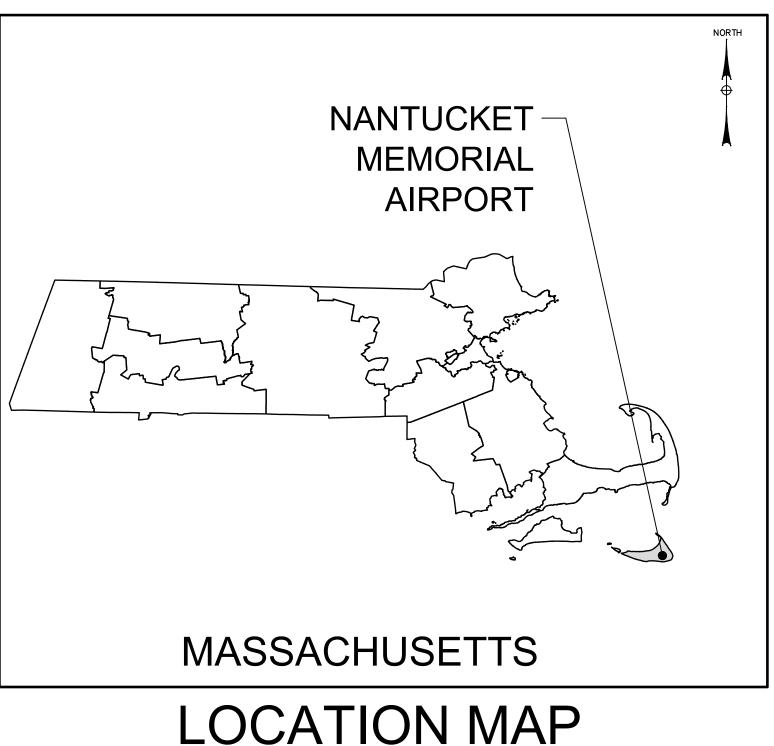
NANTUCKET MEMORIAL AIRPORT SOUTH APRON SOUND BARRIER



PREPARED FOR:

PREPARED BY:

BID DOCUMENTS APRIL 2025

NANTUCKET NANTUCKET COUNTY NANTUCKET, MASSACHUSETTS

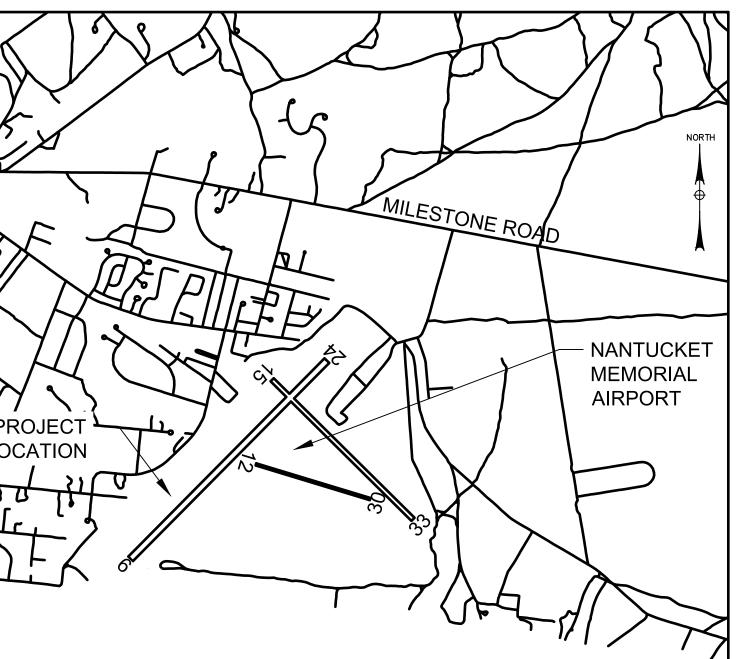


NANTUCKET MEMORIAL AIRPORT 14 AIRPORT ROAD NANTUCKET, MASSACHUSETTS (508) 325-5300 WWW.NANTUCKET-MA.GOV



ACTON, MASSACHUSETTS 01720

MJ PROJECT NO.: 19149.08



VICINITY MAP

SEALED	RICHARD A. LASDIN	ALLER OF ELEVEN
PE_NO	38505	Change and Change
PE_DATE	APRIL 18, 2025	2 STEGISTER STORE

IT IS A VIOLATION OF THE LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

	SH	EET LIST TABLE
PAGE NUMBER	SHEET NUMBER	SHEET TITLE
1	CV-00	COVER SHEET
2	IN-01	SHEET INDEX AND ITEM QUANTITY TABLE
3	GN-01	GENERAL NOTES
4	GN-02	GENERAL PLAN
5	EX-01	EXISTING CONDITIONS PLAN
6	CS-01	CONSTRUCTION SAFETY AND PHASING PLAN
7	CD-01	CONSTRUCTION SAFETY AND PHASING DETAILS
8	GR-01	GRADING, EROSION, AND SEDIMENT CONTROL PLAN
9	EC-01	EROSION AND SEDIMENT CONTROL DETAILS
10	GE-01	GEOMETRY LAYOUT PLAN
11	DT-01	STRUCTUAL DETAILS
12	BL-01	BORING LOGS (SHEET 1 OF 2)
13	BL-02	BORING LOGS (SHEET 2 OF 2)

1

3

4

2

	ITEM QUANTITY TABLE (BASE BID)		
BID ITEM	DESCRIPTION OF ITEM	UNIT	QUANTITY
C-105-1	MOBILIZATION (5% MAX)	LS	1
C-102-5.1F	INLET PROTECTION	EA	9
M-120-1	SPCD PREPARATION AND CSPP & SPCD MONITORING IMPLEMENTATION (1% MAXIMUM)	LS	1
M-120-2	WORK ZONE DELINEATION FENCE	LF	1,300
M-120-3	MAINTENANCE AND PROTECTION OF TRAFFIC (5% MAXIMUM)	LS	1
M-200-1	DRILLED SHAFT CONCRETE FOUNDATION	EA	130
M-300-1	SOUND WALL BARRIER	SF	31,400
M-400-1	GROUNDWATER MONITORING WELL REMOVAL	EA	1
P-151-4.3	SELECT TREE CUTTING & REMOVAL	EA	10
P-152-4.1	UNCLASSIFIED EXCAVATION	CY	110
P-152-4.2	EMBANKMENT IN PLACE - ON-SITE BORROW	CY	150
T-901-5.1	SEEDING	1KSF	12
T-905-5.1	TOPSOIL - OBTAINED ON-SITE	CY	150

GENERAL INCIDENTAL ITEMS AND CLARIFICATION NOTES: ITEMS LISTED BELOW ARE GENERAL CLARIFICATIONS AND DO NOT INCLUDE CLARIFICATIONS TO ALL WORK ITEMS. IF ANYTHING LISTED BELOW IS CONTRADICTED BY THE SPECIFICATIONS THEN THE SPECIFICATION SHALL DICTATE.

- 1. P-152-4.1: UNCLASSIFIED EXCAVATION
- 1.1. THIS ITEM INCLUDES ANY MATERIAL THAT IS EXCAVATED DURING TOPSOIL STRIPPING AND MATERIAL, GRAVEL, AND ORGANICS.
- 2. P-152-4.2: EMBANKMENT-IN-PLACE ON-SITE BORROW
 - OF TOPSOIL.

BID DOCUMENTS]	DIRECT DIRECTION O ARCHITECT, OR LAND THE STAMP OF A ARCHITECT, LANDSCA AND INCLUDE THE N OF SUCH ALTERATION	DF A LICEN D SURVEYOF LICENSED APE ARCHITE NOTATION "A N, AND A S	R ANY PERSON, UNLESS THEY ARE ISED PROFESSIONAL ENGINEER, AF R, TO ALTER AN ITEM IN ANY WAY. PROFESSIONAL IS ALTERED, THE ECT, OR LAND SURVEYOR SHALL S LTERED BY" FOLLOWED BY THEIR PECIFIC DESCRIPTION OF THE ALTE MEMORIAL AII KET, MASSACHUSETT	RCHITECT, LANDSCAPE IF AN ITEM BEARING ALTERING ENGINEER, TAMP THE DOCUMENT SIGNATURE, THE DATE RATION.
		SOUT	1 APR	ON SOUND BAR	KIEK
DESCRIPTION	ΒY	SHFFT T		AND ITEM QU	
FARLAND JOHNSON				TABLE	
		SCALE: N.T.S.		DESIGN: LAB	
125 NAGOG PARK; SUITE 220		DRAWN: LAB		PROJECT:19149.08	IN-01
CTON, MASSACHUSETTS 01720		CHECKED: DMP		DATE: APRIL 18, 2025	2 OF 13
7				8	

	BID DOC	UMENTS	DIREC ARCH THE ARCH AND	CT DIRECTION OF HITECT, OR LAND S STAMP OF A LI HITECT, LANDSCAPE INCLUDE THE NO	LAW FOR ANY PERSON, UNLESS THEY AF A LICENSED PROFESSIONAL ENGINEER, A SURVEYOR, TO ALTER AN ITEM IN ANY WA CENSED PROFESSIONAL IS ALTERED, THE ARCHITECT, OR LAND SURVEYOR SHALL ATION "ALTERED BY" FOLLOWED BY THEIR AND A SPECIFIC DESCRIPTION OF THE ALT	ARCHITECT, LANDSCAPE Y. IF AN ITEM BEARING E ALTERING ENGINEER, STAMP THE DOCUMENT SIGNATURE, THE DATE
States OF CLOSE				NA	KET MEMORIAL AI NTUCKET, MASSACHUSETT APRON SOUND BA	S
LE MARSON -		DATE DESCRIPTION E		BY SHEET INDEX AND ITEM QUAN TABLE		
THE STOWAL CONTRACT	125 NAGOG PARI ACTON, MASSACH	K; SUITE 220	SCALE DRAW		DESIGN: LAB PROJECT:19149.08 DATE: APRIL 18, 2025	IN-01 2 OF 13
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EXCAVATION AND GRADING, INCLUDING BUT NOT LIMITED TO: EXISTING TOPSOIL, SUITABLE

2.1. REFER TO SHEET GN-03 FOR LOCATION OF AIRPORT OWNED STOCKPILES. 2.2. THIS ITEM INCLUDES ANY MATERIAL THAT IS TAKEN FROM AIRPORT OWNED STOCKPILES THAT IS USED FOR GRADING ADJACENT TO THE PROPOSED SOUND BARRIER PRIOR TO PLACEMENT

