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**EROSION, SEDIMENTATION & POLLUTION CONTROL NOTES (continued)**

- GRAPHIC SCALE AND NORTH ARROWS ARE DISPLAYED ON THE PLAN SHEETS.
- TOPOGRAPHIC INFORMATION OBTAINED FROM FIELD RUN SURVEY. EXISTING AND PROPOSED CONTOUR LINES ARE DISPLAYED ON THE EROSION AND SEDIMENT CONTROL SHEETS AND THE USGS QUAD MAP ON SHEET 6.
- 40. USE OF ALTERNATE BMP'S IS NOT APPLICABLE TO THIS PROJECT.
- DELINEATION OF THE APPLICABLE 25-FOOT OR 50-FOOT UNDISTURBED BUFFERS ADJACENT TO STATE WATERS AND ANY ADDITIONAL BUFFERS REQUIRED BY THE LOCAL ISSUING AUTHORITY IS CLEARLY NOTED AND DELINEATED ON THE EROSION CONTROL PLAN SHEETS.
- DELINEATION OF ON-SITE WETLANDS AND ALL STATE WATERS LOCATED ON AND WITHIN 200 FEET OF THE PROJECT SET IS SHOWN ON THE EROSION CONTROL PLAN SHEETS.
- 44. DELINEATION AND ACREAGE OF CONTRIBUTING DRAINAGE AREAS ON THE PROJECT SITE ARE SHOWN ON SHEET 11.
- RUNOFF COEFFICIENT:  
WEIGHTED PRE-CONSTRUCTION CURVE NUMBER = 77  
WEIGHTED POST-CONSTRUCTION CURVE NUMBER = 77
- STORM DRAIN OUTLET PROTECTION DATA IS SHOWN ON SHEET 14. STORM DRAIN OUTLET PROTECTION BMP'S ARE LOCATED ON SHEETS 12 AND 13.
- SOIL SERIES FOR THIS PROJECT ARE SHOWN ON THE EROSION CONTROL PLANS SHEETS AND LISTED BELOW:

SOIL TABLE		
SOIL SYMBOL	NAME	HYDROLOGIC SOIL GROUP
CeB	CECIL SANDY LOAM, 2 TO 6 PERCENT SLOPES	B
CeC	CECIL SANDY LOAM, 6 TO 10 PERCENT SLOPES	B
ClC2	CECIL SANDY CLAY LOAM, 6 TO 10 PERCENT SLOPES, ERODED	B

- LIMITS OF DISTURBANCE FOR EACH PHASE OF CONSTRUCTION IS DISPLAYED ON THE EROSION CONTROL PLAN SHEETS AND COVER PAGE.
  - A MINIMUM OF 67 CY PER ACRE SEDIMENT STORAGE PER ACRES DRAINED IS PROVIDED USING A SLOTTED BOARD DAM WITH STONE RETROFIT WHERE STORMWATER EXISTS THE SITE. PERIMETER COMPOST FILTER SOCK, COMPOST FILTER SOCK DITCH CHECKS, A STONE CHECK DAM, AN EXCAVATED INLET SEDIMENT TRAP, AND INLET SEDIMENT TRAPS SERVE AS ADDITIONAL SEDIMENT STORAGE DEVICES. SEE EROSION AND SEDIMENT CONTROL DETAILS ON SHEETS 14 TO 16 FOR SEDIMENT STORAGE CALCULATIONS.
- PROVIDE A MINIMUM OF 67 CUBIC YARDS OF SEDIMENT STORAGE PER ACRE DRAINED USING A TEMPORARY SEDIMENT BASIN, RETROFITTED DETENTION POND, AND/OR EXCAVATED INLET SEDIMENT TRAPS FOR EACH COMMON DRAINAGE LOCATION. SEDIMENT STORAGE VOLUME MUST BE IN PLACE PRIOR TO AND DURING ALL LAND DISTURBANCE ACTIVITIES UNTIL FINAL STABILIZATION OF THE SITE HAS BEEN ACHIEVED. A WRITTEN JUSTIFICATION EXPLAINING THE DECISION TO USE EQUIVALENT CONTROLS WHEN A SEDIMENT BASIN IS NOT ATTAINABLE MUST BE INCLUDED IN THE PLAN FOR EACH COMMON DRAINAGE LOCATION IN WHICH A SEDIMENT BASIN IS NOT PROVIDED. A WRITTEN JUSTIFICATION AS TO WHY 67 CUBIC YARDS OF STORAGE IS NOT ATTAINABLE MUST ALSO BE GIVEN. WORKSHEETS FROM THE MANUAL MUST BE INCLUDED FOR STRUCTURAL BMP'S AND ALL CALCULATIONS USED BY THE DESIGN PROFESSIONAL TO OBTAIN THE REQUIRED SEDIMENT STORAGE WHEN USING EQUIVALENT CONTROLS. WHEN DISCHARGING FROM SEDIMENT BASINS AND IMPOUNDMENTS, PERMITTEES ARE REQUIRED TO UTILIZE OUTLET STRUCTURES THAT WITHDRAW WATER FROM THE SURFACE, UNLESS INFEASIBLE. IF OUTLET STRUCTURES THAT WITHDRAW WATER FROM THE SURFACE ARE NOT FEASIBLE, A WRITTEN JUSTIFICATION EXPLAINING THIS DECISION MUST BE INCLUDED IN THE PLAN.
- SEE SHEETS 11 TO 13 FOR THE LOCATION OF BEST MANAGEMENT PRACTICES THAT ARE CONSISTENT WITH AND NO LESS STRINGENT THAN, THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA. REFER TO EROSION CONTROL DETAIL SHEET 14 FOR THE BMP UNIFORM CODING LEGEND.
  - DETAILED DRAWINGS FOR ALL STRUCTURAL PRACTICES ARE SHOWN ON THE EROSION CONTROL PLAN SHEETS AND DETAIL SHEETS 14 TO 16.

**EROSION, SEDIMENTATION & POLLUTION CONTROL NOTES (continued)**

- SEE SHEET 15 FOR VEGETATIVE PLAN, INCLUDING TEMPORARY AND PERMANENT GRASS PLANTING SCHEDULE.

**MISCELLANEOUS NOTES**

- PRODUCT SPECIFIC PRACTICES

PETROLEUM BASED PRODUCTS - CONTAINERS FOR PRODUCTS SUCH AS FUELS, LUBRICANTS AND TARS WILL BE INSPECTED DAILY FOR LEAKS AND SPILLS. THIS INCLUDES ON-SITE VEHICLE AND MACHINERY DAILY INSPECTIONS AND REGULAR PREVENTATIVE MAINTENANCE OF SUCH EQUIPMENT. EQUIPMENT MAINTENANCE AREAS WILL BE LOCATED AWAY FROM STATE WATER, NATURAL DRAINS AND STORM WATER DRAINAGE INLETS. IN ADDITION, TEMPORARY FUELING TANKS SHALL HAVE A SECONDARY CONTAINMENT LINER TO PREVENT/MINIMIZE SITE CONTAMINATION. DISCHARGE OF OILS, FUELS AND LUBRICANTS IS PROHIBITED. PROPER DISPOSAL METHODS WILL INCLUDE COLLECTION IN A SUITABLE CONTAINER AND DISPOSAL AS REQUIRED BY LOCAL AND STATE REGULATIONS.

PAINTS/FINISHES/SOLVENTS - ALL PRODUCTS WILL BE STORED IN TIGHTLY SEALED ORIGINAL CONTAINERS WHEN NOT IN USE. EXCESS PRODUCT WILL NOT BE DISCHARGED TO THE STORM WATER COLLECTION SYSTEM. EXCESS PRODUCT, MATERIALS USED WITH THESE PRODUCTS AND PRODUCT CONTAINERS WILL BE DISPOSED OF ACCORDING TO MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.

CONCRETE TRUCK WASHING - NO CONCRETE TRUCKS WILL BE ALLOWED TO WASH OUT OR DISCHARGE SURPLUS CONCRETE OR DRUM WASH WATER ONSITE.

FERTILIZER/HERBICIDES - THESE PRODUCTS WILL BE APPLIED AT RATES THAT DO NOT EXCEED THE MANUFACTURER'S SPECIFICATIONS OR ABOVE THE GUIDELINES SET FORTH IN THE CROP ESTABLISHMENT OR IN THE GSWCC MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA. ANY STORAGE OF THESE MATERIALS WILL BE UNDER ROOF IN SEALED CONTAINERS.

BUILDING MATERIALS - NO BUILDING OR CONSTRUCTION MATERIALS WILL BE BURIED OR DISPOSED OF ONSITE. ALL SUCH MATERIAL WILL BE DISPOSED OF IN PROPER WASTE DISPOSAL PROCEDURES.
- SANITARY WASTES

ALL SANITARY WASTE UNITS WILL BE LOCATED IN ONE AREA WHERE THE LIKELIHOOD OF THE UNIT CONTRIBUTING TO STORM WATER DISCHARGE IS NEGLIGIBLE. ADDITIONAL CONTAINMENT BMP'S MUST BE IMPLEMENTED, SUCH AS GRAVEL BAGS OR SPECIALLY DESIGNED PLASTIC SKID CONTAINERS AROUND THE BASE, TO PREVENT WASTES FROM CONTRIBUTING TO STORM WATER DISCHARGES. THE LOCATION OF SANITARY WASTE UNITS MUST BE IDENTIFIED ON THE EROSION CONTROL PLAN GRADING PHASE, BY THE CONTRACTOR ONCE THE LOCATIONS HAVE BEEN DETERMINED.

A MINIMUM OF ONE PORTABLE SANITARY UNIT WILL BE PROVIDED FOR EVERY TEN (10) WORKERS ON THE SITE. ALL SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS A MINIMUM OF ONE TIME PER WEEK BY A LICENSED PORTABLE FACILITY PROVIDER IN COMPLETE COMPLIANCE WITH LOCAL AND STATE REGULATIONS.

NO SANITARY SEWER/SEPTIC SYSTEM WILL SERVE THIS PROJECT.
- ALL EROSION CONTROL MEASURES AND DEVICES SHALL BE CHECKED DAILY AND ANY TOPSOIL STORAGE AREAS WILL BE COVERED AT THE END OF EACH WORK DAY.
- MINIMIZING WIND EROSION AND CONTROLLING DUST WILL BE ACCOMPLISHED BY ONE OR MORE OF THE FOLLOWING METHODS:
  - COVERING 30% OR MORE OF THE SOIL SURFACE WITH NON-ERODIBLE MATERIAL.
  - ROUGHENING THE SOIL TO PRODUCE RIDGES PERPENDICULAR TO THE PREVAILING WIND.
  - FREQUENT WATERING OF EXCAVATION AND FILL AREAS.
  - PROVIDING GRAVEL OR PAVING AT ENTRANCE/EXIT DRIVES.
- BEST MANAGEMENT PRACTICES SHALL BE MAINTAINED TO MINIMIZE OFF-SITE VEHICLE TRACKING OF SEDIMENT AND THE GENERATION OF DUST.
- ALL AD VALOREM TAXES OWED AND DUE RELATED TO THIS SITE AND PROJECT HAVE BEEN PAID.
- ALL EROSION CONTROL MEASURES AND DEVICES SHALL BE CHECKED DAILY.

**NOTE:**  
CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH ALL NPDES REQUIREMENTS FOR THE CONSTRUCTION PROJECT.



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GSWCC NO. 5746  
EXPIRATION DATE 04/14/2021

PROFESSIONAL SEAL

REVISION RECORD		DESCRIPTION	DATE	BY

PROJECT NAME:  
**APRON PAVEMENT AND DRAINAGE REHABILITATION - PHASE 2**

FOR THE  
**JACKSON COUNTY AIRPORT (JCA)**  
CITY OF JEFFERSON, GEORGIA

DRAWING TITLE:  
**NPDES NOTES - SHEET 3**

PROJ. MGR.:	MRJ
DESIGN BY:	BCF
DRAWN BY:	CJG
PROJ. DATE:	MAY 2020
DRAWING NUMBER:	

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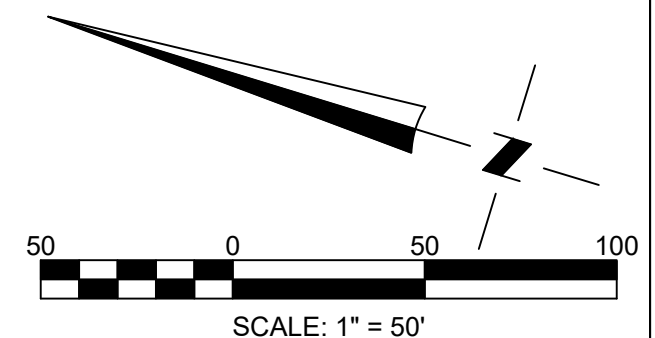
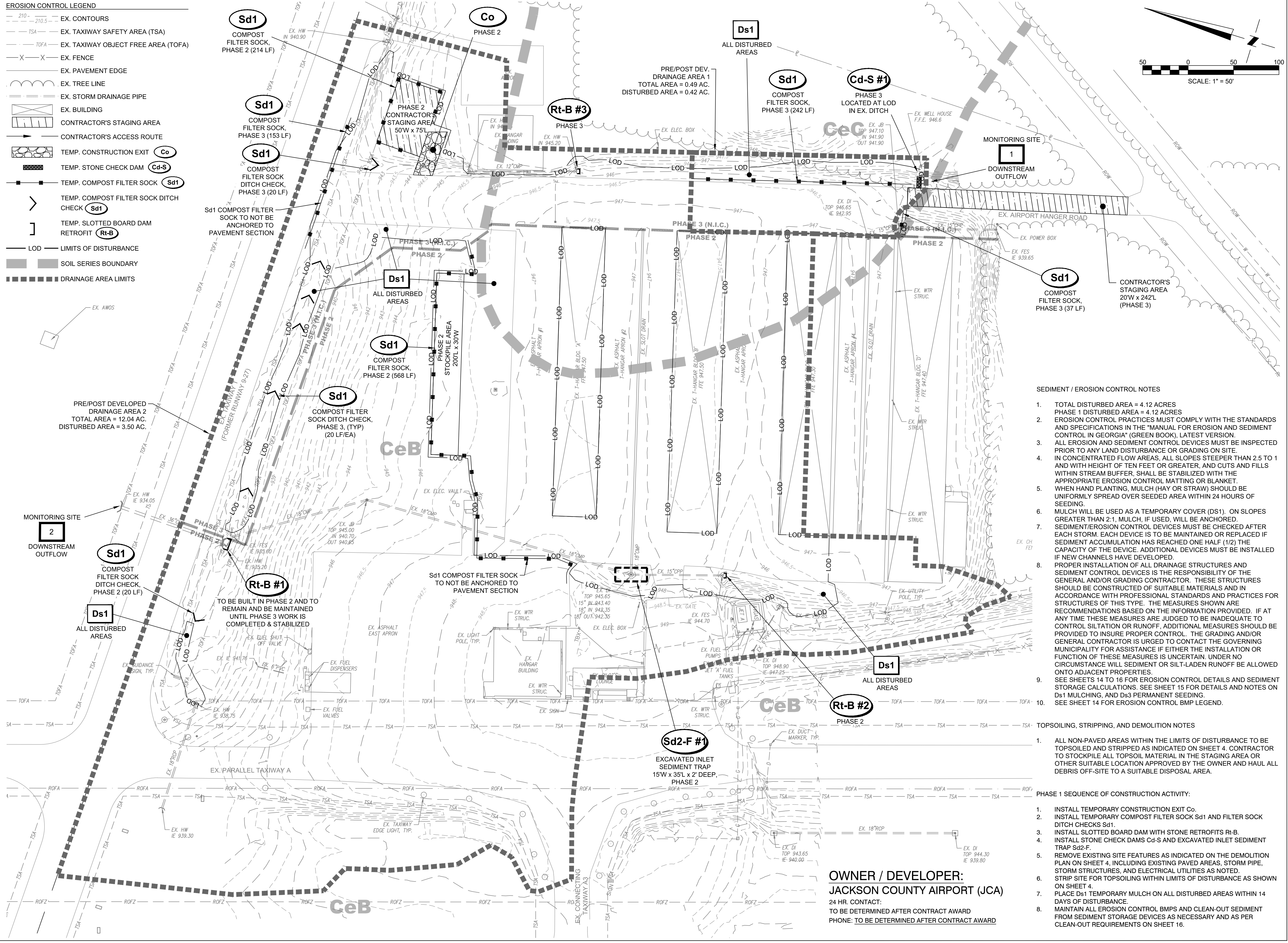
FILE PATH: C:\Users\mmeritt\OneDrive\Documents\2020\190358 - Apron Pave & Drainage Phase 2 - EROSION CONTROL NOTES AND DETAILS.dwg. REFERENCED: 19180020 1 5 20 10 PM



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**EROSION CONTROL LEGEND**

	EX. CONTOURS
	EX. TAXIWAY SAFETY AREA (TSA)
	EX. TAXIWAY OBJECT FREE AREA (TOFA)
	EX. FENCE
	EX. PAVEMENT EDGE
	EX. TREE LINE
	EX. STORM DRAINAGE PIPE
	EX. BUILDING
	CONTRACTOR'S STAGING AREA
	CONTRACTOR'S ACCESS ROUTE
	TEMP. CONSTRUCTION EXIT (Co)
	TEMP. STONE CHECK DAM (Cd-S)
	TEMP. COMPOST FILTER SOCK (Sd1)
	TEMP. COMPOST FILTER SOCK DITCH CHECK (Sd1)
	TEMP. SLOTTED BOARD DAM RETROFIT (Rt-B)
	LOD - LIMITS OF DISTURBANCE
	SOIL SERIES BOUNDARY
	DRAINAGE AREA LIMITS



**SEDIMENT / EROSION CONTROL NOTES**

- TOTAL DISTURBED AREA = 4.12 ACRES  
PHASE 1 DISTURBED AREA = 4.12 ACRES
- EROSION CONTROL PRACTICES MUST COMPLY WITH THE STANDARDS AND SPECIFICATIONS IN THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" (GREEN BOOK), LATEST VERSION.
- ALL EROSION AND SEDIMENT CONTROL DEVICES MUST BE INSPECTED PRIOR TO ANY LAND DISTURBANCE OR GRADING ON SITE.
- IN CONCENTRATED FLOW AREAS, ALL SLOPES STEEPER THAN 2.5 TO 1 AND WITH HEIGHT OF TEN FEET OR GREATER, AND CUTS AND FILLS WITHIN STREAM BUFFER, SHALL BE STABILIZED WITH THE APPROPRIATE EROSION CONTROL MATTING OR BLANKET. WHEN HAND PLANTING, MULCH (HAY OR STRAW) SHOULD BE UNIFORMLY SPREAD OVER SEEDED AREA WITHIN 24 HOURS OF SEEDING.
- MULCH WILL BE USED AS A TEMPORARY COVER (DS1). ON SLOPES GREATER THAN 2:1, MULCH, IF USED, WILL BE ANCHORED. SEDIMENT/EROSION CONTROL DEVICES MUST BE CHECKED AFTER EACH STORM. EACH DEVICE IS TO BE MAINTAINED OR REPLACED IF SEDIMENT ACCUMULATION HAS REACHED ONE HALF (1/2) THE CAPACITY OF THE DEVICE. ADDITIONAL DEVICES MUST BE INSTALLED IF NEW CHANNELS HAVE DEVELOPED.
- PROPER INSTALLATION OF ALL DRAINAGE STRUCTURES AND SEDIMENT CONTROL DEVICES IS THE RESPONSIBILITY OF THE GENERAL AND/OR GRADING CONTRACTOR. THESE STRUCTURES SHOULD BE CONSTRUCTED OF SUITABLE MATERIALS AND IN ACCORDANCE WITH PROFESSIONAL STANDARDS AND PRACTICES FOR STRUCTURES OF THIS TYPE. THE MEASURES SHOWN ARE RECOMMENDATIONS BASED ON THE INFORMATION PROVIDED. IF AT ANY TIME THESE MEASURES ARE JUDGED TO BE INADEQUATE TO CONTROL SILTATION OR RUNOFF, ADDITIONAL MEASURES SHOULD BE PROVIDED TO INSURE PROPER CONTROL. THE GRADING AND/OR GENERAL CONTRACTOR IS URGED TO CONTACT THE GOVERNING MUNICIPALITY FOR ASSISTANCE IF EITHER THE INSTALLATION OR FUNCTION OF THESE MEASURES IS UNCERTAIN. UNDER NO CIRCUMSTANCE WILL SEDIMENT OR SILT-LADEN RUNOFF BE ALLOWED ONTO ADJACENT PROPERTIES.
- SEE SHEETS 14 TO 16 FOR EROSION CONTROL DETAILS AND SEDIMENT STORAGE CALCULATIONS. SEE SHEET 15 FOR DETAILS AND NOTES ON DS1 MULCHING, AND DS3 PERMANENT SEEDING.
- SEE SHEET 14 FOR EROSION CONTROL BMP LEGEND.

**TOPSOILING, STRIPPING, AND DEMOLITION NOTES**

- ALL NON-PAVED AREAS WITHIN THE LIMITS OF DISTURBANCE TO BE TOPSOILED AND STRIPPED AS INDICATED ON SHEET 4. CONTRACTOR TO STOCKPILE ALL TOPSOIL MATERIAL IN THE STAGING AREA OR OTHER SUITABLE LOCATION APPROVED BY THE OWNER AND HAUL ALL DEBRIS OFF-SITE TO A SUITABLE DISPOSAL AREA.

**PHASE 1 SEQUENCE OF CONSTRUCTION ACTIVITY:**

- INSTALL TEMPORARY CONSTRUCTION EXIT Co.
- INSTALL TEMPORARY COMPOST FILTER SOCK Sd1 AND FILTER SOCK DITCH CHECKS Sd1.
- INSTALL SLOTTED BOARD DAM WITH STONE RETROFITS Rt-B.
- INSTALL STONE CHECK DAMS Cd-S AND EXCAVATED INLET SEDIMENT TRAP Sd2-F.
- REMOVE EXISTING SITE FEATURES AS INDICATED ON THE DEMOLITION PLAN ON SHEET 4, INCLUDING EXISTING PAVED AREAS, STORM PIPE, STORM STRUCTURES, AND ELECTRICAL UTILITIES AS NOTED.
- STRIP SITE FOR TOPSOILING WITHIN LIMITS OF DISTURBANCE AS SHOWN ON SHEET 4.
- PLACE DS1 TEMPORARY MULCH ON ALL DISTURBED AREAS WITHIN 14 DAYS OF DISTURBANCE.
- MAINTAIN ALL EROSION CONTROL BMPS AND CLEAN-OUT SEDIMENT FROM SEDIMENT STORAGE DEVICES AS NECESSARY AND AS PER CLEAN-OUT REQUIREMENTS ON SHEET 16.

