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GENERAL

1.

LOCATIONS, ELEVATIONS, AND DIMENSIONS OF EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES ARE SHOWN ACCORDING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. THE EXISTING UTILITY INFORMATION SHOWN IS BASED ON THE TOPOGRAPHIC SURVEY PROVIDED BY VAN CLEEF ENGINEERING ASSOCIATES, LLC. THE CONTRACTOR SHALL VERIFY THE LOCATIONS, ELEVATIONS, AND DIMENSIONS OF ALL EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES, AFFECTING THIS PROJECT PRIOR TO CONSTRUCTION WORK.
2.

PRIOR TO THE INITIATION OF SITE CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ANY EXISTING UTILITIES INCLUDING GAS, WATER, ELECTRIC, CABLE TV, COMMUNICATIONS, SANITARY SEWERS, AND STORM DRAINAGE SYSTEMS, ON AND / OR ADJACENT TO THE SITE. REMOVE OR CAP AS NECESSARY.
3.

THE CONTRACTOR SHALL EXERCISE CAUTION IN AREAS OF BURIED UTILITIES AND SHALL CALL "NEW YORK 811" AT 1-800-272-4480 AT LEAST 48 HOURS PRIOR TO CONSTRUCTION TO ARRANGE FOR FIELD LOCATIONS OF BURIED UTILITIES.
4.

THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING FACILITIES, ABOVE OR BELOW GROUND, THAT MAY OCCUR AS A RESULT OF THE WORK PERFORMED, BY THE CONTRACTOR OR SUB-CONTRACTORS, AS CALLED FOR IN THESE CONTRACT DOCUMENTS.
5.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO BECOME FAMILIAR WITH THE PERMIT AND INSPECTION REQUIREMENTS SPECIFIED BY THE VARIOUS GOVERNMENTAL AGENCIES AND THE ENGINEER. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, AND SCHEDULE INSPECTIONS ACCORDING TO AGENCY INSTRUCTIONS/REQUIREMENTS.
6.

THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS, ON ALL PRECAST AND MANUFACTURED ITEMS, TO THE OWNER'S ENGINEER FOR REVIEW. FAILURE TO OBTAIN APPROVAL BEFORE INSTALLATION MAY RESULT IN REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.
7.

SAFETY:

A.

DURING THE CONSTRUCTION AND/OR MAINTENANCE OF THIS PROJECT, ALL SAFETY REGULATIONS ARE TO BE ENFORCED. THE CONTRACTOR OR HIS REPRESENTATIVE SHALL BE RESPONSIBLE FOR THE CONTROL AND SAFETY OF THE TRAVELING PUBLIC AND THE SAFETY OF HIS/HER PERSONNEL.

B.

LABOR SAFETY REGULATIONS SHALL CONFORM TO THE PROVISIONS SET FORTH BY OSHA.

C.

ALL SUBSURFACE CONSTRUCTION SHALL COMPLY WITH THE "TRENCH SAFETY ACT". THE CONTRACTOR SHALL INSURE THAT THE METHOD OF TRENCH PROTECTION AND CONSTRUCTION IS IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REGULATIONS.

D.

IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO COMPLY AND ENFORCE ALL APPLICABLE SAFETY REGULATIONS. THE ABOVE INFORMATION HAS BEEN PROVIDED FOR THE CONTRACTOR'S INFORMATION ONLY AND DOES NOT IMPLY THAT THE OWNER OR ENGINEER WILL INSPECT AND/OR ENFORCE SAFETY REGULATIONS.
8.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN AN R-O-W UTILIZATION PERMIT (IF REQUIRED) FOR CONSTRUCTION OF THE PROPOSED UTILITIES. THIS PERMIT MUST BE OBTAINED BY A DULY LICENSED PLUMBING CONTRACTOR (OR CLASS A GENERAL CONTRACTOR) PRIOR TO THE START OF CONSTRUCTION. THESE PLANS AND ANY SUBSEQUENT REVISIONS TO THESE PLANS THAT ARE ISSUED BY THE ENGINEER, WILL BE SUBJECT TO THE APPROVAL CONDITIONS OF THIS PERMIT.
9.

THE GRAPHIC INFORMATION DEPICTED ON THESE PLANS HAS BEEN COMPILED TO PROPORTION BY SCALE AS ACCURATELY AS POSSIBLE. HOWEVER, DUE TO THE REPRODUCTIVE DISTORTION, REDUCTION, AND/OR REVISIONS, INFORMATION CONTAINED HEREIN IS NOT INTENDED TO BE SCALED FOR CONSTRUCTION PURPOSES.
10.

ALL SPECIFICATIONS AND DOCUMENTS REFERENCED HEREIN SHALL BE OF THE LATEST REVISION.
11.

WORK PERFORMED UNDER THIS CONTRACT SHALL INTERFACE SMOOTHLY WITH ANY OTHER WORK BEING PERFORMED ON SITE BY OTHER CONTRACTORS/SUBCONTRACTORS AND UTILITY COMPANIES. IT WILL BE NECESSARY FOR THE GENERAL CONTRACTOR TO COORDINATE AND SCHEDULE HIS/HER ACTIVITIES ACCORDINGLY.
12.

ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE SODDED.
13.

ALL DISTURBED RIGHT-OF-WAY AND ADJACENT PROPERTIES SHALL BE RESTORED TO EQUAL OR BETTER CONDITION.
14.

THE OWNER AND ENGINEER WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S MEANS, METHODS, TECHNIQUES, SEQUENCES, OR PROCEDURES OF CONSTRUCTION NOR THE SAFETY PRECAUTIONS INCIDENT THERETO.
15.

THE CONTRACTOR SHALL PROVIDE SUFFICIENT LIGHTING FOR THE WORK AREA AT NIGHT, WHEN NIGHT WORK IS REQUIRED.
16.

THE CONTRACTOR SHALL COORDINATE AND COOPERATE WITH OTHER CONTRACTORS WHO MIGHT BE WORKING CONCURRENTLY AT THE AIRPORT. ANY CONFLICTS IN PERFORMING WORK SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE CONSTRUCTION MANAGER FOR RESOLUTION.
17.

UNLESS NOTED OTHERWISE, ALL CONSTRUCTION WASTE SHALL BE DISPOSED OF OFF AIRPORT PROPERTY. THE CONTRACTOR SHALL ACQUIRE ANY REQUIRED PERMITS FOR DISPOSAL OF THIS MATERIAL.
18.

CONSTRUCTION OPERATIONS SHALL BE CONDUCTED TO REDUCE EROSION TO THE PRACTICABLE MINIMUM AND TO PREVENT DAMAGING SILTATION OF WATER COURSES, STREAMS, LAKES OR RESERVOIRS. THE SURFACE AREA OF ERODIBLE LAND, EITHER ON OR OFF THE AIRPORT PROPERTY, EXPOSED TO THE ELEMENTS BY CLEARING, GRUBBING OR GRADING OPERATIONS, INCLUDING GRAVEL PITS, WASTE OR DISPOSAL AREAS AND HAUL ROADS, AT ANY TIME, FOR THIS CONTRACT, SHALL BE SUBJECT TO APPROVAL OF THE OWNER. THE DURATION OF SUCH EXPOSURE PRIOR TO FINAL TRIMMING AND FINISHING OF THE AREAS SHALL BE MINIMIZED. THE OWNER SHALL HAVE FULL AUTHORITY TO ORDER THE SUSPENSION OF ANY OPERATIONS PENDING ADEQUATE AND PROPER PERFORMANCE OF FINISHING AND MAINTENANCE WORK OR TO RESTRICT THE TRIMMING OF ERODIBLE LAND EXPOSED TO THE ELEMENTS.
19.

THE DISTURBANCE OF LANDS AND WATERS THAT ARE OUTSIDE THE LIMITS OF CONSTRUCTION, AS STATED, IS PROHIBITED, EXCEPT IF FOUND NECESSARY AND APPROVED BY THE ENGINEER.
20.

WHEN NECESSARY, CERTAIN OPERATIONS SHALL BE DELAYED UNTIL PROPER WIND OR CLIMATIC CONDITIONS EXIST, TO DISSIPATE OR INHIBIT POTENTIAL POLLUTANTS TO THE PROJECT, PER SATISFACTION OF THE CONSTRUCTION MANAGER.
21.

UPON COMPLETION OF THE WORK AND BEFORE ACCEPTANCE OF FINAL PAYMENT, THE CONTRACTOR SHALL REMOVE ALL THE MACHINERY, EQUIPMENT, SURPLUS, TEMPORARY STRUCTURES, DISCARDED MATERIALS, SUCH AS RUBBISH, FROM THE SITE. THE CONTRACTOR SHALL LEAVE THE SITE IN NEAT AND PRESENTABLE CONDITION. MATERIALS CLEARED FROM THE SITE AND DEPOSITED ON ADJACENT PROPERTY WILL NOT BE CONSIDERED AS BEING DISPOSED OF SATISFACTORILY, UNLESS THE CONTRACTOR HAS OBTAINED WRITTEN PERMISSION FROM THE PROPERTY OWNER.
22.

THE CONTRACTOR SHALL, AT A MINIMUM, HAVE A REGISTERED LAND SURVEYOR LAYOUT THE WORK AND PROVIDE A COPY OF THE SIGNED AND SEALED FIELD NOTES UPON COMPLETION OF THE WORK. FIELD NOTES SHALL BE MADE AVAILABLE TO THE ENGINEER AND THE CONSTRUCTION MANAGER AT ANY TIME, IF REQUESTED.
23.

DUST CONTROL - THE CONTRACTOR SHALL PAY PARTICULAR ATTENTION TO DUST CONTROL REQUIREMENTS OF THIS CONTRACT. OPERATIONS OF THE RUNWAYS, TAXIWAYS, AND APRONS ARE ESPECIALLY SENSITIVE TO DUST AND FOREIGN OBJECT DEBRIS (FOD). THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST AND FOD CONTROL WITHIN THE CONSTRUCTION AREA AND ADJACENT OPERATION AREA. THE CONTRACTOR SHALL PROVIDE A PAVEMENT VACUUM SWEEPER FOR KEEPING DEBRIS CLEAR AT ALL TIMES. NO ADDITIONAL PAYMENT SHALL BE MADE FOR DUST, DEBRIS AND FOD CONTROL. THE COST SHALL BE CONSIDERED AS INCIDENTAL TO THE WORK OF THIS PROJECT.

- STORM DRAINAGE SYSTEM

1.

STANDARD INDEXES REFER TO THE LATEST EDITION OF N.Y.S.D.O.T. "ROADWAY AND TRAFFIC DESIGN STANDARDS."

2.

ALL STORM SEWER PIPE SHALL BE REINFORCED CONCRETE CLASS III (ASTM C-76) UNLESS OTHERWISE NOTED ON PLANS. ALL DRAINAGE STRUCTURES SHALL BE IN ACCORDANCE WITH N.Y.S.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS UNLESS OTHERWISE NOTED ON PLANS.

3.

PIPE LENGTHS SHOWN ARE APPROXIMATE AND TO CENTER OF DRAINAGE STRUCTURES, WITH THE EXCEPTION OF MITERED END AND FLARED END SECTIONS, WHICH ARE NOT INCLUDED IN LENGTHS.

4.

ALL DRAINAGE STRUCTURE GRATES AND COVERS, EITHER EXISTING OR PROPOSED, SHALL BE TRAFFIC RATED FOR H-20 LOADINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY NECESSARY UPGRADES TO EXISTING DRAINAGE STRUCTURES.

5.

CONSTRUCTION OF THE STORMWATER MANAGEMENT SYSTEM MUST BE COMPLETE AND ALL DISTURBED AREAS STABILIZED IN ACCORDANCE WITH THE PERMITTED PLANS AND CONDITIONS PRIOR TO ANY OF THE FOLLOWING: ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY; INITIATION OF INTENDED USE OF THE INFRASTRUCTURE, OR TRANSFER OF RESPONSIBILITY FOR MAINTENANCE OF THE SYSTEM TO A LOCAL GOVERNMENT OR OTHER RESPONSIBLE ENTITY.

GRADING TESTING AND INSPECTION

1.

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING APPLICABLE TESTING WITH THE SOILS ENGINEER. TESTS WILL BE REQUIRED PURSUANT WITH THE SOILS REPORT. UPON COMPLETION OF WORK THE SOILS ENGINEER WILL SUBMIT CERTIFICATIONS TO THE OWNER AND OWNER'S ENGINEER STATING THAT ALL REQUIREMENTS HAVE BEEN MET.

2.

A QUALIFIED TESTING LABORATORY SHALL PERFORM ALL TESTING NECESSARY TO ASSURE COMPLIANCE OF THE IN-PLACE MATERIALS AS REQUIRED BY THESE PLANS, THE VARIOUS AGENCIES AND PERMIT CONDITIONS. SHOULD ANY RETESTING BE REQUIRED DUE TO THE FAILURE OF ANY TESTS TO MEET THE REQUIREMENTS, THE CONTRACTOR WILL BEAR ALL COSTS OF SAID RETESTING.
- ENVIRONMENTAL AND DRAINAGE

1.

PRIOR TO AND DURING CONSTRUCTION, THE CONTRACTOR SHALL ENSURE POLLUTING, SILTING OR DISTURBING TO SUCH AN EXTENT AS TO CAUSE AN INCREASE IN TURBIDITY ABOVE 29 NTU, ABOVE BACKGROUND LEVELS AT THE WATER QUALITY SAMPLING STATION. TURBIDITY CONTROL DEVICES SHALL BE INSPECTED AND MAINTAINED ON A DAILY BASIS TO ENSURE THAT CONSTRUCTION GENERATED TURBIDITY IS CONTAINED WITHIN THE WORK AREA. THE CONTRACTOR SHALL SUBMIT A MAINTENANCE INSPECTION REPORT TO THE OWNER'S AUTHORIZED REPRESENTATIVE (O.A.R.) WITHIN 24 HOURS OF THE INSPECTION. ALL TURBIDITY CONTROL DEVICES SHALL BE MAINTAINED AND REMAIN IN PLACE UNTIL ALL CONSTRUCTION IS COMPLETE, AND WORK AREAS HAVE BEEN STABILIZED. AT NO TIME SHALL THE CONSTRUCTION SITE RUNOFF OR DEWATERING ACTIVITY RESULT IN EXCEEDING THE WATER QUALITY STANDARDS AS REQUIRED BY THE ENVIRONMENTAL PROTECTION AGENCY(EPA) OR THE LOCAL WATER MANAGEMENT DISTRICT. THE CONTRACTOR SHALL PREPARE AND SUBMIT TO THE OWNER'S AUTHORIZED REPRESENTATIVE (O.A.R.) FOR REVIEW AND APPROVAL, WITHIN TEN (10) DAYS OF NOTICE TO PROCEED, A WATER QUALITY CONTROL, MONITORING, MAINTENANCE AND REMEDIAL ACTION PLAN TO BE IMPLEMENTED BY THE CONTRACTOR DURING PERFORMANCE OF THE WORK. THIS WATER QUALITY CONTROL, MONITORING, MAINTENANCE AND REMEDIAL ACTION PLAN SHALL BE APPROVED BY THE O.A.R. PRIOR TO THE START OF CONSTRUCTION. ALL EROSION CONTROL MEASURES APPROVED BY THE O.A.R. MUST BE INSTALLED PRIOR TO THE START OF CONSTRUCTION. MONITORING TESTS SHALL BE CONDUCTED TWICE DAILY AT EACH POINT OF DISCHARGE DURING CONSTRUCTION. ALL MONITORING DATA SHALL BE SUBMITTED TO THE (O.A.R.) IN REPORT FORM WITHIN 24 HOURS OF ANALYSIS WITH DOCUMENTS CONTAINING THE FOLLOWING INFORMATION: (1) CERTIFIED TEST RESULTS (2) PERMIT NUMBER; (3) DATES OF SAMPLING AND ANALYSIS; (4) A STATEMENT DESCRIBING THE METHODS USED IN COLLECTION, HANDLING, STORAGE AND ANALYSIS OF THE SAMPLES; (5) A MAP INDICATING THE SAMPLING LOCATIONS AND (6) A STATEMENT BY THE INDIVIDUAL RESPONSIBLE FOR IMPLEMENTATION OF THE SAMPLING PROGRAM CONCERNING THE AUTHENTICITY, PRECISION, LIMITS OF DETECTION AND ACCURACY OF THE DATA. MONITORING REPORTS SHALL ALSO INCLUDE THE FOLLOWING INFORMATION FOR EACH SAMPLE THAT IS TAKEN:

A.

TIME OF DAY SAMPLES TAKEN.

B.

DEPTH OF WATER BODY.

C.

DEPTH OF SAMPLE; AND

D.

ANTECEDENT WEATHER CONDITIONS.

THE OWNERS AUTHORIZED REPRESENTATIVE SHALL MONITOR THE IMPLEMENTATION OF THE PLAN FOR COMPLIANCE WITH THESE CONTRACT DOCUMENTS AND THE PERMITS ISSUED BY THE WATER MANAGEMENT DISTRICT. FAILURE TO COMPLY WITH STATE AND FEDERAL WATER QUALITY STANDARDS AT POINTS OF DISCHARGE INTO OFF PROJECT WATER BODIES OR JURISDICTIONAL WETLANDS SHALL CAUSE A STOP WORK ORDER TO THE CONTRACTOR BY THE O.A.R. SUCH ORDER SHALL BE IN EFFECT FOR THE ENTIRE PROJECT AND SHALL REMAIN IN EFFECT UNTIL THE CONTRACTOR DEMONSTRATES THAT THE WATER QUALITY AT THE AFFECTED POINT(S) HAS BEEN RESTORED TO ACCEPTABLE CONDITIONS. THE CONTRACTOR SHALL NOT BE ENTITLED TO ADDITIONAL COMPENSATION OR TIME EXTENSION(S) DUE TO STOP WORK ORDER(S) ISSUED UNDER THIS PARAGRAPH.

THE OWNER MAY CHOOSE TO UTILIZE THEIR OWN TESTING LABORATORY FIRM TO VERIFY THE CONTRACTORS' LAB TESTS.

2.

IN ADDITION TO THE TURBIDITY AND EROSION CONTROL MEASURES SPECIFIED ABOVE, BEST MANAGEMENT PRACTICES FOR EROSION AND TURBIDITY CONTROL SHALL BE UTILIZED AT ALL TIMES DURING CONSTRUCTION. THESE PRACTICES SHALL INCLUDE THE USE AND MAINTENANCE OF STAKED HAY BALES, STAKED FILTER CLOTH AND OTHER SUITABLE MEANS SURROUNDING ALL CONSTRUCTION AREAS SUBJECT TO EROSION AS WELL AS THE USE OF FLOATING OR STAKED TURBIDITY SCREENS WHERE APPROPRIATE TO ISOLATE CONSTRUCTION AREAS FROM ADJACENT SURFACE WATERS. THE CONTRACTOR SHALL PROVIDE DAILY INSPECTION OF THE EROSION PROTECTION BARRIERS AND MAINTAIN THEM THROUGHOUT THE PERIOD OF CONSTRUCTION.

3.

ALL SOD SHALL BE PLACED IN A STAGGERED PATTERN. SOD ON SLOPES STEEPER THAN 5:1 SHALL BE STAKED WITH WOODEN PEGS.

4.

ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST STANDARDS IN EFFECT AT THE TIME OF BIDDING THAT ARE REQUIRED BY THE COUNTY OF ORANGE, THE STEWART INTERNATIONAL AIRPORT, THE FEDERAL AVIATION ADMINISTRATION (FAA), AND/OR THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) AND SHALL ADHERE TO THE MOST STRINGENT STANDARD.

5.

THE LOCATION OF ALL EXISTING UTILITIES, AS SHOWN ON THESE PLANS, HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND VERIFYING THE EXISTING UTILITIES PRIOR TO CONSTRUCTION AND SHALL COORDINATE ALL NECESSARY LOCATIONS WITH THE PROPER UTILITY COMPANY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING AND REPAIRING ANY DAMAGE TO UTILITIES DURING CONSTRUCTION WITH NO ADDITIONAL PAY COMPENSATION.

6.

PROJECT PAY ITEMS - THE PROJECT PAY ITEMS ARE PROVIDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THESE PLANS. ALL INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT IS TO BE INCLUDED IN THE COSTS OF PERFORMING THESE ITEMS.

7.

THE CONTRACTOR SHALL CONDUCT THEIR ACTIVITIES IN A SAFE AND SECURE MANNER AS SPECIFIED IN THE CONTRACTOR'S SAFETY AND SECURITY REQUIREMENTS.

8.

ALL CONTRACTOR VEHICLES AND TRAFFIC SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION AREAS, STAGING AREAS OR HAUL ROUTES.

9.

UNDERGROUND IMPROVEMENTS (I.E. STORM SEWER, SANITARY SEWER, ETC.). ALL CONFLICTS SHALL BE PRESENTED TO THE O.A.R. AT LEAST THIRTY (30) DAYS PRIOR TO THE START OF THE CONFLICTING IMPROVEMENT.

10.

IF THE CONTRACTOR'S ACTIVITIES ARE DEEMED TO BE A HAZARD TO THE AIRFIELD, AVIATION OR VEHICULAR OPERATIONS BY THE O.A.R., THE O.A.R. SHALL ISSUE A STOP WORK ORDER TO THE CONTRACTOR. SUCH AN ORDER SHALL BE IN EFFECT UNTIL THE CONTRACTOR DEMONSTRATES THAT HAZARDOUS CONDITIONS HAVE BEEN ELIMINATED.
11.

THE CONTRACTOR SHALL SUBMIT A DRAINAGE PLAN DESIGNED TO MAINTAIN OFF-PROJECT DRAINAGE THROUGH THE PROJECT SITE DURING CONSTRUCTION. THE PLAN SHALL INCLUDE BOTH CONVEYANCE AND EROSION CONTROL FOR ALL OFF-PROJECT RUNOFF AND UP STREAM POND DISCHARGE ENTERING THE PROJECT SITE. THESE PLANS SHALL BE SUBMITTED TO AND APPROVED BY THE O.A.R. PRIOR TO THE START OF CONSTRUCTION.

12.

THE OFF-PROJECT DRAINAGE PLAN REFERENCED ABOVE SHALL BE INSTALLED AND APPROVED BY THE O.A.R. PRIOR TO THE START OF PROJECT CLEARING, GRUBBING AND EARTHWORK.

13.

TEMPORARY DRAINS AND DRAINAGE DITCHES SHALL BE INSTALLED BY THE CONTRACTOR TO INTERCEPT OR DIVERT SURFACE WATER RUNOFF WHICH MAY AFFECT THE WORK. THESE DRAINS AND DITCHES SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE DURATION OF THE CONTRACT. THE CONTRACTOR SHALL ALSO MAINTAIN THE WATER QUALITY STANDARDS (AS OUTLINED IN THE ENVIRONMENTAL AND DRAINAGE GENERAL NOTES 1 & 2), THROUGHOUT THE DURATION OF THE CONTRACT. THE CONTRACTOR SHALL RESTORE THE SITE TO ITS ORIGINAL CONDITION UPON COMPLETION OF THE CONTRACT UNLESS OTHERWISE SPECIFIED BY THE OWNER'S AUTHORIZED REPRESENTATIVE.

PAVING, GRADING AND DRAINAGE

1.

EXCAVATION, BACKFILLING, AND FILLING SHALL ADHERE TO PA SPECIFICATION 312323.

2.

ALL NECESSARY FILL AND EMBANKMENT THAT IS PLACED DURING CONSTRUCTION SHALL CONSIST OF MATERIAL SPECIFIED BY THE OWNER'S SOILS TESTING COMPANY OR ENGINEER AND BE PLACED AND COMPACTED ACCORDING TO THE GEOTECHNICAL REPORT PREPARED BY ANS GEO INC.

3.

THE PROPOSED SPOT ELEVATIONS REPRESENT FINISHED PAVEMENT OR GROUND SURFACE GRADES, UNLESS OTHERWISE NOTED.

4.

THE CONTRACTOR WILL STABILIZE BY SEED AND MULCH, SOD, OR OTHER APPROVED MATERIALS ANY DISTURBED AREAS WITHIN ONE WEEK FOLLOWING CONSTRUCTION OF THE UTILITY SYSTEMS AND PAVEMENT AREAS. THE CONTRACTOR SHALL MAINTAIN SUCH AREAS UNTIL FINAL ACCEPTANCE BY THE OWNER. CONTRACTOR TO COORDINATE WITH OWNER REGARDING TYPE OF MATERIAL, LANDSCAPING, AND IRRIGATION REQUIREMENTS.

5.

THE CONTRACTOR SHALL RESTORE OFF-SITE CONSTRUCTION AREAS TO EQUAL AND/OR BETTER CONDITION THAN EXISTING PRIOR TO THE START OF CONSTRUCTION.

6.

UNLESS OTHERWISE NOTED, GRADE TO MEET EXISTING ELEVATION AT PROPERTY LINES.

7.

SURVEY MONUMENTS OR BENCHMARKS, WHICH HAVE TO BE DISTURBED BY THIS WORK, SHALL BE REPLACED UPON COMPLETION OF WORK BY A REGISTERED LAND SURVEYOR.

8.

FINAL GRADES SHOWN INCLUDE SOD HEIGHT.

9.

THE CONTRACTOR SHALL MEET ALL APPLICABLE LOCAL AND FEDERAL LAWS WHEN DISPOSING OILS OR OTHER FLUIDS REMOVED FROM EQUIPMENT BEING SERVICED ON THE AIRPORT PROPERTY. IMMEDIATELY CLEAN ANY SPILLS AND DISPOSE THE MATERIAL OFF AIRPORT PROPERTY AT APPROVED DESIGNATED AREAS.

10.

IF THE CONTRACTOR ENCOUNTERS OIL STAINS, UNUSUAL ODORS, OR BURIED WASTE, WORK SHALL BE STOPPED AND THE CONSTRUCTION MANAGER SHALL BE NOTIFIED IMMEDIATELY.

11.

THE CONTRACTOR SHALL CONDUCT WORK IN SUCH A MANNER AS TO PREVENT THE ENTRY OF FUELS, OILS, BITUMINOUS MATERIALS, CHEMICALS, SEWAGE OR OTHER HARMFUL MATERIALS INTO STREAMS, RIVERS, LAKES OR RESERVOIRS.

12.

THE CONTRACTOR SHALL PROTECT EXISTING FENCING, LIGHT POLES AND GATES. THE CONTRACTOR SHALL REPAIR ANY DAMAGE FOR WHICH CONTRACTOR IS RESPONSIBLE AT CONTRACTOR'S EXPENSE.

13.

THE CONTRACTOR SHALL SUBMIT A QUALITY CONTROL PLAN FOR OWNER'S REVIEW AND APPROVAL FOR MAJOR ITEMS OF WORK SUCH AS ASPHALT PAVING, BASE PLACEMENT, AND SUBGRADE PREPARATION. A QUALITY CONTROL OFFICER SHALL BE DESIGNATED BY THE CONTRACTOR AND APPROVED BY THE OWNER. ALL COSTS ASSOCIATED WITH PREPARING THE QUALITY CONTROL PLAN AND QUALITY CONTROL TESTING SHALL BE INCLUDED IN THE UNIT PRICE FOR THE WORK ITEM AND PAID FOR BY THE CONTRACTOR.

DEFINITIONS

OBJECT FREE AREA (OFA), AN AREA ON THE GROUND CENTERED ON THE RUNWAY, TAXIWAY, OR TAXILANE CENTERLINE PROVIDED TO ENHANCE SAFETY OF AIRCRAFT OPERATIONS BY HAVING THE AREA FREE OF OBJECTS EXCEPT FOR THOSE OBJECTS THAT NEED TO BE LOCATED IN THE OFA FOR AIR NAVIGATION OR AIRCRAFT GROUND MANEUVERING PURPOSES. NO PERSONNEL, EQUIPMENT OR VEHICLES SHALL ENTER ANY ACTIVE TAXIWAY OFA WITHOUT APPROVAL FROM THE AIR TRAFFIC CONTROL TOWER.

OBSTACLE-FREE ZONE (OFZ), THE AIRSPACE ALONG THE RUNWAY AND EXTENDED RUNWAY CENTERLINE THAT IS REQUIRED TO BE CLEAR OF ALL OBJECTS, EXCEPT FOR FRANGIBLE VISUAL NAVAIDS THAT NEED TO BE LOCATED IN THE OFZ BECAUSE OF THEIR FUNCTION, IN ORDER TO PROVIDE CLEARANCE PROTECTION FOR AIRCRAFT LANDING OR TAKING OFF FROM THE RUNWAY AND FOR MISSED APPROACHES. WORK WITHIN THE OFZ IS ONLY PERMITTED DURING PERIODS OF THE RUNWAY CLOSURE.

PART 77 SURFACES, IMAGINARY SURFACES WITH THE PRIMARY SURFACES CENTERED ALONG THE RUNWAY CENTERLINE PLUS TRANSITIONAL SURFACES THAT LIMIT THE HEIGHTS OF OBSTRUCTIONS, INCLUDING CONSTRUCTION EQUIPMENT.

RUNWAY SAFETY AREA (RSA), A DEFINED SURFACE SURROUNDING THE RUNWAY PREPARED OR SUITABLE FOR REDUCING THE RISK OF DAMAGE TO AIRPLANES IN THE EVENT OF AN UNDERSHOOT, OVERSHOOT OR EXCURSION FROM THE RUNWAY. WORK WITHIN THESE LIMITS SHALL BE LIMITED TO PERIODS OF RUNWAY CLOSURE WHICH SHALL GENERALLY OCCUR AT NIGHT FROM 9 PM TO 7 AM WHEN RUNWAY IS NOT CLOSED ON A 24 HOUR A DAY BASIS.

TAXIWAY SAFETY AREA (TSA), A DEFINED SURFACE ALONGSIDE THE TAXIWAY PREPARED OR SUITABLE FOR REDUCING THE RISK OF DAMAGE TO AN AIRPLANE UNINTENTIONALLY DEPARTING THE TAXIWAY. NO WORK SHALL OCCUR WITHIN ANY ACTIVE TAXIWAY SAFETY AREA. TAXIWAYS SHALL BE CLOSED IN ACCORDANCE WITH THE SAFETY AND SECURITY NOTES AND DETAILS CONTAINED HEREIN FOR ANY WORK REQUIRED WITHIN THE TSA.

DISPLACED THRESHOLD, THE PORTION OF PAVEMENT BEHIND THE DISPLACED THRESHOLD THAT MAY BE AVAILABLE FOR TAKEOFFS IN EITHER DIRECTION.

RUNWAY PROTECTION ZONE (RPZ), AN AREA OFF THE RUNWAY END TO ENHANCE THE PROTECTION OF PEOPLE AND PROPERTY ON THE GROUND.

THRESHOLD, THE BEGINNING OF THAT PORTION OF THE RUNWAY AVAILABLE FOR LANDING. IN SOME INSTANCES, THE LANDING THRESHOLD MAY BE DISPLACED. CONSTRUCTION MANAGER, CONSTRUCTION MANAGER IS THE ENGINEER/ENGINEERING & CAPITAL IMPROVEMENTS DIRECTOR AS FURTHER DEFINED IN ARTICLE G-1 "DEFINITION OF TERMS" OF THE CONTRACT STANDARDS.

DRAINAGE SYSTEM TESTING AND INSPECTION

1.

THE STORM DRAINAGE PIPING SYSTEM SHALL BE SUBJECT TO A VISUAL INSPECTION BY THE OWNER'S ENGINEER PRIOR TO THE PLACEMENT OF BACKFILL. CONTRACTOR TO NOTIFY THE ENGINEER 48 HOURS IN ADVANCE TO SCHEDULE INSPECTION.

2.

THE CONTRACTOR SHALL MAINTAIN AND PROTECT FROM MUD, DIRT, DEBRIS, ETC. THE STORM DRAINAGE SYSTEM UNTIL FINAL ACCEPTANCE OF THE PROJECT. THE STORM SYSTEM WILL BE REINSPECTED BY THE OWNER'S ENGINEER PRIOR TO APPROVAL FOR CERTIFICATE OF OCCUPANCY PURPOSES. THE CONTRACTOR MAY BE REQUIRED TO RECLEAN PIPES AND INLETS FOR THESE PURPOSES.

PROJECT RECORD DRAWINGS NOTES

1.

CONSTRUCTION DOCUMENTS AND AS-BUILT DRAWINGS - COMPLETE AS-BUILT INFORMATION RELATIVE TO LOCATIONS AND ELEVATIONS OF STRUCTURES, LENGTHS AND INVERT OF PIPES, AND THE LIKE SHALL BE ACCURATELY RECORDED AND SUBMITTED TO THE ENGINEER PRIOR TO FINAL ACCEPTANCE OF THE WORK. ALL INFORMATION SHALL BE ACQUIRED BY A REGISTERED LAND SURVEYOR AND INCLUDED IN A COMPLETE SIGNED AND SEALED AS-BUILT DRAWING SET.

2.

THE CONTRACTOR SHALL MAINTAIN A SET OF AS-BUILT SET AT THE JOB SITE. THESE SHALL BE KEPT LEGIBLE AND CURRENT AS WELL AS BE AVAILABLE FOR INSPECTION AT ALL TIMES BY THE CONSTRUCTION MANAGER. SHOW ALL CHANGES OR WORK ADDED ON THESE RECORD DRAWINGS IN A CONTRASTING COLOR.

3.

MARK-UP PROCEDURE - DURING PROGRESSION OF THE WORK, MAINTAIN A WHITE-PRINT SET OF CONTRACT DRAWINGS (BLUE-LINE OR BLACK-LINE) AND DRAWINGS WITH MARK-UPS OF ACTUAL INSTALLATIONS, WHICH VARY SUBSTANTIALLY FROM THE WORK, AS ORIGINALLY SHOWN. MARK THE APPROPRIATE DRAWING DEPICTING THE CURRENT PHYSICAL CONDITION FULLY AND ACCURATELY. MARKED-UP SHOP DRAWINGS SHALL BE CROSS-REFERENCED WITH CONTRACT DRAWINGS AT THE CORRESPONDING LOCATION. MARK WITH ERASABLE COLORED PENCIL, USING SEPARATE COLORS WHEN FEASIBLE TO DISTINGUISH BETWEEN CHANGES FOR DIFFERENT CATEGORIES OF WORK IN THE SAME LOCATION. MARK-UP ANY ADDITIONAL IMPORTANT INFORMATION, WHICH WAS EITHER SHOWN SCHEMATICALLY OR OMITTED FROM THE ORIGINAL DRAWINGS. PROVIDE ACCURATE INFORMATION ON CONCEALED WORK, SUCH AS WIRES OR UNDERGROUND PIPING, AT THE TIME OF THE PROJECT BECAUSE IT WILL BE DIFFICULT TO IDENTIFY OR MEASURE AT A LATER DATE. NOTE ALL ALTERNATE NUMBERS, CHANGE ORDER NUMBERS, AND SIMILAR IDENTIFICATION INFORMATION. REQUIRE EACH WORKER PREPARING MARK-UPS TO INITIAL AND DATE THE MARK-UP AS WELL AS INDICATE THE NAME OF THE FIRM. LABEL EACH SHEET "PROJECT RECORD" IN 1-1/2 INCH-HIGH LETTERS.

4.

WHEN SHOWING CHANGES IN THE WORK, USE THE SAME LEGENDS AS USED ON THE ORIGINAL DRAWINGS. INDICATE EXACT LOCATIONS WITH DIMENSIONS AND EXACT ELEVATIONS FROM THE JOB DATUM. PROVIDE DIMENSIONS FROM A PERMANENT POINT.

5.

THE CONTRACTOR SHALL SUBMIT BOTH SIGNED AND SEALED FULL SIZE AS-BUILT PLANS, DIGITAL AUTOCAD SURVEY FILES, AND A DIGITAL 3-DIMENSIONAL TOPOGRAPHIC MAP OF THE FACILITIES. THE SHOWING FINISHED SURFACE ELEVATIONS WILL INCLUDE VERIFICATION OF ALL CONSTRUCTED FEATURES, LOCATIONS, AND CALLOUTS OF NEW FEATURES OR THOSE ADDED DURING CONSTRUCTION THAT DIFFER FROM THE ORIGINAL PLANS. THE DOCUMENTATION SHALL BE CONDUCTED BY A REGISTERED SURVEYOR AND BE CONTAINED ON ONE SET OF PLAN SHEETS LABELING RECORD DRAWING LOCATIONS OF UTILITIES (LOCATION AND DEPTH).

ACCESS AND STAGING NOTES

1.

THE CONTRACTOR SHALL USE THE PRIMARY ACCESS GATE TO ENTER THE AIR OPERATIONS AREA (AOA). ALTERNATE ACCESS POINTS CAN ALSO BE UTILIZED ON AN AS NEEDED BASIS WITH THE APPROVAL OF THE OWNER. THE CONTRACTOR SHALL KEEP THE ACCESS POINTS/GATES CLOSED AND LOCKED AT ALL TIMES AND PROVIDE A GATE GUARD WHEN THE GATE IS OPENED FOR AUTHORIZED VEHICLES AND INDIVIDUALS TO ENTER THE SITE.

2.

THE CONTRACTOR SHALL ENSURE VEHICLES/EQUIPMENT LEAVING THE SITE DO NOT TRACK DIRT, MUD, OR FOD ON PUBLIC ROADS. ANY TRACKING OF SUCH MATERIAL SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.

3.

THE CONTRACTOR SHALL GIVE THE RIGHT OF WAY TO THE PUBLIC WHEN USING PUBLIC ROADS. THE CONTRACTOR SHALL NOT BLOCK ROADWAYS OR ACCESS TO BUSINESSES OR RESIDENCES. THE CONTRACTOR SHALL PROVIDE FLAGMEN TO DIRECT TRAFFIC IF TRUCKS OR VEHICLES ARE TEMPORARILY PARKED ON PUBLIC ROADWAYS. MAINTENANCE OF TRAFFIC SHALL MEET ALL LOCAL REQUIREMENTS AND GUIDELINES. THE CONTRACTOR SHALL CONTACT THE CITY OR THE NEW YORK DEPARTMENT OF TRANSPORTATION (NYDOT) FOR ANY PERMIT REQUIRED FOR THE USE OF PUBLIC ROADS.

4.

ANY USE OF PRIVATE PROPERTY BY THE CONTRACTOR, INCLUDING PRIVATE ROADWAYS, SHALL BE APPROVED AND COORDINATED IN ADVANCE WITH THE RESPECTIVE PROPERTY OWNER.

5.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES FOR IMPROPER OR ILLEGAL USE OF PUBLIC OR PRIVATE PROPERTY IN THE PERFORMANCE OF THIS WORK AT HIS/HER EXPENSE.

6.

ALL VEHICULAR TRAFFIC SHALL COME TO A COMPLETE STOP AT ALL ACTIVE AIRCRAFT MOVEMENT AREAS AND SHALL NOT PROCEED INTO AN ACTIVE AIRCRAFT MOVEMENT AREA WITHOUT AN ESCORT FROM AN OFFICIAL AIRPORT VEHICLE.

7.

MOTORIZED VEHICLES AND EQUIPMENT OPERATING IN THE AOA SHALL NOT EXCEED THE POSTED SPEED LIMIT OR 15 MPH, WHICHEVER IS LESS.

8.

AIRCRAFT SHALL HAVE PRIORITY OVER ALL MOTORIZED VEHICLES AND EQUIPMENT.

9.

THE CONTRACTOR'S ACCESS TO THE CONSTRUCTION SITE AND HAUL ROADS ARE IDENTIFIED ON THE PLANS. THE CONTRACTOR SHALL NOT USE ANY ACCESS OR HAUL ROADS OTHER THAN THOSE APPROVED. THE CONTRACTOR MUST SUBMIT SPECIFIC PROPOSED ROUTES ASSOCIATED WITH CONSTRUCTION ACTIVITIES TO THE OWNER FOR EVALUATION AND APPROVAL AS PART OF THE SAFETY PLAN, BEFORE BEGINNING CONSTRUCTION. THESE PROPOSED ROUTES MUST ALSO PROVIDE SPECIFICATIONS TO PREVENT INADVERTENT ENTRY TO THE AOA. THE CONTRACTOR SHALL GIVE SPECIAL ATTENTION TO ENSURE EMERGENCY VEHICLES RIGHT OF WAY ON ACCESS AND HAUL ROADS IS NOT IMPEDED AT ANY TIME. THE CONTRACTOR WILL ENSURE CONSTRUCTION TRAFFIC ON HAUL ROADS WILL NOT INTERFERE WITH NAVAIDS OR APPROACH SURFACES OF OPERATIONAL RUNWAYS.

10.

VEHICULAR TRAFFIC CROSSING AIRCRAFT ACTIVE MOVEMENT AREAS MUST HAVE EITHER A TWO-WAY RADIO TUNED TO THE AIRPORT UNICOM FREQUENCY OR FOLLOW AN ESCORT VEHICLE. VEHICLE DRIVERS MUST CONFIRM USING PERSONAL OBSERVATION THAT NO AIRCRAFT IS APPROACHING THEIR POSITION AFTER PROVIDED APPROPRIATE CLEARANCE TO CROSS THE RUNWAY OR TAXIWAY.

11.

THE CONTRACTOR MUST TAKE CARE TO MAINTAIN A HIGH LEVEL OF SAFETY AND SECURITY DURING CONSTRUCTION WHENIF ACCESS POINTS ARE CREATED IN THE SECURITY FENCING TO PERMIT THE PASSAGE OF CONSTRUCTION VEHICLES OR PERSONNEL. TEMPORARY GATES SHOULD BE EQUIPPED TO ENSURE CLOSURE AND LOCKED TO PREVENT ACCESS BY ANIMALS OR PEOPLE. PROCEDURES SHOULD BE IN PLACE TO ENSURE THAT ONLY AUTHORIZED PERSONS AND VEHICLES HAVE ACCESS TO THE AOA AND TO PROHIBIT "PIGGYBACKING" BEHIND ANOTHER PERSON OR VEHICLE.

12.

THE CONTRACTOR SHALL ACQUIRE ALL APPLICABLE PERMITS FROM LOCAL AGENCIES FOR ANY MODIFICATIONS TO THE STAGING AREA SUCH AS, SECURITY FENCING, GRADING, DRAINAGE, OR INSTALLING UTILITIES SUCH AS, WATER, SEWER, AND POWER. THE STAGING AREA ACCESS ROADS AND OTHER AREAS UTILIZED BY THE CONTRACTOR SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AFTER CONSTRUCTION IS COMPLETE AND ALL EQUIPMENT IS REMOVED FROM AIRPORT PROPERTY. THE COST FOR THIS SHALL BE INCLUDED IN THE UNIT PRICE FOR MOBILIZATION.

13.

THE CONTRACTOR'S STAGING AND STOCKPILING AREAS SHALL BE CLEARLY MARKED AS WELL AS LIGHTED FOR THE DURATION OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR THE SAFETY AND SECURITY OF ANY CONSTRUCTION EQUIPMENT STORED ON AIRPORT PROPERTY. EXACT LIMITS SHALL BE COORDINATED WITH THE OWNER.

14.

TEMPORARY ROADS, HAUL ROADS, TRAFFIC, AND WORK AREAS SHALL BE STABILIZED WITH DUST PALLIATIVE, PENETRATION ASPHALT, WOOD CHIPS, OR OTHER APPROVED MEASURES TO PREVENT DUST POLLUTION.

15.

THE CONTRACTOR AND SUBCONTRACTORS SHALL NOT ACCESS RESTRICTED AREAS ON THE AIRFIELD EXCEPT THE CONSTRUCTION LIMITS WITHIN THE STAGING AREAS, HAUL ROUTES, STORAGE AND STOCKPILES, AND THE CONSTRUCTION SITE AS APPROVED BY THE OWNER.

16.

THE CONTRACTOR SHALL PREPARE THE STOCKPILE AREA BY CLEARING DEBRIS AND VEGETATION FROM THE AREA TO BE USED. THE COST FOR THIS SHALL BE INCLUDED IN THE UNIT PRICE FOR MOBILIZATION.

HDg

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STATE OF NEW YORK
SEAL
JAMES MICHAEL PERDO
19987
LICENSED PROFESSIONAL ENGINEER

REVISIONS

MARK	DESCRIPTION	DATE

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
(SWF)

SIGNATURE

AVIATION

201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YN
Checked By: MM

GENERAL NOTES

C002

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MANAGEMENT OF EXCAVATED MATERIAL

1.

SOIL TO BE EXCAVATED IS CLASSIFIED AS NON-HAZARDOUS CONTAMINATED HISTORIC FILL. REUSE EXCAVATED SOIL ON SITE DEEMED SUITABLE BY THE ENGINEER TO SATISFY GEOTECHNICAL OR STRUCTURAL REQUIREMENTS SPECIFIED ELSEWHERE AS PART OF THIS CONTRACT. ADDITIONALLY, SEGREGATE ALL EXCAVATED SOIL SOIL THAT EXHIBITS EVIDENCE OF CONTAMINATION INCLUDING, BUT NOT LIMITED TO, SHEENS, STAINING AND ODORS SHALL BE SEGREGATED FROM SOIL NOT EXHIBITING SUCH EVIDENCE AND SHALL NOT BE REUSED ON-SITE.

2.

IT SHALL BE ASSUMED THAT THE CONTAMINANT CONCENTRATIONS MEET THE ACCEPTANCE CRITERIA OF SITES MEETING THE REQUIREMENTS SPECIFIED IN NOTE 3. BELOW. THE SOIL SHALL NOT BE CLASSIFIED, DISPOSED OF, OR REUSED AS CLEAN FILL OR RESIDENTIAL FILL REGARDLESS OF THE TESTING RESULTS. WITHIN 30 DAYS OF ACCEPTANCE OF THE CONTRACTOR'S BID, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A MINIMUM OF THREE DISPOSAL FACILITIES THAT MEET THE CRITERIA SPECIFIED IN NOTE 3, INCLUDING RATES FOR TRANSPORTATION AND DISPOSAL.

3.

BENEFICIALLY REUSE OR DISPOSE OF SOIL EXCAVATED UNDER THIS CONTRACT THAT IS EITHER EXCESS OR NOT SUITABLE (GEOTECHNICALLY OR STRUCTURALLY) FOR ON-SITE REUSE, AS RESTRICTED FILL ONLY AT SITES THAT ARE REGULATED BY A STATE AGENCY (E.G., BROWNFIELD, LANDFILL) AND HAVE A MATERIAL ACCEPTANCE PROTOCOL FOR SOIL AND A PERMIT APPROVED BY THAT STATE AGENCY. THE PROTOCOL SHALL INCLUDE APPLICATION FORMS, CERTIFICATION FORMS, SAMPLING REQUIREMENTS, AND ALLOWABLE CONCENTRATION LIMITS FOR ALL REGULATED PARAMETERS. SUBMIT THE PERMIT AND MATERIAL ACCEPTANCE PROTOCOL TO THE ENGINEER FOR APPROVAL. MINE RECLAMATION DISPOSAL OR REUSE FACILITIES IN NEW YORK STATE ARE NOT ACCEPTABLE. DISPOSAL OR REUSE FACILITIES PERMITTED UNDER 6 NYCRR PART 360 ARE NOT ACCEPTABLE. SITES APPROVED BY A NEW JERSEY LICENSED SITE REMEDIATION PROFESSIONAL (LSRP) AS PART OF THE NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION (NJDEP) SITE REMEDIATION PROGRAM ARE NOT ACCEPTABLE.

4.

SUBMIT TO THE ENGINEER FOR APPROVAL A SOIL STOCKPILE SAMPLING PLAN AT LEAST 2 WEEKS PRIOR TO THE START OF THE SAMPLING ACTIVITY. NOTIFY THE ENGINEER A MINIMUM OF 48 HOURS PRIOR TO THE COLLECTION OF SOIL SAMPLES. PERFORM REQUIRED SOIL SAMPLING AND TESTING IN ACCORDANCE WITH THE APPROVED STOCKPILE SAMPLING PLAN. ONCE A SOIL STOCKPILE HAS BEEN SAMPLED, ADDITIONAL SOIL MAY NOT BE ADDED TO IT; A NEW SOIL STOCKPILE SHALL BE CREATED.

5.

SUBMIT TO THE ENGINEER FOR APPROVAL A SOIL STOCKPILE MANAGEMENT PLAN DESCRIBING MEASURES FOR SOIL CONTAMINATION WITHIN THE STOCKPILE AREA AND MAINTENANCE OF THE STOCKPILE AREA. MANAGE THE STOCKPILE TO REDUCE THE POTENTIAL FOR FUGITIVE EMISSIONS AND RUNOFF FROM THE STOCKPILE.

6.

SUBMIT TO THE ENGINEER FOR APPROVAL, PRIOR TO THE REMOVAL OF SOIL OFF SITE, THE SUMMARY OF ANALYTICAL DATA COMPILED, LABORATORY ANALYTICAL DATA REPORT, REUSE OR DISPOSAL APPLICATION, AND REUSE APPROVAL OR DISPOSAL FACILITY ACCEPTANCE LETTER. THE SUMMARY OF ANALYTICAL DATA SHALL BE IN A SPREADSHEET TABLE FORMAT AND SHALL INCLUDE AT A MINIMUM THE FOLLOWING COLUMNS: PARAMETERS, CONCENTRATION RESULTS, FACILITY ACCEPTANCE CRITERIA, NEW JERSEY NON-RESIDENTIAL DIRECT CONTACT SOIL REMEDIATION STANDARDS, METHOD DETECTION LIMITS, QUALIFIERS, AND DATE(S) ANALYZED.

7.

SUBMIT TO THE ENGINEER FOR APPROVAL INFORMATION ON THE TRANSPORTERS OF SOIL MATERIALS, INCLUDING CURRENT APPLICABLE STATE ISSUED WASTE TRANSPORTERS PERMITS AT LEAST 2 WEEKS PRIOR TO THE COMMENCEMENT OF TRUCKING ACTIVITIES.

8.

SUBMIT DOCUMENTATION OF REUSE OR DISPOSAL OF SOIL MATERIALS (E.G., EXECUTED MANIFESTS, BILLS OF LADING) FOR ALL SOIL MATERIAL REMOVED AND TRANSPORTED FROM THE SITE. DOCUMENTS WILL BE SIGNED BY THE ENGINEER PRIOR TO THE REMOVAL OF SOIL OFF-SITE. EXECUTED MANIFESTS OR BILLS OF LADING SHALL BE SIGNED BY THE RECEIVING FACILITY. SUBMIT TO THE ENGINEER FOR APPROVAL COPIES OF MANIFESTS OR BILLS OF LADING, WITH ATTACHED CERTIFIED WEIGHT TICKETS, TO THE ENGINEER WITHIN 72 HOURS OF THE TRANSPORTATION OF SOIL OFF-SITE.

3

NEW YORK DEWATERING DISCHARGE NOTES

1.

SUBMIT TO THE ENGINEER A DEWATERING DISCHARGE AND TREATMENT PLAN FOR APPROVAL. THE PLAN SHALL INCLUDE BUT NOT BE LIMITED TO, A GROUNDWATER DISCHARGE PLAN WITH MEANS AND METHODS, A CONTINGENCY PLAN FOR THE HANDLING OF PETROLEUM AND GENERAL PROCEDURES. THE PLAN SHALL INCLUDE BEST MANAGEMENT PRACTICES TO MINIMIZE POLLUTANTS AS REQUIRED IN NOTE 8 BELOW.

2.

SOIL SEDIMENT FILTRATION BAGS SHALL BE USED INLINE WITH SETTLING TANKS OR FRACTIONATING TANKS AS NECESSARY PRIOR TO DISCHARGE OF GROUNDWATER TO CATCH BASINS OR SURFACE WATER. FURNISH AND INSTALL SETTLING OR FRACTIONATING TANKS THAT PROVIDE A MINIMUM 15 MINUTE WATER RETENTION TIME. FURNISH AND INSTALL DEWATERING FILTER BAGS CONSTRUCTED OF NON-WOVEN GEOTEXTILE AND CAPABLE OF FILTERING PARTICLES GREATER THAN 150 MICRONS.

3.

DISCHARGE ALL EFFLUENT TO A CATCH BASIN APPROVED BY THE ENGINEER. THE CONTRACTOR MAY SUBMIT FOR APPROVAL AN ALTERNATE PLAN TO RECHARGE DEWATERING EFFLUENT ON SITE TO GROUNDWATER THROUGH INFILTRATION TRENCHES, INJECTION WELLS, OR OTHER APPROPRIATE METHODS. EFFLUENT SHALL NOT BE DISCHARGED THROUGH WETLANDS, PAVEMENT OR OTHER ADJACENT AREAS AND SHALL NOT CAUSE FLOODING OR PONDING ON SITE OR IN ADJACENT AREAS.

4.

IF EFFLUENT FROM DEWATERING OPERATIONS EXHIBITS EVIDENCE OF PETROLEUM CONTAMINATION SUCH AS SHEEN, LIQUID-PHASE PRODUCT, ODOR OR FLOATABLES, THE CONTRACTOR SHALL CEASE DEWATERING OPERATIONS AND CONTACT THE ENGINEER.

5.

THE CONTRACTOR SHALL ENSURE ALL NECESSARY PRECAUTIONS ARE TAKEN TO PRECLUDE CONTAMINATION OF ANY WETLAND OR WATERWAY BY SUSPENDED SOLIDS, SEDIMENTS, FUELS, SOLVENTS, LUBRICANTS, EPOXY COATINGS, PAINTS, CONCRETE, LEACHATE OR ANY OTHER ENVIRONMENTALLY DELETERIOUS MATERIALS ASSOCIATED WITH THE PROJECT.

6.

DEWATER THE EXCAVATION USING EITHER SUMPS OR WELL POINTS. THE EXCAVATION SHALL BE DEWATERED TO THE LIMITS OF EXCAVATION AND NO GREATER.

7.

DURING EXCAVATION THE COMBINED RATED CAPACITY OF THE CONTRACTORS PUMPS ASSOCIATED WITH DEWATERING WELLS SHALL NOT EXCEED 45 GALLONS PER MINUTE. IF THIS PUMPING RATE IS EXCEEDED, THE CONTRACTOR SHALL OBTAIN A LONG ISLAND WATER WELL PERMIT IN NO EVENT SHALL THE DELAYS ENCOUNTERED IN OBTAINING SUCH A PERMIT BE A CAUSE FOR THE EXTENSION FOR THE COMPLETION OF THE WORK OF THE CONTRACTOR.

8.

BEST MANAGEMENT PRACTICES MUST BE EMPLOYED TO PREVENT THE LOSS OF CONSTRUCTION MATERIALS, DEBRIS AND SEDIMENTS FROM ENTERING SURFACE WATER. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO, CONSTRUCTION FENCING, STAKED HAY BALES, FILTER FABRIC, AND SILT FENCING.

9.

SAMPLES OF THE DEWATERING EFFLUENT SHALL BE COLLECTED AT THE START OF DEWATERING. THE SAMPLES SHALL BE ANALYZED FOR THE SPDES PERMIT PARAMETERS. A 24-HOUR LABORATORY TURN-AROUND TIME SHALL BE REQUIRED. IF THE EFFLUENT SAMPLES EXCEED THE DISCHARGE CRITERIA LISTED BELOW, THE CONTRACTOR WILL BE REQUIRED TO EITHER TREAT THE EFFLUENT TO MEET STANDARDS OR TO DISPOSE OF THE WATER OFF SITE. INPUT THE INFORMATION FROM THE SPDES PERMIT INTO THIS TABLE

SOIL EROSION AND SEDIMENT CONTROL NOTES

1.

A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) HAS BEEN COMPLETED BY THE ENGINEER FOR THIS CONTRACT AND MUST BE IMPLEMENTED DURING CONSTRUCTION. THE CONTRACTOR IS FULLY RESPONSIBLE FOR IMPLEMENTING THE REQUIREMENTS OF THE SWPPP AND THE REQUIREMENTS SET FORTH IN THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION (NYSDEC) SPDES GENERAL PERMIT FOR STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITY PERMIT NO. GP-0-20-001.

2.

ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES IMPLEMENTED AT THE CONSTRUCTION SITE SHALL BE IN ACCORDANCE WITH THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION (NYSDEC) "NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL" (CURRENT EDITION), NYSDEC "NEW YORK STATE STORMWATER MANAGEMENT DESIGN MANUAL" (CURRENT EDITION) AND THE SWPPP. THE SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN THEIR PROPER SEQUENCE BY THE CONTRACTOR PRIOR TO ANY MAJOR SOIL DISTURBANCE AND MAINTAINED UNTIL PERMANENT PROTECTION IS ESTABLISHED.

3.

REPAIR ALL DAMAGE INCURRED BY SOIL EROSION TO THE SATISFACTION OF THE ENGINEER.

4.

MAINTAIN THE CONSTRUCTION SITE SUCH THAT ALL STORMWATER RUNOFF IS DIVERTED TO SOIL EROSION AND SEDIMENT CONTROL DEVICES.

5.

ERECT TEMPORARY EROSION CONTROL MEASURES AS DESCRIBED IN THE SWPPP AND/OR AS REQUIRED TO INTERCEPT AND DETAIN SEDIMENT DUE TO CONSTRUCTION ACTIVITIES.

6.

IMMEDIATELY REMOVE ALL SOIL WASHED, DROPPED, SPILLED OR TRACKED OUTSIDE THE LIMIT OF DISTURBANCE OR ONTO PUBLIC RIGHT-OF-WAYS, AT NO ADDITIONAL COST TO THE LEASEHOLDER. PAVED ROADWAYS SHALL BE KEPT CLEAN AT ALL TIMES.

7.

INSTALL A CRUSHED STONE, STABILIZED CONSTRUCTION ENTRANCE WHEREVER A CONSTRUCTION ACCESS INTERSECTS ANY PAVED SURFACE. VEHICLE TRACKING PAD SHALL BE CLEAN, CRUSHED STONE, 6-INCH THICK, AND AT LEAST 12 FEET WIDE BY 50 FEET LONG. IF ITS NOT PRACTICAL TO INSTALL A STABILIZED CONSTRUCTION ENTRANCE, AN ALTERNATE METHOD TO PREVENT SOIL AND SEDIMENT FROM BEING TRACKED OFF THE CONSTRUCTION SITE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

8.

SUBMIT FOR APPROVAL WITHIN 30 DAYS OF ACCEPTANCE OF THE CONTRACTOR'S BID A SITE-SPECIFIC SOIL EROSION AND SEDIMENT CONTROL PLAN IN CONFORMANCE WITH THE NYSDEC PERMIT NO. GP-0-20-001, THE "NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL" (CURRENT EDITION), THE "NEW YORK STATE STORMWATER MANAGEMENT DESIGN MANUAL" (CURRENT EDITION) AND THE SWPPP.

9.

THE CONTRACTOR SHALL INSPECT, MAINTAIN, REMOVE AND DISPOSE OF TEMPORARY SEDIMENT BARRIERS AND ACCUMULATED SEDIMENT AT NO ADDITIONAL COST TO THE LEASEHOLDER. DAMAGED BARRIERS SHALL BE REPAIRED IMMEDIATELY.

10.

REMOVE SEDIMENT BARRIERS ONLY AFTER UPSLOPE SURFACES HAVE BEEN STABILIZED AND/OR RESTORED. REMOVE BARRIER AND ACCUMULATED SILT TO FINISHED GRADE, AND RESTORE SURFACE TO PRE-EXISTING CONDITION OR AS SHOWN ON THE CONTRACT DRAWINGS.

11.

THE CONTRACTOR SHALL PROVIDE A "TRAINED CONTRACTOR" AS DEFINED IN THE NYSDEC STORMWATER RULES AND THE NYSDEC PERMIT NO. GP-0-20-001 (SPDES GENERAL PERMIT FOR STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITY) TO BE RESPONSIBLE FOR THE IMPLEMENTATION OF THE SWPPP PRACTICES. THE TRAINED CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING DEFICIENCIES, IMPLEMENTING CORRECTIVE ACTIONS WITHIN ONE BUSINESS DAY AND COMPLETING THE CORRECTIVE ACTION IN A REASONABLE TIME FRAME AS AGREED TO BY THE ENGINEER. WITHIN 30 DAYS OF ACCEPTANCE OF THE CONTRACTOR'S BID, SUBMIT TO THE ENGINEER FOR APPROVAL A COPY OF THE CERTIFICATE OF EROSION AND SEDIMENT CONTROL TRAINING FOR THE TRAINED CONTRACTOR(S).

12.

THE CONTRACTOR SHALL PROVIDE A "QUALIFIED INSPECTOR" AS DEFINED IN THE NYSDEC STORMWATER RULES AND THE NYSDEC PERMIT GP-0-20-001 TO CONDUCT THE SITE INSPECTIONS AS SPECIFIED IN THE SWPPP AND AS REQUIRED BY THE NYSDEC PERMIT NO. GP-0-20-001. THE QUALIFIED INSPECTOR SHALL CONDUCT 2 INSPECTIONS WITHIN A 7-DAY PERIOD SEPARATED BY A MINIMUM OF 2 FULL CALENDAR DAYS. WITHIN 30 DAYS OF ACCEPTANCE OF THE CONTRACTOR'S BID, SUBMIT TO THE ENGINEER FOR APPROVAL THE QUALIFICATIONS AND CERTIFICATIONS OF THE QUALIFIED INSPECTOR(S).

13.

THE CONTRACTOR SHALL PROVIDE TO THE ENGINEER ON A WEEKLY BASIS ELECTRONIC COPIES OF THE INSPECTION REPORTS PREPARED BY THE QUALIFIED INSPECTOR AND REPORTS ON REPAIRS/CORRECTIONS MADE, INCLUDING COLOR PHOTOGRAPHS AND INDICATION OF THE ELAPSED TIME BETWEEN THE IDENTIFICATION OF THE DEFICIENCY AND THE COMPLETION OF THE REPAIR MADE TO THE STORMWATER PROTECTION PRACTICES DURING CONSTRUCTION. THE INSPECTION REPORTS SHALL BE CERTIFIED AS ACCURATE BY A NEW YORK STATE PROFESSIONAL ENGINEER.

14.

14. THE CONTRACTOR SHALL CERTIFY TO THE ENGINEER IN WRITING AND SHALL ENSURE ALL SUBCONTRACTORS HAVE READ AND WILL COMPLY WITH THE SWPPP.

CLEAN FILL NOTES

1.

ALL IMPORTED BACKFILL MATERIAL (SOIL, STONE, ETC.) BROUGHT ON THE CONSTRUCTION SITE SHALL BE CERTIFIED CLEAN MATERIAL ACQUIRED FROM AN ENTITY PERMITTED TO PROVIDE SUCH CERTIFIED CLEAN MATERIAL. THE MATERIAL SHALL BE SAMPLED AND ANALYZED PRIOR TO USE ON THE CONSTRUCTION SITE OR THE PREMISES TO FULLY CHARACTERIZE THE PRESENCE OF ANY CONTAMINANTS; HOWEVER, CRUSHED STONE FROM A VIRGIN QUARRY SOURCE MAY BE IMPORTED WITHOUT ANALYTICAL RESULTS. SUBMIT TO THE _____ WRITTEN DOCUMENTATION INDICATING THE CONCENTRATION OF CHEMICAL CONSTITUENTS CONTAINED IN THE OFFSITE FILL MATERIAL. THE MATERIAL BROUGHT ON THE CONSTRUCTION SITE MUST MEET THE PHYSICAL CRITERIA AND MAXIMUM CONTAMINANT LEVELS OF GENERAL FILL DEFINED IN 6 NYCRR PART 360.13(F), UNLESS OTHERWISE APPROVED BY THE _____. THE IMPORTED MATERIAL SAMPLING PLAN MUST INCLUDE TESTING FOR PRESENCE OF 1,4-DIOXANE AND PFAS (I.E., PER- AND POLYFLUOROALKYL SUBSTANCES) CONTAMINANTS. RECYCLED CONCRETE AGGREGATE (RCA) IS NOT APPROVED TO BE USED AS BACKFILL, ASPHALT MILLINGS ARE NOT APPROVED TO BE USED AS BACKFILL.

2.

SUBMIT TO ENGINEER FOR APPROVAL ANALYTICAL RESULTS IN ACCORDANCE WITH THE SAMPLING AND ANALYSIS REQUIREMENTS DEFINED IN 6 NYCRR PART 360.13(e) FROM A NEW YORK STATE DEPARTMENT OF HEALTH CERTIFIED LABORATORY. THE FOLLOWING SHALL BE PROVIDED WITHOUT LIMITATION:

a.

ANALYTICAL DATA SHALL BE IN AN EXCEL SPREAD SHEET FORMAT THAT COMPARES THE DATA TO THE LOWER OF PROTECTION OF PUBLIC HEALTH- RESIDENTIAL LAND USE AND PROTECTION OF GROUNDWATER IN 6 NYCRR PART 375-6.8(b);

b.

A COMPLETED CHAIN OF CUSTODY FOR THE SAMPLES;

c.

A SAMPLING PLAN FOR THE SAMPLES COLLECTED;

d.

THE CERTIFICATIONS OF THE ENTITY COMPLETING THE SAMPLING,

e.

THE SOURCE OF THE MATERIAL; AND

f.

A STATEMENT FROM A PROFESSIONAL ENGINEER OR PROFESSIONAL GEOLOGIST LICENSED IN THE STATE OF NEW YORK THAT, TO THE BEST OF THE AFFIANT'S KNOWLEDGE AND BELIEF, THE FILL MATERIAL BEING PROVIDED DOES NOT EXCEED THE LOWER OF PROTECTION OF PUBLIC HEALTH-RESIDENTIAL LAND USE AND PROTECTION OF GROUNDWATER IN 6 NYCRR PART 375-6.8(b), AND A DESCRIPTION OF THE STEPS TO CONFIRM SUCH.

3.

