QUALITY ASSURANCE MONTHLY SITE ASSESSMENT REPORT

Site or Project Name:	**Applicable Permit #:**	**Contractor:**
Airfield Modernization Program Runway 5L-23R Reconstruction Project 2 / Project 3 Project 4 / Repair TWY Lighting Project 5 / Project 6	NPDES TN0081868 (Individual) NPDES TNR134734 (General)	Eutaw Construction (Project 2) The Harper Co. (Project 3 & 4) The Harper Co. (Repair TWY Lighting) Eutaw Construction (Project 5 & 6)

Site Assessment Dates:	**Site Assessment Reviewer:**	**Company:**
11/12/20	Jason R. Hunt, P.E. / Larry Davis	Cannon & Cannon, Inc.
11/23/20	Jason R. Hunt, P.E.	Cannon & Cannon, Inc.

Site Assessment Certification:

"I certify under penalty of law that these inspection records and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated information presented. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, I certify that inspections of stormwater discharge points (outfalls) and of erosion and sediment controls have been performed as recorded in these records. I certify that erosion prevention and sediment controls in the drainage area of the identified outfall were installed as planned and designed and in working order as recorded in these records. I am aware there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Primary Permittee:

Eric Williamson
Project Manager
Metropolitan Knoxville Airport Authority

Site Assessment Reviewer:

Jason R. Hunt, P.E.
Cannon & Cannon, Inc.

(See attached documents for areas noted as requiring additional erosion control measures or maintenance of installed devices)

QUALITY ASSURANCE SITE ASSESSMENT EPSC WEEKLY INSPECITON

Site Assessment Date:
11/23/2020

Site Assessment Reviewer:
Jason R. Hunt, P.E.

Company:
Cannon & Cannon, Inc.

Start and End Time
9:00 am - 1:30 pm

Site Conditions:
Sunny, 52

Site or Project Name:
Airfield Modernization Program
Runway 5L-23R Reconstruction
Project 2 / Project 3 /
PSXE820001-Repair Taxiway Lighting

Applicable Permit #:
NPDES TN0081868 (Individual)
NPDES TNR134734 (General)

Contractor:
Eutaw Construction Co. (Project 2)
The Harper Co. (Project 3)
The Harper Co. (TWY Lighting)

Coordination:
Jim McNamara (CHA Companies)
Clark Chitwood (CCI)
Larry Davis (CCI)

Distribution:
Valerie McFall (TDEC Knoxville)
Todd Henry (CHA)
Jim McNamara (CHA)
Eric Williamson (MKAA)
Bryan White (MKAA)
Scott Crimmins (CHA)
Samantha Kleem (Harper)
Dennis Rauch (Harper)

Site Assessment Comments:

Site assessment was performed alone without the EPSC Inspector (Larry Davis-CCI) due to the COVID-19 Virus and to allow social distancing. In addition, the Site Assessment also serves as the first weekly EPSC Site Inspection. Coordination was performed with Larry Davis on 11/30/2020 after the Site Assessment to discuss items noted. Site conditions were dry.

Current disturbed area remains at approximately 43.1 acres (based on areas that have not received application of stabilization measure - not based on actual grass establishment). Multiple areas were recently stabilized with hydroseeding and mulch and additional areas were being stabilized at the time of the Site Assessment and EPSC Inspection. See the following EPSC Inspection report for updates to the current disturbed area.

See attached Photo Log for areas requiring additional measures or modification.

CANNON & CANNON INC

CHA

QUALITY ASSURANCE SITE ASSESSMENT & EPSC INSPECTION
Review Date: 11/23/2020
Inspector: Jason Hunt

AIRFIELD MODERNIZATION PROGRAM
RUNWAY 5L-23R RECONSTRUCTION

PROJECT 2 – VOLUMES 1 AND 2
(CONTRACTOR – EUTAW CONSTRUCTION CO.)

PROJECT 3 – RUNWAY AND ASSOCIATED TAXIWAY PAVING
(CONTRACTOR – THE HARPER COMPANY)

PROJECT 4 – TAXIWAYS B4/B5/B/Y/G4/G
(CONTRACTOR – THE HARPER COMPANY)

PROJECT 5
AIRFIELD LIGHTING VAULT
(CONTRACTOR – EUTAW CONSTRUCTION CO.)

PROJECT 6
RUNWAY 5L-23R NAVAIDS
(CONTRACTOR – EUTAW CONSTRUCTION CO.)

PSXE82001 – REPAIR TAXIWAY LIGHTING
(CONTRACTOR – THE HARPER COMPANY)

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Site Photographs – Cannon & Cannon, Inc.

Photo 1 Sta. 111+56 RT (Line LB) North Lateral End Treatment 01 Project 2	
Entry Code: S Action Code:	North Lateral End Treatment 01.

Photo 2 Sta. 5+50 to 10+35 LT and RT (Line GLD) Project 2	
Entry Code: S Action Code:	Guard Lateral End Treatment 01.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
S – Stable
FM – Future Maintenance
CA – Corrective Action
RCA – Recurring Corrective Action

Action Codes
C – Clean Out Measures
I – Install Measures
R – Repair/Replace Measures
TS – Temporary Stabilize
PS – Permanently Stabilize

Photo 3 Sta. 287+21 (RW 5L-23R) Structure 124 Project 3	
Entry Code: S Action Code:	Structure 124.

Photo 4 Sta.289+13 LT (RW 5L-23R) Structure 122 Project 3	
Entry Code: S Action Code:	Structure 122.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
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PS – Permanently Stabilize

Photo 5 Sta. 298+71 LT (RW 5L-23R) Structure 116 Between Taxiway "G1" and "G2" Project 3	
Entry Code: RCA, RCA Action Code: C, TS or PS	Above structure 116. Area recently stabilized. Recommend removing sediment tubes. Recommend removing accumulated sediment (as noted on previous reports) and immediately stabilizing any resulting bare areas.

Photo 6 Sta. 298+71 LT (RW 5L-23R) Structure 116 Between Taxiway "G1" and "G2" Project 3	
Entry Code: RCA, RCA Action Code: R, TS or PS	Above structure 116. Area recently stabilized. Recommend repairing rills (as noted on previous reports) and immediately stabilizing any resulting bare areas.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
S – Stable
FM – Future Maintenance
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Action Codes
C – Clean Out Measures
I – Install Measures
R – Repair/Replace Measures
TS – Temporary Stabilize
PS – Permanently Stabilize

Photo 7 Sta. 298+71 LT (RW 5L-23R) Structure 116 Between Taxiway "G1" and "G2" Project 3	
Entry Code: RCA, RCA Action Code: R, TS or PS	Above structure 116. Recommend repairing (as noted on previous reports) rills and immediately stabilizing bare areas to reduce the probability of future erosion issues.

Photo 8 Sta. 303+36 LT (RW 5L-23R) Structure 12 Project 3	
Entry Code: S Action Code:	Structure 12. Sediment tubes recently removed.

Entry Type Codes
S – Stable
FM – Future Maintenance
CA – Corrective Action
RCA – Recurring Corrective Action

Action Codes
C – Clean Out Measures
I – Install Measures
R – Repair/Replace Measures
TS – Temporary Stabilize
PS – Permanently Stabilize

Photo 9 Sta. 300+54 LT (RW 5L-23R) Structure 114 Adjacent to Taxiway "G2" Project 3	
Entry Code: S Action Code:	Structure 114. Inlet protection recently removed.

Photo 10 Sta. 310+04 LT (RW 5L-23R) Structure 10 Project 3	
Entry Code: S Action Code:	Structure 10 Sediment tubes recently removed.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
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Action Codes
C – Clean Out Measures
I – Install Measures
R – Repair/Replace Measures
TS – Temporary Stabilize
PS – Permanently Stabilize

Photo 11 Sta. 314+32 (RW 5L-23R) Structure 110 Enhanced Swale Endwall 108 Project 3	
Entry Code: Action Code:	Enhanced Swale Endwall 108 See next photo.

