



TOWN OF MOOSONEE, ONTARIO, CANADA
TRANSPORT CANADA AIRPORTS CAPITAL ASSISTANCE PROGRAM

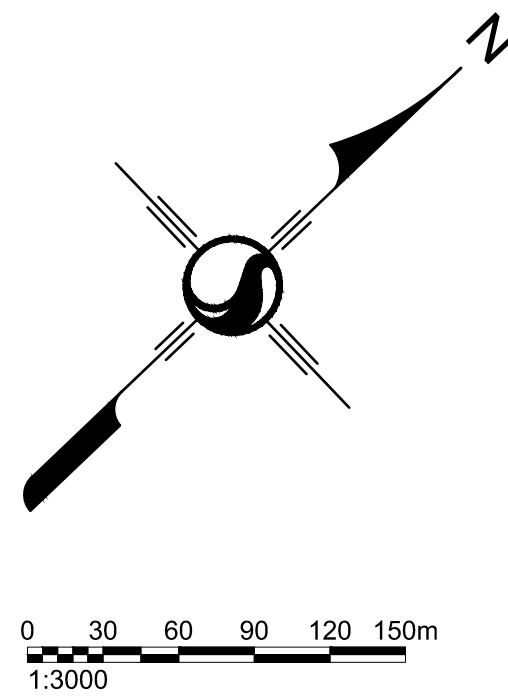


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5-16-2016

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NOT TO SCALE

BARRICADE NOTES:

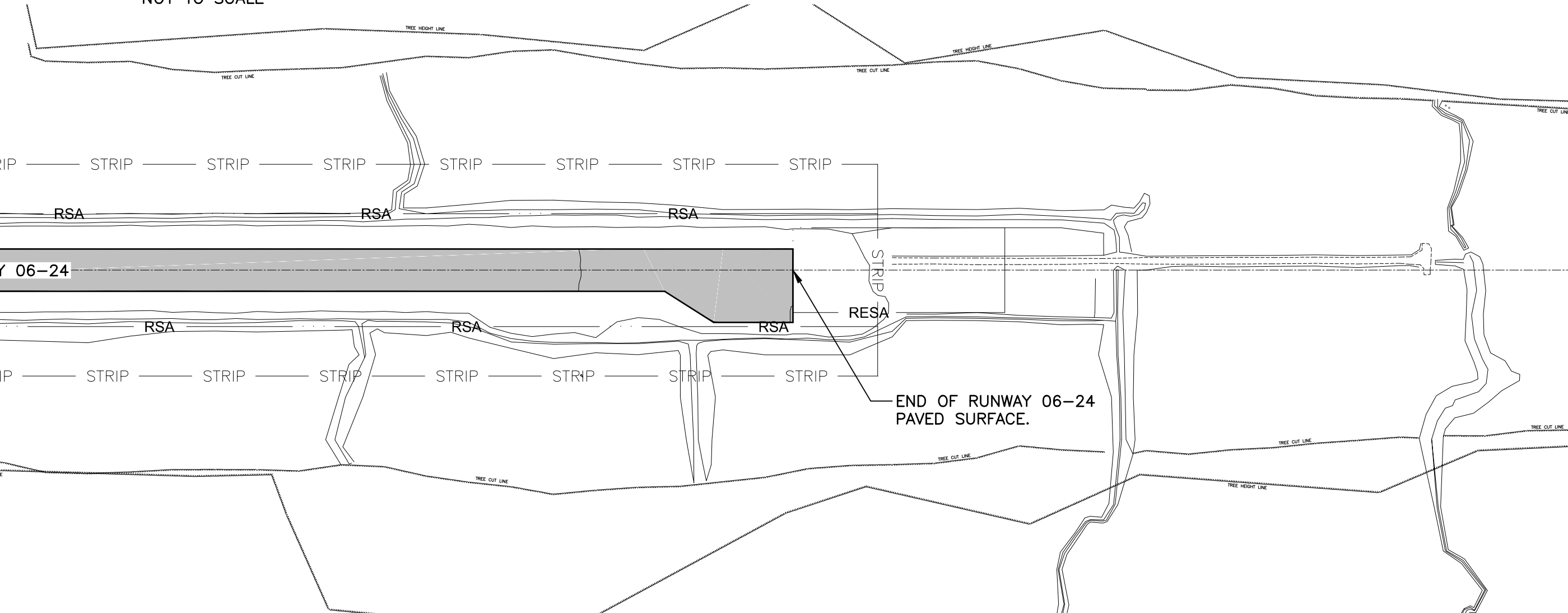
1. BARRICADES SHALL BE MULTI-BARRIER SAFETY BARRICADES WITH REFLECTIVE STRIPING (MODEL AR-10X96 - OR APPROVED EQUAL) AND SHALL MEET REQUIREMENTS OF FAA ADVISORY CIRCULAR 150/5370-2E, OR OTHER SUITABLE REGULATION AS APPROVED BY MOOSENEE AIRPORT AND THE ENGINEER.
2. BARRIERS SHALL BE PLACED END-TO-END TO CREATE A CONTINUOUS BARRICADE.
3. ENGINEER AND MOOSENEE AIRPORT OPERATIONS WILL HAVE FINAL DETERMINATION WHERE EACH TYPE OF BARRICADE SHALL BE PLACED.
4. BARRICADES SHALL BE ADEQUATELY WEIGHTED TO WITHSTAND HIGH WINDS AND/OR JET BLAST.
5. CONTRACTOR SHALL MAKE FREQUENT INSPECTION OF THE BARRICADES/CONES TO ENSURE LIGHTS ARE OPERATING EVERY NIGHT.

CHANNELIZER CONE NOTES:

1. WORK ZONE AREA LIGHTED CHANNELIZER CONES SHALL BE PLACED CONTINUOUSLY AT 3m ON CENTER ON ALL PAVED SURFACES AND AT 10m MINIMUM AND 15m MAXIMUM INTERVALS ON ALL TURF AREAS.



NOT TO SCALE



GENERAL NOTES:

1. REFER TO CONTRACT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
2. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES (ABOVE AND BELOW GRADE) AS SHOWN ON THESE PLANS ARE BASED ON RECORD DRAWINGS AND WERE FIELD SURVEYED FOR CONFIRMATION ONLY WHERE POSSIBLE. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING COMPLETE OR EXACT, AND THE CONTRACTOR SHALL FIELD SURVEY AND VERIFY ALL INFORMATION PRIOR TO COMMENCEMENT OF THE WORK. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES DISCOVERED DURING FIELD VERIFICATION OR DURING CONSTRUCTION.
3. THE CONTRACTOR SHALL REMOVE ALL DEBRIS IN AND AROUND THE PROJECT AREA, HAUL ROUTES PUBLIC ROADWAYS, THE CONTRACTOR'S STORAGE/STAGING AREA AND OTHER AREAS AS DESIGNATED BY THE MOOSENEE AIRPORT OR THE ENGINEER. DEBRIS REMOVAL SHALL BE CONDUCTED ON A DAILY BASIS OR AT ANY TIME AS REQUESTED BY THE ENGINEER. FAILURE TO COMPLY SHALL RESULT IN A \$1,000 PER DAY FINE UNTIL DEBRIS IS REMOVED TO THE SATISFACTION OF THE ENGINEER AND MOOSENEE AIRPORT OPERATIONS.
4. THE CONTRACTOR'S ACCESS/EGRESS HAUL ROUTES AND WORK AREAS, INCLUDING BUT NOT LIMITED TO THE AIRPORT ROADS, DESIGNATED TRUCK ROUTES, PUBLIC ROADWAYS, VEHICLE ACCESS ROADS, PARKING LOTS, AIRCRAFT APRONS, TAXIWAYS AND SHOULDERS, RUNWAYS, AND OTHER AREAS AS DETERMINED BY MOOSENEE AIRPORT AND/OR THE ENGINEER, SHALL BE MAINTAINED FREE OF FOREIGN OBJECTS AND DEBRIS (FOD) AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE AND OPERATE A SINGLE VACUUM ASSISTED SWEEPER DURING ALL HOURS OF WORK.
5. THE CONTRACTOR SHALL PHOTOGRAPH/VIDEO THE ENTIRE SITE, INCLUDING BUT NOT LIMITED TO STAGING AREAS, HAUL ROUTES, AND THE AIRPORT ACCESS ROADS TO PROVIDE DOCUMENTATION OF PRE-CONSTRUCTION SITE CONDITIONS. COPIES OF THE PHOTOGRAPH AND VIDEO SHALL BE PROVIDED TO THE AIRPORT MANAGER AND ENGINEER. AT THE COMPLETION OF CONSTRUCTION, ALL STAGING AREAS, HAUL ROUTES, AIRPORT ACCESS ROADS AND ANY OTHER AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RETURNED TO THEIR PRE-PROJECT CONDITION BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER. THIS SHALL INCLUDE AT A MINIMUM, REPAIR OF EXISTING GRAVEL/PAVED ROADWAYS, SCARIFYING, TOPSOILING, SEEDING AND MULCHING ANY DISTURBED TURF AREAS, AND SWEEPING OF ALL PAVED SURFACES UTILIZED TO REMOVE CONSTRUCTION MATERIALS AND DEBRIS THAT WERE LOST DURING TRANSIT. THERE IS NO SEPARATE PAY ITEM FOR HAUL ROUTES OR STABILIZED CONSTRUCTION EXITS. ALL WORK ASSOCIATED WITH CONSTRUCTING, MAINTAINING, AND RESTORING HAUL ROUTES AND ADJACENT AREAS IS CONSIDERED INCIDENTAL TO THE OVERALL PROJECT.
6. PRIOR TO THE COMMENCEMENT OF THE PROJECT, THE CONTRACTOR'S PERSONNEL SHALL ATTEND A FOREIGN OBJECT DEBRIS (FOD) BRIEFING PRESENTED BY MOOSENEE AIRPORT OPERATIONS. ALL ATTENDEES WILL BE REQUIRED TO UNDERSTAND AND COMPLY WITH ALL MOOSENEE AIRPORT SAFETY AND REQUIREMENTS.
7. AT NO TIME SHALL THE CONTRACTOR CROSS ACTIVE RUNWAYS WITHOUT PRIOR COORDINATION WITH MOOSENEE AIRPORT OPERATIONS AND THE ENGINEER. ESCORTING OF CONSTRUCTION PERSONNEL AND EQUIPMENT TO/FROM THE PROJECT SITE WILL BE PROVIDED AND PERFORMED BY AIRPORT PERSONNEL. THE CONTRACTOR SHALL PROCURE RADIOS AS NEEDED FOR HIS OPERATIONS/COMMUNICATIONS OVER THE LIFE OF THE PROJECT
8. RUNWAY CLOSURE MARKERS SHALL BE PROVIDED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING AND MAINTAINING THESE OVER THE LIFE OF THE PROJECT. THIS WORK IS INCIDENTAL TO THE PROJECT.
9. THE CONTRACTOR IS ADVISED THAT ALL RUNWAY CLOSURES, TAXIWAY CLOSURES OR CAUTIONS ARE SUBJECT TO WIND/WEATHER CONDITIONS AND ADVANCE APPROVAL FROM MOOSENEE AIRPORT OPERATIONS AND THE ENGINEER.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SITE PREPARATION AS REQUIRED TO ESTABLISH A SUITABLE WORK STAGING AREA. THE CONTRACTOR SHALL RESTORE THE SITE TO ITS ORIGINAL CONDITION AT THE CONCLUSION OF THE PROJECT.
11. PRIOR TO THE COMMENCEMENT OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT TO MOOSENEE AIRPORT OPERATIONS AND THE ENGINEER A DETAILED SAFETY PLAN INCLUDING ALL VEHICLE CROSSING LOCATIONS, BARRICADE PLACEMENT, AND CONSTRUCTION ACTIVITIES ON AND ADJACENT TO AIRCRAFT OPERATIONAL AREAS. THE SAFETY PLAN SHALL BE MODIFIED AND UPDATED ON A WEEKLY BASIS BY THE CONTRACTOR TO ADDRESS EACH PHASE AND/OR SUBPHASE AS WORK PROGRESSES.
12. MATERIAL DELIVERIES AND CONTRACTOR'S ACCESS TO THE PROJECT AREA SHALL BE THROUGH THE GATE SHOWN ON THE PLANS. ALL PERSONNEL, EQUIPMENT AND MATERIALS REQUIRED TO COMPLETE THE PROJECT WILL ACCESS THE AIRFIELD THROUGH THIS GATE.
13. STOCKPILES OF EXCAVATED MATERIALS THAT ARE PROPOSED TO BE RE-USED SHALL BE STOCKPILED WITHIN THE WORK LIMITS AT A LOCATION APPROVED BY THE ENGINEER AND MOOSENEE AIRPORT. ALL EXCESS EXCAVATED MATERIAL SHALL BE PLACED, GRADED, COMPACTED AND TOPSOIL AND SEED AT THE LOCATION(S) AS DIRECTED BY THE ENGINEER. NO ADDITIONAL COMPENSATION SHALL BE PROVIDED FOR HAULING, STOCKPILING AND REHANDLING OF MATERIALS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.



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Client/Project
MOOSONEE AIRPORT

RUNWAY REHABILITATION PROJECT

MOOSONEE, CANADA

File Name

DMZ
Dwn.

LAB
Chkd.

DMZ
Dsan.

16.05.05
YY.MM.DD

Title

GENERAL SITE PLAN

Project No.
163301858

Scale AS SHOWN

Drawing No.

Sheet

Revision

C-010

2 of 28

2

- THE RUNWAY SHALL BE CLOSED FOR A MAXIMUM OF 30 CALENDAR DAYS.
- CONTRACTOR MOBILIZATION AND DEMOBILIZATION MAY BE GRANTED IN ADVANCE OF THE NOTICE-TO-PROCEED AND AFTER FINAL PROJECT COMPLETION RESPECTIVELY. THESE EFFORTS WILL BE CONSIDERED EXCLUSIVE OF THE 30 CALENDAR DAY RUNWAY CLOSURE PERIOD.
- CONTRACTOR SHALL SCHEDULE MANPOWER AND EQUIPMENT TO ENSURE ALL SCHEDULED WORK CAN BE COMPLETED ENTIRELY WITHIN THE SPECIFIED TIME FRAMES OF EACH PROJECT PHASE.
- SCHEDULING ALL WORK BY THE CONTRACTOR SHALL BE COORDINATED IN WRITING WITH THE ENGINEER A MINIMUM OF 48-HOURS IN ADVANCE OF COMMENCEMENT.
- THE CONTRACTOR SHALL SUBMIT FOR APPROVAL, BY THE ENGINEER, A DETAILED CONSTRUCTION-SITE ACCESS AND MOBILIZATION PLAN WHICH DETAILS LOCATIONS OF SITE ACCESS, CONSTRUCTION VEHICLE MOVEMENT LIMITS, EQUIPMENT/MATERIALS STAGING TEMPORARY CONSTRUCTION SIGNAGE, AND LOCATIONS OF LIGHTED SAFETY BARRICADES/CHANNELIZER CONES.
- THE CONTRACTOR SHALL PROVIDE WORK ZONE LIGHTED CHANNELIZER CONES AND WATER BALLASTED LIGHTED SAFETY BARRICADES AT THE LIMITS OF EACH PHASE OF WORK (REFER TO DETAILS). BARRICADE LAYOUTS FOR EACH PHASE SHALL BE PER THE PHASING PLAN (THIS SHEET). THERE IS NO SEPARATE PAY ITEM FOR FURNISHING, PLACING, MAINTAINING AND REMOVAL OF THESE CONES AND BARRICADES.
- THE LIMITS OF EACH WORK PHASE SHALL BE CLEARLY IDENTIFIED IN THE FIELD PRIOR TO COMMENCEMENT OF EACH PHASE VIA SURVEY FLAGGING AND/OR STAKES TO ENSURE PERSONNEL AND EQUIPMENT DO NOT STRAY INTO ACTIVE AREAS.
- THE CONTRACTOR SHALL CONTINUOUSLY SWEEP ALL PAVEMENTS WITHIN THE WORK AREA AND AIRFIELD HAUL ROUTES TO REMOVE ALL DEBRIS AS REQUIRED AND/OR AS DIRECTED BY THE ENGINEER. PUBLIC ROADS USED BY THE CONTRACTOR TO ACCESS THE SITE DURING CONSTRUCTION SHALL ALSO BE MAINTAINED FREE OF CONSTRUCTION DEBRIS AND MATERIALS. ANY AND ALL LOCAL ROADWAY ORDINANCES AND REGULATIONS SHALL BE OBSERVED BY THE CONTRACTOR IN THEIR ENTIRETY.
- THE CONTRACTOR'S PERSONNEL AND EQUIPMENT SHALL YIELD TO ALL MOVING AIRCRAFT AND EMERGENCY VEHICLES AT ALL TIMES. ALL PERSONNEL WILL BE REQUIRED TO ATTEND AIRSIDE TRAINING CONDUCTED BY THE AIRPORT MANAGER IN ADVANCE OF RECEIVING AUTHORIZATION TO ACCESS THE AIRFIELD.
- NO SMOKING OR OPEN FLAMES WILL BE ALLOWED ON ANY PORTIONS OF THE AIRFIELD AT ANY TIMES.
- THE CONTRACTOR SHALL ENSURE THAT NO PAVEMENT LIPS OR EDGES EXCEED 2-INCHES WITHIN THE ACTIVE RUNWAY OR TAXIWAY STRIPS.
- BEFORE ANY CONSTRUCTION EQUIPMENT ENTERS THE AIRFIELD, RUNWAY 06-24 SHALL BE CLOSED TO AIR TRAFFIC, THE RUNWAY 06-24 LIGHTING CIRCUIT SHALL BE DENERGIZED, RUNWAY CLOSURE MARKERS PLACED, LIGHTED CHANNELIZER CONES/BARRICADES PLACED, AND TEMPORARY CONSTRUCTION SIGNAGE INSTALLED. REFER TO INDIVIDUAL PHASING NOTES ON THIS SHEET FOR SPECIFIC REQUIREMENTS AND RESTRICTIONS.
- OTHER THAN AIRFIELD CLOSURES LISTED FOR INDIVIDUAL PHASES, THE AIRPORT SHALL REMAIN FULLY OPERATIONAL AT ALL TIMES. THE CONTRACTOR SHALL ENSURE THAT CONSTRUCTION OPERATIONS DO NOT IMPACT ADJACENT AIRCRAFT/AIRPORT OPERATIONS IN ANY FASHION OUTSIDE THE LIMITS OF WORK. THE CONTRACTOR SHALL IMPLEMENT MEASURES TO ENSURE THAT DUST AND AIRBORNE DEBRIS DO NOT DRIFT IN THE DIRECTION OF STATIONARY AND/OR OPERATING AIRCRAFT.

DURATION:

- 10 CONSECUTIVE CALENDAR DAYS (DAY 1 THRU 10):
WORK HOURS:
- 7:00AM TO 7:00PM, SEVEN (7) DAYS PER WEEK

CLOSURES:

- TAXIWAY A
- RUNWAY 06-24

DESCRIPTION OF WORK:

- INSTALL RUNWAY CLOSURE MARKERS ON RUNWAY 06-24. MARKERS SHALL REMAIN IN PLACE THROUGH PHASE III.
- DE-ENERGIZE RUNWAY 06-24 EDGE LIGHTS FOR DURATION OF PHASES I THROUGH III.
- INSTALL LIGHTED SAFETY BARRICADES AND CHANNELIZER CONES AS REQUIRED.
- RECLAIM, PULVERIZE AND BLEND BITUMINOUS PAVEMENT (APPROX. 44,000m³) WITH EXISTING BASE TO A DEPTH OF 300mm. GRADE BLENDED MATERIAL TO MEET DESIGN GRADES AND COMPACT AS SPECIFIED.
- REMOVE ALL DEBRIS AND CLEAN WORK AREA.

CONSTRAINTS:

- WORK WITHIN 40m OF RUNWAY 14-32 CENTRELINE. SHALL BE COMPLETED UNDER COORDINATION WITH THE AIRPORT AND THE ENGINEER. THIS WORK SHALL BE COMPLETED DURING NON PEAK HOURS. THE CONTRACTOR WILL BE REQUIRED TO PULL BACK FROM THE AREA 15 MINUTES PRIOR TO AIRCRAFT USING THE RUNWAY. THE AIRPORT MANAGER WILL HAVE NOTAMS IN PLACE FOR THIS PROCEDURE.
- CONTRACTOR SHALL USE RADIO EQUIPPED ESCORTS WHEN CROSSING RUNWAY '14-32'

DURATION:

- 14 CONSECUTIVE CALENDAR DAYS (DAY 11 THRU 24):

WORK HOURS:

- 7:00AM TO 7:00PM, SEVEN (7) DAYS PER WEEK

CLOSURES:

- TAXIWAY A
- RUNWAY 06-24

DESCRIPTION OF WORK:

- MAINTAIN RUNWAY CLOSURE MARKERS ON RUNWAY 06-24 INSTALLED IN PHASE I. MARKERS SHALL REMAIN IN PLACE THROUGH PHASE III.
- DE-ENERGIZE RUNWAY 06-24 EDGE LIGHTS FOR DURATION OF PHASES I THROUGH III.
- INSTALL LIGHTED SAFETY BARRICADES AND CHANNELIZER CONES AS REQUIRED.
- PLACE HOT MIX BITUMINOUS ASPHALT (APPROX. 11,000 TONNES) IN TWO EQUAL LIFTS TO A DEPTH OF 100mm TO MEET DESIGN GRADES AND COMPACT AS SPECIFIED.
- TOPSOIL, SEED ALONG NEW PAVEMENT EDGES.
- REMOVE ALL DEBRIS AND CLEAN WORK AREA.

CONSTRAINTS:

- WORK WITHIN 40m OF RUNWAY 14-32 CENTRELINE SHALL BE COMPLETED UNDER COORDINATION WITH THE AIRPORT AND THE ENGINEER. THIS WORK SHALL BE COMPLETED DURING NON PEAK HOURS. THE CONTRACTOR WILL BE REQUIRED TO PULL BACK FROM THE AREA 15 MINUTES PRIOR TO AIRCRAFT USING THE RUNWAY. THE AIRPORT MANAGER WILL HAVE NOTAMS IN PLACE FOR THIS PROCEDURE.
- CONTRACTOR SHALL USE RADIO EQUIPPED ESCORTS WHEN CROSSING RUNWAY "14-32"

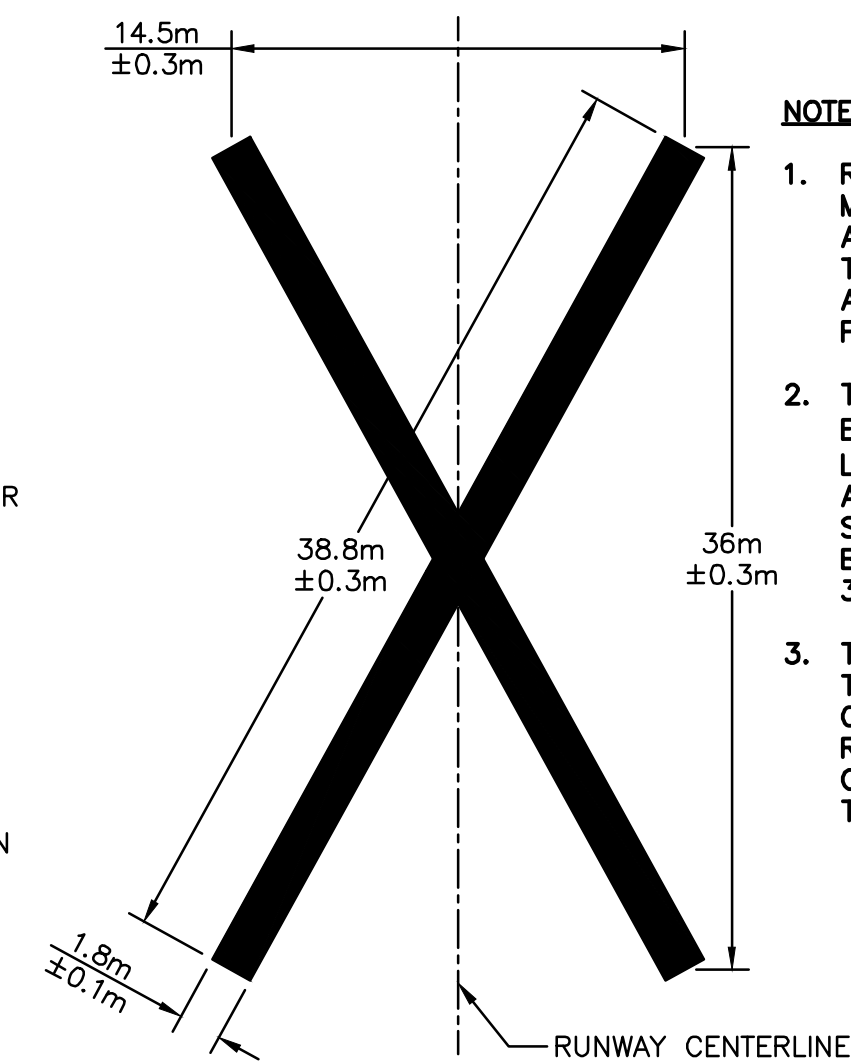
DURATION:
4 CONSECUTIVE CALENDAR DAYS (DAY 25 THRU 28):

WORK HOURS:
• 7:00AM TO 7:00PM, SEVEN (7) DAYS PER WEEK

CLOSURES:
• TAXIWAY A
• RUNWAY 06-24

DESCRIPTION OF WORK:
• MAINTAIN RUNWAY CLOSURE MARKERS ON RUNWAY 06-24. ALL INSTALLED IN PHASE I MARKERS SHALL REMAIN IN PLACE THROUGH PHASE III.
• MAINTAIN LIGHTED SAFETY BARRICADES AND CHANNELIZER CONES AS REQUIRED.
• PLACE LINE MARKINGS ON RUNWAY AND TAXIWAY
• REMOVE ALL DEBRIS AND CLEAN WORK AREA.

CONSTRAINTS:
• WORK WITHIN 40m OF RUNWAY 14-32 CENTRELINE SHALL BE COMPLETED UNDER COORDINATION WITH THE AIRPORT AND THE ENGINEER. THIS WORK SHALL BE COMPLETED DURING NON PEAK HOURS. THE CONTRACTOR WILL BE REQUIRED TO PULL BACK FROM THE AREA 15 MINUTES PRIOR TO AIRCRAFT USING THE RUNWAY. THE AIRPORT MANAGER WILL HAVE NOTAMS IN PLACE FOR THIS PROCEDURE.
• CONTRACTOR SHALL USE RADIO EQUIPPED ESCORTS WHEN CROSSING RUNWAY '14-32'



NOTES

1. RUNWAY CLOSURE MARKERS SHALL BE MADE OF WHITE VINYL OR PLYWOOD AND ANCHORED TO THE GROUND SO THAT THEY SHALL NOT FLIP IN THE WIND. ANCHORING DEVICE SHALL NOT DAMAGE PAVEMENT.
2. THE MARKERS SHALL BE PLACED AT EACH END OF THE RUNWAY (AT THE LOCATION OF THE RUNWAY NUMBERS), AND ADDITIONAL MARKERS SHALL BE PLACED SO THAT THE MAXIMUM INTERVAL BETWEEN MARKERS DOES NOT EXCEED 300m.
3. THERE IS NO SEPARATE PAY ITEM FOR THE RUNWAY CLOSURE MARKINGS. THE CONTRACTOR SHALL INSTALL AND MOVE RUNWAY CLOSURE MARKERS TO SUIT CONSTRUCTION SHALL BE INCIDENTAL TO THE PROJECT.

- **RUNWAY SAFETY AREA (RSA):** 80m WIDE; 40m OFFSET FROM RUNWAY CENTRELINE. ALL PERSONNEL AND CONSTRUCTION EQUIPMENT ARE REQUIRED TO REMAIN OUTSIDE OF THE RUNWAY 14-32 SAFETY AREA AT ALL TIMES WHEN RUNWAY 14-32 IS ACTIVE.
- **RUNWAY STRIP:** 150m WIDE; 75m OFFSET FROM RUNWAY CENTRELINE. NO MATERIALS SHALL BE STOCKPILED WITHIN THE RUNWAY 14-32 STRIP AT ANY TIME.
- **RUNWAY END SAFETY AREA (RESA):** 60m WIDE x 150m LONG; 30m OFFSET FROM RUNWAY CENTRELINE. ALL PERSONNEL AND CONSTRUCTION EQUIPMENT ARE REQUIRED TO REMAIN OUTSIDE OF THE RUNWAY 32 RESA AT ALL TIMES.

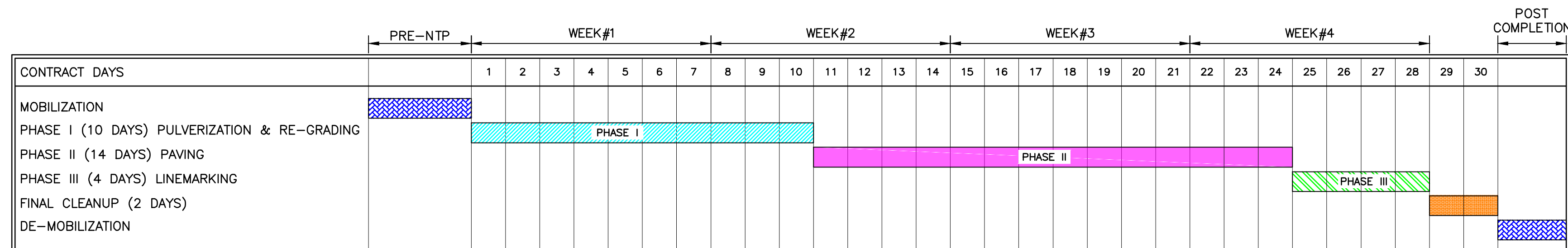


Diagram illustrating the closure of Runway 06-24 during the construction of Runway 14-32. The diagram shows the layout of Runway 06-24, Runway 14-32, and the associated Runway Safety Areas (RSA) and Runway End Safety Areas (RESA). Key features include:

- Runway 06-24:** The main runway, shown in blue, with a closure area marked by 'X' symbols.
- Runway 14-32:** The new runway under construction, shown in grey.
- Runway Closure Markers:** Indicated by 'X' symbols at the ends of the closed runway.
- Runway End Safety Area (RESA):** The area at the end of the runway, shown in light blue.
- Runway Safety Area (RSA):** The area adjacent to the runway, shown in light grey.
- Stripes:** Markers along the edges of the runway and RSA, labeled 'STRIP'.
- Reclaiming and Grading:** Indicated by a line labeled 'RECLAIMING AND GRADING' within the RSA for Runway 14-32.
- Low Profile Barricades:** To be placed when no work is taking place within the RSA for Runway 32, STA:2+258.
- Runway Closure Marker as Required to Complete Work at Runway End:** Indicated by 'X' symbols at the end of the runway.

PAVING WITHIN THE RSA FOR RUNWAY "14-32"
TO BE COMPLETED DURING NON PEAK HOURS
UNDER 15 MINUTE PRIOR CALL IN NOTAM.
CONTRACTOR TO PULL OUT OF AREA WHEN
AIRCRAFT ARE SCHEDULED TO USE RUNWAY

RUNWAY CLOSURE MARKER

RUNWAY CLOSURE MARKER AS REQUIRED TO COMPLETE WORK AT RUNWAY END

LOW PROFILE BARRICADES TO BE PLACED WHEN NO WORK IS TAKING PLACE WITHIN THE RSA FOR RUNWAY 32 STA:2+170

LOW PROFILE BARRICADES TO BE PLACED WHEN NO WORK IS TAKING PLACE WITHIN THE RSA FOR RUNWAY 32 STA:2+258

RUNWAY CLOSURE MARKER AS REQUIRED TO COMPLETE WORK AT RUNWAY END

RUNWAY CLOSURE MARKERS

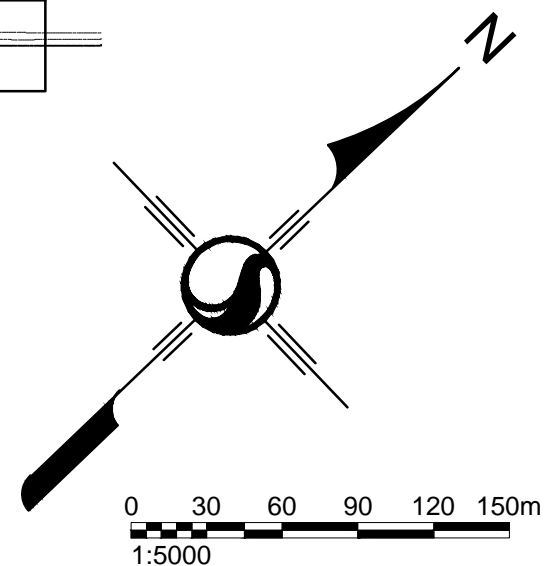
RUNWAY 06-24

RUNWAY 14-32

RUNWAY 14-32A

RSA

STRIP



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Client/Project
MOOSONEE AIRPORT

RUNWAY REHABILITATION PROJECT

MOOSONEE, CANADA

File Name:

DMZ

LAB

DMZ

16.05.05

Title

SAFETY AND PHASING PLAN

Project No.
163301858

Scale
AS SHOWN

Drawing No.