THE ENGINEER RESERVES THE RIGHT TO PERFORM QUALITY ASSURANCE TESTING TO CONFIRM COMPLIANCE OF FILL MATERIALS RECEIVED FROM EACH SOURCE OF SUCH MATERIAL. MATERIAL BROUGHT ON THE CONSTRUCTION SITE NOT IN COMPLIANCE SHALL BE REMOVED FROM THE CONSTRUCTION SITE AND REPLACED WITH ACCEPTABLE MATERIAL

ABBREVIATIONS	
A/C	AIR CONDITIONERS
BOL	BOLLARD
BW	BOTTOM OF WALL
COL	COLLECTION
CONC	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
DEPT	DEPARTMENT
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
E	EAST
EL	ELEVATION
ELEV	ELEVATION
EOP	EDGE OF PAVEMENT
EX.	EXISTING
EXIT.	EXISTING
F.F.E.	FINISH FLOOR ELEVATION
GIS	GEOGRAPHIC INFORMATION SYSTEM
INC	INCORPORATED
INV	INVERT
LF	LINEAR FEET
IRS	IRON ROD SET
MH	MANHOLE
MB	MAIL BOX
N.	NORTH
NAVD	NORTH AMERICAN VERTICAL DATUM
NO	NUMBER
N.T.S.	NOT TO SCALE
NY	NEW YORK
OH	OVERHEAD
PROP.	PROPOSED
PSA	PRESSURE SWING ABSORPTION
PVC	POLYVINYL CHLORIDE
PVMT	PAVEMENT
R	RADIUS
R/W	RIGHT-OF-WAY
RCP	REINFORCED CONCRETE PIPE
S	SOUTH
SEP	SEPARATION
SQ.FT.	SQUARE FEET
TRAV	TRAVEL POINT
TYP.	TYPICAL
TW	TOP OF WALL
W	WEST
WM	WATER MAIN
#	NUMBER

HDg

Architecture

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MARK	DESCRIPTION	DATE
3.	BID RFI RESPONSES.	08/12/24

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
(SWF)

SIGNATURE
AVIATION

201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: NY
Checked By: MM

GENERAL NOTES AND
ABBREVIATIONS

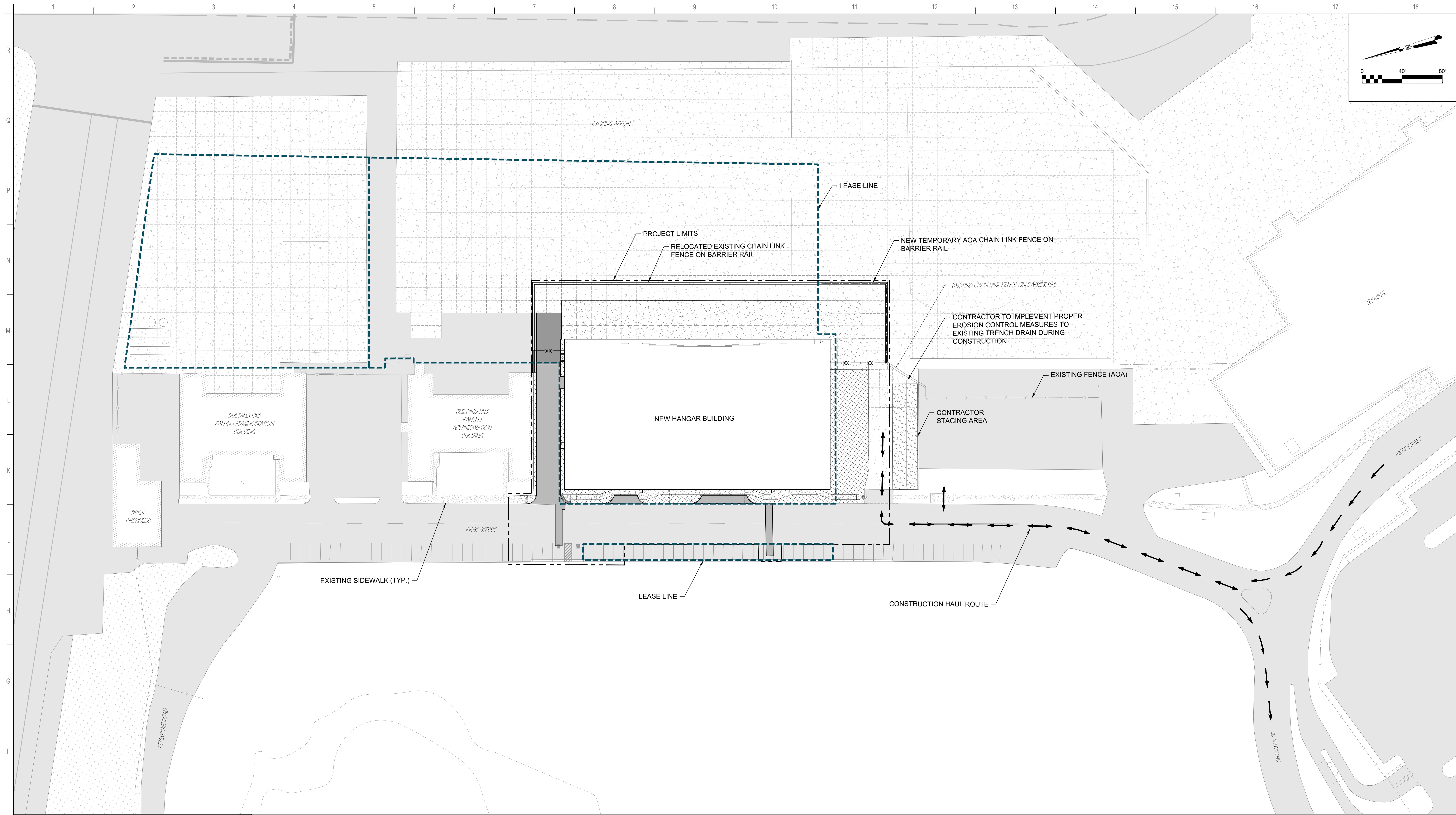
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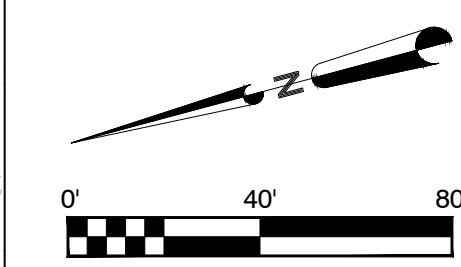
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LEGEND	
	PROJECT LIMITS
	EXISTING BUILDING
	EXISTING PAVEMENT
	EXISTING CONCRETE
	EXISTING TREE AND WETLAND AREA
	EXISTING CHAIN LINK FENCE (AOA)
	EXISTING CHAIN LINK FENCE
	NEW ASPHALT PAVEMENT
	NEW MILL AND OVERLAY PAVEMENT
	NEW CONCRETE
	NEW SOD
	CONTRACTOR STAGING AREA
	HAUL ROUTES/CONSTRUCTION ACCESS
	LEASE LANE
	NEW GALVANIZED STEEL CHAIN LINK FENCE

NOTES

- SEE PHASING PLAN FOR ADDITIONAL HAUL ROUTE NOTES WITHIN SPECIFIC PROJECT PHASES.
- REFER TO SAFETY AND SECURITY NOTES ON SHEET 050 FOR PROCEDURES ON SECURING THE AIR OPERATION AREA 9AOA) DURING CONSTRUCTION..
- THE CONTRACTOR SHALL NOT HAUL MATERIALS OR EQUIPMENT ACROSS ANY ACTIVE RUNWAY OR TAXIWAY.
- THE CONTRACTOR'S ACCESS TO THE CONSTRUCTION SITE AND HAUL ROADS ARE IDENTIFIED ON THE PLANS. THE CONTRACTOR SHALL NOT USE ANY ACCESS OR HAUL ROADS OTHER THAN THOSE APPROVED. THE CONTRACTOR MUST SUBMIT SPECIFIC PROPOSED ROUTES ASSOCIATED WITH CONSTRUCTION ACTIVITIES TO THE OWNER FOR EVALUATION AND APPROVAL AS PART OF THE SAFETY AND PHASING PLAN BEFORE BEGINNING CONSTRUCTION ACTIVITIES. THESE PROPOSED ROUTES MUST ALSO PROVIDE SPECIFICATIONS TO PREVENT INADVERTENT TO MOVEMENT AREAS. THE CONTRACTOR SHALL PAY SPECIAL ATTENTION TO ENSURE THAT CONSTRUCTION TRAFFIC ON HUAL ROADS DOES NOT INTERFERE WITH AIRSPACE PROTECTION SURFACES OF OPERATIONAL RUNWAYS.
- THE CONTRACTOR SHALL GIVE THE RIGHT-OF-WAY TO THE PUBLIC WHILE USING PUBLIC ROADS. THE CONTRACTOR SHALL NOT BLOCK ROADWAYS AND ACCESS TO BUSINESSES. THE CONTRACTOR SHALL PROVIDE FLAGGER TO DIRECT TRAFFIC IF TRUCKS OR VEHICLES ARE TEMPORARY APRKED ON PUBLIC OR AIRPORT OWNED ROADWAYS. MAINTENANCE OF TRAFFIC SHALL MEET ALL LOCAL REQUIREMENTS AND GUIDELINES.
- ANY USE OF PRIVATE PROPERTY BY THE CONTRACTOR. INCLUDING PRIVATE OR LEASED ROADWAYS AND APRONS, SHALL BE COORDINATED IN ADVANCE WITH THE PROPERTY OWNER OR LEASE HOLDER FOR APPROVAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES FOR IMPROPER OR ILLEGAL USE OF PUBLIC OR PRIVATE PROPERTY IN THE PERFORMANCE OF THE WORK AT HIS/HER EXPENSE.
- THE CONTRACTOR IS RESPONSIBLE FOR SECURING RGEIR STOCKPILE AND STAGING AREAS. EQUIPMENT, AND MATERIALS LOCATED ON AIRPORT PROPERTY.
- TEMPORARY ROADS, HAULS, TRAFFIC AND WORK AREAS SHALL BE STABILIZED WITH DUST PALLIATIVE, PENETRATION ASPHALT, WOOD CHIPS, OR OTHER APPROVED MEASURES TO PREVENT OUST POLLUTION.
- THE MAXIMUM ALLOWABLE HEIGHT OF CONSTRUCTION EQUIPMENT AND STOCKPILED MATERIALS IS GOVERNED BY FAA ADVISORY CIRCULAR (AC0 150/5372-2, CURRENT EDITION. WHEN EQUIPMENT IS EXPECTED TO PENETRATE THE FAR PART 77 SURFACE (FOR ANY RUNWAY IN OPERATION) OR WHEN CRANES WILL BE USED ON SITE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEASE SIXTY (60) DAYS PRIOR TO START OF CONSTRUCTION TO COORDINATE THE SUBMITTAL OF FAA FORM 7460-1 TO THE FAA AIRPORT DISTRICT OFFICE. PERMISSION TO USE CRANES SHALL BE ISSUED BY THE ENGINEER AFTER APPROVAL BY THE FAA. THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR ANY AND ALL FAA FINES INCURRED FOR OPERATING CRANES WITHOUT FAA APPROVAL. TWENTY-FOUR (24) HOURS NOTICE SHALL BE GIVEN TO AIRPORT PRIOR TO CRANE DEPLOYMENT.



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REVISIONS		
MARK	DESCRIPTION	DATE

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
(SWF)



201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

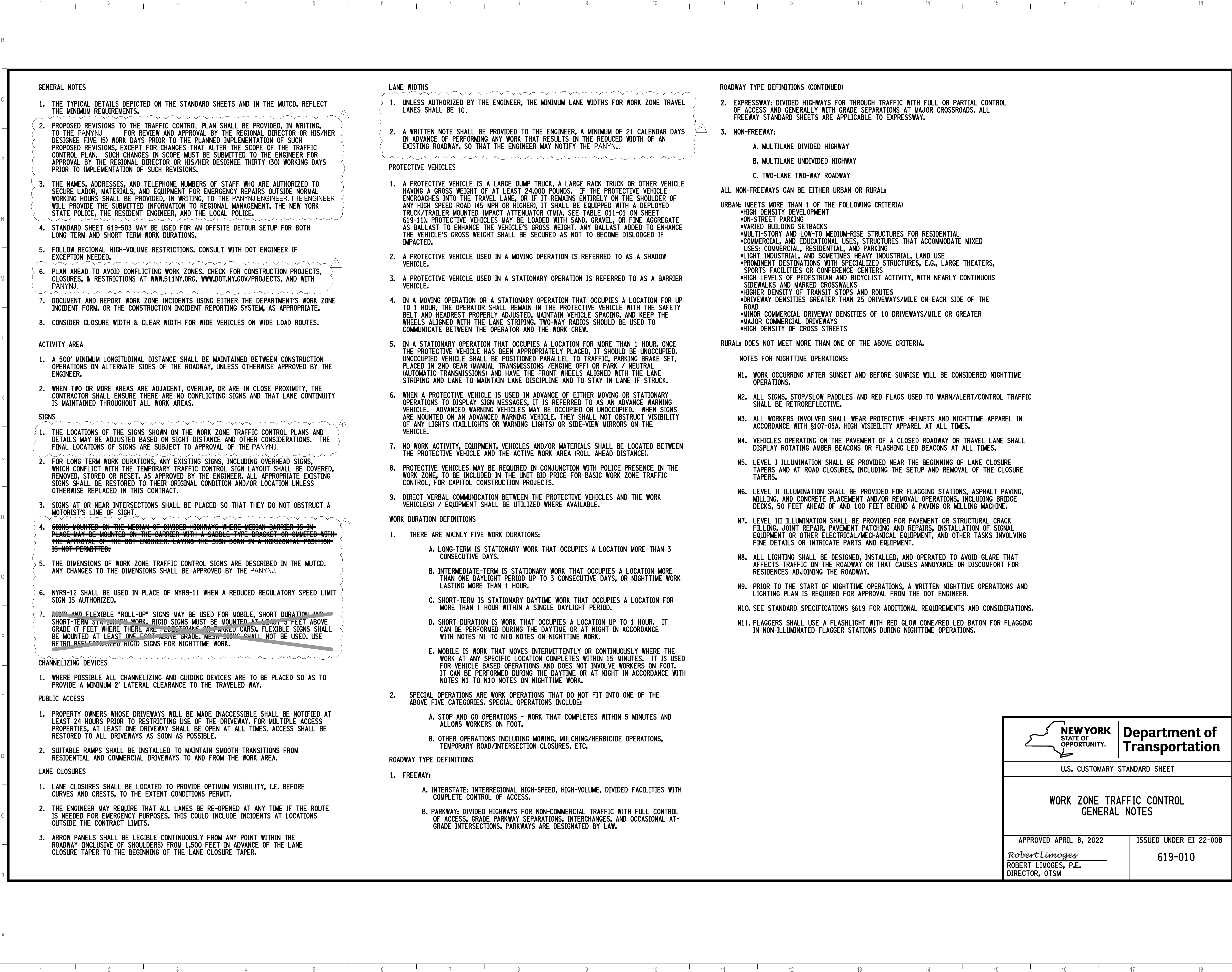
PROJECT LAYOUT PLAN AND
SITE IMPROVEMENTS

C020

100% PERMIT SET

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MARK	DESCRIPTION	DATE
1.	PERMIT COMMENTS.	06/28/24

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
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Issue Date:	06/28/2024
MDG Project No.	HDG23005
Drawn By:	YY
Checked By:	MM

WORK ZONE TRAFFIC
CONTROL GENERAL
NOTES

C021

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NEW YORK
STATE OF
OPPORTUNITY.

Department of
Transportation

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
GENERAL NOTES

APPROVED APRIL 8, 2022
Robert Limoges
ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

ISSUED UNDER EI 22-008

619-010

- ROADWAY TYPE DEFINITIONS (CONTINUED)
- EXPRESSWAY: DIVIDED HIGHWAYS FOR THROUGH TRAFFIC WITH FULL OR PARTIAL CONTROL OF ACCESS AND GENERALLY WITH GRADE SEPARATIONS AT MAJOR CROSSROADS. ALL FREEWAY STANDARD SHEETS ARE APPLICABLE TO EXPRESSWAY.
 - NON-FREEWAY:

- A. MULTILANE DIVIDED HIGHWAY
- B. MULTILANE UNDIVIDED HIGHWAY
- C. TWO-LANE TWO-WAY ROADWAY

- ALL NON-FREEWAYS CAN BE EITHER URBAN OR RURAL:
- URBAN: (MEETS MORE THAN 1 OF THE FOLLOWING CRITERIA)
- HIGH DENSITY DEVELOPMENT
 - ON-STREET PARKING
 - VARIED BUILDING SETBACKS
 - MULTI-STORY AND LOW-TO MEDIUM-RISE STRUCTURES FOR RESIDENTIAL
 - COMMERCIAL, AND EDUCATIONAL USES, STRUCTURES THAT ACCOMMODATE MIXED USES: COMMERCIAL, RESIDENTIAL, AND PARKING
 - LIGHT INDUSTRIAL, AND SOMETIMES HEAVY INDUSTRIAL, LAND USE
 - PROMINENT DESTINATIONS WITH SPECIALIZED STRUCTURES, E.G., LARGE THEATERS, SPORTS FACILITIES OR CONFERENCE CENTERS
 - HIGH LEVELS OF PEDESTRIAN AND BICYCLIST ACTIVITY, WITH NEARLY CONTINUOUS SIDEWALKS AND MARKED CROWDSWALKS
 - HIGHER DENSITY OF TRANSIT STOPS AND ROUTES
 - DRIVEWAY DENSITIES GREATER THAN 25 DRIVEWAYS/MILE ON EACH SIDE OF THE ROAD
 - MINOR COMMERCIAL DRIVEWAY DENSITIES OF 10 DRIVEWAYS/MILE OR GREATER
 - MAJOR COMMERCIAL DRIVEWAYS
 - HIGH DENSITY OF CROSS STREETS
- RURAL: DOES NOT MEET MORE THAN ONE OF THE ABOVE CRITERIA.

- NOTES FOR NIGHTTIME OPERATIONS:
- WORK OCCURRING AFTER SUNSET AND BEFORE SUNRISE WILL BE CONSIDERED NIGHTTIME OPERATIONS.
 - ALL SIGNS, STOP/SLOW PADDLES AND RED FLAGS USED TO WARN/ALERT/CONTROL TRAFFIC SHALL BE RETROREFLECTIVE.
 - ALL WORKERS INVOLVED SHALL WEAR PROTECTIVE HELMETS AND NIGHTTIME APPAREL IN ACCORDANCE WITH §107-05A. HIGH VISIBILITY APPAREL AT ALL TIMES.
 - VEHICLES OPERATING ON THE PAVEMENT OF A CLOSED ROADWAY OR TRAVEL LANE SHALL DISPLAY ROTATING AMBER BEACONS OR FLASHING LED BEACONS AT ALL TIMES.
 - LEVEL I ILLUMINATION SHALL BE PROVIDED NEAR THE BEGINNING OF LANE CLOSURE TAPERS AND AT ROAD CLOSURES, INCLUDING THE SETUP AND REMOVAL OF THE CLOSURE TAPERS.
 - LEVEL II ILLUMINATION SHALL BE PROVIDED FOR FLAGGING STATIONS, ASPHALT PAVING, MILLING, AND CONCRETE PLACEMENT AND/OR REMOVAL OPERATIONS, INCLUDING BRIDGE DECKS, 50 FEET AHEAD OF AND 100 FEET BEHIND A PAVING OR MILLING MACHINE.
 - LEVEL III ILLUMINATION SHALL BE PROVIDED FOR PAVEMENT OR STRUCTURAL CRACK FILLING, JOINT REPAIR, PAVEMENT PATCHING AND REPAIRS, INSTALLATION OF SIGNAL EQUIPMENT OR OTHER ELECTRICAL/MECHANICAL EQUIPMENT, AND OTHER TASKS INVOLVING FINE DETAILS OR INTRICATE PARTS AND EQUIPMENT.
 - ALL LIGHTING SHALL BE DESIGNED, INSTALLED, AND OPERATED TO AVOID GLARE THAT AFFECTS TRAFFIC ON THE ROADWAY OR THAT CAUSES ANNOYANCE OR DISCOMFORT FOR RESIDENCES ADJOINING THE ROADWAY.
 - PRIOR TO THE START OF NIGHTTIME OPERATIONS, A WRITTEN NIGHTTIME OPERATIONS AND LIGHTING PLAN IS REQUIRED FOR APPROVAL FROM THE DOT ENGINEER.
 - SEE STANDARD SPECIFICATIONS §619 FOR ADDITIONAL REQUIREMENTS AND CONSIDERATIONS.
 - FLAGGERS SHALL USE A FLASHLIGHT WITH RED GLOW CONE/RED LED BATON FOR FLAGGING IN NON-ILLUMINATED FLAGGER STATIONS DURING NIGHTTIME OPERATIONS.

- LANE WIDTHS
- UNLESS AUTHORIZED BY THE ENGINEER, THE MINIMUM LANE WIDTHS FOR WORK ZONE TRAVEL LANES SHALL BE 10'.
 - A WRITTEN NOTE SHALL BE PROVIDED TO THE ENGINEER, A MINIMUM OF 21 CALENDAR DAYS IN ADVANCE OF PERFORMING ANY WORK THAT RESULTS IN THE REDUCED WIDTH OF AN EXISTING ROADWAY, SO THAT THE ENGINEER MAY NOTIFY THE PANYNJ.

- PROTECTIVE VEHICLES
- A PROTECTIVE VEHICLE IS A LARGE DUMP TRUCK, A LARGE RACK TRUCK OR OTHER VEHICLE HAVING A GROSS WEIGHT OF AT LEAST 24,000 POUNDS. IF THE PROTECTIVE VEHICLE ENCROACHES INTO THE TRAVEL LANE, OR IF IT REMAINS ENTIRELY ON THE SHOULDER OF ANY HIGH SPEED ROAD (45 MPH OR HIGHER), IT SHALL BE EQUIPPED WITH A DEPLOYED TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR (TMIA, SEE TABLE 011-01 ON SHEET 619-11). PROTECTIVE VEHICLES MAY BE LOADED WITH SAND, GRAVEL, OR FINE AGGREGATE AS BALLAST TO ENHANCE THE VEHICLE'S GROSS WEIGHT. ANY BALLAST ADDED TO ENHANCE THE VEHICLE'S GROSS WEIGHT SHALL BE SECURED AS NOT TO BECOME DISLODGED IF IMPACTED.
 - A PROTECTIVE VEHICLE USED IN A MOVING OPERATION IS REFERRED TO AS A SHADOW VEHICLE.
 - A PROTECTIVE VEHICLE USED IN A STATIONARY OPERATION IS REFERRED TO AS A BARRIER VEHICLE.
 - IN A MOVING OPERATION OR A STATIONARY OPERATION THAT OCCUPIES A LOCATION FOR UP TO 1 HOUR, THE OPERATOR SHALL REMAIN IN THE PROTECTIVE VEHICLE WITH THE SAFETY BELT AND HEADREST PROPERLY ADJUSTED, MAINTAIN VEHICLE SPACING, AND KEEP THE WHEELS ALIGNED WITH THE LANE STRIPING. TWO-WAY RADIOS SHOULD BE USED TO COMMUNICATE BETWEEN THE OPERATOR AND THE WORK CREW.
 - IN A STATIONARY OPERATION THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR, ONCE THE PROTECTIVE VEHICLE HAS BEEN APPROPRIATELY PLACED, IT SHOULD BE UNOCCUPIED. UNOCCUPIED VEHICLE SHALL BE POSITIONED PARALLEL TO TRAFFIC, PARKING BRAKE SET, PLACED IN 2ND GEAR (MANUAL TRANSMISSIONS /ENGINE OFF) OR PARK / NEUTRAL (AUTOMATIC TRANSMISSIONS) AND HAVE THE FRONT WHEELS ALIGNED WITH THE LANE STRIPING AND LANE TO MAINTAIN LANE DISCIPLINE AND TO STAY IN LANE IF STRUCK.
 - WHEN A PROTECTIVE VEHICLE IS USED IN ADVANCE OF EITHER MOVING OR STATIONARY OPERATIONS TO DISPLAY SIGN MESSAGES, IT IS REFERRED TO AS AN ADVANCE WARNING VEHICLE. ADVANCED WARNING VEHICLES MAY BE OCCUPIED OR UNOCCUPIED. WHEN SIGNS ARE MOUNTED ON AN ADVANCED WARNING VEHICLE, THEY SHALL NOT OBSTRUCT VISIBILITY OF ANY LIGHTS (TAILLIGHTS OR WARNING LIGHTS) OR SIDE-VIEW MIRRORS ON THE VEHICLE.
 - NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS SHALL BE LOCATED BETWEEN THE PROTECTIVE VEHICLE AND THE ACTIVE WORK AREA (ROLL AHEAD DISTANCE).
 - PROTECTIVE VEHICLES MAY BE REQUIRED IN CONJUNCTION WITH POLICE PRESENCE IN THE WORK ZONE, TO BE INCLUDED IN THE UNIT BID PRICE FOR BASIC WORK ZONE TRAFFIC CONTROL, FOR CAPITOL CONSTRUCTION PROJECTS.
 - DIRECT VERBAL COMMUNICATION BETWEEN THE PROTECTIVE VEHICLES AND THE WORK VEHICLE(S) / EQUIPMENT SHALL BE UTILIZED WHERE AVAILABLE.

- WORK DURATION DEFINITIONS
- THERE ARE MAINLY FIVE WORK DURATIONS:
 - A. LONG-TERM IS STATIONARY WORK THAT OCCUPIES A LOCATION MORE THAN 3 CONSECUTIVE DAYS.
 - B. INTERMEDIATE-TERM IS STATIONARY WORK THAT OCCUPIES A LOCATION MORE THAN ONE DAYLIGHT PERIOD UP TO 3 CONSECUTIVE DAYS, OR NIGHTTIME WORK LASTING MORE THAN 1 HOUR.
 - C. SHORT-TERM IS STATIONARY DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.
 - D. SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR. IT CAN BE PERFORMED DURING THE DAYTIME OR AT NIGHT IN ACCORDANCE WITH NOTES N1 TO N10 NOTES ON NIGHTTIME WORK.
 - E. MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY WHERE THE WORK AT ANY SPECIFIC LOCATION COMPLETES WITHIN 15 MINUTES. IT IS USED FOR VEHICLE BASED OPERATIONS AND DOES NOT INVOLVE WORKERS ON FOOT. IT CAN BE PERFORMED DURING THE DAYTIME OR AT NIGHT IN ACCORDANCE WITH NOTES N1 TO N10 NOTES ON NIGHTTIME WORK.
 - SPECIAL OPERATIONS ARE WORK OPERATIONS THAT DO NOT FIT INTO ONE OF THE ABOVE FIVE CATEGORIES. SPECIAL OPERATIONS INCLUDE:
 - A. STOP AND GO OPERATIONS - WORK THAT COMPLETES WITHIN 5 MINUTES AND ALLOWS WORKERS ON FOOT.
 - B. OTHER OPERATIONS INCLUDING MOWING, MULCHING/HERBICIDE OPERATIONS, TEMPORARY ROAD/INTERSECTION CLOSURES, ETC.

- ROADWAY TYPE DEFINITIONS
- FREEWAY:
 - A. INTERSTATE: INTERREGIONAL HIGH-SPEED, HIGH-VOLUME, DIVIDED FACILITIES WITH COMPLETE CONTROL OF ACCESS.
 - B. PARKWAY: DIVIDED HIGHWAYS FOR NON-COMMERCIAL TRAFFIC WITH FULL CONTROL OF ACCESS, GRADE PARKWAY SEPARATIONS, INTERCHANGES, AND OCCASIONAL AT-GRADE INTERSECTIONS. PARKWAYS ARE DESIGNATED BY LAW.

- GENERAL NOTES
- THE TYPICAL DETAILS DEPICTED ON THE STANDARD SHEETS AND IN THE MUTCD, REFLECT THE MINIMUM REQUIREMENTS.
 - PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN SHALL BE PROVIDED, IN WRITING, TO THE PANYNJ. FOR REVIEW AND APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE FIVE (5) WORK DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE SCOPE OF THE TRAFFIC CONTROL PLAN. SUCH CHANGES IN SCOPE MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE THIRTY (30) WORKING DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.
 - THE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF STAFF WHO ARE AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS SHALL BE PROVIDED, IN WRITING, TO THE PANYNJ ENGINEER. THE ENGINEER WILL PROVIDE THE SUBMITTED INFORMATION TO REGIONAL MANAGEMENT, THE NEW YORK STATE POLICE, THE RESIDENT ENGINEER, AND THE LOCAL POLICE.
 - STANDARD SHEET 619-503 MAY BE USED FOR AN OFFSITE DETOUR SETUP FOR BOTH LONG TERM AND SHORT TERM WORK DURATIONS.
 - FOLLOW REGIONAL HIGH-VOLUME RESTRICTIONS. CONSULT WITH DOT ENGINEER IF EXCEPTION NEEDED.
 - PLAN AHEAD TO AVOID CONFLICTING WORK ZONES. CHECK FOR CONSTRUCTION PROJECTS, CLOSURES, & RESTRICTIONS AT WWW.511.NY.ORG, WWW.DOT.NY.GOV/PROJECTS, AND WITH PANYNJ.
 - DOCUMENT AND REPORT WORK ZONE INCIDENTS USING EITHER THE DEPARTMENT'S WORK ZONE INCIDENT FORM, OR THE CONSTRUCTION INCIDENT REPORTING SYSTEM, AS APPROPRIATE.
 - CONSIDER CLOSURE WIDTH & CLEAR WIDTH FOR WIDE VEHICLES ON WIDE LOAD ROUTES.

- ACTIVITY AREA
- A 500' MINIMUM LONGITUDINAL DISTANCE SHALL BE MAINTAINED BETWEEN CONSTRUCTION OPERATIONS ON ALTERNATE SIDES OF THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
 - WHEN TWO OR MORE AREAS ARE ADJACENT, OVERLAP, OR ARE IN CLOSE PROXIMITY, THE CONTRACTOR SHALL ENSURE THERE ARE NO CONFLICTING SIGNS AND THAT LANE CONTINUITY IS MAINTAINED THROUGHOUT ALL WORK AREAS.

- SIGNS
- THE LOCATIONS OF THE SIGNS SHOWN ON THE WORK ZONE TRAFFIC CONTROL PLANS AND DETAILS MAY BE ADJUSTED BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL OF THE PANYNJ.
 - FOR LONG TERM WORK DURATIONS, ANY EXISTING SIGNS, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET, AS APPROVED BY THE ENGINEER. ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS OTHERWISE REPLACED IN THIS CONTRACT.
 - SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT.
 - ~~SIGNS MOUNTED ON THE MEDIAN OF DIVIDED HIGHWAYS WHERE MEDIAN BARRIER IS IN PLACE MAY BE MOUNTED ON THE BARRIER WITH A CABLE-TYPE BRACKET OR OMITTED WITH THE APPROVAL OF THE DOT ENGINEER. LAYING THE SIGN DOWN IN A HORIZONTAL POSITION IS NOT PERMITTED.~~
 - THE DIMENSIONS OF WORK ZONE TRAFFIC CONTROL SIGNS ARE DESCRIBED IN THE MUTCD. ANY CHANGES TO THE DIMENSIONS SHALL BE APPROVED BY THE PANYNJ.
 - NYR9-12 SHALL BE USED IN PLACE OF NYR9-11 WHEN A REDUCED REGULATORY SPEED LIMIT SIGN IS AUTHORIZED.
 - ~~MOBILE AND FLEXIBLE "ROLL-UP" SIGNS MAY BE USED FOR MOBILE, SHORT DURATION AND SHORT-TERM STATIONARY WORK. RIGID SIGNS MUST BE MOUNTED AT LEAST 3 FEET ABOVE GRADE (7 FEET WHERE THERE ARE PEDESTRIANS OR PARKED CARS). FLEXIBLE SIGNS SHALL BE MOUNTED AT LEAST ONE FOOT ABOVE GRADE. MESH SIGNS SHALL NOT BE USED. USE RETRO REFLECTORIZED RIGID SIGNS FOR NIGHTTIME WORK.~~

- CHANNELIZING DEVICES
- WHERE POSSIBLE ALL CHANNELIZING AND GUIDING DEVICES ARE TO BE PLACED SO AS TO PROVIDE A MINIMUM 2' LATERAL CLEARANCE TO THE TRAVELED WAY.

- PUBLIC ACCESS
- PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE MADE INACCESSIBLE SHALL BE NOTIFIED AT LEAST 24 HOURS PRIOR TO RESTRICTING USE OF THE DRIVEWAY. FOR MULTIPLE ACCESS PROPERTIES, AT LEAST ONE DRIVEWAY SHALL BE OPEN AT ALL TIMES. ACCESS SHALL BE RESTORED TO ALL DRIVEWAYS AS SOON AS POSSIBLE.
 - SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

- LANE CLOSURES
- LANE CLOSURES SHALL BE LOCATED TO PROVIDE OPTIMUM VISIBILITY, I.E. BEFORE CURVES AND CRESTS, TO THE EXTENT CONDITIONS PERMIT.
 - THE ENGINEER MAY REQUIRE THAT ALL LANES BE RE-OPENED AT ANY TIME IF THE ROUTE IS NEEDED FOR EMERGENCY PURPOSES. THIS COULD INCLUDE INCIDENTS AT LOCATIONS OUTSIDE THE CONTRACT LIMITS.
 - ARROW PANELS SHALL BE LEGIBLE CONTINUOUSLY FROM ANY POINT WITHIN THE ROADWAY (INCLUSIVE OF SHOULDERS) FROM 1,500 FEET IN ADVANCE OF THE LANE CLOSURE TAPER TO THE BEGINNING OF THE LANE CLOSURE TAPER.

NOT RELEASED FOR CONSTRUCTION

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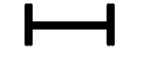



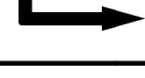

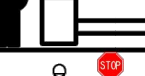









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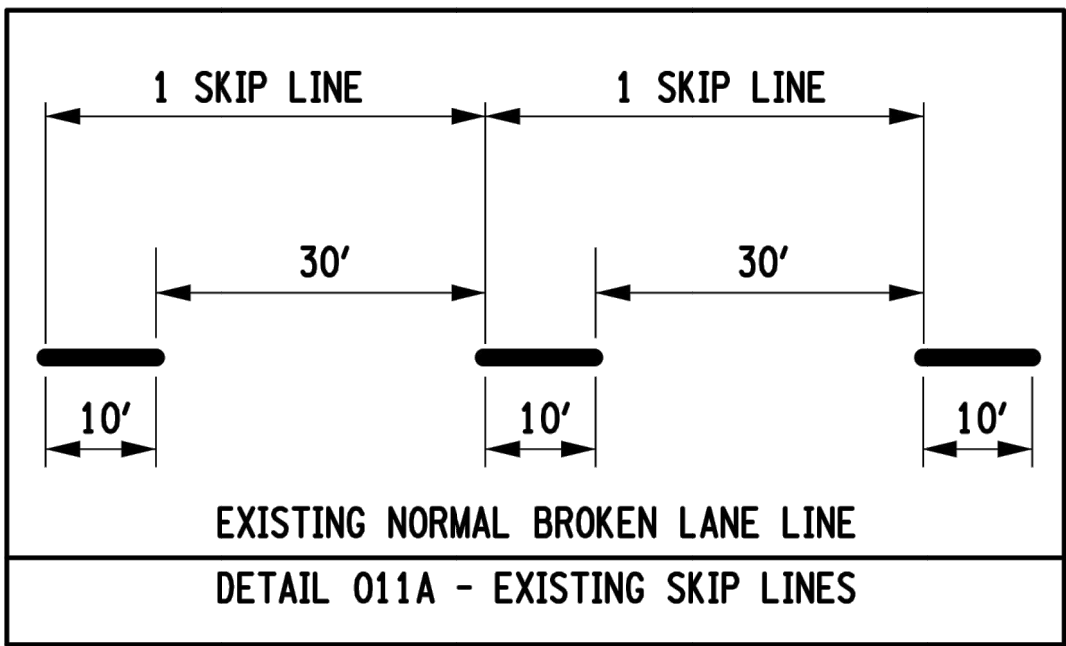
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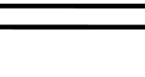
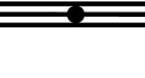











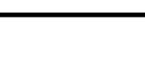
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WORK ZONE TRAFFIC CONTROL LEGEND	
SYMBOL	DESCRIPTION
	ARROW PANEL
	ARROW PANEL, CAUTION MODE
	ARROW PANEL TRAILER OR SUPPORT
	CHANGEABLE MESSAGE SIGN (PVMS)
	CHANNELIZING DEVICE
	CONE
	CRASH CUSHION/TEMPORARY IMPACT ATTENUATOR
	DIRECTION OF TEMPORARY TRAFFIC DETOUR
	DIRECTION OF TRAFFIC
	AUTOMATED FLAGGER ASSISTANCE DEVICE WITH OPERATOR
	FLAGGER
	FLAG TREE
	LUMINAIRE
	MOWER
	PARKWAY GRASS SHOULDER
	PAVEMENT MARKINGS THAT SHALL BE REMOVED FOR A LONG TERM PROJECT
	PORTABLE VARIABLE MESSAGE SIGN
	ORANGE FLAGS (MIN. 18" X 18")
	TRAILER FOR ARROW PANEL OR PORTABLE VARIABLE MESSAGE SIGN (PVMS)




WORK ZONE TRAFFIC CONTROL LEGEND	
SYMBOL	DESCRIPTION
	SIGN, TEMPORARY
	SPOTTER
	TEMPORARY POSITIVE BARRIER
	TEMPORARY POSITIVE BARRIER WITH WARNING LIGHTS
	TEMPORARY TRAFFIC SIGNAL HEAD
	TYPE III BARRICADE
	WARNING LIGHTS
	WORK AREA
	WORK VEHICLE
	WORK VEHICLE (MULCHING/HERBICIDE OPERATION)
	WORK VEHICLE (PAVEMENT MARKING)
	WORK VEHICLE (SIGNAL WORK)
	PROTECTIVE VEHICLE
	PROTECTIVE VEHICLE LIGHT
	PROTECTIVE VEHICLE HEAVY
	TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR (TMIA)



REVISIONS		
MARK	DESCRIPTION	DATE
1.	PERMIT COMMENTS.	06/28/24

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT (SWF)

**Department of Transportation**

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
GENERAL TABLES AND LEGEND
(SHEET 1 OF 2)

APPROVED DECEMBER 21, 2022
Robert Limoges
ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

ISSUED UNDER ET 22-033
619-011

ERRATA 2 EFF. 09/01/23
ISSUED WITH EB 23-016
ERRATA 1 EFF. 05/01/2023
ISSUED WITH EB 22-033



201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

WORK ZONE TRAFFIC
CONTROL GENERAL
TABLES AND LEGEND

C022

100% PERMIT SET

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TABLE 011-01: PROTECTIVE VEHICLE REQUIREMENTS ^{A,B}																					
CLOSURE TYPE	DURATION	MOBILE OPERATION AND STOP & GO				SHORT DURATION OPERATION				SHORT TERM OPERATION				INTERMEDIATE TERM OPERATION				LONG TERM OPERATION			
	ROAD TYPE & SPEED	FREEWAY	NON-FREEWAY			FREEWAY	NON-FREEWAY			FREEWAY	NON-FREEWAY			FREEWAY	NON-FREEWAY			FREEWAY	NON-FREEWAY		
			≥ 45 MPH	35 - 40 MPH	≤ 30 MPH		≥ 45 MPH	35 - 40 MPH	≤ 30 MPH		≥ 45 MPH	35 - 40 MPH	≤ 30 MPH		≥ 45 MPH	35 - 40 MPH	≤ 30 MPH		≥ 45 MPH	35 - 40 MPH	≤ 30 MPH
LANE CLOSURE OR ENCROACHMENT	WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PVH+TMIA	PVH+TMIA	PVL+TMIA	PVL	PVH+TMIA	PVH+TMIA	PVL+TMIA	PVL	PVH+TMIA	PVH+TMIA	PVL+TMIA	PVL	PVH+TMIA	PVH+TMIA	PVL+TMIA	SEE NOTE 2	PVH+TMIA	PVH+TMIA	PVL+TMIA	SEE NOTE 2
	-NO WORKERS ON FOOT -NO WORK VEHICLE EXPOSED TO TRAFFIC -OTHER HAZARDS EXPOSED (IE EQUIPMENT, MATERIALS)					PVH+TMIA	PVH+TMIA	PVL	PVL	PVH+TMIA	PVH+TMIA	PVL	SEE NOTE 2	PVH+TMIA	PVH+TMIA	SEE NOTE 2	SEE NOTE 2	PVH+TMIA	PVH+TMIA	SEE NOTE 2	SEE NOTE 2
SHOULDER CLOSURE OR ENCROACHMENT	WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PVH+TMIA	PVH+TMIA	PVL+TMIA	PVL	PVH+TMIA	PVH+TMIA	PVL	PVL	PVH+TMIA	PVH+TMIA	PVL	PVL	PVH+TMIA	PVH+TMIA	SEE NOTE 2	SEE NOTE 2	PVH+TMIA	PVH+TMIA	SEE NOTE 2	SEE NOTE 2
	-NO WORKERS ON FOOT -NO WORK VEHICLE EXPOSED TO TRAFFIC -OTHER HAZARDS EXPOSED (IE EQUIPMENT, MATERIALS, EXCAVATION)					PVH+TMIA	PVH+TMIA	PVL	PVL	PVH+TMIA	PVH+TMIA	PVL	SEE NOTE 2	PVH+TMIA	SEE NOTE 3	SEE NOTE 2	SEE NOTE 2	PVH+TMIA	SEE NOTE 3	SEE NOTE 2	SEE NOTE 2
<div>LEGEND PVL - PROTECTIVE VEHICLE LIGHT (MINIMUM GROSS WEIGHT 9,500 LBS. OR GREATER) (SEE NOTE 5) PVH - PROTECTIVE VEHICLE HEAVY (MINIMUM GROSS WEIGHT 22,000 LBS. OR GREATER) TMIA - TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR</div> <div>A. THESE PROTECTIVE VEHICLE REQUIREMENTS ARE NOT APPLICABLE TO PAVING AND MILLING OPERATIONS. A STANDARD BUFFER SPACE SHALL BE PROVIDED FOR THESE OPERATIONS IN ACCORDANCE WITH TABLE 011-03.</div> <div>B. THESE PROTECTIVE VEHICLE REQUIREMENTS ARE NOT APPLICABLE TO FLAGGING OPERATIONS. PROTECTIVE VEHICLES WITH APPROPRIATE ROLL AHEAD DISTANCE MAY BE USED IN ADVANCE OF THE WORK AREA IF DEEMED NECESSARY PANYNJ.</div> <div>NOTES 1. THE EXPOSURE CONDITIONS ASSUME THERE IS NO POSITIVE PROTECTION PRESENT. 2. EITHER A PROTECTIVE LIGHT (PVL) OR THE STANDARD BUFFER SPACE (SEE TABLE 011-03) SHALL BE PROVIDED. 3. EITHER A PROTECTIVE VEHICLE HEAVY (PVH) OR THE STANDARD BUFFER SPACE (SEE TABLE 011-03) SHALL BE PROVIDED. 4. TRUCK/TRAILER MOUNTED IMPACT ATTENUATORS (TMIA) SHALL NOT BE MOUNTED/INSTALLED ON VEHICLES WITH A GROSS VEHICLE WEIGHT (GVW) LESS THAN WHAT IS MINIMALLY REQUIRED BY THE MANUFACTURER OF THE TMIA. 5. THE USE OF A PROTECTIVE VEHICLE LIGHT (PVL) AS A SHADOW VEHICLE IS LIMITED TO NON-FREEWAY ROADWAYS WHERE THE POSTED SPEED LIMITS IS ≥ 40 MPH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.</div>																					

TABLE 011-02: TAPER LENGTHS & NUMBER OF CONES CHART																
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	TAPER LENGTH: (FT.) / * OF SKIP LINES / * OF CHANNELIZING DEVICES									SHOULDER TAPER LENGTH: (FT.) / * OF SKIP LINES / * OF CHANNELIZING DEVICES						
	LATERAL SHIFT OF TRAFFIC FLOW PATH (FT.)									FOR SHOULDER WIDTH						
	4	5	6	7	8	9	10	11	12	≤ 4 FT.	5 - 7 FT.	8 FT.	9 FT.	10 FT.	11 FT.	12 FT.
25	40/1/2	80/2/3	80/2/3	80/2/3	80/2/3	120/3/4	120/3/4	120/3/4	120/3/4	40/1/2	40/1/2	40/1/2	40/1/2	40/1/2	40/1/2	40/1/2
30	80/2/3	80/2/3	80/2/3	120/3/4	120/3/4	160/4/5	160/4/5	160/4/5	200/5/6	40/1/2	40/1/2	40/1/2	40/1/2	80/2/3	80/2/3	80/2/3
35	80/2/3	120/3/4	120/3/4	160/4/5	160/4/5	200/5/6	200/5/6	240/6/7	240/6/7	40/1/2	40/1/2	80/2/3	80/2/3	80/2/3	80/2/3	80/2/3
40	120/3/4	160/4/5	160/4/5	200/5/6	240/6/7	240/6/7	280/7/8	320/8/9	320/8/9	40/1/2	80/2/3	80/2/3	80/2/3	120/3/4	120/3/4	120/3/4
45	200/5/6	240/6/7	280/7/8	320/8/9	360/9/10	400/10/11	440/11/12	520/13/14	560/14/15	80/2/3	80/2/3	120/3/4	120/3/4	120/3/4	120/3/4	160/4/5
50	200/5/6	240/6/7	320/8/9	360/9/10	400/10/11	440/11/12	520/13/14	560/14/15	600/15/16	80/2/3	120/3/4	160/4/5	160/4/5	160/4/5	160/4/5	160/4/5
55	240/6/7	280/7/8	320/8/9	400/10/11	440/11/12	520/13/14	560/14/15	600/15/16	640/16/17	80/2/3	120/3/4	160/4/5	160/4/5	160/4/5	200/5/6	200/5/6
60	240/6/7	320/8/9	360/9/10	440/11/12	480/12/13	560/14/15	600/15/16	640/16/17	680/17/18	80/2/3	120/3/4	160/4/5	200/5/6	200/5/6	240/6/7	240/6/7
65	280/7/8	320/8/9	400/10/11	480/12/13	520/13/14	600/15/16	640/16/17	680/17/18	720/18/19	80/2/3	160/4/5	200/5/6	240/6/7	240/6/7	280/7/8	280/7/8
* THIS TABLE WAS CREATED WITH REFERENCE TO MUTCD TABLE 6H-4. ** THE NUMBER OF CHANNELIZING DEVICES SHOWN IS CALCULATED BASED ON A 40FT DEVICE SPACING. THE NUMBER OF CHANNELIZING DEVICES CAN BE ADJUSTED AS NECESSARY.																

TABLE 011-03 LONGITUDINAL BUFFER SPACE	
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE (FT.) / * OF SKIP LINES
25	155 / 4
30	200 / 5
35	250 / 6
40	305 / 8
45	360 / 9
50	425 / 11
55	495 / 13
65	645 / 16
* THIS TABLE IS THE SAME AS MUTCD TABLE 6C-2.	

TABLE 011-04: ROLL AHEAD DISTANCE FOR PROTECTIVE VEHICLES					
ROLL AHEAD DISTANCE (FT.)/* OF SKIP LINES FOR VEHICLES					
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	PROTECTIVE VEHICLES WEIGHING 9,500 TO 21,999 LBS. GVW		PROTECTIVE VEHICLES WEIGHING 22,000 LBS. OR GREATER GVW		
	STATIONARY OPERATION	MOVING OPERATION (15 MPH MAX.)	STATIONARY OPERATION	MOVING OPERATION (15 MPH MAX.)	
≥ 60	200/5	240/6	280/7	200/5	
40-55	160/4	200/5	120/3	160/4	
≤ 40	120/3	120/3	80/2	120/3	

TABLE 011-05 FLARE RATES FOR POSITIVE BARRIER					
TYPE OF POSITIVE BARRIER	POSTED SPEED LIMIT				
	30 MPH	40 MPH	50 MPH	55 MPH	
TEMPORARY POSITIVE BARRIER	8:1	11:1	14:1	20:1	
BOX BEAM OR HEAVY POST CORRUGATED BEAM	7:1	9:1	11:1	12:1	

TABLE 011-06 ADVANCE WARNING SIGN SPACING					
ROAD TYPE	DISTANCE BETWEEN SIGNS			SIGN LEGEND	
	A (FT.)	B (FT.)	C (FT.)	XX	YY
URBAN (≤ 30 MPH*)	100	100	100	AHEAD	AHEAD
URBAN (35-40 MPH*)	200	200	200	AHEAD	AHEAD
URBAN (≥ 45 MPH*)	350	350	350	AHEAD	AHEAD
RURAL	500	500	500	1500 FT.	1000 FT.
FREWAY	1000	1500	2640	1500 FT.	1500 FT.
* PRECONSTRUCTION POSTED SPEED LIMIT. ** THIS TABLE IS THE SAME AS MUTCD TABLE NY6H-3.					

TABLE 011-07 TAPER LENGTH FOR TEMPORARY TRAFFIC CONTROL ZONES	
TYPE OF TAPER	TAPER LENGTH (L)
MERGING TAPER	L
SHIFTING TAPER	L/2
SHOULDER TAPER	L/3
ONE-LANE, TWO-WAY TRAFFIC TAPER	50 FT. MIN -100 FT. MAX
DOWNSTREAM TAPER	50 FT. MIN -100 FT. MAX
* THIS TABLE IS THE SAME AS MUTCD TABLE 6C-3.	

NEW YORK

STATE OF OPPORTUNITY.

Department of Transportation

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
GENERAL TABLES AND LEGEND
(SHEET 2 OF 2)

APPROVED DECEMBER 21, 2022
Robert Limoges

ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

ERRATA 2 EFF. 09/01/23
ISSUED WITH EB 23-016

ERRATA 1 EFF. 05/01/2023
ISSUED WITH EB 22-033

ISSUED UNDER EI 22-033
619-011

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MOHSEN DESIGN GROUP INCORPORATED
2202 N. WESTSHORE BLVD., SUITE 200
TAMPA, FL 33607



REVISIONS		
MARK	DESCRIPTION	DATE
1.	PERMIT COMMENTS.	06/28/24

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Plotfile: C:\Users\Yan\MOHSEN DESIGN GROUP\Dropbox\MDG\Projects\SWF-HD23005-SWF-SFS-Terminal and Hangar\05-Drawings\23005-SWF-SFS-0021-C027-MCN.dwg - Yan

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	E5-1	C	-----	72"X60"	72"X60"
	G20-1	A	36"X18"	48"X24"	48"X24"
	G20-2	A	36"X18"	48"X24"	48"X24"
	G20-4	A	36"X18"	-----	-----
	G20-5aP	A	24"X12"	36"X24"	36"X24"
	M1-1	G	1 OR 2 DIGITS 24"X24"	36"X36"	36"X36"
	M1-1t	G	3 DIGITS 30"X24"	45"X36"	45"X36"
	M1-4	B	1 OR 2 DIGITS 24"X24"	36"X36"	36"X36"
	M1-4t	B	3 DIGITS 30"X24"	45"X36"	45"X36"
	M3-1	SEE NOTE 3	24"X12"	36"X18"	45"X18"
	M3-2				
	M3-3				
	M3-4				
	M4-8	A	24"X12"	36"X18"	36"X18"
	M4-8a	A	24"X18"	24"X18"	24"X18"
	M4-9	A	30"X24"	48"X36"	48"X36"
	M4-9L M4-9R				
	M4-9a	A	30"X24"	30"X24"	-----
	M4-9b	A	30"X24"	30"X24"	-----
	M4-9c	A	30"X24"	30"X24"	-----
	M4-10L	A	48"X18"	48"X18"	48"X18"
	M4-10R				
	M5-1	SEE NOTE 3	21"X15"	30"X21"	30"X21"
	M5-2				
	M6-1	SEE NOTE 3	21"X15"	30"X21"	30"X21"
	M6-2				
	M6-3				
	M6-4				
	NYM3-1	B	24"X24"	36"X36"	36"X36"
	NYM3-2	B	30"X24"	45"X36"	45"X36"
	NYM3-3	B	30"X24"	45"X36"	45"X36"

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	NYR9-11	B	24"X42"	48"X84"	48"X84"
	NYR9-12	B	24"X36"	36"X54"	48"X72"
	NYW4-17	A	36"X36"	48"X48"	48"X48"
	NYW8-30	A	36"X24"	48"X24"	48"X44"
	NYW8-31	A	48"X24"	48"X24"	48"X24"
	NYW8-32	A	48"X24"	48"X44"	48"X24"
	NYW8-33	A	48"X24"	48"X44"	48"X24"
	R1-1		36"X36"	36"X36"	48"X48"
	R1-2	E	36"X36"X36"	48"X48"X36"	60"X60"X60"
	R2-1	B	24"X30" OR 30"X36" (SEE NOTE 5)	36"X48"	36"X48"
	R2-1	B	24"X30"	36"X48"	36"X48"
	R2-12	B	24"X36"	36"X54"	36"X54"
	R4-1		24"X30"	36"X48"	36"X48"
	R4-7	B	24"X30"	36"X48"	36"X48"
	R4-7c NARROW	B	18"X30"	-----	-----
	R4-8	B	24"X30"	36"X48"	36"X48"
	R4-8c NARROW	B	18"X30"	-----	-----
	R4-9	B	24"X30"	36"X48"	36"X48"
	R5-1	E	36"X36"	36"X36"	48"X48"
	R8-3	E	24"X24"	36"X36"	48"X48"
	R9-8	B	36"X18"	36"X18"	-----
	R9-9	B	24"X12"	24"X12"	-----
	R9-10	B	24"X12"	24"X12"	-----
	R9-10L R9-10R	B	24"X12"	24"X12"	-----
	R9-11L R9-11R	B	24"X18"	24"X18"	-----
	R9-11aL R9-11aR	B	24"X12"	24"X12"	-----
	R10-6	B	24"X36"	24"X36"	-----

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	R11-2	B	48"X36"	48"X30"	48"X30"
	R11-2 (MOD.)				
	R11-3a	B	60"X30"	60"X30"	-----
	W1-4L W1-4R	A	36"X36"	48"X48"	48"X36"
	W1-4bL W1-4bR	A	36"X36"	48"X48"	48"X48"
	W1-4cL W1-4cR	A	36"X36"	48"X48"	48"X48"
	W1-4dL W1-4dR	A	36"X36"	48"X48"	48"X48"
	W1-4eL W1-4eR	A	36"X36"	48"X48"	48"X48"
	W1-4fL W1-4fR	A	36"X36"	48"X48"	48"X48"
	W1-4gL W1-4gR	A	36"X36"	48"X48"	48"X48"
	W1-4hL W1-4hR	A	36"X36"	48"X48"	48"X48"
	W1-4iL W1-4iR	A	36"X36"	48"X48"	48"X48"
	W1-4jL W1-4jR	A	36"X36"	48"X48"	48"X48"
	W1-4kL W1-4kR	A	36"X36"	48"X48"	48"X48"
	W1-4lL W1-4lR	A	36"X36"	48"X48"	48"X48"
	W1-4mL W1-4mR	A	36"X36"	48"X48"	48"X48"
	W1-4nL W1-4nR	A	36"X36"	48"X48"	48"X48"
	W1-4oL W1-4oR	A	36"X36"	48"X48"	48"X48"
	W1-4pL W1-4pR	A	36"X36"	48"X48"	48"X48"
	W1-4qL W1-4qR	A	36"X36"	48"X48"	48"X48"
	W1-4rL W1-4rR	A	36"X36"	48"X48"	48"X48"
	W1-4sL W1-4sR	A	36"X36"	48"X48"	48"X48"
	W1-4tL W1-4tR	A	36"X36"	48"X48"	48"X48"
	W1-4uL W1-4uR	A	36"X36"	48"X48"	48"X48"
	W1-4vL W1-4vR	A	36"X36"	48"X48"	48"X48"
	W1-4wL W1-4wR	A	36"X36"	48"X48"	48"X48"
	W1-4xL W1-4xR	A	36"X36"	48"X48"	48"X48"
	W1-4yL W1-4yR	A	36"X36"	48"X48"	48"X48"
	W1-4zL W1-4zR	A	36"X36"	48"X48"	48"X48"

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	NYW23-1	A	36"X36"	48"X48"	48"X48"
	G20-5aP	6F.12	24"X12"	36"X24"	36"X24"
	E5-2	6F.28	48"X36"	48"X36"	48"X36"
	E5-2a	6F.28	48"X36"	48"X36"	48"X36"

COLOR CODE LEGEND	
CODE	DESCRIPTION
A	BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND
B	BLACK LEGEND AND BORDER ON A WHITE BACKGROUND
C	WHITE LEGEND AND BORDER ON A GREEN BACKGROUND
D	WHITE LEGEND AND BORDER ON A RED BACKGROUND
E	RED LEGEND AND BORDER ON A WHITE BACKGROUND
F	BLACK LEGEND AND BORDER ON A FLOURESCENT YELLOW GREEN BACKGROUND
G	WHITE LEGEND AND BORDER ON A BLUE AND RED BACKGROUND

- NOTES:
- DIMENSIONS ARE SHOWN AS WIDTH X HEIGHT.
 - FOR SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE M.U.T.C.D.
 - COLORS FOR DIRECTION PLAQUES, ADVANCE TURN ARROWS, AND DIRECTIONAL ARROWS SHALL MATCH THE ROUTE OR INTERSTATE SIGN THAT THEY SUPPLEMENT AS PER THE M.U.T.C.D.
 - MULTICOLORED SYMBOL IMPOSED ON SIGN WITH BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND.
 - FOR R2-1 SIGN LARGER DIMENSIONS SHALL BE USED WHEN SIGN FACES MULTIPLE LANES ON A CONVENTIONAL ROAD.

Department of Transportation

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL SIGN TABLE
(SHEET 1 OF 3)

APPROVED DECEMBER 2, 2021

ISSUED UNDER ET 21-028

Robert Limoges
ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

619-012

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REVISIONS		
MARK	DESCRIPTION	DATE
1.	PERMIT COMMENTS.	06/28/24

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT (SWF)



201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

WORK ZONE TRAFFIC CONTROL SIGN TABLE

C024

100% PERMIT SET

NOT RELEASED FOR CONSTRUCTION

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	W5-1	A	36"X36"	48"X48"	48"X48"
	W5-4	A	36"X36"	48"X48"	48"X48"
	W6-3	A	36"X36"	48"X48"	48"X48"
	W7-3aP	A	24"X18"	36"X30"	36"X30"
	W8-1	A	36"X36"	48"X48"	48"X48"
	W8-3	A	36"X36"	48"X48"	48"X48"
	W8-7	A	36"X36"	48"X48"	48"X48"
	W8-8	A	36"X36"	48"X48"	48"X48"
	W8-9	A	36"X36"	48"X48"	48"X48"
	W8-12	A	36"X36"	-----	-----
	W8-14	A	36"X36"	48"X48"	48"X48"
	W8-15	A	36"X36"	48"X48"	48"X48"
	W8-17	A	36"X36"	48"X48"	48"X48"
	W8-17P	A	24"X18"	30"X24"	30"X24"
	W8-23	A	36"X36"	48"X48"	48"X48"
	W8-24	A	36"X36"	48"X48"	48"X48"
	W9-3	A	36"X36"	48"X48"	48"X48"
	W11-1L• W11-1R	A OR F	36"X36"	36"X36"	-----
	W11-2L• W11-2R	F	36"X36"	36"X36"	-----
	W11-15L• W11-15R	F	36"X36"	36"X36"	-----
	NYW5-32P•	A	24"X18"	24"X18"	-----

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	W13-1P	A	24"X24"	30"X30"	30"X30"
	W13-4	A	36"X36"	36"X36"	36"X36"
	W13-4P	A	48"X48"X36"	-----	-----
	W16-2P	A	24"X18"	30"X24"	-----
	W16-4P	SEE NOTE 3 A OR F	30"X24"	-----	-----
	W16-5PL W16-5PR	SEE NOTE 3 A OR F	24"X18"	-----	-----
	W16-7PL W16-7PR	SEE NOTE 3 A OR F	24"X12"	30"X18"	-----
	W16-9P	SEE NOTE 3 A OR F	24"X12"	30"X18"	-----
	W20-1	A	36"X36"	48"X48"	48"X48"
	W20-2	A	36"X36"	48"X48"	48"X48"
	W20-3	A	36"X36"	48"X48"	48"X48"
	W20-4	A	36"X36"	48"X48"	48"X48"
	W20-5	A	36"X36"	48"X48"	48"X48"
	W20-5a	A	36"X36"	48"X48"	48"X48"
	W20-7	A	36"X36"	48"X48"	48"X48"

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	W21-1	A	36"X36"	48"X48"	48"X48"
	W21-4	A	36"X18"	48"X24"	48"X24"
	W21-5aL W21-5aR	A	36"X36"	48"X48"	48"X48"
	W21-5bL W21-5bR	A	36"X36"	48"X48"	48"X48"
	W21-8	A	36"X36"	48"X48"	48"X48"
	W22-1	A	36"X36"	48"X48"	48"X48"
	W22-2	A	42"X36"	42"X36"	42"X36"
	W22-3	A	42"X36"	42"X36"	42"X36"
	W23-1	A	48"X24"	48"X24"	48"X24"
	W23-2	A	36"X36"	48"X48"	48"X48"

COLOR CODE LEGEND	
CODE	DESCRIPTION
A	BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND
B	BLACK LEGEND AND BORDER ON A WHITE BACKGROUND
C	WHITE LEGEND AND BORDER ON A GREEN BACKGROUND
D	WHITE LEGEND AND BORDER ON A RED BACKGROUND
E	RED LEGEND AND BORDER ON A WHITE BACKGROUND
F	BLACK LEGEND AND BORDER ON A FLOURESCENT YELLOW GREEN BACKGROUND
G	WHITE LEGEND AND BORDER ON A BLUE AND RED BACKGROUND

- NOTES:
- DIMENSIONS ARE SHOWN AS WIDTH X HEIGHT.
 - FOR SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE M.U.T.C.D.
 - WHEN USED IN CONJUNCTION WITH A BICYCLE SIGN (W11-1) OR PEDESTRIAN CROSSING (W11-2) COLOR CODE SHALL MATCH.
- A FLOURESCENT YELLOW-GREEN BACKGROUND COLOR SHALL BE USED FOR THIS SIGN PLAQUE.

Department of Transportation

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL SIGN TABLE
(SHEET 2 OF 3)

APPROVED DECEMBER 2, 2021
Robert Limoges
ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

ISSUED UNDER EI 21-028
619-012

ERRATA 1 EFF. 05/01/24
ISSUED WITH EB 24-007

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REVISIONS		
MARK	DESCRIPTION	DATE
1.	PERMIT COMMENTS.	06/28/24

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT (SWF)



201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

WORK ZONE TRAFFIC CONTROL SIGN TABLE

C025
100% PERMIT SET

Plotfile: C:\Users\Yan\MOHSEN DESIGN GROUP\Dropbox\MDG\Projects\SWF\H023005-SWF-SFS-Terminal and Hangar\06-Drawings\23005-SWF-SFS-0021-0027-MGN.dwg - Yan

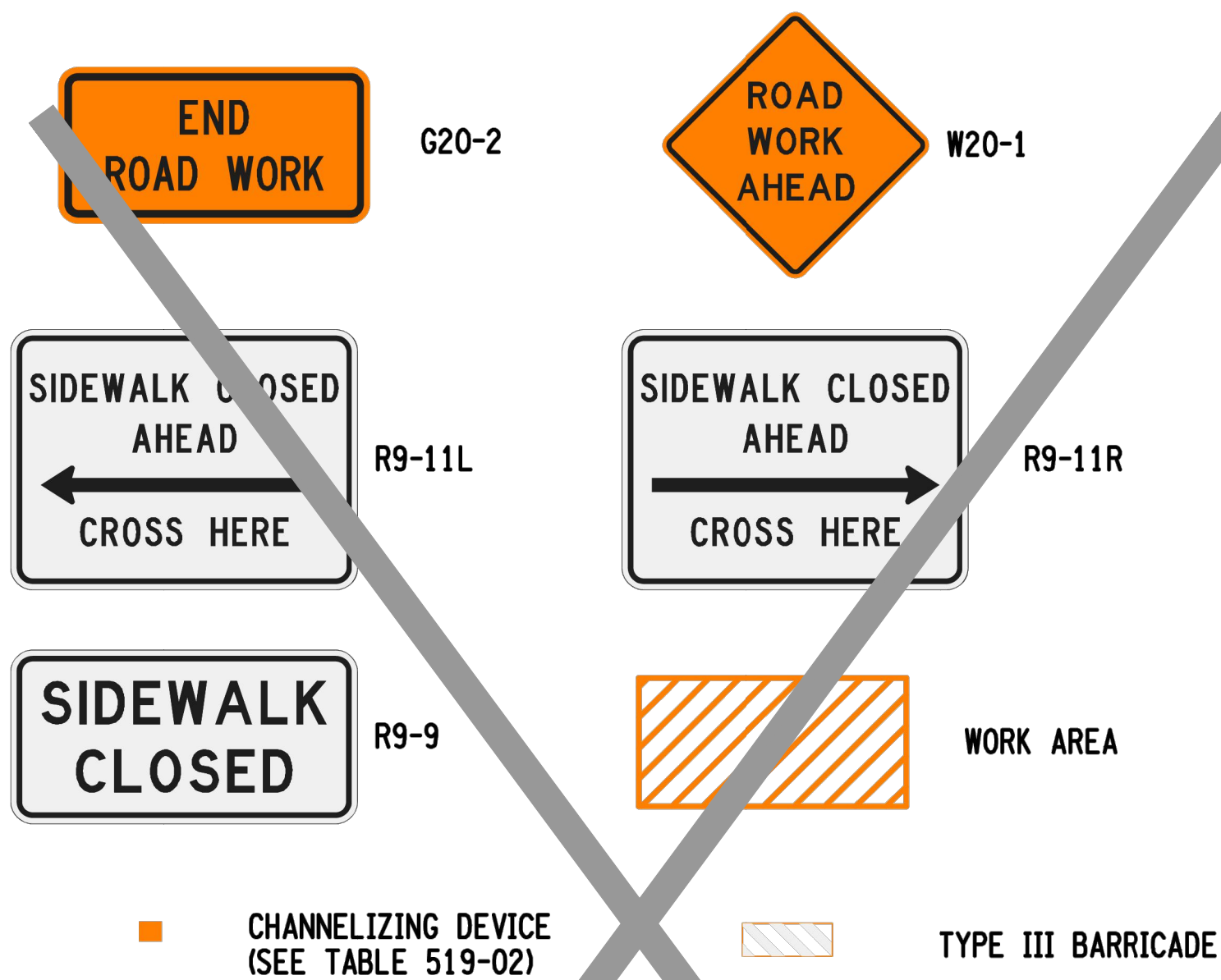
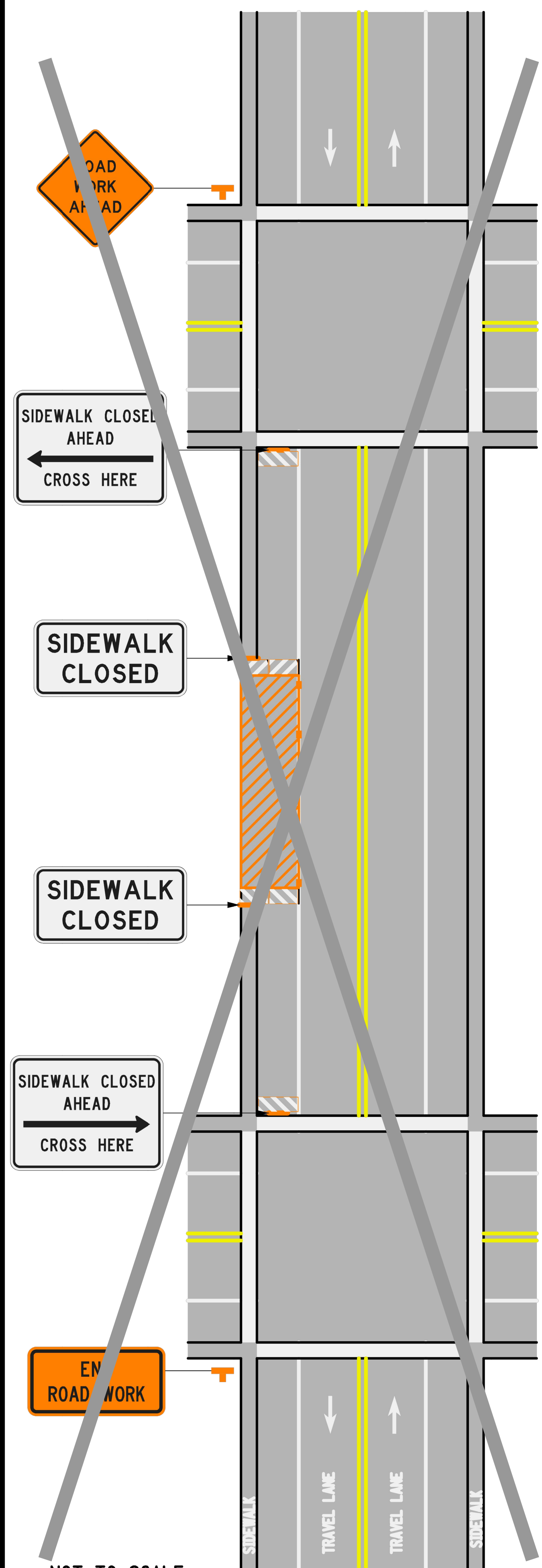



TABLE 519-01: REQUIRED SIGN SIZES*		
SIGN	NON-FREEWAY	FREEWAY
G20-2	36x18	48x24
R9-11L/R9-11R**	24x18	24x18
R9-9**	24x12	24x12
W20-1	36x36	48x48
*FREEWAY SIZES MAY BE USED ON NON-FREEWAY, IF SPACE CONSTRAINTS DO NOT EXIST. **SIGNS NOT FOR FREEWAY USE		

TABLE 519-02: CHANNELIZING DEVICE APPLICATION FOR LONG-TERM STATIONARY WORK ZONES											
WORK ZONE PROVISIONS	MAXIMUM DEVICE SPACING (CENTER TO CENTER)	CHANNELIZING DEVICE									
		DRUMS	STANDARD CONES	TALL CONES	EXTRA TALL CONES	TEMPORARY TUBULAR MARKERS	INTERIM TUBULAR MARKERS	VERTICAL PANELS	OVERSIZED VERTICAL PANELS	TYPE II BARRICADES	TYPE III BARRICADES
LONG-TERM STATIONARY WORK ZONES INVOLVE WORK THAT OCCUPIES A LOCATION FOR MORE THAN 3 CONSECUTIVE DAYS.											
SHOULDER/MERGING/SHIFTING TAPERS	20 FT.	X							X	X	
NOTES: X= ALLOWED BLANK = NOT ALLOWED											

- NOTES:
- LONG-TERM STATIONARY WORK THAT OCCUPIES A LOCATION MORE THAN 3 CONSECUTIVE DAYS THIS SETUP CAN ALSO BE USED FOR INTERMEDIATE TERM WORK.
 - ANY ALTERNATIVE PEDESTRIAN PATHWAY MUST HAVE AT LEAST THE SAME LEVEL OF ACCESSIBILITY AS THE ONE IT IS REPLACING.
 - ONLY THE WORK ZONE TRAFFIC CONTROL DEVICES SHOWN TO PEDESTRIANS ARE SHOWN, OTHER DEVICES, SUCH AS LANE/SHOULDER CLOSURE SIGNING, ROAD NARROWING SIGNS (NO STOP OR NO PARKING SIGNS) MAY BE USED TO CONTROL VEHICULAR TRAFFIC.
 - TYPE III BARRICADES SHALL BE THE FULL WIDTH OF THE PATH BEING CLOSED.
 - ACCESS TO BUSINESS ENTRANCES AND TRANSIT STOPS WILL NEED TO BE MAINTAINED. IF THE PEDESTRIAN FACILITY CURRENTLY HAS A TRANSIT STOP THAT WILL BE AFFECTED BY THE WORK ZONE, PRACTITIONERS SHOULD CONSULT THE TRANSIT AUTHORITIES THAT SERVICE THE AFFECTED STOP TO DETERMINE HOW TO ACCOMMODATE THE STOP.

