CONTRACT DOCUMENTS
AND
SPECIFICATIONS

FOR

AIP 3-22-0006-128-2023 & H.015713
TAXIWAY LIMA EXTENSION AND DECOMMISSIONING OF GA RUNWAY 4R-22L AND TAXIWAY ECHO
BATON ROUGE METROPOLITAN AIRPORT

ADDENDUM NO. 3

DATE ISSUED: JULY 24, 2024

ORIGINAL BID DATE: JULY 30, 2024

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 the addendum by its number and date on page I-48 of the original Bid Form. Failure to do so may subject the bidder to disqualification.

This Addendum No. 3 consists of the following:

REVISIONS TO DIVISION I BID FORMS/CONTRACT FORMS:

The following sections have been added, deleted, or amended in the Specifications and Contract Documents dated July 2024.

- Division I Page I-8
- Division I Page I-48
- Bid Unit Price Form for Phase I Base Bid (Concrete Pavement Section)
- Bid Unit Price Form for Phase I Alternate 1 (Asphalt Pavement Section)
- Bid Unit Price Form for Phase I Alternate 2 (Asphalt Pavement Section with Scope Reduction)

REVISIONS TO DIVISION IV TECHNICAL SPECIFICATIONS:

The following sections have been added, deleted, or amended in the Specifications and Contract Documents dated July 2024.

- Specification Section P-154 SUBBASE COURSE
- Specification Section T-905 TOPSOIL

REVISIONS TO CONSTRUCTION PLANS:

- Plan Sheet G008 Overall Construction Safety Plan and Airport Safety Plan
- Plan Sheet G023 Summary of Estimated Quantities
- Plan Sheet TS2 Typical Section – Taxiway L Extension
- Plan Sheet TS2.5 Typical Section – Taxiway L Extension
- Plan Sheet TS5 Typical Section Details

ADDITIONAL ITEMS:

- Final Geotechnical Report
- Photos of existing Rollout RVR
- As-built drawings of Taxiways E and L, GA Runway 4R-22L
- Contractor Question and Answer Spreadsheet

Stanley Consultants, Inc.
721 Government Street, Ste. 302
Baton Rouge, LA 70802
Phone (225) 396-1604

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.centralbidding.com or via hand delivery:

a. Fully executed Bid Form
b. Corporate Resolution
c. 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 necessary, in accordance with LA. RS. 38:2212 (B)(3)(a). All bidders shall fully complete and submit all bid forms required by statute or by Louisiana Administrative Code to the Purchasing Department. Failure of a bidder to fully complete and submit these forms in accordance with instructions noted above shall result in the bid being declared "non-responsive". These documents shall be received by the City of Baton Rouge and Parish of East Baton Rouge Purchasing Division on the 8th Floor in Room 826 of the City Hall Building.

The forms to be submitted are as follows:

1. DBE Schedule A Contract Participation and DBE Commitment
2. DBE Schedule B Required Participation Questionnaire
3. DBE Certification Letters
4. DBE Schedule C Certification and Documentation of DBE Unavailability
5. Bidders Organization Form
6. Certification of Restrictions on Lobbying
7. Certification of Non-segregated Facilities
8. Certification of Bidder Regarding Equal Employment
9. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
10. Certification Regarding Foreign Trade Restrictions
11. Buy American Certification
12. Certification of Non-Discrimination
13. Non-Collusion Affidavit
14. Attestation Regarding Past Criminal Convictions
15. E-Verify Affidavit
16. Subcontractor E-Affidavit

All persons or entities bidding or receiving bids or sub-bids in connection with this project shall comply with all provisions of the State Licensing Law for Contractors, La. R.S. 37:2150-2165, as amended. Bidders shall hold an active license issued by the Louisiana State Licensing Board for Contractors in the classification of: HIGHWAY, STREET AND BRIDGE CONSTRUCTION.

Any Bidder in doubt as to the accuracy, completeness, meaning or interpretation of any part of the Contract Documents shall submit to the Project Engineer a written request for an interpretation thereof no later than 5:00

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, Louisiana 70802

BID FOR: Baton Rouge Metropolitan Airport
Twy L Extension and Decommissioning of Rwy 4R-22L/Twy E
A.I.P No. 3-22-0006-128-2023
State Project No. H.015713

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: JULY 3, 2024.

Bidders must acknowledge all addenda. The Bidder acknowledges receipt of the following **ADDENDA:** _____ .

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.

Alternate No. 1 ASPHALT CONCRETE PAVEMENT for Alternate 1 sum of (can be a negative amount):

_____Dollars ($ _____)

Alternate No. 2 ASPHALT CONCRETE PAVEMENT (REDUCED LIMITS) for Alternate 2 sum of (can be a negative amount):

_____Dollars ($ _____)

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(B)5.

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
Parish of East Baton Rouge
Purchasing Division
Room 826, City Hall
222 St. Louis Street
Baton Rouge, Louisiana 70802

BID FOR: Baton Rouge Metropolitan Airport
Taxiway L Extension and Decommissioning of Runway 4R-22L & Taxiway E

A.I.P. No. 3-22-0006-128-2023
S.P. No. H.015713

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:	X Base Bid or ☐ Alt.# _____		CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
C-100	1	LS		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		INSTALLATION AND REMOVAL OF SILT FENCE (CATCH BASIN PROTECTION)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
C-102-5.1c	2,305	LF		

DESCRIPTION:	X 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)
C-102-5.1e	3,692	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		MOBILIZATION	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
C-105-5.1	1	LS		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		PAVEMENT REMOVAL (GA RUNWAY 4R-22L, TAXIWAY E)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-101-5.1a	17,259	SY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		COLD MILLING (2" DEPTH) (TAXIWAY L)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-101-5.6a	32,028	SY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		CLEARING AND GRUBBING	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-151-4.2	31	AC		

DESCRIPTION:	X 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	26,557	CY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		EMBANKMENT IN PLACE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-152-4.2	3,290	CY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		SUBBASE COURSE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-154-5.1	11,143	CY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		LIME TREATED SUBGRADE (10" THICK) (RVR AND GLIDE SLOPE ACCESS DRIVES)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-155-8.1a	381	SY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		LIME (RVR DRIVES)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-155-8.2a	4	TON		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		CRUSHED AGGREGATE BASE COURSE (10" THICK) (RVR DRIVE)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-209-5.1a	260	SY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		CRUSHED AGGREGATE BASE COURSE (6.0" THICK)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-209-5.1b	22,025	SY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		SEPARATION GEOTEXTILE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-209-5.2	22,286	SY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		LEAN CONCRETE BASE COURSE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-306-8.1	31,904	SY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		CEMENT TREATED PERMEABLE BASE COURSE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-307	31,904	SY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		ASPHALT SURFACE COURSE (2" THICK) (OVERLAY)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-401-8.1b	3,524	TON		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		ASPHALT MIXTURE SURFACE COURSE (2" THICK) (RVR DRIVES)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-403-8.1c	29	TON		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		ASPHALT MIXTURE BINDER COURSE (2" THICK) (RVR DRIVES)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-403-8.1d	36	TON		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		CEMENT CONCRETE PAVEMENT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-501-8.1	21,502	SY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-604-6.1	27,408	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		JOINT SEALING FILLER	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-605-5.1	27,408	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		CONCRETE (RVR RELOCATION PAD)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-610-6.1	4	CY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		SURFACE PREPARATION	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.1a	47,484	SF		

DESCRIPTION:	X 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-620-5.2b-1	23,307	SF		

DESCRIPTION:	X 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-620-5.2b-2	16,575	SF		

DESCRIPTION:	X 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-620-5.2b-3	9,589	SF		

DESCRIPTION:	X 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-620-5.2b-4	53,410	SF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		REFLECTIVE MEDIA (RUNWAY)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.3c	4,302	LB		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		TEMPORARY RUNWAY AND TAXIWAY MARKING	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.4d	1	LS		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		6 INCH PIPE (PERFORATED PVC), INCLUDING POROUS BACKFILL AND FILTER FABRIC	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-705-5.4	4,702	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		SEEDING (HYDROSEEDING)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
T-901-5.1	21	AC		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		SODDING	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
T-904-5.2	5,333	SY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		TOPSOIL (OBTAINED ONSITE OR REMOVED FROM STOCKPILE)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
T-905-5.1	5,401	CY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		MULCHING	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
T-908-5.1	97,217	SY		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		REMOVAL OF EXISTING PIPES AND STRUCTURES	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-101-5.7	1	LS		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		30 INCH RCP (CLASS IV) (INCLUDES BEDDING & BACKFILL)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-701-5.2	1,527	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		36 INCH RCP (CLASS IV) (INCLUDES BEDDING & BACKFILL)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-701-5.3	674	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		18 INCH RCPA (CLASS AIV) (INCLUDES BEDDING & BACKFILL)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-701-5.7	262	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		24 INCH RCPA (CLASS AIV) (INCLUDES BEDDING & BACKFILL)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-701-5.8	285	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		36 INCH RCPA (CLASS AIV) (INCLUDES BEDDING & BACKFILL)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-701-5.9	401	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		CATCH BASIN - CB-01 (INCLUDES BEDDING & BACKFILL)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-751-5.1	11	EA		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		CATCH BASIN - CB-02 (INCLUDES BEDDING & BACKFILL)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-751-5.2	2	EA		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		NO. 8 AWG, 5 KV TYPE C CABLE, INSTALLED IN CONDUIT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-108-5.1	10,600	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED, ABOVE THE DUCT BANK OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS, INCLUDING GROUND RODS	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-108-5.2	6,200	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		INSTALLATION OF 2.5 KW CONSTANT CURRENT REGULATOR IN PLACE AND OPERATIONAL INCLUDING 5KV CUTOUT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-109-7.1	1	EACH		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		MODIFICATIONS TO L-854 RADIO CONTROL EQUIPMENT TO INCLUDE PANEL RELABELING, IN PLACE AND OPERATIONAL	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-109-7.2	1	LUMP		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		ELECTRICAL CONDUIT, 2" SCHEDULE 40 PVC, TYPE II INSTALLED IN TRENCH	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-110-5.1	6,200	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		ELECTRICAL CONDUIT, 2" HDPE, JACKED OR BORED UNDER TAXIWAY IN STEEL CASING (STEEL CASING INCLUDED IN THIS ITEM)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-110-5.2	100	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		ELECTRICAL DUCT, 4-WAY, 4" AND 1-WAY, 2" HIGH DENSITY POLYETHYLENE CONDUIT, DIRECTIONAL BORE, INSTALLED	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-110-5.3	100	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		ELECTRICAL JUNCTION CAN, L-867, SIZE B, CLASS 1, COMPLETE, IN PLACE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-115-5.1	2	EA		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		ELECTRICAL JUNCTION CAN, L-867, SIZE D, CLASS 1, COMPLETE, IN PLACE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-115-5.2	6	EA		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		MEDIUM INTENSITY TAXIWAY EDGE LIGHT (L-861T), WITH BLUE LENS, LED LAMP, 10/15 WATT TRANSFORMER, BASE MOUNTED, IN PLACE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.1	84	EA		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		SIGN L-858, SIZE 2, 1-PANEL, REQUIRED CONCRETE BASE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.2	1	EA		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		SIGN L-858, SIZE 2, 2-PANEL, REQUIRED CONCRETE BASE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.3	3	EA		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		SIGN L-858, SIZE 2, 3-PANEL, REQUIRED CONCRETE BASE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.4	1	EA		
DESCRIPTION:	X Base Bid or ☐ Alt.# _____		REPLACE EXISTING SIGN PANEL, COMPLETE, IN PLACE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.6	23	EA		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		REMOVE EXISTING RUNWAY & TAXIWAY ELECTRICAL SYSTEMS	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.7	1	LUMP		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		CONNECT TO EXISTING CIRCUIT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.9	1	LUMP		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		TRENCHING FOR DIRECT BURIED CABLE, 18-INCH MINIMUM DEPTH	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-108-5.1	40	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		NO. 2 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONGS/TERMINATIONS	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-108-5.3	40	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		NO. 2 AWG, INSULATED, STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK OR CONDUIT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-108-5.4a	5,420	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		NO. 6 AWG, INSULATED, STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK OR CONDUIT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-108-5.4b	1,980	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		NO. 10 AWG, INSULATED, STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK OR CONDUIT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-108-5.4c	21,600	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		NON-ENCASED ELECTRICAL CONDUIT (2" HDPE)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-110-5.2a	1,800	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		NON-ENCASED ELECTRICAL CONDUIT (2" SCHEDULE 80 PVC)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-110-5.2b	40	LF		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		ELECTRICAL JUNCTION STRUCTURE (48"X48"X48" POLYMER CONCRETE)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-115-5.2	3	EA		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		ROLLOUT RVR DISASSEMBLY	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1001	1	LUMP		

DESCRIPTION:	X Base Bid or ☐ Alt.# _____		ROLLOUT RVR REASSEMBLY	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1002	1	LUMP		

All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner.

LOUISIANA UNIFORM PUBLIC WORK BID FORM

UNIT PRICE FORM

TO: City of Baton Rouge
Parish of East Baton Rouge
Purchasing Division
Room 826, City Hall
222 St. Louis Street
Baton Rouge, Louisiana 70802

BID FOR: Baton Rouge Metropolitan Airport
Taxiway L Extension and Decommissioning of Runway 4R-22L & Taxiway E

A.I.P. No. 3-22-0006-128-2023
S.P. No. H.015713

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 X Alt.# 1		UNCLASSIFIED EXCAVATION	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-152-4.1	5,687	CY		

DESCRIPTION:	☐ Base Bid or X Alt.# 1		EMBANKMENT IN PLACE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-152-4.2	9,688	CY		

DESCRIPTION:	☐ Base Bid or X Alt.# 1		LEAN CONCRETE BASE COURSE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-306-8.1	-31,904	SY		

DESCRIPTION:	☐ Base Bid or X Alt.# 1		CEMENT TREATED PERMEABLE BASE COURSE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-307	-31,904	SY		

DESCRIPTION:	☐ Base Bid or X Alt.# 1		ASPHALT SURFACE COURSE (2.0" THICK)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-401-8.1a	2,366	TON		

DESCRIPTION:	☐ Base Bid or X Alt.# 1		ASPHALT MIXTURE BINDER COURSE (2.0" THICK)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-403-8.1a	2,395	TON		

DESCRIPTION:	☐ Base Bid or X Alt.# 1		ASPHALT BASE COURSE COURSE (5.0" THICK)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-403-8.1b	6,129	TON		

DESCRIPTION:	☐ Base Bid or X Alt.# 1		ASPHALT TREATED PERMEABLE BASE COURSE (ATPB) (6" THICK)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-407-8.1	22,286	SY		

DESCRIPTION:	☐ Base Bid or X Alt.# 1		CEMENT CONCRETE PAVEMENT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-501-8.1	-21,502	SY		

DESCRIPTION:	☐ Base Bid or X Alt.# 1		EMULSIFIED ASPHALT PRIME COAT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-602-5.1	6,530	GAL		

DESCRIPTION:	☐ Base Bid or X Alt.# 1		EMULSIFIED ASPHALT TACK COAT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-603-5.1	8,566	GAL		

DESCRIPTION:	☐ Base Bid or X Alt.# 1		COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-604-6.1	-27,408	LF		

DESCRIPTION:	☐ Base Bid or X Alt.# 1		JOINT SEALING FILLER	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-605-5.1	-27,408	LF		

All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner.

LOUISIANA UNIFORM PUBLIC WORK BID FORM

UNIT PRICE FORM

TO: City of Baton Rouge
Parish of East Baton Rouge
Purchasing Division
Room 826, City Hall
222 St. Louis Street
Baton Rouge, Louisiana 70802

BID FOR: Baton Rouge Metropolitan Airport
Taxiway L Extension and Decommissioning of Runway 4R-22L & Taxiway E

A.I.P. No. 3-22-0006-128-2023
S.P. No. H.015713

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 X Alt.# 2		INSTALLATION AND REMOVAL OF SILT FENCE (CATCH BASIN PROTECTION)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
C-102-5.1c	-922	LF		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		INSTALLATION AND REMOVAL OF SILT FENCE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
C-102-5.1e	-1,055	LF		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		PAVEMENT REMOVAL (GA RUNWAY 4R-22L, TAXIWAY E)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-101-5.1a	-8,376	SY		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		CLEARING AND GRUBBING	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-151-4.2	-4	AC		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		UNCLASSIFIED EXCAVATION	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-152-4.1	-17,925	CY		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		EMBANKMENT IN PLACE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-152-4.2	9,425	CY		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		SUBBASE COURSE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-154-5.1	-4,559	CY		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		CRUSHED AGGREGATE BASE COURSE (6.0" THICK)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-209-5.1b	-9,026	SY		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		SEPARATION GEOTEXTILE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-209-5.2	-9,120	SY		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		LEAN CONCRETE BASE COURSE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-306-8.1	-31,904	SY		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		CEMENT TREATED PERMEABLE BASE COURSE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-307	-31,904	SY		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		ASPHALT SURFACE COURSE (2.0" THICK)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-401-8.1a	1,394	TON		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		ASPHALT MIXTURE BINDER COURSE (2.0" THICK)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-403-8.1a	1,412	TON		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		ASPHALT BASE COURSE COURSE (5.0" THICK)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-403-8.1b	3,621	TON		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		ASPHALT TREATED PERMEABLE BASE COURSE (ATPB) (6" THICK)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-407-8.1	13,167	SY		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		CEMENT CONCRETE PAVEMENT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-501-8.1	-21,502	SY		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		EMULSIFIED ASPHALT PRIME COAT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-602-5.1	3,850	GAL		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		EMULSIFIED ASPHALT TACK COAT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-603-5.1	5,708	GAL		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-604-6.1	-27,408	LF		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		JOINT SEALING FILLER	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-605-5.1	-27,408	LF		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		SURFACE PREPARATION	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.1a	-671	SF		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		RUNWAY AND TAXIWAY MARKING (YELLOW)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.2b-1	-3,496	SF		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		RUNWAY AND TAXIWAY MARKING (WHITE)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.2b-2	-2,486	SF		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		RUNWAY AND TAXIWAY MARKING (RED)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.2b-3	-1,438	SF		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		RUNWAY AND TAXIWAY MARKING (BLACK)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.2b-4	-7,650	SF		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		REFLECTIVE MEDIA (RUNWAY)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
P-620-5.3c	-645	LB		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		6 INCH PIPE (PERFORATED PVC), INCLUDING POROUS BACKFILL AND FILTER FABRIC	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
D-705-5.4	-1,695	LF		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		TOPSOIL (OBTAINED ONSITE OR REMOVED FROM STOCKPILE)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
T-905-5.1	-810	CY		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		NO. 8 AWG, 5 KV TYPE C CABLE, INSTALLED IN CONDUIT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-108-5.1	-3,200	LF		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED, ABOVE THE DUCT BANK OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS, INCLUDING GROUND RODS	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-108-5.2	-3,000	LF		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		INSTALLATION OF 2.5 KW CONSTANT CURRENT REGULATOR IN PLACE AND OPERATIONAL INCLUDING 5KV CUTOUT	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-109-7.1	-1	EA		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		ELECTRICAL CONDUIT, 2" SCHEDULE 40 PVC, TYPE II INSTALLED IN TRENCH	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-110-5.1	-3,200	LF		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		ELECTRICAL CONDUIT, 2" HDPE, JACKED OR BORED UNDER TAXIWAY IN STEEL CASING (STEEL CASING INCLUDED IN THIS ITEM)	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-110-5.2	400	LF		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		ELECTRICAL JUNCTION CAN, L-867, SIZE B, CLASS 1, COMPLETE, IN PLACE	
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 X Alt.# 2		MEDIUM INTENSITY TAXIWAY EDGE LIGHT (L-861T), WITH BLUE LENS, LED LAMP, 10/15 WATT TRANSFORMER, BASE MOUNTED, IN PLACE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.1	-43	EA		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		SIGN L-858, SIZE 2, 1-PANEL, REQUIRED CONCRETE BASE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.2	2	EA		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		SIGN L-858, SIZE 2, 2-PANEL, REQUIRED CONCRETE BASE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
L-125-5.3	-1	EA		

DESCRIPTION:	☐ Base Bid or X Alt.# 2		TEMPORARY COMMUNICATION LINE	
REF. NO.	QUANTITY	UNIT OF MEASURE	UNIT PRICE	UNIT PRICE EXTENSION (Quantity times Unit Price)
S-1004	1	LS		

All quantities are estimated. The contractor will be paid based upon actual quantities as verified by the Owner.

Item P-154 Subbase Course

DESCRIPTION

154-1.1 This item shall consist of a subbase course composed of granular materials constructed on a prepared subgrade or underlying course in accordance with these specifications, and in conformity with the dimensions and typical cross-section shown on the plans.

MATERIALS

154-2.1 Materials. The subbase material shall consist of hard durable particles or fragments of granular aggregates and/or recycled asphalt pavement (RAP). The material may be obtained from gravel pits, stockpiles, or may be produced from a crushing and screening plant with proper blending. The materials from these sources shall meet the requirements for gradation, quality, and consistency. The material shall be free from vegetative matter, excessive amounts of clay, and other objectionable substances; uniformly blended; and be capable of being compacted into a dense, stable subbase.

The subbase material shall exhibit a **California Bearing Ratio (CBR) value of at least 20** when tested in accordance with ASTM D1883. The subbase material shall meet the minimum requirements specified in the below:

Subbase Gradation Requirements

Sieve designation	**Percentage by weight passing sieves**		**Contractor's Final Gradation**	**Job Control Grading Band Tolerances[1] (Percent)**
	Subbase Aggregate	**Recycled pavement (RAP)**		
3 inch (75 mm)	100			0
1 1/2 inch (37.5 mm)		100		0
3/4 inch (19.0 mm)	70-100	70-100		±10
No. 10 (2.00 mm)	20-100	20-100		±10
No. 40 (425 µm)	5-60	5-60		±5

Sieve designation	Percentage by weight passing sieves		Contractor's Final Gradation	Job Control Grading Band Tolerances[1] (Percent)
	Subbase Aggregate	Recycled pavement (RAP)		
No. 200 (75 µm)	0-15	0-15		±5

[1]The "Job Control Grading Band Tolerances" shall be applied to "Contractor's Final Gradation" to establish the job control grading band.

