

**Meridian Airport Authority - New Terminal**

**ADDENDUM NO. 1**

TO: All Bidders on the Above Referenced Product  
FROM: Davis Purdy Architects, PLLC  
DATE: June 13, 2024  
SUBJECT: **ADDENDUM NO. 1**

**ACKNOWLEDGEMENT OF RECEIPT OF ADDENDUM IS REQUIRED ON BID FORM.**

Clarifications and revisions to Contract Documents for the referenced project are as follows:

1. **CLARIFICATION:** DBE Participation for this project is as follows:
  - a. **8.63% of 80% of the total bid.**
  - b. **Disregard 11% stated for subcontractors in Contract Provision Guidelines for AIP.**
  
2. **CLARIFICATION:** Prior to award of the contract the Owner will make changes to the following AIA documents to comply with Mississippi state laws. Such changes will be revised with the Awarded Bidder:
  - a. **AIA A101 – 2017, Owner-Contractor Standard Agreement**
  - b. **AIA A201 – 2017, General Conditions of the Contract for Construction**

**PROJECT MANUAL / SPECIFICATIONS**

3. **DELETE:** Delete MAA Contract Provisions page MA-1 as this information is provided in MAA Contract Addendum CA-1 to CA-2.

4. **CLARIFICATION:** Insert the word “**Neither**” at the beginning of Line 8 on page CA-2 of the MAA Contract Addendum.
  
5. **CLARIFICATION/DELETE:** Delete the following line items from Unit Prices form on page UP-5:
  - a. 87 – Site Furnishings (Benches, Tables, Chairs)
  - b. 88 – Geothermal
  
6. **CLARIFICATION/DELETE:** Delete the following line items from Unit Prices form on page UP-5:
  - a. **87 – Site Furnishings (Benches, Tables, Chairs)**
  - b. **88 – Geothermal**
  
7. **CLARIFICATION:** The following items are clarifications for Civil work:
  - a. All unit items pertaining to civil work will be quantified and verified by Owner.
  - b. Civil related inspections, Construction Staking and Quality Control Testing is to be provided by the Owner. Contractor shall be responsible for coordinating with the owner’s engineer for stakeout and/or testing operations. Contractor shall be responsible for removing asphalt core samples for testing in any asphalt areas.
  
8. **REPLACE:** Replace the following specification section dated 5/17/24 with the same specification section dated 6/13/24. The following specification sections are attached:
  - a. **00 2233 – BREAK-OUT PRICING SUPPLEMENT.** Specification section is attached.
  - b. **01 2100 – ALLOWANCES.** Specification section is attached.
  
9. **ADD:** Add the following (additional) hazardous material inspection dated 6/1/24 to Project Manual:

- a. **Asbestos-Containing Material (ACM) Inspection** prepared by ERC Environmental Consulting, LLC. ACM Inspection is attached.

**10. ADD:** The following specification sections were listed in the Table of Contents of the Project Manual dated 5/17/24, but were missing in the Project Manual and shall be added in this addendum:

- a. **Geotechnical Report 2024.** Geotechnical report is attached.
- b. **09 2116 – GYPSUM BOARD ASSEMBLIES.** Specification section is attached.

## **DRAWINGS**

**11. CLARIFICATION:** Terra-Cotta Rainscreen Basis of Design: Terra-Cotta Rainscreen System basis of design is TerraClad by Boston Valley TerraCotta, or equal.

**12. REPLACE:** Replace the following Architectural sheets dated 5/17/24 with the same sheets dated 6/13/24. Minor changes are indicated with clouds on sheets. The following Architectural sheets are attached:

- a. **A-900**
- b. **A-902**
- c. **A-911**

**13. CLARIFICATION:** All TSA Equipment shown in the drawings is diagrammatic and will be moved from the existing terminal to the new terminal by the Owner. Contractor is responsible for coordinating location of equipment & power during construction.

**14. CLARIFICATION/CHANGE:** Doors 2-101a & 2-101b (Curtainwall Elevation A) on drawings dated 5/17/24 are indicated as aluminum pair doors sized 6'-0" wide by 9'-10 3/4" tall. Change doors 2-101a & 2-101b to be aluminum single doors. Size is indicated on Architectural sheets A-900 & A-911 dated 6/13/24.

- 15. CLARIFICATION/ADD:** Add automatic sliding door to Curtainwall Elevation A. New door number is 2-101c. Size is indicated on Architectural sheets A-900 & A-911 dated 6/13/24.
- 16. DOOR 2-101c BASIS OF DESIGN:**
- a. ByPass Full Break Out (FBO) Door by Stanley Security Access Technologies, or equal.
- 17. CLARIFICATION/ADD:** Add automatic sliding door to Curtainwall Elevation A. New door number is 2-101c. Size is indicated on Architectural sheets A-900 & A-911 dated 6/13/24.
- 18. CLARIFICATION:** Refer to Elevation 7/A-621 and the Finish Schedule on A-920 for material information of the wall between the Sterile Holding and TSA.
- 19. CLARIFICATION:** Refer to Detail 8/A-632 for the makeup of the chimney wall in Sterile Holding 120.
- 20. CLARIFICATION:** Lavatory (item B) on A-610 to be Sloan, DSG-81000 Designer Series 1-Station Wall Mounted Gradient Sink. Faucet to be BASYS Battery-Powered Deck-Mounted Mid Body EFX-250 in Brushed Nickel. Soap dispenser to be ESD-500 BASYS Deck-Mounted Foam Soap Dispenser in Brushed Nickel.
- 21. CLARIFICATION:** Roller window shades (12 2413) at Board Room to fit within spacing of vertical mullions in curtain wall.
- 22. CLARIFICATION:** Relocation of existing transformer and/or purchasing & installation of new transformer shall not affect the project schedule regardless of “lead times”.
- 23. REPLACE:** Replace the following Electrical sheets dated 5/17/24 with the same sheets dated 6/13/24. Minor changes are indicated with clouds on sheets. The following Electrical sheets are attached:
- a. **E-000**
  - b. **E-001**
  - c. **E-004**

- d. E-100
- e. E-101
- f. E-200
- g. E-201
- h. E-300
- i. E-301

Submitted By



John L. Purdy, AIA

Davis Purdy Architects, PLLC

June 13, 2021

**ACKNOWLEDGEMENT OF RECEIPT OF THIS ADDENDUM IS  
REQUIRED AND SHALL BE INDICATED ON BID FORM**

SECTION 00 2233  
BREAK-OUT PRICING SUPPLEMENT

**DOCUMENT 00 2233 - BEAK-OUT PRICING SUPPLEMENT**

A. 1 - Break-Out Pricing Bid Supplement:

1. Add the following list:

- a. 1 – List of Break-out Pricing shall be included with Proposal Package in Contractor’s Submission of bids. Break-out Pricing shall consist of a lump sum dollar amount to include all work, materials, and labor associated for each of the following items:
- 1) Parking Lot Paved Surface: \_\_\_\_\_ (dollar amount)
    - a) Consists of all material and labor associated with the parking lot.
  - 2) Loop Access Road Paved Surface: \_\_\_\_\_ (dollar amount)
    - a) Consists of all material and labor associated with the loop access road.
  - 3) Landside Canopy: \_\_\_\_\_ (dollar amount)
    - a) Consists of all structure, roofing material, mechanical, electrical, plumbing, and soffit/fascia material associated with covered area of the Loop Access Road on East side of the building.
  - 4) Airside Canopy: \_\_\_\_\_ (dollar amount)
    - a) Consists of all structure, roofing material, mechanical, electrical, plumbing, and soffit/fascia material associated covered area outside of the West side of the building.
  - 5) Geothermal & HVAC System: \_\_\_\_\_ (dollar amount)
    - a) Include all items in project associated with Geothermal & HVAC systems.
  - 6) Bag Conveyor Equipment: \_\_\_\_\_ (dollar amount)
    - a) Include all material and labor associated with bag conveyors in the following locations: Public Holding/Bag Claim 126, TSA Bag Scan 138 (entry/exit conveyors for TSA bag scan machine), Baggage Makeup Area 140, & Airline Back of Counter 144.
  - 7) Elevator: \_\_\_\_\_ (dollar amount)
    - a) Include elevator and all associate equipment, hoist way walls, and elevator pit.
  - 8) Smart Glass System: \_\_\_\_\_ (dollar amount)
    - a) Include electrical work associated with Smart Glass System
  - 9) Mechanical Level 02: \_\_\_\_\_ (dollar amount)
    - a) Include all floor, walls, mechanical, electrical, plumbing systems, and Stair No. 3.

**END OF DOCUMENT 00 2233**

SECTION 01 2100  
ALLOWANCES

**SECTION 01 2100 - ALLOWANCES**

PART 1 - GENERAL

1.1 SUMMARY

- A. Section includes administrative and procedural requirements governing allowances.
- B. Types of allowances include the following:
  - 1. Lump-sum allowances.
  - 2. Unit-cost allowances.
  - 3. Quantity allowances.
  - 4. Contingency allowances.

1.2 SELECTION AND PURCHASE

- A. At the earliest practical date after award of the Contract, advise Architect of the date when final selection, or purchase and delivery, of each product or system described by an allowance must be completed by the Owner to avoid delaying the Work.
- B. At Architect's request, obtain proposals for each allowance for use in making final selections. Include recommendations that are relevant to performing the Work.
- C. Purchase products and systems selected by Architect from the designated supplier.

1.3 ACTION SUBMITTALS

- A. Submit proposals for purchase of products or systems included in allowances in the form specified for Change Orders.

1.4 INFORMATIONAL SUBMITTALS

- A. Submit invoices or delivery slips to show actual quantities of materials delivered to the site for use in fulfillment of each allowance.
- B. Submit time sheets and other documentation to show labor time and cost for installation of allowance items that include installation as part of the allowance.
- C. Coordinate and process submittals for allowance items in same manner as for other portions of the Work.

SECTION 01 2100  
ALLOWANCES

1.5 LUMP-SUM ALLOWANCES

- A. Allowance shall include cost to Contractor of specific products and materials ordered by Owner or selected by Architect under allowance and shall include **taxes**, freight, and delivery to Project site.
- B. Unless otherwise indicated, Contractor's costs for receiving and handling at Project site, labor, installation, overhead and profit, and similar costs related to products and materials ordered by Owner or selected by Architect under allowance shall be included as part of the Contract Sum and not part of the allowance.

1.6 UNIT-COST ALLOWANCES

- A. Allowance shall include cost to Contractor of specific products and materials ordered by Owner or selected by Architect under allowance and shall include **taxes**, freight, and delivery to Project site.
- B. Unless otherwise indicated, Contractor's costs for receiving and handling at Project site, labor, installation, overhead and profit, and similar costs related to products and materials ordered by Owner or selected by Architect under allowance shall be included as part of the Contract Sum and not part of the allowance.

1.7 QUANTITY ALLOWANCES

- A. Allowance shall include cost to Contractor of specific products and materials ordered by Owner or selected by Architect under allowance and shall include **taxes**, freight, and delivery to Project site.
- B. Unless otherwise indicated, Contractor's costs for receiving and handling at Project site, labor, installation, overhead and profit, and similar costs related to products and materials ordered by Owner or selected by Architect under allowance shall be included as part of the Contract Sum and not part of the allowance.

1.8 CONTINGENCY ALLOWANCES

- A. Use the contingency allowance only as directed by Architect for Owner's purposes and only by Change Orders that indicate amounts to be charged to the allowance.
- B. Contractor's **overhead, profit, and** related costs for products and equipment ordered by Owner under the contingency allowance are included in the allowance and are not part of the Contract Sum. These costs include delivery, installation, **taxes**, insurance, equipment rental, and similar costs.
- C. Change Orders authorizing use of funds from the contingency allowance will include Contractor's related costs and reasonable overhead and profit.

SECTION 01 2100  
ALLOWANCES

- D. At Project closeout, credit unused amounts remaining in the contingency allowance to Owner by Change Order.

1.9 ADJUSTMENT OF ALLOWANCES

- A. Allowance Adjustment: To adjust allowance amounts, prepare a Change Order proposal based on the difference between purchase amount and the allowance, multiplied by final measurement of work-in-place where applicable. If applicable, include reasonable allowances for cutting losses, tolerances, mixing wastes, normal product imperfections, and similar margins.
  - 1. Include installation costs in purchase amount only where indicated as part of the allowance.
  - 2. If requested, prepare explanation and documentation to substantiate distribution of overhead costs and other markups.
  - 3. Submit substantiation of a change in scope of Work, if any, claimed in Change Orders related to unit-cost allowances.
  - 4. Owner reserves the right to establish the quantity of work-in-place by independent quantity survey, measure, or count.
- B. Submit claims for increased costs because of a change in scope or nature of the allowance described in the Contract Documents, whether for the purchase order amount or Contractor's handling, labor, installation, overhead, and profit.
  - 1. Do not include Contractor's or subcontractor's indirect expense in the Change Order cost amount unless it is clearly shown that the nature or extent of Work has changed from what could have been foreseen from information in the Contract Documents.
  - 2. No change to Contractor's indirect expense is permitted for selection of higher- or lower-priced materials or systems of the same scope and nature as originally indicated.

PART 2 - PRODUCTS (Not Used)

PART 3 - EXECUTION

3.1 EXAMINATION

- A. Examine products covered by an allowance promptly on delivery for damage or defects. Return damaged or defective products to manufacturer for replacement.

3.2 PREPARATION

- A. Coordinate materials and their installation for each allowance with related materials and installations to ensure that each allowance item is completely integrated and interfaced with related work.

SECTION 01 2100  
ALLOWANCES

3.3 SCHEDULE OF ALLOWANCES

- A. Allowance No. 1: Door Hardware: Include in the Bid amount One Thousand Dollars (\$1,000.00) per door leaf for the purchase and installation of door hardware.
- B. Allowance No. 2: Security Door Hardware: Include in the Bid amount Two Thousand Dollars (\$2,000.00) per door leaf for the purchase and installation of door hardware on doors indicated to receive security door hardware.
- C. Allowance No. 3: Exterior Mailbox: Include in the Bid amount Ten Thousand Dollars (\$10,000.00) for the purchase and installation of mailbox selected by Architect during construction.
- D. Allowance No. 4: Carpet Tile: Include in the Bid amount of Five Dollars per square foot (\$5/sf) for purchase and installation of carpet tile.
- E. Allowance No. 5: Porcelain Floor & Wall Tile: Include in the Bid amount of Ten Dollars per square foot (\$10/sf) for the purchase and installation of porcelain wall and floor tile.

**END OF SECTION 01 2100**

**DRC Environmental Consulting, LLC**  
**96 Cooley Park Road**  
**Soso, MS 39480**  
**(601) 954-3268**

June 1, 2024

Mr. Tom Williams, President  
Meridian Airport Authority  
2811A Airport Boulevard S  
Meridian, MS 39307

RE: Asbestos-Containing Material (ACM) Inspection  
Meridian Airport Authority  
2811 Airport Boulevard, Meridian, MS

Dear Mr. Williams:

On April 26, 2024, DRC Environmental Consulting, LLC (Consultant) conducted an Asbestos-Containing Material Inspection on the interior/exterior of the buildings at the location referenced above, with additional sampling performed on May 23, 2024. This inspection for friable and non-friable material was performed by Don Cooley, Mississippi-certified Asbestos Inspector number ABI-00001363, exp. January 5, 2025 (copy of certificate attached).

A total of sixty-six (66) laboratory analyses were performed on samples of suspect asbestos-containing material (ACM) taken from forty-four (44) sample sites. The samples were then submitted to Eurofins EPK Built Environment Testing LLC, a fully accredited independent environmental testing laboratory, for analysis, following the Environmental Protection Agency (EPA)-recommended Polarized Light Microscopy (PLM) method. Sample chain of custody and analytical results are attached.

The suspect materials which were identified as possible ACM and sampled homogeneously are listed below. Sample locations may be found on the attached site drawing.

- Flooring Mastic
- Floor Tile
- Ceiling Stippling
- Ceramic Tile Grout
- Plaster & Skim Coat
- Sheetrock/Joint Compound (composite)
- Ceiling Tile
- Roofing Material
- Carpet Backing and Glue
- Stucco

Suspect materials found to be greater than 1% asbestos-containing (ACM), with their condition, location and estimated quantities are as follows:

<u>ACM</u>	<u>Condition</u>	<u>Location</u>	<u>Est. Quantity</u>
Black Mastic	Non-Friable	TSA Office, Terminal Bldg.	1100 sq. ft.
Floor Tile and Mastic	Non-Friable	Communications Room, Ofc. Bldg.	200 sq. ft.
Plaster & Skim Coat	Friable	Ceilings & Walls throughout North Office Building	1440 sq. ft.

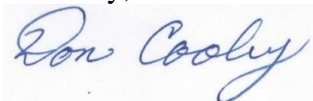
Mr. Tom Williams  
June 1, 2024  
Page 2

The Consultant makes the following recommendations:

- As this survey was conducted as a snapshot in time and the Consultant's familiarity with the facility is limited, suspect materials may be found during renovation/demolition that were not sampled. If this occurs please contact the Consultant before further work is performed, or assume materials found to be ACM.
- As required by law, a notification to the Mississippi Department of Environmental Quality should be filed ten (10) working days prior to the start of the abatement / demolition.
- Mississippi-certified asbestos abatement contractor and workers are required for asbestos removal.
- Waste must be disposed of in the appropriate landfill.
- The asbestos abatement contractor should verify quantities, as the inspector quantities listed in this report are estimates only.

DRC Environmental Consulting, LLC appreciates the opportunity to provide professional environmental consulting services to you. Please contact us at (601) 954-3268, or by e-mail at donrooley@gmail.com, with any questions you may have regarding this information.

Sincerely,



Don Cooley  
Principal

Report Attachments:

Site Drawings (2)

Laboratory Results from Eurofins (6) 4.26.24 and (2) 5.23.24

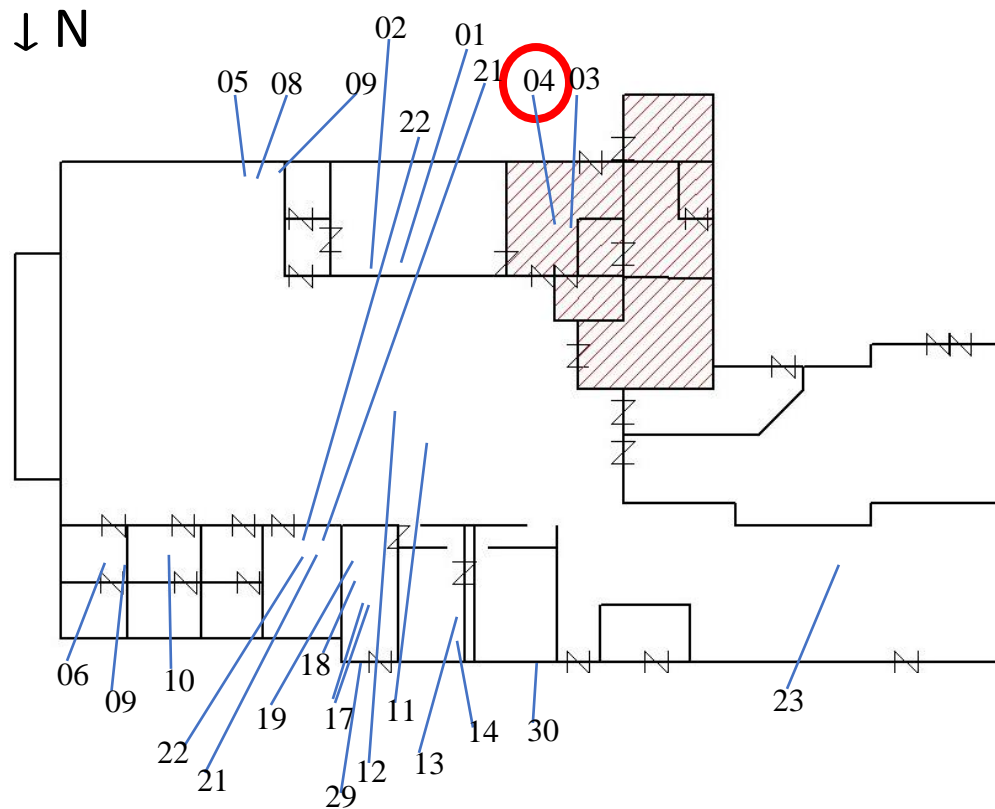
Chain of Custody Forms (4) 4.26.24 and (2) 5.23.24

MS Certificate of Licensure—Asbestos Inspector (1)

DC:cc

## Asbestos Containing Material (ACM) Inspection

*Drawing not to Scale*

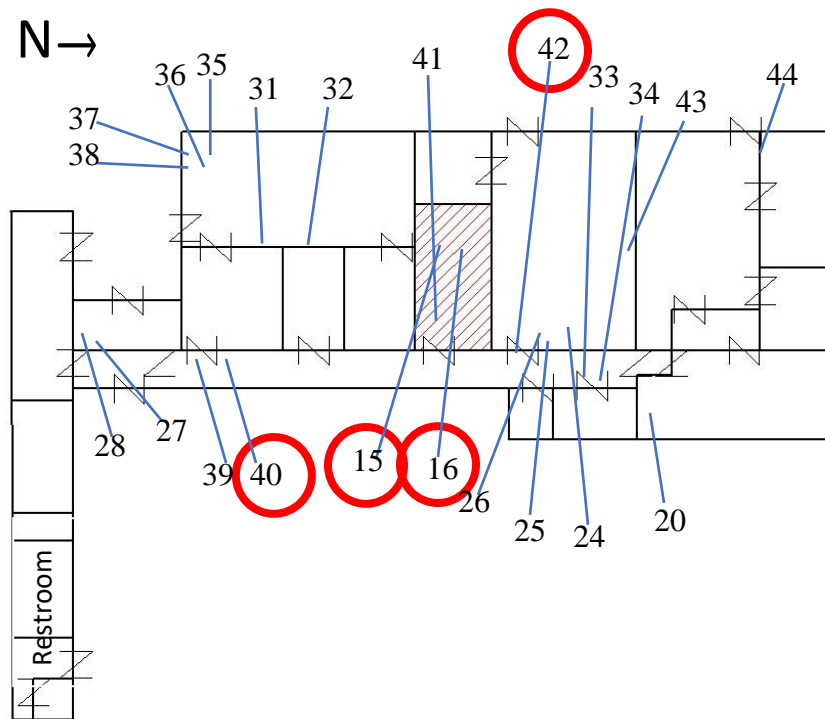


**LEGEND:**

- # Sample Location
- # Sample Positive ACM
- Positive for Asbestos Containing Material

## *Asbestos Containing Material (ACM) Inspection*

*Drawing not to Scale*



**LEGEND:**

# Sample Location

# Sample Positive ACM

Floor Tile and Black Mastic Positive for Asbestos Containing Material (ACM)

Note: All plaster ceilings and walls positive for ACM



Report for:

**Don Cooley**  
**DRC Environmental Consulting**  
96 Cooley Park Rd  
Soso, MS 39480

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Regarding: Eurofins EPK Built Environment Testing, LLC  
Project: Meridian - Air Port Authority  
EML ID: 3625788

Approved by:

Approved Signatory  
Frank Ehrenfeld

Dates of Analysis:  
Asbestos PLM (Layer %): 05-02-2024

Service SOPs: Asbestos PLM (Layer %) (EPA 40CFR App E to Sub E of Part 763 & EPA METHOD 600/R-93-116, SOP EM-AS-S-1267)

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All samples were received in acceptable condition unless noted in the Report Comments portion in the body of the report. The results relate only to the samples as received and tested. The results include an inherent uncertainty of measurement associated with estimating percentages by polarized light microscopy. Measurement uncertainty data for sample results with >1% asbestos concentration can be provided when requested.

Eurofins EPK Built Environment Testing, LLC ("the Company"), a member of the Eurofins Built Environment Testing group of companies, shall have no liability to the client or the client's customer with respect to decisions or recommendations made, actions taken or courses of conduct implemented by either the client or the client's customer as a result of or based upon the Test Results. In no event shall the Company be liable to the client with respect to the Test Results except for the Company's own willful misconduct or gross negligence nor shall the Company be liable for incidental or consequential damages or lost profits or revenues to the fullest extent such liability may be disclaimed by law, even if the Company has been advised of the possibility of such damages, lost profits or lost revenues. In no event shall the Company's liability with respect to the Test Results exceed the amount paid to the Company by the client therefor.

Client: DRC Environmental Consulting  
 C/O: Don Cooley  
 Re: Meridian - Air Port Authority

Date of Receipt: 04-30-2024  
 Date of Report: 05-07-2024

**Bulk Asbestos Fiber Analysis by Polarized Light Microscopy (PLM)**  
**Appx E Sub E 40 CFR 763 / EPA 600/R-93/116**

Sample ID # Lab-ID version	Sample Description	Asbestos Constituents	Non-Asbestos Constituents	Comment
01. Floor Tile And Mastic Baggage X-Ray 17744657-1	Layer 1 Gray Floor Tile Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
	Layer 2 Beige Mastic Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
02. Floor Tile And Mastic Baggage X-Ray 17744658-1	Layer 1 Gray Floor Tile Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
	Layer 2 Yellow Mastic Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
03. Floor Tile And Mastic TSA Office 17744659-1	Layer 1 Gray Floor Tile Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
	Layer 2 Yellow Mastic Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
04. Floor Tile And Mastic TSA Office 17744660-1	Layer 1 Off-White Floor Tile Homogeneity:Good	Not Detected	100% Non-Fibrous Material	A
	Layer 2 Yellow Mastic Homogeneity:Good	Not Detected	100% Non-Fibrous Material	A
	Layer 3 Black Mastic Homogeneity:Good	2% Chrysotile	98% Non-Fibrous Material	A
05. Shoe Mold Terminal 17744661-1	Layer 1 Tan Cove Base Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
	Layer 2 Yellow Mastic Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
06. Shoe Mold Terminal 17744662-1	Layer 1 Tan Cove Base Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
	Layer 2 Yellow Mastic Homogeneity:Good	Not Detected	100% Non-Fibrous Material	

**Comments:** A)pc: 4/286x100 = 1.3%

The total percentage of sample components shown may be greater than 100% when some components are detected at <1%.

The test report shall not be reproduced except in full, without written approval of the laboratory. The report must not be used by the client to claim product certification, approval, or endorsement by NVLAP, NIST, or any agency of the federal government. The Company reserves the right to dispose of all samples after a period of thirty (30) days, according to all state and federal guidelines, unless otherwise specified. Inhomogeneous samples are separated into homogeneous subsamples and analyzed individually. ND means no fibers of that type were detected. When detected, the minimum detection and reporting limit is less than 1% unless point counting is performed. Floor tile samples may contain large amounts of interference material and it is recommended that the sample be analyzed by gravimetric point count analysis to lower the detection limit and to aid in asbestos identification.

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 Re: Meridian - Air Port Authority

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**Appx E Sub E 40 CFR 763 / EPA 600/R-93/116**

Sample ID # Lab-ID version	Sample Description	Asbestos Constituents	Non-Asbestos Constituents	Comment
07. Carpet Backing And Glue Terminal 17744663-1(cont.)	Layer 1 Brown Carpet Homogeneity:Good	Not Detected	95% Synthetic Fibers 5% Non-Fibrous Material	
	Layer 2 Brown Carpet Backing Homogeneity:Good	Not Detected	95% Non-Fibrous Material 5% Glass Fibers	
	Layer 3 Yellow Carpet Mastic Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
08. Carpet Backing And Glue Baggage Claim 17744664-1	Layer 1 Brown Carpet Homogeneity:Good	Not Detected	95% Synthetic Fibers 5% Non-Fibrous Material	
	Layer 2 Brown Carpet Backing Homogeneity:Good	Not Detected	95% Non-Fibrous Material 5% Glass Fibers	
	Layer 3 Yellow Carpet Mastic Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
09. Carpet Backing And Glue Car Rental 17744665-1	Layer 1 Gray Carpet Homogeneity:Good	Not Detected	95% Synthetic Fibers 5% Non-Fibrous Material	
	Layer 2 Black Carpet Backing Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
	Layer 3 Yellow Carpet Mastic Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
10. Carpet Backing And Glue Car Rental 17744666-1	Layer 1 Gray Carpet Homogeneity:Good	Not Detected	95% Synthetic Fibers 5% Non-Fibrous Material	
	Layer 2 Black Carpet Backing Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
	Layer 3 Yellow Carpet Mastic Homogeneity:Good	Not Detected	100% Non-Fibrous Material	

**Comments:**

The total percentage of sample components shown may be greater than 100% when some components are detected at <1%.

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**Appx E Sub E 40 CFR 763 / EPA 600/R-93/116**

Sample ID # Lab-ID version	Sample Description	Asbestos Constituents	Non-Asbestos Constituents	Comment
11. Ceramic Tile Grout Terminal Floor 17744667-1	Layer 1 White Grout Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
12. Ceramic Tile Grout Terminal Floor 17744668-1	Layer 1 White Grout Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
13. Ceramic Tile Grout Restroom 17744669-1	Layer 1 White Grout Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
14. Ceramic Tile Grout Restroom 17744670-1	Layer 1 White Grout Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
15. Floor Tile And Mastic (Communications Room Office Building) 17744671-1	Layer 1 Tan Floor Tile Homogeneity:Good	4% Chrysotile	96% Non-Fibrous Material	A
	Layer 2 Black Mastic Homogeneity:Good	5% Chrysotile	95% Non-Fibrous Material	A
16. Floor Tile And Mastic (Communications Room Office Building) 17744672-1	Layer 1 Tan Floor Tile Homogeneity:Good	4% Chrysotile	96% Non-Fibrous Material	B
	Layer 2 Black Mastic Homogeneity:Good	4% Chrysotile	96% Non-Fibrous Material	B
17. Sheetrock Composite Storage, Terminal 17744673-1	Layer 1 White Drywall Homogeneity:Good	Not Detected	90% Non-Fibrous Material 10% Cellulose	
	Layer 2 White Joint Compound Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
	Layer 3 White Drywall w/ White Joint Compound (Composite) Homogeneity:Good	Not Detected	95% Non-Fibrous Material 5% Cellulose	
18. Sheetrock Composite Storage, Terminal 17744674-1	Layer 1 White Drywall Homogeneity:Good	Not Detected	90% Non-Fibrous Material 10% Cellulose	

**Comments:** A)pc: 4/96x100 = 4.2% (ft)      pc: 4/81x100 = 4.9% (m)    B)pc: 4/90x100 = 4.4% (ft)      pc: 4/102x100 = 3.9% (m)

The total percentage of sample components shown may be greater than 100% when some components are detected at <1%.

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Date of Receipt: 04-30-2024  
 Date of Report: 05-07-2024

**Bulk Asbestos Fiber Analysis by Polarized Light Microscopy (PLM)**  
**Appx E Sub E 40 CFR 763 / EPA 600/R-93/116**

Sample ID # Lab-ID version	Sample Description	Asbestos Constituents	Non-Asbestos Constituents	Comment
18. Sheetrock Composite Storage, Terminal 17744674-1(cont.)	Layer 2 White Joint Compound Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
	Layer 3 White Drywall w/ White Joint Compound (Composite) Homogeneity:Good	Not Detected	95% Non-Fibrous Material 5% Cellulose	
19. Ceiling Tile Small Holes Storage, Terminal 17744675-1	Layer 1 White Ceiling Tile Homogeneity:Good	Not Detected	60% Cellulose 30% Glass Fibers 10% Non-Fibrous Material	
20. Ceiling Tile Small Holes Office 17744676-1	Layer 1 White Ceiling Tile Homogeneity:Good	Not Detected	60% Cellulose 30% Glass Fibers 10% Non-Fibrous Material	
21. Ceiling Tile Conference Room Terminal 17744677-1	Layer 1 White Ceiling Tile Homogeneity:Good	Not Detected	70% Non-Fibrous Material 30% Glass Fibers	
22. Ceiling Tile Conference Room Terminal 17744678-1	Layer 1 White Ceiling Tile Homogeneity:Good	Not Detected	70% Non-Fibrous Material 30% Glass Fibers	
23. Ceiling Tile Square Holes Terminal 17744679-1	Layer 1 White Ceiling Tile Homogeneity:Good	Not Detected	93% Non-Fibrous Material 5% Cellulose 2% Glass Fibers	
24. Ceiling Tile Square Holes Office Bldg 17744680-1	Layer 1 White Ceiling Tile Homogeneity:Good	Not Detected	93% Non-Fibrous Material 5% Cellulose 2% Glass Fibers	
25. Ceiling Tile Conference Room 17744681-1	Layer 1 White Ceiling Tile Homogeneity:Good	Not Detected	60% Cellulose 20% Glass Fibers 20% Non-Fibrous Material	
26. Ceiling Tile Conference Room Office Bldg 17744682-1	Layer 1 White Ceiling Tile Homogeneity:Good	Not Detected	60% Cellulose 20% Glass Fibers 20% Non-Fibrous Material	
27. Plaster Breezeway Terminal 17744683-1	Layer 1 Off-White Plaster Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
28. Plaster Mechanical Room Terminal 17744684-1	Layer 1 Off-White Plaster Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
29. Stucco Terminal 17744685-1	Layer 1 Gray Stucco Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
30. Stucco Terminal 17744686-1	Layer 1 Gray Stucco Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
31. Plaster Office Bldg 17744687-1	Layer 1 Tan Plaster Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
32. Plaster Office Bldg 17744688-1	Layer 1 Tan Plaster Homogeneity:Good	Not Detected	100% Non-Fibrous Material	

**Comments:**

The total percentage of sample components shown may be greater than 100% when some components are detected at <1%.

The test report shall not be reproduced except in full, without written approval of the laboratory. The report must not be used by the client to claim product certification, approval, or endorsement by NVLAP, NIST, or any agency of the federal government. The Company reserves the right to dispose of all samples after a period of thirty (30) days, according to all state and federal guidelines, unless otherwise specified. Inhomogeneous samples are separated into homogeneous subsamples and analyzed individually. ND means no fibers of that type were detected. When detected, the minimum detection and reporting limit is less than 1% unless point counting is performed. Floor tile samples may contain large amounts of interference material and it is recommended that the sample be analyzed by gravimetric point count analysis to lower the detection limit and to aid in asbestos identification.

