

SHEET NAMING CONVENTION

C-001

2 DIGIT DESCIPLINE DESIGNATOR (IF ONLY ONE LETTER IS USED, THE SECOND LETTER IS REPLACED WITH A DASH "-" AS A PLACEHOLDER)**

1 DIGIT SHEET TYPE DESIGNATOR
 0 - GENERAL
 1 - PLANS
 2 - PROFILES
 3 - SECTIONS
 4 - ENLARGED PLANS
 5 - DETAILS
 6 - SCHEDULES AND DIAGRAMS
 7 - USER DEFINED
 8 - USER DEFINED
 9 - 3D VIEWS (ISO, PERSPECTIVES, PHOTOS)

2 DIGIT SEQUENTIAL # (01-99) (FIRST DIGIT INDICATES PLAN TYPE, SECOND DIGIT INDICATES FLOOR)

PROJECT CONTACTS:

CIVIL ENGINEER FOR THIS PROJECT IS:
POND
 3500 PARKWAY LANE, SUITE 500
 PEACHTREE CORNERS, GA 30092
 P: (678) 336.7740
 CONTACT: ANDREW SWIFT, PE

SURVEYOR FOR THIS PROJECT IS:
 GEOSURVEY
 1660 BARNES MILL ROAD
 MARIETTA, GA 30062
 P: (770) 795.9900
 CONTACT: DAVID L. HESTER, LS

GEOTECH FOR THIS PROJECT IS:
 CONTOUR ENGINEERING, LLC
 1955 VAUGHN ROAD, SUITE 101
 KENNESAW, GA 30144
 P: (770) 794.0266
 CONTACT: EDDIE W. SORRELL JR.

GENERAL CIVIL NOTES:

- ALL DIMENSIONS ARE TAKEN FROM/TO FENCE LINES, CENTERLINE OF UTILITY, CENTER OF MANHOLE OR CATCH BASIN, CENTERLINE OF ROAD, FACE OF BUILDING, FACE OF CURB, FACE OF WALL, OR CENTERLINE OF STRIPING UNLESS OTHERWISE NOTED.
- ATTENTION IS BROUGHT TO THE FACT THAT LOCATION OF EXISTING UTILITIES HAVE BEEN OBTAINED FROM AVAILABLE SURVEYS AND RECORDS. THEREFORE LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY AND DEPTHS OF MANY UTILITIES ARE UNKNOWN. THE VERIFICATION OF THE LOCATION OF ALL UTILITIES AND STRUCTURES EITHER SHOWN OR NOT SHOWN ON THESE PLANS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. FIELD VERIFY LOCATION WITHOUT ADDITIONAL COST. IF ANY DIFFERING CONDITIONS EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
- CONTRACTOR SHALL NOT BEGIN WORK UNTIL ALL APPLICABLE PERMITS HAVE BEEN OBTAINED.
- COORDINATE ALL TAXIWAY CLOSURES WITH AIRFIELD OPERATIONS.
- CONTRACTOR TO ENSURE ALL EXISTING TOPS OF MANHOLES VALVE AND UTILITY BOXES ARE RAISED OR LOWERED TO BE FLUSH WITH FINISHED GRADES, UNLESS SHOWN OTHERWISE.
- ALL NEW PAVEMENTS SHALL BE CONSTRUCTED FLUSH WITH EXISTING, UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL GRADE ALL DISTURBED AREAS TO ENSURE POSITIVE DRAINAGE AWAY FROM ALL BUILDINGS AND TO DRAINAGE STRUCTURES OR DITCHES. NATURAL FLOW OF SURROUNDING WATERS SHALL NOT BE DISTURBED DURING CONSTRUCTION UNLESS OTHERWISE SHOWN.
- CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS, COORDINATES, AND DIMENSIONAL INFORMATION PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BRING ALL DISCREPANCIES TO THE ATTENTION OF THE ENGINEER PRIOR TO STARTING CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING INSTALLATION OF ALL NEW UTILITIES WITH THOSE THAT ARE EXISTING. IF EXISTING UTILITIES ARE IN CONFLICT WITH NEW UTILITIES, THE SITE CONTRACTOR SHALL NOTIFY THE ENGINEER BEFORE PROCEEDING WITH CONSTRUCTION.