The portion of the material passing the No. 40 (425 µm) sieve shall have a liquid limit of not more than 25 and a plasticity index of not more than six (6) when tested in accordance with ASTM D4318.

The Subbase Material should have a maximum PI of 25 and a maximum Organic Content of 5percent. Soils with a silt content of 50 percent or greater and also a Plasticity Index (PI) of 10 or less will not be allowed. It should be compacted to at least 98 percent of Maximum Dry Density at Optimum Moisture Content according to ASTM D-698. In-Place density measurements should be taken to assure that this degree of compaction is achieved.

154-2.2 Sampling and testing.

a. Aggregate base materials. Samples shall be taken by the Contractor per ASTM D75 for initial aggregate subbase requirements and gradation. Material shall meet the requirements in paragraphs 154-2.1. The Contractor shall submit to the Resident Project Representative (RPR) certified test results showing that the aggregate meets the Material requirements of this section. Tests shall be representative of the material to be used for the project.

b. Gradation requirements. The Contractor shall take at least one aggregate subbase sample per day in the presence of the RPR to check the final gradation. Samples shall be taken from the in-place, un-compacted material at sampling locations determined by the RPR on a random basis per ASTM D3665. Sampling shall be per ASTM D75 and tested per ASTM C136 and ASTM C117. Results shall be furnished to the RPR by the Contractor each day during construction. Material shall meet the requirements in paragraph 154-2.1.

154-2.3 Separation Geotextile. Separation geotextile shall be Class 2; 0.02 sec-1 permittivity per ASTM D4491; Apparent opening size per ASTM D4751 with 0.60 mm maximum average roll value.

154-2.4 Geogrid. Not used.

CONSTRUCTION METHODS

154-3.1 General. The subbase course shall be placed where designated on the plans or as directed by the RPR. The material shall be shaped and thoroughly compacted within the tolerances specified.

Granular subbases which, due to grain sizes or shapes, are not sufficiently stable to support the construction equipment without movement, shall be mechanically modified to the depth necessary to provide stability as directed by the RPR. The mechanical modification shall include the addition of a fine-

grained medium to bind the particles of the subbase material sufficiently to furnish a bearing strength, so the course will not deform under construction equipment traffic.

154-3.2 Preparing underlying course. Prior to constructing the subbase course, clean the underlying course or subgrade of all foreign substances. The surface of the underlying course or subgrade shall meet specified compaction and surface tolerances in accordance with Item P-152. Correct ruts, soft yielding spots in the underlying courses, and subgrade areas having inadequate compaction and/or deviations of the surface from the specified requirements, by loosening and removing soft or unsatisfactory material, adding approved material, reshaping to line and grade, and recompacting to specified density requirements. For cohesionless underlying courses or subgrades containing sands or gravels, as defined in ASTM D2487, the surface shall be stabilized prior to placement of the overlying course by mixing the overlying course material into the underlying course, and compacting by approved methods. The stabilized material shall be considered as part of the underlying course and shall meet all requirements for the underlying course. The finished underlying course shall not be disturbed by traffic or other operations and shall be maintained in a satisfactory condition until the overlying course is placed. The underlying course shall be checked and accepted by the RPR before placing and spreading operations are started.

To protect the subgrade and to ensure proper drainage, spreading of the subbase shall begin along the centerline of the pavement on a crowned section or on the high side of pavements with a one-way slope.

154-3.3 Control Strip. The first half-day of subbase construction shall be considered as a control strip for the Contractor to demonstrate, in the presence of the RPR, that the materials, equipment, and construction processes meet the requirements of this specification. The sequence and manner of rolling necessary to obtain specified density requirements shall be determined. The maximum compacted thickness may be increased to a maximum of 12 inches (300 mm) upon the Contractor's demonstration that approved equipment and operations will uniformly compact the lift to the specified density. The RPR must witness this demonstration and approve the lift thickness prior to full production.

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

154-3.4 Placement. The material shall be placed and spread on the prepared underlying layer by spreader boxes or other devices as approved by the RPR, to a uniform thickness and width. The equipment shall have positive thickness controls to minimize the need for additional manipulation of the material. Dumping from vehicles that require re-handling shall not be permitted. Hauling over the uncompacted base course shall not be permitted. The material shall not be placed when the underlying course is soft or yielding.

The material shall meet gradation and moisture requirements prior to compaction. Material may be free-draining and the minimum moisture content shall be established for placement and compaction of the material.

The material shall be deposited in lifts of 8 inches of loose material and compacted per section 154-3.5 Compaction.

When more than one lift is required to establish the layer thickness shown on the plans, the construction procedure described here shall apply to each lift. No lift shall be covered by subsequent lifts until tests verify that compaction requirements have been met. The Contractor shall rework, re-compact and retest any material placed which does not meet the specifications.

154-3.5 Compaction. The subbase material shall be compacted, adjusting moisture as necessary, to be within ±2% of optimum moisture. The field density of the compacted material shall be at least 98% of the

maximum density as specified in paragraph 154-3.9a. If the specified density is not attained, the area of the lift represented by the test shall be reworked and/or re-compacted and additional random tests made. This procedure shall be followed until the specified density is reached. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

154-3.6 Weather limitation. Material shall not be placed unless the ambient air temperature is at least 40°F (4°C) and rising. Work on subbase course shall not be conducted when the subgrade is wet or frozen or the subbase material contains frozen material.

154-3.7 Maintenance. No base or surface course shall be placed on the subbase until the subbase has been accepted by the RPR. The Contractor shall maintain the completed course in satisfactory condition throughout placement of subsequent layers. When material has been exposed to excessive rain, snow, or freeze-thaw conditions, the Contractor shall verify that materials still meet all specification requirements before placement of additional material. Equipment may be routed over completed sections of subbase course, provided the equipment does not damage the subbase course and the equipment is routed over the full width of the completed subbase course. Any damage to the subbase course from routing equipment over the subbase course shall be repaired by the Contractor at their expense.

154-3.8 Surface tolerance. In those areas on which a subbase or base course is to be placed, the surface shall be tested for smoothness and accuracy of grade and crown. Any portion lacking the required smoothness or failing in accuracy of grade or crown shall be scarified to a depth of at least 3 inches (75 mm), reshaped and re-compacted to grade until the required smoothness and accuracy are obtained and approved by the RPR. The Contractor shall perform all final smoothness and grade checks in the presence of the RPR. Any deviation in surface tolerances shall be corrected by the Contractor at the Contractor's expense.

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

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

154-3.9 Acceptance sampling and testing. The aggregate base course shall be accepted for density and thickness on an area basis. Two test shall be made for density and thickness for each 1200 square yards. Sampling locations will be determined on a random basis per ASTM D3665.

a. Density. The Contractor's laboratory shall perform all density tests in the RPR's presence and provide the test results upon completion to the RPR for acceptance.

Each area shall be accepted for density when the field density is at least 98% of the maximum density of laboratory specimens compacted and tested per ASTM D1557. The in-place field density shall be determined per ASTM D6938 using Procedure A, the direct transmission method, and ASTM D6938 shall be used to determine the moisture content of the material. The machine shall be calibrated in accordance with ASTM D6938. If the specified density is not attained, the area represented by the failed test shall be reworked and/or recompacted and two additional random tests made. This procedure shall be followed until the specified density is reached. Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

When the material has greater than 30 percent retained on the ¾ inch (19.0 mm) sieve, use methods in ASTM D1557 and the procedures in AASHTO T180 Annex for correction of maximum dry density and optimum moisture for oversized particles.

b. Thickness. 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 RPR for

each area. 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. The Contractor shall replace, at his expense, base material where depth tests have been taken.

METHOD OF MEASUREMENT

154-4.1 Subbase course shall be measured by the number of cubic yards of subbase course material placed and compacted to specified density and plan thickness requirements in the completed course. The quantity of subbase course material shall be measured in final position based survey provided by the contractor of the finished subgrade and compacted and finished subbase work computed from elevations to the nearest 0.01 foot. On individual depth measurements, thicknesses more than 1/2 inch (12 mm) in excess of that shown on the plans shall be considered as the specified thickness plus 1/2 inch (12 mm) in computing the yardage for payment. Subbase materials shall not be included in any other excavation quantities.

BASIS OF PAYMENT

154-5.1 Payment shall be made at the contract unit price per cubic yard for subbase course. This price shall be full compensation for furnishing all materials; for all preparation, hauling, and placing of these materials; and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item P-154-5.1	Subbase Course - per `cubic yard (cubic meter)`

REFERENCES

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

ASTM International (ASTM)

ASTM C117	Standard Test Method for Materials Finer than 75-µm (No. 200) Sieve in Mineral Aggregates by Washing
ASTM C136	Standard Test Method for Sieve Analysis of Fine and Coarse Aggregates
ASTM D75	Standard Practice for Sampling Aggregates
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 (2,700 kN-m/m^3))
ASTM D2487	Standard Practice for Classification of Soils for Engineering Purposes (Unified Soil Classification System)
ASTM D4253	Standard Test Methods for Maximum Index Density and Unit Weight of Soils Using a Vibratory Table

ASTM D4759	Practice for Determining the Specification Conformance of Geosynthetics
ASTM D4318	Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
ASTM D6938	Standard Test Method for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)

American Association of State Highway and Transportation Officials (AASHTO)

M 288	Geotextile Specification for Highway Applications

END OF ITEM P-154

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Item T-905 Topsoil

DESCRIPTION

905-1.1 This item shall consist of preparing the ground surface for topsoil application, removing topsoil from designated stockpiles or areas to be stripped on the site or from approved sources off the site, and placing and spreading the topsoil on prepared areas in accordance with this specification at the locations shown on the plans or as directed by the RPR.

MATERIALS

905-2.1 Topsoil. Topsoil shall be the surface layer of soil with no admixture of refuse or any material toxic to plant growth, and it shall be reasonably free from subsoil and stumps, roots, brush, stones (2 inches (50 mm) or more in diameter), and clay lumps or similar objects. Brush and other vegetation that will not be incorporated with the soil during handling operations shall be cut and removed. Ordinary sod and herbaceous growth such as grass and weeds are not to be removed, but shall be thoroughly broken up and intermixed with the soil during handling operations. Heavy sod or other cover, which cannot be incorporated into the topsoil by discing or other means, shall be removed. The topsoil or soil mixture, unless otherwise specified or approved, shall have a pH range of approximately 5.5 pH to 7.6 pH, when tested in accordance with the methods of testing of the Association of Official Agricultural Chemists in effect on the date of invitation of bids. The organic content shall be not less than 3% nor more than 20% as determined by the wet-combustion method (chromic acid reduction). There shall be not less than 20% nor more than 80% of the material passing the 200 mesh (75 μm) sieve as determined by the wash test in accordance with ASTM C117.

Natural topsoil may be amended by the Contractor with approved materials and methods to meet the above specifications.

905-2.2 Inspection and tests. Within 10 days following acceptance of the bid, the RPR shall be notified of the source of topsoil to be furnished by the Contractor. The topsoil shall be inspected to determine if the selected soil meets the requirements specified and to determine the depth to which stripping will be permitted. At this time, the Contractor may be required to take representative soil samples from several locations within the area under consideration and to the proposed stripping depths, for testing purposes as specified in paragraph 905-2.1.

CONSTRUCTION METHODS

905-3.1 General. Areas to be topsoiled shall be shown on the plans. If topsoil is available on the site, the location of the stockpiles or areas to be stripped of topsoil and the stripping depths shall be shown on the plans.

Suitable equipment necessary for proper preparation and treatment of the ground surface, stripping of topsoil, and for the handling and placing of all required materials shall be on hand, in good condition, and approved by the RPR before the various operations are started.

905-3.2 Preparing the ground surface. Immediately prior to dumping and spreading the topsoil on any area, the surface shall be loosened by discs or spike-tooth harrows, or by other means approved by the RPR, to a minimum depth of 2 inches (50 mm) to facilitate bonding of the topsoil to the covered subgrade

soil. The surface of the area to be topsoiled shall be cleared of all stones larger than 2 inches (50 mm) in any diameter and all litter or other material which may be detrimental to proper bonding, the rise of capillary moisture, or the proper growth of the desired planting. Limited areas, as shown on the plans, which are too compact to respond to these operations shall receive special scarification.

Grades on the area to be topsoiled, which have been established by others as shown on the plans, shall be maintained in a true and even condition. Where grades have not been established, the areas shall be smooth-graded and the surface left at the prescribed grades in an even and compacted condition to prevent the formation of low places or pockets where water will stand.

905-3.3 Obtaining topsoil. Prior to the stripping of topsoil from designated areas, any vegetation, briars, stumps and large roots, rubbish or stones found on such areas, which may interfere with subsequent operations, shall be removed using methods approved by the RPR. Heavy sod or other cover, which cannot be incorporated into the topsoil by discing or other means shall be removed.

When suitable topsoil is available on the site, the Contractor shall remove this material from the designated areas and to the depth as directed by the RPR. The topsoil shall be spread on areas already tilled and smooth-graded, or stockpiled in areas approved by the RPR. Any topsoil stockpiled by the Contractor shall be rehandled and placed without additional compensation. Any topsoil that has been stockpiled on the site by others, and is required for topsoil purposes, shall be removed and placed by the Contractor. The sites of all stockpiles and areas adjacent thereto which have been disturbed by the Contractor shall be graded if required and put into a condition acceptable for seeding.

When suitable topsoil is secured off the airport site, the Contractor shall locate and obtain the supply, subject to the approval of the RPR. The Contractor shall notify the RPR sufficiently in advance of operations in order that necessary measurements and tests can be made. The Contractor shall remove the topsoil from approved areas and to the depth as directed. The topsoil shall be hauled to the site of the work and placed for spreading, or spread as required. Any topsoil hauled to the site of the work and stockpiled shall be rehandled and placed without additional compensation.

905-3.4 Placing topsoil. The topsoil shall be evenly spread on the prepared areas to a uniform depth of 2 inches (50 mm) after compaction, unless otherwise shown on the plans or stated in the special provisions. Spreading shall not be done when the ground or topsoil is frozen, excessively wet, or otherwise in a condition detrimental to the work. Spreading shall be carried on so that turfing operations can proceed with a minimum of soil preparation or tilling.

After spreading, any large, stiff clods and hard lumps shall be broken with a pulverizer or by other effective means, and all stones or rocks (2 inches (50 mm) or more in diameter), roots, litter, or any foreign matter shall be raked up and disposed of by the Contractor. after spreading is completed, the topsoil shall be satisfactorily compacted by rolling with a cultipacker or by other means approved by the RPR. The compacted topsoil surface shall conform to the required lines, grades, and cross-sections. Any topsoil or other dirt falling upon pavements as a result of hauling or handling of topsoil shall be promptly removed.

METHOD OF MEASUREMENT

905-4.1 Topsoil obtained on the site shall be measured by the number of cubic yards (cubic meters) of topsoil measured in its original position and stripped or excavated. Topsoil stockpiled by others and removed for topsoil by the Contractor shall be measured by the number of cubic yards (cubic meters) of topsoil measured in the stockpile. Topsoil shall be measured by volume in cubic yards (cubic meters) computed by the method of end areas.

905-4.2 Topsoil obtained off the site shall be measured by the number of cubic yards (cubic meters) of topsoil measured in its original position and stripped or excavated. Topsoil shall be measured by volume in cubic yards (meters) computed by the method of end areas.

BASIS OF PAYMENT

905-5.1 Payment will be made at the contract unit price per cubic yard (cubic meter) for topsoil (obtained on the site). This price shall be full compensation for furnishing all materials and for all preparation, placing, and spreading of the materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

905-5.2 Payment will be made at the contract unit price per cubic yard (cubic meter) for topsoil (obtained off the site). This price shall be full compensation for furnishing all materials and for all preparation, placing, and spreading of the materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item T-905-5.1	Topsoil (Obtained on Site or Removed from Stockpile - per cubic yard (cubic meter)

REFERENCES

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

ASTM International (ASTM)

ASTM C117	Materials Finer than 75 μm (No. 200) Sieve in Mineral Aggregates by Washing

Advisory Circulars (AC)

AC 150/5200-33	Hazardous Wildlife Attractants on or Near Airports

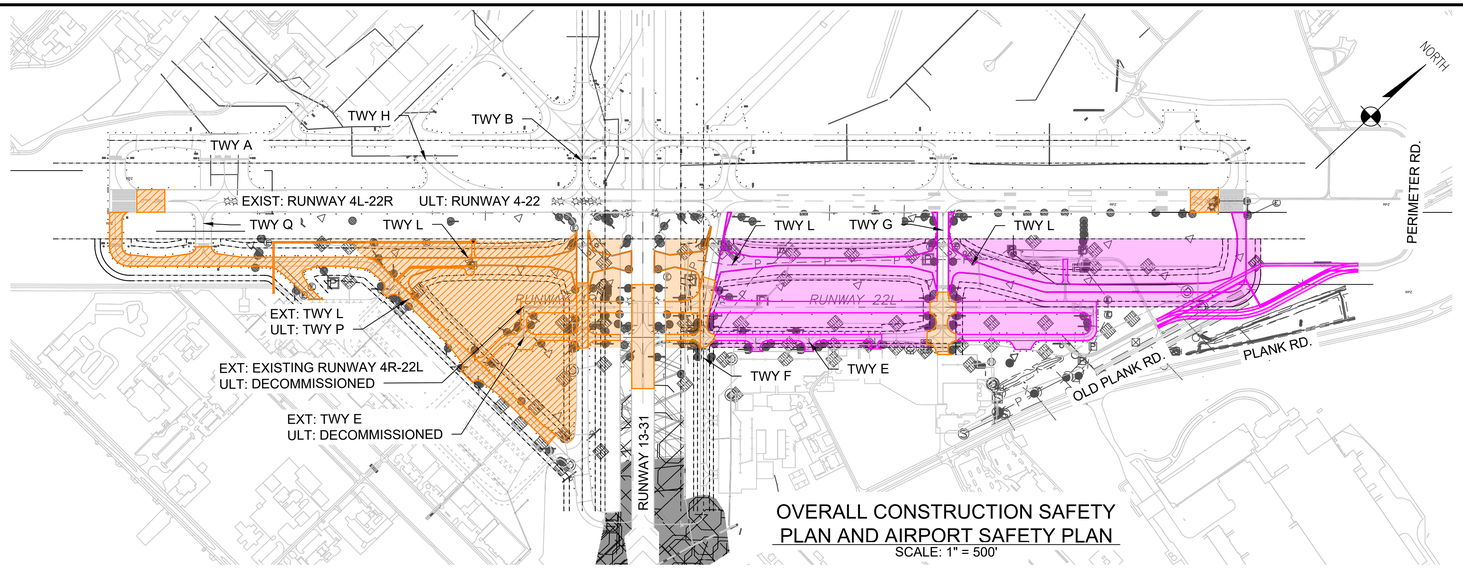
FAA/United States Department of Agriculture

Wildlife Hazard Management at Airports, A Manual for Airport Personnel

END OF ITEM T-905

ADDENDUM 3

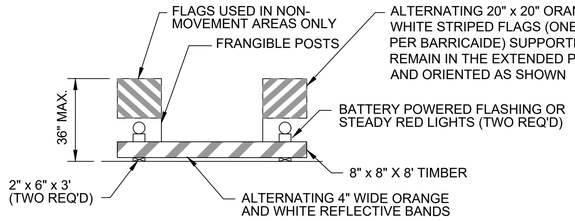
REVISED PLAN SHEETS



OVERALL CONSTRUCTION SAFETY PLAN AND AIRPORT SAFETY PLAN
SCALE: 1" = 500'

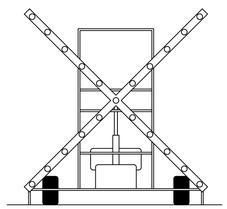
LEGEND:

1 / G008	LOW PROFILE BARRICADE
2 / G008	PORTABLE LIGHTED "X" RUNWAY CLOSURE MARKER
3 / G008	CLOSED RUNWAY MARKING
4 / G008	CONTRACTOR TRAFFIC DO NOT ENTER SIGNAGE
5 / G008	CONSTRUCTION TRAFFIC STOP SIGN
	PHASE I
	PHASE I (ALTERNATE 2)
	PHASE II (NOT IN CONTRACT)



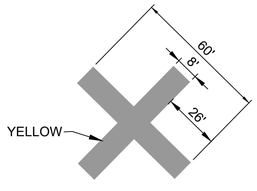
1 / G008 LOW PROFILE BARRICADE
N.T.S.

(TO BE PLACED AS REQUIRED BY PROJECT ENGINEER)



2 / G008 PORTABLE LIGHTED "X" RUNWAY CLOSURE MARKER
N.T.S.

1. THE CONTRACTOR SHALL FURNISH TWO (2) LIGHTED RUNWAY CLOSURE MARKERS, SHERWIN INDUSTRIES OR EQUAL, THAT MEETS OR EXCEEDS FAA TECHNICAL REPORT DOT/FAA/CT-TN87/3, OR LATEST UPDATE, FOR THE DURATION OF THE PROJECT.
2. CONTRACTOR SHALL OPERATE AND MAINTAIN THE RUNWAY MARKERS IN GOOD CONDITION AND PROVIDE ALL FUEL, LUBRICANTS AND REPLACEMENT BULB (UL TESTED AND APPROVED) FOR THE DURATION OF THE PROJECT.

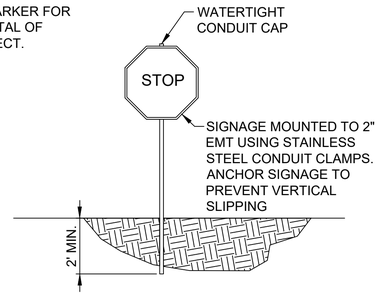


3 / G008 CLOSED RUNWAY MARKING DETAIL
N.T.S.

