APPENDIX C

Draft Geotech Report

GEOTECHNICAL INVESTIGATION REPORT
BATON ROUGE METROPOLITAN AIRPORT
PROPOSED REALIGNMENT OF TAXIWAY F EXTENSION
BATON ROUGE, LOUISIANA

DRAFT

Ardaman & Associates, Inc.

OFFICES

Orlando - 8008 S. Orange Avenue, Orlando, Florida 32809 - Phone (407) 855-3860
Alexandria - 3609 Mac Lee Drive, Alexandria, Louisiana 71302 - Phone (318) 443-2888
Bartow - 1525 Centennial Drive, Bartow, Florida 33830 - Phone (863) 533-0858
Baton Rouge - 316 Highlandia Drive, Baton Rouge, Louisiana 70884 - Phone (225) 752-4790
Cocoa - 1300 N. Cocoa Blvd., Cocoa, Florida 32922 - Phone (321) 632-2503
Fort Myers - 9970 Bavaria Road, Fort Myers, Florida 33913 - Phone (239) 768-6600
Miami - 2608 W. 84th Street, Hialeah, Florida 33016 - Phone (305) 825-2683
Monroe - 1122 Hayes Street, West Monroe, Louisiana 71292 - Phone (318) 387-4103
New Orleans - 1305 Distributors Row, Suite I, Jefferson, Louisiana 70123 - Phone (504) 835-2593
Port St. Lucie - 460 Concourse Place NW, Unit 1, Port St. Lucie, Florida 34986 - Phone (772) 878-0072
Sarasota - 78 Sarasota Center Blvd., Sarasota, Florida 34240 - Phone (941) 922-3526
Shreveport - 7222 Greenwood Road, Shreveport, Louisiana 71119 - Phone (318) 636-3673
Tallahassee - 3175 West Tharpe Street, Tallahassee, Florida 32303 - Phone (850) 576-6131
Tampa - 3925 Coconut Palm Drive, Suite 115, Tampa, Florida 33619 - Phone (813) 620-3389
West Palm Beach - 2200 North Florida Mango Road, Suite 101, West Palm Beach, Florida 33409 - Phone (561) 687-8200

MEMBERS:
A.S.F.E.
American Concrete Institute
ASTM International
Florida Institute of Consulting Engineers

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Ardaman & Associates, Inc.

Geotechnical, Environmental and
Materials Consultants

June 23, 2016
AAI Project No.: 16-80-3717

Stanley Consultants, Inc.
300 St. Charles Street
Baton Rouge, Louisiana 70802

Attn: Mr. Blake Roussel, P.E.
rousselblake@stanleygroup.com

Re: Geotechnical Investigation Report
Baton Rouge Metropolitan Airport
Proposed Realignment of Taxiway "F" Extension
Baton Rouge, Louisiana

Dear Mr. Roussel:

We have completed the geotechnical investigation and engineering analyses for this project. Our findings, together with the conclusions based on them, are provided in the attached report. This work was authorized by acceptance of our proposal number P1601-0403, dated April 18, 2016.

Shallow foundation recommendations for the drainage structures and general site preparation recommendations for the new taxiway are provided in this report.

We will be pleased to discuss any questions you may have concerning this report. It has been a pleasure working with you on this project and we look forward to serving you in the future.

Sincerely,

ARDAMAN & ASSOCIATES, INC.

DRAFT

MEGAN G. BOURGEOIS, P.E.
PROJECT ENGINEER

DRAFT

ROBERT E. JEWELL, P.E.
PRINCIPAL ENGINEER

MGB/REJ/mam

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GEOTECHNICAL INVESTIGATION REPORT
BATON ROUGE METROPOLITAN AIRPORT
PROPOSED REALIGNMENT OF TAXIWAY "F" EXTENSION
BATON ROUGE, LOUISIANA

The findings of this geotechnical investigation are presented herein, together with our evaluations and conclusions. The field and laboratory procedures, a description of terms and symbols used on the soil boring logs, the boring logs, and the boring plan, along with the laboratory compaction and California Bearing Ratio test results are included in the Appendices.

SECTION 1. PROJECT CONSIDERATIONS

This section provides information regarding the project that is pertinent to the geotechnical investigation. This information includes a description of the project as provided to this office and a statement of the limitations inherent to an investigation of this nature.

1.1 Project Description

We understand that the project consists of the construction of a new 6,000 feet of 75-foot wide taxiway (Taxiway "F" alignment) parallel to Runway 31-13. The proposed taxiway was originally aligned approximately 200 feet south of the current alignment. A full geotechnical investigation was performed in 2009 for the original alignment and results were submitted in our Report No. 09-L1034, dated October 5, 2009. The new Taxiway "F" will be required to meet the strength requirements for Group IV aircraft. Borings were performed within the proposed realignment area to provide Stanley Consultants, Inc. with the subgrade soil information along the alignment of the proposed taxiway and to satisfy current FAA guidelines for soil borings according to AC No. 150/5320-6E. It is understood that the new pavement design will be performed by Stanley Consultants, Inc. or their consultants.

In addition, we understand that the following drainage improvements and associated roadway improvements will be included in the project: A portion of two older taxiways that intersect the proposed Taxiway "F" will have to be removed prior to construction. A roadway that exists within the proposed alignment of Taxiway "F" will be relocated. Box culverts will also be placed in the two canals that cross the proposed taxiway. Drainage structures will also be placed between the existing runway and the proposed taxiway.

We understand that proposed grades will be close to the existing grades in the vicinity of the existing taxiway and runways, and, therefore minimal fill will be required in these areas. In the project area northwest of existing Taxiway "A" between Station Nos. 138+00 and 139+00, up to approximately 10 feet of fill will be placed in some areas to bring the new taxiway area to final design grade. The average amount of fill between Station Nos. 122+00 and 133+00 is estimated to be approximately 3 feet. Some cut is anticipated to allow for the new pavement thickness, possibly up to 2 feet.

1.2 Limitations

The analyses and recommendations presented in this report are based on the preceding project information and the results of the geotechnical investigation. While it is not likely that conditions will differ greatly from those observed at the location of the soil borings, it is always possible that variations can occur away from or between these locations. If it becomes apparent during construction that subsurface conditions differ significantly from those discussed in Sections and 2.4, Ardaman and Associates, Inc. (AAI) should be notified so that it can be evaluated if additional analyses or testing are needed to determine appropriate remedial measures. In addition, should the nature of the project change, AAI should be notified so that we can assess whether these recommendations need to be re-evaluated and revised.

This report has been prepared for the exclusive use of Stanley Consultants, Inc. for the purpose of designing the pavement for the new taxiway as generally described in Section 1.1 and the site described in Section 2.1. The recommendations provided are site-specific and are not intended for use at any other site or for any other facility. This report does not address the design or construction of any other structures located at the site. This report provides recommendations for design and construction of the new taxiway, as such, this report is not intended to be used as a construction specification.

SECTION 2. SITE CONDITIONS

In a geotechnical investigation of this nature, various aspects of site conditions are taken into consideration. Subsurface conditions have been investigated by performing a series of soil borings. An understanding of site topography and the geology of the area is based upon observations made during the field exploration and review of the results from a 2009 geotechnical investigation and other information in our files. The following paragraphs provide a discussion of these various site conditions.

2.1 General Site Description

The site is located at the Baton Rouge Metropolitan Airport in Baton Rouge, Louisiana. The project site is located within the Aircraft Operations Area (AOA). The soil boring locations are located along the proposed realignment of Taxiway "F" between Station Nos. 100+00 and 149+50. The site runs parallel and is north of the existing Runway 31-13. The site is bound to the east by existing Taxiway "A." Six additional borings were also included between the existing runway and proposed taxiway to address drainage and roadway improvements. At the time of our geotechnical investigation, the topography was relatively flat with ground cover consisting primarily of grass.

2.2 Geology

Geologically, the site is underlain by Prairie Terrace Deposits of the Pleistocene Age. These deposits consist of light gray to orange-brown clay, silty clay, and silt.

2.3 Soil Conditions

For this investigation, we drilled twenty-four soil borings along the new Taxiway "F" alignment. In addition, results of two prior borings from a 2009 investigation near Station Nos. 100+00 to 103+00 were considered. All of these borings were drilled to a depth of 10 feet below existing ground surface (bgs). Six borings were drilled along the existing drainage ditches near Station No. 112+00 and 119+00. These borings were drilled to a depth of 24 feet bgs. All borings were sampled continuously within the upper ten feet and at five-foot depth intervals thereafter. Figure 1 in Appendix C illustrates the boring locations.

The soil conditions encountered at the boring locations consist generally of medium to hard lean clay (CL, per the Unified Soil Classification System) and fat clay (CH) to a depth of 24 feet, the maximum depth explored. It should be noted that Boring Nos. B-01 and B-02 encountered loose to medium dense silt (ML) in the near surface to a depth of 2 feet bgs. Also, a soft soil layer was encountered at Boring No. B-20 at a depth between 2 to 4 feet bgs.

This description is meant solely as an aid in visualizing the subsurface conditions and does not define the continuity of strata away from or between the boring locations. For details of the conditions encountered at each boring location, refer to the individual boring logs located in the Appendix.

2.4 Groundwater

All of the borings were dry-augered to their full depths in order to locate groundwater and observe its short-term rise characteristics. No measureable free water accumulated in the initial boreholes during this period; however, due to the clay soils at the surface, the time required for the water level to come to equilibrium in the hole could be much longer.

Based on the laboratory-measured moisture content and density of samples obtained from the soil borings saturated soil conditions appear to exist at a depth a few feet below the existing ground surface. The presence of and depth to groundwater can fluctuate with rainfall, River, or other seasonal variations and should be verified prior to beginning any construction operations affected by groundwater. This is particularly true if construction is performed in a season other than that during which the boring program is conducted.

SECTION 3. EARTHWORK CONSIDERATIONS

At a minimum, the site will require earthwork associated with preparation for the new pavement improvements. The following paragraphs provide pertinent recommendations associated with potential earthwork activities for the new pavement areas. However, reference is made to FAA AC 150/5320-6D for recommendations regarding material properties, compaction requirements, climatic considerations, critical and non-critical areas, etc.

3.1 Site Preparation

Significant site preparation problems will develop unless proper drainage is provided throughout the project duration. The majority of boring locations were performed within unimproved areas where drainage systems did not exist. The ground surface in these areas was noted to be wet and soft at many locations at the time of drilling of the borings. Proper site drainage should be maintained both during and after construction. Providing drainage during the construction process will facilitate construction by reducing the potential for compaction problems. Maintaining the drainage after construction will improve the life of the pavement by avoiding water softening or pumping of the subsurface soils. Earthwork activities should be performed during a period of dry weather.

The clayey silt (ML) that extends beneath the ground surface and to the 2 foot depth in borings B-01 and B-02 was encountered in stable condition at the time of drilling the borings. However, this silt is potentially unstable and it is susceptible to loss in shear strength when it becomes saturated. This is of particular importance considering the potential for developing a "perched" groundwater condition at the site. This occurs as surface rainwater is trapped in the more permeable near surface silt, underlain by less permeable clays. However, this material should not be relied upon for structural support of the new pavement if they were detected within its footprint. These silty soils should be undercut and replaced with competent fill.

Existing grass, any organic material, roots, debris, buried utilities, and other deleterious material within the footprint of the substation construction area should be removed and/or relocated as necessary. These activities will result in partial disturbance of the near surface soils. These reworked soils need to be either removed or re-compacted prior to fill placement. Any holes left behind from this process should be filled with controlled-compacted structural fill.

Subsequent to removal of these undesirable materials, the new pavement areas should be proof-rolled with a heavy rubber tired vehicle (e.g., a loaded 12-yard dump truck). The proof-rolling should be observed by a qualified geotechnical engineer or his representative to detect pumping or yielding areas or other undesirable subgrade. Such conditions, if present, may require undercutting and replacement with more competent fill. Earthwork activities should be performed during a period of dry weather. After proper subgrade preparation has been completed, then fill placement and/or pavement construction can begin. These recommended procedures are intended to serve as an aid to the construction of site fill and not as a method of providing "all weather" construction conditions.

An alternative to undercutting for near surface soils that become wet may be to treat the soils with at least 6% to 8% (by volume) cement and re-compact to 95% of the maximum dry density as determined by the standard Proctor compaction test (ASTM D 698). Higher cement treatment percentages or lime treatment may be necessary if soil moisture contents become elevated due to excessive exposure during wet weather. The amount of reduction will depend on the site conditions at the time of construction as well as the relation between the existing

grade to the proposed grade. These recommended procedures are intended to serve as an aid to the construction of site fill and not as a method of providing "all weather" construction conditions. The proper type of treatment, if needed, should be determined by the geotechnical engineer's observation at the time of construction. The treatment recommendations provided above are for moisture-related problems and not for plasticity index (PI) reduction.

After proper subgrade preparation has been completed, then fill placement can begin. The type of fill and the compaction requirements are given in the following sections.

3.2 Fill Materials

Fill recommendations are provided in the event it becomes necessary for under-cut areas as well as for raising the site grade. Structural fill materials should consist of sandy or lean clay or clayey sand with a plasticity index of 12 to 22 and a liquid limit less than 40. Fine-grained soils (clays) will require close moisture control in order to achieve the proper compaction. The material should be classified as CL or SC in accordance with the Unified Soil Classification System (USCS).

In unpaved (non-structural) areas, fill material could consist of good quality excavated material, free from organics, demolition debris, wood, roots, deleterious materials, etc. This should be compacted to a density of about that of the natural subsoils in order to minimize long-term settlements. Alternatively, the remaining non-structural backfill could consist of "sugar" sand or "pumped" sand having less than 10 percent fines passing the No. 200 Sieve, provided that the drainage design takes this more permeable type of fill into account.

3.2.1 Suitability of Existing Material as Fill

The samples tested displayed plasticity indices ranging from 6 to 41, with an average value of 24. Liquid limits ranged from 30 to 60 with an average value of 42.

Hence, the near-surface soils (upper ten feet) in each of the borings along the alignment, including the two borings from the previous geotechnical study, are marginally close to the specifications for suitable structural fill "as is." Some selective excavation will likely need to be undertaken to avoid isolated pockets of highly plastic clay that were encountered at some of the boring locations within discrete depth intervals.

One option is to also treat the soils with lime to reduce the plasticity of the soils down to levels acceptable for structural fill. It should be noted that the effectiveness of the fill material will inherently rely on the Contractor thoroughly homogenizing the entire near-surface soils with the lime and achieving prescribed degrees of compaction within the appropriate range of moisture contents. It is imperative that fill material, handling, moisture conditioning, homogenization, lift thickness, compaction effort, and final grading be carefully controlled to minimize any settlement related to compression of the fill material itself. It should be noted that this lean clay (CL) and fat clay (CH) material is cohesive and moisture-sensitive. Therefore,

the material could be expected to lose strength when extremely moist, and compaction could be difficult in wet weather.

3.3 Fill Placement & Compaction

The fill should be placed in 6- to 8-inch loose lifts and compacted to a dry density at least equal to 95 percent of its maximum density and 0 to +3 percent of optimum moisture content as determined by the standard Proctor compaction test (ASTM D 698) before another lift is added. If water is added, it should be uniformly applied and thoroughly mixed into the soil by disking or scarifying. Light scarification of each lift is recommended in order to provide proper bonding between lifts. Each lift of structural fill should be tested by a representative of the geotechnical engineer prior to placement of subsequent lifts. The edges of compacted fill should extend a minimum of five feet beyond the edge of pavement prior to sloping.

3.4 Settlement in New Taxiway Areas

Based on our review of proposed grading plans provided by Stanley Consultants, the average amount of fill that will be placed in the new taxiway areas northwest of Taxiway "A" is approximately 2 feet. The maximum amount of fill is proposed to be approximately 10 feet near Station Nos. 138+00 to 139+00. Utilizing the field and laboratory data collected during this exploration, a preliminary evaluation of settlement in the proposed new taxiway areas was performed. The two fill scenarios presented above were evaluated. Based on our evaluation, we preliminarily estimate that settlement due to the average 2 feet of fill will be approximately 1 to 2 inches. Approximately 6 to 7 inches of settlement is estimated for the maximum fill scenario of approximately 10 feet at Station Nos. 138+00 to 139+00.

No detailed time-rate of settlement analyses were made, but it is anticipated that about 30 to 50 percent of the settlements should occur within the first year after fill and pavement placement. We recommend that additional borings and consolidation tests be performed if a more accurate settlement calculation is needed to assure the performance of the filled areas.

Placement of fill should be done as soon as possible and early in the construction process so that as much settlement as possible occurs prior to final surface preparation and paving. Preloading may be required to minimize long-term settlements, particularly differential settlements between high fill areas and low fill areas or the existing taxiway. We note that these preliminary estimates of settlement should be reevaluated again utilizing deeper soils data and consolidation test data prior to finalizing the design. Ardaman & Associates would be pleased to provide these services.

3.5 De-Watering and Drainage Considerations

Water infiltration into excavations or prepared subgrades, which could result in the weakening of the soils, should be minimized. Therefore, surface and groundwater should not be allowed to collect in excavations or prepared subgrades within the construction area both during and after construction. To account for water infiltration, undercut or excavated areas should be sloped toward a corner to allow for quick removal of groundwater or surface runoff. Positive

site surface drainage should be provided to minimize infiltration of surface water. It is believed that water accumulation into excavations can be removed with normal sump pumping. However, should excessive and uncontrolled amounts of seepage occur, the geotechnical engineer should be contacted.

Based on our observation of standing water or soft areas at the time of drilling, it is possible that site drainage improvements could be an issue for this project. Drainage is a priority in assuring good performance of the pavement system over its design life. This includes provisions for drainage of surface runoff away from the pavement as well as preventing hydraulic head from building up beneath the pavement system. Associated improvements could include surface drainage as well as an underdrain system, which should be designed by a civil engineer qualified in this type of work.

3.6 Pipe Bedding Material

Section 4.0 below presents shallow foundation recommendations for the box culvert drainage improvements. The following recommendations are provided for bedding material for the buried pipes associated with this project.

The soil borings and laboratory test data indicate that the foundation soils at the subject site will consist generally of cohesive soils. In view of this, it is recommended that metal pipes be underlain by a mechanically tamped well-graded limestone or crushed concrete. For plastic pipes (PVC or HDPE), it is recommended that the pipes be underlain by a bedding consisting of controlled-compacted granular fill or, alternatively, the well-graded limestone or crushed concrete. The recommended minimum thickness of bedding would depend on the size of the pipe as shown in the following table:

Pipe Diameter (in)	Minimum Bedding Thickness (in)
< 6	6
6 to 12	12
12 to 24	18
24 to 36	24
36 to 48	30
48 to 60	36

This bedding would also serve as a working platform for construction and provide a drainage layer beneath the pipe. It is also recommended that the pipes be side-bedded up to about their mid-height.

The material properties of the well-graded limestone or crushed stone bedding should be in accordance with the State of Louisiana, Department of Transportation and Development, *Standard Specifications for Roads and Bridges*, Latest Edition. The granular fill could consist of "sugar" sand or "pumped" sand having less than 10 percent fines passing the No. 200 Sieve.

The limestone or crushed stone should be placed in single loose lifts of 6 to 8 inches and compacted to a minimum relative density of 75% as determined by ASTM D 4253 and D 4254, or to a minimum dry density of 95% of its maximum dry density as determined by ASTM D 1557. The compacted bedding materials should extend from the excavation bottom along the sides of the pipe up to a horizontal plane at about one-half diameter up the side of the pipe. The bedding should have a minimum total width of 24 inches greater than the pipe diameter. If bedding material other than those discussed above is selected for the project, AAI should be notified to assess its suitability.

The bedding should be underlain by a geotextile fabric to act as a separator between the bedding material and the underlying subsoils. The geotextile should be a non-woven fabric with an apparent opening size (AOS) smaller than the standard U.S. No. 70 sieve. The geotextile should be able to retain the bedding material without clogging. The geotextile should be placed directly on the undisturbed soil subgrade once the excavation bottom is cleared of all debris, organics, wood, water, muck, and loose or soft soil. The geotextile should be placed in accordance with the manufacturer's recommendations. The geotextile should be placed to line the excavation along its bottom and sides up to a level corresponding to the top of the bedding.

Adequate dewatering should be provided to control infiltration of groundwater into the bedding material during construction, as discussed. In addition, all precautions should be undertaken during construction to minimize disturbance of the subsoils at the pipe invert elevation. Reworking of the subsoils or poor dewatering control could result in loss of bearing support of these cohesive subsoils.

We recommend a select fill material free from debris and organic matter be used for backfill above the bedding materials and the pipe line. We recommend a minimum of two pipe diameters of soil cover for rigid pipes. Fill selection and compaction should conform to the recommendations for structural fill presented in Sections 3.2 and 3.3.

3.7 Quality Control

The use of the correct fill material and the proper placement and compaction are critical in any earthwork where subsequent construction of pavements or structures is planned. Construction monitoring by a qualified geotechnical engineer or his representative is recommended to document that proper site preparation, fill construction, concrete placement, etc. has been accomplished. Ardaman & Associates would be pleased to provide these services. Reference is made to FAA AC 150/5320-6D for additional recommendations regarding material properties, compaction requirements, climatic considerations, critical and non-critical areas, etc.

The responsibilities of the quality control representative generally include observation of excavations, proof rolling operations, documentation of material types, fill placement and compaction techniques, and concrete testing and monitoring. The QC engineer or technician should make sure the fill should be of the proper material type, and be placed in the required

manner. Any deviation, which includes different soil conditions, from the design should be reported to the design engineer.

SECTION 4. SHALLOW FOUNDATIONS

Shallow foundations in the form of spread and continuous footings are commonly used where shallow subsurface conditions permit the foundations to be adequately supported without failure of the bearing strata in shear strength or by excessive settlements. Shallow foundations have been evaluated for use in support of proposed underground drainage structures only. We understand that an 8-ft. x 8-ft. double box culvert will be placed near Station 112+00 at an invert elevation of 50.5 feet. Also, an 8-ft. x 6-ft. double box culvert will be placed near Station 118+50 at an invert elevation of 51.5 feet. Our recommendations are presented below.

4.1 Bearing Capacity

Footings bearing at the given elevations above into natural undisturbed lean/fat clay may be designed for a net allowable bearing pressure of 1,400 pounds per square foot (psf) for continuous footings up to 3-ft wide and 1,700 psf for square footings up to 8-ft wide. The allowable bearing capacities given above are net values, in which the weights of backfill and concrete below grade have already been considered. They also contain a factor of safety of at least 3.0 against failure of the bearing stratum. However, even if computations indicate that smaller sizes could be used, it is recommended that a minimum width of 18 inches for continuous and 24 inches for column footings be observed.

Prior to construction, the area of the structure foundations should be stripped of all vegetation, soft or loose surface soils, deleterious material, etc. and should be well drained. All excavated materials should be replaced with controlled-compacted structural fill as needed. Prior to placing concrete, all footing excavations should be thoroughly inspected.

4.2 Estimated Foundation Settlement

Post-construction settlements are expected to be on the order of 4 to 5 inches for continuous footings and square footings with widths not exceeding 36 inches and 96 inches, respectively. This settlement is based on a loading intensity equal to 100 percent of our provided bearing values. Adjacent footings should be spaced at least two footing widths center-to-center to minimize overlapping stresses, which can result in additional settlement.

4.3 Inspection and Protection of Bearing Surface

Inspection of footing excavations by a qualified geotechnical engineer or their representative should be performed prior to steel placement to ensure that the proper bearing surface is present. Traffic in the foundation excavations should be limited. Drainage should be provided away from the footings both during and after construction. Footing excavations should not be made during periods of inclement weather. Footings should not be allowed to stay open more than one day before concrete is placed. In the case of possible inclement weather, it is

recommended that a "mudmat" consisting of lean concrete (mortar or slurry) be placed to protect the bearing surface until the structural concrete is placed.

SECTION 5. SUBGRADE PROPERTIES (CBR, MODULUS OF SUBGRADE REACTION)

Three California Bearing Ratio (CBR) tests were performed at various compaction percentages on representative composite soil subgrade samples obtained from the borings made along the alignment of the proposed taxiway at the subject site. A summary of the CBR sample collection locations and CBR test results is presented in the following table.

Test ID	Percent Compaction (%)	CBR Value
CBR – 1	93	1.5
	95	2.3
	99	3.9
CBR - 2	91	1.4
	95	2.4
	99	3.5
CBR - 3	91	1.3
	95	2.4
	103	4.6
Average		2.6

The samples taken from the existing subgrade and tested in the laboratory indicate an average CBR of about 2.6. However, it is our opinion that this CBR value is lower than what should be expected at this site. This low CBR value could be attributed to the effect of the upper 6 to 8 inches of topsoil as well as high-plasticity clay (CH) material contained in some of the tested samples.

In view of this, and considering our experience with previous work performed at the subject site, it is believed that a higher CBR value on the order of 3.5 could be achieved for the underlying, naturally occurring cohesive soils assuming a compaction of 95% or higher. Therefore, it is recommended that the upper 6 to 8 inches of topsoil be removed prior to the construction of the pavement section. Furthermore, we recommend that our office be notified if high-plasticity clay (CH) material is encountered during subgrade preparation. This type of material could be expected to have a lower CBR than the naturally occurring low-plasticity clay (CL) material that is typically expected at the subject site.

Provided that the topsoil is properly removed and high-plasticity clay (CH) material is not utilized for subgrade, a CBR value of 3.5 could be used for design of the proposed flexible pavement improvement. Similarly, a Coefficient of Subgrade Reaction (k value) of 120 psi per inch could be used for rigid pavement design. However, it should be noted that if the stripping

and site preparation is poor, the CBR in certain areas could be low, as evidenced by some of our testing.

Alternatively, soil improvement techniques such as cement stabilization could be used to improve the CBR value of the upper 6 to 8 inches of surface soils. Our office will be available to perform additional tests needed to identify the percent of cement needed to achieve a certain CBR value.

It should also be noted that when the near surface soils become saturated, they are susceptible to a decrease in strength and loss in stability and could become unsuitable as subgrade support. In particular, the clayey silt (ML) that extends beneath the ground surface and to the 2 foot depth in borings B-01 and B-02. Therefore, pavement construction should only be attempted when this subgrade is dry and stable and after good drainage has been established in the area of construction.

Some cracking or distress could develop with time along the taxiway where added pavement sections adjoin the existing taxiway due to differential settlement between the two pavement sections. This case may be of more importance if the joint falls within the limits of a given roadway lane. If such condition occurs, provisions should be made to add asphalt overlay in the future to maintain a smooth driving surface.

SECTION 6. OTHER CONSIDERATIONS

It is our opinion that the methods, means, and sequence of construction of the pavement improvement are the responsibility of the contractor, who should be experienced in this type construction. The selection of paving equipment should also be the responsibility of the contractor and their engineers. It should be recognized that the fully or partially constructed pavement improvements may be subjected to heavier construction equipment such as, bulldozers, spreaders, rollers, concrete trucks, dump trucks, etc. Therefore, appropriate measures should be taken by the contractor in terms of site preparation, base and subbase placement and compaction, selection of paving equipment, etc. to assure the performance of the pavement improvement during and after construction.

SECTION 7. CONSULTATION

We will be pleased to provide clarifications and answer questions that may arise from your review of this report. If conditions other than those described in this report are encountered or if the nature of the project changes, we should be notified so that we can determine if additional testing or revised analyses need to be undertaken.

APPENDIX A. FIELD AND LABORATORY PROCEDURES

The following paragraphs describe the field and laboratory procedures used for this investigation. Soil Boring Logs are included in Appendix B. The boring logs present the field and laboratory data collected.

A.1 Field Exploration

Thirty soil borings for this project were drilled between May 19 and 24, 2016. The boring locations were established and located in the field by AAI. The approximate boring locations are shown on the boring plan of Figure 1.

A.1.1 Drilling Methods

The borings were drilled using ATV-mounted, rotary-type drilling equipment. The soil borings were advanced initially by dry auger procedures using rotary type drilling equipment to allow for observation of the presence of groundwater. Rotary wash drilling was utilized beyond the dry augering depth. The borings were backfilled or grouted in accordance with LADOTD requirements upon completion.

A.1.2 Sampling Procedures

The borings were sampled continuously within the upper 10 feet and 5-foot centers thereafter. In the cohesive and semi-cohesive soils, relatively undisturbed samples were secured using a three-inch diameter, thin-wall steel tube sampler. In this sampling procedure (ASTM D 1587), the borehole is advanced to the desired level, and the tube is lowered to the bottom of the boring. It is then pushed about two feet into the undisturbed soil in one continuous stroke. The sample and tube are retrieved from the borehole and detached from the drill string.

The sample is extruded by a hydraulic piston onto a rigid sample catcher. The sample is then visually classified. The classification includes description of soil color, strength estimate, identification of structural conditions (layering, seams, etc), and variations (organics, oxide inclusions, etc.). A pocket penetrometer strength test is performed. Any disturbed portions are discarded, and the sample is sealed to minimize disturbance and moisture loss during transportation to the laboratory.

A.2 Laboratory Procedures

Certain samples from the various strata were tested in the laboratory to determine their pertinent physical characteristics. The samples and types of tests performed were selected by a geotechnical engineer to develop information necessary for appropriate analyses. The testing program conducted is described below:

A.2.1 Strength Tests

The strength characteristics of the various soil strata are important for geotechnical engineering analyses. Sixty-six unconfined compression tests (ASTM D 2166) were performed to develop this data. These testing procedures also include determination of the moisture content and wet and dry density of the sample.

The results of the compression tests are tabulated in the laboratory data portion of the soil boring logs under the column heading "Compressive Strength." The moisture content (ASTM D 2216) and dry density data (ASTM D 2937) are tabulated in the subsequent two columns within the laboratory data portion of the logs.

A.2.2 Classification Tests

In order to classify the soils more definitely than can be done by field methods, 66 Atterberg limit determinations (ASTM D 4318) were made. The Atterberg limit data consist of Liquid Limit (LL), Plastic Limit (PL) and Plasticity Index (PI). The relationship among these variables is as follows:

$$PI = LL - PL$$

The Atterberg limit data are provided within the laboratory portion of the logs under the headings "LL" and "PI."

APPENDIX B. BORING LOGS

This Appendix contains the following:

- Description of Terms & Symbols Used on Soil Boring Logs
- Soil Boring Logs

DESCRIPTION OF TERMS AND SYMBOLS USED ON SOIL BORING LOGS

FIELD DATA				LABORATORY DATA									
GROUND WATER LEVEL	DEPTH (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits			Other	Soil Type	DISCRIPTION
							LL	PL	PI			

5

10

15

20

25

30

35

40

Ground Water Levels

Long-Term Depth
Depth to water after boring is completed (time noted).

Short-Term Depth
Depth to water after initial water encountered prior to proceeding with boring (time noted).

Initially Encountered
Depth where free water was initially encountered during augering.

Sampling/Field Data

3.5 (P) — **Undisturbed**
3" dia. Tube Sample

Pocket Penetrometer
Penetration resistance (tons/sq.ft).

Torvane (T)
Shearing resistance (tons/sq.ft.)

13 b/f (3-7-6) — **Split Spoon**
Std. penetration test

Std. Penetration
No. of blows per foot (blows per each six inch increments).

Auger
Disturbed (auger) collected in accordance with ASTM D-1452.

No Recovery
Sampling attempted but no sample retrieved.

Description
Classifications are based on visual observations by field & lab representatives as well as results of laboratory data (when available).

Laboratory Data

Compressive Strength
Value based on peak compressive strength. Determined by unconfined compression test unless otherwise noted.

Dry Unit Weight
As determined by method similar to ASTM D-2937.

Water Content
As determined by pertinent portions of ASTM D-2216

Atterberg Limits
LL: Liquid Limit
PL: Plastic Limit
PI: Plasticity Index
(= Liquid Limit – Plastic Limit)

Other
Results of other test such as consolidation, permeability, grain size or notes associated with testing program.

Soil Type
Graphical representation of soil type. In accordance with USCS Symbols.

