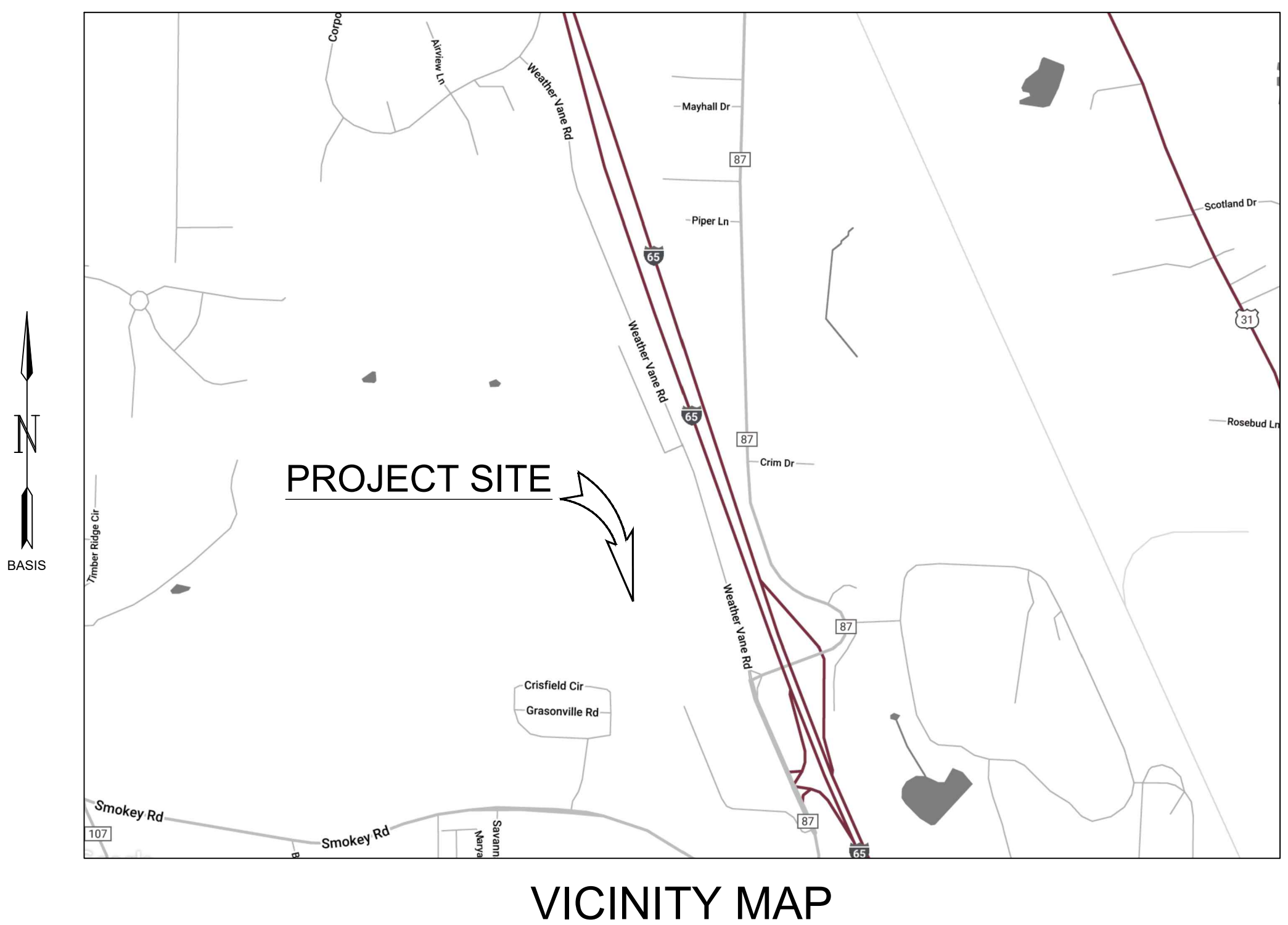
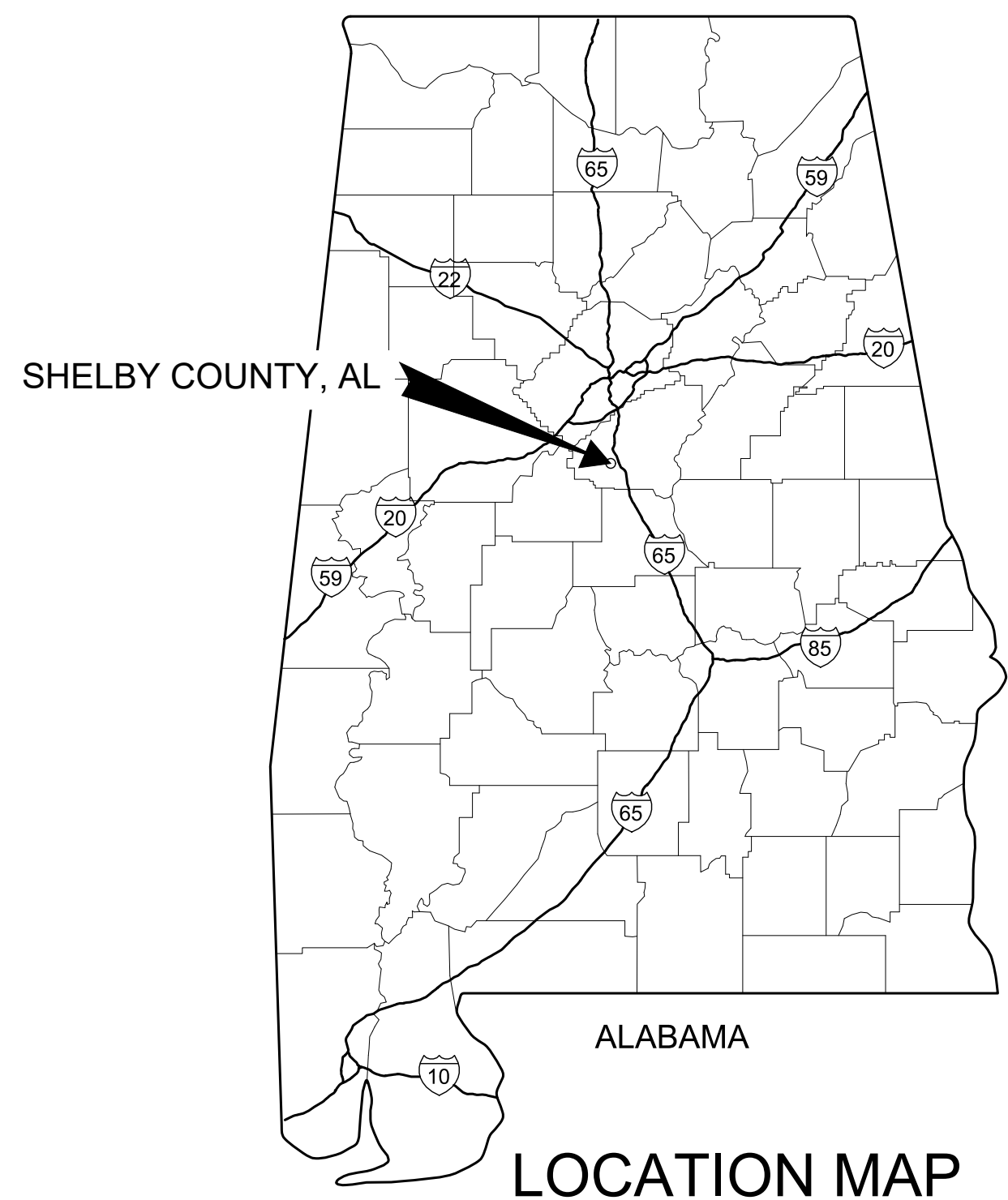


MASS HANGAR T

SHELBY COUNTY AIRPORT

SHELBY COUNTY, ALABAMA




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GI-0.02	SUMMARY OF QUANTITIES
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CM-0.01	MARKING DETAILS
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EN-1.01	ELECTRICAL NOTES
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XS-2.02	CROSS SECTIONS - EAST DITCH
XS-2.03	CROSS SECTIONS - EAST DITCH

GARVER PROJECT NO. 22A01080
AUGUST 2023




GARVER


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BY				
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REV.	DATE			

SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

MASS HANGAR T

COVER SHEET

JOB NO.: 22A01080
DATE: AUG 2023
DESIGNED BY: WUH
DRAWN BY: WUH


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GI-0.01

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Last plotted by: Haley, William U. (WUH) Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 8/29/2023 9:14 AM Plotter used: AutoCAD PDF (General Documentation).pc3



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BASE BID					
ITEM #	SPEC #	DESCRIPTION	UNIT	ESTIMATED QUANTITY	AS BUILT QUANTITIY
1	SS-110-3.1	PERMANENT ALDOT 703-A SOLID YELLOW, CLASS 1 TYPE "A" TRAFFIC MARKINGS	SF	877	
2	SS-120-3.1	CONSTRUCTION SAFETY, SECURITY, AND SITE MANAGEMENT	LS	1	
3	SS-230-6.1	2-INCH ALDOT 424-A SUPERPAVE BITUMINOUS CONCRETE WEARING SURFACE LAYER, ¾" MAXIMUM AGGREGATE SIZE, ESAL E (PG 67-22)	TON	275	
4	SS-230-6.2	2-INCH ALDOT 424-A BITUMINOUS CONCRETE BINDER SURFACE LAYER, 1" MAXIMUM AGGREGATE SIZE, ESAL E (PG 67-22)	TON	185	
5	SS-230-6.3	VARIABLE DEPTH (0 - 1.5 INCH) ALDOT 424-A SUPERPAVE BITUMINOUS CONCRETE LEVELING SURFACE LAYER, ¾" MAXIMUM AGGREGATE SIZE, ESAL E (PG 67-22)	TON	14	
6	SS-295-28.1	147'X80' MASS STORAGE HANGAR T	LS	1	
7	C-102-5.1a	TEMPORARY SEEDING AND MULCHING	SY	1078	
8	C-102-5.1b	TEMPORARY SILT FENCE	LF	380	
9	C-102-5.1c	TEMPORARY WATTLE DITCH CHECK	LF	90	
10	C-105-6.1	MOBILIZATION (MAXIMUM 10% OF TOTAL BID)	LS	1	
11	D-701-5.1	15-INCH, CLASS III, REINFORCED CONCRETE PIPE	LF	27	
12	D-752-5.1	SLOPE PAVED HEADWALL (ALDOT SD# HW-614-SP), 15-INCH RCP	EA	1	
13	P-101-5.1	PAVEMENT REMOVAL	SY	3097	
14	P-101-5.2	PAVEMENT MARKINGS REMOVAL	SF	40	
15	P-101-5.3	PAVEMENT REPAIR	SY	377	
16	P-101-5.4	PAVEMENT MILLING	SY	1138	
17	P-101-5.5	PIPE REMOVAL	LF	57	
18	P-101-5.6	SAWCUT FULL DEPTH	LF	391	
19	P-152-4.1	EXCAVATION (UNCLASSIFIED)	CY	120	
20	P-152-4.2	EXCAVATION (BORROW)	CY	261	
21	P-152-4.3	EXCAVATION (UNSUITABLE)	CY	1384	
22	P-209-5.1	CRUSHED AGGREGATE BASE COURSE, 6-INCH THICKNESS	SY	1175	
23	P-602-5.1	EMULSIFIED ASPHALT PRIME COAT	GAL	353	
24	P-603-5.1	EMULSIFIED ASPHALT TACK COAT	GAL	278	
25	P-610-6.1	4-INCH CONCRETE SIDEWALK	SY	318	
26	P-610-6.2	4-INCH CONCRETE DITCH	SY	328	
27	T-904-5.1	SODDING	SY	1078	



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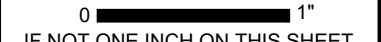
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REV.				

SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

MASS HANGAR T

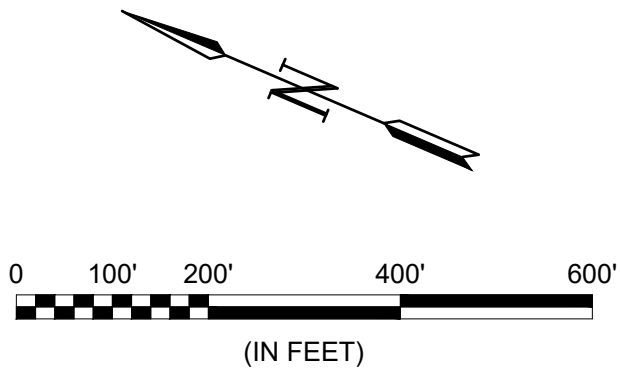
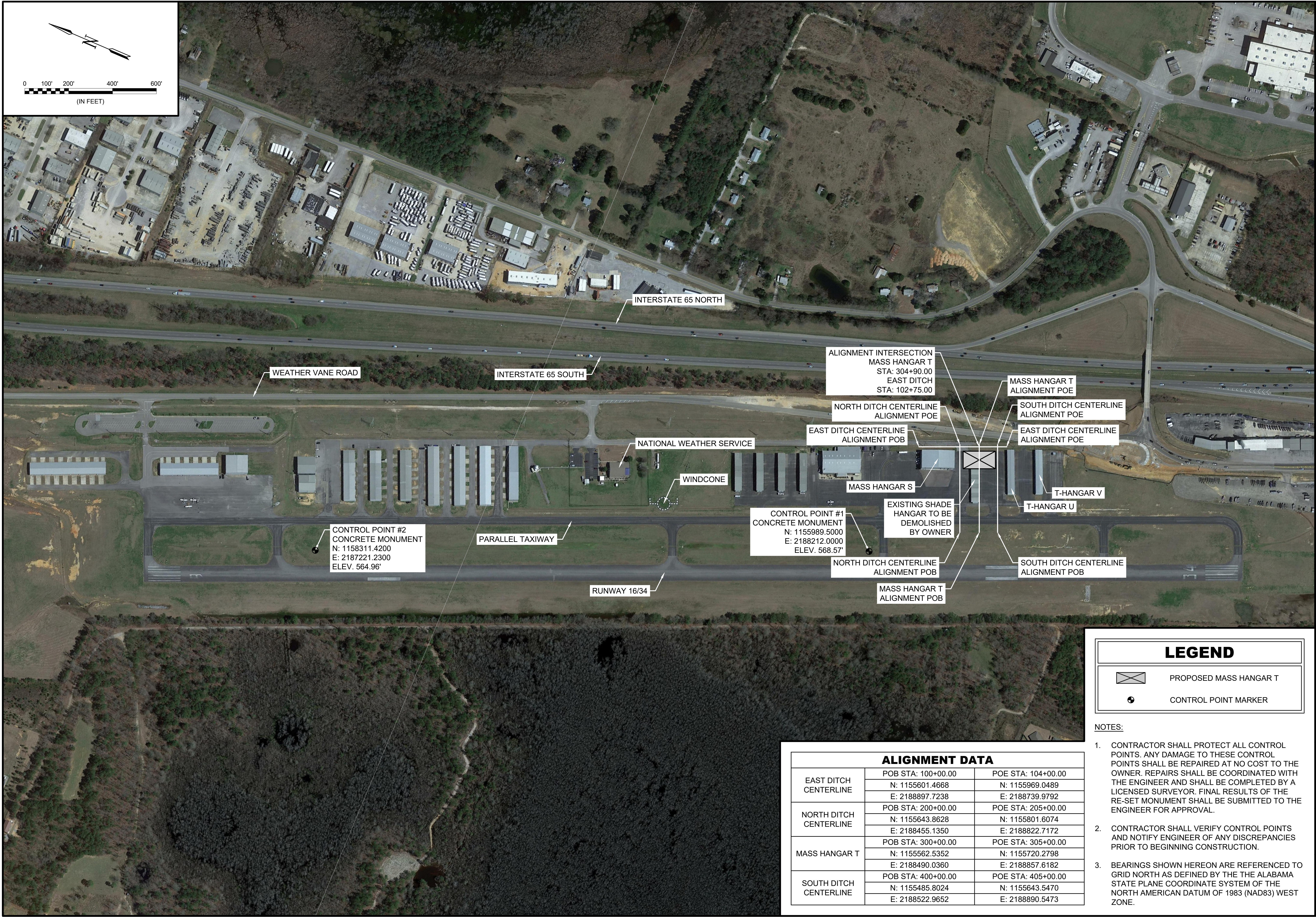
SUMMARY OF QUANTITIES

JOB NO.: 22A01080
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ALIGNMENT DATA		
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	E: 2188897.7238	E: 2188739.9792
NORTH DITCH CENTERLINE	POB STA: 200+00.00	POE STA: 205+00.00
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	E: 2188455.1350	E: 2188822.7172
MASS HANGAR T	POB STA: 300+00.00	POE STA: 305+00.00
	N: 1155562.5352	N: 1155720.2798
	E: 2188490.0360	E: 2188857.6182
SOUTH DITCH CENTERLINE	POB STA: 400+00.00	POE STA: 405+00.00
	N: 1155485.8024	N: 1155643.5470
	E: 2188522.9652	E: 2188890.5473

LEGEND	
	PROPOSED MASS HANGAR T
	CONTROL POINT MARKER

- NOTES:
- CONTRACTOR SHALL PROTECT ALL CONTROL POINTS. ANY DAMAGE TO THESE CONTROL POINTS SHALL BE REPAIRED AT NO COST TO THE OWNER. REPAIRS SHALL BE COORDINATED WITH THE ENGINEER AND SHALL BE COMPLETED BY A LICENSED SURVEYOR. FINAL RESULTS OF THE RE-SET MONUMENT SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
 - CONTRACTOR SHALL VERIFY CONTROL POINTS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO BEGINNING CONSTRUCTION.
 - BEARINGS SHOWN HEREON ARE REFERENCED TO GRID NORTH AS DEFINED BY THE THE ALABAMA STATE PLANE COORDINATE SYSTEM OF THE NORTH AMERICAN DATUM OF 1983 (NAD83) WEST ZONE.

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SHELBY COUNTY
ALABAMA

ALABAMA
LICENSED
Professional Engineer
No. 53010
WILLIAM U. HALEY

REV.	DATE	DESCRIPTION	BY

SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

MASS HANGAR T

PROJECT LAYOUT & SURVEY CONTROL PLAN

JOB NO.: 22A01080
DATE: AUG 2023
DESIGNED BY: WUH
DRAWN BY: WUH

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Last plotted by: Haley, William U. (WU) Plot Style: AECmonr.ctb Plot Scale: 1:1 Plot Date: 8/29/2023 9:14 AM Plotter used: AutoCAD PDF (General Documentation).pc3

CSPP NOTES:

1. COORDINATION

- A. CONTRACTOR PROGRESS MEETINGS - THE OWNER, ENGINEER AND CONTRACTOR WILL HOLD PROGRESS MEETINGS ON A COORDINATED SCHEDULE DURING CONSTRUCTION. OPERATIONAL SAFETY WILL BE A STANDING AGENDA ITEM IN SUCH MEETINGS.
- B. SCOPE OR SCHEDULE CHANGES - THE OWNER AND/OR ENGINEER WILL CALL SUCH COORDINATION CONFERENCES AS MAY SEEM EXPEDIENT TO HIM/HER FOR THE PURPOSE OF ASSURING COORDINATION OF THE WORK COVERED BY THIS CONTRACT AND/OR SCOPE OR SCHEDULE CHANGES. THE CONTRACTOR SHALL ATTEND ALL SUCH CONFERENCES.

2. PHASING

DURING PERFORMANCE OF THIS PROJECT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. THE PROJECT SHALL BE PHASED TO REDUCE OPERATIONAL IMPACTS AT THE AIRPORT.

- A. PHASE ELEMENTS - IF NECESSARY FOR A GIVEN PHASE, EACH PHASE OF THE CONSTRUCTION SAFETY DRAWINGS SHALL DETAIL THE AREAS CLOSED TO AIRCRAFT OPERATIONS, ESTIMATED DURATION OF CLOSURES, TAXI ROUTES, ARFF ACCESS ROUTES, CONSTRUCTION STAGING AREAS, CONSTRUCTION ACCESS AND HAUL ROUTES, NAVAID IMPACTS, LIGHTING AND MARKING CHANGES, AVAILABLE RUNWAY LENGTH, DECLARED DISTANCES, HAZARD MARKING AND LIGHTING, AND REQUIRED LEAD TIME FOR NOTAMS.
- B. CONSTRUCTION SAFETY DRAWINGS - SEE SHEET GC-0.01 THROUGH GC-1.01 FOR CONSTRUCTION SAFETY DRAWINGS.

3. AREAS OF OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY

- A. IDENTIFICATION OF AFFECTED AREAS - SEE CONSTRUCTION SAFETY DRAWINGS FOR AIRFIELD AREAS OF OPERATIONS AFFECTED BY CONSTRUCTION.
- B. MITIGATION EFFORTS - SEE CONSTRUCTION SAFETY DRAWINGS FOR MITIGATION EFFORTS OF OPERATIONS AFFECTED BY CONSTRUCTION.

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

PLANNED CONSTRUCTION ACTIVITIES WILL HAVE NO NEGATIVE IMPACTS ON THE FUNCTIONALITY AND SERVICEABILITY OF THE NAVAIDS.

5. CONTRACTOR ACCESS

- A. LOCATION OF STOCKPILED MATERIALS - THE CONTRACTOR MAY INSTALL A TEMPORARY FENCE AROUND HIS CONSTRUCTION STAGING AREA TO SEPARATE HIS BATCH PLANT, MATERIAL STOCKPILE, EQUIPMENT STORAGE, AND PARKING AREAS FROM THE PUBLIC. NO PERSONAL VEHICLES OF CONTRACTOR'S EMPLOYEES WILL BE ALLOWED INSIDE THE SECURED AREA OF THE AIRPORT. ALL MATERIAL DELIVERIES SHALL BE RECEIVED IN THE STAGING AREA RESERVED BY THE CONTRACTOR. NO DELIVERY TRUCKS WILL BE ALLOWED ACCESS TO A SECURED AREA OF THE AIRPORT BEYOND THIS STAGING AREA. STOCKPILED MATERIALS AND EQUIPMENT ARE NOT PERMITTED WITHIN THE ACTIVE RUNWAY SAFETY AREA AND OBSTACLE FREE ZONE. THE CONTRACTOR SHALL RECEIVE APPROVAL FROM THE ENGINEER AND FAA AIR SPACING OFFICE PRIOR TO LOCATING STOCKPILES OR EQUIPMENT WITHIN THE OBJECT FREE AREA, SAFETY AREA, OR OBSTACLE FREE ZONE. NO STOCKPILE SHALL BE GREATER THAN 15-FT IN HEIGHT.
- B. VEHICLE AND PEDESTRIAN OPERATIONS - SEE THE CONSTRUCTION SAFETY DRAWINGS FOR CONSTRUCTION SITE PARKING, EQUIPMENT STORAGE AREAS, AND ACCESS AND HAUL ROUTES. VEHICULAR TRAFFIC SHALL ALWAYS YIELD TO AIRCRAFT TRAFFIC.

WHEN ANY VEHICLE, OTHER THAN ONE THAT HAS PRIOR APPROVAL FROM THE AIRPORT OPERATOR, MUST TRAVEL OVER ANY PORTION OF AN AIRCRAFT MOVEMENT AREA, IT WILL BE ESCORTED AND PROPERLY IDENTIFIED. TO OPERATE IN THOSE AREAS DURING DAYLIGHT HOURS, THE VEHICLE MUST HAVE A FLAG OR BEACON ATTACHED TO IT. ANY VEHICLE OPERATING ON THE MOVEMENT AREAS DURING HOURS OF DARKNESS OR REDUCED VISIBILITY MUST BE EQUIPPED WITH A FLASHING DOME-TYPE LIGHT, THE COLOR OF WHICH IS IN ACCORDANCE WITH LOCAL OR STATE CODES.

ALL CONSTRUCTION VEHICLES SHALL BE CLEARLY IDENTIFIED FOR CONTROL PURPOSES BY PROMINENTLY DISPLAYING THE COMPANY NAME ON EACH SIDE OF THE VEHICLE. THE IDENTIFICATION SYMBOLS SHOULD BE A MINIMUM 8-INCH BLOCK-TYPE CHARACTERS OF A CONTRASTING COLOR AND EASY TO READ. THEY MAY BE APPLIED EITHER BY USING TAPE OR A WATER-SOLUABLE PAINT TO FACILITATE REMOVAL. MAGNETIC SIGNS ARE ALSO ACCEPTABLE.

AT 14 CFR PART 139 CERTIFIED AND TOWERED AIRPORTS, ALL VEHICLE OPERATORS HAVING ACCESS TO THE MOVEMENT AREA MUST BE FAMILIAR WITH AIRPORT PROCEDURES FOR THE OPERATION OF GROUND VEHICLES AND THE CONSEQUENCES OF NONCOMPLIANCE OR BE ESCORTED BY SOMEONE WHO IS.

ANY FINE, INCLUDING ANY AND ALL ASSOCIATED COSTS, ASSESSED THE AIRPORT FOR FAILURE TO MAINTAIN SECURITY OF THE AIRPORT WHICH ARE A RESULT OF THE NEGLIGENCE OF THE PRIME CONTRACTOR, ANY OF HIS SUBCONTRACTORS, OR ANY SUPPLY/DELIVERY PERSONNEL, WILL BE ASSESSED TO THE PRIME CONTRACTOR AND SHALL BE DEDUCTED FROM ANY MONIES DUE HIM.

VEHICULAR TRAFFIC LOCATED IN OR CROSSING AN ACTIVE MOVEMENT AREA MUST HAVE A WORKING TWO-WAY RADIO IN CONTACT WITH AIRCRAFT OR BE ESCORTED BY A PERSON IN RADIO CONTACT WITH AIRCRAFT. THE DRIVER, THROUGH PERSONAL OBSERVATION, SHOULD CONFIRM THAT NO AIRCRAFT IS APPROACHING THE VEHICLE POSITION. CONSTRUCTION PERSONNEL MAY OPERATE IN A MOVEMENT AREA WITHOUT TWO-WAY RADIO COMMUNICATION PROVIDED A NOTAM IS ISSUED CLOSING THE AREA AND THE AREA IS PROPERLY MARKED TO PREVENT INCURSIONS. CONTINUOUS 2-WAY RADIO (UNICOM FREQUENCY) MONITORING IS REQUIRED ONLY WHEN EQUIPMENT MOVEMENT IS NECESSARY IN CERTAIN AREAS.

- C. CONTROL OF GATES - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE SECURITY OF THE ACCESS GATES BY KEEPING THE ACCESS GATE LOCKED OR GUARDED AT ALL TIMES.

6. WILDLIFE MANAGEMENT

IF APPLICABLE, THE CONTRACTOR SHALL REVIEW AND ADHERE TO THE CONTENTS OF THE AIRPORT OPERATOR'S WILDLIFE HAZARD MANAGEMENT PLAN. THE CONTRACTOR SHALL ALSO REVIEW AC 150/5200-33, HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS, AND CERTALERT 98-05, GRASSES ATTRACTIVE TO HAZARDOUS WILDLIFE (www.faa.gov). THE CONTRACTOR SHALL CAREFULLY CONTROL AND CONTINUOUSLY REMOVE WASTE OR LOOSE MATERIALS THAT MIGHT ATTRACT WILDLIFE. CONTRACTOR PERSONNEL MUST BE AWARE OF AND AVOID CONSTRUCTION ACTIVITIES THAT CAN CREATE WILDLIFE HAZARDS ON AIRPORTS. THE CONTRACTOR SHALL MITIGATE THE FOLLOWING ITEMS.

- A. TRASH - THE CONTRACTOR SHALL PERFORM TRASH CLEAN-UP ON A DAILY BASIS.
- B. STANDING WATER - THE CONTRACTOR SHALL PROVIDE TEMPORARY DRAINAGE DURING CONSTRUCTION TO AVOID STANDING WATER.
- C. TALL GRASS AND SEEDS - THE CONTRACTOR SHALL ADHERE TO THE REQUIREMENTS OF SECTION T-901, SEEDING OF THE CONTRACT DOCUMENTS AND SPECIFICATIONS.
- D. POORLY MAINTAINED FENCING AND GATES - THE CONTRACTOR SHALL IMMEDIATELY REPORT ANY DAMAGE TO GATES OR FENCES. THE CONTRACTOR WILL BE RESPONSIBLE FOR REPAIRS TO ANY GATES OR FENCES CAUSED BY NEGLIGENCE BY THE CONTRACTOR.
- E. DISRUPTION OF EXISTING WILDLIFE HABITAT - THE CONTRACTOR SHALL NOTIFY THE AIRPORT IMMEDIATELY OF ANY WILDLIFE SIGHTINGS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

THE CONTRACTOR SHALL ENSURE THAT THE PAVEMENT SURFACES ARE KEPT CLEAN FROM DIRT, MUD, AND OTHER DEBRIS FROM THE CONTRACTOR'S EQUIPMENT. FREQUENT CLEAN UP IN THE VICINITY OF CONTRACTOR'S WORK AREAS IS REQUIRED. SEE AC 150/5210-24, FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT (www.faa.gov) FOR FURTHER INSTRUCTION.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

IF ANY CONSTRUCTION VEHICLE OR EQUIPMENT IS OPERATED WITHIN AIRPORT PROPERTY, THE CONTRACTOR MUST BE ADEQUATELY PREPARED TO EXPEDITIOUSLY CONTAIN AND CLEAN-UP SPILLS RESULTING FROM FUEL OR HYDRAULIC FLUID LEAKS. SPECIAL CARE MUST ALSO BE TAKEN WHEN HANDLING OR TRANSPORTING HAZARDOUS MATERIALS ON AIRPORT PROPERTY. SEE AC 150/5320-15, MANAGEMENT OF AIRPORT INDUSTRIAL WASTE (www.faa.gov), FOR FURTHER INSTRUCTION.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

- A. LIST OF RESPONSIBLE REPRESENTATIVES - A POINT OF CONTACT LIST WILL BE COMPLETED AS PART OF THE SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) AND WILL BE DELIVERED TO ALL PARTIES PRIOR TO CONSTRUCTION.
- B. NOTICES TO AIR MISSIONS (NOTAM) - BEFORE BEGINNING ANY CONSTRUCTION ACTIVITY, THE CONTRACTOR MUST, THROUGH THE AIRPORT OPERATOR, GIVE NOTICE USING THE NOTAM SYSTEM OF PROPOSED LOCATION, TIME, AND DATE OF COMMENCEMENT OF CONSTRUCTION. UPON COMPLETION OF WORK AND RETURN OF ALL SUCH AREAS TO STANDARD CONDITIONS, THE CONTRACTOR MUST, THROUGH THE AIRPORT OPERATOR, VERIFY THE CANCELLATION OF ALL NOTICES ISSUED VIA THE NOTAM SYSTEM.
- C. EMERGENCY NOTIFICATION PROCEDURES - IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911, THEN NOTIFY THE ENGINEER AND AIRPORT MANAGER.
- D. COORDINATION WITH EMERGENCY RESPONSE PERSONNEL - ANY DEACTIVATION OF WATER LINES OR HYDRANTS, REROUTING OF ACCESS ROUTES, OR USE OF HAZARDOUS MATERIALS ON THE AIRFIELD SHALL BE COORDINATED AND APPROVED BY THE AIRPORT'S EMERGENCY RESPONSE PERSONNEL PRIOR TO EXECUTION OF SUCH ACTIVITIES.
- E. NOTIFICATION TO THE FAA - THE CONTRACTOR SHALL ENSURE, THROUGH THE ENGINEER, THAT ALL CONSTRUCTION EQUIPMENT OVER 15 FT IN HEIGHT IS AIR SPACED THROUGH THE APPROPRIATE FAA REGIONAL OR DISTRICT OFFICE PRIOR TO USING SUCH EQUIPMENT ON SITE.
- F. SHUTDOWN OF ANY NAVAID (AIRPORT OR FAA OWNED) SHALL BE COORDINATED WITH THE FAA ATO 45 DAYS PRIOR TO THE PROPOSED SHUTDOWN.THE CONTRACTOR SHALL PROVIDE AN ADDITIONAL SEVEN DAYS ADVANCE NOTICE TO THE AIRPORT TO COORDINATE WITH THE FAA ATO TECH OPS OFFICE RESPONSIBLE FOR THE FAA FACILITIES. SHUTDOWN OF AN AIRPORT OWNED AND FAA MAINTAINED NAVAID OF 24 HOURS OR GREATER, OR MORE THAN 4 HOURS DAILY ON CONSECUTIVE DAYS, SHALL BE COORDINATED WITH THE FAA ATO A MINIMUM OF 45 DAYS PRIOR TO THE SHUTDOWN.

10. INSPECTION REQUIREMENTS

- A. DAILY INSPECTIONS - THE CONTRACTOR SHALL PERFORM DAILY SAFETY INSPECTIONS TO VERIFY ALL CONSTRUCTION OPERATIONS ARE IN CONFORMANCE WITH THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).
- B. INTERIM INSPECTIONS - PRIOR TO OPENING ANY PORTION OF THE AIRPORT TO TRAFFIC, THE CONTRACTOR, ENGINEER, AND AIRPORT OPERATOR SHALL PERFORM A SAFETY INSPECTION OF THE AREA TO BE OPENED TO TRAFFIC TO VERIFY CONFORMANCE WITH THE CSPP AND FAA STANDARDS.
- C. FINAL INSPECTIONS - PRIOR TO OPENING ANY PORTION OF THE AIRPORT TO TRAFFIC, THE CONTRACTOR, ENGINEER, AND AIRPORT OPERATOR SHALL PERFORM A SAFETY INSPECTION OF THE AREA TO BE OPENED TO TRAFFIC TO VERIFY CONFORMANCE WITH THE CSPP AND FAA STANDARDS.

11. UNDERGROUND UTILITIES

UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.

ALABAMA STATE LAW, THE UNDERGROUND DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-292-8525. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE ALABAMA ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

12. PENALTIES

FAILURE OF THE CONTRACTOR (INCLUDING EMPLOYEES) OR ANY OF HIS SUBCONTRACTORS (INCLUDING EMPLOYEES) TO COMPLY WITH AIRPORT INSTRUCTIONS, THE AIRPORT SAFETY PLAN, OR ANY OF THE OTHER REQUIREMENTS OF THE AIRPORT WHILE OPERATING ON AIRPORT PROPERTY, SHALL BE SUBJECT TO THE FOLLOWING:

- A. FIRST OFFENSE - THE VEHICLE OPERATOR WILL RECEIVE A LOSS OF DRIVING PRIVILEGES ON THE AIRPORT. IN ADDITION, ANY FINES OR PENALTIES IMPOSED ON THE AIRPORT AS A RESULT OF THE INCIDENT WILL BE ASSESSED TO THE CONTRACTOR.
- B. SECOND OFFENSE - WORK MAY BE SUSPENDED. THE CONTRACTOR (INCLUDING EMPLOYEES) AND ANY OF HIS SUBCONTRACTORS (INCLUDING EMPLOYEES) WHO WILL OPERATE GROUND VEHICLES ON THE AIRPORT SHALL SUCCESSFULLY COMPLETE FORMALIZED AIRPORT SAFETY TRAINING, TO BE CONDUCTED BY AIRPORT STAFF. WHEN THE CONTRACTOR'S EMPLOYEES HAVE COMPLETED AIRPORT SAFETY TRAINING TO THE SATISFACTION OF THE OWNER, WORK MAY CONTINUE AT THE DISCRETION OF THE OWNER.

13. SPECIAL CONDITIONS

N/A

14. RUNWAY AND TAXIWAY VISUAL AIDS

- A. GENERAL - ALL AIRPORT MARKINGS, LIGHTING, SIGNS, AND VISUAL NAVAIDS THAT ARE IN OPERATION MUST BE CLEAR FROM ALL OBSTRUCTIONS. ALL TEMPORARY MARKINGS, SIGNS, LIGHTS, OR OTHER VISUAL AIDS MUST BE SECURED IN PLACE TO PREVENT DAMAGE OR DISPLACEMENT BY PROP WASH, JET BLAST, WING VORTICES, OR OTHER WIND CURRENTS.
- B. MARKINGS - ALL TEMPORARY OR PERMANENT RUNWAY AND TAXIWAY VISUAL AIDS SHALL CONFORM TO THE REQUIREMENTS OF THE MOST RECENT EDITION OF FAA AC 150/5340-1 (WWW.FAA.GOV). MARKINGS FOR THIS PROJECT INCLUDE THE FOLLOWING:
- TEMPORARILY CLOSED TAXIWAYS - THE CONTRACTOR SHALL FURNISH AND INSTALL LOW PROFILE BARRICADES AT THE ENTRANCE TO THE CLOSED TAXIWAY OR APRON FROM AN ADJACENT TAXIWAY. BARRICADES SHALL BE INSTALLED OUTSIDE ALL ACTIVE TAXIWAY SAFETY AREAS. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS FOR CLOSED TAXIWAY MARKER AND LOW-PROFILE AIRCRAFT BARRICADE DETAILS.

- C. LIGHTING AND VISUAL NAVAIDS - ALL TEMPORARY LIGHTING FOR RUNWAY AND TAXIWAY SYSTEMS SHALL CONFORM TO THE REQUIREMENTS OF THE



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5125A Research Drive NW
Huntsville, AL 35805
(256) 534-5512



BY				
DESCRIPTION				
REV.	DATE			

SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

MASS HANGAR T

CONTRUCTION
SAFETY & PHASING
PLAN (CSPP) - NOTES

JOB NO.: 22A01080
DATE: AUG 2023
DESIGNED BY: WUH
DRAWN BY: WUH

BAR IS ONE INCH ON
ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET,
ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
GC-0.01

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MOST RECENT EDITION OF FAA AC 150/5340-30 AND 150/5345-50 (WWW.FAA.GOV). THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISCONNECTING ISOLATION TRANSFORMERS ASSOCIATED WITH ANY RUNWAY OR TAXIWAY LIGHT FIXTURES THAT ARE BEING DISCONNECTED.

IF APPLICABLE, ALL CONSTRUCTION, ALTERATION, OR REMOVAL OF FAA OWNED EQUIPMENT SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN THE APPROVED FAA REIMBURSABLE AGREEMENT. NO WORK SHALL BE COMPLETED ON FAA OWNED EQUIPMENT PRIOR TO COMPLETION OF THE FAA REIMBURSABLE AGREEMENT.

- D. SIGNS - THE CONTRACTOR SHALL INSTALL ALL SIGNS IN ACCORDANCE WITH THE MOST RECENT EDITION OF FAA AC 150/5345-44 AND 150/5340-18. ANY SIGN THAT IS NOT PERFORMING ITS NORMAL FUNCTION MUST BE COVERED OR REMOVED TO PREVENT MISLEADING PILOTS.

15. MARKING AND SIGNS FOR ACCESS ROUTES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING AND INSTALLING ALL NECESSARY MARKINGS AND SIGNAGE FOR ALL ACCESS ROUTES TO AND FROM THE SITE TO BE USED BY CONTRACTOR PERSONNEL, SUBCONTRACTOR PERSONNEL, OR DELIVERY OPERATIONS. ALL SIGNAGE IN THE AIR OPERATIONS AREA SHALL BE FRANGIBLY MOUNTED.

16. HAZARD MARKING AND LIGHTING

- A. PURPOSE - HAZARD MARKING AND LIGHTING PREVENTS PILOTS FROM ENTERING AREAS CLOSED TO AIRCRAFT AND PREVENTS CONTRACTOR PERSONNEL FROM ENTERING AREAS OPEN TO AIRCRAFT.
- B. EQUIPMENT - THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN LOW-PROFILE BARRICADES IN HAZARDOUS AREAS INSIDE MOVEMENT AREAS. BARRICADES SHALL RESTRICT ACCESS AND MAKE HAZARDS OBVIOUS TO AIRCRAFT, PERSONNEL, AND VEHICLES. DURING PERIODS OF LOW VISIBILITY AND AT NIGHT, BARRICADES SHALL BE EQUIPPED WITH RED FLASHING OR STEADY BURNING LIGHTS. THE SPACING OF BARRICADES SHALL BE SUCH THAT A BREACH IS PHYSICALLY PREVENTED BARRING A DELIBERATE ACT. IF BARRICADES ARE INTENDED TO PREVENT PEDESTRIANS, THEN THEY SHALL BE LINKED. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS FOR LOW-PROFILE AIRCRAFT BARRICADE DETAIL.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

ALL WORK CONDUCTED AT NIGHT SHALL BE ACCOMPANIED BY ADEQUATE LIGHT FACILITIES TO COMPLETE THE WORK. ALL LIGHT FACILITIES SHALL BE AIMED OR SHIELDED AS NECESSARY TO AVOID IMPACTING AIRCRAFT OR ATCT OPERATIONS. THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A LIGHTING PLAN SHOWING THE LOCATION AND AIMING DIRECTION OF ALL LIGHT FACILITIES PRIOR TO THE COMPLETION OF ANY NIGHT WORK.

18. PROTECTION OF SAFETY AREAS, OBJECT FREE AREAS, OBJECT FREE ZONES, AND APPROACH/DEPARTURE SURFACES.

- A. RUNWAY SAFETY AREAS (RSA) - NO WORK SHALL BE PERMITTED WITHIN AN ACTIVE RUNWAY SAFETY AREA. IF REQUIRED, ADJUSTMENTS TO THE RSA DIMENSIONS THROUGH RESTRICTED OPERATIONS SHALL BE COORDINATED WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL ENSURE ADEQUATE DISTANCE PROTECTION FOR BLAST PROJECTION, AS NEEDED. ALL OPEN TRENCHES OR EXCAVATIONS WITHIN THE LIMITS OF THE RSA SHALL BE BACK FILLED OR COVERED PRIOR TO OPENING THE RUNWAY TO OPERATIONS. IN ADDITION, EROSION CONTROL MEASURES SHALL BE PROVIDED IN THE RSA TO PREVENT RUTS, HUMPS, OR DEPRESSIONS INSIDE THE LIMITS OF THE RSA.
- B. RUNWAY OBJECT FREE AREAS (ROFA) - NO MATERIAL SHALL BE STOCKPILED INSIDE THE LIMITS OF THE ACTIVE ROFA UNLESS APPROVED BY AIR SPACING THROUGH THE APPROPRIATE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE.
- C. TAXIWAY SAFETY AREAS (TSA) - NO WORK SHALL BE PERMITTED WITHIN AN ACTIVE TSA. IF REQUIRED, ADJUSTMENTS TO THE TAXIWAY TSA DIMENSIONS THROUGH RESTRICTED OPERATIONS SHALL BE COORDINATED WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE PRIOR TO CONSTRUCTION. ALL OPEN TRENCHES OR EXCAVATIONS WITHIN THE LIMITS OF THE TSA SHALL BE BACK FILLED OR COVERED PRIOR TO OPENING THE TAXIWAY TO OPERATIONS. IN ADDITION, EROSION CONTROL MEASURES SHALL BE PROVIDED IN THE TSA TO PREVENT RUTS, HUMPS, OR DEPRESSIONS INSIDE THE LIMITS OF THE TSA.
- D. TAXIWAY OBJECT FREE AREAS (TOFA) - NO CONSTRUCTION SHALL BE PERMITTED INSIDE AN ACTIVE TOFA UNLESS THE TAXIWAY HAS BEEN RESTRICTED TO OPERATIONS REQUIRING A TOFA EQUAL TO THAT OF THE TOFA AVAILABLE. IF REQUIRED, CONSTRUCTION MAY BE PERMITTED INSIDE THE TOFA IF THE TAXIWAY CENTERLINE MARKINGS ARE OFFSET WITH CENTERLINE REFLECTORS OR LIGHTING, OR APPROPRIATE NOTAMS ARE ISSUED. CONSTRUCTION MAY ALSO BE PERMITTED INSIDE THE TOFA IF A FIVE FOOT WING TIP CLEARANCE IS MAINTAINED FOR ALL CONSTRUCTION EQUIPMENT AND VEHICLES. IN THIS SCENARIO, FLAGGERS AND WING WALKERS MUST BE USED TO DIRECT TRAFFIC THROUGH THE CONSTRUCTION SITE.
- E. OBSTACLE FREE ZONE (OFZ) - NO PERSONNEL, MATERIAL, OR EQUIPMENT SHALL PENETRATE THE OFZ WHILE THE RUNWAY IS OPEN TO OPERATIONS. THE DIMENSIONS OF THE OFZ ARE AS DEFINED IN FAA AC 150/5300-13 (WWW.FAA.GOV).
- F. APPROACH/DEPARTURE SURFACES - ALL CONTRACTOR PERSONNEL, MATERIALS, AND EQUIPMENT SHALL REMAIN CLEAR OF THE APPLICABLE THRESHOLD SITING SURFACES AS DEFINED IN CHAPTER 3 OF FAA AC 150/5300-13 (WWW.FAA.GOV). CONSTRUCTION ACTIVITIES THAT REQUIRE PENETRATION INTO THE THRESHOLD SITING SURFACE SHALL BE ACCOMPLISH THROUGH DISPLACING OR PARTIALLY CLOSING THE RUNWAY. SUCH CONSTRUCTION ACTIVITIES SHALL REQUIRE COORDINATION WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE.

19. OTHER LIMITATIONS ON CONSTRUCTION

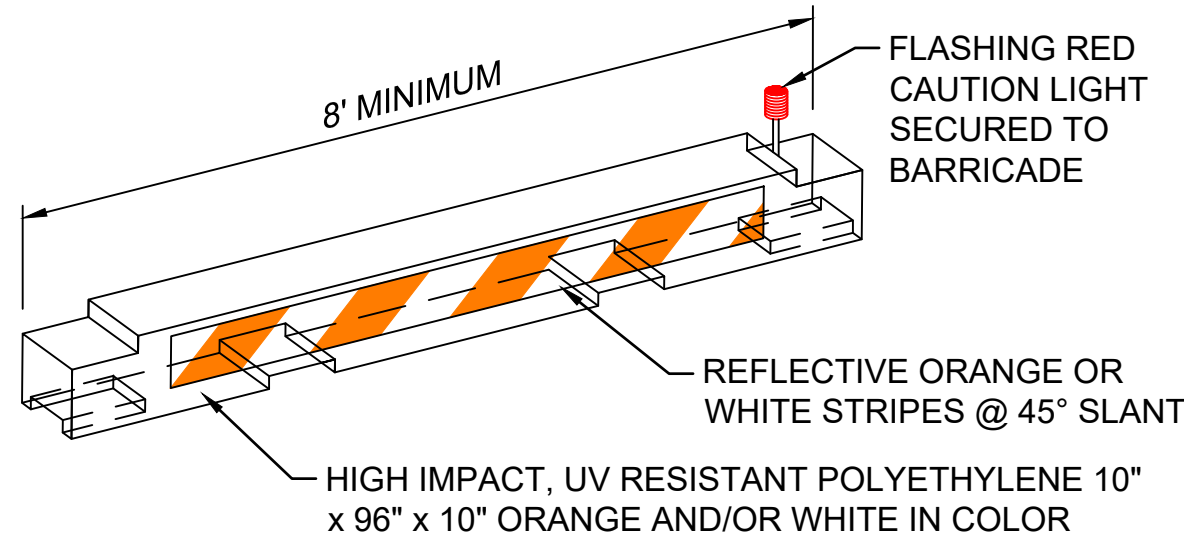
- A. PROHIBITIONS - THE USE OF TALL EQUIPMENT (I.E. CRANES, CONCRETE PUMPS) SHALL NOT BE PERMITTED UNLESS APPROVED BY THE ENGINEER.