- NOTES ON NIGHTTIME WORK:
- N1. WORK OCCURRING AFTER SUNSET AND BEFORE SUNRISE WILL BE CONSIDERED NIGHTTIME OPERATIONS.
- N2. ALL SIGNS, STOP/SLOW PADDLES AND RED FLAGS USED TO WARN/ALERT CONTROL TRAFFIC SHALL BE RETROREFLECTIVE.
- N3. ALL WORKERS INVOLVED SHALL WEAR PROTECTIVE HELMETS AND NIGHTTIME APPAREL IN ACCORDANCE WITH § 37-05A. HIGH VISIBILITY APPAREL AT ALL TIMES.
- N4. VEHICLES OPERATING ON THE PAVEMENT OF A CLOSED ROADWAY OR TRAVEL LANE SHALL DISPLAY ROTATING AMBER BEACONS OR FLASHING LED BEACONS AT ALL TIMES.
- N5. LEVEL I ILLUMINATION SHALL BE PROVIDED NEAR THE BEGINNING OF LANE CLOSURE TAPERS AND AT ROAD CLOSURES, INCLUDING THE SETTING AND REMOVAL OF THE CLOSURE TAPERS.
- N6. LEVEL II ILLUMINATION SHALL BE PROVIDED FOR FLAGGING STATIONS, ASPHALT PAVING, MILLING, AND CONCRETE PLACEMENT AND/OR REMOVAL OPERATIONS, INCLUDING BRIDGE DECKS, 50 FEET AHEAD OF AND 10 FEET BEHIND A PAVING OR MILLING MACHINE.
- N7. LEVEL III ILLUMINATION SHALL BE PROVIDED FOR PAVEMENT OR STRUCTURAL CRACK FILLING, JOINT REPAIR, PAVEMENT PATCHING AND REPAIRS, INSTALLATION OF SIGNAL EQUIPMENT OR OTHER ELECTRICAL/MECHANICAL EQUIPMENT, AND OTHER TASKS INVOLVING FINE DETAILS OR INTRICATE PARTS AND EQUIPMENT.
- N8. ALL LIGHTING SHALL BE DESIGNED, INSTALLED, AND OPERATED TO AVOID GLARE THAT AFFECTS TRAFFIC ON THE ROADWAY OR THAT CAUSES ANNOYANCE OR DISCOMFORT FOR RESIDENCES ADJOINING THE ROADWAY.
- N9. PRIOR TO THE START OF NIGHTTIME OPERATIONS, A WRITTEN NIGHTTIME OPERATIONS AND LIGHTING PLAN IS REQUIRED FOR APPROVAL.
- N10. AT NIGHT, EACH TYPE III CONSTRUCTION BARRICADE USED TO CLOSE A ROADWAY, A SEGMENT OF A ROADWAY OR A SIDEWALK SHALL BE EQUIPPED WITH ONE FLASHING WARNING LIGHT.
- N11. SEE NIGHTTIME SAFETY BULLETIN, HDM §16.5.7, & STANDARD SPECIFICATIONS §19 FOR ADDITIONAL REQUIREMENTS AND CONSIDERATIONS.



Department of Transportation

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
TWO-LANE TWO-WAY ROADWAY
SIDEWALK DETOUR/DIVERSION
LONG TERM OPERATION
(SHEET 1 OF 2)

APPROVED DECEMBER 2, 2021
Robert Limoges
ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

ISSUED UNDER ET 21-028
619-519

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REVISIONS		
MARK	DESCRIPTION	DATE
1.	PERMIT COMMENTS.	06/28/24

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT (SWF)

SIGNATURE AVIATION

201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

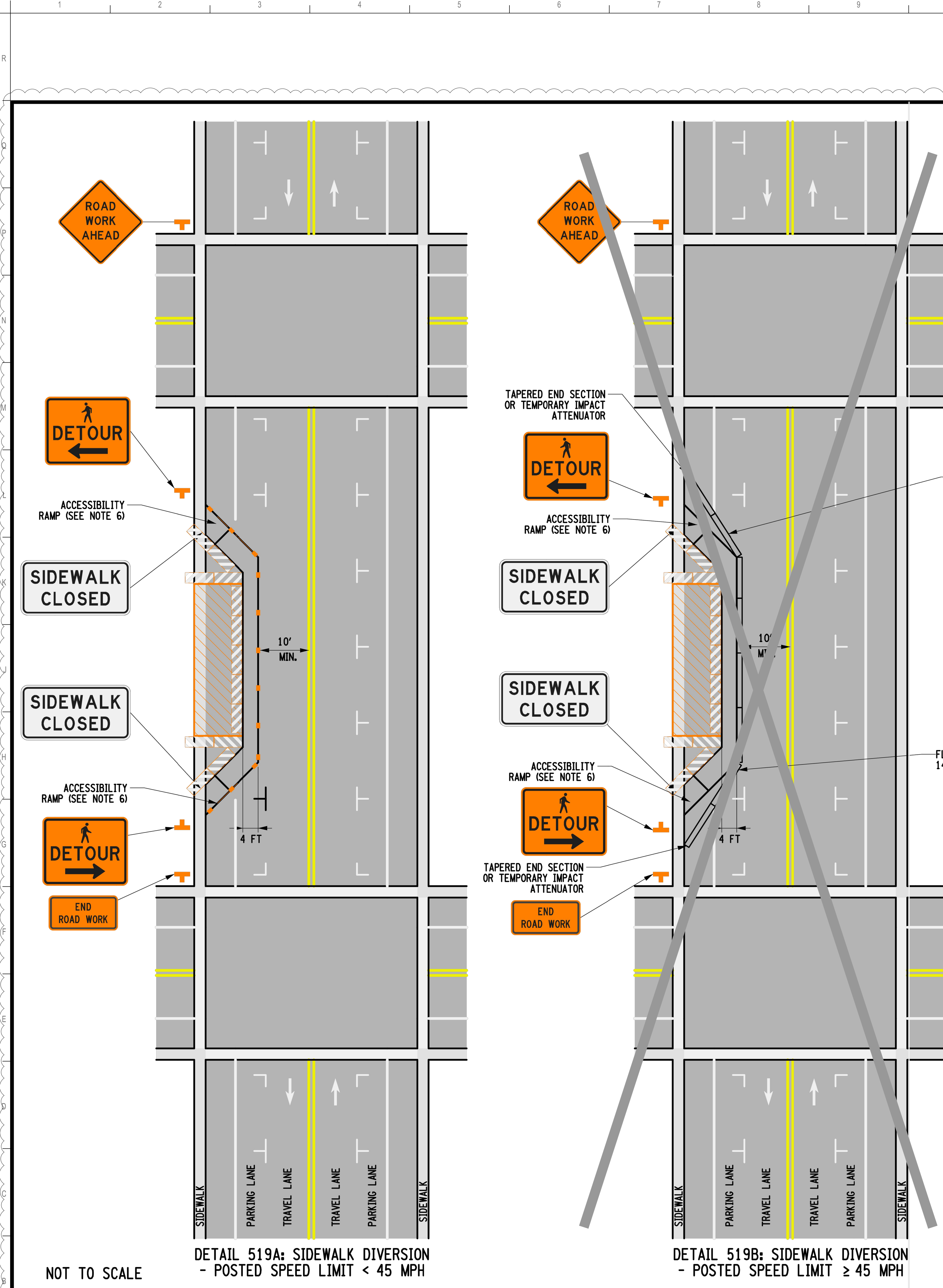
WORK ZONE TRAFFIC CONTROL TWO-LANE TWO-WAY ROADWAY

C026

100% PERMIT SET

NOT RELEASED FOR CONSTRUCTION

Plotfile: C:\Users\Yan.MOHSEN\Design\Dropbox\MDG\Projects\SWF\H023005-SWF-SFS-0021-0027-MGN.dwg - Yan



DETAIL 519A: SIDEWALK DIVERSION
- POSTED SPEED LIMIT < 45 MPH

DETAIL 519B: SIDEWALK DIVERSION
- POSTED SPEED LIMIT ≥ 45 MPH

- NOTES:
1. LONG-TERM IS STATIONARY WORK THAT OCCUPIES A LOCATION MORE THAN 3 CONSECUTIVE DAYS. THIS SETUP CAN ALSO BE USED FOR INTERMEDIATE TERM WORK.
 2. ANY SIDEWALK DIVERSION MUST BE ADA COMPLIANT AND FOLLOW THE 2011 PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG). TEMPORARY RAMPS AND OTHER TEMPORARY PEDESTRIAN FACILITIES SHALL BE PAID FOR UNDER THE APPROPRIATE ITEM FOR HOT MIX ASPHALT (HMA) SIDEWALKS.
 3. PROWAG SECTION R205 AND MUTCD PART 6 SHALL APPLY TO ALL TEMPORARY ALTERNATIVE PEDESTRIAN PATHWAYS.
 4. ONLY THE WORK ZONE TRAFFIC CONTROL DEVICES RELATED TO PEDESTRIANS ARE SHOWN. OTHER DEVICES, SUCH AS LANE/SHOULDER CLOSURE SIGNING, ROAD NARROWS SIGNS (W5-4), OR NO PARKING SIGNS MAY BE USED TO CONTROL VEHICULAR TRAFFIC.
 5. TYPE III BARRICADES SHALL BE THE FULL WIDTH OF THE PATH BEING CLOSED.
 6. THE GRADE (RUNNING SLOPE) OF A TEMPORARY CURB RAMP FOR DESIGN AND LAYOUT SHALL BE A MAXIMUM OF 7.5%. THE GRADE FOR ADA ACCESSIBILITY AND WORK ACCEPTANCE SHALL BE A MAXIMUM OF 8.3%.
 7. ACCESS TO BUSINESS ENTRANCES AND TRANSIT STOPS WILL NEED TO BE MAINTAINED. IF THE PEDESTRIAN FACILITY CURRENTLY HAS A TRANSIT STOP THAT WILL BE AFFECTED BY THE WORK ZONE, PRACTITIONERS SHOULD CONSULT THE TRANSIT AUTHORITIES THAT SERVICE THE AFFECTED STOP TO DETERMINE HOW TO ACCOMMODATE THE STOP.

- NOTES ON NIGHTTIME WORK:
- N1. WORK OCCURRING AFTER SUNSET AND BEFORE SUNRISE WILL BE CONSIDERED NIGHTTIME OPERATIONS.
- N2. ALL SIGNS, STOP/SLOW PADDLES AND RED FLAGS USED TO WARN/ALERT/CONTROL TRAFFIC SHALL BE RETROREFLECTIVE.
- N3. ALL WORKERS INVOLVED SHALL WEAR PROTECTIVE HELMETS AND NIGHTTIME APPAREL IN ACCORDANCE WITH §107-05A. HIGH VISIBILITY APPAREL AT ALL TIMES.
- N4. VEHICLES OPERATING ON THE PAVEMENT OF A CLOSED ROADWAY OR TRAVEL LANE SHALL DISPLAY ROTATING AMBER BEACONS OR FLASHING LED BEACONS AT ALL TIMES.
- N5. LEVEL I ILLUMINATION SHALL BE PROVIDED NEAR THE BEGINNING OF LANE CLOSURE TAPERS AND AT ROAD CLOSURES, INCLUDING THE SETUP AND REMOVAL OF THE CLOSURE TAPERS.
- N6. LEVEL II ILLUMINATION SHALL BE PROVIDED FOR FLAGGING STATIONS, ASPHALT PAVING, MILLING, AND CONCRETE PLACEMENT AND/OR REMOVAL OPERATIONS, INCLUDING BRIDGE DECKS, 50 FEET AHEAD OF AND 100 FEET BEHIND A PAVING OR MILLING MACHINE.
- N7. LEVEL III ILLUMINATION SHALL BE PROVIDED FOR PAVEMENT OR STRUCTURAL CRACK FILLING, JOINT REPAIR, PAVEMENT PATCHING AND REPAIRS, INSTALLATION OF SIGNAL EQUIPMENT OR OTHER ELECTRICAL/MECHANICAL EQUIPMENT, AND OTHER TASKS INVOLVING FINE DETAILS OR INTRICATE PARTS AND EQUIPMENT.
- N8. ALL LIGHTING SHALL BE DESIGNED, INSTALLED, AND OPERATED TO AVOID GLARE THAT AFFECTS TRAFFIC ON THE ROADWAY OR THAT CAUSES ANNOYANCE OR DISCOMFORT FOR RESIDENCES ADJOINING THE ROADWAY.
- N9. PRIOR TO THE START OF NIGHTTIME OPERATIONS, A WRITTEN NIGHTTIME OPERATIONS AND LIGHTING PLAN IS REQUIRED FOR APPROVAL.
- N10. AT NIGHT, EACH TYPE III CONSTRUCTION BARRICADE USED TO CLOSE A ROADWAY, A SEGMENT OF A ROADWAY OR A SIDEWALK SHALL BE EQUIPPED WITH ONE FLASHING WARNING LIGHT.
- N11. SEE NIGHTTIME SAFETY BULLETIN, HDM §16.5.7, & STANDARD SPECIFICATIONS §619 FOR ADDITIONAL REQUIREMENTS AND CONSIDERATIONS.

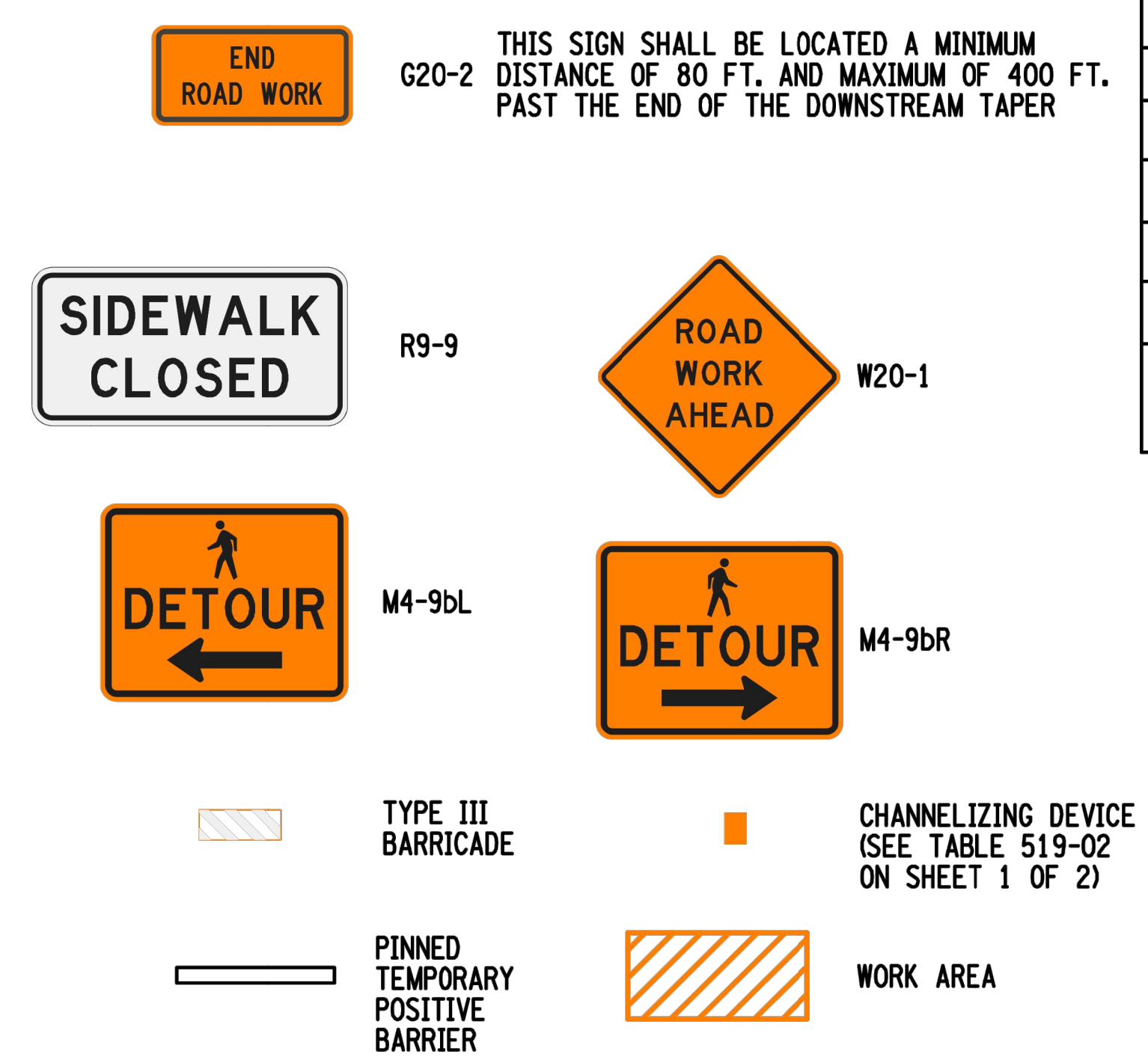


TABLE 519-03: REQUIRED SIGN SIZES*

SIGN	NON-FREEWAY	FREEWAY
G20-2	36x18	48x24
M4-9bL/M4-9bR**	30x24	30x24
R9-9**	24x12	24x12
W20-1	36x36	48x48

*FREEMWAY SIZES MAY BE USED ON NON-FREEMWAY, IF SPACE CONSTRAINTS DO NOT EXIST.
**SIGNS NOT FOR FREEMWAY USE.

NEW YORK
STATE OF OPPORTUNITY.

**Department of
Transportation**

U.S. CUSTOMARY STANDARD SHEET

**WORK ZONE TRAFFIC CONTROL
TWO-LANE TWO-WAY ROADWAY
SIDEWALK DETOUR/DIVERSION
LONG TERM OPERATION
(SHEET 2 OF 2)**

APPROVED DECEMBER 2, 2021
Robert Limoges
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619-519

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REVISIONS		
MARK	DESCRIPTION	DATE
1.	PERMIT COMMENTS.	06/28/24

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
(SWF)

**SIGNATURE
AVIATION**

201 S. ORANGE AVE. SUITE 1100 S
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Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

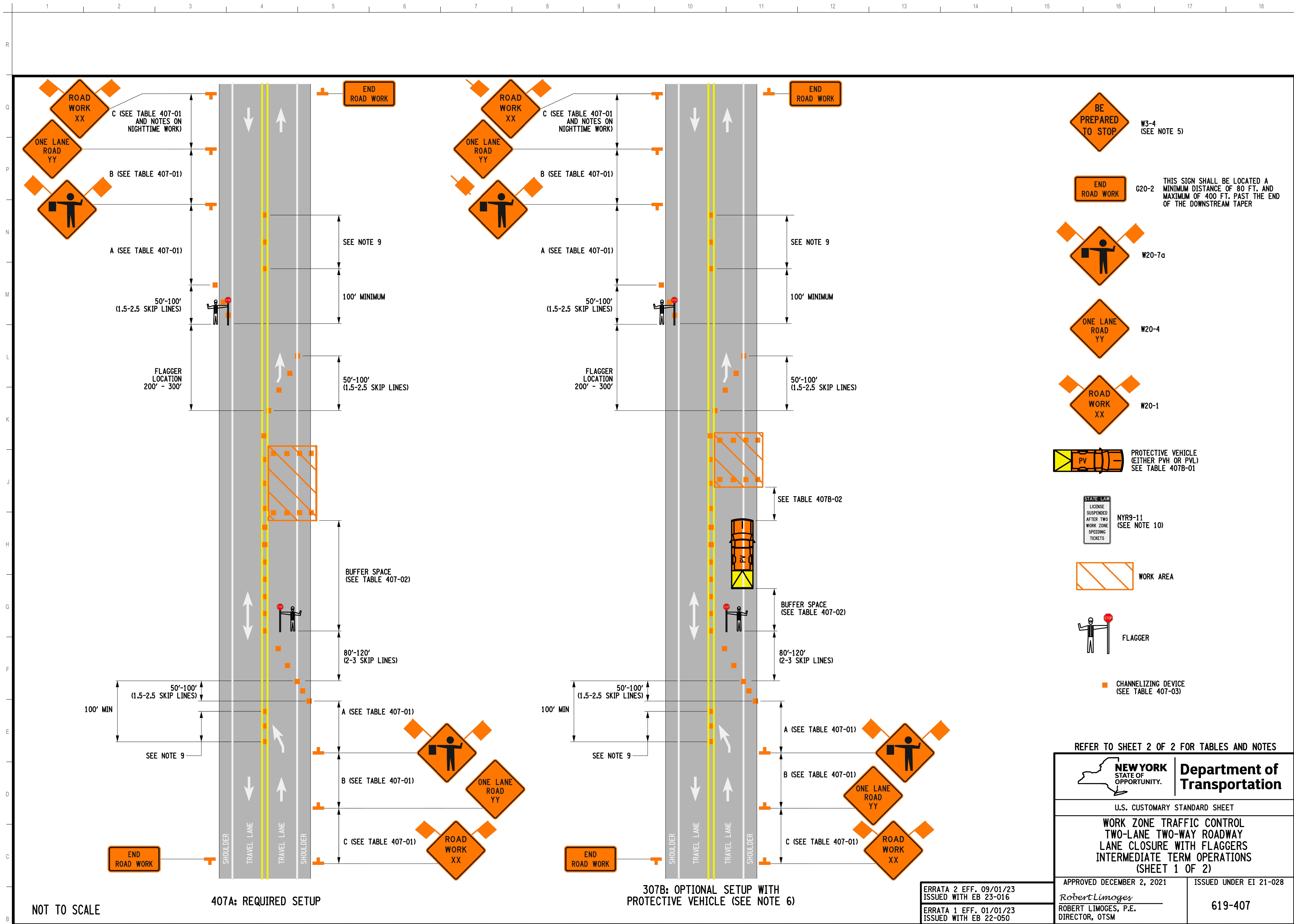
**WORK ZONE TRAFFIC
CONTROL TWO-LANE
TWO-WAY ROADWAY**

C027

100% PERMIT SET

NOT RELEASED FOR CONSTRUCTION

Plotfile: C:\Users\Yan\MOHSEN DESIGN GROUP\Dropbox\MDG\Projects\SWF\H023005-SWF-SFS-Terminal and Hangar\06-Drawings\23005-SWF-SFS-C028-C029-MGN.dwg - Yan



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REVISIONS		
MARK	DESCRIPTION	DATE
1.	PERMIT COMMENTS.	06/28/24

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT (SWF)

201 S. ORANGE AVE. SUITE 1100 S
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Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

WORK ZONE TRAFFIC CONTROL TWO-LANE TWO-WAY ROADWAY

C028

100% PERMIT SET

Department of Transportation

U.S. CUSTOMARY STANDARD SHEET

**WORK ZONE TRAFFIC CONTROL
TWO-LANE TWO-WAY ROADWAY
LANE CLOSURE WITH FLAGGERS
INTERMEDIATE TERM OPERATIONS
(SHEET 1 OF 2)**

APPROVED DECEMBER 2, 2021
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ERRATA 2 EFF. 09/01/23
ISSUED WITH EB 23-016

ERRATA 1 EFF. 01/01/23
ISSUED WITH EB 22-050

ISSUED UNDER EI 21-028

619-407

NOT RELEASED FOR CONSTRUCTION

Plotfile: C:\Users\Yan\MOHSEN DESIGN GROUP Dropbox\MDG\Projects\SWF\HDG23005-SWF-SFS-Terminal and Hangar\06-Drawings\23005-SWF-SFS-0029-MCN.dwg - Yan

TABLE 407-01: ADVANCE WARNING SIGN SPACING						
ROAD TYPE	DISTANCE BETWEEN SIGNS			SIGN LEGEND		
	A (FT.)	B (FT.)	C (FT.)	XX	YY	
URBAN (≤ 30 MPH)*	100	100	100	AHEAD	AHEAD	
URBAN (35-40 MPH)*	200	200	200	AHEAD	AHEAD	
URBAN (≥ 45 MPH)*			1000 FT.	AHEAD		
	500	500	500			
* PRECONSTRUCTION POSTED SPEED LIMIT						

TABLE 407-02: LONGITUDINAL BUFFER SPACE	
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE (FT.)/ # OF SKIP LINES
25	155/4
30	200/5
35	250/6
40	305/8
45	360/9
50	420/11
55	495/13

TABLE 407-03: CHANNELIZING DEVICE APPLICATION FOR INTERMEDIATE-TERM STATIONARY WORK ZONES										
WORK ZONE PROVISIONS	MAXIMUM DEVICE SPACING (CENTER TO CENTER)	MUTCD COMPLIANT CHANNELIZING DEVICE								
INTERMEDIATE-TERM STATIONARY WORK ZONES INVOLVE WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 DAYLIGHT PERIOD UP TO 3 CONSECUTIVE DAYS, OR NIGHTTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR		DRUMS	STANDARD CONES	TALL CONES	EXTRA TALL CONES	TEMPORARY TUBULAR MARKERS	INTERIM TUBULAR MARKERS	VERTICAL PANELS	OVERSIZED VERTICAL PANELS	TYPE III BARRICADES
SHOULDER/MERGING/ SHIFTING TAPERS	20 FT. *	X							X	
	40 FT.	X							X	
MARKING FOR TRANSVERSE BUMPS ¹	N/A	X ²			X ²				X ²	
TRANSVERSE DEVICE WITHIN CLOSED TRAFFIC LANE AND/OR SHOULDER	800 FT.	X		X	X			X	X	0
REMOVAL OF EXISTING GUIDE RAIL	80 FT.	X		X	X	X		X	X	0
	40 FT.									
NOTES: X= ALLOWED, BLANK = NOT ALLOWED, 0 = OPTIONAL 1. - A TYPE 1 OBJECT MARKER MAY BE USED IN LIEU OF CHANNELIZING DEVICE. 2. - CHANNELIZING DEVICES SHALL BE EQUIPPED WITH A FLASHING WARNING LIGHT.						* SEE NOTE 4 ON SHEET 1 OF 2.				

TABLE 407-04: REQUIRED SIGN SIZES*		
SIGN	NON-FREEWAY	FREEWAY
G20-2	36x18	48x24
W3-4	36x36	48x48
W20-1	36x36	48x48
W20-4	36x36	48x48
W20-7	36x36	48x48
WARNING FLAG	18x18	18x18
*FREEWAY SIZES MAY BE USED ON NON-FREEWAY, IF SPACE CONSTRAINTS DO NOT EXIST.		

TABLE 407B-01: PROTECTIVE VEHICLE REQUIREMENTS				
CLOSURE TYPE	ROAD TYPE & SPEED	NON-FREEWAY		
		≥ 45 MPH	35 - 40 MPH	≤ 30 MPH
LANE CLOSURE OR ENCROACHMENT	EXPOSURE CONDITIONS (SEE NOTE 1)			
	WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PVH+TMIA	PVL+TMIA	SEE NOTE 2
SHOULDER CLOSURE OR ENCROACHMENT	-NO WORKERS ON FOOT -NO WORK VEHICLE EXPOSED TO TRAFFIC -OTHER HAZARDS EXPOSED (IE EQUIPMENT, MATERIALS)	PVH+TMIA	SEE NOTE 2	SEE NOTE 2
	WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PVH+TMIA	SEE NOTE 2	SEE NOTE 2
	-NO WORKERS ON FOOT -NO WORK VEHICLE EXPOSED TO TRAFFIC -OTHER HAZARDS EXPOSED (IE EQUIPMENT, MATERIALS, EXCAVATION)	SEE NOTE 3	SEE NOTE 2	SEE NOTE 2

LEGEND
PVL - PROTECTIVE VEHICLE LIGHT (MINIMUM GROSS WEIGHT 9,500 LBS. OR GREATER) (SEE NOTE 4)
PVH - PROTECTIVE VEHICLE HEAVY (MINIMUM GROSS WEIGHT 22,000 LBS. OR GREATER)
TMIA - TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR

NOTES
1. THE EXPOSURE CONDITIONS ASSUME THERE IS NO POSITIVE PROTECTION PRESENT.

2. EITHER A PROTECTIVE LIGHT (PVL) OR THE STANDARD BUFFER SPACE (SEE TABLE 011-03) SHALL BE PROVIDED.

3. TRUCK/TRAILER MOUNTED IMPACT ATTENUATORS (TMIA) SHALL NOT BE MOUNTED/INSTALLED ON VEHICLES WITH A GROSS VEHICLE WEIGHT (GVW) LESS THAN WHAT IS MINIMALLY REQUIRED BY THE MANUFACTURER OF THE TMIA.

4. THE USE OF A PROTECTIVE VEHICLE LIGHT (PVL) AS A SHADOW VEHICLE IS LIMITED TO NON-FREEWAY ROADWAYS WHERE THE POSTED SPEED LIMITS IS ≤ 40 MPH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

TABLE 407B-02: ROLL AHEAD DISTANCE FOR PROTECTIVE VEHICLES		
ROLL AHEAD DISTANCE (FT.)/* OF SKIP LINES FOR VEHICLES		
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	STATIONARY OPERATION	
	PROTECTIVE VEHICLES WEIGHING 9,500 TO 21,999 LBS. GVW	PROTECTIVE VEHICLES WEIGHING 22,000 LBS. OR GREATER GVW
≤ 40	120/3	80/2


NOTES:

- INTERMEDIATE-TERM IS STATIONARY WORK THAT OCCUPIES A LOCATION MORE THAN ONE DAYLIGHT PERIOD UP TO 3 CONSECUTIVE DAYS, OR NIGHTTIME WORK LASTING MORE THAN 1 HOUR.
- WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE ROADWAY WITHIN A WORK ZONE TRAFFIC CONTROL AREA, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES AND/OR FLAGGERS SHALL BE PLACED AS NEEDED. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK SPACE. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
- CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 20' IN THE ACTIVE WORK SPACE.
- CHANNELIZING DEVICES SHALL BE PLACED TRANSVERSELY A MINIMUM OF EVERY 800' AS SHOWN WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 800'.
- IF THE TRAFFIC IS EXPECTED TO QUEUE PAST THE W20-4 SIGN, A W3-4 SIGN SHOULD BE ADDED HALFWAY BETWEEN THE W20-4 AND W20-1 SIGNS.
- IF CONDITION WARRANTS, PROTECTIVE VEHICLE WITH APPROPRIATE ROLL AHEAD DISTANCE MAY BE USED IN ADVANCE OF THE WORK AREA. TO USE PROTECTIVE VEHICLE, BUFFER SPACE SHALL BE PROVIDED ACCORDINGLY, AND THE WHEELS SHALL BE ALIGNED WITH THE LANE STRIPING.
- FLAGGER SIGN (W20-7a) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
- ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6' STAFF. THE PADDLE IS THE PREFERRED DEVICE, BUT THE FLAG MAY BE USED AT INTERSECTIONS WHERE THE STOP/SLOW PADDLE WOULD OFFER CONTRADICTING INFORMATION TO DRIVERS TRAVELING IN OPPOSITE DIRECTIONS/LEGS OF THE INTERSECTION OR DURING INCIDENT MANAGEMENT SITUATIONS.
- CENTERLINE CONES MAY BE ADDED TO ENHANCE THE VISIBILITY OF THE FLAGGER STATION. IF CONES ARE USED, PLACE THEM 100 FT. (MINIMUM) FROM FLAGGER.
- THE NY9-11 SIGN IS RECOMMENDED, WHEN USED, IT SHALL BE PLACED IN ADVANCE OF THE FIRST ADVANCE WARNING SIGN. THE PLACEMENT DISTANCE SHALL BE 1000' FOR POSTED SPEED LIMITS OF 45 MPH OR HIGHER, AND 300' - 500' FOR POSTED SPEED LIMITS OF LESS THAN 45 MPH.

NOTES FOR NIGHTTIME OPERATIONS:

- WORK OCCURRING AFTER SUNSET AND BEFORE SUNRISE WILL BE CONSIDERED NIGHTTIME OPERATIONS.
- ALL SIGNS, STOP / SLOW PADDLES AND RED FLAGS USED TO WARN / ALERT / CONTROL TRAFFIC SHALL BE RETROREFLECTIVE.
- ALL WORKERS INVOLVED SHALL WEAR PROTECTIVE HELMET AND NIGHTTIME APPAREL IN ACCORDANCE WITH y107-05A. HIGH VISIBILITY APPAREL AT ALL TIMES.
- VEHICLES OPERATING ON THE PAVEMENT OF A CLOSED ROADWAY OR TRAVEL LANE SHALL DISPLAY ROTATING AMBER BEACONS AT ALL TIMES.
- LEVEL I ILLUMINATION SHALL BE PROVIDED NEAR THE BEGINNING OF LANE CLOSURE TAPERS AND AT ROAD CLOSURES, INCLUDING THE SETUP AND REMOVAL OF THE CLOSURE TAPERS.
- LEVEL II ILLUMINATION SHALL BE PROVIDED FOR FLAGGING STATIONS, ASPHALT PAVING, MILLING, AND CONCRETE PLACEMENT AND/OR REMOVAL OPERATIONS,INCLUDING BRIDGE DECKS, 50 FEET AHEAD OF AND 100 FEET BEHIND A PAVING OR MILLING MACHINE.
- LEVEL III ILLUMINATION SHALL BE PROVIDED FOR PAVEMENT OR STRUCTURAL CRACK FILLING, JOINT REPAIR, PAVEMENT PATCHING AND REPAIRS, INSTALLATION OF SIGNAL EQUIPMENT OR OTHER ELECTRICAL/MECHANICAL, AND OTHER TASKS INVOLVING FINE DETAILS OR INTRICATE PARTS AND EQUIPMENT.
- ALL LIGHTING SHALL BE DESIGNED, INSTALLED, AND OPERATED TO AVOID GLARE THAT AFFECTS TRAFFIC ON THE ROADWAY OR THAT CAUSES ANNOYANCE OR DISCOMFORT FOR ADJACENT SITES.
- PRIOR TO THE START OF NIGHTTIME OPERATIONS, A WRITTEN NIGHTTIME OPERATIONS AND LIGHTING PLAN IS REQUIRED FOR APPROVAL FROM THE DOT ENGINEER.
- SEE STANDARD SPECIFICATIONS y619 FOR ADDITIONAL REQUIREMENTS AND CONSIDERATIONS.
- FLAGGERS SHALL USE A FLASHLIGHT WITH A RED GLOW CONE/RED LED BATON FOR FLAGGING IN NON-ILLUMINATED FLAGGER STATIONS DURING NIGHTTIME OPERATIONS.

ERRATA 1 EFF. 09/01/23
ISSUED WITH EB 23-016



NEW YORK
STATE OF
OPPORTUNITY.

**Department of
Transportation**

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
TWO-LANE TWO-WAY ROADWAY
LANE CLOSURE WITH FLAGGERS
INTERMEDIATE TERM OPERATION
(SHEET 2 OF 2)

APPROVED APRIL 8, 2022
Robert Limoges
ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

ISSUED UNDER EI 22-008

619-407

HDg
Architecture
127 W. FAIRBANKS AVENUE, SUITE 140
WINTER PARK, FL 32789
(PH): 407-739-9000

MDG MOHSEN
DESIGN
GROUP
MOHSEN DESIGN GROUP INCORPORATED
2202 N. WESTSHORE BLVD., SUITE 200
TAMPA, FL 33607



REVISIONS		
MARK	DESCRIPTION	DATE
1.	PERMIT COMMENTS.	06/28/24

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
(SWF)


**SIGNATURE
AVIATION**

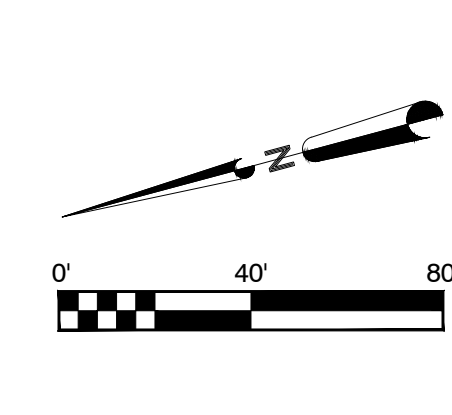
201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

WORK ZONE TRAFFIC
CONTROL TWO-LANE
TWO-WAY ROADWAY

C029

100% PERMIT SET



HDg
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[illegible]

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
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ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

MAINTENANCE OF TRAFFIC PLAN - PHASE I

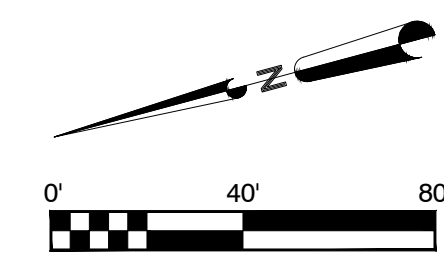
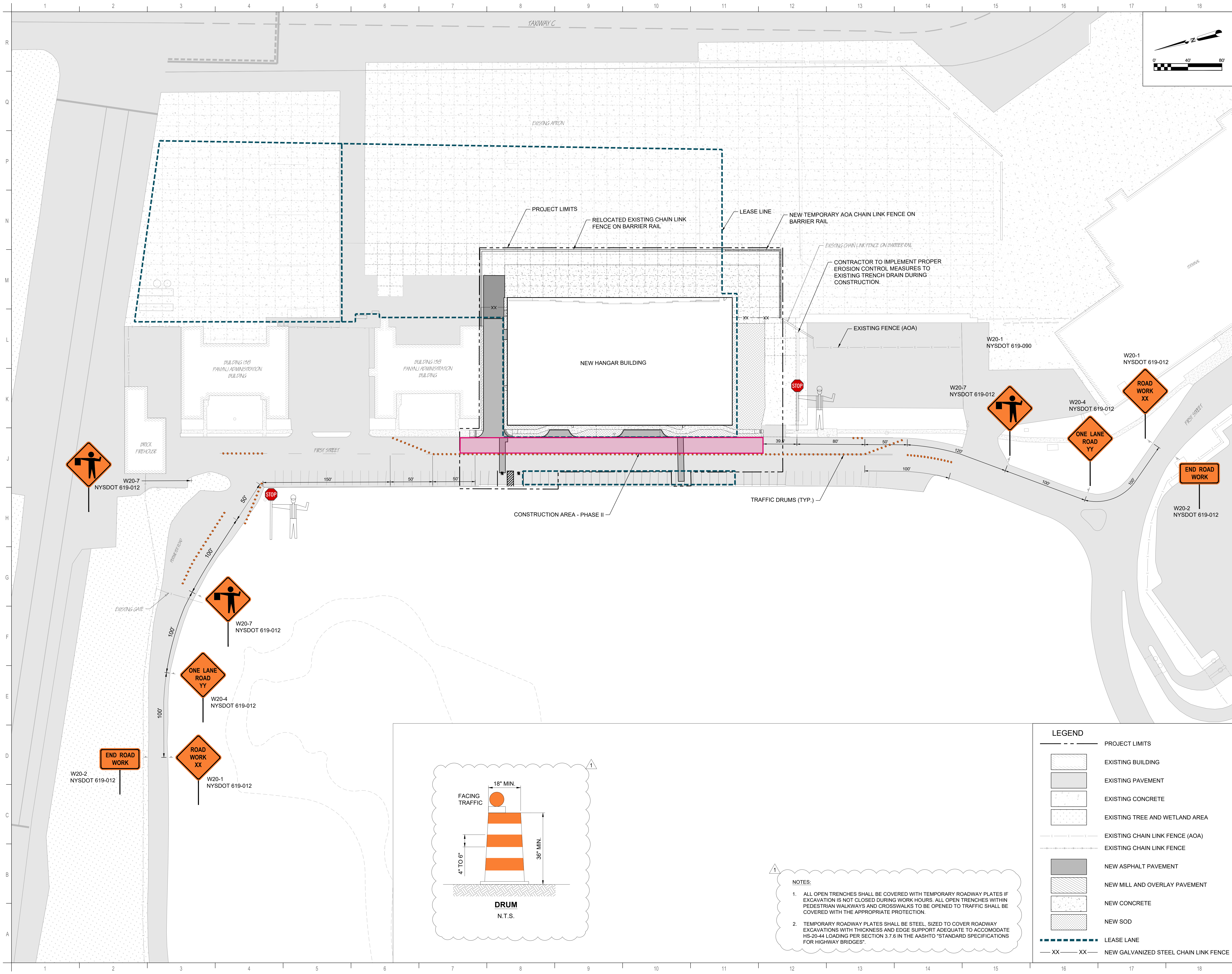
C030

100% PERMIT SET

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NOT RELEASED FOR CONSTRUCTION

Plotfile: C:\Users\Yan\MOHSEN DESIGN GROUP Dropbox\MDG\Projects\SWF\HDG23005-SWF-SFS-Terminal and Hangar\06-Drawings\23005-SWF-SFS-0031-PH2.dwg - Yan



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TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
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Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

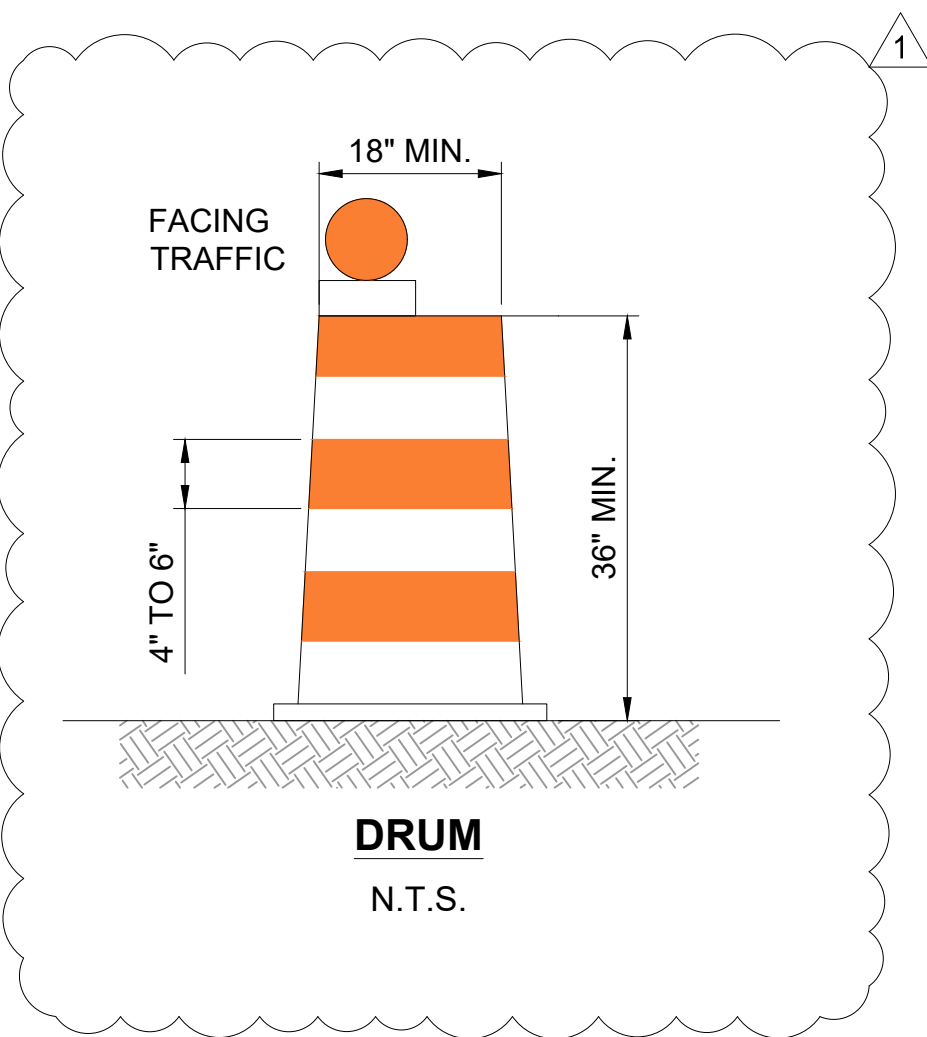
MAINTENANCE OF TRAFFIC
PLAN - PHASE II

C031

100% PERMIT SET

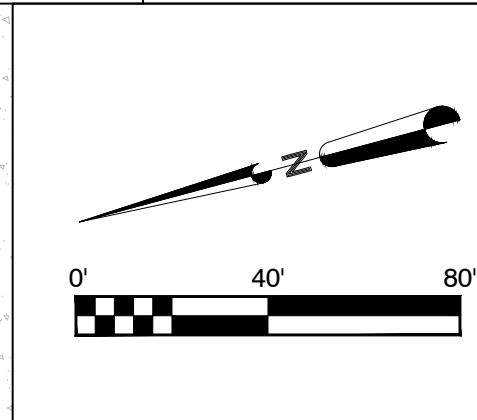
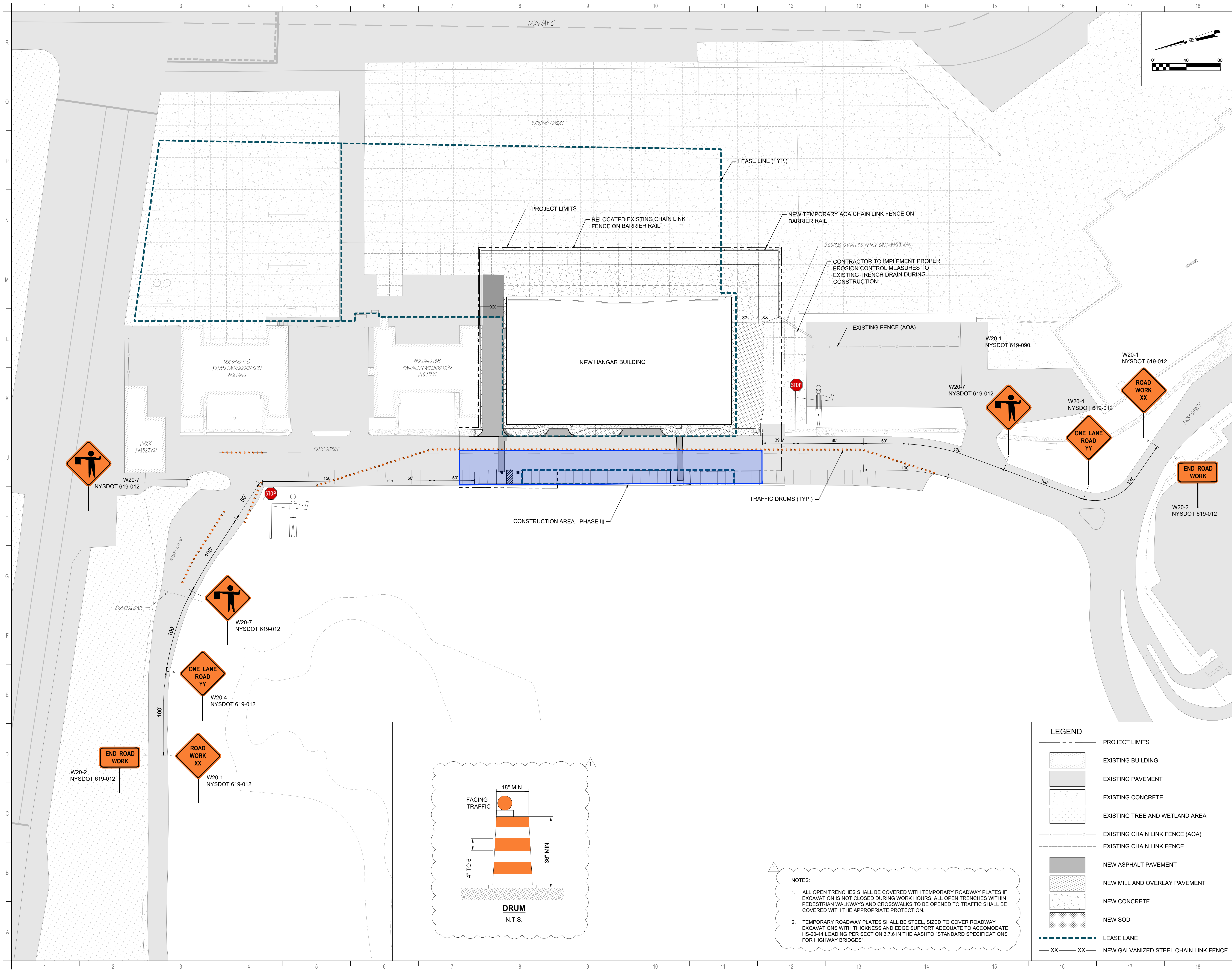
LEGEND	
	PROJECT LIMITS
	EXISTING BUILDING
	EXISTING PAVEMENT
	EXISTING CONCRETE
	EXISTING TREE AND WETLAND AREA
	EXISTING CHAIN LINK FENCE (AOA)
	EXISTING CHAIN LINK FENCE
	NEW ASPHALT PAVEMENT
	NEW MILL AND OVERLAY PAVEMENT
	NEW CONCRETE
	NEW SOD
	LEASE LANE
	NEW GALVANIZED STEEL CHAIN LINK FENCE

- NOTES:
- ALL OPEN TRENCHES SHALL BE COVERED WITH TEMPORARY ROADWAY PLATES IF EXCAVATION IS NOT CLOSED DURING WORK HOURS. ALL OPEN TRENCHES WITHIN PEDESTRIAN WALKWAYS AND CROSSWALKS TO BE OPENED TO TRAFFIC SHALL BE COVERED WITH THE APPROPRIATE PROTECTION.
 - TEMPORARY ROADWAY PLATES SHALL BE STEEL, SIZED TO COVER ROADWAY EXCAVATIONS WITH THICKNESS AND EDGE SUPPORT ADEQUATE TO ACCOMMODATE HS-20-44 LOADING PER SECTION 3.7.6 IN THE AASHTO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES".



NOT RELEASED FOR CONSTRUCTION

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HDg
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REVISIONS		
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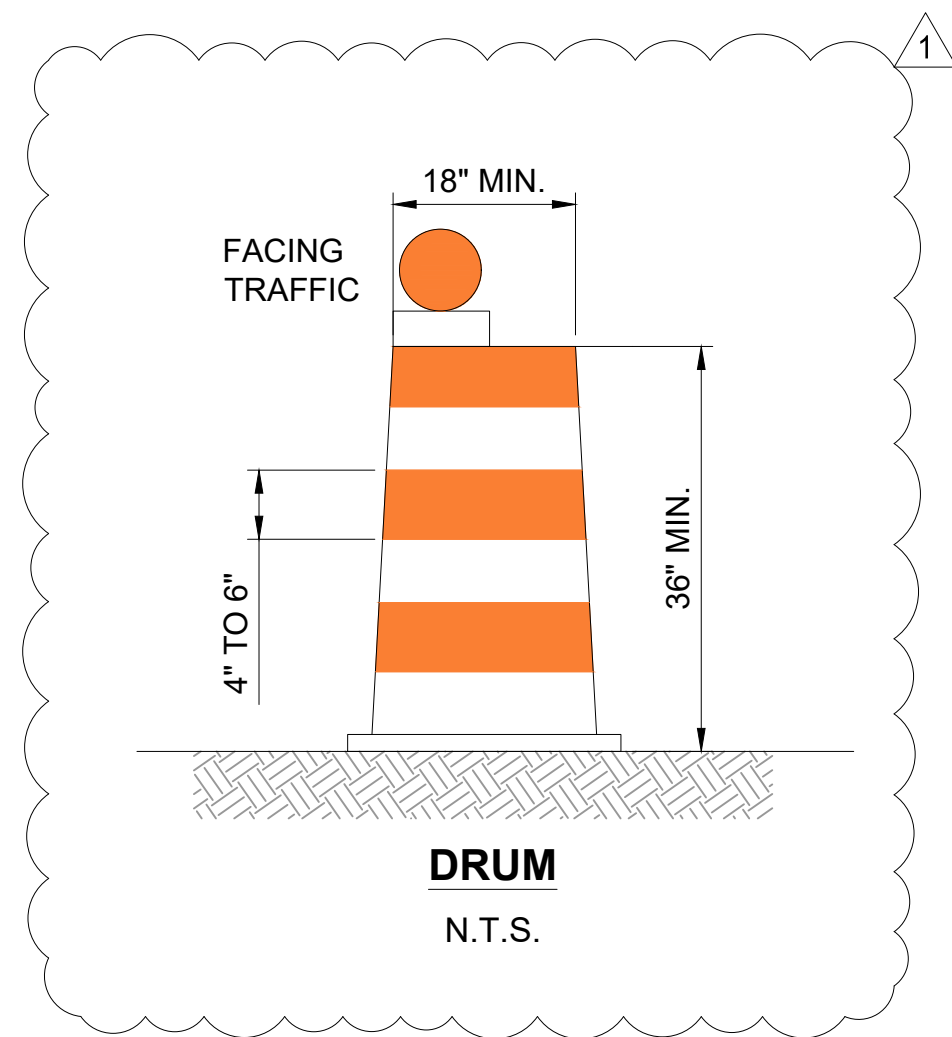
TERMINAL AND HANGAR
AT: STEWART INTERNATIONAL AIRPORT
(SWF)

SIGNATURE AVIATION
201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801
Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

**MAINTENANCE OF TRAFFIC
PLAN - PHASE III**
C032
100% PERMIT SET

LEGEND	
	PROJECT LIMITS
	EXISTING BUILDING
	EXISTING PAVEMENT
	EXISTING CONCRETE
	EXISTING TREE AND WETLAND AREA
	EXISTING CHAIN LINK FENCE (AOA)
	EXISTING CHAIN LINK FENCE
	NEW ASPHALT PAVEMENT
	NEW MILL AND OVERLAY PAVEMENT
	NEW CONCRETE
	NEW SOD
	LEASE LANE
	NEW GALVANIZED STEEL CHAIN LINK FENCE

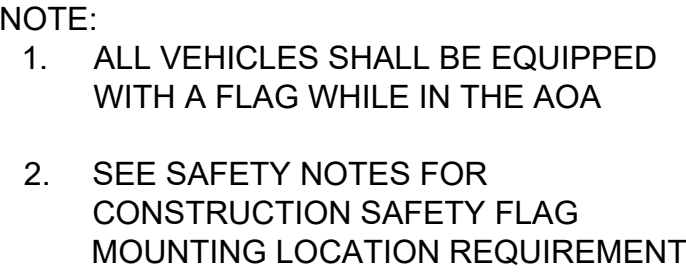
- NOTES:**
- ALL OPEN TRENCHES SHALL BE COVERED WITH TEMPORARY ROADWAY PLATES IF EXCAVATION IS NOT CLOSED DURING WORK HOURS. ALL OPEN TRENCHES WITHIN PEDESTRIAN WALKWAYS AND CROSSWALKS TO BE OPENED TO TRAFFIC SHALL BE COVERED WITH THE APPROPRIATE PROTECTION.
 - TEMPORARY ROADWAY PLATES SHALL BE STEEL, SIZED TO COVER ROADWAY EXCAVATIONS WITH THICKNESS AND EDGE SUPPORT ADEQUATE TO ACCOMMODATE HS-20-44 LOADING PER SECTION 3.7.6 IN THE AASHTO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES".



NOT RELEASED FOR CONSTRUCTION

- a) FAA ADVISORY CIRCULAR AC 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION"
 - b) FAA ADVISORY CIRCULAR AC 150/5210-5D, "PAINTING, MARKING AND LIGHTING OF VEHICLES USED ON AN AIRPORT"
 - c) CODE OF FEDERAL REGULATIONS, 14 CFR PART 77, SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE
 - d) FAA ADVISORY CIRCULAR AC 150/5210-24, "AIRPORT FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT"
 - e) FAA ADVISORY CIRCULAR AC 150/5200-18C, "AIRPORT SAFETY SELF-INSPECTION"
 - f) FAA ADVISORY CIRCULAR AC 150/5200-33B, "HAZARDOUS WILDLIFE ATTRACTIONS ON OR NEAR AIRPORTS"
2. CONTRACTOR SHALL COMPLY WITH THE SAFETY PLAN ASSOCIATED WITH THE CONSTRUCTION PROJECT AND ENSURE THAT CONSTRUCTION PERSONNEL ARE FAMILIAR WITH SAFETY PROCEDURES AND REGULATIONS ON THE AIRPORT.
3. CONTRACTOR SHALL PROVIDE A POINT OF CONTACT WHO WILL COORDINATE AN IMMEDIATE RESPONSE TO CORRECT ANY CONSTRUCTION-RELATED ACTIVITY THAT MAY ADVERSELY AFFECT THE OPERATIONAL SAFETY OF THE AIRPORT.
4. CONTRACTOR SHALL PROVIDE AN APPROVED SAFETY OFFICER/CONSTRUCTION INSPECTOR FAMILIAR WITH AIRPORT SAFETY TO MONITOR CONSTRUCTION ACTIVITIES.
5. CONTRACTOR SHALL RESTRICT MOVEMENT OF CONSTRUCTION VEHICLES TO CONSTRUCTION AREAS BY FLAGGING AND BARRICADING, OR PROVIDING ESCORTS, AS APPROPRIATE. NO EMPLOYEES OF ANY CONTRACTOR, SUBCONTRACTOR, OR OTHER CONSTRUCTION PERSONNEL WILL BE PERMITTED TO OPERATE VEHICLES OR EQUIPMENT ON AIRPORT PROPERTY UNTIL THEY HAVE COMPLETED THE OWNER'S DRIVERS TRAINING COURSE.
6. CONTRACTOR SHALL ENSURE THAT NO EMPLOYEES, EMPLOYEES OF SUBCONTRACTORS OR SUPPLIERS, OR OTHER PERSONS ENTER ANY PART OF THE AIR OPERATIONS AREAS (AOA) FROM THE CONSTRUCTION SITE UNLESS AUTHORIZED.
7. CONTRACTOR EMPLOYEES SHALL PARK AND SERVICE ALL CONSTRUCTION VEHICLES IN AN AREA DESIGNATED BY THE OWNER OUTSIDE THE RUNWAY SAFETY AREAS (RSA) AND OBSTACLE FREE ZONE (OFZ) AND NEVER ON A CLOSED TAXIWAY OR RUNWAY. EMPLOYEES SHALL ALSO PARK CONSTRUCTION VEHICLES OUTSIDE THE OBJECT FREE AREA (OFA) WHEN NOT IN USE BY CONSTRUCTION PERSONNEL (E.G. OVERNIGHT, ON WEEKENDS, OR DURING OTHER PERIODS WHEN CONSTRUCTION IS NOT ACTIVE).
8. CONTRACTOR PERSONNEL ENGAGED IN ACTIVITIES INVOLVING UNESCORTED OPERATION ON AIRCRAFT MOVEMENT AREAS SHALL OBSERVE THE PROPER PROCEDURES FOR COMMUNICATIONS.
9. CONTRACTOR SHALL PROMINENTLY MARK OPEN TRENCHES AND EXCAVATIONS AT THE CONSTRUCTION SITE WITH RED OR ORANGE FLAGS, AS APPROVED BY THE OWNER, AND LIGHT THEM WITH RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS.
10. OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN A SAFETY AREA WHILE THE ASSOCIATED RUNWAY OR TAXIWAY IS OPEN. IF POSSIBLE, BACKFILL TRENCHES BEFORE THE RUNWAYS/TAXIWAYS ARE OPENED. IF THE RUNWAYS/TAXIWAYS MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, COVER THE EXCAVATIONS APPROPRIATELY, COVERING FOR OPEN TRENCHES MUST BE DESIGNED TO ALLOW THE SAFE OPERATION OF THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAYS/TAXIWAY TO CROSS THE TRENCH WITHOUT DAMAGE TO THE AIRCRAFT
11. EXCAVATIONS AND OPEN TRENCHES ARE NOT PERMITTED WITHIN THE TSA OF AN ACTIVE TAXIWAY AND APRON PAVEMENT.
12. CONTRACTOR SHALL SEPARATE THE CONSTRUCTION SITE AND NONMOVEMENT AREAS IN WHICH NO PART OF AN AIRCRAFT MAY ENTER BY USING BARRICADES THAT ARE MARKED WITH DIAGONAL AND ALTERNATING ORANGE AND WHITE STRIPES. BARRICADES MAY BE SUPPLEMENTED WITH ALTERNATING ORANGE AND WHITE FLAGS AT LEAST 3 FEET BY 3 FEET SQUARE AND MADE AND INSTALLED SO THEY ARE ALWAYS IN AN EXTENDED POSITION, PROPERLY ORIENTED, AND SECURELY FASTENED TO ELIMINATE JET ENGINE INGESTION AND/OR PROPELLER WASH DISPERSION.
13. STOCKPILED MATERIALS AND EQUIPMENT STORAGE ARE NOT PERMITTED WITHIN THE RSA AND OFZ OF AN OPERATIONAL RUNWAY. CONTRACTOR SHALL ENSURE THAT STOCKPILED MATERIALS AND EQUIPMENT ADJACENT TO THESE AREAS ARE PROMINENTLY MARKED AND LIGHTED DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS. THIS INCLUDES DETERMINING AND VERIFYING THAT MATERIALS ARE STORED AT AN APPROVED LOCATION TO PREVENT FOREIGN OBJECT DAMAGE AND ATTRACTION OF WILDLIFE.
14. CONTRACTOR MAY NOT USE OPEN-FLAME WELDING OR TORCHES UNLESS ADEQUATE FIRE SAFETY PRECAUTIONS ARE PROVIDED AND THE OWNER HAS APPROVED THEIR USE.
15. WASTE AND LOOSE MATERIALS, COMMONLY REFERRED TO AS FOD, ARE CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEARS, PROPELLERS, AND JET ENGINES. CONTRACTOR SHALL NOT LEAVE OR PLACE FOD ON OR NEAR ACTIVE AIRCRAFT MOVEMENT AREAS. MATERIALS TRACKED onto THESE AREAS MUST BE CONTINUOUSLY REMOVED DURING CONSTRUCTION. CONTRACTOR SHALL ALSO CAREFULLY CONTROL AND CONTINUOUSLY REMOVE WASTE OR LOOSE MATERIALS THAT MIGHT ATTRACT WILDLIFE.
16. ALL CONTRACTOR VEHICLES AND MOBILE EQUIPMENT OPERATING IN THE AOA SHALL BE IDENTIFIED BY THREE-FOOT (3') SQUARE ORANGE AND WHITE FLAGS WHENEVER SUCH VEHICLE AND EQUIPMENT ARE OPERATING ON THE AOA. IN ADDITION, SUCH VEHICLES AND EQUIPMENT SHALL HAVE THE CONTRACTOR'S NAME CLEARLY AFFIXED ON EACH SIDE OF SUCH VEHICLES AND EQUIPMENT. DURING THE HOURS BETWEEN SUNSET AND SUNRISE AND AT ALL TIMES WHEN VISIBILITY IS IMPAIRED, VEHICLES AND MOBILE EQUIPMENT SHALL ALSO BE EQUIPPED WITH A REVOLVING YELLOW BEACON LIGHT MOUNTED ON THE TOP OF THE VEHICLE OR EQUIPMENT. BEACON LIGHTS SHALL PROVIDE:
 - a) THREE HUNDRED AND SIXTY DEGREE AZIMUTH COVERAGE.
 - b) EFFECTIVE INTENSITY IN THE HORIZONTAL PLANE NOT LESS THAN 40 OR MORE THAN 40 CANDELAS. BEAM SPREAD MEASURED TO 1/10 PEAK INTENSITY EXTENDING FROM 10 DEGREES TO 15 DEGREES ABOVE THE HORIZONTAL.
 - d) SIXTY TO NINETY FLASHES PER MINUTE.
17. NO CRANE SHALL BE ALLOWED ON THE WORK SITE UNTIL THE EQUIPMENT AND ITS INTENDED OPERATION ARE APPROVED BY THE OWNER.. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH:
 - a) THE OWNER HAS FILED A 7460 (AIRSPACE ANALYSIS) WITH THE FAA FOR THE USE OF A CRANE ON THIS PROJECT WHICH GIVES SPECIFIC WORKING LIMITS WITHIN EACH PHASE.
 - b) CONTRACTOR SHALL COORDINATE WITH OWNER AND OBTAIN THE AIRSPACE DETERMINATION AND ADHERE TO ALL REQUIREMENTS PRIOR TO MOBILIZATION OF THE CRANE.
18. WHEN ACCESS IS APPROVED BY THE OWNER, THE TIP OF THE CRANE BOOM SHALL BE IDENTIFIED BY THE ORANGE AND WHITE FLAG AND, IF APPROPRIATE, BY RED OBSTRUCTION LIGHTS.

