03 - SUPPORTING DOCUMENTS
INDEX OF DRAWINGS

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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Plotted Date: 11/21/2013

DESIGNER/DRAFTER: JRH

CHECKED BY: CAS

SCALE AS NOTED

CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD001.dgn

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT MICHAEL R. DESROCHERS 19904 LICENSED PROFESSIONAL ENGINEER

Michael Desrochers

Digitally signed by Michael Desrochers
DN: CN=Michael Desrochers, O=Jacobs Engineering Group Inc., E=mike.desrochers@jacobs.com, OU=Chel. L=Bristol, ST=Connecticut, C=US
Reason: I attest to the accuracy and integrity of this document
Date: 2013.11.26 15:20:20-05'00'

PROJECT TITLE:

WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

TOWN: **OXFORD, CONNECTICUT**

DRAWING TITLE: **SUPPORTING DOCUMENTS INDEX OF DRAWINGS**

PROJECT NO. **107-178**

DRAWING NO. **SD-001**

SHEET NO. **03.01**

Connecticut Department of Transportation
QA/QC Format Check

GENERAL NOTES:

1. THESE PLANS WERE DEVELOPED FROM "RECORD DRAWING" INFORMATION, SUPPLEMENTED BY ON-THE-GROUND SURVEYS. THE INFORMATION REPRESENTED IS BASED ON THE DESIGNERS BEST KNOWLEDGE OF THE EXISTING CONDITIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THESE DRAWINGS WITH THE ENGINEER PRIOR TO WORKING IN ANY PARTICULAR AREA ON THE AIRPORT. SHOULD THE CONTRACTOR DISCOVER CONDITIONS NOT REFLECTED ON THESE PLANS, THE ENGINEER IS TO BE CONTACTED IMMEDIATELY.

2. CONSTRUCTION LIMITS - ALL CONTRACTOR VEHICLES AND TRAFFIC ARE TO REMAIN WITHIN THE LIMITS OF THE CONSTRUCTION AREA, STAGING AREA, OR HAUL ROUTES AS SHOWN ON THE PLANS.

3. ALL BARRICADES ARE TO BE SECURED IN PLACE AGAINST MOVEMENT FROM JET BLAST. ALL BARRICADE LIGHTS ARE TO BE INSPECTED AND VERIFIED FOR PROPER OPERATION AT THE BEGINNING AND END OF EACH WORKING SHIFT. INSPECTION TO BE PERFORMED BY THE CONTRACTOR WITH THE ENGINEER.

4. CONTRACTOR IS TO REVIEW AND LOCATE IN THE FIELD ALL AIRFIELD UTILITIES AND FAA UTILITIES/CABLE WITH THE AIRFIELD MAINTENANCE STAFF, ELECTRICAL DEPARTMENT, FAA STAFF AND ENGINEER PRIOR TO BEGINNING WORK. LOCATION OF FAA AND STATE FIBER OPTIC CABLE TO BE VERIFIED AND FLAGGED PRIOR TO EXCAVATION.

5. STAGING AREA - THE CONTRACTOR'S STAGING AREA IS SHOWN IN THE DRAWINGS. THE CONTRACTOR IS TO MAKE PROVISIONS FOR ANY REQUIRED UTILITIES. UPON COMPLETION OF THIS PROJECT, THE CONTRACTOR IS TO RESTORE AND RE-GRADE THE STAGING AREA; INCLUDING BUT NOT LIMITED TO THE REMOVAL OF FENCING AND UTILITIES, RE-GRADING, TOPSOILING, AND RESEEDING COMPLETE TO THE SATISFACTION OF THE ENGINEER. NO SEPARATE PAYMENT WILL BE MADE FOR WORK ASSOCIATED WITH ESTABLISHING AND RESTORING THE CONTRACTOR STAGING AREA.

6. THE CONTRACTOR IS RESPONSIBLE FOR IMMEDIATE CLEAN-UP OF ANY DEBRIS THAT FALLS ON AIRFIELD PAVEMENT AS A RESULT OF THEIR WORK. CONTRACTOR IS TO SWEEP, ON A DAILY BASIS, OR AS REQUIRED, OR AS DIRECTED BY THE ENGINEER, ROADWAYS THAT ARE ALONG THEIR HAUL ROUTES AND IMMEDIATELY CLEAN-UP MUD OR OTHER DEBRIS THAT FALLS ON ANY PAVEMENT OUTSIDE OF THE LIMITS OF CONSTRUCTION AS A RESULT OF THEIR CONSTRUCTION OR HAULING ACTIVITIES. AREAS WITHIN THE PROJECT LIMITS MAY BE TEMPORARY MATERIAL STOCKPILE. IF NECESSARY, CONTRACTOR IS TO STOCKPILE EMBANKMENT MATERIAL AT THE LOCATION APPROVED BY THE ENGINEER. ALL STAGING ACTIVITIES SHALL INCORPORATE THE PROPER EROSION AND SEDIMENT CONTROL.

7. STOCKPILING OF CONSTRUCTION MATERIALS WILL TEMPORARILY BE ALLOWED ON THE AIRPORT. CONTRACTOR TO REMOVE MILLINGS AND EXCESS MATERIAL AT THE END OF THE PROJECT AND AS DIRECTED BY THE ENGINEER.

8. THE CONTRACTOR IS TO HAVE FIVE TWO-WAY COMMUNICATION RADIOS TO SUPPLY ALL CONTRACTOR SUPERVISORY PERSONNEL. THE RADIOS SHALL BE THE KENWOOD MODEL #TK-3180, OR APPROVED EQUAL. ONE (1) OF THE RADIOS SHALL BE AVAILABLE FOR USE BY THE ENGINEER.

9. STANDARD BARRICADES ARE TO BE FURNISHED AND INSTALLED BY THE CONTRACTOR AS NOTED IN THE CLOSURE NOTES TO PREVENT INADVERTENT AIRCRAFT ENTRY INTO ACTIVE WORK AREAS. THE BARRICADES WILL INCLUDE FLASHING OMNIDIRECTIONAL RED LIGHTS AND BE OF THE TYPE SHOWN ON THE CONTRACT DRAWINGS. BARRICADING IS TO BE COORDINATED WITH THE ENGINEER. TWENTY-FIVE (25) BARRICADES WILL BECOME PROPERTY OF THE AIRPORT UPON COMPLETION OF THE PROJECT.

10. ALL VEHICLES OPERATING ON THE AIRPORT PROPERTY SHALL BE EQUIPPED WITH A YELLOW ROTATING BEACON PER THE REQUIREMENTS OF A/C 150/5370-2F, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION, (INCL. LATEST REVISIONS). ALL CONSTRUCTION VEHICLES MUST BE PROVIDED WITH A YELLOW ROTATING BEACON IN ADDITION TO AN FAA APPROVED FLAG ON A STAFF, ATTACHED TO THE VEHICLE SO THAT THE FLAG WILL BE READILY VISIBLE. THE FLAG SHALL NOT BE LESS THAN THREE FEET SQUARE CONSISTING OF AVIATION ORANGE AND WHITE SQUARES OF NOT LESS THAN 1 SQUARE FOOT. THE OWNER SHALL RETAIN OWNERSHIP OF (5) FIVE OF THESE FLAGS UPON COMPLETION OF THE PROJECT.

11. ALL CONSTRUCTION VEHICLE MOVEMENT ON THE AIRPORT MUST BE APPROVED BY THE AIRPORT OPERATIONS MANAGER AND MUST BE UNDER ESCORT AT ALL TIMES WHILE TRAVELING THROUGH THE AOA.

GENERAL NOTES CONT. :

12. THE CONTRACTOR SHALL WORK ONLY WITHIN THE DESIGNATED CONSTRUCTION WORK AREA.

13. NOTICE TO AIRMAN (NOTAM) ON CONSTRUCTION ACTIVITY WILL BE ISSUED BY THE AIRPORT OPERATIONS MANAGER. THE CONTRACTOR, THROUGH THE ENGINEER WILL COORDINATE THE ISSUANCE OF NOTAMS WITH THE AIRPORT ADMINISTRATOR, 72 HOURS IN ADVANCE.

14. AT NO TIME SHALL ANY EXCAVATED AREAS BE LEFT UNATTENDED IN THE VICINITY OF THE ACTIVE AIRFIELD, UNLESS APPROPRIATE MARKING AND BARRICADING IS EMPLOYED, AND APPROPRIATE NOTAMS ARE ISSUED.

15. THE CONTRACTOR IS TO MEET WITH THE ENGINEER AT THE START OF EACH DAY TO COORDINATE DAILY CONSTRUCTION ACTIVITIES.

16. ALL RUNWAY/TAXIWAY CLOSURES MUST BE COORDINATED WITH THE AIRPORT OPERATIONS MANAGER AND THE ENGINEER AT LEAST 72 HOURS PRIOR TO THE PLANNED CLOSURE, AND IS SUBJECT TO THE APPROVAL OF THE AIRPORT ADMINISTRATOR.

17. THE CONTRACTOR IS TO COORDINATE WITH THE ENGINEER AND THE AIRPORT OPERATIONS MANAGER CONCERNING SAFETY IN ASSURING THAT POWER IS OFF IN APPLICABLE ELECTRICAL CIRCUITS DURING THE TIME ELECTRICAL WORK IS UNDERWAY. SPECIFICALLY, THEY ARE TO AGREE ON A CONTROL AND CHECK PROCEDURE TO PREVENT ACCIDENTAL POWER CONNECTION. THESE AGREED UPON PROCEDURES, IN ACCORDANCE WITH FAA SAFETY/PHASING PLAN, ARE TO BE DOCUMENTED IN A WRITTEN OUTLINE, SIGNED BY THE CONTRACTOR AND AIRPORT OPERATIONS MANAGER, AND A COPY ON FILE, WITH THE ENGINEER AND THE AIRPORT OWNER BEFORE ANY SUCH WORK IS UNDERTAKEN. PRIOR TO EXCAVATION, THE CONTRACTOR WILL CALL BEFORE YOU DIG, COORDINATE WITH FAA, AND OBTAIN A PRIVATE UTILITY LOCATION COMPANY TO LOCATE ALL UTILITIES WITHIN THE PROJECT LIMITS.

18. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL CABLES AND UTILITIES. ANY BREAK IN CABLES AND/OR UTILITIES SHALL IMMEDIATELY BE REPAIRED, AT THE CLOSEST LIGHT BASE OR JUNCTION CAN, AT THE CONTRACTOR'S EXPENSE.

19. THE CONTRACTOR IS TO INSTRUCT THEIR PERSONNEL OF THE SAFETY AND SECURITY ISSUES AND SEVERITY OF VIOLATIONS TO SAFETY ON THE OPERATIONAL AIRFIELD. REPEAT OR INTENTIONAL VIOLATIONS WILL BE GROUNDS FOR REFUSING ACCESS ON THE AIRFIELD TO SPECIFIC INDIVIDUALS.

20. ANY DAMAGES INCURRED BY THE AIRPORT OR ITS TENANTS, THAT IS CAUSED BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

21. ALL ACCESS ROADS AND HAUL ROUTES AND/OR WORK AREAS ARE TO BE DEVELOPED, IMPROVED, AND MAINTAINED BY THE CONTRACTOR. THESE ROADS ARE TO BE RETURNED TO THEIR ORIGINAL CONDITION OR AS OTHERWISE DIRECTED BY THE ENGINEER UPON COMPLETION OF THE PROJECT.

22. ALL INCIDENTAL AREAS DISTURBED BY THE CONTRACTOR ARE TO BE RETURNED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT, AT THE CONTRACTOR'S EXPENSE.

23. THE CONTRACTOR MUST TAKE ALL NECESSARY PRECAUTIONS TO PREVENT WASTE AND LOOSE BLOWING MATERIALS FROM GETTING INTO THE AIR OPERATIONS AREAS AND MUST REMOVE ANY WASTE AND/OR LOOSE BLOWING MATERIALS FROM AIRPORT PAVED SURFACES OR GRASS AREAS.

24. THE CONTRACTOR'S REPRESENTATIVES WHICH WILL HAVE RESPONSIBILITY FOR CONTROLLING THE MOVEMENT OF PERSONNEL ON THE FIELD WILL BE REQUIRED TO HAVE SIDA (SECURITY ID DISPLAY AREA) AND AIRFIELD DRIVER TRAINING BY AIRPORT MANAGEMENT AND PASS WRITTEN EXAMS. ALL COSTS FOR TRAINING SHALL BE AT THE CONTRACTOR'S EXPENSE.

25. ALL ACCESS GATES MUST BE LOCKED OR GUARDED BY UNIFORMED FLAGGERS AT ALL TIMES WHEN GATES ARE NOT LOCKED. THE GUARD SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF SECURITY THROUGH THE GATE. THE GUARD SHALL CHECK DRIVER/PASSENGER IDENTIFICATION AND KEEP A LOG OF ALL VEHICLE/DRIVER ACTIVITIES IN AND OUT OF THE GATE.

26. UNLESS OTHERWISE NOTED, ALL WORK ON THIS SHEET SHALL BE PAID FOR AND IS INCIDENTAL TO THE PROJECT.

COORDINATION NOTES:

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE ALL OF THE WORK SHOWN IN EACH DISCIPLINE. THE WORK SHOWN IS WITHOUT CONSIDERATION OF A CONSTRUCTION SEQUENCE BASED ON DISCIPLINE.

2. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE HIS CONSTRUCTION ACTIVITIES WITH OTHER AIRPORT CONSTRUCTION AND AIRPORT OPERATIONS. CONTRACTOR SHALL PURCHASE OR LEASE RADIO COMMUNICATIONS EQUIPMENT AND MAINTAIN RADIO COMMUNICATIONS, AS PER AIRPORT REQUIREMENTS.

COORDINATION NOTES CONT.:

3. THE CONTRACTOR IS TO SUBMIT, EACH WEEK, A THREE WEEK WRITTEN OR GRAPHICAL ROLLING SCHEDULE TO THE ENGINEER OUTLINING CONSTRUCTION ACTIVITIES THAT MAY REQUIRE COORDINATION WITH OTHER CONTRACTORS. SUBMITTAL OF THIS SCHEDULE DOES NOT PRECLUDE THE CONTRACTOR FROM COORDINATING WORK WITH OTHER CONTRACTORS.