1 2		3
GENERAL NOTES:		EVIATIONS FROM THE CSPP WILL REQUIRE A F NGINEER/RPR AND OWNERS APPROVAL. THE
 CONTRACT DOCUMENTS 1.1 THE CONTRACT DOCUMENTS SHALL CONSIST OF THE CONFORMED CONTRACT PLANS, AND CONFORMED CONTRACT SPECIFICATIONS, THAT INCLUDES BUT IS NOT LIMITED TO THE FOLLOWING: 	T C T	THE OWNER AND ENGINEER WITH REGARD TO OF TIME WHICH MAY EFFECT THE PROJECT SCH THE CONTRACTOR, NO ADDITIONAL COMPENS
 TABLE OF CONTENTS; INVITATION TO BID; 	S	VHEN EQUIPMENT IS NOT ACTIVELY IN USE, IT TAGING AREA OR PARK IN AN AREA(S) APPRO OOMS SHALL BE LOWERED.
 INSTRUCTIONS TO BIDDERS; BID PROPOSAL (WRITTEN SAMPLE PROPOSAL & BID DOC ONLINE VERSIONS); 	S	ALL CONTRACTOR VEHICLES SHALL HAVE THE C IDES OF THE VEHICLE IN ORDER TO IDENTIFY 1 DENTIFICATION NUMBER OR LETTER.
 BID BOND; AWARD OF CONTRACT AND EXECUTION OF CONTRACT BONDS; CONTRACT AGREEMENT; PERFORMANCE BOND; 	Α F Δ	ACH CONTRACTOR'S MOTORIZED EQUIPMENT AREA OR IN THE VICINITY OF AN ACTIVE RUNW LASHING LIGHT AND/OR A THREE FOOT (3') SO AND WHITE SQUARES NOT LESS THAN ONE FOO ALL VECHICLES SHALL HAVE RELIABLE TWO-WA
 PAYMENT BOND; NOTICE OF AWARD; NOTICE TO PROCEED; CONTRACTOR'S GUARANTY; 	P م	THE CONTRACTOR SHALL PROVIDE TWO (2) PO ROJECT REPRESENTATIVE (RPR) THAT CAN BE AUTHORIZED TO UNDERTAKE IMMEDIATE ACTION ARE RELATED TO CONSTRUCTION ACTIVITY.
SPECIAL PROVISIONS;		HERE SHALL BE NO SMOKING WITHIN THE SEC
 FAA - GENERAL PROVISIONS; TECHNICAL SPECIFICATIONS; 		SION CONTROL MEASURES THE CONTRACTOR SHALL INSTALL ALL TEMPOR
 PLANS; ADDENDUMS; and 	V G	VITH THE CONTRACT PLANS, APPLICABLE MAS GUIDELINES, BEST MANAGEMENT PRACTICES A
 AND OTHER DOCUMENTS AS REFERENCED IN THE GENERAL PROVISIONS. THE BIDDER IS EXPECTED TO CAREFULLY EXAMINE THE SITE OF THE PROPOSED WORK, THE PROPOSAL, FRONT END DOCUMENTS, BIDDING REQUIREMENTS, CONTRACT DOCUMENTS, GENERAL PROVISIONS, TECHNICAL SPECIFICATIONS, SUPPLEMENTAL/SPECIAL PROVISIONS, AND CONTRACT PLANS. THE BIDDER SHALL BE SATISFIED AS TO THE CHARACTER, QUALITY, AND QUANTITIES OF WORK TO BE PERFORMED, MATERIALS TO BE FURNISHED, AND AS TO THE REQUIREMENTS OF THE PROPOSED CONTRACT. THE SUBMISSION OF A PROPOSAL SHALL BE PRIMA FACIE EVIDENCE THAT THE BIDDER HAS MADE SUCH EXAMINATION AND AS TO THE REQUIREMENTS OF THE PROPOSED CONTRACT, PLANS, AND SPECIFICATIONS. COPIES OF THE BORING LOGS AND LABORATORY TEST RESULTS PERFORMED ON SOIL SAMPLES OBTAINED FROM THE SOIL BORINGS ARE BEING PROVIDED FOR YOUR USE AND REFERENCE (REFER TO SPECIAL PROVISIONS SECTION OF SPECIFICATION). IT IS UNDERSTOOD AND AGREED THAT SUCH SUBSURFACE INFORMATION HAS BEEN MADE AVAILABLE FOR THE CONVENIENCE OF ALL BIDDERS. IT IS FURTHER UNDERSTOOD AND AGREED THAT EACH BIDDER IS SOLELY RESPONSIBLE FOR ALL ASSUMPTIONS, DEDUCTION, OR CONCLUSIONS WHICH THEY MAY MAKE OR OBTAIN FROM THEIR EXAMINATION OF THE BORING LOGS AND OTHER RECORDS OF SUBSURFACE INVESTIGATIONS AND TESTS THAT ARE FURNISHED BY THE OWNER. THIS IS A UNIT PRICE PROJECT. REFER TO TECHNICAL SPECIFICATIONS FOR THE METHOD OF MEASUREMENT AND PAYMENT FOR INDIVIDUAL WORK ITEMS. ITEMS OF WORK REQUIRED BUT NOT COVERED BY SPECIFICATION SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE OWNER. AIRPORT OPERATIONS COORDINATION THE OWNER WILL DESIGNATE AN AIRPORT OPERATIONS MANAGER. THE AIRPORT OPERATIONAL MANAGER SHALL HAVE THE SOLE AUTHORITY TO OPEN AND CLOSE FACILITIES, ISSUE AND CANCEL NOTAMS, AND TO COORDINATE WITH AIRPORT USERS. HERE MAY BE MULTIPLE AIRFIELD CONSTRUCTION PROJECT SOCCURRING CONCURRENTLY. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING ALL	6. UND 6. UND 6.1 T 7 6.2 P V 4 7 6.3 V 6.3 V 6.4 I 6.4 I 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	THE TEMPORARY EROSION CONTROL MEASURI AINIMAL PROTECTION REQUIRED. AS THE OW DETHE CONTRACTOR, ADDITIONAL EROSION AND REQUIRED. THESE ADDITIONAL EROSION AND ROVIDED AT NO ADDITIONAL COST TO THE OW DERGROUND UTILITIES AND CABLES THE APPROXIMATE LOCATIONS OF KNOWN UT THE CONTRACT DRAWINGS. THIS INFORMATION DECORD DOCUMENTS. WHILE THE SUCCAVATION DECORD DOCUMENTS. WHILE THE SAME DIG SAFE/ON TARGET; NANTUCKET MEMORIAL AIRPORT - MAINTE FAA TECH OPS; NATIONAL WEATHER BUREAU; NATIONAL WEATHER BUREAU; NATIONAL GRID; WANNACOMET WATER COMPANY; LOCAL CATV/INTERNET PROVIDER; and PRIVATE UTILITY LOCATOR. RETAINED BY THE DURING THE COURSE OF CONSTRUCTION, THE CABLES NOT PREVIOUSLY IDENTIFIED, THE COM VIMEDIATELY TO DETERMINE IF THE UTILITIES ASSUME A CABLE(S) ARE DEAD OR NOT ENERG NFORMATION ON THE UTILITY AND/OR CABLE DECORD ADDITIONAL SECORDED.
 3.1 THIS PROJECT IS INSIDE THE SECURED AIRSIDE OF THE AIRPORT. REVIEW CONSTRUCTION SAFETY AND PHASING PLANS FOR ADDITIONAL DETAILS. 3.2 THE CONTRACTOR SHALL COMPLY WITH ALL AIRPORT SECURITY REQUIREMENTS. THIS INCLUDES BUT IS NOT LIMITED TO; AIRPORT IDENTIFICATION BADGES FOR EMPLOYEES, CONTROL OF ACCESS (GATES) ENTERING THE SECURE AREA (GATE GUARDS), RESTRICTING MOVEMENT WITHIN THE RESTRICTED AREA TO APPROVED HAUL ROUTES AND WORK AREAS, PROVIDING ESCORTS, CROSSING GUARDS, AND MEETING ALL AIRPORT SECURITY REQUIREMENTS AND PROTOCOLS. 	6.5 T C T U	THE CONTRACTOR SHALL REPAIR, AT THEIR OW CABLE(S) OR UTILITIES (WHETHER SHOWN ON THEIR OPERATIONS INCLUDING ANY DAMAGE JNDERGROUND CABLE(S) OR UTILITIES. THE RE NSPECTED AND APPROVED BY THE FAA AND T
3.3 THE FAA CAN IMPOSE FINES OF \$10,000 OR MORE FOR SECURITY VIOLATIONS AND INCURSIONS INTO ACTIVE AIRCRAFT OPERATION AREAS. THE CONTRACTOR SHALL PAY ALL FINES ASSESSED AGAINST THE AIRPORT DUE TO VIOLATIONS CAUSED BY THE CONTRACTOR AND HIS/HER PERSONNEL, SUBCONTRACTORS AND VENDORS.	7. MIN 7.1 T	INAUTHORIZED DISRUPTION OR OUTAGE IN U IMAL IMPACT TO AIRPORT OPERATION THE CONTRACTORS WORK SHALL BE CARRIED O AIRPORT OPERATIONS. THE CONTRACTOR SHA
3.4 WHERE CONTRACTOR'S ARE ENTERING INTO A SECURED AREA THROUGH A GATE, EACH VEHICLE IS SUBJECT TO INSPECTION BY AIRPORT SECURITY STAFF. AIRPORT SECURITY WILL MAKE EVERY EFFORT FOR TIMELY INSPECTIONS; HOWEVER, DELAYS ARE LIKELY TO OCCUR.	T 7.2 R	HE SAFETY OF OPERATING AIRCRAFT AS WELL EFER TO CSPP REQUIREMENTS.
3.5 THE GATE GUARD SHALL DOCUMENT THE NAME, PURPOSE AND TIME OF VEHICLES ENTERING AND THE TIME OF THEIR DEPARTURE FROM THE SECURED AREA. WHEN NOT IN ACTUAL USE, ACCESS GATE(S) SHALL BE CLOSED AND LOCKED.	8.1 T	N TRENCHES OR EXCAVATIONS THE CONTRACTOR WILL NOT BE PERMITTED TO OPEN AT NIGHT, WEEKENDS, OR AT OTHER TIM
3.6 CONTRACTOR SHALL INSTRUCT SUPPLIERS, AND SUBCONTRACTORS ON ACCESS PROCEDURES TO BE FOLLOWED.	8.2 N	ITE, WITH OUT THE APPROVAL OF THE AIRPOF IO EXCAVATIONS EXCEEDING 3 INCHES IN DEP OPERATION AREAS, AS DESCRIBED IN THE CSPP
3.7 ALL SECURITY ARRANGEMENTS SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER, TSA, AND THE FAA. SEE CONSTRUCTION SAFETY AND PHASING PLAN.		ROUTES
4. AIRPORT OPERATIONS AND SAFETY REQUIREMENTS		THE CONTRACTOR SHALL MAKE ALL IMPROVEN
4.1 THE CONTRACTOR SHALL CONDUCT THEIR OPREATIONS SO AS TO AFFORD COMPLETE		UBJECT TO THE APPROVAL OF THE OWNER AN CONSTRUCTION VEHICLES AND EQUIPMENT TO
UNRESTRICTED ACCESS BY EMERGENCY EQUIPMENT AND PERSONNEL AT ALL TIMES. 4.2 NORMAL AIRPORT OPERATIONS WILL BE CONDUCTED DURING CONSTRUCTION. THE CONTRACTORS WORK SHALL BE CARRIED ON IN SUCH A MANNER AS NOT TO INTERFERE WITH AIRPORT OPERATIONS. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE THE SAFETY OF OPERATING AIRCRAFT AS WELL AS THEIR OWN EQUIPMENT AND PERSONNEL.		COST TO THE OWNER.
4.3 THE CONTRACTOR SHALL FOLLOW THE CSPP DEVELOPED FROM FAA ADVISORY CIRCULAR 150/5370-2 "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", LATEST VERSION, AND THE REQUIREMENTS SET FORTH IN THE PROJECT'S FAA APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).		
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A REVISION TO THE CSPP SUBJECT TO THE

HE CONTRACTOR IS ADVISED THAT APPROVALS FROM TO CSPP REVISIONS CAN TAKE A SIGNIFICANT AMOUNT SCHEDULE. IF A REVISION TO THE CSPP IS REQUESTED BY NSATION WILL BE PROVIDED.

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- IT SHALL BE RETURNED TO THE CONSTRUCTION ROVED BY AIRPORT OPERATIONS AND THE RPR. ALL
- E COMPANY IDENTIFICATION PLAINLY VISIBLE ON BOTH Y THE VEHICLE AND A UNIQUE AND VISIBLE
- ENT/VEHICLE OPERATING WITHIN THE AIRPORT SECURED WAY APPROACH SHALL BE EQUIPPED WITH AN AMBER SQUARE FLAG CONSISTING OF INTERNATIONAL ORANGE FOOT (1') DISPLAYED IN FULL VIEW ABOVE THE VEHICLE. WAY RADIO COMMINICATION.
- POINTS OF CONTACT TO THE AIRPORT AND RESIDENT BE CONTACTED AT ANY TIME (24/7) AND ARE
- CTION ON AIRPORT OPERATION SAFETY CONCERNS THAT
- ECURED AIRPORT AREA.
- ORARY EROSION CONTROL MEASURES IN ACCORDANCE ASSACHUSETTS EROSION AND SEDIMENT CONTROL S AND THE CSPP.
- JRES SHOWN ON THE PLANS SHALL BE CONSIDERED THE WNER HAS NO CONTROL OVER MEANS AND METHODS NAND SEDIMENTATION CONTROL MEASURE MAY BE ND SEDIMENTATION CONTROL MEASURE SHALL BE OWNER.
- UTILITIES AND UNDERGROUND CABLE(S) ARE SHOWN ON TION WAS OBTAINED FROM EXISTING PLANS AND ATION IS BELIEVED TO BE CORRECT, NEITHER THE SACCURACY.
- ATION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO TIES AND UNDERGROUND CABLE(S) IN THE WORK EEN ACTUAL FIELD CONDITIONS AND THOSE SHOWN ON THE RPR/ENGINEER PRIOR TO EXCAVATION.
- AND UNDERGROUND CABLES SHALL BE VERIFIED BY
- TENANCE STAFF;
- THE CONTRACTOR TO CLEAR THE WORK ZONE.
- THE CONTRACTOR DISCOVERS ANY UTILITIES AND/OR ONTRACTOR MUST STOP WORK AND CONTACT THE RPR ES AND/OR CABLES ARE ACTIVE OR ABANDONED. NEVER RGIZED. THE CONTRACTOR SHALL PROVIDE ALL BLES TO THE OWNER SUCH THAT THE INFORMATION CAN
- OWN EXPENSE, ANY UNDERGROUND OR OVERHEAD IN THE CONTRACT DRAWINGS OR NOT) DAMAGED BY SE DONE BY DRIVING THEIR EQUIPMENT OVER EXISTING REPAIR OF FAA CABLE(S) AND UTILITIES SHALL BE D THE EFFECTED UTILITY RESPECTIVELY.
- ONDUCT THEIR CONSTRUCTION ACTIVITIES SO NO I UNDERGROUND SERVICE WILL RESULT.
- D ON IN SUCH A MANNER AS NOT TO INTERFERE WITH HALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE ELL AS THEIR OWN EQUIPMENT AND PERSONNEL.
- TO LEAVE ANY TRENCHES OR OTHER EXCAVATIONS TIMES WHEN THE CONTRACTOR IS NOT ON THE WORK PORT AND THE RPR.
- EPTH SHALL BE LEFT OPEN WITHIN ACTIVE AIRCRAFT SPP.
- /EMENTS AS DESIGNATED ON AIRPORT HAUL ROUTES AND RPR REQUIRED FOR THE SAFE TRANSIT OF TO AND FROM THE WORK AREA(S) AT NO ADDITIONAL

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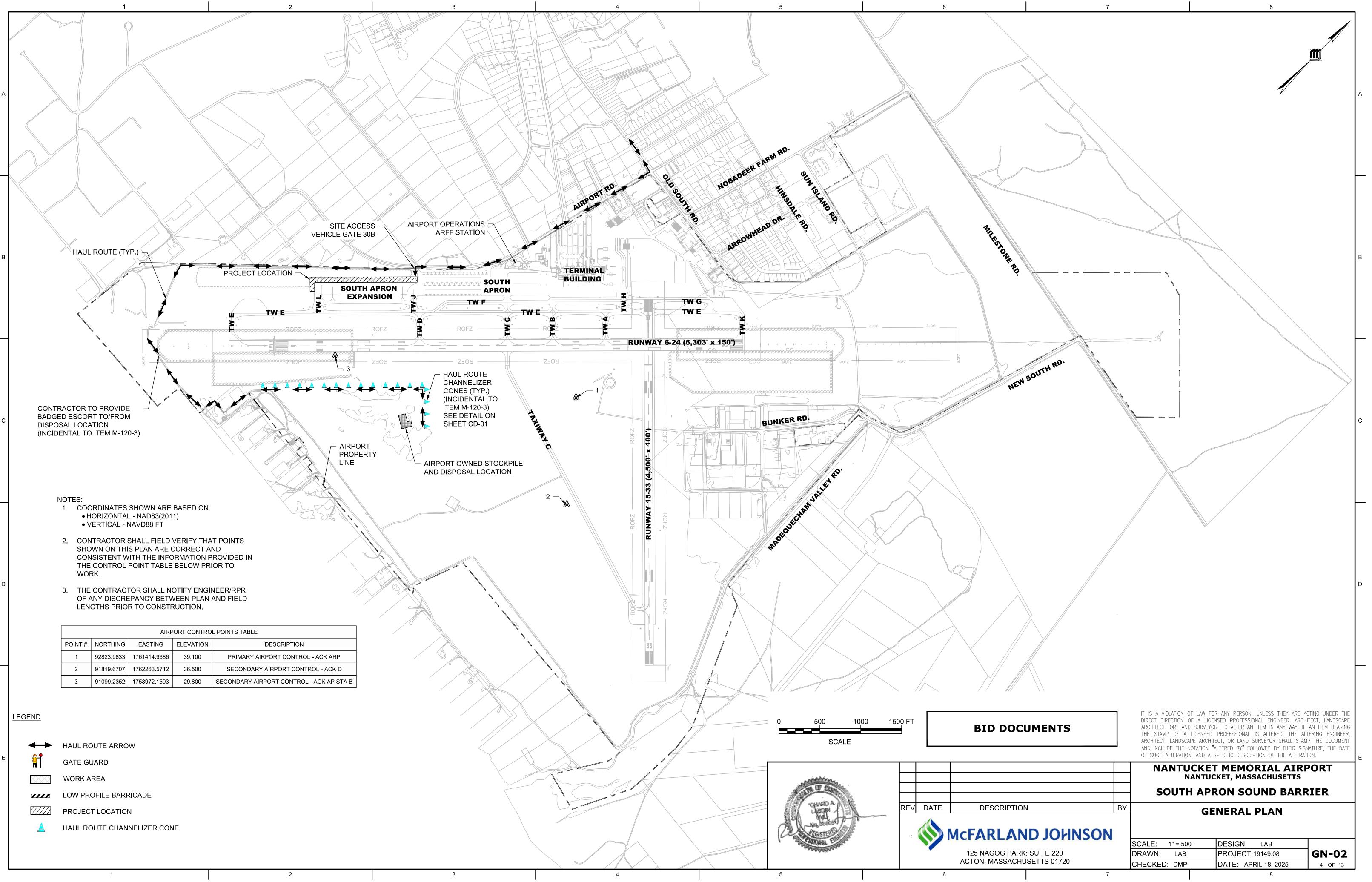
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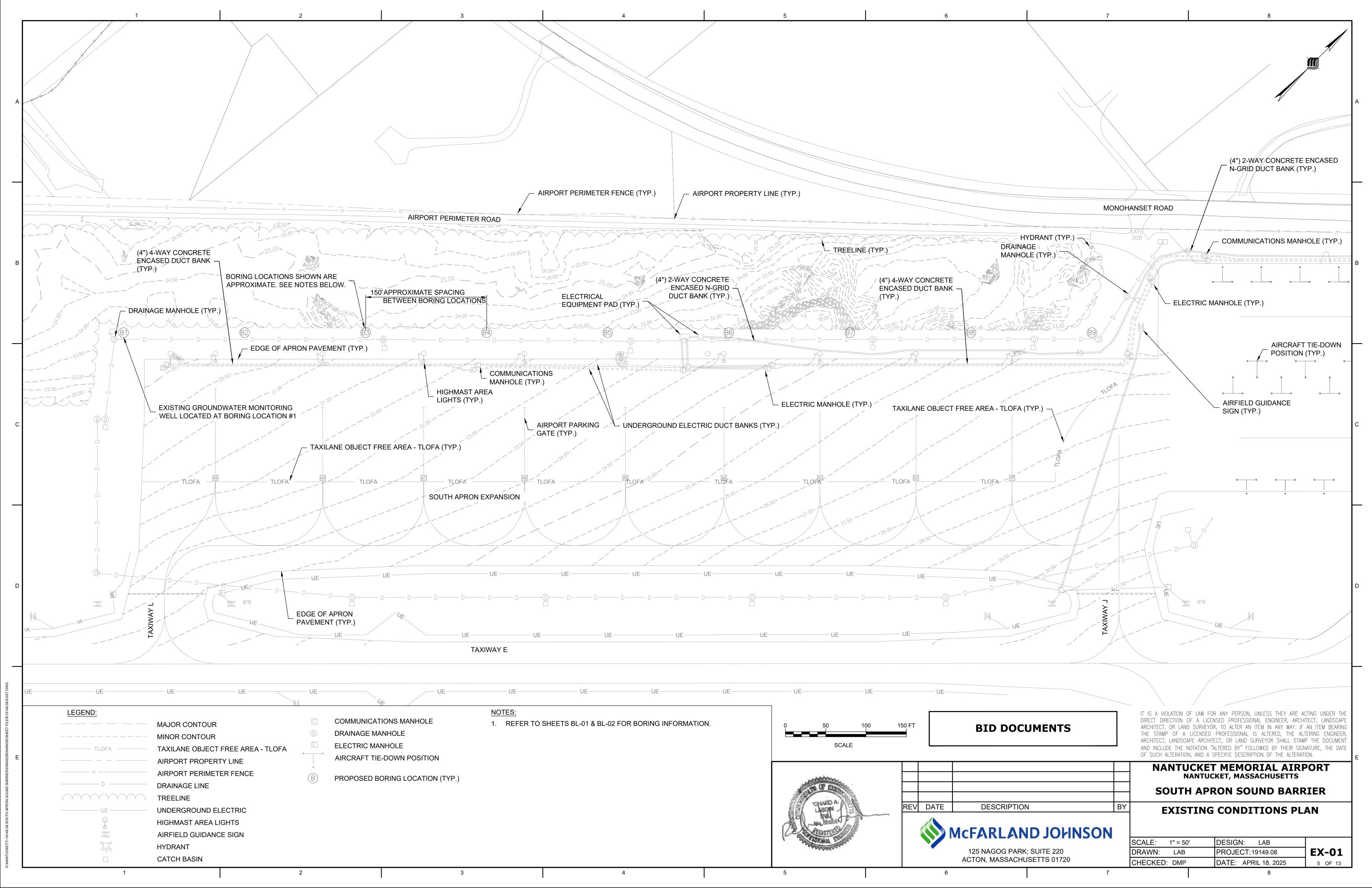
- 9.2 ANY EXISTING CONTRACTO SURFACE AN BE MADE AT
- 9.3 THE CONTRA OR OTHER N
- 9.4 THE CONTRA DEVICES INC INFORMATIC
- 9.5 UNLESS OTH MPH MAXIM AND THE SPE
- 9.6 ALL VECHICL CLEANED/CL CONSTRUCT
- 9.7 THE CONTRA TIMES TO SV REMOVE FOI SHALL COMM OPERATOR S
- 9.8 IF REQUIRED PURPOSE OF PREVENTIVE WHEN DIREC (30) MINUTE PROVIDED A
- 9.9 WHERE PUB PERMITS REC APPLICABLE
- **10. SCHEDULES REQUI**
 - **10.1 IN ADDITION** WEEK LOOK CONSIDERED ON THE CUR WITH THE AI UPDATED W
 - 10.2 EACH MORN THE OWNER **REVIEW THE**
- 11. CONTRACTORS ST
 - 11.1 THE CONTRA THE CONTRA THE DESIGN OF GRAVEL ARE NECESS
- 11.2 THE CONTRA RECEPTACLE
- 11.3 RESTROOMS THE STAGIN OWNER.
- 11.4 AT THE COM CONDITION OWNER AND
- 11.5 NO CONTRA RESTRICTED THE DESIGN
- 12. CONSTRUCTION L

