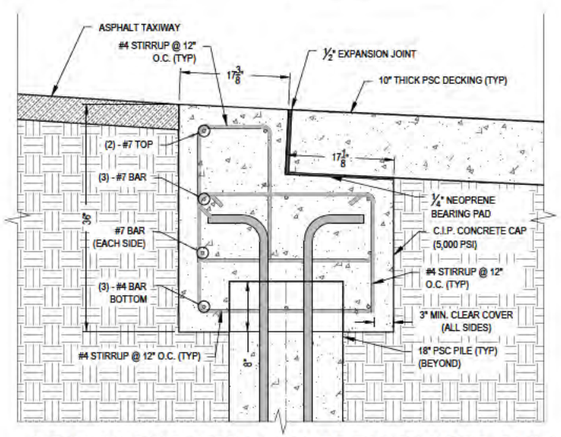
22X34: 1" = 1'
11X17: 1" = 2'

PILE CAP NOTES:

1. POUR NUMBER 1 FOR MAIN PILE CAP.
2. POUR NUMBER 2 TO BE COMPLETED AFTER SETTING ADJACENT DECKING IN PLACE. DECKING TO BE USED AS FORM WORK TO MAKE POUR NUMBER 2.
3. DIMENSION SHOWN IS APPROXIMATE AND WILL VARY DEPENDING ON PLACEMENT OF DECKING.

PILE CAP TABLE

CAP ID	DIMENSION 1	ANGLE X1	ANGLE X2
B	23 1/4"	----	----
C	24 3/16"	----	----
D1 TO D4	24 7/8"	----	----



REINFORCING DETAIL CONCRETE FOOTER CAP A

22X34: 1" = 1'
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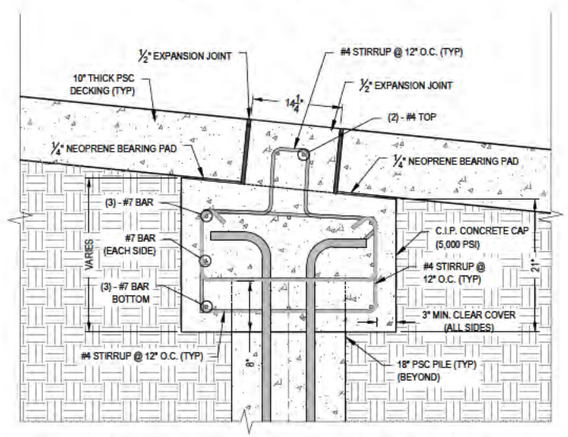

REINFORCING DETAIL CONCRETE CAP B-E

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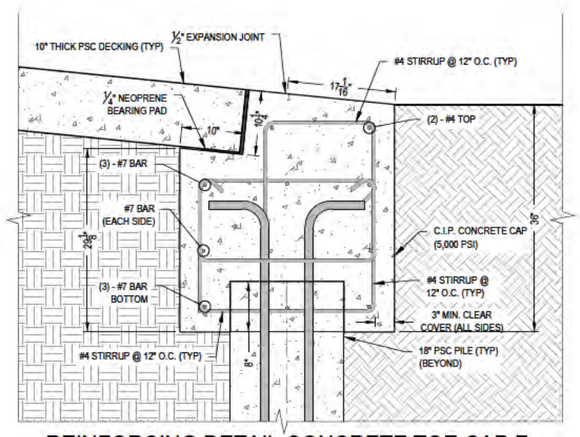
11X17: 1" = 2'



REINFORCING DETAIL CONCRETE TOE CAP F

22X34: 1" = 1'
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APPROVED BY: HVC
DATE: JULY 2016

AVCON PROJECT NO. 2015.236.02
TAYLOR PROJECT NO. C2014-080-01

SHEET NUMBER

W004.2

SHEET NO. OF

DEFINITIONS

1. OWNER: LEESBURG INTERNATIONAL AIRPORT
2. PROJECT ENGINEER: OWNER'S DESIGNATED REPRESENTATIVE FOR CONSTRUCTION INSPECTION AND OVERSIGHT.
3. ENGINEER OF RECORD (EOR): ENGINEER WHOSE NAME AND SEAL IS AFFIXED TO THE DRAWINGS AND SPECIFICATIONS.
4. RECORD DRAWINGS: RECORD DRAWINGS SHALL BE DEFINED AS A COPY OF THE ORIGINAL SIGNED AND SEALED DRAWINGS KEPT ONSITE AT ALL TIMES WHERE THE CONTRACTOR SHALL KEEP A RECORD OF ALL DEVIATIONS FROM THE ORIGINAL DRAWINGS MARKED IN RED PENCIL OR PEN.
5. AS-BUILT SURVEY DRAWINGS: AS-BUILT SURVEY DRAWINGS SHALL BE DEFINED AS POST-CONSTRUCTION SURVEY DRAWINGS SIGNED AND SEALED BY A REGISTERED PROFESSIONAL SURVEYOR AND SHOWING THE LOCATION AND ELEVATION OF ALL MAJOR COMPONENTS.
6. DESIGN LOW WATER CONDITION: THE SEAPLANE RAMP AND FLOATING DOCK SHALL OPERATE FOR WATER ELEVATIONS EQUAL TO OR GREATER THAN 58.5 FT NAVD 88 AS SHOWN IN THE CONSTRUCTION DRAWINGS. WATER LEVELS LOWER THAN THIS MAY NOT PROVIDE ADEQUATE DEPTH FOR SEAPLANE FLOATS.
7. U.N.O.: UNLESS NOTED OTHERWISE
8. PSC: PRESTRESSED CONCRETE
9. CIP: CAST-IN-PLACE

DESIGN LOADS

1. DEAD LOAD ALL STRUCTURES: SELF WEIGHT
2. LIVE LOAD FIXED DOCK: 60 PSF
3. LIVE LOAD ALUMINUM GANGWAY: 60 PSF (FOR GANGWAY WIDTHS OVER 4 FT USE 75PSF)
4. LIVE LOAD FLOATING DOCK: 60 PSF
5. LIVE LOAD CONCRETE RAMP: 12,500 LB VEHICLE, BOAT OR SEAPLANE (DE HAVILLAND TWIN OTTER (DHC-6) OR LIGHTER, MAX WHEEL LOAD 6,250 LB
6. DESIGN WIND SPEED: 122 MPH
7. RISK CATEGORY: 1
8. EXPOSURE: D
9. ENCLOSURE CLASSIFICATION: OPEN
10. DESIGN WIND PRESSURE: 45 PSF (ULTIMATE)

DESIGN STANDARDS

1. FLORIDA BUILDING CODE
2. ACI 318
3. PCI DESIGN HANDBOOK
4. ALUMINUM DESIGN MANUAL

SPECIALTY ENGINEERS

1. THE CONTRACTOR SHALL ENGAGE SPECIALTY ENGINEERS AS REQUIRED BY THESE DRAWINGS AND SPECIFICATIONS IN ORDER TO DESIGN AND COMPLETE THE COFFERDAM, FLOATING DOCK, GANGWAY STRUCTURES, AND PRESTRESSED CONCRETE DESIGN. THE CONTRACTOR SHALL INCLUDE THE PRICE OF THIS ENGINEERING IN THE BID PRICE.
2. DEFINITION OF SPECIALTY ENGINEER: A LICENSED PROFESSIONAL ENGINEER WHO IS NOT THE STRUCTURAL ENGINEER OF RECORD, WHO PROVIDES ENGINEERING DESIGNS NECESSARY FOR THE COFFERDAM, FLOATING DOCK, GANGWAY STRUCTURES, AND PRESTRESSED CONCRETE MEMBERS TO BE COMPLETED. WITHIN THESE DOCUMENTS, SPECIALTY ENGINEER IS IDENTICAL TO DELEGATED ENGINEER AS DEFINED BY FLORIDA ADMINISTRATIVE CODE CHAPTER 61G15-18.
3. SPECIALTY ENGINEERS SHALL BE PROFESSIONAL ENGINEERS CURRENTLY LICENSED IN FLORIDA AND SHALL MAINTAIN A MINIMUM OF $500,000.00 DOLLARS IN PROFESSIONAL LIABILITY INSURANCE. IF REQUESTED, THE CONTRACTOR SHALL SUBMIT PROOF OF CURRENT LIABILITY INSURANCE FOR SPECIALTY ENGINEERS.
4. SPECIALTY ENGINEERS SHALL BE EXPERIENCED IN THE TYPE OF COFFERDAM, FLOATING DOCK, GANGWAY, AND PRESTRESSED CONCRETE ENGINEERING REQUIRED AND SHALL DESIGN ALL DELEGATED STRUCTURES AND COMPONENTS IN ACCORDANCE TO THE FLORIDA BUILDING CODE AND THE LOADS AND REQUIREMENTS OUTLINED HEREIN.
5. SPECIALTY ENGINEERS SHALL SUBMIT SIGNED AND SEALED CALCULATIONS AND SHOP DRAWINGS TO THE ENGINEER OF RECORD FOR REVIEW AND APPROVAL.

