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## MANCHESTER-BOSTON REGIONAL AIRPORT MANCHESTER, NEW HAMPSHIRE

CARGO FACILITY SITE PREPARATION AND HANGAR 6 AND 7 BUILDING DEMOLITION

FAA A.I.P. 3-33-0011-XXX-2021 MJ PROJECT NO. 18700.04



Sealed
PE No.
Date



## **GENERAL NOTES:**

- 1. THE CONTRACTOR SHALL ACCESS THE WORK SITE AS SHOWN ON THIS SHEET. THE PRIMARY ACCESS AND HAUL ROUTE SHALL BE VIA CONTRACTOR INSTALLED TEMPORARY WORK ZONE ACCESS GATE OFF OF GREEN DRIVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL PROJECT SUPPLIERS AND SUBCONTRACTORS OF THESE ROUTES
- 2. THE CONTRACTOR SHALL CONDUCT THEIR OPERATION SO AS TO AFFORD COMPLETE UNRESTRICTED ACCESS BY EMERGENCY PERSONNEL AND EQUIPMENT AND DELIVERY VEHICLES TO THE TERMINAL BUILDING LOADING DOCK.
- 3. THE CONTRACTOR SHALL SUBMIT TO THE RESIDENT PROJECT REPRESENTATIVE (RPR) A PROPOSED WORK SCHEDULE FOR THE SUBSEQUENT 2-WEEK PERIOD A MINIMUM OF 48 HOURS PRIOR TO THE BI-WEEKLY PROJECT PROGRESS MEETING. THE SCHEDULE SHALL INCLUDE IDENTIFICATION OF WORK TASKS. THE SCHEDULE SHALL BE REVIEWED AND APPROVED BY THE RPR AND MANCHESTER-BOSTON REGIONAL AIRPORT (MHT) OPERATIONS.
- 4. THE CONTRACTOR SHALL NOT BEGIN WORK IN ANY AREA UNTIL THE RPR, MHT OPERATIONS, AND TRANSPORTATION SECURITY ADMINISTRATION (TSA) HAVE APPROVED THE PERMANENT SECURED AIRFIELD FENCE LAYOUT AND CONFIRMED THAT THE PERMANENT SECURED AIRFIELD FENCE HAS BEEN PROPERLY PLACED. THE CONTRACTOR SHALL NOT ENTER THE WORK AREA TO COMMENCE OPERATIONS UNTIL OBTAINING APPROVAL FROM THE RPR, MHT OPERATIONS, AND TSA.
- 5. ALL VEHICLES EXITING THE CONSTRUCTION WORK AREA SHALL BE CLEANED AND CLEAR FROM FOREIGN OBJECT DEBRIS (FOD) PRIOR TO LEAVING THE WORK SITE. THE CONTRACTOR SHALL FURNISH, MAINTAIN, AND OPERATE ONE VACUUM SWEEPER TRUCK WITH A DEDICATED OPERATOR ON A FULL-TIME BASIS FOR THE DURATION OF THE PROJECT AND SHALL UTILIZE IT TO REMOVE PROJECT DEBRIS FROM THE ACCESS ROUTE AND WORK AREA AS DIRECTED BY THE RPR AND MHT OPERATIONS.
- 6. ALL VEHICLES HAULING CONSTRUCTION DEMOLITION WASTE/DEBRIS MATERIALS SHALL BE TARPED TO LIMIT THE POTENTIAL FOR ANY DEBRIS TO BE RELEASED ON THE HIGHWAY, UNLESS OTHERWISE APROVED BY THE RPR.
- 7. AT THE COMPLETION OF EACH WORK DAY, THE CONTRACTOR SHALL INSPECT THE WORK SITE IN THE PRESENCE OF THE RPR AND MHT OPERATIONS TO ENSURE THAT ALL FENCE AND OTHER SAFETY MEASURES ARE IN PLACE AND IN PROPER WORKING ORDER. ACCESS ROUTES AND ALL APRON PAVEMENTS ADJACENT TO THE WORK AREA SHALL ALSO BE INSPECTED FOR FOD. ALL DEFICIENCIES SHALL BE CORRECTED BY THE CONTRACTOR PRIOR TO LEAVING THE WORK SITE FOR THE DAY.
- 8. THE CONTRACTOR'S ATTENTION IS CALLED TO THE SUPPLEMENTAL PROVISIONS. CONSTRUCTION SAFETY AND PHASING PLAN, AND SPECIAL WORK REQUIREMENTS OF THE CONTRACT DOCUMENTS WITH REGARD TO ANY "SPECIAL PROVISIONS" WHICH MAY BE SPECIFIC TO THE SAFETY OF THIS PROJECT.
