# Addendum No. 1

**Project:** Smith Field Airport
Construct Taxilane
AIP No. 3-18-0024-028-2025
AIP No. 3-18-0024-029-2025

**CHA Project No.:** 092686.000

**Date:** June 06, 2025

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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 – 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.

The AIP No. has been updated to 3-18-0024-028-2025 and 3-18-0024-029-2025.

Section P – Itemized Proposal

Reissued: Page P-18 AND P-19 have been reissued due to various changes.

Section IB – Instructions to Bidders

Revision: The first paragraph on Page IB-3 is revised to read as follows:

Questions regarding the bid documents should be directed to the design firm of record, CHA Consulting, Inc., at ~~cweimer@chacompanies.com~~ ***cweimer@chasolutions.com***. Questions must be received in writing no later than seven (7) calendar days prior to the bid due date as set forth in the Advertisement for Bids.

Revision: Page IB-8, the 1st paragraph under "Disadvantaged Business Enterprise (DBE) Plan" is revised to read as follows:

To meet the requirements of Department of Transportation Regulation, 49 CFR Part 26, the apparent successful competitor will provide evidence of the methods they have used to meet or make good faith efforts to meet the Disadvantaged Business Enterprise/Joint Venture goals as published in the Owner's Disadvantaged Business enterprise plan, on record at the Owner's office and approved by the Department of Transportation. The DBE participation goal for this project is ten and ~~five tenth~~ ***half*** percent (10.50%).

Section TS – Technical Specifications

Item C-102, Temporary Air and Water Pollution, Soil Erosion, and Siltation Control

Revision: Section 102-2.5 has been revised to read as following:

102-2.5 ~~Construction Entrance~~ ***Temporary Haul Route***. The Contractor shall provide this as shown in the SWPPP details.

Revision: Section 102-2.7 has been updated to read as following:

***102-2.7 Drop Inlet Protection. The Contractor shall provide protection as shown in the SWPPP details.***

102-2.~~7~~***8*** Other. All other materials shall meet commercial grade standards and shall be approved by the RPR before being incorporated into the project.

Revision: Section 102-4.1d has been revised to read as following:

d. Installation, maintenance, and removal of ~~construction entrances~~ ***temporary haul route*** will be measured per each unit installed.

Revision: Section 102-5.1e has been revised to read as following:

Item C-102-5.1e Installation, Maintenance and Removal of ~~Construction Entrance~~ ***Temporary Haul Route*** – per each

Item P-101, Preparation/Removal of Existing Pavements

Revision: Section 101-3.6 has been revised to read as following:

***d. Remove Aggregate Base. The aggregate base should be removed in its entirety and replaced with topsoil for proposed turf grading.***

Revision: Section 101-4.3 has been revised to read as following:

***f. Remove Aggregate Base. The unit of measurement for removal of aggregate base shall be per square yard.***

Revision: Section 101-5 has been revised to read as following:

***Item P-101-5.3f Remove Existing Rock Check Dam – per square yard***

Section TS – Supplemental Technical Specifications

IST -06 – Indiana Department of Transportation Standard Specifications

Reissued: Due to various changes this specification has been reissued in its entirety.

**ITEM NO. 2 – 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 1 – Title Page

Revision: The AIP No. has been updated to 3-18-0024-028-2025 and 3-18-0024-029-2025.

Sheet 2 – Estimate of Quantities and Sheet Index

Reissued: Due to various changes this sheet has been reissued, and revisions are denoted with revision clouds.

Sheet 4 – Scope of Work

Reissued: Due to various changes this sheet has been reissued in its entirety.

Sheet 5 – Survey Control Plan

Reissued: Due to various changes this sheet has been reissued, and revisions are denoted with revision clouds.

Sheet 8 – Site Logistics Plan

Reissued: Due to various changes this sheet has been reissued in its entirety.

Sheet 9 – Overall Construction Safety and Phasing Plan

Reissued: Due to various changes this sheet has been reissued in its entirety.

Sheet 10 – Detailed Construction Safety and Phasing Plan – Sequence 1

Reissued: Due to various changes this sheet has been reissued in its entirety.

Sheet 11 – Detailed Construction Safety and Phasing Plan – Sequence 2

Reissued: Due to various changes this sheet has been reissued in its entirety.

Sheet 12 – Detailed Construction Safety and Phasing Plan – Sequence 3

Reissued: Due to various changes this sheet has been reissued, and revisions are denoted with revision clouds.

Sheet 13 – Construction Safety and Phasing Details

Revision: The callout on C-102 Temporary Haul Route has been revised to read as: TEMPORARY ~~C-105~~ GEOTEXTILE.

Revision: Temporary Construction Entrance Note 2 has been revised to read as follows:

2. TEMPORARY CONSTRUCTION HAUL ROUTE AS DENOTED ON THE SITE LOGISTICS PLAN SHALL BE PREPARED AND MAINTAINED THROUGHOUT THE DURATION OF THIS PROJECT. THE ENTRANCE SHALL CONSIST OF AT LEAST 12 INCHES OF ~~MILLED MATERIALS OR~~ NO. 2 STONE ON TEMPORARY ~~C-105~~ GEOTEXTILE FABRIC ***WHICH SHALL INCIDENTAL TO C-102 TEMPORARY HAUL ROUTE***. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTAL ITEMS TO PREPARE AND INSTALL THE CONSTRUCTION ENTRANCE SHALL BE INCIDENTAL TO ITEM C-102 ~~CONSTRUCTION ENTRANCE~~ ***TEMPORARY HAUL ROUTE***. THE CONTRACTOR SHALL PREPARE THE ENTRANCE BY STRIPPING TOPSOIL AND REPLACING WITH CONTRACTOR FURNISHED NO. 2 STONE ~~OR MILLED MATERIALS~~. ALL WORK SHALL BE FIELD COORDINATED WITH THE AIRPORT AND RPR. ANY LABOR, EQUIPMENT, MATERIALS, AND INCIDENTAL ITEMS REQUIRED FOR PREPARATION OF CONSTRUCTION ENTRANCES WILL BE MEASURED FOR PAYMENT IN ACCORDANCE WITH ITEM C-102 TEMPORARY HAUL ROUTE UNLESS OTHERWISE SPECIFIED.

Revision: Temporary Construction Entrance Note 3 has been revised to read as follows:

3. UPON COMPLETION OF PROJECT, THE TEMPORARY CONSTRUCTION ENTRANCE SHALL BE REMOVED IN ITS ENTIRETY AND RESTORED TO PRE-CONSTRUCTION CONDITION. ALL COSTS ASSOCIATED WITH PREPARATION, MAINTENANCE, AND REMOVAL/RESTORATION SHALL BE INCIDENTAL TO C-102 ~~CONSTRUCTION ENTRANCE~~ ***TEMPORARY HAUL ROUTE***. SEE SITE LOGISTICS PLAN FOR ADDITIONAL INFORMATION.

Sheet 14 – Construction Safety and Phasing Notes

Revision: Contractor Access Note 4 has been revised to read as follows:

4. ALL COST FOR FENCING, DRAINAGE, GRADING, AGGREGATE, AND PAVEMENTS (IF REQUIRED), FOR THE CONSTRUCTION AND REMOVAL OF TEMPORARY HAUL ROUTES SHALL BE INCLUDED IN ITEM ~~C-105, MOBILIZATION~~ ***MST-02 MAINTENANCE OF TRAFFIC***.

Revision: Contractor Access Note 7 has been revised to read as follows:

7. ALL HAUL ROUTES ON AIRPORT PROPERTY USED BY THE CONTRACTOR TO MOVE MATERIAL AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN A CONDITION ACCEPTABLE TO THE OWNER. ANY DAMAGE TO THE EXISTING ROADWAYS, RESULTING FROM THE CONTRACTOR'S (OR SUBCONTRACTOR'S) OPERATIONS, SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AND TO THE SATISFACTION OF THE OWNER. ALL HAUL ROUTES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT. ALL COSTS FOR THIS WORK SHALL BE INCLUDED IN ITEM ~~C-105, MOBILIZATION~~ ***MST-02 MAINTENANCE OF TRAFFIC***.

Sheet 15 – Construction Safety and Phasing Notes

Revision: Maintenance of Traffic Note 6 has been revised to read as follows:

6. ALL COSTS FOR LABOR (INCLUDING FLAGMEN, SECURITY GUARDS, AND/OR ESCORTS), EQUIPMENT OR MATERIALS REQUIRED FOR THE PLACEMENT AND REMOVAL OF TRAFFIC MAINTENANCE ITEMS SUCH AS CLOSURE CROSSES, BARRICADES, AND AIRFIELD SIGN MODIFICATIONS. ALL COSTS SHALL FOR THIS WORK SHALL BE INCLUDED IN THE APPROPRIATE PAY ITEM UNDER ~~C-105, MOBILIZATION~~ ***MST-02 MAINTENANCE OF TRAFFIC***.

Sheet 16 – Demolition Plan

Reissued: Due to various changes this sheet has been reissued, and revisions are denoted with revision clouds.

Sheet 18 – Typical Section and Site Details

Reissued: Due to various changes this sheet has been reissued, and revisions are denoted with revision clouds.

Sheet 19 – Grading and Drainage Plan Sheet 1 of 2

Reissued: Due to various changes this sheet has been reissued in its entirety.

Sheet 20 – Grading and Drainage Plan Sheet 2 of 2

Reissued: Due to various changes this sheet has been reissued in its entirety.

Sheet 22 – Erosion Control Details

Revision: Erosion Control Note 9 has been revised to read as follows:

9. FABRIC END SECTION AND DROP INLET PROTECTION SHALL BE INSTALLED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE RESIDENT PROJECT REPRESENTATIVE AND SHALL BE IN ACCORDANCE WITH SECTION ~~156 2.12~~ ***C-102*** OF THE PROJECT SPECIFICATION. PAYMENT SHALL BE AS INDICATED IN THE ITEMIZED PROPOSAL. ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO INSTALL AND MAINTAIN THE END SECTION AND DROP INLET PROTECTION SHALL BE INCLUDED IN THE CONTRACTOR'S UNIT PRICE. NO ADDITIONAL PAYMENT SHALL BE MADE FOR THIS ITEM.

Sheet 23 – Stormwater Pollution Prevention Plan 1 of 3

Reissued: Due to various changes this sheet has been reissued in its entirety.

Sheet 25 – Stormwater Pollution Prevention Plan 3 of 3

Reissued: Due to various changes this sheet has been reissued, and revisions are denoted with revision clouds.

**ITEM NO. 4 – QUESTIONS**

Question #1: What type/style of erosion blanket (standard double net straw, coconut, excelsior, net-free, etc..) is required for pay item #9?

*Response #1:* The engineer's preference would be coconut (coir) or excelsior blankets to minimize FOD risks.

**ITEM NO. 5 – ATTACHMENTS**

ATTACHMENT A – Plan Sheets

Sheet 2 – Estimate of Quantities and Sheet Index

Sheet 4 – Scope of Work

Sheet 5 – Survey Control Plan

Sheet 8 – Site Logistics Plan

Sheet 9 – Overall Construction Safety and Phasing Plan

Sheet 10 – Detailed Construction Safety and Phasing Plan – Sequence 1

Sheet 11 – Detailed Construction Safety and Phasing Plan – Sequence 2

Sheet 12 – Detailed Construction Safety and Phasing Plan – Sequence 3

Sheet 16 – Demolition Plan

Sheet 18 – Typical Section and Site Details

Sheet 19 – Grading and Drainage Plan Sheet 1 of 2

Sheet 20 – Grading and Drainage Plan Sheet 2 of 2

Sheet 23 – Stormwater Pollution Prevention Plan 1 of 3

Sheet 25 – Stormwater Pollution Prevention Plan 3 of 3

ATTACHMENT B - Specifications

Section P – Itemized Proposal

IST -06 – Indiana Department of Transportation Standard Specifications

Sincerely,


06/06/2025

Ranjit Bhandari, P.E.
Project Manager

# ATTACHMENT A – PLAN SHEETS

## ESTIMATE OF QUANTITIES

| ITEM NO. | SPECIFICATION | DESCRIPTION OF ITEM | UNIT | PLAN QUANTITY | AS-BUILT QUANTITY |
|---|---|---|---|---|---|
| 1 | MST-02 | MAINTENANCE OF TRAFFIC | LSUM | 1 | |
| 2 | MST-03 | CONSTRUCTION ENGINEERING | LSUM | 1 | |
| 3 | MST-04 | PROJECT SECURITY | LSUM | 1 | |
| 4 | C-102 | INSTALLATION, MAINTENANACE AND REMOVAL OF CONSTRUCTION ENTRANCE | EA | 1 | |
| 5 | C-102 | CONCRETE WASHOUT | EA | 1 | |
| 6 | C-102 | INSTALLATION AND REMOVAL OF STRAW WATTLES | LFT | 1,390 | |
| 7 | C-102 | INSTALLATION AND REMOVAL OF INLET PROTECTION, IN TURF | EA | 13 | |
| 8 | C-102 | INSTALLATION AND REMOVAL OF INLET PROTECTION, IN PAVEMENT | EA | 3 | |
| 9 | C-102 | EROSION CONTROL BLANKET | SYS | 2,340 | |
| 10 | C-102 | PERMANENT ROCK CHECK DAM | EA | 3 | |
| 11 | C-105 | MOBILIZATION/DEMOBILIZATION | LSUM | 1 | |
| 12 | C-105 | RPR FIELD OFFICE | MOS | 2 | |
| 13 | P-101 | ASPHALT PAVEMENT REMOVAL, FULL DEPTH | SYS | 25 | |
| 15 | P-101 | REMOVE DRAINAGE STRUCTURE, INLET | EA | 1 | |
| 16 | P-101 | REMOVE 12-INCH HDPE | LFT | 310 | |
| 17 | P-101 | REMOVE 8-INCH CPP | LFT | 30 | |
| 18 | P-101 | REMOVE TAXIWAY RETROREFLECTOR | EA | 3 | |
| 19 | P-101 | PAVEMENT MARKING REMOVAL | SFT | 120 | |
| 20 | P-101 | REMOVE EXISTING ROCK CHECK DAM | EA | 3 | |
| 21 | P-152 | UNCLASSIFIED EXCAVATION | CYS | 2,500 | |
| 22 | P-152 | UNDERCUT UNSUITABLE MATERIAL (UNDISTRIBUTED) | CYS | 350 | |
| 23 | P-154 | GEOGRID | SYS | 2,740 | |
| 24 | P-154 | SUBBASE COURSE | CYS | 1,060 | |
| 25 | INDOT 402 | HMA, 2, 76-22, SURFACE, 9.5 MM | TON | 340 | |
| 26 | INDOT 402 | HMA, 2, 76-22, BASE, 25 MM | TON | 620 | |
| 27 | P-605 | JOINT SEALING | LFT | 1,000 | |
| 28 | P-620 | PAVEMENT MARKING SURFACE PREPARATION | SFT | 900 | |
| 29 | P-620 | PAVEMENT MARKING, YELLOW 50% | SFT | 230 | |
| 30 | P-620 | PAVEMENT MARKING, YELLOW 100% | SFT | 230 | |
| 31 | P-620 | PAVEMENT MARKING, BLACK 100% | SFT | 450 | |
| 32 | D-701 | RCP - 12 INCH, CLASS III | LFT | 80 | |
| 33 | D-701 | RCP - 15 INCH, CLASS III | LFT | 190 | |
| 34 | D-701 | RCP - 18 INCH, CLASS III | LFT | 300 | |
| 35 | D-705 | 6 INCH PERFORATED UNDERDRAIN, COMPLETE | LFT | 340 | |
| 36 | D-705 | UNDERDRAIN CLEANOUT, TYPE 1 | EA | 1 | |
| 37 | D-751 | INDOT TYPE "A" INLET | EA | 1 | |
| 38 | D-751 | INDOT TYPE "M" INLET | EA | 2 | |
| 39 | D-751 | INDOT TYPE "C" MANHOLE | EA | 3 | |
| 40 | T-901 | HYDROMULCH SEEDING | KSF | 110 | |
| 41 | T-904 | SODDING | SYS | 480 | |
| 42 | L-125 | L-853 RETROREFLECTIVE TAXIWAY REFLECTOR - SOIL ANCHOR | EA | 4 | |

| EARTHWORK SUMMARY TABLE | | |
|---|---|---|
| EXCAVATION (CYD) | EMBANKMENT (CYD) | STOCKPILED (CYD) |
| 2,270 | 720 | 1,550 |

## SHEET INDEX



## ESTIMATE OF QUANTITIES NOTES:

1. THE CONTRACT PAY ITEMS LISTED IN THE ITEMIZED PROPOSAL AND THE ESTIMATE OF QUANTITIES ARE INTENDED TO BE INCLUSIVE AND COMPREHENSIVE OF ALL WORK TO BE PERFORMED FOR THE PROJECT. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIAL, EQUIPMENT, AND TRANSPORTATION NECESSARY TO CONSTRUCT ALL ELEMENTS AS DESCRIBED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS.

2. CONSTRUCTION ELEMENTS WITHOUT A PAY ITEM IDENTIFIED, BUT REQUIRED BY THE PLANS OR SPECIFICATIONS, SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT. NO SEPARATE MEASUREMENT OR PAYMENT SHALL BE MADE.

3. MISCELLANEOUS OR ANCILLARY WORK, NOT SPECIFICALLY SHOWN IN THE PLANS, SUCH AS INCIDENTAL TASKS TO COMPLETE AN ITEM, SHALL BE PERFORMED AS REQUIRED TO MAKE THE WORK COMPLETE. NO ADDITIONAL MEASUREMENT OR PAYMENT SHALL BE MADE.

## EARTHWORK NOTES:

1. EARTHWORK VOLUMES WERE GENERATED VIA CALCULATIONS USING AUTODESK CIVIL 3D SURFACES. TOPSOIL IS INCLUDED IN THE EARTHWORK CALCULATIONS. GENERATED EARTHWORK CALCULATIONS DO NOT TAKE INTO ACCOUNT SHRINKAGE AND SWELLING FACTOR FOR SOILS.

2. EARTHWORK OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH CONSTRUCTION METHODS PER P-152.

3. ALL EARTHWORK OPERATIONS INCLUDING EXCAVATING, HAULING, SHAPING, COMPACTING, ETC. SHALL BE PAID FOR UNDER UNCLASSIFIED EXCAVATION P-152 PAY ITEM. THIS INCLUDES ALL THE ITEMS COVERED IN THE EARTHWORK SUMMARY TABLE.