OPEN FLAME WELDING AND TORCH CUTTING OPERATIONS ARE NOT PERMITTED UNLESS ADEQUATE FIRE SAFETY PRECAUTIONS ARE PROVIDED AND THESE OPERATIONS ARE AUTHORIZED BY THE AIRPORT OPERATOR AND THE ENGINEER.

ELECTRICAL BLASTING CAPS SHALL NOT BE PERMITTED WITHIN 1,000-FT OF THE AIRPORT PROPERTY. FLARE POTS ARE NOT PERMITTED WITHIN THE AIR OPERATIONS AREA.

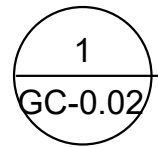
STAGING AREA NOTES:

- THE CONTRACTOR'S EMPLOYEES AND VISITORS VEHICLES SHALL PARK IN THE CONTRACTOR'S EMPLOYEE PARKING AREA. ONLY OWNER APPROVED PERSONNEL WILL BE ALLOWED TO ACCESS AND/OR PARK ON AIRPORT PROPERTY.
- THE LOCATION AND SIZE OF THE CONTRACTOR'S STAGING AREA IS SHOWN FOR REFERENCE ONLY. THE EXACT LIMITS OF THE CONTRACTOR'S PARKING AND STAGING AREA FOR MATERIAL STOCKPILING, OFFICE TRAILERS, AND DELIVERIES SHALL BE PROPOSED BY THE CONTRACTOR FOR THE APPROVAL OF THE ENGINEER. THE CONTRACTOR STAGING PLANS SHALL BE APPROVED BY THE OWNER PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL OBTAIN NECESSARY PERMIT(S) TO DEVELOP AND USE THE SITE FOR STAGING AND OTHER ACTIVITIES AS REQUIRED.
- THE STAGING AREA SHALL BE PREPARED TO A STABLE AND DRAINABLE CONDITION. THE CONTRACTOR MAY HAVE THE OPTION OF ERECTING ADDITIONAL CHAIN-LINK SECURITY FENCING TO DELINEATE AND PROTECT THE AREA.
- THE CONTRACTOR MAY DO SOME GRADING AND DRAINAGE WORK TO ADAPT THE AREA TO SPECIFIC NEEDS. UPON COMPLETION OF THE WORK, THE AREA WILL BE GRADED AND DRESSED TO THE SATISFACTION OF THE ENGINEER AND OWNER UPON COMPLETION OF THE CONTRACT WORK. CONTRACTOR SHALL NOT HAVE MORE THAN 1 ACRE OF DISTURBED EARTH AT ONCE WITHOUT PRIOR ADEM PERMIT SUBMISSION (TO INCLUDE BOTH STAGING AREA AND CONSTRUCTION SITE).
- THE CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY CONNECTIONS TO THE STAGING AREA. ALL REQUIRED UTILITIES FOR THE CONTRACTOR'S STAGING AREA SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY AGENCY BY THE CONTRACTOR. THE CONTRACTOR SHALL OBTAIN ANY APPLICABLE METERS AND PERMITS. UTILITY ARRANGEMENTS SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
- NO SEPARATE PAY ITEM SHALL BE MADE FOR ANY ITEM REQUIRED FOR THE CONTRACTOR TO ENCLOSE AND DEVELOP THEIR STAGING AREA.
- THE OWNER SHALL NOT BE RESPONSIBLE FOR ANY LOST OR STOLEN PROPERTY.
- NO EQUIPMENT OR VEHICLES SHALL BE PARKED WITHIN 10 FEET OF ANY AIRPORT OPERATIONS AREA (AOA) PERIMETER FENCE.




NOTES:

- BARRICADES SHALL BE FURNISHED, INSTALLED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.
- BARRICADES SHALL MEET THE REQUIREMENTS OF THE CURRENT FAA ADVISORY CIRCULAR 150/5370-2 AND BE APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL WEIGHT BARRICADE TO PREVENT DISPLACEMENT. THE METHOD SHALL BE APPROVED BY THE ENGINEER.
- BARRICADES SHALL BE LOCATED AS DEFINED IN THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).
- UNLESS OTHERWISE NOTED, MAXIMUM BARRICADE SPACING SHALL BE 10' O.C.





LOW PROFILE AIRCRAFT BARRICADE (MOVEMENT AREAS)

SCALE: NONE



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5125A Research Drive NW
Huntsville, AL 35805
(256) 534-5512



REV.	DATE	DESCRIPTION	BY

SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

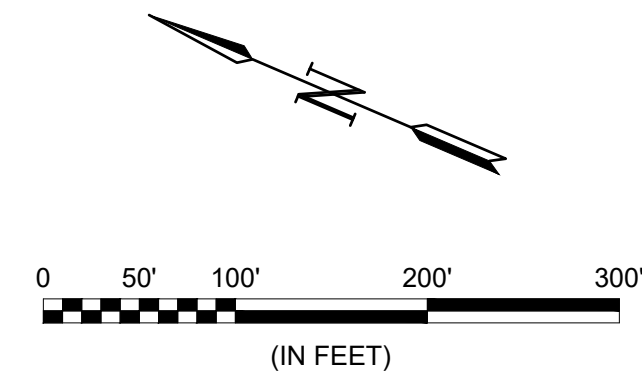
MASS HANGAR T

CONTRUCTION
SAFETY & PHASING
PLAN (CSPP) - NOTES

JOB NO.: 22A01080
DATE: AUG 2023
DESIGNED BY: WUH
DRAWN BY: WUH

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CONSTRUCTION SAFETY & PHASING PLAN (CSPP)

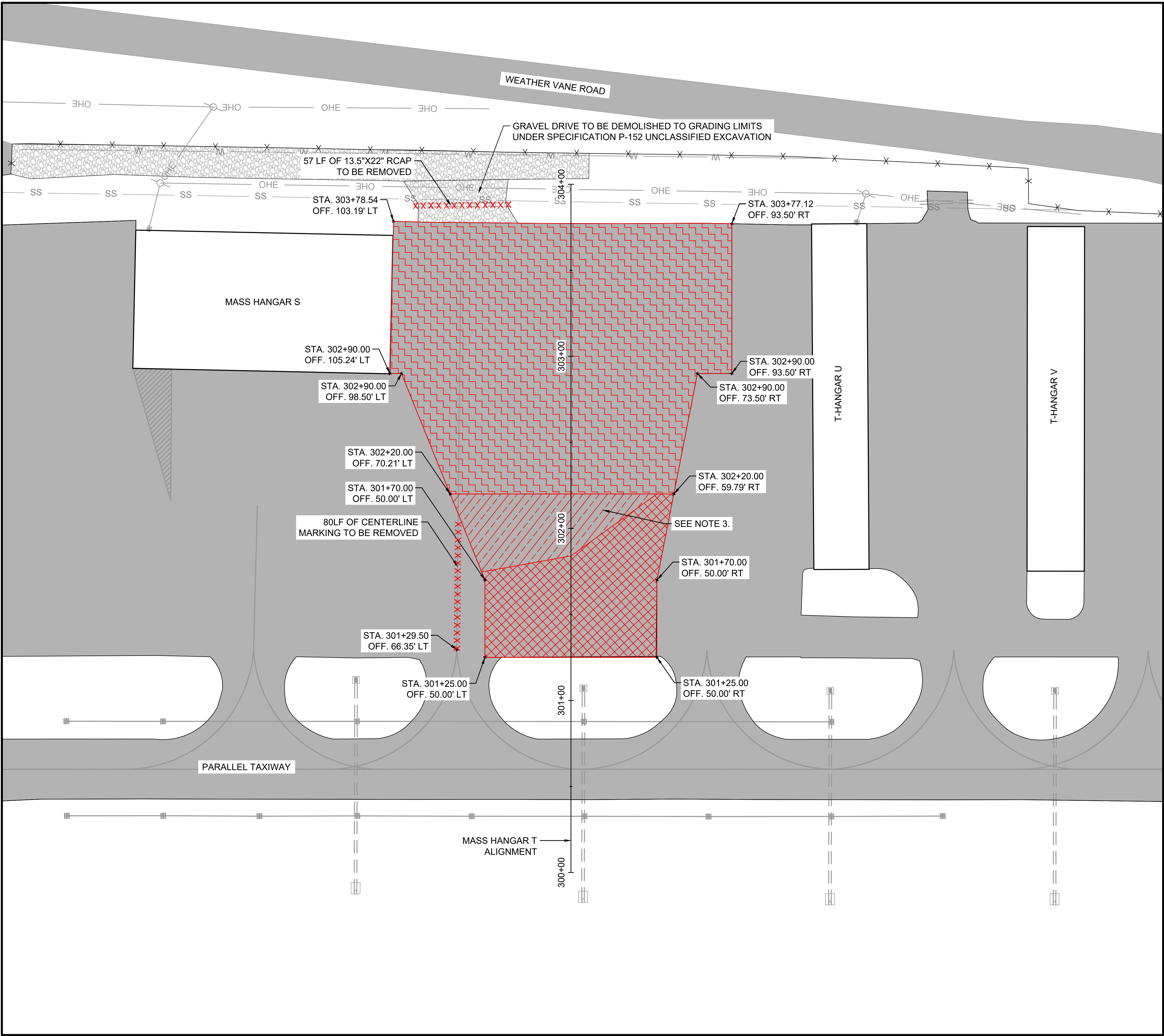
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LEGEND

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(IN FEET)

LEGEND

	EXISTING PAVEMENT
	EXISTING GRAVEL
	EXISTING STORM DRAIN PIPE
	EXISTING DRAINAGE STRUCTURE
	EXISTING TAXIWAY LIGHT
	EXISTING OVERHEAD ELECTRIC
	EXISTING WATER LINE
	EXISTING SANITARY SEWER LINE
	EXISTING PAVEMENT MARKING
	EXISTING AIRFIELD FENCE
	FULL DEPTH PAVEMENT REMOVAL
	2" MILLING PAVEMENT REMOVAL
	0-2" MILLING PAVEMENT REMOVAL
	PAVEMENT MARKING REMOVAL
	STORM DRAIN PIPE REMOVAL

- NOTES:
- CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES, HAND HOLES, AIRFIELD EQUIPMENT, DRAINAGE STRUCTURES, AND BUILDINGS NOT SHOWN FOR DEMOLITION. ANY DAMAGE AS A RESULT OF CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
 - CONTRACTOR SHALL NOT DISTURB MORE THAN 1 ACRE OF EARTH AT ONCE WITHOUT FIRST ACQUIRING AN ADEM PERMIT. CONTRACTOR SHALL BE HELD ACCOUNTABLE FOR ANY FEES AND/OR FINES ASSOCIATED WITH ADEM PERMITTING.
 - 0-2 INCH MILLING DEPTH SHOWN FOR GRAPHIC PURPOSES ONLY. CONTRACTOR SHALL MAKE IN FIELD DETERMINATION OF MILLING DEPTHS & AREAS TO BE CONFIRMED BY THE RPR, PRIOR TO MILLING OPERATIONS. PAYMENT REQUESTS FOR EXTRA ASPHALT QUANTITIES DUE TO CONTRACTOR ERRORS WILL NOT BE APPROVED.

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5125A Research Drive NW
Huntsville, AL 35805
(256) 534-5512

SHELBY COUNTY
ALABAMA

ALABAMA
LICENSED
No. 53010
PROFESSIONAL
ENGINEER
WILLIAM U. HALEY

BY				
DESCRIPTION				
REV.	DATE			

SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

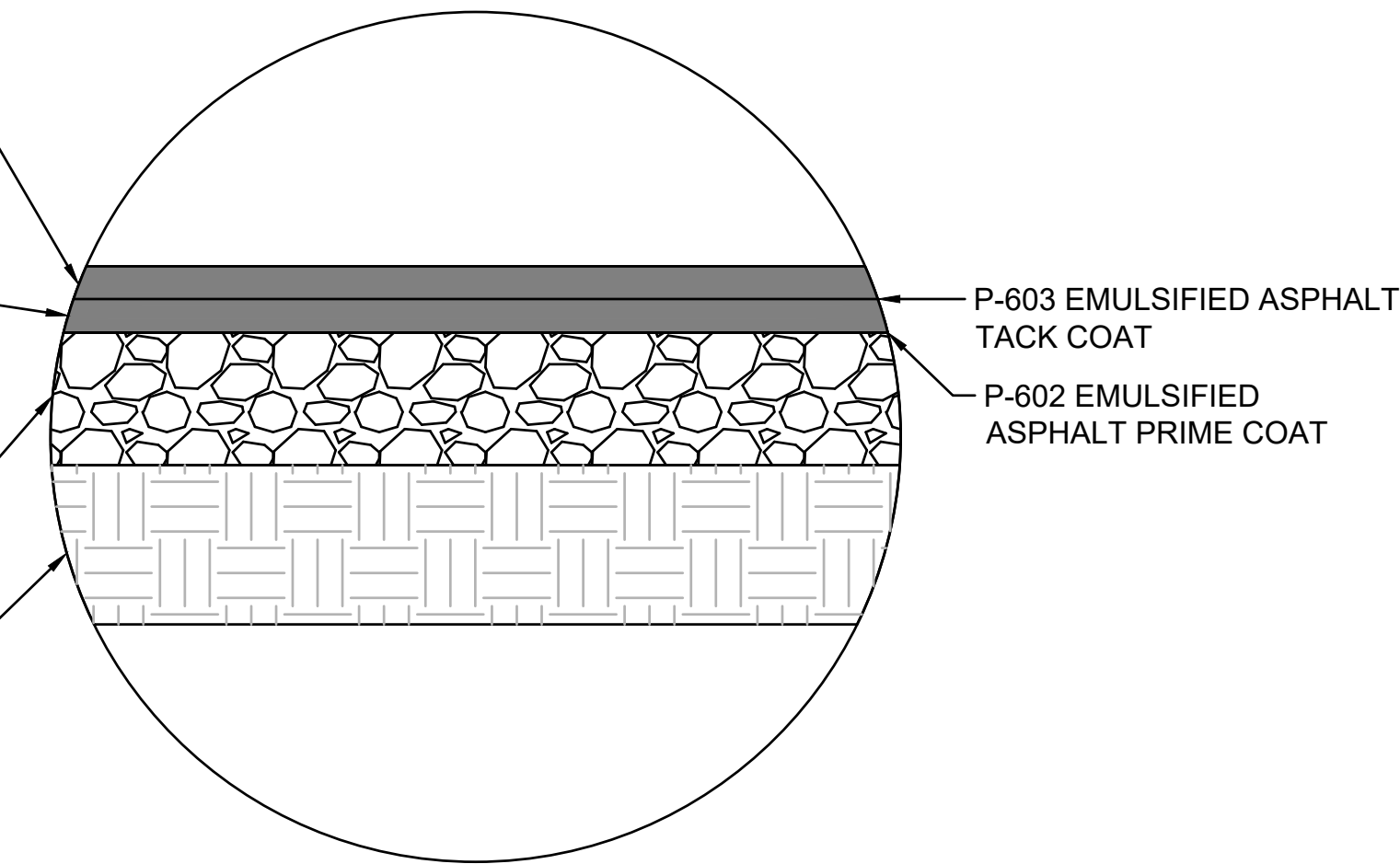
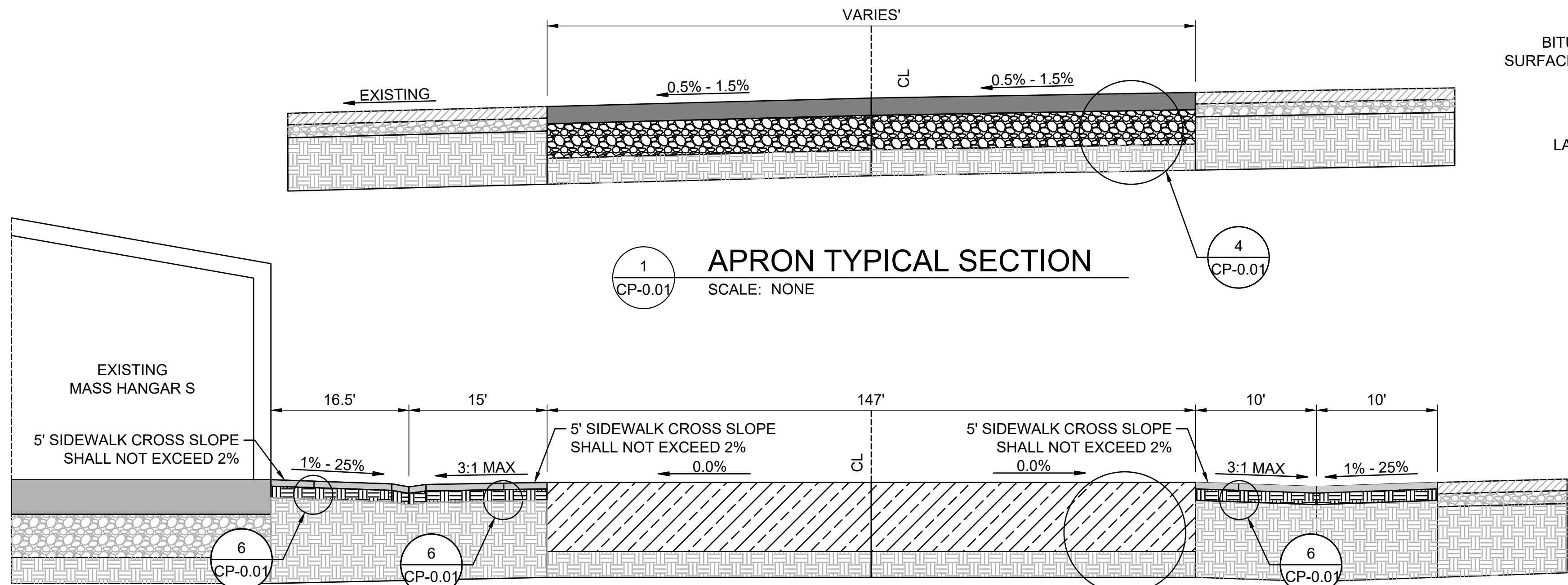
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JOB NO.: 22A01080
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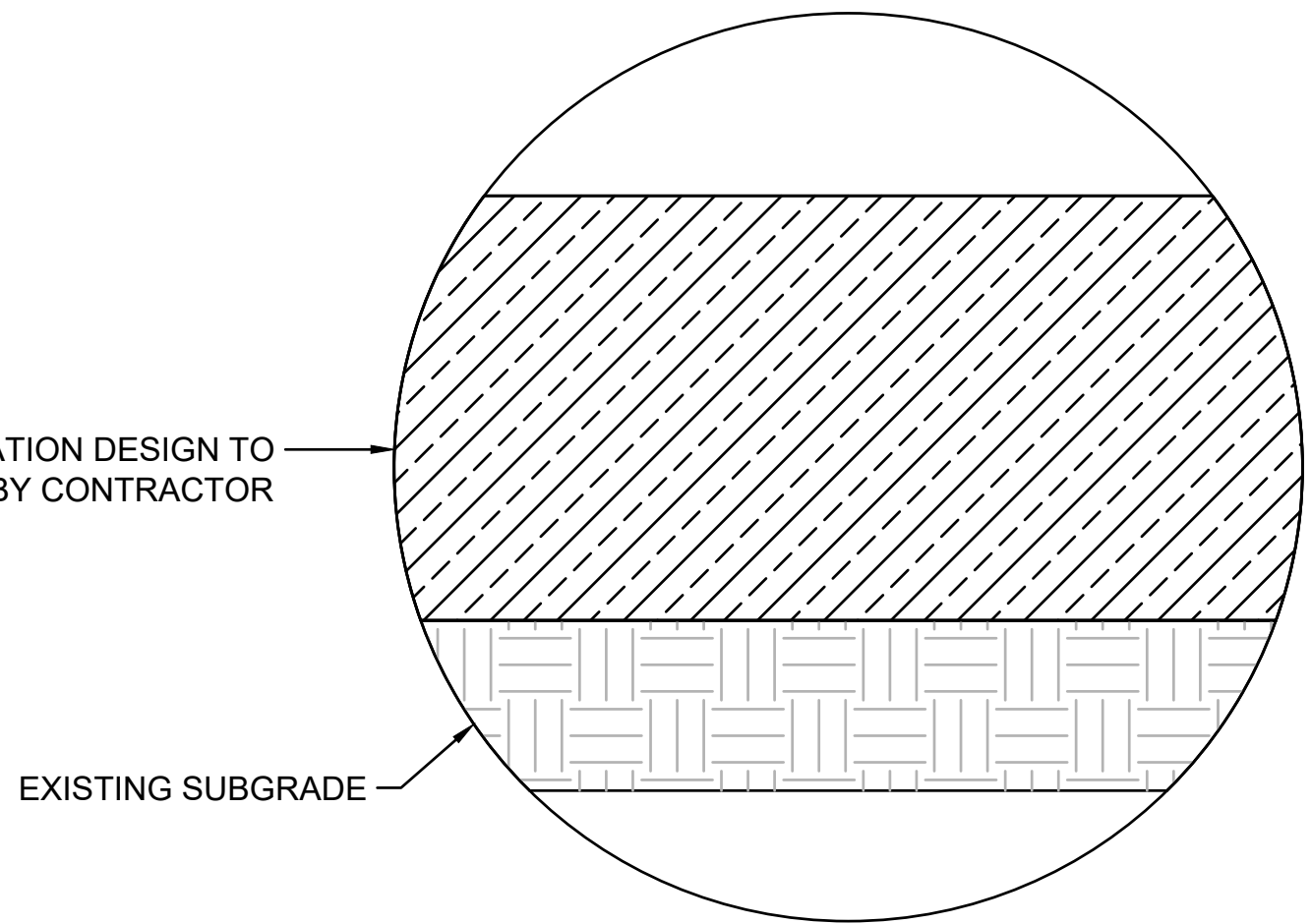
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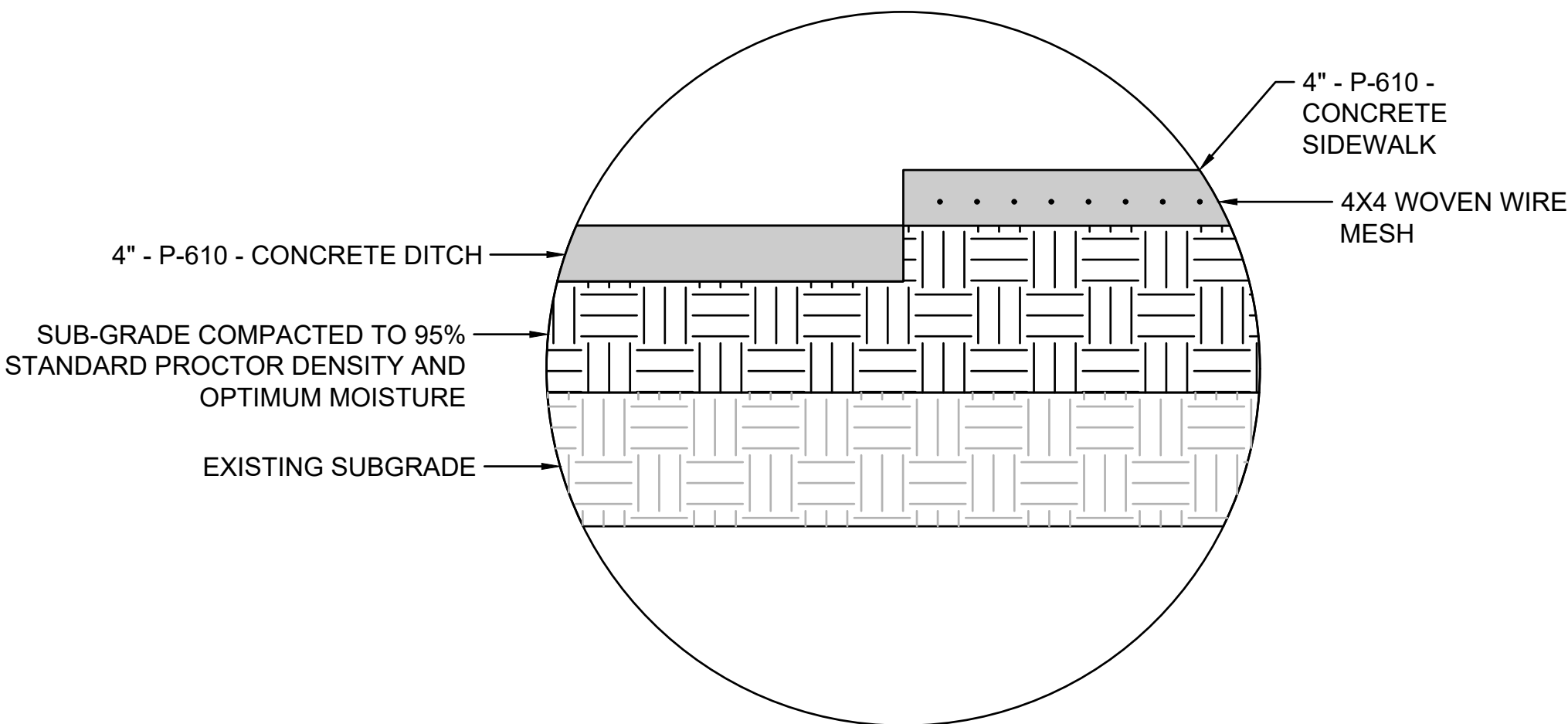
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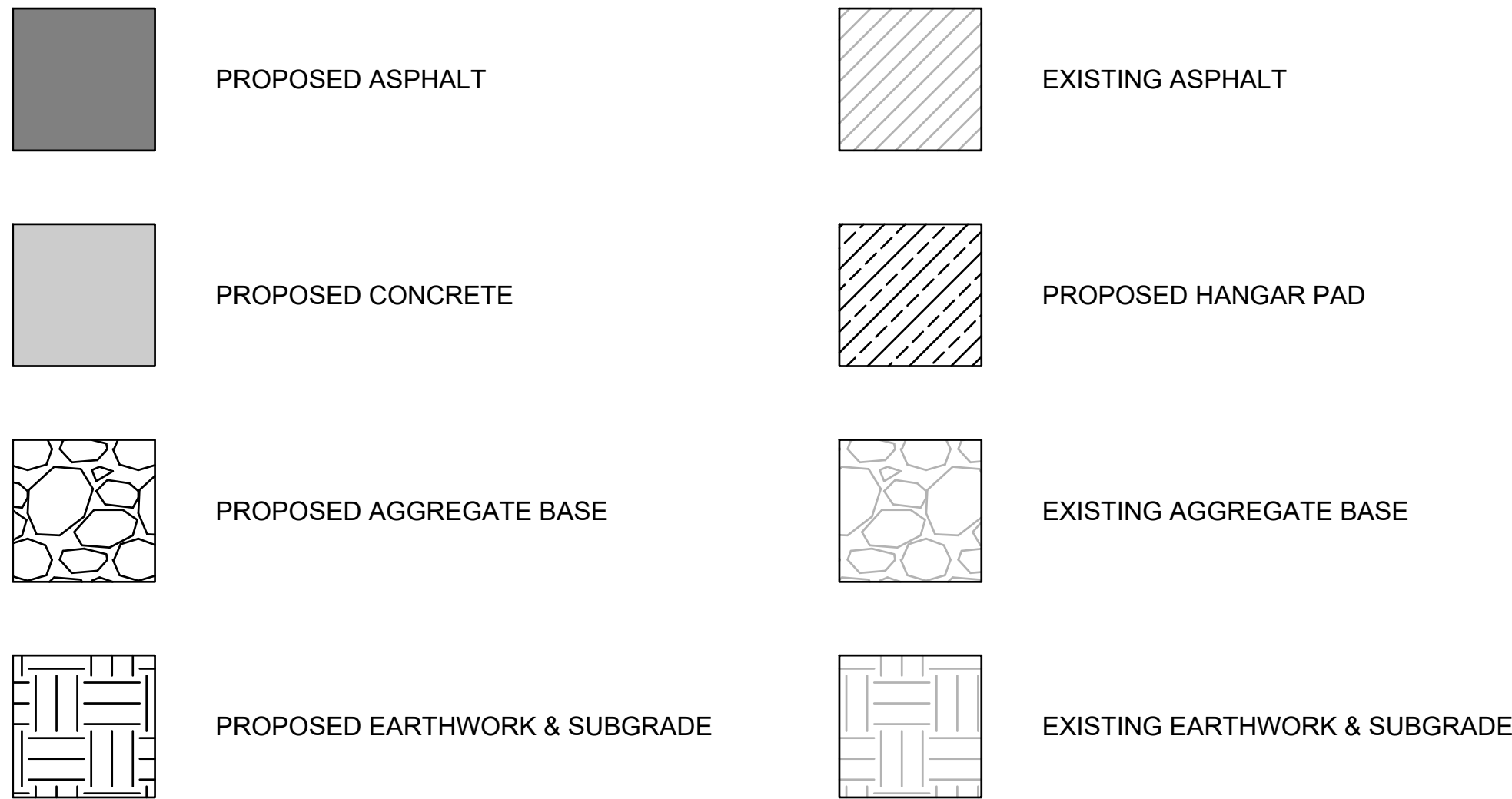
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HANGAR SECTION DETAIL
SCALE: NONE



6
CP-0.01

CONCRETE SECTION DETAIL
SCALE: NONE



- NOTES:
1. THE CONTRACTOR SHALL ATTEND A PRE-PAVING CONFERENCE CONDUCTED BY THE ENGINEER PRIOR TO START OF PAVING OPERATIONS. THE PAVING FOREMAN SHALL BE PRESENT AT THE CONFERENCE. THE CONTRACTOR SHALL BE PREPARED TO DISCUSS HIS PROPOSED LAYDOWN/PAVING PLANS AND FOR QUALITY CONTROL REVIEW BY THE ENGINEER.
 2. SEE CROSS SECTION FOR SLOPES AT SPECIFIC LOCATIONS.
 3. TACK COAT REQUIRED BETWEEN ALL ASPHALT LIFTS. TACK COAT SHALL BE APPLIED TO ALL EXISTING ASPHALT SURFACES AND VERTICAL EDGES PRIOR TO PAVING.
 4. PAVING LANE SHALL BE MAINTAIN A MINIMUM 1' OFFSET FROM LONGITUDINAL JOINTS IN EXISTING PAVEMENT. CENTERLINE OF TOP PAVING LANE SHALL BE LOCATED ON TRUE CENTERLINE.
 5. ALL UNDERCUT AND BACKFILL BELOW THE AGGREGATE BASE COURSE SHALL BE DETERMINED BY THE ENGINEER AND PAID FOR AS UNSUITABLE EXCAVATION.
 6. SIDEWALK SHALL HAVE CROSS SLOPE INDEPENDENT FROM CONCRETE DITCH SLOPE. SEE GRADING & DRAINAGE PLANS AND CROSS SECTIONS FOR SLOPES AT SPECIFIC LOCATIONS.
 7. UNCLASSIFIED AND BORROW EXCAVATION ASSOCIATED WITH THE CONSTRUCTION OF THE HANGAR PAD SHALL BE SUBSIDIARY TO ITEM SS-295-28.1 PRE-ENGINEERED METAL HANGARS. UNSUITABLE EXCAVATION REQUIRED TO INSTALL THE THE HANGAR SHALL BE MEASURED AND PAID UNDER ITEM P-152-4.3.

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SHELBY COUNTY ALABAMA

ALABAMA
LICENSED
William U. Haley
No. 53010
PROFESSIONAL
ENGINEER
WILLIAM U. HALEY

REV.	DATE	DESCRIPTION	BY

SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

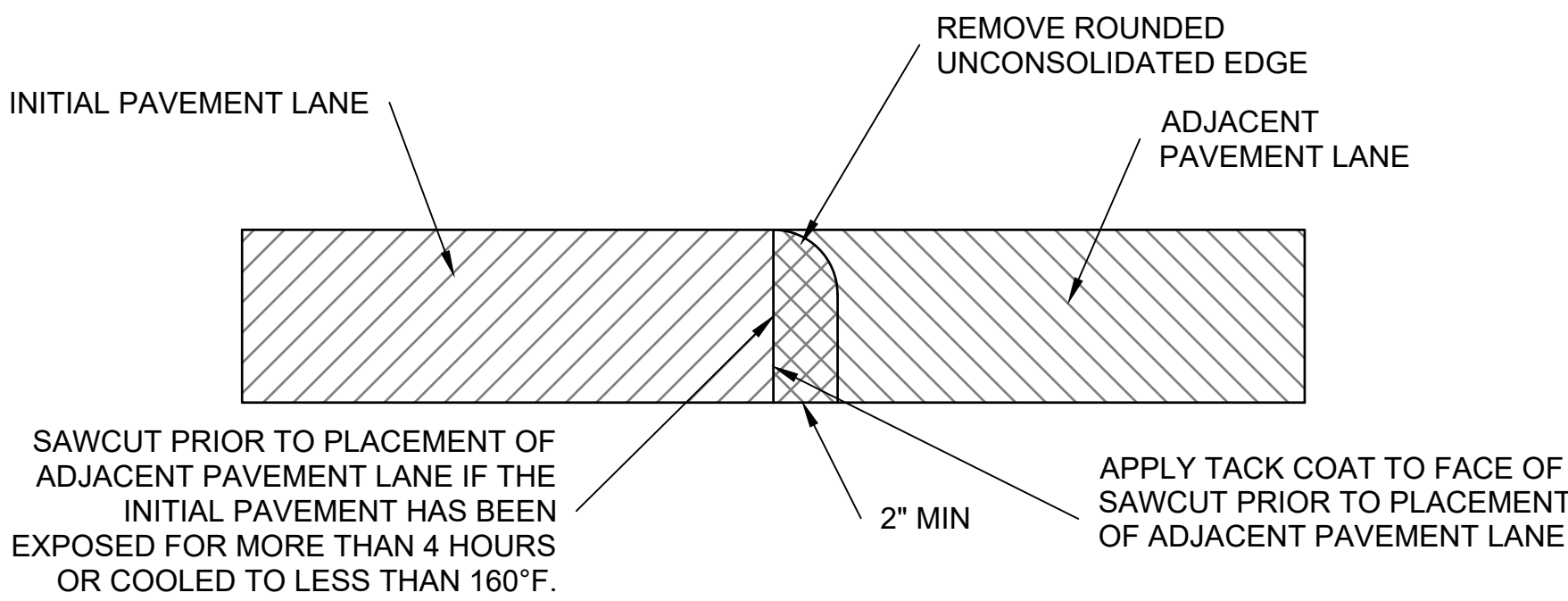
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PAVING TYPICAL SECTIONS

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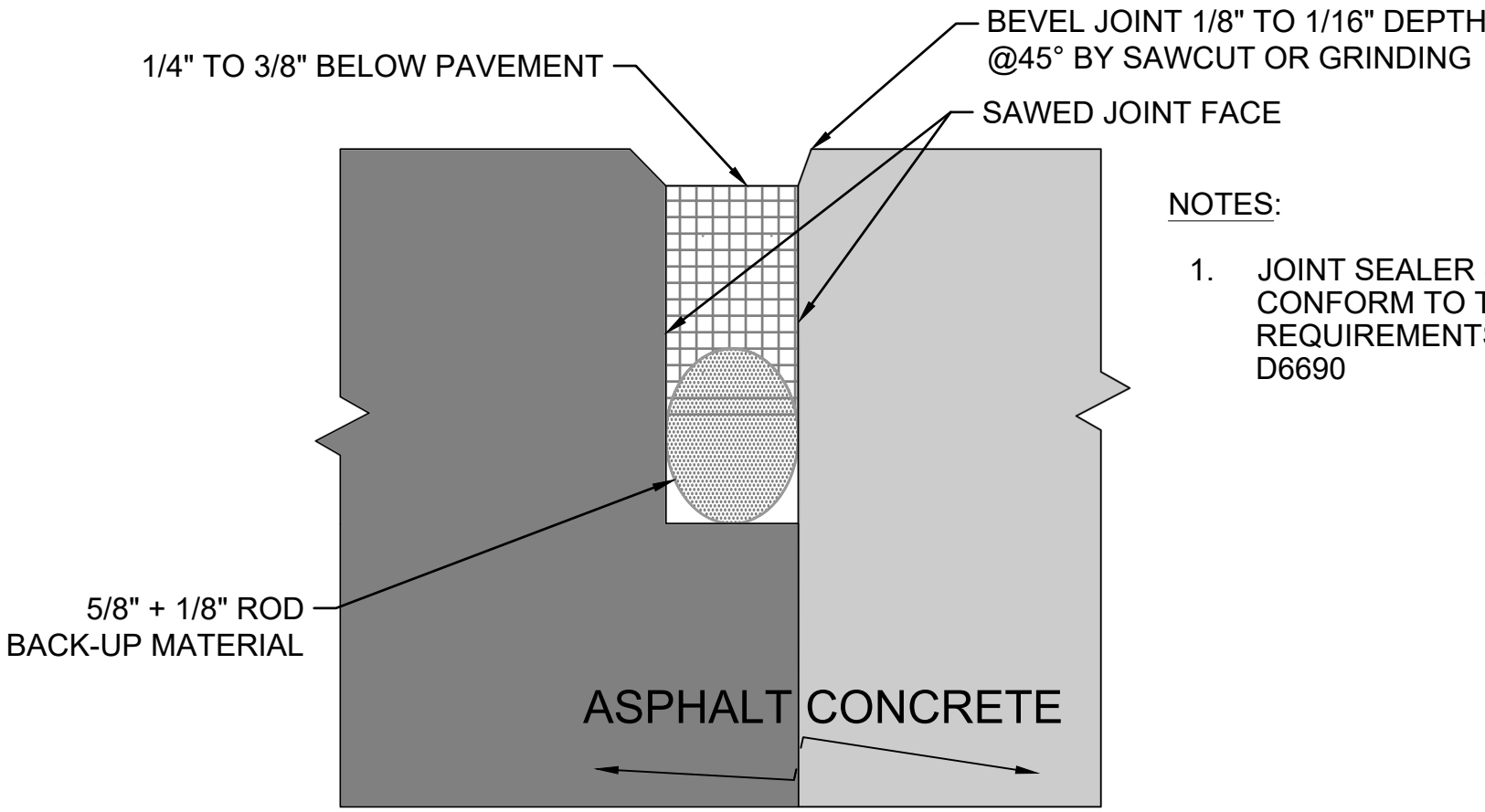
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CP-0.02

ASPHALT LONGITUDINAL CONSTRUCTION JOINT DETAIL
SCALE: NONE



- NOTES:
1. JOINT SEALER SHALL CONFORM TO THE REQUIREMENTS OF D6690

2
CP-0.02

ASPHALT CONCRETE JOINT DETAIL
SCALE: NONE



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SHELBY COUNTY, ALABAMA

MASS HANGAR T

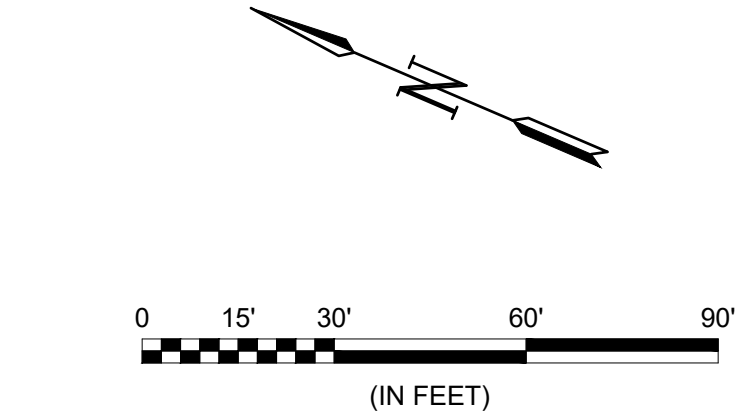
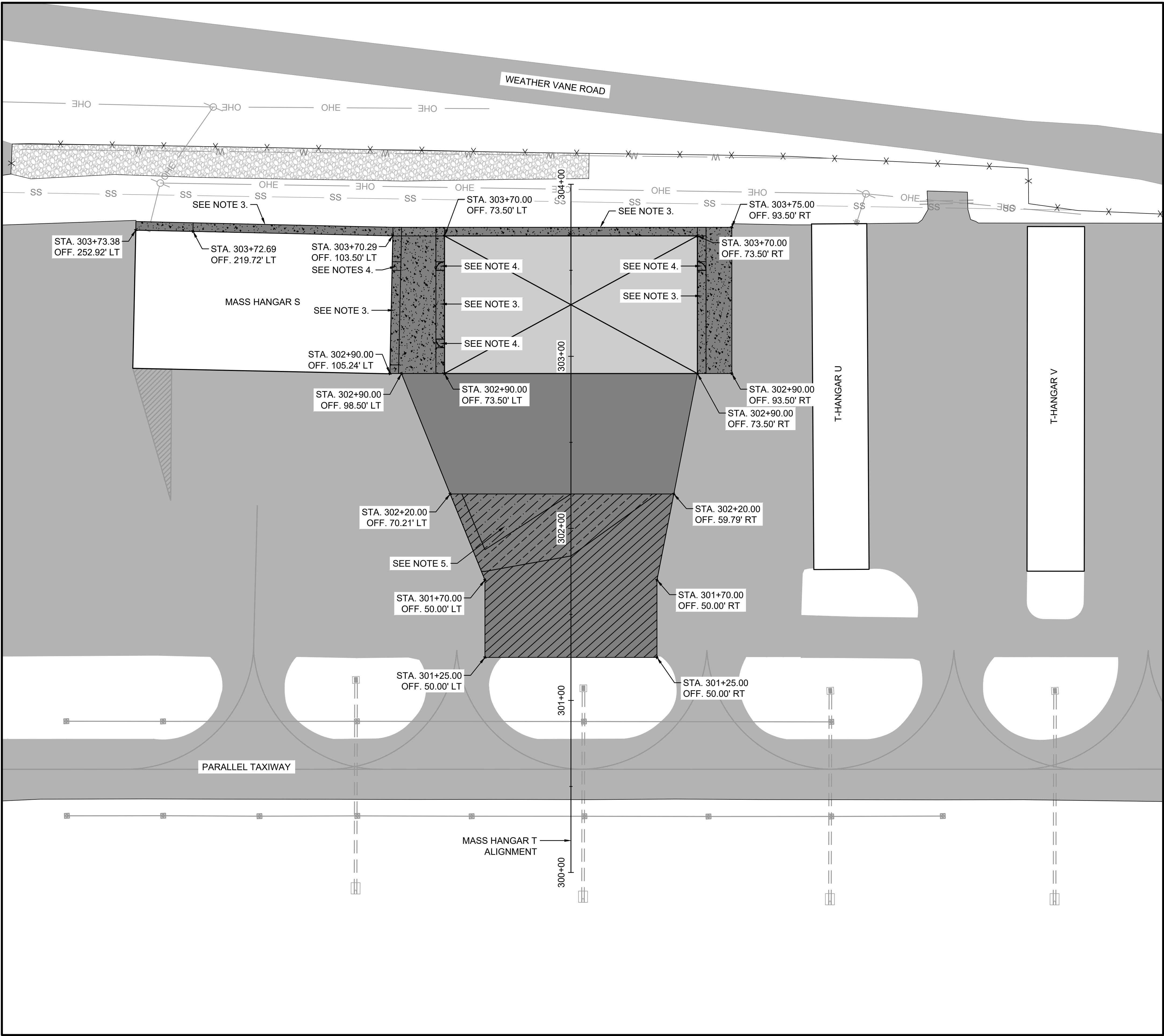
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Last plotted by: Haley, William U. (WU) Plot Style: AECmonochrome.ctb Plot Scale: 1:1 Plot Date: 8/29/2023 9:15 AM Plotter used: AutoCAD PDF (General Documentation).pc3



LEGEND	
	EXISTING PAVEMENT
	PROPOSED ASPHALT PAVEMENT (FULL DEPTH)
	PROPOSED ASPHALT PAVEMENT (2" OVERLAY)
	PROPOSED ASPHALT PAVEMENT (2-4" OVERLAY)
	PROPOSED ASPHALT PAVEMENT (0-1" LEVELING)
	PROPOSED CONCRETE
	PROPOSED HANGAR & PAD
	EXISTING GRAVEL
	EXISTING STORM DRAIN PIPE
	EXISTING DRAINAGE STRUCTURE
	EXISTING TAXIWAY LIGHT
	EXISTING OVERHEAD ELECTRIC
	EXISTING WATER LINE
	EXISTING SANITARY SEWER LINE
	EXISTING PAVEMENT MARKING
	EXISTING AIRFIELD FENCE

- NOTES:
- SEE SHEET CP-0.01 FOR TYPICAL SECTIONS.
 - SEE SHEET CP-1.01 FOR PAVEMENT PLAN & PROFILE.
 - CONTRACTOR SHALL INSTALL 5' WIDE CONCRETE SIDEWALK ALONG EDGES OF BOTH MASS HANGAR T & MASS HANGAR S.
 - HANGAR DOORS SHALL HAVE 5'X5' CONCRETE SIDEWALK LANDING. DOORS SHALL BE LOCATED A MINIMUM OF 15' FROM THE FRONT AND BACK HANGAR OF EDGE.
 - PROPOSED ASPHALT PAVEMENT 2-4" OVERLAY & 0-1" LEVELING SHOWN FOR GRAPHIC PURPOSES ONLY. CONTRACTOR SHALL MAKE IN FIELD DETERMINATION OF PAVEMENT DEPTHS & AREAS TO BE CONFIRMED BY THE RPR, PRIOR TO PAVING OPERATIONS. PAYMENT REQUESTS FOR EXTRA ASPHALT QUANTITIES DUE TO CONTRACTOR ERRORS WILL NOT BE APPROVED.