GENERAL NOTES

1. THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF ALL STRUCTURES AND EXISTING UTILITIES, WHETHER SHOWN OR NOT ON THE DRAWINGS.
2. THE CONTRACTOR SHALL USE THE "GEOTECHNICAL EXPLORATION REPORT", AS PREPARED BY UNIVERSAL ENGINEERING SERVICES (UNIVERSAL REPORT NO. 1283429, DATED DECEMBER 2015) TO EVALUATE EXISTING SITE CONDITIONS AND SUB-SURFACE PROFILES.
3. DEMOLITION DEBRIS SHALL BE DISPOSED OF OFFSITE AT A LICENSED LANDFILL IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL LAWS AND REGULATIONS.
4. THE CONTRACTOR SHALL ADVISE THE OWNER ON ALL SPECIAL INSPECTION REQUIREMENTS AS REQUIRED BY STATE REGULATORY AGENCIES AND LOCAL AUTHORITIES WITHIN TEN DAYS OF THE NOTICE TO PROCEED.
5. AS-BUILT CERTIFICATION MAY BE REQUIRED BY THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, BY OTHER ENVIRONMENTAL PERMITTING AGENCIES, OR BY LOCAL BUILDING OFFICIALS. UNLESS OTHERWISE NOTIFIED BY THE OWNER, THE CONTRACTOR SHALL ENGAGE A PROFESSIONAL ENGINEER CURRENTLY LICENSED IN THE STATE OF FLORIDA TO OBSERVE THE CONSTRUCTION AND PROVIDE THE APPROPRIATE CERTIFICATION FORMS (SIGNED AND SEALED) REQUIRED BY THE ENVIRONMENTAL REGULATORY AGENCIES AND LOCAL/STATE BUILDING AUTHORITIES. COSTS FOR AS-BUILT CERTIFICATION SHALL BE INCLUDED AS A SEPARATE BID ITEM UNLESS CLEARLY SPECIFIED OTHERWISE BY THE OWNER.
6. THE CONTRACTOR SHALL MAINTAIN A SET OF RECORD DRAWINGS AND SHALL KEEP A RECORD OF ALL DEVIATIONS FROM THE ORIGINAL DRAWINGS MARKED IN RED PENCIL OR PEN. THE RECORD DRAWINGS SHALL BE KEPT ONSITE AND SHALL BE AVAILABLE FOR INSPECTION BY THE ENGINEER.
7. WHEN ALL SUBSTANTIAL WORK IS DONE AND BEFORE NOTICE OF FINAL COMPLETION OF THE WORK, THE CONTRACTOR SHALL SUBMIT THE ORIGINAL RECORD DRAWINGS TO THE PROJECT ENGINEER AND UP TO 3 FULL SIZE OR REDUCED SIZE COPIES AS REQUESTED BY THE PROJECT ENGINEER.
8. THE CONTRACTOR SHALL PROVIDE ACCESS TO THE WORK FOR INSPECTION BY THE ENGINEER, REGULATORY AGENCIES, AND OWNER.
9. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH THE ENGINEER AS NECESSARY FOR CONSTRUCTION INSPECTION AND AS-BUILT CERTIFICATION. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT APPROPRIATE AND APPROVED TIMES DURING THE COURSE OF THE WORK THAT THE CONTRACTOR IS READY FOR INSPECTION. WORK THAT IS ASSEMBLED OR COVERED SO THAT THE ENGINEER CANNOT INSPECT THE WORK PROPERLY SHALL BE DISASSEMBLED, UNCOVERED, OR DESTROYED AS NECESSARY FOR INSPECTION. THE COSTS OF REPAIR OR RESTORATION OF THIS WORK SHALL BE BORNE SOLELY BY THE CONTRACTOR.
10. THE CONTRACTOR SHALL PROVIDE PERSONNEL AND EQUIPMENT NECESSARY FOR THE ENGINEER TO INSPECT AND INQUIRE ABOUT THE WORK. THIS MAY INCLUDE PROJECT MANAGERS, SUPERINTENDENTS, FOREMAN, LABORERS, LADDERS, HARD HATS, LIFTS, SCAFFOLDING, MEASURING DEVICES, SURVEY EQUIPMENT, WATERCRAFT, ETC.
11. THE CONTRACTOR IS RESPONSIBLE FOR TEMPORARY SHORING, BRACING, OR OTHER MEANS/METHODS NECESSARY TO STABILIZE THE STRUCTURE UNTIL COMPLETED WITH ALL COMPONENTS INSTALLED. UNLESS SPECIFICALLY STATED ON THE DRAWINGS, THE CONTRACTOR SHALL ASSUME THE EOR HAS ONLY DESIGNED THE STRUCTURE(S) FOR THE FINAL CONSTRUCTED AND ASSEMBLED STATE AS SHOWN ON THE DRAWINGS.
12. THE CONTRACTOR SHALL WARRANTY THE WORK FOR A MINIMUM OF ONE YEAR UNLESS CLEARLY DEFINED OTHERWISE IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL REPAIR AND/OR REPLACE ALL DEFECTIVE MATERIALS AND WORK AT NO COSTS TO THE OWNER WITHIN THE STATED WARRANTY PERIOD.
13. ALL PERMANENT MATERIAL SHALL BE NEW. THE USE OF USED, RECONDITIONED, OR REMANUFACTURED MATERIAL SHALL NOT BE ALLOWED UNLESS APPROVED BY THE OWNER IN WRITING.
14. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH LOCAL AND STATE BUILDING CODES. PRE-CONSTRUCTION PLAN APPROVALS REQUIRED BY LOCAL BUILDING AUTHORITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL FORWARD ALL ENGINEERING RELATED QUESTIONS TO THE ENGINEER FOR CONSIDERATION. INSPECTIONS REQUIRED BY LOCAL BUILDING AUTHORITIES SHALL BE COORDINATED BY THE CONTRACTOR.
15. THE CONTRACTOR SHALL LOCATE ALL ABOVE-GROUND AND BELOW-GROUND UTILITIES BEFORE BEGINNING WORK.
16. IN THE EVENT OF A CONFLICT BETWEEN THE SPECIFICATIONS AND THE DRAWINGS, THE DRAWINGS SHALL GOVERN.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ADJACENT FACILITIES AND STRUCTURES CAUSED BY HIS ACTIVITIES DURING PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL RESTORE ALL SUCH DAMAGES TO THEIR PRE-CONSTRUCTION CONDITION AT NO COSTS TO THE OWNER.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SHORING AND DEWATERING OF ALL OPEN EXCAVATIONS. SHORING AND TRENCHING SHALL COMPLY WITH OSHA STANDARDS AND THE FLORIDA TRENCH SAFETY ACT.
19. THE CONTRACTOR SHALL IMPLEMENT AND MAINTAIN EROSION CONTROL MEASURES AS NECESSARY TO COMPLY WITH LOCAL, STATE, AND FEDERAL LAWS AND REGULATIONS.

AS-BUILT SURVEYS

1. UNLESS CLEARLY SPECIFIED OTHERWISE IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL INCLUDE THE COST OF AN AS-BUILT SURVEY IN THE BID PRICE AND SHALL STATE A SEPARATE PRICE FOR AN AS-BUILT SURVEY IN THE BID PRICE. THE AS-BUILT SURVEY SHALL BE SIGNED AND SEALED BY A LICENSED SURVEYOR REGISTERED IN THE STATE OF FLORIDA AND SHALL SHOW THE LOCATION AND ELEVATION OF ALL CONSTRUCTED FEATURES AND EARTHWORK. THE CONTRACTOR SHALL SURVEY UNDERGROUND FOUNDATION ELEMENTS FOR INCLUSION IN THE AS-BUILT SURVEY PRIOR TO BACKFILL.
2. THE AS-BUILT SURVEY SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. THE AS-BUILT SURVEY SHALL BE PERFORMED IN THE SAME HORIZONTAL AND VERTICAL COORDINATE SYSTEM THE DRAWINGS ARE IN. DIGITAL DRAWINGS SHALL BE IN AUTOCAD 2011 OR NEWER VERSION.

CONSTRUCTION TESTING

1. ALL TESTING, EITHER PRE-CONSTRUCTION OR CONSTRUCTION, AS REQUIRED HEREIN OR IN THE CONTRACT DOCUMENTS, SHALL BE PERFORMED BY AN INDEPENDENT QUALIFIED TESTING COMPANY. THE COSTS OF ALL SUCH TESTING SHALL BE BORNE BY THE CONTRACTOR AND SHALL BE INCLUDED IN THE BID PRICE.
2. THE QUALIFIED TESTING AGENCY SHALL BE APPROVED PER FDOT STANDARDS, AASHTO STANDARDS OR SIMILAR SUCH STANDARDS AS APPROVED BY THE ENGINEER. ALL TESTING WORK SHALL BE DONE UNDER THE SUPERVISION OF A PROFESSIONAL ENGINEER REGISTERED IN FLORIDA AND SHALL BE SIGNED AND SEALED BY A LICENSED PROFESSIONAL ENGINEER REGISTERED IN FLORIDA IF REQUESTED.