- VEHICULAR TRAFFIC SHALL NOT CROSS ACTIVE AIRCRAFT MOVEMENT AREAS (RUNWAYS, TAXIWAYS OR AIRCRAFT PARKING APRON). SEE CONSTRUCTION ACCESS, STAGING AND PHASING PLANS, SHEET (C040).
21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACTIONS OF EMPLOYEES AND SUBCONTRACTORS. PERSONNEL WHO DO NOT ABIDE BY AIRPORT RULES AND REGULATIONS ARE SUBJECT TO PROSECUTION.
22. ALL ACCIDENTS CAUSING PERSONAL INJURY OR PROPERTY DAMAGE SHALL BE REPORTED TO THE OWNER IMMEDIATELY. THE CONTRACTOR(S) SHALL PROVIDE, AT THE SITE, SUCH EQUIPMENT AND MEDICAL FACILITIES AS ARE NECESSARY TO SUPPLY FIRST AID SERVICE TO ANYONE WHO MAY BE INJURED IN CONNECTION WITH THE PERFORMANCE OF THE WORK. WHETHER ON OR ADJACENT TO THE SITE. IN ADDITION, IF DEATH OR SERIOUS INJURIES OR SERIOUS DAMAGES ARE CAUSED, THE ACCIDENT SHALL BE REPORTED IMMEDIATELY BY TELEPHONE TO 911 DISPATCH.
23. THE CONTRACTOR'S EMPLOYEES, MUST HAVE A VALID GOVERNMENTAL IDENTIFICATION ON THEIR PERSON AT ALL TIMES. FAILURE TO COMPLY WITH THESE REQUIREMENTS WILL RESULT IN THE EMPLOYEE BEING ESCORTED OFF THE AOA AND FINES MAY BE IMPOSED AT THE CONTRACTOR'S EXPENSE.
24. ANY DELAY IN CONSTRUCTION OF PROJECT DUE TO VIOLATION OF FEDERAL AND AIRPORT REGULATIONS SHALL BE ABSORBED BY THE CONTRACTOR AND ADDITIONAL APPROVED MEASURES BY THE CONTRACTOR SHALL BE EMPLOYED TO MAINTAIN THE ORIGINALLY APPROVED CONSTRUCTION SCHEDULE.
25. CONTRACTOR SHALL MONITOR GROUND FREQUENCY IF PERSONNEL AND EQUIPMENT ARE WORKING IN THE AIRPORT OPERATIONAL AREAS. AIRCRAFT SHALL HAVE THE RIGHT-OF-WAY AT ALL TIMES. CONTRACTOR SHALL MAKE ALL PERSONNEL FAMILIAR WITH THE LIMITS OF THE RUNWAY AND CONNECTORS TO ENSURE NO EQUIPMENT OR PERSONNEL ENTER THESE ACTIVE AREAS. ANY WORK INSIDE THE TAXIWAY SAFETY AREA (TSA) WILL REQUIRE TEMPORARY CLOSURE OF THE TAXIWAY.
26. CONTRACTOR SHALL ENSURE THAT CONSTRUCTION PERSONNEL ARE FAMILIAR WITH SAFETY PROCEDURES AND REGULATIONS ON THE AIRPORT AND SHALL PROVIDE A POINT OF CONTACT WHO WILL COORDINATE AN IMMEDIATE RESPONSE TO CORRECT ANY CONSTRUCTION-RELATED ACTIVITY THAT MAY ADVERSELY AFFECT THE OPERATIONAL SAFETY OF THE AIRPORT.
27. CONTRACTOR SHALL IDENTIFY THE CONTRACTOR'S ON-SITE EMPLOYEES RESPONSIBLE DURING CONSTRUCTION. AT LEAST ONE OF THESE EMPLOYEES MUST BE ONSITE WHENEVER ACTIVE CONSTRUCTION IS TAKING PLACE.
28. CONTRACTOR SHALL CONDUCT INSPECTIONS SUFFICIENTLY FREQUENTLY TO ENSURE THAT THERE ARE NO ALTERED CONSTRUCTION ACTIVITIES THAT COULD CREATE POTENTIAL SAFETY HAZARDS.
29. CONTRACTOR SHALL FURNISH AND INSTALL TEMPORARY CONSTRUCTION GATES AS DIRECTED BY THE CONSTRUCTION MANAGER AT NO COST TO THE OWNER. GATES SHALL REMAIN LOCKED OR MONITORED BY A BADGED GATE GUARD AT ALL TIMES. CONTRACTOR SHALL SUPPLY THE CONSTRUCTION MANAGER WITH TWO COPIES OF THE GATE KEYS AT THE THE START OF THE PROJECT.
30. SHOULD AN AIRCRAFT EMERGENCY OCCUR ANYPLACE ON THE AIRPORT, THE CONTRACTOR WILL BE REQUIRED TO MOVE ALL PERSONNEL AND EQUIPMENT BEYOND THE SAFETY AREA OF THE RUNWAY AND TAXIWAYS AND TO REFRAIN FROM MOVING OUT OF THESE AREAS TO RESUME WORK UNTIL SPECIFICALLY AUTHORIZED BY AIRPORT PERSONNEL. THE AREA AROUND THE DOWNED AIRCRAFT SHALL BE EVACUATED AND NOT REENTERED BY THE CONTRACTOR UNTIL GIVEN PERMISSION, EXCEPT FOR LIFESAVING ACTIVITIES.



4 CONSTRUCTION SAFETY FLAG
N.T.S.

[illegible]

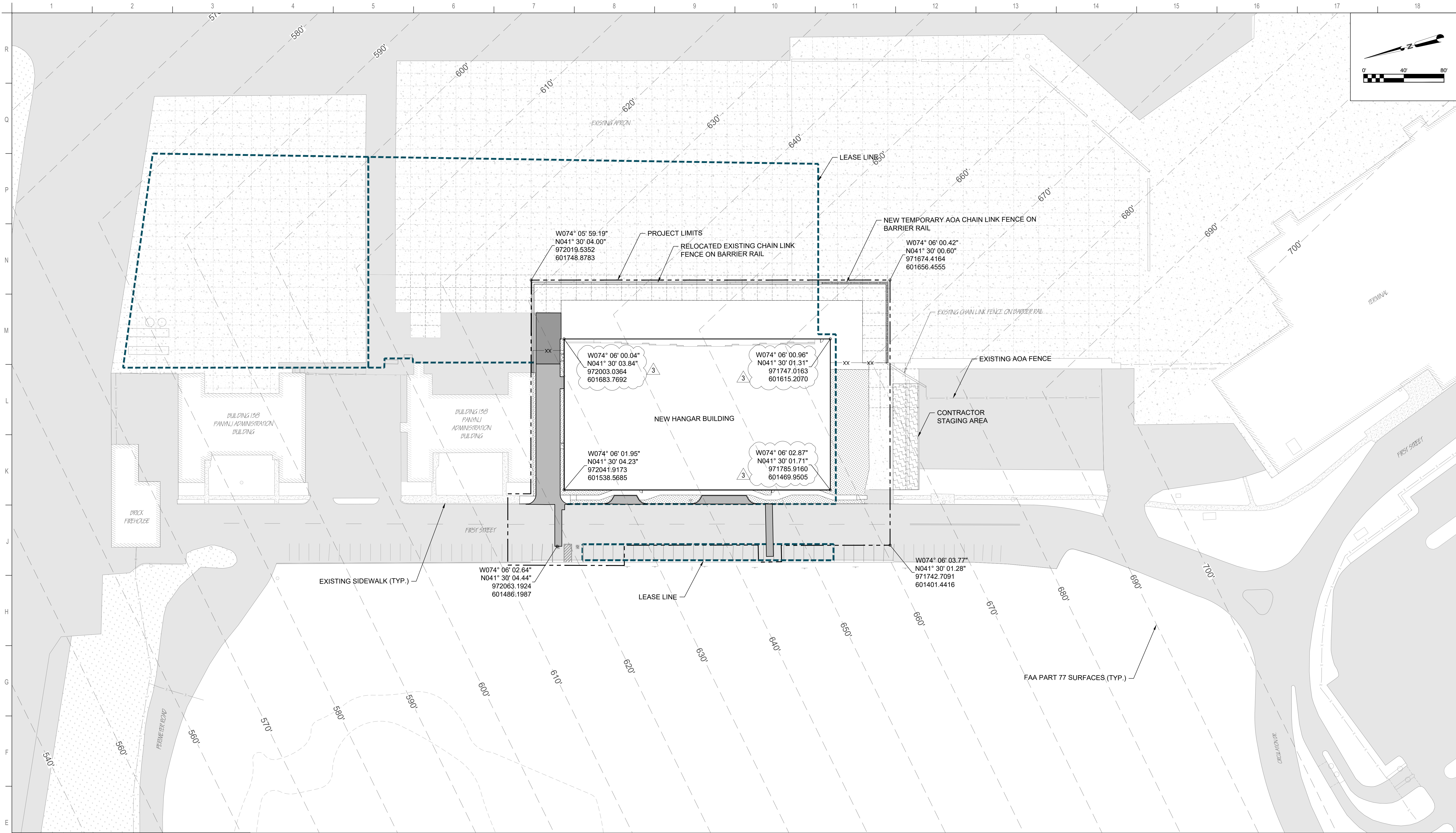
AT: STEWART INTERNATIONAL AIRPORT
(SWF)



Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

C050

100% PERMIT SET



LEGEND

PROJECT LIMITS

EXISTING BUILDING

EXISTING PAVEMENT

EXISTING CONCRETE

EXISTING TREE AND WETLAND AREA

EXISTING CHAIN LINK FENCE (AOA)

EXISTING CHAIN LINK FENCE

NEW ASPHALT PAVEMENT

NEW MILL AND OVERLAY PAVEMENT

NEW CONCRETE

NEW SOD

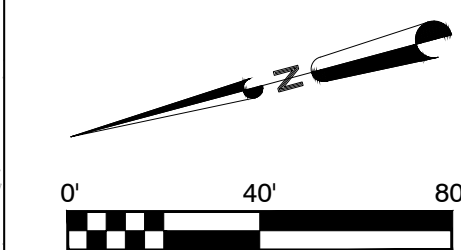
CONTRACTOR STAGING AREA

LEASE LANE

XX—XX

NEW GALVANIZED STEEL CHAIN LINK FENCE

- SAFETY NOTES:**
- PERSONNEL AND EQUIPMENT SHALL NOT ENTER THE AIRFIELD MOVEMENT AREA WITHOUT PRIOR APPROVAL OF THE CONSTRUCTION MANAGER, AND AIRPORT OPERATIONS.
 - THE MAXIMUM ALLOWABLE HEIGHT OF CONSTRUCTION EQUIPMENT AND STOCKPILED MATERIALS IS GOVERNED BY FAA ADVISORY CIRCULAR (AC) 150/5370-2, CURRENT EDITION. WHEN EQUIPMENT IS EXPECTED TO PENETRATE THE FAR PART 77 SURFACE (FOR ANY RUNWAY IN OPERATION) OR WHEN CRANES WILL BE USED ON SITE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST NINETY (90) DAYS PRIOR TO START OF CONSTRUCTION TO COORDINATE THE SUBMITTAL OF FAA FORM 7460-1 TO THE FAA AIRPORT DISTRICT OFFICE. PERMISSION TO USE CRANES SHALL BE ISSUED BY THE ENGINEER AFTER APPROVAL BY THE FAA. THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR ANY AND ALL FAA FINES INCURRED FOR OPERATING CRANES WITHOUT FAA APPROVAL. TWENTY-FOUR (24) HOURS NOTICE SHALL BE GIVEN TO AIRPORT PRIOR TO CRANE DEPLOYMENT. NO TIME EXTENSION WILL BE GRANTED FOR INADEQUATE NOTICE FOR USE OF A CRANE.
 - WORK WITHIN THE SAFETY AND OBJECT FREE AREAS WILL REQUIRE CLOSURE OF THE RUNWAY/TAXIWAY TO AIR TRAFFIC. A NOTAM MUST BE FILED BY AIRPORT MANAGEMENT AT LEAST FORTY-EIGHT (48) HOURS IN ADVANCE OF CLOSING RUNWAYS AND TAXIWAYS TO AIR TRAFFIC. CONTRACTOR SHALL NOTIFY AIRPORT MANAGEMENT AND CONSTRUCTION MANAGER WITH SUFFICIENT LEAD TIME FOR FILING A NOTAM.
 - ELEVATIONS SHOWN GIVEN IN THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAV D 88), AND DO NOT INDICATE THE AVAILABLE HEIGHT ABOVE EXISTING GROUND.
 - FAA PART 77 IMAGINARY AIRSPACE CONTOUR ELEVATION (TYP.). THE CONTOURS REPRESENT THE ALLOWABLE HEIGHT OF OBJECTS INCLUDING CONSTRUCTION EQUIPMENT RELATIVE TO THE RESPECTIVE RUNWAY CENTERLINE ELEVATION WHILE THE RUNWAY REMAINS OPEN. PENETRATIONS INTO THE SURFACES REQUIRE CLOSURE OF THE RUNWAY AND MUST BE COORDINATED WITH THE FAA AND THE AIRPORT WELL IN ADVANCE OF CLOSURE



HDg

Architecture

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MDG

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2202 N. WESTSHORE BLVD., SUITE 200
TAMPA, FL 33607



REVISIONS		
MARK	DESCRIPTION	DATE
3.	BID RFI RESPONSES.	08/12/24

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT (SWF)



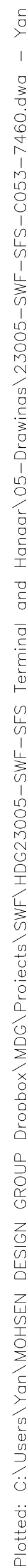
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Issue Date: 06/28/2024
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Drawn By: YY
Checked By: MM

AIRSPACE PROTECTION PLAN

C052

100% PERMIT SET

[illegible]

TERMINAL AND HANGAR

STEWART INTERNATIONAL AIRPORT
(SWF)

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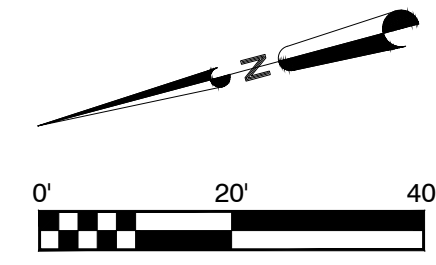
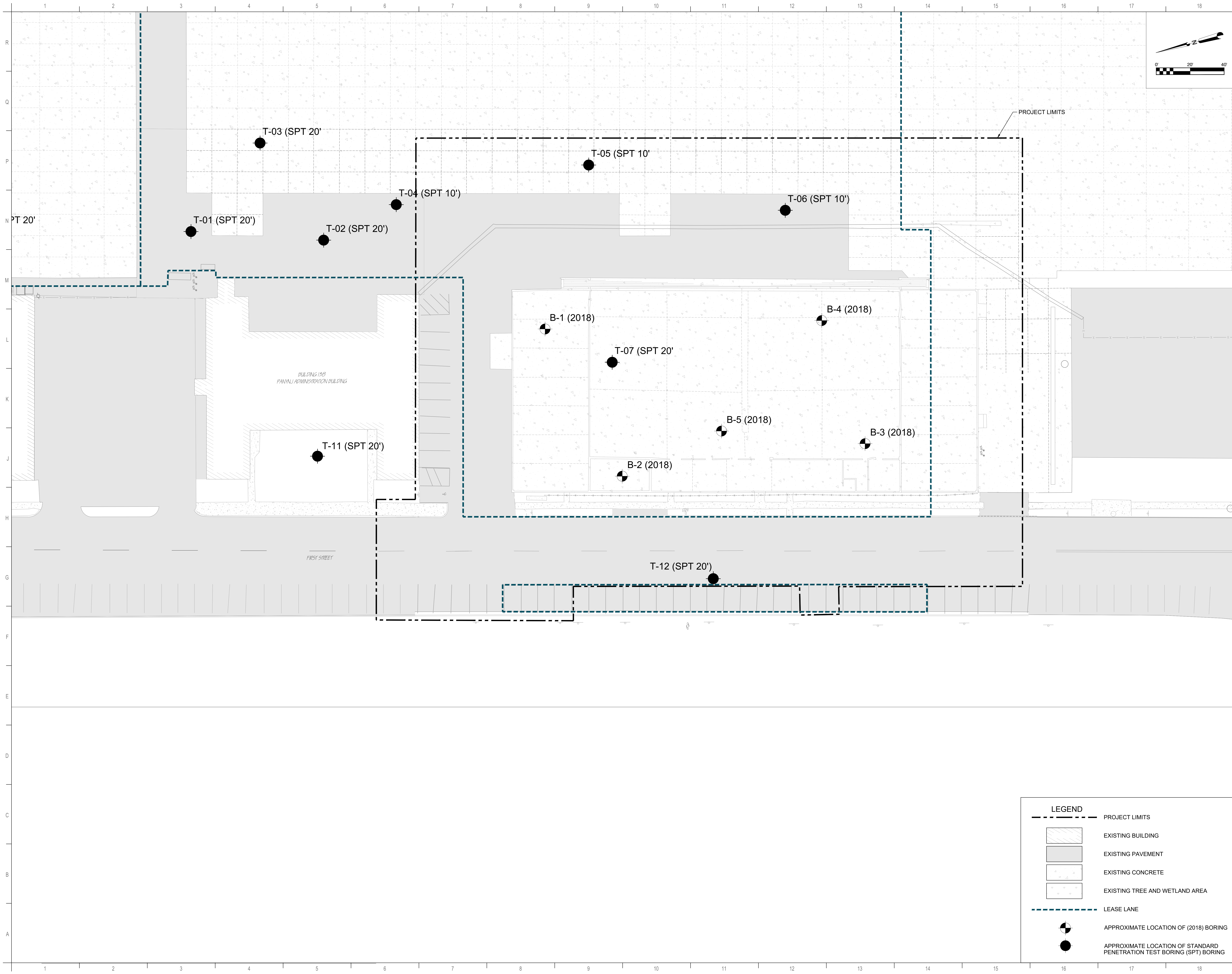
AIRSPACE 7460 - PLAN

C053

00% PERMIT SET

TEMPORARY CONSTRUCTION EQUIPMENT HEIGHT INFORMATION							
POINT ID	DESCRIPTION	LATITUDE	LONGITUDE	SITE ELEV. (MSL)	MAXIMUM EQUIPMENT HEIGHT	OVERALL HEIGHT (MSL)	PART 77 ELEV. (MSL)
C1	SOUTH CORNER OF PROJECT	N41° 30' 00.60"	W74° 06' 00.42"	457'	25'	482'	664'
C2	NORTH-EAST CORNER OF PROJECT	N41° 30' 04.00"	W74° 05' 59.19"	458'	25'	483'	628'
C3	NORTH CORNER OF PROJECT	N41° 30' 04.74"	W74° 06' 02.79"	458'	25'	483'	614'
C4	SOUTH-WEST CORNER OF PROJECT	N41° 30' 02.38"	W74° 06' 03.59"	457"	25'	482'	646'
CR1	SOUTH CORNER OF CRANE	N41° 30' 00.70"	W74° 06' 00.51"	457'	150'	607'	664'
CR2	NORTH-EAST CORNER OF CRANE	N41° 30' 04.00"	W74° 05' 59.31"	458'	150'	608'	630'
CR3	NORTH CORNER OF CRANE	N41° 30' 04.35"	W74° 06' 02.48"	457'	150'	607'	616'
CR4	SOUTH-WEST CORNER OF CRANE	N41° 30' 01.35"	W74° 06' 03.68"	457'	150'	607'	660'
H1	CONSTRUCTION HAUL ROUTH	N41° 30' 01.02"	W74° 06' 02.28"	457'	25'	482'	668'
S1	SOUTH CORNER OF STAGING AREA	N41° 30' 00.60"	W74° 06' 01.83"	458'	25'	483'	668'
S2	SOUTH-WEST CORNER OF STAGING AREA	N41° 30' 00.87"	W74° 06' 03.17"	458'	25'	483'	675'
PERMANENT STRUCTURE HEIGHT INFORMATION							
POINT ID	DESCRIPTION	LATITUDE	LONGITUDE	SITE ELEV. (MSL)	MAXIMUM FIXTURE HEIGHT	OVERALL HEIGHT (MSL)	PART 77 ELEV. (MSL)
P1	SOUTH CORNER OF BUILDING	N41° 30' 01.31"	W74° 06' 00.96"	458'	70.5'	528.5'	666'
P2	NORTH-EAST CORNER OF BUILDING	N41° 30' 03.84"	W74° 06' 00.04"	458'	70.5'	528.5'	632'
P3	NORTH CORNER OF BUILDING	N41° 30' 04.23"	W74° 06' 01.95"	458'	62'	520'	623'
P4	SOUTH-WEST CORNER OF BUILDING	N41° 30' 01.71"	W74° 06' 02.87"	458'	62'	520'	657'

Plotlet: C:\Users\Yan\OneDrive\Documents\MDG\Projects\SWF\HDG23005-SWF-SFS-Terminal and Hangar\06-Drawings\23005-SWF-SFS-C060-Geo.dwg - Yan



HDg
Architecture
127 W. FAIRBANKS AVENUE, SUITE 140
WINTER PARK, FL 32789
(PH): 407-739-9000

MDG MOHSEN
DESIGN
GROUP
MOHSEN DESIGN GROUP INCORPORATED
2202 N. WESTSHORE BLVD., SUITE 200
TAMPA, FL 33607



REVISIONS		
MARK	DESCRIPTION	DATE

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
(SWF)



201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

BORING LAYOUT PLAN

C060

100% PERMIT SET

LEGEND

- PROJECT LIMITS
- EXISTING BUILDING
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING TREE AND WETLAND AREA
- LEASE LANE
- APPROXIMATE LOCATION OF (2018) BORING
- APPROXIMATE LOCATION OF STANDARD PENETRATION TEST BORING (SPT) BORING

NOT RELEASED FOR CONSTRUCTION



Soil Boring Log

T-01

Client:	Van Cleef International	Drilling Firm:	Diamond Drilling	Coordinates:	41.50151213 N, -74.099845475 E	
	Stewart Int. Airport- SFS Hangar Option 11		Drill Crew:		Tony Martin / Edward Rodriguez	Horiz. Datum:
Location:	New Windsor, NY	Boring Start:	9/28/2023 12:45:00 PM	Elevation:	Grade	
Inspector:	Grant Libby	Boring End:	9/28/2023 2:55:00 PM	Vert. Datum:	N/A	
Rig Model:	Mudrich D-25	Sampler Type:	Split Spoon	Casing Type:	Steel	
	Rig Type:	Triaxial	Sampler Length:	24 inches	Casing Length:	5 feet
	Drill Method:	Dutch Rotary	Sampler I.D.:	1.375 inches	Casing I.D.:	4 inches
	Hammer Type:	Safety	Hammer WL:	140 pounds	Hammer WL:	140 pounds
	Drilling Fluid:	EZ mud	Hammer Fall:	30 inches	Hammer Fall:	30 inches

Depth (ft)	Sample	Rec. (in)	Recon Per ft ³	N-Value	USCS Symbol	Graphic Log	Visual Classification	Toughness	Plasticity	PP (tsf)	TV (sf)	N-Value	Drilling & Strata Notes
												10 20 30 40	
	R-1	23					24"- ASPHALT						
	S-1	7		> 50			Very dense, gray Silty medium to fine SAND, little coarse to fine Gravel, trace Clay, moist (TILL).	-	-	-	-		
5	S-2	9	11 23 20 33	45			Hard, gray to dark gray Silty CLAY, little fine Sand, trace coarse to fine Gravel, moist (TILL).	H	M	>4.5	0.45		
	S-3	2	38 50	> 50			Hard, dark gray Sandy CLAY, little Silt, trace fine Gravel, moist (TILL).	M	M	2.0	0.47		
	S-4	3	43 50	> 50			Hard, dark gray Clayey SILT, little fine Sand, trace coarse to fine Gravel, moist (TILL).	L	M	-	-		
10	S-5	11	12 46 52 50	92			Hard, dark gray Silty CLAY, little fine Sand, trace coarse to fine Gravel, moist (TILL).	M	M	>4.5	0.3		
	S-6	6	50 50	> 50			Hard, dark gray, Silty CLAY, little fine Sand, trace fine Gravel, moist (TILL) End of boring due to Split-Spoon refusal at 12.58 feet BGS. Borehole was filled with cement mix and topped with a 6-inch concrete patch.	H	M	>4.5	0.45		
15													
20													

Tested soil classification via Atterberg
limit testing

Soil Boring Log

T-02

Client: Van Clee Engineering				Drilling Firm: Diamond Drilling				Coordinates: 41.50130955 N, -74.09999373 E				
Project: Stewart Int. Airport- SFS Hanger Open 11				Drill Crew: Tony Martin / Edward Rodriguez				Horiz. Datum: WGS84				
Location: New Windsor, NY				Boring Start: 9/28/2023 8:40:00 AM				Elevation: Grade				
Inspector: Grant Libby				Boring End: 9/28/2023 12:40:00 PM				Vert. Datum: N/A				
Rig Model: Diedrich D-25				Sampler Type: Split Spoon				Casing Type: Steel				
Rig Type: Trailer				Sampler Length: 24 inches				Casing Length: 5 feet				
Drill Method: Mud Rotary				Sampler I.D.: 1.375 inches				Casing I.D.: 4 inches				
Hammer Type: Safety				Hammer Wt.: 140 pounds				Hammer Fall: 140 pounds				
Drilling Fluid: EZ mud				Hammer Fall: 30 inches				Hammer Fall: 30 inches				
Depth (ft)	Sample No.	Risk Factor per ft	N-Value	USCS Symbol	Geologic LITH	Visual Classification	Toughness	Plasticity	PP (tsf)	TV (in/f)	N-Value 10 20 30 40	Drilling & Strata Notes
						17"- ASPHALT						
-1	11											
-1	6	50 50/3	> 50			Very dense, brown to light gray medium to fine SAND, some coarse to fine Gravel, some Silt, trace Clay, moist (TILL).	-	-	-	-		Contains fill material mixed with asphalt fragments.
5	7	34 50/1	> 50			Very dense, gray Gravely coarse to fine SAND, trace Silt, trace Clay, moist (TILL).	-	-	-	-	5	Contains fill material. Tested soil classification via Sieve analyses.
						End of boring at 5.75 feet BGS due to roller bit refusal. Borehole filled with cement mix and plugged with 6-inch concrete patch.						
10											-10	
15											-15	
20											-20	
In-Borehole Water Levels						General Notes						
Date / Time		Casing (ig-ft)	Bot of hole (ft)	Water Lv (ft)	= Water Level (if observed) BGS = Below Ground Surface No groundwater encountered.							Toughness: Low (L), Medium (M), High (H) Plasticity: Non-Plastic (NP), Low (L), Medium (M), High (H) PP = Pocket Penetrometer, measured in tons per square ft. TV = Torque (Shear Value), measured in tons per square ft.

Soil Boring Log

T-03

Client:		Van Cleef Engineering		Drilling Firm:		Diamond Drilling		Coordinates:		41.5013683 N, -74.09970042 E		
Project:		Stewart Int. Airport- SFS Hanger Open 11		Drill Crew:		Tony Martin / Edward Rodriguez		Horiz. Datum:		WGS 84		
Location:		New Windsor, NY		Boring Start:		10/2/2023		Elevation:		Grade		
Inspector:		Diego Meglar		Boring End:		10/2/2023		Vert. Datum:		N/A		
Rig Model: Dietrich D-25 Rig Type: Trailer Drill Method: Mud Rotary Hammer Type: Safety Drilling Fluid: EZ mud				Sampler Type: Split Spoon Sampler Length: 24 inches Sampler I.D.: 1.375 inches Hammer Wt.: 140 pounds Hammer Fall: 30 inches				Casing Type: Steel Casing Length: 5 feet Casing I.D.: 4 inches Hammer Wt.: 140 pounds Hammer Fall: 30 inches				
Depth (ft)	Sample No.	Rc. Int.	N-Value	USCS Symbol	Graphic Log	Visual Classification	Toughness	Plasticity	PP (tsf)	TV (in/ft)	N-Value	Drilling & Strata Notes
						15" - CONCRETE					10 20 30 40	
R-1	21					6" - ASPHALT						
S-1	11	35 41 504	> 50			Very dense, dark gray coarse to fine GRAVEL, some fine Sand, moist (FILL).	-	-	-	-		
S-2	11	24 504	> 50			Hard, dark gray Silty CLAY, trace fine Sand, moist (TILL).	-	-	-	-		Tested soil classification via Atterberg limit testing.
S-3	5	21 504	> 50			Hard, dark gray Gravelly SILT, trace fine Sand, moist (TILL).	-	-	-	-		
						End of boring at 7.75 feet BGS due to 3 consecutive split spoon refusals. Boring filled with cement mix and topped with 6-inch concrete patch.						
10												
15												
20												
In-Borehole Water Levels						General Notes						
Date / Time		Casing (in/ft)	Bot. of hole (ft)	Water Level (ft)		Water Level (if observed) BGS = Below Ground Surface No Groundwater encountered			Toughness: Low (L), Medium (M), High (H) Plasticity: Non-Plastic (NP), Low (L), Medium (M), High (H) PP = Pocket Penetrometer, measured in tons per square ft. TV = Torrance (Shear Vane), measured in tons per square ft.			

Soil Boring Log

T-04

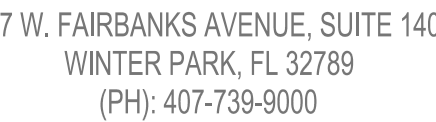
Client:	Van Cleef Engineering	Drilling Firm:	Diamond Drilling	Coordinates:	41.50116197 N, 74.104.99990402 E
Project:	Stewart Int. Airport- SFS Hangar Option 11	Drill Crew:	Tony Martin / Edward Rodriguez	Horiz. Datum:	WGS 84
Location:	New Windsor, NY	Boring Start:	9/27/2023 2:00:00 PM	Elevation:	Grade
Inspector:	Grant Libby	Boring End:	9/27/2023 4:30:00 PM	Vert. Datum:	N/A
Rig Model:	Traildrill D-25	Sampler Type:	Split Spoon	Casing Type:	Steel
Rig Type:	Tiedrig	Sampler Length:	24 inches	Casing Length:	5 feet
Drill Method:	Mud Rotary	Sampler I.D.:	1.375 inches	Casing I.D.:	4 inches
Hammer Type:	Safety	Hammer WL:	140 pounds	Hammer WL:	140 pounds
Drilling Fluid:	EZ mud	Drilling WL:	30 inches	Hammer FL:	30 inches

Depth (ft)	Sampore	Rec. (in)	Rock pen # per ft	N-Value	Visual Symbol	Graphic Log	Visual Classification	Toughness	Plasticity	PP (tsf)	TV (tsf)	N-Value	Drilling & Strata Notes
	R-1	13					18"- ASPHALT					10 20 30 40	
	S-1	2	502	> 50			Very dense, dark gray Silty medium to fine SAND, trace coarse to fine Gravel, moist (FILL).	-	-	-	-	>>	
5	S-2	9	41 43 504	> 50			Hard, dark gray Clayey SILT, little fine Gravel, trace fine Sand, moist (TILL).	H	L	-	-	>>	Tested soil classification via Atterberg limit testing
	S-3	11	33 37 503	> 50			Hard, dark gray Clayey SILT, trace fine Gravel, trace fine Sand, moist (TILL).	H	L	-	-	>>	
10							End of boring at 7.5 feet BGS due to roller bit refusal. Borehole was filled with cement mix and topped with 6-inch concrete patch.						
15													
20													

In-Borehole Water Levels		
Date / Time	Casing Tip (ft)	Water Lvl (ft)

General Notes
= Water Level (if observed) BGS = Below Ground Surface No groundwater encountered.

Toughness: Low (L), Medium (M), High (H) Plasticity: Non-Plastic (NP), Low (L), Medium (M), High (H) PP = Pocket Penetrometer, measured in tons per square ft. TV = Torvane (Shear Vane), measured in tons per square ft.
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REVISIONS

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
(SWF)



201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

GEOTECHNICAL BORING LOG

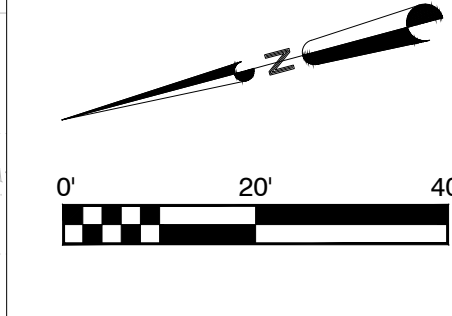
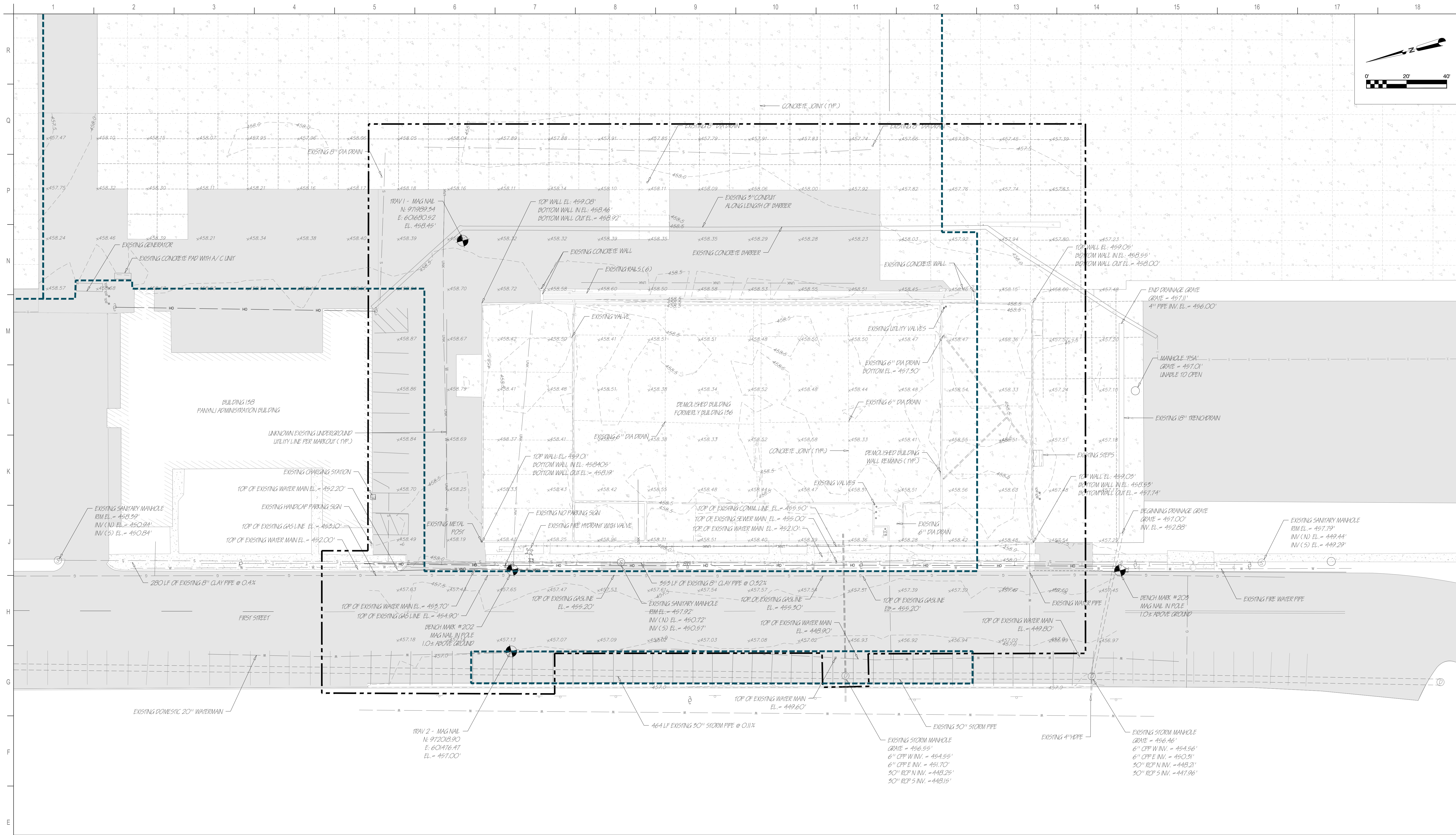
C061

100% PERMIT SET

Plotfile: C:\Users\Yan.MOHSEN\DESIGN\GROUP\Dropbox\MDG\Projects\SWF\H023005-SWF-SFS-Terminal and Hangar\06-Drawings\23005-SWF-C061-C062-GEO-LOG.dwg - Yan

Soil Boring Log										T-11									
Client: Van Cleef Engineering					Drilling Firm: Diamond Drilling					Coordinates: 41.50140904 N, -74.10038197 E									
Project: Stewart Int. Airport- SFS Hangar Option 11					Drill Crew: Tony Martin / Edward Rodriguez					Horiz. Datum: WGS 84									
Location: New Windsor, NY					Boring Start: 9/26/2023 9:50:00 AM					Elevation: Grade									
Inspector: Grant Libby					Boring End: 9/26/2023 12:40:00 PM					Vert. Datum: N/A									
Rig Model: Diedrich D-25					Sampler Type: Split Spoon					Casing Type: Steel									
Rig Type: Trailer					Sampler Length: 24 inches					Casing Length: 5 feet									
Drill Method: Mud Rotary					Sampler I.D.: 1.375 inches					Casing I.D.: 4 inches									
Hammer Type: Safety					Hammer Wt.: 140 pounds					Hammer Wt.: 140 pounds									
Drilling Fluid: EZ mud					Hammer Fall: 30 inches					Hammer Fall: 30 inches									
Depth (ft)	Sample No.	Rec. No.	Blow Count per foot	N-Value	USCS Symbol	Graphic Log	Visual Classification	Toughness	Plasticity	PP (tsf)	TV (tsf)	N-Value	Drilling & Strata Notes						
							8"- TOPSOIL					10 20 30 40							
	S-1	15	22	22			Very stiff, brown to gray Clayey SILT, little coarse to fine Gravel, little coarse to fine Sand, moist (TILL).	M	L	-	-		Tested soil classification via Atterberg limit testing.						
	S-2	15	23	504	Hard, gray Clayey SILT, little coarse to fine Gravel, little fine Sand, moist (TILL).		H	L	-	-									
	S-3	9	38	504	Hard, gray to dark gray Clayey SILT, little fine Sand, trace coarse to fine Gravel, moist (TILL).		H	L	-	-		5							
	S-4	3	503		Hard, gray Clayey SILT, little coarse to fine Gravel, little fine Sand, moist (TILL).		H	L	-	-									
	S-5	19	41	505	Hard, gray SILT, some fine Sand, some Clay, trace coarse to fine Gravel, moist (TILL).		H	L	-	-									
10							End of boring at 9.92 feet BGS due to 3 consecutive Split Spoon refusals. Borehole filled with cement mix and topped with 6-inch concrete patch.						10						
15														15					
20														20					
In-Borehole Water Levels							General Notes												
Date / Time		Casing Tip (ft)		Bot. of Hole (ft)		Water Lvl (ft)		= Water Level (if observed) BGS = Below Ground Surface No Groundwater encountered.											
								Toughness: Low (L), Medium (M), High (H) Plasticity: Non-Plastic (NP), Low (L), Medium (M), High (H) PP = Pocket Penetrometer, measured in tons per square ft. TV = Torvane (Shear Vane), measured in tons per square ft.											

Plotfile: C:\Users\Yan\OneDrive\Documents\MDG\Projects\SWF-H023005-SWF-SFS-C101-EXS.dwg - Yan



HDg
Architecture
127 W. FAIRBANKS AVENUE, SUITE 140
WINTER PARK, FL 32789
(PH): 407-739-9000

MDG MOHSEN
DESIGN
GROUP
MOHSEN DESIGN GROUP INCORPORATED
2202 N. WESTSHORE BLVD., SUITE 200
TAMPA, FL 33607



REVISIONS		
MARK	DESCRIPTION	DATE

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
(SWF)

**SIGNATURE
AVIATION**

201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: NY
Checked By: MM

EXISTING CONDITIONS

C101

100% PERMIT SET

SURVEY NOTES:

- THIS PLAN REPRESENTS EXISTING CONDITIONS OF THE FUTURE LEASE AREA OF SIGNATURE FLIGHT SUPPORT. SITE IS LOCATED WITHIN STEWART INTERNATIONAL AIRPORT AND IS A PORTION OF SECTION 91, LOT 24 IN BLOCK 1 AS SHOWN ON THE TAX MAP OF THE TOWN OF NEW WINDSOR, ORANGE COUNTY, NEW YORK.
- THE LOCATION OF UNDERGROUND UTILITIES SHOWN ON THIS SURVEY ARE BASED UPON THE LOCATION OF AT GRADE UTILITIES AND MARK-OUT BY OTHERS. NOT ALL UTILITIES, INCLUDING THOSE ABANDONED OR NOT IN SERVICE, MAY BE SHOWN. BEFORE ANY EXCAVATION IS TO BEGIN, ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED AS TO LOCATION, SIZE AND TYPE BY THE PROPER UTILITY COMPANIES.
- BOUNDARY INFORMATION IS NOT SHOWN ON THIS PLAN. THIS PLAN IS INTENDED TO SHOW TOPOGRAPHICAL DATA FOR AN INTERNAL LEASE AREA OF STEWART INTERNATIONAL AIRPORT.
- THIS SURVEY IS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT AND MAY BE SUBJECT TO COVENANTS, RESTRICTIONS AND/OR EASEMENTS, EITHER WRITTEN OR IMPLIED, THAT ARE NOT SHOWN.
- THE HORIZONTAL DATUM IS BASED UPON NAD 1983 (NY STATE PLANE COORDINATE SYSTEM EAST ZONE) PER AIRPORT CONTROL MONUMENTS (NGS PID AE2328 AND AE2329). UNITS ARE BASED ON US SURVEY FEET.
- THE VERTICAL DATUM IS BASED UPON NAVD 1988 PER AIRPORT CONTROL MONUMENTS (NGS PID AE2328 AND AE2329).

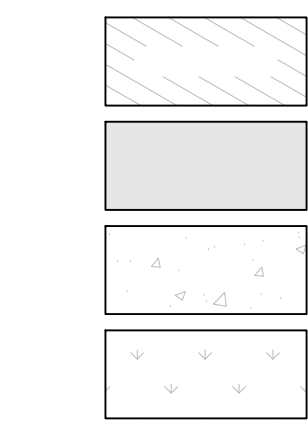
SURVEY REFERENCES:

- TAX MAPS FOR THE TOWN OF NEW WINDSOR, ORANGE COUNTY, NEW YORK, SECTION 91.
- PLAN ENTITLED "STEWART AIR FORCE BASE CONSTRUCTION PROGRAM FY-1953 SQUADRON MAINTENANCE SHOPS" SHEETS 1-11, PREPARED BY US ARMY CORP OF ENGINEERS, DATED MARCH 5, 1953, LAST REVISED APRIL 16, 1954.
- PLAN ENTITLED "PLAN & PROFILE STA. 43+82 TO 55+82, WATER TRANSMISSION MAINS, STATE OF NY, DEPT. OF TRANSPORTATION" PREPARED BY STETSON-HARZA, DATED 10/08/87.
- PLAN ENTITLED "STEWART INTERNATIONAL AIRPORT 2011" PREPARED BY GEOD CORP, DATED APRIL 16, 2012 AND NUMBERED 067-164.

GENERAL NOTES:

- UNAUTHORIZED ALTERATION OR ADDITION TO A SURVEY MAP BEARING A LICENSED LAND SURVEYOR'S SEAL IS A VIOLATION OF SECTION 7209, SUB-DIVISION 2, OF THE NEW YORK STATE EDUCATION LAW.
- ONLY BOUNDARY SURVEY MAPS WITH THE SURVEYOR'S EMBOSSED SEAL ARE GENUINE TRUE AND CORRECT COPIES OF THE SURVEYOR'S ORIGINAL WORK AND OPINION.
- CERTIFICATIONS ON THIS BOUNDARY SURVEY MAP SIGNIFY THAT THE MAP WAS PREPARED IN ACCORDANCE WITH THE CURRENT EXISTING CODE OF PRACTICE FOR LAND SURVEYS ADOPTED BY THE NEW YORK STATE ASSOCIATION OF PROFESSIONAL LAND SURVEYORS, INC. THE CERTIFICATION IS LIMITED TO PERSONS FOR WHOM THE BOUNDARY SURVEY MAP IS PREPARED, TO THE TITLE COMPANY, TO THE GOVERNMENTAL AGENCY, AND TO THE LENDING INSTITUTION LISTED ON THIS BOUNDARY SURVEY MAP.
- THE CERTIFICATIONS LISTED HEREON ARE NOT TRANSFERABLE.
- THE LOCATION OF UNDERGROUND IMPROVEMENTS OR ENCROACHMENTS ARE NOT ALWAYS KNOWN AND OFTEN MUST BE ESTIMATED. IF ANY UNDERGROUND IMPROVEMENTS OR ENCROACHMENTS ARE SHOWN HEREON THEIR LOCATIONS ARE NOT COVERED BY THIS CERTIFICATE.

LEGEND



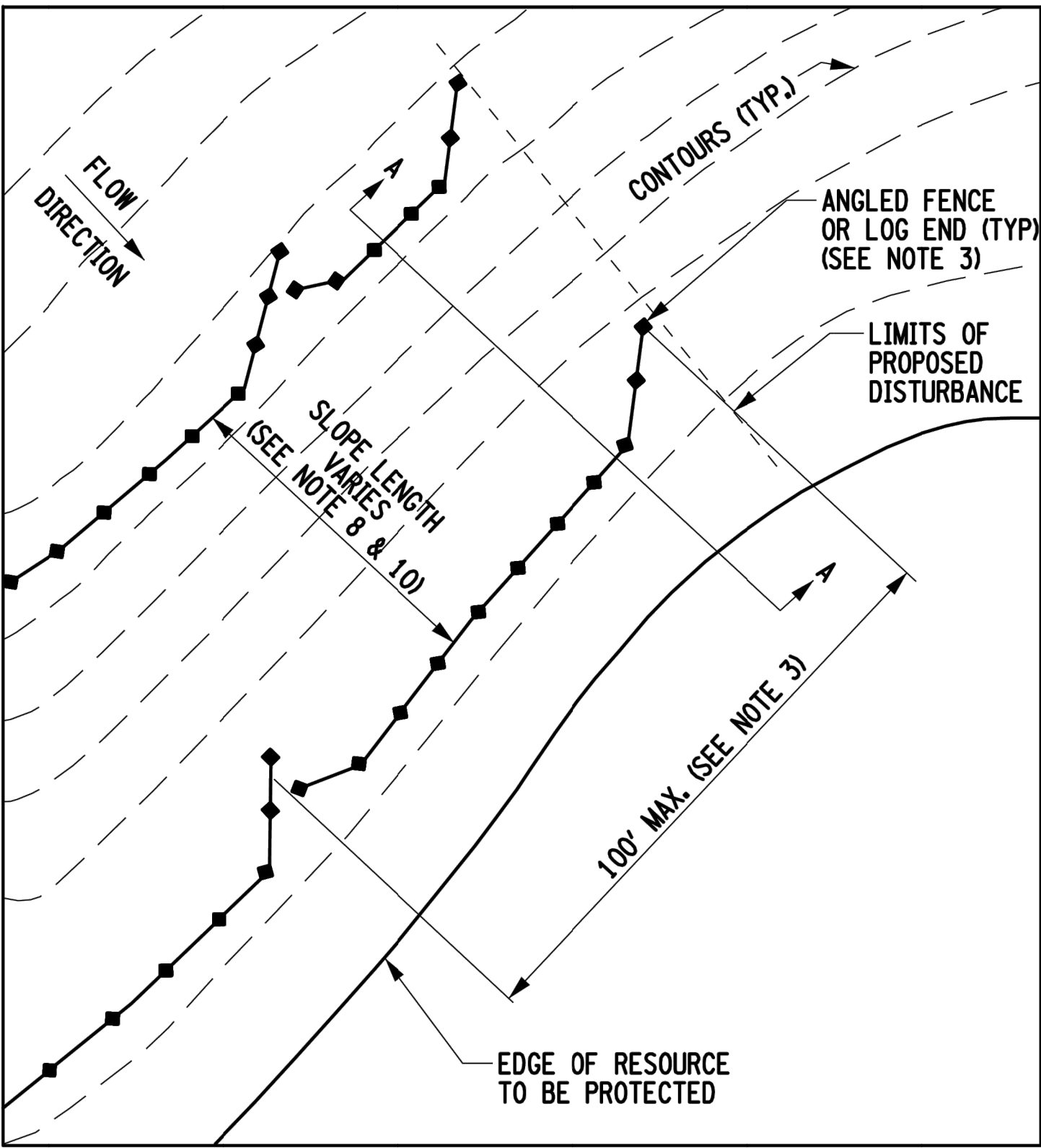
PROJECT LIMITS

- EXISTING BUILDING
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING TREE AND WETLAND AREA
- BENCHMARK AND TRAVEL POINT
- EXISTING CHAIN LINK FENCE
- LEASE LANE
- EXISTING BOLLARD
- EXISTING MAIL BOX
- EXISTING SIGN

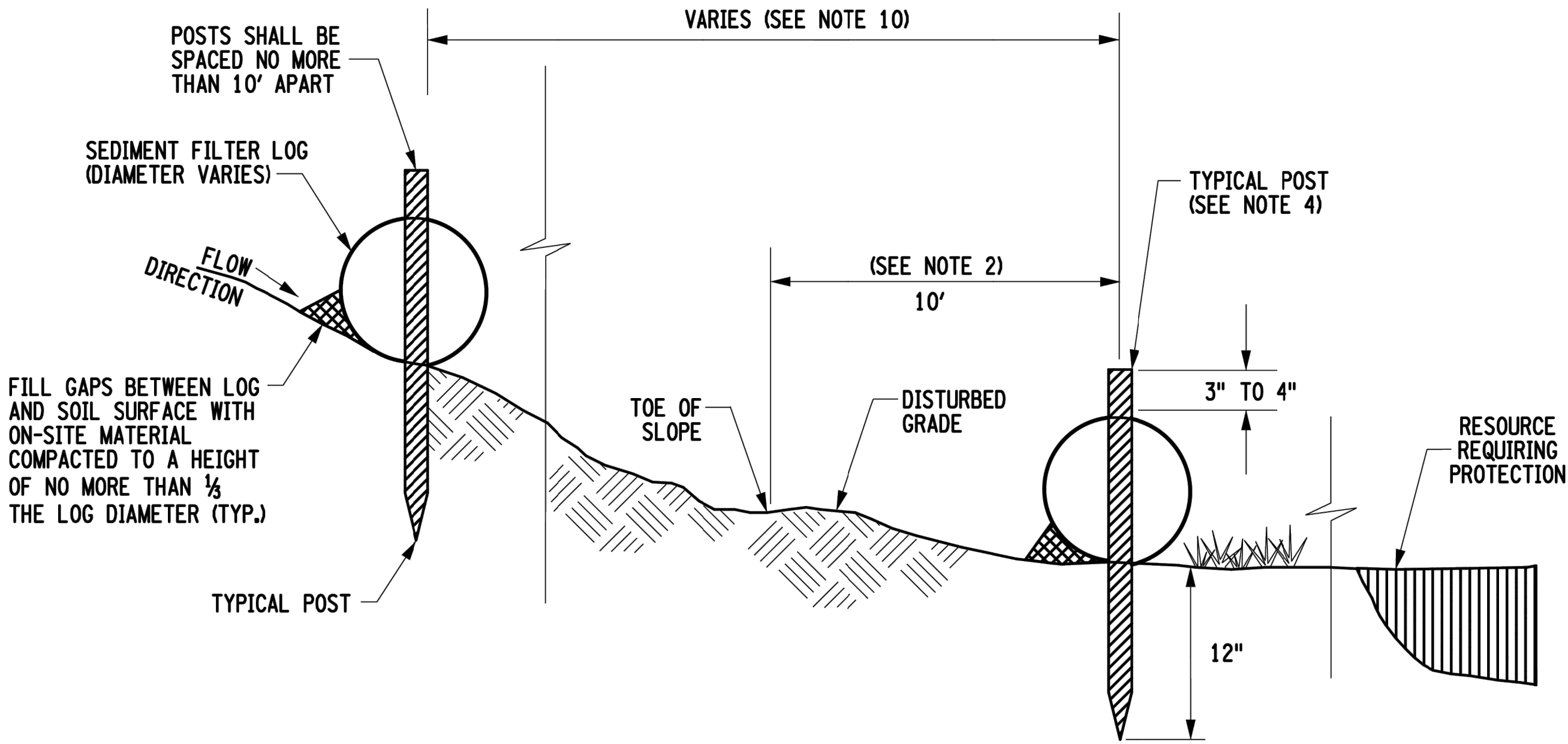
EXISTING SANITARY SEWER MANHOLE

- EXISTING UTILITY POLE
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- EXISTING STORM MANHOLE
- EXISTING SPOT ELEVATION
- EXISTING OVERHEAD LINE
- EXISTING ELECTRIC LINE UNDERGROUND
- EXISTING GAS LINE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING UTILITY LINE (UNKNOWN)
- EXISTING STORM LINE
- EXISTING CONTOURS

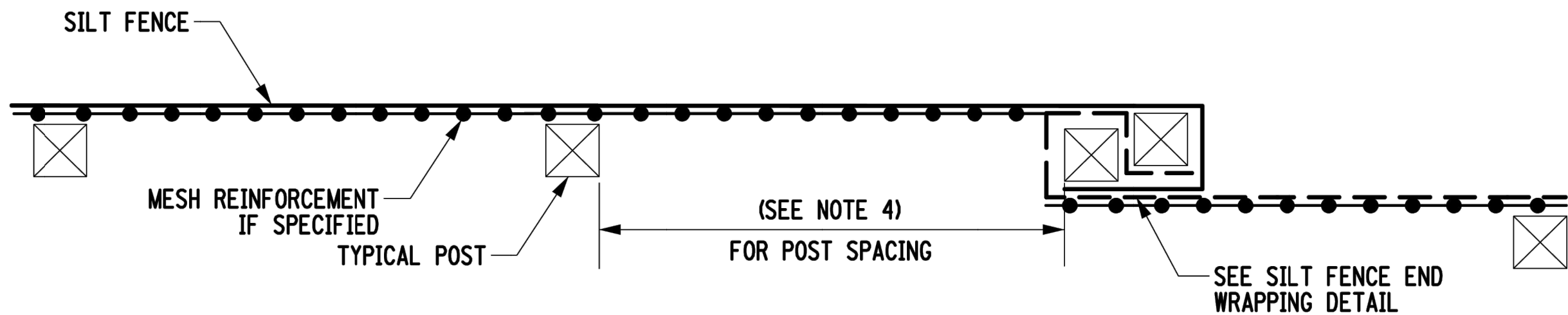
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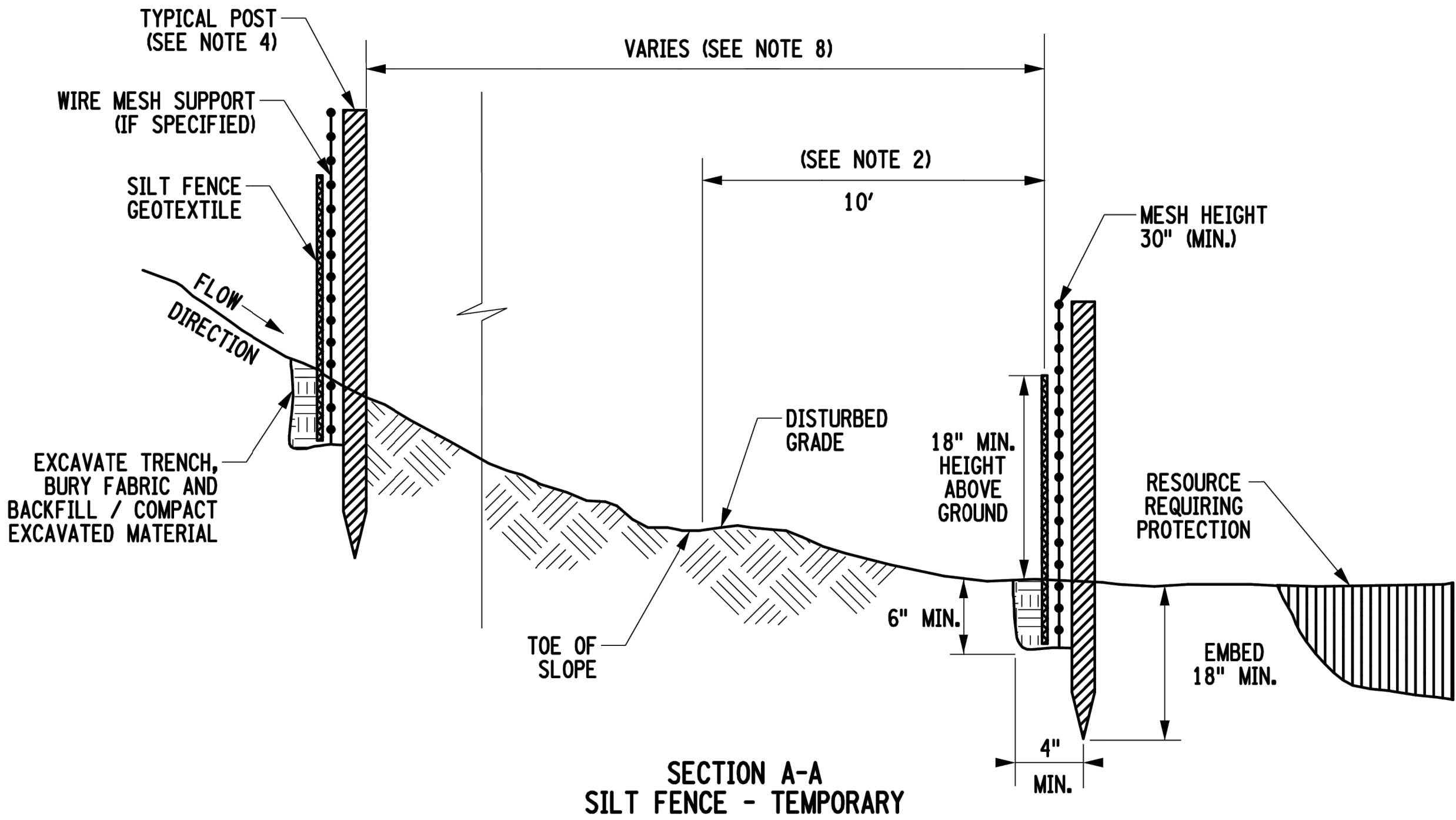
PLAN
EXAMPLE LAYOUT OF SILT FENCE OR SEDIMENT FILTER LOG



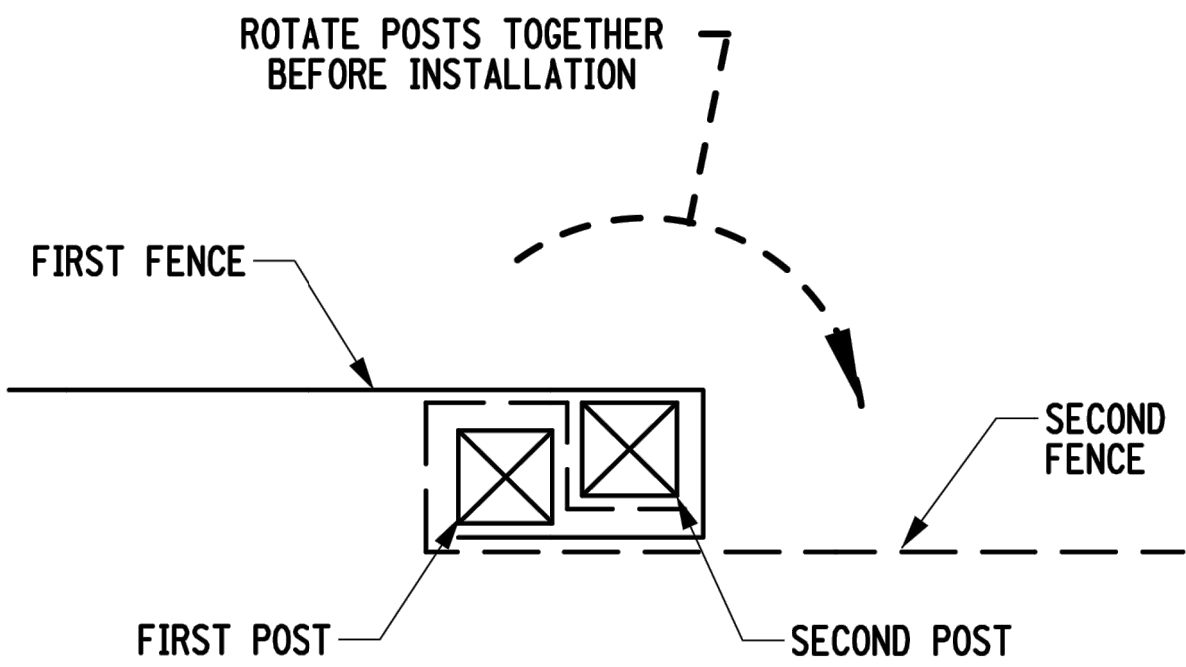
SECTION A-A
SEDIMENT FILTER LOG



PLAN
SILT FENCE PLACEMENT



SECTION A-A
SILT FENCE - TEMPORARY



SILT FENCE END WRAPPING DETAIL

APPLICATION NOTES

- THE PRIMARY PURPOSE OF A SILT FENCE OR SEDIMENT FILTER LOG IS TO INTERCEPT SEDIMENT LADEN RUNOFF BY IMPOUNDING WATER BEHIND THE FENCE OR LOG SO THAT SEDIMENT FALLS OUT OF SUSPENSION.
- IDENTIFY ONSITE AND OFFSITE RESOURCES THAT NEED TO BE PROTECTED USING THE SILT FENCE OR SEDIMENT FILTER LOG (E.G. WETLANDS, PONDS, WATERWAYS OR ENVIRONMENTALLY SENSITIVE AREAS). SILT FENCE OR SEDIMENT FILTER LOGS ARE TYPICALLY USED WITH EROSION OR SEDIMENT CONTROL MEASURES, SUCH AS MULCH AND/OR ROLLED EROSION CONTROL FABRIC.
- SILT FENCE OR SEDIMENT FILTER LOGS SHALL NOT BE USED IN OR ACROSS A FLOWING CHANNEL, OR AREAS OF CONCENTRATED FLOW. DO NOT USE SILT FENCE OR SEDIMENT FILTER LOGS AS A PERIMETER CONTROL, TO DEFINE PROPERTY LINES, OR TO DELINEATE A RESOURCE.

GENERAL NOTES

- SILT FENCE OR SEDIMENT FILTER LOGS SHALL BE INSTALLED ON A LINE OF EQUAL ELEVATION (CONTOUR). IT MAY BE INSTALLED AT INTERMEDIATE POINTS UP SLOPES AS WELL AS AT THE BOTTOM.
- FOR LOCATIONS THAT WARRANT PLACEMENT OF SILT FENCE OR SEDIMENT FILTER LOGS AT THE BASE OF SLOPES, SILT FENCE OR SEDIMENT FILTER LOGS SHALL BE PLACED A MINIMUM OF 10 FEET FROM THE TOE OF THE SLOPE, TO PROVIDE ADEQUATE AREA FOR SEDIMENT STORAGE AND FACILITATE MAINTENANCE OF THE SEDIMENT CONTAINMENT AREA.
- THE ENDS OF A ROW OF SILT FENCE OR SEDIMENT FILTER LOGS SHALL BE ANGLED UP SLOPE TO PREVENT CHANNELIZED FLOW FROM BEING CONVEYED PAST THE ENDS OF THE FENCE. A SECTION OF SILT FENCE OR SEDIMENT FILTER LOGS SHOULD NOT EXCEED 100 FEET IN LENGTH.
- WOOD POSTS FOR SILT FENCE SHALL HAVE A CROSS-SECTION AREA OF 3.5 SQUARE INCHES OR STEEL POSTS SHALL BE "T" OR "U" SHAPE AND 1.33 POUNDS/FEET (MINIMUM) FOR STEEL. SPACING FOR THE PROVIDED SILT FENCE POSTS SHALL BE AS DESIGNATED ON THE DEPARTMENT APPROVED LIST FOR SILT FENCE. THE LENGTH OF SILT FENCE POSTS SHALL BE 40 INCHES. WOOD POSTS FOR SEDIMENT FILTER LOGS SHALL BE NOMINAL 2x2. THE LENGTH OF FILTER LOG POSTS SHALL BE 16" GREATER THAN THE DIAMETER OF THE LOG.
- THE BOTTOM EDGE OF SILT FENCE SHALL BE BURIED A MINIMUM OF 6" BELOW GROUND. THE FENCE SHALL BE INSTALLED WITH THE POSTS ON THE DOWNSLOPE SIDE OF THE FABRIC.
- WHERE ENDS OF GEOTEXTILE FABRIC COME TOGETHER, THEY SHALL BE OVERLAPPED AND FOLDED AND STAPLED TO PREVENT SEDIMENT BYPASS, OR THE END POSTS OF TWO SECTIONS SHALL BE WRAPPED AS SHOWN IN THE DETAIL FOR SILT FENCE END WRAPPING.
- SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION REACHES ONE-HALF OF THE ABOVE GROUND HEIGHT OR WHEN BULGES DEVELOP IN THE FABRIC. SEDIMENT SHALL BE DISPOSED OF AS UNSUITABLE MATERIAL.
- THE FOLLOWING ARE MAXIMUM SLOPE LENGTHS (DISTANCE BETWEEN ROWS) FOR SILT FENCE INSTALLATION:

SILT FENCE MAXIMUM SLOPE LENGTH (FEET)			
SLOPE	STEEPNESS	STANDARD**	REINFORCED***
*5-10%	20:1 TO 10:1	125	250
10-20%	10:1 TO 5:1	100	150
20-33%	5:1 TO 3:1	60	80
33-50%	3:1 TO 2:1	40	70
> 50%	> 2:1	20	30

- FOR SLOPES LESS THAN 5% SILT FENCE IS NOT REQUIRED UNLESS IN SENSITIVE AREAS OR HIGHLY ERODIBLE SOILS.
- ** STANDARD SILT FENCE IS FABRIC ROLLS STAPLED TO WOODEN POSTS DRIVEN 18 INCHES INTO THE GROUND.
- *** REINFORCED SILT FENCE IS FABRIC PLACED AGAINST WELDED WIRE MESH WITH ANCHORED STEEL POSTS DRIVEN 18 INCHES INTO THE GROUND.

