



# Addendum No. 1

**Project:** Fort Wayne International Airport  
Construct Taxiway G Extension & Demolish Taxiway C2  
AIP No. 3-18-0022-71

**CHA Project No.:** 075494.000

**Date:** June 14, 2024

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The following addendum items modify, change, delete from or add to, the requirements of the contract documents for this project. The articles contained in the addendum take precedence over the requirements of the previously published contract documents. Where any article of the contract specifications or any detail of the contract drawings is modified or any paragraph, subparagraph or clause thereof is modified or deleted by the articles contained in this addendum, the unaltered provisions of that article, paragraph, subparagraph or clause shall remain in effect.

## **ITEM NO. 1 – GENERAL NOTIFICATION**

General Note – A second addendum will be forthcoming with any revisions to plan sheets relative to any additional questions potential bidders might have, following issuance of this Addendum No. 1.

The final date for asking questions is 11:00 AM on Wednesday, June 26, 2024, seven (7) days before the scheduled bid opening.

## **ITEM NO. 2 – SPECIFICATIONS**

General Note – Unless noted to be reissued with this addendum, the following specifications revisions will be incorporated as part of the “Issued for Construction” specification booklet.

### Documents to Accompany Bid Proposal

Revision: Item No. 7 has been revised as follows:

7. Certifications and appropriately completed bid pricing contained in the Itemized Proposal, Pages P-1 through P-~~20~~ **24**.

### Table of Contents

Reissued: The Table of Contents has been revised to account for page numbering updates resulting from this Addendum as well as other numerical reference errors.

### Section AB – Advertisement for Bids

Revision: The first paragraph on Page AB-1 is revised to read as follows:

The Fort Wayne-Allen County Airport Authority will receive sealed bids until 11:00 AM eastern time on the ~~26<sup>th</sup>~~ **3<sup>rd</sup>** day of ~~June~~ **July 2024**, at the offices of the Airport Authority, Suite 209, 3801 W. Ferguson Road, Fort Wayne, Indiana, 46809 for the following:

The Bid Opening has been revised to **Wednesday, July 3, 2024 at 11 AM (local time)** with this Addendum.

Section IB – Instructions to Bidders

Revision: Page IB-8, insert the following paragraphs after the 2<sup>nd</sup> paragraph under “Disadvantaged Business Enterprise (DBE) Plan” as follows:

*Where noted on the Itemized Proposal as Undistributed, those items must be collectively calculated separately from remaining pay items with respect to DBE participation. Due to the nature of undistributed pay items, a separate assurance statement shall be provided for undistributed pay item participation. The DBE participation goal applies individually to both normal and undistributed items. The Contractor shall summarize all undistributed pay items separately in order to calculate the respective participation percentage.*

*Refer to Special Provisions for definition of undistributed as well as the Itemized Proposal for specific undistributed pay items.*

Section C – Contract Document

Revision: Article IV, Item No. 4.1 has been revised as follows:

4.1 The work will be substantially completed in 110 consecutive calendar days for the Base Bid **or the Base Bid plus Additive Alternate No. 1 (should the Owner elect to award)** from the date the Contract time commences to run, as provided in the Notice to Proceed (Paragraph 80-02 of the General Provisions). ~~The total contract time for Additive Alternate No. 1 should be 45 consecutive calendar days and this time should be within the 110 days contract time for Base Bid.~~ Should the airport authority **Owner** elect to award Additive Alternate No. 2, an additional 20 consecutive calendar days shall be added to the Base Bid ~~(and/or~~ **including** Additive Alternate No. 1, **if awarded**) contract time **for a total of 130 consecutive calendar days.**

Revision: Article IX, Item No. 9.2 has been revised as follows:

9.2 Contractor's Bid forms 96 (latest revision) and the Itemized Proposal (pages P 1 to P-~~20~~ **24** inclusive), attached hereto and made a part hereof, as Exhibit A.

Section P – Itemized Proposal

Reissued: Page P-16 has been reissued and includes revisions with add language related to Fostering Small Business Participation, as well as updates for Itemized Proposal page numbering and contract time revised with this Addendum.

Reissued: Pages P-17 thru P-20 shall be removed in their entirety and replaced new pages P-17 thru P-24, issued with this Addendum.

A revised Excel spreadsheet will be made available on Eastern Engineering’s website in conjunction with this Addendum.



Section LP – Labor Provisions

Attachment B-1 DBE Participation Report (Undistributed Items Only)

Issued: Attachment B DBE Participation Report (Undistributed Items Only) has been added to Section LP – Labor Provisions and is issued with this Addendum as new sheet LP-27. Consequently, with the addition of this sheet, prior pages LP-27 through LP-29 have been renumbered to be LP-28 through LP-30.

Section GP – General Provisions

Item GP-80, Execution and Progress

Revision: Paragraph 80-08, replace the section in its entirety to read as follows:

**80-08 Failure to complete on time.** For each calendar day or working day, as specified in the contract, that any work remains uncompleted after the contract time (including all extensions and adjustments as provided in paragraph 80-07, Determination and Extension of Contract Time) the sum specified in the contract and proposal as liquidated damages (LD) will be deducted from any money due or to become due the Contractor or their own surety. Such deducted sums shall not be deducted as a penalty but shall be considered as liquidation of a reasonable portion of damages including but not limited to additional engineering services that will be incurred by the Owner should the Contractor fail to complete the work in the time provided in their contract.

<b>Schedule</b>	<b>Liquidated Damages Cost</b>	<b>Allowed Construction Time</b>
Sequence 1A	\$2,500.00 per Calendar Day	<b>Base Bid &amp; Additive Alternate No. 1 – 110 Consecutive Calendar Days*</b>
Sequence 1B	\$5,000.00 per Calendar Day	<b>Base Bid &amp; Additive Alternate No. 1 – 50 Consecutive Calendar Days*</b> <b>Additive Alternate No. 2 – 15 Consecutive Calendar Days**</b>
Sequence 2	\$5,000.00 per Calendar Day	<b>Additive Alternate No. 2 – 5 Consecutive Calendar Days**</b>

\*The maximum construction time allowed for the Base Bid (including Additive Alternates 1 if awarded) will be the sum of time allowed for Sequences 1A and 1B but not more than 110 consecutive calendar days. Within the overall 110 consecutive calendar day contract time, up to 50 consecutive calendar days to be included for completion of Sequence 1B.

\*\*Should the Owner elect to award Additive Alternate No. 2, the maximum construction time allowed for Additive Alternate No. 2 will be an additional 20 consecutive calendar days, for a total contract time of 130 consecutive calendar days. This includes up to 15 consecutive calendar days to be added to Sequence 1B for a total contract time of 65 consecutive calendar days, and 5 consecutive calendar days for completion of Sequence 2.



*Permitting the Contractor to continue and finish the work or any part of it after the time fixed for its completion, or after the date to which the time for completion may have been extended, will in no way operate as a waiver on the part of the Owner of any of its rights under the contract.*

### Section SP – Special Provisions

#### Item MST-04, Preparation/Removal of Existing Pavements

Revision: Paragraph 04-2.1 has been revised to read as follows:

**04-2.1** Project Security shall be measured ~~by the month~~ **as a lump sum item** or fraction thereof from one progress payment to the next for the period that Project Security is required by the Engineer.

Revision: Paragraph 04-3.1 has been revised to read as follows:

**04-3.1** Project Security shall be paid for at the contract unit price, per ~~month~~ **lump sum** or fraction thereof based on a 30-day month, which shall be full compensation for all materials, equipment, labor, transportation, operations, and other items incidental to and necessary for completion of this item.

Payment will be made under:

Item MST-04-3.1a	Project Security -- per lump sum
Item MST-04-3.1b	Additional Project Security (Additive Alternate No. 2) – per lump sum

### Section TS – Technical Specifications

#### Item P-101, Preparation/Removal of Existing Pavements

Reissued: Technical Specification P-101 has been updated to remove pavement repair notes not relevant for this project and to update the pay items with changes identified in the Itemized Proposal as stated above.

#### Item P-152, Excavation, Subgrade, and Embankment

Reissued: Section 152-1.2 Classification has been updated to include (b) Borrow excavation. Section 152-2 has been updated to include additional information on excavation.

Section 152-2.2A Special Subgrade Treatment (undistributed) has been added.

Pay items have been updated to include P-152-4.2 Borrow excavation.

#### Item P-154, Subbase Course

Revision: Section 154-2.1 has been updated to add the following note:

*“Material furnished in accordance with INDOT 301, Compacted Aggregate no. 53 may be*



*provided by the Contractor in lieu of the material gradation outlined in the table above.”*

Item D-701, Pipe for Storm Drains and Culverts

Revision: Section 701-2.2, insert new elliptical pipe reference immediately following item ASTM D1840 to read as following:

*ASTM C507                      Standard Specification for Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe*

Revision: Section 701-5.1 has been revised to read as following:

**701-5.1** Payment will be made at the contract unit price per linear foot (meter) for ~~Class III~~ **Class IV** Reinforced Concrete Pipe of sizes ~~24-inch and 48-inches~~ **as indicated below.**

**Payment will be made under:**

<b>Item 701-5.1.a</b>	<b>Reinforced Concrete Pipe – 45-inch x 29-inch, Elliptical, Class IV – per linear foot (meter)</b>
<b>Item 701-5.1.b</b>	<b>Reinforced Concrete Pipe – 53-inch x 34-inch, Elliptical, Class IV – per linear foot (meter)</b>

Item D-751, Manholes, Catch Basins, inlets and Inspection Holes

Revision: Section 751-3.5 has been updated to read as:

**751-3.5 Corrugated metal structures.** ~~Corrugated metal structures shall be prefabricated. All standard or special fittings shall be furnished to provide pipe connections or branches with the correct dimensions and of sufficient length to accommodate connecting bands. The fittings shall be welded in place to the metal structures. The top of the metal structure shall be designed so that either a concrete slab or metal collar may be attached to allow the fastening of a standard metal frame and grate or cover. Steps or ladders shall be furnished as shown on the plans. Corrugated metal structures shall be constructed on prepared foundations, conforming to the dimensions and locations as shown on the plans. When indicated, the structures shall be placed on a reinforced concrete base. “Not applicable to this project.”~~

Item L-110, Airport Underground Electrical Duct Banks and Conduits

Revision: Section 110-5.1 has been revised as follows:

**110-5.1** Payment will be made at the contract unit price per linear foot for each type and size of conduit and duct bank completed and accepted, including trench and backfill with the designated material, and, for drain lines, the termination at the drainage structure. This price shall be full compensation for removal and disposal of existing duct banks and conduits as shown on the plans, furnishing all materials and for all preparation, assembly, and installation of these materials, and for all labor, equipment, tools, and incidentals necessary to complete this item per the provisions and intent of the plans and specifications.



Payment will be made under:

- Item L-110-5.1.a Concrete Encased, Electrical Conduit, 1-Way, 2-inch ~~(50mm)C~~ - per linear foot (meter)
- Item L-110-5.21.b **Non-Encased**, Electrical Conduit, 1-Way, 2-inch, In Turf ~~(50mm)C~~ - per linear foot (meter)
- Item L-110-5.31.c ~~2" 4 Way Duct Bank~~, Concrete Encased, **Electrical Conduit, 4-Way, 2-Inch** - per linear foot (meter)

Item L-125, Installation of Airport Lighting Systems

Revision: Section 125-2.7 has been revised as follows:

**125-2.7 Runway and Taxiway Lights.** Runway and taxiway lights shall conform to the requirements of AC 150/5345-46. Lamps shall be of size and type indicated, or as required by fixture manufacturer for each lighting fixture required under this contract. Filters shall be of colors conforming to the specification for the light concerned or to the standard referenced.

**Lights**

Type	Class	Mode	Style	Option	Base	Filter	Transformer	Notes
L-861T	2	1	N/A	4	L-867B	Blue	L-830 with heater for LED	24-inch LED <b>Overall</b> Fixture Height with Heater
L-804	2	1	N/A	4	L-868B	Yellow	L-830, Sized per Manufacturer	Elevated, LED, Runway Guard Light
L-850C	2	1	N/A	4	L-868B	White/White	L-830, Sized per Manufacturer (20A primary/6.6A secondary)	In-Pavement, Incandescent, High Intensity Runway Light (Edge)
L-862	2	1	N/A	4	L-867B	White/White	L-830, Sized per Manufacturer (20A primary/6.6A secondary)	24-inch Overall Fixture Height, Incandescent, High Intensity Runway Light (Edge)

Basis of Payment has been updated to replace the pay item with the following:



### BASIS OF PAYMENT

**125-5.1** Payment will be made at the Contract unit price for each complete runway or taxiway light, guidance sign, reflective marker, runway end identification light, precision approach path indicator, or abbreviated precision approach path indicator installed by the Contractor and accepted by the RPR. This payment will be full compensation for furnishing all materials and for all preparation, assembly, and installation of these materials, and for all labor, equipment, tools and incidentals necessary to complete this item.

Payment will be made under:

<i>Item L-125-5.1</i>	<i>L-861T, Install New Elevated LED Taxiway MITL Fixtures on New Base, in shoulder pavement – per each</i>
<i>Item L-125-5.2</i>	<i>L-861T, Install Elevated LED Taxiway MITL Fixtures on New Base, in turf – per each</i>
<i>Item L-125-5.3</i>	<i>L-862, Install Salvaged L-862 Elevated Fixtures and New L-830 Isolation Transformer with Adapter Ring (L-868 to L-867) on Existing Base Can – per each</i>
<i>Item L-125-5.4</i>	<i>Install New L-850C Incandescent HIRL Fixtures on New Base Can, in Taxiway pavement – per each</i>
<i>Item L-125-5.5</i>	<i>L-858, Install New LED 1-Module Size 3 Guidance Sign on New Foundation – per each</i>
<i>Item L-125-5.6</i>	<i>L-858, Install New LED 2-Module Size 3 Guidance Sign on New Foundation – per each</i>
<i>Item L-125-5.7</i>	<i>L-858, Install New LED 3-Module Size 3 Guidance Sign on New Foundation – per each</i>
<i>Item L-125-5.8</i>	<i>L-858, Install New LED 3-Module Size 3 Guidance Sign on Existing Foundation – per each</i>
<i>Item L-125-5.9</i>	<i>Replace Panels on Existing Guidance Signs – per Each</i>
<i>Item L-125-5.10</i>	<i>L-804, Install New Elevated LED RGL Assembly on New Base in New Taxiway Shoulder HMA Pavement – per each</i>
<i>Item L-125-5.11</i>	<i>L-804, Install New Elevated LED RGL Assembly on New Base in Turf – per each</i>
<i>Item L-125-5.12</i>	<i>Base Bid Credit – Existing MITL Solid Lid Installation – per each</i>
<i>Item L-125-5.13</i>	<i>Base Bid Credit – Existing Guidance Sign Solid Lid Installation – per each</i>
<i>Item L-125-5.14</i>	<i>Base Bid Credit – RGL Solid Lid Installation – per each</i>
<i>Item L-125-5.15</i>	<i>Base Bid Credit – Install L-862 Elevated Fixture with Adapter Ring on Existing Base Can – per each</i>
<i>Item L-125-5.16</i>	<i>Base Bid Credit – Replace Panels on Existing Guidance Signs</i>



– per each

### **ITEM NO. 3 – PLANS**

General Note – Unless noted to be reissued with this addendum, the following plan revisions will be incorporated as part of the “Issued for Construction” plan set.

#### **Sheet G1.3.1 – Sheet Index and Estimate of Quantities**

Revision: Estimate of Quantity Tables have been updated to reflect changes outlined in Item No. 1 for Section P, Itemized Proposal. Sheet Index has been updated to reflect correct numbering of sheets.

The Sheet Index table has also been revised to reflect all sheets accounted for within the plan set.

#### **Sheet G4.0.1 – Overall Construction Safety and Phasing and Site Logistics Plan**

Reissued: Action notes for installation of a temporary gate off Ferguson Road have been deleted.

New access gates denoted for equipment and material deliveries requiring tractor-trailer and/or lowboy access may utilize Gate 15A or 17, as further noted on the plans. New General Safety Note 36 added as well for further explanation of these alternative access points.

#### **Sheet G5.1.1 – Detailed CSPP – Sequence 1A**

Revision: Detailed Safety Note 1 has been revised to read as follows:

1. THE TOTAL CONTRACT TIME FOR SEQUENCE 1A SHALL BE 110 CONSECUTIVE CALENDAR DAYS WITH AN ANTICIPATED CONSTRUCTION NOTICE TO PROCEED OF MARCH ~~15~~ **17**, 2025, WITH ALL ITEMS COMPLETED AND ACCEPTED BY THE RPR AND THE AIRPORT AUTHORITY BY ~~SEPTEMBER 2~~ **JULY 7**, 2025. THESE DATES ARE PROVIDED FOR BIDDING PURPOSES ONLY AND ARE SUBJECT TO CHANGE DUE TO WEATHER OR OTHER UNFORESEEN CONDITIONS. LIQUIDATED DAMAGES (IN ACCORDANCE WITH SECTION 80-08 OF THE GENERAL PROVISIONS) PER SEQUENCE WILL BE ASSESSED FOR FAILURE TO COMPLETE THIS PROJECT WITHIN THE CONTRACT TIME FOR EACH SEQUENCE OF THE WORK.

Revision: Moratorium dates for the 2025 Air Show has been added to the sheet to read as follows:

#### **Moratorium Dates**

*Tuesday, July 8, 2025 through Wednesday, July 16, 2025*

*(See Detailed Safety Note 14)*

Revision: Insert new Detailed Safety Note 14 to read as follows:

*14. Contractor shall be prepared to halt operations and vacate the work area for this period of time to facilitate Air Show preparations. All equipment shall be returned to the staging area or other location(s) as approved by the FWACAA. The Contractor shall coordinate the temporary vacation of the site with FWACAA Operations prior to leaving the site for the moratorium. All costs associated with this vacation and return to site shall be considered incidental to Item C-105, Mobilization. No further measurement for payment will be made.*





Sheet G5.1.2 – Detailed CSPP – Sequence 1B (Sheet 1 of 2)

Revision: Detailed Safety Note 1 has been revised to read as follows:

1. THE TOTAL CONTRACT TIME FOR SEQUENCE 1B SHALL BE ~~45~~ **50** CONSECUTIVE CALENDAR DAYS AND IS TO BE CONDUCTED INCLUSIVELY WITHIN THE 110 CONSECUTIVE CALENDAR DAYS OF SEQUENCE 1A. SHOULD THE AIRPORT AUTHORITY ELECT TO AWARD ADDITIVE ALTERNATE NO. 2, AN ADDITIONAL 15 CONSECUTIVE CALENDAR DAYS SHALL BE ADDED TO SEQUENCE 1A AND 1B MAKING THE TOTAL CONTRACT TIME 125 CONSECUTIVE CALENDAR DAYS FOR SEQUENCE 1/1A, AND ~~60~~ **50** CONSECUTIVE CALENDAR DAYS FOR SEQUENCE 1B, RESPECTIVELY. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT AUTHORITY AT LEAST TWO WEEKS AHEAD OF ANTICIPATED CLOSURE OF RUNWAY 5-23 FOR SEQUENCE 1B. AT THAT TIME, A SEQUENCE SPECIFIC CONSTRUCTION NOTICE TO PROCEED WILL BE ISSUED WITH ANTICIPATED SUBSTANTIAL COMPLETION DATE FOR SEQUENCE 1B. THESE DATES ARE PROVIDED FOR BIDDING PURPOSES ONLY AND ARE SUBJECT TO CHANGE DUE TO WEATHER OR OTHER UNFORESEEN CONDITIONS. LIQUIDATED DAMAGES (IN ACCORDANCE WITH SECTION 80-08 OF THE GENERAL PROVISIONS) PER SEQUENCE WILL BE ASSESSED FOR FAILURE TO COMPLETE THIS PROJECT WITHIN THE CONTRACT TIME FOR EACH SEQUENCE OF THEWORK.

Revision: Moratorium dates for the 2025 Air Show has been added to the sheet to read as follows:

**Moratorium Dates**

*Tuesday, July 8, 2025 through Wednesday, July 16, 2025*

*(See Detailed Safety Note 14)*

Revision: Insert new Detailed Safety Note 14 to read as follows:

*14. Contractor shall be prepared to halt operations and vacate the work area for this period of time to facilitate Air Show preparations. All equipment shall be returned to the staging area or other location(s) as approved by the FWACAA. The Contractor shall coordinate the temporary vacation of the site with FWACAA Operations prior to leaving the site for the moratorium. All costs associated with this vacation and return to site shall be considered incidental to Item C-105, Mobilization. No further measurement for payment will be made.*

Sheet G5.1.3 – Detailed CSPP – Sequence 1B (Sheet 2 of 2)

Reissued: Operational Limitation Table has been updated to reflect partial closure on Taxiway C from Taxiway E to Runway 14-32. Missing barricades have been added on Taxiway C and West Apron.

Detailed Safety Note 1 has been revised with updated notice to proceed and substantial completion dates.

Moratorium dates and new Detailed Safety Note 14 added for the 2025 Air Show has been added to the sheet. Substantial completion date has been revised to reflect incorporation of Moratorium as described above.



Sheet G5.1.4 – Detailed CSPP – Sequence 2 (Additive Alternate No. 2)

Reissued: Keynote 3 (previously calling out for temporary haul road) has been removed. Site access for Sequence 2 shall be made through Gate 1.

Moratorium dates and Detailed Safety Note 10 for the 2025 Air Show have been added to the sheet. Substantial completion date has been revised to reflect incorporation of Moratorium as described above.

Sheet D1.1.1 – Demolition Plan (Base Bid)

Reissued: The action note callout for removal of L-850C light fixtures and isolation transformer, installation of adapter plate (L-868 to L-867 conversion) and salvaged L-862 fixture and new L-830 isolation transformer has been updated.

An action note callout has been added to call for removal of edge markings on Taxiway C2.

Runway guard light (RGL) fixture removal and base can steel lid note revised to reference L-867B in lieu of L-868.

Items which have been deleted from the Demolition scope of work:

- Removal of 48-inch Reinforced Concrete Storm Sewer Pipe
- Removal of Portions of 36-inch Reinforced Concrete Storm Sewer Pipe
- Installation of 36-inch Precast Concrete Caps
- Removal of Underdrains
- Partial Removal of Existing Taxiway C2 Pavement (for storm sewer removal)

Sheet D1.1.2 – Demolition Plan (Base Bid)

Revision: The action note callout for removal of elevated runway HIRL has been updated to reflect removal of the entire assembly and salvaging the fixture only for reinstallation with this project.

Sheet D1.1.3 – Demolition Plan (Additive Alternate no. 1)

Reissued: The action note callouts for removal of MITL and L-850C in-pavement HIRL foundations and conduit have been updated. Removal limit of existing Taxiway C2 and underdrain removal has been updated.

Also revision to taxiway pavement and shoulder pavement demolition have been made to coincide with storm sewer piping revisions denoted below.

Sheet C1.1.5 – Spot Elevation and Jointing Plan – Taxiway G (Base Bid)

Revision: Errant demolition linework has been turned off for clarity. No other changes made to this sheet.

Sheet C1.1.6 – Storm Sewer Plan and Profile (Base Bid)

Reissued: Revision to storm sewer pipe plan has been provided to reflect re-use of existing 48-inch storm



pipe and existing Structure 302, and replacing upstream proposed 48-inch RCP with 53-inch x 34-inch elliptical and proposed 36-inch RCP with 45-inch x 29-inch elliptical.

Sheet C1.1.7 – Storm Sewer Plan and Profile (Base Bid)

Revision: Revision to storm sewer pipe plan has been provided to reflect new 36-inch RCP as 45-inch x 29-inch elliptical.

Structure data table has been updated to reflect removal of new Structure 302.

Sheet E1.1.1 – Airfield Electrical Plan (Base Bid & Additive Alternate no. 1)

Revision: Key Note E11 has been revised to read as follows:

E11 – INSTALL SALVAGED L-862 INCANDESCENT ELEVATED HIRL ASSEMBLY **FIXTURES (WITH L-868B TO L-867B ADAPTER RING)** IN PAVED SHOULDER (REQUIRES NEW 20A/6.6A ISOLATION TRANSFORMER) **ON EXISTING BASE CAN**

Revision: Key Note A for Additive Alternate No. 1 has been revised to read as follows:

A – INSTALL SALVAGED L-862 HIRL FIXTURE (~~WITH L-868B TO L-867B ADAPTER RING~~) AND NEW L-830 ISOLATION TRANSFORMER (REQUIRES NEW 20A/6.6A ISOLATION TRANSFORMER) ON ~~EXISTING~~ **NEW** BASE CAN.

Sheet E3.2.2 – Airfield Electrical Details

Revision: Bituminous surface course and binder course thicknesses have been updated for L-125 New L-861T Elevated Taxiway Edge Light on New Base detail, L-125 Salvaged L-862 Runway Edge Light on New Base – in paved shoulder detail, and L-125 New L-804 Runway Guard Light in paved shoulder detail. The lift thickness for the surrounding HMA pavement shall be 2-inch P-403 HMA Surface Course and 3-inch P-403 HMA Binder Course.

The detail name for L-125 New L-850C in-pavement Runway Edge Light on New Base has been updated to '*L-125 New L-850C In-Pavement Runway Edge Light Fixture on New Base*'.

Sheet X1.1.1 thru X1.1.5 – Cross-sections – Line G (Base Bid)

Reissued: Sheets reissued to show updated finished grade and proposed subgrade datum surfaces.

Sheet X1.1.6 thru X1.1.10 – Cross-sections – Line C2 (Additive Alternate No. 1)

Reissued: Sheet reissued to show updated finished grade surface.

**ITEM NO. 4 – QUESTIONS**

Question #1: Which sequences will need temporary haul road? Currently, Sequence 2 has a keynote referring to a temporary haul road.

Response #1: A temporary haul road is not anticipated to be required for this project. The errant keynote in Sequence 2 has been removed with this Addendum.



Question #2: Will the contractor`s staging area and batch plant need to be restored to original conditions?

Response #2: Yes, the contractor`s staging area and batch plant area will need to be restored to its existing condition in accordance with technical provisions item T-901, T-905 and T-908.

Question #3: Is it required to include the total dollar amount including the “Undistributed Pay Items” or just the “Standard Total Amount” when calculating the DBE participation percentage?

Response #3: It is the Owner`s intent is to meet the specified DBE% goal at the completion of the project. Therefore, it is essential to consider both standard and undistributed pay items in order to meet the contract DBE goal.

Question #4: When is the deadline for submitting questions?

Response #4: Any questions shall be submitted to Ranjit Bhandari ([rbhandari@chasolutions.com](mailto:rbhandari@chasolutions.com)) in writing before 11:00 AM on Wednesday, June 26, 2024.

Question #5: Can equipment be staged/stored near the work area for Taxiway G and C2? Or will equipment have to be returned to the staging area at the end of each day?

Response #5: *Construction equipment may be temporarily stored/staged within the construction area during non-working hours, but must be at least 250 ft or more away from Runway 5-23 and 14-32 at all times. The FWACAA may require that the Contractor move equipment as necessary to accommodate airfield operations and aircraft movements during non-working hours.*

Question #6: Is it possible to extend the duration of Sequence 1B to 50 calendar days?

Response #6: *Yes, refer to changes noted for Sheet G5.1.2 and G5.1.3 with this Addendum.*

Sincerely,

*Nathan Lienhart*  
Nathan Lienhart, P.E.  
Senior Project Manager 06/14/2024



## TABLE OF CONTENTS

SECTION	CONTENTS	PAGE
AB	ADVERTISEMENT FOR BIDS.....	AB-1 - AB-4
B	CONTRACT PERFORMANCE AND PAYMENT BOND.....	B-1 - B-4
IB	INSTRUCTION TO BIDDERS.....	IB-1 - IB-11
C	CONTRACT DOCUMENT.....	C-1 - C-12
CR	CORPORATE RESOLUTION (EXHIBIT C).....	CR-1 - CR-2
E	ESCROW AGREEMENT.....	E-1 - E-4
P	ITEMIZED PROPOSAL.....	P-1 - P- <del>20</del> <b>24</b>
LP	LABOR PROVISIONS.....	LP-1 - LP- <del>29</del> <b>30</b>
GP	GENERAL PROVISIONS.....	GP-1 - GP- <del>64</del> <b>51</b>
	SECTION 10: DEFINITIONS OF TERMS.....	GP- 1 - GP-8
	SECTION 20: PROPOSAL REQUIREMENTS & CONDITIONS	GP- 9-GP- <del>44</del> <b>12</b>
	SECTION 30: AWARD AND EXECUTION OF CONTRACT....	GP- 13 - GP-14
	SECTION 40: SCOPE OF WORK.....	GP- <del>19</del> <b>15</b> - GP- <del>23</del> <b>18</b>
	SECTION 50: CONTROL OF WORK.....	GP- <del>25</del> <b>19</b> -GP- <del>27</del> <b>24</b>
	SECTION 60: CONTROL OF MATERIALS.....	GP- <del>22</del> <b>25</b> -GP- <del>24</del> <b>28</b>
	SECTION 70: LEGAL REGULATIONS AND RESPONSIBILITY TO PUBLIC.....	GP-29- GP- <del>35</del> <b>36</b>
	SECTION 80: EXECUTION AND PROGRESS.....	GP-37-GP-43
	SECTION 90: MEASUREMENT AND PAYMENT.....	GP-44-GP- <del>50</del> <b>51</b>
SP	SPECIAL PROVISIONS.....	SP-1-SP- <del>18</del> <b>MST-04-4</b>
TS	TECHNICAL SPECIFICATIONS.....	C-100-L-125

### ATTACHMENTS

- A. FINAL WAIVER OF LIENS
- B. ADVISORY CIRCULAR (AC) 150/5370-2, CURRENT EDITION
- C. SAMPLE EROSION CONTROL INSPECTION REPORT
- D. DAVIS BACON WAGE RATE
- E. ELECTRONIC WORK PRODUCT RELEASE

**FOSTERING SMALL BUSINESS PARTICIPATION**

***In order to promote the participation of small businesses, including DBE firms, the prime contract shall list elements of the prime contract or specific subcontracts that are of a size that small businesses, including DBE's, can reasonably perform:***

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Bidders will complete the work in accordance with the Contract Documents for the following prices:

Refer to pages P-16 17 through P-20 24 for detailed work items associated with this project.

The undersigned further agrees to complete the work according to the terms of the entire contract in 110 calendar days for the Base Bid ***or the Base Bid plus Additive Alternate No. 1 (should the Owner elect to award)*** and ~~45 consecutive calendar days for Additive Alternate No. 1; the 45 consecutive calendar days for Additive Alternate No. 1 should be within the 110 days contract time for Base Bid.~~ Should the Airport Authority ***Owner*** elect to award Additive Alternate No. 2, the undersigned further agrees to complete the work in Additive Alternate No. 2 in additional 20 consecutive calendar days to the Base Bid ~~(and/or~~ ***including*** Additive Alternate No. 1, ***if awarded***) contract time, ***for a total contract time of 130 consecutive calendar days.***

The undersigned hereby acknowledges receipt of the following Addenda:

- No. \_\_\_\_\_ dated \_\_\_\_\_
- No. \_\_\_\_\_ dated \_\_\_\_\_
- No. \_\_\_\_\_ dated \_\_\_\_\_

IN TESTIMONY WHEREOF, the bidder has hereunto set his hand this \_\_\_\_ day of \_\_\_\_\_.

