



PUBLIC CONSULTATION CENTRE

AIRPORT PARKWAY CULVERT REPLACEMENT

City of Belleville
Engineering and Development Services
[ONLINE]

PROJECT INFORMATION (1 of 2)

- The existing corrugated steel arch culvert, located 900m east of Mitchell Road, will be replaced with a precast concrete box culvert, new paving and steel beam guide rail.

AIRPORT PARKWAY CULVERT REPLACEMENT

PROJECT INFORMATION (2 of 2)

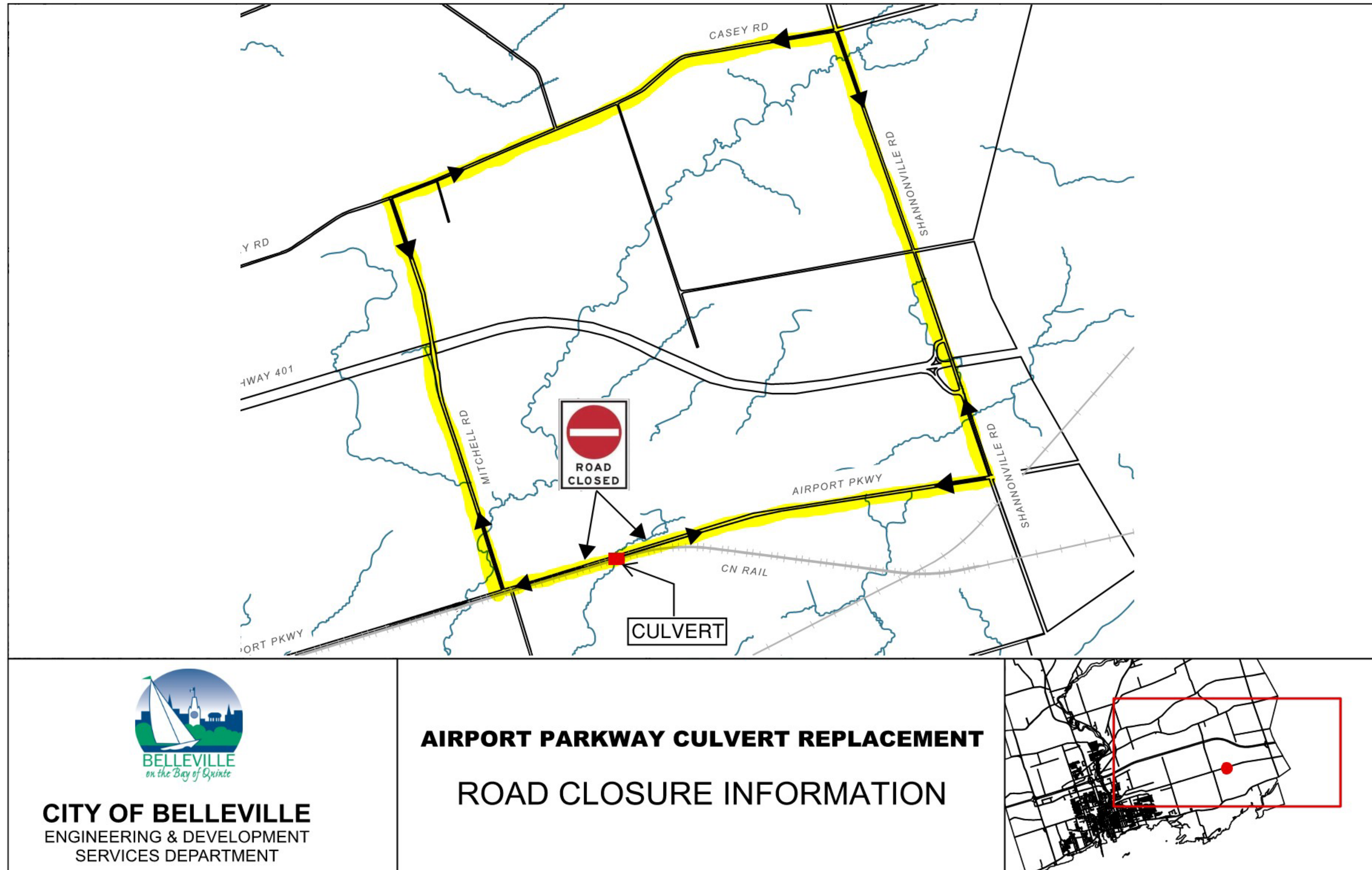
- Construction planned to commence July 2025
- Anticipated completion Fall 2025
- Budget = \$1,350,000.00
- Received \$100,000.00 from Ontario Community Infrastructure Fund