1. CROSS TO BE DESIGNED TO BE SUBMITTED FOR APPROVAL.
2. CONTRACTOR TO PROVIDE ONE (1) MARKER FOR EACH END OF THE RUNWAY FOR A TOTAL OF TWO(2). FOR DURATION OF THE PROJECT.

4 / G008 TEMPORARY CONSTRUCTION SIGNAGE
N.T.S.

1. SIGNAGE DIMENSIONS SHALL COMPLY WITH THE MOST CURRENT EDITION OF THE MUTCD.
2. ALL COSTS ASSOCIATED WITH SIGN INSTALLATION AND MAINTENANCE WILL NOT BE MEASURED FOR SEPARATE PAVEMENT BUT SHALL BE SUBSIDIARY TO ITEM SS-120 CONSTRUCTION SAFETY AND SECURITY.
3. SIGNS SHALL BE INSTALLED AT THE BEGINNING OF EACH WORK SHIFT AND REMOVED AT THE END OF EACH WORK SHIFT.



5 / G008 CONSTRUCTION TRAFFIC STOP SIGN
N.T.S.

1. STOP SIGN SHALL BE RETROREFLECTIVE.
2. CONTRACTOR SHALL SUBMIT SIGN DIMENSIONS FOR APPROVAL PRIOR TO CONSTRUCTION.
3. CONSTRUCTION TRAFFIC STOP SIGN WILL BE CONSIDERED SUBSIDIARY TO ITEM SS-120 CONSTRUCTION SAFETY AND SECURITY.
4. CONSTRUCTION VEHICULAR TRAFFIC AT THE STOP SIGN SHALL YIELD TO AIRCRAFT TRAFFIC AT ALL TIMES.
5. SIGN SHALL CONFIRM TO THE MOST RECENT EDITION OF FHWA'S MUTCD

STATE OF LOUISIANA
BLAKE S. ROUSSEL
License No. 33279
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
07/24/2024

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
2	ADDENDUM 3	AJF	BSR	BSR	07/2024
1	ADDENDUM 1	AJF	BSR	BSR	07/2024

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

TAXIWAY LIMA EXTENSION

OVERALL CONSTRUCTION SAFETY PLAN AND AIRPORT SAFETY PLAN

DESIGNED	AJF
DRAWN	KAL
CHECKED	BSR
APPROVED	N/A
APPROVED	N/A
DATE	DATE

SCALE: N.T.S.
NO. 30757.02.00
REV. 0
G008

CADD D3-R4

SUMMARY OF ESTIMATED QUANTITIES--PHASE I BASE BID

ITEM	DESCRIPTION	UNIT	TOTAL QUANTITY
	TAXIWAY PAVEMENT AND EARTHWORK		
C-100	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1
C-102-5.1c	INSTALLATION AND REMOVAL OF SILT FENCE (CATCH BASIN PROTECTION)	LF	2,305
C-102-5.1e	INSTALLATION AND REMOVAL OF SILT FENCE	LF	3,692
C-105-5.1	MOBILIZATION	LS	1
P-101-5.1a	PAVEMENT REMOVAL (GA RUNWAY 4R-22L, TAXIWAY E)	SY	17,259
P-101-5.6a	COLD MILLING (2" DEPTH) (TAXIWAY L)	SY	32,028
P-151-4.2	CLEARING AND GRUBBING	AC	31
P-152-4.1	UNCLASSIFIED EXCAVATION	CY	26,557
P-152-4.2	EMBANKMENT IN PLACE	CY	3,290
P-154-5.1	SUBBASE COURSE	CY	11,143
P-155-8.1a	LIME TREATED SUBGRADE (10" THICK) (RVR AND GLIDE SLOPE ACCESS DRIVES)	SY	381
P-155-8.2a	LIME (RVR DRIVES)	TON	4
P-209-5.1a	CRUSHED AGGREGATE BASE COURSE (10" THICK) (RVR DRIVE)	SY	260
P-209-5.1b	CRUSHED AGGREGATE BASE COURSE (6.0" THICK)	SY	22,025
P-209-5.2	SEPARATION GEOTEXTILE	SY	22,286
P-306-8.1	LEAN CONCRETE BASE COURSE	SY	31,904
P-307	CEMENT TREATED PERMEABLE BASE COURSE	SY	31,904
P-401-8.1b	ASPHALT SURFACE COURSE (2" THICK) (OVERLAY)	TON	3,524
P-403-8.1c	ASPHALT MIXTURE SURFACE COURSE (2" THICK) (RVR DRIVES)	TON	29
P-403-8.1d	ASPHALT MIXTURE BINDER COURSE (2" THICK) (RVR DRIVES)	TON	36
P-501-8.1	CEMENT CONCRETE PAVEMENT	SY	21,502
P-604-6.1	COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS	LF	27,408
P-605-5.1	JOINT SEALING FILLER	LF	27,408
P-610-6.1	CONCRETE (RVR RELOCATION PAD)	CY	4
P-620-5.1a	SURFACE PREPARATION	SF	47,484
P-620-5.2b-1	RUNWAY AND TAXIWAY MARKING (YELLOW)	SF	23,307
P-620-5.2b-2	RUNWAY AND TAXIWAY MARKING (WHITE)	SF	16,575
P-620-5.2b-3	RUNWAY AND TAXIWAY MARKING (RED)	SF	9,589
P-620-5.2b-4	RUNWAY AND TAXIWAY MARKING (BLACK)	SF	53,410
P-620-5.3c	REFLECTIVE MEDIA (RUNWAY)	LB	4,302
P-620-5.4d	TEMPORARY RUNWAY AND TAXIWAY MARKING	LS	1
D-705-5.4	6 INCH PIPE (PERFORATED PVC), INCLUDING POROUS BACKFILL AND FILTER FABRIC	LF	4,702
T-901-5.1	SEEDING (HYDROSEEDING)	AC	21
T-904-5.2	SODDING	SY	5,333
T-905-5.1	TOPSOIL (OBTAINED ONSITE OR REMOVED FROM STOCKPILE)	CY	5,401
T-908-5.1	MULCHING	SY	97,217
	DRAINAGE, PERIMETER ROAD, PERIMETER FENCE		
P-101-5.7	REMOVAL OF EXISTING PIPES AND STRUCTURES	LS	1
D-701-5.2	30 INCH RCP (CLASS IV) (INCLUDES BEDDING & BACKFILL)	LF	1,527
D-701-5.3	36 INCH RCP (CLASS IV) (INCLUDES BEDDING & BACKFILL)	LF	674
D-701-5.7	18 INCH RCPA (CLASS AIV) (INCLUDES BEDDING & BACKFILL)	LF	262
D-701-5.8	24 INCH RCPA (CLASS AIV) (INCLUDES BEDDING & BACKFILL)	LF	285
D-701-5.9	36 INCH RCPA (CLASS AIV) (INCLUDES BEDDING & BACKFILL)	LF	401
D-751-5.1	CATCH BASIN - CB-01 (INCLUDES BEDDING & BACKFILL)	EA	11
D-751-5.2	CATCH BASIN - CB-02 (INCLUDES BEDDING & BACKFILL)	EA	2
	TAXIWAY EDGE LIGHTING AND SIGNING		
L-108-5.1	NO. 8 AWG, 5 KV TYPE C CABLE, INSTALLED IN CONDUIT	LF	10,600
L-108-5.2	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED, ABOVE THE DUCT BANK OR CONDUIT, INCLUDING CONNECTIONS/TERMINATIONS, INCLUDING GROUND RODS	LF	6,200
L-109-7.1	INSTALLATION OF 2.5 KW CONSTANT CURRENT REGULATOR IN PLACE AND OPERATIONAL INCLUDING 5KV CUTOUT	EACH	1
L-109-7.2	MODIFICATIONS TO L-854 RADIO CONTROL EQUIPMENT TO INCLUDE PANEL RELABELING, IN PLACE AND OPERATIONAL	LUMP	1
L-110-5.1	ELECTRICAL CONDUIT, 2" SCHEDULE 40 PVC, TYPE II INSTALLED IN TRENCH	LF	6,200
L-110-5.2	ELECTRICAL CONDUIT, 2" HDPE, JACKED OR BORED UNDER TAXIWAY IN STEEL CASING (STEEL CASING INCLUDED IN THIS ITEM)	LF	100
L-110-5.3	ELECTRICAL DUCT, 4-WAY, 4" AND 1-WAY, 2" HIGH DENSITY POLYETHYLENE CONDUIT, DIRECTIONAL BORE, INSTALLED	LF	100
L-115-5.1	ELECTRICAL JUNCTION CAN, L-867, SIZE B, CLASS 1, COMPLETE, IN PLACE	EA	2
L-115-5.2	ELECTRICAL JUNCTION CAN, L-867, SIZE D, CLASS 1, COMPLETE, IN PLACE	EA	6
L-125-5.1	MEDIUM INTENSITY TAXIWAY EDGE LIGHT (L-861T), WITH BLUE LENS, LED LAMP, 10/15 WATT TRANSFORMER, BASE MOUNTED, IN PLACE	EA	84
L-125-5.2	SIGN L-858, SIZE 2, 1-PANEL, REQUIRED CONCRETE BASE	EA	1
L-125-5.3	SIGN L-858, SIZE 2, 2-PANEL, REQUIRED CONCRETE BASE	EA	3
L-125-5.4	SIGN L-858, SIZE 2, 3-PANEL, REQUIRED CONCRETE BASE	EA	1
L-125-5.6	REPLACE EXISTING SIGN PANEL, COMPLETE, IN PLACE	EA	23
L-125-5.7	REMOVE EXISTING RUNWAY & TAXIWAY ELECTRICAL SYSTEMS	LUMP	1
L-125-5.9	CONNECT TO EXISTING CIRCUIT	LUMP	1
	NAVAIDS (RVR RELOCATION)		
L-108-5.1	TRENCHING FOR DIRECT BURIED CABLE, 18-INCH MINIMUM DEPTH	LF	40
L-108-5.3	NO. 2 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONGS/TERMINATIONS	LF	40
L-108-5.4a	NO. 2 AWG, INSULATED, STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK OR CONDUIT	LF	5,420
L-108-5.4b	NO. 6 AWG, INSULATED, STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK OR CONDUIT	LF	1,980
L-108-5.4c	NO. 10 AWG, INSULATED, STRANDED EQUIPMENT GROUND, INSTALLED IN DUCT BANK OR CONDUIT	LF	21,600
L-110-5.2a	NON-ENCASED ELECTRICAL CONDUIT (2" HDPE)	LF	1,800
L-110-5.2b	NON-ENCASED ELECTRICAL CONDUIT (2" SCHEDULE 80 PVC)	LF	40
L-115-5.2	ELECTRICAL JUNCTION STRUCTURE (48"X48"X48" POLYMER CONCRETE)	EA	3
S-1001	ROLLOUT RVR DISASSEMBLY	LUMP	1
S-1002	ROLLOUT RVR REASSEMBLY	LUMP	1

SUMMARY OF ESTIMATED QUANTITIES--PHASE I ALTERNATE 1

ITEM	DESCRIPTION	UNIT	TOTAL QUANTITY
	TAXIWAY PAVEMENT AND EARTHWORK		
P-152-4.1	UNCLASSIFIED EXCAVATION	CY	5,687
P-152-4.2	EMBANKMENT IN PLACE	CY	9,688
P-306-8.1	LEAN CONCRETE BASE COURSE	SY	-31,904
P-307	CEMENT TREATED PERMEABLE BASE COURSE	SY	-31,904
P-401-8.1a	ASPHALT SURFACE COURSE (2.0" THICK)	TON	2,366
P-403-8.1a	ASPHALT MIXTURE BINDER COURSE (2.0" THICK)	TON	2,395
P-403-8.1b	ASPHALT BASE COURSE COURSE (5.0" THICK)	TON	6,129
P-407-8.1	ASPHALT TREATED PERMEABLE BASE COURSE (ATPB) (6" THICK)	SY	22,286
P-501-8.1	CEMENT CONCRETE PAVEMENT	SY	-21,502
P-602-5.1	EMULSIFIED ASPHALT PRIME COAT	GAL	6,530
P-603-5.1	EMULSIFIED ASPHALT TACK COAT	GAL	8,566
P-604-6.1	COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS	LF	-27,408
P-605-5.1	JOINT SEALING FILLER	LF	-27,408

SUMMARY OF ESTIMATED QUANTITIES--PHASE I ALTERNATE 2

ITEM	DESCRIPTION	UNIT	TOTAL QUANTITY
	TAXIWAY PAVEMENT AND EARTHWORK		
C-102-5.1c	INSTALLATION AND REMOVAL OF SILT FENCE (CATCH BASIN PROTECTION)	LF	-922
C-102-5.1e	INSTALLATION AND REMOVAL OF SILT FENCE	LF	-1,055
P-101-5.1a	PAVEMENT REMOVAL (GA RUNWAY 4R-22L, TAXIWAY E)	SY	-8,376
P-151-4.2	CLEARING AND GRUBBING	AC	-4
P-152-4.1	UNCLASSIFIED EXCAVATION	CY	-17,925
P-152-4.2	EMBANKMENT IN PLACE	CY	9,425
P-154-5.1	SUBBASE COURSE	CY	-4,559
P-209-5.1b	CRUSHED AGGREGATE BASE COURSE (6.0" THICK)	SY	-9,026
P-209-5.2	SEPARATION GEOTEXTILE	SY	-9,120
P-306-8.1	LEAN CONCRETE BASE COURSE	SY	-31,904
P-307	CEMENT TREATED PERMEABLE BASE COURSE	SY	-31,904
P-401-8.1a	ASPHALT SURFACE COURSE (2.0" THICK)	TON	1,394
P-403-8.1a	ASPHALT MIXTURE BINDER COURSE (2.0" THICK)	TON	1,412
P-403-8.1b	ASPHALT BASE COURSE COURSE (5.0" THICK)	TON	3,621
P-407-8.1	ASPHALT TREATED PERMEABLE BASE COURSE (ATPB) (6" THICK)	SY	13,167
P-501-8.1	CEMENT CONCRETE PAVEMENT	SY	-21,502
P-602-5.1	EMULSIFIED ASPHALT PRIME COAT	GAL	3,850
P-603-5.1	EMULSIFIED ASPHALT TACK COAT	GAL	5,708
P-604-6.1	COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS	LF	-27,408
P-605-5.1	JOINT SEALING FILLER	LF	-27,408
P-620-5.1a	SURFACE PREPARATION	SF	-671
P-620-5.2b-1	RUNWAY AND TAXIWAY MARKING (YELLOW)	SF	-3,496
P-620-5.2b-2	RUNWAY AND TAXIWAY MARKING (WHITE)	SF	-2,486
P-620-5.2b-3	RUNWAY AND TAXIWAY MARKING (RED)	SF	-1,438
P-620-5.2b-4	RUNWAY AND TAXIWAY MARKING (BLACK)	SF	-7,650
P-620-5.3c	REFLECTIVE MEDIA (RUNWAY)	LB	-645
D-705-5.4	6 INCH PIPE (PERFORATED PVC), INCLUDING POROUS BACKFILL AND FILTER FABRIC	LF	-1,695
T-905-5.1	TOPSOIL (OBTAINED ONSITE OR REMOVED FROM STOCKPILE)	CY	-810
	TAXIWAY EDGE LIGHTING AND SIGNING		
L-108-5.1	NO. 8 AWG, 5 KV TYPE C CABLE, INSTALLED IN CONDUIT	LF	-3,200
L-108-5.2	NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED, ABOVE THE DUCT BANK OR CO	LF	-3,000
L-109-7.1	INSTALLATION OF 2.5 KW CONSTANT CURRENT REGULATOR IN PLACE AND OPERATIONAL INCLUDIN	EACH	-1
L-110-5.1	ELECTRICAL CONDUIT, 2" SCHEDULE 40 PVC, TYPE II INSTALLED IN TRENCH	LF	-3,200
L-110-5.2	ELECTRICAL CONDUIT, 2" HDPE, JACKED OR BORED UNDER TAXIWAY IN STEEL CASING (STEEL CASIN	LF	400
L-115-5.1	ELECTRICAL JUNCTION CAN, L-867, SIZE B, CLASS 1, COMPLETE, IN PLACE	EA	2
L-125-5.1	MEDIUM INTENSITY TAXIWAY EDGE LIGHT (L-861T), WITH BLUE LENS, LED LAMP, 10/15 WATT TRAN	EA	-43
L-125-5.2	SIGN L-858, SIZE 2, 1-PANEL, REQUIRED CONCRETE BASE	EA	2
L-125-5.3	SIGN L-858, SIZE 2, 2-PANEL, REQUIRED CONCRETE BASE	EA	-1
S-1004	TEMPORARY COMMUNICATION LINE	LUMP	1

STATE OF LOUISIANA
BLAKE S. ROUSSEL
License No. 33279
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

07/24/2024

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
3	ADDENDUM 3	AJF	BSR	BSR	07/2024
2	ADDENDUM 2	AJF	BSR	BSR	07/2024
1	ADDENDUM 1	AJF	BSR	BSR	07/2024

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

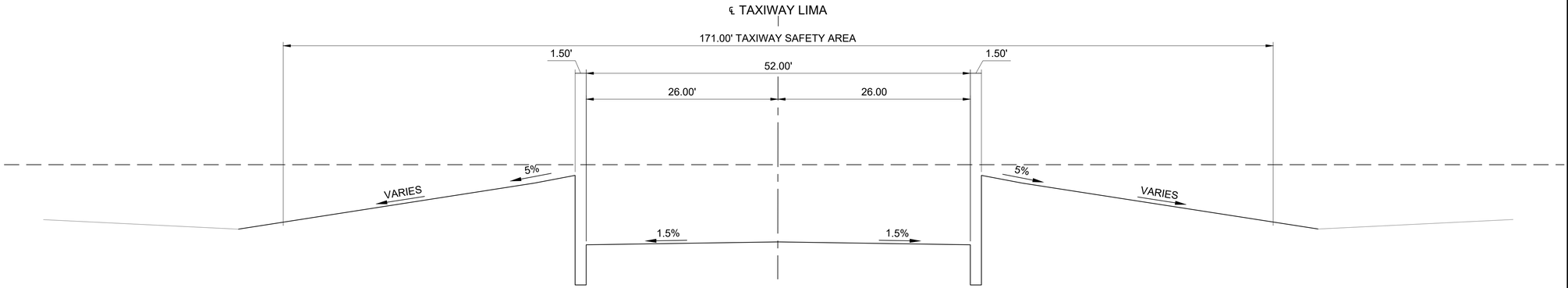
TAXIWAY LIMA EXTENSION

SUMMARY OF ESTIMATED QUANTITIES

DESIGNED W.T.B.
DRAWN C.T.H.
CHECKED B.S.R.
APPROVED N/A.
APPROVED N/A
DATE 12/22/2023

SCALE: NTS
NO. 30757.02.00
REV. 0
G023

CADD D3--R4

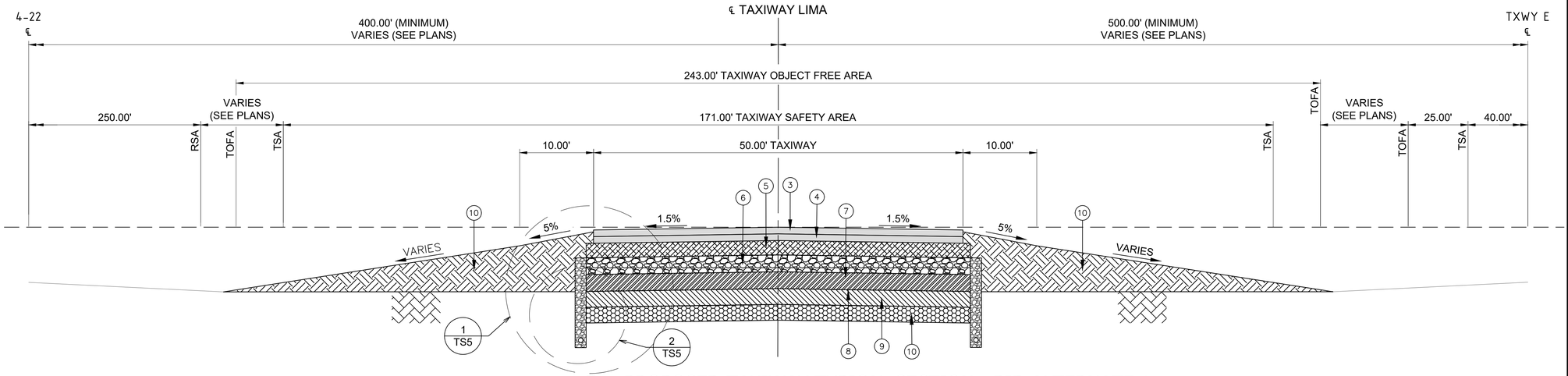


1 / TS2

PROPOSED TAXIWAY GRADING SECTION

SCALE: NOT TO SCALE

STA. 520+85.41 TO STA. 534+01.96
STA. 534+76.96 TO STA. 537+64.05
STA. 539+14.05 TO STA. 542+48.12
STA. 543+39.60 TO STA. 557+81.83
STA. 558+55.83 TO STA. 582+82.50



2 / TS2

PROPOSED TAXIWAY TYPICAL SECTION - BID ALTERNATE 1

SCALE: NOT TO SCALE

STA. 520+85.41 TO STA. 534+01.96
STA. 534+76.96 TO STA. 537+64.05
STA. 539+14.05 TO STA. 542+48.12
STA. 543+39.60 TO STA. 557+81.83
STA. 558+55.83 TO STA. 582+82.50

LEGEND:

* 1. EXISTING ASPHALT SURFACING AND BASE TO REMAIN
* 2. P-101/P-401 MILL & OVERLAY (2" THICK)
3. P-401 ASPHALT SURFACE COURSE (2" THICK)
4. P-403 ASPHALT MIXTURE BINDER COURSE (2" THICK)
5. P-403 ASPHALT BASE COURSE (5.0" THICK)
6. P-209 CRUSHED AGGREGATE (6.0" THICK)
7. P-407 ASPHALT TREATED PERMEABLE BASE COURSE (6" THICK)
8. GEOSYNTHETIC FABRIC
9. P-154 SUBBASE COURSE (18" THICK)
10. P-152 EXCAVATION, SUBGRADE, AND EMBANKMENT
* 11. EXISTING EMBANKMENT TO REMAIN
* NOT USED THIS SHEET

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 PLANS AND GEOMETRIC LAYOUT SHEETS FOR EXACT WIDTHS OF PAVEMENT, TSA, AND TOFA AT VARIOUS LOCATIONS.

