

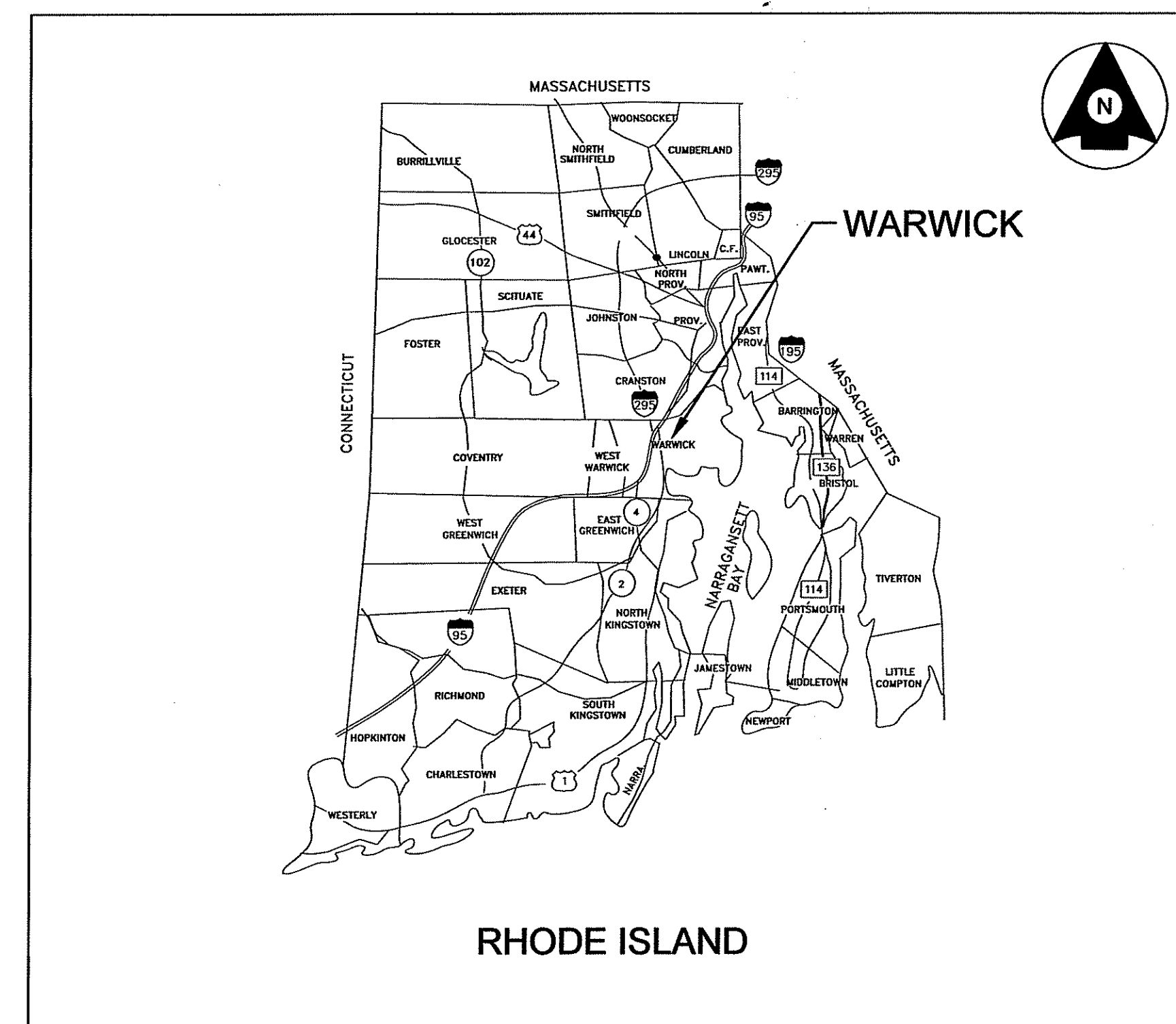
RHODE ISLAND AIRPORT CORPORATION
T.F. GREEN AIRPORT
RUNWAY 5-23 ON-AIRPORT OBSTRUCTION REMOVAL
RIAC CONSTRUCTION CONTRACT NO. 25551

DECEMBER 2014

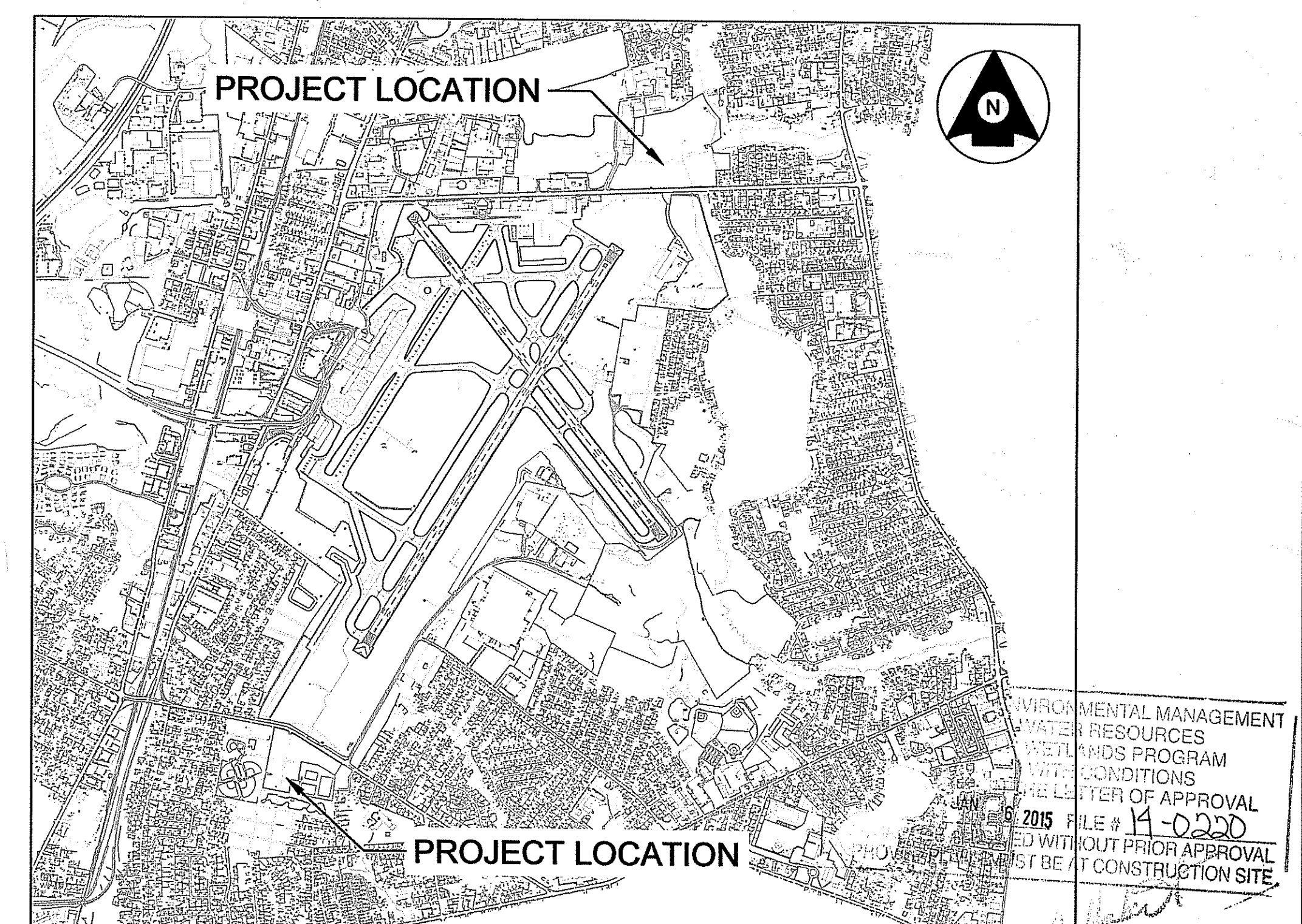
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6	EROSION CONTROL DETAILS