- ALL TOPSOIL AND EXCAVATED MATERIAL SHALL BE STOCKPILED AND COVERED IN AN APPROVED LAY DOWN AREA DURING CONSTRUCTION. EXCESS OR UNUSABLE TOPSOIL SHALL BE DISPOSED OF OFF-SITE IN A MANNER THAT IS LEGAL AND CONSISTENT WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS.
- THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ALL CONSTRUCTION WASTE AND DEBRIS FROM THE SITE IN A MANNER THAT IS LEGAL AND CONSISTENT WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS.
- THE CONTRACTOR SHALL COORDINATE DISCONNECTION OF EXISTING UTILITIES WITH THE APPROPRIATE UTILITY PROVIDER PRIOR TO BEGINNING CONSTRUCTION.
- GRADING SHALL BE AS INDICATED, AND SHALL PRODUCE A FINISHED SURFACE WITH NO PONDING OF WATER, READY TO RECEIVE PLANTING MATERIALS OR GRASSING AS REQUIRED BY THE EROSION CONTROL PLANS AND PROJECT SPECIFICATIONS.
- ALL WORK SHALL COMPLY WITH APPLICABLE STATE, FEDERAL AND LOCAL CODES, SPECIFICATIONS AND REQUIREMENTS. ALL NECESSARY LICENSES AND PERMITS ALONG WITH ANY ASSOCIATED FEES SHALL BE OBTAINED BY THE CONTRACTOR AT THEIR EXPENSE. IF DIFFERING CONDITIONS EXIST BETWEEN THE DRAWINGS, SPECIFICATIONS AND/OR OTHER APPLICABLE REGULATIONS AND GUIDELINES, NOTIFY THE ENGINEER BEFORE PROCEEDING.
- AREAS DISTURBED BY THE CONTRACTOR, WHICH ARE NOT PART OF THIS PROJECT, SHALL BE RETURNED TO ORIGINAL, OR BETTER CONDITION, PRIOR TO THE COMPLETION OF THE PROJECT AS DETERMINED BY THE OWNER AND WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT PROPERTY OWNER AND PROVIDE APPROPRIATE EROSION CONTROL AND SEDIMENT CONTROL MEASURES, IF REQUIRED.
- THE CONTRACTOR'S MEANS, METHODS, SEQUENCE, TECHNIQUES OR PROCEDURES IN PERFORMING THE WORK IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR, WHO IS ALSO RESPONSIBLE FOR COMPLYING WITH ALL HEALTH AND SAFETY PRECAUTIONS AS REQUIRED BY THE APPLICABLE REGULATORY AGENCY.
- THE DESIGN ADEQUACY AND SAFETY OF ALL BRACING, SHORING AND TEMPORARY SUPPORTS, ETC. ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- THE SUBJECT PROPERTY IS LOCATED WITHIN A 100 YEAR FLOOD HAZARD AREA ZONE AE, AS DEFINED BY FEMA IN FIRM MAP NUMBER 1312C02017F, DATED SEPTEMBER 18, 2013. HOWEVER, REDEVELOPMENT OF THE PROJECT SITE HAS OCCURED SINCE THE PRODUCTION OF THE FEMA MAP PROVIDING A 20' HIGHER SITE THAN THE FLOOD PLAIN ELEVATION.
- PROTECT ALL EXISTING FEATURES AND EXISTING LANDSCAPING THAT WILL REMAIN. ANY ITEM DAMAGED DURING THE PERFORMANCE OF THE WORK WILL BE RESTORED TO ORIGINAL CONDITION, OR REPLACED WITH NEW AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID OVERLOADING PAVEMENTS WHICH WILL REMAIN.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING A MARKED-UP SET OF DESIGN DRAWINGS SHOWING "AS-BUILT" CONDITIONS. THESE "RECORD DRAWINGS" SHALL BE MADE AVAILABLE UPON REQUEST. THE MARK-UPS SHALL BE AT THE SITE AT ALL TIMES AND SHALL BE UTILIZED TO DEVELOP FINAL RECORD DRAWINGS.
- SHEET KEYNOTES ON THE PLANS ARE SPECIFIC TO THAT SHEET ONLY. MISSING SEQUENTIAL NUMBERS DO NOT APPLY TO THAT SHEET.

GENERAL SURVEY NOTES:

- EXISTING BOUNDARY CONDITIONS AND TOPOGRAPHIC CONTOURS ARE BASED ON SURVEY PREPARED BY GEOSURVEY, L.P. DATED 12-13-2017. EXISTING CONTOURS WERE CREATED USING INFORMATION OBTAINED FROM THIS TOPOGRAPHIC SURVEY AND THE PROPOSED CONTOURS IN THE NORTH TERMINAL AREA PROJECT. THE DIVISION BETWEEN THESE TWO SOURCES CAN BE FOUND ON SHEET CD101.