Client: DRC Environmental Consulting  
 C/O: Don Cooley  
 Re: Meridian - Air Port Authority

Date of Receipt: 04-30-2024  
 Date of Report: 05-07-2024

**Bulk Asbestos Fiber Analysis by Polarized Light Microscopy (PLM)**  
**Appx E Sub E 40 CFR 763 / EPA 600/R-93/116**

Sample ID # Lab-ID version	Sample Description	Asbestos Constituents	Non-Asbestos Constituents	Comment
33. Ceiling Texture Office Bldg 17744689-1	Layer 1 White Texture Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
34. Ceiling Texture Office Bldg 17744690-1	Layer 1 White Texture Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
35. Roofing Gravel Guard Office Bldg 17744691-1	Layer 1 Black Roofing Material Homogeneity:Good	Not Detected	90% Non-Fibrous Material 10% Synthetic Fibers	
36. Roofing Gravel Guard Office Bldg 17744692-1	Layer 1 Black Roofing Material Homogeneity:Good	Not Detected	90% Non-Fibrous Material 10% Synthetic Fibers	
37. Roofing Tar And Gravel Office Bldg 17744693-1	Layer 1 Black Tar Homogeneity:Good	Not Detected	90% Non-Fibrous Material 10% Glass Fibers	
	Layer 2 Tan Insulation Homogeneity:Good	Not Detected	90% Cellulose 10% Non-Fibrous Material	
38. Roofing Tar And Gravel Office Bldg 17744694-1	Layer 1 Black Tar Homogeneity:Good	Not Detected	90% Non-Fibrous Material 10% Glass Fibers	
	Layer 2 Tan Insulation Homogeneity:Good	Not Detected	90% Cellulose 10% Non-Fibrous Material	

**Comments:**

**Analyst(s):** Maxamillian Roselli  
 Aidan Becker

The total percentage of sample components shown may be greater than 100% when some components are detected at <1%.

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Built Environment Testing  
iATL

Report for:

**Don Cooley**  
**DRC Environmental Consulting**  
96 Cooley Park Rd  
Soso, MS 39480

---

Regarding: Eurofins EPK Built Environment Testing, LLC  
Project: Meridian Airport Authority  
EML ID: 3654869

Approved by:

Approved Signatory  
Frank Ehrenfeld

Dates of Analysis:  
Asbestos PLM (Layer %): 05-30-2024

Service SOPs: Asbestos PLM (Layer %) (EPA 40CFR App E to Sub E of Part 763 & EPA METHOD 600/R-93-116, SOP EM-AS-S-1267)

---

All samples were received in acceptable condition unless noted in the Report Comments portion in the body of the report. The results relate only to the samples as received and tested. The results include an inherent uncertainty of measurement associated with estimating percentages by polarized light microscopy. Measurement uncertainty data for sample results with >1% asbestos concentration can be provided when requested.

Eurofins EPK Built Environment Testing, LLC ("the Company"), a member of the Eurofins Built Environment Testing group of companies, shall have no liability to the client or the client's customer with respect to decisions or recommendations made, actions taken or courses of conduct implemented by either the client or the client's customer as a result of or based upon the Test Results. In no event shall the Company be liable to the client with respect to the Test Results except for the Company's own willful misconduct or gross negligence nor shall the Company be liable for incidental or consequential damages or lost profits or revenues to the fullest extent such liability may be disclaimed by law, even if the Company has been advised of the possibility of such damages, lost profits or lost revenues. In no event shall the Company's liability with respect to the Test Results exceed the amount paid to the Company by the client therefor.

Client: DRC Environmental Consulting  
 C/O: Don Cooley  
 Re: Meridian Airport Authority

Date of Receipt: 05-24-2024  
 Date of Report: 05-31-2024

**Bulk Asbestos Fiber Analysis by Polarized Light Microscopy (PLM)**  
**Appx E Sub E 40 CFR 763 / EPA 600/R-93/116**

Sample ID # Lab-ID version	Sample Description	Asbestos Constituents	Non-Asbestos Constituents	Comment
39. Ceiling Texture South End Of Office Hall 17902378-1	Layer 1 White Ceiling Texture Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
40. Plaster Skim Coat South End Of Office Hall 17902379-1	Layer 1 Off-White Plaster Homogeneity:Good	2% Chrysotile	98% Non-Fibrous Material	A
41. Plaster Skim Coat Computer Room Office 17902380-1	Layer 1 Tan Plaster Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
42. Plaster Skim Coat Conference Entrance 17902381-1	Layer 1 Off-White Plaster Homogeneity:Good	3% Chrysotile	97% Non-Fibrous Material	B
43. Sheetrock And Joint Compound Conference Room 17902382-1	Layer 1 Tan Drywall Homogeneity:Good	Not Detected	90% Non-Fibrous Material 10% Cellulose	C
	Layer 2 White Joint Compound Homogeneity:Good	< 1% Chrysotile	100% Non-Fibrous Material	C
	Layer 3 Tan Drywall and white joint compound + composite Homogeneity:Good	< 1% Chrysotile	90% Non-Fibrous Material 10% Cellulose	C
44. Sheetrock And Joint Compound Mr. Williams Office 17902383-1	Layer 1 Tan Drywall Homogeneity:Good	Not Detected	95% Non-Fibrous Material 5% Cellulose	
	Layer 2 White Joint Compound Homogeneity:Good	Not Detected	100% Non-Fibrous Material	
	Layer 3 Tan Drywall and white joint compound + composite Homogeneity:Good	Not Detected	95% Non-Fibrous Material 5% Cellulose	

**Comments:** A)4/205x100=2% B)4/135x100=3% C)0/400x100=0 trace amount of chry

**Analyst(s):** Ellen Smith

The total percentage of sample components shown may be greater than 100% when some components are detected at <1%.

The test report shall not be reproduced except in full, without written approval of the laboratory. The report must not be used by the client to claim product certification, approval, or endorsement by NVLAP, NIST, or any agency of the federal government. The Company reserves the right to dispose of all samples after a period of thirty (30) days, according to all state and federal guidelines, unless otherwise specified. Inhomogeneous samples are separated into homogeneous subsamples and analyzed individually. ND means no fibers of that type were detected. When detected, the minimum detection and reporting limit is less than 1% unless point counting is performed. Floor tile samples may contain large amounts of interference material and it is recommended that the sample be analyzed by gravimetric point count analysis to lower the detection limit and to aid in asbestos identification.

## Chain of Custody

- Bulk Asbestos -

**Contact Information**

**Client Company:** DRC Environmental Consulting  
**Office Address:** 96 Cooley Park Rd  
**City, State, Zip:** Soso, MS 39480  
**Fax Number:** 601-763-8553  
**Email Address:** donrcooley@gmail.com

**Project Number:** MEADIAN  
**Project Name:** AIRPORT AUTHORITY  
**Primary Contact:** Don Cooley  
**Office Phone:** 601-954-3268  
**Cell Phone:** 601-954-3268

**PLM Instructions:**

- PLM: Bulk Asbestos Building Materials EPA 600 R-93/116, 1993
- PLM: Bulk Asbestos Building Materials EPA 600 M-4/82-020, 1982
- PLM: Bulk Asbestos Building Materials NIOSH 9002, 1985
- PLM: Bulk Asbestos Building Materials NYSDOH-ELAP 198.1, 2002
- PLM: Bulk Asbestos Building Materials NYSDOH-ELAP 198.6, 2010
- TEM: Bulk Asbestos Building Materials NYSDOH-ELAP 198.4, 2009

- PLM: Point Counting
  - PC: via ELAP 198.1
  - PC: 400 Points
  - PC: 800 Points \*
  - PC: 1600 Points \*

- PLM: Instructions for Multi-Layered Samples
  - Analyze and Report All Separable Layers per EPA 600
  - Report Composite for Drywall Systems per NESHAP
  - Report All Layers and Composite Where Applicable
  - Only Analyze and Report Specifically Noted Layer

- PLM: Analyze Until Positive (Positive Stop)
  - AUP: by Homogenous Area as Noted
  - AUP: by Material Type as Noted
- PLM: NOB via 198.6
  - PLM: Friable via EPA 600 2.3
  - If <1% by PLM, to TEM via 198.4 \*
  - If <1% by PLM, Hold for Instructions
- PLM: Non-Building Material \*\*\* (Dust, Wipe, Tape)
  - Soil or Vermiculite Analysis
  - CARB 435

**Special Instructions:** \_\_\_\_\_

\* Additional charge and turnaround may be required    \*\* Alternative Method (ex: EPA 600/R-04/004) may be recommended by Laboratory

**Turnaround Time**

Preliminary Results Requested Date: \_\_\_\_\_  Verbal  Email  Fax  
 \_\_\_\_\_ Specific date / time  
 10 Day  5 Day  3 Day  2 Day  1 Day\*  12 Hour\*\*  6 Hour\*\*  RUSH\*\*

\* End of next business day unless otherwise specified. \*\* Matrix Dependent. \*\*\*Please notify the lab before shipping\*\*

**Chain of Custody**

Relinquished (Name/Organization): <u>DRC ENVIRONMENTAL</u>	Date: <u>4/26/24</u>	Time: _____
Received (Name / iATL): <u>Don Cooley</u>	Date: _____	Time: _____
Sample Login (Name / iATL): _____	Date: _____	Time: _____
Analysis(Name(s) / iATL): _____	Date: _____	Time: _____
QA/QC Review (Name / iATL): _____	Date: _____	Time: _____
Archived / Released: _____	QA/QC InterLAB Use: _____	Date: _____

APR 30 2024  
iATL - By [Signature]



003625788

# DRC ENVIRONMENTAL CONSULTING, LLC

Don Cooley  
601-954-3268 work  
601-763-8553 fax

Lab Name:  
Cooler No.:  
FedEx No.:

## CHAIN OF CUSTODY

Client:	DRC Environmental Consulting, LLC 96 Cooley Park Road - Soso, MS 39480	Project Name and Location:	MERIDIAN AIRPORT AUTHORITY 2811A AIRPORT BLVD S MERIDIAN, MS	H/M/S (lab use)
Sampler:	<i>Don Cooley</i> Don Cooley			

Item No.	Field No.	Sample Description	Collection		Analysis Required	Lab No. (for lab use only)
			Date	Time		
01		FLOOR TILE & MASTIC BAGGAGE XRAY	4/26/24		PHM	
02		FLOOR TILE & MASTIC BAGGAGE XRAY				
03		FLOOR TILE & MASTIC TSA OFFICE				
04		FLOOR TILE & MASTIC TSA OFFICE				
05		SHOE MOLD TERMINAL				
06		SHOE MOLD TERMINAL				
07		CARPET, BACKING & GROUT TERMINAL				
08		CARPET, BACKING & GROUT BAGGAGE CLAIM				
09		CARPET, BACKING & GROUT TERMINAL				
10		CARPET, BACKING & GROUT TERMINAL				
11		CERAMIC TILE GROUT TERMINAL FLOOR				
12		CERAMIC TILE GROUT TERMINAL FLOOR				
13		CERAMIC TILE GROUT RESTROOM				
14		CERAMIC TILE GROUT RESTROOM				

Relinquished by:	Accepted by:	Relinquished by:	Accepted by:
<i>Don Cooley</i>			
Date:	Date:	Date:	Date:
4/26/24			
NOTES			



003625788

# DRC ENVIRONMENTAL CONSULTING, LLC

Don Cooley  
601-954-3268 work  
601-763-8553 fax

Lab Name:	
Cooler No.:	
FedEx No.:	

## CHAIN OF CUSTODY

Client:		DRC Environmental Consulting, LLC 96 Cooley Park Road - Soso, MS 39480		Project Name and Location:		Meridian Airport Authority 2811A AIRPORT BLVD Meridian MS		H/M/S (lab use)	
Sampler:		 Don Cooley							
Item No.	Field No.	Sample Description	Collection		Analysis Required	Lab No. (for lab use only)			
			Date	Time					
15		FLOOR TILE & MASTIC (COMMUNICATIONS)	4/25/24		PLM				
16		FLOOR TILE & MASTIC (Room Office Bldg)							
17		SHEET ROCK COMPOSIT STORAGE, TERMINAL							
18		SHEET ROCK COMPOSIT STORAGE, TERMINAL							
19		CEILING TILE SMALL HOLES STORAGE, TERMINAL							
20		CEILING TILE SMALL HOLES OFFICE							
21		CEILING TILE CONFERENCE ROOM TERMINAL							
22		CEILING TILE CONFERENCE ROOM TERMINAL							
23		CEILING TILE SQUARE HOLES TERMINAL							
24		CEILING TILE SQUARE HOLES OFFICE Bldg							
25		CEILING TILE CONFERENCE ROOM							
26		CEILING TILE CONFERENCE ROOM OFFICE Bldg							
27		PLASTER BREEZEWAY TERMINAL							
28		PLASTER MECHANICAL ROOM TERMINAL							
Relinquished by:				Date:	4/26/24	Accepted by:		Date:	
NOTES									



003625788

# DRC ENVIRONMENTAL CONSULTING, LLC

Don Cooley  
601-954-3268 work  
601-763-8553 fax

Lab Name:  
Cooler No.:  
FedEx No.:

## CHAIN OF CUSTODY

<b>Client:</b>	DRC Environmental Consulting, LLC 96 Cooley Park Road - Soso, MS 39480	<b>Project Name and Location:</b>	MERIDIAN AIRPORT AUTHORITY 2811A AIRPORT BLVD S MERIDIAN MS	<b>H/M/S (lab use)</b>
<b>Sampler:</b>	<i>Don Cooley</i> Don Cooley			

Item No.	Field No.	Sample Description	Collection		Analysis Required	Lab No. (for lab use only)
			Date	Time		
	29	STUCCO TERMINAL	4/25/24		PLM	
	30	STUCCO TERMINAL				
	31	PLASTER OFFICE BLDG				
	32	PLASTER OFFICE BLDG				
	33	CRILING TEXTURE OFFICE BLDG				
	34	CEILING TEXTURE OFFICE BLDG				
	35	ROOFING GRAVEL/GRAVEL OFFICE BLDG				
	36	ROOFING GRAVEL/GRAVEL OFFICE BLDG				
	37	ROOFING TAR & GRAVEL OFFICE BLDG				
	38	ROOFING TAR & GRAVEL OFFICE BLDG				

<b>Relinquished by:</b>	<i>Don Cooley</i>	<b>Accepted by:</b>		<b>Date:</b>	4/26/24
<b>Relinquished by:</b>		<b>Accepted by:</b>		<b>Date:</b>	
<b>NOTES</b>					



003654869

## Chain of Custody

-Bulk Asbestos -

### Contact Information

**Client Company:** DRC Environmental Consulting  
**Office Address:** 96 Cooley Park Rd  
**City, State, Zip:** Soso, MS 39480  
**Fax Number:** 601-763-8553  
**Email Address:** donrcooley@gmail.com

**Project Number:** MERIDIAN AIRPORT  
**Project Name:** AUTHORITY  
**Primary Contact:** Don Cooley  
**Office Phone:** 601-954-3268  
**Cell Phone:** 601-954-3268

### PLM Instructions:

- PLM: Bulk Asbestos Building Materials EPA 600 R-93/116, 1993
- PLM: Bulk Asbestos Building Materials EPA 600 M-4/82-020, 1982
- PLM: Bulk Asbestos Building Materials NIOSH 9002, 1985
- PLM: Bulk Asbestos Building Materials NYSDOH-ELAP 198.1, 2002
- PLM: Bulk Asbestos Building Materials NYSDOH-ELAP 198.6, 2010
- TEM: Bulk Asbestos Building Materials NYSDOH-ELAP 198.4, 2009

- PLM: Point Counting
  - PC: via ELAP 198.1
  - PC: 400 Points
  - PC: 800 Points \*
  - PC: 1600 Points \*

- PLM: Analyze Until Positive (Positive Stop)
  - AUP: by Homogenous Area as Noted
  - AUP: by Material Type as Noted
- PLM: NOB via 198.6
  - PLM: Friable via EPA 600 2.3
  - If <1% by PLM, to TEM via 198.4 \*
  - If <1% by PLM, Hold for Instructions

- PLM: Instructions for Multi-Layered Samples
  - Analyze and Report All Separable Layers per EPA 600
  - Report Composite for Drywall Systems per NESHAP
  - Report All Layers and Composite Where Applicable
  - Only Analyze and Report Specifically Noted Layer

- PLM: Non-Building Material\*\*\* (Dust, Wipe, Tape)
  - Soil or Vermiculite Analysis
  - CARB 435

**Special Instructions:** COMPOSITE SHEET ROCK SAMPLES

\* Additional charge and turnaround may be required \*\* Alternative Method (ex: EPA 600/R-04/004) may be recommended by Laboratory

### Turnaround Time

Preliminary Results Requested Date: \_\_\_\_\_  Verbal  Email  Fax

Specific date / time  
 10 Day  5 Day  3 Day  2 Day  1 Day\*  12 Hour\*\*  6 Hour\*\*  RUSH\*\*

\* End of next business day unless otherwise specified. \*\* Matrix Dependent. \*\*\*Please notify the lab before shipping\*\*\*

### Chain of Custody

Relinquished (Name/Organization): DRC ENVIRONMENTAL Date: 5/23/24 Time: \_\_\_\_\_  
 Received (Name / iATL): Don Cooley Date: \_\_\_\_\_ Time: \_\_\_\_\_  
 Sample Login (Name / iATL): \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_  
 Analysis(Name(s) / iATL): \_\_\_\_\_ Date: \_\_\_\_\_ Time: MAY 24 2024  
 QA/QC Review (Name / iATL): \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_  
 Archived / Released: \_\_\_\_\_ QA/QC InterLAB Use: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_

**DRC ENVIRONMENTAL CONSULTING, LLC**

Don Cooley  
601-954-3268 work  
601-763-8553 fax



**CHAIN OF CUSTODY**

<b>Client:</b>	DRC Environmental Consulting, LLC 96 Cooley Park Road - Soso, MS 39480	<b>Project Name and Location:</b>	MERIDIAN AIRPORT AUTHORITY 287A AIRPORT BLDG S MERIDIAN, MS	<b>H/M/S (lab use)</b>	
<b>Sampler:</b>	<i>Don Cooley</i> Don Cooley				

Item No.	Field No.	Sample Description	Collection		Analysis Required	Lab No. (for lab use only)
			Date	Time		
	39	CEILING TILES SOUTH END OF OFFICE HALL	5/23/24		PLM	
	40	PLASTER SKIM COAT SOUTHWEST OFFICE HALL				
	41	PLASTER SKIM COAT COMPUTER ROOM OFFICE				
	42	PLASTER SKIM COAT CONFERENCE ENTRANCE				
	43	SHEET ROCK AND JOINT COMPOUND CONFERENCE ROOM (COMPOSITE)				
	44	SHEET ROCK AND JOINT COMPOUND MA WILLIAMS OFFICE				

<b>Relinquished by:</b>	<i>Don Cooley</i>	<b>Accepted by:</b>		<b>Date:</b>	5/23/24
<b>Relinquished by:</b>		<b>Accepted by:</b>		<b>Date:</b>	
<b>NOTES</b> COMPOSIT SHEET ROCK ONLY					

# *State of Mississippi*

*Department of Environmental Quality  
Office of Pollution Control*

## *Certificate of Licensure*

In accordance with the Asbestos Abatement Accreditation and Certification Act,  
Enacted as 1989 Mississippi Law, Chapter 505

Be it known that

***Don Cooley***

Having submitted acceptable evidence of qualifications and  
training and other appropriate information, is hereby granted this

***Asbestos Inspector  
Certification***



*Certificate No.: ABI-00001363  
Expiration Date: Jan 5th, 2025  
Training Expires on Jan 5th, 2025*

*Chief, Asbestos & Lead Branch*

40812 LIC20240001

1724-B 23<sup>rd</sup> Avenue  
Meridian, Mississippi 39301  
[www.engineeringplus.com](http://www.engineeringplus.com)

Phone (601)-693-4234  
FAX (601)-485-3884  
[engplus@engineeringplus.com](mailto:engplus@engineeringplus.com)

# Engineering Plus

Planning • Surveying • Testing • Landscape Design

March 27, 2024

Mr. Tom Williams  
Executive Director  
Meridian Airport Authority  
2811A Airport Boulevard South, Meridian, MS 39307

**RE: GEOTECHNICAL REPORT**  
***MAA New Airport Terminal – Meridian, MS***  
***EP Project No. 23-034***

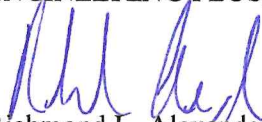
Dear Mr. Williams:

Engineering Plus appreciates the opportunity to serve as consultant for the above referenced project. The attached report represents field and laboratory methods utilized in assembling data for the final assessment of subsurface soils and ground water encountered at the project site. All field and laboratory procedures have been accomplished in general accordance with applicable ASTM standard specifications.

We believe the information presented herein is sufficient for continued planning and development. We appreciate the opportunity to work with you and look forward to assisting you in a successful project. Please contact us should you have questions regarding the information provided or if we may be of additional service.

Sincerely yours,

ENGINEERING PLUS, INC.

  
Richmond L. Alexander P.E.  
Principal Engineer



Lucas Leeper, E.I.T.  
Drilling Operations Manager

# GEOTECHNICAL REPORT

## MAA New Airport Terminal Meridian, MS

FOR

Meridian Airport Authority  
Meridian, Mississippi

March 2024

Prepared by:

ENGINEERING PLUS, INC.

MERIDIAN, MISSISSIPPI



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## APPENDICES

A	SITE VICINITY MAP
B	BORING LOCATION PLAN
C	USCS CHART & BORING LOGS
D	SOIL TEST RESULTS
E	SITE RECONNAISSANCE PHOTOS
F	GENERAL REMARKS/REPORT LIMITATIONS

## **PURPOSE AND WORK PERFORMED**

The purpose of this geotechnical investigation is to determine the general characteristics of surface and subsurface soils in the area of proposed construction. The work performed during this sub-surface investigation consisted of the following:

- Seven (7) soil borings near the proposed construction areas to a maximum depth of 25 feet or auger refusal;
- Natural moisture content tests on selected samples;
- Atterberg Limit determinations on selected samples;
- Grain size analyses on selected samples;
- Field observations related to site topography, and geology for the subject property and adjacent properties;
- Preparation of this report presenting our conclusions and boring logs with soil identification.

Included in our report are discussions of sub-surface characteristics, boring logs with soil identification, and discussion of existing site conditions, construction considerations, foundation recommendations, estimated allowable bearing capacities and pavement recommendations.

## **DESCRIPTION OF SITE CONDITIONS**

The project site investigated is located on the west side of US Highway 11 on the premises of Meridian Regional Airport in Meridian, MS. Specifically, the proposed project site lies directly adjacent to the existing Meridian Airport Terminal building. Currently, two asphalt access drives exist along Hwy 11 to the site. The majority of existing parking areas are also asphalt, with the exception of the concrete-paved terminal drop off lane and the employee parking and vendor loading areas on the south end of the existing building. Multiple open grassed areas with various shrubbery and plants also exist on the target property. Most notably, the northeastern corner of the property contains a large grassed area with moderate sized trees as shown in the photos in appendix E. It should also be noted that a large number of underground utilities are present throughout all areas of proposed construction. These include high voltage power, communication, water, sanitary sewer, and gas utilities. Storm drains are also present throughout the property with associated inlet structures. Proposed site improvements include the construction of a new airport terminal building with associated parking and access drives. Demolition of the existing terminal as well as demolition and reconstruction of all parking areas is proposed.

## **FIELD INVESTIGATION**

Seven (7) borings were drilled by an Engineering Plus drill crew utilizing a Mobile B-47 truck-mounted continuous flight auger at the proposed areas of construction to maximum depths of twenty-five (25) feet below ground surface or auger refusal. The approximate boring locations were staked by an Engineering Plus drill crew utilizing a conceptual site layout provided by Kimley Horn. Boring locations and located utilities are plotted on the Boring Location Plan in Appendix B.

Representative samples were collected from auger cuttings or a 2-inch outside diameter split barrel sampler. Samples were collected continuously for the first 6 - 10 ½ feet and at 2½-foot to 5-foot intervals to boring termination. Additionally, Standard Penetration Resistance values (See ASTM D-1586) were determined and recorded on the boring logs for the various soils

encountered. The Standard Penetration Resistance, or “N” value, is the number of blows required to drive an 18-inch standard split barrel sampler the final 12 inches utilizing a 140-pound hammer and a free fall height of 30 inches. A rope and cathead drop system was utilized during Standard Penetration Testing. As the samples were collected, they were field classified and immediately placed in airtight containers for future testing and classification.

Groundwater was encountered during our investigation. Additional comments regarding groundwater are located in the section titled Subsurface Conditions.

## **LABORATORY TESTING**

Laboratory analysis of selected samples included visual classification, moisture content determination, Atterberg limits and grain size analysis. A professional engineer prepared the final boring logs from field logs, collected samples and laboratory test results.

To aid in the general interpretation of the soil conditions at the project site, in-situ moisture contents (See ASTM D-4643) were determined within the various soil strata. This determination was made possible by placing extracted samples in sealed containers immediately upon removal from the sub-surface. Results of moisture content testing are depicted on the attached boring logs (See Appendix C).

Atterberg limit tests were conducted to determine the susceptibility of the cohesive soils encountered to shrink and swell with changes in moisture content. Liquid and plastic limit tests (See ASTM D-4318) were performed for selected representative samples taken from the various soil strata encountered. The liquid limit (LL) is the moisture content above which a soil behaves as a viscous fluid, whereas the plastic limit (PL) is the moisture content below which the soil behaves as a solid. The plasticity index (PI) is the numerical difference between the liquid and plastic limit and is indicative of the relative activity of a cohesive soil.

Soils exhibiting a low plasticity index are relatively inactive and are ordinarily suitable as a foundation material. Conversely, soils having a high plasticity index are susceptible to varying degrees of volume change (i.e. shrinkage and swelling) with fluctuations in moisture content.

Atterberg limit testing for representative samples taken from the project area indicate on-site soils to have plasticity indices ranging from NP to 49. This shows wide variances of soil types throughout the project area, including some highly expansive clays in the upper strata. Results of Atterberg limit testing are depicted on the attached boring logs (See Appendix C).

Grain size analyses (See ASTM D-6913) were conducted on representative samples of the various soils encountered to determine the particle size distribution of materials comprising the strata. Results of these tests can be utilized in classifying the soils in accordance with the Unified Soil Classification System (See ASTM D-2487).

For your convenience, a listing of the symbols recognized by the Unified Soil Classification System and their meaning is provided with the boring logs (See Appendix C).

## **SUBSURFACE CONDITIONS**

Details of subsurface conditions encountered by the soil borings are shown on the boring logs located in Appendix C. The boring logs represent our interpretation of the subsurface conditions based upon examination of the collected samples and laboratory testing of selected samples. Stratification lines on the boring logs represent approximate boundaries between soil types; however, the actual transition between soil types may be gradual. The general soil conditions and their pertinent characteristics are discussed below.

Boring No. 1 discovered 5 feet of sandy lean clay to boring termination at 5 feet below ground surface. Further, soils below 1.5 feet became moist. Groundwater was not encountered during drilling activities.

Boring No. 2 immediately encountered approximately 4 inches of asphalt surface. The boring then discovered 1.5 feet of silty sand of very loose consistency underlain by 7 feet of wet, soft silts. Expansive clay was then encountered to boring termination at 15 feet below ground surface. Groundwater was encountered at 8 feet below ground surface during drilling activities. Delayed readings were measured at 4 feet below ground surface after drilling activities.

Boring No. 3 encountered 2 feet of sandy lean clay underlain by a 1.5-foot stratum of silty sand. Expansive clay was then encountered to boring termination at 5 feet below ground surface. Groundwater was not encountered during drilling activities.

Boring No. 4 immediately encountered approximately 4 inches of asphalt surface. The boring then discovered 6 inches of silty sand underlain by 2.5 feet of moist, soft silty clay. Wet silt of soft consistency was encountered to boring termination 5 feet below ground surface. Groundwater was not encountered during drilling activities.

Boring No. 5 discovered 1 foot of silty sand underlain by a 5-foot stratum of sandy lean clay. 4 feet of expansive clay was then discovered to boring termination 10 feet below ground surface. Groundwater was encountered at 8 feet below ground surface during drilling activities. Delayed readings were measured at 4 feet below ground surface after drilling activities.

Boring No. 6 encountered 3 feet of expansive clay underlain by a 1.5-foot stratum of sandy lean clay. 8 feet of silty clay was then discovered before encountering wet silty sand to boring termination at 20 feet below ground surface. Groundwater was encountered at 12.5 feet below ground surface during drilling activities. Delayed readings were measured at 7 feet below ground surface after drilling activities.

Boring No. 7 discovered 1.5 feet of sandy clay underlain by a 13.5-foot stratum of moist silty clay of soft consistency. Wet to silty sand was then encountered to boring termination at 25 feet below ground surface. Groundwater was encountered at 15 feet below ground surface during drilling activities. Delayed readings were measured at 8 feet below ground surface after drilling activities.

The borings are representative of subsurface conditions at the boring locations and for their vertical reach. Should materials not described in this report be encountered during construction, we respectfully request the opportunity to evaluate those materials and, if warranted, make changes and/or additions to any recommendations.

Groundwater was encountered during our drilling activities at boring locations 2, 5, 6, and 7 (B-2, B-5, B-6, and B-7). It should be noted that groundwater levels may fluctuate seasonally and can be affected by changes in site development; however, due to the anticipated depths of excavation and anticipated fill placement at this site, we do not anticipate groundwater being a factor during typical foundation construction. Additional comments regarding groundwater and wet soil remediation are located below in the section titled EARTHWORK AND SITE GRADING.

## EARTHWORK AND SITE GRADING

We understand the site improvements include the construction of a new airport terminal with associated parking and access drives. Based on existing site topography, as well as preliminary design information, it appears site grading and earthwork will primarily involve fill placement of approximately 3 feet in the proposed building area along with approximately 1 foot of fill across the majority of the parking areas. This could help to facilitate proper site access and adequate drainage. Our borings indicated materials with varying plastic properties across the entirety of the construction area. Due to the notable variances in soil types between the new terminal building and the parking and access drive's construction areas, we have separated this section into to the subsections below.

### *Parking and Access Drives*

Boring locations 1, 4, and 5 (B-1, B-4, & B-5) were advanced in the proposed parking areas. The materials encountered in the upper stratum of these locations were found to be lean and silty clays (CL) and silty sands (SM). These soil types ordinarily have low to moderate shrink/swell potential and are generally considered suitable materials for construction. However, high moisture content of some existing soils could become problematic during earthwork activities if not properly remediated. In the case that soft/wet soils are encountered during demolition, remediation of these areas should consist of cement-modification. Cement application should be done at a rate of **four (4) percent cement mixed to a depth of 8 inches**. If soils are too wet/soft for the use of traveling mixers; the mixing of the cement and soil can be achieved using a disc harrow or motor grader with scarifier teeth. Soil cement mixture should be compacted to a **minimum of 95% of maximum dry density per Standard Proctor (ASTM-D 698), maintaining a moisture content comparable ( $\pm 2.0\%$ )**.

### *New Terminal Building*

Boring locations 2, 3, 6, and 7 (B-2, B-3, B-6, & B-7) were advanced in the proposed terminal building area. The materials encountered in the upper stratum, at or near anticipated bearing elevations, were found to be silts (ML), silty clays (CL), and expansive or "fat" clays (CH). Further, the materials encountered at these locations were of moist/wet and soft consistency. While silty soils tend to have moderate shrink-swell potential, they are highly susceptible to loss in strength with slight moisture changes. Expansive clays are considered to have high shrink swell potential and can experience significant volume changes with seasonal moisture fluctuations. The use of these materials at foundation bearing elevations could prove detrimental to the proposed structure and pavements if not properly remediated. Due to the varying types of soils at potential foundation depths and the scope of this project, we recommend soil buffer construction below the new terminal building foundations.

### *Soil Buffer Construction*

It is our recommendation that a soil buffer be constructed in the new terminal building foundation footprint to provide a barrier between the unsuitable materials and the structures. This barrier shall act to provide stability and maintain constant moisture beneath the foundation so that moisture-induced volume change is minimized. In addition to creating a barrier to potentially problematic soils, the buffer creates a homogeneous soil foundation between native soils and structure foundation members to limit the risk of differential settlement. After all necessary excavation is complete, the placement of a **nonwoven geotextile fabric (MDOT Type 6)** directly on the exposed soil is recommended. The remaining backfill should meet requirements for import fill materials outlined on the following page.

**A soil buffer should be constructed below any structure areas underlain with CH and ML materials. It should consist of a lean clay, silty sand or clayey sand (CL, SM or SC,) with a plasticity index (PI) within the range of 6 to 20 and a liquid limit less than 40. The soil buffer should extend a minimum of 4 feet below the proposed foundation bearing elevation within the building footprint and 5 feet horizontally.**

The buffer discussed above may include vertical fill material placement, as well as over-excavation. For instance, the soil buffer required within the structure footprints may include approximately 2 feet over-excavation with an additional 2 foot of fill material placement to achieve finish subgrade elevation.

### ***General Considerations***

During any demolition and prior to foundation construction and fill placement, any debris, organics, and humus matter encountered in excavations should be removed from structural areas. The site should be inspected by the geotechnical engineer or his representative after clearing, excavation, and site preparation is complete to confirm compatibility with the findings and recommendations of this report. The inspection will also provide opportunity to confirm stability or locate any unstable areas. "Proof-rolling" may be necessary to confirm stability of the in-place soils. Proof-rolling is conducted by traversing the site with a loaded tandem-axle dump truck to identify ruts or signs of in-stability. Remediation of soft or unstable areas may consist of re-mixing, moisture conditioning, over-excavation, and/or geotextile reinforcement, and should be determined on a case-by-case basis by the engineer.