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Huntsville, AL 35805
(256) 534-5512



REV.	DATE	DESCRIPTION	BY

SHELBY COUNTY AIRPORT SHELBY COUNTY, ALABAMA	MASS HANGAR T
---	---------------

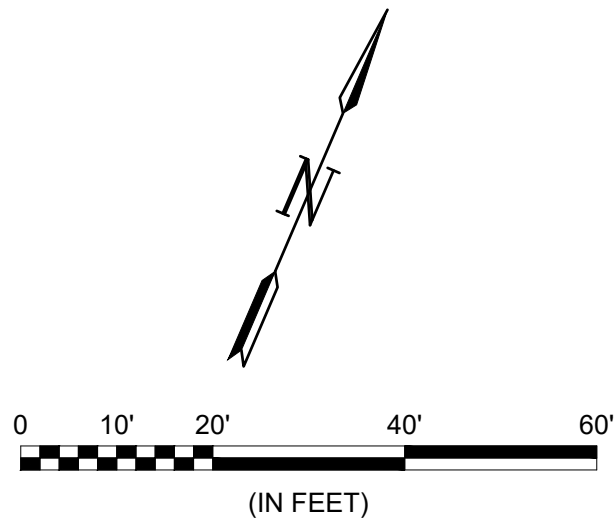
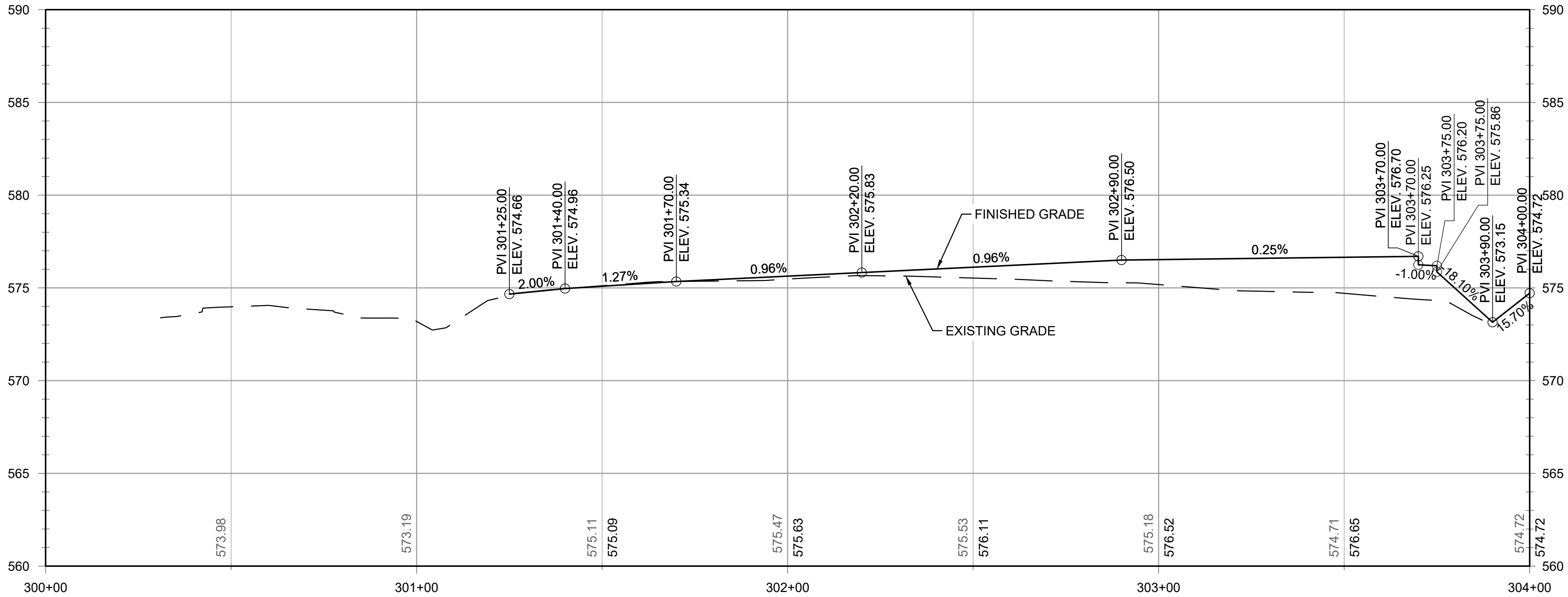
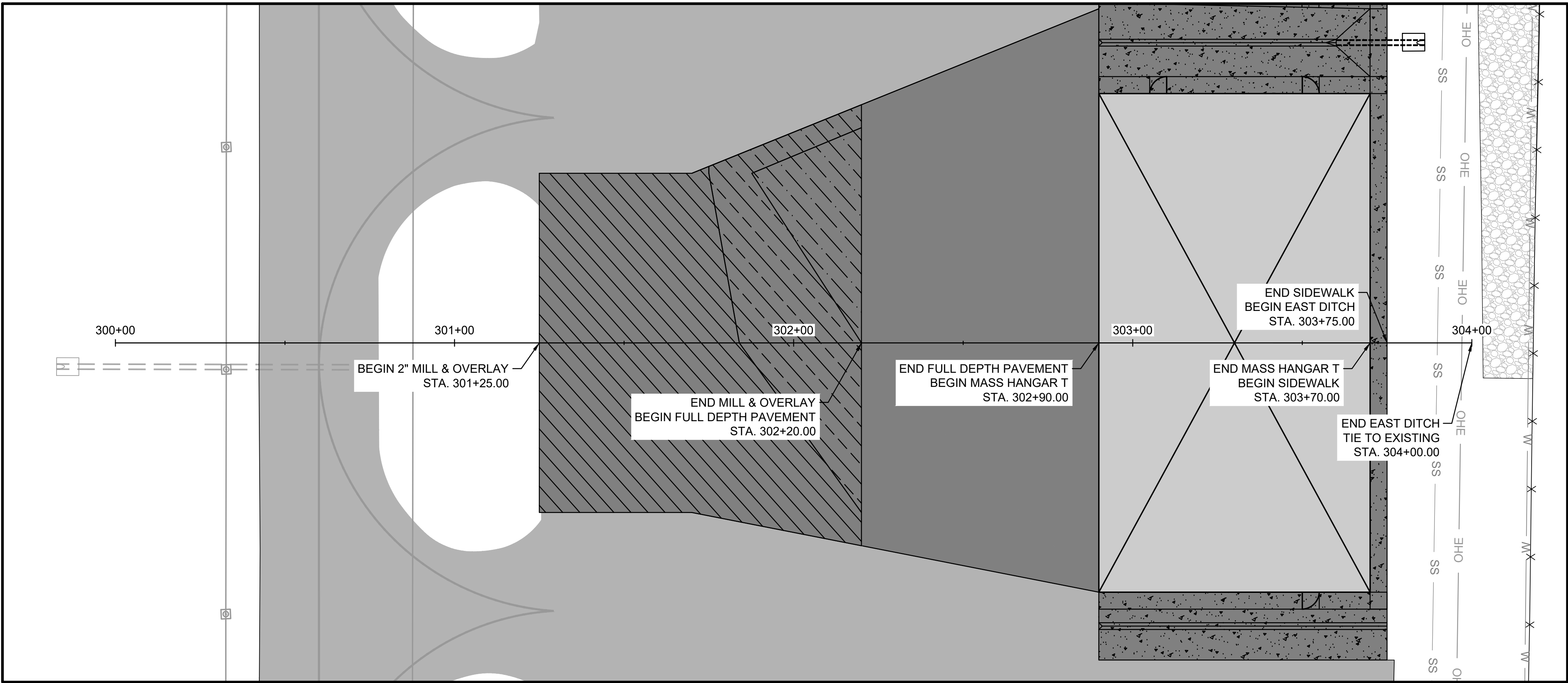
PAVING PLAN

JOB NO.: 22A01080
DATE: AUG 2023
DESIGNED BY: WUH
DRAWN BY: WUH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CP-1.00

File: L:\2022\22A01080 - EET Shelby Mass Hangar.T\Drawings\EET_MHT_CP-101 (PAVE).dwg Last Save: 8/28/2023 12:45 PM Last saved by: WJHaley
Last plotted by: Haley, William U. (WU) Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 8/29/2023 9:15 AM Plotter used: AutoCAD PDF (General Documentation).pc3



LEGEND

- EXISTING PAVEMENT
- PROPOSED ASPHALT PAVEMENT (FULL DEPTH)
- PROPOSED ASPHALT PAVEMENT (2" OVERLAY)
- PROPOSED ASPHALT PAVEMENT (2-4" OVERLAY)
- PROPOSED ASPHALT PAVEMENT (2-4" OVERLAY & 0-1" LEVELING)
- PROPOSED CONCRETE
- PROPOSED HANGAR & PAD
- EXISTING GRAVEL
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- EXISTING TAXIWAY LIGHT
- EXISTING OVERHEAD ELECTRIC
- EXISTING WATER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING PAVEMENT MARKING
- EXISTING AIRFIELD FENCE

NOTES:

- SEE SHEET CP-0.01 FOR TYPICAL SECTIONS.
- PROFILE VERTICAL EXAGGERATION = 5.



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SHELBY COUNTY, ALABAMA

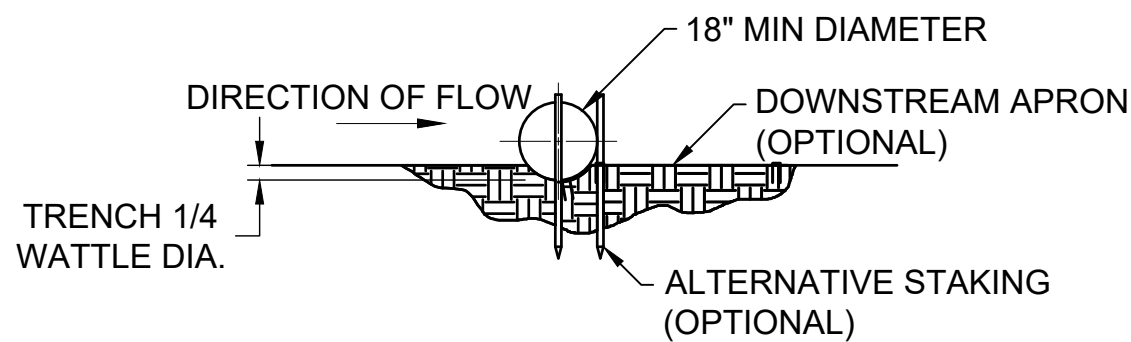
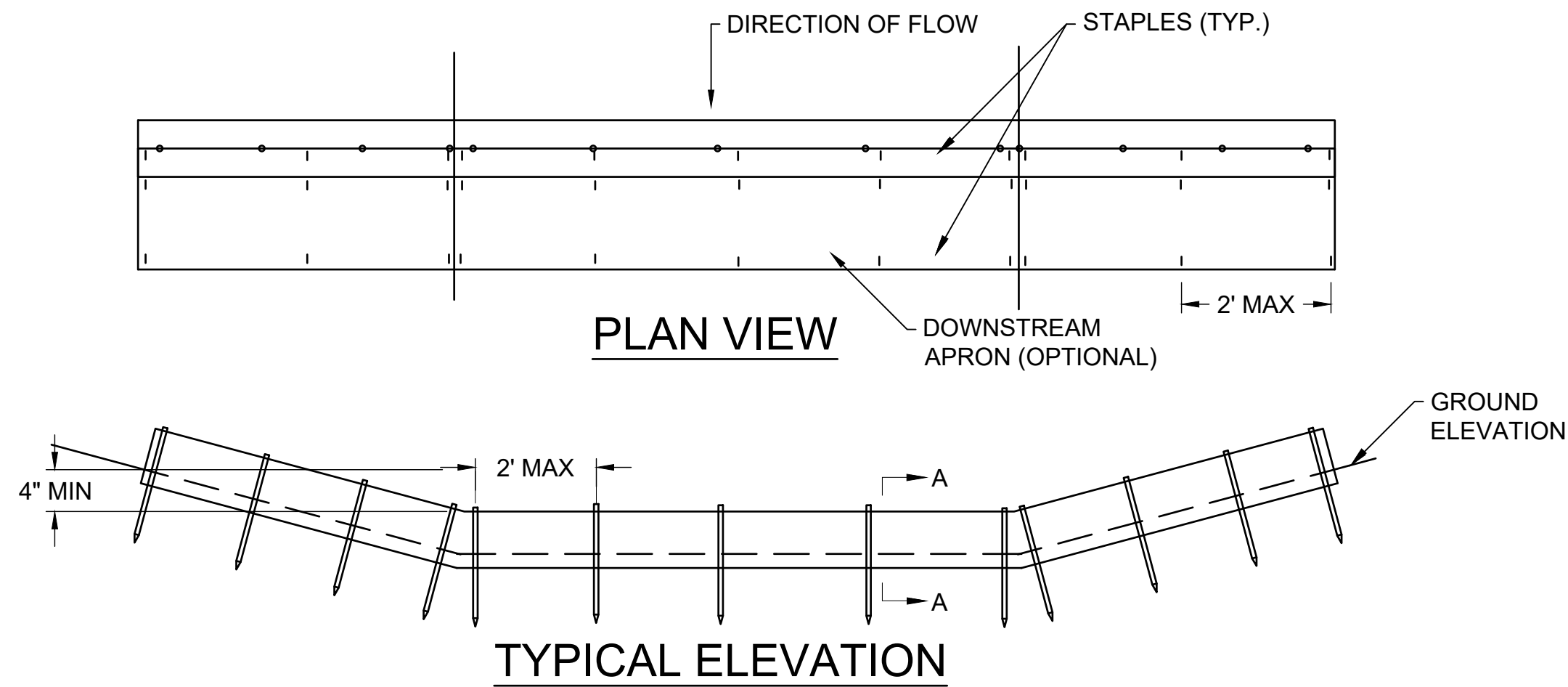
MASS HANGAR T

PAVING PLAN &
PROFILE - MASS
HANGAR T

JOB NO.: 22A01080
DATE: AUG 2023
DESIGNED BY: WUH
DRAWN BY: WUH

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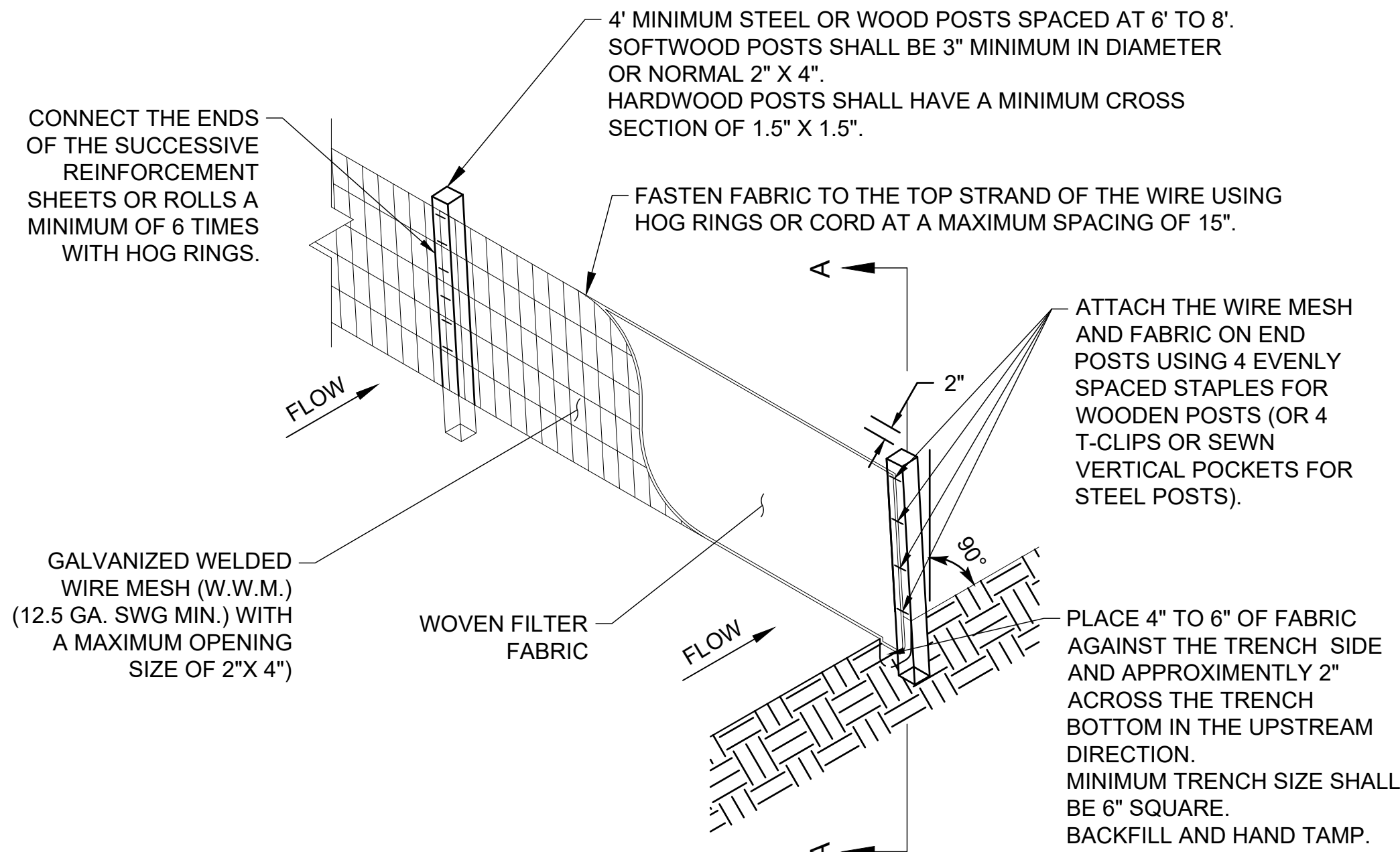
SECTION A - A

NOTES:

- USE AS MANY WATTLE SECTIONS AS NECESSARY TO ENSURE WATER DOES NOT FLOW AROUND END OF DITCH CHECK.
- OVERLAP SECTIONS A MINIMUM OF 2'.

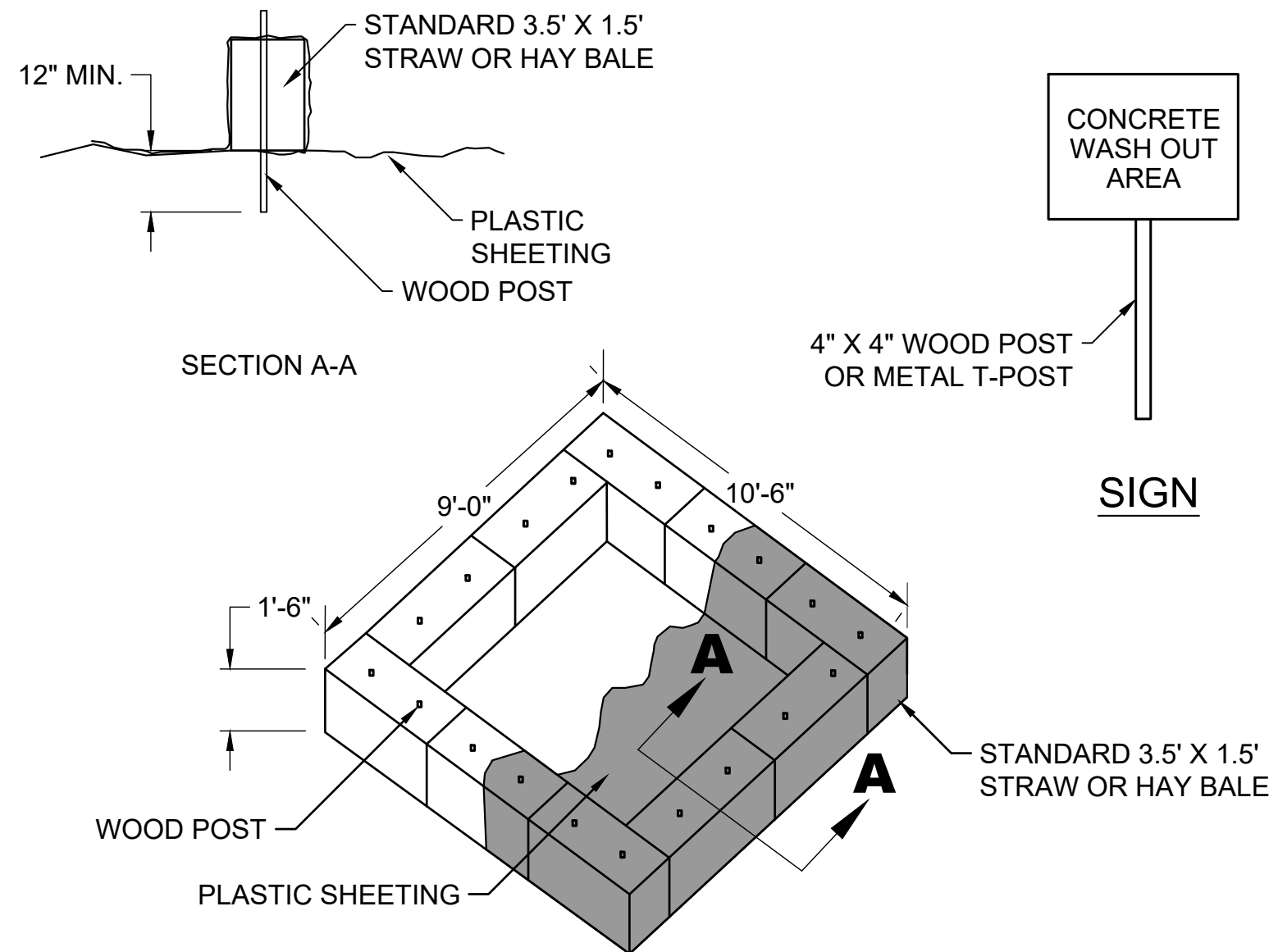
1 WATTLE DITCH CHECK

SCALE: NONE



3 TEMPORARY SILT FENCE DETAILS

SCALE: NONE

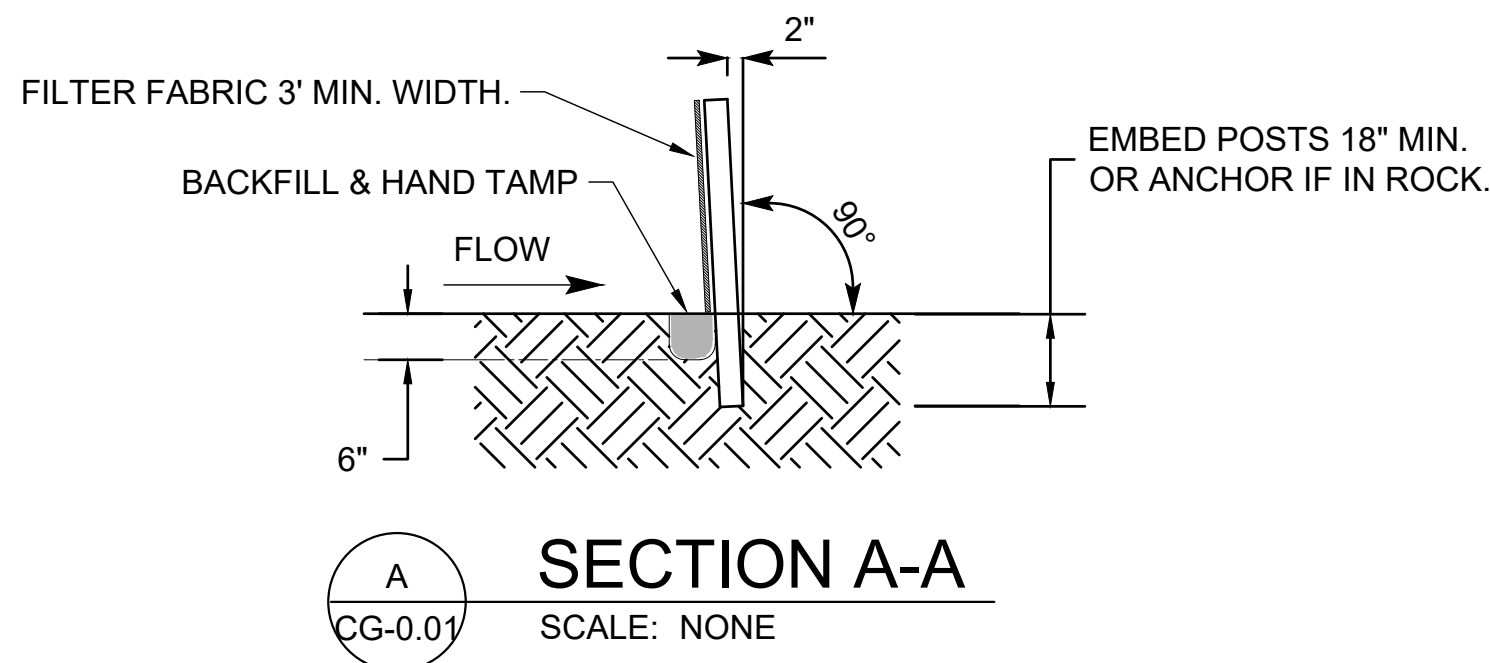


CONCRETE WASH-OUT NOTES:

- LOCATIONS OF OFF-SITE MATERIALS, STORAGE, WASTE, CONCRETE WASH-OUT, OR BORROW AREAS SHALL BE DETERMINED BY THE CONTRACTOR.
- PLASTIC SHEETING MUST BE 10 MIL THICK OR TWO 6 MIL PIECES OVERLAPPED.
- ONCE CONCRETE DRIES, IT CAN BE ROLLED UP IN THE PLASTIC FOR DISPOSAL.
- HAY BALES MUST BE STAKED WITH POSTS HOLDING PLASTIC LINER IN PLACE AND COVERING ALL BALES. WOODEN POSTS MUST BE 3 FEET IN LENGTH.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH A WASH OUT AREA.
- THE CONCRETE TRUCK DRIVER AND CONTRACTOR CAN BE CITED FOR WASH OUTS CONDUCTED IN A NON-DESIGNATED AREA.
- AFTER THE DESIGNATED AREA FOR THE WASH OUT IS DETERMINED, SIGNAGE INDICATING CONCRETE WASH OUT AREA SHALL BE INSTALLED THAT IS VISIBLE TO EXITING VEHICLES. THE SIGN SHALL BE PLACED ON A WOOD POST AND EMBEDDED 12".

2 CONCRETE WASH OUT AREA

SCALE: NONE



A SECTION A-A

SCALE: NONE



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REV.	DATE	DESCRIPTION	BY

SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

MASS HANGAR T

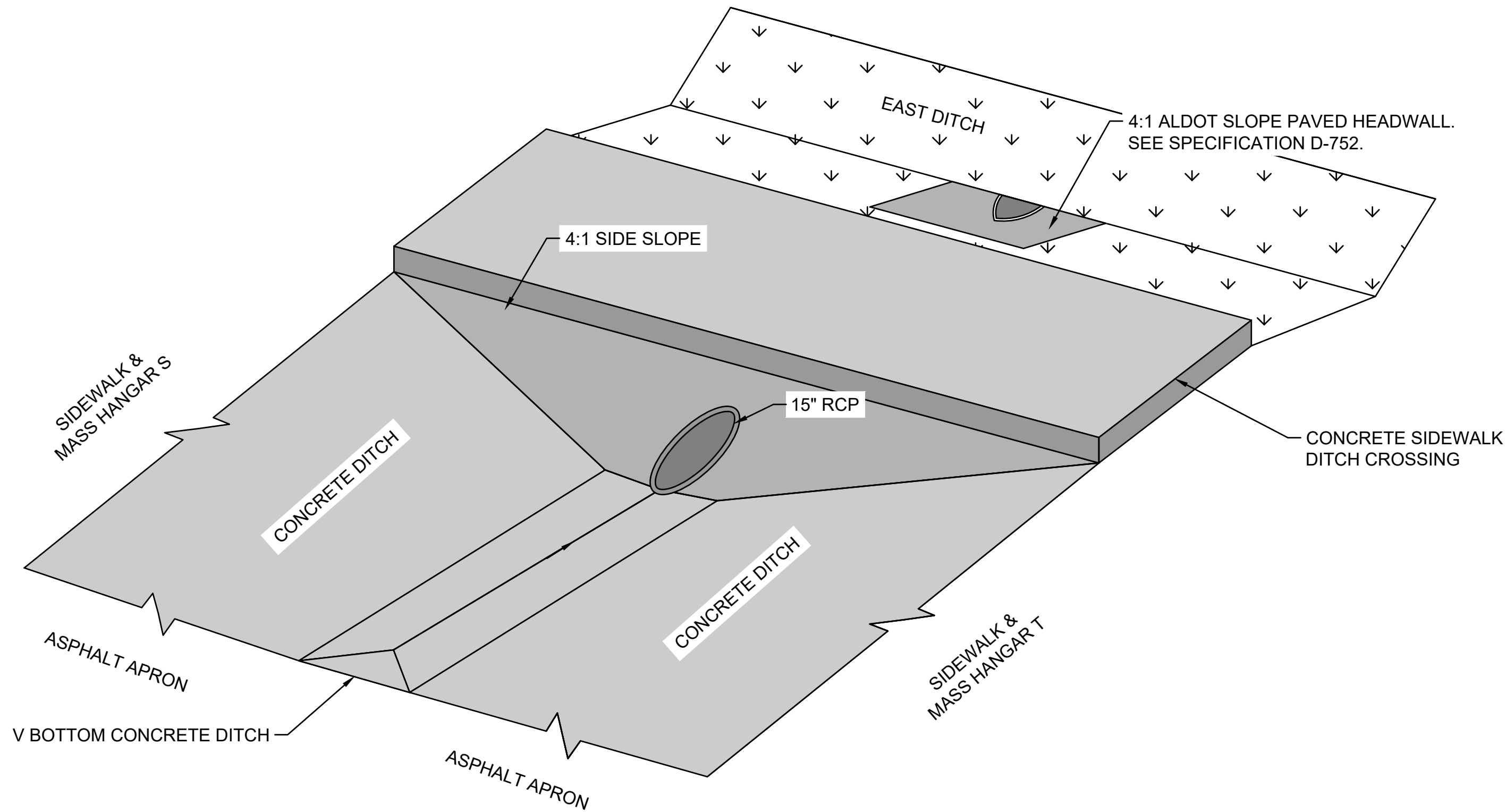
GRADING, DRAINAGE,
& EROSION CONTROL
- DETAILS

JOB NO.: 22A01080
DATE: AUG 2023
DESIGNED BY: WUH
DRAWN BY: WUH

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ORIGINAL DRAWING 1"
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DRAWING NUMBER
CG-0.01

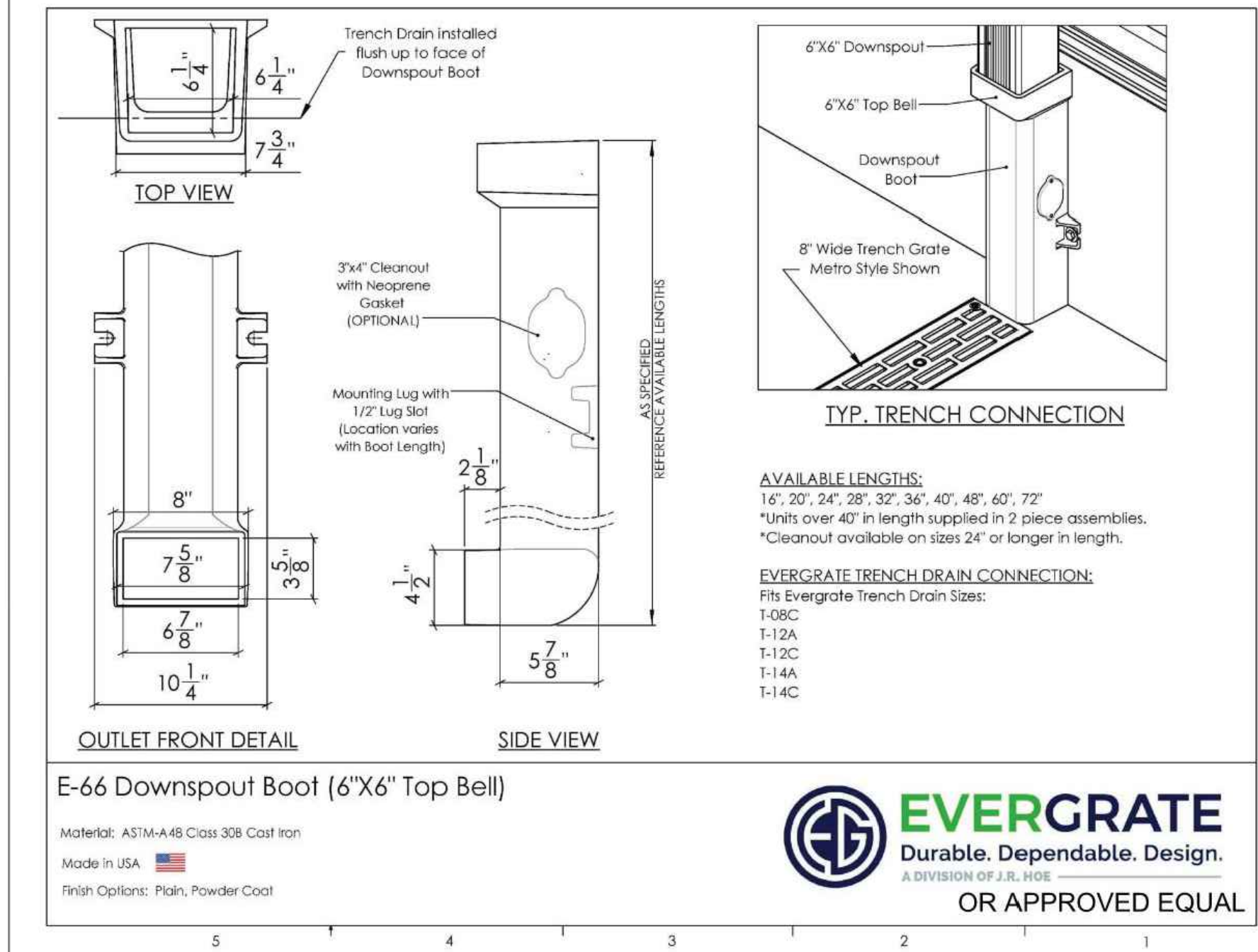
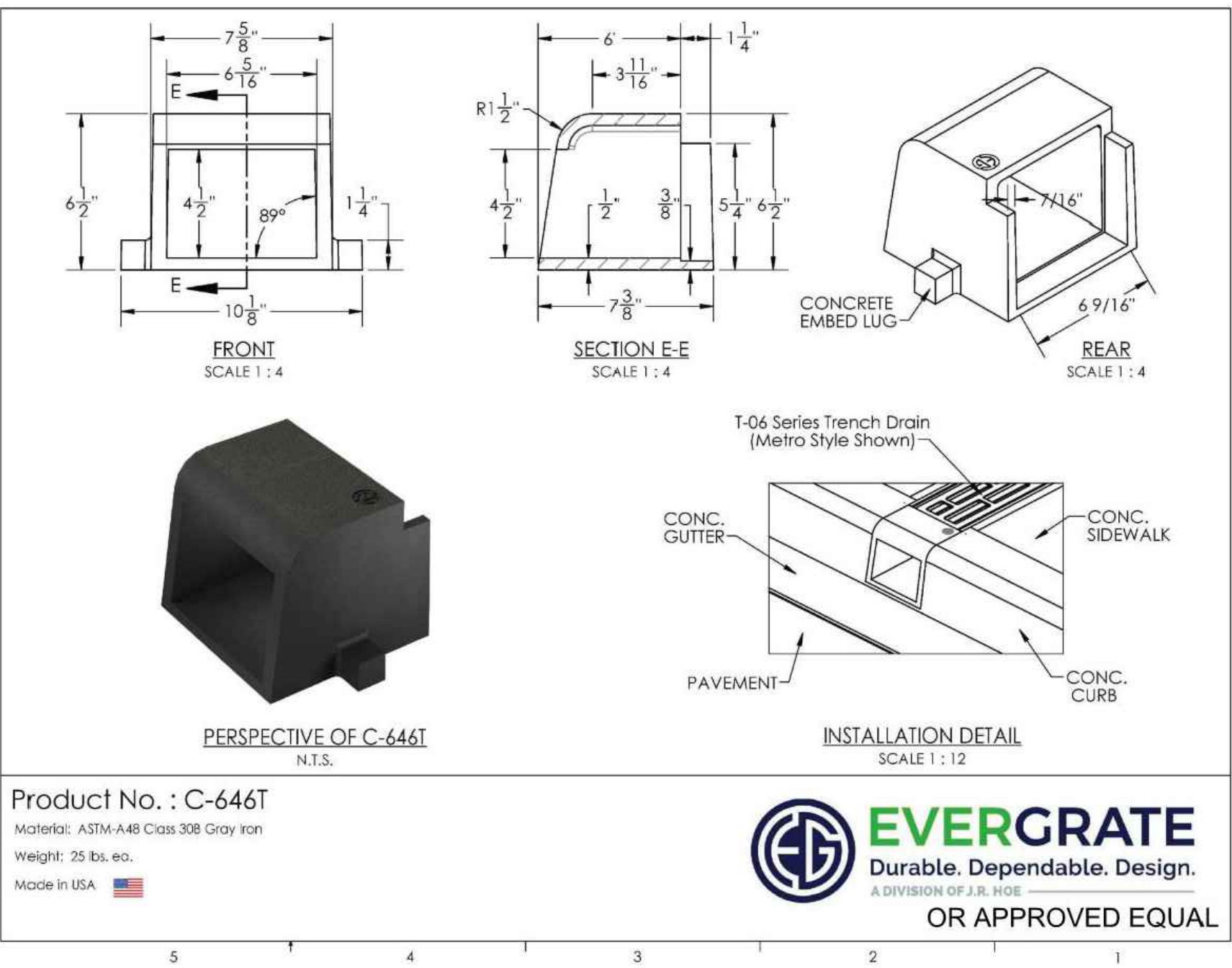
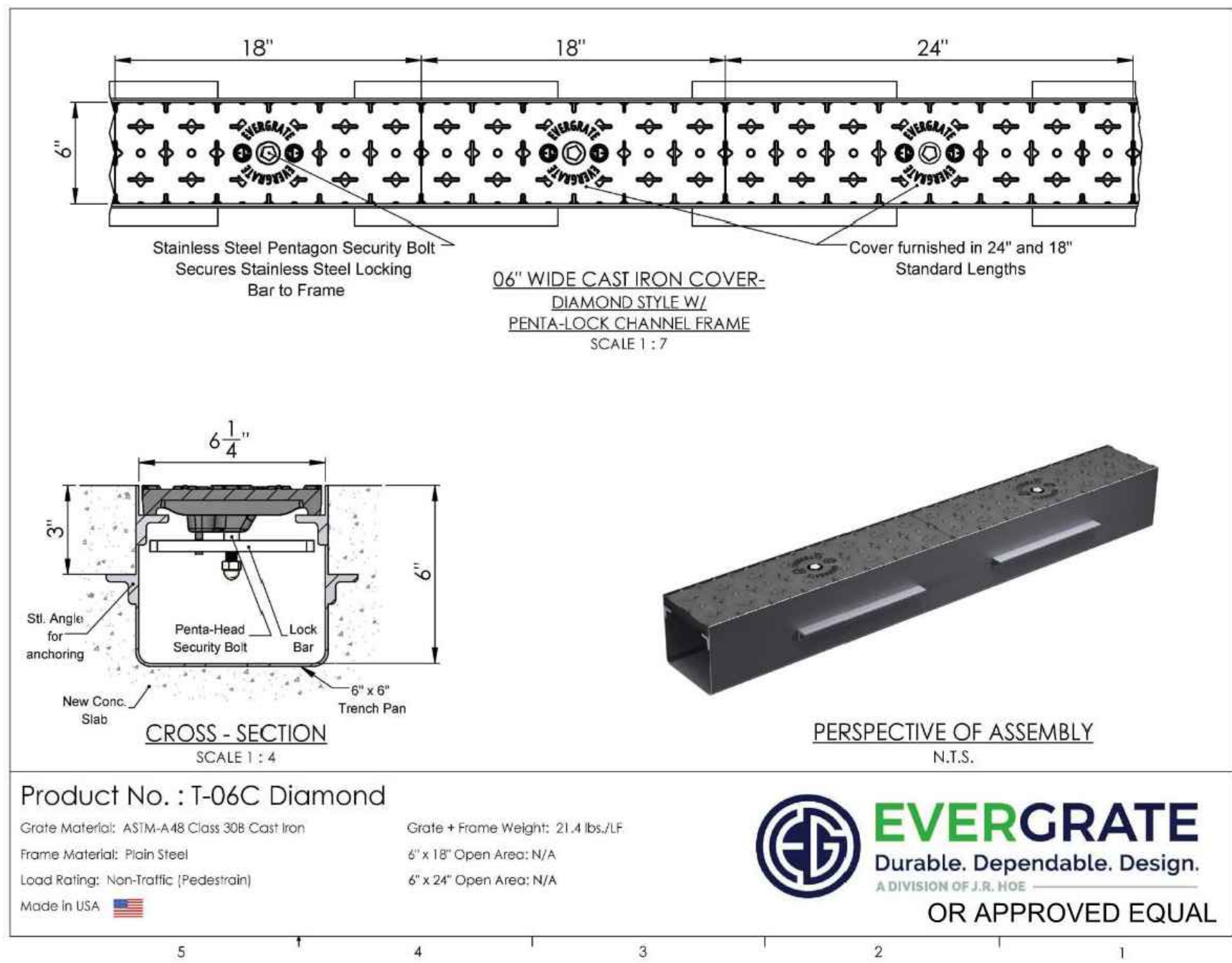
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Last plotted by: Haley, William U. (WU) Plot Style: AECmonr.ctb Plot Scale: 1:1 Plot Date: 8/29/2023 9:15 AM Plotter used: AutoCAD PDF (General Documentation).pc3



1
CG-0.02

CONCRETE DITCH & SIDEWALK DETAIL

SCALE: NONE



2
CG-0.02

DOWNSPOUT & SIDEWALK GRATE DETAILS

SCALE: NONE



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SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

MASS HANGAR T

GRADING, DRAINAGE,
& EROSION CONTROL
- DETAILS

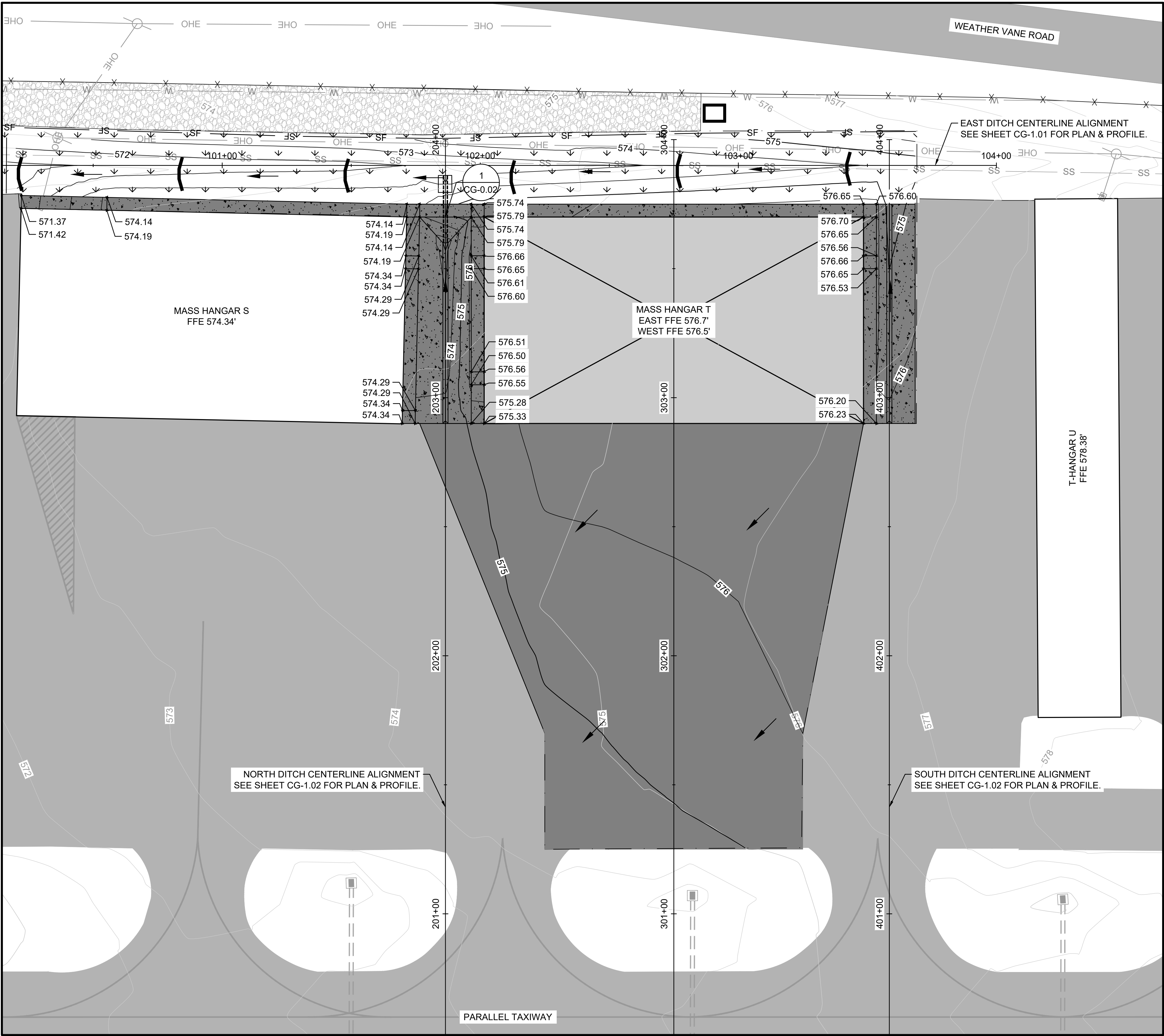
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DATE: AUG 2023
DESIGNED BY: WUH
DRAWN BY: WUH

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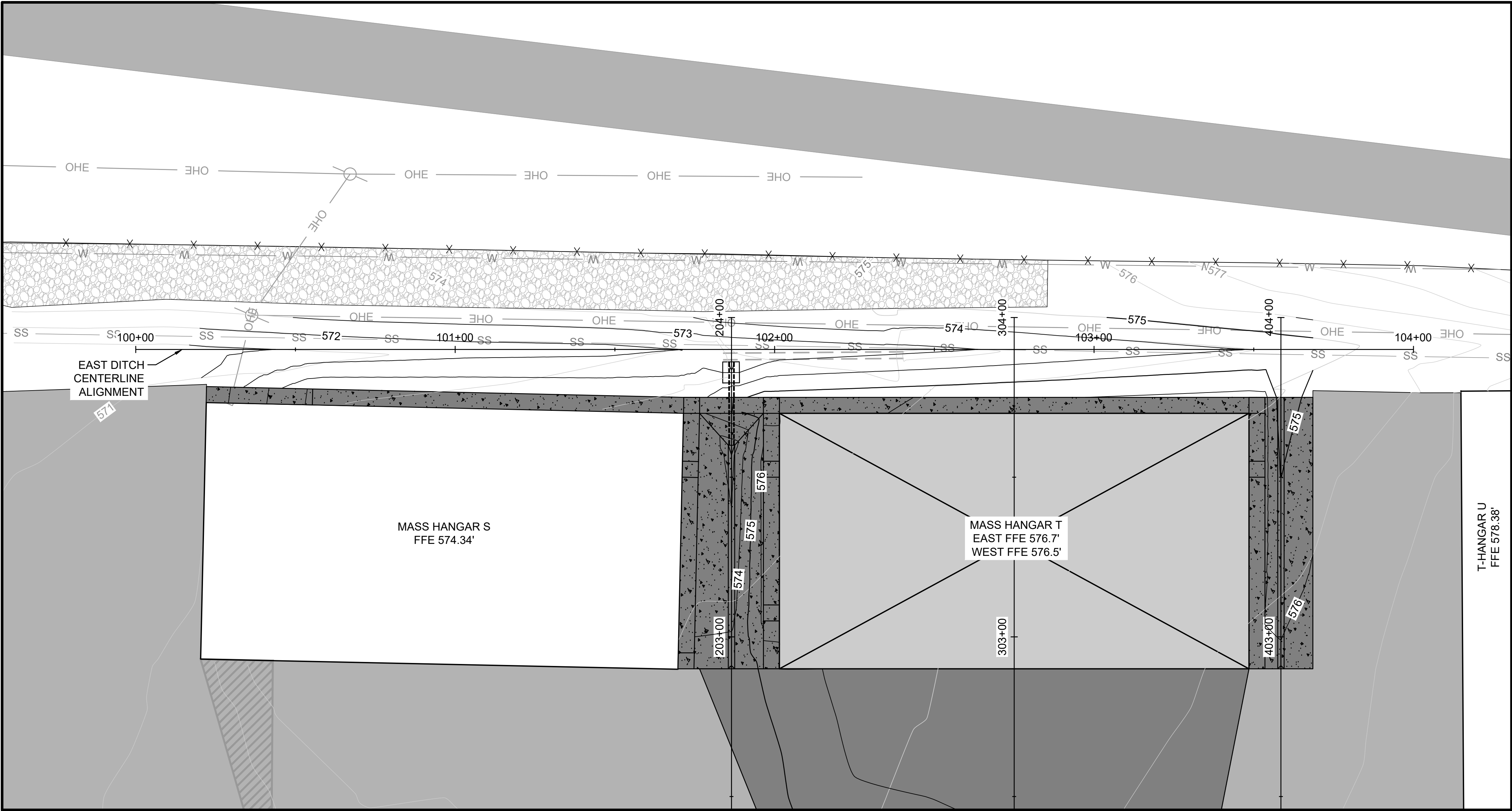
DRAWING NUMBER
CG-0.02

NOTE: THESE DETAILS WERE PROVIDED BY THE AIRPORT OWNER.