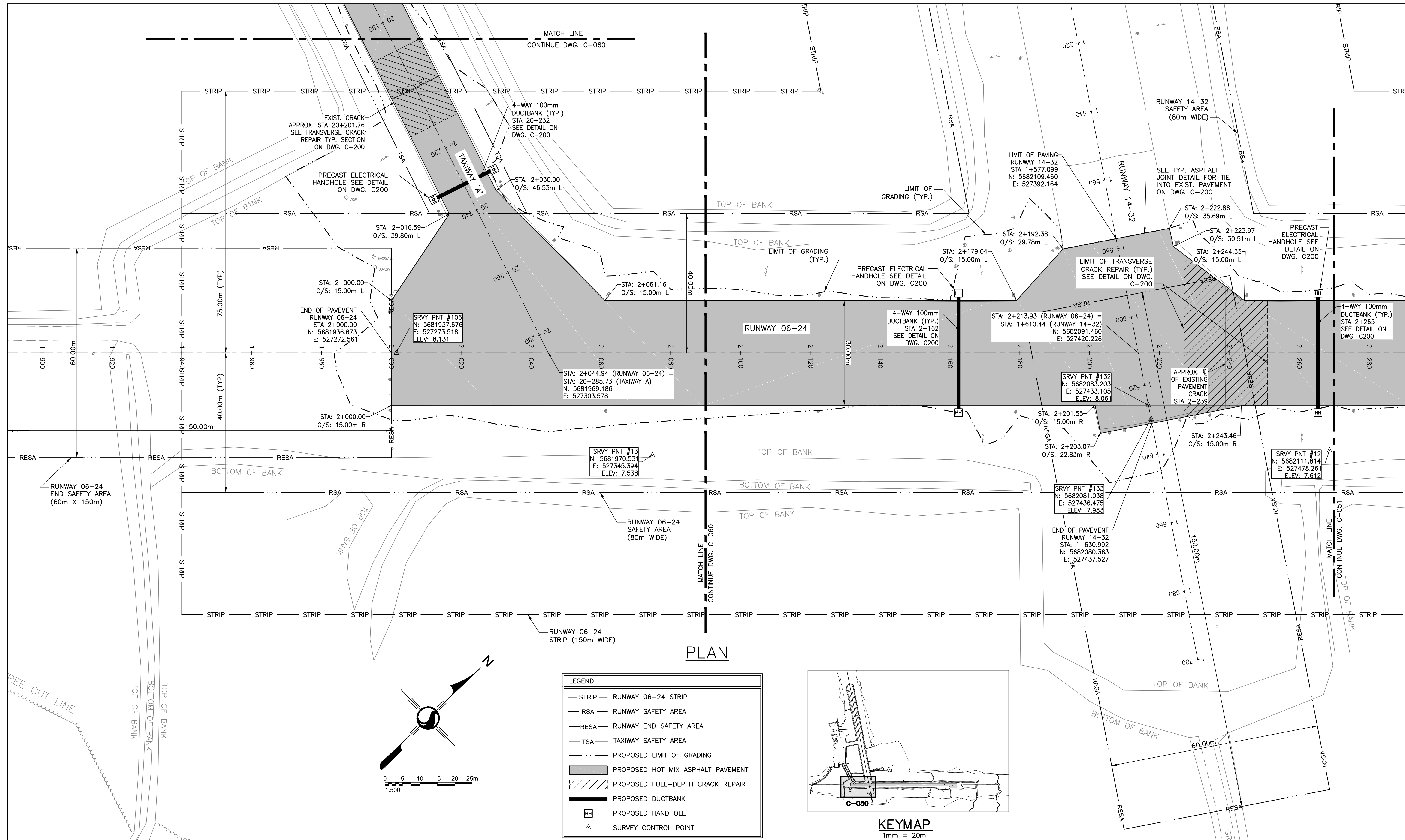
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Revision

C-020

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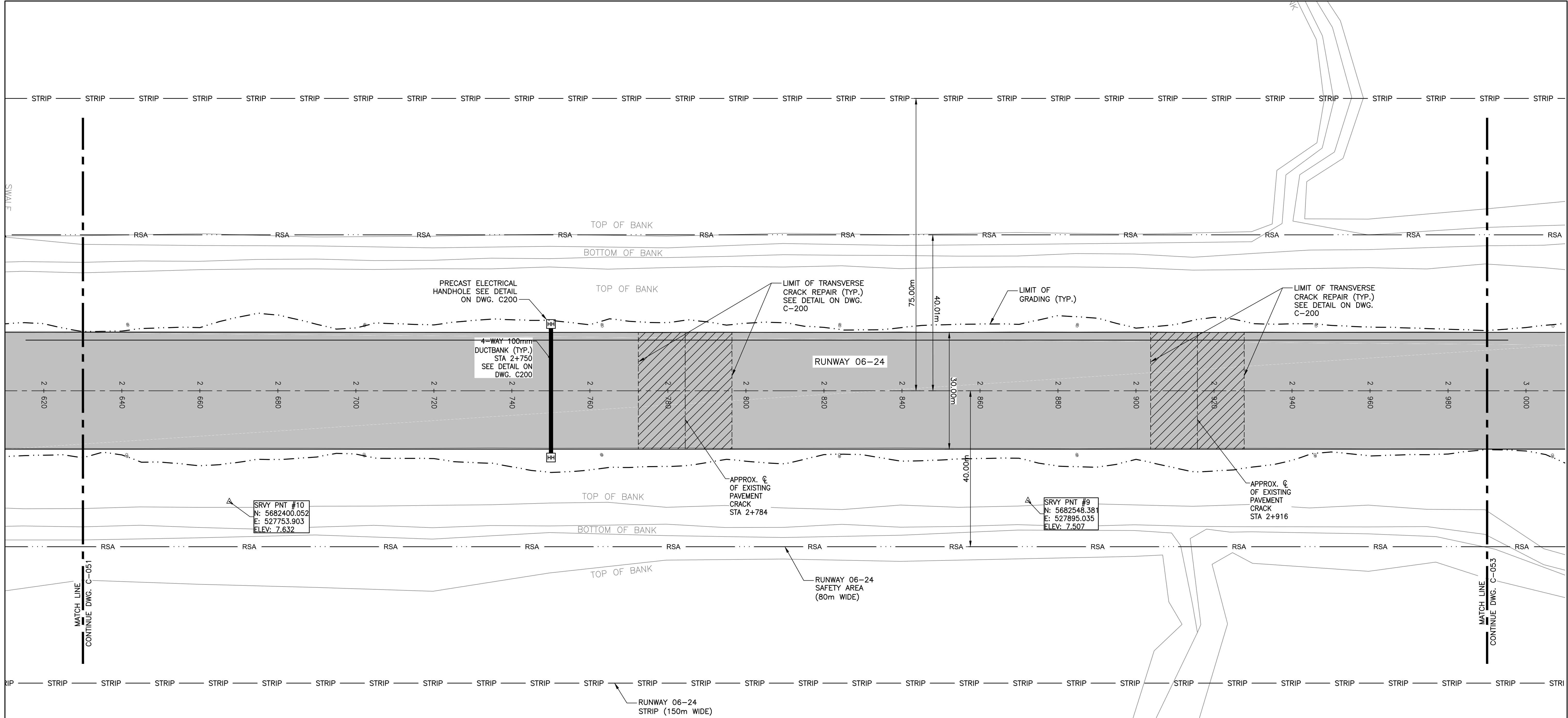
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MOOSONEE AIRPORT
RUNWAY REHABILITATION PROJECT
MOOSONEE, CANADA

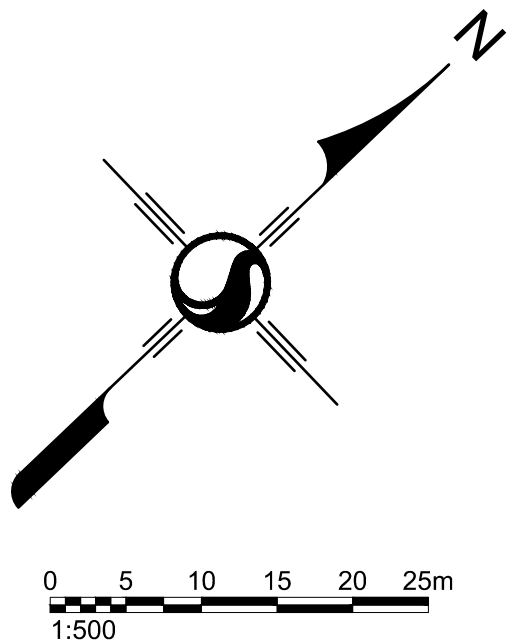
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Title
LAYOUT PLAN
RUNWAY 06-24
STA. 1+890 - 2+270

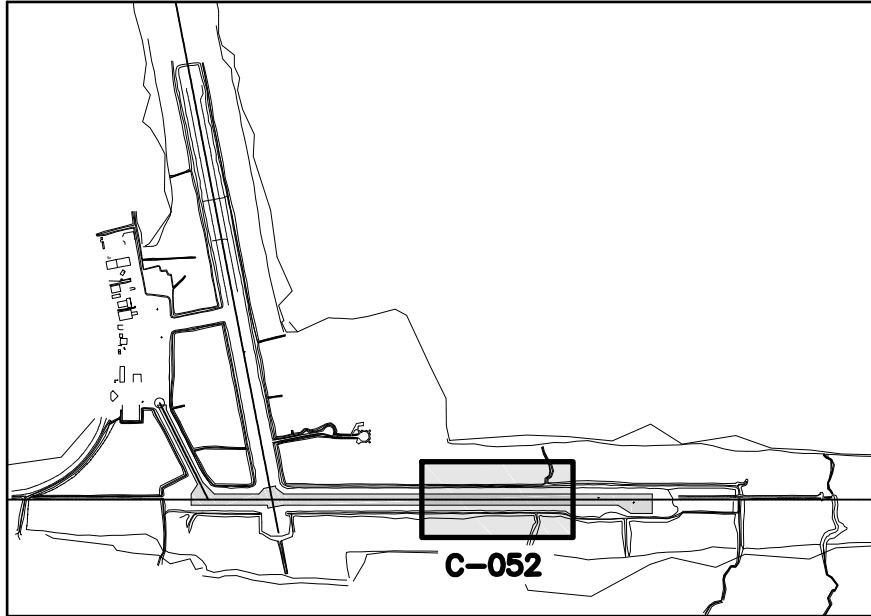
Project No. 163301858	Scale AS SHOWN	
Drawing No. C-050	Sheet 4 of 28	Revision 2



PLAN



LEGEND	
— STRIP —	RUNWAY 06-24 STRIP
— RSA —	RUNWAY SAFETY AREA
— RESA —	RUNWAY END SAFETY AREA
— TSA —	TAXIWAY SAFETY AREA
---	PROPOSED LIMIT OF GRADING
	PROPOSED HOT MIX ASPHALT PAVEMENT
	PROPOSED FULL-DEPTH CRACK REPAIR
	PROPOSED DUCTBANK
	PROPOSED HANDHOLE
	SURVEY CONTROL POINT



1mm = 20m

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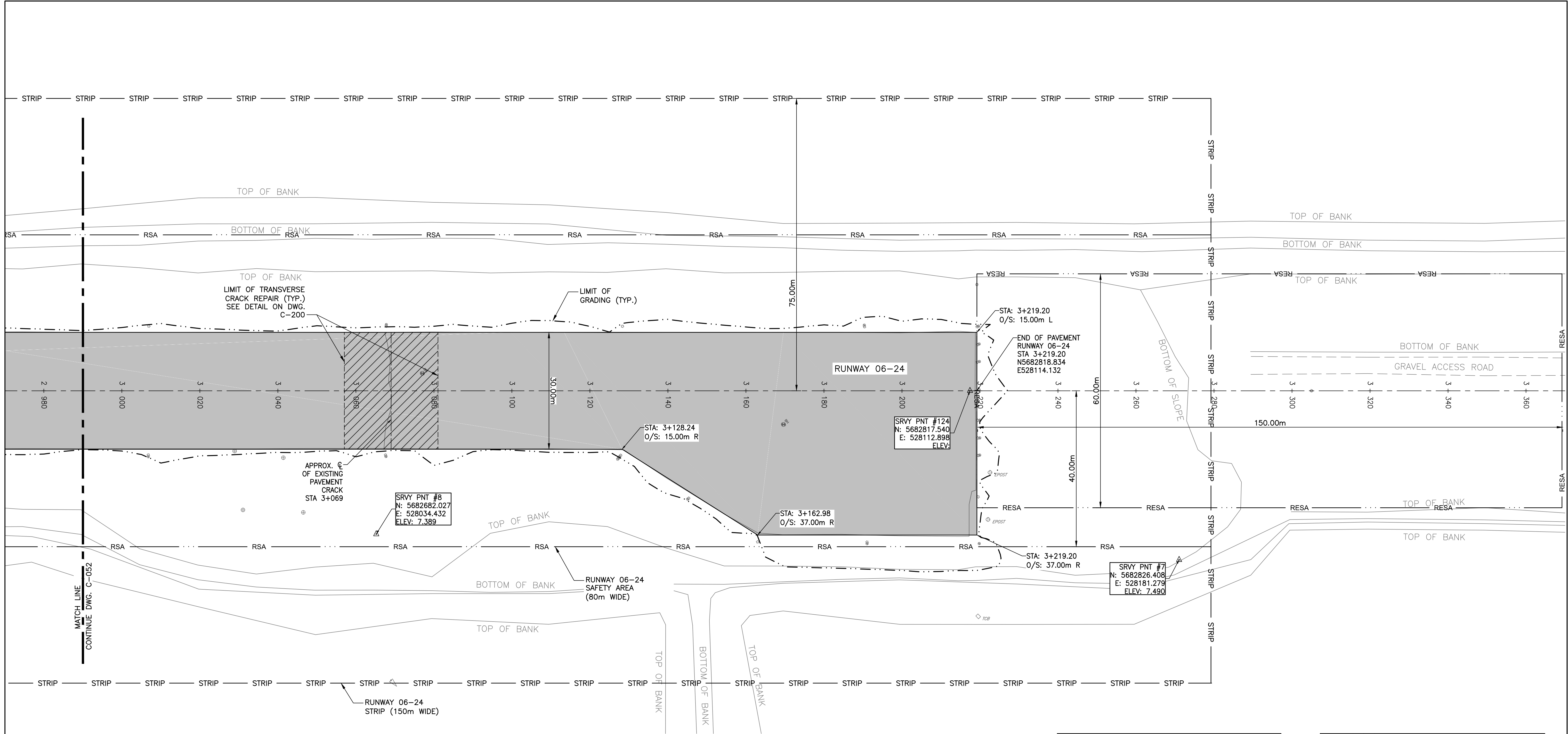
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RUNWAY REHABILITATION PROJECT
MOOSONEE, CANADA

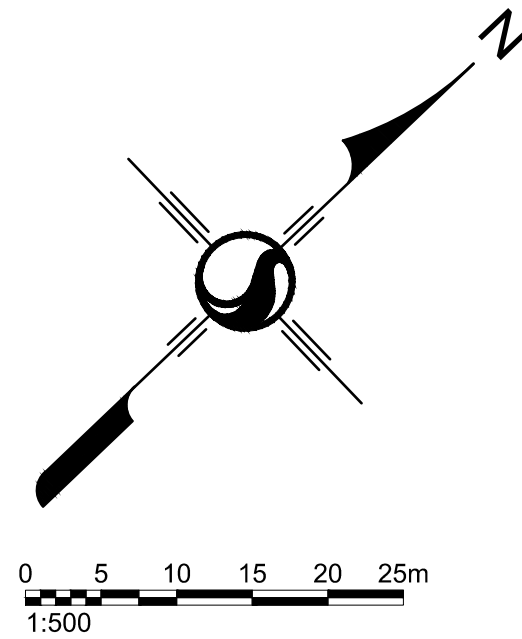
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Title
LAYOUT PLAN
RUNWAY 06-24
STA. 2+630 - 2+990

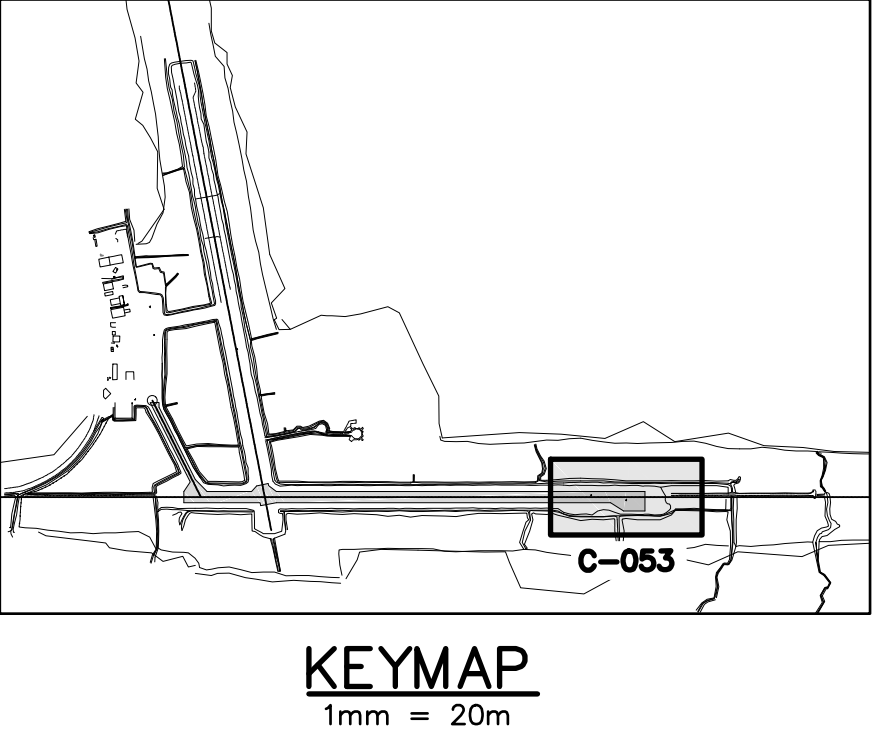
Project No. 163301858
Drawing No. C-052
Scale AS SHOWN
Sheet 6 of 28
Revision 2



PLAN



LEGEND	
— STRIP —	RUNWAY 06-24 STRIP
— RSA —	RUNWAY SAFETY AREA
— RESA —	RUNWAY END SAFETY AREA
— TSA —	TAXIWAY SAFETY AREA
— — —	PROPOSED LIMIT OF GRADING
	PROPOSED HOT MIX ASPHALT PAVEMENT
	PROPOSED FULL-DEPTH CRACK REPAIR
	PROPOSED DUCTBANK
	PROPOSED HANDHOLE
	SURVEY CONTROL POINT



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Revision	By	Appd.	YY.MM.DD
ISSUED FOR BID	LAB	MCB	16.05.16
90% FOR REVIEW	LAB	MCB	16.04.15
PRELIMINARY - ACAP	LAB	MCB	15.06.30



ISSUED FOR TENDER
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5-16-2016



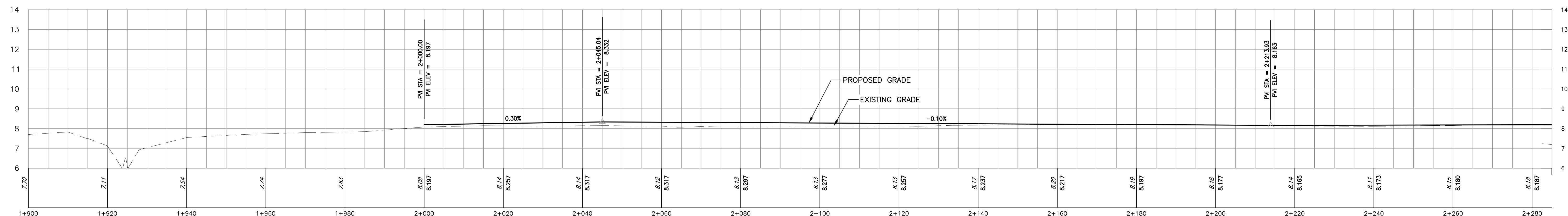
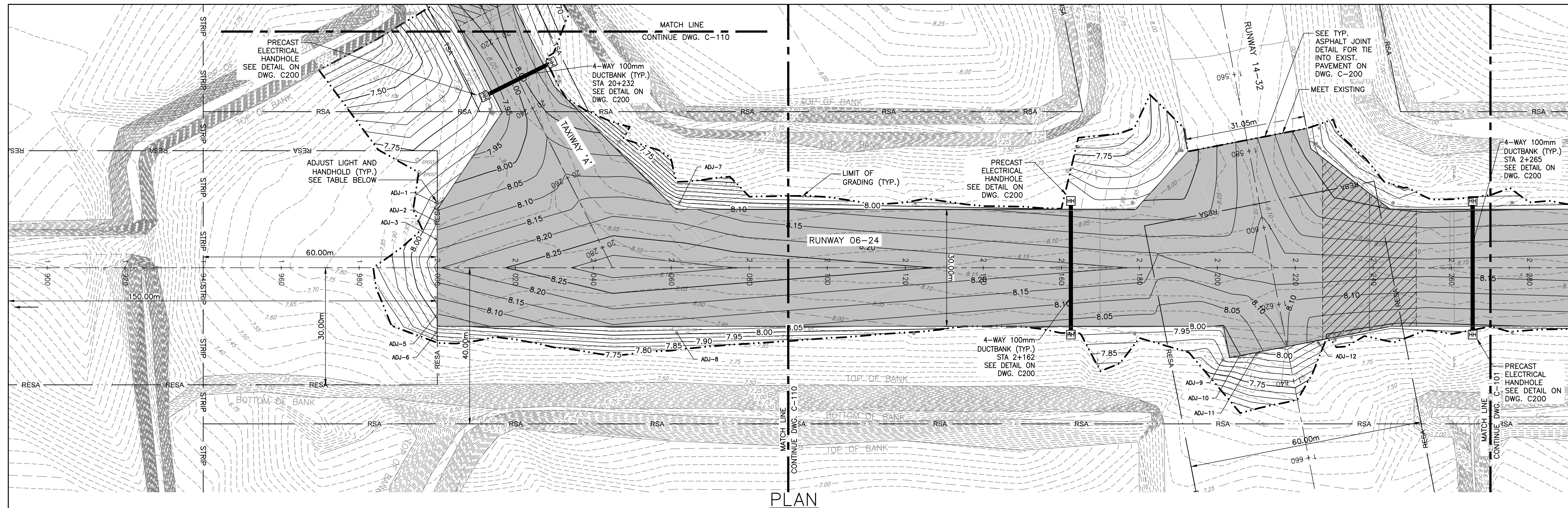
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Client/Project
MOOSONEE AIRPORT
RUNWAY REHABILITATION PROJECT
MOOSONEE, CANADA

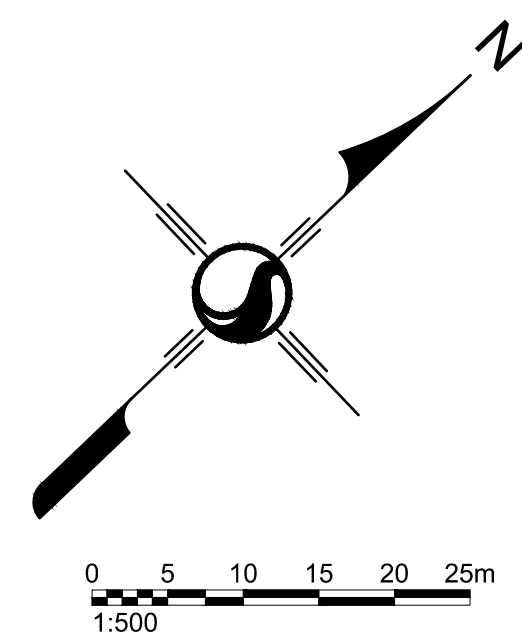
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Dwn. Chkd. Dsgn. YY.MM.DD


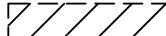


Title
LAYOUT PLAN
RUNWAY 06-24
STA. 2+990 - 3+370

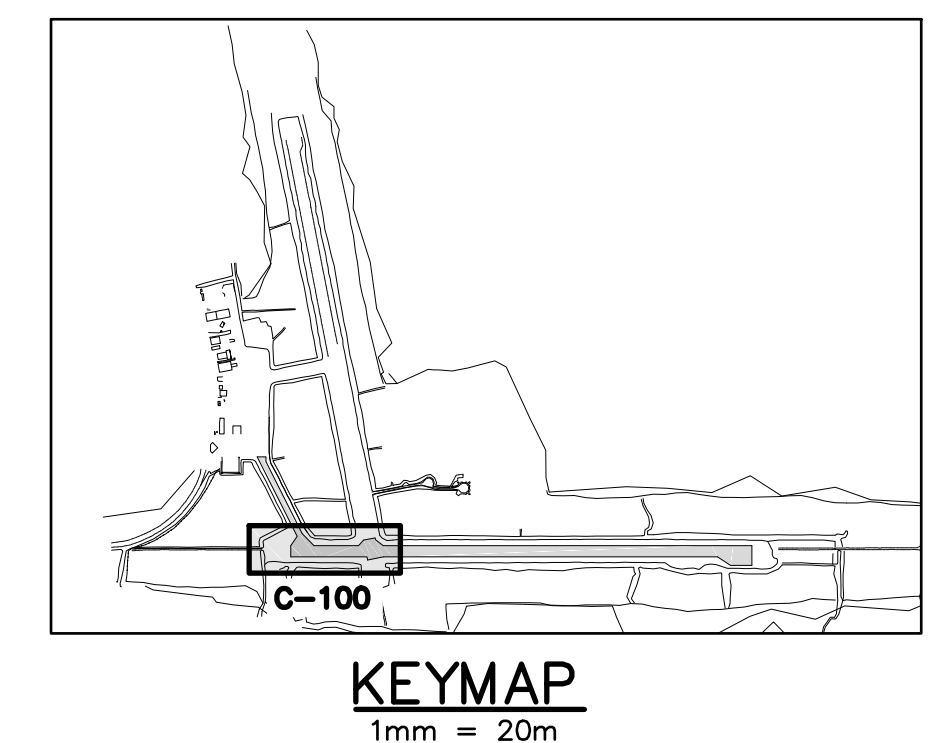
Project No. 163301858
Drawing No. C-053
Scale AS SHOWN
Sheet 7 of 28
Revision 2



LIGHT/HANDHOLE ADJUSTMENT TABLE	
ADJ #	DELTA
ADJ-1	+0.12m
ADJ-2	+0.10m
ADJ-3	+0.04m
ADJ-4	+0.11 m
ADJ-5	+0.14m
ADJ-6	+0.08m
ADJ-7	+0.15m
ADJ-8	+0.17m
ADJ-9	+0.07m
ADJ-10	+0.09m
ADJ-11	+0.16m
ADJ-12	+0.07m



LEGEND	
— RSA —	RUNWAY SAFETY AREA
— TSA —	TAXIWAY SAFETY AREA
— RESA —	RUNWAY END SAFETY AREA
-----109.05-----	EXISTING MINOR CONTOUR
-----110.25-----	EXISTING MAJOR CONTOUR
—109.05—	PROPOSED MINOR CONTOUR
—110.25—	PROPOSED MAJOR CONTOUR
— • • —	PROPOSED LIMIT OF GRADING
	PROPOSED HOT MIX ASPHALT PAVEMENT
	PROPOSED FULL-DEPTH CRACK REPAIR
	PROPOSED DUCTBANK
	PROPOSED HANDHOLE



ISSUED FOR BID	LAB	MCB	16.05.16
90% FOR REVIEW	LAB	MCB	16.04.15
PRELIMINARY - ACAP	LAB	MCB	15.06.30
Revision	By	Appd.	YY.MM.DD



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Client/Project
MOOSONEE AIRPORT

RUNWAY REHABILITATION PROJECT

MOOSONEE, CANADA

File Name:

DMZ
Dwn.

LAB	DM
Chkd.	Dsgn

Title
GRADING PLAN AND PROFILE
RUNWAY 06-24
STA. 1+890 - 2+270

Project No.
163301858

Scale
AS SHOWN

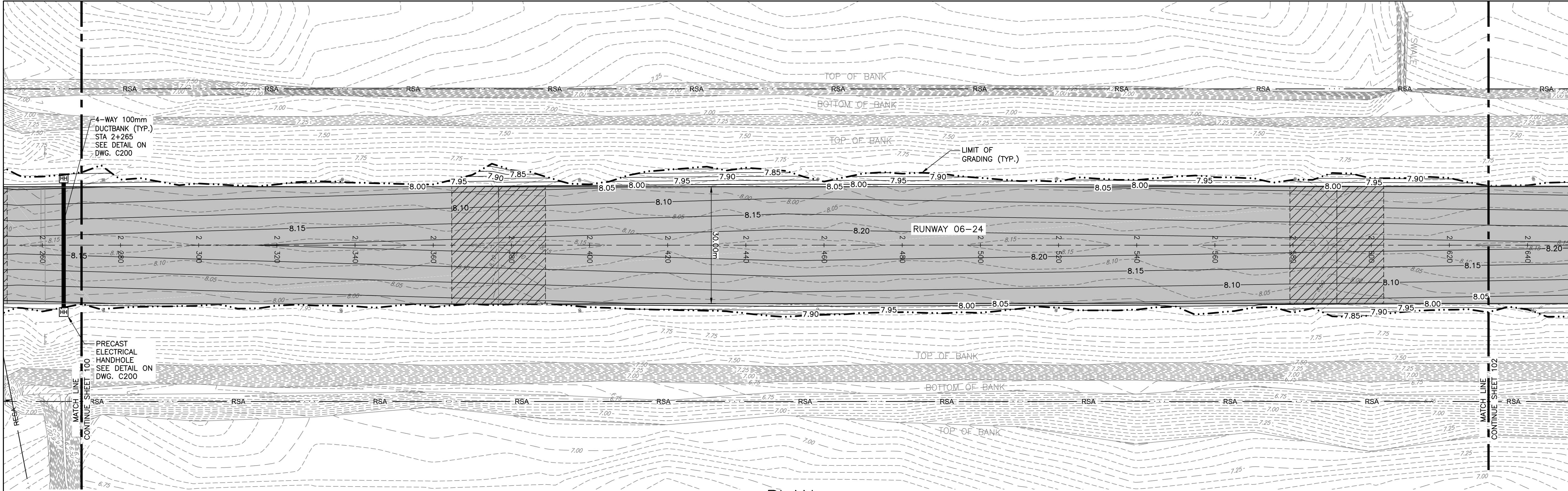
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Sheet Revision

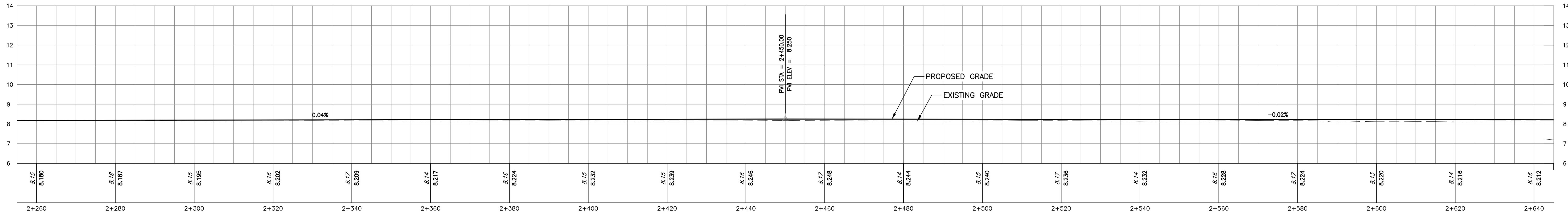
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9 of 28

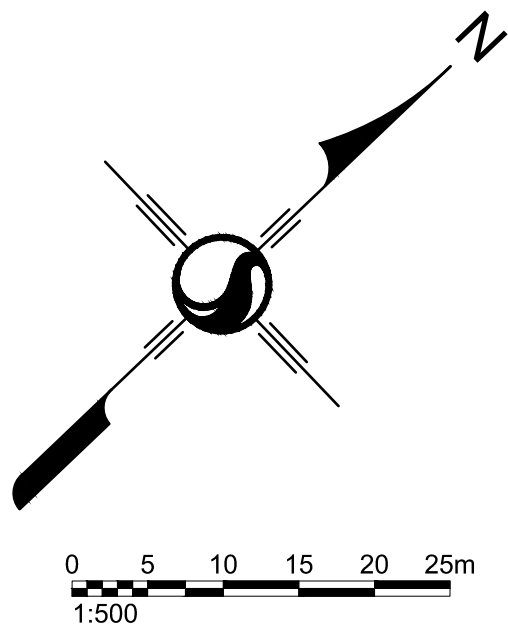
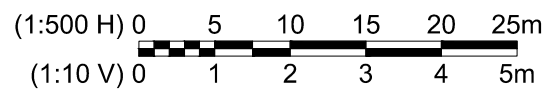
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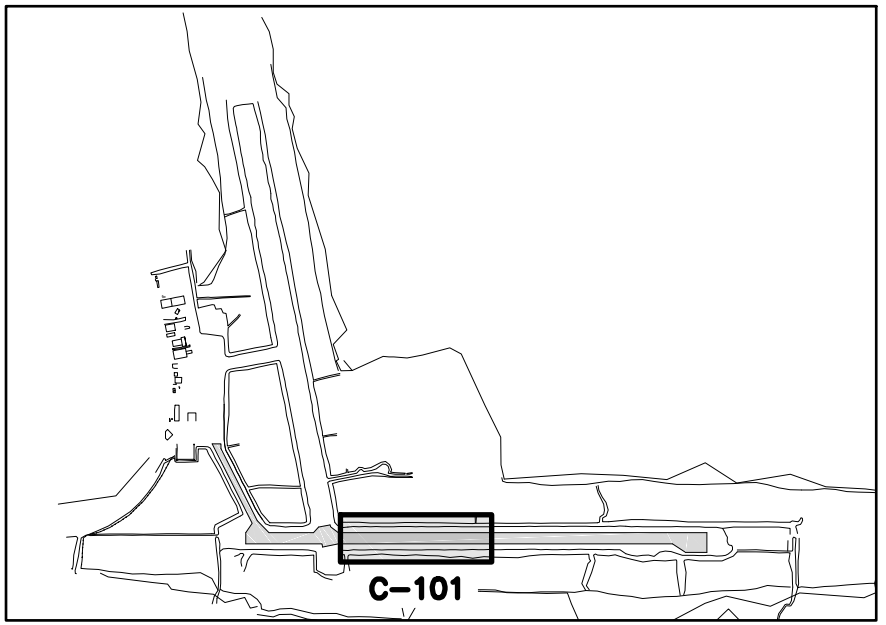
PLAN



PROFILE



LEGEND	
— RSA —	RUNWAY SAFETY AREA
— TSA —	TAXIWAY SAFETY AREA
— RESA —	RUNWAY END SAFETY AREA
---109.05---	EXISTING MINOR CONTOUR
---110.25---	EXISTING MAJOR CONTOUR
-109.05-	PROPOSED MINOR CONTOUR
-110.25-	PROPOSED MAJOR CONTOUR
- - -	PROPOSED LIMIT OF GRADING
[Hatched Box]	PROPOSED HOT MIX ASPHALT PAVEMENT
[Cross-hatched Box]	PROPOSED FULL-DEPTH CRACK REPAIR
[Double Line]	PROPOSED DUCTBANK
[Square with H]	PROPOSED HANDHOLE



KEYMAP
1mm = 20m

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Revision			
ISSUED FOR BID	LAB	MCB	16.05.16
90% FOR REVIEW	LAB	MCB	16.04.15
PRELIMINARY - ACAP	LAB	MCB	15.06.30
By	Appd.	YY.MM.DD	



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Client/Project
MOOSONEE AIRPORT

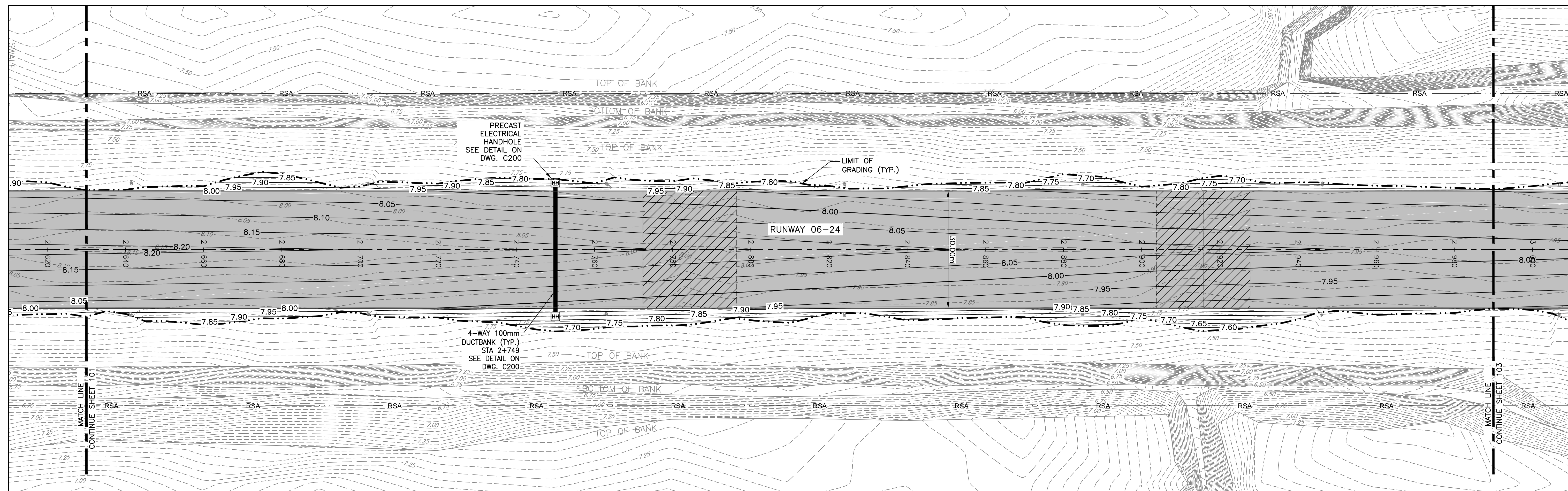
RUNWAY REHABILITATION PROJECT

MOOSONEE, CANADA

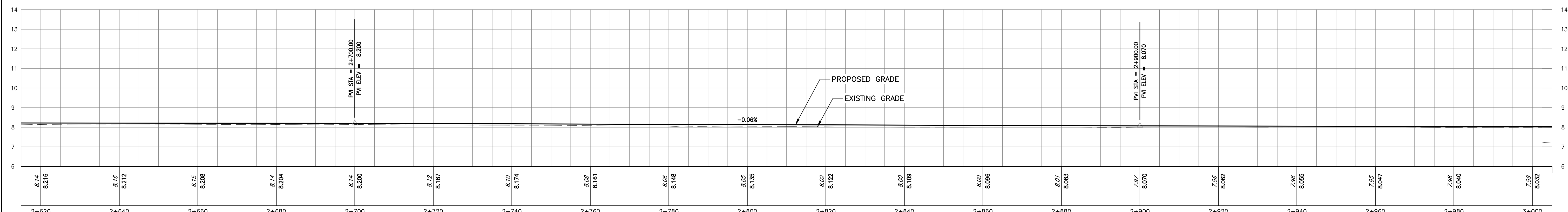
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Title
GRADING PLAN AND PROFILE
RUNWAY 06-24
STA. 2+270 - 2+630