SUBMITTAL PROCEDURES

1. BEFORE COMMENCING WORK, THE CONTRACTOR SHALL CREATE A SUBMITTAL LOG AND SUBMIT THE LOG TO THE PROJECT ENGINEER FOR REVIEW. THIS LOG SHALL INCLUDE ALL SUBMITTALS REQUIRED BY THESE SPECIFICATIONS AND ANY ADDITIONAL SUBMITTALS THE CONTRACTOR EXPECTS TO PROVIDE.
2. DELIVER SUBMITTALS TO THE ENGINEER VIA EMAIL OR OTHER OWNER-APPROVED CORRESPONDENCE.
3. UNLESS MODIFIED BY THE CONTRACT DOCUMENTS, SUBMITTALS AND REQUEST FOR INFORMATION SHALL BE SUBMITTED TO THE ENGINEER IN WRITING (IN A DIGITAL FORMAT) AND SHALL BE SUBMITTED A MINIMUM OF 6 WORKING DAYS, PREFERABLY 10 WORKING DAYS, BEFORE ACTION IS REQUIRED.
4. ALL REQUIRED SUBMITTALS OR MANUFACTURER'S INFORMATION SHALL BE IN U.S. CUSTOMARY UNITS.
5. ALL SUBMITTALS REQUIRE APPROVAL BY THE ENGINEER U.N.O.
6. ENGINEER'S REVIEW OF SUBMITTALS DO NOT RELEASE CONTRACTOR FROM CONTRACTOR'S RESPONSIBILITY FOR PERFORMANCE OF REQUIREMENTS OF CONTRACT DOCUMENTS. NEITHER SHALL ENGINEER'S REVIEW RELEASE THE CONTRACTOR FROM FULFILLING PURPOSE OF INSTALLATION NOR FROM CONTRACTOR'S LIABILITY TO REPLACE DEFECTIVE WORK.
7. ENGINEER'S REVIEW OF SHOP DRAWINGS, SAMPLES, OR TEST PROCEDURES WILL BE ONLY FOR CONFORMANCE WITH DESIGN CONCEPTS AND FOR COMPLIANCE WITH INFORMATION GIVEN IN CONTRACT DOCUMENTS.
8. ENGINEER'S REVIEW DOES NOT EXTEND TO:

   A. ACCURACY OF DIMENSIONS, QUANTITIES, OR PERFORMANCE OF EQUIPMENT AND SYSTEMS DESIGNED BY CONTRACTOR.

   B. CONTRACTOR'S MEANS, METHODS, TECHNIQUES, SEQUENCES, OR PROCEDURES EXCEPT WHEN SPECIFIED, INDICATED ON THE DRAWINGS, OR REQUIRED BY CONTRACT DOCUMENTS

   C. SAFETY PRECAUTIONS OR PROGRAMS RELATED TO SAFETY, WHICH SHALL REMAIN THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
9. ENGINEER WILL BE ENTITLED TO RELY UPON THE ACCURACY OR COMPLETENESS OF DESIGNS, CALCULATIONS, OR CERTIFICATIONS MADE BY LICENSED PROFESSIONALS ACCOMPANYING A PARTICULAR SUBMITTAL WHETHER OR NOT A STAMP OR SEAL IS REQUIRED BY CONTRACT DOCUMENTS OR LAWS AND REGULATIONS.

GENERAL SUBMITTALS

1. SUBMIT SEAPLANE RAMP AND SEAPLANE DOCK CONSTRUCTION SEQUENCING PLAN BEFORE MOBILIZING TO THE SITE.

STEEL SHEET PILE COFFERDAM FOR CAST-IN-PLACE STRUCTURES

1. STEEL SHEET PILE FOR TEMPORARY COFFERDAM CONSTRUCTION SHALL CONFORM TO ASTM A572 GRADE 50 HAVING A TENSILE YIELD STRENGTH OF 50,000 PSI MINIMUM.
2. TEMPORARY STEEL SHEET PILE SHALL BE HOT-ROLLED STEEL SHEET PILE IN GOOD CONDITIONS AND SHALL HAVE A MINIMUM
3. TEMPORARY STEEL SHEET PILE SHALL BE INSTALLED TO THE GRADES AND ELEVATIONS SHOWN ON THE DRAWINGS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
4. THE CONTRACTOR IS RESPONSIBLE FOR DE-WATERING THE SEAPLANE RAMP SITE AND SELECTING A STEEL SHEET PILE HAVING AN INTERLOCK THAT IS RELATIVELY WATER-TIGHT. SOME LEAKAGE SHOULD BE ANTICIPATED AND MAY REQUIRE 24 HOUR PUMPING. ADDITIONAL WATER TIGHTNESS MAY BE OBTAINED BY COATING THE INTERLOCKS WITH WATER-PROOFING MATERIAL SUCH AS WADIT SOLD BY THE PILE PRO GROUP. SEE WWW.WADIT.COM.
5. THE CONTRACTOR SHALL SUBMIT A BID PRICE FOR THE STEEL SHEET PILE COFFERDAM AS SHOWN IN THE DRAWINGS.
6. UNLESS OTHERWISE INSTRUCTED BY THE OWNER, THE CONTRACTOR IS ENCOURAGED TO PROPOSE AN ALTERNATIVE COFFERDAM USING OTHER TECHNIQUES DEEMED APPLICABLE BY THE CONTRACTOR. THE CONTRACTOR MAY SUBMIT ALTERNATE BID PRICES USING AN ALTERNATIVE COFFERDAM OF HIS/HER CHOICE. THE CONTRACTOR SHOULD TAKE INTO ACCOUNT THAT THE OWNER MAY NEED TO GET A PERMIT MODIFICATION DEPENDING ON THE TYPE AND FOOTPRINT OF THE PROPOSED ALTERNATIVE COFFERDAM. THEREFORE, THE OWNER MAY NOT SELECT THE LOW BIDDER (IF LOW BIDDER IS USING AN ALTERNATIVE COFFERDAM) DUE TO THE TIME AND COST OF ADDITIONAL PERMITTING OF THE ALTERNATIVE COFFERDAM.
7. IN ANY CASE, THE CONTRACTOR'S COFFERDAM DESIGN SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER CURRENTLY LICENSED IN THE STATE OF FLORIDA. THE CONTRACTOR SHALL SUBMIT THESE CALCULATIONS TO THE ENGINEER OF RECORD FOR APPROVAL BEFORE ORDERING MATERIAL.

STEEL SHEETPILE COFFERDAM PRECONSTRUCTION SUBMITTALS

1. SUBMIT SIGNED AND SEALED DRAWINGS AND DESIGN CALCULATIONS BY A PROFESSIONAL ENGINEER CURRENTLY LICENSED IN THE STATE OF FLORIDA FOR THE FINAL COFFERDAM DESIGN.

CONCRETE

1. THE CONTRACTOR IS RESPONSIBLE FOR THE CONCRETE MIX DESIGN AND SHALL PROPORTION THE CONCRETE MIX FOR SPECIFIC PROJECT REQUIREMENTS SUCH AS TRAVEL TIME, WORKABILITY, CURING METHODS, PUMPABLITY, WEATHER CONDITIONS, EXPECTED FIELD STRENGTH, ETC. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING IF ANY OF THE CONCRETE REQUIREMENTS HEREIN OR IN THE CONTRACT DOCUMENTS INHIBIT OR PREVENT THE SATISFACTORY INSTALLATION OR FINAL STRENGTH REQUIREMENTS OF THE CONCRETE.
2. ALL CONCRETE WORK SHALL COMPLY WITH ACI 318 BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE.
3. EXCEPT AS MODIFIED HEREIN AND IN THE CONTRACT DOCUMENTS.

   A. GENERAL REQUIREMENTS, INCLUDING QUALITY ASSURANCE, ACCEPTANCE OF STRUCTURE, AND PROTECTION OF IN-PLACE CONCRETE
   B. FORMWORK AND FORM ACCESSORIES
   C. STEEL REINFORCEMENT AND SUPPORT
   D. CONCRETE MIXTURES
   E. HANDLING, PLACING, AND CONSTRUCTING CONCRETE.
4. UNLESS OTHERWISE SPECIFIED, TOLERANCES FOR CONCRETE CONSTRUCTION SHALL COMPLY WITH ACI 117.
5. CONCRETE MATERIALS SHALL COMPLY WITH THE FOLLOWING:

A. CEMENT:	TYPE II ASTM C150
B. BLENDED CEMENT:	TYPE IS (MS) ASTM C595
C. WATER:	ASTM C1602
D. AGGREGATE:	ASTM C33
E. POZZOLAN:	ASTM C618
F. SILICA FUME:	ASTM C1240
G. BLAST FURNACE SLAG	ASTM C989
H. FLY ASH	ASTM C618 CLASS F
I. AIR ENTRAINMENT:	ASTM C260
J. ADMIXTURES:	ASTM C494:

6. NON-SHRINK GROUT SHALL CONFORM TO ASTM C1107. UNLESS OTHERWISE SPECIFIED, GROUT SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 5,000 PSI AT 28 DAYS.
7. JOINT SEALANTS SHALL BE A MULTI-PART POLYSULFIDE OR POLYURETHANE NON-SAG SEALANT COMPLYING WITH ASTM C920 GRADE 25 OR GREATER, CLASS M AND SHALL BE APPROVED BY THE ENGINEER. BACKING RODS SHALL BE THE CLOSED CELL POLYETHYLENE TYPE COMPLYING WITH ASTM C1330. SUBMIT MANUFACTURER'S INFORMATION DEMONSTRATING THAT SEALANT AND BACKING ROD MEETS SPECIFICATIONS.
8. JOINT FILLER SHALL BE CLOSED CELL NEOPRENE SPONGE RUBBER CONFORMING TO AASHTO M153 TYPE 1.
9. CONTRACTOR SHALL SUBMIT DETAILED REINFORCEMENT SHOP DRAWINGS OF ALL CONCRETE COMPONENTS TO THE PROJECT ENGINEER FOR APPROVAL BEFORE ORDERING MATERIAL.
10. CONCRETE COVER FOR REINFORCEMENT SHALL BE A MINIMUM OF 3 INCHES CLEAR U.N.O. CLEARANCE OF LESS THAN 3 INCHES WILL NOT BE ACCEPTED AND WILL BE REWORKED AT NO COST TO THE OWNER.
11. FORMWORK FOR CONCRETE SHALL BE DESIGNED BY THE CONTRACTOR AND SHALL COMPLY WITH ACI 347.
12. FORM TIES AND REINFORCEMENT CHAIRS SHALL BE MADE OF NON-CORROSIVE MATERIAL SUCH AS PLASTIC OR STAINLESS STEEL.
13.
14.
15. LAP SPLICES FOR REINFORCEMENT SHALL BE AS FOLLOWS UNLESS NOTED OTHERWISE:

#3 TO # 6 BARS	
BOTTOM BARS:	34 BAR DIAMETERS
TOP, SIDE, OR OTHER BARS:	44 BAR DIAMETERS
#7 BARS AND LARGER	
BOTTOM BARS:	55 BAR DIAMETERS
TOP, SIDE, OR OTHER BARS	72 BAR DIAMETERS

16. ENGINEER OBSERVATION: THE CONTRACTOR SHALL NOT PLACE ANY CONCRETE BEFORE THE ENGINEER HAS OBSERVED ALL FORMWORK AND REINFORCEMENT PLACEMENT, PRIOR TO THE INSTALLATION OF CONCRETE INTO THE FORMWORK. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER ON EXPECTED OBSERVATION TIMES.
17. ALL REINFORCED CONCRETE SHALL BE PLACED MONOLITHICALLY UNLESS A CONSTRUCTION OR EXPANSION JOINT IS CLEARLY SHOWN ON THE DRAWINGS. CONTRACTOR TO SUBMIT SHOP DRAWINGS IF CONSTRUCTION JOINTS OR EXPANSION JOINTS ARE REQUIRED BEYOND THOSE DEPICTED IN THE DRAWINGS.
18. FOR NON-HOT WEATHER CONDITIONS, CONCRETE SHALL BE PLACED WITHIN 90 MINUTES OF BATCHING UNLESS OTHERWISE APPROVED BY THE ENGINEER IN A SUBMITTAL REQUEST AT LEAST 14 DAYS BEFORE PLACEMENT. INCLUDE TIME TO INITIAL SET PER ASTM C403 IN THE SUBMITTAL REQUEST.
19. JOBSITE ADDITION OF WATER TO THE CONCRETE MIX IS STRICTLY FORBIDDEN UNLESS AGREED UPON BY THE ENGINEER IN WRITING PRIOR TO PLACEMENT. APPROVAL BY THE ENGINEER (FOR ADDING WATER) DOES NOT GUARANTEE OR IMPLY FINAL ACCEPTANCE OF THE CONCRETE.
20. UNAUTHORIZED JOBSITE ADDITIONS OF WATER MAY RESULT IN THE CONCRETE BEING REJECTED AND MAY REQUIRE DEMOLITION OF THE CONCRETE AT NO EXPENSE TO THE OWNER OR ENGINEER.
21. IF JOBSITE ADDITION OF WATER IS AGREED UPON BY THE ENGINEER, THE CONTRACTOR SHALL ENSURE THE FOLLOWING:

TAYLOR ENGINEERING INC.
10151 DEERWOOD PARK BLVD.
BLDG. 300, SUITE 300
JACKSONVILLE, FLORIDA 32256
(904)-731-7040
1675 PALM BEACH LAKES, SUITE 210
WEST PALM BEACH, FLORIDA 33401
(561)-640-7310
CERTIFICATE OF AUTHORIZATION # 4815

AVCON, INC.
ENGINEERS & PLANNERS
5555 E. MICHIGAN ST., SUITE 200 - ORLANDO, FL 32822-2779
OFFICE: (407) 599-1122 - FAX: (407) 599-1133
CORPORATE CERTIFICATE OF AUTHORIZATION NUMBER: 5057
www.avconinc.com

TAYLOR ENGINEERING INC.

PERMIT DOCUMENTS

HUGH C. VERKERK FLORIDA P.E.# 38031

LEESBURG INTERNATIONAL AIRPORT

TAXIWAY A EXTENSION AND SEAPLANE RAMP

GENERAL NOTES

ATTENTION:
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SCALE: AS NOTED

REVISIONS:

NO.	DATE	BY	DESCRIPTION

PERMIT DOCUMENTS

DESIGNED BY: RJD / RMD
DRAWN BY: RLJ
CHECKED BY: CAS
APPROVED BY: HVC
DATE: JULY 2016

AVCON PROJECT NO. 2015.236.02
TAYLOR PROJECT NO. C2014-080-01

SHEET NUMBER

S001.1

SHEET NO. OF

A. PRIOR TO PLACING ANY CONCRETE THE CONTRACTOR SHALL HOLD A PRE-CONSTRUCTION MEETING TO ESTABLISH PROPER PROCEDURES FOR JOBSITE ADDITION OF WATER AS WELL AS TO DETERMINE WHO IS AUTHORIZED TO REQUEST A JOBSITE WATER ADDITION.

B. JOBSITE ADDITION OF WATER SHALL COMPLY WITH ASTM C94.

C. A MINIMUM OF 4 CONCRETE SAMPLE CYLINDERS SHALL BE TAKEN AND TESTED AFTER THE ADDITION OF WATER TO THE CONCRETE. THE AMOUNT OF WATER ADDED AND THE ESTIMATED REMAINING CUBIC YARDAGE OF CONCRETE IN THE TRUCK SHALL BE RECORDED. THIS INFORMATION AND THE SAMPLE (CYLINDER) NUMBERS SHALL BE SUPPLIED TO THE ENGINEER WITHIN 48 HRS.

D. THE ADDITION OF WATER SHALL NOT RESULT IN AN EXCEEDANCE OF THE MAXIMUM W/C RATIO OR MAXIMUM SLUMP.

E. THE SUPPLIERS BATCH TICKET SHALL INDICATE THE W/C RATIO AS BATCHED AND CLEARLY INDICATE THE VOLUME OF WATER WITHHELD AT THE BATCH PLANT.

F. THE READY-MIX TRUCK SHALL CONTAIN A VISIBLE WATER METER TO ACCURATELY QUANTIFY THE VOLUME OF WATER ADDED AT THE JOBSITE.

G. THE READY-MIX TRUCK SHALL PROVIDE AN ADDITIONAL 30 REVOLUTIONS OF THE MIXER DRUM AFTER THE ADDITION OF WATER.

H. WHEN WATER IS ADDED TO THE CONCRETE AT THE JOBSITE, THE CONTRACTOR'S GEOTECHNICAL/MATERIAL TESTING TECHNICIAN IN CHARGE OF OVERSEEING CONCRETE TESTING (OR THE CONTRACTOR'S GEOTECHNICAL/MATERIAL TESTING ENGINEER) SHALL BE PRESENT ON THE JOB SITE AND SHALL RECORD ALL DATA AS REQUIRED HEREIN.

22. CONCRETE SHALL NOT BE PLACED WHEN THE OUTSIDE TEMPERATURE IS 40 DEGREES FAHRENHEIT AND FALLING.

23. HOT WEATHER CONCRETING SHALL BE DEFINED AS PLACEMENT OF CONCRETE WHEN THE FORECASTED HIGH TEMPERATURES ARE PREDICTED TO REACH 90 DEGREES FAHRENHEIT OR ABOVE WITHIN 72 HOURS OF CONCRETE PLACEMENT OR WHENEVER WARM TEMPERATURES COMBINE WITH WINDY CONDITIONS CAUSE EXCESSIVE MOISTURE LOSS IN THE CONCRETE. PLACEMENT OF CONCRETE IN HOT WEATHER SHALL COMPLY WITH THE FOLLOWING AND WITH ACI 305R.EXCEPT AS MODIFIED HEREIN:

A. THE CONTRACTOR SHALL PLACE CONCRETE WITHIN 60 MINUTES OF BATCHING FOR HOT WEATHER CONCRETING.

B. THE CONTRACTOR SHALL CURE THE CONCRETE IN ACCORDANCE WITH METHOD 1 OR METHOD 2 IN THE CURING SECTION OF THIS SPECIFICATION.

24. ALL CONCRETE SHALL BE CONSOLIDATED (VIBRATED) PER ACI RECOMMENDATIONS UNLESS OTHERWISE APPROVED BY THE ENGINEER.

25. WALKING SURFACES SHALL BE BROOM FINISHED U.N.O.

26. FORMED SURFACES SHALL BE TROWELLED WHERE EXPOSED. WHERE FORMED FINISHED ARE NOT EXPOSED, THE CONTRACTOR SHALL COMPLETELY REMOVE FINS AND OTHER PROJECTIONS UPON REMOVAL OF THE FORMWORK.

27. CURING: CONCRETE SHALL BE CURED AS OUTLINED HEREIN FOR A MINIMUM OF 7 DAYS. THE USE OF METHOD 3 (MEMBRANE CURING) IS RESTRICTED TO CONCRETE SLABS LESS THAN 12 INCHES THICK AND HAVING AN AREA GREATER THAN 1000 SQUARE FEET. CURING PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

A. METHOD 1 -CONTINUOUS MOIST CURING: APPLY CONTINUOUS MOIST CURING BY THE CONTINUOUS APPLICATION OF CURING WATER USING SPRINKLERS, SOAKER HOSES, OR PONDING. SOAKER HOSES SHALL BE COMBINED WITH CONTINUOUS COVERING SUCH AS BURLAP, CURING BLANKETS, ETC. KEEP FORMS WET FOR 7 DAYS OR UNTIL REMOVAL. SURFACES EXPOSED UPON REMOVAL OF FORMS SHALL BE CURED AS PREVIOUSLY DESCRIBED. FORMS COVERING THE BOTTOM SURFACES OF MEMBERS SHALL STAY IN PLACE FOR A MINIMUM OF 7 DAYS OR CONTRACTOR SHALL PROVIDE AN ENGINEER APPROVED ACCEPTABLE CURING METHOD FOR BOTTOM SURFACES. CONTINUE CURING FOR A MINIMUM OF 7 DAYS.