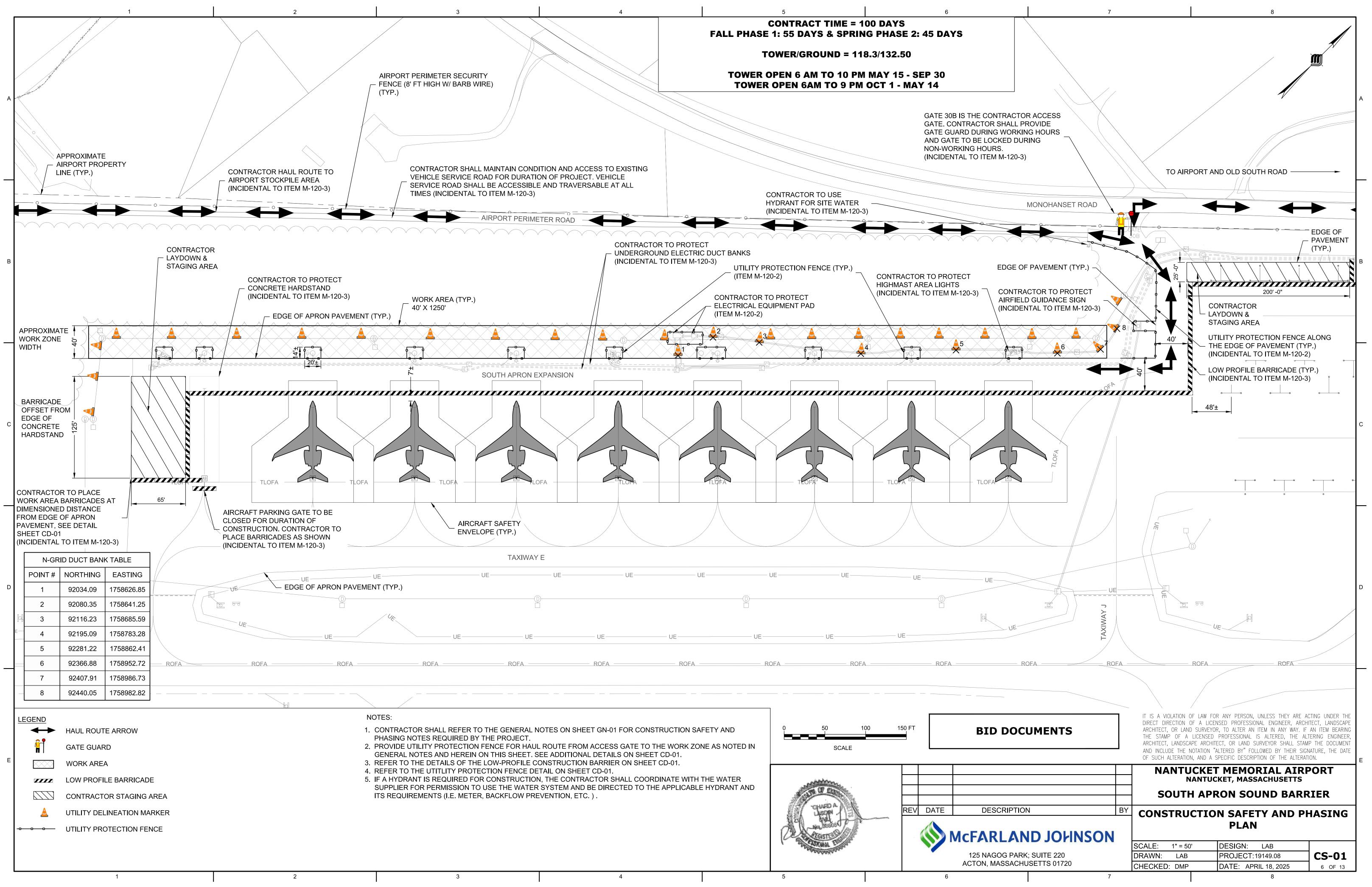
- 12.1 THE ENGINE THE CONTRA INVERSE BET CONTROL PC OF THE CON
- 12.2 THE CONTRA THE LAYOUT THE PROVISI MEASUREME OBLIGATION SHALL BE DE SEPARATE PA