Photo 12 Sta. 314+32 (RW 5L-23R) Structure 110 Enhanced Swale Endwall 108 Project 3	
Entry Code: RCA Action Code: R	Above Enhanced Swale Endwall 108 and adjacent to taxiway "G3" Recommend repairing rills (as noted on previous reports) and immediately stabilizing bare areas

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
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CA – Corrective Action
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Action Codes
C – Clean Out Measures
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PS – Permanently Stabilize

Photo 13 Sta. 324+58 (RW 5L-23R) Structure 108 Enhanced Swale Endwall 106 Project 3	
Entry Code: S Action Code:	Enhanced Swale Endwall 106.

Photo 14 Sta. 335+73 LT (RW 5L-23R) Structure 106 Enhanced Swale Endwall 104 Project 3	
Entry Code: S Action Code:	Enhanced Swale Endwall 104.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
S – Stable
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CA – Corrective Action
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Action Codes
C – Clean Out Measures
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Photo 15 Sta. 347+31 LT (RW 5L-23R) Structure 104 Enhanced Swale Endwall 102 Project 3	
Entry Code:RCA/ RCA Action Code: R/TS or PS	Enhanced Swale Endwall 102 Recommend repairing rills (as noted on previous reports). Recommend coordinating with CHA on possible use of matting to help stabilization. Recommend stabilizing all remaining bare areas.

Photo 16 Sta. 354+45 LT (RW 5L-23R) Structure 102 Enhanced Swale Endwall 100 Project 3	
Entry Code: S Action Code:	Enhanced Swale Endwall 100.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

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Photo 17 Sta. 361+39 LT (RW 5L-23R) Structure 100 Project 3	
Entry Code: S Action Code:	Structure 100. Bare areas are mostly covered in stone and are considered stable at the time of inspection.

Photo 18 Sta. 363+50 LT (RW 5L-23R) Existing Structure Project 2	
Entry Code: S Action Code:	Existing Structure #1

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

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Photo 19 Sta. 366+25 LT (RW 5L-23R) Existing Structure Project 2	
Entry Code: S Action Code:	Existing Structure #2. Bare areas are mostly covered in stone and are considered stable at the time of inspection.

Photo 20 Sta. 369+25 LT (RW 5L-23R) Existing Structure Project 2	
Entry Code: RCA/RCA Action Code: I/TS or PS	Existing Structure #3. Recommend stabilizing bare areas (as noted on previous reports). Recommend repairing damaged sediment tubes.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
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CA – Corrective Action
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Action Codes
C – Clean Out Measures
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PS – Permanently Stabilize

Photo 21 STA 677+00 RT (RW 5L-23R) Existing Structure Project 4	
Entry Code: RCA, RCA, RCA Action Code: R, C, TS or PS	Existing structure south of Taxiway "G". Erosion and rills continue to occur along the graded slope. Recommend repairing eroded areas (as noted on previous reports) and immediately stabilizing slope to reduce the probability of future erosion issues. See photo below.

Photo 22 STA 677+00 RT (RW 5L-23R) Existing Structure Project 4	
Entry Code: RCA/RCA Action Code: C/R	Existing structure south of Taxiway "G" (see previous photo). Recommend removing sediment (as noted on previous reports) from behind sediment tubes and on top of structure. Recommend replacing sediment tubes.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
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Action Codes
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Photo 23 STA 677+00 RT (RW 5L-23R) Existing Structure Project 4	
Entry Code: RCA/RCA Action Code: R/TS or PS	Structure between taxiway and UPS. Recommend repairing rills (as noted on previous reports). Recommend immediately stabilizing slope to reduce the probability of future erosion issues.

Photo 24 Sta. 365+69 RT (RW 5L-23R) Structure 300 Project 4	
Entry Code: S Action Code:	Structure 300 and Outfall C Portions of the site are now unavailable for inspection due to Taxiway "Y" being open to traffic.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

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Photo 25 Sta. 362+02 RT (RW 5L-23R) Structure 400 Project 4	
Entry Code: RCA, RCA Action Code: C, TS or PS	Structure 400. Bare areas continue to push sediment onto existing structure. Recommend stabilizing bare areas (as noted on previous reports) after removing accumulated sediment (as noted on previous reports).

Photo 26 Sta. 353+56 RT (RW 5L-23R) Structure 200 Project 4	
Entry Code: S Action Code:	Structure 200.

Entry Type Codes
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Action Codes
C – Clean Out Measures
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Photo 27 Sta. 353+56 RT (RW 5L-23R) Structure 20 Project 4	
Entry Code: S Action Code:	Structure 20. Inlet protection recently removed.

Photo 28 Sta. 347+26 RT (RW 5L-23R) Structure 202 Project 4	
Entry Code: S Action Code:	Structure 202.

Entry Type Codes
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Action Codes
C – Clean Out Measures
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Photo 29 Sta. 347+26 RT (RW 5L-23R) Structure 22 Project 4	
Entry Code: S Action Code:	Structure 22 Sediment tubes recently removed. See next photo.

Photo 30 Sta. 347+26 RT (RW 5L-23R) Structure 22 Project 4	
Entry Code: S Action Code:	Structure 22 Sediment recently removed from top of structure.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
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Action Codes
C – Clean Out Measures
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Photo 31 Sta. 341+86 RT (RW 5L-23R) Structure 204 Project 4	
Entry Code: S Action Code:	Structure 204

Photo 32 Sta. 338+02 RT (RW 5L-23R) Structure 206 Project 4	
Entry Code: S Action Code:	Structure 206.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
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Action Codes
C – Clean Out Measures
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Photo 33 Sta. 334+52 RT (RW 5L-23R) Structure 208 Project 3	
Entry Code: S Action Code:	Structure 208.

Photo 34 Sta. 329+90 RT (RW 5L-23R) Structure 210 Project 3	
Entry Code: S Action Code:	Structure 210.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

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Action Codes
C – Clean Out Measures
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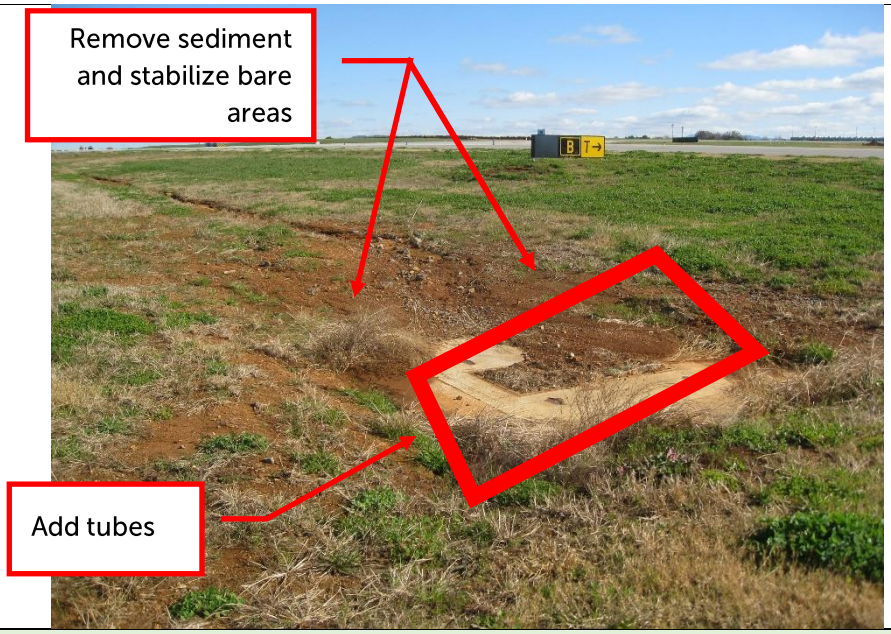
Photo 35 Sta. 321+73 RT (RW 5L-23R) Structure 212 Adjacent to Taxiway "B" Project 3	
Entry Code: RCA, RCA, RCA Action Code: I, TS or PS, R	Structure 212. Area was never stabilized; however, erosion control measures were removed. Recommend adding sediment tubes and regrading eroded ditch line (as noted on previous reports). Recommend coordinating with CHA on use of matting or sod to help achieve stabilization. See next Photo.