B. METHOD 2 -MOIST CURING: AS SOON AS CONCRETE HAS SET SUFFICIENTLY, APPLY MOIST CURING BY APPLYING WATER TO THE CONCRETE SURFACE AND COVERING WITH BURLAP OR WITH PLASTIC SHEETING. APPLY ADDITIONAL WATER TO WET THE BURLAP OR WET THE CONCRETE SURFACE BENEATH THE PLASTIC SHEETING AT INTERVALS NECESSARY TO MAINTAIN MOISTURE OVER THE ENTIRE CONCRETE SURFACE (MINIMUM TWICE DAILY). DO NOT ALLOW THE CONCRETE SURFACE TO DRY OUT BETWEEN APPLICATIONS OF WATER. KEEP FORMS WET FOR 7 DAYS OR UNTIL REMOVAL. SURFACES EXPOSED UPON REMOVAL OF FORMS SHALL BE CURED AS DESCRIBED ABOVE. FORMS COVERING THE BOTTOM SURFACE SHALL STAY IN PLACE FOR A MINIMUM OF 7 DAYS OR CONTRACTOR SHALL PROVIDE AN ENGINEER APPROVED ACCEPTABLE CURING METHOD FOR BOTTOM SURFACES. CONTINUE MOIST CURING OF CONCRETE FOR A MINIMUM OF 7 DAYS.

C. METHOD 3 - LIQUID MEMBRANE-FORMING CURING COMPOUNDS: APPLY CHLORINATED-RUBBER BASED CURING COMPOUND MEETING THE REQUIREMENTS OF ASTM C309 IMMEDIATELY AFTER FINISHING. USE A POWER SPRAYER FOR FAST APPLICATION AND APPLY CURING COMPOUND IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS. FORMS SHALL BE KEPT WET UNTIL REMOVAL. APPLY CURING COMPOUND TO ALL AREAS WHERE FORMWORK IS REMOVED BEFORE 7 DAYS. CURING COMPOUND SHALL BE REMOVED FROM ALL VISIBLE SURFACES OR AS INSTRUCTED BY THE ENGINEER. DO NOT REMOVE CURING COMPOUND FOR SEVEN DAYS UNLESS OTHERWISE APPROVED BY THE ENGINEER.

28. CONCRETE SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 70% OF THE SPECIFIED COMPRESSIVE STRENGTH BEFORE FORMWORK IS REMOVED. THE CONTRACTOR SHALL NOT REMOVE FORMWORK FOR A MINIMUM OF 72 HOURS FOLLOWING CONCRETE PLACEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER IN WRITING VIA THE SUBMITTAL PROCESS.

29. CONCRETE STRENGTH REQUIREMENTS NOTED HEREIN AND ON THE DRAWINGS ARE 28 DAY COMPRESSIVE STRENGTH AS DETERMINED BY ASTM C39 USING STANDARD CYLINDERS.

30. ACCEPTANCE OF CONCRETE STRENGTH TESTS SHALL BE IN ACCORDANCE WITH SECTION 5.6 OF ACI 318.

31. ACCEPTANCE OF THE CONCRETE SHALL BE DETERMINED SOLELY BY THE ENGINEER AND SHALL BE BASED ON THE FOLLOWING CRITERIA:

A. CONCRETE MEETING THE SPECIFIED MINIMUM STRENGTH CRITERIA.

B. THE ABSENCE OF STRUCTURAL CRACKING AND/OR PLASTIC SHRINKAGE CRACKS.

C. GOOD WORKMANSHIP AND CONCRETE MEETING PLACEMENT TOLERANCES.

D. PROPER FINISHING INCLUDING THE GROUTING OF FORMWORK MOUNTING HOLES, FORM-TIE HOLES, ETC.

E. PROPER CURING AND FORMWORK REMOVAL.

F. PROPER INSTALLATION OF EXPANSION AND CONSTRUCTION JOINTS.

G. INSTALLATION IN ACCORDANCE WITH THESE SPECIFICATIONS.

32. REASONS FOR REJECTION OF CONCRETE: CONCRETE MAY BE REJECTED BASED ON INADEQUACIES RELATED TO THE ACCEPTANCE CRITERIA LISTED ABOVE AS DETERMINED BY THE ENGINEER.

33. REJECTED CONCRETE SHALL BE DEMOLISHED IN ACCORDANCE WITH THE ENGINEER'S INSTRUCTIONS AND DISPOSED OF OFFSITE AT NO COST TO THE OWNER.

34. THE CONTRACTOR SHALL REPLACE REJECTED CONCRETE IN ACCORDANCE WITH THESE SPECIFICATIONS AT NO COST TO THE OWNER.

CONCRETE MIX DESIGNS

1. UNLESS MODIFIED HEREIN, CONCRETE MIX DESIGNS SHALL COMPLY WITH THE FOLLOWING:

A. MAXIMUM CHLORIDE CONTENT:	0.34 LB/CY UNLESS OTHERWISE APPROVED BY THE ENGINEER
B. MAXIMUM AGGREGATE SIZE:	1 INCH DIAMETER (#57 STONE ACCEPTABLE)
C. AIR ENTRAINMENT:	2-6% UNLESS OTHERWISE APPROVED BY THE ENGINEER.
D. SLUMP:	2-4 INCHES (3-7 WHERE H.R.W.R.s ARE USED)

2. CONCRETE MIX DESIGN FOR ALL CAST-IN-PLACE (EXCEPT CONCRETE FOOTER) AND PRESTRESSED MEMBERS SHALL CONFORM TO THE FOLLOWING:

A. COMPRESSIVE STRENGTH AT 28 DAYS:	5,000 PSI MINIMUM
B. MINIMUM CEMENTITIOUS MATERIALS CONTENT:	658 LB/CY
C. WATER TO CEMENTITIOUS MATERIALS RATIO:	0.40 MAXIMUM
D. FLY ASH:	18% TO 25%

CONCRETE CONSTRUCTION TESTING REQUIREMENTS

1. SAMPLE AND TEST CONCRETE A MINIMUM OF ONCE EACH DAY DURING CONCRETE PLACEMENT AND FOR EVERY 30 CUBIC YARDS OF CONCRETE PLACED OR WHENEVER WATER IS ADDED TO THE MIX (UNLESS CLEARLY SHOWN ON THE BATCH TICKET THAT THE SPECIFIED WATER CONTENT WAS NOT ALL ADDED AT THE PLANT). MAKE A MINIMUM OF FOUR STANDARD SIZE TEST CYLINDERS. BREAK AT LEAST 1 CYLINDER AT 7 DAYS, AND 2 CYLINDERS AT 28 DAYS. HOLD AT LEAST ONE IN RESERVE. IDENTIFY ON TEST RESULTS THE STRUCTURE AND BATCH PLACEMENT LOCATION REPRESENTED BY THE TEST RESULTS.

2. TEST CONCRETE FOR THE FOLLOWING:

A. COMPRESSIVE STRENGTH PER ASTM C39
B. SLUMP PER ASTM C143
C. TEMPERATURE PER ASTM 1064
D. AIR ENTRAINMENT PER ASTM C231 OR C173

CONCRETE PRE-CONSTRUCTION SUBMITTALS

1. MIX DESIGN FOR EACH MIX USED (EXCEPT CONCRETE FOOTER MIX).

2. CERTIFICATION OR DOCUMENTATION THAT CONCRETE MATERIALS MEETS SPECIFICATIONS. THIS INCLUDES REINFORCEMENT, CEMENT, AGGREGATES, POZZALANS, ADMIXTURES, CHAIRS, FORM TIES, ETC.

3. CURING PLAN AND PROPOSED CURING METHODS.

4. WATER SOURCE FOR CURING.

5. DETAILED REINFORCEMENT SHOP DRAWINGS.

CONCRETE CONSTRUCTION SUBMITTALS

1. ----------

2. CONCRETE TESTING RESULTS (WITHIN 3 DAYS AFTER TESTING).

PILE INSTALLATION, MONITORING AND PDA TESTING

1. THE CONCRETE PILE BEARING CAPACITY SHALL BE VERIFIED BY PDA TESTING PERFORMED BY THE DYNAMIC TESTING CONSULTANT.

2. THE CONTRACTOR SHALL ENGAGE A QUALIFIED GEOTECHNICAL ENGINEERING FIRM TO OBSERVE AND RECORD PILE INSTALLATION AND SERVE AS THE DYNAMIC TESTING CONSULTANT. THIS FIRM SHALL PREPARE THE PILE DYNAMIC ANALYZER TESTING PLAN AND PERFORM THE PILE DYNAMIC ANALYZER (PDA) TESTING. THE CONTRACTOR SHALL SUBMIT THE QUALIFICATIONS OF THE FIRM TO THE ENGINEER FOR APPROVAL. THE DYNAMIC TESTING CONSULTANT SHALL BE A LICENSED PROFESSIONAL ENGINEER LICENSED IN THE STATE OF FLORIDA AND HAVE A MINIMUM OF THREE YEARS EXPERIENCE IN PDA TESTING AND DATA INTERPRETATION. COSTS FOR THE DYNAMIC TESTING CONSULTANT AND PDA TESTING SHALL BE INCLUDED IN THE BID PRICE FOR PILE INSTALLATION. COST FOR STATIC LOAD TESTING OF PILES (IF REQUIRED BY THE DYNAMIC TESTING CONSULTANT) SHALL ALSO BE INCLUDED IN THE BID PRICE.

PILE INSTALLATION

1. THE CONTRACTOR SHALL BID CONCRETE PILES 5 FEET LONGER THAN THE ESTIMATED LENGTH WITH THE INTENT OF CUTTING THE PILES TO THE DESIGNED ELEVATION.