\_\_\_\_\_  
(Individual, Firm or Corporation)

(Seal By): \_\_\_\_\_

Title: \_\_\_\_\_

ATTEST: \_\_\_\_\_

**ITEMIZED PROPOSAL**

Fort Wayne-Allen County Airport Authority  
Fort Wayne International Airport  
Fort Wayne, Indiana

**FWA Construct Taxiway G Extension & Demolish Taxiway C2  
Base Bid - Construct Taxiway G Extension**

*Project Milestone: Addendum No. 1*

*Date: June 14, 2024*

ITEM NO.	PROJECT SPEC. REF.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE (WORDS)	UNIT PRICE	EXTENSION
<b>Standard Pay Items</b>							
1	C-100	CONTRACTOR QUALITY CONTROL PROGRAM	1	LS			
2	C-102	INSTALLATION AND REMOVAL OF SILT FENCE	400	LFT			
3	C-102	INSTALLATION AND REMOVAL OF FABRIC DROP INLET PROTECTION	5	EACH			
4	C-105	MOBILIZATION	1	LS			
5	C-105	ENGINEER'S FIELD OFFICE	5	MO			
6	P-101	PAVEMENT REMOVAL - FULL DEPTH HMA SHOULDER ( ±8" HMA ON VARIABLE DEPTH AGGREGATE BASE AND 9" SOIL-CEMENT BASE)	1,030	SYD			
7	P-101	PAVEMENT REMOVAL - PCCP (±15" PCCP WITH ±6" HMA BASE)	1,900	SYD			
8	P-101	REMOVE MITL ASSEMBLY, SALVAGE FIXTURE	15	EACH			
9	P-101	REMOVE MITL FIXTURE, ISOLATION TRANSFORMER, AND COVER BASE CAN WITH SOLID LID	25	EACH			
10	P-101	REMOVE L-850C HIRL FIXTURE AND ISOLATION TRANSFORMER, ABANDON FOUNDATION BASE CAN IN PLACE	2	EACH			
11	P-101	REMOVE ELEVATED HIRL ASSEMBLY, SALVAGE FIXTURE	2	EACH			
12	P-101	REMOVE ELEVATED RGL ASSEMBLY, SALVAGE FIXTURE	1	EACH			
13	P-101	REMOVE ELEVATED RGL FIXTURE AND TRANSFORMER, CAP BASE CAN WITH L-867B STEEL LID	2	EACH			
14	P-101	REMOVE AIRFIELD GUIDANCE SIGN AND TRANSFORMER, SALVAGE SIGN AND ABANDON FOUNDATION IN PLACE	6	EACH			
15	P-101	REMOVE AIRFIELD GUIDANCE SIGN AND FOUNDATION, SALVAGE PANELS AND SIGN FRAMES	5	EACH			
16	P-101	REMOVE CONDUIT AND CABLE	1,820	LFT			
17	P-101	REMOVE CABLE	410	LFT			
18	P-101	REMOVE REINFORCED CONCRETE PIPE (UP TO 30-INCH DIAMETER)	818	LFT			
19	P-101	REMOVE STORM STRUCTURE	2	EA			
20	P-101	REMOVE UNDERDRAIN PIPE (4"-6" DIA.)	1,080	LFT			

**ITEMIZED PROPOSAL**

**Fort Wayne-Allen County Airport Authority  
Fort Wayne International Airport  
Fort Wayne, Indiana**

**FWA Construct Taxiway G Extension & Demolish Taxiway C2  
Base Bid - Construct Taxiway G Extension**

*Project Milestone: Addendum No. 1*

*Date: June 14, 2024*

ITEM NO.	PROJECT SPEC. REF.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE (WORDS)	UNIT PRICE	EXTENSION
21	P-101	REMOVE UNDERDRAIN CLEANOUT	3	EACH			
22	P-152	UNCLASSIFIED EXCAVATION	7,964	CYD			
23	P-154	SUBBASE COURSE	3,170	CYD			
24	P-307	CEMENT-TREATED PERMEABLE BASE COURSE (6" DEPTH)	15,100	SYD			
25	P-307	GEOTEXTILE SOIL-SEPARATION LAYER	5,300	SYD			
26	P-307	BOND BREAKER	10,000	SYD			
27	P-403	HOT-MIX ASPHALT (HMA) PAVEMENT - 2" SURFACE COURSE (GRADATION 2)	590	TON			
28	P-403	HOT-MIX ASPHALT PAVEMENT - 3" BINDER COURSE (GRADATION 1)	885	TON			
29	P-501	CEMENT CONCRETE PAVEMENT (16" DEPTH)	9,280	SYD			
30	P-501	REINFORCEMENT FOR ODD SHAPED PANELS	1,750	SYD			
31	P-603	EMULSIFIED TACK COAT	400	GAL			
32	P-605	JOINT SEALING FILLER	10,100	LFT			
33	P-620	REMOVAL OF EXISTING PAVEMENT MARKINGS	7,000	SFT			
34	P-620	SURFACE PREPARATION FOR APPLICATION OF NEW PAVEMENT MARKINGS	18,100	SFT			
35	P-620	RUNWAY AND TAXIWAY MARKING - YELLOW (FULL APPLICATION)	5,000	SFT			
36	P-620	RUNWAY AND TAXIWAY MARKING - BLACK (FULL APPLICATION)	10,300	SFT			
37	P-620	RUNWAY AND TAXIWAY MARKING - THERMOPLASTIC SURFACE PAINTED RUNWAY HOLD POSITION SIGN	1,300	SFT			
38	P-620	PAVEMENT MARKING - WHITE (FULL APPLICATION)	1,500	SFT			
39	P-620	REFLECTIVE MEDIA	720	LBS			
40	D-701	REINFORCED CONCRETE PIPE - 45 INCH x 29 INCH, ELLIPTICAL, CLASS IV	449	LFT			



**ITEMIZED PROPOSAL**

**Fort Wayne-Allen County Airport Authority  
Fort Wayne International Airport  
Fort Wayne, Indiana**

**FWA Construct Taxiway G Extension & Demolish Taxiway C2  
Base Bid - Construct Taxiway G Extension**

*Project Milestone: Addendum No. 1*

*Date: June 14, 2024*

ITEM NO.	PROJECT SPEC. REF.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE (WORDS)	UNIT PRICE	EXTENSION
41	D-701	REINFORCED CONCRETE PIPE - 53 INCH x 34 INCH, ELLIPTICAL, CLASS IV	369	LFT			
42	D-705	PERFORATED UNDERDRAIN, 6- INCH PVC, COMPLETE	2,150	LFT			
43	D-705	UNDERDRAIN CLEANOUT, TYPE I	4	EACH			
44	D-705	UNDERDRAIN CLEANOUT, TYPE II	5	EACH			
45	D-751	INDOT TYPE D MANHOLE	1	EACH			
46	D-751	INDOT TYPE M MANHOLE	1	EACH			
47	T-901	HYDROMULCH SEEDING	400	KSFT			
48	L-108	NO. 8 AWG, 5KV, L824, TYPE C CABLE, INSTALLED IN DUCT BANK OR CONDUIT	6,000	LFT			
49	L-108	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS	3,600	LFT			
50	L-110	NON-ENCASED, ELECTRICAL CONDUIT, 1-WAY, 2-INCH, IN TURF	1,100	LFT			
51	L-110	CONCRETE ENCASED, ELECTRICAL CONDUIT, 1-WAY, 2-INCH	2,200	LFT			
52	L-110	CONCRETE ENCASED, ELECTRICAL CONDUIT, 4-WAY, 2-INCH	330	LFT			
53	L-115	L-867E BASE CAN HANDHOLE, ELECTRIC OR CONTROL	2	LFT			
54	L-125	L-861T, INSTALL NEW ELEVATED LED TAXIWAY MITL FIXTURE ON NEW BASE, IN SHOULDER PAVEMENT	39	EACH			
55	L-125	L-861T, INSTALL ELEVATED LED TAXIWAY MITL FIXTURE ON NEW BASE, IN TURF	7	EACH			
56	L-125	INSTALL SALVAGED L-862 ELEVATED FIXTURE AND NEW L-830 ISOLATION TRANSFORMER WITH ADAPTER RING (L-868 TO L-867) ON EXISTING BASE CAN	2	EACH			
57	L-125	INSTALL NEW L-850C INCANDESCENT HIRL FIXTURES ON NEW BASE CAN, IN TAXIWAY PAVEMENT	2	EACH			
58	L-125	L-858, INSTALL NEW LED 1-MODULE SIZE 3 GUIDANCE SIGN ON NEW FOUNDATION	3	EACH			
59	L-125	L-858, INSTALL NE W LED 2-MODULE SIZE 3 GUIDANCE SIGN ON NEW FOUNDATION	2	EACH			
60	L-125	L-858, INSTALL NEW LED 3-MODULE SIZE 3 GUIDANCE SIGN ON NEW FOUNDATION	4	EACH			

**ITEMIZED PROPOSAL**

Fort Wayne-Allen County Airport Authority  
 Fort Wayne International Airport  
 Fort Wayne, Indiana

**FWA Construct Taxiway G Extension & Demolish Taxiway C2  
 Base Bid - Construct Taxiway G Extension**

*Project Milestone: Addendum No. 1*

*Date: June 14, 2024*

ITEM NO.	PROJECT SPEC. REF.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE (WORDS)	UNIT PRICE	EXTENSION
61	L-125	L-858, INSTALL NEW LED 3-MODULE SIZE 3 GUIDANCE SIGN ON EXISTING FOUNDATION	1	EACH			
62	L-125	REPLACE PANELS ON EXISTING GUIDANCE SIGNS	15	EACH			
63	L-125	L-804, INSTALL NEW ELEVATED LED RGL ASSEMBLY ON NEW BASE IN NEW TAXIWAY SHOULDER HMA PAVEMENT	3	EACH			
64	MST-02	MAINTENANCE OF TRAFFIC	1	LS			
65	MST-03	CONSTRUCTION ENGINEERING	1	LS			
66	MST-04	PROJECT SECURITY	1	LS			
<b>Standard Pay Item Subtotal</b>							
<b>Undistributed Pay Items</b>							
67	MST-06	HAUL ROUTE REPAIR (ALLOWANCE)	1	ALLOW	Forty-thousand dollars and zero cents	\$40,000.00	\$40,000.00
68	P-152	UNDERCUT UNSUITABLE MATERIAL (UNDISTRIBUTED)	800	CYD			
69	P-152	SPECIAL SUBGRADE TREATMENT (UNDISTRIBUTED)	400	CYD			
70	P-155	LIME TREATED SUBGRADE (UNDISTRIBUTED)	1	SYD			
71	P-155	LIME (UNDISTRIBUTED)	1	TON			
<b>Undistributed Pay Item Subtotal</b>							
<b>Total Base Bid Amount</b>							

**ITEMIZED PROPOSAL**

**Fort Wayne-Allen County Airport Authority  
Fort Wayne International Airport  
Fort Wayne, Indiana**

**FWA Construct Taxiway G Extension & Demolish Taxiway C2  
Additive Alternate No. 1 - Demolish Taxiway C2**

*Project Milestone: Addendum No. 1*

*Date: June 14, 2024*

ITEM NO.	PROJECT SPEC. REF.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE (WORDS)	UNIT PRICE	EXTENSION
<b>Standard Pay Items</b>							
72	P-101	PAVEMENT REMOVAL - PCCP (±15" PCCP WITH ±6" HMA BASE)	6,900	SYD			
73	P-101	PAVEMENT REMOVAL - FULL DEPTH HMA SHOULDER (±8" HMA ON VARIABLE DEPTH AGGREGATE BASE AND ±9" SOIL-CEMENT BASE)	2,150	SYD			
74	P-101	REMOVE IN-PAVEMENT HIRL BASE CAN ASSEMBLY	2	EACH			
75	P-101	REMOVE MITL BASE CAN ASSEMBLY IN TURF	13	EACH			
76	P-101	REMOVE MITL BASE CAN ASSEMBLY IN SHOULDER PAVEMENT	12	EACH			
77	P-101	REMOVE CONDUIT AND CABLE	2,000	LFT			
78	P-101	REMOVE AIRFIELD GUIDANCE SIGN FOUNDATION ASSEMBLY	6	EACH			
79	P-101	REMOVE 4"-4 WAY DUCT BANK	170	LF			
80	P-101	REMOVE ELECTRICAL HANDHOLE	2	EA			
81	P-101	REMOVE RGL BASE CAN ASSEMBLY	2	EACH			
82	P-152	BORROW EXCAVATION	6,932	CYD			
83	P-154	SUBBASE COURSE	600	CYD			
84	P-403	2" BITUMINOUS ASPHALT MIXTURE SURFACE COURSE (GRADATION 2)	140	TON			
85	P-403	3" BITUMINOUS ASPHALT MIXTURE BINDER COURSE (GRADATION 1)	210	TON			
86	P-603	EMULSIFIED TACK COAT	100	GAL			
87	P-605	JOINT SEALING FILLER	500	LFT			
88	D-705	PERFORATED UNDERDRAIN, 6- INCH PVC, COMPLETE	400	LFT			
89	D-705	UNDERDRAIN CLEANOUT, TYPE I	2	LFT			
90	T-901	HYDROMULCH SEEDING	200	KSFT			
91	MST-03	ADDITIONAL CONSTRUCTION ENGINEERING	1	LS			
92	L-108	NO. 8 AWG, 5KV, L824, TYPE C CABLE, INSTALLED IN DUCT BANK OR CONDUIT	600	LFT			

**ITEMIZED PROPOSAL**

**Fort Wayne-Allen County Airport Authority  
Fort Wayne International Airport  
Fort Wayne, Indiana**

**FWA Construct Taxiway G Extension & Demolish Taxiway C2  
Additive Alternate No. 1 - Demolish Taxiway C2**

*Project Milestone: Addendum No. 1*

*Date: June 14, 2024*

ITEM NO.	PROJECT SPEC. REF.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE (WORDS)	UNIT PRICE	EXTENSION
93	L-108	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS	600	LFT			
94	L-110	CONCRETE-ENCASED, ELECTRICAL CONDUIT, 1-WAY, 2-INCH	400	LFT			
95	L-125	INSTALL SALVAGED L-862 ELEVATED FIXTURE AND NEW L-830 ISOLATION TRANSFORMER ON NEW BASE CAN	2	LFT			
96	L-125	BASE BID CREDIT - EXISTING MITL SOLID LID INSTALLATION	-25	EACH			
97	L-125	BASE BID CREDIT - EXISTING GUIDANCE SIGN SOLID LID INSTALLATION	-6	EACH			
98	L-125	BASE BID CREDIT - RGL SOLID LID INSTALLATION	-2	EACH			
99	L-125	BASE BID CREDIT - INSTALL L-862 ELEVATED FIXTURE WITH ADAPTER RING ON EXISTING BASE CAN	-2	EACH			
<b>Standard Pay Item Subtotal</b>							
<b>Undistributed Pay Items</b>							
<b>Undistributed Pay Item Subtotal</b>							
<b>Total Additive Alternate No. 1 Amount</b>							

**ITEMIZED PROPOSAL**

**Fort Wayne-Allen County Airport Authority  
Fort Wayne International Airport  
Fort Wayne, Indiana**

**FWA Construct Taxiway G Extension & Demolish Taxiway C2  
Additive Alternate No. 2 - Relocate Runway 5-23 Hold Position Locations**

*Project Milestone: Addendum No. 1*

*Date: June 14, 2024*

ITEM NO.	PROJECT SPEC. REF.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE (WORDS)	UNIT PRICE	EXTENSION
<b>Standard Pay Items</b>							
100	P-101	REMOVE ELEVATED RGL ASSEMBLY, SALVAGE FIXTURE	16	EACH			
101	P-101	REMOVE AIRFIELD GUIDANCE SIGN AND FOUNDATION, SALVAGE PANELS AND SIGN FRAMES	10	EACH			
102	P-101	REMOVE CONDUIT AND CABLE	4,800	LFT			
103	P-620	REMOVAL OF EXISTING PAVEMENT MARKINGS	24,000	SFT			
104	P-620	SURFACE PREPARATION FOR REMOVAL OF EXISTING PAVEMENT MARKINGS	24,000	SFT			
105	P-620	SURFACE PREPARATION FOR NEW MARKINGS	22,200	SFT			
106	P-620	RUNWAY AND TAXIWAY MARKING - YELLOW (FULL APPLICATION)	7,200	SFT			
107	P-620	RUNWAY AND TAXIWAY MARKING - BLACK (FULL APPLICATION)	10,900	SFT			
108	P-620	RUNWAY AND TAXIWAY MARKING - THERMOPLASTIC SURFACE PAINTED RUNWAY HOLD POSITION SIGN	4,100	SFT			
109	P-620	PAVEMENT MARKING - WHITE (FULL APPLICATION)	2,500	SFT			
110	P-620	REFLECTIVE MEDIA	1,100	LBS			
111	L-108	NO. 8 AWG, 5KV, L824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK, OR CONDUIT	2,500	LFT			
112	L-108	NO. 6 BDSC COUNTERPOISE, INSTALLED IN TRENCH	1,170	LFT			
113	L-110	CONCRETE ENCASED, ELECTRICAL CONDUIT, 1-WAY 2-INCH	1,170	LFT			
114	L-115	INSTALL NEW L-867B BASE CAN HANDHOLE, ELECTRIC OR CONTROL	9	EA			
115	L-125	L-858, INSTALL NEW LED 2-MODULE SIZE 3 GUIDANCE SIGN ON NEW FOUNDATION	2	EACH			
116	L-125	L-858, INSTALL NEW LED 3-MODULE SIZE 3 GUIDANCE SIGN ON NEW FOUNDATION	6	EACH			
117	L-125	L-858, RELOCATE LED 3-MODULE SIZE 3 GUIDANCE SIGN ON NEW FOUNDATION	1	EACH			
118	L-125	L-804, INSTALL NEW ELEVATED LED RGL ASSEMBLY ON NEW BASE IN NEW TAXIWAY SHOULDER HMA PAVEMENT	4	EACH			
119	L-125	L-804, INSTALL NEW ELEVATED LED RGL ASSEMBLY ON NEW BASE IN TURF	12	EACH			

**ITEMIZED PROPOSAL**

Fort Wayne-Allen County Airport Authority  
 Fort Wayne International Airport  
 Fort Wayne, Indiana

**FWA Construct Taxiway G Extension & Demolish Taxiway C2  
 Additive Alternate No. 2 - Relocate Runway 5-23 Hold Position Locations**

*Project Milestone: Addendum No. 1*

*Date: June 14, 2024*

ITEM NO.	PROJECT SPEC. REF.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE (WORDS)	UNIT PRICE	EXTENSION
120	MST-02	ADDITIONAL MAINTENANCE OF TRAFFIC	1	LS			
121	MST-03	ADDITIONAL CONSTRUCTION ENGINEERING	1	LS			
123	L-125	BASE BID CREDIT - REPLACE PANELS ON EXISTING GUIDANCE SIGNS	-20	EACH			
<b>Standard Pay Item Subtotal</b>							
<b>Undistributed Pay Items</b>							
<b>Undistributed Pay Item Subtotal</b>							
<b>Total Additive Alternate No. 2 Amount</b>							

SUBMITTED BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

**END OF ITEMIZED PROPOSAL**

**REPORT—Attachment B (Undistributed Pay Items Only)**

PROJECT NAME: \_\_\_\_\_ DATE \_\_\_\_\_

PROJECT NO.: \_\_\_\_\_ OWNER: FORT WAYNE - ALLEN COUNTY AIRPORT AUTHORITY

CONTRACTOR: \_\_\_\_\_

CONTRACT AMOUNT: \_\_\_\_\_ % DBE IN BID: \_\_\_\_\_ TOTAL DBE AMOUNT IN BID: \_\_\_\_\_

CURRENT PERIOD FROM: \_\_\_\_\_ TO: \_\_\_\_\_

NAME OF DBE FIRM	DESCRIPTION OF WORK	SUPPLIER	SUBCONTRACTOR	SUBCONTRACTOR OR AGREEMENT AMOUNT	EARNINGS FOR THIS PERIOD	EARNINGS TO DATE

A copy of invoices to DBE firms from their materials suppliers and payments made by DBE firms for materials which they supplied on this job must be attached to this report.

I HEREBY CERTIFY THAT THE ABOVE STATEMENT IS TRUE AND CORRECT AND SUPPORTING DOCUMENTATION IS ON FILE AND IS AVAILABLE FOR INSPECTION AT ANY TIME.

TOTAL VALUE OF WORK PERFORMED BY PRIME CONTRACTOR TO DATE: \_\_\_\_\_

TOTAL DBE EARNINGS TO DATE: \_\_\_\_\_

DBE % OF WORK PERFORMED TO DATE: \_\_\_\_\_

\_\_\_\_\_  
SIGNATURE & TITLE

I certified that I have reviewed the above contracting records for verification that work committed to DBE firms was actually performed by the DBE firm to which the work was committed: \_\_\_\_\_ Airport Representative

## Item P-101 Preparation/Removal of Existing Pavements

### DESCRIPTION

**101-1** This item shall consist of preparation of existing pavement surfaces for overlay, surface treatments, removal of existing pavement, and other miscellaneous items. The work shall be accomplished in accordance with these specifications and the applicable plans.

### EQUIPMENT AND MATERIALS

**101-2** All equipment and materials shall be specified here and in the following paragraphs or approved by the Resident Project Representative (RPR). The equipment shall not cause damage to the pavement to remain in place.

### CONSTRUCTION

#### **101-3.1 Removal of existing pavement.**

The Contractor's removal operation shall be controlled to not damage adjacent pavement structure, and base material, cables, utility ducts, pipelines, or drainage structures which are to remain under the pavement.

**a. Concrete pavement removal.** Full depth saw cuts shall be made perpendicular to the slab surface. The Contractor shall saw through the full depth of the slab including any dowels at the joint, removing the pavement and installing new dowels as shown on the plans and per the specifications. Where the perimeter of the removal limits is not located on the joint and there are no dowels present, the perimeter shall be saw cut the full depth of the pavement. The pavement inside the saw cut shall be removed by methods which will not cause distress in the pavement which is to remain in place. If the material is to be wasted on the airport site, it shall be reduced to a maximum size of 2 inches (50 mm) or meet the requirements of technical specification *Item P-219, Recycled Crushed Concrete Aggregate* as applicable. Concrete slabs that are damaged by under breaking shall be repaired or removed and replaced as directed by the RPR.

The edge of existing concrete pavement against which new pavement abuts shall be protected from damage at all times. Spall and underbreak repair shall be in accordance with the plans. Any underlying material that is to remain in place, shall be recompact and/or replaced as shown on the plans. Adjacent areas damaged during repair shall be repaired or replaced at the Contractor's expense.

**b. Asphalt pavement removal.** Asphalt pavement to be removed shall be cut to the full depth of the asphalt pavement around the perimeter of the area to be removed. If the material is to be wasted on the airport site, it shall be broken to a maximum size of 2 inches (50 mm).

**c. Repair or removal of Base, Subbase, and/or Subgrade.** All failed material including surface, base course, subbase course, and subgrade shall be removed and repaired as shown on the plans or as directed by the RPR. Materials and methods of construction shall comply with the applicable sections of these



specifications. Any damage caused by Contractor’s removal process shall be repaired at the Contractor’s expense.

**101-3.2 Preparation of joints and cracks prior to overlay/surface treatment.** Remove all vegetation and debris from cracks to a minimum depth of 1 inch (25 mm). If extensive vegetation exists, treat the specific area with a concentrated solution of a water-based herbicide approved by the RPR. Fill all cracks greater than 1/4 inch (6 mm) wide) with a crack sealant per ASTM D6690. The crack sealant, preparation, and application shall be compatible with the surface treatment/overlay to be used. To minimize contamination of the asphalt with the crack sealant, underfill the crack sealant a minimum of 1/8 inch (3 mm), not to exceed ¼ inch (6 mm). Any excess joint or crack sealer shall be removed from the pavement surface.

Wider cracks (over 1-1/2 inch wide (38 mm)), along with soft or sunken spots, indicate that the pavement or the pavement base should be repaired or replaced as stated below. Cracks and joints may be filled with a mixture of emulsified asphalt and aggregate. The aggregate shall consist of limestone, volcanic ash, sand, or other material that will cure to form a hard substance. The combined gradation shall be as shown in the following table.

**Gradation**

Sieve Size	Percent Passing
No. 4 (4.75 mm)	100
No. 8 (2.36 mm)	90-100
No. 16 (1.18 mm)	65-90
No. 30 (600 µm)	40-60
No. 50 (300 µm)	25-42
No. 100 (150 µm)	15-30
No. 200 (75 µm)	10-20

Up to 3% cement can be added to accelerate the set time. The mixture shall not contain more than 20% natural sand without approval in writing from the RPR.

The proportions of asphalt emulsion and aggregate shall be determined in the field and may be varied to facilitate construction requirements. Normally, these proportions will be approximately one part asphalt emulsion to five parts aggregate by volume. The material shall be poured or placed into the joints or cracks and compacted to form a voidless mass. The joint or crack shall be filled to within +0 to -1/8 inches (+0 to -3 mm) of the surface. Any material spilled outside the width of the joint shall be removed from the pavement surface prior to constructing the overlay. Where concrete overlays are to be constructed, only the excess joint material on the pavement surface and vegetation in the joints need to be removed.

**101-3.3 Removal of Foreign Substances/Contaminates Prior to Overlay or Remark.** Removal of foreign substances/contaminates from existing pavement that will affect the bond of the new treatment shall consist of removal of rubber, fuel spills, oil, crack sealer, at least 90% of paint, and other foreign substances from the surface of the pavement. Areas that require removal are designated on the plans and as directed by the RPR in the field during construction.

Chemicals, high-pressure water, heater scarifier (asphaltic concrete only), cold milling, rotary grinding, or sandblasting may be used. If chemicals are used, they shall comply with the state’s environmental

protection regulations. Removal methods used shall not cause major damage to the pavement, or to any structure or utility within or adjacent to the work area. Major damage is defined as changing the properties of the pavement, removal of asphalt causing the aggregate to ravel, or removing pavement over 1/8 inch (3 mm) deep. If it is deemed by the RPR that damage to the existing pavement is caused by operational error, such as permitting the application method to dwell in one location for too long, the Contractor shall repair the damaged area without compensation and as directed by the RPR.

Removal of foreign substances shall not proceed until approved by the RPR. Water used for high-pressure water equipment shall be provided by the Contractor at the Contractor's expense. No material shall be deposited on the pavement shoulders. All wastes shall be disposed of in areas indicated in this specification or shown on the plans.

#### **101-3.4 Concrete spall or failed asphaltic concrete pavement repair.**

**a. Repair of concrete spalls in areas to be overlaid with asphalt.** The Contractor shall repair all spalled concrete as shown on the plans or as directed by the RPR. The perimeter of the repair shall be saw cut a minimum of 2 inches (50 mm) outside the affected area and 2 inches (50 mm) deep. The deteriorated material shall be removed to a depth where the existing material is firm or cannot be easily removed with a geologist pick. The removed area shall be filled with asphalt mixture with aggregate sized appropriately for the depth of the patch. The material shall be compacted with equipment approved by the RPR until the material is dense and no movement or marks are visible. The material shall not be placed in lifts over 4 inches (100 mm) in depth. This method of repair applies only to pavement to be overlaid.

**b. Asphalt pavement repair.** The Contractor shall repair all spalled concrete as shown on the plans or as directed by the RPR. The failed areas shall be removed as specified in paragraph 101-3.1b. All failed material including surface, base course, subbase course, and subgrade shall be removed. Materials and methods of construction shall comply with the applicable sections of these specifications.

**101-3.5 Cold milling.** Milling shall be performed with a power-operated milling machine or grinder, capable of producing a uniform finished surface. The milling machine or grinder shall operate without tearing or gouging the underlying surface. The milling machine or grinder shall be equipped with grade and slope controls, and a positive means of dust control. All millings shall be removed and disposed in areas designated on the plans. If the Contractor mills or grinds deeper or wider than the plans specify, the Contractor shall replace the material removed with new material at the Contractor's Expense.

**a. Patching.** The milling machine shall be capable of cutting a vertical edge without chipping or spalling the edges of the remaining pavement and it shall have a positive method of controlling the depth of cut. The RPR shall layout the area to be milled with a straightedge in increments of 1-foot (30 cm) widths. The area to be milled shall cover only the failed area. Any excessive area that is milled because the Contractor doesn't have the appropriate milling machine, or areas that are damaged because of his negligence, shall be repaired by the Contractor at the Contractor's Expense.

**b. Profiling, grade correction, or surface correction.** The milling machine shall have a minimum width of 7 feet (2 m) and it shall be equipped with electronic grade control devices that will cut the surface to the grade specified. The tolerances shall be maintained within +0 inch and -1/4 inch (+0 mm and -6mm) of the specified grade. The machine must cut vertical edges and have a positive method of dust control. The machine must have the ability to remove the millings or cuttings from the pavement and load them into a truck. All millings shall be removed and disposed of in areas designated on the plans with any excess material not required for use in this project to be hauled off and properly disposed of by the Contractor.

**c. Clean-up.** The Contractor shall sweep the milled surface daily and immediately after the milling until all residual materials are removed from the pavement surface. Prior to paving, the Contractor shall wet down the milled pavement and thoroughly sweep and/or blow the surface to remove loose residual material. Waste materials shall be collected and removed from the pavement surface and adjacent areas by sweeping or vacuuming. Waste materials shall be removed and disposed off Airport property.

**101-3.6. Preparation of asphalt pavement surfaces prior to surface treatment.** Existing asphalt pavements to be treated with a surface treatment shall be prepared as follows:

- a.** Patch asphalt pavement surfaces that have been softened by petroleum derivatives or have failed due to any other cause. Remove damaged pavement to the full depth of the damage and replace with new asphalt pavement similar to that of the existing pavement in accordance with paragraph 101-3.4b.
- b.** Repair joints and cracks in accordance with paragraph 101-3.2.
- c.** Remove oil or grease that has not penetrated the asphalt pavement by scrubbing with a detergent and washing thoroughly with clean water. After cleaning, treat these areas with an oil spot primer.
- d.** Clean pavement surface immediately prior to placing the surface treatment so that it is free of dust, dirt, grease, vegetation, oil or any type of objectionable surface film.

**101-3.7 Maintenance.** The Contractor shall perform all maintenance work necessary to keep the pavement in a satisfactory condition until the full section is complete and accepted by the RPR. The surface shall be kept clean and free from foreign material. The pavement shall be properly drained at all times. If cleaning is necessary or if the pavement becomes disturbed, any work repairs necessary shall be performed at the Contractor's expense.

**101-3.8 Preparation of Joints in Rigid Pavement prior to resealing.** Prior to application of sealant material, clean and dry the joints of all scale, dirt, dust, old sealant, curing compound, moisture and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, that the method used cleans the joint and does not damage the joint.

**101-3.8.1 Removal of Existing Joint Sealant.** All existing joint sealants will be removed by plowing or use of hand tools. Any remaining sealant and or debris will be removed by use of wire brushes or other tools as necessary. Resaw joints removing no more than 1/16 inch (2 mm) from each joint face. Immediately after sawing, flush out joint with water and other tools as necessary to completely remove the slurry.

**101-3.8.2 Cleaning prior to sealing.** Immediately before sealing, joints shall be cleaned by removing any remaining laitance and other foreign material. Allow sufficient time to dry out joints prior to sealing. Joint surfaces will be surface-dry prior to installation of sealant.

**101-3.8.3 Joint sealant.** Joint material and installation will be in accordance with Item P-605.

**101-3.9 Preparation of Cracks in Flexible Pavement prior to sealing.** Prior to application of sealant material, clean and dry the joints of all scale, dirt, dust, old sealant, curing compound, moisture and other foreign matter. The Contractor shall demonstrate, in the presence of the RPR, that the method used cleans the cracks and does not damage the pavement.

**101-3.9.1 Preparation of Crack.** Widen crack with router or random crack saw by removing a minimum of 1/16 inch (2 mm) from each side of crack. Immediately before sealing, cracks will be blown out with a hot air lance combined with oil and water-free compressed air.

**101-3.9.2 Removal of Existing Crack Sealant.** Existing sealants will be removed by routing or random crack saw. Following routing or sawing, any remaining debris will be removed by use of a hot lance combined with oil and water-free compressed air.

**101-3.9.3 Crack Sealant.** Crack sealant material and installation will be in accordance with Item P-605.

**101-3.9.4 Removal of Pipe and other Buried Structures.**

**a. Removal of Existing Pipe Material.** Remove the types of pipe as indicated on the plans. The pipe material shall be legally disposed of off-site in a timely manner following removal. Trenches shall be backfilled with material equal to or better in quality than adjacent embankment. Trenches must be backfilled up to finished grade (or subgrade, as appropriate) and compacted in accordance with technical specification *Item P-152, Excavation, Subgrade, and Embankment*.

**b. Removal of Cleanouts/Inlets/Manholes.** Where indicated on the plans or as directed by the RPR, inlets and/or manholes shall be removed and legally disposed of off-site in a timely fashion after removal. Excavations after removal shall be backfilled with material equal or better in quality than adjacent embankment. Voids resulting from the removal of such structures must be backfilled up to finished grade (or subgrade as appropriate) and compacted in accordance with technical specification *Item P-152, Excavation, Subgrade, and Embankment*.

**c. Removal of Cable from Existing Conduit/Duct.** The work under this section shall include the removal of the airfield lighting cable or other electrical and/or communication cable from existing conduit or duct bank, where noted on the plans, and disposing of the removed cable.

**d. Removal of Cable and Conduit/Duct.** The work under this section shall include the removal of the airfield lighting conduit and cable, or other electrical and/or communication cable and conduit, where noted on the plans, and disposing of the removed conduit and cable.

**e. Removal of Concrete-Encased Conduit/Duct.** The work under this section shall include the removal of concrete-encased airfield lighting or other electrical and/or communication duct bank and/or concrete-encased single conduits where noted on the plans, and disposing of the removed material.

**f. Removal of Buried Utility Lines.** Not applicable to this project.

**g. Removal of Utility Structures.** The work under this section shall include the removal of existing utility structures for airfield lighting, electrical, and/or communication manholes, handholes, and/or base cans as indicated in the plans. Structure type shall be designated on the plans by size and type of material.

**h. Removal of Structures and Appurtenances.** Not applicable to this project.

**i. Removal and Salvage of Runway and Taxiway Light Fixtures.** The work under this section shall include all labor and materials necessary to remove and deliver to the Owner for storage all taxiway edge light fixtures, high intensity runway edge light, as well as runway guard light (RGL) fixtures (including base plate, frangible coupling, and light stem).

Base Bid includes the removal of taxiway edge light fixtures and transformers and covering the base cans with solid steel plate. Additive Alternate No. 1 includes work items for complete removal of the remaining taxiway edge light assembly. Base Bid work items also include removal of L-850C light fixtures from high intensity runway edge lights and installation of adapter plate on them for conversion from L-868 to L-867. Base Bid also includes removal of elevated runway edge lights. Complete airfield lighting fixtures including frangible couplings, bolts, base plates, and other reusable components will remain Owner property and placed in storage at a location on the Airport designated by the RPR and in a manner as to prevent damage to the salvageable items. All items determined unsalvageable by the Owner and RPR shall be removed

from the site by the Contractor. The work under this section shall also include the excavation and disposal of all materials necessary to remove the base cans, isolation transformers, ground rods associated with the salvaged fixture, and other incidental items necessary to complete the removal including disposal of the excavated and removed materials.

Base Bid also involves removal of runway guard light fixtures and covering with solid lid as well as complete removal of a runway guard light. Additive Alternate No. 1 includes work on complete removal of the runway guard light foundation and conduit removal.

**i. Removal of Guidance Signs.** The work under this section shall include all labor and materials necessary to remove existing airfield guidance signage including the base can, and ancillary materials, and properly disposing off by the Contractor. This work may include foundation removal and in some cases, the Contractor may need to abandon foundation in place. In cases where the sign foundation is to be left abandoned in place, the Contractor shall make sure that any openings created with the signage removal is covered with a solid steel lid. Any reusable items from the removal of guidance signs shall remain the property of the Owner. All items determined unsalvageable by the Owner and RPR shall be removed from the site by the Contractor.

Base Bid involves removal of involves removal of guidance signs removal and abandoning foundation in place as well as guidance sign and foundation removal. Additive Alternate No. 1 includes work on removal of the guidance sign foundation assembly. Additive Alternate No. 2 includes work on removal of the guidance sign and foundation.

#### **METHOD OF MEASUREMENT**

**101-4.1 Pavement removal.** The unit of measurement for pavement removal shall be the number of square yards (square meters) removed by the Contractor. Any pavement removed outside the limits of removal because the pavement was damaged by negligence on the part of the Contractor shall not be included in the measurement for payment. No direct measurement or payment shall be made for saw cutting. Saw cutting shall be incidental to pavement removal. Dowel bar installation shall be incidental to pavement removal.

**101-4.2 Joint and crack repair.** The unit of measurement for joint and crack repair shall be the linear foot (meter) of joint.

**101-4.3 Removal of Foreign Substances/contaminates.** The unit of measurement for foreign Substances/contaminates removal shall be the square foot (meter).

**101-4.4 Spalled and failed asphalt pavement repair.** The unit of measure for failed asphalt pavement repair shall be square foot (square meter).

**101-4.5 Concrete Spall Repair.** The unit of measure for concrete spall repair shall be the number of square feet (square meter). The location and average depth of the patch shall be determined and agreed upon by the RPR and the Contractor.

**101-4.6 Cold milling.** The unit of measure for cold milling shall be 1 inches of milling per square yard (square meter). The location and average depth of the cold milling shall be as shown on the plans. If the initial cut does not correct the condition, the Contractor shall re-mill the area and will be paid for the total depth of milling.

**101-4.7 Removal of Pipe and other Buried Structures.**

- a. **Removal of Existing Pipe Material.** The unit of measurement for removal of pipe material shall be the linear foot (feet).
- b. **Removal of Cleanouts/Inlets/Manholes.** The unit of measurement for removal of cleanouts/inlets/manholes shall be the each.
- c. **Removal of Cable from Existing Conduit/Duct.** The unit of measurement for removal of cable from existing conduit/duct shall be the linear feet.
- d. **Removal of Concrete and Conduit/Duct.** The unit of measurement for removal of concrete and conduit/duct shall be the linear feet.
- e. **Removal of Concrete-Encased Conduit/Duct.** The unit of measurement for removal of concrete-encased and conduit duct shall be the linear feet.
- f. **Removal of Buried Utility Line.** Not applicable to this project.
- g. **Removal of Utility Structures.** The unit of measurement for the removal of utility structures shall be the each.
- h. **Removal of Structures and Appurtances.** Not applicable to this project.
- i. **Removal and Salvage of Runway and Taxiway Light Fixtures.** The unit of measurement for removal and salvage of runway and taxiway light fixtures shall be the each.
- j. **Removal and Salvage of Guidance Signs.** The unit of measurement for removal/salvage of guidance signs shall be the each.

#### BASIS OF PAYMENT

**101-5.1 Payment.** Payment shall be made at contract unit price for the unit of measurement as specified above. This price shall be full compensation for furnishing all materials and for all preparation, hauling, and placing of the material and for all labor, equipment, tools, and incidentals necessary to complete this item.