4. A CONSTRUCTION PHASING PLAN AND SCHEDULE WILL BE PREPARED BY THE GENERAL CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO COMMENCING WITH CONSTRUCTION. ANY MODIFICATIONS OR OTHER DEVIATION FROM THE SEQUENCE MUST BE APPROVED BY THE ENGINEER. THE ENGINEER RESERVES THE RIGHT TO MODIFY THE CONSTRUCTION SEQUENCE AT ANY TIME BASED ON THE OPERATIONAL AND SECURITY NEEDS OF THE AIRPORT AND THE ACTUAL PROGRESS OF THE WORK.

5. THE CONTRACTOR IS TO INFORM THE AIRPORT OPERATIONS MANAGER WHO IN TURN WILL INFORM OTHERS AND AIRPORT ARFF PERSONNEL 72 HOURS PRIOR TO CLOSURE OF SECURITY ROADS OR AIRPORT FACILITIES.

6. IMPLEMENTATION OF SAFETY/PHASING PLAN WILL BE REQUIRED PRIOR TO BEGINNING CONSTRUCTION.

7. IN CASE OF EMERGENCY, CONTRACTOR IS REQUIRED TO STOP ALL WORK AND CONTACT RESPONSIBLE REPRESENTATIVES OF ALL INVOLVED PARTIES INCLUDING AIRPORT OPERATIONS MANAGER.

8. CONTRACTOR SHALL CONFINE CONSTRUCTION ACTIVITES TO WITHIN LIMITS OF WORK.

SECURITY SAFETY AND BADGES NOTES:

1. THE CONTRACTOR IS TO COMPLY WITH ALL AIRPORT SAFETY AND SECURITY MEASURES AND REQUIREMENTS SPECIFIED IN THE PLANS, SPECIFICATIONS, AND FAA SAFETY AND PHASING PLAN.

2. ALL OF THE WORK WILL BE PERFORMED WITHIN THE AIR OPERATIONS AREA (AOA). ALL CONTRACTOR'S PERSONNEL WORKING WITHIN THE AOA SHALL BE UNDER THE DIRECT SUPERVISION OF GENERAL CONTRACTOR PERSONNEL. THE CONTRACTOR IS RESPONSIBLE FOR BRIEFING ALL THEIR PERSONNEL ON ALL SECURITY REQUIREMENTS PRIOR TO ANY PERSONNEL WORKING IN THE CONSTRUCTION AREA. ANY PERSONNEL WITH AN AIRPORT ISSUED BADGE SHALL NOT BE ISSUED A ONE DAY TEMPORARY BADGE.

3. CONSTRUCTION LIMITS - ALL CONTRACTOR VEHICLES AND CONSTRUCTION TRAFFIC ARE REQUIRED TO STAY WITHIN THE LIMITS OF CONSTRUCTION WHILE ON THE CONSTRUCTION SITE. THESE LIMITS ARE STRICTLY MAINTAINED. ACCESS TO THE CONSTRUCTION SITE IS SHOWN. TRAFFIC ASSOCIATED WITH CONSTRUCTION IS TO USE ONLY AREAS SHOWN FOR CONSTRUCTION USE. FAILURE TO DO SO COULD RESULT IN OFFENDERS BEING REMOVED FROM THE CONSTRUCTION SITE AND/OR ARRESTED. SPEED LIMIT ON THE AIRPORT SHALL BE STRICTLY ADHERED TO. THOSE INDIVIDUALS IN VIOLATION OF THE FACILITIES SPEED LIMITS SHALL BE REMOVED FROM THE JOB SITE.

4. CONTRACTOR'S ACCESS TO THE SITE IS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS NOT TO PERMIT ANY UNAUTHORIZED PERSONNEL OR TRAFFIC ON THE SITE.

5. CONTRACTOR SHALL BECOME FAMILIAR WITH AND STRICTLY ADHERE TO THE SAFETY REQUIREMENT CONTAINED IN ADVISORY CIRCULAR AC 150/5370-2F, CURRENT EDITION.

6. CONTRACTOR SHALL BECOME FAMILIAR WITH FAR PART 77 "OBJECTS EFFECTING NAVIGABLE AIRSPACE, CURRENT EDITION."

7. CONTRACTOR TO USE STANDARD SAFETY PROCEDURES DURING CONSTRUCTION.

8. ALL CONSTRUCTION VEHICLES SHALL DISPLAY VEHICLE IDENTIFICATION AND BE MARKED WITH A COMPANY SIGN. VEHICLE WILL HAVE A ROTATING YELLOW LIGHT AND A CHECKERED FLAG PER GENERAL NOTE 10.

9. ALL ELEVATED CONSTRUCTION EQUIPMENT WILL BE MARKED BY A CHECKERED FLAG LOCATED AT ITS HIGHEST POINT. BEFORE ERECTION OF ANY ELEVATED EQUIPMENT, THE CONTRACTOR SHALL NOTIFYING THE AIRPORT OPERATIONS MANAGER AND FILE WITH THE FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION AND ALTERATION 45 DAYS PRIOR TO CONSTRUCTION STARTS.

10. ALL CONTRACTOR ACCESS GATES SHALL BE MANNED BY UNIFORMED FLAGGER UNLESS OTHERWISE DIRECTED BY THE AIRPORT MANAGER.

11. SAFETY CHECKLIST SHALL BE COMPLETED PRIOR TO BEGINNING CONSTRUCTION. CHECK LIST TO BE OBTAINED AND COORDINATED WITH THE AIRPORT.

12. CONTRACTOR'S PERSONNEL OPERATING MOTORIZED VEHICLES ON AIRPORT PROPERTY WILL BE REQUIRED TO ATTEND AND PASS A VEHICLE OPERATORS TRAINING CLASS PRIOR TO BEGINNING CONSTRUCTION.

EROSION CONTROL NOTES:

1. EROSION CONTROLS TO BE AS SHOWN ON THE DRAWINGS AND AS OUTLINED IN TECHNICAL SPECIFICATIONS.

2. CONTRACTOR TO PROVIDE AND MAINTAIN HAY BALES, SILT FENCE, AND SEDIMENTATION CONTROL AT CATCH BASIN, AS APPROPRIATE, AROUND THE SITE ACCESS FOR EROSION CONTROL.

3. CONTRACTOR SHALL ADHERE AND COMPLY WITH THE FORM 816, SECTION 1.10.

DEMOLITION NOTES:

1. THERE ARE MANY EXISTING FEATURES ADJACENT TO THE EXISTING PAVEMENTS TO REMAIN THAT ARE TO BE PROTECTED FROM DAMAGE DURING CONSTRUCTION. THE USE OF FALLING WEIGHT DEVICES FOR DEMOLITION OF PAVEMENT WILL NOT BE ALLOWED ON THIS PROJECT. CONTRACTOR IS TO TAKE CARE TO PROTECT EXISTING UTILITIES FROM DAMAGE RESULTING FROM DEMOLITION, EXCAVATION AND GRADING. DAMAGE TO EXISTING UTILITIES TO REMAIN, THAT ARE A RESULT OF THE CONTRACTORS WORK, ARE TO BE EXPEDITIOUSLY REPAIRED AT NO ADDITIONAL COST TO THE OWNER. CONTRACTOR TO NOTIFY THE ENGINEER IMMEDIATELY OF DAMAGE TO EXISTING FACILITIES.

2. ASPHALT MILLINGS TO BECOME PROPERTY OF THE CONTRACTOR. ALL MILLINGS TO BE REMOVED FROM AIRPORT PROPERTY DAILY.

BARRICADE NOTES:

1. BARRICADES TO BE LOCATED AS REQUIRED TO PROVIDE SAFE ENVIRONMENT FOR VEHICLES AND PERSONNEL OR AS DIRECTED IN THE FIELD BY THE ENGINEER.

2. CONTRACTOR TO USE DESIGNATED ACCESS GATES. DESIGNATED ACCESS GATES WILL BE GUARDED BY UNIFORMED FLAGGERS.

3. ACCESS GATE WILL BE GUARDED BY A UNIFORMED FLAGGER DURING WORKING HOURS. GATE WILL BE LOCKED AND SECURED DURING OFF CONSTRUCTION HOURS.

4. CONTRACTOR TO PROVIDE TYPE I BARRICADES AROUND ALL OPEN TRENCHES AND EXCAVATIONS. TYPE I BARRICADES TO REMAIN UNTIL ALL WORK HAS BEEN COMPLETED AND APPROVED BY THE ENGINEER.

FINISHED GRADING NOTES:

1. DISTURBED AREAS AS A RESULT OF CONSTRUCTION ACTIVITY, THAT ARE NOT PAVED, SHALL RECEIVE TOPSOIL, SEEDING AND FERTILIZER OR SOLID SOD. RESTORATION OF DISTURBED AREAS TO BE COMPLETED TO THE SATISFACTION OF THE ENGINEER. CONTRACTOR SHALL ADHERE AND COMPLY WITH THE FORM 816, SECTION 1.10 AND PER THE STORMWATER DISCHARGE PERMIT REGARDING EROSION AND SEDIMENT CONTROLS.

WORK HOURS:

1. WORK HOURS WILL BE CONTINUOUS FROM NOTICE TO PROCEED UNTIL PROJECT COMPLETION. NIGHT AND WEEKEND WORK SCHEDULES BY MULTIPLE WORK CREWS WILL BE REQUIRED FOR THIS PROJECT.

OWNER/ENGINEER/CAA ENGINEER OFFICE SPACE:

1. OFFICE SPACE FOR THE ENGINEER WILL BE PROVIDED BY THE CONTRACTOR.

UTILITY COORDINATION:

1. CONTRACTOR TO CONTACT ENGINEER 3 WEEKS PRIOR TO BEGINNING CONSTRUCTION. THE ENGINEER WILL COORDINATE WITH FAA REGARDING NAVAID AND FAA CABLES. CABLES WILL BE STAKED AND NECESSARY SHUT DOWNS SCHEDULED.

2. CONTRACTOR TO NOTIFY ENGINEER IN ADVANCE AND THE ENGINEER WILL NOTIFY ARFF PERSONNEL REGARDING DEACTIVATED WATER LINES AND FIRE HYDRANTS.

3. THE CONTRACTOR IS NOTIFIED THAT A PORTION OF THE WORK WILL BE PERFORMED ABOVE A HIGH PRESSURE GAS LINE OWNED BY DUKE ENERGY. THE CONTRACTOR SHALL NOTIFY THE UTILITY AND AIRPORT MANAGER 48 HOURS PRIOR TO ANY WORK COMMENCING WITHIN THE GAS LINE EASEMENT.

ENVIRONMENTAL:

1. CONTRACTOR TO COMPLY WITH ALL LOCAL, STATE AND NATIONAL ENVIRONMENTAL REGULATIONS WHICH PERTAIN TO CONTROL AND CLEAN-UP OF SPILLS.

2. IN THE EVENT OF A HAZARDOUS MATERIALS SPILL, CONTRACTOR TO CONTACT AIRPORT OPERATIONS AND ARFF PERSONNEL IMMEDIATELY. STATE, LOCAL AND NATIONAL ENVIRONMENTAL SHALL BE NOTIFIED IMMEDIATELY. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CLEAN-UP AND REMEDIATION EFFORTS AT NO COST TO THE OWNER.

HAULING AND AIRSIDE ACCESS NOTES:

1. HAUL ROUTES ARE TO BE FOLLOWED AS SHOWN. ANY DEVIATION FROM THE HAUL ROUTE MUST BE PRE-APPROVED BY THE ENGINEER. ALL CONSTRUCTION VEHICLE ACCESS TO THE SITE WILL BE VIA THE ANTI-TRACKING ENTRANCES SHOWN.

2. ACCESS ROUTES ON THE AOA AND LANDSIDE WILL BE CLEANED CONTINUOUSLY THROUGHOUT THE WORK SHIFT AND AT THE END OF THE SHIFT. CLEAN-UP EQUIPMENT AND OPERATORS WILL REMAIN AT THE SITE UNTIL THE AREA IS ACCEPTED BY AIRPORT OPERATIONS AND THE ENGINEER FOR START OF AIR OPERATIONS. CLEAN-UP EQUIPMENT SHALL INCLUDE, BUT NOT LIMITED TO, A MINIMUM OF TWO (2) SELF PROPELLED, SELF CONTAINED SWEEPERS WITH NOT LESS THAN 10-FOOT BROOM AND NOT LESS THAN FOUR (4) CUBIC YARDS CAPACITY, AS APPROVED BY THE ENGINEER.

3. A ROPE WITH A "DO NOT ENTER" SIGN WILL BE HUNG ACROSS THE ACCESS GATE OPENING AT ALL TIMES. TO ALLOW VEHICLES TO PASS, THE ROPE IS TO BE DROPPED, THEN HUNG BACK UP IMMEDIATELY AFTER THE VEHICLE HAS PASSED. THE UNIFORMED FLAGGER WILL REMAIN ON DUTY AT ALL TIMES THE GATE IS OPEN. CONTRACTOR WILL PROVIDE ALL UNIFORMED FLAGGERS WITH MOBILE PHONES FOR DIRECT ACCESS TO AIRPORT OPERATIONS, POLICE, AND EMS PERSONNEL.

4. THE STAGING AREAS ARE TO BE IN PLACE AS SHOWN. ANY DEVIATION FROM THE NOTED STAGING AREAS MUST BE APPROVED IN WRITING BY THE ENGINEER.

5. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE TRAINED TRAFFIC FLAGGERS AT THE ENTRANCE TO THE STAGING AREA AND THE ACCESS GATES. DURING PERIODS OF HEAVY CONSTRUCTION TRAFFIC. AT A MINIMUM, FLAGGERS SHALL BE REQUIRED DURING PAVING OPERATIONS, HAULING OPERATIONS. THE GATE SHALL BE LOCKED WHEN CONSTRUCTION IS NOT ON-GOING.

6. NO MORE THAN TWO (2) GATES WILL BE MANNED BY UNIFORMED FLAGGERS DURING ANY WORK SHIFT, UNLESS APPROVED BY THE ENGINEER.