4. ALL EARTHWORK OPERATIONS SHALL BE PAID FOR THROUGH P-152 IN TERMS OF UNCLASSIFIED EXCAVATION AS SHOWN IN THE CONTRACT ITEMIZED PAY ITEM LIST. THE QUANTITY OF "UNCLASSIFIED EXCAVATION" WILL NOT BE FIELD MEASURED, BUT WILL BE BASED ON THE DESIGN QUANTITY CALCULATIONS. PAY QUANTITY MAY BE INCREASED OR DECREASED BY AUTHORIZED ADJUSTMENTS APPROVED BY THE ENGINEER AND OWNER. THE BURDEN OF PROOF OF A PLAN DISCREPANCY GREATER THAN 5% ON TWO CONSECUTIVE CROSS SECTION END AREAS IS ON THE CONTRACTOR. THE CONTRACTOR SHALL SUBMIT SUPPORTING DOCUMENTATION CONCERNING THE POSSIBLE CHANGES. ANY ADJUSTMENTS TO THE PLAN QUANTITIES REQUESTED BY THE CONTRACTOR SHALL BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO THE START OF ANY EARTH MOVING OPERATIONS.

| No. | Submittal / Revision | By | Date |
|---|---|---|---|
| 1 | REVISIONS PER ADDENDUM No. 1 | | 06/09/25 |

CONSTRUCT TAXILANE

# ESTIMATE OF QUANTITIES AND SHEET INDEX

FORT WAYNE, IN

SMITH FIELD (SMD)

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
*A Whole New Altitude*



CHA
201 N. Illinois Street, Suite 800
Indianapolis, IN 46204
317.786.0461 . www.chasolutions.com

| Designed By: | Drawn By: | Checked By: |
|---|---|---|
| CW | KDR | NSL |
| Issue Date: | Project No: | Scale: |
| 5/28/2025 | 092686 | AS SHOWN |

Drawing No.:
**2**

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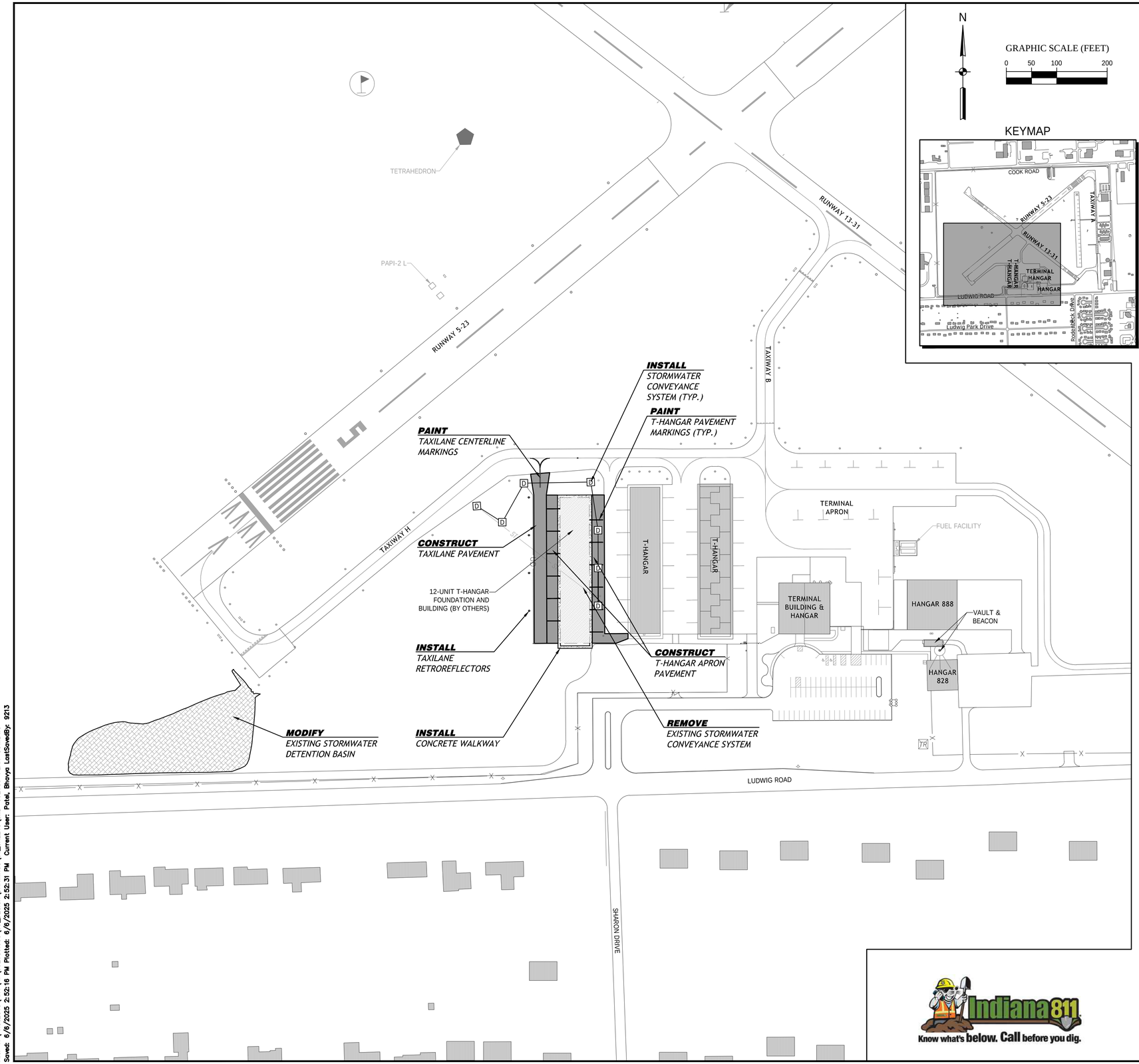


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GRAPHIC SCALE (FEET)

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KEYMAP




## GENERAL SCOPE OF WORK NOTES

1. THE SCOPE OF THE WORK SHEET IS INTENDED ONLY AS A GENERAL DESCRIPTION OF WORK ITEMS AND THEIR APPROXIMATE LOCATIONS AND LIMITS, FOR THE PURPOSE OF UNDERSTANDING THE SCOPE OF THE PROJECT ONLY. IT SHALL NOT BE USED AS A CONSTRUCTION PLAN. REFER TO THE PLAN SHEETS WHICH FOLLOW FOR DETAILED CONSTRUCTION REQUIREMENTS, LOCATIONS, AND ITEMS OF WORK. REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION AND CONSTRUCTION REQUIREMENTS.

2. THIS PROJECT CONSISTS OF THE FOLLOWING MAJOR CONSTRUCTION ACTIVITIES THAT INCLUDE:
   - PERFORM SITE GRADING
   - INSTALLATION OF CONCRETE WALKWAY
   - CONSTRUCT NEW TAXILANE BITUMINOUS PAVEMENT
   - REMOVAL OF EXISTING TAXILANE RETROREFLECTORS
   - REPLACEMENT OF STORMWATER CONVEYANCE SYSTEM
   - PAINT TAXILANE CENTERLINE MARKINGS
   - INSTALLATION OF TAXILANE RETROREFLECTORS
   - PERFORM SEEDING, MULCHING AND SODDING

   THERE CAN BE A CONCURRENT PROJECT FOR THE CONSTRUCTION OF T-HANGAR TO THE EAST OF THE NEW TAXILANE. THE CONTRACTOR WILL NEED TO COORDINATE WITH THE AWARDED CONTRACTOR FOR THAT PROJECT DURING CONSTRUCTION.

3. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIAL, EQUIPMENT, AND TRANSPORTATION NECESSARY TO CONSTRUCT ALL ELEMENTS OF THE PROJECT AS DESCRIBED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS.

4. THE PROJECT PAY ITEMS ARE INTENDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THESE PLANS. ALL INCIDENTAL WORK TO COMPLETE THE PROJECT TO THE SATISFACTION OF THE ENGINEER SHALL BE INCLUDED IN THE COST OF PERFORMING THESE ITEMS.

5. THE RULES, REGULATIONS, AND REFERENCE SPECIFICATIONS ENUMERATED HEREIN SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS. THEY SHALL NOT RELIEVE THE CONTRACTOR FROM FURNISHING AND INSTALLING HIGHER GRADES OF MATERIAL AND WORKMANSHIP THAN ARE SPECIFIED HEREIN, OR WHEN SO REQUIRED.

6. THE CONTRACTOR SHALL PAY CLOSE ATTENTION TO THE SAFETY AND PHASING PLANS AND TO THE AIRPORT SAFETY REQUIREMENTS SECTION OF THE SPECIFICATIONS. THESE SHALL BE STRICTLY ENFORCED. AIRCRAFT SHALL HAVE THE RIGHT-OF-WAY AT ALL TIMES.

7. CONSTRUCTION WILL BE IN AN AIRCRAFT OPERATIONS AREA. THE CONTRACTOR SHALL CONTINUOUSLY KEEP THE PAVEMENT CLEAN OF FOD AND DEBRIS AS WELL AS PROTECT THE PAVEMENT, EDGE LIGHTS, AND SIGNS FROM DAMAGE. ALL RUBBISH AND DEBRIS RESULTING FROM WORK SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR ON A DAILY BASIS.

8. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL REMOVE FROM THE SITE ALL SURPLUS MATERIAL AND EQUIPMENT BELONGING TO HIM/HER OR THEIR SUBCONTRACTOR'S FORCES.

9. ALL OPEN TRENCHES, EXCAVATIONS, AND STOCKPILED MATERIAL SHALL BE PROMINENTLY MARKED, LIGHTED, BARRICADED, ETC., AS DEEMED NECESSARY BY THE OWNER, FAA, AND/OR THE ENGINEER.

10. THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE PRIOR TO BEGINNING WORK TO COORDINATE WORK PROCEDURES WITH ALL INTERESTED PARTIES. THE CONTRACTOR SHALL ALSO ATTEND ANY JOB MEETINGS CALLED BY THE ENGINEER.

11. THE CONTRACTOR SHALL CONTACT LOCAL UTILITY AND OWNER TO IDENTIFY UNDERGROUND CABLES, WATER LINES, ETC., PRIOR TO STARTING WORK.

12. THE APPROXIMATE LOCATIONS OF KNOWN UTILITIES AND CABLES ARE SHOWN; DEPTHS ARE NOT KNOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS AND SHALL PROTECT ALL UTILITIES AND CABLES DURING CONSTRUCTION.

13. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN EXCAVATING IN AREAS OF ELECTRICAL CABLES AND UTILITIES. UTILITIES SHALL BE LOCATED AND MARKED IN ADVANCE OF EXCAVATING IN THE AREA. ANY DAMAGE DONE TO CABLE OR LIGHTING SYSTEMS, OR OTHER UTILITIES, SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR AT HIS/HER EXPENSE. CABLES ENCOUNTERED, WHICH ARE ABOVE FINISHED GRADE, SHALL BE BURIED TO AT LEAST 24 INCHES BELOW FINISHED GRADE BY CUTTING AND SPLICING WITH APPROVED CABLE OF LIKE SIZE, BY THE CONTRACTOR AT HIS/HER EXPENSE.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ALL DAMAGE TO AIRPORT PROPERTY CAUSED BY HIM/HER OR HIS/HER SUBCONTRACTORS AT HIS/HER OWN EXPENSE.

15. THERE SHALL NOT BE HAULING ON AIRPORT PAVEMENTS OTHER THAN ON DESIGNATED HAUL ROUTES AND STAGING AREAS (SEE SITE LOGISTICS PLAN AND CONSTRUCTION SAFETY AND PHASING PLANS). HAULING SHALL BE CONDUCTED ALONG HAUL ROUTES APPROVED BY THE ENGINEER. RESTORATION OF THE HAUL ROUTES AND STAGING AREAS (IF NECESSARY) SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR (SEE CONSTRUCTION SAFETY AND PHASING PLANS).

16. SECURITY GATES SHALL BE LOCKED AT ALL TIMES UNLESS ACTIVE HAULING IS TAKING PLACE. WHEN ACTIVE HAULING IS TAKING PLACE, A SECURITY GUARD MUST BE POSTED AT THE GATE.

17. THE CONTRACTOR SHALL PROVIDE ONE SET OF REDLINED AS-BUILT DRAWINGS TO THE ENGINEER AT THE COMPLETION OF THE PROJECT. THIS SHALL BE INCIDENTAL TO ITEM MST-03 CONSTRUCTION ENGINEERING.

18. BASIC REFERENCE LINE AND BENCHMARK GRADE CONTROL FROM WHICH THE WORK IS TO BE BUILT IS SHOWN IN THIS PLAN SET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXTENDING THE CONTROL AND FURNISHING ALL ADDITIONAL STAKING AND MARKING NECESSARY TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL CONTROL AND WILL BE RESPONSIBLE FOR THE COST OF RESETTING ANY CONTROL DESTROYED OR DISTURBED BY HIM/HER OR SUBCONTRACTORS.

## UTILITY CONTACTS

### WATER
FORT WAYNE
WATER DEPARTMENT
RICK SEALS
1-260-427-2699

### SANITARY SEWER
FORT WAYNE CITY UTILITIES
LISA RAMOS
1-260-427-2688

### ELECTRIC
AMERICAN ELECTRIC
POWER COMPANY
DERREK ASH 1-260-749-3042
1-260-704-5864 (CELL)

### NATURAL GAS
NIPSCO
1-260-489-4497

### COMMUNICATIONS
FRONTIER COMMUNICATIONS
JUSTIN KOSCHER
1-800-921-8102

### FAA FACILITIES
FAA AIRWAYS FACILITIES
DAN MALLOTT
1-260-479-6524

### STORMWATER
FORT WAYNE CITY UTILITIES
PATRICK JOLEY
1-260-427-2328

Know what's below. Call before you dig.

| No. | Submittal / Revision | Appr'd. | By | Date |
|---|---|---|---|---|
| 1 | REVISIONS PER ADDENDUM No. 1 | | | 06/06/25 |

CONSTRUCT TAXILANE

# SCOPE OF WORK

FORT WAYNE, IN

SMITH FIELD (SMD)

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
*A Whole New Altitude*



CHA
201 N. Illinois Street, Suite 800
Indianapolis, IN 46204
317.786.0461 . www.chasolutions.com

| Designed By: | Drawn By: | Checked By: |
|---|---|---|
| CW | KDR | NSL |
| Issue Date: | Project No: | Scale: |
| 5/28/2025 | 092686 | AS SHOWN |

Drawing No.:
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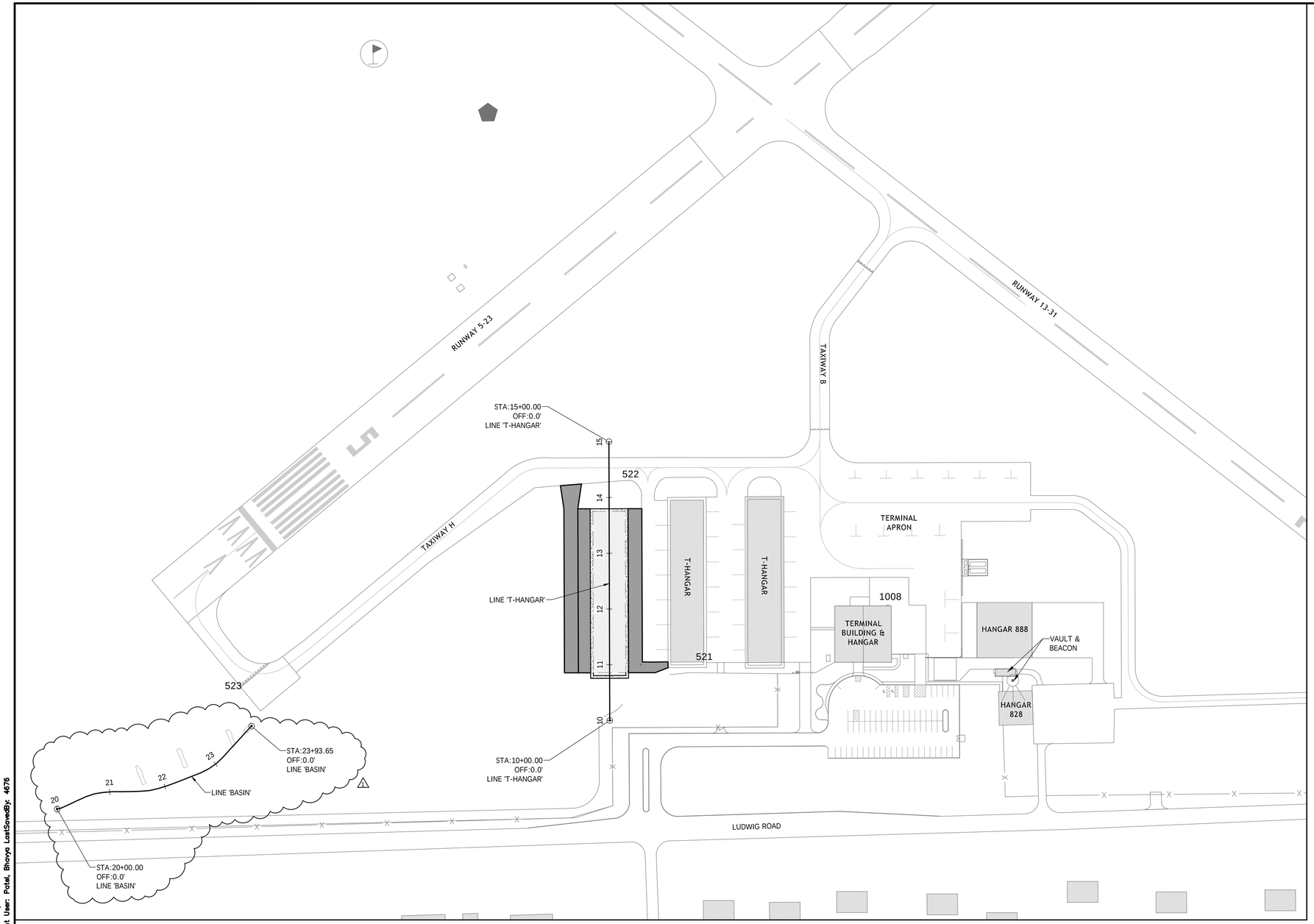


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GRAPHIC SCALE (FEET)

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## LEGEND

HORIZONTAL CONTROL POINT

HORIZONTAL AND VERTICAL CONTROL POINT

## SURVEY CONTROL NOTES

1. BASIC REFERENCE LINE AND BENCHMARK GRADE CONTROL FROM WHICH THE WORK IS TO BE BUILT IS SHOWN IN THIS PLAN SET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXTENDING THE CONTROL AND FURNISHING ALL ADDITIONAL STAKING AND MARKING NECESSARY TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL CONTROL AND WILL BE RESPONSIBLE FOR THE COST OF RESETTING ANY CONTROL DESTROYED OR DISTURBED BY HIM/HER OR SUBCONTRACTORS.

2. PROJECT HORIZONTAL COORDINATES ARE IN NAD83 INDIANA STATE PLANE, EAST ZONE. U.S. SURVEY FEET DERIVED USING A GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) RECEIVER CONNECTED TO THE INDIANA DEPARTMENT OF TRANSPORTATION (INDOT) CONTINUOUSLY OPERATING REFERENCE STATIONS NETWORK (INCORS) FOR TELEMETRY. THE CURRENT BASE REFERENCE FRAME FOR THE INCORS STATIONS IS NAD83(2011) EPOCH 2010.0. THE INCORS BASE STATION USED WAS INFW (RTCM0009), LOCATED AT THE FORT WAYNE DISTRICT FACILITIES ON HATFIELD ROAD. AN ELECTRONIC TOTAL STATION AND DATA COLLECTOR WERE USED TO COLLECT THE DATA FOR PHYSICAL LOCATION OF THE TOPOGRAPHIC FEATURES, EMPLOYING STANDARD RADIAL SURVEYING TECHNIQUES.

3. PROJECT VERTICAL DATUM WAS ESTABLISHED VIA A GNSS OBSERVED CONTROL OBSERVATION MADE ON NGS BENCHMARK V22 (MD0715) TO VERIFY THE PUBLISHED ELEVATION OF THE POINT TO SAID OBSERVATION ON MAY 14, 2025. THE PUBLISHED ELEVATION OF V 22 IS 826.04 (NAVD88). THE OBSERVATION RETURNED TO AN ELEVATION OF 825.90. THE OBSERVED ELEVATIONS OF ALL POINTS WERE THEN ADJUSTED TO THE PUBLISHED ELEVATION OF THE V 22 BENCHMARK.