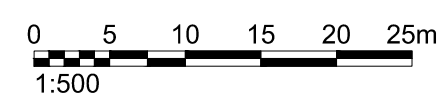
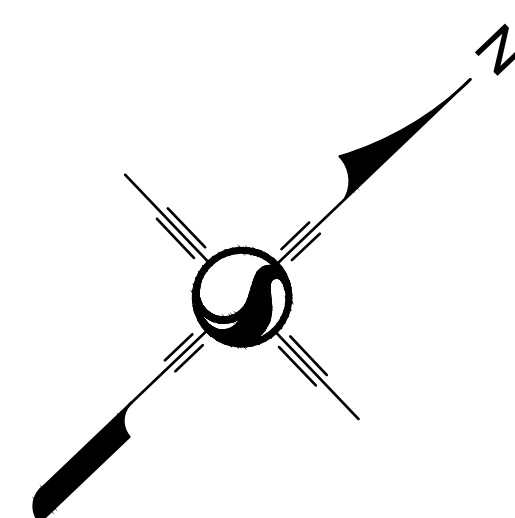
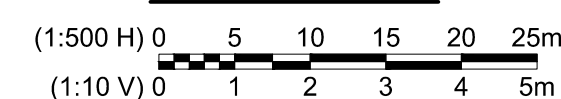
Project No. 163301858 Scale AS SHOWN
Drawing No. C-101 Sheet 10 of 28 Revision 0


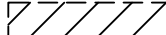




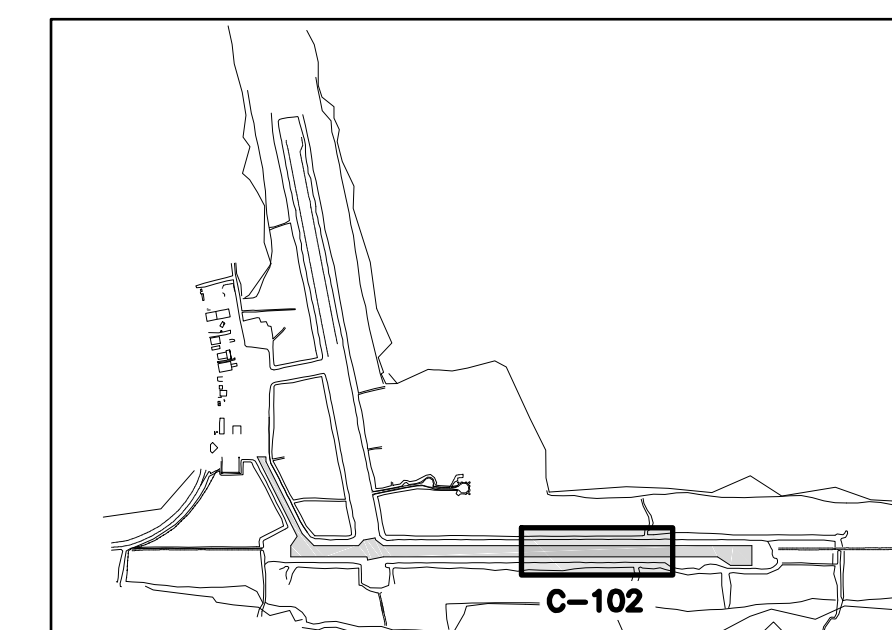
PLAN



PROFILE



LEGEND	
— RSA —	RUNWAY SAFETY AREA
— TSA —	TAXIWAY SAFETY AREA
— RESA —	RUNWAY END SAFETY AREA
-----109.05-----	EXISTING MINOR CONTOUR
-----110.25-----	EXISTING MAJOR CONTOUR
—109.05—	PROPOSED MINOR CONTOUR
—110.25—	PROPOSED MAJOR CONTOUR
— • • —	PROPOSED LIMIT OF GRADING
	PROPOSED HOT MIX ASPHALT PAVEMENT
	PROPOSED FULL-DEPTH CRACK REPAIR
	PROPOSED DUCTBANK
	PROPOSED HANDHOLE



KEYMAP
1mm = 20m

ISSUED FOR BID	LAB	MCB	16.05.16
90% FOR REVIEW	LAB	MCB	16.04.15
PRELIMINARY - ACAP	LAB	MCB	15.06.30
Revision	By	Appd.	YY.MM.DD



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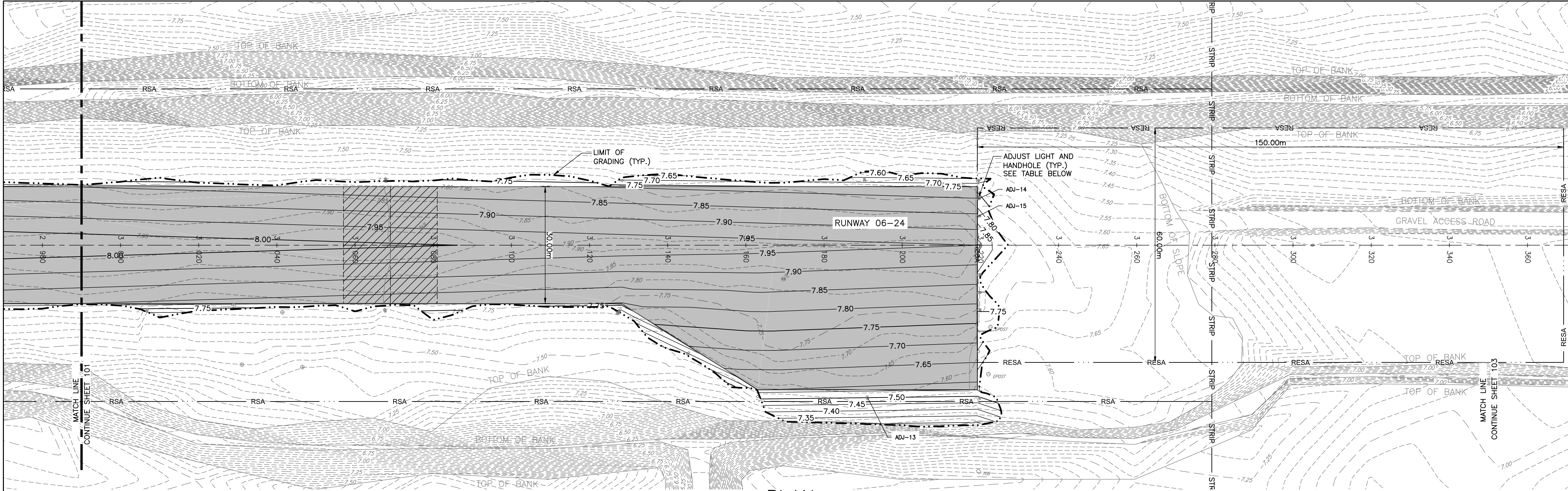
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Client/Project
MOOSONEE AIRPORT
RUNWAY REHABILITATION PROJECT
MOOSONEE, CANADA

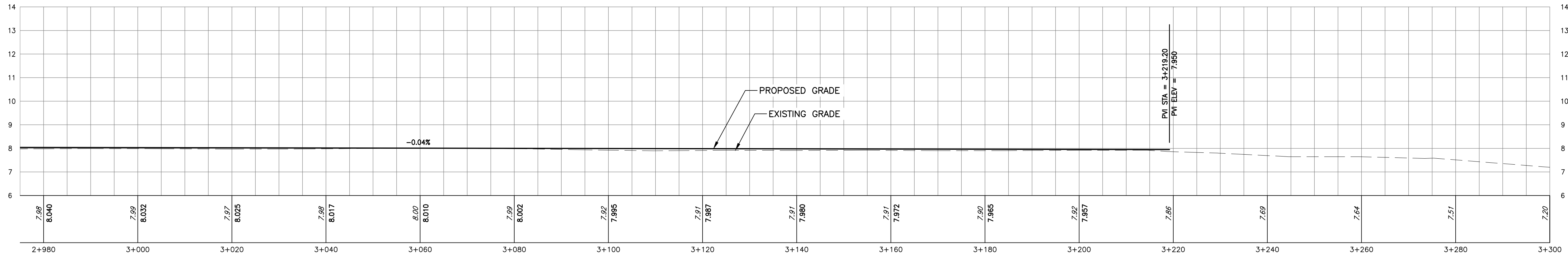
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Title
GRADING PLAN AND PROFILE
RUNWAY 06-24
STA. 2+630 - 2+990

Project No. 163301858	Scale AS SHOWN	
Drawing No. C-102	Sheet 11 of 28	Revision 0



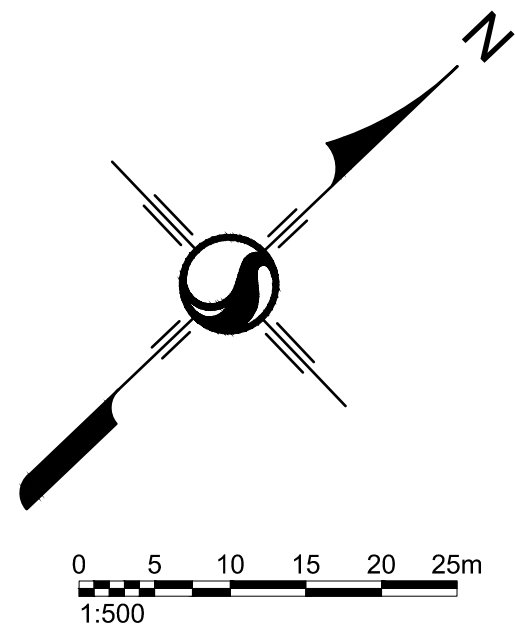
PLAN



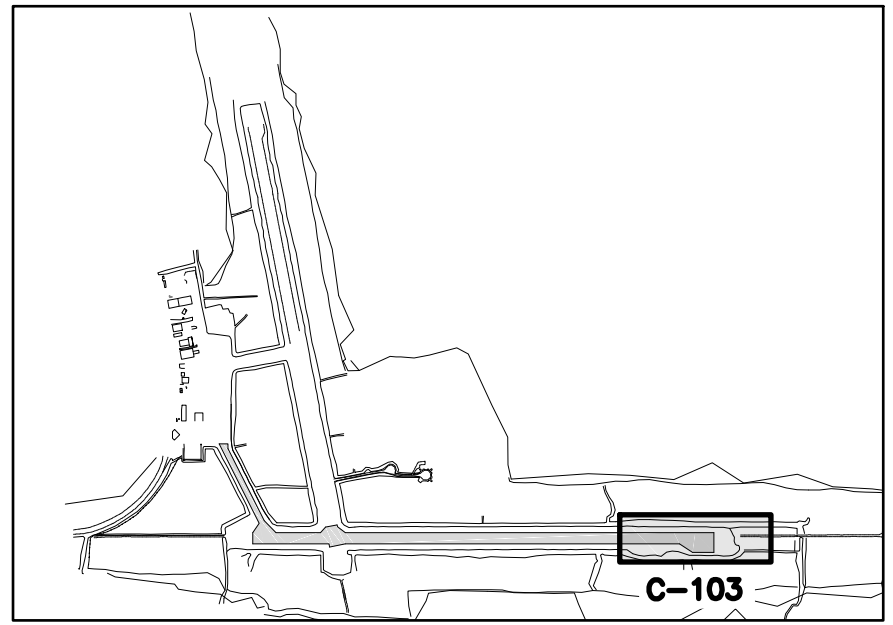
PROFILE

(1:500 H) 0 5 10 15 20 25m
(1:10 V) 0 1 2 3 4 5m

LIGHT/HANDHOLE ADJUSTMENT TABLE	
ADJ #	DELTA
ADJ-13	+/-0.08m
ADJ-14	+0.07m
ADJ-15	+0.07m



LEGEND	
— RSA —	RUNWAY SAFETY AREA
— TSA —	TAXIWAY SAFETY AREA
— RESA —	RUNWAY END SAFETY AREA
---109.05---	EXISTING MINOR CONTOUR
---110.25---	EXISTING MAJOR CONTOUR
-109.05-	PROPOSED MINOR CONTOUR
-110.25-	PROPOSED MAJOR CONTOUR
- - -	PROPOSED LIMIT OF GRADING
■	PROPOSED HOT MIX ASPHALT PAVEMENT
▨	PROPOSED FULL-DEPTH CRACK REPAIR
■	PROPOSED DUCTBANK
HH	PROPOSED HANDHOLE



KEYMAP
1mm = 20m

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ISSUED FOR BID	LAB	MCB	16.05.16
90% FOR REVIEW	LAB	MCB	16.04.15
PRELIMINARY - ACAP	LAB	MCB	15.06.30
Revision	By	Appd.	YY.MM.DD



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MOOSONEE AIRPORT

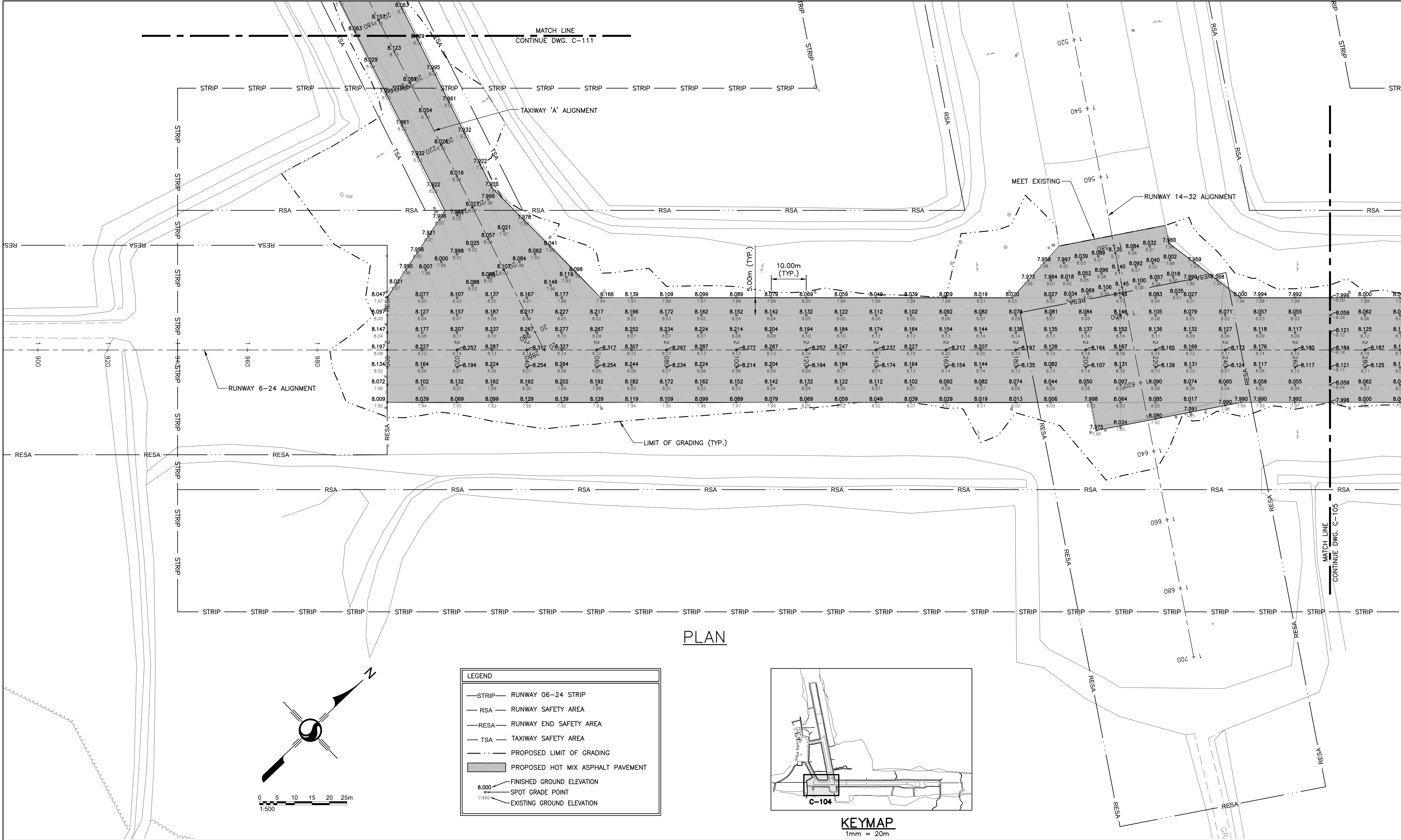
RUNWAY REHABILITATION PROJECT

MOOSONEE, CANADA

File Name: DMZ Dwn. LAB Chkd. DMZ Dsgn. 16.05.05 YY.MM.DD

Title
GRADING PLAN AND PROFILE
RUNWAY 06-24
STA. 2+990 - 3+370

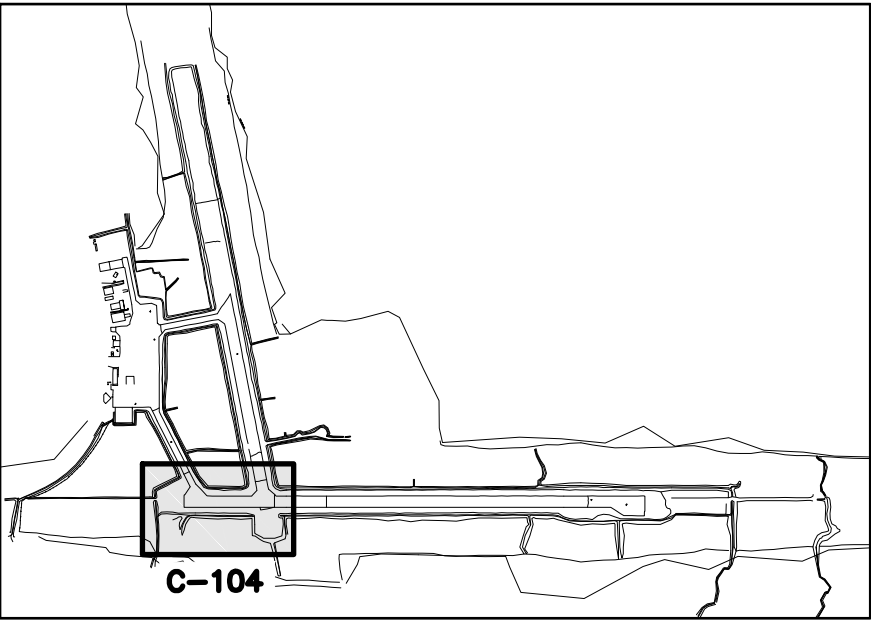
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Drawing No. C-103
Scale AS SHOWN
Sheet 12 of 28
Revision 0



PLAN

LEGEND

- STRIP RUNWAY 06-24 STRIP
- RSA RUNWAY SAFETY AREA
- RESA RUNWAY END SAFETY AREA
- TSA TAXIWAY SAFETY AREA
- PROPOSED LIMIT OF GRADING
- PROPOSED HOT MIX ASPHALT PAVEMENT
- 8.000 FINISHED GROUND ELEVATION
- 7.950 SPOT GRADE POINT
- EXISTING GROUND ELEVATION



KEYMAP
1mm = 20m

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ISSUED FOR BID	LAB	MCB	16.05.16
90% FOR REVIEW	LAB	MCB	16.04.15
PRELIMINARY - ACAP	LAB	MCB	15.06.30
Revision	By	Appd.	YY.MM.DD



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Client/Project
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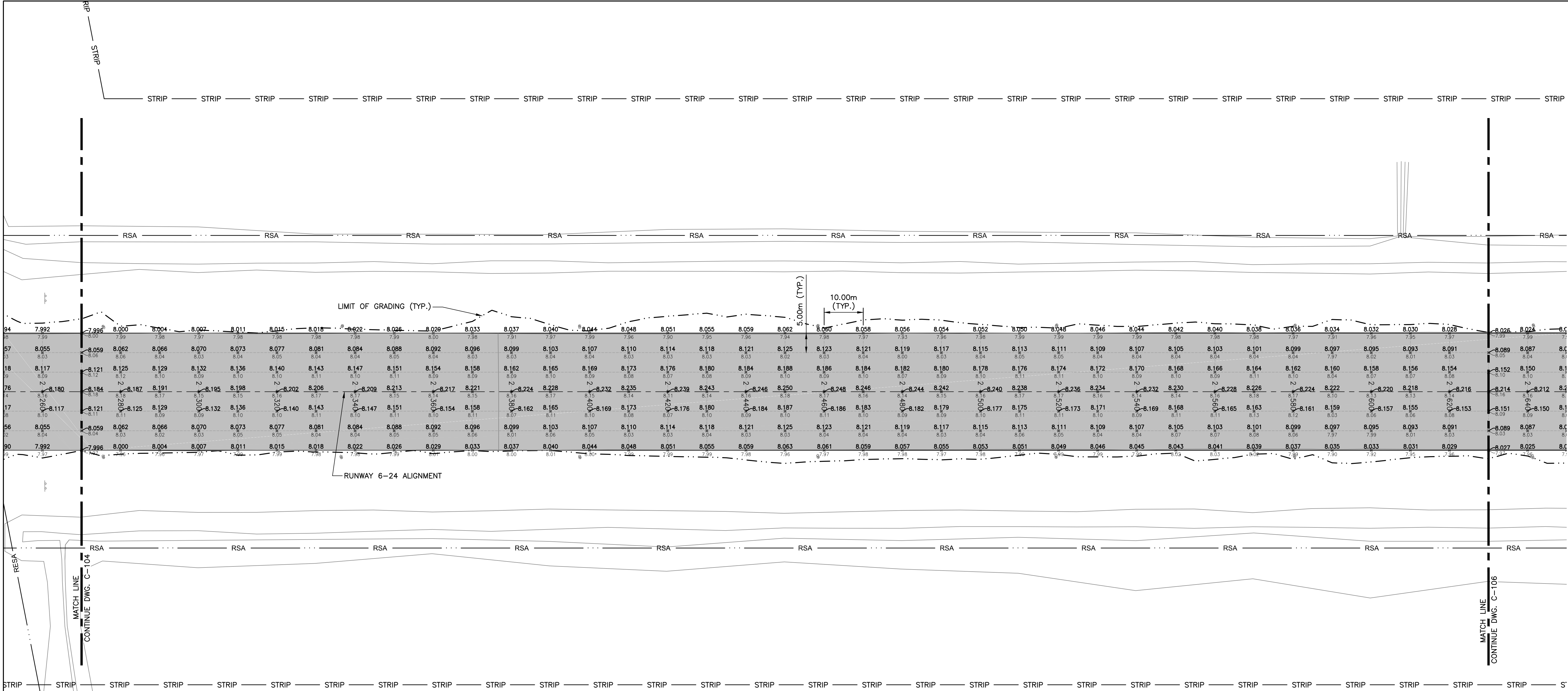
RUNWAY REHABILITATION PROJECT

MOOSONEE, CANADA

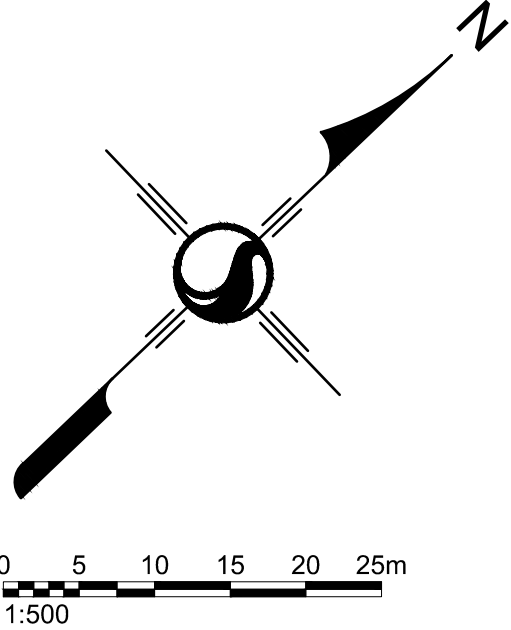
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Title
SPOT GRADE PLAN
RUNWAY 06-24
STA. 1+890 - 2+270

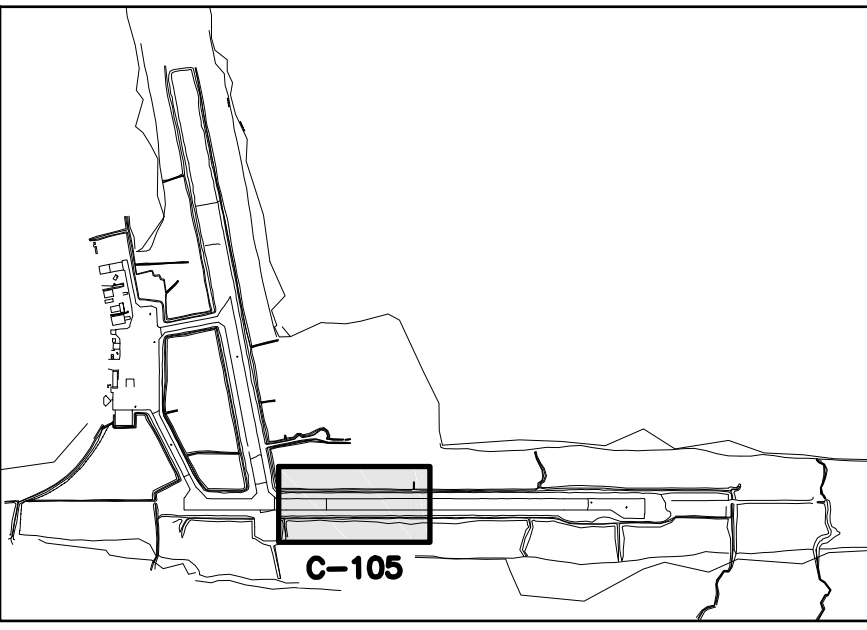
Project No. 163301858
Drawing No. C-104
Scale AS SHOWN
Sheet 13 of 18
Revision 2



PLAN



LEGEND	
	STRIP — RUNWAY 06-24 STRIP
	RSA — RUNWAY SAFETY AREA
	RESA — RUNWAY END SAFETY AREA
	TSA — TAXIWAY SAFETY AREA
	— — — PROPOSED LIMIT OF GRADING
	PROPOSED HOT MIX ASPHALT PAVEMENT
	8.000 — FINISHED GROUND ELEVATION
	8.000 — SPOT GRADE POINT
	7.950 — EXISTING GROUND ELEVATION



KEYMAP
1mm = 20m

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Revision			
ISSUED FOR BID	LAB	MCB	16.05.16
90% FOR REVIEW	LAB	MCB	16.04.15
PRELIMINARY - ACAP	LAB	MCB	15.06.30
By	Appd.	YY.MM.DD	



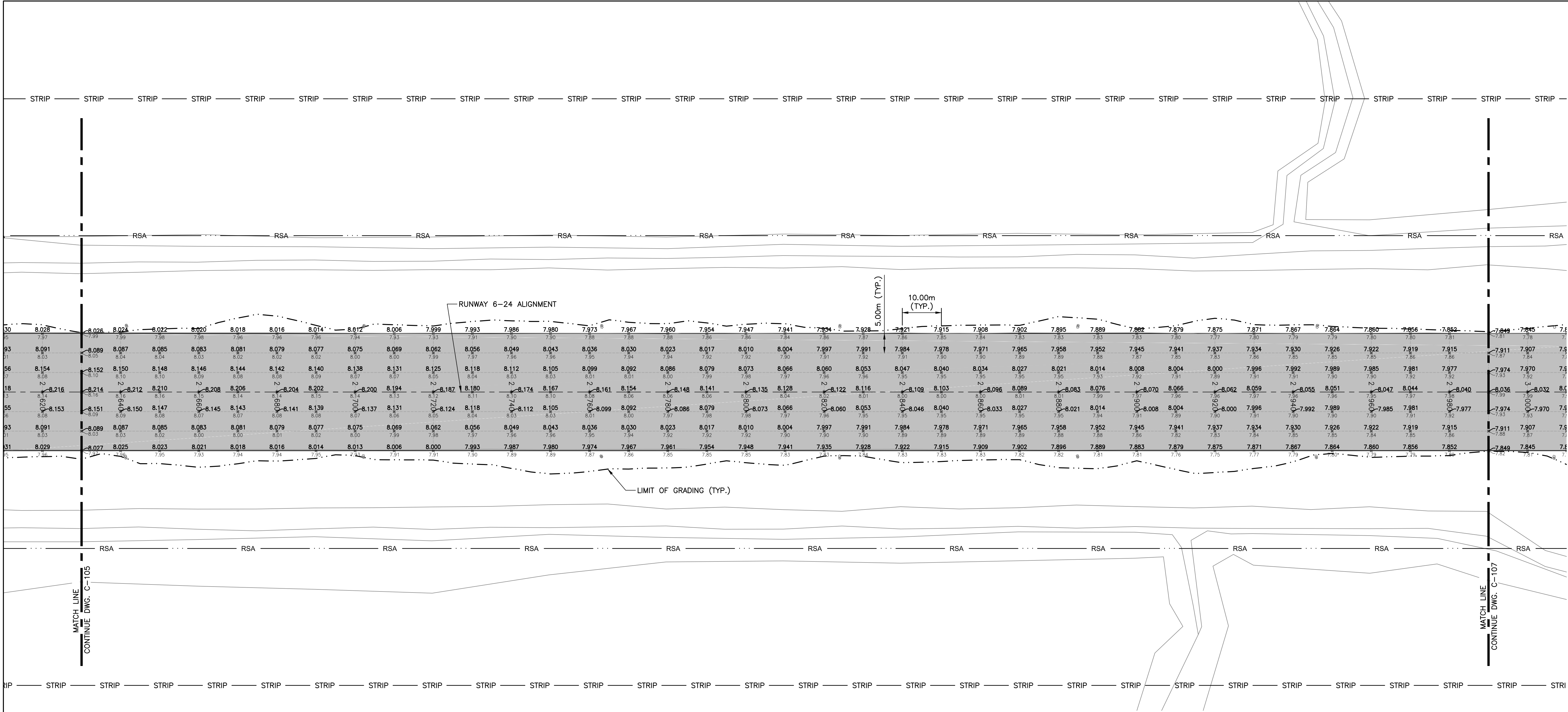
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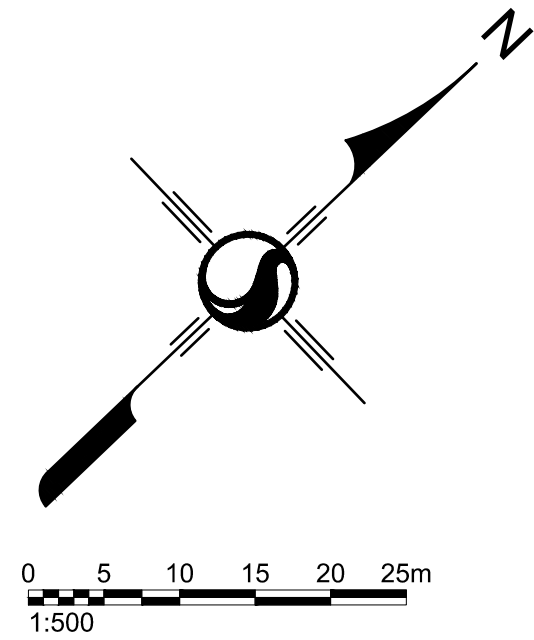
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RUNWAY REHABILITATION PROJECT	
MOOSEE, CANADA	
File Name:	DMZ Dwn.
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	16.05.05 YY.MM.DD

Title		
SPOT GRADE PLAN RUNWAY 06-24 STA. 2+270 - 2+630		
Project No.	Scale	
163301858	AS SHOWN	
Drawing No.	Sheet	Revision
C-105	14 of 28	2



PLAN



LEGEND

—STRIP—

RUNWAY 06-24 STRIP

—RSA—

RUNWAY SAFETY AREA

—RESA—

RUNWAY END SAFETY AREA

—TSA—

TAXIWAY SAFETY AREA

PROPOSED LIMIT OF GRADING

PROPOSED HOT MIX ASPHALT PAVEMENT

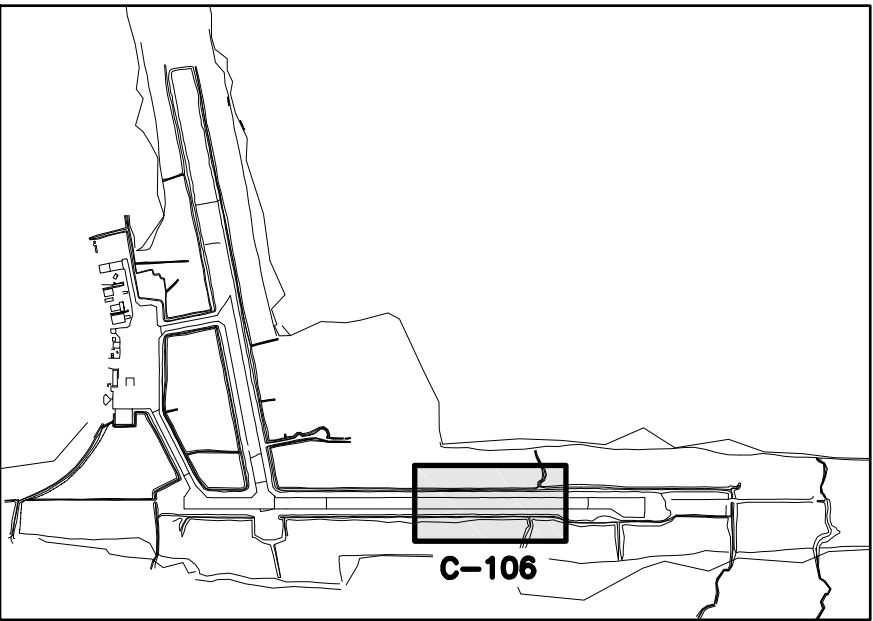
8.000

FINISHED GROUND ELEVATION

7.950

SPOT GRADE POINT

EXISTING GROUND ELEVATION



KEYMAP
1mm = 20m

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ISSUED FOR BID	LAB	MCB	16.05.16
90% FOR REVIEW	LAB	MCB	16.04.15
PRELIMINARY - ACAP	LAB	MCB	15.06.30
Revision	By	Appd.	YY.MM.DD