Item P 101-5.1	Pavement Removal - Full-depth HMA Shoulder ( $\pm 8$ HMA on Variable Depth Aggregate Base and $\pm 9$ " Soil-Cement Base) – per square yard (square meter)
Item P 101-5.2	Pavement Removal - PCCP ( $\pm 15$ " ) with HMA Base ( $\pm 6$ " ) – per square yard (square meter)
Item P 101-5.3	Remove MITL Assembly, Salvage Fixture – per each
Item P 101-5.4	Remove MITL Fixture, Isolation Transformer, and Cover Base Can with Solid Lid – per each
Item P 101-5.5	Remove L-850C HIRL Fixture & Isolation Transformer Abandon Foundation Base Can in place – per each
Item P 101-5.6	Remove Elevated HIRL Assembly, Salvage Fixture – per each
Item P 101-5.7	Remove Elevated RGL Assembly, Salvage Fixture – per each
Item P 101-5.8	Remove Elevated RGL Fixture and Transformer, Cap Base Can with L-867B Steel Lid – per each

Item P 101-5.9	Remove Guidance Sign and Transformer, Salvage Sign and Abandon Foundation in Place – per each
Item P 101-5.10	Remove Airfield Guidance Sign Assembly, Salvage Panels, and Sign Frames
Item P 101-5.11	Remove Conduit and Cable – per linear foot
Item P 101-5.12	Remove Cable – per linear foot
Item P 101-5.13	Remove Reinforced Concrete Pipe (up to 30” Dia.) – per linear foot
Item P 101-5.14	Remove Storm Sewer Structure – per each
Item P 101-5.15	Remove Underdrain Pipe (4” – 6” Dia.) – per linear foot
Item P 101-5.16	Remove Underdrain Cleanout – per each
Item P 101-5.17	Remove In-pavement HIRL Base Can Assembly – per each
Item P 101-5.18	Remove MITL Base Can Assembly in Turf – per each
Item P 101-5.19	Remove MITL Base Can Assembly in Shoulder Pavement – per each
Item P 101-5.20	Remove Airfield Guidance Sign Foundation Assembly – per each
Item P 101-5.21	Remove 4”-4 Way Duct Bank
Item P 101-5.22	Remove Electrical Handhole
Item P 101-5.23	Remove RGL Base Can Assembly

#### REFERENCES

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

##### Advisory Circulars (AC)

AC 150/5380-6 Guidelines and Procedures for Maintenance of Airport Pavements.

##### ASTM International (ASTM)

ASTM D6690 Standard Specification for Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

**END OF ITEM P-101**

## Item P-152 Excavation, Subgrade, and Embankment

### DESCRIPTION

**152-1.1** This item covers excavation, disposal, placement, and compaction of all materials within the limits of the work required to construct safety areas, runways, taxiways, aprons, and intermediate areas as well as other areas for drainage, building construction, parking, or other purposes in accordance with these specifications and in conformity to the dimensions and typical sections shown on the plans.

**152-1.2 Classification.** All material excavated shall be classified as defined below:

**a. Unclassified excavation.** Unclassified excavation shall consist of the excavation and disposal of all material, regardless of its nature.

**b. Borrow excavation.** Borrow excavation shall consist of approved material required for the construction of embankments or for other portions of the work in excess of the quantity of usable material available from required excavations. Borrow material shall be obtained from areas designated by the Resident Project Representative (RPR) within the limits of the airport property but outside the normal limits of necessary grading, or from areas outside the airport boundaries.

**152-1.3 Unsuitable excavation.** Unsuitable material shall be disposed in designated waste areas as shown on the plans. Materials containing vegetable or organic matter, such as muck, peat, organic silt, or sod shall be considered unsuitable for use in embankment construction. Material suitable for topsoil may be used on the embankment slope when approved by the RPR.

### CONSTRUCTION METHODS

**152-2.1 General.** The suitability of material to be placed in embankments shall be subject to approval by the RPR. All unsuitable material shall be disposed of in waste areas as shown on the plans. All waste areas shall be graded to allow positive drainage of the area and adjacent areas. The surface elevation of waste areas shall be specified on the plans or approved by the RPR.

When the Contractor's excavating operations encounter artifacts of historical or archaeological significance, the operations shall be temporarily discontinued and the RPR notified per Section 70, paragraph 70-20. At the direction of the RPR, the Contractor shall excavate the site in such a manner as to preserve the artifacts encountered and allow for their removal. Such excavation will be paid for as extra work.

Areas outside the limits of the pavement areas where the top layer of soil has become compacted by hauling or other Contractor activities shall be scarified and disked to a depth of 4 inches (100 mm), to loosen and pulverize the soil. Stones or rock fragments larger than 4 inches (100 mm) in their greatest dimension will not be permitted in the top 6 inches (150 mm) of the subgrade.

If it is necessary to interrupt existing surface drainage, sewers or under-drainage, conduits, utilities, or similar underground structures, the Contractor shall be responsible for and shall take all necessary precautions to preserve them or provide temporary services. When such facilities are encountered, the Contractor shall notify the RPR, who shall arrange for their removal if necessary. The Contractor, at their



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own expense, shall satisfactorily repair or pay the cost of all damage to such facilities or structures that may result from any of the Contractor's operations during the period of the contract.

**152-2.2 Excavation.** No excavation shall be started until the work has been staked out by the Contractor and the RPR has obtained from the Contractor, the survey notes of the elevations and measurements of the ground surface. The Contractor and RPR shall agree that the original ground lines shown on the original topographic mapping are accurate, or agree to any adjustments made to the original ground lines.

Digital terrain model (DTM) files of the existing surfaces, finished surfaces and other various surfaces were used to develop the design plans.

Volumetric quantities where noted on the plans were calculated by comparing DTM files of the applicable design surfaces and generating Triangle Volume Reports. Electronic copies of DTM files and a paper copy of the original topographic map will be issued to the successful bidder.

Existing grades on the design cross sections or DTM's, where they do not match the locations of actual spot elevations shown on the topographic map, were developed by computer interpolation from those spot elevations. Prior to disturbing original grade, Contractor shall verify the accuracy of the existing ground surface by verifying spot elevations at the same locations where original field survey data was obtained as indicated on the topographic map. Contractor shall recognize that, due to the interpolation process, the actual ground surface at any particular location may differ somewhat from the interpolated surface shown on the design cross sections or obtained from the DTM's. Contractor's verification of original ground surface, however, shall be limited to verification of spot elevations as indicated herein, and no adjustments will be made to the original ground surface unless the Contractor demonstrates that spot elevations shown are incorrect. For this purpose, spot elevations which are within 0.1 foot (30 mm) of the stated elevations for ground surfaces, or within 0.04 foot (12 mm) for hard surfaces (pavements, buildings, foundations, structures, etc.) shall be considered "no change". Only deviations in excess of these will be considered for adjustment of the original ground surface. If Contractor's verification identifies discrepancies in the topographic map, Contractor shall notify the RPR in writing at least two weeks before disturbance of existing grade to allow sufficient time to verify the submitted information and make adjustments to the design cross sections or DTM's. Disturbance of existing grade in any area shall constitute acceptance by the Contractor of the accuracy of the original elevations shown on the topographic map for that area.

All areas to be excavated shall be stripped of vegetation and topsoil. Topsoil shall be stockpiled for future use in areas designated on the plans or by the RPR. All suitable excavated material shall be used in the formation of embankment, subgrade, or other purposes as shown on the plans. All unsuitable material shall be disposed of as shown on the plans.

The grade shall be maintained so that the surface is well drained at all times.

When the volume of the excavation exceeds that required to construct the embankments to the grades as indicated on the plans, the excess shall be used to grade the areas of ultimate development or disposed as directed by the RPR. When the volume of excavation is not sufficient for constructing the embankments to the grades indicated, the deficiency shall be obtained from borrow areas.

**a. Selective grading.** Not applicable to this project.

**b. Undercutting.** Rock, shale, hardpan, loose rock, boulders, or other material unsatisfactory for safety areas, subgrades, roads, shoulders, or any areas intended for turf shall be excavated to a minimum depth of 12 inches (300 mm) below the subgrade or to the depth specified by the RPR. Muck, peat, matted roots,

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or other yielding material, unsuitable for subgrade foundation, shall be removed to the depth specified by the RPR. Unsuitable materials shall be disposed of at locations shown on the plans or disposed off the airport. The cost is incidental to this item. This excavated material shall be paid for at the contract unit price per cubic yard (per cubic meter) for Undercut Unsuitable Material (Undistributed). The excavated area shall be backfilled with suitable material obtained from the grading operations or borrow areas and compacted to specified densities. The necessary backfill will constitute a part of the embankment. Where rock cuts are made, backfill with select material. Any pockets created in the rock surface shall be drained in accordance with the details shown on the plans.

**c. Over-break.** Over-break, including slides, is that portion of any material displaced or loosened beyond the finished work as planned or authorized by the RPR. All over-break shall be graded or removed by the Contractor and disposed of as directed by the RPR. The RPR shall determine if the displacement of such material was unavoidable and their own decision shall be final. Payment will not be made for the removal and disposal of over-break that the RPR determines as avoidable. Unavoidable over-break will be classified as “Unclassified Excavation.”

**d. Removal of utilities.** The removal of existing structures and utilities required to permit the orderly progress of work will be accomplished by someone other than the Contractor; for example, the utility provider unless otherwise shown on plans. All existing foundations shall be excavated at least 2 feet (60 cm) below the top of subgrade or as indicated on the plans, and the material disposed of as directed by the RPR. All foundations thus excavated shall be backfilled with suitable material and compacted as specified for embankment or as shown on the plans.

**152-2.2A Special Subgrade Treatment (Undistributed).** In cut areas, if soft and yielding conditions still exist after the Contractor has disked, dried, or otherwise manipulated subgrade areas, the RPR may order the soft and yielding soils to be removed and replaced with aggregate if the areas that have been undercut contain material upon which it is unsuitable to place compacted embankment. The limits and depth of excavation and placement of aggregate will be as directed by the RPR.

Aggregates shall be Crushed Aggregate Base Course or No. 2 aggregate meeting the requirements of the Indiana Department of Highways Standard Specifications, as selected by the RPR. Upon completion of the excavation, the bottom of the excavated area shall be compacted as directed by the RPR. After compaction of the bottom of the excavation, the aggregate shall be placed in lifts not-to-exceed 8" in depth and compacted in accordance with this section. Both the lift thickness and compaction requirements may be altered as directed by the RPR.

This work shall be paid for as “Special Subgrade Treatment (Undistributed)” which shall include excavation of yielding material and placement, manipulation, and compaction of aggregate backfill. Measurement for areas which are excavated and replaced with aggregate shall be the neat line measurement in cubic yards as directed by the RPR. If included in the bid proposal as an item, the aggregate shall be drained by installing 4" to 6" underdrain pipe in accordance with technical provision Item D-705 as directed by the RPR.

The RPR shall determine what materials are unsuitable. Soils with excessive moisture WILL NOT be classified as unsuitable, if in the opinion of the RPR, drying of the soil would make acceptable embankment and/or subgrade.

**152-2.3 Borrow excavation.** Borrow areas within the airport property are indicated on the plans. Borrow excavation shall be made only at these designated locations and within the horizontal and vertical limits as staked or as directed by the RPR. All unsuitable material shall be disposed of by the Contractor as shown on the plans. All borrow pits shall be opened to expose the various strata of acceptable material to allow

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obtaining a uniform product. Borrow areas shall be drained and left in a neat, presentable condition with all slopes dressed uniformly. Borrow areas shall not create a wildlife attractant.

**152-2.4 Drainage excavation.** Drainage excavation shall consist of excavating drainage ditches including intercepting, inlet, or outlet ditches; or other types as shown on the plans. The work shall be performed in sequence with the other construction. Ditches shall be constructed prior to starting adjacent excavation operations. All satisfactory material shall be placed in embankment fills; unsuitable material shall be placed in designated waste areas or as directed by the RPR. All necessary work shall be performed true to final line, elevation, and cross-section. The Contractor shall maintain ditches constructed on the project to the required cross-section and shall keep them free of debris or obstructions until the project is accepted.

**152-2.5 Preparation of cut areas or areas where existing pavement has been removed.** In those areas on which a subbase or base course is to be placed, the top 12 inches (300 mm) of subgrade shall be compacted to not less than 100 % of maximum density for non-cohesive soils, and 95% of maximum density for cohesive soils as determined by ASTM D1557. As used in this specification, "non-cohesive" shall mean those soils having a plasticity index (PI) of less than 3 as determined by ASTM D4318.

**152-2.6 Preparation of embankment area.** All sod and vegetative matter shall be removed from the surface upon which the embankment is to be placed. The cleared surface shall be broken up by plowing or scarifying to a minimum depth of 6 inches (150 mm) and shall then be compacted per paragraph 152-2.10.

Sloped surfaces steeper than one (1) vertical to four (4) horizontal shall be plowed, stepped, benched, or broken up so that the fill material will bond with the existing material. When the subgrade is part fill and part excavation or natural ground, the excavated or natural ground portion shall be scarified to a depth of 12 inches (300 mm) and compacted as specified for the adjacent fill.

No direct payment shall be made for the work performed under this section. The necessary clearing and grubbing and the quantity of excavation removed will be paid for under the respective items of work.

**152-2.7 Control Strip.** The first half-day of construction of subgrade and/or embankment shall be considered as a control strip for the Contractor to demonstrate, in the presence of the RPR, that the materials, equipment, and construction processes meet the requirements of this specification. The sequence and manner of rolling necessary to obtain specified density requirements shall be determined. The maximum compacted thickness may be increased to a maximum of 12 inches (300 mm) upon the Contractor's demonstration that approved equipment and operations will uniformly compact the lift to the specified density. The RPR must witness this demonstration and approve the lift thickness prior to full production.

Control strips that do not meet specification requirements shall be reworked, re-compacted, or removed and replaced at the Contractor's expense. Full operations shall not begin until the control strip has been accepted by the RPR. The Contractor shall use the same equipment, materials, and construction methods for the remainder of construction, unless adjustments made by the Contractor are approved in advance by the RPR.

**152-2.8 Formation of embankments.** The material shall be constructed in lifts as established in the control strip, but not less than 6 inches (150 mm) nor more than 12 inches (300 mm) of compacted thickness.

When more than one lift is required to establish the layer thickness shown on the plans, the construction procedure described here shall apply to each lift. No lift shall be covered by subsequent lifts until tests

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verify that compaction requirements have been met. The Contractor shall rework, re-compact and retest any material placed which does not meet the specifications.

The lifts shall be placed, to produce a soil structure as shown on the typical cross-section or as directed by the RPR. Materials such as brush, hedge, roots, stumps, grass and other organic matter, shall not be incorporated or buried in the embankment.

Earthwork operations shall be suspended at any time when satisfactory results cannot be obtained due to rain, freezing, or other unsatisfactory weather conditions in the field. Frozen material shall not be placed in the embankment nor shall embankment be placed upon frozen material. Material shall not be placed on surfaces that are muddy, frozen, or contain frost. The Contractor shall drag, blade, or slope the embankment to provide surface drainage at all times.

The material in each lift shall be within  $\pm 2\%$  of optimum moisture content before rolling to obtain the prescribed compaction. The material shall be moistened or aerated as necessary to achieve a uniform moisture content throughout the lift. Natural drying may be accelerated by blending in dry material or manipulation alone to increase the rate of evaporation.

The Contractor shall make the necessary corrections and adjustments in methods, materials or moisture content to achieve the specified embankment density.

The contractor will take samples of excavated materials which will be used in embankment for testing and develop a Moisture-Density Relations of Soils Report (Proctor) in accordance with D 1557. A new Proctor shall be developed for each soil type based on visual classification.

Density tests will be taken by the contractor for every 3,000 square yards of compacted embankment for each lift which is required to be compacted, or other appropriate frequencies as determined by the RPR.

If the material has greater than 30% retained on the 3/4-inch (19.0 mm) sieve, follow AASHTO T-180 Annex Correction of maximum dry density and optimum moisture for oversized particles.

Rolling operations shall be continued until the embankment is compacted to not less than 100% of maximum density for non-cohesive soils, and 95% of maximum density for cohesive soils as determined by ASTM D1557. Under all areas to be paved, the embankments shall be compacted to a depth of 12 inches and to a density of not less than 100 percent of the maximum density as determined by ASTM D1557. As used in this specification, "non-cohesive" shall mean those soils having a plasticity index (PI) of less than 3 as determined by ASTM D4318.

On all areas outside of the pavement areas, no compaction will be required on the top 4 inches (100 mm) which shall be prepared for a seedbed in accordance with Item T-901.

The in-place field density shall be determined in accordance with ASTM 6938 using Procedure A, the direct transmission method, and ASTM D6938 shall be used to determine the moisture content of the material. The machine shall be calibrated in accordance with ASTM D6938. The Contractor's laboratory shall perform all density tests in the RPR's presence and provide the test results upon completion to the RPR for acceptance. If the specified density is not attained, the area represented by the test or as designated by the RPR shall be reworked and/or re-compact and additional random tests made. This procedure shall be followed until the specified density is reached.

Compaction areas shall be kept separate, and no lift shall be covered by another lift until the proper density is obtained.

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During construction of the embankment, the Contractor shall route all construction equipment evenly over the entire width of the embankment as each lift is placed. Lift placement shall begin in the deepest portion of the embankment fill. As placement progresses, the lifts shall be constructed approximately parallel to the finished pavement grade line.

When rock, concrete pavement, asphalt pavement, and other embankment material are excavated at approximately the same time as the subgrade, the material shall be incorporated into the outer portion of the embankment and the subgrade material shall be incorporated under the future paved areas. Stones, fragmentary rock, and recycled pavement larger than 4 inches (100 mm) in their greatest dimensions will not be allowed in the top 12 inches (300 mm) of the subgrade. Rockfill shall be brought up in lifts as specified or as directed by the RPR and the finer material shall be used to fill the voids forming a dense, compact mass. Rock, cement concrete pavement, asphalt pavement, and other embankment material shall not be disposed of except at places and in the manner designated on the plans or by the RPR.

When the excavated material consists predominantly of rock fragments of such size that the material cannot be placed in lifts of the prescribed thickness without crushing, pulverizing or further breaking down the pieces, such material may be placed in the embankment as directed in lifts not exceeding 2 feet (60 cm) in thickness. Each lift shall be leveled and smoothed with suitable equipment by distribution of spalls and finer fragments of rock. The lift shall not be constructed above an elevation 4 feet (1.2 m) below the finished subgrade.

There will be no separate measurement of payment for compacted embankment. All costs incidental to placing in lifts, compacting, discing, watering, mixing, sloping, and other operations necessary for construction of embankments will be included in the contract price for excavation, borrow, or other items.

**152-2.9 Proof rolling.** The purpose of proof rolling the subgrade is to identify any weak areas in the subgrade and not for compaction of the subgrade. After compaction is completed, the subgrade area shall be proof rolled with a 20 ton (18.1 metric ton) Tandem axle Dual Wheel Dump Truck loaded to the legal limit with tires inflated to 100-150 psi (0.689 MPa-1.034 MPa) 50 ton Proof Roller with tires spaced not more than 32 inches (0.8 m) on-center with tires inflated to 100-150 psi (0.689 MPa-1.034 MPa) in the presence of the RPR. Apply a minimum of one coverage, or as specified by the RPR, under pavement areas. A coverage is defined as the application of one tire print over the designated area. Soft areas of subgrade that deflect more than 1 inch (25 mm) or show permanent deformation greater than 1 inch (25 mm) shall be removed and replaced with suitable material or reworked to conform to the moisture content and compaction requirements in accordance with these specifications. Removal and replacement of soft areas is incidental to this item.

**152-2.10 Compaction requirements.** The subgrade under areas to be paved shall be compacted to a depth of 12 inches (300 mm) and to a density of not less than 100 percent of the maximum dry density as determined by ASTM D1557. The subgrade in areas outside the limits of the pavement areas shall be compacted to a depth of 12 inches (300 mm) and to a density of not less than 95 percent of the maximum density as determined by ASTM D1557.

The material to be compacted shall be within  $\pm 2\%$  of optimum moisture content before being rolled to obtain the prescribed compaction (except for expansive soils). When the material has greater than 30 percent retained on the  $\frac{3}{4}$  inch (19.0 mm) sieve, follow the methods in ASTM D1557. Tests for moisture content and compaction will be taken at a minimum of one time per 3,000 S.Y. of subgrade. All quality assurance testing shall be done by the Contractor's laboratory in the presence of the RPR, and density test results shall be furnished upon completion to the RPR for acceptance determination.

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The in-place field density shall be determined in accordance with ASTM D6938 using Procedure A, the direct transmission method, and ASTM D6938 shall be used to determine the moisture content of the material. The machine shall be calibrated in accordance with ASTM D6938 within 12 months prior to its use on this contract. The gage shall be field standardized daily.

Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

If the specified density is not attained, the entire lot shall be reworked and/or re-compacted and additional random tests made. This procedure shall be followed until the specified density is reached.

All cut-and-fill slopes shall be uniformly dressed to the slope, cross-section, and alignment shown on the plans or as directed by the RPR and the finished subgrade shall be maintained.

**152-2.11 Finishing and protection of subgrade.** Finishing and protection of the subgrade is incidental to this item. Grading and compacting of the subgrade shall be performed so that it will drain readily. All low areas, holes or depressions in the subgrade shall be brought to grade. Scarifying, blading, rolling and other methods shall be performed to provide a thoroughly compacted subgrade shaped to the lines and grades shown on the plans. All ruts or rough places that develop in the completed subgrade shall be graded, re-compacted, and retested. The Contractor shall protect the subgrade from damage and limit hauling over the finished subgrade to only traffic essential for construction purposes.

The Contractor shall maintain the completed course in satisfactory condition throughout placement of subsequent layers. No subbase, base, or surface course shall be placed on the subgrade until the subgrade has been accepted by the RPR.

**152-2.12 Haul.** All hauling will be considered a necessary and incidental part of the work. The Contractor shall include the cost in the contract unit price for the pay of items of work involved. No payment will be made separately or directly for hauling on any part of the work.

The Contractor's equipment shall not cause damage to any excavated surface, compacted lift or to the subgrade as a result of hauling operations. Any damage caused as a result of the Contractor's hauling operations shall be repaired at the Contractor's expense.

The Contractor shall be responsible for providing, maintaining and removing any haul roads or routes within or outside of the work area, and shall return the affected areas to their former condition, unless otherwise authorized in writing by the Owner. No separate payment will be made for any work or materials associated with providing, maintaining and removing haul roads or routes.

**152-2.13 Surface Tolerances.** In those areas on which a subbase or base course is to be placed, the surface shall be tested for smoothness and accuracy of grade and crown. Any portion lacking the required smoothness or failing in accuracy of grade or crown shall be scarified to a depth of at least 3 inches (75 mm), reshaped and re-compacted to grade until the required smoothness and accuracy are obtained and approved by the RPR. The Contractor shall perform all final smoothness and grade checks in the presence of the RPR. Any deviation in surface tolerances shall be corrected by the Contractor at the Contractor's expense.

- a. **Smoothness.** The finished surface shall not vary more than +/- ½ inch (12 mm) when tested with a 12-foot (3.7-m) straightedge applied parallel with and at right angles to the centerline. The straightedge shall be moved continuously forward at half the length of the 12-foot (3.7-m) straightedge for the full length of each line on a 50-foot (15-m) grid.

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- b. Grade.** The grade and crown shall be measured on a 50-foot (15-m) grid and shall be within +/- 0.05 feet (15 mm) of the specified grade.

On safety areas, turfed areas and other designated areas within the grading limits where no subbase or base is to be placed, grade shall not vary more than 0.10 feet (30 mm) from specified grade. Any deviation in excess of this amount shall be corrected by loosening, adding or removing materials, and reshaping.

**152-2.14 Topsoil.** When topsoil is specified or required as shown on the plans or under Item T-905, it shall be salvaged from stripping or other grading operations. The topsoil shall meet the requirements of Item T-905. If, at the time of excavation or stripping, the topsoil cannot be placed in its final section of finished construction, the material shall be stockpiled at approved locations. Stockpiles shall be located as shown on the plans and the approved CSPP, and shall not be placed on areas that subsequently will require any excavation or embankment fill. If, in the judgment of the RPR, it is practical to place the salvaged topsoil at the time of excavation or stripping, the material shall be placed in its final position without stockpiling or further re-handling.

Upon completion of grading operations, stockpiled topsoil shall be handled and placed as shown on the plans and as required in Item T-905. Topsoil shall be paid for as provided in Item T-905. No direct payment will be made for topsoil under Item P-152.

#### METHOD OF MEASUREMENT

**152-3.1** The quantity of unclassified excavation to be paid for shall be the number of cubic yards (cubic meters) measured in its original position. Measurement shall not include the quantity of materials excavated without authorization beyond normal slope lines, or the quantity of material used for purposes other than those directed. The quantity of unclassified excavation will not be field measured, but will be based on the design quantity specified within the associated typical section and areas associated with the typical section, increased or decreased by authorized adjustments.

**152-3.2** No direct payment will be made for Drainage Excavation, rather it shall be considered incidental to Unclassified Excavation unless otherwise specified.

**152-3.3** The quantity of Undercut Unsuitable Material to be paid for shall be the number of cubic yards (cubic meters) measured in its original position.

**152-3.4** The quantity of Special Subgrade Treatment to be paid for shall be the neat line measurement in cubic yards (cubic meters) for areas which are excavated and replaced with stone and accepted.

Measurement shall not include the quantity of materials excavated without authorization beyond normal slope lines, or the quantity of material used for purposes other than those directed.

#### BASIS OF PAYMENT

**152-4.1** Unclassified excavation, and Borrow excavation payment shall be made at the contract unit price per cubic yard (cubic meter). This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

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**152-4.2** Undercut Unsuitable Material (Undistributed) shall be paid at the contract unit price per cubic yard (meter). This price shall be full compensation for furnishing all materials, labor, equipment, tools, transportation, operation, and work incidental thereto necessary to complete the item.

**152-4.3** Special Subgrade Treatment (Undistributed) shall be paid at the contract unit price per cubic yard (meter) of excavation and backfill. This price shall be full compensation for all excavation, hauling, material, and compaction as required.

Payment will be made under:

Item P-152-4.1	Unclassified Excavation- per cubic yard (cubic meter)
Item P-152-4.2	Borrow Excavation- per cubic yard (cubic meter)
Item P-152-4.3	Undercut Unsuitable Material (Undistributed) - per cubic yard (cubic meter)
Item P-152-4.4	Special Subgrade Treatment (Undistributed) – per cubic yard (cubic meter)

#### REFERENCES

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

American Association of State Highway and Transportation Officials (AASHTO)

AASHTO T-180	Standard Method of Test for Moisture-Density Relations of Soils Using a 4.54-kg (10-lb) Rammer and a 457-mm (18-in.) Drop
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ASTM International (ASTM)

ASTM D698	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Standard Effort (12,400 ft-lbf/ft <sup>3</sup> (600 kN-m/m <sup>3</sup> ))
ASTM D1556	Standard Test Method for Density and Unit Weight of Soil in Place by the Sand-Cone Method
ASTM D1557	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort (56,000 ft-lbf/ft <sup>3</sup> (2700 kN-m/m <sup>3</sup> ))
ASTM D6938	Standard Test Methods for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)

Advisory Circulars (AC)

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

FAARFIELD	– FAA Rigid and Flexible Iterative Elastic Layered Design
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U.S. Department of Transportation

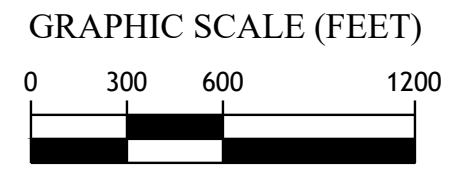
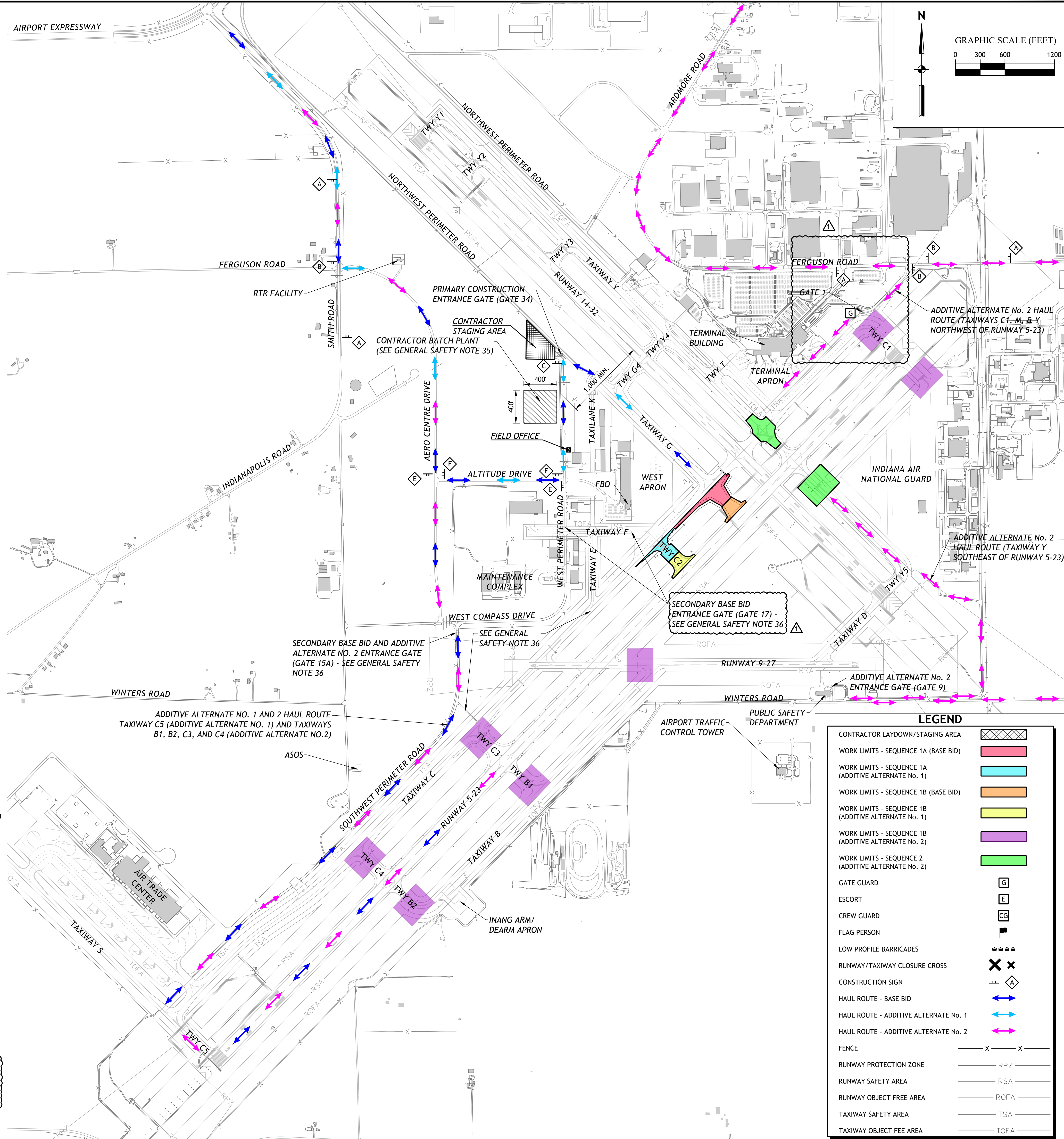
FAA RD-76-66	Design and Construction of Airport Pavements on Expansive Soils
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#### END OF ITEM P-152