**In areas which will support structures, the soil subgrade and any necessary fill placement should be compacted to a minimum of 95% of maximum dry density per Standard Proctor (ASTM-D 698). Compaction should be achieved in maximum loose lifts of 12 inches at a moisture content comparable ( $\pm 2.0\%$ ) to the optimum moisture content established in the laboratory and compaction verified with each lift. It is recommended minimum of one density test be performed every 1,000 square feet per lift.**

As previously stated, the existing silty soils in the near surface strata, once exposed, can lose strength and be prone to instability during inclement weather or with changes in moisture content. Construction considerations should be taken to properly maintain a stable moisture content in the on-site soils throughout construction. **Further, construction should be staged in which excavation pits are not left open during times of rain chances and that foundations can be constructed and covered up prior to any rain events occurring.**

**Due to the presence of shallow sub-surface moisture located in some areas, temporary dewatering measures may be necessary to remove water from near-surface soils during construction. If needed, dewatering methods may be left at the discretion of the contractor but should be in-place prior to subgrade inspection by the engineer. Options for dewatering include a sump pump, well-pointing or an underdrain system to remove any sub-surface water that may affect soil stability.**

It should be noted that all areas on-site cannot be thoroughly evaluated for soil conditions through the use of several small borings. In order to verify that compaction and moisture requirements are satisfied during construction, it is imperative that competent laboratory personnel conduct field density tests on each lift at sufficient frequency throughout earthwork operations. **We strongly recommend a competent testing laboratory be retained to perform construction testing to verify the recommendations of this report are properly interpreted and executed.**

As previously mentioned, various underground utilities exist in the proposed areas of construction. During construction, the contractor should make himself/herself aware of all

utilities in and around the project area. **Utilities should be properly marked and identified prior to any earthwork operations commencing.** Further, the contractor should take special precautions during excavations or tracking across the site to prevent any damage to utilities that may be in the area.

**Existing soils in the near surface strata, once they are exposed, may be prone to instability during inclement weather and when subjected to repetitive construction traffic.** These soils will also be influenced by the season of the year when earthwork is performed. The near surface soils will be dryer during the late summer and early fall months. We recommend that earthwork be performed during the dry summer or fall season, if the schedule permits. **Final grading, as well as grading during construction, should be such that surface water and storm water is expediently removed from the proximity of any structures.** Further, construction traffic across the site should be limited to prevent subgrade materials, which initially may demonstrate adequate stability, from becoming unstable. Actual on-site conditions may vary from soil characteristics shown in this report. Additionally, should significant revisions be made prior to the final design, we respectfully request the opportunity to re-evaluate these recommendations with the final design documents.

## **FOUNDATION RECOMMENDATIONS**

Based upon our analysis and adherence to the recommendations outlined above, the proposed building structure can be supported by a shallow foundation system consisting of a monolithically cast reinforced slab-on-grade with stiffened grade beams below any load-bearing walls, turned-down footings, and column footings. Any required earthwork should be accomplished in strict accordance with the criteria stipulated above under **EARTHWORK AND SITE GRADING**.

The maximum allowable soil pressure beneath foundation members should not exceed **2,400 PSF** (pounds per square foot of contact area). Bearing capacities have been determined utilizing a factor of safety between 2.5 and 3.0. Reinforced concrete footings should bear a minimum of 18 inches below the finish subgrade elevation. Footing size and required reinforcing steel and details should be determined by the structural consultant.

The bearing capacities recommended are applicable for select fill provided the fill material meets the requirements described under **EARTHWORK AND SITE GRADING**.

## **PAVEMENT RECOMMENDATIONS**

We understand recommendations are needed for pavement to support passenger vehicle traffic for parking. Our recommendations on the following page include both rigid and flexible alternatives with options for heavy duty traffic loads. A rigid pavement option will prove more successful in areas of heavy and turning traffic. Further, rigid pavement should prove more durable, while flexible pavements are often initially more cost-effective.

### **Flexible Pavement System Alternate (Standard Duty)**

- a) Subgrade: Subgrade prepared per **EARTHWORK AND SITE GRADING**.
- b) Subbase: 6" granular material (Cl.9, Gr. B) compacted to 95% of maximum dry density per standard proctor. Material shall conform to Mississippi Department of Transportation Office of State Aid Specifications
- c) Base: 3" of hot mixed asphaltic concrete base course (ST 19 mm) conforming to Mississippi Department of Transportation Office of State Aid Specifications.
- d) Surface: 2" of hot mixed asphaltic concrete surface (ST 9.5 mm) conforming to Mississippi Department of Transportation Office of State Aid Specifications.

**Rigid Pavement System Alternate (Standard Duty)**

- a) Subgrade: Subgrade prepared per EARTHWORK AND SITE GRADING.
- b) Base: 4" Size No. 610 Crushed Limestone compacted to 95% of maximum dry density per standard proctor. Crushed Limestone shall conform to Mississippi Department of Transportation Office of State Aid Specifications. Crushed concrete meeting the same gradation may be used in lieu of crushed limestone.
- c) Concrete: 6" of fiber-reinforced Portland cement concrete pavement. The concrete should have a minimum 28-day compressive strength of 3500 psi (pounds per square inch). Welded wire fabric (10 gauge minimum) may be used in lieu of structural fiber reinforcement. Joint spacing, joint types, joint configuration, mix design, mix placement, and curing should conform to the recommendations of the American Concrete Institute (ACI) and the Portland Cement Association (PCA).

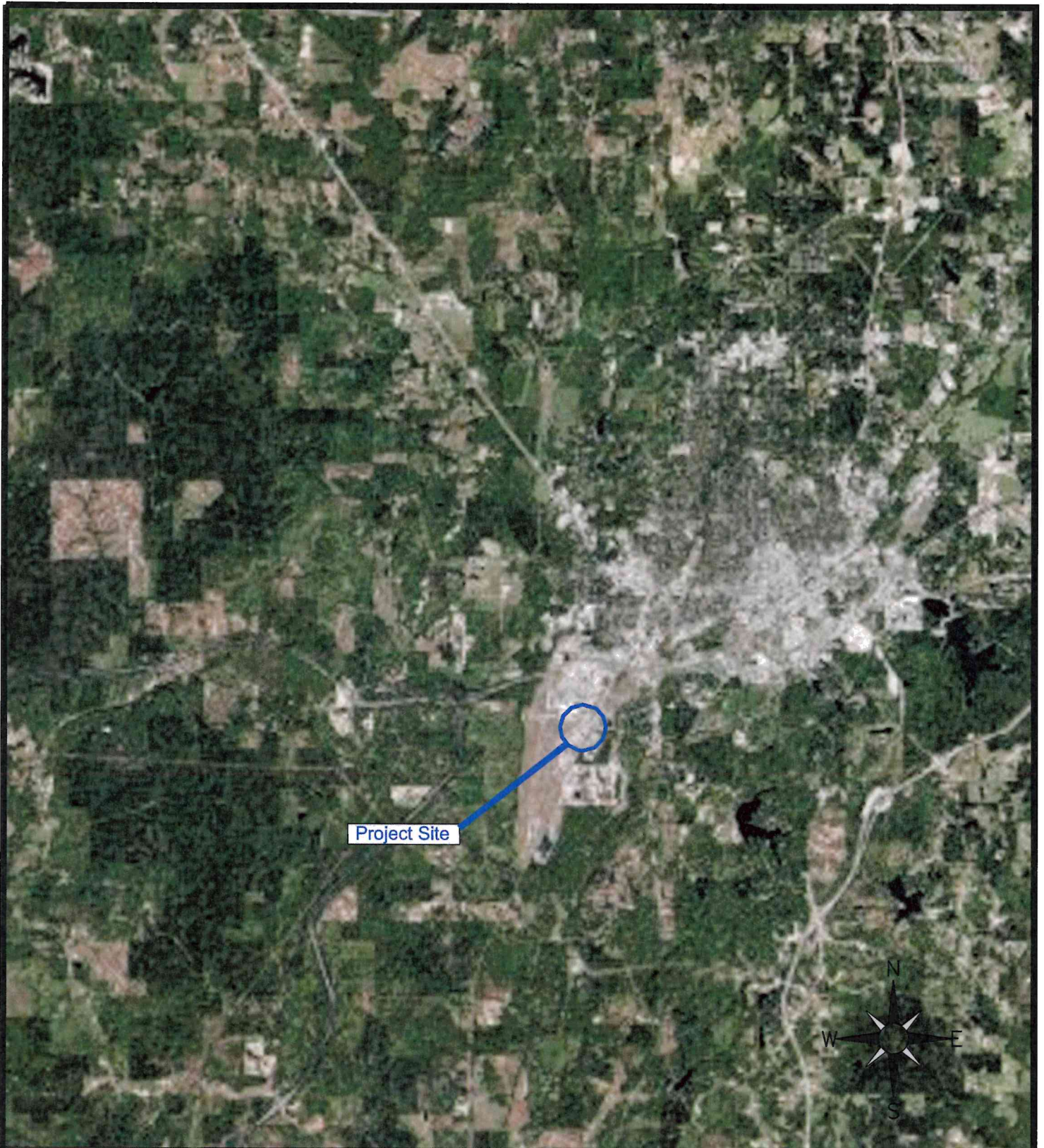
**Flexible Pavement System Alternate (Heavy Duty)**

- a) Subgrade: Subgrade prepared per EARTHWORK AND SITE GRADING.
- b) Subbase: 6" of Size No. 610 Crushed Limestone compacted to 95% of maximum dry density per standard proctor. Crushed Limestone shall conform to Mississippi Department of Transportation Office of State Aid Specifications. Crushed concrete meeting same gradation may be used in lieu of crushed limestone.
- c) Base: 4" of hot mixed asphaltic concrete base course (ST 19 mm) conforming to Mississippi Department of Transportation Office of State Aid Specifications.
- d) Surface: 2-1/2" of hot mixed asphaltic concrete surface (ST 9.5 mm) conforming to Mississippi Department of Transportation Office of State Aid Specifications.

**Rigid Pavement System Alternate (Heavy Duty)**

- a) Subgrade: Subgrade prepared per EARTHWORK AND SITE GRADING.
- b) Base: 4" of Size No. 610 Crushed Limestone compacted to 95% of maximum dry density per standard proctor. Crushed Limestone shall conform to Mississippi Department of Transportation Office of State Aid Specifications. Crushed concrete meeting same gradation may be used in lieu of crushed limestone.
- c) Concrete: 8" of Reinforced Portland cement concrete pavement. The concrete should have a minimum 28-day compressive strength of 4,000 psi (pounds per square inch). Steel size and spacing, joint spacing, joint types, joint configuration, mix design, mix placement, and curing should conform to the recommendations of the American Concrete Institute (ACI) and the Portland Cement Association (PCA).

APPENDIX A  
SITE VICINITY MAP



Project Site



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3662 Jefferson Street Macon, Mississippi 39341 (662) 726-1074  
Email: engplus@engineeringplus.com

## SITE VICINITY MAP MAA NEW TERMINAL MERIDIAN, MS

DWG FILE: M:\wpwin60\2023\Geotech\23-034

MAP SOURCE: CIVIL3D

JOB NO: 23-034

DATE: 3-24-24

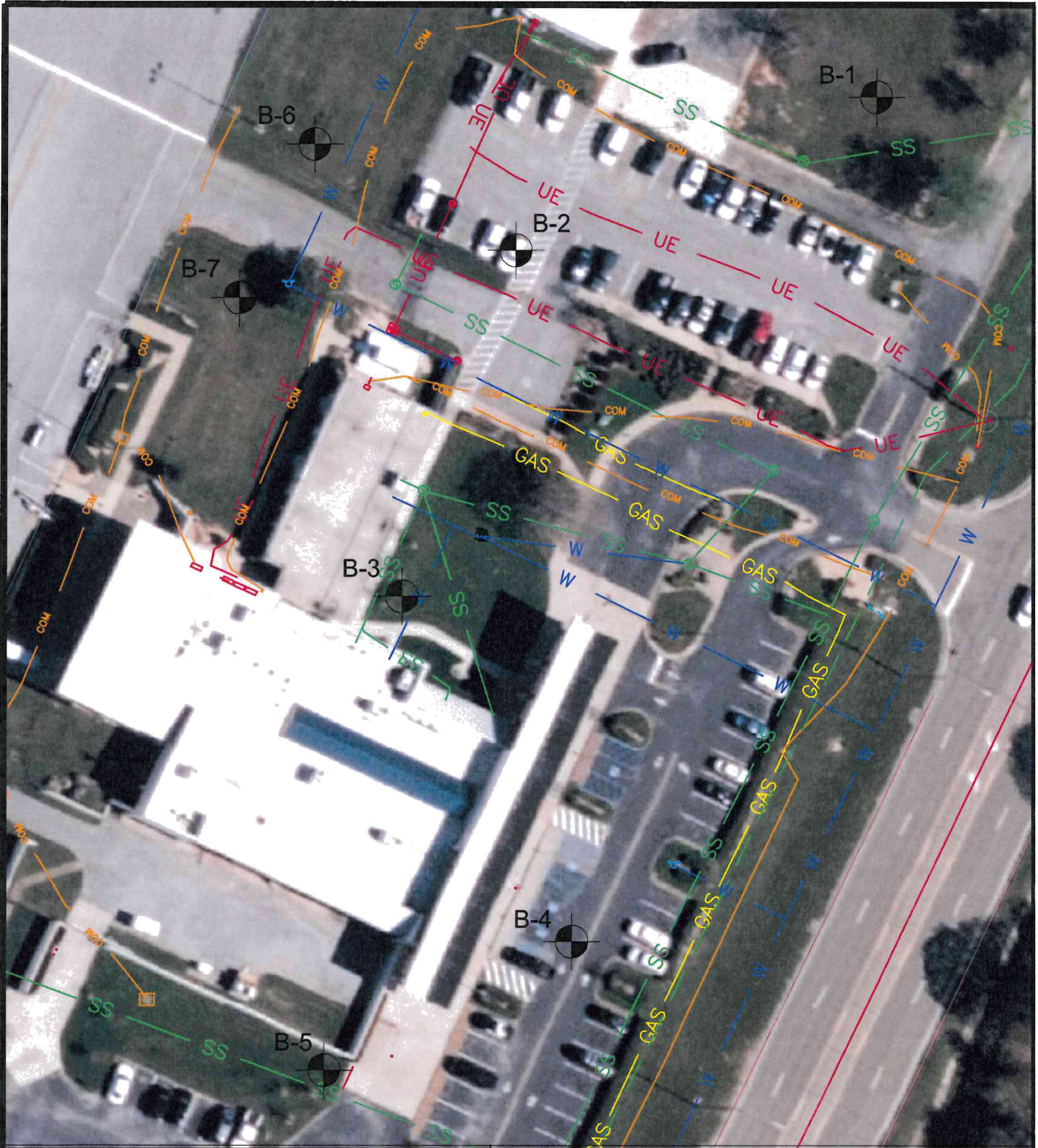
DRAWN BY: :LWL

CHECKED BY: RLA



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APPENDIX B  
BORING LOCATION PLAN



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## BORING LOCATION PLAN MAA NEW TERMINAL MERIDIAN, MS

DWG FILE: M:\wpwin60\2023\Geotech\23-034

MAP SOURCE: CIVIL3D

JOB NO: 23-034

DATE: 3-24-24

DRAWN BY: :LWL

CHECKED BY: RLA



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APPENDIX C

USCS CHART & BORING LOGS

Major Divisions		Group Symbols	Typical Names	Laboratory Classification Criteria					
Coarse-grained soils (More than half of material is larger than No. 200 sieve size)	Gravels (More than half of coarse fraction is larger than No. 4 sieve size)	Clean gravels (Little or no fines)	GW	Well-graded gravels, gravel sand mixtures, little or no fines	Determine percentages of gravel and sand from grain-size curve. Depending of percentage of fines (fraction smaller than No. 200 sieve size), coarse-grained soils are classified as follows:	GW, GP, SW, SP GM, GC, SM, SC Borderline cases requiring dual symbols**	$C_u = D_{60}/D_{10} > 4$ ; $C_c = D_{30}^2 / (D_{10} \times D_{60})$ between 1 and 3		
			GP	Poorly graded gravels, gravel-sand mixtures, little or no fines			Not meeting all gradation requirements for GW		
		Gravels with fines (Appreciable amount of fines)	GM*	d			Silty gravels, gravel-sand-silt mixtures	Atterberg limits below "A" line with P.I. less than 4	Above "A" line with P.I. between 4 and 7 are borderline cases requiring use of dual symbols
				u					
	Sands (More than half of coarse fraction is smaller than No. 4 sieve size)	Clean sands (Little or no fines)	SW	Well-graded sands, gravelly sands, little or no fines		Less than 5 percent More than 12 percent 5 to 12 percent	$C_u = D_{60}/D_{10} > 6$ ; $C_c = D_{30}^2 / (D_{10} \times D_{60})$ between 1 and 3		
			SP	Poorly graded sands, gravelly sands, little or no fines			Not meeting all gradation requirements for SW		
		Sands with fines (Appreciable amount of fines)	SM*	d			Silty sands, sand-silt mixtures	Atterberg limits below "A" line with P.I. less than 4	Limits plotting in hatched zone with P.I. between 4 and 7 are borderline requiring use of dual symbols
				u					
		SC	Clayey sands, sand-clay mixtures	Atterberg limits Above "A" line with P.I. greater than 7					
Fine-grained soils (More than half of material is smaller than No. 200 sieve size)	Silts and Clays (Liquid limit less than 50)	ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity	<p style="text-align: center;">Plasticity Chart</p>					
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays lean clays						
		OL	Organic silts and organic silty clays of low plasticity						
	Silts and clays (Liquid limit greater than 50)	MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty, elastic silts						
		CH	Inorganic clays of high plasticity, fat clays						
		OH	Organic clays of medium to high plasticity, organic silts						
		Highly organic soils	Pt		Peat and other highly organic soils				

\*Division of GM and SM groups into subdivisions of d and u are for roads and airfields only. Subdivision is based on Atterberg limits; suffix d used when L.L. is 28 or less and the P.I. is 6 or less; the suffix u used when L.L. is greater than 28.

\*\*Borderline classifications, used for possessing characteristics of two groups, are designated by combinations of group symbols. For example: GW-GC, well-graded gravel-sand mixture with clay binder.

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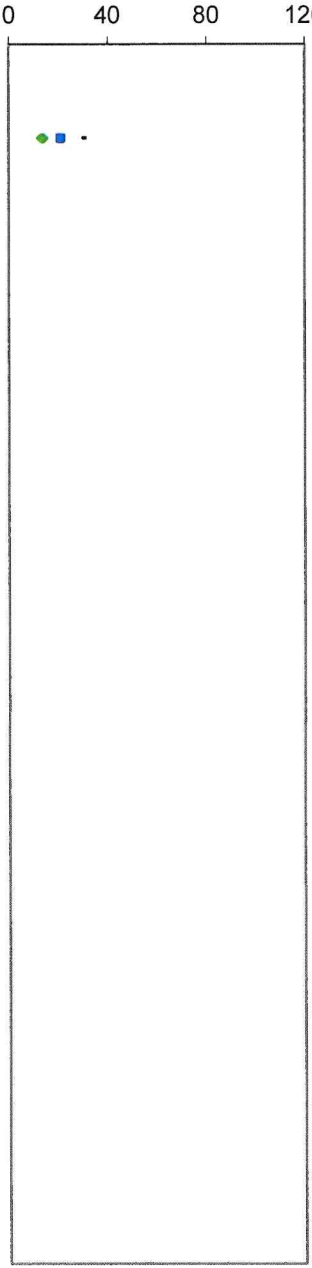
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## SOIL BORING LOG

PROJECT: MAA New Airport Terminal	PROJECT NO: 23-034
CLIENT: Meridian Airport Authority	BORING NO: B-1
LOGGER: Lucas Leeper	DATE: 3/14/2024
DRILLER: Bobby Lowery	SURFACE ELEVATION: NA

Water Level	Depth (ft)	Sample	SPT	N - Value	DCP (blows/7.5")	Classification	Rig: Mobile B-47				Moisture Content-(%)	Liquid Limit	Plasticity Index	Hammer: Rope and Cathead Plastic Limit / Moisture Liquid Limit / N - Value	
							Drilling Method: 2 1/4 SSA w/ SPT	Backfill Method: Cuttings	Boring Depth: 5 Feet	Visual Classification - Remarks					
	0						approximately 6" of topsoil								
						CL	brown sandy lean clay								
						CL	light brown sandy lean clay moist	21	30	13	59				
	5						boring termination at 5'								
	10														
	15														
	20														
	25														



<input type="checkbox"/> Auger (ASTM D 1452) <input checked="" type="checkbox"/> Standard Penetration Test (ASTM D 1586)	<input checked="" type="checkbox"/> Shelby Tube (ASTM D 1587) <input type="checkbox"/> Initial Water Level <input type="checkbox"/> Delayed Water Level	<b>Notes:</b> Groundwater was not encountered during drilling activities.	<input type="checkbox"/> N - Value <input type="checkbox"/> Liquid Limit <input type="checkbox"/> Moisture <input type="checkbox"/> Plastic Index
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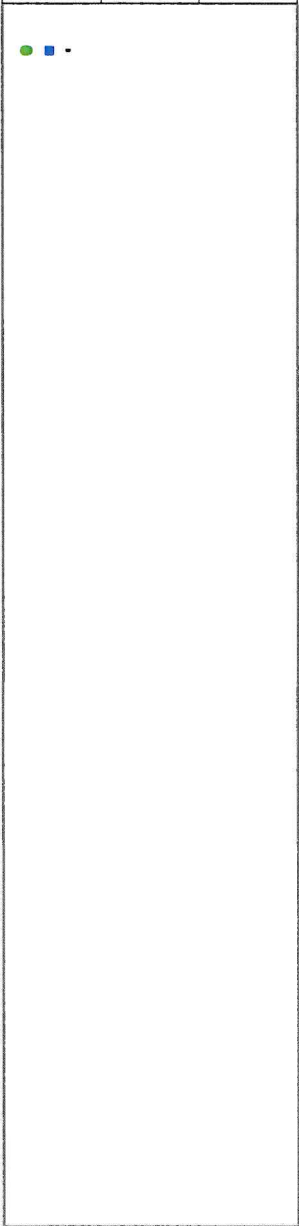
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## SOIL BORING LOG

PROJECT: MAA New Airport Terminal	PROJECT NO: 23-034
CLIENT: Meridian Airport Authority	BORING NO: B-3
LOGGER: Lucas Leeper	DATE: 3/14/2024
DRILLER: Bobby Lowery	SURFACE ELEVATION: NA

Water Level	Depth (ft)	Sample	SPT	N - Value	DCP (blows/7.5")	Classification	Rig: Mobile B-47				Moisture Content-(%)	Liquid Limit	Plasticity Index	Hammer: Rope and Cathead Plastic Limit / Moisture Liquid Limit / N - Value	
							Drilling Method: Hand Auger	Backfill Method: Cuttings	Boring Depth: 5 Feet	Visual Classification - Remarks					
	0						<i>approximately 6" of topsoil</i>							<div style="display: flex; justify-content: space-between; width: 100%;"> <span>0</span> <span>40</span> <span>80</span> <span>120</span> </div> 	
						CL	brown sandy lean clay				19	26	9		53
						CL	brown sandy lean clay <i>moist</i>								
						SM	red silty sand <i>granular pipe backfill</i>								
						CH	grayish brown fat clay								
	5						<i>boring termination at 5'</i>								
	10														
	15														
	20														
	25														

- |   |   |
|---|---|
| <input type="checkbox"/> Auger (ASTM D 1452)<br><input checked="" type="checkbox"/> Standard Penetration Test (ASTM D 1586) | <input checked="" type="checkbox"/> Shelby Tube (ASTM D 1587)<br><input checked="" type="checkbox"/> Initial Water Level<br><input checked="" type="checkbox"/> Delayed Water Level |
|---|---|

Notes:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> N - Value<br><input checked="" type="checkbox"/> Liquid Limit | <input checked="" type="checkbox"/> Moisture<br><input checked="" type="checkbox"/> Plastic Index |
|---|---|

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## SOIL BORING LOG

PROJECT: MAA New Airport Terminal	PROJECT NO: 23-034
CLIENT: Meridian Airport Authority	BORING NO: B-4
LOGGER: Lucas Leeper	DATE: 3/14/2024
DRILLER: Bobby Lowery	SURFACE ELEVATION: NA

Water Level	Depth (ft)	Sample	SPT	N - Value	DCP (blows/.75")	Classification	Rig: Mobile B-47				Moisture Content (%)	Liquid Limit	Plasticity Index	- 200 %	Hammer: Rope and Cathead			
							Drilling Method: 2 1/4 SSA w/ SPT								Backfill Method: Cuttings			
Boring Depth: 5 Feet							Visual Classification - Remarks											
	0					SM CL	approximately 4" of asphalt red silty sand gray silty clay moist; soft				21	29	11	55				
						ML	gray silt wet, soft											
	5					boring termination at 5'												
	10																	
	15																	
	20																	
	25																	

<input type="checkbox"/> Auger (ASTM D 1452) <input checked="" type="checkbox"/> Standard Penetration Test (ASTM D 1586)	<input checked="" type="checkbox"/> Shelby Tube (ASTM D 1587) <input type="checkbox"/> Initial Water Level <input type="checkbox"/> Delayed Water Level	<b>Notes:</b> Groundwater was not encountered during drilling activities.	<input type="checkbox"/> N - Value <input type="checkbox"/> Liquid Limit <input type="checkbox"/> Moisture <input type="checkbox"/> Plastic Index
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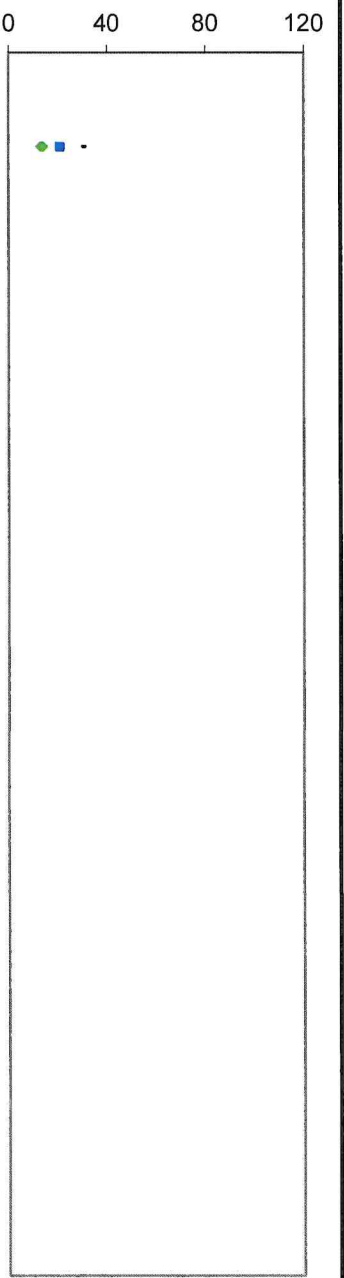
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## SOIL BORING LOG

PROJECT: MAA New Airport Terminal	PROJECT NO: 23-034
CLIENT: Meridian Airport Authority	BORING NO: B-5
LOGGER: Lucas Leeper	DATE: 3/14/2024
DRILLER: Bobby Lowery	SURFACE ELEVATION: NA

Water Level	Depth (ft)	Sample	SPT	N - Value	DCP (blows/.75")	Classification	Rig: Mobile B-47				Moisture Content-(%)	Liquid Limit	Plasticity Index	Hammer: Rope and Cathead Plastic Limit / Moisture Liquid Limit / N - Value
							Drilling Method: 2 1/4 SSA w/ SPT	Backfill Method: Cuttings	Boring Depth: 10	Feet				
	0													
						SM CL	red silty sand brown sandy lean clay			20	34	13	69	
	5					CL	brown sandy lean clay wet; soft							
						CH	grayish brown fat clay wet							
	10						boring termination at 10'							
	15													
	20													
	25													



<input type="checkbox"/> Auger (ASTM D 1452) <input checked="" type="checkbox"/> Standard Penetration Test (ASTM D 1586)	<input checked="" type="checkbox"/> Shelby Tube (ASTM D 1587) <input checked="" type="checkbox"/> Initial Water Level <input checked="" type="checkbox"/> Delayed Water Level	<b>Notes:</b> Groundwater was encountered at -8 ft during drilling activities. Delayed readings measured at -4 ft.	<input checked="" type="checkbox"/> N - Value <input checked="" type="checkbox"/> Moisture <input checked="" type="checkbox"/> Liquid Limit <input checked="" type="checkbox"/> Plastic Index
---	---	--	--

# Engineering Plus, Inc.

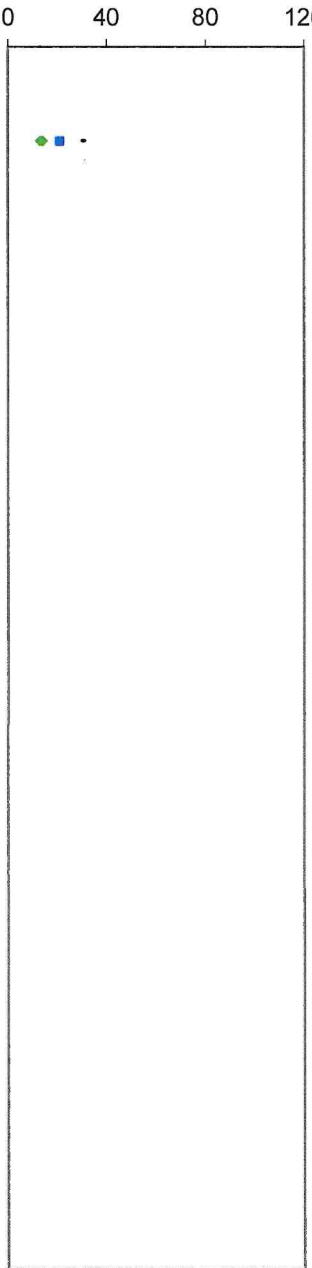
**Planning - Surveying - Testing - Landscape Design**

1724 B 23rd Avenue Meridian, Mississippi 39301 (601) 693-4234

## SOIL BORING LOG

PROJECT: MAA New Airport Terminal	PROJECT NO: 23-034
CLIENT: Meridian Airport Authority	BORING NO: B-6
LOGGER: Lucas Leeper	DATE: 3/14/2024
DRILLER: Bobby Lowery	SURFACE ELEVATION: NA

Water Level	Depth (ft)	Sample	SPT	N - Value	DCP (blows/7.5")	Classification	Rig: Mobile B-47		Moisture Content (%)	Liquid Limit	Plasticity Index	- 200 %	Hammer: Rope and Cathead Plastic Limit / Moisture Liquid Limit / N - Value
							Drilling Method: 2 1/4 SSA w/ SPT	Backfill Method: Cuttings					
							Boring Depth: 20 Feet						
							Visual Classification - Remarks						
	0		2			CH	grayish brown fat clay	20	63	49	64		
			4			CH	grayish brown fat clay						
			4	8		CH	grayish brown fat clay						
			2			CH	grayish brown fat clay						
			2			CH	moist						
			2	4		CH	grayish brown fat clay						
			3			CL	grayish brown sandy lean clay	22	39	21	67		
			3			CL	grayish brown sandy lean clay						
			5	8		CL	gray silty clay						
	5		3			CL	gray silty clay						
			5	8		CL	gray silty clay						
			3			CL	gray silty clay						
			7			CL	gray silty clay						
			5	12		CL	gray silty clay						
						CL	moist						
	10												
						SM	gray silty sand						
						SM	wet						
	15												
	20						boring termination at 20'						
	25												



<input type="checkbox"/> Auger (ASTM D 1452) <input checked="" type="checkbox"/> Standard Penetration Test (ASTM D 1586)	<input checked="" type="checkbox"/> Shelby Tube (ASTM D 1587) <input checked="" type="checkbox"/> Initial Water Level <input checked="" type="checkbox"/> Delayed Water Level	<b>Notes:</b> Groundwater was encountered at -12.5 ft during drilling activities. Delayed readings measured at -7 ft.	<input checked="" type="checkbox"/> N - Value <input checked="" type="checkbox"/> Moisture <input checked="" type="checkbox"/> Liquid Limit <input checked="" type="checkbox"/> Plastic Index
---	---	---	--

# Engineering Plus, Inc.

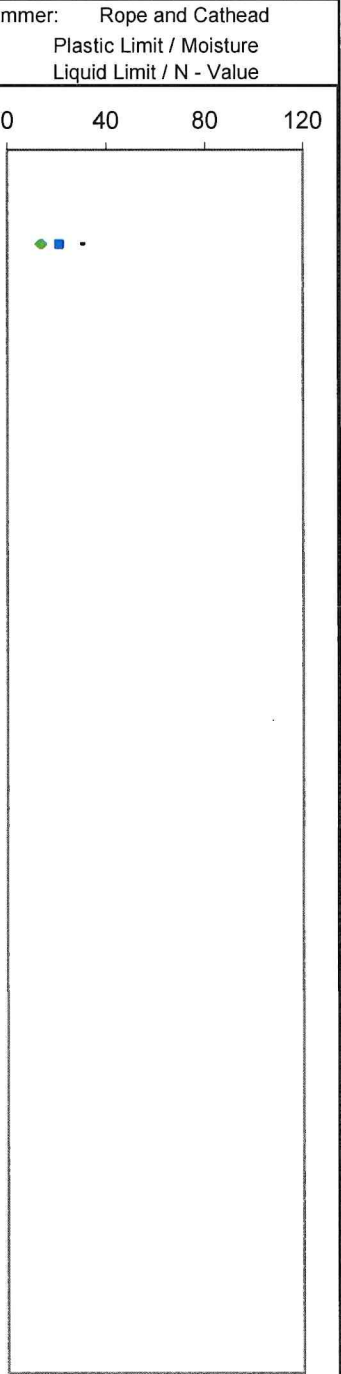
**Planning - Surveying - Testing - Landscape Design**

1724 B 23rd Avenue Meridian, Mississippi 39301 (601) 693-4234

## SOIL BORING LOG

PROJECT: MAA New Airport Terminal	PROJECT NO: 23-034
CLIENT: Meridian Airport Authority	BORING NO: B-7
LOGGER: Lucas Leeper	DATE: 3/14/2024
DRILLER: Bobby Lowery	SURFACE ELEVATION: NA