3. SEE PROPOSED GRADING SHEETS AND CROSS SECTIONS FOR GRADING DETAILS.

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

STATE OF LOUISIANA
BLAKE S. ROUSSEL
License No. 33279
PROFESSIONAL ENGINEER
IN CIVIL ENGINEERING
Blake S. Roussel
07/24/2024

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
2	ADDENDUM 3	AJF	BSR	BSR	07/2024
1	ADDENDUM 1	AJF	BSR	BSR	07/2024

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

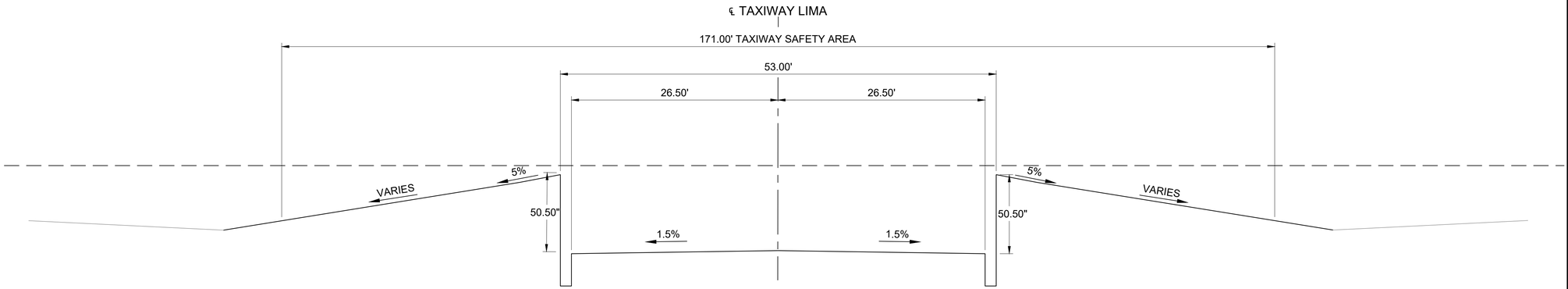
TAXIWAY LIMA EXTENSION

TYPICAL SECTION – TXWY L EXTENSION

DESIGNED AJF
DRAWN KAL
CHECKED BSR
APPROVED N/A
APPROVED N/A
DATE TBD

SCALE: SHEET SCALE
NO. 30757.02.00
REV. 0
TS2

CADD D3-R4



1 TS2.5

PROPOSED TAXIWAY GRADING SECTION

SCALE: NOT TO SCALE

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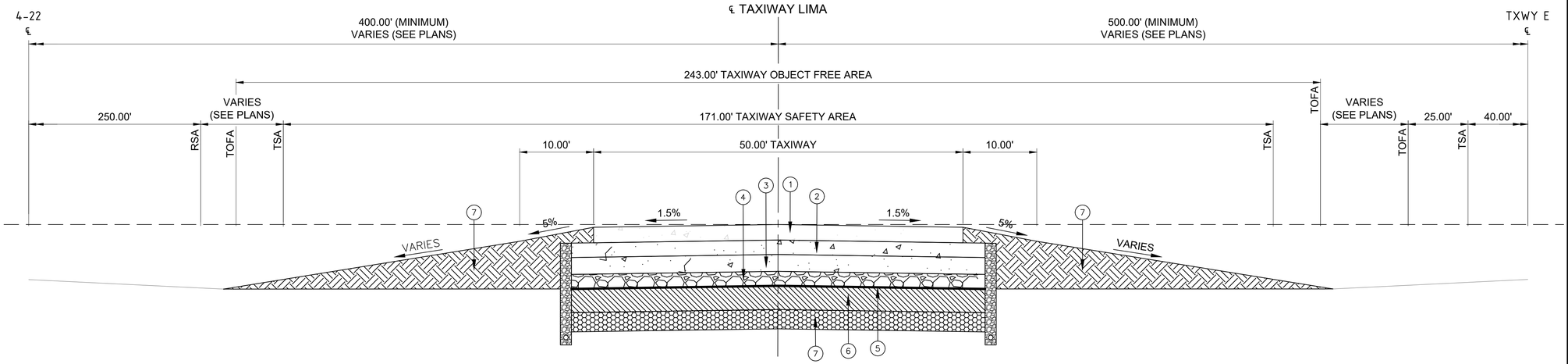
STA. 534+76.96 TO STA. 537+64.05
STA. 539+14.05 TO STA. 542+48.12
STA. 543+39.60 TO STA. 557+81.83
STA. 558+55.83 TO STA. 582+82.50



2 TS2.5

PROPOSED TAXIWAY TYPICAL SECTION - BASE BID

SCALE: NOT TO SCALE

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STA. 534+76.96 TO STA. 537+64.05
STA. 539+14.05 TO STA. 542+48.12
STA. 543+39.60 TO STA. 557+81.83
STA. 558+55.83 TO STA. 582+82.50

LEGEND:

1. P-501 CEMENT CONCRETE PAVEMENT (9" THICK)
2. P-307 CEMENT TREATED PERMEABLE BASE COURSE (DRAINAGE LAYER) (6" THICK)
3. P-306 ECONOCRETE LEAN CONCRETE BASE COURSE (11.5" THICK)
4. P-209 CRUSHED AGGREGATE (6.0" THICK)
5. GEOSYNTHETIC SEPARATION LAYER
6. P-154 SUBBASE COURSE (18" THICK)
7. P-152 EXCAVATION, SUBGRADE, AND EMBANKMENT

* 8. EXISTING EMBANKMENT TO REMAIN

* NOT USED THIS SHEET

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 PLANS AND GEOMETRIC LAYOUT SHEETS FOR EXACT WIDTHS OF PAVEMENT, TSA, AND TOFA AT VARIOUS LOCATIONS.
3. SEE PROPOSED GRADING SHEETS AND CROSS SECTIONS FOR GRADING DETAILS.

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

STATE OF LOUISIANA
BLAKE S. ROUSSEL
License No. 33279
PROFESSIONAL ENGINEER
07/24/2024

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
2	ADDENDUM 3	AJF	BSR	BSR	07/2024
1	ADDENDUM 1	AJF	BSR	BSR	07/2024

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

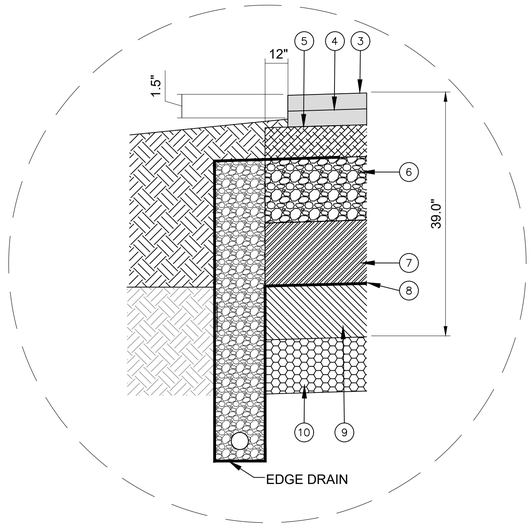
TAXIWAY LIMA EXTENSION

TYPICAL SECTION – TXWY L EXTENSION

DESIGNED A.J.F.
DRAWN K.A.L.
CHECKED B.S.R.
APPROVED N/A
APPROVED N/A
DATE TBD

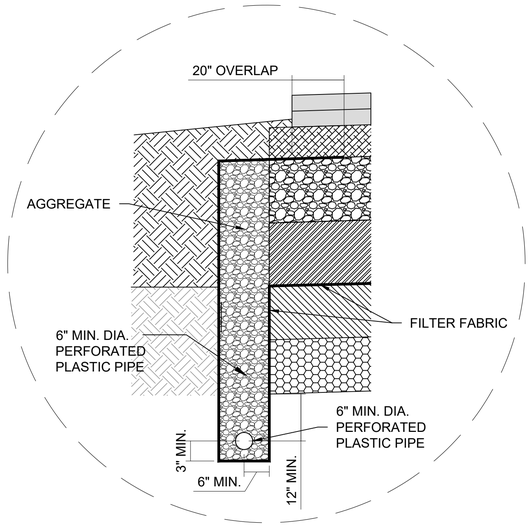
SCALE: SHEET SCALE
NO. 30757.02.00
REV. 0
TS2.5

CADD D3-R4



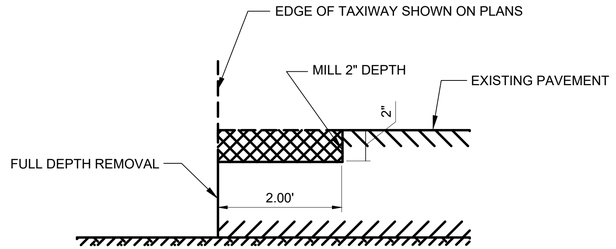
1 TS5 **PAVEMENT LIP DETAIL**
SCALE: NOT TO SCALE

NOTE: RIGHT SIDE SIMILAR, BUT MIRRORED

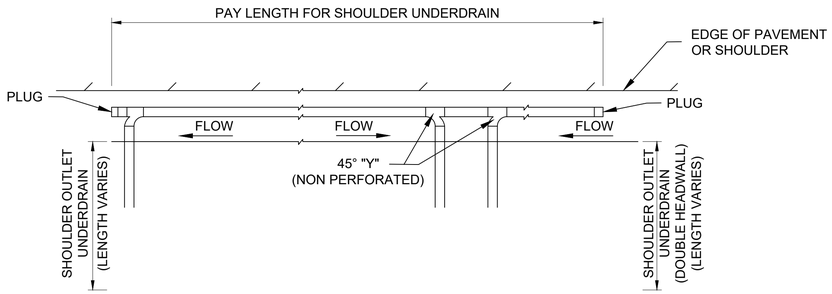


2 TS5 **EDGE DRAIN DETAIL**
SCALE: NOT TO SCALE

NOTE: RIGHT SIDE SIMILAR, BUT MIRRORED



3 TS5 **TRANSITION TO EXISTING PAVEMENT DETAIL**
SCALE: NOT TO SCALE



4 TS5 **DUAL OUTLET LAYOUT DETAIL**
SCALE: NOT TO SCALE

LEGEND:

* 1. EXISTING ASPHALT SURFACING AND BASE TO REMAIN
* 2. P-101/P-401 MILL & OVERLAY (2" THICK)
3. P-401 ASPHALT SURFACE COURSE (2" THICK)
4. P-403 ASPHALT MIXTURE BINDER COURSE (2" THICK)
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10. P-152 EXCAVATION, SUBGRADE, AND EMBANKMENT
* 11. EXISTING EMBANKMENT TO REMAIN
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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 PLANS AND GEOMETRIC LAYOUT SHEETS FOR EXACT WIDTHS OF PAVEMENT, TSA, AND TOFA AT VARIOUS LOCATIONS.

3. SEE PROPOSED GRADING SHEETS AND CROSS SECTIONS FOR GRADING DETAILS.

4. LONGITUDINAL EDGE DRAINS SHOULD OUTLET INTO CATCH BASINS AT 400' MAX INTERVALS USING 6" NON-PERFORATED PLASTIC PIPE.

5. THE PAVEMENT UNDERDRAIN SYSTEMS PAY ITEMS SHALL INCLUDE ALL REQUIRED TRANCHING, PLASTIC UNDERDRAIN PIPE (PERFORATED AND NON-PERFORATED), "Y""S, FITTINGS, PLUGS, GEOTEXTILE FABRIC, AGGREGATE, AND BACKFILL.

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

STATE OF LOUISIANA
BLAKE S. ROUSSEL
License No. 33279
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
Blake S. Roussel
07/24/2024

NO.	REVISIONS	DSGN	CHKD	APVD	DATE
2	ADDENDUM 3	AJF	BSR	BSR	07/2024
1	ADDENDUM 1	AJF	BSR	BSR	07/2024

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

TAXIWAY LIMA EXTENSION

TYPICAL SECTION – TXWY L EXTENSION

DESIGNED A.J.F.
DRAWN K.A.L.
CHECKED B.S.R.
APPROVED N/A
APPROVED N/A
DATE TBD

SCALE: N.T.S.
NO. 30757.02.00
REV. 0
TS5

CADD D3-R4

APS Engineering and Testing

Geotechnical Engineering Services
Final Draft Report

Taxiway L Ext & Decommissioning of Runway 4R - 22L & Taxiway E Project
Baton Rouge, Louisiana
A P S File Number: 2304-G023

Presented to:
STANLEY CONSULTANTS,
721 Government Street, Suite 302
Baton Rouge, LA 70802

Prepared by:
A P S Engineering and Testing, LLC
1645 Nicholson Dr.
Baton Rouge, LA 70802

February 29, 2024

Table of Contents

STANLEY CONSULTANTS,
721 Government Street, Suite 302
Baton Rouge, LA 70802

Attention: Blake S. Roussel, P.E., P.M.P.

Re: **Geotechnical Engineering Services**
Taxiway L Ext & Decommissioning of Runway 4R - 22L & Taxiway E Project
Baton Rouge, Louisiana
A P S Project: 2304-G023

Dear Mr. Roussel:

A P S Engineering and Testing, LLC is pleased to submit our FINAL Geotechnical Engineering Report for the above referenced project. The report includes the results of field and laboratory testing and recommendations for the SUBGRADE of proposed Taxiway L Ext & Decommissioning of Runway 4R - 22L & Taxiway E Project at Baton Rouge Metropolitan Airport, and general site preparation as related to soils in Baton Rouge, Louisiana.

We appreciate the given opportunity to perform this Geotechnical study and look forward to continuing to participate during the design and construction phases of this project. If you have any questions pertaining to this report, or if we may be of further service, please contact our office.

Respectfully submitted,
A P S ENGINEERING AND TESTING, LLC

STATE OF LOUISIANA
SAIRAM EDDANAPUDI
License No. 35129
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

02/29/2024

Sairam Eddanapudi, M.E., P.E.
Chief Engineer

Sergio Aviles, P.E., M. ASCE
President

02/29/24

Dhanunjay Chetput, M.S., E.I. (Texas)
Staff Engineer

1.0 PROJECT INFORMATION

1.1 Project Authorization

A P S Engineering and Testing has completed a subsurface exploration for the proposed Taxiway L Ext & Decommissioning of Runway 4R - 22L & Taxiway E Project (Project) located at Baton Rouge Metropolitan Airport, Louisiana. Our geotechnical engineering services were performed in general accordance with our Proposal No: APS2304-G010 dated April 28, 2023. Authorization to proceed with the work was received from Mr. Travis Barr with Stanley Consultants on September 25, 2023 via email. Once we received the authorization, drilling was completed by November 9, 2023.

1.2 Project Description

The purpose of the subsurface exploration will be to collect information about the subsurface materials of the site and provide sub-grade recommendations for the project comprised of 6,500-feet long Taxiway L Extension, Perimeter Road relocation, Demolition of Taxiway E and Taxiway GA at the Baton Rouge Metropolitan Airport in Baton Rouge, Louisiana.

2.0 PURPOSE AND SCOPE OF SERVICES

The purpose of this study was to explore the subsurface materials and groundwater conditions for the proposed Project at Baton Rouge Metropolitan Airport by drilling a total of 35 soil borings to a depth of 10 feet each, four (4) soil borings to a depth of 6 feet each and four (4) core samples, within the project site, shown in Appendix 1.

The scope of services includes the following:

- Sampling of the subsurface materials and observations of the groundwater conditions on the site;
- Identification of the physical and engineering characteristics of subsurface materials encountered during the sampling and testing;
- Subgrade Recommendations; and
- General site preparations and construction considerations.

3.0 SITE LOCATION AND DESCRIPTION

The proposed new runway at Baton Rouge Metropolitan Airport, will be constructed in between existing 4L-22R and 4R-22R runways parallelly. The elevation across the site may vary approximately by two (2) feet. Approximate GPS coordinates of the project site are 30°31'52.3"N 91°08'45.5"W.

4.0 SITE GEOLOGY

The property is located within an area of Terrace braided-stream deposits. These Pleistocene Age deposits typically consist of medium stiff to stiff tan Lean Clays (CL) and Fat Clays (CH). The soils within the Prairie Terrace typically provide good foundation support for relatively light to moderately loaded structures, are moderately over-consolidated, and normally only marginally compressible. Heavy structures typically require a deep foundation system for support. At the project site, medium stiff to hard clayey soils were encountered during our field exploration.

5.0 FIELD EXPLORATION

The field exploration, which was performed to evaluate the engineering characteristics of the foundation materials, included a reconnaissance visit to the project site by an A P S representative, drilling the soil borings, and recovering soil samples.

As previously mentioned, a total of 39 soil borings were drilled for the proposed NW Aviation Taxiway Development Project at Baton Rouge Metropolitan Airport in Baton Rouge, Louisiana. Of these, 35 soil borings were drilled to a depth of 10 feet each, four (4) soil borings to a depth of 6 feet each. The location and other details of the Soil Borings are illustrated in the table below. The Boring Location Plan, included in the Appendix, presents the approximate location of the soil borings.

Table 1: Soil Boring Locations

Boring No.	GPS Coordinates		Boring Depth (ft.)
	Latitude	Longitude	
B-01	30°32'21.14"N	91° 8'26.93"W	10
B-02	30°32'19.80"N	91° 8'25.24"W	10
B-03	30°32'18.12"N	91° 8'23.72"W	10
B-04	30°32'16.85"N	91° 8'24.60"W	10
B-05	30°32'15.40"N	91° 8'26.16"W	10
B-06	30°32'13.86"N	91° 8'27.80"W	10
B-07	30°32'12.53"N	91° 8'29.34"W	10
B-08	30°32'11.06"N	91° 8'30.85"W	10
B-09	30°32'09.88"N	91° 8'32.19"W	10
B-10	30°32'08.61"N	91° 8'33.72"W	10
B-11	30°32'07.99"N	91° 8'35.02"W	10
B-12	30°32'07.41"N	91° 8'36.11"W	10
B-13	30°32'06.73"N	91° 8'37.67"W	10
B-14	30°32'05.97"N	91° 8'39.04"W	10
B-15	30°32'04.49"N	91° 8'40.73"W	10
B-16	30°32'03.11"N	91° 8'42.39"W	10
B-17	30°32'01.65"N	91° 8'43.94"W	10
B-18	30°32'00.22"N	91° 8'45.58"W	10
B-19	30°31'58.77"N	91° 8'47.17"W	10

B-20	30°31'57.33"N	91° 8'48.77"W	10
B-21	30°31'55.86"N	91° 8'50.29"W	10
B-22	30°31'54.76"N	91° 8'51.88"W	10
B-23	30°31'53.28"N	91° 8'53.46"W	10
B-24/C-1	30°31'51.82"N	91° 8'54.98"W	10 + Core
B-25/C-2	30°31'50.16"N	91° 8'56.77"W	10 + Core
B-26	30°31'48.51"N	91° 8'58.62"W	10
B-27	30°31'47.03"N	91° 9'00.16"W	10
B-28	30°31'45.57"N	91° 9'01.71"W	10
B-29	30°31'44.05"N	91° 9'03.16"W	10
B-30	30°31'42.54"N	91° 9'04.84"W	10
B-31	30°31'41.10"N	91° 9'06.41"W	10
B-32	30°31'39.74"N	91° 9'07.99"W	10
B-33/C-3	30°31'38.12"N	91° 9'10.05"W	10 + Core
B-34 (RVR)	30°31'43.81"N	91° 9'05.67"W	10
B-35/C-4	30°31'52.16"N	91° 8'46.20"W	10 + Core
C-5	30°31'58.64"N	91° 8'42.49"W	Core
P-01	30°32'13.99"N	91° 8'25.10"W	6
P-02	30°32'15.99"N	91° 8'23.09"W	6
P-03	30°32'19.02"N	91° 8'20.91"W	6
P-04	30°32'23.26"N	91° 8'19.50"W	6

6.0 DRILLING AND SAMPLING PROCEDURES

The borings were drilled with a track mounted SIMCO 2400 drill rig, using continuous flight auger drilling techniques to advance the boreholes. Undisturbed samples were continuously obtained from the ground surface to a maximum depth of ten (10) feet for borings B-01 through B-35 and to a depth of six (6) feet for borings P-01 through P-04. They were obtained using thin-walled tube sampling procedures in general accordance with ASTM D-1587 Standard Practice for Thin-Walled Tube Sampling of Soils for Geotechnical Purposes. These samples were extruded in the field with a hydraulic ram, and were identified according to project number, boring number and depth, wrapped in aluminum foil and placed in plastic bags to preserve the natural moisture condition and transported to the laboratory in special containers to prevent disturbance.

Five (5) core samples were collected according to ASTM C42/C42M Standard test Method for obtaining Drilled Cores, details of which are in Table 2 and also presented in Appendix 3.