**GENERAL SAFETY NOTES**

- ALL CONSTRUCTION ACTIVITIES SHALL CONFORM TO THE CURRENT EDITION OF FEDERAL AVIATION ADMINISTRATION (FAA) ADVISORY CIRCULAR (AC) 150/5370-2 AND THE AIRPORT SAFETY REQUIREMENTS INCLUDING A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) OUTLINING HOW THE CONTRACTOR WILL COMPLY WITH THE CONSTRUCTION SAFETY PHASING PLAN (CSP). DAILY CONSTRUCTION SAFETY MEETINGS SHALL BE CONDUCTED AND DOCUMENTED BY THE CONTRACTOR PRIOR TO STARTING WORK EACH DAY.
- AIRCRAFT OPERATIONS AND EMERGENCY VEHICLES SHALL HAVE THE RIGHT OF WAY AT ALL TIMES.
- WHEN REQUIRED FOR CONSTRUCTION OPERATIONS, ONLY ESSENTIAL PERSONNEL, MATERIALS, AND EQUIPMENT SHALL BE ALLOWED WITHIN THE PROJECT AREA, GLIDE SLOPE, LOCALIZER, AND ASOS CRITICAL AREAS. WORK WITHIN THESE AREAS SHALL REQUIRE A MINIMUM OF 48 HOUR PRIOR NOTIFICATION TO THE ENGINEER AND AIRPORT OPERATIONS.
- THE CONTRACTOR SHALL NOT ALLOW EMPLOYEES, INCLUDING SUBCONTRACTORS AND SUPPLIERS, TO CROSS OR PROCEED ON TO ANY ACTIVE RUNWAY, TAXIWAY, SAFETY AREA, OR AIRCRAFT MOVEMENT AREA WITHOUT PROPER AUTHORIZATION AND ESCORT BY AIRPORT PERSONNEL. THE FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY HAS A ZERO TOLERANCE POLICY FOR RUNWAY OR TAXIWAY INCURSIONS; THEREFORE, A FINE SHALL BE LEVIED IN ACCORDANCE WITH THE AUTHORITY'S ORDINANCES PER OCCURRENCE AND PERSONNEL SHALL BE REMOVED FROM THE AIRCRAFT OPERATION AREA (AOA).
- ALL DESIGNATED FENCING, SAFETY BARRICADES, SIGNAGE, AND OTHER MAINTENANCE OF TRAFFIC EQUIPMENT SHALL BE IN PLACE PRIOR TO STARTING WORK.
- ALL SAFETY BARRICADES AND LIGHTING SHALL BE MAINTAINED AND IN PLACE, AS SPECIFIED, UNTIL COMPLETION OF WORK IN THAT AREA.
- WHERE REQUIRED TO BE OPENED AT THE END OF EACH WORK DAY, ALL PAVEMENT SURFACES SHALL BE CLEANED CONTINUOUSLY THROUGHOUT THE WORK DAY AND AT THE END OF EACH WORK DAY, TO THE SATISFACTION OF THE AUTHORITY. THE PAVEMENT SHALL BE INSPECTED AND APPROVED BY THE AUTHORITY AND/OR ENGINEER PRIOR TO OPENING TO AIRCRAFT OPERATIONS.
- THE CONTRACTOR SHALL REPAIR AND REPLACE, TO THE SATISFACTION OF THE RPR AND AUTHORITY, ANY DAMAGE TO AIRPORT PROPERTY BY ANY EMPLOYEES, SUBCONTRACTORS, OR SUPPLIERS AT HIS/HER OWN EXPENSE.
- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN RADIOS TO ALL GATE GUARDS AND CREW/AREA GUARDS THROUGHOUT THE DURATION OF THE PROJECT.
- THE CONTRACTOR SHALL MONITOR THE FORT WAYNE INTERNATIONAL AIRPORT GROUND FREQUENCY (121.9 Mhz) CONTINUOUSLY WHEN WORKING ON AIRPORT PROPERTY.
- THE CONTRACTOR SHALL REMOVE ALL RUBBISH AND DEBRIS RESULTING FROM THE WORK ON A CONTINUAL BASIS FROM THE SITE, STAGING AREA, AND STOCKPILE AREA.
- NO STOCKPILES SHALL BE PERMITTED IN ACTIVE RUNWAY/TAXIWAY SAFETY AREAS, OBJECT FREE AREAS, OR ILS CRITICAL AREAS. ALL TEMPORARY STOCKPILES REQUIRED TO FACILITATE THE WORK SHALL HAVE A MAXIMUM HEIGHT OF 10'. IN NO INSTANCE SHALL TEMPORARY STOCKPILE(S) BE PLACED CLOSER THAN 100' FROM ACTIVE AIRFIELD PAVEMENTS DELINEATED BY LOW-PROFILE CONSTRUCTION BARRICADES, OR AS DIRECTED BY THE AIRPORT OPERATIONS AND/OR ENGINEER.
- ALL EQUIPMENT AND VEHICLES SHALL BE FLAGGED AND/OR HAVE AMBER FLASHING CONSTRUCTION SAFETY LIGHTS AND SHALL HAVE THE CONTRACTOR'S LOGO ON BOTH SIDES OF THE VEHICLE.
- NOTAMS (NOTICE TO AIRMEN) WILL BE ISSUED BY THE AUTHORITY AT LEAST 72 HOURS IN ADVANCE OF RUNWAY OR TAXIWAY CLOSINGS. UNFALTERING COORDINATION AMONG THE CONTRACTOR, THE ENGINEER, AND THE AUTHORITY SHALL BE REQUIRED TO ENSURE ACTIVE NOTAMS ARE CURRENT AND REFLECT FIELD CONDITIONS.
- THE CONTRACTOR MAY BE REQUIRED TO COORDINATE WITH THE OTHER CONTRACTORS THAT MAY BE WORKING ON OTHER PROJECTS. COORDINATION AND COOPERATION AMONG CONTRACTORS WILL BE EXPECTED.
- NO WEAPONS SHALL BE CARRIED ON PERSONS OR IN PERSONAL VEHICLES WHILE ON AIRPORT PROPERTY. THIS ALSO INCLUDES THOSE WITH PERSONAL PROTECTION PERMITS.
- ALL PERSONNEL WORKING ON AIRPORT PROPERTY ARE SUBJECT TO SEARCH AT ANYTIME BY AIRPORT PUBLIC SAFETY OFFICERS AND/OR TRANSPORTATION SECURITY ADMINISTRATION PERSONNEL.
- NO UNATTENDED VEHICLES ARE PERMITTED WITHIN THE AOA.
- ON-SITE CONCRETE WASH OUT FACILITIES SHALL BE LOCATED AT THE CONTRACTOR'S STAGING AREA (OR BATCH PLANT SITE IF UTILIZED) AND IN ACCORDANCE WITH THE EROSION CONTROL DETAILS INCLUDED WITH THIS PLAN SET AS WELL AS NPDES GUIDELINES FOR CONSTRUCTION SITE STORM WATER RUNOFF BMP'S FOR GOOD HOUSE KEEPING / MATERIALS MANAGEMENT AND THE IDEMS INDIANA STORM WATER QUALITY MANUAL, CHAPTER 7. A PROPOSED WASH OUT AREA PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- EQUIPMENT FUELING AND MAINTENANCE OPERATIONS SHALL BE LOCALIZED TO THE STAGING AREA AS MUCH AS FEASIBLY POSSIBLE TO MINIMIZE POTENTIAL FOR FUEL OR OTHER HAZARDOUS MATERIAL SPILLS. ON-SITE FUEL STORAGE, IF REQUIRED, SHALL BE FURNISHED WITH CONTAINMENT PROVISIONS AS SHOWN ON THE EROSION CONTROL DETAILS INCLUDED WITH THIS PLAN SET AND IN ACCORDANCE WITH NPDES GUIDELINES FOR CONSTRUCTION SITE STORM WATER RUNOFF BMP'S FOR GOOD HOUSE KEEPING / MATERIALS MANAGEMENT AND THE IDEMS INDIANA STORM WATER QUALITY MANUAL, CHAPTER 7. THE CONTRACTOR SHALL PROVIDE A SPILL PREVENTION AND CONTROL PROCEDURE TO THE ENGINEER IN ACCORDANCE WITH THE AIRPORT AUTHORITY'S CURRENT SWPPP DOCUMENT DATED MARCH 2021. A COPY OF THIS DOCUMENT WILL BE ON FILE FOR REFERENCE AT THE ENGINEER'S FIELD OFFICE.
- HAUL ROUTE AND WAYFINDING SIGNAGE SHALL BE PROVIDED BY THE CONTRACTOR IN ACCORDANCE WITH APPLICABLE INDOT STANDARD DRAWINGS AND SPECIFICATIONS WITH LEGENDS AS NOTED ON THE SAFETY AND PHASING DETAILS.
- WHERE NOTED, A GATE GUARD SHALL BE PROVIDED BY THE CONTRACTOR AT THE LOCATIONS SHOWN ON THIS PLAN EQUIPPED WITH A CONSTRUCTION FLAG, TWO-WAY RADIO, AND CELLULAR PHONE WHENEVER THE GATE IS OPEN. GATES MUST BE CLOSED (AND LOCKED IF NOT AN ELECTRICALLY OPERATED GATE) AT ALL TIME UNLESS REQUIRED FOR EQUIPMENT AND/OR MATERIAL DELIVERIES. ALL COST FOR GATE GUARD AND ASSOCIATED EQUIPMENT SHALL BE INCLUDED UNDER ITEM MST-04, PROJECT SECURITY.
- THE MAXIMUM HEIGHT OF ALL CONSTRUCTION EQUIPMENT SHALL BE 25 FEET, UNLESS OTHERWISE NOTED. TEMPORARY STOCKPILES MUST NOT EXCEED 10 FEET IN HEIGHT AT THE CONTRACTOR'S STAGING AREA AND MUST NOT CREATE PONDING OF WATER OR OTHERWISE ATTRACT WILD LIFE. STAGING AND STOCKPILE AREAS SHALL MAINTAIN A 10 FOOT BUFFER WHEN ADJACENT TO THE PERMANENT OR TEMPORARY PERIMETER SECURITY FENCE.
- AT THE COMPLETION OF EACH WORK DAY OR WHEN NOT IN USE, CONSTRUCTION EQUIPMENT SHALL BE STORED IN THE CONTRACTOR'S STAGING/LAYDOWN AREA, AND/OR DESIGNATED EQUIPMENT STAGING AREAS. CLOSED AREAS OF RUNWAY OR TAXIWAY PAVEMENT WITHIN THE WORK AREA MAY BE USED FOR EQUIPMENT STORAGE DURING NON-WORKING HOURS WITH APPROVAL FROM THE AUTHORITY. THE AUTHORITY RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO MOVE EQUIPMENT AT ANYTIME AT NO ADDITIONAL COST TO THE AUTHORITY.
- ANY CONSTRUCTION ACTIVITY WITHIN 250 FEET OF AN ACTIVE RUNWAY CENTERLINE WILL REQUIRE THE TEMPORARY CLOSURE OF THE RUNWAY TO AIRCRAFT TRAFFIC.
- NO CONSTRUCTION EQUIPMENT OR MATERIAL SHALL BE STOCKPILED WITHIN 160 FEET OF AN ACTIVE TAXIWAY CENTERLINE OR 400 FEET OF AN ACTIVE RUNWAY CENTERLINE.
- THE CONTRACTOR SHALL NOTIFY THE AUTHORITY A MINIMUM OF 72 HOURS IN ADVANCE TO REQUEST A RUNWAY OR TAXIWAY CLOSURE. THE AUTHORITY RETAINS THE RIGHT TO DELAY OR CANCEL A RUNWAY OR TAXIWAY CLOSURE AT ANY TIME WITHOUT ANY ADDITIONAL COMPENSATION DUE TO THE CONTRACTOR. THE CONTRACTOR SHALL DEVELOP AND MAINTAIN ALTERNATE WORK PLANS TO BE UTILIZED WHEN THE RUNWAY OR TAXIWAY IS UNAVAILABLE.
- THE CONTRACTOR SHALL MAN AND MAINTAIN VACUUM TRUCKS WHILE WORKING WITHIN THE AOA DURING THE COURSE OF THIS PROJECT. THE PAVEMENTS SHALL BE KEPT CLEAR OF DEBRIS CONTINUOUSLY TO THE SATISFACTION OF THE AUTHORITY. WHEN SO REQUIRED, OR DIRECTED BY THE AUTHORITY OR RPR, THE CONTRACTOR SHALL VACUUM/SWEEP/CLEAN PAVEMENTS, WHETHER PUBLIC OR PRIVATELY OWNED (I.E. WEST COMPASS DRIVE, AERO CENTER DRIVE, SMITH ROAD, FERGUSON ROAD, TERMINAL EGRESS ROAD, SERVICE ROAD, ETC.) WHERE DIRT, MUD, OR DEBRIS MAY ACCUMULATE DURING THE PROGRESSION OF THE WORK.
- ANY PAVEMENT DAMAGE SHALL BE REMOVED AND REPLACED TO THE AUTHORITY'S SATISFACTION IN ACCORDANCE WITH ITEM MST-06. THE CONTRACTOR AND THE RPR SHALL DOCUMENT THE EXISTING CONDITIONS OF ALL ROADWAYS TO BE USED AS HAUL ROUTES BY VIDEO AND/OR STILL PHOTOGRAPHY.
- THE AUTHORITY RETAINS THE RIGHT TO TEMPORARILY ALTER CONSTRUCTION IF NECESSARY TO ACCOMMODATE AIRCRAFT TRAFFIC DUE TO UNFORESEEN CONDITIONS SUCH AS, BUT NOT LIMITED TO, VISIBILITY OR SPECIAL AIRCRAFT OPERATIONAL NEEDS.
- THE CONTRACTOR CROSSING OF ACTIVE RUNWAY AND/OR TAXIWAY PAVEMENT(S) IS NOT ANTICIPATED; HOWEVER, SHOULD SUCH CROSSING(S) BE REQUIRED, THE CONTRACTOR SHALL REQUEST CLEARANCE FROM THE ATCT PRIOR TO CROSSING ACTIVE RUNWAY AND/OR TAXIWAY PAVEMENT(S). THIS WILL REQUIRE PROPERLY BADGED CONSTRUCTION CREW MEMBERS OR BADGED ESCORTS TO INCLUDE MOVEMENT AREA AND DRIVING PRIVILEGES.
- THE PROJECT INCLUDES PLANNED WORK INSIDE THE RUNWAY OBJECT FREE AREA (ROFA), BUT OUTSIDE THE RUNWAY SAFETY AREA (RSA) OF RUNWAYS 5-23 AND 14-32. EQUIPMENT SHALL BE REMOVED FROM THIS AREA WHEN NOT IN USE AND MATERIAL SHALL NOT BE STOCKPILED IN THIS AREA.
- ONE (1) LOCATION HAS BEEN IDENTIFIED FOR USE AS CONTRACTOR STAGING AND LAYDOWN AREA FOR THIS PROJECT. A LOCATION HAS ALSO BEEN IDENTIFIED FOR THE CONTRACTOR'S AND ENGINEER'S FIELD OFFICE IDENTIFIED ON THIS PLAN AVAILABLE FOR USE ON THIS PROJECT.
- OVERHEAD ELECTRIC ARE AVAILABLE ALONG WEST PERIMETER ROAD FOR USE ON THIS PROJECT. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE TEMPORARY SERVICE CONNECTIONS WITH THE APPROPRIATE AGENCY. ALL COST ASSOCIATED WITH TEMPORARY UTILITY CONNECTION AND USAGE SHALL BE CONSIDERED INCIDENTAL TO THE ITEM TO WHICH IT APPLIES. NO FURTHER MEASUREMENT FOR PAYMENT WILL BE MADE.
- IF ELECTED TO FURNISH, AN ON-SITE BATCH PLANT MAY BE SET-UP IN CONTRACTOR LAYDOWN/STAGING AREAS. IF THE CONTRACTOR ANTICIPATES THAT THEIR BATCH PLANT WILL EXCEED 65 FEET, THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING INFORMATION TO THE FAA IN ORDER TO CONDUCT AN OBSTRUCTION ANALYSIS THROUGH ITS OE/AA WEBSITE. THE EVALUATION CAN TAKE APPROXIMATELY 45-90 DAYS TO PROCESS AND RECEIVE A DETERMINATION. TWO (2) L-810 STEADY-BURN, AVIATION RED, OBSTRUCTION LIGHTS SHALL BE LOCATED AT THE HIGHEST POINT OF THE BATCH PLANT, AND SHALL BE OPERATIONAL 24 HOURS A DAY FOR THE DURATION OF THE PROJECT. ALL COSTS ASSOCIATED WITH THE BATCH PLANT, AND THE OPERATION AND MAINTENANCE OF THE LIGHTS SHALL BE CONSIDERED INCIDENTAL TO ITEM C-105, MOBILIZATION. NO FURTHER MEASUREMENT FOR PAYMENT WILL BE MADE.
- GATE 34 HAS BEEN IDENTIFIED AS THE PRIMARY ACCESS POINT FOR THIS PROJECT. IN THE EVENT TRACTOR-TRAILER AND/OR LOWBOY DELIVERIES OF MATERIAL AND/OR EQUIPMENT IS NOT PRACTICAL THROUGH GATE 34, THE FWACAA HAS IDENTIFIED TWO (2) ALTERNATIVES FOR ACCESS TO THE WORK AREAS WHEN SO REQUIRED TO ACCOMMODATE THESE TYPES OF DELIVERIES. THE CONTRACTOR SHALL COORDINATE THEIR USE OF EITHER GATE 15A OR GATE 17 ALONG WITH THE CORRESPONDING HAUL ROUTES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ESCORTING, PAVEMENT CLEANING, AND COORDINATION OF THE ALTERNATIVE HAUL ROUTES. THE FWACAA RESERVES THE RIGHT TO HALT HAULING OPERATIONS FROM ANY GATE BASED ON AIRFIELD/AIRCRAFT OPERATIONAL NEED.



**LEGEND**

CONTRACTOR LAYDOWN/STAGING AREA	[Symbol]
WORK LIMITS - SEQUENCE 1A (BASE BID)	[Symbol]
WORK LIMITS - SEQUENCE 1A (ADDITIVE ALTERNATE No. 1)	[Symbol]
WORK LIMITS - SEQUENCE 1B (BASE BID)	[Symbol]
WORK LIMITS - SEQUENCE 1B (ADDITIVE ALTERNATE No. 1)	[Symbol]
WORK LIMITS - SEQUENCE 1B (ADDITIVE ALTERNATE No. 2)	[Symbol]
WORK LIMITS - SEQUENCE 2 (ADDITIVE ALTERNATE No. 2)	[Symbol]
GATE GUARD	[Symbol]
ESCORT	[Symbol]
CREW GUARD	[Symbol]
FLAG PERSON	[Symbol]
LOW PROFILE BARRICADES	[Symbol]
RUNWAY/TAXIWAY CLOSURE CROSS	[Symbol]
CONSTRUCTION SIGN	[Symbol]
HAUL ROUTE - BASE BID	[Symbol]
HAUL ROUTE - ADDITIVE ALTERNATE No. 1	[Symbol]
HAUL ROUTE - ADDITIVE ALTERNATE No. 2	[Symbol]
FENCE	[Symbol]
RUNWAY PROTECTION ZONE	[Symbol]
RUNWAY SAFETY AREA	[Symbol]
RUNWAY OBJECT FREE AREA	[Symbol]
TAXIWAY SAFETY AREA	[Symbol]
TAXIWAY OBJECT FREE AREA	[Symbol]

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1	NSL	KDR	06/11/2024	By
0	NSL	KDR	05/28/2024	Appr.
1	SHEET REISSUED PER ADDENDUM NO. 1			No.
0	ISSUED FOR BID			Summitt / Revision

CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2  
**OVERALL CONSTRUCTION SAFETY AND PHASING AND SITE LOGISTICS PLAN**  
 FORT WAYNE INTERNATIONAL AIRPORT



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REGISTERED PROFESSIONAL ENGINEER  
 No. 10707520  
 STATE OF INDIANA  
  
 06/14/2024

Designed By:	Drawn By:	Checked By:
RB	KDR	NSL
Issue Date:	Project No.:	Scale:
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**G4.0.1**

**DETAILED SAFETY NOTES**

1. THE TOTAL CONTRACT TIME FOR SEQUENCE 1B SHALL BE 50 CONSECUTIVE CALENDAR DAYS AND IS TO BE CONDUCTED INCLUSIVE WITHIN THE 110 CONSECUTIVE CALENDAR DAYS OF SEQUENCE 1A. SHOULD THE AIRPORT AUTHORITY ELECT TO AWARD ADDITIVE ALTERNATE NO. 2, AN ADDITIONAL 15 CONSECUTIVE CALENDAR DAYS SHALL BE ADDED TO SEQUENCE 1A AND 1B MAKING THE TOTAL CONTRACT TIME 125 CONSECUTIVE CALENDAR DAYS FOR SEQUENCE 1/A, AND 50 CONSECUTIVE CALENDAR DAYS FOR SEQUENCE 1B, RESPECTIVELY. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT AUTHORITY AT LEAST TWO WEEKS AHEAD OF ANTICIPATED CLOSURE OF RUNWAY 5-23 FOR SEQUENCE 1B. AT THAT TIME, A SEQUENCE SPECIFIC CONSTRUCTION NOTICE TO PROCEED WILL BE ISSUED WITH ANTICIPATED SUBSTANTIAL COMPLETION DATE FOR SEQUENCE 1B. THESE DATES ARE PROVIDED FOR BIDDING PURPOSES ONLY AND ARE SUBJECT TO CHANGE DUE TO WEATHER OR OTHER UNFORESEEN CONDITIONS. LIQUIDATED DAMAGES (IN ACCORDANCE WITH SECTION 80-08 OF THE GENERAL PROVISIONS) PER SEQUENCE WILL BE ASSESSED FOR FAILURE TO COMPLETE THIS PROJECT WITHIN THE CONTRACT TIME FOR EACH SEQUENCE OF THE WORK.

2. SEQUENCE 1B INCLUDES WORK ASSOCIATED WITH THE BASE BID FOR THE CONTINUATION OF WORK WITHIN SEQUENCE 1A LIMITS. THESE INCLUDES WORK ASSOCIATED WITH CONSTRUCTION OF EXTENDED TAXIWAY G (BASE BID) AND WORK ASSOCIATED WITH DEMOLITION OF EXISTING TAXIWAY C2 (ADDITIVE ALTERNATE NO. 1) FROM TAXIWAY C TO RUNWAY 5-23 INSIDE OF THE RUNWAY 5-23 RSA IN BASE BID. EXECUTION OF WORK UNDER ADDITIVE ALTERNATE NO. 2 AT TAXIWAYS B1, B2, C1, C3, C4, AND M, AS WELL AS RUNWAY 9-27 (EAST OF RUNWAY 5-23) IS INCLUDED WITH THIS SEQUENCE.

ALL EXISTING RUNWAYS AND TAXIWAYS NOT MENTIONED IN THE AIRFIELD OPERATIONAL LIMITATIONS TABLE ARE TO REMAIN OPEN AND OPERATIONAL DURING SEQUENCE 1B UNLESS OTHERWISE COORDINATED WITH THE RPR AND THE AIRPORT AUTHORITY.

THE FOLLOWING GENERAL SCOPE ITEMS SHALL BE COMPLETED IN THIS WORK AREA (IN ADDITION TO SEQUENCE 1A):

SEQUENCE 1B - BASE BID (CONSTRUCT TAXIWAY G EXTENSION FROM TAXIWAY C TO THE RUNWAY 5-23 SAFETY AREA (RSA))

- SITE, STRUCTURE AND PAVEMENT DEMOLITION (PCCP PAVEMENT AND HMA SHOULDER)
- SITE GRADING, DRAINAGE, AND EROSION CONTROL
- CONSTRUCTION OF NEW PCCP TAXIWAY PAVEMENT
- CONSTRUCTION OF NEW HMA TAXIWAY SHOULDER PAVEMENT
- REPLACEMENT/INSTALLATION OF RUNWAY/TAXIWAY EDGE LIGHTING SYSTEM
- REPLACE SIGN PANELS ON LOCATION SIGNS FOR TAXIWAYS C3-C5 (SEE GUIDANCE SIGN TABLE ON SHEET G5.2.1 FOR DETAILS)
- RELOCATION OF MANDATORY RUNWAY HOLD POSITION SIGNAGE AND PAVEMENT MARKINGS, AND RUNWAY GUARD LIGHTS AT TAXIWAYS B1, B2, C1, C3, C4, M AND RUNWAY 9-27 EAST OF RUNWAY 5-23 (ADDITIVE ALTERNATE NO. 2)

SEQUENCE 1B - ADDITIVE ALTERNATE NO. 1 (DEMOLISH TAXIWAY C2 FROM TAXIWAY C TO THE RUNWAY 5-23 SAFETY AREA (RSA))

- SITE, STRUCTURE AND PAVEMENT DEMOLITION (PCCP PAVEMENT AND HMA SHOULDER)
- SITE GRADING, DRAINAGE, AND EROSION CONTROL
- CONSTRUCTION OF NEW HMA TAXIWAY SHOULDER PAVEMENT
- REPLACEMENT OF RUNWAY/TAXIWAY EDGE LIGHTING SYSTEM
- REPLACE SIGN PANELS ON LOCATION SIGNS FOR TAXIWAYS C3-C5 (SEE GUIDANCE SIGN TABLE ON SHEET G5.2.1 FOR DETAILS)
- RELOCATION OF MANDATORY RUNWAY HOLD POSITION SIGNAGE AND PAVEMENT MARKINGS, AND RUNWAY GUARD LIGHTS AT TAXIWAYS B1, B2, C1, C3, C4, M AND RUNWAY 9-27 EAST OF RUNWAY 5-23 (ADDITIVE ALTERNATE NO. 2)

3. IN ADDITION TO THE CONTRACTOR LAYDOWN/STAGING AREA, THE CONTRACTOR MAY UTILIZE PAVEMENTS TO BE DEMOLISHED WITHIN THE ACTIVE SEQUENCE AS TEMPORARY LAYDOWN/STAGING AREAS. TEMPORARY STOCKPILES OR OTHER MATERIAL SHALL NOT EXCEED FIVE (5) FEET IN HEIGHT AND SHALL BE COORDINATED WITH THE AIRPORT AUTHORITY PRIOR TO SET UP OF THE TEMPORARY LAYDOWN/STAGING AREA ON PAVEMENTS TO BE DEMOLISHED.

4. ALL WORK AND EQUIPMENT SHOWN ON THIS PLAN, UNLESS OTHERWISE NOTED, SHALL BE INCLUDED UNDER ITEM MST-02. NO FURTHER MEASUREMENT FOR PAYMENT WILL BE MADE. RESTORATION OF ALL STAGING AREAS, ETC. SHALL BE DONE SO IN ACCORDANCE WITH TECHNICAL PROVISION ITEMS T-901, T-905, AND T-908.

5. WHERE SHOWN, TEMPORARY CONSTRUCTION SIGNS INDICATING "NO CONSTRUCTION BEYOND THIS POINT" SHALL BE INSTALLED APPROXIMATELY 15' INSIDE THE CONSTRUCTION AREA FROM THE LOW-PROFILE BARRICADES.

6. THE CONTRACTOR SHALL FURNISH ALL REQUIRED CONSTRUCTION BARRICADES, TEMPORARY TAXIWAY CLOSURE CROSSES, AND PORTABLE RUNWAY CLOSURE CROSSES.

7. THE HAUL ROUTE FOR SEQUENCE 1 IS ALONG A PORTION OF TAXIWAY G, AN ACTIVE TAXIWAY. AS SUCH AIRCRAFT SHALL ALWAYS HAVE THE RIGHT OF WAY. THE CONTRACTOR SHALL USE A VACUUM TRUCK TO CONTINUOUSLY SWEEP AND CLEAN THE AIRFIELD PAVEMENT THAT IS UTILIZED FOR HAULING DURING THIS SEQUENCE OF ANY FOREIGN OBJECT DEBRIS CREATED AS A RESULT OF CONSTRUCTION ACTIVITIES. ALL COST ASSOCIATED WITH FURNISHING AND OPERATING THE VACUUM TRUCK SHALL BE CONSIDERED INCIDENTAL TO ITEM MST-02, MAINTENANCE OF TRAFFIC. NO FURTHER MEASUREMENT FOR PAYMENT SHALL BE MADE.

8. EXISTING MEDIUM INTENSITY TAXIWAY LIGHT (MITL) FIXTURES WITHIN THE CLOSED PORTIONS OF TAXIWAY PAVEMENTS SHALL BE COVERED WITH A SECTION OF SOLID PVC OR HDPE PIPE CONSISTING OF APPROXIMATELY 30 INCHES TALL AND 6 TO 8 INCH DIAMETER WITH A SOLID CAP TO PREVENT LIGHT FROM INADVERTENTLY ESCAPING FROM THE SIDES OR TOP OF THE COVER. THE CONTRACTOR SHALL PROVIDE AND INSTALL, MAINTAIN, AND REMOVE ALL MATERIALS REQUIRED TO ADEQUATELY OBSCURE THE FIXTURE. ALL COST ASSOCIATED WITH OBSCURING FIXTURES SHALL BE CONSIDERED INCIDENTAL TO ITEM MST-02, MAINTENANCE OF TRAFFIC. NO FURTHER MEASUREMENT FOR PAYMENT SHALL BE MADE.

9. AT THE DESIGNATED GUIDANCE SIGN NOTED, THE CONTRACTOR SHALL OBSCURE PANEL(S) AS NOTED ON THIS PLAN. REFER TO THE GUIDANCE SIGN OBSCURING DETAIL ON SHEET G5.2.1 FOR ADDITIONAL OBSCURING INFORMATION. THE CONTRACTOR SHALL PROVIDE, INSTALL, MAINTAIN, AND REMOVE ALL MATERIALS REQUIRED TO ADEQUATELY OBSCURE THE SIGN(S). ALL COST ASSOCIATED WITH OBSCURING SIGNS SHALL BE CONSIDERED INCIDENTAL TO ITEM MST-02, MAINTENANCE OF TRAFFIC. NO FURTHER MEASUREMENT FOR PAYMENT SHALL BE MADE.

10. DURING SEQUENCE 1 WORK, IT MAY BE NECESSARY FOR AIRPORT OPERATIONS TO TEMPORARILY HALT CONSTRUCTION PROGRESS IN ORDER TO ACCOMMODATE UNFORESEEN AND/OR IRREGULAR AIRPORT OPERATIONS. IN THE EVENT THIS IS NECESSARY, AIRPORT OPERATIONS WILL PROVIDE AS MUCH NOTICE AS POSSIBLE SO THAT THE CONTRACTOR CAN MAKE PREPARATIONS TO TEMPORARILY VACATE THE AREA.

11. THE CONTRACTOR SHALL INSTALL ORANGE PLASTIC OR VINYL SNOW FENCE WITH STAKE-MOUNTED STEEL POSTS SPACED SUFFICIENTLY TO PREVENT SAGGING OF FENCE MATERIAL. ADDITIONALLY, STAKE-MOUNTED STEEL POSTS SHALL BE PLACED SUCH THAT THEY ALTERNATE ON EACH SIDE OF THE FENCE TO MINIMIZE DAMAGE DUE TO WIND OR JET BLAST. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE TEMPORARY FENCE TO THE SATISFACTION OF THE OWNER. ALL UNDERGROUND UTILITIES SHALL BE PROTECTED DURING INSTALLATION OF FENCE STAKES. ANY DAMAGE CAUSED BY THE CONTRACTOR'S FORCES SHALL BE REPAIRED AT THEIR OWN EXPENSE. ALL COSTS ASSOCIATED WITH INSTALLATION, MAINTENANCE, AND REMOVAL OF THE TEMPORARY FENCE SHALL BE INCIDENTAL TO ITEM MST-02. NO FURTHER MEASUREMENT SHALL BE MADE FOR PAYMENT.

12. THE AIRPORT AUTHORITY ANTICIPATES THE USE OF A PORTION OF TAXIWAY C AND THE WEST APRON WILL REQUIRE INTERMITTENT PASSAGE OF AIRCRAFT DURING SEQUENCE 1 FOR AIR CARGO OPERATIONS AS WELL AS POSSIBLE UNFORESEEN IRREGULAR FLIGHT OPERATIONS. THE CONTRACTOR SHALL PROVIDE AT LEAST 72 HOURS NOTICE OF INTENT TO OCCUPY THIS AREA TO THE AIRPORT AUTHORITY PRIOR TO COMMENCING WORK IN THIS AREA. THE AIRPORT AUTHORITY WILL PROVIDE THE CONTRACTOR WITH A SCHEDULE OF PLANNED FLIGHT OPERATIONS IN ORDER FOR SCHEDULING OF WORK AT THE PRECONSTRUCTION MEETING. THE CONTRACTOR SHALL COORDINATE THE LOCATION OF ALL TEMPORARY SIGNAGE AND/OR BARRICADES WITH THE AIRPORT AUTHORITY AND SHALL ADJUST/RELOCATE THESE UPON THE DIRECTION BY THE AIRPORT AUTHORITY.

13. AS PART OF THE DECOMMISSIONING OF TAXIWAY C2, REPLACEMENT OF SELECT GUIDANCE PANELS ARE REQUIRED WITHIN THE INTERSECTION OF TAXIWAYS C3, C4 AND C5 WITH TAXIWAY C. DURING SEQUENCE 1B, TAXIWAY C IS TO REMAIN OPEN AND OPERATIONAL, HOWEVER, TO ACCOMMODATE THE NECESSARY WORK, A SERIES OF DAYTIME CLOSURES BETWEEN 0800 AND 1700 HOURS ARE PLANNED. TAXIWAY C SHALL BE CLOSED NO MORE THAN FIVE (5) WORKING DAYS. THE CONTRACTOR SHALL COORDINATE THIS WORK WITH THE AIRPORT AUTHORITY SUCH THAT APPROPRIATE COMMUNICATION WITH USERS CAN BE CONDUCTED AND ASSOCIATED NOTAMS CAN BE ISSUED FOR THE DAYTIME-ONLY CLOSURE OF TAXIWAY C.

SHOULD THE AIRPORT AUTHORITY ELECT TO AWARD ADDITIVE ALTERNATE NO. 2, PAVEMENT MARKING REMOVAL AND REAPPLICATION IS ALSO REQUIRED WITHIN THE INTERSECTION OF TAXIWAYS C3 AND C4 WITH TAXIWAY C, AS WELL AS THE INTERSECTIONS OF TAXIWAYS B1 AND B2 WITH TAXIWAY B. DURING SEQUENCE 1B, TAXIWAYS B AND C ARE TO REMAIN OPEN AND OPERATIONAL; HOWEVER, TO ACCOMMODATE NECESSARY WORK, A SERIES OF DAYTIME CLOSURES BETWEEN 0800 AND 1700 HOURS ARE PLANNED. TAXIWAYS B AND C SHALL BE CLOSED NO MORE THAN TEN (10) WORKING DAYS AND INCLUDES THE WORK DESCRIBED IN THE BASE BID ABOVE. THE CONTRACTOR SHALL COORDINATE THIS WORK WITH THE AIRPORT AUTHORITY SUCH THAT APPROPRIATE COMMUNICATION WITH USERS CAN BE CONDUCTED AND ASSOCIATED NOTAMS CAN BE ISSUED FOR THE DAYTIME CLOSURE OF TAXIWAYS B AND C. SIMILARLY, ADDITIVE ALTERNATE NO. 2 REQUIRES PAVEMENT MARKING REMOVAL AND REAPPLICATION, AS WELL AS GUIDANCE SIGN RELOCATION AT THE INTERSECTION OF RUNWAY 9-27, EAST OF RUNWAY 5-23. THIS WORK SHALL ALSO BE COMPLETED DURING DAYTIME-ONLY CLOSURES OF RUNWAY 9-27 FOR BOTH ARRIVAL AND DEPARTURE OPERATIONS AS WELL AS FOR TAXIING. RUNWAY 9-27 SHALL ONLY BE CLOSED WHEN TAXIWAY C IS CLOSED DURING DAYTIME PERIODS (0800 TO 1700 HOURS).

WITH THE GUIDANCE SIGN DEMOLITION AND INSTALLATION WORK REQUIRED AT RUNWAY 9-27, DURING PERIODS OF TIME THAT THE RUNWAY IS OPERATIONAL FOR TAXIING PURPOSES, PARTIALLY COMPLETED WORK SHALL BE COVERED, BACKFILLED, AND/OR GRADED TO SATISFY TAXIWAY SAFETY AREA REQUIREMENTS (GRADIENTS NOT STEEPER THAN 3% WITHIN 107 FEET OF RUNWAY 9-27 CENTERLINE, AND NO DROP-OFFS GREATER THAN THREE (3) INCHES). TEMPORARY COVERS, IF REQUIRED, SHALL CONSIST OF STEEL PLATES, ADEQUATELY SIZED TO SUPPORT TIRE PRESSURES OF UP TO 250 PSI.

14. CONTRACTOR SHALL BE PREPARED TO HALT OPERATIONS AND VACATE THE WORK AREA FOR THIS PERIOD OF TIME TO FACILITATE THE AIR SHOW PREPARATIONS. ALL EQUIPMENT SHALL BE RETURNED TO THE STAGING AREA OR OTHER LOCATIONS AS APPROVED BY THE FWCAA. THE CONTRACTOR SHALL COORDINATE THE TEMPORARY VACATION OF THE SITE WITH FWCAA OPERATIONS PRIOR TO LEAVING THE SITE FOR THE MORATORIUM. ALL COST ASSOCIATED WITH THIS VACATION AND RETURN TO SITE SHALL BE CONSIDERED INCIDENTAL TO ITEM C-105, MOBILIZATION. NO FURTHER MEASUREMENT FOR PAYMENT WILL BE MADE.