4. THE EXISTING CONDITIONS SHOWN ON THIS DRAWING AND IN THE CONSTRUCTION DOCUMENTS ARE DERIVED FROM A FIELD SURVEY PERFORMED BY APEX CONSULTING & SURVEYING IN MAY, 2025. SEE SURVEY BOOK COMPILED BY APEX CONSULTING AND SURVEYING, INC AND DESIGNATED WITH APEX PROJECT NUMBER 25040072 FOR ADDITIONAL DETAILS.

### TEMPORARY PROJECT BENCHMARKS

| POINT NUMBER | NORTHING | EASTING | ELEVATION | DESCRIPTION |
|---|---|---|---|---|
| 1008 | 2146742.161 | 469722.193 | 834.22 | TBM-100 from Site Plan and Project Control Plan dated 06/02/2014 and designated as Job Number 13670-01-00. |
| 521 | 2146634.25 | 469386.822 | 835.22 | TBM-1 Square cut on Sidewalk Southeast of T-HANGAR |
| 522 | 2146961.998 | 469255.983 | 836.22 | TBM-2 Square cut on monitoring well (Northeast corner) |
| 523 | 2146582.521 | 468542.972 | 837.22 | TBM-3 Square cut on Northeast corner of concrete sign base |

### ALIGNMENT LAYOUT TABLE

| ALIGNMENT NAME | LENGTH (FT) | BEARING | START POINT STATION | START POINT COORDINATES | | END POINT STATION | END POINT COORDINATES | |
|---|---|---|---|---|---|---|---|---|
| | | | | NORTHING | EASTING | | NORTHING | EASTING |
| LINE T-HANGAR | 500 | N00°09'35"W | 10+00 | 2146534.244 | 469217.903 | 15+00 | 2147034.242 | 469216.509 |
| LINE BASIN | 393.65' | SEE GRADING PLAN | 20+00 | 2146375.458 | 468226.664 | 23+93.65 | 2146524.213 | 468575.244 |

| No. | REVISIONS PER ADDENDUM No. 1 | Appr'd. | By | Date |
|---|---|---|---|---|
| 1 | Submittal / Revision | | | 06/09/25 |

CONSTRUCT TAXILANE

SURVEY CONTROL PLAN

FORT WAYNE, IN

SMITH FIELD (SMD)

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
*A Whole New Altitude*



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| CW | KDR | NSL |
| Issue Date: | Project No: | Scale: |
| 5/28/2025 | 092686 | AS SHOWN |

Drawing No.:

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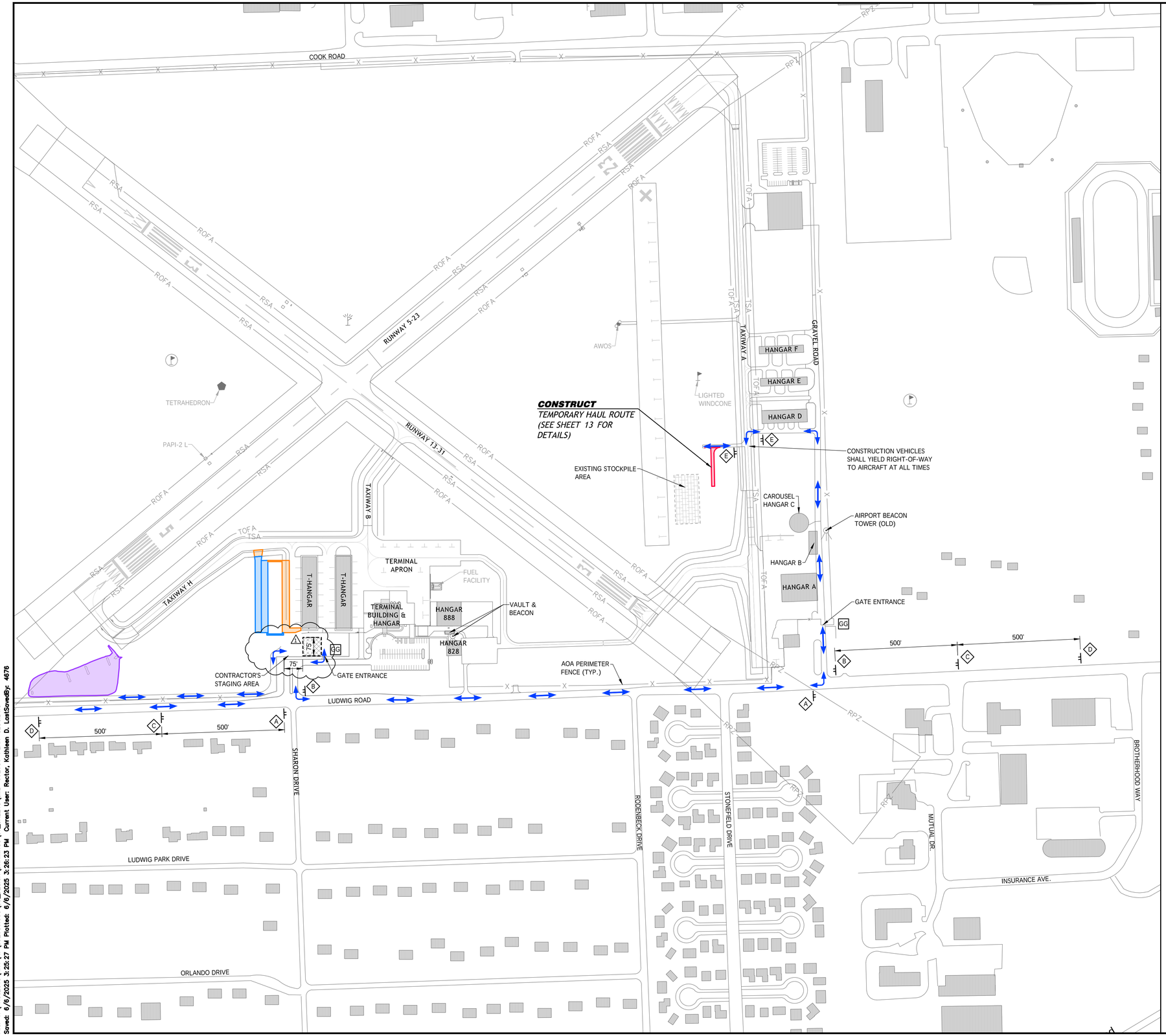


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GRAPHIC SCALE (FEET)

0 100 200 400

## LEGEND

- HAUL ROUTE
- CONTRACTOR LAYDOWN/STAGING AREA
- EXISTING STOCKPILE AREA
- TEMPORARY CONSTRUCTION ENTRANCE
- WORK LIMITS - T-HANGAR (BY OTHERS)
- WORK LIMITS - SEQUENCE 1
- WORK LIMITS - SEQUENCE 2
- WORK LIMITS - SEQUENCE 3
- GATE GUARD
- LOW PROFILE BARRICADES
- RUNWAY/TAXIWAY CLOSURE CROSS
- CONSTRUCTION SIGN
- RUNWAY PROTECTION ZONE — RPZ
- RUNWAY SAFETY AREA — RSA
- RUNWAY OBJECT FREE AREA — ROFA
- TAXIWAY SAFETY AREA — TSA
- TAXIWAY OBJECT FEE AREA — TOFA

## SITE LOGISTICS NOTES

1. LOCATION OF HAUL ROUTES ON THE AIRPORT SITE SHALL BE AS SPECIFIED ON THE PLANS OR AS APPROVED BY THE OWNER AND/OR ENGINEER. OFF-SITE AND ON-SITE HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND KEPT CLEAN AT ALL TIMES. THE CONTRACTOR SHALL RESTORE ALL HAUL ROUTES, WHETHER THEY ARE LOCATED ON AIRPORT PROPERTY OR OFF AIRPORT PROPERTY, TO THEIR ORIGINAL CONDITION UPON COMPLETION OF CONSTRUCTION. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY DOCUMENTED BY THE CONTRACTOR AND THE ENGINEER. ANY FENCING, BARRICADES, DRAINAGE, OR ACCESS POINTS ON THE AIRPORT SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE APPROVED BY THE OWNER AND/OR ENGINEER PRIOR TO THE WORK. THE CONTRACTOR SHALL KEEP HAUL ROUTES FREE OF FOREIGN DEBRIS. THERE SHALL BE NO TRACKING OF MATERIALS ONTO AIRPORT OR PUBLIC ROADS/PAVEMENTS. ALL COSTS ASSOCIATED WITH HAUL ROUTE, STAGING AREA, AND TEMPORARY CONSTRUCTION ENTRANCE RESTORATION AND CLEAN-UP SHALL BE INCLUDED IN ITEM MST-02 MAINTENANCE OF TRAFFIC. THE CONTRACTOR SHALL RESTORE DISTURBED AREAS USED FOR HAUL ROUTES AND OTHER IMPACTED WORK AREAS OF TURF AND PAVING TO PRE-CONSTRUCTION CONDITION (OR BETTER) PRIOR TO OPENING TAXIWAYS, APRONS OR RUNWAYS FOR USE.
2. ALL CONSTRUCTION MATERIALS TO BE DELIVERED TO THE SITE ARE REQUIRED TO USE THE DESIGNATED CONSTRUCTION ENTRANCES AT ALL TIMES. ATTEMPTED DELIVERIES AT OTHER GATES WILL BE TURNED AWAY.
3. THE GATES USED FOR SITE ACCESS MUST BE CLOSED AND RELOCKED (IF NOT AN ELECTRICALLY OPERATED GATE) AT ALL TIMES UNLESS REQUIRED FOR EQUIPMENT AND/OR MATERIAL DELIVERIES. WHEN ACTIVE HAULING IS TAKING PLACE AT A MANUALLY OPERATED GATE, THE CONTRACTOR SHALL PROVIDE GATE SECURITY. ALL COST FOR THIS SHALL BE INCLUDED UNDER ITEM MST-04, PROJECT SECURITY.
4. AIRCRAFT SHALL HAVE THE RIGHT-OF-WAY AT ALL TIMES. CONSTRUCTION VEHICLES SHALL NOT BACKUP TRAFFIC ON ROADWAYS OR BLOCK INTERSECTIONS.
5. REFER TO SAFETY AND PHASING DETAILS ON SHEET 13 FOR CONSTRUCTION TRAFFIC SIGN LEGEND INFORMATION.
6. RUBBER-TIRED VEHICLES ONLY ARE ALLOWED ON PAVED SURFACES.
7. NO PEDESTRIAN OR VEHICLE TRAFFIC OUTSIDE OF THE DESIGNATED CONSTRUCTION WORK LIMITS SHALL BE PERMITTED.
8. THE CONTRACTOR SHALL CONTROL DUST FROM ALL HAUL ROUTES UTILIZED FOR THIS PROJECT.
9. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY SERVICE FOR THE CONNECTIONS FOR USE IN THE FIELD OFFICE FOR THE DURATION OF THIS PROJECT. ALL COSTS ASSOCIATED WITH SETUP, MAINTENANCE, AND REMOVAL SHALL BE INCLUDED IN THE COST FOR ITEM SHALL BE INCIDENTAL TO C-105 RPR FIELD OFFICE.
10. THE CONTRACTOR SHALL KEEP AND OPERATE A POWER BROOM TO SWEEP AIRFIELD PAVEMENTS NEAR THE PROJECT SITE AND KEEP THEM FREE OF DUST AND FOREIGN OBJECT DEBRIS (FOD) AT ALL TIMES. THE CONTRACTOR SHALL PERFORM FOD INSPECTION AT THE END OF EVERY SHIFT.

| No. | Submittal / Revision | Appr'd. | By | Date |
|---|---|---|---|---|
| 1 | REVISIONS PER ADDENDUM No. 1 | | | 06/06/25 |

FORT WAYNE, IN

# SITE LOGISTICS PLAN

CONSTRUCT TAXILANE

SMITH FIELD (SMD)

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
*A Whole New Altitude*



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| 5/28/2025 | 092686 | AS SHOWN |

Drawing No.:

**8**

File: V:\PROJECTS\ANY\K7\092686.000\09_DESIGN\DRAWINGS\01_SHEETS\SMD-092686-PLAN-SLOG.DWG
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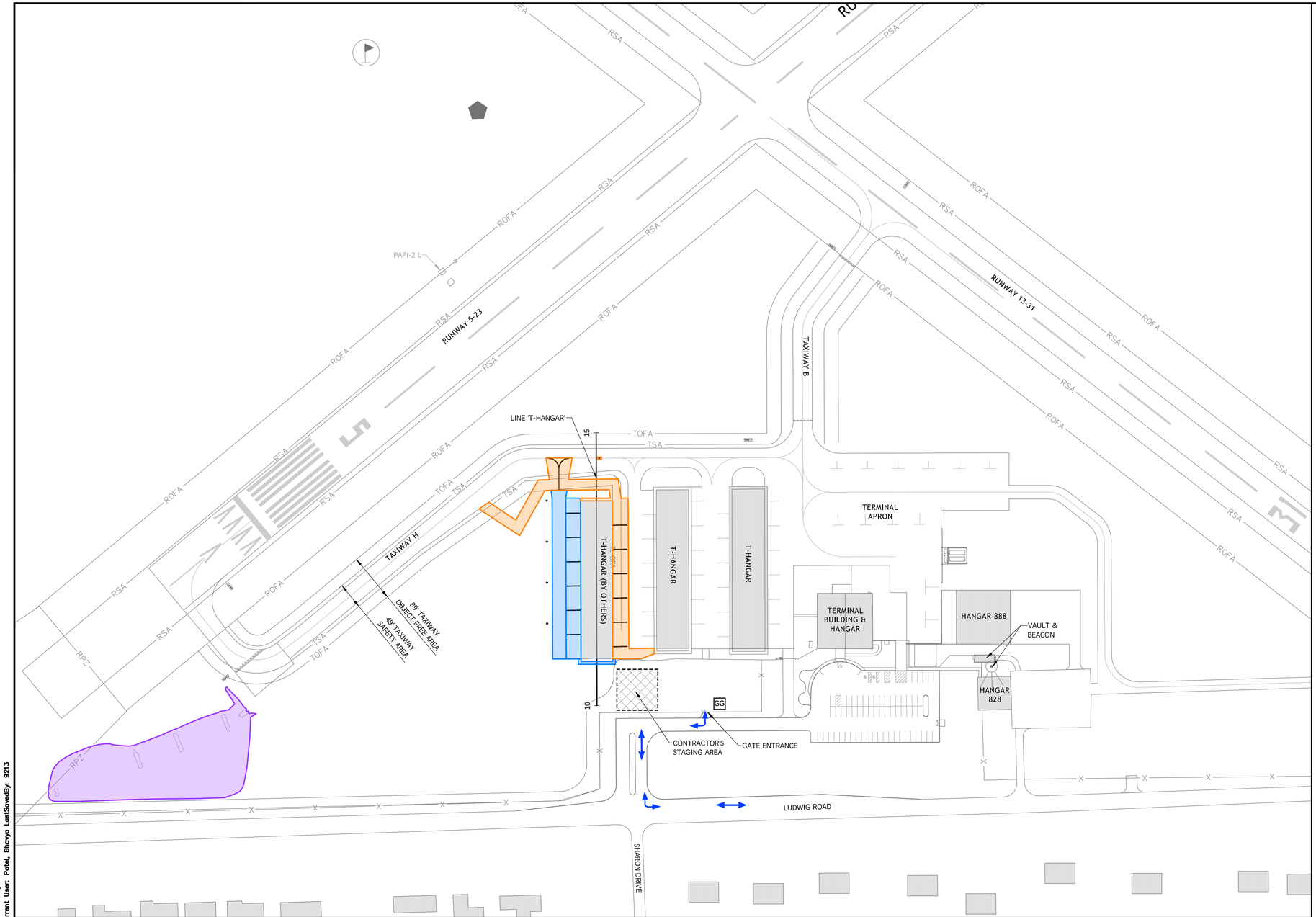


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GRAPHIC SCALE (FEET)

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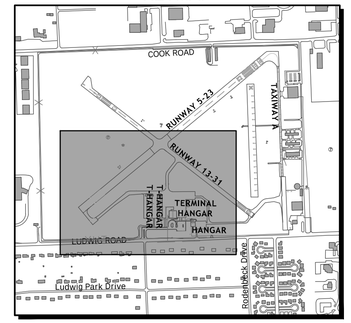


## LEGEND

- HAUL ROUTE
- CONTRACTOR LAYDOWN/STAGING AREA
- WORK LIMITS - T-HANGAR (BY OTHERS)
- WORK LIMITS - SEQUENCE 1
- WORK LIMITS - SEQUENCE 2
- WORK LIMITS - SEQUENCE 3
- GATE GUARD (GG)
- LOW PROFILE BARRICADES
- TAXIWAY CLOSURE CROSS
- CONSTRUCTION SIGN (A)
- RUNWAY PROTECTION ZONE — RPZ
- RUNWAY SAFETY AREA — RSA
- RUNWAY OBJECT FREE AREA — ROFA
- TAXIWAY SAFETY AREA — TSA
- TAXIWAY OBJECT FEE AREA — TOFA

## SAFETY AND PHASING NOTES

1. THE CONTRACTOR SHALL KEEP AND OPERATE A POWER BROOM TO SWEEP AIRFIELD PAVEMENTS NEAR THE PROJECT SITE AND KEEP THEM FREE OF DUST AND FOREIGN OBJECT DEBRIS (FOD) AT ALL TIMES. THE CONTRACTOR SHALL PERFORM FOD INSPECTION AT THE END OF EVERY SHIFT.
2. ALL SOIL STOCKPILES SHALL BE OUTSIDE OF THE TOFA AND ROFA SAFETY AREAS.
3. THE GATES USED FOR SITE ACCESS MUST BE CLOSED AND RELOCKED (IF NOT AN ELECTRICALLY OPERATED GATE) AT ALL TIMES UNLESS REQUIRED FOR EQUIPMENT AND/OR MATERIAL DELIVERIES. WHEN ACTIVE HAULING IS TAKING PLACE AT A MANUALLY OPERATED GATE, THE CONTRACTOR SHALL PROVIDE GATE SECURITY. ALL COST FOR THIS SHALL BE INCLUDED UNDER ITEM MST-04, PROJECT SECURITY.