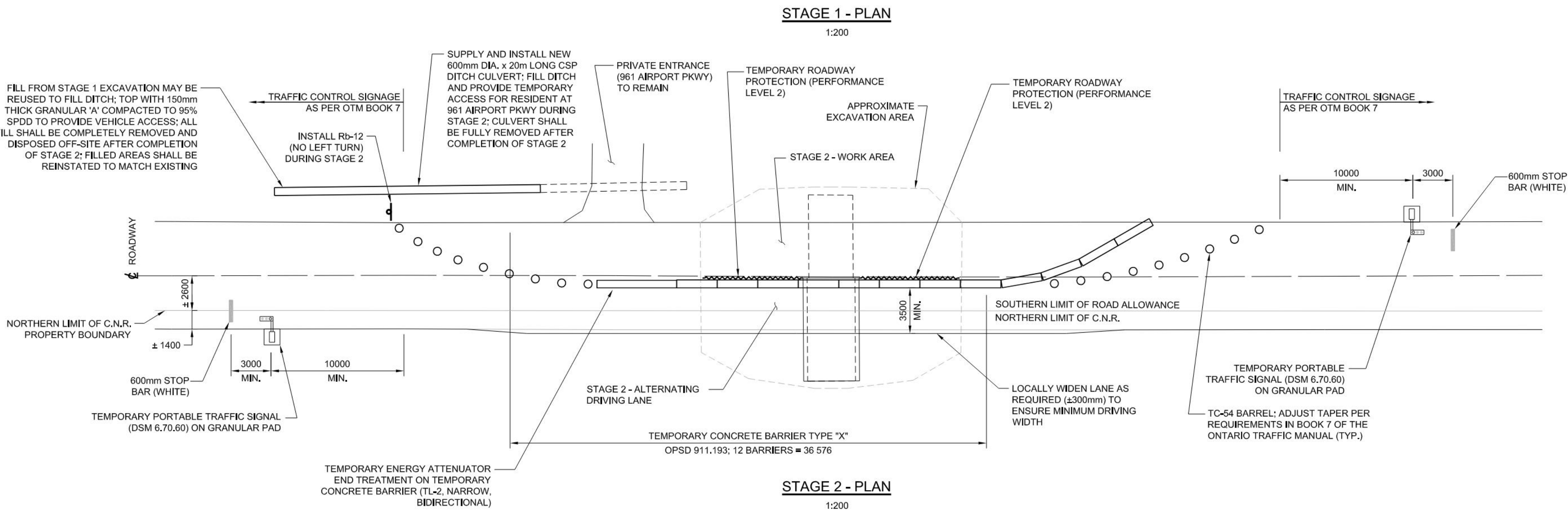
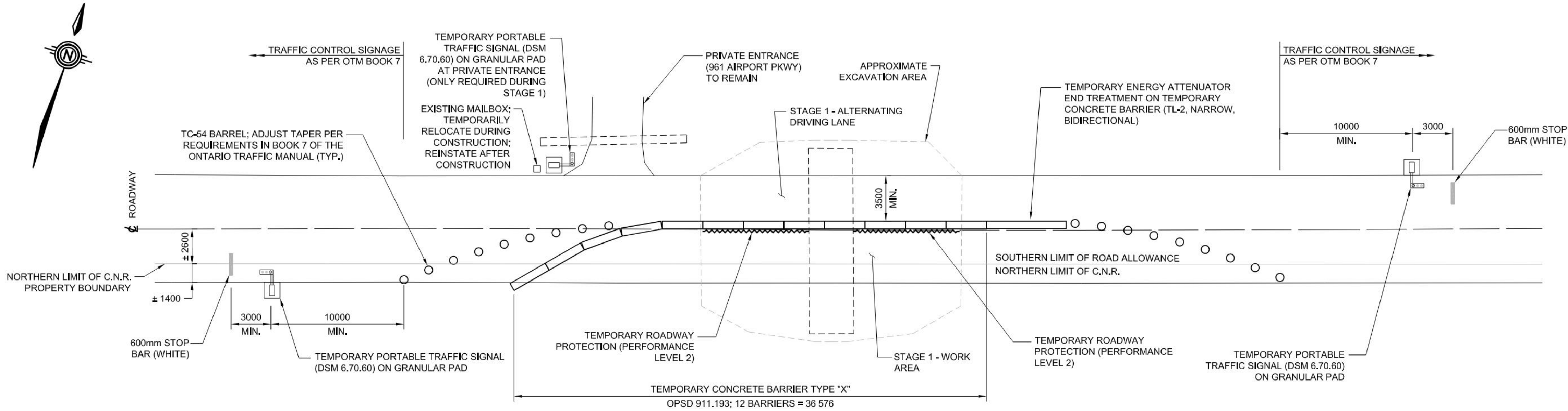