Ground Water Level Data	Boring Advancement Method	Notes
	Boring Abandonment	

Form LOGTERMS

Strats Boundaries May Not Be Exact

Baton Rouge Airport
Taxiway F Improvements
Baton Rouge, LA

Stanley Consultants
Baton Rouge, LA

LOG OF SOIL BORING B-01

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 09-L1034
Date: 05/27/09
Logged by: J. George
Driller: D. Anthony
Rig: Ardco K-1000

Location: Lat. 30° 32' 26.9"
Long. 91° 9' 39.1"
Surface Elevation: (ft, NGVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			4.5+ (P) 4.0 (P)										Stiff to very stiff brown and gray SILTY CLAY (CL)
			4.5 (P) 4.5+ (P)				38	18	20				
	5		4.5+ (P) 4.0 (P)										
			3.0 (P) 2.5 (P)	2.37	18	107	33	16	17				
			2.5 (P) 4.0 (P)										
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												

Ground Water Level Data	Boring Advancement Method	Notes
☒ No free water encountered to 10 ft.	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport
Taxiway F Improvements
Baton Rouge, LA

Stanley Consultants
Baton Rouge, LA

LOG OF SOIL BORING B-02

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 09-L1034
Date: 05/27/09
Logged by: J. George
Driller: D. Anthony
Rig: Ardco K-1000

Location: Lat. 30° 32' 28"
Long. 91° 9' 37.5"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	PL	PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			4.0 (P) 4.5+ (P)										Stiff to very stiff brown and gray SILTY CLAY (CL)
			4.5+										
	5		4.5+ 3.0 (P)	2.46	19	105	41	20	21				
			2.5 (P) 3.0 (P)										
			3.5 (P)	3.34	20	108	41	14	27				
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												

Ground Water Level Data	Boring Advancement Method	Notes
☒ No free water encountered to 10 ft.	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-01

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

Stanley Consultants, Inc.
Baton Rouge, LA

File: 16-80-3717
Date: 5/19/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Location: Lat. 30° 32' 29.2"
Long. 91° 9' 36.3"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			3.0 (P)	1.85	24	97	30	24	6				Loose to medium dense brown and gray SILT (ML) w/ roots
			2.5 (P)										Very stiff brown and gray LEAN CLAY (CL) w/ ferrous nodules
	5		2.5 (P)	2.58	21	106	43	15	28				
			1.5 (P)										
			2.5 (P)		26								
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-02

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

Stanley Consultants, Inc.
Baton Rouge, LA

File: 16-80-3717
Date: 5/19/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Location: Lat. 30° 32' 29.7"
Long. 91° 9' 34.3"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			2.0 (P)	1.10	24	86	34	28	6				Loose to medium dense brown SILT (ML) w/ roots
			2.0 (P)										Stiff tan and gray LEAN CLAY (CL)
	5		1.5 (P)		22								
			2.0 (P)	1.96	22	105	34	17	17				
			2.0 (P)										
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-03

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/19/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 29.1"
Long. 91° 9' 32.2"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			2.5 (P)										Stiff to very stiff tan and gray LEAN CLAY (CL) w/ ferrous nodules
			2.0 (P)	2.22	23	102	41	19	22				
	5		2.0 (P)	1.43	24	101							
			1.5 (P)										
			2.0 (P)		20		36	15	21				
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-04

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/19/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 27.6"
Long. 91° 9' 30.1"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			4.5+ (P)	1.16	21	96							Medium to stiff brown and tan LEAN CLAY (CL) --w/ roots
			2.5 (P)		23		36	22	14				
	5		1.5 (P)										
			1.5 (P)	0.89	26	98	33	18	15				
			1.0 (P)										
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-05

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/20/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 27"
Long. 91° 9' 29.6"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			4.0 (P)	4.40	18	107							Hard brown and tan LEAN CLAY (CL) w/ calcareous nodules
			2.5 (P)										Stiff tan and gray LEAN CLAY (CL) w/ ferrous nodules
	5		3.0 (P)	1.81	21	105	35	20	15				
			2.5 (P)										
			2.0 (P)		20		37	14	23				
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-06

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

Stanley Consultants, Inc.
Baton Rouge, LA

File: 16-80-3717
Date: 5/20/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Location: Lat. 30° 32' 25.5"
Long. 91° 9' 27.7"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			2.5 (P)										Stiff to very stiff brown, tan and gray LEAN CLAY (CL) w/ ferrous nodules
			3.0 (P)	2.30	19	103	49	15	34				--w/ roots
	5		3.0 (P)										
			1.5 (P)	1.00	24	101	34	20	14				
			2.0 (P)		21								
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-07

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/20/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 23.5"
Long. 91° 9' 26.3"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			3.0 (P)		20		46	15	31				Very stiff brown, tan and gray LEAN CLAY (CL) --w/ roots
			2.5 (P)										
	5		2.25 (P)										
			2.0 (P)	2.42	21	104							
			2.5 (P)	3.30	19	110	40	14	26				
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-08

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/24/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 23.1"
Long. 91° 9' 25.2"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			1.5 (P)	1.22	23	101							Stiff to very stiff brown, tan and gray LEAN CLAY (CL) --w/ roots
			2.5 (P)										
	5		3.0 (P)	2.67	22	105	39	20	19				
			1.5 (P)		23		34	22	12				
			1.5 (P)										
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-09

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/20/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 20.7"
Long. 91° 9' 22.7"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			4.5+ (P)										Stiff to very stiff tan and gray LEAN CLAY (CL)
			2.0 (P)	1.74	23	102	33	23	10				
	5		2.0 (P)										
			2.5 (P)	2.01	20	107	38	14	24				
			3.0 (P)		20								
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-10

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/23/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 19.7"
Long. 91° 9' 20.6"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			1.5 (P)	1.60	23	102							Medium to stiff tan and gray LEAN CLAY (CL) --w/ roots
			1.0 (P)	0.89	25	99	35	21	14				
	5		2.0 (P)										
			3.0 (P)										
			3.0 (P)		23		55	16	39				Stiff tan FAT CLAY (CH) w/ calcareous nodules
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-11

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/23/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 18.3"
Long. 91° 9' 18.8"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			2.5 (P)										Medium to stiff tan and gray LEAN CLAY (CL)
			2.0 (P)	0.96	24	98							
	5		2.0 (P)	1.68	21	108	36	18	18				
			1.5 (P)										
			3.0 (P)		22		47	14	33				
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-12

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/23/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 16.5"
Long. 91° 9' 17.3"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			2.5 (P)	2.58	23	101	60	19	41				Very stiff tan and gray FAT CLAY (CH) w/ roots
			2.0 (P)										
	5		2.0 (P)	1.83	22	105							Stiff tan and gray LEAN CLAY (CL)
			2.0 (P)		18		37	16	21				
			1.5 (P)										
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-13

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

Stanley Consultants, Inc.
Baton Rouge, LA

File: 16-80-3717
Date: 5/23/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Location: Lat. 30° 32' 15.2"
Long. 91° 9' 15.9"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			2.5 (P)										Very stiff tan and gray FAT CLAY (CH)
			2.0 (P)	2.05	24	101	56	17	39				
	5		3.0 (P)	3.30	21	105							
			2.5 (P)										Stiff to very stiff tan and gray LEAN CLAY (CL)
			3.0 (P)		21		46	15	31				
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-14

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/23/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 14.4"
Long. 91° 9' 14.4"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			1.5 (P)										Very stiff brown, tan and gray LEAN CLAY (CL)
			4.5+ (P)	3.87	18	112							
	5		2.0 (P)										
			2.0 (P)		23		42	16	26				
			2.0 (P)	2.14	21	107	40	16	24				
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-15

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/23/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 12.8"
Long. 91° 9' 13.1"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			2.5 (P)		25								Very stiff brown, tan and gray LEAN CLAY (CL)
			2.5 (P)										
	5		2.5 (P)	2.10	24	102	40	19	21				
			2.0 (P)										
			3.0 (P)	3.75	20	109	48	14	34				
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-16

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/23/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 11.1"
Long. 91° 9' 11.1"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			2.0 (P)	1.09	25	99							Stiff to very stiff tan and gray LEAN CLAY (CL)
													--w/ roots
			2.5 (P)		22		48	17	31				
	5		3.0 (P)										
			3.0 (P)	2.89	21	107	43	16	27				--w/ calcareous nodules
			3.0 (P)										
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-17

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/23/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 10.5"
Long. 91° 9' 9.8"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			1.5 (P)		25		38	22	16				Stiff to very stiff brown, tan and gray LEAN CLAY (CL)
			2.5 (P)	1.66	26	98							
	5		2.0 (P)										
			3.0 (P)	2.77	19	110	47	14	33				
			3.0 (P)										
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-18

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/23/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 9.5"
Long. 91° 9' 8"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			3.0 (P)	3.77	18	112	40	17	23				Very stiff brown, tan and gray LEAN CLAY (CL) w/ roots
			1.0 (P)										Soft to medium gray LEAN CLAY (CL) w/ trace organics
	5		0.5 (P)	0.39	31	89							
			2.0 (P)		24		42	17	25				Stiff tan and gray LEAN CLAY (CL)
			2.5 (P)										
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-19

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/23/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 8"
Long. 91° 9' 6.5"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			2.0 (P)										Very stiff tan and gray LEAN CLAY (CL)
			2.0 (P)	2.20	23	103	38	21	17				
	5		2.5 (P)										
			2.5 (P)	2.97	20	108	39	16	23				
			2.5 (P)		22								
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-20

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

Stanley Consultants, Inc.
Baton Rouge, LA

File: 16-80-3717
Date: 5/23/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Location: Lat. 30° 32' 6.9"
Long. 91° 9' 4.6"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			2.0 (P)										Medium to stiff tan and gray LEAN CLAY (CL) w/ roots
			0.5 (P)	0.46	29	93	43	18	25				Soft to medium tan and gray LEAN CLAY (CL)
	5		2.5 (P)	1.92	23	102							Stiff tan and gray LEAN CLAY (CL)
			3.0 (P)										Stiff tan and gray FAT CLAY (CH)
			3.0 (P)		20		55	15	40				
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-21

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/23/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 5.31"
Long. 91° 9' 3.39"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			1.5 (P)	1.22	23	100							Stiff tan and gray LEAN CLAY (CL)
			2.5 (P)										
	5		2.0 (P)		23		39	20	19				
			2.0 (P)	1.38	23	103	40	15	25				
			2.5 (P)										
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-22

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/24/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 4.3"
Long. 91° 9' 1.4"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			2.5 (P)										Stiff to very stiff tan and gray LEAN CLAY (CL)
			1.5 (P)	1.37	20	103	43	17	26				
	5		2.5 (P)	2.51	24	101							
			2.5 (P)										
			2.0 (P)		22		37	17	20				
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-23

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/24/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 2.8"
Long. 91° 9' 0.4"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			4.0 (P)	3.74	20	107							Very stiff brown, tan and gray FAT CLAY (CH) w/ roots
			1.5 (P)	2.02	22	103	52	15	37				
	5		1.5 (P)										Stiff to very stiff tan and gray LEAN CLAY (CL)
			2.0 (P)		23		38	22	16				
			1.5 (P)										
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING B-24

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/24/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 1.8"
Long. 91° 8' 58.4"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			1.5 (P)	1.20	22	104							Stiff to very stiff brown, tan and gray FAT CLAY (CH) w/ ferrous nodules
			3.0 (P)										
	5		2.0 (P)	2.29	23	102	54	17	37				
			2.5 (P)										
			2.5 (P)		23		51	17	34				
	10												Boring completed at 10 ft.
	15												
	20												
	25												
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 10 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING CB-1

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

File: 16-80-3717
Date: 5/24/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Stanley Consultants, Inc.
Baton Rouge, LA

Location: Lat. 30° 32' 26.9"
Long. 91° 9' 29.2"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			4.0 (P)										Stiff to very stiff brown, tan and gray LEAN CLAY (CL) w/ ferrous nodules
			4.5+ (P)	3.69	18	109	49	16	33				
	5		2.5 (P)										
			4.5+ (P)										
			2.5 (P)	1.75	21	103	35	19	16				
	10												
			2.0 (P)										
	15												
			2.5 (P)	2.65	19	109	40	14	26				
	20												
			2.5 (P)										
	25												Boring completed at 24 ft.
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 24 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING CB-2

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

Stanley Consultants, Inc.
Baton Rouge, LA

File: 16-80-3717
Date: 5/24/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Location: Lat. 30° 32' 26.1"
Long. 91° 9' 28.6"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			2.5 (P)	1.43	21	105	43	14	29				Stiff brown, tan and gray LEAN CLAY (CL)
			2.0 (P)										
	5		3.0 (P)										
			4.5+ (P)										Hard brown and tan FAT CLAY (CH)
			4.5+ (P)	4.36	19	102	52	18	34				
	10												
			3.5 (P)										Very stiff tan and gray LEAN CLAY (CL)
	15												
			3.0 (P)										
	20												
			3.0 (P)	3.20	18	110	38	14	24				
	25												Boring completed at 24 ft.
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 24 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING CB-3

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

Stanley Consultants, Inc.
Baton Rouge, LA

File: 16-80-3717
Date: 5/24/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Location: Lat. 30° 32' 22.5"
Long. 91° 9' 24.3"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			3.0 (P)										Very stiff brown, tan and gray LEAN CLAY (CL)
			2.5 (P)	3.20	23	98	39	20	19				
	5		4.0 (P)										
			3.0 (P)										
			1.0 (P)										
	10												
			2.0 (P)	2.28	20	108	40	16	24				
	15												
													Medium tan and gray LEAN CLAY (CL)
			1.0 (P)	0.87	22	101	39	17	22				
	20												
			2.0 (P)										
	25												Boring completed at 24 ft.
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 24 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING CB-4

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

Stanley Consultants, Inc.
Baton Rouge, LA

File: 16-80-3717
Date: 5/24/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Location: Lat. 30° 32' 22.3"
Long. 91° 9' 23.3"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			3.0 (P)										Medium to stiff brown and gray LEAN CLAY (CL)
			2.5 (P)										
	5		3.0 (P)	1.22	25	98	41	20	21				
			3.0 (P)										
			3.5 (P)	0.85	23	97	35	21	14				
	10												
			3.0 (P)										
	15												
			1.5 (P)	1.26	23	102	38	17	21				
	20												
			3.0 (P)										
	25												Boring completed at 24 ft.
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 24 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING CB-5

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

Stanley Consultants, Inc.
Baton Rouge, LA

File: 16-80-3717
Date: 5/24/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Location: Lat. 30° 32' 25.7"
Long. 91° 9' 30.3"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			3.0 (P)										Stiff tan and gray LEAN CLAY (CL)
			4.0 (P)										
	5		3.0 (P)	1.92	21	105	37	16	21				
			2.5 (P)										
			3.5 (P)										
	10												
													Very stiff tan and gray FAT CLAY (CH) --w/ silt pockets
			3.5 (P)	2.50	22	103	50	16	34				
	15												
			4.0 (P)										
	20												
			4.0 (P)	3.81	22	106	53	17	36				
	25												Boring completed at 24 ft.
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 24 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

Baton Rouge Airport Taxiway F
Baton Rouge, LA

LOG OF SOIL BORING CB-6

Ardaman & Associates, Inc.

Sheet 1 of 1

Baton Rouge Geotechnical Laboratory
AASHTO Accredited Laboratory , LELAP Certificate No. 02052,
USACE Validated

Stanley Consultants, Inc.
Baton Rouge, LA

File: 16-80-3717
Date: 5/24/16
Logged by: J. Garner
Driller: J. George
Rig: Buggy

Location: Lat. 30° 32' 21.3"
Long. 91° 9' 24.1"

Surface Elevation: N/A (ft., NAVD)

FIELD DATA				LABORATORY DATA									
Ground Water Level	Depth (feet)	Samples	Field Test Results	Compressive Strength (tsf)	Water Content (%)	Dry Unit Weight (pcf)	Atterberg Limits LL	Atterberg Limits PL	Atterberg Limits PI	Percent Passing #200 Sieve	Other	Soil Type	Description
☒			4.0 (P)	1.53	19	103	41	18	23				Stiff brown and tan LEAN CLAY (CL)
			4.5+ (P)										
	5		2.5 (P)										
			4.5+ (P)										
			2.5 (P)	3.42	19	108	52	13	39				Very stiff tan and gray FAT CLAY (CH)
	10												
													Stiff tan and gray LEAN CLAY (CL)
			2.0 (P)										
	15												
			2.5 (P)	2.65	19	109	44	13	31				
	20												
			2.5 (P)										
	25												Boring completed at 24 ft.
	30												
	35												
	40												

Ground Water Level Data	Boring Advancement Method	Notes
☒ Static groundwater level was not determined	4" Nom. Dia. Short Flight Auger: 0 to 24 ft.	
	Boring Abandonment Method	
	Borehole backfilled with soil upon completion	

Strata Boundaries May Not Be Exact

APPENDIX C. FIGURES

This Appendix contains the following:

- Figure 1 – Boring Plan
- Figure 2 – Boring Plan
- Figure 3 – Boring Plan
- Figure 4 – Boring Plan
- Figure 5 – Boring Plan
- Standard Proctor Results
- CBR Test Results

NOT TO SCALE

VICINITY MAP

NOT TO SCALE

REFERENCE:
SITE IMAGE BY GOOGLE.

REFERENCE:
PLAN BY GOOGLE.

NOTE:
BORING LOCATIONS ARE APPROXIMATE.

BORING LOCATION PLAN

Ardaman & Associates, Inc.
Geotechnical, Environmental and Materials Consultants

Baton Rouge Airport Taxiway
FOR
Stanley Consultants Inc.

DRAWN BY: AJB	CHECKED BY: REJ	DATE: 06/22/16	
FILE NO. 16-80-3717	APPROVED BY:	FIGURE: 1	

G:\PROJECTS\2016\16-80-3717 Stanley - BR Airport Taxiway F\Boring Plan\16-80-3717 Boring Plan(Overview).dwg 2016/06/22 1:03 PM, Burns, Adam

NOT TO SCALE

VICINITY MAP

NOT TO SCALE

REFERENCE:
SITE IMAGE BY GOOGLE.

REFERENCE:
PLAN BY GOOGLE.

NOTE:
BORING LOCATIONS ARE APPROXIMATE.

BORING LOCATION PLAN

Ardaman & Associates, Inc.
Geotechnical, Environmental and Materials Consultants

Baton Rouge Airport Taxiway
FOR
Stanley Consultants Inc.

DRAWN BY: AJB	CHECKED BY: REJ	DATE: 06/22/16
FILE NO. 16-80-3717	APPROVED BY:	FIGURE: 1

G:\PROJECTS\2016\16-80-3717 Stanley - BR Airport Taxiway F\Boring Plan\16-80-3717 Boring Plan(Section 1).dwg 2016/06/22 1:02 PM, Burns, Adam

NOT TO SCALE

VICINITY MAP

NOT TO SCALE

REFERENCE:
SITE IMAGE BY GOOGLE.

REFERENCE:
PLAN BY GOOGLE.

NOTE:
BORING LOCATIONS ARE APPROXIMATE.

BORING LOCATION PLAN

Ardaman & Associates, Inc.
Geotechnical, Environmental and Materials Consultants

Baton Rouge Airport Taxiway
FOR
Stanley Consultants Inc.

DRAWN BY: AJB	CHECKED BY: REJ	DATE: 06/22/16
FILE NO. 16-80-3717	APPROVED BY:	FIGURE: 1

G:\PROJECTS\2016\16-80-3717 Stanley - BR Airport Taxiway F\Boring Plan\16-80-3717 Boring Plan(Section 2).dwg 2016/06/23 1:34 PM, Burns, Adam

NOT TO SCALE

VICINITY MAP

NOT TO SCALE

REFERENCE:
SITE IMAGE BY GOOGLE.

REFERENCE:
PLAN BY GOOGLE.

NOTE:
BORING LOCATIONS ARE APPROXIMATE.

BORING LOCATION PLAN

Ardaman & Associates, Inc.
Geotechnical, Environmental and Materials Consultants

Baton Rouge Airport Taxiway
FOR
Stanley Consultants Inc.

DRAWN BY: AJB	CHECKED BY: REJ	DATE: 06/22/16
FILE NO. 16-80-3717	APPROVED BY:	FIGURE: 1

G:\PROJECTS\2016\16-80-3717 Stanley - BR Airport Taxiway F\Boring Plan\16-80-3717 Boring Plan(Section 3).dwg 2016/06/22 12:59 PM, Burns, Adam

NOT TO SCALE

REFERENCE:
PLAN BY GOOGLE.

VICINITY MAP

NOT TO SCALE

REFERENCE:
SITE IMAGE BY GOOGLE.

NOTE:
BORING LOCATIONS ARE APPROXIMATE.

BORING LOCATION PLAN

Ardaman & Associates, Inc.
Geotechnical, Environmental and Materials Consultants

Baton Rouge Airport Taxiway
FOR
Stanley Consultants Inc.

DRAWN BY: AJB	CHECKED BY: REJ	DATE: 06/22/16
FILE NO. 16-80-3717	APPROVED BY:	FIGURE: 1

G:\PROJECTS\2016\16-80-3717 Stanley - BR Airport Taxiway F\Boring Plan\16-80-3717 Boring Plan(Section 4).dwg 2016/06/22 12:58 PM, Burns, Adam

Fugro Consultants, Inc.
916 Sampson Street, Suite E
Westlake, LA 70669
Phone: (337) 439-1731
Fax: (337) 433-3313

MOISTURE DENSITY RELATIONSHIP

Project:	**Laboratory CBR Test**	Project No.:	**04.50160021**
		Test Date:	**6/15/2016**
Client:	**Ardaman & Associates, Inc.**	Lab No.:	**Composite #1**

Visual Classification: **Clay, Brown**
Sample Location: **Delivered by Client**

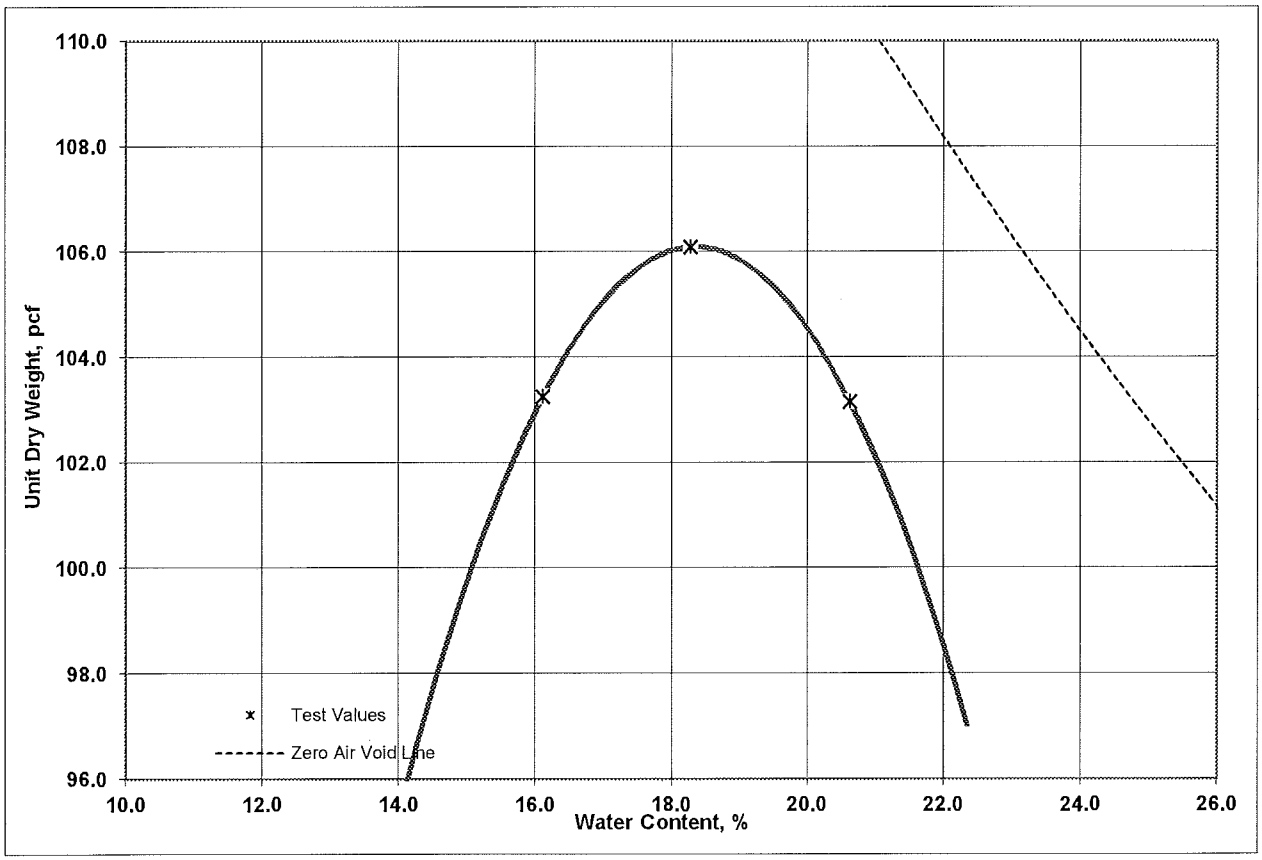
Test Method: **ASTM D 698, Method A**
Rammer Type: **Automatic**
Prep. Method: **Wet**

Test Results:

Maximum Dry Density: **106.1 pcf**
Optimum Moisture Content: **18.3 %**

Properties:

Liquid Limit: ---
Plastic Limit: ---
Plasticity Index: ---
% Pass. No. 200: ---



Submitted By: _____ **Date:** 6/23/2016

THE ABOVE TEST RESULTS APPLY ONLY TO THE ITEMS TESTED.

THIS REPORT SHALL NOT BE REPRODUCED, EXCEPT IN FULL, WITHOUT THE APPROVAL OF FUGRO CONSULTANTS, INC.

Fugro Consultants, Inc.
916 Sampson Street, Suite E
Westlake, LA 70669
Phone: (337) 439-1731
Fax: (337) 433-3313

MOISTURE DENSITY RELATIONSHIP

Project:	**Laboratory CBR Test**	Project No.:	**04.50160021**
		Test Date:	**6/15/2016**
Client:	**Ardaman & Associates, Inc.**	Lab No.:	**Composite #2**

Visual Classification: **Clay, Brown**
Sample Location: **Delivered by Client**

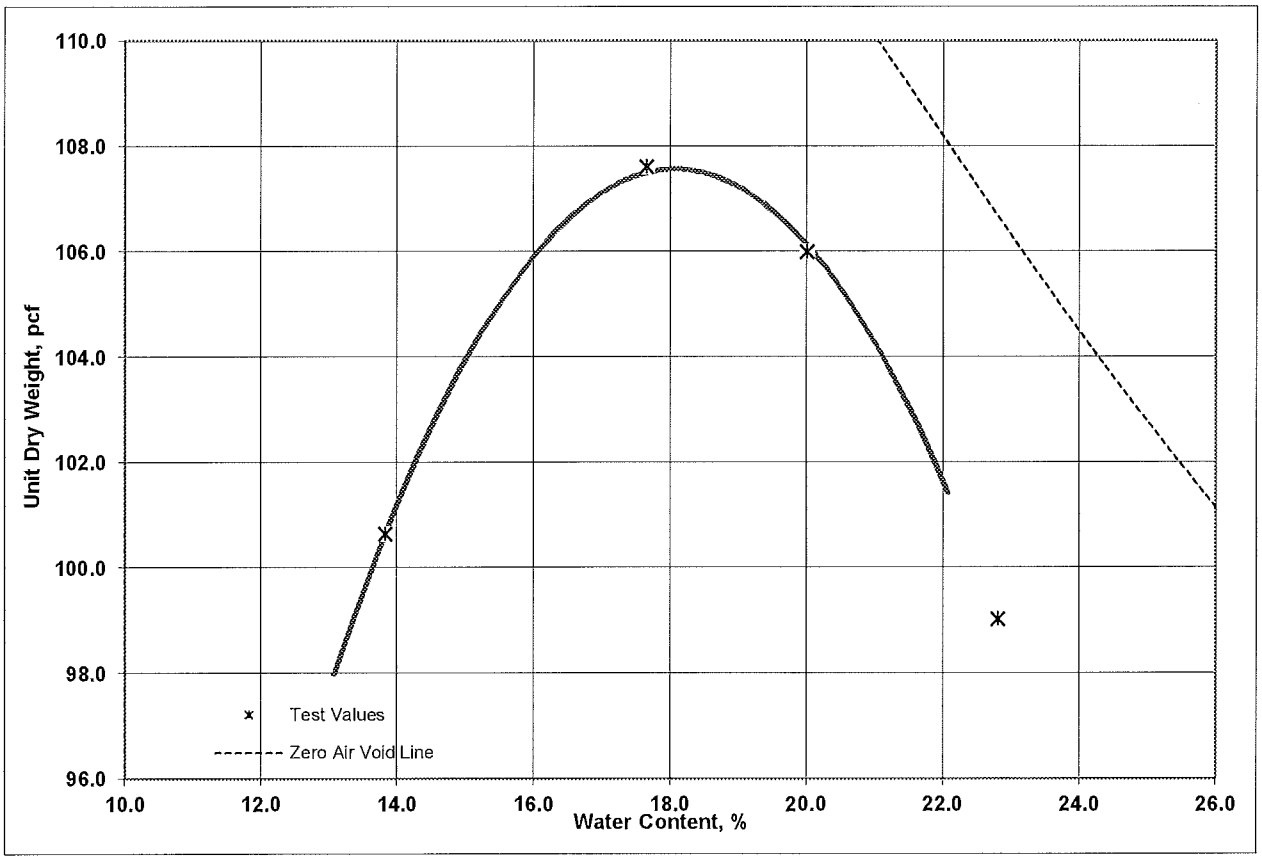
Test Method: **ASTM D 698, Method A**
Rammer Type: **Automatic**
Prep. Method: **Wet**

Test Results:

Maximum Dry Density: **107.6 pcf**
Optimum Moisture Content: **18.2 %**

Properties:

Liquid Limit: ---
Plastic Limit: ---
Plasticity Index: ---
% Pass. No. 200: ---



Submitted By: _____ **Date:** 6/23/2016

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Fugro Consultants, Inc.
916 Sampson Street, Suite E
Westlake, LA 70669
Phone: (337) 439-1731
Fax: (337) 433-3313

MOISTURE DENSITY RELATIONSHIP

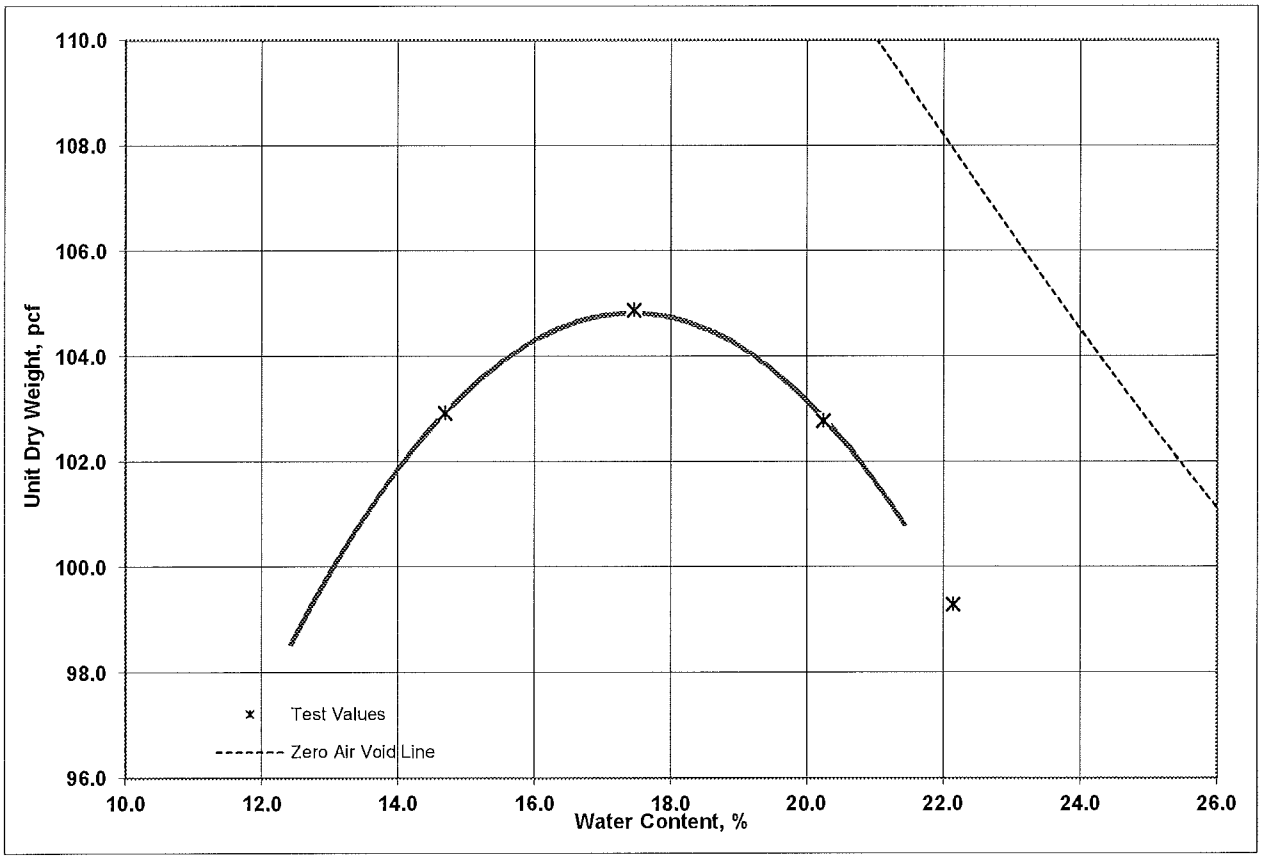
Project:	**Laboratory CBR Test**	Project No.:	**04.50160021**
		Test Date:	**6/15/2016**
Client:	**Ardaman & Associates, Inc.**	Lab No.:	**Composite #3**

Visual Classification: **Clay, Brown**
Sample Location: **Delivered by Client**

Test Method: **ASTM D 698, Method A**
Rammer Type: **Automatic**
Prep. Method: **Wet**

Test Results:
Maximum Dry Density: **104.9 pcf**
Optimum Moisture Content: **17.5 %**

Properties:
Liquid Limit: ---
Plastic Limit: ---
Plasticity Index: ---
% Pass. No. 200: ---



Submitted By: _____ **Date:** 6/23/2016

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Fugro Consultants, Inc.
916 Sampson Street, Suite E
Westlake, Louisiana 70669
Phone: (337) 439-1731
Fax: (337) 433-3313

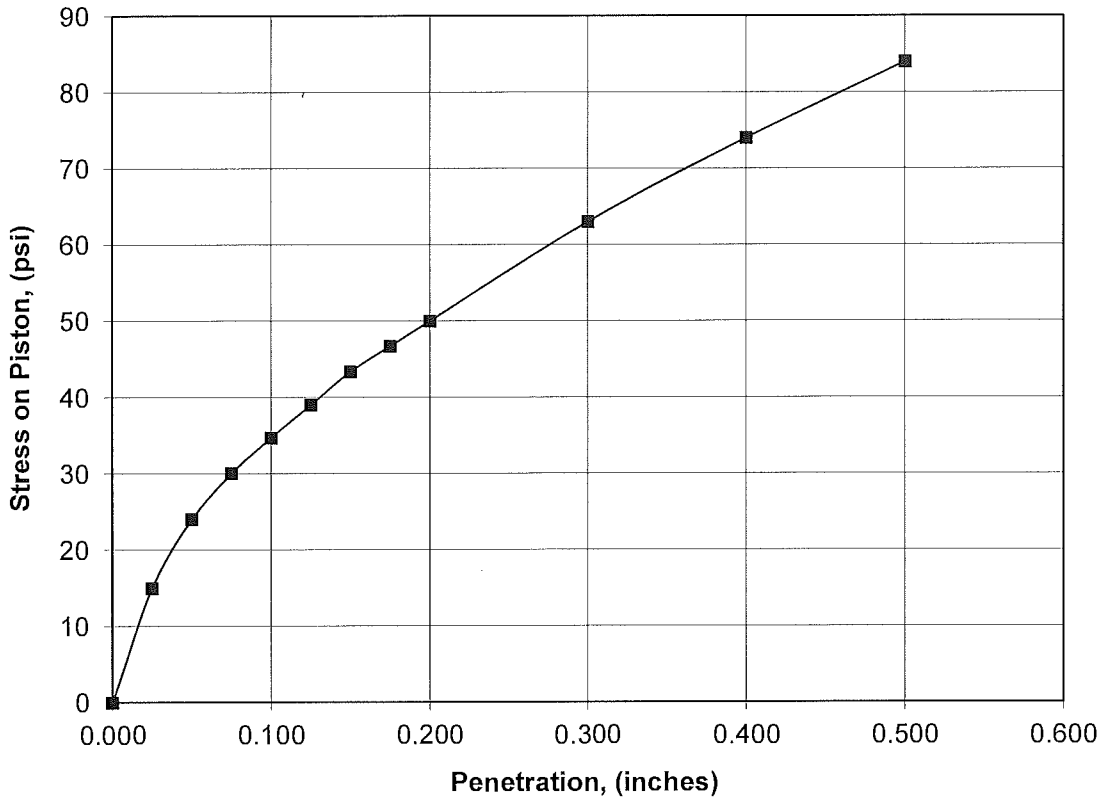
CBR of Soils In-Laboratory

ASTM D 1883

Project Name	Lab CBR Test	**Project No.**	04.50160021
Project Location	Composite #1 - Low		
Client	Ardaman & Associates, Inc.	**Test Date**	6/21/2016
Material Description	Clay, Brown		
ASTM D 698 (Standard Proctor)	Maximum Dry Density = 106.1 pcf Optimum Moisture = 18.3%	**93% Compaction CBR Result = 1.5**	
Moisture Content = 19.0%	**Unit Dry Weight** = 98.5 pcf		
Swell = 1.49 %			

Penetration, (in.)	Reading Divisions	Load, lbs.	Pressure, psi	CBR
0.100	-	47	15.7	1.6
0.200	-	67	22.3	1.5

Load Penetration Curve



Note: No correction required.