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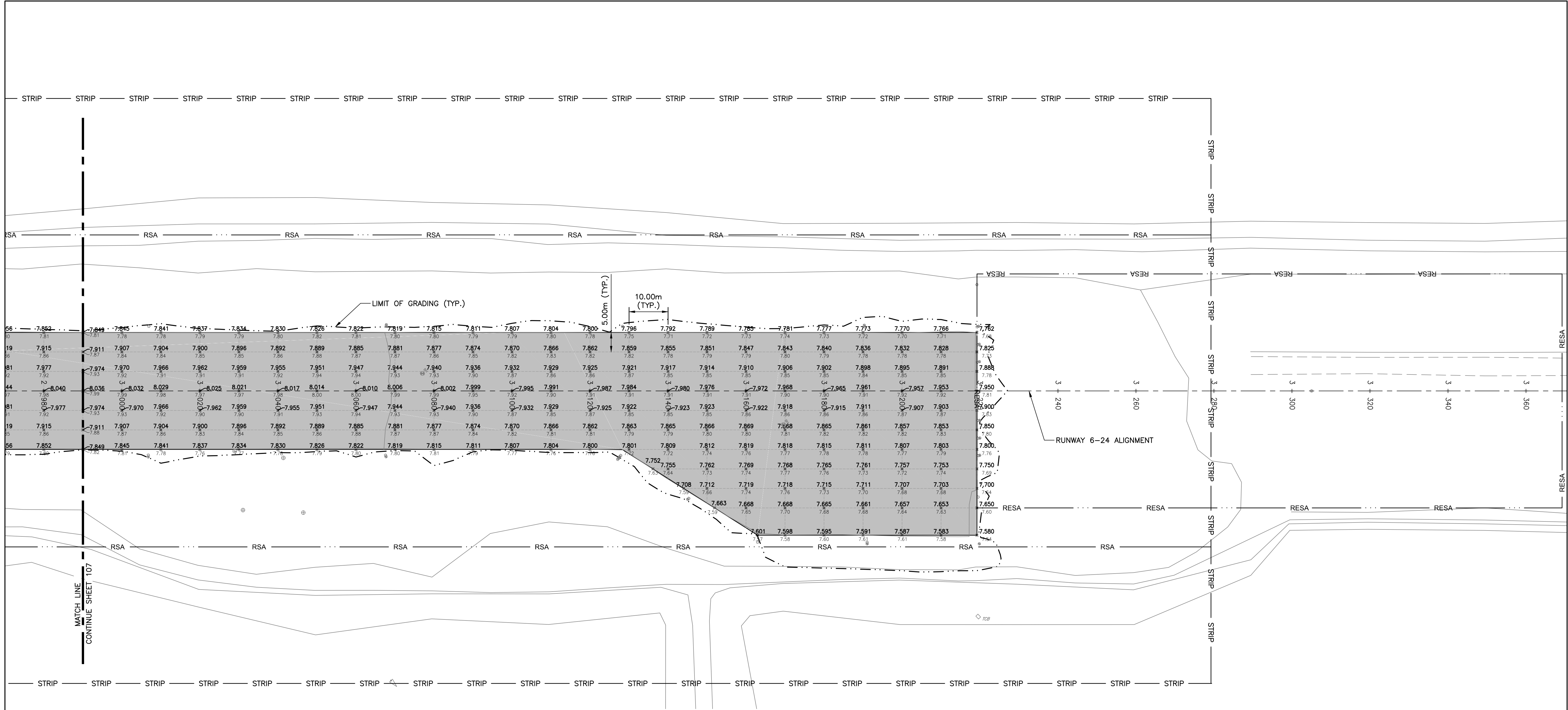
Client/Project
MOOSONEE AIRPORT

RUNWAY REHABILITATION PROJECT

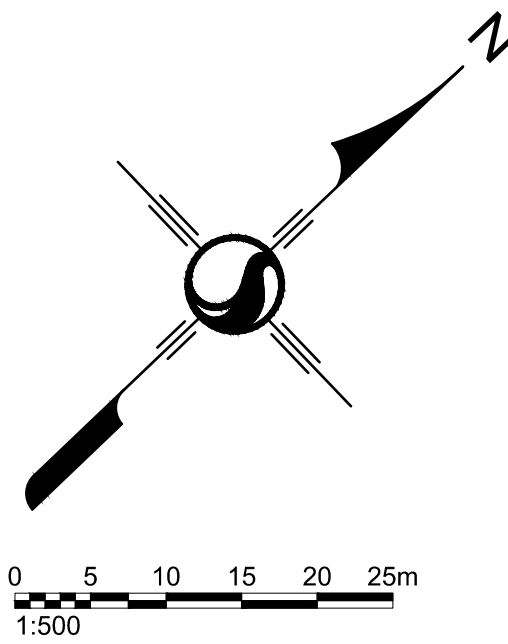
MOOSONEE, CANADA

File Name: DMZ LAB DMZ 16.05.05
Dwn. Chkd. Dsgn. YY.MM.DD

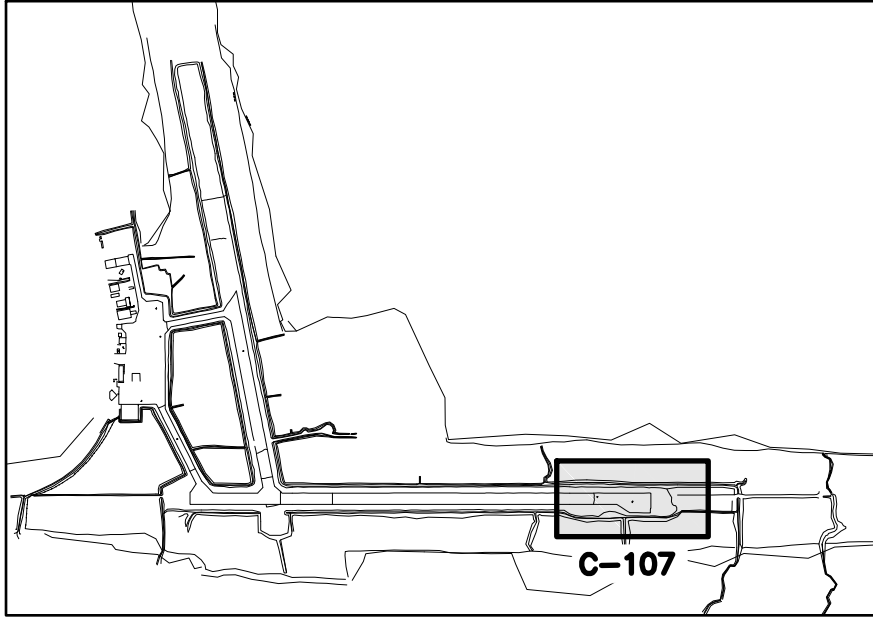
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Project No.	16301858
Drawing No.	C-106
Scale	AS SHOWN
Sheet	15 of 28
Revision	2



PLAN



LEGEND	
—STRIP—	RUNWAY 06-24 STRIP
—RSA—	RUNWAY SAFETY AREA
—RESA—	RUNWAY END SAFETY AREA
—TSA—	TAXIWAY SAFETY AREA
- - -	PROPOSED LIMIT OF GRADING
■	PROPOSED HOT MIX ASPHALT PAVEMENT
8.000	FINISHED GROUND ELEVATION
7.950	SPOT GRADE POINT
7.950	EXISTING GROUND ELEVATION



KEYMAP
1mm = 20m

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Revision	By	Appd.	YY.MM.DD
ISSUED FOR BID	LAB	MCB	16.05.16
90% FOR REVIEW	LAB	MCB	16.04.15
PRELIMINARY - ACAP	LAB	MCB	15.06.30



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5-16-2016



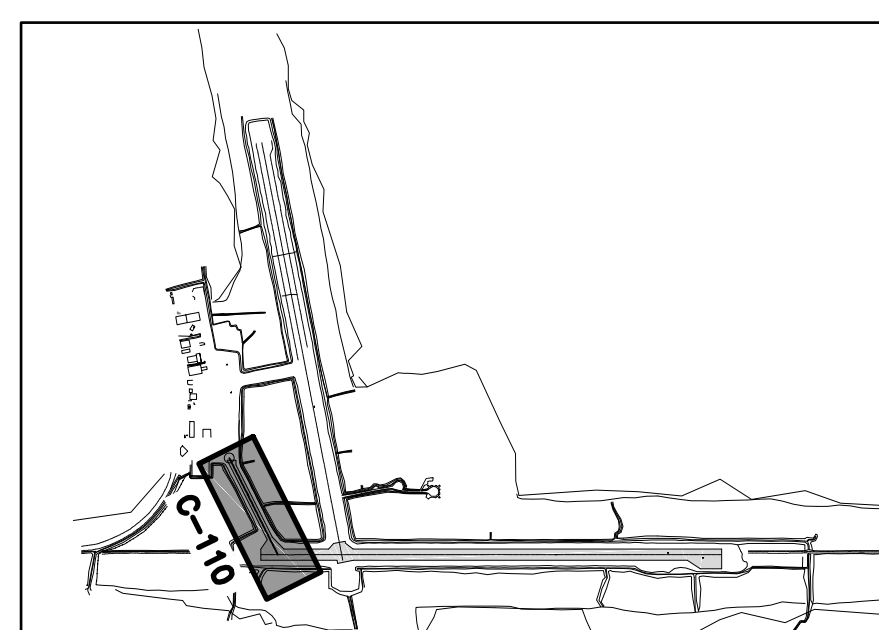
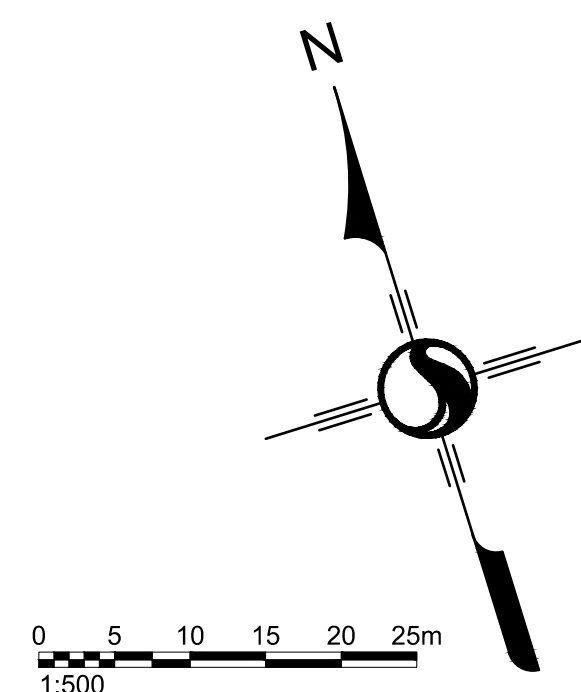
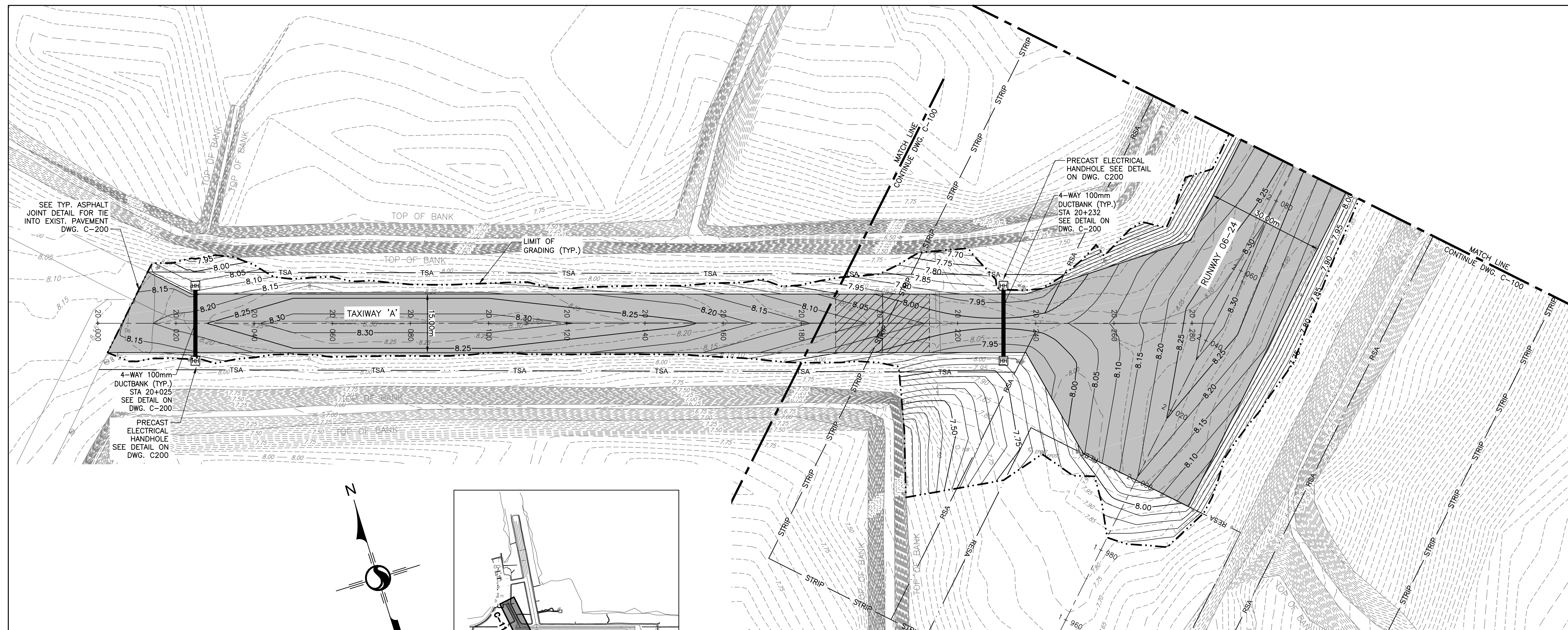
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MOOSONEE AIRPORT
RUNWAY REHABILITATION PROJECT
MOOSONEE, CANADA

File Name:	DMZ	LAB	DMZ	16.05.05
	Dwn.	Chkd.	Dsgn.	YY.MM.DD

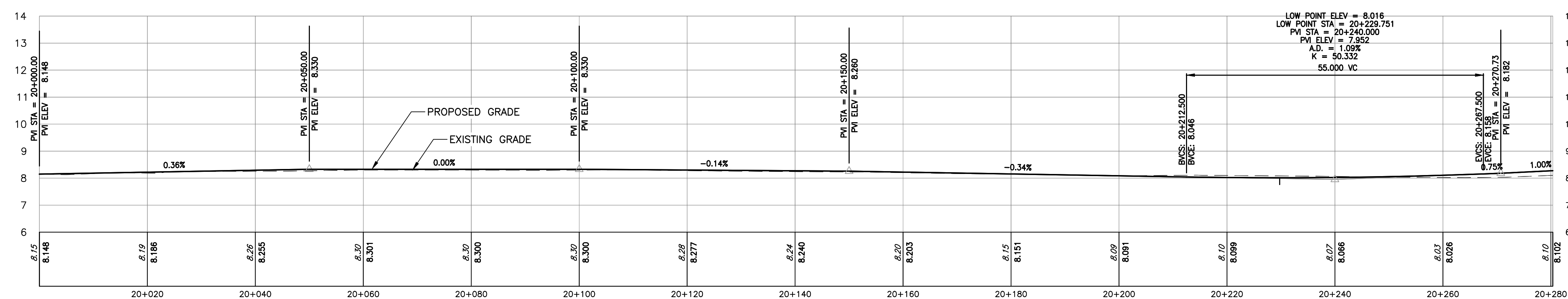
Title
SPOT GRADE PLAN
RUNWAY 06-24
STA. 2+990 - 3+370

Project No. 163301858	Scale AS SHOWN
Drawing No. C-107	Sheet 16 of 28
	Revision 2

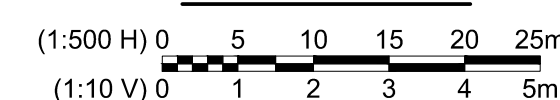


KEYMAP
1mm = 20m





PLAN



PROFILE



LEGEND

— RSA —	RUNWAY SAFETY AREA
— TSA —	TAXIWAY SAFETY AREA
— RESA —	RUNWAY END SAFETY AREA
-----109.05-----	EXISTING MINOR CONTOUR
---110.25---	EXISTING MAJOR CONTOUR
—109.05—	PROPOSED MINOR CONTOUR
—110.25—	PROPOSED MAJOR CONTOUR
— • • —	PROPOSED LIMIT OF GRADING
	PROPOSED HOT MIX ASPHALT PAVEMENT
	PROPOSED FULL-DEPTH CRACK REPAIR
	PROPOSED DUCTBANK
	PROPOSED HANDHOLE



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Client/Project
MOOSONEE AIRPORT

RUNWAY REHABILITATION PROJECT

MOOSONEE, CANADA

File Name:

DMZ
Dwn.

LAB	DM
Chkd.	Dsgr

Title

GRADING PLAN AND PROFILE
TAXIWAY "A"
STA. 20+000 - 20+285

Project No.

Scale AS SHOWN

Drawing No.

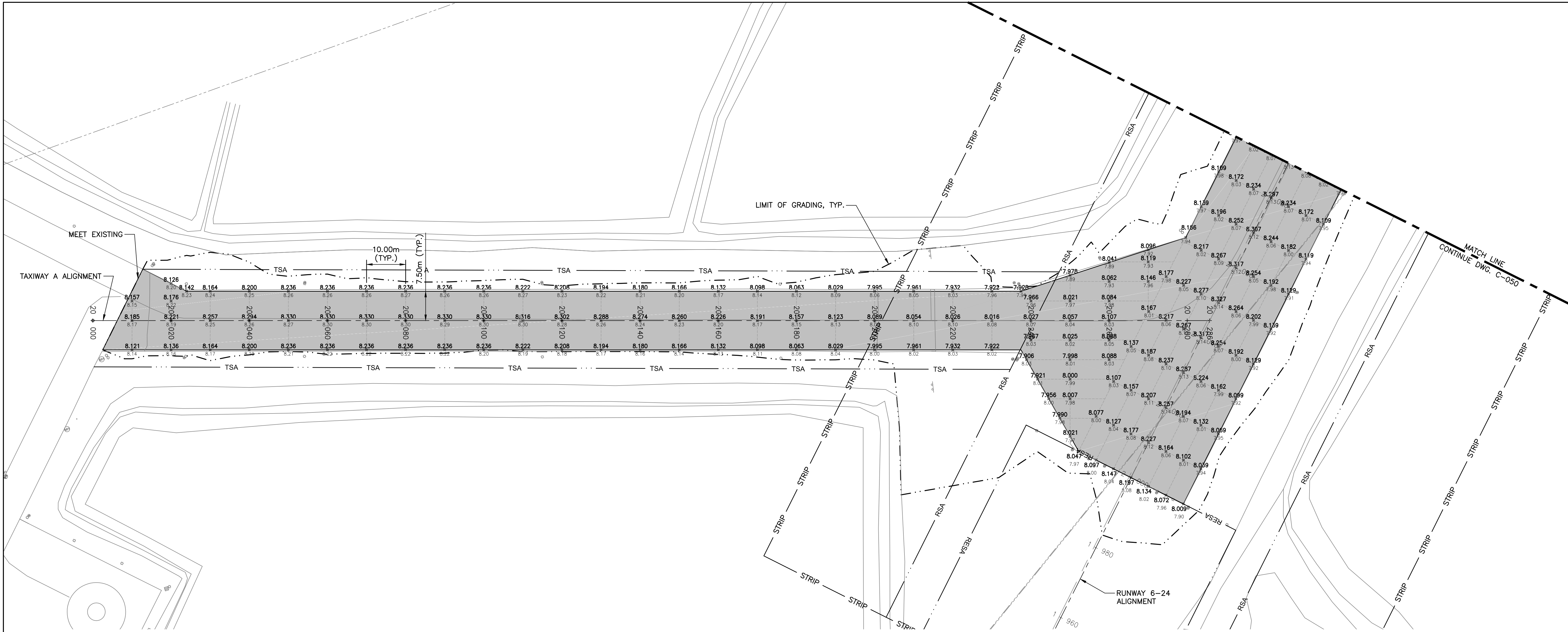
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Revision

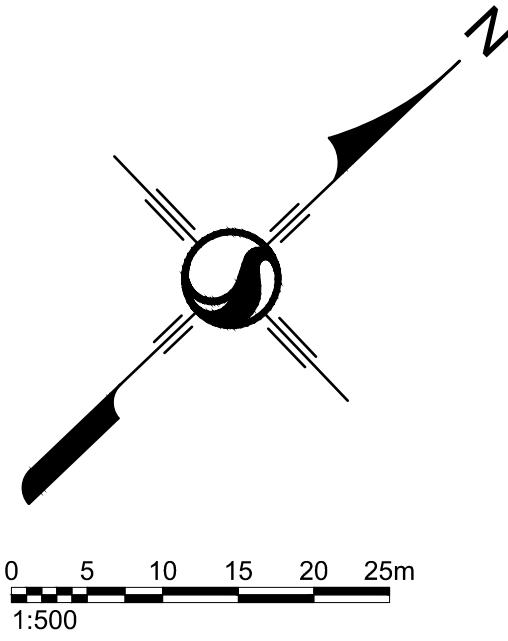
C-110

17 of 28

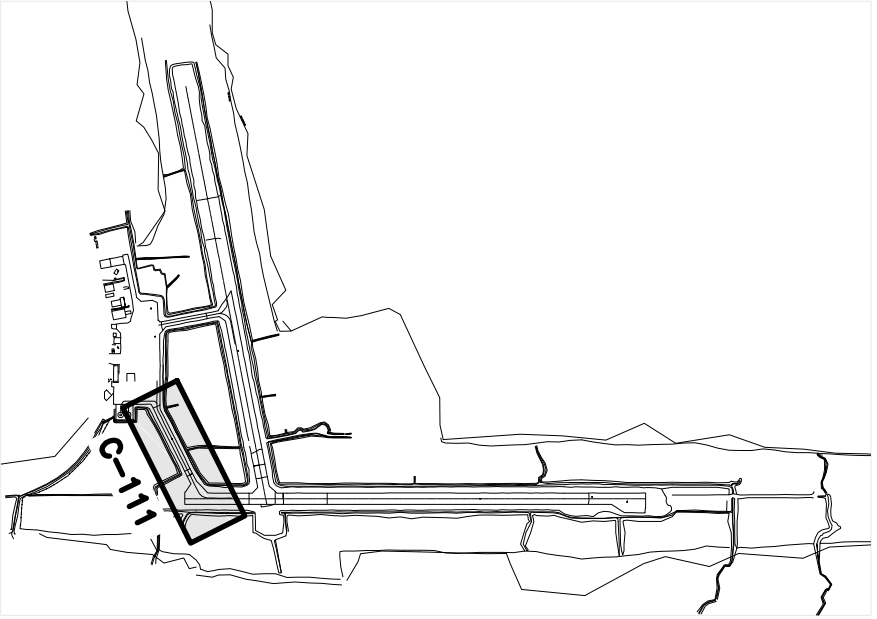
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PLAN



LEGEND	
—STRIP—	RUNWAY 06-24 STRIP
—RSA—	RUNWAY SAFETY AREA
—RESA—	RUNWAY END SAFETY AREA
—TSA—	TAXIWAY SAFETY AREA
---	PROPOSED LIMIT OF GRADING
	PROPOSED HOT MIX ASPHALT PAVEMENT
8.000	FINISHED GROUND ELEVATION
7.950	SPOT GRADE POINT
	EXISTING GROUND ELEVATION



KEYMAP
1mm = 20m

Y:\01-031\acp\16301858_Moosonee_Airport\drawing\1952_schdp_drawing\sheet\111_spot_grade_plan.dwg
2016/05/17 9:29 AM by 1622501 D00492

Revision	By	Appd.	YY.MM.DD
ISSUED FOR BID	LAB	MCB	16.05.16
90% FOR REVIEW	LAB	MCB	16.04.15
PRELIMINARY - ACAP	LAB	MCB	15.06.30



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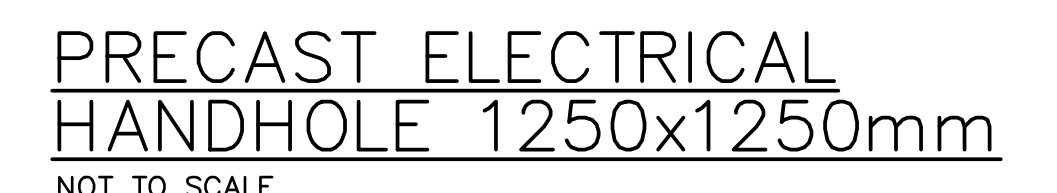
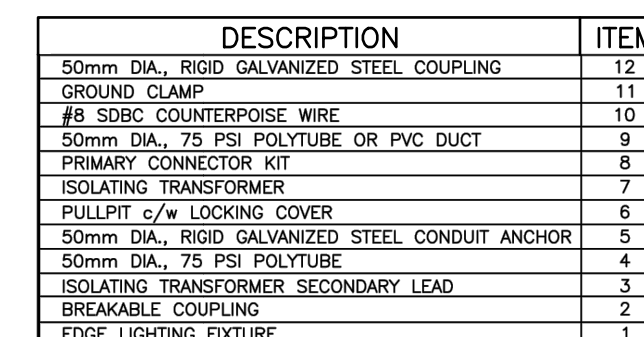
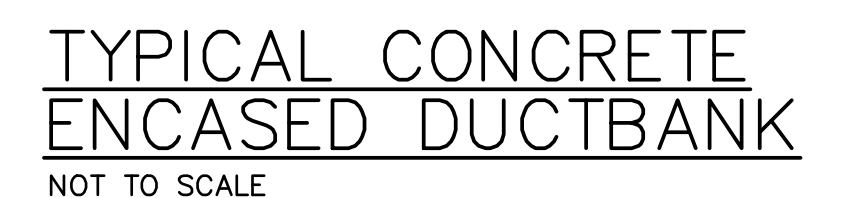


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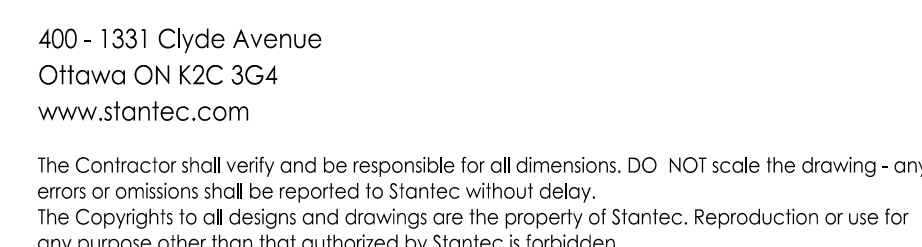
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File Name:	DMZ Dwn.	LAB Chkd.	DMZ Dsgn.	16.05.05 YY.MM.DD

Title SPOT GRADE PLAN TAXIWAY "A" STA. 20+000 - 20+285		
Project No. 163301858	Scale AS SHOWN	
Drawing No. C-111	Sheet 18 of 28	Revision 2

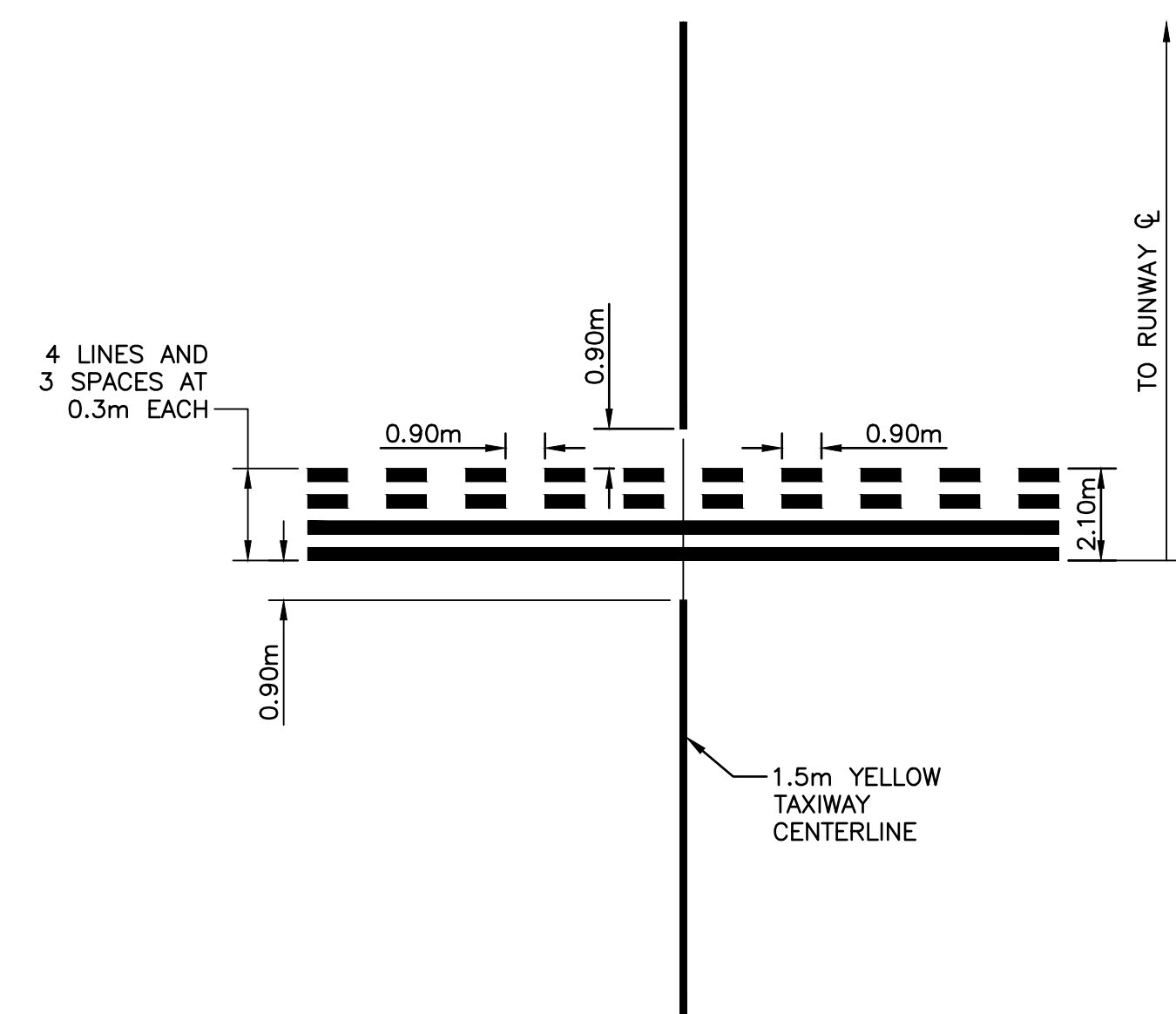


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File Name:	DMZ	LAB	DMZ	16.05.05
	Dwn.	Chkd.	Dsgn.	YY.MM.D

Project No. 163301858	Scale AS SHOWN	
Drawing No. C-200	Sheet 19 of 28	Revision 2