Photo 36 Sta. 321+73 RT (RW 5L-23R) Structure 212 Adjacent to Taxiway "B" Project 3	
Entry Code: RCA Action Code: C	Structure 212. Sediment is entering the storm system. Recommend removing sediment (as noted on previous reports).

Entry Type Codes
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C – Clean Out Measures
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Photo 37 Sta. 314+32 RT (RW 5L-23R) Structure 214 Adjacent to Taxiway "B" Project 3	
Entry Code: S Action Code:	Structure 214.

Photo 38 Sta. 307+99 RT (RW 5L-23R) Structure 216 Project 3	
Entry Code: S Action Code:	Structure 216.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

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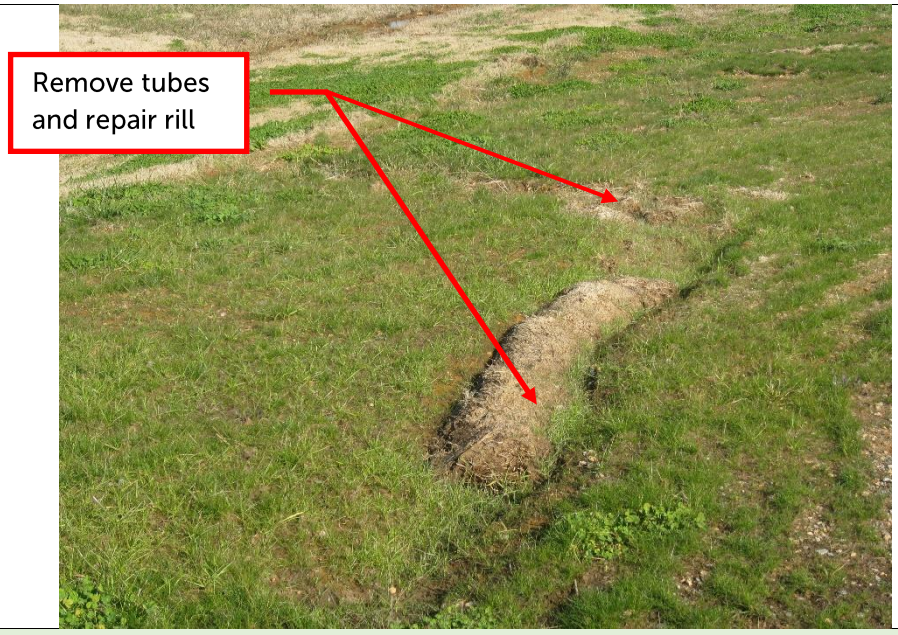
Photo 39 Sta. 301+87 RT (RW 5L-23R) Structure 218 Project 3	
Entry Code: S Action Code:	Structure 218. See next photo.

Photo 40 Sta. 301+87 RT (RW 5L-23R) Structure 218 Project 3	
Entry Code: RCA Action Code: R	Structure 218. Previously formed rills were never remediated. Sediment tube recently placed in rills and area stabilized. Recommend removing sediment tubes, repairing rills and stabilizing resulting bare areas.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
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Photo 41 Sta. 296+83 RT (RW 5L-23R) Structure 220 Project 3	
Entry Code: RCA Action Code: TS or PS	Structure 220. Recommend stabilizing remaining bare areas.

Photo 42 Haul Rd Project 3	
Entry Code: RCA, RCA Action Code:R, TS or PS	Haul Road. Recommend coordinating with CHA on remediation of rills and immediately stabilizing any resulting bare areas.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
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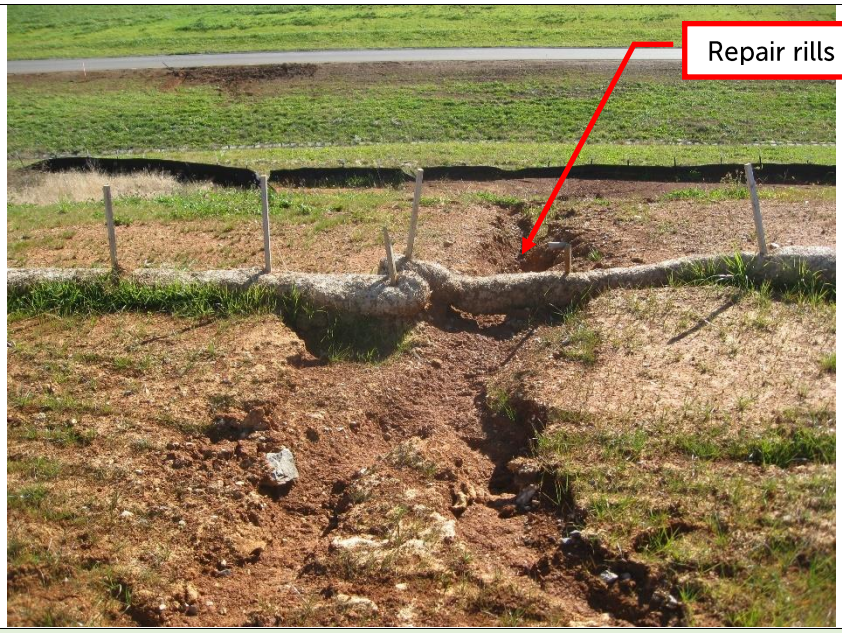
Photo 43 North Lateral Fill Area Project 3	
Entry Code: RCA, RCA Action Code: R, I	North Lateral Fill Area. Recommend repairing rills and adding slope drain (as noted on previous reports). See next photo.

Photo 44 North Lateral Fill Area Project 3	
Entry Code: RCA Action Code: C	North Lateral Fill Area. Recommend removing accumulated sediment at toe of slope (as noted on previous reports).

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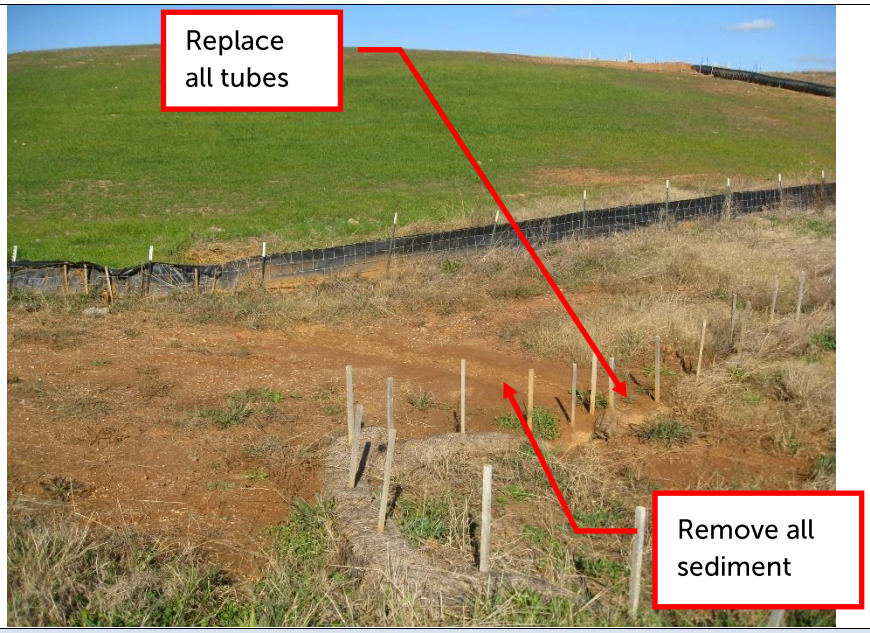
Photo 45 Sta. 302+54 RT (RW 5L-23R) North Lateral Ditch Endwall 100 Project 2	
Entry Code: Action Code:	North Lateral Endwall 100. See next photo.