REQUEST FOR
PRELIMINARY
DETERMINATION



LOCATION MAP



SITE MAP

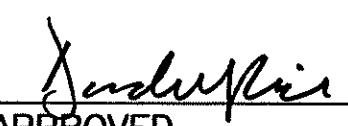

Green Airport
expansion program

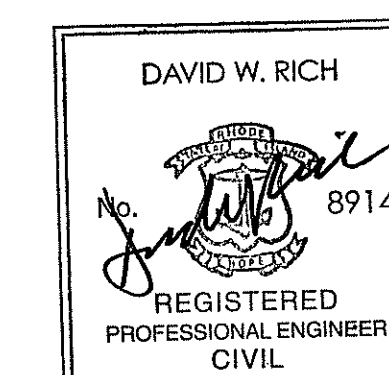
APPROVED _____ DATE _____
MANAGER OF ENGINEERING

APPROVED _____ DATE _____
VICE PRESIDENT OF ENGINEERING

APPROVED _____ DATE _____
PRESIDENT AND CEO



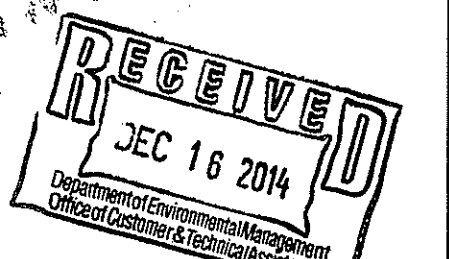

APPROVED _____ DATE 12/10/14

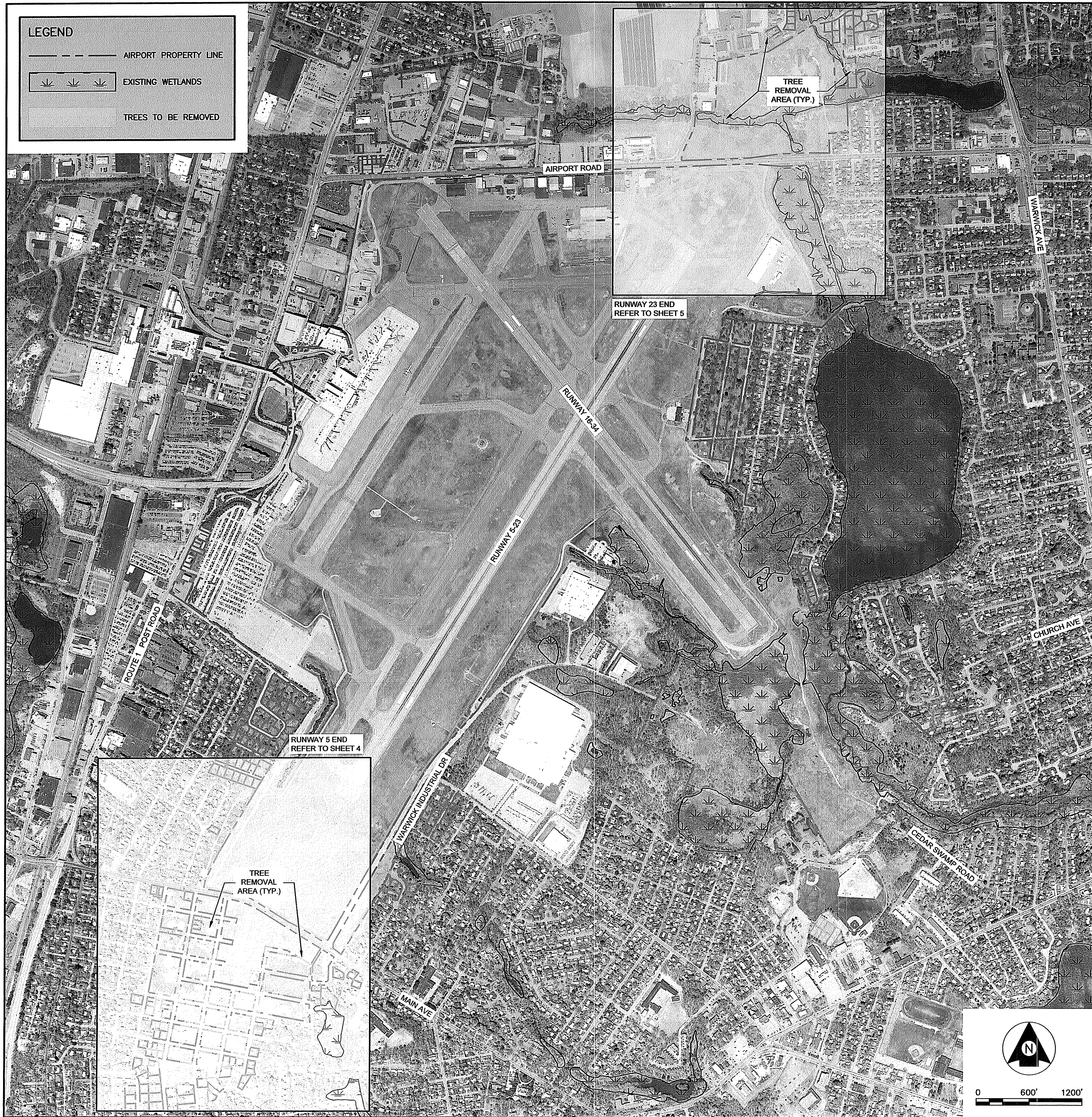


STANTEC CONSULTING, INC. CERTIFIES THAT THESE CONSTRUCTION DRAWINGS AND ACCOMPANYING SPECIFICATIONS HAVE BEEN PREPARED IN ACCORDANCE WITH FAA ADVISORY CIRCULARS FOR AIP PROJECTS. THESE ADVISORY CIRCULARS ARE INDICATED ON A LISTING HAVING AN EFFECTIVE DATE OF 04/10/13

APPROVED _____

DATE _____





GENERAL NOTES:

1. NORMAL AIRPORT OPERATIONS WILL BE CONDUCTED ON THE AIRPORT DURING CONSTRUCTION ACTIVITIES. THE WORK SHALL BE ACCOMPLISHED IN SUCH A MANNER AS NOT TO INTERFERE WITH THE NECESSARY OPERATIONS OF THE AIRPORT. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE THE SAFETY OF HIS/HER PERSONNEL AND EQUIPMENT, AIRPORT USERS AND THE TRAVELING PUBLIC.
2. CONTRACTOR SHALL SUPPLY A MINIMUM OF FIFTY (50) LIGHTED CHANNELIZER CONES FOR THE DURATION OF THE PROJECT. CHANNELIZER CONES SHALL BE PLACED AS DIRECTED BY THE ENGINEER AND AS REQUIRED. SPECIFIC LOCATIONS FOR CHANNELIZER CONES ARE NOT SHOWN IN DRAWINGS, AS ACTIVE AIRFIELD PAVEMENT AND CITY STREET CLOSURES ARE NOT ANTICIPATED. ALL COSTS ASSOCIATED WITH PROVIDING AND MAINTAINING CHANNELIZER CONES SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS CONTRACT ITEMS. AT THE COMPLETION OF THE CONTRACT, THE CHANNELIZER CONES SHALL BECOME THE PROPERTY OF THE RHODE ISLAND AIRPORT CORPORATION. THE CONTRACTOR SHALL ANTICIPATE STOCKPILING THE CHANNELIZER CONES AT A LOCATION ON AIRPORT PROPERTY, AS DIRECTED BY THE ENGINEER.
3. IF ADDITIONAL CHANNELIZER CONES ARE NEEDED, AS DIRECTED BY THE ENGINEER, DUE TO THE CONTRACTOR'S SCHEDULING/PHASING, CONTRACTOR SHALL SUPPLY AND MAINTAIN THE ADDITIONAL CONES AT NO ADDITIONAL COST TO THE PROJECT.
4. CONSTRUCTION VEHICLES SHALL BE PARKED WITHIN OR ADJACENT TO THE ACTIVE WORK AREAS. IN ADDITION, ALL CONTRACTOR'S VEHICLES SHALL HAVE FLASHING AMBER BEACONS AND THE COMPANY IDENTIFICATION PLAINLY VISIBLE ON BOTH SIDES OF THE VEHICLE. PARKING OF PERSONAL VEHICLES WITHIN THE SECURED AREA OF THE AIRPORT WILL NOT BE PERMITTED.
5. THE CONTRACTOR SHALL OBEY ALL INSTRUCTIONS AS TO THE OPERATION AND ROUTES TO BE TAKEN BY EQUIPMENT TRAVELING ON AIRPORT PROPERTY AND CITY STREETS. ANY SIGNS, LIGHTS, SIGNALS, MARKINGS, TRAFFIC CONTROL AND OTHER DEVICES WHICH MAY BE REQUIRED SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR DURING THE COURSE OF THE WORK, SUBJECT TO THE APPROVAL OF THE ENGINEER.
6. LOCATIONS OF UNDERGROUND UTILITIES, WHERE SHOWN, WERE OBTAINED FROM RECORD PLANS. CONTRACTOR SHALL VERIFY THE ACTUAL LOCATIONS OF ALL UTILITIES IN THE FIELD PRIOR TO COMMENCING WITH EXCAVATION/STUMP REMOVAL. LOCATING AND MARKING UTILITIES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT. ALL EXISTING UTILITIES IN THE VICINITY OF ANY EXCAVATION SHALL BE CLEARLY MARKED ON THE GROUND BY THE CONTRACTOR PRIOR TO BEGINNING EXCAVATION.
7. THE CONTRACTOR SHALL REPAIR OR REPLACE WITHOUT DELAY, AT HIS/HER OWN EXPENSE, ANY UNDERGROUND CABLES AND/OR UTILITIES DAMAGED BY HIS/HER OPERATIONS.
8. THE CONTRACTOR SHALL NOT LEAVE ANY TRENCHES OR EXCAVATIONS OPEN AT NIGHT, ON WEEKENDS OR AT OTHER TIMES WHEN THE WORK IS NOT IN PROGRESS. IF ANY TRENCHES MUST REMAIN OPEN AT THE CONCLUSION OF A WORK DAY, THE ENTIRE TRENCH MUST BE PROPERLY PROTECTED WITH BARRICADES AND STEEL TRAFFIC PLATES AS APPROVED AND/OR DIRECTED BY THE ENGINEER AND THE RHODE ISLAND AIRPORT CORPORATION.
9. THE CONTRACTOR SHALL KEEP THE CONSTRUCTION SITE FREE OF PAPER, BOXES, AND OTHER DEBRIS WHICH COULD BE BLOWN ONTO THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL APPLY WATER FOR DUST CONTROL AS NECESSARY AND/OR AS DIRECTED BY THE ENGINEER TO PREVENT DUST FROM THE CONSTRUCTION SITE FROM BEING BLOWN INTO THE ACTIVE AOA AREA OR FROM BEING A NUISANCE TO THE PUBLIC.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THOROUGHLY CLEANING VEHICLE TIRES PRIOR TO THE VEHICLE LEAVING THE WORK AREA. AT THE END OF EACH WORK SHIFT, THE CONTRACTOR AND THE ENGINEER SHALL INSPECT THE ADJACENT PUBLIC ROADWAYS AND SIDEWALK AREAS, AS WELL AS HAUL ROUTES USED BY THE CONTRACTOR, AND SWEEP/CLEAN AS NECESSARY.
11. STORAGE OF MATERIAL/EQUIPMENT SHALL BE LOCATED IN THE STAGING AREA(S) AS SHOWN IN THE PLANS (REFER TO SHEETS 4 AND 5).
12. THE CONTRACTOR (AND SUBCONTRACTORS) SHALL PROVIDE ALL NECESSARY TEMPORARY FENCING AND GATES TO PROTECT MATERIALS AND EQUIPMENT FROM PILFERAGE IN THE STAGING AREA(S). THE OWNER WILL NOT BE RESPONSIBLE FOR ANY VANDALIZED/LOST EQUIPMENT OR MATERIAL STORED ON OR OFF AIRPORT PROPERTY.
13. ANY AREA OCCUPIED BY THE CONTRACTOR SHALL BE MAINTAINED IN A CLEAN AND ORDERLY CONDITION SATISFACTORY TO THE ENGINEER. PARTICULAR ATTENTION SHALL BE GIVEN TO THE ELIMINATION OF COMBUSTIBLE RUBBISH OR DEBRIS IN THE WORK AREAS. NONE OF THESE MATERIALS SHALL BE LEFT EXPOSED OVERNIGHT OR AT OTHER PERIODS OF TIME WHEN THE WORK IS NOT PROGRESSING.
14. AT THE COMPLETION OF THE CONTRACT, ALL CONTRACTOR'S AND SUBCONTRACTOR'S FACILITIES SHALL BE REMOVED PROMPTLY AND THE AREA LEFT CLEAN AND FREE OF ALL DEBRIS OR SURPLUS MATERIAL. THE SITE SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT NO COST TO THE OWNER.
15. WHEN PUBLIC HIGHWAYS AND STREETS ARE USED FOR HAUL ROUTES, IT WILL BECOME THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE PROPER PERMITS NEEDED FOR THIS FUNCTION AND TO OBEY ALL RULES AND REGULATIONS PERTINENT TO THE PUBLIC HIGHWAYS AND STREETS.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AND PAYING FOR ALL COSTS ASSOCIATED WITH POLICE DETAILS REQUIRED FOR THE PROJECT. POLICE DETAILS MAY BE REQUIRED FOR ALL WORK ADJACENT TO CITY OF WARWICK STREETS AND STATE HIGHWAYS/ROADS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE NEED FOR POLICE DETAILS BY COORDINATING DIRECTLY WITH LOCAL AND STATE AUTHORITIES PRIOR TO BID TIME. ALL COSTS ASSOCIATED WITH PROVIDING POLICE DETAILS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
17. CONTRACTOR'S VEHICLES SHALL NOT BE ALLOWED ACCESS TO PORTIONS OF THE AIRPORT OTHER THAN THE WORK AND STAGING AREAS. ALL PAVED HAUL ROADS OR ACCESS ROUTES SHALL BE KEPT CLEAN AT ALL TIMES TO PREVENT THE ACCUMULATION OF DIRT AND MUD AND THE GENERATION OF DUST. THE ROADS SHALL BE KEPT CLEAN BY SWEEPING.
18. THE CONTRACTOR SHALL VIDEO RECORD ALL ROADWAYS PRIOR TO CONSTRUCTION TO DOCUMENT EXISTING CONDITIONS. HAUL ROADS DAMAGED BY THE CONTRACTOR'S EQUIPMENT SHALL BE RESTORED TO THEIR ORIGINAL CONDITION OR BETTER BEFORE THE CONTRACT WILL BE CONSIDERED COMPLETE. ALL RESTORATION AND DUST CONTROL ON HAUL ROADS SHALL BE AT THE CONTRACTOR'S EXPENSE.
19. ALTHOUGH RUNWAY CLOSURES ARE NOT ANTICIPATED FOR THIS PROJECT, ANY WORK WHICH IS WITHIN 250 FEET FOR A RUNWAY CENTERLINE SHALL REQUIRE A RUNWAY CLOSURE. ALL RUNWAY CLOSURES SHALL BE COORDINATED IN WRITING WITH RIAC OPERATIONS THROUGH THE ENGINEER A MINIMUM OF 72 HOURS IN ADVANCE. RIAC WILL BE RESPONSIBLE FOR ISSUING ALL NOTAMS.
20. ALL REQUIRED CAUTIONS OR CLOSURES SHALL BE SUBJECT TO WIND/WEATHER AVAILABILITY.
21. CONTRACTOR SHALL PROVIDE A DEDICATED GATE GUARD WHILE ANY GATE LEADING TO/FROM AIRPORT PROPERTY IS IN USE. GATES SHALL BE LOCKED AT TIMES THE GATES ARE NOT IN USE. SEE SPECIFICATION SECTIONS 00800 AND M-001 FOR FURTHER DETAILS.
22. REFER TO SHEET 3, PHASING PLAN FOR ANTICIPATED CONSTRUCTION SEQUENCE SCHEDULE.

