

# GRANT COUNTY/ SILVER CITY AIRPORT SILVER CITY, NEW MEXICO

## CONSTRUCTION PLANS FOR APRON PAVEMENT MAINTENANCE AND SLOT DRAIN

FAA GRANT NAME: SEAL APRON PAVEMENT SURFACE/ PAVEMENT JOINTS

### PROJECT FUNDING:

FAA AIP: 3-35-0039-029-2023

NMAD GRANT NO: SVC-23-01

OWNER/SPONSOR:  
SILVER CITY, NEW MEXICO  
BID NO: B-23-03



VICINITY  
MAP

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ENGINEERS STAMP & SIGNATURE



**Bohannon**  **Huston**  
www.bhinc.com 800.877.5332

GRANT COUNTY/ SILVER CITY AIRPORT  
APRON PAVEMENT MAINTENANCE AND SLOT DRAIN  
COVER

THESE PLANS AND SPECIFICATIONS REFLECT THE FAA  
ADVISORY CIRCULARS IN EFFECT AND PUBLISHED AS OF  
03/10/2023

NOTICE OF EXTENDED PAY PROVISIONS  
THIS CONTRACT ALLOWS THE OWNER TO MAKE PAYMENT WITHIN  
45 DAYS AFTER SUBMISSION OF AN UNDISPUTED REQUEST FOR  
PAYMENT

BHI PROJECT NO. 20230338 DWG NO. G-01 SHEET 1 OF 6

GRANT COUNTY/ SILVER CITY AIRPORT					
APRON PAVEMENT MAINTENANCE AND SLOT DRAIN					
FAA AIP: 3-35-0039-0XX-2023					
NMAD Grant No: SVC-23-01					
BID	SPECIFICATION	ITEM	UNIT	ESTIMATED	FINAL
ITEM	ITEM	DESCRIPTION	UNIT	ESTIMATED	FINAL
NO.	NUMBER		TYPE	QUANTITY	QUANTITY
1	C-105	MOBILIZATION	LS	1	---
2	SP-1	SAFETY PLAN COMPLIANCE	LS	1	---
3	P-605-5.1	JOINT SEALING FILLER	LBS	11900	---
4	P-608-R-8.1	ASPHALT SURFACE TREATMENT	SY	24400	---
5	P-620-5.1	FINAL MARKING	SF	360	---
6	P-620-5.2	REFLECTIVE MEDIA TYPE III	LBS	36	---
7	P-620-5.3	MARKING LAYOUT	LS	1	---
8	D-701-5.1	HDPE SOLID PIPE (10 INCHES - DIAMETER)	LF	107	---
9	D-702-5.1	SLOTTED DRAINS (10 INCHES - DIAMETER)	LF	60	---
10	S-190-6.1	95% PAVEMENT MARKING REMOVAL	SF	170	---



ENGINEER'S SEAL



GRANT INFORMATION			
FAA AIP:	3-35-0039-029-2023	NMAD GRANT NO:	SVC-23-01
BY:		CAPROL OUTLAY GRANT NO:	N/A

REVISIONS			
NO.	DATE	BY	DESIGN
			EP
			MDH
			JUB

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GRANT COUNTY/ SILVER CITY AIRPORT  
APRON PAVEMENT MAINTENANCE AND SLOT DRAIN  
SUMMARY OF QUANTITIES

BHI PROJECT NO.	20230338	DWG NO.	G-02	SHEET	2	OF	6
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SUMMARY OF QUANTITIES

Thu, 13-Apr-2023 5:42 pm, Plotted by: J.BENNETT  
P:\20230338\TRANS\Design\Plan Production\Plans\20230338 - COVER.dwg