- 9. NORMAL AIRCRAFT OPERATIONS WILL BE CONDUCTED ON THE AIRPORT DURING CONSTRUCTION. THE PROJECT AREA SHALL BE DELINEATED TO PROVIDE DISTINCT SEPARATION FROM THE AIRPORT OPERATIONS AREA (AOA) USING PERMANENT SECURED AIRFIELD FENCING. THE WORK SHALL BE PERFORMED IN SUCH A MANNER AS NOT TO INTERFERE WITH THE NECESSARY OPERATION OF THE AIRPORT. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE THE SAFETY OF OPERATING AIRCRAFT AS WELL AS CONTRACTOR EQUIPMENT AND PERSONNEL.
- 10. UNTIL THE SITE HAS BEEN DETERMINED TO A LANDSIDE OPERATION, THE CONTRACTOR SHALL PROVIDE A GATE GUARD AT THE ACCESS GATE AT ALL TIMES WHEN THE GATE IS UNLOCKED TO PROPERLY IDENTIFY, REGULATE, AND DIRECT ALL CONSTRUCTION VEHICLES ENTERING THE AIRSIDE (AOA) WORK AREA.
- 11. THE CONTRACTOR SHALL FOLLOW MHT OPERATIONS CONSTRUCTION TRAFFIC REQUIREMENTS AS THEY PERTAIN TO THE OPERATIONS AND ROUTES TO BE TAKEN BY EQUIPMENT TRAVELING ON AIRPORT PROPERTY. ANY SIGNS, LIGHTS, SIGNALS, MARKINGS. OR TRAFFIC CONTROL TO ENSURE THAT PERSONNEL AND EQUIPMENT CAN SAFELY ACCESS/EGRESS THE WORK SITE SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF THE WORK AT NO ADDITIONAL COST TO THE CITY OF MANCHESTER, UNLESS SPECIFICALLY NOTED AS ELIGIBLE FOR PAYMENT.
- 12. PARKING OF PERSONAL OR CONTRACTOR OWNED VEHICLES INSIDE THE AOA WILL NOT BE PERMITTED.
- 13. ALL EXCAVATED STRUCTURES, PAVEMENTS, AND UNUSED CONSTRUCTION DEMOLITION DEBRIS SHALL BE LEGALLY RECYCLED OR DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY, OR TEMPORARILY STORED IN THE DESIGNATED CONTRACTOR STAGING AND EQUIPMENT STORAGE AREA. THE CONTRACTOR SHALL OBTAIN ALL PERMITS AND PAY ALL FEES REQUIRED FOR DISPOSAL OF CONSTRUCTION DEMOLITION MATERIAL OFF THE AIRPORT. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THE DISPOSAL, BUT RATHER THE DISPOSAL SHALL BE INCIDENTAL TO THE RESPECTIVE ITEM ASSOCIATED WITH THE MATERIAL OR PAYMENT LINE ITEM.
- 14. LOCATION OF EXISTING UTILITIES AND INFRASTRUCTURE UNDERGROUND AND ABOVEGROUND SHOWN ON THE PLANS ARE FROM SURVEY AND RECORD PLANS. THE CONTRACTOR SHALL VERIFY THE ACTUAL LOCATION OF ALL UTILITIES IN THE PROJECT AREA. ALL EXISTING UTILITIES AND INFRASTRUCTURE IN THE VICINITY OF ANY EXCAVATION SHALL BE CLEARLY MARKED BY THE CONTRACTOR ON THE GROUND PRIOR TO BEGINNING EXCAVATION. THE CONTRACTOR SHALL NOTIFY THE FAA AT LEAST 48 HOURS PRIOR TO BEGINNING EXCAVATION NEAR ANY FAA CABLES.
- 15. PRIOR TO COMMENCING CONSTRUCTION IN ANY PORTION OF THE WORK AREA, THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL REPAIR, AT THEIR OWN EXPENSE, ANY UNDERGROUND UTILITIES DAMAGED BY THEIR OPERATIONS OR THEIR SUBCONTRACTOR'S OPERATIONS. ALL REPAIRS REQUIRE THE RPR'S AND UTILITY OWNER'S REVIEW AND APPROVAL. SEE TABLE ON THIS SHEET FOR UTILITY COMPANIES AND CONTACT INFORMATION.
- 16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE BY EQUIPMENT TO EXISTING PAVEMENT. ANY DAMAGE THAT OCCURS SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER AND RPR, AT NO COST TO THE OWNER.