**OWNER / DEVELOPER:**  
**JACKSON COUNTY AIRPORT (JCA)**  
 24 HR. CONTACT:  
 TO BE DETERMINED AFTER CONTRACT AWARD  
 PHONE: TO BE DETERMINED AFTER CONTRACT AWARD

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GSWCC NO. 5746  
 EXPIRATION DATE 04/14/2021  
 PROFESSIONAL SEAL

REVISION RECORD	DESCRIPTION	DATE	BY

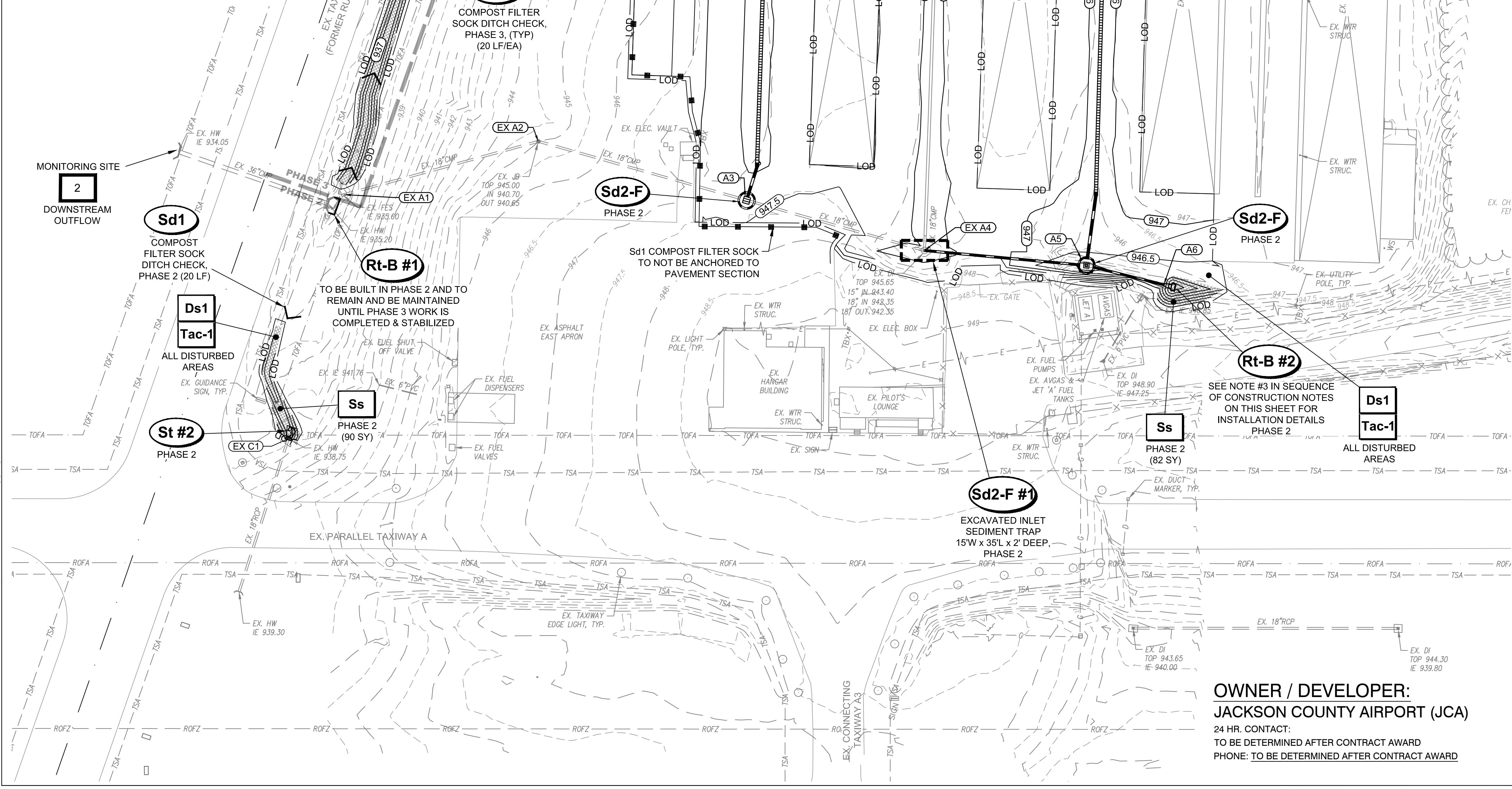
**PROJECT NAME:**  
 APRON PAVEMENT AND DRAINAGE REHABILITATION - PHASE 2  
 FOR THE  
 JACKSON COUNTY AIRPORT (JCA)  
 CITY OF JEFFERSON, GEORGIA  
**DRAWING TITLE:**  
 BMP LOCATION PLAN PHASE 1 - CLEARING & GRUBBING

PROJ. MGR.: MRJ  
 DESIGN BY: BCF  
 DRAWN BY: CJG  
 PROJ. DATE: MAY 2020  
 DRAWING NUMBER:  
**11 OF 24**  
 WKD PROJ. NO.:  
 20190358.00.AT

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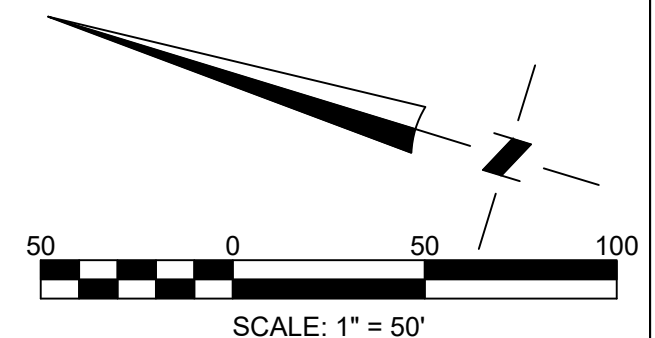
- EROSION CONTROL LEGEND**
- 210 - 210.5 EX. CONTOURS
  - 130 - 130.5 PROP. CONTOURS
  - TSA EX. TAXIWAY SAFETY AREA (TSA)
  - TOFA EX. TAXIWAY OBJECT FREE AREA (TOFA)
  - X X EX. FENCE
  - PROP. PERMANENT DITCH
  - EX. PAVEMENT EDGE
  - EX. TREE LINE
  - EX. STORM DRAINAGE PIPE
  - EX. BUILDING
  - CONTRACTOR'S STAGING AREA
  - CONTRACTOR'S ACCESS ROUTE
  - PROP. STORM DRAIN PIPE
  - PROP. SLOTTED DRAIN
  - PROP. DROP INLET
  - PROP. DROP INLET WITH CONC. APRON
  - PROP. JUNCTION BOX
  - TEMP. CONSTRUCTION EXIT (Co)
  - TEMP. STONE CHECK DAM (Cd-S)
  - TEMP. COMPOST FILTER SOCK (Sd1)
  - TEMP. COMPOST FILTER SOCK DITCH CHECK (Sd1)
  - TEMP. INLET SEDIMENT TRAP (Sd2-F)
  - TEMP. SLOTTED BOARD DAM
  - RETROFIT (Rt-B)
  - PERM. OUTLET STABILIZATION (St)
  - PERM. MATTING BLANKET (Ss)
  - LOD LIMITS OF DISTURBANCE



- SEDIMENT / EROSION CONTROL NOTES**
- TOTAL DISTURBED AREA = 4.12 ACRES  
PHASE 2 DISTURBED AREA = 4.12 ACRES
  - EROSION CONTROL PRACTICES MUST COMPLY WITH THE STANDARDS AND SPECIFICATIONS IN THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" (GREEN BOOK), LATEST VERSION.
  - ALL EROSION AND SEDIMENT CONTROL DEVICES MUST BE INSPECTED PRIOR TO ANY LAND DISTURBANCE OR GRADING ON SITE.
  - IN CONCENTRATED FLOW AREAS, ALL SLOPES STEEPER THAN 2.5 TO 1 AND WITH HEIGHT OF TEN FEET OR GREATER, AND CUTS AND FILLS WITHIN STREAM BUFFER, SHALL BE STABILIZED WITH THE APPROPRIATE EROSION CONTROL MATTING OR BLANKET.
  - WHEN HAND PLANTING, MULCH (HAY OR STRAW) SHALL BE UNIFORMLY SPREAD OVER SEEDED AREA WITHIN 24 HOURS OF SEEDING.
  - MULCH WILL BE USED AS A TEMPORARY COVER (DS1). ON SLOPES GREATER THAN 2:1, MULCH, IF USED, WILL BE ANCHORED. SEDIMENT/EROSION CONTROL DEVICES MUST BE CHECKED AFTER EACH STORM. EACH DEVICE IS TO BE MAINTAINED OR REPLACED IF SEDIMENT ACCUMULATION HAS REACHED ONE HALF (1/2) THE CAPACITY OF THE DEVICE. ADDITIONAL DEVICES MUST BE INSTALLED IF NEW CHANNELS HAVE DEVELOPED.
  - PROPER INSTALLATION OF ALL DRAINAGE STRUCTURES AND SEDIMENT CONTROL DEVICES IS THE RESPONSIBILITY OF THE GENERAL AND/OR GRADING CONTRACTOR. THESE STRUCTURES SHOULD BE CONSTRUCTED OF SUITABLE MATERIALS AND IN ACCORDANCE WITH PROFESSIONAL STANDARDS AND PRACTICES FOR STRUCTURES OF THIS TYPE. THE MEASURES SHOWN ARE RECOMMENDATIONS BASED ON THE INFORMATION PROVIDED. IF AT ANY TIME THESE MEASURES ARE JUDGED TO BE INADEQUATE TO CONTROL SILTATION OR RUNOFF, ADDITIONAL MEASURES SHOULD BE PROVIDED TO INSURE PROPER CONTROL. THE GRADING AND/OR GENERAL CONTRACTOR IS URGED TO CONTACT THE GOVERNING MUNICIPALITY FOR ASSISTANCE IF EITHER THE INSTALLATION OR FUNCTION OF THESE MEASURES IS UNCERTAIN UNDER NO CIRCUMSTANCE WILL SEDIMENT OR SILT-LADEN RUNOFF BE ALLOWED ONTO ADJACENT PROPERTIES.
  - SEE SHEETS 14 TO 16 FOR EROSION CONTROL DETAILS AND SEDIMENT STORAGE CALCULATIONS. SEE SHEET 15 FOR DETAILS AND NOTES ON DS1 MULCHING, AND DS3 PERMANENT SEEDING.
  - SEE SHEET 14 FOR EROSION CONTROL BMP LEGEND.

- PHASE 2 SEQUENCE OF CONSTRUCTION ACTIVITY:**
- GRADE SITE AND INSTALL PROPOSED STORM DRAINAGE NETWORK.
  - INSTALL TEMPORARY STONE CHECK DAMS Cd-S, TEMPORARY INLET SEDIMENT TRAPS Sd2-F, TEMPORARY SLOTTED BOARD DAM WITH STONE RETROFIT Rt-B, TEMPORARY FILTER SOCK DITCH CHECKS Sd1, PERMANENT OUTLET STABILIZATION St, AND SLOPE STABILIZATION Ss AS INDICATED.
  - TEMPORARY RT-B #2 SLOTTED BOARD DAM WITH STONE RETROFIT TO BE REMOVED FROM ITS LOCATION AS SHOWN ON PHASE 1 EROSION CONTROL PLAN (SEE SHEET 11) AFTER EXISTING FES STRUCTURE IS DEMOLISHED. RT-B #2 TO BE REINSTALLED IN NEW LOCATION AS SHOWN ON THIS PLAN IMMEDIATELY AFTER INSTALLATION OF PROPOSED STORM STRUCTURE A6. PAYMENT FOR REMOVAL AND RELOCATION OF RT-B #2 SHALL BE INCIDENTAL TO THE C-102 SPECIFICATION PAY ITEM FOR "TEMPORARY SLOTTED BOARD DAM WITH STONE RETROFIT, INCLUDING INSTALLATION, MAINTENANCE, AND REMOVAL".
  - TEMPORARY FILTER SOCK DITCH CHECKS TO BE REMOVED FROM INITIAL PHASE LOCATIONS SHOWN ON THIS SHEET AS PROPOSED DITCH GRADING REACHES FINAL GRADE. ALL COSTS ASSOCIATED WITH REMOVAL AND RELOCATION OF DITCH CHECKS IS INCIDENTAL TO THE C-102 SPECIFICATION PAY ITEM FOR "TEMPORARY COMPOST FILTER SOCK, INCLUDING INSTALLATION, MAINTENANCE, AND REMOVAL".
  - PAVE ALL PROPOSED ASPHALT AREAS AFTER SITE HAS BEEN GRADED AND PROPOSED STORM DRAINAGE NETWORK IS INSTALLED.
  - PLACE DS1 MULCH AND Tac TACKIFIERS ON ALL DISTURBED AREAS IF AREA IS NOT PERMANENTLY SEEDED WITHIN 14 DAYS OF DISTURBANCE.
  - MAINTAIN ALL EROSION CONTROL BMPS AND CLEAN-OUT SEDIMENT FROM SEDIMENT STORAGE DEVICES AS NECESSARY AND AS PER CLEAN-OUT REQUIREMENTS ON SHEET 16.

**OWNER / DEVELOPER:**  
**JACKSON COUNTY AIRPORT (JCA)**  
 24 HR. CONTACT:  
 TO BE DETERMINED AFTER CONTRACT AWARD  
 PHONE: TO BE DETERMINED AFTER CONTRACT AWARD



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GSWCC NO. 5746  
 EXPIRATION DATE 04/14/2021  
 PROFESSIONAL SEAL

REVISION RECORD	DESCRIPTION	DATE	BY

**PROJECT NAME:**  
 APRON PAVEMENT AND DRAINAGE REHABILITATION - PHASE 2  
 FOR THE  
 JACKSON COUNTY AIRPORT (JCA)  
 CITY OF JEFFERSON, GEORGIA

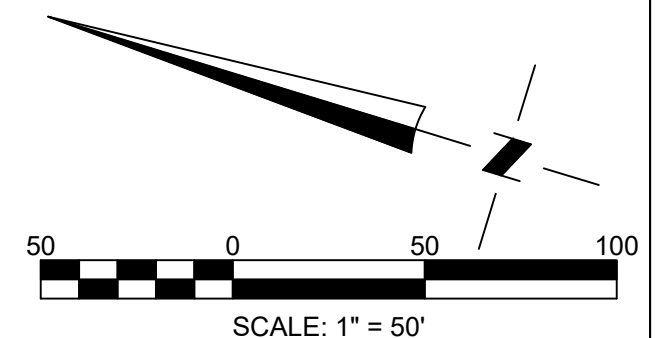
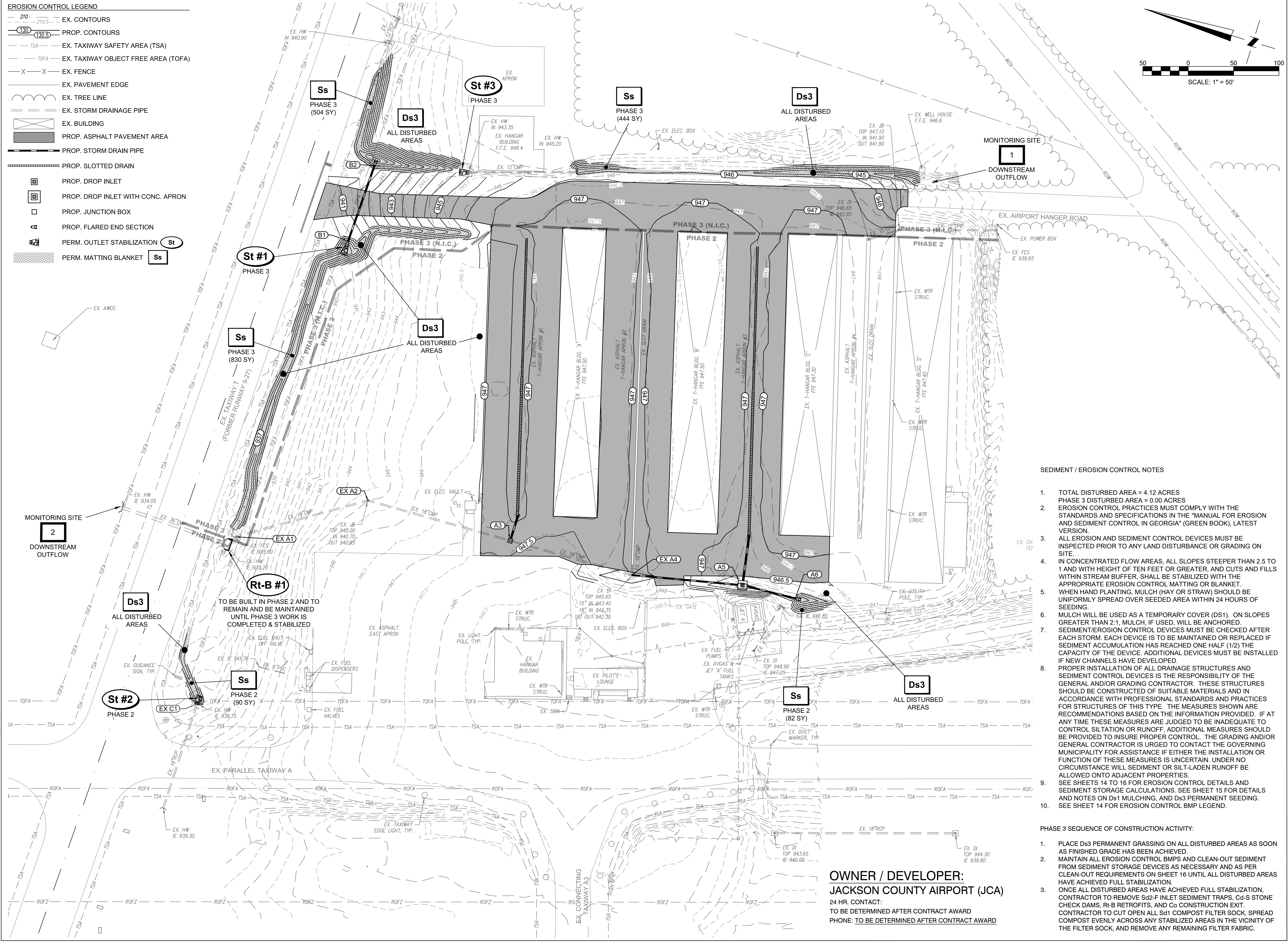
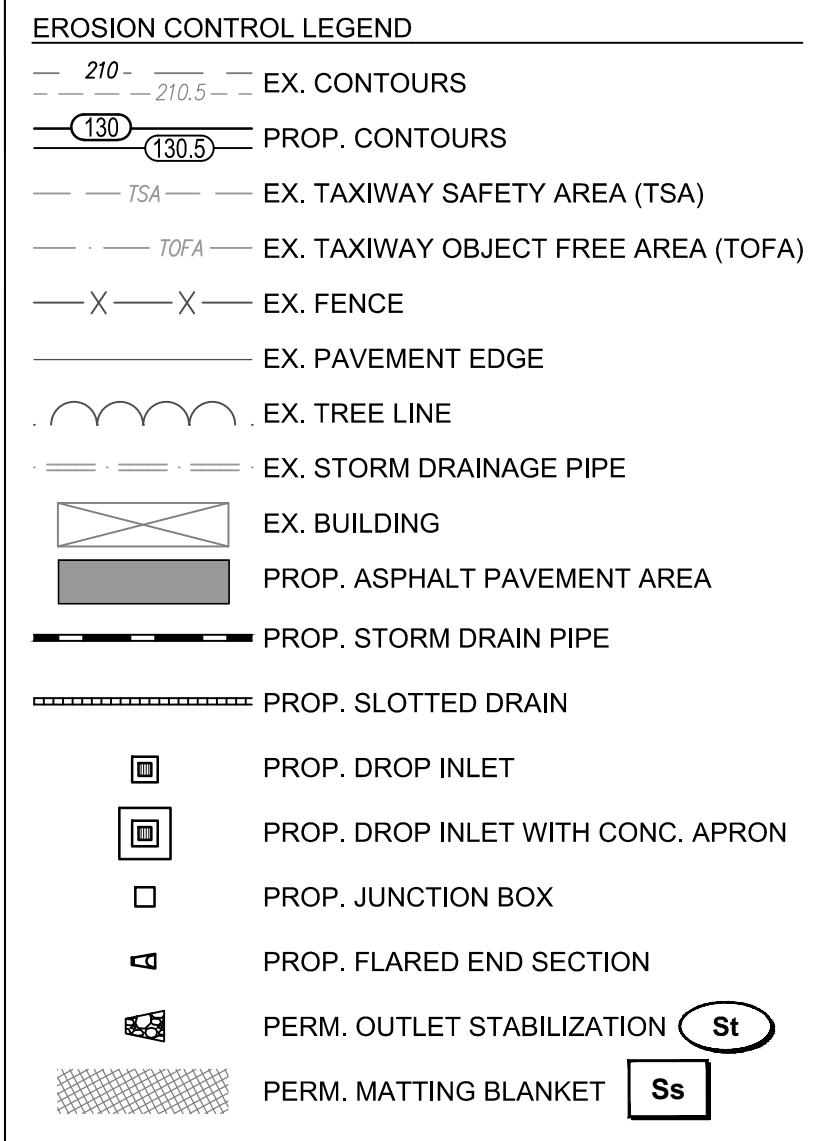
**DRAWING TITLE:**  
 BMP LOCATION PLAN PHASE 2 - TEMPORARY GRASSING & VEGETATION

**PROJ. MGR.:** MRJ  
**DESIGN BY:** BCF  
**DRAWN BY:** CJG  
**PROJ. DATE:** MAY 2020  
**DRAWING NUMBER:**

**12 OF 24**  
 WKD PROJ. NO.:  
 20190358.00.AT

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**SEDIMENT / EROSION CONTROL NOTES**

1. TOTAL DISTURBED AREA = 4.12 ACRES  
PHASE 3 DISTURBED AREA = 0.00 ACRES
2. EROSION CONTROL PRACTICES MUST COMPLY WITH THE STANDARDS AND SPECIFICATIONS IN THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" (GREEN BOOK), LATEST VERSION.
3. ALL EROSION AND SEDIMENT CONTROL DEVICES MUST BE INSPECTED PRIOR TO ANY LAND DISTURBANCE OR GRADING ON SITE.
4. IN CONCENTRATED FLOW AREAS, ALL SLOPES STEEPER THAN 2.5 TO 1 AND WITH HEIGHT OF TEN FEET OR GREATER, AND CUTS AND FILLS WITHIN STREAM BUFFER, SHALL BE STABILIZED WITH THE APPROPRIATE EROSION CONTROL MATTING OR BLANKET.
5. WHEN HAND PLANTING, MULCH (HAY OR STRAW) SHOULD BE UNIFORMLY SPREAD OVER SEEDED AREA WITHIN 24 HOURS OF SEEDING.
6. MULCH WILL BE USED AS A TEMPORARY COVER (DS1). ON SLOPES GREATER THAN 2:1, MULCH, IF USED, WILL BE ANCHORED.
7. SEDIMENT/EROSION CONTROL DEVICES MUST BE CHECKED AFTER EACH STORM. EACH DEVICE IS TO BE MAINTAINED OR REPLACED IF SEDIMENT ACCUMULATION HAS REACHED ONE HALF (1/2) THE CAPACITY OF THE DEVICE. ADDITIONAL DEVICES MUST BE INSTALLED IF NEW CHANNELS HAVE DEVELOPED.
8. PROPER INSTALLATION OF ALL DRAINAGE STRUCTURES AND SEDIMENT CONTROL DEVICES IS THE RESPONSIBILITY OF THE GENERAL AND/OR GRADING CONTRACTOR. THESE STRUCTURES SHOULD BE CONSTRUCTED OF SUITABLE MATERIALS AND IN ACCORDANCE WITH PROFESSIONAL STANDARDS AND PRACTICES FOR STRUCTURES OF THIS TYPE. THE MEASURES SHOWN ARE RECOMMENDATIONS BASED ON THE INFORMATION PROVIDED. IF AT ANY TIME THESE MEASURES ARE JUDGED TO BE INADEQUATE TO CONTROL SILTATION OR RUNOFF, ADDITIONAL MEASURES SHOULD BE PROVIDED TO INSURE PROPER CONTROL. THE GRADING AND/OR GENERAL CONTRACTOR IS URGED TO CONTACT THE GOVERNING MUNICIPALITY FOR ASSISTANCE IF EITHER THE INSTALLATION OR FUNCTION OF THESE MEASURES IS UNCERTAIN. UNDER NO CIRCUMSTANCE WILL SEDIMENT OR SILT-LADEN RUNOFF BE ALLOWED ONTO ADJACENT PROPERTIES.
9. SEE SHEETS 14 TO 16 FOR EROSION CONTROL DETAILS AND SEDIMENT STORAGE CALCULATIONS. SEE SHEET 15 FOR DETAILS AND NOTES ON Ds1 MULCHING, AND Ds3 PERMANENT SEEDING. SEE SHEET 14 FOR EROSION CONTROL BMP LEGEND.
- 10.