Submitted By: _____
Michael Hollier, P.E.
Branch Manager

Fugro Consultants, Inc.
916 Sampson Street, Suite E
Westlake, Louisiana 70669
Phone: (337) 439-1731
Fax: (337) 433-3313

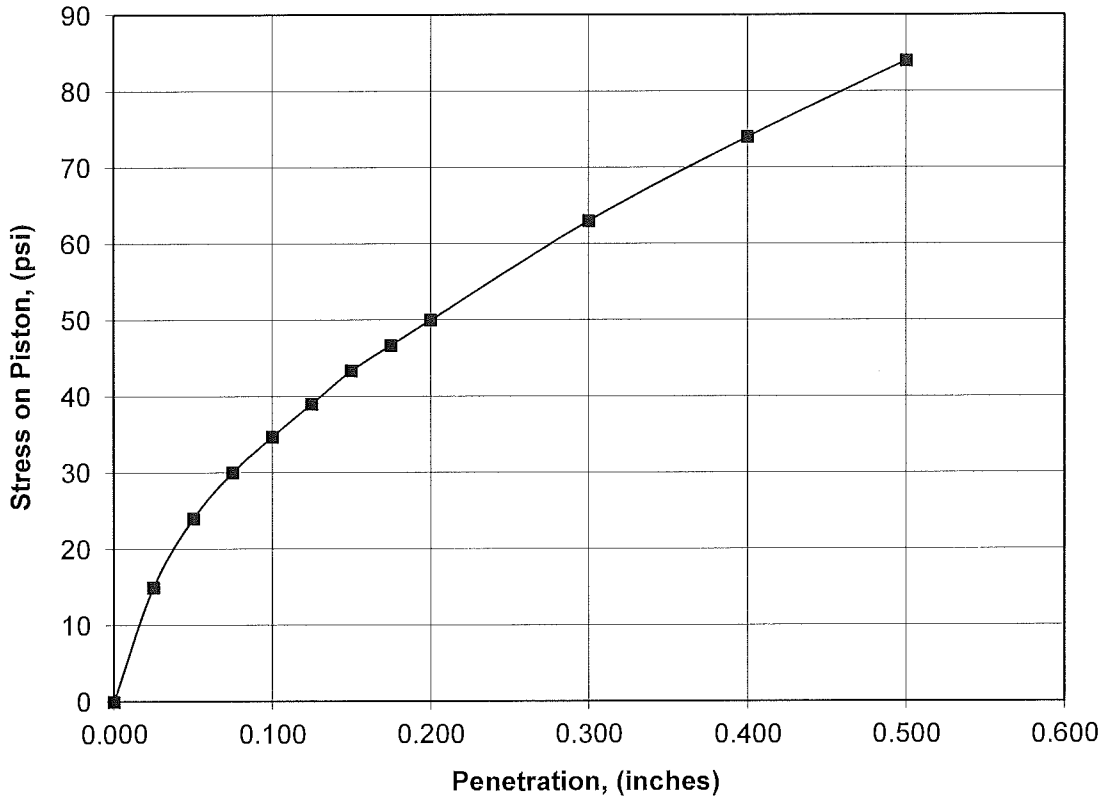
CBR of Soils In-Laboratory

ASTM D 1883

Project Name	Lab CBR Test	**Project No.**	04.50160021
Project Location	Composite #1 - High		
Client	Ardaman & Associates, Inc.	**Test Date**	6/21/2016
Material Description	Clay, Brown		
ASTM D 698 (Standard Proctor)	Maximum Dry Density = 106.1 pcf Optimum Moisture = 18.3%	**99% Compaction CBR Result = 3.9**	
Moisture Content = 19.8%	**Unit Dry Weight** = 105.5 pcf		
Swell = .68 %			

Penetration, (in.)	Reading Divisions	Load, lbs.	Pressure, psi	CBR
0.100	-	112	37.3	3.7
0.200	-	175	58.3	3.9

Load Penetration Curve



Note: No correction required.

Submitted By: _____
Michael Hollier, P.E.
Branch Manager

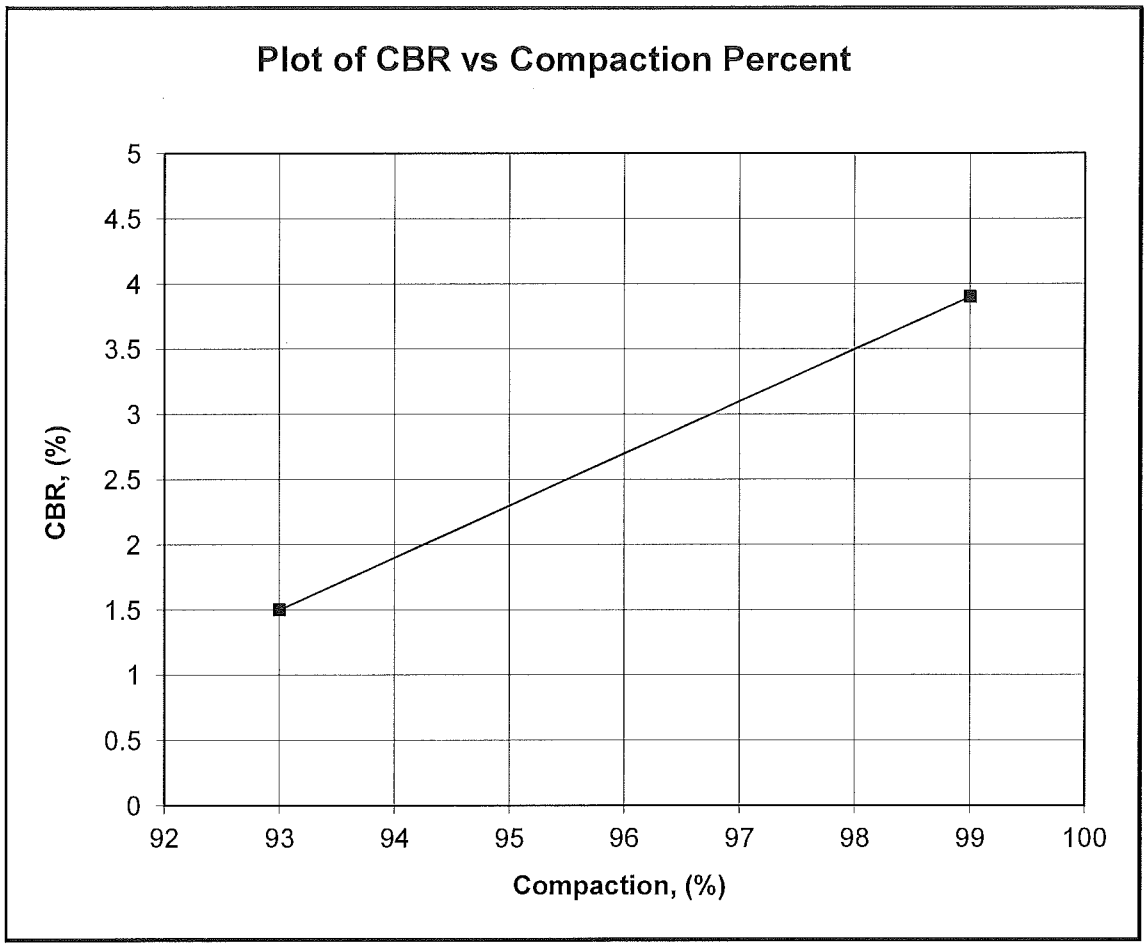
Fugro Consultants, Inc.
916 Sampson Street, Suite E
Westlake, Louisiana 70669
Phone: (337) 439-1731
Fax: (337) 433-3313

CBR Plot (ASTM D 1883)

CBR vs Compaction

Project Name	Laboratory CBR Testing	**Project No.**	04.50160021
Project Location			
Client	Ardaman & Associates, Inc.	**Test Date**	6/21/2016
Material Description	Clay, Brown (Composite #1)		
ASTM D 698 (Standard Proctor)	Maximum Dry Density = 106.1 pcf Optimum Moisture = 18.3%	**95% Compaction CBR Estimate = 2.3**	

	% Compaction		Measured CBR	
Test 1	93		1.5	
Test 2	99		3.9	



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Michael Hollier, P.E.
Branch Manager

Fugro Consultants, Inc.
916 Sampson Street, Suite E
Westlake, Louisiana 70669
Phone: (337) 439-1731
Fax: (337) 433-3313

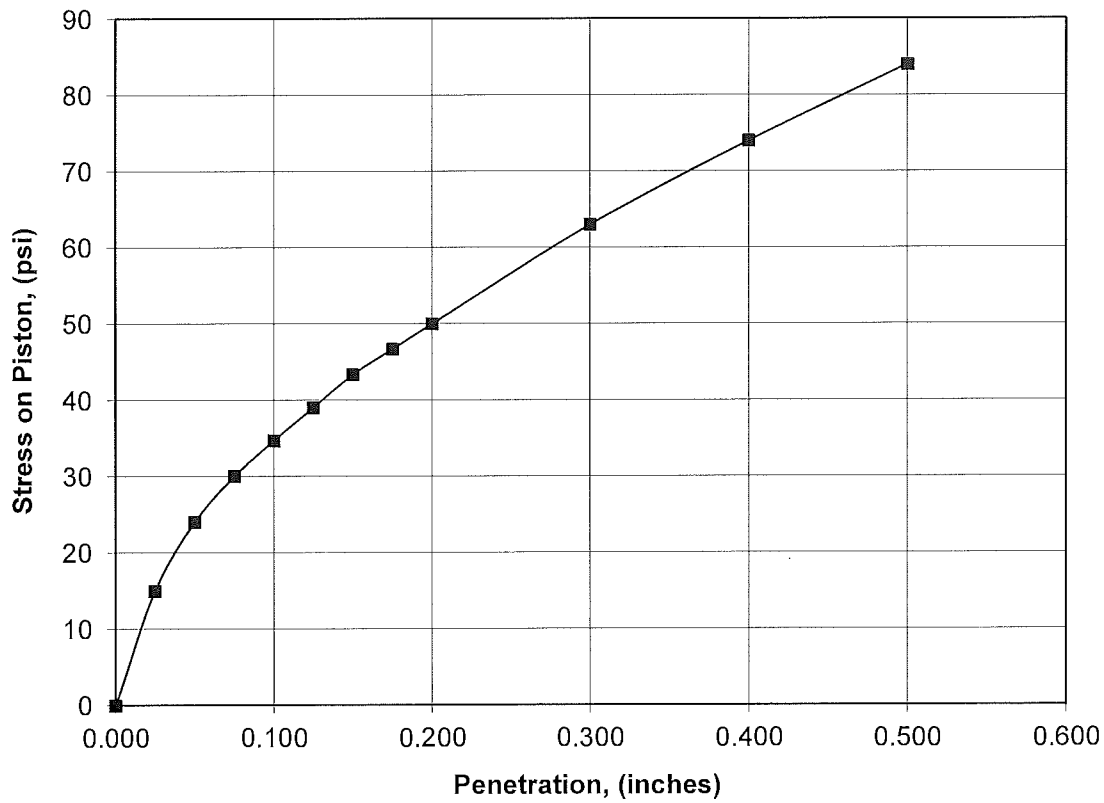
CBR of Soils In-Laboratory

ASTM D 1883

Project Name	Lab CBR Test	**Project No.**	04.50160021
Project Location	Composite #2 - Low		
Client	Ardaman & Associates, Inc.	**Test Date**	6/21/2016
Material Description	Clay, Brown		
ASTM D 698 (Standard Proctor)	Maximum Dry Density = 107.6 pcf Optimum Moisture = 18.2%	**91% Compaction CBR Result = 1.4**	
Moisture Content = 19.2%	**Unit Dry Weight** = 97.6 pcf		
Swell = 4.21%			

Penetration, (in.)	Reading Divisions	Load, lbs.	Pressure, psi	CBR
0.100	-	43	14.3	1.4
0.200	-	63	21.0	1.4

Load Penetration Curve



Note: No correction required.

Submitted By: _____
Michael Hollier, P.E.
Branch Manager

Fugro Consultants, Inc.
916 Sampson Street, Suite E
Westlake, Louisiana 70669
Phone: (337) 439-1731
Fax: (337) 433-3313

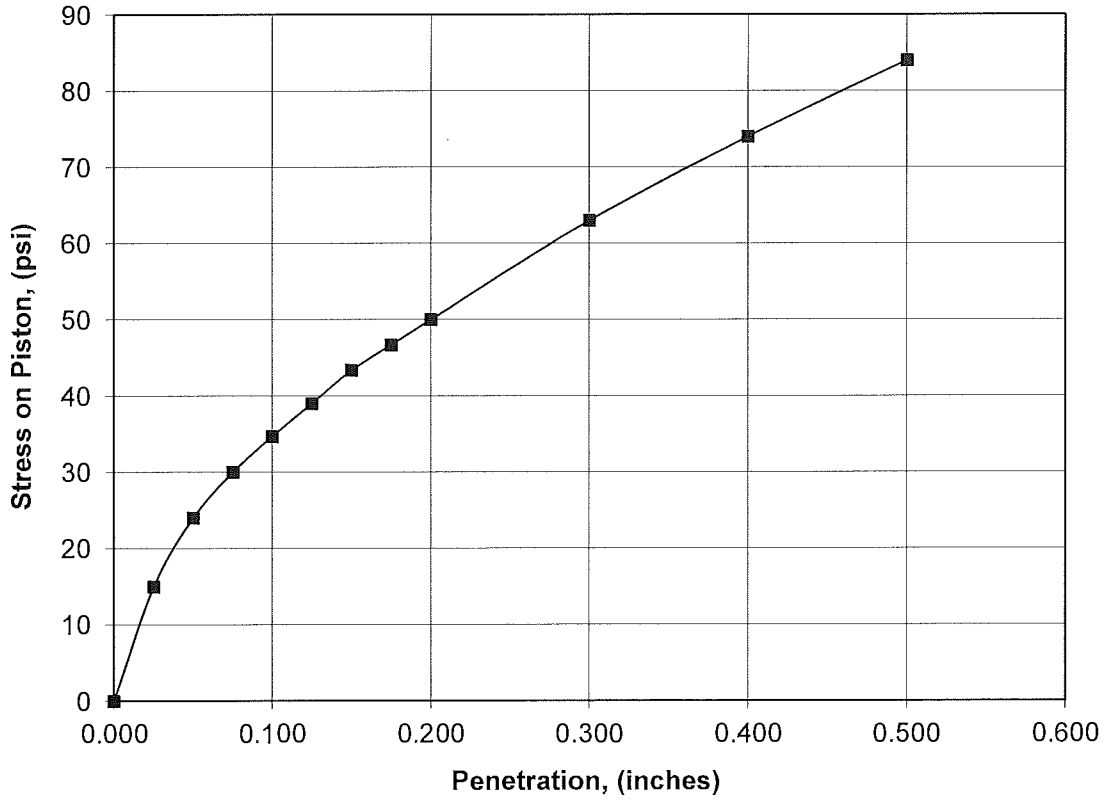
CBR of Soils In-Laboratory

ASTM D 1883

Project Name	Lab CBR Test	**Project No.**	04.50160021
Project Location	Composite #2 - High		
Client	Ardaman & Associates, Inc.	**Test Date**	6/21/2016
Material Description	Clay, Brown		
ASTM D 698 (Standard Proctor)	Maximum Dry Density = 107.6 pcf Optimum Moisture = 18.2%	**99% Compaction CBR Result = 3.5**	
Moisture Content = 18.8%	**Unit Dry Weight** = 106.3 pcf		
Swell = 1.29%			

Penetration, (in.)	Reading Divisions	Load, lbs.	Pressure, psi	CBR
0.100	-	106	35.3	3.5
0.200	-	158	52.7	3.5

Load Penetration Curve



Note: No correction required.

Submitted By:

Michael Hollier, P.E.
Branch Manager

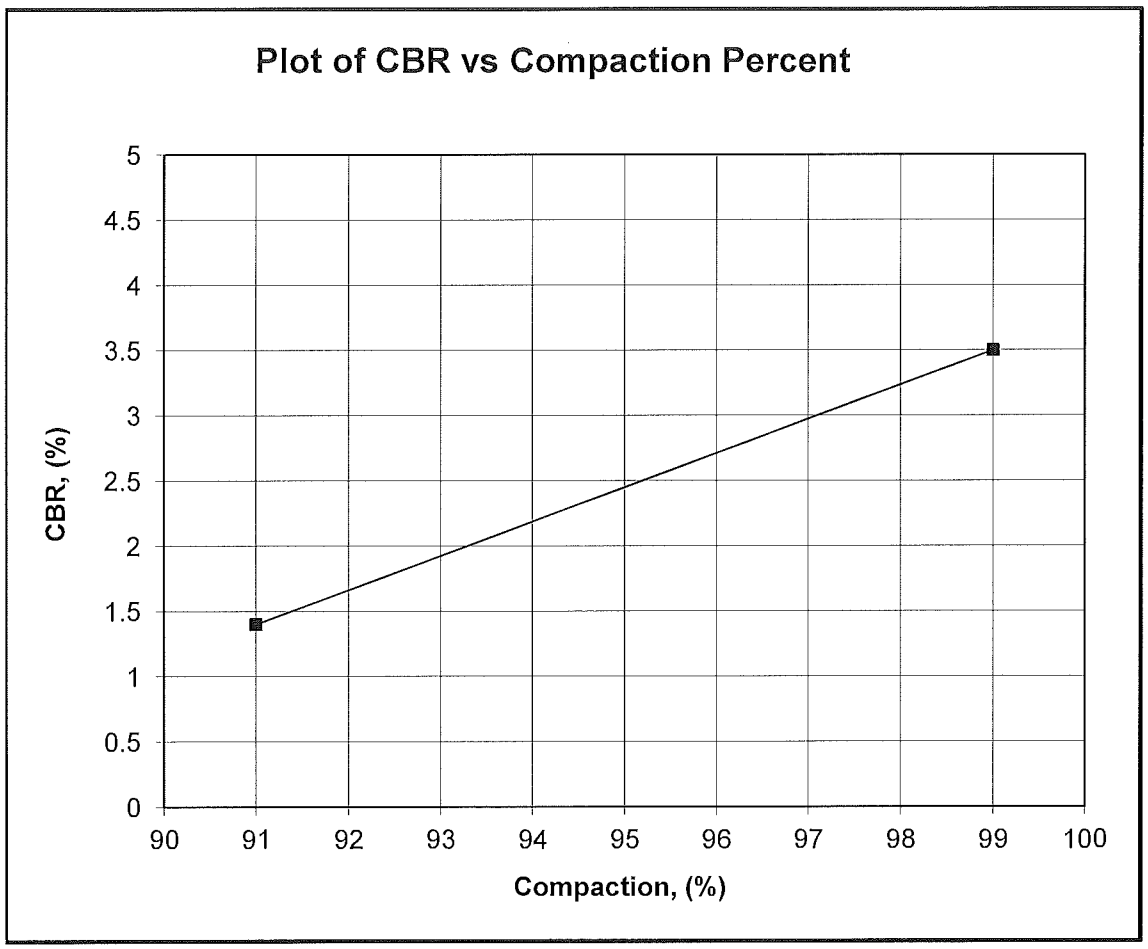
Fugro Consultants, Inc.
916 Sampson Street, Suite E
Westlake, Louisiana 70669
Phone: (337) 439-1731
Fax: (337) 433-3313

CBR Plot (ASTM D 1883)

CBR vs Compaction

Project Name	Laboratory CBR Testing	**Project No.**	04.50160021
Project Location			
Client	Ardaman & Associates, Inc.	**Test Date**	6/21/2016
Material Description	Clay, Brown (Composite #2)		
ASTM D 698 (Standard Proctor)	Maximum Dry Density = 107.6 pcf Optimum Moisture = 18.2%	**95% Compaction CBR Estimate = 2.4**	

	% Compaction		Measured CBR	
Test 1	91		1.4	
Test 2	99		3.5	



Submitted By: _____
Michael Hollier, P.E.
Branch Manager

Fugro Consultants, Inc.
916 Sampson Street, Suite E
Westlake, Louisiana 70669
Phone: (337) 439-1731
Fax: (337) 433-3313

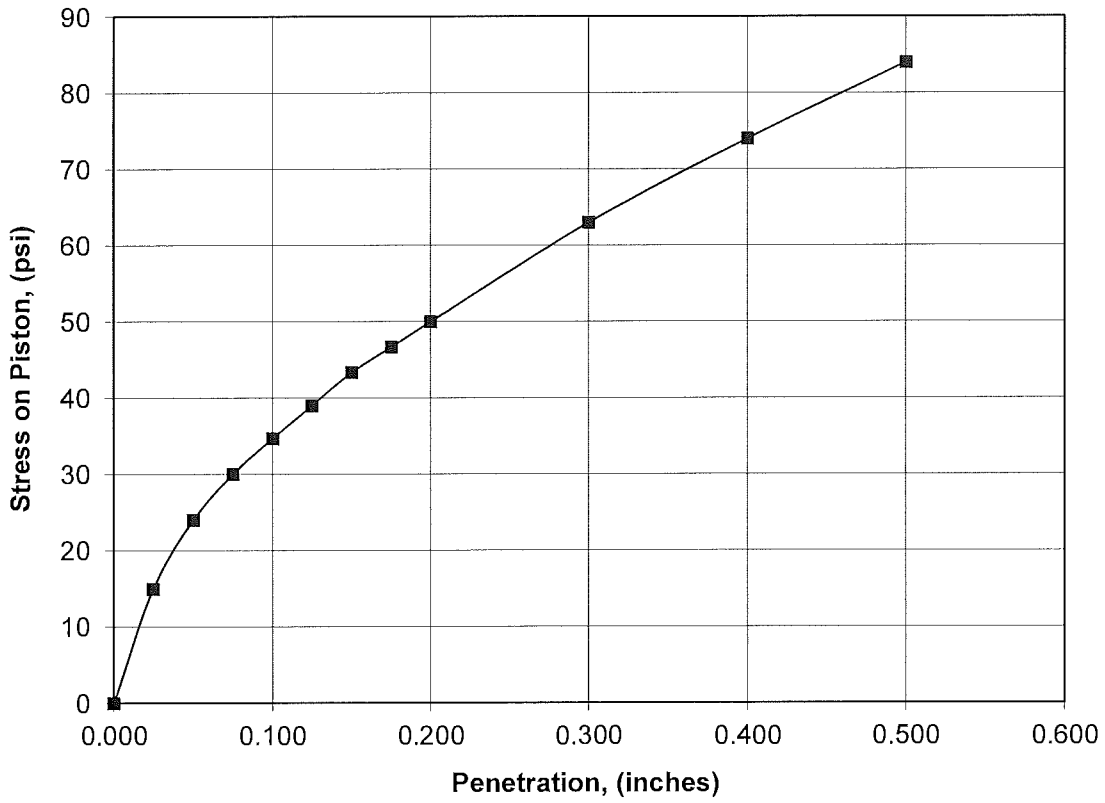
CBR of Soils In-Laboratory

ASTM D 1883

Project Name	Lab CBR Test	**Project No.**	04.50160021
Project Location	Composite #3 - Low		
Client	Ardaman & Associates, Inc.	**Test Date**	6/21/2016
Material Description	Clay, Brown		
ASTM D 698 (Standard Proctor)	Maximum Dry Density = 104.9 pcf Optimum Moisture = 17.5%	**91% Compaction CBR Result = 1.3**	
Moisture Content = 18.3%	**Unit Dry Weight** = 95.1 pcf		
Swell = 2.1%			

Penetration, (in.)	Reading Divisions	Load, lbs.	Pressure, psi	CBR
0.100	-	41	13.7	1.4
0.200	-	58	19.3	1.3

Load Penetration Curve



Note: No correction required.

Submitted By: _____
Michael Hollier, P.E.
Branch Manager

Fugro Consultants, Inc.
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Westlake, Louisiana 70669
Phone: (337) 439-1731
Fax: (337) 433-3313

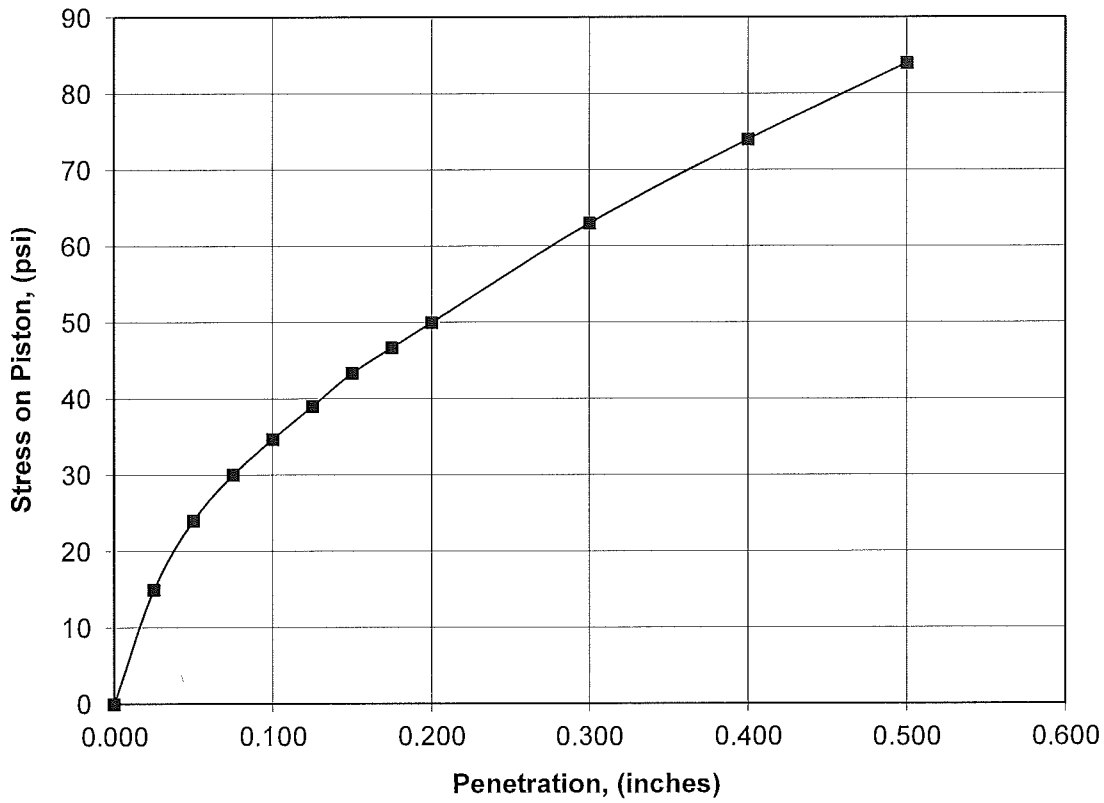
CBR of Soils In-Laboratory

ASTM D 1883

Project Name	Lab CBR Test	**Project No.**	04.50160021
Project Location	Composite #3 - High		
Client	Ardaman & Associates, Inc.	**Test Date**	6/21/2016
Material Description	Clay, Brown		
ASTM D 698 (Standard Proctor)	Maximum Dry Density = 104.9 pcf Optimum Moisture = 17.5%	**103% Compaction CBR Result = 4.6**	
Moisture Content = 17.2%	**Unit Dry Weight** = 108.1 pcf		
Swell = 1.42%			

Penetration, (in.)	Reading Divisions	Load, lbs.	Pressure, psi	CBR
0.100	-	132	44.0	4.4
0.200	-	205	68.3	4.6

Load Penetration Curve



Note: No correction required.

Submitted By: _____
Michael Hollier, P.E.
Branch Manager

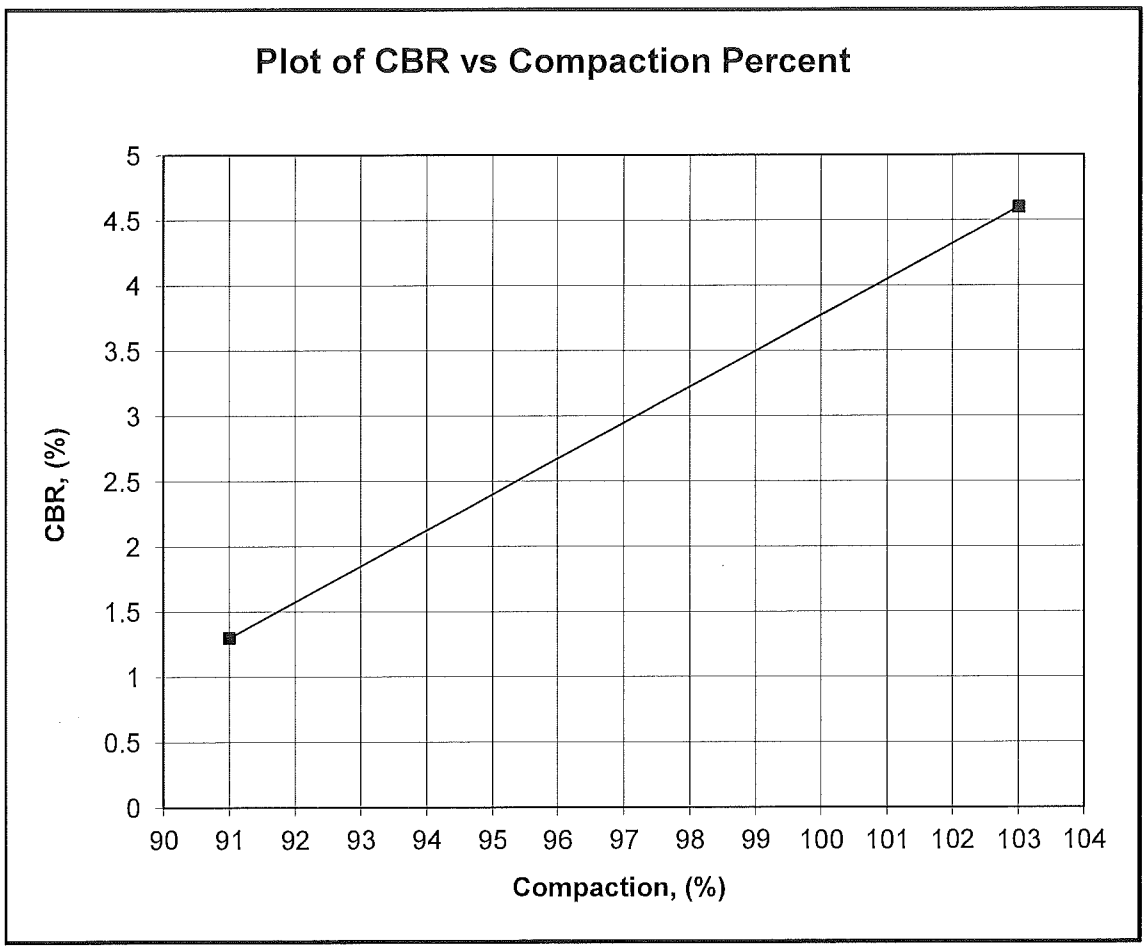
Fugro Consultants, Inc.
916 Sampson Street, Suite E
Westlake, Louisiana 70669
Phone: (337) 439-1731
Fax: (337) 433-3313

CBR Plot (ASTM D 1883)

CBR vs Compaction

Project Name	Laboratory CBR Testing	**Project No.**	04.50160021
Project Location			
Client	Ardaman & Associates, Inc.	**Test Date**	6/21/2016
Material Description	Clay, Brown (Composite #3)		
ASTM D 698 (Standard Proctor)	Maximum Dry Density = 104.9 pcf Optimum Moisture = 17.5%	**95% Compaction CBR Estimate = 2.4**	

	% Compaction		Measured CBR	
Test 1	91		1.3	
Test 2	103		4.6	



Submitted By: _____
Michael Hollier, P.E.
Branch Manager

LOUISIANA UNIFORM PUBLIC WORK BID FORM

TO: **City of Baton Rouge and Parish of East Baton Rouge Purchasing Division**
Room 826 City Hall
222 Saint Louis Street
Baton Rouge, LA 70802

BID FOR: Baton Rouge Metropolitan Airport Runway Taxiway Foxtrot Extension

The undersigned bidder hereby declares and represents that she/he; a) has carefully examined and understands the Bidding Documents, b) has not received, relied on, or based his bid on any verbal instructions contrary to the Bidding Documents or any addenda, c) has personally inspected and is familiar with the project site, and hereby proposes to provide all labor, materials, tools, appliances and facilities as required to perform, in a workmanlike manner, all work and services for the construction and completion of the referenced project, all in strict accordance with the Bidding Documents prepared by: **Stanley Consultants, Inc.** and dated: **June, 2016.**
(Owner to provide name of entity preparing bidding documents.)