Table 2: Core Samples

Sample ID	Type	Thickness (Inch)
C-01	Asphalt	12
C-02	Asphalt	6.25
C-03	Asphalt	12
C-04	Asphalt	7
C-05	Concrete	12

7.0 LABORATORY TESTING PROGRAM

A laboratory testing program was conducted to determine pertinent engineering characteristics of the subsurface materials. This program included visual description and classification and determination of the moisture content (ASTM D2216 *Standard Test Method for Laboratory Determination of Water (Moisture) Content of Soil and Rock by Mass*) on all soil samples. Selected samples were subjected to ASTM D4318 *Standard Test Methods for Liquid Limit, Plastic Limit and Plasticity Index of Soils*, and ASTM D2166 S*tandard Test Method for Unconfined Compressive Strength of Cohesive Soils*. The results of these tests are found in the accompanying boring logs in Appendix 2.

8.0 SUBSURFACE CONDITIONS

The following sections describe the generalized subsurface conditions encountered at the proposed Project at Baton Rouge Metropolitan Airport.

8.1 Subsurface Materials

In general, in all soil borings, Medium Stiff to Very Stiff Lean Clays and Fat Clays (CH) were encountered. In several soil borings, Stiff to Very Stiff Fat Clays (CH) were encountered from 8 feet to the termination depth of 10 feet, with some occurrences starting from 6 feet. In borings B-02, B-18 through B-20, B-23, B-27, B-30 through RVR-34, Fat Clays (CH) were observed in the top two (2) to four (4) feet of the soil boring.

The above subsurface description is generalized in nature to highlight the major subsurface material features and characteristics. The Boring Log, included in the Appendix, presents specific information at individual boring locations including: soil description, stratification, groundwater level (if encountered), unconfined compressive strength, samples' location and the laboratory test results. This information represents the actual conditions at the boring locations. Variations may occur and should be expected between boring locations. The stratification represents the approximate boundary between subsurface materials and the actual transition may be gradual.

8.2 Groundwater

Ground water was NOT encountered in any of soil borings at the time of drilling. It should be noted that the groundwater conditions are likely to change due to topography, permeability, weather, and other soil and terrain properties. Therefore, we recommend that the contractor determines the actual groundwater levels at the site at the time of the construction activities.

9.0 DISCUSSION

Upon review of the existing subsoil conditions and laboratory tests results, we consider that the proposed project is feasible from a geotechnical point of view, provided that the included recommendations are correctly interpreted and applied.

Generally, there is a presence of Fat Clays (CH) in the upper four (4) feet across the site which are dry and have the potential for swelling when they gain moisture. Therefore, it is important to determine the extents of the presence of fat clays during construction. These soils have *Low to Moderate swell potential* on the order of 1.65 inches with moisture gain. In order to keep the swelling under one inch, a minimum of 420 psf pressure must be applied.

Airport pavements constructed on swelling soils are subject to differential movements causing surface roughness and cracking. When swelling soils are present, the pavement design should incorporate methods to prevent or reduce the effects of soil volume changes. Local experience and judgment should be applied in dealing with swelling soils to achieve the best results.

The following sections discuss further information on the corresponding site and pavement recommendations.

10.0 GEOTECHNICAL RECOMMENDATIONS

The cleaning activities at the project site shall include the removal of all asphalt, concrete and gravel including debris and surface vegetation.

A minimum of 12 inches of top layer of soil, organic matter, vegetation and all muck shall be stripped completely from the site to make the ground surface is properly leveled. The existing exposed subgrade shall be moisture conditioned to a depth of 12 inches and compacted to 98% of ASTM D1557. The moisture conditioning shall be performed by disking and tilling soils thoroughly and applying moisture uniformly throughout the area as practically as possible, prior to compaction. After achieving the moisture and density within tolerance, the construction activities should progress within 24 hours of moisture conditioning. After achieving a well compacted and stable subgrade, a minimum of 18 inches of structural fill material shall be placed on top. The well compacted and stable exposed subgrade shall be assigned with following properties.

Table 3: Required Subgrade Properties

Subgrade Modulus (k), psi/inch	125
CBR	3.5

10.1 Select Fill Materials

Based on item P-152 in the **FAA AC 150/5370-10H** *Standard Specifications for Construction of Airports* the suitability of Select Fill Materials is subject to the Geotechnical Engineer. The Select Fill Material should have a maximum PI of 25 **and** a maximum Organic Content of 5 percent. Soils with a silt content of 50 percent or greater and also a Plasticity Index (PI) of 10 or less will not be allowed. It should be compacted to at least 98 percent of Maximum Dry Density at Optimum Moisture Content according to ASTM D1557. In-place density measurements should be taken to assure that this degree of compaction is achieved.

10.2 Select Fill Deposit Construction

The select fill activities must be performed in a sequential order where lower elevations must be worked before higher ones. The select fill shall be deposited in lifts of eight (8) inches of loose material. Each lift shall be compacted and certified by the Geotechnical Engineer or a representative prior to placement of other lifts. The passing criteria shall be a 98% of the maximum dry density as determined by ASTM D-1557, *Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort (56,000 ft-lbf/ft3 (2,700 kN-m/m3))*, and a moisture content between one (1) below and three (3) above percentages of the optimum moisture content. If water must be added, it should be uniformly applied and thoroughly mixed into the soil by disking or scarifying. The frequency of field density tests shall be performed as per item P-152 in **FAA AC 150/5370-10H** *Standards for Specifying Construction of Airports.*

It is important to maintain the select fill thickness as uniform as possible. Uneven fill thicknesses under a structure may cause differential soil responses to the applied loads which can produce cracking, settling, or tilting of the structure.

Fill slopes shall be maintained at a maximum 2 Horizontal: 1 Vertical steepness. The runoff of water across the faces of the slopes shall be avoided by appropriate drainage ways. In addition, appropriate drainage ways shall be maintained at all earthwork surface areas in order to not affect compaction.

11.0 CONSTRUCTION CONSIDERATIONS

All construction, finishing and protection of subgrade shall be performed as per item P-152 in **FAA AC 150/5370-10H** Standards for Specifying Construction of Airports. Grading and compacting of the subgrade shall be performed so that it will drain readily. All low areas, holes or depressions in the subgrade shall be brought to grade. Scarifying, blading, rolling and other methods shall be performed to provide a thoroughly compacted subgrade shaped to the lines and grades shown on the plans. All ruts or rough places that develop in the completed subgrade shall be graded, re-

compacted, and retested. The Contractor shall protect the subgrade from damage and limit hauling over the finished subgrade to only traffic essential for construction purposes.
The Contractor shall maintain the completed course in satisfactory condition throughout placement of subsequent layers. No subbase, base, or surface course shall be placed on the subgrade until the subgrade has been accepted by the Geotechnical Engineer.

11.1 Observation and Testing

The preceding recommendations require a close supervision of the Geotechnical Engineer or representative; therefore, it is recommended that A P S be retained to provide observation and testing for the complete duration of all earthwork and pavement activities for this project. A P S cannot accept responsibility for any conditions deviated from those described in this report, nor for the performance of the foundation if not engaged to provide construction observation and testing.

11.2 Moisture Sensitive Soils/Weather Related Concerns

Most of the subsurface materials encountered at this site are expected to be sensitive to disturbances caused by changes in moisture content. During wet weather periods, the increment of the moisture content of the soil may cause a significant reduction of the soil strength and support capabilities. Furthermore, soils that become wet may be slow to dry, thus significantly retarding the progress of grading and compaction activities. For these reasons, it will be advantageous to perform earthwork and foundation construction activities during dry weather.

11.3 Excavations Regulations

In the Federal Register, Volume 54, No. 209 (October 1989), the United States Department of Labor, Occupational Safety and Health Administration (OSHA) amended its "Construction Standards for Excavations, 29 CFR, part 1926, Subpart P". This document was issued to better ensure the safety of workmen entering trenches or excavations. It is mandated, by this federal regulation, that excavations, whether they be utility trenches, basement excavations or footing excavations, be constructed in accordance with the new OSHA guidelines.

The contractor is solely responsible for designing and constructing stable, temporary excavations and shall shore, slope, or bench the sides of the excavations as required to maintain stability of both the excavation sides and bottom. The contractor's "responsible person", as defined in 29 CFR Part 1926, should evaluate the soil exposed in the excavations as part of the contractor's safety procedures. In no case should slope height, slope inclination, or excavation depth, including utility trench excavation depth, exceed those specified in local, state, and federal safety regulations.

We are providing this information solely as a service to our client. A P S does not assume responsibility for construction site safety or the contractor's or other parties' compliance with local, state, and federal safety or other regulations.

12.0 REPORT LIMITATIONS

The recommendations presented in this report are based on the existing field conditions at the time of the investigation. Furthermore, they are based on the assumption that the exploratory borings are a representation of the subsoil conditions throughout the site. Please note that variations in the subsoil conditions may occur between and beyond borings. If variations in those conditions are encountered during construction, A P S shall be notified immediately in order to assess the situation, confirm the recommendations included in this report, or modify them according to their own judgment. If A P S is not notified of such variations, A P S will not be responsible for the impact of those variations on the project.

Furthermore, this report is based on the soil conditions presently known to us. If the nature of the project should change, the recommendations given in this report shall be re-evaluated. If A P S is not notified of such changes, A P S will not be responsible for the impact of those changes on the project.

A P S is not responsible for the adequacy of recommendations if they do not inspect the construction. The only warranty regarding our services is that the findings, recommendations, specifications, or professional advice contained herein have been made in accordance with the generally accepted professional geotechnical engineering practices in the local area. No other warranties are implied or expressed.

This report has been prepared for the exclusive use of **Stanley Consultants** and their design/construction team associated to this specific project.

APPENDIX

APPENDIX 1

BORING LOCATION MAP

Taxiway L Extension and Demolition Project **Baton Rouge, LA**	**APS Engineering and Testing, LLC** ***Geotechnical, Environmental, & Construction Materials Testing***	**Figure 1-A** **Drilling Location Plan**

Taxiway L Extension and Demolition Project **Baton Rouge, LA**	**APS Engineering and Testing, LLC** ***Geotechnical, Environmental, & Construction Materials Testing***	**Figure 1-B** **Drilling Location Plan**

Taxiway L Extension and Demolition Project **Baton Rouge, LA**	**APS Engineering and Testing, LLC** ***Geotechnical, Environmental, & Construction Materials Testing***	**Figure 1-C** **Drilling Location Plan**

APPENDIX 2

BORING LOGS

BORING LOG

BORING NO.: B-01
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/7/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/7/2023
WATER LEVEL DATE: 11/7/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
		4.5		12	109				Tan Lean Clay (CL) - with Fe Nodules
		4.5		11	92				
5		3.0		17	109				
		1.5	1.08	23	101	38	19		Stiff Gray Lean Clay (CL)
		1.0	0.83	24	99	39	20		Medium Stiff Gray Lean Clay (CL)
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-02
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/7/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/7/2023
WATER LEVEL DATE: 11/7/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									2 inches of Topsoil
		4.5		13	106				Tan Fat Clay (CH) -with Fe nodules
		4.5		17	95	58	33		
5		3.5		21	99				Stiff Tan Lean Clay (CL)
		1.5	1.29	23	100	37	19		
		2.0	1.78	21	107	37	21		
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-03
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/7/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/7/2023
WATER LEVEL DATE: 11/7/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									4 inches of Topsoil
		2.0		12	93				Tan Lean Clay (CL) - with Fe nodules
		2.0		17	100	45	29		
5		2.0		25	75				
		2.5	2.93	22	106	43	18		Very Stiff Tan Lean Clay (CL)
		1.5	2.15	25	102	52	34		Very Stiff Tan Fat Clay (CH)
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-04
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/7/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/7/2023
WATER LEVEL DATE: 11/7/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
		4.5		14					Tan Lean Clay (CL) - with Fe nodules
		4.5		17					
5		3.0	1.69	22	104	41	22		Stiff Gray Lean Clay (CL)
		2.5	2.84	21	107	43	25		Very Stiff Gray Lean Clay (CL)
		1.5	1.96	25	101				Stiff Gray Lean Clay (CL)
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-05
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/7/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/7/2023
WATER LEVEL DATE: 11/7/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
		2.0		9					Tan Lean Clay (CL) -with Fe nodules
		4.5		11		41	22		
									Stiff Tan Lean Clay (CL)
5		1.5	1.14	25	97	40	21		
		2.0	1.92	26	102	40	21		
		1.5	1.60	24	102	49	32		
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-06
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/7/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/7/2023
WATER LEVEL DATE: 11/7/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									2 inches of Topsoil
		4.5		11	96				Gray Lean Clay (CL) with Fe nodules
		0.5		14	74				
5		0.5	0.82	29	95	41	20		Medium Stiff Gray Lean Clay (CL)
		2.5	2.17	23	103	38	21		Very Stiff Gray Lean Clay (CL)
		2.0	1.81	21	109	35	22		Stiff Gray Lean Clay (CL)
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-07
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/7/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/7/2023
WATER LEVEL DATE: 11/7/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
		4.5		19	105				Tan Lean Clay (CL) -with Fe nodules
		4.5		16	88	44	21		
5		2.0	1.43	20	105	39	18		Stiff Tan Lean Clay (CL)
		2.5	3.58	19	110	52	37		Very Stiff Tan Fat Clay (CH)
		2.5	1.63	20	108	59	42		Stiff Tan Fat Clay (CH)
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-08
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/7/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/7/2023
WATER LEVEL DATE: 11/7/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									4 inches of Topsoil
		2.0		19	106				Gray Lean Clay (CL) -with Fe nodules
		2.0	1.57	24	99	45	23		Stiff Tan Lean Clay (CL)
5		1.0		21	106				Tan Lean Clay (CL)
		1.0	0.92	23	103	40	23		Medium Stiff Tan Lean Clay (CL)
		3.0	1.89	21	106	55	37		Stiff Tan Fat Clay (CH)
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-09
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/8/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/8/2023
WATER LEVEL DATE: 11/8/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
	■	0.5		8	90				Tan Lean Clay with silt lenses (CL) -with Fe nodules
	■	3.5	2.11	21	102	36	14		Very Stiff Tan Lean Clay (CL)
5	■	1.5	1.40	21	108	35	16		Stiff Tan Lean Clay (CL)
	■	1.5	1.95	21	108	36	18		
	■	2.5	2.18	20	109	44	27		Very Stiff Tan Lean Clay (CL)
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

■ Shelby Tube

BORING LOG

BORING NO.: B-10
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/8/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/8/2023
WATER LEVEL DATE: 11/8/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	Symbol	MATERIAL CLASSIFICATION
						3 inches of Topsoil
			15	91		Gray Lean Clay (CL) -with silt lenses and Fe nodules
			16	82		Gray Lean Clay (CL) -with silt lenses, organics and Fe nodules
5			13	102		
		21-24-26				Hard Gray Lean Clay (CL) - with gravel
		15-21-25				Hard Gray Lean Clay (CL) - with silt lenses and Fe nodules
10						Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15						
20						

COMMENTS:

Shelby Tube Split Spoon

BORING LOG

BORING NO.: B-11
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/8/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/8/2023
WATER LEVEL DATE: 11/8/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
		4.5		12	97				Tan Lean Clay (CL) - with Fe nodules
		4.5		15	97	43	23		
5		2.0	2.56	18	111	36	20		Very Stiff Gray Lean Clay (CL)
		1.0	1.67	20	109	34	17		Stiff Gray Lean Clay (CL)
		3.5		20	108	49	33		Gray Lean Clay (CL)
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-12
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/8/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/8/2023
WATER LEVEL DATE: 11/8/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									4 inches of Topsoil
		4.5		11					Tan Lean Clay (CL) with Fe nodules
		4.5		15	102	48	28		
5		1.0	2.39	22	3933	39	20		Very Stiff Gray Lean Clay (CL)
		2.0	2.62	19	110	45	28		
		2.0	1.62	22	106	54	37		Stiff Tan Fat Clay (CH)
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-13
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/8/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/8/2023
WATER LEVEL DATE: 11/8/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
		4.5		14	101				Tan Lean Clay (CL) - with Fe nodules
		4.5		13	102	40	21		
5		2.5	1.85	19	106	43	26		Stiff Gray Lean Clay (CL)
		2.0	2.24	21	107	46	27		Very Stiff Gray Lean Clay (CL)
		2.0	1.21	23	103	52	33		Stiff Tan Fat Clay (CH)
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-14
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/8/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/8/2023
WATER LEVEL DATE: 11/8/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
		4.5		14	101				Tan Lean Clay (CL) with Fe nodules
		4.5		13	167	40	19		
									Stiff Tan Lean Clay (CL)
5		2.0	1.62	19	109	36	19		
		2.0	1.94	20	108	42	26		
									Very Stiff Tan Fat Clay (CH)
		2.0	2.34	20	110	50	34		
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-15
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/8/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/8/2023
WATER LEVEL DATE: 11/8/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
		4.0		18	97				Tan Lean Clay (CL) - with top soil Fe nodules and gravel
		4.5		16	102				
5		1.5	1.73	21	106	36	20		Stiff Tan Lean Clay (CL)
		2.5	2.23	21	108				Very Stiff Gray Lean Clay (CL) - with Fe nodules
		2.75	2.25	20	107	53	34		Very Stiff Gray Fat Clay (CH)
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-16
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/8/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/8/2023
WATER LEVEL DATE: 11/8/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									2 inches of Topsoil
		4.5		13	101				Tan Lean Clay (CL) - with Fe nodules
		4.5		12	93	39	18		
5		1.0	2.06	21	107	44	26		Very Stiff Tan Lean Clay (CL)
		1.5	1.80	21	106	44	28		Stiff Tan Lean Clay (CL)
		1.0	1.98	23	106	47	31		
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-17
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/8/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/8/2023
WATER LEVEL DATE: 11/8/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									2 inches of Topsoil
		4.5		11	102				Tan Lean Clay (CL) - with silt lenses and Fe nodules
		4.5		15	106	47	31		
5		3.5		18	100				
		3.0		20		36	18		
									Stiff Gray Lean Clay (CL)
		1.5	1.83	20	109	45	31		
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-18
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/8/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/8/2023
WATER LEVEL DATE: 11/8/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									4 inches of Topsoil
		4.5		12	102				Tan Fat Clay (CH) - with silt lenses and Fe nodules
		4.5		14	109	64	45		
5		2.0	2.97	20	107	50	30		Very Stiff Tan Fat Clay (CH)
		1.0	0.74	25	101	43	24		Medium Stiff Gray Lean Clay (CL)
		2.0	1.89	20	109	41	24		Stiff Gray Lean Clay (CL)
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-19
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/8/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/8/2023
WATER LEVEL DATE: 11/8/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
	■	4.0		17	99				Tan Lean Clay (CL) - with silt lenses and Fe nodules
	■	4.0	3.61	14	104	48	31		Very Stiff Tan Lean Clay (CL) - with silt lenses and Fe nodules
5	■	4.5		17	108				Tan Lean Clay with Fe (CL) - with silt lenses and Fe nodules
	■	1.5	1.62	21	105	32	17		Stiff Tan Lean Clay (CL) - with silt lenses and Fe nodules
	■	1.5	1.28	20	108	33	19		
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

■ Shelby Tube

BORING LOG

BORING NO.: B-20
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/8/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/8/2023
WATER LEVEL DATE: 11/8/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
		4.5		17	105	55	33		Tan Fat Clay (CH) - with silt lenses and Fe nodules
		4.5		16	103				Tan Lean Clay (CL) - with silt lenses and Fe nodules
5		2.0	1.96	19	114	39	21		Stiff Tan Lean Clay (CL) - with silt lenses and Fe nodules
		1.5	1.72	19	111	33	18		
		2.5	2.25	20	108				Very Stiff Tan Lean Clay (CL) -with Fe nodules
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-21
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/8/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/8/2023
WATER LEVEL DATE: 11/8/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
		4.0		15	92				Tan Lean Clay (CL) - with silt lenses and Fe nodules
		3.0		16	107	47	25		Tan Lean Clay (CL) - with Fe nodules and organics
5		2.5	1.64	24	102	38	18		Stiff Tan Lean Clay (CL) - with Fe nodules and organics
		1.0	1.30	23	106	37	19		Stiff Tan Lean Clay (CL) - with silt lenses and Fe nodules
		2.0	1.01	20	107	49	31		Stiff Tan Lean Clay (CL) - with Fe nodules and organics
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-22
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/9/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/9/2023
WATER LEVEL DATE: 11/9/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
		4.5		12	91				Tan Lean Clay (CL) -with silt lenses and Fe nodules
		4.0		13	101	42	26		
5		3.0	2.33	22	103	47	26		Very Stiff Tan Lean Clay (CL) -with silt lenses and Fe nodules
		1.5		24	106	42	23		Tan Lean Clay (CL)
		2.0	1.17	22	106				Stiff Tan Lean Clay (CL) -with silt lenses and Fe nodules
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-23
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/9/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/9/2023
WATER LEVEL DATE: 11/9/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
		4.5		10					Tan Fat Clay (CH) -with silt lenses and organics
		4.5		18		61	40		
5		2.0	1.61	23	102	40	19		Stiff Tan Lean Clay (CL) -with slit lenses, Fe nodules and organics
		2.5	1.40	24	103	40	20		
		1.5	1.61	21	106	40	21		
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-24/ C1
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/9/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/9/2023
WATER LEVEL DATE: 11/9/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									10.25 inches of Asphalt
		3.25		23	101	44	26		Tan Lean Clay (CL) -with silt lenses and Fe nodules
		3.0	1.23	24	97	39	24		Stiff Tan Lean Clay (CL) -with silt lenses and Fe nodules
5		2.75	1.81	25	102	33	16		
		1.75		25					Tan Lean Clay (CL) -with silt lenses
		2.0	1.73	21		32	18		Stiff Tan Lean Clay (CL) -with silt lenses and Fe nodules
10									Boring terminated at 10.9 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Rock Core Shelby Tube