**PHASE 3 SEQUENCE OF CONSTRUCTION ACTIVITY:**

1. PLACE Ds3 PERMANENT GRASSING ON ALL DISTURBED AREAS AS SOON AS FINISHED GRADE HAS BEEN ACHIEVED.
2. MAINTAIN ALL EROSION CONTROL BMPs AND CLEAN-OUT SEDIMENT FROM SEDIMENT STORAGE DEVICES AS NECESSARY AND AS PER CLEAN-OUT REQUIREMENTS ON SHEET 16 UNTIL ALL DISTURBED AREAS HAVE ACHIEVED FULL STABILIZATION.
3. ONCE ALL DISTURBED AREAS HAVE ACHIEVED FULL STABILIZATION, CONTRACTOR TO REMOVE Ss2-F INLET SEDIMENT TRAPS, Cd-S STONE CHECK DAMS, R-B RETROFITS, AND Cd CONSTRUCTION EXIT. CONTRACTOR TO CUT OPEN ALL Ss1 COMPOST FILTER SOCK. SPREAD COMPOST EVENLY ACROSS ANY STABILIZED AREAS IN THE VICINITY OF THE FILTER SOCK, AND REMOVE ANY REMAINING FILTER FABRIC.

**OWNER / DEVELOPER:**  
**JACKSON COUNTY AIRPORT (JCA)**  
 24 HR. CONTACT:  
 TO BE DETERMINED AFTER CONTRACT AWARD  
 PHONE: TO BE DETERMINED AFTER CONTRACT AWARD

2120 POWERS FERRY ROAD  
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GSWCC NO. 5746  
 EXPIRATION DATE 04/14/2021  
 PROFESSIONAL SEAL

REVISION RECORD	DESCRIPTION	DATE	BY

**PROJECT NAME:**  
 APRON PAVEMENT AND DRAINAGE REHABILITATION - PHASE 2  
 FOR THE  
 JACKSON COUNTY AIRPORT (JCA)  
 CITY OF JEFFERSON, GEORGIA

**DRAWING TITLE:**  
 BMP LOCATION PLAN PHASE 3 - PERMANENT VEGETATION & STABILIZATION

**PROJ. MGR.:** MRJ  
**DESIGN BY:** BCF  
**DRAWN BY:** CJG  
**PROJ. DATE:** MAY 2020  
**DRAWING NUMBER:**

13 OF 24

WKD PROJ. NO.:  
 20190358.00.AT

**BID DOCUMENTS - NOT FOR CONSTRUCTION**









NO.	DATE	DESCRIPTION	BY

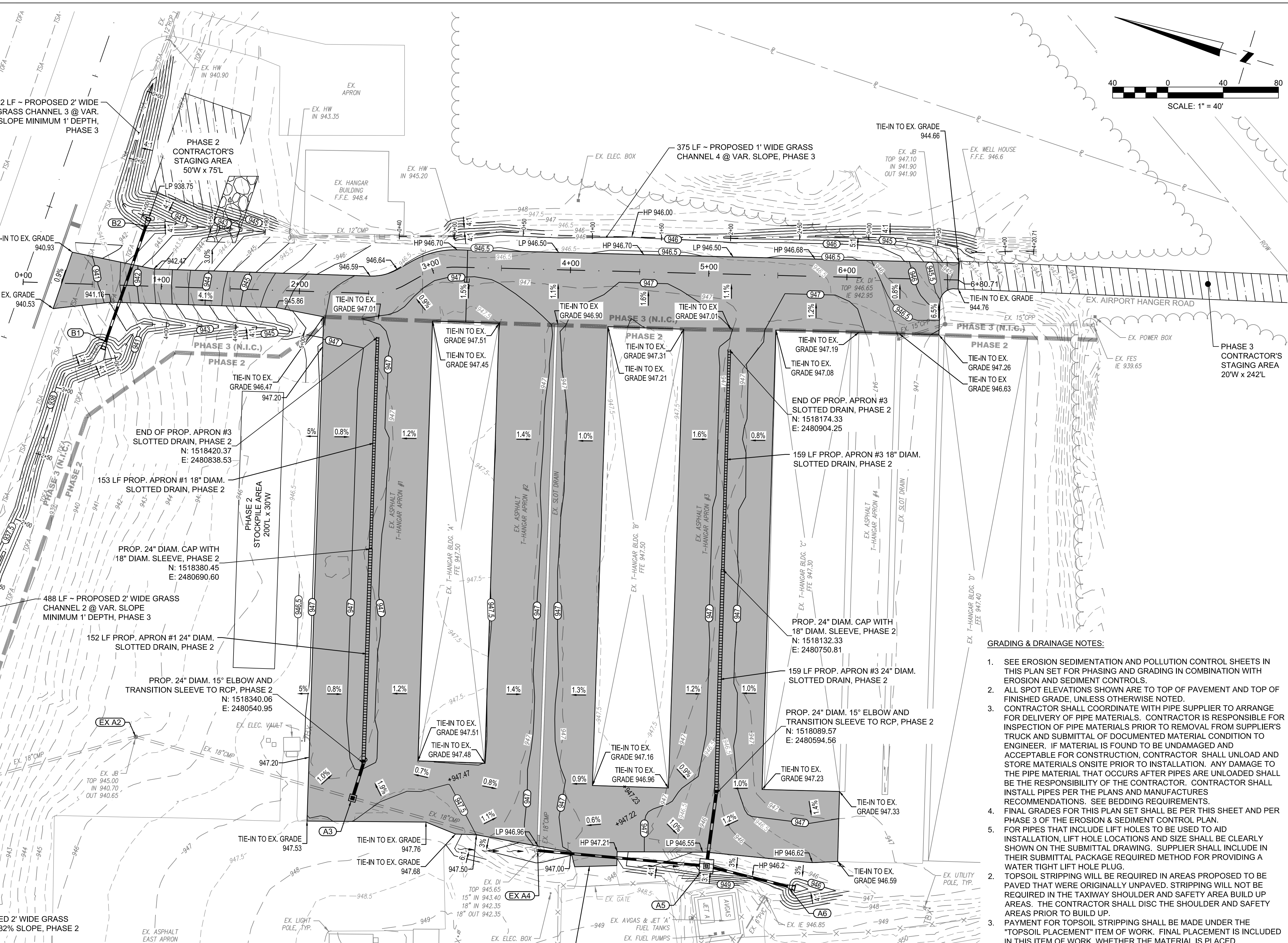
**PROJECT NAME:** APRON PAVEMENT AND DRAINAGE REHABILITATION - PHASE 2 FOR THE JACKSON COUNTY AIRPORT (JCA) CITY OF JEFFERSON, GEORGIA

**DRAWING TITLE:** GRADING & DRAINAGE PLAN

**PROJ. MGR.:** MRJ  
**DESIGN BY:** BCF  
**DRAWN BY:** CJG  
**PROJ. DATE:** MAY 2020  
**DRAWING NUMBER:** 17 OF 24  
WKD PROJ. NO.: 20190358.00.AT

**GRADING AND DRAINAGE LEGEND**

- 210 - 210.5 EX. CONTOURS
- 130.5 PROP. CONTOURS
- TSA EX. TAXIWAY SAFETY AREA (TSA)
- TOFA EX. TAXIWAY OBJECT FREE AREA (TOFA)
- TEMP. CONSTRUCTION ENTRANCE
- PROP. PERMANENT DITCH
- EX. PAVEMENT EDGE
- EX. TREE LINE
- EX. STORM DRAINAGE PIPE
- EX. BUILDING
- PROP. ASPHALT PAVEMENT AREA
- CONTRACTOR'S STAGING AREA
- CONTRACTOR'S ACCESS ROUTE
- PROP. STORM DRAIN PIPE
- PROP. SLOT DRAIN
- PROP. DROP INLET
- PROP. DROP INLET WITH CONC. APRON
- PROP. JUNCTION BOX
- 134.23 PROP. SPOT ELEVATION
- HP 134.23 PROP. HIGH POINT
- LP 134.23 PROP. LOW POINT



**STORM DRAINAGE PIPE CHART**

PIPE ID	SIZE & MATERIAL	LENGTH (FT)	SLOPE (%)	DOWNSTREAM INVERT ELEV.	UPSTREAM INVERT ELEV.
A3 - APRON #1 ELBOW	18" CLASS IV RCP	26'	0.5%	943.52	943.65
APRON #1 SLOTTED DRAIN	24" DIAM. SLOTTED DRAIN	152'	0.5%	943.65	944.42
APRON #1 SLOTTED DRAIN	18" DIAM. SLOTTED DRAIN	153'	0.5%	944.42	945.19
EX A4 - A5	18" CMP	123'	0.5%	942.35	942.96
A5 - A6	18" CMP	60'	2.6%	942.96	944.50
A5 - APRON #3 ELBOW	18" CLASS IV RCP	53'	1.18%	942.96	943.58
APRON #3 SLOTTED DRAIN	24" DIAM. SLOTTED DRAIN	159'	0.5%	943.60	944.39
APRON #3 SLOTTED DRAIN	18" DIAM. SLOTTED DRAIN	159'	0.5%	944.39	945.19
B1 - B2	15" CLASS IV RCP	88'	0.8%	937.98	938.70

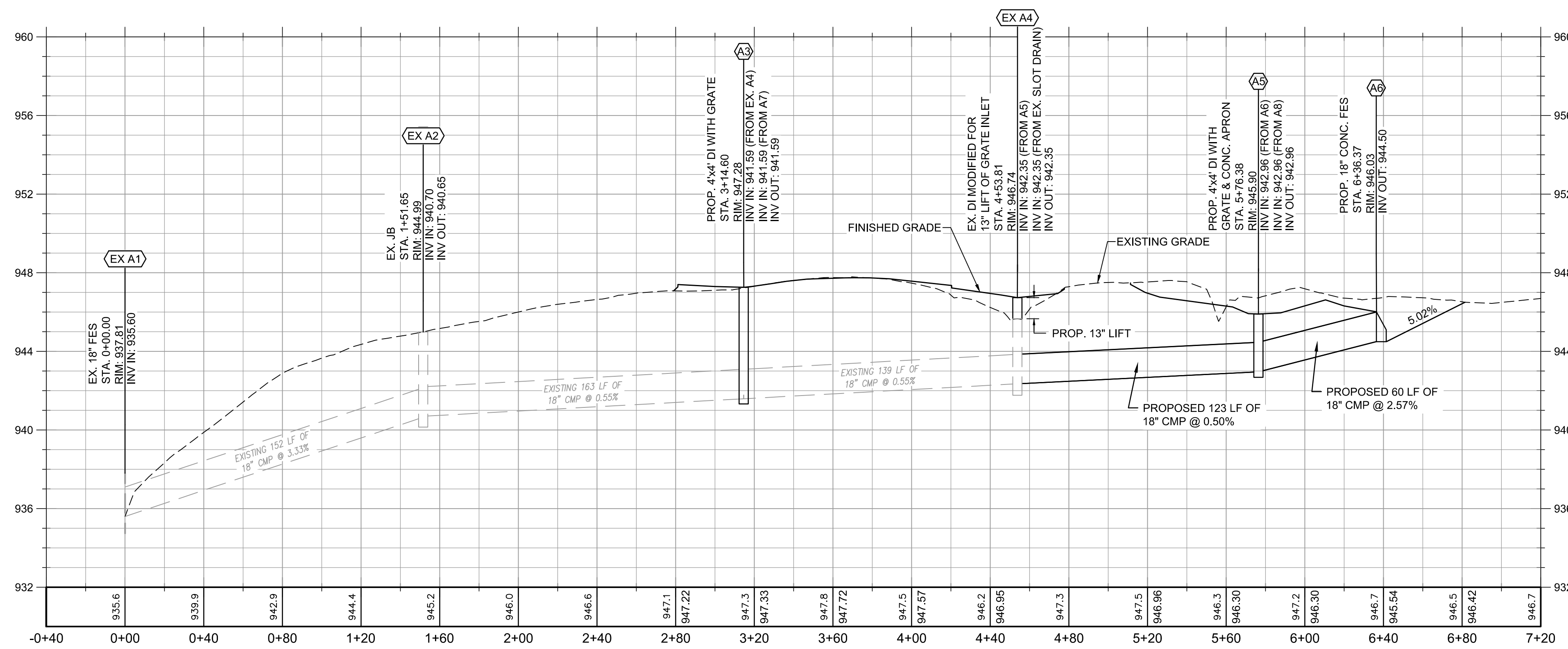
**STORM DRAINAGE STRUCTURE CHART**

STRUCTURE ID	NORTHING	EASTING	DESCRIPTION	RIM ELEVATION
A3	1518340.2086	2480514.4637	PROP. 4'x4' DI WITH GRATE	947.28
EX A4	1518201.0265	2480517.3925	EX. DI MODIFIED FOR 13" LIFT OF GRATE INLET	946.74
A5	1518081.0206	2480542.3214	PROP. 4'x4' DI WITH GRATE & CONC. APRON	945.90
A6	1518021.2477	2480547.3320	PROP. 18" CONC. FES	946.03
B1	1518607.6373	2480778.1560	PROP. 15" CONC. FES	939.92
B2	1518604.1567	2480866.3044	PROP. 15" CONC. FES	940.64

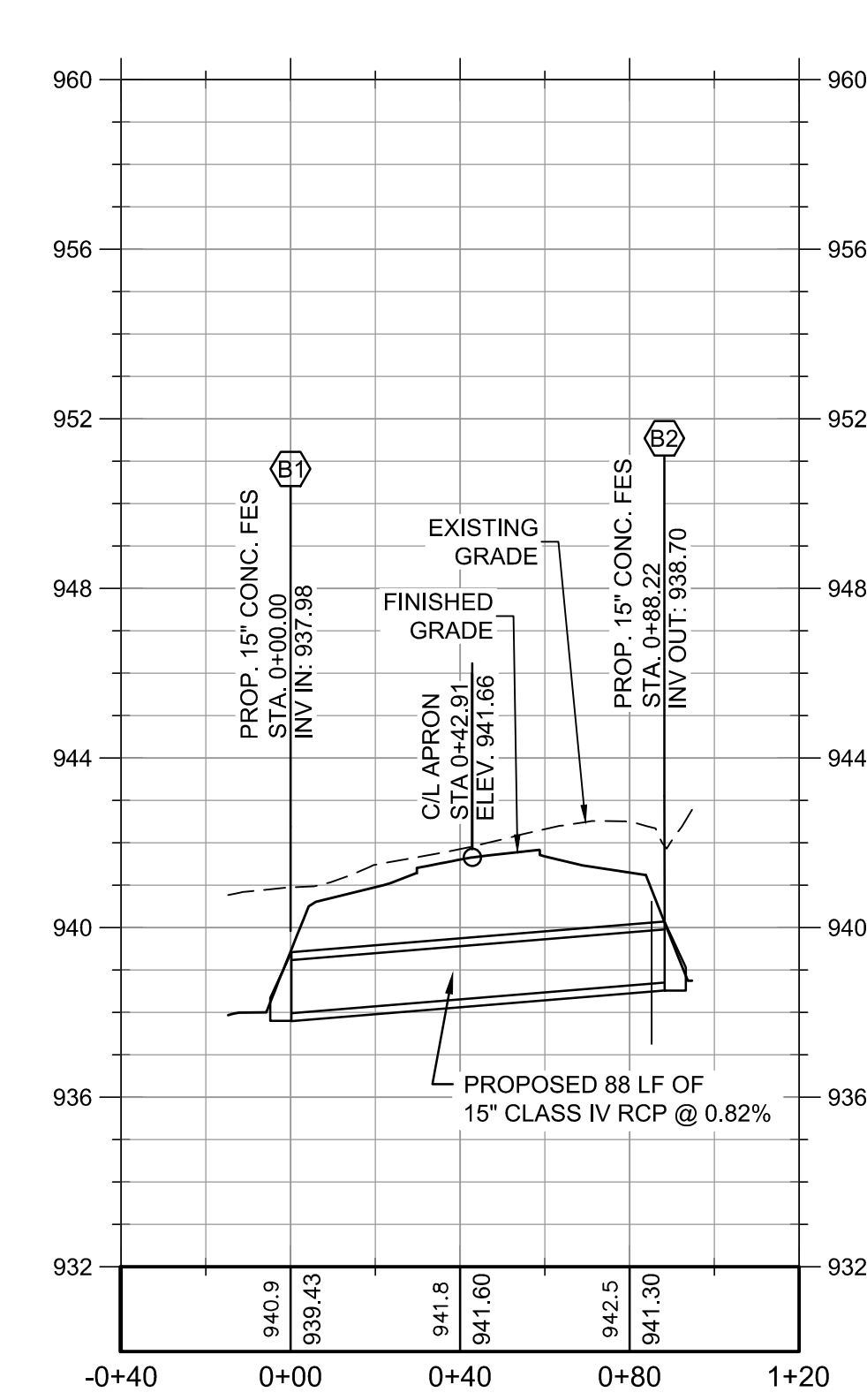
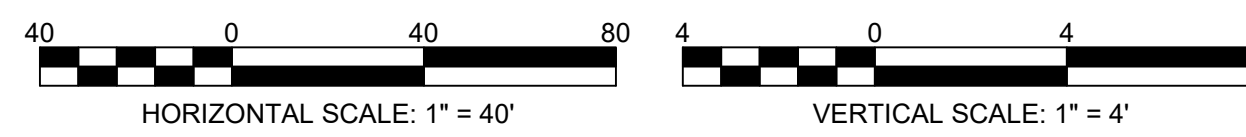
- GRADING & DRAINAGE NOTES:**
- SEE EROSION SEDIMENTATION AND POLLUTION CONTROL SHEETS IN THIS PLAN SET FOR PHASING AND GRADING IN COMBINATION WITH EROSION AND SEDIMENT CONTROLS.
  - ALL SPOT ELEVATIONS SHOWN ARE TO TOP OF PAVEMENT AND TOP OF FINISHED GRADE, UNLESS OTHERWISE NOTED.
  - CONTRACTOR SHALL COORDINATE WITH PIPE SUPPLIER TO ARRANGE FOR DELIVERY OF PIPE MATERIALS. CONTRACTOR IS RESPONSIBLE FOR INSPECTION OF PIPE MATERIALS PRIOR TO REMOVAL FROM SUPPLIER'S TRUCK AND SUBMITTAL OF DOCUMENTED MATERIAL CONDITION TO ENGINEER. IF MATERIAL IS FOUND TO BE UNDAMAGED AND ACCEPTABLE FOR CONSTRUCTION, CONTRACTOR SHALL UNLOAD AND STORE MATERIALS ONSITE PRIOR TO INSTALLATION. ANY DAMAGE TO THE PIPE MATERIAL THAT OCCURS AFTER PIPES ARE UNLOADED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL INSTALL PIPES PER THE PLANS AND MANUFACTURERS RECOMMENDATIONS. SEE BEDDING REQUIREMENTS.
  - FINAL GRADES FOR THIS PLAN SET SHALL BE PER THIS SHEET AND PER PHASE 3 OF THE EROSION & SEDIMENT CONTROL PLAN.
  - FOR PIPES THAT INCLUDE LIFT HOLES TO BE USED TO AID INSTALLATION, LIFT HOLE LOCATIONS AND SIZE SHALL BE CLEARLY SHOWN ON THE SUBMITTAL DRAWING. SUPPLIER SHALL INCLUDE IN THEIR SUBMITTAL PACKAGE REQUIRED METHOD FOR PROVIDING A WATER TIGHT LIFT HOLE PLUG.
  - TOPSOIL STRIPPING WILL BE REQUIRED IN AREAS PROPOSED TO BE PAVED THAT WERE ORIGINALLY UNPAVED. STRIPPING WILL NOT BE REQUIRED IN THE TAXIWAY SHOULDER AND SAFETY AREA BUILD UP AREAS. THE CONTRACTOR SHALL DISC THE SHOULDER AND SAFETY AREAS PRIOR TO BUILD UP.
  - PAYMENT FOR TOPSOIL STRIPPING SHALL BE MADE UNDER THE "TOPSOIL PLACEMENT" ITEM OF WORK. FINAL PLACEMENT IS INCLUDED IN THIS ITEM OF WORK, WHETHER THE MATERIAL IS PLACED IMMEDIATELY AFTER STRIPPING OR STOCKPILED AND THEN PLACED. SUBGRADE MATERIAL FOUND TO BE UNSUITABLE SHALL BE REMOVED AT THE DIRECTION OF THE ENGINEER. PAYMENT FOR REMOVAL AND BACKFILL OF UNSUITABLE MATERIAL SHALL BE MADE UNDER THE "UNCLASSIFIED EXCAVATION" ITEM OF WORK. REMOVED UNSUITABLE MATERIAL SHALL BE BACKFILLED WITH SUITABLE MATERIAL FROM THE OFFSITE BORROW SOURCE.
  - ALL UNSUITABLE EXCAVATION MATERIAL SHALL BE DISPOSED OF OFF AIRPORT PROPERTY.
  - SEE GEOTECH REPORT PREPARED BY CONTOUR ENGINEERING FOR THE JACKSON COUNTY AIRPORT TITLED "REPORT OF GEOTECHNICAL EXPLORATION" DATED JULY 31, 2017 FOR DETAILS AND PROCEDURES ON EARTHWORK ACTIVITIES INCLUDING SITE PREPARATION, EXCAVATION, STRUCTURAL FILL PLACEMENT AND COMPACTION, AND GROUNDWATER AND DRAINAGE RECOMMENDATIONS.
  - CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OF ALL PIPE MATERIALS PRIOR TO CONSTRUCTION.
  - UNLESS OTHERWISE NOTED ALL RCP PIPE BEDDING MATERIALS SHALL BE PER DETAIL 4/20 TITLED PIPE BEDDING/TRENCHING DETAIL.
  - SEE SHEETS 18 AND 19 FOR PROPOSED STORM DRAINAGE PROFILES.
  - SEE SHEET 2 FOR BENCHMARK LOCATION INFORMATION.