Bidders must acknowledge all addenda. The Bidder acknowledges receipt of the following **ADDENDA:** (Enter the number the Designer has assigned to each of the addenda that the Bidder is acknowledging) _____.

TOTAL BASE BID: For all work required by the Bidding Documents (including any and all unit prices designated "Base Bid" * but not alternates) the sum of:

_____Dollars ($ _____)

ALTERNATES: For any and all work required by the Bidding Documents for Alternates including any and all unit prices designated as alternates in the unit price description.

Additive Alternate No. 1 (Exit Taxiway) for the sum of:

_____Dollars ($ _____)

Alternate No. 2 *(Owner to provide description of alternate and state whether add or deduct)* for the lump sum of:

Not Applicable _____Dollars ($Not Applicable _____)

Alternate No. 3 *(Owner to provide description of alternate and state whether add or deduct)* for the lump sum of:

Not Applicable _____Dollars ($Not Applicable _____)

NAME OF BIDDER: _____

ADDRESS OF BIDDER:_____

_____

LOUISIANA CONTRACTOR'S LICENSE NUMBER: _____

NAME OF AUTHORIZED SIGNATORY OF BIDDER: _____

TITLE OF AUTHORIZED SIGNATORY OF BIDDER: _____

SIGNATURE OF AUTHORIZED SIGNATORY OF BIDDER **: _____

DATE: _____

* The Unit Price Form shall be used if the contract includes unit prices. Otherwise it is not required and need not be included with the form. The number of unit prices that may be included is not limited and additional sheets may be included if needed.

** If someone other than a corporate officer signs for the Bidder/Contractor, a copy of a corporate resolution or other signature authorization shall be required for submission of bid. Failure to include a copy of the appropriate signature authorization, if required, may result in the rejection of the bid unless bidder has complied with La. R.S. 38:2212(A)(1)(c) or RS 38:2212(O) .

BID SECURITY in the form of a bid bond, certified check or cashier's check as prescribed by LA RS 38:2218.A is attached to and made a part of this bid.

LOUISIANA UNIFORM PUBLIC WORK BID FORM
UNIT PRICE FORM

TO: **City of Baton Rouge and Parish of East**
Baton Rouge Purchasing Division
Room 826 City Hall
222 Saint Louis Street
Baton Rouge, LA 70802

BID FOR: **Baton Rouge Metropolitan Airport**
Taxiway Foxtrot Extension

UNIT PRICES: This form shall be used for any and all work required by the Bidding Documents and described as unit prices. Amounts shall be stated in figures and only in figures.

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Mobilization**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
G-105	**1**	**LS**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Concrete Pavement Removal**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-101-5.1a	**1,461**	**SY**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Asphalt Pavement and Base Removal**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-101-5.1b	**10,621**	**SY**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Clearing and Grubbing (Wooded Area)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-151-4.1	**0.50**	**Acre**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Clearing and Grubbing (Removal of Grass)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-151-4.2	**30**	**Acre**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Unclassified Excavation**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-152-4.1	**56,250**	**CY**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Muck Excavation**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-152-4.2	**1,400**	**CY**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Embankment In Place**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-152-4.3	**50,000**	**CY**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Lime Treated Subgrade (12" Thick)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-155-8.1	**884**	**SY**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Lime**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-155-8.2	**51**	**Ton**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Catch Basin Sediment Trap**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-156-5.1a	**11**	**Each**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Installation and Removal of Silt Fence**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-156-5.1b	**9,300**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Crushed Aggregate Base Course (14" Thick)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-209-5.1a	**33,075**	**SY**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Crushed Aggregate Base Course (10" Thick)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-209-5.1b	**884**	**SY**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Lean Concrete Base Course (6" Thick)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-306-8.1	**32,590**	**SY**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Bituminous Surface Course (2")**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-401-8.1	**3,478**	**Ton**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **HMA Base Course (4")**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-403-8.1a	**7,063**	**Ton**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **HMA Binder Course (Perimeter Road)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-403-8.1b	**100**	**Ton**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **HMA Surface Course (Perimeter Road)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-403-8.1c	**75**	**Ton**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Bituminous Prime Coat**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-602-5.1	**10,188**	**Gallon**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Bituminous Tack Coat**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-603-5.1	**6,791**	**Gallon**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Runway and Taxiway Marking (Yellow)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.1-1	**6,330**	**SF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Runway and Taxiway Marking (White)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.1-2	**85**	**SF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Runway and Taxiway Marking (Red)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.1-3	**440**	**SF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Runway and Taxiway Marking (Black)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.1-4	**2,545**	**SF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Reflective Media (Type III)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.1-2	**440**	**LB**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **24" RCP (Class III) on Class B Bedding**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-701-5.1a	**164**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **36” RCP (Class III) on Class B Bedding**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-701-5.1b	**2,350**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **48” RCP (Class IV) On Class B Bedding**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-701-5.1c	**338**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **48” RCP Arch (Class III) On Class B Bedding**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-701-5.1d	**676**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **54” RCP (Class III) on Class B Bedding**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-701-5.1e	**338**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Catch Basins**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-751-5.1	**11**	**EA**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Reinforced Box Culvert (2 Barrel 8’x6’) (Segment -1, MD 83 Aircraft Loading)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-752-5.1a	**164**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Reinforced Box Culvert (2 Barrel 8’x6’) (Segment -2, HL-93 Loading)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-752-5.1b	**155**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Reinforced Box Culvert (2 Barrel 8’x8’)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-752-5.1c	**187**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Reinforced Concrete Wingwall (2 Barrel 8’x6’)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-752-5.3	**36**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Chain Link Fence w/3 Strands Barbed Wire**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
F-162-5.1	**1,875**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Vehicle Gates (20' Double Gate)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
F-162-5.2a	**1**	**EA**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Topsoiling (Removed from Stockpile)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
T-905-5.1	**4,000**	**CY**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **No. 8 AWG, 5 kV, L-824 Type C Cable, Installed in Conduit**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-108-5.2	**16,300**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **No. 6 AWG Solid Bare Counterpoise Wire, Installed in Trench, Including Ground Rods and Connectors**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-108-5.3	**11,100**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Non-Encased Electrical Duct Bank, 2-2" PVC**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-110-5.1	**515**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Non-Encased Electrical Conduit – 2" PVC Schedule 40**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-110-5.2	**13,100**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Non-Encased Electrical Conduit – 2" PVC Schedule 80, Installed by Directional Drilling**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-110-5.3	**120**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Non-Encased Electrical Conduit – 2" PVC Schedule 40 (Lighting System Drain)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-110-5.4	**2,240**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Electrical Junction Structure (L-867D Can), with Concrete Maintenance Pad**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-115-5.1	**9**	**EA**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Electrical Junction Plaza (2- L-867D Cans), with Concrete Maintenance Pad**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-115.5.2	**4**	**EA**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Medium Intensity Elevated Base Mounted LED Taxiway Edge Light (L-861T LED Mounted on L-867 Can with Concrete Maintenance Pad**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.1a	**88**	**EA**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **L-858 LED Sign on Concrete Pad In Place**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.1b	**6**	**EA**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Remove Elevated Light, Base and Concrete Pad**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.1c	**7**	**EA**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Remove Existing L-858 Sign, Size 1 or 2 Complete Including Concrete Pad**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.1d	**2**	**EA**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **New Regulator in Lighting Vault**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.1e	**1**	**LS**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Update Touchscreen Graphics in Air Traffic Control Tower**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.1f	**1**	**LS**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Remove and Reinstall Existing Fixture on New Base**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.1g	**2**	**EA**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Hydro-Seeding**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1001	**30**	**Acre**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Riprap 55 LB Class (12" Thick)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1002	**1,150**	**SY**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Traffic Maintenance Aggregate (Vehicular Measure)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1003	**100**	**CY**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Painted Traffic Striping (6" Width)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1004	**1,124**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Reflectorized Raised Pavement Markers**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1005	**10**	**EA**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Removal of Drainage Structures**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1006	**1**	**LS**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Removal of Existing Fence**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1007-1	**2,875**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Removal of Existing Concrete Maintenance Pad**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1007-2	**370**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Removal of Existing Riprap**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1008	**1**	**LS**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Security Signs**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1009	**1**	**LS**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Reroute MALSR Circuit**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1010	**1**	**LS**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Crushed Stone Bedding Material (Net Section)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1011	**1,400**	**CY**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Removal of Existing Double 8x8 Box Culvert**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1012-1	**37**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Removal of Existing Double 8x8 Box Culvert Headwall**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1012-2	**32**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Removal of Existing Double 8x6 Box Culvert Headwall**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1012-3	**32**	**LF**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Removal of End Treatment and Headwall**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1012-3	**1**	**EA**		

DESCRIPTION:	■ Base Bid or ❑ Alt.# ___ **Reroute Glide Slope Power and Controls**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1013	**1**	**LS**		

ADDITIVE ALTERNATE No 1

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Concrete Pavement Removal**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-101-5.1a	**2,352**	**SY**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Clearing and Grubbing (Removal of Grass)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-151-4.2	**2.5**	**Acre**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Unclassified Excavation**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-152-4.1	**1,300**	**CY**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Embankment In Place**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-152-4.3	**4,250**	**CY**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Installation and Removal of Silt Fence**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-156-5.1b	**1,200**	**LF**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Crushed Aggregate Base Course (14" Thick)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-209-5.1a	**8,087**	**SY**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Lean Concrete Base Course (6" Thick)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-306-8.1	**7,978**	**SY**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Bituminous Surface Course (2")**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-401-8.1	**853**	**Ton**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **HMA Base Course (4")**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-403-8.1a	**1,731**	**Ton**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Bituminous Prime Coat**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-602-5.1	**2,426**	**Gallon**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Bituminous Tack Coat**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-603-5.1	**1,595**	**Gallon**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Runway and Taxiway Marking (Yellow)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.1-1	**1,580**	**SF**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Runway and Taxiway Marking (White)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.1-2	**85**	**SF**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Runway and Taxiway Marking (Red)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.1-3	**440**	**SF**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Runway and Taxiway Marking (Black)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.1-4	**1620**	**SF**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Reflective Media (Type III)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.1-2	**340**	**LB**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Topsoiling (Removed from Stockpile)**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
T-905-5.1	**672**	**CY**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **No. 8 AWG, 5 kV, L-824 Type C Cable, Installed in Conduit**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-108-5.2	**2,600**	**LF**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **No. 6 AWG Solid Bare Counterpoise Wire, Installed in Trench, Including Ground Rods and Connectors**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-108-5.3	**900**	**LF**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Non-Encased Electrical Duct Bank, 2-2" PVC**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-110-5.1	**185**	**LF**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Non-Encased Electrical Conduit – 2" PVC Schedule 40**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-110-5.2	**2,020**	**LF**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Electrical Junction Structure (L-867D Can), with Concrete Maintenance Pad**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-115-5.1	**2**	**EA**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Electrical Junction Plaza (3- L-867D Cans), with Concrete Maintenance Pad**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-115.5.3	**2**	**EA**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Medium Intensity Elevated Base Mounted LED Taxiway Edge Light (L-861T LED Mounted on L-867 Can with Concrete Maintenance Pad**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.1a	**36**	**EA**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **L-858 LED Sign on Concrete Pad In Place**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.1b	**7**	**EA**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Remove and Reinstall Existing Fixture on New Base**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.1g	**2**	**EA**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **High Intensity Inset Runway Edge Light (L-850C) mounted on L-868 Base**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.1h	**1**	**EA**		

DESCRIPTION:	❑ Base Bid or ■ Alt.# 1 **Hydro-Seeding**			
REF. NO.	QUANTITY:	UNIT OF MEASURE:	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1001	**2.5**	**Acre**		

Wording for "DESCRIPTION" is to be provided by the Owner.
All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner

INSTRUCTIONS TO BIDDERS

The Bidder shall agree to fully complete the contract within **360 consecutive calendar days**, subject to such extensions as may be granted in the General and Special Provisions and acknowledges that this construction time will start on or before the date specified in written "Notice to Proceed" from the Owner's Representative.

The Bidder shall agree to pay as Liquidated Damages the amount **Two Thousand Five Hundred Dollars ($2,500)** for each consecutive calendar day for which the work is not complete, beginning with the first day beyond the contract completion date stated in the "Notice to Proceed" or as amended by change order.

The Bidder shall note that this is a 100% Unit Price Bid and that the Total Bid will equal the total sum of all Unit Price Extensions on the Louisiana Uniform Public Work Bid Form. Mobilization is to be limited to 5% of the total base bid.

Electronically submitted Bids shall be submitted through www.bidexpress.com prior to 2:00 p.m. on the Bid Date. Beginning at 2:00 p.m. on the Bid Date, all electronic Bids will be downloaded and read aloud along with paper Bids received, if any on the 8th Floor in Room 806, City Hall, 222 Saint Louis Street, Baton Rouge, LA 70802 immediately thereafter. Bidders or their authorized representatives are invited to be present.

Each paper Bid shall be submitted in a sealed envelope plainly marked on the outside with the project title, the name of the Bidder, Bidder's address and Bidder's license number.

Bids, amendments to Bids, or request for withdrawal of Bids, received after the time specified for Bid Opening shall not be considered for any cause whatsoever.

Bidders should be aware that award of this contract is contingent upon receipt of a grant or grants from the Federal Aviation Administration (FAA) and the State of Louisiana Department of Transportation and Development - Office of Aviation, along with the securing of other required approvals. Project numbers will assigned upon approval by the FAA.

Bids shall be firm for a period of sixty (60) days from the date of the opening of Bids and no Bid shall be withdrawn for any reason during this period of time except as allowed per La. R.S. 38:2214.C.

Electronic copies of the Contract Documents may be obtained online at www.bidexpress.com. Paper copies of the Contract Documents are on file and may be obtained from the Project Designer:

Name:	**Stanley Consultants, Inc.**
Address:	**721 Government Street**
	Suite 302
	Baton Rouge, LA 70802
	(225) 387-2422

upon a deposit of **one hundred fifty dollars ($150)**. An additional **sixty dollars ($60)** will be charged for UPS overnight delivery, if mailing is required. Make checks payable to **Stanley Consultants, Inc.** ("Project Designer") in accordance with La. R.S. 38:2212(A)(1)(e).

Each Bid shall be accompanied by a certified check, cashier's check, or Bid bond in an amount equal to five percent (5%) of Bid and shall be made payable to the City of Baton Rouge and Parish of East Baton Rouge in accordance with La. R.S. 38:2218.

Bidders shall include the following documents as part of their Bid submitted on the Bid Date, to be submitted only through www.bidexpress.com or via hand delivery:

a. Fully executed Bid Form
b. Bid security/Bid Bond(Bidder responsible for compliance with La. R.S. 38:2212)

The following documents shall be furnished by the two (2) apparent lowest bidders, no later than three (3) days after the bid opening. The three (3) day period shall not be altered or waived. All other bidders shall be prepared to submit the following documents, if

METHOD OF MEASUREMENT

152-3.1 The quantity of excavation to be paid for shall be the number of cubic yards (cubic meters) measured in its original position. Measurement shall not include the quantity of materials excavated without authorization beyond normal slope lines, or the quantity of material used for purposes other than those directed. The quantity of compacted embankment in-place to be paid for shall be the number of cubic yards (cubic meters) measured in its final position.

152-3.2 For payment specified by the cubic yard (cubic meter), measurement for all excavation and embankment shall be computed by the average end area method. The end area is that bound by the original ground line established by field cross-sections and the final theoretical pay line established by excavation and embankment cross-sections shown on the plans, subject to verification by the Engineer. After completion of all excavation and embankment operations and prior to the placing of base or subbase material, the final excavation and embankment shall be verified by the Engineer by means of field cross-sections taken randomly at intervals not exceeding 500 linear feet (150 m).

152-3.3 The quantity of embankment in place shall be the number of cubic yards (cubic meters) measured in its final position.

BASIS OF PAYMENT

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

152-4.2 "Muck Excavation" payment shall be made at the contract unit price per cubic yard (cubic meter). This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

152-4.3 For "Embankment in place", payment shall be made at the contract unit price per cubic yard (cubic meter). This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item P-152-4.1	Unclassified Excavation - per cubic yard (cubic meter)
Item P-152-4.2	Muck Excavation - per cubic yard (cubic meter)
Item P-152-4.3	Embankment in place - per cubic yard (cubic meter)

TESTING REQUIREMENTS

ASTM D698	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Standard Effort (12,400 ft-lbf/ft^3 (600 kN-m/m^3))
ASTM D1556	Standard Test Method for Density and Unit Weight of Soil in Place by the Sand-Cone Method
ASTM D1557	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort (56,000 ft-lbf/ft^3 (2700 kN-m/m^3))
ASTM D2167	Standard Test Method for Density and Unit Weight of Soil in Place by the Rubber Balloon Method
ASTM D6938	Standard Test Methods for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)

END OF ITEM P-152

209-3.6 Surface tolerances. After the course has been compacted, the surface shall be tested for smoothness and accuracy of grade and crown. Any portion lacking the required smoothness or failing in accuracy of grade or crown shall be scarified to a depth of at least 3 inches (75 mm), reshaped and recompacted to grade. until the required smoothness and accuracy are obtained and approved by the Engineer. Any deviation in surface tolerances shall be corrected by the Contractor at the Contractor's expense. The smoothness and accuracy requirements specified here apply only to the top layer when base course is constructed in more than one layer.

a. Smoothness. The finished surface shall not vary more than 3/8 inch (9 mm) when tested with a 12-foot (3.7-m) straightedge applied parallel with and at right angles to the centerline. The straightedge shall be moved continuously at half the length of the 12-foot (3.7-m) straightedge for the full length of each line on a 50-foot (15-m) grid.

b. Accuracy. The grade and crown shall be measured on a 50-foot (15-m) grid and shall be within +0 and -1/2 inch (12 mm) of the specified grade.

209-3.7 Thickness control. The thickness of the base course shall be within +0 and -1/2 inch (12 mm) of the specified thickness as determined by depth tests taken by the Contractor in the presence of the Engineer. Tests shall be taken at intervals representing no more than 300 square yards (250 sq m) per test. Sampling locations will be determined by the Engineer per ASTM D3665. Where the thickness is deficient by more than 1/2 inch (12 mm), the Contractor shall correct such areas at no additional cost by scarifying to a depth of at least 3 inches (75 mm), adding new material of proper gradation, and the material shall be blended and recompacted to grade. Additional test holes may be required to identify the limits of deficient areas. The Contractor shall replace, at his expense, base material where depth tests have been taken.

209-3.8 Protection. Perform construction when the atmospheric temperature is above 35°F (2°C). When the temperature falls below 35°F (2°C), protect all completed areas by approved methods against detrimental effects of freezing. Correct completed areas damaged by freezing, rainfall, or other weather conditions to meet specified requirements. When the aggregates contain frozen materials or when the underlying course is frozen or wet, the construction shall be stopped. Hauling equipment may be routed over completed portions of the base course, provided no damage results. Equipment shall be routed over the full width of the base course to avoid rutting or uneven compaction. The Engineer will stop all hauling over completed or partially completed base course when, in the Engineer's opinion, such hauling is causing damage. Any damage to the base course shall be repaired by the Contractor at the Contractor's expense.

209-3.9 Maintenance. The Contractor shall maintain the base course in a satisfactory condition until the full pavement section is completed and accepted by the Engineer. The surface shall be kept clean and free from foreign material and properly drained at all times. Maintenance shall include immediate repairs to any defects and shall be repeated as often as necessary to keep the area intact. Any base course that is not paved over prior to the onset of winter shall be retested to verify that it still complies with the requirements of this specification. Any area of base course that is damaged shall be reworked or replaced as necessary to comply with this specification.

Equipment used in the construction of an adjoining section may be routed over completed base course, if no damage results and the equipment is routed over the full width of the base course to avoid rutting or uneven compaction.
The Contractor shall remove all survey and grade hubs from the base courses prior to placing any bituminous surface course.

METHOD OF MEASUREMENT

209-4.1 The quantity of crushed aggregate base course will be determined by measurement of the number of square yards of material actually constructed and accepted by the Engineer as complying with the plans and specifications. Base materials shall not be included in any other excavation quantities.

BASIS OF PAYMENT

209-5.1 Payment shall be made at the contract unit price per square yard for crushed aggregate base course. This price shall be full compensation for furnishing all materials, for preparing and placing these materials, and for all labor, equipment tools, and incidentals necessary to complete the item. Class D Geotextile Fabric as shown on the plans shall be included in the costs for this item.

Payment will be made under:

Item P-209-5.1a	Crushed Aggregate Base Course (14" Thick)- per square yard
Item P-209-5.1b	Crushed Aggregate Base Course (10" Thick)- per square yard

TESTING REQUIREMENTS

ASTM C29	Standard Test Method for Bulk Density ("Unit Weight") and Voids in Aggregate
ASTM C88	Standard Test Method for Soundness of Aggregates by Use of Sodium Sulfate or Magnesium Sulfate
ASTM C117	Standard Test Method for Materials Finer than 75-µm (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C131	Standard Test Method for Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine
ASTM C136	Standard Test Method for Sieve or Screen Analysis of Fine and Coarse Aggregates
ASTM D75	Standard Practice for Sampling Aggregates
ASTM D422	Standard Test Method for Particle-Size Analysis of Soils
ASTM D698	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Standard Effort (12,400 ft-lbf/ft^3 (600 kN-m/m^3))
ASTM D1556	Standard Test Method for Density and Unit Weight of Soil in Place by the Sand-Cone Method
ASTM D1557	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort (56,000 ft-lbf/ft^3 (2700 kN-m/m^3))
ASTM D2167	Standard Test Method for Density and Unit Weight of Soil in Place by the Rubber Balloon Method
ASTM D2419	Standard Test Method for Sand Equivalent Value of Soils and Fine Aggregate
ASTM D3665	Standard Practice for Random Sampling of Construction Materials
ASTM D4718	Standard Practice for Correction of Unit Weight and Water Content for Soils Containing Oversize Particles
ASTM D4791	Standard Test Method for Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate
ASTM D5821	Standard Test Method for Determining the Percentage of Fractured Particles in Coarse Aggregate
ASTM D6938	Standard Test Method for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)

END OF ITEM P-209

ITEM D-701
PIPE FOR STORM DRAINS AND CULVERTS

DESCRIPTION

701-1.1 This item shall consist of the construction of pipe culverts and storm drains in accordance with these specifications and in reasonably close conformity with the lines and grades shown on the plans.

MATERIALS

701-2.1 Materials shall meet the requirements shown on the plans and specified below.

Reinforced Concrete Pipe (Class III)
Reinforced Concrete Pipe (Class IV)

701-2.2 Pipe. The pipe shall be of the type called for on the plans or in the proposal and shall be in accordance with the following appropriate requirements:

ASTM C76	Standard Specification for Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe
ASTM C506	Standard Specification for Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe

701-2.3 Concrete. Concrete for pipe cradles shall have a minimum compressive strength of 2000 psi (13.8 MPa) at 28 days and conform to the requirements of ASTM C94.

701-2.4 Rubber gaskets. Rubber gaskets for rigid pipe shall conform to the requirements of ASTM C443. Rubber gaskets for PVC pipe, polyethylene, and polypropylene pipe shall conform to the requirements of ASTM F477. Rubber gaskets for zinc-coated steel pipe and precoated galvanized pipe shall conform to the requirements of ASTM D1056, for the "RE" closed cell grades. Rubber gaskets for steel reinforced thermoplastic ribbed pipe shall conform to the requirements of ASTM F477.

701-2.5 Joint mortar. Pipe joint mortar shall consist of one part Portland cement and two parts sand. The Portland cement shall conform to the requirements of ASTM C150, Type I. The sand shall conform to the requirements of ASTM C144.

701-2.6 Joint fillers. Poured filler for joints shall conform to the requirements of ASTM D6690.

701-2.7 Plastic gaskets. Plastic gaskets shall conform to the requirements of AASHTO M198 (Type B).

701-2.8. Controlled low-strength material (CLSM). Controlled low-strength material shall conform to the requirements of Item P-153. When CLSM is used all joints shall have gaskets.

CONSTRUCTION METHODS

701-3.1 Excavation. The width of the pipe trench shall be sufficient to permit satisfactory jointing of the pipe and thorough tamping of the bedding material under and around the pipe, but it shall not be less than the external diameter of the pipe plus 6 inches (150 mm) on each side. The trench walls shall be approximately vertical.

The Contractor shall comply with all current Federal, state and local rules and regulations governing the safety of men and materials during the excavation, installation and backfilling operations. Specifically, the Contractor shall observe that all requirements of the Occupational Safety and Health Administration (OSHA) relating to excavations, trenching and shoring are strictly adhered to. The width of the trench shall be sufficient to permit satisfactorily jointing of the pipe and thorough compaction of the bedding material under the pipe and backfill material around the pipe, but it shall not be greater than the widths shown on the plans trench detail. The trench bottom shall be shaped to fully and uniformly support the bottom quadrant of the pipe.

701-4.2 The volume of concrete for pipe cradles shall be the number of cubic yards (cubic meters) of concrete that is completed in place and accepted.

701-4.3 The volume of rock shall be the number of cubic yards (cubic meters) of rock excavated. No payment shall be made for the cushion material placed for the bed of the pipe.

BASIS OF PAYMENT

701-5.1 Payment will be made at the contract unit price per linear foot (meter) for each kind of pipe of the type and size designated; at the contract unit price per cubic yard (cubic meter) of concrete for pipe cradles; and at the contract unit price per cubic yard (cubic meter) for rock excavation.
These prices shall fully compensate the Contractor for furnishing all materials and for all preparation, excavation, and installation of these materials; and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item 701-5.1a	24 inch RCP (Class III) on Class B Bedding - per linear foot
Item 701-5.1b	36 inch RCP (Class III) on Class B Bedding - per linear foot
Item 701-5.1c	48 inch RCP (Class IV) on Class B Bedding - per linear foot
Item 701-5.1d	48 inch Equivalent RCPArch (Class III) on Class B Bedding - per linear foot
Item 701-5.1e	54 inch RCP (Class III) on Class B Bedding - per linear foot

MATERIAL REQUIREMENTS

AASHTO M167	Standard Specification for Corrugated Steel Structural Plate, Zinc-Coated, for Field-Bolted Pipe, Pipe-Arches, and Arches
AASHTO M190	Standard Specification for Bituminous-Coated Corrugated Metal Culvert Pipe and Pipe Arches
AASHTO M196	Standard Specification for Corrugated Aluminum Pipe for Sewers and Drains
AASHTO M198	Standard Specification for Joints for Concrete Pipe, Manholes, and Precast Box Sections Using Preformed Flexible Joint Sealants
AASHTO M219	Standard Specification for Corrugated Aluminum Alloy Structural Plate for Field-Bolted Pipe, Pipe-Arches, and Arches
AASHTO M243	Standard Specification for Field Applied Coating of Corrugated Metal Structural Plate for Pipe, Pipe-Arches, and Arches
AASHTO M252	Standard Specification for Corrugated Polyethylene Drainage Pipe
AASHTO M294	Standard Specification for Corrugated Polyethylene Pipe, 300- to 1500-mm (12- to 60-in.) Diameter
AASHTO M304	Standard Specification for Poly (Vinyl Chloride) (PVC) Profile Wall Drain Pipe and Fittings Based on Controlled Inside Diameter
AASHTO MP20	Standard Specification for Steel Reinforced Polyethylene (PE) Ribbed Pipe, 300- to 900-mm (12- to 36-in.) Diameter
ASTM A760	Standard Specification for Corrugated Steel Pipe, Metallic Coated for Sewers and Drains
ASTM A761	Standard Specification for Corrugated Steel Structural Plate, Zinc Coated, for Field-Bolted Pipe, Pipe-Arches, and Arches

c. Fill placed around concrete culverts shall be deposited on each side at the same time and to approximately the same elevation. All slopes bounding or within the areas to be backfilled shall be stepped or serrated to prevent wedge action against the structure.

d. Backfill will not be measured for direct payment. Performance of this work shall be considered as a subsidiary obligation of the Contractor, covered under the contract unit price for "unclassified excavation for structures."

752-3.3 Weep holes. Weep holes shall be constructed as shown on the plans.

752-3.4 Cleaning and restoration of site. After the backfill is completed, the Contractor shall dispose of all surplus material, dirt, and rubbish from the site. Surplus dirt may be deposited in embankment, shoulders, or as approved by the Engineer. The Contractor shall restore all disturbed areas to their original condition. The Contractor shall remove all tools and equipment, leaving the entire site free, clear, and in good condition.

METHOD OF MEASUREMENT

752-4.1 The quantity of unclassified excavation shall not be measured and shall be included in the cost for Reinforced Box Culverts.

752-4.2 Reinforced Concrete Box Culvert Extension: Reinforced concrete box culverts of each size and type shall be measured by the linear foot in place. The measurement shall be the flow line length, along the centerline, inside face of the headwalls. For multiple barrel structures, the measured length will be as described above.
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752-4.3 Reinforced Concrete Wingwall: Reinforced concrete wingwalls of each size shall be measured by the linear foot in place. The measurement shall be the length along the centerline at the top and shall include all excavation, bedding, foundations and footings required.

BASIS OF PAYMENT

752-5.1 Payment for reinforced concrete box culverts will be made at the contract unit price per linear foot, which includes connections to existing structures, concrete, reinforcing steel, excavation, backfill, and all other items of material, labor, and equipment necessary to complete the work in accordance with the plans and specifications.

Payment for reinforced concrete wingwalls will be made at the contract unit price per linear foot, which includes concrete, reinforcing steel, excavation, backfill, footings, and all other items of material, labor, and equipment necessary to complete the work in accordance with the plans and specifications.
Payment will be made under:

Item D-752-5.1a	Reinforced Concrete Box Culvert (2 Barrel 8' x 6')
	Segment -1 MD 83 Aircraft Loading– per linear foot
Item D-752-5.1b	Reinforced Concrete Box Culvert (2 Barrel 8' x 6')
	Segment -2 HL 93 Loading– per linear foot
Item D-752-5.1c	Reinforced Concrete Box Culvert (2 Barrel 8' x 8') – per linear foot
Item D-752-5.3	Reinforced Concrete Wingwall (2 Barrel 8' x 6') – per linear foot

TESTING REQUIREMENTS

ASTM D698	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Standard Effort (12,400 ft-lb/ft^3 (600 kN-m/m^3))
ASTM D1556	Standard Test Method for Density and Unit Weight of Soil in Place by the Sand-Cone Method

END OF ITEM D-752

METHODS

125-3.1 **GENERAL.** The installation and testing details for the systems shall be as specified in the applicable advisory circulars.

125-3.2 **PLACING EQUIPMENT**. The light fixtures and signs shall be installed at the location indicated in the plans. The location of each fixture shall be staked in the field by the contractor prior to construction and placement shall be reviewed by the engineer.

METHOD OF MEASUREMENT

125-4.1 The quantity elevated or inset lighting fixtures, to be paid for under this item shall be the number of each type installed as complete units to include, but not limited to, grounding, isolation transformers of the correct wattage, L-823 connectors, in place, ready for operation and accepted by the engineer.

125-4.2 The quantity of L-858 Signs, to be paid for under this item shall be the number of each installed complete units to include, but not limited to, grounding, isolation transformers of the correct wattage, L-823 connectors, in place, ready for operation and accepted by the engineer.

125-4.3 The quantity of removal of lighting fixtures with can bases to be paid for under this item shall be the number of each and shall include the removal of concrete pads or foundations, fill of voids with embankment material, compacted, seeded and accepted by the engineer.

125-4.4 The quantity of removal of L-858 Sign Size 1 or 2 to be paid for under this item shall be the number of each and shall include the removal of concrete pads or foundations, fill of voids with embankment material, compacted, seeded and accepted by the engineer.

125-4.5 Work associated with the replacement of the Constant Current Regulator in the Lighting Vault shall include all power supply cable and conduit, circuit breaker, airfield lighting cable, control cable and ground cable connections, Lump Sum in place, ready for operation and accepted by the engineer.

125-4.6 Work associated with the Update of the Touchscreen Graphics in the Air Traffic Control Tower shall be Lump Sum in place, ready for operation and accepted by the engineer.

125-4.7 The quantity of Remove and Reinstall Existing Fixture on New Base to be paid for under this items shall be the number of each and shall include the removal of fixture, can and concrete pads, installation of new can base and concrete pad all splicing of the circuit necessary and reinstallation of lighting fixture with new plate gasket in place, ready for operation and accepted by the engineer .