- INSTALLATION OF SILT FENCE OR SEDIMENT LOG, INCLUDING EXCAVATION, BACKFILL, AND COMPACTION OF SOIL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM.
- SEDIMENT FILTER LOG POSTS SHALL BE SPACED NO MORE THAN 10 FEET APART. ENDS OF LOGS SHALL BE OVERLAPPED BY 24 INCHES AND STAKED SIDE BY SIDE. THE MAXIMUM SLOPE LENGTH (DISTANCE BETWEEN ROWS) SHALL NOT EXCEED THE FOLLOWING LIMITS:

SEDIMENT FILTER LOG MAX SLOPE LENGTH (FEET)							
DIA. (IN.)	SLOPE %						
	2	5	10	20	25	33	50
12	250	225	125	65	50	40	25
18	275	250	150	70	55	45	30
24	350	275	200	130	100	60	35



Department of
Transportation

U.S. CUSTOMARY STANDARD SHEET

LINEAR MEASURES

APPROVED JANUARY 26, 2017

/S/ RICHARD WILDER, P.E.

DEPUTY CHIEF ENGINEER
(DESIGN)

ISSUED UNDER EB 17-001

209-01

ERRATA 1
ISSUED WITH EB 17-023

NOTE: GEOTEXTILES SHALL ADHERE
TO PA SPECIFICATION 313218.

HDg
Architecture
127 W. FAIRBANKS AVENUE, SUITE 140
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(PH): 407-739-9000

MDG MOHSEN
DESIGN
GROUP
MOHSEN DESIGN GROUP INCORPORATED
2202 N. WESTSHORE BLVD., SUITE 200
TAMPA, FL 33607



REVISIONS		
MARK	DESCRIPTION	DATE

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
(SWF)

**SIGNATURE
AVIATION**

201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

EROSION CONTROL
DETAILS

C180

100% PERMIT SET

[illegible]

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
(SWF)



201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

EROSION CONTROL DETAILS

C181

100% PERMIT SET



DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY (GRAVEL BAG)



DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY (GRAVEL BAG)

APPLICATION NOTES:

- A. THE PRIMARY PURPOSE OF DRAINAGE STRUCTURE INLET PROTECTION IS TO PREVENT SEDIMENT FROM ENTERING A DRAINAGE SYSTEM BY TRAPPING WATER, THEREBY ALLOWING SEDIMENT TO FALL OUT OF SUSPENSION.
- B. GRAVEL BAGS ARE FILLED WITH CLEAN STONE, RATHER THAN SAND, TO PREVENT SEDIMENT FROM ENTERING A DRAINAGE SYSTEM IF BAGS ARE DAMAGED DURING USE.
- C. THE TOP OF THE INLET PROTECTION SHALL BE SET TO ALLOW OVERFLOW INTO THE INLET AND NOT BYPASS TO UNPROTECTED RESOURCES.
- D. DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY (SILT FENCE) SHALL NOT BE USED ALONG THE ACTIVE TRAVEL LANE OR SHOULDER.
- E. DRAINAGE STRUCTURE INLET PROTECTION SHALL NOT BE USED WITHOUT UPSLOPE EROSION CONTROL.
- F. MAXIMUM DRAINAGE AREA TO THE PRACTICE SHALL NOT EXCEED ONE ACRE.



DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY (SILT FENCE)



DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY
(SILT FENCE)

GENERAL NOTES:

1. APPROVED SILT FENCE GEOTEXTILES #3737-01, ARE LISTED ON THE DEPARTMENT'S APPROVED LIST. SILT FENCE GEOTEXTILE SHALL BE A SINGLE CONTINUOUS PIECE TO ELIMINATE JOINTS. OVERLAP GEOTEXTILE ENDS TO THE NEXT POST.
2. SPACE POSTS EVENLY AROUND INLET WITH A MAXIMUM SPACING OF 3'. WIRE MESH MAY BE REQUIRED BEHIND GEOTEXTILE TO PROVIDE SUPPORT. POSTS SHALL BE DRIVEN CLOSE TO THE INLET TO MINIMIZE EXPOSED SOIL BETWEEN THE INLET AND THE PRACTICE. DRIVE POSTS A MINIMUM OF 18" INTO GROUND (SILT FENCE) OR A MINIMUM OF 12" (SEDIMENT FILTER LOG).
3. SILT FENCE GEOTEXTILE SHALL BE EMBEDDED 12" AND BACKFILLED. GEOTEXTILE SHALL BE SECURELY FASTENED TO POSTS AND FRAME.
4. GRAVEL BAGS SHALL BE INDIVIDUALLY TIED, DOUBLE BAGGED AND INVERSELY INSERTED. GRAVEL BAGS SHALL LAP THE JOINTS BETWEEN THE BAGS IN THE LAYER BELOW. GRAVEL BAGS SHALL BE PLACED AS CLOSE AS POSSIBLE TO THE GRATE TO MINIMIZE EXPOSED SOIL BETWEEN THE INLET AND THE PRACTICE.
5. SEDIMENT FILTER LOGS SHALL BE SECURED TO THE SOIL SURFACE WITH WOODEN POSTS SPACED A MAXIMUM OF 2' APART. WHEN USED ON A PAVED SURFACE, THE LOG ENDS SHALL BE FASTENED WITH PLASTIC TIES OR IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
6. MEASURES SHALL BE INSPECTED AFTER EVERY RUNOFF EVENT AND REPAIRED AS NECESSARY. SEDIMENT SHALL BE REMOVED WHEN IT REACHES ONE-HALF THE MEASURE HEIGHT (STORAGE CAPACITY). SEDIMENT SHALL BE DISPOSED OF AS UNSUITABLE MATERIALS.



DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY (SEDIMENT FILTER LOG)



DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY
(SEDIMENT FILTER LOG)

Department of
Transportation

U.S. CUSTOMARY STANDARD SHEET

DRAINAGE STRUCTURE INLET PROTECTION
(SHEET 1 OF 2)

APPROVED JANUARY 26, 2017

/S/ RICHARD WILDER, P.E.
DEPUTY CHIEF ENGINEER
(DESIGN)

ISSUED UNDER EB 17-001

209-03

ERRATA 1
ISSUED WITH EB 17-023

NOTE: GEOTEXTILES SHALL ADHERE
TO PA SPECIFICATION 313218.

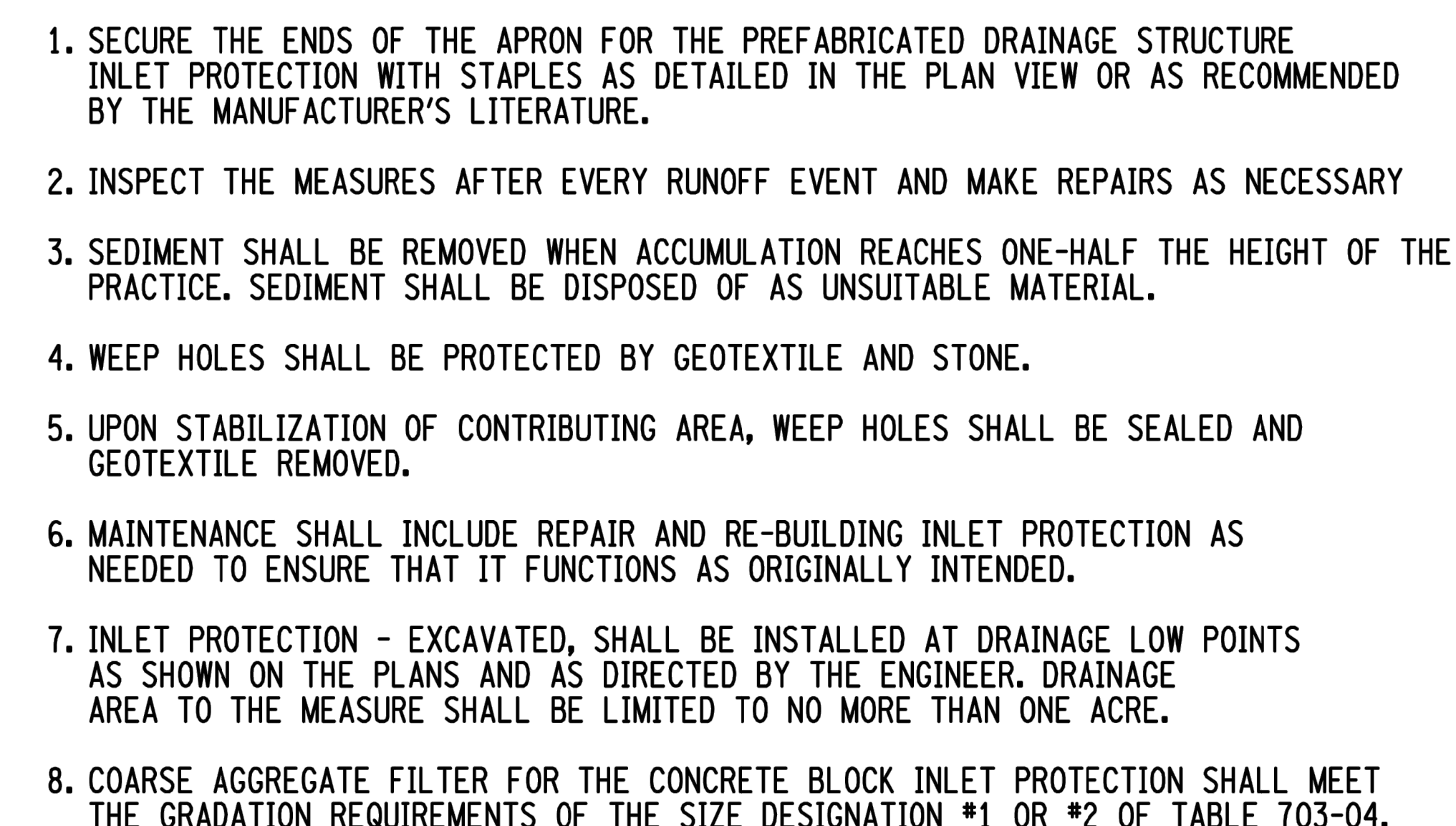
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AT: STEWART INTERNATIONAL AIRPORT
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C182

100% PERMIT SET



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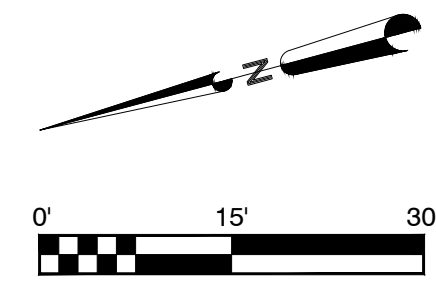
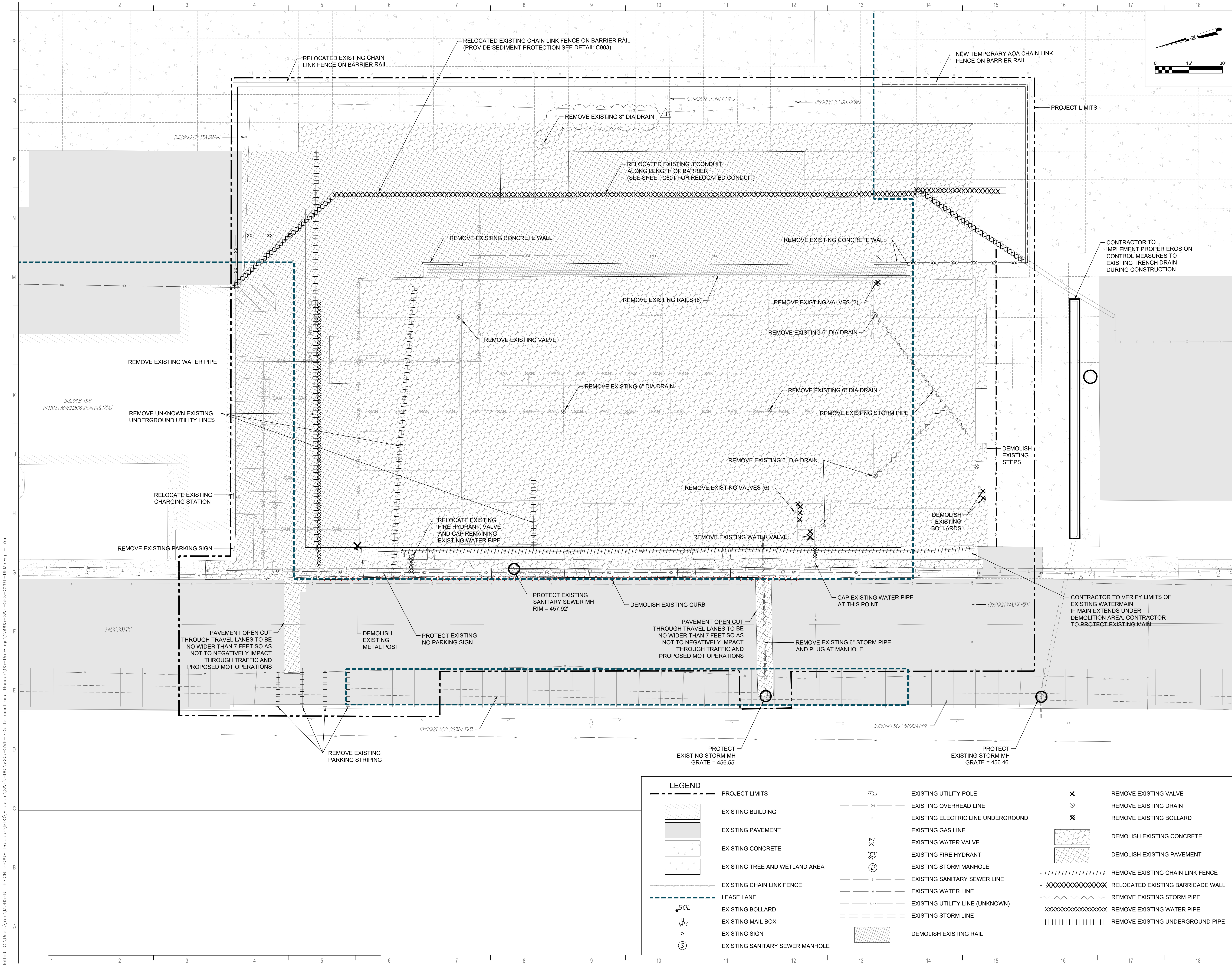
DRAINAGE STRUCTURE INLET PROTECTION
(SHEET 2 OF 2)

APPROVED JANUARY 26, 2017
/S/ RICHARD WILDER, P.E.
DEPUTY CHIEF ENGINEER
(DESIGN)

ISSUED UNDER EB 17-001

209-03

NOTE: GEOTEXTILES SHALL ADHERE
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3.	BID RFI RESPONSES.	08/12/24

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
(SWF)

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AVIATION**

201 S. ORANGE AVE. SUITE 1100 S
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Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

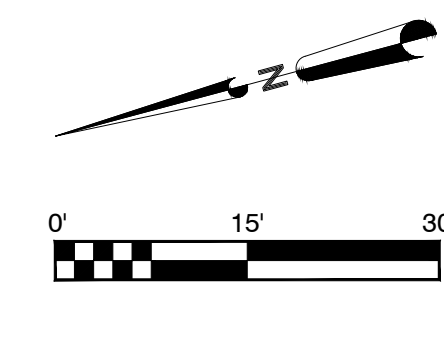
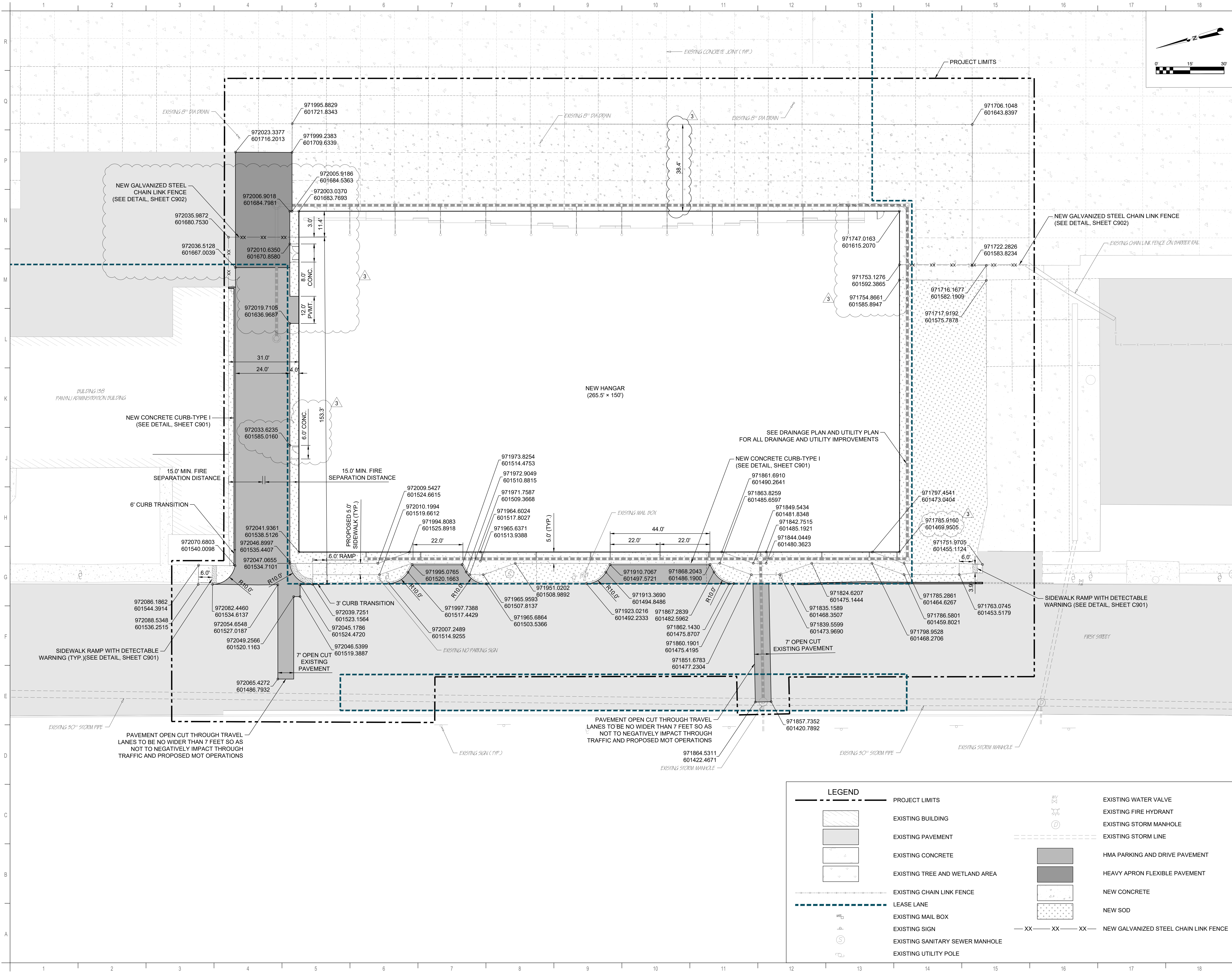
**EROSION CONTROL AND
DEMOLITION PLAN**

C201

100% PERMIT SET

NOT RELEASED FOR CONSTRUCTION

Plotlet: C:\Users\Yan\MOHSEN DESIGN GROUP Dropbox\MDG\Projects\SWF\H023005-SWF-SFS-Terminal and Hangar\05-Drawings\23005-SWF-SFS-C301-GMW.dwg - Yan



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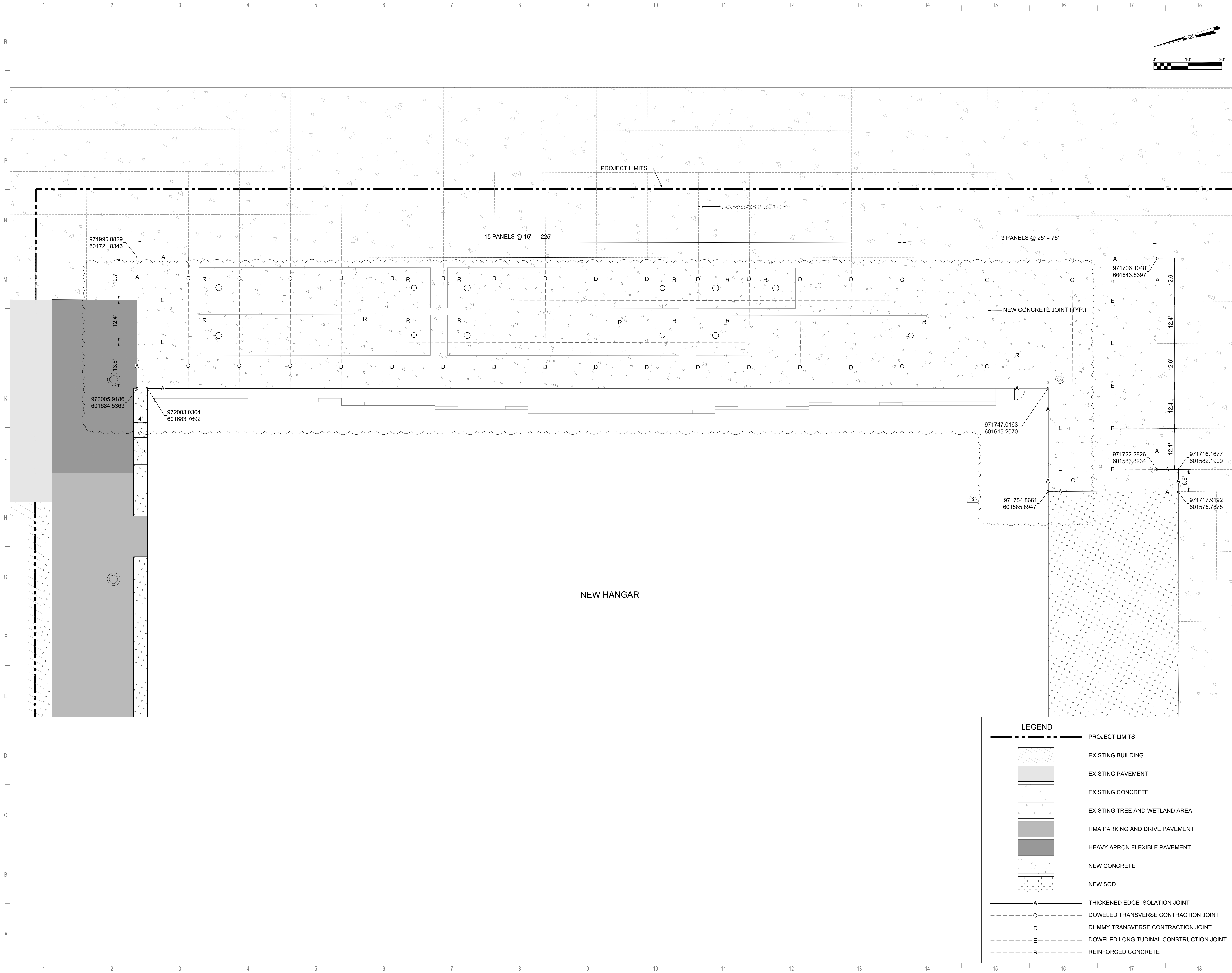
SITE AND GEOMETRY PLAN

C301

100% PERMIT SET

LEGEND

	PROJECT LIMITS		EXISTING WATER VALVE
	EXISTING BUILDING		EXISTING FIRE HYDRANT
	EXISTING PAVEMENT		EXISTING STORM MANHOLE
	EXISTING CONCRETE		EXISTING STORM LINE
	EXISTING TREE AND WETLAND AREA		HMA PARKING AND DRIVE PAVEMENT
	EXISTING CHAIN LINK FENCE		HEAVY APRON FLEXIBLE PAVEMENT
	LEASE LANE		NEW CONCRETE
	EXISTING MAIL BOX		NEW SOD
	EXISTING SIGN		NEW GALVANIZED STEEL CHAIN LINK FENCE
	EXISTING SANITARY SEWER MANHOLE		
	EXISTING UTILITY POLE		



HDg

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TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
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CONCRETE JOINTING PLAN

C302

100% PERMIT SET

LEGEND

PROJECT LIMITS

EXISTING BUILDING

EXISTING PAVEMENT

EXISTING CONCRETE

EXISTING TREE AND WETLAND AREA

HMA PARKING AND DRIVE PAVEMENT

HEAVY APRON FLEXIBLE PAVEMENT

NEW CONCRETE

NEW SOD

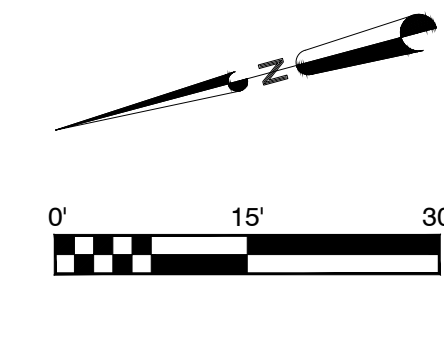
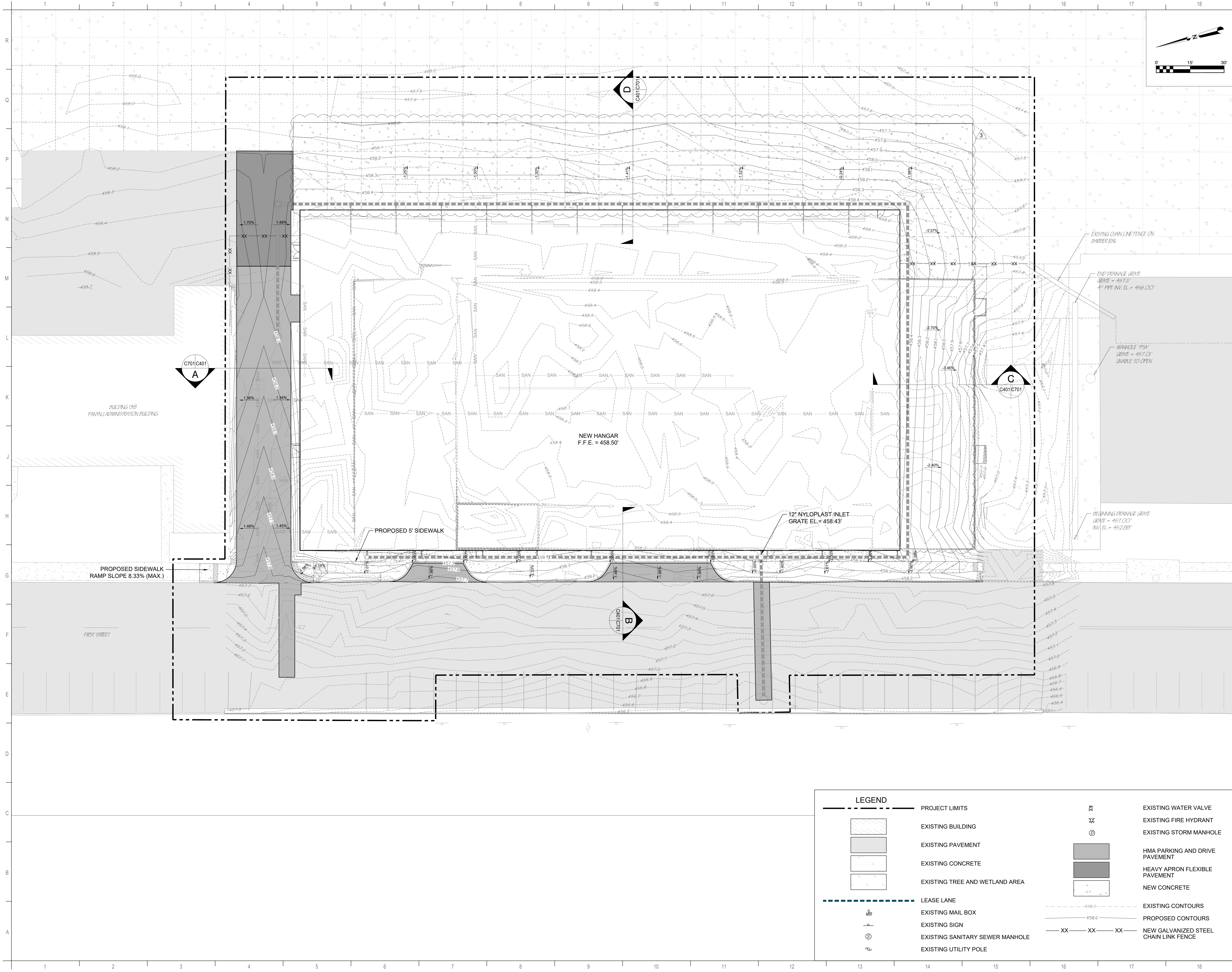
THICKENED EDGE ISOLATION JOINT

DOWELED TRANSVERSE CONTRACTION JOINT

DUMMY TRANSVERSE CONTRACTION JOINT

DOWELED LONGITUDINAL CONSTRUCTION JOINT

REINFORCED CONCRETE



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TERMINAL AND HANGAR

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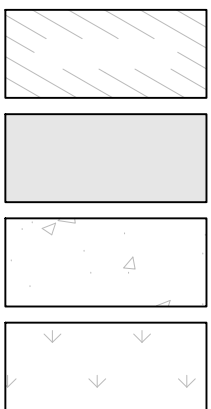
Issue Date: 06/28/2024
Project No: HDG23005
Drawn By: YY
Checked By: MM

GRADING PLAN

C401

100% PERMIT SET

LEGEND



PROJECT LIMITS

- EXISTING BUILDING
- EXISTING PAVEMENT
- EXISTING CONCRETE
- EXISTING TREE AND WETLAND AREA
- LEASE LANE
- EXISTING MAIL BOX
- EXISTING SIGN
- EXISTING SANITARY SEWER MANHOLE
- EXISTING UTILITY POLE

NY
XX
@



- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- EXISTING STORM MANHOLE
- HMA PARKING AND DRIVE PAVEMENT
- HEAVY APRON FLEXIBLE PAVEMENT
- NEW CONCRETE
- EXISTING CONTOURS
- PROPOSED CONTOURS
- NEW GALVANIZED STEEL CHAIN LINK FENCE

[illegible]

TERMINAL AND HANGAR

STEWART INTERNATIONAL AIRPORT
(SWF)



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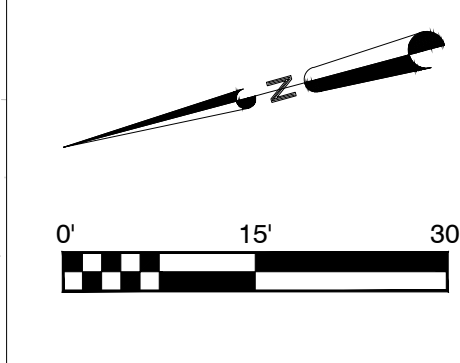
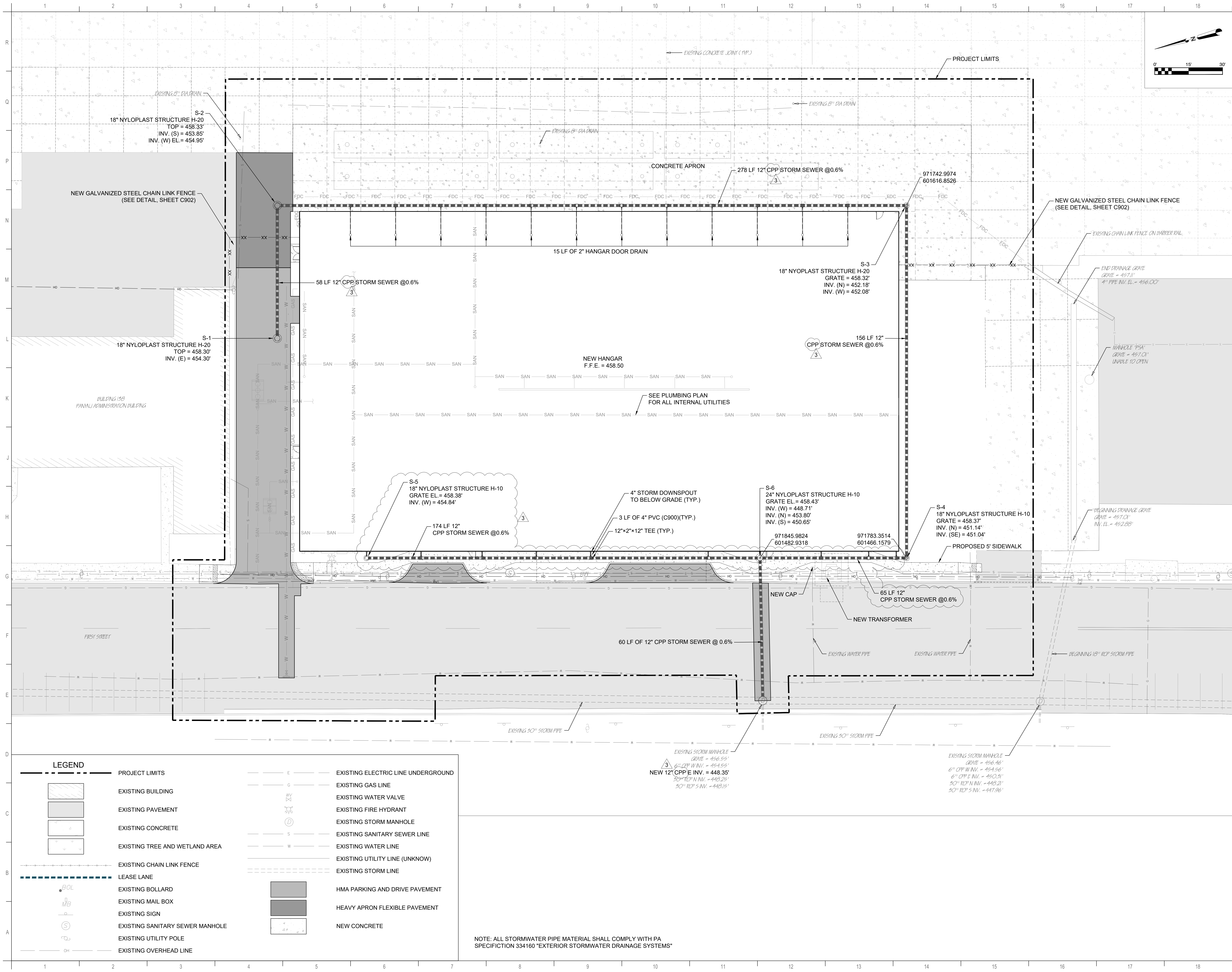
Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

CONCRETE JOINTING GRADING PLAN

C402

00% PERMIT SET

Plotlet: C:\Users\Graham\OneDrive\Projects\SWF\10023005-SWF-SFS Terminal and Hangar\05-Drawings\23005-SWF-SFS-C501-GRA.dwg - Graham



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TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT (SWF)



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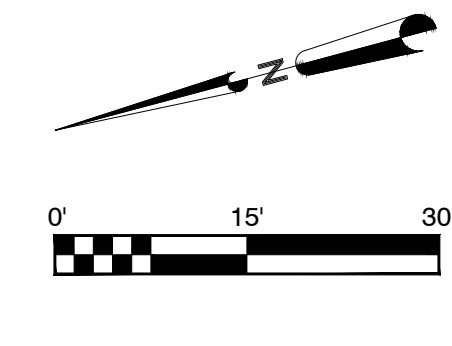
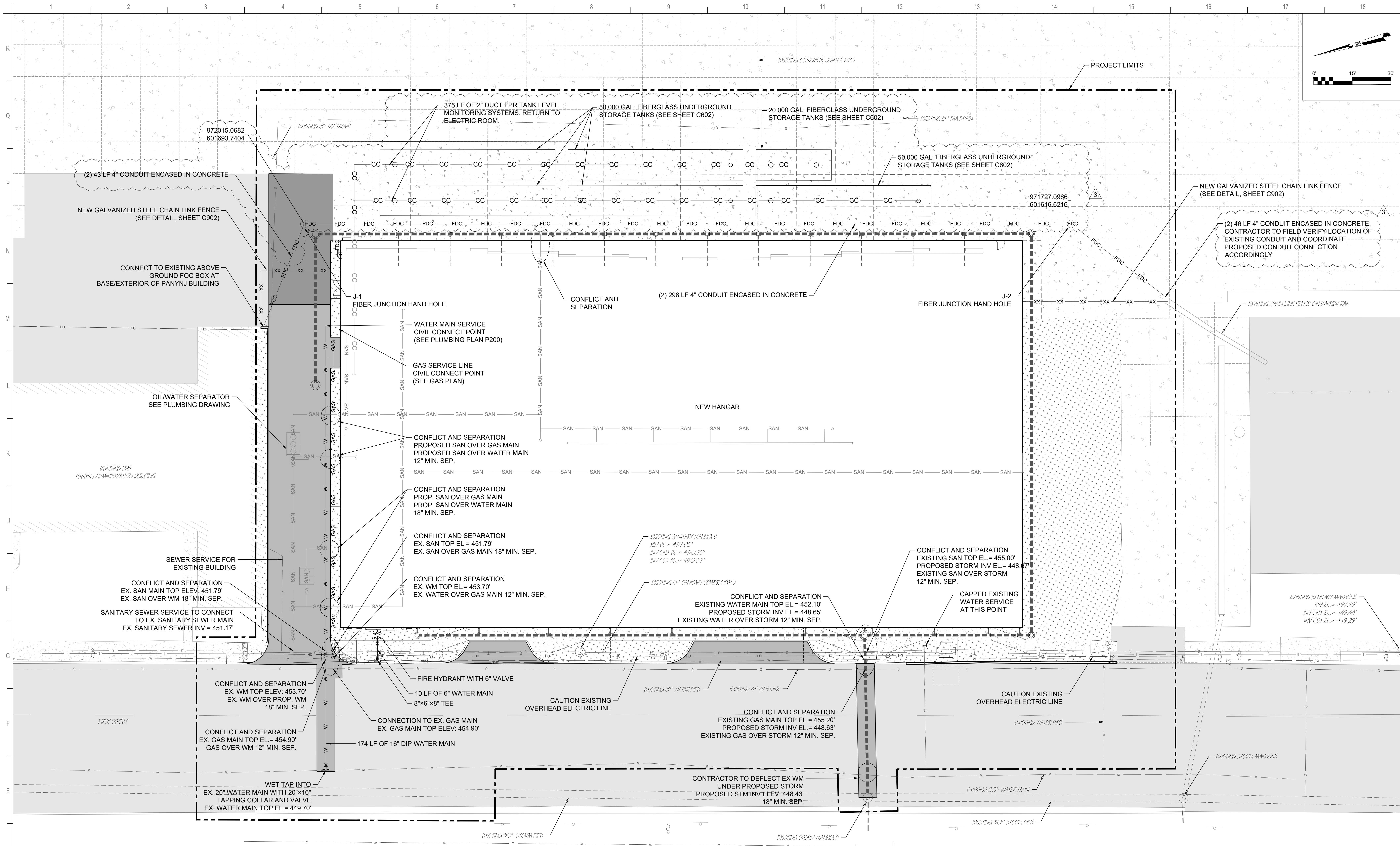
Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

DRAINAGE PLAN

C501

100% PERMIT SET

NOTE: ALL STORMWATER PIPE MATERIAL SHALL COMPLY WITH PA SPECIFICATION 334160 "EXTERIOR STORMWATER DRAINAGE SYSTEMS"



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Issue Date: 06/28/2024
MDG Project No. HDG23005
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UTILITY PLAN

C601

100% PERMIT SET

WASTEWATER TANK NOTES:

- PROVIDE 5-50,000 GALLON STORAGE TANKS AND 1 - 20,000 GALLON STORAGE TANK. TANKS OR SYSTEMS SHALL HAVE THE FOLLOWING CHARACTERISTICS:
- ABLE TO WITHSTAND HS-20 LOADING, 5:1 FACTOR OF SAFETY AGAINST GENERAL BUCKLING.
 - DOUBLE-WALL, CAPABLE OF HOLDING PETROLEUM PRODUCTS.
 - NFPA 30, 30A AND 31 APPROVED.
 - SUITABLE DESIGN AND ANCHORAGE FOR SITE CONDITIONS.
 - TOP OF TANK (INPUT) SHALL BE 7' BELOW GRADE.
 - ANCHOR STRAPS AND DEADMAN ANCHORS SHALL BE DESIGNED AND PROVIDED BY TANK MANUFACTURER FOR SITE CONDITIONS.
 - PROVIDE VENTING, MANWAY ACCESS POINT W/ FLOT SENSOR, MANWAY W/ ACCESS LADDER, SUCTION TUBE SYSTEM WITH PUMP OUT CONNECTION AND CONTAINMENT BASIN AT SURFACE, STRIKER AND ANTI-VORTEX PLATE, AND AIRCRAFT RATED LID FOR 100,000 LB. WHEEL LOADS WITH 250 PSI TIRE PRESSURE.
 - PROVIDE DUCTBANK, SENSORS, AND SYSTEMS TO MONITOR TANK LEVEL. LEVEL MONITORING SYSTEM SHALL BE IN THE GSE SHOP OFFICE.
 - INTEGRATE TANK WITH VALVE AND PIPING SYSTEMS SHOWN ON THE PLUMBING DRAWINGS.

UTILITY NOTES:

- CONTRACTOR SHALL COORDINATE WITH TOWN OF NEW WINDSOR AND PANYNJ.
- WATERLINE SHALL MAINTAIN A MINIMUM 12" VERTICAL SEPARATION FROM STORM DRAINAGE PIPE. IN ACCORDANCE WITH DETAIL 2 SHEET C905.
- ALL SHUTDOWNS SHALL BE COORDINATED WITH TOWN OF NEW WINDSOR AND PANYNJ.
- UNDERGROUND FIRE SPRINKLER WATER SUPPLY LINE TO BE INSTALLED BY STATE LICENSED FIRE SPRINKLER CONTRACTOR.
- ALL VALVES CONTROLLING FIRE PROTECTION SYSTEMS SHALL BE EQUIPPED WITH A LISTED TAMPER SWITCH.
- RECORD DRAWINGS SHALL BE PREPARED IN STATE PLANE COORDINATE SYSTEM.
- ALL UTILITY FEATURES SHALL BE SHOWN IN THEIR AS-BUILT LOCATION.
- PA TECHNICAL SPECIFICATIONS REQUIRE THAT POLYETHYLENE ENCASUREMENT BE INSTALLED WITH DUCTILE IRON PIPE INSTALLATIONS. POLYETHYLENE ENCASUREMENT PROVIDES A COST EFFECTIVE WAY OF PRECLUDING CORROSION OF THE DUCTILE IRON PIPE IN TYPICAL INSTALLED CONDITIONS. WHILE NOT COMMON, ALTERNATIVE PROTECTION MAY BE NECESSARY IF STRAY ELECTRICAL CURRENTS ARE EXPECTED OR KNOWN (I.E. PATH OR NYC SUBWAY). CONSULT WITH THE ELECTRICAL DISCIPLINE.
- MINIMUM DEPTH OF COVER FOR FROST PROTECTION IS 4 FEET WITH AN ABSOLUTE MINIMUM OF 3 FEET. FOR DEPTH OF COVER OF LESS THAN 3 FEET, PROTECT THE PIPE AND APPURTENANCES AGAINST FROST BY INSULATION OR OTHER MEANS.

FIBER OPTIC CABLE NOTES:

- PROVIDE COMPLETE AND ACCEPTED FOC PATHWAY PRIOR TO DEMOLISHING BARRIER WALL AND EXISTING CONDUITS MOUNTED ON BARRIER WALL.
- SCHEDULE P40 CONDUIT IS ACCEPTABLE.
- ENCASE PER PANYNJ DUCTBANK DETAIL.
- PROVIDE PANYNJ APPROVED PULL BOXES.
- WHERE TRANSITIONING FROM ABOVE-GROUND TO BELOW GROUND OR VICE-VERSA, PROVIDE APPROPRIATE SWEEPS AND FITTINGS FOR FIBER OPTIC CABLE.
- PROVIDE PULL-STRINGS IN EACH DUCT.
- CONTRACTOR SHALL PROVIDE DUCTS AND APPURTENANCES FOR A COMPLETE WORKING AND ENCLOSED INFRASTRUCTURE SYSTEM IN PLACE.
- PANYNJ WILL PROVIDE FIBER OPTIC CABLE AND TERMINATIONS UPON COMPLETION OF THE FOC INFRASTRUCTURE.
- CAP UNUSED CONDUIT ON EACH END.
- CONDUIT SHALL BE BURIED 3' MINIMUM DEPTH.

LEGEND

EXISTING BUILDING

EXISTING PAVEMENT

EXISTING CONCRETE

EXISTING TREE AND WETLAND AREA

LEASE LANE

EXISTING MAIL BOX

EXISTING SIGN

EXISTING SANITARY SEWER MANHOLE

EXISTING UTILITY POLE

EXISTING OVERHEAD LINE

EXISTING ELECTRIC LINE UNDERGROUND

EXISTING GAS LINE

EXISTING WATER VALVE

PROJECT LIMITS

EXISTING FIRE HYDRANT

EXISTING STORM MANHOLE

EXISTING SANITARY SEWER LINE

EXISTING WATER LINE

EXISTING STORM LINE

HMA PARKING AND DRIVE PAVEMENT

HEAVY APRON FLEXIBLE PAVEMENT

NEW CONCRETE

NEW SOD

NEW WATER MAIN

NEW ELECTRIC (FDR) LINE

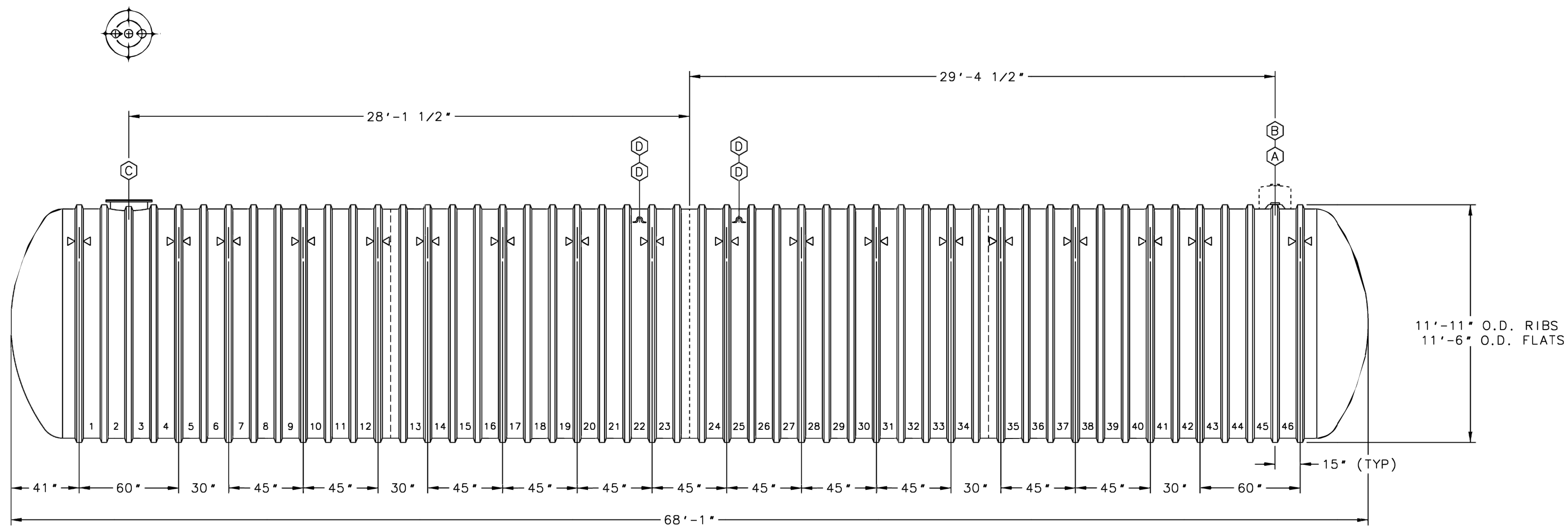
NEW GAS LINE

NEW SANITARY SEWER


NEW DUCT PIPE

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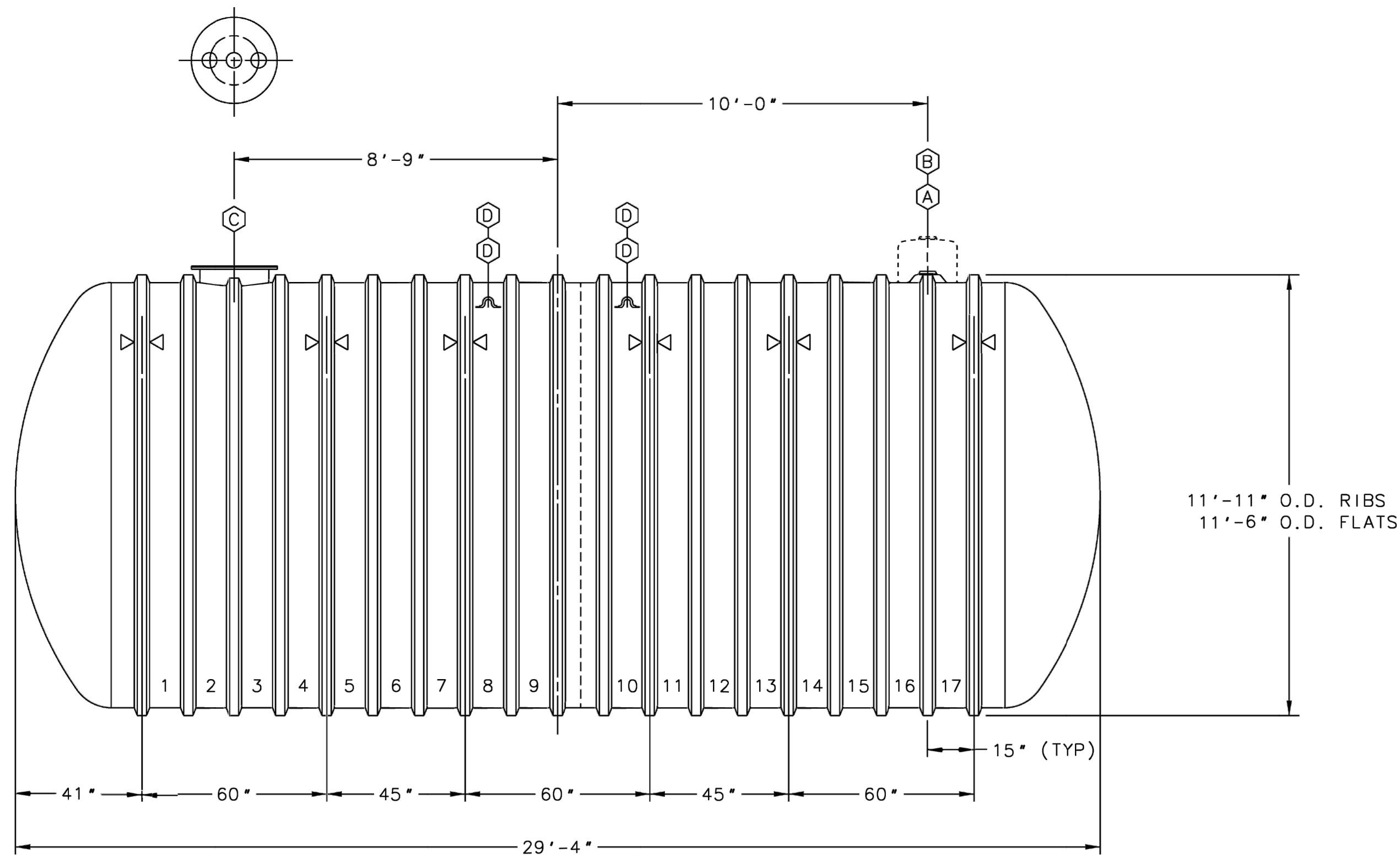


ITEM	QTY	DESCRIPTION
(A)	1	4" NPT MONITOR FITTING
(B)	1	OPTIONAL 18" DIA. HYDROSTATIC MONITORING RESERVOIR WITH 4" NPT FITTING
(C)	1	22" DIA. MANWAY WITH 3-4" NPT FITTINGS IN COVER & 4-12"x12" STRIKER PLATES
(D)	4	LIFTING LUG
☒	18	HOLD DOWN STRAP LOCATION




TITLE 12" DIA. DOUBLE-WALL
CAP. 50,000 GALLONS

DATE 8/23 DR. NO. S11-704.00



ITEM	QTY	DESCRIPTION
(A)	1	4" NPT MONITOR FITTING
(B)	1	OPTIONAL 18" DIA. HYDROSTATIC MONITORING RESERVOIR WITH 4" NPT FITTING
(C)	1	22" DIA. MANWAY WITH 3-4" NPT FITTINGS IN COVER & 4-12"x12" STRIKER PLATES
(D)	4	LIFTING LUG
☒	6	HOLD DOWN STRAP LOCATION



TITLE 12" DIA. DOUBLE-WALL
CAP. 20,000 GALLONS

DATE 8/23 DR. NO. S11-698.00



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MOHSEN DESIGN GROUP INCORPORATED
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3.	BID RFI RESPONSES.	08/12/24

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
(SWF)



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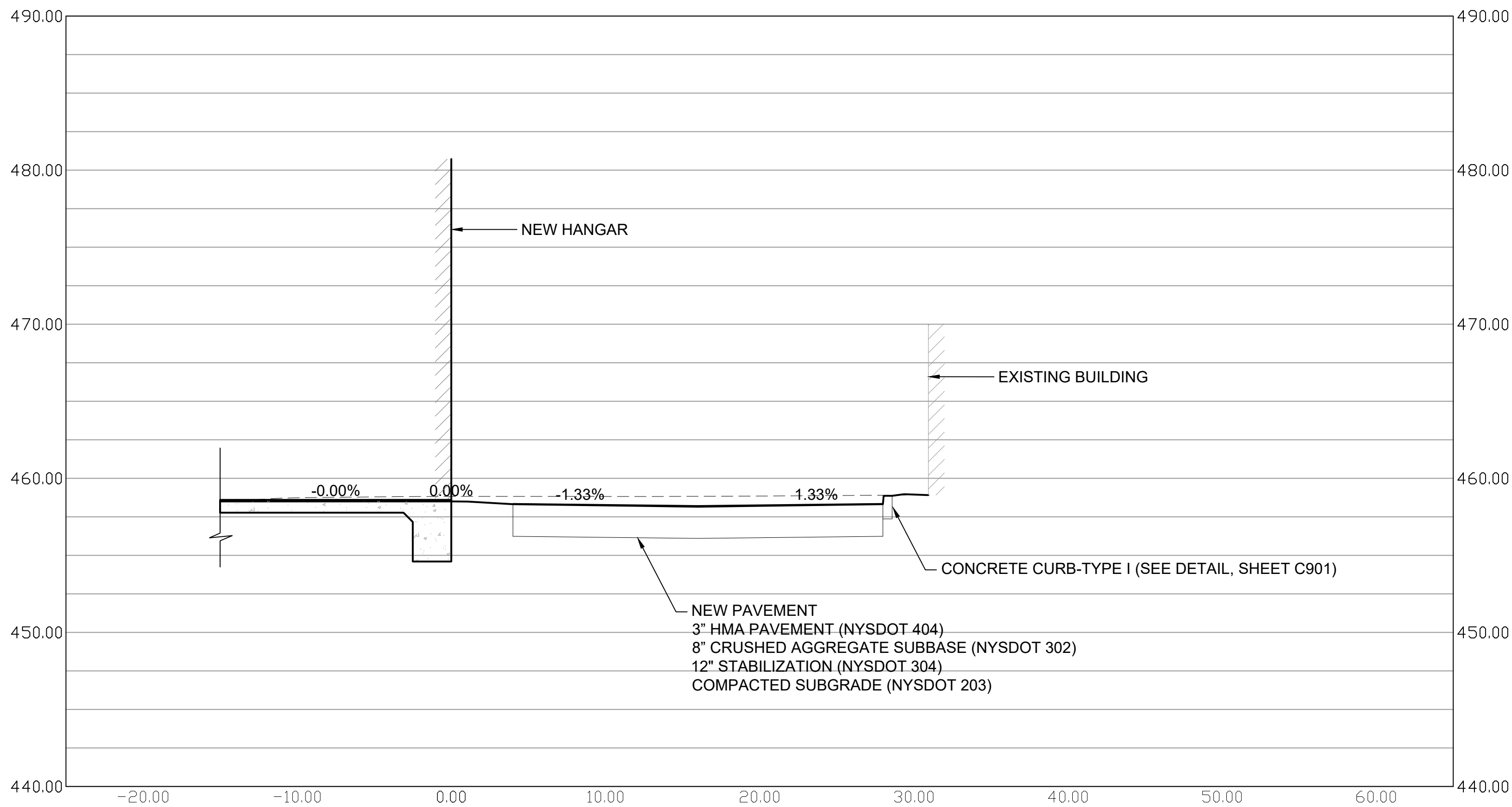
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Checked By: MM

FIBERGLASS UNDERGROUND
STORAGE TANKS

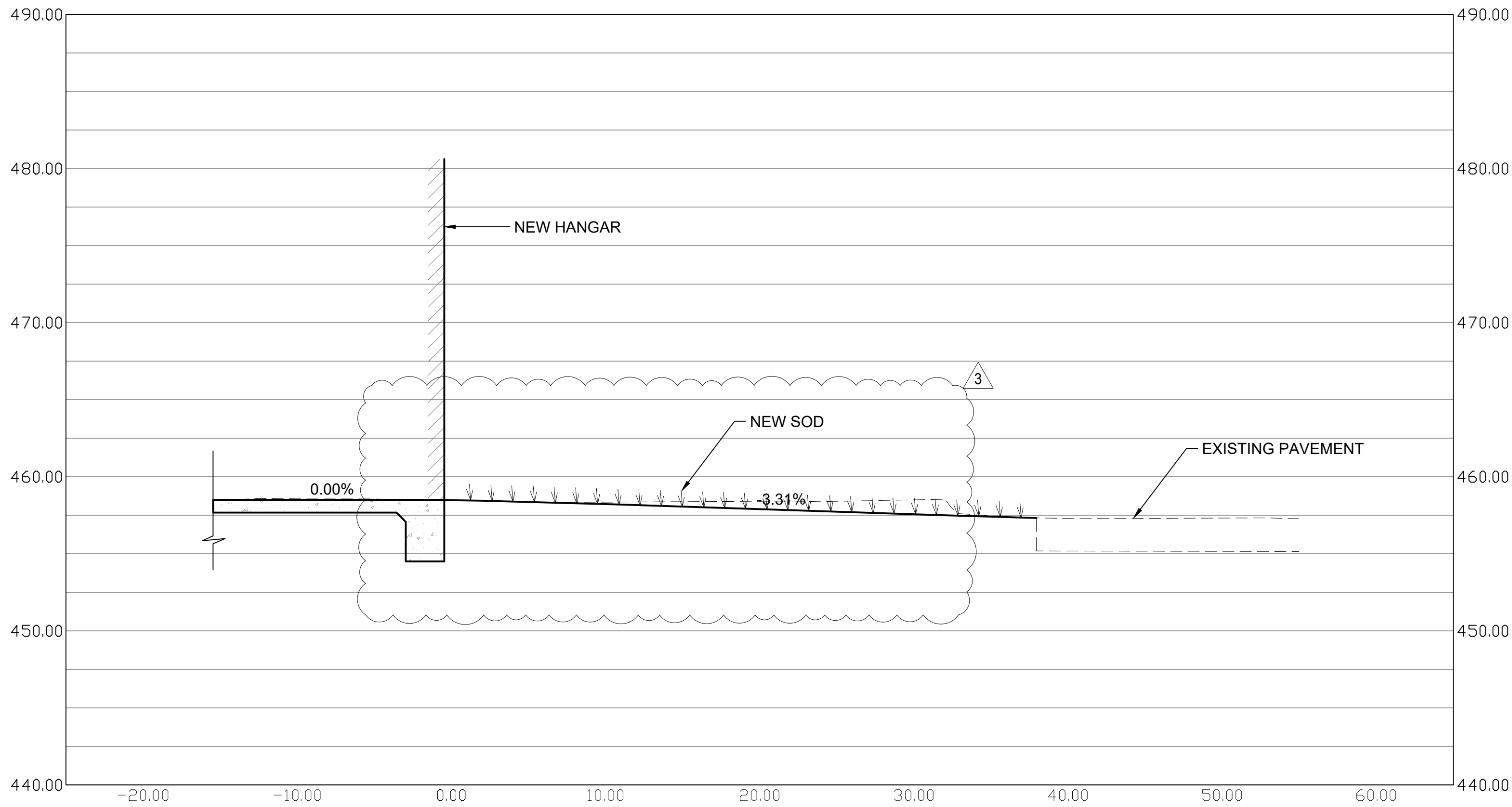
C602

100% PERMIT SET

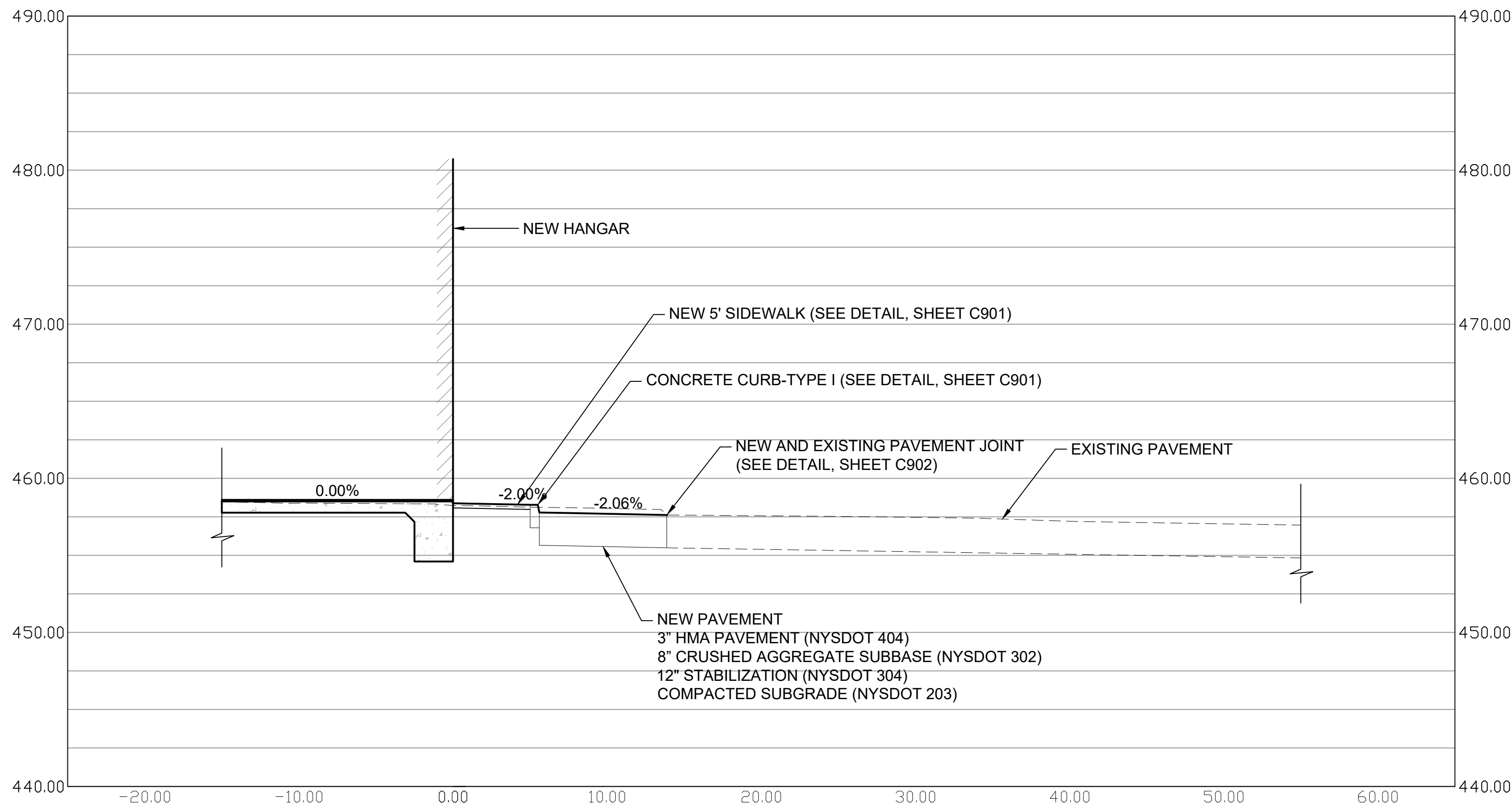
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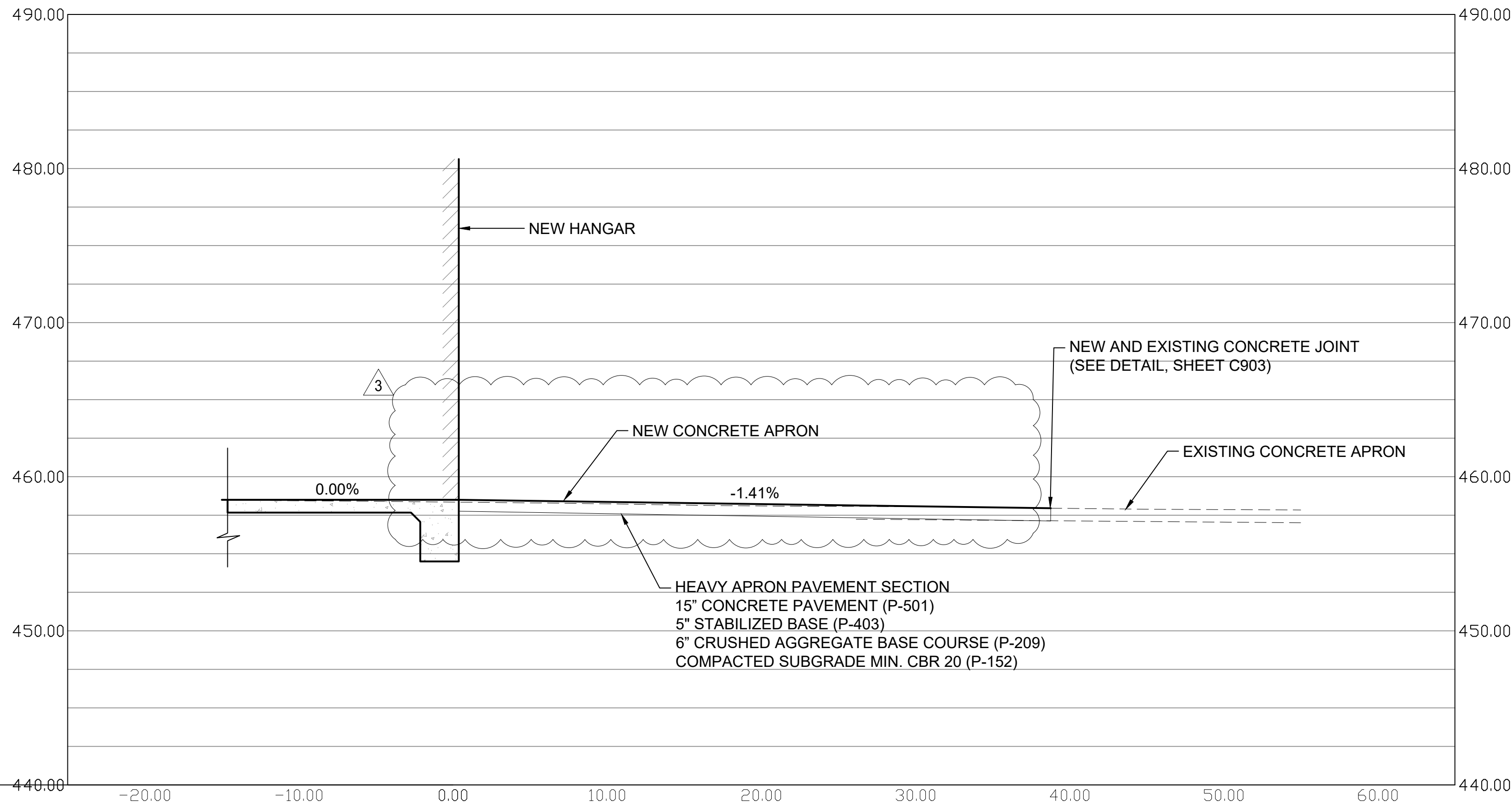
A
C701 | C401
Section A -- A
SCALE: HORZ. 1"= 6'
VERT. 1"= 6'