## ANTICIPATED CONSTRUCTION SCHEDULE

| ACTIVITIES | 2025 AUG | SEP | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | JUN |
|---|---|---|---|---|---|---|---|---|---|---|---|
| NOTICE OF AWARD | | ◆ | | | | | | | | | |
| SUBMITTALS & MOBILIZATION | | ■ | | | | | | | | | |
| CONSTRUCTION NTP | | | ◆ | | | | | | | | |
| SEQUENCE 1 | | | 21 DAYS | | | | | | | | |
| SEQUENCE 2 | | | | 28 DAYS | | | | | | | |
| SEQUENCE 3 | | | | 49 DAYS | | | | | | | |
| PROJECT CLOSEOUT PHASE | | | | | ■ | | | | | | |
| FINAL PAYMENT | | | | | | ◆ | | | | | |

| No. | REVISIONS PER ADDENDUM No. 1 | Appr'd. | By | Date |
|---|---|---|---|---|
| | Submittal / Revision | | | |
| | | | | 06/09/25 |

CONSTRUCT TAXILANE

# OVERALL CONSTRUCTION SAFETY AND PHASING PLAN

FORT WAYNE, IN

SMITH FIELD (SMD)

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
*A Whole New Altitude*



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| 5/28/2025 | 092686 | AS SHOWN |

Drawing No.:

**9**

SHEET SET UP TO PLOT IN COLOR

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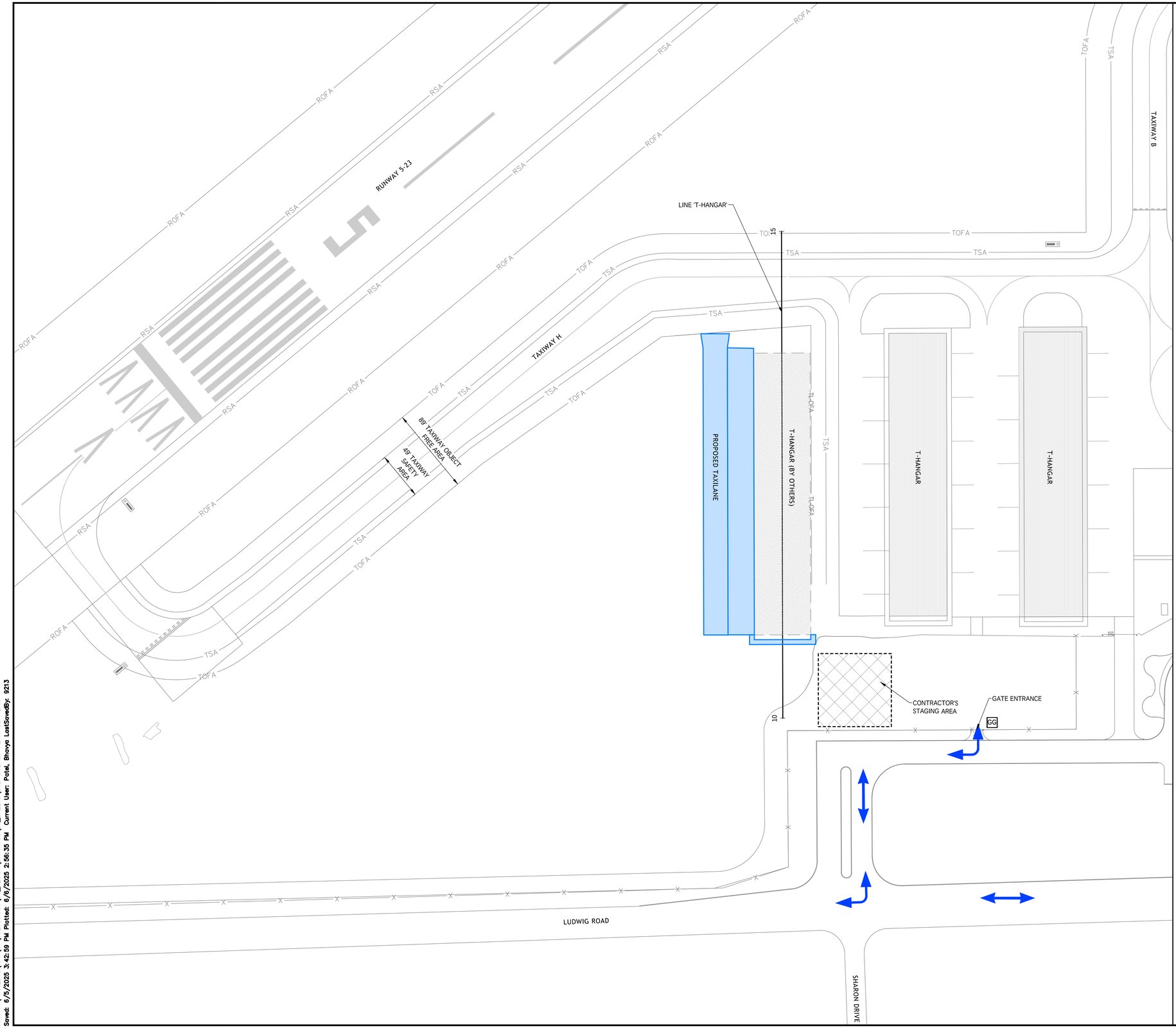


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GRAPHIC SCALE (FEET)

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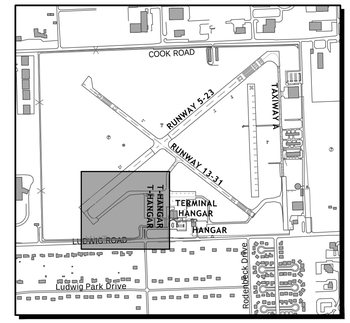


## LEGEND

- HAUL ROUTE
- CONTRACTOR LAYDOWN/STAGING AREA
- WORK LIMITS - T-HANGAR (BY OTHERS)
- WORK LIMITS - SEQUENCE 1
- WORK LIMITS - SEQUENCE 2
- WORK LIMITS - SEQUENCE 3
- GATE GUARD (GG)
- LOW PROFILE BARRICADES
- RUNWAY/TAXIWAY CLOSURE CROSS
- CONSTRUCTION SIGN
- RUNWAY PROTECTION ZONE (RPZ)
- RUNWAY SAFETY AREA (RSA)
- RUNWAY OBJECT FREE AREA (ROFA)
- TAXIWAY SAFETY AREA (TSA)
- TAXIWAY OBJECT FEE AREA (TOFA)

## SEQUENCE 1 WORK AREA

1. THE FOLLOWING GENERAL SCOPE ITEMS SHALL BE COMPLETED IN THIS WORK AREA:
   - SUBGRADE PREPARATION AND LIME STABILIZATION
   - SUBBASE AGGREGATE
   - PCCP ABUTTING HANGAR
   - INDOT 401 HMA BINDER PAVING
2. ALL EXISTING RUNWAYS AND TAXIWAYS ARE ASSUMED TO BE OPERATIONAL DURING SEQUENCE 1 UNLESS OTHERWISE COORDINATED WITH THE RPR AND THE AIRPORT MANAGER.
3. THE INSTALLATION OF FINAL PAVEMENT MARKINGS AND SURFACE COURSE SHALL BE COMPLETED CONCURRENTLY WITH SEQUENCE 2.

## SAFETY AND PHASING NOTES

1. THE CONTRACTOR SHALL KEEP AND OPERATE A POWER BROOM TO SWEEP AIRFIELD PAVEMENTS NEAR THE PROJECT SITE AND KEEP THEM FREE OF DUST AND FOREIGN OBJECT DEBRIS (FOD) AT ALL TIMES. THE CONTRACTOR SHALL PERFORM FOD INSPECTION AT THE END OF EVERY SHIFT.
2. ALL SOIL STOCKPILES SHALL BE OUTSIDE OF THE TOFA AND ROFA SAFETY AREAS.
3. THE GATES USED FOR SITE ACCESS MUST BE CLOSED AND RELOCKED (IF NOT AN ELECTRICALLY OPERATED GATE) AT ALL TIMES UNLESS REQUIRED FOR EQUIPMENT AND/OR MATERIAL DELIVERIES. WHEN ACTIVE HAULING IS TAKING PLACE AT A MANUALLY OPERATED GATE, THE CONTRACTOR SHALL PROVIDE GATE SECURITY. ALL COST FOR THIS SHALL BE INCLUDED UNDER ITEM MST-04, PROJECT SECURITY.

| No. | Submittal / Revision | Appr'd. | By | Date |
|---|---|---|---|---|
| | | | | |

CONSTRUCT TAXILANE

# DETAILED CONSTRUCTION SAFETY AND PHASING PLAN - SEQUENCE 1

FORT WAYNE, IN

SMITH FIELD (SMD)

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
*A Whole New Altitude*



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| 5/28/2025 | 092686 | AS SHOWN |

Drawing No.:

**10**

SHEET SET UP TO PLOT IN COLOR

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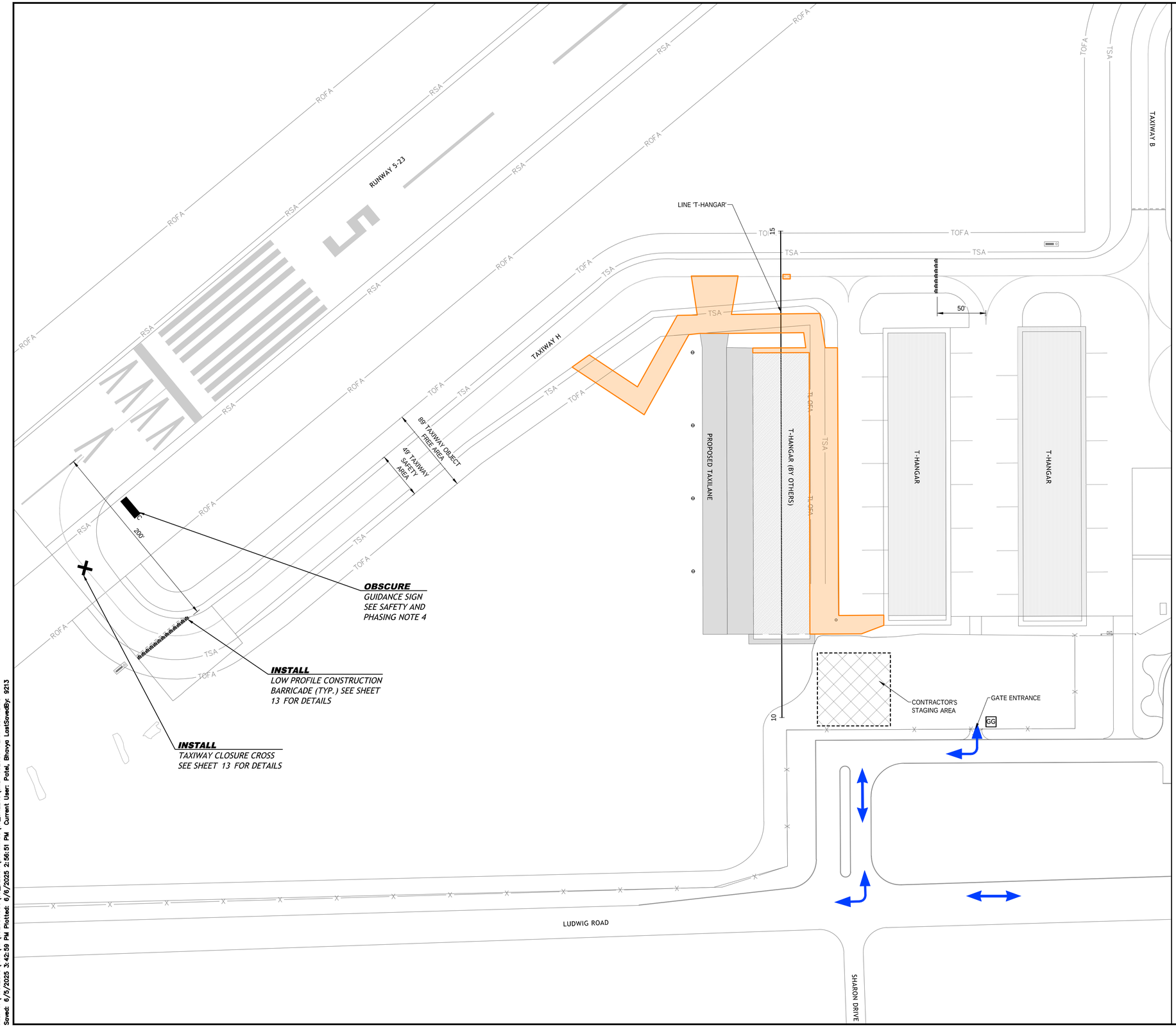


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GRAPHIC SCALE (FEET)

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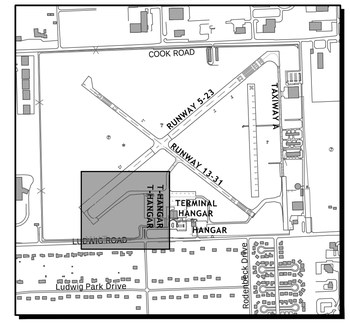


## LEGEND

- HAUL ROUTE
- CONTRACTOR LAYDOWN/STAGING AREA
- WORK LIMITS - T-HANGAR (BY OTHERS)
- WORK LIMITS - SEQUENCE 1
- WORK LIMITS - SEQUENCE 2
- WORK LIMITS - SEQUENCE 3
- GATE GUARD (GG)
- LOW PROFILE BARRICADES
- RUNWAY/TAXIWAY CLOSURE CROSS
- SIGN COVER (C)
- CONSTRUCTION SIGN (A)
- RUNWAY PROTECTION ZONE — RPZ
- RUNWAY SAFETY AREA — RSA
- RUNWAY OBJECT FREE AREA — ROFA
- TAXIWAY SAFETY AREA — TSA
- TAXIWAY OBJECT FEE AREA — TOFA

## SEQUENCE 2 WORK AREA

1. THE FOLLOWING GENERAL SCOPE ITEMS SHALL BE COMPLETED IN THIS WORK AREA:
   - DRAINAGE INSTALLATION
   - SUBGRADE PREPARATION AND LIME STABILIZATION
   - STONE
   - HMA BINDER
   - HMA SURFACE
   - PAVEMENT MARKINGS AT 50% APPLICATION RATE
   - PAVEMENT MARKINGS AT 100%
2. ALL EXISTING RUNWAYS AND TAXIWAYS ARE ASSUMED TO BE OPERATIONAL DURING SEQUENCE 2 EXCEPT FOR TAXIWAY H AND THE WEST SIDE OF THE EXISTING HANGAR WILL BE CLOSED.

## SAFETY AND PHASING NOTES

1. THE CONTRACTOR SHALL KEEP AND OPERATE A POWER BROOM TO SWEEP AIRFIELD PAVEMENTS NEAR THE PROJECT SITE AND KEEP THEM FREE OF DUST AND FOREIGN OBJECT DEBRIS (FOD) AT ALL TIMES. THE CONTRACTOR SHALL PERFORM FOD INSPECTION AT THE END OF EVERY SHIFT.
2. ALL SOIL STOCKPILES SHALL BE OUTSIDE OF THE TOFA AND ROFA SAFETY AREAS.
3. THE GATES USED FOR SITE ACCESS MUST BE CLOSED AND RELOCKED (IF NOT AN ELECTRICALLY OPERATED GATE) AT ALL TIMES UNLESS REQUIRED FOR EQUIPMENT AND/OR MATERIAL DELIVERIES. WHEN ACTIVE HAULING IS TAKING PLACE AT A MANUALLY OPERATED GATE, THE CONTRACTOR SHALL PROVIDE GATE SECURITY. ALL COST FOR THIS SHALL BE INCLUDED UNDER ITEM MST-04, PROJECT SECURITY.
4. AT THE DESIGNATED GUIDANCE SIGNS NOTED, THE CONTRACTOR SHALL OBSCURE PANEL(S) AS NOTED ON THIS PLAN. REFER TO THE GUIDANCE SIGN OBSCURING DETAIL ON SHEET 13. THE CONTRACTOR SHALL PROVIDE, INSTALL, MAINTAIN, AND REMOVE ALL MATERIALS REQUIRED TO ADEQUATELY OBSCURE THE SIGN(S). ALL COSTS ASSOCIATED WITH OBSCURING SIGNS SHALL BE MEASURED FOR PAYMENT BASED ON MST-02, OBSCURE GUIDANCE SIGN PANEL.

| No. | Submittal / Revision | Appr'd. | By | Date |
|---|---|---|---|---|
| 1 | REVISIONS PER ADDENDUM No. 1 | | | 06/09/25 |

CONSTRUCT TAXILANE

# DETAILED CONSTRUCTION SAFETY AND PHASING PLAN - SEQUENCE 2

FORT WAYNE, IN

SMITH FIELD (SMD)

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
*A Whole New Altitude*



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| Issue Date: | Project No: | Scale: |
| 5/28/2025 | 092686 | AS SHOWN |

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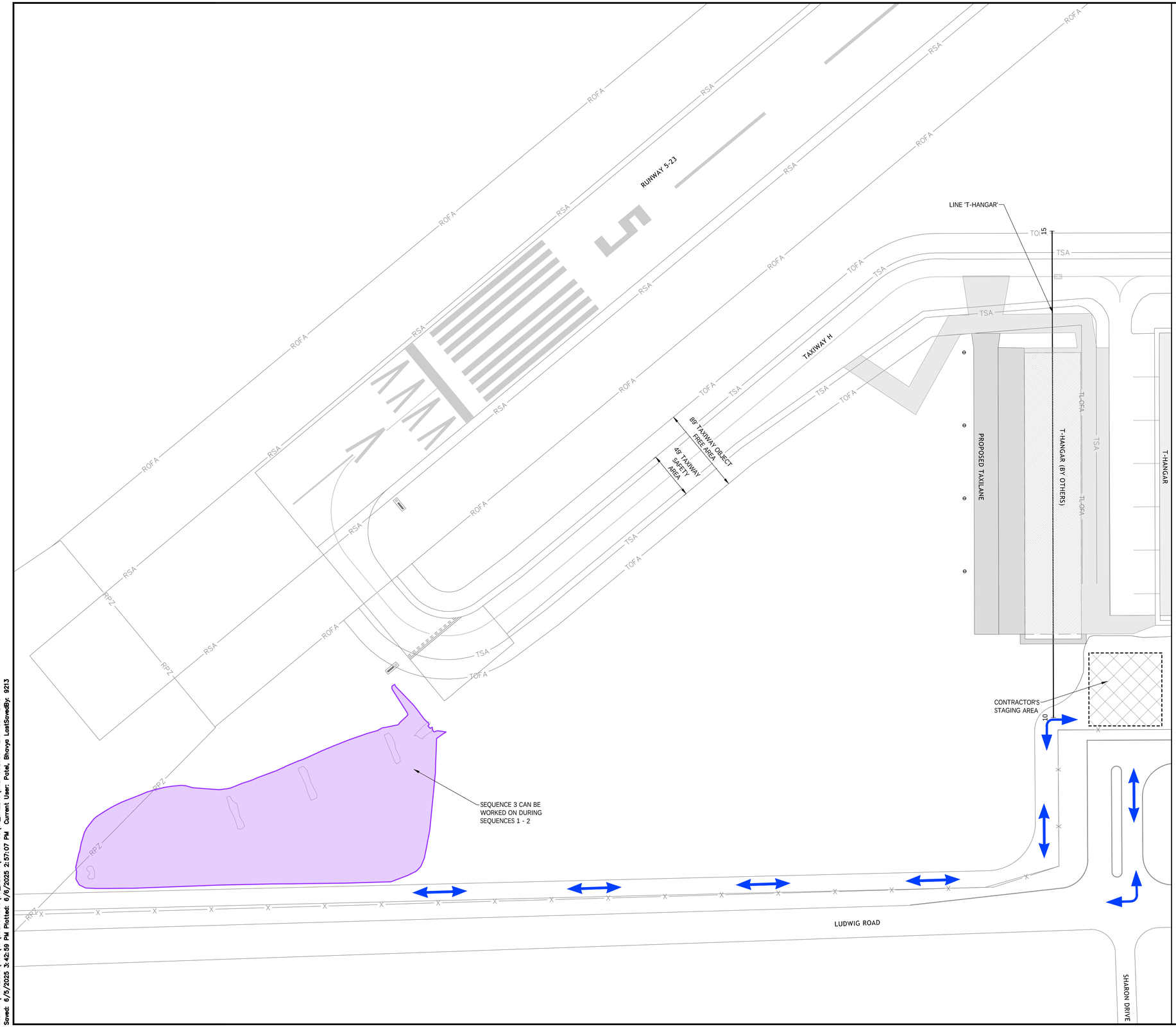


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GRAPHIC SCALE (FEET)

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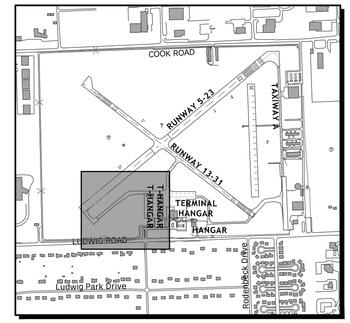
## KEYMAP




## LEGEND

- HAUL ROUTE
- CONTRACTOR LAYDOWN/STAGING AREA
- WORK LIMITS - T-HANGAR (BY OTHERS)
- WORK LIMITS - SEQUENCE 1
- WORK LIMITS - SEQUENCE 2
- WORK LIMITS - SEQUENCE 3
- GATE GUARD (GG)
- LOW PROFILE BARRICADES
- RUNWAY/TAXIWAY CLOSURE CROSS
- CONSTRUCTION SIGN (A)
- RUNWAY PROTECTION ZONE — RPZ
- RUNWAY SAFETY AREA — RSA
- RUNWAY OBJECT FREE AREA — ROFA
- TAXIWAY SAFETY AREA — TSA
- TAXIWAY OBJECT FEE AREA — TOFA

## SEQUENCE 3 WORK AREA

1. SEQUENCE 3 DURATION CAN BE WORKED ON CONCURRENTLY WITH SEQUENCES 1 - 2.
2. THE FOLLOWING GENERAL SCOPE ITEMS SHALL BE COMPLETED IN THIS WORK AREA:
   - MODIFY EXISTING STORMWATER DETENTION BASIN
3. ALL EXISTING RUNWAYS AND TAXIWAYS ARE ASSUMED TO BE OPERATIONAL DURING SEQUENCE 3 UNLESS OTHERWISE COORDINATED WITH THE RPR AND THE AIRPORT MANAGER.