BASIS OF PAYMENT

125-5.1 Payment will be made at the contract unit price for each complete installation or removal of lighting equipment in place by the contractor and accepted by the engineer. This price shall be full compensation for furnishing equipment, all incidental materials and for all preparation, assembly, and installation or removing lighting equipment, and for all labor, equipment, tools, and incidentals necessary to complete this item. For "New Regulator in Lighting Vault and Update Touchscreen Graphics in Air Traffic Control Tower**"** payment shall be made at the contract lump sum price. This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item L-125-5.1a	**Medium Intensity Elevated Base Mounted LED Taxiway Edge Light (L-861T) mounted on L-867 can with Concrete Maintenance Pad - per each**
Item L-125-5.1b	**L-858 Sign (LED) on Concrete Foundation – per each**
Item L-125-5.1c	**Remove Elevated Light, Base and Concrete Pad – per each**
Item L-125-5.1d	**Remove L-858 Sign Size 1 or 2 and concrete foundation – per each**
Item L-125-5.1e	**New Regulator in Lighting Vault – lump Sum**
Item L-125-5.1f	**Update Touchscreen Graphics in Air Traffic Control Tower – lump sum**
Item L-125-5.1g	**Remove and Reinstall Existing Fixture on New Base – per each**
Item L-125-5.1h	**High Intensity Inset Runway Edge Light (L-850C) mounted on L-868 Base – per each**

Federal Specifications Referenced in Item L-125

Number	***Title***
WW-C-581	Conduit, Metal, Rigid; and Coupling, Elbow: and Nipple, Electrical Conduit: Zinc-Coated

Number	***Title***
AC 150/5340-46E	Specification for Runway and Taxiway Light Fixtures
AC 150/5345-44K	Specifications for Runway & Taxiway Signs
AC 150/5345-42G	Specification for Airport Light Bases, Transformer Housings, Junction Boxes and Accessories
AC 150/5345-10H	Specification for Constant Current Regulators and Regulator Monitors

END OF ITEM L-125

ITEM S-1010
REROUTE MALSR CIRCUIT

DESCRIPTION

1010-1.1 This item shall consist of furnishing materials, labor and equipment to complete the rerouting of the existing Runway 13 MALSR circuit. This item shall include the tie in of new conduit to existing as shown on plans, making the necessary splices and disconnections from existing circuit, routing new cable and conduit outside of taxiway and reconnecting as shown. This item shall also include coordination with the power company to reconnect at a new tie in point.

EQUIPMENT AND MATERIALS

1010-2.2 WIRING . Wire shall conform to Section L-108 of these specifications.

1010-2.3 CONDUIT. PVC Conduit shall conform to Section L-110 of these specifications.

METHOD OF MEASUREMENT

1010-3.1 Measurement shall be made on a lump sum basis for materials, labor and equipment to complete all splices, rerouting and reconnections as shown on the plans and as directed by the Engineer.

BASIS OF PAYMENT

1010-4.1 For "Reroute MALSR Circuit" payment shall be made at the contract lump sum price. This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item L-1010 Reroute MALSR Circuit – lump sum

MATERIAL REQUIREMENTS

AC 150/5345-7 Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits

FED SPEC J-C-30 Cable and Wire, Electrical (Power, Fixed Installation) (cancelled; replaced by AA-59544 Cable and Wire, Electrical (Power, Fixed Installation))

END OF ITEM S-1010

ITEM S-1012
REMOVAL OF EXISTING BOX CULVERT AND HEADWALLS

DESCRIPTION

1007.01. This work consists of furnishing all equipment, materials and labor necessary for the following removal of a portion of the existing 2 barrel 8x8 box culvert and associated headwall, remove the 8x6 headwall at the existing box culvert, demo of the security end treatment and portion of the existing 8x8 box culvert headwall and foundation necessary to tie the new box into the existing box in accordance with these specifications and plan details.

All rebar, concrete and other debris shall be removed and disposed of off of the project site at the contractor's expense.

Removal shall be done is such a manner that the Contractor can then install the stone base for the construction of the new box culverts shown in the plans.

This work also includes backfilling, compacting and grading with embankment material.

MEASUREMENT

1007.02. Removal of Existing Box Culverts and Headwalls shall be measured by either the linear foot or each as measured in the field.

PAYMENT

1007.03. Payment of Removal of Existing Box Culverts and Headwalls will be made at the contract unit price, which shall include all materials, tools, equipment, labor and incidentals necessary to complete the work.

Payment will be made under:

Item No.
S-1012-1 – Removal of Existing 8x8 Box Culvert – per linear foot
S-1012-2 – Removal of Existing 8x8 Box Culvert Headwall– per linear foot
S-1012-3 – Removal of Existing 8x6 Box Culvert Headwall– per linear foot
S-1012-4 – Removal of End Treatment and Headwall - Each

END OF ITEM S-1012

ITEM S-1013
REROUTE GLIDE SLOPE POWER AND CONTROLS

DESCRIPTION

1013-1.1 This item shall consist of furnishing materials, labor and equipment to complete the rerouting of the existing power and control cables to the Runway 13 Glide Slope antenna. This item shall include the tie in of new conduit to existing as shown on plans, making the necessary splices and disconnections from existing circuit, routing new cable under the proposed taxiway and reconnecting as shown.

EQUIPMENT AND MATERIALS

1013-2.2 WIRING . Wire shall conform to Section L-108 of these specifications.

1013-2.3 CONDUIT. PVC Conduit shall conform to Section L-110 of these specifications.

METHOD OF MEASUREMENT

1013-3.1 Measurement shall be made on a lump sum basis for materials, labor and equipment to complete all splices, rerouting and reconnections as shown on the plans and as directed by the Engineer.

BASIS OF PAYMENT

1013-4.1 For "Reroute Glide Slope Power and Controls" payment shall be made at the contract lump sum price. This price shall be full compensation for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

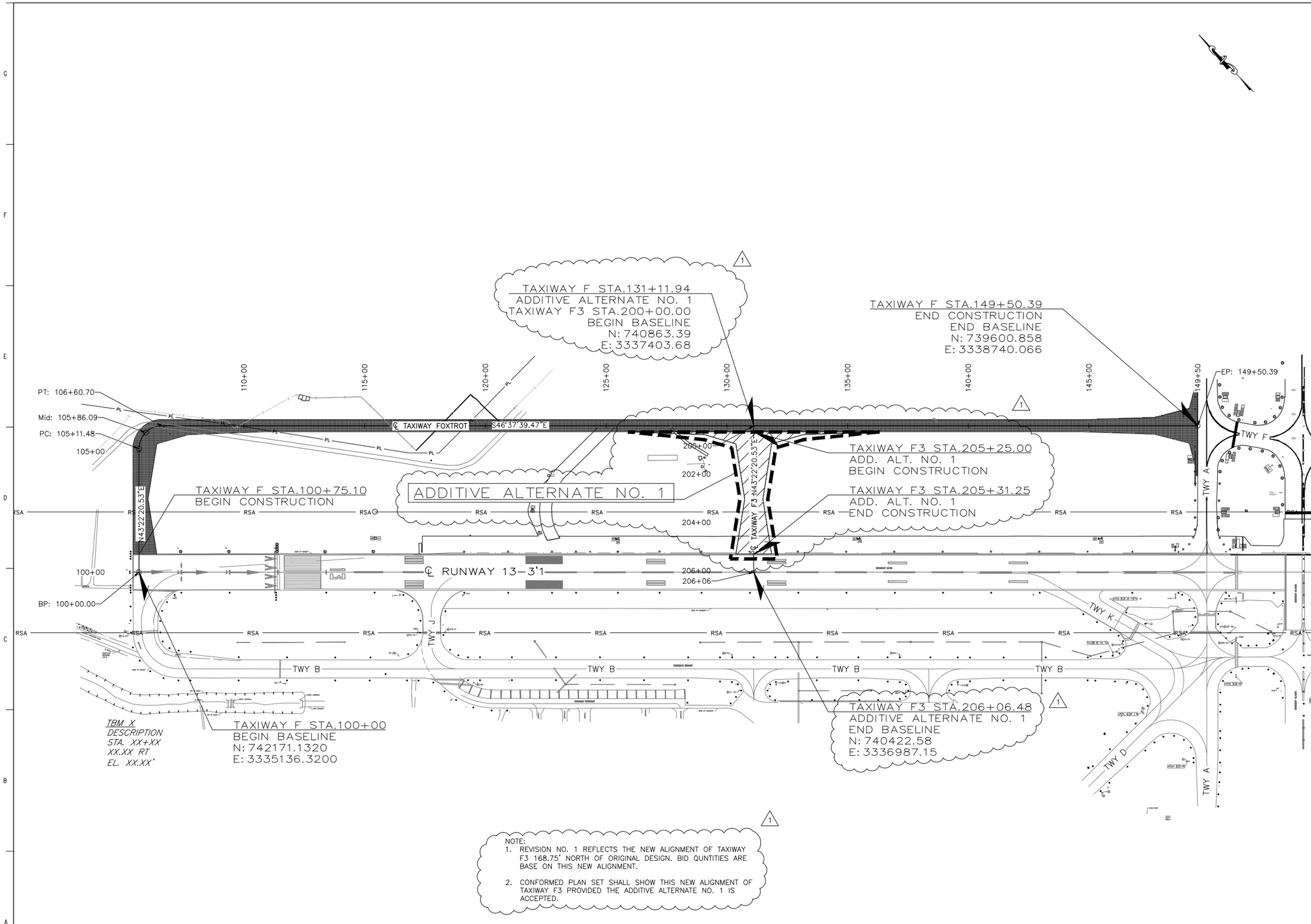
Item L-1013 Reroute Glide Slope Power and Controls – lump sum

MATERIAL REQUIREMENTS

AC 150/5345-7 Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits

FED SPEC J-C-30 Cable and Wire, Electrical (Power, Fixed Installation) (cancelled; replaced by AA-59544 Cable and Wire, Electrical (Power, Fixed Installation))

END OF ITEM S-1013



NOTE:
1. REVISION NO. 1 REFLECTS THE NEW ALIGNMENT OF TAXIWAY F3 168.75' NORTH OF ORIGINAL DESIGN. BID QUNTITIES ARE BASE ON THIS NEW ALIGNMENT.
2. CONFORMED PLAN SET SHALL SHOW THIS NEW ALIGNMENT OF TAXIWAY F3 PROVIDED THE ADDITIVE ALTERNATE NO. 1 IS ACCEPTED.

PROJECT LAYOUT MAP

SCALE: 1"=200'

AT FULL SIZE
0 1 2 3 IN
0 1 2 3 4 5 6 7 8 cm

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
1	ADDENDUM NO. 2	JJS	GWB	VLM	06/08/16

STATE OF LOUISIANA
GERALD W. BABIN, JR.
REG. No. 28785
PROFESSIONAL ENGINEER IN CIVIL ENGINEERING
7/8/16

PEC PROFESSIONAL ENGINEERING CONSULTANTS CORPORATION
7600 Innovation Park Dr. | Baton Rouge, LA 70820 | 225.769.2810

Stanley Consultants INC.
721 Government Street, Suite 302, Baton Rouge, Louisiana 70802
www.stanleyconsultants.com

BTR BATON ROUGE METROPOLITAN AIRPORT

BATON ROUGE METROPOLITAN AIRPORT
FOXTROT TAXIWAY EXTENSION
BATON ROUGE, LA

PROJECT LAYOUT MAP

DESIGNED GWB
DRAWN JJS
CHECKED GWB
APPROVED GWB
APPROVED
DATE 6/10/16

SCALE: AS NOTED
NO. 21971
REV. 1

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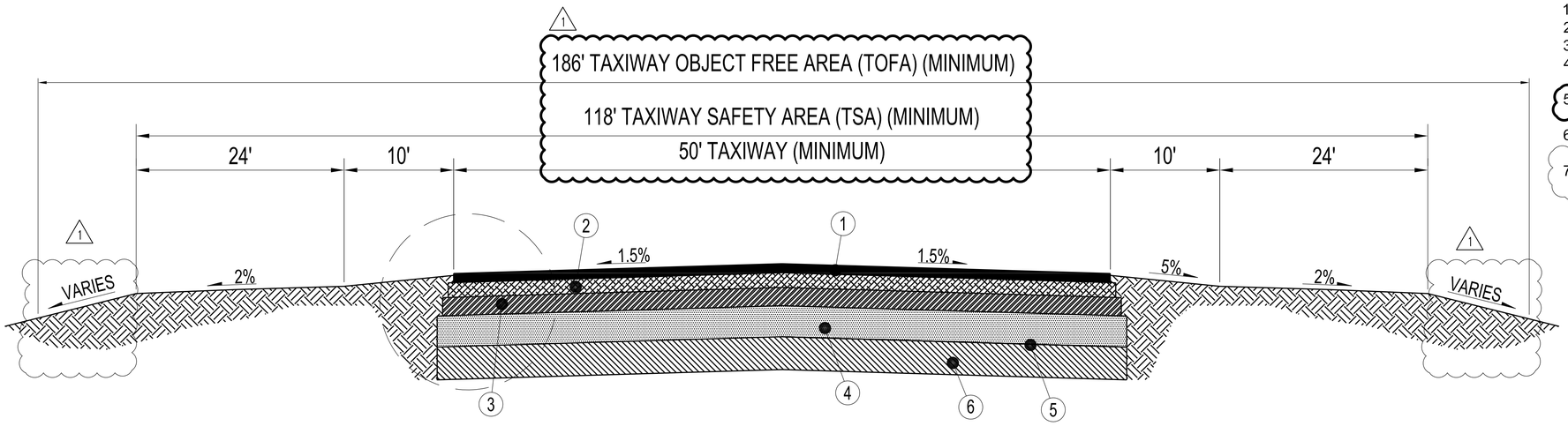
CADD D3-R4

NOTES:

1. CONTRACTOR SHALL REMOVE STANDING WATER FROM THE SUBGRADE DURING CONSTRUCTION BY GRADING, DITCHING, PUMPING, OR WHATEVER MEANS ARE NECESSARY TO KEEP THE SUBGRADE DRY.
2. SEE PLAN-PROFILE AND GEOMETRIC LAYOUT SHEETS FOR EXACT WIDTHS OF PAVEMENT, TSA, AND TOFA AT VARIOUS LOCATIONS.
3. FILTER FABRIC SHALL COMPLY WITH LA DOTD STANDARD SPECIFICATION 2006 AND BE LISTED IN THE CURRENT QPL. COST OF FABRIC SHALL BE INCLUDED WITH COST OF P-209 CRUSHED AGGREGATE BASE COURSE.

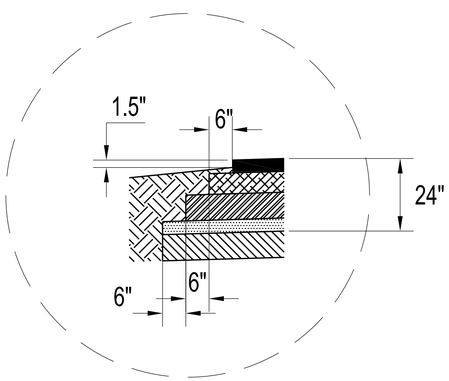
LEGEND:

1. P-401 BITUMINOUS SURFACE COURSE (2" THICK)
2. P-403 BITUMINOUS SURFACE COURSE (4" THICK)
3. P-306 ECONOCRETE BASE COURSE (6" THICK)
4. P-209 CRUSHED AGGREGATE BASE COURSE (14" THICK)
5. CLASS "D" FILTER FABRIC
6. COMPACTED SUBGRADE
7. SEE CROSS SECTIONS FOR GRADING DETAILS



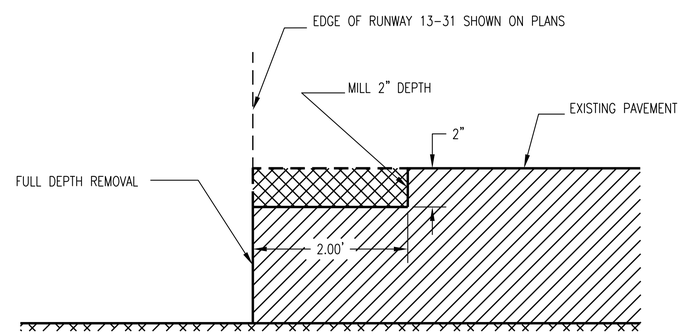
1 PROPOSED TAXIWAY TYPICAL SECTION

SCALE: NOT TO SCALE



2 DETAIL "A"

SCALE: NOT TO SCALE



MILLING TO BE DONE AT NO DIRECT PAY.

3 TRANSITION TO EXISTING PAVEMENT

N.T.S.

AT FULL SIZE

0 1 2 3 IN

0 1 2 3 4 5 6 7 8 cm

STATE OF LOUISIANA
JAMES R. SMITH
License No. 29893
PROFESSIONAL ENGINEER
CIVIL ENGINEERING

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
1	ADDED NOTES AND REVISED LEGEND	BTP	BSR	JRS	07/08/16

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BTR BATON ROUGE METROPOLITAN AIRPORT

BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY F EXTENSION
BATON ROUGE, LA

PROPOSED TAXIWAY TYPICAL SECTION

DESIGNED B ROUSSEL
DRAWN B PITRE
CHECKED J SMITH
APPROVED B ROUSSEL
APPROVED J SMITH
DATE 06/03/2016

SCALE: N.T.S.

NO. 21971

REV. 10

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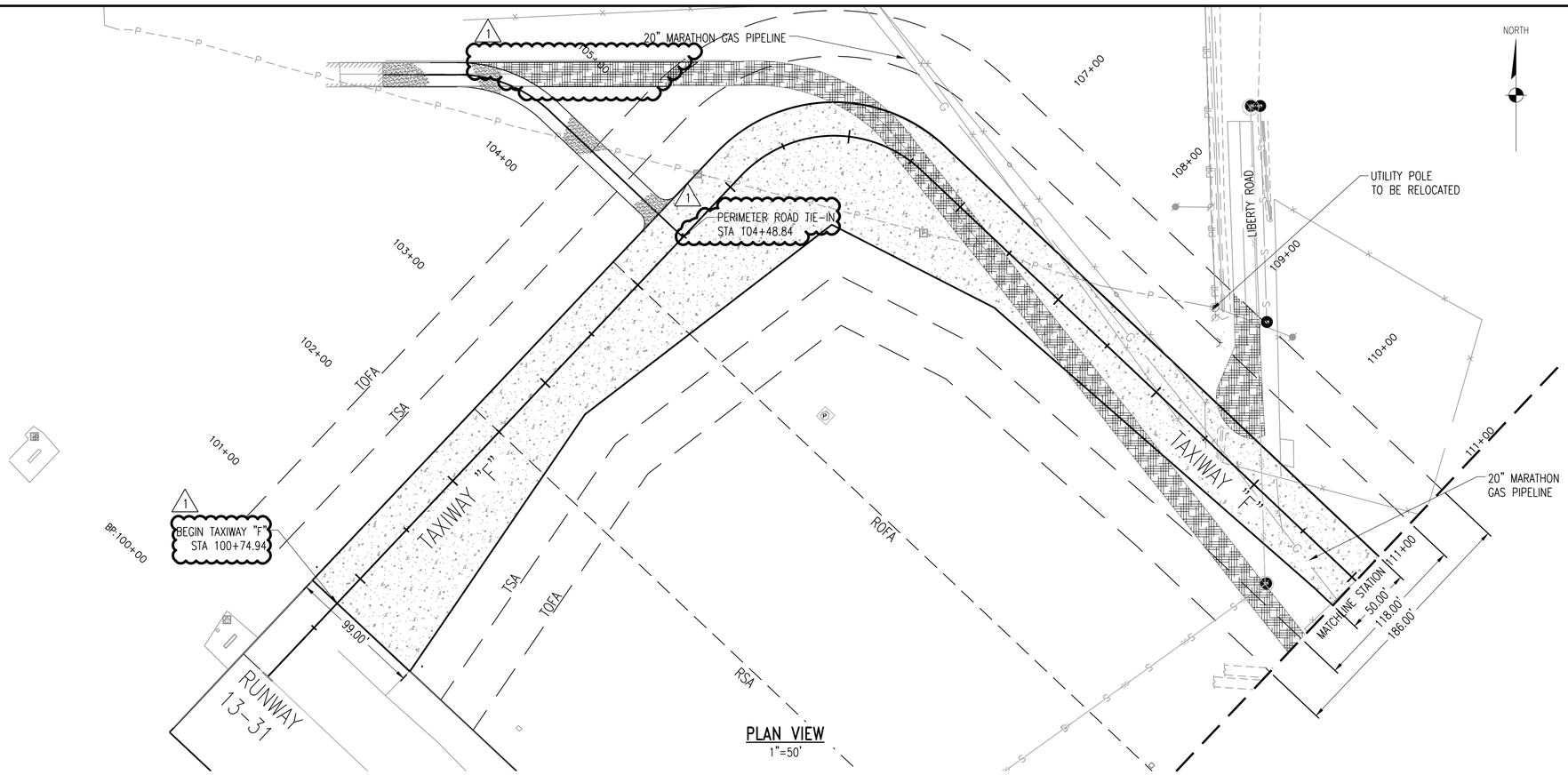
CADD D3-R4



PLAN VIEW

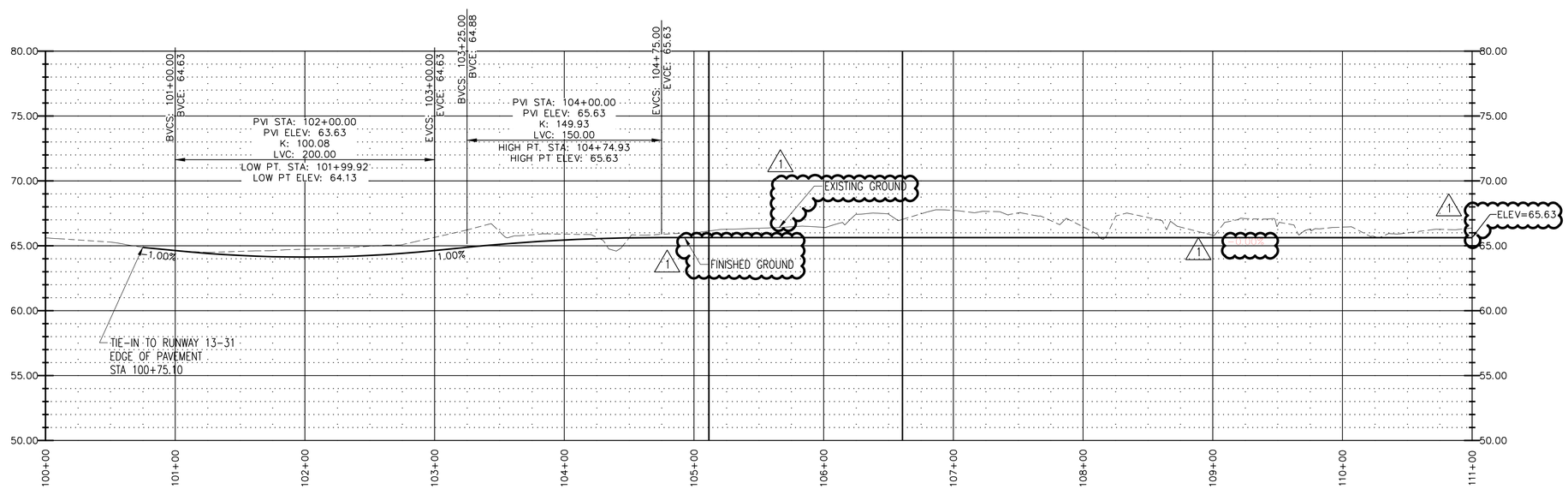
1"=50'

NOTES

1. NO WORK TO BE DONE WITHIN RUNWAY SAFETY AREA UNTIL NOTAMS HAVE BEEN ISSUED AS PER SAFETY PLAN. SEE SEQUENCE DRAWINGS.
2. NO EQUIPMENT, TRASH, STOCKPILES WITHIN RUNWAY OBJECT FREE AREA.
3. NO EXCAVATION SHALL BE DONE WITHIN RUNWAY SAFETY AREA WHILE RUNWAY IS OPEN.
4. CONTRACTOR TO PROTECT EXISTING ELECTRICAL MANHOLES, DUCTS AND WIRES.
5. SEE GEOMETRIC LAYOUT SHEETS FOR DETAILS.
6. CONTRACTOR TO SALVAGE TAXIWAY LIGHTING AND DELIVER TO AIRPORT MAINTENANCE AREA.
7. CONTRACTOR TO LOCATE AND PROTECT EXISTING NAVIGATIONAL AID CABLES PRIOR TO EXCAVATION.
8. SEE FENCING SHEETS FOR FENCE TO BE REMOVED AND RELOCATION.

LEGEND

TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
RSA	RUNWAY 13-31 SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
	ASPHALT SURFACE TO BE REMOVED
	CONCRETE TO BE REMOVED
	PROPOSED TAXIWAY "F"



PROFILE VIEW

H: 1"=50'
V: 1"=5'

AT FULL SIZE
0 1 2 3 IN
0 1 2 3 4 5 6 7 8 cm

STATE OF LOUISIANA
JAMES R. SMITH
License No. 29893
PROFESSIONAL ENGINEER
CIVIL ENGINEERING

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
1	ADDED HATCHING AND NOTES	BTP	BSR	JRS	07/08/16

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BTR BATON ROUGE METROPOLITAN AIRPORT

BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY F EXTENSION
BATON ROUGE, LA

PLAN AND PROFILE
STA 100+00 TO 111+00

DESIGNED B PITRE
DRAWN S HART
CHECKED J SMITH
APPROVED B ROUSSEL
APPROVED J SMITH
DATE 06/10/2016

SCALE: AS NOTED
NO. 21971
12
REV. 1

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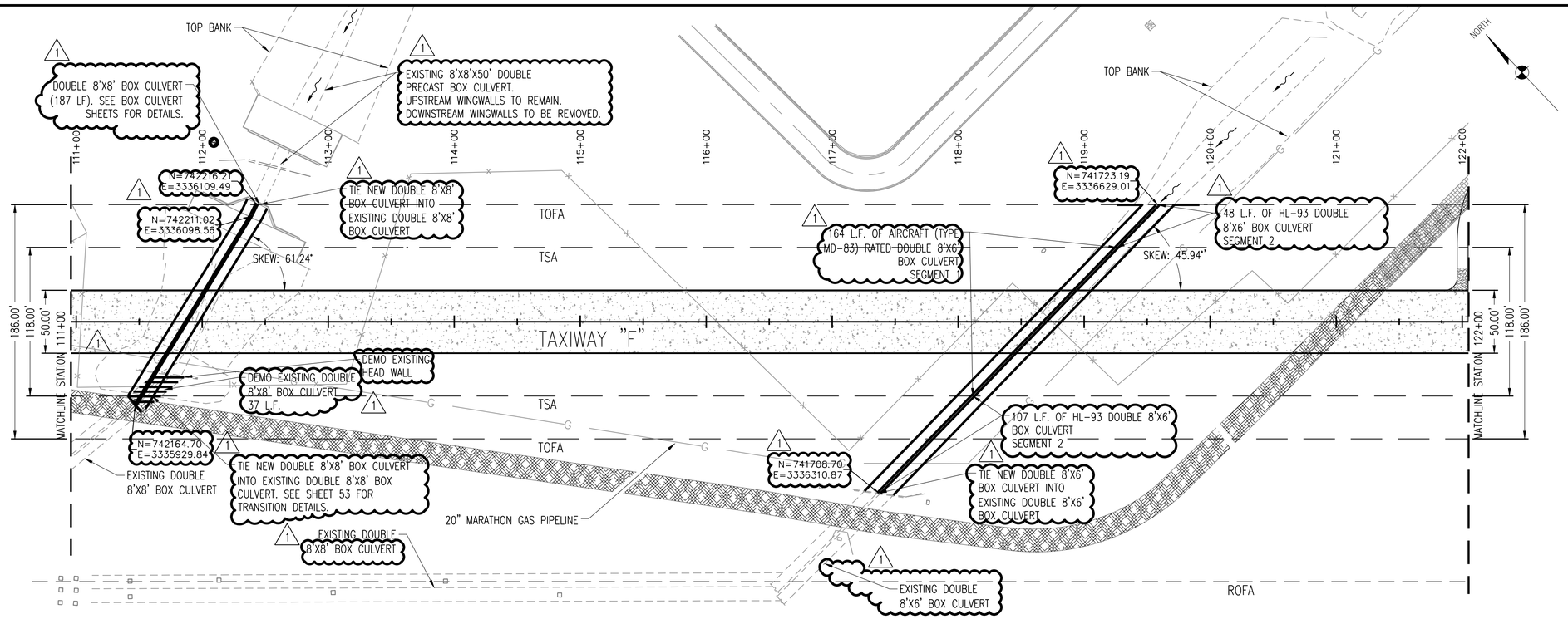
CADD D3-R4



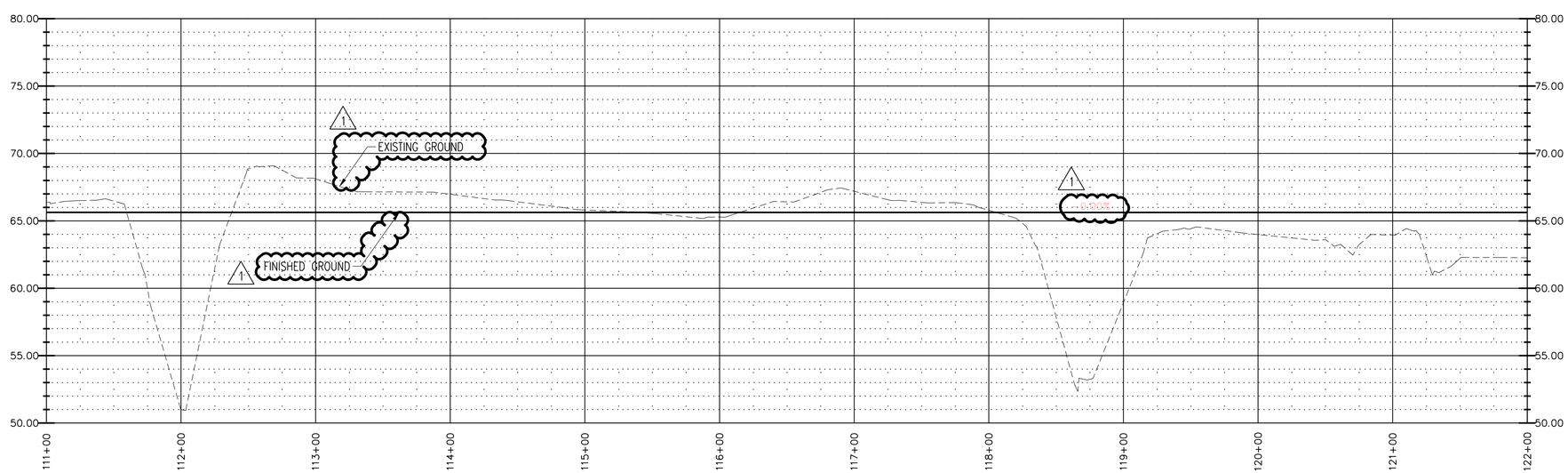
PLAN VIEW
1"=50'

NOTES

1. NO WORK TO BE DONE WITHIN RUNWAY SAFETY AREA UNTIL NOTAMS HAVE BEEN ISSUED AS PER SAFETY PLAN. SEE SEQUENCE DRAWINGS.
2. NO EQUIPMENT, TRASH, STOCKPILES WITHIN RUNWAY OBJECT FREE AREA.
3. NO EXCAVATION SHALL BE DONE WITHIN RUNWAY SAFETY AREA WHILE RUNWAY IS OPEN.
4. CONTRACTOR TO PROTECT EXISTING ELECTRICAL MANHOLES, DUCTS AND WIRES.
5. SEE GEOMETRIC LAYOUT SHEETS FOR DETAILS.
6. CONTRACTOR TO SALVAGE TAXIWAY LIGHTING AND DELIVER TO AIRPORT MAINTENANCE AREA.
7. CONTRACTOR TO LOCATE AND PROTECT EXISTING NAVIGATIONAL AID CABLES PRIOR TO EXCAVATION.
8. SEE FENCING SHEETS FOR FENCE TO BE REMOVED AND RELOCATION.
9. LOCATION OF BOX CULVERT ENDS MAY BE ADJUSTED IN FIELD.

