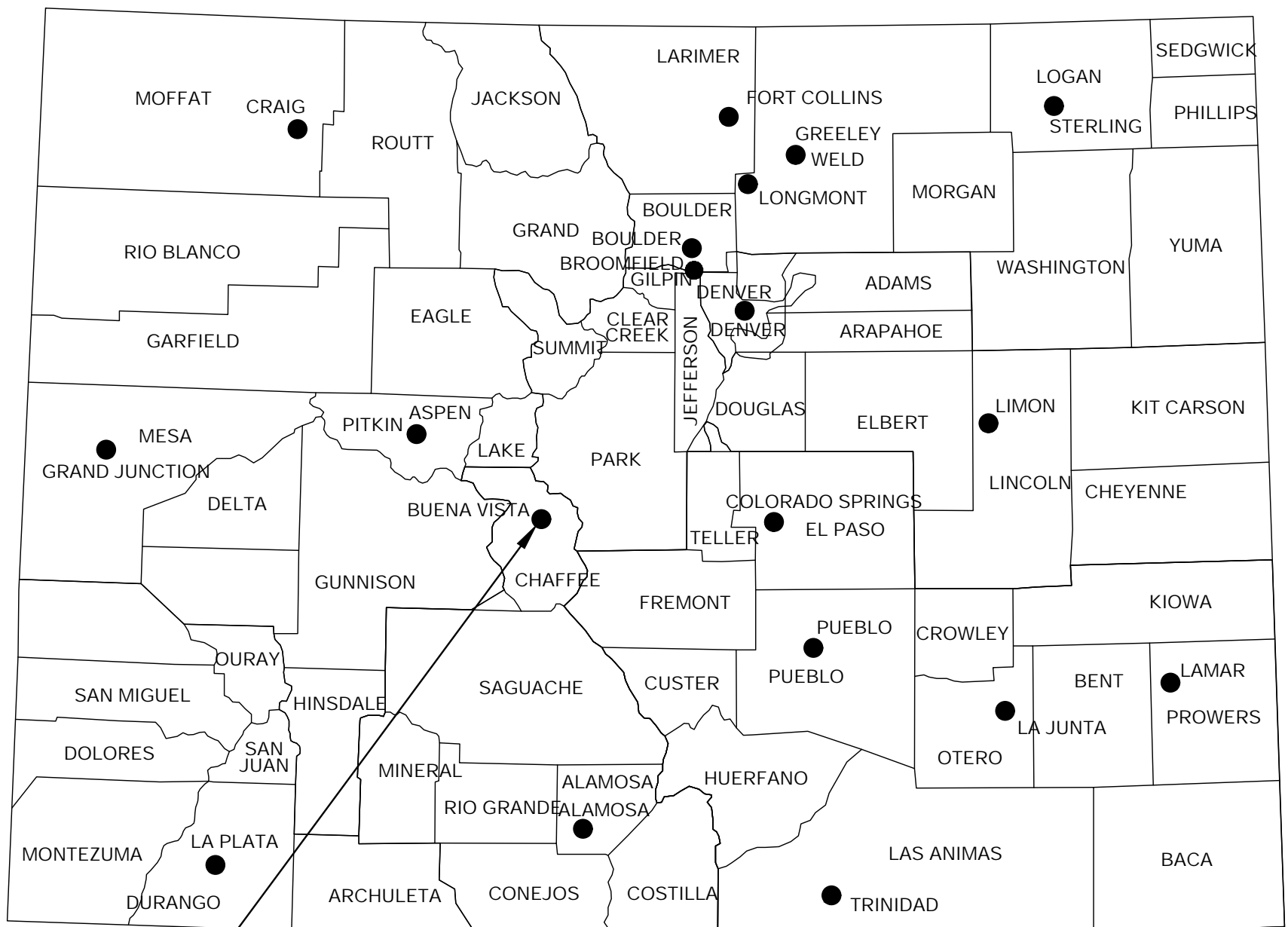


# CENTRAL COLORADO REGIONAL AIRPORT

## TOWN OF BUENA VISTA, COLORADO

BASE BID ( SCHEDULE I) - APRON REHABILITATION AND EXPANSION  
ADD ALT NO. 1 ( SCHEDULE II) - PERIMETER FENCE RELOCATION ( NORTH)  
ADD ALT NO. 2 ( SCHEDULE III) - PERIMETER FENCE RELOCATION ( SOUTH)

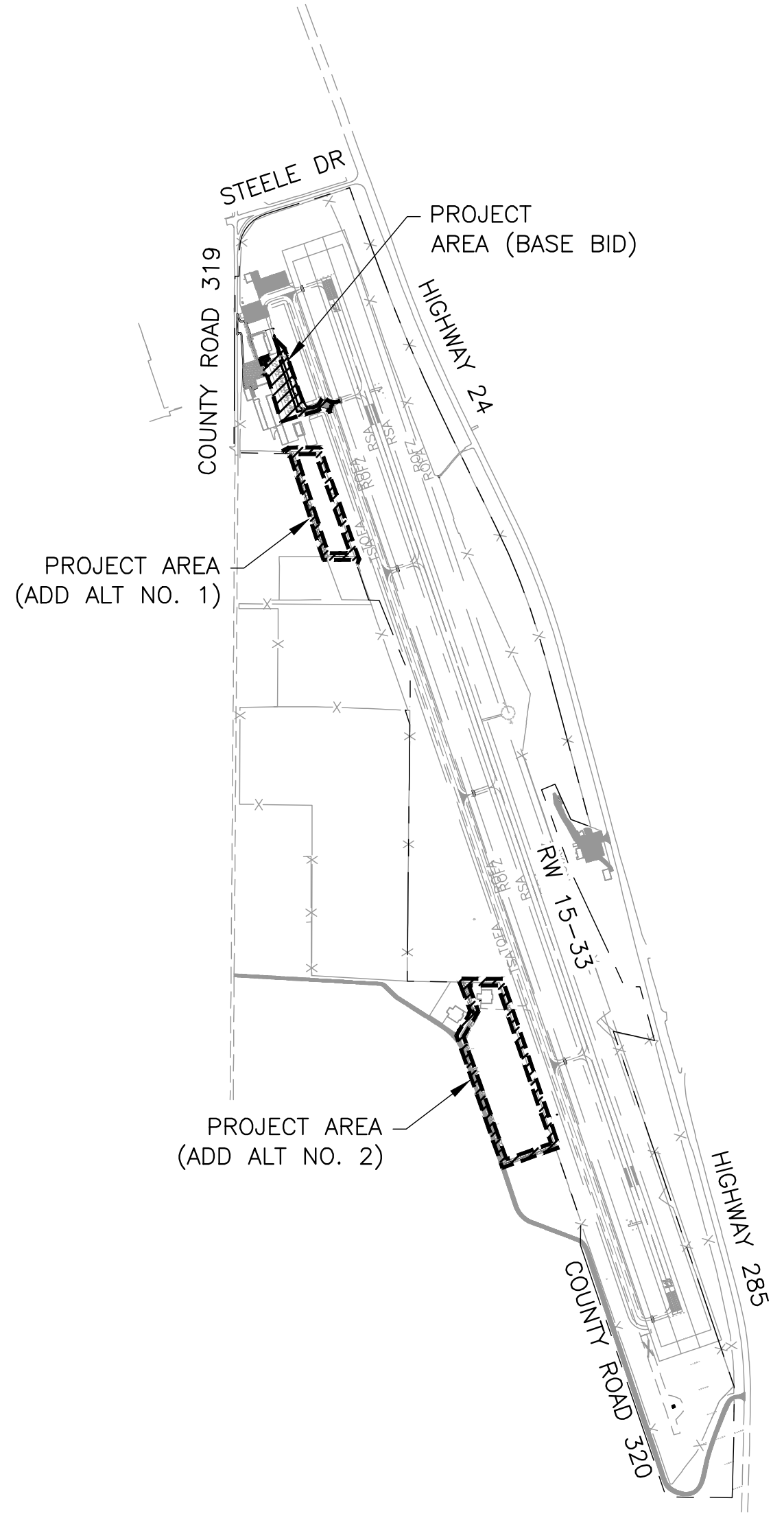
FAA AIP NUMBER: 3-08-0082-020-2022 (DESIGN) 3-08-0082-021-2023 (CONSTRUCTION)  
TOWN OF BUENA VISTA PROJECT NUMBER: 07-850-4872 (CONSTRUCTION)



PROJECT LOCATION:  
CENTRAL COLORADO  
REGIONAL AIRPORT

VICINITY MAP

NTS



LOCATION MAP

NTS

**MAYOR**  
LIBBY FAY

**AIRPORT ADVISORY BOARD**  
DANIEL COURTRIGHT  
DENNIS HEAP  
TAYLOR ALBRECHT  
ROBERT DIMMITT  
MARK MULLER  
JERRY STEINAUER  
WAYNE LEE

**TOWN ADMINISTRATOR**  
LISA PARNELL-ROWE

**BOARD OF TRUSTEES**  
LIBBY FAY  
GINA LUCREZI  
DEVIN ROWE  
MARK JENKINS  
CINDIE SWISHER  
SUE COBB  
PETER HYLTON-HINGA

**OWNER/SPONSOR**  
TOWN OF BUENA VISTA  
P.O. BOX 2002  
BUENA VISTA, CO 81211

**AIRPORT MANAGER**  
JACK WYLES  
27960 COUNTY RD 319  
BUENA VISTA, CO 81211

**ENGINEER**

DIBBLE  
JARED BASS, P.E.  
2696 SOUTH COLORADO BLVD  
SUITE 330  
DENVER, CO 80222

**SURVEYOR**

DIBBLE SURVEY  
JASON GRAHAM, P.L.S.  
7878 N 16TH ST  
SUITE 300  
PHOENIX, AZ 85020

**BENCHMARK**

CP #12  
GRID NORTHING: 1358504.50  
GRID EASTING: 2822466.65  
PUBLISHED ELEVATION: 7943.90  
DESCRIPTION: NGS 7V1 B

REV	DATE	DESCRIPTION

**DIBBLE**

DATE:	02.24.2023
DESIGNED BY:	MSS
DRAWN BY:	MSS
REVIEWED BY:	MAJ
FILE NAME:	19067.02-G1-X-GRRL

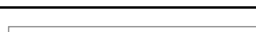

APRON REHABILITATION & EXPANSION & PERIMETER FENCE RELOCATION	COVER SHEET
G1.1	
SHEET #	
1 OF 22	

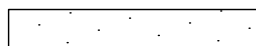


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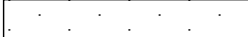


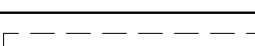


ABBREVIATIONS			
ABC	AGGREGATE BASE COURSE	PCCP	PORTLAND CEMENT CONCRETE PAVEMENT
AC	ASPHALT CONCRETE	PC	POINT OF CURVATURE
ASOS	AUTOMATED SURFACE OBSERVING SYSTEM	PRC	POINT OF REVERSE CURVATURE
BCF	BRASS CAP FLUSH	PT	POINT OF TANGENCY
BM	BENCHMARK	PUE	PUBLIC UTILITY EASEMENT
CL	CENTERLINE	PVMT	PAVEMENT
CONT ITEM	CONTINGENT ITEM	RCP	REINFORCED CONCRETE PIPE
CONST	CONSTRUCTION	RGRCP	RUBBER GASKETED REINFORCED CONCRETE PIPE
CP	CONTROL POINT		
CMP	CORRUGATED METAL PIPE	ROFA	RUNWAY OBJECT FREE AREA
DET	DETAIL	ROFZ	RUNWAY OBSTACLE FREE ZONE
DIP	DUCTILE IRON PIPE	RSA	RUNWAY SAFETY AREA
DWG	DRAWING	RW	RUNWAY
EOP	EDGE OF PAVEMENT	SD	STORM DRAIN
EX, EXST	EXISTING	SHT	SHEET
FAA	FEDERAL AVIATION ADMINISTRATION	SRHDPE	SPIRAL RIBBED HIGH DENSITY POLYETHYLENE
FG	FINISHED GRADE	SS	SANITARY SEWER
FL	FLOWLINE	SRMP	SPIRAL RIB METAL PIPE
G	GROUND	STD DET	STANDARD DETAIL
GR	GRATE	SWPPP	STORM WATER POLLUTION PREVENTION PLAN
IE, INV	INVERT ELEVATION	TBM	TEMPORARY BENCHMARK
ME	MATCH EXISTING	TOFA	TAXIWAY OBJECT FREE AREA
MOD	MODIFIED	TSA	TAXIWAY SAFETY AREA
NPI	NON-PAY ITEM	TW	TAXIWAY
NTP	NOTICE TO PROCEED	TYP	TYPICAL
OAE	OR APPROVED EQUAL	UNO	UNLESS NOTED OTHERWISE
OC	ON CENTER		
OFA	OBJECT FREE AREA		
OFZ	OBJECT FREE ZONE		

LEGEND	
	NGS CONTROL POINT
	PRIMARY BENCHMARK
	CONTROL POINT
	EXISTING CATCH BASIN
	EXISTING PULL BOX/VAULT
	EXISTING ELECTRICAL
	EXISTING SEWER
	SOIL BORING LOCATION
	CENTER LINE
	GRADE BREAK
	EXISTING CONTOURS
	EXISTING FENCE
	AIRPORT PROPERTY BOUNDARY
	GRADING LIMITS
	EXISTING WATER SERVICE
	EXISTING HANDHOLE
	EXISTING AIRFIELD GUIDANCE SIGN
	EXISTING SIGN
	EXISTING BOLLARD
	EXISTING STORM DRAIN GRATE
	EXISTING SANITARY SEWER MANHOLE
	EXISTING AWOS AID
	EXISTING SEGMENTED CIRCLE
	EXISTING BEACON
	EXISTING CONTROL POINT
	EXISTING WIND CONE
	EXISTING MALS AID
	EXISTING PAPI AID
	EXISTING RUNWAY END LIGHT AID
	EXISTING TIE DOWN MARKING

EXISTING PAVEMENT	
	EXISTING ASPHALT PAVEMENT
	EXISTING PCCP

MISC REMOVALS	
	MILL AC PAVEMENT (VARIABLE DEPTH, 0.5" TO 2")
	MILL AC PAVEMENT (FULL DEPTH)
	REMOVE EXISTING PERIMETER FENCE & POSTS

PAVEMENT REHAB		
	AC PAVEMENT (2" DEPTH) SECTION DET 6, SHT G1.8	
	AC PAVEMENT (4" DEPTH) SECTION DET 5A, SHT G1.8	

MISC ITEMS	
	SEEDING WITH HYDROMULCH
	TW CL & APRON PARKING MARKING
	WILDLIFE PERIMETER FENCE

CENTRAL COLORADO REGIONAL AIRPORT APRON REHABILITATION & EXPANSION QUANTITIES (BASE BID - SCHEDULE I)					
LINE No.	ITEM No.	DESCRIPTION	APPROX. QTY.	UNIT	AS-BUILT QTY.
1	C-100-14.1	Contractor's Quality Control Program (CQCP) (Base Bid)	1	LS	
2	C-102-5.1	Temporary Air and Water Pollution, Soil Erosion, and Siltation Control (Base Bid)	1	LS	
3	C-105-6.1	Mobilization (Base Bid)	1	LS	
4	P-101-5.1	Sawcut AC Pavement (2-Inch Depth)	1,136	LF	
5	P-101-5.2	Sawcut AC Pavement (Full Depth)	702	LF	
6	P-101-5.3	Mill AC Pavement (Variable Depth, 0.5 to 2-Inches)	7,805	SY	
7	P-101-5.4	Mill AC Pavement (Full Depth)	1,287	SY	
8	P-101-5.6	Remove Existing Aircraft Tiedown Anchors	60	EA	
9	P-101-5.8	Obliterate Pavement Markings	360	SF	
10	P-101-5.9	Remove Existing Retroreflective Markers	9	EA	
11	P-101-5.10	Remove Existing Sewer Cleanout Cover and Frame	1	EA	
12	P-101-5.11	New Gate Sign per Det 11 on Sht G1.9	1	EA	
13	P-152-4.1	Unclassified Excavation	898	CY	
14	P-152-4.2	Over-Excavation of Unsuitable Materials	101	CY	
15	P-208-5.1	Aggregate Base Course (12-Inch Depth)	4,151	SY	
16	P-403-8.1	Asphalt Mix Pavement Surface Course	1,901	TONS	
17	P-603-5.1	Emulsified Asphalt Tack Coat	781	GAL	
18	P-605-5.1	Crack Sealing	5,000	LF	
19	P-610-6.1	Install Aircraft Tiedown Anchors	48	EA	
20	P-620-5.1	Permanent Pavement Markings	1,606	SF	
21	P-620-5.2	Temporary Pavement Markings	1,606	SF	
22	L-125-5.1	Install Retroreflective Edge Markers	8	EA	
23	T-901-5.1	Seeding with Hydromulch	0.25	AC	
24	SP-70.01.1	Adjust Sewer Manhole Frame and Cover to Grade	1	EA	
25	SP-70.02.1	Install Sewer Cleanout Box and Cover	5	EA	


**BASE BID EARTHWORK**

CENTRAL COLORADO REGIONAL AIRPORT PERIMETER FENCE RELOCATION (NORTH) QUANTITIES (ADD ALT NO. 1 - SCHEDULE II)					
LINE No.	ITEM No.	DESCRIPTION	APPROX. QTY.	UNIT	AS-BUILT QTY.
1	C-102-5.2	Temporary Air and Water Pollution, Soil Erosion, and Siltation Control (Add. Alt. No. 1)	1	LS	
2	C-105-6.2	Mobilization (Add. Alt. No. 1)	1	LS	
3	P-101-5.5	Remove Existing Perimeter Fence and Posts	1,050	LF	
4	T-901-5.1	Seeding with Hydromulch	0.75	AC	
5	F-160-5.1	Install Perimeter Fence	839	LF	

CENTRAL COLORADO REGIONAL AIRPORT PERIMETER FENCE RELOCATION (SOUTH) QUANTITIES (ADD ALT NO. 2 - SCHEDULE III)					
LINE No.	ITEM No.	DESCRIPTION	APPROX. QTY.	UNIT	AS-BUILT QTY.
1	C-102-5.3	Temporary Air and Water Pollution, Soil Erosion, and Siltation Control (Add. Alt. No. 2)	1	LS	
2	C-105-6.3	Mobilization (Add. Alt. No. 2)	1	LS	
3	P-101-5.5	Remove Existing Perimeter Fence and Posts	1,558	LF	
4	P-101-5.7	Remove Existing Aircraft Gate	1	EA	
5	P-101-5.11	New Gate Sign per Det 11 on Sht G1.9	1	EA	
6	T-901-5.1	Seeding with Hydromulch	1.50	AC	
7	F-160-5.1	Install Perimeter Fence	1,832	LF	
8	F-162-5.1	Install Vehicle Access Gate	1	EA	

SHEET INDEX		
SHT	DWG	SHEET TITLE
1	G1.1	COVER SHEET
2	G1.2	LEGEND, ABBREVIATIONS, QUANTITIES, & SHEET INDEX
3	G1.3	GENERAL NOTES
4	G1.4	AIRPORT SITE PLAN
5	G1.5	SURVEY CONTROL PLAN
6	G1.6	OVERALL PHASING & BARRICADE PLAN
7	G1.7	PROJECT DETAILS 1
8	G1.8	PROJECT DETAILS 2
9	G1.9	PROJECT DETAILS 3
10	G1.10	SWMP LAYOUT
11	G1.11	SWMP DETAILS
12	D1.1	DEMOLITION PLAN 1 (BASE BID)
13	D1.2	DEMOLITION PLAN 2 (ADD ALT NO. 1)
14	D1.3	DEMOLITION PLAN 3 (ADD ALT NO. 2)
15	C1.1	CONSTRUCTION PLAN 1 (BASE BID)
16	C1.2	CONSTRUCTION PLAN 2 (ADD ALT NO. 1)
17	C1.3	CONSTRUCTION PLAN 3 (ADD ALT NO. 2)
18	C2.1	GRADING & DRAINAGE PLAN 1
19	C2.2	GRADING & DRAINAGE PLAN 2
20	C3.1	PAVEMENT MARKING PLAN
21	GT1.1	BORING MAP & LOGS
22	GT1.2	BORING LOGS

[illegible]

 <p>Central Colorado REGIONAL COUNCIL OF GOVERNMENTS</p>	<p>DATE: 02/24/2023</p> <p>DESIGNED BY: MSS</p> <p>DRAWN BY: MSS</p> <p>REVIEWED BY: MJB</p> <p>FILE NAME: 19097-02-01-X-GNRL</p>	<p>ADO LICENSE NUMBER 6456</p> <p>51923</p> <p>PROFESSIONAL ENGINEER</p> <p>02/24/23</p>	<p><b>DIBBLE</b></p>
	<p>19097-02-01-X-GNRL</p>		

2	OF	22
SHEET #		
G1.2		
APRON REHABILITATION & EXPANSION & PERIMETER FENCE RELOCATION		
LEGEND, ABBREVIATIONS, QUANTITIES, & SHEET INDEX		



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GENERAL NOTES

1. IF DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL CONTACT THE RESIDENT ENGINEER IMMEDIATELY.

2. ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARD, UNLESS SPECIFICALLY STATED OTHERWISE.

3. WHENEVER, IN THE CONTRACT DOCUMENTS, THE WORDS "PROVIDE", "FURNISH", "INSTALL", "FURNISH AND INSTALL", OR SIMILAR WORDS ARE USED, IT SHALL BE UNDERSTOOD THAT THE INTENT OF THE CONTRACT DOCUMENTS IS TO PROVIDE FOR THE CONSTRUCTION AND COMPLETION IN EVERY DETAIL THE WORK DESCRIBED. IT IS FURTHER INTENDED THAT THE CONTRACTOR SHALL FURNISH ALL LABOR, SUPERVISION, MATERIALS, EQUIPMENT, TOOLS, TRANSPORTATION, SUPPLIES, TESTING, AND INCIDENTALS REQUIRED TO COMPLETE THE WORK IN ACCORDANCE WITH THE DRAWINGS (PLANS), SPECIFICATIONS, AND TERMS OF THE CONTRACT.

4. CONTRACTOR SHALL KEEP A SET OF AS-BUILT DRAWINGS ON-SITE AND MAKE AVAILABLE TO THE RESIDENT ENGINEER AT ALL TIMES. AS-BUILT SET SHALL BE SUBMITTED TO THE ENGINEER AT THE COMPLETION OF THE JOB. CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING ALL AS-BUILT INFORMATION DURING THE PROJECT. THE CONTRACTOR SHALL NOTE, AND BRING TO THE RESIDENT ENGINEER'S ATTENTION, ANY DISCREPANCIES BETWEEN THE CONTRACT DOCUMENTS AND ACTUAL FIELD CONDITIONS.