GRANT COUNTY SILVER CITY AIRPORT  
APRON PAVEMENT MAINTENANCE AND SLOT DRAIN



GENERAL NOTES

- THE AIRPORT DOES NOT HAVE AN AIR TRAFFIC CONTROL TOWER. ALL AIRCRAFT MOVEMENTS AND FLIGHT OPERATIONS RELY ON AIRCRAFT OPERATORS TO SELF-REPORT THEIR POSITIONS AND INTENTIONS. AIRCRAFT MAY NOT BROADCAST THEIR POSITIONS OR INTENTIONS SO VISUAL CHECKING, RADIO MONITORING, AND SITUATIONAL AWARENESS OF THE SURROUNDINGS IS CRITICAL TO SAFETY. A TWO-WAY AVIATION BAND RADIO CAPABLE OF RECEIVING AND BROADCASTING ON 122.8 MHZ IS REQUIRED IN ACCORDANCE WITH THE CONSTRUCTION SAFETY AND PHASING PLAN.
- EXAMINATION OF PLANS, SPECIFICATIONS, AND SITE. THE BIDDER IS EXPECTED TO CAREFULLY EXAMINE THE SITE OF THE PROPOSED WORK, THE PROPOSAL, PLANS, SPECIFICATIONS, AND CONTRACT FORMS. BIDDERS SHALL SATISFY THEMSELVES TO THE CHARACTER, QUALITY, AND QUANTITIES OF WORK TO BE PERFORMED, MATERIALS TO BE FURNISHED, AND TO THE REQUIREMENTS OF THE PROPOSED CONTRACT. THE SUBMISSION OF A PROPOSAL SHALL BE PRIMA FACIE EVIDENCE THAT THE BIDDER HAS MADE SUCH EXAMINATION AND IS SATISFIED TO THE CONDITIONS TO BE ENCOUNTERED IN PERFORMING THE WORK AND THE REQUIREMENTS OF THE PROPOSED CONTRACT, PLANS, AND SPECIFICATIONS. (REPEATED FROM THE FAA ADVISORY CIRCULAR 150/5370-10H, STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS, GENERAL PROVISIONS 20-06)
- THE CONTRACT HAS AN OVERALL TIME OF PERFORMANCE FOR THE CONTRACT (THE CONTRACT TIME).
  - A NOTICE TO PROCEED WITH CONSTRUCTION WILL BE ISSUED. THE CONTRACT TIME IS FOR THE CONSTRUCTION WORK AND INCLUDES ANY SPECIFICATION REQUIRED PERIODS OF WAITING TIME (SUCH AS THE TIME BETWEEN A SURFACE PAVEMENT OR SEAL COAT AND THE FINAL APPLICATION OF MARKINGS).
- AS PART OF THE BID, THE CONTRACTOR MUST CERTIFY THAT ALL STEEL AND MANUFACTURED GOODS AND PRODUCTS INCORPORATED INTO THIS PROJECT MEET THE BUY AMERICAN CRITERIA OF THE BUY AMERICAN PREFERENCE CONTRACT PROVISION, OR HAVE A WAIVER ISSUED BY THE FAA.
- AS PART OF THE BID, THE BIDDER OR OFFEROR CERTIFIES THAT ALL CONSTRUCTIONS MATERIALS, DEFINED TO MEAN AN ARTICLE, MATERIAL, OR SUPPLY (OTHER THAN AN ITEM OF PRIMARILY IRON OR STEEL); A MANUFACTURED PRODUCT; CEMENT AND CEMENTITIOUS MATERIALS; AGGREGATES SUCH AS STONE, SAND, OR GRAVEL; OR AGGREGATE BINDING AGENTS OR ADDITIVES THAT ARE OR CONSIST PRIMARILY OF: NON-FERROUS METALS; PLASTIC AND POLYMER-BASED PRODUCTS (INCLUDING POLYVINYLCHLORIDE, COMPOSITE BUILDING MATERIALS, AND POLYMERS USED IN FIBER OPTIC CABLES); GLASS (INCLUDING OPTIC GLASS); LUMBER; OR DRYWALL USED IN THE PROJECT ARE MANUFACTURED IN THE U.S. (BIPARTISAN INFRASTRUCTURE LAW, BUILD AMERICA, BUY AMERICA (BABA) ACT)
- THE CONTRACTOR SHALL NOTIFY THE AIRPORT MANAGER/ENGINEER/RPR 4 WORKING DAYS IN ADVANCE OF BEGINNING CONSTRUCTION TO SCHEDULE CONSTRUCTION OBSERVATION AND FOR THE OWNER TO NOTIFY THE FAA. NO WORK SHALL BEGIN UNTIL THE PRE-CONSTRUCTION CONFERENCE HAS BEEN HELD, THE NOTICE TO PROCEED WITH CONSTRUCTION HAS BEEN ISSUED, THE CONTRACTOR PREPARED AIRFIELD SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) HAS BEEN APPROVED BY THE COUNTY, THE AIRPORT MANAGER HAS ISSUED THE NOTAMS, AND ALL AIRFIELD SAFETY TRAINING REQUIREMENTS HAVE BEEN COMPLETED.
- CLAIMS FOR ADJUSTMENT AND DISPUTES. IF FOR ANY REASON THE CONTRACTOR DEEMS THAT ADDITIONAL COMPENSATION IS DUE FOR WORK OR MATERIALS NOT CLEARLY PROVIDED FOR IN THE CONTRACT, PLANS, OR SPECIFICATIONS OR PREVIOUSLY AUTHORIZED AS EXTRA WORK, THE CONTRACTOR SHALL NOTIFY THE RPR IN WRITING OF THEIR INTENTION TO CLAIM SUCH ADDITIONAL COMPENSATION BEFORE THE CONTRACTOR BEGINS THE WORK ON WHICH THE CONTRACTOR BASES THE CLAIM. IF SUCH NOTIFICATION IS NOT GIVEN OR THE RPR IS NOT AFFORDED PROPER OPPORTUNITY BY THE CONTRACTOR FOR KEEPING STRICT ACCOUNT OF ACTUAL COST AS REQUIRED, THEN THE CONTRACTOR HEREBY AGREES TO WAIVE ANY CLAIM FOR SUCH ADDITIONAL COMPENSATION. SUCH NOTICE BY THE CONTRACTOR AND THE FACT THAT THE RPR HAS KEPT ACCOUNT OF THE COST OF THE WORK SHALL NOT IN ANY WAY BE CONSTRUED AS PROVING OR SUBSTANTIATING THE VALIDITY OF THE CLAIM. WHEN THE WORK ON WHICH THE CLAIM FOR ADDITIONAL COMPENSATION IS BASED HAS BEEN COMPLETED, THE CONTRACTOR SHALL, WITHIN 10 CALENDAR DAYS, SUBMIT A WRITTEN CLAIM TO THE RPR WHO WILL PRESENT IT TO THE OWNER FOR CONSIDERATION IN ACCORDANCE WITH LOCAL LAWS OR ORDINANCES.  
NOTHING IN THIS SUBSECTION SHALL BE CONSTRUED AS A WAIVER OF THE CONTRACTOR'S RIGHT TO DISPUTE FINAL PAYMENT BASED ON DIFFERENCES IN MEASUREMENTS OR COMPUTATIONS. (REPEATED FROM THE FAA ADVISORY CIRCULAR 150/5370-10H, STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS, THE GENERAL PROVISIONS 50-16)
- THE CONTRACTOR SHALL HAVE A COMPETENT SUPERINTENDENT ON THE WORKSITE AT ALL TIMES WHO IS FULLY AUTHORIZED TO ACT AS HIS/HER AGENT ON ALL ASPECTS OF THE WORK. THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND THOROUGHLY UNDERSTANDING THE PLANS AND SPECIFICATIONS AND SHALL BE CAPABLE OF COORDINATING ALL CONSTRUCTION ACTIVITIES WITH THE ENGINEER/RPR. THE SUPERINTENDENT SHALL BE FLUENT IN THE ENGLISH LANGUAGE.
- THE CONTRACTOR SHALL HAVE A COPY OF THE CONTRACT, PLANS AND SPECIFICATIONS ON SITE AT ALL TIMES. THE PLANS SHALL BE MAINTAINED TO REFLECT ACTUAL AS-BUILT CONDITIONS.
- ALL PERMITS REQUIRED TO CONSTRUCT THIS PROJECT WILL BE OBTAINED BY THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THE COST OF PERMITTING IN THE CONTRACT BID ITEMS.
- THE CONTRACTOR SHALL NOT INSTALL ITEMS AS SHOWN ON THE PLANS WHEN IT IS OBVIOUS THAT FIELD CONDITIONS ARE DIFFERENT THAN SHOWN IN THE DESIGN. SUCH CONDITIONS SHOULD IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE ENGINEER/RPR. IN THE EVENT THE CONTRACTOR DOES NOT NOTIFY THE ENGINEER/RPR, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY AND EXPENSE FOR ANY REVISIONS NECESSARY.
- WORK PERFORMED WITHOUT THE APPROVAL OF THE ENGINEER/RPR AND WORK NOT IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REJECTION AND WILL REQUIRE REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER/RPR.