**BID DOCUMENTS - NOT FOR CONSTRUCTION**

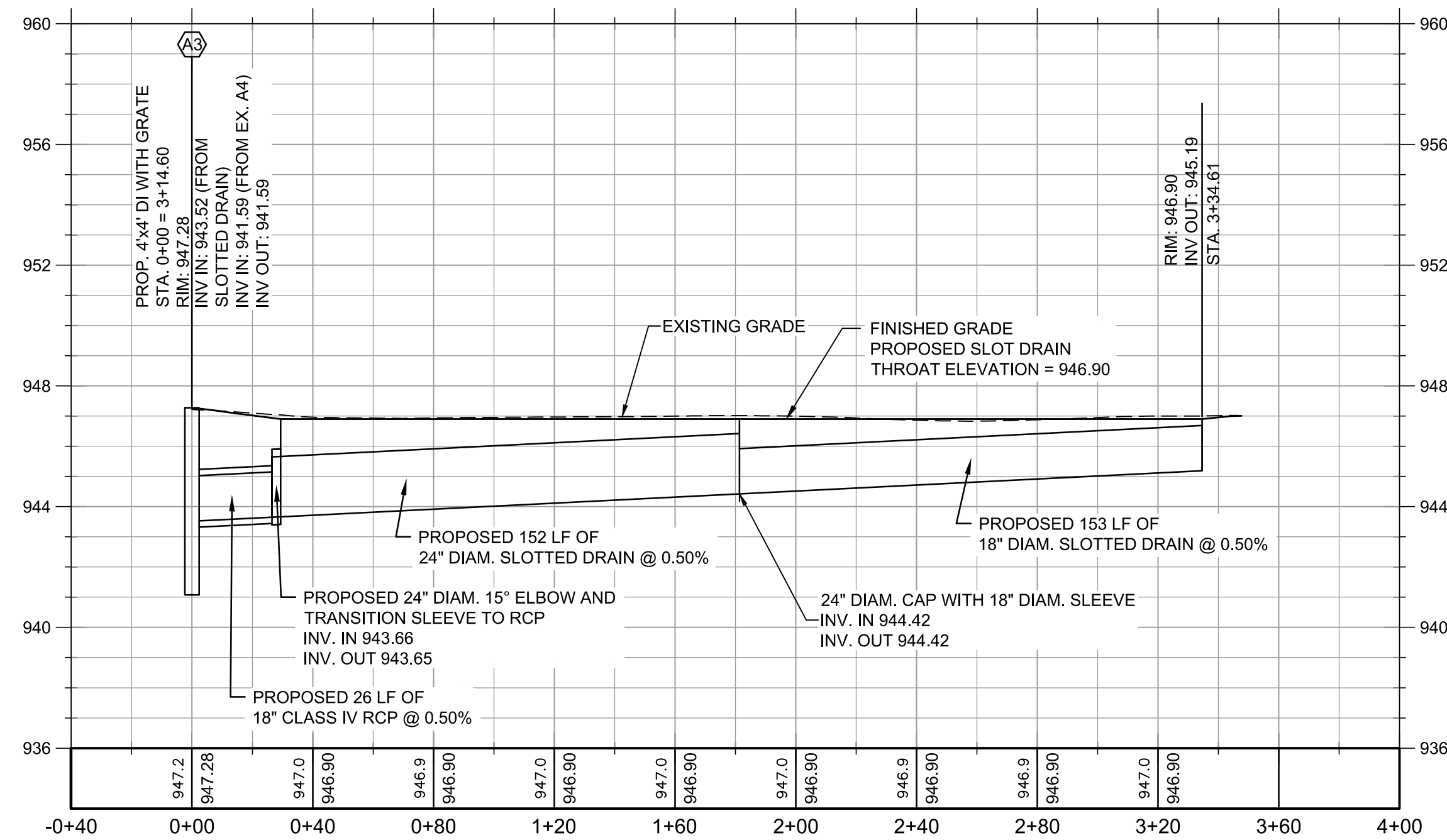
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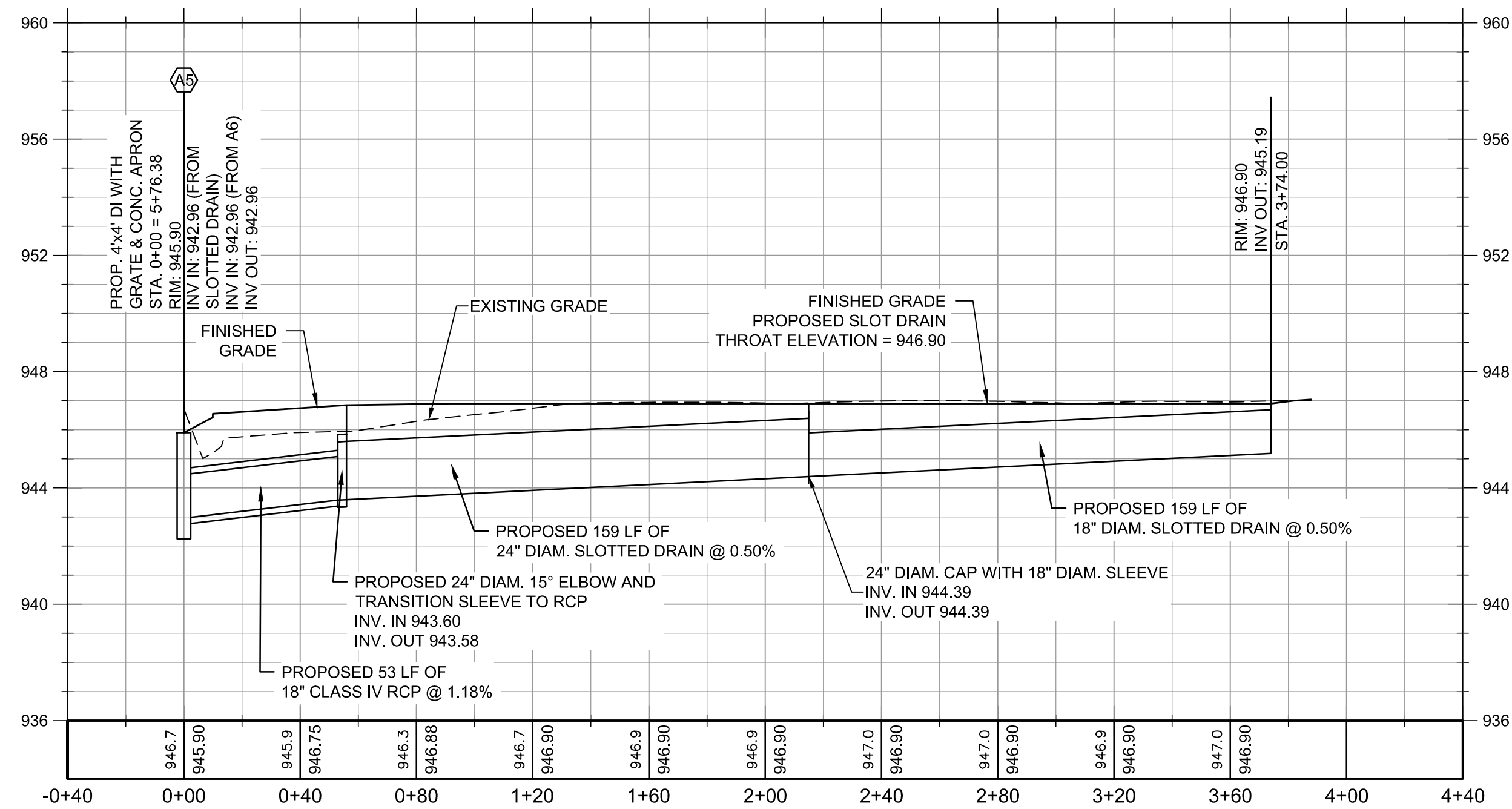
**STORM DRAINAGE PROFILE  
 EXISTING A1 TO PROPOSED A6**  
 SCALE: HOR 1"=40'; VERT 1"=4'



**STORM DRAINAGE PROFILE  
 PROPOSED B1 TO PROPOSED B2**  
 SCALE: HOR 1"=40'; VERT 1"=4'



**STORM DRAINAGE PROFILE  
 PROPOSED A3 TO APRON #1 PROPOSED SLOT DRAIN THROAT**  
 SCALE: HOR 1"=40'; VERT 1"=4'

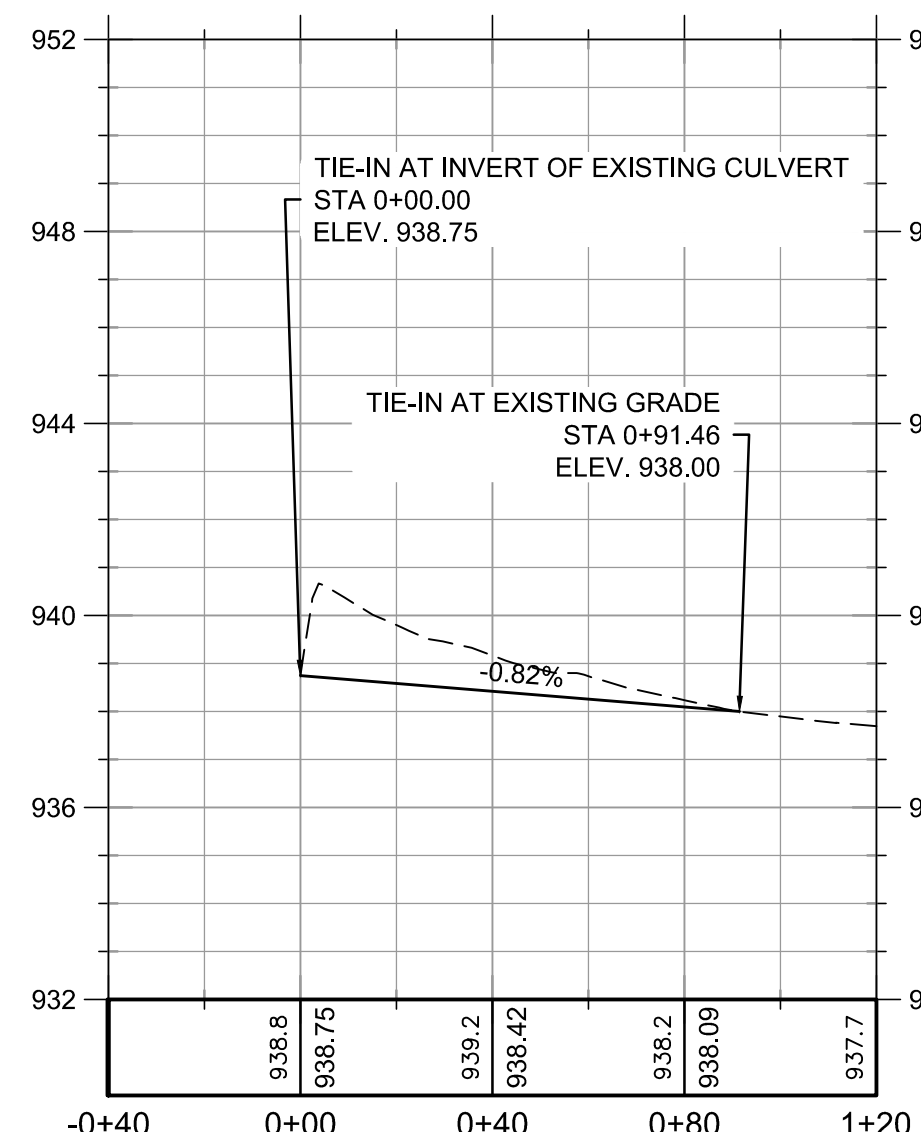


**STORM DRAINAGE PROFILE  
 PROPOSED A5 TO APRON #3 PROPOSED SLOT DRAIN THROAT**  
 SCALE: HOR 1"=40'; VERT 1"=4'

NO.	DATE	DESCRIPTION	BY

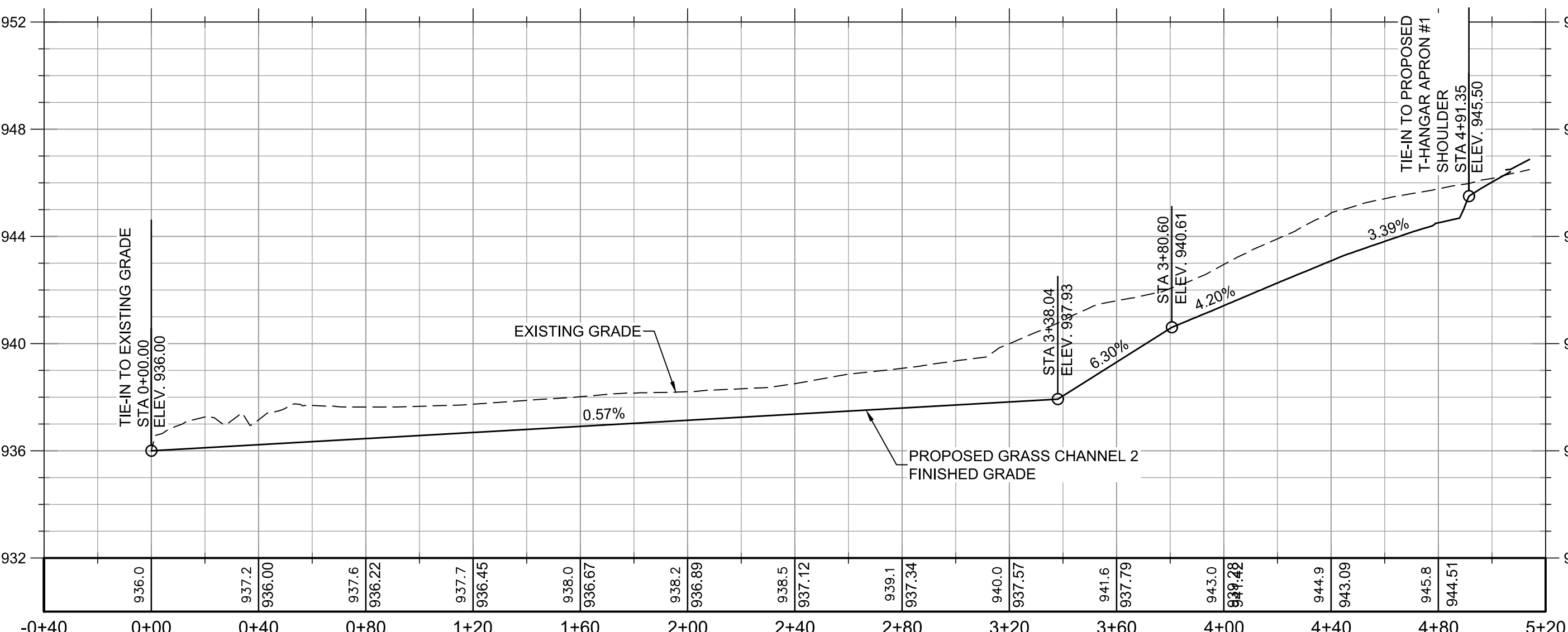
PROJ. MGR.:	MRJ
DESIGN BY:	BCF
DRAWN BY:	J/CJG
PROJ. DATE:	MAY 2020
DRAWING NUMBER:	

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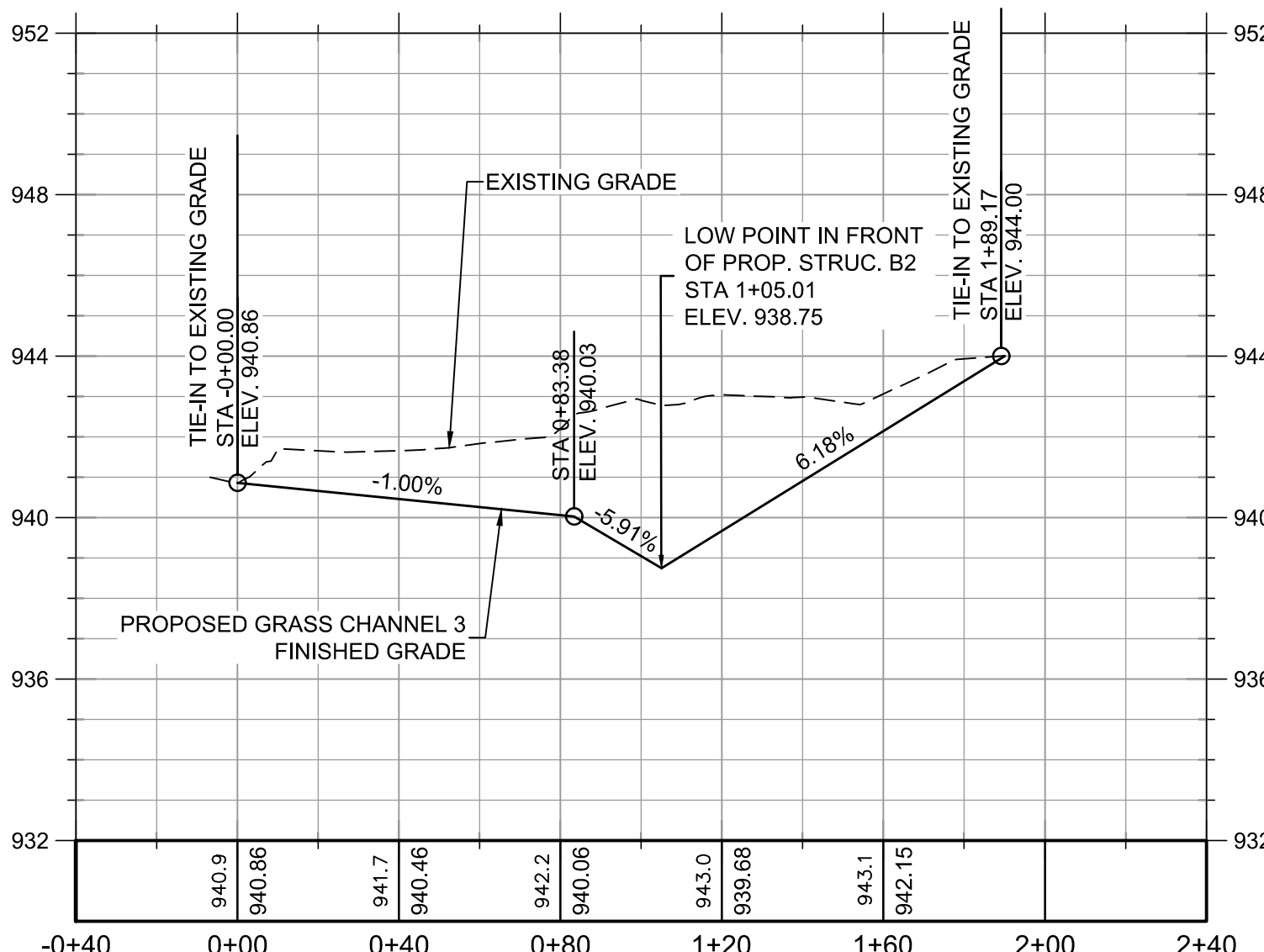
**STORM DRAINAGE PROFILE  
PROPOSED GRASS CHANNEL 1**

SCALE: HOR 1"=40'; VERT 1"=4'



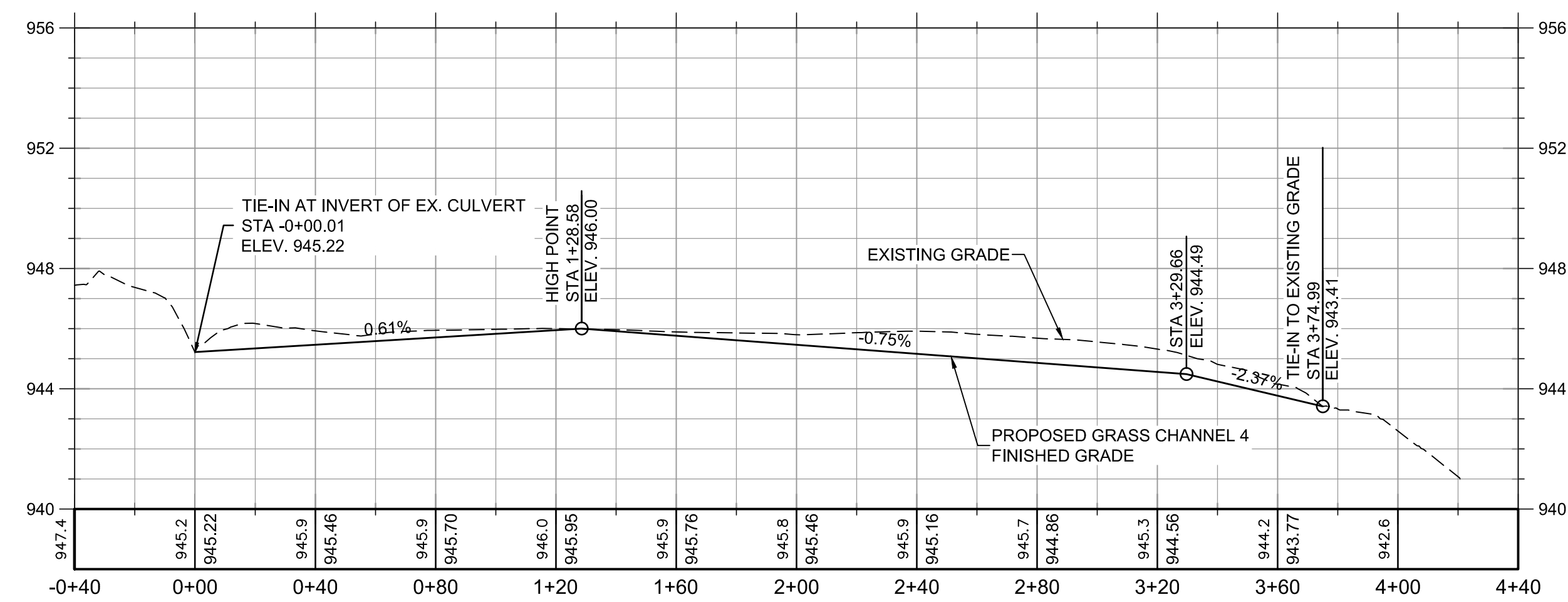
**STORM DRAINAGE PROFILE  
PROPOSED GRASS CHANNEL 2**

SCALE: HOR 1"=40'; VERT 1"=4'