5. ALL DAMAGE TO UTILITIES, PAVEMENT, EQUIPMENT, OR STRUCTURES FROM CONSTRUCTION ACTIVITIES SHALL BE IMMEDIATELY REPORTED TO THE RESIDENT ENGINEER. THE RESIDENT ENGINEER SHALL DETERMINE WHETHER REPAIR OR REPLACEMENT IS NECESSARY. ALL REPAIR METHODS SHALL BE SUBMITTED TO THE RESIDENT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INITIATING THE WORK. REPAIRS SHALL BE MADE AT NO ADDITIONAL COST TO THE SPONSOR AND TO THE APPROVAL OF THE RESIDENT ENGINEER.

6. THE CONTRACTOR SHALL PROVIDE WORKMANSHIP AND MATERIALS THAT ARE OF GOOD QUALITY AND COMPLY WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.

7. CONTRACTOR SHALL PROVIDE WORK, EQUIPMENT AND MATERIALS THAT COMPLY WITH FAA REQUIREMENTS, NATIONAL ELECTRICAL CODE, NATIONAL ELECTRICAL SAFETY CODE, AND ALL LOCAL CODES.

8. CONTRACTOR SHALL PROVIDE THE NECESSARY NUMBER OF RADIOS FOR HIS/HER WORKFORCE.

9. SWEEPERS SHALL BE AVAILABLE AT ALL TIMES TO CLEAN FOREIGN OBJECT DEBRIS (FOD) FROM HAUL ROUTE OR OTHER AREAS ADJACENT TO CONSTRUCTION ACTIVITY. CONTRACTOR SHALL CONSTANTLY MONITOR AIRCRAFT MOVEMENT AREAS FOR FOD AND IMMEDIATELY REMOVE ALL DEBRIS.

10. PRIOR TO OPENING OR CLOSING A RUNWAY, TAXIWAY, OR APRON, THE CONTRACTOR MUST, THROUGH THE AIRPORT, GIVE NOTICE USING THE NOTICE TO AIRMAN (NOTAM) SYSTEM OF PROPOSED LOCATION, TIME AND DATE OF COMMENCEMENT OF CONSTRUCTION AND THE DURATION OF THE CLOSURE.

11. FOURTEEN (14) DAYS PRIOR TO THE BEGINNING OF WORK, THE CONTRACTOR SHALL SUBMIT A QUALITY CONTROL PLAN WHICH INCLUDES A WORK SCHEDULE AND PROPOSED CONSTRUCTION METHODS CONSISTENT WITH THE PHASING PLAN STATED IN THE DESIGN.

12. THE CONTRACTOR SHALL HAVE A MINIMUM OF ONE (1) CURRENT COPY OF THE APPROVED PLANS (INCLUDING ANY CHANGE ORDERS, SUPPLEMENTAL AGREEMENTS, FIELD DIRECTIVES, ETC.), ONE (1) CURRENT COPY OF THE APPROPRIATE STANDARDS AND SPECIFICATIONS, AND A COPY OF ANY PERMITS AND EXTENSION AGREEMENTS NEEDED FOR THE JOB, ON SITE AT ALL TIMES.

13. MILLINGS GENERATED FROM THE PAVEMENT REMOVAL SHALL BE HAULED AND PLACED BY THE CONTRACTOR IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. MILLINGS SHALL BE HAULED AND STOCKPILED FOR AIRPORT USE. THE MILLINGS STOCKPILE LOCATION HAS BEEN NOTED ON THE PLANS.

14. ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION OF PUBLIC IMPROVEMENTS SHALL MEET OR EXCEED THE STANDARDS AND SPECIFICATIONS SET FORTH IN THE APPLICABLE FEDERAL REGULATIONS. WHERE THERE IS CONFLICT BETWEEN THESE PLANS AND THE SPECIFICATIONS, OR ANY APPLICABLE STANDARDS, THE HIGHER QUALITY STANDARD SHALL APPLY. ALL WORK SHALL BE INSPECTED AND APPROVED BY THE RESIDENT ENGINEER.

15. DIMENSIONING FOR LAYOUTS AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWINGS. IF PERTINENT DIMENSIONS ARE NOT SHOWN, CONTACT THE RESIDENT ENGINEER FOR CLARIFICATION AND RECORD DIMENSIONS ON AS-BUILT DRAWINGS.

16. IF OVEREXCAVATION IS REQUIRED DEEPER THAN 1' BELOW THE BOTTOM OF THE PAVEMENT SECTION BASE MATERIAL, THE CONTRACTOR SHALL COORDINATE WITH RESIDENT ENGINEER PRIOR TO PERFORMING ANY WORK TO MITIGATE SUBGRADE ISSUE.

UTILITIES

1. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND DEPTHS OF ALL EXISTING UTILITIES WITHIN PROJECT LIMITS, INCLUDING STAGING AREAS AND ALL CONSTRUCTION HAUL ROUTES. CONTRACTOR IS RESPONSIBLE FOR DAMAGES TO EXISTING UTILITIES. REPAIRS DEEMED NECESSARY BY THE ENGINEER WILL BE COMPLETED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE SPONSOR. THIS SHALL INCLUDE ANY NECESSARY POTHOLING. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER PRIOR TO POTHOLING.

2. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES, EXISTING DUCT BANKS, CIRCUITING, AND STRUCTURES AS SHOWN ON THESE PLANS, IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, BASED ON AVAILABLE INFORMATION OR MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE, NOR IS IT WARRANTED THAT ALL ITEMS ARE SHOWN. THE EXISTING UTILITY LOCATIONS SHOWN ON THE PLANS SHALL NOT BE SCALED FOR EXACT LOCATIONS.

3. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER, TOWN OF BUENA VISTA, AND THE CENTRAL COLORADO REGIONAL AIRPORT AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES WITHIN THE PROJECT LIMITS, STAGING AREAS, AND HAUL ROUTES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY PERTINENT LOCATIONS AND ELEVATIONS, ESPECIALLY AT CONNECTION POINTS AND AT POTENTIAL UTILITY CONFLICTS. CONTRACTOR SHALL CONTACT AND COORDINATE WITH THE APPROPRIATE UTILITY AGENCIES WHEN WORKING ON OR WITHIN THE PROXIMITY OF AN AGENCIES UTILITY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES THAT CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS. ANY INTERRUPTION OF AN EXISTING SYSTEM OR UTILITY SERVICE SHALL BE COORDINATED AND APPROVED BY AIRPORT AUTHORITY, AGENCY, OR UTILITY HAVING JURISDICTION, PRIOR TO STARTING WORK.

4. THE CONTRACTOR SHALL COORDINATE AND COOPERATE WITH THE TOWN OF BUENA VISTA, CENTRAL COLORADO REGIONAL AIRPORT, AND ALL UTILITY COMPANIES INVOLVED, WITH REGARD TO RELOCATIONS OR ADJUSTMENTS OF EXISTING UTILITIES DURING CONSTRUCTION, AND TO ASSURE THAT THE WORK IS ACCOMPLISHED IN A TIMELY FASHION AND WITH A MINIMUM DISRUPTION OF SERVICE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL PARTIES AFFECTED BY ANY DISRUPTION OF ANY SERVICE.

5. WHERE NEW DUCT BANKS OR OTHER UTILITIES ARE NEAR EXISTING UTILITIES, THE CONTRACTOR SHALL HAND EXCAVATE AROUND THE EXISTING UTILITIES IN ORDER TO PREVENT DAMAGE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMMEDIATELY REPAIRING ANY UTILITY DAMAGED DURING CONSTRUCTION.

6. WHEN INSTALLING NEW OR ADJUSTING EXISTING UTILITIES UNDER EXISTING PAVEMENT THE CONTRACTOR SHALL NEATLY SAW CUT AND REMOVE THE EXISTING PAVEMENT PRIOR TO INSTALLING THE CONDUIT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY PAVEMENT REMOVED OR DAMAGED DURING THE UTILITY INSTALLATION/ADJUSTMENT PROCESS. ALL WORK REQUIRED TO REMOVE AND REPAIR PAVEMENT SHALL BE INCLUDED IN THE INSTALL NEW UTILITY BID ITEM.

7. THOUGH NOT EXPECTED ON THIS PROJECT, SHOULD THE CONTRACTOR ENCOUNTER WATER IN LIGHT CANS, JUNCTION CANS OR OTHER STRUCTURES, CONTRACTOR RESPONSIBLE FOR DEWATERING AT NO ADDITIONAL COST TO THE OWNER.

SUBMITTALS

1. THE CONTRACTOR SHALL SUBMIT A DETAILED LISTING OF ALL SUBMITTALS (E.G., MIX DESIGNS, MATERIAL CERTIFICATION, AND PRODUCT INFORMATION) AND SHOP DRAWINGS REQUIRED BY THE TECHNICAL SPECIFICATIONS.

2. THE CONTRACTOR SHALL REVIEW THE CONTRACT DOCUMENTS SECTION C-100 OF TECHNICAL SPECIFICATIONS FOR SUBMITTAL SCHEDULE REQUIREMENTS.

3. THE CONTRACTOR SHALL PROVIDE MATERIAL SUBMITTALS FOR THE RESIDENT ENGINEER'S APPROVAL AT LEAST TEN (10) DAYS PRIOR TO ORDERING.

SURVEY NOTES

1. PRIOR TO START OF CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE THE RESIDENT ENGINEER WITH A PRE-CONSTRUCTION SURVEY VERIFYING EXISTING ELEVATIONS OF ALL PAVEMENT AREAS AND OTHER CRITICAL AREAS DETERMINED BY THE RESIDENT ENGINEER. THE SURVEY SHALL BE PERFORMED USING SPECIFIED PROJECT CONTROL AND SHALL PROVIDE SUFFICIENT SHOTS TO ACCURATELY REPRESENT THE EXISTING SURFACE. SURVEY SHALL BE PROVIDED TO THE RESIDENT ENGINEER IN ELECTRONIC FORMAT THAT IS ACCEPTABLE TO THE RESIDENT ENGINEER. THIS SURVEY WILL BE USED TO DETERMINE IF ANY MODIFICATIONS TO DESIGN GRADES ARE REQUIRED. THIS SURVEY WILL BE INCIDENTAL TO MOBILIZATION. PRE-CONSTRUCTION SURVEY SHALL BE PERFORMED BY A COLORADO LICENSED LAND SURVEYOR.

2. BEFORE AND DURING THE PROJECT, ANY DISCREPANCIES IN EXISTING CONDITIONS DISCOVERED BY THE CONTRACTOR SHALL BE IMMEDIATELY IDENTIFIED TO THE RESIDENT ENGINEER.

3. SEE SECTION 50 IN THE SPECIAL PROVISIONS (DIVISION II) FOR ADDITIONAL SURVEY INFORMATION.

4. ALL SURVEY PROVIDED TO THE RESIDENT ENGINEER FOR PRE-CONSTRUCTION SURVEYS AND VERIFICATION SURVEYS SHALL BE PROVIDED ELECTRONICALLY AND SHALL INCLUDE POINT NUMBERS, NORTHING, EASTINGS, ELEVATIONS, AND DESCRIPTIONS (PNEZD, COMMA DELINEATED FORMAT).

5. DAILY FIELD SURVEY NOTES SHALL BE GIVEN TO THE ENGINEER SO THAT PERIODIC CHECKS FOR CONFORMANCE WITH PLAN GRADES, ALIGNMENTS, AND GRADE TOLERANCES CAN BE REVIEWED.

6. ALL REQUIRED SURVEY WILL BE INCIDENTAL TO OTHER BID ITEMS.

SITE ACCESS AND STAGING

1. DURING CONSTRUCTION, THE CONTRACTOR SHALL MINIMIZE DISTURBANCES TO ALL CONSTRUCTION AREAS AND ACCESS ROUTES. THIS INCLUDES EQUIPMENT AND VEHICULAR RUTS CREATED IN ANY PAVEMENTS, ANY HAUL/ACCESS ROADS, OR ANY INFIELD/SAFETY AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES OR ROADS. REPAIRS SHALL BE MADE AT NO ADDITIONAL COST TO THE SPONSOR AND TO THE SATISFACTION OF THE RESIDENT ENGINEER.

2. BEFORE ESTABLISHING SITE ACCESS AND HAUL ROUTES, THE CONTRACTOR SHALL OBTAIN APPROVAL FROM THE RESIDENT ENGINEER. WHEN POSSIBLE, ACCESS/HAUL ROUTES SHALL UTILIZE EXISTING ROADS. THE CONTRACTOR SHALL MAINTAIN AIRPORT SECURITY AT ALL TIMES.

3. CONTRACTOR SHALL EXAMINE THE EXISTING PAVEMENTS THAT WILL BE USED FOR HAULING OF MATERIAL AND EQUIPMENT, AND DETERMINE THE PAVEMENTS ABILITY TO WITHSTAND CONTRACTOR OPERATIONS WITHOUT CAUSING DAMAGE TO THE PAVEMENT. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR TO THE APPROVAL OF THE RESIDENT ENGINEER AND AT NO ADDITIONAL COST TO THE SPONSOR.

4. CONTRACTOR SHALL BE REQUIRED TO PROVIDE NON-POTABLE OR POTABLE WATER FOR CONSTRUCTION PURPOSES. CONTRACTOR SHALL BE RESPONSIBLE FOR STORAGE OF NON-POTABLE OR POTABLE WATER. ANY STRUCTURES ERECTED IN SUPPORT OF WATERING OPERATIONS SHALL MEET FAA FAR PART 77 CLEARANCES FOR ALL AIRCRAFT AND BE APPROPRIATELY LIT AS A HAZARD TO THE FLYING PUBLIC. WATER SHALL BE INCIDENTAL TO THE PROJECT BID ITEMS.

5. AT NO TIME SHALL LIGHT PLANTS BE LEFT RUNNING WHEN CONSTRUCTION OPERATIONS ARE NOT IN PROCESS.

6. ALL AREAS THAT ARE DISTURBED BY CONTRACTOR OPERATIONS, SHALL BE SEEDED PER T-901 SEEDING, UNLESS OTHERWISE DIRECTED BU THE ENGINEER.

7. ALL CONTRACTOR EMPLOYEES SHALL BE REQUIRED TO PARK IN THE CONTRACTOR'S DESIGNATED STAGING AREA ONLY AND SHALL BE DRIVEN TO THE PROJECT SITE BY DESIGNATED CONSTRUCTION VEHICLES.

8. CRAWLER TRACKED VEHICLES SHALL NOT BE ALLOWED ON PAVED SURFACES. TRACKED VEHICLES MUST BE MOVED ACROSS PAVED SURFACES ON A WHEELED VEHICLE.

9. THE CONTRACTOR SHALL BE AWARE THAT OTHER CONSTRUCTION MAY BE ACTIVE DURING THIS PROJECT. COORDINATION WILL BE REQUIRED WITH AIRPORT STAFF AND VARIOUS CONTRACTORS THROUGH THE RESIDENT ENGINEER.

10. THE CONTRACTOR SHALL VIDEO RECORD THE EXISTING SITE CONDITIONS IN ALL AREAS TO RECEIVE CONSTRUCTION ALTERATIONS/TRAFFIC, DOCUMENTING THE EXISTING CONDITIONS. FAILURE TO SO WILL NOT EXCUSE THE CONTRACTOR FOR BEING RESPONSIBLE FOR REPAIRS OF ANY DAMAGES CAUSED BY CONSTRUCTION ACTIVITIES.

SAFETY

1. DURING CONSTRUCTION, THE CONTRACTOR SHALL COMPLY WITH FAA ADVISORY CIRCULAR (AC) 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" AND THE CONSTRUCTION SAFETY AND PHASING PLAN.

2. THE CONTRACTOR SHALL REVIEW THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) CONTAINED IN THE CONTRACT DOCUMENTS. ADVISORY CIRCULAR (AC) 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" REQUIRES THE CONTRACTOR TO PREPARE A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) PRIOR TO NTP FOR APPROVAL BY THE RESIDENT ENGINEER.

3. ALL VEHICLES AND EQUIPMENT WORKING REGULARLY ON THE PROJECT SITE SHALL BE REQUIRED TO BE EQUIPPED WITH STANDARD FAA MARKINGS PER FAA ADVISORY CIRCULAR 150/5210-5 OR BE ESCORTED BY A PROPERLY MARKED VEHICLE. AN ORANGE AND WHITE 3 FOOT BY 3 FOOT FAA STANDARD VEHICLE FLAG MAY BE USED DURING DAYTIME OPERATIONS OR A FLASHING BEACON MAY BE USED AT ANY TIME. FAILURE TO PROVIDE SUCH MARKINGS OR ESCORT FOR ANY EQUIPMENT INSIDE THE AIRPORT PERIMETER FENCE WILL PRECLUDE THAT EQUIPMENT FROM OPERATING ON THE PROJECT. DELAYS CAUSED DUE TO LACK OF CONFORMANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. BACKUP ALARMS SHALL BE ADJUSTED FOR SURROUNDING NOISE LEVELS.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY INCLUDING, BUT NOT LIMITED TO, EXCAVATION, TRENCHING, SHORING, TRAFFIC CONTROL, AND SECURITY.

5. CONTRACTOR SHALL MAINTAIN EMERGENCY ACCESS THROUGH PROJECT SITE AT ALL TIMES. ALL ROADWAYS (TEMPORARY OR PERMANENT) SHALL BE MAINTAINED BY CONTRACTOR.

PERMITTING

1. SPECIFIC ITEMS THAT WILL NEED TO BE COMPLETED BY THE CONTRACTOR INCLUDE BUT ARE NOT LIMITED TO SUPPLYING NECESSARY BONDING, PAYMENT OF ALL FEES, REVIEW OF ALL CALCULATIONS AND ASSUMPTIONS MADE BY THE RESIDENT ENGINEER PRIOR TO AWARD. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO, A NPDES STORMWATER PERMIT, TOWN OF BUENA VISTA STORMWATER QUALITY PERMIT AND A FUGITIVE DUST PERMIT. THE CONTRACTOR SHALL BE RESPONSIBLE TO PAY FOR THE COST TO OBTAIN ALL PERMITS, (NPI).

2. ONCE CONTRACT IS AWARDED, CONTRACTOR MUST NOTIFY THE RESIDENT ENGINEER WITHIN 10 DAYS IF AN ONSITE BATCH PLANT WILL BE USED FOR CONSTRUCTION. IF AN ONSITE BATCH PLANT IS TO BE USED, CONTRACTOR TO PROVIDE RESIDENT ENGINEER HEIGHT OF BATCH PLANT AND ANY NECESSARY INFORMATION TO COMPLETE A 7460 AND AN AIR POLLUTANT EMISSION NOTICE (APEN). EXPECT 45-60 DAYS TO RECEIVE THE 7460 DETERMINATION LETTER ONCE THE NECESSARY INFORMATION IS SUBMITTED. THE CONTRACTOR WILL BE RESPONSIBLE FOR OBTAINING AN ASPHALT BATCH PLANT PERMIT AND THE COST TO OBTAIN THAT PERMIT (NPI).

3. THE CONTRACTOR SHALL SUBMIT A COPY OF ALL PERMITS REQUIRED FOR THE PROJECT TO THE RESIDENT ENGINEER, FOR HIS/HER REVIEW.

4. ONCE CONTRACT IS AWARDED, CONTRACTOR MUST PROVIDE THE RESIDENT ENGINEER WITHIN 10 DAYS A LIST OF ALL EQUIPMENT THAT WILL BE USED DURING CONSTRUCTION. THE CONTRACTOR MUST WORK WITH THE RESIDENT ENGINEER TO SUBMIT A 7460 FORM (NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION) TO THE FAA.

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02/24/23

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DESIGNED BY: MSS

DRAWN BY: MJB

REVIEWED BY:

DATE: 02/24/2023

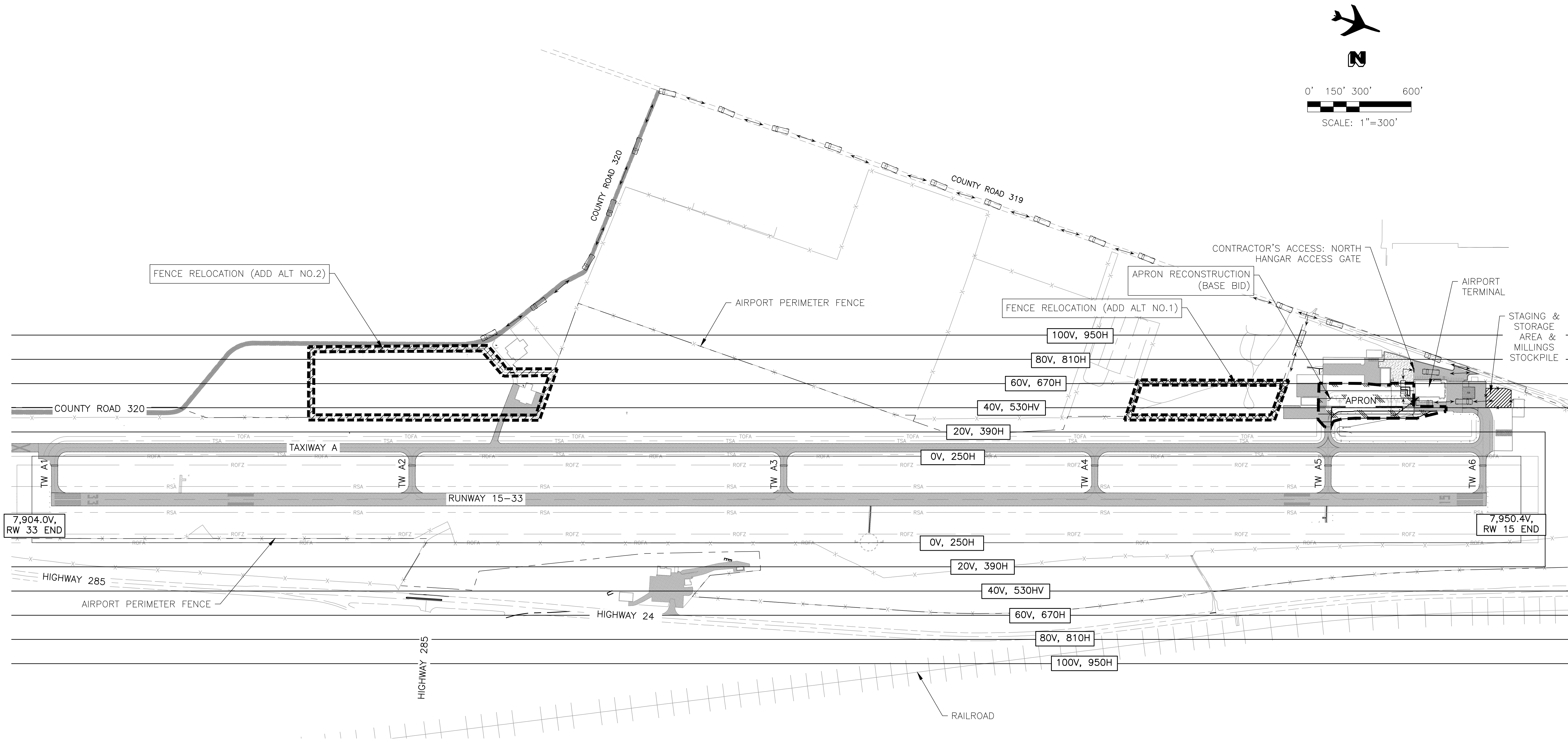
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Central Colorado  
Regional Airport  
Authority  
*Where Value*



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LEGEND:

- CONTRACTOR'S STAGING & STORAGE AREA
- CONTRACTOR'S HAUL ROUTE
- PROJECT AREA (BASE BID)
- PROJECT AREA (ADD ALT NO.1)
- PROJECT AREA (ADD ALT NO.2)

CONSTRUCTION NOTES

1. THE CONTRACTOR STAGING & STORAGE AREA SHALL BE APPROXIMATELY 150' X 110', ACTUAL LOCATION & LIMITS TO BE CONFIRMED WITH AIRPORT.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF HIS OWN EQUIPMENT. CONTRACTOR MAY INSTALL TEMPORARY FENCING AROUND THE CONTRACTOR STAGING & STORAGE AREAS AS SHOWN ON THIS SHEET AT HIS OWN EXPENSE, (NPI).
3. CONTRACTOR SHALL PROTECT ALL HAUL ROAD ACCESS POINTS TO THE AIRFIELD FROM UNAUTHORIZED ENTRY. CONTRACTOR IS REQUIRED TO POST GATE GUARD(S) AT AIRFIELD ACCESS GATES DURING CONTRACTOR WORKING HOURS (IF LEFT UNLOCKED OR OPEN), (NPI).
4. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING INCIDENTAL GRADING & INFRASTRUCTURE NECESSARY FOR THE TEMPORARY HAUL ROUTES. ANY DISTURBED AREA SHALL BE RETURNED TO A CONDITION THAT IS EQUAL TO OR BETTER THAN ITS ORIGINAL CONDITION, TO THE SATISFACTION OF THE AIRPORT, (NPI).
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION & REPAIR OF ALL DAMAGE TO EXISTING PAVEMENT USED FOR HAUL ROUTES BY CONSTRUCTION OR HAULING EQUIPMENT, (NPI).
6. THE HAUL ROUTE WITHIN THE AIRPORT PROPERTY IS SUBJECT TO CHANGE, AT THE AIRPORT'S DISCRETION, TO ACCOMMODATE AIRCRAFT MOVEMENTS.