BORING LOG

BORING NO.: B-25/ C2
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/9/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/9/2023
WATER LEVEL DATE: 11/9/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									6.25 inches of Asphalt
		2.5		23	102				Gray Lean Clay (CL) - with silt lenses and Fe nodules
		4.0		22	106	43	23		
5		2.5	1.33	24	98	34	12		Stiff Tan Lean Clay (CL) - with silt lenses and Fe nodules
		2.0	2.20	25	100	60	36		Very Stiff Gray Fat Clay (CH) - with silt lenses and Fe nodules
		2.0		24	101				Gray Lean Clay (CL) - with silt lenses and Fe nodules
10									Boring terminated at 10.5 feet Boring grouted upon completion
15									
20									

COMMENTS:

Rock Core Shelby Tube

BORING LOG

BORING NO.: B-26
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/9/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/9/2023
WATER LEVEL DATE: 11/9/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									2 inches of Topsoil
		3.0		14		43	21		Tan Lean Clay (CL) -with silt lenses and Fe nodules
		4.5		12	110	56	37		Tan Fat Clay (CH) -with silt lenses and Fe nodules
5		2.0		24	103				Tan Lean Clay (CL) -with silt lenses and Fe nodules
		1.0		26	104				
		0.5	0.83	25	102	35	18		Medium Stiff Tan Lean Clay (CL) -with silt lenses and Fe nodules
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-27
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/6/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/6/2023
WATER LEVEL DATE: 11/6/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
	X	8-6-8		12		56	37		Stiff Tan Fat Clay (CH) -with silt lenses and Fe nodules
	X	9-13-7		11					Very Stiff Tan Lean Clay (CL) -with silt lenses and Fe nodules
5	■	1.5		25	92	46	25		Tan Lean Clay (CL) -with silt lenses and Fe nodules
	■	0.5	0.72	26	99	34	15		Medium Stiff Tan Lean Clay (CL) -with silt lenses and Fe nodules
	■	1.0	1.05	23	106	42	24		Stiff Tan Lean Clay (CL) -with sand pockets and Fe nodules
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

X Split Spoon ■ Shelby Tube

BORING LOG

BORING NO.: B-28
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/6/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/6/2023
WATER LEVEL DATE: 11/6/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
		4.5		9	95	33	15		Tan Lean Clay (CL) -with silt lenses and Fe nodules
		2.0		24					
5		1.5	1.30	25	102	34	15		Stiff Tan Lean Clay (CL) -with silt lenses and Fe nodules
		1.5		22	106	45	28		Tan Lean Clay (CL) -with Fe nodules and organics
		1.5	2.16	21	105	47	29		Very Stiff Tan Lean Clay (CL) -with Fe nodules and organics
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-29
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/6/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/6/2023
WATER LEVEL DATE: 11/6/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
		4.5		16					Tan Lean Clay (CL) -with silt lenses and Fe nodules
		4.5		14		44	21		
5		0.5		22	99	40	17		
		1.5	2.27	22	107	52	33		Very Stiff Tan, Fat Clay (CH) --with silt lenses, Fe nodules, Ca deposits and organics
		3.5	2.37	20	109	57	34		Very Stiff Tan Fat Clay (CH) -with silt lenses and Fe nodules
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-30
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/6/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/6/2023
WATER LEVEL DATE: 11/6/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
		4.0	3.90	17	107	54	33		Very Stiff Tan Fat Clay (CH) -with silt lenses and Fe nodules
		4.5		15	99	46	26		Tan Lean Clay (CL) -with silt lenses and Fe nodules
5		3.5	2.14	21	108				Very Stiff Tan Lean Clay (CL) -with silt lenses and Fe nodules
		2.5	2.78	21	107	44	28		
		1.5		21					Tan Fat Clay (CH) with Fe nodules -with silt lenses and Fe nodules
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-31
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/6/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/6/2023
WATER LEVEL DATE: 11/6/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
		4.5		14					Tan Fat Clay (CH) - with silt lenses and Fe nodules
		4.5		12	109	50	32		
5		3.5		14		44	26		Tan Lean Clay (CL) - with silt lenses and Fe nodules
		4.0	4.36	18	112				Hard Gray Lean Clay (CL) - with silt lenses and Fe nodules
		2.5	3.03	19	108	50	34		Very Stiff Tan Fat Clay (CH) - with silt lenses and Fe nodules
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: B-32
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/6/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/6/2023
WATER LEVEL DATE: 11/6/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
	Shelby Tube		3.40	13	101	51	30		Very Stiff Tan Fat Clay (CH) - with silt lenses and Fe nodules
	Shelby Tube			11	100	39	20		Tan Lean Clay (CL) - with silt lenses and Fe nodules
5	Split Spoon	9-12-12		12					
	Split Spoon	7-7-5		13					
	Split Spoon	2-3-7		20		39	24		Stiff Tan Lean Clay (CL) - with silt lenses and Fe nodules
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Shelby Tube Split Spoon

BORING LOG

BORING NO.: B-33/ C3
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/9/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/9/2023
WATER LEVEL DATE: 11/9/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									12 inches of Asphalt
		3.0		22					Tan Lean Clay (CL) - with silt lenses, sand pockets and Fe nodules
		4.5		22	105	52	33		Gray Fat Clay (CH) - with Fe nodules and organics
5		4.0	2.97	22	104	45	25		Very Stiff Gray, Lean Clay (CL) - with Fe nodules and organics
		3.0	2.58	23	101	43	20		
									Stiff Gray Lean Clay (CL) - with Fe nodules and organics
10		1.5	1.21	26	100				
									Boring terminated at 11 feet Boring grouted upon completion
15									
20									

COMMENTS:

Rock Core Shelby Tube

BORING LOG

BORING NO.: RVR-34
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/7/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/7/2023
WATER LEVEL DATE: 11/7/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
	■	4.5		9	92				Tan Fat Clay (CH) - with silt lenses and Fe nodules
	■	5		17	104	60	35		Tan Fat Clay (CH) - with silt lenses and Fe nodules
5	■	2.75		21	102				Gray Lean Clay (CL) - with silt lenses and Fe Nodules
	■	2.25	2.04	21	107	43	24		Very Stiff Tan Lean Clay (CL) - with silt lenses and Fe nodules
	■	2.75	2.77	21	109	49	30		
10									Boring terminated at 10 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

■ Shelby Tube

BORING LOG

BORING NO.: B-35/ C4
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/9/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/9/2023
WATER LEVEL DATE: 11/9/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									7 inches of Asphalt
		3.75		21	100				Tan Lean Clay (CL) - with silt lenses and Fe nodules
		3.25	2.37	26	98	42	24		Very Stiff Tan Lean Clay (CL) -- with silt lenses and Fe nodules
5		3.75		25	100				Tan Lean Clay (CL) -- with silt lenses and Fe nodules
		1.75	1.82	25	103	34	16		Stiff Tan Lean Clay (CL) -- with silt lenses and Fe nodules
10		2	1.85	22	108	36	21		
									Boring terminated at 10.6 feet Boring backfilled with cuttings and grouted upon completion
15									
20									

COMMENTS:

Rock Core Shelby Tube

BORING LOG

BORING NO.: P-01
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/9/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/9/2023
WATER LEVEL DATE: 11/9/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
								2 inches of Topsoil
		4.0						Tan Lean Clay (CL) - with silt lenses and Fe nodules - traces of organics
		4.5	11	95	36	16		
5		1.5	25					
								Boring terminated at 6 feet Boring backfilled with cuttings and grouted upon completion
10								
15								
20								

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: P-02
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/9/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/9/2023
WATER LEVEL DATE: 11/9/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
	■	4.5		8					Tan Lean Clay (CL) - with silt lenses and Fe nodules
	■	3.5		12		34	15		
5	■	1.5	1.75	24	103	61	40		Stiff Gray Fat clay (CH) - with silt lenses and Fe nodules
									Boring terminated at 6 feet Boring backfilled with cuttings and grouted upon completion
10									
15									
20									

COMMENTS:

■ Shelby Tube

BORING LOG

BORING NO.: P-03
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/9/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/9/2023
WATER LEVEL DATE: 11/9/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									2 inches of Topsoil
		4.5		13		49	28		Tan Lean Clay (CL) - with silt lenses and Fe nodules
		4.0		12		51	29		Tan Fat Clay (CH) - with silt lenses and Fe nodules
5		4.0	5.54	17	112	55	35		Hard Gray Fat Clay (CH) - with Fe nodules and organics
									Boring terminated at 6 feet Boring backfilled with cuttings and grouted upon completion
10									
15									
20									

COMMENTS:

Shelby Tube

BORING LOG

BORING NO.: P-04
PROJECT: TW L Ext & Decomm of Runway 4R - 22L & TW E
PROJECT LOCATION : Baton Rouge, LA
BORING LOCATION : See Map
DATE DRILLED : 11/9/2023
WATER DEPTH : Not Encountered
GEOL/ENGR : SA

PROJECT NO.: APS 2304-G023
METHOD: AUGER
BORING ELEVATION: Not Surveyed
DATE COMPLETED: 11/9/2023
WATER LEVEL DATE: 11/9/2023
DRILLER: VG

DEPTH (feet)	SAMPLE	Standard Penetration (Blows/Ft) or Penetrometer (TSF)	Qu (TSF)	Moisture Content (%)	Dry Unit Weight (PCF)	LL	PI	Symbol	MATERIAL CLASSIFICATION
									3 inches of Topsoil
		4.5		11					Tan Lean Clay (CL) -with silt lenses and Fe nodules
				13		43	20		
									Stiff Gray Lean Clay (CL) -with silt lenses and Fe nodules
5		2.0	1.77	21	101	48	28		
									Boring terminated at 6 feet Boring backfilled with cuttings and grouted upon completion
10									
15									
20									

COMMENTS:

Shelby Tube

APPENDIX 3

PHOTOLOG – CORE SAMPLE

Core Sample: C-1 / Asphalt

Thickness: 10.25 inch

Core Sample: C-2 / Asphalt

Thickness: 6.25 inch

Core Sample: C-3 / Asphalt

Thickness: 12 inch

Core Sample: C-4 / Asphalt

Thickness: 7 inch

Core Sample: C-5 / Concrete

Thickness: 12 inch

ADDENDUM 3

RVR PHOTOS

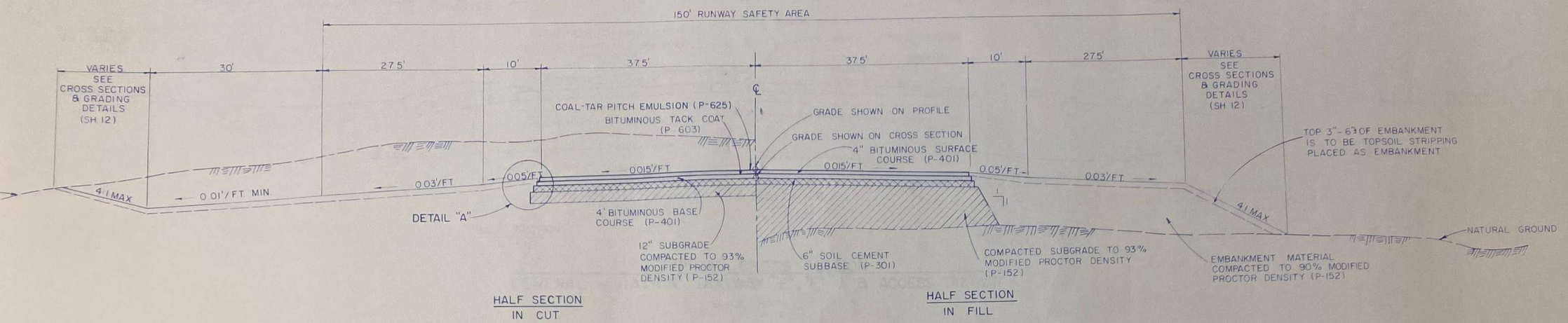

RVR CONTROL
WARNING


RW/22R RVR MAIN
POWER DISC.
120/240V 1PHASE
EATON
WARNING

ADDENDUM 3

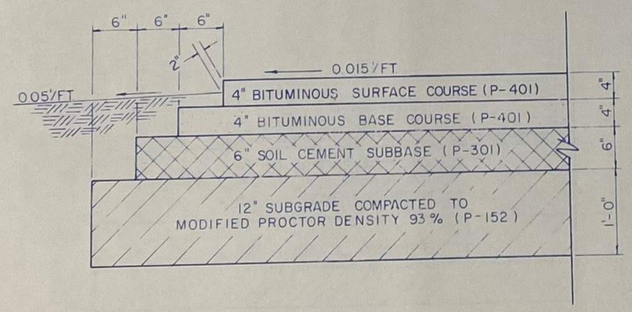
AS-BUILTS

3-22-0006-03706	917 01 04		



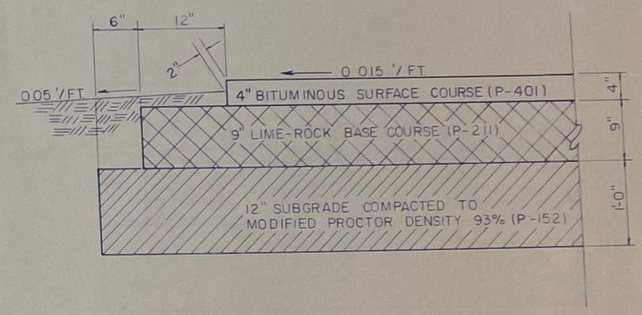
TYPICAL CROSS SECTION
GENERAL AVIATION RUNWAY

SCALE HOR 1" = 10'
VER 1" = 5'



DETAIL "A"

SCALE: 1" = 1'-0"



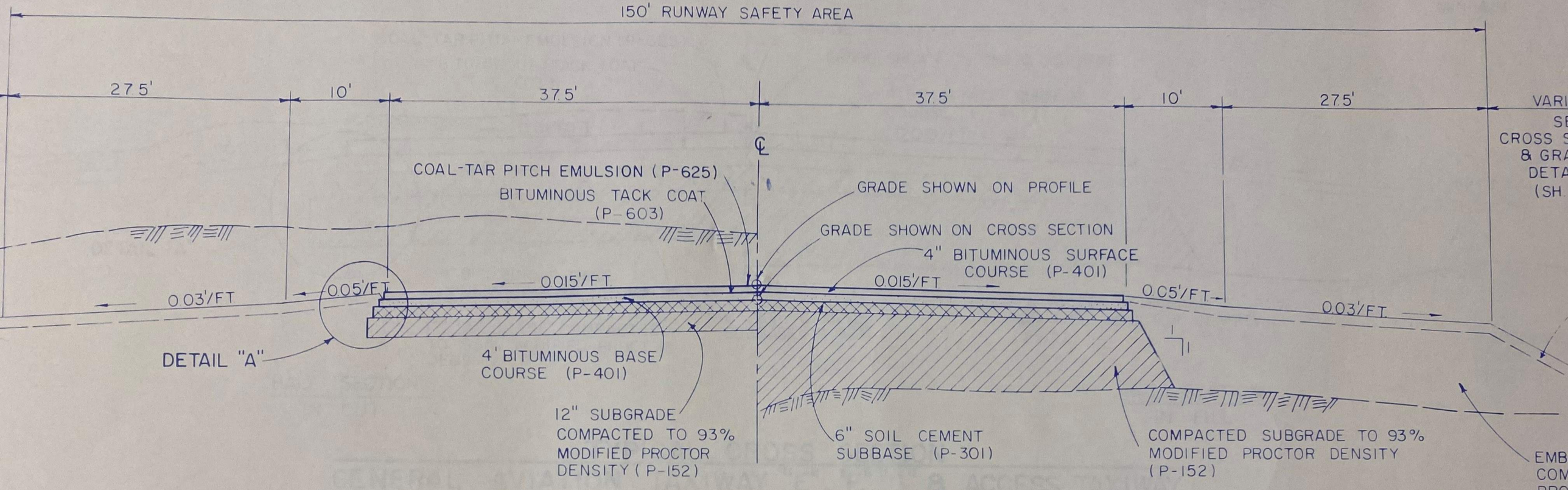
ALTERNATE PAVEMENT DETAIL

SCALE 1" = 1'-0"

		DRAWN BY	B M M	DATE: JUNE 1985	PROJECT NO. 363-143(16)	DAWSON ENGINEERS INCORPORATED CONSULTING CIVIL ENGINEERS	GREATER BATON ROUGE AIRPORT DISTRICT OWNER	RUNWAY TYPICAL SECTION TITLE	SHEET NO. 2
		DESIGNED BY	D.W.P.						
		CHECKED BY	R.R.S.	SCALE AS SHOWN	DRAWING NO. 363-143(16)-2				
NS	BY	APPROVED BY	D.W.P.						

363-143(16)-2

1-41-008

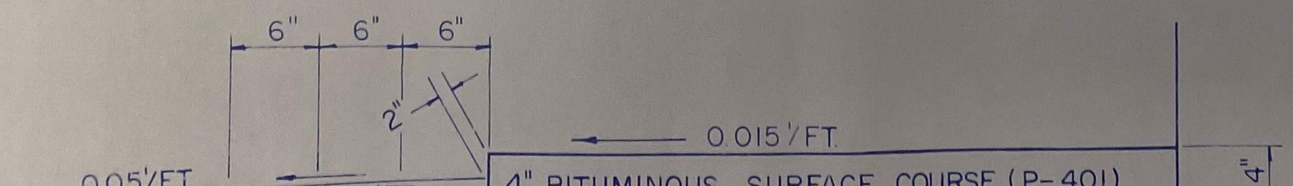


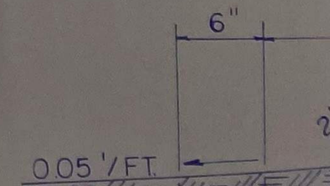
HALF SECTION
IN CUT

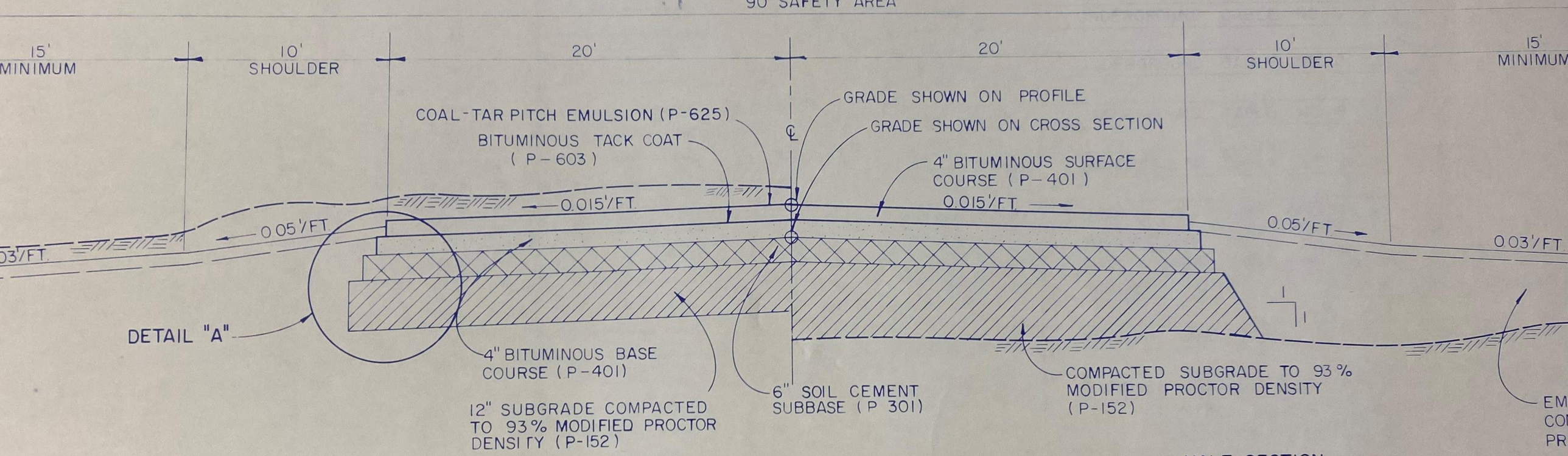
HALF SECTION
IN FILL

TYPICAL CROSS SECTION
GENERAL AVIATION RUNWAY

SCALE HOR. 1" = 10'
VER. 1" = 5'







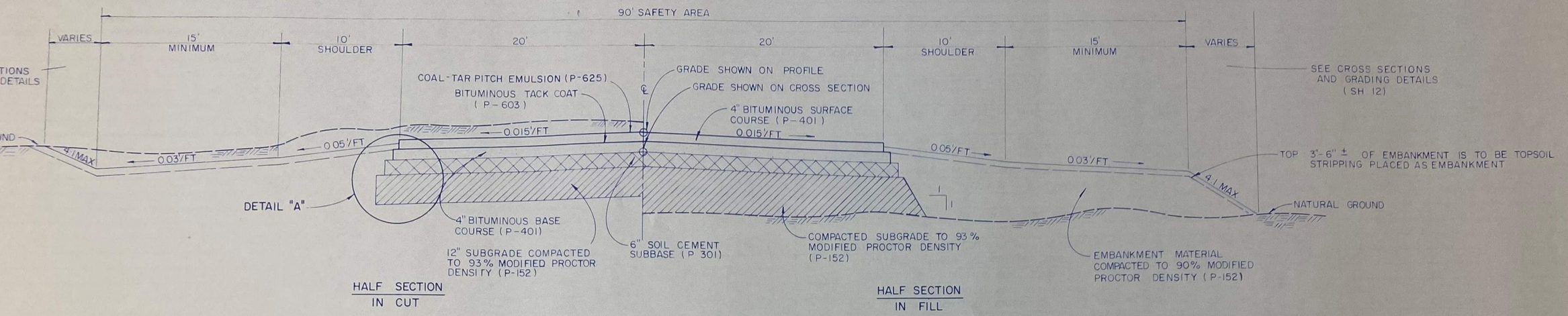
HALF SECTION IN CUT

HALF SECTION IN FILL

TYPICAL CROSS SECTION
GENERAL AVIATION TAXIWAY "E", "F," "G" & ACCESS TAXIWAY

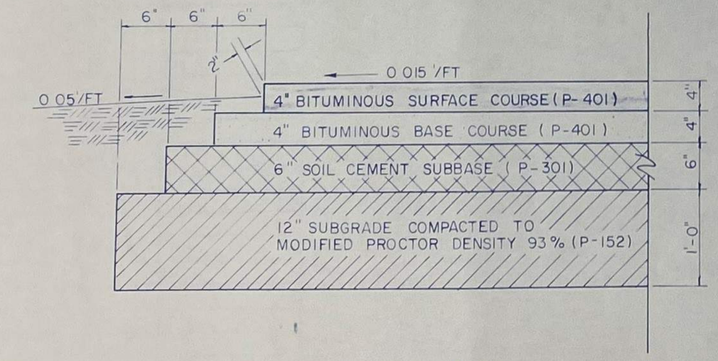
SCALE : HORIZ 1" = 5'
VERT 1" = 2'

3-22-0006-03/06	917-01-04	82-AR-TAA-0548	

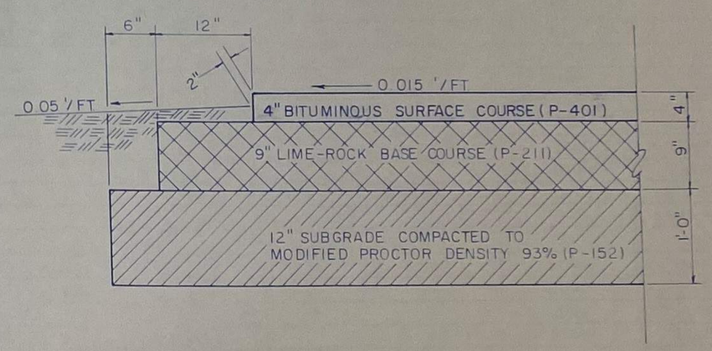


TYPICAL CROSS SECTION
GENERAL AVIATION TAXIWAY "E", "F", "G" & ACCESS TAXIWAY

SCALE: HORIZ 1"=5'
VERT 1"=2'



DETAIL "A"
SCALE: 1"=1'-0"



ALTERNATE PAVEMENT DETAIL
SCALE: 1"=1'-0"

		DRAWN BY	B.M.M.	DATE: JUNE, 1985	PROJECT NO. 363-143-(1b)	DAWSON ENGINEERS INCORPORATED CONSULTING CIVIL ENGINEERS	GREATER BATON ROUGE AIRPORT DISTRICT OWNER	TAXIWAY TYPICAL SECTION TITLE	SHEET NO. 2a
		DESIGNED BY	D.W.P.						
		CHECKED BY	R.R.S.	SCALE: AS SHOWN	DRAWING NO. 363-143-(1b)-2a				
	BY	APPROVED BY	D.W.P.						