DAVID W. RICH
No. 8914
REGISTERED
PROFESSIONAL ENGINEER
CIVIL

14-00220
JAN 6 2015
APPROVAL
STANTEC

Green Airport
expansion program

SITE PLAN

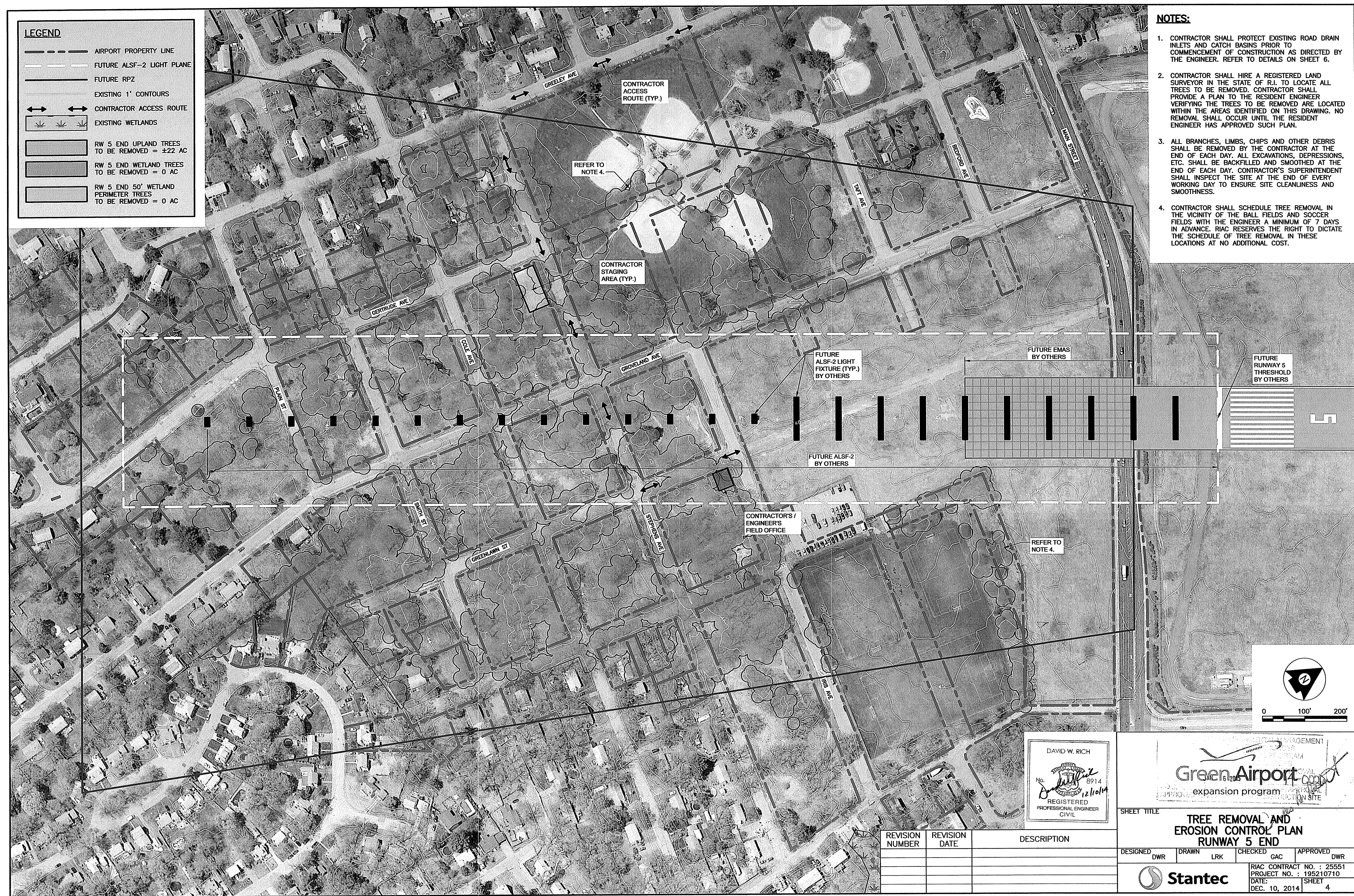
REVISION NUMBER	REVISION DATE	DESCRIPTION