ISSUED FOR BID	LAB	MCB	16.05.16
90% FOR REVIEW	LAB	MCB	16.04.15
PRELIMINARY - ACAP	LAB	MCB	15.06.30
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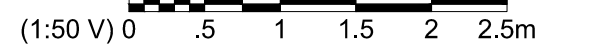
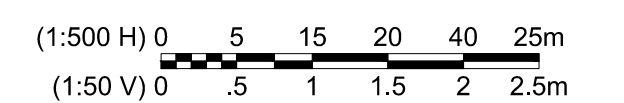
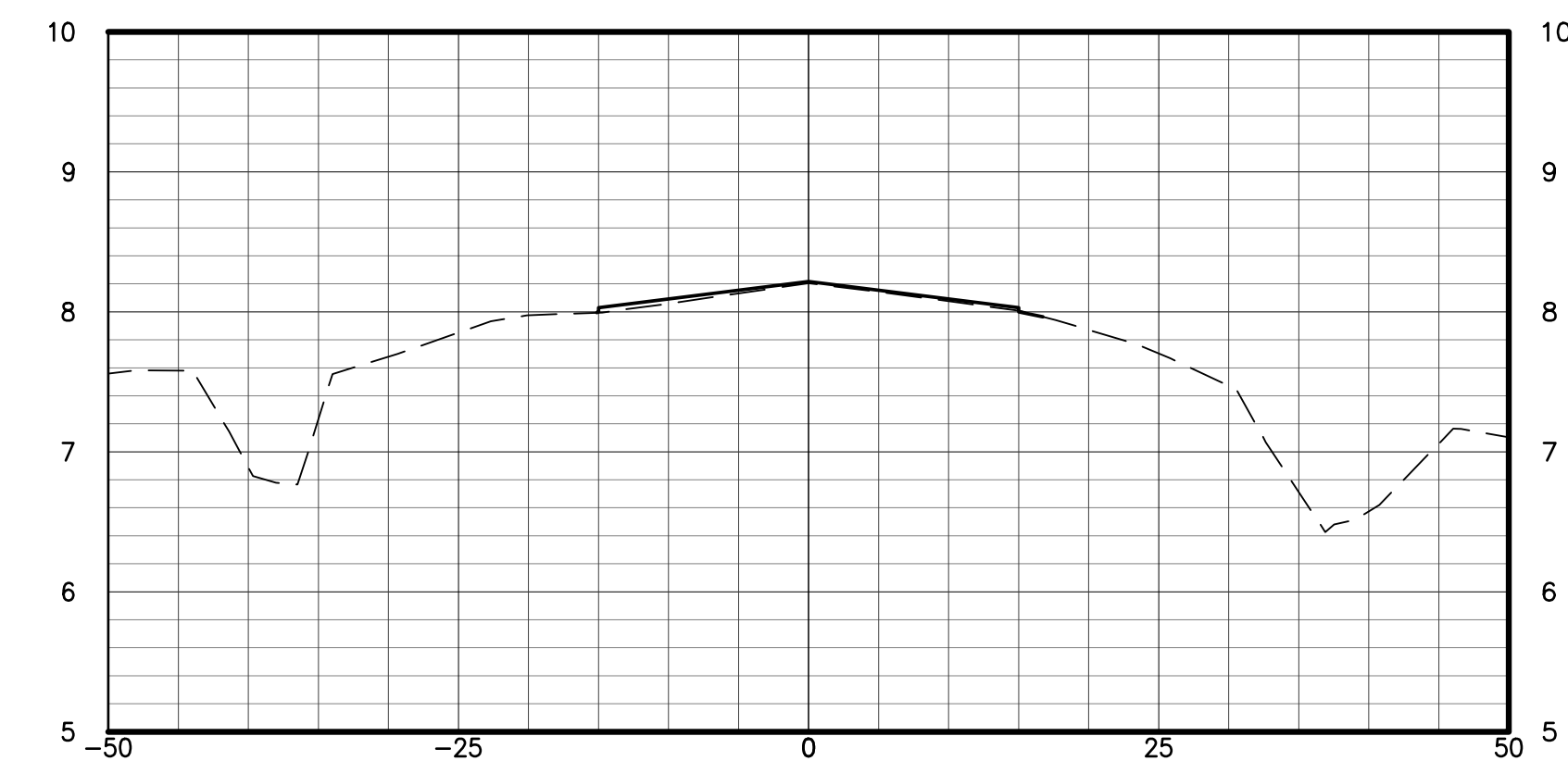
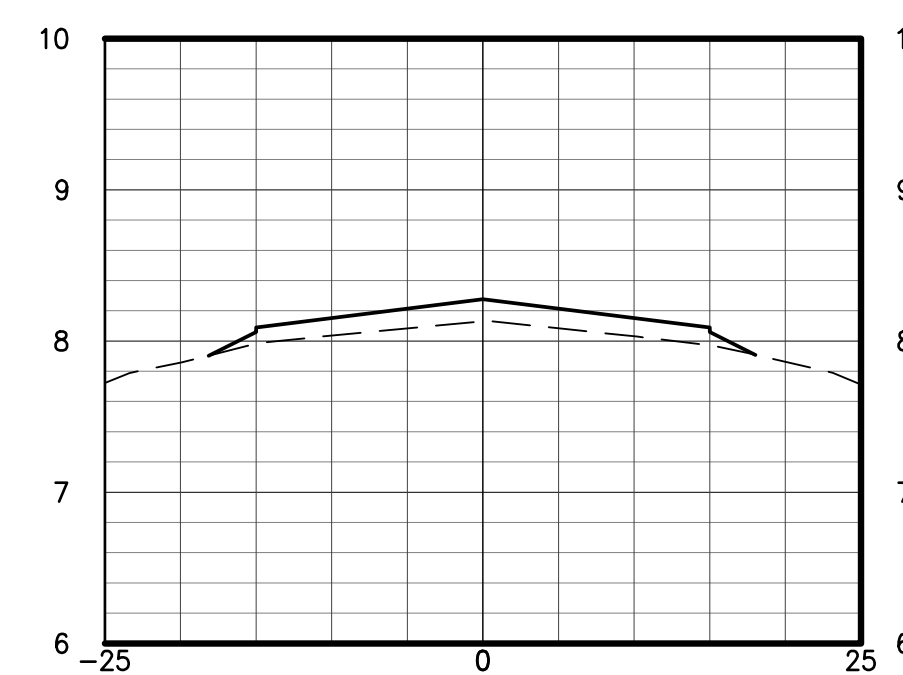
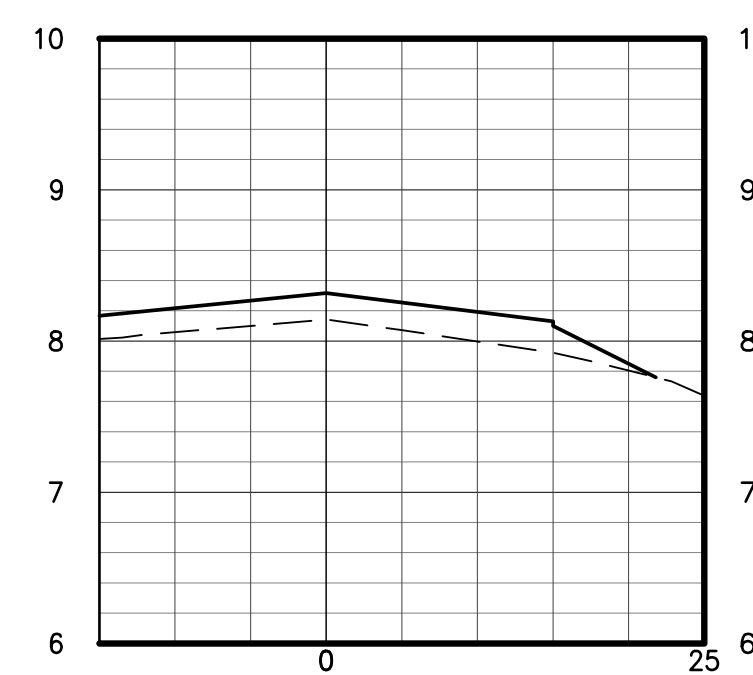
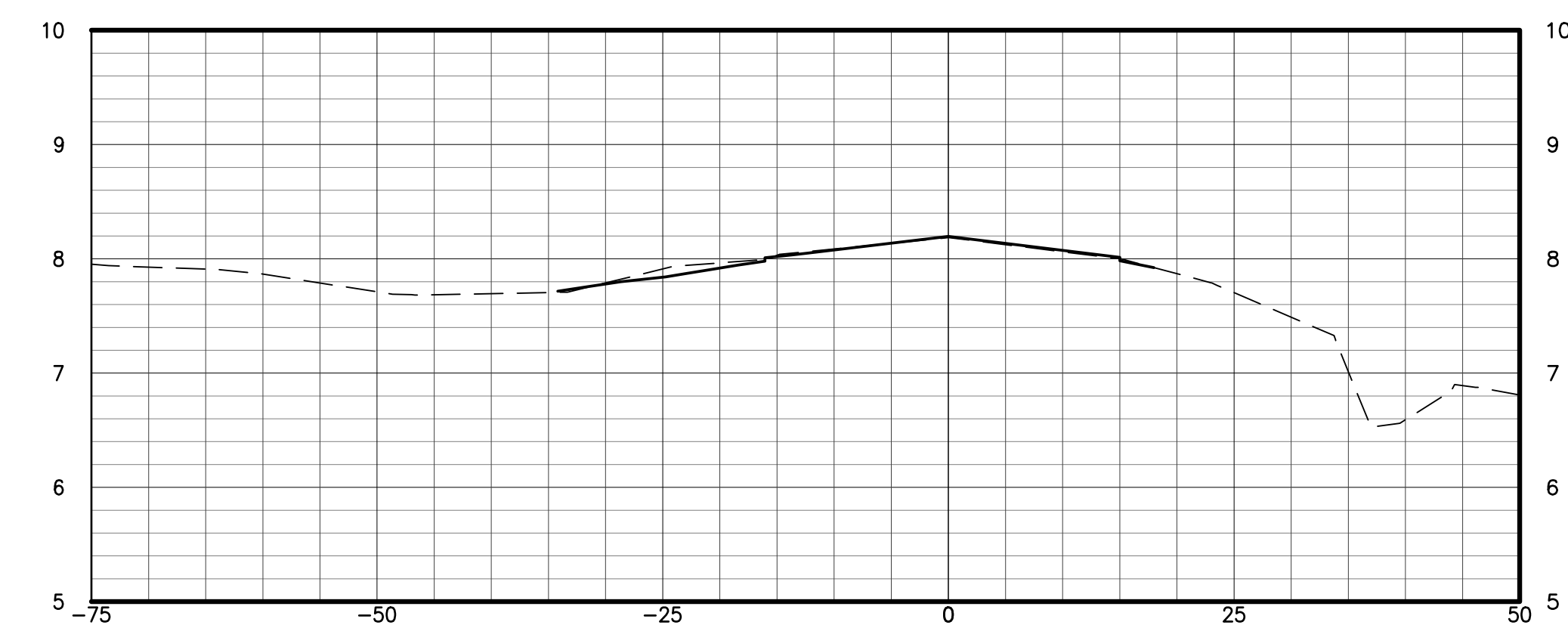
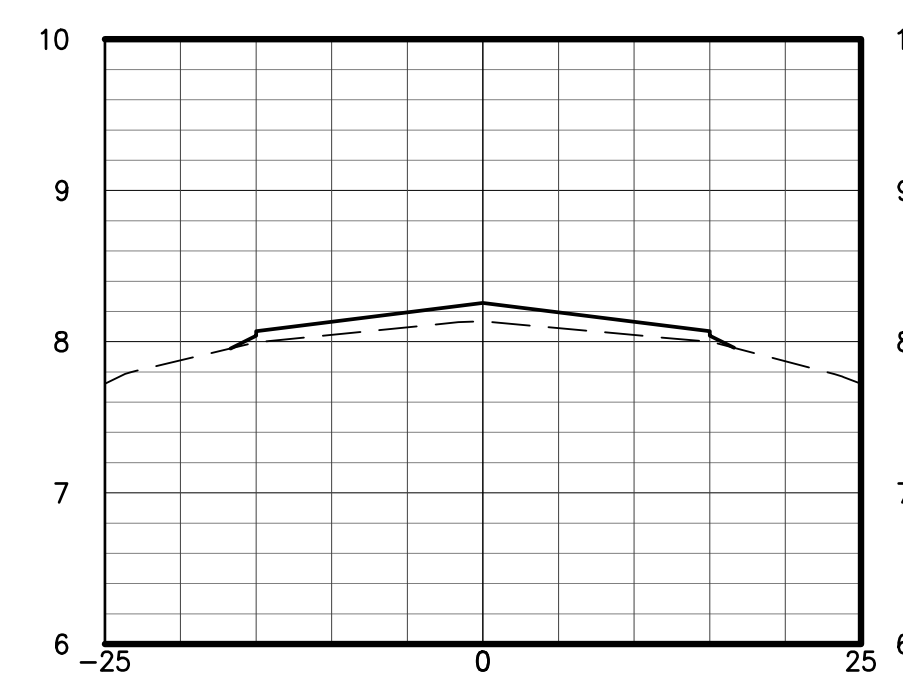
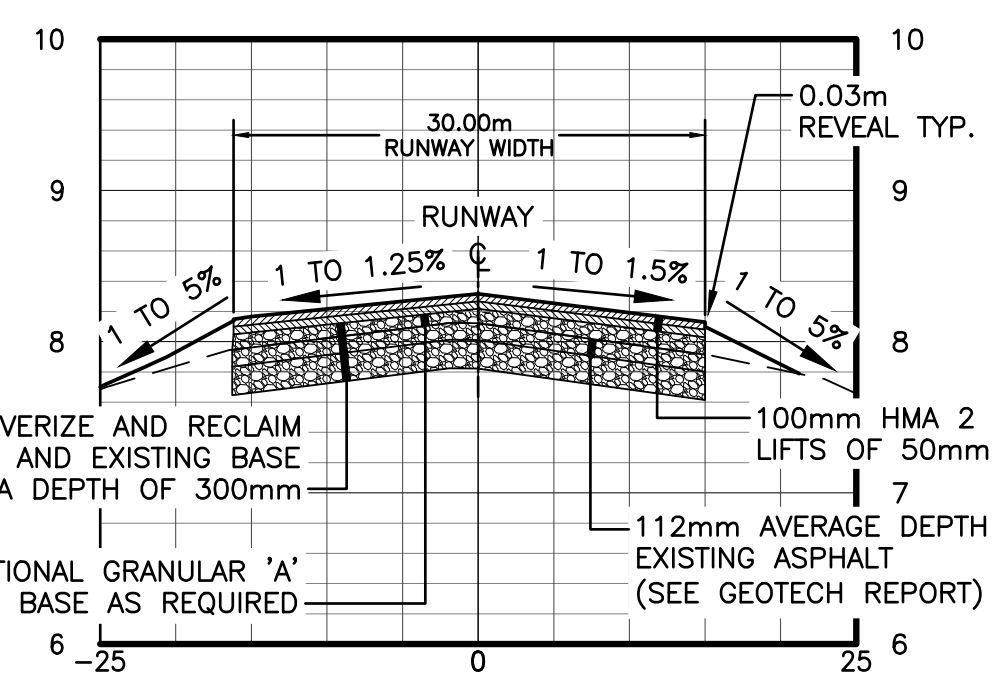
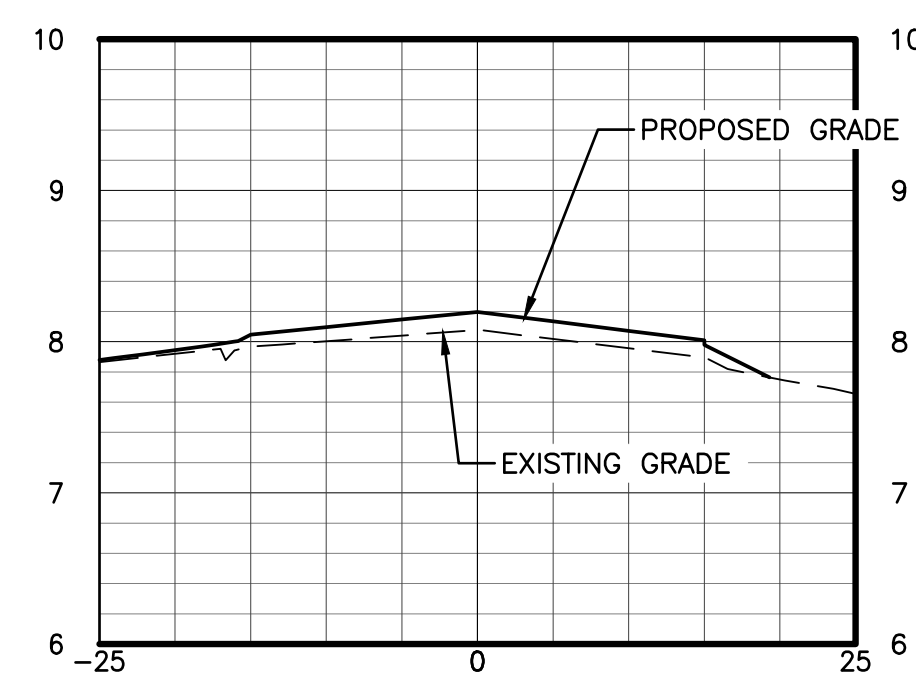
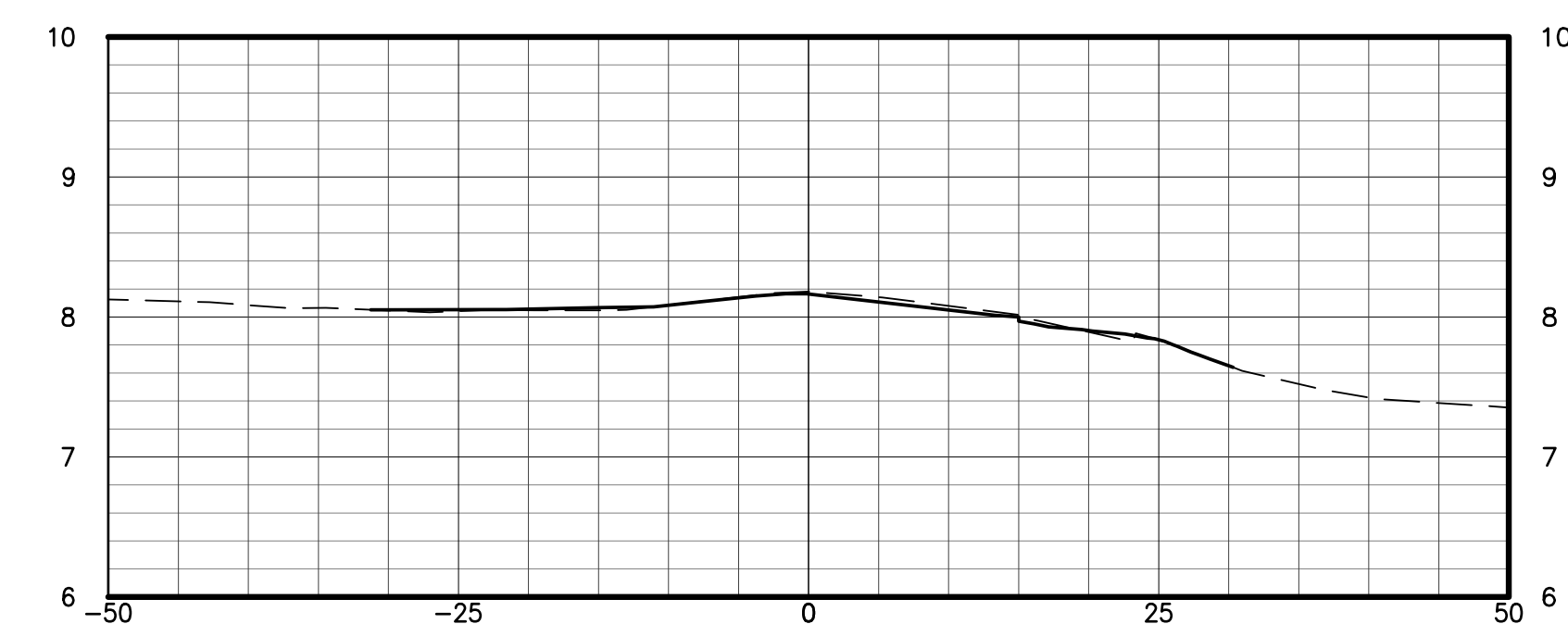
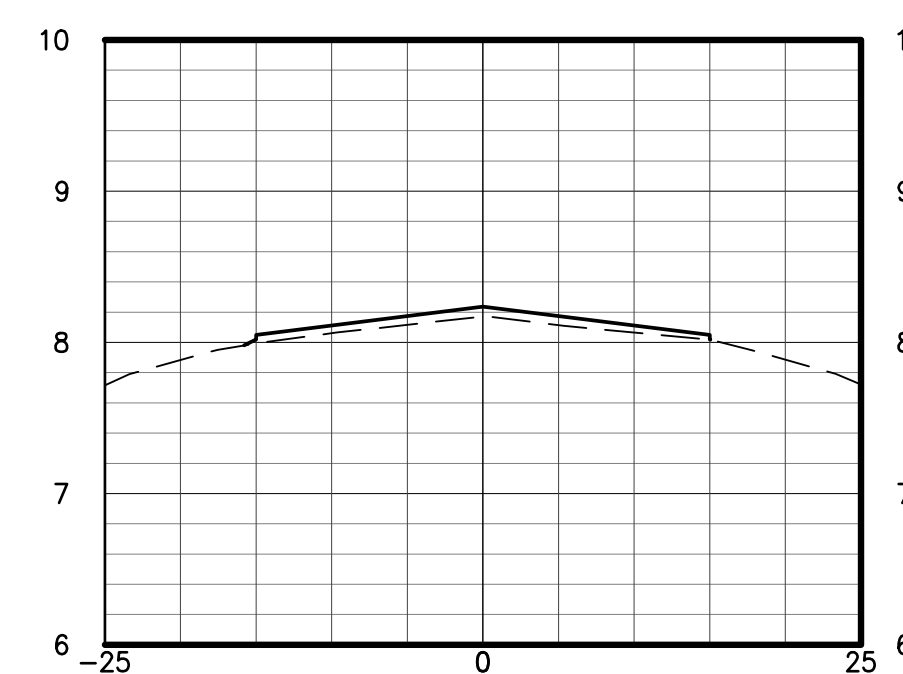
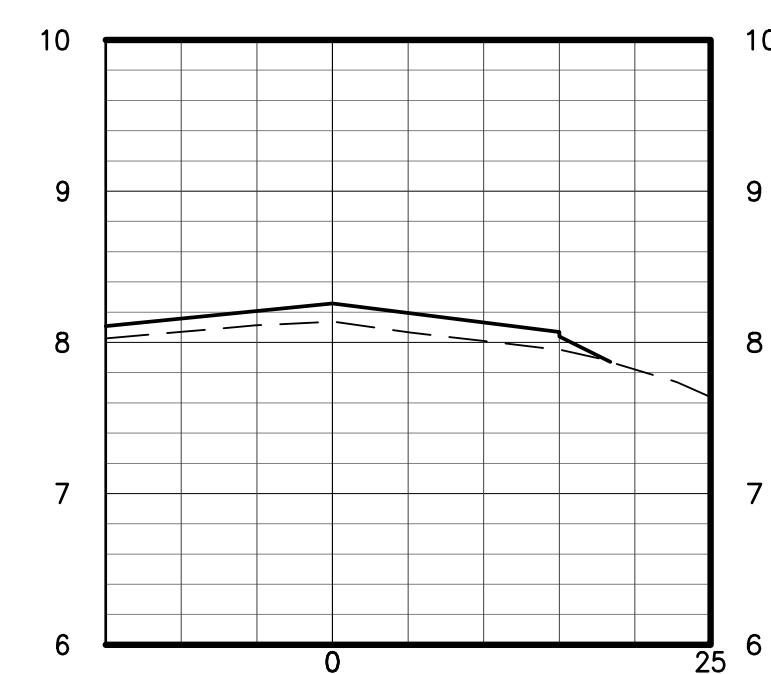
Client/Project
MOOSONEE AIRPORT
RUNWAY REHABILITATION PROJECT
MOOSONEE, CANADA

File Name:	DMZ	LAB	DMZ	16.05.05
	Dwn.	Chkd.	Dsan.	YY.MM.DD

Title _____

LINE MARKING PLAN

Project No. 163301858	Scale AS SHOWN	
Drawing No. C-303	Sheet 22 of 28	Revision 2



ISSUED FOR BID	LAB	MCB	16.05.16
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Revision	By	Appd.	YY.MM.DD



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MOOSONEE, CANADA

File Name:	DMZ	LAB	DMZ	16.05.05
	Dwn.	Chkd.	Dsgn.	YY.MM.DD

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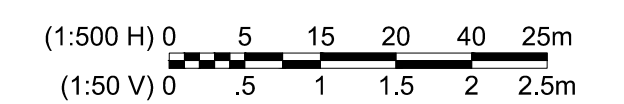
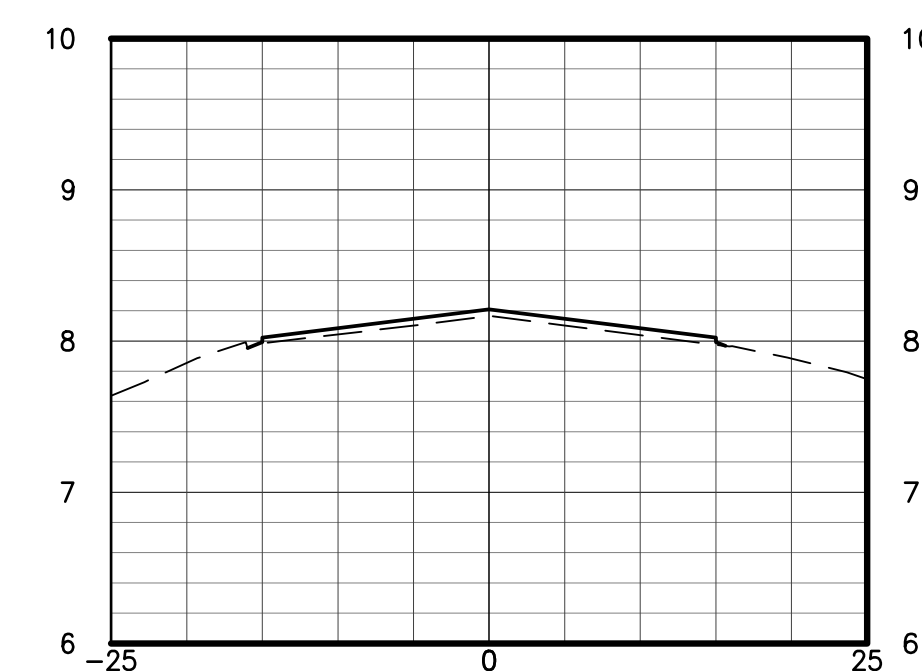
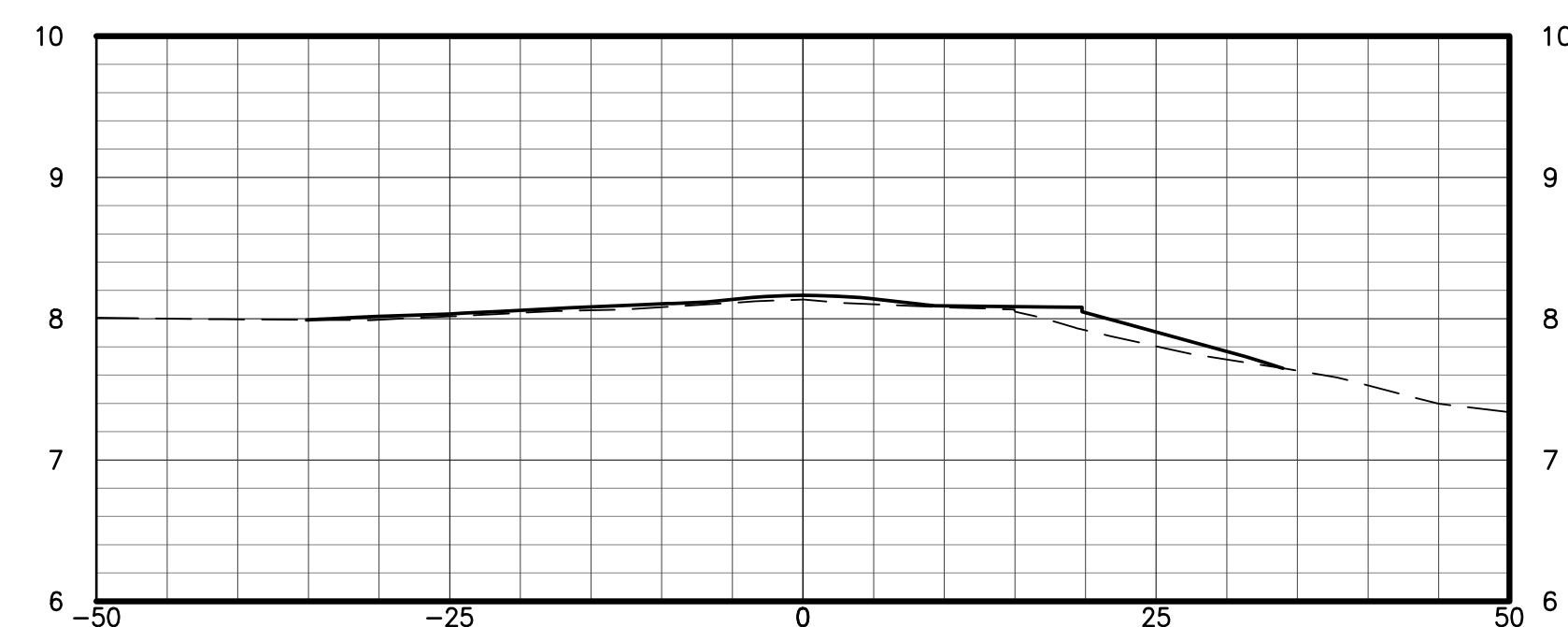
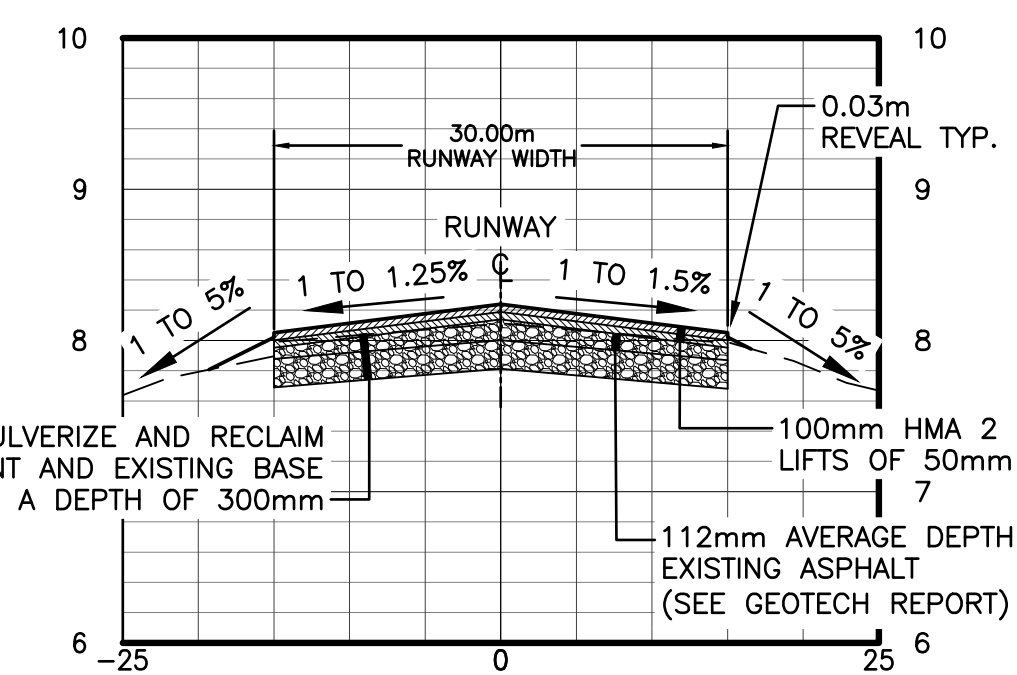
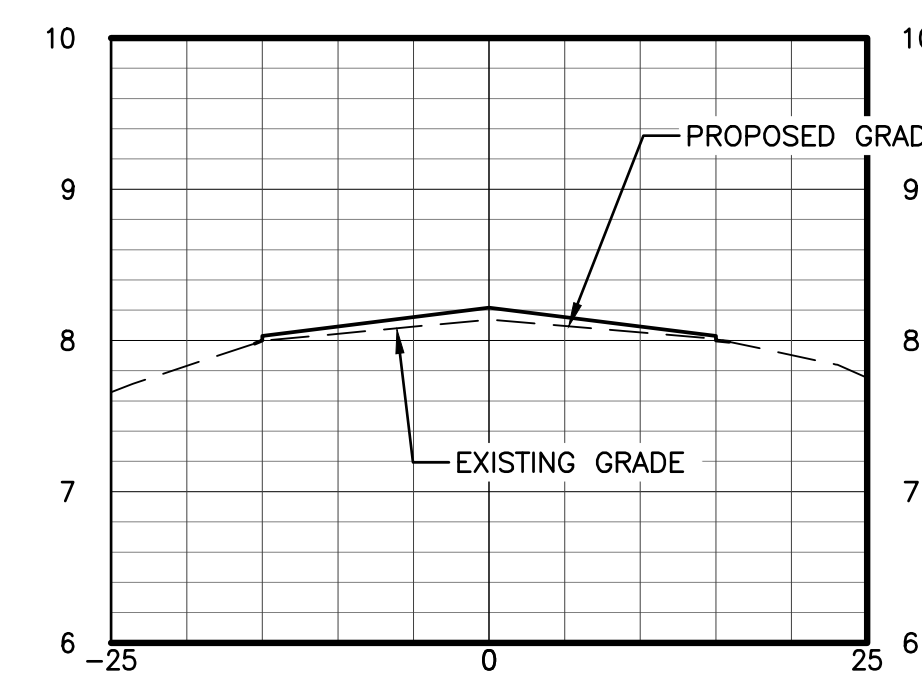
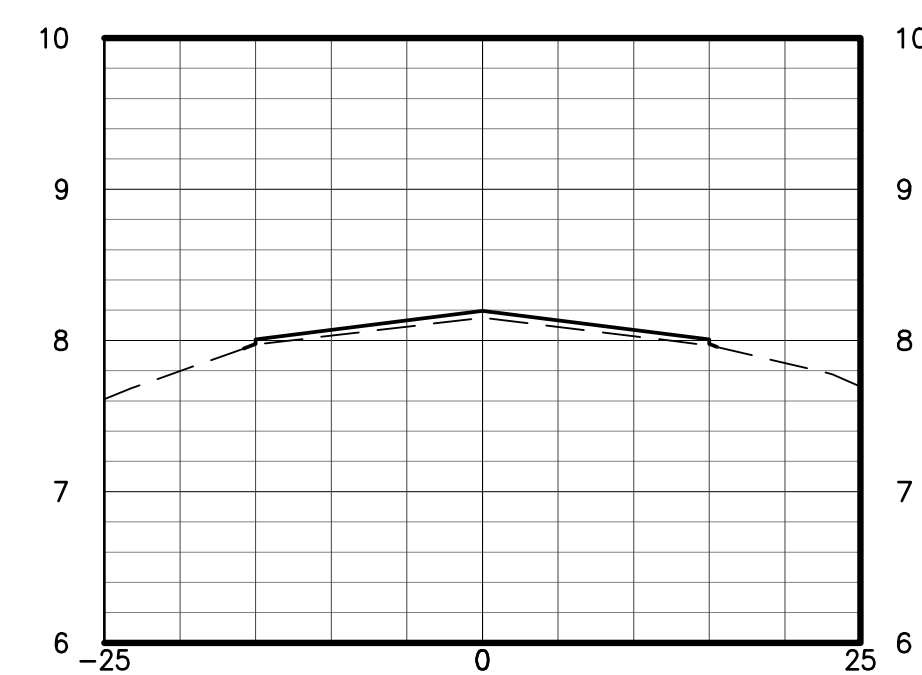
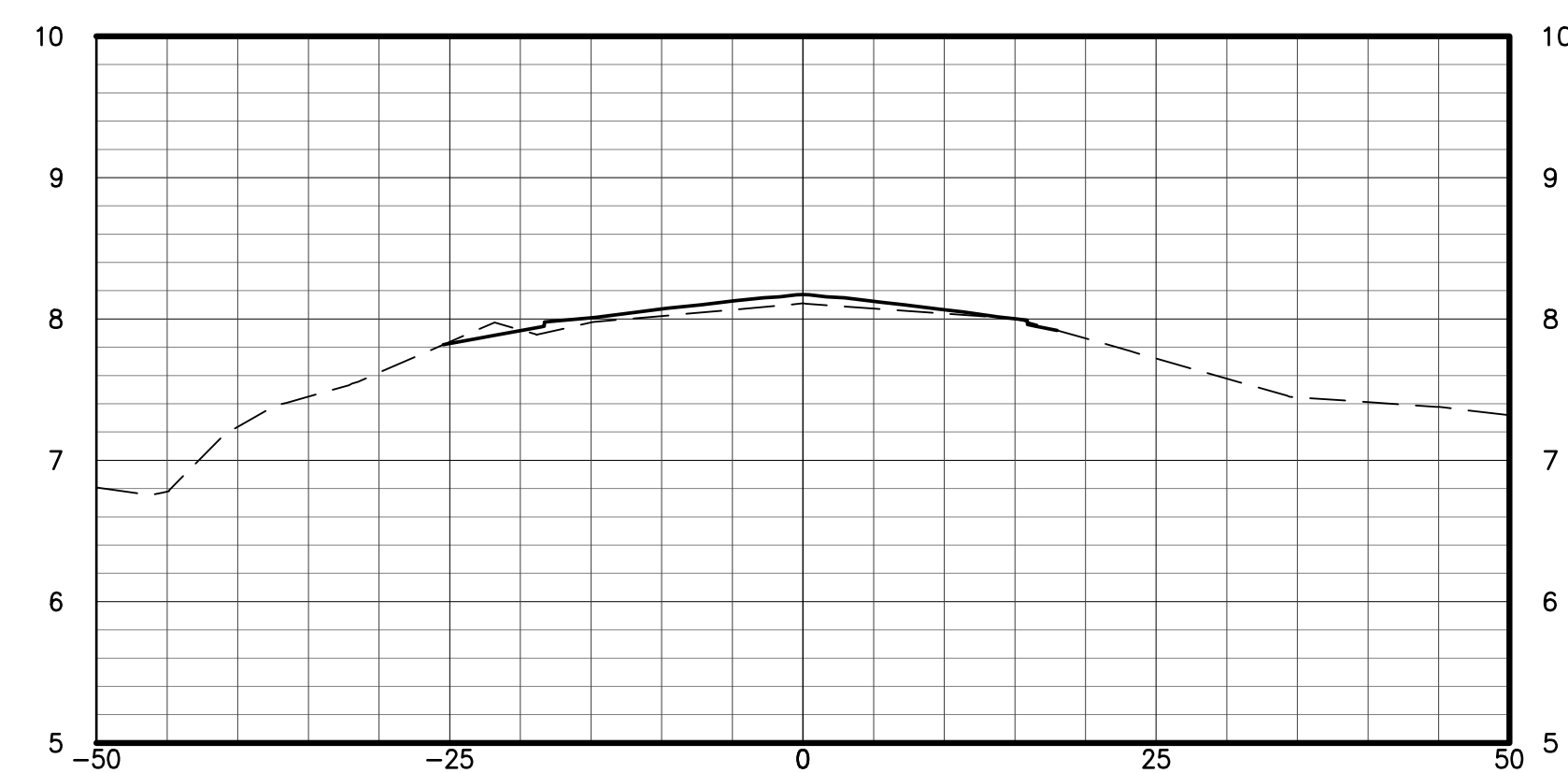
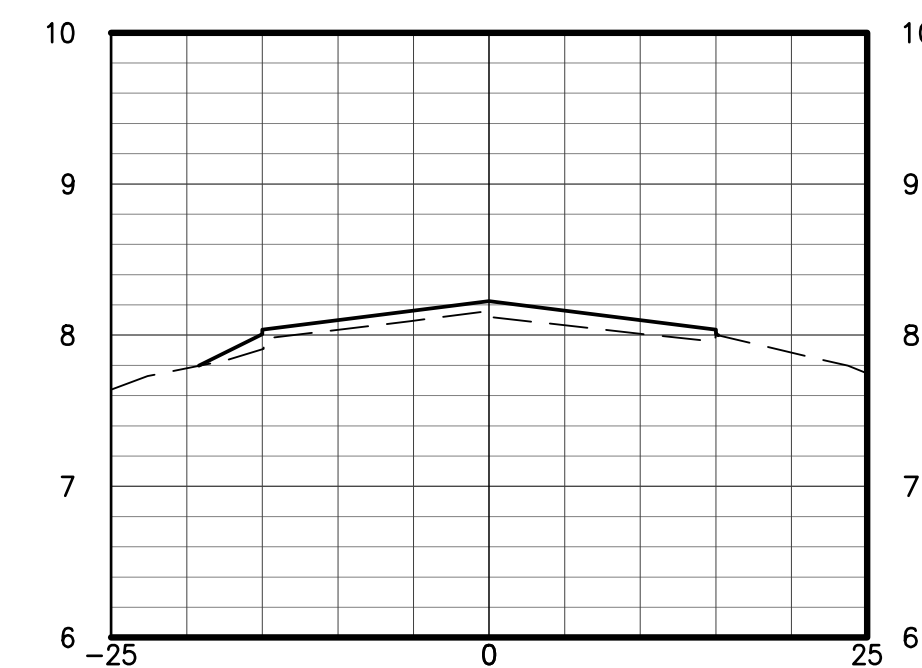
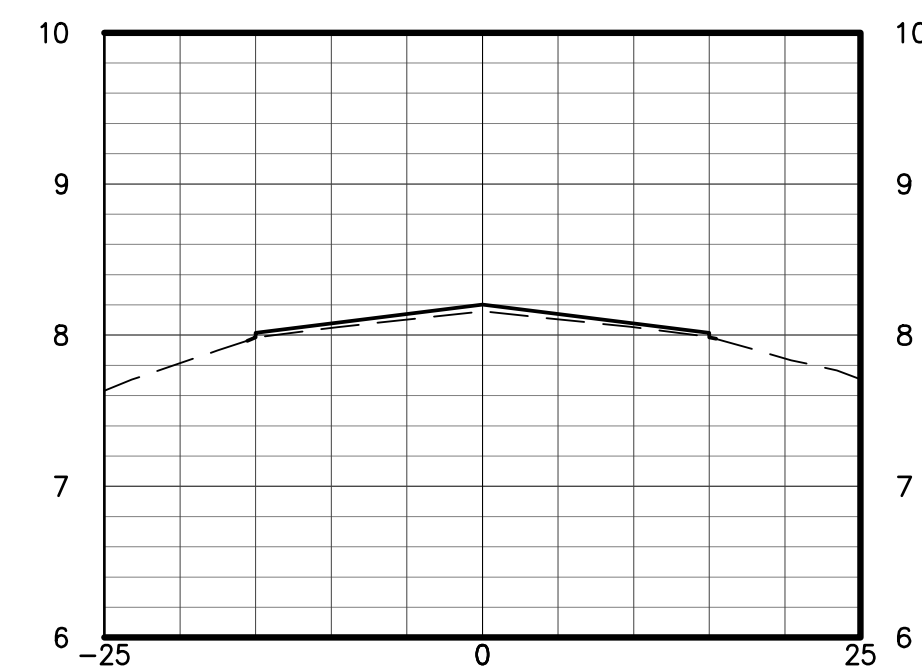
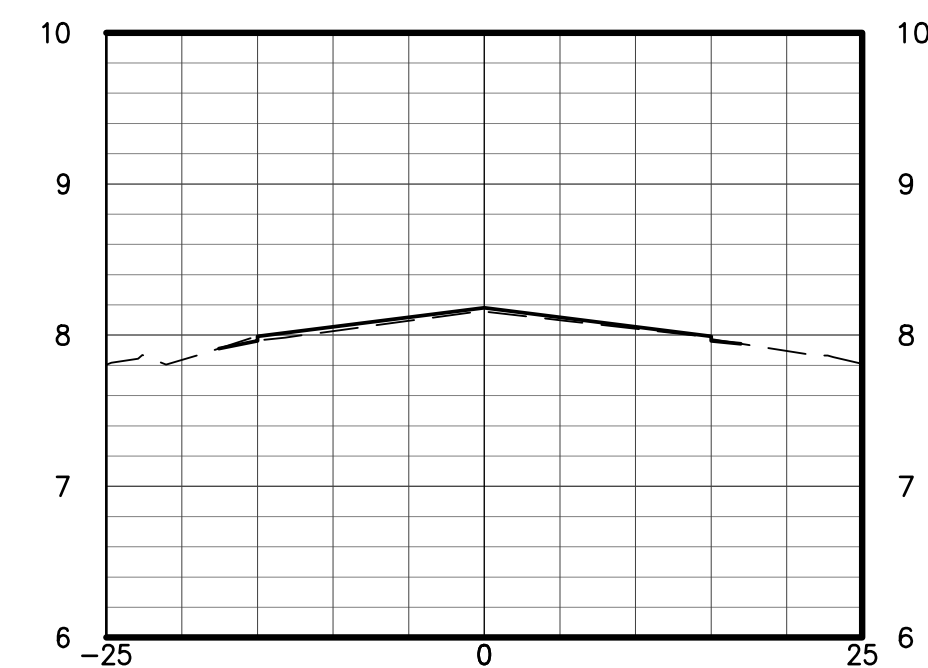
Project No.
163301858