ABBREVIATIONS:

@ - AT
AOA - AIR OPERATIONS AREA
A.R.F.F. - AIRCRAFT RESCUE AND FIRE FIGHTING

CONT. - CONTINUOUS

DEMO. - DEMOLISH
DIA. - DIAMETER
DWG(S). - DRAWING(S)

EA. - EACH
ELEV. - ELEVATION
E.P. - EDGE OF PAVEMENT
EQ. - EQUAL

F.F. - FINISH FLOOR
F.L. - FLOW LINE

MIN. - MINIMUM

PVMT. - PAVEMENT

STD. - STANDARD
STRM. - STORM
SWR. - SEWER

TEMP. - TEMPORARY
T.G. - TOP OF GRATE
T.P. - TOP OF PAVEMENT
TYP. - TYPICAL

STD. - STANDARD

w/ - WITH

CONTACTS:

AIRPORT MANAGER - MATT KELLY 860.818.5848

AIRPORT MAINTENANCE - WALTER WINSHIP 203.264.8010

LOCAL FAA - DONNA BETZ 203.468.6716

MANAGER, ATCT - BEN BAKER 203.267.4491

POLICE - SGT. DAN SEMOSKY 203.288.4353

FIRE DEPARTMENT - CHIEF SCOTT PELLITIER 203.828.8272

CALL BEFORE YOU DIG - 800.922.4455

SPECTRA ENERGY - 860.982.1792

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Plotted Date: 11/21/2013

DESIGNER/DRAFTER: JRH
CHECKED BY: CAS
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CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD002.dgn

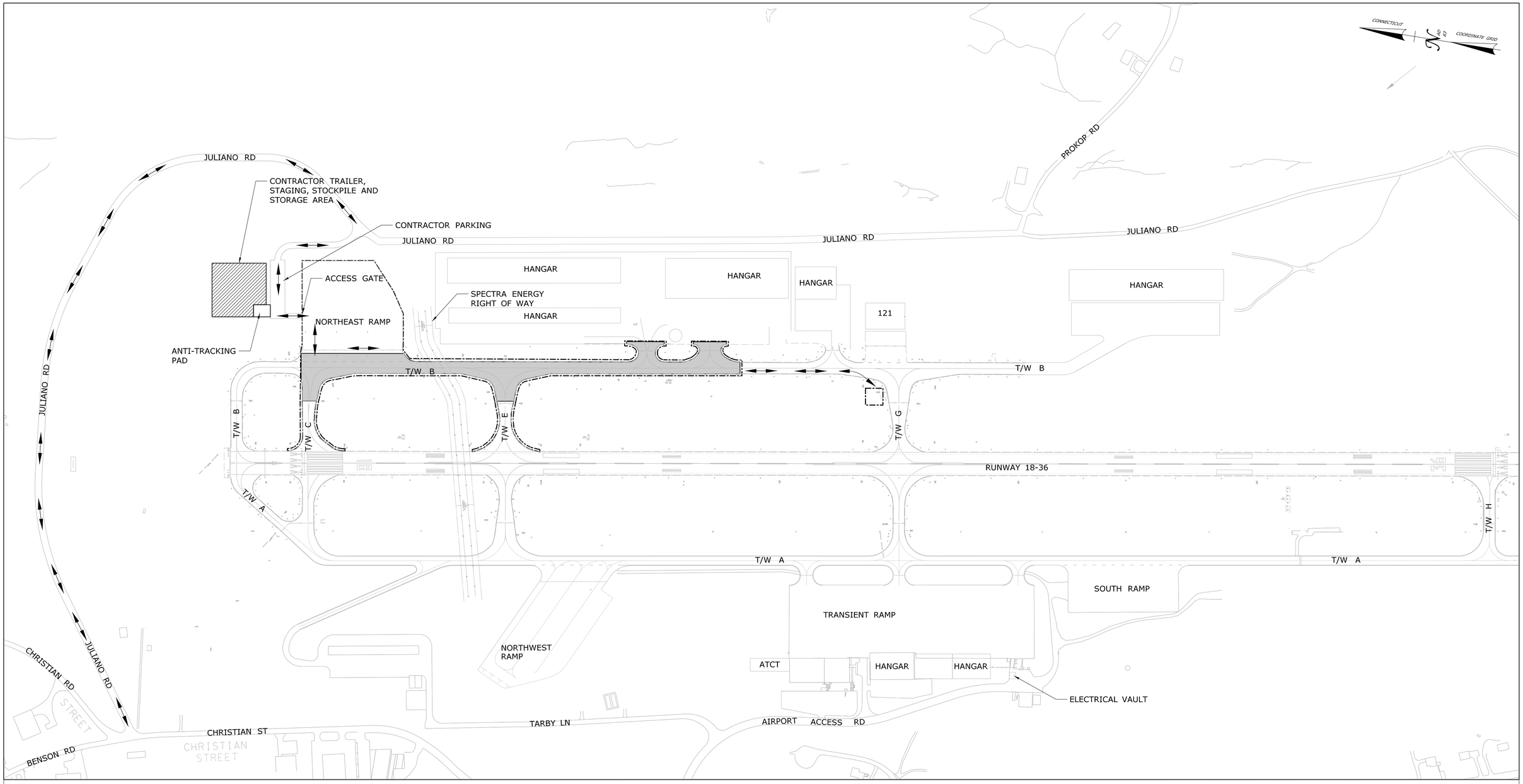
SIGNATURE/BLOCK:
STATE OF CONNECTICUT MICHAEL R. DESROCHERS 29904 LICENSED PROFESSIONAL ENGINEER
JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

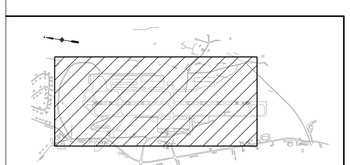
PROJECT TITLE:
WATERBURY-OXFORD AIRPORT
REHABILITATION OF TAXIWAY 'B'

TOWN: **OXFORD, CONNECTICUT**

DRAWING TITLE: **GENERAL NOTES**

PROJECT NO. **107-178**
DRAWING NO. **SD-002**
SHEET NO. **03.02**





KEY PLAN
NOT TO SCALE

NOTES:

1. THE CONTRACTOR SHALL RE-ESTABLISH GRASSED AREA DISTURBED FOR STAGING AND STORAGE PURPOSES IN ACCORDANCE WITH SEEDING, TOPSOILING AND MULCHING SPECIAL PROVISIONS AND AS DIRECTED BY THE ENGINEER. COST FOR THIS WORK SHALL BE INCIDIDENTAL TO THE PROJECT.
2. THE CONTRACTOR WILL COORDINATE AVAILABILITY OF HAUL ROUTES WITH THE AIRPORT MANAGER AND ENGINEER DURING EACH CONSTRUCTION PHASE.
3. CONTRACTOR TO INSTALL ANTI-TRACKING PAD AT THE ENTRANCE OF THE STAGING AREA. SEE DETAIL ON DRAWING SD-013.

LIMIT OF MILLING AND PAVING
STAGING AREA
LIMIT OF WORK
HAUL ROUTE

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SCALE 1"=200'

CAA™ CONNECTICUT AIRPORT AUTHORITY

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SIGNATURE/ BLOCK:

STATE OF CONNECTICUT · CHARLES A. DESIMONE · 28804 · LICENSED PROFESSIONAL ENGINEER

JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

PROJECT TITLE:
WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

TOWN:
OXFORD, CONNECTICUT

DRAWING TITLE:
HAUL ROUTE AND STAGING AREAS

PROJECT NO. **107-178**
DRAWING NO. **SD-003**
SHEET NO. **03.03**

CONNECTICUT COORDINATE GRID NAD 83

JULIANO RD

PROKOP RD

JULIANO RD

JULIANO RD

JULIANO RD

HANGAR

HANGAR

HANGAR

HANGAR

HANGAR

121

NORTHEAST RAMP

T/W B

118' (TYP.)

186' (TYP.)

T/W B

T/W B

T/W C

T/W E

T/W G

500' (TYP.)

RUNWAY 18-36

T/W A

T/W H

T/W A

T/W A

T/W A

SOUTH RAMP

TRANSIENT RAMP

NORTHWEST RAMP

ATCT

HANGAR

HANGAR

TARBY LN

AIRPORT ACCESS RD

LEGEND

- — — — — — — RUNWAY SAFETY AREA (RSA)
- - - - - - - - - - - - - - TAXIWAY SAFETY AREA (TSA)
- -·-·-·-·-·-·-·-·-·- TAXIWAY OBJECT FREE AREA (TOFA)

KEY PLAN
NOT TO SCALE

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 11/21/2013

DESIGNER/DRAFTER: JRH

CHECKED BY: CAS

SCALE IN FEET
0 200 400
SCALE 1"=200'

CAA™ CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD004.dgn

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT · JOHN R. DESROSIERS · LICENSED PROFESSIONAL ENGINEER

JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

PROJECT TITLE:
WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

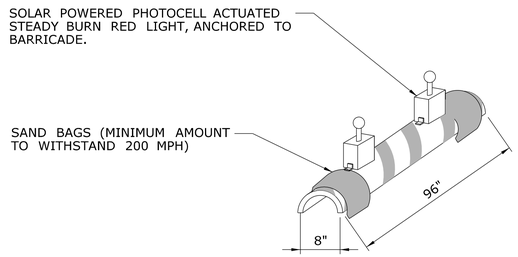
TOWN:
OXFORD, CONNECTICUT

DRAWING TITLE:
OPERATIONAL SAFETY AREAS

PROJECT NO. **107-178**

DRAWING NO. **SD-004**

SHEET NO. **03.04**

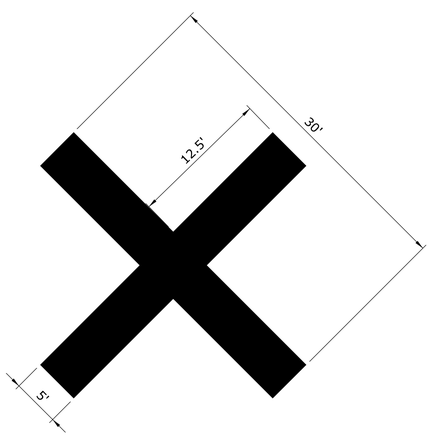


TYPE I CONSTRUCTION BARRICADE

N.T.S.

NOTES:

1. BARRICADES SHALL BE 8" DIAMETER SCHEDULE 40 PVC PIPE (CUT IN HALF), OR APPROVED EQUAL.
2. PVC PIPE BARRICADES ARE TO BE LOCATED AS SHOWN ON THE DRAWINGS OR AS DIRECTED BY THE ENGINEER.
3. BARRICADES SHALL BE SPACED 3' MAXIMUM, END TO END. HOLD BARRICADES IN PLACE WITH THE MINIMUM AMOUNT OF SAND BAGS TO WITHSTAND 200 MPH WINDS.
4. INSTALL ON PAVEMENT EDGE NEAR EXCAVATED CUTS ADJACENT TO AIRCRAFT OPERATIONAL PAVEMENTS, AROUND PERIMETER OF WORK AREAS OR WHERE INDICATED ON THE DRAWINGS.
5. BARRICADES SHALL ALSO BE PLACED ADJACENT TO TEMPORARY TAXIWAY CLOSURE MARKINGS TO AID IN THE RESTRICTION OF TRAFFIC. THE EXACT LOCATION OF BARRICADES MUST BE APPROVED BY THE OWNER AND THE ENGINEER.
6. THE CONTRACTOR SHALL PROVIDE LIGHTED BARRICADES AS REQUIRED IN THIS CONTRACT DURING THE CONSTRUCTION OF THE ENTIRE PROJECT AS PER GENERAL PROVISIONS OF THE SPECIFICATIONS.
7. BARRICADES SHALL BE PAID FOR AS DESCRIBED IN THE FOLLOWING SPECIFICATION ITEMS:
   #0979001A CONSTRUCTION BARRICADES TYPE I
   #0000726A RELOCATE CONSTRUCTION BARRICADE
   #0971001A MAINTENANCE AND PROTECTION OF TRAFFIC.
8. COLOR OF THE PIPE IS WHITE. STRIPES ARE TO BE 6" DIAGONAL AND INTERNATIONAL ORANGE REFLECTIVE TAPE.



NOTE:

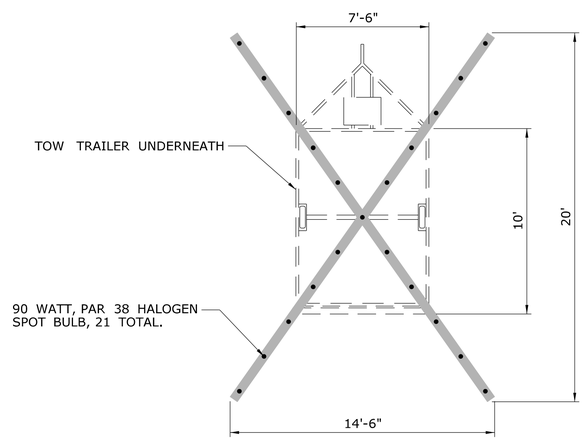
1. ALL TAXIWAYS CLOSED DURING CONSTRUCTION SHALL BE REQUIRED TO HAVE A YELLOW VINYL 'X' PLACED AT THE ENTRANCE OF THE RUNWAY.

2.SEE PHASING PLANS FOR TAXIWAY CLOSED MARKER LOCATIONS.

3.TAXIWAY CLOSED MARKERS SHALL BE SECURED BY SAND BAGS TO WITHSTAND MINIMUM 200 MPH WINDS.

TAXIWAY CLOSED MARKER

N.T.S.



LIGHTED PORTABLE RUNWAY CLOSER MARKER

N.T.S.