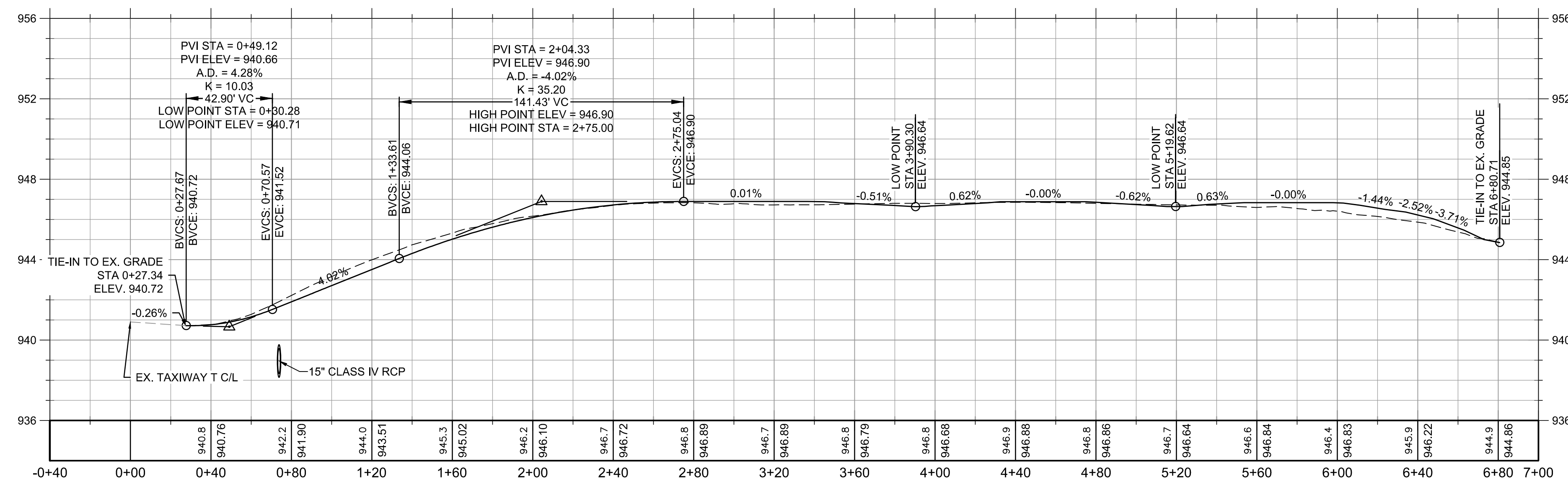
**STORM DRAINAGE PROFILE  
PROPOSED GRASS CHANNEL 3**

SCALE: HOR 1"=40'; VERT 1"=4'



**STORM DRAINAGE PROFILE  
PROPOSED GRASS CHANNEL 4**

SCALE: HOR 1"=40'; VERT 1"=4'



**PROPOSED APRON / AIRPORT HANGER ROAD PROFILE**

SCALE: HOR 1"=40'; VERT 1"=4'

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GSWCC NO. 5746  
EXPIRATION DATE 04/14/2021

PROFESSIONAL SEAL

NO.	DATE	REVISION RECORD	DESCRIPTION	BY

PROJECT NAME:  
**APRON PAVEMENT AND DRAINAGE REHABILITATION - PHASE 2  
FOR THE  
JACKSON COUNTY AIRPORT (JCA)  
CITY OF JEFFERSON, GEORGIA**

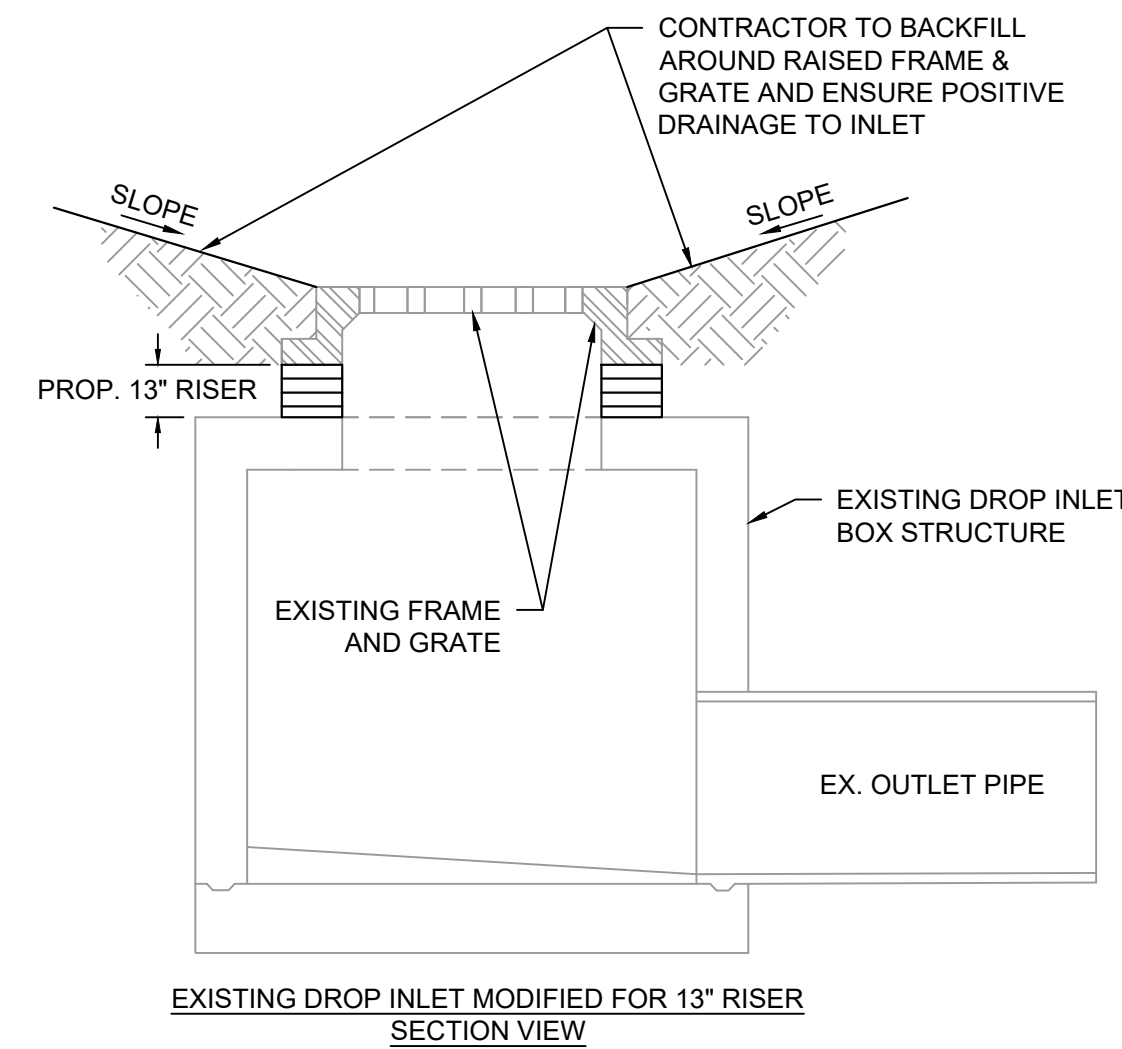
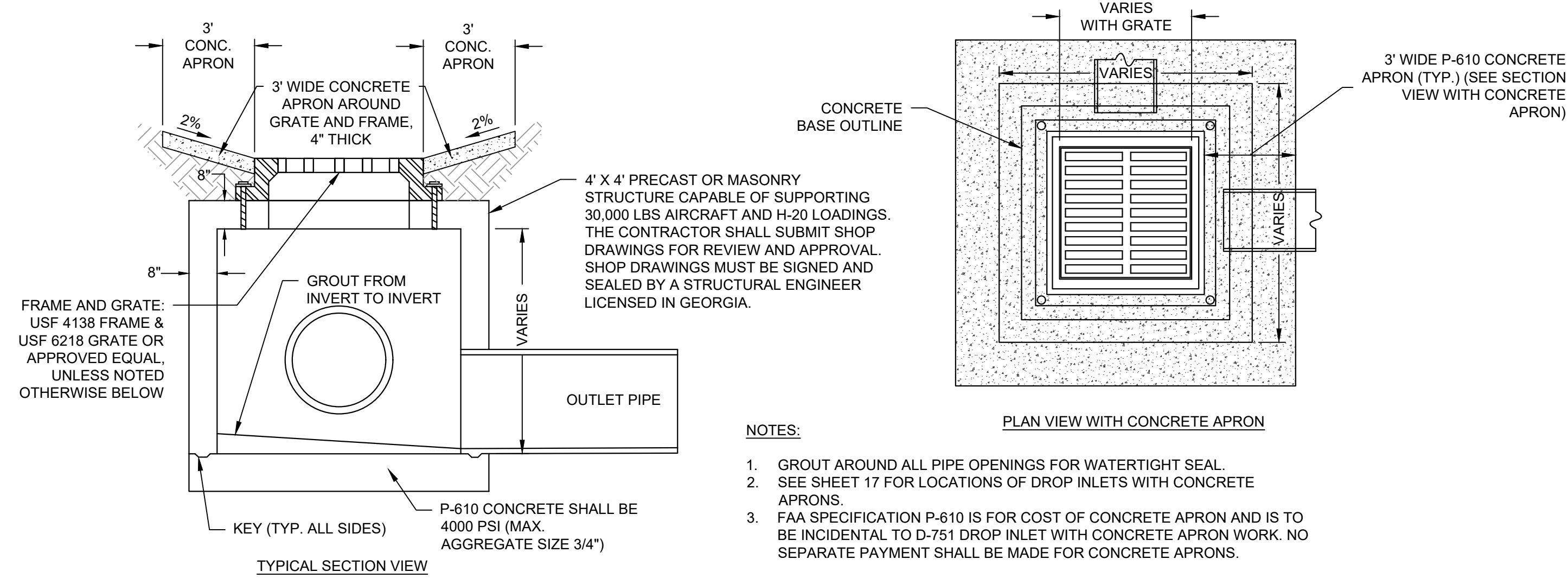
DRAWING TITLE:  
**STORM DRAINAGE PROFILES - SHEET 2**

PROJ. MGR.: MRJ  
DESIGN BY: BCF  
DRAWN BY: CJG  
PROJ. DATE: MAY 2020  
DRAWING NUMBER:

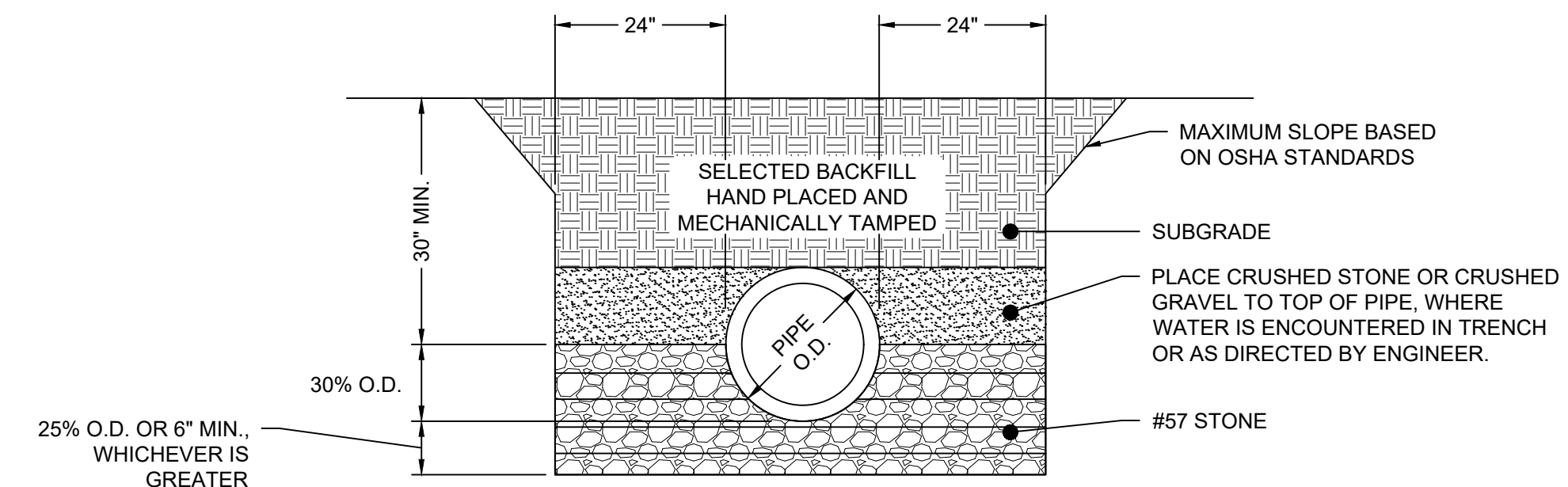
**19 OF 24**  
WKD PROJ. NO.:  
20190358.00.AT

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CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THIS PROJECT. ALL WORK SHALL BE IN ACCORDANCE WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THIS PROJECT. ALL WORK SHALL BE IN ACCORDANCE WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

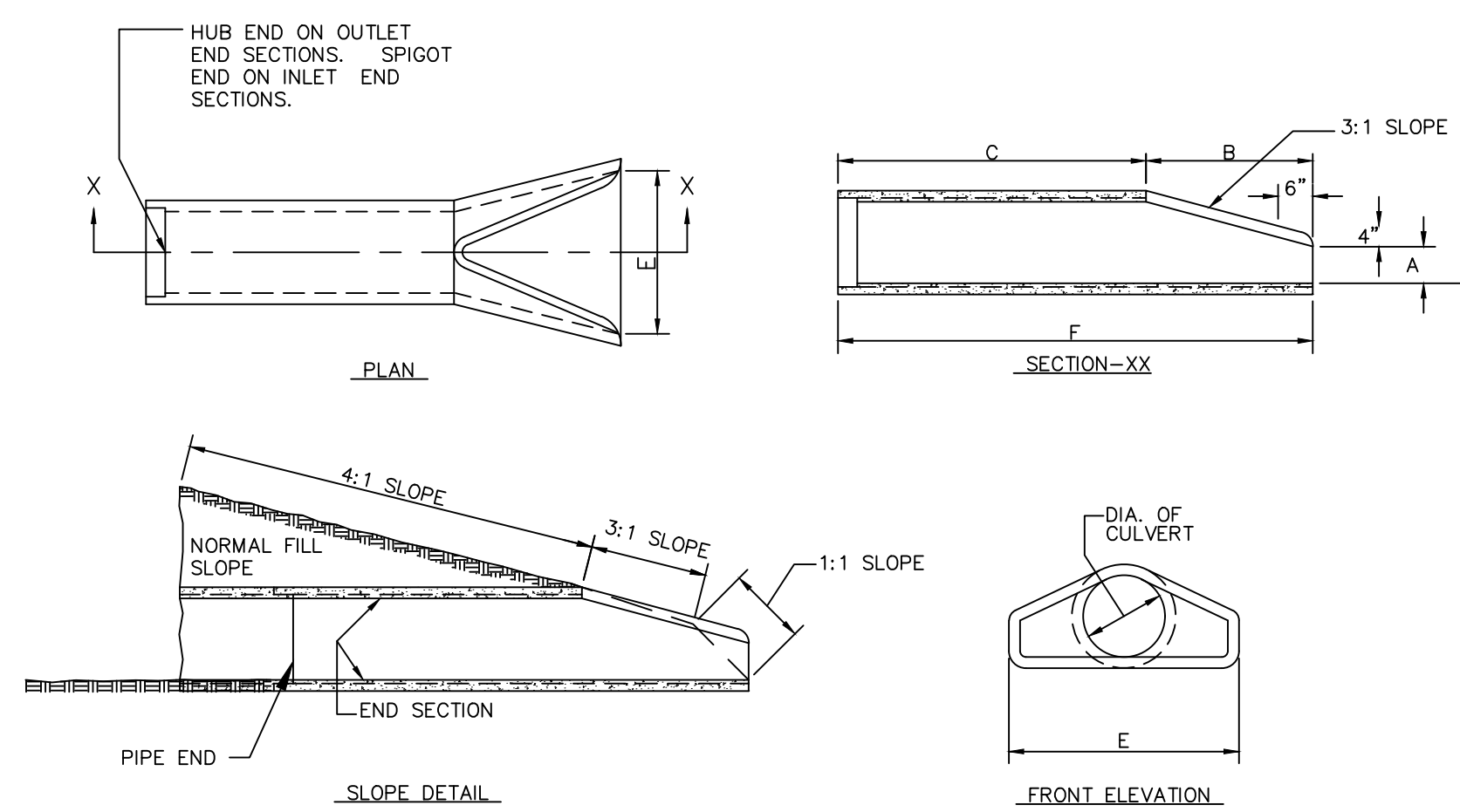


1 DROP INLET DETAILS  
NOT TO SCALE



- NOTES:**
1. A MINIMUM OF 24" FROM OUTSIDE DIAMETER OF PIPE TO SIDE OF TRENCH MUST BE ALLOWED FOR COMPACTION OF FILL MATERIAL. BACKFILLING OF TRENCHES SHALL BE ACCOMPLISHED IMMEDIATELY AFTER THE PIPE IS INSTALLED. THE FILL AROUND THE PIPE SHALL BE PLACED IN LAYERS NOT TO EXCEED 6". UNDER NO CIRCUMSTANCES SHALL WATER BE PERMITTED TO RISE IN UNBACKFILLED TRENCHES AFTER THE PIPE HAS BEEN PLACED. COMPACTION REQUIREMENTS SHALL BE ATTAINED BY THE USE OF MECHANICAL TAMS ONLY. EACH AND EVERY LAYER OF BACKFILL SHALL BE PLACED LOOSE AND THOROUGHLY COMPACTED INTO PLACE.
  2. ALL BACKFILL MATERIAL SHALL HAVE AN IN PLACE COMPACTED DENSITY OF 95% STANDARD PROCTOR. THE FINAL 2' BELOW FINISHED GRADE SHALL BE MINIMUM 98% STANDARD PROCTOR IN ACCORDANCE WITH SPECIFICATION P-152.
  3. ALL TRENCHING OPERATIONS SHALL MEET OSHA STANDARDS.
  4. COSTS OF EXCAVATION, CRUSHED STONE, #57 STONE, AND BACKFILL ARE INCIDENTAL TO ASSOCIATED PIPE WORK. NO SEPARATE PAYMENT SHALL BE MADE FOR THESE ITEMS.
  5. THIS DETAIL APPLIES TO ALL STORM SEWER INSTALLATION, UNLESS SPECIFICALLY NOTED OTHERWISE.

3 PIPE BEDDING/TRENCH DETAIL  
NOT TO SCALE

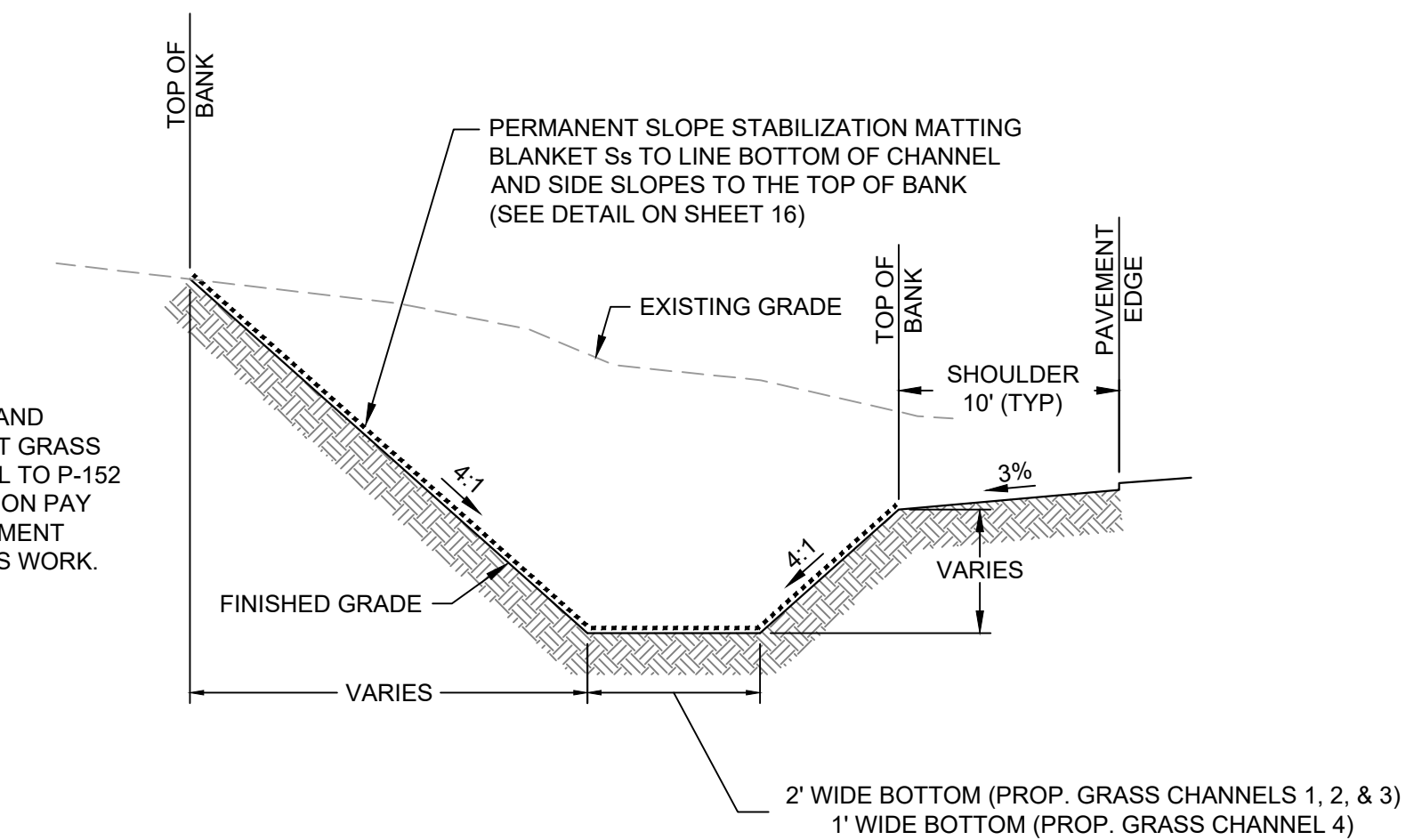


2 STANDARD REINFORCED CONCRETE FLARED END SECTION DETAIL  
NOT TO SCALE

END SECTIONS DIMENSIONS					
DIA.	A	B	C	E	F
15"	6"	2'-3"	3'-10"	2'-6"	6'-1"
18"	9"	2'-3"	3'-10"	3'-0"	6'-1"

**GENERAL NOTES:**

END SECTION TO BE USED ONLY WHERE SHOWN ON PLANS OR AT LOCATIONS AS DIRECTED BY THE ENGINEER. ALL CORNERS TO BE CHAMFERED 1". P-610 CONCRETE SHALL BE USED IN ENDWALLS. FLARED END SECTIONS ARE NORMALLY USED ON PIPE WITH SKEW ANGLES BETWEEN 75° AND 105°.