**OPERATIONAL LIMITATIONS**

RUNWAY 5-23	CLOSED
RUNWAY 14-32	OPEN
RUNWAY 9-27	CLOSED
TAXIWAY B	OPEN
TAXIWAY C	CLOSED BETWEEN TAXIWAY E AND RUNWAY 14-32 (SEE NOTE 12)
TAXIWAY G	CLOSED BETWEEN WEST APRON AND TAXIWAY C
TAXIWAY Y	OPEN
TAXIWAY CONNECTORS B1 AND B2	CLOSED
TAXIWAY CONNECTORS C1-C5	CLOSED
TAXIWAY CONNECTORS Y1-Y6	OPEN
TAXIWAY D	OPEN
TAXIWAY M	CLOSED
TAXIWAYS E, F, AND G AND TAXIWAY CONNECTOR G4	OPEN
TAXILANE 5	CLOSED
TAXILANE S1	OPEN
TAXIWAY T	OPEN

**NAVIGATIONAL AID RESTRICTIONS**

RUNWAY 5 CATI/III ILS	SHUT DOWN AND NOTAMED OUT OF SERVICE
RUNWAY 5 ALSF-2	SHUT DOWN AND NOTAMED OUT OF SERVICE
RUNWAY 14 PAPI AND REIL	OPERATIONAL
RUNWAY 23 PAPI AND REIL	SHUT DOWN AND NOTAMED OUT OF SERVICE
RUNWAY 32 CAT I ILS	OPERATIONAL
RUNWAY 32 MALSR	OPERATIONAL
RUNWAY 32 PAPI	OPERATIONAL

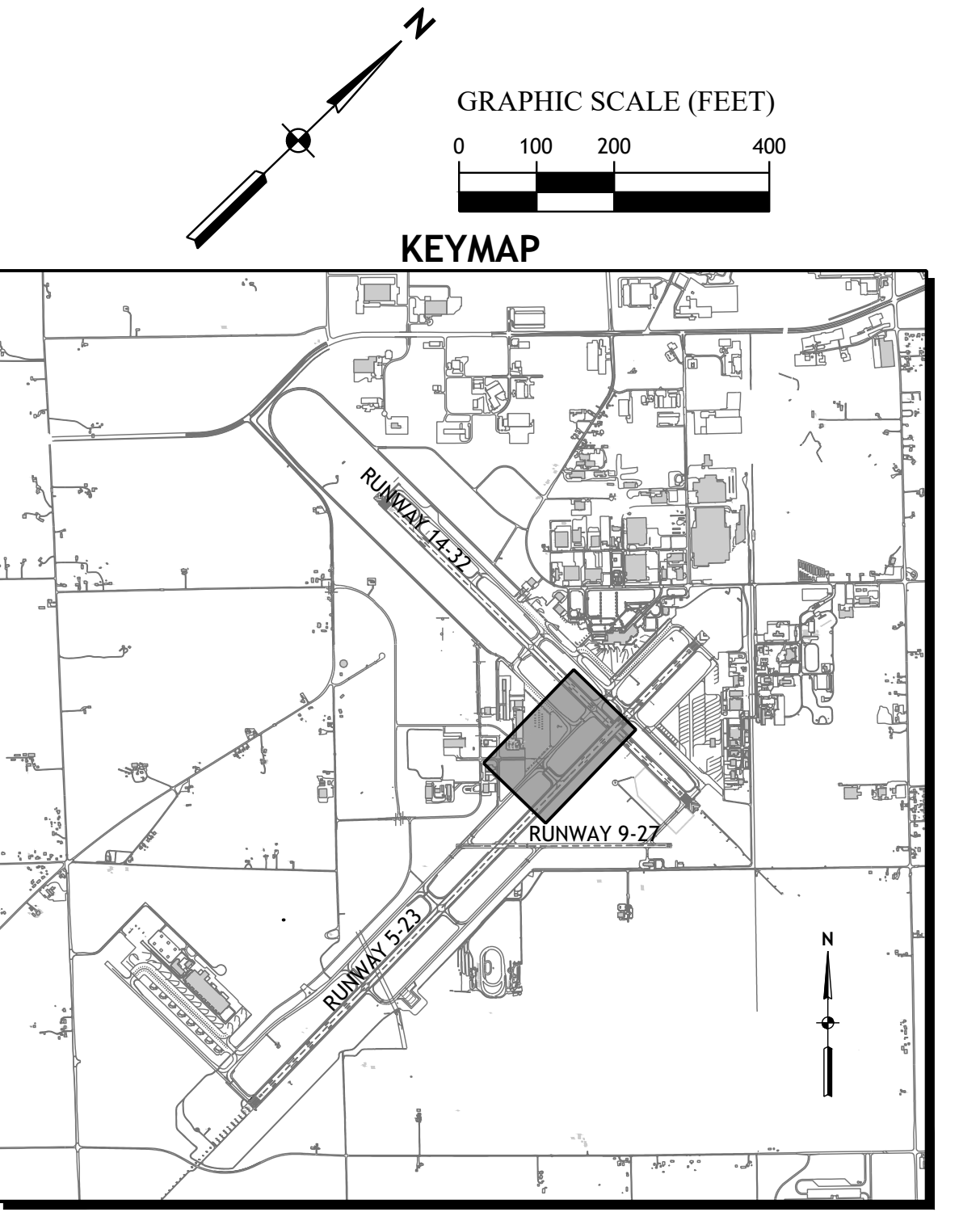
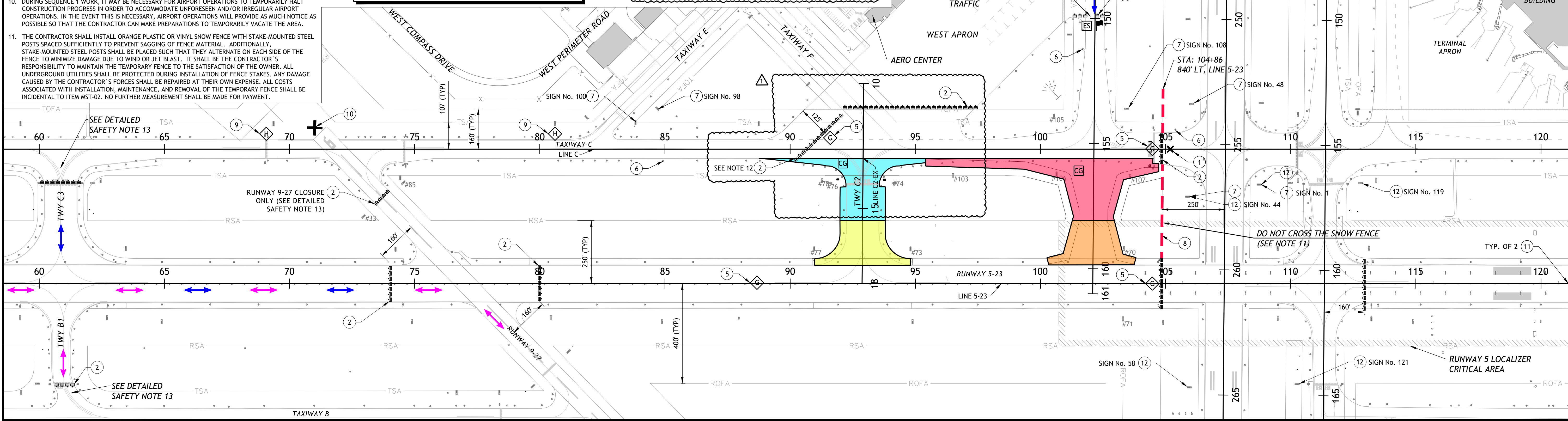
**LEGEND**

- HAUL ROUTE (COLOR INDICATES BID PACKAGE) →
- CONTRACTOR LAYDOWN/STAGING AREA [Hatched Box]
- WORK LIMITS - SEQUENCE 1A (BASE BID) [Red Box]
- WORK LIMITS - SEQUENCE 1A (ADDITIVE ALTERNATE NO. 1) [Light Blue Box]
- WORK LIMITS - SEQUENCE 1B (BASE BID) [Orange Box]
- WORK LIMITS - SEQUENCE 1B (ADDITIVE ALTERNATE NO. 1) [Yellow Box]
- GATE GUARD [GG]
- ESCORT [ES]
- CREW GUARD [CG]
- FLAG PERSON [FP]
- LOW PROFILE BARRICADES [Dashed Line]
- RUNWAY/TAXIWAY CLOSURE CROSS [X X]
- CONSTRUCTION SIGN [C Sign]
- FENCE [X X X]
- RUNWAY PROTECTION ZONE [RPZ]
- RUNWAY SAFETY AREA [RSA]
- RUNWAY OBJECT FREE AREA [ROFA]
- TAXIWAY SAFETY AREA [TSA]
- TAXIWAY OBJECT FREE AREA [TOFA]

- SAFETY PHASING KEY NOTES**
- INSTALL TEMPORARY TAXIWAY CLOSURE MARKER
  - INSTALL LOW PROFILE CONSTRUCTION BARRICADES
  - 25' WIDE TEMPORARY AGGREGATE HAUL ROAD
  - REMOVE EQUIPMENT FROM ROFA WHEN EQUIPMENT IS NOT USE
  - INSTALL TEMPORARY CONSTRUCTION SIGN (SEE SHEET G5.2.1 FOR REFERENCED SIGN DETAILS)
  - OBSCURE EXISTING MITL FIXTURES (SEE NOTE 8)
  - OBSCURE EXISTING GUIDANCE SIGNS (SEE NOTE 9)
  - INSTALL TEMPORARY SNOW FENCE
  - INSTALL TEMPORARY ORANGE AIRCRAFT SIGNAGE
  - FURNISH, INSTALL, AND MAINTAIN TEMPORARY FABRIC RUNWAY CLOSURE CROSS
  - FURNISH, INSTALL, AND MAINTAIN PORTABLE L-893 RUNWAY CLOSURE CROSS
  - INSTALL TEMPORARY JUMPER TO NEAREST MITL FOR HOLD POSITION SIGN
- MORATORIUM DATES**  
TUESDAY, JULY 8, 2025 THROUGH WEDNESDAY, JULY 16, 2025 (SEE DETAILED SAFETY NOTE 14)

**GUIDANCE SIGN OBSCURING TABLE**

SIGN No.	EXISTING SIGN LAYOUT		OBSCURED SIGN LAYOUT	
	FRONT	BACK	FRONT	BACK
44	23 - 5	C	23 - 5	
48	C			
98	C E C	E	E C	E
100	GA T E S I	C E		C E
108	E			



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CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2

**DETAILED CSPP - SEQUENCE 1B**  
**(SHEET 2 OF 2)**

FORT WAYNE INTERNATIONAL AIRPORT

FORT WAYNE, IN

1 SHEET REISSUED PER ADDENDUM NO. 1  
0 ISSUED FOR BID  
Summary/Revision

No. 10707520  
REGISTERED PROFESSIONAL ENGINEER  
STATE OF INDIANA

06/14/2024

Designed By: RB | Drawn By: KDR | Checked By: NSL  
Issue Date: 05/28/2024 | Project No: 075494 | Scale: AS SHOWN

Drawing No.: **G5.1.3**

### OPERATIONAL LIMITATIONS - TERMINAL

PASSENGER BOARDING GATE 1A	OPEN
PASSENGER BOARDING GATE 1B	OPEN
PASSENGER BOARDING GATE 2	OPEN
PASSENGER BOARDING GATE 3	OPEN
PASSENGER BOARDING GATE 4	OPEN
PASSENGER BOARDING GATE 5	OPEN
PASSENGER BOARDING GATE 6	OPEN
PASSENGER BOARDING GATE 7	OPEN
PASSENGER BOARDING GATE 8A	OPEN
PASSENGER BOARDING GATE 8B	OPEN

### OPERATIONAL LIMITATIONS

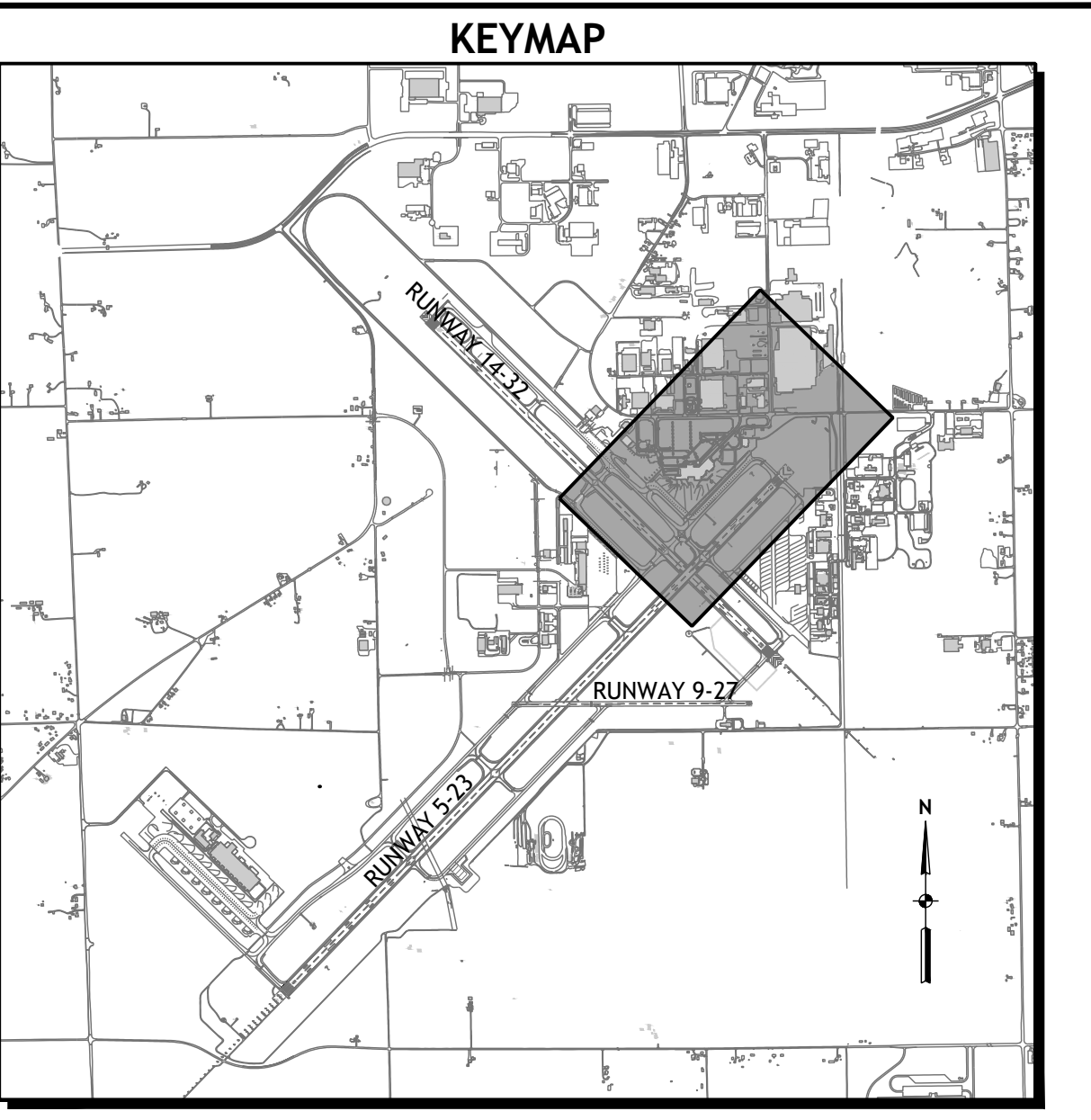
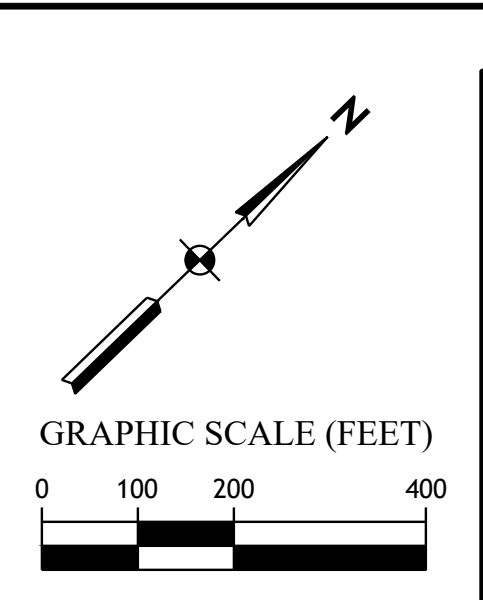
RUNWAY 5-23	OPEN
RUNWAY 14-32	OPEN
RUNWAY 9-27	OPEN
TAXIWAY B	OPEN
TAXIWAY C	CLOSED BETWEEN RW 14-32 AND THE TERMINAL APRON
TAXIWAY Y	CLOSED BETWEEN RW 5-23 AND TW T AND RUNWAY 5-23 AND INANG APRON
TAXIWAY CONNECTORS B1 AND B2	OPEN
TAXIWAY CONNECTORS C1-C5	OPEN
TAXIWAY CONNECTORS Y1-Y6	OPEN
TAXIWAY D	OPEN
TAXIWAY M	OPEN
TAXIWAYS E, F, AND G AND TAXIWAY CONNECTOR G4	OPEN
TAXILANES 5 AND S1	OPEN
TAXIWAY T	OPEN

### MORATORIUM DATES

TUESDAY, JULY 8, 2025 THROUGH WEDNESDAY, JULY 16, 2025  
(SEE DETAILED SAFETY NOTE 10)

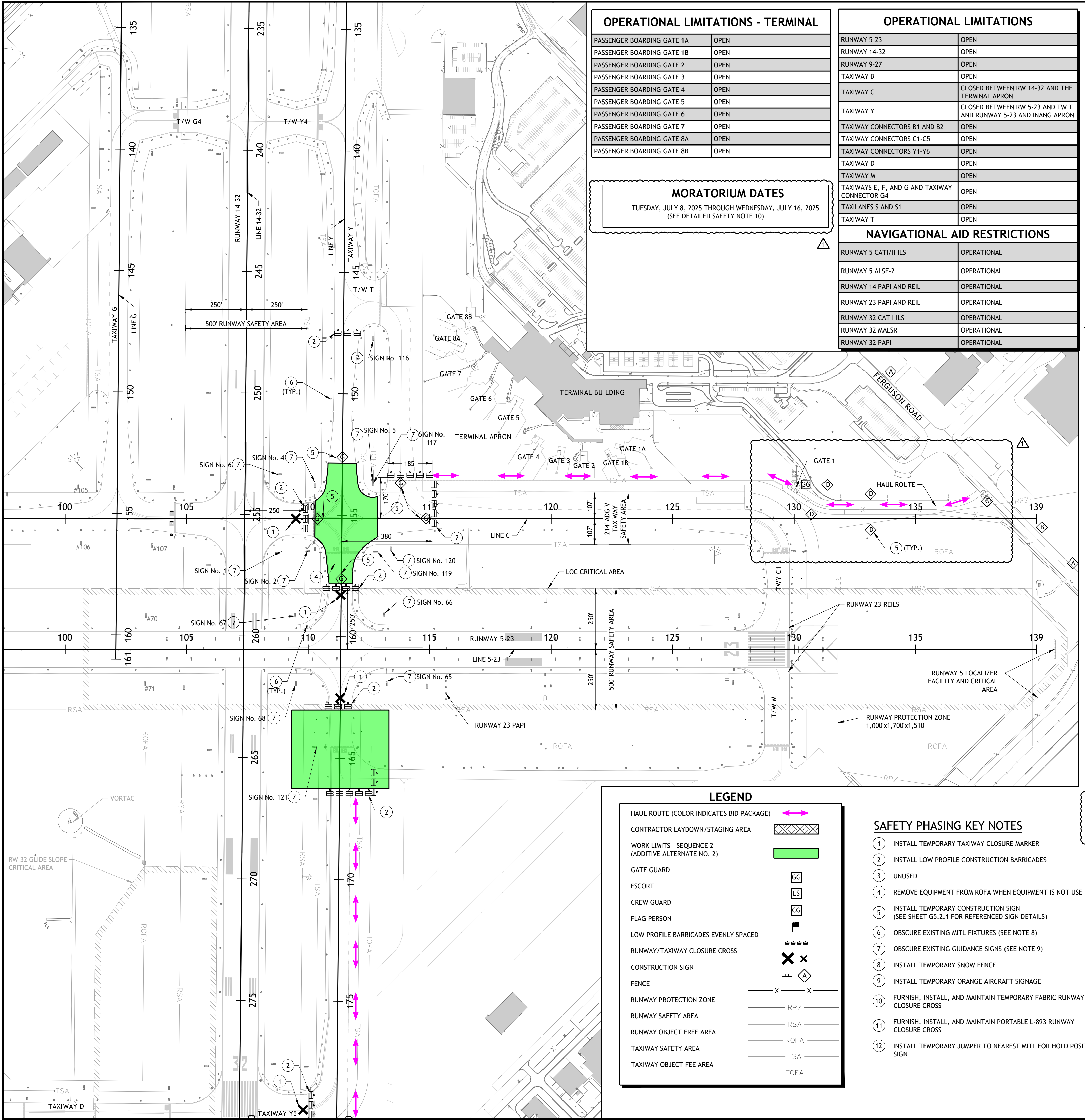
### NAVIGATIONAL AID RESTRICTIONS

RUNWAY 5 CAT II ILS	OPERATIONAL
RUNWAY 5 ALSF-2	OPERATIONAL
RUNWAY 14 PAPI AND REIL	OPERATIONAL
RUNWAY 23 PAPI AND REIL	OPERATIONAL
RUNWAY 32 CAT I ILS	OPERATIONAL
RUNWAY 32 MALSR	OPERATIONAL
RUNWAY 32 PAPI	OPERATIONAL



### DETAILED SAFETY NOTES

- IF ADDITIVE ALTERNATE NO. 2 IS AWARDED, THE TOTAL CONTRACT TIME FOR SEQUENCE 2 (ADDITIVE ALTERNATE NO. 2) SHALL BE 5 CONSECUTIVE CALENDAR DAYS WITH AN ANTICIPATED CONSTRUCTION NOTICE TO PROCEED OF JULY 21, 2025, WITH ALL ITEMS COMPLETED AND ACCEPTED BY THE RPR AND AIRPORT AUTHORITY BY JULY 25, 2025. THE ADDITIONAL CONTRACT TIME FOR AWARD OF ADDITIVE ALTERNATE NO. 2 SHALL BE IN ADDITION TO THE 125 CONSECUTIVE CALENDAR DAYS PROVIDED FOR UNDER SEQUENCE 1B. IN NO INSTANCE SHALL SEQUENCE 2 BE CONDUCTED CONCURRENTLY WITH ANY OTHER SEQUENCE. THESE DATES ARE PROVIDED FOR BIDDING PURPOSES ONLY AND ARE SUBJECT TO CHANGE DUE TO WEATHER OR OTHER UNFORESEEN CONDITIONS. LIQUIDATED DAMAGES (IN ACCORDANCE WITH SECTION 80-08 OF THE GENERAL PROVISIONS) PER SEQUENCE WILL BE ASSESSED FOR FAILURE TO COMPLETE THIS PROJECT WITHIN THE CONTRACT TIME FOR EACH SEQUENCE OF THE WORK.
  - SEQUENCE 2 INCLUDES WORK ASSOCIATED WITH ADDITIVE ALTERNATE NO. 2 FOR RELOCATION OF RUNWAY 5-23 HOLDING POSITION LINES ON TAXIWAY Y.
- ALL EXISTING RUNWAYS AND TAXIWAYS NOT MENTIONED IN THE AIRFIELD OPERATIONAL LIMITATIONS TABLE ARE TO REMAIN OPEN AND OPERATIONAL DURING SEQUENCE 2 UNLESS OTHERWISE COORDINATED WITH THE RPR AND THE AIRPORT AUTHORITY. IN NO INSTANCE SHALL SEQUENCE 2 BE CONDUCTED CONCURRENT WITH SEQUENCE
- THE FOLLOWING GENERAL SCOPE ITEMS SHALL BE COMPLETED IN THIS WORK AREA:
- SEQUENCE 2 - ADDITIVE ALTERNATE NO. 2 (RELOCATE RUNWAY 5-23 HOLDING POSITION LINE ON TAXIWAY Y)
- THE FOLLOWING GENERAL SCOPE ITEMS AND ASSOCIATED WORK SHALL BE COMPLETED IN THIS WORK AREA:
- REMOVAL OF SURFACE PAVEMENT MARKINGS ON TAXIWAY Y
  - REMOVAL AND REPAINT RUNWAY 5-23 HOLDING POSITION MARKING
  - INSTALLATION OF SURFACE PAVEMENT MARKINGS ON TAXIWAY Y
  - RELOCATION OF L-804 RUNWAY GUARD LIGHTS AND GUIDANCE SIGNAGE
- IN ADDITION TO THE CONTRACTOR LAYDOWN/STAGING AREA, THE CONTRACTOR MAY UTILIZE PAVEMENTS TO BE DEMOLISHED WITHIN THE ACTIVE SEQUENCE AS TEMPORARY LAYDOWN/STAGING AREAS. TEMPORARY STOCKPILES OR OTHER MATERIAL SHALL NOT EXCEED FIVE (5) FEET IN HEIGHT AND SHALL BE COORDINATED WITH THE AIRPORT AUTHORITY PRIOR TO SET UP OF THE TEMPORARY LAYDOWN/STAGING AREA ON PAVEMENTS TO BE DEMOLISHED.
  - ALL WORK AND EQUIPMENT SHOWN ON THIS PLAN, UNLESS OTHERWISE NOTED, SHALL BE INCLUDED UNDER ITEM MST-02, MAINTENANCE OF TRAFFIC. NO FURTHER MEASUREMENT FOR PAYMENT WILL BE MADE. RESTORATION OF ALL STAGING AREAS, ETC. SHALL BE DONE SO IN ACCORDANCE WITH TECHNICAL PROVISION ITEMS T-901, T-905, AND T-908.
  - WHERE SHOWN, TEMPORARY CONSTRUCTION SIGNS INDICATING "NO CONSTRUCTION BEYOND THIS POINT" SHALL BE INSTALLED APPROXIMATELY 15' INSIDE THE CONSTRUCTION AREA FROM THE LOW-PROFILE BARRICADES.
  - THE CONTRACTOR SHALL FURNISH ALL REQUIRED CONSTRUCTION BARRICADES, TEMPORARY TAXIWAY CLOSURE CROSSES, AND PORTABLE RUNWAY CLOSURE CROSSES.
  - EXISTING MEDIUM INTENSITY TAXIWAY LIGHT (MITL) FIXTURES WITHIN THE CLOSED PORTIONS OF TAXIWAY PAVEMENTS SHALL BE COVERED WITH A SECTION OF SOLID PVC OR HDPE PIPE CONSISTING OF APPROXIMATELY 30 INCHES TALL AND 6 TO 8 INCH DIAMETER WITH A SOLID CAP TO PREVENT LIGHT FROM INADVERTENTLY ESCAPING FROM THE SIDES OR TOP OF THE COVER. THE CONTRACTOR SHALL PROVIDE AND INSTALL, MAINTAIN, AND REMOVE ALL MATERIALS REQUIRED TO ADEQUATELY OBSOBERE THE FIXTURE. ALL COST ASSOCIATED WITH OBSOBERE FIXTURES SHALL BE CONSIDERED INCIDENTAL TO ITEM MST-02, MAINTENANCE OF TRAFFIC. NO FURTHER MEASUREMENT FOR PAYMENT SHALL BE MADE.
  - AT THE DESIGNATED GUIDANCE SIGN NOTED, THE CONTRACTOR SHALL OBSOBERE PANEL(S) AS NOTED ON THIS PLAN. REFER TO THE GUIDANCE SIGN OBSOBERE DETAIL ON SHEET G5.2.1 FOR ADDITIONAL OBSOBERE INFORMATION. THE CONTRACTOR SHALL PROVIDE, INSTALL, MAINTAIN, AND REMOVE ALL MATERIALS REQUIRED TO ADEQUATELY OBSOBERE THE SIGN(S). ALL COST ASSOCIATED WITH OBSOBERE SIGNS SHALL BE CONSIDERED INCIDENTAL TO ITEM MST-02, MAINTENANCE OF TRAFFIC. NO FURTHER MEASUREMENT FOR PAYMENT SHALL BE MADE.
  - DURING SEQUENCE 2 WORK, IT MAY BE NECESSARY FOR AIRPORT OPERATIONS TO TEMPORARILY HALT CONSTRUCTION PROGRESS IN ORDER TO ACCOMMODATE UNFORESEEN AND/OR IRREGULAR AIRPORT OPERATIONS. IN THE EVENT THIS IS NECESSARY, AIRPORT OPERATIONS WILL PROVIDE AS MUCH NOTICE AS POSSIBLE SO THAT THE CONTRACTOR CAN MAKE PREPARATIONS TO TEMPORARILY VACATE THE AREA.
  - CONTRACTOR SHALL BE PREPARED TO HALT OPERATIONS AND VACATE THE WORK AREA FOR THIS PERIOD OF TIME TO FACILITATE THE AIR SHOW PREPARATIONS. ALL EQUIPMENT SHALL BE RETURNED TO THE STAGING AREA OR OTHER LOCATION(S) AS APPROVED BY THE FWACAA. THE CONTRACTOR SHALL COORDINATE THE TEMPORARY VACATION OF THE SITE WITH FWACAA OPERATIONS PRIOR TO LEAVING THE SITE FOR THE MORATORIUM. ALL COST ASSOCIATED WITH THIS VACATION AND RETURN TO SITE SHALL BE CONSIDERED INCIDENTAL TO ITEM C-105, MOBILIZATION. NO FURTHER MEASUREMENT FOR PAYMENT WILL BE MADE.



### LEGEND

HAUL ROUTE (COLOR INDICATES BID PACKAGE)	
CONTRACTOR LAYDOWN/STAGING AREA	
WORK LIMITS - SEQUENCE 2 (ADDITIVE ALTERNATE NO. 2)	
GATE GUARD	
ESCORT	
CREW GUARD	
FLAG PERSON	
LOW PROFILE BARRICADES EVENLY SPACED	
RUNWAY/TAXIWAY CLOSURE CROSS	
CONSTRUCTION SIGN	
FENCE	
RUNWAY PROTECTION ZONE	
RUNWAY SAFETY AREA	
RUNWAY OBJECT FREE AREA	
TAXIWAY SAFETY AREA	
TAXIWAY OBJECT FREE AREA	

- ### SAFETY PHASING KEY NOTES
1. INSTALL TEMPORARY TAXIWAY CLOSURE MARKER
  2. INSTALL LOW PROFILE CONSTRUCTION BARRICADES
  3. UNUSED
  4. REMOVE EQUIPMENT FROM ROFA WHEN EQUIPMENT IS NOT USE
  5. INSTALL TEMPORARY CONSTRUCTION SIGN (SEE SHEET G5.2.1 FOR REFERENCED SIGN DETAILS)
  6. OBSOBERE EXISTING MITL FIXTURES (SEE NOTE 8)
  7. OBSOBERE EXISTING GUIDANCE SIGNS (SEE NOTE 9)
  8. INSTALL TEMPORARY SNOW FENCE
  9. INSTALL TEMPORARY ORANGE AIRCRAFT SIGNAGE
  10. FURNISH, INSTALL, AND MAINTAIN TEMPORARY FABRIC RUNWAY CLOSURE CROSS
  11. FURNISH, INSTALL, AND MAINTAIN PORTABLE L-893 RUNWAY CLOSURE CROSS
  12. INSTALL TEMPORARY JUMPER TO NEAREST MITL FOR HOLD POSITION SIGN

### GUIDANCE SIGN OBSOBERE TABLE

SIGN No.	EXISTING SIGN LAYOUT		OBSOBERE SIGN LAYOUT	
	FRONT	BACK	FRONT	BACK
1				
2				
4				
5				
6				
66				
67				
116				
117				
120				
121				

CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2

## DETAILED CSPP - SEQUENCE 2 (ADDITIVE ALTERNATE NO. 2)

FORT WAYNE INTERNATIONAL AIRPORT

Project No. 075494

Issue Date: 05/28/2024

Scale: AS SHOWN

By: NSL

Apprd: NSL

1 SHEET REISSUED PER ADDENDUM NO. 1

0 ISSUED FOR BID

No. NSL/Revision

Summitt/Revision

Nathan S. Lienhard, P.E.

06/14/2024

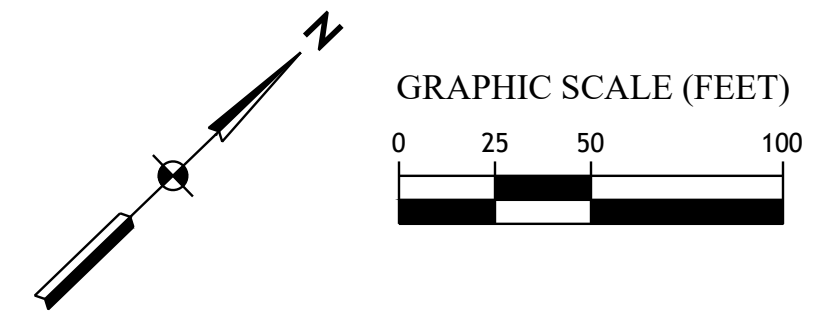
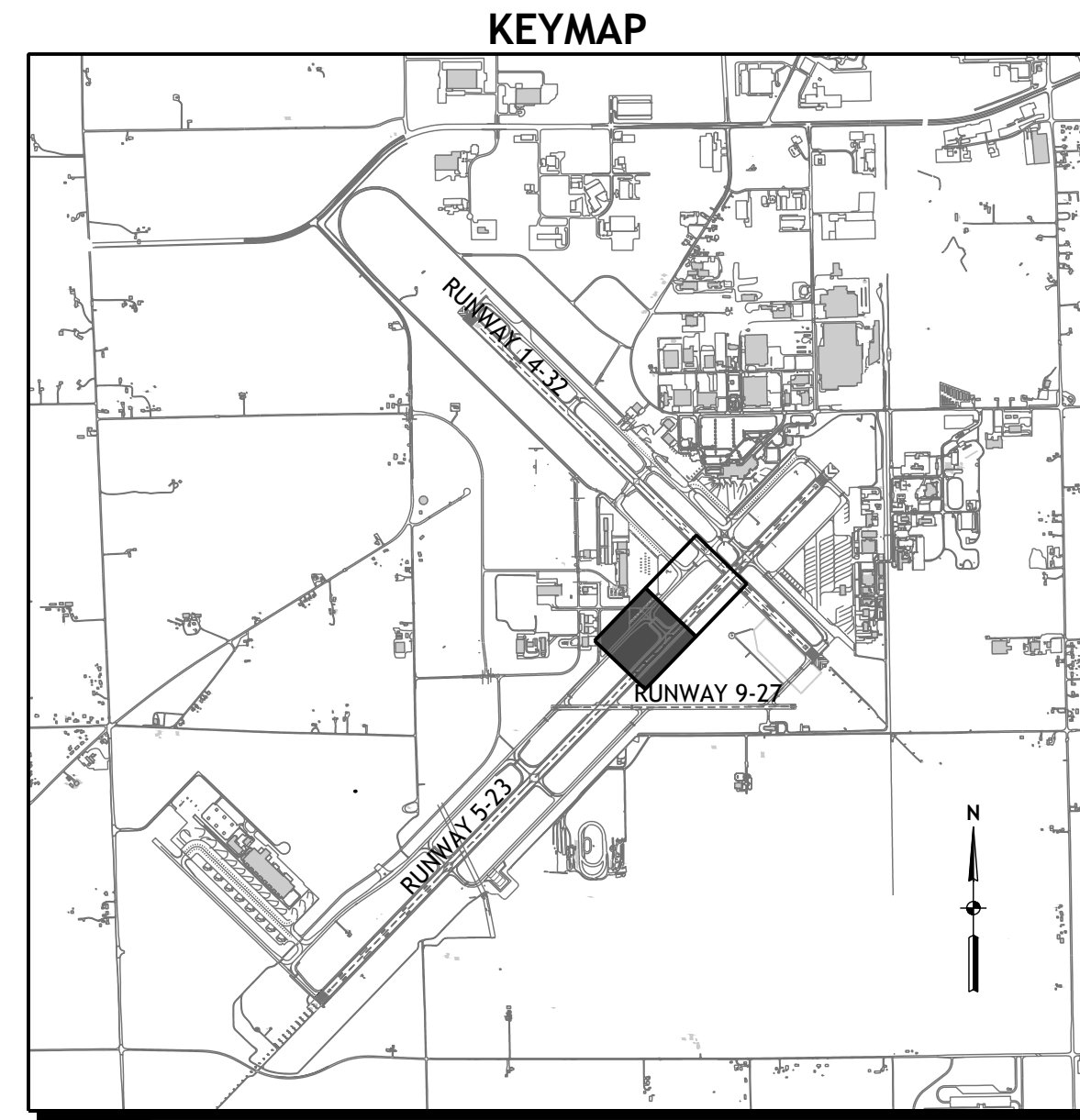
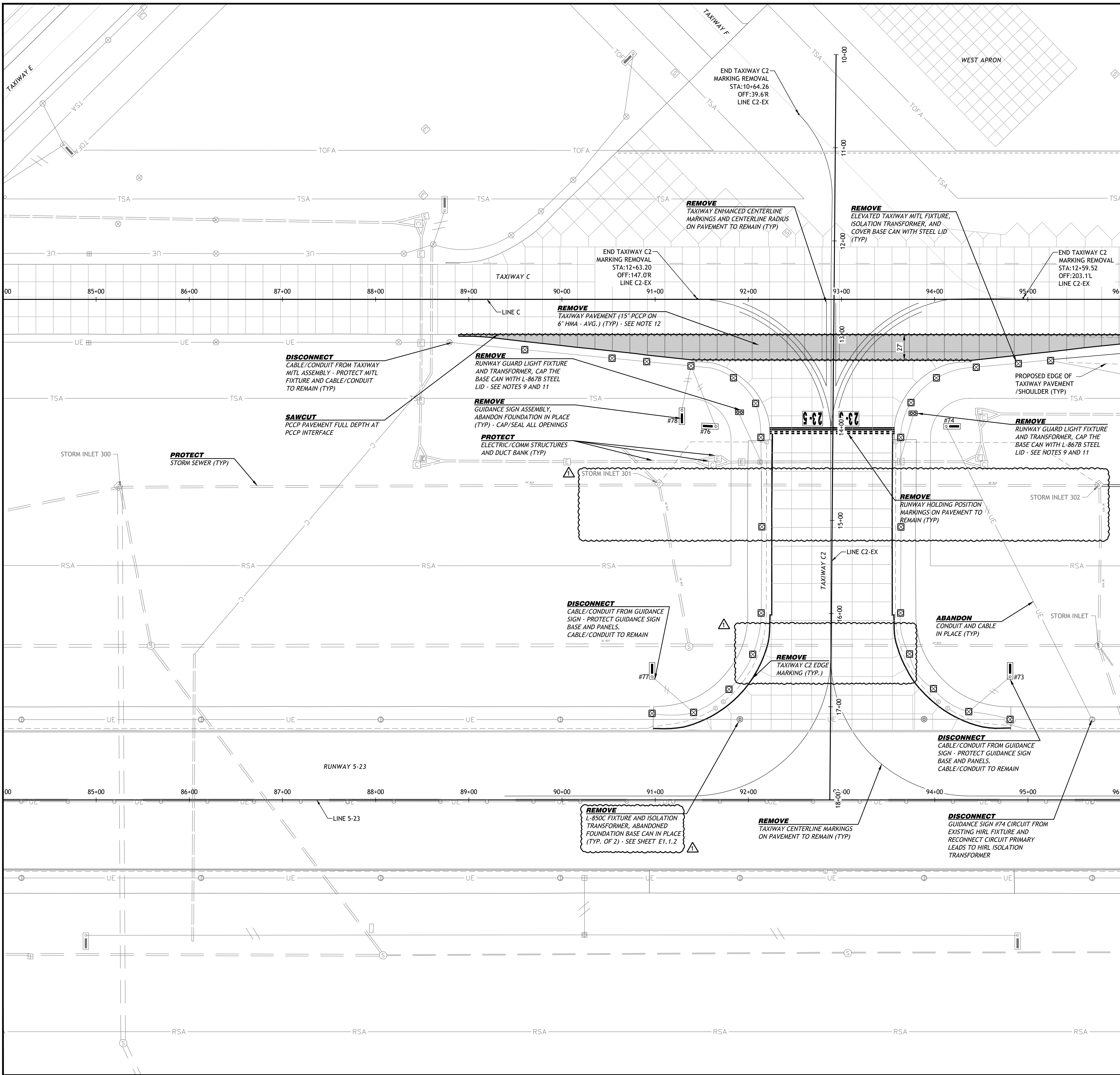
Designed By: RB