- THE CONTRACTOR SHALL PROVIDE SUFFICIENT LABOR AND EQUIPMENT ON THE PROJECT AT ALL TIMES DURING CONSTRUCTION TO COMPLY WITH THE SPECIFICATIONS AND COMPLETE THE WORK ON SCHEDULE.
- COOPERATION BY THE CONTRACTOR.
  - THE OWNER RESERVES THE RIGHT TO CONTRACT FOR AND PERFORM OTHER OR ADDITIONAL WORK ON OR NEAR THE WORK COVERED BY THIS CONTRACT, WHEN SEPARATE CONTRACTS ARE LET WITHIN THE LIMITS OF ANY ONE PROJECT, EACH CONTRACTOR SHALL CONDUCT HIS/HER WORK SO AS NOT TO INTERFERE WITH OR HINDER THE PROGRESS OF COMPLETION OF THE WORK BEING PERFORMED BY OTHER CONTRACTORS.
  - THE CONTRACTOR SHALL ARRANGE HIS/HER WORK AND SHALL PLACE AND DISPOSE OF THE MATERIALS BEING USED SO AS NOT TO INTERFERE WITH THE OPERATIONS OF THE OTHER CONTRACTORS WITHIN THE LIMITS OF THE SAME PROJECT. THEY SHALL JOIN THEIR WORK WITH THAT OF THE OTHERS IN AN ACCEPTABLE MANNER AND SHALL PERFORM IT IN PROPER SEQUENCE TO THAT OF THE OTHERS.
- THE OWNER HAS PREPARED AND THE FAA HAS ISSUED A DETERMINATION ON THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) WHICH IS INCLUDED IN THE PLANS AND SPECIFICATIONS. THE CSPP SPECIFIES NOTICE TO THE OWNER FOR CLOSURES, WORK ZONES, WORK ZONE COMPATIBILITY, TRAVEL ROUTES, MAXIMUM EQUIPMENT AND STOCKPILE HEIGHTS, STOCKPILE LOCATIONS, ETC. ANY CHANGES TO THE CSPP OR FOR THE INSTALLATION OF A BATCH PLANT, ETC. REQUIRES NOTICE TO AND REVIEW AND APPROVAL BY THE FAA. FAA REVIEW TIMES MAY BE 90 DAYS OR LONGER. THE CSPP REQUIRES THE CONTRACTOR TO PREPARE FOR THE OWNER/ENGINEER/RPR'S APPROVAL THE CONTRACTOR'S SAFETY PLAN COMPLIANCE DOCUMENT (SPCD).
- IN ADDITION TO THE SPCD, THE CONTRACTOR SHALL DEVELOP AND IMPLEMENT A COMPREHENSIVE CONSTRUCTION SAFETY PLAN THAT INCORPORATES THE CSPP/SPCD, ALL OSHA, STATE AND LOCAL REQUIREMENTS.
- REQUIREMENTS FOR ACCESS CONTROL, DRIVER TRAINING, AND OTHER REQUIREMENTS FOR AIRPORT ACCESS WILL BE COORDINATED BY THE CONTRACTOR WITH THE AIRPORT MANAGER, PERSONNEL AVAILABILITY AND PAPERWORK FOR THESE REQUIREMENTS SHALL BE PROVIDED BY THE CONTRACTOR.
- SECURITY. ALL EMPLOYEES OF THE CONTRACTOR AND SUB-CONTRACTORS AND MATERIAL PROVIDERS (AT ALL TIERS) WHO ACCESS THE PROJECT SITE SHALL BE LIMITED TO THE DESIGNATED WORK AREAS ON THE AIRFIELD. THE CONTRACTOR SHALL COMPLY WITH ALL AIRPORT SECURITY REQUIREMENTS AS DIRECTED BY THE OWNER, THE FAA, OR TSA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING ACCESS TO THE CONSTRUCTION WORK AREAS AND INSURING THAT AIRPORT SECURITY IS MAINTAINED AT ALL TIMES. THE FAA CAN IMPOSE FINES FOR SECURITY VIOLATIONS AND INCURSIONS INTO ACTIVE AIRCRAFT OPERATIONS AREAS. THE CONTRACTOR SHALL PAY ALL FINES ASSESSED AGAINST THE AIRPORT DUE TO VIOLATIONS CAUSED BY THE CONTRACTOR AND HIS PERSONNEL, SUBCONTRACTOR, MATERIAL SUPPLIERS, AND VENDORS.
- CONTRACTOR SHALL RESTRICT ALL ACTIVITIES TO THE AREA OF CONSTRUCTION. NO RANDOM VEHICULAR OR PEDESTRIAN ACCESS WILL BE ALLOWED OUTSIDE OF THE AREA OF CONSTRUCTION. ANY DAMAGE TO AREAS OUTSIDE OF THE AREA OF CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR BY GRADING, SEEDING AND MULCHING, REPAIRING, OR OTHER MEANS, AS DIRECTED BY THE ENGINEER/RPR. ALL AT THE CONTRACTOR'S EXPENSE. ALL REPAIRS SHALL BE MADE TO THE OWNER'S SATISFACTION.
- THE CONTRACTOR'S ACCESS TO ANY RUNWAY, TAXIWAY, OR APRON SURFACE WILL BE COORDINATED WITH THE AIRPORT MANAGER AND ENGINEER/RPR AND WILL BE LIMITED TO CLOSED OR AVIATION RESTRICTED AREAS.
- THE CONTRACTOR SHALL KEEP SUITABLE EQUIPMENT ON HAND AT THE JOB SITE FOR DUST CONTROL AND SHALL CONTROL DUST CAUSED BY THE CONTRACTOR'S OPERATIONS AS ADDRESSED IN THE CONTRACTOR'S STORM WATER POLLUTION PREVENTION PLAN OR AS DIRECTED BY THE OWNER/ENGINEER/RPR.
- ALL SURVEY CONTROL POINTS, R.O.W./BOUNDARIES MONUMENTS, RUNWAY END POINTS (ON CLOSED RUNWAY ENDS), AND PROPERTY CORNERS IN THE CONSTRUCTION AREA WILL BE DEFINED AND SHALL BE FURTHER MARKED AND PROTECTED BY THE CONTRACTOR DURING THE ENTIRE PROSECUTION OF THE WORK. ANY CONTROL POINTS, RUNWAY END POINTS, OR MONUMENTS WHICH MAY BE DISTURBED OR DESTROYED DURING CONSTRUCTION SHALL BE REFERENCED BY A NEW MEXICO LICENSED SURVEYOR PRIOR TO BEING DISTURBED, AND SHALL BE REPLACED BY SAID SURVEYOR AT THE CONTRACTOR'S EXPENSE UNLESS OTHERWISE SHOWN ON THE PLANS.
- RUNWAY PROTECTION ZONES, SAFETY AREA LIMITS, BUILDING RESTRICTION LINES, AND OTHER AIRFIELD SURFACES ARE FOR AERONAUTICAL REFERENCES ONLY AND ARE NOT DESIGNATED AS CONSTRUCTION CONTROLS UNLESS OTHERWISE DIRECTED.
- CONTRACTOR TO CONDUCT DAILY CLEANUP OF DEBRIS OR SPOILS TO MAINTAIN SAFE AND CLEAN CONSTRUCTION SITE. THE PROJECT WILL NOT BE CONSIDERED COMPLETE UNTIL ALL PAVEMENTS HAVE BEEN SWEEPED CLEAN OF ALL DIRT AND DEBRIS CAUSED BY CONTRACTOR.
- UTILITY LOCATIONS PROVIDED ON THESE DRAWINGS ARE FOR REFERENCE ONLY, AND ARE CONSIDERED APPROXIMATE. THE LOCATIONS ARE BASED ON SURFACE FEATURES AND OTHER AVAILABLE SOURCES. CONTRACTOR IS RESPONSIBLE FOR DETERMINING ACTUAL UTILITY LOCATIONS AND OTHER POTENTIAL HAZARDS. THE CONTRACTOR SHALL NOTIFY NEW MEXICO NM811 (ONE CALL) FOR UTILITY LOCATES IN ACCORDANCE WITH THE NM811 (ONE CALL) PROCEDURES. THE CONTRACTOR SHALL HAND EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ANY OBSTRUCTIONS AND UTILITIES. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER/RPR SO THAT THE CONFLICT CAN BE RESOLVED.