Photo 46 Sta. 302+54 RT (RW 5L-23R) North Lateral Ditch Endwall 100 Project 2	
Entry Code: RCA, RCA, RCA Action Code: C, I, TS or PS	North Lateral Endwall 100. Recommend removing sediment, replacing sediment tubes and stabilizing bare areas (as noted on previous reports) at the same time in order to prevent further erosion.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

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Photo 47 Sta. 302+54 RT (RW 5L-23R) North Lateral Ditch Endwall 100 Project 2	
Entry Code: RCA Action Code: C	North Lateral Endwall 100. Area from previous photo has remained un-stabilized and has deposited sediment in the North lateral ditch. Recommend removing sediment. See previous photo.

Photo 48 Sta. 300+60 RT (RW 5L-23R) North Lateral Ditch Endwall 102 Project 2	
Entry Code: S Action Code:	North Lateral Endwall 102.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
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Site Photographs – Cannon & Cannon, Inc.

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Photo 49 Sta. 297+01 RT (RW 5L-23R) North Lateral Ditch Endwall 104 Project 2	
Entry Code: S Action Code:	North Lateral Endwall 104.

Photo 50 Sta. 295+10 RT (RW 5L-23R) North Lateral Ditch Endwall 106 Project 2	
Entry Code: S Action Code:	North Lateral Endwall 106.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
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Photo 51 Sta. 292+08 RT (RW 5L-23R) North Lateral Ditch Endwall 108 Project 2	
Entry Code: S Action Code:	North Lateral Endwall 108.

Photo 52 Sta. 290+50 RT (RW 5L-23R) North Lateral Ditch Endwall 110 Project 2	
Entry Code: S Action Code:	North Lateral Endwall 110.

McGhee Tyson Airport
Airfield Modernization Program
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Photo 53 Sta. 284 RT (RW 5L-23R) North Lateral Ditch Project 2	
Entry Code: FM Action Code:R	Construction fallout Existing vault at old Liberty street. Recommend coordinating with CHA on remediation.

Photo 54 Sta. 288+26 RT (RW 5L-23R) Structure 224 Project 2	
Entry Code: S Action Code:	Structure 224. See next photo.

Entry Type Codes
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Action Codes
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Photo 55 Sta. 288+26 RT (RW 5L-23R) Structure 224 Project 2	
Entry Code: S Action Code:	Below structure 224.

Photo 56 Sta. 287 RT (RW 5L-23R) Structure 600 Ditch Project 2	
Entry Code: S Action Code:	Structure 600 Ditch. Recommend removing sediment tubes from entire 600 ditch. At time of inspection, area appears to be stable with no movement of soil. Construction activities are per Project 6 (EUTAW)

Entry Type Codes
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Action Codes
C – Clean Out Measures
I – Install Measures
R – Repair/Replace Measures
TS – Temporary Stabilize
PS – Permanently Stabilize

Photo 57 Sta. 284+59 RT (RW 5L-23R) Structure 600 Ditch Project 3	
Entry Code: RCA Action Code: TS or PS	Structure 600 Recommend removing inlet protection and stabilizing bare areas at the same time.

Photo 58 Sta. 284+59 RT (RW 5L-23R) Adjacent to blast pad. Project 2	
Entry Code: RCA, RCA Action Code: R, TS or PS	Area adjacent to blast pad. Rills have formed. Recommend repairing rills and stabilizing any resulting bare areas.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
S – Stable
FM – Future Maintenance
CA – Corrective Action
RCA – Recurring Corrective Action

Action Codes
C – Clean Out Measures
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R – Repair/Replace Measures
TS – Temporary Stabilize
PS – Permanently Stabilize

Photo 59 Fill area adjacent to Liberty Street Project 6	
Entry Code: S Action Code:	This area of site unavailable for inspection. Slopes were recently stabilized.

Photo 60 Project 6	
Entry Code: RCA Action Code: C	Area adjacent to haul road. Concrete washout facility is at capacity. Recommend dewatering washout with approved methods or adding second facility.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
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Entry Type Codes
S – Stable
FM – Future Maintenance
CA – Corrective Action
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Action Codes
C – Clean Out Measures
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Photo 61 (RW 5L-23R) Sheet EC1.1.1 Project 6	
Entry Code: S Action Code:	Proposed Malsr access road Bare areas recently stabilized.

Photo 62 (RW 5L-23R) Sheet EC1.1.1 Project 6	
Entry Code: S Action Code:	Proposed Malsr access road. Bare areas outside of active construction zones recently stabilized.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
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PS – Permanently Stabilize

Photo 63 (RW 5L-23R) Sheet EC1.1.1 Project 6	
Entry Code: S Action Code:	Proposed Malsr access road. Bare areas outside of active construction zones recently stabilized.

Photo 64 (RW 5L-23R) Sheet EC1.1.1 Project 6	
Entry Code: S Action Code:	Proposed Malsr access road. Bare areas outside of active construction zones recently stabilized.

Entry Type Codes
S – Stable
FM – Future Maintenance
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Action Codes
C – Clean Out Measures
I – Install Measures
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PS – Permanently Stabilize

Photo 65 (RW 5L-23R) Sheet EC1.1.1 Project 6	
Entry Code: RCA Action Code: C	Sediment remains on endwall. Recommend removing sediment.

Photo 66 (RW 5L-23R) Sheet EC1.1.3 Project 6	
Entry Code: S Action Code:	Existing structure #120 adjacent to proposed Malsr access road. Inlet protection recently added and bare areas stabilized.

Entry Type Codes
S – Stable
FM – Future Maintenance
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RCA – Recurring Corrective Action

Action Codes
C – Clean Out Measures
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Photo 67 (RW 5L-23R) Sheet EC1.1.3 Project 6	
Entry Code: S Action Code:	Above existing structure #120. Remaining bare areas recently stabilized.

Photo 68 (RW 5L-23R) Sheet EC1.1.3 Project 6	
Entry Code: S Action Code:	Existing structure #118 adjacent to proposed Malsr access road. Shoulders recently stabilized.

Entry Type Codes
S – Stable
FM – Future Maintenance
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RCA – Recurring Corrective Action

Action Codes
C – Clean Out Measures
I – Install Measures
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Photo 69 Project 6	
Entry Code: S Action Code:	Bare areas recently stabilized.

Photo 70 Project 6	
Entry Code: S Action Code:	Bare areas recently stabilized.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
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Photo 71 Project 6	
Entry Code: FM Action Code: TS or PS	5L PAPI Area recently graded. Recommend stabilizing bare areas.

Photo 72 Project 6	
Entry Code: CA/FM Action Code: I/TS or PS	5L PAPI Access road completed and backfilled. Recommend installing sediment tubes around inlet of area drain. Recommend stabilizing remaining bare areas. .

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
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Photo 73 (RW 5L-23R) Sheet EC1.1.5 Project 6	
Entry Code: CA/CA Action Code: I/TS or PS	23R Midpoint RVR Side slopes appear to be at grade. Recommend adding sediment tubes per the plans. Recommend stabilizing bare areas. See next photo.

Photo 74 (RW 5L-23R) Sheet EC1.1.5 Project 6	
Entry Code: CA Action Code: TS or PS	Installed Duct bank Recommend stabilizing or removing any remaining spoil piles. Recommend stabilizing bare areas.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

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Photo 75 STA 378+00 LT (RW 5L-23R) Project 6	
Entry Code: CA/CA Action Code: C/I	Structure adjacent to UPS. Bare areas recently stabilized. Recommend removing sediment from top of structure and adding inlet protection.