LEGEND

TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
RSA	RUNWAY 13-31 SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
	ASPHALT SURFACE TO BE REMOVED
	CONCRETE TO BE REMOVED
	PROPOSED TAXIWAY "F"



PROFILE VIEW
H: 1"=50'
V: 1"=5'

AT FULL SIZE
0 1 2 3 IN
0 1 2 3 4 5 6 7 8 cm

STATE OF LOUISIANA
JAMES R. SMITH
License No. 29893
PROFESSIONAL ENGINEER
ENGINEERING

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
1	ADDED NOTES AND DELINEATED BOX CULVERTS	BTP	BSR	JRS	07/08/16

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BATON ROUGE METROPOLITAN AIRPORT

BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY F EXTENSION
BATON ROUGE, LA

PLAN AND PROFILE
STA 111+00 TO 122+00

DESIGNED B PITRE
DRAWN S HART
CHECKED J SMITH
APPROVED B ROUSSEL
APPROVED J SMITH
DATE 06/10/2016

SCALE: AS NOTED
NO. 21971
13
REV. 1

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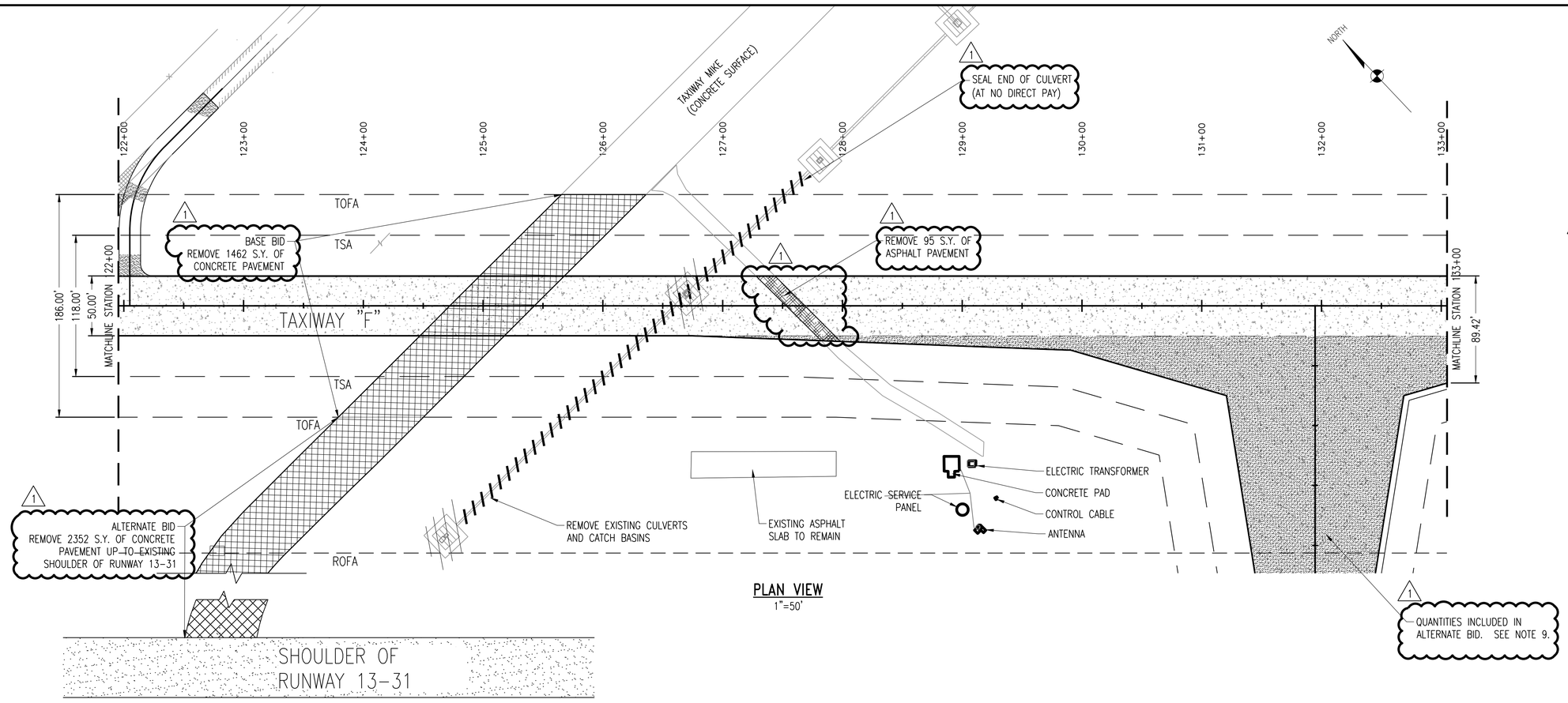
CADD D3-R4



PLAN VIEW

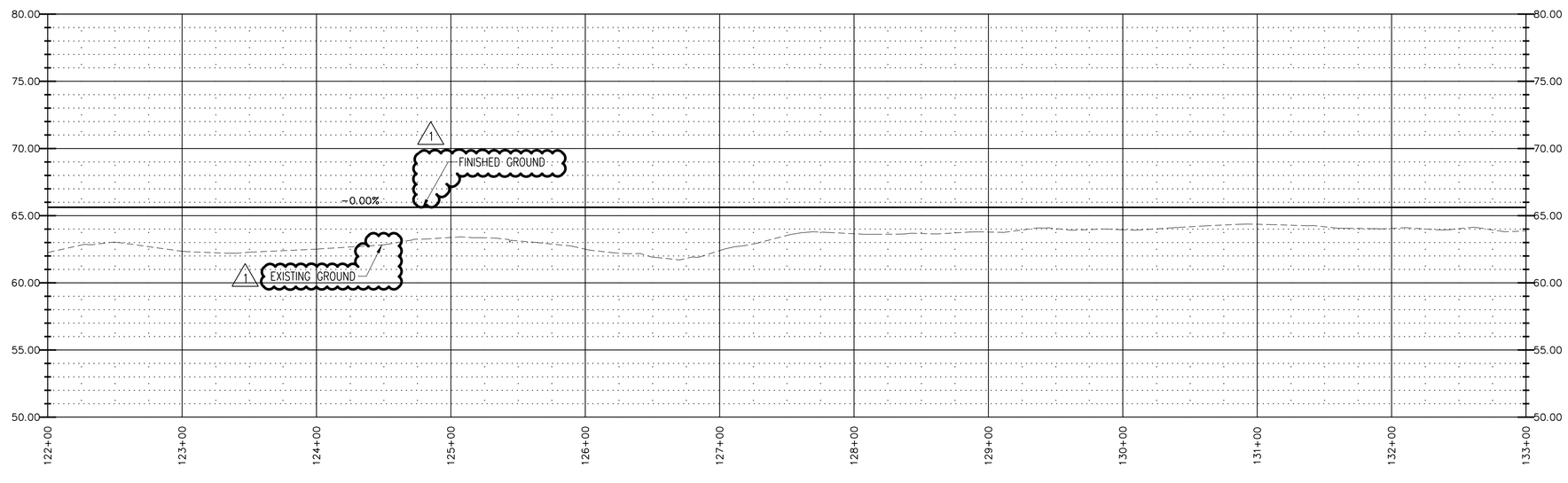
1"=50'

NOTES

1. NO WORK TO BE DONE WITHIN RUNWAY SAFETY AREA UNTIL NOTAMS HAVE BEEN ISSUED AS PER SAFETY PLAN. SEE SEQUENCE DRAWINGS.
2. NO EQUIPMENT, TRASH, STOCKPILES WITHIN RUNWAY OBJECT FREE AREA.
3. NO EXCAVATION SHALL BE DONE WITHIN RUNWAY SAFETY AREA WHILE RUNWAY IS OPEN.
4. CONTRACTOR TO PROTECT EXISTING ELECTRICAL MANHOLES, DUCTS AND WIRES.
5. SEE GEOMETRIC LAYOUT SHEETS FOR DETAILS.
6. CONTRACTOR TO SALVAGE TAXIWAY LIGHTING AND DELIVER TO AIRPORT MAINTENANCE AREA.
7. CONTRACTOR TO LOCATE AND PROTECT EXISTING NAVIGATIONAL AID CABLES PRIOR TO EXCAVATION.
8. SEE FENCING SHEETS FOR FENCE TO BE REMOVED AND RELOCATION.
9. ALL EMBANKMENT, PAVEMENT, LIGHTS, AND OTHER ITEMS ASSOCIATED WITH THE TAXIWAY CONNECTING TAXIWAY "F" TO RUNWAY 13-31 IS INCLUDED IN ALTERNATE BID. LOCATION MAY BE ADJUSTED IN FIELD.

LEGEND

TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
RSA	RUNWAY 13-31 SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
	ASPHALT SURFACE TO BE REMOVED
	CONCRETE TO BE REMOVED
	PROPOSED TAXIWAY "F"



PROFILE VIEW

H: 1"=50'
V: 1"=5'

AT FULL SIZE

0 1 2 3 IN

0 1 2 3 4 5 6 7 8 cm

STATE OF LOUISIANA
JAMES R. SMITH
License No. 29803
PROFESSIONAL ENGINEER
CIVIL ENGINEERING

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
1	ADDED NOTES AND SHOWED BASE BID AND ALTERNATE BID QUANTITIES	BTP	BSR	JRS	07/08/16

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BATON ROUGE METROPOLITAN AIRPORT

BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY F EXTENSION
BATON ROUGE, LA

PLAN AND PROFILE
STA 122+00 TO 133+00

DESIGNED B PITRE
DRAWN S HART
CHECKED J SMITH
APPROVED B ROUSSEL
APPROVED J SMITH
DATE 06/10/2016

SCALE: AS NOTED
NO. 21971
REV. 1
14

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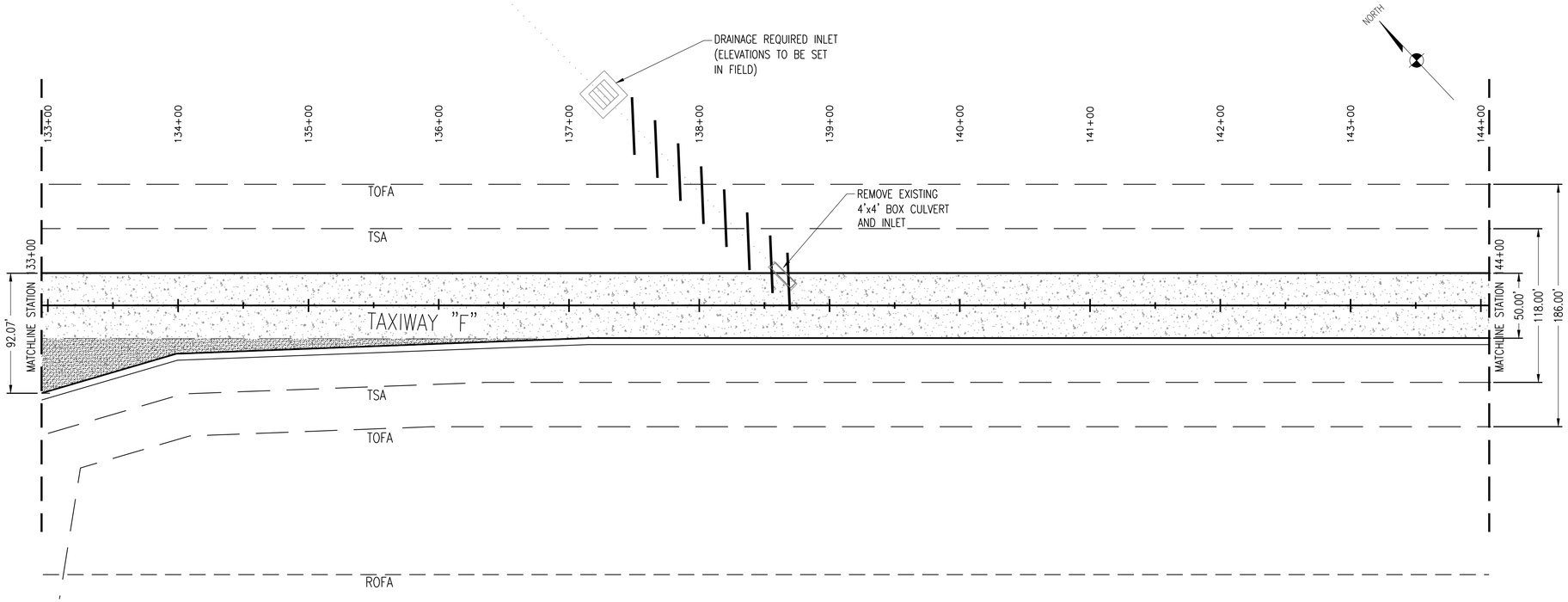
CADD D3-R4



PLAN VIEW

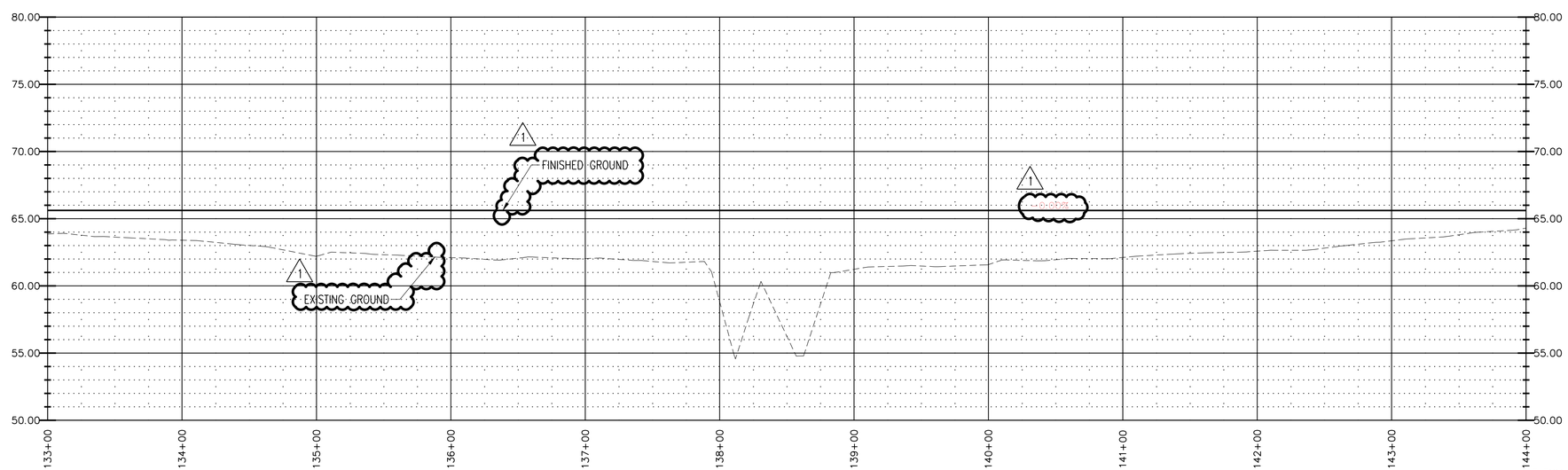
1"=50'

NOTES

1. NO WORK TO BE DONE WITHIN RUNWAY SAFETY AREA UNTIL NOTAMS HAVE BEEN ISSUED AS PER SAFETY PLAN. SEE SEQUENCE DRAWINGS.
2. NO EQUIPMENT, TRASH, STOCKPILES WITHIN RUNWAY OBJECT FREE AREA.
3. NO EXCAVATION SHALL BE DONE WITHIN RUNWAY SAFETY AREA WHILE RUNWAY IS OPEN.
4. CONTRACTOR TO PROTECT EXISTING ELECTRICAL MANHOLES, DUCTS AND WIRES.
5. SEE GEOMETRIC LAYOUT SHEETS FOR DETAILS.
6. CONTRACTOR TO SALVAGE TAXIWAY LIGHTING AND DELIVER TO AIRPORT MAINTENANCE AREA.
7. CONTRACTOR TO LOCATE AND PROTECT EXISTING NAVIGATIONAL AID CABLES PRIOR TO EXCAVATION.
8. SEE FENCING SHEETS FOR FENCE TO BE REMOVED AND RELOCATION.

LEGEND

TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
RSA	RUNWAY 13-31 SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
	ASPHALT SURFACE TO BE REMOVED
	CONCRETE TO BE REMOVED
	PROPOSED TAXIWAY "F"



PROFILE VIEW

H: 1"=50'
V: 1"=5'

AT FULL SIZE

0 1 2 3 IN

0 1 2 3 4 5 6 7 8 cm

STATE OF LOUISIANA
JAMES R. SMITH
License No. 29809
PROFESSIONAL ENGINEER
CIVIL ENGINEERING

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
1	ADDED NOTES TO PROFILE	BTP	BSR	JRS	07/08/16

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BTR BATON ROUGE METROPOLITAN AIRPORT

BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY F EXTENSION
BATON ROUGE, LA

PLAN AND PROFILE
STA 133+00 TO 144+00

DESIGNED B PITRE
DRAWN S HART
CHECKED J SMITH
APPROVED B ROUSSEL
APPROVED J SMITH
DATE 06/10/2016

SCALE: AS NOTED
NO. 21971
15
REV. 1

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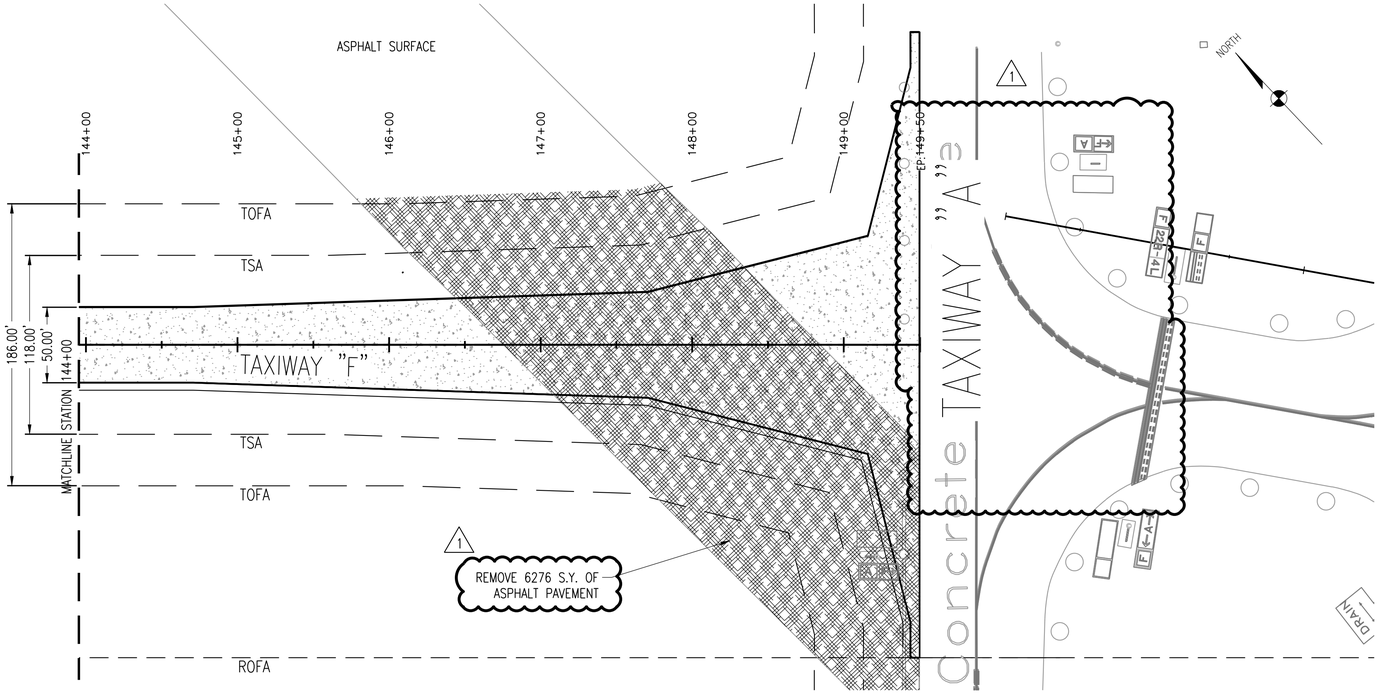
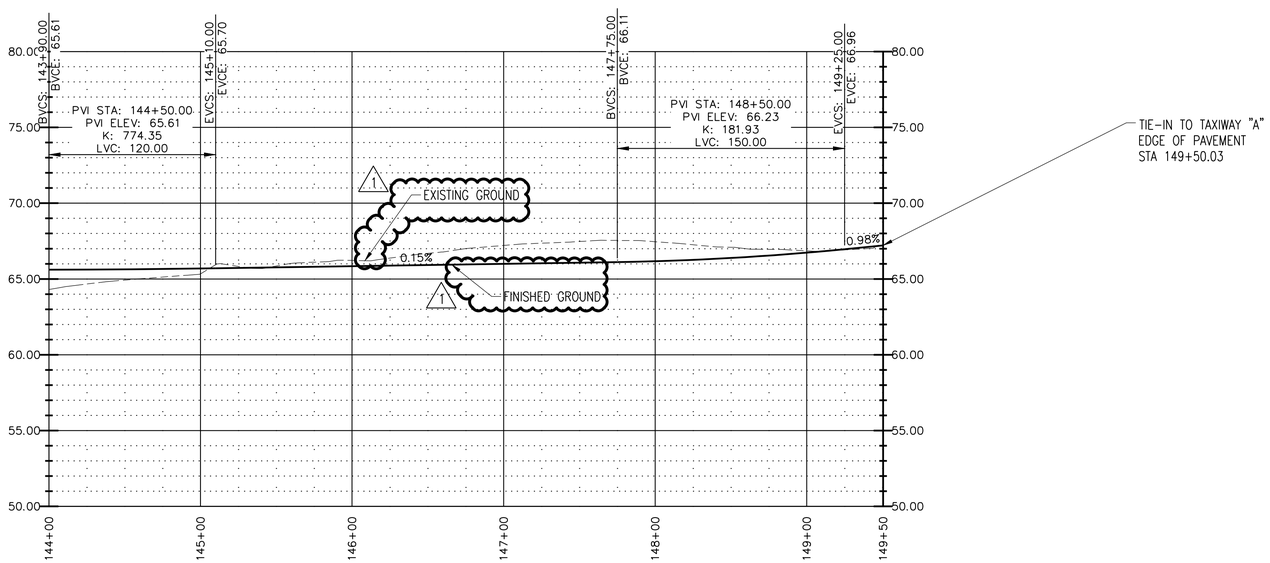
CADD D3-R4



PLAN VIEW
1"=50'



PROFILE VIEW
H: 1"=50'
V: 1"=5'

NOTES
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8. SEE FENCING SHEETS FOR FENCE TO BE REMOVED AND RELOCATION.

LEGEND

TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
RSA	RUNWAY 13-31 SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
	ASPHALT SURFACE TO BE REMOVED
	CONCRETE TO BE REMOVED
	PROPOSED TAXIWAY "F"

STATE OF LOUISIANA
JAMES R. SMITH
License No. 19889
PROFESSIONAL ENGINEER
CIVIL ENGINEERING
10 JUNE 16

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
1	ADDED NOTES AND PAVEMENT	BTP	BSR	JRS	07/08/16
	QUANTITY TO BE REMOVED				

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BATON ROUGE METROPOLITAN AIRPORT

BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY F EXTENSION
BATON ROUGE, LA

PLAN AND PROFILE
STA 144+00 TO 149+50

DESIGNED B PITRE
DRAWN S HART
CHECKED J SMITH
APPROVED B ROUSSEL
APPROVED J SMITH
DATE 06/10/2016

SCALE: AS NOTED
NO. 21971
REV. 1
16

AT FULL SIZE
0 1 2 3 IN
0 1 2 3 4 5 6 7 8 cm

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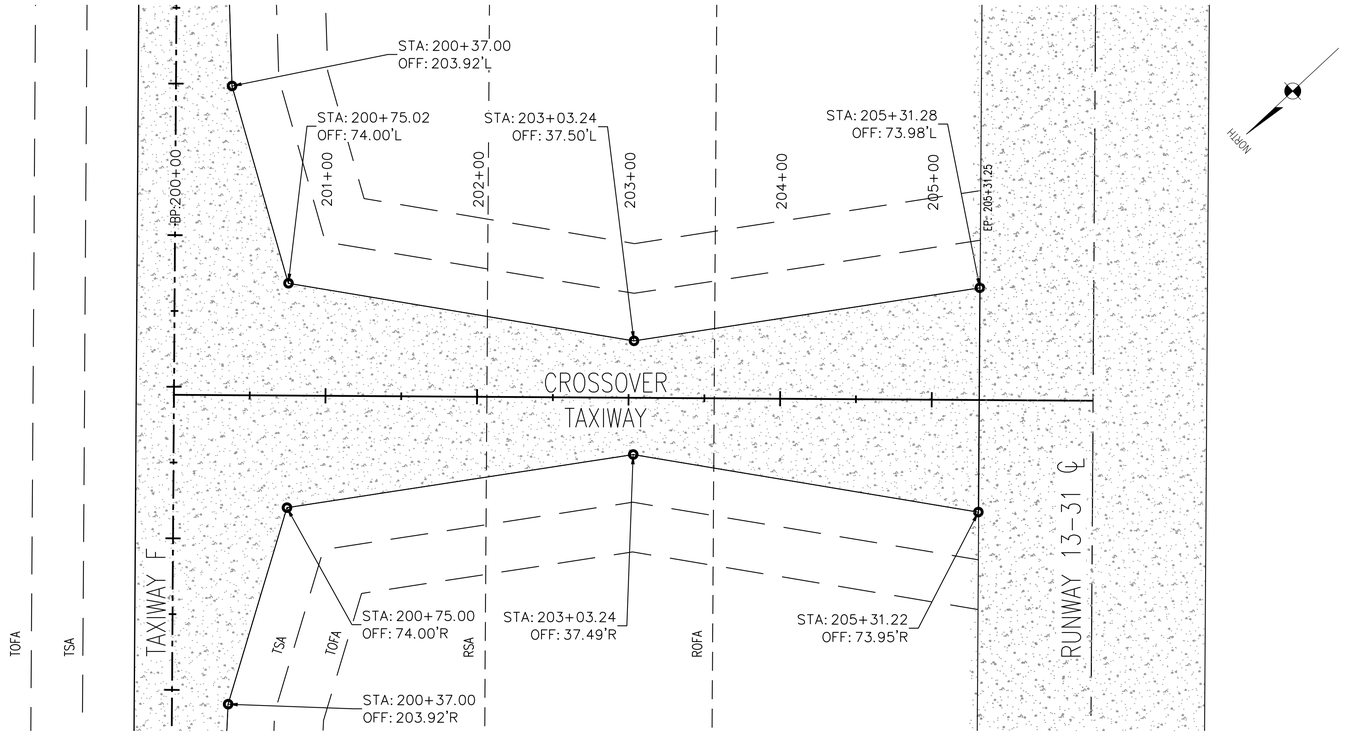
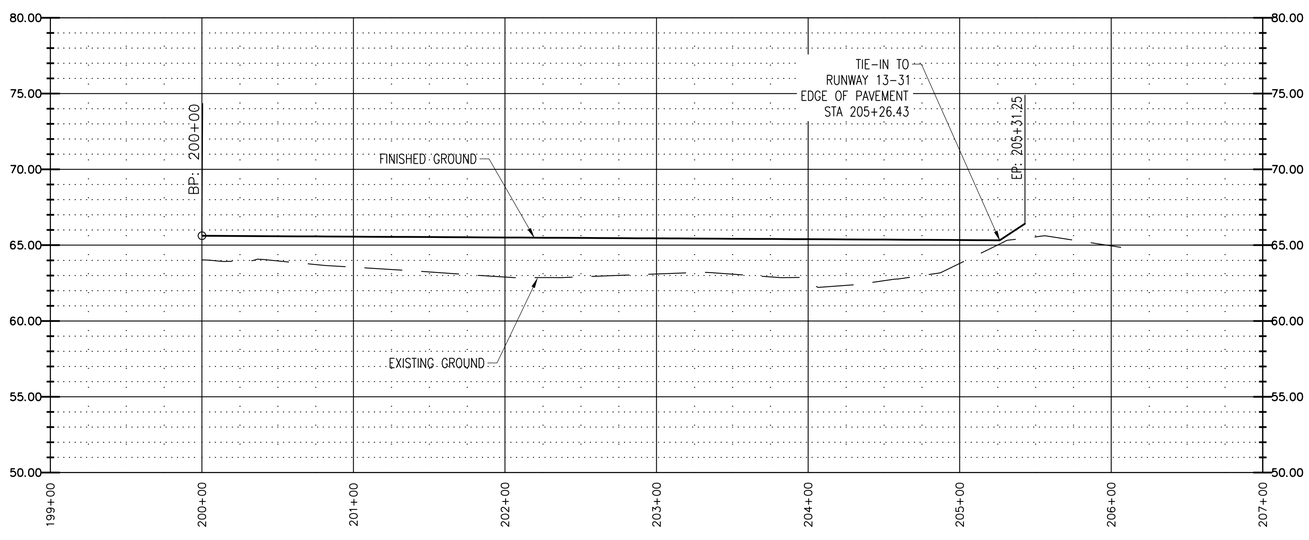
CADD D3-R4



PLAN VIEW
SCALE: 1"=50'



PROFILE VIEW
H: 1"=50'
V: 1"=5'

AT FULL SIZE
0 1 2 3 IN
0 1 2 3 4 5 6 7 8 cm

STATE OF LOUISIANA
JAMES R. SMITH
License No. 19803
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

NO.	REVISIONS	DSGN	CHKD	APVD	DATE

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BTR
BATON ROUGE METROPOLITAN AIRPORT

BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY F EXTENSION
BATON ROUGE, LA

PLAN AND PROFILE
CROSSOVER TAXIWAY

DESIGNED B ROUSSEL
DRAWN S HART
CHECKED J SMITH
APPROVED B ROUSSEL
APPROVED J SMITH
DATE 07/08/2016

SCALE: AS NOTED
NO. 21971
16A
REV.

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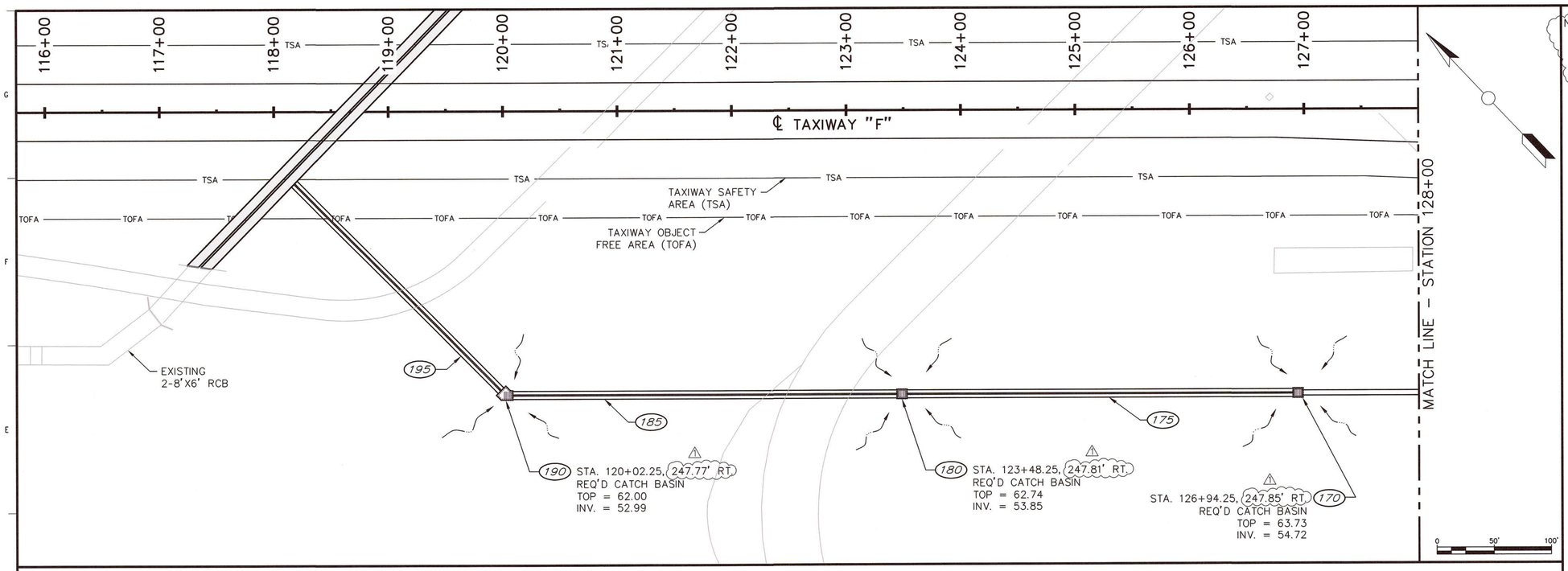
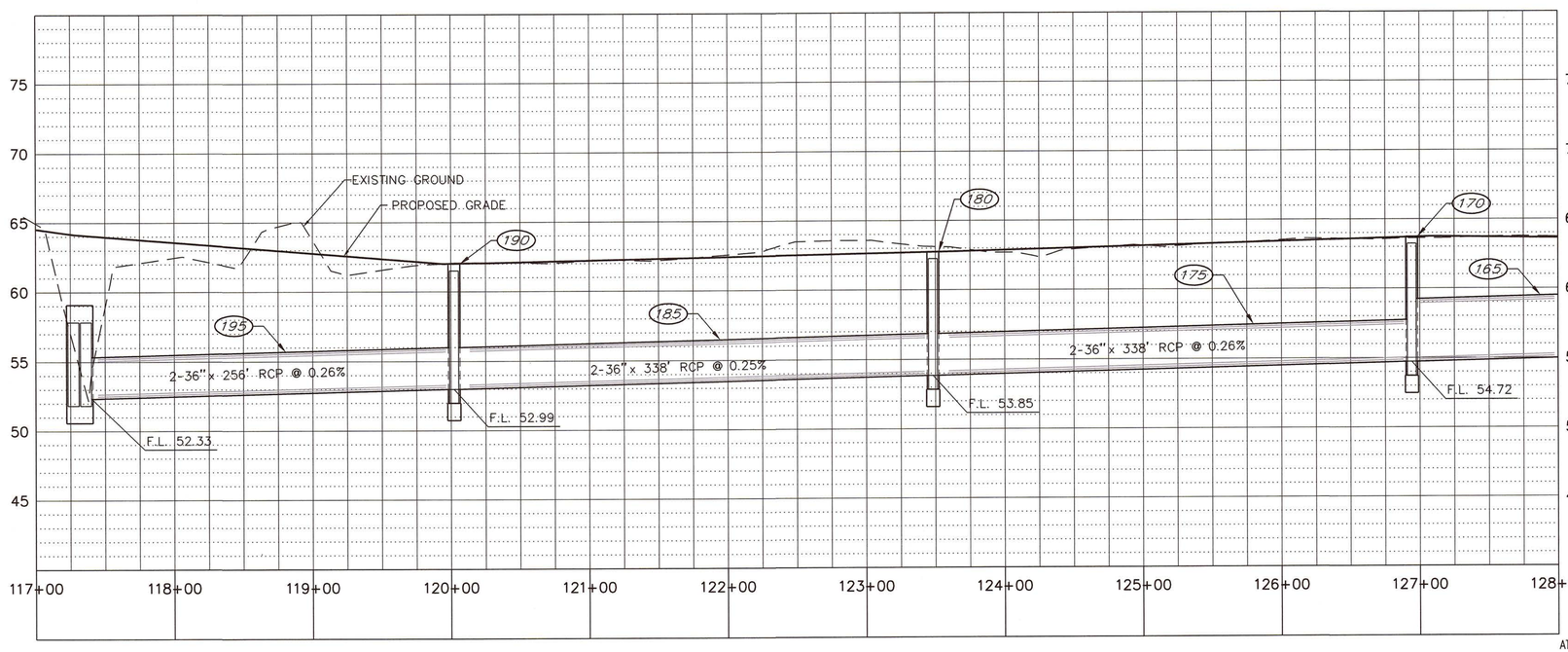


NOTES:

1. INLET TOPS MAY BE ADJUSTED IN FIELD AT NO ADDITIONAL COST.
2. ALL PIPE IS TO BE CLASS III EXCEPT CLASS IV PIPE BETWEEN STRUCTURE 150 AND 160.