Drawn By: KDR

Checked By: NSL

G5.1.4

File Name: V:\Projects\ANY\6075494\_000\09\_Design\Drawings\01\_Sheets\FWA-075494-PLAN-DEM.DWG - D1.1.1 Modified / By: June 11, 2024 2:57:12 PM / 6090



DESCRIPTION	EXISTING	DEMOLITION
TAXIWAY PCC PAVEMENT		
SHOULDER HMA PAVEMENT		
STORM PIPE		
STORM INLET	(S)	(S)
STORM MANHOLE	(S)	(S)
UNDERDRAIN		
UNDERDRAIN CLEANOUT		
ELECTRIC MANHOLE/HANDHOLE	(E)	(E)
ELECTRIC DUCT BANK		
UNDERGROUND ELECTRIC	-UE	-UE
TELEPHONE MANHOLE/PEDESTAL	(C)	N/A
UNDERGROUND TELEPHONE	-UC	N/A
GAS	-NG	N/A
SANITARY MANHOLE	(SS)	N/A
SANITARY PIPE	-SS	N/A
AIRFIELD SIGNS	(#)	(##)
TAXIWAY EDGE LIGHT (ELEVATED)	(X)	(X)
RUNWAY EDGE LIGHT (ELEVATED)	(E)	(E)
RUNWAY EDGE LIGHT (IN-PAVEMENT)	(I)	(I)
RUNWAY GUARD LIGHT	(G)	(G)

#### DEMOLITION NOTES

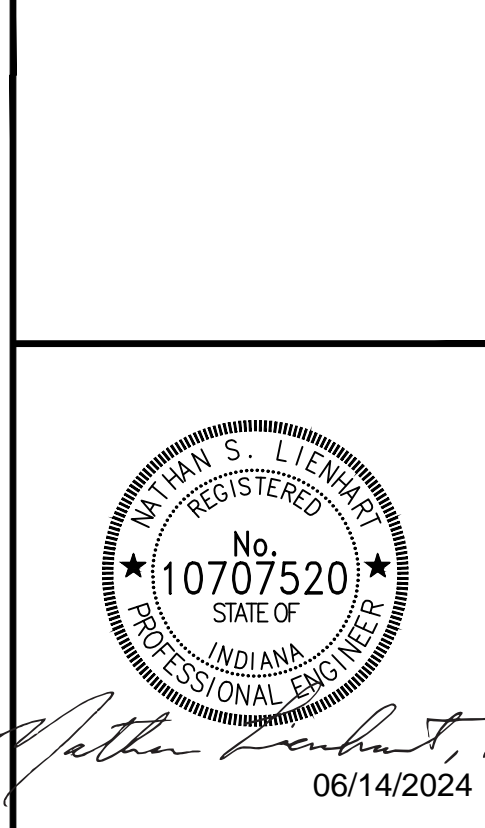
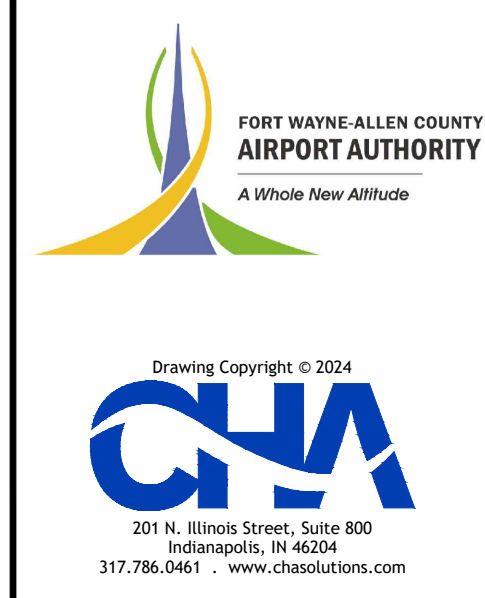
- THE EXISTING CONDITIONS SHOWN ON THIS DRAWING ARE DERIVED FROM THE FIELD SURVEY PERFORMED BY ALIGN CIVIL ENGINEERING CONSULTANTS IN OCTOBER, 2022. PRIOR TO THE START OF CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES IN THE FIELD SURVEY REFLECTED IN THE PLANS.
- UNDERGROUND UTILITIES ARE DEPICTED FROM AVAILABLE INFORMATION, BUT ARE NOT KNOWN TO BE ACCURATE OR COMPLETE. IF ACTIVE UNDOCUMENTED UNDERGROUND UTILITIES ARE ENCOUNTERED DURING CONSTRUCTION, IMMEDIATELY NOTIFY THE RESIDENT PROJECT REPRESENTATIVE (RPR).
- IN AREAS WHERE EXISTING PAVEMENT IS TO BE REMOVED, THE CONTRACTOR SHALL DOUBLE SAW CUT TO PROVIDE A CLEAN EDGE.
- THE CONTRACTOR SHALL PROTECT ALL EXISTING AIRFIELD LIGHTS, GUIDANCE SIGNS, AND NAVIGATIONAL AIDS THAT SHALL REMAIN. ANY DAMAGE TO AIRFIELD LIGHTING, GUIDANCE SIGNS, AND NAVIGATIONAL AIDS SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL COORDINATE WITH THE OWNER TO SHUT OFF POWER TO THE EXISTING RUNWAY AND/OR TAXIWAY EDGE LIGHTS BEFORE DEMOLITION.
- ALL EXISTING ELECTRIC CONDUITS TO REMAIN SHALL BE CLEANED AND SWABBED IN ACCORDANCE WITH TECHNICAL PROVISION ITEM L-110, SECTION L-110-3.1.
- WHERE REMOVAL OF STRUCTURE OR SIGNAGE IS INDICATED, ANY ASSOCIATED BASE AND/OR FOUNDATION SHALL BE REMOVED UNLESS OTHERWISE STATED.
- ANY FAA CABLES OR COMMUNICATIONS LINES DAMAGED DURING CONSTRUCTION ARE TO BE REMOVED AND REPLACED FROM BOTH TERMINATION POINTS AND SHALL NOT BE SPLICED. THE CONTRACTOR SHALL BACKFILL THE VOID IN ACCORDANCE WITH ITEM P-101 AND P-152.
- ALL GUIDANCE SIGNS, RUNWAY GUARD LIGHT FIXTURES, RUNWAY EDGE LIGHTS (HIRL), AND TAXIWAY EDGE LIGHT FIXTURES (MITL) SHALL BE SALVAGED AND TURNED OVER TO THE OWNER. THE CONTRACTOR SHALL COORDINATE THE LOCATION OF THE DROP-OFF FOR OWNER STORAGE WITH THE RPR AND OWNER.
- THE CONTRACTOR SHALL CUT AND CAP THE EXISTING CONDUIT WITHIN 2-3 FT OF THE EDGE OF SHOULDER PAVEMENT AND BACKFILL THE VOID IN ACCORDANCE WITH ITEM P-101 AND P-152.
- RUNWAY GUARD LIGHTS (RGLS) REPLACED BY STEEL LID SHALL PROVIDE A PLACE FOR CABLE CONNECTORS TO REMAIN. WHEN THE TRANSFORMER IS REMOVED, THE PRIMARY CIRCUIT LEADS MUST BE RECONNECTED - THE REMAINDER OF THE RGL CIRCUIT TO STAY OPERATIONAL.
- CONTRACTOR SHALL BACKFILL THE VOID CREATED FROM PAVEMENT REMOVAL TO MATCH EXISTING GRADE WITH SUITABLE FILL MATERIAL AND TOPSOIL. THIS WORK SHALL BE INCIDENTAL TO PAVEMENT REMOVAL.

No.	Revised	By	Date
1		KDR	06/11/2024
0		NSL	05/28/2024

CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2

DEMOLITION PLAN  
(BASE BID)

FORT WAYNE INTERNATIONAL AIRPORT

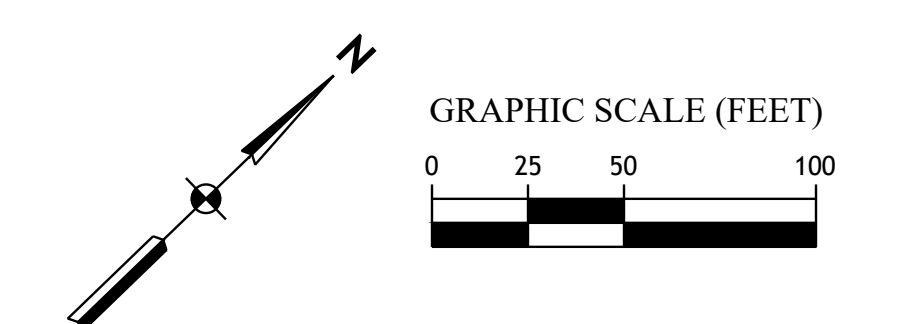
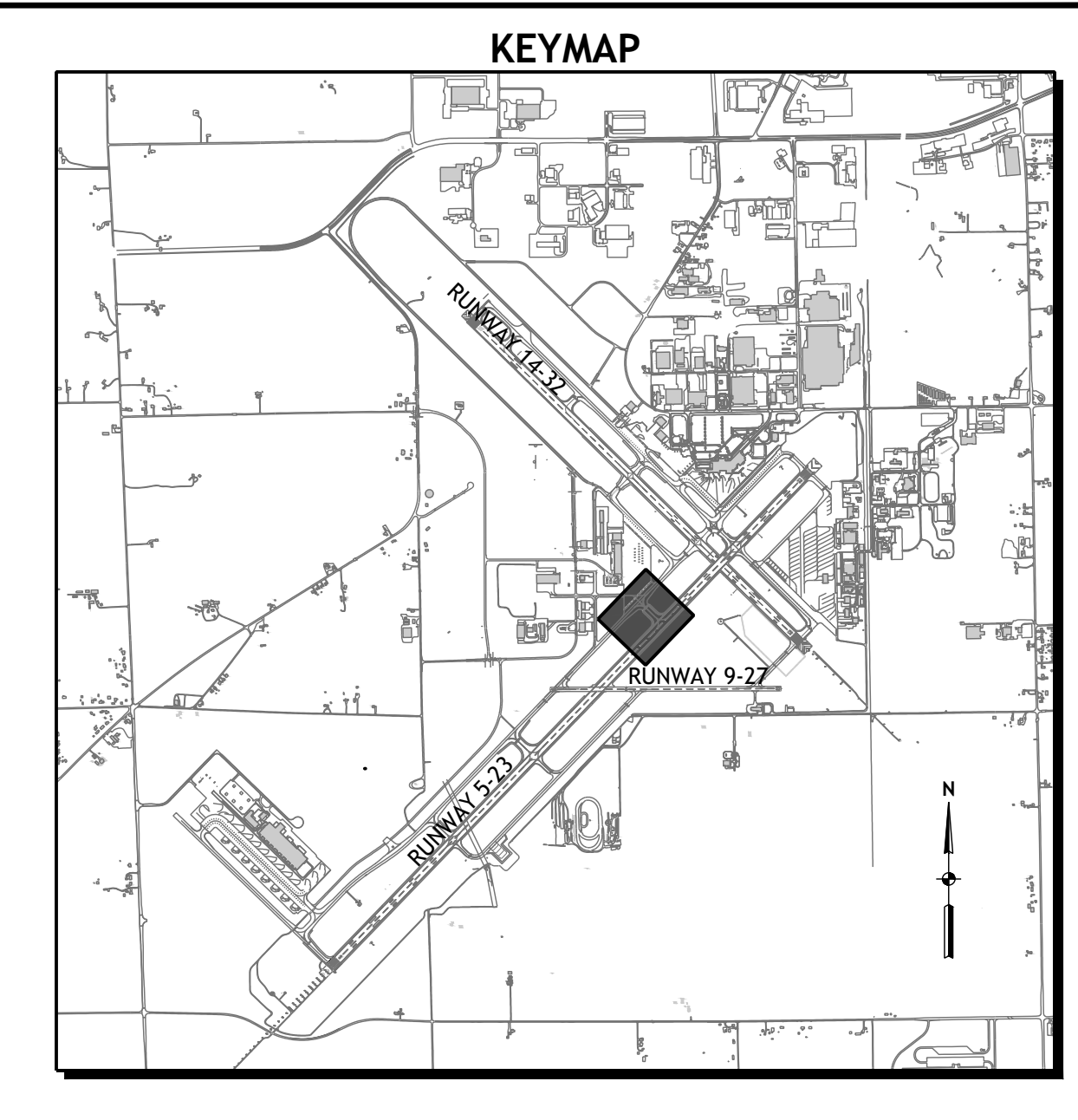
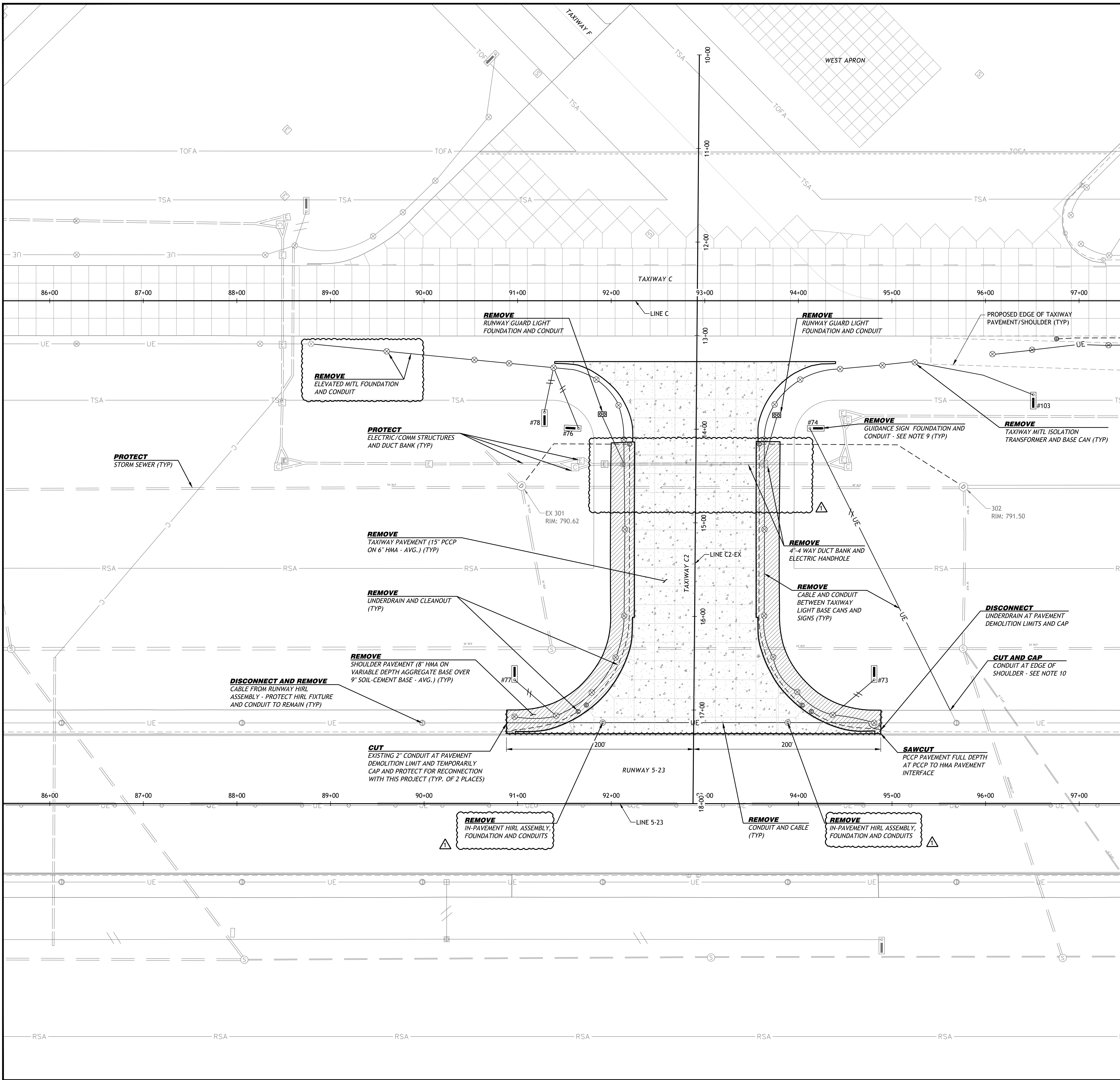


Designed By:	Drawn By:	Checked By:
RB	KDR	NSL

Issue Date:	Project No:	Scale:
05/28/2024	075494	AS SHOWN

Drawing No.: **D1.1.1**

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LEGEND		
DESCRIPTION	EXISTING	DEMOLITION
TAXIWAY PCC PAVEMENT (BASE BID)		
SHOULDER HMA PAVEMENT (BASE BID)		
STORM PIPE		N/A
STORM INLET	(D)	N/A
STORM MANHOLE	(D)	N/A
UNDERDRAIN		
UNDERDRAIN CLEANOUT	(C)	(C)
ELECTRIC MANHOLE/HANDHOLE	(E)	(E)
ELECTRIC DUCT BANK		
UNDERGROUND ELECTRIC	-UE	-UE
TELEPHONE MANHOLE/PEDESTAL	(T)	N/A
UNDERGROUND TELEPHONE	-UC	N/A
GAS	-NG	N/A
SANITARY MANHOLE	(SS)	N/A
SANITARY PIPE	-SS	N/A
AIRFIELD SIGNS	(S)	(S) ##
TAXIWAY EDGE LIGHT (ELEVATED)	(X)	(X)
RUNWAY EDGE LIGHT (ELEVATED)	(E)	(E)
RUNWAY EDGE LIGHT (IN-PAVEMENT)	(I)	(I)
RUNWAY GUARD LIGHT	(GL)	(GL)

- DEMOLITION NOTES**
- THE EXISTING CONDITIONS SHOWN ON THIS DRAWING ARE DERIVED FROM THE FIELD SURVEY PERFORMED BY ALIGN CIVIL ENGINEERING CONSULTANTS IN OCTOBER, 2022. PRIOR TO THE START OF CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES IN THE FIELD SURVEY REFLECTED IN THE PLANS.
  - UNDERGROUND UTILITIES ARE DEPICTED FROM AVAILABLE INFORMATION, BUT ARE NOT KNOWN TO BE ACCURATE OR COMPLETE. IF ACTIVE UNDOCUMENTED UNDERGROUND UTILITIES ARE ENCOUNTERED DURING CONSTRUCTION, IMMEDIATELY NOTIFY THE RESIDENT PROJECT REPRESENTATIVE (RPR).
  - IN AREAS WHERE EXISTING PAVEMENT IS TO BE REMOVED, THE CONTRACTOR SHALL DOUBLE SAW CUT TO PROVIDE A CLEAN EDGE.
  - THE CONTRACTOR SHALL PROTECT ALL EXISTING AIRFIELD LIGHTS, GUIDANCE SIGNS, AND NAVIGATIONAL AIDS THAT SHALL REMAIN. ANY DAMAGE TO AIRFIELD LIGHTING, GUIDANCE SIGNS, AND NAVIGATIONAL AIDS SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.
  - THE CONTRACTOR SHALL COORDINATE WITH THE OWNER TO SHUT OFF POWER TO THE EXISTING RUNWAY AND/OR TAXIWAY EDGE LIGHTS BEFORE DEMOLITION.
  - ALL EXISTING ELECTRIC CONDUITS TO REMAIN SHALL BE CLEANED AND SWABBED IN ACCORDANCE WITH TECHNICAL PROVISION ITEM L-110, SECTION L-110-3.1.
  - WHERE REMOVAL OF STRUCTURE OR SIGNAGE IS INDICATED, ANY ASSOCIATED BASE AND/OR FOUNDATION SHALL BE REMOVED UNLESS OTHERWISE STATED.
  - ANY FAA CABLES OR COMMUNICATIONS LINES DAMAGED DURING CONSTRUCTION ARE TO BE REMOVED AND REPLACED FROM BOTH TERMINATION POINTS AND SHALL NOT BE SPLICED. THE CONTRACTOR SHALL BACKFILL THE VOID IN ACCORDANCE WITH ITEM P-101 AND P-152.
  - ALL GUIDANCE SIGNS, RUNWAY GUARD LIGHT FIXTURES, RUNWAY EDGE LIGHTS (HIRL), AND TAXIWAY EDGE LIGHT FIXTURES (MITL) SHALL BE SALVAGED AND TURNED OVER TO THE OWNER. THE CONTRACTOR SHALL COORDINATE THE LOCATION OF THE DROP-OFF FOR OWNER STORAGE WITH THE RPR AND OWNER.
  - THE CONTRACTOR SHALL CUT AND CAP THE EXISTING CONDUIT WITHIN 2-3 FT OF THE EDGE OF SHOULDER PAVEMENT AND BACKFILL THE VOID IN ACCORDANCE WITH ITEM P-101 AND P-152.

No.	By	Date
1	KDR	06/11/2024
0	NSL	05/28/2024

CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2  
**DEMOLITION PLAN (ADDITIVE ALTERNATE NO. 1)**  
 FORT WAYNE INTERNATIONAL AIRPORT

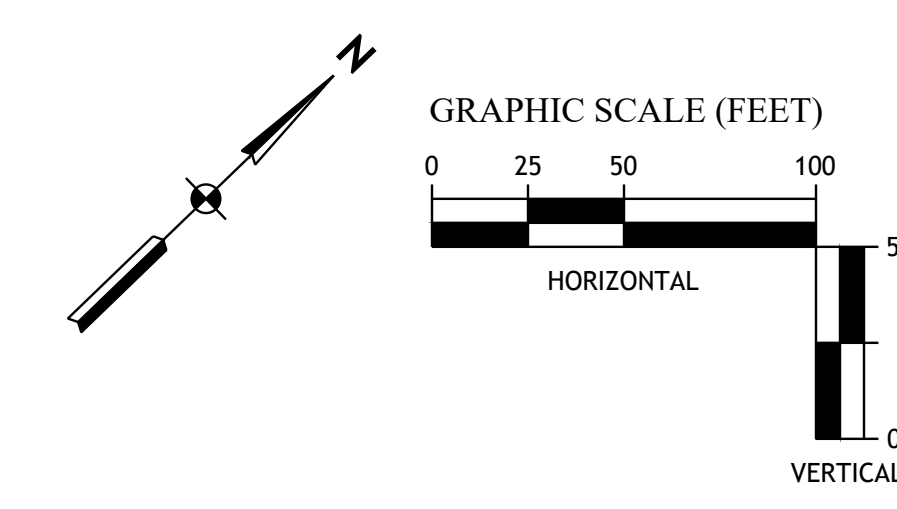
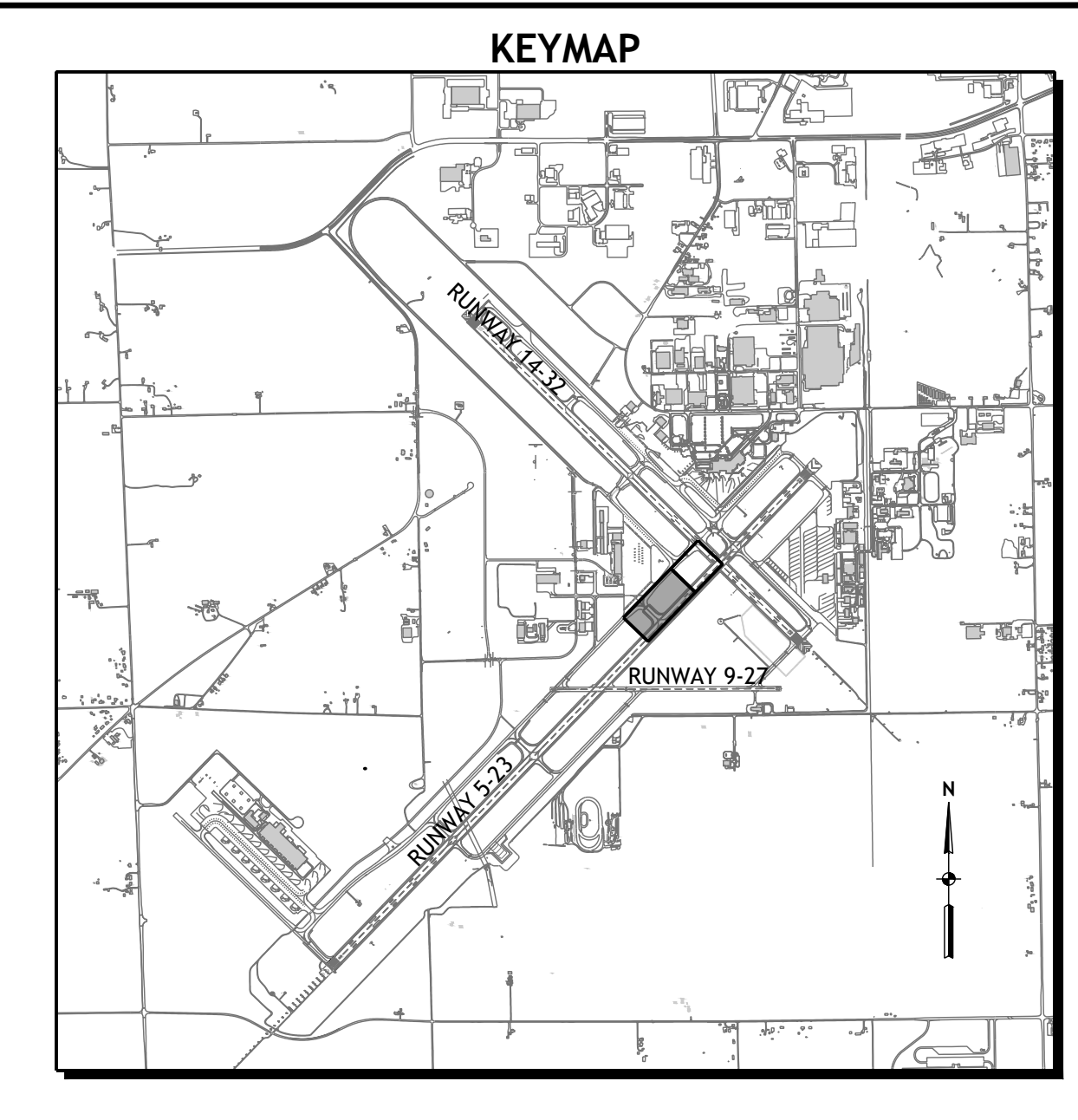
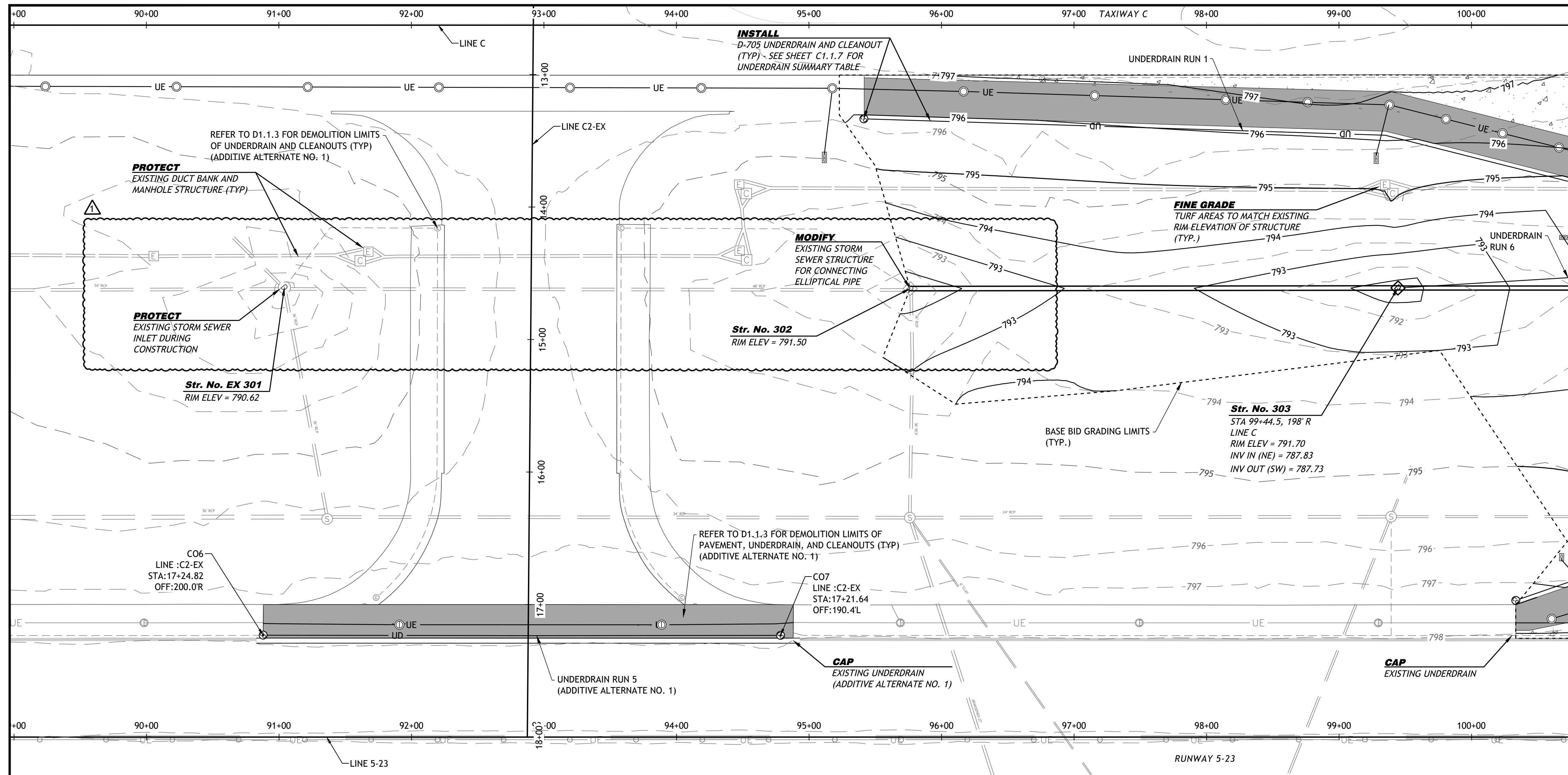


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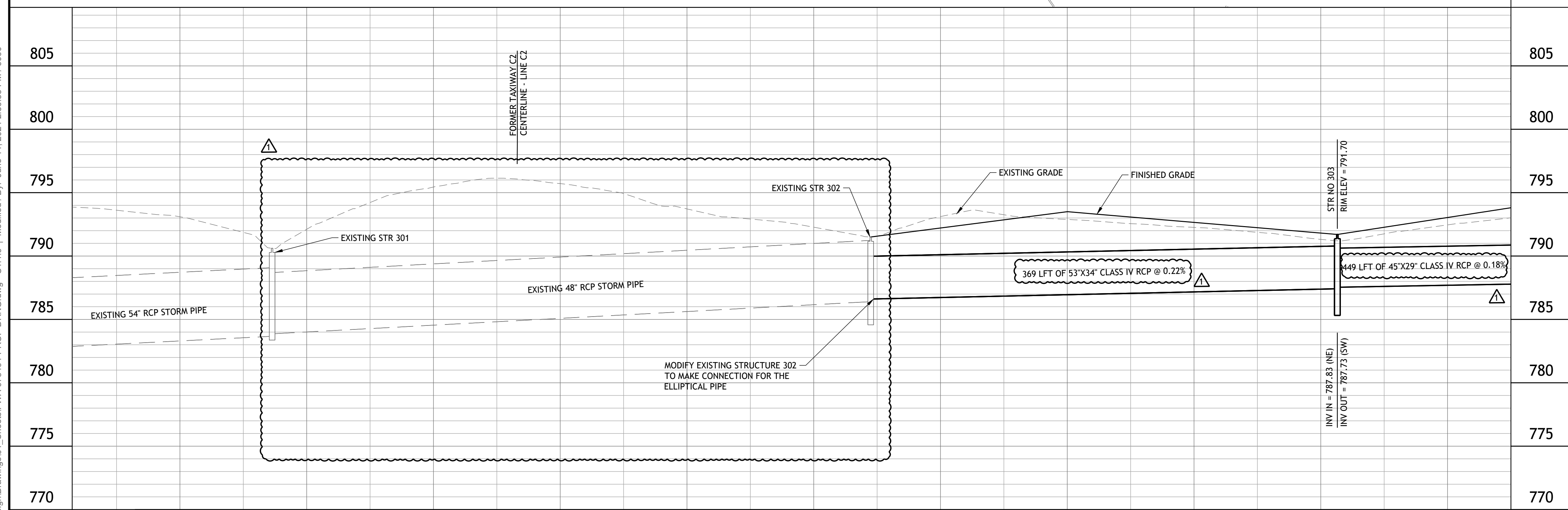


Designed By: RB	Drawn By: KDR	Checked By: NSL
Issue Date: 05/28/2024	Project No: 075494	Scale: AS SHOWN

Drawing No.: **D1.1.3**



DESCRIPTION	EXISTING	PROPOSED
HMA PAVEMENT		
PCC PAVEMENT		
PAVEMENT REMOVAL		
STORM PIPE		
STORM INLET	⊠	⊠
STORM MANHOLE	⊙	⊙
UNDERDRAIN	⊕	⊕
UNDERDRAIN CLEANOUT	⊕	⊕
ELECTRIC/COMM MANHOLE/HANDHOLE	⊠	N/A
UNDERGROUND ELECTRIC	UE	UE
AIRFIELD SIGNS	⊗	⊗
TAXIWAY EDGE LIGHT (MITL)	⊗	⊗
RUNWAY EDGE LIGHT (HIRL)	⊗	⊗
MINOR CONTOUR	—1295—	—1295—
MAJOR CONTOUR	—1295—	—1295—