Water Level	Depth (ft)	Sample	SPT	N - Value	DCP (blows/7.5")	Classification	Rig: Mobile B-47				Moisture Content-(%)	Liquid Limit	Plasticity Index	- 200 %	Hammer: Rope and Cathead				
							Drilling Method: 2 1/4 SSA w/ SPT								Backfill Method: Cuttings				Plastic Limit / Moisture Liquid Limit / N - Value
							Boring Depth: 25 Feet								0	40	80	120	
							Visual Classification - Remarks												
	0					CL	brown sandy lean clay												
						CL	gray silty clay <i>moist; soft</i>				22	31	14	68					
	5					CL	gray silty clay <i>moist; soft</i>												
▼						CL	gray silty clay <i>moist; soft</i>												
	10					CL	gray silty clay <i>moist; soft</i>												
⊗						SM	gray silty sand <i>wet</i>				31	16	NP	46					
	20					SM	gray silty sand <i>wet</i>												
	25						<i>boring termination at 25'</i>												



<input type="checkbox"/> Auger (ASTM D 1452) <input checked="" type="checkbox"/> Standard Penetration Test (ASTM D 1586)	<input checked="" type="checkbox"/> Shelby Tube (ASTM D 1587) <input checked="" type="checkbox"/> Initial Water Level <input checked="" type="checkbox"/> Delayed Water Level	<b>Notes:</b> Groundwater was encountered at -15 ft during drilling activities. Delayed readings measured at -8 ft.
---	---	---

APPENDIX D  
SOIL TEST RESULTS

# Engineering Plus, Inc.

**Planning - Surveying - Testing - Landscape Design**

1724 B 23rd Avenue Meridian, Mississippi 39301 (601) 693-4234

## Sieve Analysis

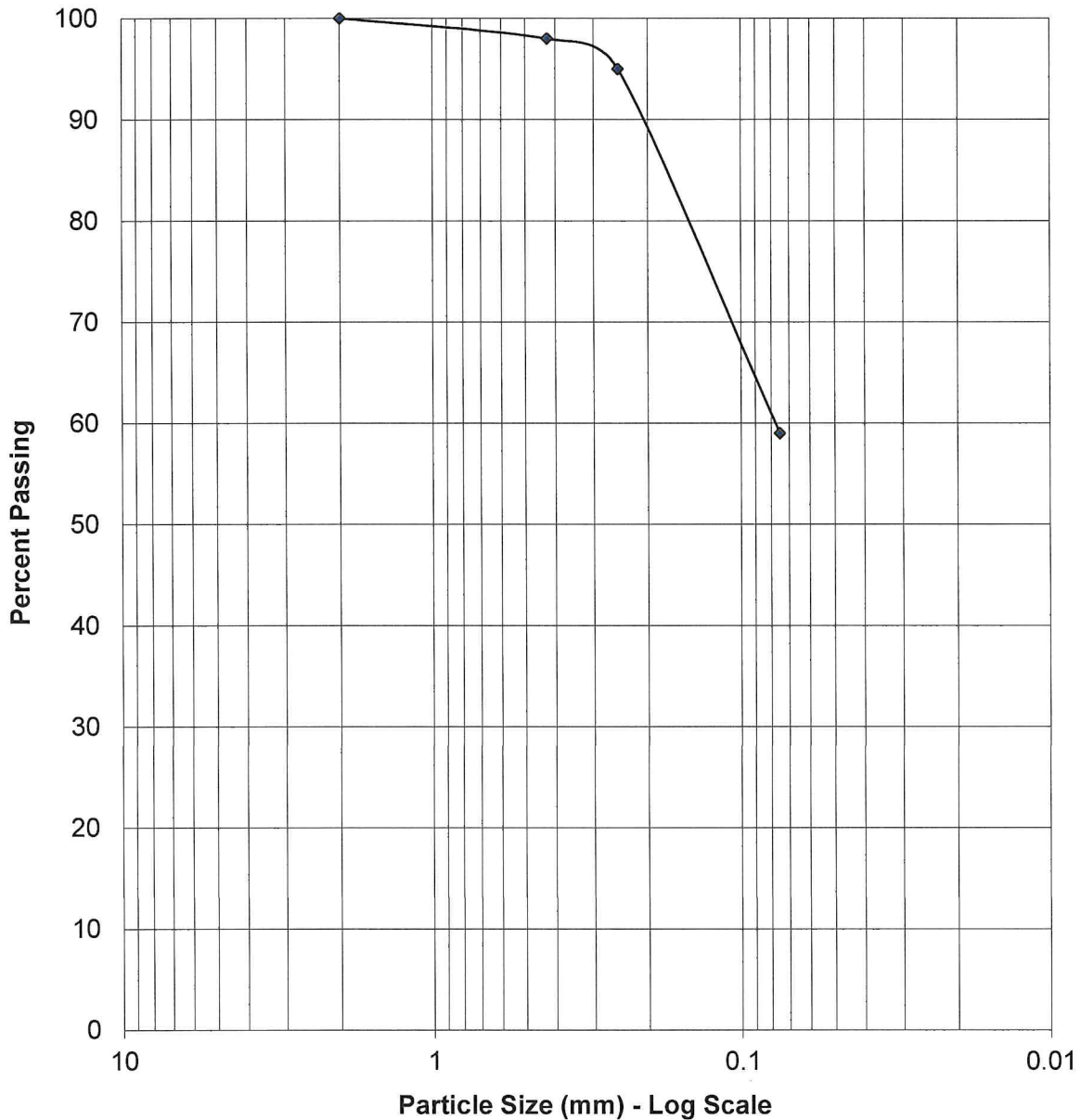
PROJECT: MAA New Airport Terminal

PROJECT NO: 23-034

CLIENT: Meridian Airport Authority

DATE: 3/25/2024

### Sieve Analysis



Description: light brown sandy lean clay

Boring No:	B-1	Moisture Content	Atterberg Limits			Volume Change	Classification	
			LL	PL	PI		Unified	AASHTO
Depth:	1.5-5	21	30	17	13	24%	CL	
Sieve	Sieve Size (mm)	% Passing						
No. 10	2	100						
No. 40	0.425	98						
No. 60	0.25	95						
No. 200	0.075	59						

# Engineering Plus, Inc.

**Planning - Surveying - Testing - Landscape Design**

1724 B 23rd Avenue Meridian, Mississippi 39301 (601) 693-4234

## Sieve Analysis

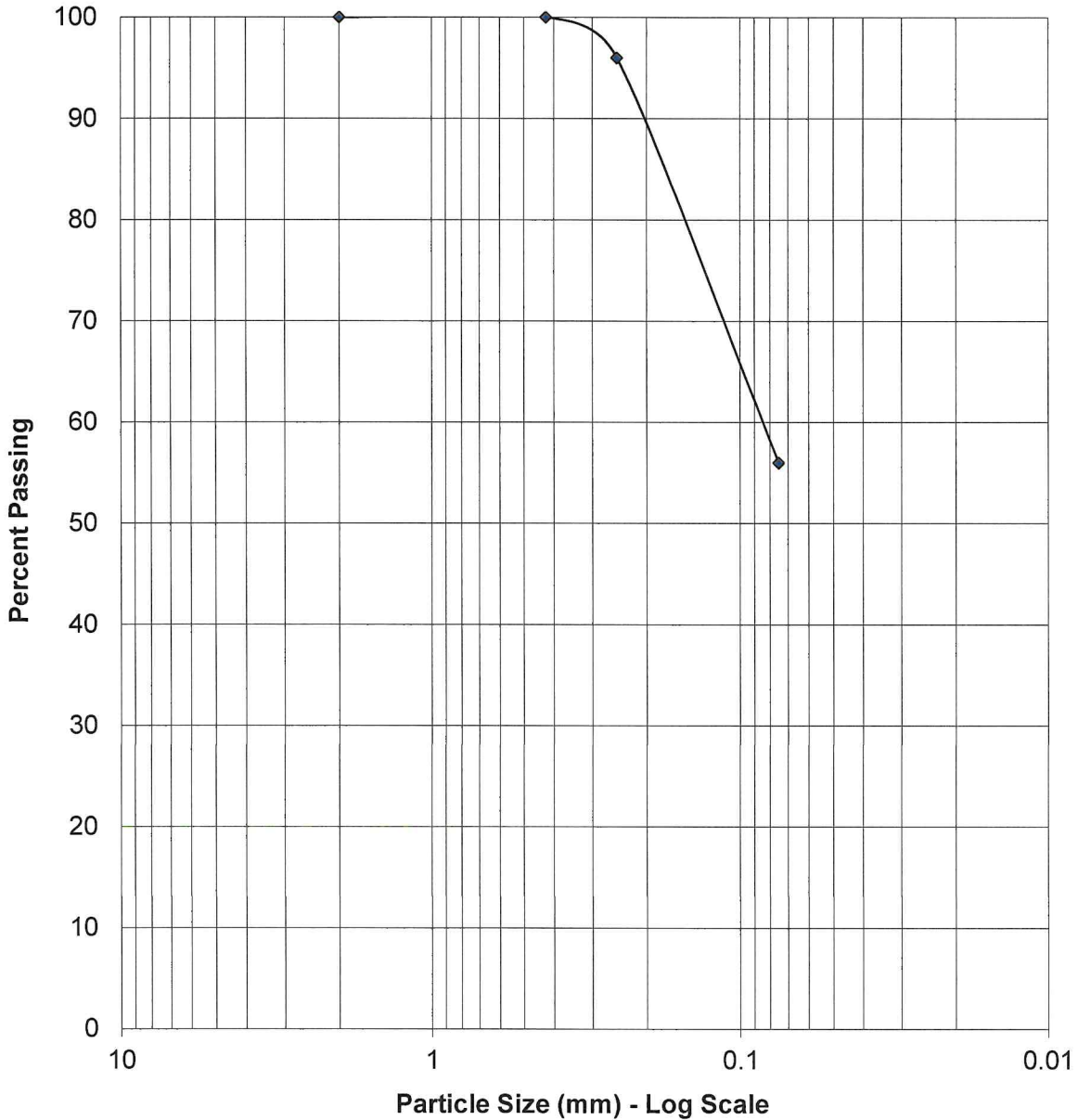
PROJECT: MAA New Airport Terminal

PROJECT NO: 23-034

CLIENT: Meridian Airport Authority

DATE: 3/25/2024

### Sieve Analysis



Description: brownish gray silt

Boring No:	B-2	Moisture Content	Atterberg Limits			Volume Change	Classification	
Depth:	1.5-3		LL	PL	PI		Unified	AASHTO
		20	21	20	1	11%	ML	
Sieve	Sieve Size (mm)	% Passing						
No. 10	2	100						
No. 40	0.425	100						
No. 60	0.25	96						
No. 200	0.075	56						

# Engineering Plus, Inc.

**Planning - Surveying - Testing - Landscape Design**

1724 B 23rd Avenue Meridian, Mississippi 39301 (601) 693-4234

## Sieve Analysis

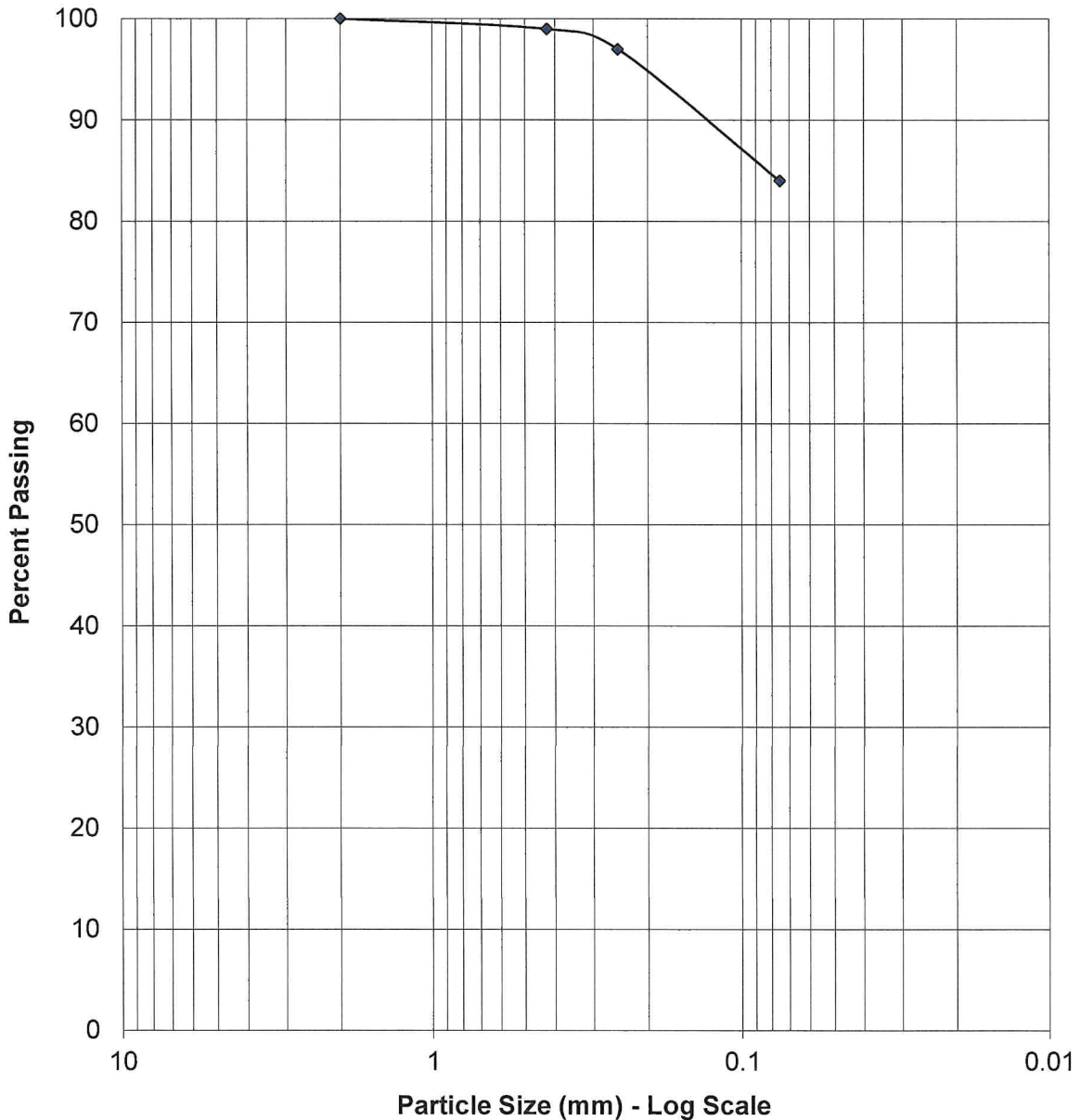
PROJECT: MAA New Airport Terminal

PROJECT NO: 23-034

CLIENT: Meridian Airport Authority

DATE: 3/25/2024

### Sieve Analysis



Description: grayish brown fat clay

Boring No:	B-2	Moisture Content	Atterberg Limits			Volume Change	Classification	
Depth:	8.5-15		LL	PL	PI		Unified	AASHTO
		33	54	17	37	41%	CH	
Sieve	Sieve Size (mm)	% Passing						
No. 10	2	100						
No. 40	0.425	99						
No. 60	0.25	97						
No. 200	0.075	84						

# Engineering Plus, Inc.

Planning - Surveying - Testing - Landscape Design

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## Sieve Analysis

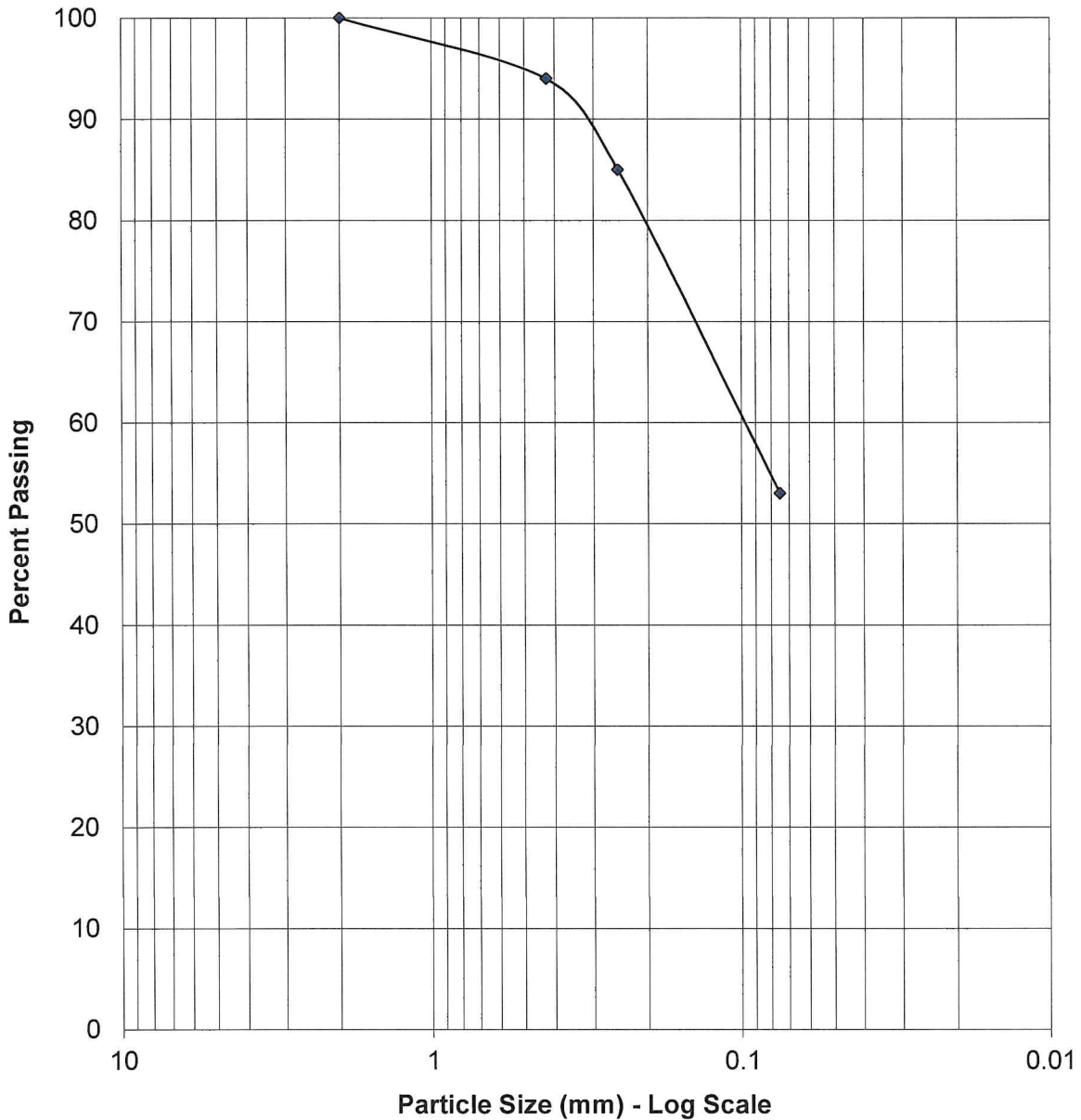
PROJECT: MAA New Airport Terminal

PROJECT NO: 23-034

CLIENT: Meridian Airport Authority

DATE: 3/25/2024

### Sieve Analysis



Description: brown sandy lean clay

Boring No:	B-3	Moisture Content	Atterberg Limits			Volume Change	Classification	
Depth:	0-1		LL	PL	PI		Unified	AASHTO
		19	26	17	9	17%	CL	
Sieve	Sieve Size (mm)	% Passing						
No. 10	2	100						
No. 40	0.425	94						
No. 60	0.25	85						
No. 200	0.075	53						

# Engineering Plus, Inc.

Planning - Surveying - Testing - Landscape Design

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## Sieve Analysis

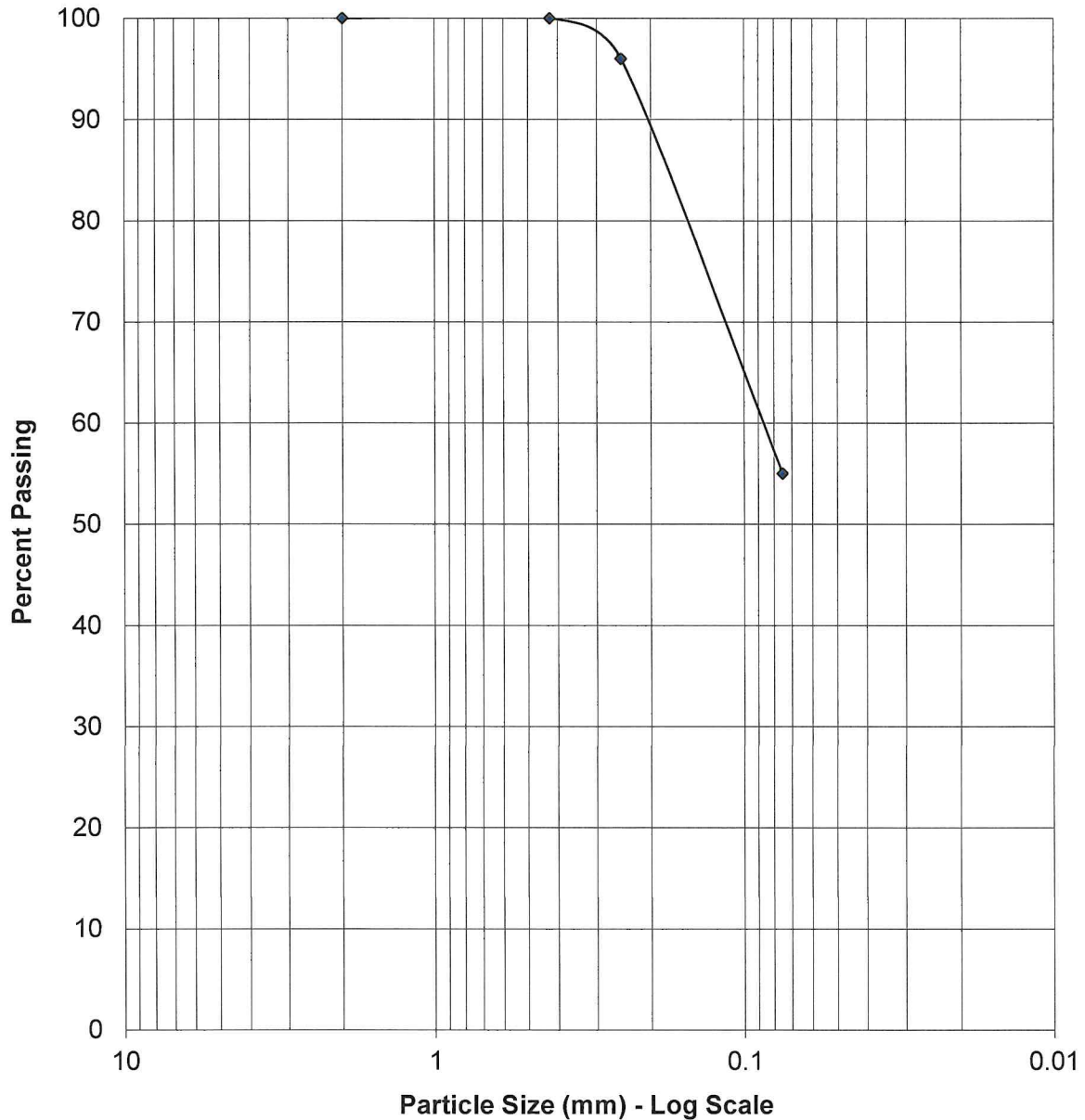
PROJECT: MAA New Airport Terminal

PROJECT NO: 23-034

CLIENT: Meridian Airport Authority

DATE: 3/25/2024

### Sieve Analysis



Description: gray silty clay

Boring No:	B-4	Moisture Content	Atterberg Limits			Volume Change	Classification	
Depth:	0.5 - 3		LL	PL	PI		Unified	AASHTO
		21	29	18	11	23%	CL	
Sieve	Sieve Size (mm)	% Passing						
No. 10	2	100						
No. 40	0.425	100						
No. 60	0.25	96						
No. 200	0.075	55						

# Engineering Plus, Inc.

**Planning - Surveying - Testing - Landscape Design**

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## Sieve Analysis

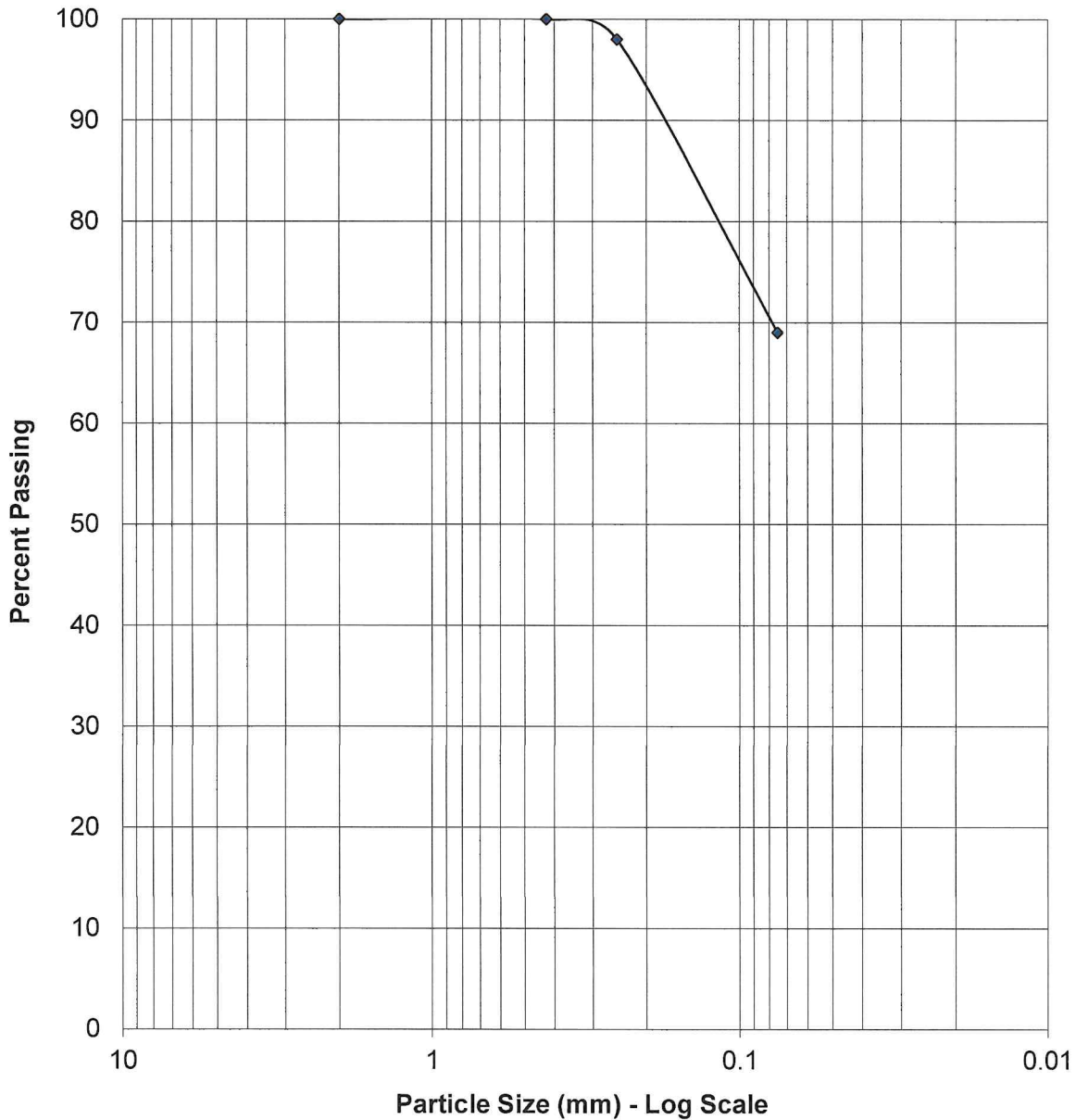
PROJECT: MAA New Airport Terminal

PROJECT NO: 23-034

CLIENT: Meridian Airport Authority

DATE: 3/25/2024

### Sieve Analysis



Description: brown sandy lean clay

Boring No:	B-5	Moisture Content	Atterberg Limits			Volume Change	Classification	
Depth:	1-4		LL	PL	PI		Unified	AASHTO
		20	34	21	13	30%	CL	
Sieve	Sieve Size (mm)	% Passing						
No. 10	2	100						
No. 40	0.425	100						
No. 60	0.25	98						
No. 200	0.075	69						

# Engineering Plus, Inc.

**Planning - Surveying - Testing - Landscape Design**

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## Sieve Analysis

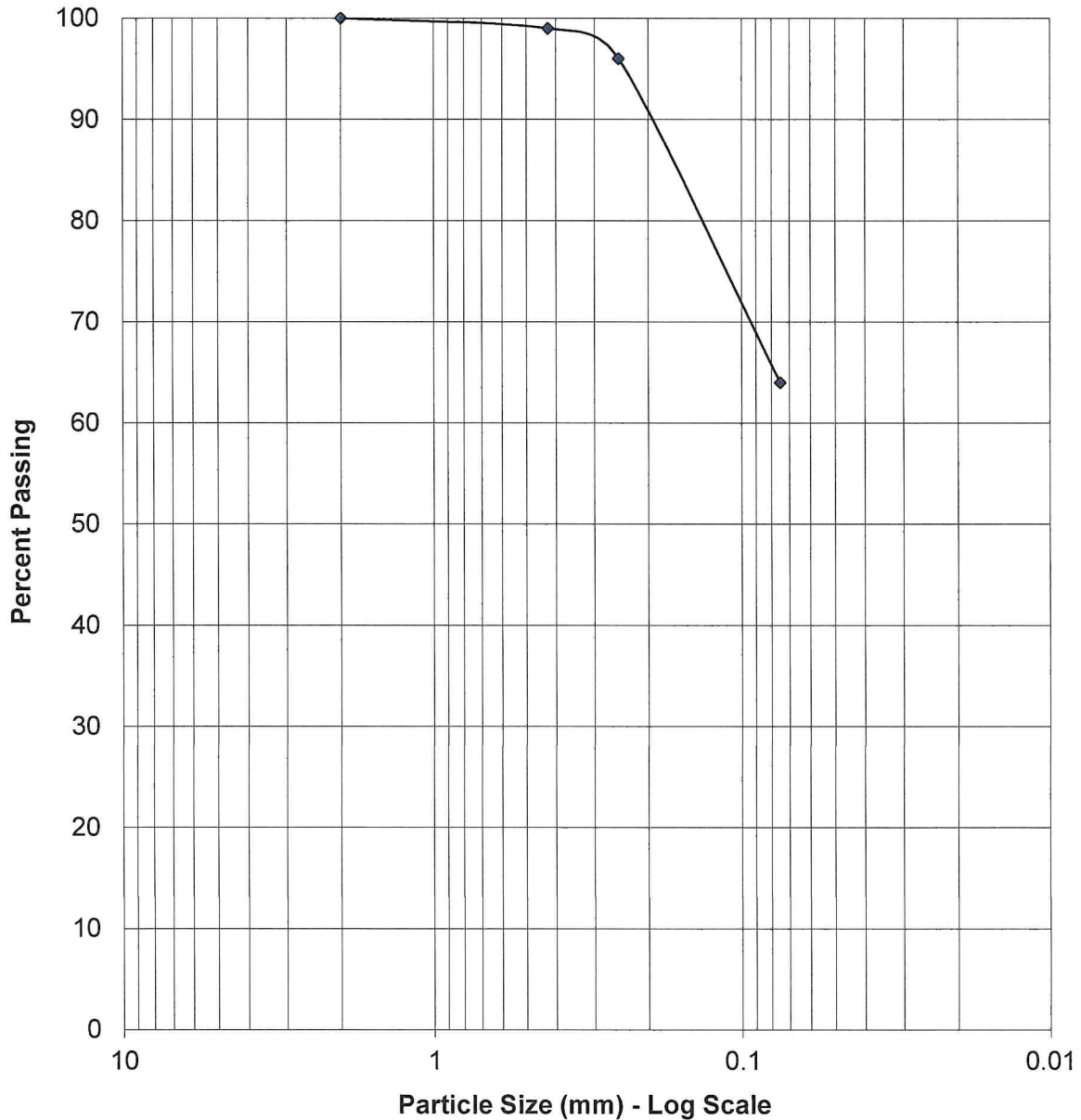
PROJECT: MAA New Airport Terminal

PROJECT NO: 23-034

CLIENT: Meridian Airport Authority

DATE: 3/25/2024

### Sieve Analysis



Description: grayish brown fat clay

Boring No:	B-6	Moisture Content	Atterberg Limits			Volume Change	Classification	
Depth:	0 - 1.5		LL	PL	PI		Unified	AASHTO
		20	63	14	49	37%	CH	
Sieve	Sieve Size (mm)	% Passing						
No. 10	2	100						
No. 40	0.425	99						
No. 60	0.25	96						
No. 200	0.075	64						