20V, 390H

THE 14 CFR PART 77 SAFE, EFFICIENT USE, AND PRESERVATION OF NAVIGABLE AIRSPACE ESTABLISHES SEVERAL IMAGINARY SURFACES THAT ARE USED AS A GUIDE TO PROVIDE A SAFE AND UNOBSTRUCTED OPERATING ENVIRONMENT FOR AVIATION. THE CFR PART 77 CONTOURS SHOWN ARE FOR INFORMATION PURPOSES ONLY AND DEPICT THE MAXIMUM ALLOWABLE VERTICAL HEIGHT (IN FEET, LABEL V) OF CONSTRUCTION EQUIPMENT AND TERRAIN ABOVE THE RUNWAY CENTERLINE ELEVATION, AT A SPECIFIED HORIZONTAL DISTANCE FROM THE RUNWAY CENTERLINE (IN FEET, LABEL H). THE CONTRACTOR'S EQUIPMENT SHALL REMAIN BELOW ALL CFR PART 77 SURFACES AT ALL TIMES, UNLESS APPROVED OTHERWISE BY THE ENGINEER.

APRON REHABILITATION & EXPANSION  
& PERIMETER FENCE RELOCATION

AIRPORT SITE PLAN

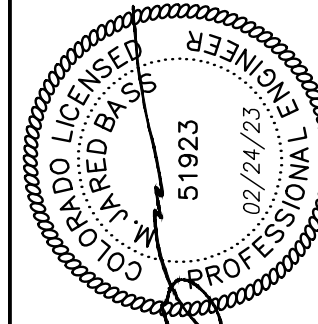
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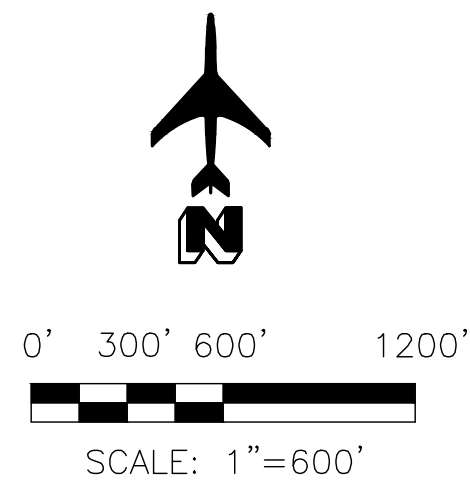
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REVIEWED BY:	MJB
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●	FOUND MONUMENT AS NOTED
▲	PRIMARY BENCHMARK
FND-IBHH	FOUND IRON BAR IN HANDHOLE
FND-ACF	FOUND ALUMINUM CAP FLUSH

LEGEND

POINT DATA TABLE				
POINT NO	GRID NORTHING	GRID EASTING	ELEVATION	DESCRIPTION
11	1360845.743	2822279.229	7944.32	FND-ACF 7V1C
12	1358504.496	2822466.652	7943.90	FND-IBHH 7V1B
13	1354160.331	2823961.409	7909.19	FND-ACF 7V1A

SURVEYOR'S NOTES

- COORDINATES WERE VERIFIED IN THE FIELD USING REAL TIME KINEMATIC GPS OBSERVATIONS RELATIVE TO PUBLISHED CONTROL POINTS.
- SURVEYED DURING THE MONTH OF MARCH 2022
- CONTRACTOR SHALL VERIFY HORIZONTAL AND VERTICAL CONTROLS IN THE FIELD PRIOR TO CONSTRUCTION.
- PROJECT METADATA:

UNITS: COORDINATES, DISTANCES AND ELEVATIONS ARE SHOWN IN US SURVEY FEET.

HORIZONTAL DATUM (BASIS OF BEARINGS):  
NAD83 (2011 EPOCH) SPC COLORADO CENTRAL ZONE

VERTICAL DATUM:  
NAVD88

PROJECT BENCHMARK:  
POINT NUMBER 12  
FOUND PUBLISHED BENCHMARK DESCRIBED AS:  
NGS 7V1 B - MARK IS A PUNCH HOLE, TOP CENTER ON A 2.3 M (7.5 FT) LONG STAINLESS STEEL DRIVEN TO REFUSAL, ENCASED IN A 0.9 M (3.0 FT) LONG GREASED SLEEVE PVC PIPE, ENCLOSED IN A 5-INCH PVC PIPE WITH LOGO LID SURROUNDED BY A CONCRETE COLLAR FLUSH WITH THE GROUND.  
GRID NORTHING = 1358504.496  
GRID EASTING = 2822466.652  
PUBLISHED ELEVATION = 7943.90

- THE COORDINATES PRESENTED ARE SHOWN TO THREE DECIMAL PLACES FOR CALCULATION PURPOSES AND ARE NOT REPRESENTATIVE OF THE PRECISION OF THE SURVEY MEASUREMENTS
- THIS IS NOT A PROPERTY BOUNDARY SURVEY.

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AEJ APRON REHABILITATION & PERIMETER FENCE RELOCATION

SURVEY CONTROL PLAN

G1.5

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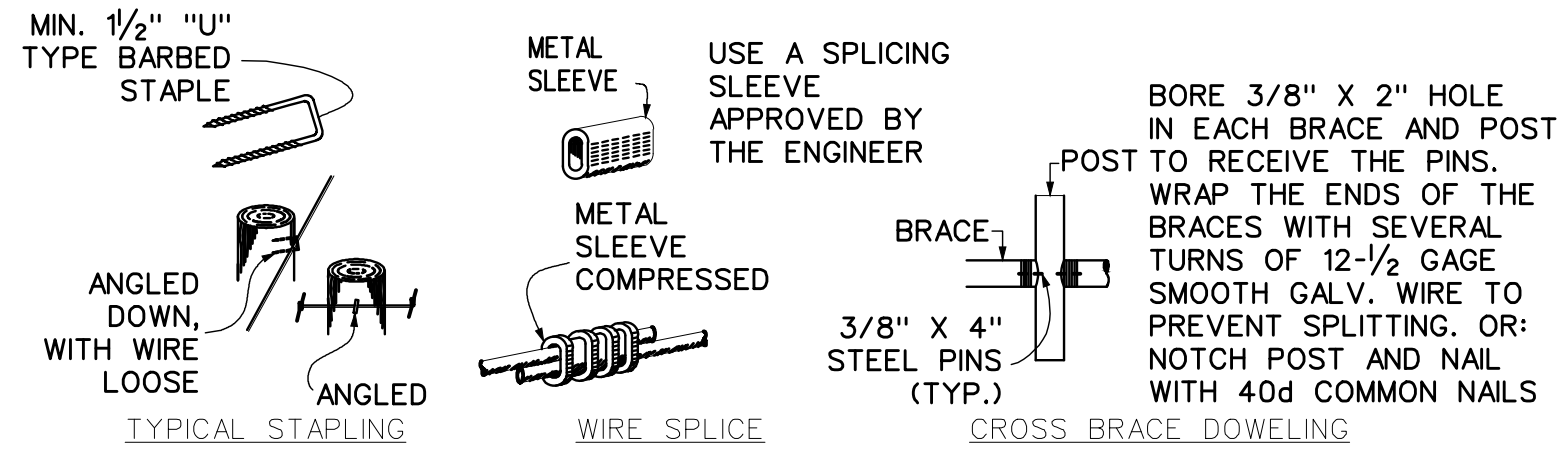
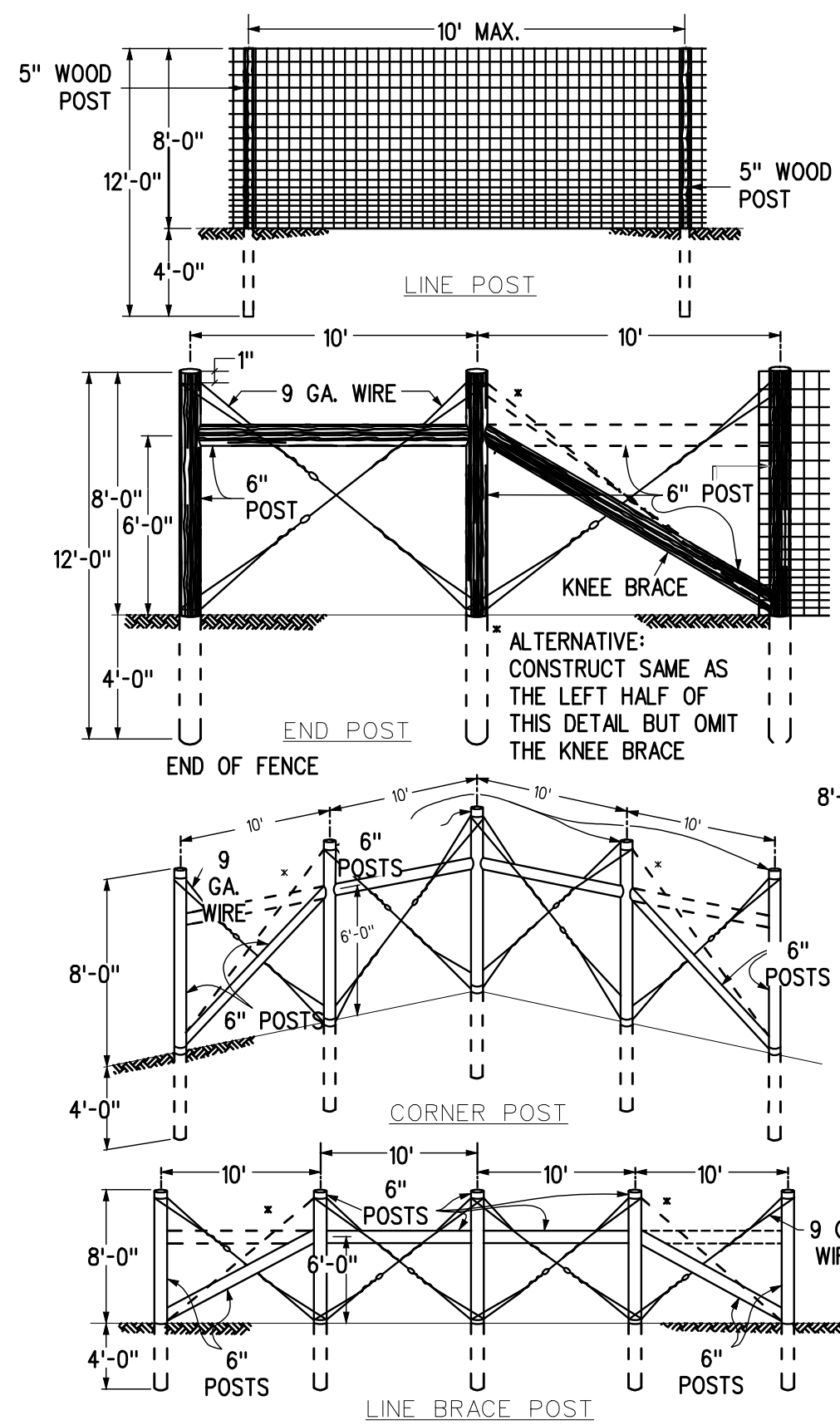
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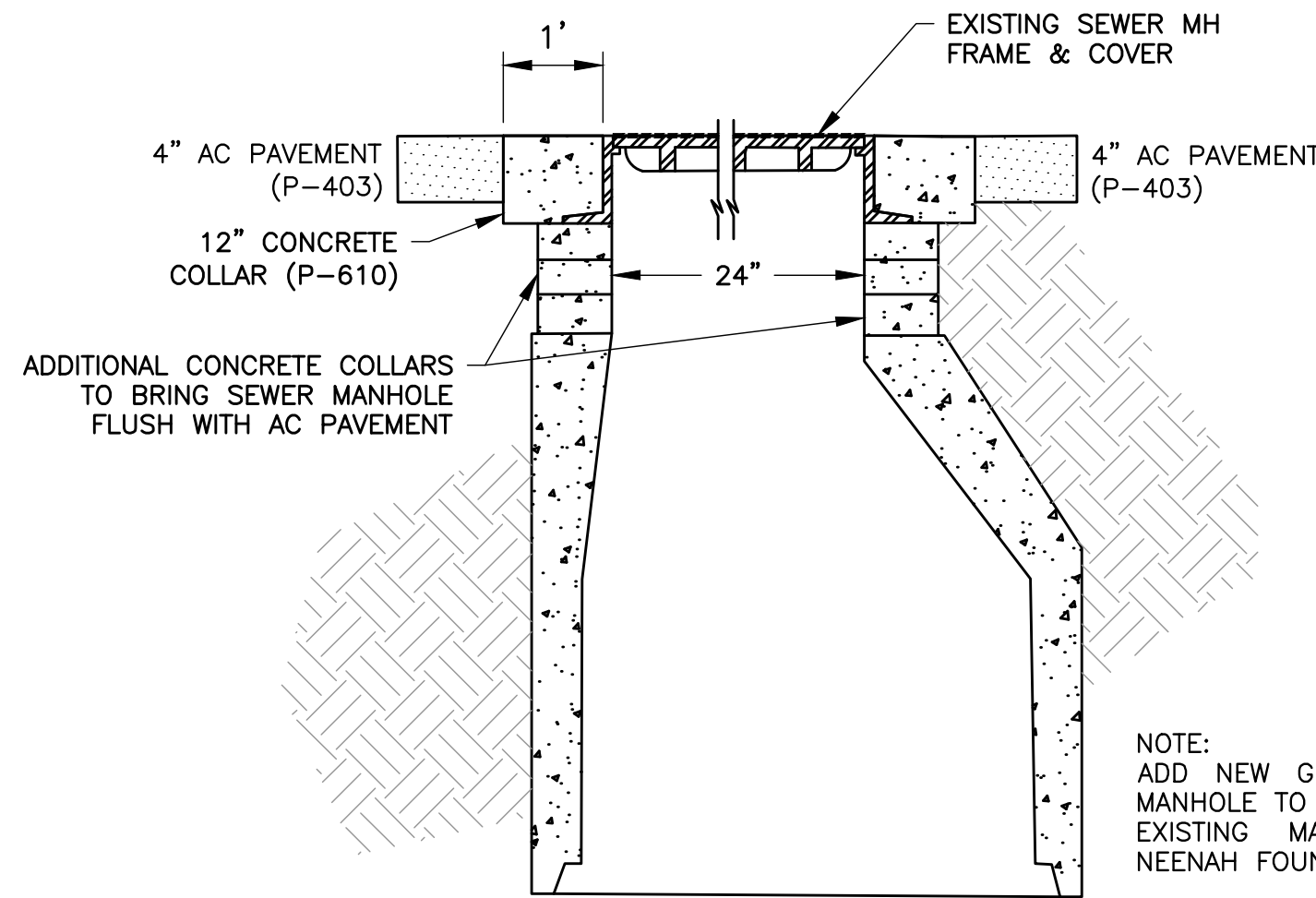




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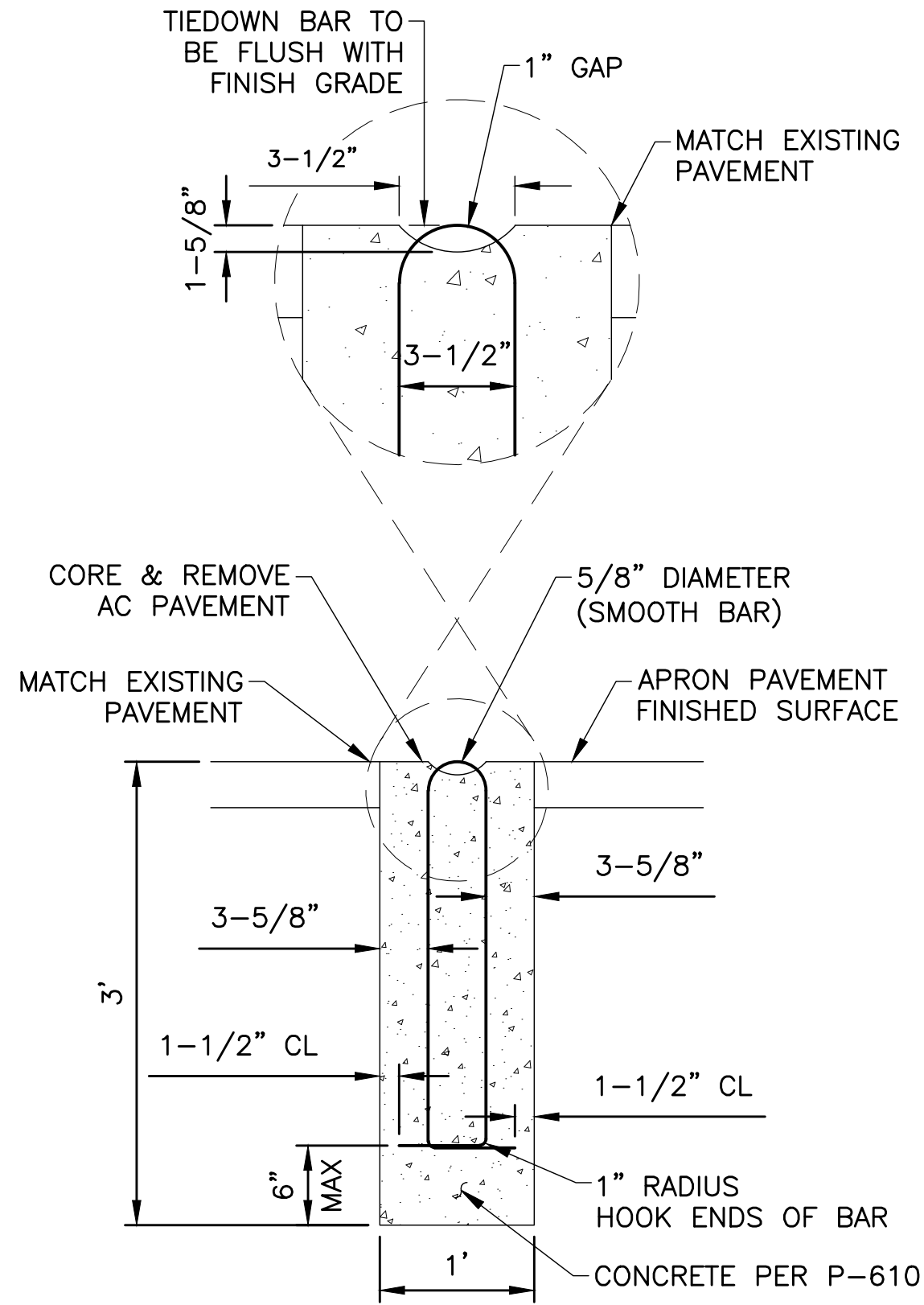
1 PERIMETER FENCE DETAIL  
NTS