NOTES:

RUNWAY CLOSURE MARKER NOTES:

1. RUNWAY CLOSURE MARKERS WILL BE PROVIDED BY THE AIRPORT.
2. RUNWAY CLOSURE MARKER SHOWN IN OPEN POSITION LYING FLAT ON TRAILER.
3. CONTRACTOR SHALL PROVIDE DIESEL FUEL AND MAINTAIN MARKERS THROUGHOUT DURATION OF THIS PROJECT.
4. RUNWAY CLOSER MARKERS SHALL BE PAID FOR AS DESCRIBED IN SPECIFICATION #0971001A - "MAINTENANCE AND PROTECTION OF TRAFFIC". PAYMENT UNDER THIS ITEM SHALL BE FOR PLACEMENT, REPOSITIONING, MAINTENANCE, FUEL AND ALL OTHER INCIDENTALS.
5. RUNWAY CLOSURE MARKERS SHALL BE OPERATIONAL FOR THE DURATION OF PHASE 4.
6. SEE CONSTRUCTION PHASING PLANS FOR BARRICADES LOCATION.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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Plotted Date: 11/21/2013

DESIGNER/DRAFTER: **JRH**

CHECKED BY: **CAS**

SCALE AS NOTED

CAA CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD005.dgn

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT PROFESSIONAL ENGINEER CHRISTOPHER A. SHEA 29904 LICENSED PROFESSIONAL ENGINEER

JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

PROJECT TITLE:

WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

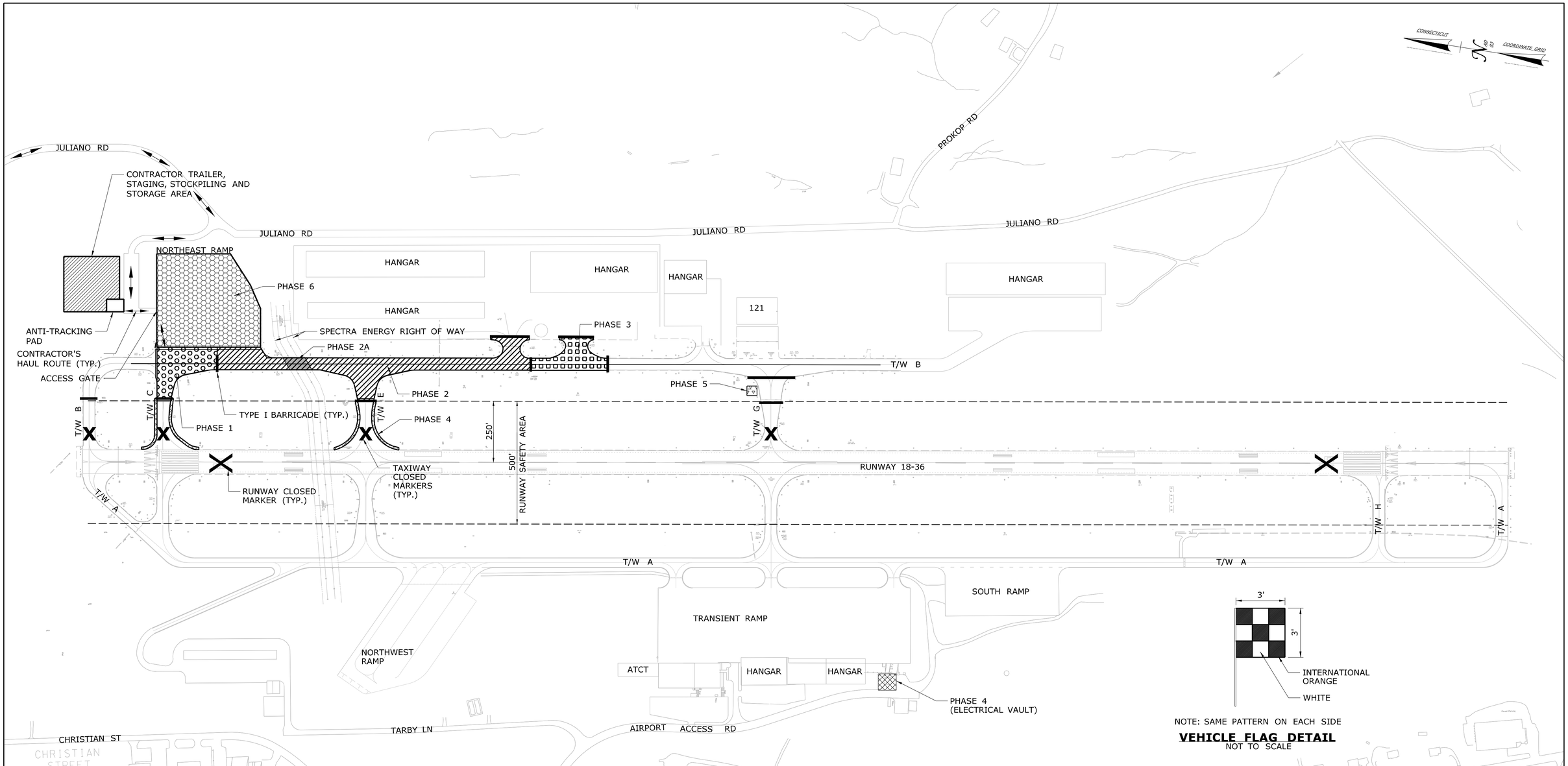
TOWN: **OXFORD, CONNECTICUT**

DRAWING TITLE: **BARRICADE AND CLOSED MARKER DETAILS**

PROJECT NO. **107-178**

DRAWING NO. **SD-005**

SHEET NO. **03.05**



OVERALL PHASING AND SAFETY PLAN

ANTICIPATED CONSTRUCTION SCHEDULE
90 CALENDAR DAYS

LEGEND:

PHASE 1
-SEDIMENTATION CONTROL
-MILLING
-PAVEMENT REPAIR
-PAVE HOT MIX ASPHALT
-ELECTRICAL DEMOLITION
-INSTALL NEW T/W EDGE LIGHTS
-INSTALL NEW CABLE
-INSTALL NEW ILLUMINATED GUIDANCE SIGNS
-INSTALL PAVEMENT MARKINGS
-ELECTRICAL VAULT WORK

PHASE 2
-SEDIMENTATION CONTROL
-MILLING
-PAVEMENT REPAIR
-PAVE HOT MIX ASPHALT
-ELECTRICAL DEMOLITION
-INSTALL NEW T/W EDGE LIGHTS
-INSTALL NEW CABLE
-INSTALL NEW ILLUMINATED GUIDANCE SIGNS
-INSTALL PAVEMENT MARKINGS
-ELECTRICAL VAULT WORK

PHASE 2A
WORK WITHIN SPECTRA ENERGY EASEMENT

PHASE 3
-MILLING
-PAVEMENT REPAIR
-PAVE HOT MIX ASPHALT
-ELECTRICAL DEMOLITION
-INSTALL NEW T/W EDGE LIGHTS
-INSTALL NEW CABLE
-INSTALL NEW ILLUMINATED GUIDANCE SIGNS
-INSTALL PAVEMENT MARKINGS
-ELECTRICAL VAULT WORK

PHASE 4
-ELECTRICAL DEMOLITION
-INSTALL NEW T/W EDGE LIGHTS
-INSTALL NEW GUIDANCE SIGNS
-INSTALL NEW CABLE
-ELECTRICAL VAULT WORK

PHASE 5
-RE-GRADING AROUND CATCH BASIN
-INSTALLATION OF NEW RCP

PHASE 6
-PAVEMENT REPAIR
-VEGETATION REMOVAL
-SLURRY SEAL
-INSTALL PAVEMENT MARKINGS

NOTES:

1. REFERENCE DWG. SD-003 FOR HAUL ROUTES.
2. REFERENCE DWG. SD-007 THROUGH SD-012 FOR DETAILED PHASING AND PHASING NOTES.
3. WORK DURING PHASE 2A REQUIRES SPECTRA ENERGY REPRESENTATION ONSITE AT ALL TIMES.
4. PHASE 4 REQUIRES RUNWAY CLOSURE. CONTRACTOR TO COORDINATE WITH AIRPORT.
5. THE CONTRACTOR TO SUBMIT A PHASING SCHEDULE FOR APPROVAL PRIOR TO BEGINNING CONSTRUCTION.
6. SEE DETAILED PHASING PLANS FOR RUNWAY AND TAXIWAY CLOSED MARKER LOCATIONS.
7. FOR DETAILED PHASING REQUIREMENTS, SEE NOTICE TO CONTRACTOR-LIMITATION OF CONTRACTOR OPERATIONS.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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Plotted Date: 11/25/2013

DESIGNER/DRAFTER: JRH
CHECKED BY: CAS
SCALE IN FEET
0 200 400
SCALE 1"=200'

CAA
CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD006.dgn

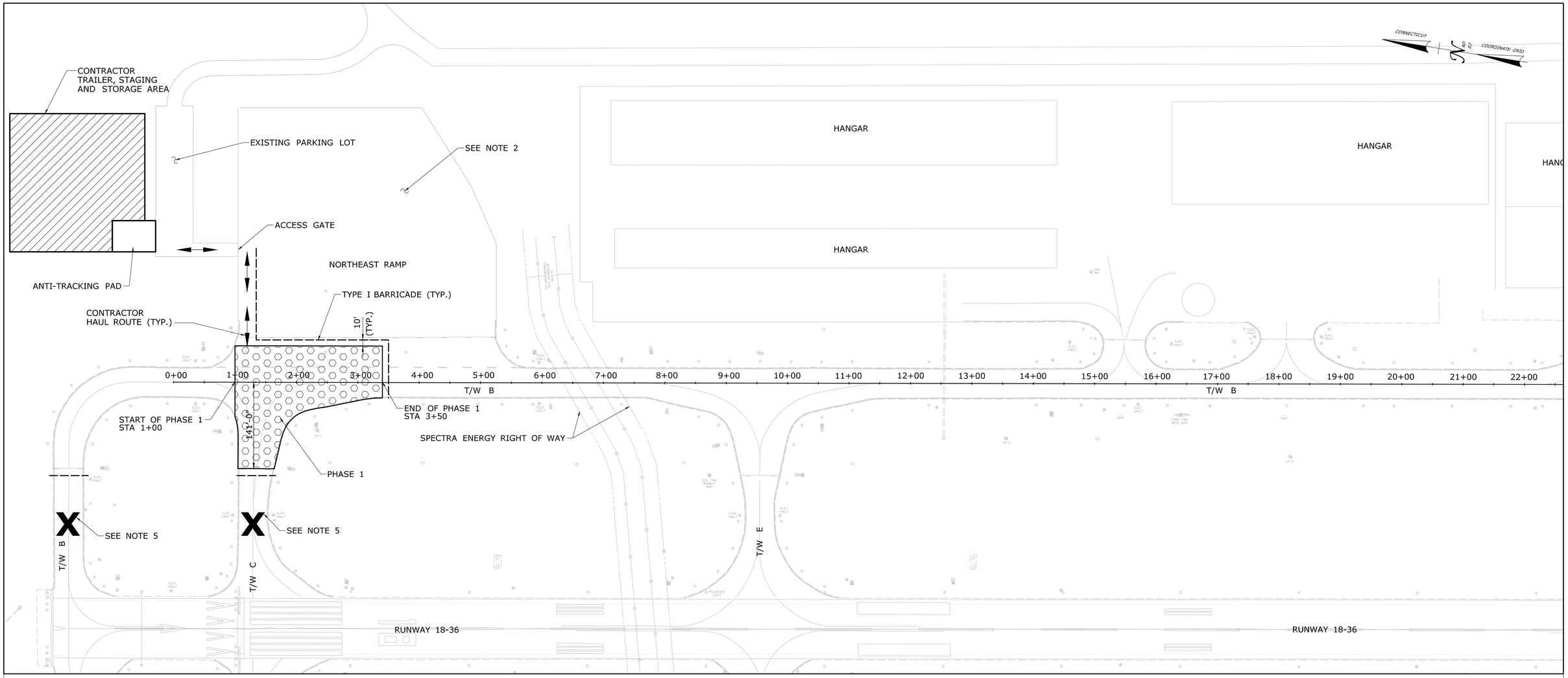
SIGNATURE/BLOCK:
STATE OF CONNECTICUT
JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

PROJECT TITLE:
WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

TOWN: **OXFORD, CONNECTICUT**

DRAWING TITLE: **OVERALL SAFETY AND PHASING PLAN**

PROJECT NO. **107-178**
DRAWING NO. **SD-006**
SHEET NO. **03.06**



PHASE 1 - DETAILED PHASING PLAN

PHASE 1:

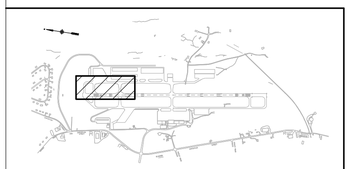
CALENDAR DAYS: 15
WORK HOURS: MONDAY THROUGH FRIDAY, 7AM-5PM
WORK IN PHASE INCLUDES:
- SEDIMENTATION CONTROL
- MILLING
- PAVEMENT REPAIR
- PAVE HOT MIX ASPHALT
- ELECTRICAL DEMOLITION
- INSTALL NEW TAXIWAY EDGE LIGHTS
- INSTALL NEW CABLE
- INSTALL NEW ILLUMINATED GUIDANCE SIGNS
- INSTALL PAVEMENT MARKINGS
- ELECTRICAL VAULT WORK

LEGEND:

- PHASE 1
- CONTRACTOR STAGING AREA
- TYPE I BARRICADE

NOTES:

1. RUNWAY 18-36 WILL REMAIN OPEN DURING THIS PHASE. THE CONTRACTOR'S WORK WILL NOT INTERUPT AIRPORT OPERATIONS AT ANY TIME.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE NORTHEAST RAMP TO AIRCRAFT TRAFFIC.
3. THE TAXIWAY CIRCUITS MUST BE OPERATIONAL AT THE END OF EVERY SHIFT.
4. FOR DETAILED PHASING REQUIREMENTS, SEE NOTICE TO CONTRACTOR LIMITATION OF CONTRACTOR OPERATIONS.
5. TAXIWAY CLOSED MARKERS TO BE PLACED AT THE ENTRANCE OF THE CLOSED TAXIWAY STUB. SEE DETAIL ON DRAWING SD-005.
6. DURING CONSTRUCTION, THE CONTRACTOR IS TO BLACK OUT GUIDANCE SIGNS THAT MAY LEAD AIRCRAFT TO CLOSED PORTIONS OF THE TAXIWAY.