Photo 76 STA 372+00 LT (RW 5L-23R) Project 6	
Entry Code: S Action Code:	New structure north of Taxiway G Bare areas recently stabilized.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
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Action Codes
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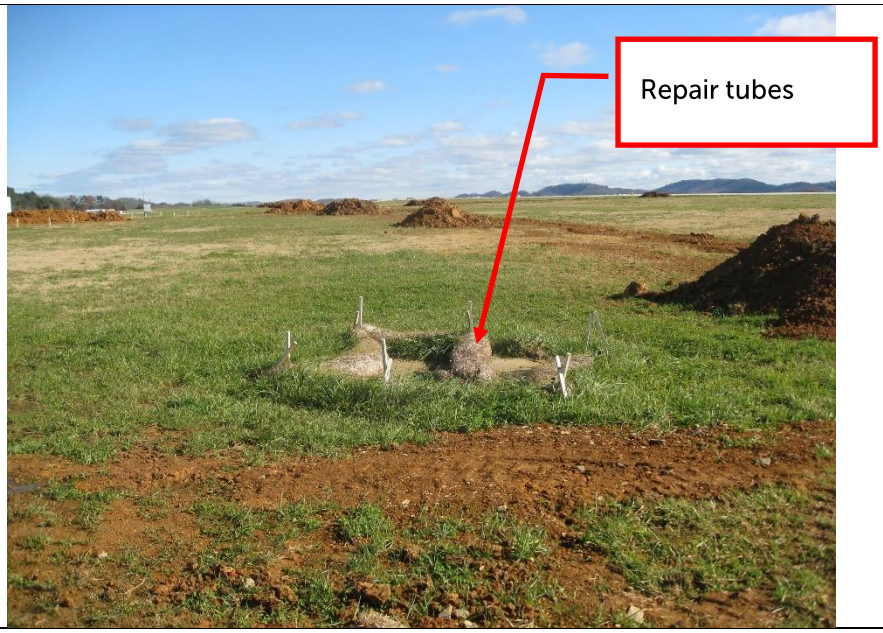
Photo 77 (RW 5L-23R) Sheet EC1.1.7 Project 6	
Entry Code: RCA Action Code: I	23R Glide Slope and Touchdown RVR Recommend repairing/replacing damaged sediment tubes.

Photo 78 (RW 5L-23R) Sheet EC1.1.5 Project 6	
Entry Code: CA Action Code: TS or PS	23R PAPI Area recently backfilled. Recommend stabilizing bare areas.

Entry Type Codes
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Photo 79 (RW 5L-23R) Sheet EC1.1.5 Project 6	
Entry Code: CA Action Code: TS or PS	23R PAPI access road. Access road installed and shoulders recently backfilled. Recommend stabilizing bare areas.

Photo 80 Sta. 334+52 RT (RW 5L-23R) Structure 208 Project 3	
Entry Code: Action Code:	Above structure 208. Construction fallout present. Recommend coordinating with CHA on remediation.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

Entry Type Codes
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FM – Future Maintenance
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Photo 81 Sheet EC102 Project 5	
Entry Code: CA Action Code: I	Airfield Lighting Vault Berm recently constructed to direct run-off into structure. Recommend installing a triple stack of sediment tubes for inlet protection around structure. Bare areas recently stabilized.

Photo 82 Sheet EC102 Project 5	
Entry Code: S Action Code:	Airfield Lighting Vault Slopes recently stabilized. Recommend monitoring slopes to ensure that sediment does not migrate into the north lateral ditch.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

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Photo 83 Sheet EC102 Project 5	
Entry Code: S Action Code:	Airfield Lighting Vault Bare areas recently stabilized.

Photo 84 Sheet EC102 Project 5	
Entry Code: S Action Code:	Airfield Lighting Vault Structure and inlet protection recently installed. Bare areas recently stabilized.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

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Photo 85 Sheet EC102 Project 5	
Entry Code: RCA/CA Action Code: I/TS or PS	Airfield Lighting Vault Ditch line above structure from previous photo. Swale appears to be at grade. Recommend installing erosion control measures in ditch line per the plans. Bare areas recently stabilized.

Photo 86 Sheet EC102 Project 5	
Entry Code: S Action Code:	Airfield Lighting Vault Concrete washout facility. Signage recently added.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

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Photo 87 Sheet EC102 Project 5	
Entry Code: S Action Code:	Airfield Lighting Vault Sediment tubes recently installed. Bare areas recently stabilized.

Photo 88 Haul Rd Project 3	
Entry Code: FM Action Code:R	Haul Road. Due to recent storm events, Rills have formed. Recommend coordinating with CHA on remediation of rills.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

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C – Clean Out Measures
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Photo 89 Haul Rd Project 3	
Entry Code: S Action Code:	Haul Road. Recommend removing sediment tubes.

Photo 90 Haul Rd Project 3	
Entry Code: S Action Code:	Haul Road. Recommend removing sediment tubes.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

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Action Codes
C – Clean Out Measures
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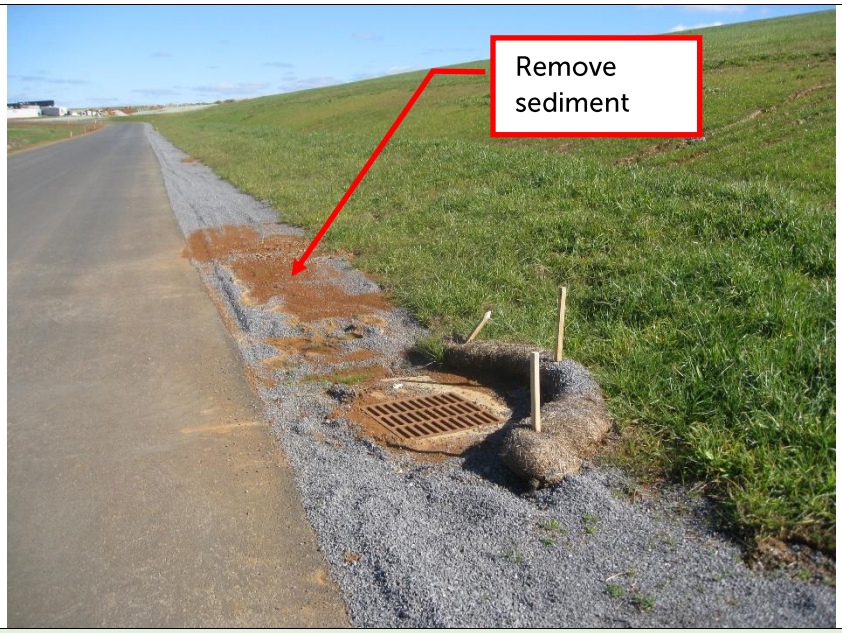
Photo 91 Haul Rd Project 3	
Entry Code: CA Action Code: C	Haul Road. Recommend removing sediment on top of stone. Recommend removing sediment tubes.

Photo 92 Haul Rd Project 3	
Entry Code: S Action Code:	Haul Road. Recommend removing sediment tube.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
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Photo 93 Haul Road Project 3	
Entry Code:S Action Code:	Haul Road Stone recently removed from inlet. Recommend removing sediment tube.

Photo 94 Haul Road Project 3	
Entry Code:S Action Code:	Haul Road Recommend removing sediment tubes.

Entry Type Codes
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Photo 95 (RW 5L-23R) Existing Structure Sheet EC2.1.9 PSXE82001 Repair Taxiway Lighting	
Entry Code: RCA Action Code: TS or PS	Existing structure south of Taxiway G Recommend stabilizing bare areas.

Photo 96 (RW 5L-23R) Existing Structure Sheet EC2.1.9 PSXE82001 Repair Taxiway Lighting	
Entry Code: CA/CA Action Code: I/TS or PS	Existing structure south of Taxiway G. Grading activities recently taken place. Recommend installing sediment tubes around structure. Recommend stabilizing bare areas.

McGhee Tyson Airport
Airfield Modernization Program
Runway 5L-23R Reconstruction
Projects 2, 3, and 4
Site Photographs – Cannon & Cannon, Inc.