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Last plotted by: Haley, William U. (WU) Plot Style: AECmonop.ctb Plot Scale: 1:1 Plot Date: 8/29/2023 9:15 AM Plotter used: AutoCAD PDF (General Documentation).pc3



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Last plotted by: Haley, William U. (WU) Plot Style: AECmonop.ctb Plot Scale: 1:1 Plot Date: 8/29/2023 9:15 AM Plotter used: AutoCAD PDF (General Documentation).pc3



010'20'40'60'

(IN FEET)

LEGEND

EXISTING PAVEMENT

PROPOSED PAVEMENT

PROPOSED CONCRETE

PROPOSED HANGAR & PAD

XXX

PROPOSED GRADE
CONTOUR LABEL (1')

XXX

EXISTING GRADE
CONTOUR LABEL (1')

EXISTING GRAVEL

PROPOSED STORM DRAIN PIPE

EXISTING STORM DRAIN PIPE

EXISTING DRAINAGE STRUCTURE

EXISTING PAVEMENT MARKING

X

EXISTING AIRFIELD FENCE

NOTES:

1.

CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW STORM DRAIN LINES. ALL CONFLICTS SHALL BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.

2.

THE TEMPORARY EROSION CONTROL MEASURES SHOWN ON THE PLANS REPRESENT THE ENGINEER'S ESTIMATE OF THE MINIMUM EFFORT NEEDED TO MAINTAIN PROPER EROSION CONTROL DURING CONSTRUCTION. ADDITIONAL MEASURES MAY BE REQUIRED DURING CONSTRUCTION. INSTALLATION OF ADDITIONAL DEVICES SHALL NOT BE MEASURED FOR SEPARATE PAYMENT BUT WILL BE SUBSIDIARY TO ITEM C-102.

3.

SEE SHEETS CG-0.01 FOR EROSION CONTROL DETAILS. THE SYMBOLS SHOWN IN THIS SHEET REPRESENT EROSION CONTROL DEVICES FOUND IN THE EROSION CONTROL DETAIL SHEET. THE SYMBOLS ARE NOT TO SCALE AND REPRESENT THE GENERAL LOCATION TO WHICH THE DEVICES SHALL BE PLACED.

4.

EROSION AND SEDIMENT CONTROL FEATURES SHALL BE PLACED PRIOR TO THE START OF EXCAVATION OPERATIONS.

5.

CONTRACTOR IS RESPONSIBLE FOR EROSION CONTROL AND TEMPORARY SEEDING OF STOCKPILES, BORROW AREAS, AND HAUL ROUTES. THIS WORK IS SUBSIDIARY TO ITEM C-102.

Profile view of the East Ditch Centerline. The drawing shows the existing and proposed grade segments, stationing, and elevations. Key features include:

- Existing Grade
- Proposed Grade Segment: STA. 101+00.00 - STA. 101+62.00
- Proposed Grade Segment: STA. 101+62.00 - STA. 102+56.00
- Match Existing Grade: STA. 102+56.00 - STA. 104+00.00
- Stationing: 100+00, 101+00, 102+00, 103+00, 104+00
- Elevations: 565, 570, 575, 580, 585, 590
- Grades: 0.73%, 0.96%, 0.32%, 1.42%, 1.06%, 1.30%, 1.11%, 3.45%
- PVI 101+47.00 ELEV. 571.69
- PVI 102+56.00 ELEV. 572.90
- PVI 103+03.00 ELEV. 573.51
- PVI 103+54.00 ELEV. 574.08
- PVI 104+00.00 ELEV. 575.66

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(256) 534-5512

BY

DESCRIPTION

DATE

REV.

SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

MASS HANGAR T

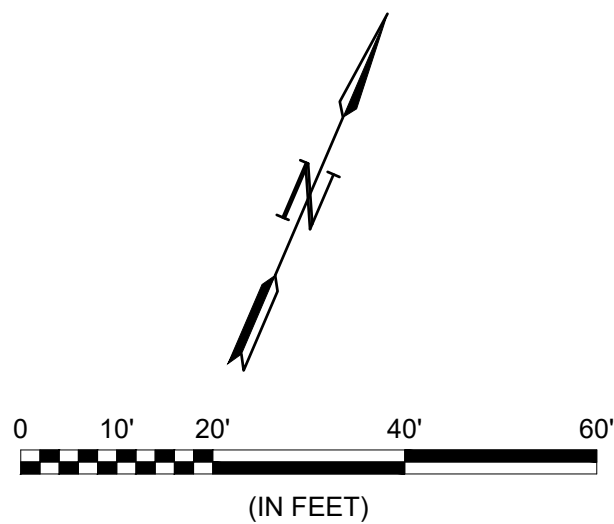
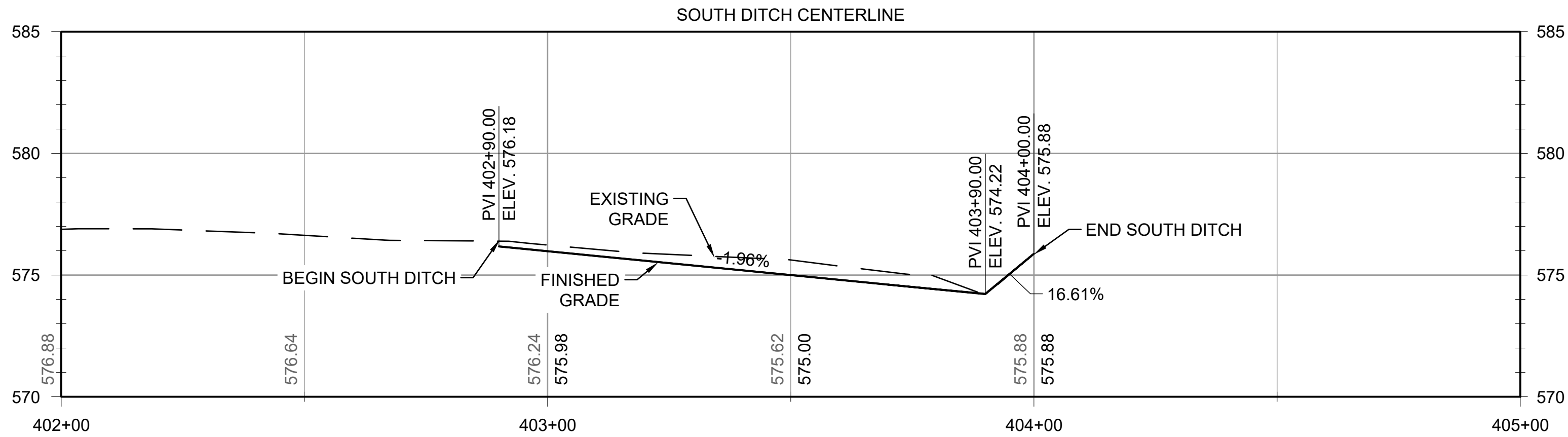
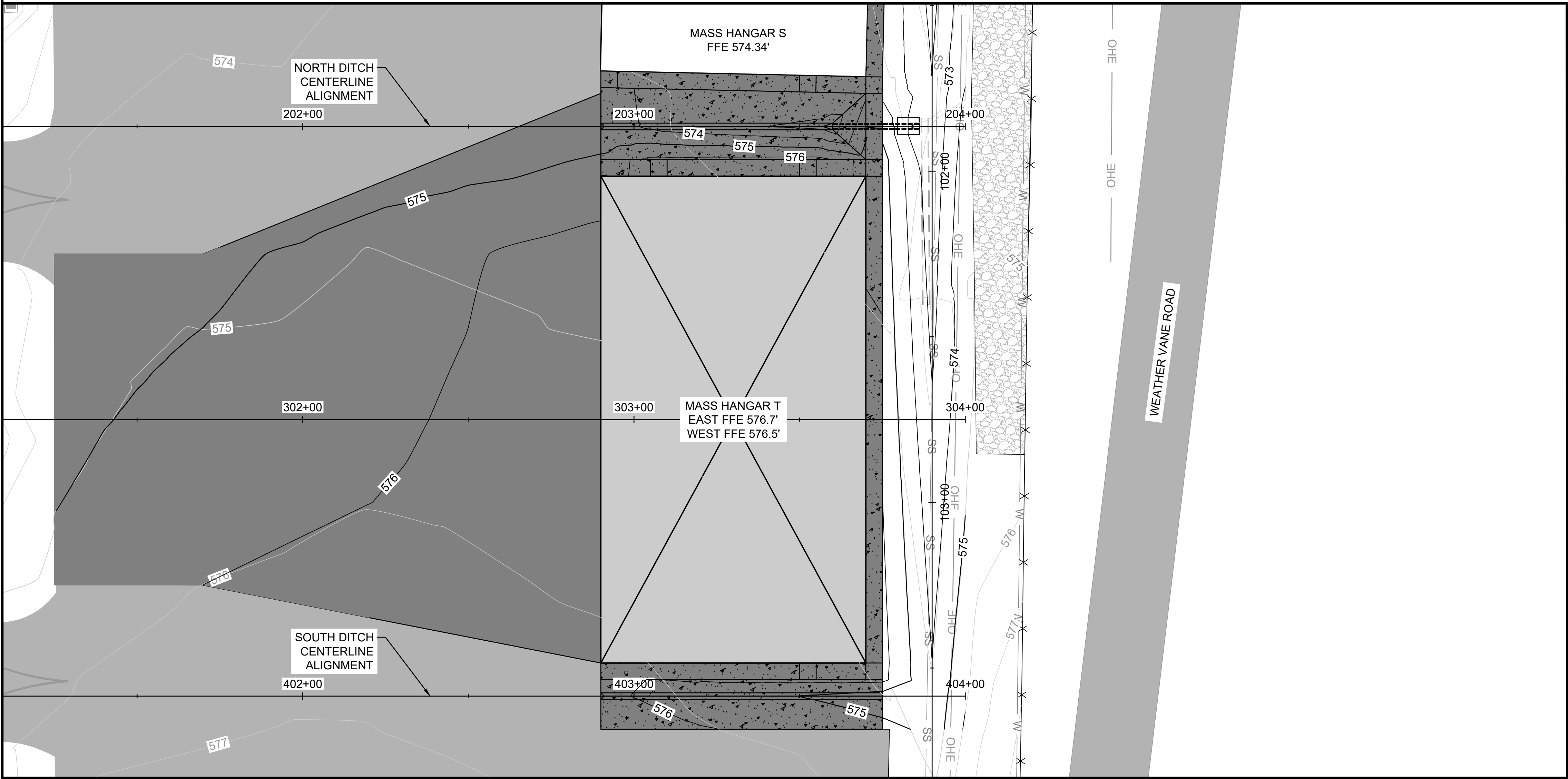
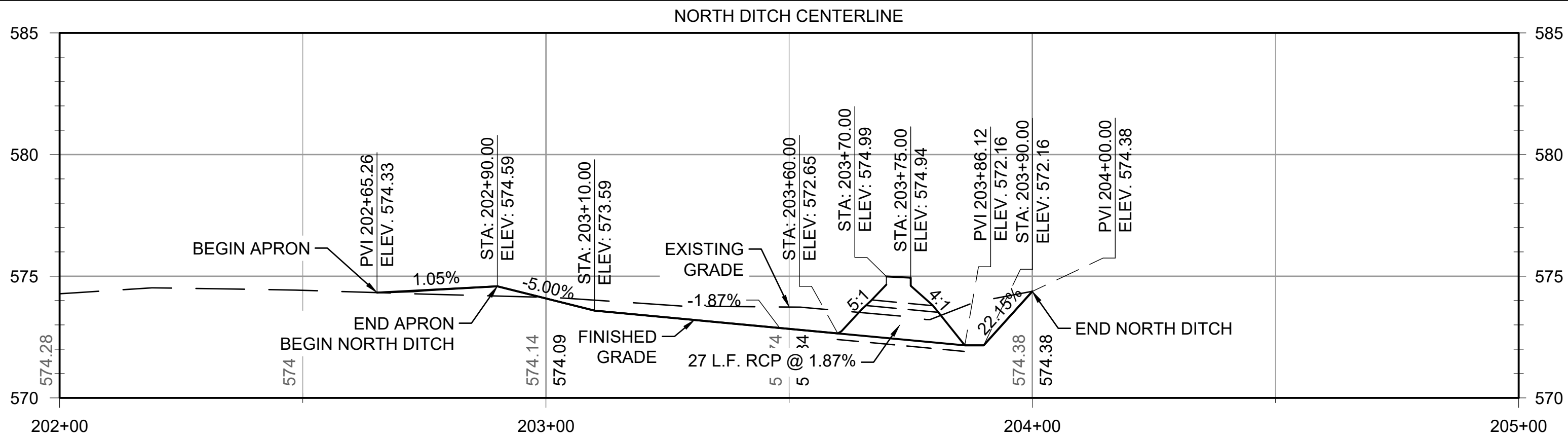
GRADING PLAN &
PROFILE - EAST DITCH

JOB NO.: 22A01080
DATE: AUG 2023
DESIGNED BY: WUH
DRAWN BY: WUH

BAR IS ONE INCH ON
ORIGINAL DRAWING 1"
IF NOT ONE INCH ON THIS SHEET,
ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CG-1.01

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Last plotted by: Haley, William U. (WU) Plot Style: AECmonoplot.ctb Plot Scale: 1"=1' Plot Date: 8/29/2023 9:15 AM Plotter used: AutoCAD PDF (General Documentation).pc3



LEGEND

- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- PROPOSED CONCRETE
- PROPOSED HANGAR & PAD
- PROPOSED GRADE CONTOUR LABEL (1')
- EXISTING GRADE CONTOUR LABEL (1')
- EXISTING GRAVEL
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- EXISTING PAVEMENT MARKING
- EXISTING AIRFIELD FENCE

NOTES:

- CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW STORM DRAIN LINES. ALL CONFLICTS SHALL BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.
- THE TEMPORARY EROSION CONTROL MEASURES SHOWN ON THE PLANS REPRESENT THE ENGINEER'S ESTIMATE OF THE MINIMUM EFFORT NEEDED TO MAINTAIN PROPER EROSION CONTROL DURING CONSTRUCTION. ADDITIONAL MEASURES MAY BE REQUIRED DURING CONSTRUCTION. INSTALLATION OF ADDITIONAL DEVICES SHALL NOT BE MEASURED FOR SEPARATE PAYMENT BUT WILL BE SUBSIDIARY TO ITEM C-102.
- SEE SHEETS CG-0.01 FOR EROSION CONTROL DETAILS. THE SYMBOLS SHOWN IN THIS SHEET REPRESENT EROSION CONTROL DEVICES FOUND IN THE EROSION CONTROL DETAIL SHEET. THE SYMBOLS ARE NOT TO SCALE AND REPRESENT THE GENERAL LOCATION TO WHICH THE DEVICES SHALL BE PLACED.
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SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

MASS HANGAR T

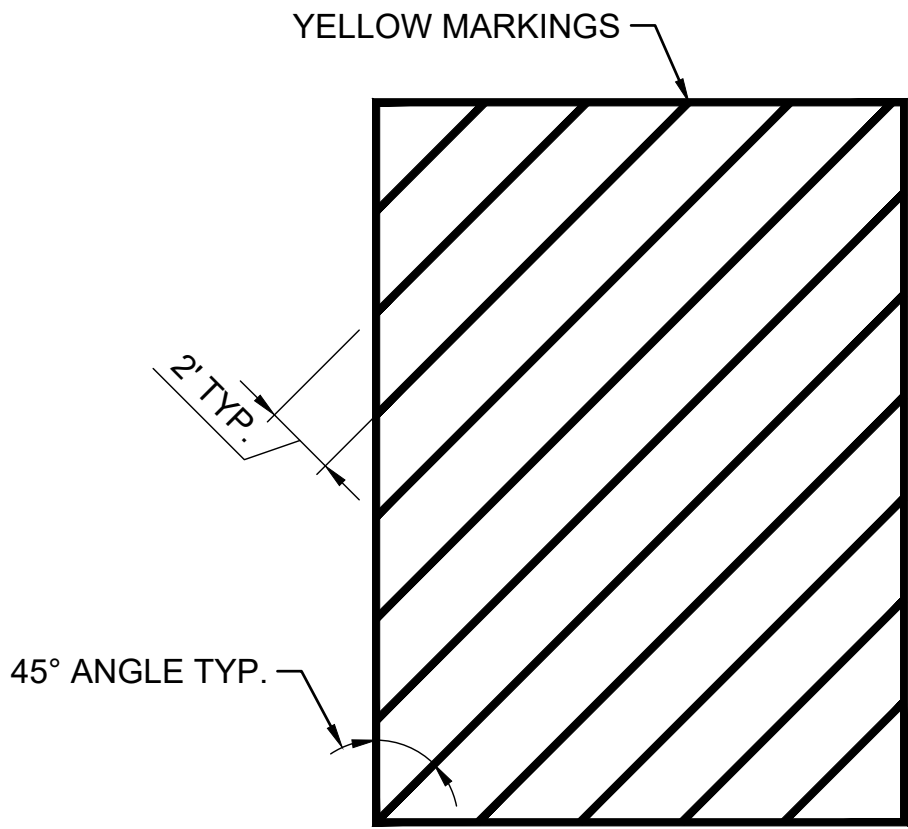
GRADING PLAN &
PROFILE - NORTH
DITCH & SOUTH DITCH

JOB NO.: 22A01080
DATE: AUG 2023
DESIGNED BY: WUH
DRAWN BY: WUH

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DRAWING NUMBER
CG-1.02

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Last plotted by: Haley, William U. (WU) Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 8/29/2023 9:15 AM Plotter used: AutoCAD PDF (General Documentation).pc3



NOTE:

1. TEMPORARY YELLOW MARKINGS SHALL NOT HAVE GLASS BEADS.
2. PERMANENT YELLOW MARKINGS SHALL HAVE GLASS BEADS.
3. ALL MARKINGS SHALL BE 6" IN WIDTH.
4. MARKING ANGLE SHALL BE ALIGNED SUCH THAT IT ENCOURAGES AIRCRAFT TO CHANNEL INTO THE HANGAR DOOR OPENING.

1
CM-0.01

NON-TRAVERSABLE AREA MARKING
SCALE: NONE



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REV.	DATE	DESCRIPTION	BY

SHELBY COUNTY AIRPORT SHELBY COUNTY, ALABAMA	MASS HANGAR T
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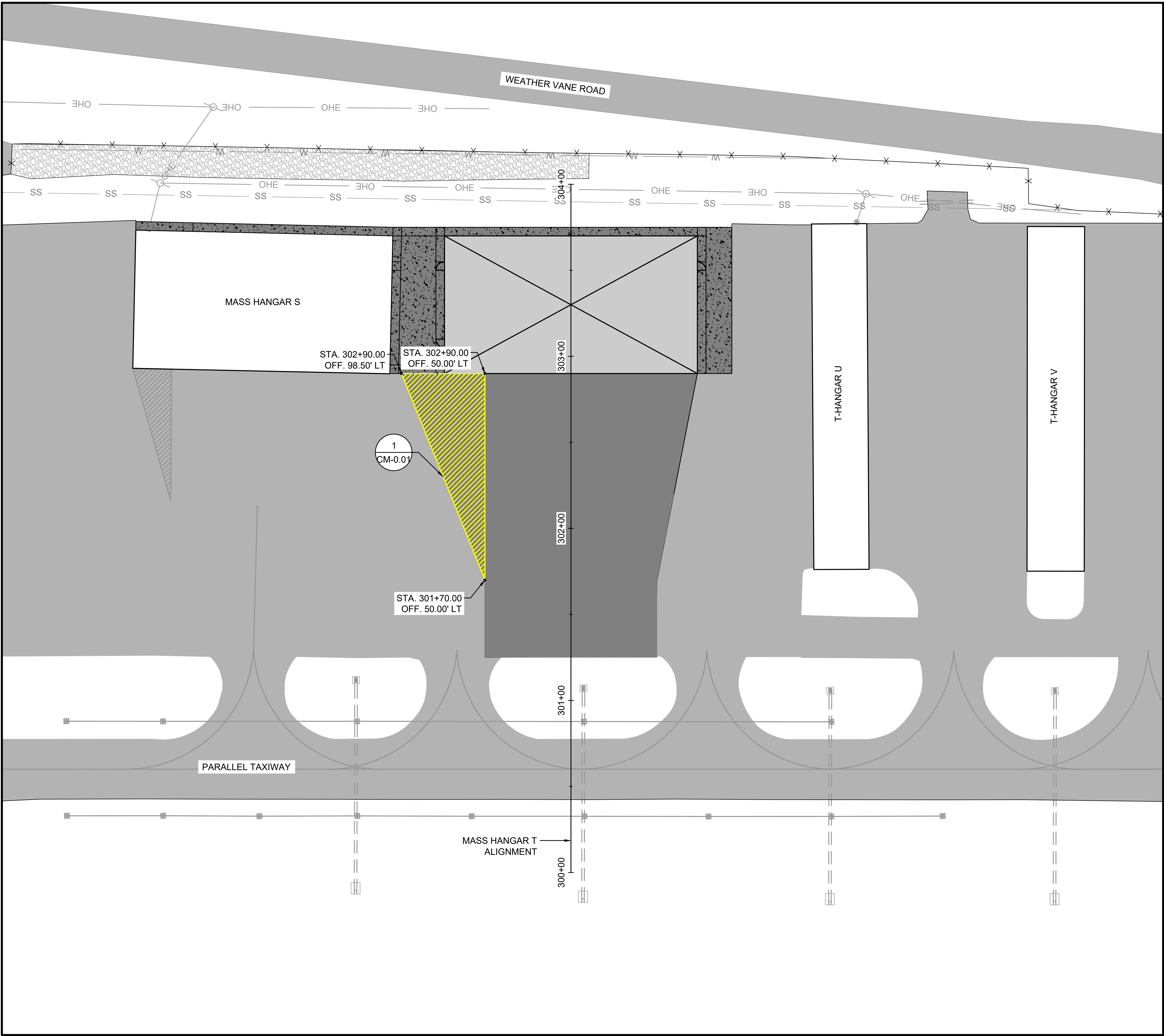
MARKING DETAILS

JOB NO.: 22A01080
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DESIGNED BY: WUH
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0 1"
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Last plotted by: Haley, William U. (Will) Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 8/29/2023 9:15 AM Plotter used: AutoCAD PDF (General Documentation).pc3



LEGEND

	EXISTING PAVEMENT
	PROPOSED PAVEMENT
	PROPOSED CONCRETE
	PROPOSED HANGAR & PAD
	EXISTING GRAVEL
	EXISTING STORM DRAIN PIPE
	EXISTING DRAINAGE STRUCTURE
	EXISTING TAXIWAY LIGHT
	EXISTING OVERHEAD ELECTRIC
	PROPOSED PAVEMENT MARKING
	EXISTING PAVEMENT MARKING
	EXISTING AIRFIELD FENCE

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DESCRIPTION				
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SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

MASS HANGAR T

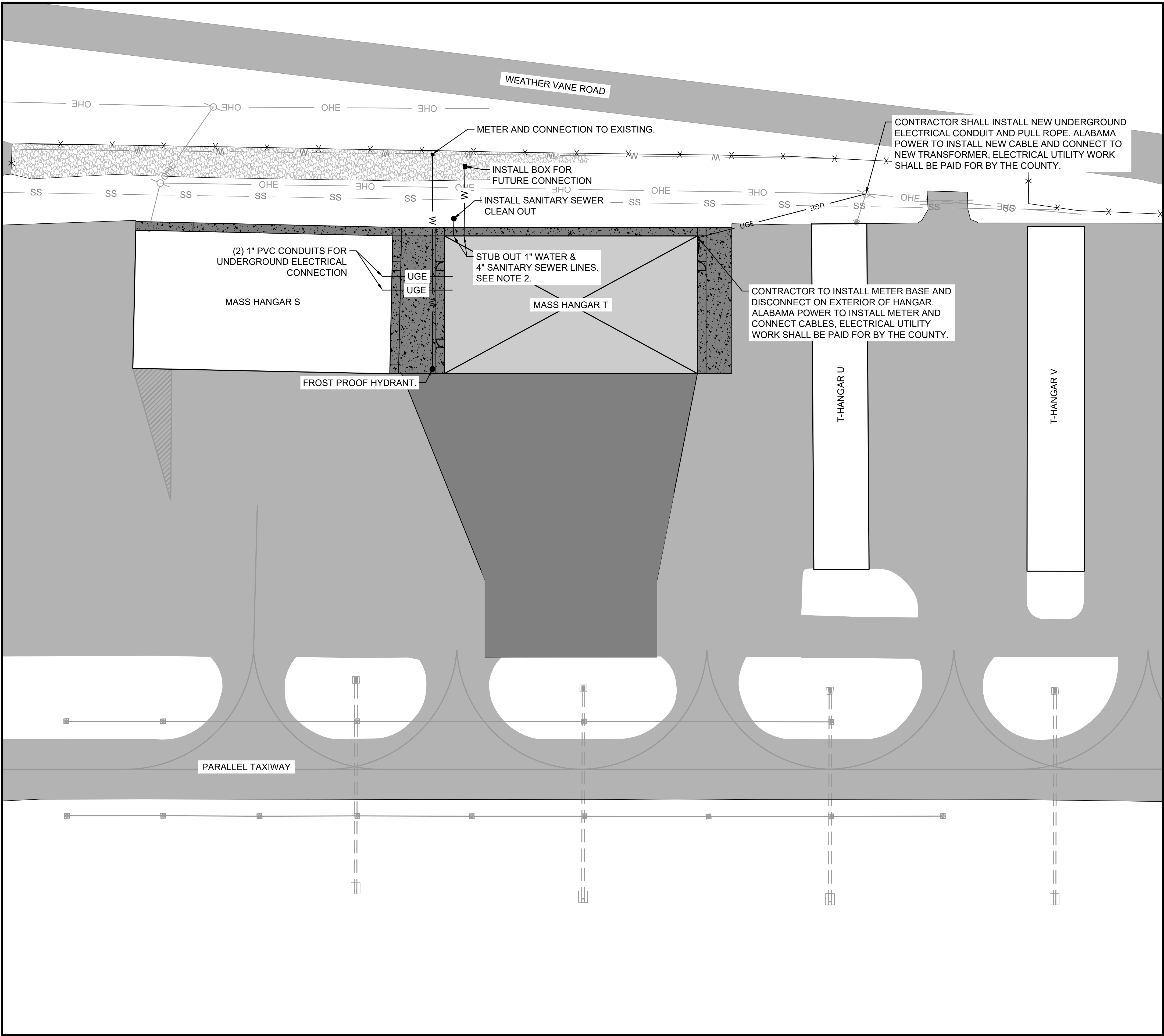
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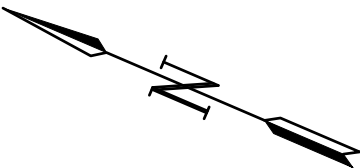

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DATE: AUG 2023
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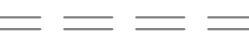



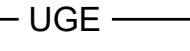


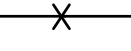
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Last plotted by: Haley, William U. (Will) Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 8/29/2023 9:16 AM Plotter used: AutoCAD PDF (General Documentation).pc3






(IN FEET)

LEGEND


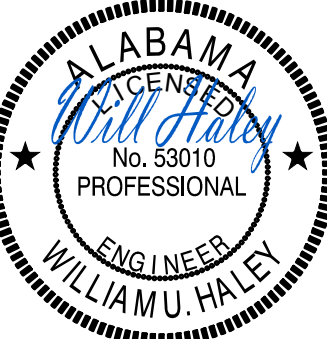
	EXISTING PAVEMENT
	PROPOSED PAVEMENT
	PROPOSED CONCRETE
	PROPOSED HANGAR & PAD
	EXISTING GRAVEL
	EXISTING STORM DRAIN PIPE
	EXISTING DRAINAGE STRUCTURE
	EXISTING TAXIWAY LIGHT
	EXISTING OVERHEAD ELECTRIC
	PROPOSED UNDERGROUND ELECTRIC
	EXISTING POWER UTILITY POLE
	EXISTING PAVEMENT MARKING
	EXISTING AIRFIELD FENCE

- NOTES:
- ALL WATER LINES, METERS, AND HYDRANTS TO BE INSTALLED BY LOCAL UTILITY COMPANY.
 - CONTRACTOR SHALL STUB OUT WATER AND SEWER LINES A MINIMUM OF 6 INCHES FROM THE SIDEWALK EDGE. CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITY COMPANY TO CONNECT TO EXISTING LINES.
 - EXACT UTILITY LOCATIONS AND SPECIFICATIONS SHALL BE DETERMINED BY LOCAL UTILITY COMPANY.



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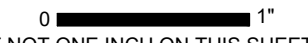
BY	DESCRIPTION	DATE	REV.

SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

MASS HANGAR T

UTILITY PLAN

JOB NO.: 22A01080
DATE: AUG 2023
DESIGNED BY: WUH
DRAWN BY: WUH

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DRAWING NUMBER
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Last plotted by: Ellis, Dakota L. Plot Date: 8/29/2023 1:26 PM Plotter Used: AutoCAD PDF (General Documentation).pc3

SYMBOL	ITEM DESCRIPTION
	NEW EQUIPMENT
----	EXISTING EQUIPMENT
✕	EXISTING EQUIPMENT TO BE COMPLETELY DEMOLISHED AND REMOVED, AREA TO BE RESTORED
4W-4"	ELECTRICAL DUCT, NUMBER, AND SIZE OF CONDUITS INDICATED
■	DUCT MARKER
H	HANDHOLE
M	MANHOLE
⊕	3/4" x 10' COPPER CLAD STEEL GROUND ROD
///	SERIES LIGHTING CIRCUIT WITH COUNTERPOISE, NUMBER OF HASH MARKS INDICATES NUMBER OF CABLES
A	1x4 FLUORESCENT LIGHT FIXTURE
B	WALL OR POST MOUNTED LIGHT FIXTURE, MOUNTING HEIGHT AS INDICATED
\$	DUAL TECHNOLOGY, OCCUPANY SENSOR-TYPE, LIGHT SWITCH, 120V, 20A, MTD. 4'-0" AFF
OR	NON-FUSED DISCONNECT SWITCH, SIZE AS NOTED
	PUSHBUTTON STATION, UP-DOWN-STOP, 48" AFF, UNLESS OTHERWISE NOTED
⊗	DOOR MOTOR / CONTROLLER WITH ADJACENT DISCONNECT MEANS RECEPTACLE
⊕	20 AMP DUPLEX RECEPTACLE, MTD. 48" AFF, WITH GROUND WIRE, "GFCI" INDICATES GROUND FAULT CIRCUIT INTERRUPTER
	ELECTRICAL PANEL OR EQUIPMENT CABINET, SURFACE MOUNTED, 5'-6" TO TOP OF ENCLOSURE
#	HOME RUN TO PANEL IN DEDICATED CONDUIT, RECEPTACLES AND EQUIPMENT SHALL HAVE DEDICATED GREEN GROUND WIRE. NUMBER OF ARROWS INDICATES NUMBER OF PHASE CONDUCTORS, LETTER(S) INDICATE NAME OF PANEL, NUMBER(S) INDICATE CIRCUIT NUMBERS
FEC	FIRE EXTINGUISHER WITH CABINET AND DOUBLE SIDED SIGN
*	TRANSFORMER, RATINGS AS SHOWN
20A/3P	CIRCUIT BREAKER, TRIP RATING SHOWN, 3-POLE UNLESS OTHERWISE NOTED
SPD	SURGE PROTECTIVE DEVICE WITH INDICATING LIGHTS
▽	WEATHERHEAD
AFG	ABOVE FINISHED GRADE
AOA	AIRCRAFT OPERATIONS AREA
OFA	OBJECT FREE AREA
OFZ	OBSTACLE FREE ZONE
RSA	RUNWAY SAFETY AREA
TSA	TAXIWAY SAFETY AREA
PC	POINT OF CURVATURE
PE	POLYETHYLENE CONDUIT
PT	POINT OF TANGENCY
DEB	DIRECT EARTH BURIED
WP	WEATHERPROOF
UON	UNLESS OTHERWISE NOTED
DEB	DIRECT EARTH BURIED
WP	WEATHERPROOF

CAUTION NOTES:

- UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS, HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.
- ALABAMA STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ALABAMA ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-292-8525. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE ALABAMA ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

ELECTRICAL SAFETY NOTES:


- SERIES CIRCUITS CAN BE DANGEROUS AND / OR FATAL.
- LOCKOUT / TAGOUT PROCEDURES SHALL BE FOLLOWED.

HANGAR NOTES:

- THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH NFPA 70 NATIONAL ELECTRICAL CODE, INCLUDING BUT NOT LIMITED TO, NEC ARTICLE 513 - AIRCRAFT HANGARS.
- ANY PIT OR DEPRESSION BELOW THE LEVEL OF THE HANGAR FLOOR SHALL BE CLASSIFIED AS A CLASS I, DIVISION 1 OR ZONE 1 LOCATION THAT SHALL EXTEND UP TO SAID FLOOR LEVEL.
- THE ENTIRE AREA OF THE HANGAR, INCLUDING ANY ADJACENT AND COMMUNICATING AREAS NOT SUITABLY CUT OFF FROM THE HANGAR, SHALL BE CLASSIFIED AS A CLASS I, DIVISION 2 OR ZONE 2 LOCATION UP TO A LEVEL 18 INCHES ABOVE THE FLOOR.
- THE AREA WITHIN 5 FT HORIZONTALLY FROM THE AIRCRAFT POWER PLANTS OR AIRCRAFT FUEL TANKS SHALL BE CLASSIFIED AS A CLASS I, DIVISION 2 OR ZONE 2 LOCATION THAT SHALL EXTEND UPWARD FROM THE FLOOR TO A LEVEL 5 FT ABOVE THE UPPER SURFACE OF WINGS AND OF ENGINE ENCLOSURES. FOR A TYPICAL AIRCRAFT PARKING PATTERN APPLICATION, THE CLASS I DIVISION 2 LOCATION SHALL EXTEND TO A LEVEL 14'-0" ABOVE THE FINISHED FLOOR.
- ARC-PRODUCING EQUIPMENT USED IN HANGARS MUST BE DESIGNED TO PREVENT THE ESCAPE OF SPARKS.
- EQUIPMENT LESS THAN 10 FT ABOVE THE WINGS AND ENGINE ENCLOSURES OF AIRCRAFT THAT MAY PRODUCE ARCS, SPARKS, OR PARTICLES OF HOT METAL, SUCH AS LAMPS AND LAMP HOLDERS FOR FIXED LIGHTING, CUTOUTS, SWITCHES, RECEPTACLES, CHARGING PANELS, GENERATORS, MOTORS, OR OTHER EQUIPMENT HAVING MAKE-AND-BREAK OR SLIDING CONTACTS, SHALL BE OF THE TOTALLY ENCLOSED TYPE OR CONSTRUCTED SO AS TO PREVENT THE ESCAPE OF SPARKS OR HOT METAL PARTICLES.
- LIGHT FIXTURE "A" AND "A1" SHALL BE FULLY ENCLOSED TYPE LED FIXTURE OR APPROVED EQUAL. THE FIXTURES SHALL BE 4'-0" LENGTH, TOTALLY ENCLOSED DAMP OR WET LOCATION STYLE, LOW TEMPERATURE CAPABILITY. INSTALL LIGHT FIXTURES AS INDICATED TO EVENLY ILLUMINATE THE HANGAR BAY.
- CONDUITS LEAVING THE RECEPTACLE, LIGHT SWITCH, AND DOOR CONTROLLER ENCLOSURE SHALL FIRST RISE VERTICALLY TO THE CEILING PRIOR TO ANY HORIZONTAL RUNS. THE INTENT IS TO INSTALL ALL CONDUITS OUTSIDE THE CLASSIFIED HAZARDOUS LOCATIONS.
- ALL RECEPTACLES SHALL BE PIN AND SLEEVE STYLE.


CONSTRUCTION NOTES:

- THE EXISTING AND THE PROPOSED LOCATIONS OF LIGHTING CABLES ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING AND IDENTIFYING THE EXISTING LIGHTING CIRCUITS TO DETERMINE THEIR EXACT ROUTING. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEMS IN A WORKING CONDITION UNTIL THE NEW LIGHTING CIRCUITS HAVE BEEN INSTALLED AND TESTED. THE CONTRACTOR SHALL PROACTIVELY AND EXPEDITIOUSLY ACCOMPLISH THIS CABLE IDENTIFICATION WORK PRIOR TO PERFORMING ANY MODIFICATIONS TO THE LIGHTING CIRCUITS. COORDINATE IDENTIFICATION WORK WITH THE OWNER AND ENGINEER AND MAKE ALL CORRECTIONS, ADDITIONS, ETC. ON THE AS-BUILT DRAWINGS.
- THE CONTRACTOR SHALL BE EXTREMELY CAREFUL WHILE EXCAVATING IN THE AREA OF LIGHTING CIRCUITS. ANY CABLE OR CONDUIT / DUCT WHICH IS NICKED OR DAMAGED DURING EXCAVATION SHALL BE PROPERLY AND EXPEDITIOUSLY SPLICED OR THE LENGTH OF CABLE AND CONDUIT / DUCT REPLACED. A SPLICE OR CONDUIT / DUCT MARKER SHALL BE INSTALLED AT ALL SPLICE OR OTHER REPAIR LOCATIONS MORE THAN 2' AWAY FROM A LIGHT, SIGN, HANDHOLE, MANHOLE, OR JUNCTION STRUCTURE. ALL REPAIR AND / OR REPLACEMENT WORK AND MATERIALS SHALL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE OWNER AND ENGINEER.
- ALL ELECTRICAL CABLES SHALL BE CLEARLY IDENTIFIED, LABELED, AND TAGGED AT ALL POINTS WHERE THEY ARE AVAILABLE FOR CONNECTIONS OR INSPECTION, INCLUDING, BUT NOT LIMITED TO MANHOLES, HANDHOLES, PULL BOXES, JUNCTION BOXES, AND LIGHT BASES.
- LOCKOUT / TAGOUT PROCEDURES SHALL BE PAID FOR BY SS-300 PAY ITEMS UNLESS OTHERWISE NOTED.
- CONDUITS AND DUCTS UNDER PAVED AREAS SHALL BE CONCRETE ENCASED.
- CONDUITS AND DUCTS UNDER NON-PAVED AREAS SHALL BE NON-ENCASED, UNLESS OTHERWISE NOTED.
- DURING CONSTRUCTION, PROTECT ALL EQUIPMENT, DUCTS, CONDUITS, CABLES, ETC. THAT ARE TO REMAIN IN PLACE. WHERE EXISTING ITEMS ARE CUT, BROKEN, OR DAMAGED, THE CONTRACTOR SHALL REPLACE OR REPAIR PROACTIVELY AND EXPEDITIOUSLY THE ITEMS WITH THE SAME TYPE OF ORIGINAL MATERIAL AND CONSTRUCTION OR BETTER AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE OWNER AND ENGINEER.




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SHELBY COUNTY
ALABAMA



ALABAMA
LICENSED
NO. 31232
PROFESSIONAL
ENGINEER
RYANG. PATTON
Digitally Signed: 08/29/2023

BY				
DESCRIPTION				
DATE				
REV.				

SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

MASS HANGAR T

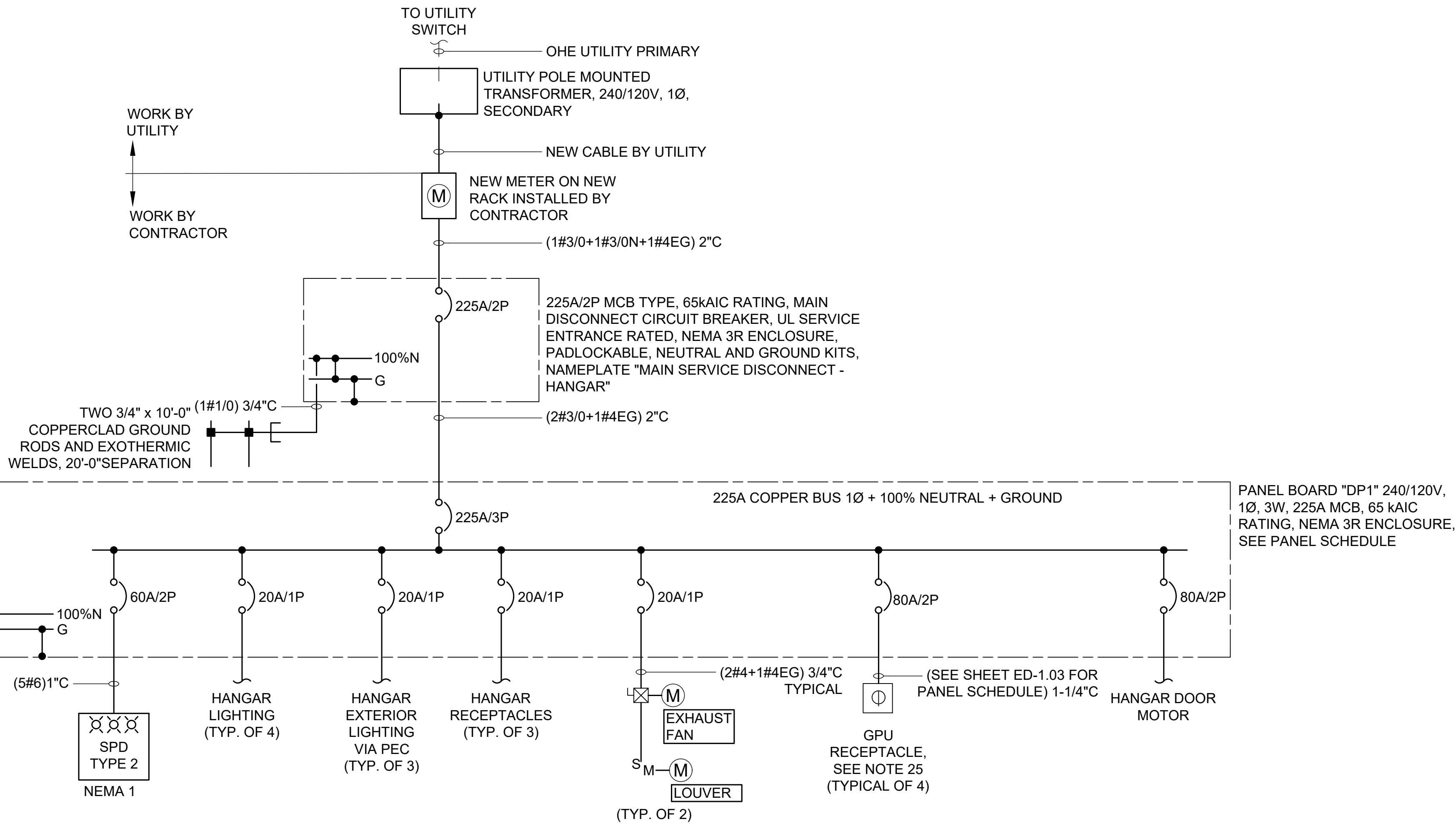
ELECTRICAL NOTES

JOB NO.: 22A01080
DATE: AUG 2023
DESIGNED BY: RGP
DRAWN BY: ABC

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DRAWING NUMBER
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Last plotted by: Ellis, Dakota L. Plot Style: AECmonochrome.ctb Plot Scale: 1" = 1' Plot Date: 8/29/2023 1:26 PM Plotter Used: AutoCAD PDF (General Documentation).pc3



GENERAL NOTES:

- SEE SHEET ED-1.01 FOR ONE-LINE DIAGRAM NOTES AND ARC-FLASH LABELING NOTES.
- ALL RECEPTACLES SHALL BE PIN AND SLEEVE STYLE.