Drawing No.

Scale
AS SHOWN

Sheet Revision

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ISSUED FOR BID	LAB	MCB	16.05.16
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MOOSONEE, CANADA

File Name:	DMZ	LAB	DMZ	16.05.05
	Dwn.	Chkd.	Dsan.	YY.MM.DD

Title
CROSS SECTIONS - 2

Project No.
163301858

Scale
AS SHOWN

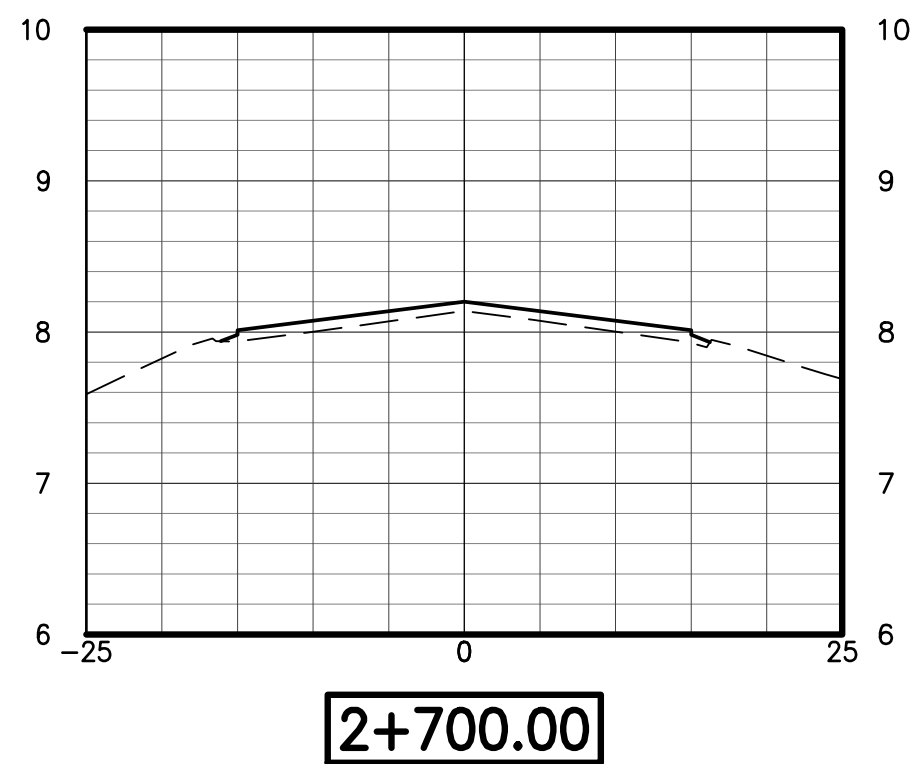
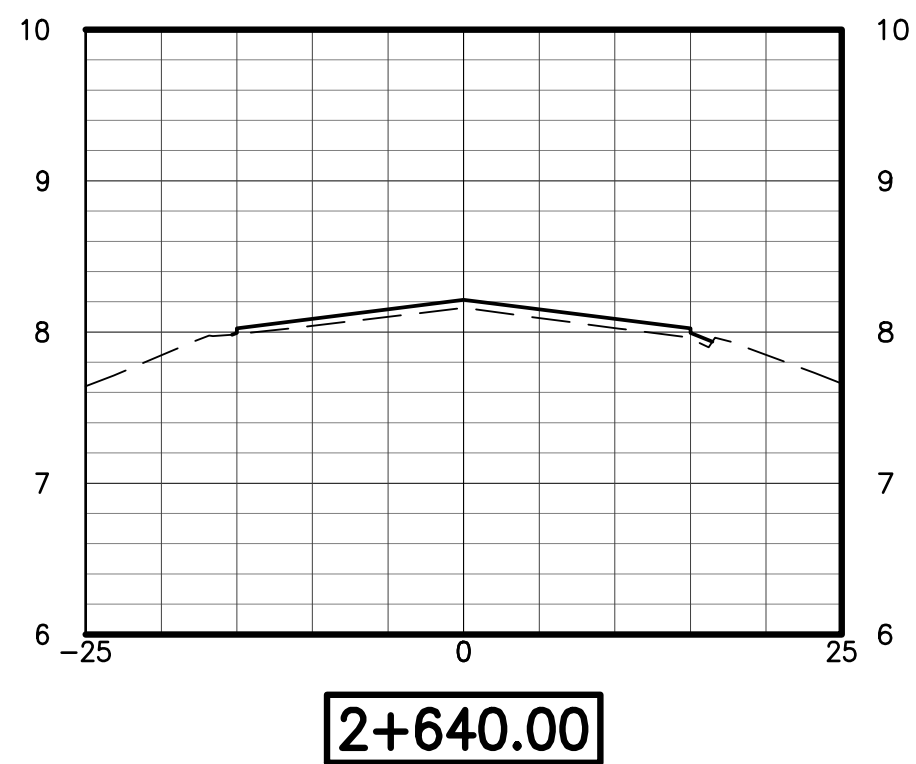
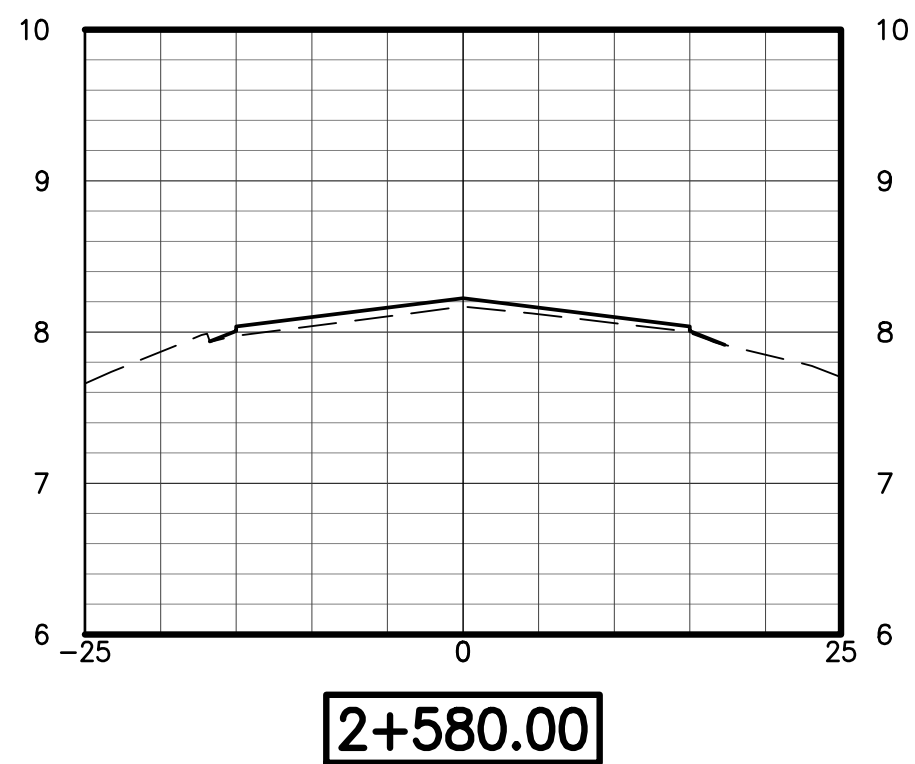
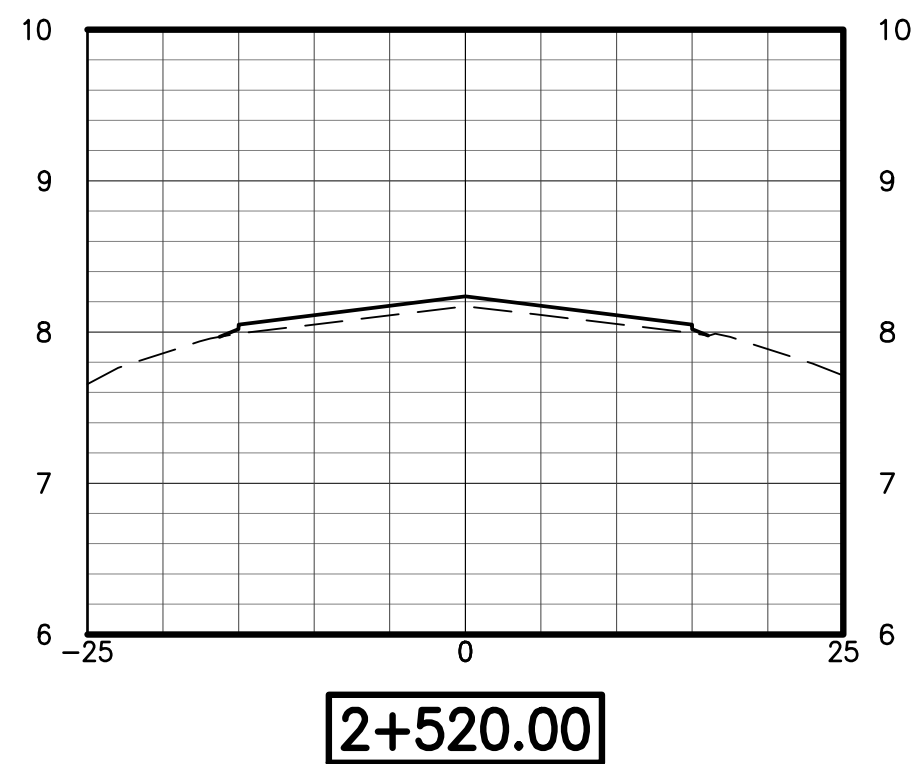
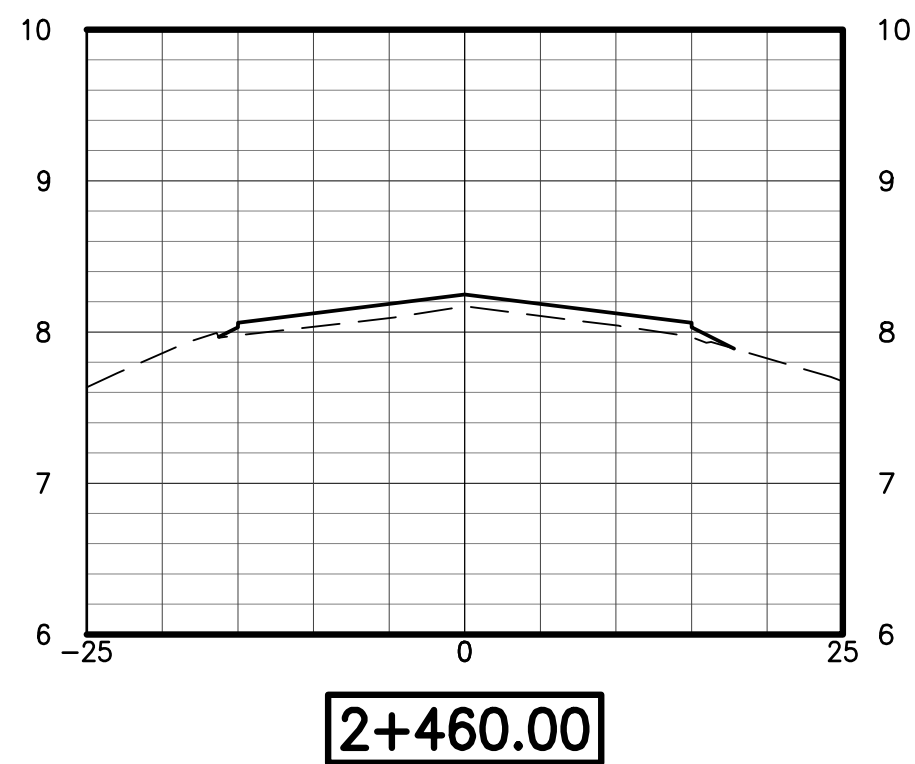
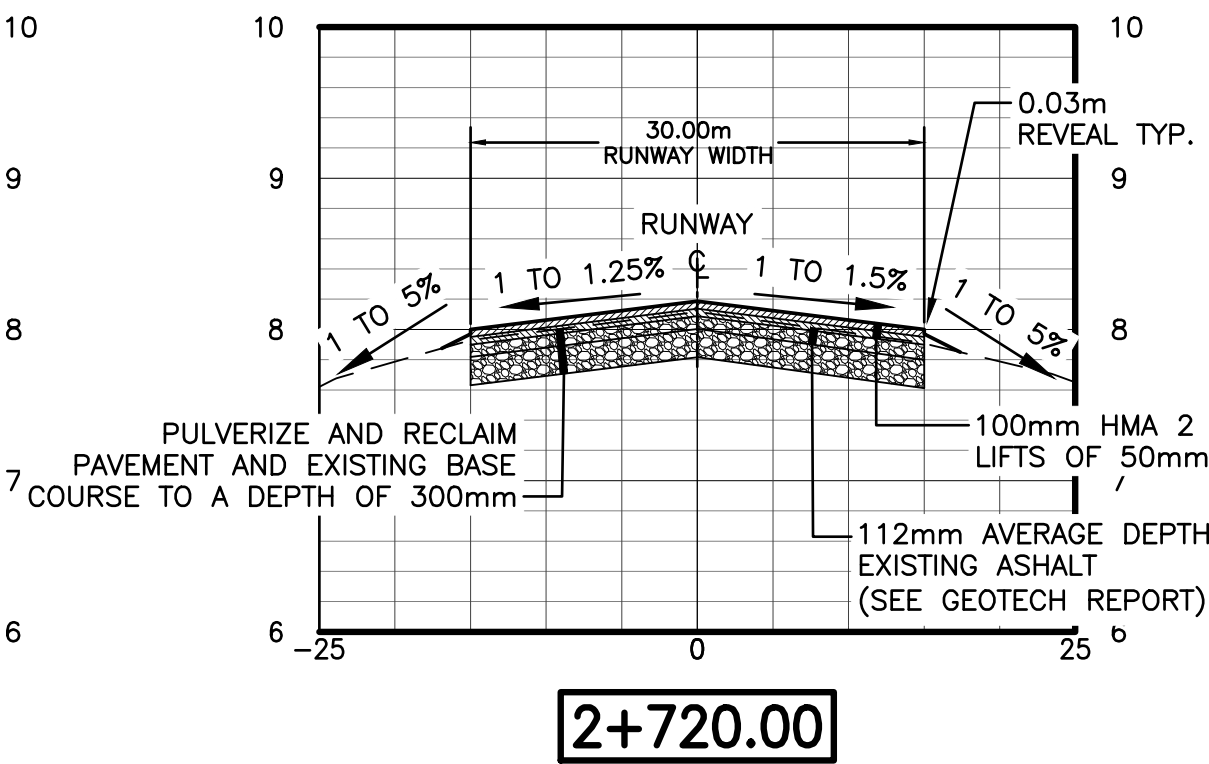
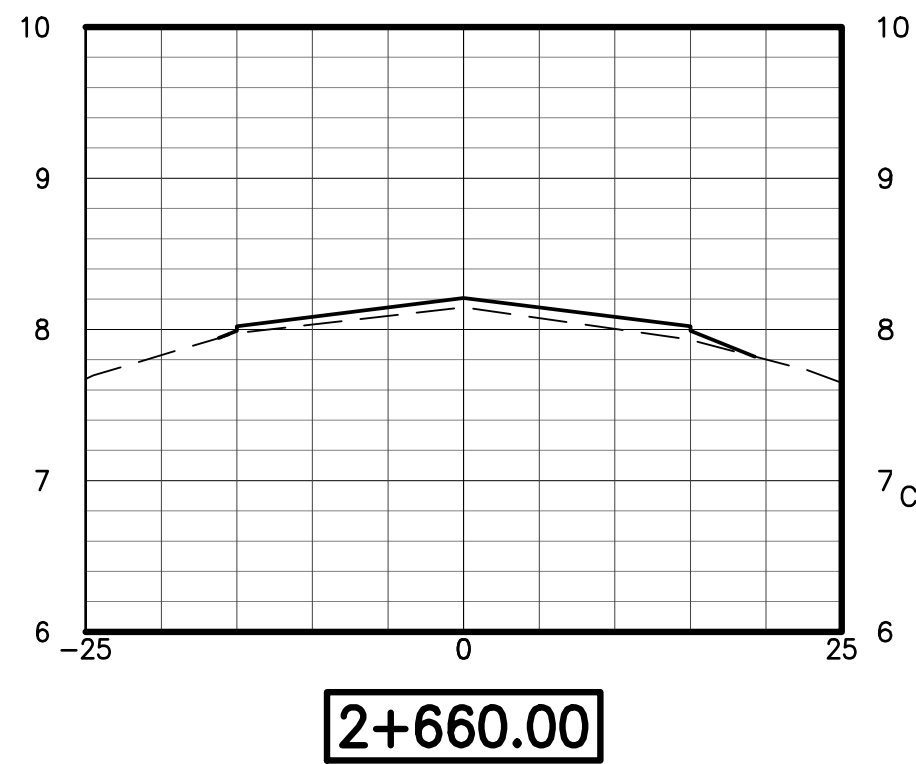
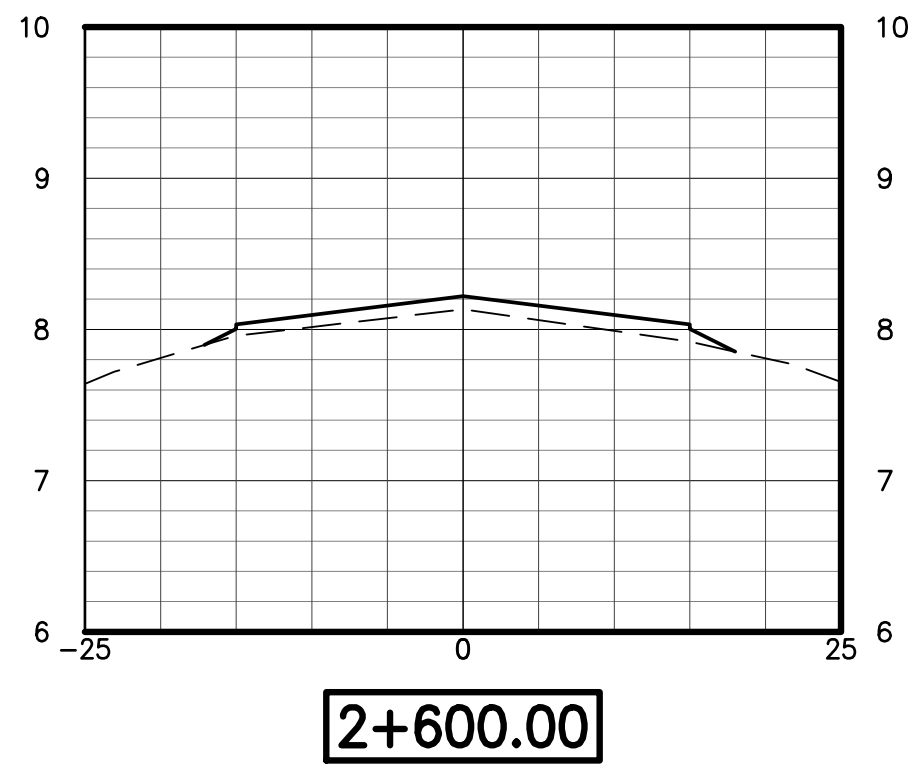
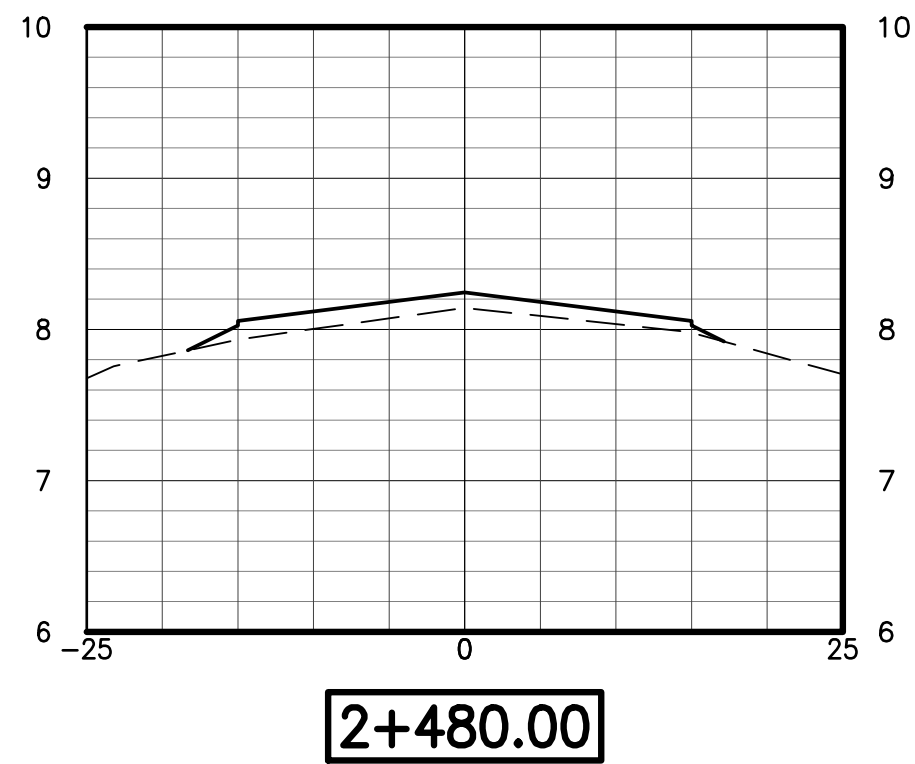
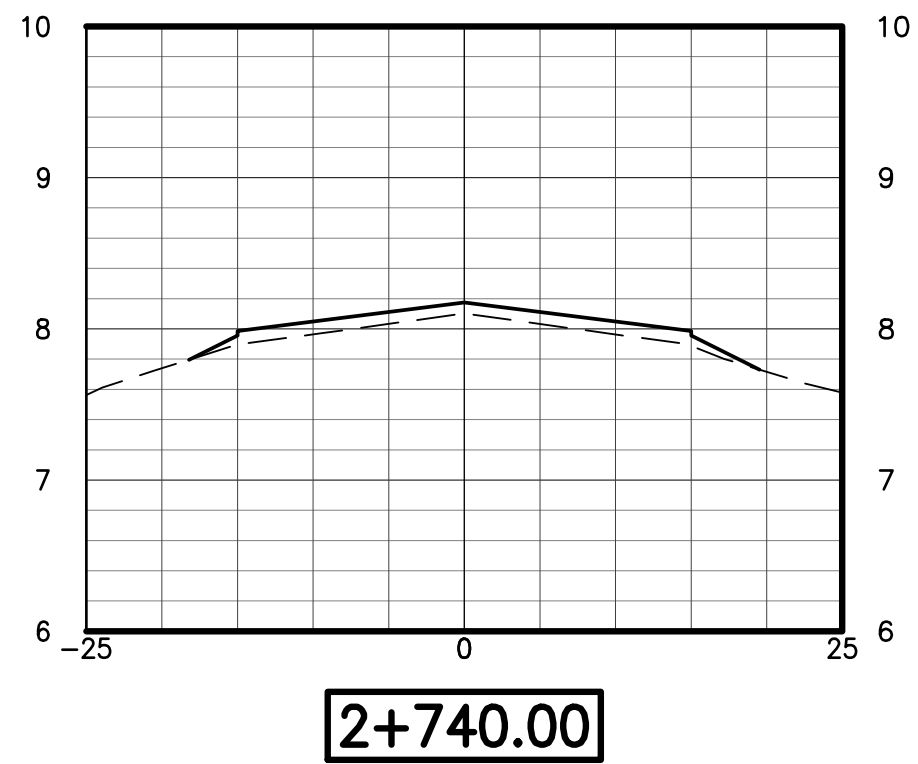
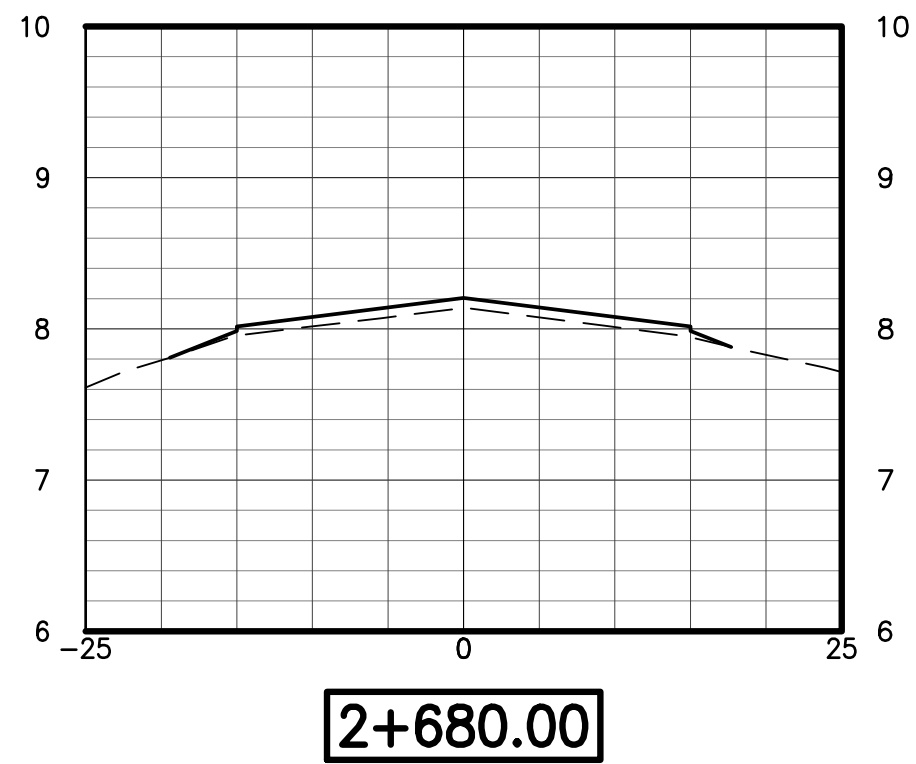
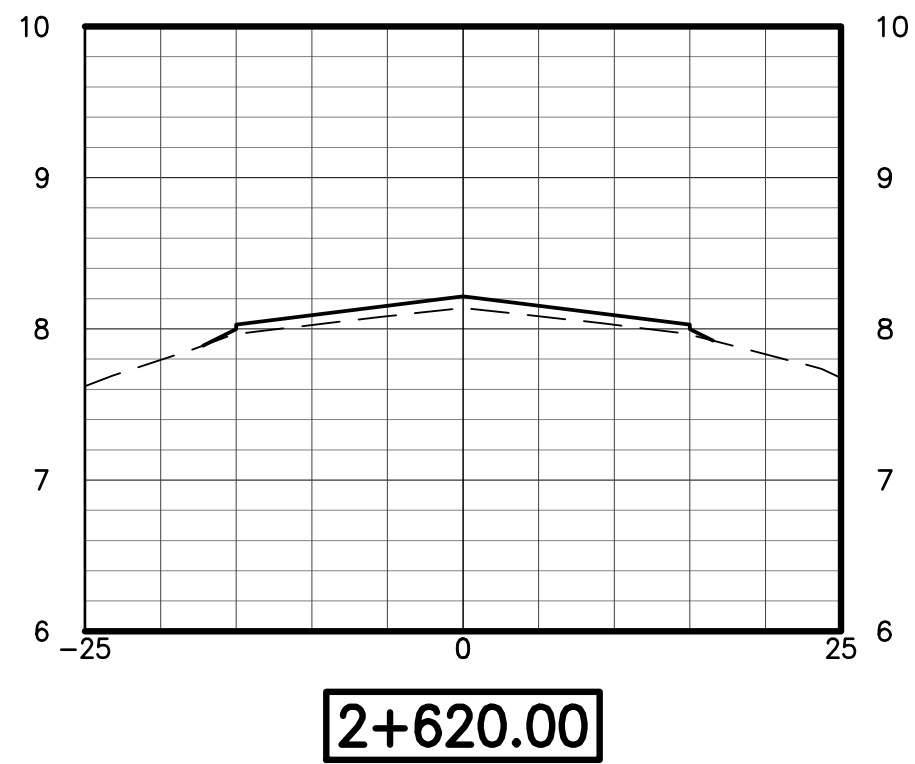
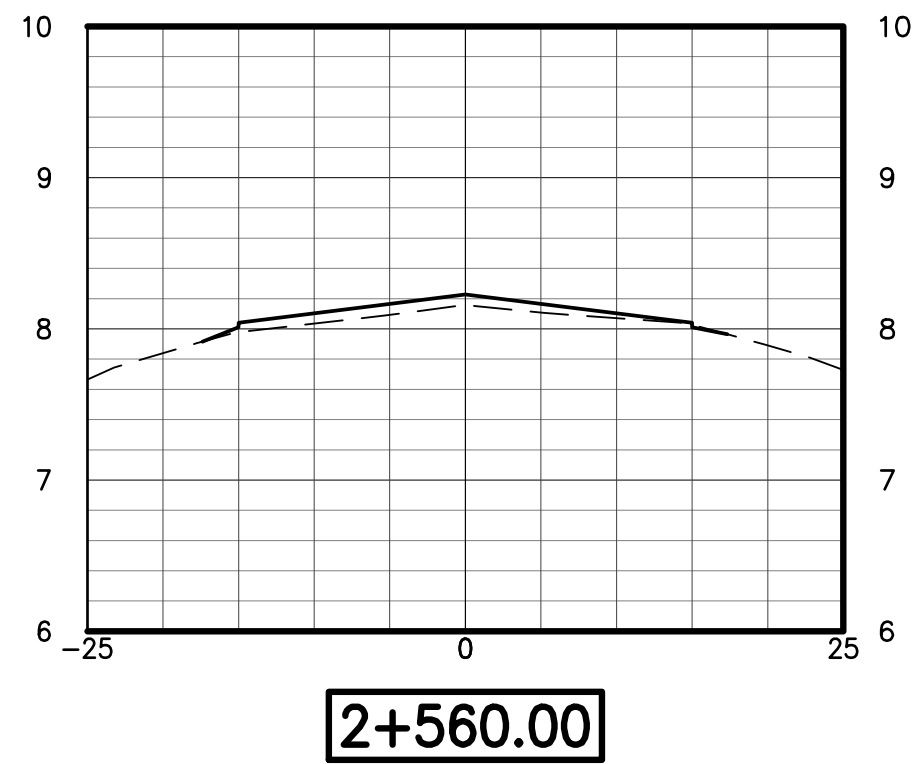
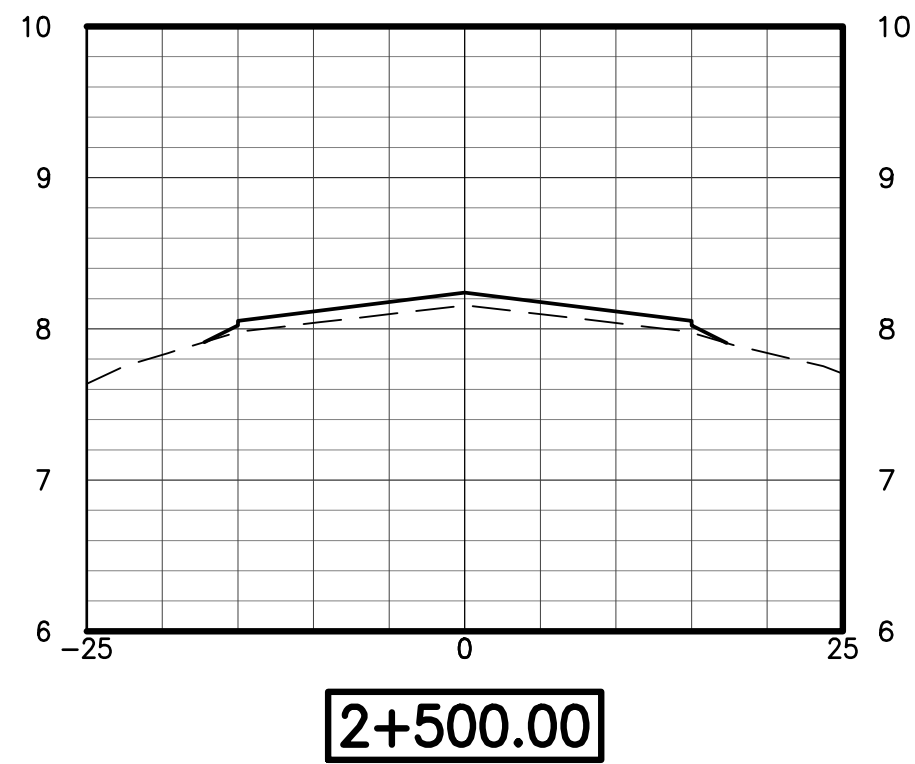
Drawing No.