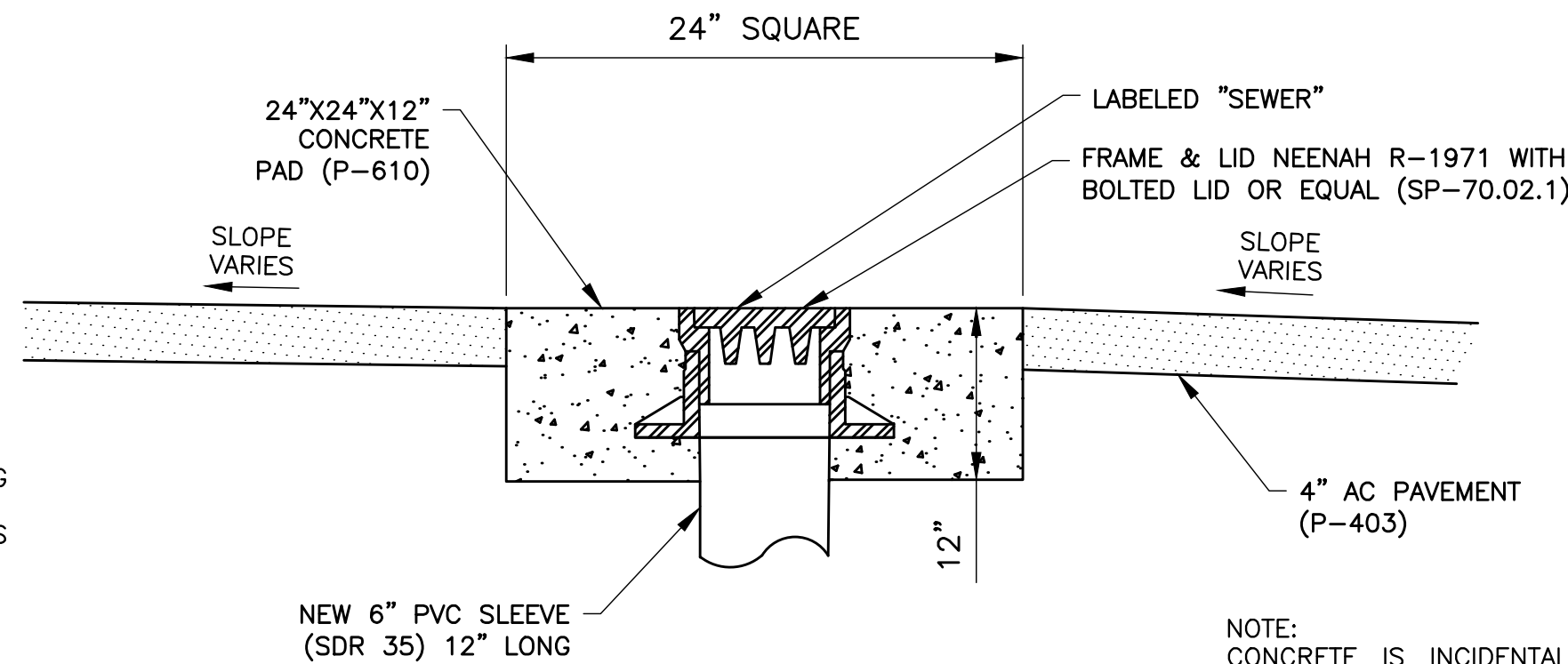
3 ADJUST EXISTING SEWER MANHOLE  
FRAME & COVER  
NTS

GENERAL NOTE:

1. SEE FENCE POST/GATE POST TIE-IN DETAIL 9, SHT G1.9.
2. AT EACH LOCATION WHERE AN ELECTRIC TRANSMISSION, DISTRIBUTION OR SECONDARY LINE CROSSES A BARRIER FENCE, THE CONTRACTOR SHALL FURNISH AND INSTALL A GROUND CONFORMING TO ARTICLE 250 OF THE NATIONAL ELECTRICAL CODE. THE GROUND ROD SHALL BE A MINIMUM DIAMETER OF  $\frac{3}{4}$  IN. AND 8 FT. IN LENGTH, AND DRIVEN AT LEAST 7 FT. INTO THE GROUND. THE ROD SHALL BE CONNECTED TO EACH WIRE WITH A MINIMUM AWG NO. 8 STRANDED COPPER WIRE. GROUNDING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
3. END POST, CORNER POST, AND LINE BRACE POST SHALL BE ASSEMBLED BY THE UNIT AND PAID FOR AS SUCH. ALL WORK AND MATERIAL ASSOCIATED WITH EACH ASSEMBLY, SHALL BE INCLUDED IN THE UNIT PRICE FOR THAT ASSEMBLY.
4. LINE BRACE POSTS SHALL BE SPACED AT 400 FT. INTERVALS, WHERE FENCING IS CONTINUOUS AND WHERE END, CORNER & LINE BRACE POSTS ARE NOT SPECIFIED.
5. ALL VERTICAL LINE POSTS SHALL BE 5 IN. MIN. DIAMETER AND 12 FT. LONG. ALL HORIZONTAL LINE POSTS SHALL BE 5 IN. MIN. DIAMETER AND 10 FT. LONG. ALL VERTICAL END, CORNER AND LINE BRACE POSTS SHALL BE 6 IN. MIN. DIAMETER AND 12 FT. LONG. ALL HORIZONTAL END, CORNER AND LINE BRACE POSTS SHALL BE 6 IN. MIN. DIAMETER AND 10 FT. LONG.
6. FENCE WIRE SHALL BE PLACED ON THE SIDE OF THE POSTS AWAY FROM THE AIRPORT OR AS DIRECTED BY THE RPR, DEPENDING ON LOCAL CONDITIONS; i.e., ON CURVES, THE WIRE SHOULD BE PLACED ON THE SIDE WHICH WOULD RESULT IN THE LEAST AMOUNT OF TENSION ON THE STAPLES. THIS ALSO APPLIES WHERE WIND DRIFT OR OTHER CONDITIONS WOULD EXERT UNUSUAL PRESSURE AGAINST THE WIRE.
7. WOVEN WIRE FENCE FABRIC SHALL MATCH THE EXISTING FENCE FABRIC DIMENSIONS, GRADE 60, COATING TYPE ZA, COATING CLASS 80.
8. ALL FENCE WIRE TIES, BRACE WIRES, STAPLES AND OTHER WIRE APPURTENANCES SHALL BE GALVANIZED IN CONFORMANCE WITH AASHTO M 232.
9. THE CONTRACTOR SHALL RE-ESTABLISH DISTURBED OR DESTROYED SURVEY MONUMENTS TO THE APPROPRIATE ACCURACY IN ACCORDANCE WITH SUBSECTION 625.08 OF CDOT STANDARD SPECIFICATIONS.
10. CONTINUOUS LINE WIRE SHALL BE HIGH TENSILE (175 K MIN.). CONTINUOUS STAY WIRE SHALL BE MID-TENSILE (125 K MIN.). FIXED KNOT 13 GAUGE WIRE (60K MIN.) SHALL CONNECT LINE WIRE WITH THE VERTICAL STAY WIRE.
11. FENCE WILL BE INSTALLED ALONG EXISTING GRADE AFTER CLEARING AND GRUBBING HAS OCCURRED TO THE EXTENTS SHOWN ON THE PLANS.
12. THERE IS NO SEPARATE MEASUREMENT OR PAYMENT FOR CLEARING & GRUBBING BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
13. THERE IS NO SEPARATE MEASUREMENT OR PAYMENT FOR EARTHWORK ASSOCIATED WITH THE REMOVAL OR INSTALLATION OF NEW FENCE MATERIALS, BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
14. ALL WORK, MATERIALS, AND NECESSARY INCIDENTAL ITEMS ASSOCIATED WITH THE INSTALLATION OF THE FENCE SHALL BE CONSIDERED INCIDENTAL TO THE FENCE BID LINE ITEM.



2 TIEDOWN ANCHOR DETAIL  
NTS



4 NEW SEWER CLEANOUT FRAME &  
COVER  
NTS

TIEDOWN ACCESSORIES REQUIRED

THE CONTRACTOR SHALL PROVIDE THE BELOW MENTIONED ITEMS (OR APPROVED EQUALS) FOR EACH TIEDOWN ANCHOR LOCATION:

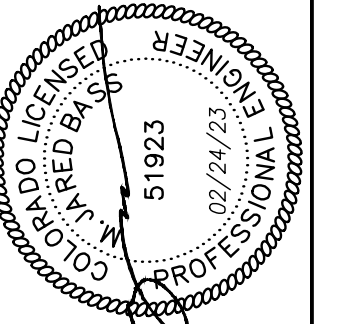
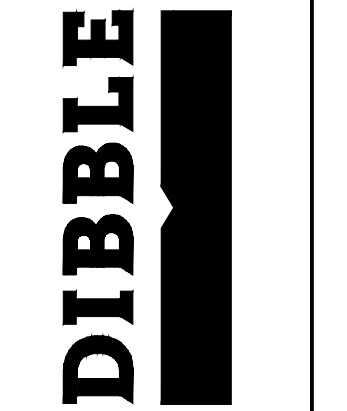
- ANCHOR: 5/8"Ø x LENGTH ~78- $\frac{1}{4}$ " ASTM A36 SMOOTH, RATED FOR 4,000 LBS LOAD BEARING, HOT DIPPED GALVANIZED PER ASTM A123
- CHAIN: SIZE #2/0 (3/16) DOMESTIC GRADE 30, PROOF COIL RATED FOR 520 LBS LOAD BEARING HOT DIPPED GALVANIZED PER ASTM A123
- S HOOK: ZINC PLATED, HEAT TREATED STEEL SIZE #72, ONE PER CHAIN
- HARDWARE: 1-1/2" SCREW IN ANCHOR SHACKLE  
1-1/4" SCREW PIN ANCHOR  
RATED FOR 1,000 LBS LOAD BEARING  
ZINC PLATED HEAT TREATED STEEL

NOTE:

TIEDOWN ANCHORS SHALL BE CAST IN PLACE. ANCHORS SHALL BE INSTALLED AFTER PAVING IS COMPLETED. A 12'-0" LENGTH OF CHAIN SHALL BE ATTACHED TO EACH TAIL ANCHOR, & A 20'-0" LENGTH OF CHAIN SHALL BE ATTACHED TO EACH WING ANCHOR.

THERE IS NO SEPARATE MEASUREMENT OR PAYMENT FOR EARTHWORK ASSOCIATED WITH THE REMOVAL OR INSTALLATION OF NEW TIEDOWN ANCHOR MATERIALS, BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

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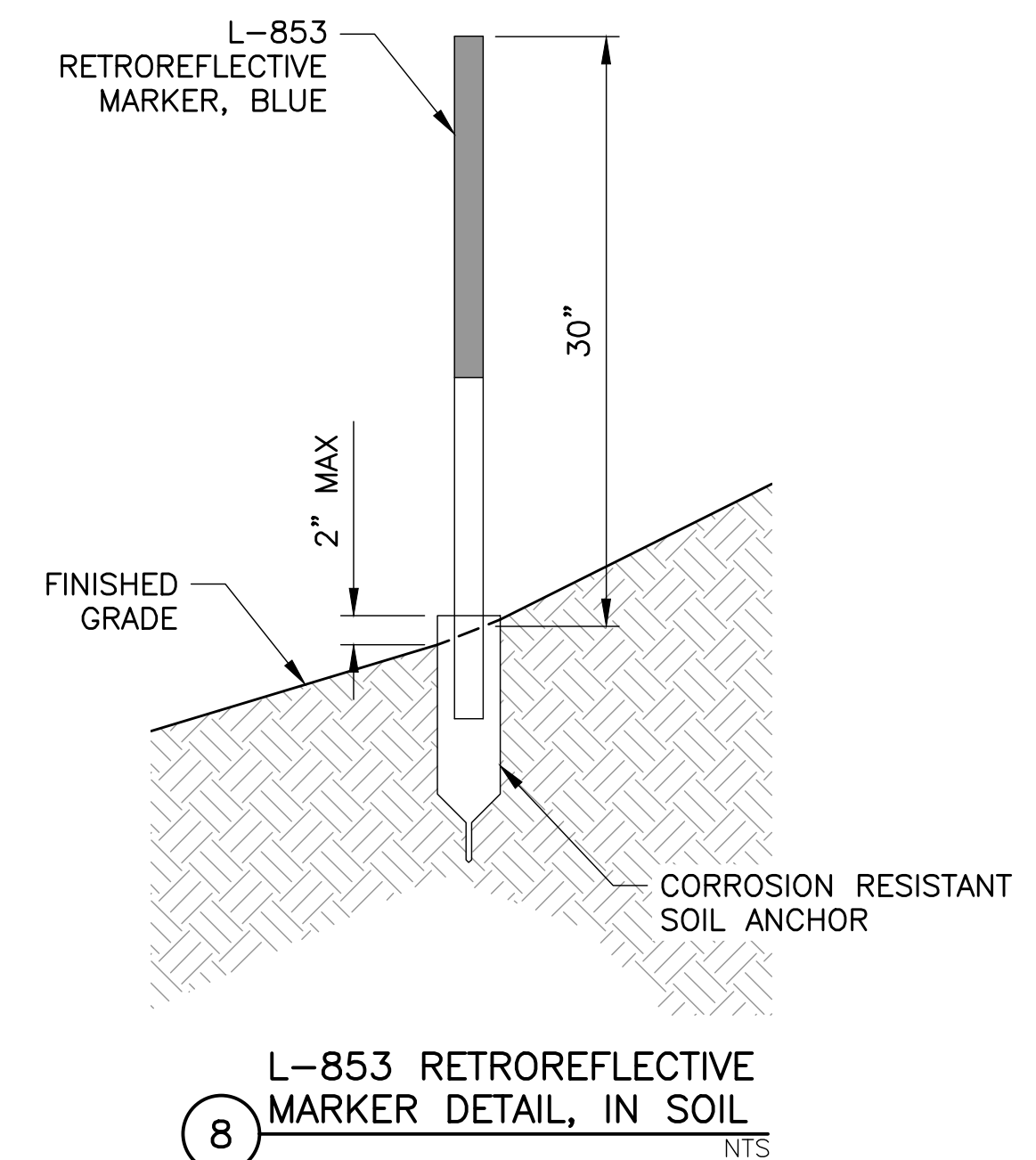
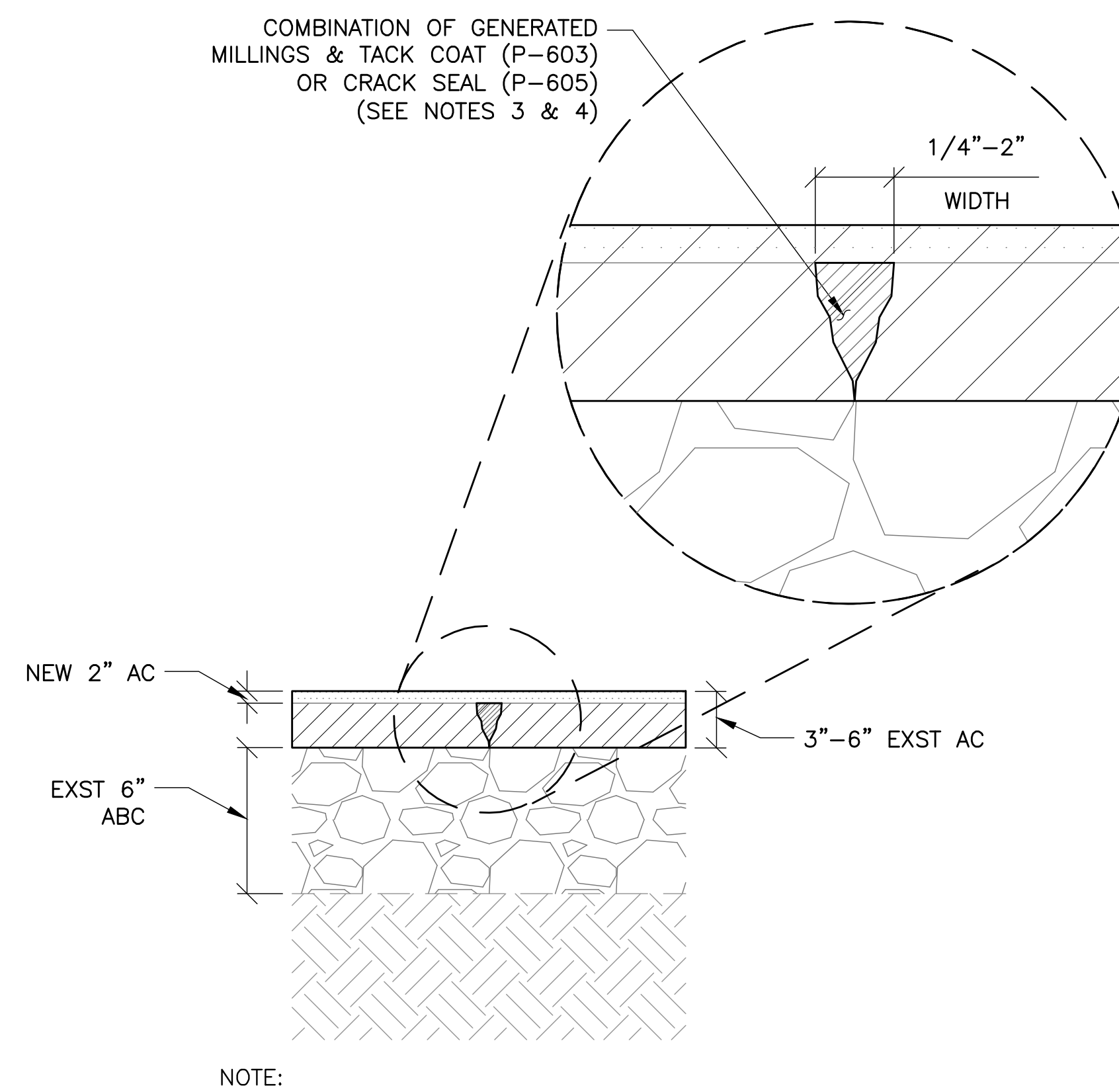
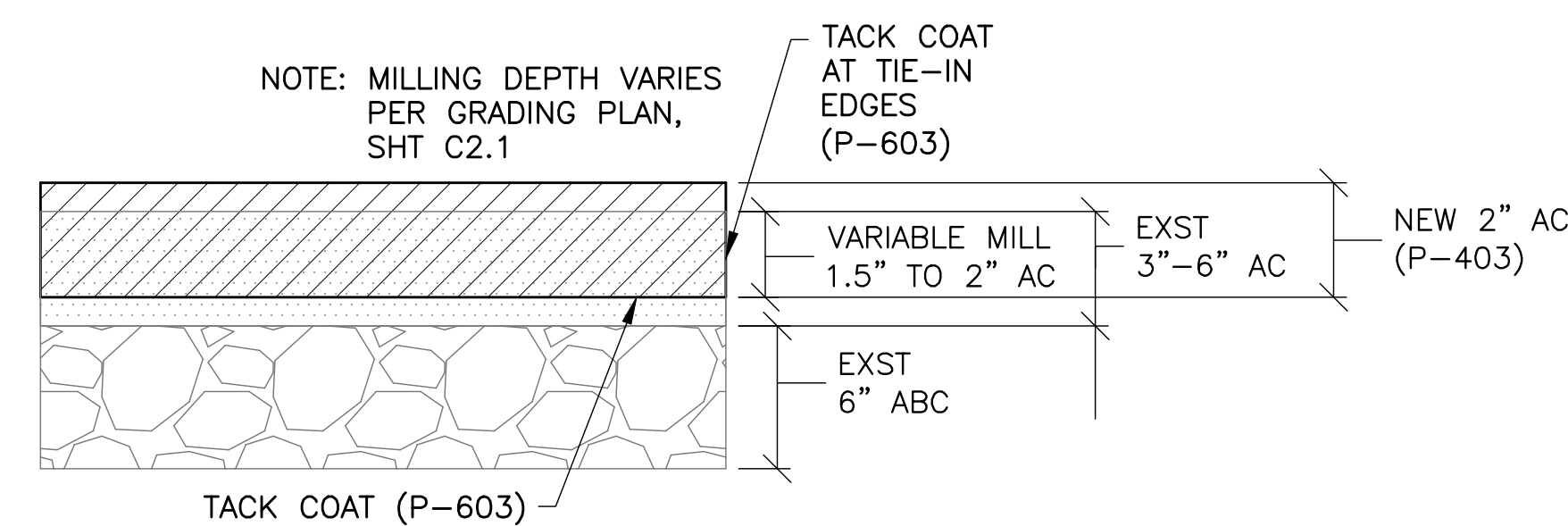
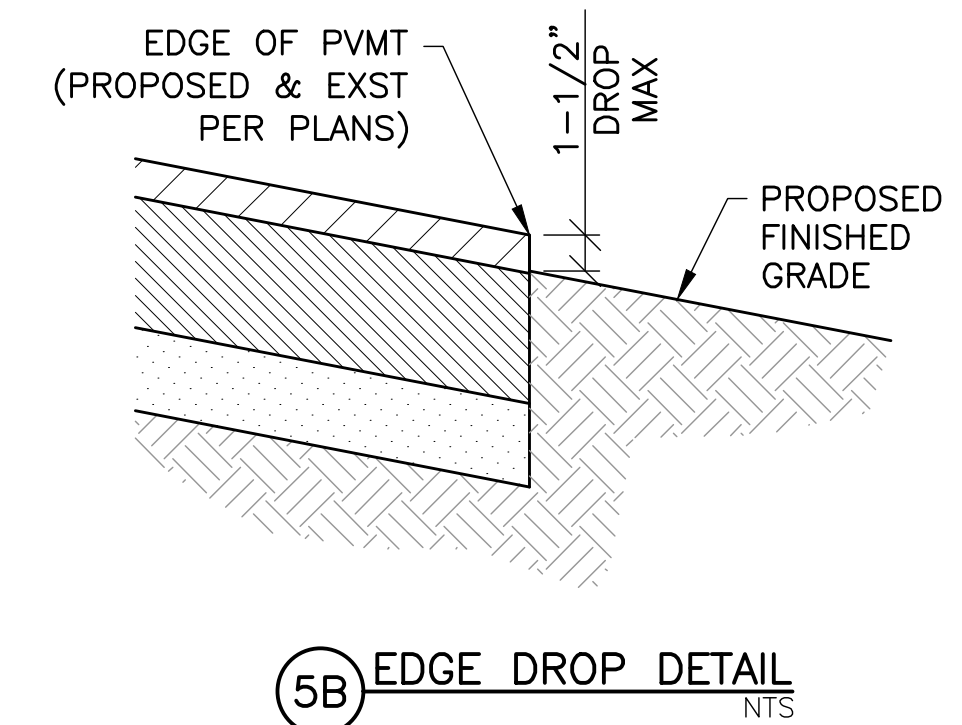
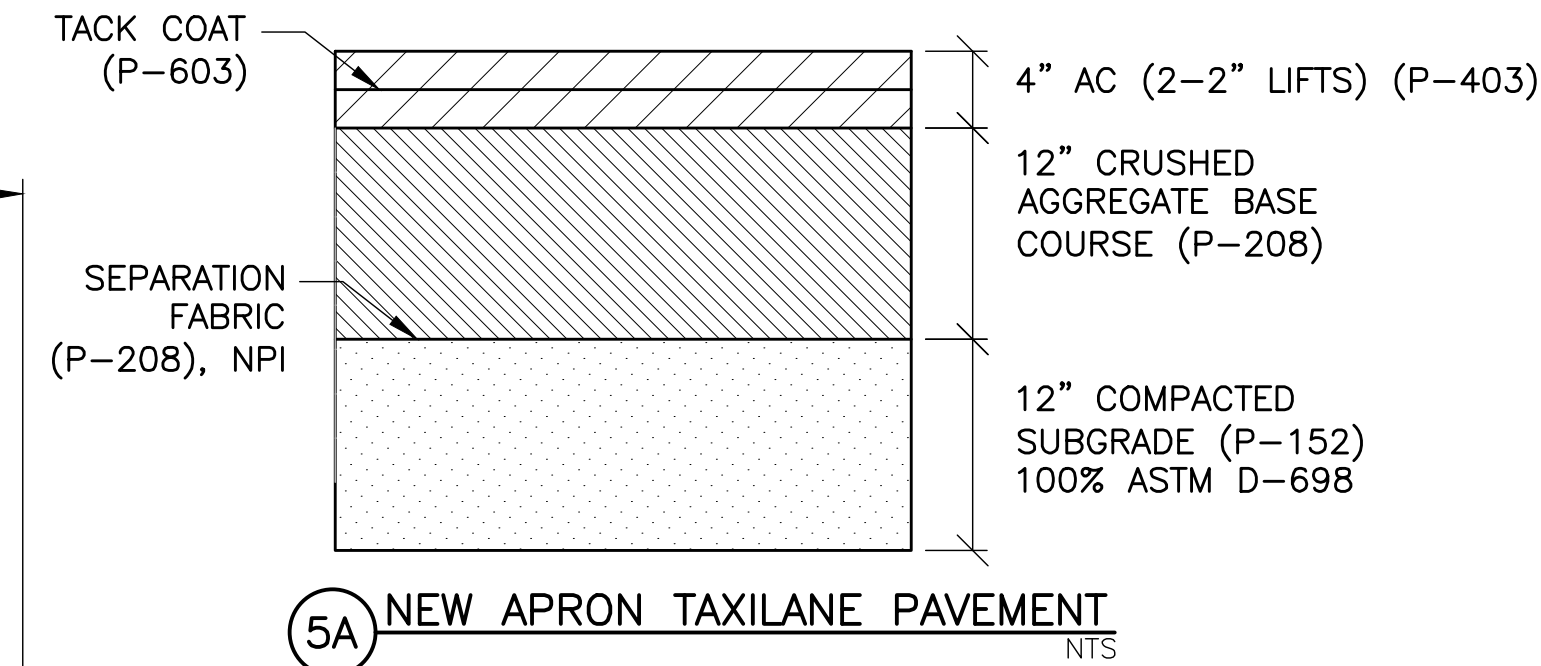
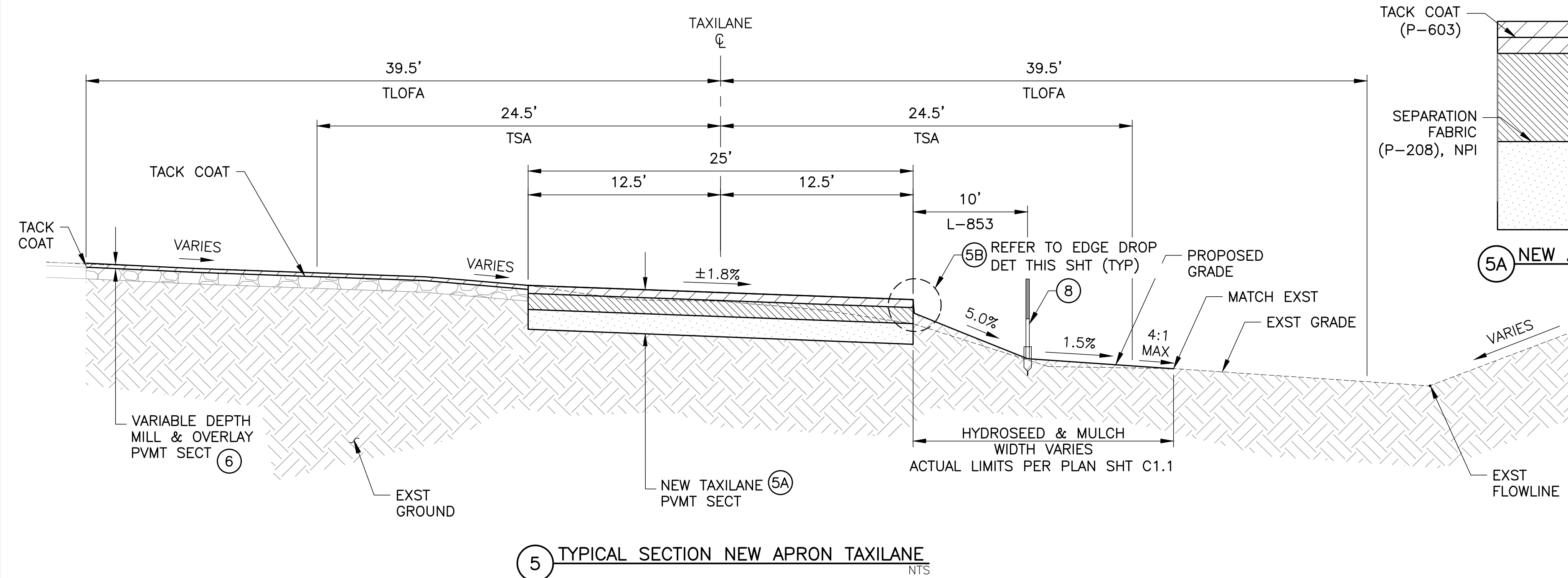
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APRON REHABILITATION & EXPANSION & PERIMETER FENCE RELOCATION	PROJECT DETAILS 1
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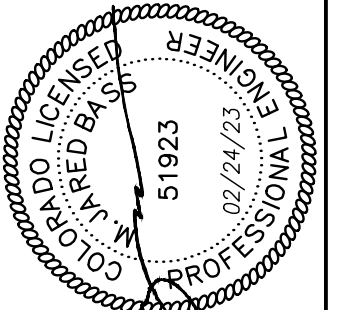


