

GENERAL NOTES:

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS, LICENSES, ETC. REQUIRED BY LOCAL, STATE, AND FEDERAL AGENCIES. NO SEPARATE PAY ITEM.
- ANY LISTED MANUFACTURER'S EQUIPMENT SHALL MEAN THAT LISTED ITEM OR AN APPROVED EQUIVALENT.
- BORING LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE.
- FIELD SURVEY INFORMATION WAS PROVIDED BY:

NXL CONSTRUCTION SERVICES, INC.
4515 DALY DRIVE, SUITE H
CHANTILLY, VA 20151
- THE OWNER RESERVES THE RIGHT TO CONTRACT AND PERFORM OTHER OR ADDITIONAL WORK ADJACENT TO AND WITHIN THE WORK AREA COVERED BY THIS CONTRACT. WHEN SEPARATE CONTRACTS ARE LET WITHIN THE LIMITS OF ANY ONE PROJECT, EACH CONTRACTOR SHALL CONDUCT THEIR WORK SO AS NOT TO INTERFERE WITH OR HINDER THE PROGRESS OR THE COMPLETION OF THE WORK BEING COMPLETED BY OTHER CONTRACTORS. THE CONTRACTORS WORKING ON THE SAME PROJECT SHALL COOPERATE WITH EACH OTHER AS ORDERED BY THE ENGINEER. ANY ADDITIONAL EFFORT OR WORK REQUIRED FOR SUCH COORDINATION WITH OTHER CONTRACTORS SHALL BE INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE. REFERENCE IS DIRECTED TO SECTION 50-05 OF THE SPECIFICATIONS. IT IS ANTICIPATED THAT OTHER WORK MAY BE COMPLETED BY AN INDEPENDENT CONTRACTOR(S) DURING THE COURSE OF THIS PROJECT.
- THE APPROXIMATE LIMITS OF THE CONTRACTOR'S STAGING HAVE BEEN SHOWN ON THE PLANS.
- NO CONTRACTOR EMPLOYEE(S) SHALL BE PERMITTED TO RESIDE AT THE LOCATION OF THE PROJECT SITE OR AIRPORT PROPERTY, INCLUDING THE CONTRACTOR'S TRAILER(S) OR TEMPORARY FACILITIES.

CONSTRUCTION NOTES:

- THE CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UTILITIES AND FACILITIES (I.E., AIRPORT LIGHTING, NAVAIDS, ETC.) FROM DAMAGE BY EQUIPMENT OR PERSONNEL. THE CONTRACTOR SHALL CONTACT ALL UTILITY AND FACILITY AGENCIES FOR FIELD MARKING PRIOR TO BEGINNING CONSTRUCTION. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. ALL UTILITIES AND FACILITIES ARE NOT NECESSARILY SHOWN. THE CONTRACTOR SHALL ADVISE THE ENGINEER, IN WRITING, OF ANY EXISTING DAMAGED UTILITIES PRIOR TO BEGINNING CONSTRUCTION.

ANY UTILITIES OR FACILITIES DAMAGED DURING THE PROJECT BY THE CONTRACTOR'S MEN OR EQUIPMENT SHALL BE PROMPTLY REPAIRED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL HAND DIG WHEN WITHIN THREE (3) FEET OF ANY KNOWN OR SUSPECTED UNDERGROUND UTILITY.
- THE CONTRACTOR SHALL FIELD STAKE ALL FIXTURES PRIOR TO INSTALLATION. ANY DISCREPANCIES IN THE ALIGNMENT LOCATION SHALL BE RESOLVED WITH THE ENGINEER PRIOR TO INSTALLATION.
- ALL DISTURBED AREAS, INCLUDING THE CONTRACTOR'S STAGING AREA, HAUL ROUTES, GRADING LIMITS, ETC. SHALL BE RESTORED TO A SMOOTH LINE AND GRADE WITH POSITIVE DRAINAGE. THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS. THERE WILL BE NO MEASUREMENT FOR PAYMENT OF SEEDING AND MULCHING REQUIRED OUTSIDE THE GRADING LIMITS, APPROVED STOCKPILE LIMITS, OR APPROVED HAUL LIMITS.
- THE WASTE AREA FOR ALL CLEAN SELECT MATERIAL IS SHOWN ON THE PLANS. ALL BROKEN CONCRETE, ASPHALT, ETC. SHALL BE DISPOSED OFFSITE BY THE CONTRACTOR IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL GUIDELINES.
- THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE ON THE PROJECT FOR THE COMPLETE DURATION THAT IS OF A CAPACITY EQUAL TO OR IN EXCESS OF THE EXISTING DRAINAGE CONVEYANCES. THIS MAY REQUIRE TEMPORARY DITCHES, STRUCTURES OR PIPES, WHICH SHALL BE INCIDENTAL TO THE PROJECT.