CONDUIT NOTES:

- INSTALL ALL CONDUIT AND WIRING IN THE HANGAR IN ACCORDANCE WITH NEC AND LOCAL ELECTRICAL CODE REQUIREMENTS.

LEGEND:

---	EXISTING
—	NEW
FDS	FUSED DISCONNECT SWITCH
GRSC	GALVANIZED RIGID STEEL CONDUIT
HOA	HAND-OFF-AUTO
IBT	INTERSYSTEM BONDING TERMINAL
LSI	LONG SHORT INSTANTANEOUS
MCB	MAIN CIRCUIT BREAKER
MLO	MAIN LUGS ONLY
NFDS	NON-FUSED DISCONNECT SWITCH
PEC	PHOTOELECTRIC CELL
PVC	POLYVINYL CHLORIDE
SDBC	SOFT DRAWN BARE COPPER
SPD	SURGE PROTECTIVE DEVICES

1
ED-1.01

ONE-LINE DIAGRAM

SCALE: NONE

ONE-LINE DIAGRAM NOTES:

- ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (2023) NATIONAL ELECTRICAL CODE, NFPA 101 (2021) LIFE SAFETY CODE, STATE ELECTRICAL CODE, AND LOCAL ELECTRICAL CODE.
- COORDINATE ELECTRICAL POWER SUPPLY WITH EQUIPMENT SUPPLIED.
- COORDINATE ALL ELECTRICAL WORK AND POWER OUTAGES WITH OWNER, FAA, AND POWER UTILITY.
- FOR ELECTRICAL WORK OF 600V OR LESS, ALL CONDUCTORS, TERMINATIONS, TERMINAL BLOCKS, LUGS, CONNECTORS, DEVICES, AND EQUIPMENT SHALL BE LISTED, MARKED, AND RATED 75 DEGREES C MINIMUM UNLESS OTHERWISE NOTED.
- ALL WIRING SHALL BE MINIMUM TYPE THHN/THWN-2 UNLESS OTHERWISE NOTED.
- ALL WIRING SHALL BE COPPER, UNLESS OTHERWISE NOTED.
- EQUIPMENT SHORT CIRCUIT CURRENT RATINGS AND AVAILABLE INTERRUPTING CURRENT RATINGS SHALL BE FULLY RATED TO INTERRUPT SYMMETRICAL SHORT CIRCUIT CURRENT AVAILABLE AT TERMINALS. SERIES RATED SYSTEMS SHALL NOT BE USED.
- PHASE AND NEUTRAL BUSES SHALL BE COPPER 100% RATED UNLESS OTHERWISE NOTED.
- GROUND BUSES SHALL BE COPPER UNLESS OTHERWISE NOTED.
- INSTALL AN EQUIPMENT GROUNDING CONDUCTOR IN ALL FEEDER AND BRANCH CIRCUITS.
- INSTALL ALL CONDUCTORS AND CABLES IN CONDUIT UNLESS OTHERWISE NOTED.
- INSTALL LUGS AND JUNCTION BOXES AS REQUIRED TO FIT WIRING.
- MAINTAIN INTEGRITY OF ALL FIRE RATED WALLS DUE TO CONDUIT WALL PENETRATIONS.
- FUSIBLE AND NONFUSIBLE DISCONNECT SWITCHES SHALL BE HEAVY DUTY TYPE.
- INSTALL NEW TYPED PANEL SCHEDULES IN ALL ELECTRICAL PANELS INDICATING WORK PERFORMED.
- MAKE ELECTRICAL CONNECTIONS TO EVERYTHING FURNISHED OR INSTALLED BY THIS CONTRACT, WHETHER INDICATED OR NOT ON THE ELECTRICAL DRAWINGS.
- TRACE AND IDENTIFY ALL EXISTING CIRCUITS AND CABLES TO REMAIN PRIOR TO ANY WORK.
- INSTALL NEW PERMANENT LABELS ON PANELBOARDS AND REGULATORS INDICATING WORK PERFORMED.
- INSTALL NEW ENGRAVED NAME PLATES ON ALL REGULATORS.
- PROTECT ANY OTHER EXISTING CABLES WITHIN THE DUCT AND MANHOLE SYSTEM. TYPICAL FOR ALL MANHOLES, HANDHOLES, AND PULLBOXES.
- COORDINATE EXACT CIRCUIT BREAKER SIZE WITH REGULATOR MANUFACTURER PRIOR TO WORK.
- PERFORM LOCK-OUT / TAG-OUT PROCEDURES ON REGULATORS PRIOR TO WORKING ON AIRFIELD SERIES CIRCUITS.
- THE POWER UTILITY POINT OF CONTACT IS ALABAMA POWER, PHONE 205-316-0074
- DOOR MOTORS SHALL BE 240 VOLT, SINGLE PHASE. SUBMIT COMPLETE POWER AND CONTROL DIAGRAMS FOR DOOR MOTORS, DISCONNECTS, STARTERS, AND OPEN/STOP/CLOSE CONTROL STATIONS.
- ONLY ONE GPU SHALL BE USED AT A TIME INSIDE HANGAR. EACH GPU RECEPTACLE SHOULD HAVE INFORMATION SIGN READING "ONLY ONE GPU IS PERMITTED FOR USE AT A TIME".

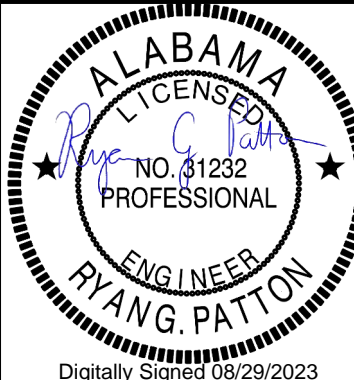
ARC FLASH LABELING NOTES:

- SUBMIT TO THE ENGINEER THE COMPLETE ONE-LINE INFORMATION FOR THE EXISTING AND NEW VAULT BUILDING ON AS-BUILT DRAWINGS. THIS INFORMATION SHALL INCLUDE ALL NEW AND EXISTING EQUIPMENT WITHIN THE POWER DISTRIBUTION SYSTEM INCLUDING:
 - PANELBOARD NAMEPLATE DATA
 - TRANSFORMERS NAMEPLATE DATA
 - CIRCUIT BREAKER / FUSE RATINGS AND MODEL NUMBERS
 - CONDUCTOR SIZES, LENGTHS, AND TYPES
 - CONDUIT SIZES AND TYPES
 - OTHER INFORMATION AS REQUESTED
- TRACE EXISTING CIRCUITS AS REQUIRED TO COMPLETE THE AS BUILT DRAWINGS.
- CONTRACTOR WILL COMPLETE ARC FLASH STUDY. CONTRACTOR SHALL SUBMIT CALCULATED ARC FLASH VALUES PROVIDED BY LICENSED PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF ALABAMA FOR APPROVAL PRIOR TO INSTALLATION.
- SUBMIT LABEL TYPE, STYLE, AND APPEARANCE TO ENGINEER FOR APPROVAL PRIOR TO PURCHASING LABELS.
- PROCURE LABELS AND INSTALL ON EQUIPMENT.
- ALL WORK REQUIRED TO COMPLETE ARC FLASH LABELING SHALL BE CONSIDERED SUBSIDIARY TO THE T-HANGAR PAY ITEMS.



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BY	DESCRIPTION	DATE	REV.

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SHELBY COUNTY, ALABAMA

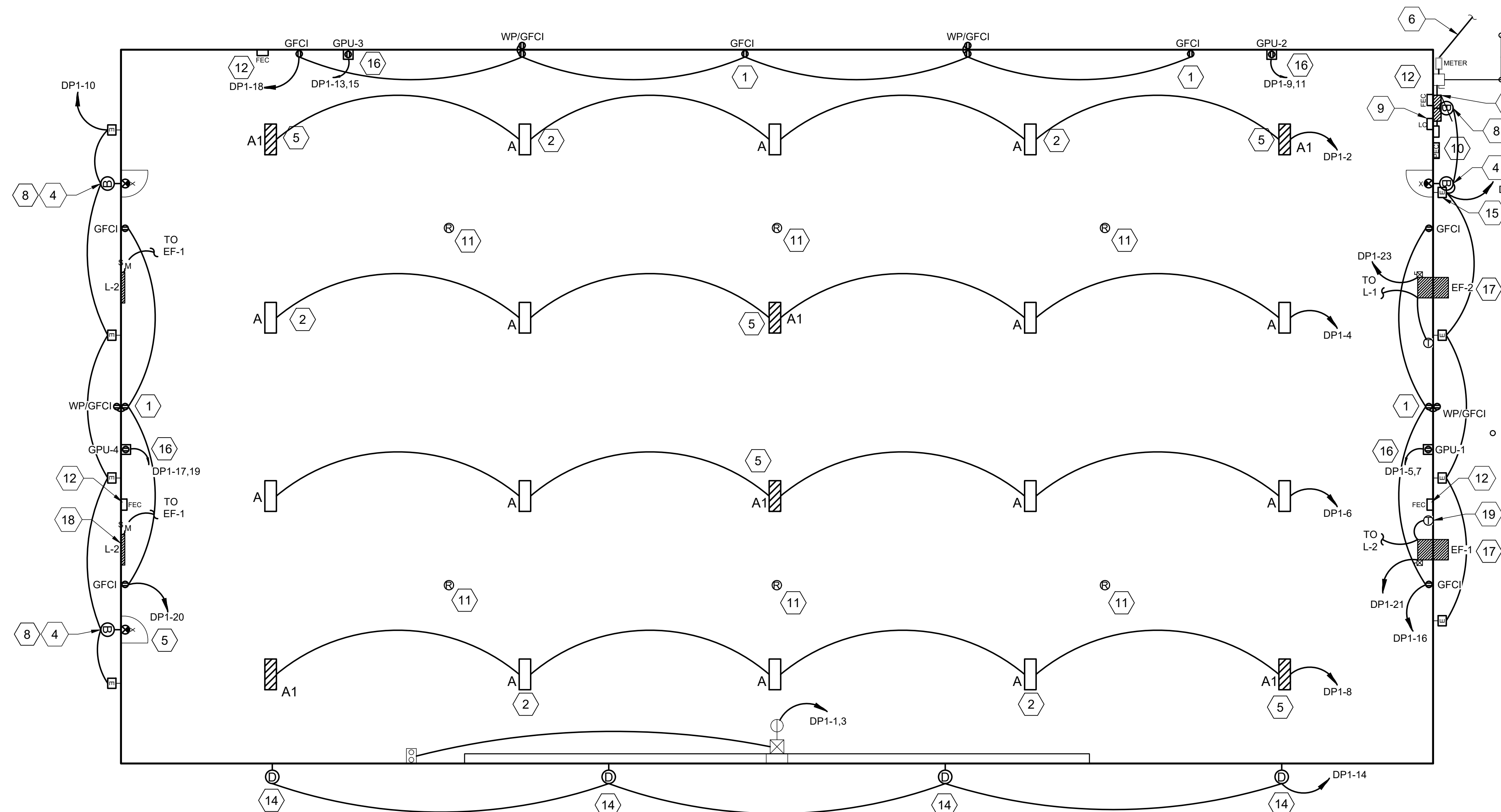
MASS HANGAR T

ELECTRICAL DETAILS

JOB NO.: 22A01080
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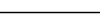






HANGAR ELECTRICAL PLAN

SCALE: $\frac{1}{8}" = 1'-0"$

LEGEND

FEC	FIRE EXTINGUISHER CABINET
GFCI	GROUND FAULT CURRENT INTERRUPTER
WP	WEATHERPROOF
PEC	PHOTOELECTRIC CELL

HANGAR LIGHTING FIXTURE SCHEDULE												
SYMBOL	TYPE	DESCRIPTION	MANUFACTURER	LAMPS			VOLTAGE	MOUNTING	REMARKS			
			CATALOG NUMBER	NO.	WATTS	TYPE						
	A	HANGAR LIGHTING	RAB LIGHTING RBAY17-L-3500K	1	260	LED	120	CONDUIT PENDANT	(2)(7)			
	A1	HANGAR LIGHTING EMERGENCY/NIGHT LIGHT	RAB LIGHTING RBAY17-L-3500K-E	1	260				LED	120	CONDUIT PENDANT	(1)(2)(5)(7)
	B	EXTERIOR LIGHTING	RAB LIGHTING WPLED26/E/PCS	1	24	LED	120	WALL MOUNTED				(1)(4)(6)
	D	EXTERIOR LIGHTING	LITHONIA WDGE3-LED-P1-70CRI-R4-40K-MVOLT-DDBXD	1	52				LED	120	WALL MOUNTED ABOVE DOOR	(6)
	X	EXIT SIGN	LITHONIA LQM-S-W-3-R-120/277-ELN-SD	1	1	LED	120	WALL MOUNTED ABOVE DOOR				(3)(4)
	E	EXTERIOR LIGHTING	RAB SLIM 62 N USA	1	62				LED	120-277	WALL MOUNTED	(6)(8)

KEYED NOTES:

- 1 ALL RECEPTACLES SHALL BE INSTALLED AT 4'-0" AFF WITHIN HANGAR BAY (TYPICAL). FEED-THROUGH GFCI WIRING METHOD SHALL NOT BE USED. RECEPTACLES SHALL BE PIN AND SLEEVE STYLE.
- 2 TYPE A FIXTURES SHALL BE MOUNTED 26'-0" AFF, USING CONDUIT PENDANT METHOD. CHAIN HANGING IS NOT ALLOWED (TYPICAL).
- 3 INSTALL NEW PANEL BOARDS, SPD'S, MAIN DISCONNECT AND ENCLOSURES ON EXTERIOR WALL RACKS.
- 4 PROPOSED PEDESTRIAN DOOR LOCATION, COORDINATE FINAL LOCATION WITH OWNER AND HANGAR MANUFACTURER.
- 5 NIGHT LIGHT UNSWITCHED LIGHT FIXTURE.
- 6 NEW OVERHEAD ELECTRIC SECONDARY SERVICE AND METER.
- 7 INSTALL NEW GROUNDING SYSTEM INCLUDING TWO GROUND RODS AND CONNECTION TO BUILDING STEEL AND TO REINFORCING STEEL IN FOUNDATION PER NEC.
- 8 TYPE B FIXTURES SHALL BE MOUNTED ON BUILDING EXTERIOR WALL AT 9'-0" AFF.
- 9 INSTALL NEW INTERIOR LIGHTING CONTROL STATION. CONNECT TO LC.
- 10 INSTALL NEW 120-277V/1P LOAD RATED WEATHERPROOF HEAVY-DUTY TWIST-LOCK PHOTO ELECTRIC CELL (PEC) WITH SURGE ARRESTOR FOR CONTROL OF EXTERIOR LIGHTING, CIRCUIT DPl-8. MOUNT AT ROOFLINE FACING NORTH. COORDINATE EXACT LOCATION WITH ENGINEER IN FIELD PRIOR TO INSTALLATION.
- 11 INSTALL NEW GROUNDING RECEPTACLE. SEE SHEET ED-1.03 FOR DETAILS. COORDINATE FINAL LOCATION WITH ENGINEER DURING FOUNDATION SHOP DRAWING REVIEW. INTERCONNECT ALL RECEPTACLES USING #1/0 BARE COPPER AND CONNECT BACK TO GROUNDING SYSTEM AT SERVICE.
- 12 INSTALL NEW FIRE EXTINGUISHER, CABINET AND DOUBLE-SIDED SIGN. SEE SPECIFICATIONS FOR REQUIREMENTS.
- 13 CONNECT INTERIOR LIGHTING CIRCUITS AND TWO LIGHTING CONTROL STATIONS TO LIGHTING CONTROLLER ADJACENT TO PANEL DPl.
- 14 TYPE D FIXTURES SHALL BE MOUNTED ON BUILDING EXTERIOR WALL AT 2' ABOVE TOP OF HANGAR DOOR. CONNECT TO CIRCUIT "CIRCUIT DP-8" VIA PEC. PROVIDE OVERRIDE OFF SWITCH ADJACENT TO PANEL "DP1".
- 15 INSTALL TYPE E FIXTURES AT MINIMUM 20'-0" AFG, ALL FIXTURES SHALL BE AT EVEN BUILDING HEIGHT. CONTROL SHALL BE VIA PHOTOCCELL ADJACENT TO PANEL (TYPICAL).
- 16 INSTALL NEW GROUND POWER UNIT RECEPTACLE AT 4'-0" AFF. EXACT TYPE AND LOCATION TO BE DETERMINED DURING CONSTRUCTION AT LOCATION DIRECTED BY ENGINEER.
- 17 INSTALL NEW EXHAUST FAN AND MOTOR RATED SWITCH AT 18'-0" AFF TO BOTTOM OF UNIT. REFER TO DETAILS FOR INSTALLATION REQUIREMENTS.
- 18 INSTALL NEW OPERABLE LOUVER AT 18'-0" AFF TO BOTTOM OF UNIT, REFER TO DETAILS FOR INSTALLATION REQUIREMENTS.
- 19 INSTALL NEW THERMOSTAT WITH ENCLOSURE. ROUTE CONTROL WIRES IN CONDUIT BACK TO CONTROLLER/EQUIPMENT.

LIGHTING DESIGN CRITERIA:

1. RECOMMENDED MAINTAINED ILLUMINANCE TARGET SHALL BE CATEGORY P 30 FOOTCANDLES, WITH 0.85 LIGHT LOSS FACTOR, FOR SIMPLE INSPECTION.
2. SUBMIT PHOTOMETRIC CALCULATIONS FOR REVIEW AND APPROVAL BY ENGINEER.
3. NO LIGHTING LISTED SHALL HAVE DIMMING CAPABILITIES.

FIXTURE SCHEDULE NOTES:

- 1 PROVIDE FIXTURE WITH INTEGRAL EMERGENCY BATTERY UNIT. 90 MINUTE EMERGENCY OPERATION REQUIRED WHERE SHOWN ON PLANS.
- 2 PROVIDE FIXTURE WITH WIDE LIGHTING DISTRIBUTION AND SEMI-DIFFUSE ACRYLIC LENS.
- 3 PROVIDE FIXTURE WITH UNIVERSAL MOUNTING HARDWARE. INSTALL FIXTURE FOR WALL OR CEILING MOUNTING. PROVIDE FIXTURE WITH SINGLE OR DOUBLE FACE AS INDICATED. IF SHOWN, PROVIDE ARROWS AND INDICATED.
- 4 PROVIDE FIXTURE WITH SELF DIAGNOSTICS AND BATTERY UNIT.
- 5 PROVIDE FIXTURE LISTED FOR DAMP LOCATION. SEE PLANS FOR FIXTURES THAT ARE UNSWITCHED.
- 6 PROVIDE FIXTURE LISTED FOR WET LOCATION.
- 7 PROVIDE EACH FIXTURE WITH TWO CONDUIT PENDANT STEMS AND TWO JUNCTION BOXES WITH SWIVEL HANGER ADAPTER MOUNTING DEVICES. (TYPICAL)
- 8 PROVIDE ONE PHOTOCELL CONTROLLING ALL SIMILAR FIXTURES, LOCATED NEAR PANELBOARD.



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Huntsville, AL 35805
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SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

MASS HANGAR T

ELECTRICAL DETAILS

JOB NO.: 22A01080

DATE: AUG 2023

DESIGNED BY: RGP

DRAWN BY: ABC

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Last plotted by: Ellis, Dakota L. Plot Style: AECmonochrome.ctb Plot Scale: 1" = 1' Plot Date: 8/29/2023 1:26 PM Plotter Used: AutoCAD PDF (General Documentation).pc3

PANEL NAME:		VOLTAGE		PHASE:		WIRE:		NEUTRAL RATING:		PANEL DESCRIPTION:							
DP1		240/120		1		3		100%		MASS HANGAR T PANEL							
MAINS:		MOUNTING:		MAX. NO. OF CIRCUITS:		MANUFACTURER:		PANEL A.I.C. RATING:		LOCATION:							
225A MCB		Surface		30		N/A		65 000 A		EXTERIOR OF MASS HANGAR T							
NO	DESCRIPTION	BRANCH POLES		BKR	WIRE (AWG)	VA A B		Load Type	Load Type	VA A B		WIRE (AWG)	BRANCH BKR	POLES	DESCRIPTION	NO.	
1	DOOR MOTOR	2	80	2	7200			E L		1300			8	20	1	INTERIOR LIGHTING 1	2
3	DOOR MOTOR	-	80	2		7200		E L			1300		8	20	1	INTERIOR LIGHTING 2	4
5	GPU 1	2	80	6	6000			E L		1300			8	20	1	INTERIOR LIGHTING 3	6
7	GPU 1	-	80	6		6000		E L			1300		8	20	1	INTERIOR LIGHTING 4	8
9	GPU 2	2	80	6	*			E L		296			12	20	1	NORTH EXTERIOR LIGHTING	10
11	GPU 2	-	80	6		*		E L			272		12	20	1	SOUTH EXTERIOR LIGHTING	12
13	GPU 3	2	80	4	*			E L		412			10	20	1	WEST EXTERIOR LIGHTING	14
15	GPU 3	-	80	4		*		E R			720		10	20	1	RECEPTACLES 1	16
17	GPU 4	2	80	2	*			E R		1260			8	20	1	RECEPTACLES 2	18
19	GPU 4	-	80	2		*		E R			720		8	20	1	RECEPTACLES 3	20
21	EXHAUST FAN 1	1	20	4	1920			H					-	20	1	SPARE	22
23	EXHAUST FAN 2	1	20	4		1920		H					-	20	1	SPARE	24
25	SPARE	1	20	-									-	20	1	SPARE	26
27	SPARE	1	20	-									6	60	2	SPD	28
29	SPARE	1	20	-									6	60	-	SPD	30

				Total			
Description	Code	A	B		SUM	%	
LIGHTING	L	3308	2872		6180	16	
RECEPT	R	1260	1440		2700	7	
EQUIP.	E	13200	13200		26400	67	
OTHER		0	0		0	0	
HVAC	H	1920	1920		3840	10	
CUSTOM	HS	0	0		0	0	
ADDITIONAL		0	0		0	0	
TOTAL		19688	19432		39120		
DEMAND		19688	19432		39120	100	
%		50	50				

Design Load (kVA)	
7.73	
2.70	
26.40	
0.00	
4.80	
0.00	
0.00	
41.63	
Spare	15%

Total Connected Load	
163.0 Amps	39.12 kVA

Total Design Load *	
204.0 Amps	48.97 kVA

* Total Design Load includes calculated Design Loads per NEC Demand Factors and the stated Spare Capacity.



MASS HANGAR T-HANGAR PANEL SCHEDULE

SCALE: NONE

PANEL SCHEDULE NOTES:

- COORDINATE ALL EQUIPMENT, LOADS, CIRCUIT BREAKER SIZING, AND WIRE SIZING WITH HANGAR MANUFACTURER AND EQUIPMENT PROVIDED. CONTRACTOR SHALL MAKE ANY ADJUSTMENTS TO UPSIZE WIRES, CIRCUIT BREAKERS, OR PANEL AS NECESSARY.
- ONLY ONE GPU SHALL BE USED AT A TIME INSIDE HANGAR. EACH GPU RECEPTACLE SHOULD HAVE INFORMATION SIGN READING "ONLY ONE GPU IS PERMITTED FOR USE AT A TIME".

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SHELBY COUNTY
ALABAMA

ALABAMA
LICENSED
NO. 81232
PROFESSIONAL
ENGINEER
HYANG G. PATTON
Digitally Signed: 08/29/2023

BY				
DESCRIPTION				
DATE				
REV.				

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SHELBY COUNTY, ALABAMA

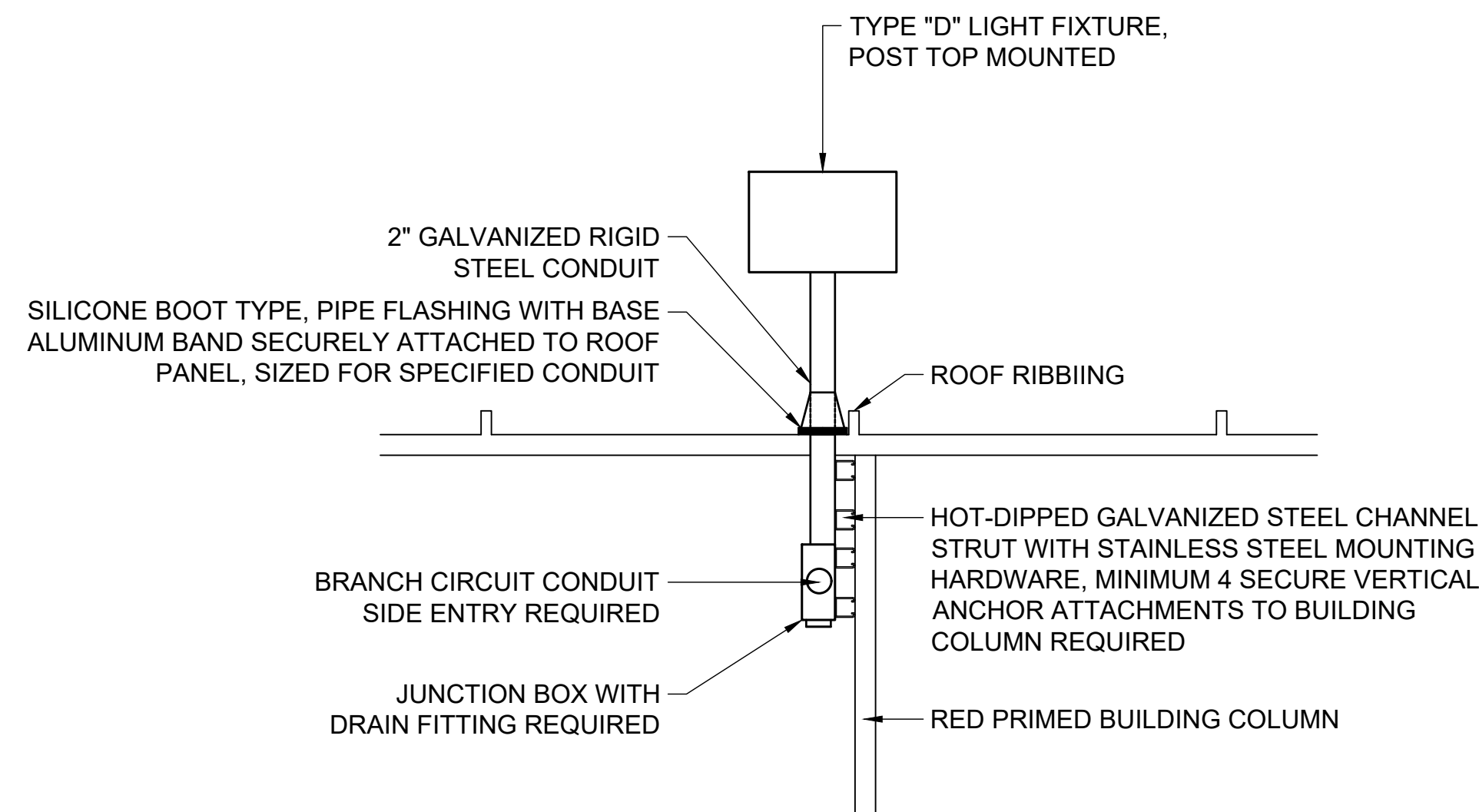
MASS HANGAR T

ELECTRICAL DETAILS

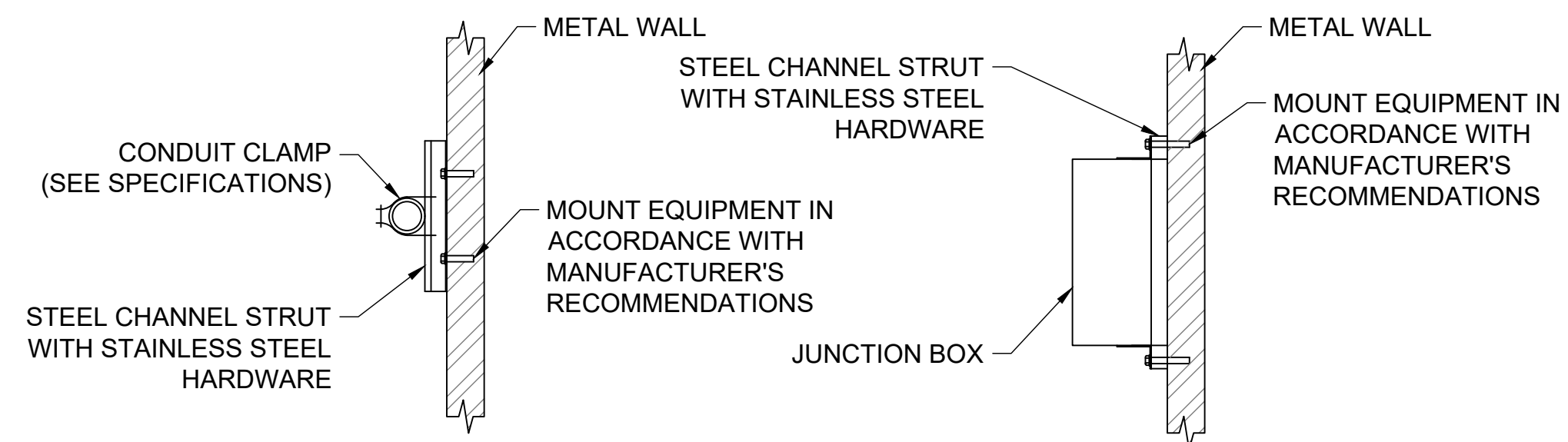
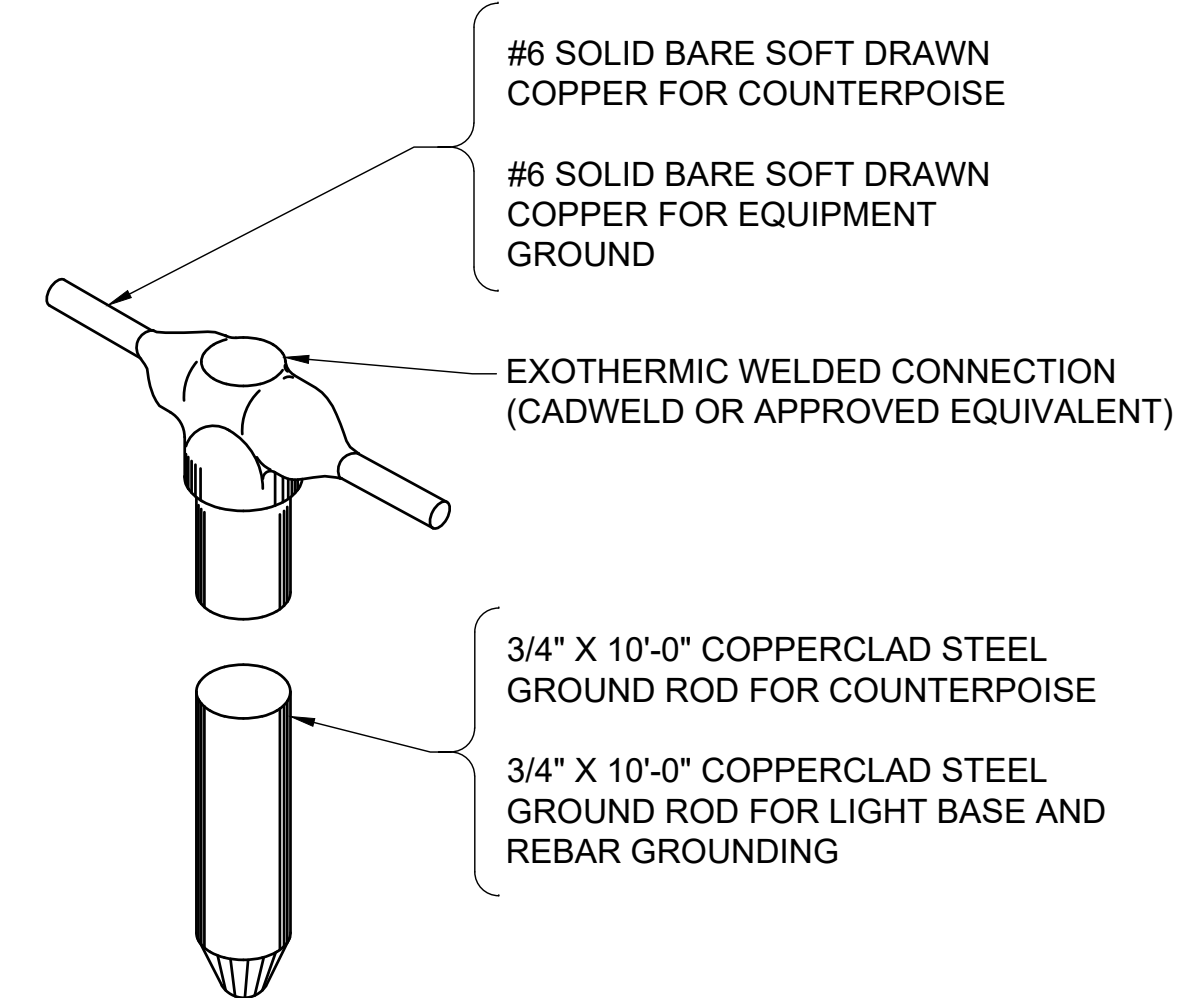
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- FIXTURE MOUNTING NOTES:



- NOTES:



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ALABAMA
LICENSED
★ *Ryan G. Patton* ★
NO. 31232
PROFESSIONAL
ENGINEER
RYAN G. PATTON

Digitally Signed 08/29/2023

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ELECTRICAL DETAILS

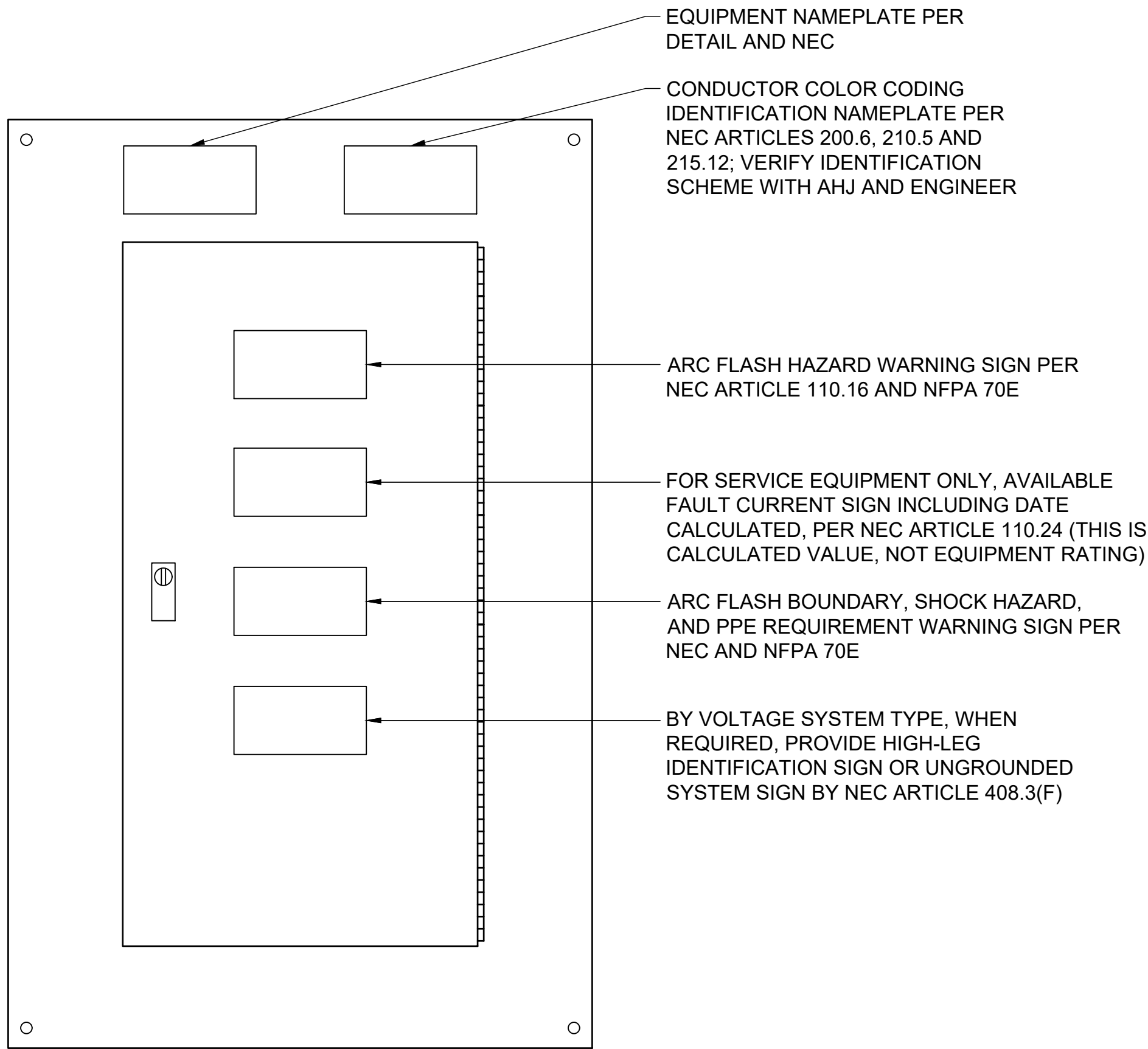
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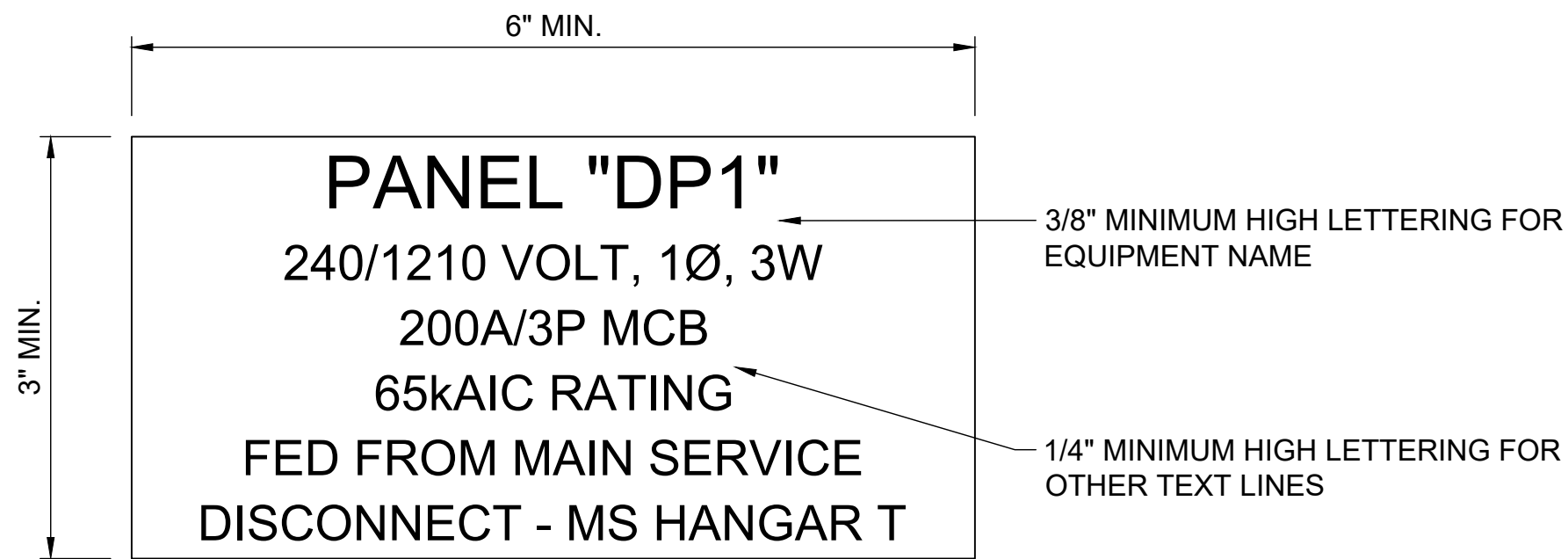
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PANEL FRONT VIEW

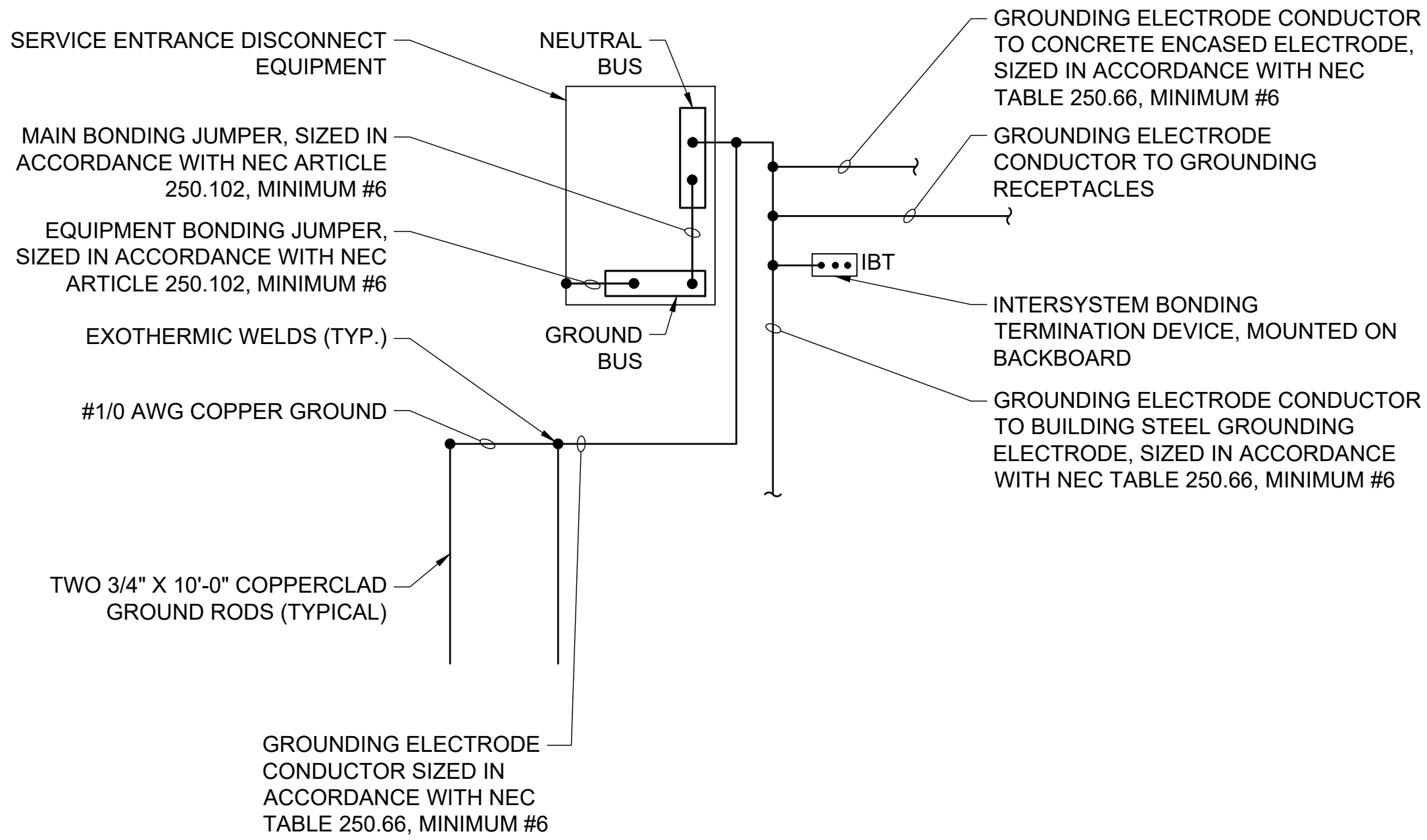
GENERAL NOTES:

1. INSTALL ALL NAMEPLATES AND WARNING SIGNS IN ACCORDANCE WITH NEC AND NFPA 70E REQUIREMENTS.
2. INSTALL NAMEPLATES AND WARNING SIGNS ON ALL ELECTRICAL EQUIPMENT, INCLUDING BUT NOT LIMITED TO, SWITCHBOARDS, PANELBOARDS, TRANSFORMERS, SWITCHES, CONTROL PANELS, AND MOTOR CONTROL CENTERS.
3. EXTERIOR EQUIPMENT SHALL HAVE WEATHER-RESISTANT, NON-FADING NAMEPLATES AND SIGNAGE.
4. REFER TO SPECIFICATIONS FOR ADDITIONAL NAMEPLATE AND SIGNAGE REQUIREMENTS.