4 PERMANENT GRASS CHANNEL  
NOT TO SCALE

- NOTES:**
1. COST FOR EXCAVATION AND GRADING OF PERMANENT GRASS CHANNELS IS INCIDENTAL TO P-152 UNCLASSIFIED EXCAVATION PAY ITEM. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS WORK.

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REVISION RECORD	DESCRIPTION	DATE	BY

**PROJECT NAME:**  
 APRON PAVEMENT AND DRAINAGE REHABILITATION - PHASE 2  
 FOR THE  
 JACKSON COUNTY AIRPORT (JCA)  
 CITY OF JEFFERSON, GEORGIA  
**DRAWING TITLE:**  
 STORM DRAINAGE DETAILS - SHEET 1

**PROJ. MGR.:** MRJ  
**DESIGN BY:** BCF  
**DRAWN BY:** CJG  
**PROJ. DATE:** MAY 2020  
**DRAWING NUMBER:**

**20 OF 24**  
 WKD PROJ. NO.:  
 20190358.00.AT

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REVISION	DESCRIPTION	DATE	BY

PROJECT NAME:  
**APRON PAVEMENT AND DRAINAGE REHABILITATION - PHASE 2  
FOR THE  
JACKSON COUNTY AIRPORT (JCA)  
CITY OF JEFFERSON, GEORGIA**

DRAWING TITLE:  
**STORM DRAINAGE DETAILS - SHEET 2**

PROJ. MGR.: MRJ  
DESIGN BY: BCF  
DRAWN BY: CJG  
PROJ. DATE: MAY 2020  
DRAWING NUMBER:

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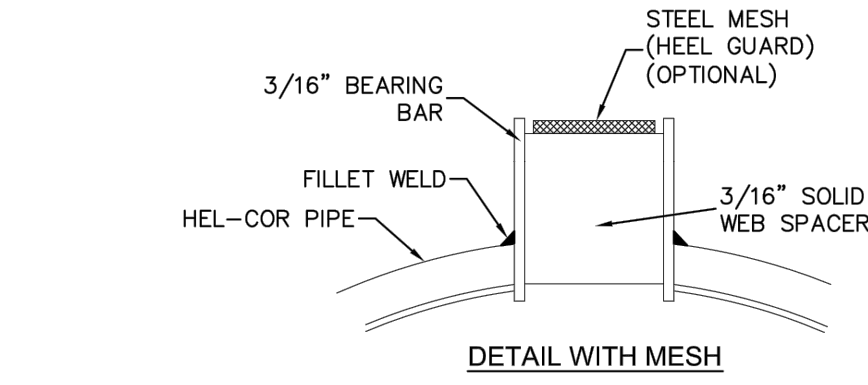
**TABLE 1  
SLOTTED DRAIN GAGE REQUIREMENTS  
FOR HIGHWAY LOADS**

DRAIN DIA (in.)	ASPHALT PAVEMENT	CONCRETE PAVEMENT
12	16	16
15	16	16
18	14	16
21	10	12
24	--	10
30	(2)	(2)
36	(2)	(2)

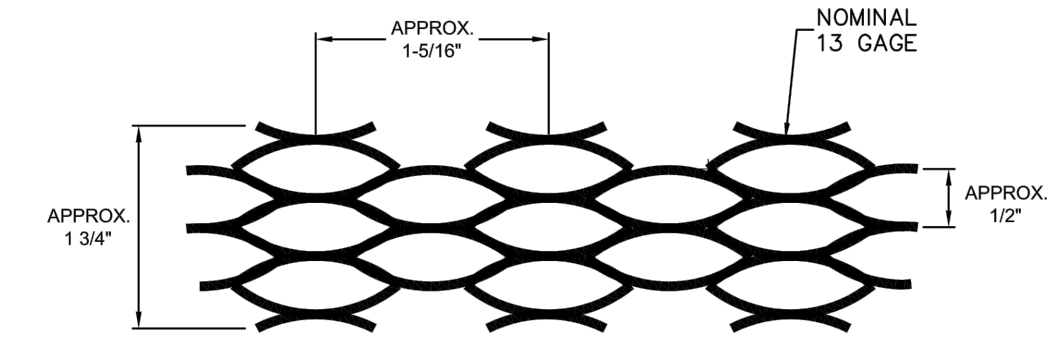
**NOTES:**

- (1) INSTALLATION MUST CONFORM TO STANDARD DETAILS (DRAWING NO. 1008607C) USING 750 PSI MINIMUM HIGH SLUMP CONCRETE BACKFILL.
- (2) REQUIRES REINFORCED CONCRETE PAVEMENT OR A DEEPER GRATE.

**(2) SLOT DRAIN GAGE REQUIREMENTS DETAIL  
NOT TO SCALE**



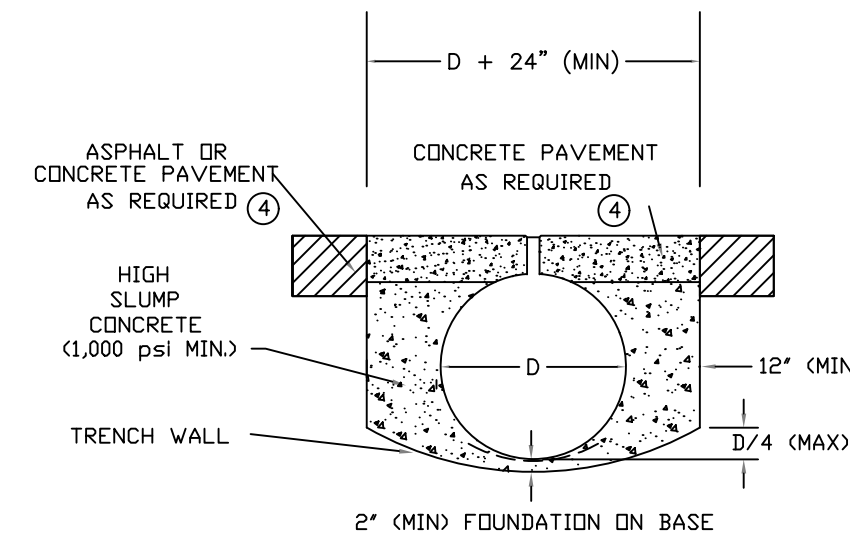
**DETAIL WITH MESH  
STRAIGHT GALVANIZED GRATE**



**SLOTTED DRAIN MESH DETAIL**

NOTE: ALL DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.

**(3) SLOTTED DRAIN MESH DETAIL  
NOT TO SCALE**

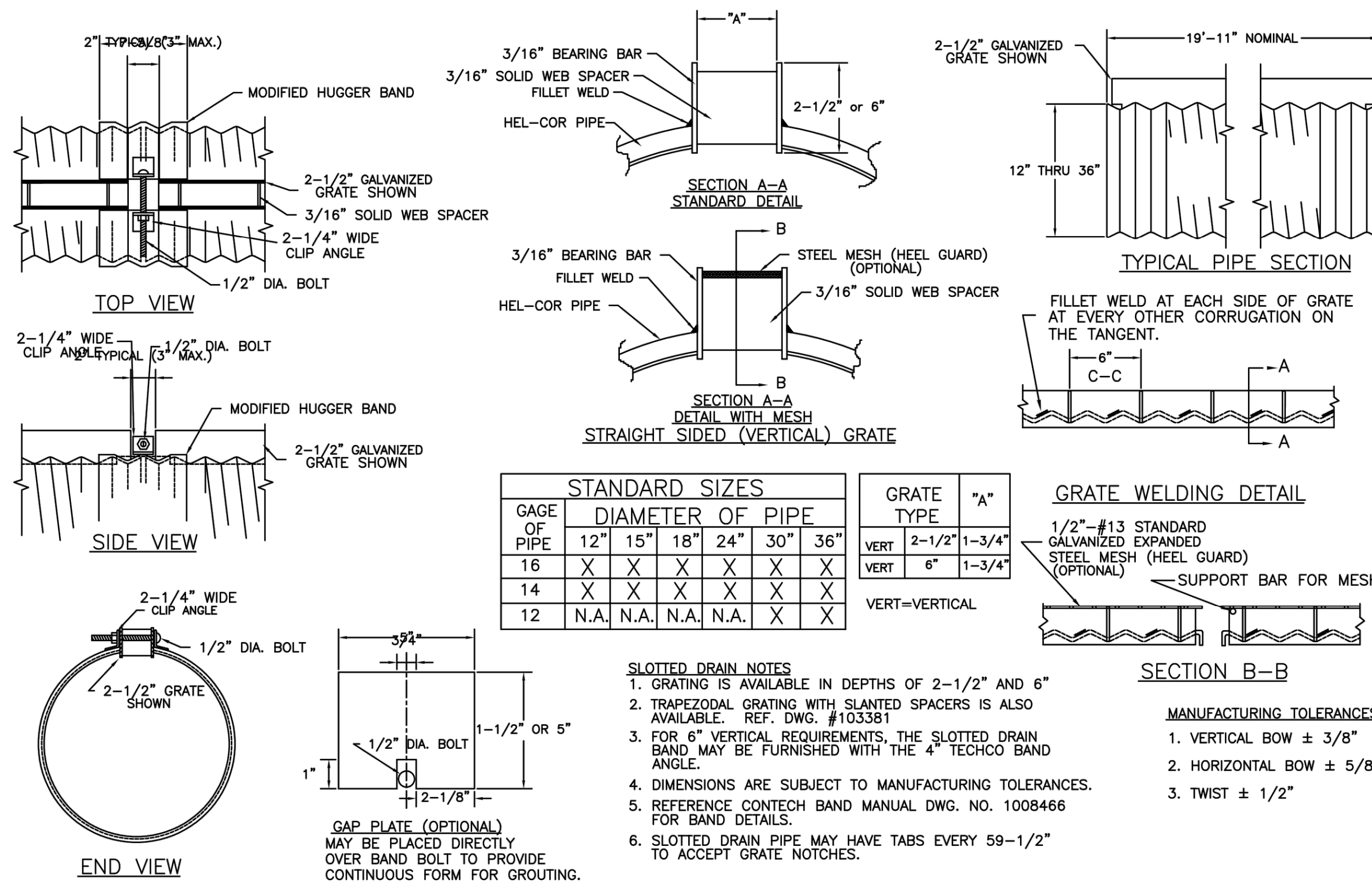


**RIGID OR ASPHALT PAVEMENT**

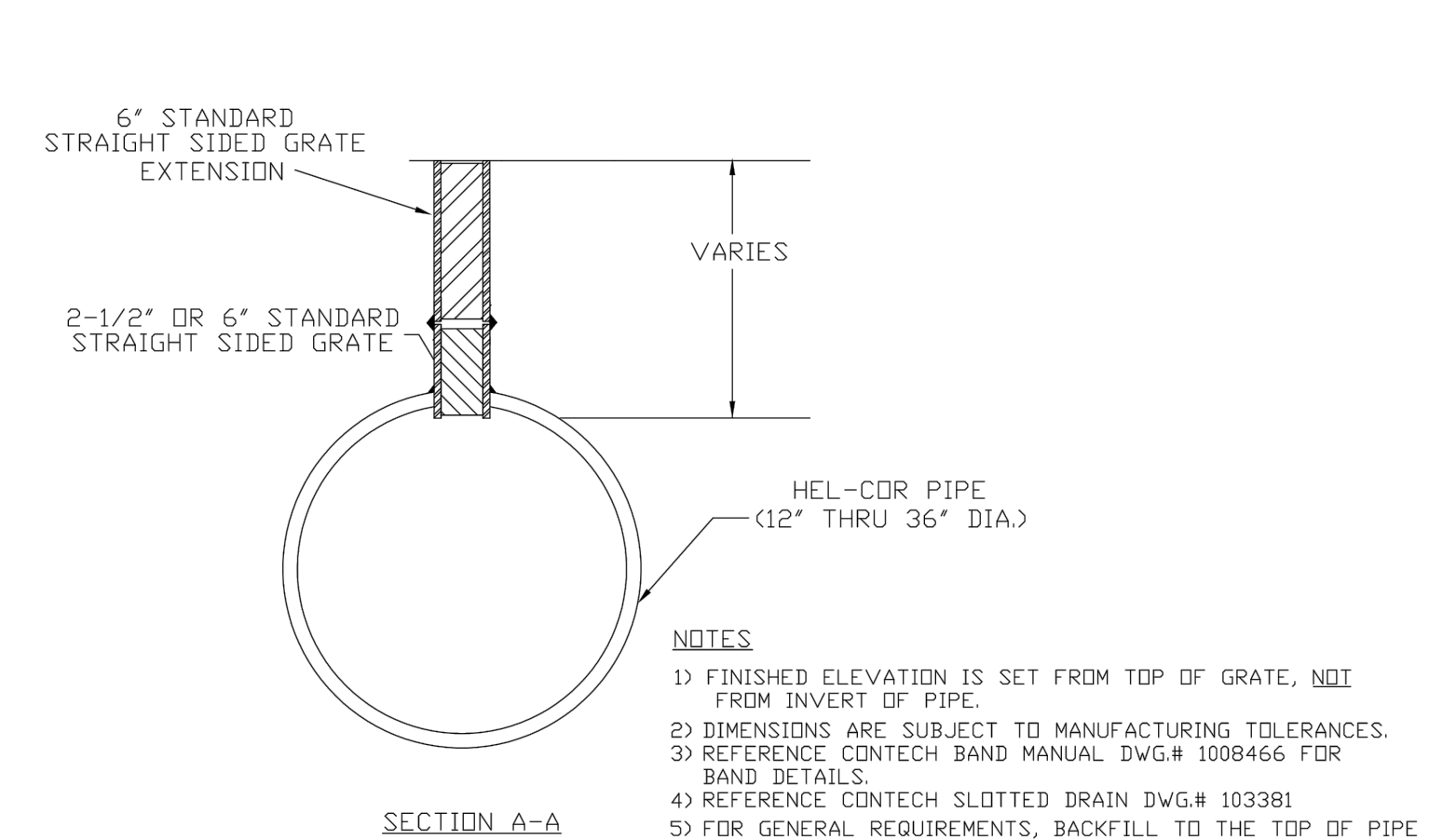
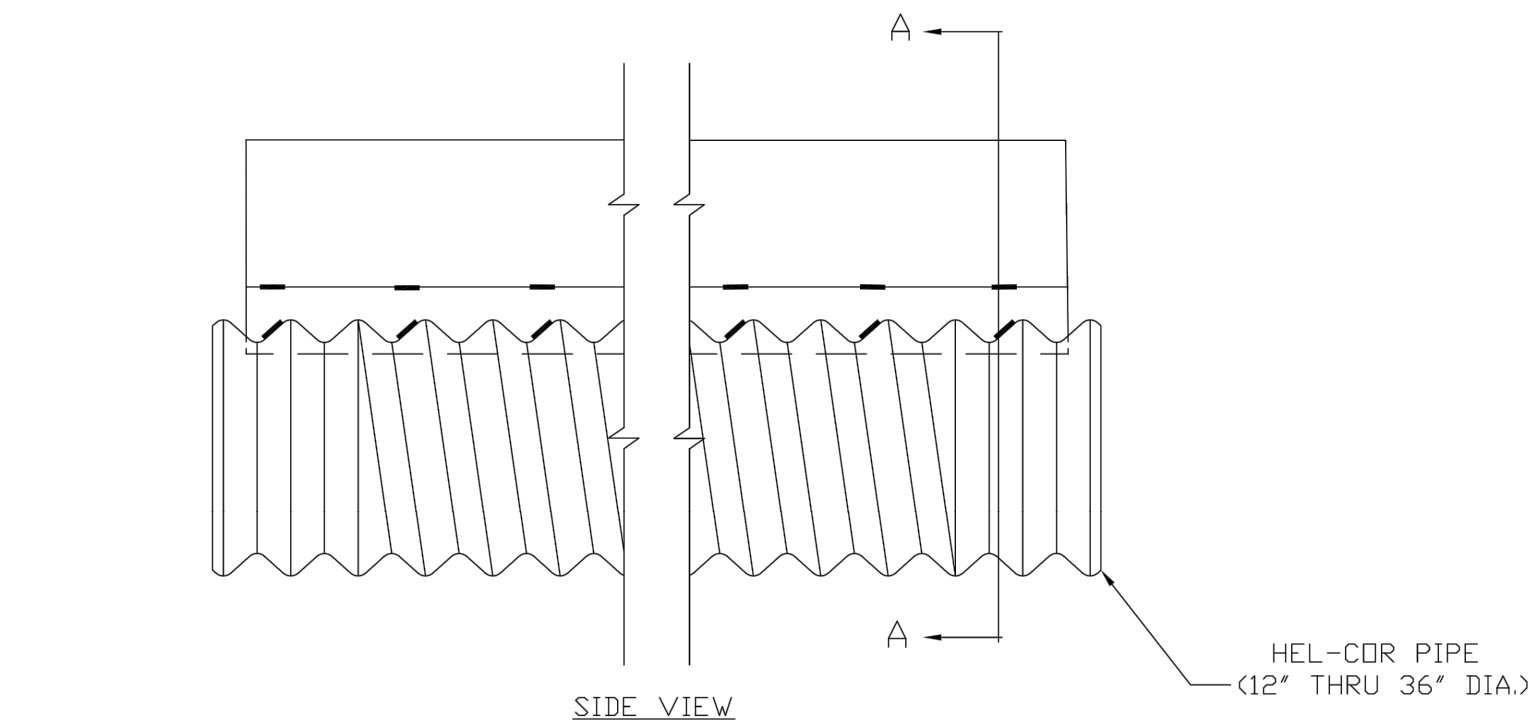
**REQUIREMENTS:**

- (1) 6" MINIMUM GRATE DEPTH, WITH DOUBLE THE STANDARD WELDING TO PIPE AND ANY PLATE EXTENDERS.
- (2) GRATE RECESSED 1/4" MINIMUM BELOW TRAFFIC SURFACE.
- (3) DETAILS APPLY TO AIRCRAFT, OFF HIGHWAY, AND LOADS WHERE TIRE PRESSURES EXCEED 125 PSI. SOME SITE CONDITIONS AND LOADING/DRAIN SIZE COMBINATIONS MAY HAVE ADDITIONAL REQUIREMENTS.
- (4) PAVEMENT AS REQUIRED ELSEWHERE IN THE PROJECT. IF CONCRETE PAVEMENT ELSEWHERE IS REINFORCED, CONTINUE THIS SAME REINFORCEMENT INTO THE SLOTTED DRAIN ZONE. MINIMUM STEEL REINFORCEMENT AS REQUIRED TO MINIMIZE TEMPERATURE CRACKING OF THE CONCRETE IS RECOMMENDED IN THE SLOTTED DRAIN ZONE.

**(1) SLOT DRAIN INSTALLATION DETAIL  
NOT TO SCALE**



**(4) SLOTTED DRAIN STRAIGHT SIDED GRATE DETAIL  
NOT TO SCALE**



- NOTES:**
- FINISHED ELEVATION IS SET FROM TOP OF GRATE, NOT FROM INVERT OF PIPE.
  - DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
  - REFERENCE CONTECH BAND MANUAL DWG.# 1008466 FOR BAND DETAILS.
  - REFERENCE CONTECH SLOTTED DRAIN DWG.# 103381
  - FOR GENERAL REQUIREMENTS, BACKFILL TO THE TOP OF PIPE WITH 1500 PSI GROUT. FOR AIRPORT & HEAVY WHEEL LOADS, 3000 PSI CONCRETE IS REQUIRED.
  - ORDER MUST NOTE IF FOR AIRPORT LOADING FOR SPECIAL WELDING & REINFORCEMENT. REF. DWG. 1008136, SD INSTALLATION, AIRPORT LOADINGS.
  - ADDITIONAL GRATES MAY BE STACKED FOR INCREASED HEIGHT.