COMPANY	
IBERTY UTILITIES	13 N (6
EVERSOURCE	8 1-
CONSOLIDATED COMMUNICATIONS	A M (6
COMCAST	7! 1-
MANCHESTER FIRE DEPARTMENT	20 M (6
MANCHESTER WATER WORKS	28 (6
MANCHESTER HIGHWAY DEPARTMENT	4 (6

CONSTRUCTION SAFETY AND PHASING NOTES

TOTAL CONTRACT DURATION: 60 CALENDAR DAYS

- 1. ALL CONSTRUCTION PERSONNEL AND EQUIPMENT SHALL REMAIN WITHIN THE WORK AREA.
- 2. THE CONTRACTOR SHALL INSTALL A PERMANENT SECURE AIRFIELD PERIMETER FENCE IN THE LOCATION SHOWN ON THIS SHEET TO ESTABLISH THE NEW SECURE AREA PRIOR TO STARTING OTHER WORK. IN ADDITION, TEMPORARY WORK ZONE ENTRY GATES AND FENCING ALONG GREEN DRIVE ARE TO BE INSTALLED TO PROVIDE A CONFIRMED DEMOLITION WORK ZONE. THE PERMANENT SECURE PERIMETER AND TEMPORARY WORK ZONE FENCING SHALL BE INSTALLED PRIOR TO THE DEMOLITION OF ANY FENCING.
- 3. ALL VEHICLES FROM THE CONSTRUCTION WORK AREA SHALL BE CLEAR OF FOREIGN OBJECT DEBRIS (FOD) PRIOR TO LEAVING THE WORK AREA. ALL VEHICLES HAULING WASTE OFF SITE SHALL BE TARPED, UNLESS OTHERWISE APPROVED BY THE RESIDENT PROJECT REPRESENTATIVE (RPR).
- 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A VACUUM SWEEPER WITH A DEDICATED OPERATOR AT ALL TIMES AND SHALL PROVIDE ADEQUATE SWEEPING AND MAINTENANCE OF THE HAUL ROUTES AT ALL TIMES.
- 5. ALL HAUL ROUTES SHALL BE RESTORED TO THEIR EXISTING CONDITION FOLLOWING CONSTRUCTION. ANY PAVEMENT OR OTHER STRUCTURE DAMAGED DUE TO CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- 6. THE CONTRACTOR SHALL INSTALL ALL EROSION AND SEDIMENT BEST MANAGEMENT PRACTICES (BMPs) PRIOR TO COMMENCEMENT OF WORK.
- 7. NO STAGING OF EQUIPMENT WITHIN 10 FEET OF THE PERMANENT SECURED AIRFIELD FENCE. ALL EQUIPMENT SHALL BE STORED WITHIN THE WORK ZONE LIMITS AND WITH ANY BOOMS LOWERED.

SEQUENCE	WORK ITEM
1	MOBILIZE EQUIPMENT MATERIALS AND ESTABLISH STAGING AREA
2	INSTALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES
3	INSTALL SECURE AIRFIELD PERIMETER FENCE AND TEMPORARY WORK ZONE GATES AND FENCING
4	REMOVE EXISTING FENCING SCHEDULED FOR REMOVAL
5	REMOVE TRAFFIC CONTROL GATES AND ISLANDS
6	INSTALL TEMPORARY ACCESS ROAD AND ANY PAVEMENT PATCHING
7	DISCONNECT ALL UTILITIES SERVICING HANGARS 6 AND 7
8	DEMOLISH HANGARS 6 AND 7 AND PROPERLY DISPOSE OF MATERIALS, INCLUDING HAZARDOUS MATERIALS
9	REMOVE EXISTING UTILITIES SCHEDULED FOR REMOVAL
10	BACKFILL ALL EXCAVATIONS WITH CRUSHED GRAVEL
11	RECLAIM ASPHALT PAVEMENT
12	DUMPSTER / COMPACTOR RELOCATION WITH NEW CONCRETE PAD AND ELECTRICAL MODIFICATIONS

NOTE: ITEMS MAY OCCUR CONCURRENTLY AND CONTRACTOR TO PROVIDE SCHEDULE FOR **REVIEW PRIOR TO COMMENCING ANY WORK.** 

![](_page_2_Figure_12.jpeg)

![](_page_2_Figure_13.jpeg)

LEGEND:

![](_page_2_Figure_15.jpeg)

EXISTING FENCE

CONTRACTOR HAUL ROUTE

NEW SECURE AIRFIELD PERIMETER FENCE

NEW TEMPORARY WORK ZONE FENCING

STAGING, STOCKPILE, AND CONTRACTOR EMPLOYEE PARKING AREA

APPROXIMATE FUTURE BUILDING LIMITS

APPROXIMATE WORK AREA LIMITS

RUNWAY VISUAL ZONE

![](_page_3_Figure_0.jpeg)

STRUCTURE DATA TABLE			
STRUCTURE ID	RIM EL.	INV. EL.	SUMP
CB 5750	223.34'	24" RCP (NE) - 215.87' 18" RCP (S) - 215.84' 12" RCP (W) - 216.26'	212.66'
CB 5741	223.10'	18" RCP (N) - 216.86' 12" RCP (SW) - 216.66'	216.10'
CB 5785	222.67'	12" RCP (N) - 216.89' PLUGGED (SE) - 217.07'	216.87'
CB 5601	221.12'	15" RCP (N) - 216.43' 15" RCP (SW) - 216.45'	214.02'
CB 633	222.30'	12" RCP (N) - 216.93' 12" RCP (SE) - 216.95'	216.30'
CB 659	223.37'	15" RCP (NE) - 218.54'	216.57'
CB 5916	220.07'	24" RCP (W) - 214.52' COULD NOT MEASURE OTHER PIPES, TOO RECESSED	210.62'
CB 279	223.22'	HOODED (E) WATER LEVEL - 218.77'	215.22'
CB 191	222.17'	12" HDPE (NE) - 218.60' HOODED (SE) WATER LEVEL - 218.78'	215.95'
CB 303	222.50'	HOODED (NW) HOODED (SE) HOODED (SE) WATER LEVEL - 218.84'	215.21'
CB 321	221.98'	HOODED (NW) WATER LEVEL - 218.84'	215.21'