KEY PLAN
NOT TO SCALE

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Plotted Date: 11/21/2013

DESIGNER/DRAFTER: JRH
CHECKED BY: CAS
SCALE IN FEET 0 80 160
SCALE 1" = 80'

CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD007.dgn

SIGNATURE/BLOCK:

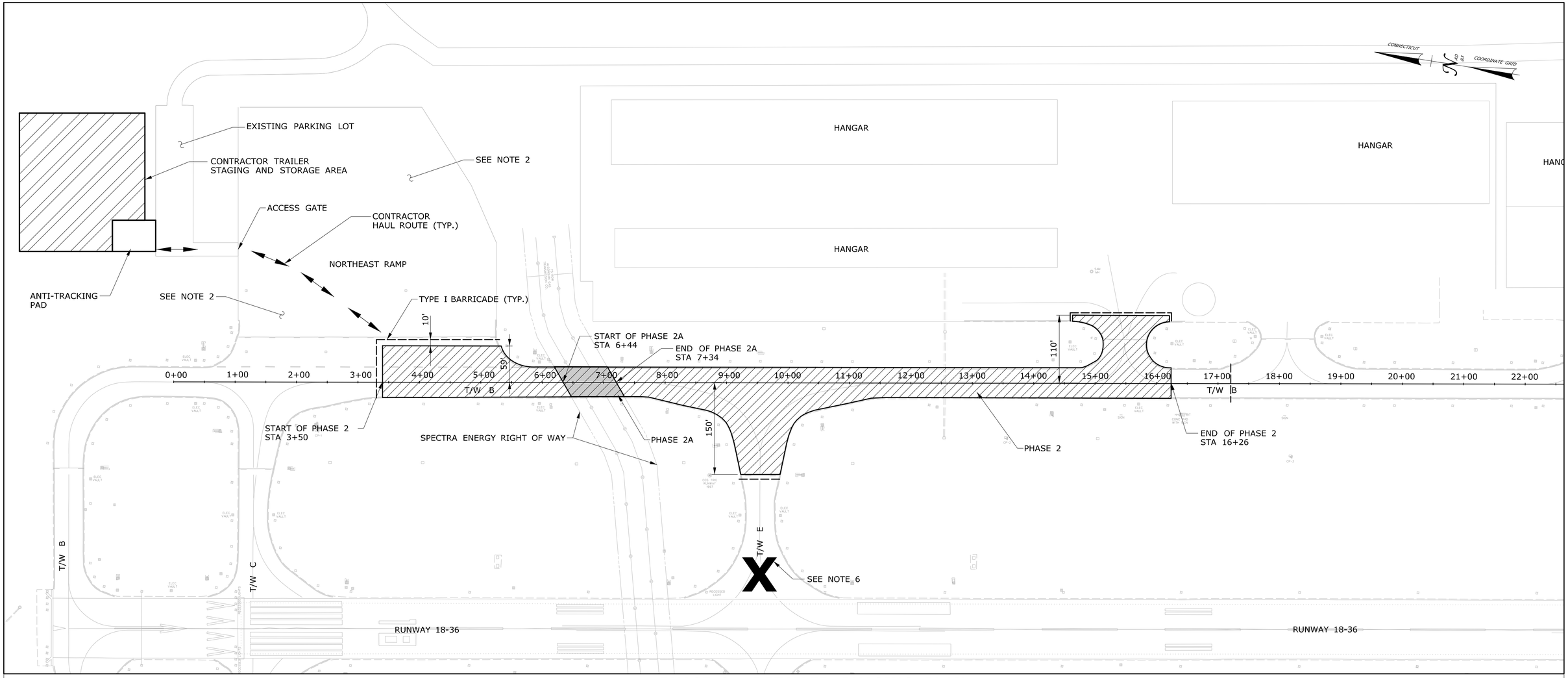
JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

PROJECT TITLE:
WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

TOWN: **OXFORD, CONNECTICUT**

DRAWING TITLE: **PHASE 1 - DETAILED PHASING PLAN**

PROJECT NO. 107-178
DRAWING NO. SD-007
SHEET NO. 03.07



PHASE 2 - DETAILED PHASING PLAN

PHASE 2:

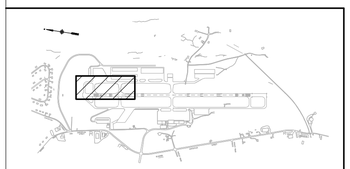
CALENDAR DAYS: 30
WORK HOURS: MONDAY THROUGH FRIDAY; 7AM-5PM.
WORK IN PHASE INCLUDES:
- SEDIMENTATION CONTROL
- MILLING
- PAVEMENT REPAIR
- PAVE HOT MIX ASPHALT
- ELECTRICAL DEMOLITION
- INSTALL NEW TAXIWAY EDGE LIGHTS
- INSTALL NEW CABLE
- INSTALL NEW ILLUMINATED GUIDANCE SIGNS
- INSTALL PAVEMENT MARKINGS
- ELECTRICAL VAULT WORK

LEGEND:

- PHASE 2
- PHASE 2A
- CONTRACTOR STAGING AREA
- TYPE I BARRICADE

NOTES:

1. RUNWAY 18-36 WILL REMAIN OPEN DURING THIS PHASE. THE CONTRACTOR'S WORK WILL NOT INTERUPT AIRPORT OPERATIONS AT ANY TIME.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE NORTHEAST RAMP TO AIRCRAFT TRAFFIC.
3. WORK DURING PHASE 2A REQUIRES A DUKE ENERGY REPRESENTATIVE ON-SITE AT ALL TIMES.
4. TAXIWAY CIRCUITS SHALL BE OPERATIONAL AT THE END OF EACH WORK SHIFT.
5. FOR DETAILED PHASING REQUIREMENTS, SEE NOTICE TO CONTRACTOR-LIMITATION OF CONTRACTOR OPERATIONS.
6. TAXIWAY CLOSED MARKERS TO BE PLACED AT THE ENTRANCE OF THE CLOSED TAXIWAY STUB. SEE DETAIL ON DRAWING SD-005.
7. DURING CONSTRUCTION, THE CONTRACTOR IS TO BLACK OUT GUIDANCE SIGNS THAT MAY LEAD AIRCRAFT TO CLOSED PORTIONS OF THE TAXIWAY.



KEY PLAN
NOT TO SCALE

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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Plotted Date: 11/21/2013

DESIGNER/DRAFTER: JRH
CHECKED BY: CAS
SCALE IN FEET
0 80 160
SCALE 1" = 80'

CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD008.dgn

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT PROFESSIONAL ENGINEER LICENSE NO. 29904

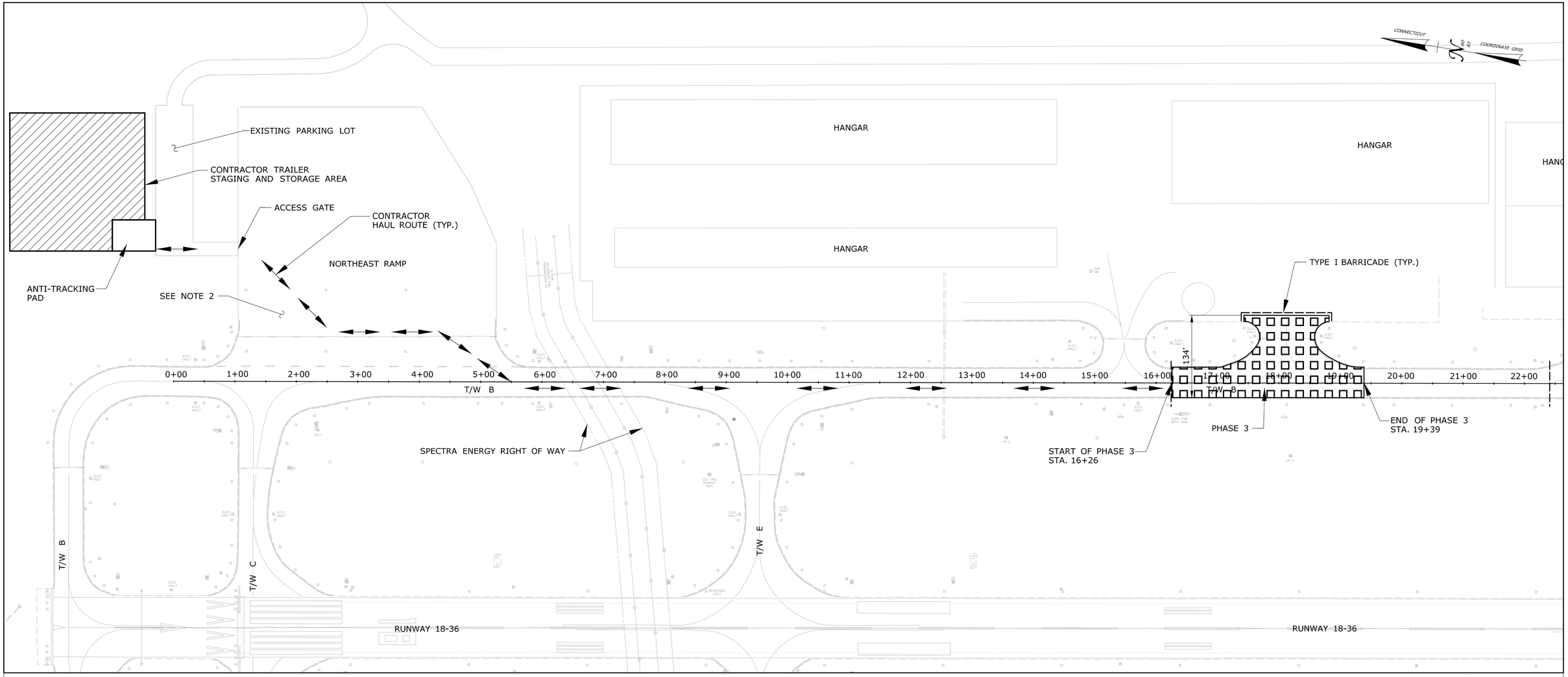
JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

PROJECT TITLE:
WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

TOWN: **OXFORD, CONNECTICUT**

DRAWING TITLE: **PHASE 2 - DETAILED PHASING PLAN**

PROJECT NO. **107-178**
DRAWING NO. **SD-008**
SHEET NO. **03.08**



PHASE 3 - DETAILED PHASING PLAN

PHASE 3:

CALENDAR DAYS: 15
WORK HOURS: MONDAY THROUGH FRIDAY; 7AM-5PM.
WORK IN PHASE INCLUDES:
- SEDIMENTATION CONTROL
- MILLING
- PAVEMENT REPAIR
- PAVE HOT MIX ASPHALT
- INSTALL NEW TAXIWAY EDGE LIGHTS
- INSTALL NEW CABLE
- INSTALL NEW ILLUMINATED GUIDANCE SIGNS
- INSTALL NEW PAVEMENT MARKINGS
- ELECTRICAL VAULT WORK

LEGEND:

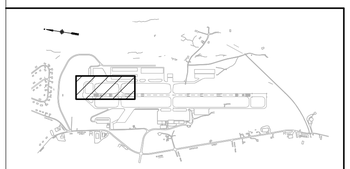
PHASE 3

CONTRACTOR STAGING AREA

TYPE I BARRICADE

NOTES:

1. RUNWAY 18-36 WILL REMAIN OPEN DURING THIS PHASE. THE CONTRACTOR'S WORK WILL NOT INTERRUPT AIRPORT OPERATIONS AT ANY TIME.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE NORTHEAST RAMP TO AIRCRAFT TRAFFIC.
3. ACCESS TO PHASE 3 TO BE COORDINATED WITH THE ENGINEER AND AIRPORT.
4. TAXIWAY CIRCUITS SHALL BE OPERATIONAL AT THE END OF EACH WORK SHIFT.
5. FOR DETAILED PHASING REQUIREMENTS, SEE NOTICE TO CONTRACTOR-LIMITATION OF CONTRACTOR OPERATIONS.



KEY PLAN
NOT TO SCALE

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Plotted Date: 11/21/2013

DESIGNER/DRAFTER: JRH
CHECKED BY: CAS
SCALE IN FEET 0 80 160
SCALE 1" = 80'

CAA™ CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD009.dgn

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT PROFESSIONAL ENGINEER 29904

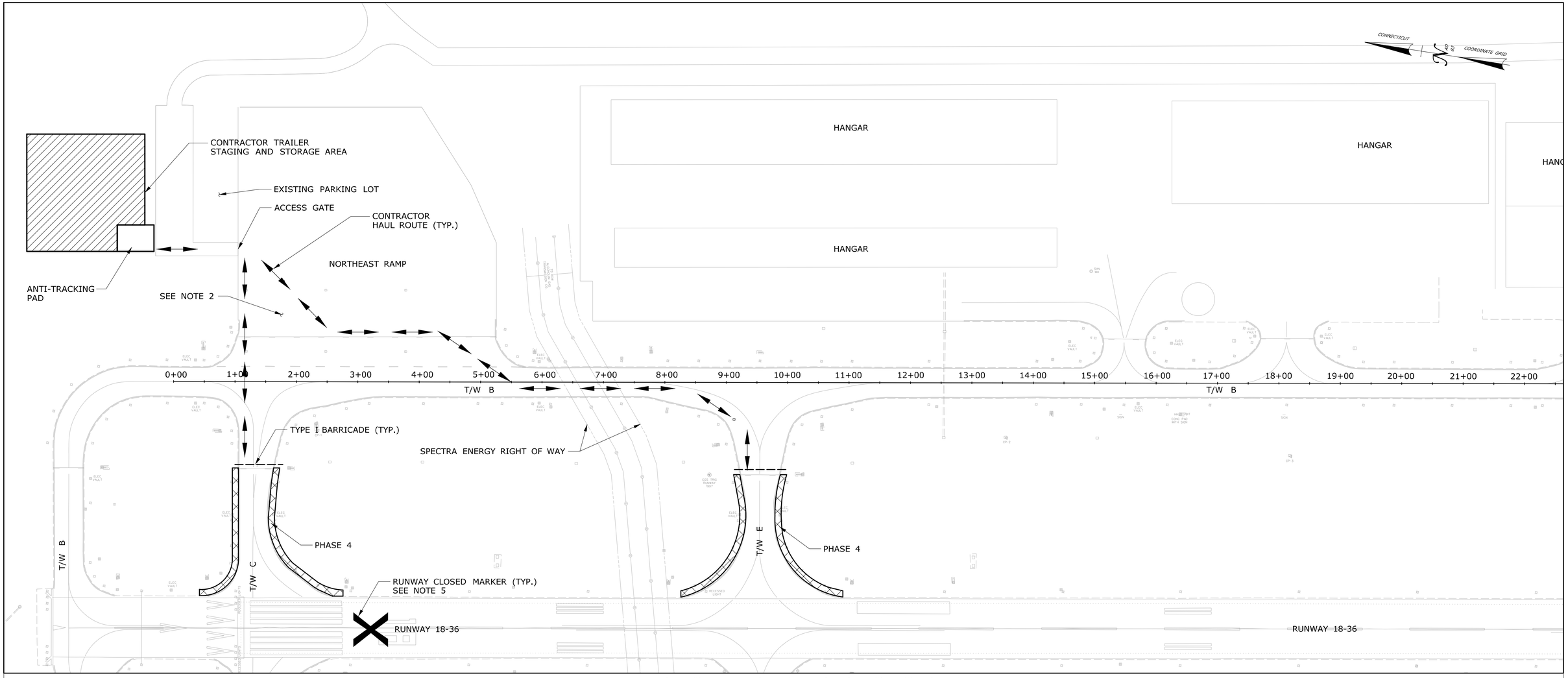
JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