- THE CONTRACTOR IS ADVISED THAT AIRCRAFT MAINTENANCE OPERATIONS ARE CONDUCTED ADJACENT TO THE PROJECT. SPECIAL ATTENTION TO DUST CONTROL WILL BE REQUIRED DURING THE COURSE OF THE PROJECT. THE USE OF WATER OR A DUST REDUCING AGENT SHALL BE ANTICIPATED. THE ENGINEER RESERVES THE RIGHT TO HALT WORK OR HAULING IN NON-CONFORMING AREAS, IF CORRECTIVE ACTIONS ARE NOT PROMPTLY TAKEN BY THE CONTRACTOR TO CONTROL DUST.
- NO DEBRIS OF ANY NATURE SHALL BE ALLOWED IN ACTIVE AIRCRAFT OPERATIONS AREAS. ALL LOOSE MATERIALS (DIRT, STONE, PAVEMENT, FORMING, ETC.) MUST BE KEPT WITHIN THE LIMITS OF CONSTRUCTION. WHEN THE CONSTRUCTION BARRIERS ARE MOVED DURING CONSTRUCTION, THE CLEANUP OF THE AREAS OUTSIDE THE BARRIERS SHALL OCCUR IMMEDIATELY. IN ADDITION, NO LOOSE MATERIALS THAT COULD BLOW INTO AIRCRAFT OPERATIONS AREAS SHALL BE ALLOWED IN THE CONSTRUCTION AREA.
- TOPSOIL SHALL BE STOCKPILED ONLY IN THE AREA SHOWN ON THE PLANS UNLESS OTHERWISE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE STOCKPILE SHALL BE GRADED TO PROVIDE ADEQUATE DRAINAGE AND PROTECTED BY SILT FENCE OR OTHER SEDIMENT TRAPPING DEVICE AS ORDERED BY THE ENGINEER. THE STOCKPILE SHALL BE REMOVED AND THE AREA RESTORED TO A SMOOTH LINE AND GRADED, SEEDED, AND MULCHED. SILT FENCE, SEEDING, AND MULCHING ARE PAY ITEMS.
- TOPSOIL WILL NOT BE MEASURED AS A SEPARATE PAY ITEM. REFERENCE IS DIRECTED TO THE SPECIFICATIONS. OVER EXCAVATION FOR RE-DISTRIBUTION OF TOPSOIL WILL NOT BE MEASURED FOR PAYMENT AND WILL BE CONSIDERED INCIDENTAL TO THE PROJECT. TOPSOIL STRIPPING TO A DEPTH OF UP TO FOUR (4) INCHES IN THE PROPOSED EMBANKMENT AREAS WILL NOT BE MEASURED FOR PAYMENT. ANY STRIPPING BELOW FOUR (4) INCHES IN EMBANKMENT AREAS WILL BE MEASURED AS MUCK EXCAVATION.
- THE CONTRACTOR IS RESPONSIBLE FOR MOWING OF GRASS WITHIN THE PROJECT AREAS UNTIL SUBSTANTIAL COMPLETION AND ALL OBSTACLES TO MOWING ARE REMOVED. GRASS MUST BE MAINTAINED BETWEEN 7 TO 14 INCHES IN HEIGHT. NO SEPARATE PAY ITEM.