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PECTED BY THE	13. CONTRACTOR QUALITY CONT	ROL.				
ENTS TO PAVED NDITION SHALL	13.1 THE CONTRACTOR SHALL AND TESTING OF ALL ITEN THOSE PERFORMED BY TH	IS OF WORK REQUIE	RED BY TECHNICAL SPECI	FICATIONS, INC	LUDING	
NELIZER CONE O THE OWNER. AFFIC CONTROL	ENSURE CONFORMANCE MATERIALS, WORKMANSE QUALITY CONTROL PROGE	TO APPLICABLE SPEC HIP, CONSTRUCTION	IFICATION AND PLANS W , FINISH, AND FUNCTION	/ITH RESPECT T AL PERFORMA	O NCE. THE	
NCE SIGN, TO THE OWNER.	PERFORMED UNDER THIS TESTS REQUIRED BY THE T	CONTRACT AND SH	ALL SPECIFICALLY INCLUE ATIONS, IN ADDITION TO	E SURVEILLAN OTHER REQUI	CE AND REMENTS OF	А
ETER ROAD IS 15 MAXIMUM,	THIS SECTION AND ANY O ESTABLISH AN EFFECTIVE	LEVEL OF QUALITY C		E CONTRACTOF	R TO	
ED AND	14. DISPOSAL OF SURPLUS EXCAN		UTILITY (WATER, SEWE	R. TEL/DATA, &	DRAINAGE)	
RACTOR SHALL NS. E SITE AT ALL	STRUCTURES AND PIPES, A CONCRETE PAVEMENT, AN BY THE CONTRACTOR ON	ALL BITUMINOUS COND ALL CONDUIT AN	NCRETE PAVEMENT, ALL D ELECTRICAL WIRE SHA	PORTLAND CE	MENT	
TINUALLY 1 SWEEPING	ENGINEER/RPR. CONTRAC DISPOSAL OF ANY SUITAB		•	AND OWNER PF	RIOR TO	
	14.2 SUITABLE EXCAVATED MA DISPOSED OF BY THE CON ENGINEER/RPR IN DESIGN	TRACTOR AT A LOCA	TION AS DIRECTED BY T	HE OWNER ANI	O THE	
CK FOR THE FAKE A	SHALL NOT PENETRATE AI AVAILABLE FOR SURPLUS	NY PROTECTED AIR S	PACE. SEPARATE DISPOS	AL SITES WILL	BE MADE	
T AT ALL TIMES. VITHIN THIRTY	OF PFAS. PFAS TESTING A DISPOSING OF SURPLUS	ND DETERMINATIO	N OF PFAS LEVELS WILL B	E PERFORMED	BY OTHERS.	
ECT AND BE	INCIDENTAL TO THE EXCA ENGINEER/RPR AND OWN					в
NANCES AS	14.3 THE CONTRACTOR SHALL OF UNSUITABLE MATERIA AT THE OWNERS OR RPR F DISPOSAL OF MATERIALS	LS OFF AIRPORT PRO REQUEST, COPIES OF	DPERTY AT NO ADDITION	AL COST TO TH	E OWNER.	
VRITTEN TWO (2) LE SHALL BE	15. ENVIRONMENTAL PROTECTIO			•		
/ WORK IF NOT TAKEN PLACE HALL BE	15.1 THE CONTRACTOR SHALL AND ORDINANCES IN REG RESOURCES. THE CONTRA	ARD TO THE PROTEC	CTION OF THE ENVIRONM	IENT AND NAT	URAL	
JOB MEETING.	RELATED EXPENSES DUE T SUBCONTRACTORS, AND		SED BY THE CONTRACTO	R AND THEIR PE	ERSONNEL,	
OR, THE RPR AND /ERBALLY	15.2 THE CONTRACTOR SHALL REGRADING, HAUL ROUTE INADVERTENT GROUND D CONTRACTOR AND THEIR	S, STAGING AREA(S)	AND SURPLUS MATERIA	L DISPOSAL SIT CAUSED BY TH	ES. ANY E	
AGING AREA. TORATION OF	THE ENGINEER/RPR. 15.3 MATERIALS AND EQUIPM					
CONSTRUCTION	MINIMIZE THE SPREADING			ED FRIOR TO 3	THE WORK TO	с
O THE OWNER.	15.4 IF OFFSITE TOPSOIL IS REC SOURCE OF THE TOPSOIL	-			-	
PROJECT. TRASH	THE TOPSOIL (PREFERABL SPECIES.	E PRIOR TO STRIPPIN	IG) TO MINIMIZE THE SP	READING OF IN	IVASIVE	
ION OF THE	15.5 THE AIRPORT DOES HAVE SUBSTANCES (PFAS) CONT AND DETERMINE THE LEV	AMINATION. PRIOF	R TO EXCAVATION THE A	RPORT WILL TE	EST THE SOIL	
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G PAVEMENTS USED FOR HAUL ROUTES SHALL BE VIDE OR TO DOCUMENT PRE-CONSTRUCTION CONDITION. AL ND RESTORATION OF THE PAVED SURFACE TO EQUAL O T NO ADDITIONAL COST TO THE OWNER. ACTOR SHALL DELINEATE ALL HAUL ROUTES WITH ANC MEANS THAT IS ACCEPTABLE TO THE RPR AT NO ADDITI ACTOR SHALL PROVIDE IF REQUIRED BY THE RPR, ANY F CLUDING BUT NOT LIMITED TO; STOP SIGNS, CONSTRUC ONAL SIGN, SPEED LIMIT SIGN AND OTHER AT NO ADDI HERWISE SPECIFIED ON THE PLANS THE SPEED LIMIT FO MUM, THE SPEED LIMIT FOR THE EXISTING SOUTH APRO PEED LIMIT IN CONGESTED AREAS IS 5 MPH MAXIMUM. LES EITHER ENTERING OR EXITING THE WORK SITE SHALL LEARED OF FOREIGN OBJECT DEBRIS (FOD). IF REQUIRE TA STABILIZED CONSTRUCTION ENTRANCE AS DETAILED ACTOR SHALL HAVE A WORKING POWER VACUUM SWE WEEP PAVEMENTS IN THE WORK AREAS AND HAUL RO D AND MATERIAL SPILLAGE. WHEN DIRECTED BY THE I	L IMPROVEMENTS TO PAVED R BETTER CONDITION SHALL HORED CHANNELIZER CONE ONAL COST TO THE OWNER. REQUIRED TRAFFIC CONTROL CTION ENTRANCE SIGN, TIONAL COST TO THE OWNER. R THE PERIMETER ROAD IS 15 ON IS 15 MPH MAXIMUM, L BE INSPECTED AND ED, THE CONTRACTOR SHALL O ON THE PLANS. EEPER ON THE SITE AT ALL UTES TO CONTINUALLY	AND TESTING OF ALL ITE THOSE PERFORMED BY ENSURE CONFORMANCE MATERIALS, WORKMAN QUALITY CONTROL PROG PERFORMED UNDER THI TESTS REQUIRED BY THE THIS SECTION AND ANY ESTABLISH AN EFFECTIVE 14. DISPOSAL OF SURPLUS EXCO 14.1 ALL UNSUITABLE EXCAV STRUCTURES AND PIPES CONCRETE PAVEMENT, OF	L ESTABLISH A QUAL MS OF WORK REQUI THE SUBCONTRACTO TO APPLICABLE SPE SHIP, CONSTRUCTION GRAM SHALL BE EFFE S CONTRACT AND SH TECHNICAL SPECIFIC OTHER ACTIVITIES DI E LEVEL OF QUALITY AVATED SOILS ATION MATERIAL, AL , ALL BITUMINOUS CO AND ALL CONDUIT AN N AIRPORT PROPERTY ACTOR SHALL CONFIR	L UTILITY (WATER, SEWER, TEL/ ONCRETE PAVEMENT, ALL PORT ND ELECTRICAL WIRE SHALL BE I Y AS DIRECTED BY THE OWNER AND O	ONS, INCLUDING OGRAM SHALL ESPECT TO RFORMANCE. THE DNSTRUCTION WORK EVEILLANCE AND ER REQUIREMENTS OF TRACTOR TO DATA, & DRAINAGE) TLAND CEMENT LEGALLY DISPOSED OF AND THE
MENCE WITHIN THIRTY (30) MINUTES. THE POWER VA SHALL BE PROVIDED AT NO ADDITIONAL COST TO THE G O BY THE RPR, THE CONTRACTOR SHALL HAVE ON SITE A F CONTROLLING DUST ON HAUL ROUTES. THE CONTRA E APPROACH TO PREVENTING DUST BY KEEPING HAUL F CTED BY THE RPR, DUST CONTROL MITIGATION SHALL G ES. DUST CONTROL SHALL BE CONSIDERED INCIDENTAL AT NO ADDITIONAL COST. BLIC ROADS ARE USED FOR HAUL ROUTES THE CONTRAG QUIRED, COMPLY WITH ALL LAWS, RULES, REGULATION AT NO ADDITIONAL COST TO THE OWNER. HIRED N TO THE OVERALL SCHEDULE THE CONTRACTOR SHALL CAHEAD SCHEDULE. THE FIRST WEEK ON THE LOOK AH	CUUM SWEEPER AND DWNER. A WATER TRUCK FOR THE CTOR SHALL TAKE A ROUTES MOIST AT ALL TIMES. COMMENCE WITHIN THIRTY TO THE PROJECT AND BE CTOR SHALL OBTAIN ALL NS AND ORDINANCES AS	DISPOSED OF BY THE CO ENGINEER/RPR IN DESIG SHALL NOT PENETRATE A AVAILABLE FOR SURPLU OF PFAS. PFAS TESTING DISPOSING OF SURPLUS INCIDENTAL TO THE EXC ENGINEER/RPR AND OW 14.3 THE CONTRACTOR SHAL OF UNSUITABLE MATERI AT THE OWNERS OR RPF	NTRACTOR AT A LOC NATED DISPOSAL SIT ANY PROTECTED AIR S MATERIAL CONTAIL AND DETERMINATIC SUITABLE MATERIAL AVATION OF THE MA 'NER PRIOR TO DISPO L OBTAIN ALL PERMI ALS OFF AIRPORT PR REQUEST, COPIES C 5 OFF AIRPORT PROP	LT MILLINGS SHALL BE UTILIZED ATION AS DIRECTED BY THE OW ES ON AIRPORT PROPERTY. THI SPACE. SEPARATE DISPOSAL SIT NING ELEVATED LEVELS OF PFAS ON OF PFAS LEVELS WILL BE PERI IN DISPOSAL SITES SHALL BE CO ATERIAL. CONTRACTOR SHALL CO OSAL OF ANY SUITABLE EXCAVAT TS AND PAY ALL FEES REQUIRED OPERTY AT NO ADDITIONAL CO OF DOCUMENTATION DETAILING ERTY SHALL BE PROVIDED.	VNER AND THE E HEIGHTS OF PILES ES WILL BE MADE S AND LOW LEVELS FORMED BY OTHERS. ONSIDERED ONFIRM WITH THE TED MATERIAL.
THE FIRST WEEK ON THE LOOK AN D THE MOST RIGID. THE OWNER RESERVES THE RIGHT RENT WEEK'S SCHEDULE AND IF PROPER COORDINATION IRPORT STAKE HOLDERS. THE TWO WEEK LOOK AHEAD (EEKLY AND PRESENTED TO STAKE HOLDERS AT THE RP	TO DISALLOW WORK IF NOT ON HAS NOT TAKEN PLACE O SCHEDULE SHALL BE	AND ORDINANCES IN RE RESOURCES. THE CONTI RELATED EXPENSES DUE	GARD TO THE PROTE RACTOR SHALL PAY A TO VIOLATIONS CAU	FEDERAL, STATE, AND LOCAL LA CTION OF THE ENVIRONMENT A LL FINES ASSESSED AGAINST TH ISED BY THE CONTRACTOR AND	AND NATURAL IE AIRPORT AND
NING A TAILGATE MEETING SHALL OCCUR BETWEEN TH A'S PROJECT REPRESENTATIVE. THE INTENT OF THIS ME WORK AND ACTIVITIES PROPOSED FOR THAT DAY. GAGING AREA AND EMPLOYEE PARKING ACTOR SHALL USE THE AREA(S) SHOWN ON THE PLANS ACTOR IS RESPONSIBLE FOR ANY AND ALL IMPROVEME IATED AREA(S), SUCH AS CLEARING AND GRUBBING, GF ACCESS ROADS AND STORAGE AREAS, SECURITY FENCIO SARY FOR THE UTILIZATION OF THE AREA AT NO ADDITI ACTOR IS RESPONSIBLE FOR ALL TRASH PICK UP GENER ES SHALL BE COVERED AND SECURED. S FACILITIES ARE TO BE PROVIDED AND MAINTAINED BY IG AREAS AND WITHIN THE ACTIVE WORK AERAS WITH MPLETION OF THE PROJECT, THE STAGING AREA SHALL D EQUAL OR BETTER THAN PRE-CONSTRUCTION CONDIT D RPR AT NO ADDITIONAL COST TO THE OWNER. ACTOR WORKERS WILL BE ALLOWED TO PARK PERSONA AREA (INSIDE THE AIRPORT FENCE). CONTRACTOR WO IATED EMPLOYEE PARKING AREA. AYOUT AND ASSISTANCE TO THE RPR EER SHALL PROVIDE BOTH HORIZONTAL AND VERTICAL ACTOR AS SEEN IN SHEET GN-02. PRIOR TO LAYOUT, TH TWEEN THESE POINTS AND SATISFY TO THEMSELVES AS OINTS PROVIDED. THE LAYOUT FOR CONSTRUCTION SH ITRACTOR. ACTOR SHALL FURNISH ASSISTANCE TO THE ENGINEER/ TOR WORK IN PROGRESS. SUCH ASSISTANCE SHALL BE ION OF SUITABLE MANPOWER TO ASSIST THE ENGINEER/ TOR WORK IN PROGRESS. SUCH ASSISTANCE SHALL BE ION OF SUITABLE MANPOWER TO ASSIST THE ENGINEER/ TOR WORK IN PROGRESS. SUCH ASSISTANCE SHALL BE ION OF SUITABLE MANPOWER TO ASSIST THE ENGINEER/ TOR WORK IN PROGRESS. SUCH ASSISTANCE SHALL BE ION OF SUITABLE MANPOWER TO ASSIST THE ENGINEER/ TOR WORK IN PROGRESS. SUCH ASSISTANCE SHALL BE ION OF SUITABLE MANPOWER TO ASSIST THE ENGINEER/ TOR WORK IN PROGRESS. SUCH ASSIST THE ENGINEER/ TOR	FOR THEIR STAGING AREA. NTS AND RESTORATION OF ADING, AND CONSTRUCTION NG AND OTHER WORK THAT ONAL COST TO THE OWNER. ATED BY THE PROJECT. TRASH THE CONTRACTOR WITHIN THE PERMISSION OF THE BE RESTORED TO A ION AS DETERMINED BY THE L CARS WITHIN THE DRKERS ARE REQUIRED TO USE CONTROL POINTS FOR USE BY HE CONTRACTOR SHALL S TO THE ACCURACY OF THE HALL BE THE RESPONSIBILITY (RPR AS REQUESTED TO CHECK UNDERSTOOD TO INCLUDE ER/RPR IN TAPING THE CONTRACTOR'S TO THE ENGINEER/RPR	REGRADING, HAUL ROUT INADVERTENT GROUND CONTRACTOR AND THEI THE ENGINEER/RPR. 15.3 MATERIALS AND EQUIPT MINIMIZE THE SPREADIN 15.4 IF OFFSITE TOPSOIL IS RE SOURCE OF THE SPREADIN THE TOPSOIL (PREFERAE SPECIES. 15.5 THE AIRPORT DOES HAV SUBSTANCES (PFAS) CON AND DETERMINE THE LE SUITABLE SURPLUS MAT	L LIMIT GROUND DIS TES, STAGING AREA(S DISTURBANCE BEYO R PERSONNEL, SUBCO MENT USED ON THIS NG OF INVASIVE SPEC EQUIRED, THE CONTF L AND PROVIDE THE BLE PRIOR TO STRIPPI E AREAS OF KNOWN NTAMINATION. PRIO VELS OF PFAS PRESE FERIAL WILL BE DISPO	TURBANCE TO THE AREA WITHI 5) AND SURPLUS MATERIAL DISP ND THE PROJECTS LIMITS CAUSE ONTRACTORS, AND VENDORS SI PROJECT SHALL BE CLEANED PR CIES. RACTOR SHALL REVIEW WITH TH OPPORTUNITY FOR THE ENGINE NG) TO MINIMIZE THE SPREADI ELEVATED LEVELS OF POLYFLUA PR TO EXCAVATION THE AIRPORT NT IN THE SOILS. IF LOW LEVELS OSED IN THE NON-PFAS DISPOSA SHALL BE DISPOSED IN THE PFA	POSAL SITES. ANY ED BY THE HALL BE REPORTED TO COR TO SITE WORK TO E ENGINEER/RPR THE ER/RPR TO INSPECT NG OF INVASIVE OROALKL T WILL TEST THE SOIL S ARE DETECTED, THE AL SITE. SOILS
	BID DOCL		DIRECT DIRECTION C ARCHITECT, OR LAND THE STAMP OF A ARCHITECT, LANDSCA AND INCLUDE THE N OF SUCH ALTERATION NANTU N	F LAW FOR ANY PERSON, UNLESS THE SF A LICENSED PROFESSIONAL ENGINE SURVEYOR, TO ALTER AN ITEM IN ANY LICENSED PROFESSIONAL IS ALTERED, PE ARCHITECT, OR LAND SURVEYOR SH IOTATION "ALTERED BY" FOLLOWED BY T A, AND A SPECIFIC DESCRIPTION OF THE CKET MEMORIAL ANTUCKET, MASSACHUSI I APRON SOUND E GENERAL NOTES	ER, ARCHITECT, LANDSCAPE Y WAY. IF AN ITEM BEARING THE ALTERING ENGINEER, HALL STAMP THE DOCUMENT THEIR SIGNATURE, THE DATE E ALTERATION. AIRPORT ETTS BARRIER
5	MCFARLAN 125 NAGOG PARK; ACTON, MASSACHU		SCALE: N.T.S. DRAWN: LAB CHECKED: DMP	DESIGN: LAB PROJECT:19149.08 DATE: APRIL 18, 202	GN-01







	WORK A	REA TABLE		
WORK AREA	DESCRIPTION OF WORK	CALENDAR DAYS	CLOSURES	LIQUIDATED DAMAGES
1 BASE BID)	SELECTIVE TREE TRIMMING & CUTTING, INSTALLATION OF CONCRETE DRILLED SHAFTS AND SOUND BARRIER WALL	100 TOTAL PHASE 1: 55 DAYS PHASE 2: 45 DAYS	SMALL PORTION OF SOUTH APRON	\$2,500 DAILY
	BASE BID TOTAL CONTRA	CT TIME: 100 CALENI	DAR DAYS	

- 2. CONTRACTOR SHALL MAKE FREQUENT INSPECTIONS OF THE CHANNELIZER CONES AND SHALL RELOCATE ANY CONES THAT ARE MISALIGNED.
- BLAST.

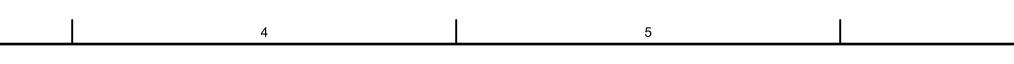
FLUORESCENT ORANGE POLYETHYLENE CONE WITH A MINIMUM OF TWO WHITE REFLECTIVE BANDS, 4-6" IN WIDTH.

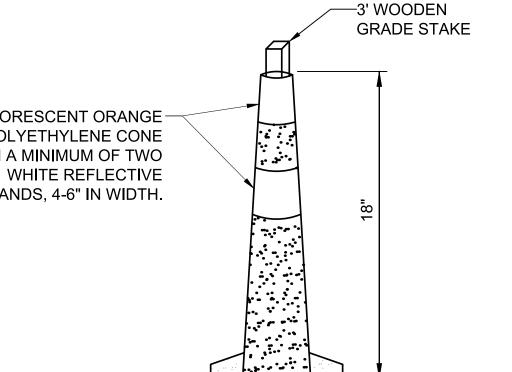
GENERAL AVIATION BARRICADE NOTES:

1

- 1. THE RPR AND ACK OPERATIONS WILL HAVE FINAL DETERMINATION WHERE EACH TYPE OF BARRICADE (LOW PROFILE. CHANNELIZER CONES, UTILITY MARKERS, ETC.) SHALL BE PLACED.
- 2. BARRICADES SHALL BE ONE OF THE BARRICADES OR CHANNELIZER CONES SHOWN ON THIS SHEET OR APPROVED EQUAL.
- 3. ALL BARRICADES SHALL MEET REQUIREMENTS OF FAA ADVISORY CIRCULAR 150/5370-2G (CURRENT EDITION), "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
- 4. ACK OPERATIONS MAINTAINS A SMALL SUPPLY OF LIGHTED CONSTRUCTION BARRICADES FOR CONTRACTOR USE. BARRICADES SHALL BE ACK OPERATIONS SUPPLIED TO THE GREATEST EXTENT POSSIBLE. IT IS ANTICIPATED THE CONTRACTOR WILL BE REQUIRED TO SUPPLY ADDITIONAL BARRICADES. THESE BARRICADES SHALL BE PROVIDED AS INCIDENTAL TO ITEM M-120-3 AND RETAINED BY THE CONTRACTOR AT COMPLETION OF THE PROJECT.
- 5. CONTRACTOR SHALL MAKE DAILY INSPECTIONS OF THE BARRICADES/CONES TO ENSURE LIGHTS ARE OPERATING EVERY NIGHT.

2



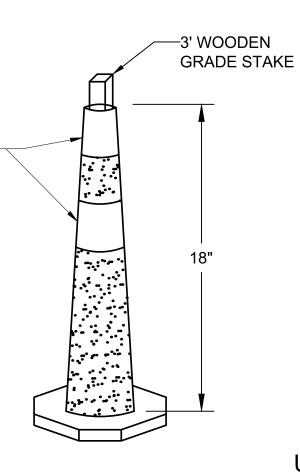


HAUL ROUTE CHANNELIZER CONE NOTES:

- 1. CHANNELIZER CONES SHALL BE SPACED AT 25' ON CENTER IN ALL LOCATIONS.
- 3. CHANNELIZER CONES SHALL BE ADEQUATELY SECURED TO WITHSTAND HIGH WINDS AND/OR JET

HAUL ROUTE CHANNELIZER CONE DETAIL

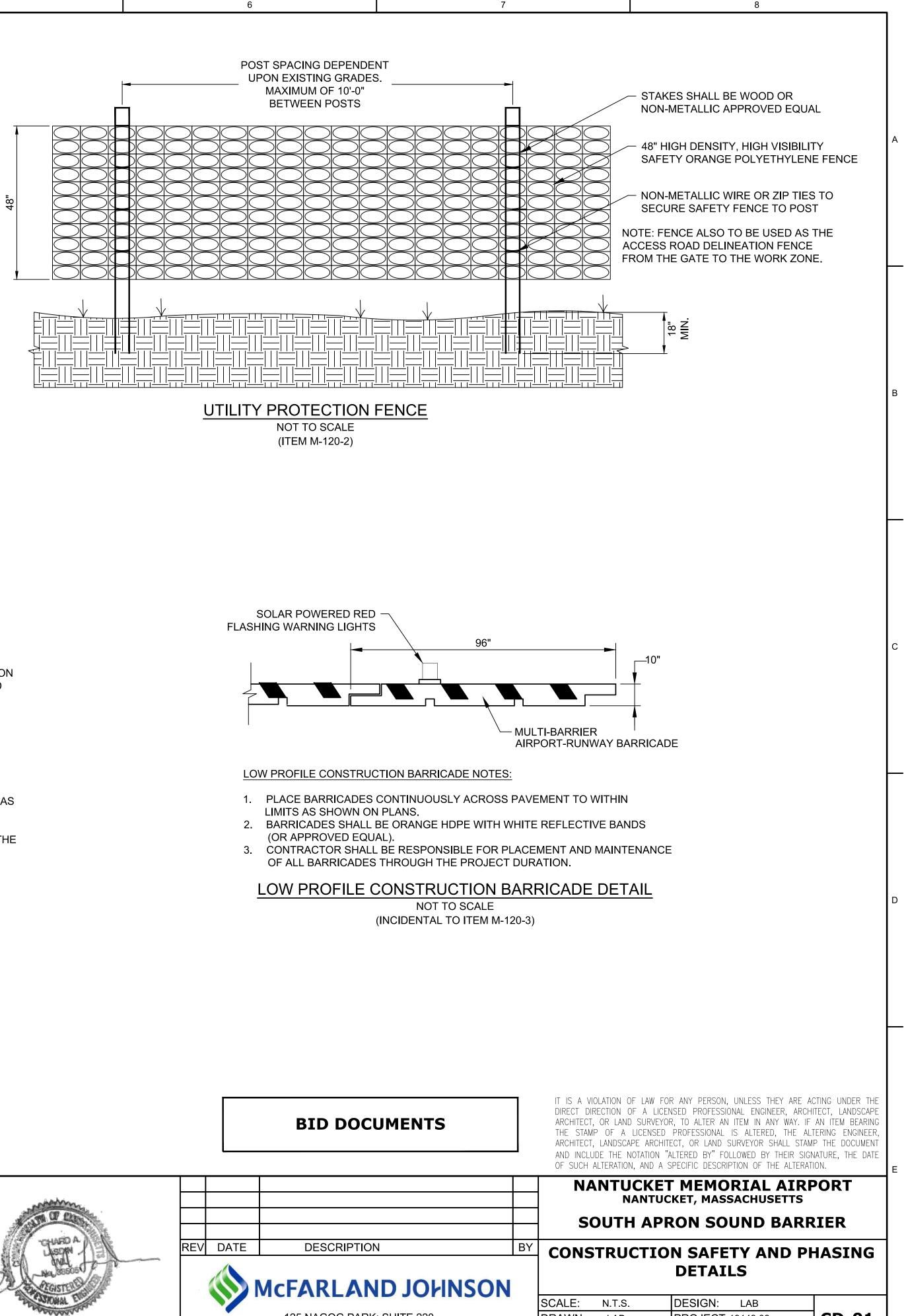
NOT TO SCALE (INCIDENTAL TO ITEM M-120-3)