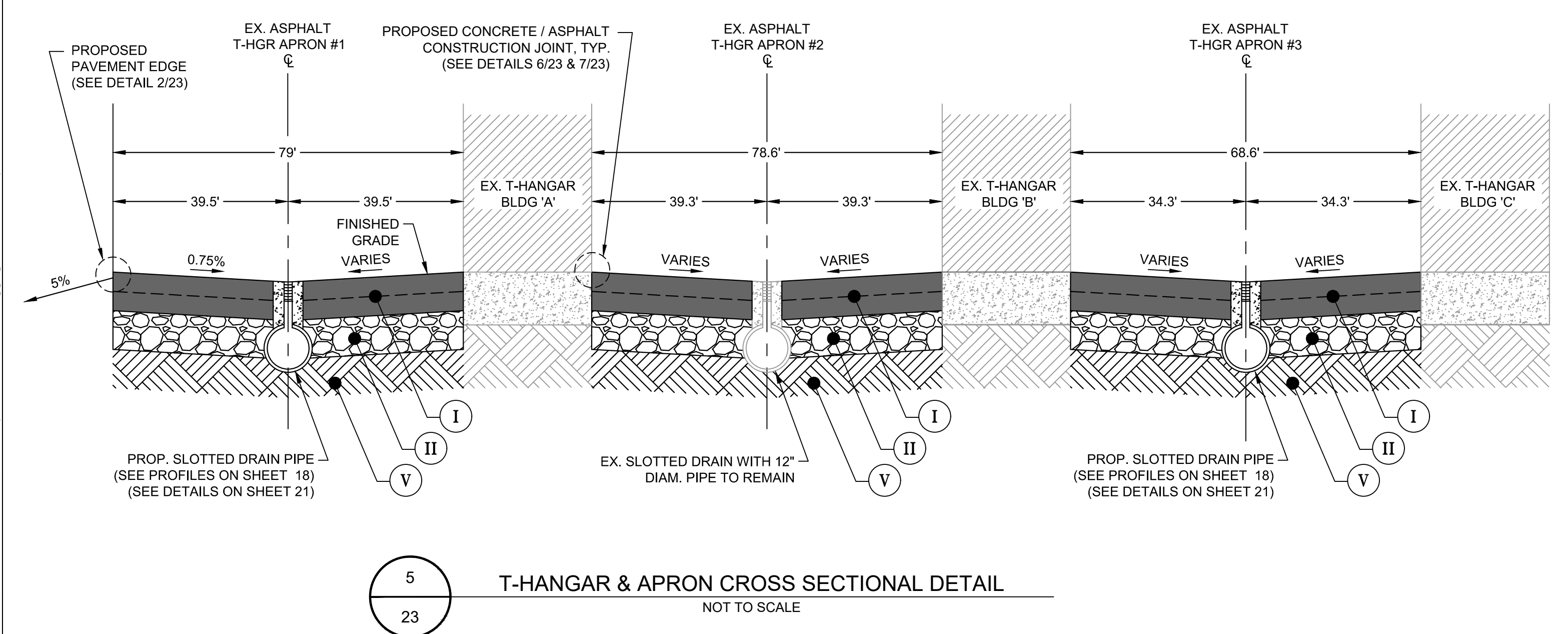
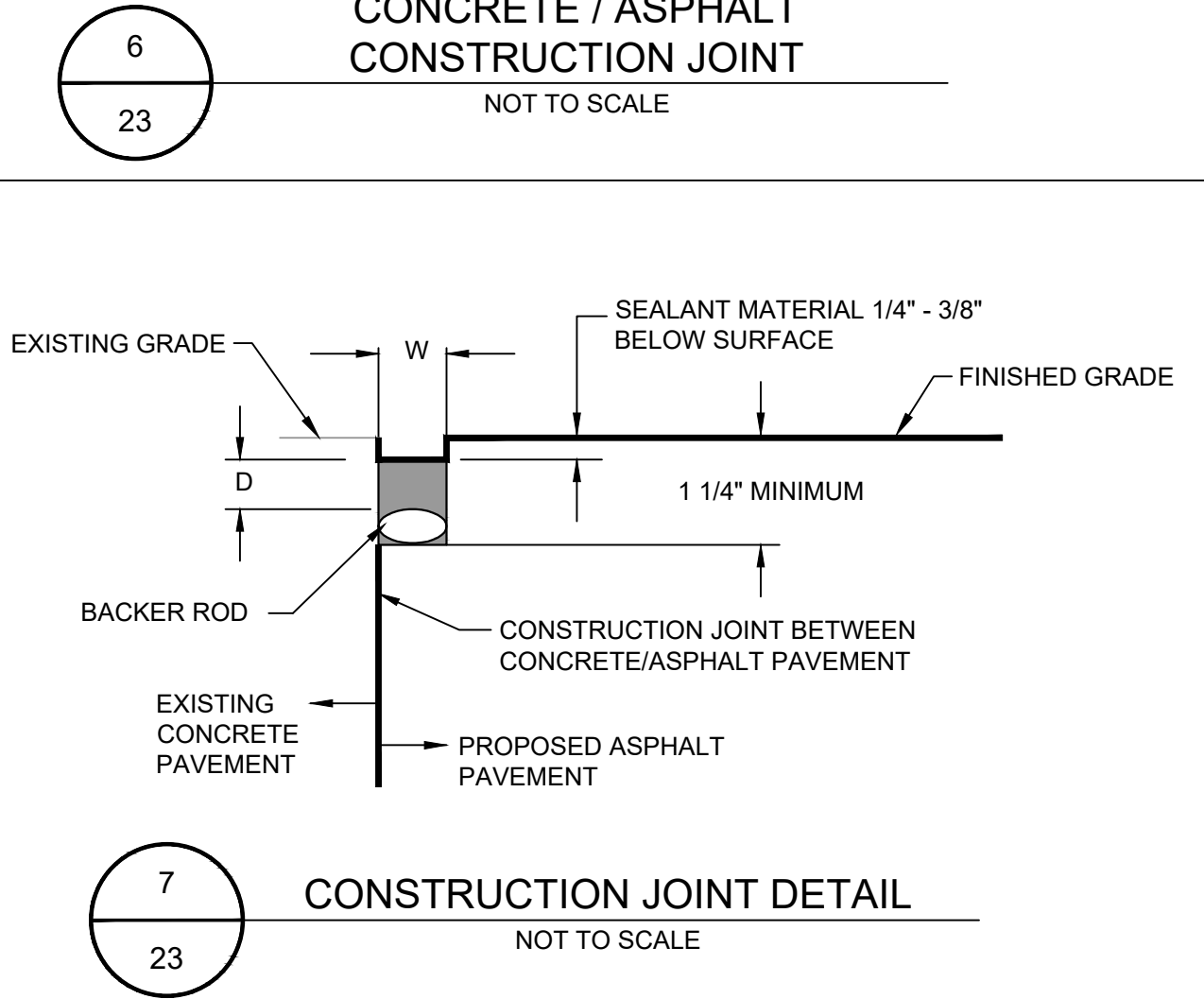
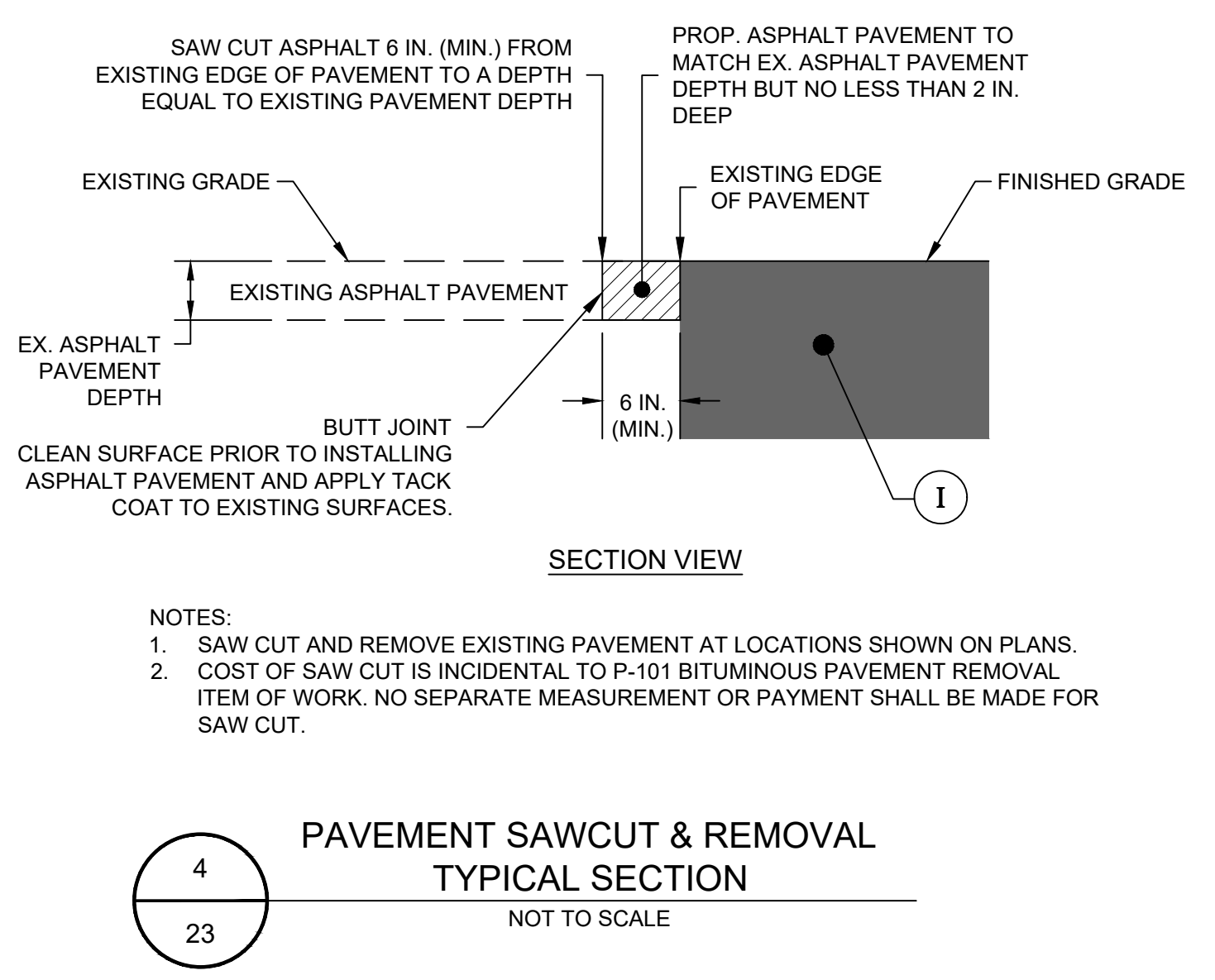
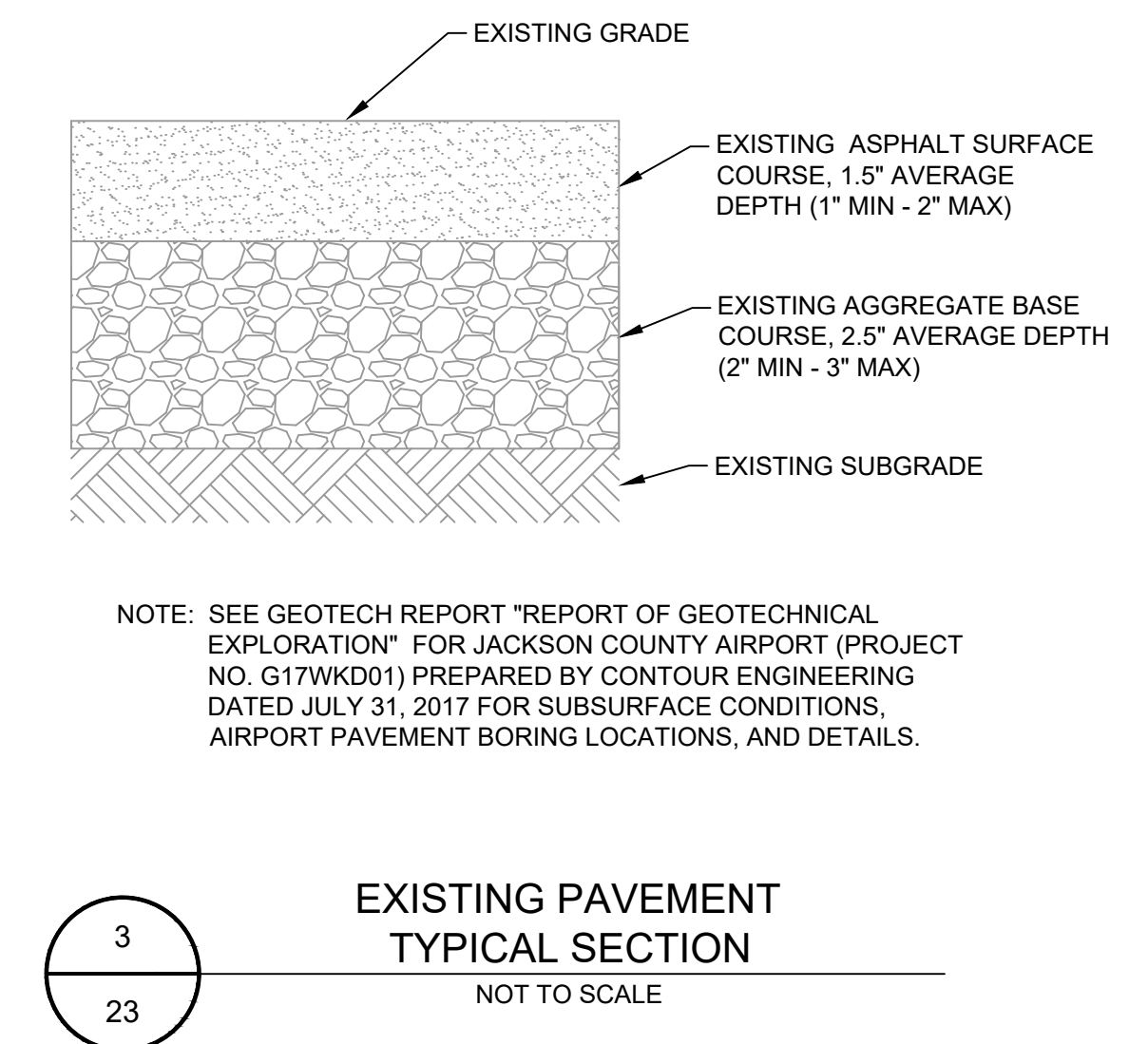
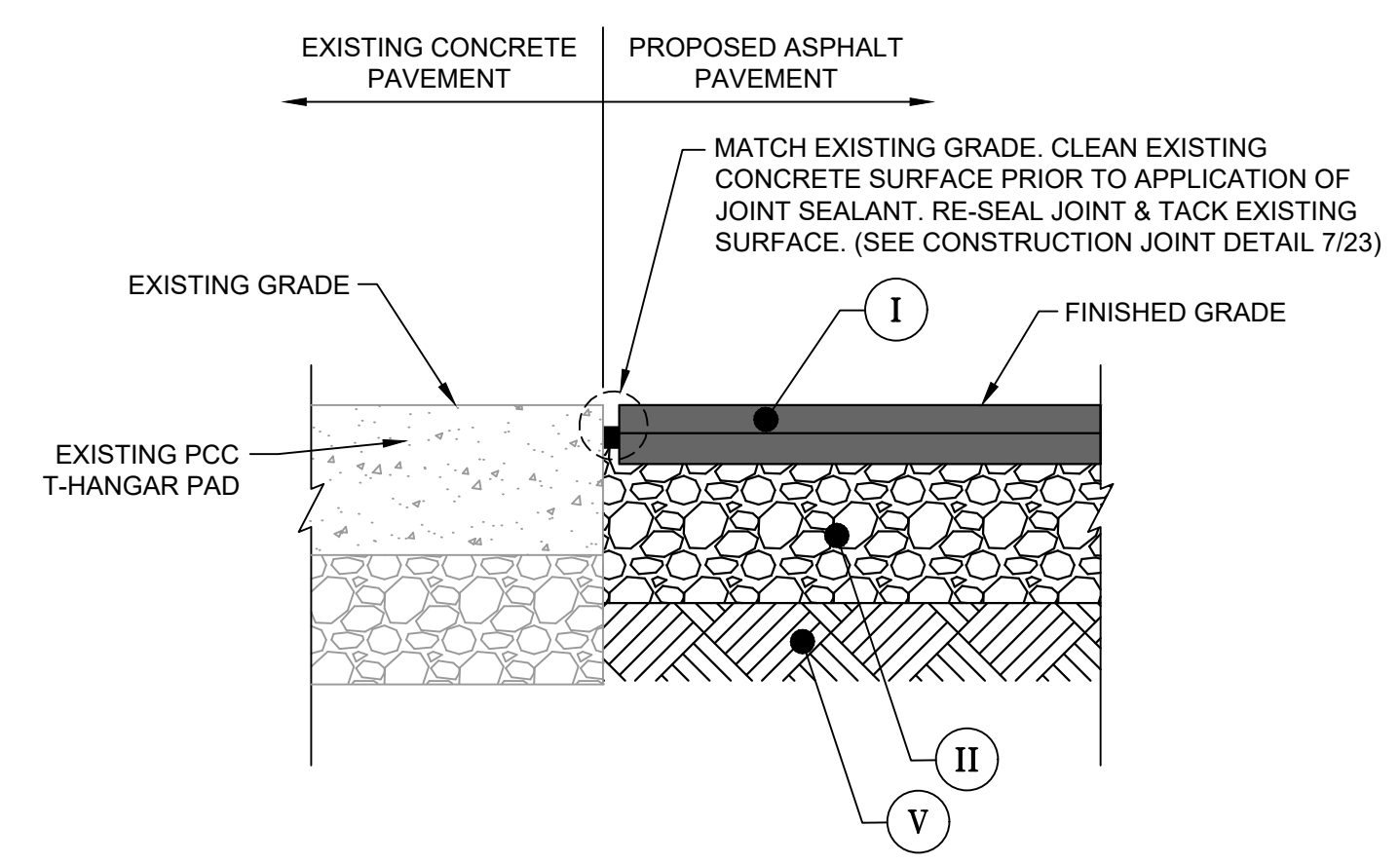
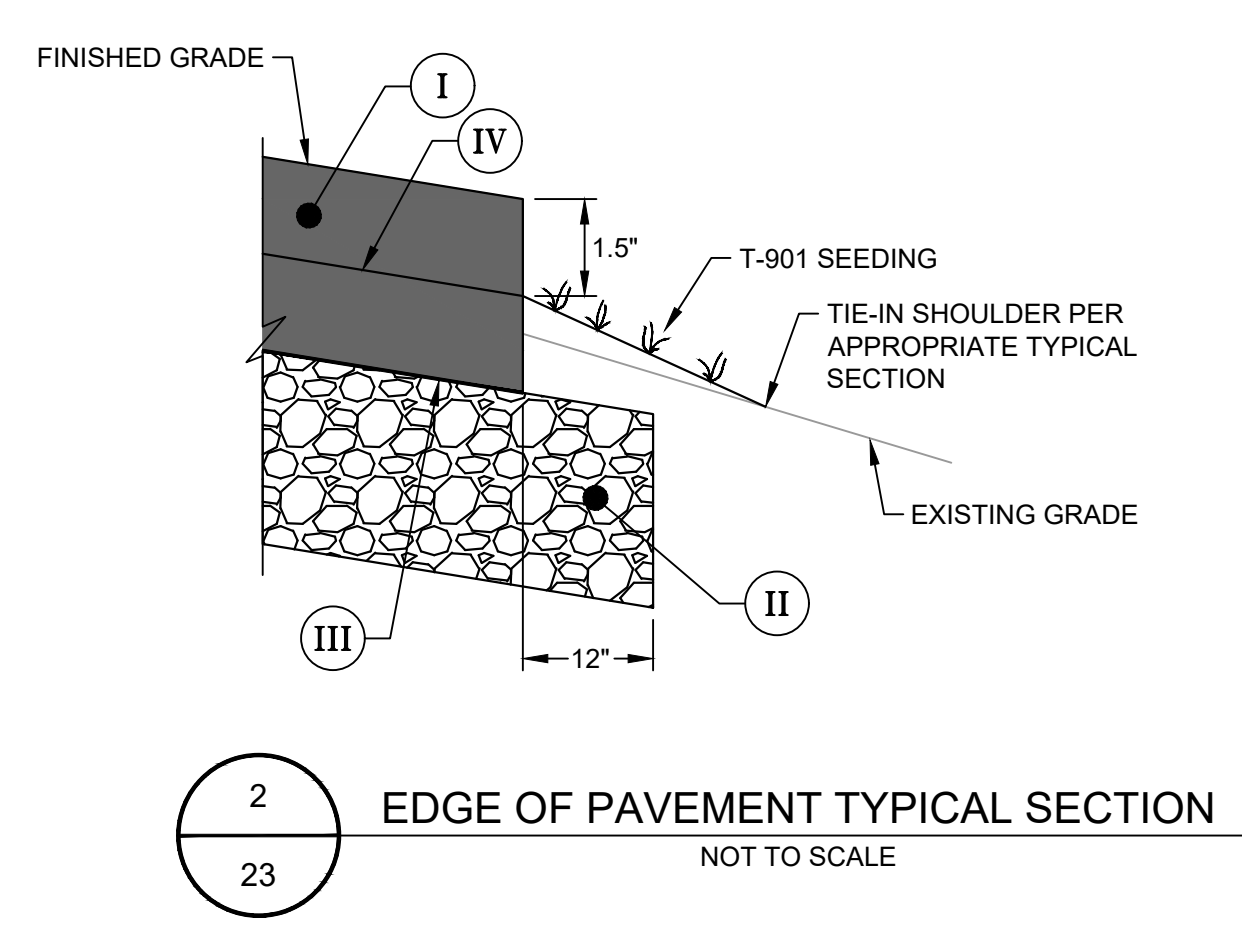
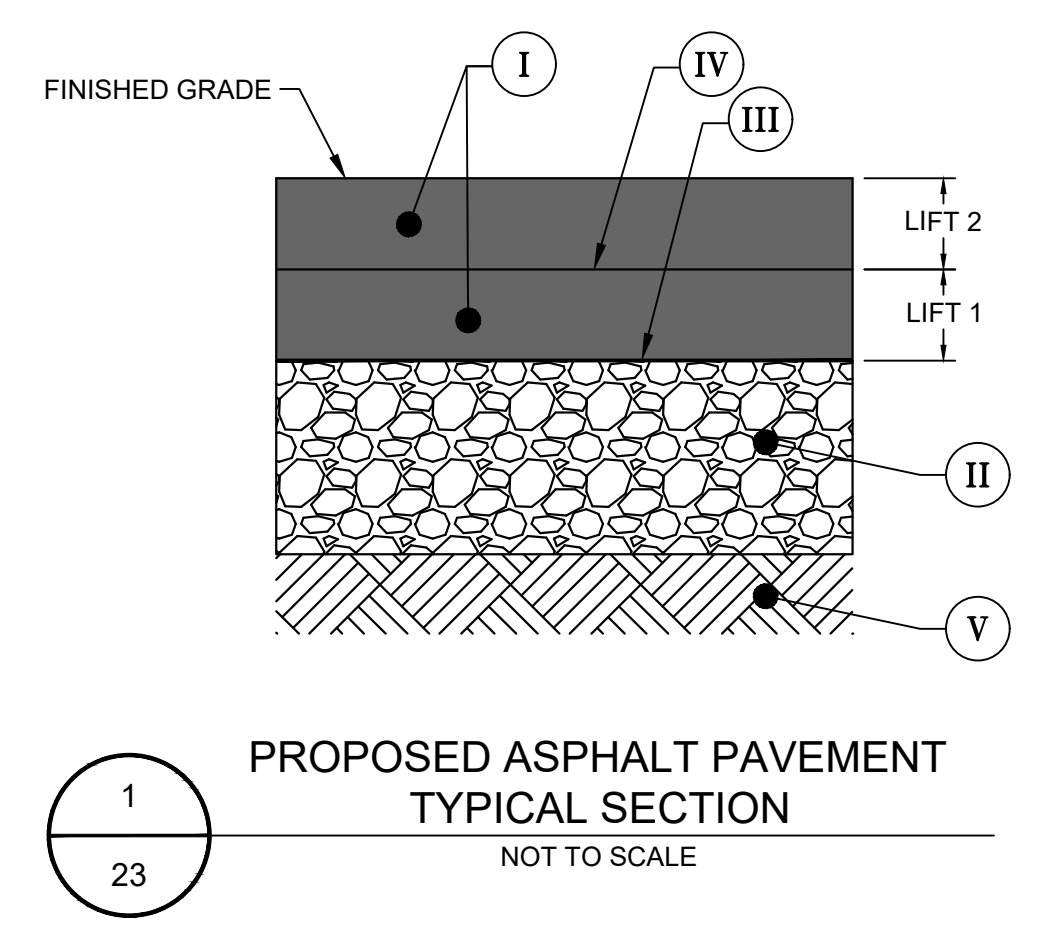
**(5) SLOTTED DRAIN STRAIGHT SLOT  
GRATE EXTENSION DETAIL  
NOT TO SCALE**