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Photo 97 (RW 5L-23R) Existing Structure Sheet EC2.1.9 PSXE82001 Repair Taxiway Lighting	
Entry Code: S Action Code:	Existing structure north of Taxiway G

Photo 98 Sheet EC2.1.5 PSXE82001 Repair Taxiway Lighting	
Entry Code: RCA Action Code: TS or PS	Shoulder of Taxiway G (Looking back towards cargo apron) Recommend stabilizing bare areas.

Entry Type Codes
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QUALITY ASSURANCE SITE ASSESSMENT

Site Assessment Date:
11/12/2020

Site Assessment Reviewer:
Jason R. Hunt, P.E.

Company:
Cannon & Cannon, Inc.

Start and End Time
9:15 am - 3:00 pm

Site Conditions:
Overcast, 62

Site or Project Name:
Airfield Modernization Program
Runway 5L-23R Reconstruction
Project 2 / Project 3 / Project 4
PSXE820001-Repair Taxiway Lighting
Project 5 and 6

Applicable Permit #:
NPDES TN0081868 (Individual)
NPDES TNR134734 (General)

Contractor:
Eutaw Construction Co. (Project 2)
The Harper Co. (Project 3)
The Harper Co. (Project 4)
The Harper Co. (TWY Lighting)
Eutaw Construction Co.(Projects 5 & 6)

Coordination:
Jim McNamara (CHA Companies)
Clark Chitwood (CCI)
Larry Davis (CCI)

Distribution:
Valerie McFall (TDEC Knoxville)
Todd Henry (CHA)
Jim McNamara (CHA)
Eric Williamson (MKAA)
Bryan White (MKAA)
Scott Crimmins (CHA)
Samantha Kleem (Harper)
Dennis Rauch (Harper)
Austin Smith (Eutaw)

Site Assessment Comments:

Site assessment was performed with the EPSC Inspector (Larry Davis-CCI). Site conditions were wet from recent and ongoing rainfall.

Current disturbed area remains at approximately 43.1 acres (based on areas that have not received application of stabilization measure - not based on actual grass establishment).

See attached Photo Log for areas requiring additional measures or modification. Reference the EPSC inspection reports for additional site requirements and coordination. The site assessment may not include all measures that are required.

CANNON & CANNON INC

CHA

QUALITY ASSURANCE
SITE ASSESSMENT
Review Date: 11/12/2020
Reviewer: Jason R. Hunt, P.E.

AIRFIELD MODERNIZATION PROGRAM
RUNWAY 5L-23R RECONSTRUCTION

PROJECT 2 – VOLUMES 1 AND 2
(CONTRACTOR – EUTAW CONSTRUCTION CO.)

PROJECT 3 – RUNWAY AND ASSOCIATED TAXIWAY PAVING
(CONTRACTOR – THE HARPER COMPANY)

PROJECT 4 – TAXIWAYS B4/B5/B/Y/G4/G
(CONTRACTOR – THE HARPER COMPANY)

TNANG – REPAIR TAXIWAY LIGHTING SYSTEM
(CONTRACTOR – THE HARPER COMPANY)

PROJECT 5/6 – RUNWAY 5L-23R NAVAIDS
(CONTRACTOR – EUTAW CONSTRUCTION CO.)

McGhee Tyson Airport
Airfield Modernization Program Runway 5L-23R Reconstruction
Individual Permit TN0081868
Site Photographs – Cannon & Cannon, Inc.

Photo 1 Sta. 111+56 RT (Line LB) NLET 01 Project 2	North Lateral End Treatment 01 (Outfall A). Minor flow observed.

Photo 2 Sta. 114+00 (Line LB) Project 2	Guard Lateral End Treatment 02. This section of the site was inaccessible at time of inspection.

Photo 3 Sta. 117+00 (Line LB) Project 2	Guard Lateral End Treatment 01. Minor flow observed.

Photo 4 Sta. 117+00 (Line LB) Project 2	Guard Lateral Ditch (Outfall B).

Photo 5 Sta. 117+00 (RT) Project 2	78” culvert in the Guard Lateral Ditch.

Photo 6 Sta. 287+21 LT (RW 5L-23R) Structure 124 Project 3	Structure 124.

Photo 7 Sta. 289+13 LT (RW 5L-23R) Structure 122 Project 3	Structure 122.

Photo 8 Sta. 298+71 LT (RW 5L-23R) Structure 116 Project 3	Structure 116. Recommend removing accumulated sediment and immediately stabilizing bare areas to reduce the probability of future erosion issues (see photos #9 and #10 below).

Photo 9 Sta. 298+71 LT (RW 5L-23R) Structure 116 Project 3	Above Structure 116. Due to recent storm events, rills have started to form and sediment has accumulated in ditch line. Recommend removing accumulated sediment. Recommend stabilizing remaining bare areas.

Photo 10 Sta. 298+71 LT (RW 5L-23R) Structure 116 Project 3	Above Structure 116 on Taxiway G2. Recommend repairing rills and stabilizing bare areas.

Photo 11 Sta. 302+54 LT (RW 5L-23R) Structure 114 Project 3	Structure 114. Recommend removing inlet protection.

Photo 12 Sta. 303+36 LT (RW 5L-23R) Structure 12 Project 3	Structure 12. Recommend removing sediment tubes.

Photo 13 Sta. 310+04 LT (RW 5L-23R) Structure 10 Project 3	Structure 10. Bare areas above structure have been stabilized, recommend removing all sediment tubes.

Photo 14 Sta. 310+00 LT (RW 5L-23R) Project 3	Site of recently demolished concrete batch plant. Grass established.

Photo 15 Sta. 314+48 LT (RW 5L-23R) ES Endwall 108 Project 3	Enhanced Swale Endwall 108. Recommend repairing rills (as noted on previous reports) and immediately stabilizing bare areas.

Photo 16 Sta. 314+48 LT (RW 5L-23R) ES Endwall 108 Project 3	Enhanced Swale Endwall 108. Recommend repairing rills (as noted on previous reports) and immediately stabilizing bare areas.

Photo 17 Sta. 324+86 LT (RW 5L-23R) ES Endwall 106 Project 3	Enhanced Swale Endwall 106.

Photo 18 Sta. 324+86 to Sta. 335+73 LT (RW 5L-23R) ES Endwall 106 Project 3	Enhanced Swale Endwall 106.

Photo 19 Sta. 335+73 LT (RW 5L-23R) ES Endwall 104 Project 3	Enhanced Swale Endwall 104.

Photo 20 Sta. 335+73 LT (RW 5L-23R) ES Endwall 104 Project 3	Enhanced Swale Endwall 104.

Photo 21 Sta. 341+50 LT (RW 5L-23R) Between ES Endwall 104 and 102 Project 3	Repaired construction fallouts stabilized.

Photo 22 Sta. 347+31 LT (RW 5L-23R) ES Endwall 102 Project 3	Enhanced Swale Endwall 102 Recommend repairing long-standing rills. Recommend coordinating with CHA on possible use of matting to help stabilization. Recommend stabilizing all remaining bare areas. Construction activities are per Project 6 (EUTAW).

Photo 23 Sta. 347+31 LT (RW 5L-23R) ES Endwall 102 Project 3	Enhanced Swale Endwall 102 Recommend repairing long-standing rills. Recommend coordinating with CHA on possible use of matting to help stabilization. Recommend stabilizing all remaining bare areas. Construction activities are per Project 6 (EUTAW).

Photo 24 Sta. 354+75 LT (RW 5L-23R) ES Endwall 100 Project 2	Enhanced Swale Endwall 100.

Photo 25 Sta. 354+75 LT (RW 5L-23R) ES Endwall 100 Project 3	Enhanced Swale Endwall 100.

Photo 26 Sta. 361+39 LT (RW 5L-23R) Structure 100 Project 3	Structure 100.

Photo 27 Sta. 363+35 LT (RW 5L-23R) Existing Structure Project 2	Existing Structure. Construction activities are per Project 6 (EUTAW).