EQUIPMENT NAMEPLATE NOTES:

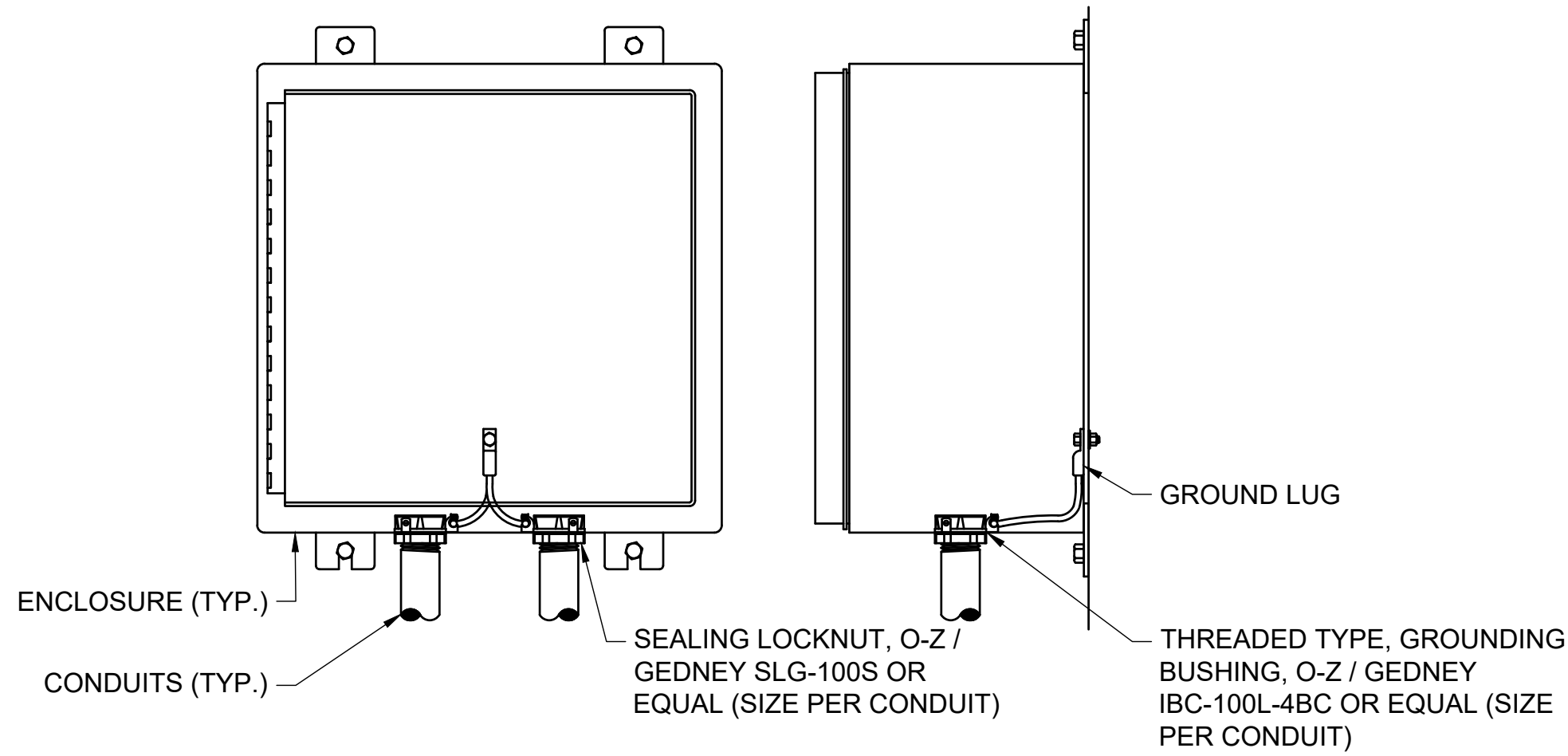
1. INSTALL 2-PLEX ACRYLIC, WHITE ON BLACK CORE, MULTIPLE LINES TEXT, CUSTOM ENGRAVED NAME PLATES.
2. MOUNT WITH STAINLESS STEEL SCREWS.
3. SEAL SCREW HOLES WITH SILICONE RUBBER.
4. NAMEPLATE INFORMATION SHALL INCLUDE:
 - A. IDENTIFICATION NAME
 - B. VOLTAGE SYSTEM
 - C. AMPACITY RATING AND TYPE
 - D. EQUIPMENT AIC RATING
 - E. FEEDER DESCRIPTION



2
ED-1.05

GROUNDING SYSTEM CONNECTIONS

SCALE: NONE



NOTES:

1. ALL SERVICE, FEEDER, AND BRANCH CIRCUIT CONDUITS SHALL BE GROUNDED ON BOTH ENDS.

3
ED-1.05

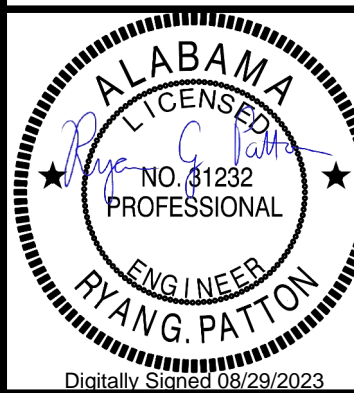
CONDUIT GROUNDING DETAIL

SCALE: NONE



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SHELBY COUNTY AIRPORT
SHELBY COUNTY, ALABAMA

MASS HANGAR T

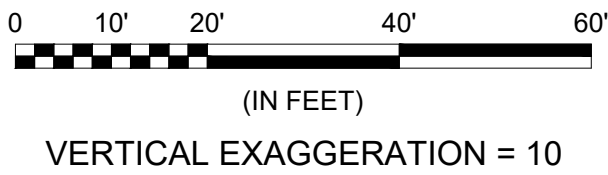
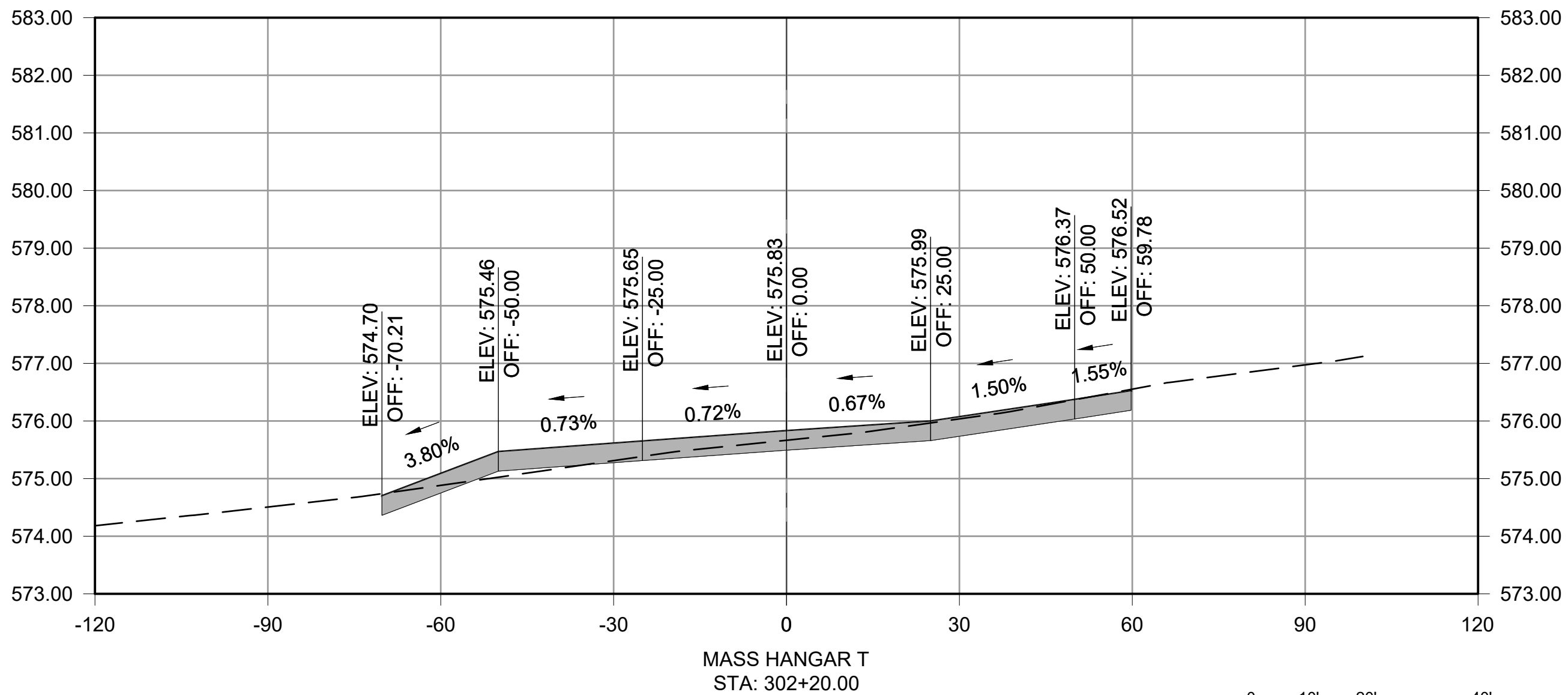
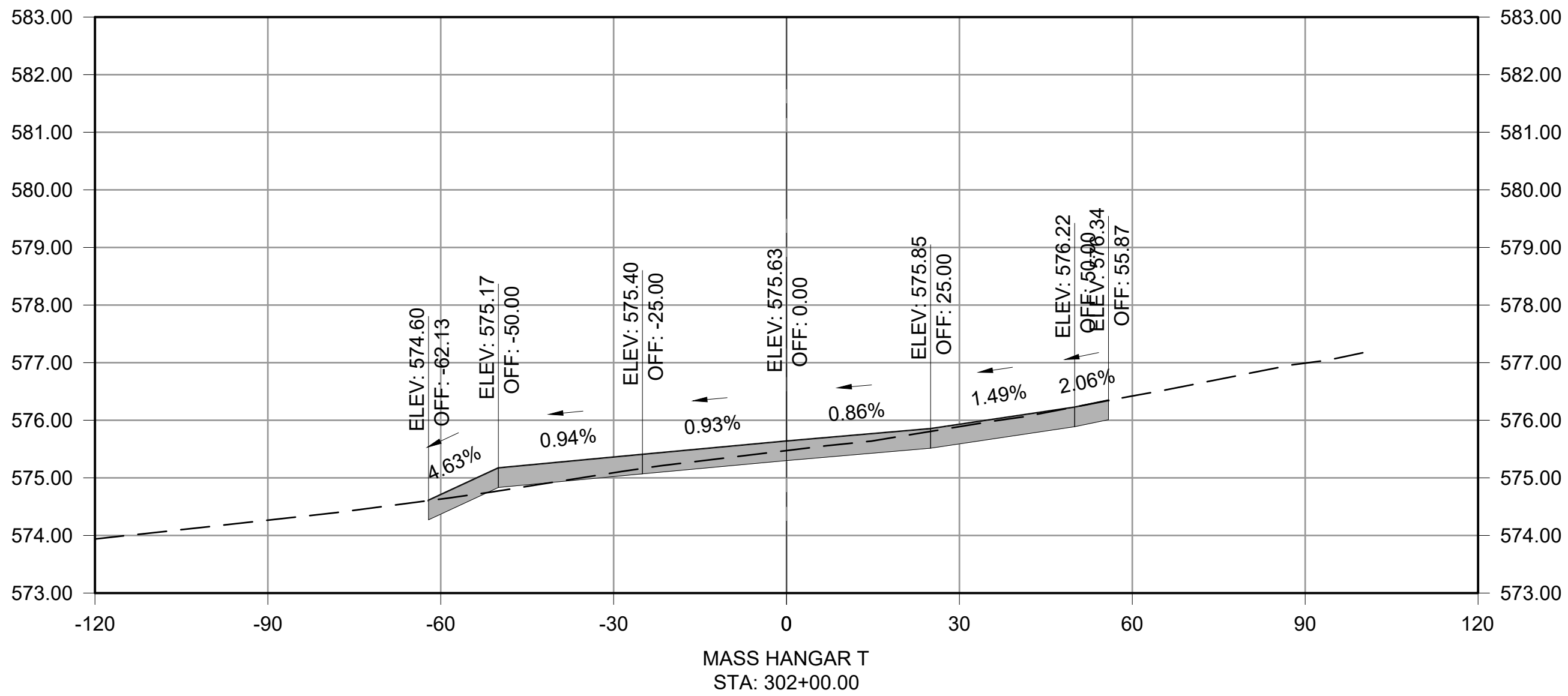
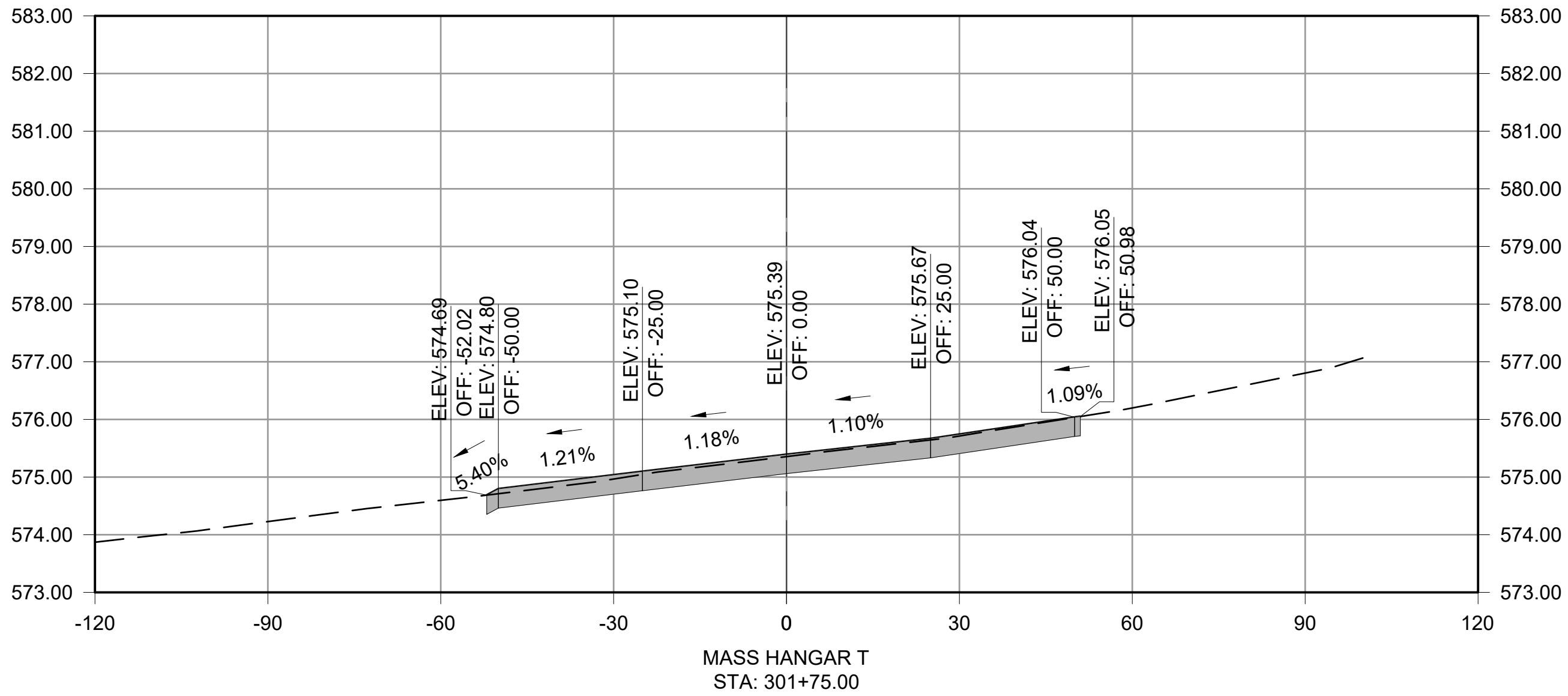
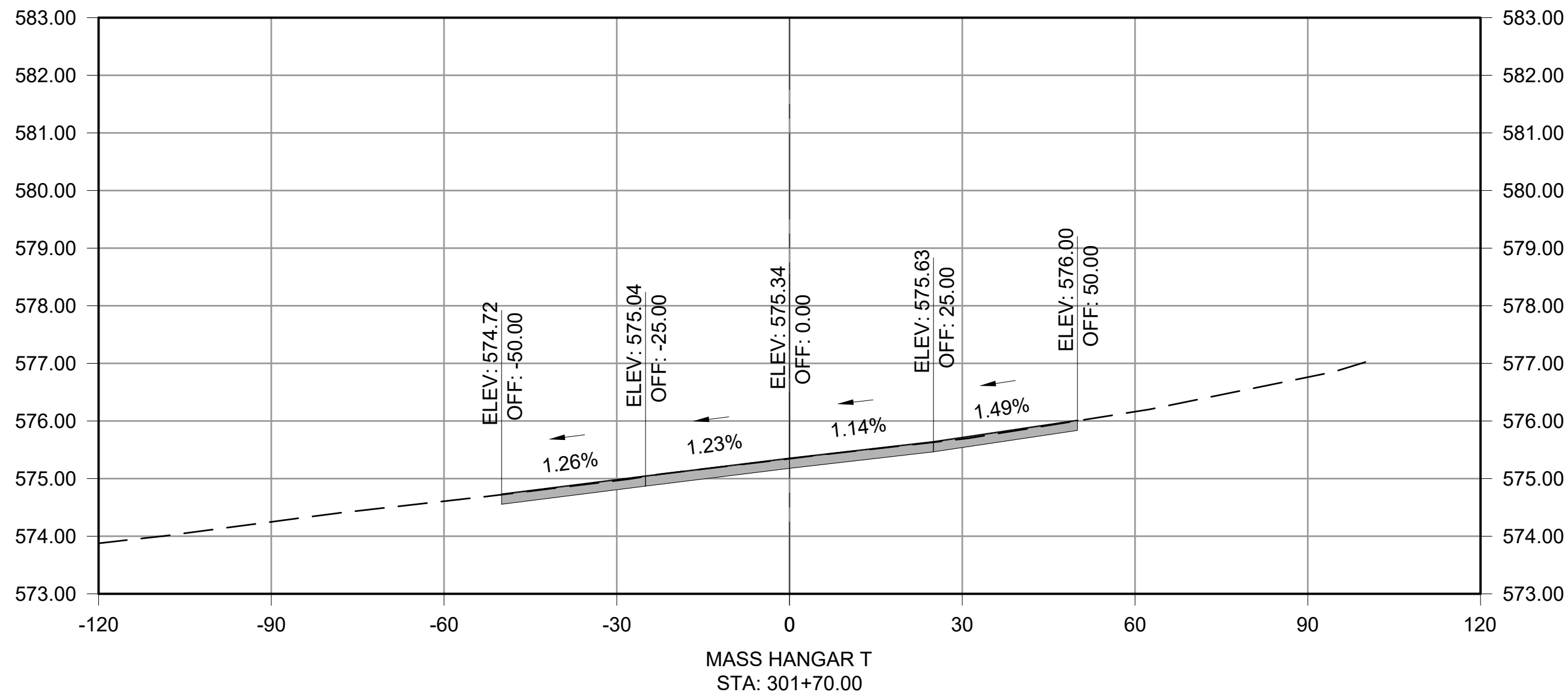
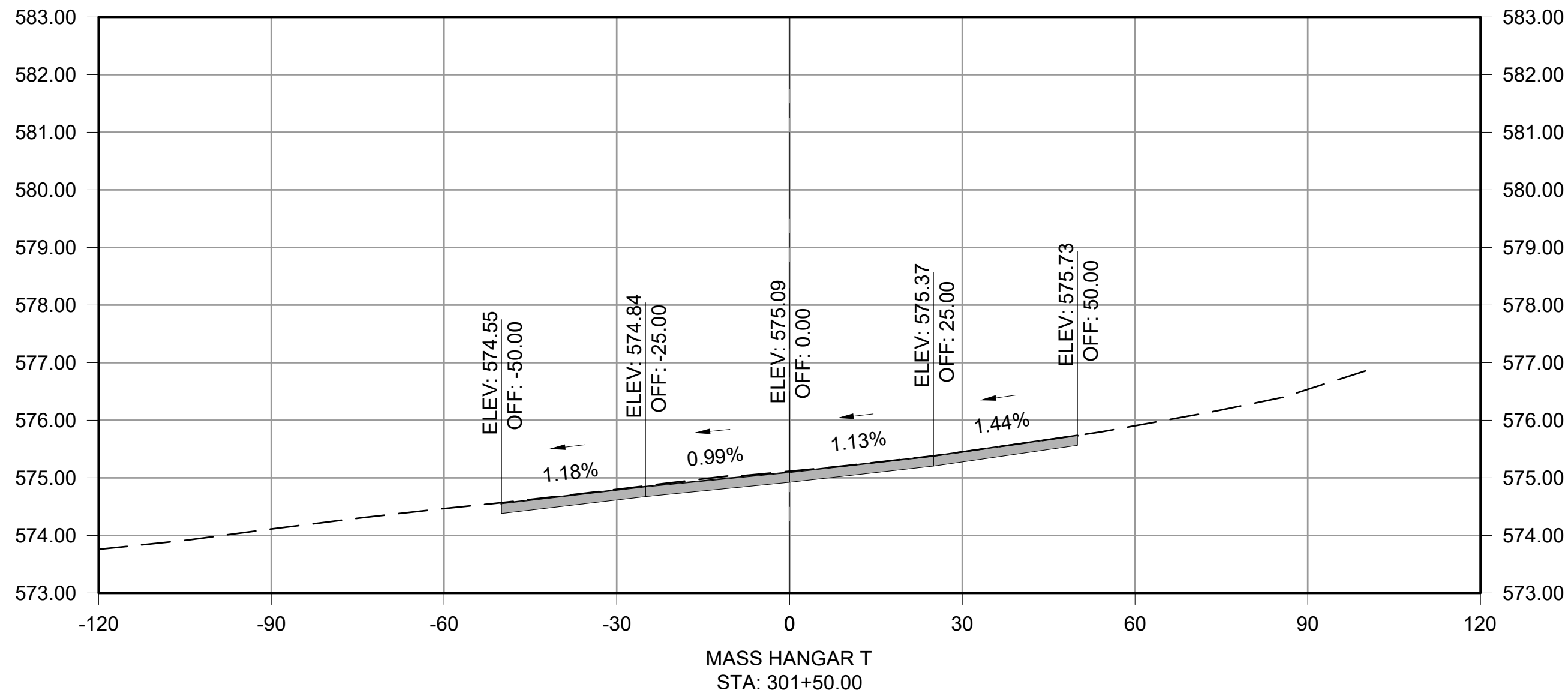
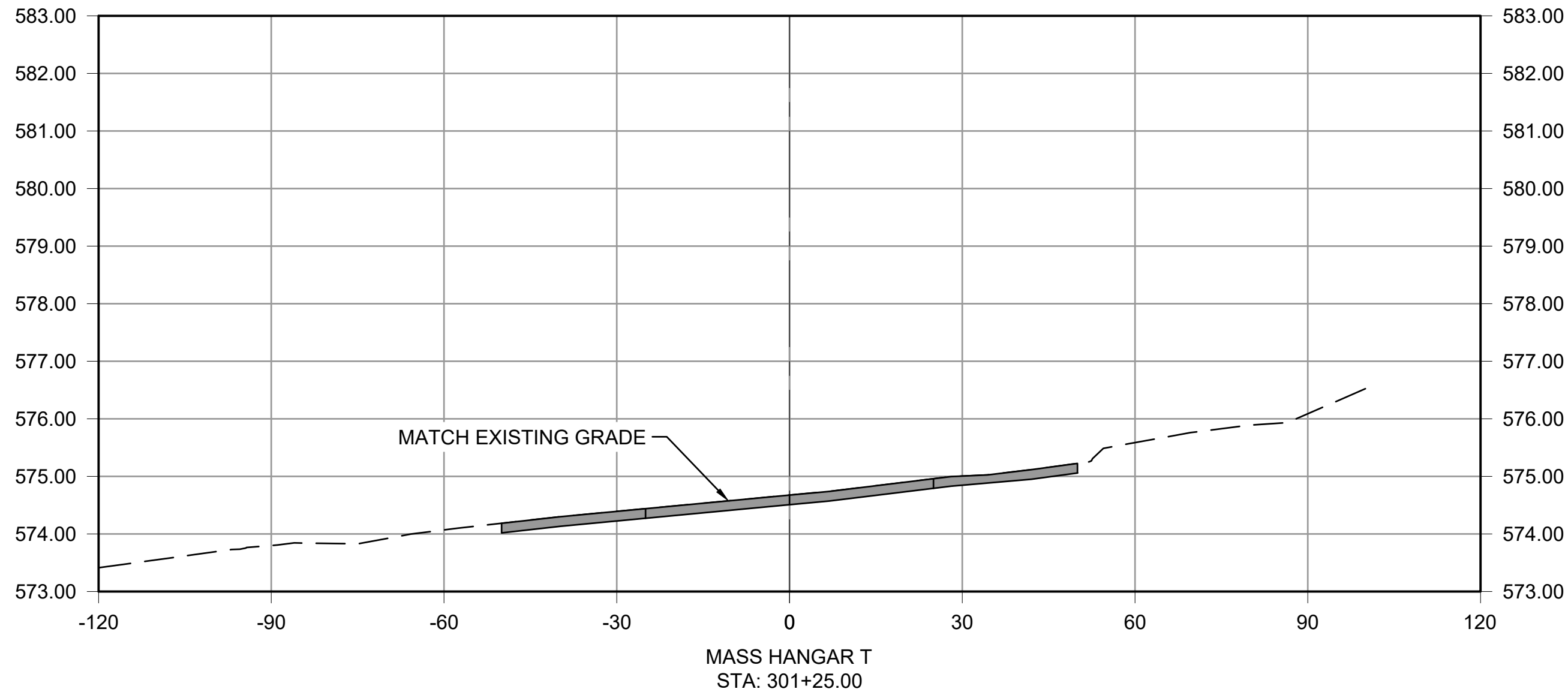
ELECTRICAL DETAILS

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ALABAMA
LICENSED
No. 53010
PROFESSIONAL
ENGINEER
WILLIAM U. HALEY

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SHELBY COUNTY, ALABAMA

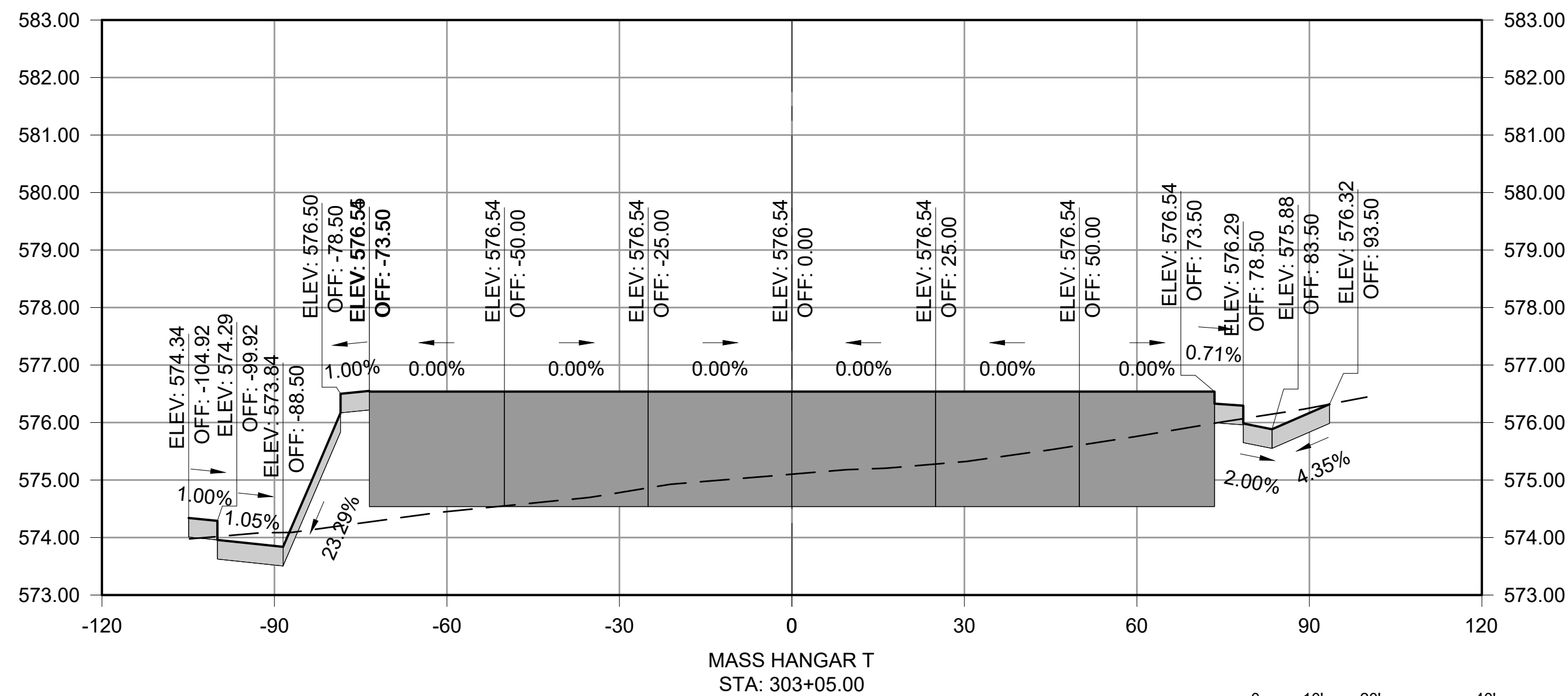
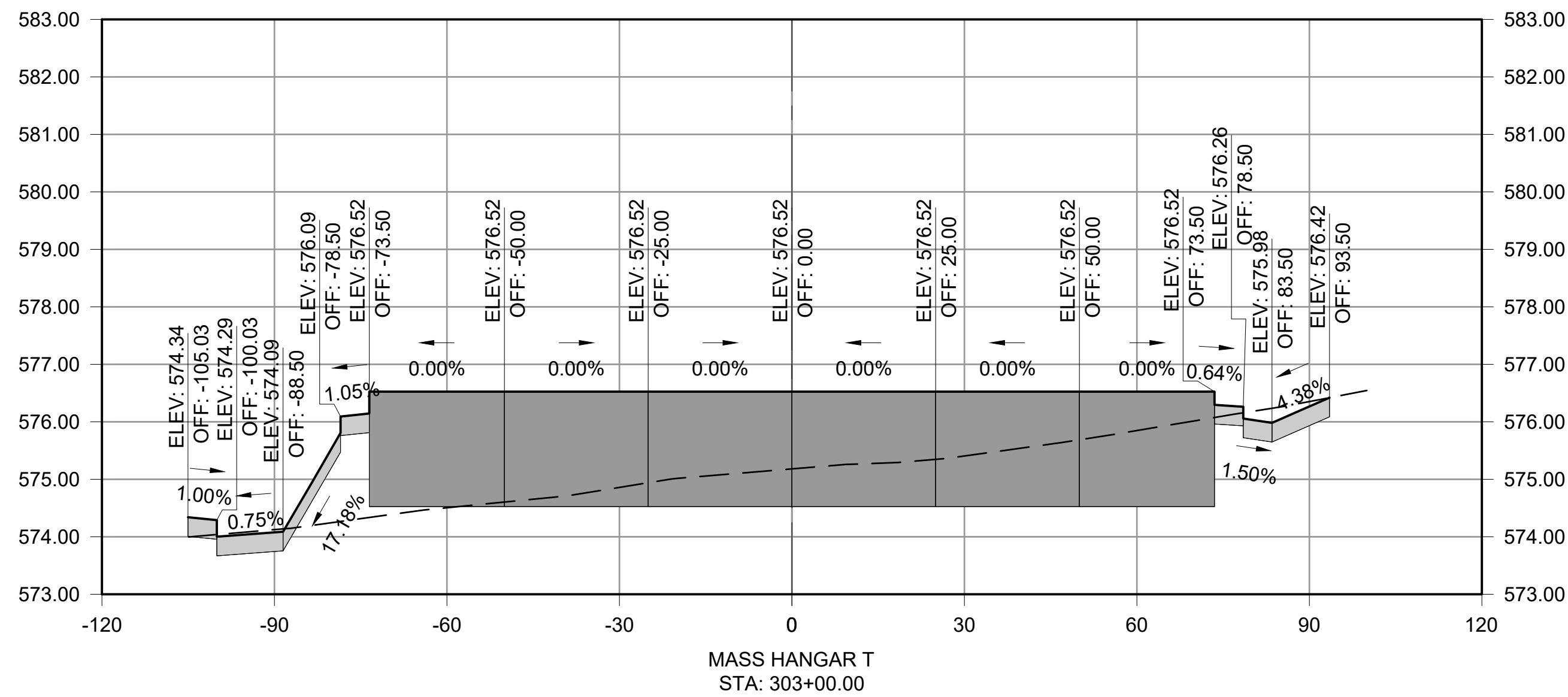
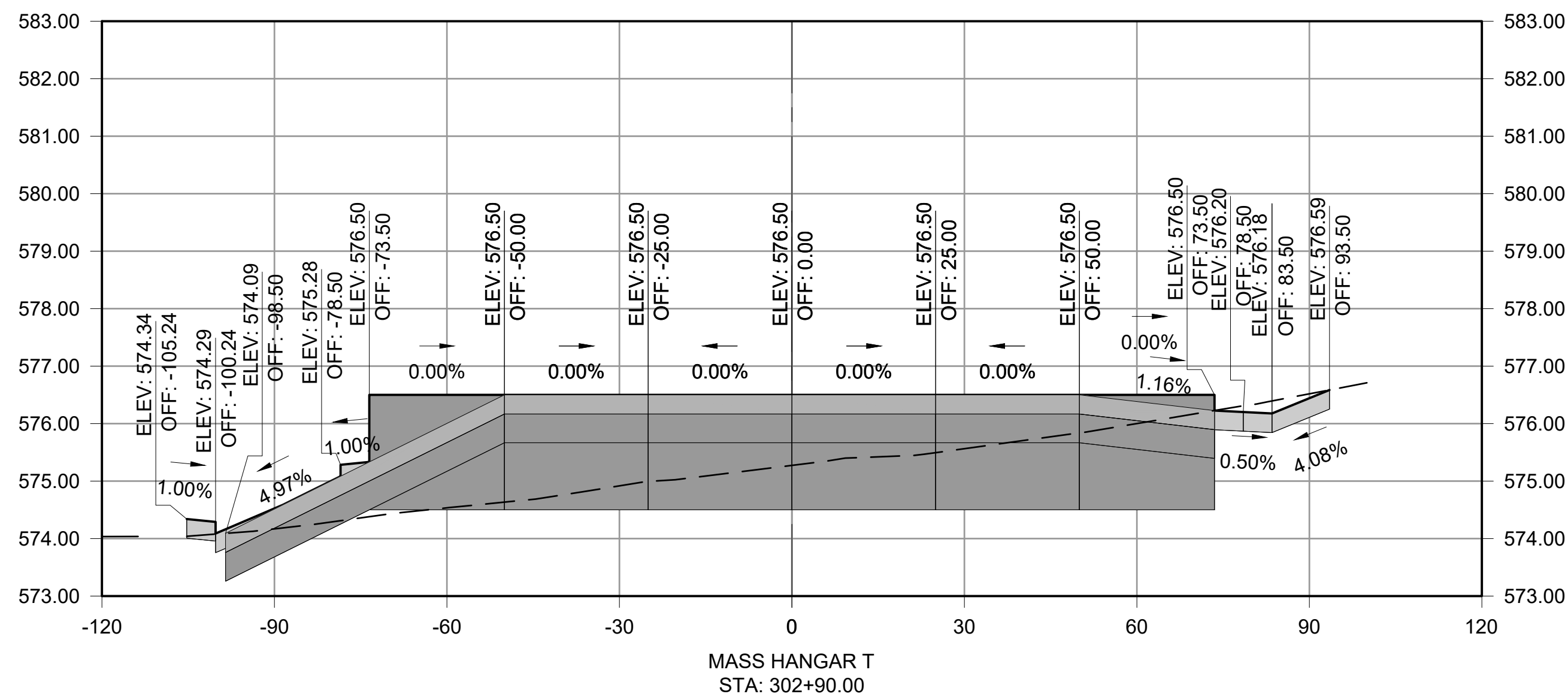
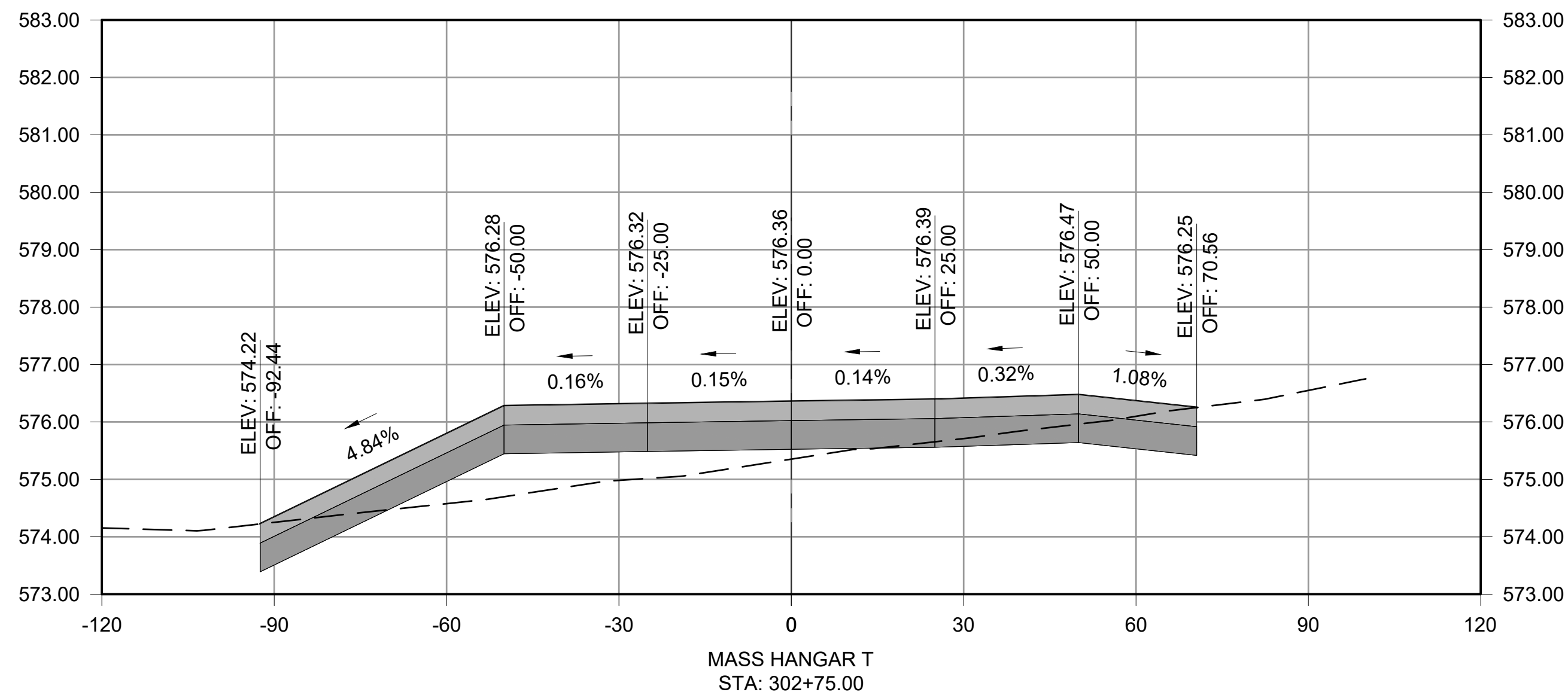
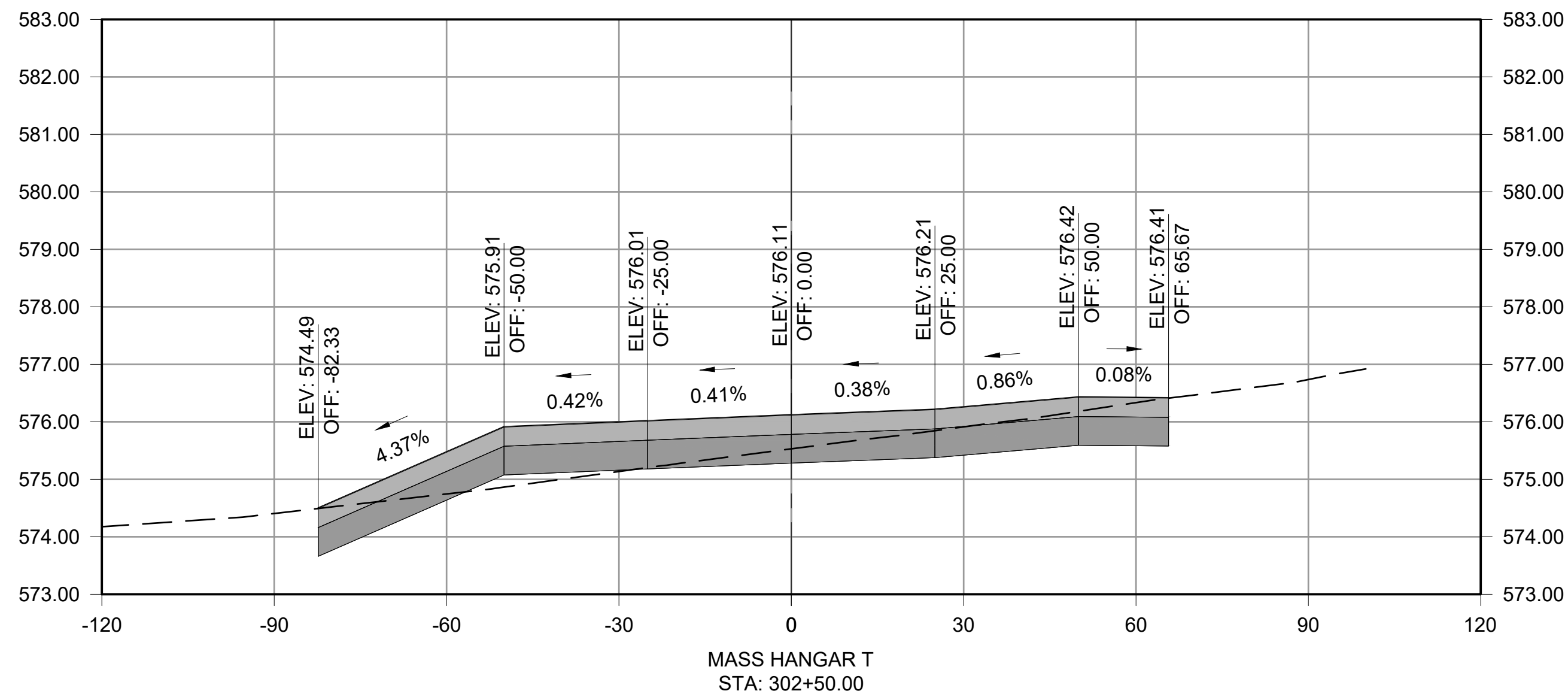
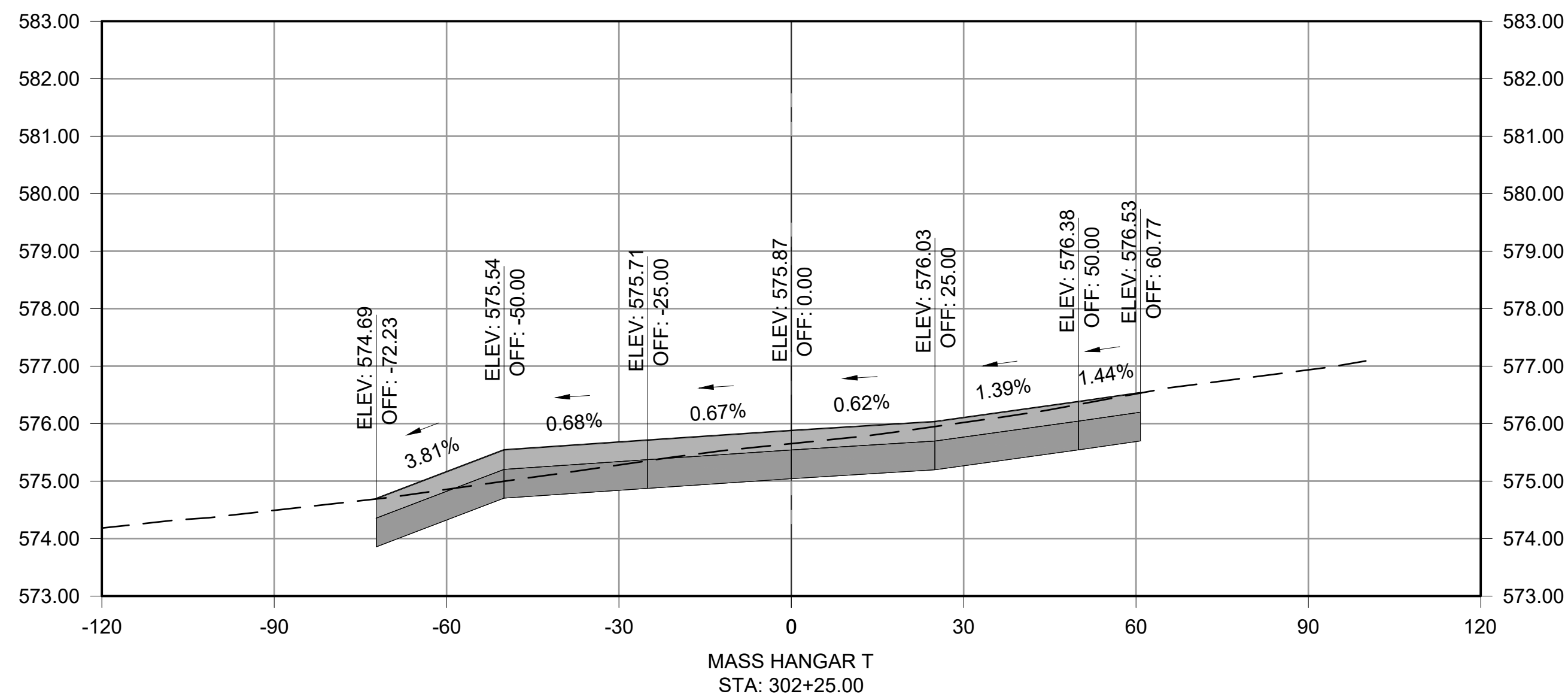
MASS HANGAR T