## SAFETY AND PHASING NOTES

1. THE CONTRACTOR SHALL KEEP AND OPERATE A POWER BROOM TO SWEEP AIRFIELD PAVEMENTS NEAR THE PROJECT SITE AND KEEP THEM FREE OF DUST AND FOREIGN OBJECT DEBRIS (FOD) AT ALL TIMES. THE CONTRACTOR SHALL PERFORM FOD INSPECTION AT THE END OF EVERY SHIFT.
2. ALL SOIL STOCKPILES SHALL BE OUTSIDE OF THE TOFA AND ROFA SAFETY AREAS.
3. THE GATES USED FOR SITE ACCESS MUST BE CLOSED AND RELOCKED (IF NOT AN ELECTRICALLY OPERATED GATE) AT ALL TIMES UNLESS REQUIRED FOR EQUIPMENT AND/OR MATERIAL DELIVERIES. WHEN ACTIVE HAULING IS TAKING PLACE AT A MANUALLY OPERATED GATE, THE CONTRACTOR SHALL PROVIDE GATE SECURITY. ALL COST FOR THIS SHALL BE INCLUDED UNDER ITEM MST-04, PROJECT SECURITY.

| No. | REVISIONS PER ADDENDUM No. 1 / Submittal / Revision | Appr'd. | By | Date |
|---|---|---|---|---|
| 1 | | | | 06/09/25 |

CONSTRUCT TAXILANE

# DETAILED CONSTRUCTION SAFETY AND PHASING PLAN - SEQUENCE 3

FORT WAYNE, IN

SMITH FIELD (SMD)

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
*A Whole New Altitude*



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| 5/28/2025 | 092686 | AS SHOWN |

Drawing No.:
**12**

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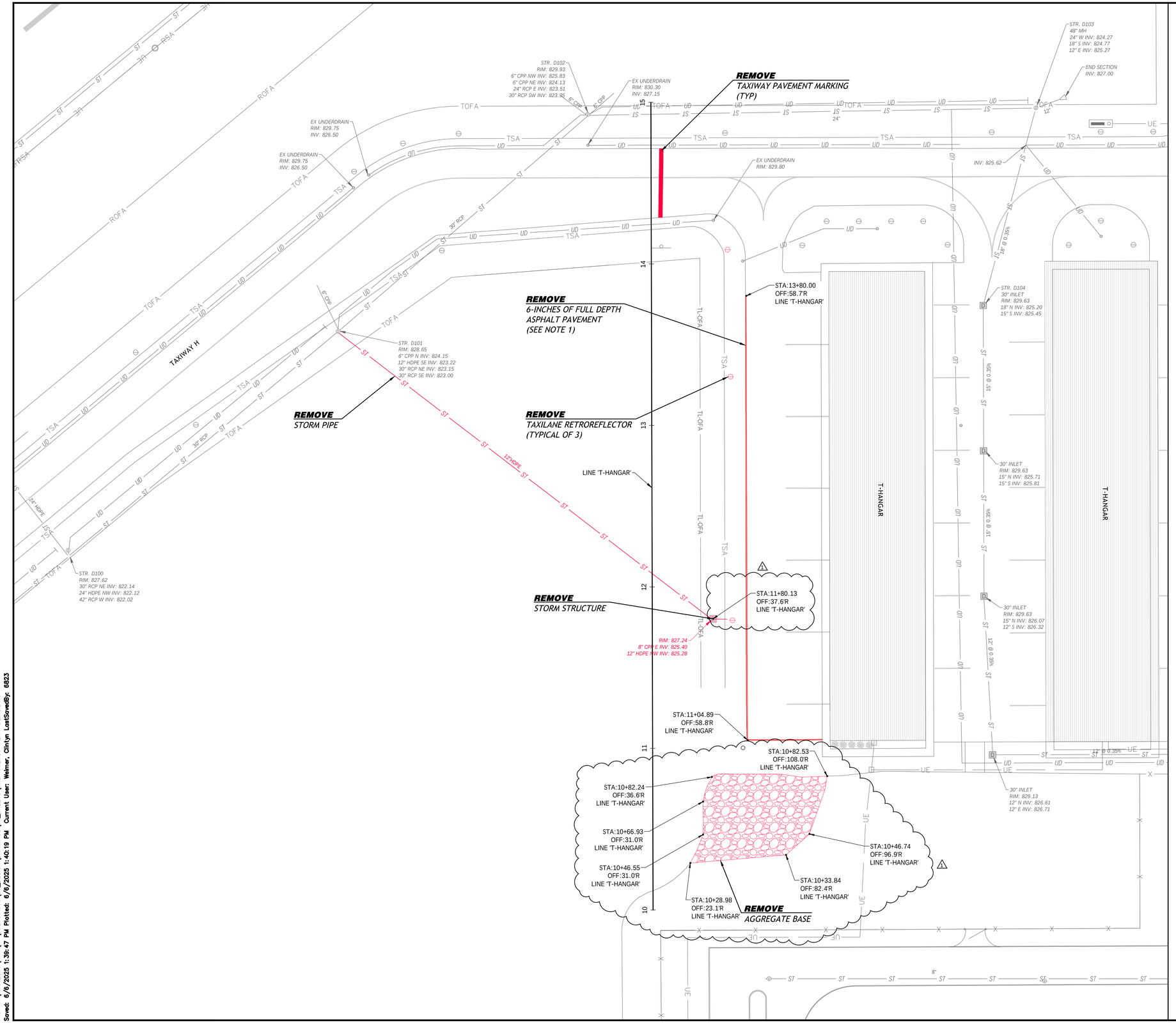


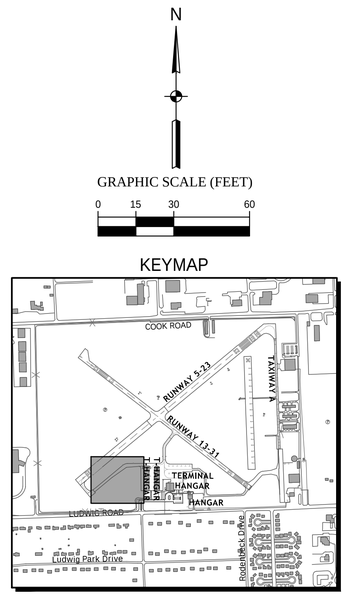


## DEMOLITION NOTES

1. THE CONTRACTOR SHALL SAW-CUT APPROXIMATELY 6" OFF THE EXISTING PAVEMENT LIMITS SHALL BE MADE TO MINIMIZE STRESS FRACTURING OF THE SURROUNDING PAVEMENT TO REMAIN IN PLACE. THE COST TO SAW-CUT THE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE PAVEMENT REMOVAL PAY ITEM IN SPECIFICATION SECTION IN P-101.

2. THE CONTRACTOR SHALL PROTECT ALL EXISTING AIRFIELD LIGHTS, REFLECTORS, AND NAVIGATIONAL AIDS THAT SHALL REMAIN. ANY DAMAGE TO AIRFIELD LIGHTING, REFLECTORS, AND NAVIGATIONAL AIDS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. ANY FAA CABLES OR COMMUNICATIONS LINES DAMAGED DURING CONSTRUCTION ARE TO BE REMOVED AND REPLACED FROM BOTH TERMINATION POINTS AND SHALL NOT BE SPLICED.

3. WHERE REMOVAL OF STRUCTURE OR SIGNAGE IS INDICATED, ANY ASSOCIATED BASE AND/OR FOUNDATION SHALL BE REMOVED. ALL VOIDS REMAINING SHALL BE BACKFILLED WITH SUITABLE SOIL TO MATCH ADJACENT TURF GRADES. SOIL SHALL BE COMPACTED WITH TAMPERS AND SURFACE SHALL BE SEEDED IN ACCORDANCE WITH SPECIFICATION SECTION T-901.

4. ALL DEMOLISHED ITEMS AND SPOIL MATERIALS RESULTING FROM CLEARING AND GRUBBING, PAVEMENT REMOVAL, UTILITY REMOVAL, ETC. SHALL BE PROPERLY DISPOSED OF OFF AIRPORT PROPERTY UNLESS OTHERWISE NOTED.

5. ANY DEMOLITION ITEM NOT LISTED AS A REMOVAL IN THE ESTIMATE OF QUANTITIES SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS DEMOLITION PAY ITEMS PER GENERAL PROVISION 40-06.

| No. | Submittal / Revision | Appr'd. | By | Date |
|---|---|---|---|---|
| 1 | REVISIONS PER ADDENDUM No. 1 | | | 06/06/25 |

CONSTRUCT TAXILANE

# DEMOLITION PLAN

FORT WAYNE, IN

SMITH FIELD (SMD)

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
*A Whole New Altitude*



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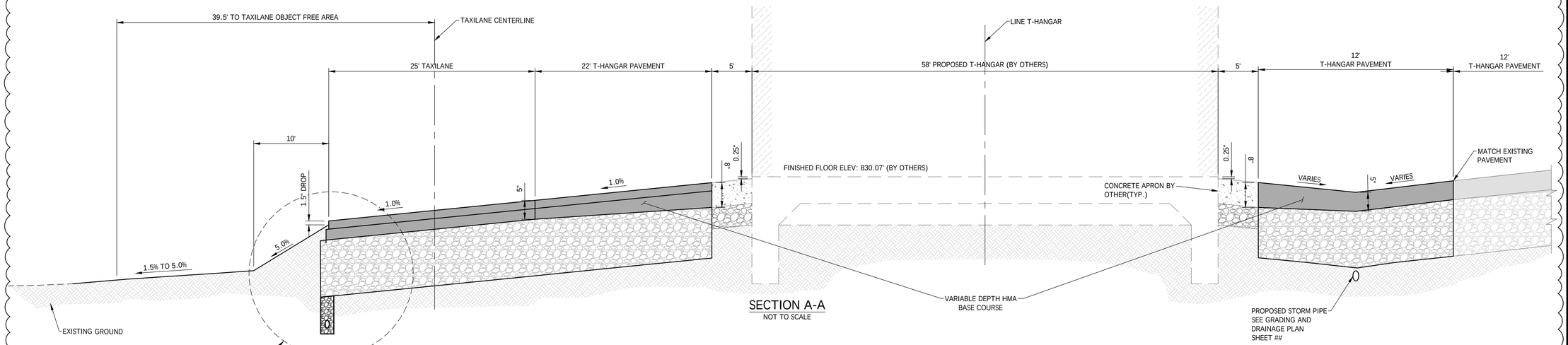
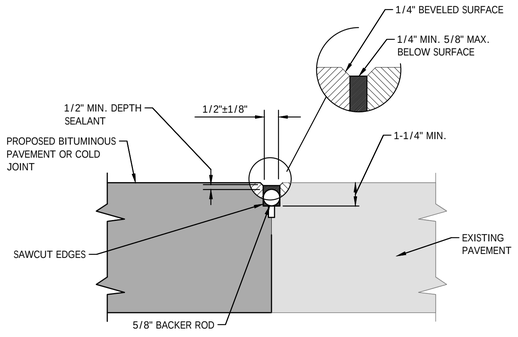
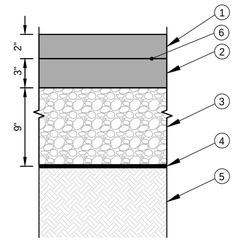



## SECTION A-A
NOT TO SCALE



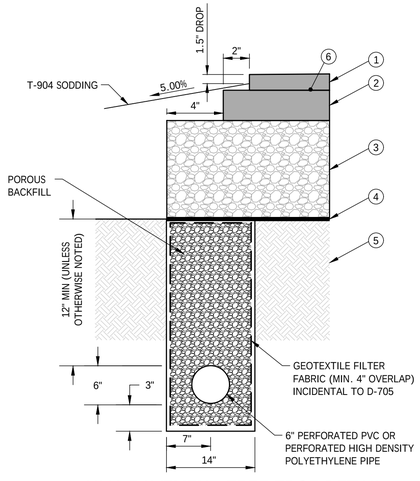

## BITUMINOUS PAVEMENT JOINT DETAIL
NOT TO SCALE

## BITUMINOUS PAVEMENT JOINT NOTES:
1. JOINT SEALING MATERIAL SHALL BE A HOT-POURED JOINT SEALING COMPOUND WHICH MEETS THE REQUIREMENTS OF P-605.
2. BACKER ROD MATERIAL SHALL BE CLOSED-CELL RESILIENT FOAM OR SPONGE RUBBER.
3. THE BITUMINOUS PAVEMENT JOINT SHALL BE INSTALLED AT ALL LOCATIONS WHERE NEW BITUMINOUS PAVEMENT ADJOINS EXISTING PAVEMENTS AND WHERE A NEW BITUMINOUS PAVEMENT COLD JOINT EXISTS (I.E. ALONG TAXIWAY EDGE OF PAVEMENT AND TAXILANE CONNECTORS).
4. CONSTRUCTION OF BITUMINOUS PAVEMENT JOINTS SHALL OCCUR PRIOR TO INSTALLATION OF PAVEMENT MARKINGS.
5. ALL JOINTS SHALL BE SAWCUT UTILIZING A CHALK LINE OR OTHER APPROVED METHOD SUCH THAT NO 25' LONG SECTION OF JOINT DEVIATES MORE THAN 1/2" FROM A STRAIGHT LINE.




## TYPICAL HMA PAVEMENT SECTION
NOT TO SCALE

## PAVEMENT NOTES:
1. PAVEMENTS ARE DESIGNED FOR AIRCRAFT UNDER 60,000 POUNDS. ALL MATERIALS AND TESTING SHALL CONFORM TO THESE REQUIREMENTS.
2. PAVEMENT SECTIONS SHALL BE CONSTRUCTED IN THE INDIVIDUAL LAYER THICKNESSES SHOWN.
3. WATERING OR DRYING OF SUBGRADE AND AGGREGATE BASE COMPACTION SHALL NOT BE A PAY ITEM. THE COST SHALL BE INCLUDED IN THE COST FOR OTHER PAY ITEMS. WATER SHALL BE APPLIED AS DIRECTED BY THE ENGINEER.
4. CONTRACTOR SHALL PROTECT PAVEMENT SUBGRADES FROM WEATHER AND EQUIPMENT TRAFFIC DURING CONSTRUCTION. PONDING WATER ON SUBGRADE SHALL NOT BE PERMITTED. DAMAGE TO SUBGRADE SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AS THE CONTRACTOR'S EXPENSE. PROTECTION OF SUBGRADE AND DEWATERING SHALL BE CONSIDERED INCIDENTAL TO P-152. NO SEPARATE MEASUREMENT OR PAYMENT SHALL BE MADE.
5. THE CONTRACTOR SHALL REPAIR ANY PAVEMENT/PROPERTY DAMAGED BY HIS/HER FORCES DURING THE COURSE OF THIS PROJECT AT HIS/HER OWN EXPENSE. REPAIR METHODS SHALL BE APPROVED BY THE ENGINEER.
6. PROOF ROLLING OR OTHER APPROVED METHOD - SHALL BE PERFORMED ON ALL SUBGRADE AREAS TO BE PAVED. THE COST OF SUBGRADE EVALUATION SHALL BE CONSIDERED INCIDENTAL TO ITEM P-152 EXCAVATION AND EMBANKMENT. SOFT OR YIELDING AREAS SHALL BE UNDERCUT AND REPLACED WITH SUITABLE MATERIAL.
7. EXCESS SOIL MUST BE DISPOSED OF AT THE AIRPORT'S SOIL STOCKPILE.
8. CONTRACTOR SHALL PROTECT THE BASE AND SUBGRADE OF EXISTING PAVEMENTS TO REMAIN IN-PLACE. UNDERMINING OF THE EXISTING PAVEMENT SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. REPAIR METHODS SHALL BE APPROVED BY THE ENGINEER.
9. ANY UNSUITABLE SUBGRADE AREAS SHALL BE UNDERCUT, AS DIRECTED BY THE ENGINEER. UNDERCUT AREA SHALL BE BACKFILLED AND COMPACTED WITH SUBBASE COURSE AGGREGATE PER P-154.