Sheet

24 of 28

Revision
2

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2016/05/17 9:42 AM by: j222241 Drawing



ISSUED FOR BID	LAB	MCB	16.05.16
90% FOR REVIEW	LAB	MCB	16.04.15
PRELIMINARY - ACAP	LAB	MCB	15.06.30
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MOOSONEE AIRPORT

RUNWAY REHABILITATION PROJECT

MOOSONEE, CANADA

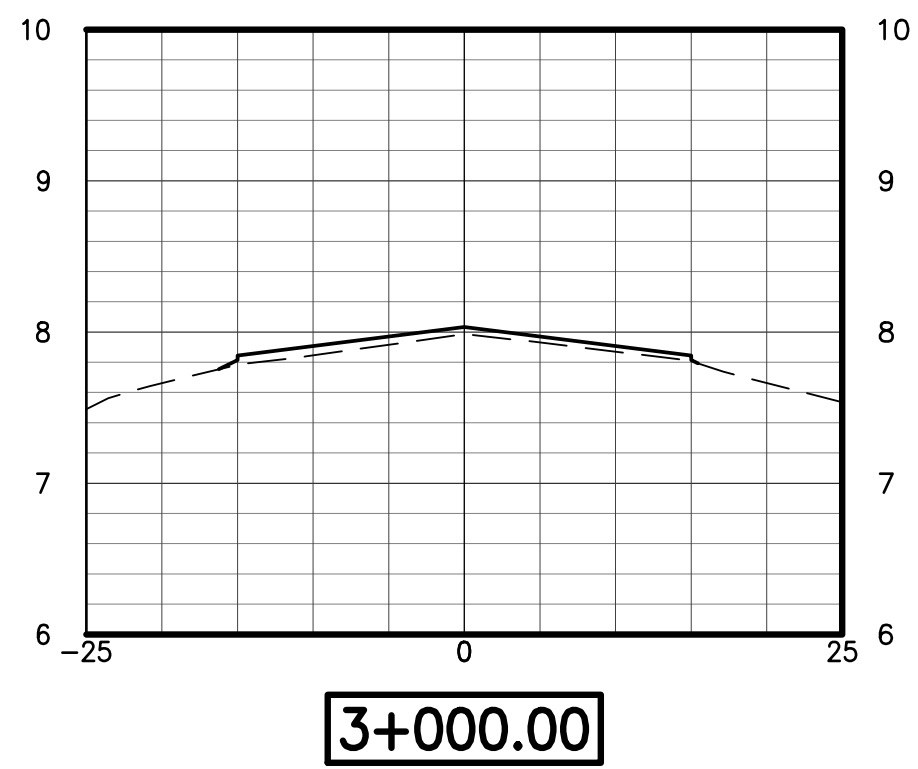
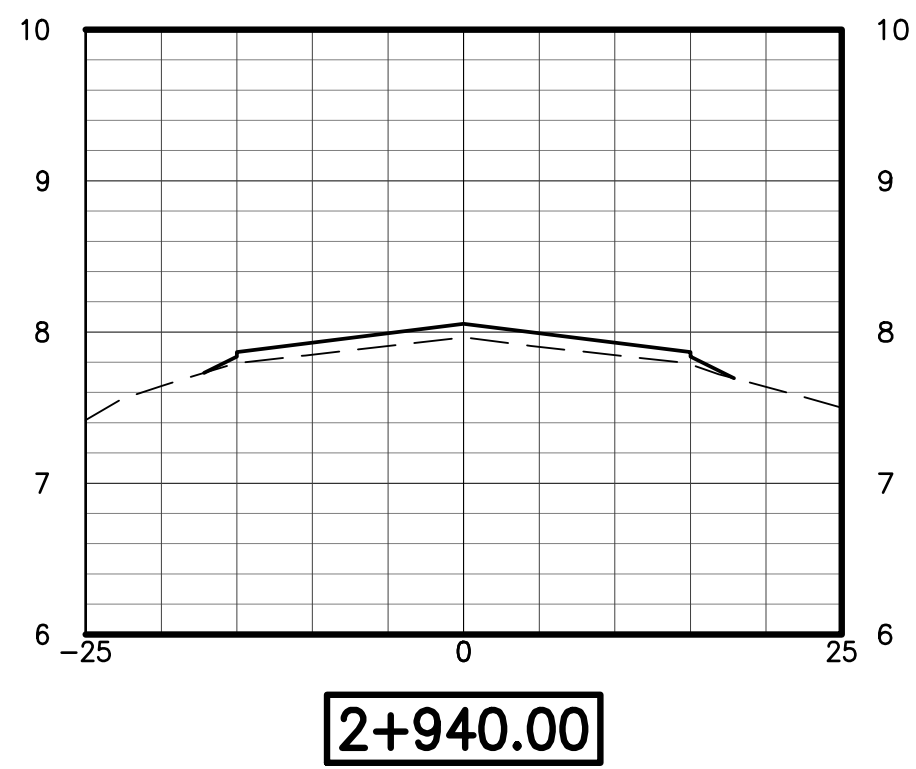
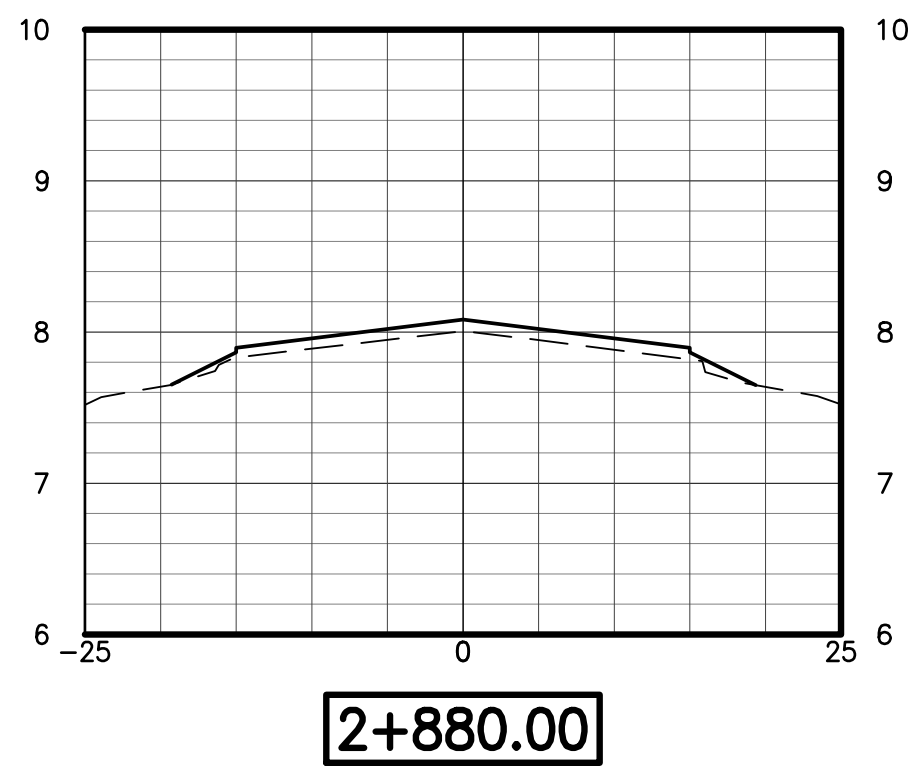
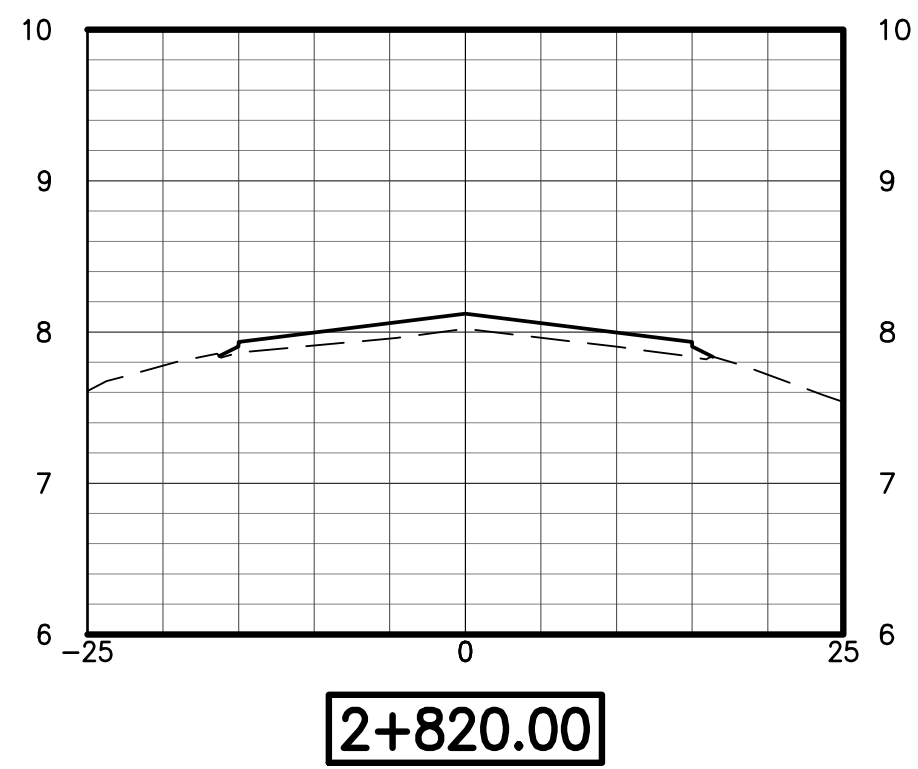
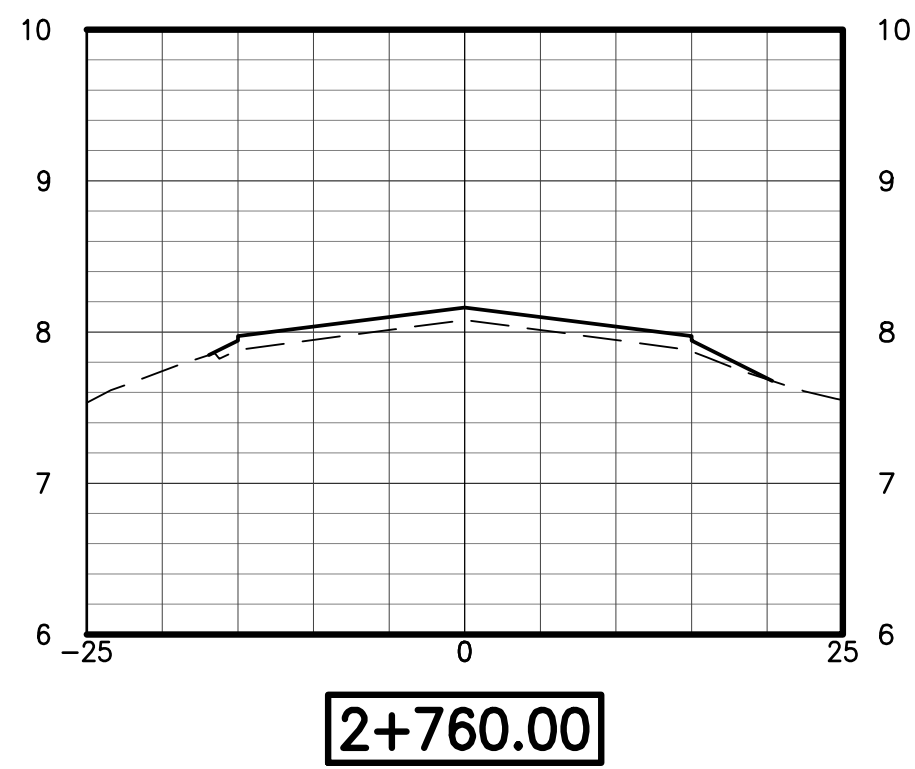
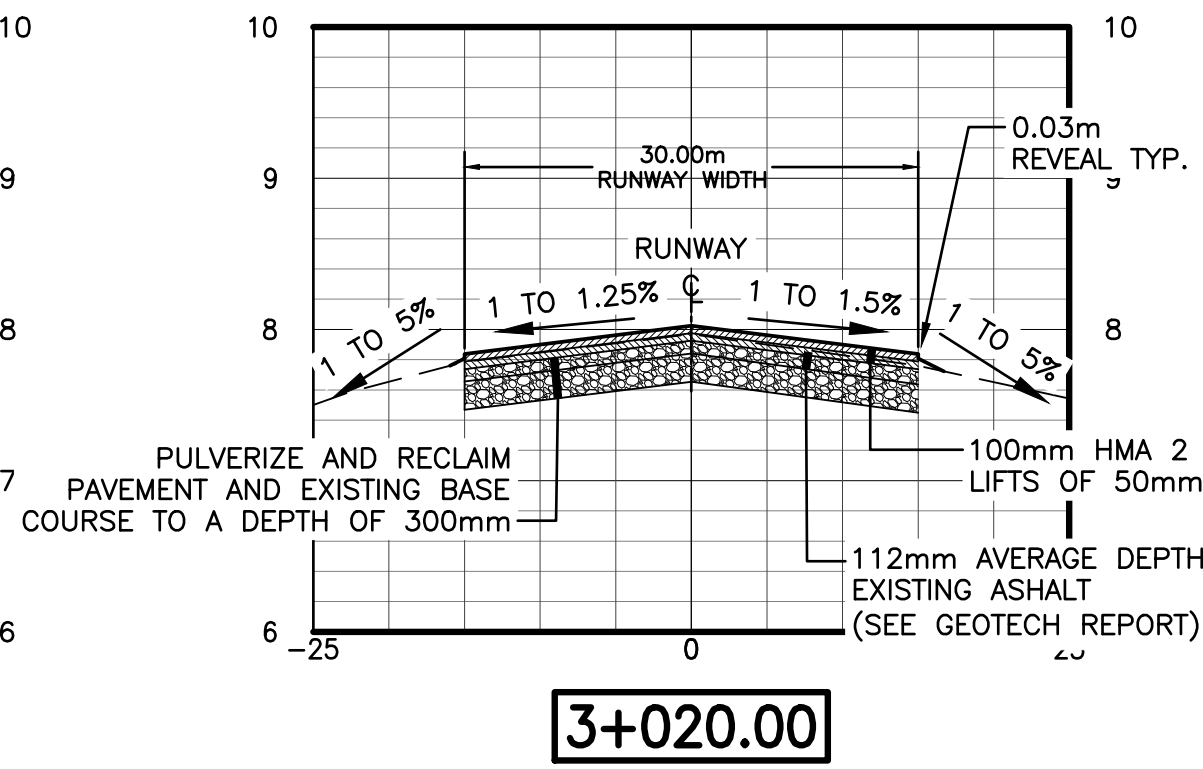
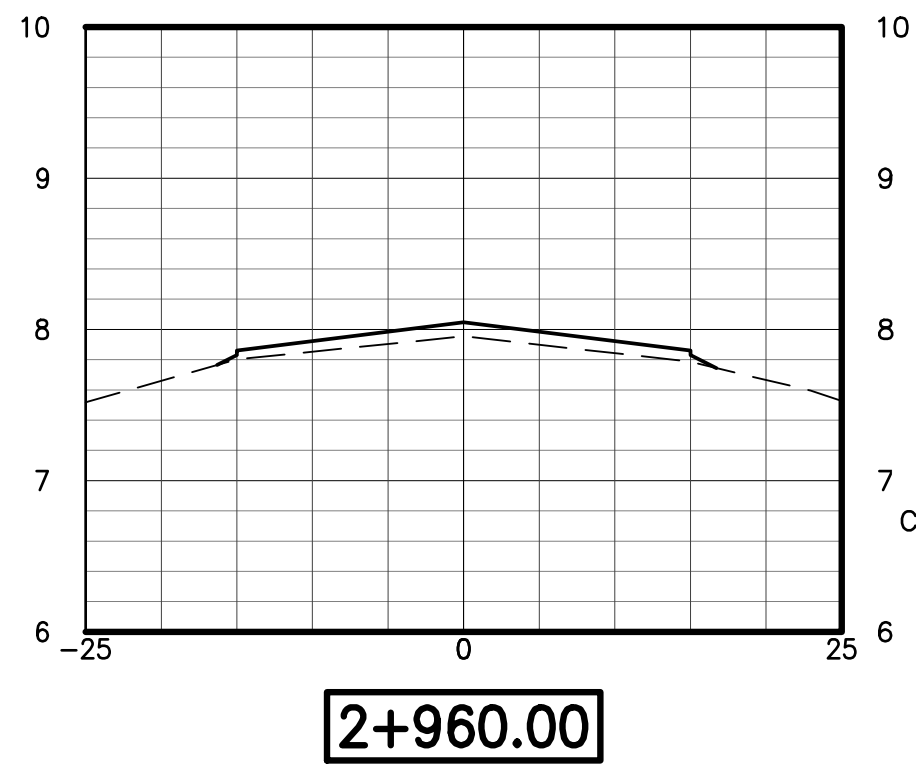
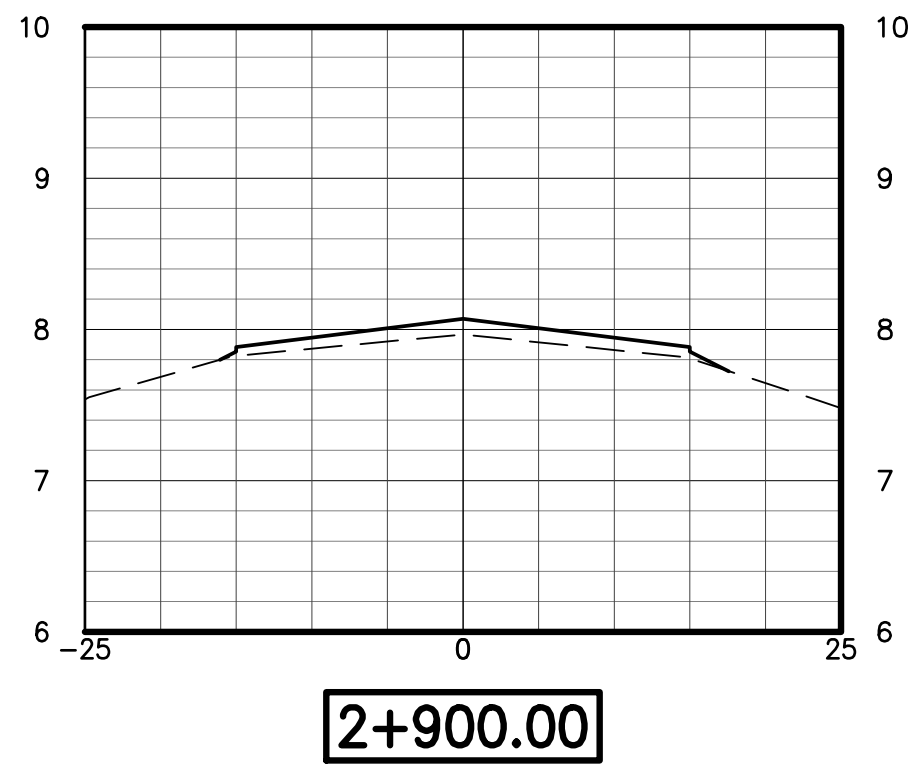
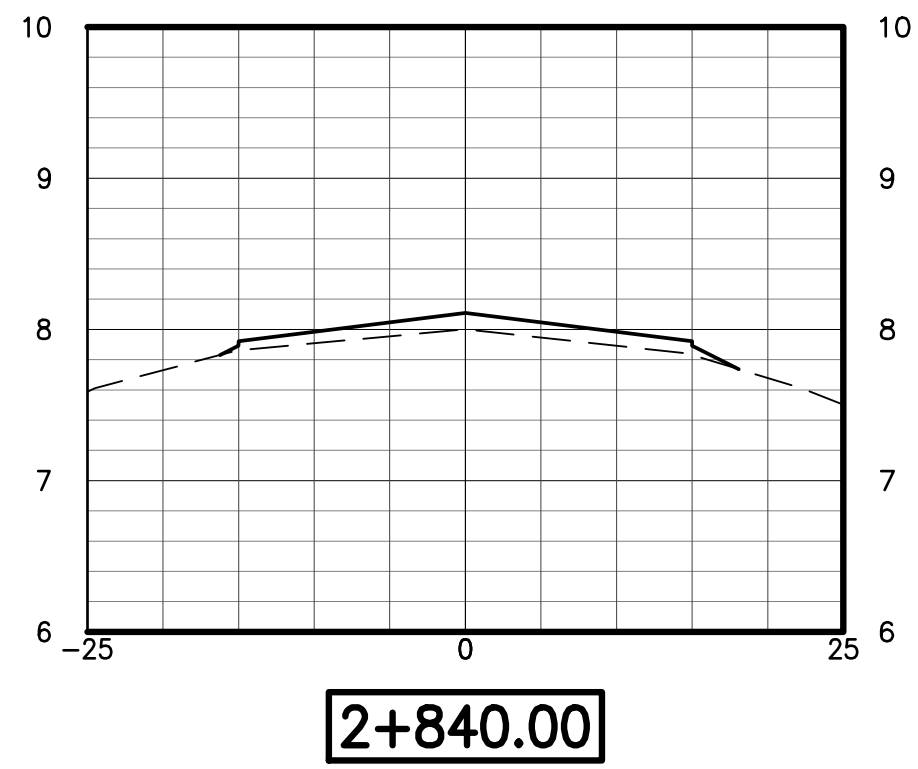
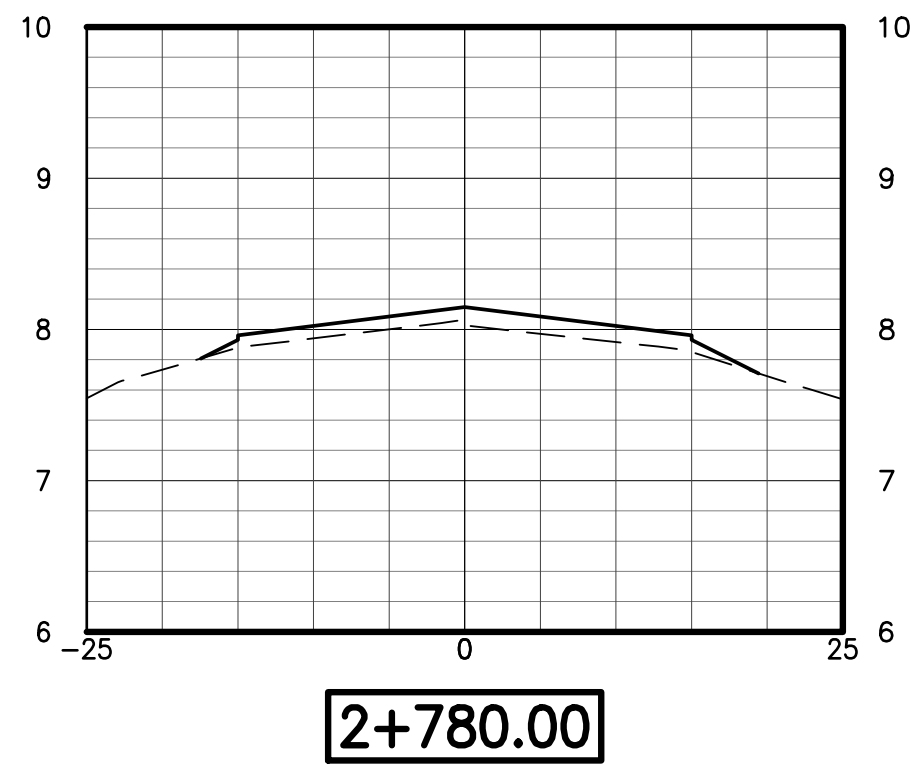
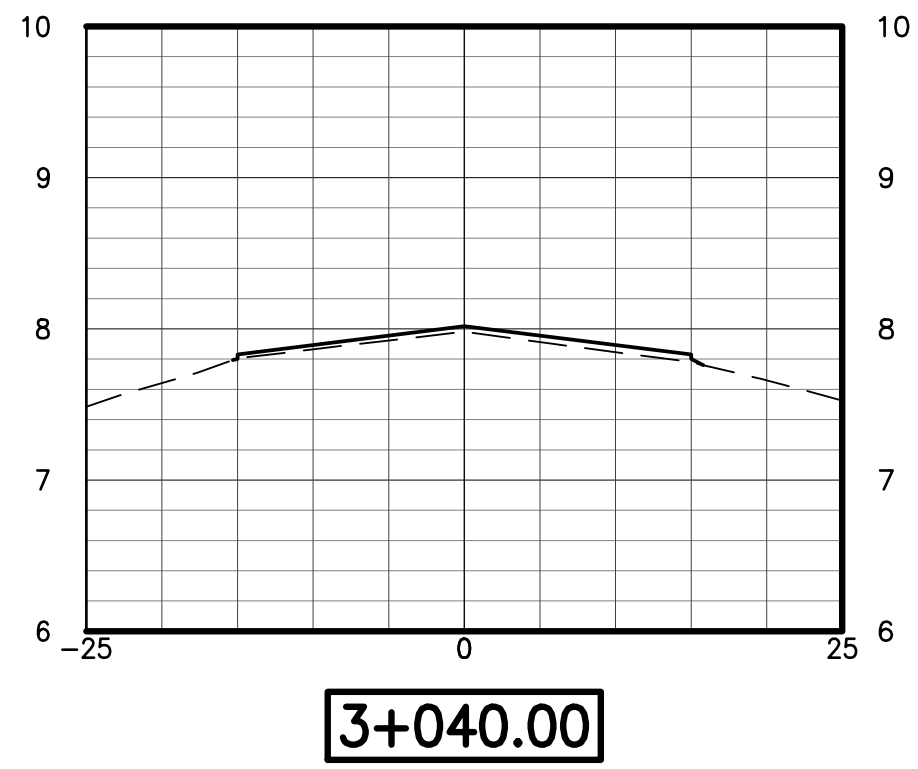
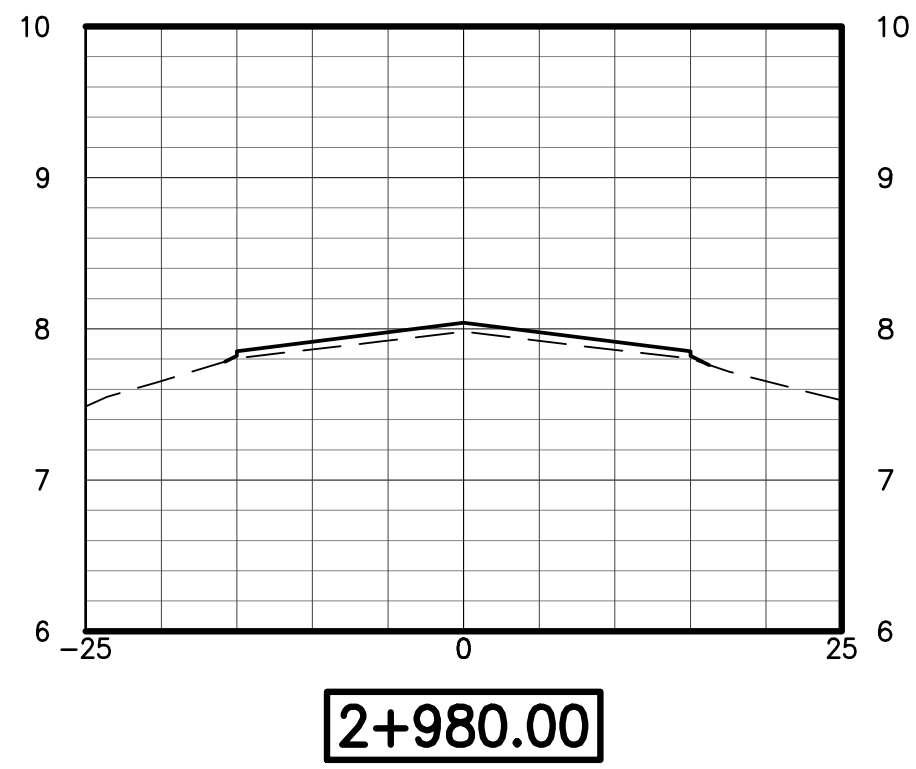
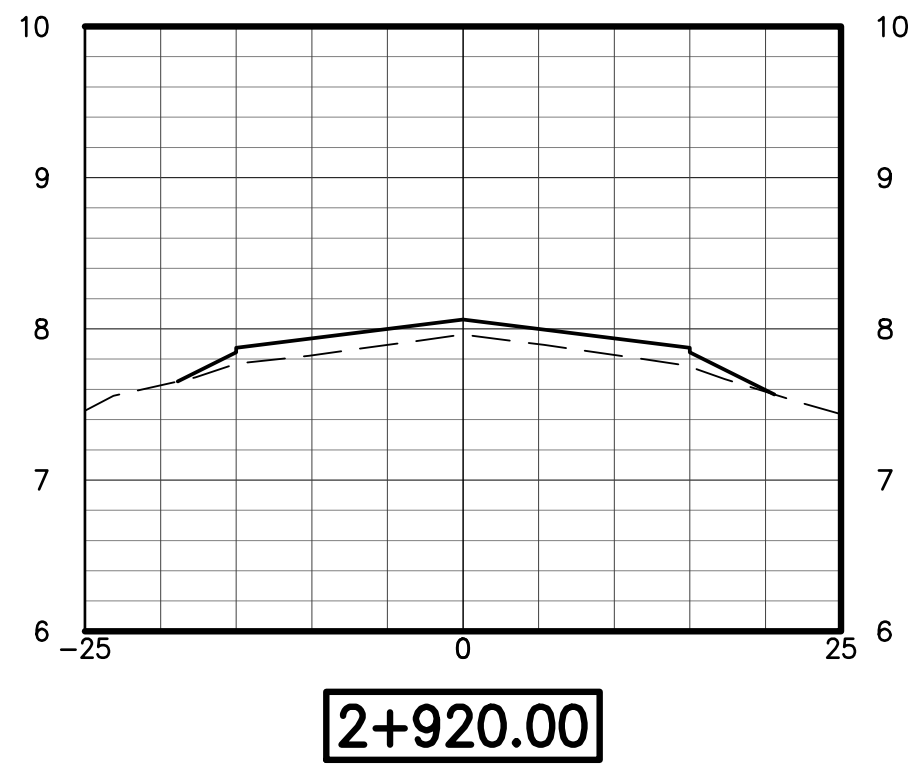
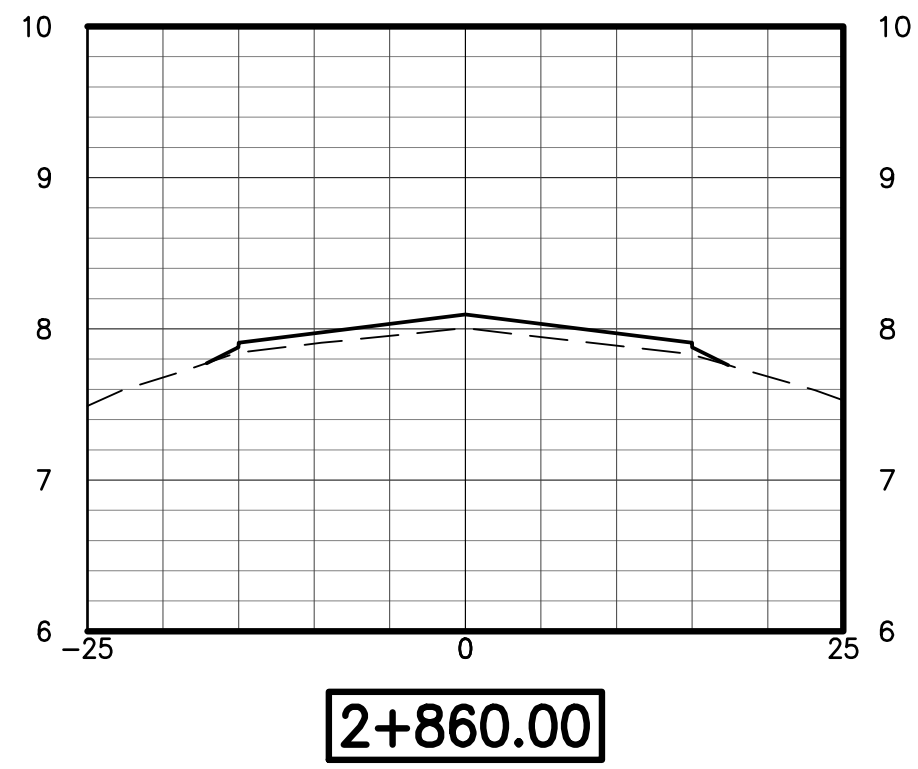
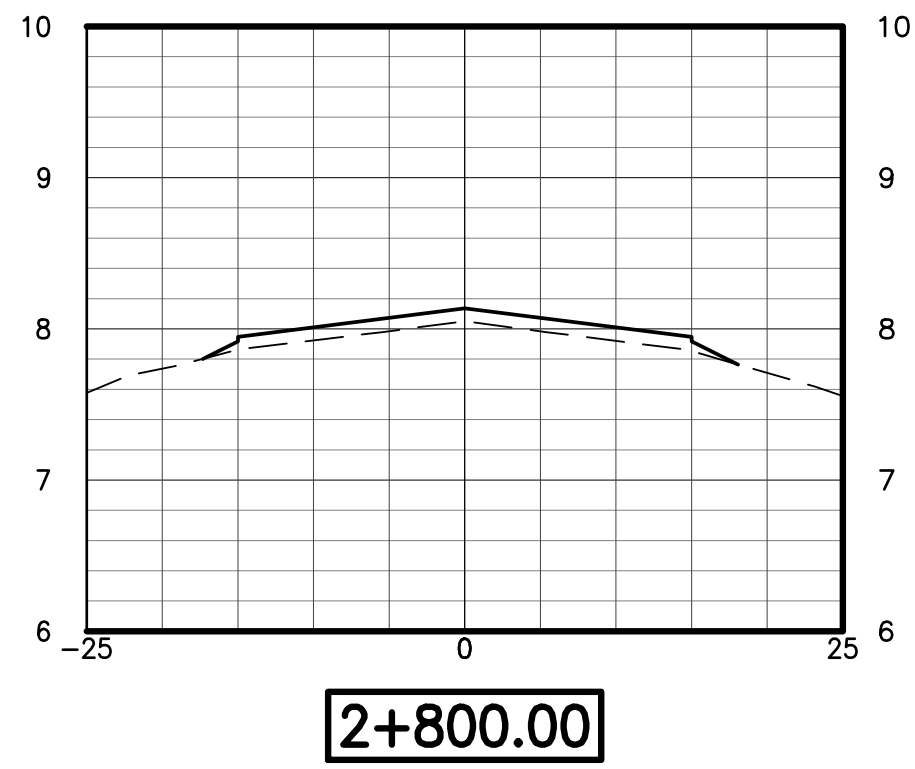
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Dwn. Chkd. Dsgn. YY.MM.DD