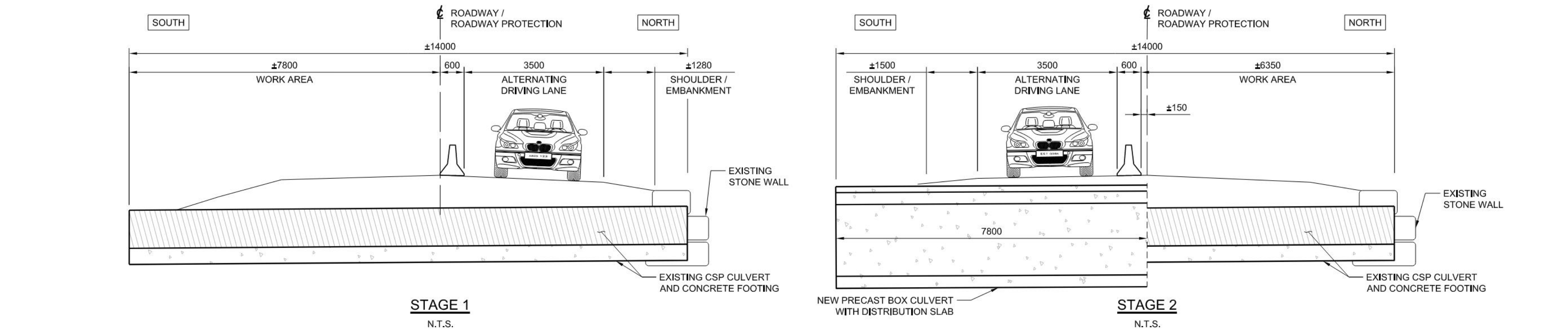
CULVERT REPLACEMENT SCHEDULE