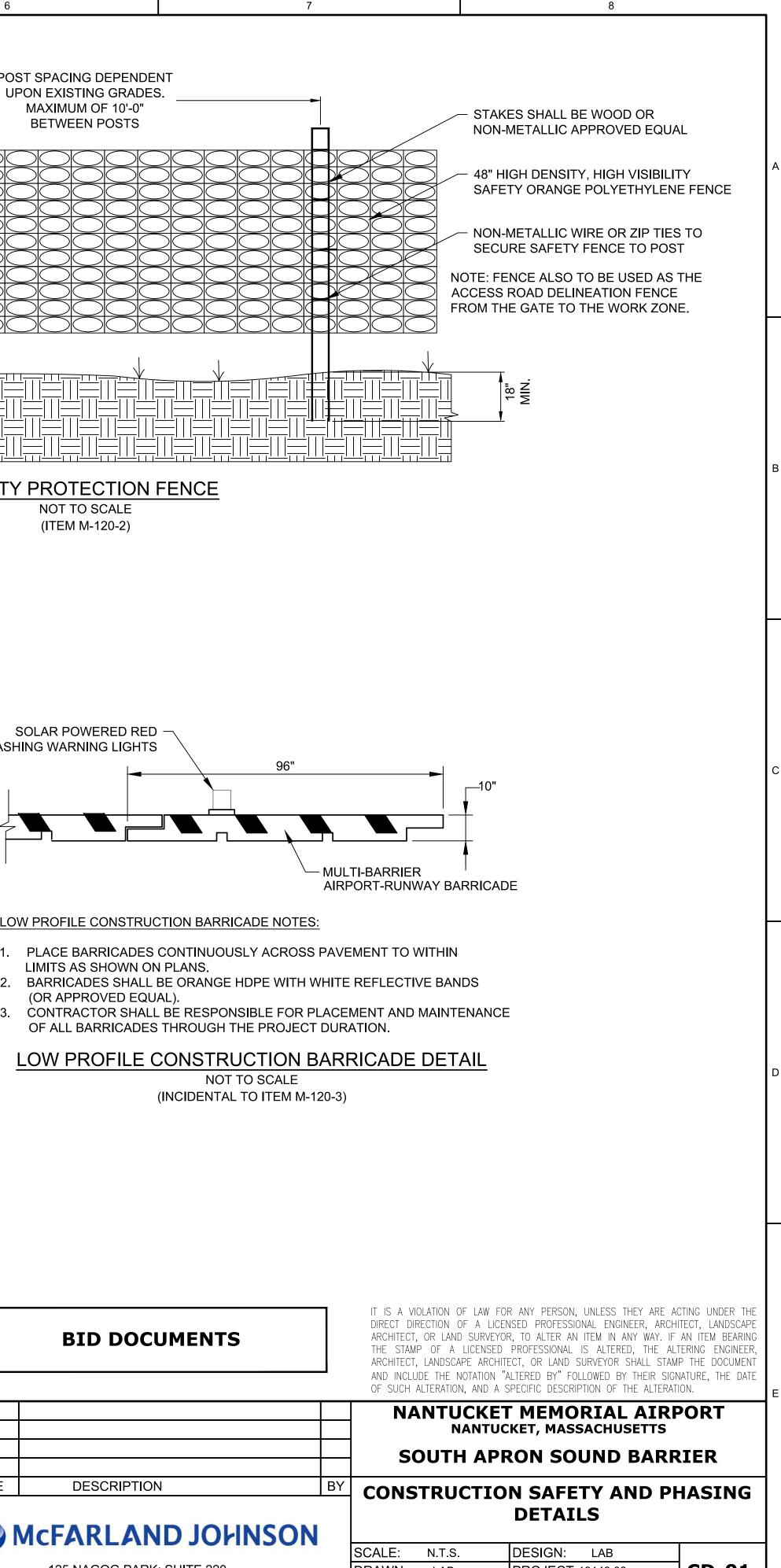


UTILITY DELINEATION MARKER NOTES:

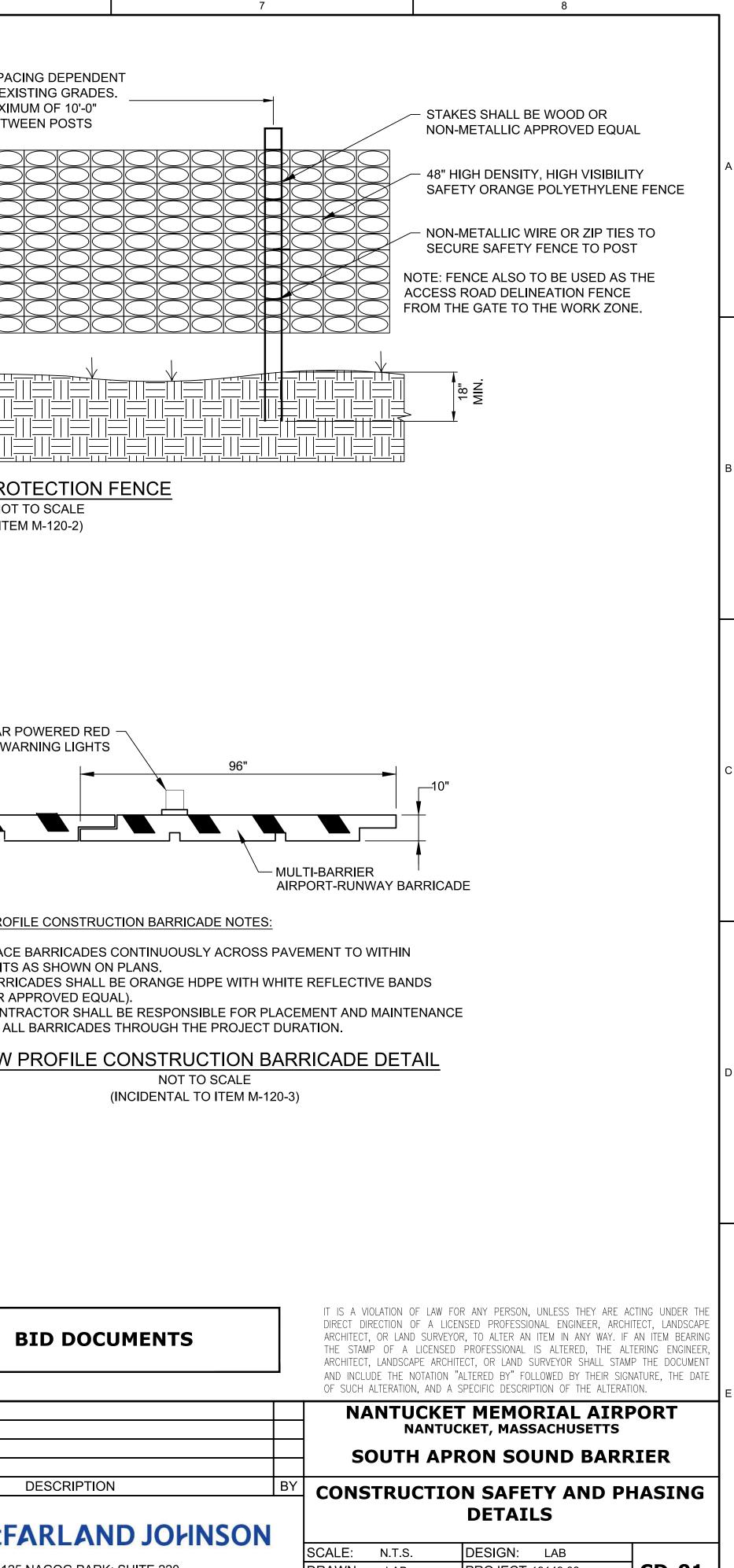
- 1. MARKER CONES SHALL BE SPACED AT 50' ON CENTER TO PROTECT THE UNDERGROUND UTILITIES SUCH AS DRAINAGE PIPES AND UTILITY DUCT BANKS.
- 2. CONTRACTOR SHALL MAKE FREQUENT INSPECTION OF THE MARKER CONES AND SHALL RELOCATE ANY CONES THAT ARE MISALIGNED.
- 3. MARKER CONES SHALL BE ADEQUATELY SECURED TO WITHSTAND HIGH WINDS AND/OR JET BLAST USING GRADE STAKES AS SHOWN.
- 4. INSTALLATION AND REMOVAL OF UTILITY DELINEATION MARKERS AS DIRECTED BY THE RPR IS INCIDENTAL TO ITEM M-120-3.

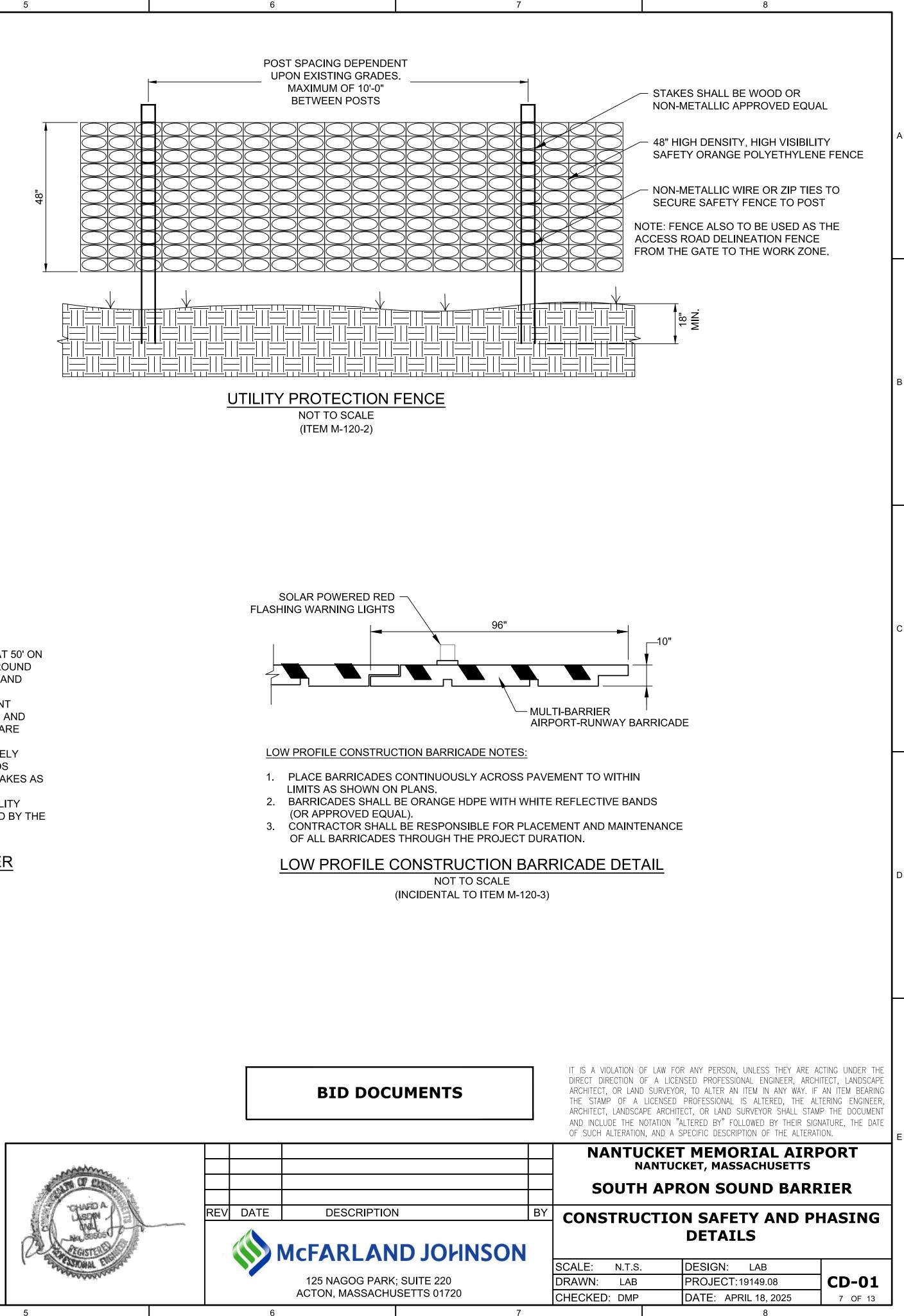
UTILITY DELINEATION MARKER NOT TO SCALE (INCIDENTAL TO ITEM M-120-3)