C
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Section C -- C
SCALE: HORZ. 1"= 6'
VERT. 1"= 6'



B
C701 | C401
Section B -- B
SCALE: HORZ. 1"= 6'
VERT. 1"= 6'



D
C701 | C401
Section D -- D
SCALE: HORZ. 1"= 6'
VERT. 1"= 6'

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3.	BID RFI RESPONSES.	08/12/24

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
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**SIGNATURE
AVIATION**

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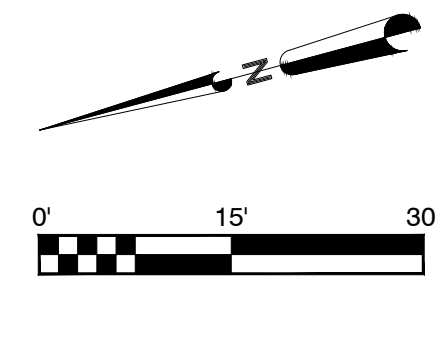
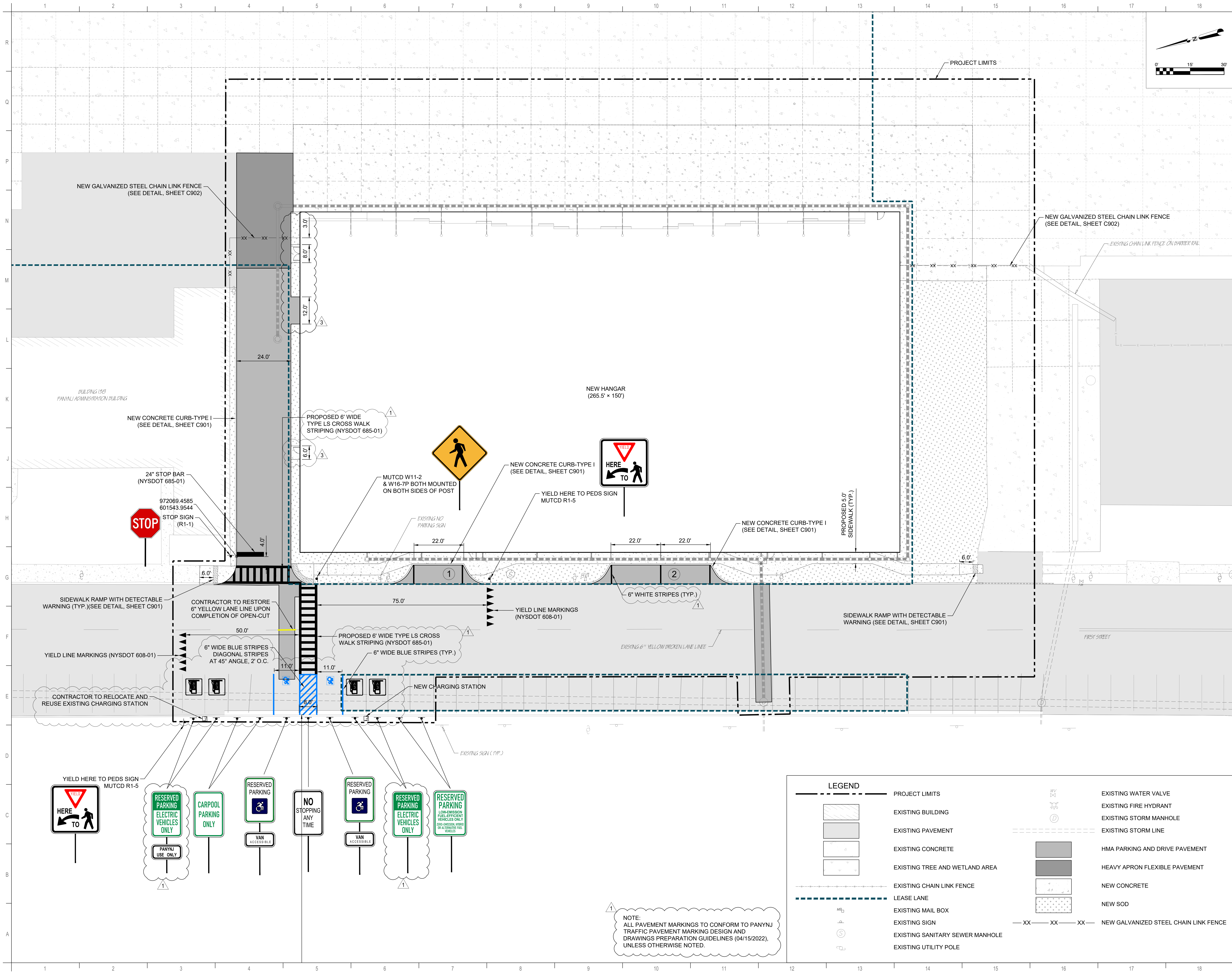
Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

SECTIONS

C701

100% PERMIT SET

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1.	PERMIT COMMENTS.	06/28/24
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TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT (SWF)



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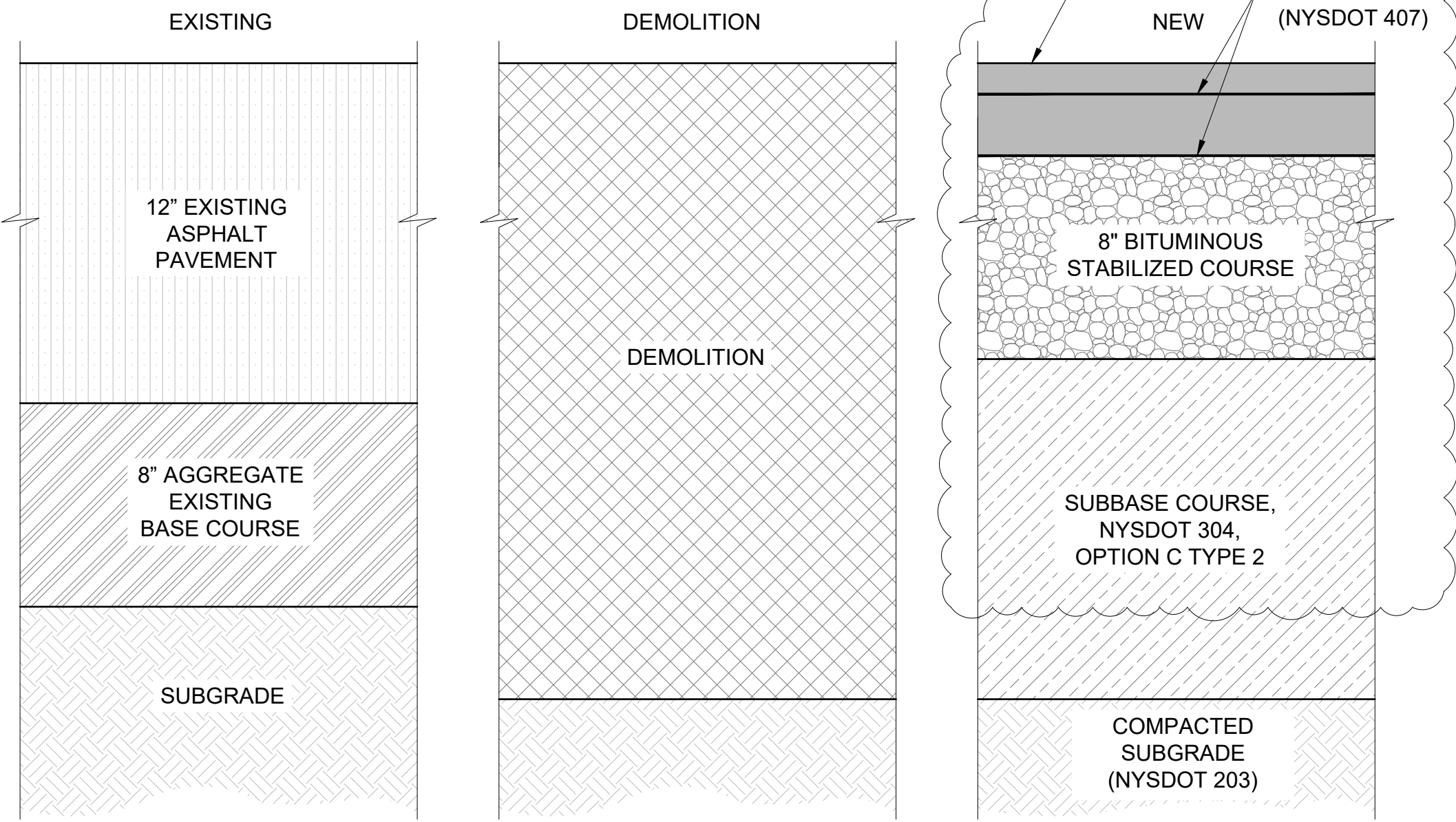
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MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

SIGNAGE AND STRIPING PLAN

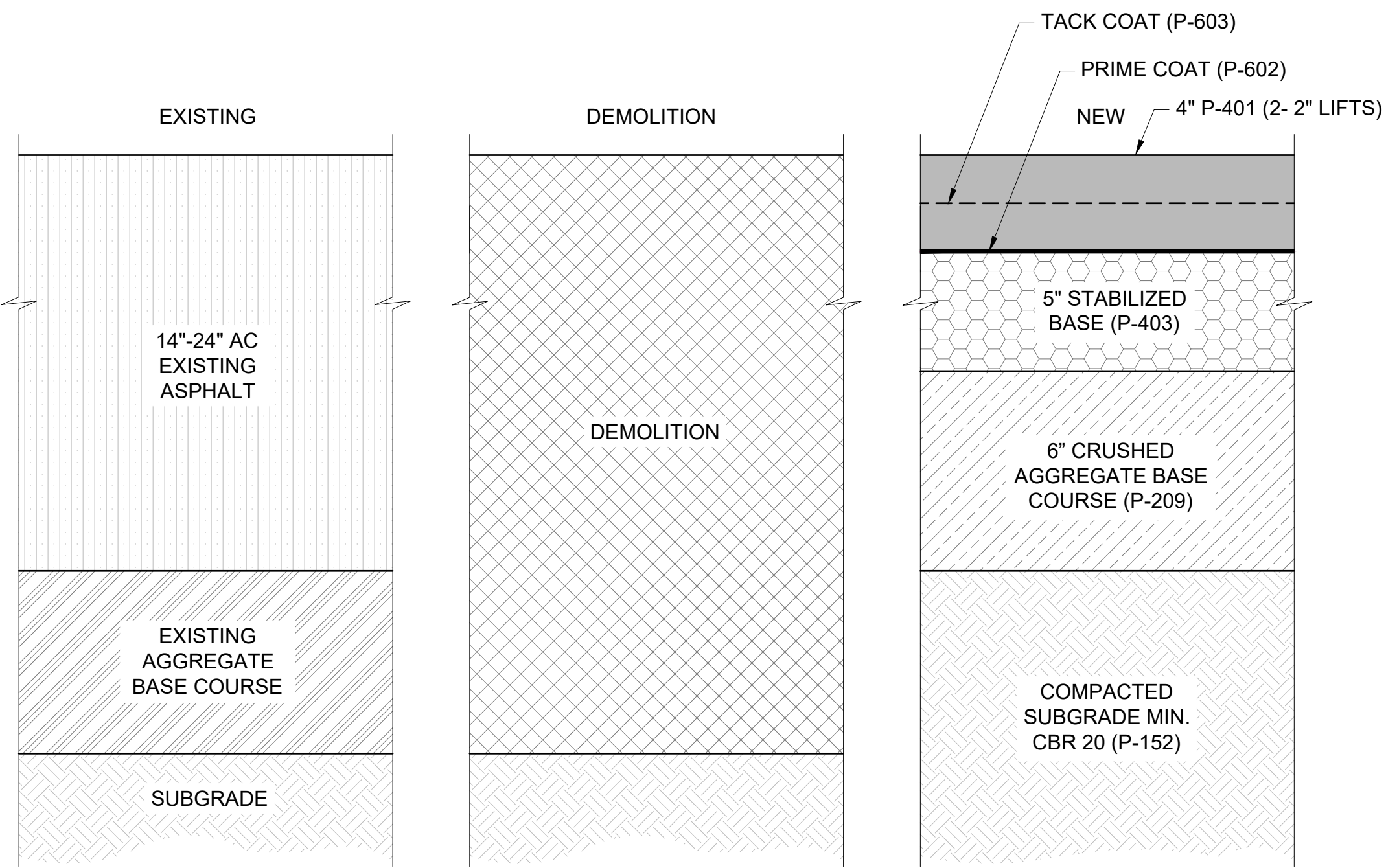
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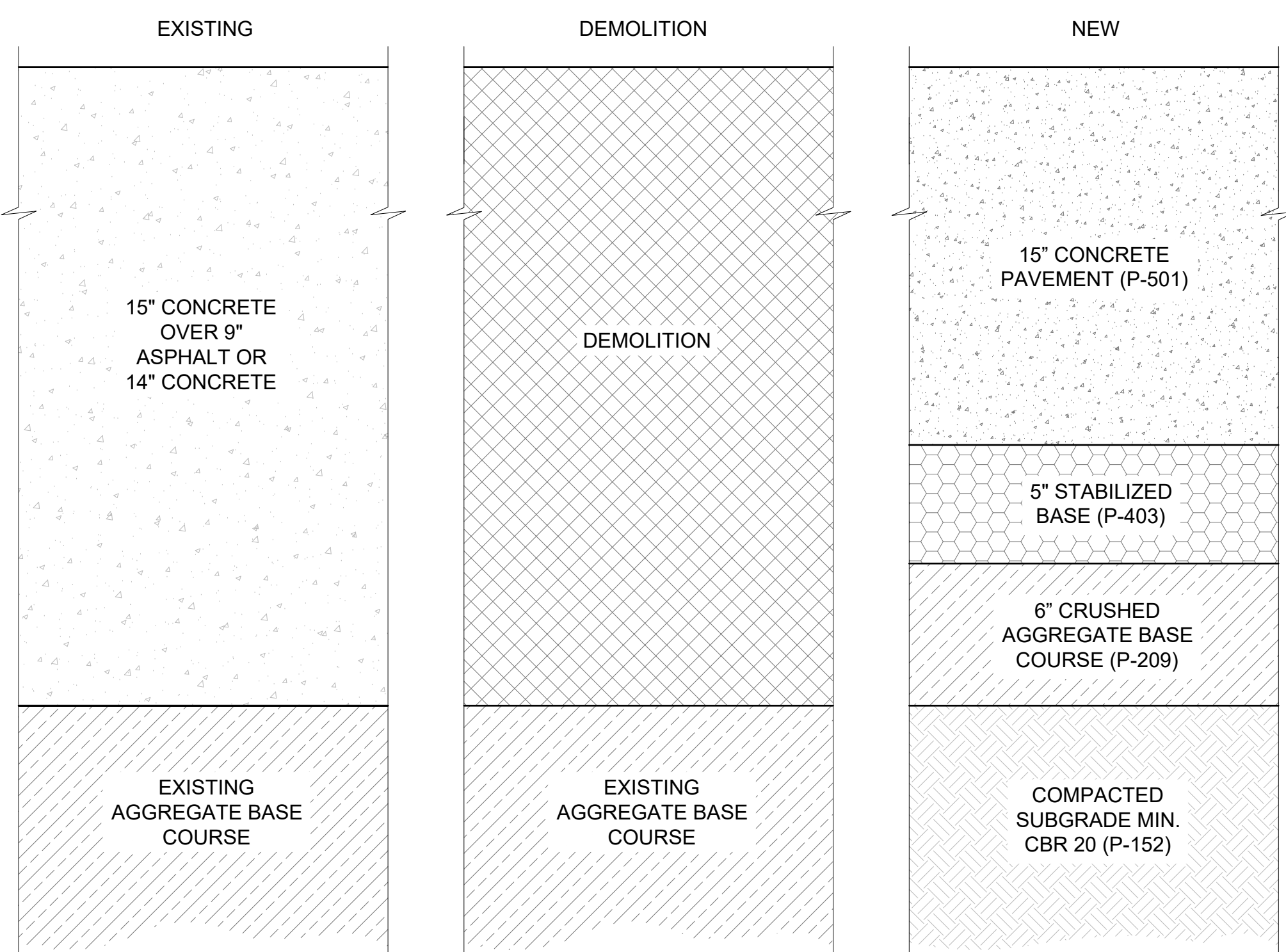
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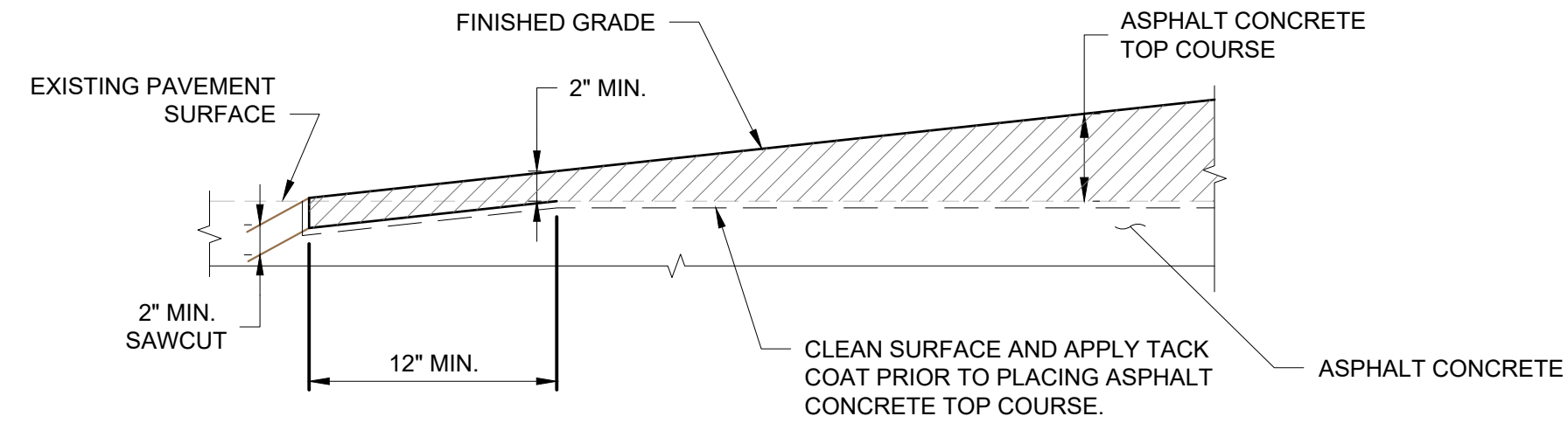
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N.T.S.



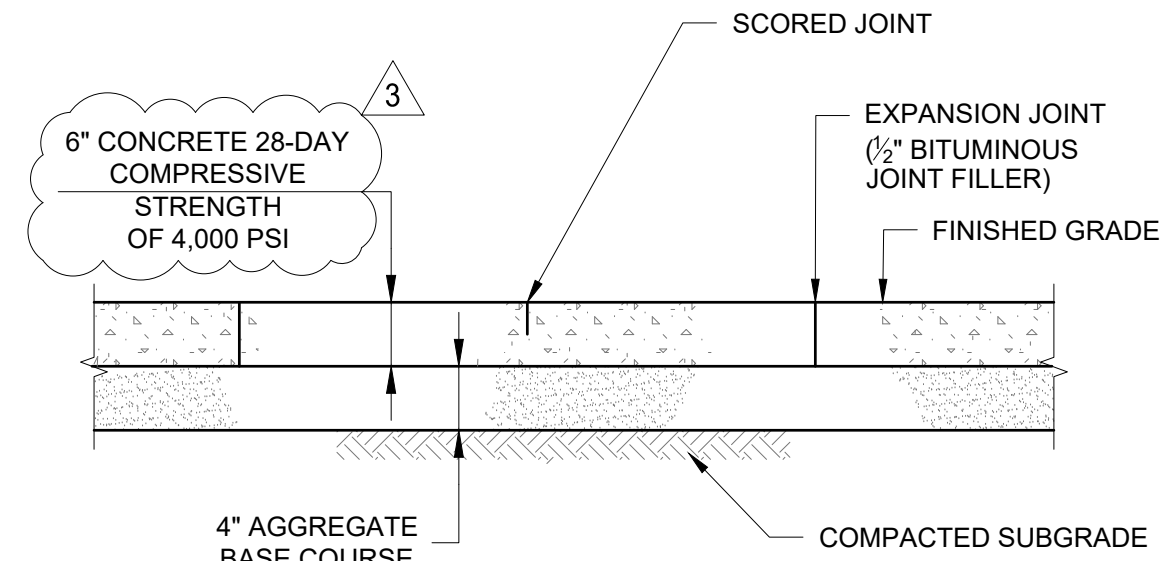
2 HEAVY APRON FLEXIBLE PAVEMENT SECTION
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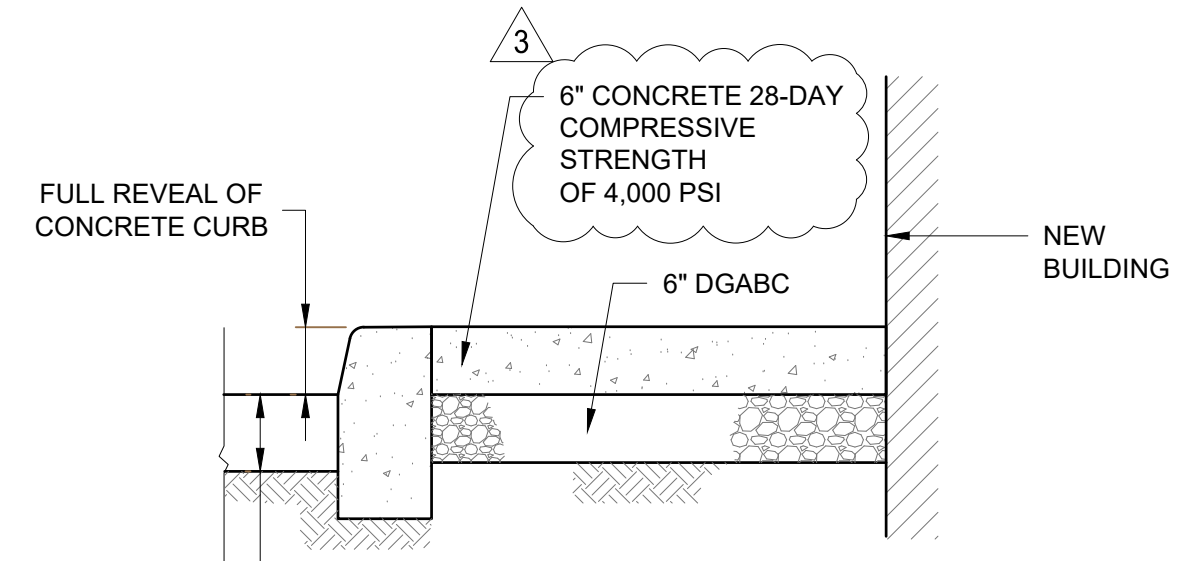
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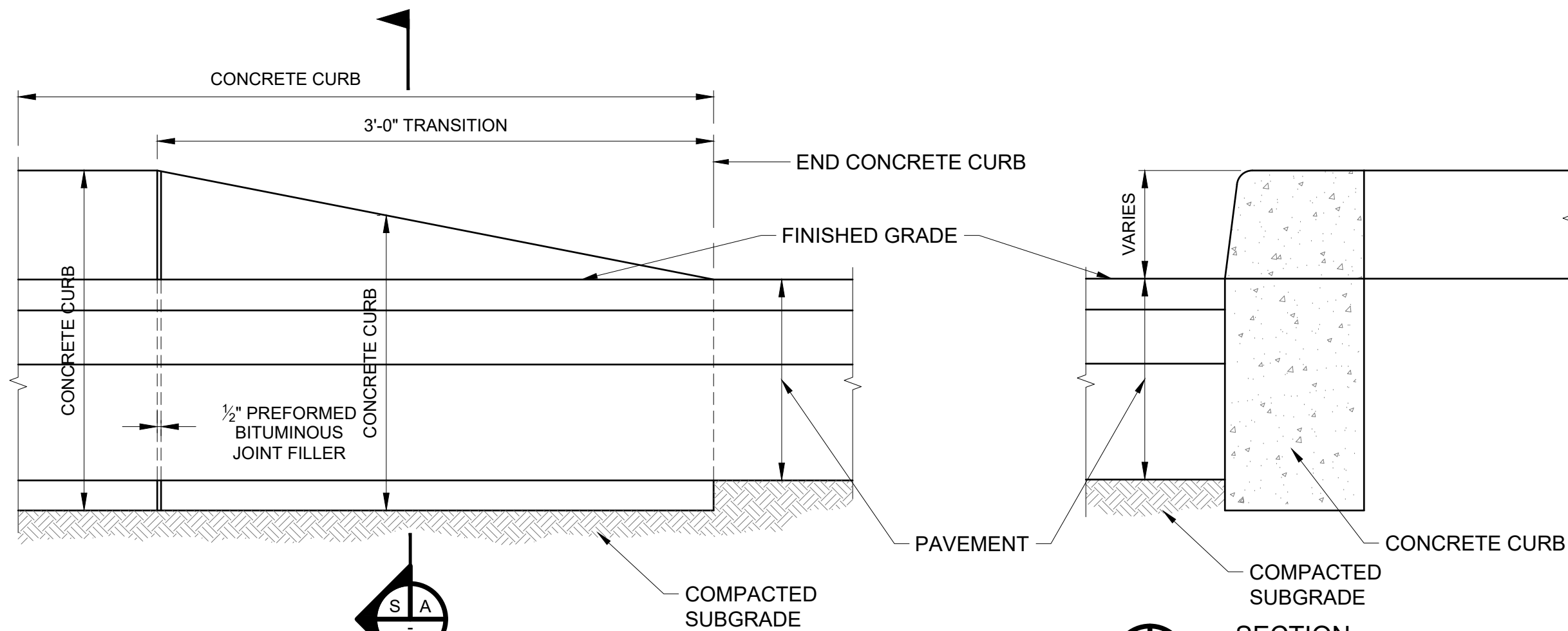
4 KEYWAY DETAIL
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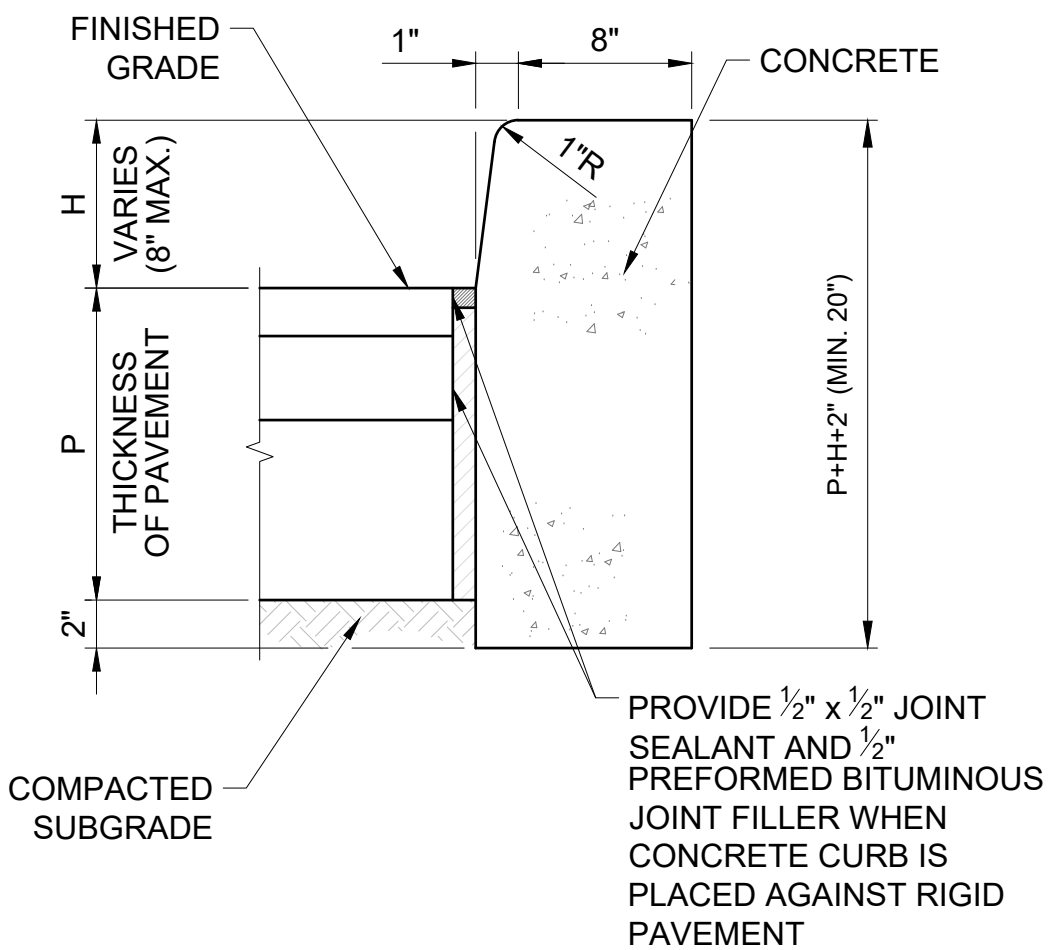
5 SIDEWALK DETAIL
N.T.S.



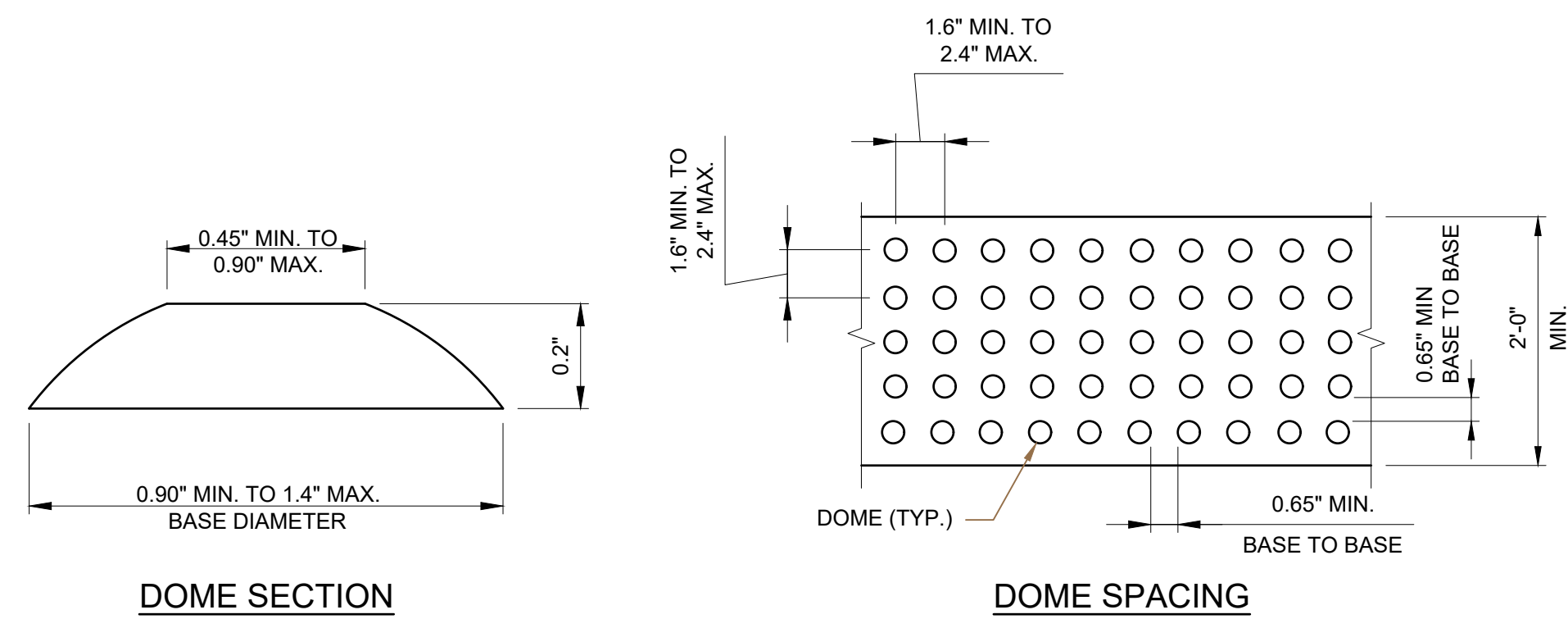
8 CONCRETE SIDEWALK WITH CURB DETAIL
N.T.S.



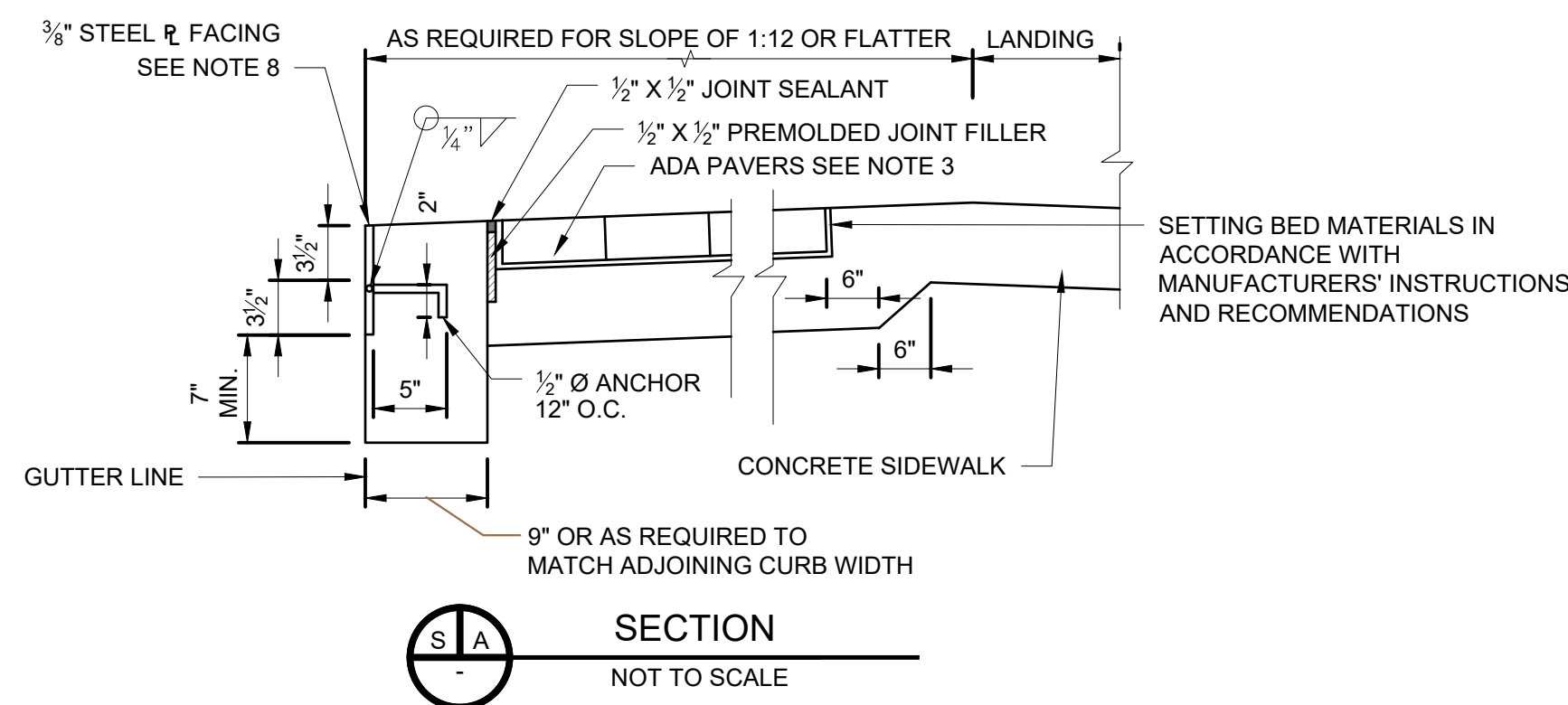
6 END OF CONCRETE CURB TREATMENT
N.T.S.



9 CONCRETE CURB-TYPE I
N.T.S. (NON-MOUNTABLE)

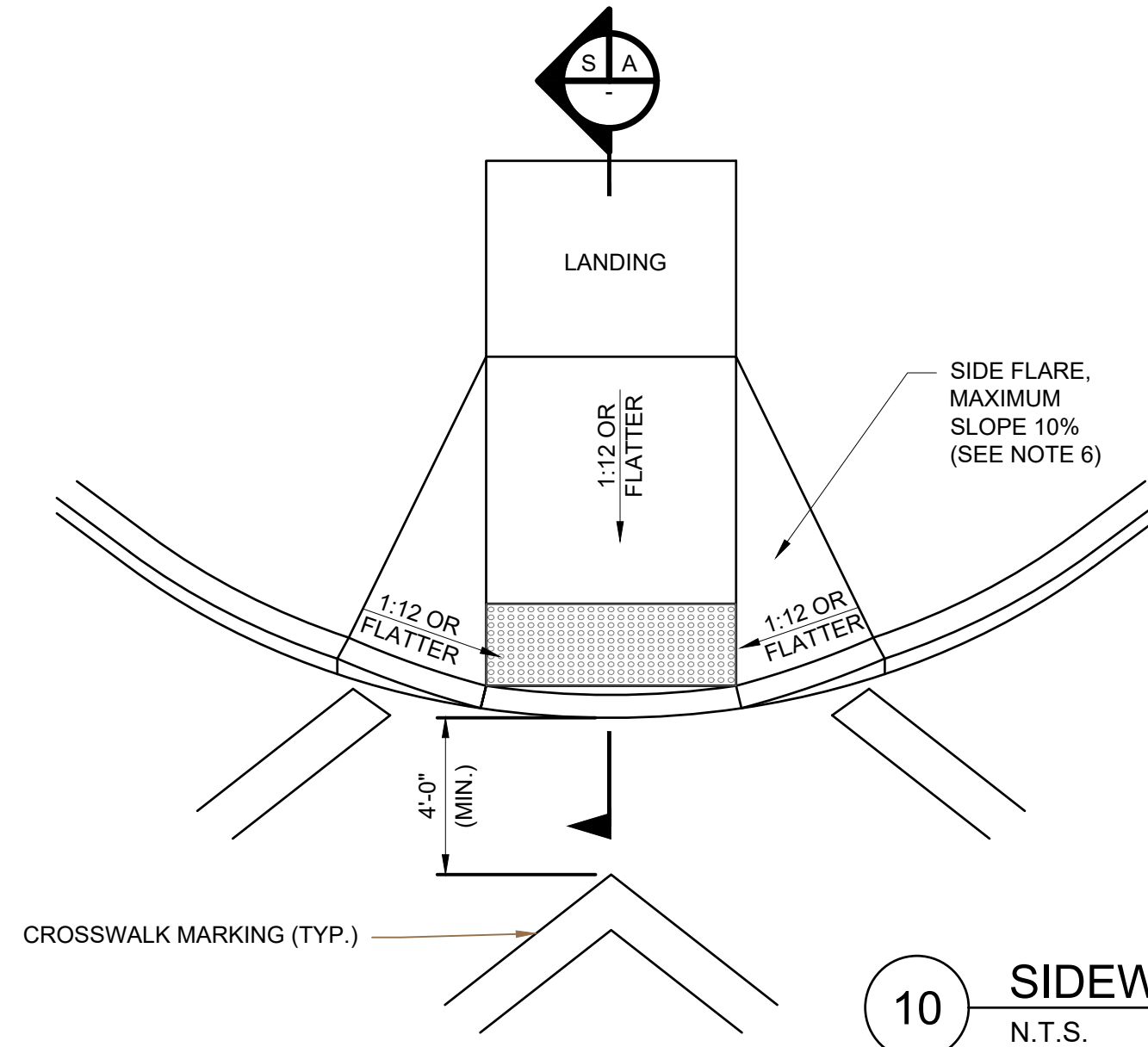


7 SIDEWALK CURB RAMP DETAILS
N.T.S.



NOTES:

1. LOCATION OF DETECTABLE WARNING: DETECTABLE WARNING SURFACE SO THAT THE EDGE OF THE WARNING FIELD NEAREST TO THE STREET SURFACE IS 6" TO 9" FROM THE EDGE OF THE STREET, OR FROM THE FACE OF THE DROPPED CURB, WHERE A DROPPED CURB CONTINUES ACROSS THE BOTTOM OF THE CURB RAMP, EXTEND THE DETECTABLE WARNINGS THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.
2. DOME ALIGNMENT: ALIGN DOMES ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL (SEE "DOME DETAIL").
3. DETECTABLE WARNING SURFACE SHALL BE ONE OF THE FOLLOWING OR APPROVED EQUAL:
EMBEDDED DETECTABLE WARNING SURFACE
A. STEP-SAFE AS MANUFACTURED BY TRANSPO INDUSTRIES, NEW ROCHELLE, NY
B. ADA PAVERS AS MANUFACTURED BY WHITACRE-GREER BRICK, ALLIANCE, OHIO
SURFACE APPLIED WARNING SURFACE
A. ADA ARMOR-TILE SURFACE APPLIED AS MANUFACTURED BY ENGINEERING PLASTICS, INC. WILLIAMSVILLE, NY
B. TACTILE WARNING SYSTEM TILE AS MANUFACTURED BY ADA SOLUTIONS, INC. NORTH BILLERICA, MA
4. FURNISH AND INSTALL THE DETECTABLE WARNING SURFACE IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS.
5. THE COLOR OF THE DETECTABLE WARNING SURFACE SHALL BE DARK GRAY UNLESS OTHERWISE SHOWN ON THE CONTRACT DRAWINGS.
6. THE MAXIMUM CROSS SLOPE OF CURB RAMPS SHALL BE 2 PERCENT. CURB RAMP SURFACES SHALL GENERALLY LIE IN CONTINUOUS PLANES WITH A MINIMUM SURFACE WARP.
7. WHEN NOT PRACTICAL TO PROVIDE A LANDING THAT IS AT LEAST (5') WIDE (MEASURED FROM THE TOP OF THE CURB RAMP TO THE BACK OF THE SIDEWALK), THE LENGTH OF THE SIDE FLARES SHALL BE TWELVE (12) TIMES THE CURB HEIGHT MEASURED ALONG THE CURB LINE (SEE "PARALLEL CURB RAMPS" DETAIL).
8. RAMP TRANSITIONS BETWEEN WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES (1/4" MAX).
9. REQUIRED WHERE STEEL FACED CURB IS SHOWN ON CONTRACT DRAWINGS: MATERIALS SHALL BE SIMILAR TO STEEL FACED CURB, SEE DETAIL. EXPOSED SURFACE OF STEEL SHALL BE GROUND SMOOTH.
10. LANDING SHALL HAVE A MINIMUM CLEAR DIMENSION OF A 5' BY 5' SQUARE. THE MAXIMUM CROSS SLOPE AT LANDINGS IS 2% IN ANY DIRECTION.



PAVEMENT JOINT ADHESIVE NOTES:

FURNISH AND INSTALL ONE OF THE FOLLOWING PAVEMENT JOINT ADHESIVE OR APPROVED EQUAL.

1. CRAFCO PAVEMENT JOINT ADHESIVE #34524 AS MANUFACTURED BY CRAFCO, INC., CHANDLER, AZ
2. DEERY COLD JOINT ADHESIVE AS MANUFACTURED BY DEERY AMERICAN CORP., CHANDLER, AZ
3. DURA-FILL CJA AS MANUFACTURED BY P & T PRODUCTS, INC. SANDUSKY, OH
4. NUVO SPEC PAVEMENT JOINT ADHESIVE AS MANUFACTURED BY MAXWELL PRODUCTS, INC., SALT LAKE CITY, UT

FURNISH AND INSTALL PAVEMENT JOINT ADHESIVE IN ACCORDANCE WITH THE MANUFACTURE'S WRITTEN INSTRUCTIONS AND SPECIFICATIONS. AT NO ADDITIONAL COST TO THE AUTHORITY, ARRANGE FOR THE PAVEMENT JOINT ADHESIVE TECHNICAL REPRESENTATIVE(S) TO BE PRESENT IN THE FIELD DURING THE FIRST DAY OF INSTALLATION.

11 FLEXIBLE PAVEMENT RESTORATION
N.T.S.

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TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT
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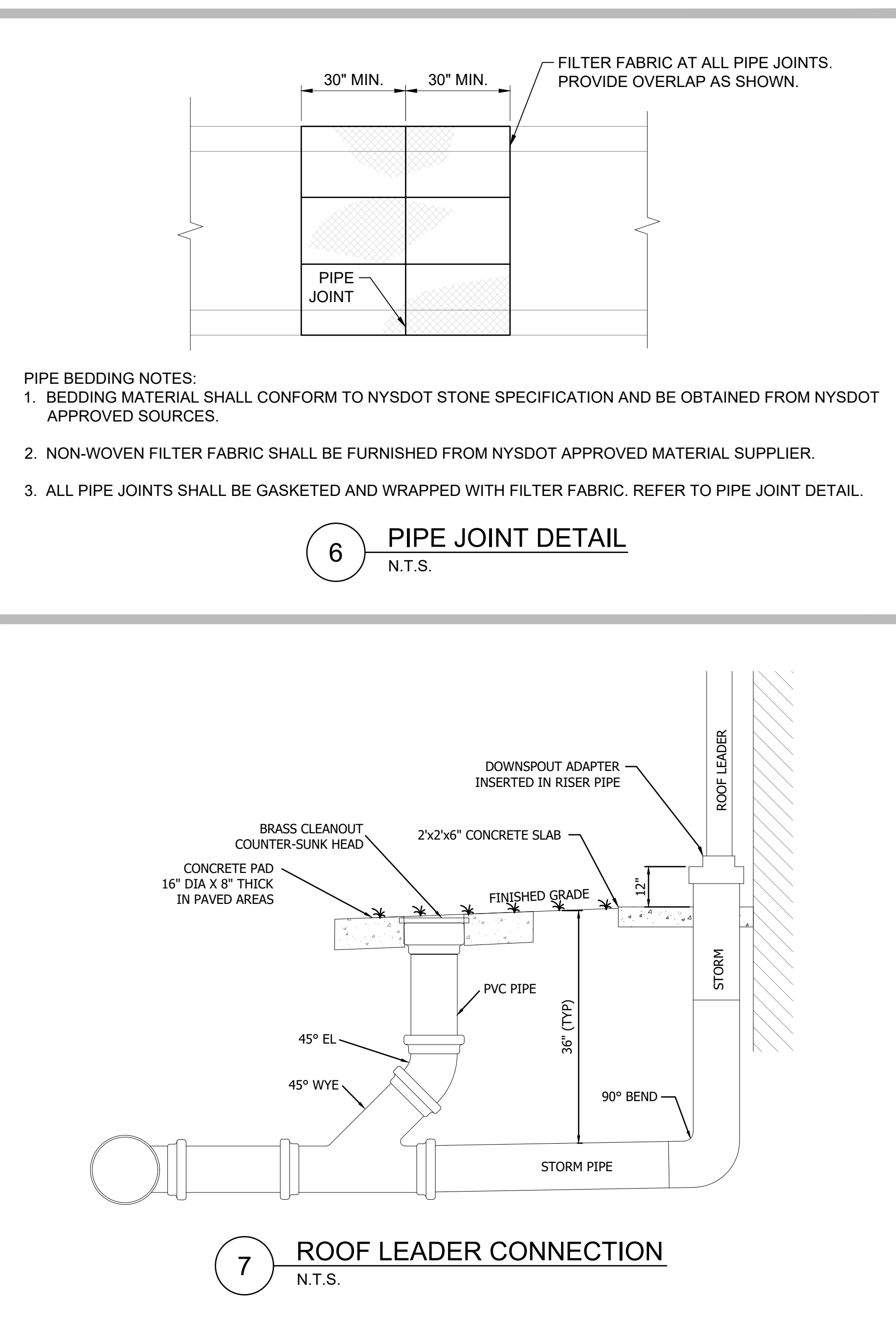
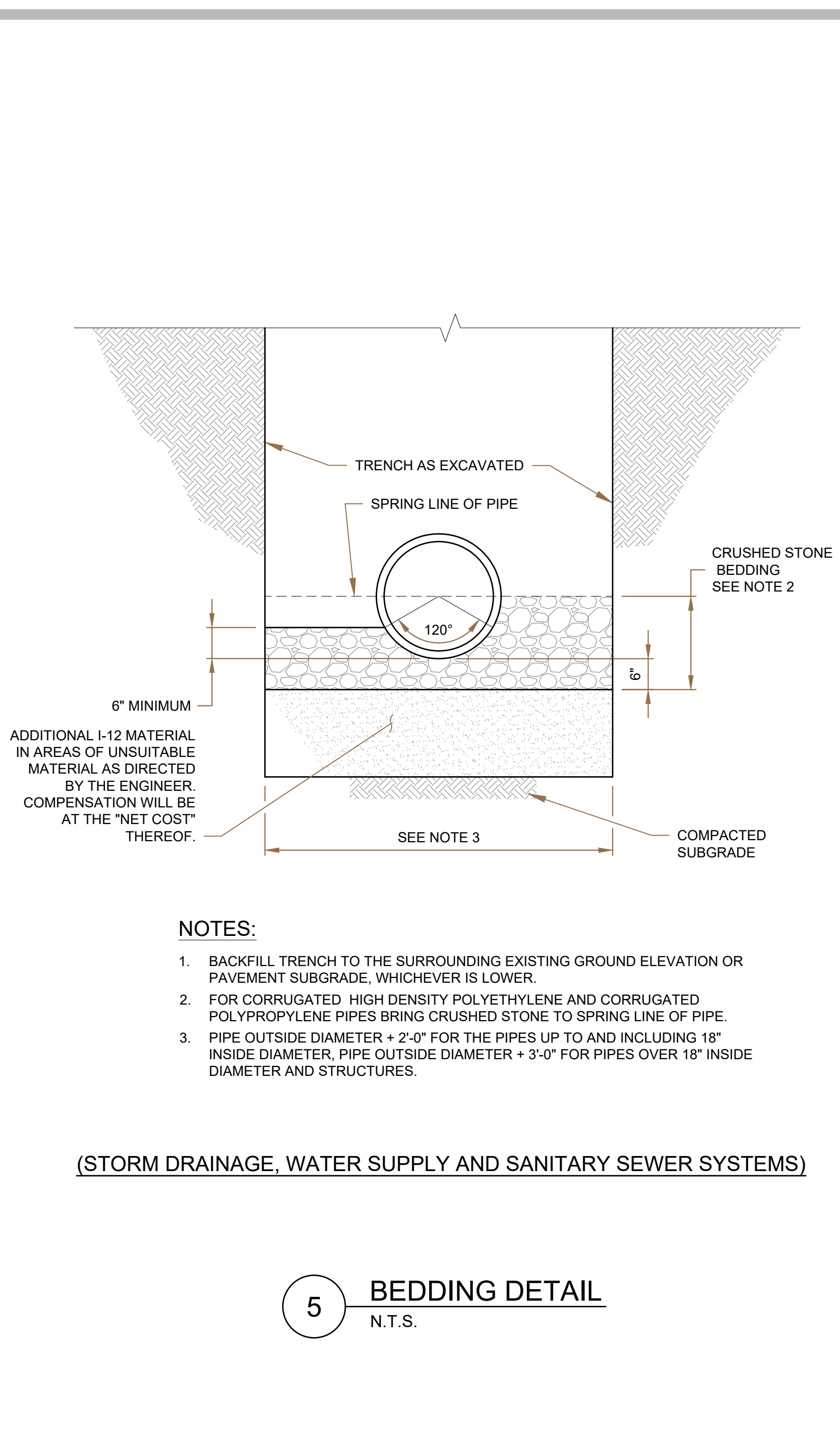
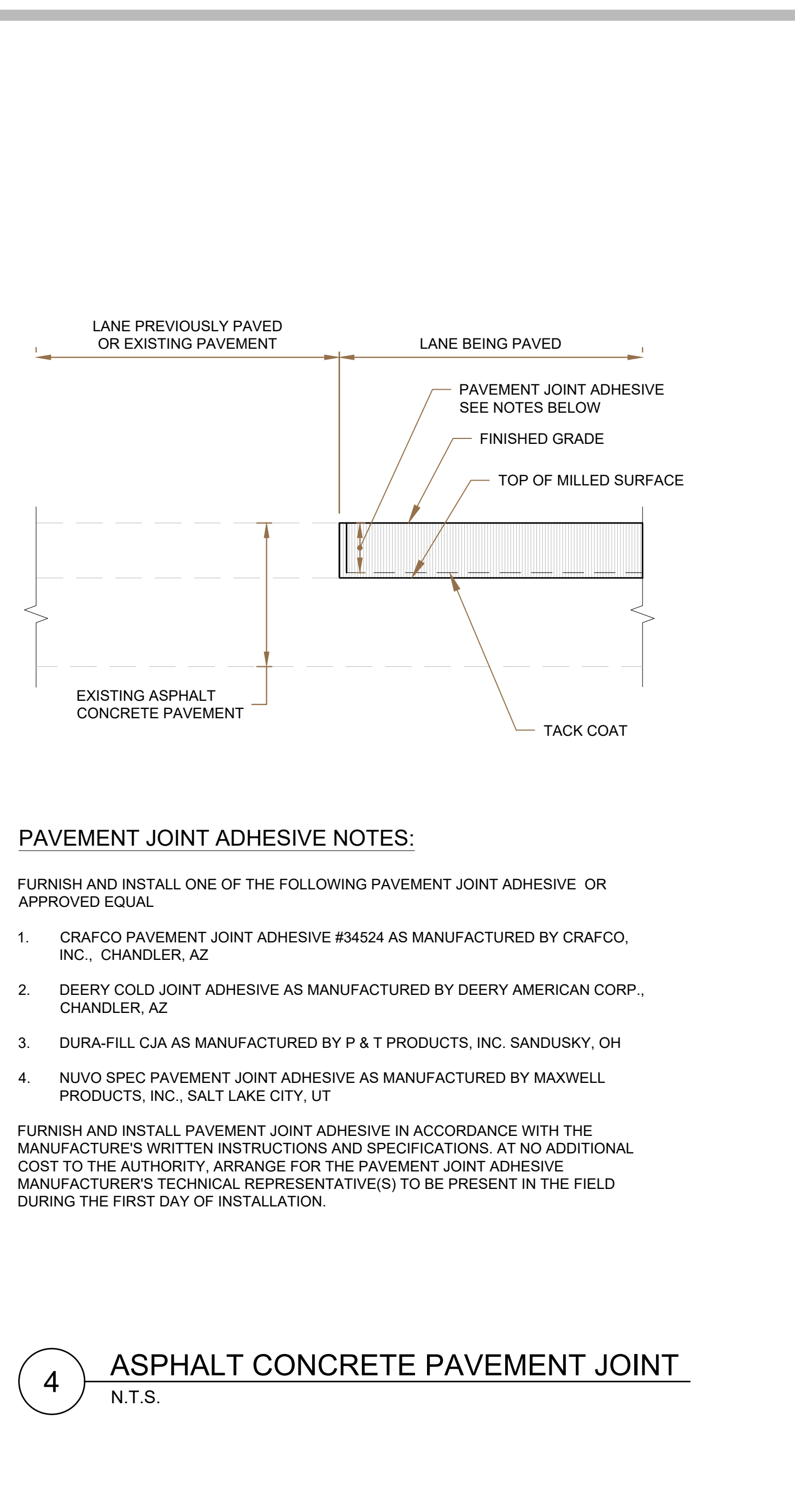
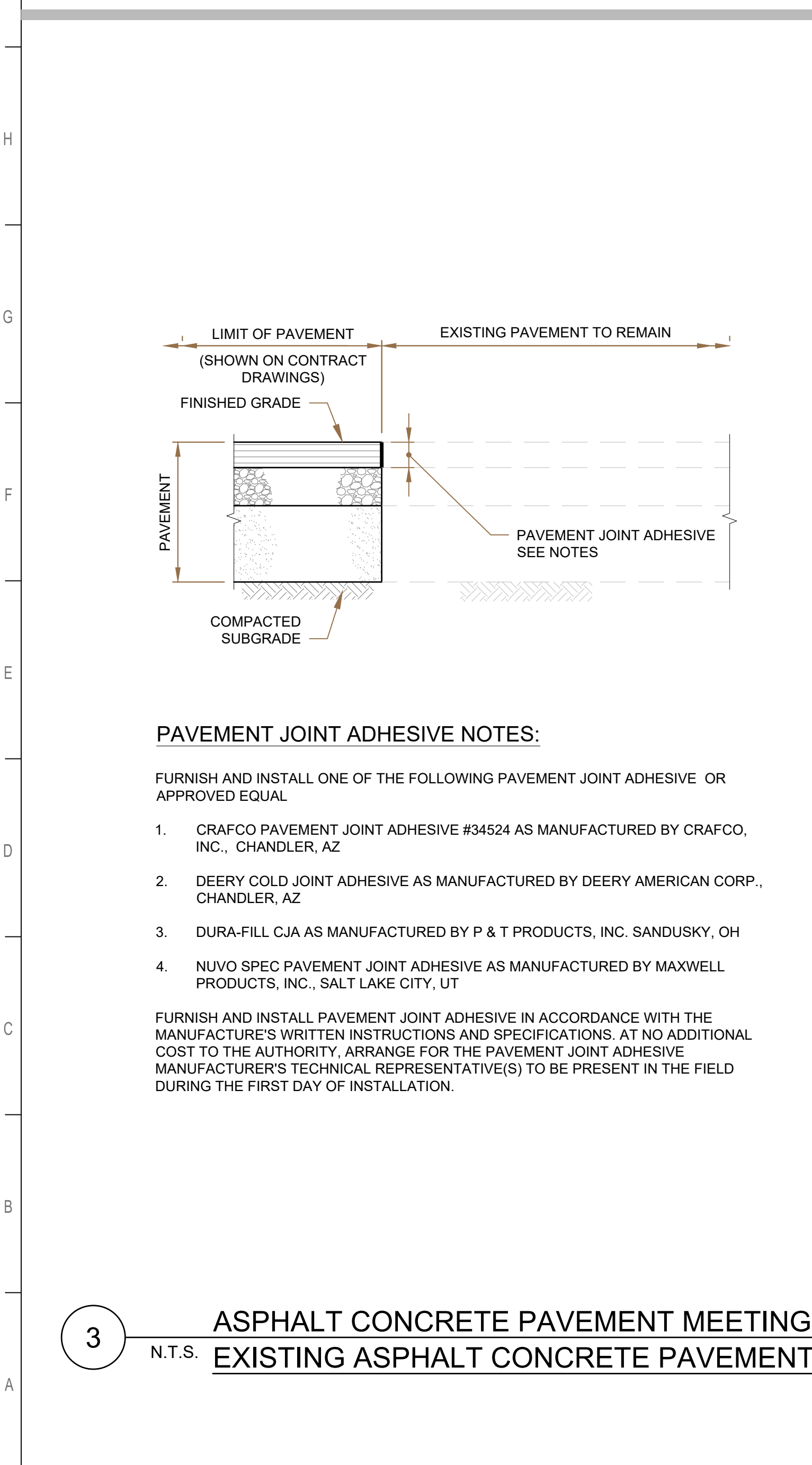
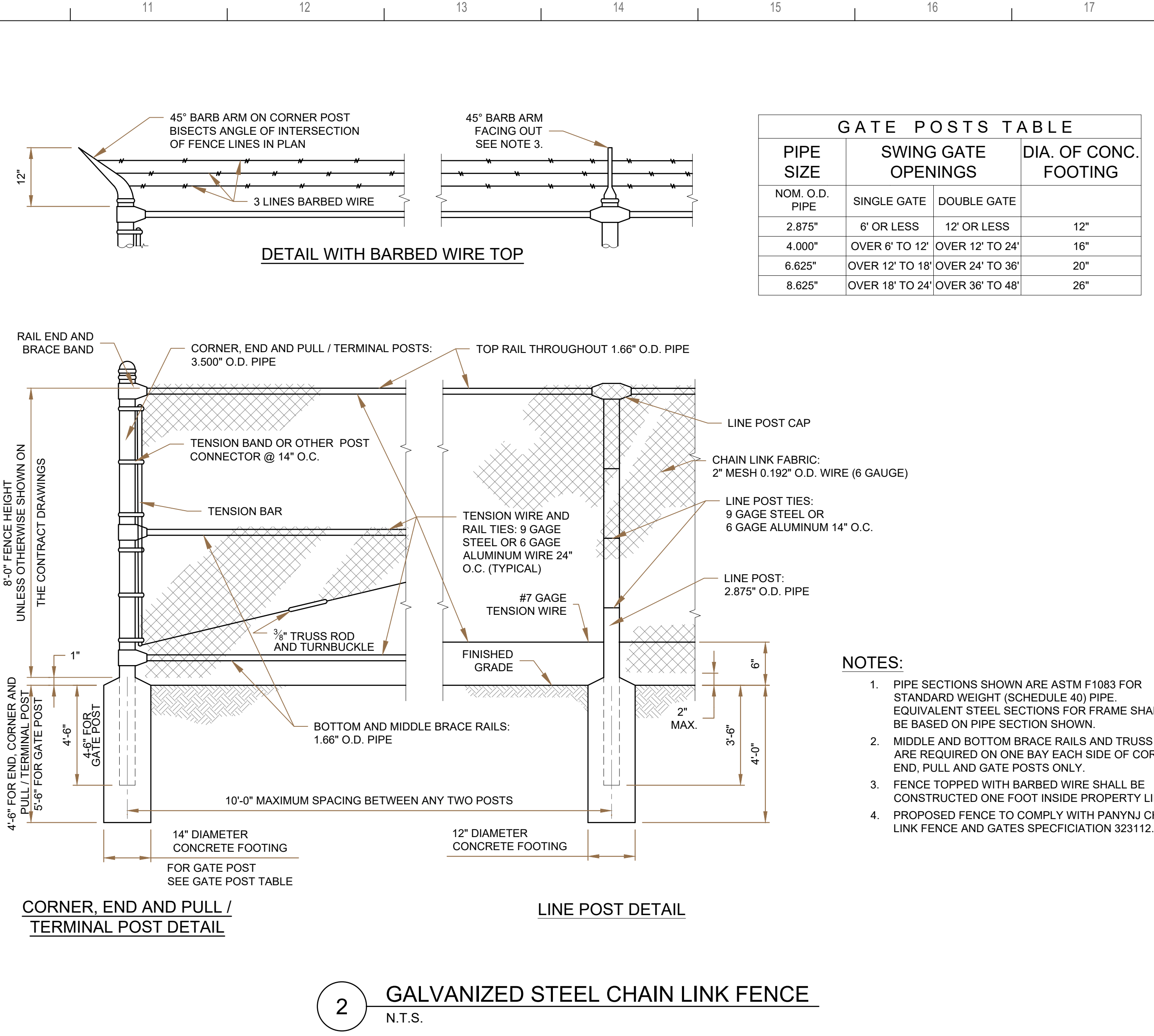
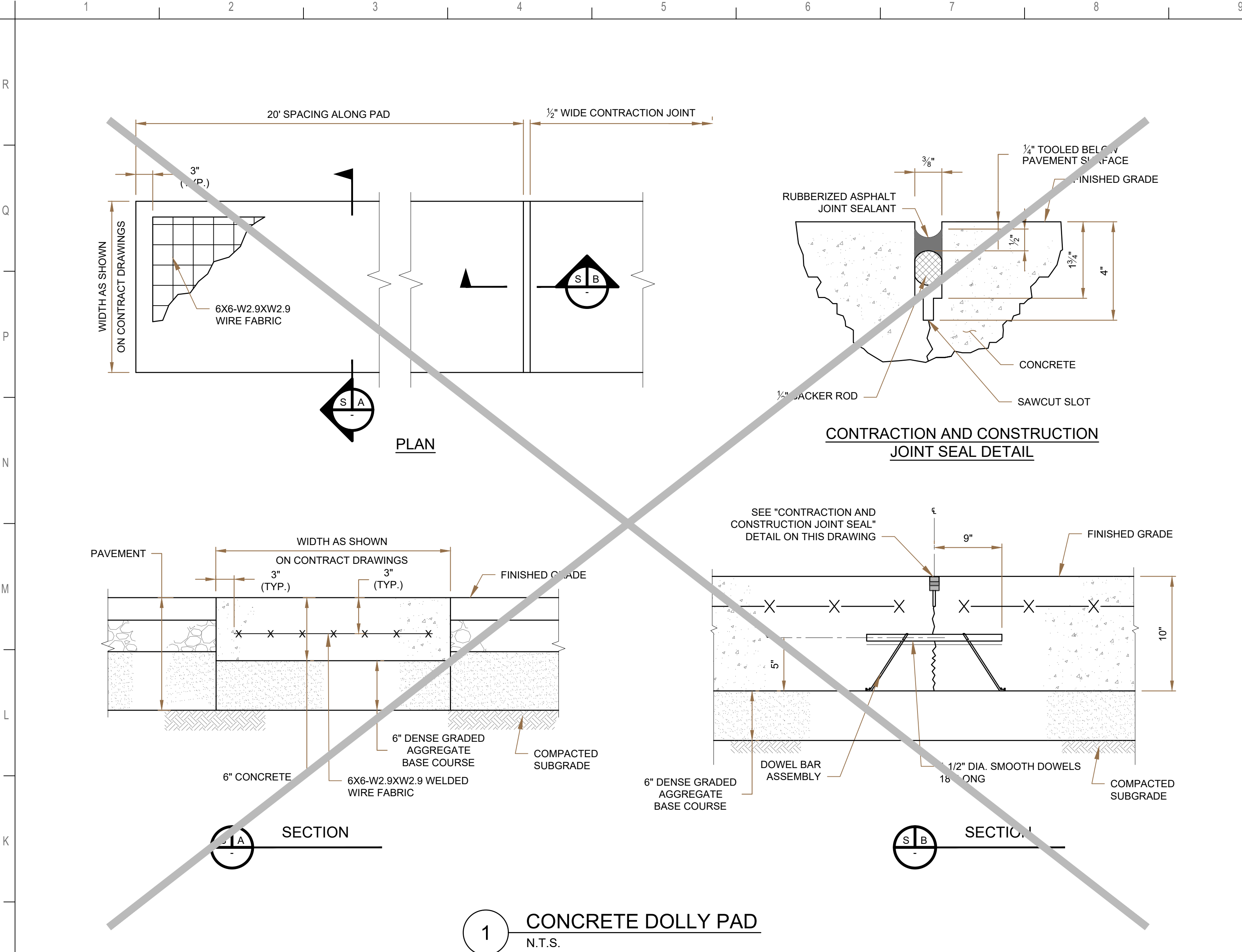
Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