# Engineering Plus, Inc.

Planning - Surveying - Testing - Landscape Design

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## Sieve Analysis

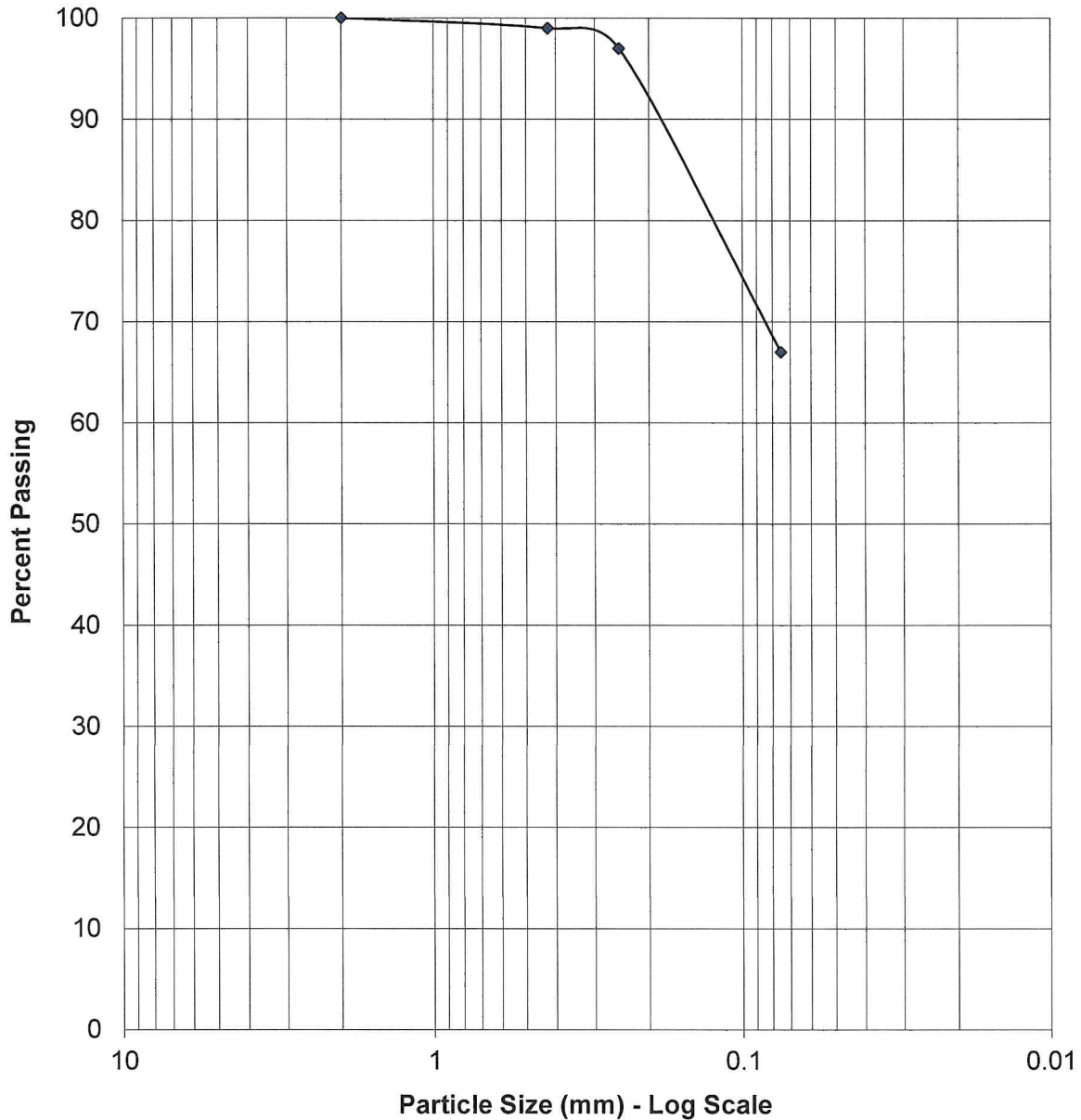
PROJECT: MAA New Airport Terminal

PROJECT NO: 23-034

CLIENT: Meridian Airport Authority

DATE: 3/25/2024

### Sieve Analysis



Description: grayish brown sandy lean clay

Boring No:	B-6	Moisture Content	Atterberg Limits			Volume Change	Classification	
Depth:	3-4.5		LL	PL	PI		Unified	AASHTO
		22	39	18	21	32%	CL	
Sieve	Sieve Size (mm)	% Passing						
No. 10	2	100						
No. 40	0.425	99						
No. 60	0.25	97						
No. 200	0.075	67						

# Engineering Plus, Inc.

**Planning - Surveying - Testing - Landscape Design**

1724 B 23rd Avenue Meridian, Mississippi 39301 (601) 693-4234

## Sieve Analysis

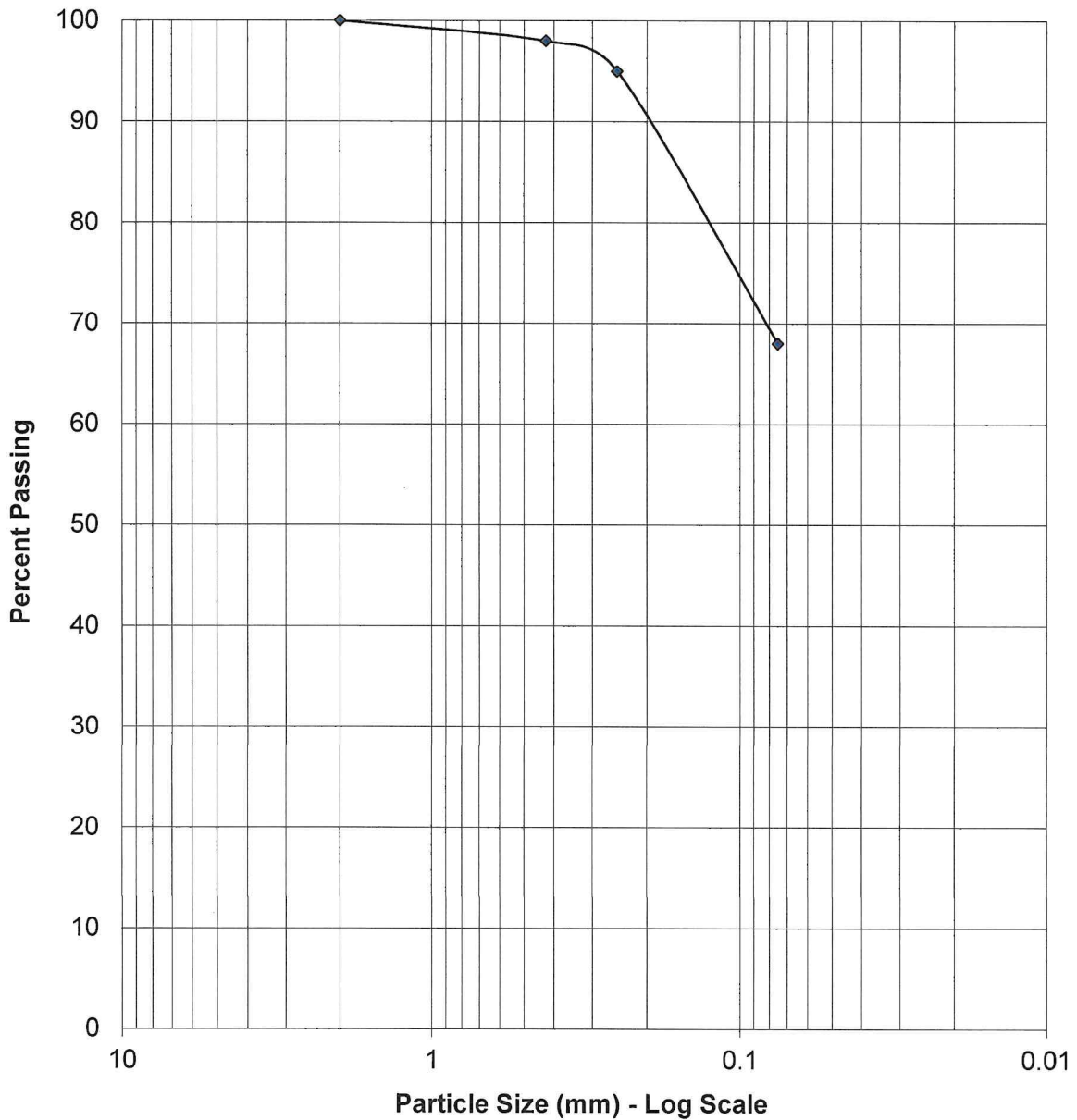
PROJECT: MAA New Airport Terminal

PROJECT NO: 23-034

CLIENT: Meridian Airport Authority

DATE: 3/25/2024

### Sieve Analysis



Description: gray silty clay

Boring No:	B-7	Moisture Content	Atterberg Limits			Volume Change	Classification	
Depth:	1.5-6		LL	PL	PI		Unified	AASHTO
		22	31	17	14	11%	CL	
Sieve	Sieve Size (mm)	% Passing						
No. 10	2	100						
No. 40	0.425	98						
No. 60	0.25	95						
No. 200	0.075	68						

# Engineering Plus, Inc.

Planning - Surveying - Testing - Landscape Design

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## Sieve Analysis

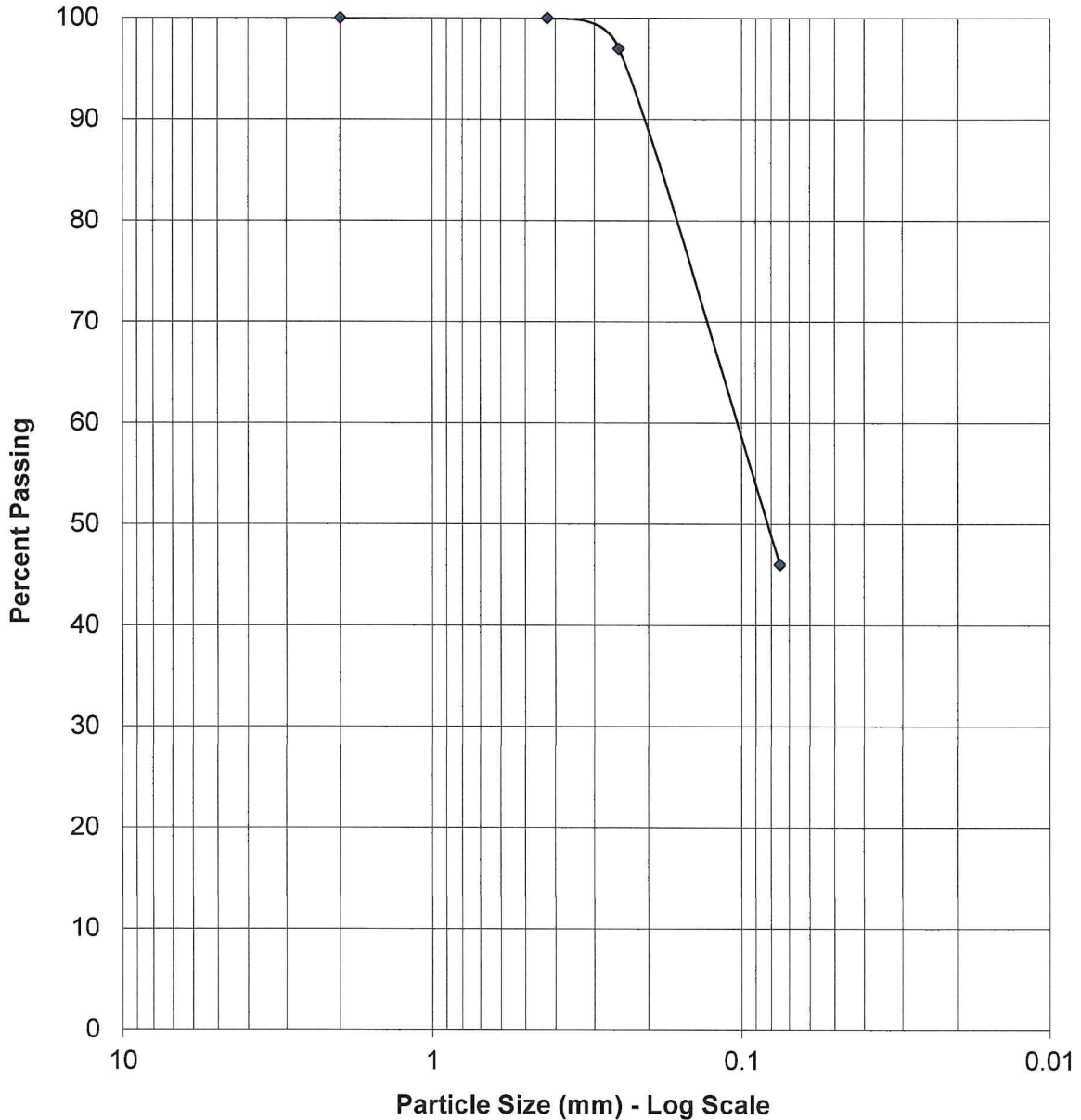
PROJECT: MAA New Airport Terminal

PROJECT NO: 23-034

CLIENT: Meridian Airport Authority

DATE: 3/25/2024

### Sieve Analysis



Description: gray silty sand

Boring No:	B-7	Moisture Content	Atterberg Limits			Volume Change	Classification	
Depth:	15-25		LL	PL	PI		Unified	AASHTO
		31	16	NP	NA	NA	SM	
Sieve	Sieve Size (mm)	% Passing						
No. 10	2	100						
No. 40	0.425	100						
No. 60	0.25	97						
No. 200	0.075	46						

APPENDIX E

SITE RECONNAISSANCE PHOTOS







APPENDIX F

GENERAL REMARKS/REPORT LIMITATIONS

## **GENERAL REMARKS/REPORT LIMITATIONS**

- This report has been prepared for the exclusive use of the owner for specific application to the subject property.
- This publication is intended for the use of professional personnel competent to evaluate the significance and limitations of its contents and responsible for the applications of the information and recommendations presented.
- All recommendations contained in this report have been made in accordance with generally accepted soil and foundation engineering practices. No other warranties are implied or expressed.
- Assessment of site environmental conditions or the presence of contaminants in the soil, or in groundwater at the site is beyond the scope of this investigation, unless otherwise noted.
- The analysis and recommendations are based upon the data obtained from the soil borings. The nature and extent of variations between the soil test borings may not become evident until construction. If variations then appear evident, it may be necessary to re-evaluate the recommendations of this report.
- This report was prepared for design purposes only and is not intended to be utilized as an earthwork specification for construction. Contractors reviewing this report should acknowledge that discussions and recommendations contained herein are for design purposes.
- When the plans and specifications are more complete or if significant changes are made in the character of the proposed structure, a consultation should be arranged to review them with respect to prevailing soil conditions. At that time, it may be necessary to submit supplementary recommendations.
- The geotechnical engineer should be retained to review the final plans and specifications to verify that recommendations in this report are properly interpreted and incorporated in the design. If the geotechnical engineer is not accorded the privilege of making this review, then he can assume no responsibility for misinterpretation of recommendations.

SECTION 09 2116  
GYPSUM BOARD ASSEMBLIES

**SECTION 09 2116 - GYPSUM BOARD ASSEMBLIES**

PART 1 - GENERAL

1.1 SUMMARY

A. Section Includes:

1. Interior gypsum board.

1.2 ACTION SUBMITTALS

A. Product Data: For each type of product.

B. Samples:

1. Textured Finishes: Manufacturer's standard size for each textured finish indicated and on same backing indicated for Work.

PART 2 - PRODUCTS

2.1 PERFORMANCE REQUIREMENTS

- A. Fire-Resistance-Rated Assemblies: For fire-resistance-rated assemblies, provide materials and construction identical to those tested in assembly indicated according to ASTM E 119 by an independent testing agency.

2.2 GYPSUM BOARD, GENERAL

- A. Regional Materials: Gypsum panel products shall be manufactured within 500 miles (800 km) of Project site.

2.3 INTERIOR GYPSUM BOARD

- A. Manufacturers: Subject to compliance with requirements, available manufacturers offering products that may be incorporated into the Work include, but are not limited to, the following:

1. American Gypsum.
2. CertainTeed Corp.
3. Georgia-Pacific Gypsum LLC.
4. Lafarge North America Inc.
5. National Gypsum Company.

SECTION 09 2116  
GYPSUM BOARD ASSEMBLIES

6. PABCO Gypsum.
7. Temple-Inland.
8. USG Corporation.

- B. 5/8" high density Type X gypsum wallboard required on all walls. 5/8" Type X sag-resistant gypsum board for all ceilings. 5/8" Type X high density (abuse resistant), moisture resistant gypsum board for all toilets and bathrooms (wall and ceiling – ceiling shall be sag-resistant).

2.4 TRIM ACCESSORIES

- A. Interior Trim: ASTM C 1047.

1. Material: Galvanized or aluminum-coated steel sheet or rolled zinc.

2.5 JOINT TREATMENT MATERIALS

- A. General: Comply with ASTM C 475/C 475M.

- B. Joint Tape:

1. Interior Gypsum Board: Paper.

- C. Joint Compound for Interior Gypsum Board: For each coat use formulation that is compatible with other compounds applied on previous or for successive coats.

2.6 AUXILIARY MATERIALS

- A. Laminating Adhesive: Adhesive or joint compound recommended for directly adhering gypsum panels to continuous substrate.

1. Laminating adhesive shall have a VOC content of 50 g/L or less when calculated according to 40 CFR 59, Subpart D (EPA Method 24).

- B. Steel Drill Screws: ASTM C 1002, unless otherwise indicated.

- C. Thermal Insulation: As specified in Section 072100 "Thermal Insulation."

- D. Vapor Retarder: As specified in Section 072100 "Thermal Insulation."

2.7 CORNER GUARDS

- A. Corner Guards: Provide 2" x 2" x 48" self-adhesive stainless steel corner guards at every exterior gypsum board wall corner throughout the project.

SECTION 09 2116  
GYPSUM BOARD ASSEMBLIES

PART 3 - EXECUTION

3.1 APPLYING AND FINISHING PANELS

- A. Comply with ASTM C 840.
- B. Examine panels before installation. Reject panels that are wet, moisture damaged, and mold damaged.
- C. Isolate perimeter of gypsum board applied to non-load-bearing partitions at structural abutments, except floors. Provide 1/4- to 1/2-inch- (6.4- to 12.7-mm-) wide spaces at these locations and trim edges with edge trim where edges of panels are exposed. Seal joints between edges and abutting structural surfaces with acoustical sealant.
- D. Install trim with back flanges intended for fasteners, attach to framing with same fasteners used for panels. Otherwise, attach trim according to manufacturer's written instructions.
  - 1. Aluminum Trim: Install in locations as required.
  - 2. Control Joints: Install control joints according to ASTM C 840 and in specific locations approved by Architect for visual effect.
- E. Prefill open joints, rounded or beveled edges and damaged surface areas.
- F. Apply joint tape over gypsum board joints, except for trim products specifically indicated as not intended to receive tape.
- G. Gypsum Board Finish Levels: Finish panels to levels indicated below and according to ASTM C 840:
  - 1. Level 1: Ceiling plenum areas, concealed areas, and where indicated.
  - 2. Level 2: Panels that are substrate for tile.
  - 3. Level 4: At all exposed wall surfaces.
    - a. Primer and its application to surfaces are specified in Section 099123 "Interior Painting."
  - 4. Level 5: At all exposed ceilings.
    - a. Primer and its application to surfaces are specified in Section 099123 "Interior Painting."
- H. Protect adjacent surfaces from drywall compound and texture finishes and promptly remove from floors and other non-drywall surfaces. Repair surfaces stained, marred, or otherwise damaged during drywall application.
- I. Remove and replace panels that are wet, moisture damaged, and mold damaged.

SECTION 09 2116  
GYPSUM BOARD ASSEMBLIES

**END OF SECTION 09 2116**



DAVIS PURDY ARCHITECTS, PLLC  
 2011 23rd Avenue  
 Meridian, Mississippi 39301  
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 F: 662-362-4656  
 E: info@davispurdyarchitects.com  
 W: www.davispurdyarchitects.com

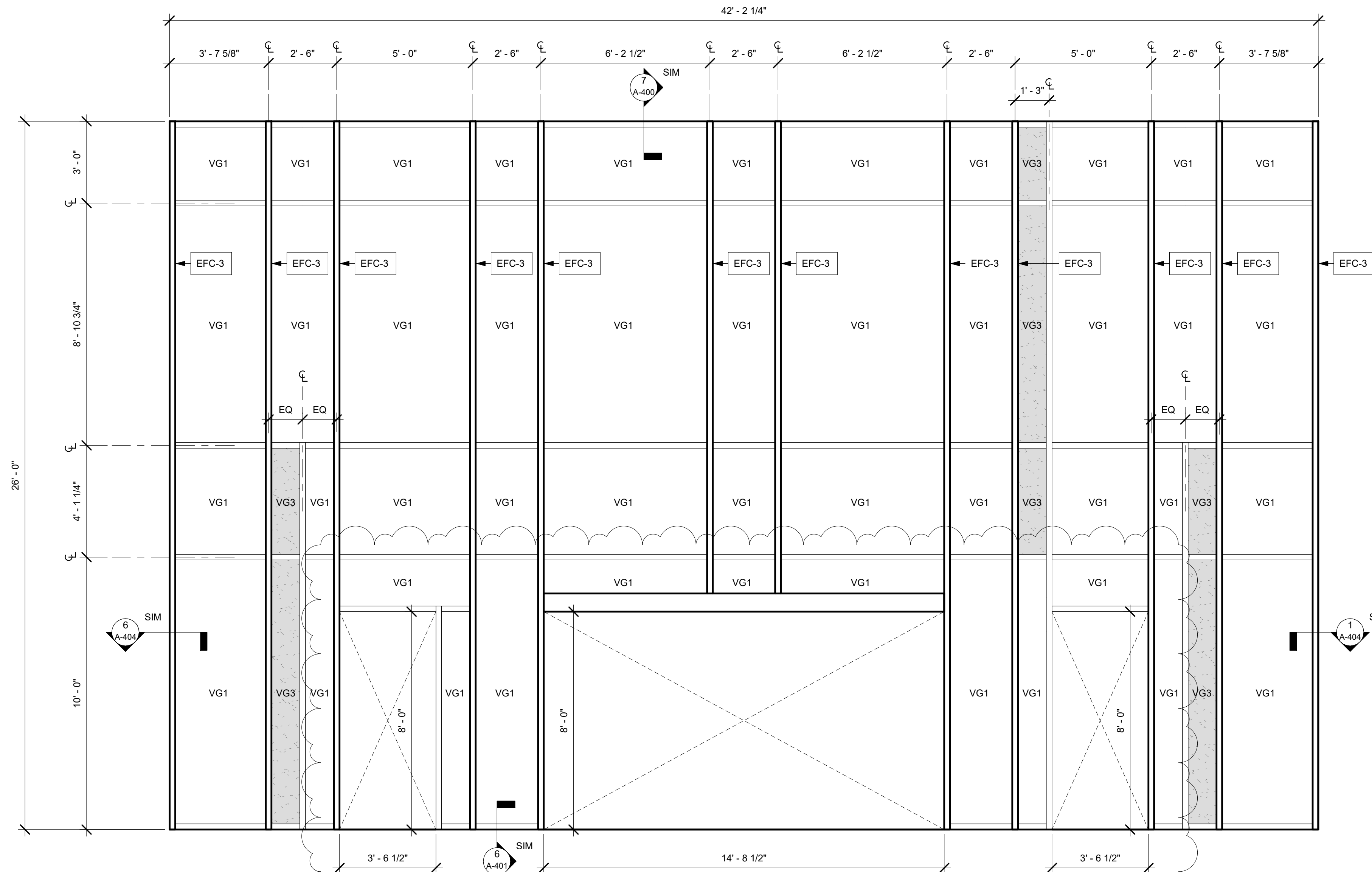
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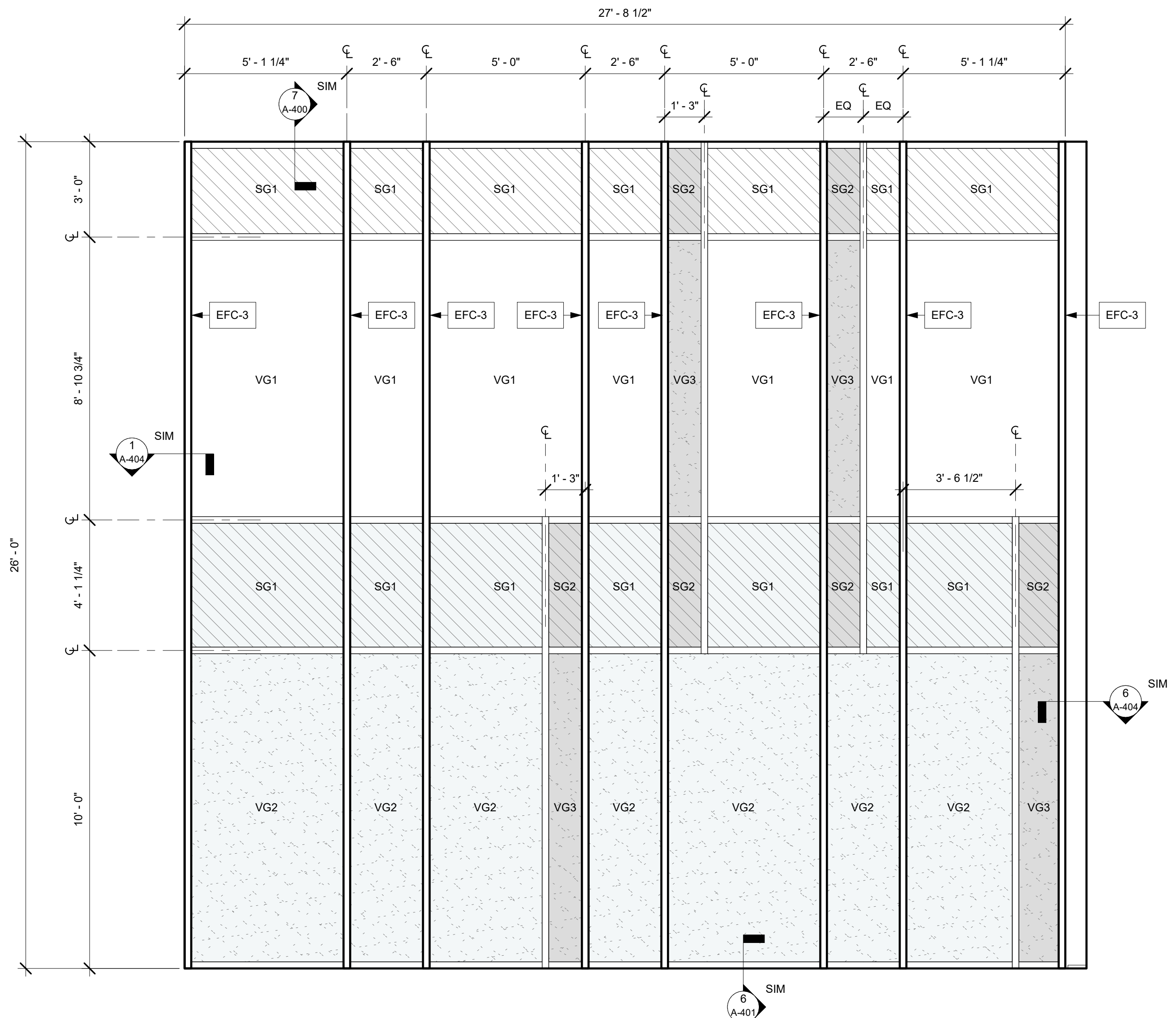
**LEGEND**

- VG1 CLEAR VISION GLASS
- VG2 TRANSLUCENT VISION GLASS - COLOR TO MATCH VG1
- VG3 TRANSLUCENT VISION GLASS - GRAY COLOR, COORDINATE WITH ARCHITECT
- SG1 SPANDREL GLASS - COLOR TO MATCH VG1
- SG2 SPANDREL GLASS - GRAY COLOR TO MATCH VG3
- EFC-3 3" ALUMINUM EXTENDED FACE CURTAINWALL MANUFACTURER

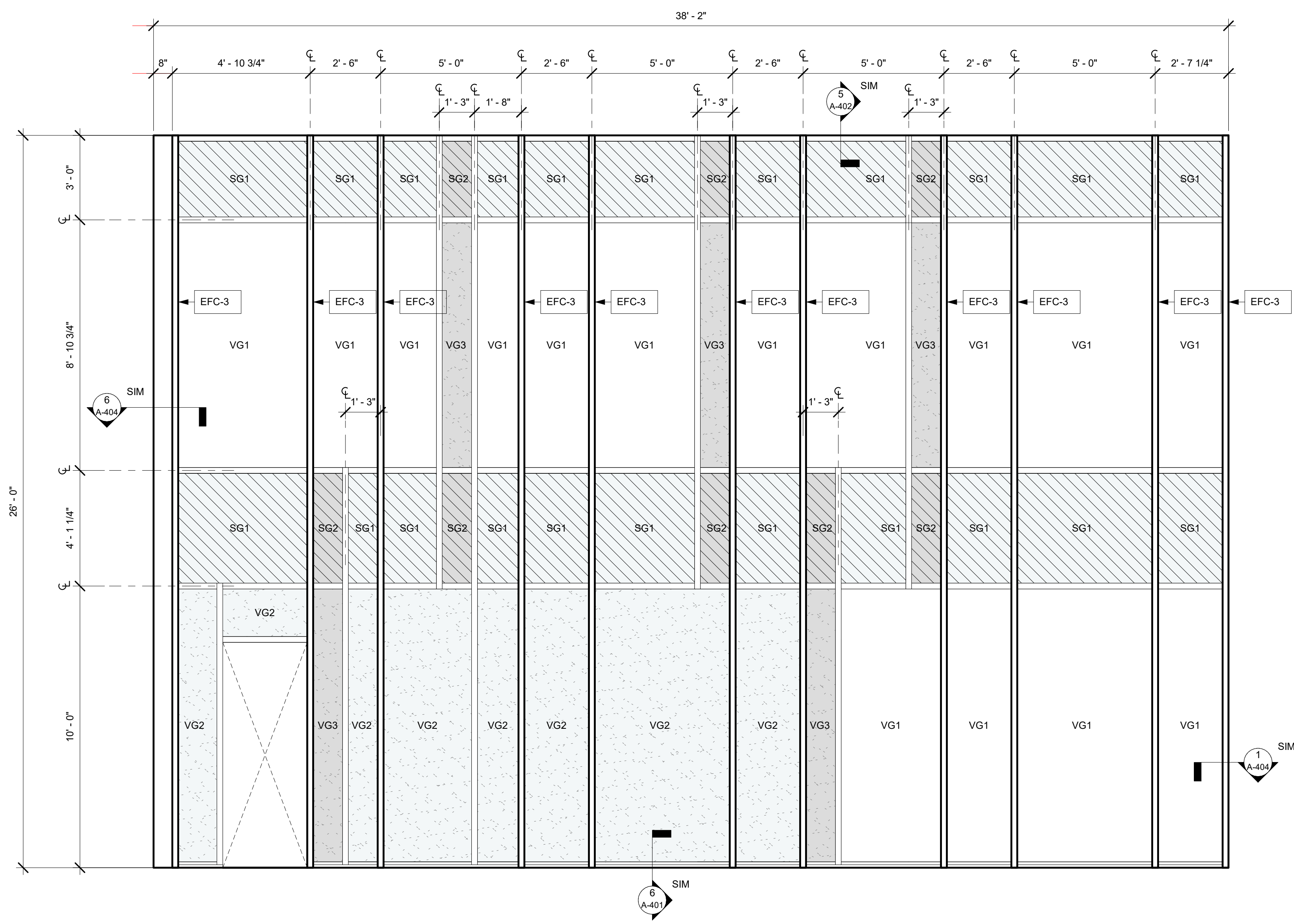
**GENERAL NOTES**



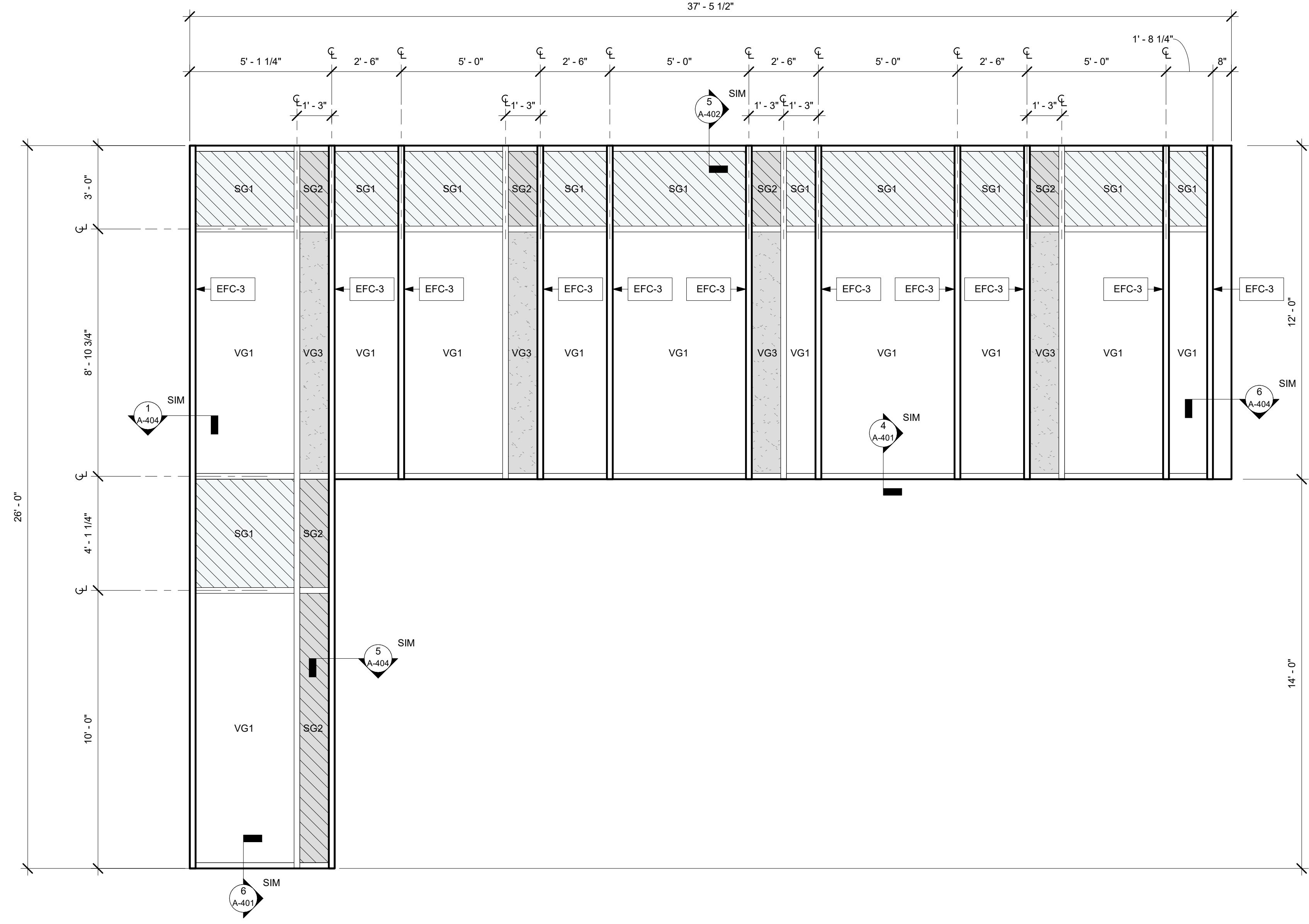
**A CURTAINWALL - EAST ELEVATION A**  
 3/8" = 1'-0"