ST. MARY'S COUNTY ROAD CONSTRUCTION NOTES:

- THE SPECIFICATIONS FOR THIS PROJECT SHALL BE THOSE OF THE MARYLAND STATE HIGHWAY ADMINISTRATION TITLED "STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS", JULY 2008 AS CURRENTLY AMENDED.
- NO CONSTRUCTION (I.E., GRADING, ETC.) OR THE INSTALLATION OF UTILITIES WILL BE PERMITTED IN THE BED OF ANY PROPOSED STREET UNTIL THE STREET GRADE HAS BEEN OFFICIALLY ESTABLISHED, PLAT OF SAME APPROVED BY THE DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION.
- TRAFFIC CONTROL SIGNS AND STREET NAME SIGNS MUST BE INSTALLED UPON COMPLETION OF THE BASE ASPHALT COURSE. THE CONTRACTOR/DEVELOPER WILL BE RESPONSIBLE FOR MAINTENANCE OF THESE SIGNS UNTIL ACCEPTANCE OF THE ROAD INTO THE COUNTY HIGHWAY MAINTENANCE SYSTEM. SHEETING SHALL BE "HIGH INTENSITY" UNLESS OTHERWISE NOTED. SIGN CONSTRUCTION AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE "MARYLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AS CURRENTLY AMENDED.
- SAMPLING OF MATERIALS (BANK RUN GRAVEL, ETC.) SHALL BE DONE IN ACCORDANCE WITH THE ST. MARY'S COUNTY SUBDIVISION ROAD CONSTRUCTION AND INSPECTION PROCEDURES AS DIRECTED BY THE DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION TO INSURE COMPLIANCE WITH THE CURRENT MARYLAND STATE HIGHWAY ADMINISTRATION SPECIFICATIONS.
- STABILIZATION OF ALL DRAINAGE CHANNELS, ROAD SHOULDERS, SLOPES AND OTHER DISTURBED AREAS WILL BE COMPLETED PRIOR TO ACCEPTANCE OF THE ROAD INTO THE ST. MARY'S COUNTY HIGHWAY MAINTENANCE SYSTEM.
- STORM DRAIN CULVERTS SHALL BE REINFORCED CONCRETE PIPES (RCP) OR STRUCTURAL PLATE ARCHES. ALL REINFORCED CONCRETE PIPES SHALL BE A MINIMUM CLASS IV AND END SECTIONS SHALL BE IN ACCORDANCE WITH SHA STANDARD DETAIL NUMBER 368.01, 368.02 AND 369.00. BITUMINOUS COATED CORRUGATED METAL PIPE (BCCMP) AND CORRUGATED METAL PIPE (CMP) ARE PROHIBITED IN THE CONSTRUCTION OF PUBLIC ROADS. CMPS MAY BE USED FOR DRIVEWAY CULVERTS IF THEY ARE TWENTY FOUR INCHES (24") OR LESS IN DIAMETER.
- STONE OR RIPRAP SHALL BE CLASS 1 AS PER MARYLAND STATE HIGHWAY ADMINISTRATION SPECIFICATIONS, SECTION 901.02.01 AS CURRENTLY AMENDED.
- ALL RIPRAP IS TO BE PLACED ON DRY FILTER CLOTH. FILTER CLOTH SHALL MEET THE REQUIREMENTS OF SECTION 921.09 OF THE MARYLAND SHA SPECIFICATIONS AS CURRENTLY AMENDED.