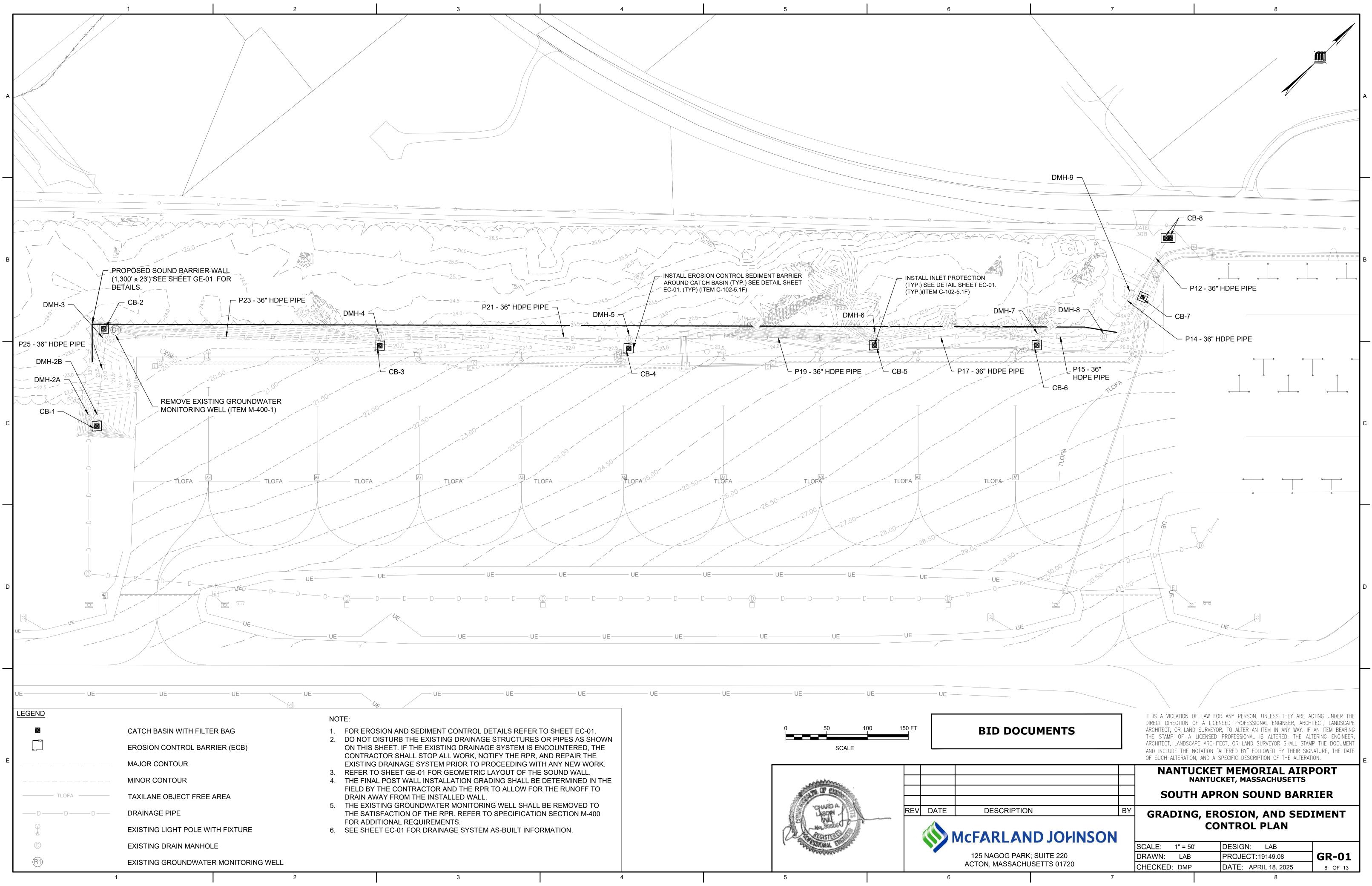


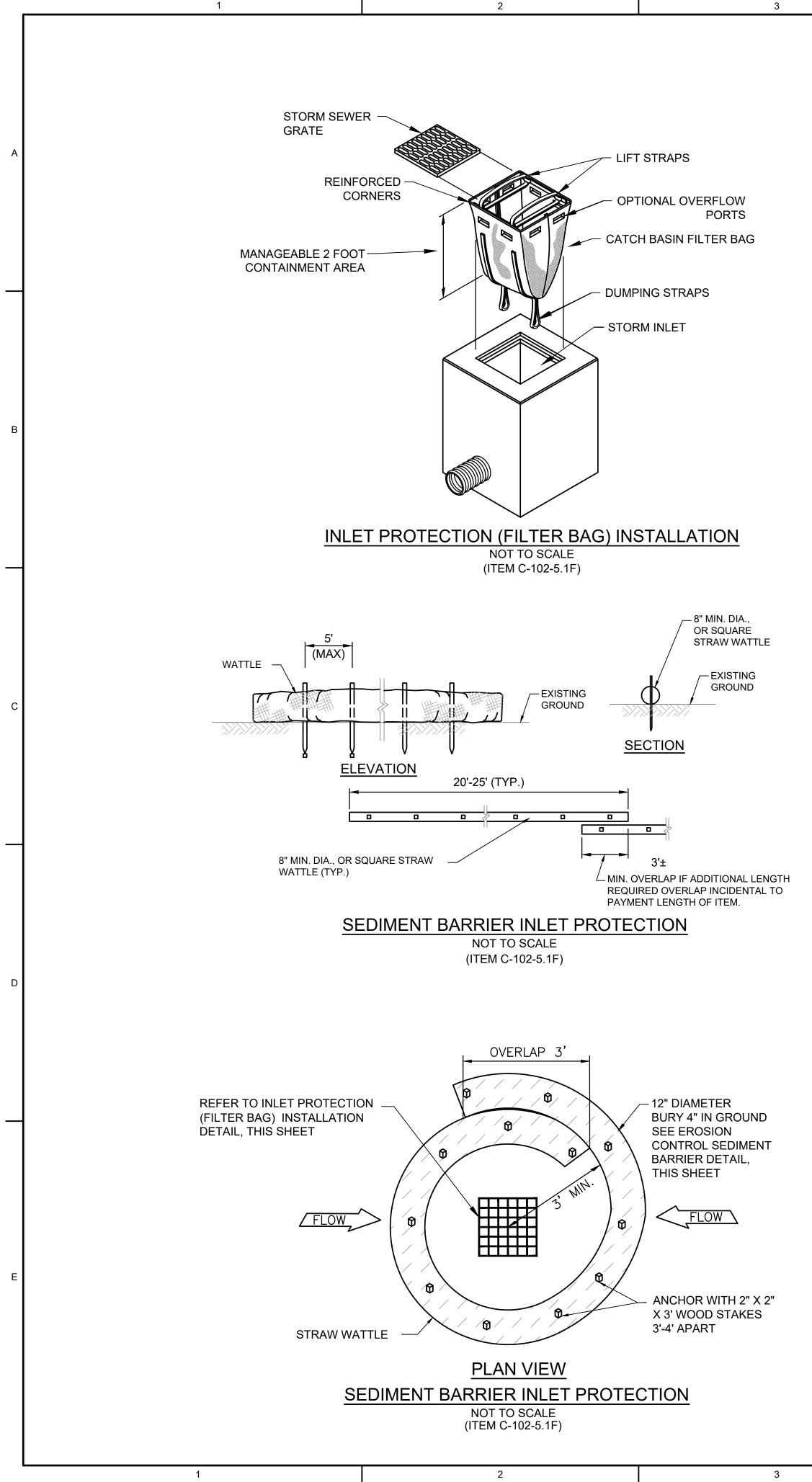


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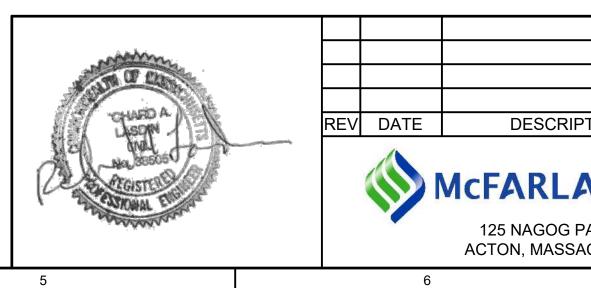


NTUCKET\T-19149.08 SOUTH APRON SOUND BARRIER\DRAWINGS\SHEET F

PIPE TABLE								
NAME	SIZE	LENGTH	SLOPE	MATERIAL	FROM STRC	TO STRC		
P12	36"	83.64'	0.59%	SICPP	CB-8	DMH-9		
P13	36"	13.06'	0.54%	SICPP	CB-7	DMH-9		
P14	36"	62.48'	0.50%	SICPP	DMH-9	DMH-8		
P15	36"	80.00'	0.50%	SICPP	DMH-8	DMH-7		
P16	36"	10.00'	0.50%	SICPP	CB-6	DMH-7		
P17	36"	200.00'	0.50%	SICPP	DMH-7	DMH-6		
P18	36"	10.00'	0.50%	SICPP	CB-5	DMH-6		
P19	36"	300.00'	0.50%	HDPE	DMH-6	DMH-5		
P20	36"	10.00'	0.50%	SICPP	CB-4	DMH-5		
P21	36"	300.00'	0.50%	SICPP	DMH-5	DMH-4		
P22	36"	10.00'	0.50%	SICPP	CB-3	DMH-4		
P23	36"	340.00'	0.50%	SICPP	DMH-4	DMH-3		
P24	36"	14.02'	0.50%	SICPP	CB-2	DMH-3		
P25	36"	99.63'	0.50%	SICPP	DMH-3	DMH-2B		
P26	36"	10.00'	0.50%	SICPP	CB-1	DMH-2B		
P27	36"	10.02'	0.50%	SICPP	DMH-2B	DMH-2A		

STRUCTURE DMH TABLE						
RIM	INV(S) IN	INV OUT				
19.38	10.10 11.90	10.00				
18.42	10.20 10.17	10.17				
19.15	10.73 10.73	10.63				
21.30	12.55 12.56	12.39				
23.20	14.12 14.12	14.07				
25.25	15.76 15.76	15.66				
26.61	16.84 16.84	16.77				
26.14	17.34	17.26				
23.85	17.79 17.79	17.66				
	RIM 19.38 18.42 19.15 21.30 23.20 25.25 26.61 26.14	RIMINV(S) IN19.3810.10 11.9018.4210.20 10.1719.1510.73 10.7321.3012.55 12.5623.2014.12 14.1225.2515.76 15.76 15.7626.6116.84 16.84 16.8426.1417.3423.8517.79				

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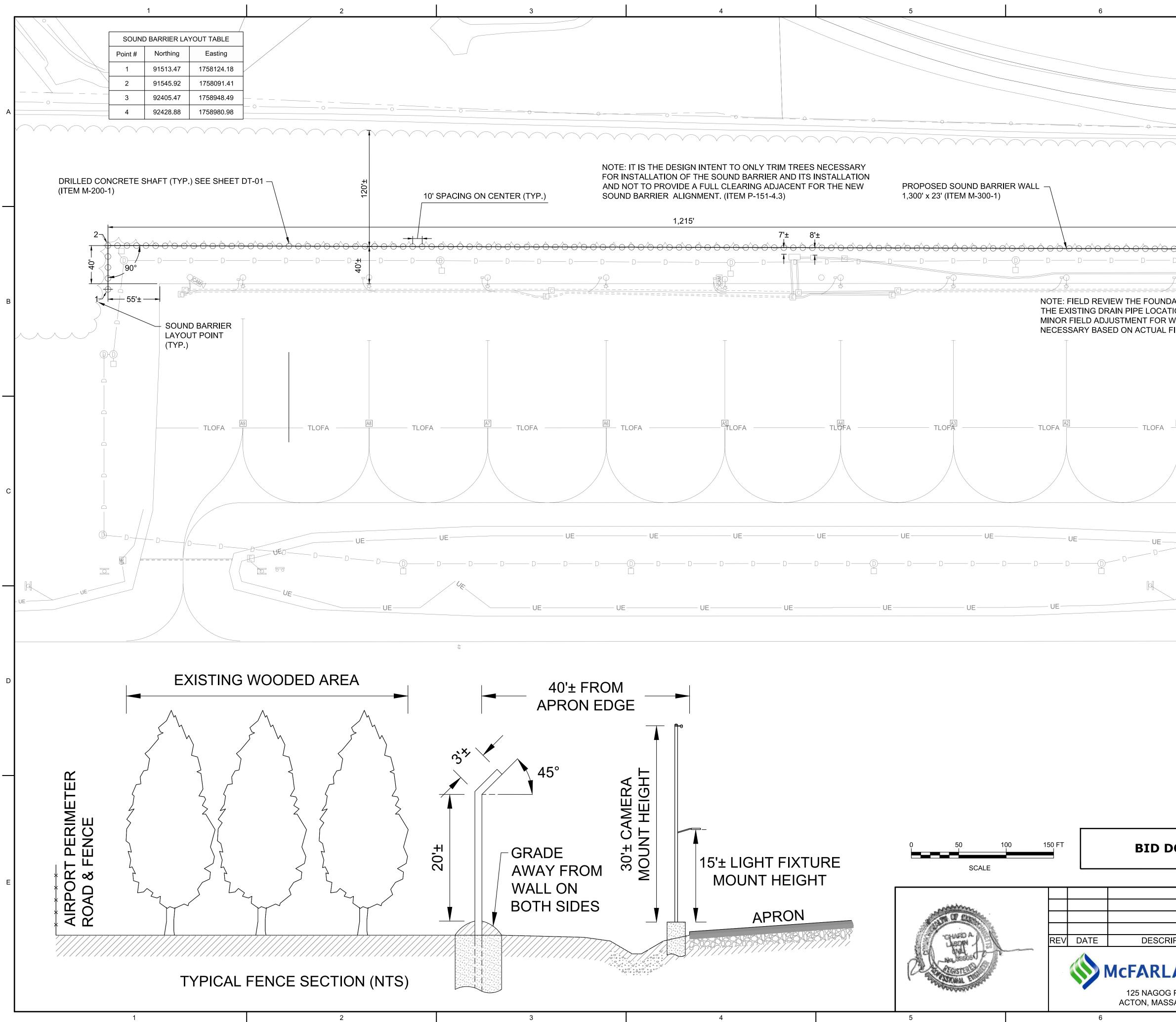
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STRUCTURE CB TABLE										
STRUCTURE	RIM	INV(S) IN	INV OUT							
CB-1	18.55		10.30							
CB-2	19.22		10.80							
CB-3	20.85		12.60							
CB-4	22.75		14.20							
CB-5	24.84		15.80							
CB-6	26.15		16.90							
CB-7	24.34		17.82							
CB-8	23.47		18.22							

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4" (MIN) -

APPROXIMATE · FINISHED GRADE

CONTRACTOR TO PROVIDE MIN. REQUIRED -DRILLED CONCRETE SHAFT LENGTH BASED ON THE STRUCTURAL CALCULATIONS.

THE LIMITS AND NUMBER OF THE STIRRUP REINFORCEMENT TO BE DETERMINED AS PART OF THE STRUCTURAL DESIGN CALCULATIONS.