GENERAL CIVIL DEMOLITION NOTES:

- "DEMOLISH" SHALL MEAN TO REMOVE AN OBJECT IN ITS ENTIRETY. RESTORE GRADES AND SURFACE IMPROVEMENTS TO MATCH EXISTING CONDITIONS OR PER REQUIREMENTS OF NEW WORK, WHICHEVER IS APPLICABLE.
- FOR DEMOLITION OF NAVAIDS, ELECTRICAL, AND COMMUNICATIONS UTILITIES, REFERENCE ELECTRICAL DEMOLITION PLANS.
- EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO COMMENCEMENT OR CONCURRENT WITH DEMOLITION.
- CONTRACTOR SHALL ESTABLISH SURVEY CONTROL NETWORK OUTSIDE LIMITS OF DEMOLITION PRIOR TO COMMENCEMENT OF WORK. THIS WORK MUST BE PERFORMED BY AN GEORGIA LICENSED LAND SURVEYOR.
- DEMOLITION METHODS SHALL NOT USE HIGH CRANES THAT WILL VIOLATE THE AIRPORT IMAGINARY AIR SURFACES OR EQUIPMENT THAT WILL DAMAGE SOIL SUBGRADE TO REMAIN. USE OF IMPACT EQUIPMENT THAT MAY DAMAGE THE SUBGRADE IS NOT CONSIDERED ACCEPTABLE. DAMAGE TO

- THE SUBGRADE WILL SLOW CONSTRUCTION PROGRESS THUS IMPACTING THE SCHEDULE.
- LIMITS OF ALL PAVEMENT REMOVAL SHALL BE FULL DEPTH SAW CUT INTO PIECES SMALL ENOUGH TO BE LIFTED TO AVOID DAMAGE TO THE BASE COURSE AND/OR SOIL SUBGRADE TO REMAIN. PAVEMENT REMOVAL LIMITS SHALL BE TO CLOSEST JOINT. NO SAW CUTS MAY EXTEND BEYOND INITIAL SAW CUT LINE.
 - SUBGRADE EXPOSURE SHALL BE NO MORE THAN 5 - 7 DAYS.
 - ERADICATE ALL EXISTING PAVEMENT MARKINGS NOTED ON PLAN SHEETS PRIOR TO PAINTING. ANY JOINT SEALANT DAMAGED BY ERADICATION OF STRIPING SHALL BE REPLACED PRIOR TO NEW STRIPING.
 - CONTRACTOR SHALL PROTECT ALL EXISTING PAVEMENT MARKINGS TO REMAIN. ANY PORTION OF EXISTING PAVEMENT MARKINGS TO REMAIN REMOVED SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

GENERAL PAVING NOTES:

- NO CHANGES IN THE JOINTING PATTERN SHALL BE MADE WITHOUT THE WRITTEN APPROVAL OF THE DESIGN ENGINEER.
- FORMED HEADERS AT THE BEGINNING OF PLACEMENT SHALL NOT BE USED. BEGIN PAVING 5' (OR MORE) BEFORE PLANNED TRANSVERSE JOINT AND SAW CUT OFF EXCESS CONCRETE. CONTRACTOR MAY BEGIN PAVING DIRECTLY FROM EXISTING HARDENED CONCRETE. AT END OF SLIPFORM PAVING LANE, EXTEND PAVING 5' (OR MORE) BEYOND END OF TERMINAL TRANSVERSE JOINT, SAW CUT EXCESS CONCRETE, DRILL AND EPOXY DOWELS.
- SLIPFORM PAVER PAN SHALL FIT BETWEEN PILOT LANES. IN NO CASE SHALL PAN EXTEND OVER PILOT LANES WHEN PAVING FILL-IN LANES. INDICATE METHOD TO USE ON PAVING PLAN SUBMITTAL.
- REDUCE FREQUENCY OF OUTSIDE VIBRATORS FOR FILL IN LANES WHEN MACHINE PAVING. START WITH LOWEST SETTING AND INCREASE UNTIL CONSOLIDATION IS UNIFORM WITHOUT EXCEEDING SURFACE PASTE TOLERANCE.
- JOINT SEALS DAMAGED BY CONTRACTOR IN SLABS TO REMAIN SHALL BE REMOVED, CLEANED AND RE-SEALED TO NEXT JOINT.
- WHERE NEW ASPHALT ABUTS EXISTING ASPHALT USE BITUMINOUS BUTT JOINT (DETAIL A1 ON SHEET CD-502)
- EXERCISE CARE DURING PAVING OPERATIONS TO NOT DISLodge LIGHT CANS.