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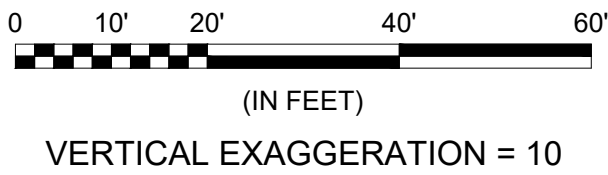
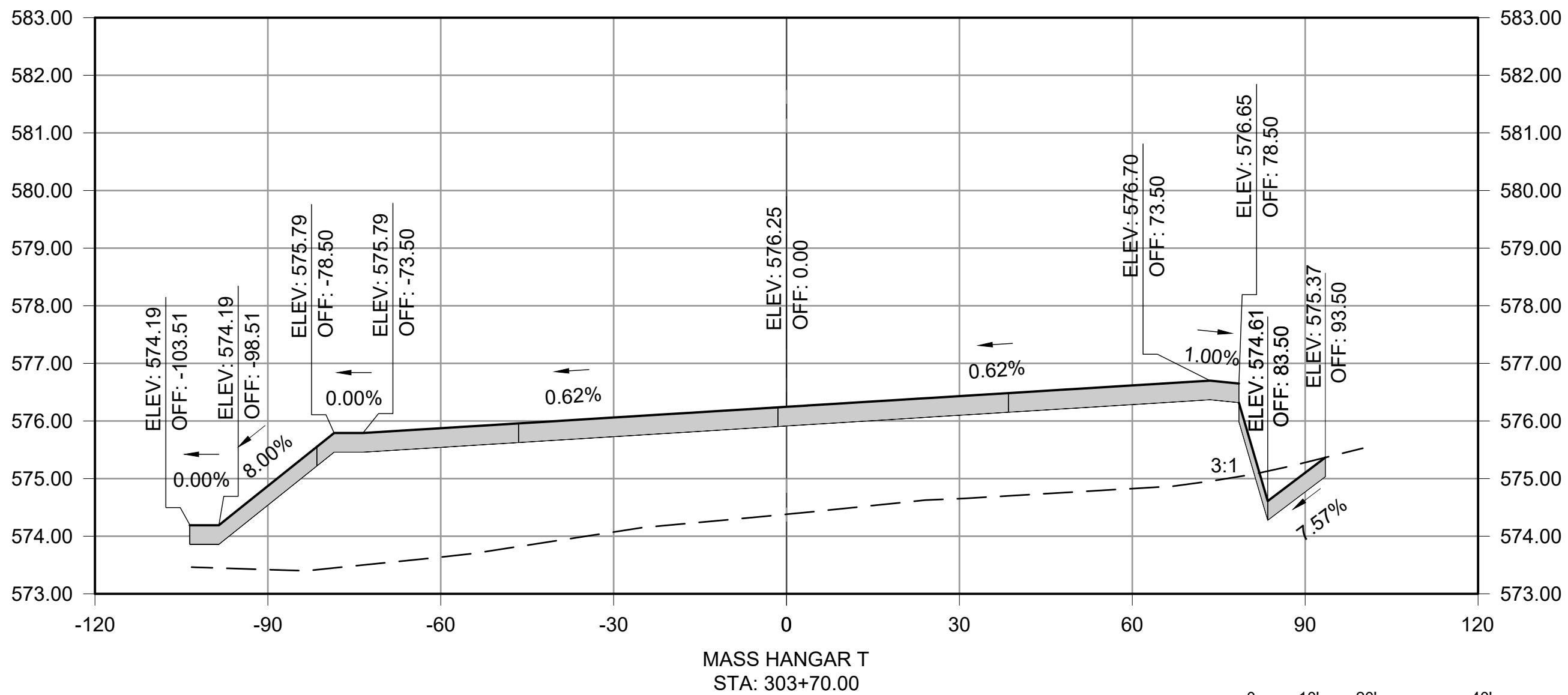
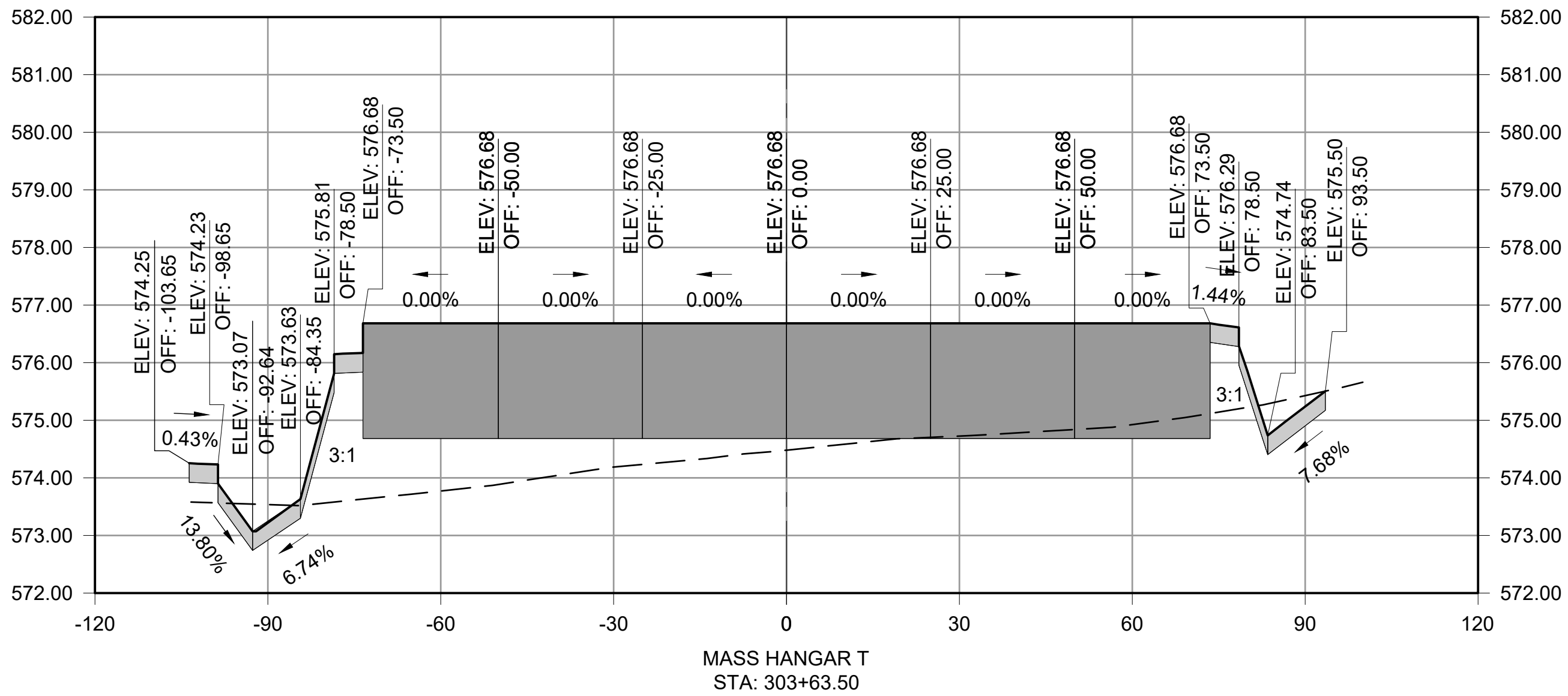
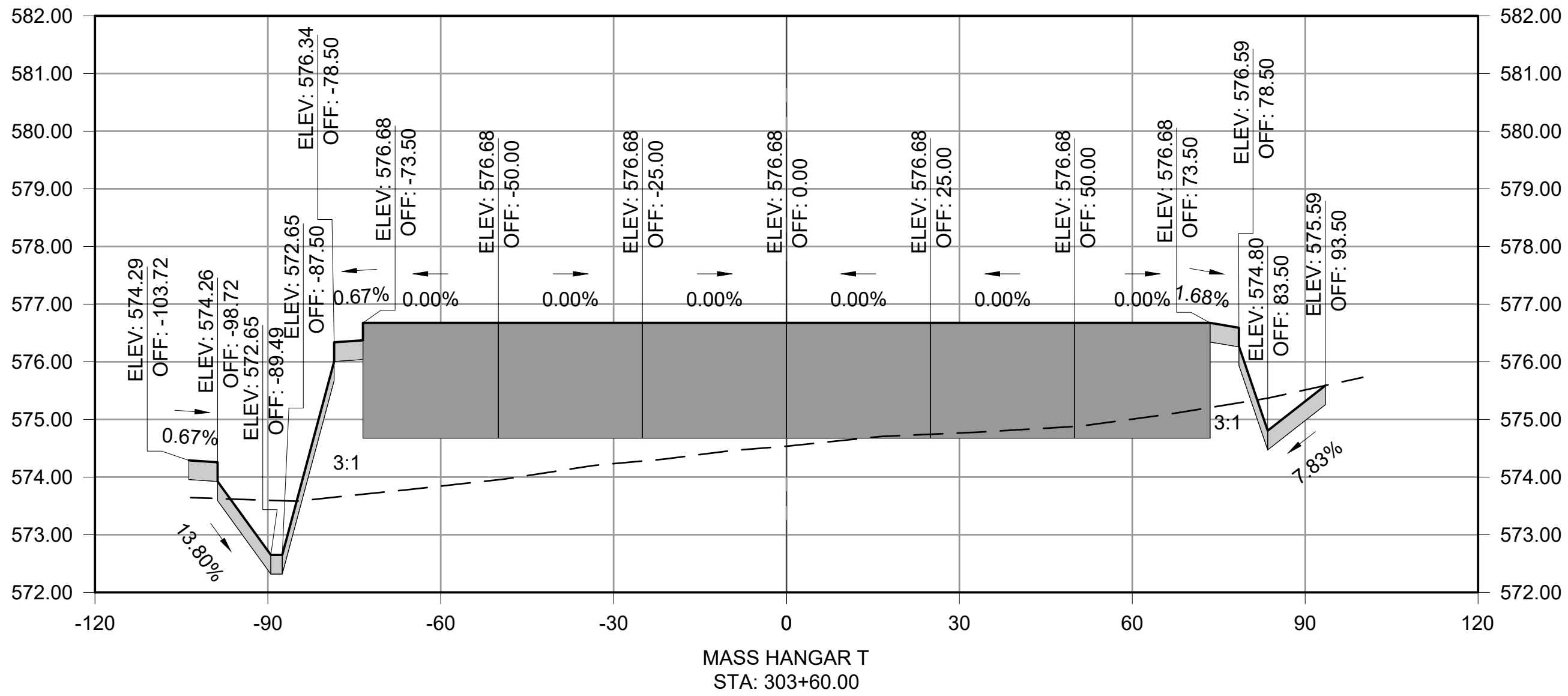
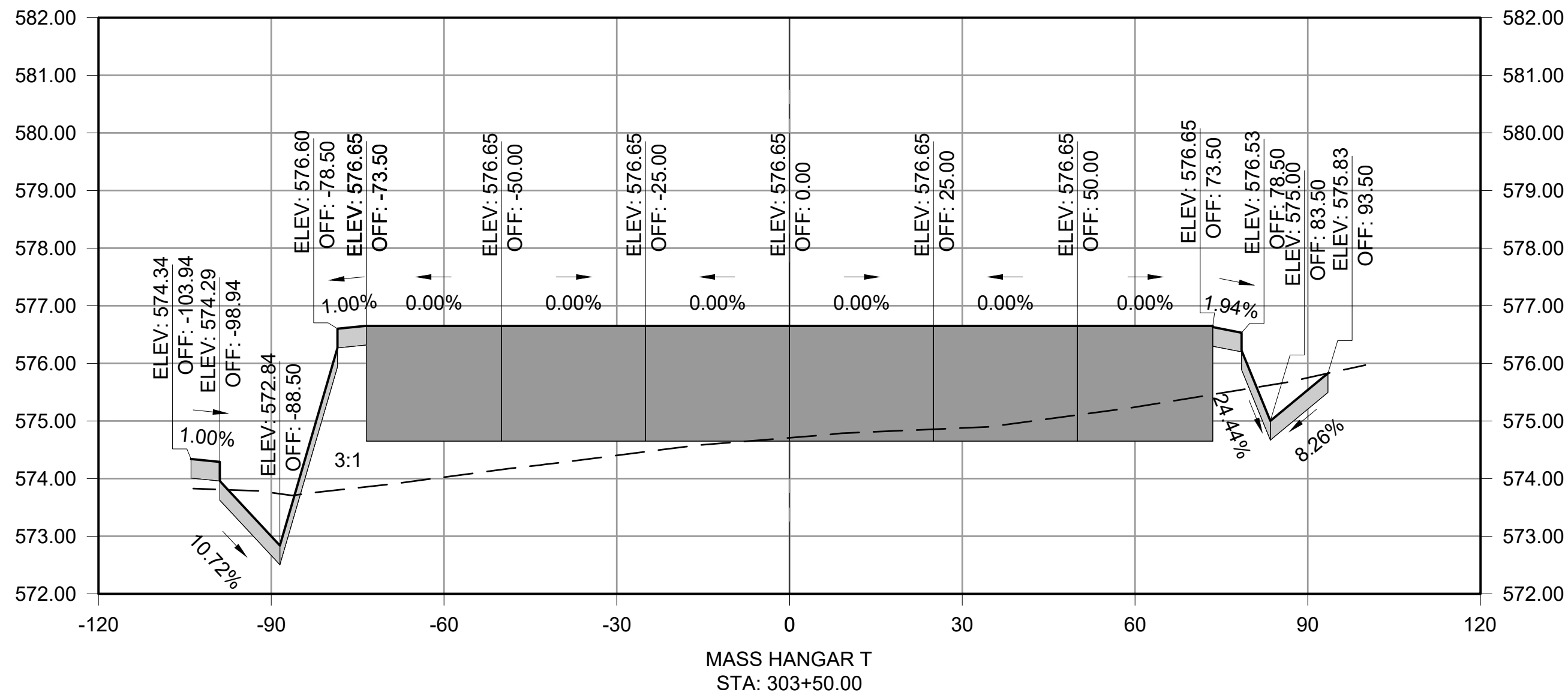
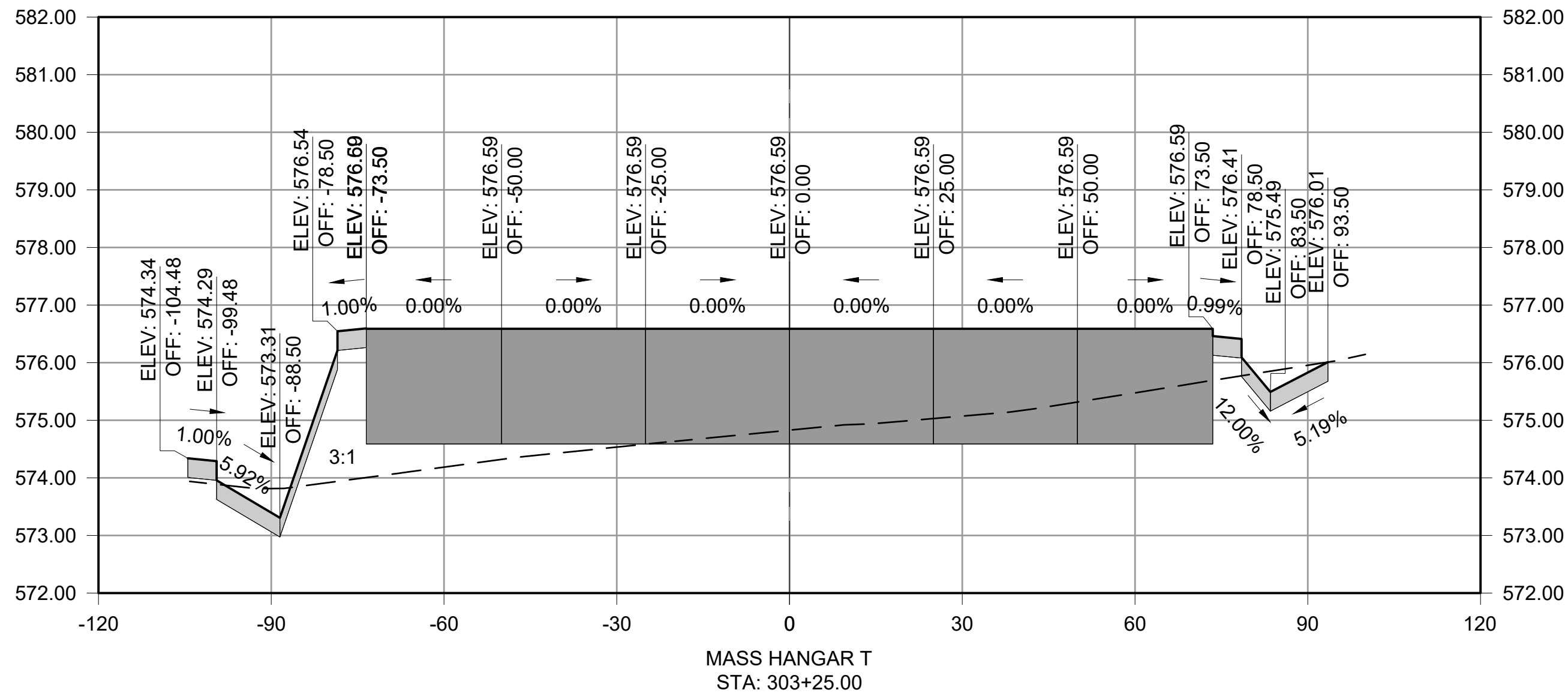
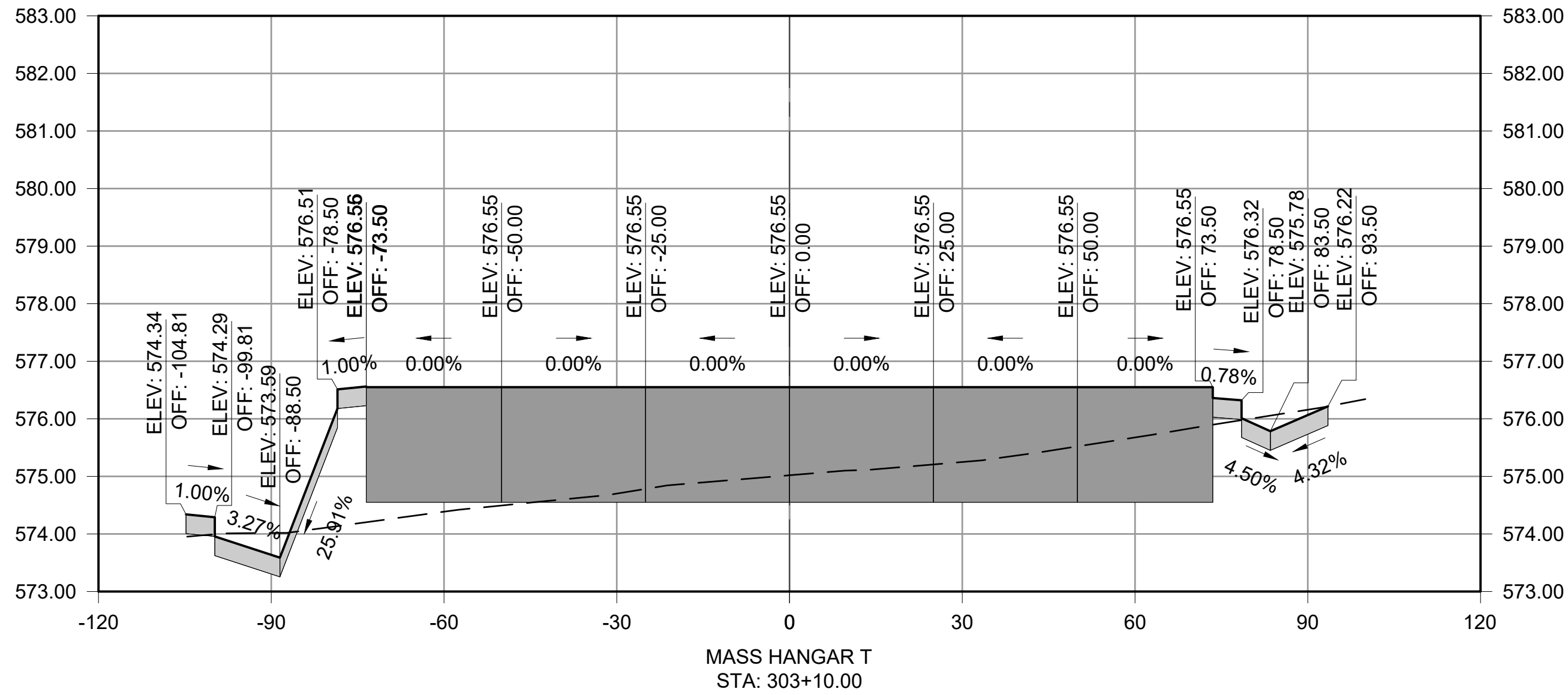
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MASS HANGAR T

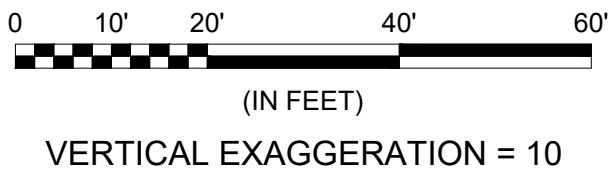
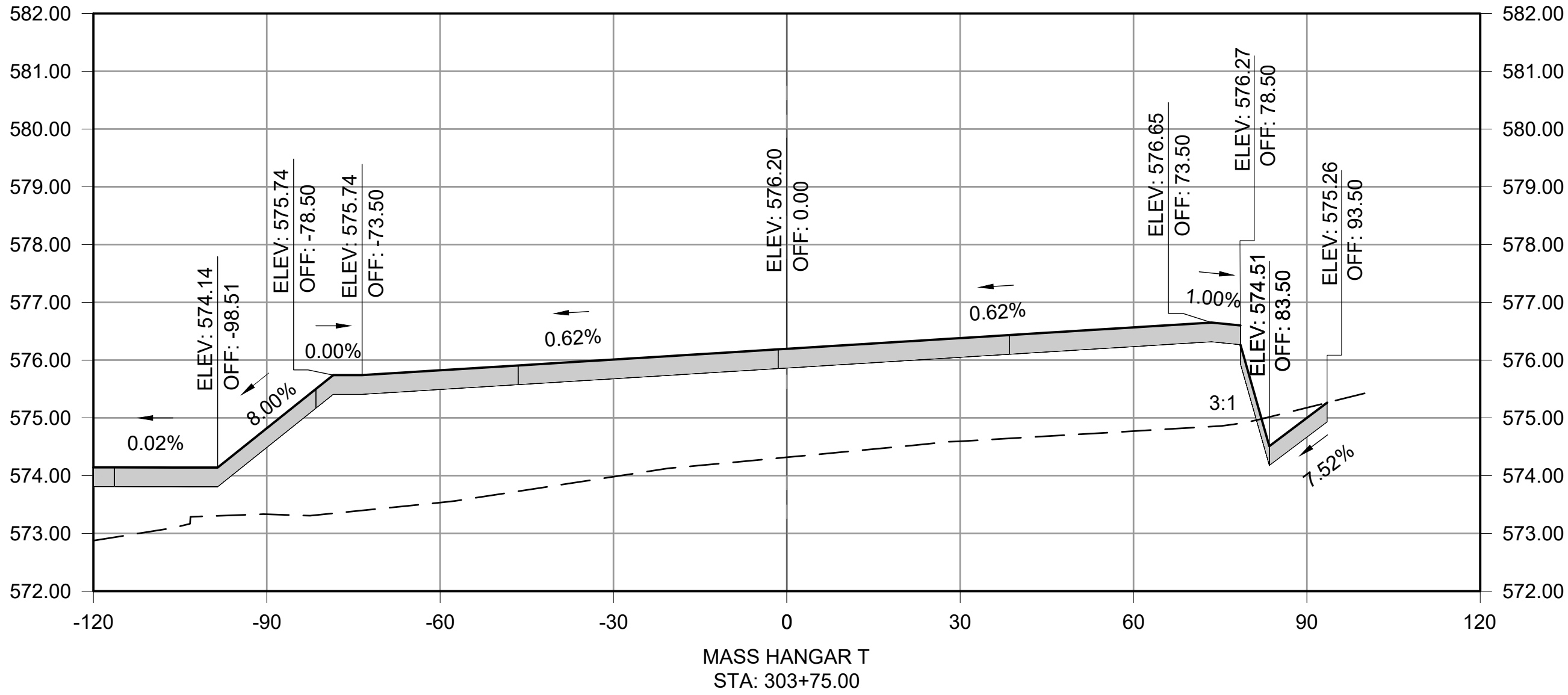
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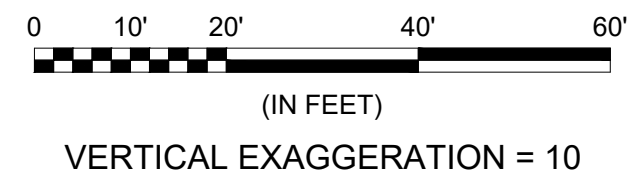
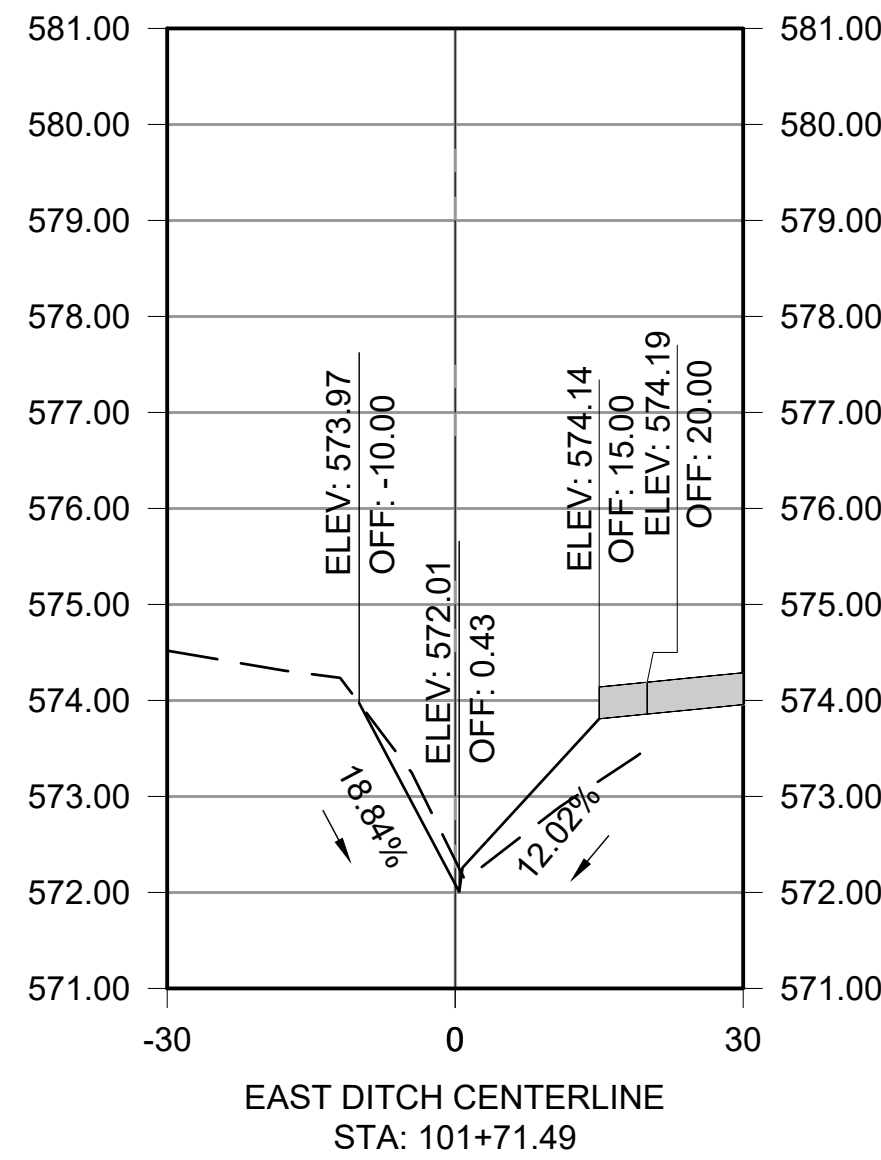
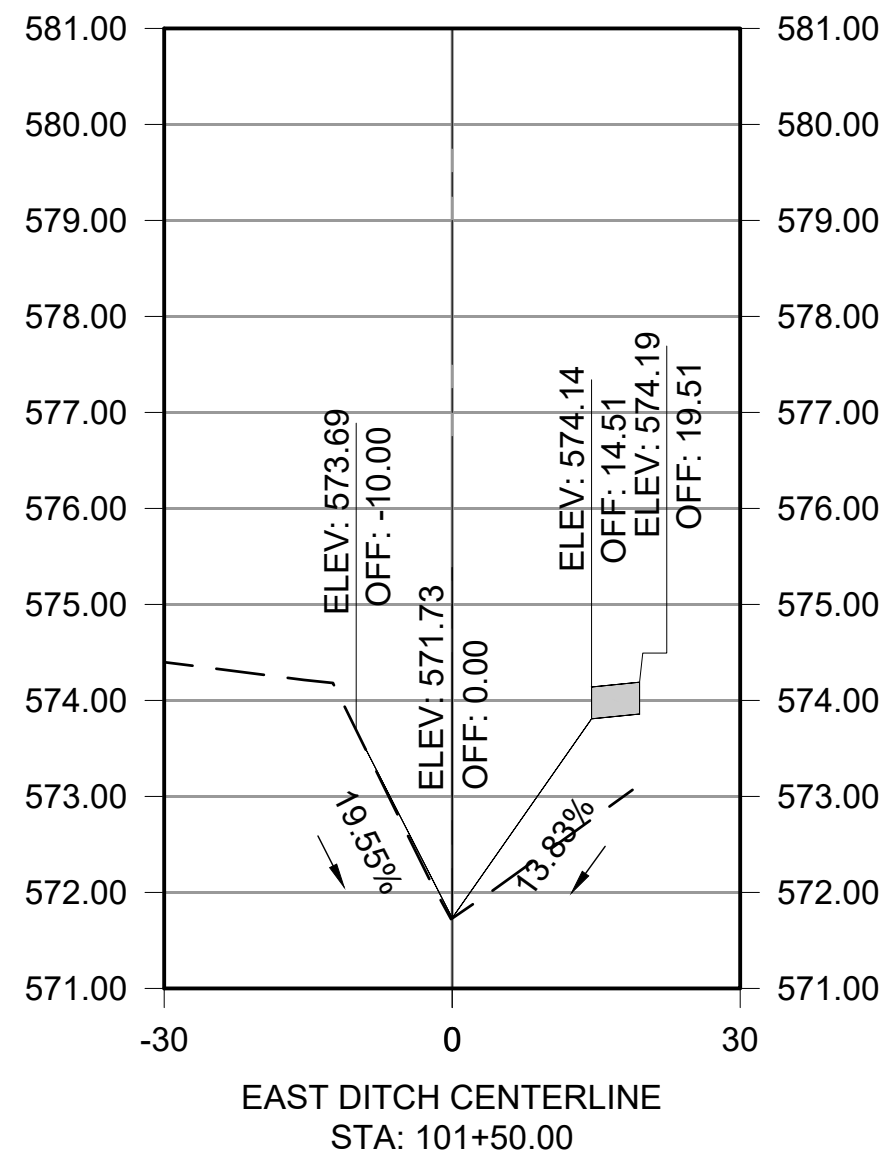
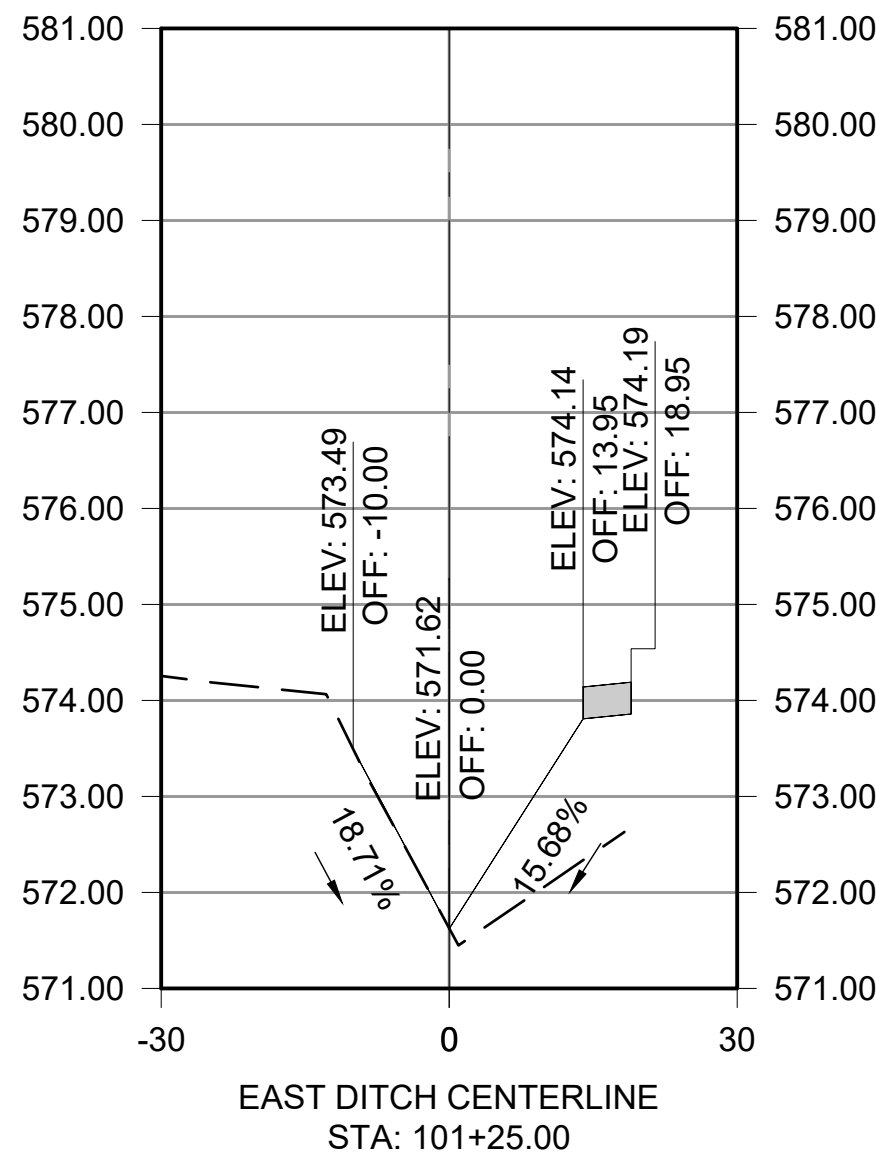
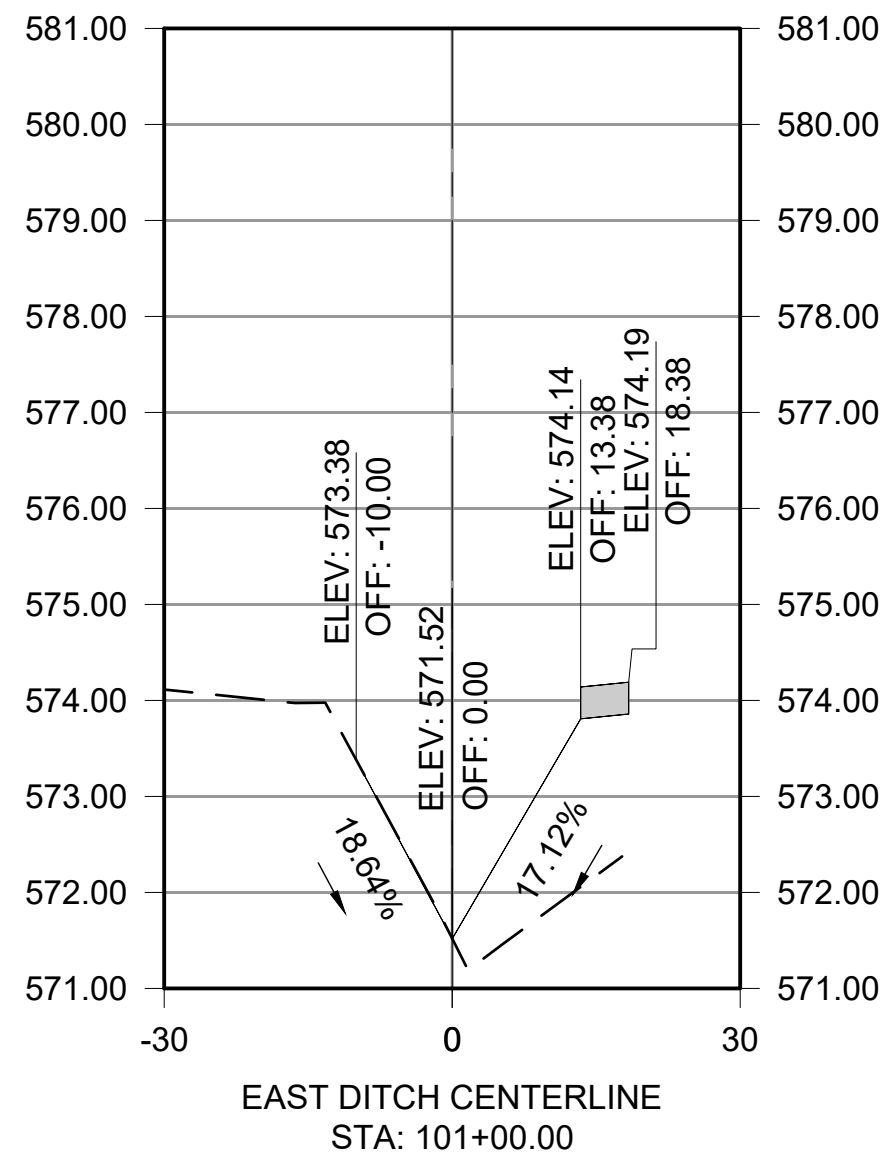
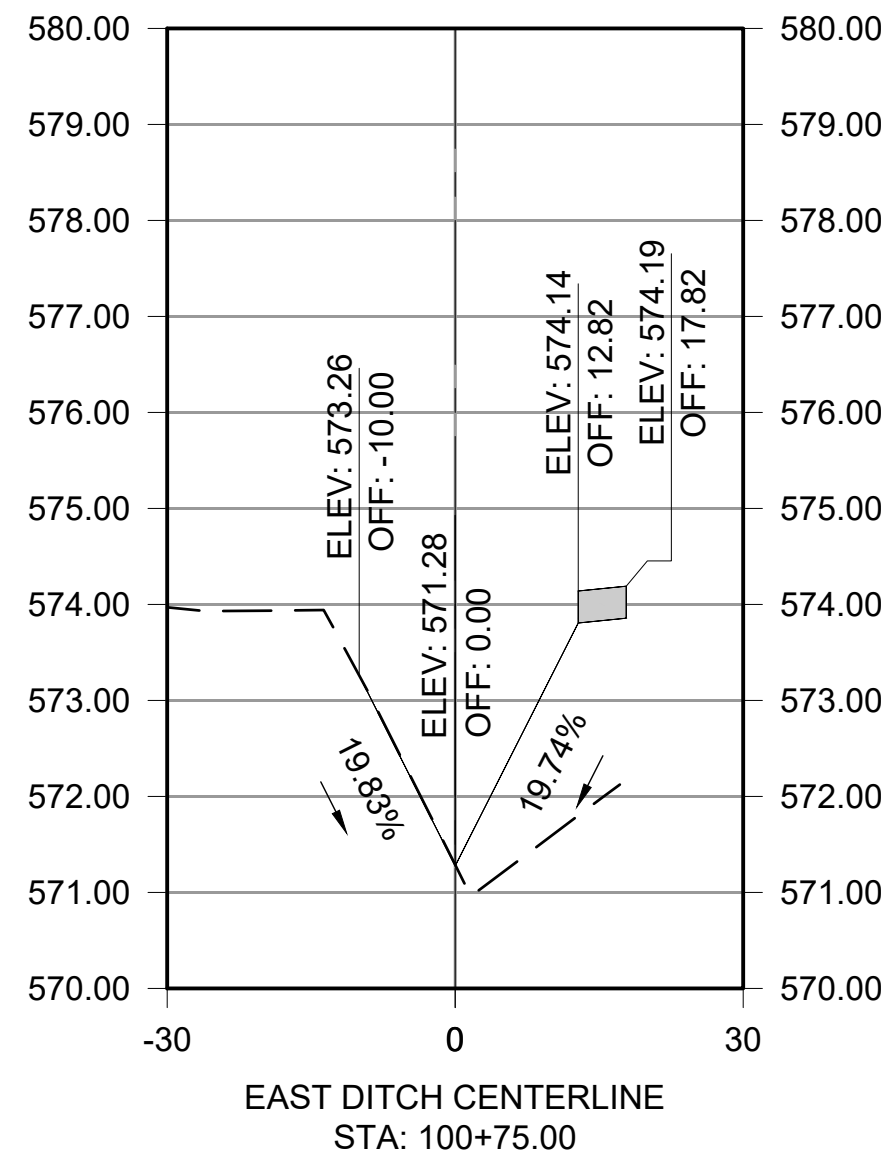
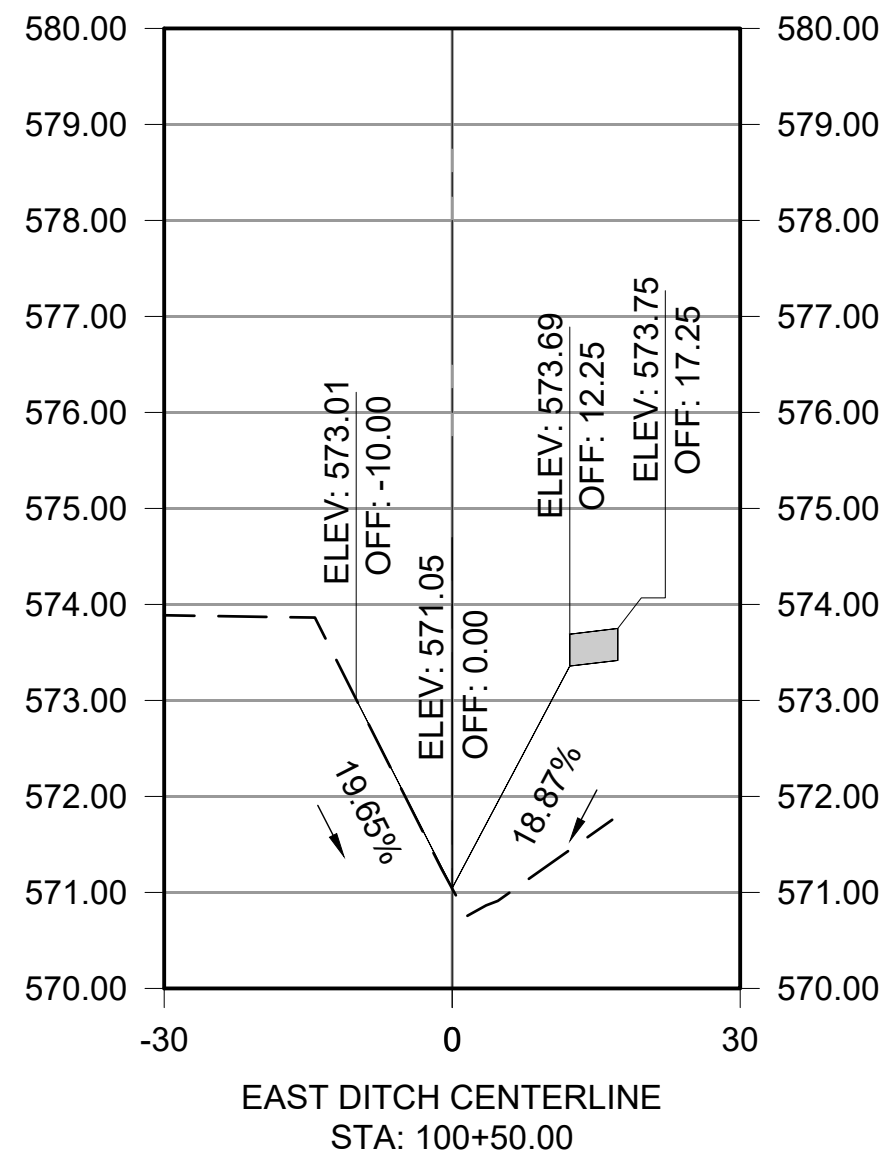
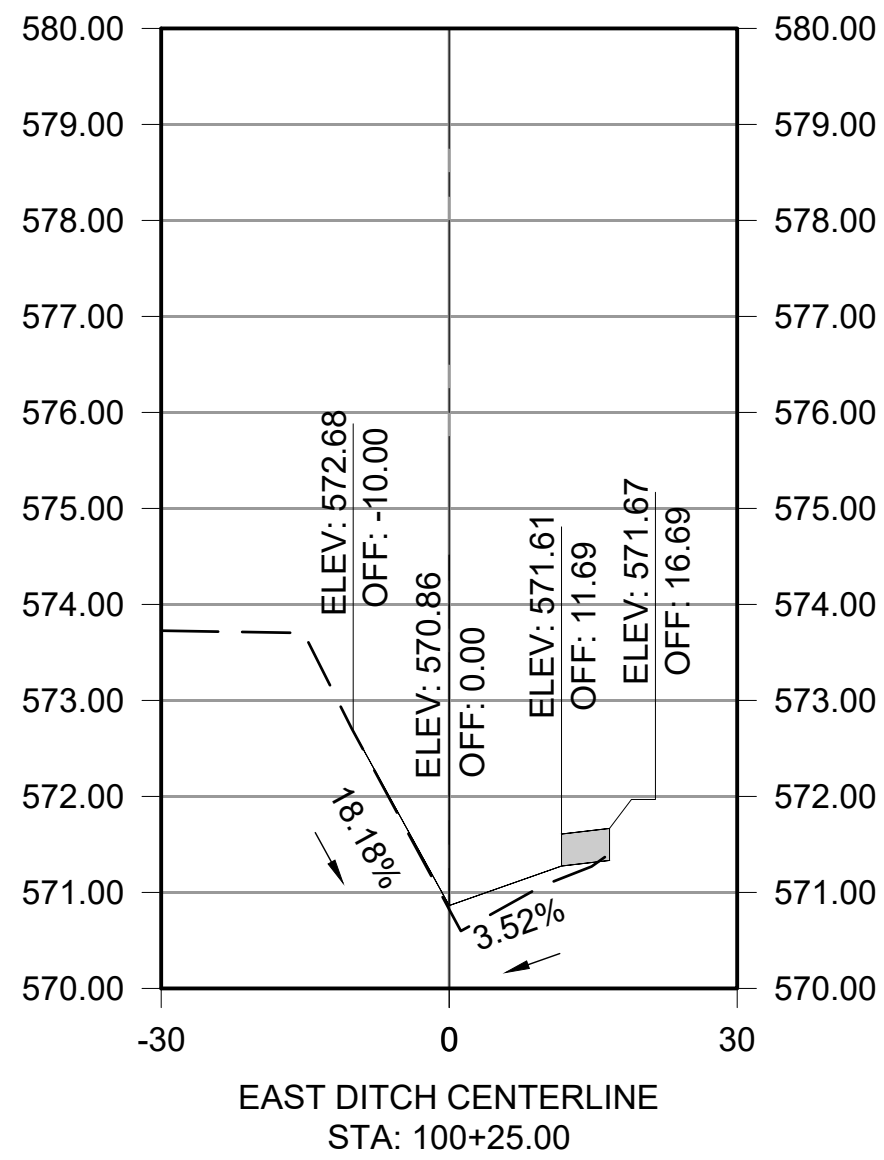
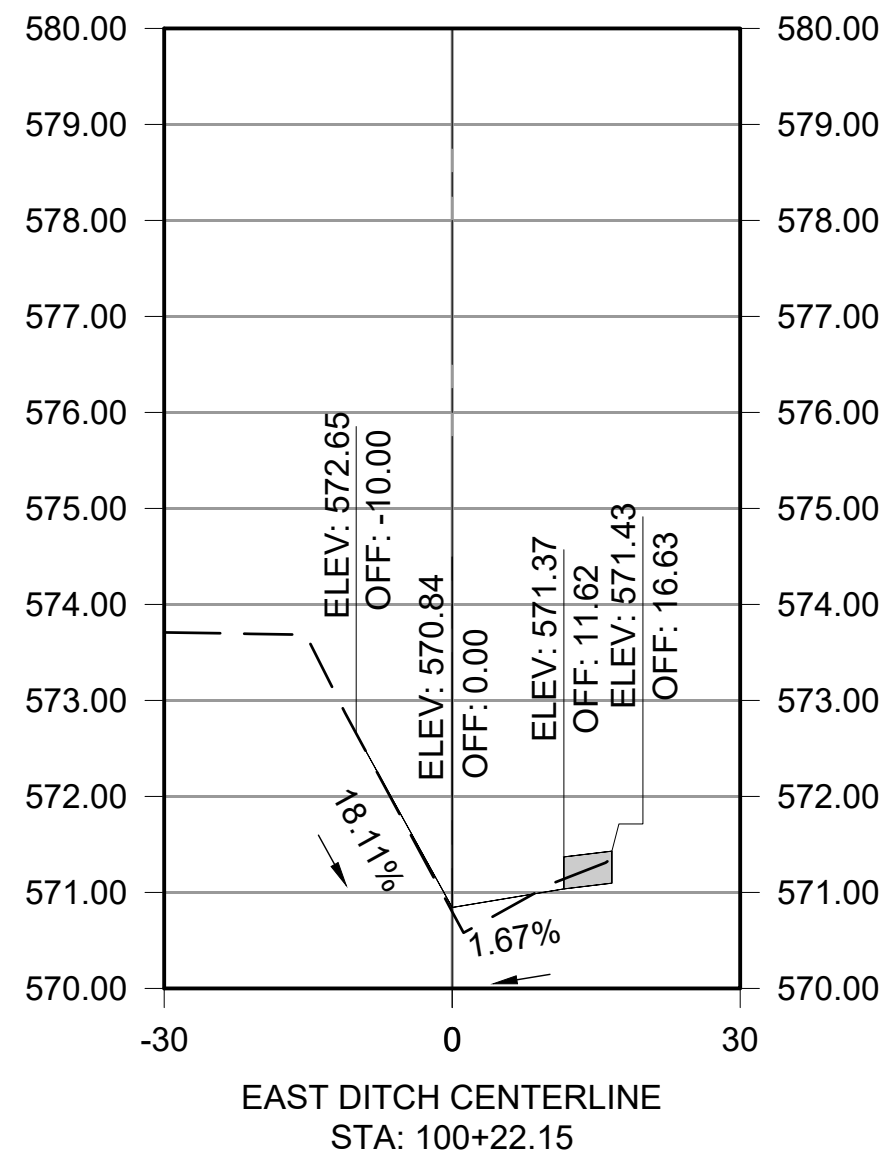
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XS-1.04