HOR. SCALE: 1" = 50'
VER. SCALE: 1" = 5'

AT FULL SIZE
0 1 2 3 IN
0 1 2 3 4 5 6 7 8 cm

STATE OF LOUISIANA
RYAN P. ORDENEAUX
License No. 39476
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
7/8/16

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
1	ADDED NOTES AND DRAINAGE OFFSETS				7-8-16

AIP NO.
STATE PROJECT NO.

Stanley Consultants INC.
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www.stanleyconsultants.com

C&C INCORPORATED
3251 SOUTHERN PACIFIC ROAD
P.O. BOX 857
PORT ALLEN, LA. 70767
Ph. (225)765-1802 Fax (225)765-1803
Web www.cdcbr.com

BTR BATON ROUGE METROPOLITAN AIRPORT

BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY "F" REHABILITATION & EXTENSION
BATON ROUGE, LOUISIANA

DRAINAGE PLAN & PROFILE SHEET
117+00.00 TO 128+00.00

DESIGNED RPO
DRAWN CAT
CHECKED
APPROVED
APPROVED
DATE JUNE 2016

SCALE: 1" = 50'

28

REV. 1

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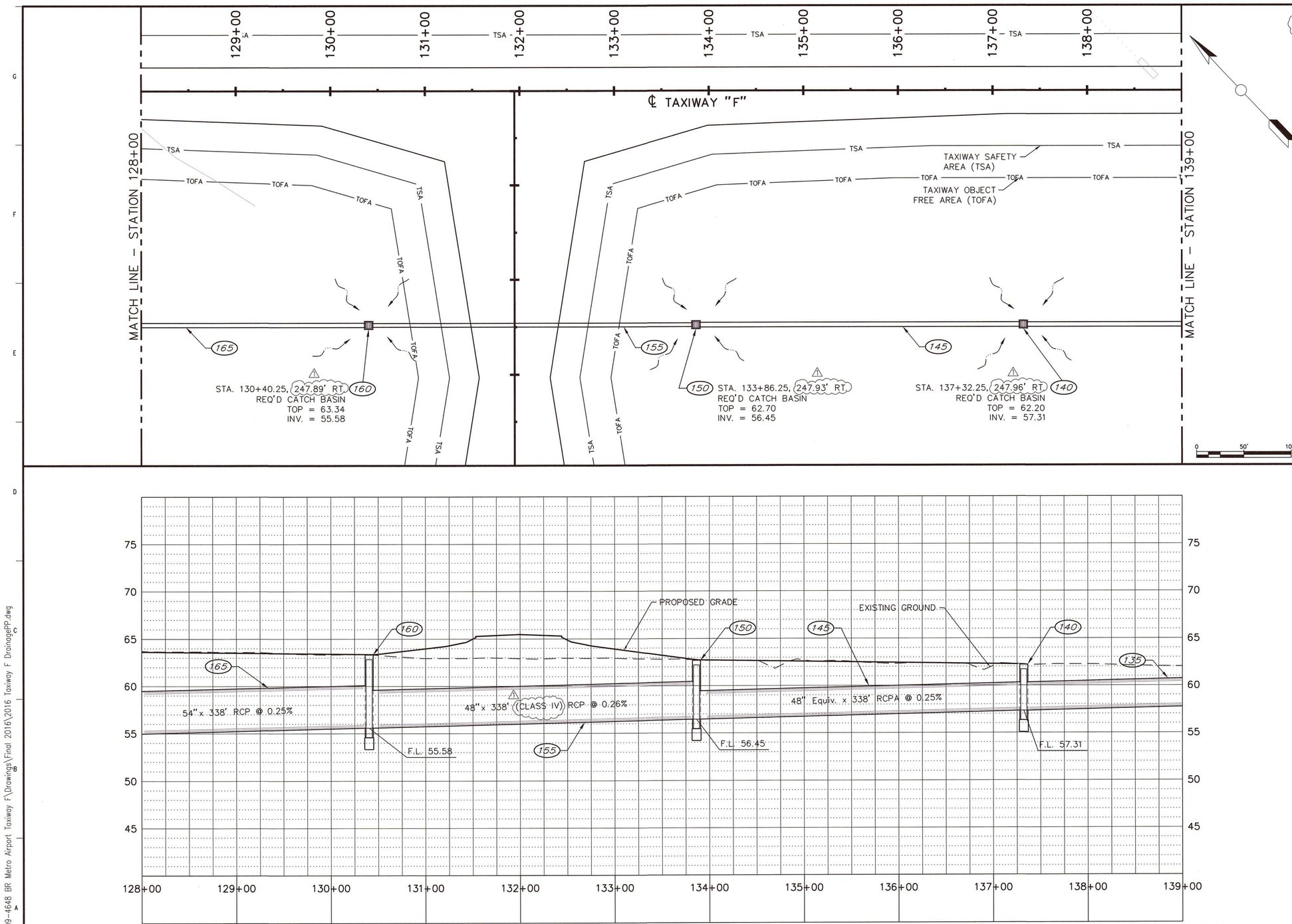
Q:\PROJECTS\09-4648 BR Metro Airport Taxiway F\Drawings\Final 2016\2016 Taxiway F DrainagePP.dwg
CADD D3-R4



NOTES:

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2. ALL PIPE IS TO BE CLASS III EXCEPT CLASS IV PIPE BETWEEN STRUCTURE 150 AND 160.

STATE OF LOUISIANA
RYAN P. ORDENEAUX
License No. 39476
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

7/8/16

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
1	ADDED NOTES AND DRAINAGE OFFSETS				7-8-16

AIP NO.
STATE PROJECT NO.

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BTR BATON ROUGE METROPOLITAN AIRPORT

BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY "F" REHABILITATION & EXTENSION
BATON ROUGE, LOUISIANA

DRAINAGE PLAN & PROFILE SHEET
128+00.00 to 139+00.00

DESIGNED RPO
DRAWN CAT
CHECKED
APPROVED
APPROVED
DATE JUNE 2016

SCALE: 1" = 50'

29

REV. 1

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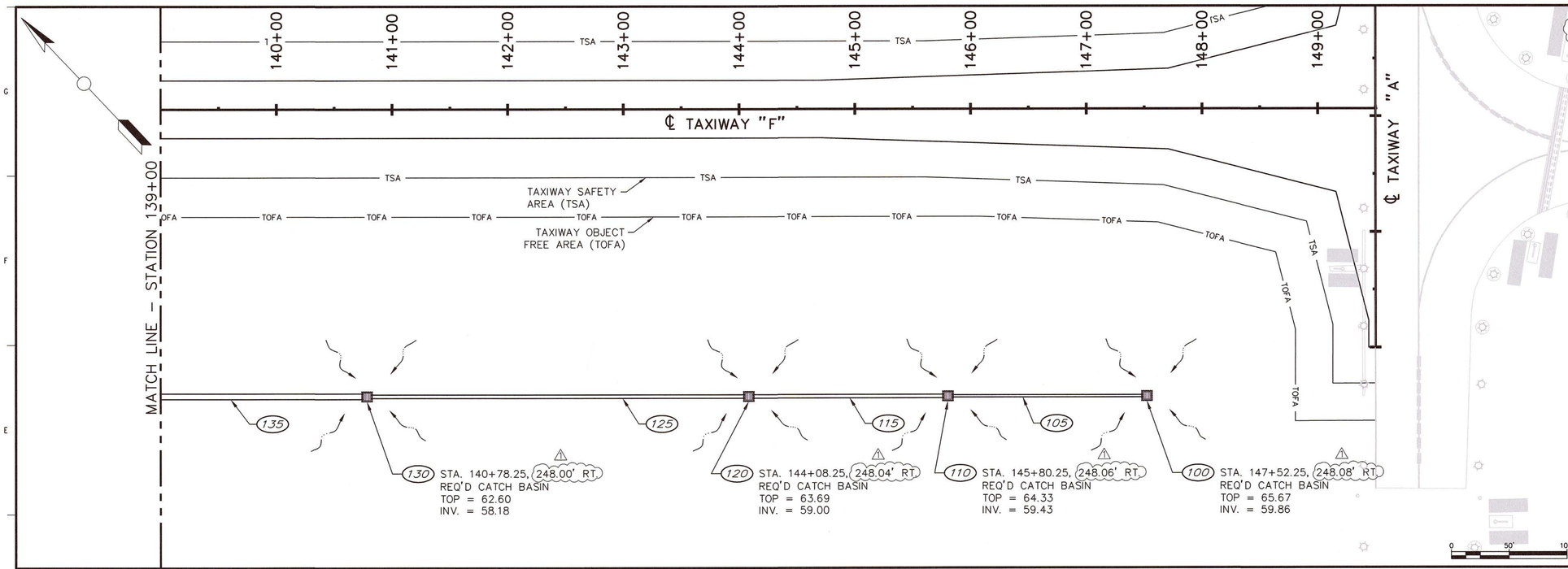
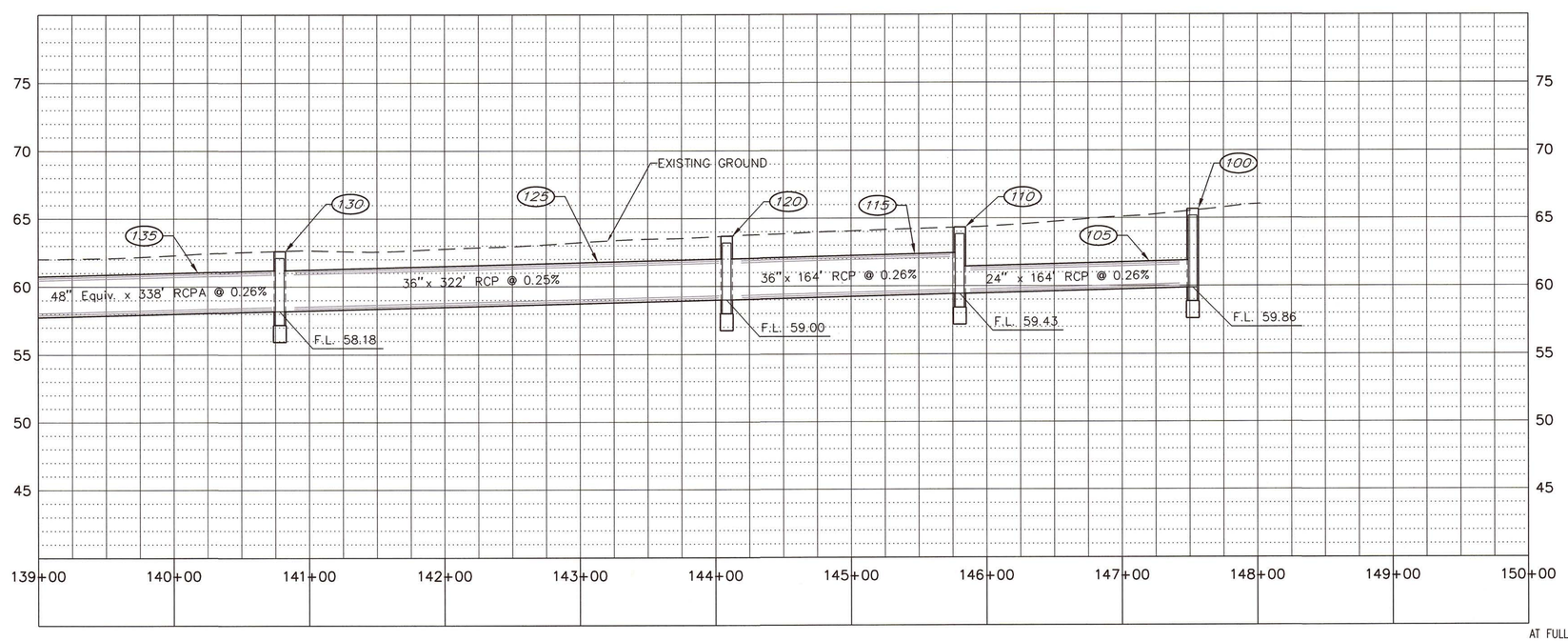
Q:\PROJECTS\09-4648 BR Metro Airport Taxiway F\Drawings\Final 2016\2016 Taxiway F DrainagePP.dwg
CADD D3-R4



NOTES:

1. INLET TOPS MAY BE ADJUSTED IN FIELD AT NO ADDITIONAL COST.
2. ALL PIPE IS TO BE CLASS III EXCEPT CLASS IV PIPE BETWEEN STRUCTURE 150 AND 160.

STATE OF LOUISIANA
RYAN P. ORDENEAUX
License No. 39476
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
7/8/16



HOR. SCALE: 1" = 50'
VER. SCALE: 1" = 5'

AT FULL SIZE
0 1 2 3 IN
0 1 2 3 4 5 6 7 8 cm

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
1	ADDED NOTES AND DRAINAGE OFFSETS				7-8-16

AIP NO.
STATE PROJECT NO.

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PORT ALLEN, LA 70767
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Web www.cdcbr.com

BTR BATON ROUGE METROPOLITAN AIRPORT

BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY "F" REHABILITATION & EXTENSION
BATON ROUGE, LOUISIANA

DRAINAGE PLAN & PROFILE SHEET
139+00.00 TO 150+00.00

DESIGNED RPO
DRAWN CAT
CHECKED
APPROVED
APPROVED
DATE JUNE 2016

SCALE: 1" = 50'

30

REV. 1

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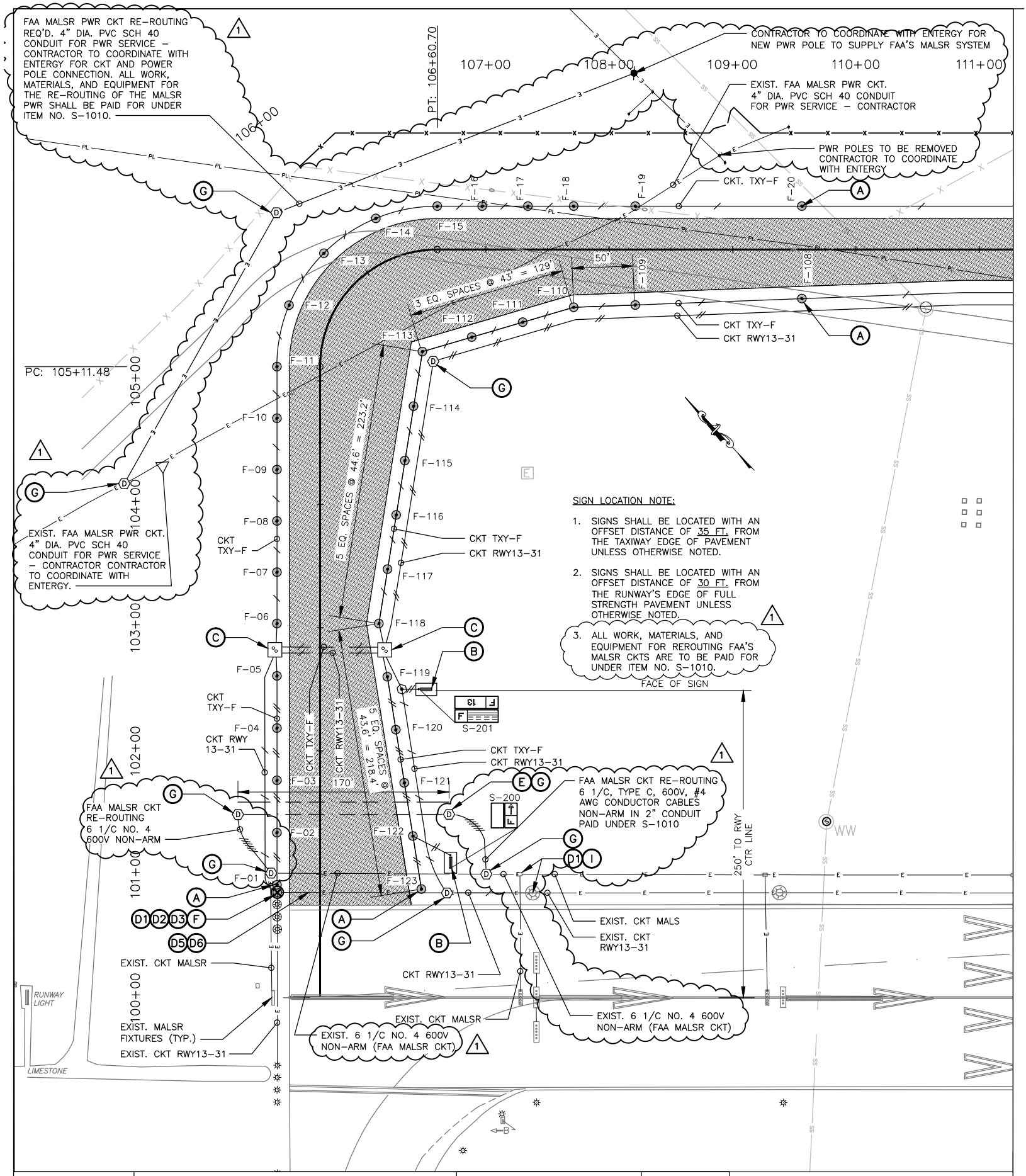
Q:\PROJECTS\09-4648 BR Metro Airport Taxiway F\Drawings\Final 2016\2016 Taxiway F DrainagePP.dwg
CADD D3-R4



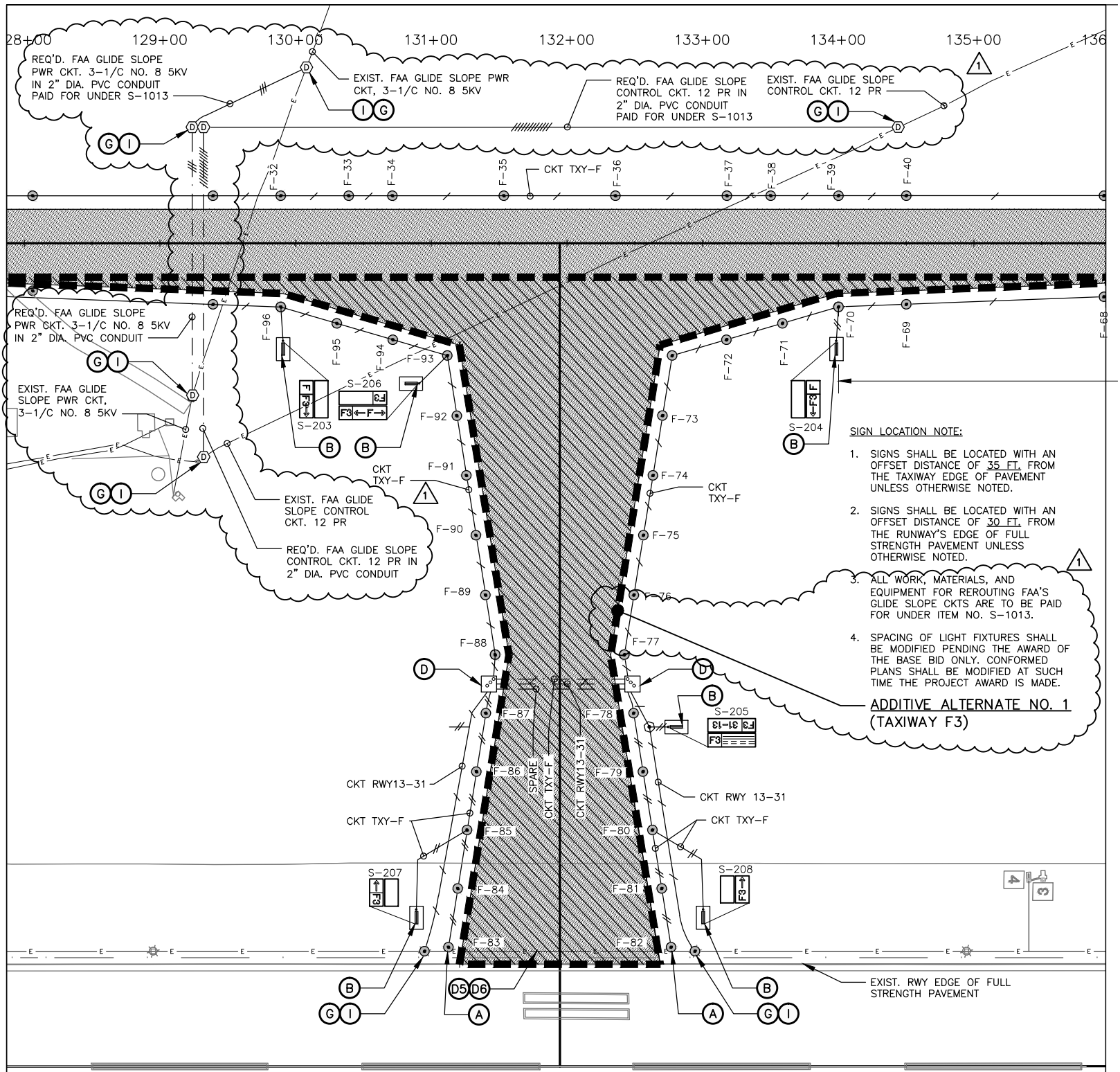
BATON ROUGE METROPOLITAN AIRPORT
FOXTROT TAXIWAY EXTENSION
BATON ROUGE, LA

LIGHTING & SIGN LAYOUT – ADDENDUM 2

DESIGNED GWB
DRAWN JJS
CHECKED GWB
APPROVED GWB
APPROVED VLM
DATE 6/10/16

SCALE: AS NOTED
NO. 21971
32
REV. 1

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
–	–	–	–	–	–
–	–	–	–	–	–
1	ADDENDUM NO. 2	JJS	GWB	VLM	06/08/16



SIGN LOCATION NOTE:

1. SIGNS SHALL BE LOCATED WITH AN OFFSET DISTANCE OF 35 FT. FROM THE TAXIWAY EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
2. SIGNS SHALL BE LOCATED WITH AN OFFSET DISTANCE OF 30 FT. FROM THE RUNWAY'S EDGE OF FULL STRENGTH PAVEMENT UNLESS OTHERWISE NOTED.
3. ALL WORK, MATERIALS, AND EQUIPMENT FOR REROUTING FAA'S GLIDE SLOPE CKTS ARE TO BE PAID FOR UNDER ITEM NO. S-1013.
4. SPACING OF LIGHT FIXTURES SHALL BE MODIFIED PENDING THE AWARD OF THE BASE BID ONLY. CONFORMED PLANS SHALL BE MODIFIED AT SUCH TIME THE PROJECT AWARD IS MADE.

ADDITIVE ALTERNATE NO. 1
(TAXIWAY F3)

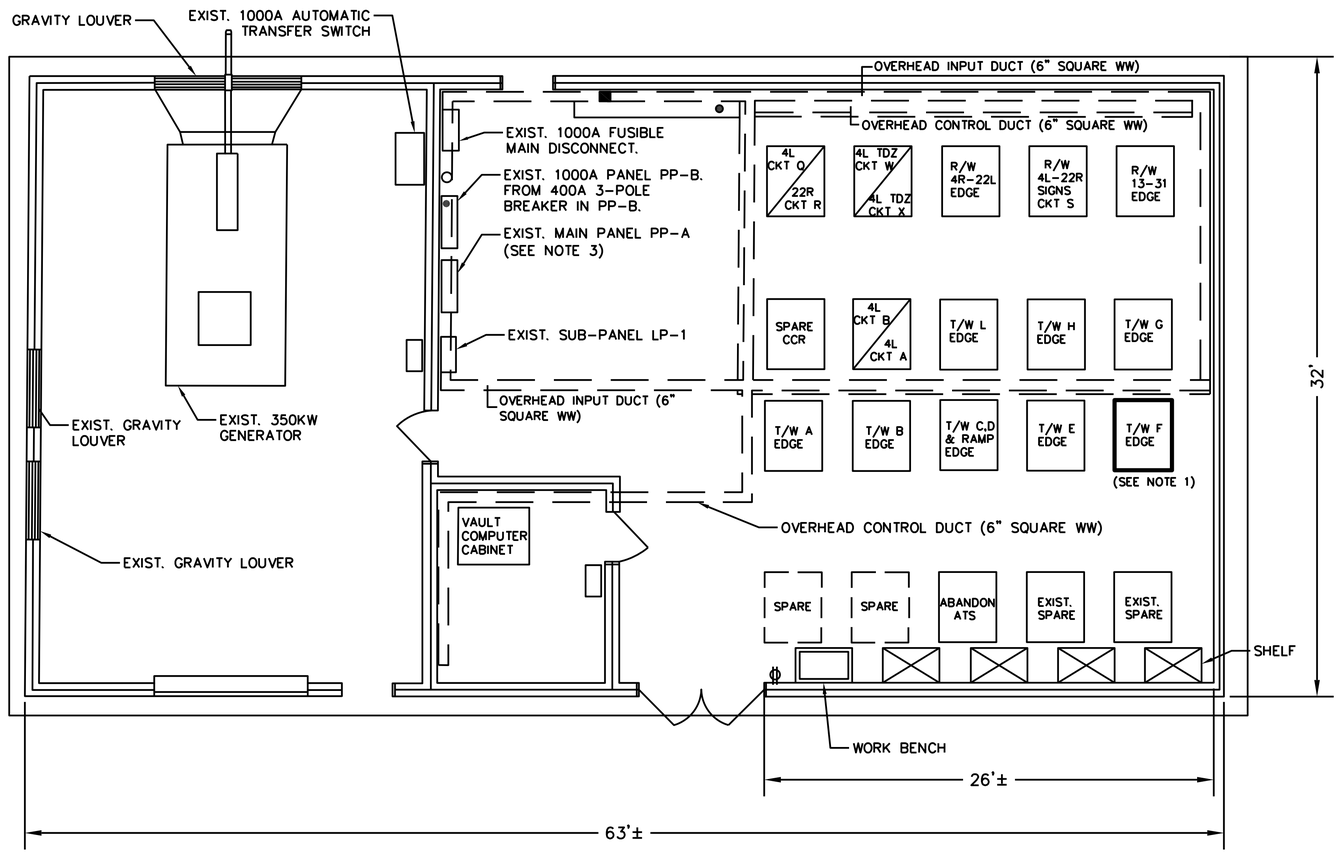
BATON ROUGE METROPOLITAN AIRPORT
FOXTROT TAXIWAY EXTENSION
BATON ROUGE, LA

LIGHTING & SIGN LAYOUT - ADDENDUM 2

DESIGNED GWB
DRAWN JJS
CHECKED GWB
APPROVED GWB
APPROVED VLM
DATE 6/10/16

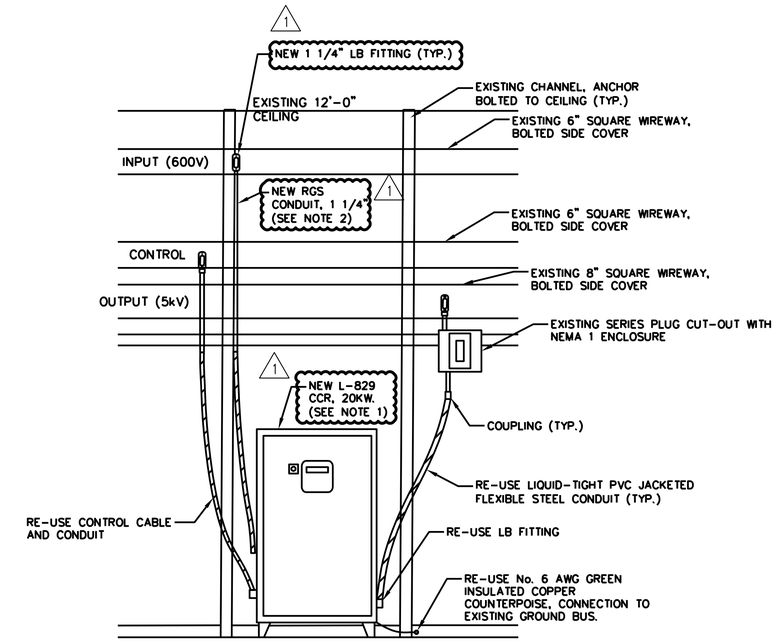
SCALE: AS NOTED
NO. 21971
34
REV. 1

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
–	–	–	–	–	–
–	–	–	–	–	–
1	ADDENDUM NO. 2	JJS	GWB	VLM	06/08/16



1 AIRFIELD ELECTRICAL VAULT LAYOUT MODIFICATIONS

SCALE: N.T.S.



1 TYPICAL NEW CCR INSTALLATION (FRONT VIEW)

SCALE: N.T.S.

KEY NOTES:

1. PROVIDE A NEW 20KW L-829 3-STEP, 6.6 AMPERE, FERRORESONANT AIR-COOLED DRY-TYPE CONSTANT CURRENT REGULATOR FOR A 240-VOLTS, 60-HERTZ SUPPLY AND 120-VOLTS CONTROL. THE REGULATOR SHALL BE ADB CSF6620-325A AS DESCRIBED IN FAA AC 150/5345-10H. DELIVER EXISTING FOXTROT REGULATOR TO THE AIRPORT FOR USE AS A SPARE.
2. PROVIDE NEW 1.25-INCH CONDUIT FROM POWER CABLE WIREWAY AND 2 #1/0 (AB), 1 #6 (G) THWN-2 CONDUCTORS FROM PANEL PP-A.
3. PROVIDE NEW SQUARE-D 2P150A CIRCUIT BREAKER IN PANEL PP-A FOR BRANCH CIRCUIT TO NEW TAXIWAY FOXTROT CONSTANT CURRENT REGULATOR.