GENERAL PAVEMENT MARKING NOTES:

- ALL MARKINGS SHALL BE LAID OUT IN ADVANCE BY A LAND SURVEYOR REGISTERED IN THE STATE OF GEORGIA.
- ALL TAXIWAY PAINT TO BE PAINTED SHALL BE SURVEYED AND MARKED ON THE PAVEMENT AT MAXIMUM 25 FOOT INTERVALS TO ENSURE A SMOOTH CURVE.
- ALL RUNWAY/ TAXIWAY MARKINGS ARE SYMMETRICAL WITH RESPECT TO THE GEOMETRIC RUNWAY/ TAXIWAY CENTERLINE, UNLESS OTHERWISE NOTED.
- NO PAINT SHALL BE APPLIED UNTIL THE MARKING LAYOUTS AND PAVEMENT CONDITIONS HAVE BEEN APPROVED BY THE ENGINEER.
- NEW C AND PCC PAVEMENTS SHALL BE ALLOWED TO CURE FOR THIRTY(30) DAYS PRIOR TO APPLICATIONS OF PERMANENT MARKINGS.
- TAXIWAY MARKINGS SHALL BE RETROREFLECTIVE AND YELLOW EXCEPT AS OTHERWISE INDICATED. ALL TAXIWAY PAVEMENT MARKINGS SHALL BE OUTLINED WITH 6-INCH WIDE NON-REFLECTIVE BLACK PAINT EXCEPT ON ASPHALT.
- GLASS BEADS SHALL BE APPLIED TO THE PERMANENT PAINT AT THE RATE DESIGNATED IN THE SPECIFICATIONS. GLASS BEADS ONLY USED FOR REFLECTIVE STRIPING.
- NEW MARKINGS TO EXTEND A MINIMUM OF 10 FEET BEYOND THE LIMITS OF CONSTRUCTION, AND MATCH EXISTING MARKINGS.
- ALL LIGHT FIXTURES SHALL BE PROTECTED FROM OVERSPRAY.
- IMMEDIATELY PRIOR TO THE APPLICATION OF PAINT ALL SURFACES SHALL BE DRY AND FREE FROM DIRT, GREASE, OIL, LAITANCE, RUBBER OR OTHER FOREIGN MATERIAL WHICH WOULD REDUCE THE BOND BETWEEN THE PAINT AND THE PAVEMENT.
- ANY MARKINGS THAT ARE NOT PAINTED CORRECTLY WITH RESPECT TO LOCATION, DIMENSIONS, OR PROPER ALIGNMENT SHALL BE REMOVED AND REPAINTED AT NO ADDITIONAL COST TO THE GOVERNMENT.

GENERAL CIVIL GRADING AND DRAINAGE NOTES:

- POSITIVE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES TO PREVENT SATURATION OF EXPOSED SOILS IN CASE OF SUDDEN RAINS, AND FOR ALL FINISHED GRADING. CONTRACTOR SHALL LOCATE ALL EXISTING UTILITIES PRIOR TO ANY EXCAVATION.
- CONTRACTOR SHALL INSTALL ALL PERIMETER EROSION CONTROL MEASURES AND INLET PROTECTION PRIOR TO ANY SITE CLEARING, GRADING, OR EXCAVATION.

- ALL BACKFILL AND FILL MATERIAL SHALL BE FREE OF ORGANIC MATTER AND WASTE.
- CONTRACTOR SHALL MARK/PROTECT ALL BENCHMARKS.
- IF BENCHMARK MUST BE DEMOLISHED FOR CONSTRUCTION, CONTRACTOR SHALL RELOCATE BENCHMARK AND PROVIDE NEW DATA ON AS-BUILTS.
- CONTRACTOR SHALL VERIFY EXISTING TOPOGRAPHIC DATA, LOCATIONS OF EXISTING UTILITIES, AND ALL OTHER SITE CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, WHETHER INDICATED ON THESE PLANS OR NOT, TO VERIFY THE LOCATION DEPTH AND CONDITION OF ALL EXISTING UTILITIES AND SUBSTRUCTURES AND PROTECT THEM FROM DAMAGE.
- ALL CUT AND FILL SLOPES SHALL NOT BE GREATER THAN 3:1 (SEE PLANS).
- ALL PIPE DIMENSIONS ARE MEASURED CENTERLINE TO CENTERLINE FOR MANHOLES AND INLETS AND FROM THE END OF THE PIPE FOR MITERED END SECTIONS.
- ALL UTILITY PIPES SHALL HAVE 3 FEET MINIMUM COVER UNLESS OTHERWISE SPECIFIED IN PLANS, CONTRACTOR SHALL TAKE CARE TO PROVIDE PROPER GRADE ELEVATION AND ALIGNMENTS.