- THE CONTRACTOR SHALL EXERCISE CAUTION TO AVOID DAMAGE TO THE EXISTING UTILITIES INCLUDING FAA FACILITIES AND RELATED POWER CIRCUITS. ANY DAMAGE SHALL BE IMMEDIATELY CORRECTED OR REPLACED TO THE UTILITY OWNER'S SATISFACTION BY THE CONTRACTOR AT NO COST TO THE OWNER.
- THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ANY DAMAGE TO EXISTING PAVING, OR OTHER EXISTING FACILITIES CAUSED BY THE CONTRACTOR'S ACTIONS DURING CONSTRUCTION EXCEPT FOR THOSE ITEMS DESIGNATED FOR REMOVAL ON THE PLANS AND SHALL REPAIR OR REPLACE THE SAME AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER/RPR.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING CONSTRUCTION WATER AND SHALL INCLUDE THE COST OF ALL CONSTRUCTION WATER IN THE APPROPRIATE BID ITEM. NO ADDITIONAL COMPENSATION WILL BE MADE FOR WATER
- THE COST OF HAUL OF ALL MATERIALS IS INCIDENTAL TO THE ITEM REQUIRING HAUL. NO ADDITIONAL PAYMENT WILL BE MADE FOR HAUL.
- DUCT, DRAINAGE STRUCTURES, AND OTHER UNDERGROUND UTILITIES MUST BE INSTALLED PRIOR TO FINAL GRADING WHEN THEY ARE NOT UNDER PAVED AREAS. DUCT, DRAINAGE STRUCTURES, OR OTHER UNDERGROUND UTILITIES WITHIN RUNWAY OR TAXIWAY SAFETY AREAS MUST BE INSTALLED AND THE EXCAVATIONS BACKFILLED AND COMPACTED PRIOR TO FINAL GRADING. DUCT, DRAINAGE STRUCTURES, AND OTHER UNDERGROUND UTILITIES LOCATED UNDER PAVEMENT MUST BE INSTALLED, INSPECTED, AND ACCEPTED; AS THE PAVEMENT STRUCTURAL SECTION IS CONSTRUCTED.
- THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF THEIR WORK FROM RAINFALL, STORM DRAINAGE, OR FLOOD SO THAT IT DOES NOT DELAY CONSTRUCTION OR DAMAGE COMPLETED WORK OR DOWNSTREAM PROPERTIES THROUGHOUT CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND DISPOSAL OF ALL DEMOLITION DEBRIS, CONSTRUCTION WASTE, CONSTRUCTION EQUIPMENT WASTE PRODUCTS (OIL, GAS, TIRES, ETC.), GARBAGE, GRUBBING, EXCESS CUT MATERIAL, VEGETATIVE DEBRIS, MARKING REMOVAL SLURRY, ETC. ANY MATERIAL TO BE SALVAGED SHALL BE IDENTIFIED BY THE OWNER. WORK MATERIALS SHALL BE DISPOSED IN STATE APPROVED DISPOSAL AREAS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ANY PERMITS REQUIRED FOR HAUL OR DISPOSAL OF WASTE PRODUCTS. PROOF OF DISPOSAL IS REQUIRED.
- WATERING, AS REQUIRED FOR CONSTRUCTION AND DUST CONTROL, SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION AND NO MEASUREMENT OR PAYMENT SHALL BE MADE THEREFORE. CONSTRUCTION AREAS SHALL BE WATERED FOR DUST CONTROL IN COMPLIANCE WITH THE SWPPP AND AS DIRECTED BY THE AIRPORT MANAGER/ENGINEER/RPR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND SUPPLYING WATER AS REQUIRED.
- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE REGULATIONS CONCERNING SURFACE AND UNDERGROUND WATER. CONTACT WITH SURFACE WATER BY THE CONTRACTOR'S ACTIVITY AND PERSONNEL SHALL BE MINIMIZED. EQUIPMENT MAINTENANCE AND REFUELING OPERATIONS SHALL BE PERFORMED IN AN ENVIRONMENTALLY SAFE MANNER IN COMPLIANCE WITH GOVERNMENT REGULATIONS.
- THE CONTRACTOR SHALL APPRISE HIMSELF OF ALL AIR POLLUTION CONTROL REGULATIONS AND PERMITTING OF THE STATE PRIOR TO COMMENCING AND PERFORMING THE WORK.
- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE REGULATIONS CONCERNING CONSTRUCTION NOISE AND HOURS OF OPERATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLEANUP AND REPORTING OF SPILLS OF HAZARDOUS MATERIALS ASSOCIATED WITH THE CONSTRUCTION SITE. HAZARDOUS MATERIALS INCLUDE GASOLINE, DIESEL FUEL, MOTOR OIL, SOLVENTS, CHEMICALS, PAINT, ETC. WHICH MAY BE A THREAT TO THE ENVIRONMENT. THE CONTRACTOR SHALL REPORT THE DISCOVERY OF PAST OR PRESENT SPILLS TO THE ENGINEER/RPR, AIRPORT MANAGER, STATE AND EPA IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
- AS THE ANTICIPATED EARTH DISTURBANCE IN THIS CONTRACT IS LESS THAN 1 ACRE, NO NPDES PERMIT IS REQUIRED. SHOULD THE EARTH DISTURBANCE EXCEED 1 ACRE, THE CONTRACTOR SHALL PREPARE AND IMPLEMENT A STORM WATER POLLUTION PREVENTION PLAN AND SHALL PREPARE AND SUBMIT THE NPDES NOTICE OF INTENT (NOI).
- IF THE CONTRACTOR FINDS IT IMPOSSIBLE FOR REASONS BEYOND THEIR OWN CONTROL TO COMPLETE THE WORK WITHIN THE CONTRACT TIME AS SPECIFIED, OR AS EXTENDED IN ACCORDANCE WITH THE PROVISIONS OF THIS PARAGRAPH, THE CONTRACTOR MAY, AT ANY TIME PRIOR TO THE EXPIRATION OF THE CONTRACT TIME AS EXTENDED, MAKE A WRITTEN REQUEST TO THE OWNER FOR AN EXTENSION OF TIME SETTING FORTH THE REASONS WHICH THE CONTRACTOR BELIEVES WILL JUSTIFY THE GRANTING OF THEIR OWN REQUEST. REQUESTS FOR EXTENSION OF TIME, CAUSED BY INCLEMENT WEATHER, SHALL BE SUPPORTED WITH NATIONAL WEATHER BUREAU DATA SHOWING THE ACTUAL AMOUNT OF INCLEMENT WEATHER EXCEEDED WHAT COULD NORMALLY BE EXPECTED DURING THE CONTRACT PERIOD. THE CONTRACTOR'S PLEA THAT INSUFFICIENT TIME WAS SPECIFIED IS NOT A VALID REASON FOR EXTENSION OF TIME. IF THE SUPPORTING DOCUMENTATION JUSTIFY THE WORK WAS DELAYED BECAUSE OF CONDITIONS BEYOND THE CONTROL AND WITHOUT THE FAULT OF THE CONTRACTOR, THE OWNER MAY EXTEND THE TIME FOR COMPLETION BY A CHANGE ORDER THAT ADJUSTS THE CONTRACT TIME OR COMPLETION DATE. THE EXTENDED TIME FOR COMPLETION SHALL THEN BE IN FULL FORCE AND EFFECT, THE SAME AS THOUGH IT WERE THE ORIGINAL TIME FOR COMPLETION. (REPEATED FROM THE FAA ADVISORY CIRCULAR 150/5370-10H, STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS, GENERAL PROVISIONS 80-07.1)



ENGINEER'S SEAL



GRANT INFORMATION		REVISIONS		DESIGN	
BY	DATE	NO.	DATE	DESIGNED BY	DRAWN BY
FAA/RP: 3-35-0039-029-2023				EP	
NMAD GRANT NO: SVC-23-01				MDH	
CAPROL OUTLAY GRANT NO: N/A				JUB	

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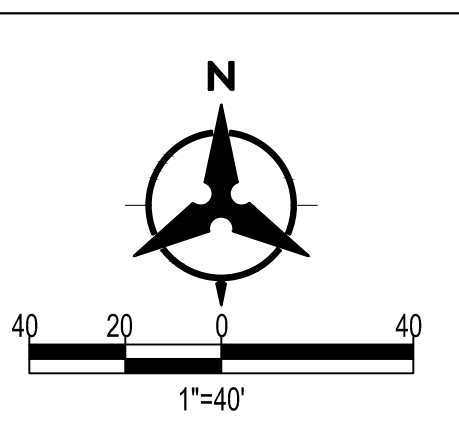
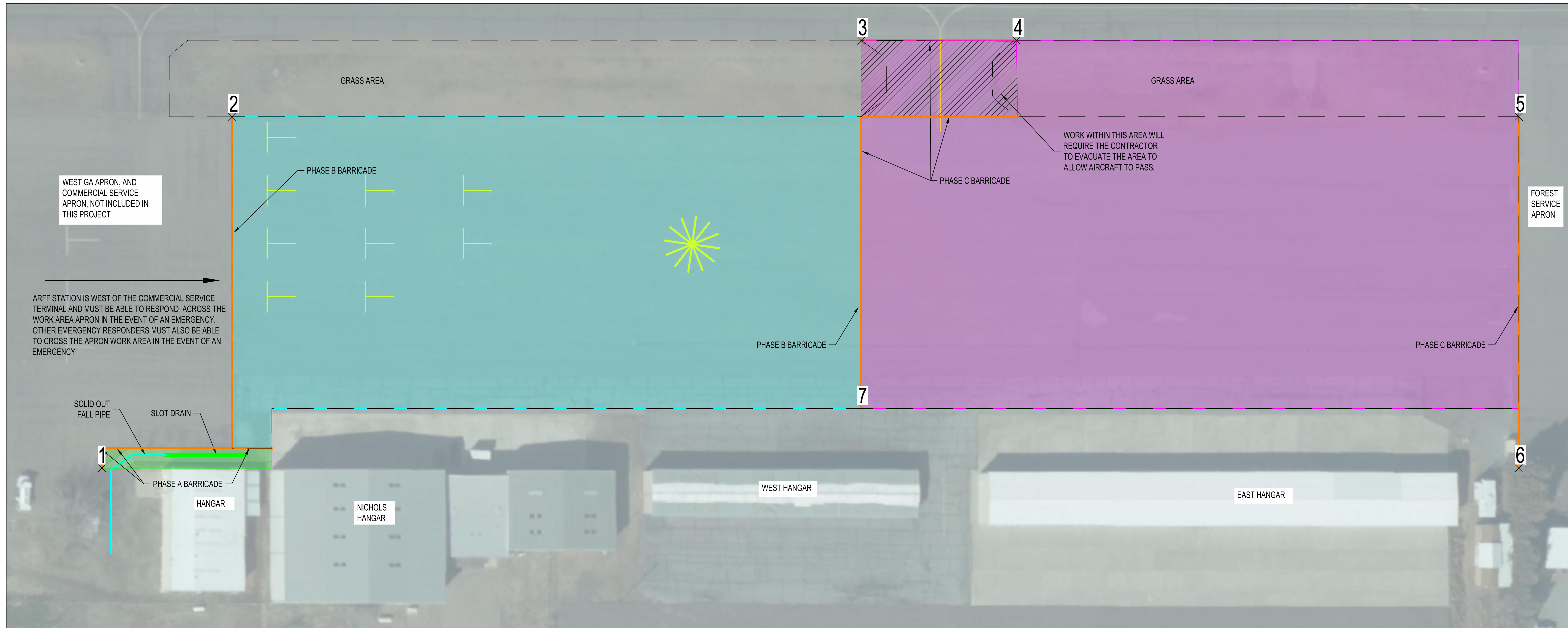