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Last plotted by: Haley, William U. (Will) Plot Style: AECmonochrome.ctb Plot Scale: 1" Plot Date: 8/29/2023 9:16 AM Plotter used: AutoCAD PDF (General Documentation).pc3



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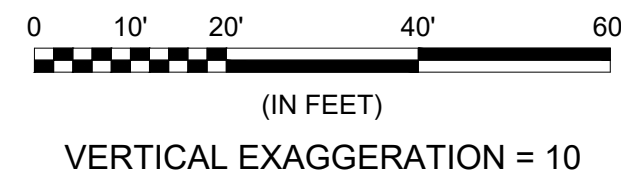
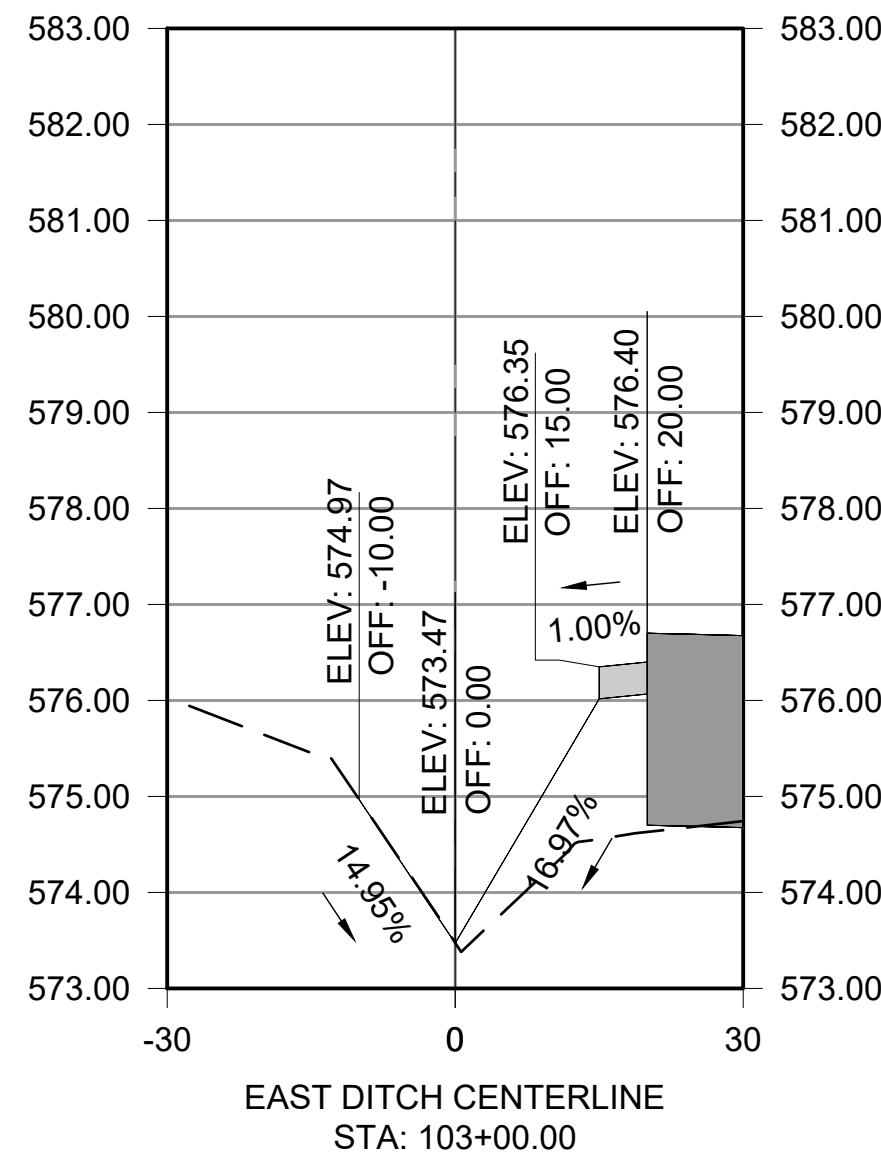
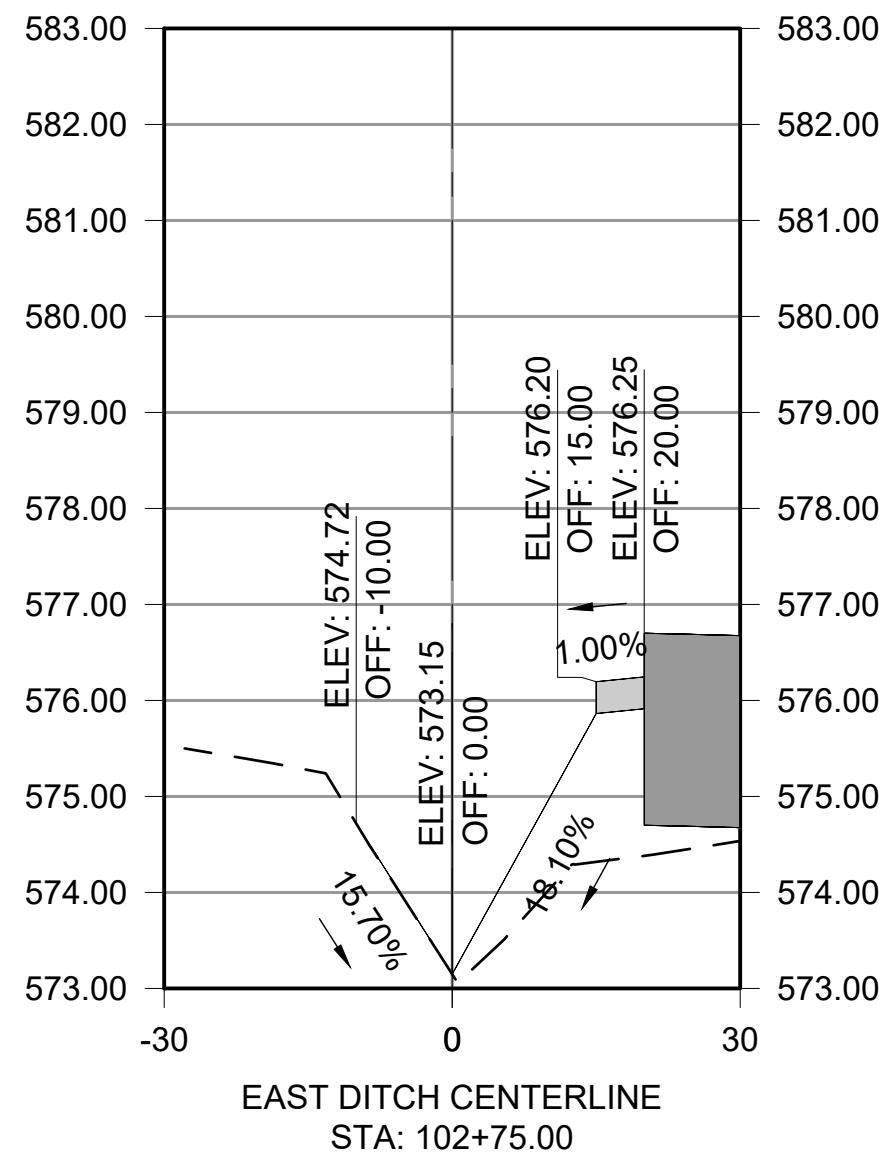
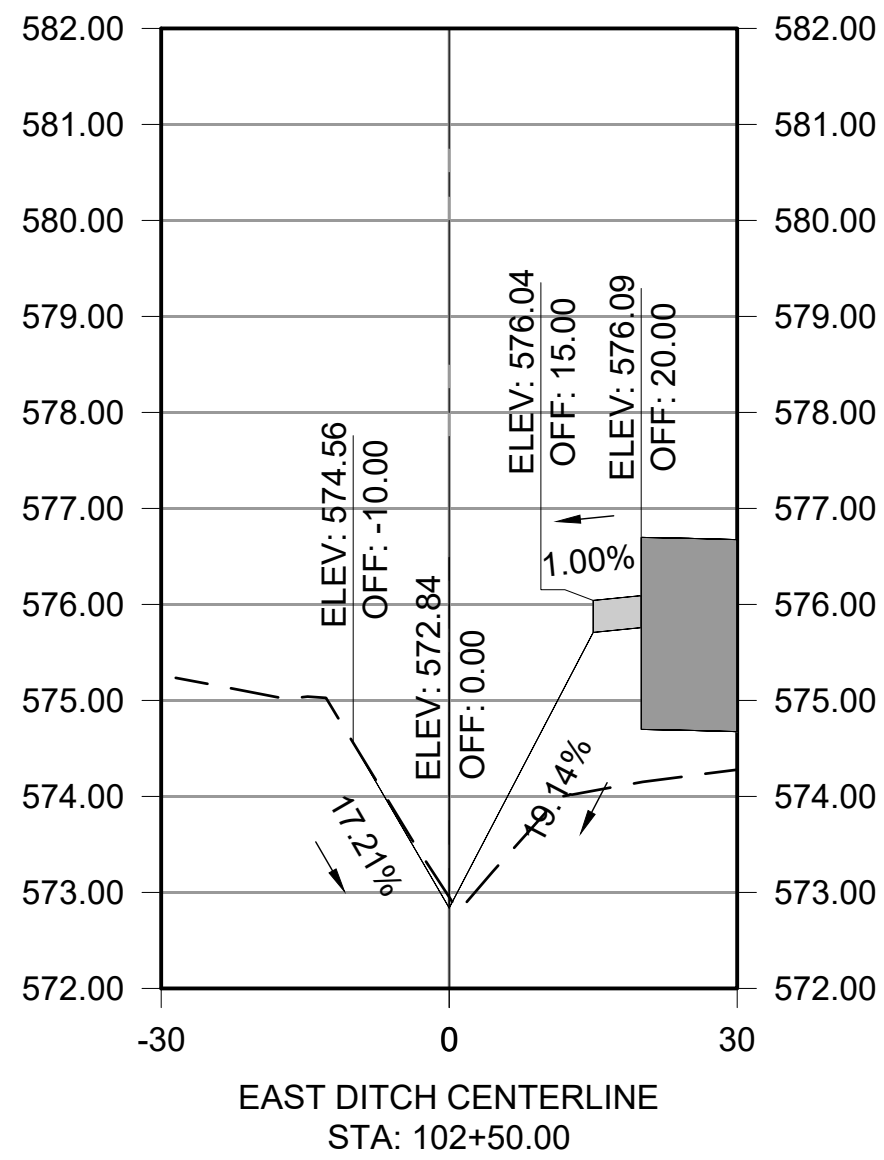
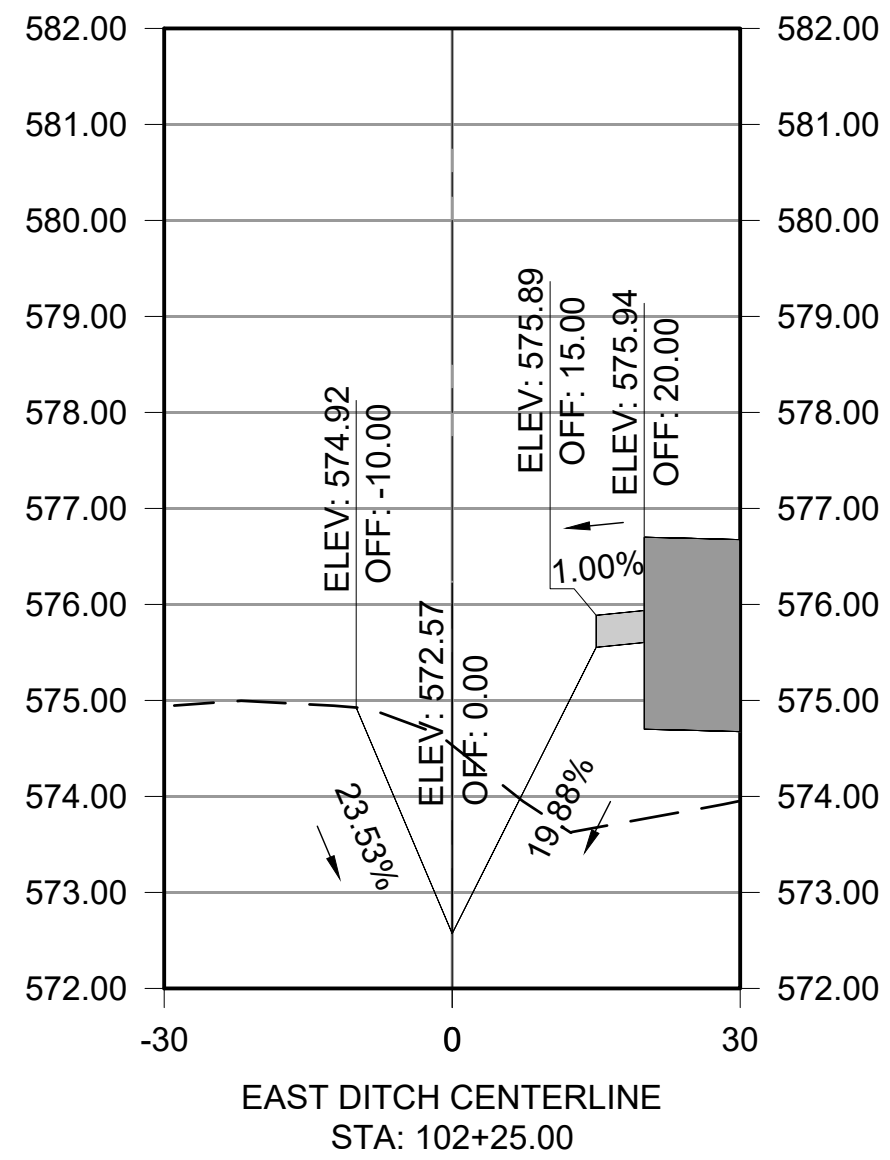
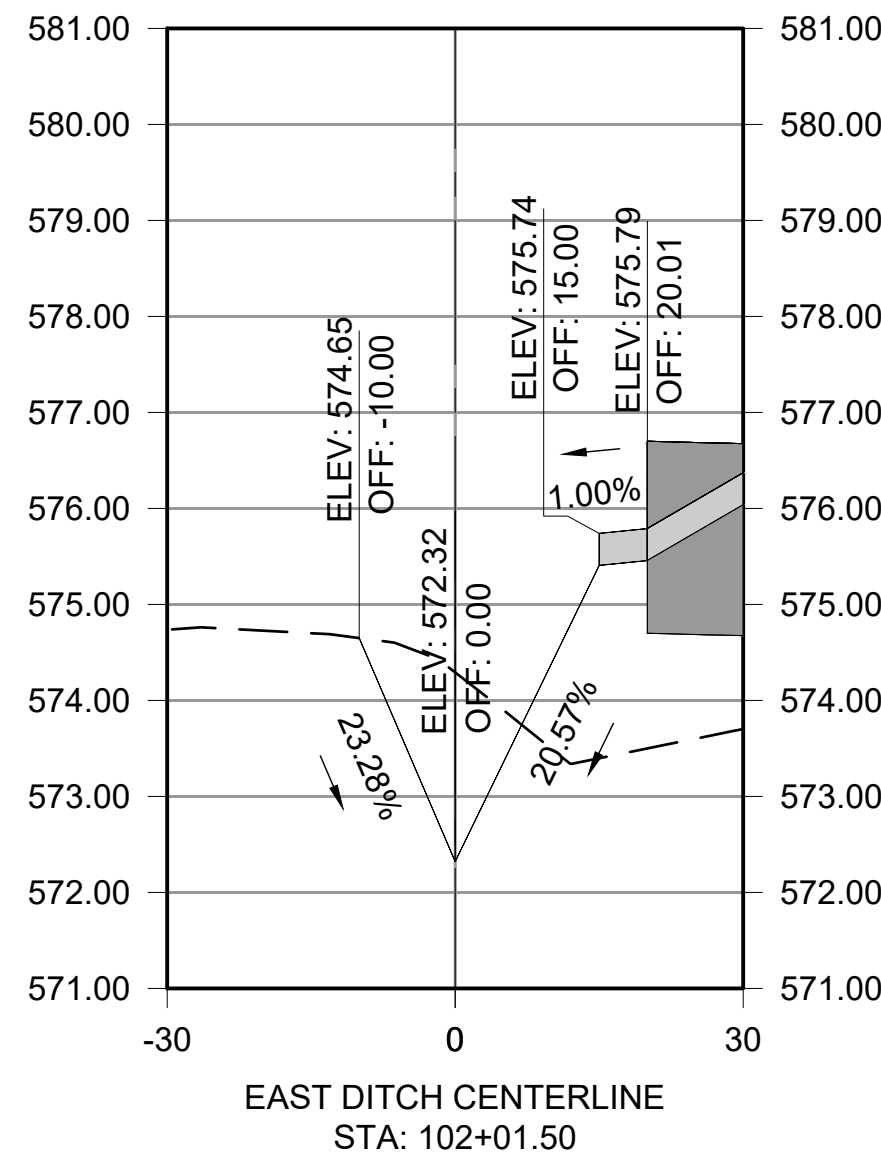
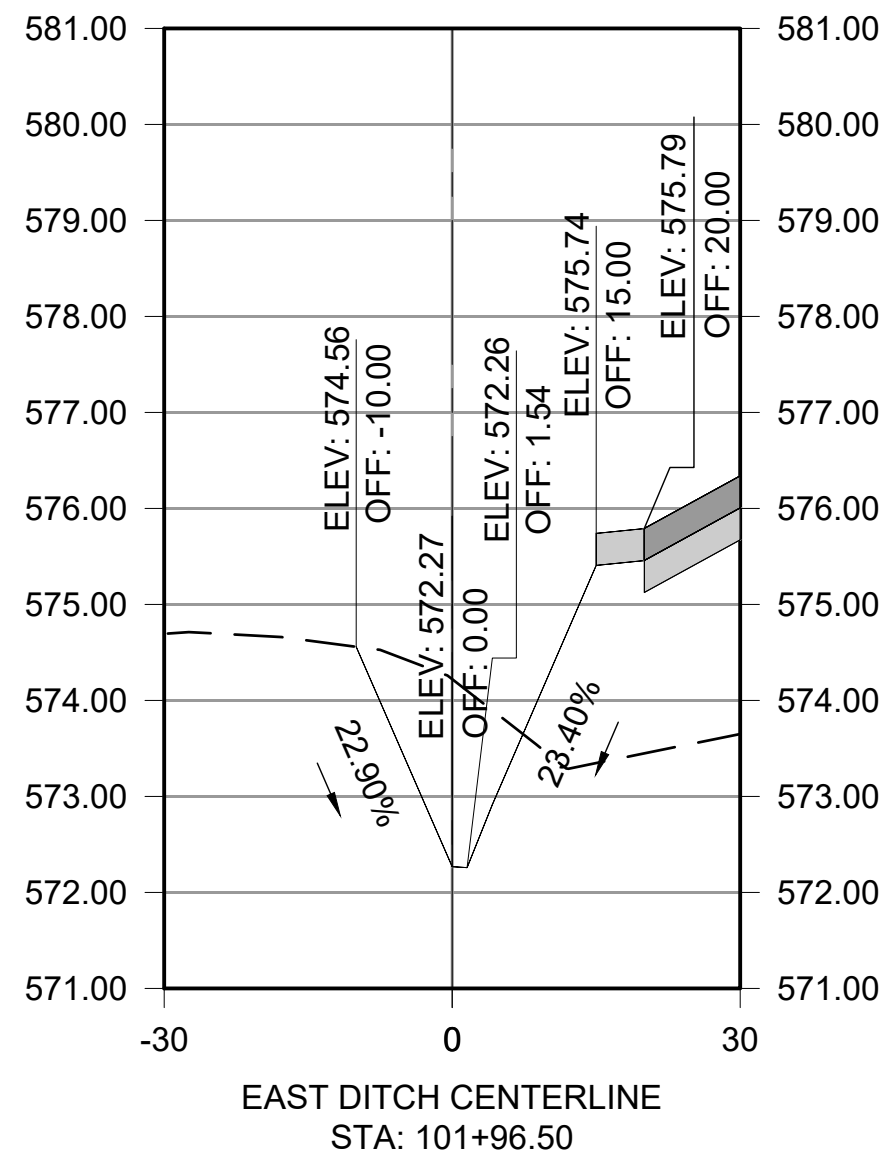
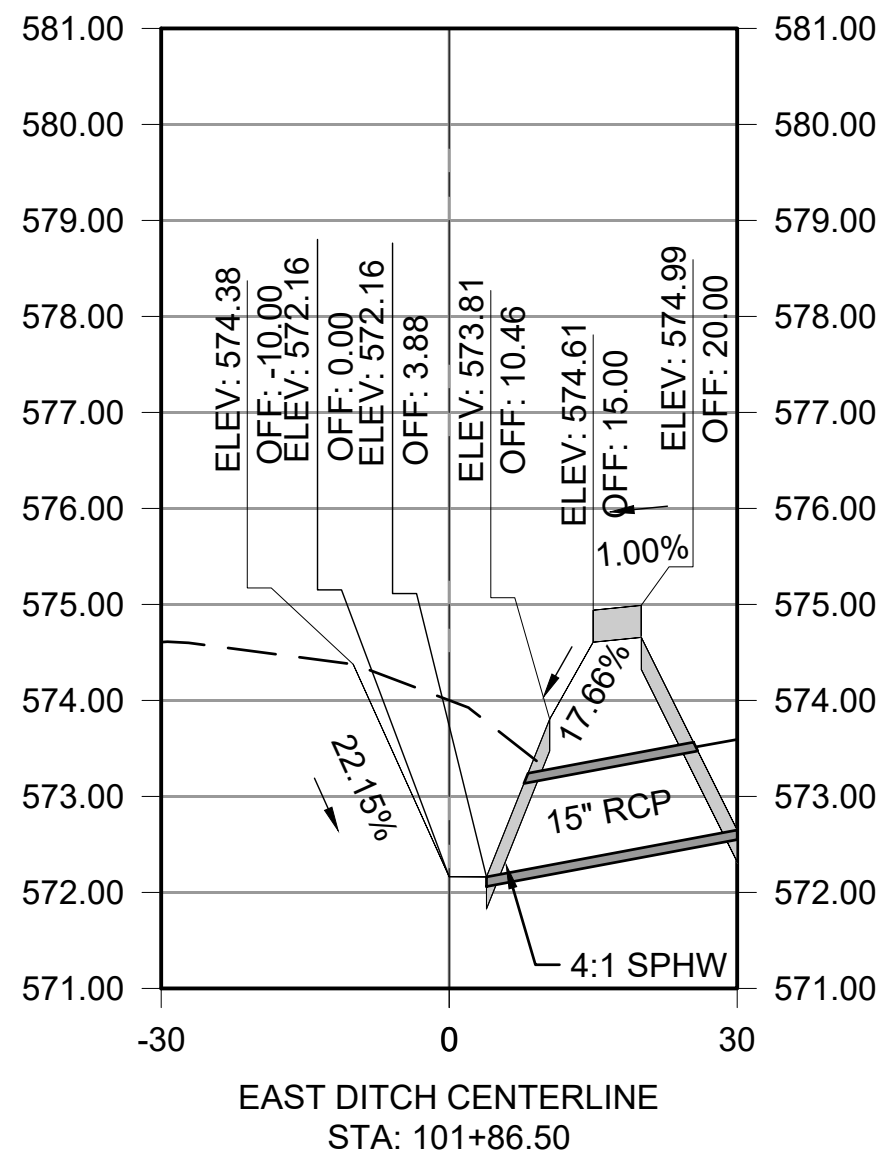
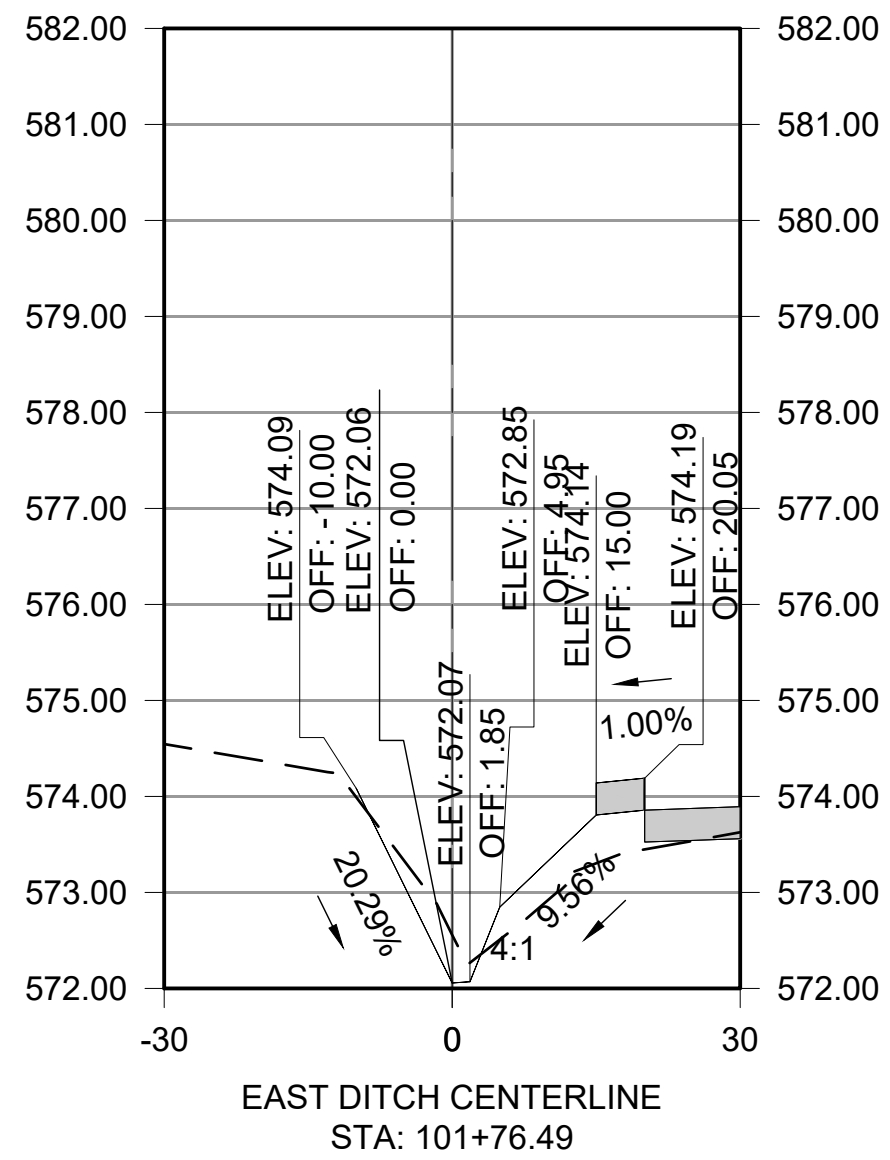
CROSS SECTIONS -
EAST DITCH

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ALABAMA
LICENSED
No. 53010
PROFESSIONAL
ENGINEER
WILLIAM U. HALEY

REV.	DATE	DESCRIPTION	BY

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SHELBY COUNTY, ALABAMA

MASS HANGAR T

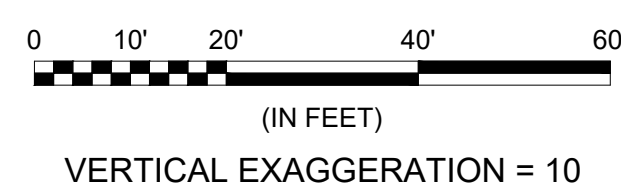
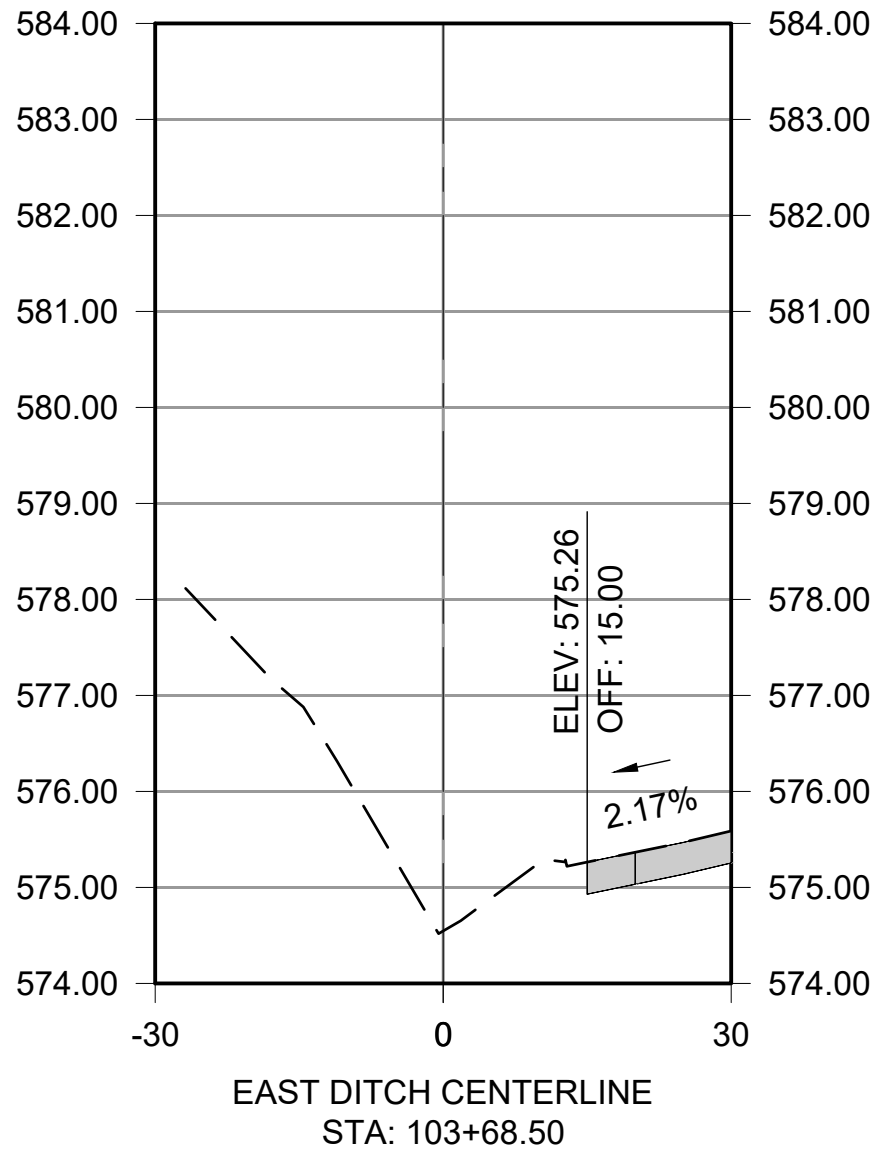
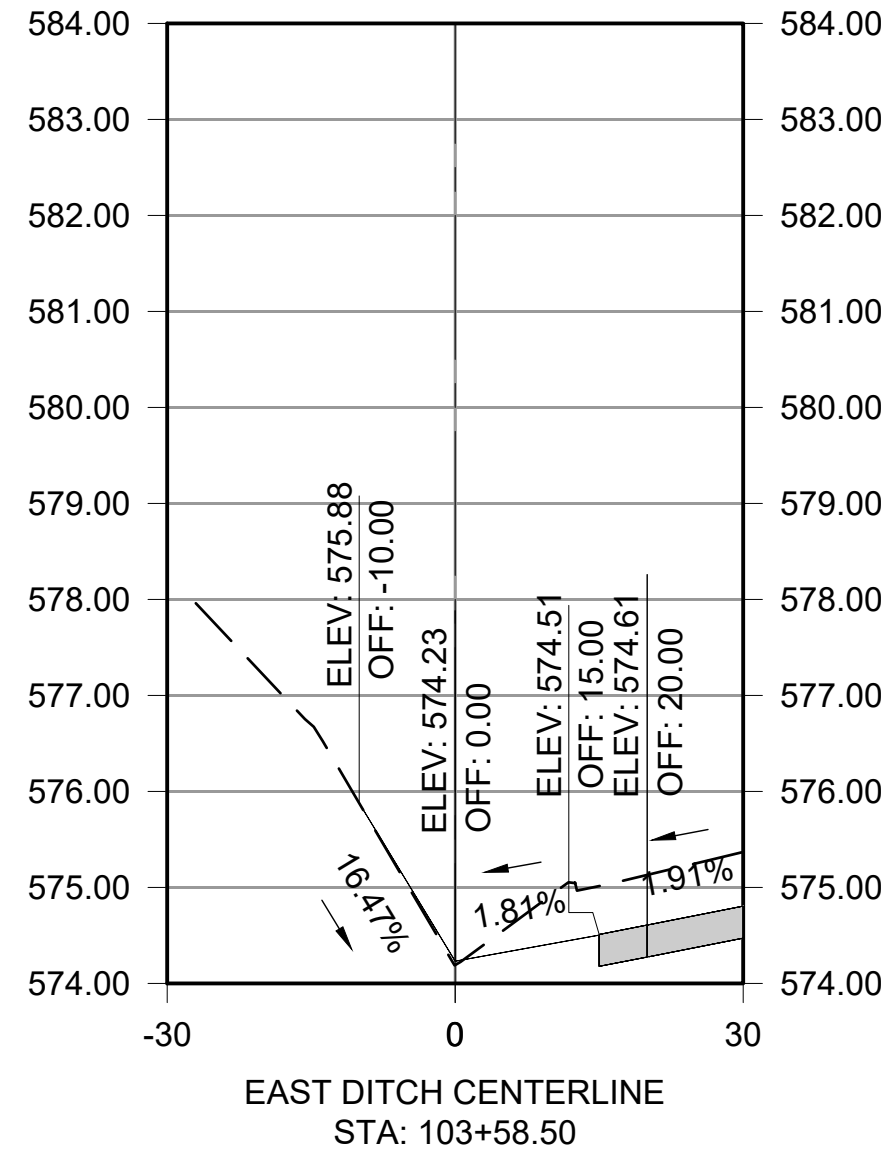
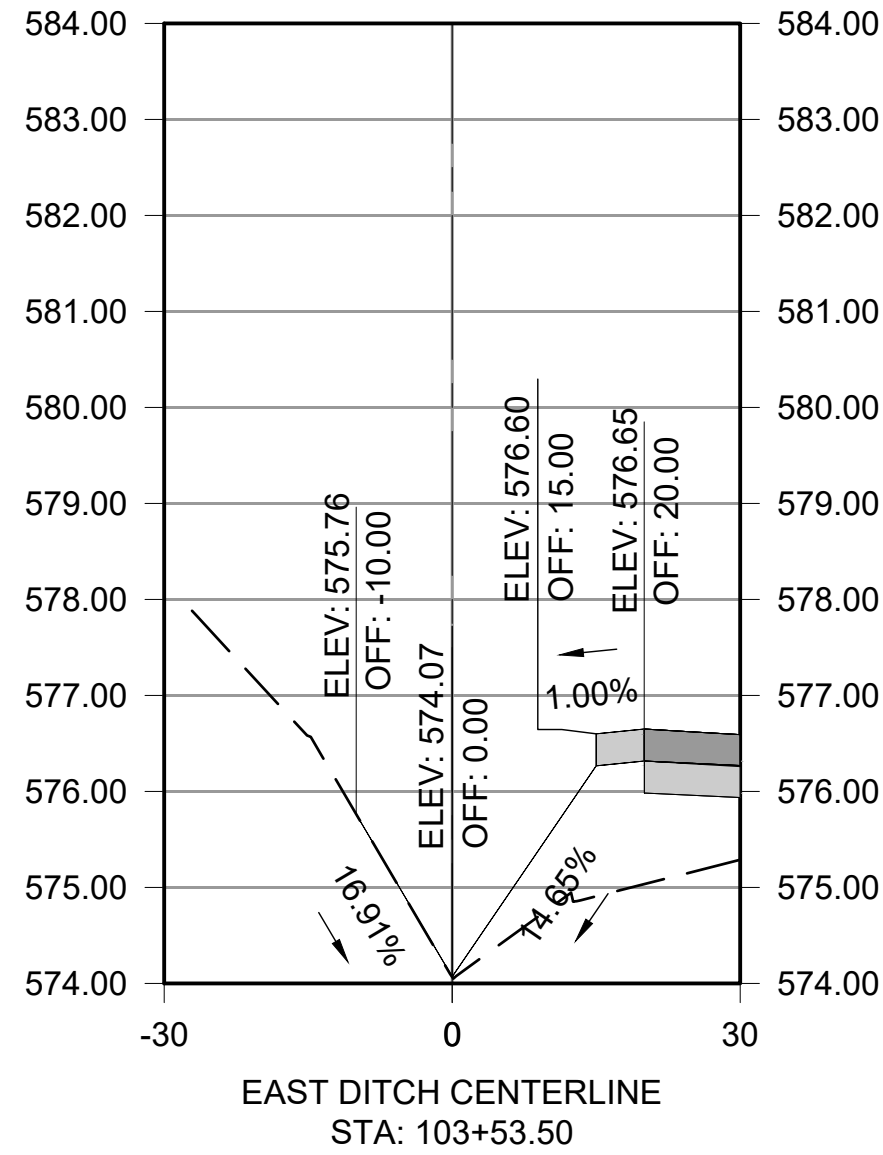
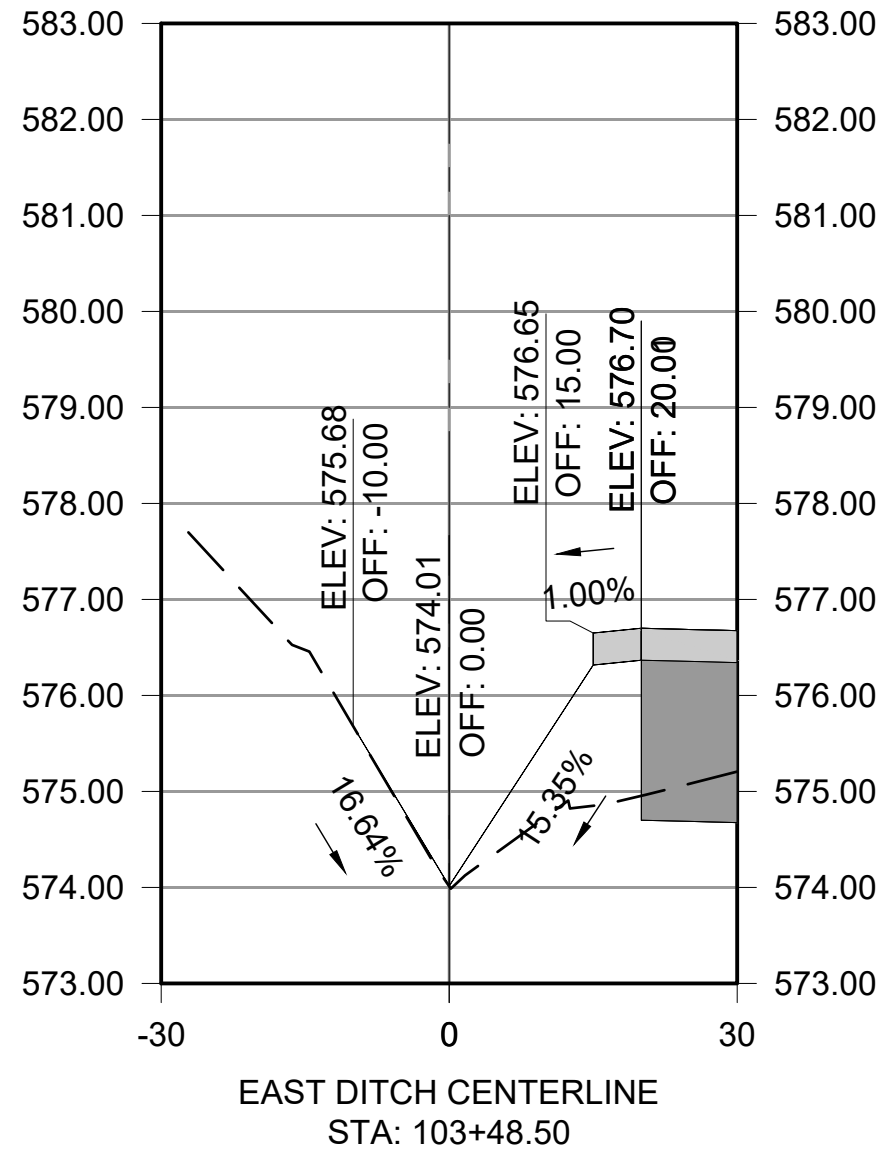
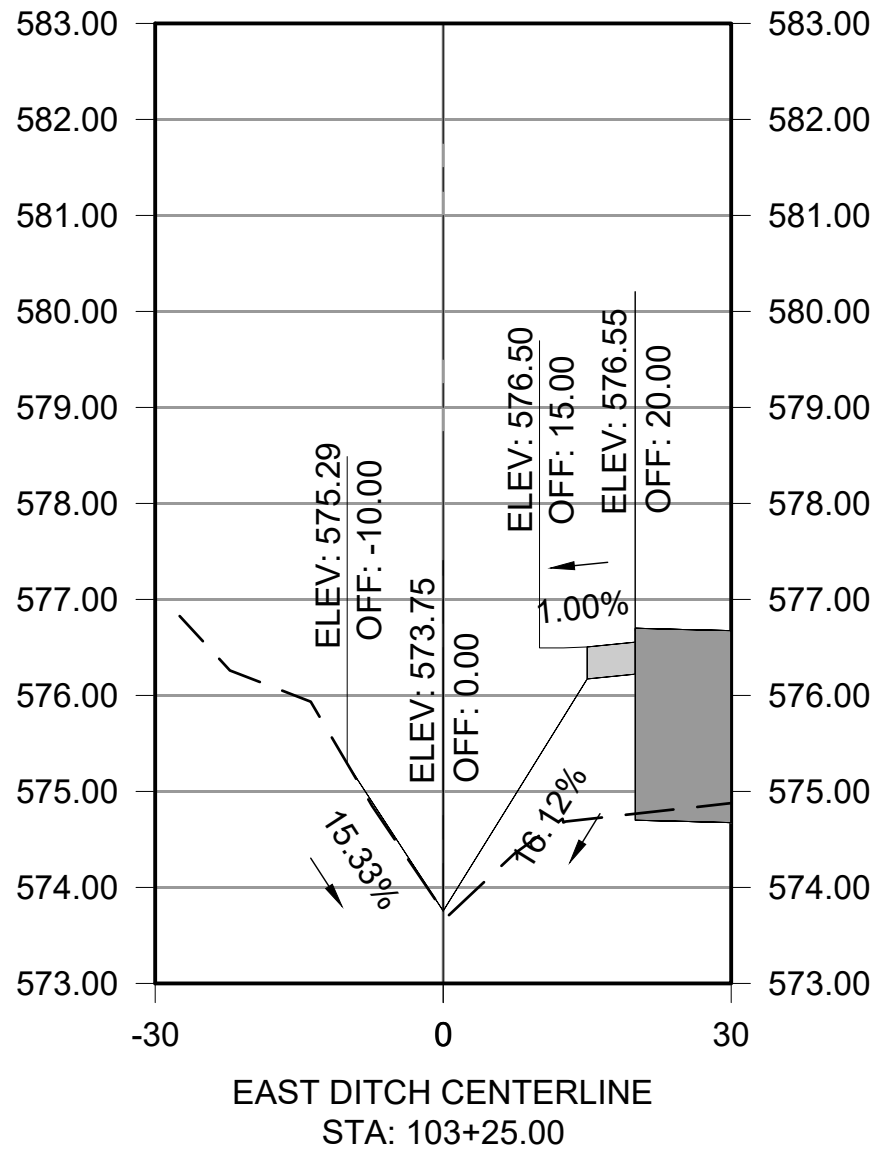
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