- Traffic control and signage will be installed prior to any construction activities.
- Construction will be staged to allow one lane of traffic through the construction zone.
- There will be two (2) planned road closures to facilitate the use of a crane. Closure will last 24 hours and there will be a detour in place.
- Construction schedule dependent on CN Rail flagging availability

AIRPORT PARKWAY CULVERT REPLACEMENT

Proposed Detour Route



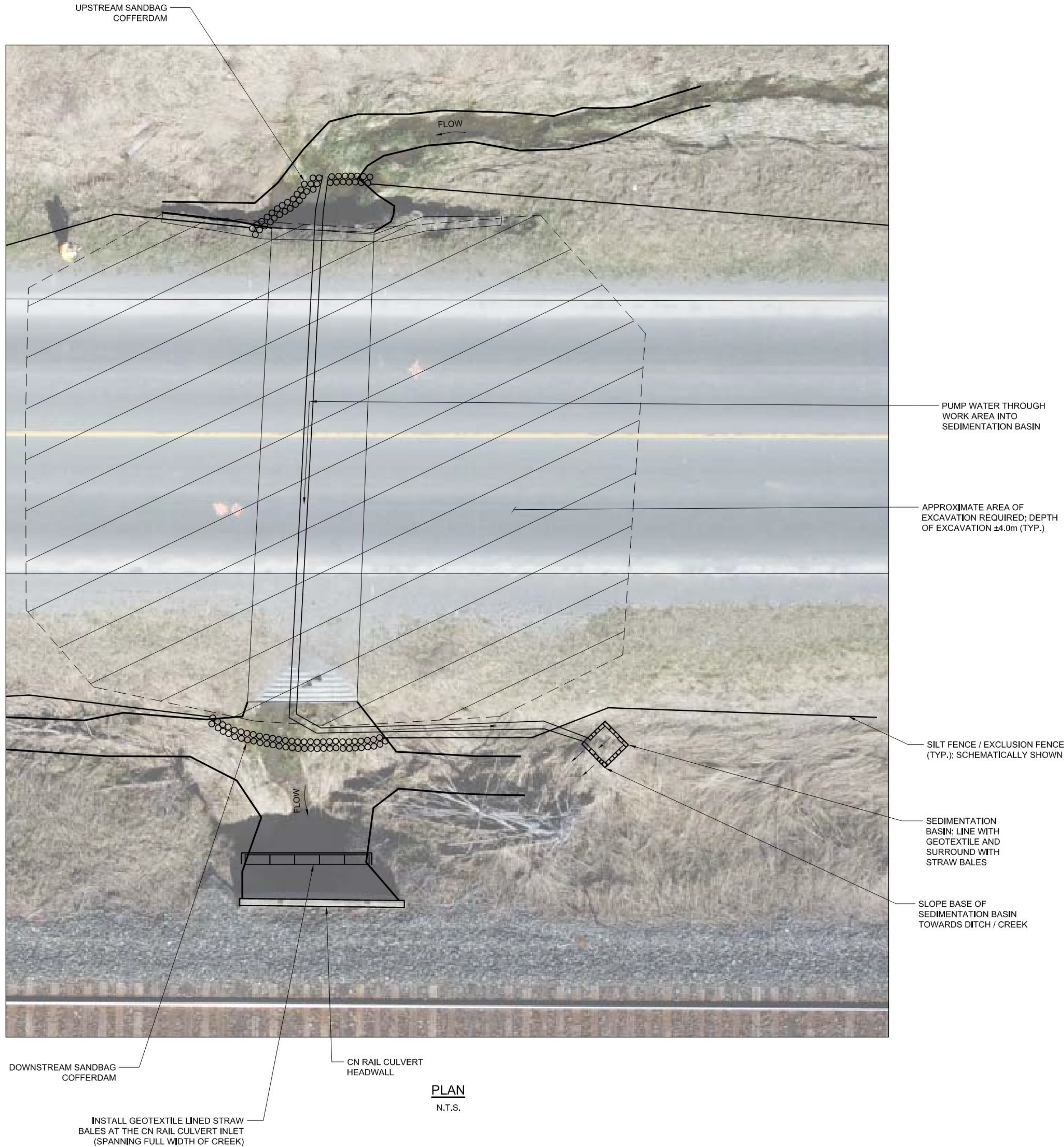


- STAGING NOTES:**
- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER APPLICABLE CONTRACT DRAWINGS.
 - THE CONTRACTOR IS FULLY AND SOLELY RESPONSIBLE FOR ESTABLISHING HIS OWN SITE ACCESS TO COMPLETE THE WORK WHILE PROVIDING THE MINIMUM BARRIER OFFSETS AS INDICATED ON THIS DRAWING.
 - ADVISORY SPEED LIMIT REDUCTION SIGNS (TO 40 km/h) SHALL BE INSTALLED THROUGH THE CONSTRUCTION ZONE AS PER BOOK 7 OF THE OTM. ALL EXISTING SPEED LIMIT SIGNS SHALL BE COVERED AS REQUIRED.
 - LANE CLOSURES SHALL REMAIN IN EFFECT AT ALL TIMES UNTIL ALL WORK HAS BEEN COMPLETED INCLUDING INSTALLATION OF GUIDERAIL ON THE APPROACHES. THE CONTRACTOR IS PERMITTED TO REMOVE THE TEMPORARY CONCRETE BARRIERS IN ORDER TO FACILITATE THE INSTALLATION OF THE APPROACH STEEL BEAM GUIDERAIL, AND COMPLETE THE APPROACH ROADWAY WORK, PROVIDED THE SINGLE LANE CLOSURE IS MAINTAINED IN EFFECT AT ALL TIMES. LANE CLOSURES SHALL BE AS PER BOOK 7 OF THE OTM.
 - ALL LANE CLOSURE AND TEMPORARY TRAFFIC SIGNAL APPROACH SIGNAGE SHALL BE INSTALLED AS PER BOOK 7 OF THE OTM.