## HMA PAVEMENT FREE EDGE DETAIL
NOT TO SCALE

## PAVEMENT LEGEND
1. INDOT 402 HMA, 2, 76-22, SURFACE, 12.5 MM
2. INDOT 402 HMA, 2, 76-22, BASE, 25 MM
3. P-154 SUBBASE COURSE (INDOT 301 No. 53's)
4. P-154 GEOGRID
5. P-152 COMPACTED SUBGRADE
6. INDOT 406 TACK COAT - APPLICATION RATES: NEW PAVEMENTS = 0.05 TO 0.8 GAL/SYS NO SEPARATE PAYMENT IS TO BE MADE FOR TACK COAT. IT SHALL BE INCIDENTAL TO INDOT 401 PAY ITEM

| No. | Submittal / Revision | Appr'd. | By | Date |
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| 1 | REVISIONS PER ADDENDUM No. 1 | | | 06/06/25 |

CONSTRUCT TAXILANE

# TYPICAL SECTIONS AND SITE DETAILS

SMITH FIELD (SMD)

FORT WAYNE, IN

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
*A Whole New Altitude*



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Drawing No.:
**18**

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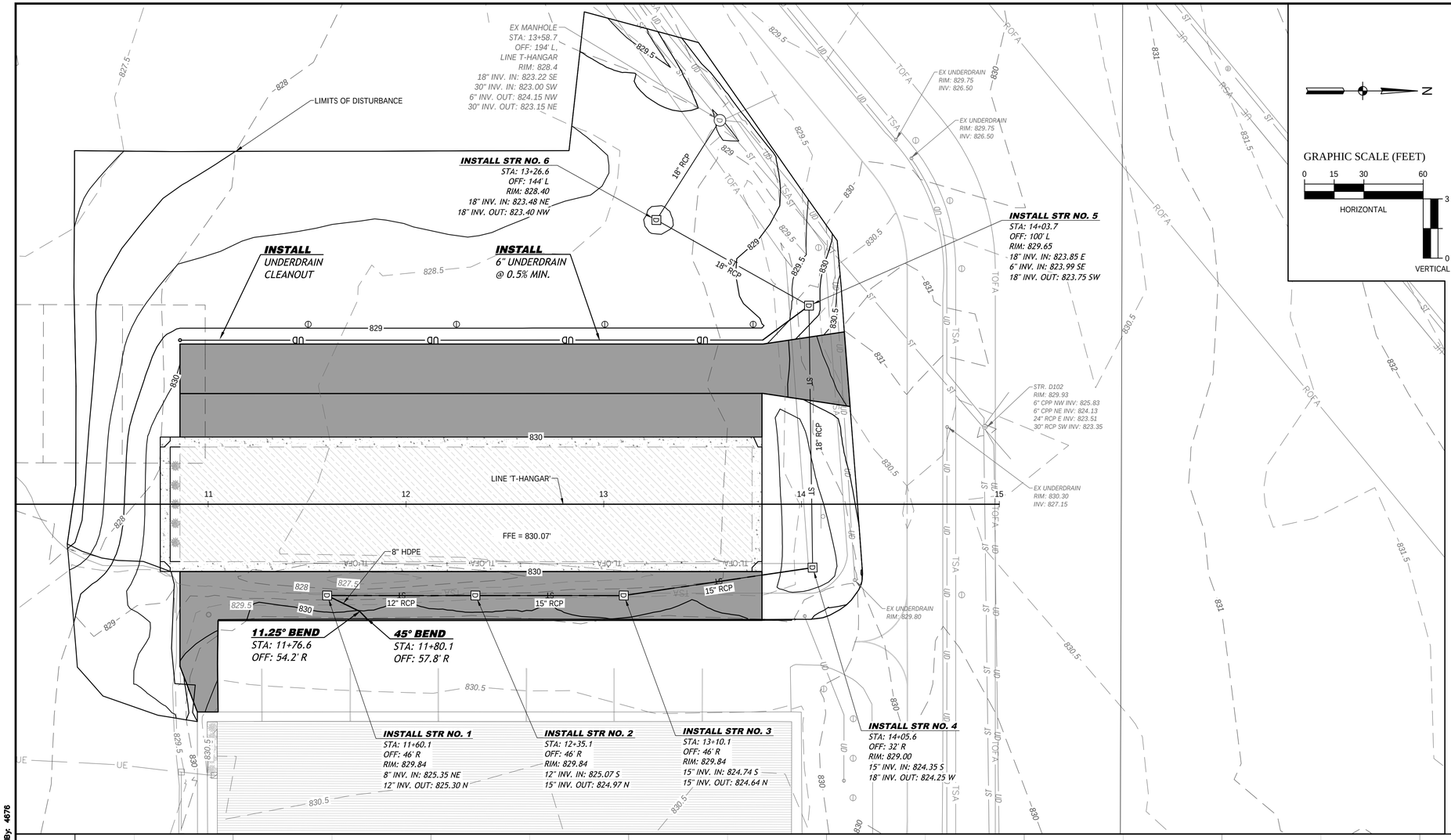



## GRADING NOTES

1. STOCKPILE ALL TOPSOIL AND EMBANKMENT MATERIAL REMOVED IN THE AIRPORT STOCKPILE DEPICTED IN SHEET NO. 8 SITE LOGISTICS AND SHEET NO. 26 SWPPP 3. THE DISTURBED AREAS OF THE AIRPORT SOIL STOCKPILE SHALL BE SURROUNDED AND PROTECTED BY STRAW WATTLES TO PREVENT ILLICIT DISCHARGES OF SEDIMENT FROM EXITING THE STOCKPILE AREA.

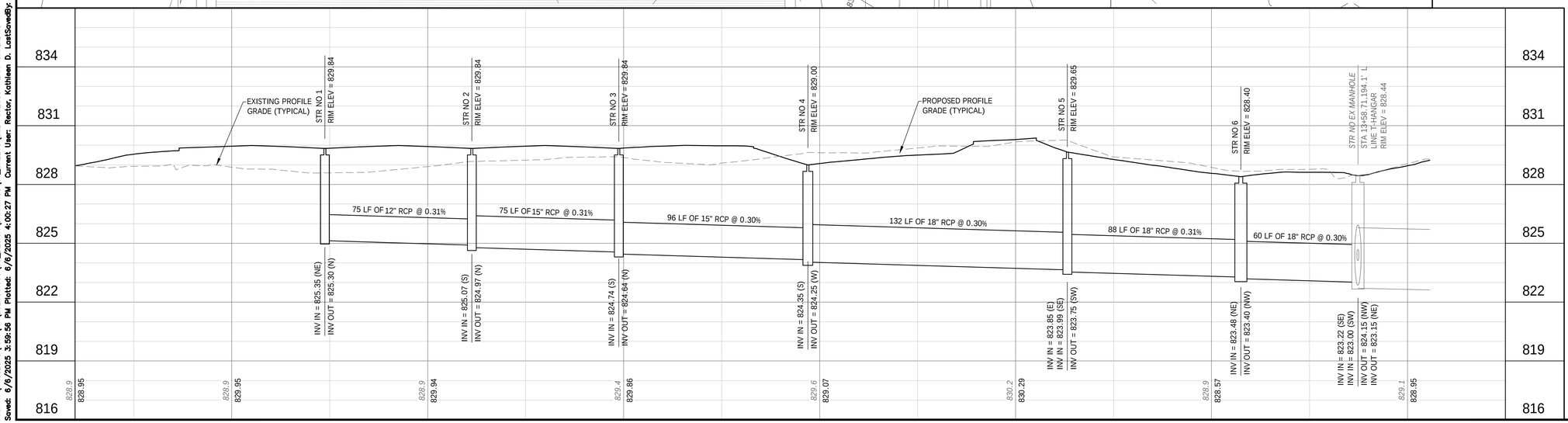
2. THE PROPOSED CONTOUR LINES ARE THE RESULT OF AN ENGINEERED GRADING DESIGN AND REFLECT A PLANNED INTENT WITH REGARD TO DRAINAGE AND MOVEMENT OF STORMWATER RUNOFF. THE CONTRACTOR SHALL CONTACT THE ENGINEER IF THEY HAVE ANY CONCERNS REGARDING THE INTENT OF THE DESIGN OR WITH THE CONTINUITY OF THE GRADES OR CONTOURS.

3. THE CONTRACTOR SHALL NOT DISTURB EXISTING VEGETATION UNLESS REQUIRED TO PERFORM A GRADING OPERATION. IF EXISTING VEGETATION IS DISTURBED OUTSIDE OF PROPOSED GRADING LIMITS THE CONTRACTOR SHALL SOD OR SEED AND MULCH THESE AREAS AT THE CONTRACTOR'S EXPENSE. NO SEPARATE PAYMENT SHALL BE MADE.

4. UNDERGROUND UTILITIES, UNDERDRAINS, ELECTRICAL CONDUITS/CABLE, ETC. SHALL BE MARKED IN THE FIELD WITH PAINT AND WOODEN LATH AND TEMPORARY SIGNAGE TO ALERT GRADING EQUIPMENT OPERATORS OF UNDERGROUND UTILITY LOCATIONS.

5. FILL SLOPES SHALL BE NO GREATER THAN 4 (HORIZONTAL) TO 1 (VERTICAL).

6. EXCAVATED MATERIAL DEEMED TO BE UNSUITABLE FOR USE AS BACKFILL SHALL BE STOCKPILED ON THE PROJECT SITE, PROVIDED A DESIGNATED LOCATION HAS BEEN IDENTIFIED ON THE PLANS. IF NO SITE HAS BEEN IDENTIFIED ON THE PLANS, THE CONTRACTOR SHALL HAVE THE RESPONSIBILITY TO REMOVE AND DISPOSE THE MATERIAL OFF OF AIRPORT PROPERTY.

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CONSTRUCT TAXILANE

GRADING AND DRAINAGE PLAN
SHEET 1 OF 2

FORT WAYNE, IN

SMITH FIELD (SMD)

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
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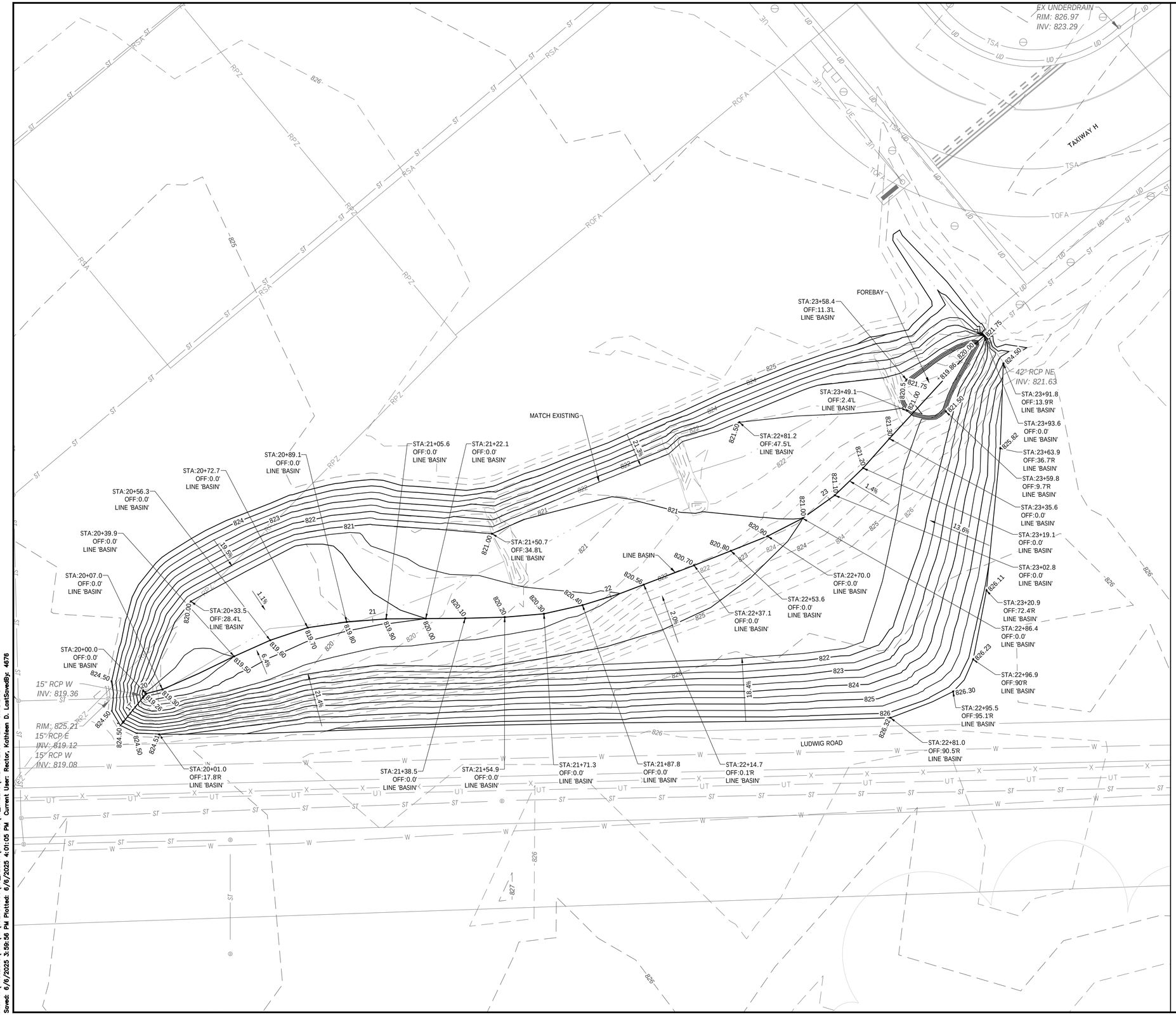


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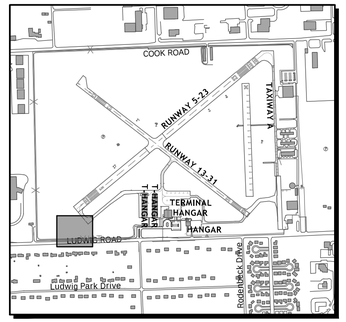


## GRADING NOTES

1. STOCKPILE ALL TOPSOIL AND EMBANKMENT MATERIAL REMOVED IN AN ENGINEER APPROVED AREA AND AWAY FROM WATERS OF THE STATE. THE LIMITS OF THE STOCKPILE SHALL BE SURROUNDED AND PROTECTED BY SILT FENCE TO PREVENT ILLICIT DISCHARGES OF SEDIMENT FROM EXITING THE STOCKPILE AREA.

2. THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS AFTER FINAL GRADING IS COMPLETE EXCEPT WHERE THE PLANS REQUIRE THE PLACEMENT OF SOD.

3. THE PROPOSED CONTOUR LINES ARE THE RESULT OF AN ENGINEERED GRADING DESIGN AND REFLECT A PLANNED INTENT WITH REGARD TO DRAINAGE AND MOVEMENT OF STORMWATER RUNOFF. THE CONTRACTOR SHALL CONTACT THE ENGINEER IF THEY HAVE ANY CONCERNS REGARDING THE INTENT OF THE DESIGN OR WITH THE CONTINUITY OF THE GRADES OR CONTOURS.

4. THE CONTRACTOR SHALL NOT DISTURB EXISTING VEGETATION UNLESS REQUIRED TO PERFORM A GRADING OPERATION.

5. UNDERGROUND UTILITIES, UNDERDRAINS, ELECTRICAL CONDUITS/CABLE, ETC. SHALL BE MARKED IN THE FIELD WITH PAINT AND WOODEN LATH AND TEMPORARY SIGNAGE TO ALERT GRADING EQUIPMENT OPERATORS OF UNDERGROUND UTILITY LOCATIONS.

6. FILL SLOPES SHALL BE NO GREATER THAN 4 (HORIZONTAL) TO 1 (VERTICAL).

7. EXCAVATED MATERIAL DEEMED TO BE UNSUITABLE SHALL TO BE USED FOR BACKFILL MATERIAL SHALL BE STOCKPILED ON THE PROJECT SITE IF A LOCATION HAS BEEN IDENTIFIED ON THE PLANS. IF NO SITE HAS BEEN IDENTIFIED ON THE PLANS, THE CONTRACTOR SHALL HAVE THE RESPONSIBILITY TO REMOVE AND DISPOSE THE MATERIAL OFF OF AIRPORT PROPERTY.

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CONSTRUCT TAXILANE

GRADING AND DRAINAGE PLAN
SHEET 2 OF 2

FORT WAYNE, IN

SMITH FIELD (SMD)

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
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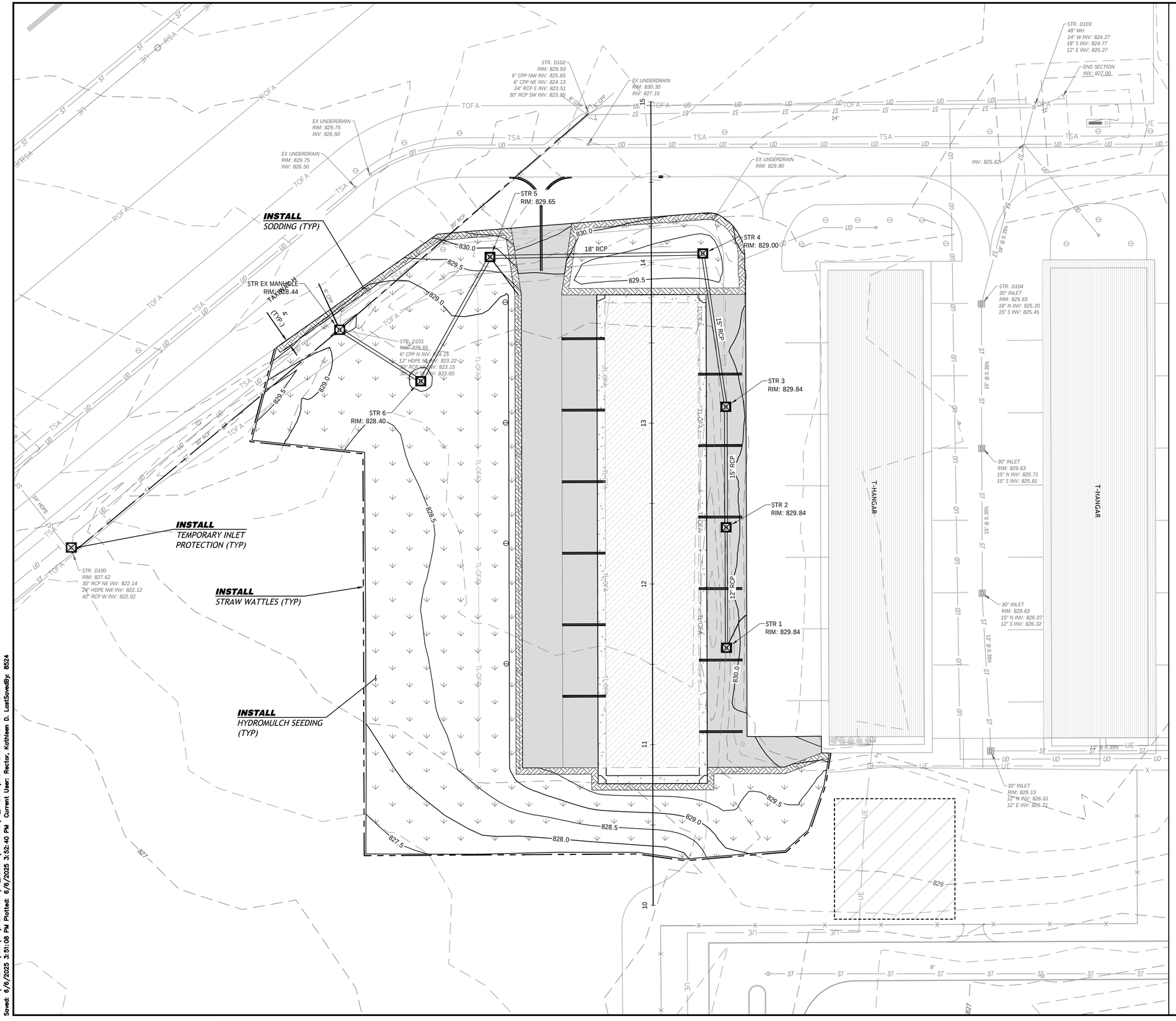


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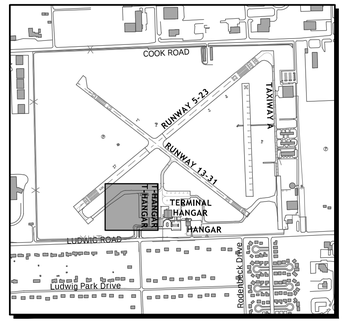


## SWPPP LEGEND

| DESCRIPTION | PROPOSED |
|---|---|
| SODDING | |
| CONSTRUCTION ENTRANCE | |
| INLET PROTECTION | |
| SEEDING & MULCHING | |
| STRAW WATTLE | |
| STAGING AREA | |
| EROSION CONTROL BLANKET | |