2. THE CONTRACTOR SHALL ORDER TEST PILES A MINIMUM OF 5 FEET LONGER THAN THE ESTIMATED LENGTH, WITH THE INTENT OF DRIVING TEST PILES TO THE ESTIMATED TIP ELEVATION AND CUTTING THE PILES TO THE DESIGNED ELEVATION.

3. THE CONTRACTOR SHALL ORDER PRODUCTION PILES TO THE LENGTH DETERMINED BY THE PDA TESTING PROGRAM, BUT NOT SHORTER THAN THE MINIMUM EMBEDMENT LENGTH PLUS 5 FEET, WITH THE INTENT OF CUTTING THE PILES TO THE DESIGNED ELEVATION. UNLESS OTHERWISE STATED BY THE OWNER, PAYMENT FOR THE PRODUCTION PILES SHALL BE BY THE UNIT ORDERED (LINEAR FEET).

4. INSTALL PILES TO THE SPECIFIED MINIMUM TIP ELEVATION OR DEEPER AS NECESSARY TO REACH THE SPECIFIED BEARING CAPACITY. INSTALLING PILES TO LESS THAN THE SPECIFIED MINIMUM DEPTH DUE TO PENETRATION PROBLEMS SHALL ONLY BE PERMITTED AFTER REVIEW BY THE ENGINEER. PILES SHALL BE DRIVEN AT THE LOCATION, ALIGNMENT AND ELEVATIONS AS INDICATED ON THE DESIGN DRAWINGS OR ON APPROVED CONTRACTOR SHOP DRAWINGS.

5. SPLICING OF PILES SHALL NOT BE PERMITTED.

6. PILES SHALL BE DRIVEN PLUMB OR BATTERED AS INDICATED ON THE CONSTRUCTION DRAWINGS AND SHALL NOT EXCEED THE TOLERANCES OR VARY FROM TRUE LINE AND GRADE BY MORE THAN THE FOLLOWING LIMITS UNLESS AUTHORIZED IN WRITING BY THE ENGINEER.

MAXIMUM DEVIATIONS	
CONSTRUCTION DRAWINGS LOCATION	2 INCHES
TOP OF PILE ELEVATION	PLUS OR MINUS 1 INCH
PLUMB NORMAL PERPENDICULAR LINE	1/8 IN PER FOOT OF LENGTH
BATTER IN DIRECTION OF BATTER LINE	1/8 IN PER FOOT OF LENGTH

7. IF THE ENGINEER SUSPECTS THAT PILES HAVE BEEN DAMAGED DURING INSTALLATION, THE CONTRACTOR SHALL EXTRACT THE PILES INDICATED BY THE ENGINEER FOR INSPECTION. IF UNDAMAGED, THE CONTRACTOR SHALL THEN RE-DRIVE THE PILE TO THE SPECIFIED DEPTH. EXTRACTION AND RE-DRIVING SHALL BE PERFORMED AT NO COSTS TO THE OWNER.

8. PILES THAT ARE DAMAGED DURING HANDLING OR DRIVING SHALL BE REPLACED OR REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

MONITORING AND PDA TESTING

1. PRECONSTRUCTION WAVE EQUATION ANALYSES: AT LEAST TEN DAYS PRIOR TO DRIVING THE TEST PILES, THE CONTRACTOR SHALL SUBMIT PILE DRIVING EQUIPMENT INFORMATION TO THE ENGINEER AND THE DYNAMIC TESTING CONSULTANT. THE DYNAMIC TESTING CONSULTANT SHALL USE THE SUBMITTED INFORMATION TO PERFORM WAVE EQUATION ANALYSES AND SHALL PREPARE A SUMMARY REPORT OF THE WAVE EQUATION RESULTS. THE WAVE EQUATION ANALYSES SHALL BE USED TO ASSESS THE ABILITY OF THE PROPOSED DRIVING SYSTEM TO INSTALL THE PILE TO THE REQUIRED CAPACITY AND DESIRED PENETRATION DEPTH WITHOUT EXCEEDING ALLOWABLE PILE (MATERIAL) STRESSES.

2. THE LENGTH OF FABRICATED PILES (ORDERED LENGTH) SHALL BE DETERMINED BY THE DYNAMIC TESTING CONSULTANT AND BASED ON PDA TEST PILE PROGRAM.

3. APPROVAL OF THE PROPOSED DRIVING SYSTEM BY THE ENGINEER SHALL BE BASED UPON THE WAVE EQUATION ANALYSES INDICATING THAT THE PROPOSED DRIVING SYSTEM CAN DEVELOP A PILE CAPACITY OF AT LEAST 2.0 TIMES THE ALLOWABLE DESIGN LOAD AT A DRIVING RESISTANCE WITHIN ALLOWABLE PILE STRESS LIMITS. THE HAMMER SHOULD ALSO BE SIZED OR ADJUSTABLE SUCH THAT THE PENETRATION PER BLOW AT THE REQUIRED ULTIMATE CAPACITY DOES NOT EXCEED 0.5 INCHES.

4. A NEW PILE DRIVING SYSTEM, MODIFICATIONS TO EXISTING SYSTEM, OR NEW PILE INSTALLATION PROCEDURES SHALL BE PROPOSED BY THE CONTRACTOR IF THE PILE INSTALLATION STRESSES CALCULATED BY WAVE EQUATION ANALYSIS OR DERIVED FROM THE PILE DRIVING ANALYZER MEASUREMENTS EXCEED THE MAXIMUM VALUES SPECIFIED BY THE DYNAMIC TESTING CONSULTANT.

5. DYNAMIC MONITORING SHALL BE PERFORMED USING A PILE DRIVING ANALYZER (MODEL PAK, PAX OR PAL). ALL EQUIPMENT NECESSARY FOR THE DYNAMIC MONITORING SUCH AS SENSORS, CABLES OR WIRELESS TRANSMITTERS, ETC., SHALL BE FURNISHED BY THE DYNAMIC TESTING CONSULTANT. THE EQUIPMENT SHALL CONFORM TO THE REQUIREMENTS OF ASTM D4945.

6. DRIVEN PILES ARE GENERALLY CONSIDERED TO BE AT REFUSAL WHEN MORE THAN 20 BLOWS OF THE HAMMER ARE REQUIRED TO PRODUCE A TOTAL PENETRATION OF 1 INCH OR LESS. HARD OR EXCESSIVE DRIVING SHALL BE AVOIDED TO ENSURE THE INTEGRITY OF THE PILE IS MAINTAINED AND TO AVOID ANY EXCESSIVE COMPRESSIVE OR TENSILE STRESS WHICH MIGHT DAMAGE THE PILE. THE CONTRACTOR SHALL NOT EXCEED THE BLOW COUNT OR HAMMER ENERGY DEFINED BY THE DYNAMIC TESTING CONSULTANT. THIS IS THE LIMIT THAT CAN BE APPLIED TO THE PILE WITHOUT EXCEEDING PILE STRESSES, WHICH COULD DAMAGE THE PILE. MAXIMUM DRIVING STRESSES IN THE CONCRETE PIPE PILE SHALL BE SPECIFIED BY THE DYNAMIC TESTING CONSULTANT, BUT IN NO CASE SHALL DRIVING STRESSES EXCEED 90 PERCENT OF THE YIELD STRENGTH.

7. SHOULD THE DYNAMIC TESTING CONSULTANT DETERMINE THAT, IN ADDITION TO PDA TESTING, STATIC LOAD TESTING IS NECESSARY TO FURTHER CHARACTERIZE PILE LOAD CARRYING CAPACITY OR DETERMINE REQUIRED INSTALLATION PARAMETERS, THE DYNAMIC TESTING CONSULTANT MAY DEVELOP STATIC LOAD TESTING PLAN AND SUBMIT THIS PLAN TO THE ENGINEER FOR APPROVAL.

8. TEST PILE PROGRAM: DYNAMIC TESTING SHALL BE PERFORMED ON THE NUMBER OF TEST PILES SPECIFIED BY THE DYNAMIC TESTING CONSULTANT BUT NOT LESS THAN THREE PILES. PILES SHALL BE TESTED FOR THE ENTIRE LENGTH OF PENETRATION AND DURING RESTRIKE. THE NUMBER OF DAYS UNTIL RESTRIKE SHALL BE DETERMINED BY THE DYNAMIC TESTING CONSULTANT. CAPWAP ANALYSES OF THE DYNAMIC PILE TESTING DATA SHALL BE PERFORMED ON DATA OBTAINED FROM THE END OF INITIAL DRIVING AND THE BEGINNING OF RESTRIKE ON ALL TEST PILES.

9. DYNAMIC TESTING CONSULTANT TEST PILE REPORT: THE DYNAMIC TESTING CONSULTANT SHALL PREPARE A WRITTEN REPORT OF THE TEST PILE PROGRAM AND SUBMIT THE REPORT TO THE ENGINEER FOR REVIEW BEFORE INSTALLATION OF PRODUCTION PILES. THIS REPORT SHALL INCLUDE THE MINIMUM/MAXIMUM BLOWCOUNTS AND SHALL CONTAIN A DISCUSSION OF THE PILE CAPACITY OBTAINED FROM THE DYNAMIC AND STATIC TESTING. THE REPORT SHALL ALSO DISCUSS HAMMER AND DRIVING SYSTEM PERFORMANCE, DRIVING STRESS LEVELS, AND PILE INTEGRITY.

10. THE DYNAMIC TESTING CONSULTANT SHALL DETERMINE IF A REFINED WAVE EQUATION ANALYSIS IS WARRANTED BASED UPON THE RESULTS FROM INITIAL TESTING.