Title
CROSS SECTIONS - 3

Project No. 163301858	Scale AS SHOWN
Drawing No. C-402	Sheet 25 of 28
	Revision 2

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ISSUED FOR BID	LAB	MCB	16.05.16
90% FOR REVIEW	LAB	MCB	16.04.15
PRELIMINARY - ACAP	LAB	MCB	15.06.30
Revision	By	Appd.	YY.MM.DD



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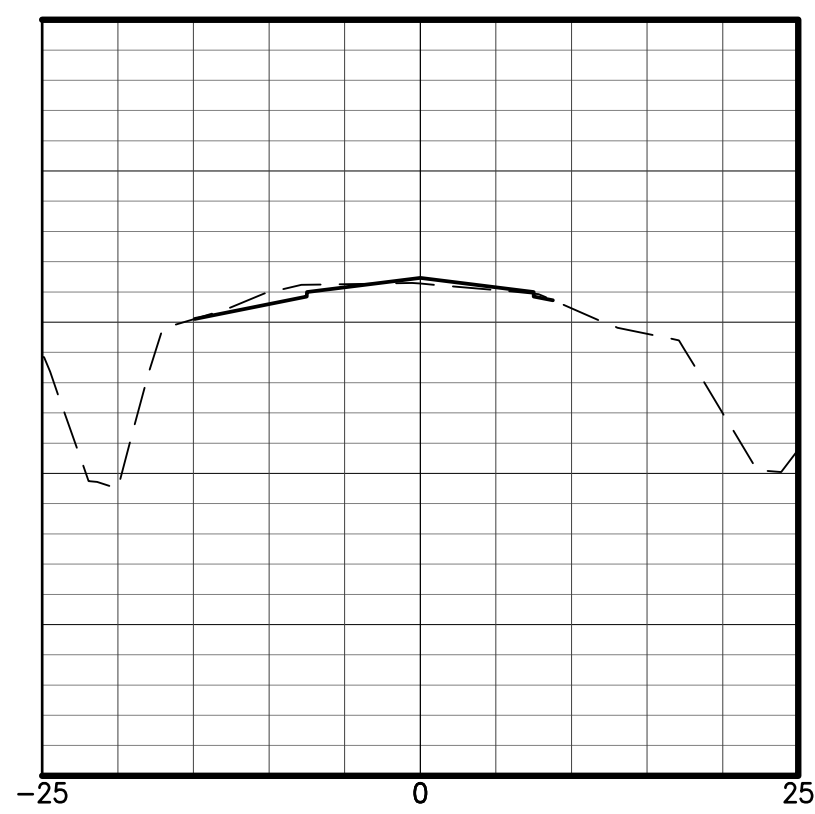
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Client/Project
MOOSONEE AIRPORT
RUNWAY REHABILITATION PROJECT
MOOSONEE, CANADA

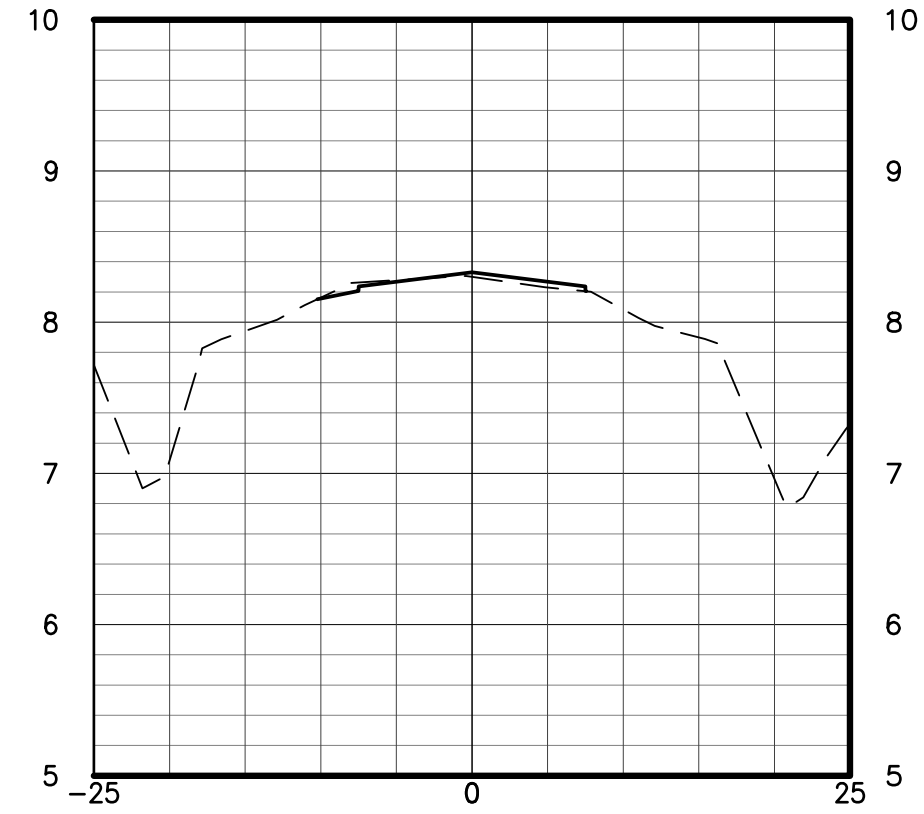
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Dwn. Chkd. Dsgn. YY.MM.DD

Title
CROSS SECTIONS - 4

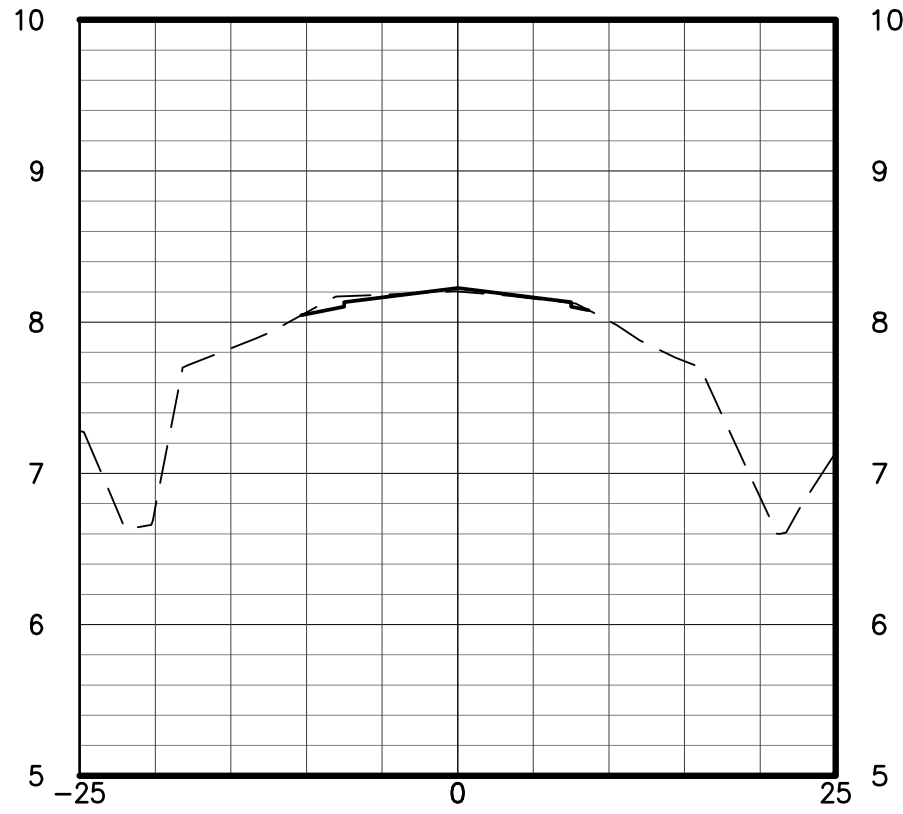
Project No. 163301858	Scale AS SHOWN
Drawing No. C-403	Sheet 26 of 28
	Revision 2



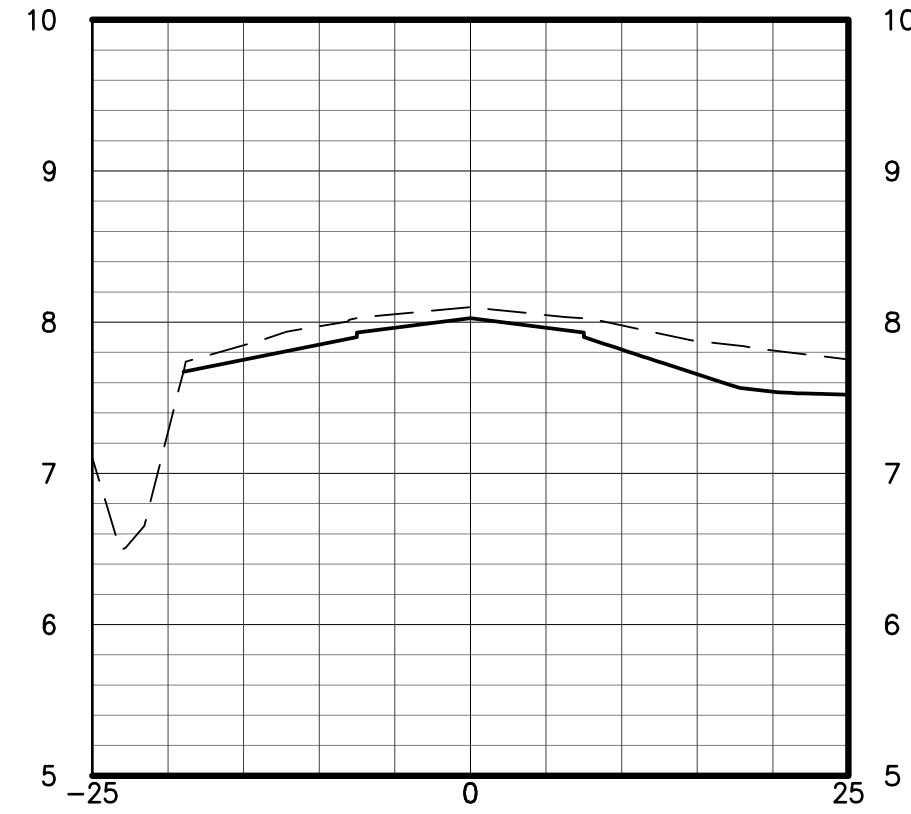
20+040.00



20+100.00

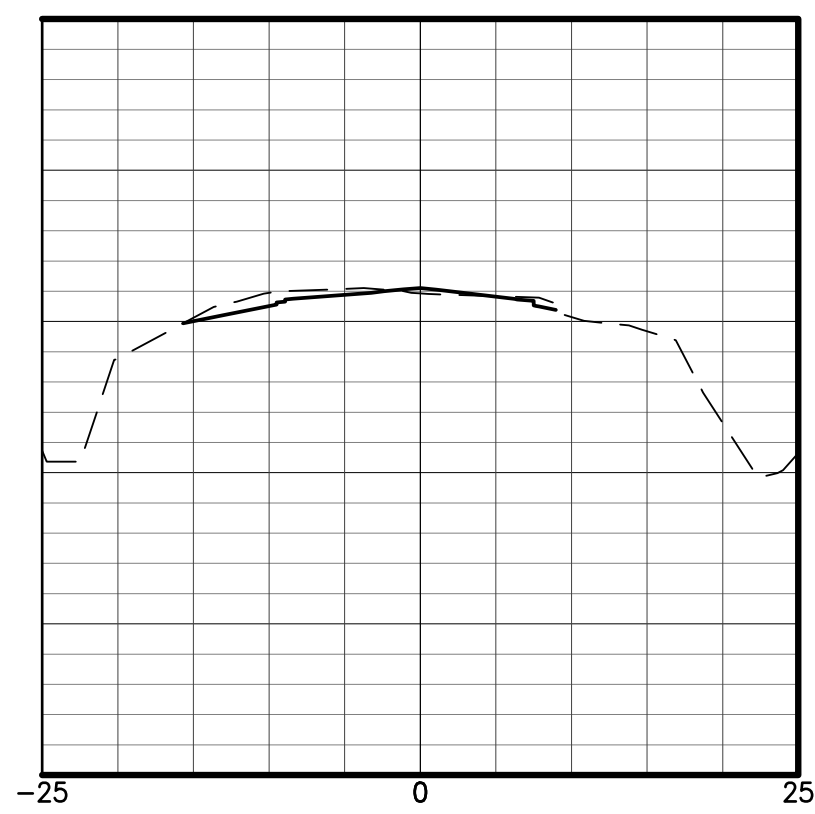


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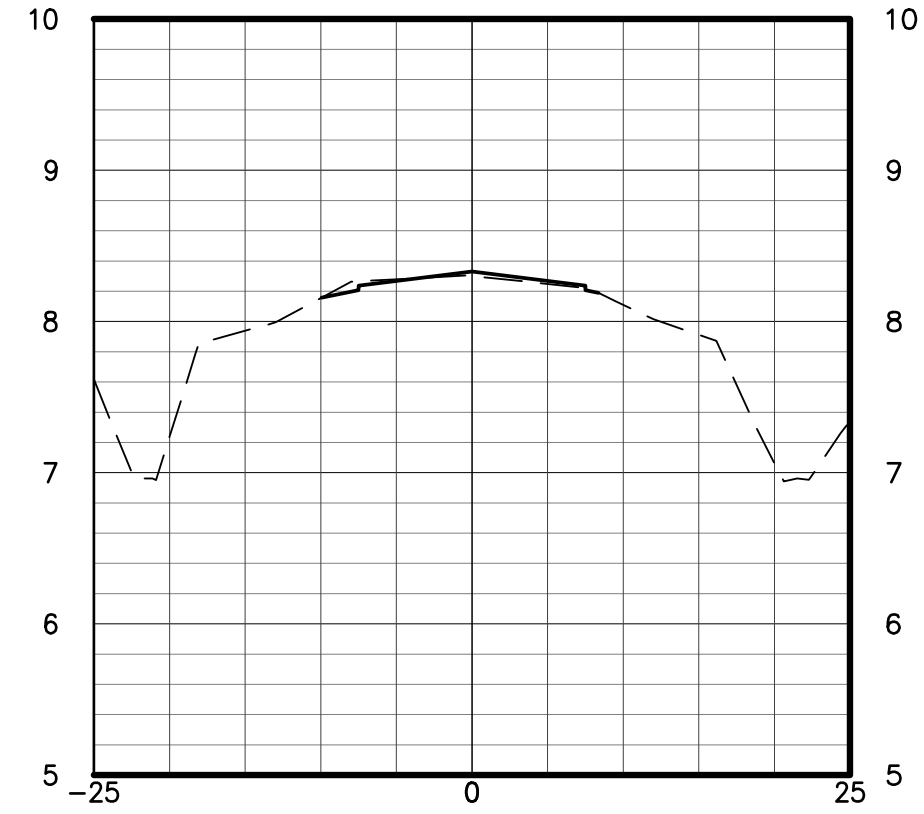


20+220.00

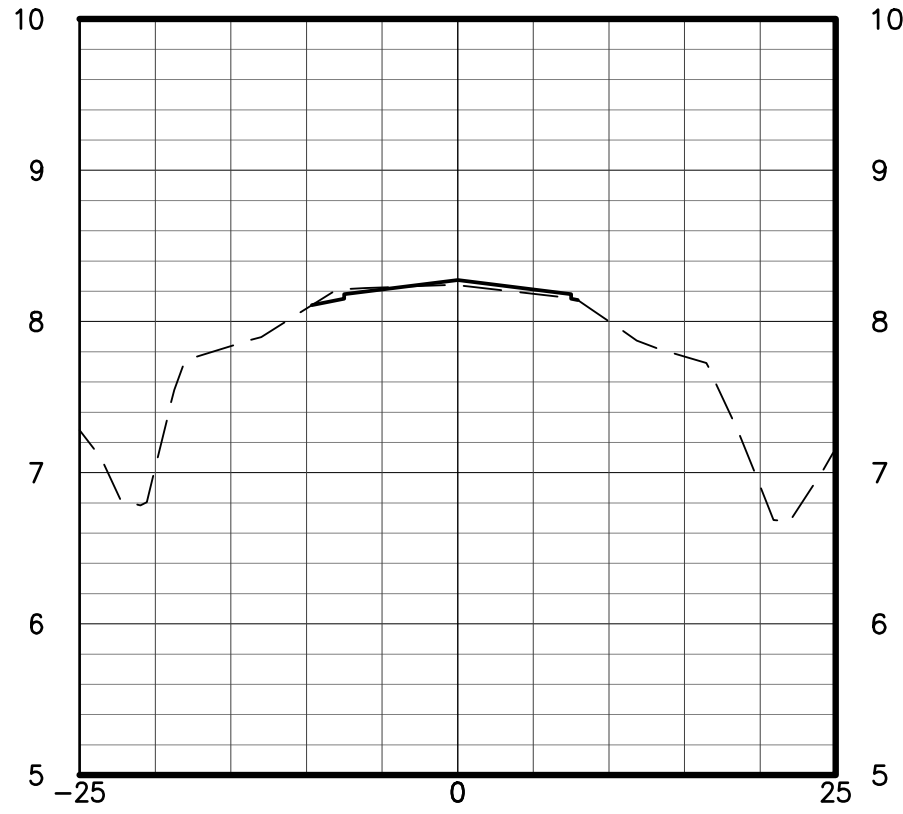
(1:500 H) 0 5 15 20 40 25m
(1:50 V) 0 .5 1 1.5 2 2.5m



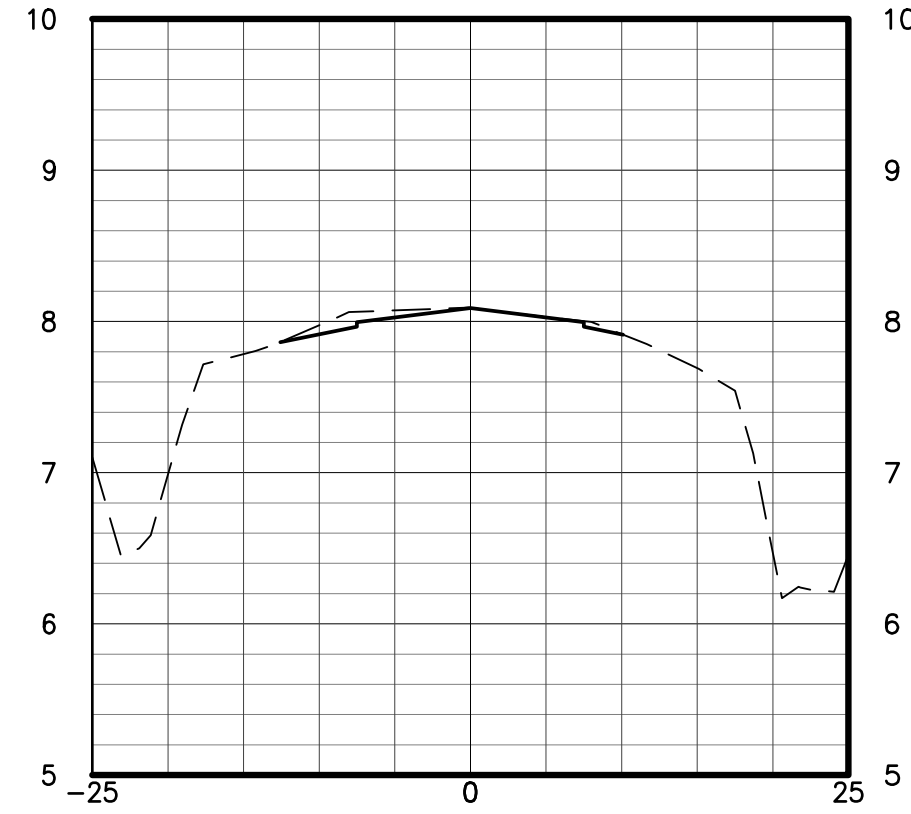
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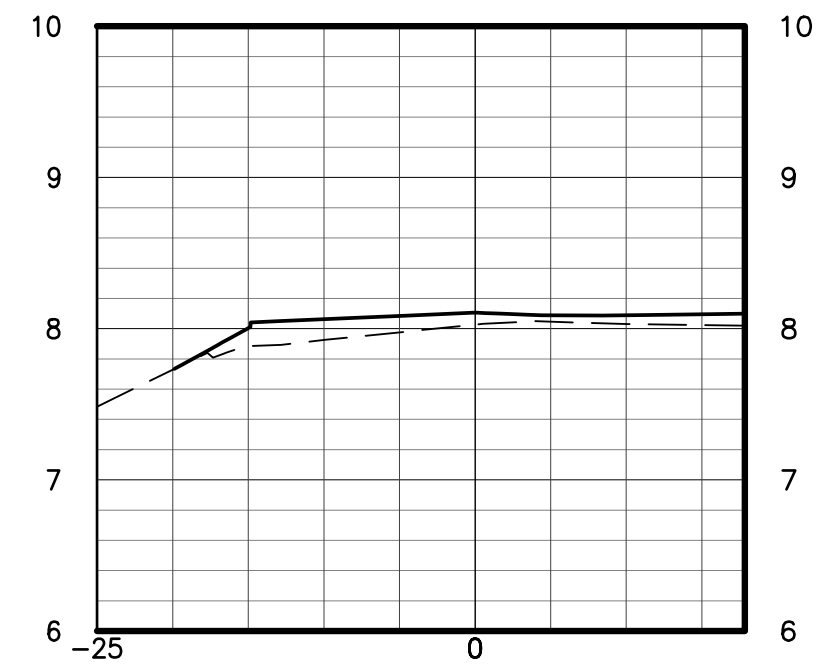
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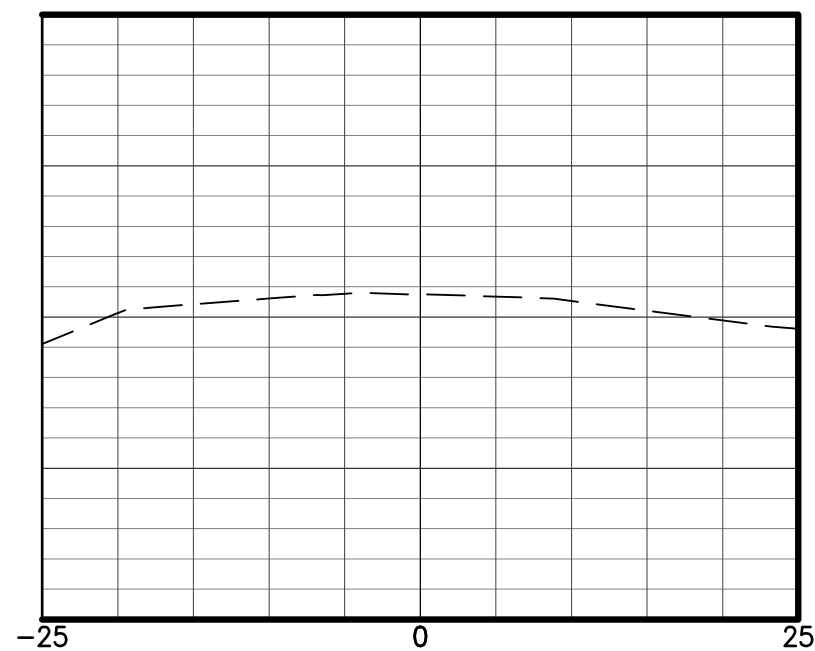
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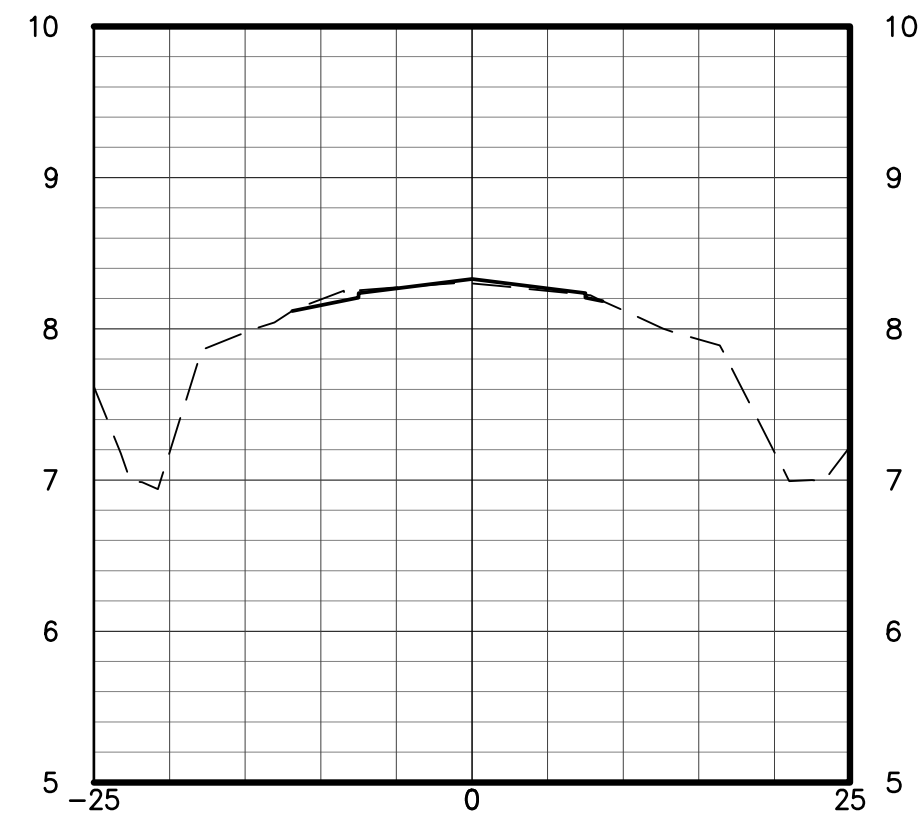
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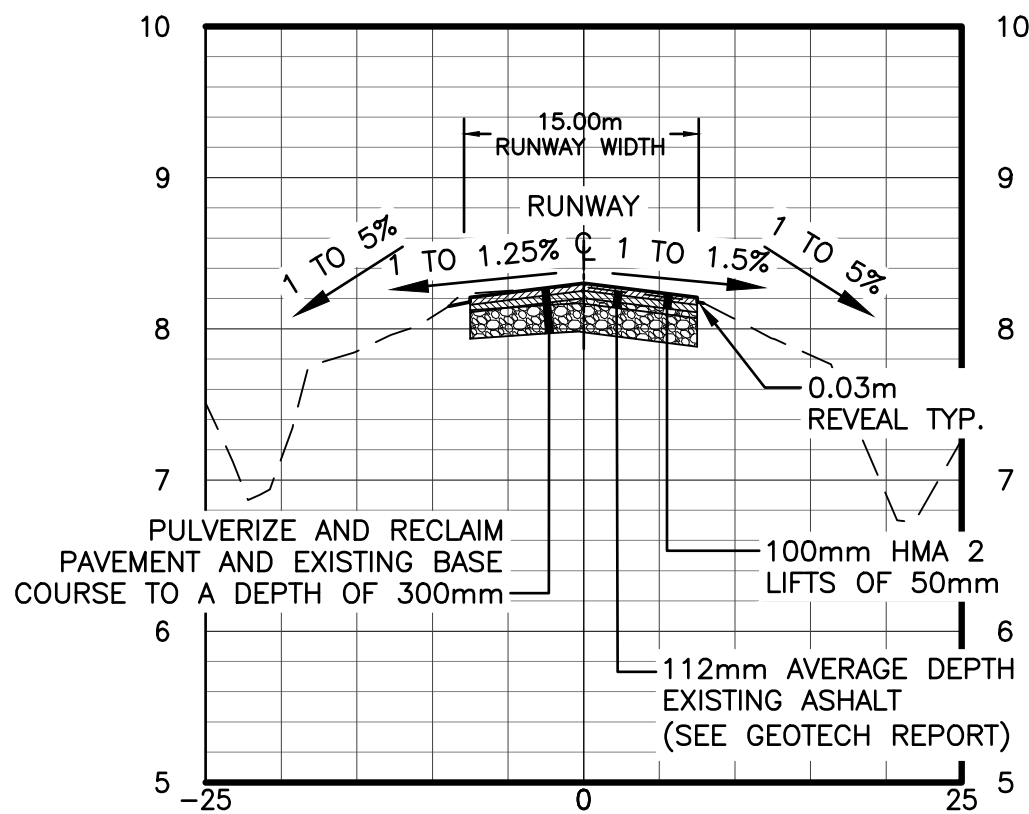
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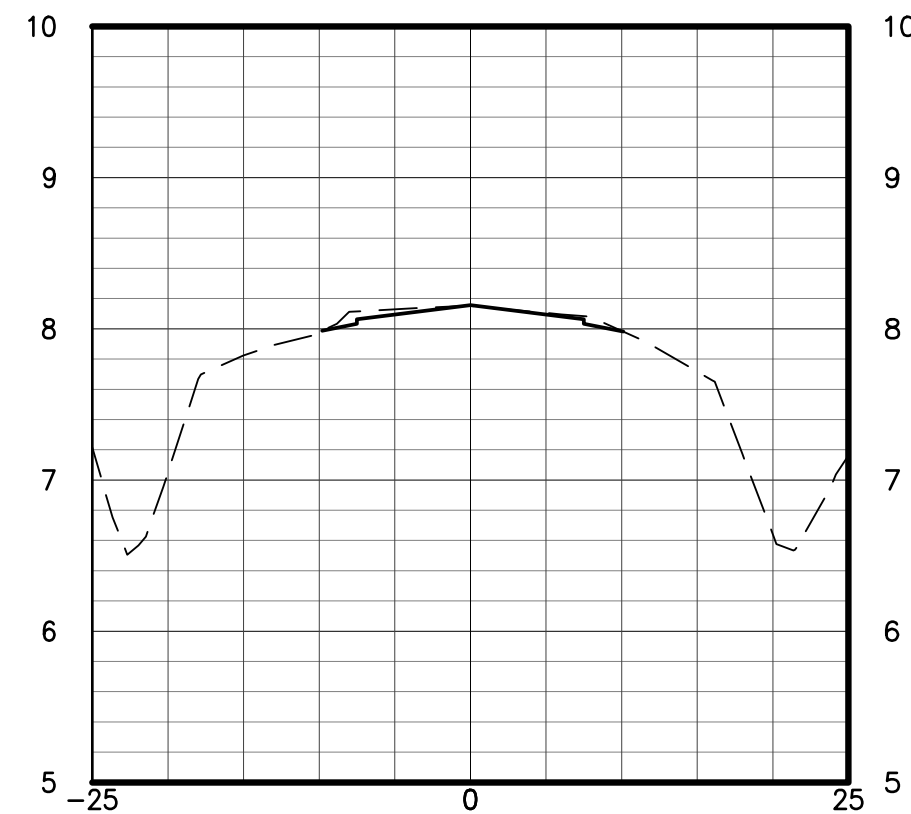
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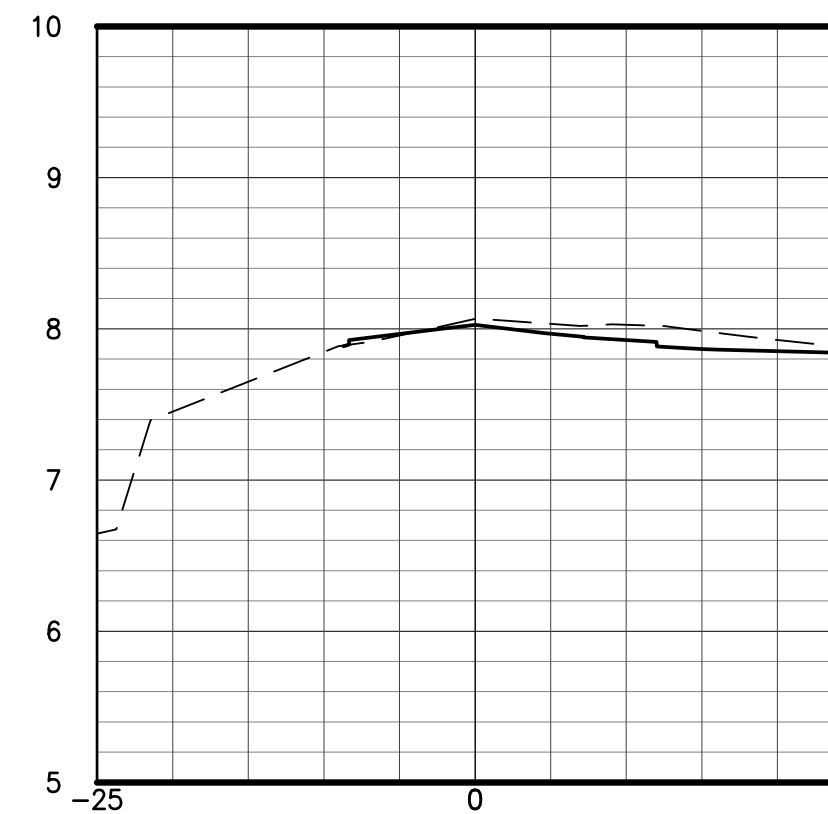
20+060.00



20+120.00



20+180.00



20+240.00

\\01-0371\public\163301858_Moosonee_Airport\drawing\1952_catch_drawing\sheet\163301858_405_05_xsecs.dwg
2016/05/17 9:42 AM by 163301858

ISSUED FOR BID	LAB	MCB	16.05.16
90% FOR REVIEW	LAB	MCB	16.04.15
PRELIMINARY - ACAP	LAB	MCB	15.06.30
Revision	By	Appd.	YY.MM.DD



ISSUED FOR TENDER
NOT FOR
CONSTRUCTION
5-16-2016



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Client/Project
MOOSONEE AIRPORT
RUNWAY REHABILITATION PROJECT
MOOSONEE, CANADA

File Name: DMZ LAB DMZ 16.05.05
Dwn. Chkd. Dgn. YY.MM.DD

Title
CROSS SECTIONS - 6

Project No. 163301858	Scale AS SHOWN
Drawing No. C-405	Sheet 28 of 28
	Revision 2