 - ALL PORTABLE TRAFFIC SIGNALS (3 LOCATIONS TOTAL) SHALL BE INTERCONNECTED. ACTUAL TIMING AND SEQUENCE OF INDIVIDUAL SIGNALS WILL BE DETERMINED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
 - SIGNAL TIMING (AND ADJUSTMENTS TO SIGNAL TIMING) FOR THE PORTABLE TEMPORARY TRAFFIC CONTROL SIGNALS WILL BE DETERMINED BY THE CONTRACTOR. ADJUSTMENTS TO SIGNAL TIMING MAY BE REQUIRED DURING THE COURSE OF CONSTRUCTION DEPENDING ON TRAFFIC VOLUMES.
 - TRAFFIC SIGNAL CONTROLLING MOVEMENT FROM PRIVATE ENTRANCE (961 AIRPORT PKWY) SHALL BE FITTED WITH A TRAFFIC ACTUATION SYSTEM (RADAR, MICROWAVE, VIDEO). THE ACTUATION SYSTEM SHALL BE CONFIGURED TO SWITCH THE SIGNAL TO GREEN ONLY WHEN VEHICLES APPROACH AIRPORT PARKWAY (FROM THE DRIVEWAY). WHEN THE TRAFFIC SIGNAL TURNS GREEN, THE REMAINING SIGNALS MUST BE SWITCHED TO RED.
 - PEDESTRIAN ACCESS WILL NOT BE PERMITTED OVER THE STRUCTURE DURING CONSTRUCTION. THE CONTRACTOR SHALL SUPPLY AND INSTALL APPROPRIATE SIGNAGE.
 - TEMPORARY ASPHALT RAMPS SHALL BE PROVIDED BETWEEN ALL SURFACES UPON WHICH TRAFFIC WILL PASS WITH AN ELEVATION DIFFERENCE MORE THAN 30mm. MULTIPLE INSTALLATIONS AND REMOVALS OF TEMPORARY ASPHALT RAMPS MAY BE REQUIRED AND THE OVERALL NUMBER WILL DEPEND ON THE CONTRACTOR'S SELECTED SEQUENCE OF OPERATIONS, AND THE CONTRACTOR SHALL BID ACCORDINGLY.
 - TOP LIFT ASPHALT PAVING OVER THE STRUCTURE AND APPROACHES SHALL BE CARRIED OUT IN A SINGLE OPERATION AFTER THE COMPLETION OF ALL STRUCTURAL WORK. ALL TEMPORARY CONCRETE BARRIERS SHALL BE REMOVED FOR TOP LIFT PAVING AND TRAFFIC CONTROL SHALL BE CARRIED OUT AS PER OTM BOOK 7 USING TC-54 DELINEATORS AND FLAG PERSONS.