DESIGNED	DWR	DRAWN	LRK	CHECKED	GAC	APPROVED	DWR
STANTEC							RIAC CONTRACT NO. : 25551 PROJECT NO. : 195210710 DATE: DEC. 10, 2014 SHEET 2

LEGEND

- AIRPORT PROPERTY LINE
- FUTURE ALSF-2 LIGHT PLANE
- FUTURE RPZ
- EXISTING 1' CONTOURS
- ↔ CONTRACTOR ACCESS ROUTE
- ▨ EXISTING WETLANDS
- ▨ RW 5 END UPLAND TREES TO BE REMOVED = ±22 AC
- ▨ RW 5 END WETLAND TREES TO BE REMOVED = 0 AC
- ▨ RW 5 END 50' WETLAND PERIMETER TREES TO BE REMOVED = 0 AC

- NOTES:**
1. CONTRACTOR SHALL PROTECT EXISTING ROAD DRAIN INLETS AND CATCH BASINS PRIOR TO COMMENCEMENT OF CONSTRUCTION AS DIRECTED BY THE ENGINEER. REFER TO DETAILS ON SHEET 6.
 2. CONTRACTOR SHALL HIRE A REGISTERED LAND SURVEYOR IN THE STATE OF R.I. TO LOCATE ALL TREES TO BE REMOVED. CONTRACTOR SHALL PROVIDE A PLAN TO THE RESIDENT ENGINEER VERIFYING THE TREES TO BE REMOVED ARE LOCATED WITHIN THE AREAS IDENTIFIED ON THIS DRAWING. NO REMOVAL SHALL OCCUR UNTIL THE RESIDENT ENGINEER HAS APPROVED SUCH PLAN.
 3. ALL BRANCHES, LIMBS, CHIPS AND OTHER DEBRIS SHALL BE REMOVED BY THE CONTRACTOR AT THE END OF EACH DAY. ALL EXCAVATIONS, DEPRESSIONS, ETC. SHALL BE BACKFILLED AND SMOOTHED AT THE END OF EACH DAY. CONTRACTOR'S SUPERINTENDENT SHALL INSPECT THE SITE AT THE END OF EVERY WORKING DAY TO ENSURE SITE CLEANLINESS AND SMOOTHNESS.
 4. CONTRACTOR SHALL SCHEDULE TREE REMOVAL IN THE VICINITY OF THE BALL FIELDS AND SOCCER FIELDS WITH THE ENGINEER A MINIMUM OF 7 DAYS IN ADVANCE. RIAC RESERVES THE RIGHT TO DICTATE THE SCHEDULE OF TREE REMOVAL IN THESE LOCATIONS AT NO ADDITIONAL COST.



DAVID W. RICH
 No. 8914
 12/10/14
 REGISTERED
 PROFESSIONAL ENGINEER
 CIVIL

MANAGEMENT
Green Airport
 expansion program
 CONSTRUCTION SITE

REVISION		DESCRIPTION	
NUMBER	DATE		

SHEET TITLE		TREE REMOVAL AND EROSION CONTROL PLAN RUNWAY 5 END			
DESIGNED	DWR	DRAWN	LRK	CHECKED	GAC
APPROVED		APPROVED		APPROVED	

RIAC CONTRACT NO. : 25551		PROJECT NO. : 195210710	
DATE: DEC. 10, 2014		SHEET 4	

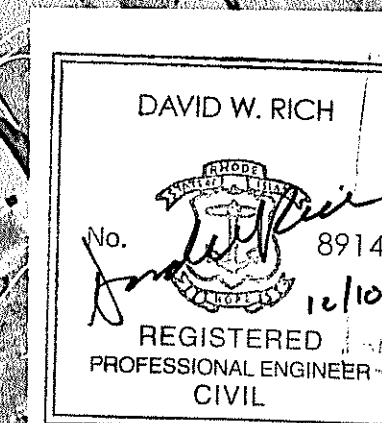


LEGEND

- AIRPORT PROPERTY LINE
- FUTURE ALSF-2 LIGHT PLANE
- FUTURE RPZ
- EXISTING 1' CONTOURS
- CONTRACTOR ACCESS ROUTE
- EXISTING WETLANDS
- 50' PERIMETER WETLAND
- RW 23 END UPLAND TREES TO BE REMOVED = ±0.1 AC
- RW 23 END WETLAND TREES TO BE REMOVED = ±0.1 AC
- RW 23 END 50' WETLAND PERIMETER TREES TO BE REMOVED = ±0.1 AC

NOTES:

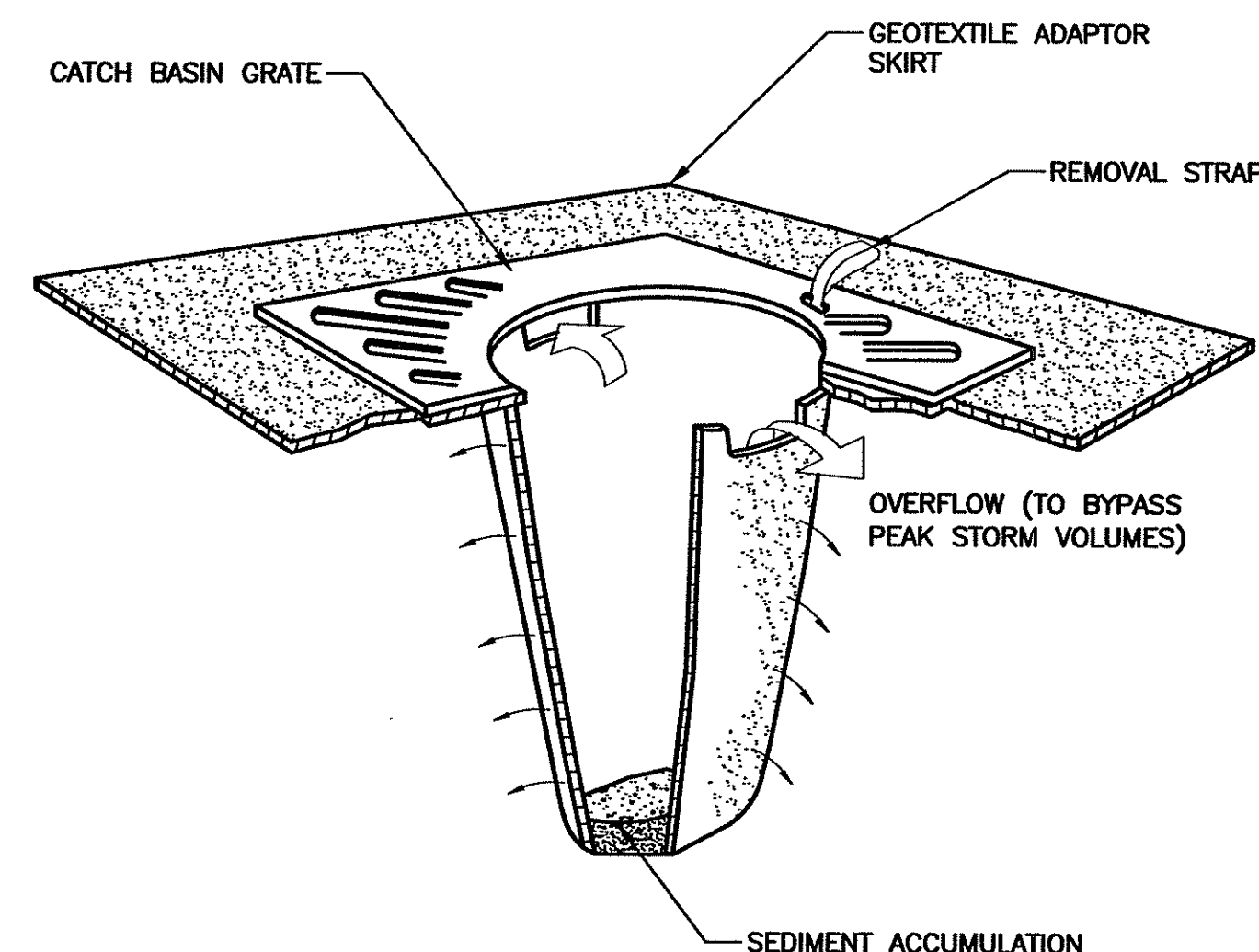
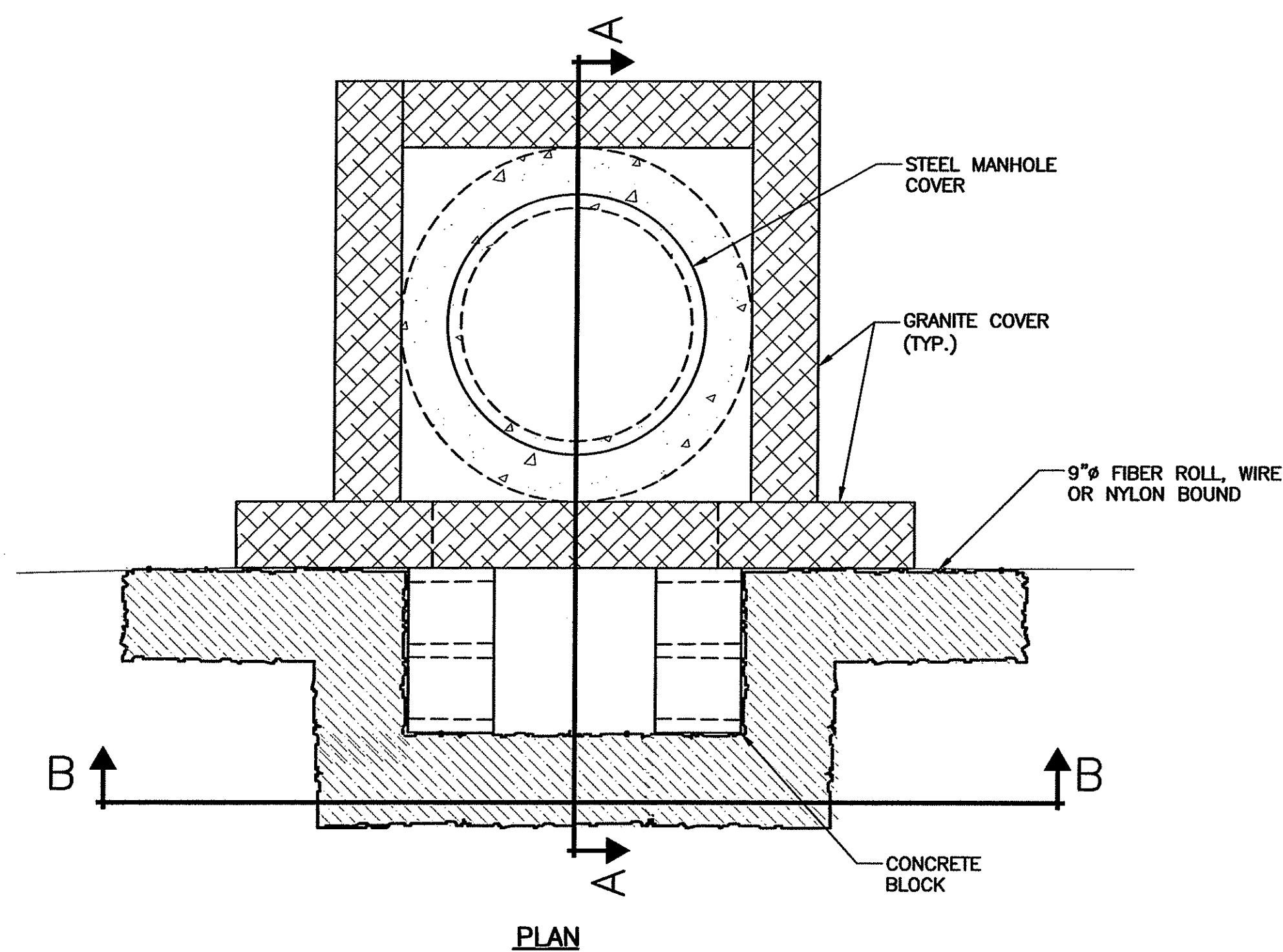
- CONTRACTOR SHALL PROTECT EXISTING ROAD DRAIN INLETS AND CATCH BASINS PRIOR TO COMMENCEMENT OF CONSTRUCTION AS DIRECTED BY THE ENGINEER. REFER TO DETAILS ON SHEET 6.
- CONTRACTOR SHALL NOT DISTURB EXISTING SOIL WITHIN WETLANDS. EXISTING VEGETATION IN WETLANDS TO BE REMOVED SHALL BE CUT NO MORE THAN 4 INCHES ABOVE GROUND SURFACE.
- CONTRACTOR SHALL HIRE A REGISTERED LAND SURVEYOR IN THE STATE OF R.I. TO LOCATE ALL TREES TO BE REMOVED. CONTRACTOR SHALL PROVIDE A PLAN TO THE RESIDENT ENGINEER VERIFYING THE TREES TO BE REMOVED ARE LOCATED WITHIN THE AREAS IDENTIFIED ON THIS DRAWING. NO REMOVAL SHALL OCCUR UNTIL THE RESIDENT ENGINEER HAS APPROVED SUCH PLAN.