**B CURTAINWALL - EAST ELEVATION B**  
 3/8" = 1'-0"

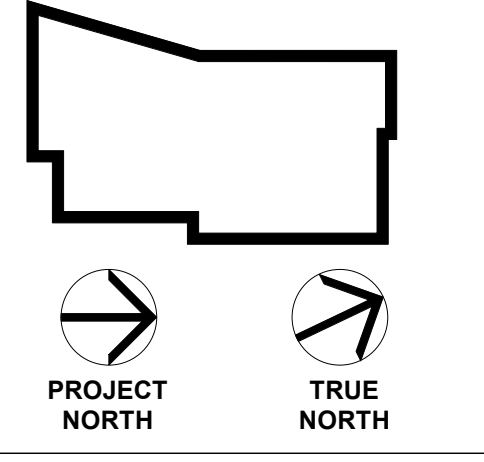


**C CURTAINWALL - NORTH ELEVATION C**  
 3/8" = 1'-0"



**D CURTAINWALL - NORTH ELEVATION D**  
 3/8" = 1'-0"

**KEY PLAN**



Scale



No.	Description	Date
1	100% Schematic Design	2/22/24
2	100% Design Development	4/12/24
3	Construction Documents	5/17/24
4	Addendum No. 1	6/13/24

MERIDIAN AIRPORT AUTHORITY

**NEW TERMINAL**

2811 Airport Blvd, South St.  
 Meridian, MS 39307

**WINDOW SCHEDULE**

Project No.	Project Number	Date	Issue Date

**A-900**

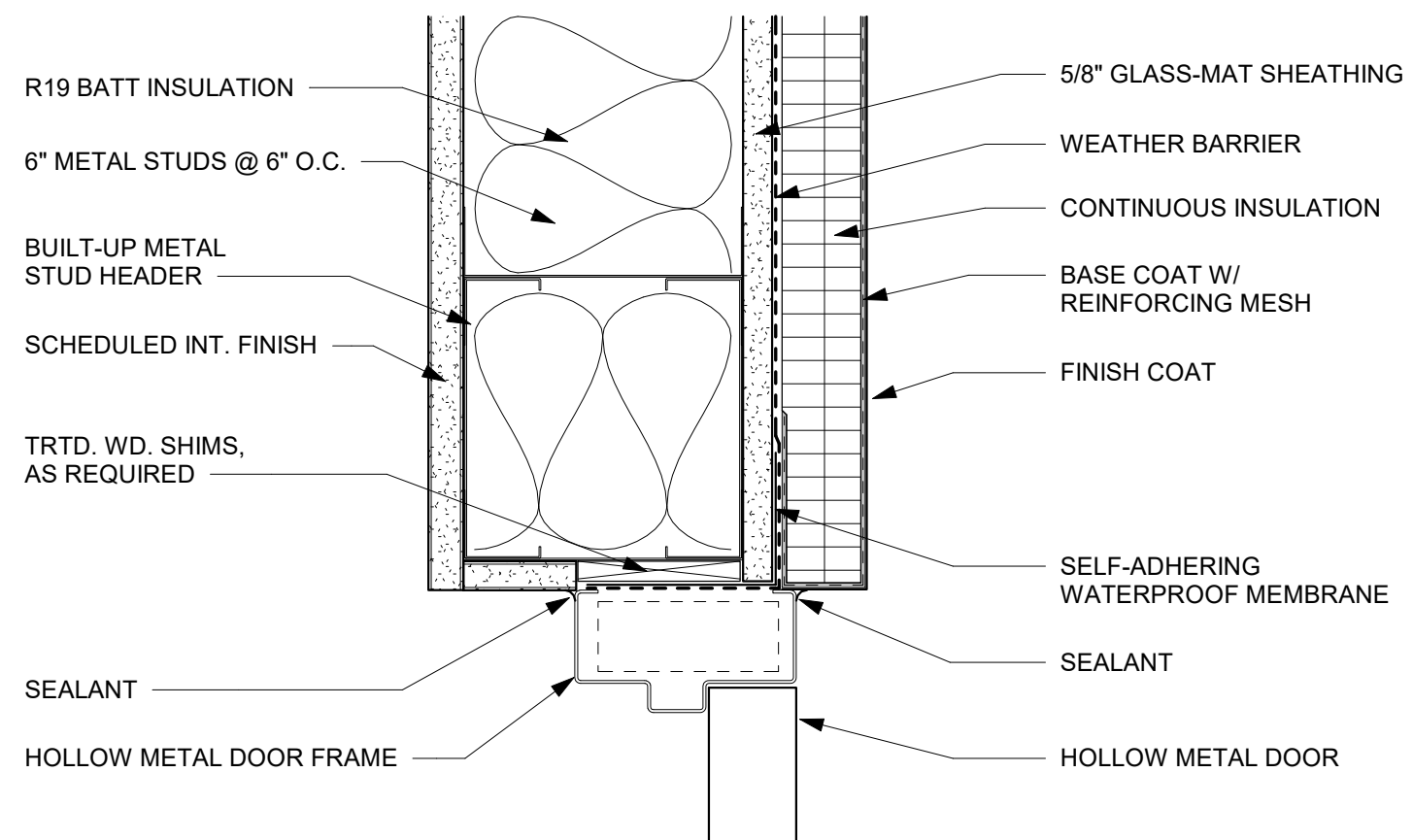




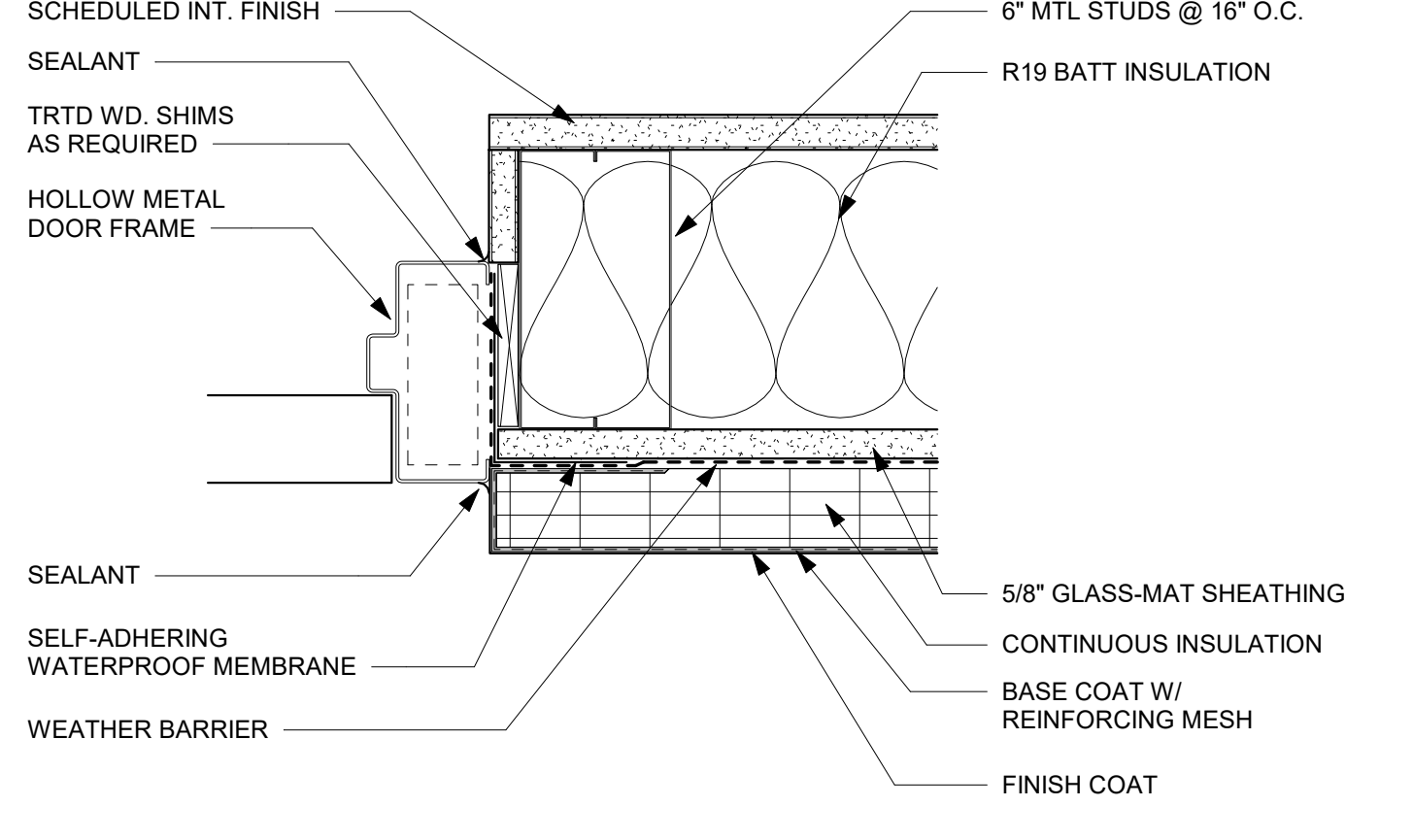
DAVIS PURDY ARCHITECTS, PLLC  
 2011 23rd Avenue  
 Meridian, Mississippi 39301  
 P: 601.282.1655  
 E: info@davidspurdyarchitects.com  
 W: www.davidspurdyarchitects.com

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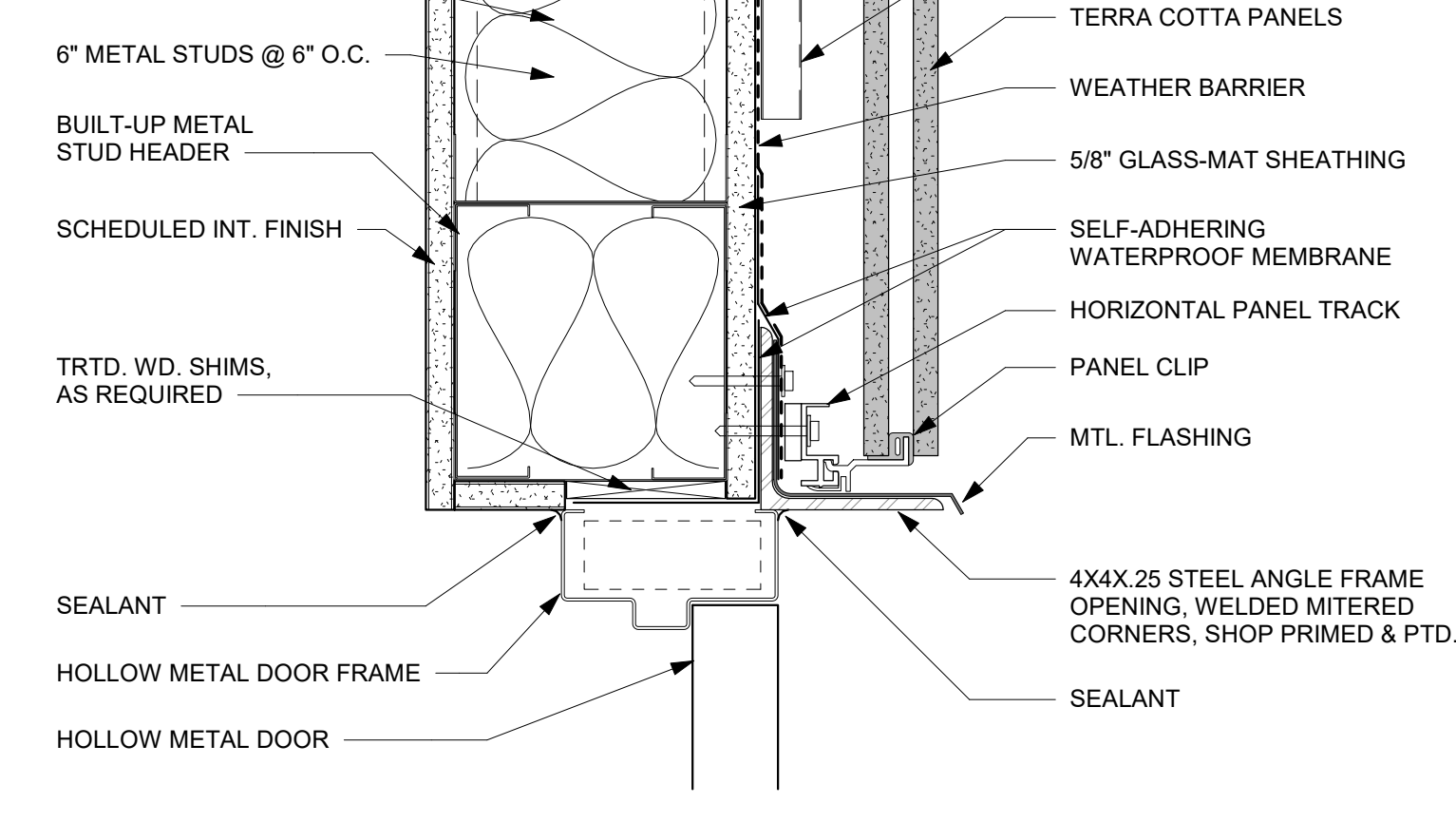
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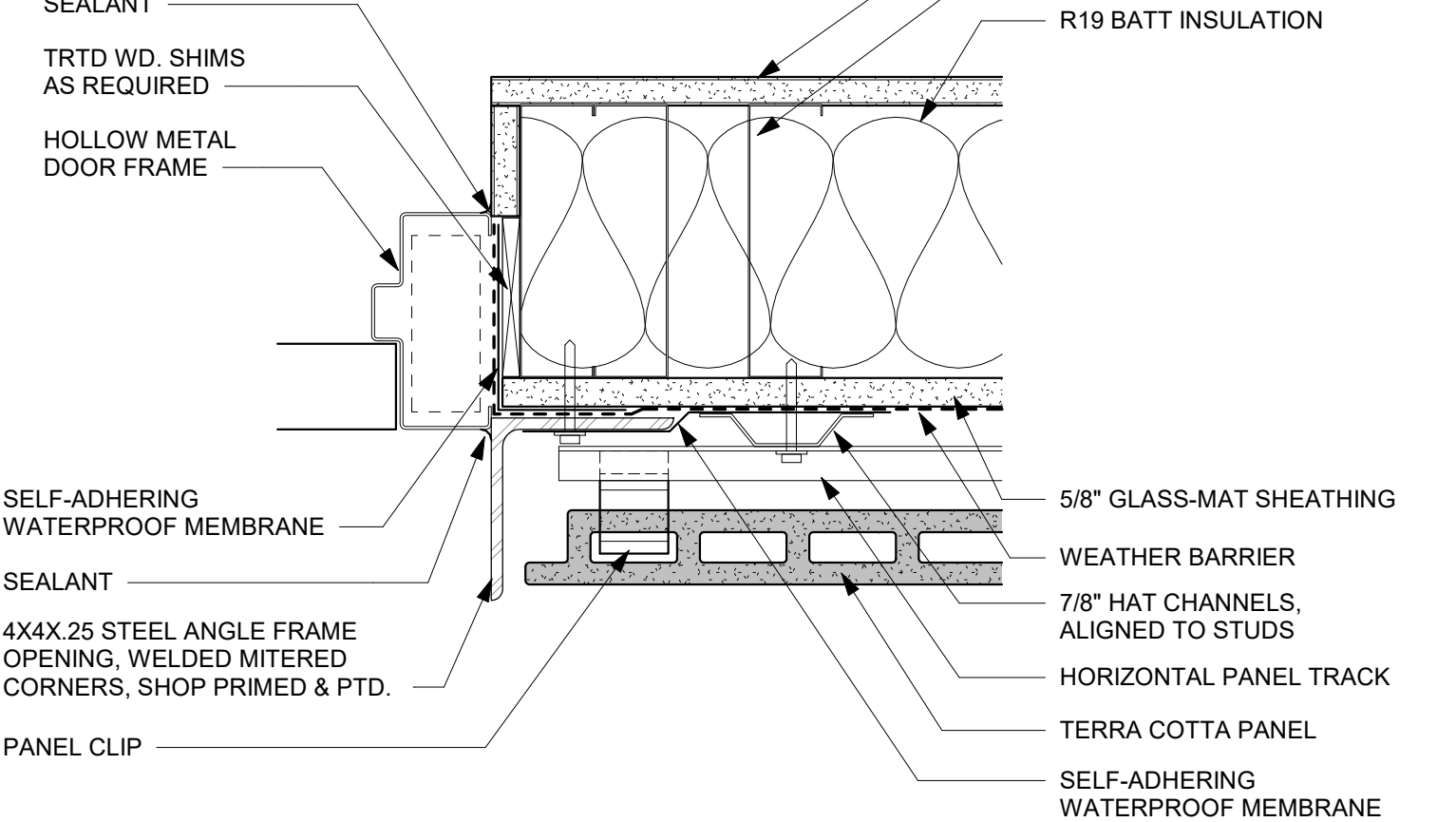
1 HEAD DETAIL - EIFS  
3\"/>



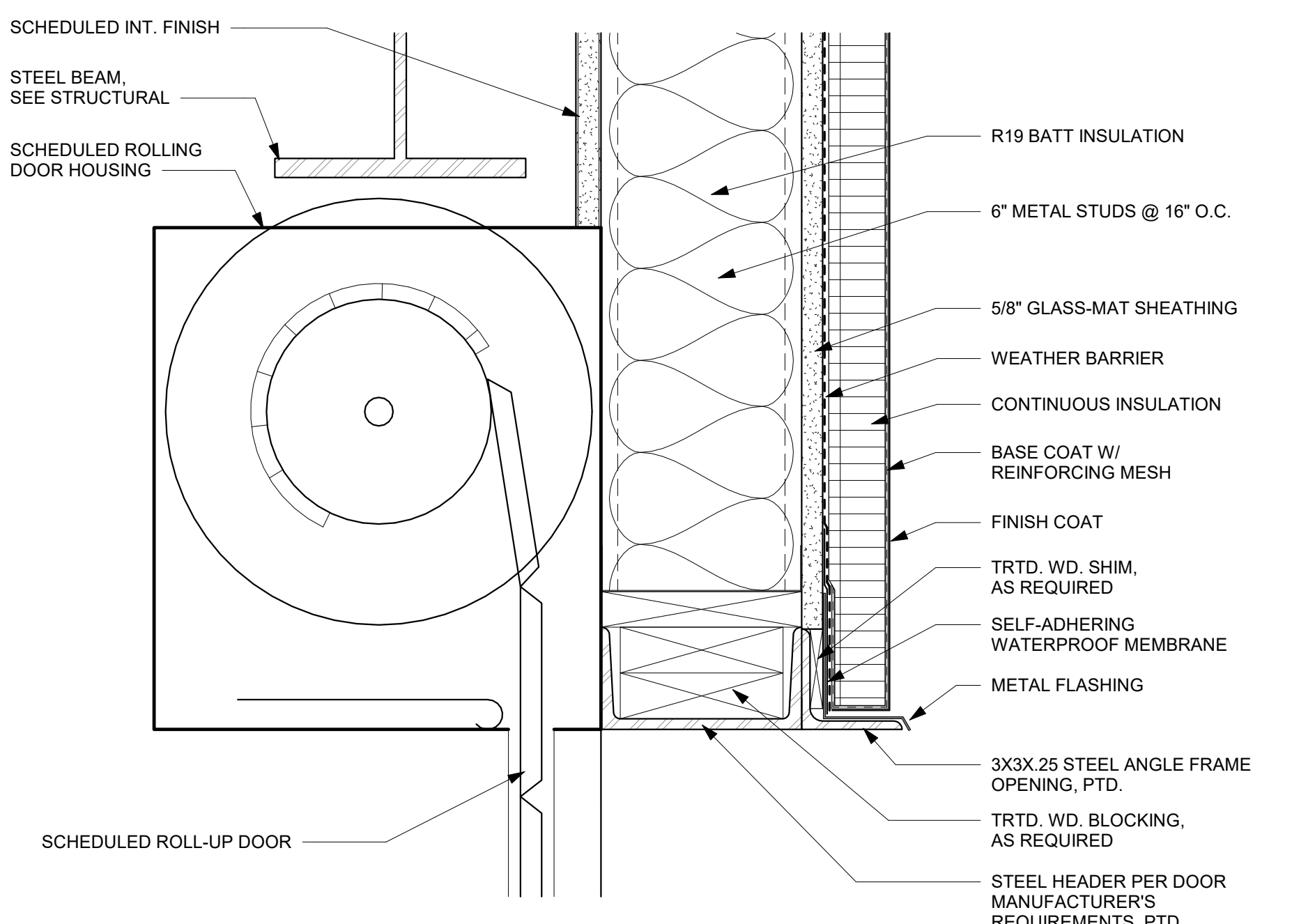
2 JAMB DETAIL - EIFS  
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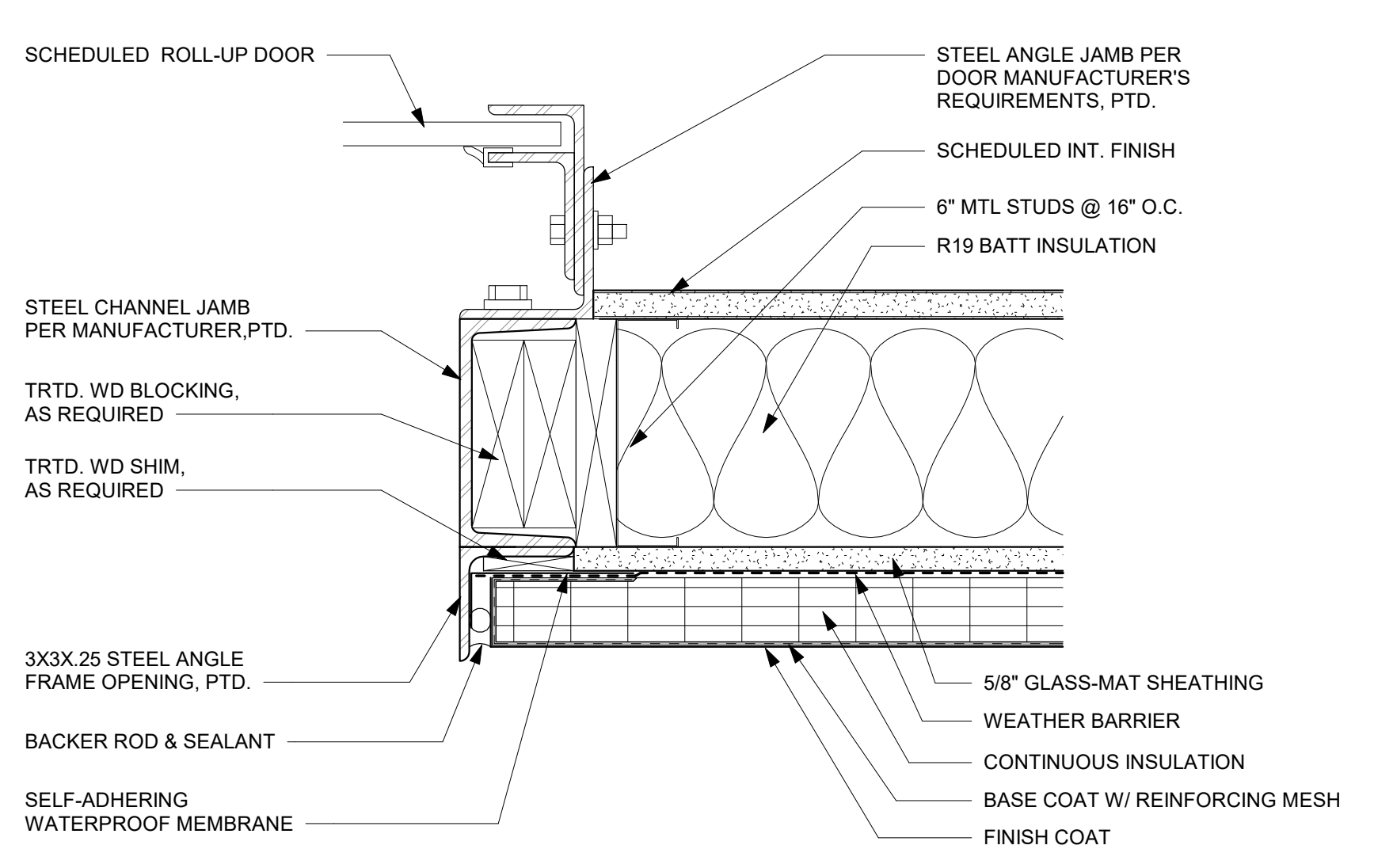
3 HEAD DETAIL - TERRA COTTA  
3\"/>



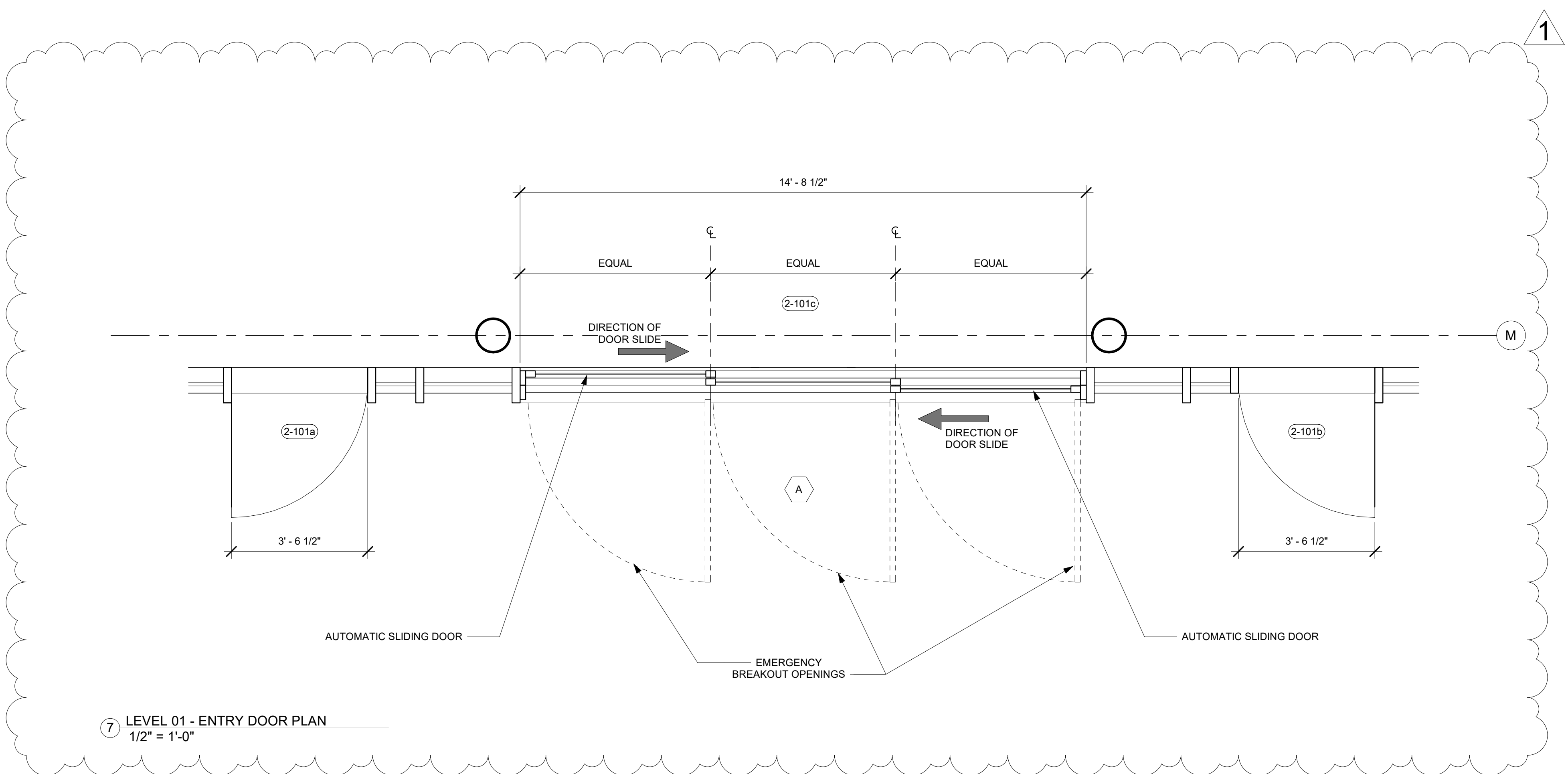
4 JAMB DETAIL - TERRA COTTA  
3\"/>



5 HEAD DETAIL - ROLLING DOOR  
3\"/>

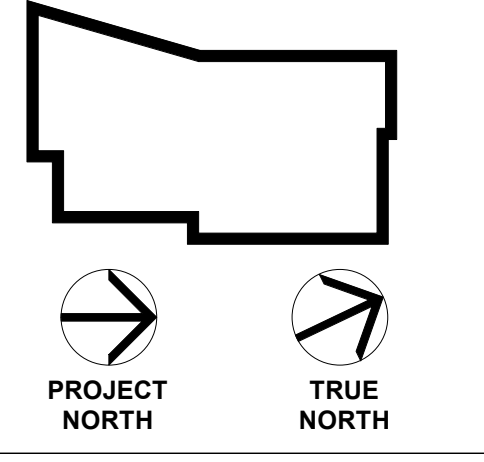


6 JAMB DETAIL - ROLLING DOOR  
3\"/>



7 LEVEL 01 - ENTRY DOOR PLAN  
1/2\"/>

KEY PLAN



Seal



No.	Description	Date
1	100% Schematic Design	2/22/24
2	100% Design Development	4/12/24
3	Construction Documents	5/17/24
4	Addendum No. 1	6/13/24

MERIDIAN AIRPORT AUTHORITY

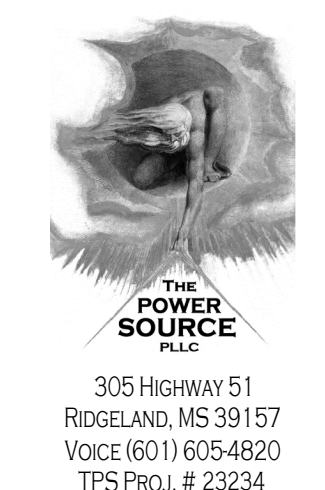
NEW TERMINAL

2811 Airport Blvd, South St.  
Meridian, MS 39307

Sheet Title  
DOOR DETAILS

Project No.	Project Number	Date	Issue Date

A-911



305 HIGHWAY 51  
RIGELAND, MS 39157  
VOICE (601) 605-4820  
TFS PROJ. # 23234



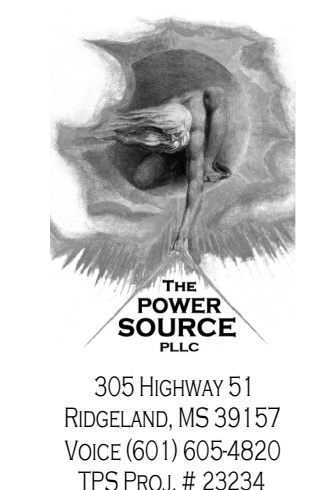
2011 23rd Avenue  
Meridian, Mississippi 39001  
P: 601-282-1655  
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E: info@davispurdyarchitects.com  
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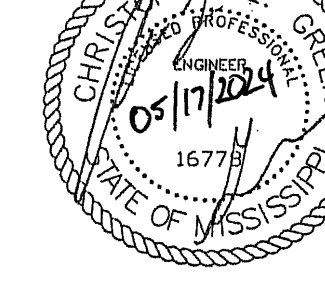
### ELECTRICAL LEGEND