CB

CB

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CB 1263	222.11'	15" RCP (NW) - 216.74' 15" RCP (SE) - 216.72' WATER LEVEL - 216.72'	213.38'
CB 6263	221.40'	15" RCP (SE) - 216.38' 15" RCP (W) - 216.28' WATER LEVEL - 216.26'	215.34'
CB 913	221.51'	HOODED (NW) 12" HDPE (SE) - 217.98' WATER LEVEL - 217.98'	214.99'
CB 6264	220.97'	15" HDPE (NW) - 217.43' 15" HDPE (NE) - 217.44' 6" PVC (SE) - 217.82' WATER LEVEL - 218.07'	216.77'
CB 966	221.63'	12" HDPE (NW) - 217.84' HOODED (SE) WATER LEVEL - 217.80'	214.71'
CB 1100	220.32'	15" RCP (NW) - 216.90'	216.12'
CB 1497	220.03'	15" RCP (W) - 215.32' 15" RCP (SE) - 215.43' WATER LEVEL - 215.32'	214.48'
CB 1150	220.31'	15" RCP (W) - 214.70' 15" RCP (E) - 214.95' WATER LEVEL - 214.89'	SUMP FULL
CB 1151	221.23'	15" RCP (E) - 214.83' 15" RCP (W) - 214.92' WATER LEVEL - 214.92'	211.89'
CB 1333	221.72'	15" RCP (NW) - 217.16' 15" RCP (S) - 217.40' WATER LEVEL - 217.15'	216.77'
CB 6265	224.24'	15" RCP (N) - 218.27' WATER LEVEL - 218.20'	217.44'

CB 1263	222.11'	15" RCP (NW) - 216.74' 15" RCP (SE) - 216.72' WATER LEVEL - 216.72'	213.38'
CB 6138	222.31'	8" STEEL (N) - 218.90' 8" STEEL (S) - 218.67' WATER LEVEL - 218.65'	217.39'
CB 6147	222.41'	8" STEEL (N) - 218.63' 15" RCP (E) - 217.43' 8" STEEL (PLUGGED) - 217.40'	217.16'
CB 6168	222.81'	12" HDPE (N) - 218.54' 12" HDPE (E) - 218.51'	SUMP FULL
CB 5149	223.70'	12" HDPE (N) - 218.50' 12" HDPE (W) - 218.64' WATER LEVEL - 219.07'	215.35'
CB 5273	223.37'	12" CMP (N) - 220.33' 8" CMP (SW) - 220.37' 6" ASB (E) - 220.39' WATER LEVEL - 220.37'	218.97'
CB 6258	224.20'	12" RCP (W) - 217.62' 15" RCP (S) - 217.60'	215.00'
DMH 5723	223.46'	30" RCP (NW) - 214.67' 30" RCP (SE) - 214.57' 15" RCP (SW) - 214.99'	-
DMH 1427	222.16'	15" RCP (NW) - 215.98' 15" RCP (SE) - 216.09'	-
MH 5267	225.89'	FULL OF WATER	-
SMH 5346	223.52'	8" CLAY (N) - 219.05' 6" ASB (NE) - 219.56' 8" CLAY (S) - 219.02'	-

NOTES: 1. SEE SHEET EX-01.

<b>Ohnson</b> 03301-5022 603-225-0095 CHECKED BY	BMB
DESIGNER	RHL
PROJECT [ 53 REGION DESIGNED BY	DPB
CITY OF MANCHESTER DEPARTMENT OF ANATION MANCHESTER, NEW HAMPSHIRE	
ON REGIONAL AIRPORT ITE PREPARATION AND IANGAR 7 DEMOLITION E DATA TABLE DATE: AUGUST 2021	
MANCHESTER-BOST CARGO FACILITY S HANGAR 6 AND F STRUCTURE	
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REVISIONS DESCRIPTION	
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BIDDOCS EX-02 SHEET 5 OF 13	V

![](_page_5_Figure_0.jpeg)

EXISTING SEWER MANHOLE	
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EROSION CONTROL SPECIFICATIONS FOR UPLAND AREAS:

- 1. SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN ACCORDANCE WITH "NEW HAMPSHIRE STORMWATER MANUAL, VOLUME 3 - EROSION AND SEDIMENT CONTROL DURING CONSTRUCTION", 2008. AND ALL OTHER FEDERAL STATE AND LOCAL LAWS AND REGULATIONS. THE CONTRACTOR SHOULD HAVE REFERENCE TO THE STORM WATER MANUAL
- 2. RECOGNIZING THAT IMMEDIATE ATTENTION TO EROSION CONTROL PRACTICES DRAMATICALLY IMPROVES SOIL AND MOISTURE CONSERVATION AND REDUCES NEGATIVE IMPACTS ON WATER QUALITY. THE CONTRACTOR SHALL GIVE HIGH PRIORITY TO THE DAILY AND TIMELY INSTALLATION OF BOTH TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES. IMMEDIATE INSTALLATION OF PRACTICES USUALLY REDUCES LONG TERM COSTS TO THE CONTRACTOR AND PROVIDES BENEFITS TO THE DEVELOPER AND THE PUBLIC GOOD.
- EROSION CONTROL PRACTICES ARE SHOWN ON THE PLANS WITH RESPECT TO LOCATION AS DETERMINED FROM EXISTING TOPOGRAPHY. CHANGES MAY BE INDICATED IN THE FIELD TO IMPROVE EROSION AND SEDIMENT CONTROL.
- 4. CONSTRUCTION SHALL PROCEED UNIT BY UNIT TO FACILITATE INSTALLATION OF EROSION CONTROL MEASURES AND THE COMPLETION OF GRADING AND STABILIZATION AS SOON AS POSSIBLE WITHIN A UNIT. THIS PROCEDURE SHOULD RESULT IN THE EXPOSURE OF THE SMALLEST PRACTICAL LAND AREA AT ANY ONE TIME.
- 5. ALL DISTURBED UPLAND AREAS SHALL BE STABILIZED OR IF AREA IS TO BE LANDSCAPED, HAVE TOPSOIL SPREAD (2" MINIMUM (REFER TO PLANS)) WITHIN TWO WEEKS AND BE LIMED, FERTILIZED, TILLED, SEEDED AND MULCHED. ALL SLOPES 3:1 (1 RISE ON 3 RUN) AND STEEPER SHALL HAVE MULCH HELD IN PLACE WITH BIODEGRADABLE JUTE NETTING OR EROSION CONTROL BLANKET, STAPLED AND STAKED. EACH LANDSCAPED AREA SHALL BE LIMED, FERTILIZED, PREPARED, SEEDED AND MULCHED (WITH ANCHORED NETTING OR BLANKET IF REQUIRED) WITHIN 14 DAYS OF FINAL GRADING. WHEN PERMANENT SEEDING CANNOT BE INSTALLED BY SEPTEMBER 15, TEMPORARY SEEDING AND MULCHING OF ALL DISTURBED AREAS SHALL BE INSTALLED IMMEDIATELY AND MAINTAINED IN THAT CONDITION UNTIL PERMANENT PRACTICES CAN BE INSTALLED IN THE FOLLOWING PLANTING SEASON.
- 6. TEMPORARY STABILIZATION OF DISTURBED UPLAND AREAS TO BE LANDSCAPED (IF REQUIRED):

SEEDBED PREPARATION: TILL THREE INCHES (3") DEEP MIXING IN FERTILIZER AND GROUND LIMESTONE.

APPLY LIMESTONE 2 TONS/ACRE (100 LBS/1,000 SQ. FT.) OR ACCORDING TO SOIL TEST.

FERTILIZE: UNIFORMLY APPLY NOT LESS THAN 400 LBS/ACRE (14 LBS/1,000 SQ. FT.) OF 10-10 OR EQUIVALENT OR AS INDICATED BY SOIL TEST. FORTY PERCENT OF NITROGEN SHOULD BE IN ORGANIC FORM.

SEEDING: SELECT APPROPRIATE SEEDING MIXTURE FROM TABLE 1 ON THIS SHEET. SPREAD SEED UNIFORMLY. FIRM SOIL BY ROLLING OR PACKING: IF NOT FEASIBLE. THEN RAKE LIGHTLY TO COVER SEEDS.

MULCHING: MULCH ALL DISTURBED AREAS WITH 1-1/2 TO 2 TONS OF HAY OR STRAW PER ACRE (80-90 LBS/1,000 SQ. FT.). ANCHOR ON ALL SLOPES 3:1 OR STEEPER AND FLATTER SLOPES SUBJECT TO WASH OR WIND BLOWN. USE JUTE (OR OTHER BIODEGRADABLE) NETTING OR BLANKET. STAKING AND STAPLING MAY BE REQUIRED.

7. PERMANENT STABILIZATION OF DISTURBED UPLAND AREAS TO BE LANDSCAPED (IF **REQUIRED**):

SEED BED PREPARATION: TOPSOIL (SANDY TOPSOIL, TOPSOIL, OR SILT TOPSOIL), FRIABLE, FREE OF TREE ROOTS, WEEDS, AND STONES MORE THAN 1-1/2 INCHES IN DIAMETER OR LENGTH SHALL BE PLACED OVER ALL DISTURBED AREAS IN A 2" MINIMUM (REFER TO PLANS) THICK LAYER.

TOPSOIL: TOPSOIL SHALL BE FREE OF HERBICIDES AND TOXIC MATERIALS. TILL THREE INCHES DEEP MIXING IN THE FERTILIZER AND LIME. APPLY LIME AND FERTILIZER ACCORDING TO SOIL TEST AND CURRENT EXTENSION SERVICE RECOMMENDATIONS. IN ABSENCE OF A SOIL TEST, APPLY LIME (A PH OF 5.5-6.0 IS DESIRED) AT A RATE OF 2 TONS PER ACRE AND 10-20-20 ANALYSIS FERTILIZER AT A RATE OF 400 LBS PER ACRE (40% OF NITROGEN TO BE IN AN ORGANIC OR SLOW-RELEASE FORM).