NOTE:

1. CONTRACTOR SHALL APPLY CRACK SEAL TO ALL CRACKS 1/4" TO 2".
2. PLAN QUANTITIES FOR CRACK SEAL ARE ESTIMATED, ACTUAL QUANTITIES WILL BE CONFIRMED BY THE CONTRACTOR AND ENGINEER IN THE FIELD.
3. CONTRACTOR TO USE A COMBINATION OF MILLINGS GENERATED FROM PROJECT WITH EITHER TACK COAT (P-603, PREFERRED) OR CRACK SEAL (P-605), IN A MANNER TO MITIGATE CRACKS WITHOUT THE POTENTIAL OF SWELLING AFTER INSTALL WHEN NEW AC PAVEMENT IS APPLIED.
4. CRACK REPAIR MUST BE FLUSH WITH MILLED SURFACE PRIOR TO NEW AC PAVEMENT APPLICATION.

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## APRON REHABILITATION & EXPANSION & PERIMETER FENCE RELOCATION

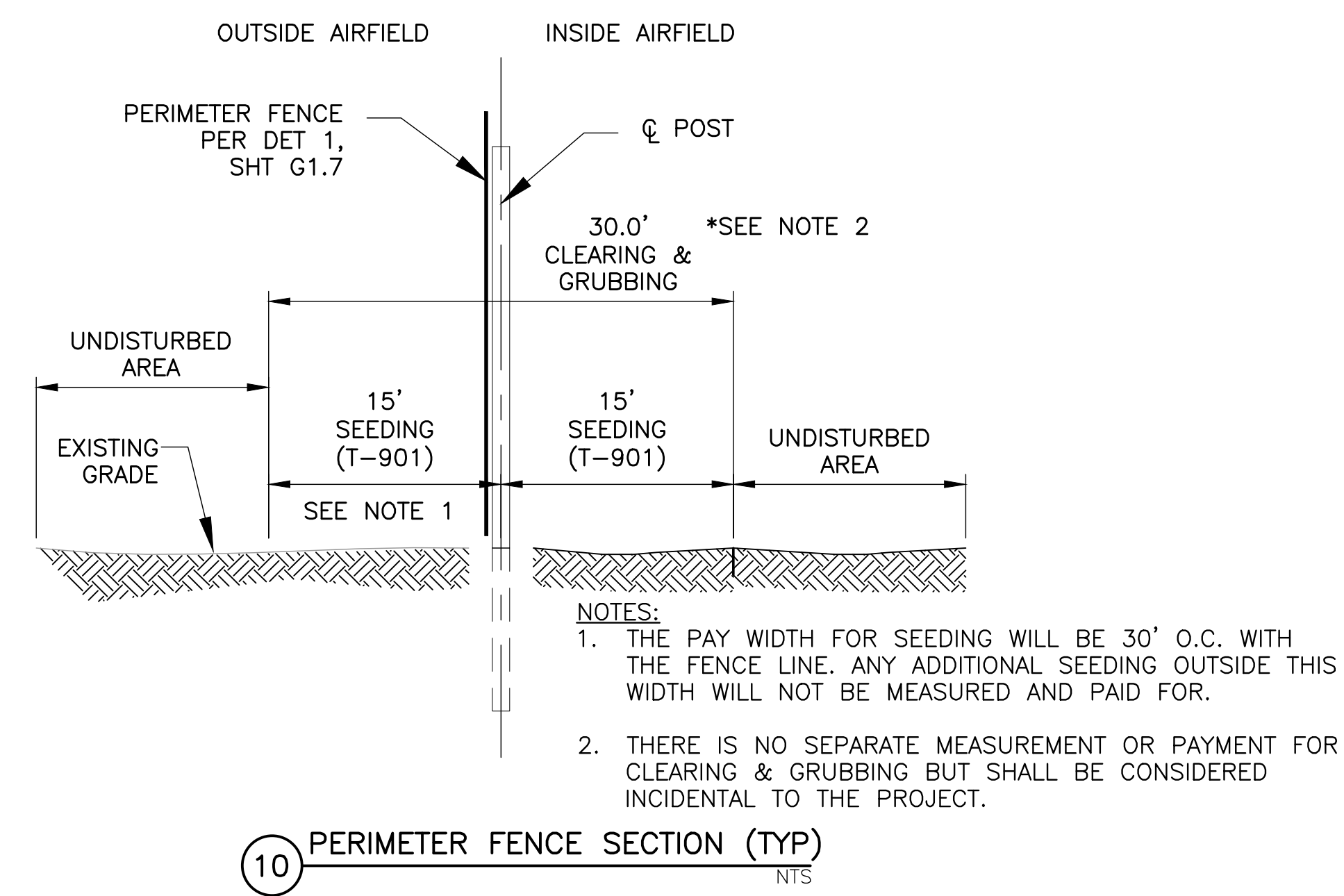
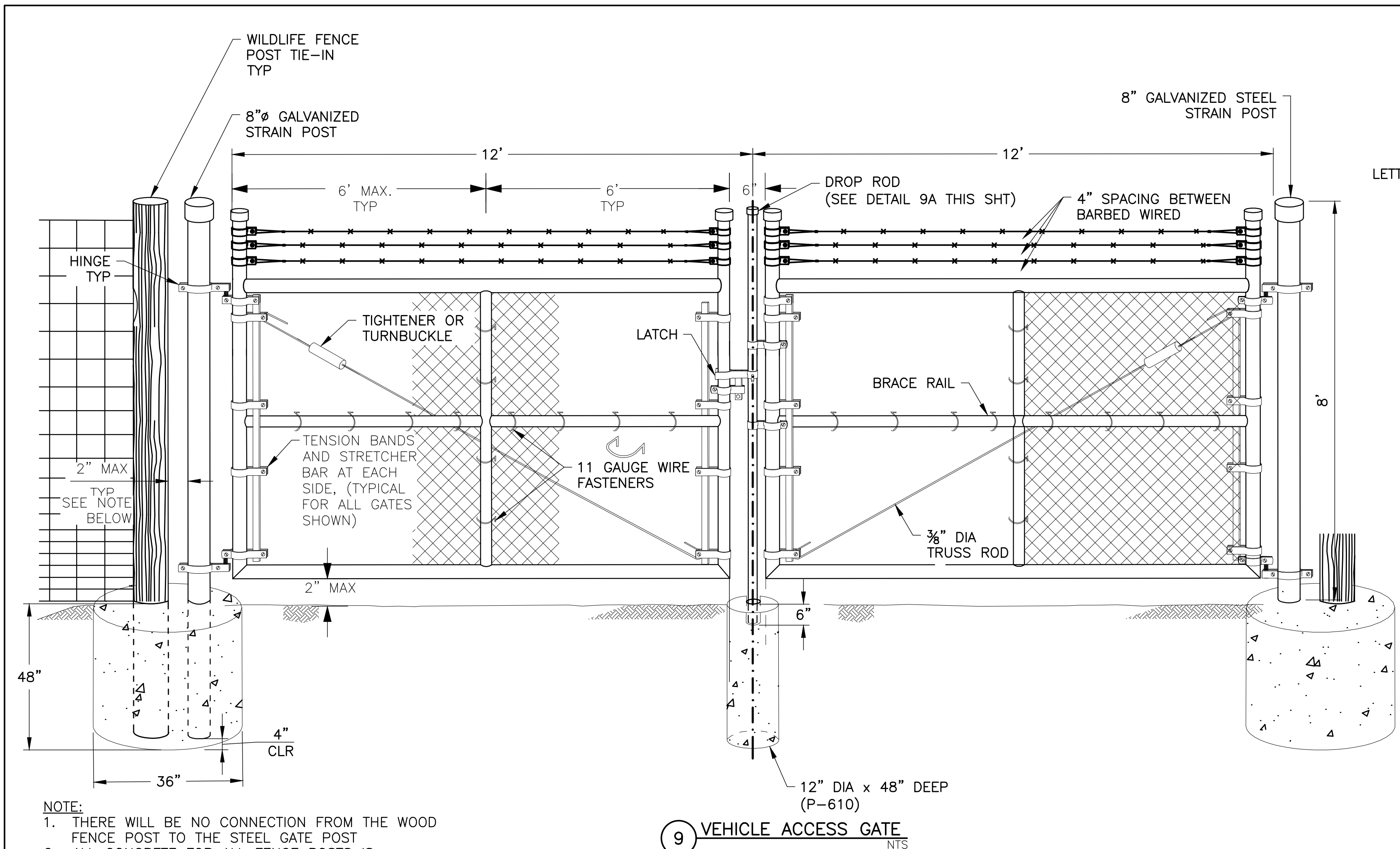
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Professional Engineer  
Colorado License No. 51923  
Exp. 02/24/23

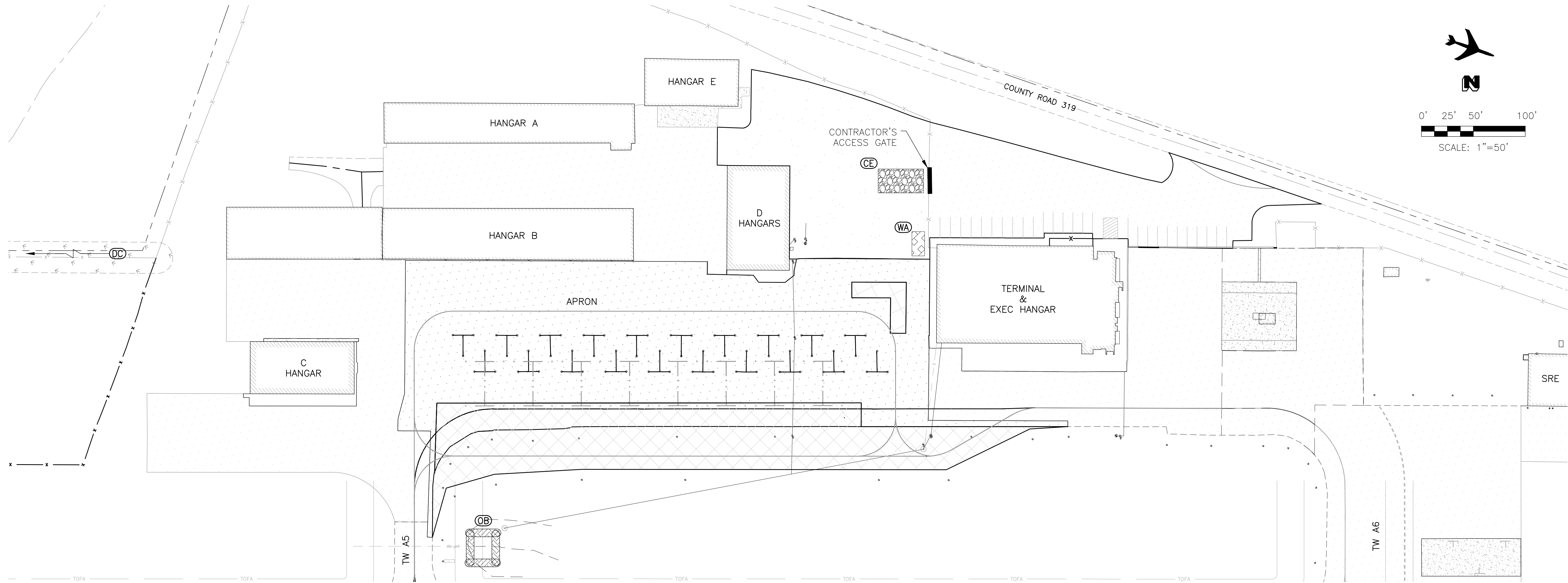
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Central Colorado  
Rehabilitation & Expansion  
Project

APRON REHABILITATION & EXPANSION & PERIMETER FENCE RELOCATION	
PROJECT DETAILS 3	
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#### SWMP LEGEND

- |  |  |
|--|--|
|  | DC DUST CONTROL (BMP-EC-7)                     |
|  | OB ORGANIC FILTER SOCK (BMP-SPC-1)             |
|  | CE STABILIZED CONSTRUCTION ENTRANCE (BMP-EC-5) |
|  | WA DESIGNATED WASHOUT AREA (BMP-GH-4)          |

#### GENERAL NOTES:

1. CONTRACTOR TO REVIEW FED SPEC C-102 FOR SWMP REQUIREMENTS.
2. SWMP IS THE RESPONSIBILITY OF THE CONTRACTOR. INFORMATION ON SHEETS G1.10-G1.11 IS FOR INFORMATION ONLY.
3. DUST CONTROL BEST PRACTICES WILL BE USED ALONG THE PERIMETER WILDLIFE FENCE INSTALLATION SECTIONS.

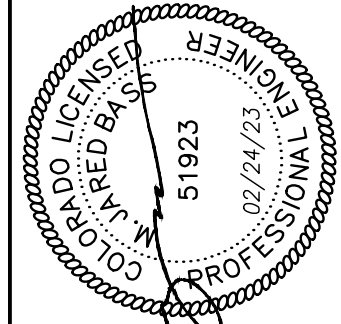
APRON REHABILITATION & EXPANSION  
& PERIMETER FENCE RELOCATION

SWMP LAYOUT

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SYMBOL

STABILIZED CONSTRUCTION ENTRANCE (BMP-EC-5)

WASH RACK

STABILIZED CONSTRUCTION ENTRANCE

SYMBOL

FILTER SOCK / WADDLE / INLET PROTECTION (BMP-SPC-1)

PERIMETER CONTROL

NOTE: FILTER SOCKS / WADDLES ARE NORMALLY USE A FILTER MATERIAL CONSISTING OF STRAW, WOOD CHIPS, OR MULCH. WHEN FILTER SOCKS / WADDLES ARE USED AS PERIMETER CONTROL IN AREAS THAT CANNOT BE STAKED, THE FILTER MATERIAL SHALL BE CRUSHED ROCK OR ABC TO PREVENT MOVEMENT.

**DEFINITION**

A FILTER SOCK IS A TUBULAR MESH SOCK FILLED WITH A FILTER MATERIAL THAT NORMALLY IS A BLEND OF COMPOSTED MATERIALS OR SIMILAR ORGANIC PRODUCTS, USED TO SLOW FLOW VELOCITY, CAPTURE AND DEGRADE CHEMICAL POLLUTANTS, AND TRAP SEDIMENT.

**APPROPRIATE APPLICATIONS**

EFFECTIVE FOR USE AS CURB INLET PROTECTION OR PERIMETER CONTROL WITH UNCONCENTRATED FLOWS

SYMBOL

DESIGNATED WASHOUT AREA (BMP-GH-4)

DIAGRAM

CONDITIONS WHERE PRACTICE APPLIES

- PERIMETER CONTROL
- SLOPE PROTECTION
- SEDIMENT TRAPPING
- DRAINAGEWAY & STREAM PROTECTION
- TEMPORARY STABILIZATION
- PERMANENT STABILIZATION & EXPOSURE LIMITS
- NON-SEDIMENT POLLUTION CONTROL

DEFINITION

A TEMPORARY PIT OR BERMED AREA FOR WASHOUT OF CONCRETE TRUCKS, TOOLS, MORTAR, MIXERS, ETC.

PURPOSE

IMPROPER WASHOUT OF CONCRETE TRUCKS, TOOLS, ETC. MAY ALLOW FRESH CONCRETE OR CEMENT LADEN MORTAR TO ENTER A STORM DRAINAGE SYSTEM.

APPROPRIATE APPLICATIONS

EFFECTIVE WHEN VEHICLES, TOOLS, AND MIXERS CAN BE MOVED TO THE PIT LOCATION. WHERE THIS IS NOT PRACTICAL, TEMPORARY PONDS MAY BE CONSTRUCTED TO ALLOW FOR SETTLING AND HARDENING OF CEMENT AND AGGREGATES. WASHOUT AREA/PITS ARE APPROPRIATE FOR MINOR AMOUNTS OF WASH WATER WHICH RESULT FROM CLEANING OF AGGREGATE MATERIALS OR CONCRETE TRUCKS, TOOLS, ETC.

SYMBOL

DUST CONTROL (BMP-EC-7)

DIAGRAM

CONDITIONS WHERE PRACTICE APPLIES

- PERIMETER CONTROL
- SLOPE PROTECTION
- SEDIMENT TRAPPING
- DRAINAGEWAY & STREAM PROTECTION
- TEMPORARY STABILIZATION
- PERMANENT STABILIZATION & EXPOSURE LIMITS
- NON-SEDIMENT POLLUTION CONTROL

DEFINITION

A COMPREHENSIVE PLAN TO LIMIT OFF-SITE SEDIMENTATION BY CONTROLLING THE SITES POTENTIAL FOR PRODUCING AIR BORNE FUGITIVE DUST AND TRACK-OUT OF SEDIMENTS.

PURPOSE

SEDIMENTS WHICH ARE TRANSPORTED FROM CONSTRUCTION SITES BY STORMWATER RUNOFF, WIND, EROSION AND VEHICLE TRACKOUT ARE OFTEN RE-DISPERSED TO THE AIR BY SUBSEQUENT VEHICULAR TRAFFIC AND HIGH WINDS. LIKEWISE, THESE SEDIMENTS MAY BE TRANSPORTED BY THE NEXT RAINFALL INTO PUBLIC STORM SEWER SYSTEMS. IMPLEMENTATION OF CONTROL MEASURES TO MINIMIZE THE GENERATION OF FUGITIVE DUST FROM CONSTRUCTION SITES WILL ALSO LIMIT QUANTITY OF SEDIMENTS IN STORMWATER.

THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF THE AIR POLLUTION CONTROL PERMIT.

APPROPRIATE APPLICATIONS

PRIMARY SOURCES OF DUST FROM DEVELOPMENT AND CONSTRUCTION ACTIVITIES ARE:

- GRADING OPERATIONS
- DRILLING AND BLASTING
- BATCH DROP OPERATIONS
- EXPOSED AREAS, CLEARED UNSTABILIZED AREAS
- VEHICLE TRAFFIC ON UNPAVED SURFACES
- SEDIMENT TRACKING ON PAVED SURFACES
- BLASTING AND WRECKING BALL OPERATIONS
- SOIL AND DEBRIS STORAGE PILES

THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF THE AIR POLLUTION CONTROL PERMIT.

GENERAL NOTES:

- CONTRACTOR TO REVIEW FED SPEC C-102 FOR SWMP REQUIREMENTS.
- SWMP IS THE RESPONSIBILITY OF THE CONTRACTOR. INFORMATION ON SHEETS G1.10-G1.11 IS FOR INFORMATION ONLY.

REV	DATE	DESCRIPTION

DIBBLE

02.24.2023

DATE:

MSS

DESIGNED BY:

MJB

DRAWN BY:

MJB

REVIEWED BY:

FILE NAME:

19067\_02-G1\_X-GNRL

APRON REHABILITATION & EXPANSION  
& PERIMETER FENCE RELOCATION

SWMP DETAILS

G1.11

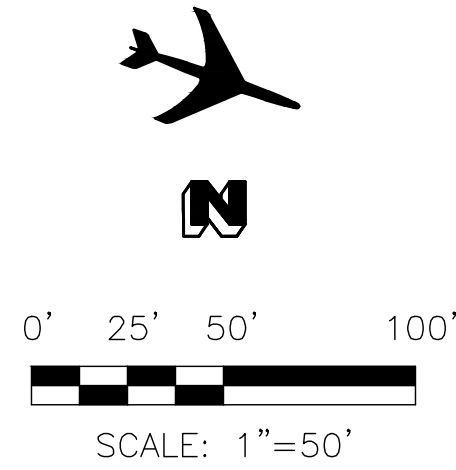
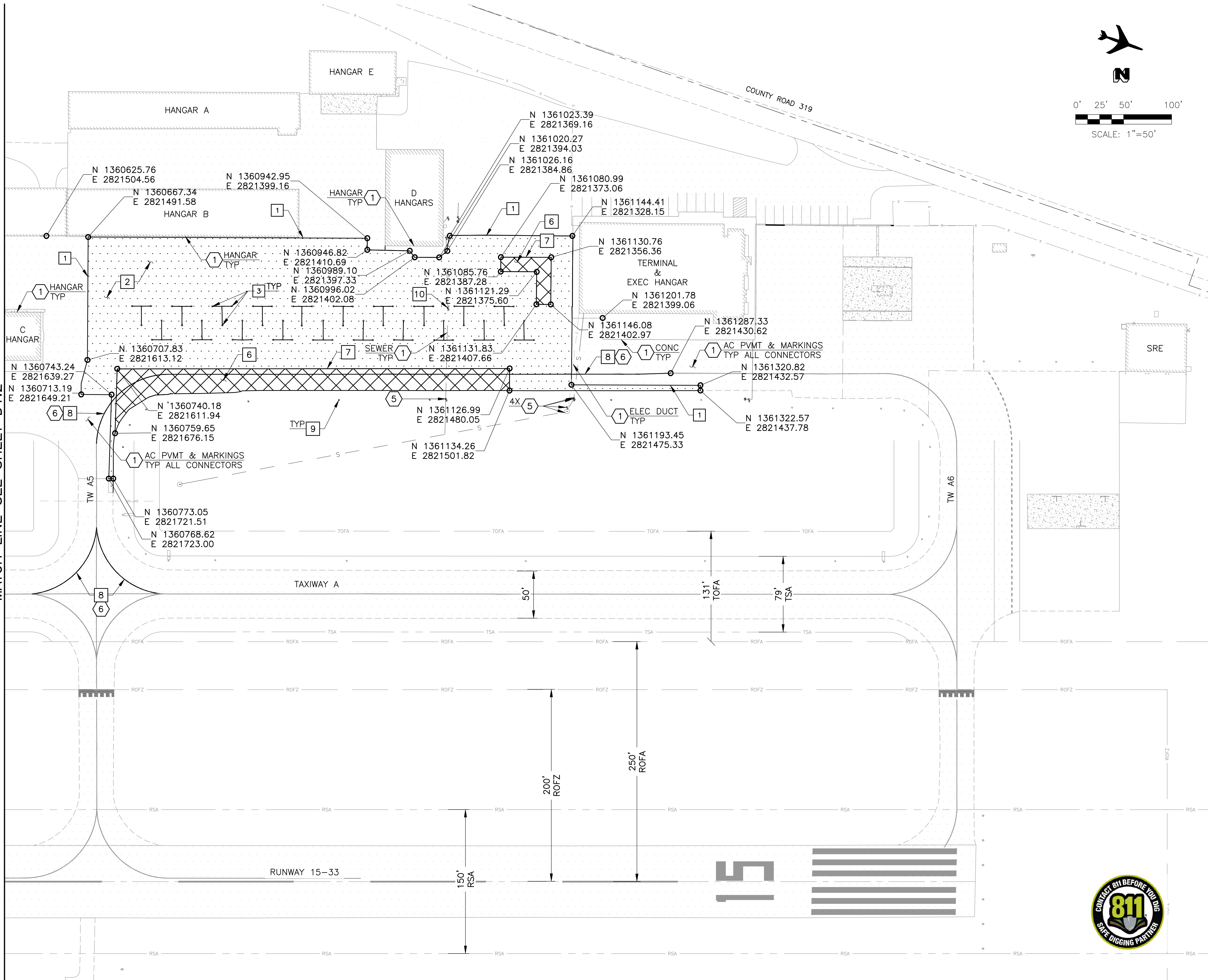
SHEET #

11 OF 22



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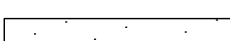

MATCH LINE SEE SHEET D1.2

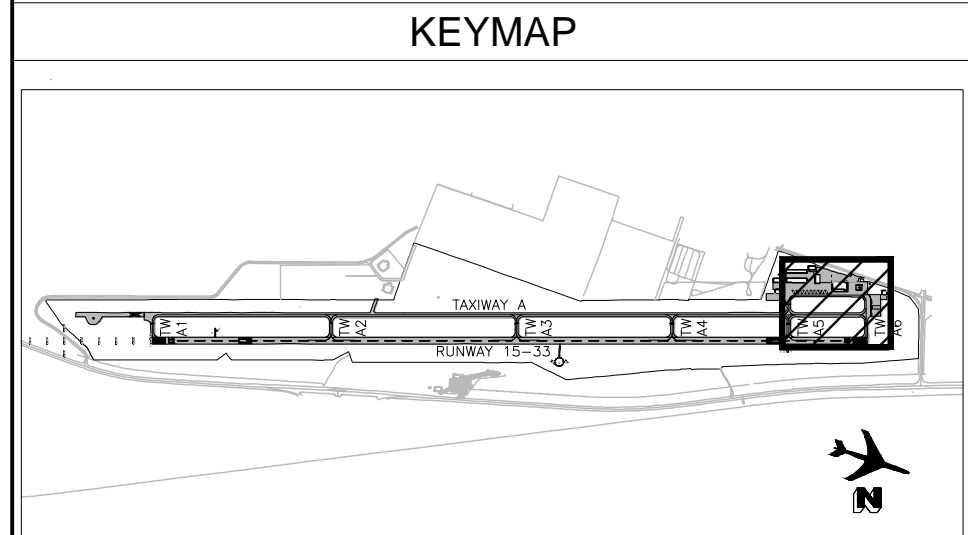


BASE BID REMOVAL NOTES		
1	SAWCUT AC PAVEMENT (2" DEPTH)	1,136 LF
2	MILL AC PAVEMENT (VARIABLE DEPTH, 0.5" TO 2")	7,805 SY
3	REMOVE & DISPOSE OF AIRCRAFT TIEDOWN ANCHOR	60 EA
6	MILL AC PAVEMENT (FULL DEPTH)	1,287 SY
7	SAWCUT AC PAVEMENT (FULL DEPTH)	702 LF
8	OBLITERATE PAVEMENT MARKINGS	360 LF
9	REMOVE & DISPOSE OF RETROREFLECTIVE MARKERS	9 EA
10	REMOVE & DISPOSE OF SEWER CLEANOUT COVER & FRAME	1 EA

BASE BID REFERENCE NOTES		
1	PROTECT IN PLACE	
5	PREPARE & PROTECT UTILITIES TO BE ADJUSTED TO GRADE	
6	APPLY P-608 OVER OBLITERATED PAVEMENT MARKINGS, (NPI)	

NOTE: CONTRACTOR TO VERIFY POSITION OF ELECTRICAL DUCTBANK FROM LIFT STATION TO TERMINAL BUILDING PRIOR TO DEMOLITION OF PAVEMENT.

MISC LEGEND	
	MILL AC PAVEMENT (VARIABLE DEPTH, 0.5" TO 2")
	MILL AC PAVEMENT (FULL DEPTH)



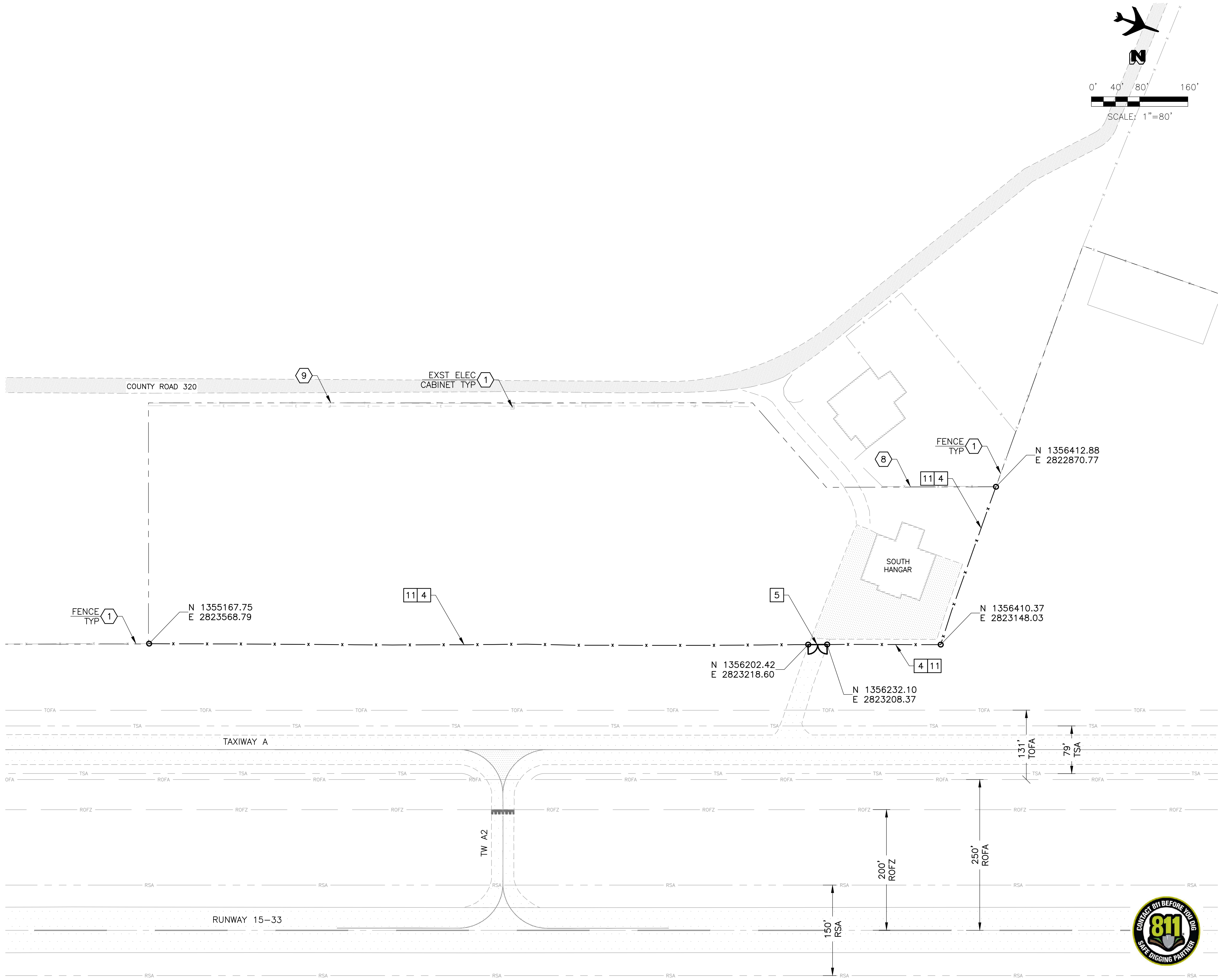
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										DATE											
										REV											
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DESIGNED BY:	MSS																				
DRAWN BY:	MSS																				
REVIEWED BY:	MJB																				
FILE NAME:	19067_02-D1_X-DEMO																				
APRON REHABILITATION & EXPANSION & PERIMETER FENCE RELOCATION DEMOLITION PLAN 1 (BASE BID)																					
D1.1																					
SHEET #																					
12 OF 22																					







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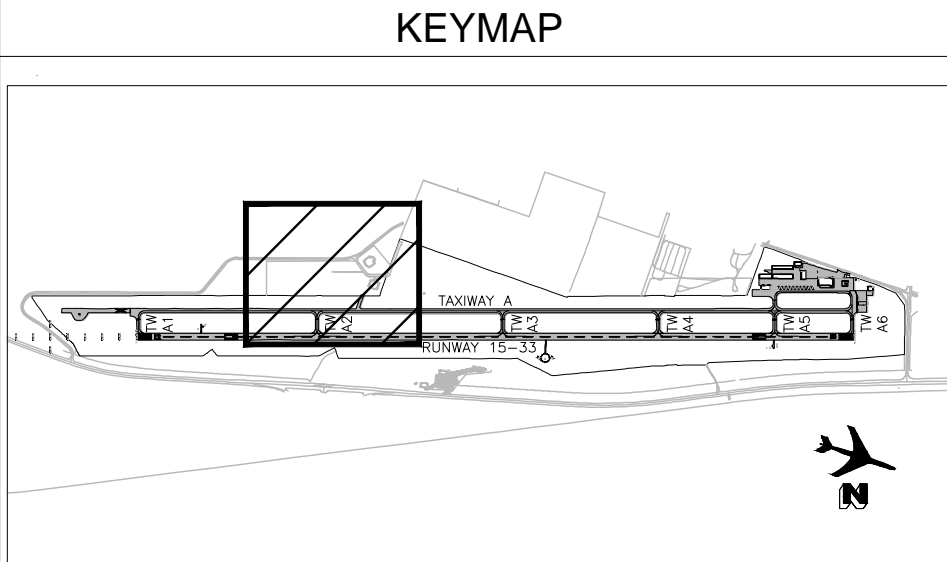
ADD ALT NO.2 REMOVAL NOTES		
4	REMOVE EXISTING PERIMETER FENCE & POSTS	1,558 LF
5	REMOVE EXISTING AIRCRAFT GATE	1 EA
11	REMOVE & SALVAGE FENCE SECURITY SIGNS & HARDWARE, (NPI)	8 EA

NOTE: CONTRACTOR TO VERIFY PROPERTY BOUNDARY PRIOR TO FENCE INSTALLATION. SURVEY BOUNDARY DOCUMENTS CAN BE PROVIDED FOR REFERENCE.

ADD ALT NO.2 REFERENCE NOTES		
1	PROTECT IN PLACE	
8	CONTRACTOR TO INSTALL NEW FENCE 1-FOOT, CENTERLINE TO CENTERLINE, TO THE EAST SIDE OF EXISTING FENCE	
9	AIRPORT PROPERTY BOUNDARY (NOT SURVEYED)	

NOTE: EXISTING FENCE IS TO REMAIN IN PLACE UNTIL AFTER NEW FENCE IS CONSTRUCTED TO PROVIDE AIRPORT SECURITY

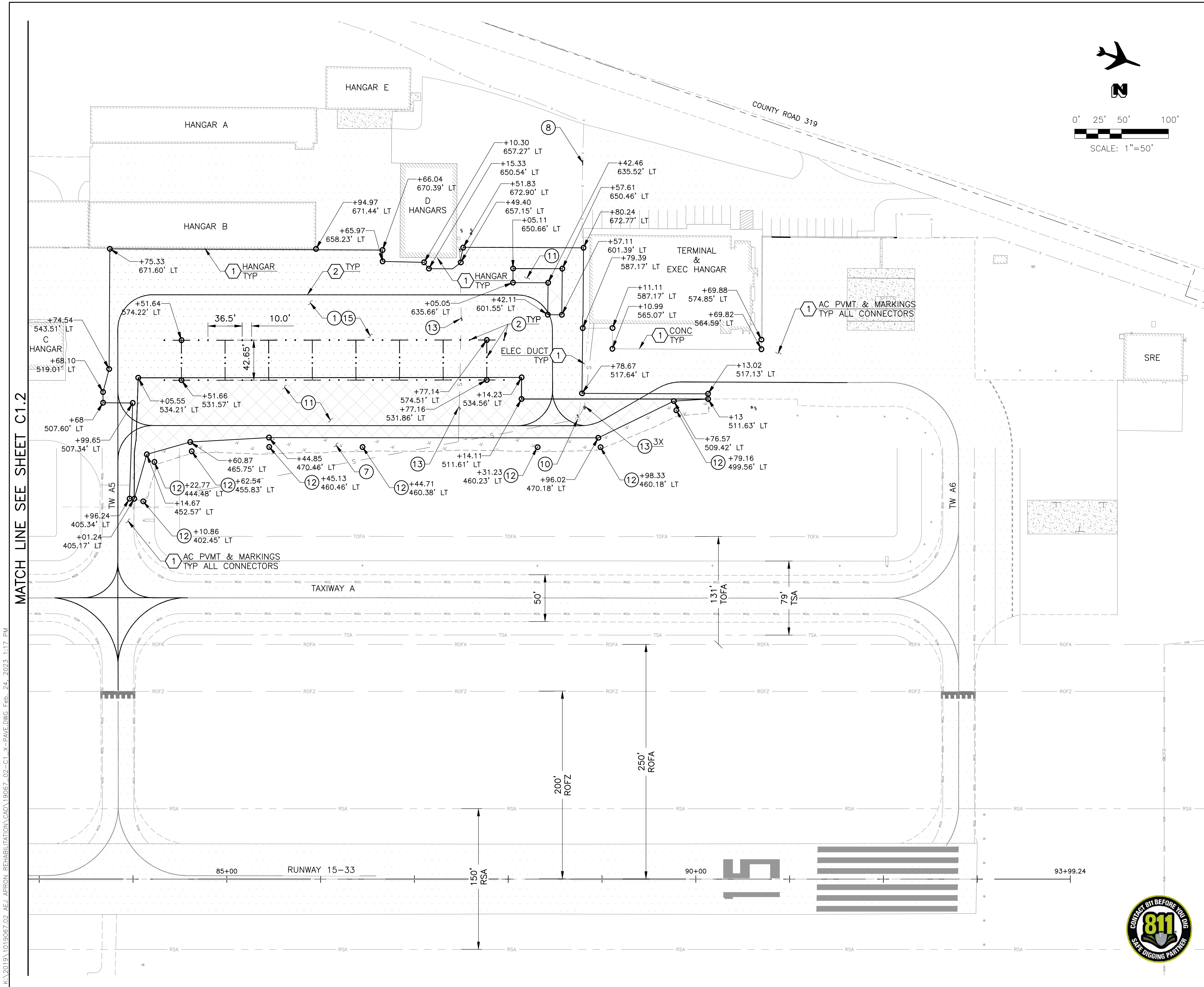
MISC LEGEND	
— x —	REMOVE EXISTING PERIMETER FENCE & POSTS



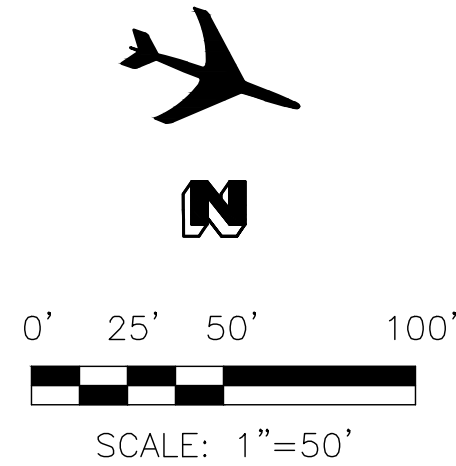
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DESIGNED BY:	MSS
DRAWN BY:	MSS
REVIEWED BY:	MJB
FILE NAME:	19067_02.D1_X-DEMO





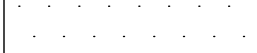
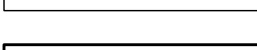
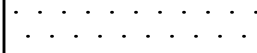
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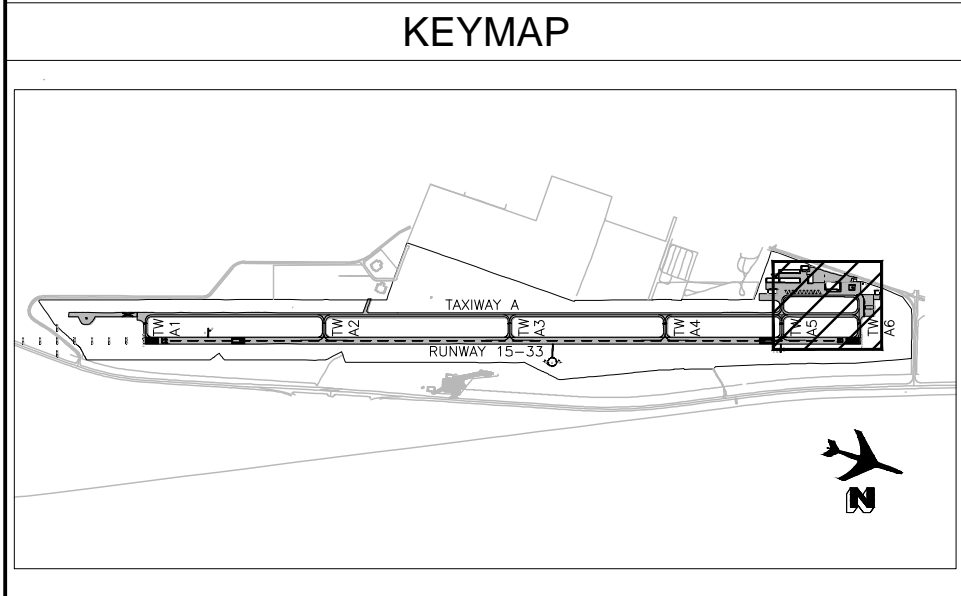



	BASE BID CONSTRUCTION NOTES	
①	AC PAVEMENT (2" DEPTH) SECTION DET 6, SHT G1.8	7,805 SY
②	AIRCRAFT TIEDOWN ANCHOR DET 2, SHT G1.7	48 EA
⑦	SEEDING WITH HYDROMULCH	0.25 AC
⑧	NEW GATE SIGN DET 11, SHT G1.9	1 EA
⑩	ADJUST SEWER MANHOLE RIM & COVER ELEVATION TO FINISHED GRADE DET 3, SHT G1.7	1 EA
⑪	AC PAVEMENT (4" DEPTH) SECTION DET 5A, SHT G1.8	3,773 SY
⑫	INSTALL BLUE RETROREFLECTIVE EDGE MARKERS DET 8, SHT G1.8	8 EA
⑬	INSTALL SEWER CLEANOUT BOX & COVER TO FINISHED GRADE DET 4, SHT G1.7	5 EA
⑮	CRACK SEAL (P-605) DET 7, SHT G1.8	10,000 LF

BASE BID REFERENCE NOTES	
1	PROTECT IN PLACE
2	REFER TO SHEET C3.1 PAVEMENT MARKING PLAN

\*ALL STATIONS ARE REFERENCED FROM  
THE RW 15-33 CENTERLINE ALIGNMENT.