STATE OF LOUISIANA
VERNON L. McALLISTER
REG. NO. 29949
REGISTERED PROFESSIONAL ENGINEER
ELECTRICAL ENGINEERING

6-10-16

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
1	REVISED REGULATOR	BTP	VLM	VLM	07/08/16

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BTR BATON ROUGE METROPOLITAN AIRPORT

BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY F EXTENSION
BATON ROUGE, LA

AIRFIELD ELECTRICAL VAULT
LAYOUT AND DETAILS

DESIGNED V McALLISTER
DRAWN B PITRE
CHECKED J SMITH
APPROVED V McALLISTER
APPROVED J SMITH
DATE 06/10/2016

SCALE: N.T.S.
NO. 21971
36
REV. 1

AT FULL SIZE
0 1 2 3 IN
0 1 2 3 4 5 6 7 8 cm

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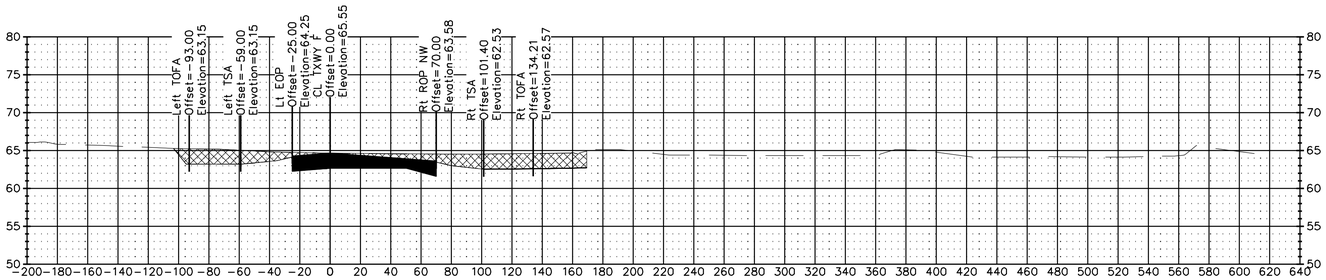
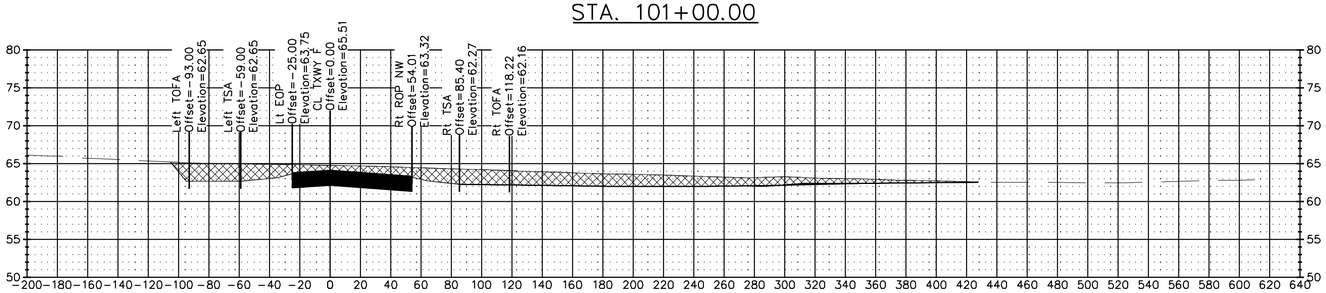
CADD: D3-R4



STA. 101+00.00



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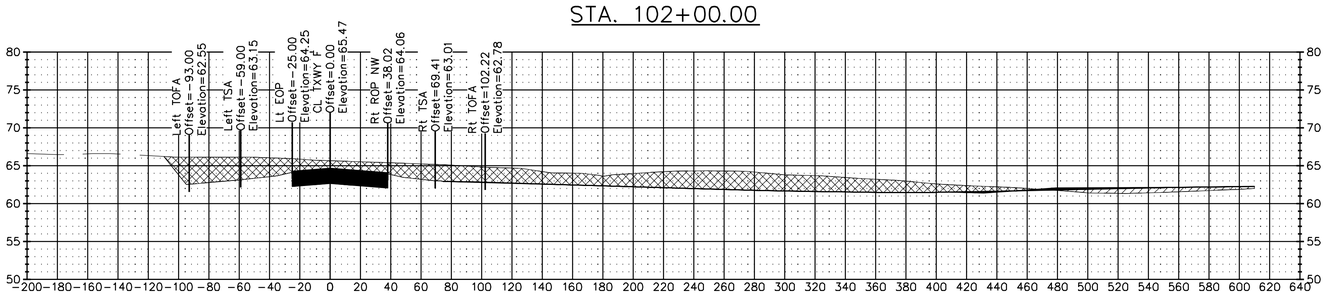
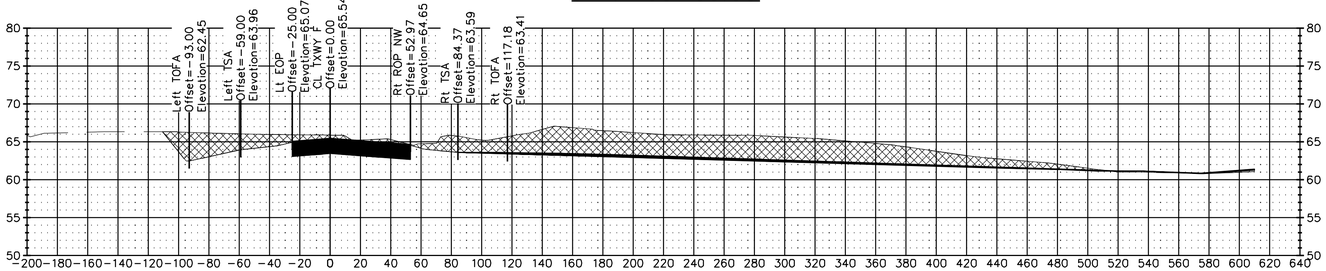


STA. 103+00.00



STA. 104+00.00

H: 1"=50'
V: 1"=10'

AT FULL SIZE

0 1 2 3 IN

0 1 2 3 4 5 6 7 8 cm

STATE OF LOUISIANA
JAMES R. SMITH
License No. 19803
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

NO.	REVISIONS	DSGN	CHKD	APVD	DATE

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BTR
BATON ROUGE METROPOLITAN AIRPORT

BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY F EXTENSION
BATON ROUGE, LA

CROSS SECTIONS
STA 101+00 TO 104+00

DESIGNED B ROUSSEL
DRAWN S HART
CHECKED J SMITH
APPROVED B ROUSSEL
APPROVED J SMITH
DATE 07/08/2016

SCALE: AS NOTED

NO. 21971

58

REV. –

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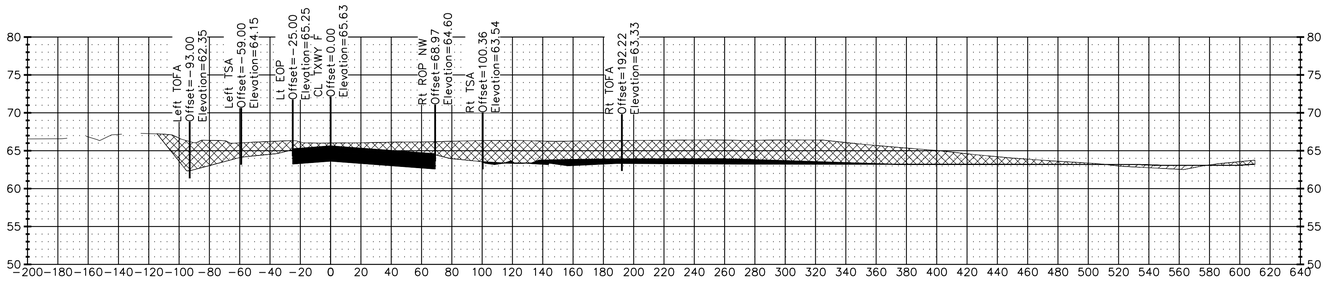
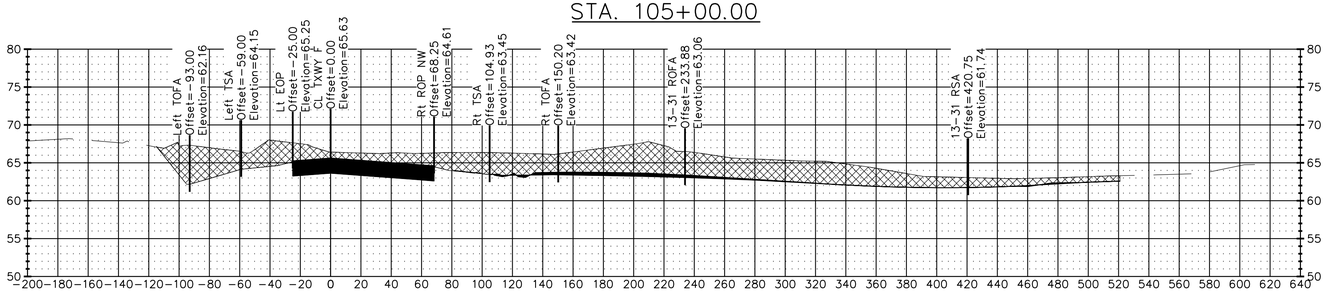
CADD D3-R4



STA. 105+00.00



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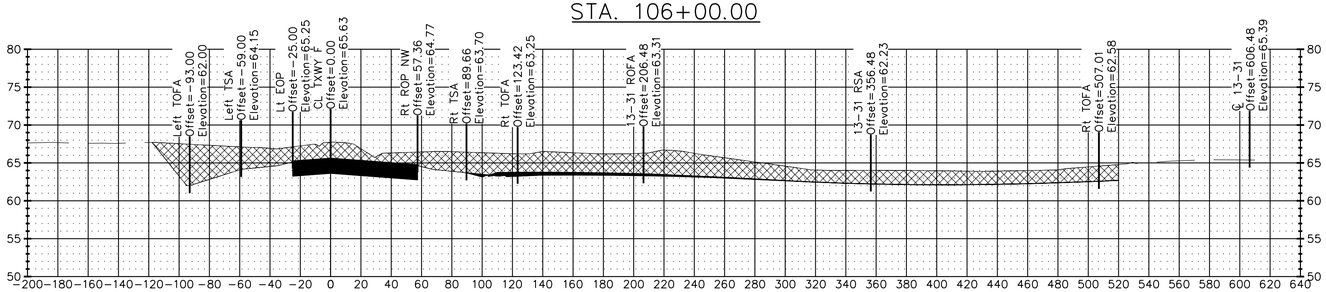
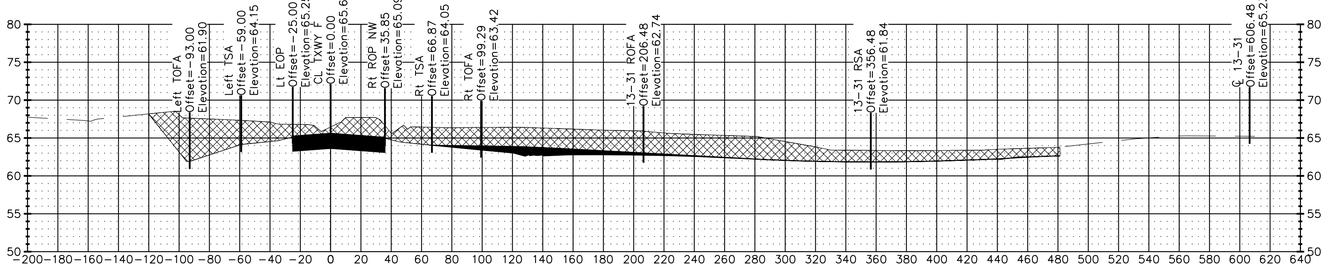


STA. 107+00.00



STA. 108+00.00

H: 1"=50'
V: 1"=10'

AT FULL SIZE

0 1 2 3 IN

0 1 2 3 4 5 6 7 8 cm

STATE OF LOUISIANA
JAMES R. SMITH
License No. 19893
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
7/08/16

NO.	REVISIONS	DSGN	CHKD	APVD	DATE

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BTR BATON ROUGE METROPOLITAN AIRPORT

BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY F EXTENSION
BATON ROUGE, LA

CROSS SECTIONS
STA 105+00 TO 108+00

DESIGNED B ROUSSEL
DRAWN S HART
CHECKED J SMITH
APPROVED B ROUSSEL
APPROVED J SMITH
DATE 07/08/2016

SCALE: AS NOTED

NO. 21971

REV. –

59

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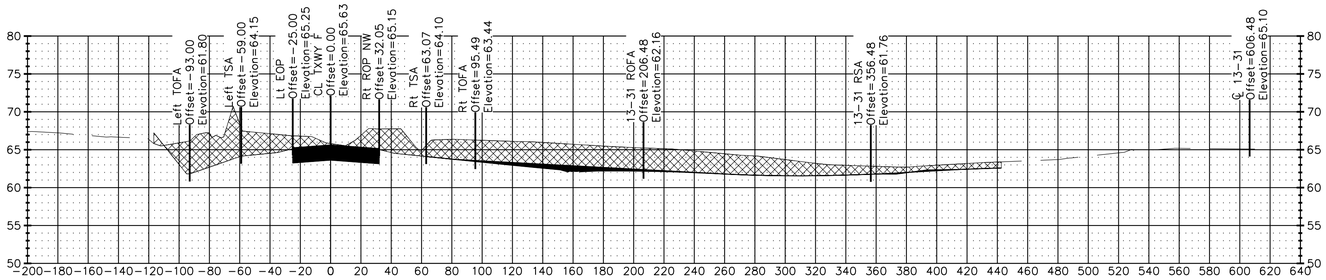
CADD D3-R4



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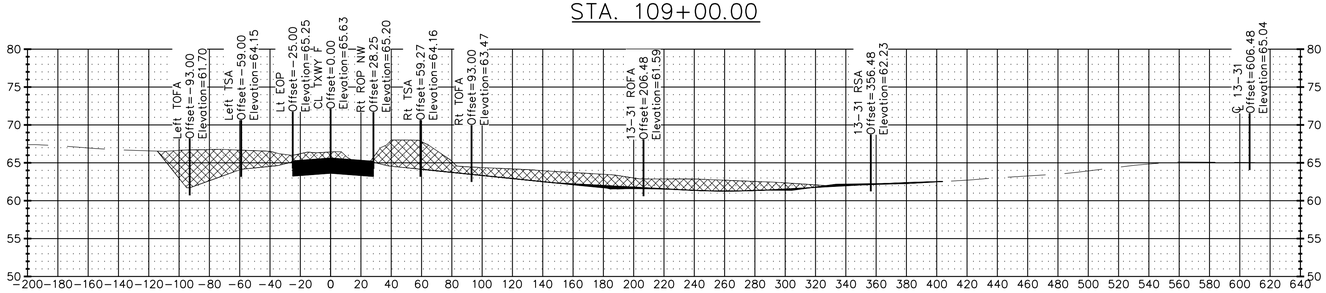

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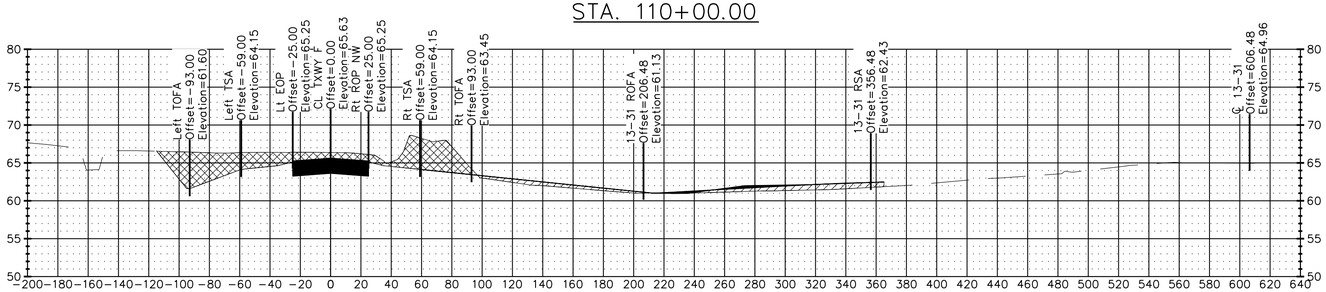

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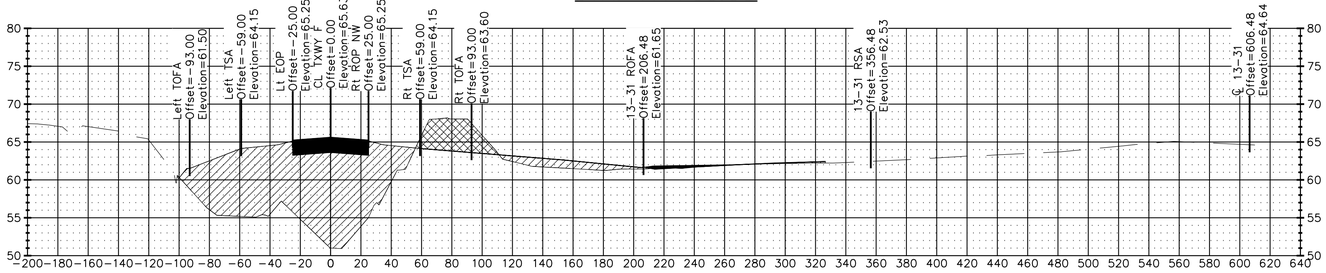

STA. 112+00.00

H: 1"=50'
V: 1"=10'

STATE OF LOUISIANA
JAMES R. SMITH
License No. 19893
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
7/14/16

NO.	REVISIONS	DSGN	CHKD	APVD	DATE

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BATON ROUGE METROPOLITAN AIRPORT
TAXIWAY F EXTENSION
BATON ROUGE, LA

CROSS SECTIONS
STA 109+00 TO 112+00

AT FULL SIZE
0 1 2 3 IN
0 1 2 3 4 5 6 7 8 cm

DESIGNED B ROUSSEL
DRAWN S HART
CHECKED J SMITH
APPROVED B ROUSSEL
APPROVED J SMITH
DATE 07/08/2016

SCALE: AS NOTED
NO. 21971
60
REV. –

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CADD D3-R4

CONTRACT DOCUMENTS
AND
SPECIFICATIONS

FOR

TAXIWAY FOXTROT EXTENSION
BATON ROUGE METROPOLITAN AIRPORT

ADDENDUM NO. 2

DATE ISSUED: July 11, 2016

ORIGINAL BID DATE: July 12, 2016
CURRENT BID DATE: July 19, 2016

SCOPE:

This Addendum shall be part of the Contract Documents as provided in the Instructions to Bidders.

The following items are issued to add, modify, and clarify the Contract Documents and Specifications. These items shall have full force and effect, as the contract Documents and the cost involved shall be included in the bid prices.

Acknowledge receipt of this addendum and any other addendums on the Bid Form. Failure to do so may subject the bidder to disqualification.

This Addendum No. 2 consists of the following:

GENERAL:

1. Attached is the Pre-Bid Agenda.

2. Pre-bid Sign in sheet.

3. Pre-bid Meeting minutes

4. Attached are questions received concerning the project.

REVISIONS TO SPECIFICATIONS:

The following sections have been added, deleted, or amended in the Specifications and Contract Documents dated June, 2016.

Delete Page I-4, DIVISION I and replace with the attached Page I-4 dated July 8, 2016, Addendum No. 2.

Delete Pages I-29 thru I-36, DIVISION I and replace with the attached Pages I-29 thru I-36D dated July 8, 2016, Addendum No. 2.

Delete Page P-152-5, DIVISION IV and replace with the attached Page P-152-5, DIVISION IV, dated July 8, 2016, Addendum No. 2.

Delete Page P-209-3, DIVISION IV and replace with the attached P-209-3, DIVISION IV, dated July 8, 2016, Addendum No. 2.

Delete Page P-209-4, DIVISION IV and replace with the attached P-209-4, DIVISION IV, dated July 8, 2016, Addendum No. 2.

Delete Page D-701-1, DIVISION IV and replace with the attached Page D-701-1, DIVISION IV, dated July 8, 2016, Addendum No. 2.

Delete Page D-701-4, DIVISION IV and replace with the attached Page D-701-4, DIVISION IV, dated July 8, 2016, Addendum No. 2.

Delete Page D-752-2, DIVISION IV and replace with the attached Page D-752-2, DIVISION IV, dated July 8, 2016, Addendum No. 2.

Delete Page L-125-3, DIVISION IV and replace with the attached Page L-125-3, DIVISION IV, dated July 8, 2016, Addendum No. 2.

Delete Page L-125-4, DIVISION IV and replace with the attached Page L-125-4, DIVISION IV, dated July 8, 2016, Addendum No. 2.

Delete Page S-1010-1, DIVISION IV and replace with the attached Page S-1010-1, DIVISION IV, dated July 8, 2016, Addendum No. 2.

Add Page S-1012-1, DIVISION IV, dated July 8, 2016, Addendum No. 2.

Add Page S-1013-1, DIVISION IV, dated July 8, 2016, Addendum No. 2.

Add Light & Sign Layout- Addendum 2, Sketch No. 32, changes to Drawing No. 32

Add Light & Sign Layout- Addendum 2, Sketch No. 34, changes to Drawing No. 34

Add Appendix C – Draft Geotech Investigation Report. Note the Geotech Reports calls for Standard Project Test, however all areas located within the paved area subject to aircraft loading will be compacted to 95% Modified Proctor.

REVISIONS TO PLANS:

The following sheets have been revised from the plans dated June 10, 2016;

Replace Sheet No. 3 with the attached Sheet No. 3 revised July 8, 2016
Replace Sheet No. 10 with the attached Sheet No. 10 revised July 8, 2016
Replace Sheet No. 12 with the attached Sheet No. 12 revised July 8, 2016
Replace Sheet No. 13 with the attached Sheet No. 13 revised July 8, 2016
Replace Sheet No. 14 with the attached Sheet No. 14 revised July 8, 2016
Replace Sheet No. 15 with the attached Sheet No. 15 revised July 8, 2016
Replace Sheet No. 16 with the attached Sheet No. 16 revised July 8, 2016
Replace Sheet No. 28 with the attached Sheet No. 28 revised July 8, 2016
Replace Sheet No. 29 with the attached Sheet No. 29 revised July 8, 2016
Replace Sheet No. 30 with the attached Sheet No. 30 revised July 8, 2016
Replace Sheet No. 49 with the attached Sheet No. 49 revised July 8, 2016
Replace Sheet No. 50 with the attached Sheet No. 50 revised July 8, 2016
Replace Sheet No. 51 with the attached Sheet No. 51 revised July 8, 2016
Replace Sheet No. 52 with the attached Sheet No. 52 revised July 8, 2016
Replace Sheet No. 53 with the attached Sheet No. 53 revised July 8, 2016
Replace Sheet No. 54 with the attached Sheet No. 54 revised July 8, 2016
Replace Sheet No. 58 with the new Sheet No. 58 dated July 8, 2016
Replace Sheet No. 59 with the new Sheet No. 59 dated July 8, 2016
Replace Sheet No. 60 with the new Sheet No. 60 dated July 8, 2016

At the follow sheets to the plans;

Add Sheet No. 16A dated July 8, 2016
Add Sheet No. 55A dated June 10, 2016

PRE-BID CONFERENCE AGENDA

Taxiway Foxtrot Extension

10:00 AM Tuesday, July 5, 2015

Meeting Location: Airport Terminal Conference Room – First Floor
Project Location: Baton Rouge Metropolitan Airport

Sponsor: **Greater Baton Rouge Airport District**

Sponsor's Representative: Joseph Levraea, Program Manager, AECOM
Phone: 225-358-4240 **Fax:** 225-358-4261

Project Engineer: James Smith, Stanley Consultants, Inc. (SCI)
Phone: (225) 387-2422

INTRODUCTIONS:

1. **Baton Rouge Metropolitan Airport (Owner)**
   a. Anthony Marino, Director of Aviation
   b. Ralph Hennessy, Assistant Director of Aviation
   c. Anthony Williams, Airport Police/ARFF Lieutenant
   d. Jerry Webber, Construction Superintendent
   e. Mike Edwards, Airport Operations
   f. Beverly Cook, Senior Administrative Specialist

2. **Program Managers (Owner's Representatives): AECOM**
   a. Joseph D. Levraea, Program Manager
   b. Joseph D. Levraea, Project Manager

3. **Designers/Architect: Stanley Consultants, Inc.**
   a. James Smith, Project Engineer
   b. PEC, CDC subconsultants

4. **Inspection/Testing Services:**
   a. Senior Project Inspector – Sergio Capello, G.T. & Associates, Inc.
   b. Quality Assurance Laboratory for Owner, Southern Earth Sciences
   c. Quality Control Laboratory – Provided by Contractor

6. **Security**
   Overview of Security Requirements by Airport Police/ ARFF Chief Anthony Williams

7. **Contractors**
   Self-introductions

8. **FAA**
   Self-introductions

9. **Other Representatives in Attendance**
   Self-introductions

SPECIAL INSTRUCTIONS:

1. DBE instructions
   Presented by Rachael Bauer
   Project Manager, Planning and Program Administration, TMG Consulting
2. Davis-Bacon Wage Rates
   Beverly Cook, Senior Administrative Specialist

GENERAL CONTRACT REQUIREMENTS:

1. **General Type of Work** – Extension of Taxiway Foxtrot from Taxiway Alpha to the northwest end of Runway 13/31, asphalt pavement, with subsurface drainage, box culverts, relocation of security fence, and taxiway lighting.

2. **Contract Provisions**
   a. Plans and Specifications are available online at www.bidexpress.com;
      Also available from:
      Stanley Consultants, Inc.
      721 Government St, Ste 302
      Baton Rouge, LA 70802
      225-387-2422
   b. Bid Opening
      Time & Date: 2:00 p.m., Tuesday, July 12, 2016
      Location: City/Parish Purchasing Office, Room 826
   c. Instructions to Bidders
   d. Electronic Bidding
   e. Bid Forms
   f. Addendums, if any
   g. Contract Forms

3. **Project Detail:**
   Overview of Scope – Jim Smith - Stanley Consultants, Inc.

   a. Contract Duration (360 calendar days)
   b. Phasing as shown in plans
   c. Project Layout/Lay down
   d. Permitting
   e. Security Regulations
      Overview of Security Requirements by Airport Police/ ARFF Chief Anthony Williams

4. **Questions**
   a. Open for discussion

b. Please submit all questions in written email format to the Project Engineer at **SmithJames@stanleygroup.com** (SCI) by 12:00pm Thursday July 6, 2016. They will be reviewed and responded to in an addendum, if applicable.

4. Pre-Bid Conference Adjourned and Site Visit

Participants in the site visit will be required to sign the attendance sheet marked accordingly. Site visits can also be coordinated with AECOM prior to Bid Opening and are encouraged. Contractor shall be solely responsible for unfamiliarity with project site.

MEETING ATTENDEES

Date: July 5, 2016 **Project No.:** 21971.02.00

Project Title: Taxiway Foxtrot Extension

Meeting Place: Baton Rouge Metropolitan Airport

ATTENDEES:

Name	Organization	Phone	E-Mail
Jim Smith	Stanley Consultants, Inc	225-387-2422	Smithjames@stanleygroup.com
Brandon Pitre	Stanley Consultants, Inc	225-387-2422	pitrebrandon@stanleygroup.com
Douglas Olson	Barrieve Const Co	504-214-0847	dougo@barrieve.com
Trey Felder	TFelder@BRgov.com	225 400 2164	AECOM
Matt Hicks	JB James Const, LLC	(225) 276-9579	matth@jbjamesllc.com
Robert Brown	L. King Co.	667 3931	
Aaron Broussard	L. King Co.	667 3931	aaron.broussard@lkc.brcoxmail.com
Ricky Landry	MARATHON	225-806-9351	
Matt O'Brien	Buck Town C.	504-382-4443	mobrienbucktown@aol.com
Eric LeBourgeois	Buck Town Construction	504231 0047	ebucktown@yahoo.com
Justin Hendrick	Hendrick Construction	225 751-0900	Justin@HCLADevelopment.com
Nick Miller	Linedn Builders of BR, Inc	225-706-5038	nmiller@linednbuilders.com
Fred McClain	Coastal Bridge Co.	225-413-8010	mcclain@coastalbridge.com
David Dendy	RJ Daigle & Sons Const Inc	225-644-1407	david@rjdaigle.com
Clay McKnight			cmcknight@rjdaigle.com
Neal Lavin	command construction industries	504-887-8795	stacie@commandindustries.com

MEETING ATTENDEES

Date: July 5, 2016 **Project No.:** 21971.02.00

Project Title: Taxiway Foxtrot Extension

Meeting Place: Baton Rouge Metropolitan Airport

ATTENDEES:

Name	Organization	Phone	E-Mail
LANIE Schilling	Byron E Talbot Cont	985-419-9925	bsanchez@byronetalbot.com, lschilling@byronetalbot.com
Phillip Miller	Barriere Const.	225-753-1121	phillipm@barriere.com
Darren Grille	Barber Brothers	225-355-5611	dgrille@barber-brothers.com
Louis Wittie	Barber Bros.	225-355-5611	lew@barber-brothers.com
JOSEPH PECORA	FAA	225-726-8920	JOSEPH.PECORA@FAA.GOV
JEFF JAMES	JB JAMES	225 202 1451	JEFFJ@JBJAMESLLC.COM
EDMUND MATHIAS	AIRPORT OPERATIONS	225 200 5199	Emathias@br gov.com
JEFF SUMNER	PEC	225-769-2810	JSUMNER@PECLA.COM
Sergio Capin	AECOM	225 806 7151	SCAPello@BRgov.com
GERALD BABIN	PEC	225 769-2810	gbabin@pecla.com

721 Government Street • Suite 302 • Baton Rouge, LA 70802 •
Phone 225.387.2422 • Fax 225.387.2423

Stanley Consultants INC.

A Stanley Group Company
Engineering, Environmental and Construction Services - Worldwide

MEETING NOTES

No. 1

Date: Tuesday, July 5th, 2016 at 10:00AM

Place: Baton Rouge Metropolitan Airport
(Terminal Conference Room)

Project/Purpose: Taxiway Foxtrot Extension
Pre-Bid Conference

Attendees: See sign-in sheet (attached)

Notes By: Brandon Pitre, E.I. (Stanley Consultants, Inc.)

The following meeting notes set forth our understanding of the discussions and decisions made at this meeting. If no objections, questions, additions, or comments are received within 5 working days from issuance of the meeting notes, we will assume that our understandings are correct. We are proceeding based on the contents of these meeting notes.

---

1. Meeting agenda covered by Joe Levraea (AECOM); self-introductions of all attendees.

2. DBE instructions presented by Rachael Bauer:

   - 14% DBE requirement for project.
   - Contractors shall contact Rachael Bauer with any questions.

3. Jim Smith (Stanley Consultants, Inc.) presented overview of project and made the following remarks:

   - Announced that bid date has been extended to July 19th, 2016.
   - Pipeline crossing issues are to be covered in addendum.
   - Project must be constructed following FAA specifications.
   - Asphalt concrete must be produced using Marshall mix design procedure.
   - Staging area near Liberty Road could change
   - 25' maximum equipment height allowed on project site.
   - Box culvert changes to follow in an addendum; culverts within TSA (taxiway safety area) cannot be pre-cast and must be able to carry loads of 160,000 lb.; culverts outside the TSA are allowed to be HS-20 grade.

4. FAA mentioned that the glide slope antenna will have to be shut down during portions of construction.

5. Questions from contractors:

   - Can de-grassed soil be used as top soil?
   (Answer: Yes, once it has de-composed.)

   - Can excavation be re-used as embankment?
   (Answer: Yes, if it meets FAA requirements.)

- How should FAA cable be located?

(Answer: Contact FAA prior to beginning construction, and someone will come to re-mark locations.)

- Is the contractor responsible for inspectors' overtime?

(Answer: No.)

- Can work crew work 24 hours a day?

(Answer: Yes, but must be approved by Airport Operations.

- Is Primavera software to be used for construction scheduling?

(Answer: Yes.)

- Do delivery truck drivers need to obtain and have badges to enter project site?

(Answer: There must be one badged person to escort delivery trucks onto site.)

6. Gary Beard (AECOM) made some additional comments:

    - Security requirement of 1:4 (1 badged person for 4 employees) can change based on the TSA. $250 fine per person if badge is lost.
    - Operations Control can stop work at any time.
    - DBE form must be filled out completely. If not, bids can be thrown out.
    - Liquidated damages raised from $1000 / day to $2500 / day.

7. Adjourn

8. Site visit (optional)

9. Attachments:

    - Pre-Bid Conference Agenda
    - Meeting Attendees' Sign-In Sheet

Distribution: All meeting attendees.

QUESTIONS

1. Per the specs, this is a calendar day job (360 days). If we base our schedule and plan on working more than 5 days per week, or in excess of 40 hours per week, will we be responsible for any overtime cost for onsite inspection?

No the Contractor will not be responsible for the inspector's overtime cost

2. Who is responsible for the utility pole relocation?

The local utility company will relocate the pole if necessary.

3. Section 306-4.6 refers to the "jointing plan for the 6" paving shown in the plans." We cannot find a jointing plan included. Can you please provide this?

Jointing is not required except when production stops for the day.

4. Can the drainage boxes be pre-cast?

The Contractor can use pre-cast boxes outside the Taxiway Safety Area that met Highway Traffic loadings (HL-93). Shop drawings will need to be submitted for review and approval prior to ordering the boxes. The grates used in the pre-cast boxes must have the same area of openings as the grates shown on the plans.

5. Can the box culvert be pre-cast?

The Contractor can use pre-cast boxes culvers for the 8x6 box culvert where the box culvert is outside the Taxiway Safety Area see the revised plans for loading. Shop drawings will need to be submitted for review and approval prior to ordering the box culverts along with detail showing the connection between the pre-cast box and the cast in place box.

6. What class drain pipe is to be included in our bid?

The RCP is to be class III or IV, please see the revised plans for the locations and classes to be installed.

7. How thick is the base under the asphalt paving that is to be removed?

The perimeter roadway is "3 ½ of asphalt on 10" of stone base.

8. In reference to the "topsoiling being removed from a stockpile", is this 17,227 CYNS of material included in the bid quantity of 27,122 CYNS of excavation?

See revised topsoil quantity in the Unit Price Form, the intent is that the material in the clean and grub will be a mixture of grass, organics and dirt and will compost during construction and can be used as topsoil.

9. Will the airport keep all the additional excavation on site, or will it become the property of the contractor?

Excess and unsuitable excavation will be the property of the contractor and shall be handle off of airport property.

10. Is there a soils report that classifies the existing soils? We would like to know if any existing material will be of use for embankment purposes.

The soils report is included in Addendum No. 2

11. Is this project tax exempt?

No

12. Is there an elevation of the existing gas lines on the site?

The pipeline depth varies and is approximately 3' below grade except at the ditch locations where it is 1' to 2' below the ditch bottom.

13. Will we be required to use slurry lime in lieu of hydrated?

If applied at the same rate and in such a manner that it does not harm aircraft operations.

14. Plan sheet 13 shows 2- double 8x6 box culverts 150' and 310' approximately 460' total

This has been revised on the plans and in Unit Price Form. There is one double 8x8 box culver and one double 8x6 box culvert.

15. The bid quantities show double 8x6 276' and double 8x8 308' 584' total which is correct?

See the plans and Unit Price Form for revised box culvert lengths

16. What is the size and depth of the pipe removal at station 126+75?

Record drawings show the pipe to be 18" RCP and 24" RCP with inlet top at approximately 62.5' and invert at approximately 59.0'.

17. What is the bedding thickness for the box culverts and headwalls? The drawing implies 3' and the note says 2'.

The bedding is 3' thick.

18. How do we get paid for the 48" RCP?

See plans and Unit Price Form for revisions.

19. On sheet 54 detail A-54 does the under drain run the length of the box culvert?

This has been deleted see revised structural sheets.

20. On sheet 14 shows an 18' driveway what is the cross section and under which items is it paid?

This driveway has been deleted from the plans

21. The specification for the lean concrete base refers to cutting joints as shown on the plans, there is no detail on the plans, it also refers to matching the joints in the concrete paving there is no concrete paving we assume no sawed joints are required.

This is correct.

22. Please provide a copy of the soils report so we can assess the necessary shoring for the box culverts.

This is included in Addendum No. 2

23. There is a bid item for 2” conduit to be used for Lighting System Drain, 2,240’, indicated on sheet 31 as a square with a “D” in it.
    a. I do not see any of these symbols on the electrical drawings.
    b. In addition, ED-1 details 1, 2, and 3 represent the drain ties, but I do not see where each is to be used or how many of each is to be used.

There shall be six (6) drain lines with connections to catch basins on the southwest side of the taxiway and six (6) drain lines connections to filter bed on the northwest side.

24. How does the MALSAR circuit Re-route? Item S-1010, Reroute MALSAR Circuit is a lump sum, but I do not see how it is to be rerouted?

This is included in Addendum No. 2 – see sketch 32

25. Has there been any Atterberg limit and/or soil analysis testing done on the existing in-place dirt on this project? Is there any chance we can collect our own pre-bid samples for verification?

The soils report is included in Addendum No. 2 and give the embankment requirements, to obtain samples you will need to contact Aecom the Program Manager.

26. Are there any current soil sample data taken from the project site, and are we allowed to enter the site area to take soil samples pre-bid?

The soils report is included in Addendum No. 2 and give the embankment requirements, to obtain samples you will need to contact Aecom the Program Manager.

27. What station range applies to the typical section view on page 10 of the Plans? And also on page 11?

The typical section for the taxiway is constant throughout the taxiway’s length. The typical section for the roadway is constant throughout the roadway’s length

28. The specifications that I downloaded from Bid Express is missing sections 152-4.1 to 152-4.3. Can you provide me with this?

These sheets are note used as part of these plans

29. Page 29 of the plans shows 48” RCP pipe run @ 338’ long. There is no contract item for 48” RCP. Please advise.

See plans and Unit Price Form for revisions.

30. Insurance requirements on this bid calls for general liability limits of $5 Million per occurrence / $10 Million aggregate. Our policy has $1 Million per occurrence / $2 Million aggregate with a $10 Million Umbrella policy. Will this be acceptable to meet the requirements?

The $10 Million Umbrella policy is acceptable.