SEEDING: USDA RECOMMENDED SEED MIXES:

A.	MARYLAND AVIATION ADMIN. MIX	LBS/ACRE	LBS/1000 SF
	PREDATOR HARD FESCUE	131.25 (75%)	3.02
	SEVEN SEAS CHEWING FESCUE	35.0 (20%)	0.80
	WILDHORSE KENTUCKY BLUE GRASS	8.75 (5%)	0.20
	TOTALS -	175	4.02

SEEDING METHODS: SEEDING SHOULD BE PERFORMED BY THE FOLLOWING METHOD:

HYDROSEEDING WITH SUBSEQUENT TRACKING.

TRACKING THE SEEDING WITH SMALL TRACK CONSTRUCTION EQUIPMENT. TRACKING SHOULD BE ORIENTED UP AND DOWN THE SLOPE.

MULCHING: MULCH ALL DISTURBED AREAS WITH 2 TONS OF HAY OR STRAW PER ACRE (90 - 100 LBS/1,000 SQ. FT.). ANCHOR ON ALL SLOPES 3:1 OR STEEPER AND ON FLATTER SLOPES SUBJECT TO

WASH (WATERWAYS AND/OR WINDBLOWN) USING JUTE (OR OTHER BIODEGRADABLE) NETTING OR EROSION CONTROL BLANKET, STAKING, AND STAPLING.

MAINTENANCE OF LANDSCAPED AREAS: INSPECT SEEDED AREAS FOR FAILURE AND MAKE NECESSARY REPAIRS AND RESEED IMMEDIATELY. CONDUCT A FOLLOW-UP SURVEY AFTER ONE YEAR AND REPLACE FAILED SEEDINGS WHERE NECESSARY. IF VEGETATIVE COVER IS INADEQUATE TO PREVENT EROSION, OVERSEED AND FERTILIZE IN ACCORDANCE WITH SOIL TEST RESULTS. IF A STAND HAS LESS THAN 40% COVER, REEVALUATE CHOICE OF SEEDING MATERIALS AND QUANTITIES OF LIME AND FERTILIZER. RE-ESTABLISH THE STAND FOLLOWING SEEDBED PREPARATION AND SEEDING RECOMMENDATIONS, OMITTING LIME AND FERTILIZER IN THE ABSENCE OF SOIL TEST RESULTS. IF THE SEASON PREVENTS RESOWING, MULCH OR JUTE NETTING IS AN EFFECTIVE TEMPORARY COVER SEEDED AREAS SHOULD BE FERTILIZED DURING THE SECOND GROWING SEASON. LIME AND FERTILIZE THEREAFTER AT PERIODIC INTERVALS, AS NEEDED.

- IF ONE OF THE FOLLOWING HAS OCCURRED: A. BASE COURSE GRAVELS HAVE BEEN INSTALLED FOR AREAS TO BE PAVED OR HAVE FUTURE DEVELOPMENT.
- B. A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED. C. EROSION CONTROL BLANKETS HAVE BEEN INSTALLED.
- STABILIZED
  - NOTED ABOVE.
  - NECESSARY.
- AND CLEANED AS REQUIRED.
- DETERIORATION, AND SHORT-CIRCUITING.
- SPECIFICATIONS.
- RUNOFF TO THEM.
- 12. ALTHOUGH NOT ANTICIPATED, FOR SPECIAL WINTER CONSTRUCTION STORMWATER MANUAL".
- ACRES AT ANY ONE TIME.
- STABILIZATION SHALL BE 30 DAYS.

CONSTRUCTION SEQUENCE

- THE DEMOLITION AND ANY ASSOCIATED EARTHWORK PROCEEDS
- ON THE PLANS.
- HANGARS 6 AND 7.
- REGULATIONS.
- THESE LOCATIONS SHALL MATCH EXISTING GRADE.
- HAMPSHIRE STORM WATER MANUAL".
- SPOT FERTILIZE, SEED, AND MULCH AS REQUIRED.

- WITH THE APPROVED PLAN.

8. TEMPORARY EROSION CONTROL MEASURES SHALL NOT BE REMOVED UNTIL ALL DISTURBED AREAS HAVE BEEN STABILIZED. AN AREA CONSIDERED TO BE STABLE,

9. MAINTENANCE: DURING THE CONSTRUCTION PERIOD AND UNTIL SUCH TIME AS THE LONG TERM VEGETATION IS ESTABLISHED TO A 70% VEGETATIVE STAND OR

A. DISTURBED AREAS WILL BE FERTILIZED AND RESEEDED OR STABILIZED AS

B. CATCH BASINS AND FILTER BAGS WILL BE CHECKED AND CLEANED AS

C. DRAINAGE AND GRASS TREATMENT SWALES SHALL BE CHECKED FREQUENTLY

D. THE SILT FENCES AND EROSION CONTROL LOGS WILL BE CHECKED ON A REGULAR BASIS AND REPAIRED AS NECESSARY TO CORRECT ANY DAMAGE.