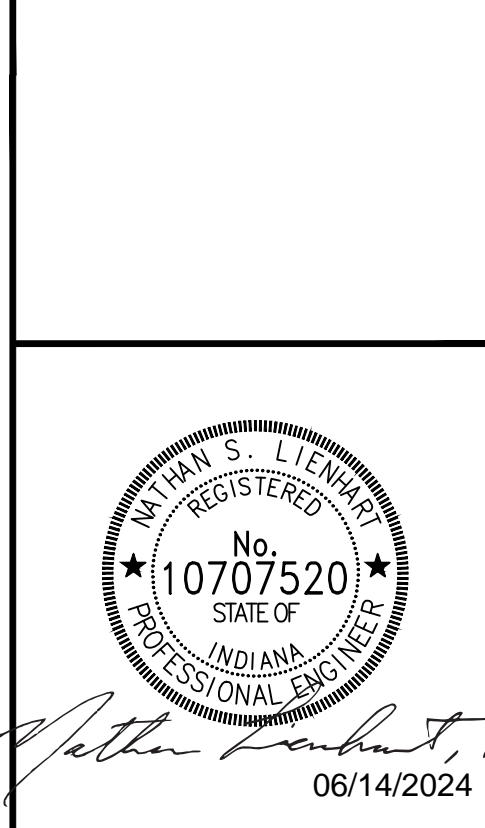
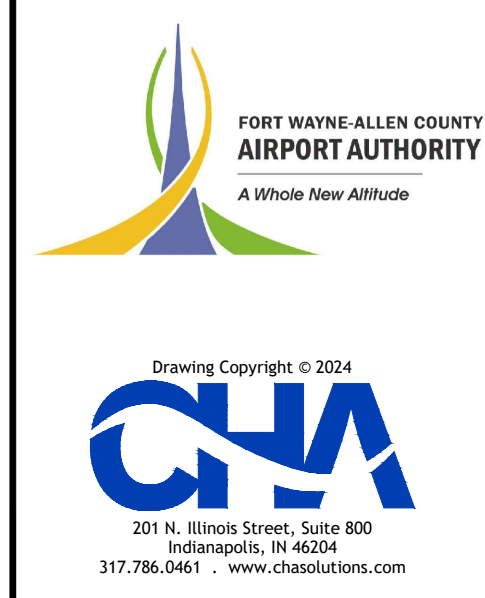
No.	Revision	Date
1	SHEET REISSUED PER ADDENDUM NO. 1	
0	ISSUED FOR BID	
	Submitted/Revision	
	By	
	App'd	
	NSL	
	NSL	
	KDR	
	KDR	
	06/11/2024	
	16/28/2024	

CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2

STORM SEWER PLAN AND PROFILE  
(BASE BID)

FORT WAYNE INTERNATIONAL AIRPORT

FORT WAYNE, IN

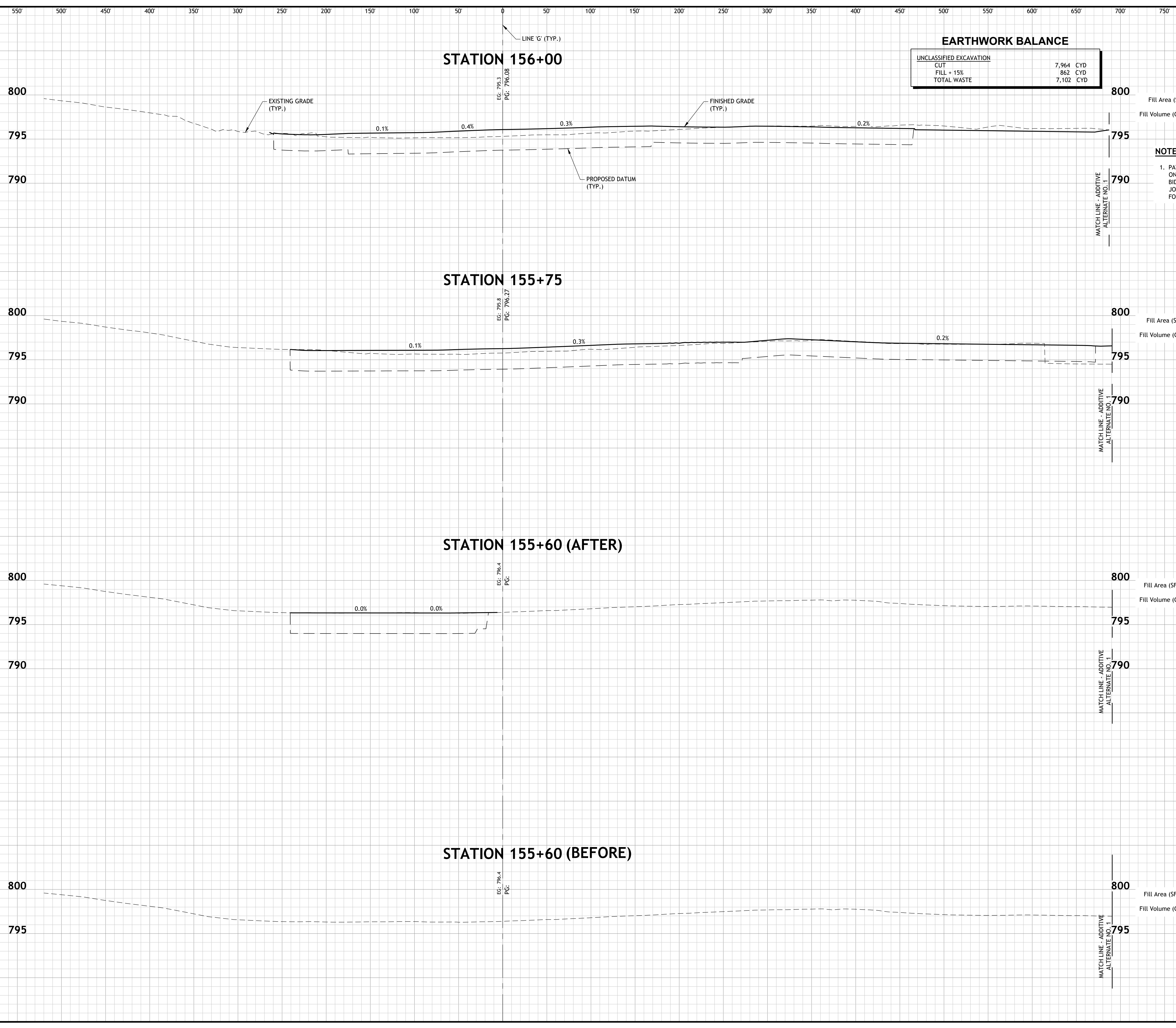


Designed By:	Drawn By:	Checked By:
RB	KDR	NSL
Issue Date:	Project No:	Scale:
05/28/2024	075494	AS SHOWN

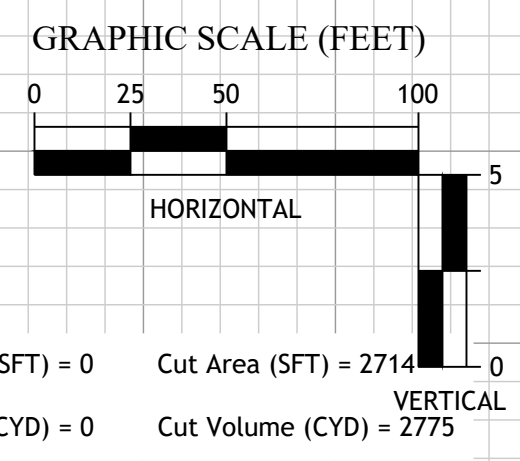
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File Name: V:\Projects\ANY\6075494\_000\09\_Design\Drawings\01\_Sheets\FWA-075494-PLAN-XSEC.dwg - TWG-XSEC1 | Modified | By: June 3, 2024 12:51:09 PM / 8073



EARTHWORK BALANCE	
UNCLASSIFIED EXCAVATION	
CUT	7,964 CYD
FILL + 15%	862 CYD
TOTAL WASTE	7,102 CYD



Fill Area (SFT) = 0    Cut Area (SFT) = 2714  
 Fill Volume (CYD) = 0    Cut Volume (CYD) = 2775

**NOTES**  
 1. PAVEMENT GRADES ARE FOR REFERENCE ONLY. REFER TO 16 - GRADING PLAN (BASE BID) AND 20 - SPOT ELEVATION AND JOINTING PLAN - TAXIWAY G (BASE BID) FOR MORE INFORMATION.

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 Fill Volume (CYD) = 0    Cut Volume (CYD) = 941

Fill Area (SFT) = 0    Cut Area (SFT) = 1028  
 Fill Volume (CYD) = 0    Cut Volume (CYD) = 0

Fill Area (SFT) = 0    Cut Area (SFT) = 1028  
 Fill Volume (CYD) = 0    Cut Volume (CYD) = 0

No.	Revised	By	Date
1	NSL	KDR	06/11/2024
0	NSL	KDR	05/28/2024

CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2

**CROSS SECTIONS - LINE G (BASE BID)**

FORT WAYNE INTERNATIONAL AIRPORT

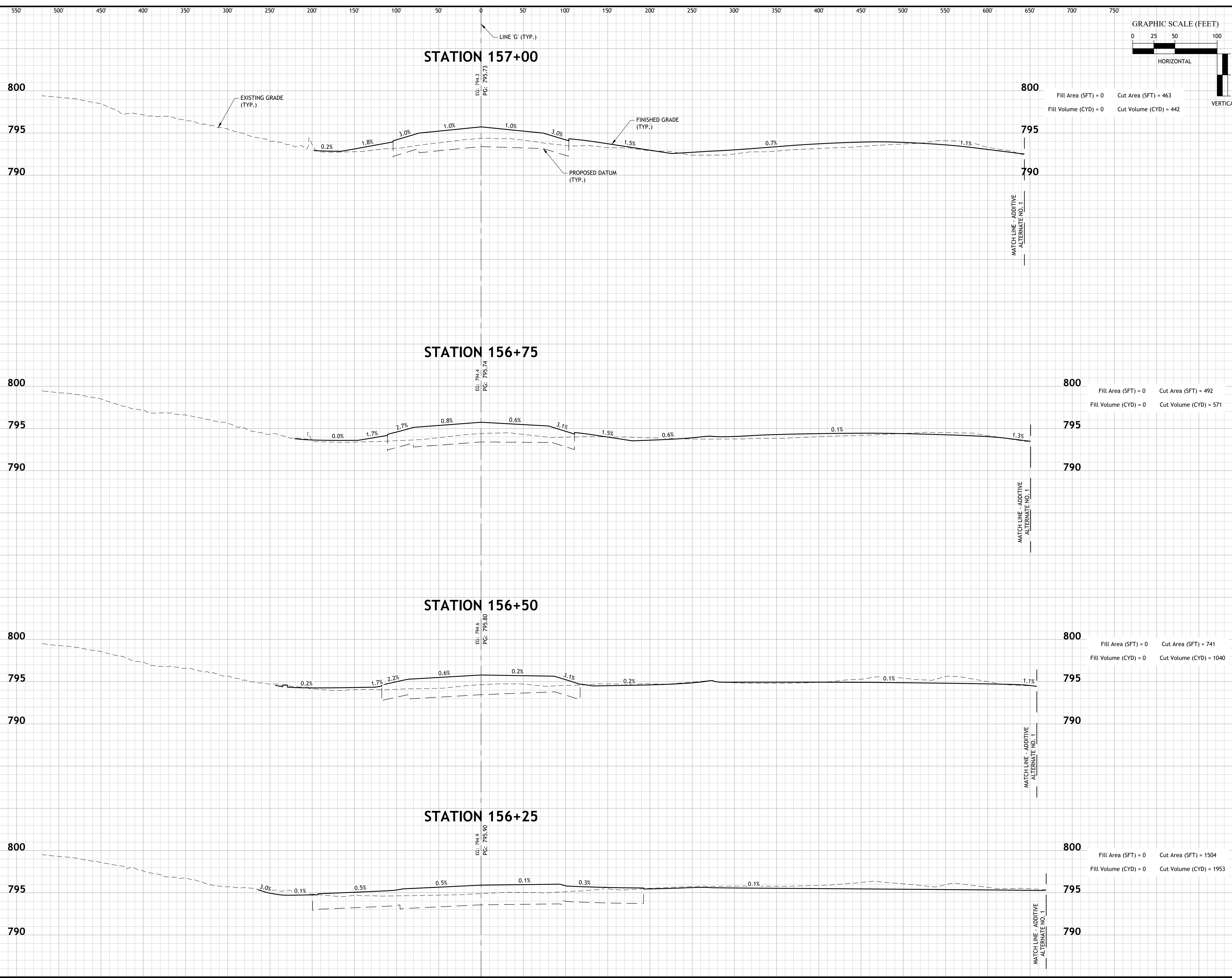
FORT WAYNE, IN



Designed By:	Drawn By:	Checked By:
RB	KDR	NSL
Issue Date:	Project No:	Scale:
05/28/2024	075494	AS SHOWN

Drawing No.: **X1.1.1**

File Name: V:\Projects\ANY\6075494\_000\09\_Design\Drawings\01\_Sheets\FWA-075494-PLAN-XSEC.dwg - TWG XSEC2 | Modified | By: June 3, 2024 12:51:09 PM / 8073



0	NSL	NSL	Aprd.	By	Date
1	NSL	NSL	Aprd.	By	Date
0	NSL	NSL	Aprd.	By	Date
1	NSL	NSL	Aprd.	By	Date

CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2  
**CROSS SECTIONS - LINE G (BASE BID)**  
 FORT WAYNE INTERNATIONAL AIRPORT  
 FORT WAYNE, IN



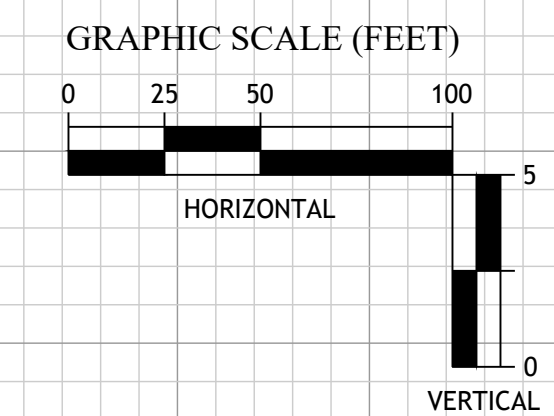
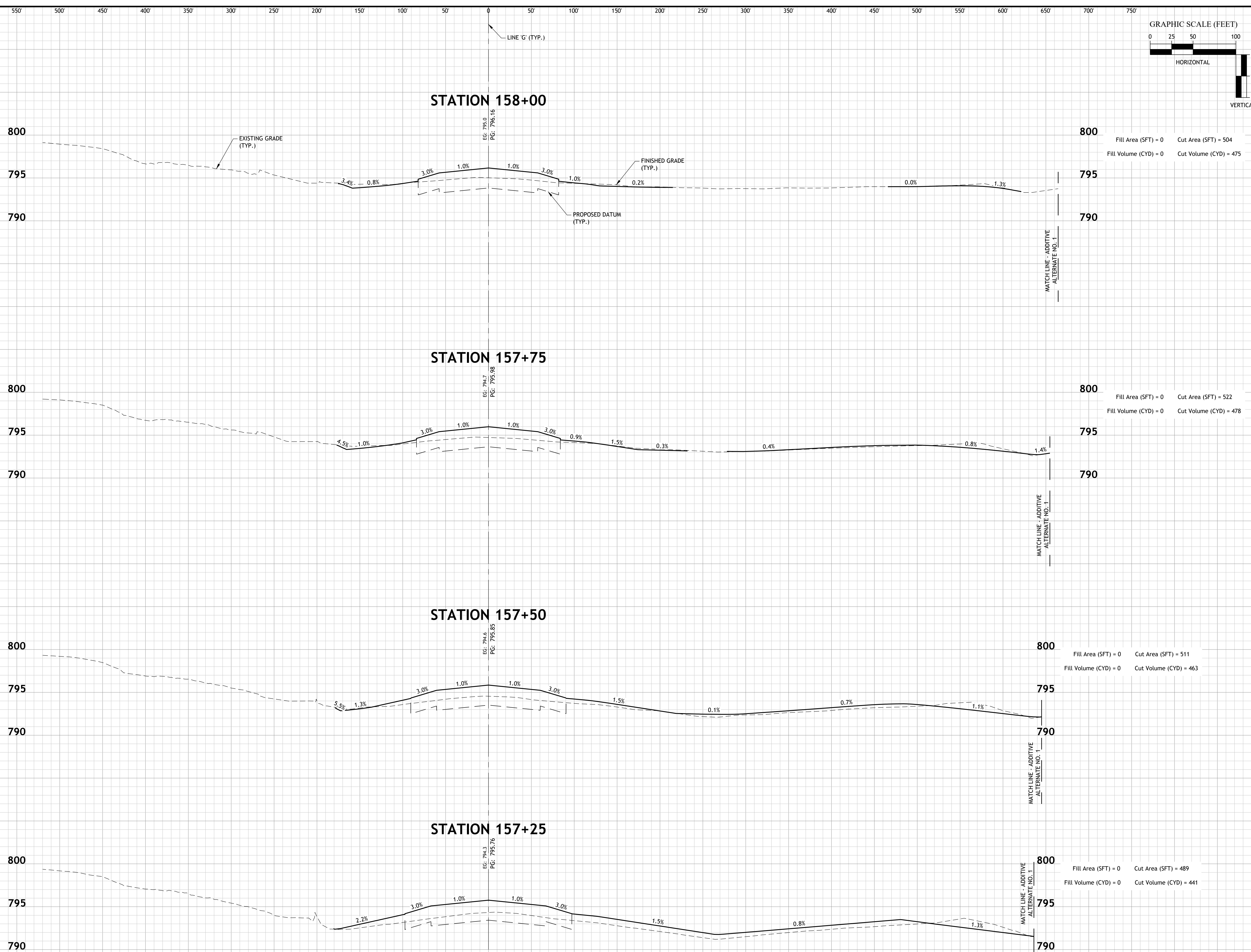
Nathan S. Lenthart, P.E.  
 06/14/2024

Designed By:	Drawn By:	Checked By:
RB	KDR	NSL
Issue Date:	Project No:	Scale:
05/28/2024	075494	AS SHOWN

Drawing No.: **X1.1.2**



File Name: V:\Projects\ANY\6075494\_000\09\_Design\Drawings\01\_Sheets\FWA-075494-PLAN-XSEC.dwg - TWG-XSEC3 | Modified | By: June 3, 2024 12:51:09 PM / 8073



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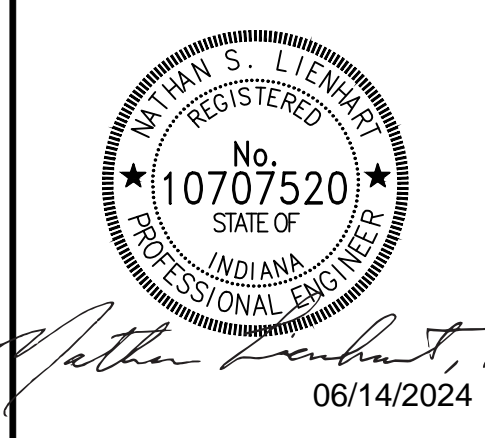
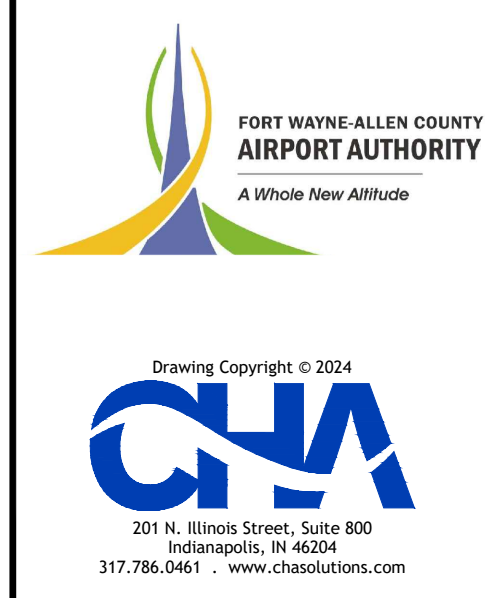
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0	NSL	NSL	Aprd.	
1	KDR	KDR	By	
0	NSL	NSL	Aprd.	
1	KDR	KDR	By	

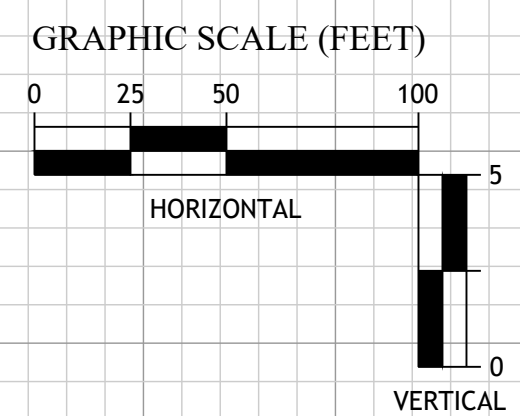
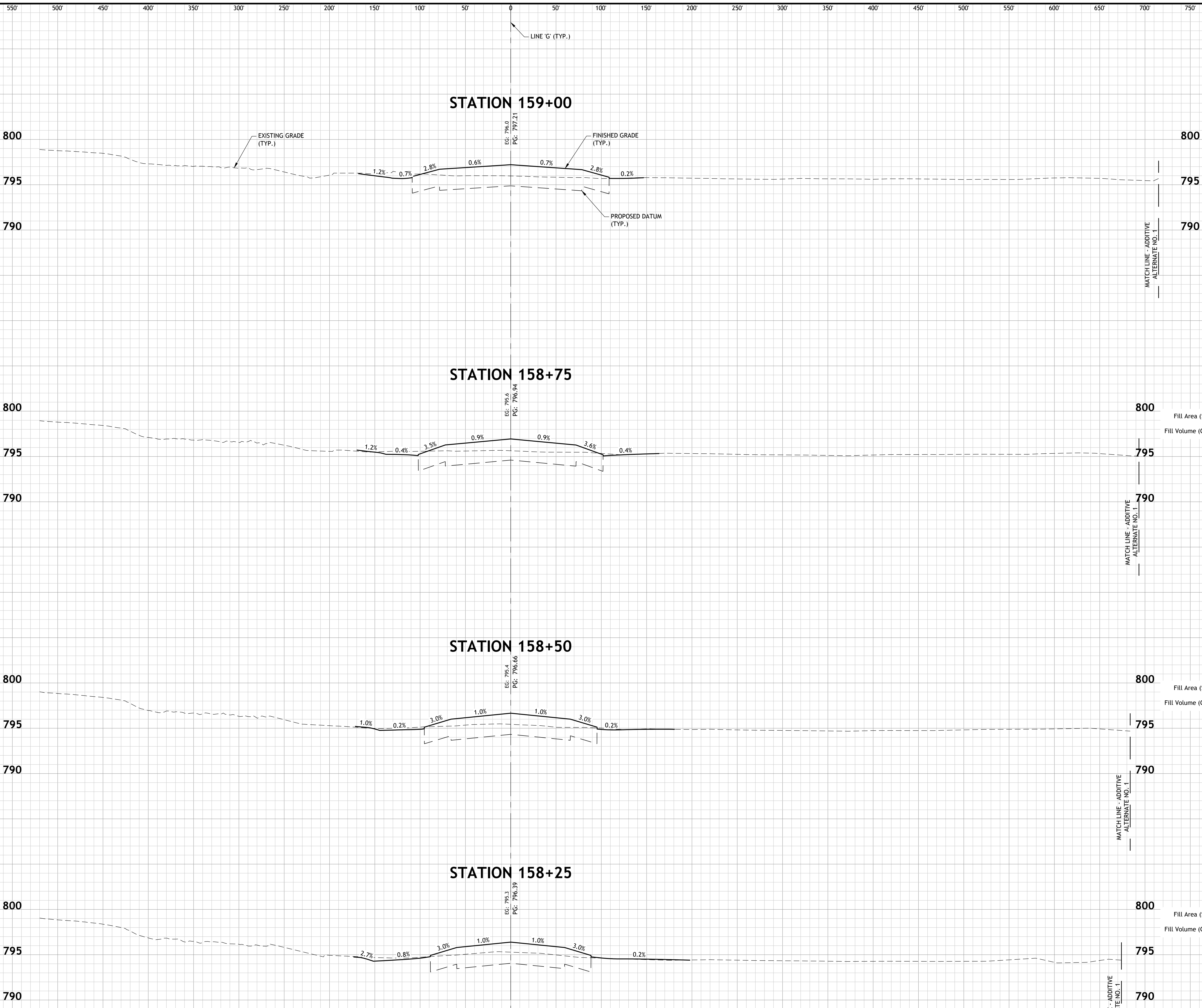
1 SHEET REISSUED PER ADDENDUM NO. 1  
 0 ISSUED FOR BID  
 No. Submittal / Revision

CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2  
**CROSS SECTIONS - LINE G (BASE BID)**  
 FORT WAYNE INTERNATIONAL AIRPORT  
 FORT WAYNE, IN



Designed By:	Drawn By:	Checked By:
RB	KDR	NSL
Issue Date:	Project No:	Scale:
05/28/2024	075494	AS SHOWN

Drawing No.:  
**X1.1.3**



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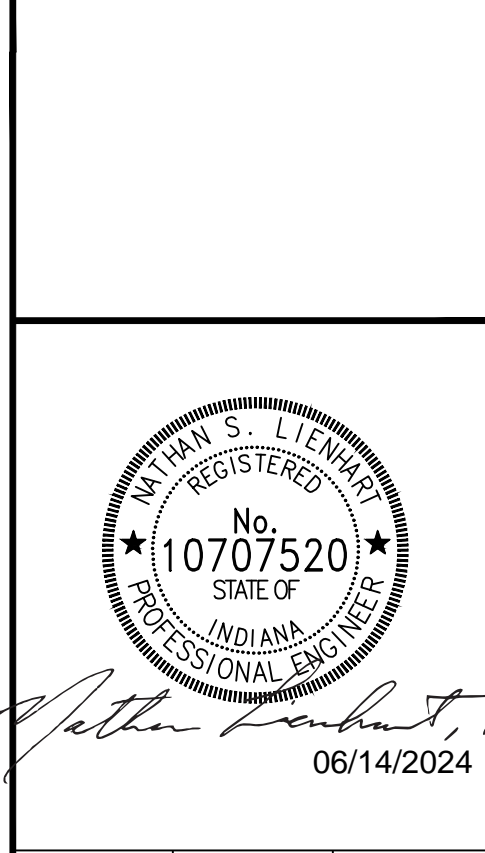
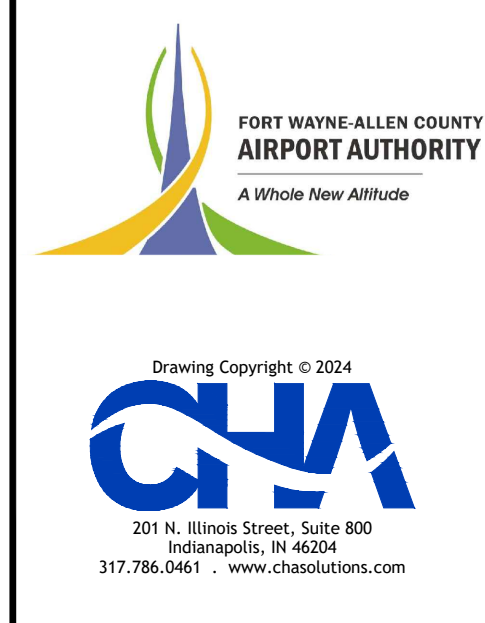
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No.	Summary / Revision	Date	By
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0	ISSUED FOR BID	NSL	KDR

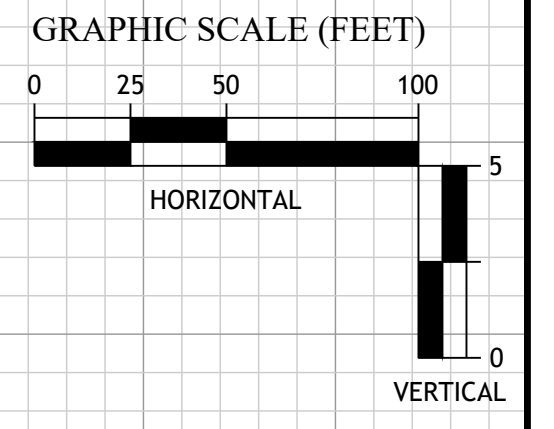
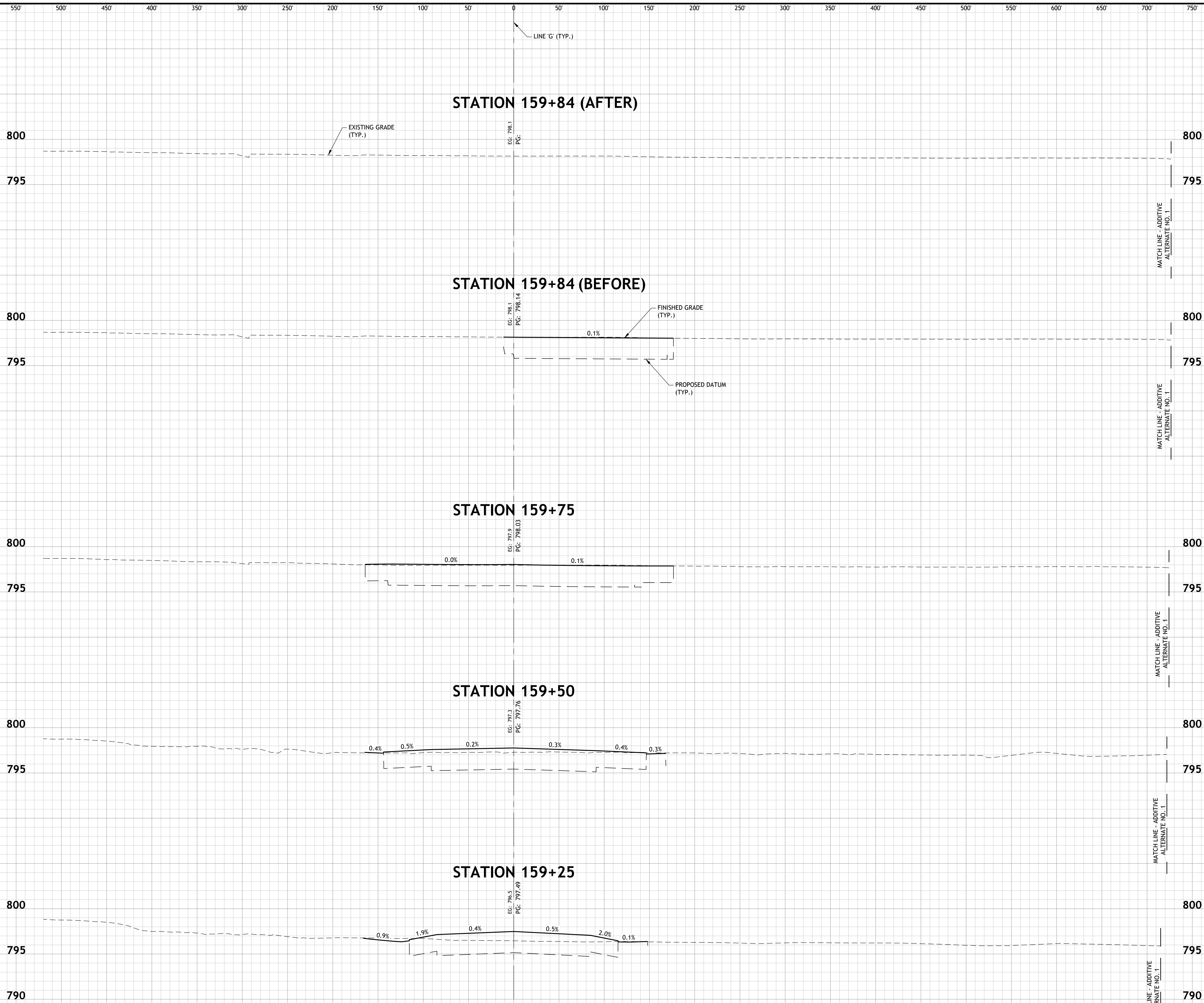
CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2  
**CROSS SECTIONS - LINE G (BASE BID)**  
 FORT WAYNE INTERNATIONAL AIRPORT    FORT WAYNE, IN



Designed By:	Drawn By:	Checked By:
RB	KDR	NSL
Issue Date:	Project No:	Scale:
05/28/2024	075494	AS SHOWN

Drawing No.: **X1.1.4**

File Name: V:\Projects\ANY\6075494\_000\09\_Design\Drawings\01\_Sheets\FWA-075494-PLAN-XSEC.dwg - TWG-XSEC5 | Modified | By: June 3, 2024 12:51:09 PM / 8073



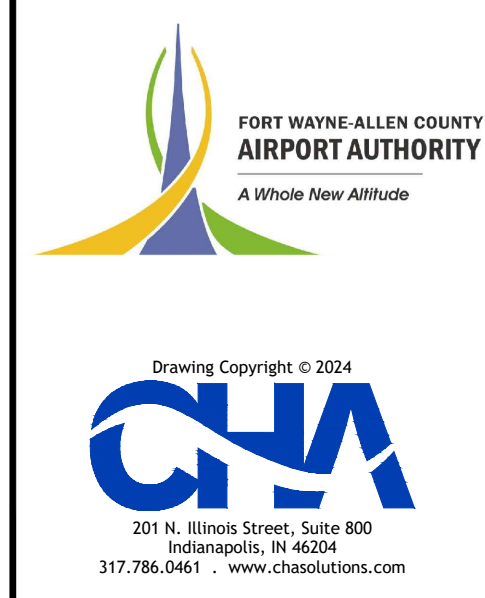
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159+84 (BEFORE)	0	0	0	0
159+75	0	0	0	0
159+50	0	0	0	0
159+25	0	0	0	0

No.	Description	Date	By
1	SHEET REISSUED PER ADDENDUM NO. 1	06/11/2024	KDR
0	ISSUED FOR BID	05/28/2024	NSL
	Submitted / Revision		

CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2

**CROSS SECTIONS - LINE G (BASE BID)**

FORT WAYNE INTERNATIONAL AIRPORT FORT WAYNE, IN



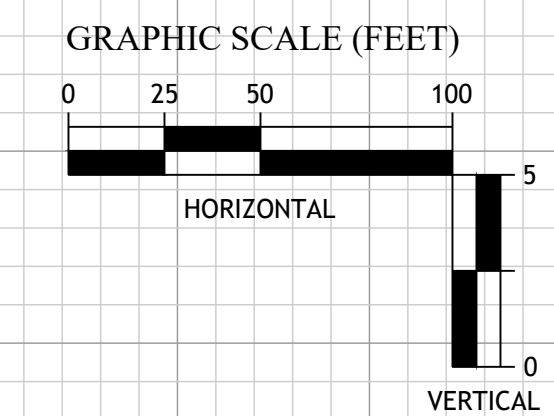
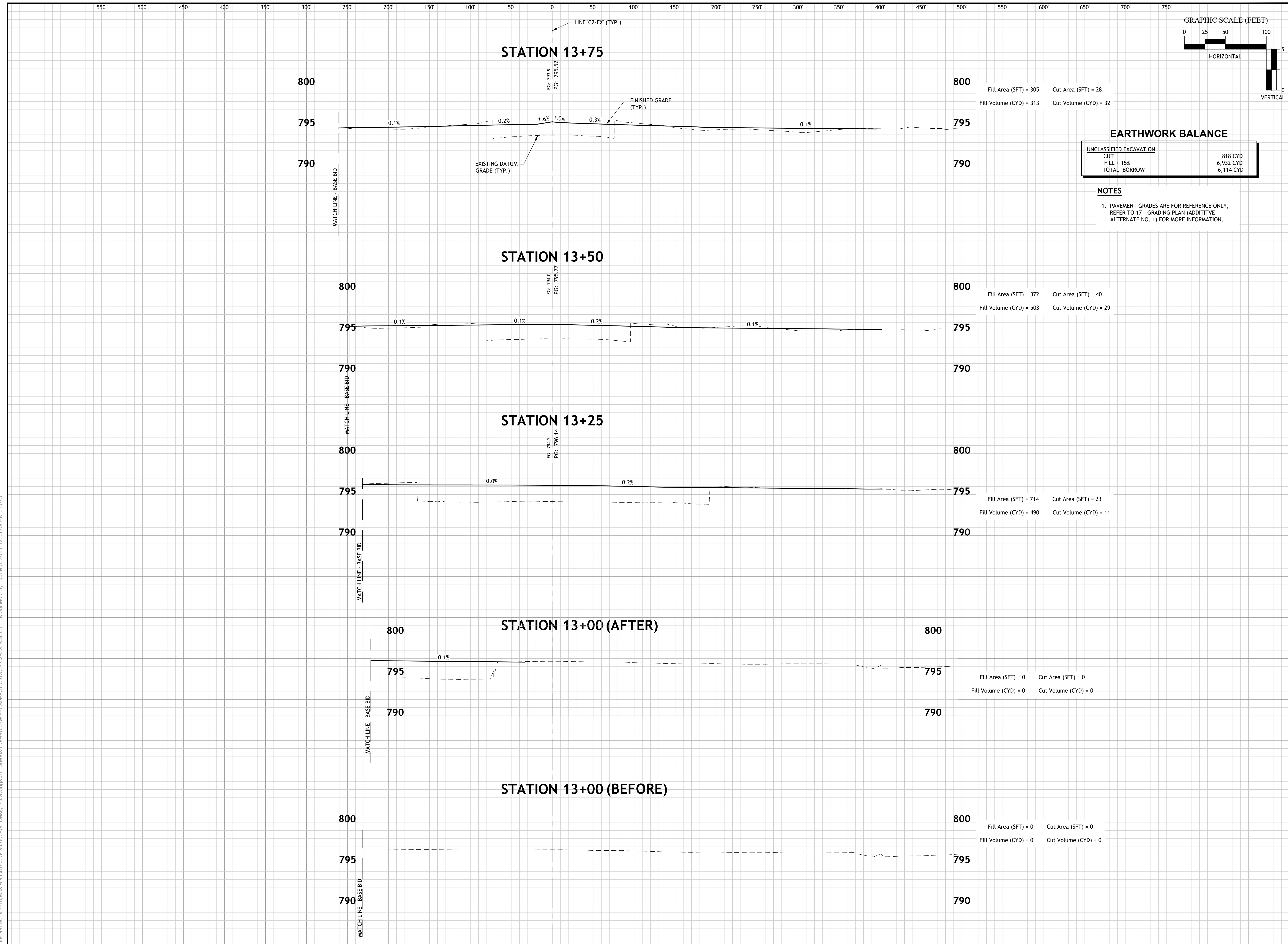
Professional Engineer Seal: **IN THOMAS S. LLENHART REGISTERED No. 10707520 STATE OF INDIANA PROFESSIONAL ENGINEER**

Signature: *Thomas S. Llenhart*  
 Date: 06/14/2024

Designed By: RB	Drawn By: KDR	Checked By: NSL
Issue Date: 05/28/2024	Project No: 075494	Scale: AS SHOWN

Drawing No.: **X1.1.5**

File Name: V:\Projects\ANY\6075494\_000\09\_Design\Drawings\01\_Sheets\FWA-075494-PLAN-XSEC.dwg - C2-EX-XSEC.rvt | Modified: By: June 3, 2024 12:51:09 PM / 8073



Fill Area (SFT) = 305    Cut Area (SFT) = 28  
 Fill Volume (CYD) = 313    Cut Volume (CYD) = 32

EARTHWORK BALANCE	
UNCLASSIFIED EXCAVATION	
CUT	818 CYD
FILL + 15%	6,932 CYD
TOTAL BORROW	6,114 CYD

**NOTES**  
 1. PAVEMENT GRADES ARE FOR REFERENCE ONLY, REFER TO 17 - GRADING PLAN (ADDITIVE ALTERNATE NO. 1) FOR MORE INFORMATION.