## SWPPP NOTES

1. THE CONTRACTOR SHALL NOT DISTURB EXISTING VEGETATION UNLESS REQUIRED TO PERFORM A GRADING OPERATION.IF EXISTING VEGETATION IS DISTURBED OUTSIDE OF THE PROPOSED GRADING LIMITS THE CONTRACTOR SHALL SOD OR SEED AND MULCH THESE AREAS AT THE CONTRACTOR'S EXPENSES. NO SEPARATE PAYMENT SHALL BE MADE. IF WATER IS ENCOUNTERED WHILE TRENCHING, THE WATER SHALL BE FILTERED TO REMOVE ANY SEDIMENTS BEFORE BEING PUMPED BACK INTO ANY WATERS OF THE STATE.
2. THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS AFTER FINAL GRADING IS COMPLETE EXCEPT WHERE THE PLANS REQUIRE THE PLACEMENT OF SOD.
3. STOCKPILE ALL TOPSOIL IN AN ENGINEER APPROVED AREA AND AWAY FROM ALL WATERS OF THE STATE. THE LIMITS OF THE STOCKPILE SHALL BE SURROUNDED AND PROTECTED BY STRAW WATTLE TO PREVENT ILLICIT DISCHARGES OF SEDIMENT FROM EXITING THE STOCKPILE AREA.
4. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. ALL DISTURBED AREAS SHALL BE CLEANED, GRADED AND STABILIZED WITH GRASSING IMMEDIATELY AFTER TEMPORARY OR FINAL GRADE HAS BEEN ESTABLISHED, BUT IN NO CASE MORE THAN SEVEN DAYS AFTER WORK HAS CEASED.
5. ALL SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSPECTED EVERY SEVEN DAYS OR AFTER A 0.5 INCH RAINFALL OVER A 24 HOUR PERIOD. IF SITE INSPECTIONS IDENTIFY BMPs THAT ARE DAMAGED OR ARE NOT OPERATING EFFECTIVELY, MAINTENANCE MUST BE PERFORMED AS SOON AS PRACTICAL OR AS REASONABLY POSSIBLE AND BEFORE THE NEXT STORM EVENT WHENEVER PRACTICABLE.
6. ALL EROSION CONTROL DEVICES SHALL BE PROPERLY MAINTAINED DURING ALL PHASES OF CONSTRUCTION UNTIL THE COMPLETION OF ALL CONSTRUCTION ACTIVITIES AND ALL DISTURBED AREAS HAVE BEEN STABILIZED. ALL TEMPORARY CONTROL DEVICES SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED.
7. THE CONTRACTOR SHALL TAKE THE NECESSARY ACTIONS TO MINIMIZE THE TRACKING OF MUD AND THE GENERATION OF DUST ONTO THE SURROUNDING AIRFIELD AND ROADWAY PAVEMENTS FROM THE CONSTRUCTION AREAS. THE CONTRACTOR SHALL REMOVE MUD/SOIL FROM THE PAVEMENTS AS REQUIRED.
8. CONCRETE WASHOUT SHALL BE LOCATED IN STAGING AREA.
9. ALL EXCESS TOPSOIL AND EXCESS SITE SOIL SHALL BE REMOVED BY CONTRACTOR AND STOCKPILED OFFSITE IN ACCORDANCE WITH STATE AND LOCAL ORDINANCES.

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| 1 | REVISIONS PER ADDENDUM No. 1 | | | 06/06/25 |

CONSTRUCT TAXILANE

STORMWATER POLLUTION PREVENTION
PLAN 1 OF 3

SMITH FIELD (SMD)

FORT WAYNE, IN

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
*A Whole New Altitude*



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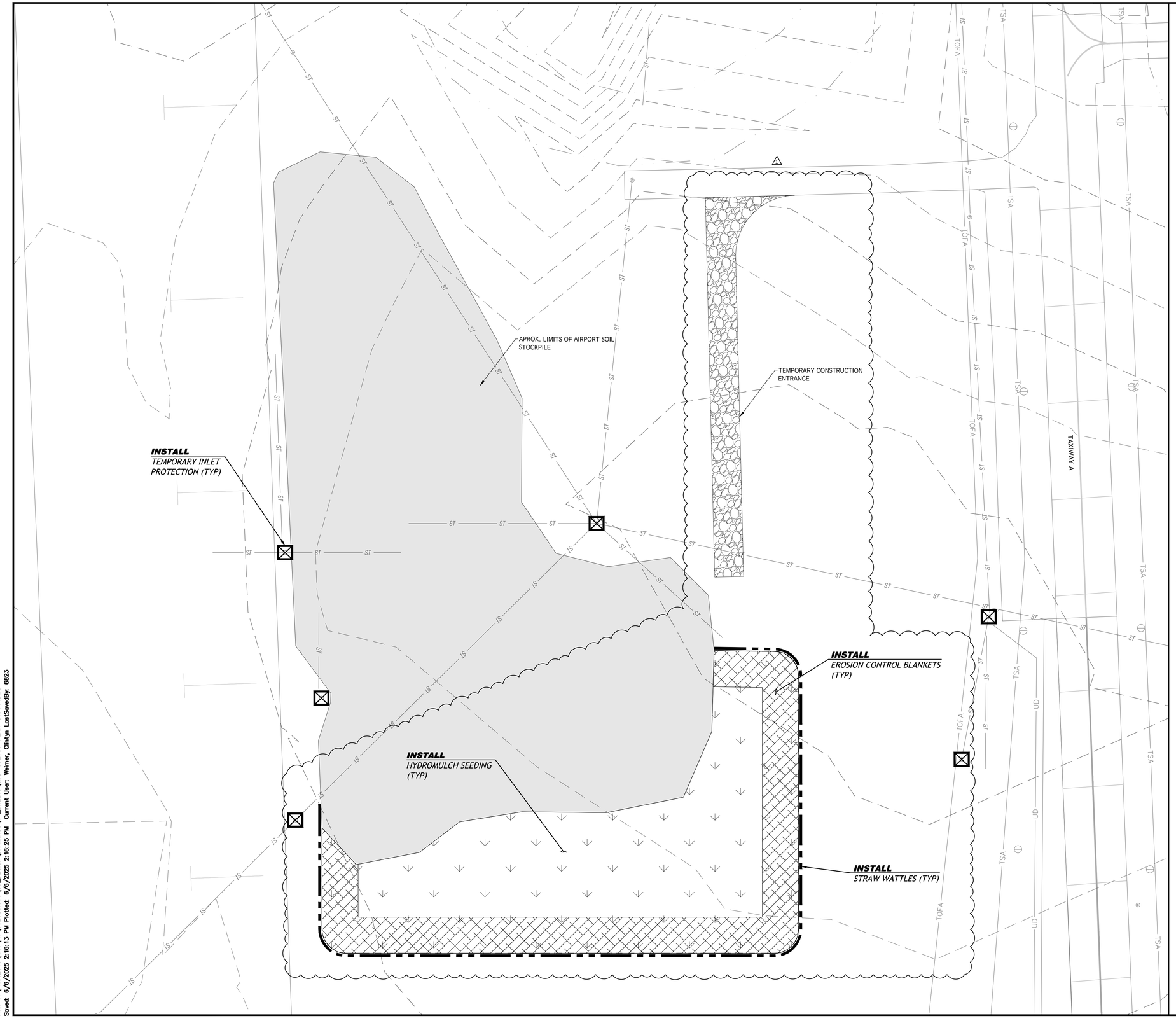


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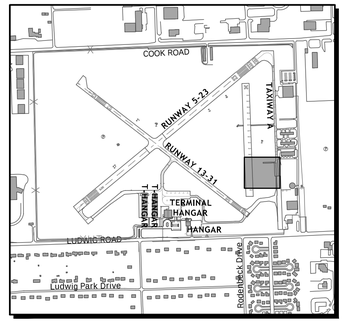


## SWPPP LEGEND

| DESCRIPTION | PROPOSED |
|---|---|
| SODDING | |
| CONSTRUCTION ENTRANCE | |
| INLET PROTECTION | |
| SEEDING & MULCHING | |
| STRAW WATTLE | |
| STAGING AREA | |
| EROSION CONTROL BLANKET | |

## SWPPP NOTES

1. THE CONTRACTOR SHALL NOT DISTURB EXISTING VEGETATION UNLESS REQUIRED TO PERFORM A GRADING OPERATION. IF EXISTING VEGETATION IS DISTURBED OUTSIDE OF THE PROPOSED GRADING LIMITS THE CONTRACTOR SHALL SOD OR SEED AND MULCH THESE AREAS AT THE CONTRACTOR'S EXPENSES. NO SEPARATE PAYMENT SHALL BE MADE. IF WATER IS ENCOUNTERED WHILE TRENCHING, THE WATER SHALL BE FILTERED TO REMOVE ANY SEDIMENTS BEFORE BEING PUMPED BACK INTO ANY WATERS OF THE STATE.
2. THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS AFTER FINAL GRADING IS COMPLETE EXCEPT WHERE THE PLANS REQUIRE THE PLACEMENT OF SOD.
3. STOCKPILE ALL TOPSOIL IN AN ENGINEER APPROVED AREA AND AWAY FROM ALL WATERS OF THE STATE. THE LIMITS OF THE STOCKPILE SHALL BE SURROUNDED AND PROTECTED BY STRAW WATTLE TO PREVENT ILLICIT DISCHARGES OF SEDIMENT FROM EXITING THE STOCKPILE AREA.
4. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. ALL DISTURBED AREAS SHALL BE CLEANED, GRADED AND STABILIZED WITH GRASSING IMMEDIATELY AFTER TEMPORARY OR FINAL GRADE HAS BEEN ESTABLISHED, BUT IN NO CASE MORE THAN SEVEN DAYS AFTER WORK HAS CEASED.
5. ALL SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSPECTED EVERY SEVEN DAYS OR AFTER A 0.5 INCH RAINFALL OVER A 24 HOUR PERIOD. IF SITE INSPECTIONS IDENTIFY BMPs THAT ARE DAMAGED OR ARE NOT OPERATING EFFECTIVELY, MAINTENANCE MUST BE PERFORMED AS SOON AS PRACTICAL OR AS REASONABLY POSSIBLE AND BEFORE THE NEXT STORM EVENT WHENEVER PRACTICABLE.
6. ALL EROSION CONTROL DEVICES SHALL BE PROPERLY MAINTAINED DURING ALL PHASES OF CONSTRUCTION UNTIL THE COMPLETION OF ALL CONSTRUCTION ACTIVITIES AND ALL DISTURBED AREAS HAVE BEEN STABILIZED. ALL TEMPORARY CONTROL DEVICES SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED.
7. THE CONTRACTOR SHALL TAKE THE NECESSARY ACTIONS TO MINIMIZE THE TRACKING OF MUD AND THE GENERATION OF DUST ONTO THE SURROUNDING AIRFIELD AND ROADWAY PAVEMENTS FROM THE CONSTRUCTION AREAS. THE CONTRACTOR SHALL REMOVE MUD/SOIL FROM THE PAVEMENTS AS REQUIRED.
8. CONCRETE WASHOUT SHALL BE LOCATED IN STAGING AREA.
9. ALL EXCESS TOPSOIL AND EXCESS SITE SOIL SHALL BE REMOVED BY CONTRACTOR AND STOCKPILED OFFSITE IN ACCORDANCE WITH STATE AND LOCAL ORDINANCES.

| No. | Submittal / Revision | Appr'd. | By | Date |
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CONSTRUCT TAXILANE

STORMWATER POLLUTION PREVENTION PLAN 3 OF 3

SMITH FIELD (SMD)

FORT WAYNE, IN

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
*A Whole New Altitude*



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# ATTACHMENT B – SPECIFICATION

## ITEMIZED PROPOSAL

**Fort Wayne Airport Authority**

## SMD CONSTRUCT TAXILANE

***Project Milestone:*** ***Addendum No. 1***

***Date:*** ***June 6, 2025***

| ITEM NO. | SPECIFICATION | DESCRIPTION OF ITEM | UNIT | QUANTITY | UNIT PRICE | UNIT PRICE (WORDS) | TOTAL |
|---|---|---|---|---|---|---|---|
| 1 | MST-02 | MAINTENANCE OF TRAFFIC | LSUM | 1 | | | |
| 2 | MST-03 | CONSTRUCTION ENGINEERING | LSUM | 1 | | | |
| 3 | MST-04 | PROJECT SECURITY | LSUM | 1 | | | |
| 4 | C-102 | INSTALLATION, MAINTENANACE AND REMOVAL OF CONSTRUCTION ENTRANCE | EA | 1 | | | |
| 5 | C-102 | CONCRETE WASHOUT | EA | 1 | | | |
| 6 | C-102 | INSTALLATION AND REMOVAL OF STRAW WATTLES | LFT | 1,390 | | | |
| 7 | C-102 | INSTALLATION AND REMOVAL OF INLET PROTECTION, IN TURF | EA | 13 | | | |
| 8 | C-102 | INSTALLATION AND REMOVAL OF INLET PROTECTION, IN PAVEMENT | EA | 3 | | | |
| 9 | C-102 | EROSION CONTROL BLANKET | SYS | 2,340 | | | |
| 10 | C-102 | PERMANENT ROCK CHECK DAM | EA | 3 | | | |
| 11 | C-105 | MOBILIZATION/DEMOBILIZATION | LSUM | 1 | | | |
| 12 | C-105 | RPR FIELD OFFICE | MOS | 2 | | | |
| 13 | P-101 | ASPHALT PAVEMENT REMOVAL, FULL DEPTH | SYS | 25 | | | |
| 14 | P-101 | REMOVE AGGREGATE BASE | SYS | 420 | | | |
| 15 | P-101 | REMOVE DRAINAGE STRUCTURE, INLET | EA | 1 | | | |
| 16 | P-101 | REMOVE 12-INCH HDPE | LFT | 310 | | | |
| 17 | P-101 | REMOVE 8-INCH CPP | LFT | 30 | | | |
| 18 | P-101 | REMOVE TAXIWAY RETROREFLECTOR | EA | 3 | | | |
| 19 | P-101 | PAVEMENT MARKING REMOVAL | SFT | 120 | | | |
| 20 | P-101 | REMOVE EXISTING ROCK CHECK DAM | EA | 3 | | | |
| 21 | P-152 | UNCLASSIFIED EXCAVATION | CYS | 2,500 | | | |
| 22 | P-152 | UNDERCUT UNSUITABLE MATERIAL (UNDISTRIBUTED) | CYS | 350 | | | |
| 23 | P-154 | GEOGRID | SYS | 2,740 | | | |
| 24 | P-154 | SUBBASE COURSE | CYS | 1,060 | | | |
| 25 | INDOT 402 | HMA, 2, 76-22, SURFACE, 9.5 MM | TON | 340 | | | |
| 26 | INDOT 402 | HMA, 2, 76-22, BASE, 25 MM | TON | 620 | | | |
| 27 | P-605 | JOINT SEALING | LFT | 1,000 | | | |
| 28 | P-620 | PAVEMENT MARKING SURFACE PREPARATION | SFT | 900 | | | |

## ITEMIZED PROPOSAL

**Fort Wayne Airport Authority**

**SMD CONSTRUCT TAXILANE**

***Project Milestone:*** ***Addendum No. 1***

***Date:*** ***June 6, 2025***

| ITEM NO. | SPECIFICATION | DESCRIPTION OF ITEM | UNIT | QUANTITY | UNIT PRICE | UNIT PRICE (WORDS) | TOTAL |
|---|---|---|---|---|---|---|---|
| 29 | P-620 | PAVEMENT MARKING, YELLOW 50% | SFT | 230 | | | |
| 30 | P-620 | PAVEMENT MARKING, YELLOW 100% | SFT | 230 | | | |
| 31 | P-620 | PAVEMENT MARKING, BLACK 100% | SFT | 450 | | | |
| 32 | D-701 | RCP - 12 INCH, CLASS III | LFT | 80 | | | |
| 33 | D-701 | RCP - 15 INCH, CLASS III | LFT | 190 | | | |
| 34 | D-701 | RCP - 18 INCH, CLASS III | LFT | 300 | | | |
| 35 | D-705 | 6 INCH PERFORATED UNDERDRAIN, COMPLETE | LFT | 340 | | | |
| 36 | D-705 | UNDERDRAIN CLEANOUT, TYPE 1 | EA | 1 | | | |
| 37 | D-751 | INDOT TYPE "A" INLET | EA | 1 | | | |
| 38 | D-751 | INDOT TYPE "M" INLET | EA | 2 | | | |
| 39 | D-751 | INDOT TYPE "C" MANHOLE | EA | 3 | | | |
| 40 | T-901 | HYDROMULCH SEEDING | KSF | 110 | | | |
| 41 | T-904 | SODDING | SYS | 480 | | | |
| 42 | L-125 | L-853 RETROREFLECTIVE TAXIWAY REFLECTOR - SOIL ANCHOR | EA | 4 | | | |

SUBMITTED BY: _____

TITLE: _____

ADDRESS: _____

_____

**END OF ITEMIZED PROPOSAL**

# ITEM IST-01 Indiana Department of Transportation Standard Specifications

## DESCRIPTION

**01-1.1** It is the intent that the construction and materials specifications for items designated in the plans conform to the Indiana Department of Transportation (INDOT) Standard Specifications, and INDOT Standard Specifications are hereby included in these specifications by reference. Unless stated otherwise, the most recent Indiana Department of Transportation Standard Specifications shall apply to all INDOT referenced items.

- INDOT 401 QC/QA HMA Pavement
- INDOT 402 HMA Pavement
- INDOT 406 Tack Coat

If there is a conflict between the Indiana Department of Transportation Standard Specifications and the contents of the General Provisions, Supplemental General Provisions, Technical Provisions, or Supplemental Technical Provisions of these specifications, the General Provisions, Supplemental General Provisions, Technical Provisions, and Supplemental Technical Provisions shall govern.

## DEFINITION OF TERMS

**01-2.1** Deviations from the requirements of INDOT Items are as follows:

a. "Department" shall mean the Engineer or Owner's representative
b. "Commissioner" shall mean Engineer
c. "Engineer" shall mean the designated representative of the Owner
d. "Laboratory" shall mean the Engineer or the Owner's designated testing firm
e. "Owner" shall mean Fort Wayne Allen County Airport Authority (FWA)
f. "Division of Materials and Tests" shall mean the Engineer
g. "State" shall mean the Owner

## MATERIALS

**01-3.1** The Contractor shall perform the mix design and establish the job-mix formula which shall be submitted to the Engineer for approval at least 14 calendar days prior to start of concrete and asphalt installation.

**01-3.2** The Contractor shall be allowed to utilize INDOT 402 for material acceptance. All field testing requirements shall meet INDOT 401 standards and acceptance.

**01-3.3** The Contractor shall be allowed to substitute the specified PG 76-22 for PG 58-28E.

## METHOD OF MEASUREMENT

**01-4.1** Items of work that fall under the requirements of INDOT Standard Specifications will not be measured as per INDOT Standard Specifications. Items of work (including all incidentals necessary to complete the work) will be measured in the units shown on the Itemized Proposal.

## BASIS OF PAYMENT

**01-5.1** Items of work that fall under the requirements of INDOT Standard Specifications will **not** be paid for as per INDOT Standard Specifications. Items of work (including all incidentals necessary to complete the work) will be paid for as per the units shown on the Itemized Proposal. The price paid shall be full compensation for all materials, equipment, labor, transportation, operations, and other items incidental to and necessary for completion of these items.