Green Airport expansion program JAN 6 2015			
SHEET TITLE TREE REMOVAL AND EROSION CONTROL PLAN RUNWAY 23 END			
DESIGNED DWR	DRAWN LRK	CHECKED GAC	APPROVED DWR
RIAC CONTRACT NO. : 25551 PROJECT NO. : 195210710 DATE: DEC. 10, 2014		SHEET 5	

REVISION NUMBER	REVISION DATE	DESCRIPTION



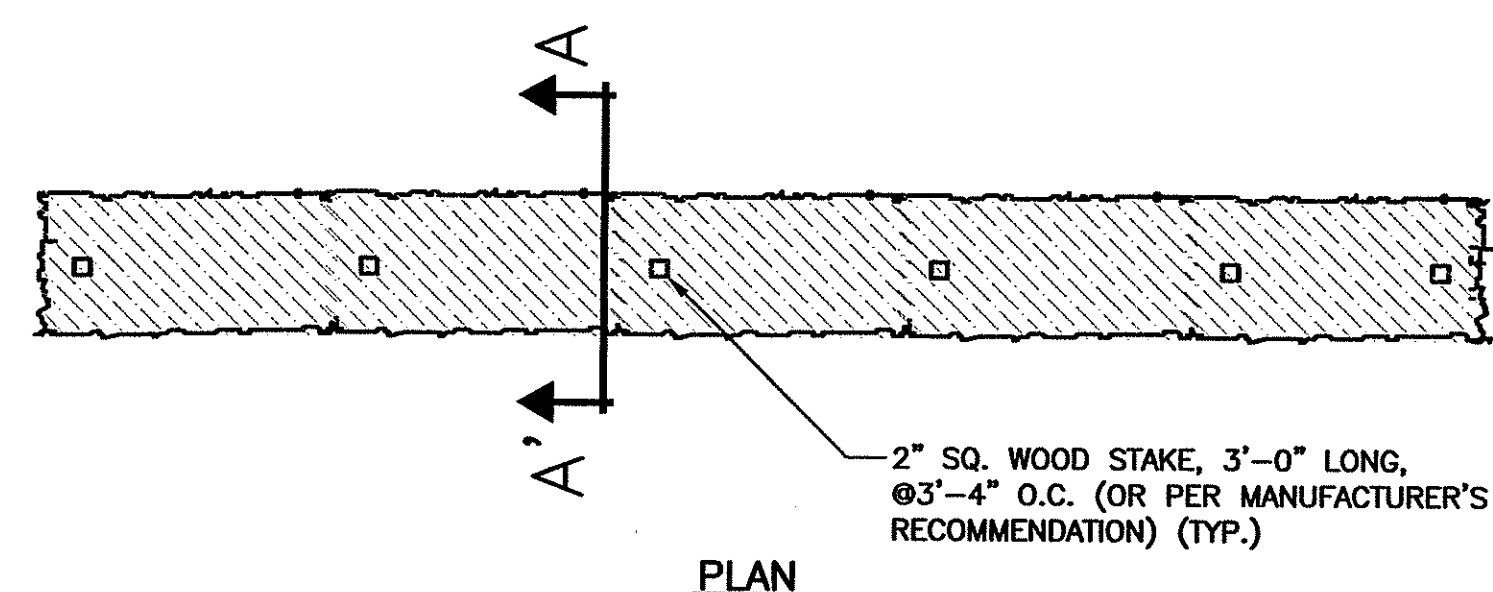
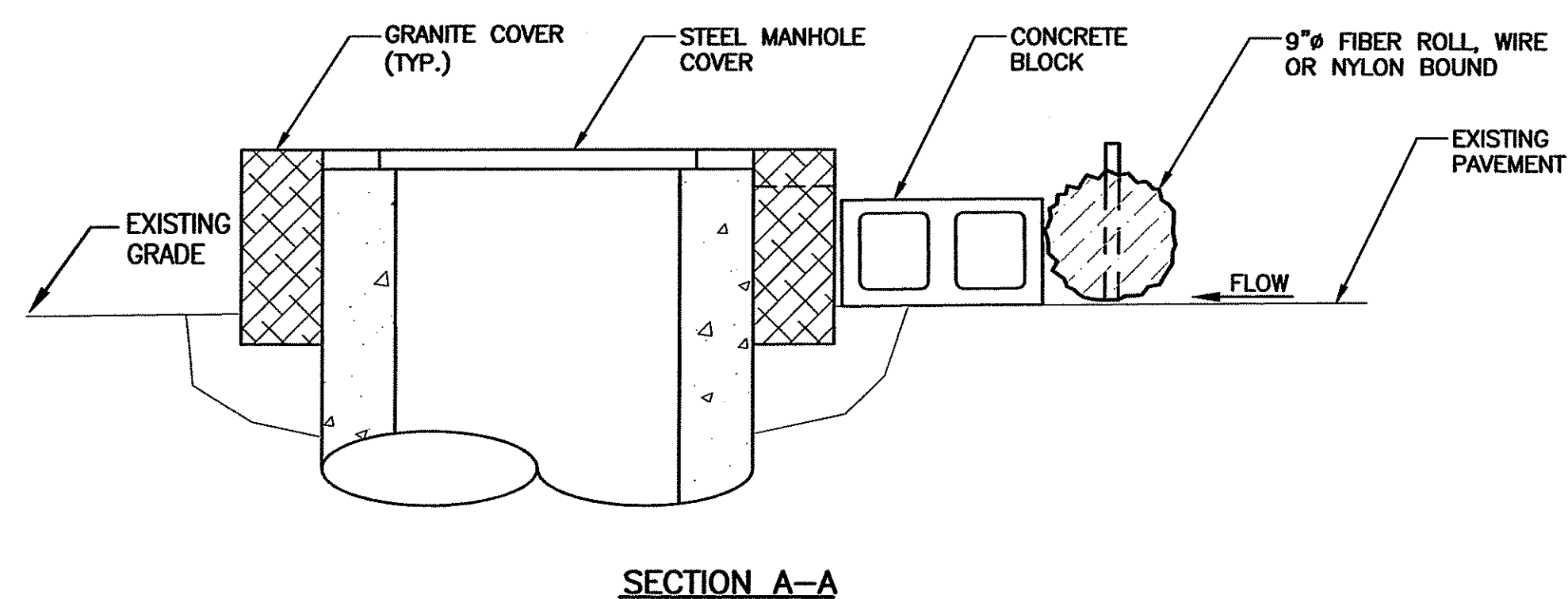


NOTES:

1. INSERT TO BE EMPTIED IN AN APPROVED MANNER WHEN IT IS 1/2 FULL OF SEDIMENT.
2. INSPECT INSERT AFTER ALL EVENTS, REPAIR AND MAINTAIN AS REQUIRED.
3. USE AT EXISTING CATCH BASINS AS DIRECTED BY THE ENGINEER.
4. CONTRACTOR SHALL REMOVE AND DISPOSE OF DRAIN INLET PROTECTION WHEN SO DIRECTED BY THE ENGINEER. COSTS FOR REMOVAL SHALL BE CONSIDERED INCIDENTAL TO THE DRAIN INLET PROTECTION PAY ITEM. ALL SUCH BARRIERS AND INLET PROTECTION SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