Photo 28 Sta. 366+25 LT (RW 5L-23R) Existing Structure Project 2	Existing Structure. Construction activities are per Project 6 (EUTAW)

Photo 29 Sta. 369+11 LT (RW 5L-23R) Existing Structure Project 2	Existing Structure. Recommend stabilizing bare areas (as noted on previous reports). Recommend repairing damaged sediment tubes.

Photo 30 Sta. 677+00 RT (RW 5L-23R) Existing Structure Project 4	Existing structure south of Taxiway "G". Erosion and rills continue to occur along the graded slope that was never stabilized. Recommend repairing long-standing eroded areas, removing accumulated sediment, and immediately stabilizing slope to reduce the probability of future erosion issues. See photo below.

Photo 31 Sta. 677+00 RT (RW 5L-23R) Existing Structure Project 4	Existing structure south of Taxiway "G" (see previous photo). Recommend removing long-standing sediment from behind sediment tubes and on top of structure. Recommend replacing sediment tubes.

Photo 32 Sta. 677+00 RT (RW 5L-23R) Project 4	Structure between taxiway and UPS. Recommend repairing rills (as noted on previous reports). Recommend immediately stabilizing slope to reduce the probability of future erosion issues.

Photo 33 Sta. 676+00 RT (RW 5L-23R) Project 4	Structure adjacent to UPS. Sediment tubes recently removed and not replaced. Area not stable. Recommend reseeding bare areas.

Photo 34 New structure Project 4	New structure north of Taxiway G Sediment tubes recently removed and not replaced. Area not stable. Recommend reseeding bare areas.

Photo 35 New structure Project 4	Grass established at TWY G4/G.

Photo 36 Sta. 365+89 RT (RW 5L-23R) Outfall C Project 4	Structure 300 and Outfall C Portions of the site are now unavailable for inspection due to Taxiway "Y" being open to traffic.

Photo 37 Sta. 362+02 LT (RW 5L-23R) Structure 400 Project 4	Structure 400. Bare areas continue to push sediment onto existing structure. Recommend stabilizing bare areas (as noted on previous reports) after removing accumulated sediment (as noted on previous reports).

Photo 38 Sta. 353+56 RT (RW 5L-23R) Structure 20 Project 4	Structure 20. Recommend removing inlet protection (as noted on previous reports) and stabilizing any remaining bare areas after removal if needed.

Photo 39 Sta. 347+26 RT (RW 5L-23R) Structure 22 Project 4	Structure 22. Recommend removing sediment tubes and stabilizing any remaining bare areas after removal if needed. Recommend removing sediment from top of structure (as noted on previous reports).

Photo 40 Sta. 353+56 RT (RW 5L-23R) Structure 200 Project 4	Structure 200.

Photo 41 Sta. 341+86 RT (RW 5L-23R) Structure 204 Project 4	Structure 204.

Photo 42 Sta. 338+02 RT (RW 5L-23R) Structure 206 Project 4	Structure 206.

Photo 43 Sta. 338+02 RT (RW 5L-23R) Structure 208 Project 3	Structure 208.

Photo 44 Sta. 338+02 RT (RW 5L-23R) Structure 208 Project 3	Above structure 208. Construction fallout present. Recommend coordinating with CHA on remediation.

Photo 45 Sta. 329+86 RT (RW 5L-23R) Structure 210 Project 3	Structure 210.

Photo 46 Sta. 321+73 RT (RW 5L-23R) Structure 212 Project 3	Structure 212. Area was never stabilized; however, erosion control measures were removed. Recommend adding sediment tubes and regrading eroded ditch line (as noted on previous reports). Recommend coordinating with CHA on use of matting or sod to help achieve stabilization. See next Photo.

Photo 47 Sta. 321+73 RT (RW 5L-23R) Structure 212 Project 3	Structure 212. Sediment is entering the storm system. Recommend removing sediment (as noted on previous reports).

Photo 48 Sta. 314+32 RT (RW 5L-23R) Structure 214 Project 3	Structure 214.

Photo 49 Sta. 307+99 RT (RW 5L-23R) Structure 216 Project 3	Structure 216.

Photo 50 Sta. 301+87 RT (RW 5L-23R) Structure 218 Project 3	Structure 218. See photo below.

Photo 51 Sta. 301+87 RT (RW 5L-23R) Structure 218 Project 3	Structure 218. Previously formed rills were never remediated. Sediment tube placed in rills and area stabilized. Recommend removing sediment tubes, repairing rills and stabilizing resulting bare areas.

Photo 52 Sta. 296+83 RT (RW 5L-23R) Structure 220 Project 2	Structure 220. Recommend stabilizing remaining bare areas.

Photo 53 Sta. 288+26 (RW 5L-23R) Structure 224 Project 2	Structure 224. Grass established at recently stabilized areas.

Photo 54 Sta. 288+26 (RW 5L-23R) Structure 224 Project 2	Below structure 224. Grass established at recently stabilized areas.

Photo 55 Sta. 290+26 RT (RW 5L-23R) Structure 600 Ditch Project 2	Structure 600 Ditch. Recommend removing sediment tubes from entire 600 ditch and stabilizing bare areas.

Photo 56 Sta. 290+26 RT (RW 5L-23R) Structure 222 Project 2	Structure 222. Recommend removing inlet protection. Recommend stabilizing bare areas.

Photo 57 Sta. 290+26 RT (RW 5L-23R) Structure 600 Ditch Project 2	Structure 600 ditch. Recommend removing sediment tubes from entire 600 ditch and stabilizing bare areas.

Photo 58 Sta. 284+59 (RW 5L-23R) Structure 600 Project 3	Structure 600. Recommend removing inlet protection and stabilizing bare areas.

Photo 59 Sta. 284+59 (RW 5L-23R) Project 3	Area adjacent to blast pad. Rills have formed. Recommend regrading area and stabilizing any resulting bare areas.

Photo 60 Sta. 37+25 RT Proposed Haul Route Project 3	Haul Road. Due to recent storm events, rills have formed and sediment has accumulated on the stone shoulder. Recommend coordinating with CHA on remediation of rills. Recommend stabilizing bare areas.

Photo 61 Sta. 37+25 RT Proposed Haul Route Project 3	Haul Road. Lower side of haul road slopes have not been stabilized since regrading. Due to recent storm events, Rills have formed. Recommend coordinating with CHA on remediation of rills. Recommend stabilizing bare areas.

Photo 62 Sta. 37+25 RT Proposed Haul Route Project 3	Haul Road. Filter fabric recently removed. Recommend removing sediment tubes.

Photo 63 Sta. 32+50 RT Proposed Haul Route Project 3	Haul Road. Filter fabric recently removed. Recommend removing remaining sediment on top of structure and sediment tubes.

Photo 64 Sta. 32+50 RT Proposed Haul Route Project 3	Haul Road. Due to recent storm events, Rills have formed in various places. Recommend coordinating with CHA on remediation of rills and immediately stabilizing any resulting bare areas.

Photo 65 Sta. 302+54 (RW 5L-23R) Project 3	North Lateral Fill Area. Recommend repairing rills and adding slope drain (as noted on previous reports). See next photo.

Photo 66 Sta. 302+54 (RW 5L-23R) Project 3	North Lateral Fill Area. Recommend removing accumulated sediment at toe of slope (as noted on previous reports).

Photo 67 Sta. 302+54 (RW 5L-23R) Project 3	Soil stockpile area next to haul road at Taxiway B. Bare area in front of slope drain is full of stone and was never stabilized. Recommend stabilizing bare area. Undermined sediment tubes never repaired. Recommend repairing or adding tubes to close gap and capture future sediment before it enters drain.

Photo 68 Sta. 302+54 (RW 5L-23R) Project 3	North Lateral Endwall 100. Recommend removing sediment, replacing sediment tubes and stabilizing bare areas (as noted on previous reports) at the same time in order to prevent further erosion.

Photo 69 Sta. 302+54 (RW 5L-23R) Project 3	North Lateral Endwall 100. Area from previous photo has remained un-stabilized and has deposited sediment in the North lateral ditch. Recommend removing sediment. See previous photo.