GRANT COUNTY/ SILVER CITY AIRPORT  
APRON PAVEMENT MAINTENANCE AND SLOT DRAIN  
GENERAL NOTES

BHI PROJECT NO.	20230338	DWG NO.	G-03	SHEET	3	OF	6
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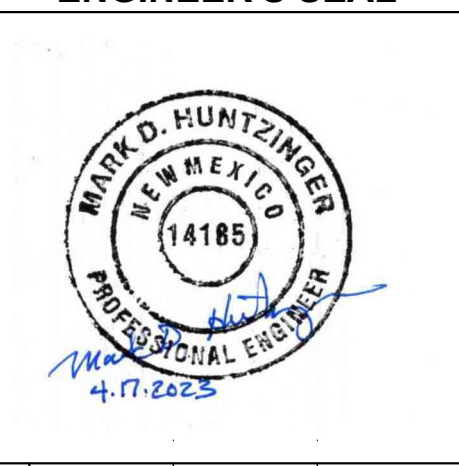
GENERAL NOTES





**811**  
Know what's below.  
Call before you dig.

**ENGINEER'S SEAL**



**GRANT INFORMATION**

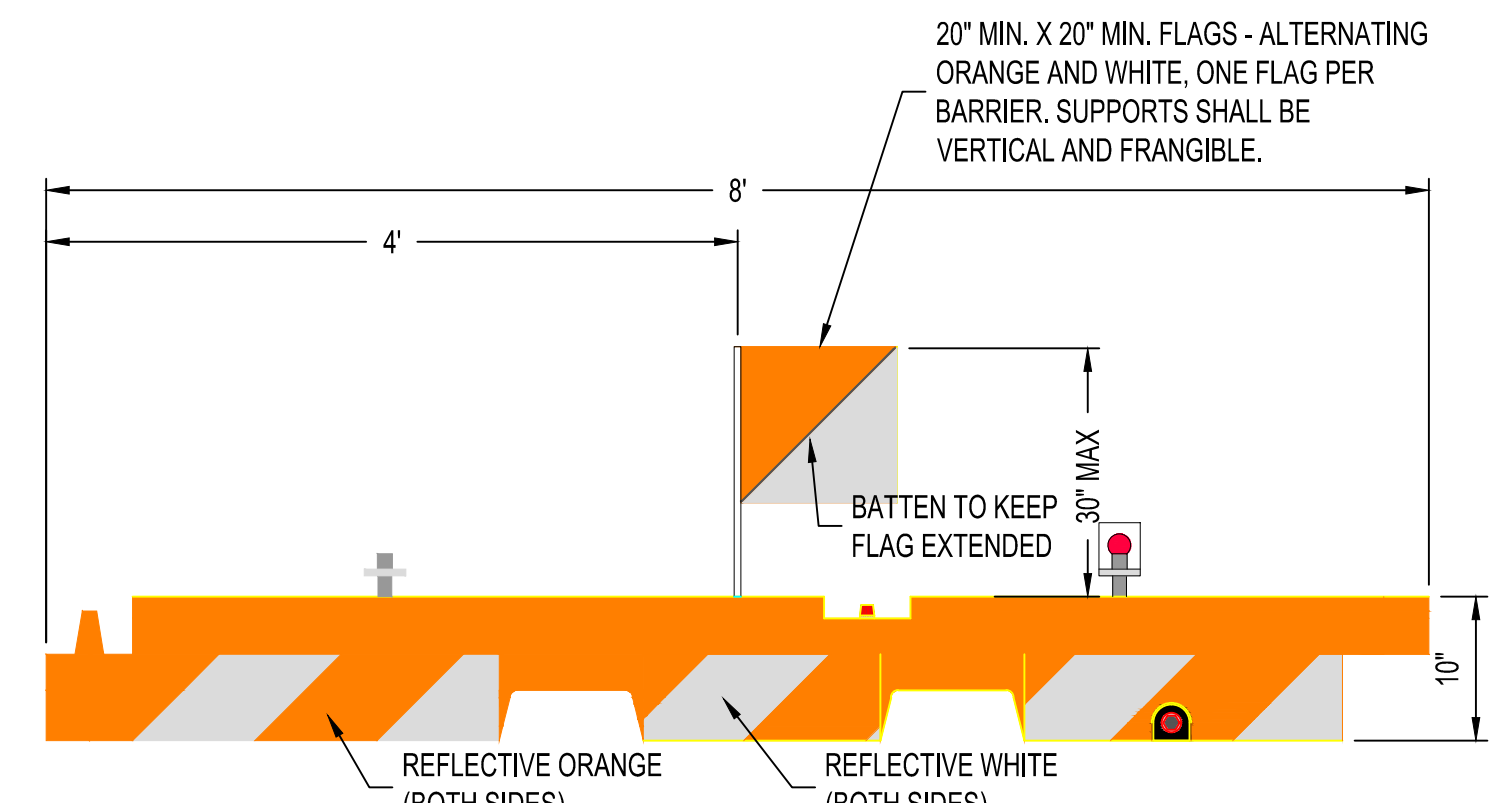
FAA ID:	3-35-0039-029-2023
HAZOP GRANT NO:	SVC-23-01
CAPITAL OUTLAY GRANT NO:	N/A

- GENERAL NOTES:**
- THE PROJECT WILL BE CONSTRUCTED IN 3 PHASES.
  - PHASE A WORK WILL CONSISTS OF THE INSTALLATION OF THE SLOT DRAIN.
  - PHASE B WORK WILL CONSISTS OF MARKING REMOVAL, CRACK SEAL AND SEAL COAT ON THE WEST SIDE OF THE WORK AREA. A PORTION OF THE APRON WILL BE CLOSED FOR THE DURATION OF PHASE B.
  - PHASE C WORK WILL CONSISTS OF MARKING REMOVAL, CRACK SEAL AND SEAL COAT ON THE EAST SIDE OF THE WORK AREA. A PORTION OF THE CONNECTOR TAXIWAY A6 AND A PORTION OF THE APRON WILL CLOSED FOR THE DURATION OF PHASE C.
  - THE AMOUNT OF AREAS FOR PHASE B AND C THAT WILL BE MADE AVAILABLE TO THE CONTRACTOR WILL BE DETERMINED DAILY BY THE AIRPORT MANAGER IN CONSULTATION WITH THE CONTRACTOR/ENGINEER/RPR.
  - THE CONTRACTOR IS REQUIRED TO CLEAN THE APRON WORK AREA PRIOR TO THE CLOSE OF EACH DAY.
  - SWEEPING OF THE APRON WILL NOT BE ALLOWED 15 MINUTES PRIOR TO A SCHEDULED AIRCRAFT ARRIVAL OR DEPARTURE. SWEEPING WILL NOT OCCUR WHEN AIRCRAFT ARE ON TAXIWAY A IN THE VICINITY OF THE APRON WORK AREA.
  - THE CONTRACTOR EQUIPMENT PARKING AND MATERIAL STORAGE WILL BE OUTSIDE OF THE AIRPORT FENCE AND THE LOCATION WILL BE DETERMINED AT THE PRECONSTRUCTION CONFERENCE.
  - CONTRACTOR ACCESS TO THE APRON WILL BE VIA AN EXISTING AIRPORT GATE.

- ALL PERSONS ON THIS PROJECT WILL BE REQUIRED TO ATTEND A ONE HOUR AIRPORT SAFETY AND DRIVING CLASS.
- THE CONTRACTOR SHALL MONITOR THE TRANSCEIVER RADIOS AT ALL TIMES. GRANT COUNTY AIRPORT GROUND FREQUENCY IS 122.8 MHZ.
- THE MAXIMUM HEIGHT OF EQUIPMENT AND STOCKPILE MATERIAL IS 25'.
- NO TEMPORARY MARKINGS WILL BE USED FOR THIS PROJECT.