- SOD OR SEED MIXTURES USED IN LINING DRAINAGE CHANNELS SHALL BE TALL FESCUE (95%) AND KENTUCKY BLUEGRASS (5%), UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION.
- GUARDRAIL IS TO BE PROVIDED IN ACCORDANCE WITH THE ST. MARY'S COUNTY MANUAL OF DESIGN AND CONSTRUCTION STANDARDS DETAIL R28. GUARDRAIL SHALL BE PLACED WHERE NOTED ON PLAN AND CONSTRUCTED IN ACCORDANCE WITH TRAFFIC BARRIER W-BEAM SHA STANDARD NO. 605.22. END SECTIONS SHALL BE TYPE A, G, B AND C (LISTED IN ORDER OF PREFERENCE), DEPENDING ON THE SITE CONDITIONS.
- ROADWAY CENTER LINE AND EDGE LINE MARKINGS SHALL BE PLACED ON ALL ROADS CLASSIFIED AS A MAJOR COLLECTOR OR HIGHER. TRANSVERSE MARKINGS, SYMBOLS, AND WORD MARKING SHALL BE 125 MIL THERMOPLASTIC. ALL STRIPING SHALL BE IN ACCORDANCE WITH THE MARYLAND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND ALL MATERIALS SHALL MEET THE REQUIREMENTS OF THE MARYLAND STATE HIGHWAY ADMINISTRATION SPECIFICATIONS. CENTER LINE RECESSED RAISED PAVEMENT MARKERS WITH CAST IRON FRAMES ARE REQUIRED ON ROADS WITH A SPEED LIMIT OF 40 MPH OR GREATER.
- SOILS FOUND TO BE UNSUITABLE FOR CONSTRUCTION SHALL BE EXCAVATED AND REMOVED OFF-SITE AS ENCOUNTERED DURING CONSTRUCTION OF ROAD.
- IMMEDIATELY IMPLEMENT PROTECTIVE MEASURES AROUND ALL WATER VALVES AND FIRE HYDRANTS WITHIN THE LIMIT OF WORK UNTIL THESE ITEMS ARE REPLACED AND/OR BROUGHT TO GRADE AND THE AREA IS STABILIZED. ALL SANITARY SEWER MANHOLE FRAMES AND COVERS ARE TO BE INDIVIDUALLY REMOVED FOR THE PURPOSE OF GRADE ADJUSTMENT AND MUST BE REPLACED IMMEDIATELY FOLLOWING THE ADJUSTMENT.
- AT LEAST 48 HOURS PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL CONTACT ST. MARY'S COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION AT 301-475-4200.
- ATTENTION IS CALLED TO PUBLIC SERVICE COMMISSION ORDER NUMBER 60838, CHAPTER 863, EFFECTIVE DATE AUGUST 1, 1974, AND SECTION 28A, ARTICLE 78 OF THE ANNOTATED CODE OF MARYLAND, 1994, REGARDING THE PROTECTION OF UNDERGROUND UTILITIES AND THE RESPONSIBILITY OF THE CONTRACTOR CONTAINED THEREIN. THE CONTRACTOR SHALL CONTACT OTHER UTILITY COMPANIES WHICH OPERATE IN THE AREA AND NOT IN THE "MISS UTILITY" PROGRAM.
- AS REQUIRED BY LAW, THE CONTRACTOR IS OBLIGATED TO CONTACT MISS UTILITY AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO ANY EXCAVATION.

SECURITY NOTES:

- THE CONTRACTOR SHALL SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH THE SPECIAL PROVISIONS BEFORE THE NOTICE TO PROCEED WILL BE ISSUED BY THE OWNER.
- THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL EMPLOYEES OF THE CONTRACTOR AND SUBCONTRACTORS USE ONLY THE AUTHORIZED ACCESS POINT TO THE PROJECT AND VERIFYING THAT THE ACCESS POINT IS SECURE IMMEDIATELY AFTER USE. GATES THAT FAIL TO SECURE MUST BE IMMEDIATELY REPORTED TO THE ENGINEER OR OWNER.
- THE CONTRACTOR SHALL ONLY USE THE HAUL ROUTE DESIGNATED BY THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN SEPARATION BETWEEN THE AIRSIDE AND NON-SECURE SIDE OF THE AIRPORT AT ALL TIMES. THE PERIMETER FENCE SHALL BE MAINTAINED ON A CONTINUOUS BASIS WITH ANY TEMPORARY OPENING BEING CONTINUOUSLY OBSERVED BY THE CONTRACTOR'S DESIGNATED EMPLOYEE. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE GATE GUARDS AT ALL OPEN OR UNLOCKED GATES OR OPENINGS IN THE FENCE. GATE GUARDS ARE INCIDENTAL TO THE COST OF THE PROJECT. ALL TEMPORARY OPENINGS AND CONSTRUCTION GATES SHALL BE SECURED AND LOCKED AT THE COMPLETION OF WORK EACH DAY.
- ALL CONTRACTOR VEHICLES OPERATING INSIDE THE SECURITY FENCE SHALL BE CLEARLY LABELED WITH THE CONTRACTOR'S COMPANY NAME VISIBLE FROM 200 FEET.