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**NOTES:**

- PROPOSED CONCRETE / ASPHALT CONSTRUCTION JOINT TO BE PLACED EVERYWHERE PROPOSED ASPHALT PAVEMENT ABUTS EXISTING CONCRETE PAVEMENT ALONG THE EXISTING HANGAR BUILDING SLABS AND ALONG THE EXISTING SLOTTED DRAIN CONCRETE PAVEMENT. COST OF CONCRETE / ASPHALT CONSTRUCTION JOINT IS INCIDENTAL TO GDOT 402 SPECIFICATION FOR ASPHALT PAVEMENT ITEM OF WORK. NO SEPARATE PAYMENT SHALL BE MADE.
- PROOFROLLING SHALL OCCUR IN THE PRESENCE OF THE GEOTECHNICAL ENGINEER OR HIS/HER REPRESENTATIVE. PROOFROLL THE SUBGRADE WITH A 20 TO 30-TON LOADED TANDEM-AXLE DUMP TRUCK OR OTHER PNEUMATIC-TIRED VEHICLE OF SIMILAR SIZE AND WEIGHT. IF UNSUITABLE SOILS ARE ENCOUNTERED THEN UNDERCUTTING SHALL BE REQUIRED. UNDERCUT SOILS SHALL BE REPLACED WITH STRUCTURAL FILL, CRUSHED STONE, OR STABILIZED IN-PLACE. TYPICAL STABILIZATION SHOULD INCLUDE PARTIAL UNDERCUTTING OF UNSUITABLE SOILS AND REPLACING WITH STRUCTURAL FILL OR CRUSHED STONE UNDERLAIN WITH A GEOGRID, SUCH AS TENSAR TX 140 OR APPROVED EQUAL.
- ANY STRUCTURAL FILL TO BE USED ON SITE SHALL BE EVALUATED AND APPROVED BY THE GEOTECHNICAL ENGINEER. OFF-SITE BORROW MATERIALS MAY BE USED AS STRUCTURAL FILL PROVIDED THAT THEY HAVE A LIQUID LIMIT (LL) NOT EXCEEDING 40 PERCENT AND A PLASTIC INDEX (PI) NOT EXCEEDING 20 PERCENT. AND MOISTURE CONDITIONED TO MAINTAIN A MOISTURE CONTENT WITHIN TWO (2) PERCENTAGE POINTS ABOVE AND BELOW THE OPTIMUM MOISTURE CONTENTS.
- STRUCTURAL FILL SHOULD BE PLACED IN THIN LOOSE LIFTS NOT EXCEEDING 8 INCHES IN THICKNESS AND TESTED BY A SOILS TECHNICIAN TO DETERMINE THE COMPACTION PERCENTAGE. AT A MINIMUM, IN AREAS TO BE PAVED, COMPACT THE UPPER 18 INCHES OF SUBGRADE IN FILL AREAS AND THE UPPER 12 INCHES IN CUT AREAS TO 98 PERCENT OF THE SOIL'S MAXIMUM MODIFIED PROCTOR DENSITY VALUE (ASTM D1557) AND 95 PERCENT OF THE SOIL'S MAXIMUM MODIFIED PROCTOR DENSITY VALUE BELOW THIS LEVEL. FIELD DENSITY TESTING SHOULD BE PERFORMED AS ONE TEST PER LIFT FOR EVERY 10,000 SQUARE FEET.
- SEE SPECIFICATION P-152 FOR COMPACTION REQUIREMENTS.
- SEE GRADING AND DRAINAGE PLAN ON SHEET 17 FOR FURTHER DETAILS ON PAVEMENT GRADES.
- SEE PAVING, MARKING, AND LAYOUT PLAN ON SHEET 22 FOR FURTHER DETAILS ON PAVEMENT DIMENSIONS.

**REQUIRED PAVEMENT (ALL SECTIONS)**

(I)	GDOT 402	BITUMINOUS SURFACE COURSE, 3" THICK, PLACED IN TWO 1.5" LIFTS
(II)	FAA P-209	CRUSHED AGGREGATE BASE COURSE, 6" THICK
(III)	FAA P-602	PRIME COAT
(IV)	FAA P-603	TACK COAT
(V)	FAA P-152	COMPACTED SUBGRADE UNDER PAVEMENT, MINIMUM 98% MODIFIED PROCTOR MAXIMUM DRY DENSITY (ASTM D1557)

REVISION RECORD	DESCRIPTION	DATE	BY

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EXPIRATION DATE 04/14/2021

PROFESSIONAL SEAL

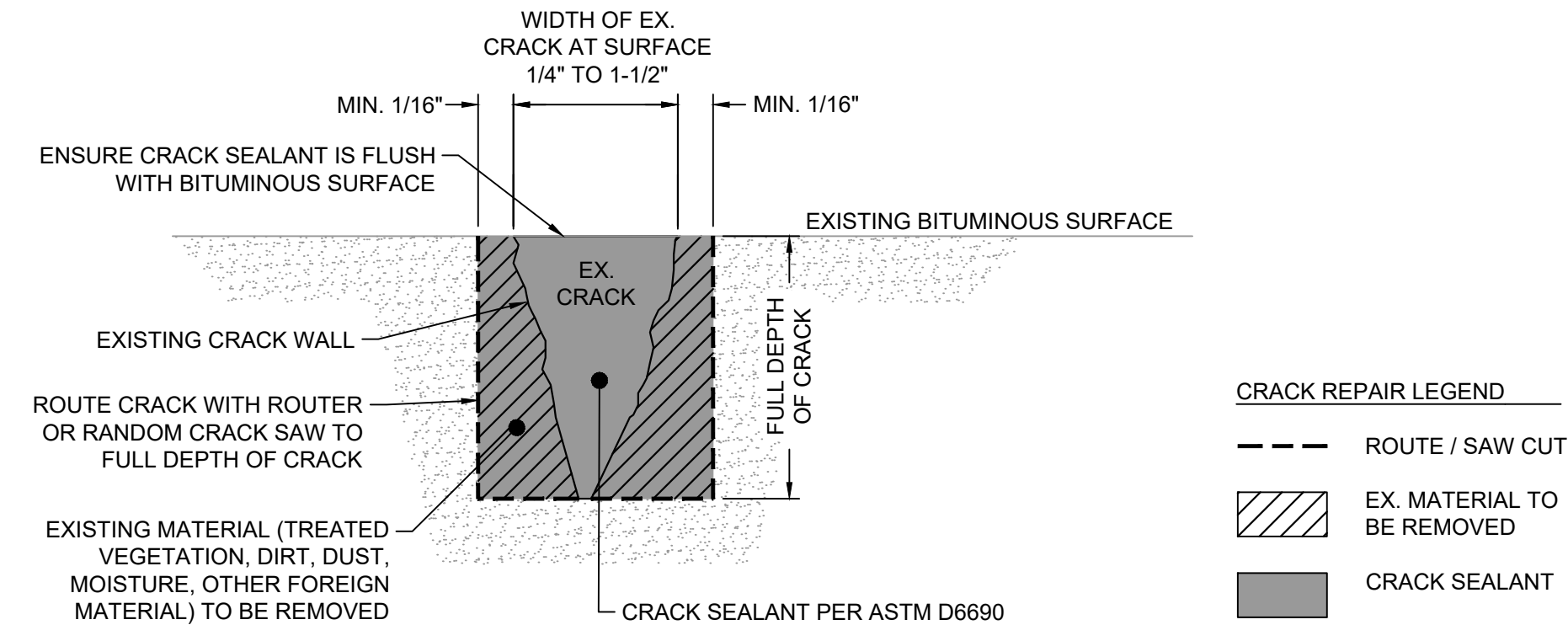
REVISION RECORD	DESCRIPTION	DATE	BY

**PROJECT NAME:**  
APRON PAVEMENT AND DRAINAGE REHABILITATION - PHASE 2  
FOR THE  
JACKSON COUNTY AIRPORT (JCA)  
CITY OF JEFFERSON, GEORGIA

**DRAWING TITLE:**  
MARKING & CRACK REPAIR DETAILS

**PROJ. MGR.:** MRJ  
**DESIGN BY:** BCF  
**DRAWN BY:** C/JG  
**PROJ. DATE:** MAY 2020  
**DRAWING NUMBER:**

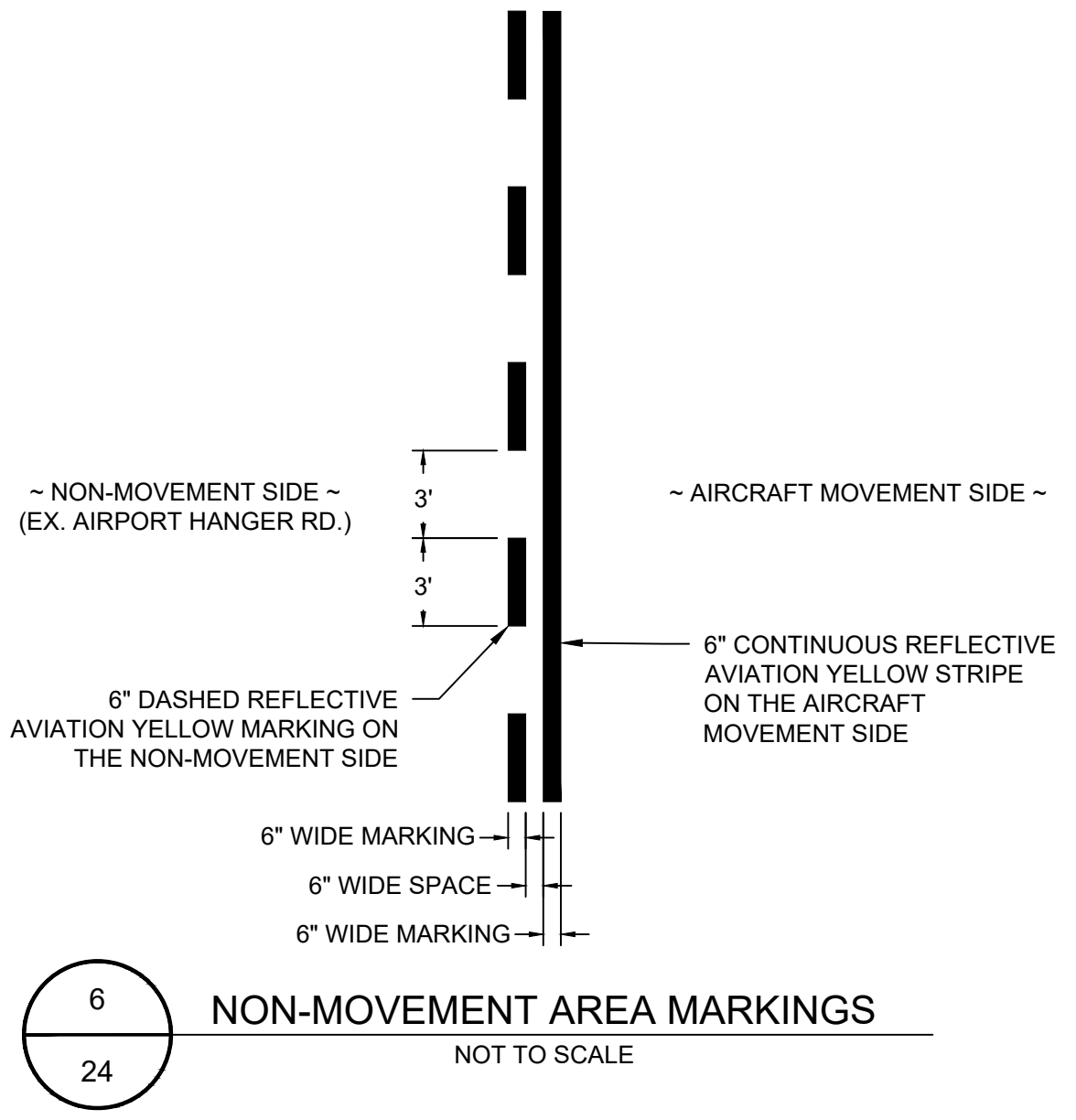
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20190358.00.AT



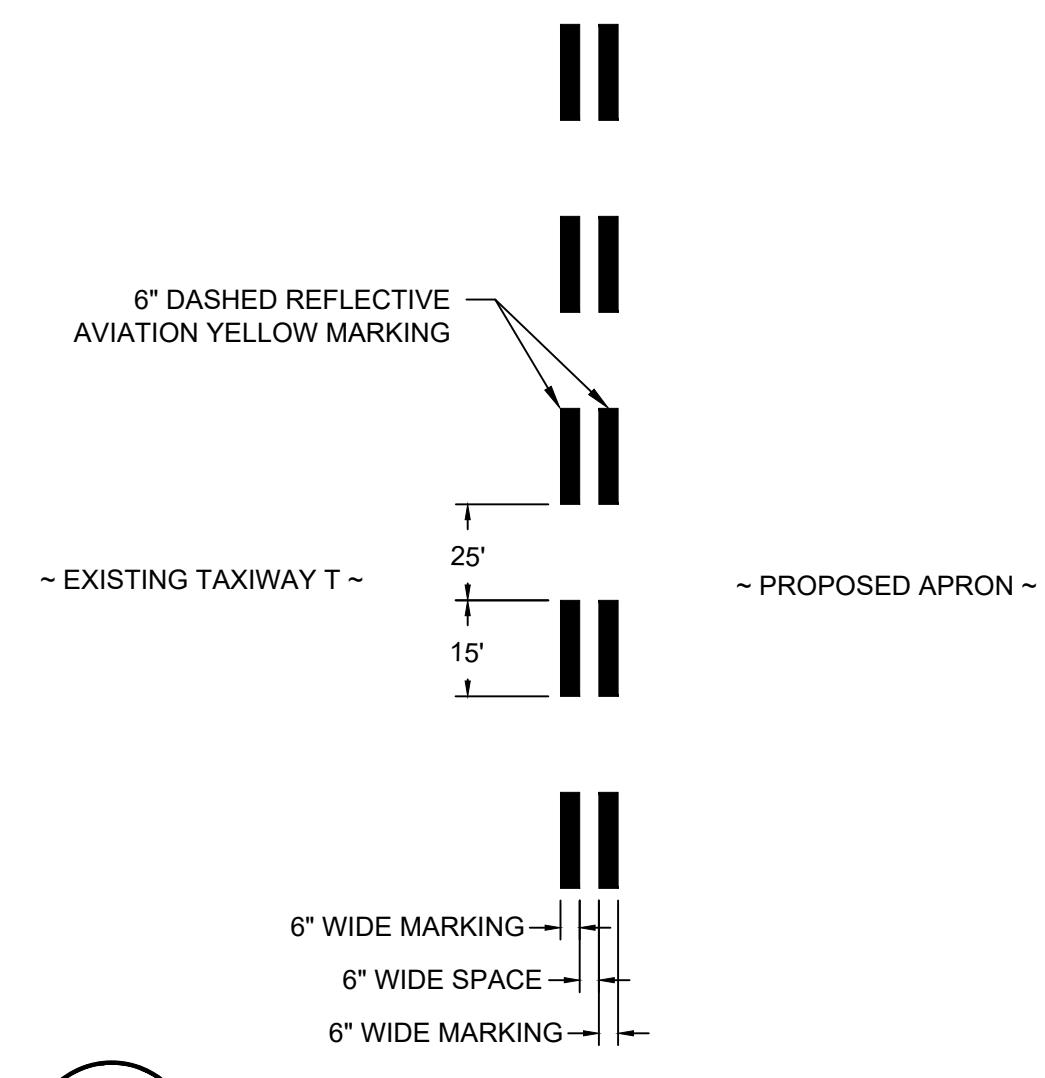
**BITUMINOUS PAVEMENT CRACK REPAIR NOTES:**

- EXISTING CRACKS TO BE REPAIRED SHALL BE CLEANED AND PREPARED AS SPECIFIED IN PROJECT SPECIFICATION P-101 SURFACE PREPARATION.
- REMOVE ALL VEGETATION AND DEBRIS FROM CRACKS TO A MINIMUM DEPTH OF 1 INCH.
- APPLY A CONCENTRATED SOLUTION OF A WATER-BASED HERBICIDE TO EXISTING CRACKS WITH VEGETATION PRIOR TO CRACK REPAIR.
- EXISTING CRACKS LESS THAN 1/4" WIDE MAY BE IGNORED.
- EXISTING CRACKS BETWEEN 1/4" WIDE AND 1-1/2" WIDE MAY BE FILLED WITH A CRACK SEALANT PER ASTM D6690. TO MINIMIZE CONTAMINATION OF THE ASPHALT WITH THE CRACK SEALANT, UNDERFILL THE CRACK SEALANT A MINIMUM OF 1/8", NOT TO EXCEED 1/4". ANY EXCESSIVE CRACK SEALANT ON THE SURFACE OF THE PAVEMENT SHALL BE REMOVED FROM THE PAVEMENT SURFACE. SEE PROJECT SPECIFICATION P-101 SURFACE PREPARATION FOR DETAILS.
- CRACKS GREATER THAN 1-1/2" WIDE AT THE PAVEMENT SURFACE SHALL BE CLEANED BY WIRE BRUSHING OR SANDBLASTING AND AIR BLASTING. CONTIGUOUS BITUMINOUS PAVEMENT THAT IS CRACKED AND DETERIORATED SHALL BE REMOVED TO SOUND PAVEMENT. APPLY TACK COAT TO INSIDE OF CRACK SURFACES AFTER PREPARATION AND CLEANING. THE CRACK SHALL BE OVER-FILLED WITH HOT MIXED ASPHALT AND THEN DENSELY COMPACTED BY METHODS APPROVED BY THE ENGINEER TO A FINISH ELEVATION LEVEL WITH ADJACENT PAVEMENT SURFACES. NO SEPARATE PAYMENT SHALL BE MADE FOR THE TACK COAT OR HOT MIX ASPHALT USED IN THE REPAIR OF CRACKS. THESE MATERIALS ARE CONSIDERED INCIDENTAL TO CRACK REPAIR AND THEIR COST SHALL BE INCLUDED IN THE BID UNIT PRICE FOR P-101 JOINT AND CRACK REPAIR.
- IMMEDIATELY BEFORE SEALING, JOINTS WILL BE BLOWN OUT WITH A HOT AIR LANCE COMBINED WITH OIL AND WATER-FREE COMPRESSED AIR.
- 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.

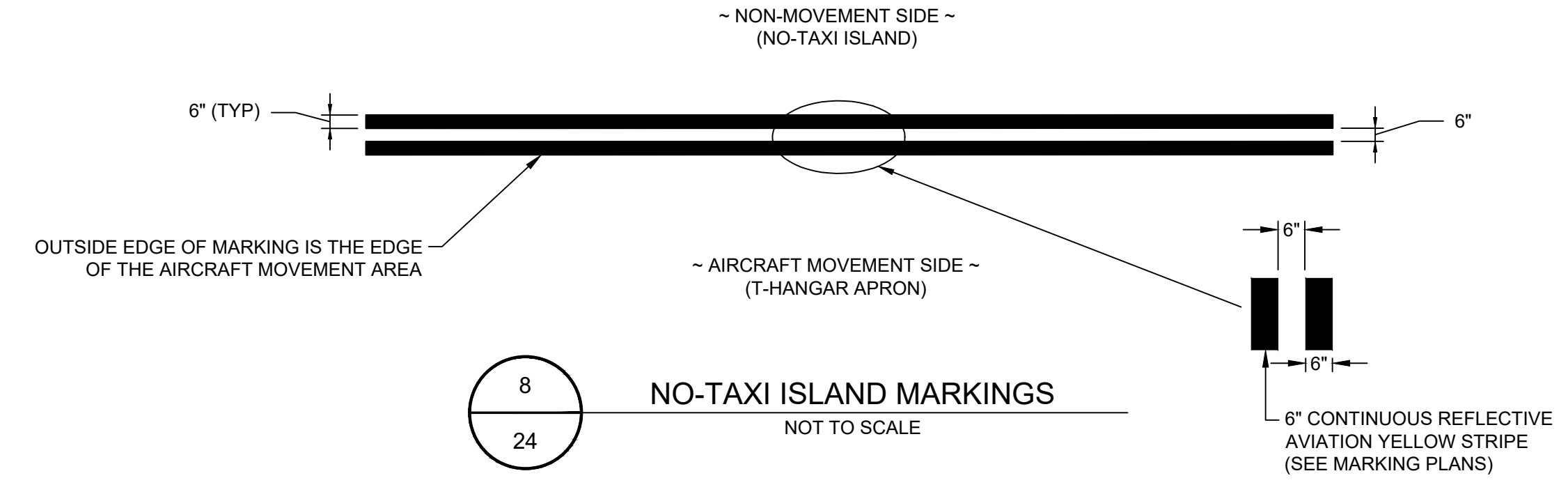
9 TYPICAL PAVEMENT CRACK REPAIR DETAIL  
24 NOT TO SCALE



6 NON-MOVEMENT AREA MARKINGS  
24 NOT TO SCALE



7 DASHED TAXIWAY EDGE MARKINGS  
24 NOT TO SCALE



8 NO-TAXI ISLAND MARKINGS  
24 NOT TO SCALE

**MARKING NOTES:**

- ALL PAVEMENT MARKINGS SHALL CONFORM TO THE CURRENT VERSION OF FAA ADVISORY CIRCULAR 150/5340-1.
- ALL TAXIWAY EDGE MARKINGS, NO-TAXI ISLAND MARKINGS, AND NON-MOVEMENT AREA MARKINGS SHALL BE REFLECTIVE AVIATION YELLOW WITH GLASS BEADS AND MICROBICIDE IN ACCORDANCE WITH SPECIFICATION P-620.

BID DOCUMENTS - NOT FOR CONSTRUCTION