Payment will be made under:

| | |
|---|---|
| Item IST-01-5.1 | INDOT 402, 2, 76-22, Surface, 12.5mm – per ton |
| Item IST-01-5.2 | INDOT 402 HMA, 2, 76-22, Intermediate, 25mm – per ton |

**END OF ITEM IST-01**

Coring and refilling of the core holes shall be included in the cost of other pay items within this section.

No payment will be made for additional anti-stripping additives, appeal coring or traffic control expenditures related to coring operations.

The cost of removing and replacing soft and yielding areas shall be included in the cost of other pay items in this section.

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Corrections for pavement smoothness shall be included in the cost of other pay items within this section.

The price for Profilograph, HMA will be full compensation regardless of how often the profilograph is used or how many profilograms are produced.

If QC/QA-HMA 19.0 mm over QC/QA-HMA 25.0 mm mixtures are specified, QC/QA-HMA 19.0 mm mixture may be considered as a substitute for the QC/QA-HMA 19.0 mm and QC/QA-HMA 25.0 mm mixtures upon a written request by the
970 Contractor. The request for the substitution shall be prepared in advance of the work. A computation will be made in order to obtain a unit price for the QC/QA-HMA 19.0 mm mixture. The quantity and amount for QC/QA-HMA 19.0 mm mixture shall equal the sum of the contract quantities and amounts shown for QC/QA-HMA 19.0 mm and QC/QA-HMA 25.0 mm mixtures. The unit price for QC/QA-HMA 19.0 mm mixture shall be equal to the sum of contract amounts divided by the sum of contract quantities. Payment for the QC/QA-HMA 19.0 mm mixture will be made at the unit price per ton for QC/QA-HMA 19.0 mm mixture. No payment will be made for additional work or costs which may result due to this change.

## SECTION 402 – HMA PAVEMENT

### 402.01 Description

This work shall consist of one or more courses of miscellaneous mixtures constructed in accordance with 105.03.

### 402.02 Quality Control

The HMA shall be supplied from a certified HMA plant in accordance with ITM 583; Certified Hot Mix Asphalt Producer Program. The HMA shall be
10 transported and placed according to a Quality Control Plan, QCP, prepared and submitted by the Contractor in accordance with ITM 803; Contractor Quality Control Plans for Hot Mix Asphalt Pavements. The QCP shall be submitted to the Engineer at least 15 days prior to commencing HMA paving operations.

When a safety edge is required for a project, the QCP shall identify the device or devices in accordance with 409.03(c) to be used for constructing the safety edge.

## MATERIALS

**402.03 Materials**

Materials shall be in accordance with the following:

Asphalt Materials
PG Binder ..... 902.01(a)
Coarse Aggregates ..... 904
Base Mixtures – Class D or Higher
Intermediate Mixtures – Class C or Higher
Surface Mixtures* – Class B or Higher
Fine Aggregates ..... 904
* Surface aggregate requirements are listed in 904.03(d).

**402.04 Design Mix Formula**

A DMF shall be prepared in accordance with 401.04 and submitted in a format acceptable to the Engineer one week prior to use.

The DMF will be based on the ESAL and mixture designation as follows:

| Mixture Type | Type B* | Type C | Type D |
|---|---|---|---|
| Design ESAL | < 3,000,000 | 3,000,000 to < 10,000,000 | ≥ 10,000,000 |
| Surface | 4.75 mm | 4.75 mm | 4.75 mm |
| | 9.5 mm | 9.5 mm | 9.5 mm |
| | 12.5 mm | 12.5 mm | 12.5 mm |
| Surface – PG Binder | 64-22 | 70-22 | 70-22 |
| Intermediate | 9.5 mm | 9.5 mm | 9.5 mm |
| | 12.5 mm | 12.5 mm | 12.5 mm |
| | 19.0 mm | 19.0 mm | 19.0 mm |
| | 25.0 mm | 25.0 mm | 25.0 mm |
| Intermediate – PG Binder | 64-22 | 64-22 | 70-22 |
| Base | 19.0 mm | 19.0 mm | 19.0 mm |
| | 25.0 mm | 25.0 mm | 25.0 mm |
| Base – PG Binder | 64-22 | 64-22 | 64-22 |
| *A type B mixture shall replace a type A mixture. | | | |

A Type D mixture may be used in lieu of a Type C or a Type B mixture and a Type C mixture may be used in lieu of a Type B mixture.

Surface 4.75 mm mixtures shall not be used when the required lay rate shown on the plans is greater than 100 lb/sq yd. Surface 12.5 mm mixtures shall not be used when the required lay rate shown on the plans is less than 195 lb/sq yd.

The plant discharge temperature for any mixture shall not be more than 315°F whenever PG 64-22 or PG 70-22 binders are used. HMA may be produced using a water-injection foaming device. The DMF shall list the minimum and maximum plant discharge temperatures as applicable to the mixture.

No mixture will be accepted for use until the DMF has been assigned a mixture number by the Engineer.

**402.05 Volumetric Mix Design**

The DMF shall be determined for each mixture from a volumetric mix design in accordance with 401.05.

A DMF developed for a QC/QA HMA mixture may be used and the source or grade of the binder may be changed; however, the high temperature grade shall meet the minimum requirements of 402.04.

The MAF equals the $G_{mm}$ from the mixture design divided by the following: 2.465 for 9.5 mm mixtures and 2.500 for 12.5 mm, 19.0 mm, and 25.0 mm mixtures. If the MAF calculation results in a value where $0.980 \leq MAF \leq 1.020$, then the MAF shall be considered to be 1.000. If the MAF is greater than 1.020, the calculated MAF value shall have 0.020 subtracted from the value. If the MAF is less than 0.980, the calculated MAF value shall have 0.020 added to the value.

**402.06 Blank**

**402.07 Mix Criteria**

**(a) Composition Limits for HMA Transverse Rumble Strip Mixtures**

Transverse rumble strip mixtures shall be type B surface in accordance with 402.04. A MAF in accordance with 402.05 will not apply. Aggregate requirements of 904.03(d) do not apply.

**(b) Composition Limits for HMA Wedge and Leveling Mixtures**

The mixture shall consist of surface or intermediate mixtures in accordance with 402.04. Aggregate requirements of 904.03(d) do not apply when the wedge and leveling mixture is covered by a surface or intermediate mixture.

**(c) Composition Limits for Temporary HMA Mixtures**

Temporary HMA mixtures shall be the type specified in accordance with 402.04. A MAF in accordance with 402.05 will not apply.

**(d) Composition Limits for HMA Curbing Mixes**

The mixture shall be HMA surface type B in accordance with 402 except 402.05 shall not apply and RAP shall not be used. The binder content shall be 7.0% and the gradations shall meet the following.

| HMA Curbing Gradations | |
|---|---|
| Sieve Size | Percent Passing |
| 1/2 in. (12.5 mm) | 100.0 |
| 3/8 in. (9.5 mm) | 80.0 - 100.0 |
| No. 4 (4.75 mm) | 73.0 ±5.0 |
| No. 30 (600 µm) | 20.0 - 50.0 |
| No. 200 (75 µm) | 6.0 - 12.0 |

A DMF shall be prepared in accordance with the above table and submitted in a format acceptable to the Engineer one week prior to use. The DMF shall state the binder content.

**402.08 Recycled Materials**

Recycled materials shall be in accordance with 401.06 except type B mixtures shall correspond to category 2 mixtures, type C mixtures shall correspond to category 3 mixtures and type D mixtures shall correspond to category 4 mixtures.

**402.09 Acceptance of Mixtures**

A type D certification in accordance with 916 and the Frequency Manual shall be provided for the HMA pavement. The test results shown on the certification shall be the quality control tests representing the material supplied and include air voids and binder content. Air voids tolerance shall be ±2.0% and binder content tolerance shall be ±0.7% from DMF.

Single test values and averages will be reported to the nearest 0.1%. Rounding will be in accordance with 109.01(a).

Test results exceeding the tolerance limits will be considered as a failed material and adjudicated in accordance with 105.03.

## CONSTRUCTION REQUIREMENTS

**402.10 General**

Equipment for HMA operations shall be in accordance with 409. The Contractor shall submit to the Engineer prior to use a written Certificate of Compliance that the proposed paving equipment has been modified in accordance with 401.10 or is new and includes the modifications.

Fuel oil, kerosene, or solvents shall not be transported in open containers on any equipment at any time. Cleaning of equipment and tools shall not be performed on the pavement or shoulder areas.

Segregation, flushing, or bleeding of HMA mixtures will not be allowed. Corrective action shall be taken to prevent continuation of these conditions. Areas of

segregation, flushing, or bleeding shall be corrected, if directed. All areas showing an excess or deficiency of asphalt materials shall be removed and replaced.

All mixtures that become loose and broken, mixed with dirt, or defective in any way shall be removed and replaced.

Mixture shall not be dispatched from the plant that cannot be spread and compacted before sundown of that day, unless otherwise specified.

**402.11 Preparation of Surfaces to be Overlaid**

The subgrade shall be shaped to the required grade and sections, free from all ruts, corrugations, or other irregularities, and uniformly compacted and approved in accordance with 207. Milling of an existing surface shall be in accordance with 306. Surfaces on which a mixture is placed shall be free from objectionable or foreign materials at the time of placement.

Prior to placing an open graded mixture, the underlying HMA course shall have a full width base seal applied in accordance with 415. The base seal materials shall be applied within three calendar days upon completion of paving the underlying HMA course.

Rubblized concrete pavements shall be primed in accordance with 405. PCCP, milled asphalt surfaces, and asphalt surfaces shall be tacked in accordance with 406. Contact surfaces of curbing, gutters, manholes, and other structures shall be tacked in accordance with 406.

**402.12 Weather Limitations**

HMA courses less than 110 lb/sq yd are to be placed when the ambient and surface temperatures are 60°F or above. HMA courses equal to or greater than 110 lb/sq yd but less than 220 lb/sq yd are to be placed when the ambient and surface temperatures are 45°F or above. HMA courses equal to or greater than 220 lb/sq yd and HMA curbing are to be placed when the ambient and surface temperatures are 32°F or above. Mixture shall not be placed on a frozen subgrade. However, HMA courses may be placed at lower temperatures, provided the density of the HMA course is in accordance with 402.16.

All partially completed sections of roadway that are 8 in. or less in thickness shall be proofrolled prior to the placement of additional materials unless otherwise directed by the Engineer. Proofrolling shall be accomplished in accordance with 203.26. The contact pressure shall be 70 to 80 psi. Soft yielding areas shall be removed and replaced.

**402.13 Spreading and Finishing**

The mixture shall be placed upon an approved surface by means of laydown equipment in accordance with 409.03(c). Prior to paving, both the planned quantity and lay rate shall be adjusted by multiplying by the MAF. When a mixture is produced

from more than one DMF for a given pay item, the MAF will be applied to the applicable portion of the mixture for each. Mixtures in areas inaccessible to laydown equipment or mechanical devices may be placed by other methods.

The temperature of each mixture at the time of spreading shall be less than 315°F whenever PG 64-22 or PG 70-22 binders are used. The temperature of each mixture at the time of spreading shall not be less than 245°F. No mixture shall be placed on a previously paved course that has not cooled to less than 175°F.

Planned HMA courses greater than 220 lb/sq yd placed under traffic shall be brought up even with each adjacent lane at the end of each work day. Planned HMA courses less than or equal to 220 lb/sq yd shall be brought forward concurrently, within practical limits, limiting the work in one lane to not more than one work day of production before moving back to bring forward the adjacent lane. Traffic shall not be allowed on open graded mixtures.

Hydraulic extensions on the paver will not be allowed for continuous paving operations. Fixed extensions or extendable screeds shall be used on courses greater than the nominal width of the paver except in areas where the paving widths vary. Hydraulic extensions may be used on approaches, tapers, and added lanes less than 250 ft in length.

HMA shoulders which are 8 ft or more in width shall be placed with automatic paving equipment.

HMA mixtures in hauling equipment shall be protected by tarps from adverse weather conditions or foreign materials. Adverse weather conditions include, but will not be limited to, precipitation or temperatures below 45°F.

The speed of the paver shall not exceed 50 ft per minute when spreading mixtures.

Automatic slope and grade controls shall be required except when placing mixtures on roadway approaches which are less than 200 ft in length or on miscellaneous work. The use of automatic controls on other courses where use is impractical due to project conditions may be waived by the Engineer.

The finished thickness of each course shall be at least two times but not more than five times the maximum particle size as shown on the DMF. The finished thickness of wedge and level mixtures shall be at least 1 1/2 times but not more than six times the maximum particle size as shown on the DMF. Feathering may be less than the minimum thickness requirements.

Transverse rumble strips shall be placed to ensure uniformity of height, width, texture, and the required spacing between strips. A tack coat in accordance with 406 shall be applied on the pavement surface prior to placing the mixture. The tack coat may be applied with a paint brush or other approved methods.

A safety edge shall be constructed at locations where an intermediate mixture or a surface mixture is constructed adjacent to an aggregate or earth shoulder.

Vibratory rollers in accordance with 409.03(d)4 shall not be operated in vibratory mode at locations indicated on the plans. Oscillatory rollers in accordance with 409.03(d)5 will be allowed for use but the vertical impact force capability shall not be used. Density acceptance shall be in accordance with 402.15.

**402.14 Joints**

Longitudinal joints in the surface shall be at the lane lines of the pavement. Longitudinal joints below the surface shall be offset from previously constructed joints by approximately 6 in. and be located within 12 in. of the lane line.

Transverse joints shall be constructed by exposing a near vertical full depth face of the previous course.

If constructed under traffic, temporary transverse joints shall be feathered to provide a smooth transition to the driving surface.

**402.15 Compaction**

The HMA mixture shall be compacted with equipment in accordance with 409.03(d) immediately after the mixture has been spread and finished. Rollers shall not cause undue displacement, cracking, or shoving.

A roller application is defined as one pass of the roller over the entire mat. Compaction operations shall be completed in accordance with one of the following options.

| Number of Roller Applications | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rollers | Courses | | | | | | |
| | ≤ 440 lb/sq yd | | | | | > 440 lb/sq yd | |
| | Option 1 | Option 2 | Option 3 | Option 4 | Option 5 | Option 1 | Option 2 |
| Three Wheel | 2 | | 4 | | | 4 | |
| Pneumatic Tire | 2 | 4 | | | | 4 | |
| Tandem | 2 | 2 | 2 | | | 4 | |
| Vibratory | | | | 6 | | | 8 |
| Oscillatory | | | | | 6 | - | - |

A reduced number of applications on a course may be approved if detrimental results are being observed.

Compaction equipment shall be operated with the drive roll or wheels nearest the paver and at speeds not to exceed 3 mph. However, vibratory rollers will be limited to 2.5 mph. Rolling shall be continued until applications are completed and all roller marks are eliminated.

Compaction operations shall begin at the low side and proceed to the high side of the mat. The heaviest roller wheel shall overlap its previous pass by a minimum of 6 in.

Longitudinal joints shall be compacted in accordance with the following:

(a) For confined edges, the first pass adjacent to the confined edge, the compaction equipment shall be entirely on the hot mat 6 in. from the confined edge.

(b) For unconfined edges, the compaction equipment shall extend 6 in. beyond the edge of the hot mat.

All displacement of the HMA mixture shall be corrected at once by the use of lutes or the addition of fresh mixture as required. The line and grade of the edges of the HMA mixture shall not be displaced during rolling.

The wheels shall be kept properly moistened with water or water with detergent to prevent adhesion of the materials to the wheels.

Areas inaccessible to rollers shall be compacted thoroughly with hand tampers or other mechanical devices in accordance with 409.03(d)7 to achieve the required compaction. A trench roller, in accordance with 409.03(d)6, may be used to obtain compaction in depressed areas.

The final two roller applications shall be completed at the highest temperature where the mixture does not exhibit any tenderness.

Vehicular traffic will not be allowed on a course until the mixture has cooled sufficiently to prevent distortions.

Transverse rumble strips shall be compacted with vibratory compacting equipment in accordance with 409.03(d)7 unless otherwise stated.

**402.16 Low Temperature Compaction Requirements**

Compaction for mixtures placed below the temperatures listed in 402.12 shall be controlled by density determined from MSG of the plate samples and cores cut from the compacted pavement placed during a low temperature period. Samples shall be obtained in accordance with ITM 580. Acceptance will be based on a plate sample and two cores. The Engineer will randomly select the locations in accordance with ITM 802. The transverse core location will be located so that the edge of the core will be

no closer than 3 in. from a confined edge or 6 in. from a non-confined edge of the course being placed.

For compaction of HMA during low temperature periods with quantities less than 100 t per day, acceptance may be visual.

The Contractor shall obtain cores in the presence of the Engineer with a device that shall produce a uniform 6.00 ±0.25 in. diameter pavement sample. Coring shall be completed prior to the random location being covered. The final HMA course shall be cored within one work day of placement. Damaged cores shall be discarded and replaced with a core from a location selected by adding 1 ft to the longitudinal location of the damaged core using the same transverse offset.

The Contractor and the Engineer shall mark the core to define the course to be tested. If the core indicates a course thickness of less than two times the maximum particle size, the core will be discarded and a core from a new random location will be selected for testing.

The Engineer will take immediate possession of the cores. If the Engineer's cores are subsequently damaged, additional coring within a specific section will be the responsibility of the Department. Subsequent core locations will be determined by subtracting 1 ft from the random location using the same transverse offset.

The density for the mixture shall be expressed as:

$$\text{Density} = 100 \times \text{BSG}/\text{MSG}$$

where:

BSG = average bulk specific gravity
MSG = maximum specific gravity

The Engineer will determine the bulk specific gravity of the cores in accordance with AASHTO T 166 Method A or AASHTO T 331, if required. The maximum specific gravity will be mass determined in water in accordance with AASHTO T 209. Density shall not be less than 93.0%.

Within one work day of coring operations, the Contractor shall clean, dry, refill, and compact the core holes with suitable HMA of similar or smaller size particles.

**402.17 Pavement Corrugations**

Pavement corrugations shall be in accordance with 606.

**402.18 Pavement Smoothness**

Pavement smoothness will be in accordance with 401.18 except profilograph requirements will not apply.

**402.19 Method of Measurement**

HMA mixtures will be measured by the ton of the type specified, in accordance with 109.01(b). The measured quantity will be divided by the MAF to determine the pay quantity.

HMA rumble strips will be measured by the linear foot of each transverse strip, complete in place.

Milled pavement corrugations will be measured in accordance with 606.02.

**402.20 Basis of Payment**

The accepted quantities for this work will be paid for at the contract unit price per ton for HMA, of the type specified complete in place.

HMA transverse rumble strips will be paid for at the contract unit price per linear foot, complete in place.

Milled pavement corrugations will be paid for in accordance with 606.03.

Payment will be made under:

| Pay Item | Pay Unit Symbol |
|---|---|
| HMA Transverse Rumble Strips | LFT |
| HMA for Temporary Pavement, Type __*__ | TON |
| HMA Wedge and Level, Type __*__ | TON |

* Mixture type

Preparation of surfaces to be overlaid shall be included in the cost of other pay items in this section.

No payment will be made for additional anti-stripping additives.

The cost of removing and replacing soft yielding areas shall be included in the cost of other pay items in this section.

No payment will be made for coring operations and related traffic control expenditures required in 402.16.

Corrections for pavement smoothness including removal and replacement of pavement, shall be included in the cost of other pay items in this section.

The cost of removal of HMA for temporary pavement including the subgrade and subbase materials shall be included in the cost of HMA for temporary pavement.