**LEGEND**

PHASE A	
PHASE B	
PHASE C	
AIRCRAFT ALLOWED TO PASS	



1  
G-04  
LOW PROFILE BARRICADE DETAIL  
N.T.S.

- LOW-PROFILE BARRICADE NOTES**
- THE CONTRACTOR IS REQUIRED TO PROVIDE, INSTALL, MAINTAIN THE LOW-PROFILE BARRICADES.
  - PLACE BARRICADES AS INDICATED IN THE CSPP PLAN OR AS DIRECTED BY THE RPROWNER, SPACING PER THE CSPP.
  - LIGHTS ARE MOUNTED TO AND SPACED ALONG THE BARRICADES AT INTERVALS OF NOT LESS THAN 10 FEET.
  - BARRICADES MAY BE SUPPLEMENTED WITH ALTERNATING ORANGE AND WHITE FLAGS AT LEAST 20 BY 20 INCH (50 BY 50 CM) SQUARE AND SECURELY FASTENED TO ELIMINATE FOD.
  - ALL BARRICADES ADJACENT TO ANY OPEN RUNWAY OR TAXIWAY / TAXILANE SAFETY AREA, OR APRON MUST BE AS LOW AS POSSIBLE TO THE GROUND, AND NO MORE THAN 18 INCHES HIGH, EXCLUSIVE OF SUPPLEMENTARY LIGHTS AND FLAGS.
  - BARRICADES MUST BE OF LOW MASS; EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS; AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE TO PREVENT DISPLACEMENT FROM PROP WASH, JET BLAST, WING VORTEX, AND OTHER SURFACE WIND CURRENTS.
  - IF AFFIXED TO THE SURFACE, THEY MUST BE FRANGIBLE AT GRADE LEVEL OR AS LOW AS POSSIBLE, BUT NOT TO EXCEED 3 INCH (7.6 CM) ABOVE THE GROUND.
  - DETAIL IS FOR A COMMERCIAL AVIATION BARRICADES. OTHER TYPES MAY BE USED.

**COORDINATES TABLE**

PT #	LATITUDE	LONGITUDE	ELEV. (FT)
1	32°37'50.77"N	108° 9'15.38"W	5374
2	32°37'53.39"N	108° 9'14.34"W	5379
3	32°37'53.97"N	108° 9'8.80"W	5376
4	32°37'53.98"N	108° 9'7.39"W	5375
5	32°37'53.41"N	108° 9'2.98"W	5371
6	32°37'50.80"N	108° 9'2.98"W	5370
7	32°37'50.93"N	108° 9'8.50"W	5370

NOTICE OF EXTENDED PAY PROVISIONS  
THIS CONTRACT ALLOWS THE OWNER TO MAKE PAYMENT WITHIN 45 DAYS AFTER SUBMISSION OF AN UNDISPUTED REQUEST FOR PAYMENT



**GRANT COUNTY/ SILVER CITY AIRPORT  
APRON PAVEMENT MAINTENANCE AND SLOT DRAIN  
CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)**

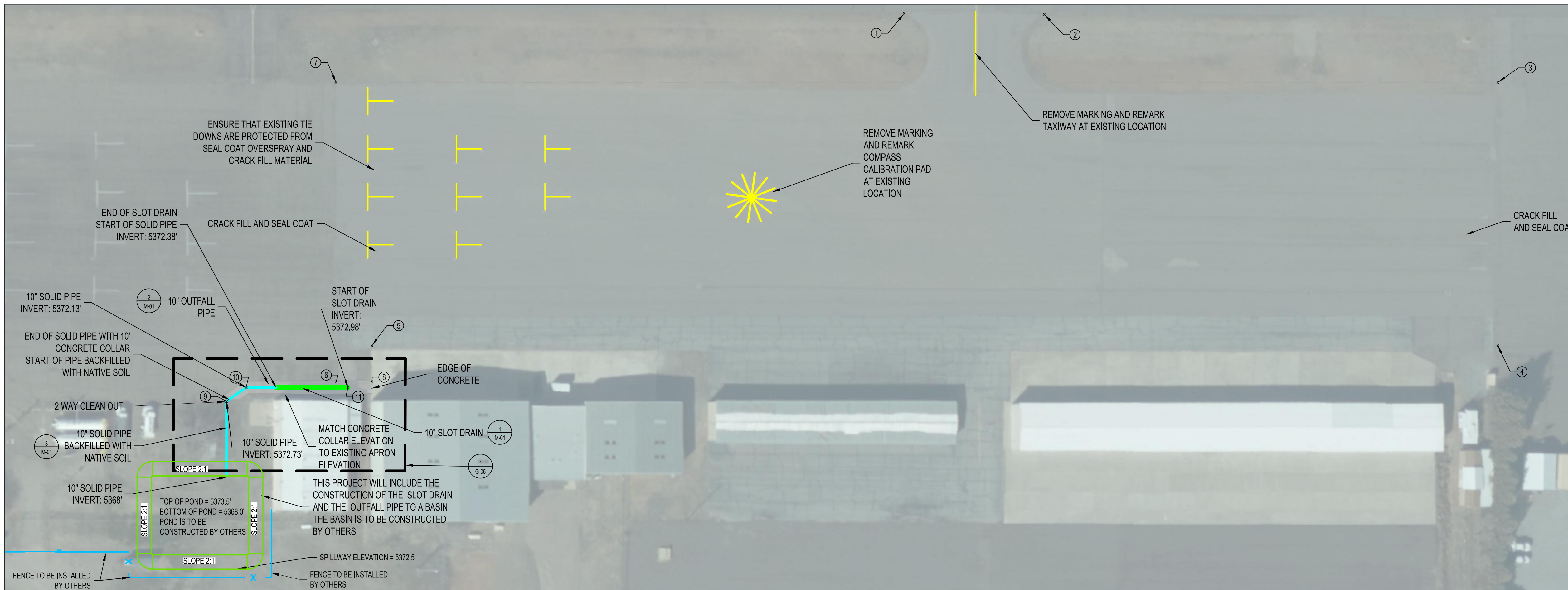
BHI PROJECT NO.	20230338	DWG NO.	G-04	SHEET	4	OF	6
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Thu, 13-Apr-2023 - 5:43 pm, Plotted by: JBEINNETT  
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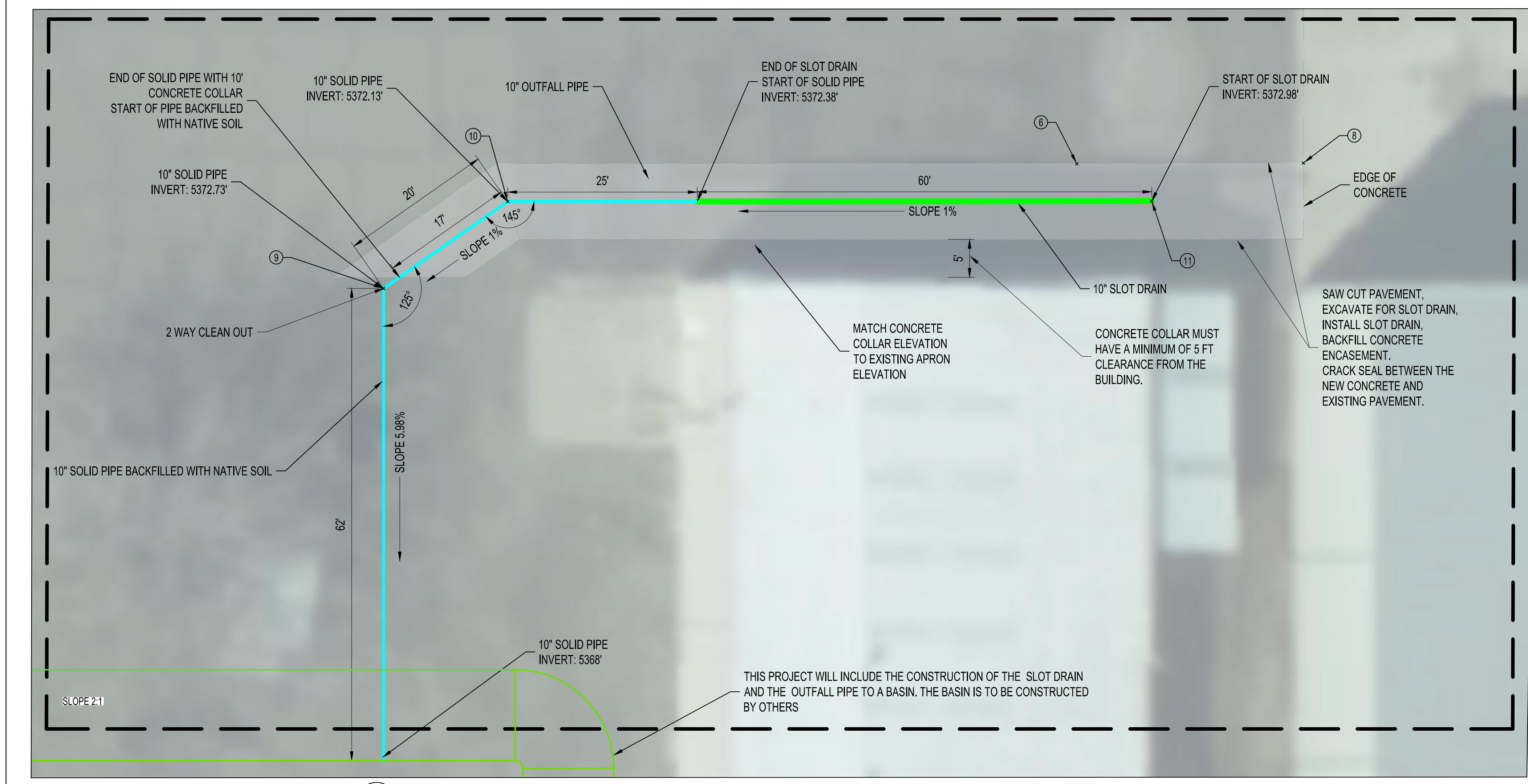
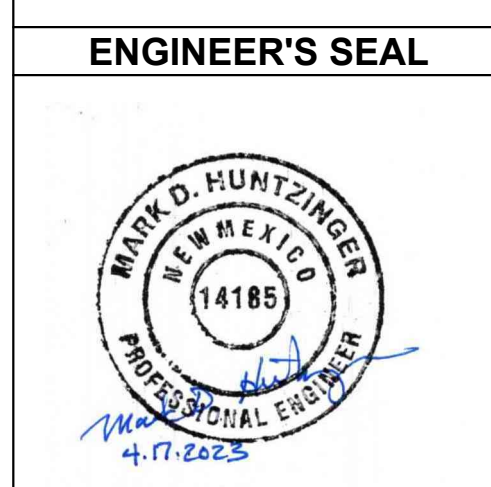
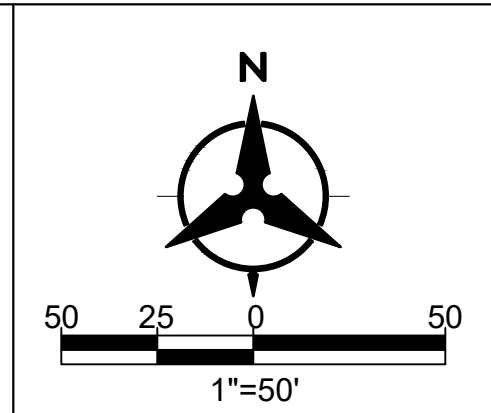
**CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)**