GENERAL NOTES	FIRE ALARM SYSTEM	CONDUIT AND WIRING																											
<p>1. ALL EQUIPMENT AND DEVICES ARE TO BE FLUSH MOUNTED UNLESS OTHERWISE NOTED.</p> <p>2. DEVICES NOTED AS "GFI" SHALL BE GROUND FAULT CIRCUIT INTERRUPTING DEVICES.</p> <p>3. DEVICES NOTED AS "WP" SHALL BE WEATHERPROOF WHILE-IN-USE.</p> <p>4. DEVICES NOTED AS "DL" SHALL BE RATED FOR DAMP LOCATION.</p> <p>5. DEVICES NOTED AS "NL" SHALL BE NIGHT LIGHTS. PROVIDE UNSWITCHED POWER TO FIXTURE.</p> <p>6. DEVICES NOTED AS "WG" SHALL BE PROVIDED AND INSTALLED WITH A WIRE GUARD.</p> <p>7. DEVICES NOTED AS "TR" SHALL BE TAMPER RESISTANT.</p> <p>8. PROVIDE UNSWITCHED POWER TO EMERGENCY BATTERY PACKS.</p> <p>9. "W/E" INDICATES DEVICE/DISCONNECT PROVIDED WITH THE EQUIPMENT BY OTHERS.</p> <p>10. "ETR" EXISTING TO REMAIN</p> <p><b>LUMINAIRES (See Light Fixture Schedule)</b></p> <p>NOTE: THE NUMBER INSIDE THE CIRCLE IS THE CIRCUIT NUMBER. THE LETTER BESIDE THE SYMBOL IS THE FIXTURE TYPE DESCRIBED IN THE LIGHT FIXTURE SCHEDULE.</p>	<p>MANUAL PULL STATION. MOUNT 48" A.F.F. TO CENTERLINE OF BOX.</p> <p>STROBE. MOUNT 80" A.F.F. TO BOTTOM OF BOX.</p> <p>COMBINATION SPEAKER AND STROBE. MOUNT 80" A.F.F. TO BOTTOM OF BOX.</p> <p>SMOKE DETECTOR.</p> <p>THERMAL DETECTOR.</p> <p>DUCT SMOKE DETECTOR IN RETURN DUCT.</p> <p>DUCT SMOKE DETECTOR IN SUPPLY DUCT.</p> <p>ELEVATOR RECALL SMOKE DETECTOR.</p> <p>FIRE ALARM CONTROL PANEL. CIRCUIT BREAKER SHALL BE COLORED RED.</p> <p>FIRE ALARM ANNUNCIATOR PANEL.</p> <p>FLOW SWITCH.</p> <p>TAMPER SWITCH.</p> <p>FIRE ALARM SPEAKER AND STROBE MOUNTED ON THE CEILING TO A FLUSH MOUNTED BOX.</p> <p>FIRE ALARM STROBE MOUNTED ON THE CEILING TO A FLUSH MOUNTED BOX.</p>	<p>CONDUCTORS IN CONDUIT CONCEALED WITHIN WALL OR CEILING. TIC MARKS INDICATE NUMBER OF CONDUCTORS. THE EQUIPMENT GROUNDING CONDUCTOR IS NOT SHOWN, BUT SHALL BE PROVIDED. SIZE THE EQUIPMENT GROUNDING CONDUCTOR AND THE CONDUIT PER THE NEC. THE ABSENCE OF TIC MARKS SIGNIFIES THAT TWO CONDUCTORS PLUS AN EQUIPMENT GROUNDING CONDUCTOR SHOULD BE PROVIDED. FOR EXAMPLE, THE MARKINGS TO THE LEFT SIGNIFY THAT THREE CONDUCTORS PLUS AN EQUIPMENT GROUNDING CONDUCTOR SHOULD BE PROVIDED.</p> <p>THE TEXT INSIDE THE ARC INDICATES THE AWG SIZE OF THE CONDUCTORS THAT SHALL BE RUN IN THE CONDUIT. THE ABSENCE OF TEXT SIGNIFIES THAT THE CONDUCTORS SHOULD BE #12 AWG.</p> <p>CIRCUITRY RUN IN STRAIGHT LINE SEGMENTS SIGNIFIES EXPOSED SURFACE-MOUNTED RACEWAY (SEE SPECIFICATIONS).</p> <p>CONDUCTORS IN CONDUIT CONCEALED BELOW GRADE OR FLOOR. TIC MARKS INDICATE NUMBER OF CONDUCTORS. THE EQUIPMENT GROUNDING CONDUCTOR IS NOT SHOWN, BUT SHALL BE PROVIDED. SIZE THE EQUIPMENT GROUNDING CONDUCTOR AND THE CONDUIT PER THE NEC. THE ABSENCE OF TIC MARKS SIGNIFIES THAT TWO CONDUCTORS PLUS AN EQUIPMENT GROUNDING CONDUCTOR SHOULD BE PROVIDED. THE MARKINGS TO THE LEFT SIGNIFY THAT THREE CONDUCTORS PLUS AN EQUIPMENT GROUNDING CONDUCTOR SHOULD BE PROVIDED.</p> <p>HOMERUN TO PANELBOARD. ARC DENOTES CONCEALED CIRCUITRY. TEXT DENOTES PANELBOARD NAME WITH CIRCUIT NUMBER. DEVICES HAVING CIRCUIT NUMBERS LOCATED BESIDE THEM MAY NOT SHOW THE CIRCUIT NUMBERS AT THE HOMERUN ARROWS.</p> <p>PARTIAL HOMERUN TO PANELBOARD. COMBINE ALL PARTIAL HOMERUNS THAT ARE ON THE SAME CIRCUIT IN A JUNCTION BOX PRIOR TO ENTERING THE PANELBOARD.</p> <p>LOW VOLTAGE CONDUCTORS USED FOR MOTION DETECTOR CIRCUITRY. SEE MANUFACTURER'S RECOMMENDATIONS FOR CONDUCTOR REQUIREMENTS.</p>																											
<p>2'X2' RECESSED FIXTURE.</p> <p>2'X4' RECESSED FIXTURE.</p> <p>SURFACE MOUNTED OR SUSPENDED FIXTURE.</p> <p>RECESSED CEILING FIXTURE.</p> <p>PENDANT MOUNT FIXTURE.</p> <p>CEILING MOUNTED EXIT SIGN. PROVIDE CHEVRONS AS INDICATED BY ARROWS.</p> <p>WALL MOUNTED EXIT SIGN. PROVIDE CHEVRONS AS INDICATED BY ARROWS.</p> <p>WALL MOUNTED FIXTURE.</p> <p>SITE ARM MOUNT POLE LIGHT FIXTURE.</p>	<p><b>RECEPTACLES</b></p> <p>DUPLEX RECEPTACLE, NEMA 5-20R, MOUNTED 18" A.F.F. TO CENTERLINE OF BOX UNLESS NOTED OTHERWISE.</p> <p>DOUBLE DUPLEX RECEPTACLE, NEMA 5-20R, ONE COVER PLATE, MOUNTED 18" A.F.F. TO CENTERLINE OF BOX UNLESS NOTED OTHERWISE.</p> <p>DOUBLE DUPLEX RECEPTACLE, NEMA 5-20R, ONE COVER PLATE, MOUNTED WITH BOTTOM OF BOX 2" ABOVE COUNTER BACKSPASH. WHERE THERE IS NO BACKSPASH MOUNT 6" ABOVE COUNTER. WHERE RECEPTACLE IS SHOWN IN AN AREA WITH NO COUNTER, MOUNT 45" A.F.F. TO CENTERLINE OF BOX.</p> <p>DUPLEX RECEPTACLE, NEMA 5-20R, MOUNTED WITH BOTTOM OF BOX 2" ABOVE COUNTER BACKSPASH. WHERE THERE IS NO BACKSPASH MOUNT 6" ABOVE COUNTER. WHERE RECEPTACLE IS SHOWN IN AN AREA WITH NO COUNTER, MOUNT 45" A.F.F. TO CENTERLINE OF BOX.</p> <p>DUPLEX RECEPTACLE, NEMA 5-20R, FOR DRINKING FOUNTAIN FED FROM GFCI BREAKER. MOUNTED IN ACCORDANCE WITH MANUFACTURER'S REQUIREMENTS. VERIFY CONNECTION TYPE PRIOR TO BID. RECEPTACLE SHALL BE MOUNTED, CONCEALED BEHIND THE SHROUD OF THE DRINKING FOUNTAIN.</p> <p>DUPLEX RECEPTACLE, NEMA 5-20R, MOUNTED IN A FLOOR BOX.</p> <p>SINGLE RECEPTACLE, NEMA 5-20R, MOUNTED 18" A.F.F. TO CENTERLINE OF BOX UNLESS NOTED OTHERWISE.</p> <p>SINGLE RECEPTACLE, NEMA 6-30R, MOUNTED 18" A.F.F. TO CENTERLINE OF BOX UNLESS NOTED OTHERWISE.</p> <p>DUPLEX RECEPTACLE, NEMA 5-20R, MOUNTED FLUSH IN THE CEILING UNLESS NOTED OTHERWISE.</p>	<p><b>VOLTAGE DROP CHART FOR 20A, 1Ø CIRCUITS</b></p> <table border="1"> <thead> <tr> <th>Voltage</th> <th>Circuit Length</th> <th>Conductor Size (AWG)</th> </tr> </thead> <tbody> <tr> <td>120</td> <td>&lt; 50'</td> <td>#12</td> </tr> <tr> <td>120</td> <td>&gt; 50'</td> <td>#10</td> </tr> <tr> <td>120</td> <td>&gt; 90'</td> <td>#8</td> </tr> <tr> <td>120</td> <td>&gt; 140'</td> <td>#6</td> </tr> <tr> <td>277</td> <td>&lt; 130'</td> <td>#12</td> </tr> <tr> <td>277</td> <td>&gt; 130'</td> <td>#10</td> </tr> <tr> <td>277</td> <td>&gt; 200'</td> <td>#8</td> </tr> <tr> <td>277</td> <td>&gt; 330'</td> <td>#6</td> </tr> </tbody> </table> <p><b>VOLTAGE DROP CHART NOTES:</b></p> <p>1) CIRCUIT SIZES INDICATED ON THE DRAWINGS ARE MINIMUM REQUIREMENTS. REFER TO THIS CHART FOR UPSIZING CONDUCTORS AS NEEDED.</p> <p>2) DO NOT CONNECT CONDUCTORS LARGER THAN #10 DIRECTLY TO A RECEPTACLE OR A SWITCH. PROVIDE A JUNCTION BOX TO DOWNSIZE THE CONDUCTOR TO #12 AT THE DEVICE.</p> <p>3) FOR CIRCUITS LONGER THAN THOSE LISTED ABOVE, CONSULT WITH THE ENGINEER FOR CONDUCTOR SIZES.</p>	Voltage	Circuit Length	Conductor Size (AWG)	120	< 50'	#12	120	> 50'	#10	120	> 90'	#8	120	> 140'	#6	277	< 130'	#12	277	> 130'	#10	277	> 200'	#8	277	> 330'	#6
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<p>PHOTOCCELL.</p> <p>CEILING MOUNTED JUNCTION BOX.</p> <p>WALL MOUNTED JUNCTION BOX.</p> <p>FLEXIBLE CONNECTION TO EQUIPMENT.</p> <p>POWER FOR TINTABLE GLASS. COORDINATE LOCATION WITH THE GLASS VENDOR. CONTROLS BY OTHERS.</p>	<p><b>COMMUNICATIONS</b></p> <p>TELEPHONE CONNECTION FOR ELEVATOR CONTROLLER. INCLUDE ALL CABLE AND ACTIVATION OF TELEPHONE SERVICE. ROUTE CABLE INTO THE ELEVATOR CONTROLLER.</p> <p>DATA OUTLET MOUNTED 18" A.F.F. TO CENTERLINE OF BOX UNLESS NOTED OTHERWISE.</p> <p>DATA OUTLET MOUNTED WITH BOTTOM OF BOX 2" ABOVE COUNTER BACKSPASH. WHERE THERE IS NO BACKSPASH MOUNT 6" ABOVE COUNTER. WHERE TELEPHONE/DATA OUTLET IS SHOWN IN AN AREA WITH NO COUNTER, MOUNT 45" A.F.F. TO CENTERLINE OF BOX.</p> <p>DUPLEX RECEPTACLE, NEMA 5-20R AND A DATA OUTLET MOUNTED IN A FLOOR BOX.</p> <p>DOUBLE DUPLEX RECEPTACLE, NEMA 5-20R AND A DATA OUTLET MOUNTED IN A FLOOR BOX.</p> <p>WIFI.</p>	<p><b>GEAR</b></p> <p>FUSED DISCONNECT SWITCH. TEXT INDICATES AMPACITY/NUMBER OF POLES/ENCLOSURE TYPE; F=(RATING OF FUSES).</p> <p>PANELBOARD.</p>																											
<p>SINGLE-POLE, SINGLE-THROW SWITCH. MOUNT CENTERLINE OF BOX AT 45" A.F.F. UNLESS NOTED OTHERWISE.</p> <p>DOUBLE-POLE, SINGLE-THROW, 30 AMP SWITCH. MOUNT CENTERLINE OF BOX AT 45" A.F.F. UNLESS NOTED OTHERWISE.</p> <p>THREE-WAY SWITCH. MOUNT CENTERLINE OF BOX AT 45" A.F.F. UNLESS NOTED OTHERWISE.</p> <p>AUTOMATIC WALL SWITCH. SENSOR SWITCH #WSXA-PDT OR APPROVED EQUAL. MOUNT CENTERLINE OF BOX AT 45" A.F.F. UNLESS NOTED OTHERWISE.</p> <p>AUTOMATIC WALL SWITCH WITH INTEGRAL 0-10V DIMMER. SENSOR SWITCH #WSXA-PDT-D-VA OR APPROVED EQUAL. MOUNT CENTERLINE OF BOX AT 45" A.F.F. UNLESS NOTED OTHERWISE.</p> <p>HORSEPOWER RATED SWITCH WITH THERMAL OVERLOADS (MANUAL MOTOR STARTER).</p> <p>PASSIVE INFRARED AND ULTRASONIC DUAL TECHNOLOGY OCCUPANCY SENSOR WITH A 2' RADIAL COVERAGE. CEILING MOUNTED. SENSOR SWITCH #CM-PDT-3 OR APPROVED EQUAL.</p> <p>PASSIVE INFRARED AND ULTRASONIC DUAL TECHNOLOGY OCCUPANCY SENSOR WITH A 25' RADIAL COVERAGE. CEILING MOUNTED. SENSOR SWITCH #CM-PDT-10 OR APPROVED EQUAL.</p> <p>PASSIVE INFRARED OCCUPANCY SENSOR. HIGH CEILING MOUNT. SENSOR SWITCH #CMR-6 OR APPROVED EQUAL.</p> <p>PASSIVE INFRARED AND ULTRASONIC DUAL TECHNOLOGY OCCUPANCY SENSOR WITH A 2000 SQ. FT. COVERAGE. MOUNT IMMEDIATELY BELOW CEILING. SENSOR SWITCH #WV-PDT-16 OR APPROVED EQUAL.</p> <p>POWER PACK MOUNTED ABOVE CEILING. SENSOR SWITCH #PP20 OR APPROVED EQUAL.</p> <p>ELCU.</p>	<p><b>ACCESS CONTROL</b></p> <p>CARD READER.</p> <p>ELECTRIC DOOR STRIKE.</p> <p>ACCESS CONTROL PANEL.</p> <p>KEYPAD.</p>	<p><b>CCTV SYSTEM</b></p> <p>CAMERA. PROVIDE A 1" C. AND A CAT 6 CABLE TO EACH LOCATION.</p>																											
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<p><b>SWITCHES</b></p>	<p><b>COMMUNICATIONS</b></p>	<p><b>CCTV SYSTEM</b></p>																											
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<p><b>MISCELLANEOUS</b></p>																													



THE SOURCE

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VOICE (601) 605-4820  
TFS PROJ. # 23234



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Table for Panel MDP: ELECTRICAL ROOM, 208Y/120V, 3Ø, 4W, 1200A. Includes columns for Breaker, Description, Phase Load (kVA), and Breaker/Amperage/POLES. Total: 172.7, 169.1, 156.5.

Table for Panel PC: ELECTRICAL ROOM, 208Y/120V, 3Ø, 4W, 400A. Includes columns for Breaker, Description, Phase Load (kVA), and Breaker/Amperage/POLES. Total: 34.1, 33.1, 32.6.

Table for Panel LS1: ELECTRICAL ROOM, 208Y/120V, 3Ø, 4W, 100A. Includes columns for Breaker, Description, Phase Load (kVA), and Breaker/Amperage/POLES. Total: 2.5, 2.7, 1.1.

Table for Panel HA: ELECTRICAL ROOM, 480V, 3Ø, 3W, 225A. Includes columns for Breaker, Description, Phase Load (kVA), and Breaker/Amperage/POLES. Total: 32.6, 32.6, 31.6.

Table for Panel PA: ELECTRICAL ROOM, 208Y/120V, 3Ø, 4W, 225A. Includes columns for Breaker, Description, Phase Load (kVA), and Breaker/Amperage/POLES. Total: 14.7, 10.8, 13.3.

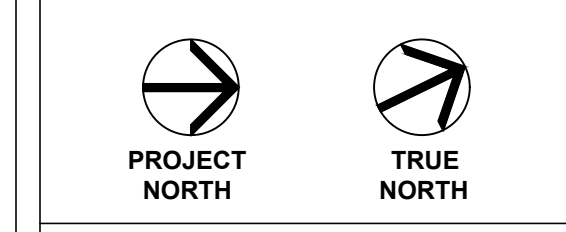
Table for Panel PD: ELECTRICAL ROOM, 208Y/120V, 3Ø, 4W, 225A. Includes columns for Breaker, Description, Phase Load (kVA), and Breaker/Amperage/POLES. Total: 18.8, 18.8, 17.8.

Table for Panel PB: ELECTRICAL ROOM, 208Y/120V, 3Ø, 4W, 225A. Includes columns for Breaker, Description, Phase Load (kVA), and Breaker/Amperage/POLES. Total: 1.2, 0.7, 1.4.

Table for Panel PF: ELECTRICAL ROOM, 208Y/120V, 3Ø, 4W, 225A. Includes columns for Breaker, Description, Phase Load (kVA), and Breaker/Amperage/POLES. Total: 18.1, 19.0, 16.6.

Table for Panel PH: ELECTRICAL ROOM, 208Y/120V, 3Ø, 4W, 400A MAIN BREAKER. Includes columns for Breaker, Description, Phase Load (kVA), and Breaker/Amperage/POLES. Total: 25.4, 26.0, 25.8.

KEY PLAN



Scale

Table with columns: No., Description, Date. Row 1: ADDENDUM #1, 6/13/24.

1 Construction Documents 5/17/24

MERIDIAN AIRPORT AUTHORITY

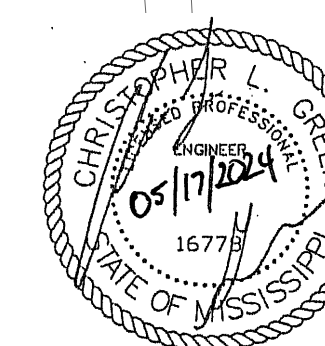
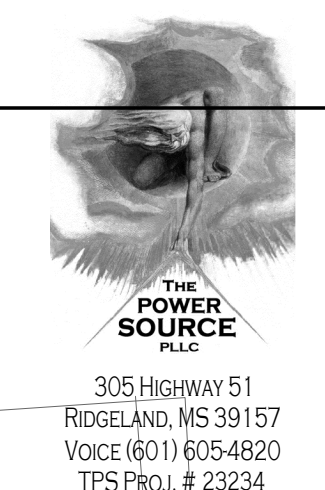
NEW TERMINAL

2811 Airport Blvd., South St.  
Meridian, MS 39307

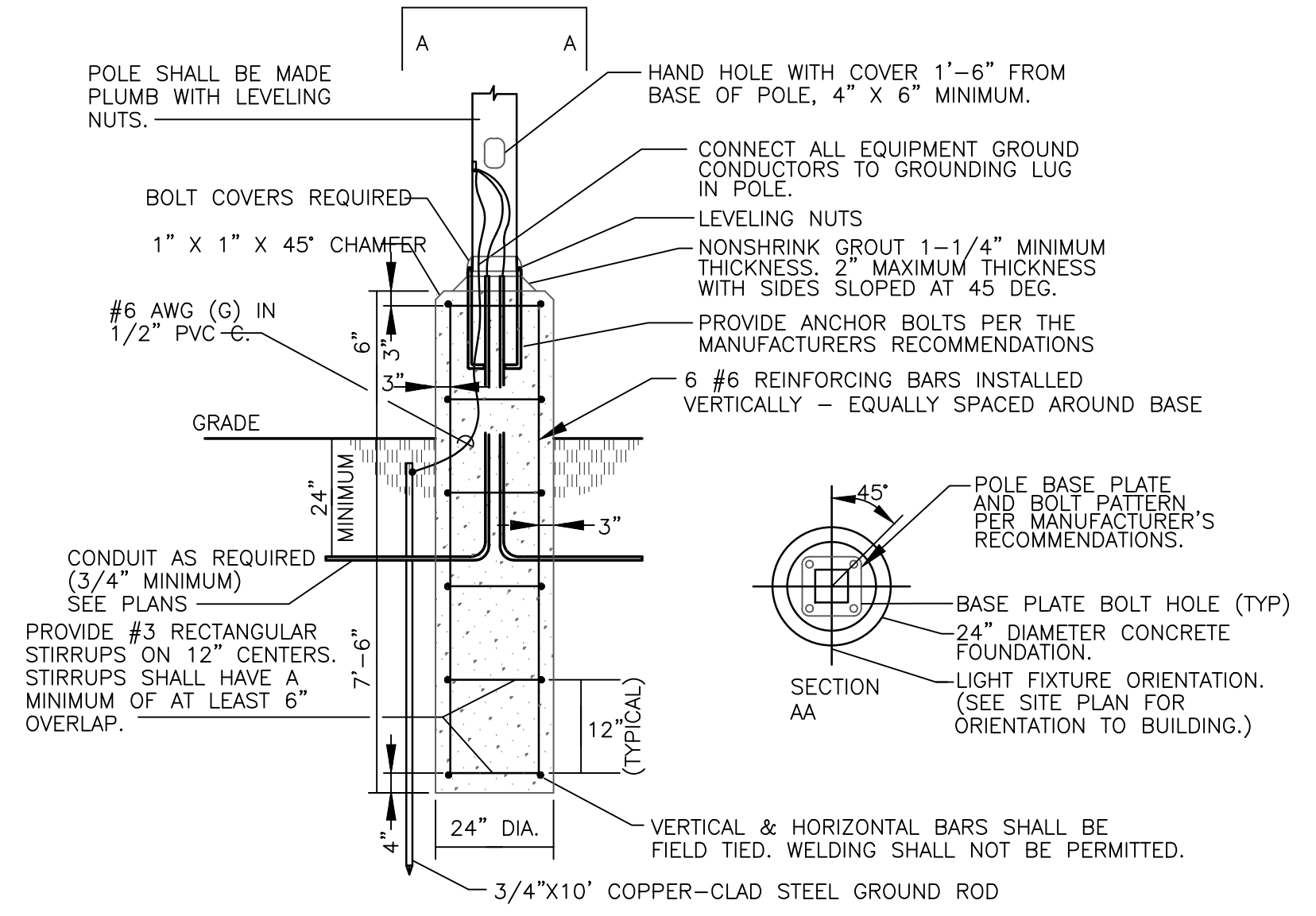
Sheet Title

Project No. Date: 5/17/2024

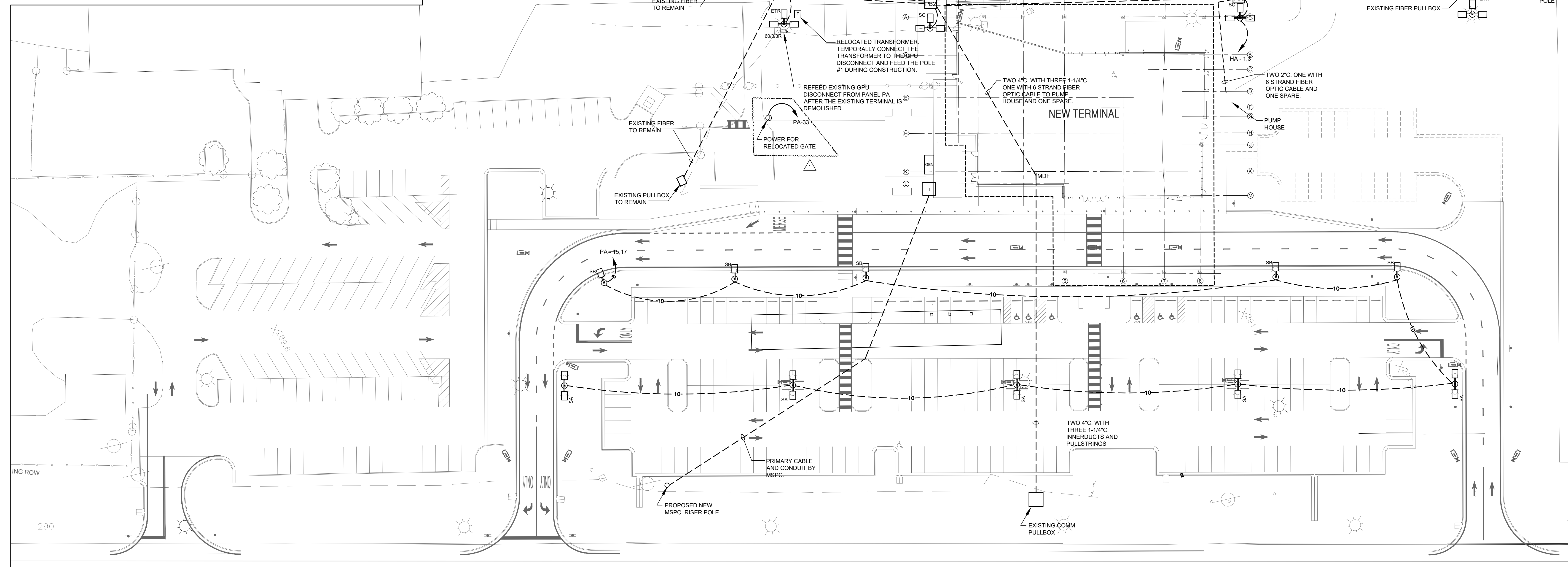
E001



- NOTES:
- 3500 PSI MINIMUM 28 DAY COMPRESSIVE STRENGTH CONCRETE WITH GRADE 60 RE-BARS.
  - IF WATER IS PRESENT IN HOLE, REMOVE BEFORE POURING CONCRETE.
  - FOUNDATION EXCAVATION SHALL BE BY 24" AUGER IN UNDISTURBED OR PROPERLY COMPACTED FILL.
  - MINIMUM ALLOWABLE SOIL BEARING PRESSURE 3000 PSF. NOTIFY ENGINEER IF BEARING PRESSURE IS LESS.
  - AIR ENTRAINMENT: 4 TO 6%.

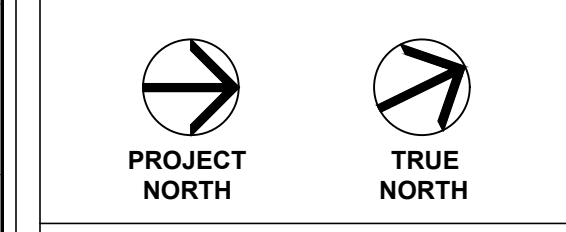


**2 POLE BASE DETAIL (FIXTURE SA AND SB)**  
Scale: NONE



**1 SITE PLAN - RENOVATION PLAN**  
Scale: 1" = 30'-0"

KEY PLAN



No.	Description	Date
1	ADDENDUM #1	6/13/24

1 Construction Documents 5/17/24

MERIDIAN AIRPORT AUTHORITY

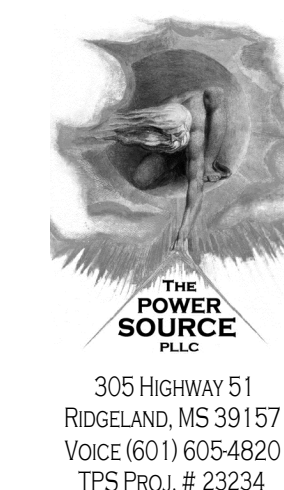
**NEW TERMINAL**

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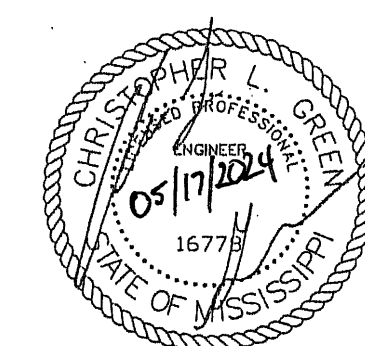
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Project No. Date: 5/17/2024

**E004**



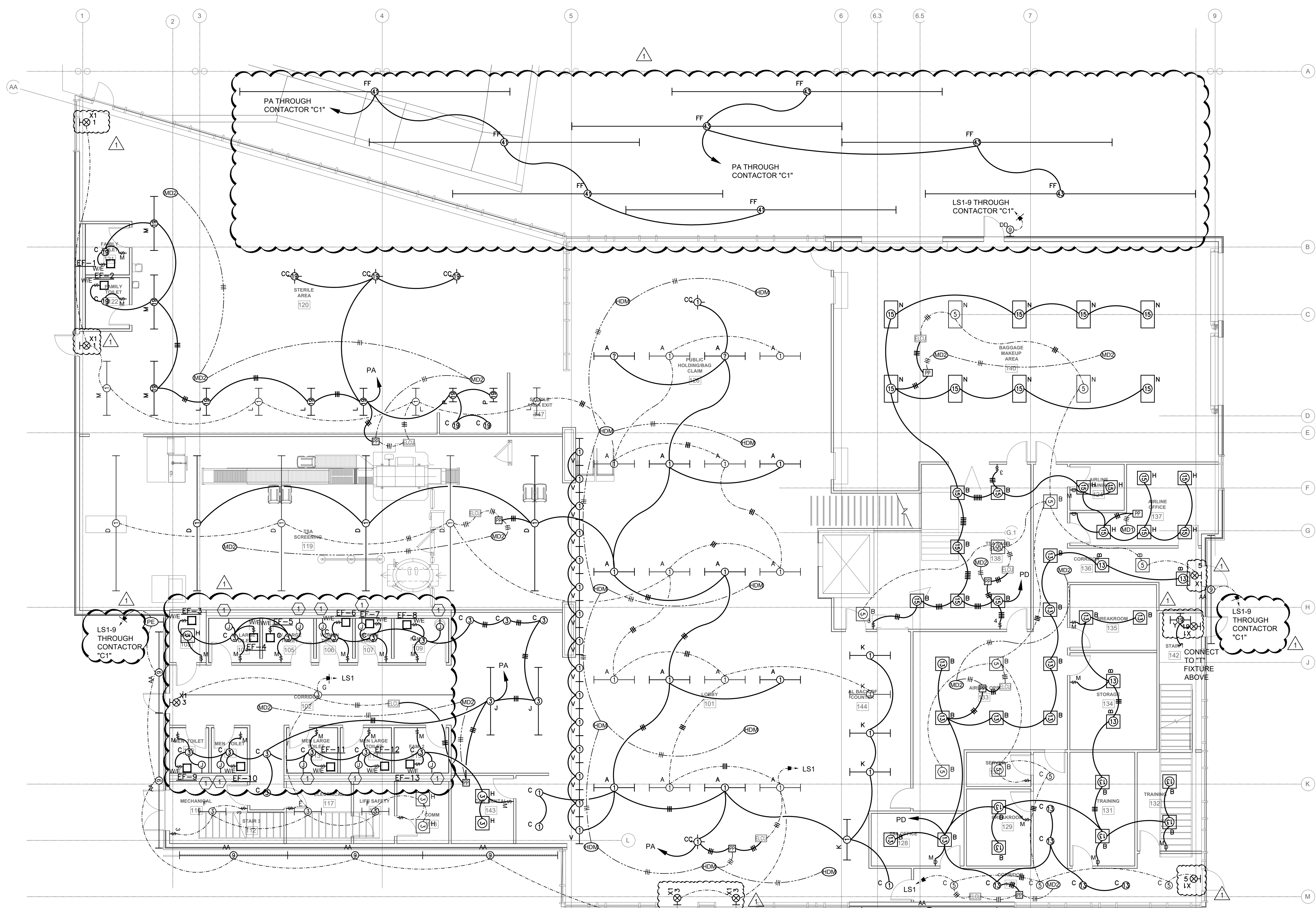
THE POWER SOURCE LLC  
 305 HIGHWAY 51  
 RIDGELAND, MS 39157  
 VOICE (601) 605-4820  
 TFS PROJ. # 23234



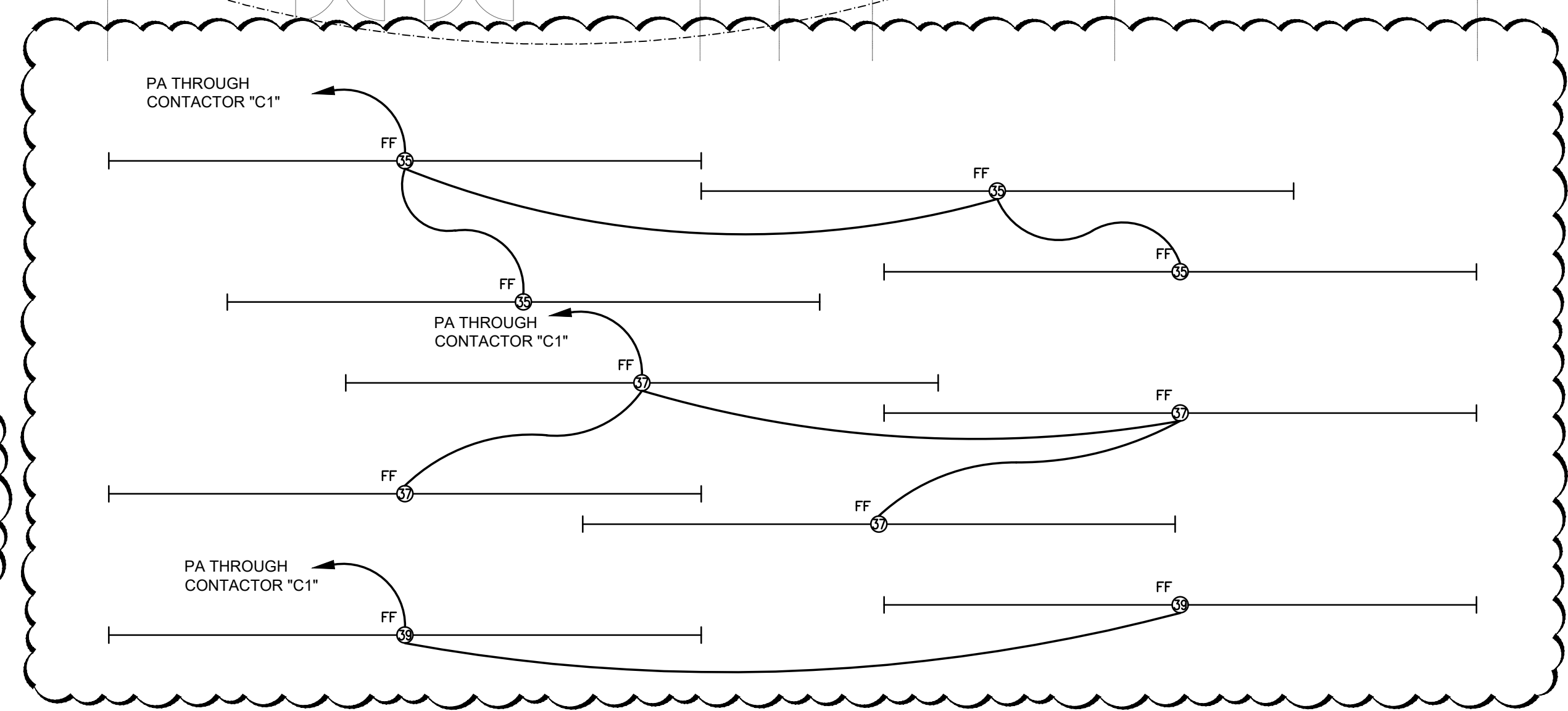
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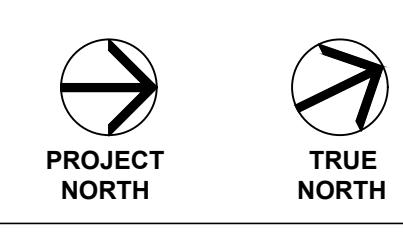


KEYED NOTES	
Mark	Description
①	POWER FOR BACK LIT MIRRORS. VERIFY LOCATION WITH ARCHITECT PRIOR TO ROUGH IN. MIRRORS BY OTHERS.