MISC LEGEND	
	AC PAVEMENT (2" DEPTH) SECTION DET 6, SHT G1.8
	AC PAVEMENT (4" DEPTH) SECTION DET 5A, SHT G1.8
	SEEDING WITH HYRDOMULCH


[illegible]



**Central Colorado**  
allotment Water Users Association

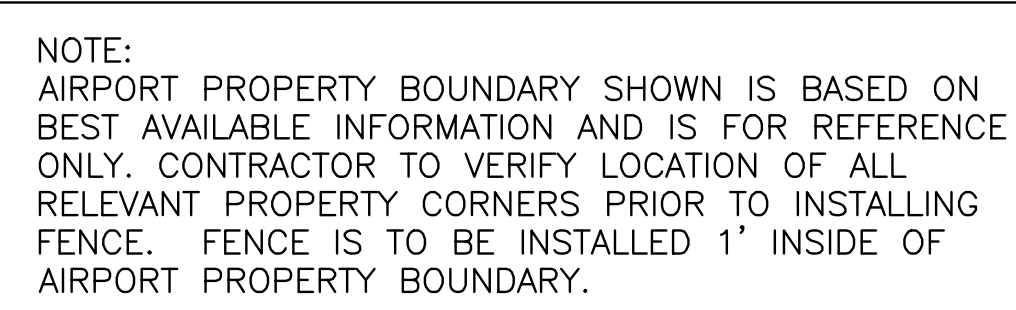
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DATE:	02.24.2023			
DESIGNED BY:	MSS			
DRAWN BY:	MSS			
REVIEWED BY:	MJB			
FILE NAME:	19097_02-C1-X-PAVE			



SHEET #	C1.1
	APRON REHABILITATION & EXPANSION & PERIMETER FENCE RELOCATION
15 OF 22	CONSTRUCTION PLAN 1 (BASE BID)



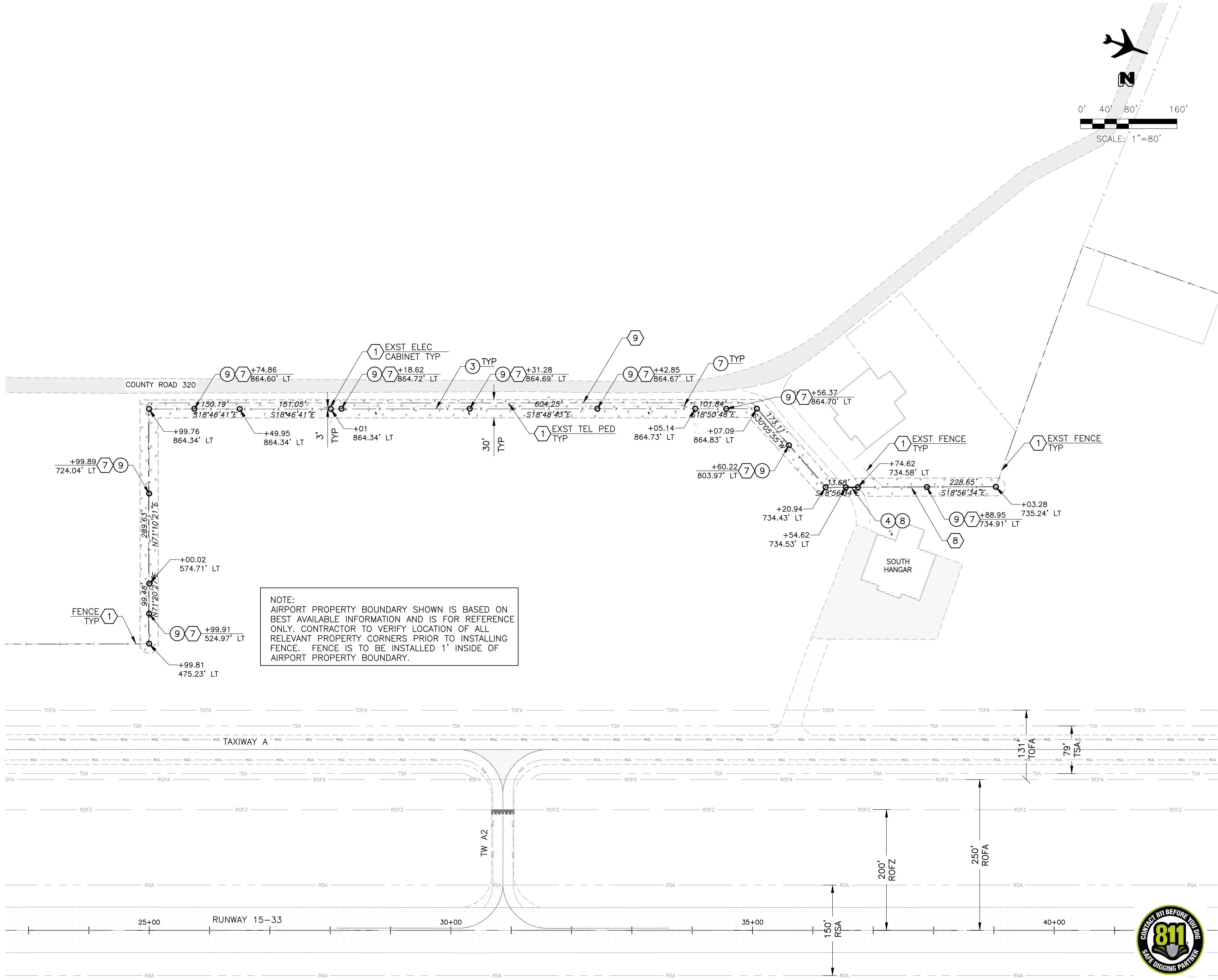


# KEYMAP

16	OF	22
SHEET #		
C1.2		
APRON REHABILITATION & EXPANSION & PERIMETER FENCE RELOCATION		
CONSTRUCTION PLAN 2 (ADD ALT NO. 1)		



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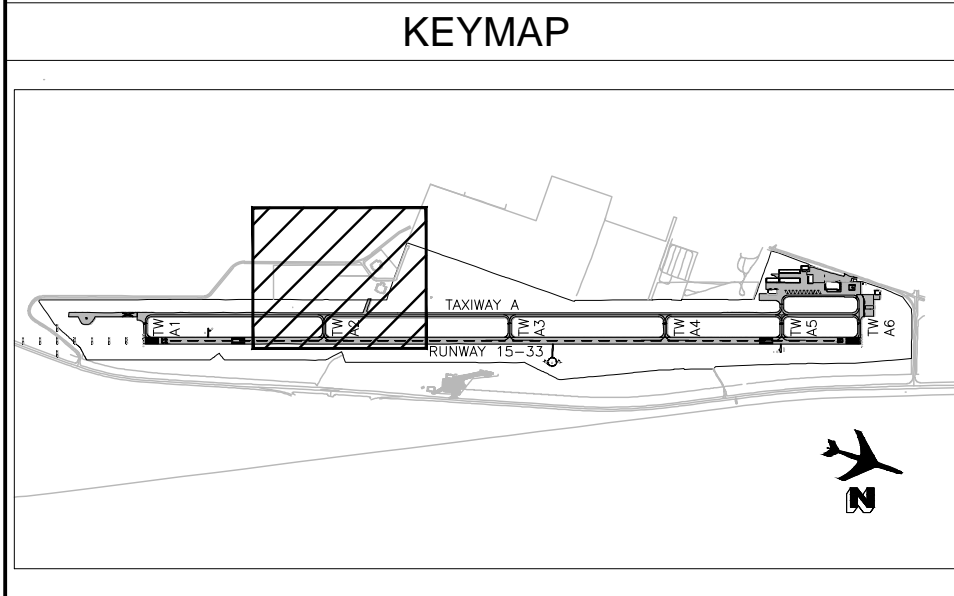


NOTE:  
AIRPORT PROPERTY BOUNDARY SHOWN IS BASED ON  
BEST AVAILABLE INFORMATION AND IS FOR REFERENCE  
ONLY. CONTRACTOR TO VERIFY LOCATION OF ALL  
RELEVANT PROPERTY CORNERS PRIOR TO INSTALLING  
FENCE. FENCE IS TO BE INSTALLED 1' INSIDE OF  
AIRPORT PROPERTY BOUNDARY.

- ADD ALT NO. 2 CONSTRUCTION NOTES ○
- ③ WILDLIFE PERIMETER FENCE  
DET 1, SHT G1.7 1,832 LF
  - ④ VEHICLE ACCESS GATE  
DET 9, SHT G1.9 1 EA
  - ⑦ SEEDING WITH  
HYDROMULCH 1.50 AC
  - ⑧ NEW GATE SIGN  
DET 11, SHT G1.9 1 EA
  - ⑨ SALVAGED FENCE SECURITY SIGN (NPI)  
DET 12, SHT G1.9 9 EA

- ADD ALT NO. 2 REFERENCE NOTES ○
- ① PROTECT IN PLACE
  - ⑦ REINSTALL SALVAGED SIGN W/ EXISTING  
HARDWARE
  - ⑧ CONTRACTOR TO INSTALL NEW FENCE  
1-FOOT, CENTERLINE TO CENTERLINE, TO  
THE EAST SIDE OF EXISTING FENCE
  - ⑨ AIRPORT PROPERTY BOUNDARY (NOT  
SURVEYED)
- \*ALL STATIONS ARE REFERENCED FROM  
THE RW 15-33 CENTERLINE ALIGNMENT.

- MISC LEGEND
- x — WILDLIFE PERIMETER FENCE
  - SEEDING WITH HYDROMULCH



REV	DATE	DESCRIPTION

**DIBBLE**

PROFESSIONAL ENGINEER  
LICENSED IN THE STATE OF COLORADO  
EXPIRATION DATE: 02/24/23  
51923

DATE: 02.24.2023  
DESIGNED BY: MSS  
DRAWN BY: MSS  
REVIEWED BY: MJB  
FILE NAME: 19067\_02-C1\_X-PAVE

Central Colorado  
AERIAL SURVEYING  
DESIGN & CONSTRUCTION

APRON REHABILITATION & EXPANSION  
& PERIMETER FENCE RELOCATION

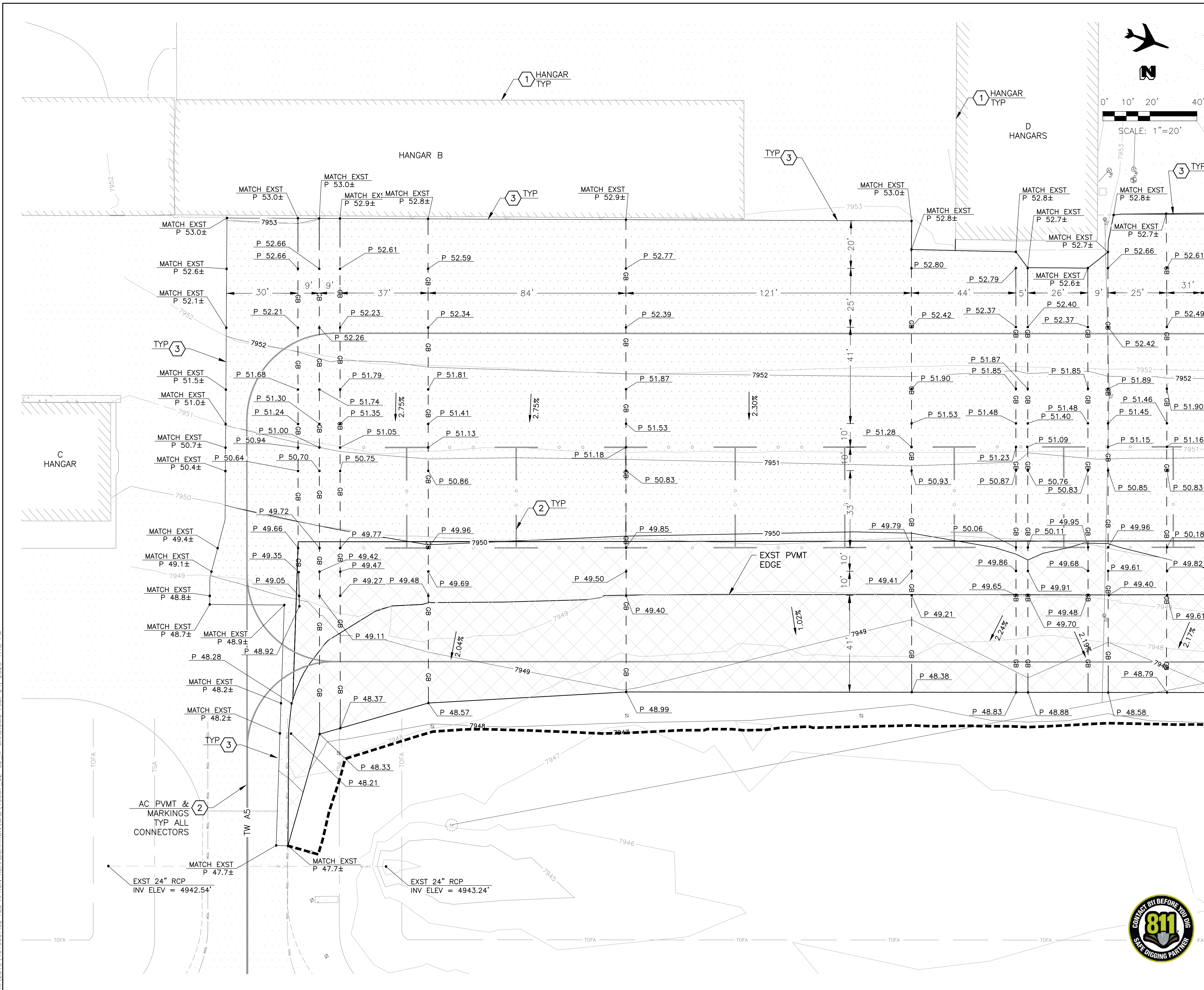
CONSTRUCTION PLAN 3  
(ADD ALT NO. 2)

C1.3

SHEET #  
17 OF 22



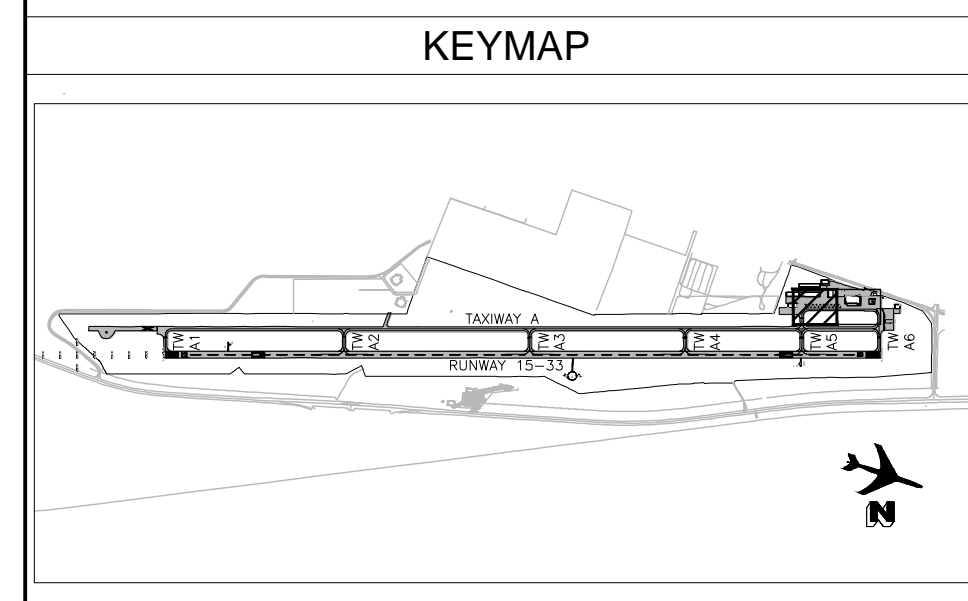
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MATCH LINE DWG C2.2

- REFERENCE NOTES
- 1 PROTECT IN PLACE
  - 2 REFER TO SHEET C3.1 PAVEMENT MARKING PLAN
  - 3 MATCH EXISTING EDGE ELEVATION

- MISC LEGEND
- AC PAVEMENT (2" DEPTH) SECTION DET 6, SHT G1.8
  - AC PAVEMENT (4" DEPTH) SECTION DET 5A, SHT G1.8
  - GRADING LIMITS
  - GB - GRADE BREAK

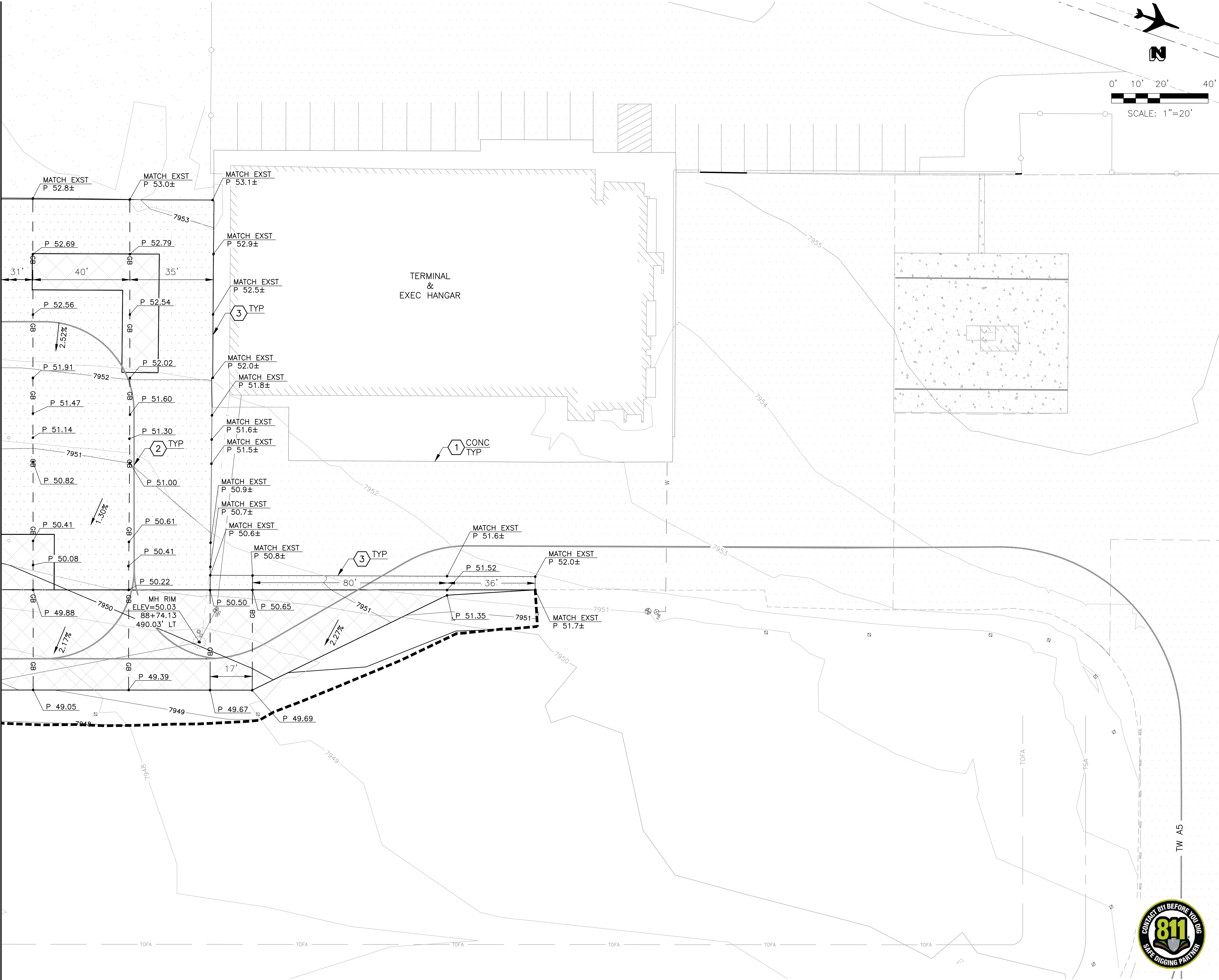


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DESIGNED BY: MSS	REVIEWED BY: MJB
DRAWN BY: MSS	
APRON REHABILITATION & EXPANSION & PERIMETER FENCE RELOCATION	
GRADING & DRAINAGE PLAN 1	
C2.1	
SHEET #	
18 OF 22	