APRON PAVEMENT MAINTENANCE AND SLOT DRAIN  
GRANT COUNTY SILVER CITY AIRPORT





- GENERAL NOTES:**
- THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE ORDER OF THE CONSTRUCTION.
  - SUGGESTED SEQUENCE IS:
    - MARKING REMOVAL
    - CRACK FILL
    - SEAL COAT
    - FINAL MARKINGS
  - EXISTING TIE DOWNS ARE TO BE PROTECTED FROM SEAL COAT OVERSPRAY AND CRACK FILL MATERIAL.
  - PERMANENT MARKING MUST BE APPLIED AFTER SEAL COAT
  - THE CONTRACTOR SHALL ENSURE THAT THE SEAL COAT HAS CURED PRIOR TO THE APPLICATION OF PERMANENT MARKINGS.
  - SLOT DRAIN SHALL HAVE A MINIMUM SLOPE OF 1% FROM EAST TO WEST.
  - CONCRETE COLLAR FOR SLOT DRAIN MUST DRAIN TOWARDS THE GRATE AT A MAXIMUM SLOPE OF 1% AND MUST BE AT LEAST 5 FT AWAY FROM THE BUILDING. THE CONTRACTOR ARE TO DETERMINE THE AREA OF THE CONCRETE COLLAR FOR THE SLOT DRAIN.
  - SLOT DRAIN AND PIPE DIAMETER IS 10 INCHES



POINT TABLE		
ID	NORTHING	EASTING
1	593873.84	2625709.59
2	593873.10	2625826.63
3	593816.26	2626205.31
4	593596.26	2626205.31
5	593596.26	2625265.31
6	593566.26	2625235.41
7	593816.26	2625235.31
8	593566.37	2625265.31
9	593549.82	2625143.92
10	593561.29	2625160.30
11	593561.35	2625245.30

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**GRANT COUNTY/ SILVER CITY AIRPORT  
APRON PAVEMENT MAINTENANCE AND SLOT DRAIN  
OVERALL PLAN**

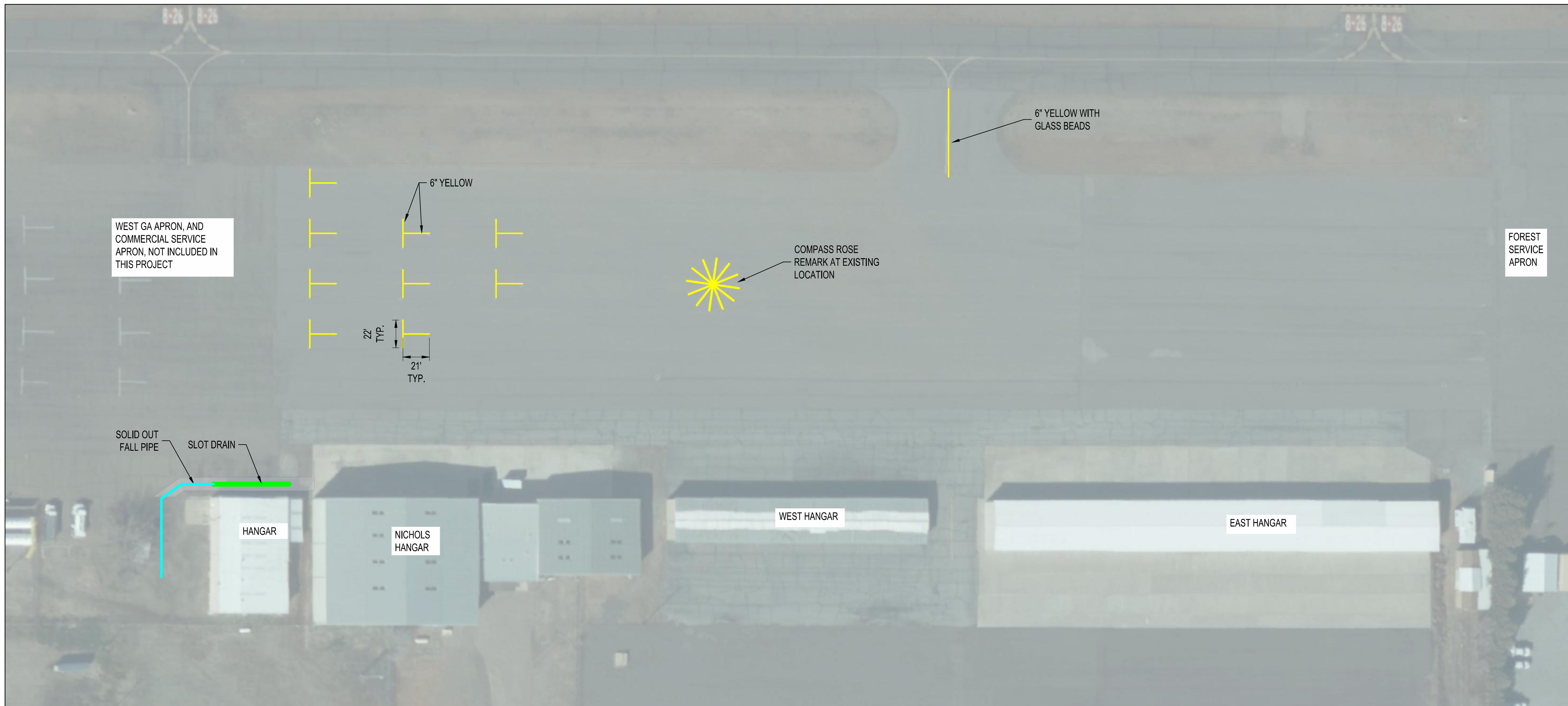
BHI PROJECT NO.	20230338	DWG NO.	G-05	SHEET	5	OF	6
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GRANT INFORMATION		REVISIONS	
FAA/IFP:	3-35-0039-029-2023	NO.	DATE
BY:		DESIGNED BY:	EP
RDAD GRANT NO:	SVC-23-01	CHECKED BY:	MDH
CAPROL OUTLAY GRANT NO:	N/A	DRAWN BY:	JUB