DRAIN INLET PROTECTION

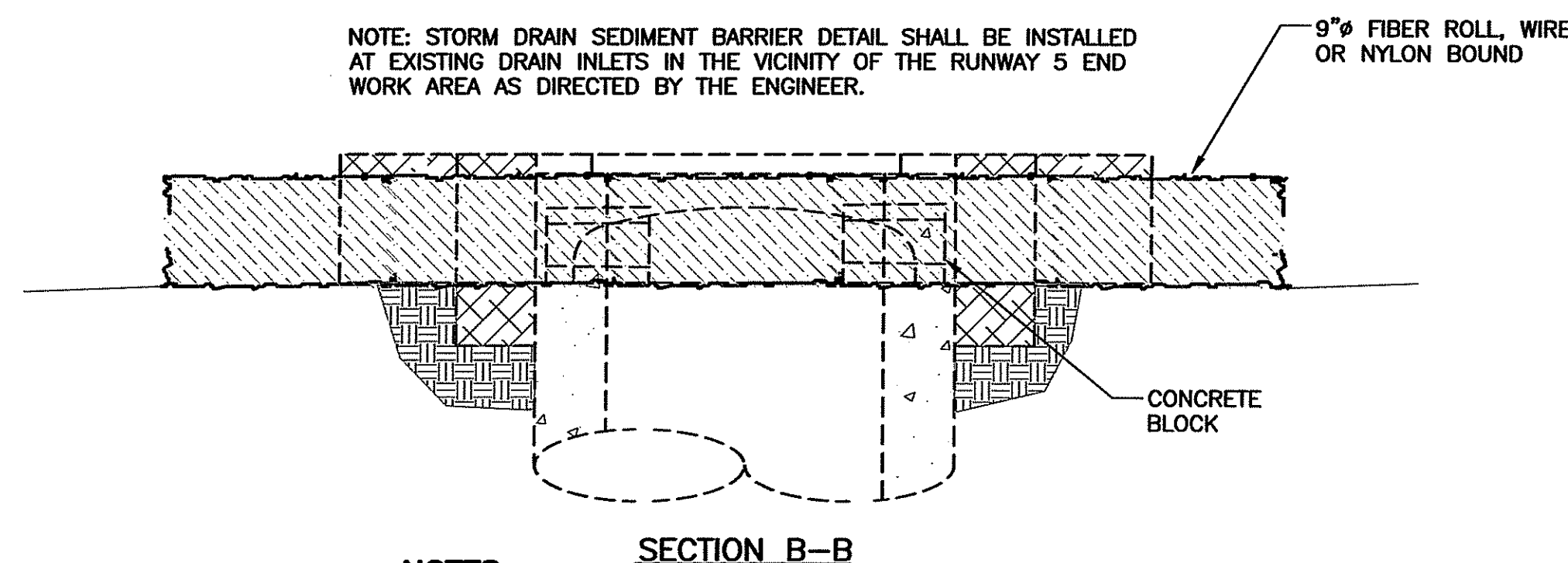
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NOTES:

1. CONTRACTOR SHALL REMOVE AND DISPOSE OF FIBER ROLL WHEN SO DIRECTED BY THE ENGINEER. COSTS FOR REMOVAL SHALL BE CONSIDERED INCIDENTAL TO THE FIBER ROLL PAY ITEM.
2. AREAS DISTURBED BY EROSION BARRIERS SHALL BE STABILIZED AFTER REMOVAL AT NO ADDITIONAL COST.

NOTE: STORM DRAIN SEDIMENT BARRIER DETAIL SHALL BE INSTALLED AT EXISTING DRAIN INLETS IN THE VICINITY OF THE RUNWAY 5 END WORK AREA AS DIRECTED BY THE ENGINEER.

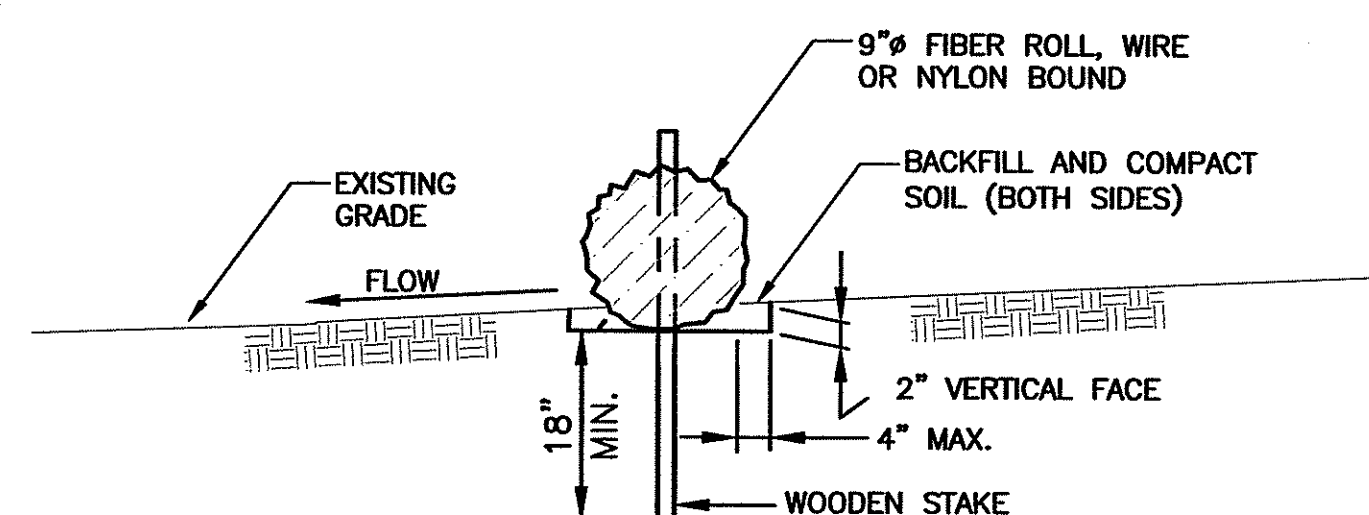


NOTES:

1. CONTRACTOR SHALL REMOVE AND DISPOSE OF STORM DRAIN SEDIMENT BARRIER WHEN SO DIRECTED BY THE ENGINEER. COSTS FOR REMOVAL SHALL BE CONSIDERED INCIDENTAL TO THE STORM DRAIN SEDIMENT BARRIER PAY ITEM.
2. STORM DRAIN SEDIMENT BARRIER DETAIL SHALL BE INSTALLED AT EXISTING DRAIN INLETS IN THE VICINITY OF THE RUNWAY 5 END WORK AREA AS DIRECTED BY THE ENGINEER. ALL SUCH BARRIERS AND INLET PROTECTION SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

STORM DRAIN SEDIMENT BARRIER DETAIL

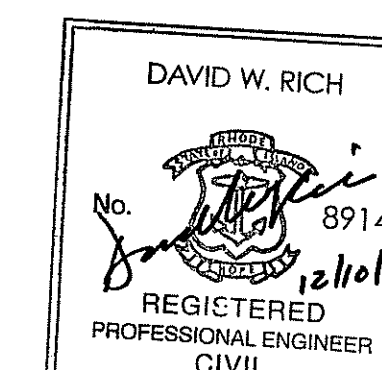
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FIBER ROLL DETAIL

NOT TO SCALE

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
FRESHWATER WETLANDS PROGRAM
AT ALL WORK WITH CONDITIONS
AS SPECIFIED IN THE LETTER OF APPROVAL
DATED JAN 6 2015 FILE # 14-0220
NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL
APPROVED PLANS MUST BE AT CONSTRUCTION SITE



Green Airport
expansion program

SHEET TITLE
EROSION CONTROL DETAILS

REVISION NUMBER	REVISION DATE	DESCRIPTION

DESIGNED DWR	DRAWN LRK	CHECKED GAC	APPROVED DWR
RIAC CONTRACT NO. : 25551 PROJECT NO. : 195210710 DATE: DEC. 10, 2014 SHEET 6			