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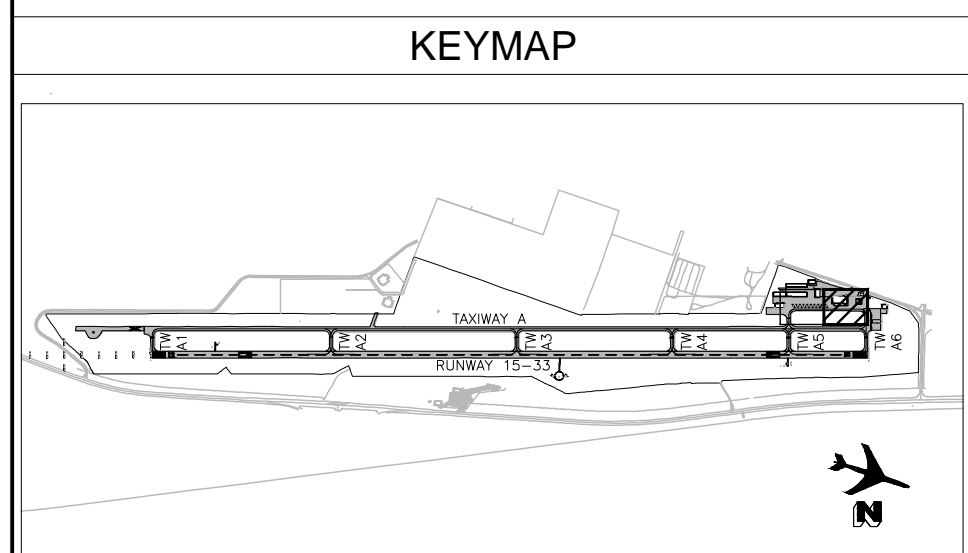
MATCH LINE DWG C2.1



- REFERENCE NOTES**
- 1 PROTECT IN PLACE
  - 2 REFER TO SHEET C3.1 PAVEMENT MARKING PLAN
  - 3 MATCH EXISTING EDGE ELEVATION

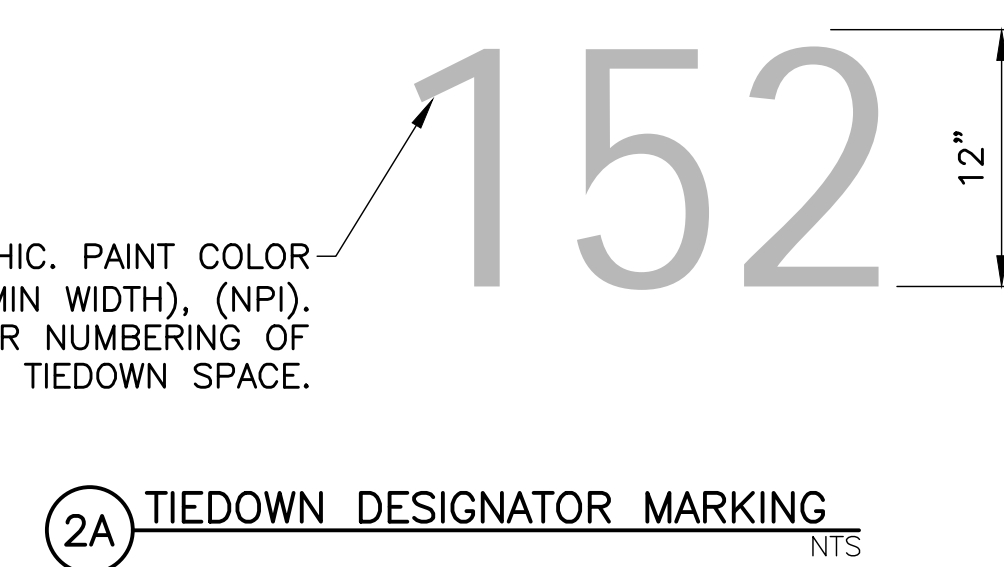
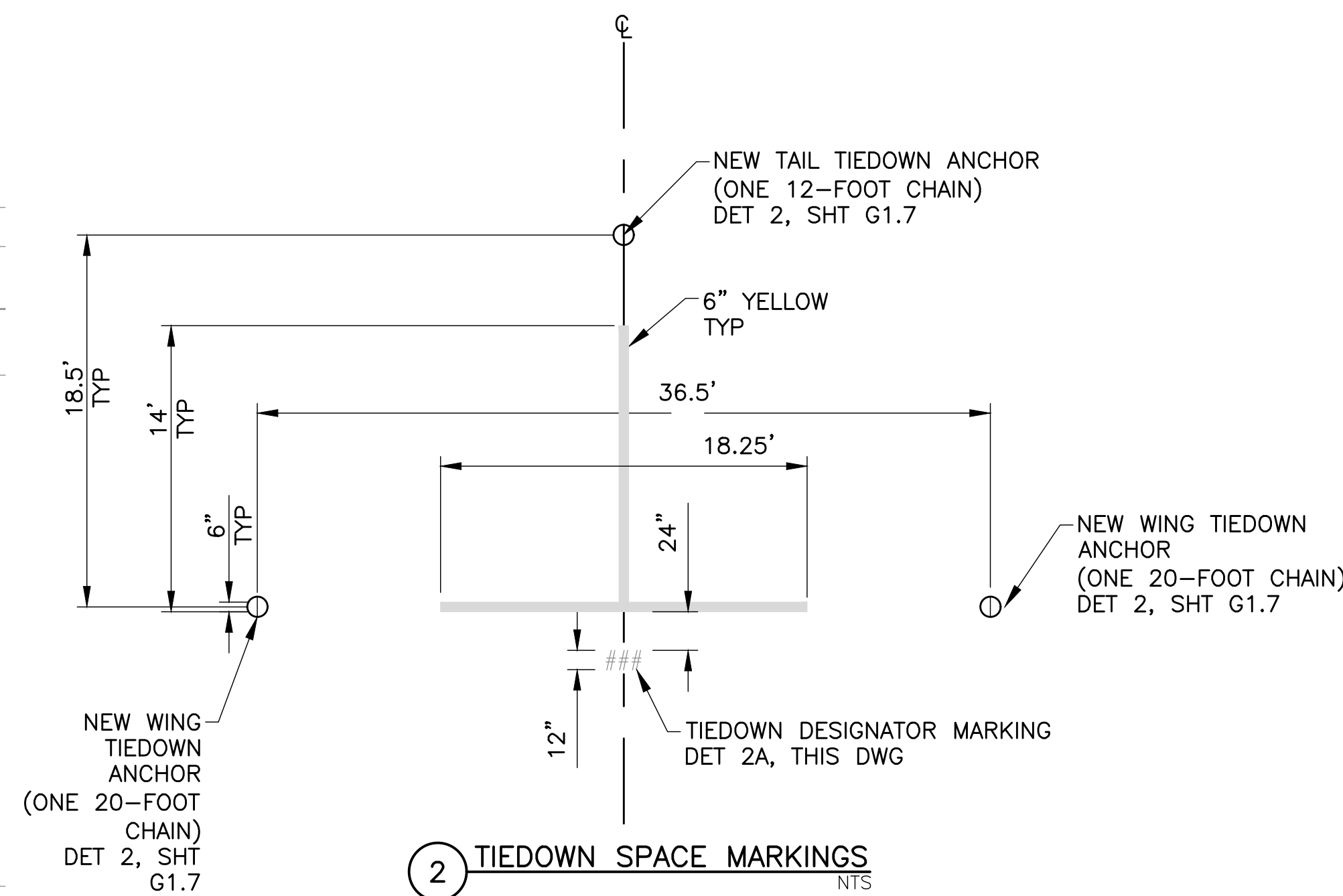
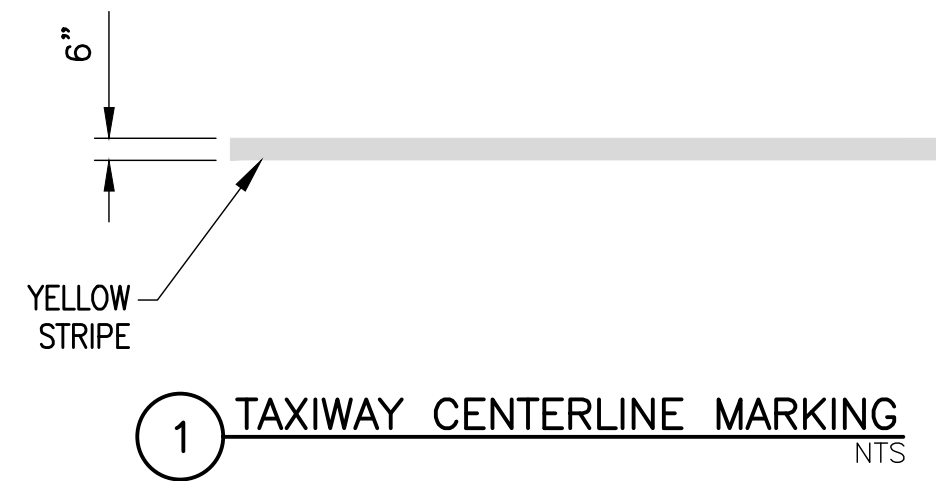
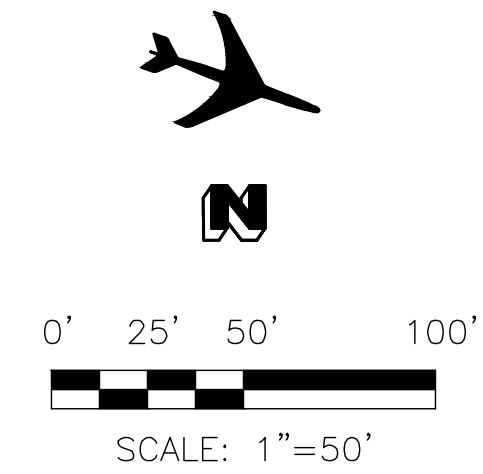
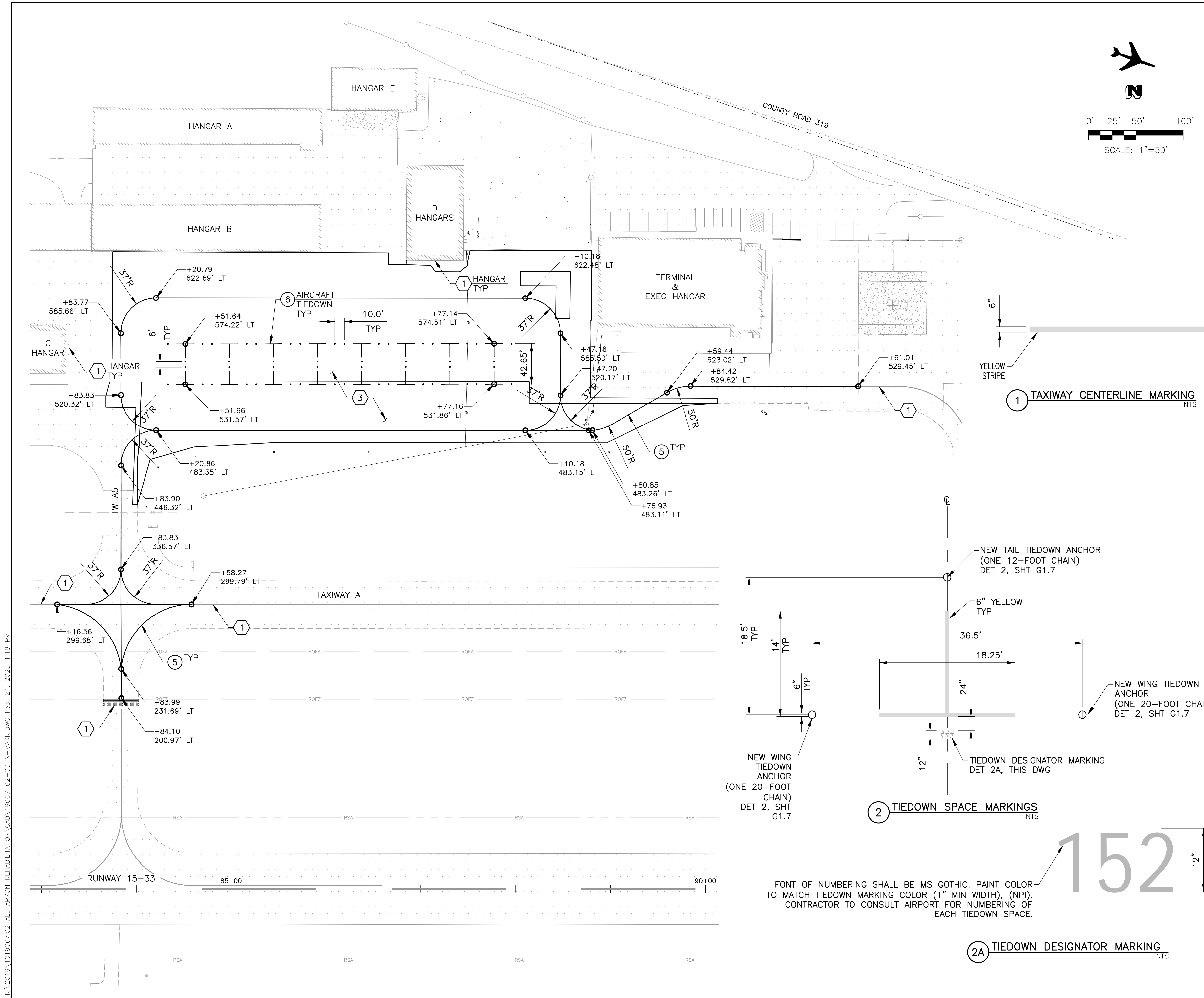
\*ALL STATIONS ARE REFERENCED FROM THE RW 15-33 CENTERLINE ALIGNMENT.

- MISC LEGEND**
- AC PAVEMENT (2" DEPTH) SECTION DET 6, SHT G1.8
  - AC PAVEMENT (4" DEPTH) SECTION DET 5A, SHT G1.8
  - GRADING LIMITS
  - GB - GRADE BREAK



APRON REHABILITATION & EXPANSION & PERIMETER FENCE RELOCATION		GRADING & DRAINAGE PLAN 2	
C2.2		SHEET #	
19		OF 22	
DATE: 02/24/2023		REV: DATE	
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DRAWN BY: MSS		REV: DATE	
REVIEWED BY: MJB		REV: DATE	
FILE NAME: 19067_02-C2_X-GRAD		REV: DATE	
DIBBLE		DESCRIPTION	
COLORADO LICENSED PROFESSIONAL ENGINEER		DESCRIPTION	
51923		DESCRIPTION	
02/24/23		DESCRIPTION	
19067_02-C2_X-GRAD		DESCRIPTION	





BASE BID CONSTRUCTION NOTES		
5	TAXIWAY CENTERLINE MARKING DET 1, THIS SHT	2,404 LF
6	AIRCRAFT TIEDOWN SPACE MARKING DET 2, THIS SHT	516 LF

REFERENCE NOTES	
1	PROTECT IN PLACE
3	REFER TO SHEET C1.1 CONSTRUCTION PLAN
*ALL STATIONS ARE REFERENCED FROM THE RW 15--33 CENTERLINE ALIGNMENT.	
**REPLACE MARKINGS OUTSIDE OF PAVING AREA IN-KIND TO EXTENTS SHOWN.	

MISC LEGEND	
—————	TW CL & APRON PARKING MARKING

# KEYMAP

<div> <div>APRON REHABILITATION &amp; EXPANSION &amp; PERIMETER FENCE RELOCATION</div> <div>PAVEMENT MARKING PLAN</div> </div>	<div>C3.1</div>	<div>SHEET #</div>	20	OF	22

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	<div style="writing-mode: vertical-rl; transform: rotate(180deg);"> PAVEMENT MARKING PLAN </div>	<div style="writing-mode: vertical-rl; transform: rotate(180deg);"> SHEET # 20 OF 22 </div>

C3.1  
SHEET #  
20 OF 22



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EXPLORATION PLAN WITH AERIAL IMAGE  
AEJ Apron Rehabilitation ■ Buena Vista, Colorado  
April 13, 2022 (Revised July 1, 2022) ■ Terracon Project No. 23215094



DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

AERIAL PHOTOGRAPHY PROVIDED BY MICROSOFT BING MAPS

BORING LOG NO. P-1										
PROJECT: AEJ Apron Rehabilitation					CLIENT: Dibble & Associates Consulting Engineers Inc					
SITE: 27960 County Road 319 Buena Vista, Colorado										
MODEL LAYER	GRAPHIC LOG	LOCATION: See Exploration Plan		DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	WATER CONTENT (%)	ATTERBERG LIMITS	PERCENT FINES
		Latitude: 38.8241° Longitude: -106.1297°								
		Approximate Surface Elev.: 7990 (Ft.) +/-								
		ELEVATION (Ft.)								
		DEPTH								
0.4	ASPHALT, about 4.5 inches	7999.50								
0.8	APPARENT AGGREGATE BASE COURSE, about 6 inches	7999.10								
1.2	FILL - WELL GRADED SAND (SW-SM), with silt and gravel, fine to coarse grained, grayish brown, medium dense	7998.90					17-23	6.4	NP	8
1.6	FILL - POORLY GRADED SAND (SP), fine to medium grained, gray, medium dense	7998.50					17-20	2.3		
2.0	SILTY SAND (SM), fine to medium grained, light gray, dense	7998.10								
2.4		7997.70								
2.8		7997.30								
3.2		7996.90								
3.6		7996.50								
4.0		7996.10								
4.4		7995.70								
4.8		7995.30								
5.2		7994.90								
5.6		7994.50								
Auger Refusal on cobbles at 5.5 Feet										
Stiffness lines are approximate. In-bits, the transition may be gradual.										
Hammer Type: Automatic										
Advanced Method 4-inch diameter solid stem continuous flight power auger					See <a href="#">Exploration and Testing Procedures</a> for a description of field and laboratory procedures used and electronic data (if any).  See <a href="#">Supporting Information</a> for explanation of symbols and abbreviations.  Elevations obtained from Google Earth			Notes:		
Advanced Method Boring installed with grout upon completion and surface capped with concrete										
WATER LEVEL OBSERVATIONS										
None encountered during drilling										
					Boring Started: 03-07-2022			Boring Completed: 03-07-2022		
					Dial Rig: CME-75			Driller: Vine Laboratories		
					Project No.: 23215091					



BORING LOG NO. P-5

Page 1 of 1

PROJECT: AEJ Apron Rehabilitation

CLIENT: Dibble & Associates Consulting Engineers Inc

SITE: 27960 County Road 319  
Buena Vista, Colorado

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 38.8230° Longitude: -106.1264°	Approximate Surface Elev.: 7954 (FL) +/- ELEVATION (FL)	DEPTH (FL)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-Pi	PERCENT FINES
2		FILL - POORLY GRADED GRAVEL (GP-GM), with silt and sand, trace cobbles, fine to coarse grained, gray, medium dense	7950.5+/-	10-27		16-35	2.0	NP	7	
				16-35						
				50/5"						
3.5	4.5	7949.5+/-	Auger Refusal on Cobbles at 4.5 Feet							

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:  
4-1/4-inch diameter hollow stem continuous flight power auger

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (if any).

Notes:  
Cobbles up to 1 foot in diameter observed in auger spoils

Abandonment Method:  
Boring backfilled with auger cuttings upon completion.

See Supporting Information for explanation of symbols and abbreviations.  
Elevations obtained from Google Earth

WATER LEVEL OBSERVATIONS

None encountered during drilling

**Terracon**  
4172 Center Park Dr  
Colorado Springs, CO

Boring Started: 06-02-2022

Boring Completed: 06-02-2022

Drill Rig: Mobile B-57

Driller: Terracon

Project No.: 23215094


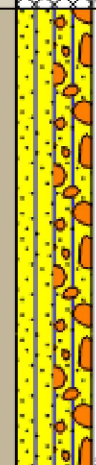
BORING LOG NO. P-6

Page 1 of 1

PROJECT: AEJ Apron Rehabilitation

CLIENT: Dibble & Associates Consulting Engineers Inc

SITE: 27960 County Road 319  
Buena Vista, Colorado

MODEL LAYER	LOCATION See <a href="#">Exploration Plan</a> Latitude: 38.8225° Longitude: -106.1261°  Approximate Surface Elev.: 7953 (Ft.) +/-	DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-Pi	PERCENT FINES
2		3.5	7949.54/-	4		H	7-10	10.6	20-18-2	11
				7		H	7-14	8.4		
5		8.0	7945.54/-	5		H	14-50/5"	4.0		
				6		H	50/5"	5.1		
		Auger Refusal on Cobbles at 8 Feet								
Stratification lines are approximate. In-situ, the transition may be gradual.										

Hammer Type: Automatic

**Advancement Method:**  
4-1/4-inch diameter hollow stem continuous flight power auger


See [Exploration and Testing Procedures](#) for a description of field and laboratory procedures used and additional data (if any).

**Notes:**  
Cobbles up to 1 foot in diameter observed in auger spoils

**Abandonment Method:**  
Boring backfilled with auger cuttings upon completion.

See [Supporting Information](#) for explanation of symbols and abbreviations.  
Elevations obtained from Google Earth

**WATER LEVEL OBSERVATIONS**  
None encountered during drilling

  
4172 Center Park Dr  
Colorado Springs, CO

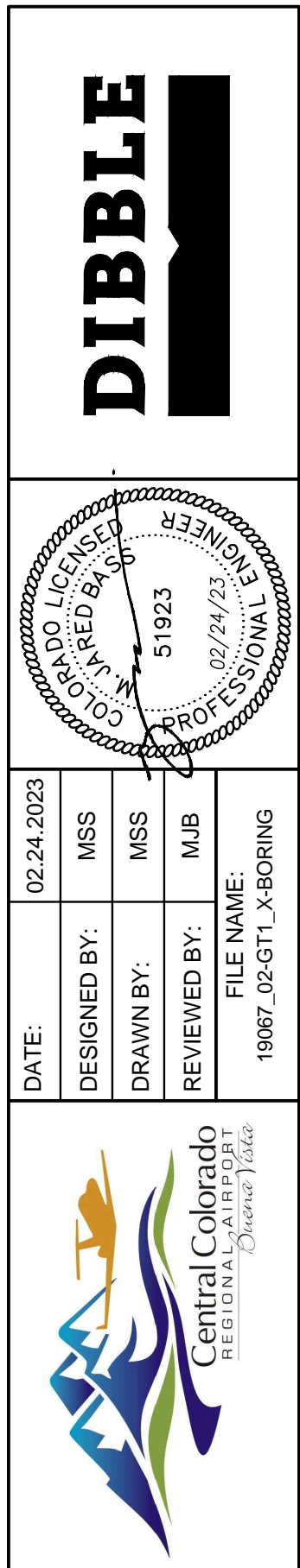
Boring Started: 06-02-2022

Boring Completed: 06-02-2022

Drill Rig: Mobile B-57

Driller: Terracon

Project No.: 23215094

[illegible]

APRON REHABILITATION & EXPANSION & PERIMETER FENCE RELOCATION	GT1.2	
	SHEET #	
	22	22