10. INSPECTIONS: THE ENGINEER SHALL BE CONTACTED ON A REGULAR BASIS TO INSPECT ALL EROSION CONTROL PRACTICES AS WELL AS THE MAINTENANCE OF THE EROSION CONTROL COMPONENTS. REFER TO CONSTRUCTION SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS. EROSION CONTROL PRACTICES SHALL BE IN STRICT ACCORDANCE WITH THE APPROVED PLANS AND

11. ANY TREATMENT SWALES AND DITCHES SHALL BE STABILIZED PRIOR TO DIRECTING

CONSIDERATIONS, THE CONTRACTOR SHALL REFER TO THE "NEW HAMPSHIRE

13. THE MAXIMUM AMOUNT OF AREA TO BE DISTURBED AND UNSTABLIZED SHALL BE 5

14. THE MAXIMUM AMOUNT OF TIME ANY AREA MAY BE DISTURBED WITHOUT

INSTALL INLET PROTECTION/FILTER BAGS AT ALL LOCATIONS INDICATED ON PLAN OR AT OTHER LOCATIONS AS DETERMINED BY THE RPR. INSTALL OTHER TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES AS

2. CONTRACTOR TO INSTALL NEW SECURE AIRFIELD PERIMETER FENCE AS SHOWN

3. CONTRACTOR TO PERFORM ALL WORK ASSOCIATED WITH THE DEMOLITION OF

4. CONTRACTOR TO REMOVE EXISTING UTILITIES AS SHOWN ON THE PLANS AND PROPERLY DISPOSE OF ALL REMOVED MATERIALS AT APPROVED DISPOSAL LOCATIONS IN ACCORDANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL

5. RESTORE AREAS WHERE UTILITIES WERE REMOVED WITH A STABILIZED GRAVEL MATERIAL OR PAVEMENT IF LOCATED WITHIN GREEN DRIVE, RETURN AND COMPACT CLEAN BACKFILL MATERIALS, AND STABILIZE THE SURFACE WITH GRAVEL MATERIALS OR A PAVEMENT SECTION. THE SURFACE ELEVATIONS IN

6. INSPECT ALL DISTURBED AREAS ON A DAILY BASIS. FOLLOWING THIS DAILY INSPECTION, INSTALL AS REQUIRED ANY AND ALL TEMPORARY DRAINAGE, EROSION, AND SEDIMENT CONTROL PRACTICES AS INDICATED, I.E., DIVERSION CHANNELS, BERMS, DRAINS, DITCHES, STONE DIKES, SILT FENCES, SEED AND MULCH OR OTHER PRACTICES AS RECOMMENDED AND SPECIFIED IN THE "NEW

7. CLEAN AND RESTORE SILT DESTINATION SITES. REMOVE OTHER EROSION CONTROL PRACTICES ON A TIMELY BASIS AS PERMANENT MEASURES TAKE HOLD.

8. INSPECT AND MAINTAIN GRADING, EROSION CONTROL AND SEDIMENT CONTROL PRACTICES WEEKLY AND IMMEDIATELY AFTER ALL SUBSTANTIAL STORMS

9. THE CONTRACTOR SHALL MAINTAIN DUST CONTROL THROUGHOUT THE PROJECT AND SHALL HAVE A DEDICATED VACUUM SWEEPER ON-SITE AT ALL TIMES.

10. REFER TO "EROSION CONTROL PLAN" FOR ADDITIONAL DETAILS RELATIVE TO THE REQUIRED CONSTRUCTION SEQUENCE. MAINTENANCE OF ALL EROSION CONTROL COMPONENTS SHALL BE AN ONGOING PRACTICE AND IN STRICT ACCORDANCE

TABLE 1 - TEMPORARY UPLAND LAND PLANT SECTION AND S		UPLAND LANDSCA	
SPECIE	S	PER ACRE	PER 1000 SQ.FT.
WINTEF	R RYE	120 LBS.	3 LBS.
OATS		2 1/2 BU OR 80 LBS.	2 LBS.
ANNUA	L RYE	40 LBS.	1 LB.
FOXTAI	L MILLET	30 LBS.	0.7 LB.

![](_page_8_Figure_70.jpeg)

![](_page_9_Figure_0.jpeg)

![](_page_9_Figure_1.jpeg)

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	CITY OF MANCHESTER					
	MANCHESTER-BOSTON REGIONAL AIRPORT CARGO FACILITY SITE PREPARATION AND HANGAR 6 AND HANGAR 7 DEMOLITION			.UUS DEIAILS		DATE: AUGUST 2021
				MISCELLANE		SCALE: N.T.S.
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![](_page_10_Figure_0.jpeg)

1. POSTS, INCLUDING ENCASEMENT SHALL BE SET AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT PROJECT REPRESENTATIVE (RPR). WHEN DIRECTED BY THE RPR THE FABRIC SHALL BE PLACED ON THE OPPOSITE SIDE OF THE POSTS SO THAT THE FABRIC CAN BE PULLED TIGHT