Thu, 13-Apr-2023 - 5:44 pm, Plotted by: JBEINNETT  
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**OVERALL PLAN**





**GENERAL NOTES:**

WEST GA APRON, AND COMMERCIAL SERVICE APRON, NOT INCLUDED IN THIS PROJECT

FOREST SERVICE APRON

COMPASS ROSE REMARK AT EXISTING LOCATION

6" YELLOW WITH GLASS BEADS

6" YELLOW

22' TYP.

21' TYP.

SOLID OUT FALL PIPE

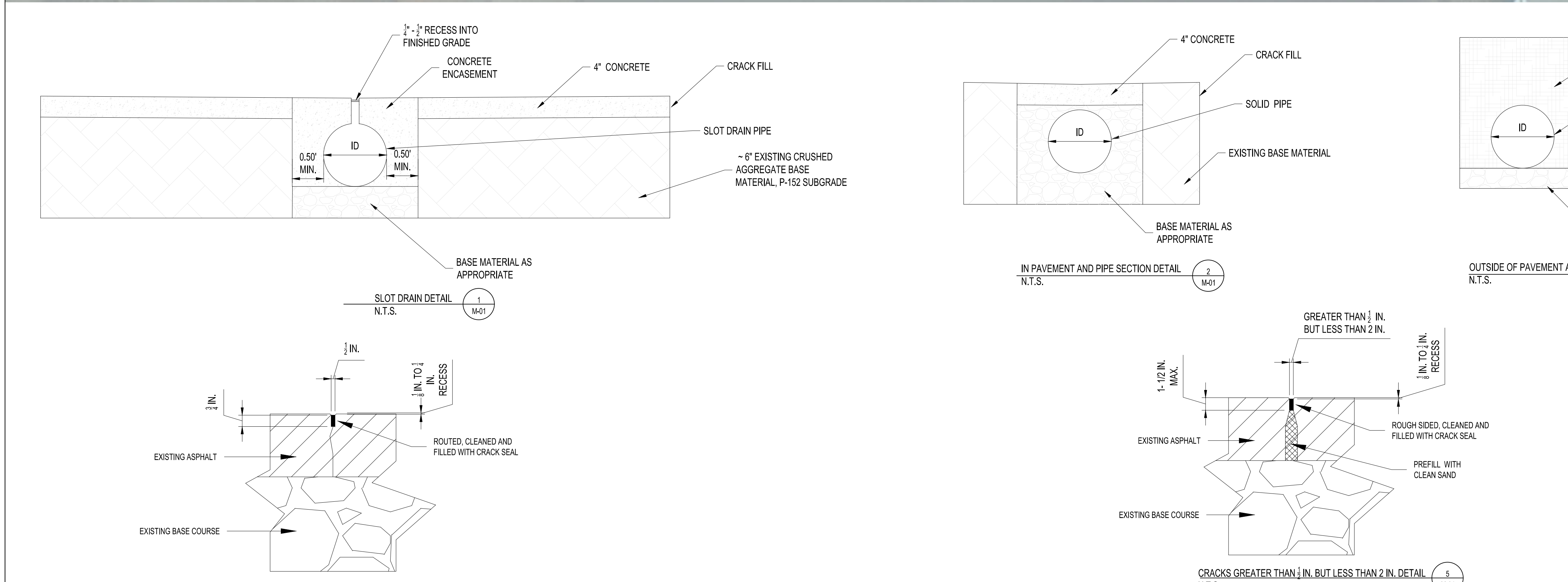
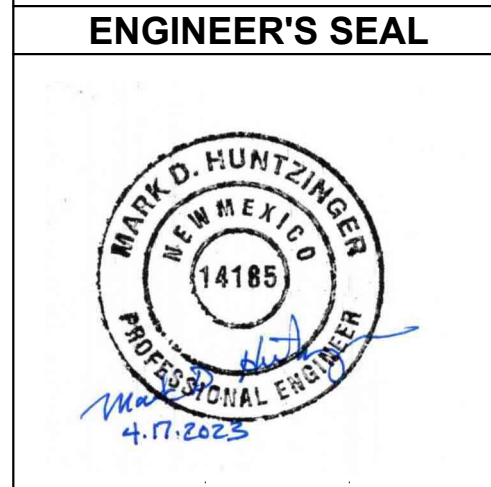
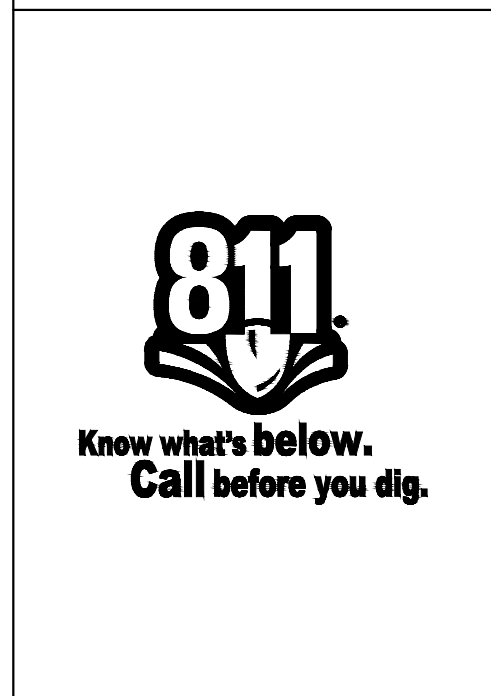
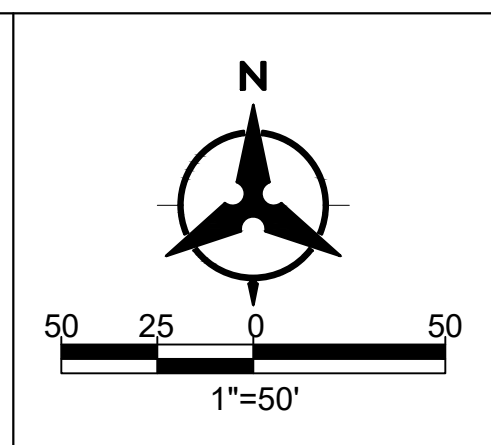
SLOT DRAIN

HANGAR

NICHOLS HANGAR

WEST HANGAR

EAST HANGAR



GRANT INFORMATION	
FAA/RP:	3-35-0039-029-2023
ROAD GRANT NO:	SVC-23-01
CAPITAL OUTLAY GRANT NO:	N/A

REVISIONS	
NO.	DATE

DESIGN	
DESIGNED BY	DRAWN BY
EP	JUB
CHECKED BY	JOB
MDH	

NOTICE OF EXTENDED PAY PROVISIONS  
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**Bohannon Huston**  
www.bhinc.com 800.877.5332

**GRANT COUNTY/ SILVER CITY AIRPORT  
APRON PAVEMENT MAINTENANCE AND SLOT DRAIN  
MARKING AND DETAILS**