PROJECT TITLE:
WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

TOWN:
OXFORD, CONNECTICUT

DRAWING TITLE:
PHASE 3 - DETAILED PHASING PLAN

PROJECT NO. 107-178
DRAWING NO. SD-009
SHEET NO. 03.09



PHASE 4 - DETAILED PHASING PLAN

PHASE 4:

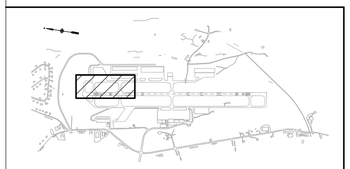
WORK HOURS: MONDAY THROUGH FRIDAY; 9PM-7AM.
WORK IN PHASE INCLUDES:
- INSTALL NEW TAXIWAY EDGE LIGHTS
- INSTALL NEW CABLE
- INSTALL NEW GUIDANCE SIGNS
- ELECTRICAL VAULT WORK
- ELECTRICAL DEMOLITION

LEGEND:

- PHASE 4
- CONTRACTOR STAGING AREA
- TYPE I BARRICADE

NOTES:

1. THE CONTRACTOR TO COORDINATE RUNWAY CLOSURES WITH THE ENGINEER AND THE AIRPORT MANAGER.
2. WHEN RUNWAY 18-36 IS CLOSED FOR CONSTRUCTION, THE ENTIRE AIRPORT WILL BE SHUTDOWN.
3. RUNWAY CLOSED MARKERS SHALL BE PLACED ON BOTH ENDS OF THE RUNWAY ON THE DESIGNATION MARKING.
4. ACCESS TO PHASE 4 TO BE COORDINATED WITH THE ENGINEER AND AIRPORT.
5. FOR RUNWAY CLOSED MARKER DETAIL SEE DRAWING SD-005.
6. TAXIWAY CIRCUITS SHALL BE OPERATIONAL AT THE END OF EACH WORK SHIFT.
7. FOR DETAILED PHASING REQUIREMENTS, SEE NOTICE TO CONTACTOR-LIMITATION OF CONTRACTOR OPERATIONS.



KEY PLAN
NOT TO SCALE

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Plotted Date: 11/21/2013

DESIGNER/DRAFTER: JRH
CHECKED BY: CAS
SCALE IN FEET
0 80 160
SCALE 1" = 80'

CAA™ CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD010.dgn

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT
JOHN R. DESCHENES
No. 28204
PROFESSIONAL ENGINEER
APPROVED

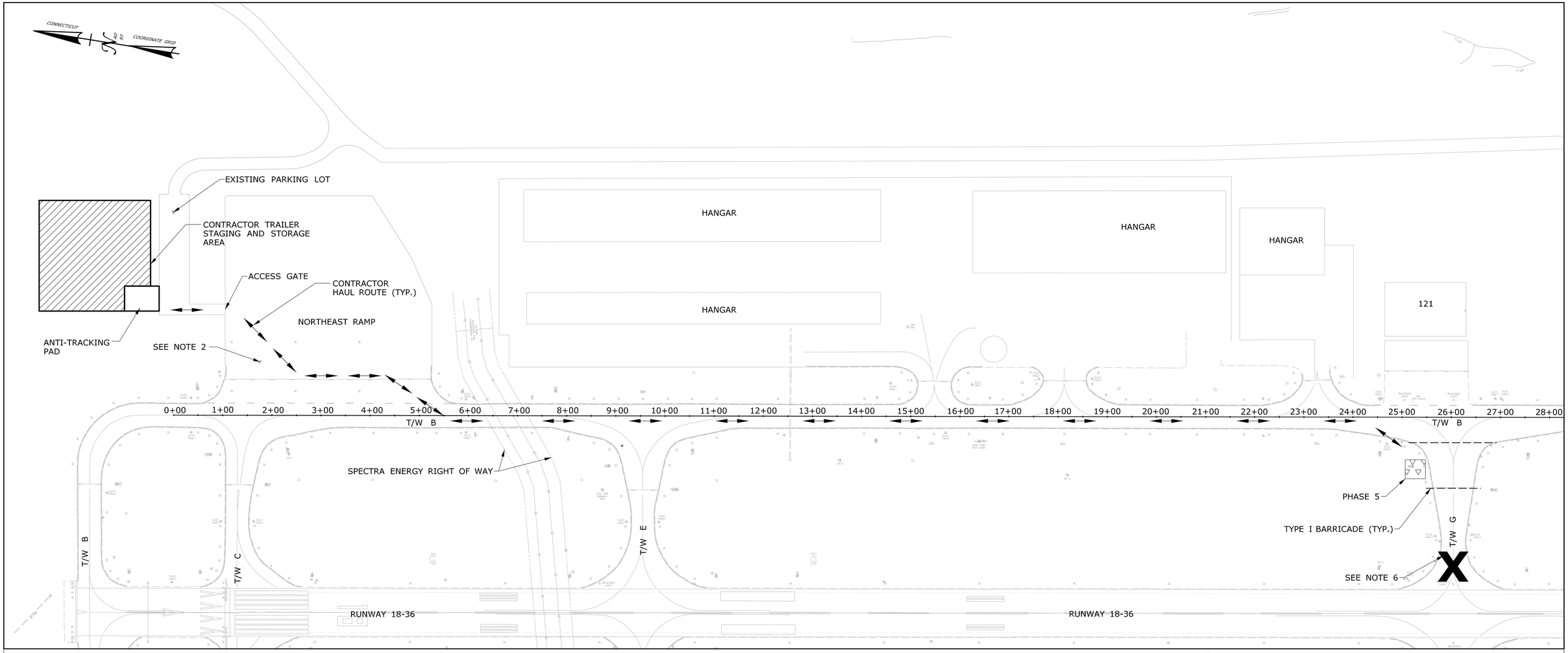
JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

PROJECT TITLE:
WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

TOWN: **OXFORD, CONNECTICUT**

DRAWING TITLE: **PHASE 4 - DETAILED PHASING PLAN**

PROJECT NO. **107-178**
DRAWING NO. **SD-010**
SHEET NO. **03.10**



PHASE 5 - DETAILED PHASING PLAN

PHASE 5:

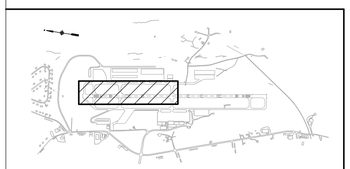
WORK HOURS: MONDAY THROUGH FRIDAY; 7AM-5PM.
WORK IN PHASE INCLUDES:
- REGRADING AROUND CATCH BASIN
- INSTALLATION OF NEW RCP

LEGEND:

- PHASE 5
- CONTRACTOR STAGING AREA
- TYPE I BARRICADE

NOTES:

1. RUNWAY 18-36 WILL REMAIN OPEN DURING THIS PHASE. THE CONTRACTOR'S WORK WILL NOT INTERRUPT AIRPORT OPERATIONS AT ANY TIME.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE NORTHEAST RAMP TO AIRCRAFT TRAFFIC.
3. ACCESS TO PHASE 5 TO BE COORDINATED WITH THE ENGINEER AND AIRPORT.
4. FOR DETAILED PHASING REQUIREMENTS, SEE NOTICE TO CONTRACTOR-LIMITATION OF CONTRACTOR OPERATIONS.
5. TAXIWAY CLOSED MARKERS TO BE PLACED AT THE ENTRANCE OF THE CLOSED TAXIWAY STUB. SEE DETAIL ON DRAWING SD-005.



KEY PLAN
NOT TO SCALE

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 11/21/2013

DESIGNER/DRAFTER: JRH
CHECKED BY: CAS
SCALE IN FEET
0 100 200
SCALE 1" = 100'

CAA™ CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD011.dgn

SIGNATURE/BLOCK:

STATE OF CONNECTICUT REGISTERED PROFESSIONAL ENGINEER LICENSED

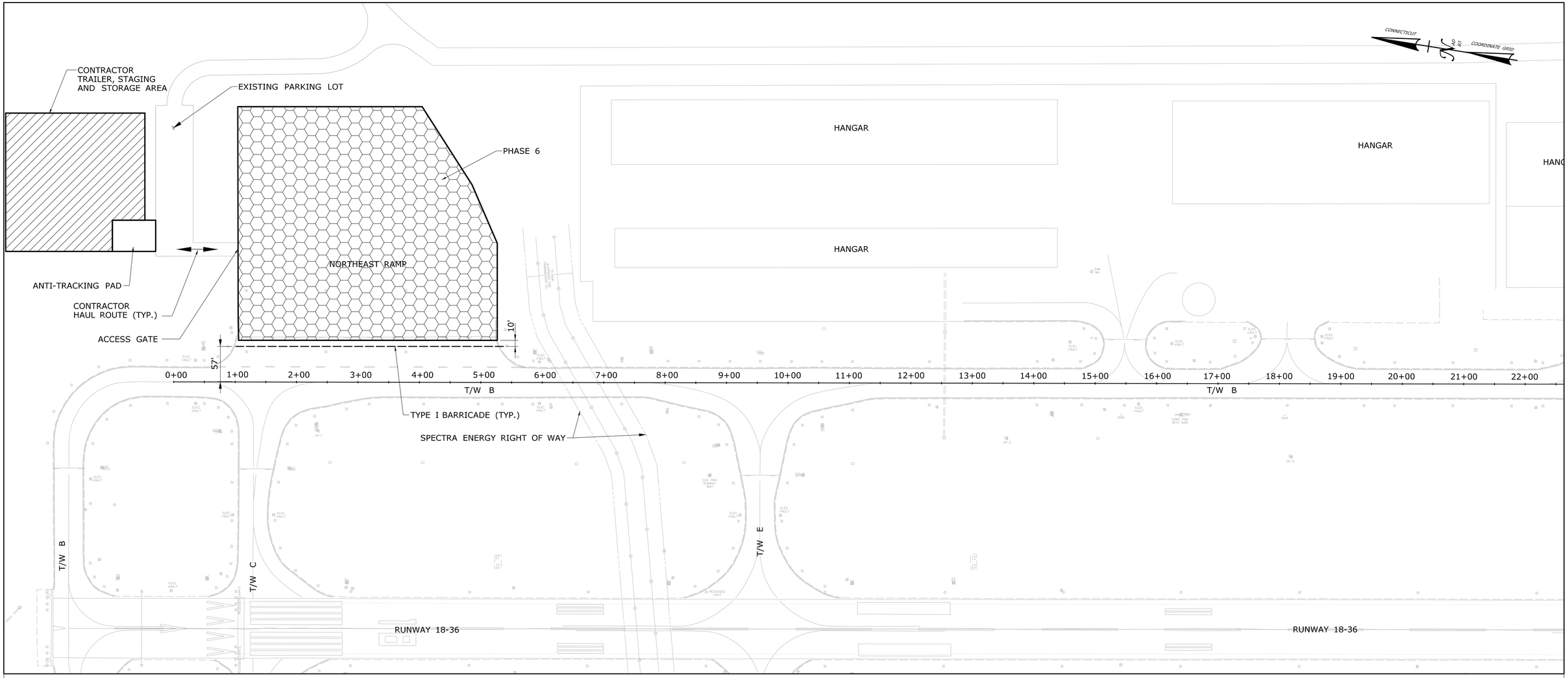
JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

PROJECT TITLE:
WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

TOWN:
OXFORD, CONNECTICUT

DRAWING TITLE:
PHASE 5 - DETAILED PHASING PLAN

PROJECT NO. **107-178**
DRAWING NO. **SD-011**
SHEET NO. **03.11**



PHASE 6 - DETAILED PHASING PLAN

PHASE 6:

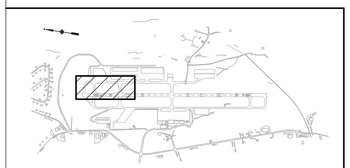
WORK HOURS: MONDAY THROUGH FRIDAY; 7AM-5PM.
WORK IN PHASE INCLUDES:
- PAVEMENT REPAIR
- VEGETATION REMOVAL
- SLURRY SEAL
- INSTALL PAVEMENT MARKINGS

LEGEND:

- PHASE 6
- CONTRACTOR STAGING AREA
- TYPE I BARRICADE

NOTES:

1. RUNWAY 18-36 WILL REMAIN OPEN DURING THIS PHASE. THE CONTRACTOR'S WORK WILL NOT INTERUPT AIRPORT OPERATIONS AT ANY TIME.
2. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT MANAGER TO PHASE THIS WORK WITHIN THE NORTHEAST RAMP.
3. FOR DETAILED PHASING REQUIREMENTS, SEE NOTICE TO CONTRACTOR-LIMITATION OF CONTRACTOR OPERATIONS.