11. THE CONTRACTOR SHALL ENSURE THAT PILES OF ADEQUATE LENGTH ARE ORDERED. PILE SPLICES ARE NOT ALLOWED. PILES FAILING TO MEET BEARING REQUIREMENTS SHALL BE REMOVED AND REPLACED AT NO COST TO THE OWNER.

12. PDA TESTING OF PRODUCTION PILES: THE DYNAMIC TESTING CONSULTANT SHALL DETERMINE THE NUMBER OF PRODUCTION PILES TO PERFORM PDA TESTING ON BUT THIS NUMBER SHALL NOT BE LESS THAN 10% OF THE TOTAL NUMBER OF PILES OF THAT SIZE/BEARING CAPACITY. PRODUCTION PILE TESTING SHALL BE PERFORMED DURING INITIAL DRIVING AND RESTRIKING AS NECESSARY TO MONITOR HAMMER AND DRIVE SYSTEM PERFORMANCE, ASSESS PILE INSTALLATION STRESSES, AND TO EVALUATE PILE CAPACITY.

13. CAPWAP ANALYSES SHALL BE PERFORMED ON AT LEAST 50% OF THE PRODUCTION PILES DYNAMICALLY TESTED UNLESS OTHERWISE APPROVED BY THE ENGINEER.

14. PRODUCTION PILE PDA FIELD REPORTS: THE DYNAMIC TESTING CONSULTANT SHALL E-MAIL THE RESULTS OF PRODUCTION PILE PDA TESTING TO THE ENGINEER WITHIN 48 HOURS OF TESTING.

15. THE DYNAMIC TESTING CONSULTANT SHALL DETERMINE A REQUIRED MINIMUM AND MAXIMUM BLOWCOUNT BASED ON THE RESULTS OF THE PDA TESTING. ALL PILES NOT SPECIFICALLY PDA TESTED SHALL MEET THE SPECIFIED BLOWCOUNT CRITERIA.

16. THE ENGINEER MAY REQUEST ADDITIONAL PILES TO BE DYNAMICALLY TESTED IF THE HAMMER AND/OR DRIVING SYSTEM IS REPLACED OR MODIFIED, THE PILE TYPE OR INSTALLATION PROCEDURES ARE MODIFIED, THE PILE CAPACITY REQUIREMENTS ARE CHANGED, UNUSUAL BLOW COUNTS OR PENETRATIONS ARE OBSERVED, OR ANY OTHER PILING BEHAVIOR DIFFER FROM NORMAL INSTALLATION. THE COSTS OF ADDITIONAL TESTING BECAUSE OF CONTRACTOR MODIFICATIONS OR CHANGES TO EQUIPMENT SHALL BE BORNE BY THE CONTRACTOR.

17. DYNAMIC TESTING CONSULTANT FINAL REPORT: BEFORE PLACING ANY REINFORCEMENT FOR THE PILE CAPS THE DYNAMIC TESTING CONSULTANT SHALL SUBMIT A FINAL REPORT OF THE PDA TESTING RESULTS AND THE PILE BEARING CAPACITY. THE REPORT SHALL INCLUDE HAMMER BLOWCOUNT RECORDS FOR ALL PILES, PDA TESTING RESULTS, AND A STATEMENT THAT ALL PILES MEET THE SPECIFIED BEARING AND MINIMUM TIP ELEVATION REQUIREMENTS. ALLOWABLE BEARING CAPACITY AS DETERMINED BY PDA TESTING SHALL USE A MINIMUM SAFETY FACTOR OF 2.0. THE REPORT SHALL BE SIGNED AND SEALED BY THE DYNAMIC TESTING CONSULTANT'S PROFESSIONAL ENGINEER LICENSED IN THE STATE THE PROJECT IS IN.

PILE INSTALLATION PRECONSTRUCTION SUBMITTALS

1. EQUIPMENT INFORMATION: A COMPLETE LIST AND DETAIL OF THE PILE DRIVING EQUIPMENT SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE COMMENCEMENT OF CONCRETE PILE DRIVING. IF AUGURING, JETTING, OR OTHER SOIL LOOSENING PROCEDURES WILL BE USED DURING INSTALLATION, SUBMIT A DETAILED PLAN, DESCRIPTION, AND QUALITY CONTROL PLAN TO THE ENGINEER FOR APPROVAL.

2. DYNAMIC TESTING CONSULTANT QUALIFICATIONS FOR PILE DYNAMIC ANALYZER (PDA) TESTING.

3. PILE DYNAMIC ANALYZER TESTING PLAN: THE CONTRACTOR SHALL SUBMIT A PILE DYNAMIC ANALYZER TESTING PLAN RECOMMENDED BY THE DYNAMIC TESTING CONSULTANT AT LEAST 14 DAYS BEFORE DRIVING TEST PILES. THE PLAN SHALL INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING:

A. SCHEDULE FOR TESTING
B. NUMBER OF TESTS RECOMMENDED FOR TEST PILES
C. NUMBER OF TESTS RECOMMENDED FOR PRODUCTION PILES
D. SUMMARY OF TESTING PROCEDURE
E. RECOMMENDED RE-STRIKE TESTING
F. WAVE EQUATION ANALYSIS
G. ESTIMATED PILE LENGTH
H. CERTIFICATION THAT THE TESTS SHALL BE PERFORMED IN ACCORDANCE WITH ASTM D4945

4. PRE-CONSTRUCTION WAVE EQUATION ANALYSIS TO DETERMINE SUITABILITY OF PROPOSED PILE DRIVING EQUIPMENT AND FINAL

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SCALE: AS NOTED

REVISIONS:

NO.	DATE	BY	DESCRIPTION

PERMIT DOCUMENTS

DESIGNED BY: RJD / RMD
DRAWN BY: RLJ
CHECKED BY: CAS
APPROVED BY: HVC
DATE: JULY 2016

AVCON PROJECT NO. 2015.236.02
TAYLOR PROJECT NO. C2014-080-01

SHEET NUMBER

S001.2

SHEET NO. OF

FABRICATED PILE LENGTH.

PILE INSTALLATION CONSTRUCTION SUBMITTALS

1. PROGRESS REPORTS AND INSTALLATION RECORDS: THE CONTRACTOR SHALL KEEP DETAILED DAILY INSTALLATION RECORDS AND SUBMIT THEM TO THE ENGINEER. THE REPORT SHALL SHOW WHICH PILES HAVE BEEN INSTALLED AND SHALL IDENTIFY ANY PILES NOT MEETING BEARING OR MINIMUM DEPTH REQUIREMENTS. REPORT RECORDS SHALL INCLUDE HAMMER BLOWCOUNTS FOR THE FULL PILE PENETRATION, HAMMER STROKE, EQUIPMENT USED, HAMMER SETTING, TIME STARTING AND STOPPING WHETHER AUGURING OR JETTING WAS USED, PRODUCTION RATES, AND PROBLEMS ENCOUNTERED.

2. NOTIFICATION OF PILE TESTING: THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING AT LEAST 5 DAYS PRIOR TO THE BEGINNING OF PILE TESTING. THE CONTRACTOR SHALL PROVIDE THE ENGINEER ACCESS TO EQUIPMENT AND PILE TEST DATA AS NEEDED.

3. DYNAMIC TESTING CONSULTANT TEST PILE REPORT: THE DYNAMIC TESTING CONSULTANT SHALL SUBMIT THE TEST PILE REPORT TO THE ENGINEER WITHIN 7 DAYS OF THE COMPLETION OF TESTING.

4. PRODUCTION PILES PDA TESTING FIELD REPORTS: SUBMIT PRELIMINARY RESULTS OF PDA TESTING TO THE ENGINEER WITHIN 48 HOURS OF TESTING.

5. DYNAMIC TESTING CONSULTANT FINAL REPORT: BEFORE PLACING ANY REINFORCEMENT FOR THE PILE CAPS THE DYNAMIC TESTING CONSULTANT SHALL SUBMIT A FINAL REPORT OF THE PDA TESTING RESULTS AND THE PILE BEARING CAPACITY. THE REPORT SHALL INCLUDE HAMMER BLOWCOUNT RECORDS FOR ALL PILES, PDA TESTING RESULTS, AND A STATEMENT THAT ALL PILES MEET THE SPECIFIED BEARING AND MINIMUM TIP ELEVATION REQUIREMENTS. THE REPORT SHALL BE SIGNED AND SEALED BY THE DYNAMIC TESTING CONSULTANT'S PROFESSIONAL ENGINEER LICENSED IN THE STATE THE PROJECT IS IN.

TIMBER DOCK

1. TIMBER DOCK SHALL CONSIST OF THE MATERIALS AND FASTENERS DESCRIBED IN THE CONSTRUCTION DRAWINGS.

2. ALL ABOVE GRADE TIMBER TO BE DESIGNATED AS AMERICAN WOOD PRESERVERS ASSOCIATED (AWPA) USE CATEGORY UC4A - GROUND CONTACT GENERAL USE. PRESERVATIVE TREATMENT SHALL MEET THE MINIMUM RETENTION LISTED IN AWPA U1, TABLE 3.0 FOR SAWN PRODUCTS - UC4A. THE TYPE OF PRESERVATIVE SHALL BE SELECTED BY THE SUPPLIER, BUT SHALL BE LISTED IN THE REFERENCED TABLE.