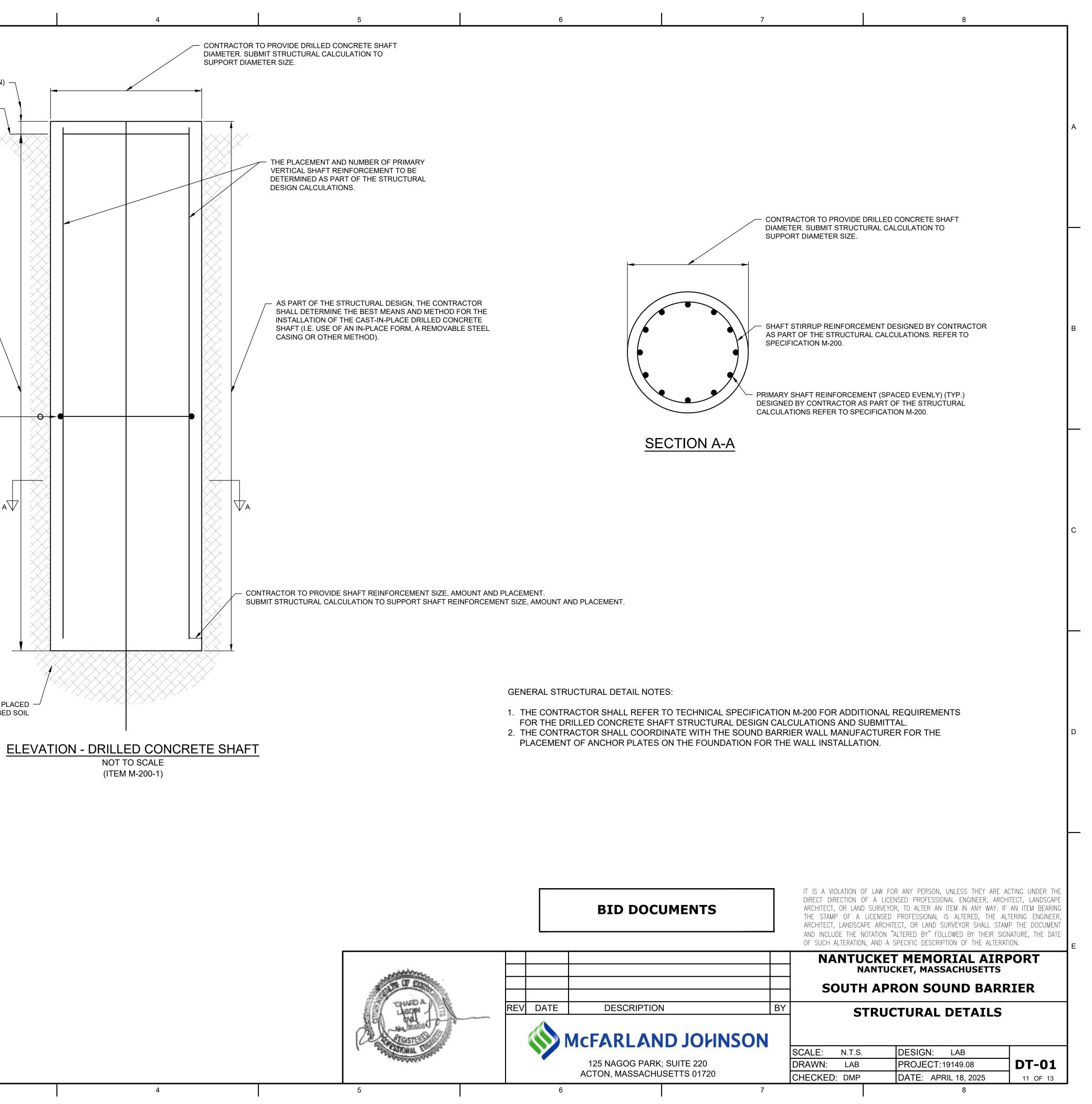
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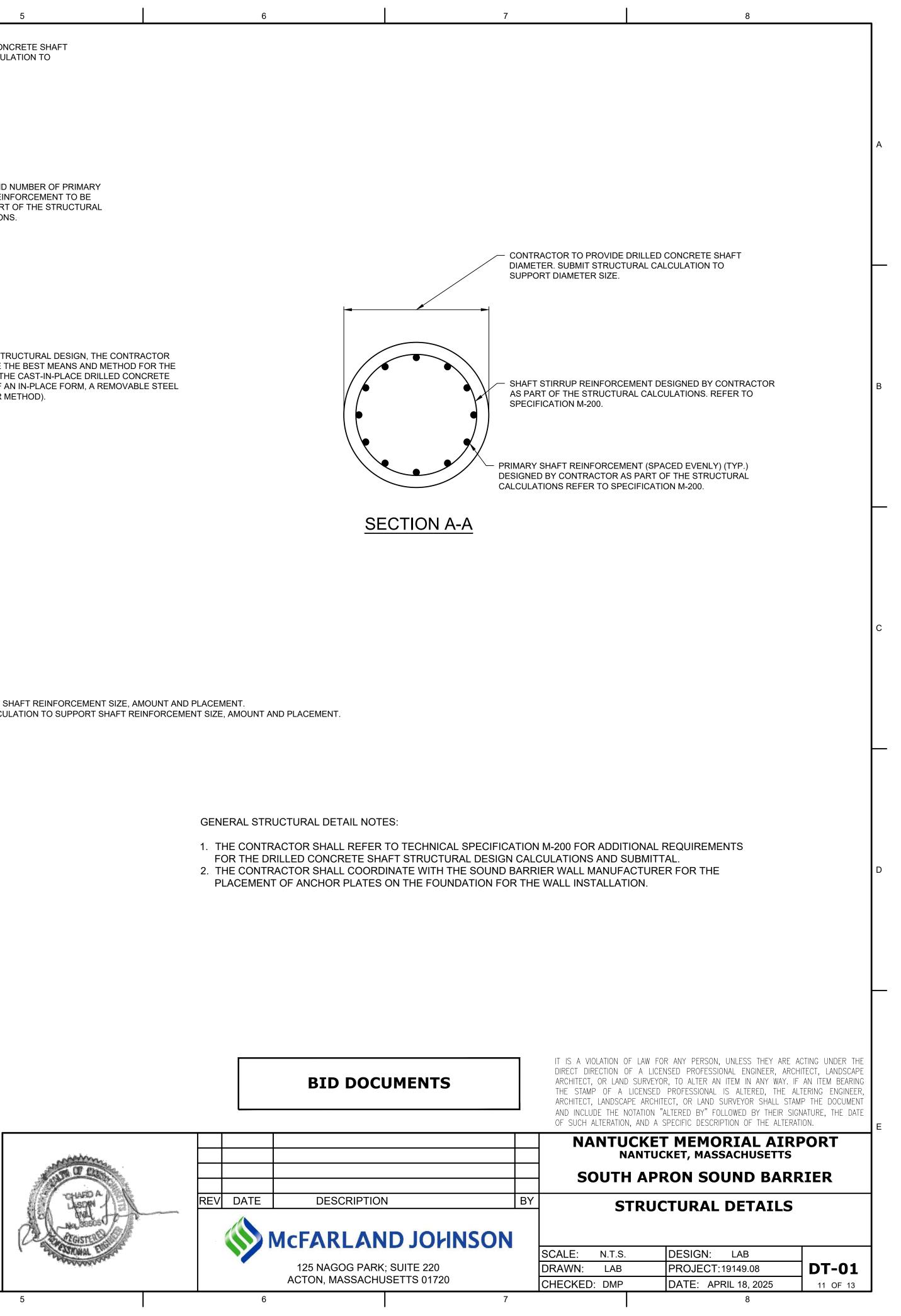
IN UNDISTURBED SOIL

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	1 BORING LOG	BORING NO.:	2 .: B-1			во	4 RING NO.: B-2		₅ BORING LO		6				8 BORING NO.:8
	CLIENT: McFarland-Johnson, Inc PROJECT: Proposed Noise Barrier at South Apron Expansion	SHEET: PROJECT NO. DATE START:		CLIENT: McFarland-J			ET: 1 of 1 DJECT NO. 24-0833 TE START: 12/9/2024	CLIENT: McFarland-Johnson PROJECT: Proposed Noise B	, Inc		SHEET: 1 of 1 PROJECT NO. 24-08 DATE START: 12/10/2	3	CLIENT: McFarland-Johnson, Inc PROJECT: Proposed Noise Barrier at South Apron Expansion		SHEET: 1 of 1 PROJECT NO. 24-0833 DATE START: 12/10/2024
S.W.COLI	E LOCATION: <u>Nantucket Memorial Airport</u> , Nantucket, Massachuset		H: 12/9/2024 S.W.C	LOCATION: Nantucke	et Memorial Airport, Nantucket, Massachus	setts DA	TE FINISH: 12/10/2024	SWCOLE LOCATION: Nantucket Mem	orial Airport, Nantucket, Massach	usetts	DATE FINISH: 12/10/2	S.W.COLE	LOCATION: <u>Nantucket Memorial Airport, Nantucket, Massachu</u>		DATE FINISH: 12/10/2024
	ormation See exploration location plan ELEVATION (FT):	_ TOTAL DEPTH (FT): <u>32.0</u> LOGGED BY: Jeth DRILLING METHOD: Cased Boring	ethro Celamy LOCAT	ng Information_ FION: <u>See exploration location plan</u> ING CO.: Seaboard Drilling	ELEVATION (FT): DRILLER: Parker Johnson	TOTAL DEPTH (FT): <u>32.0</u> LOGGE DRILLING METHOD: Cased Boring	D BY: Jethro Celamy		ELEVATION (FT):	TOTAL DEPTH (FT):			See exploration location plan ELEVATION (FT): N/A .: Seaboard Drilling DRILLER: Parker Johnson	TOTAL DEPTH (FT): LO DRILLING METHOD: Cased Boring	
RIG TYPE:	Track Mounted Diedrich D-25 AUGER ID/OD:	SAMPLER: Standard Split-Spoon CASING ID/OD: 4 in / 4 1/2 in CORE BARREL: N	RIG TY	(PE:		SAMPLER: Standard Split-Spoon CASING ID/OD: 4 in / 4 1/2 in CORE	BARREL: N/A	RIG TYPE: Track Mounted Diedrich D-25	AUGER ID/OD:	SAMPLER: Standard Split-Spoo CASING ID/OD: _4 in / 4 1/2 in	on	RIG TYPE:	Frack Mounted Diedrich D-25 AUGER ID/OD: N/A / N/A PE: _Automatic HAMMER WEIGHT (lbs): 140	SAMPLER: <u>Standard Split-Spoon</u> CASING ID/OD: <u>4 in / 4 1/2 in</u> CO	
	DRRECTION FACTOR: HAMMER DROP (inch): 30 EL DEPTHS (ft): ¥ 15.1 ft 12/10/2024 ¥ 15.8 ft 12/11/2024 ₹ 15.9 ft 12/1		WATER		HAMMER DROP (inch): 30 ater level measurement in open borehole			WATER LEVEL DEPTHS (ft): 13 ft Water lev	HAMMER DROP (inch): 30 el measurement in open borehole			WATER LEVE	RRECTION FACTOR: HAMMER DROP (inch): 30 L DEPTHS (ft): ¥ 15 ft Water level measurement in open borehole		
GENERAL NO KEY TO NOTES AND SYMBOLS	S Water Level D = Split Spoon Sample Pen. = Penetration Len S: \vee At time of Drilling U = Thin Walled Tube Sample Rec. = Recovery Length	WOH = Weight of Hammer q _U = Unconfined Compressiv	rength, kips/sq.ft. KEY TO ssive Strength, kips/sq.ft. AND SY		D = Split Spoon Sample Pen. = Penetration Le U = Thin Walled Tube Sample Rec. = Recovery Leng	igth WOH = Weight of Hammer q _U = Unconfin		AND SYMBOLS:	Spoon Sample Pen. = Penetration Walled Tube Sample Rec. = Recovery L		= Field Vane Shear Strength, kips/sq.ft = Unconfined Compressive Strength, ki	GENERAL NC KEY TO NOTES os/sq.ft. AND SYMBOLS	Water Level D = Split Spoon Sample Pen. = Penetration ∑ At time of Drilling U = Thin Walled Tube Sample Rec. = Recovery Letter	ngth WOH = Weight of Hammer qu = Unc	d Vane Shear Strength, kips/sq.ft. confined Compressive Strength, kips/sq.ft.
	♥ At Completion of Drilling R = Rock Core Sample bpf = Blows per Foot ♥ After Drilling V = Field Vane Shear mpf = Minute per Foot	RQD = Rock Quality Designation			V = Field Vane Shear mpf = Minute per Foo		ngle (Estimated) licable		Vane Shear mpf = Minute per F	oot RQD = Rock Quality Designation Ø =	Friction Angle (Estimated)		▼ At Completion of Drilling R = Rock Core Sample bpf = Blows per For ▼ After Drilling V = Field Vane Shear mpf = Minute per For		tion Angle (Estimated) ot Applicable
Elev. Depth	h Casing Pen. Servel III Dente Pen./ Blow	Sample H ₂ 0 Description & Depth	Elev.	Casing	E INFORMATION	Sample Description &	H ₂ 0 Depth Remarks	Elev. Depth Casing (ft) (ft) (casing Pen. Sample B Depth Pen./	<u> </u>	Sample Description &	H ₂ 0 Depth Remarks	Elev. Depth	Casing Pen, Consult Depth Pen/ Count Field (Lab	Sample Description &	H ₂ 0 Depth Remarks
(ft) (ft)	(bpf) Sample Beptilia Rec. Count Field / Lab Beptilia No. Field (ft) (ft) (in) RQD Test Data Beptilia	Classification	(ft)	INO. ⊢ (π)	(in) RQD	Classification		No. \overrightarrow{F} (ft) (in)	or Test Data ଅ RQD	Classification		(ft) (ft)	(bpf) Sample Depth Rec. Count Field / Lab T No. (ft) (ft) (in) RQD Test Data T	Classification	
-		ark brown Silty SAND, some Root gments and Forest Litter (TOPSOIL)	Neat cement grout surface seal	- 1D 0-2 - 2D / 2-4		Dark brown Silty SAND, some Root fragments and Forest Litter (TOPSOIL)		1D 0-2 24/24 2D 7 2-4 24/12	4.14	Dark brown Silty SAND, some Root fragments and Forest Litter (TOPSOIL)		-		Dark brown Silty SAND, some Root fragments and Forest Litter (TOPSOIL)	
—	2D 2-4 24/16 5-4-3-2 ID 1680R W = 2.6 %	bist, loose, tan, fine to medium SAND, trace t	Bentonite clay top seal			Moist, medium dense, fine to medium SAND, trace Gravel, trace Silt			w=1.9 %	Moist, loose, tan, fine to coarse SAND, tr Gravel, trace Silt	trace	-	2D 2-4 24/16 5-6-8-7 ID 1760R w =2.7 %	Moist, medium dense, tan, fine to coarse SAND, trace Silt, trace Gravel	
- 5	⁵ 3D 5-7 24/6 1-1-0-1	ry loose, simliar to 2D	1-in-dia PVC riser	- 5 3D 5-7	24/1 1-2-1-1	Very loose, similar to 2D		- 5 3D 5-7 24/4	3-2-2-2	Very loose, similar to 2D		- 5	3D 5-7 24/13 7-8-10- ID 1685R w =13.6 %	Similar to 2D	
- 10	D 4D 10-12 24/9 6-5-5-6 s	milar to 2D		- 10 4D 10-12	24/4 5-3-2-1	Loose, similar to 2D		- 10 4D 10-12 24/6	10-7-4- 3	Loose, similar to 2D		- 10	4D 10-12 24/13 8-6-6-8 ID 1763R	Similar to 2D	
-											Ŧ	-			
- 15	5 5D V 15-17 24/7 3-3-4-2 W	et, loose, tan to white, fine to coarse SAND,		- - 15 5D 7 15-17	24/4 5-5-6-6	Wet, similar to 2D	Ā	- 15 5D 15-17 24/6		Wet, loose, tan, fine to medium SAND, t	trace	- 15	5D 📈 15-17 24/3 9-8-6-6	Wet, medium dense, tan, fine to coarse	Ĩ
В		ce Silt							w =17.5 %	Silt, trace Gravel				SAND, trace Silt, trace Gravel	
- 20	0 6D √ 20-22 24/11 7-4-4-6 s		1-in-dia PVC	- - 20 6D √ 20-22	24/9 3-3-3-3			- 20 6D 1/ 20-22 24/4	4332	Qieriles to 5D		- 20	6D √/ 20-22 24/0 6-4-5-4	No	
-	S S S S S S S S S S S S S S S S S S S	milar to 5D				Wet, loose, tan to white, fine to coarse SAND, trace Gravel, trace Silt				Similar to 5D				No recovery	
				- 25								25			
	5 7D 25-27 24/7 4-3-5-4 S	milar to 5D		- 25 7D 25-27	24/5 4-5-6-6	Medium dense, similar to 6D		7D 25-27 24/3	7-5-6-24	Wet, medium dense, fine to coarse SAN trace Silt, trace Gravel	ND,		7D 25-27 24/6 4-6-8-6	Similar to 5D	
—				-								-			
— 30 -	0 8D 30-32 24/8 4-5-4-5 s	milar to 5D		- 30 8D 30-32	24/16 3-3-6- 30 w =11.3 %	Loose, similar to 6D		- 30 8D 30-32 24/6	8-8-18- 35	Similar to 7D		- 30	8D 30-32 24/10 7-8-6-8 ID 1686R w =22.8 %	Similar to 5D	
		Bottom of Exploration at 32.0 feet		· · · · · · · · ·		Bottom of Exploration at 32.0 feet				Bottom of Exploration at 32.0 feet	1			Bottom of Exploration at 32.0 feet	
 boundary between the second sec	es represent approximate een soil types, transitions may		boundar	ation lines represent approximate ry between soil types, transitions may				Stratification lines represent approximate boundary between soil types, transitions may				boundary betwe	es represent approximate en soil types, transitions may		
made at times a Fluctuations of g other factors that	iter level readings have been and under conditions stated. groundwater may occur due to an those present at the time	BORING NO.:	Fluctuati	ual. Water level readings have been t times and under conditions stated. tions of groundwater may occur due to ctors than those present at the time		RO	RING NO.: B-2	be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time			BORING NO.: B-3	Fluctuations of g other factors that	er level readings have been nd under conditions stated. iroundwater may occur due to n those present at the time	Г	BORING NO.: B-4
		BORING NO.: SHEET:	modoure	ements were made.	BORING LOG	во	RING NO.: <u>B-6</u> ET: 1 of 1	measurements were made.				measurements	were made.		
$ \blacksquare $	CLIENT: McFarland-Johnson, Inc PROJECT: Proposed Noise Barrier at South Apron Expansion	PROJECT NO. DATE START:	0. 24-0833	CLIENT: McFarland-J	ohnson, Inc Noise Barrier at South Apron Expansion	PR	DJECT NO. 24-0833 TE START: 12/11/2024								
S.W.COLH Drilling Info		S DATE FINISH:	H: <u>12/11/2024</u> S.W.C	IDE LOCATION: <u>Nantucke</u>	et Memorial Airport, Nantucket, Massachus	DA DA	TE FINISH: 12/11/2024								
LOCATION:	See exploration location plan ELEVATION (FT):	_ TOTAL DEPTH (FT):32.0 LOGGED BY: DRILLING METHOD:Cased Boring	ethro Celamy LOCAT	FION: See exploration location plan	ELEVATION (FT):N/A DRILLER:Parker Johnson	DRILLING METHOD: Cased Boring	D BY: Jethro Celamy					חחום בו	ING DOCUMENTS - SPEC		
HAMMER TY	Track Mounted Diedrich D-25 AUGER ID/OD: N/A / N/A 'PE: Automatic HAMMER WEIGHT (lbs): 140	SAMPLER: Standard Split-Spoon CASING ID/OD: 4 in / 4 1/2 in CORE BARREL: 1	N/A HAMM	Track Mounted Diedrich D-25 IER TYPE: Automatic	HAMMER WEIGHT (lbs): 140	SAMPLER: Standard Split-Spoon CASING ID/OD: 4 in / 4 1/2 in CORE	BARREL: N/A						WHICH CONTAINS MATE		
	DRRECTION FACTOR: HAMMER DROP (inch): 30 EL DEPTHS (ft): ¥ 15 ft Water level measurement in open borehole DTES:		WATER	IER CORRECTION FACTOR: R LEVEL DEPTHS (ft):7 14 ft W RAL NOTES:	ater level measurement in open borehole								S" FOR THE LOCATIONS		
KEY TO NOTES AND SYMBOLS	TAt Completion of Drilling R = Rock Core Sample bpf = Blows per Foot	th WOR = Weight of Rods S_v = Field Vane Shear Stren WOH = Weight of Hammer q_u = Unconfined Compressi RQD = Rock Quality Designation \emptyset = Friction Angle (Estimate		TAt Completion of Drilling		high WOH = Weight of Hammer q_{ij} = Unconfin t RQD = Rock Quality Designation \emptyset = Friction A	e Shear Strength, kips/sq.ft. ed Compressive Strength, kips/sq.ft. ngle (Estimated)]							
	Y After Drilling V = Field Vane Shear mpf = Minute per Foot SAMPLE INFORMATION 0	PID = Photoionization Detector N/A = Not Applicable			V = Field Vane Shear mpf = Minute per Foo E INFORMATION		IICADIE	4							
Elev. Deptr (ft) (ft)	h Casing Pen. (bpf) Sample Depth No. F (ft) (ft) (ft) (ft) (ft) (ft) (ft) (ft)	Sample H ₂ 0 Description & Depth Classification	Remarks Elev. (ft)	Depth (ft) (bpf) Sample (casing pen. (bpf) Sample (casing pen. (bpf) Sample (casing pen. (casing	Pen./ Rec. (in) or Test Data	Sample Description & Classification	H ₂ 0 Depth Remarks								
	(in) RQD 0 1D // 0-2 24/20 4-3-4-3 24/20	ark brown Silty SAND, some Root			(III) RQD 0	Dark brown Silty SAND, some Root fragments and Forest Litter (TOPSOIL)		4							
	2D 2-4 24/20 4-5-5-6 ID 1687R	gments and Forest Litter (TOPSOIL) pist, loose, tan, fine to coarse SAND, trace avel, trace Silt				ragments and Forest Litter (TOPSOIL)									
- 5		edium dense, similar to 2D		- - 5 2D 5-7	24/6 6-5-5-9	Moist, loose, tan, fine to coarse SAND, trace									
						Silt									
- 10	0 4D 10-12 24/2 10-9-	milar to 2D		_ _ 10 3D <u>√</u> 10-12	24/7 7-7-8-7 ID 1690R w =15.7 %	Medium dense, similar to 2D									
-					w =15.7 %	mount tenes, similar to 2D									
- 15		V					Ā								
	⁵ 5D 15-17 24/0 10-7-6- 4 cd	et, medium dense, tan to white, fine to arse SAND, trace Silt, trace Gravel		- 15 4D 15-17		Wet, medium dense, tan, fine to coarse SAND, trace Silt									
-															
- 20 -	0 6D 20-22 24/4 4-9-5-4 S	milar to 5D		- 20 5D 20-22	24/5 6-7-8-9 ID 1762R w =7.2 %	Similar to 4D						_		IT IS A VIOLATION OF LAW F DIRECT DIRECTION OF A LIC	FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE CENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE
-												BI	D DOCUMENTS	ARCHITECT, OR LAND SURVEY THE STAMP OF A LICENSED	YUR, IU ALIER AN ITEM IN ANY WAY. IF AN ITEM BEARING D PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER,
- 25	5 7D 25-27 24/8 8-6-4-5 ID 1688R w = 19.3 %	ose, similar to 5D		- 25 6D 25-27	24/10 6-7-8-7	Similar to 4D									"ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE
E -									「 <u> </u>		,	[I	· · · · · · · · · · · · · · · · · · ·	SPECIFIC DESCRIPTION OF THE ALTERATION.
- 30	b 8D 7 30-32 24/11 8-7-8-7 s	milar to 5D		- 30 7D 30-32	24/10 5-4-2-6	Loose, similar to 4D				mathing .		ļ			CKET, MASSACHUSETTS
		Bottom of Exploration at 32.0 feet							A CO	The O' PLANER				SOUTH AP	RON SOUND BARRIER
				- - 35 8D 7 35-37	24/5 9-9-9-8	Similar to 4D				glady wheel	REV DATE	DE	SCRIPTION BY	BORING	LOGS (SHEET 1 OF 2)
						Bottom of Exploration at 37.0 feet		1	1º	Na Sesos P					-
	es represent approximate			ation lines represent approximate				4	Cent	ASTOWAL ENGINE		MCFA	RLAND JOHNSON	SCALE: N.T.S.	DESIGN: LAB
boundary betwe be gradual. Wat	een soil types, transitions may ter level readings have been and under conditions stated.		boundar be gradu made at Fluctuat	ry between soil types, transitions may ual. Water level readings have been t times and under conditions stated. tions of groundwater may occur due to clors than those present at the time ements were made.						ARADANA			GOG PARK; SUITE 220 MASSACHUSETTS 01720	DRAWN: LAB	PROJECT:19149.08 BL-01
Fluctuations of a	groundwater may occur due to an those present at the time	BORING NO.:	1	and the second sec			RING NO.: B-6				— ·			CHECKED: DMP	DATE: APRIL 18, 2025 12 OF 13