KEY PLAN
NOT TO SCALE

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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Plotted Date: 11/21/2013

DESIGNER/DRAFTER: JRH
CHECKED BY: CAS
SCALE IN FEET
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SCALE 1" = 80'

CAA™
CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD012.dgn

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT PROFESSIONAL ENGINEER 29904

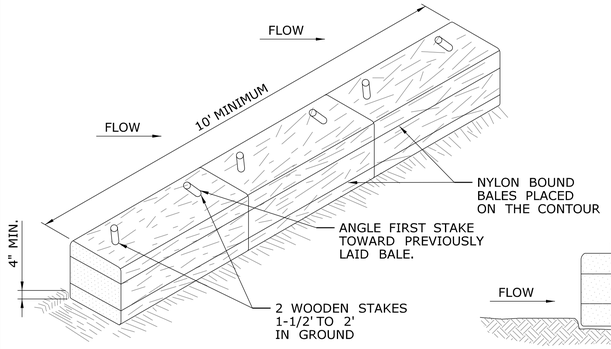
JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

PROJECT TITLE:
WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

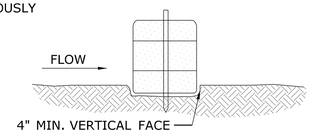
TOWN:
OXFORD, CONNECTICUT

DRAWING TITLE:
PHASE 6 - DETAILED PHASING PLAN

PROJECT NO. 107-178
DRAWING NO. SD-012
SHEET NO. 03.12

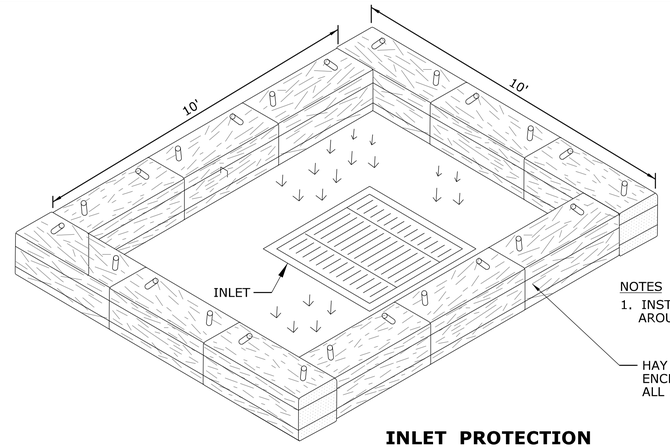


ANCHORING DETAIL



EMBEDDING DETAIL

HAY BALE BARRIER DETAIL
N.T.S.

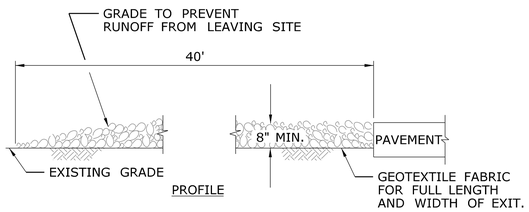


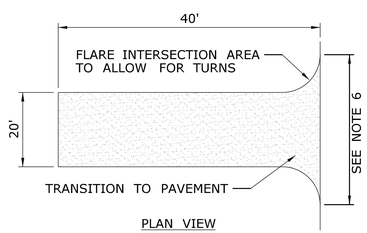
NOTES
1. INSTALL HAY BALE BARRIER COMPLETELY AROUND ALL SIDES OF INLET.

INLET PROTECTION
N.T.S.

HAY BALE BARRIER NOTES

1. HAY BALE SHALL BE A MINIMUM OF 30" IN LENGTH, 18" IN HEIGHT, 24" IN WIDTH, AND WEIGH A MINIMUM OF 50 LBS. BALES SHALL BE COMPOSED ENTIRELY OF VEGETABLE MATTER AND BOUND BY NYLON OR POLYPROPYLENE STRING.
2. EACH BALE SHALL BE EMBEDDED A MINIMUM OF FOUR INCHES.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY $1\frac{1}{2}$INCH WOODEN STAKES (MINIMUM OF 30" LONG) DRIVEN THROUGH THE BALES. THE FIRST STAKE IN EACH BALE SHALL BE ANGLED TOWARD PREVIOUSLY LAID BALE TO FORCE BALES TOGETHER.
4. INSPECTION SHALL BE WEEKLY OR AFTER EACH RAINFALL EVENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED BY THE CONTRACTOR. HAY BALES SHALL BE REPLACED AFTER A PERIOD OF TWO MONTHS OR SOONER IF BALES SHOW SIGNS OF DETERIORATION. NO SEPARATE PAYMENT WILL BE MADE TO REPLACE HAY BALES.
5. WHEN SILT REACHES A DEPTH OF 6 INCHES, IT SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED SPOIL DISPOSAL SITE AS TO NOT CREATE A SILTATION PROBLEM.
6. AFTER THE DEVELOPMENT SITE IS COMPLETELY STABILIZED, THE BALES AND ACCUMULATED SILT SHALL BE REMOVED AND DISPOSED OF AT AN APPROVED SPOIL DISPOSAL SITE.

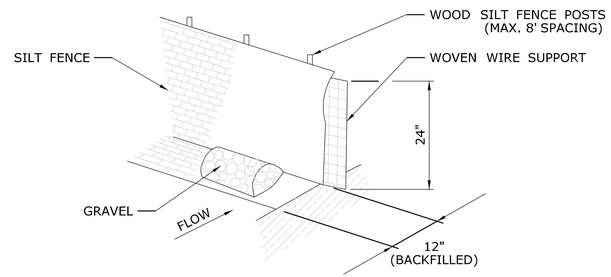




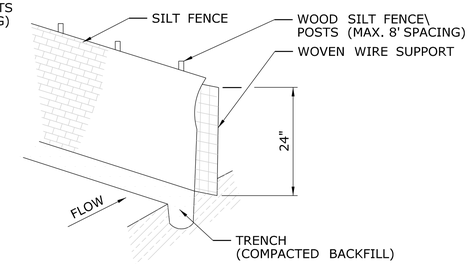
ANTI-TRACKING PAD DETAIL
N.T.S.

ANTI-TRACKING NOTES

1. STONE SIZE NO. 3 - 2 INCH STONE.
2. WASHING - WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC ROADWAY OR APRON/TAXIWAY OR AIRFIELD PERIMETER ROAD. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE USING APPROVED METHODS. CONTRACTOR TO COORDINATE WITH RESIDENT ENGINEER FOR HYDRANT LOCATIONS.
3. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC ROADWAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
4. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC ROADWAY OR APRON/TAXIWAY OR PERIMETER ROAD MUST BE REMOVED IMMEDIATELY.
5. DRAINAGE - ENTRANCE MUST BE PROPERLY GRADED OR INCORPORATE A DRAINAGE SWALE TO PREVENT RUNOFF FROM LEAVING THE CONSTRUCTION SITE.
6. EXISTING BITUMINOUS CURBING TO BE REMOVED TO ACCOMMODATE PAD. BITUMINOUS CURBING TO BE REPLACED IN-KIND AT THE COMPLETION OF THE PROJECT.



RECOMMENDED INSTALLATION WITHOUT TOE-IN METHOD



RECOMMENDED INSTALLATION WITH TOE-IN METHOD

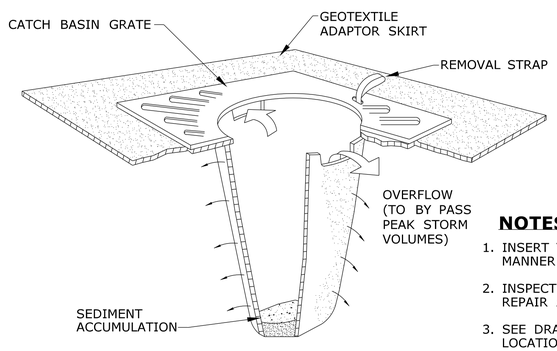
SILT FENCE DETAIL
N.T.S.

SILT FENCE NOTES

1. SUPPORT POST FOR THE FENCE TO BE INSTALLED TO A MINIMUM DEPTH OF 12-INCHES. SET POSTS A MAXIMUM 8-FEET APART, SLIGHTLY ANGLED TOWARD INCOMING SURFACE FLOW.
2. PROVIDE A TOE-IN FOR THE GEOTEXTILE FABRIC ON THE UPSTREAM SIDE OF THE SILT FENCE IN A TRENCH 6-INCHES WIDE AND 6-INCHES DEEP TO ALLOW FOR FABRIC TO BE LAID IN THE GROUND AND BACKFILLED FOR ANCHORING OF THE GEOTEXTILE FABRIC. WHERE GEOTEXTILE FABRIC CANNOT BE ANCHORED IN A TRENCH, FLAP WITH WASHED GRAVEL WEIGHT 12-INCH WIDE FABRIC ON UPHILL SIDE TO PREVENT FLOW UNDERNEATH FENCE.
3. GEOTEXTILE FABRIC TO BE SECURELY FASTENED TO WOVEN WIRE SUPPORT WITH WIRE. WOVEN WIRE SUPPORT TO BE SECURED TO SUPPORT POSTS WITH WIRE INSTALLED SILT FENCE TO HAVE A MINIMUM HEIGHT OF 24-INCHES.
4. SILT FENCE TO BE INSPECTED WEEKLY AND AFTER EACH SIGNIFICANT RAINFALL EVENT. BREACHES IN THE FENCE TO BE IMMEDIATELY REPAIRED TO MINIMIZE ADDITIONAL SILT RUNOFF. NO SEPARATE PAYMENT WILL BE MADE FOR SILT FENCE REPAIR.
5. ACCUMULATED SILT TO BE REMOVED WHEN THE SILT REACHES A DEPTH OF 8-INCHES.

EROSION/SEDIMENTATION CONTROL NOTES

1. TEMPORARY EROSION/SEDIMENTATION CONTROL PROTECTION MEASURES
   - A. THE CONTRACTOR SHALL INSTALL EROSION/SEDIMENTATION PRIOR TO ANY OTHER SITE PREPARATION WORK (CLEARING, GRUBBING, MILLING, OR EXCAVATION).
   - B. THE PLACEMENT OF EROSION/SEDIMENTATION CONTROLS SHALL BE IN ACCORDANCE WITH THE EROSION AND SEDIMENTATION CONTROL PLAN.
   - C. ANY SIGNIFICANT VARIATION IN MATERIALS OR LOCATIONS OF CONTROLS OR FENCES FROM THAT SHOWN ON THE APPROVED PLANS MUST BE APPROVED BY THE RESIDENT ENGINEER, OR ENVIRONMENTAL SPECIALIST, AS APPROPRIATE.
   - D. THE CONTRACTOR IS TO INSPECT THE CONTROLS AND FENCES AT WEEKLY INTERVALS, BEFORE ANY STORM FROM WHICH SIGNIFICANT RUNOFF IS ANTICIPATED, AND AFTER EVERY SIGNIFICANT RAINFALL TO ENSURE THEY HAVE NOT BEEN\ SUBSTANTIALLY DISTURBED. THE PERSON(S) OR FIRM(S) RESPONSIBLE FOR MAINTENANCE OF CONTROLS AND FENCES SHALL BE IMMEDIATELY DIRECTED TO MAKE ANY NECESSARY REPAIRS. CONTRACTOR SHALL INSPECT ALL CONTROLS AFTER A STORM EVENT THAT IS GREATER THAN 0.1" OF RAIN.
   - E. ANY SEDIMENT BUILDUP SHALL BE REMOVED AND DISPOSED OF OFFSITE AT THE CONTRACTOR'S EXPENSE.
   - F. TEMPORARY SEEDING AND MULCHING SHALL BE PERFORMED AS REQUIRED TO PREVENT EROSION ON SLOPES OR ALONG DRAINAGE DITCHES. LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT.
2. PERMANENT EROSION CONTROL
   - A. ALL DISTURBED AREAS SHALL BE RESTORED AS NOTED BELOW AND DIRECTED IN THE SPECIFICATIONS FOR SEEDING.
   - B. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL HYDROMULCH OR INSTALL SOD AT LOCATIONS SHOWN ON THE PLANS.
   - C. THE SEEDING FOR EROSION CONTROL SHALL BE IN ACCORDANCE WITH SPECIFICATION ITEM 0000901A AND AS UPDATED BY SPECIAL PROVISION.
   - D. FERTILIZER SHALL BE IN ACCORDANCE WITH SPECIFICATION ITEM 0000901A AND AS UPDATED BY SPECIAL PROVISION.
   - E. THE PLANTED AREA SHALL BE IRRIGATED OR SPRINKLED IN A MANNER THAT WILL NOT ERODE THE TOPSOIL, BUT WILL SUFFICIENTLY SOAK THE SOIL, AS NECESSARY, TO MAINTAIN A STAND OF GRASS.
   - F. RESTORATION SHALL BE ACCEPTABLE WHEN THE GRASS IN SEEDED AREAS COVERAGE MEETS SPECIFICATION REQUIREMENTS.
3. HAY BALE INSTALLATION TO BE IN ACCORDANCE WITH 2002 CT E&S GUIDELINES, DEP BULLETIN 34.



SEDIMENT CONTROL AT CATCH BASIN
N.T.S.

NOTES:

1. INSERT TO BE EMPTIED IN AN APPROVED MANNER WHEN IT IS 1/2 FULL OF SEDIMENT.
2. INSPECT INSERT AFTER ALL RAINFALL EVENTS, REPAIR AND MAINTAIN AS REQUIRED.
3. SEE DRAWING SD-014 FOR SEDIMENT CONTROL LOCATIONS.

DEWATERING SEDIMENT CONTROL NOTES:

1. DISCHARGE DEWATERING ON GRADE TO ALLOW EXISTING TURF TO FILTER SEDIMENT. WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER, INSTALL CATCH BASIN PROTECTION AND SILT FENCE/HAYBALE EROSION CONTROL MEASURES.
2. THE CONTRACTOR SHALL ANTICIPATE DEWATERING ALL TRENCHES AND EXCAVATIONS. CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT, EROSION CONTROL, MATERIAL AND INCIDENTALS NECESSARY FOR DEWATERING. DEWATERING SHALL NOT BE SEPARATELY MEASURED, BUT SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS PAY ITEMS.
3. ADVISE THE OWNER IF ANY CONTAMINATED WATER IS FOUND. PROCESS CONTAMINATED WATER IN ACCORDANCE WITH GROUNDWATER MANAGEMENT AND HEALTH AND SAFETY PLAN.
4. THE CONTRACTOR SHALL INCORPORATE THESE EROSION DETAILS AS A MINIMUM IN THEIR STORMWATER POLLUTION PREVENTION PLAN (SWPPP).