3. PRESSURE TREATMENT SHALL BE ACCOMPLISHED IN ACCORDANCE WITH AWPA STANDARDS AND IDENTIFIED WITH A QUALITY MARK BY AN APPROVED INSPECTION AGENCY AS CERTIFIED BY THE AMERICAN STANDARD LUMBER COMMITTEE (ALSC). TIMBER SHALL ALSO BEAR THE QUALITY MARK OF A CERTIFIED INSPECTION AGENCY SUCH AS THE SOUTHERN PINE INSPECTION BUREAU OR THE TIMBER PRODUCTS INSPECTION BUREAU.

4. TIMBER PILES SHALL CONFORM TO ASTM D-25 AND SHALL BE TREATED WITH 2.5 LBS/CF OF COPPER CROMATED ARSENIC (CCA) IN ACCORDANCE WITH THE AMERICAN WOOD PRESERVERS ASSOCIATION (AWPA).

5. PILE BEARING CAPACITY SHALL BE ESTIMATED BASED ON BLOWCOUNTS AND HAMMER STROKE INFORMATION OBTAINED DURING PILE DRIVING USING THE MODIFIED GATES FORMULA.

6. TIMBER PILES SHALL BE DRIVEN TO THE MINIMUM TIP ELEVATIONS SHOWN IN THE CONSTRUCTION DRAWINGS. PILES MAY BE JETTED WITH THE APPROVAL OF THE ENGINEER OF RECORD AND THE OWNER'S REPRESENTATIVE FOR CONSTRUCTION OBSERVATION. IN GENERAL, IF JETTING IS PERMITTED, PILES SHALL BE DRIVEN THE FINAL 5 FT OF PENETRATION UNLESS OTHERWISE APPROVED BY THE SPECIALTY ENGINEER AND OWNER. SPECIFIED BLOW COUNTS AND REQUIRED BEARING CAPACITY SHALL BE MET UPON FINAL PENETRATION. IF JETTING IS PERMITTED, THE OWNER RESERVES THE RIGHT TO REQUIRE THE CONTRACTOR TO PERFORM LATERAL LOAD TESTING ON PILES AS NECESSARY TO ENSURE ALL INSTALLED PILES MEET DESIGN SPECIFICATIONS.

TIMBER PILE INSTALLATION PRECONSTRUCTION SUBMITTALS

1. EQUIPMENT INFORMATION: A COMPLETE LIST AND DETAIL OF THE PILE DRIVING EQUIPMENT SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE COMMENCEMENT OF TIMBER PILE DRIVING. IF AUGURING, JETTING, OR OTHER SOIL LOOSENING PROCEDURES WILL BE USED DURING INSTALLATION, SUBMIT A DETAILED PLAN, DESCRIPTION, AND QUALITY CONTROL PLAN TO THE ENGINEER FOR APPROVAL.

TIMBER PILE INSTALLATION CONSTRUCTION SUBMITTALS

1. PROGRESS REPORTS AND INSTALLATION RECORDS: THE CONTRACTOR SHALL KEEP DETAILED DAILY INSTALLATION RECORDS AND SUBMIT THEM TO THE ENGINEER. THE REPORT SHALL SHOW WHICH PILES HAVE BEEN INSTALLED AND SHALL IDENTIFY ANY PILES NOT MEETING BEARING OR MINIMUM DEPTH REQUIREMENTS. REPORT RECORDS SHALL INCLUDE HAMMER BLOWCOUNTS FOR THE FULL PILE PENETRATION, HAMMER STROKE, EQUIPMENT USED, HAMMER SETTING, TIME STARTING AND STOPPING WHETHER AUGURING OR JETTING WAS USED, PRODUCTION RATES, AND PROBLEMS ENCOUNTERED.

TEMPORARY STRUCTURES

1. TEMPORARY STRUCTURES FOR SUPPORTING CRANE LOADS, VEHICULAR, OR OTHER HEAVY LOADING SHALL BE DESIGNED BY THE CONTRACTOR. DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER AND MARKED FOR INFORMATION ONLY. DRAWINGS SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER CURRENTLY LICENSED IN THE STATE OF FLORIDA.

ALUMINUM FLOATING DOCK AND GANGWAY

1. THE CONTRACTOR SHALL EMPLOY A REPUTABLE PROPRIETARY MANUFACTURER TO SUPPLY FLOATING DOCKS AND GANGWAYS AND ALL COMPONENTS. THE MANUFACTURER OR CONTRACTOR SHALL ENGAGE A PROFESSIONAL ENGINEER CURRENTLY REGISTERED IN THE STATE OF FLORIDA TO DESIGN THE FLOATING DOCKS, ANCHOR PILES, AND GANGWAYS. THE CONTRACTOR SHALL SUBMIT CALCULATIONS AND DRAWINGS FOR APPROVAL BEFORE ORDERING MATERIAL. THE CALCULATIONS AND DRAWINGS SHALL BE SIGNED AND SEALED BY A REGISTERED PROFESSIONAL ENGINEER CURRENTLY REGISTERED IN THE STATE OF FLORIDA.

2. THE CONTRACTOR SHALL REFER TO WRITTEN SPECIFICATION SECTION 35 51 13 - FLOATING DOCKS, ANCHOR PILES, AND GANGWAY FOR FURTHER DESIGN, MATERIAL, AND INSTALLATION REQUIREMENTS.

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NO.	DATE	BY	DESCRIPTION

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DESIGNED BY: RJD / RMD

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CHECKED BY: CAS

APPROVED BY: HVC

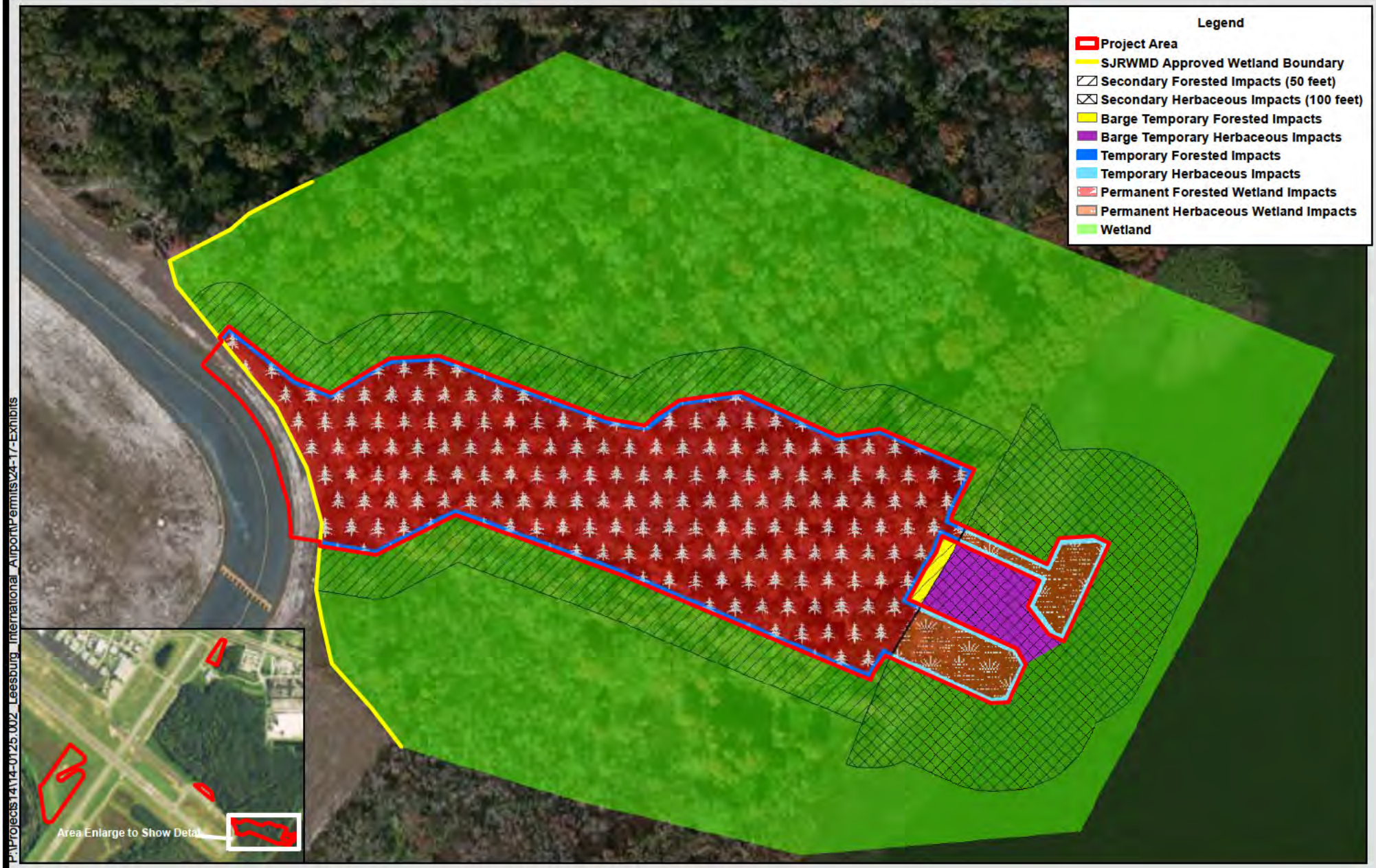
DATE: JULY 2016

AVCON PROJECT NO. 2015.236.02
TAYLOR PROJECT NO. C2014-080-01

SHEET NUMBER

S001.3

SHEET NO. OF



DRMP

July 2016

Wetland Impacts Map

Taxilane and Seaplane Ramp
Leesburg International Airport

Lake County, Florida

N
W E
S
0 75 150
Feet

Data Source:
Aerial Photos: ESRI World Imagery 2016
2015 DRMP Delineation Wetland Boundary

LEESBURG EST. 1857

Figure
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