HAUL ROUTE NOTES:

- THE CONTRACTOR SHALL INSTALL TEMPORARY CONSTRUCTION ENTRANCES AT ALL LOCATIONS WHERE HAUL ROUTES CROSS PAVEMENT. SEE THE EROSION AND SEDIMENT CONTROL SHEET FOR DETAILS AND GENERAL PROJECT LAYOUT SHEET FOR ANTICIPATED LOCATIONS. THE CONTRACTOR SHALL MAINTAIN THESE TEMPORARY CONSTRUCTION ENTRANCES SUCH THAT MUD IS NOT TRACKED ONTO OPEN AREAS OF THE AIRCRAFT APRON OR VEHICLE ROADWAYS.
- ALL CONTRACTOR AND SUBCONTRACTOR PERSONNEL AND EQUIPMENT SHALL USE ONLY THE DESIGNATED HAUL ROUTES FOR INGRESS AND EGRESS TO THE CONSTRUCTION AREA AND FOR HAULING MATERIALS TO THE APPROVED WASTE AREA (AS APPLICABLE).
- NO CONTRACTOR TRAFFIC SHALL USE ANY PORTION OF TAXIWAYS OR APRONS THAT ARE NOT ON THE HAUL ROUTE OR WITHIN THE ACTIVE PROJECT AREA.
- THE HAUL ROUTE SHALL ENTER THE WASTE AREA ON THE UP SLOPE SIDE.
- ANY CONSTRUCTION OR MAINTENANCE NECESSARY, INCLUDING ASSOCIATED LABOR AND MATERIALS, TO PRESERVE THE HAUL ROUTE FOR THE CONTRACTOR'S USE SHALL BE CONSIDERED INCIDENTAL PROJECT COSTS AND SHALL NOT BE A SEPARATE PAY ITEM.
- UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL REPAIR ANY PAVEMENTS DAMAGED BY THE CONTRACTOR'S OPERATIONS. NO SEPARATE PAYMENT WILL BE MADE FOR PAVEMENT REPAIR NECESSARY DUE TO CONTRACTOR'S HAULING OPERATIONS.

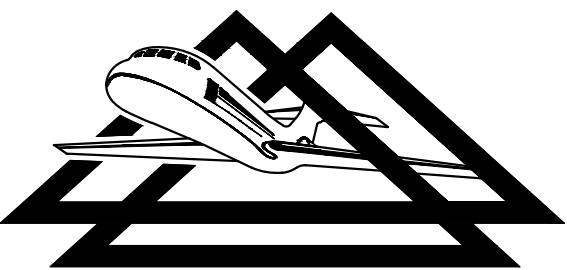
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29	125.1	236130.077	1443444.762

BENCHMARK SCHEDULE			
BM#	ELEVATION	NORTHING	EASTING
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CBL 425	130.9	236656.141	1441425.214
CBL 1100	139.4	237132.367	1439262.544
LEON	129	236354.487	1441940.279
LEON AZ MK	138	236818.631	1439805.328

FROM WWW.NGS.NOAA.GOV, AUGUST 2014
BASED ON NAD 83(2011)/NAVD 88

NO.	REVISIONS	BY	APP.	DATE

2700 Polo Parkway
Midlothian, Virginia 23113
phone: (804) 275-8301
www.deltaairport.com



**DELTA AIRPORT
CONSULTANTS, INC.**



Professional Certification.
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 46563, Expiration Date: 3/17/2019.

RELOCATE AIRPORT RD & EXTEND TW A	AIP NO. 3-24-0022-021-2015	JOB NO. 08084
	DRAWN BY: PJW	SHEET 3
	DESIGNED BY: JDB / TJP	OF 50
	SCALE: 1" = 300'	DATE: JANUARY 2019