SITE DETAILS

C901

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MARK	DESCRIPTION	DATE

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AT: STEWART INTERNATIONAL AIRPORT (SWF)

201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

SITE DETAILS

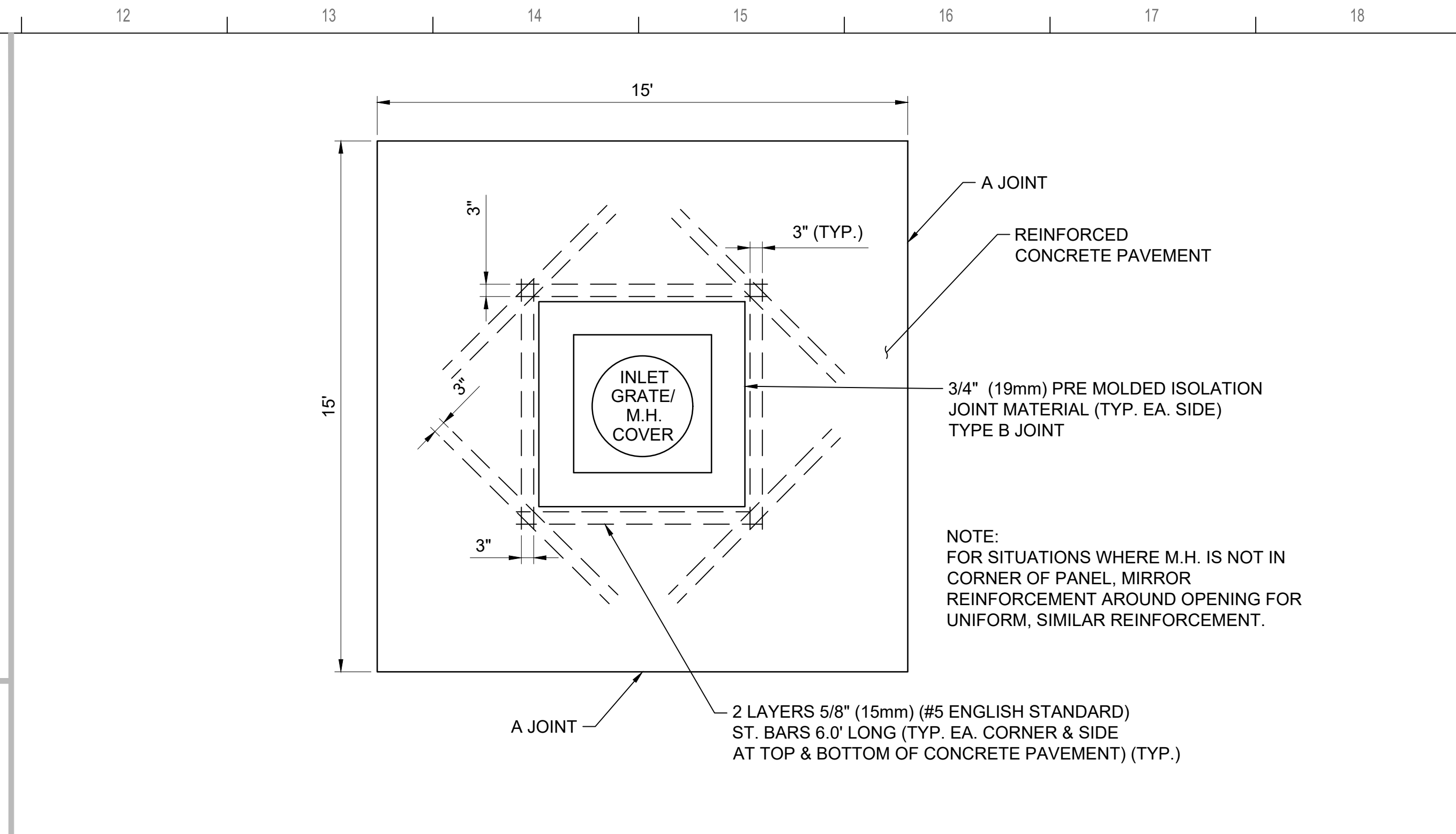
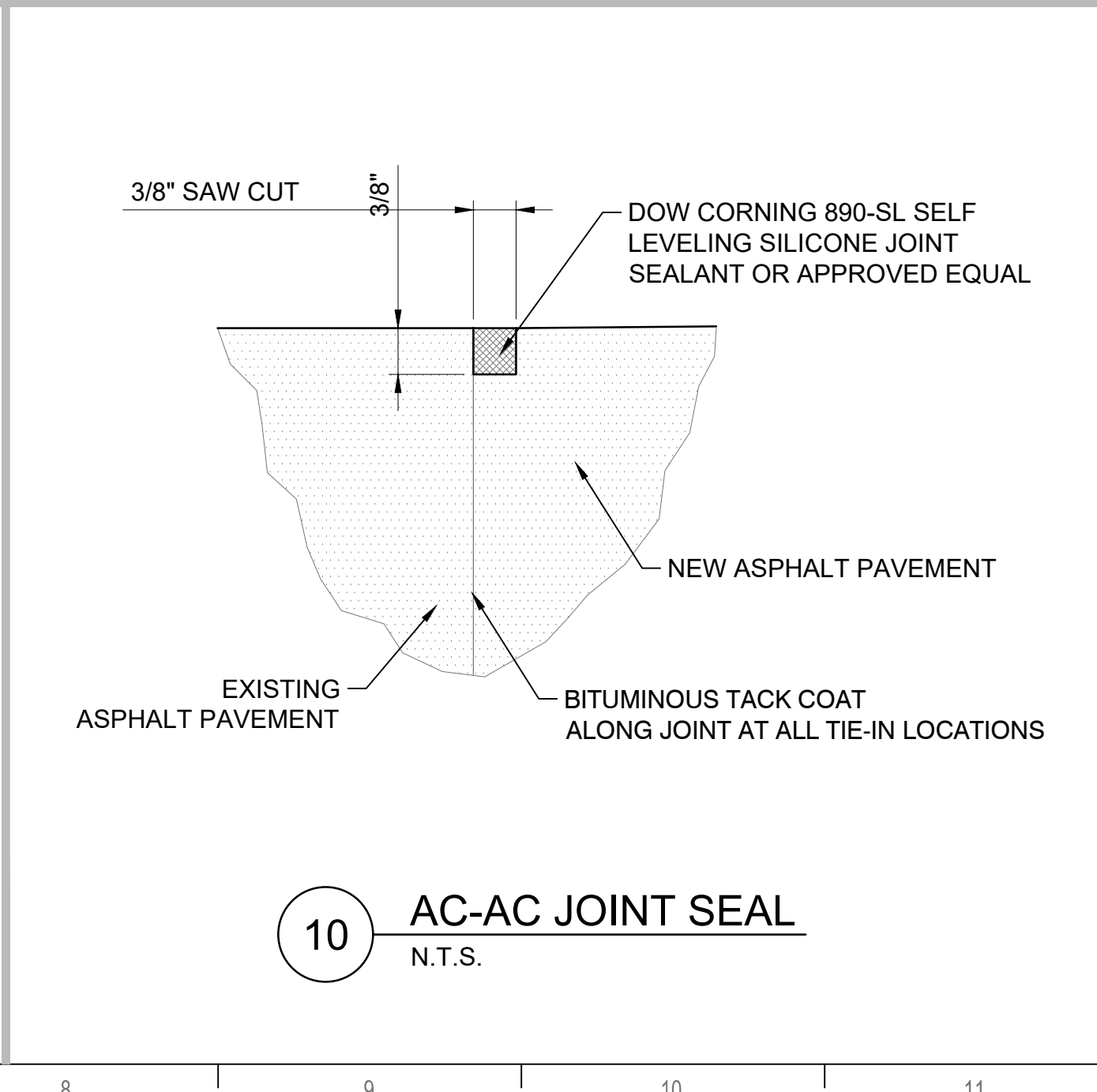
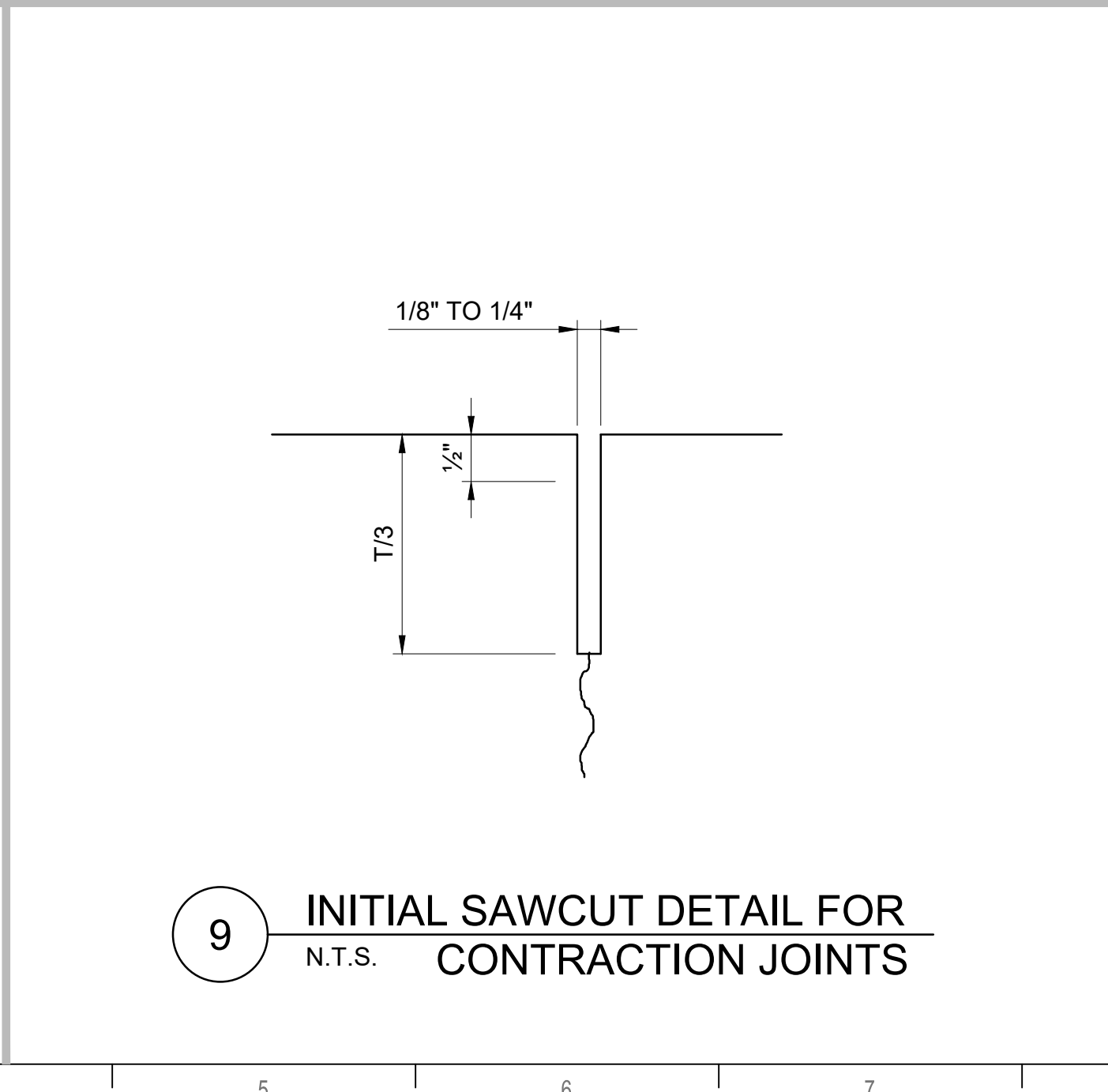
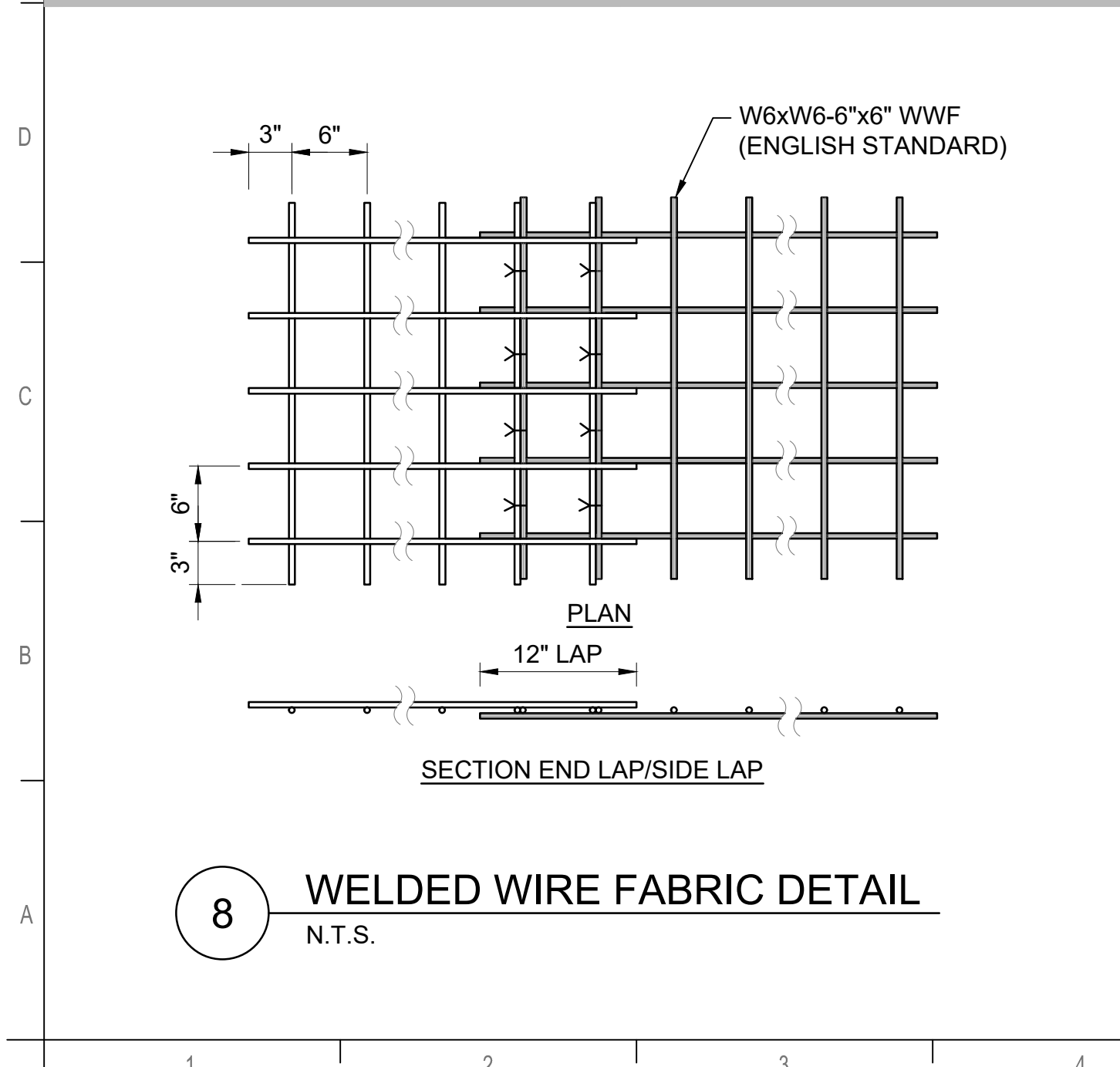
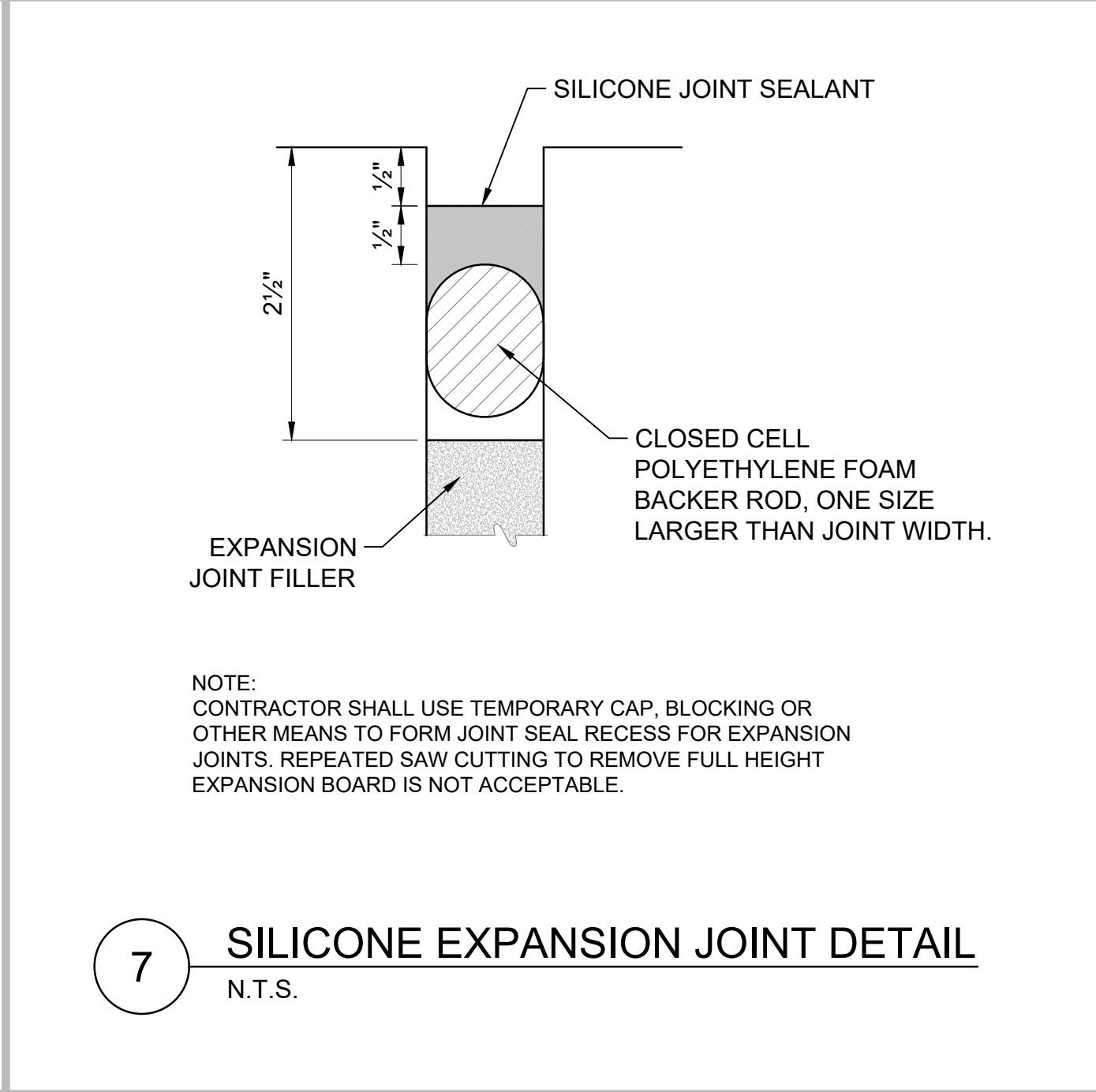
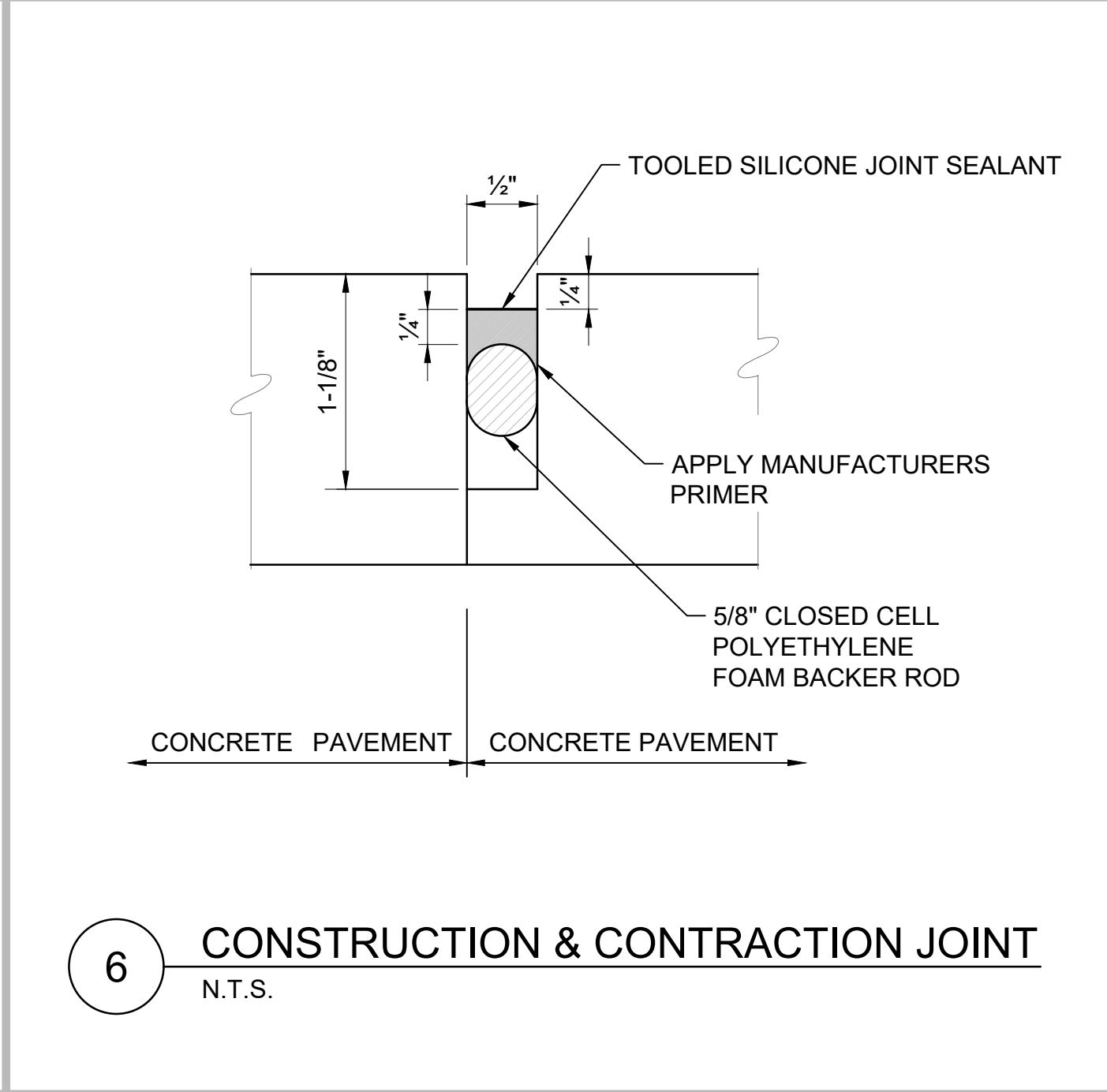
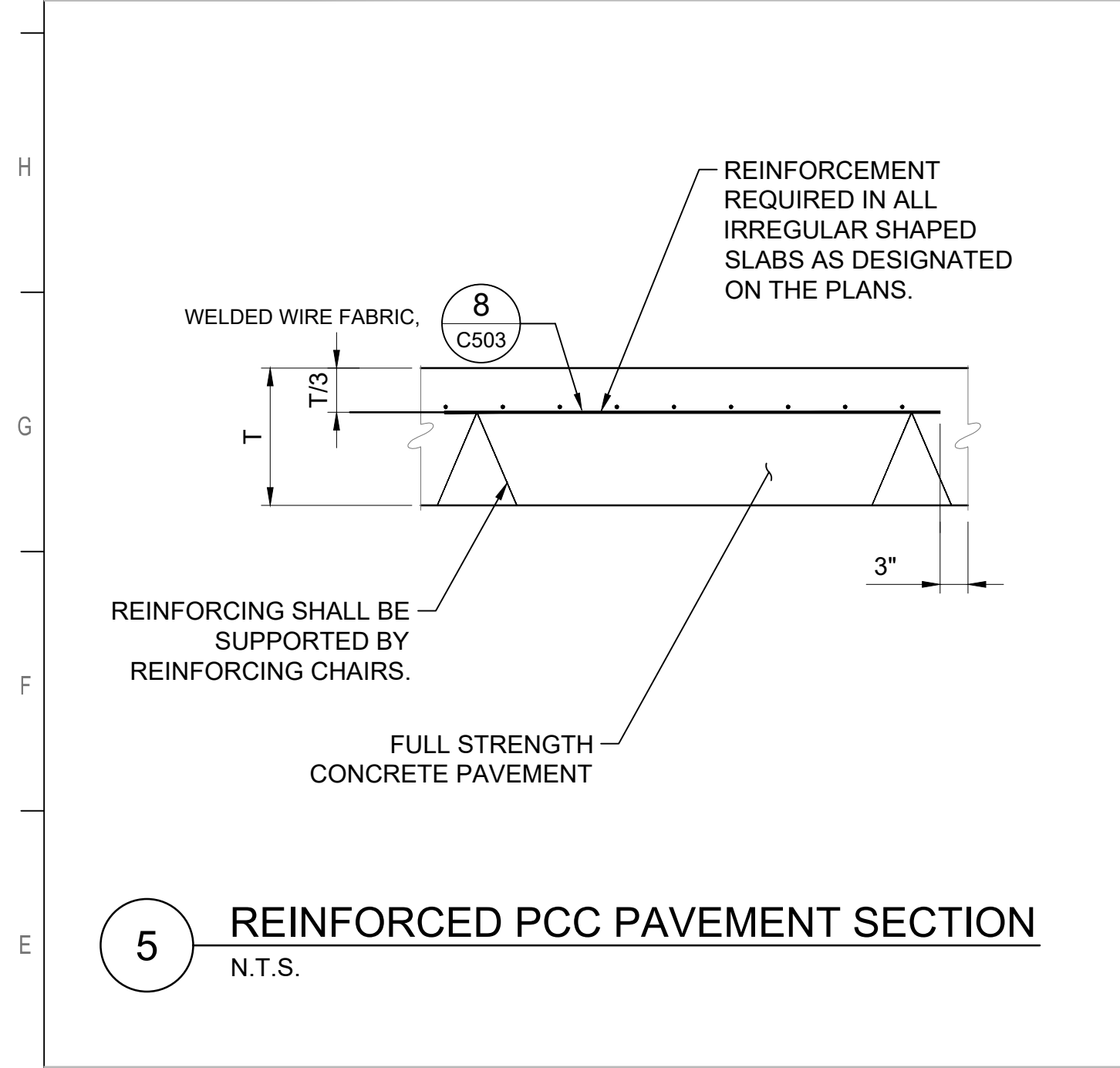
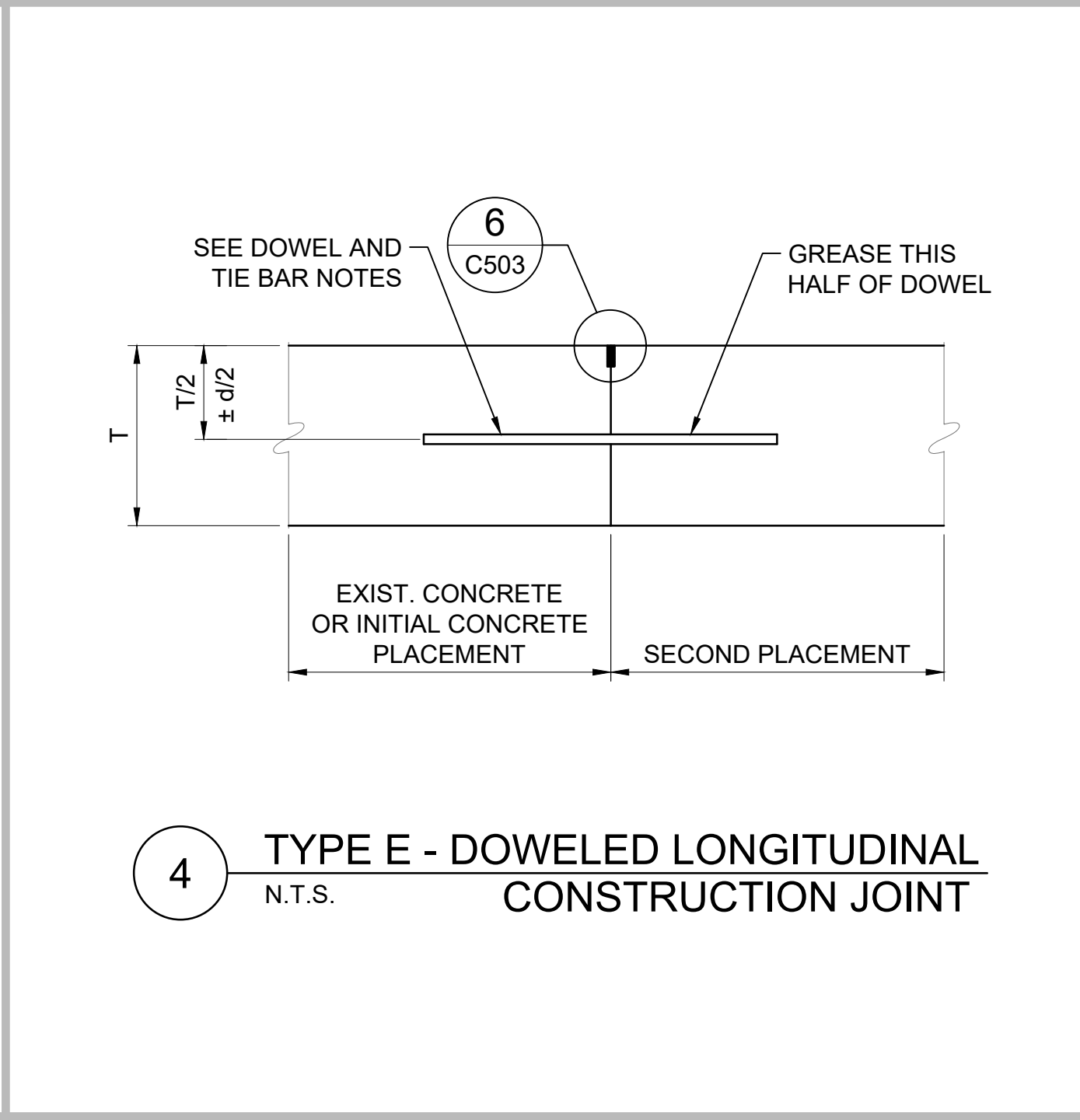
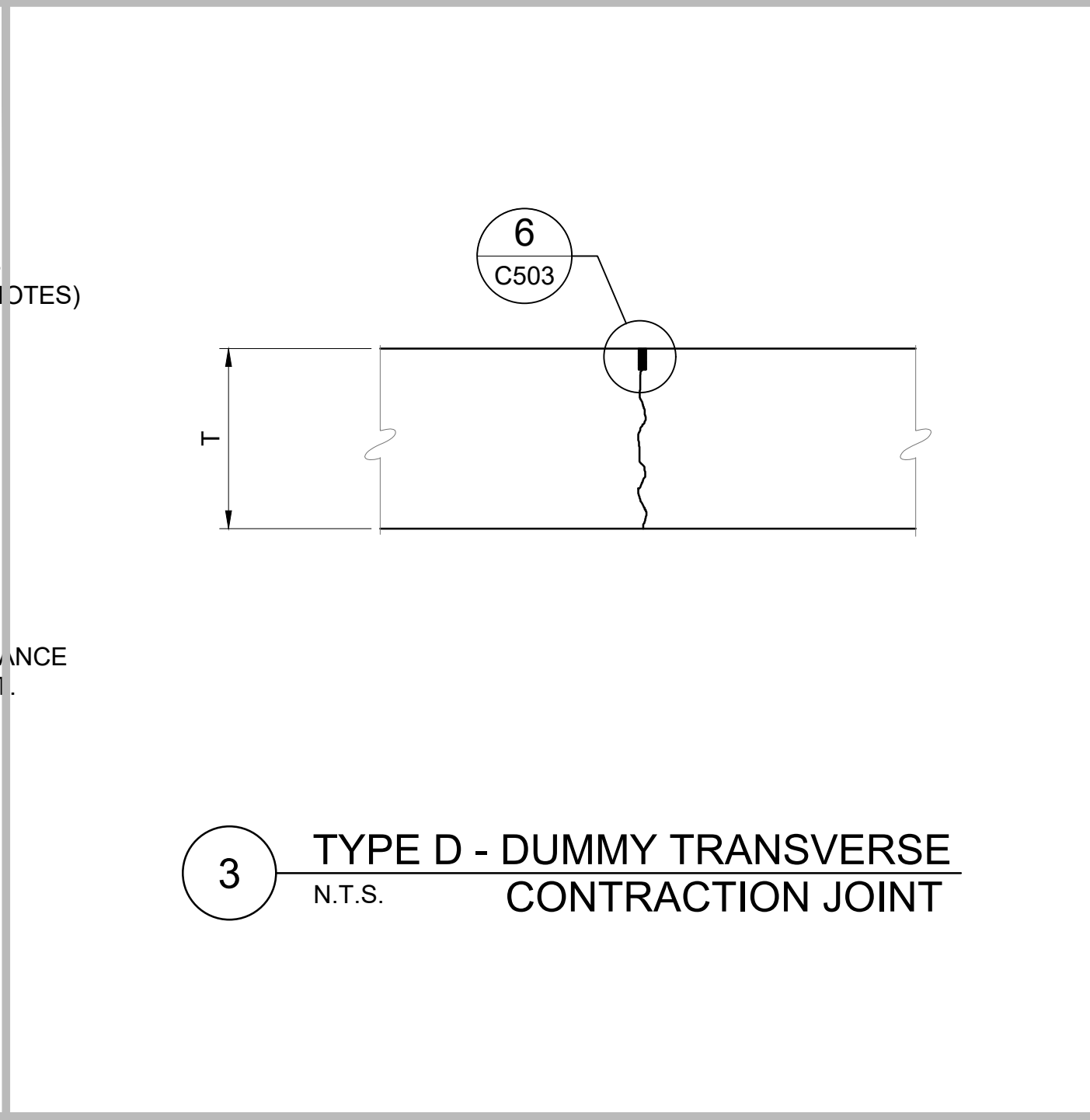
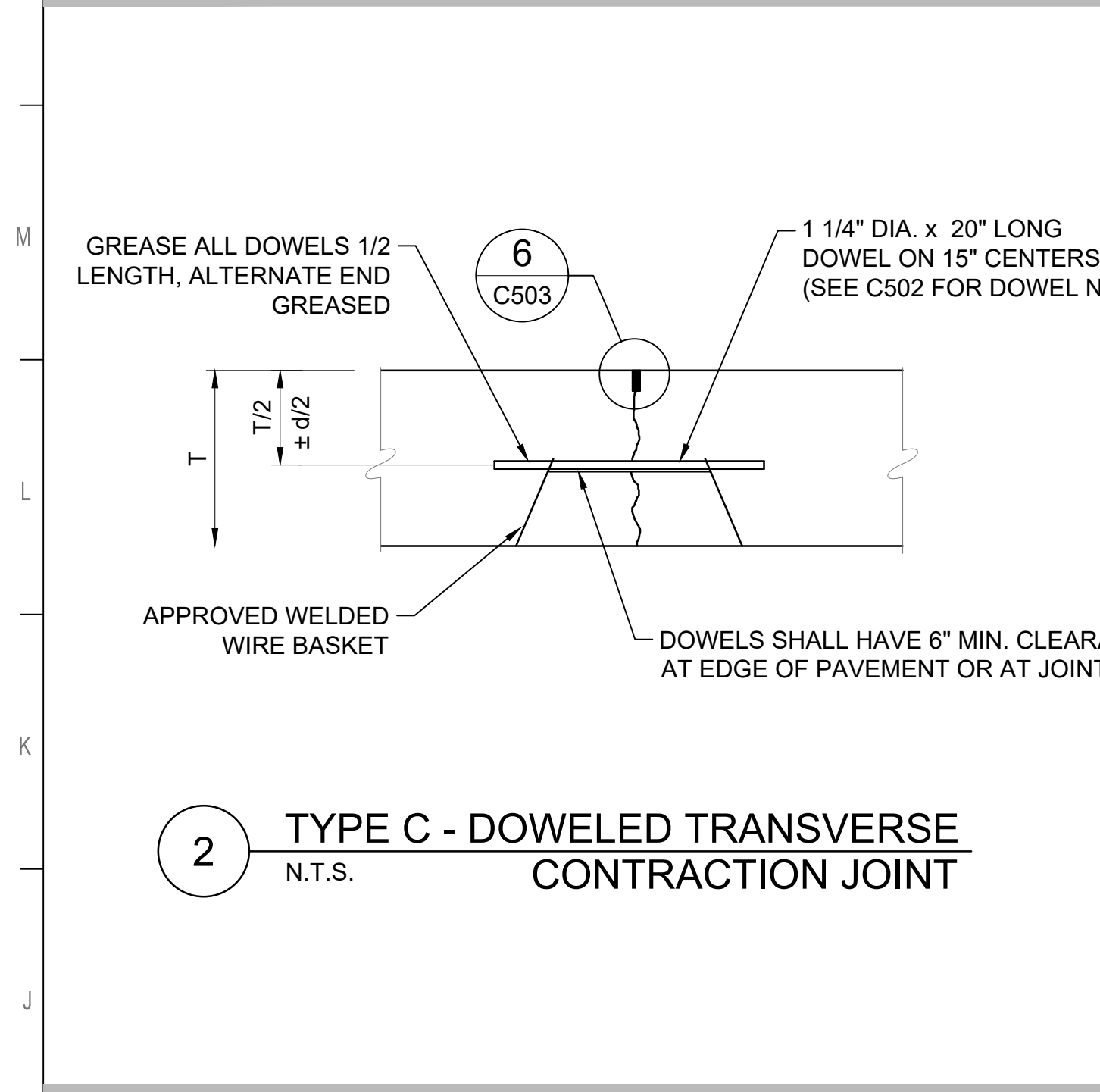
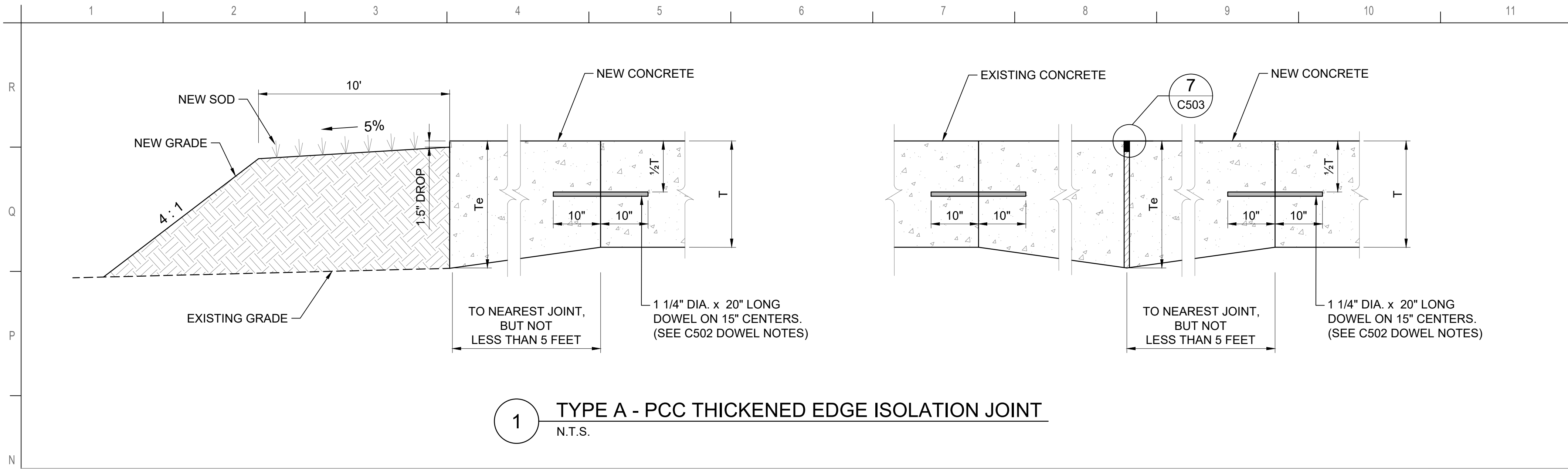
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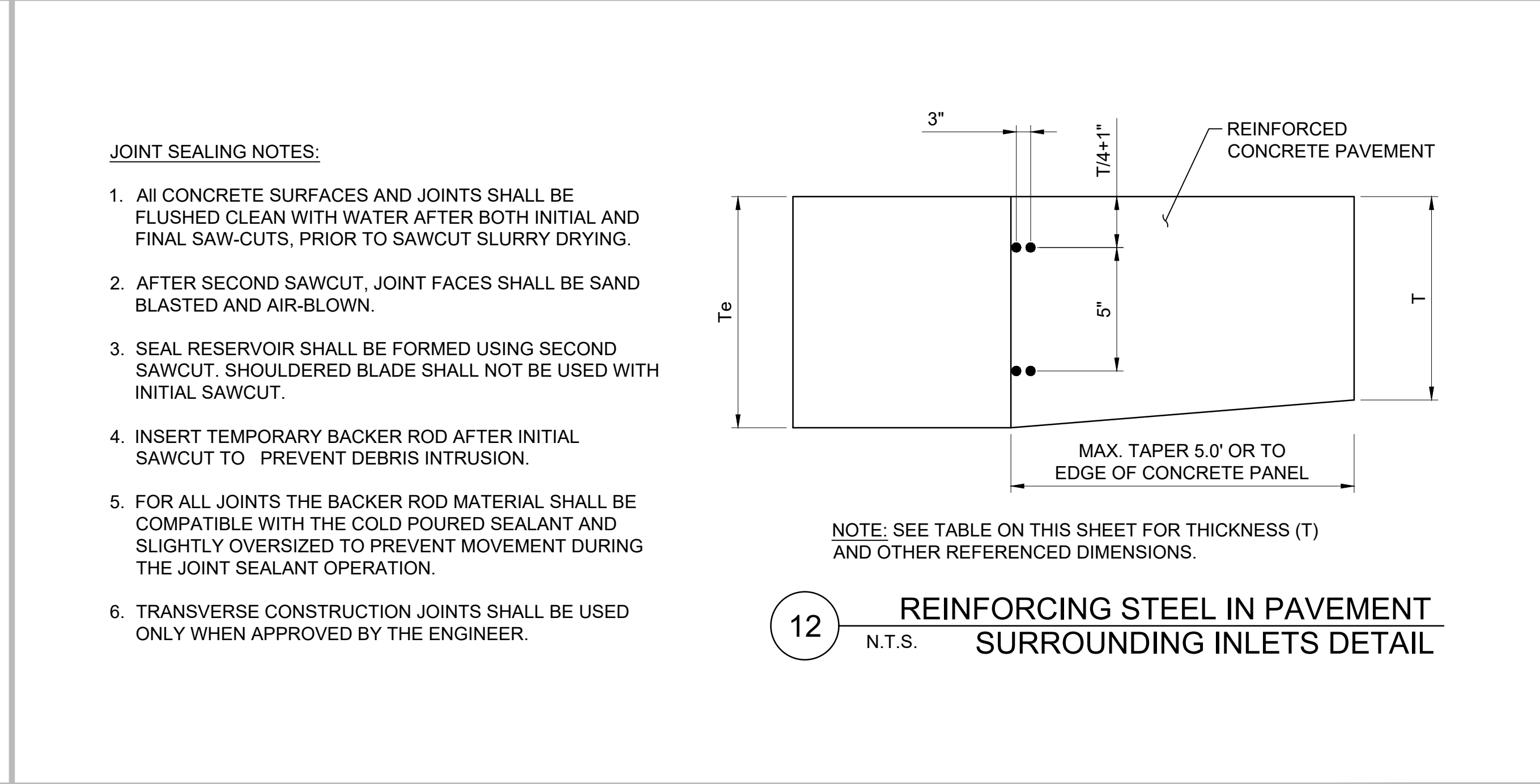
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- DOWEL AND TIE BAR NOTES:**
- DOWEL OR TIE BAR INSERTERS SHALL NOT BE USED.
 - DRILLING METHOD SHALL MAINTAIN DRILL HOLES PARALLEL TO CONCRETE SURFACE AND NORMAL TO JOINT LINE WITHIN 1/4" ± AT END OF DOWEL BAR. USE GANG DRILL WITH 3 OR MORE DRILLS. DRILL HOLE MAXIMUM DEVIATION SHALL NOT EXCEED 1" HORIZONTAL HOLE DIAMETER TO BE APPROXIMATELY 1/4" LARGER THAN DOWEL. MINIMUM THREE DAYS CURE TIME AND 300 PSI FLEXURAL STRENGTH REQUIRED FOR DRILLING NEW CONCRETE.
 - AFTER DRILLING IS COMPLETE, AND PRIOR TO INSTALLATION OF DOWELS, THOROUGHLY CLEAN HOLES BY FLUSHING. ALLOW TO DRY. AIR BLOW TO REMOVE DRILLING DUST, CONCRETE CHIPS, AND ANY MATERIAL DETRIMENTAL TO DEVELOPING BOND.
 - INSERT EPOXY INTO BACK OF DOWEL HOLE BY INJECTION NOZZLE WITH SUFFICIENT EPOXY PLACED SO SLIGHT AMOUNT FORCED OUT WHEN DOWEL INSERTED AND TAPPED TO CORRECT POSITION. DOWEL SHALL BE TURNED WHEN INSERTED AND EPOXY SHALL BE SOLID AROUND BARS WITH NO VOIDS. INSTALL PLASTIC DOWEL RINGS TO RETAIN EPOXY. SMALL WEDGES MAY BE USED TO SUPPORT DOWEL IN CORRECT ALIGNMENT UNTIL EPOXY HARDENS. SUBMIT PROPOSED EPOXY INFORMATION FOR APPROVAL PRIOR TO STARTING WORK.
 - "T" = THICKNESS OF NEW CONCRETE PAVEMENT
 - "d" = DOWEL OR TIE-BAR DIAMETER



MATERIAL SCHEDULE			
ITEM	SIZE	STANDARD	REMARKS
DOWELS/ DEFORMED BARS	1 1/4 INCH DIA x 20 INCHES LONG @ 15 INCHES O.C.	ASTM A 615 GRADE 40 OR 60	EPOXY COATED, INCLUDING ENDS, AASHTO M254
REINFORCED SLABS	6x6 W5.5 & W5.5 WELDED WIRE FABRIC	ASTM A 185	MESH SHALL BE SUPPLIED IN FLAT SHEETS ONLY. USE 6 INCH GRID OVERLAP
EXPANSION BOARD	1 INCH WIDTH x DEPTH REQUIRED	ASTM D 1751	USE REMOVABLE CAP FOR JOINT SEAL
DOWEL EPOXY	AS REQUIRED	ASTM C 881, TYPE IV, GRADE 3	CLASS C FOR INSTALLATION ABOVE 60 F CLASS B FOR INSTALLATION 40 F TO 60 F CLASS A FOR INSTALLATION BELOW 40 F
SILICONE SEALANT	SEE DETAILS	ASTM D 5893	TOOLED

TYPE	T	T/2	T/3	T/4	Te	T/4 + 1"
APRON PCC PAVEMENT	15"	7.5"	5.0"	3.75"	18.75"	4.75"

HDg

Architecture

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STATE OF NEW YORK

SEAL

GRAHAM MICHAEL PETERO

19987

LICENSED PROFESSIONAL ENGINEER

REVISIONS		
MARK	DESCRIPTION	DATE
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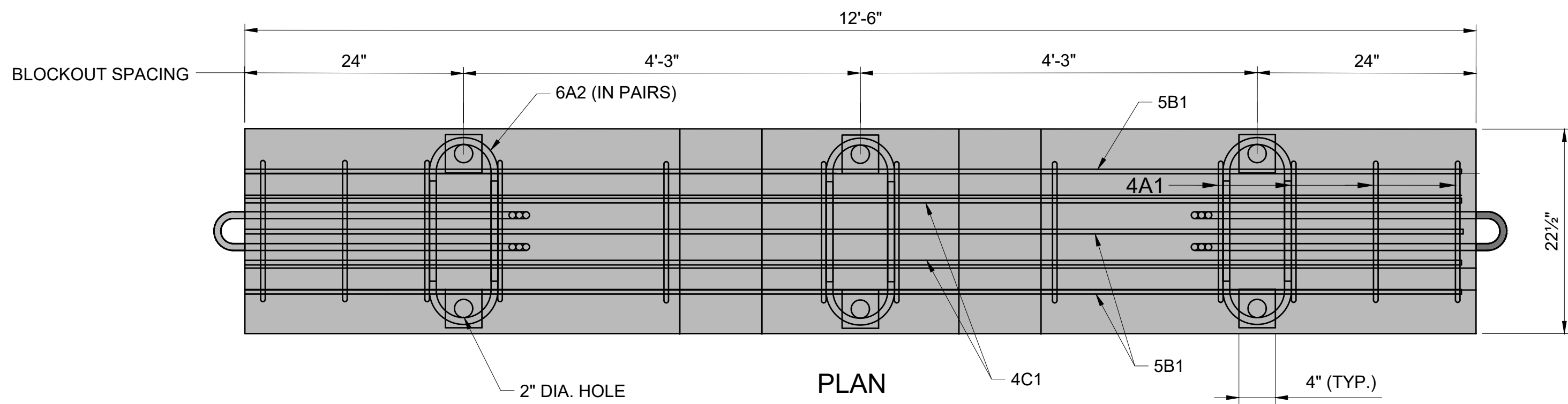
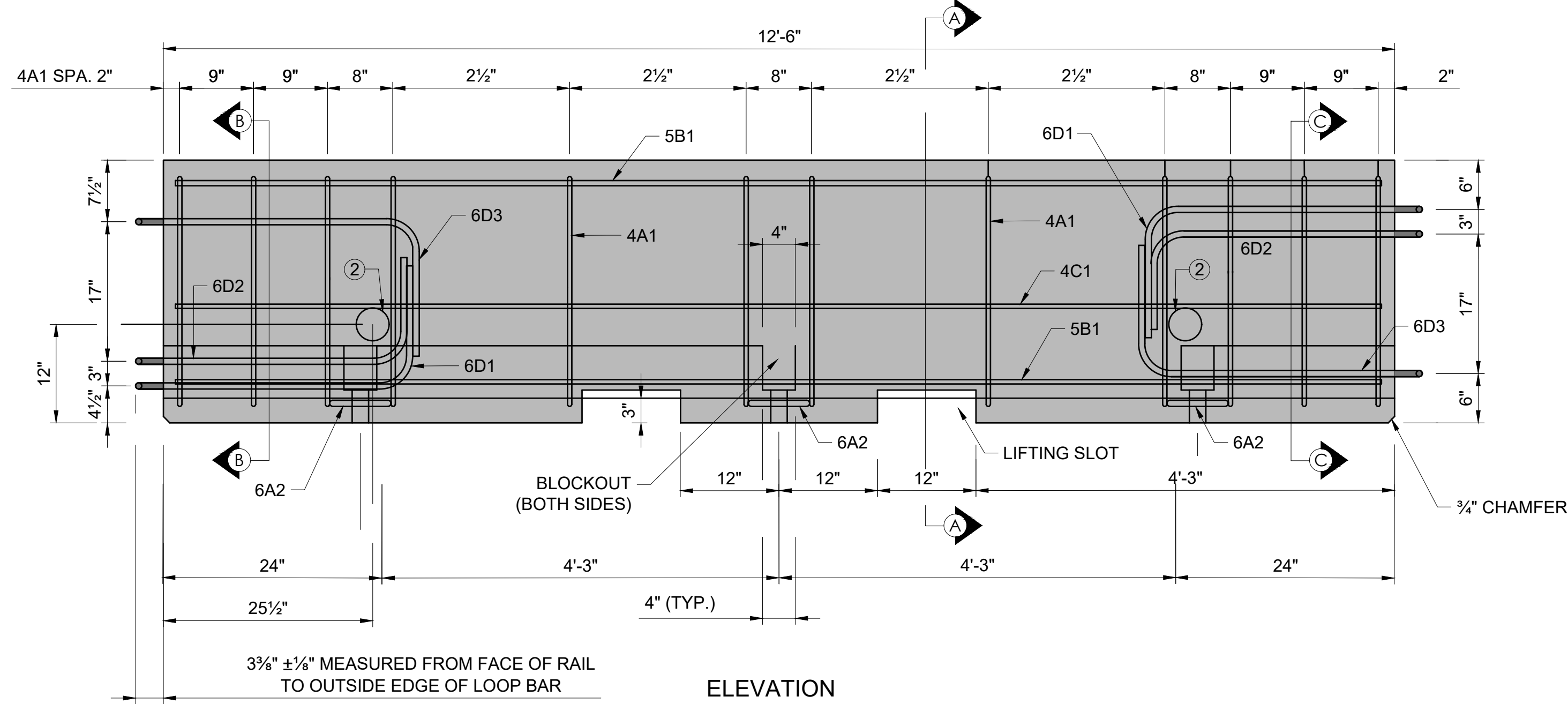
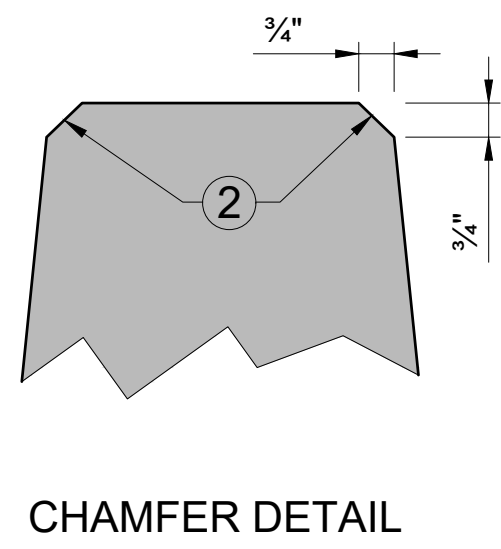
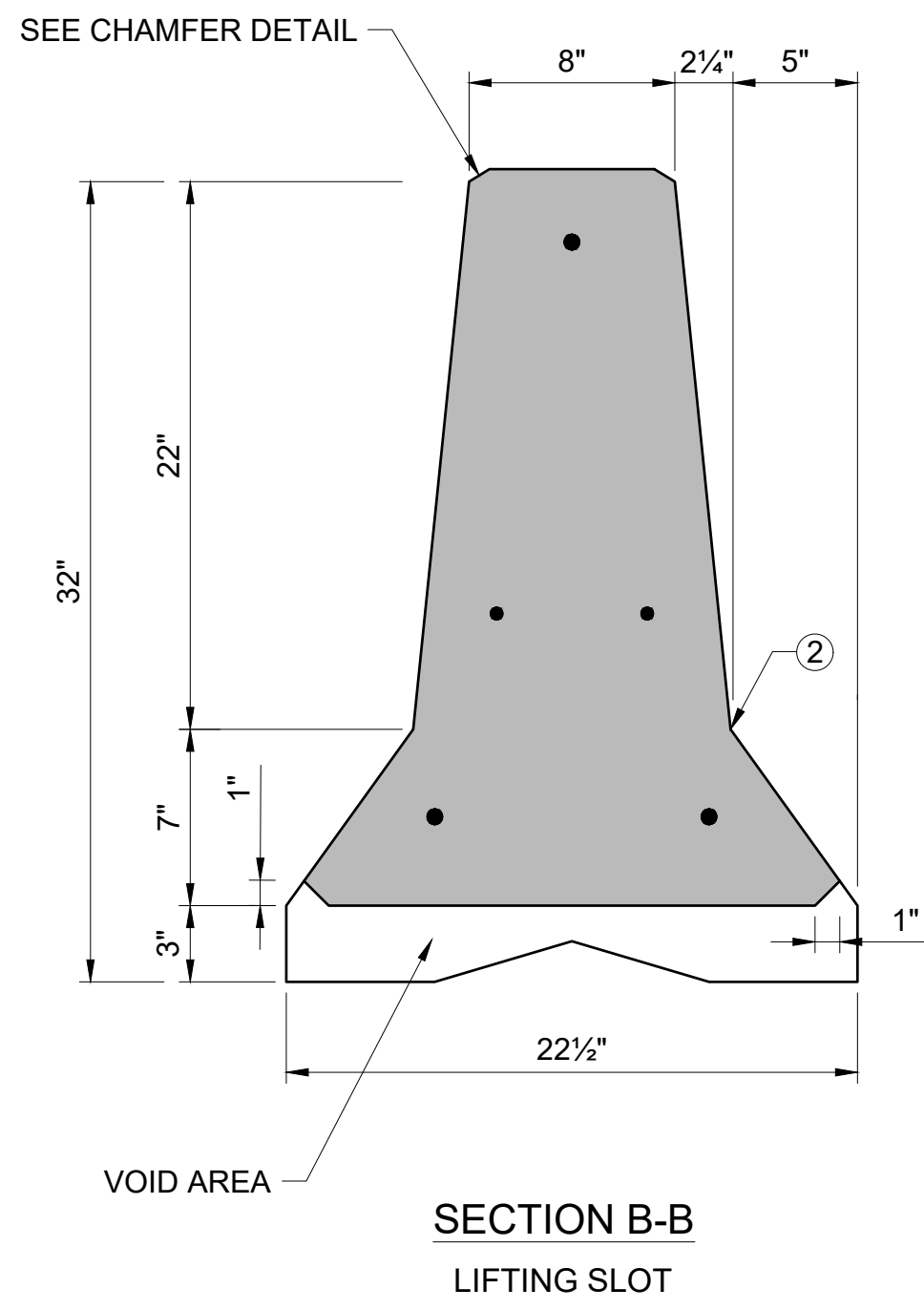
CONCRETE JOINTING
DETAILS

C903

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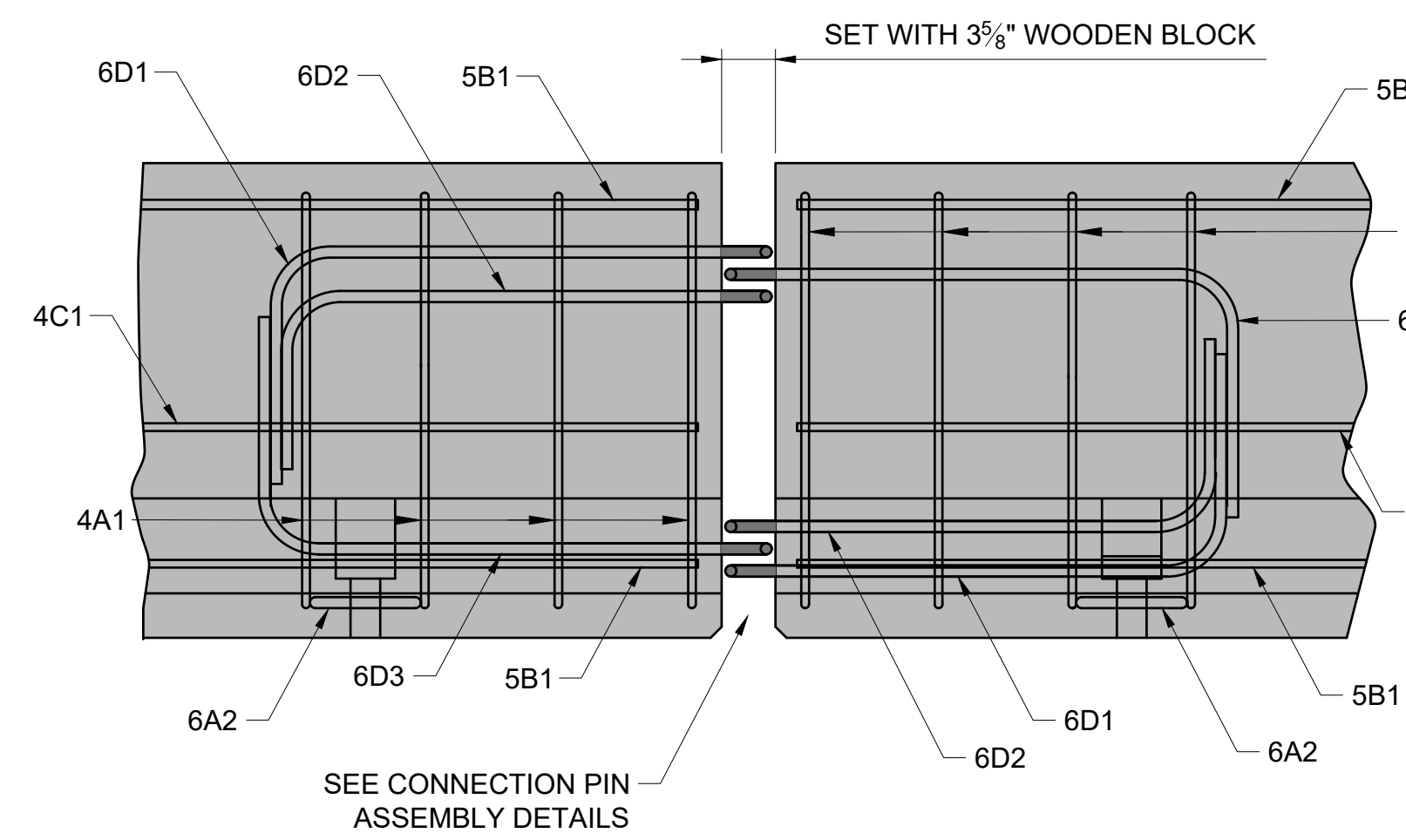
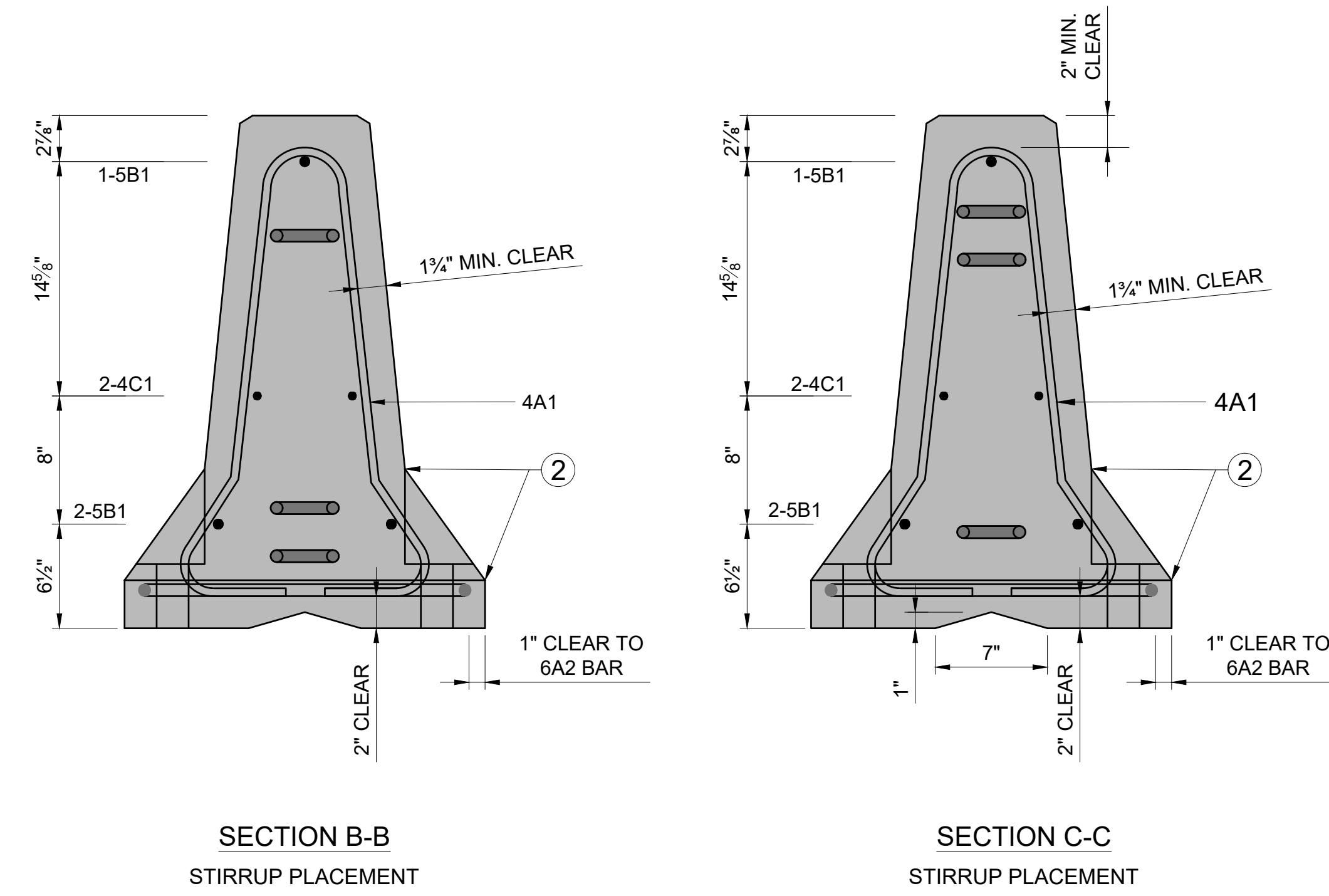
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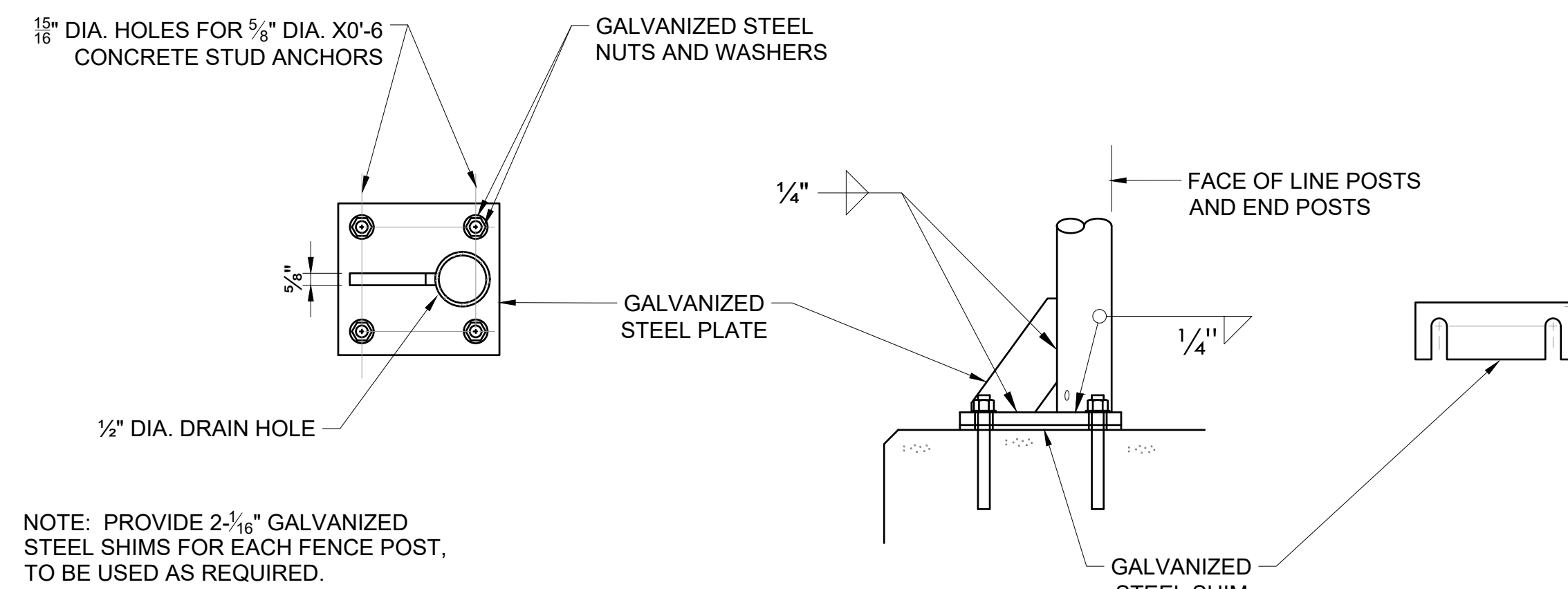
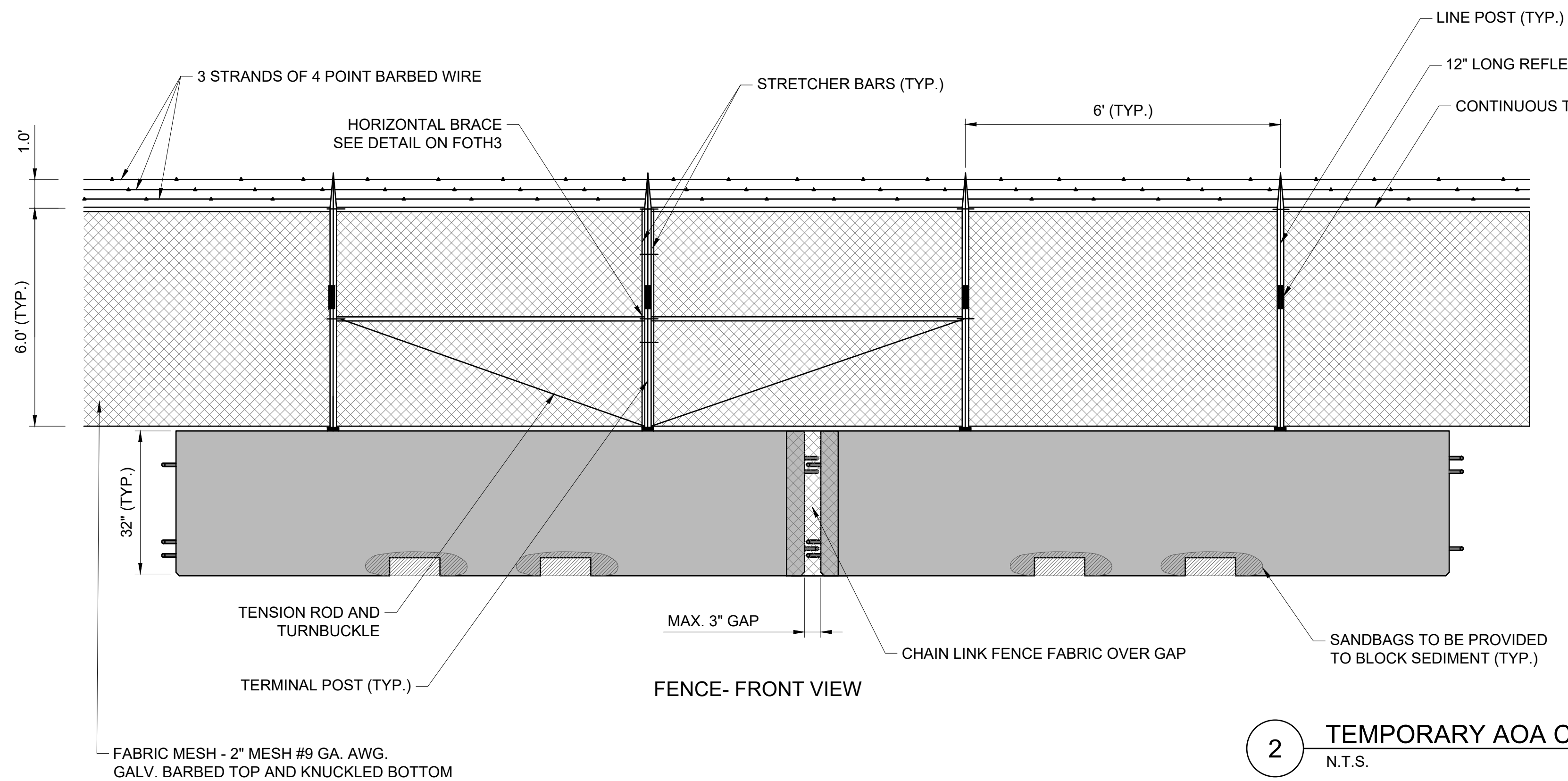
- FOR LOOP BARS 6D1, 6D2, AND 6D3, USE 3/8" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES, AND PASSING A 180 DEGREE BEND TEST USING A 3/8" PIN BEND DIAMETER. INSTALL LOOPS WITHIN 8" OF THE PLAN DIMENSIONS.
- USE GRADE 60, ASTM A615 FOR ALL OTHER REINFORCEMENTS. DO NOT LIFT OR MOVE USING LOOP BARS 6D1, 6D2 OR 6D3.
- UNLESS STATED OTHERWISE IN THE PLANS, THE BARRIER RAIL SECTIONS SHALL BE THE PROPERTY OF THE CONTRACTOR. REMOVE FROM THE SITE UPON COMPLETION OF WORK.
- ① ESTIMATED QUANTITY OF CONCRETE FOR ONE TAPER SECTION IS 0.6 CUBIC YARDS.
- ② LIFTING HOLE. 4 INCH DIAMETER PVC PIPE. 1 INCH RADIUS ALLOWED.