Fill Area (SFT) = 372    Cut Area (SFT) = 40  
 Fill Volume (CYD) = 503    Cut Volume (CYD) = 29

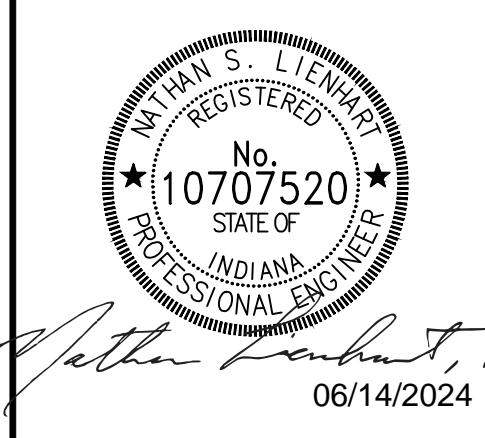
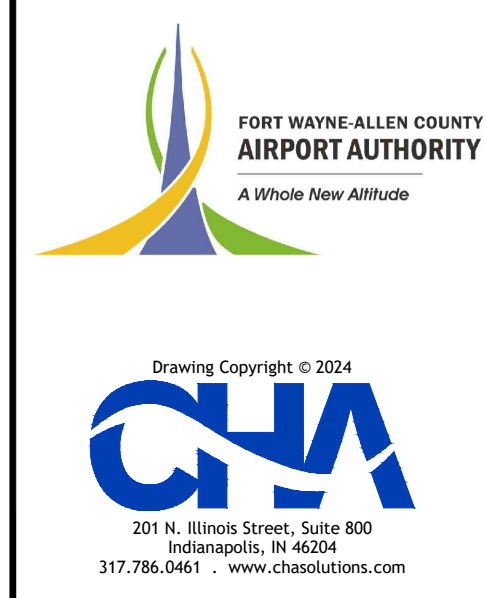
Fill Area (SFT) = 714    Cut Area (SFT) = 23  
 Fill Volume (CYD) = 490    Cut Volume (CYD) = 11

Fill Area (SFT) = 0    Cut Area (SFT) = 0  
 Fill Volume (CYD) = 0    Cut Volume (CYD) = 0

Fill Area (SFT) = 0    Cut Area (SFT) = 0  
 Fill Volume (CYD) = 0    Cut Volume (CYD) = 0

No.	Summary / Revision	By	Date
1	SHEET REISSUED PER ADDENDUM NO. 1	KDR	06/11/2024
0	ISSUED FOR BID	NSL	05/28/2024

CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2  
**CROSS SECTIONS - LINE C2-EX (ADDITIVE ALTERNATE NO. 1)**  
 FORT WAYNE INTERNATIONAL AIRPORT    FORT WAYNE, IN

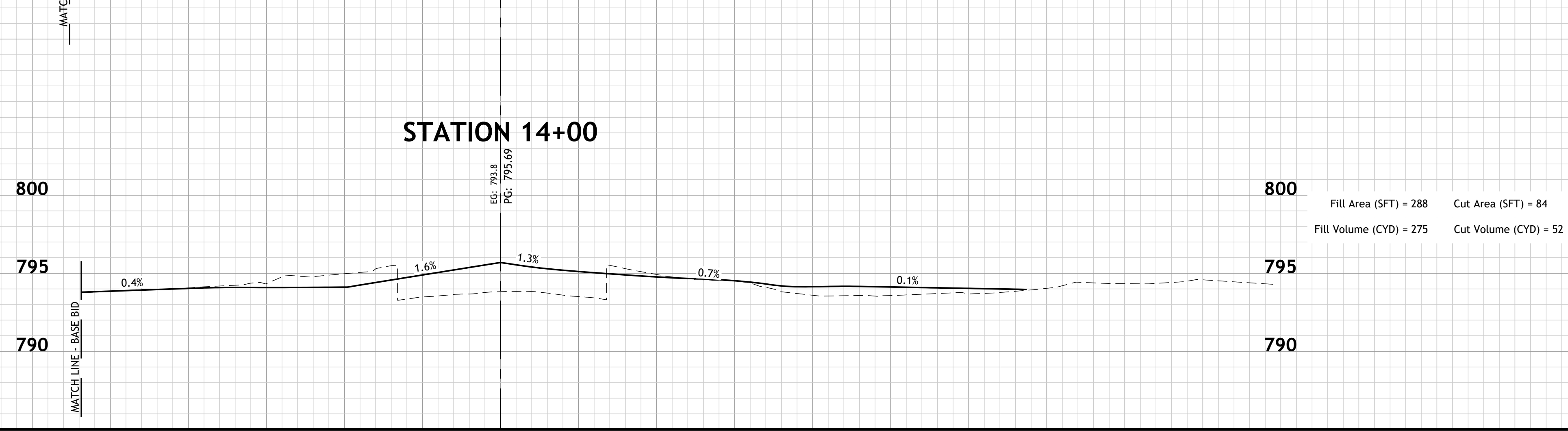
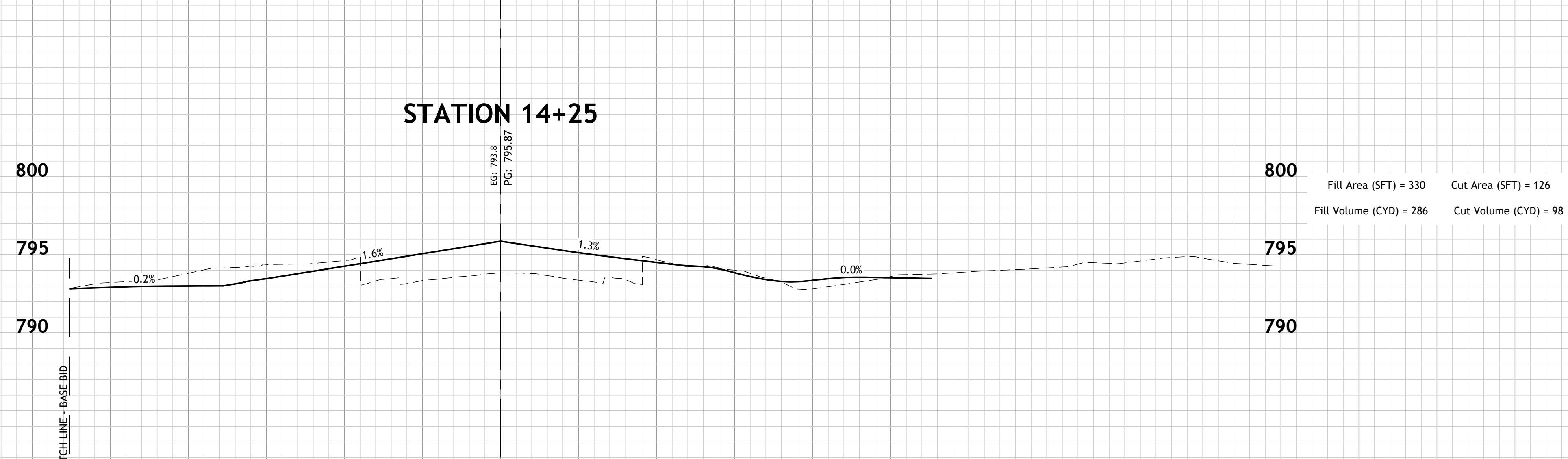
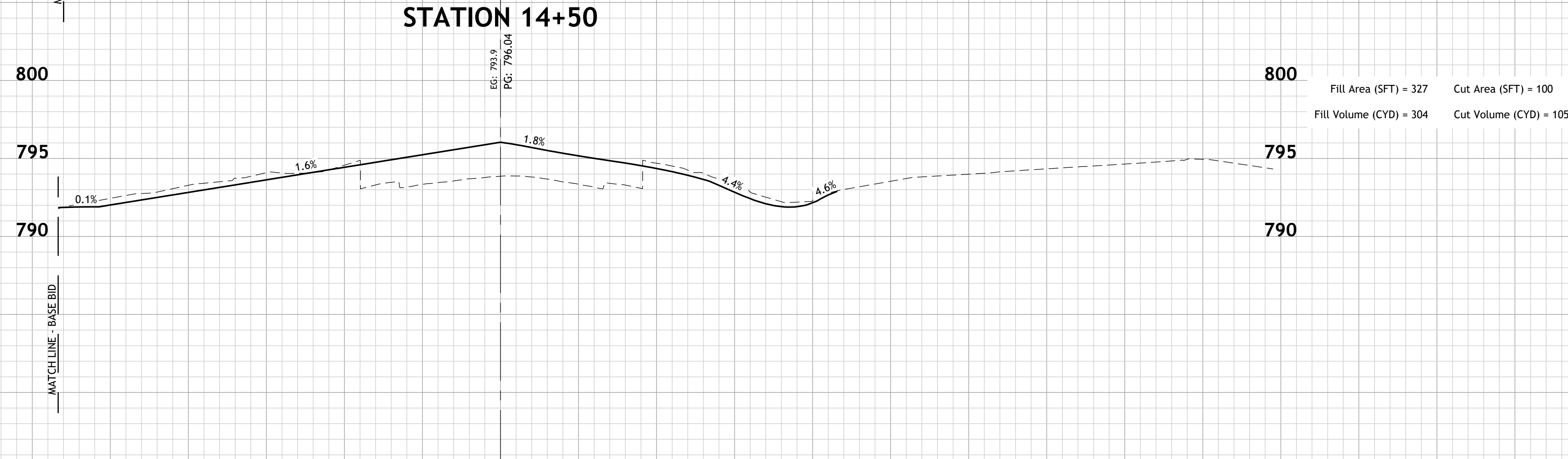
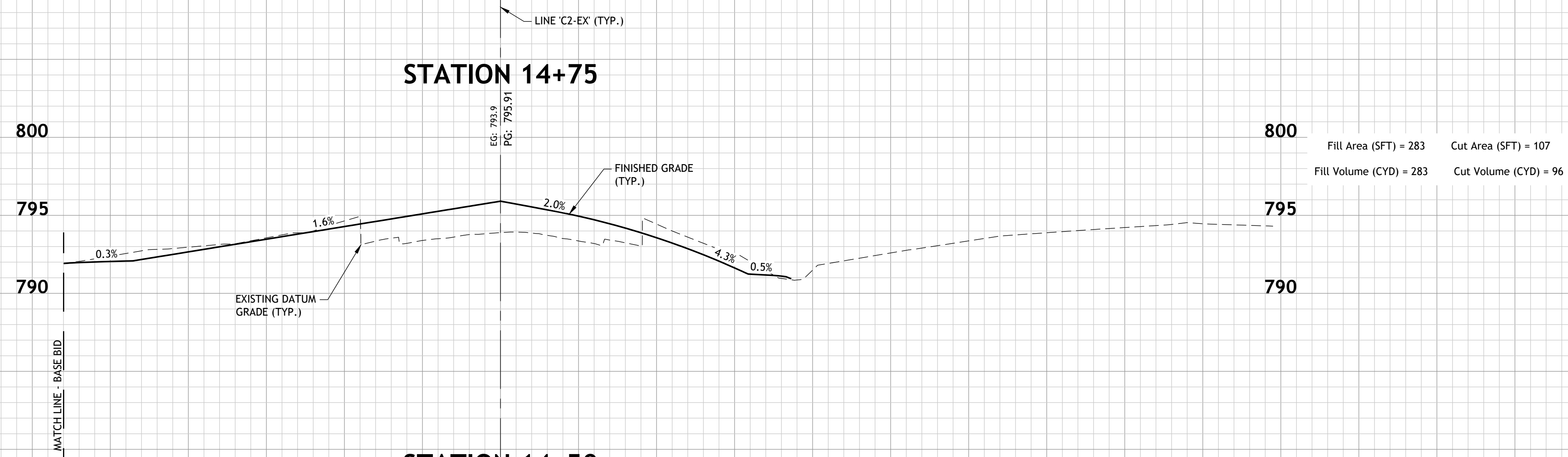
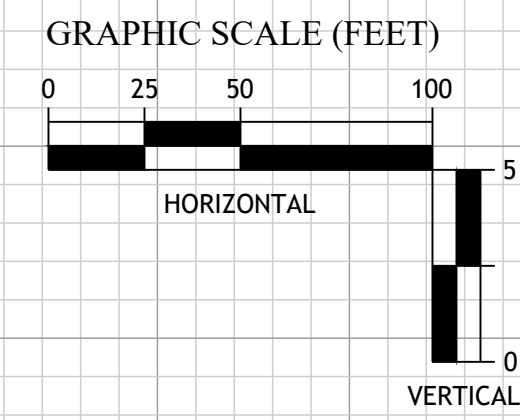


Designed By:	Drawn By:	Checked By:
RB	KDR	NSL
Issue Date:	Project No:	Scale:
05/28/2024	075494	AS SHOWN

Drawing No.: **X1.1.6**

File Name: V:\Projects\ANY\63075494\_000\09\_Design\Drawings\01\_Sheets\FWA-075494-PLAN-XSEC.dwg - C2-EX-XSEC2 - Modified / By: June 3, 2024 12:51:09 PM / 8073

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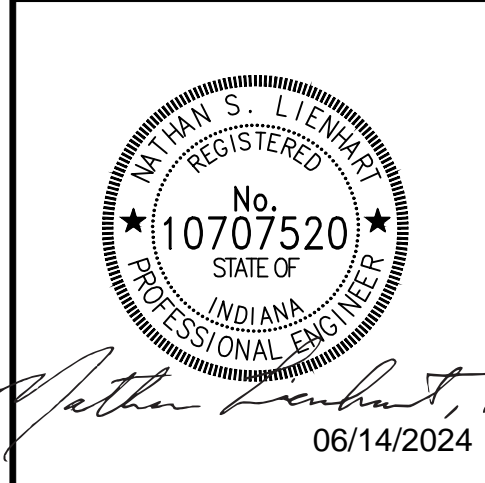


No.	Summary / Revision	By	Date
1	SHEET REISSUED PER ADDENDUM NO. 1	KDR	06/11/2024
0	ISSUED FOR BID	NSL	05/28/2024

CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2

**CROSS SECTIONS - LINE C2-EX (ADDITIVE ALTERNATE NO. 1)**

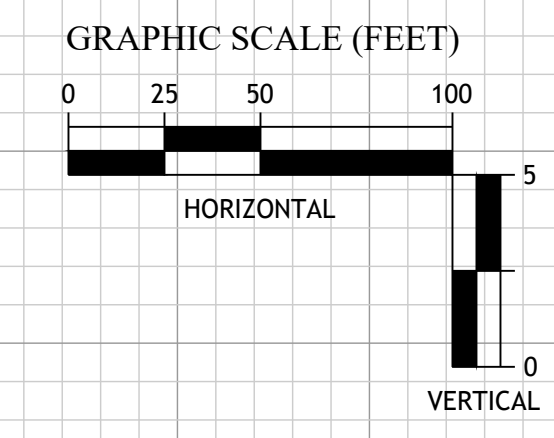
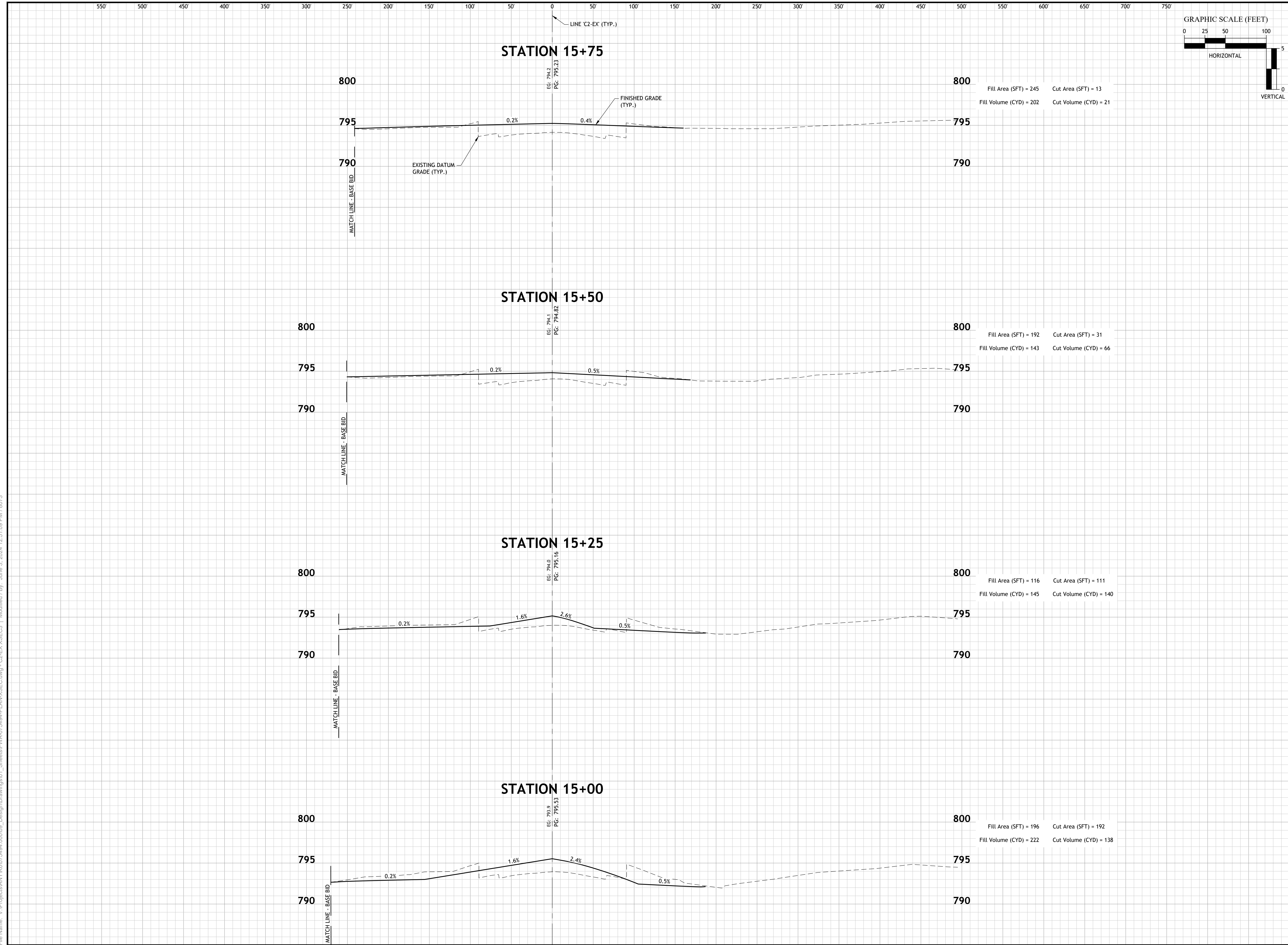
FORT WAYNE INTERNATIONAL AIRPORT    FORT WAYNE, IN



Designed By: RB	Drawn By: KDR	Checked By: NSL
Issue Date: 05/28/2024	Project No: 075494	Scale: AS SHOWN

Drawing No.: **X1.1.7**

File Name: V:\Projects\ANY\6075494\_000\09\_Design\Drawings\01\_Sheets\FWA-075494-PLAN-XSEC.dwg - C2-EX-XSEC.dwg | Modified / By: June 3, 2024 12:51:09 PM / 8073



No.	Summary / Revision	By	Date
1	SHEET REISSUED PER ADDENDUM NO. 1	KDR	06/11/2024
0	ISSUED FOR BID	NSL	05/28/2024

CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2  
**CROSS SECTIONS - LINE C2-EX (ADDITIVE ALTERNATE NO. 1)**  
 FORT WAYNE INTERNATIONAL AIRPORT FORT WAYNE, IN

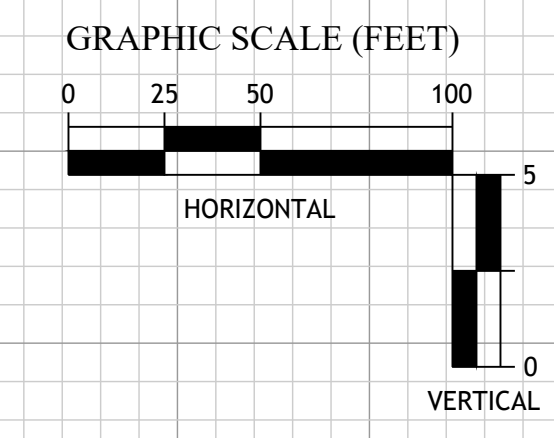
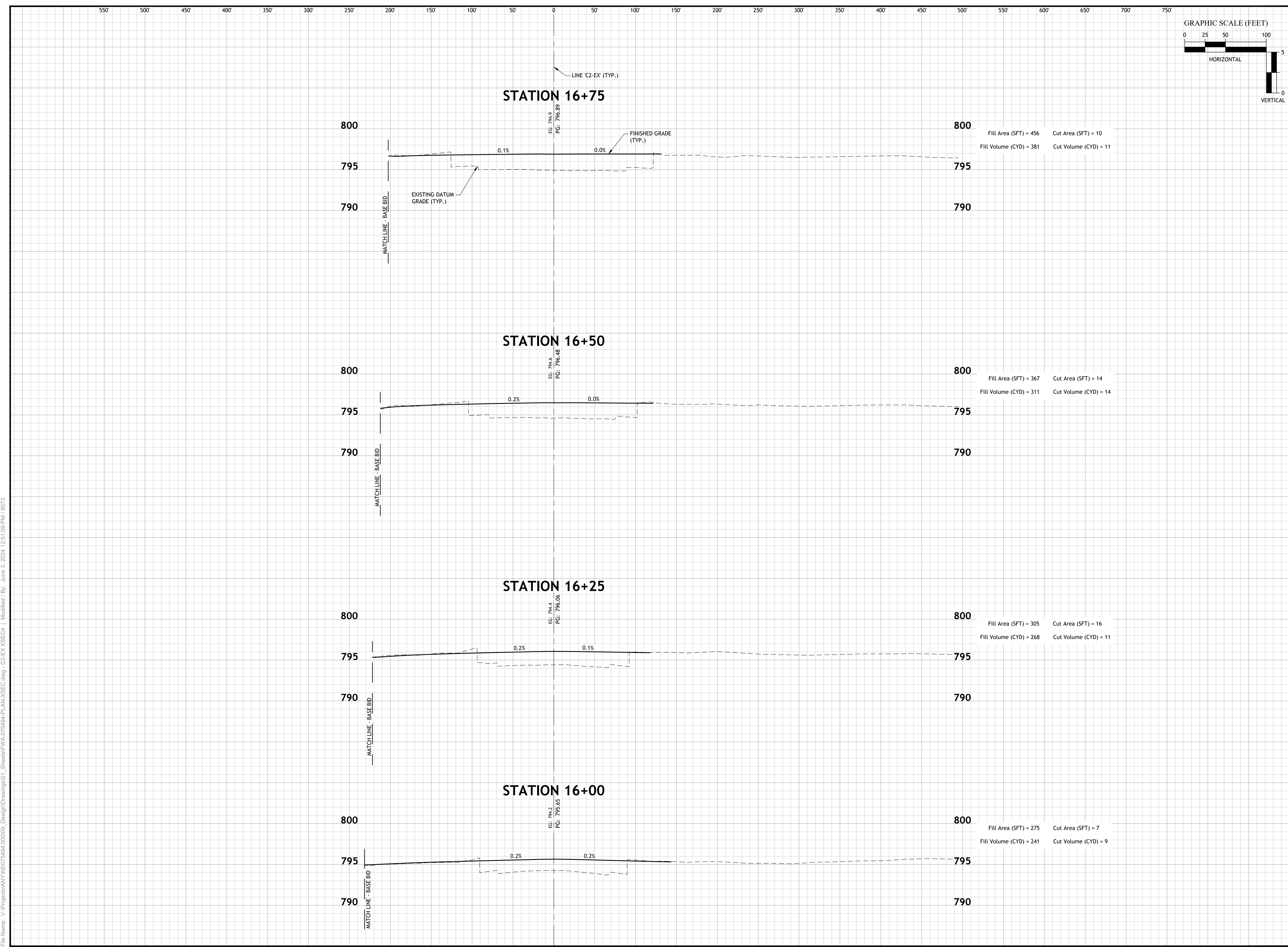


Nathan S. Lenthart, P.E.  
 06/14/2024

Designed By: RB	Drawn By: KDR	Checked By: NSL
Issue Date: 05/28/2024	Project No: 075494	Scale: AS SHOWN

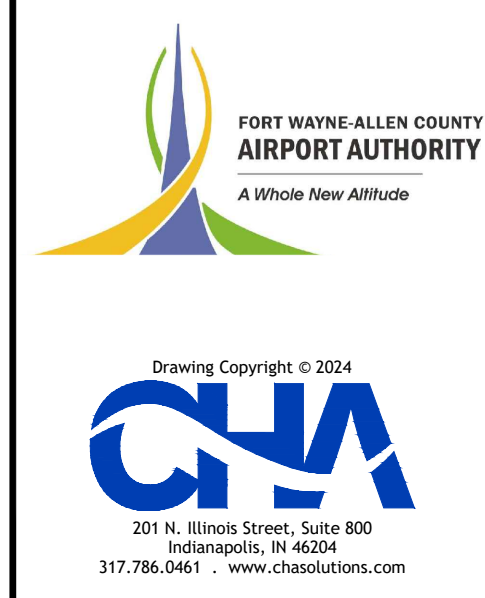
Drawing No.: **X1.1.8**

File Name: V:\Projects\ANY\63075494\_000\09\_Design\Drawings\01\_Sheets\FWA-075494-PLAN-XSEC.dwg - C2-EX-XSEC.dwg | Modified | By: June 3, 2024 12:51:09 PM / 8073



No.	Revised	By	Date
1	NSL	KDR	06/11/2024
0	NSL	KDR	05/28/2024

CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2  
**CROSS SECTIONS - LINE C2-EX (ADDITIVE ALTERNATE NO. 1)**  
 FORT WAYNE INTERNATIONAL AIRPORT FORT WAYNE, IN

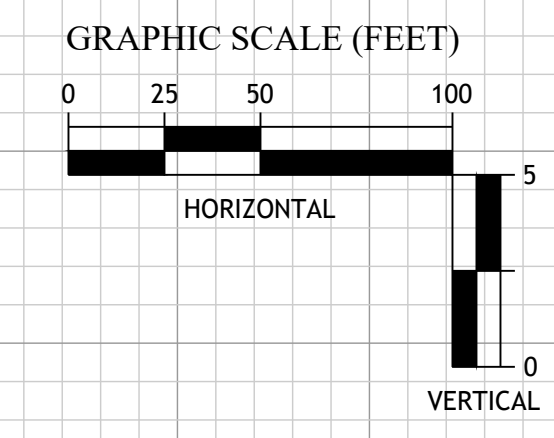
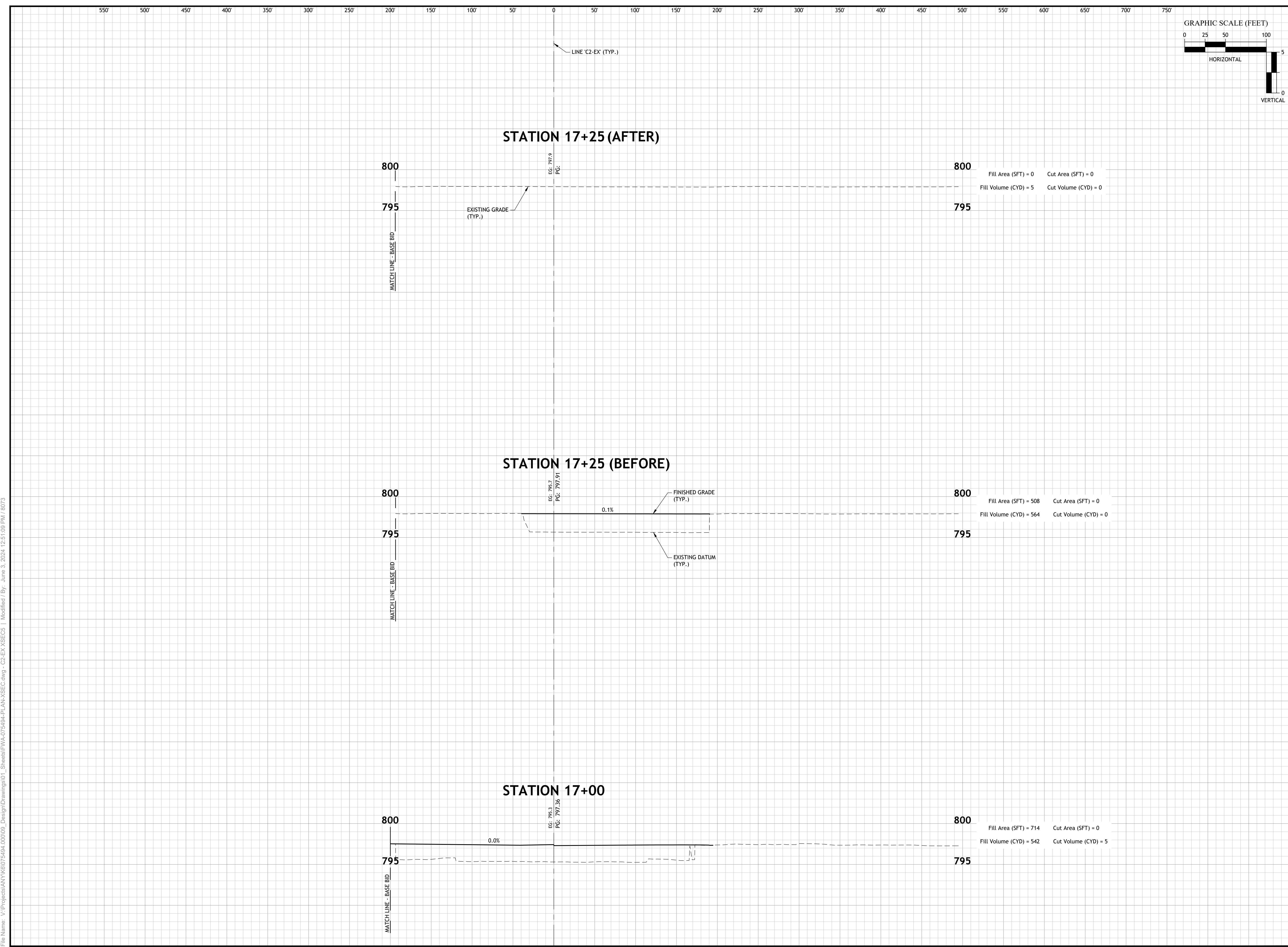


Matthew S. Lenthart, P.E.  
 06/14/2024

Designed By: RB	Drawn By: KDR	Checked By: NSL
Issue Date: 05/28/2024	Project No: 075494	Scale: AS SHOWN

Drawing No.:  
**X1.1.9**

File Name: V:\Projects\ANY\6075494\_000\09\_Design\Drawings\01\_Sheets\FWA-075494-PLAN-XSEC.dwg - C2-EX-XSEC.dwg | Modified / By: June 3, 2024 12:51:09 PM / 8073



0	NSL	NSL	NSL	06/11/2024	By
1	NSL	NSL	NSL	06/28/2024	Aprd
0	NSL	NSL	NSL	06/28/2024	By
1	NSL	NSL	NSL	06/28/2024	Aprd

CONSTRUCT TAXIWAY G EXTENSION AND DEMOLISH TAXIWAY C2

**CROSS SECTIONS - LINE C2-EX (ADDITIVE ALTERNATE NO. 1)**

FORT WAYNE INTERNATIONAL AIRPORT      FORT WAYNE, IN



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Professional Engineer Seal for Nathan S. Lenthart, Registered Professional Engineer, No. 10707520, State of Indiana.

*Nathan S. Lenthart*  
06/14/2024

Designed By:	Drawn By:	Checked By:
RB	KDR	NSL
Issue Date:	Project No:	Scale:
05/28/2024	075494	AS SHOWN

Drawing No.: **X1.1.10**