① LIGHTING PLAN - FIRST FLOOR  
 Scale: 1/8" = 1'-0"

KEY PLAN



No.	Description	Date
①	ADDENDUM #1	6/13/24

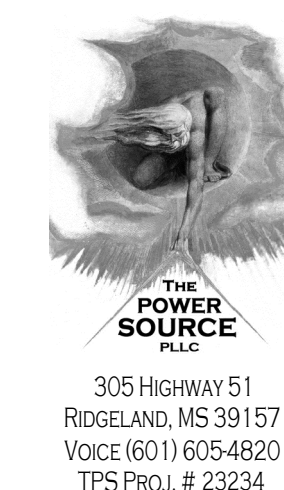
1 Construction Documents 5/17/24  
 MERIDIAN AIRPORT AUTHORITY

NEW TERMINAL

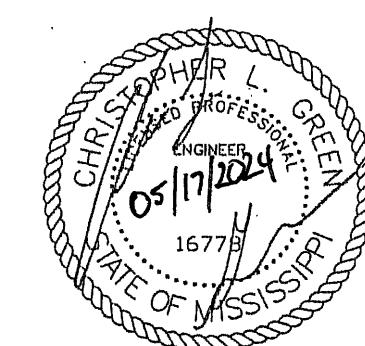
2811 Airport Blvd., South St.  
 Meridian, MS 39307

Project No. 5/17/2024  
 Date 5/17/2024

E100



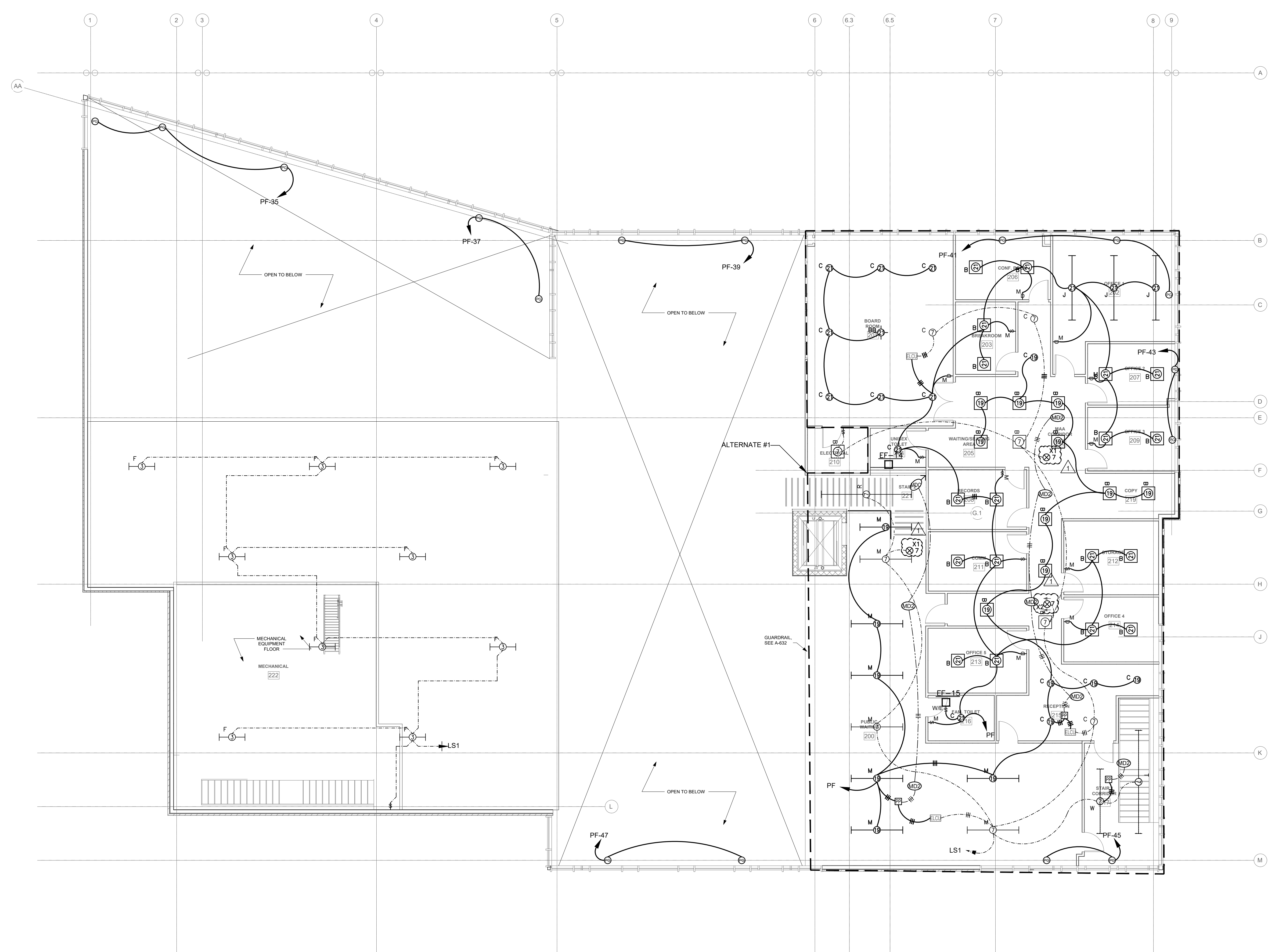
THE POWER SOURCE LLC  
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 RIDGELAND, MS 39157  
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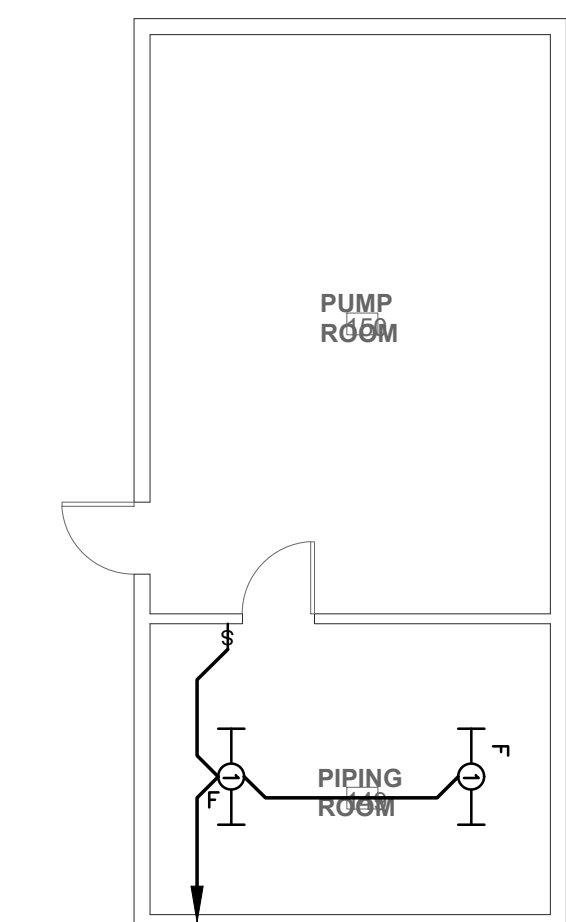
DAVIS PURDY ARCHITECTS, PLLC  
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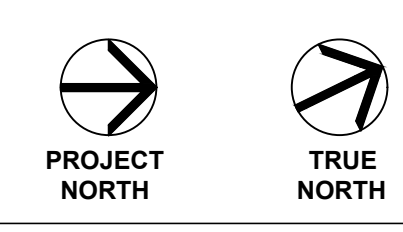


**1**  
 E101 LIGHTING PLAN - SECOND FLOOR  
 Scale: 1/8" = 1'-0"



**1**  
 E101 LIGHTING PLAN - PUMP HOUSE  
 Scale: 1/8" = 1'-0"

KEY PLAN



No.	Description	Date
1	ADDENDUM #1	6/13/24

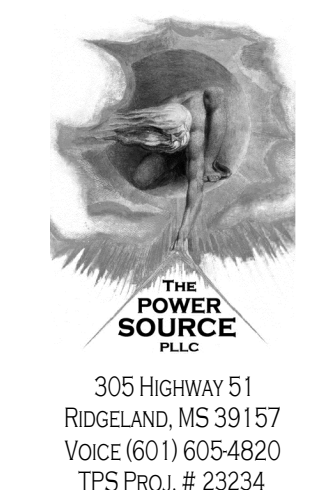
1 Construction Documents 5/17/24  
 MERIDIAN AIRPORT AUTHORITY

**NEW TERMINAL**

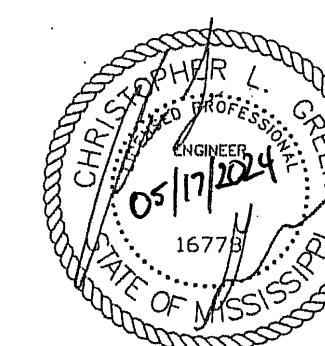
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Project No. Date  
 5/17/2024

E101



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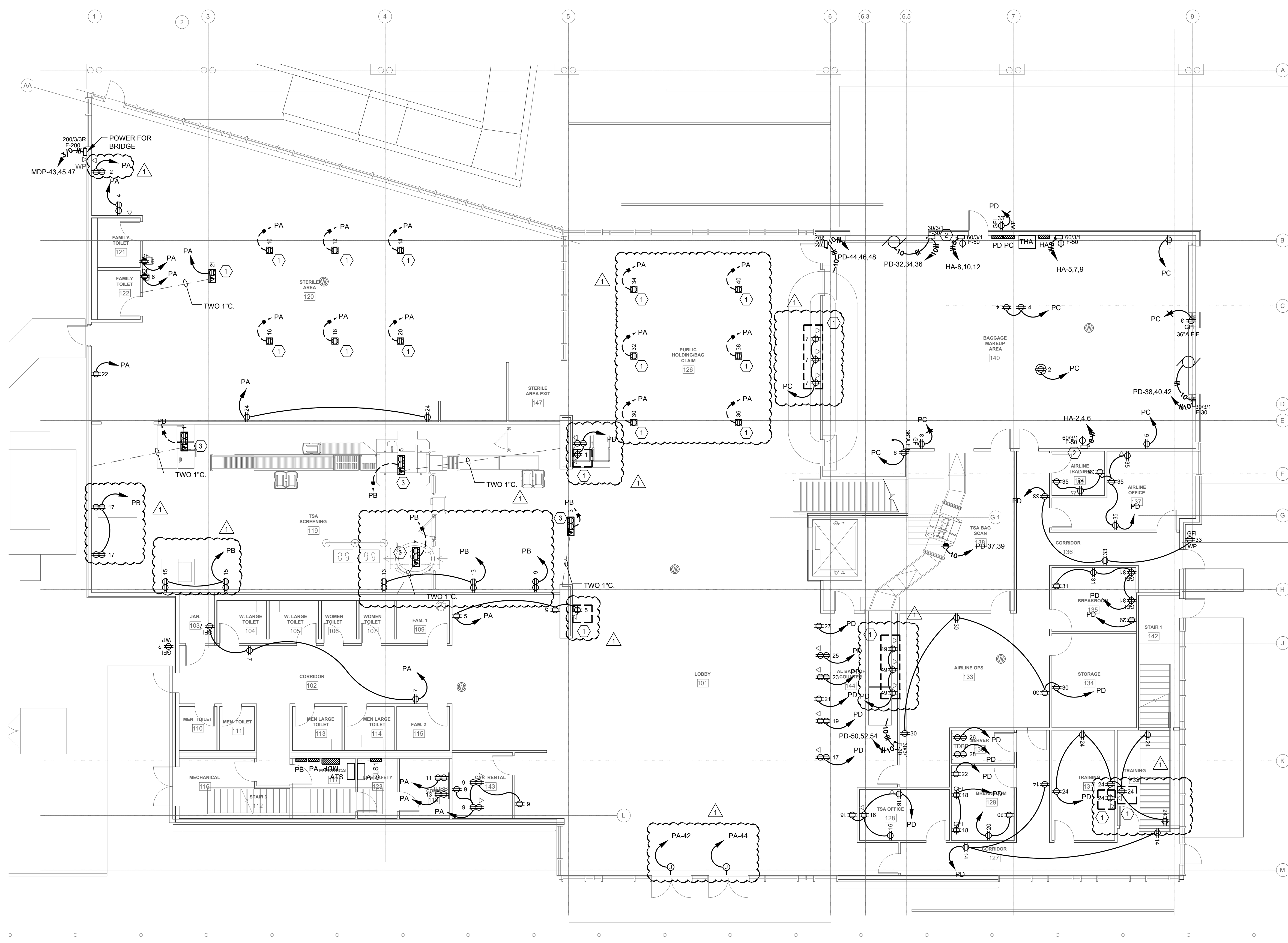


**D+P**  
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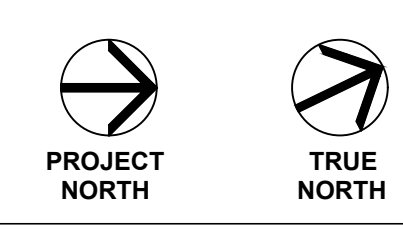
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KEYED NOTES	
Mark	Description
①	COORDINATE LOCATION WITH THE OWNER / ARCHITECT.
②	VERIFY PLUG CONFIGURATION WITH OWNER PRIOR TO INSTALL.
③	VERIFY ELECTRICAL REQUIREMENTS IN THIS AREA.



① POWER PLAN - FIRST FLOOR  
E200 Scale: 1/8" = 1'-0"

KEY PLAN



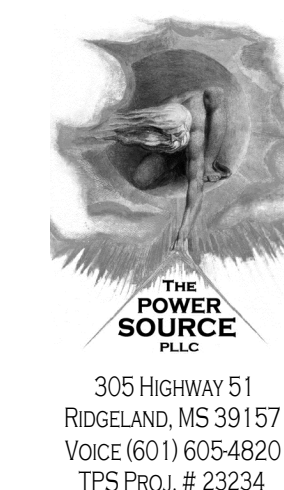
No.	Description	Date
1	ADDENDUM #1	6/13/24

1 Construction Documents 5/17/24  
MERIDIAN AIRPORT AUTHORITY

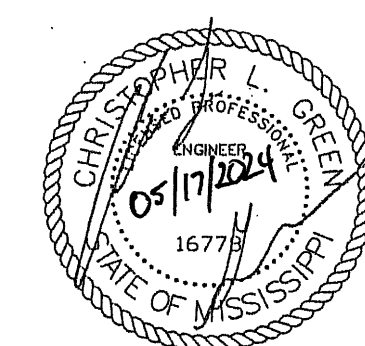
**NEW TERMINAL**  
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Meridian, MS 39307

Project No. Date  
5/17/2024

E200



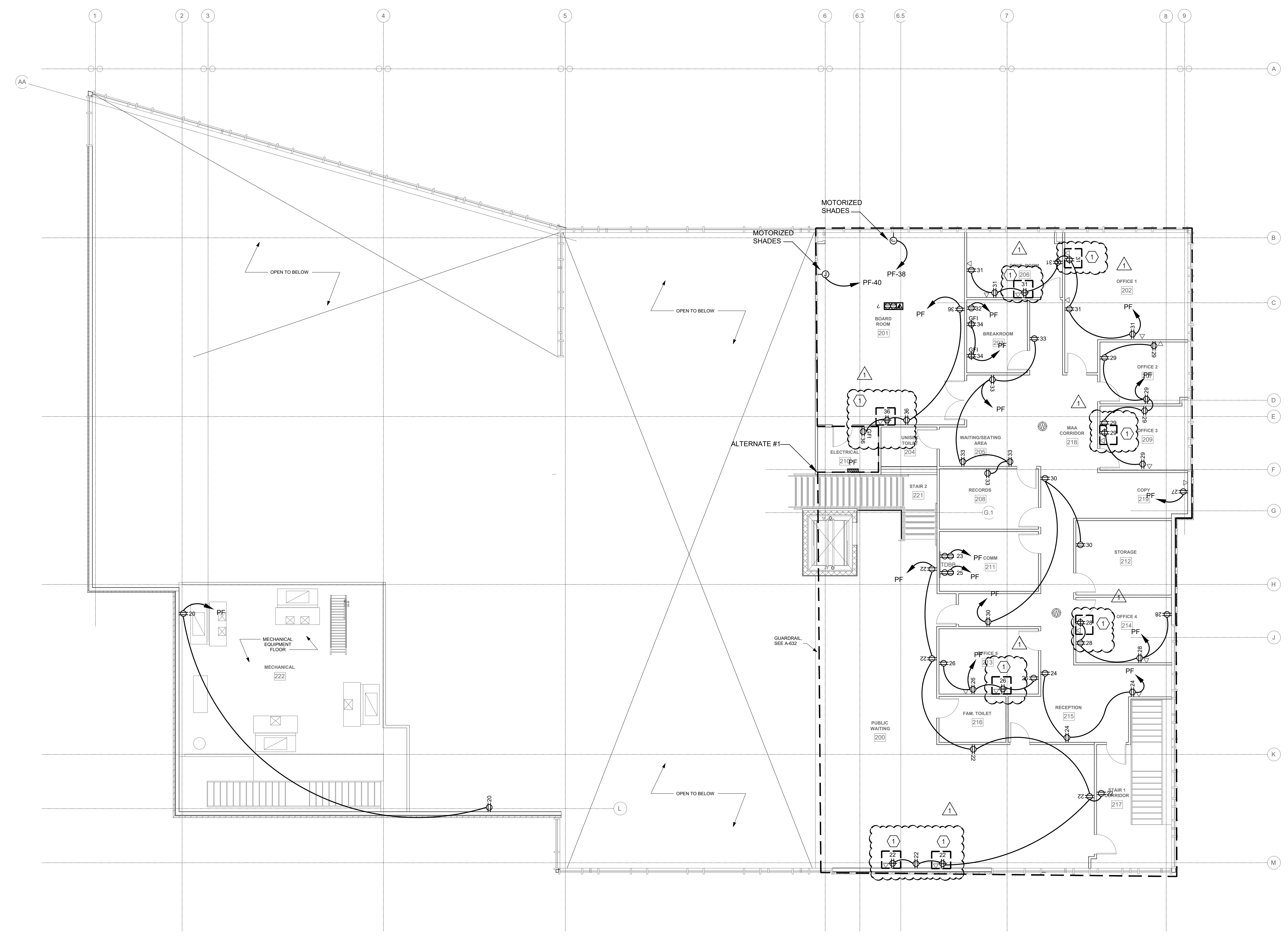
305 HIGHWAY 51  
RIDGELAND, MS 39157  
VOICE (601) 605-4820  
TFS PROJ. # 23234



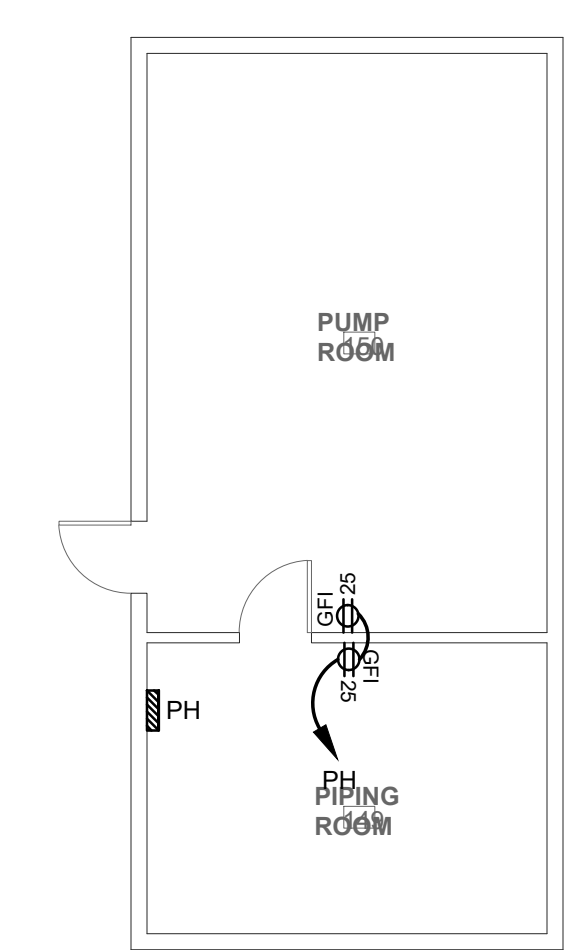
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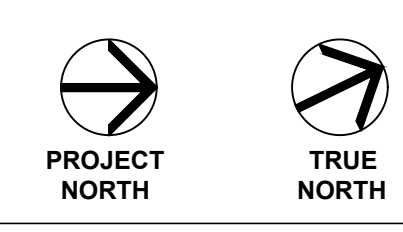


**1**  
E201 POWER PLAN - SECOND FLOOR  
Scale: 1/8" = 1'-0"



**2**  
E201 POWER PLAN - PUMP HOUSE  
Scale: 1/8" = 1'-0"

KEY PLAN



See

No.	Description	Date
1	ADDENDUM #1	6/13/24

1 Construction Documents 5/17/24  
MERIDIAN AIRPORT AUTHORITY

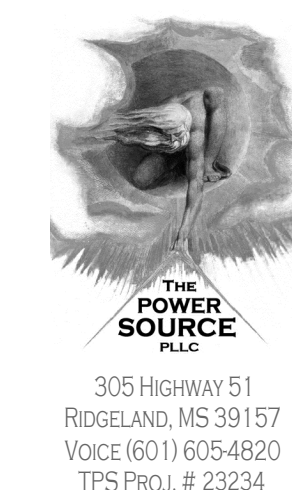
**NEW TERMINAL**

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Meridian, MS 39307

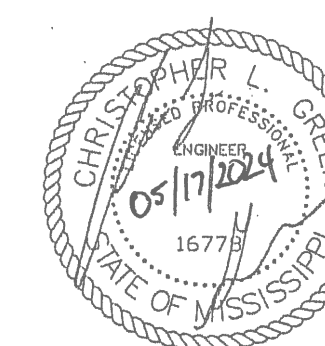
Sheet Title

Project No. Date  
5/17/2024

**E201**



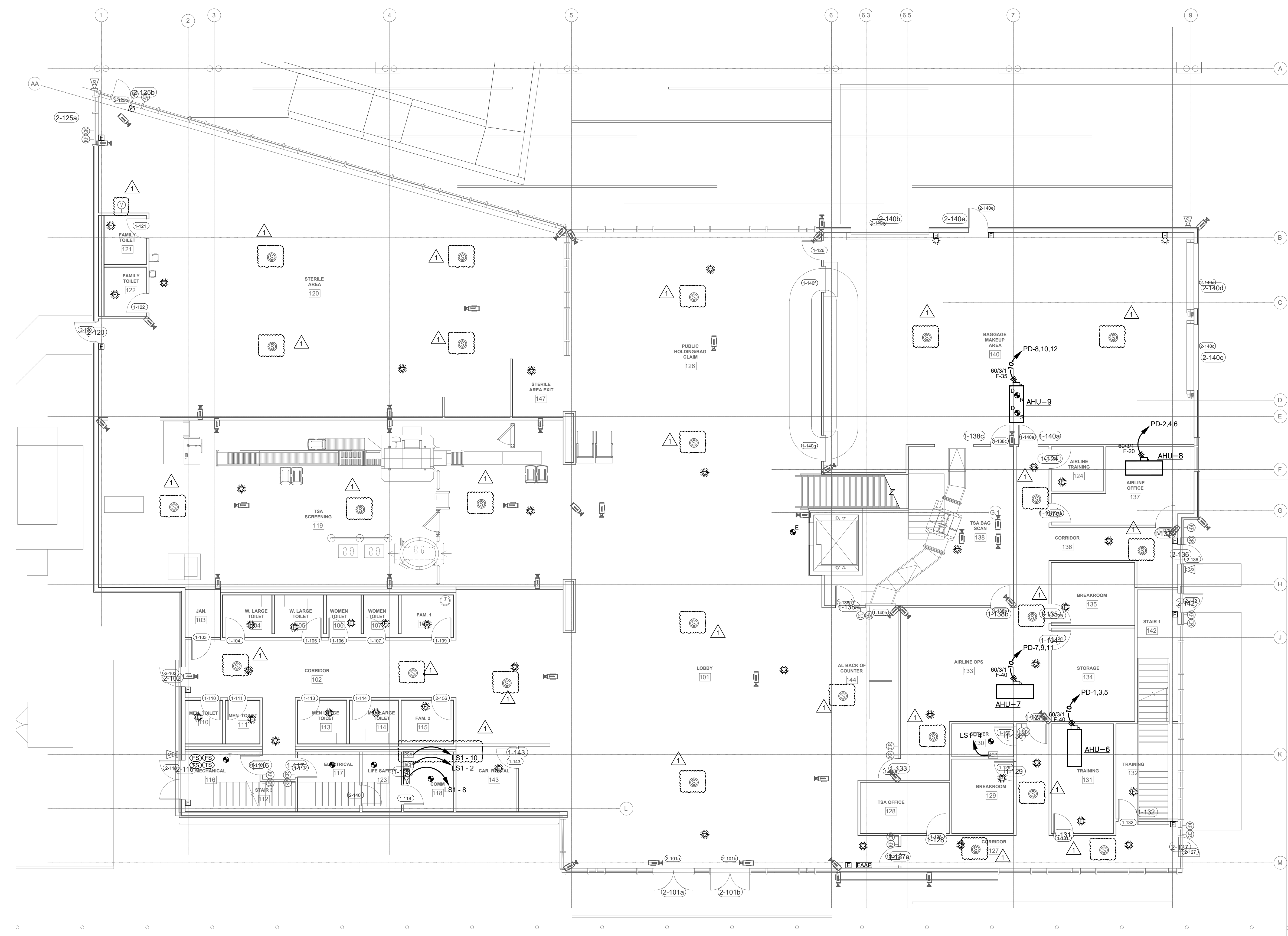
305 HIGHWAY 51  
RIDGELAND, MS 39157  
VOICE (601) 605-4820  
TPS PROJ. # 23234



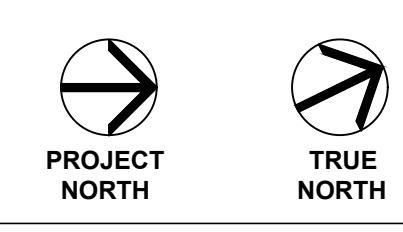
DAVIS PURDY ARCHITECTS, PLLC  
2011 2nd Avenue  
Meridian, Mississippi 39301  
P: 601.382.1655  
E: info@davispurdyarchitects.com  
www.davispurdyarchitects.com

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KEY PLAN



Scale

No.	Description	Date
1	ADDENDUM #1	6/13/24

1 Construction Documents 5/17/24  
MERIDIAN AIRPORT AUTHORITY

**NEW TERMINAL**

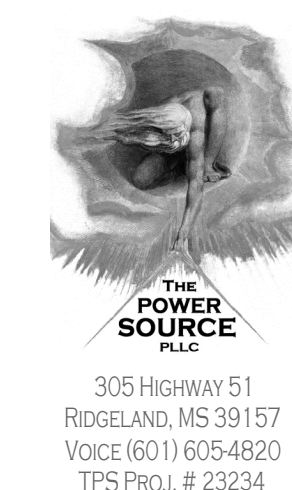
2811 Airport Blvd., South St.  
Meridian, MS 39307

Sheet Title

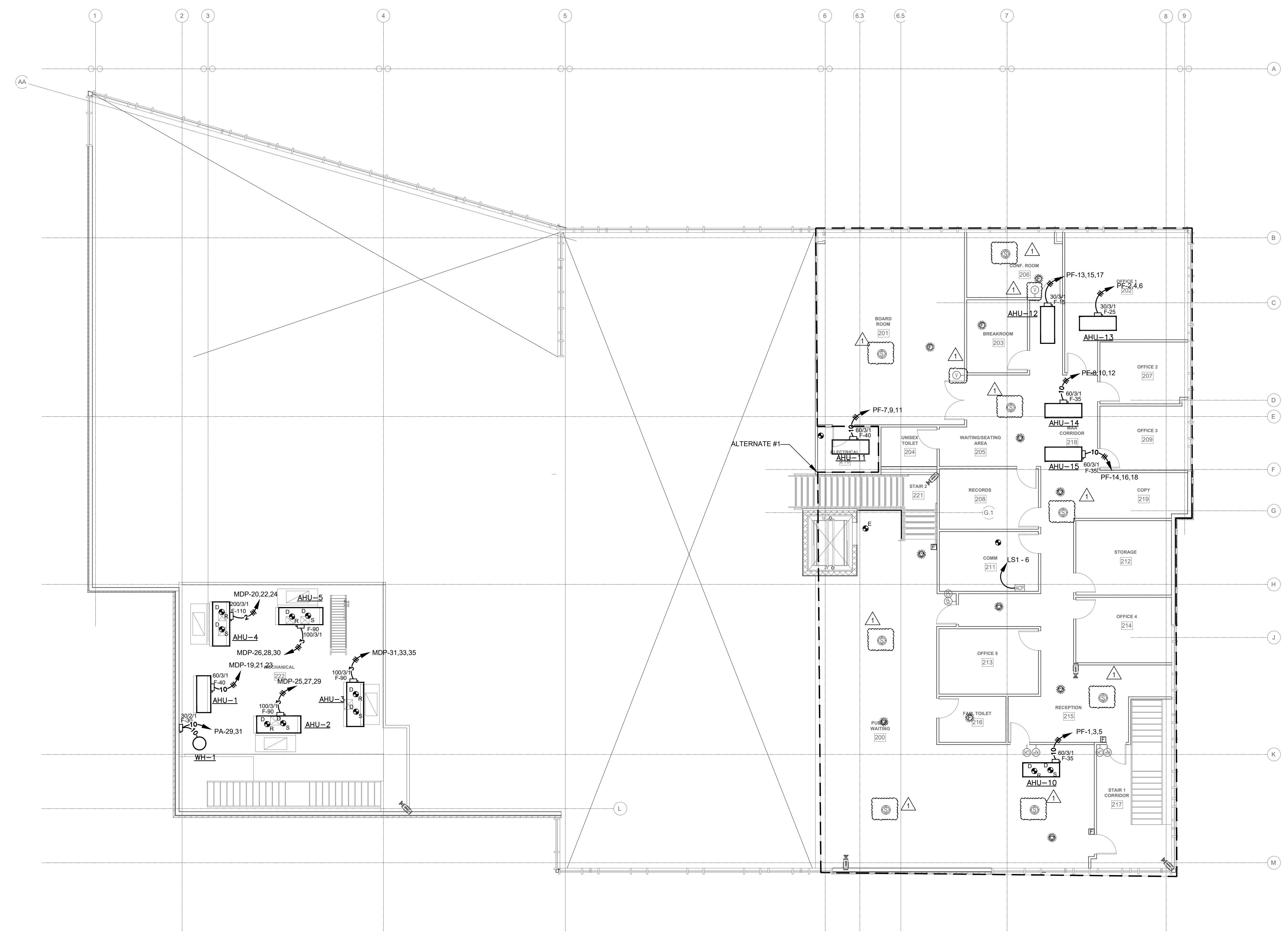
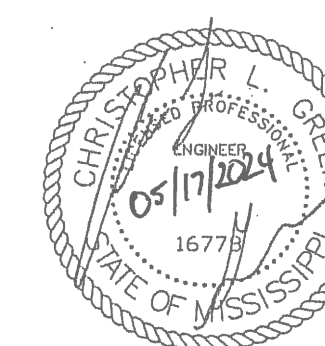
Project No. Date  
5/17/2024

**E300**

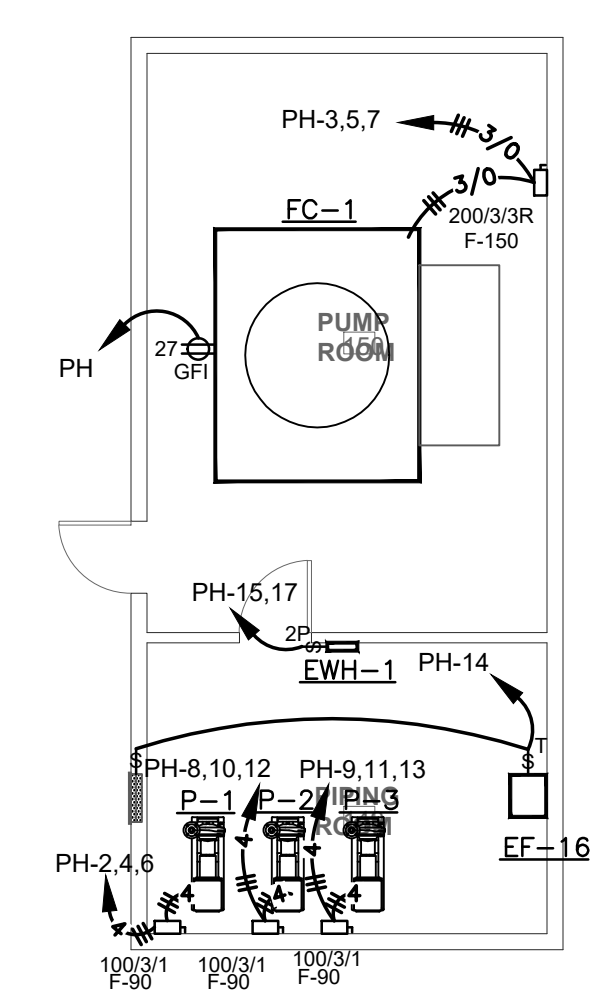
**1 MECHANICAL/AUXILIARY PLAN - FIRST FLOOR**  
E300 Scale: 1/8" = 1'-0"



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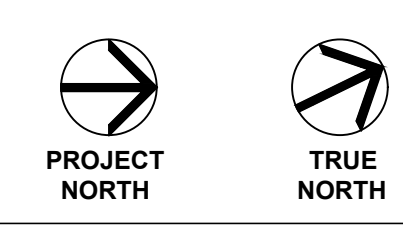


**1**  
 E301 MECHANICAL/AUXILIARY PLAN - SECOND FLOOR  
 Scale: 1/8" = 1'-0"



**2**  
 E301 MECHANICAL/AUXILIARY PLAN - PUMP HOUSE  
 Scale: 1/8" = 1'-0"

KEY PLAN



See

No.	Description	Date
1	ADDENDUM #1	6/13/24

1 Construction Documents 5/17/24

MERIDIAN AIRPORT AUTHORITY

**NEW TERMINAL**

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Sheet Title

Project No. Date  
 5/17/2024

**E301**