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Plotted Date: 11/21/2013

DESIGNER/DRAFTER: **JRH**
CHECKED BY: **CAS**

CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD013.dgn

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT — JOSHUA R. DEMOCKER — 28604 — REGISTERED PROFESSIONAL ENGINEER

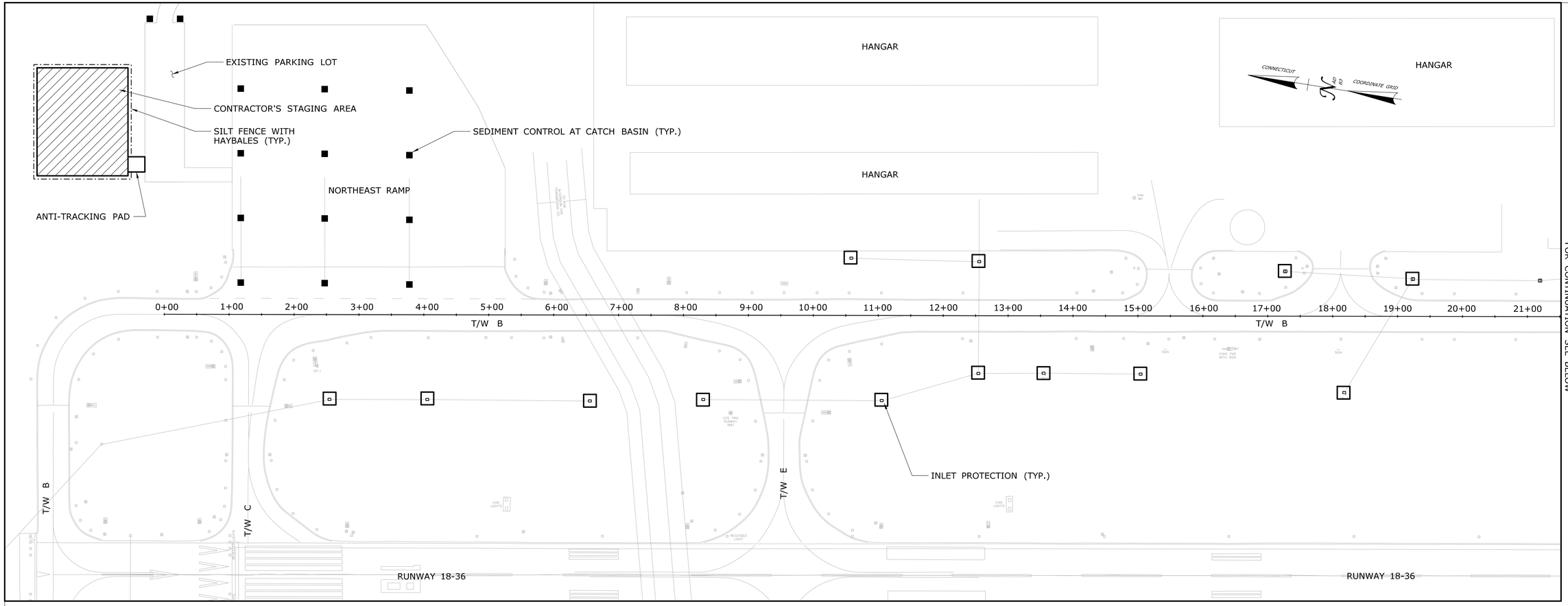
JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

PROJECT TITLE:
WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

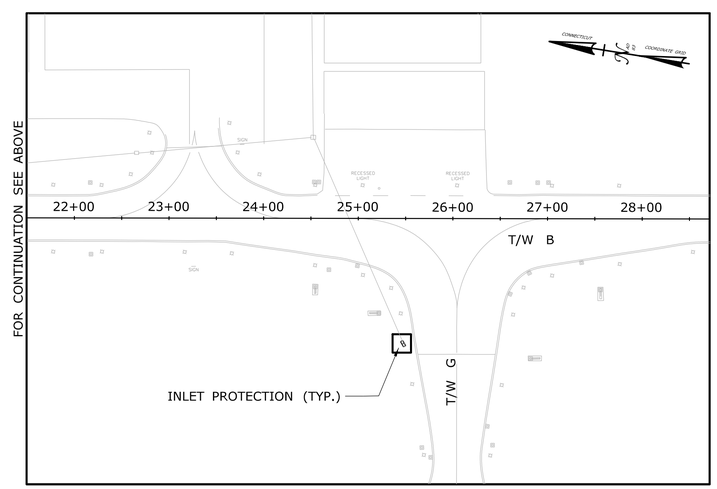
TOWN: **OXFORD, CONNECTICUT**

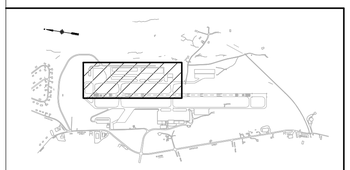
DRAWING TITLE: **SEDIMENT CONTROL NOTES AND DETAILS**

PROJECT NO. **107-178**
DRAWING NO. **SD-013**
SHEET NO. **03.13**



OVERALL SEDIMENTATION CONTROL PLAN





KEY PLAN
NOT TO SCALE

LEGEND:

- ■ SEDIMENT CONTROL AT CATCH BASIN
- ☐ INLET PROTECTION
- ▫ EXISTING CATCH BASINS
- -·-·- SILTFENCE WITH HAYBALES

NOTES:

1. REFERENCE DRAWING SD-013 FOR SEDIMENTATION CONTROL DETAILS.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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Plotted Date: 11/21/2013

DESIGNER/DRAFTER: JRH
CHECKED BY: CAS
SCALE IN FEET 0 80 160
SCALE 1" = 80'

CAA™ CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD014.dgn

SIGNATURE/BLOCK:

STATE OF CONNECTICUT REGISTERED PROFESSIONAL ENGINEER

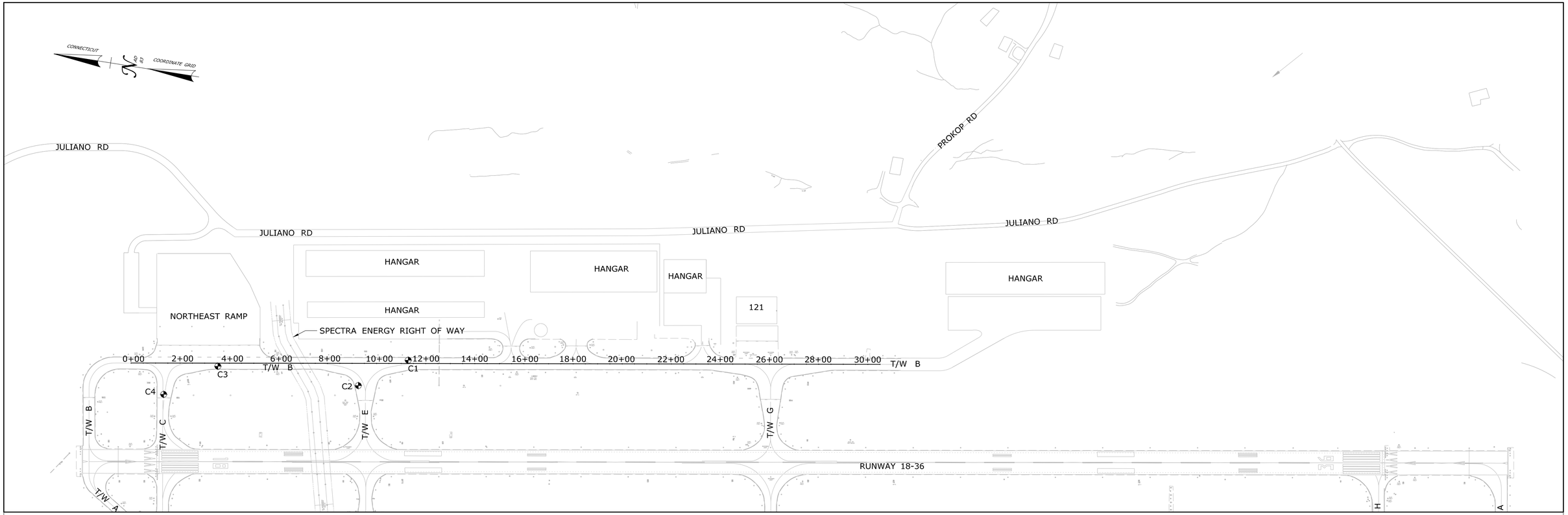
JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

PROJECT TITLE:
WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

TOWN: **OXFORD, CONNECTICUT**

DRAWING TITLE: **OVERALL SEDIMENTATION CONTROL PLAN**

PROJECT NO. **107-178**
DRAWING NO. **SD-014**
SHEET NO. **03.14**



TEST CORE PLAN

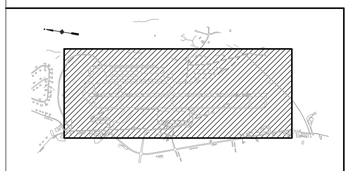
LEGEND:

TEST CORE LOCATION

TEST CORE DATA

TEST CORE	PAVEMENT THICKNESS	DESCRIPTION
C1	4.5-5 INCHES	NO STRIPPING OR DETERIORATION OF LIFTS VISIBLE
C2	4.5-5 INCHES	NO STRIPPING OR DETERIORATION OF LIFTS VISIBLE
C3	4.5-5 INCHES	NO STRIPPING OR DETERIORATION OF LIFTS VISIBLE
C4	4.5-5 INCHES	NO STRIPPING OR DETERIORATION OF LIFTS VISIBLE

NOTE:
TEST CORE SAMPLES TAKEN BY CAA IN FALL 2012.



KEY PLAN
NOT TO SCALE

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Plotted Date: 11/21/2013

DESIGNER/DRAFTER: **JRH**
CHECKED BY: **CAS**
SCALE IN FEET
0 200 400
SCALE 1"=200'

CAA™
CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD015.dgn

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT
CHRISTOPHER A. SHEA
No. 18908
LICENSED
PROFESSIONAL ENGINEER

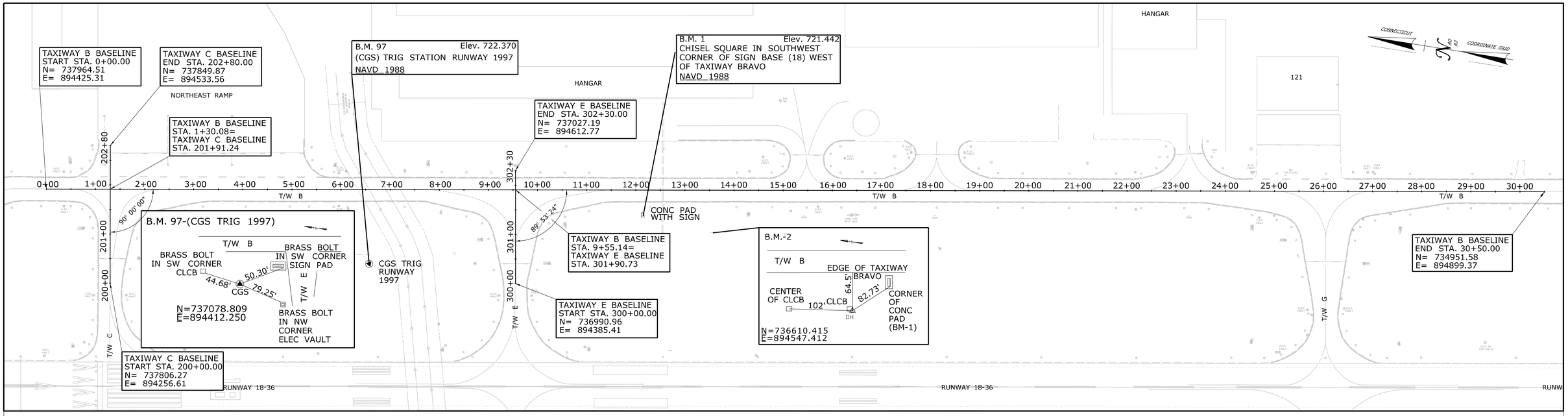
JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

PROJECT TITLE:
WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

TOWN:
OXFORD, CONNECTICUT

DRAWING TITLE:
TEST CORE PLAN

PROJECT NO. **107-178**
DRAWING NO. **SD-015**
SHEET NO. **03.15**



SURVEY CONTROL PLAN

NOTES:

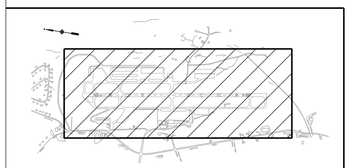
1. SURVEY BY: CAA DISTRICT 4.

2. 400 FOOT GRID BASED ON CONNECTICUT COORDINATE SYSTEM N. A. D. 1983.

3. VERTICAL DATUM BASED ON NAVD 1988.

4. CGS COORDINATES WERE DERIVED FROM GPS OBSERVATIONS UTILIZING NAD 83 (CONUS) AND REFERENCED TO GEOID03 (CONUS). 6/27/12.

5. SPECTRA ENERGY GAS EASEMENT TAKEN FROM MAP ENTITLED, "RIGHT OF WAY FOR PIPELINE ACROSS THE PROPERTY OF THE STATE OF CONNECTICUT."



KEY PLAN
NOT TO SCALE

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 11/25/2013

DESIGNER/DRAFTER: **JRH**
CHECKED BY: **CAS**
SCALE IN FEET
0 100 200
SCALE 1" = 100'

CAA™
CONNECTICUT AIRPORT AUTHORITY

Filename: ...\FD_MSH_107_178_SD016.dgn

SIGNATURE/ BLOCK:

STATE OF CONNECTICUT · CIVIL · STRUCTURAL · ENVIRONMENTAL · PROFESSIONAL ENGINEER · 29904

JACOBS ENGINEERING GROUP
343 CONGRESS STREET, 2ND FL
BOSTON, MA 02210

PROJECT TITLE:
WATERBURY-OXFORD AIRPORT REHABILITATION OF TAXIWAY 'B'

TOWN: **OXFORD, CONNECTICUT**

DRAWING TITLE: **SURVEY CONTROL PLAN**

PROJECT NO. **107-178**
DRAWING NO. **SD-016**
SHEET NO. **03.16**