Photo 70 Sta. 302+54 (RW 5L-23R) Project 3	Above North Lateral Endwall 100. Rills have formed and have dropped sediment at toe of slope. Recommend removing sediment and repairing rills.

Photo 71 Sta. 302+54 to Sta. 313+50 (RW 5L-23R) Project 2	North Lateral Endwall 100..

Photo 72 Sta. 300+60 (RW 5L-23R) Project 2	North Lateral Endwall 102.

Photo 73 Sta. 29+00 RT Proposed Haul Route Project 3	Haul Road. Filter fabric recently removed. Recommend removing remaining sediment and sediment tube.

Photo 74 Sta. 25+50 RT Proposed Haul Route Project 3	Haul Road. Filter fabric recently removed. Recommend removing remaining sediment and sediment tube.

Photo 75 Sta. 22+00 RT Proposed Haul Route Project 3	Haul Road Area drain is full of stone and sediment. Recommend removing sediment from area drain and insuring that french drain is unclogged. Recommend removing any filter fabric as well as sediment tubes.

Photo 76 Sta. 297+01 (RW 5L-23R) Project 2	North Lateral Endwall 104.

Photo 77 Sta. 295+10 (RW 5L-23R) Project 2	North Lateral Endwall 106.

Photo 78 Sta. 292+08 (RW 5L-23R) Project 2	North Lateral Endwall 108.

Photo 79 Sta. 290+50 LT (RW 5L-23R) Project 2	North Lateral Endwall 110.

Photo 80 Sta. 15+50 RT Proposed Haul Route Project 3	Haul Road Recommend removing any filter fabric as well as sediment tubes.

Photo 81 Sta. 15+50 RT Proposed Haul Route Project 3	Recommend stabilizing bare areas along haul route as soon as practical.

Photo 82 Sta. 284+00 LT (RW 5L-23R) Project 2	Existing vault at old Liberty street. Construction fallout present. Recommend coordinating with CHA on remediation.

Photo 83 (Repair TWY Lighting) Existing Structure	Existing structure south of Taxiway G Sediment tubes recently removed. Bare areas remain. Recommend stabilizing bare areas.

Photo 84 (Repair TWY Lighting) Existing Structure	Existing structure south of Taxiway G Sediment tubes recently removed. Bare areas remain. Recommend stabilizing bare areas.

Photo 85 (Repair TWY Lighting) Existing Structure	Taxiway G Bare areas recently stabilized.

Photo 86 (Repair TWY Lighting) Existing Structure	Existing structure north of Taxiway G Bare areas recently stabilized. Recent storm events have moved the seed downstream. Recommend restabilizing resulting bare areas.

Photo 87 (Repair TWY Lighting)	Shoulder of Taxiway G (Looking back towards cargo apron) Bare areas recently stabilized. Recent storm events have moved the seed downstream. Recommend restabilizing resulting bare areas.

Photo 88 (Project 5/6)	Fill area adjacent to Liberty Street.

Photo 89 (Project 5/6)	Above main outfall to Lackey Creek. This section of the site was inaccessible at time of inspection. Slopes were recently stabilized.

Photo 90 (Project 5/6)	Above main outfall to Lackey Creek. This section of the site was inaccessible at time of inspection. Slopes were recently stabilized.

Photo 91 (Project 5/6)	Area adjacent to haul road. Signage recently added. Concrete washout facility is at capacity. Recommend dewatering washout with approved methods or adding second facility.

Photo 92 (Project 5/6)	Proposed MALSR access road. Rills appear to have been recently remediated and slopes regraded. Recommend stabilizing side slopes outside of active roadway construction area.

Photo 93 (Project 5/6)	Proposed MALSR access road. Side slopes have remained un-stabilized past the allowable 14 days as per the permit. Recommend stabilizing side slopes outside of active roadway construction area.

Photo 94 (Project 5/6)	Proposed MALSR access road. New storm structure recently installed. Area is to grade and structure is able to received run-off. Inlet protection recently installed. Recommend stabilizing any bare areas that are to grade and outside of active construction areas.

Photo 95 (Project 5/6)	Proposed MALSR access road. Sediment remains on endwall. Recommend removing sediment.

Photo 96 (Project 5/6)	Proposed MALSR access road. Area recently regraded. Sediment tubes recently added. Recommend stabilizing any bare areas that are to grade and outside of active construction areas.

Photo 97 (Project 5/6)	Existing structure #120 adjacent to proposed MALSR access road. Inlet protection recently added and bare areas stabilized.

Photo 98 (Project 5/6)	Above existing structure #120. Inlet protection recently added and some bare areas stabilized. Recommend stabilizing remaining bare areas.

Photo 99 (Project 5/6)	Existing structure #118 adjacent to proposed MALSR access road. Recommend stabilizing bare areas once shoulders are to grade or operations cease for 14 days.

Photo 100 (Project 5/6)	Proposed MALSR access road.

Photo 101 (Project 5/6)	Structure 116. Recommend stabilizing all bare areas above structure from duct bank installation.

Photo 102 (Project 5/6)	Recommend stabilizing all bare areas from duct bank installation.

Photo 103 (Project 5/6)	5L PAPI Access road completed and backfilled. Recommend stabilizing bare areas. Recommend removing sediment from top of structure and installing inlet protection per the plans.

Photo 104 (Project 5/6)	23R Midpoint RVR Side slopes appear to be at grade. Recommend adding sediment tubes per the plans. Recommend stabilizing bare areas.

Photo 105 (Project 5/6)	23R Midpoint RVR Recommend stabilizing or removing any remaining spoil piles. Recommend stabilizing bare areas.

Photo 106 (Project 5/6)	23R Glide Slope and Touchdown RVR Recommend repairing/replacing damaged sediment tubes.

Photo 107 (Project 5/6)	Inlet protection in place near TWY A.

Photo 108 (Project 5/6)	23R PAPI Area recently backfilled. Recommend stabilizing bare areas.

Photo 109 (Project 5/6)	23R PAPI access road. Access road installed and shoulders recently backfilled. Recommend stabilizing bare areas.

Photo 110 (Project 5/6)	5L Localizer Construction activities underway. Duct bank recently backfilled. Recommend stabilizing or removing spoil piles and stabling duct bank disturbed areas.

Photo 111 (Project 5/6)	Access road Construction activities underway. Duct bank recently backfilled. Recommend installing triple stack of sediment tubes at inlet of culvert. Recommend stabilizing disturbed areas.

Photo 112 (Project 5/6)	Airfield Lighting Vault Storm events continue to cause rills and erosion issues while depositing sediment in the North Lateral Ditch. Recommend on site coordination with CCI and CHA on possible shaping of area to direct runoff into existing structure. See next photo.

Photo 113 (Project 5/6)	Airfield Lighting Vault Rills have formed on side slope. Recommend repairing rills. See previous photo.

Photo 114 (Project 5/6)	Airfield Lighting Vault Slopes appear to be to grade. Recommend stabilizing bare areas.

Photo 115 (Project 5/6)	Existing structure.

Photo 116 (Project 5/6)	Airfield Lighting Vault Structure and inlet protection recently installed. Recommend stabilizing bare areas. See next photo.

Photo 117 (Project 5/6)	Airfield Lighting Vault Ditch line above structure from previous photo. Swale appears to be at grade. Recommend installing erosion control measures in ditch line per the plans and stabilizing bare areas.

Photo 118 (Project 5/6)	Airfield Lighting Vault Sediment tubes recently installed in ditch line. Recommend removing filter fabric and installing inlet protection per the plans (sheet EC102)

Photo 119 (Project 5/6)	Airfield Lighting Vault Concrete washout facility. Recommend adding signage per detail #6 on sheet EC201.

Photo 120 (Project 5/6)	Airfield Lighting Vault Headwall recently installed at North Lateral Ditch.

Photo 121 (Project 5/6)	Outlet side of 54” haul route crossing culvert.