 - FULL ROAD CLOSURE FOR A MAXIMUM 10 MINUTES OF CONSECUTIVE ROAD CLOSURES WILL BE PERMITTED (MINIMUM 20 MINUTES BETWEEN CONSECUTIVE CLOSURES). FOR ROAD CLOSURES, THE CONTRACTOR SHALL PROVIDE THE CITY WITH SUFFICIENT ADVANCE NOTICE AND SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROL AS PER BOOK 7 OF THE ONTARIO TRAFFIC MANUAL.
 - TEMPORARY ROADWAY PROTECTION (PERFORMANCE LEVEL 2, OPSS 539) SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION WORK. SHORING SHALL REMAIN IN PLACE UNTIL AFTER COMPLETING STAGE 2 WORK AND SHALL BE CUT AND REMOVED TO A LEVEL 200mm BELOW FINISHED GRADE.
 - TEMPORARY DITCH CULVERT SHALL HAVE MINIMUM 300mm OF EARTH COVER. CULVERT INVERT SHALL MATCH ADJACENT ENTRANCE CULVERT.
 - CONTRACTOR SHALL CONFIRM DIMENSIONS OF EXISTING CULVERT AT 961 AIRPORT PARKWAY PRIOR TO ORDERING MATERIAL.
 - FOLLOWING REMOVAL OF TEMPORARY CULVERT AT 961 AIRPORT PARKWAY, DISTURBED AREAS ON THE PROPERTY CAUSED BY CONSTRUCTION SHALL BE REINSTATED IN ACCORDANCE WITH SPECIAL PROVISION 8.10 IN THE CONTRACT SPECIFICATIONS.
 - CONTRACTOR SHALL NOTE THAT STAGE 1 WORK (SOUTH SIDE OF STRUCTURE) WILL BE PARTIALLY WITHIN THE CANADIAN NATIONAL (CN) RAILWAY'S RIGHT-OF-WAY. CONTRACTOR TO OBTAIN ALL NECESSARY CN PERMITS AND SHALL FOLLOW ALL CN REQUIREMENTS WHILE WORKING WITHIN THEIR RIGHT-OF-WAY, INCLUDING THE USE OF CN FLAGGERS THROUGHOUT THE DURATION OF STAGE 1 WORK.