GENERAL CIVIL UTILITY NOTES:

- ALL CONNECTIONS TO EXISTING UTILITIES AND ALL UTILITY INSTALLATIONS SHALL BE IN COMPLIANCE WITH ALL REQUIREMENTS OF THE AIR NATIONAL GUARD.
- CONTRACTOR SHALL COORDINATE WITH THE ELECTRICAL SITE PLANS FOR ALL SLIPFORM LIGHTING REQUIREMENTS.
- HYDRANTS AND MAINS SHALL BE INSTALLED AND UNDER PRESSURE BEFORE ANY COMBUSTIBLE CONSTRUCTION IS STARTED.

THRUST BLOCKS SHALL BE PROVIDED AT ALL BENDS, TEES, AND FIRE HYDRANTS ON 3" AND LARGER WATER LINES. FIELD VERIFICATION OF HORIZONTAL AND VERTICAL ALIGNMENTS OF EXISTING WATER AND SEWER LINES SHALL BE PERFORMED BY THE CONTRACTOR BEFORE CONSTRUCTION.

ABBREVIATIONS

@	AT
&	AND
Ø	DIAMETER
APPROX	APPROXIMATELY
BFP	BACK FLOW PREVENTER
BOC	BACK OF CURB
CL	CENTERLINE
CB	CATCH BASIN
CF	CUBIC FEET
CONC	CONCRETE
DI	DRAIN INLET
DIA	DIAMETER
DIP	DUCT IRON PIPE
E	EXISTING
EG	EXISTING GRADE
ELEV	ELEVATION
EL	EDGE OF PAVEMENT
EX	EXISTING
FE	FINISHED FLOOR ELEVATION
FH	FINISHED GRADE
FT	FEET
GAB	GRADED AGGREGATE BASE
HORZ	HORIZONTAL
IE	INVERT ELEVATION
IN	INCH
INV	INVERT
JB	JUNCTION BOX
LF	LINEAR FEET
LOD	LIMITS OF DISTURBANCE
MAX	MAXIMUM
MIN	MINIMUM
N	NORTHING
NTS	NOT TO SCALE
OC	ON CENTER
OD	OUTSIDE DIAMETER
OWS	OIL/WATER SEPARATOR
PROP	PROPOSED
PVC	POLYVINYL CHLORIDE
RCP	REINFORCED CONCRETE PIPE
R/W	RIGHT OF WAY
SD	STORM DRAIN
SF	SQUARE FEET
SPEC	SPECIFICATIONS
SQ	SQUARE
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
STD	STANDARD
TYP	TYPICAL
WM	WATER METER
WV	WATER VALVE
WWF	WELDED WIRE FABRIC

LEGEND

DESCRIPTION	EXISTING	PROPOSED	DESCRIPTION	EXISTING	PROPOSED
BOLLARD	N/A	⊙	WATER VALVE	WV	I
FENCE	N/A	— X — X —	CONTROL POINT	⊕	N/A
FIRE WATER LINE	N/A	— FW — FW —	SPOT ELEVATION	⊕	⊕
SILT FENCE	N/A	— XX — XX —	DRAINAGE MANHOLE	⊕	⊕
LIMITS OF DISTURBANCE	N/A	— LOD —	SANITARY MANHOLE	⊕	⊕
FIRE HYDRANT	⊕	N/A	LIGHT POLE	⊕	N/A
WATER LINE	— W — W — W —	— W — W — W —	DOUBLE WING CB	⊕	⊕
STORM PIPE	— S — S — S —	— S — S — S —	SINGLE WING CB	⊕	N/A
SANITARY PIPE	— SS — SS — SS —	— SS — SS — SS —	TAXIWAY OBJECT FREE AREA (TOFA)	— TOFA —	— TOFA —
UNDERGROUND ELECTRIC LINE	— E — E — E —	N/A	TAXIWAY SAFETY AREA (TSA)	— TSA —	— TSA —
CLEANOUT	⊕	⊕	RUNWAY SAFETY AREA (RSA)	— RSA —	— RSA —
GRATE INLET	⊕	⊕			



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DATE	DESCRIPTION	MARK

DESIGNED BY: AS	CHECKED BY: AS	ISSUED FOR CONSTRUCTION: EA
DRAWN BY: AS	DATE: 	DATE:
DATE: 	DATE: 	DATE:

CIVIL GENERAL NOTES, ABBREVIATIONS, & LEGEND

SHEET ID
C-001