2. POSTS IN ROCK - WHERE SUBSTANTIAL ROCK IS ENCOUNTERED, A HOLE 2" LARGER IN DIAMETER THAN THE POST, AND 12" MINIMUM DEPTH FOR LINE POSTS, AND 18" MINIMUM FOR ALL OTHER POSTS SHALL BE MADE. AFTER INSERTING THE POSTS, THE HOLES ARE TO BE BACKFILLED WITH A HAND MIXED MORTAR CONSISTING OF ONE PART PORTLAND CEMENT TWO PARTS FINE AGGREGATE MIXED TO A PLASTIC CONSISTENCY SHOWING NO SIGNS OF FREE WATER. THE HAND MIXING AND CONSOLIDATION OF THE MORTAR SHALL BE PERFORMED IN A MANNER APPROVED BY THE RPR.

CORNER POSTS SHALL BE USED AT SHARP BREAKS IN VERTICAL GRADE AND CHANGES IN HORIZONTAL ALIGNMENT OF 15' AND OVER. PULL POSTS SHALL BE USED 500' ON STRAIGHT RUNS

4. THE CONTRACTOR SHALL SUBMIT THE DETAILS FOR THE CHAIN LINK FENCE PROPOSED TO BE ERECT TO THE ENGINEER. NO FENCE SHALL BE ERECTED PRIOR TO THE APPROVAL OF THE

5. GATE FABRIC SHALL MATCH FENCE FABRIC. BARBED WIRE ON GATES SHALL MATCH THAT USED ON

6. TENSION WIRE SHALL BE FASTENED TO EACH POST IN A MANNER APPROVED BY THE RPR.

7. A COMMERCIAL GRADE COMBINATION PADLOCK WITH THE SAME MHT STANDARD LOCK SHALL BE

8. ALL DOUBLE SWING GATES SHALL HAVE THE CAPABILITY OF SWINGING IN BOTH DIRECTIONS WITH

9. THE FENCE SHALL BE GROUND EVERY 500' AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RPR. THE GROUND SHALL BE ACCOMPLISHED WITH A 8' COPPER CLAD ROD MINIMUM OF <sup>§</sup>" DIAMETER DRIVEN VERTICALLY UNTIL THE TOP IS 6 INCHES BELOW THE GROUND SURFACE. A NO. 6 SOLID COPPER CONDUCTOR SHALL BE CLAMPED TO THE RODS AND TO THE FENCE IN SUCH A MANNER

POST AND RAIL SCHEDULE								
USE	MATERIAL	FED SPEC RR-F-191-3 SIZE	STEEL O.D. (INCHES)					
END CORNER AND ERMEDIATE POSTS FOR ENCES LESS THAN 8'	CLASS 1 (STEEL) GRADE B, GROUP 1C	SP4	2.875					
BRACE RAILS FOR ENCES 6' AND OVER	CLASS 1 (STEEL) GRADE B, GROUP 1C	SP1	1.66					
TOP RAIL	CLASS 1 (STEEL) GRADE B, GROUP 1C	SP1	1.66					
LINE POSTS FOR FENCES GREATER HAN 6' AND EQUAL TO OR LESS THAN 8'	CLASS 1 (STEEL) GRADE B, GROUP 1C	SP3	2.375					
GATE POSTS	CLASS 1 (STEEL) GRADE B, GROUP 1C	SP5	4.00					
NOTE: ALL POSTS AND RAILS TO BE GALVANIZED TUBULAR STEEL PIPE								

**BID DOCS** 

![](_page_10_Figure_14.jpeg)

![](_page_11_Picture_0.jpeg)

## NORTH BUILDING SIDE

![](_page_11_Picture_2.jpeg)

EAST BUILDING SIDE

![](_page_11_Picture_4.jpeg)

SOUTH BUILDING SIDE

![](_page_11_Picture_6.jpeg)

WEST BUILDING SIDE

HANGAR 6 PHOTOGRAPHS

![](_page_11_Picture_9.jpeg)

![](_page_11_Figure_10.jpeg)

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PROJECT DES		j 1	McFa		DESIGNED BY DPB				
CITY OF MANCHESTER	CITY OF MANCHESTER DEPARTMENT OF AVIATION MANCHESTER, NEW HAMPSHIRE								
STON REGIONAL AIRPORT	HANGAR 7 DEMOLITION	SITE PHOTOGRAPHS – HANGAR 6			DATE: AUGUST 2021				
MANCHESTER-BOS	HANGAR 6 AND				SCALE: N.T.S.				
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![](_page_12_Picture_0.jpeg)

![](_page_12_Picture_1.jpeg)

NORTH BUILDING SIDE

![](_page_12_Picture_3.jpeg)

EAST BUILDING SIDE

SOUTH BUILDING SIDE

![](_page_12_Picture_6.jpeg)

INSIDE LOOKING EAST

![](_page_12_Picture_8.jpeg)

WEST BUILDING SIDE

INSIDE LOOKING WEST

HANGAR 7 PHOTOGRAPHS

![](_page_12_Picture_13.jpeg)