1 TEMPORARY BARRIER RAIL

N.T.S.



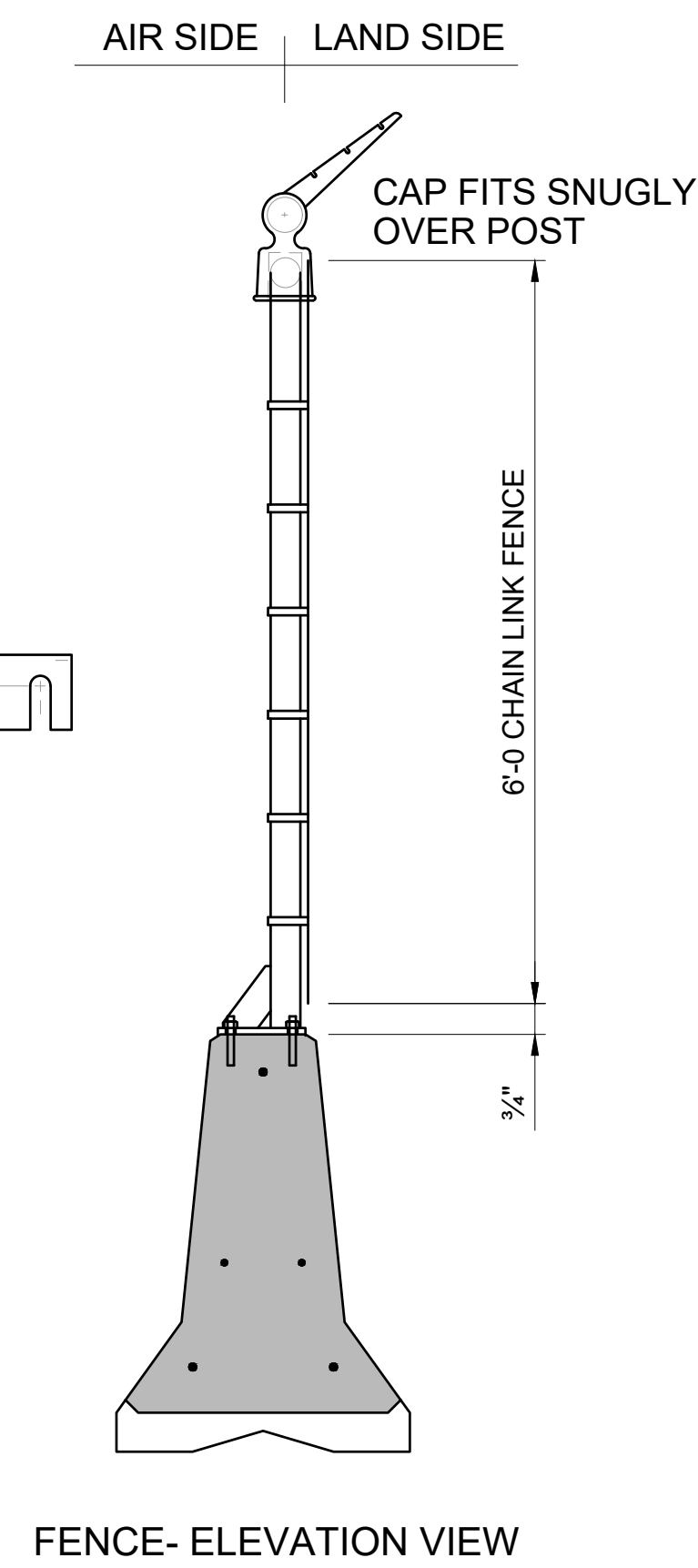
NOTE:
THE TEMPORARY AOA FENCE IS REQUIRED AT ALL TIMES
WHEN AN EXISTING AOA GATE OR FENCE IS REMOVED.



2 TEMPORARY AOA CHAIN LINK FENCE ON BARRIER RAIL

N.T.S.

NOTE: FABRIC MUST BE CONNECTED (CLIPPED OR OTHERWISE SECURED) TO TOP OF BARRIER WALL.



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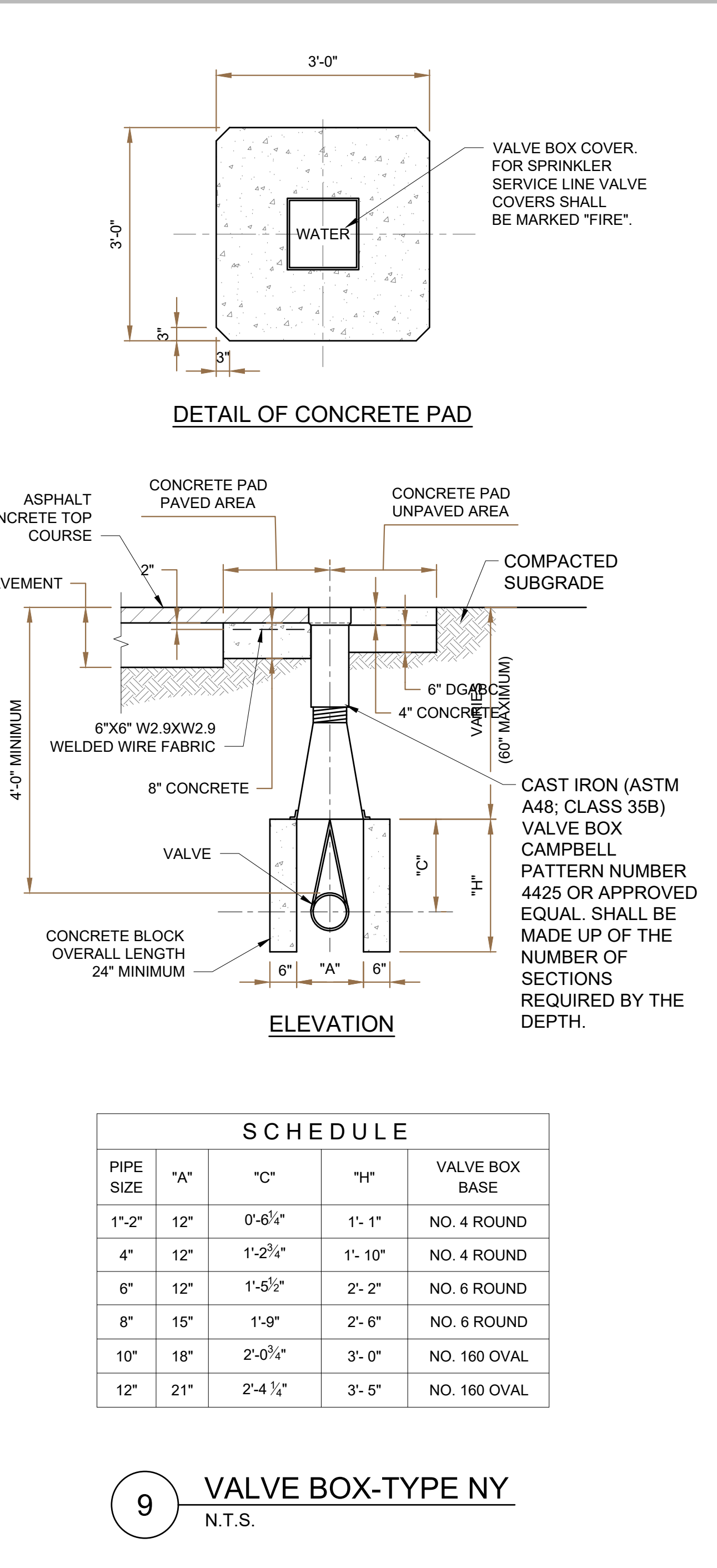
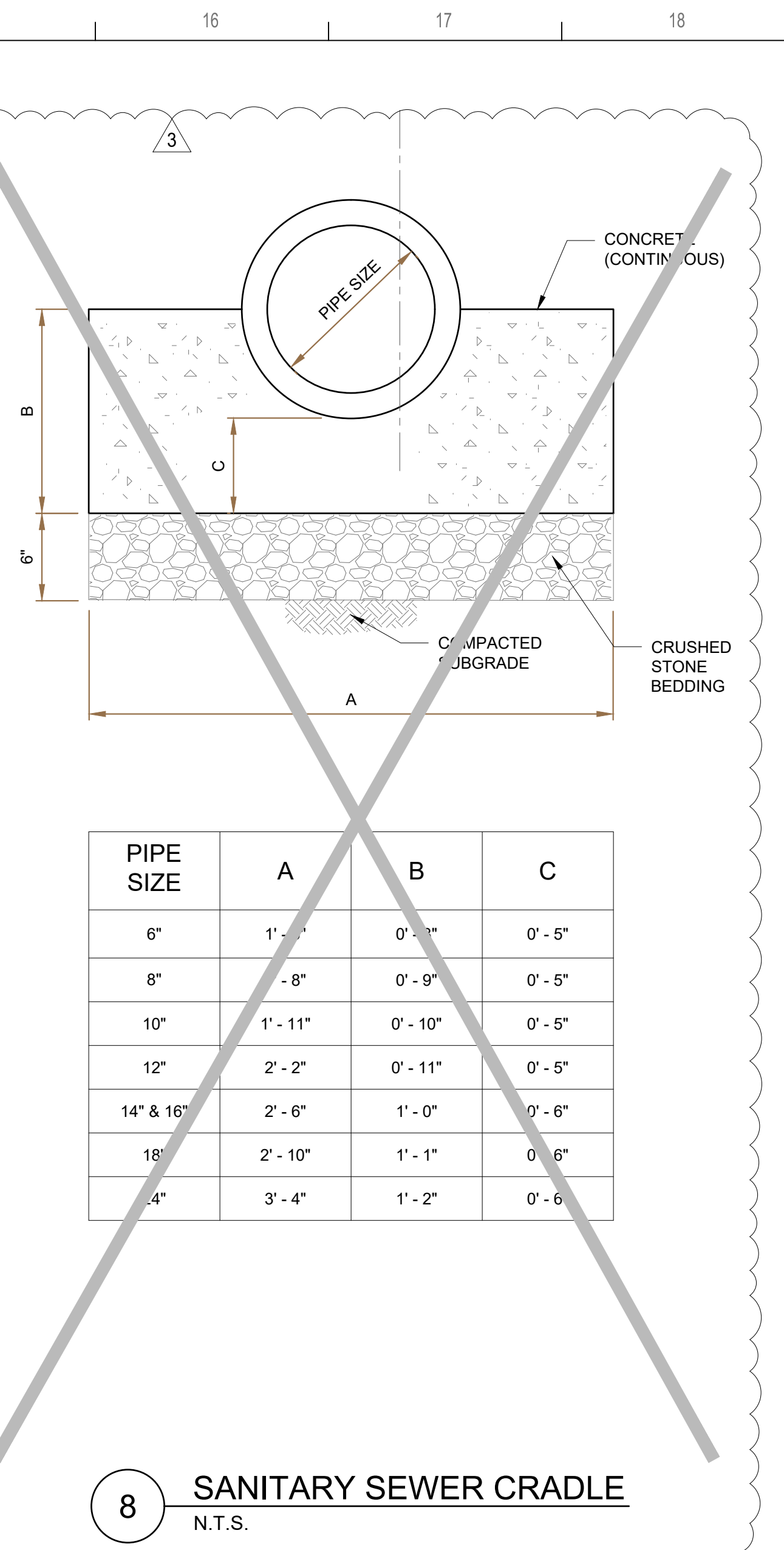
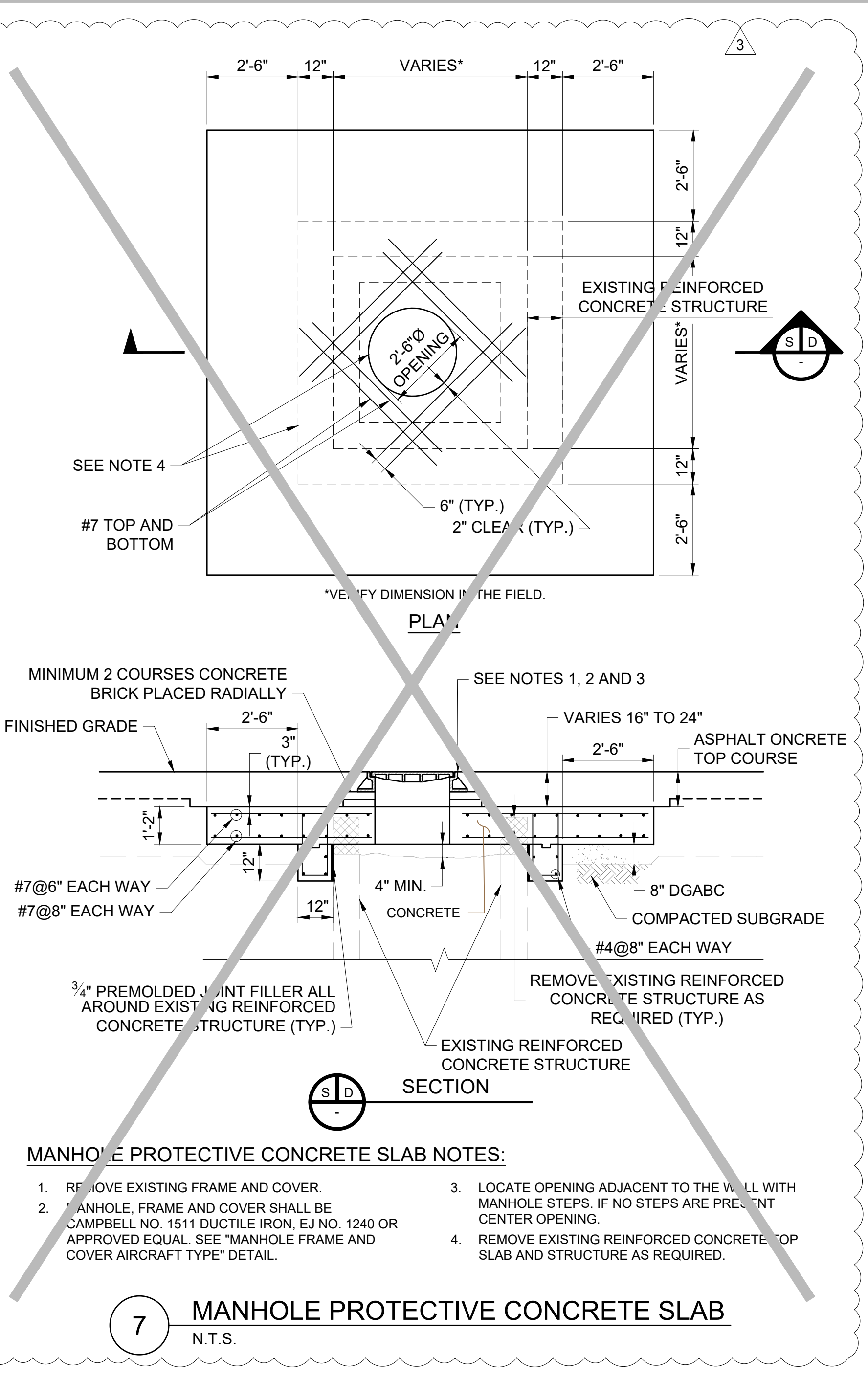
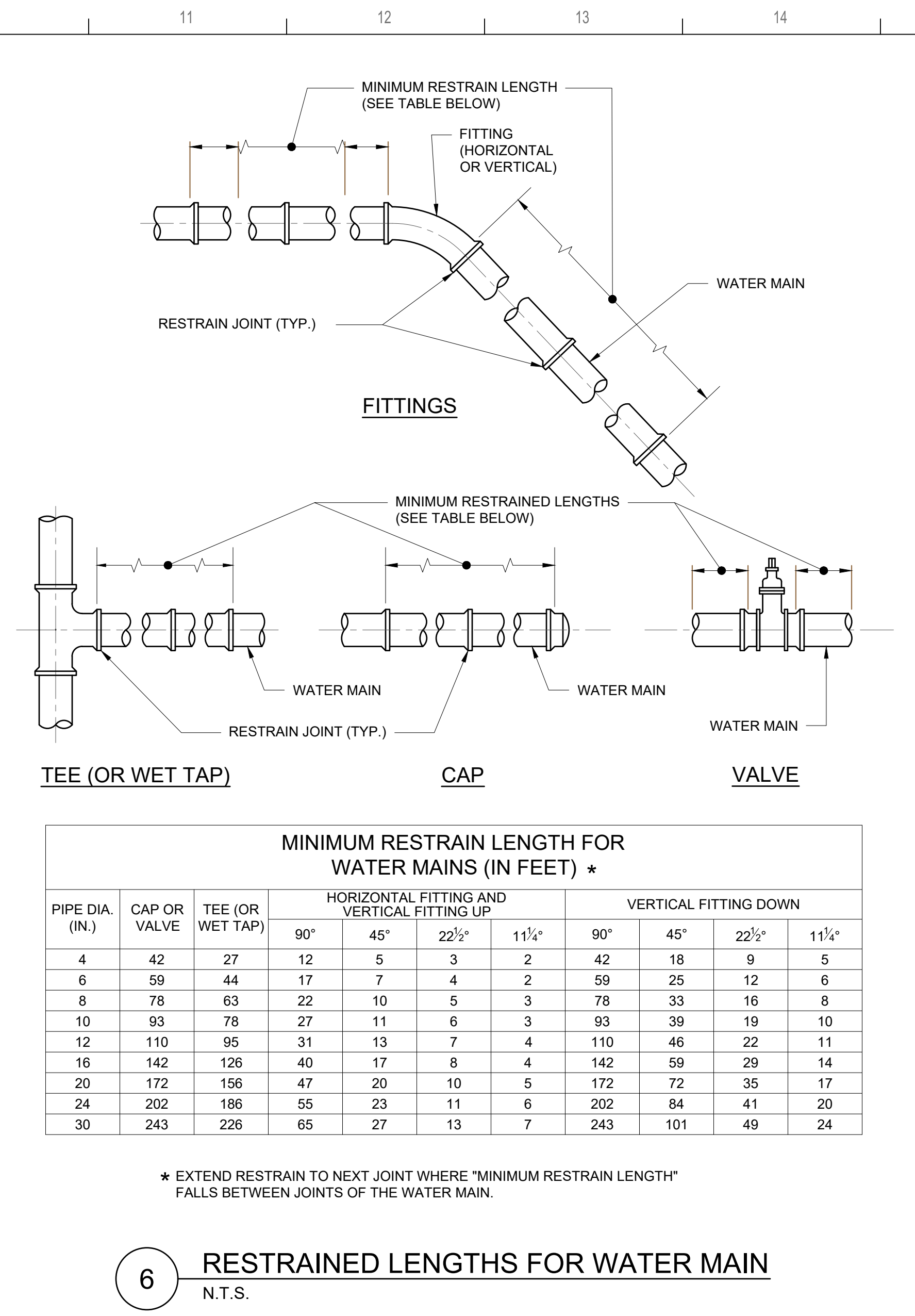
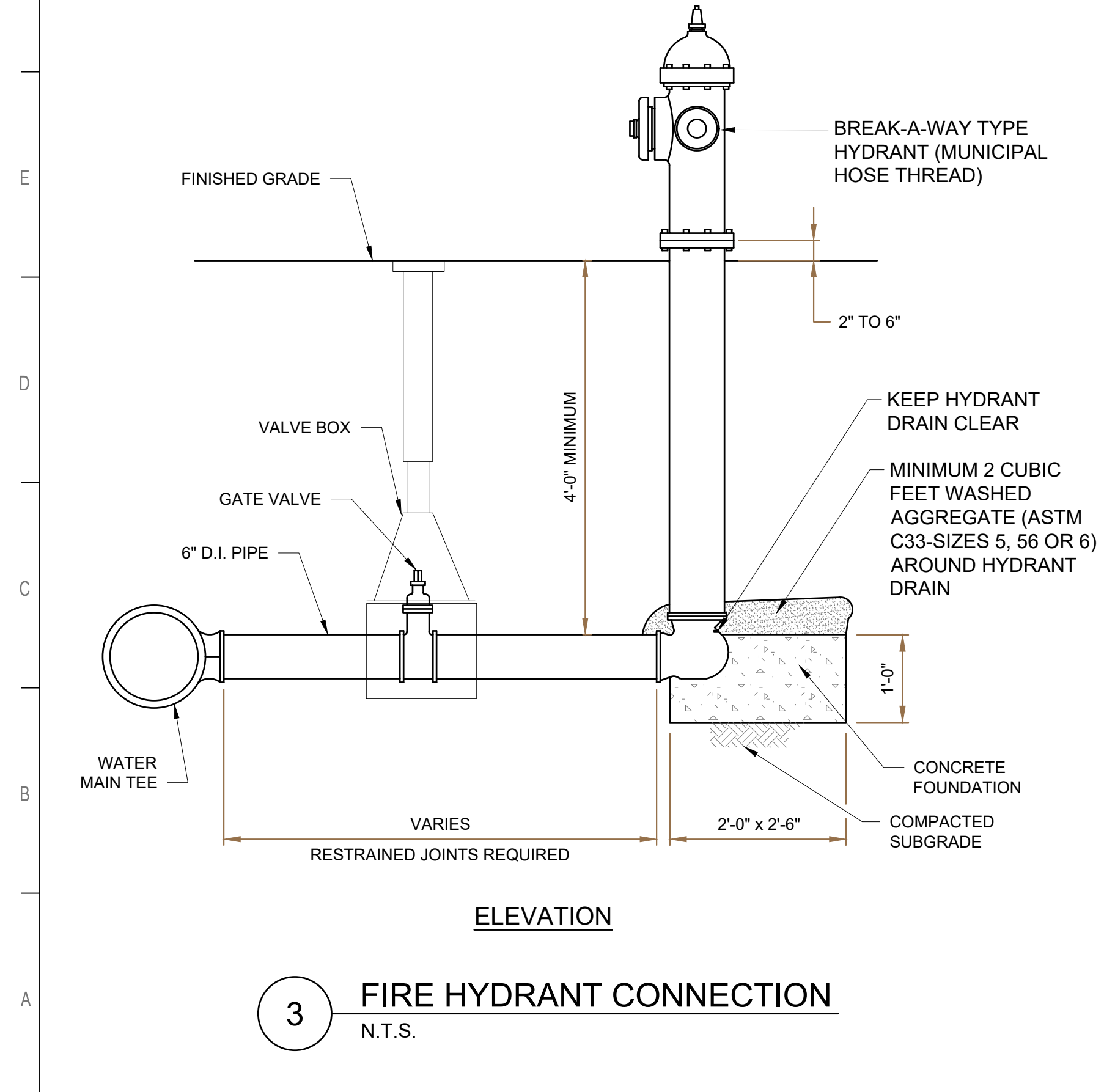
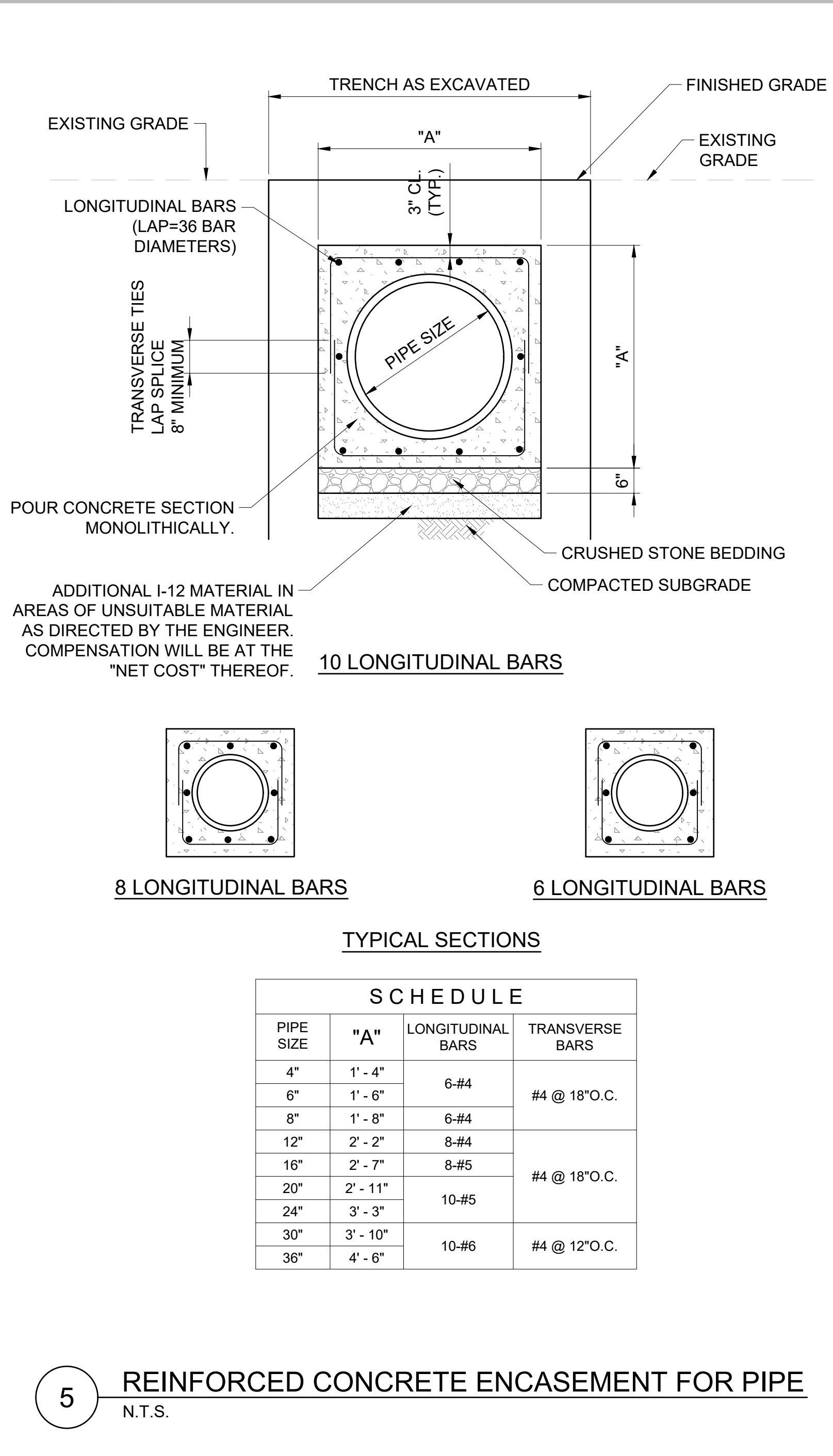
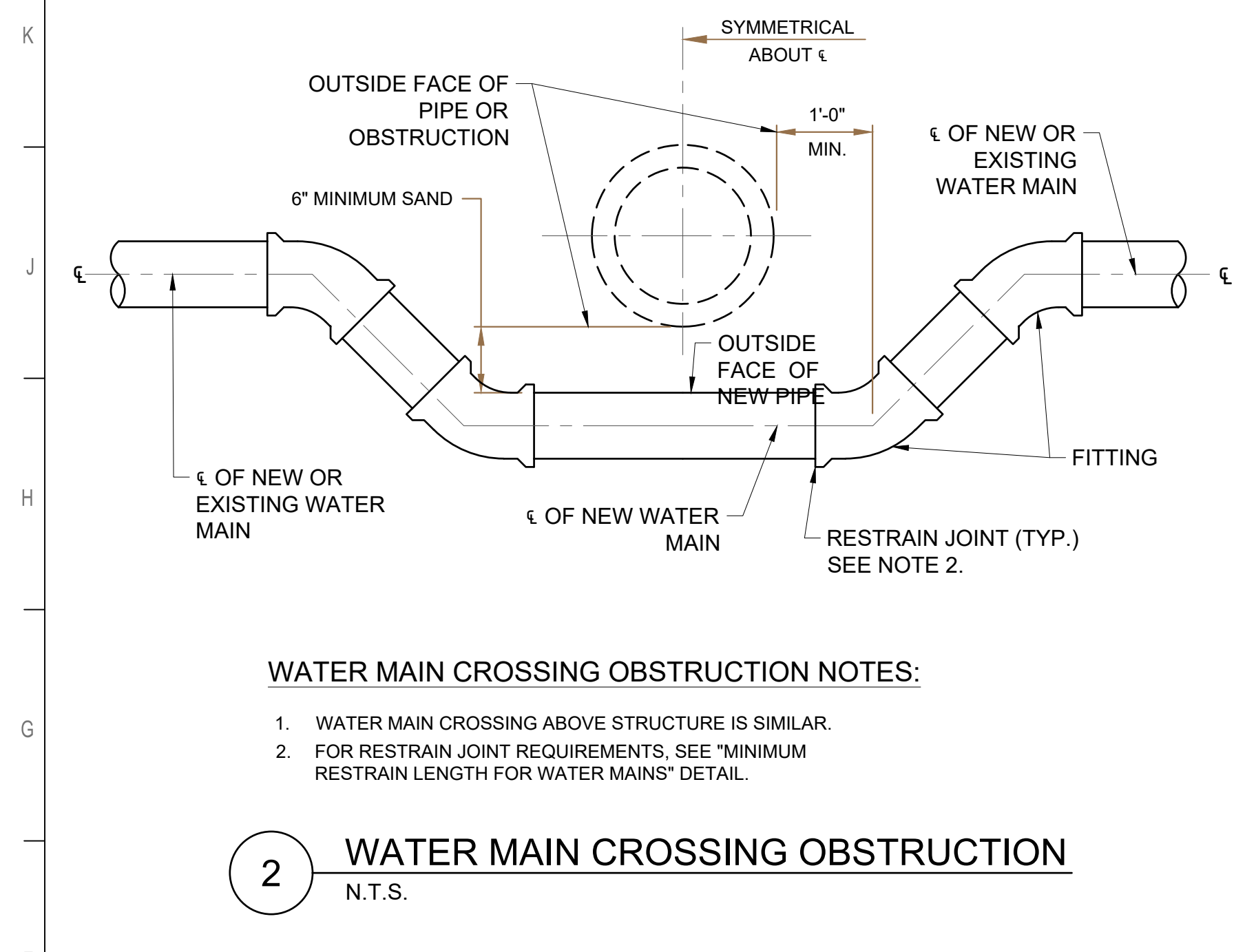
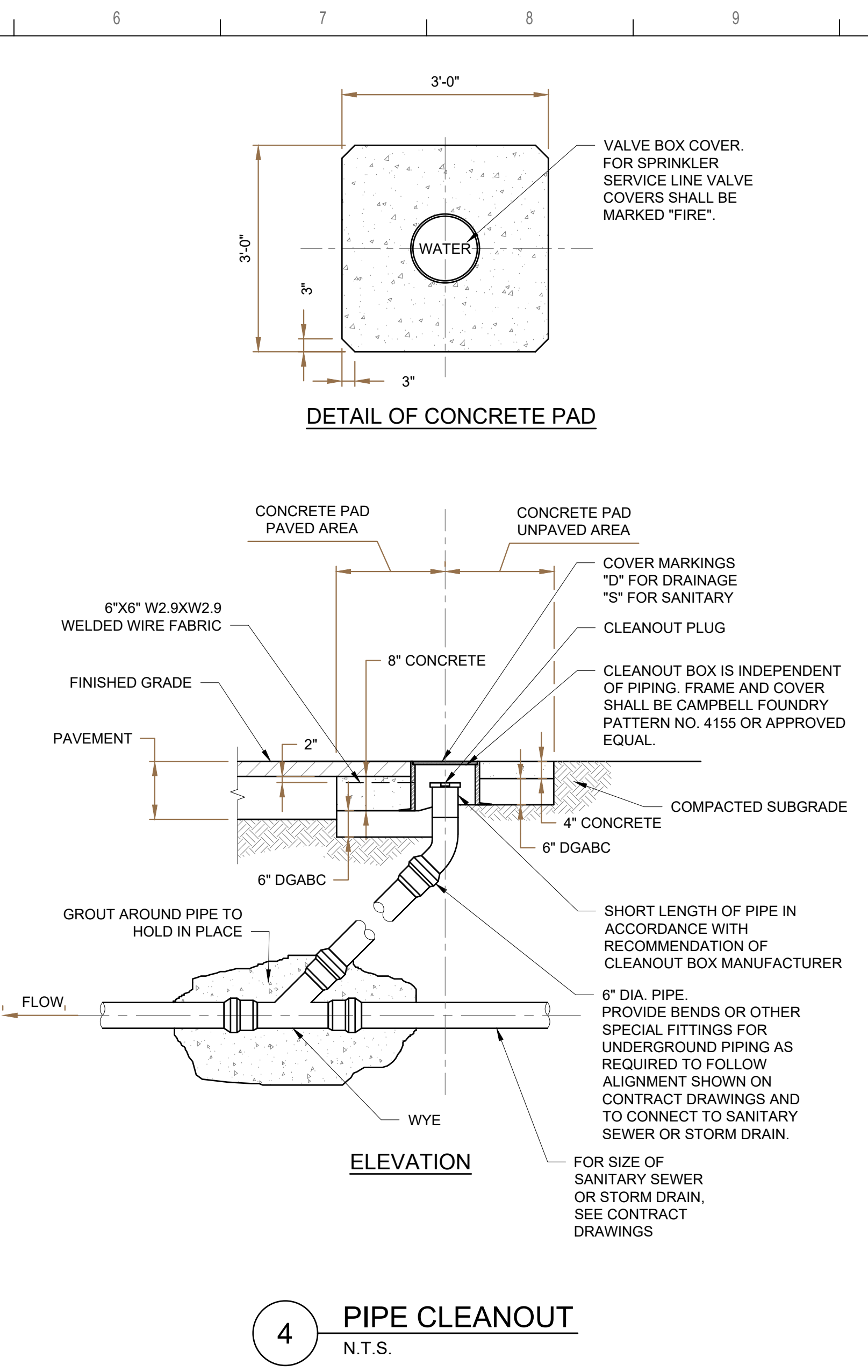
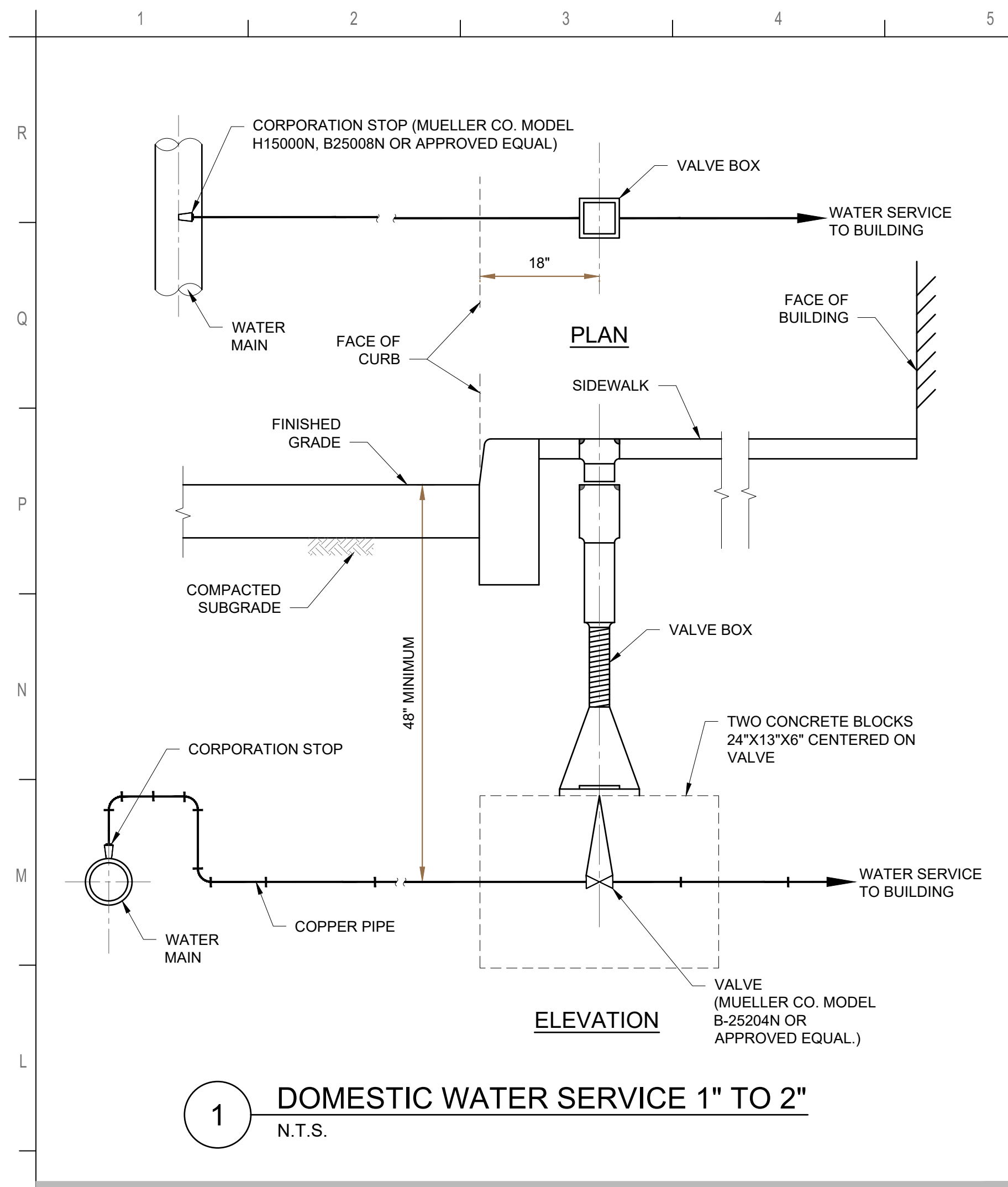
TERMINAL AND HANGAR
AT: STEWART INTERNATIONAL AIRPORT
(SWF)

SIGNATURE AVIATION
201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801
Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

**TEMPORARY
CONSTRUCTION
BARRIER RAIL AND
FENCE DETAILS**

C904
100% PERMIT SET

NOT RELEASED FOR CONSTRUCTION



HDg

Architecture

127 W. FAIRBANKS AVENUE, SUITE 140
WINTER PARK, FL 32789
(PH): 407-739-9000

MDG

MOHSEN
DESIGN
GROUP

MOHSEN DESIGN GROUP INCORPORATED
2202 N. WESTSHORE BLVD., SUITE 200
TAMPA, FL 33607

STATE OF NEW YORK

JOSEPH MICHAEL YON

19987

LICENSED PROFESSIONAL ENGINEER

REVISIONS

MARK	DESCRIPTION	DATE
3.	BID RFI RESPONSES.	08/12/24

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT (SWF)

SIGNATURE

AVIATION

201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

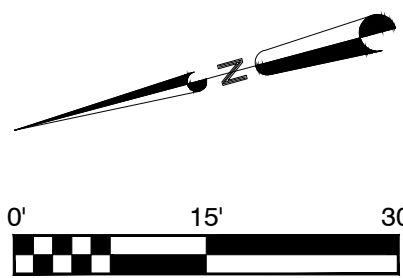
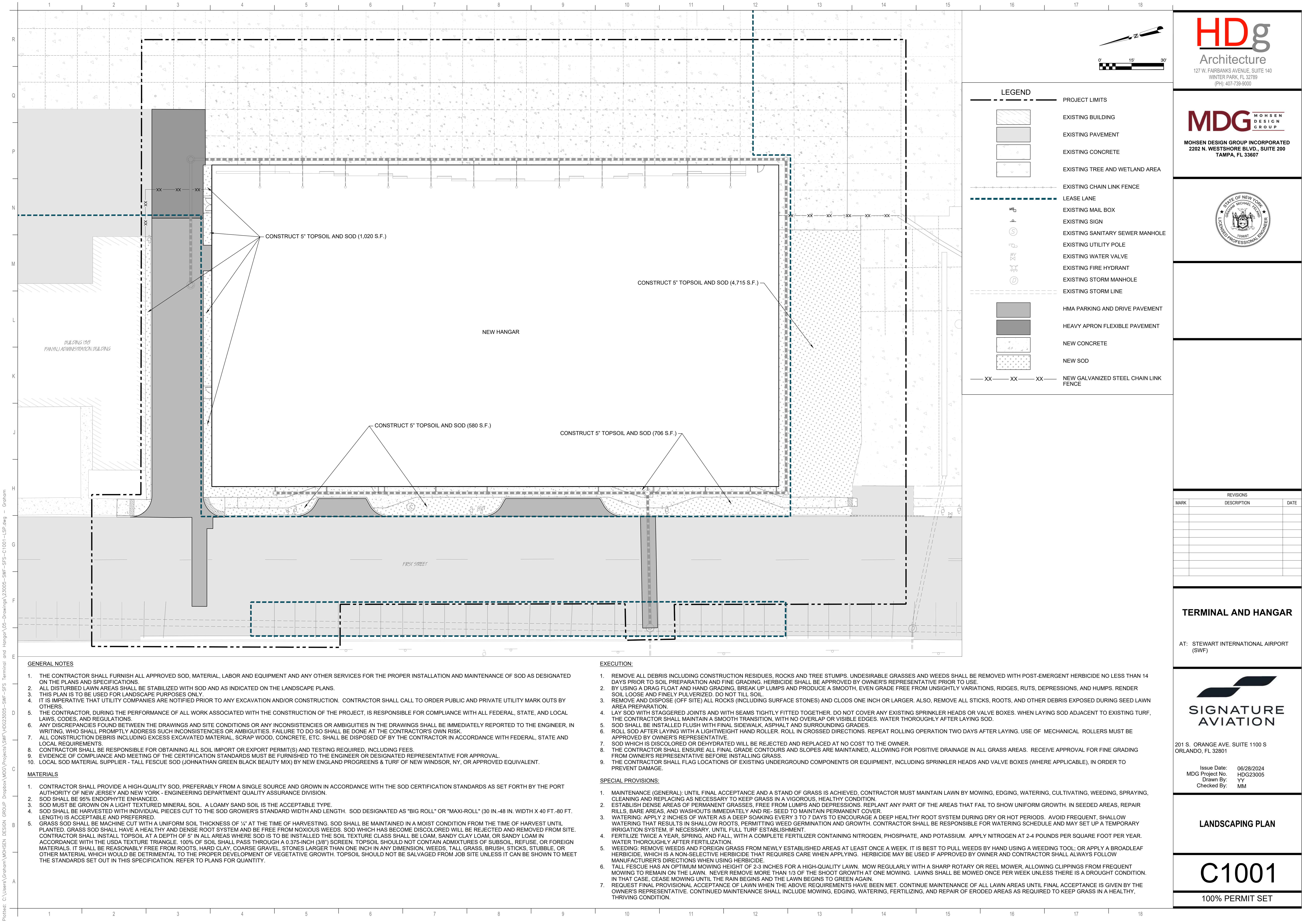
Issue Date: 06/28/2024
MDG Project No. HDG23005
Drawn By: YY
Checked By: MM

UTILITY DETAILS

C905

100% PERMIT SET

NOT RELEASED FOR CONSTRUCTION



- LEGEND**

 - [Hatched Box] EXISTING BUILDING
 - [Solid Grey Box] EXISTING PAVEMENT
 - [White Box] EXISTING CONCRETE
 - [Box with Dotted Pattern] EXISTING TREE AND WETLAND AREA
 - [Dashed Line] EXISTING CHAIN LINK FENCE
 - [Dashed Line] LEASE LANE
 - [Box with 'M' and 'B'] EXISTING MAIL BOX
 - [Circle with 'S'] EXISTING SIGN
 - [Circle with 'S' and 'S'] EXISTING SANITARY SEWER MANHOLE
 - [Circle with 'U'] EXISTING UTILITY POLE
 - [Circle with 'V'] EXISTING WATER VALVE
 - [Circle with 'F'] EXISTING FIRE HYDRANT
 - [Circle with 'M'] EXISTING STORM MANHOLE
 - [Dashed Line] EXISTING STORM LINE
 - [Dark Grey Box] HMA PARKING AND DRIVE PAVEMENT
 - [Medium Grey Box] HEAVY APRON FLEXIBLE PAVEMENT
 - [White Box] NEW CONCRETE
 - [Box with Dotted Pattern] NEW SOD
 - [Line with 'XX'] NEW GALVANIZED STEEL CHAIN LINK FENCE
- PROJECT LIMITS**

 - EXISTING BUILDING
 - EXISTING PAVEMENT
 - EXISTING CONCRETE
 - EXISTING TREE AND WETLAND AREA
 - EXISTING CHAIN LINK FENCE
 - LEASE LANE
 - EXISTING MAIL BOX
 - EXISTING SIGN
 - EXISTING SANITARY SEWER MANHOLE
 - EXISTING UTILITY POLE
 - EXISTING WATER VALVE
 - EXISTING FIRE HYDRANT
 - EXISTING STORM MANHOLE
 - EXISTING STORM LINE
 - HMA PARKING AND DRIVE PAVEMENT
 - HEAVY APRON FLEXIBLE PAVEMENT
 - NEW CONCRETE
 - NEW SOD
 - NEW GALVANIZED STEEL CHAIN LINK FENCE

HDg
Architecture
127 W. FAIRBANKS AVENUE, SUITE 140
WINTER PARK, FL 32789
(PH): 407-739-9000

MDG MOHSEN
DESIGN
GROUP
MOHSEN DESIGN GROUP INCORPORATED
2202 N. WESTSHORE BLVD., SUITE 200
TAMPA, FL 33607



REVISIONS		
MARK	DESCRIPTION	DATE

TERMINAL AND HANGAR

AT: STEWART INTERNATIONAL AIRPORT (SWF)



201 S. ORANGE AVE. SUITE 1100 S
ORLANDO, FL 32801

Issue Date: 06/28/2024
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Drawn By: YY
Checked By: MM

LANDSCAPING PLAN

C1001

100% PERMIT SET

- GENERAL NOTES**
- THE CONTRACTOR SHALL FURNISH ALL APPROVED SOD, MATERIAL, LABOR AND EQUIPMENT AND ANY OTHER SERVICES FOR THE PROPER INSTALLATION AND MAINTENANCE OF SOD AS DESIGNATED ON THE PLANS AND SPECIFICATIONS.
 - ALL DISTURBED LAWN AREAS SHALL BE STABILIZED WITH SOD AND AS INDICATED ON THE LANDSCAPE PLANS.
 - THIS PLAN IS TO BE USED FOR LANDSCAPE PURPOSES ONLY.
 - IT IS IMPERATIVE THAT UTILITY COMPANIES ARE NOTIFIED PRIOR TO ANY EXCAVATION AND/OR CONSTRUCTION. CONTRACTOR SHALL CALL TO ORDER PUBLIC AND PRIVATE UTILITY MARK OUTS BY OTHERS.
 - THE CONTRACTOR, DURING THE PERFORMANCE OF ALL WORK ASSOCIATED WITH THE CONSTRUCTION OF THE PROJECT, IS RESPONSIBLE FOR COMPLIANCE WITH ALL FEDERAL, STATE, AND LOCAL LAWS, CODES, AND REGULATIONS.
 - ANY DISCREPANCIES FOUND BETWEEN THE DRAWINGS AND SITE CONDITIONS OR ANY INCONSISTENCIES OR AMBIGUITIES IN THE DRAWINGS SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER, IN WRITING, WHO SHALL PROMPTLY ADDRESS SUCH INCONSISTENCIES OR AMBIGUITIES. FAILURE TO DO SO SHALL BE DONE AT THE CONTRACTOR'S OWN RISK.
 - ALL CONSTRUCTION DEBRIS INCLUDING EXCESS EXCAVATED MATERIAL, SCRAP WOOD, CONCRETE, ETC. SHALL BE DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REQUIREMENTS.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL SOIL IMPORT OR EXPORT PERMIT(S) AND TESTING REQUIRED, INCLUDING FEES.
 - EVIDENCE OF COMPLIANCE AND MEETING OF THE CERTIFICATION STANDARDS MUST BE FURNISHED TO THE ENGINEER OR DESIGNATED REPRESENTATIVE FOR APPROVAL.
 - LOCAL SOD MATERIAL SUPPLIER - TALL FESCUE SOD (JOHNATHAN GREEN BLACK BEAUTY MIX) BY NEW ENGLAND PROGREENS & TURF OF NEW WINDSOR, NY, OR APPROVED EQUIVALENT.

- MATERIALS**
- CONTRACTOR SHALL PROVIDE A HIGH-QUALITY SOD, PREFERABLY FROM A SINGLE SOURCE AND GROWN IN ACCORDANCE WITH THE SOD CERTIFICATION STANDARDS AS SET FORTH BY THE PORT AUTHORITY OF NEW JERSEY AND NEW YORK - ENGINEERING DEPARTMENT QUALITY ASSURANCE DIVISION.
 - SOD SHALL BE 95% ENDOPHYTE ENHANCED.
 - SOD MUST BE GROWN ON A LIGHT TEXTURED MINERAL SOIL. A LOAMY SAND SOIL IS THE ACCEPTABLE TYPE.
 - SOD SHALL BE HARVESTED WITH INDIVIDUAL PIECES CUT TO THE SOD GROWER'S STANDARD WIDTH AND LENGTH. SOD DESIGNATED AS "BIG ROLL" OR "MAXI-ROLL" (30 IN.-48 IN. WIDTH X 40 FT.-80 FT. LENGTH) IS ACCEPTABLE AND PREFERRED.
 - GRASS SOD SHALL BE MACHINE CUT WITH A UNIFORM SOIL THICKNESS OF 1/2" AT THE TIME OF HARVESTING. SOD SHALL BE MAINTAINED IN A MOIST CONDITION FROM THE TIME OF HARVEST UNTIL PLANTED. GRASS SOD SHALL HAVE A HEALTHY AND DENSE ROOT SYSTEM AND BE FREE FROM NOXIOUS WEEDS. SOD WHICH HAS BECOME DISCOLORED WILL BE REJECTED AND REMOVED FROM SITE. CONTRACTOR SHALL INSTALL TOPSOIL AT A DEPTH OF 5" IN ALL AREAS WHERE SOD IS TO BE INSTALLED THE SOIL TEXTURE CLASS SHALL BE LOAM, SANDY CLAY LOAM, OR SANDY LOAM IN ACCORDANCE WITH THE USDA TEXTURE TRIANGLE. 100% OF SOIL SHALL PASS THROUGH A 0.375-INCH (3/8") SCREEN. TOPSOIL SHOULD NOT CONTAIN ADMIXTURES OF SUBSOIL, REFUSE, OR FOREIGN MATERIALS. IT SHALL BE REASONABLY FREE FROM ROOTS, HARD CLAY, COARSE GRAVEL, STONES LARGER THAN ONE INCH IN ANY DIMENSION, WEEDS, TALL GRASS, BRUSH, STICKS, STUBBLE, OR OTHER MATERIAL WHICH WOULD BE DETRIMENTAL TO THE PROPER DEVELOPMENT OF VEGETATIVE GROWTH. TOPSOIL SHOULD NOT BE SALVAGED FROM JOB SITE UNLESS IT CAN BE SHOWN TO MEET THE STANDARDS SET OUT IN THIS SPECIFICATION. REFER TO PLANS FOR QUANTITY.

- EXECUTION:**
- REMOVE ALL DEBRIS INCLUDING CONSTRUCTION RESIDUES, ROCKS AND TREE STUMPS. UNDESIRABLE GRASSES AND WEEDS SHALL BE REMOVED WITH POST-EMERGENT HERBICIDE NO LESS THAN 14 DAYS PRIOR TO SOIL PREPARATION AND FINE GRADING. HERBICIDE SHALL BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO USE.
 - BY USING A DRAG FLOAT AND HAND GRADING, BREAK UP LUMPS AND PRODUCE A SMOOTH, EVEN GRADE FREE FROM UNSIGHTLY VARIATIONS, RIDGES, RUTS, DEPRESSIONS, AND HUMPS. RENDER SOIL LOOSE AND FINELY PULVERIZED. DO NOT TILL SOIL.
 - REMOVE AND DISPOSE (OFF SITE) ALL ROCKS (INCLUDING SURFACE STONES) AND CLODS ONE INCH OR LARGER. ALSO, REMOVE ALL STICKS, ROOTS, AND OTHER DEBRIS EXPOSED DURING SEED LAWN AREA PREPARATION.
 - LAY SOD WITH STAGGERED JOINTS AND WITH SEAMS TIGHTLY FITTED TOGETHER. DO NOT COVER ANY EXISTING SPRINKLER HEADS OR VALVE BOXES. WHEN LAYING SOD ADJACENT TO EXISTING TURF, THE CONTRACTOR SHALL MAINTAIN A SMOOTH TRANSITION, WITH NO OVERLAP OR VISIBLE EDGES. WATER THOROUGHLY AFTER LAYING SOD.
 - SOD SHALL BE INSTALLED FLUSH WITH FINAL SIDEWALK, ASPHALT AND SURROUNDING GRADES.
 - ROLL SOD AFTER LAYING WITH A LIGHTWEIGHT HAND ROLLER. ROLL IN CROSSED DIRECTIONS. REPEAT ROLLING OPERATION TWO DAYS AFTER LAYING. USE OF MECHANICAL ROLLERS MUST BE APPROVED BY OWNER'S REPRESENTATIVE.
 - SOD WHICH IS DISCOLORED OR DEHYDRATED WILL BE REJECTED AND REPLACED AT NO COST TO THE OWNER.
 - THE CONTRACTOR SHALL ENSURE ALL FINAL GRADE CONTOURS AND SLOPES ARE MAINTAINED, ALLOWING FOR POSITIVE DRAINAGE IN ALL GRASS AREAS. RECEIVE APPROVAL FOR FINE GRADING FROM OWNER'S REPRESENTATIVE BEFORE INSTALLING GRASS.
 - THE CONTRACTOR SHALL FLAG LOCATIONS OF EXISTING UNDERGROUND COMPONENTS OR EQUIPMENT, INCLUDING SPRINKLER HEADS AND VALVE BOXES (WHERE APPLICABLE), IN ORDER TO PREVENT DAMAGE.

- SPECIAL PROVISIONS:**
- MAINTENANCE (GENERAL): UNTIL FINAL ACCEPTANCE AND A STAND OF GRASS IS ACHIEVED, CONTRACTOR MUST MAINTAIN LAWN BY MOWING, EDGING, WATERING, CULTIVATING, WEEDING, SPRAYING, CLEANING AND REPLACING AS NECESSARY TO KEEP GRASS IN A VIGOROUS, HEALTHY CONDITION.
 - ESTABLISH DENSE AREAS OF PERMANENT GRASSES, FREE FROM LUMPS AND DEPRESSIONS. REPLANT ANY PART OF THE AREAS THAT FAIL TO SHOW UNIFORM GROWTH. IN SEEDED AREAS, REPAIR RILLS, BARE AREAS, AND WASHOUTS IMMEDIATELY AND RE-SEED TO MAINTAIN PERMANENT COVER.
 - WATERING: APPLY 2 INCHES OF WATER AS A DEEP SOAKING EVERY 3 TO 7 DAYS TO ENCOURAGE A DEEP HEALTHY ROOT SYSTEM DURING DRY OR HOT PERIODS. AVOID FREQUENT, SHALLOW WATERING THAT RESULTS IN SHALLOW ROOTS. PERMITTING WEED GERMINATION AND GROWTH. CONTRACTOR SHALL BE RESPONSIBLE FOR WATERING SCHEDULE AND MAY SET UP A TEMPORARY IRRIGATION SYSTEM, IF NECESSARY, UNTIL FULL TURF ESTABLISHMENT.
 - FERTILIZE TWICE A YEAR, SPRING, AND FALL, WITH A COMPLETE FERTILIZER CONTAINING NITROGEN, PHOSPHATE, AND POTASSIUM. APPLY NITROGEN AT 2-4 POUNDS PER SQUARE FOOT PER YEAR. WATER THOROUGHLY AFTER FERTILIZATION.
 - WEEDING: REMOVE WEEDS AND FOREIGN GRASS FROM NEWLY ESTABLISHED AREAS AT LEAST ONCE A WEEK. IT IS BEST TO PULL WEEDS BY HAND USING A WEEDING TOOL; OR APPLY A BROADLEAF HERBICIDE, WHICH IS A NON-SELECTIVE HERBICIDE THAT REQUIRES CARE WHEN APPLYING. HERBICIDE MAY BE USED IF APPROVED BY OWNER AND CONTRACTOR SHALL ALWAYS FOLLOW MANUFACTURER'S DIRECTIONS WHEN USING HERBICIDE.
 - TALL FESCUE HAS AN OPTIMUM MOWING HEIGHT OF 2-3 INCHES FOR A HIGH-QUALITY LAWN. MOW REGULARLY WITH A SHARP ROTARY OR REEL MOWER, ALLOWING CLIPPINGS FROM FREQUENT MOWING TO REMAIN ON THE LAWN. NEVER REMOVE MORE THAN 1/3 OF THE SHOOT GROWTH AT ONE MOWING. LAWNS SHALL BE MOWED ONCE PER WEEK UNLESS THERE IS A DROUGHT CONDITION. IN THAT CASE, CEASE MOWING UNTIL THE RAIN BEGINS AND THE LAWN BEGINS TO GREEN AGAIN.
 - REQUEST FINAL PROVISIONAL ACCEPTANCE OF LAWN WHEN THE ABOVE REQUIREMENTS HAVE BEEN MET. CONTINUE MAINTENANCE OF ALL LAWN AREAS UNTIL FINAL ACCEPTANCE IS GIVEN BY THE OWNER'S REPRESENTATIVE. CONTINUED MAINTENANCE SHALL INCLUDE MOWING, EDGING, WATERING, FERTILIZING, AND REPAIR OF ERODED AREAS AS REQUIRED TO KEEP GRASS IN A HEALTHY, THRIVING CONDITION.