CLURY: McFarland-Johnson, Inc PROJECT NO. 24:0833 DATE START: DPROJECT NO. 24:083 DATE START: DPROJECT NO. 24:083 DPROJ			BORING LOO	3	BORING NO.: B-7 SHEET: 1 of 1					ORING LOG	i	BORING NO SHEET:	1 of 1			1	NG LOG	BORING NO.: B- SHEET: 1 of
		PROJECT: Proposed Noise Barr	er at South Apron Expansion	etts	DATE START: 12/11/2024			Proposed Noi	ise Barrier at S	outh Apron Expansion t. Nantucket. Massachuse	tts	DATE STAR	RT: 12/12/2024		PROJECT: Propos	ed Noise Barrier at South Apr	on Expansion ket, Massachusetts	DATE START: 12/12
	Drilling Infor	mation				Drilling In	nformation		i					Drilling Infor	mation			
	DRILLING CO .:	Seaboard Drilling DRI	LLER: Parker Johnson	DRILLING METHOD: Cased Bori	ing	DRILLING C	CO.: Seaboard D	Drilling	DRILLER:	Parker Johnson	DRILLING METHOD: Cased Boring		Jethro Celamy	DRILLING CO .:	Seaboard Drilling	DRILLER: Parker J	ohnson DRILLING METHOD: Cased B	oring
	HAMMER TYPE	E: Automatic HAI	MMER WEIGHT (lbs): 140			HAMMERT	TYPE: Automatic	:	HAMMER	WEIGHT (Ibs): 140		ORE BARREL:	: <u>N/A</u>	HAMMER TYPE	: Automatic	HAMMER WEIGHT (Ibs): 140 CASING ID/OD: 4 in / 4 1/2 in	
	WATER LEVEL	DEPTHS (ft): I5 ft Groundwater				WATER LEV	VEL DEPTHS (ft):							WATER LEVEL	DEPTHS (ft): 15 ft			
	KEY TO NOTES AND SYMBOLS:		ed Tube Sample Rec. = Recovery Len e Sample bpf = Blows per Foot	gth WOH = Weight of Hammer q _U = U RQD = Rock Quality Designation Ø = F	Unconfined Compressive Strength, kips/so Friction Angle (Estimated)	.ft. AND SYMBO	DLS:	Drilling U = 1 tion of Drilling R = 1	Thin Walled Tube Rock Core Sample	Sample Rec. = Recovery Leng bpf = Blows per Foot	h WOH = Weight of Hammer q _U = Une RQD = Rock Quality Designation Ø = Fric	confined Compre tion Anale (Estin	essive Strength, kips/sg.ft.	AND SYMBOLS:		U = Thin Walled Tube Sample R g R = Rock Core Sample b	Rec. = Recovery Length WOH = Weight of Hammer q _U pf = Blows per Foot RQD = Rock Quality Designation Ø	 Unconfined Compressive Strength, Friction Angle (Estimated)
No. No. <td>Elev. Depth (ft) (ft)</td> <td>Casing Pen. (bpf) Sample e Depth Pen./ C No. F (ft) (c)</td> <td>Blow 22 Sount Field / Lab 5 or Test Data 5</td> <td>Description &</td> <td>H₂0 Depth Remarks</td> <td>Elev. Dep (ft) (ft)</td> <td>pth Casing Pen. (bpf) Sample No.</td> <td>P</td> <td>en./ Blow Count</td> <td>Field / Lab</td> <td>Description &</td> <td></td> <td>Remarks</td> <td>Elev. Depth (ft) (ft)</td> <td>Casing Pen. (bpf) Sample <u>e</u> Dep</td> <td>th Pen./ Blow Count Field / L</td> <td>ab E Description &</td> <td>H₂0 Depth Remark</td>	Elev. Depth (ft) (ft)	Casing Pen. (bpf) Sample e Depth Pen./ C No. F (ft) (c)	Blow 22 Sount Field / Lab 5 or Test Data 5	Description &	H ₂ 0 Depth Remarks	Elev. Dep (ft) (ft)	pth Casing Pen. (bpf) Sample No.	P	en./ Blow Count	Field / Lab	Description &		Remarks	Elev. Depth (ft) (ft)	Casing Pen. (bpf) Sample <u>e</u> Dep	th Pen./ Blow Count Field / L	ab E Description &	H ₂ 0 Depth Remark
	-		-3-6-7 <u>-3-1-</u>	Dark brown Silty SAND, some Root fragments and Forest Litter (TOPSOIL)		-	1D		e		Dark brown Silty SAND, some Root ragments and Forest Litter (TOPSOIL)			-	1D 0-2	2 24/21 4-10-	Dark brown Silty SAND, some Root)
	- - 5 -	2D 5-7 24/7 2-		Moist, very loose, tan, fine to coarse SAN trace Silt	ID,		5 2D	5-7 2	24/3 3-2-3-3		loist, loose, tan Gravelly SAND, trace Silt			- - - -	2D 5-7	7 24/12 6-8-8-9 ID 1695 w =13.7		um
	- - - 10 -			Medium dense, similar to 2D		- - - 1 -	10 3D	10-12 2		ID 1693R w =12.6 %	oose, similar to 2D			- - - 10 -	3D 10-*	2 24/5 8-7-7-7	Similar to 2D	
	- - - 15 -	4D 15-17 24/7 8			Ā	- - - 1 -	15 4D	15-17 2	24/5 11-10- 9-12			Ţ		- - - 15 -	4D 15-*	7 24/0 9-7-8-8	No recovery	Ţ
	- - - 20 -	5D 20-22 24/10 7	-6- 9 - 12	Similar to 4D		- 2	20 5D	20-22 2	24/3 6-4-5-4		oose, similar to 4D			- - - 20 -	5D 20-2	22 24/3 12-7-5- 5		to
Image: Notice Losse: animale is cut Image: Notice Notic Notice Notice<	- - - 25 -			Similar to 4D		- 2	25 6D	25-27 2	24/2 6-7-7-7		ledium dense, similar to 4D			- - - 25 -	6D 25-2	27 24/3 5-7-7-8	Similar to 5D	
Indicator lines represent approximate indicator lines represent approximate i	- - - 30 -	7D X 30-32 24/3 5	4-2-6	Loose, similar to 4D			30 7D	30-32 2	24/7 8-5-4-6	ID 1694R w =15.9 %	oose, similar to 4D			- - - 30 -	7D X 30-3	32 24/6 5-4-8-7 ID 1696 w =17.2		
Index y between oil types, franklings may handlow defer may courd due to fractual Water may courd due to measurements were made. boundary between oil types, franklings may handlow defer may courd due to fractual Water may courd due to measurements were made. boundary between may handlow defer may courd due to measurements were made. boundary between may handlow defer may courd due to measurements were made. boundary between may handlow defer may courd due to measurements were made. boundary between may handlow defer may courd due to measurements were made. boundary between may handlow defer may courd due to measurements were made. boundary between may handlow defer may courd due to measurements were made. boundary between may handlow defer may courd due to measurements were made. boundary between may handlow defer may courd due to measurements were made. boundary between may handlow defer may courd due to measurements were made. boundary between may handlow defer may courd due to measurements were made. boundary between may handlow defer may courd due to measurements were made. boundary between may handlow defer may courd due to measurements were made. boundary between may handlow defer may courd due to measurements were made. boundary between may handlow defer may courd due to measurements were made. boundary between may handlow defer to measurements were made.				Bottom of Exploration at 32.0 feet							Bottom of Exploration at 32.0 feet						Bottom of Exploration at 32.0 fee	t I
1. THE CONTRACTOR SH FOR A COPY OF THE C	boundary between be gradual. Water made at times and Fluctuations of gro other factors than	n soil types, transitions may level readings have been d under conditions stated. oundwater may occur due to those present at the time			BORING NO.: B-7	boundary betw be gradual. W made at times Fluctuations o other factors t	ween soil types, trans Vater level readings h s and under condition of groundwater may o than those present at	sitions may have been ns stated. occur due to				BORING NO	0.: B-8	boundary between be gradual. Water made at times and Fluctuations of gro other factors than	a soil types, transitions may level readings have been d under conditions stated. oundwater may occur due to those present at the time			BORING NO.: B-
																	1. THE CONTI FOR A COP	Y OF THE

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			BID DOC	UMENTS		DIRECT DI ARCHITECT THE STAM ARCHITECT AND INCLU	RECTION OF A , OR LAND SURV P OF A LICENS , LANDSCAPE AR JDE THE NOTATIC	/ FOR ANY PERSON, UNLESS THEY ARE LICENSED PROFESSIONAL ENGINEER, ARG /EYOR, TO ALTER AN ITEM IN ANY WAY. SED PROFESSIONAL IS ALTERED, THE / CHITECT, OR LAND SURVEYOR SHALL ST/ ON "ALTERED BY" FOLLOWED BY THEIR SI A SPECIFIC DESCRIPTION OF THE ALTER	CHITECT, LANDSCAPE IF AN ITEM BEARING ALTERING ENGINEER, AMP THE DOCUMENT IGNATURE, THE DATE
A DE CE							NANT	ET MEMORIAL AIR UCKET, MASSACHUSETTS PRON SOUND BAR	
CHUND A LISON AND CONTROL AND CONTROL AND CONTROL	REV				BY	E	BORING	LOGS (SHEET 2 O	F 2)
STATISTICAL ELECTRON			125 NAGOG PARK ACTON, MASSACHL	(; SUITE 220	JUN	SCALE: DRAWN: CHECKED	N.T.S LAB): DMP	DESIGN: LAB PROJECT:19149.08 DATE: APRIL 18, 2025	BL-02
	•	6			7	8		8	

REFER TO THE BIDDING DOCUMENTS - SPECIAL PROVISION DTECHNICAL REPORT WHICH CONTAINS MATERIAL GRADATIONS. EXISTING CONDITIONS" FOR THE LOCATIONS OF THE BORINGS.