Taxiway L Extension & Decommissioning of Runway 4R/22L and Taxiway E
Non-mandatory Pre-Bid Meeting Date - 7/15/2024
Bid Opening Date - 7/30/2024

Date	Name	Contractor	Question	Response Date	Response	Respondent Name
7/3/2024		Lemoine	What is the engineer's estimate?	7/3/2024	Approximately $11 Million for Phase I work.	Blake Roussel
7/9/2024	Michelle France	Command	1.) What is the engineer's estimate? 2.) Are TWIC cards required on this project?	7/9/2024	1.) Approximately $11 Million for Phase I Base Bid and $16 Million for Phase I Alternate 1. 2.) TWIC cards are not required, but there is a separate badging process through BTR Airport Security that must be followed.	Blake Roussel
7/9/2024	Michelle France	Command	Is the $16M for both the base bid and Alternate #1?	7/9/2024	So, the $16M is the engineer's opinion of cost for the Alternate to the Base Bid. The main difference in the Base Bid and Alternate 1 are taxiway surface material (asphalt for Base Bid, PCCP for Alternate 1). We're estimating approximately $11M for the asphalt option (Base Bid) and $16M for the concrete alternate (Alternate 1). Please refer to the typical sections in the plans for the differences in these two pavement designs.	Adam Fields
7/12/2024	Steve Shaw	Airport Lighting Company	L-109-7.1 Indicates Installation of 10kW CCR. Plan LS205 Indicates INSTALL REQUIRED 2.5KW L-829 CONSTANT CURRENT REGULATOR (CCR) FOR PHASE I. PHASE II WORK, ONCE COMPLETE, REQUIRES THIS CCR TO BE REPLACED WITH A 5KW L-829 CCR. Is the correct regulator 10kW or 5kW? Is the 2.5kW a spare already owned by the airport? Is the new CCR a 2.5kW in Phase I then a 5kW in Phase II? This is confusing as the Bid Schedule indicates 10kW in the Base Bid and 10kW in the Alternate Bid without mention of phasing.	7/12/2024	Phase 1 requires a new 2.5kW CCR. When Phase 2 is constructed, the 2.5kW CCR will become a spare for the airport and will be replaced by a new 5kW CCR. Description in Spec / Pay Item L-109-7.1 will be revised.	Ken Powers
7/13/2024	Steve Shaw	Airport Lighting Company	L-109-7.2 Indicates New Relay Interface Panel but there is nothing outlining function within the documents.	7/12/2024	Existing radio and relay panel will be reused; pay item description to be revised	Ken Powers
7/14/2024	Steve Shaw	Airport Lighting Company	There are more NEW signs in the Sign Schedule (PSM202) than what is indicated in the Bid Schedule (L-125-5.2, L-125-5.3, L-125-5.4)	7/12/2024	We found no discrepancies - some signs are shown more than once since the sign panels will change in Phase 2 construction.	Ken Powers
7/15/2024	Steve Shaw	Airport Lighting Company	Who is the manufacturer of the signs that require replacement panels (L-125-5.6).	7/12/2024	ADB Safegate	Ken Powers
7/16/2024	Steve Shaw	Airport Lighting Company	L-115-5.2 Indicates Junction Can L868 Size D with nothing outlined within the documents. L868D is not a recognized Junction Can. Is this to be L868C? L867D?	7/12/2024	L867D is required. Spec/Pay item description to be revised.	Ken Powers
7/16/2024	Steve Shaw	Airport Lighting Company	In regards to this project, L-125-5.8 states UPDATE ALCS with no additional information provided in the bid documents. Any hardware/software/interface & controls/components are proprietary/sole source to the control system and will need to be procured outside of this AIP Funded Project per AIP Guidelines, AIP Handbook 5100-38D Change 1, 3-36 Limited Noncompetitive Proposal Situations (ALCMS Modifications···). I look forward to your removal of this via addendum.	7/12/2024	This was discussed and the pay item is to remain in the plans.	Ken Powers
7/15/2024	Grant Mitchell	Brown Industrial Construction	How will the low bidder be selected--Base Bid Only or Base Bid + Alternate?	7/15/2024	The Base Bid will be considered and selected on the lowest bid. Alternate 1 (same as Base Bid, but with a concrete alternate pavement section) will be considered if lower compared to the asphalt (Base Bid) lowest bid. Alternate 2 (reduced scope) is an option for the Owner if the Base and Alternate Bids are above budget. There will be no Base Bid + Alternate. The Alternates are options for the Owner.	Adam Fields
7/15/2024	Hilliard Barber	Barber Brothers	I don't see the specification for P-407.	7/15/2024	The specification for P-407 ASPHALT TREATED PERMEABLE BASE will be added via Addendum.	Adam Fields
7/15/2024	Hilliard Barber	Barber Brothers	Asphalt liquid was not specified.	7/15/2024	The asphalt binder (cement) performance grade (PG) will be specified via Addendum.	Adam Fields
7/15/2024	Hilliard Barber	Barber Brothers	Will the airport supply the lighted X's?	7/15/2024	Yes, the Airport will supply the lighted X's.	Alan Krouse
7/15/2024	Hilliard Barber	Barber Brothers	There are 0 quantities even in the base bid. Impossible to bid items like this.	7/15/2024	The 0 quantity items will be removed from the Bid Form via Addendum.	Adam Fields
7/15/2024	Hilliard Barber	Barber Brothers	Cost of security badges and background check?	7/15/2024	Security badges and background check will be $80/each.	Alan Krouse
7/15/2024	Hilliard Barber	Barber Brothers	Will subcontractors have to meet the same insurance requirements as does the General Contractor?	7/15/2024	No, just the General Contractor. The Airport and City-Parish will be named as additionally insured.	Alan Krouse
7/15/2024	Chris Decuir	J. B. James Construction, LLC	For the concrete paving alternate, is there a typical joint detail sheet and joint layout information that can be provided?		At this time typical joint spacing will be 12.5 FT wide X 15.0 FT long. We are working toward putting joint layout sheets into Addendum 1.	Adam Fields
7/16/2024	Douglas Olson	Barriere Construction Co., LLC	The proposal form includes 30 items with zero quantity. Please remove the zero quantity items.	7/16/2024	The 0 quantity items will be removed from the Bid Form via Addendum.	Adam Fields
7/16/2024	Douglas Olson	Barriere Construction Co., LLC	The project includes an asphalt alternative and a concrete alternative are the contractors required to bid both alternatives or only their	7/16/2024	Contractor shall bid on all bid alternates.	Alan Krouse
7/16/2024	Grant Mitchell	Brown Industrial Construction	I did not see any pay items for the pavement underdrain. Will this be added in an Addendum?	7/16/2024	Yes, the specification for D-705 PIPE UNDERDRAINS FOR AIRPORTS will be added via Addendum.	Adam Fields

7/16/2024	Christian Valencia	Construct Connect	Is there an estimated budget or value you were willing or able to share with me at this time?	7/16/2024	Yes. Base Bid, appx. $11M; Alternate 1, appx. $16.5M.	Adam Fields
7/16/2024	Christian Valencia	Construct Connect	Have start and end dates for the actual work on the project been established yet?	7/17/2024	Bid opening is 10:00 AM on July 30. All bids will be reviewed and a recommendation made to the Owner, then on to Commission and Council for approval. This is within 60 days.	Adam Fields
7/16/2024	Timothy Lewellen	Brown Industrial Construction	The sections for the asphalt and Concrete sections appear to be built with completely different design life requirements. Will this be taken into consideration in the proposal review? (ie. Lifesycle analysis of the pavement sections)	7/16/2024	The life cycle benefits of the PCCP alternative will be considered when making the selection.	Blake Roussel
7/16/2024	Timothy Lewellen	Brown Industrial Construction	P306 is used as a working platform most of the time and 11.5" seems to be excessive. As the design criteria for the FAA utilizes either p304, p306 or p 307 there seems to be advantages to utilizing the asphalt base section. Would that be considered if the airport is looking for a concrete surface?	7/16/2024	No changes will be made to the pavement sections.	Blake Roussel
7/16/2024	Timothy Lewellen	Brown Industrial Construction	Are there any Joint layout plans available?	7/16/2024	We are working toward putting joint layout sheets into Addendum 1.	Adam Fields
7/16/2024	Timothy Lewellen	Brown Industrial Construction	Per advisory circular any odd-shaped panels for concrete requires reinforcement can the engineer provide quantities of drawings for these and reinforcing required?	7/16/2024	Reinforcing steel will be inclusive to Item P-501-8.1 CEMENT CONCRETE PAVEMENT. For spacing, see FAA AC/150/5320-6G and Sample PCC Joint Plans at https://www.faa.gov/airports/engineering/pavement_design.	Adam Fields
7/16/2024	Timothy Lewellen	Brown Industrial Construction	What are the pavement joint requirements? (Dowels, Dummy, Re-steel or thickened edges per circular wand where are they located?)	7/16/2024	Dummy joints will be allowed. Joints shall adhere to FAA AC 150/5320-6G and Sample PCC Joint Plans (https://www.faa.gov/airports/engineering/pavement_design).	Adam Fields
7/16/2024	Timothy Lewellen	Brown Industrial Construction	Are 25 foot panels for concrete acceptable?	7/16/2024	At this time typical joint spacing will be 12.5 FT wide X 15.0 FT long.	Adam Fields
7/16/2024	Timothy Lewellen	Brown Industrial Construction	Are interlocking (Dummy) joints acceptable in the pavements or are dowels required in contraction joints?	7/16/2024	Dummy joints will be allowed.	Blake Roussel
7/16/2024	Timothy Lewellen	Brown Industrial Construction	With the nature of the bid form how is the job going to be evaluated? Suggestion is to base bid all items but paving and alt 1 asphalt, alt 2 concrete so the evaluation can be base bid plus alt 1 of alt 2 to get to the award.	7/16/2024	The Base Bid will be considered and selected on the lowest bid. Alternate 1 (same as Base Bid, but with a concrete alternate pavement section) will be considered if lower compared to the asphalt (Base Bid) lowest bid. Alternate 2 (reduced scope) is an option for the Owner if the Base and Alternate Bids are above budget. There will be no Base Bid + Alternate. The Alternates are options for the Owner. There will be no changes to the bid forms or how the items are displayed other than removing 0 quantity items.	Adam Fields
7/16/2024	Douglas Olson	Barriere Construction Co., LLC	Plan sheet TS1 shows 2” Milling, Plan sheet TS3 shows ½” Milling, the proposal form shows 4” milling please clarify the milling depth	7/16/2024	These typical sections are for the perimeter road. This work is not included in Phase I. We will document this, investigate and make any necessary changes for the Phase II Advertisement. To clarify, the mill and overlay of existing Taxiway L is included in Phase I and is intended to be 2” mill with 2” P-401 overlay. The 4” milling item in the Summary of Estimated Quantities will be revised via Addendum.	Adam Fields
7/16/2024	Chirs Decuir	J. B. James Construction, LLC	Sheet CD100, Note 5 references asphalt pavement removal and concrete airfield pavement removal. These items do not exist. Is all pavement removal paid for under P-101-5.1a?	7/16/2024	P-101-5.1a PAVEMENT REMOVAL ([DESCRIPTION]) is the item used to estimate all full-depth pavement removal.	Adam Fields
7/16/2024	Chirs Decuir	J. B. James Construction, LLC	Is there somewhere on the plans that shows the depths of asphalt pavement that is to be removed? Also, is there a depth of base below pavement that will need to be removed? If so, what is the type of this base material?	7/16/2024	P-101-5.1a PAVEMENT REMOVAL ([DESCRIPTION]) is the item used to estimate all full-depth pavement removal.	Adam Fields
7/16/2024	Chirs Decuir	J. B. James Construction, LLC	Is the pavement removal quantity included with the excavation quantity?	7/16/2024	No, excavation is not included in pavement removal.	Adam Fields

7/17/2024	Douglas Olson	Barriere Construction Co., LLC	Plan Sheet TS2 Typical section shows Geosynthetic Fabric between the P-154 Subbase and the P-407 Asphalt Treated Permeable Base. Plan Sheet TS2 Note 3 Geosynthetic Fabric shall be included in with cost P-154 Subbase Course. Proposal form has a pay item P-209-5.2 Separation Fabric 22,286 sy Section P-209 Crushed Aggregate base includes section. 209-2.4 Separation Geotextile. Separation geotextile shall be Class 2, 0.02 sec-1 permittivity per ASTM D4491, Apparent opening size per ASTM D4751 with 0.60 mm maximum average roll value. The section clearly states payment under item P-209-5.2 Section 154-2 Subbase Course includes section 154-2.3 Separation Geotextile. Separation geotextile shall be Class 2; 0.02 sec-1 permittivity per ASTM D4491; Apparent opening size per ASTM D4751 with 0.60 mm maximum average roll value. Please clarify the location of the Geotextile fabric and that it is paid under item P-209-5.2	7/16/2024	Note 3 will be removed from the applicable typical sections. Fabric will be paid under Item P-209-5.2.	Adam Fields
7/17/2024	Douglas Olson	Barriere Construction Co., LLC	Proposal Item P-403-8.1c asphalt mixture binder course (overlay) should this be a (surface) wearing course?	7/17/2024	P-403-8.1Cc for overlay has been changed to P-401-8.1b. It is intended as the 2" overlay surface course of existing Taxiway L.	Adam Fields
7/17/2024	Douglas Olson	Barriere Construction Co., LLC	Is there a technical specification for Item P-407-8.1 Asphalt Treated Permeable Base (ATPB) (6” Thick)?	7/17/2024	The specification for P-407 ASPHALT TREATED PERMEABLE BASE will be added via Addendum.	Adam Fields
7/17/2024	Douglas Olson	Barriere Construction Co., LLC	Section P-154 Subbase Course calls for gradation testing is there a specified gradation?	7/17/2024	Yes. The gradation requirements table has been added to specification P-154 SUBBASE COURSE and will be provided via Addendum.	Adam Fields
7/17/2024	Douglas Olson	Barriere Construction Co., LLC	Is there a pay item for the under drain shown on plan sheet TS5? What is the depth below the subbase required?	7/17/2024	The specification for D-705 6 INCH PIPE (PERFORATED PVC), INCLUDING POROUS BACKFILL AND FILTER FABRIC will be added via Addendum.	Adam Fields
7/17/2024	Brent Rodrigue	BrentR@la-cont.com	On the unit bid form included there are 30 bid items on base bid and alternate 1 bid forms.will these bid items have any quantities attached to them eventually?	7/17/2024	The 0 quantity items will be removed from the Bid Form via Addendum.	Adam Fields
7/17/2024	Jason Aubin	Boh Bros. Construction Co., LLC	Has 100% of funding for this project been obtained? If not, what funding sources are anticipated and when is funding anticipated to be fully obtained?	7/17/2024	It's expected that Phase I will be fully funded through FAA Grant money and State funds.	Adam Fields
7/17/2024	Jason Aubin	Boh Bros. Construction Co., LLC	What is the anticipated award date for this project?	7/17/2024	Bid opening is 10:00 AM on July 30. All bids will be reviewed and a recommendation made to the Owner, then on to Commission and Council for approval. This is within 60 days.	Adam Fields
7/17/2024	Jason Aubin	Boh Bros. Construction Co., LLC	What is the anticipated NTP date for this project?	7/17/2024	Bid opening is 10:00 AM on July 30. All bids will be reviewed and a recommendation made to the Owner, then on to Commission and Council for approval. This is within 60 days.	Adam Fields
7/17/2024	Jason Aubin	Boh Bros. Construction Co., LLC	Please provide any/all jointing and reinforcing details for the P-501-8.1 Cement Concrete Pavement item within Alt 1.	7/18/2024	Joint layouts will be provided via Addendum. Reinforcement will be per FAA AC 150/5320-6G and Sample PCC Joint Plans (https://www.faa.gov/airports/engineering/pavement_design). We are going to provide joint layout sheets via Addendum. Steel will be included in the cost of Item P-501-8.1 CEMENT CONCRETE PAVEMENT. However, the following guidance is provided in FAA AC 150/5320-6G. Steel design will not be provided in joint layout sheets, however this will give you something to estimate from.	Adam Fields
7/17/2024	Jason Aubin	Boh Bros. Construction Co., LLC	Typically, P-306 is placed directly beneath the P-501 layer, with a bond breaker applied between the 2 layers. Would the engineer reconsider the placement of the drainage layer similar to that of the Base Bid, beneath the P-209 layer?	7/17/2024	No changes will be made to the pavement sections.	Adam Fields
7/17/2024	Jason Aubin	Boh Bros. Construction Co., LLC	Spec. 307 states that a Type 2, Class B Curing Compound should be used as curing material and as a bond breaker for the overlaying surface. Please specify at what rate the compound is to be applied for each application.	7/17/2024	There is no specified application rate. However, ASTM C309 may provide guidance.	Adam Fields
7/17/2024	Jason Aubin	Boh Bros. Construction Co., LLC	Specification P-501 section 501-2.4 Joint Seal states "The joint seal for the joints in the concrete pavement shall meet the requirements of Item P-604 and Item P-605 and shall be of the type specified in the plans." There does not appear to be a P-604 or P-605 specification included in the project manual nor is there a type specified in the plans.	7/17/2024	Specifications P-604 COMPRESSION JOINT SEALS FOR CONCRETE PAVEMENTS and P-605 JOINT SEALANTS FOR PAVEMENTS will be provided via Addendum.	Adam Fields
7/17/2024	Jason Aubin	Boh Bros. Construction Co., LLC	Is the thickness for the P-306 layer correct at 11.5"? Typically, this material is placed in a 5-7" thick section as it is essentially a working platform for the P-501 placements.	7/17/2024	No changes will be made to the pavement sections. Pavement thickness was determined using FAA's FAARFIELD 2.0 pavement design software.	Adam Fields

7/17/2024	Jason Aubin	Boh Bros. Construction Co., LLC	Please clarify the widths of the P-307, P-306, and P-209 layers as this will be necessary to determine whether sufficient track line will be provided for concrete paving equipment. Typically, a 3-foot offset is used for each underlying layer.	7/17/2024	Widths of P-306, P-307 and P-209 on TS2.5 are per the top detail labeled "Proposed Taxiway Grading Section". (26.5 FT on either side of the centlerline or a 1.5 FT offset beyond the surface layer).	Adam Fields
7/17/2024	Jason Aubin	Boh Bros. Construction Co., LLC	Due to the lack of information provided in regard to the concrete pavement section, would the owner please consider an extension to the question deadline as well as the bid submission date to allow time for a thorough review and the potential for follow up questions to the responses regarding questions asked?	7/17/2024	The Owner is under FAA Grant deadline. Joint Layout Sheets will be provided via Addendum.	Adam Fields
7/17/2024	Grant Mitchell	Brown Industrial Construction	For the P-152 “Embankment In Place”, is there a specification for the material?	7/17/2024	Yes. Specification P-152 EMBANKMENT IN PLACE was provided in the Project Manual PDF.	Adam Fields
7/17/2024	Grant Mitchell	Brown Industrial Construction	For P-152, P-154 & P-209 installation methods, can a dozer be utilized to install the material?	7/17/2024	If there is no restriction in the applicable specifications, then yes. This may need to be confirmed with the RPR.	Adam Fields
7/17/2024	Grant Mitchell	Brown Industrial Construction	For the Pavement Removal (17,259SY) bid item, how thick is the asphalt pavement in for this item?	7/17/2024	As-builts may be requested from the airport.	Adam Fields
7/17/2024	Grant Mitchell	Brown Industrial Construction	For the Pavement Removal (17,259SY) bid item , is there any concrete included in this item? If so, how thick?	7/17/2024	No.	Adam Fields
7/17/2024	Grant Mitchell	Brown Industrial Construction	Are the base layers underneath the Asphalt/Concrete to be removed included in the Pavement Removal Item or are they captured in the excavation item? If they are included in the Pavement Removal Item can you outline the layers and thickness?	7/17/2024	Base layer is included in P101-5.1 PAVEMENT REMOVAL. As-builts for existing pavement sections can be requested from the airport. (As-builts sent via email 07/18/2024).	Adam Fields
7/17/2024	Grant Mitchell	Brown Industrial Construction	Can we get clarification on what drainage structures is being removed/abandoned in phase 1?	7/17/2024	Clarification will be provided via Addendum.	Adam Fields
7/17/2024	Grant Mitchell	Brown Industrial Construction	What bid item will be used to price the Existing Catch Basin Removals shown in plans?	7/17/2024	P-101-5.7 REMOVAL OF EXISTING PIPES AND STRUCTURES (LUMP SUM).	Hardy Bathea
7/17/2024	Grant Mitchell	Brown Industrial Construction	Is all of the existing pipe shown to be abandoned in place going to be flow filled or is some going to be removed? If so, what bid item will this cost fall under?	7/17/2024	All of the pipe is to be removed, except for the pipes that are under the remaining taxiways, these will be filled with flowable fill. The spec for the flowable fill says “No payment will be made separately or directly for controlled low strength material (CLSM). CLSM shall be considered necessary and incidental to the work of this Contract for Item P-101-5.7.” which is the bid item for Removal of Existing Pipes and Structures.	Hardy Bathea
7/18/2024	Chris Decuir	J. B. James Construction, LLC	Are the clearing and grubbing limits shown anywhere? The 31 acres is a large area without any indication of what will need to be cleared and grubbed.	7/18/2024	Area to be cleared and grubbed is estimated to be surface area touched by grading plans, less pavement areas.	Adam Fields
7/18/2024	Chris Decuir	J. B. James Construction, LLC	Can a material type be specified for the P-154 Subbase Course? The specifications indicate either a granular material or a soil material with PI less than 25.	7/18/2024	A revised Specification P-154 SUBBASE COURSE will be provided via Addendum. See the "MATERIALS" section of the specification for more information, including gradation.	Adam Fields
7/18/2024	Robbin Dufour	Siema Construction	Can a suggested joint layout be provided for bidding purposes on alternate No.1 P-501 concrete paving option including areas to be reinforced and thickened panels?	7/18/2024	Joint layouts will be provided via Addendum. Reinforcement will be per FAA AC 150/5320-6G and Sample PCC Joint Plans (https://www.faa.gov/airports/engineering/pavement_design). We are going to provide joint layout sheets via Addendum. Steel will be included in the cost of Item P-501-8.1 CEMENT CONCRETE PAVEMENT. However, the following guidance is provided in FAA AC 150/5320-6G. Steel design will not be provided in joint layout sheets, however this will give you something to estimate from.	Adam Fields
7/18/2024	Robbin Dufour	Siema Construction	Will the deadline for the submission of DBE paperwork begin immediately after bid opening, or will it begin once a selection of options has been chosen by the owner? The 2 low bid contractors would need to know which option to submit paperwork on, as submitting options for all three would be confusing for the subcontractors, as well as time consuming. More importantly, it may not be clear at the time of bid opening who the 2 low bidders are. Please advise.	7/18/2024	Per the specifications on Page I-8, two apparent low bidders have three days to submit along with other items listed.	Alan Krouse
7/18/2024	Chris Decuir	J. B. James Construction, LLC	How is the pavement edge drain paid? What item should cost be included?	7/18/2024	The specification for D-705 PIPE UNDERDRAINS FOR AIRPORTS will be added via Addendum.	Adam Fields
7/18/2024	Chris Decuir	J. B. James Construction, LLC	Qty for item P-153-6.1 CLSM appears to be high. Sheet CDB2D shows one 24” Pipe to be abandoned in place. Where is other quantity located?	7/18/2024	CLSM will be removed from the bid forms via Addendum. Flow fill is inclusive to Item P-101-5.7.	Adam Fields
7/18/2024	Chris Decuir	J. B. James Construction, LLC	All other pipe shows to be removed, where is this paid?	7/18/2024	P-101-5.7 REMOVAL OF EXISTING PIPES AND STRUCTURES (LUMP SUM). This will be added to the Bid Forms via Addendum.	Adam Fields

7/18/2024	Chris Decuir	J. B. James Construction, LLC	Is there an engineer's estimate for this project?	7/18/2024	Yes. See below: •Phase I Base Bid approximately $11M. •Phase I Alternate 1 approximately $17M. •Phase I Alternate 2 approximately $8M.	Adam Fields
7/18/2024	Chris Decuir	J. B. James Construction, LLC	Will Phase I Alternate 2 be addressed in addendum? I do not see any information on this alternate.	7/18/2024	Yes.	Adam Fields
7/18/2024	Chris Decuir	J. B. James Construction, LLC	When do you plan to send out addendum?	7/18/2024	Addendum documentation will be sent to the Airport no later than Friday, July 19.	Adam Fields
7/18/2024	Chris Decuir	J. B. James Construction, LLC	Would a bid extension be possible?	7/18/2024	The Airport is under FAA Grant deadline. I am not sure if a time extension is possible. All bids have to be in hand by the bid opening of July 30 at 10:00 AM (City Hall).	Adam Fields
7/18/2024	Grant Mitchell	Brown Industrial Construction	I was able to locate the specification for the P-154 Subbase Course but was not able to locate the specification for the P-152 embankment. Can you point me in the right direction?	7/18/2024	P-152 should start on page 218 of the Project Manual.	Adam Fields
7/18/2024	Jason Aubin	Boh Bros. Construction Co., LLC	Does your design require the pavement to be fully reinforced or should the AC standard for odd-shaped panels and/or length-to-width ratio exceeding 25% apply?	7/18/2024	The AC standard will apply; reinforcement will be required in irregular shaped panels.	Adam Fields
7/18/2024	Jason Aubin	Boh Bros. Construction Co., LLC	Additional detail will need to be provided in regard to size and spacing requirements of the rebar or WWF mats. Without providing enough detail, you may be exposing the owner to unnecessary change orders and/or maintenance concerns in the future. The section referenced in the AC section (3.16) is mostly provided to be utilized during pavement design.	7/18/2024	We are preparing joint layout sheets and they will be provided via Addendum. The joint layout sheets will show types of joints, typical spacing of joints, bugs indicating panels that will require reinforcement, details for construction joints and joint seals, and edge details. 6x6-8/8 WWF will be required in non-standard sized slabs.	Adam Fields
7/18/2024	Jason Aubin	Boh Bros. Construction Co., LLC	3.16.3.8 Best construction practice is to offset the stabilized base, base and subbase layers 12 to 36 inches from the edge of the concrete layer to create a solid platform for the paver or forms. The amount of the offset is related to the manner of construction, e.g. slip form pavers require from 24-36" to create a stable path for the paver.	7/18/2024	We currently show a 1.50 FT offset from edge of PCCP surface on either side of the taxiway pavement section.	Adam Fields
7/18/2024	Grant Mitchell	Brown Industrial Construction	I read through the entire section and was not able to locate the dirt spec. Can you provide the specification that is required?	7/18/2024	Soil properties are at the discretion of the Geotechnical Engineer and the Final Geotechnical Engineering Report. Specification P-152 will be revised per this recommendation and issued via Addendum.	Adam Fields
7/18/2024	Michelle France	Command	What are the specific insurance requirements for this project?	7/18/2024	Insurance requirements are covered in Divisions I and II of the Project Manual (access here: https://app.box.com/s/j8gnrjus6mwebszqyur386zkzbiojwkf). Also, the Airport and City-Parish will be named as additionally insured.	Adam Fields
7/18/2024	Shaun Morein	Bernhard	Item Ref. No. L-110-5.2 discusses a steel casing. There is no description of the steel casing required or the size as they say the hdpe conduit is 2". Please provide more information.	7/18/2024	Typical casing is 4".	Ken Powers
7/18/2024	Dusty Dysart	Ferguson Waterworks	Ref Sheet No's TS2, TS2.5, and TS5, Typical Sections. Note 3 on each of these sheets states that Geosynthetic Fabric shall be included with cost of P-154 Subbase Course. The bid form appears to have a separate bid items for the Separation Geotextile in REF No. P-209-5.2.	7/18/2024	Note 3 will be removed from the applicable typical sections. Fabric will be paid under Item P-209-5.2.	Adam Fields
7/18/2024	Dusty Dysart	Ferguson Waterworks	•Ref Sheet No's TS3, TS4, TS4.1, and TS4.2, Typical Sections. Note 3 on these sheets states that Geosynthetic Fabric shall be included with cost of P-407. The bid form appears to have a separate bid item for the separation geotextile in Ref No. P-209-5.2. ols the geotextile referenced in these section details paid for separately in Ref No. P-209-5.2?	7/18/2024	Note 3 will be removed from the applicable typical sections. Fabric will be paid under Item P-209-5.2.	Adam Fields
7/18/2024	Dusty Dysart	Ferguson Waterworks	•Ref Sheet TS5, Detail 4 – This detail shows an underdrain system to be installed at the shoulder of pavement. Note 6 refers to pay items for underdrain systems, but I could not find any pay items for underdrain systems in the bid form. Are these underdrains to be installed as part of this project? If so, is the perforated pipe to be installed for full length of runway on each side, with outlets per note 5?	7/18/2024	Yes, the specification for D-705 PIPE UNDERDRAINS FOR AIRPORTS will be added via Addendum.	Adam Fields
7/18/2024	Chris Decuir	J. B. James Construction, LLC	There are multiple items on the bid form with "0" quantity. Do these items require a unit price? Can we leave the item blank, or $0 unit price?	7/18/2024	The 0 quantity items will be removed from the Bid Form via Addendum.	Adam Fields

7/18/2024	Shaun Morein	Bernhard	Are there any special steel requirements, carbon galvanized? Thickness of the steel or schedule? Will it have to be welded on each end? I have never seen a steel casing needed on an airport for electrical work.	7/18/2024	Spec L-110 offers general guidance, but I don't know if it specifically answers their questions. Spec L-108 indicates to ground all metallic components of the airfield lighting system on the load side of the regulator. I point that out because there could be exothermic welding to connect ground rods/conductors, typically on each end of duct banks, etc. From L-108: All metallic airfield lighting components in the field circuit on the output side of the constant current regulator (CCR) or other power source shall be bonded to the airfield lighting counterpoise system. L-110-2.2 does require galvanized steel. The spec doesn't specifically call out thickness.	Ken Powers
ADDENDUMS 1 AND 2 ISSUED 07/19/2024						
7/19/2024	Joshua Blouin	Preferred Electric Inc.	Can you please provide details or reference specific location in specs and drawings for details related to update required of the airport lighting control system?	7/22/2024	There are no drawings or details for this scope. The Contractor will have to work closely with the Airport and Control Tower to coordinate the update.	Adam Fields
7/19/2024	Joshua Blouin	Preferred Electric Inc.	Can you please provide any pictures or details of the on-site RVR (Runway Visual Range) that will need to be relocated?	7/22/2024	Plan sheet ES201 contains an image of the RVR with individual components identified. Additional photos will be provided via Addendum.	Blake Roussel
7/19/2024	Joshua Blouin	Preferred Electric Inc.	What is the depth from grade of the conduit that is called to be demo'd?	7/22/2024	We do not have this information. However, conduit can be abandoned in place once obsolete conductors are removed.	Chris Schade
7/19/2024	Joshua Blouin	Preferred Electric Inc.	Are any of the conduit runs that need to be demo'd in concrete?	7/22/2024	Abandon in place per previous statement.	Chris Schade
7/19/2024	Joshua Blouin	Preferred Electric Inc.	Will there be any core drilling in concrete required?	7/22/2024	None as part of the RVR relocation.	Chris Schade
7/22/2024	Trevor Warner	Lemoine	Provide geotechnical report.	7/22/2024	Final Geotechnical Report will be provided via Addendum.	Adam Fields
7/22/2024	Trevor Warner	Lemoine	Provide section P-407.	7/22/2024	Specification P-407 ASPHALT TREATED PERMEABLE BASE COURSE (ATPB) was provided via Addendum 1 (07/19/2024).	Adam Fields
7/22/2024	Trevor Warner	Lemoine	Sheet TS5, edge drain detail shows 20' overlap of filter fabric. Is this measurement correct? The overlap will be between the 5" asphalt base course and the 6" Crushed aggregate?	7/22/2024	The 20' (foot) dimension was an error and corrected to 20" (inches) via Addendum 1. The overlap is between the 5" P-403 asphalt base and the 6" P-209 crushed stone.	Adam Fields
7/22/2024	Trevor Warner	Lemoine	Provide pay item for edge drain with quantity.	7/22/2024	The specification for D-705 PIPE UNDERDRAINS FOR AIRPORTS will be added via Addendum.	Adam Fields
7/22/2024	Trevor Warner	Lemoine	Note 3 on sheet TS2 and Ts2.5 state geosynthetic fabric will be included with cost of P-154 Subbase course. Bid item P-209-5.2 is for separation geotextile. Please clarify which bid item should include the geosynthetic fabric	7/22/2024	Note 3 will be removed from the applicable typical sections. Fabric will be paid under Item P-209-5.2.	Adam Fields
7/22/2024	Trevor Warner	Lemoine	Will onsite excavated material be allowed for use as embankment	7/22/2024	Please refer to Specification P-152 for embankment requirements.	Adam Fields
7/22/2024	Trevor Warner	Lemoine	Is stone material for edge drain included in crushed aggregate base course bid item?	7/22/2024	The backfill to be used in underdrains is included in the price of the D-705-5.4 item (specification D-705). See specification D-705 for backfill materials.	Adam Fields
7/22/2024	Trevor Warner	Lemoine	Provide bid item for removal of pavement striping.	7/22/2024	Item P-620-5.1 SURFACE PREPARATION (SQFT) was added via Addendum 2 for existing marking removal.	Adam Fields
7/22/2024	Trevor Warner	Lemoine	Please clarify limits of no mechanical excavation near existing utility lines.	7/22/2024	Please see revised Special Provision Section 113 PROTECTION OF UNDERGROUND UTILITIES, issued via Addendum 1 for more information.	Adam Fields
7/22/2024	Trevor Warner	Lemoine	Please provide existing elevations for Drainage runs.	7/22/2024	Please see Existing Conditions and Proposed Site Grading plans for existing elevation	Adam Fields
7/22/2024	Trevor Warner	Lemoine	Is there any expected lime treatment for dirt onsite?	7/22/2024	No, lime is not intended for onsite dirt.	Adam Fields
7/22/2024	Trevor Warner	Lemoine	Is all excavated material expected to be hauled off site?	7/22/2024	Permanent stockpiling of unsuitable material on the airfield will not be allowed.	Adam Fields
7/22/2024	Trevor Warner	Lemoine	The edge drains are intended to day light to ditch every 400'. The current final elevations of the edge drain and ditch do not allow this. Please provide daylighting sections/detail.	7/22/2024	Edge drains will outlet to catch basins at 400 FT maximum intervals. No daylighting is proposed. Note on TS5 will be revised via Addendum.	Adam Fields
7/22/2024	Trevor Warner	Lemoine	Are engineers qtys expected to be updated in an addendum? There are multiple pay items with zero qty, please advise.	7/22/2024	The 0 quantity items will be removed from the Bid Form via Addendum.	Adam Fields
7/22/2024	Dale Gauthier	Siema Construction	After reviewing Addenda 1 and 2, I've noticed an issue with sheet G008, "Overall Construction Safety Plan and Airport Safey Plan". The plan sheet is color coded to show the delineation between Phase 1, Phase 1 (Alternate 2), and Phase 2. However, Phase 1 and Phase 1 (Alternate 2) are both represented by the same color. Would you please provide a drawing that clearly shows on a plan view what portion(s) of the work would be removed in Alternate 2?	7/22/2024	Revisions to Sheet G008 will be made via Addendum. For reference, Phase I will be orange; Phase I Alternate 2 will be the same orange with a darker orange hatch.	Adam Fields
7/23/2024	Steve Shaw	Airport Lighting Company	Can you advise what is required of this bid item? Update ALCS is a broad category and usually involves proprietary items only available from the original manufacturer. If that is the case it must be removed from this AIP Funded project per guidelines set forth. Direction being given by FAA ADO for further understanding.	7/23/2024	The Contractor will have to work closely with the Airport and Control Tower to coordinate the update. In previous projects, this has been a single line item included in the bid forms and EOPCC little specifications or details. We will be revising the L-125 specification with language on this item that will be issued via Addendum. We have spoken to the Airport and their Program Managers yesterday about this item and it will remain in the bid with revised specifications.	Adam Fields

7/23/2024	Jevin Huval	Brown Industrial Construction	Regarding security access on site, are all on site personnel required to have the security badge and background checks? Biggest concern would be for trucking/hauling companies that would be making material deliveries.	7/23/2024	Not everyone will not have to be badged. Delivery trucks, etc. will have to be escorted by someone who is properly badged and has vehicle that is marked.	Alan Krouse
7/23/2024	Jevin Huval	Brown Industrial Construction	Can you please specify who will need a badge.	7/23/2024	Badged employees will be allowed to escort a small number of unbadged employees onsite. That number generally ranges from 2-4 at the discretion of BTR Operations depending on current site security conditions. The contractor must supply enough badged employees to escort and monitor their crews.	Blake Roussel
7/23/2024	Dale Gauthier	Siema Construction	Please provide the geotechnical investigations report.	7/23/2024	Geotechnical report will be provided via Addendum shortly.	Adam Fields
7/23/2024	Dale Gauthier	Siema Construction	The only type of specification item listed in the bid form is for Unclassified Excavation. Does this mean that all excavated materials on this project shall be hauled and disposed of off-site? If so, would topsoil stripping be included in this item?	7/24/2024	Unsuitable material shall be hauled off-site. Material that meets specifications for P-152 for embankment may be used for similar purposes with the discretion of the RPR. Topsoil will be removed under P-152. See P-152-2.2 Excavation for further details. “All suitable excavated material shall be used in the formation of embankment, subgrade, or other purposes as shown on the plans. All unsuitable material shall be disposed of as shown on the plans.”	Adam Fields
7/23/2024	Dale Gauthier	Siema Construction	Is there a designated waste disposal or stockpile area on this project, or	7/24/2024	Permanent stockpiling of unsuitable material on the airfield will not be allowed.	Adam Fields
7/23/2024	Dale Gauthier	Siema Construction	Can we interpret this to mean that any existing unsuitable material that is encountered during construction shall be removed (and paid for under item “P-152-4.1 Unclassified Excavation”) and replaced (paid for under item "P-152-4.2 Embankment In Place”?	7/24/2024	See response to the first question. If material is unsuitable, it shall be moved off-site. New embankment is paid under P-152-4.2.	Adam Fields
7/23/2024	Dale Gauthier	Siema Construction	There is no item or section T-901 in the bid documents. Please advise/provide.	7/24/2024	Item 901-5.1 SEEDING (HYDROSEEDING) is provided in the Bid Form.	Adam Fields
7/23/2024	Dale Gauthier	Siema Construction	There is no Item T-905. However, there is an item for Seeding and Mulching. Will Topsoil be required for this project? If so, please provide a bid item for stockpiling and placing topsoil. The quantity of this item should be deducted from Unclassified Excavation if the quantity of Unclassified Excavation includes the uppermost layer of natural ground.	7/24/2024	Topsoil scraped from the construction area may be used as topsoil if it meets the specifications of T-905. Temporary laydown and stockpiling area(s) are provided in the plans. The T-905 spec and bid item will be added in Addendum 3.	Adam Fields
7/23/2024	Dale Gauthier	Siema Construction	If all measures have been taken by the contractor to meet the requirements as stated previously, on pages 3-5 under 152-2.8 Formation of embankments, and moisture content and density of installed material have been tested and proven to be of the satisfaction of the RPR, then it should not be at the contractor’s expense to remove and replace/address the soft areas as previously defined. Please consider amending this section to state, “Removal and replacement of soft areas in to be paid for under _____”.	7/24/2024	The specifications will not be revised as proposed.	Adam Fields
7/23/2024	Dale Gauthier	Siema Construction	What is the required diameter of the tie bars and smooth dowels, and what is the specified length for the smooth dowels? Also, please confirm that the smooth dowels shall be painted and not epoxy-coated.	7/24/2024	Please see FAA AC 5320-6G (https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5320-6G-Pavement-Design.pdf) for more information on tie bars for concrete joints.	Adam Fields
7/23/2024	Jennifer Todd	Barriere Construction Co., LLC	In the Instruction to Bidders, page I-8, forms to be submitted by two apparent lowest bidders #16. Affidavit. Are you referring to the Subcontractor E-Verify Affidavit (I-101)? And if so, you are requiring this for each subcontractor we are going to use on our Schedule A – DBE Commitment?	7/24/2024	Item 16 should read “Subcontractor E-Affidavit”. This will be revised via Addendum 3.	Alan Krouse
7/23/2024	Jennifer Todd	Barriere Construction Co., LLC	I’d also like to confirm all the post-bid submission forms can be returned via email.	7/24/2024	Documents are normally hand-delivered.	Alan Krouse
7/24/2024	Dustin Blouey	Boone Services, LLC	While reviewing the bid forms I noticed that the first page had not been updated to include a line for alternate 2. Also, the unit of measure for item L-155-5.2 appears to be incorrect. Are these being addressed in addendum 3 or did I miss the updated forms in the first two addendums?	7/24/2024	Page I-48 will be revised via the next Addendum. Item L-115-5.2 should be per each. This will be revised via Addendum.	Adam Fields