			NO.	REVISION	BY	DATE	CLIENT CITY OF BELLEVILLE	DATE: DEC 2024
			1	ISSUED FOR TENDER	T.D.	13/12/24		Dwn. M.P. Chk. T.D.
							PROJECT TITLE AIRPORT PARKWAY CULVERT REPLACEMENT	Scale: AS SHOWN
							DRAWING TITLE TRAFFIC STAGING	Des. M.P. Chk. T.D.
								CONTRACT NO. ENG2025-03
								SHEET 3 OF 9
								DWG. NO. 02

ENVIRONMENTAL CONSIDERATIONS

- The contractor will obtain all required permits from Quinte Conservation Authority and the Department of Fisheries and Oceans.
- The contractor will install turtle exclusion fencing around the site.
- All work will be completed outside of fish spawning season.



PLAN
N.T.S.

GENERAL NOTES:

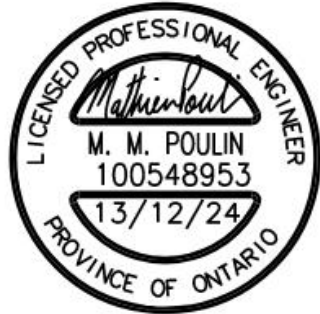
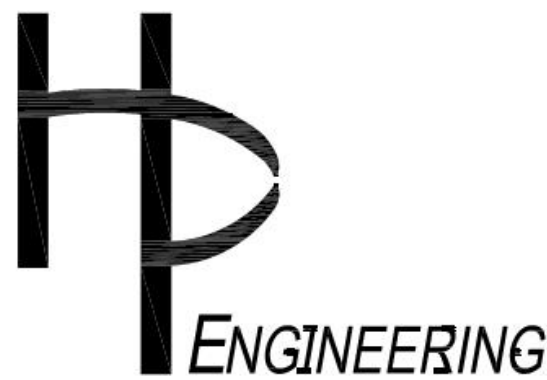
- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER APPLICABLE CONTRACT DRAWINGS.
- NO IN-WATER WORK SHALL BE CARRIED OUT PRIOR TO JULY 16 OF ANY GIVEN YEAR. ALL IN-WATER ACTIVITIES SHALL BE COMPLETE AND ASSOCIATED EROSION & SEDIMENT CONTROL MEASURES SHALL BE REMOVED NO LATER THAN MARCH 14 OF ANY GIVEN YEAR.
- ALL PROTECTION MEASURES SHALL BE INSTALLED AS PER APPLICABLE OPSD STANDARDS:
 - TURBIDITY CURTAIN REFER TO OPSD 219.260
 - EXCLUSION FENCE / SILT FENCE BARRIER REFER TO OPSD 219.110 AND OPSD 219.130
 - SEDIMENT TRAP FOR DEWATERING REFER TO OPSD 219.240
- ALL INCIDENTS (i.e. SPILLS, RELEASE OF DELETERIOUS MATERIALS, ENCOUNTERS WITH SPECIES AT RISK, ETC.) SHALL BE REPORTED TO THE MNRF WITHIN 24 HOURS.
- REFER TO CONTRACT SPECIFICATIONS FOR FURTHER NOTES AND DETAILS.
- THE CONTRACTOR SHALL MAKE ALL REASONABLE EFFORT TO PROTECT SURROUNDING TREES INCLUDING IMPLEMENTING THE FOLLOWING MEASURES:
 - ERECTION OF A FENCE AT THE CRITICAL ROOT ZONE (CRZ) OF THE TREES IN THE IMMEDIATE VICINITY OF THE WORK AREA;
 - NO PLACING OF ANY MATERIAL OR EQUIPMENT WITHIN THE CRZ OF THE TREE;
 - NO ATTACHING OF ANY SIGNS, NOTICES OR POSTERS TO ANY TREE;
 - NO RAISING OR LOWERING OF EXISTING GRADE WITHIN THE CRZ OF A TREE WITHOUT PRIOR APPROVAL;
 - NO DAMAGING OF THE ROOT SYSTEM, TRUNK OR BRANCHES OF ANY TREE;
 - ENSURING THAT EXHAUST FUMES FROM ALL EQUIPMENT ARE NOT DIRECTED TOWARDS ANY TREE'S CANOPY.

DEWATERING NOTES:

- DISCHARGE OF FILTERED WATER (FROM SEDIMENTATION BASIN) MUST BE MONITORED AND CONTROLLED IN A MANNER TO PREVENT EROSION.
- ANY STRANDED FISH (CAPTURED IN THE SEDIMENTATION BASIN) MUST BE CAPTURED AND RELEASED UNHARMED INTO THE DOWNSTREAM WATERCOURSE, A COLLECTION PERMIT FROM MNRF WILL BE REQUIRED FOR THIS AND THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE PERMIT.
- FISH-OUT PROCEDURE AS FOLLOWS:
 - ISOLATE WORK AREA FROM NORMAL CREEK FLOW WITH SAND BAG COFFERDAMS.
 - SWEEP ISOLATE WORK AREA, CAPTURE AND RELEASE UNHARMED ANY STRANDED FISH INTO DOWNSTREAM WATERCOURSE BEYOND TURBIDITY CURTAIN.
 - LOWER WATER LEVEL IN ISOLATED WORK AREA MAXIMUM 200mm, RE-SWEEP, CAPTURE AND RELEASE UNHARMED ANY STRANDED FISH INTO DOWNSTREAM WATERCOURSE BEYOND TURBIDITY CURTAIN.
 - REPEAT ABOVE PROCESS (LOWERING WATER LEVEL BY A MAXIMUM OF 200mm EACH TIME) AND REPEAT ABOVE PROCESS UNTIL NO WATER REMAINS IN THE ISOLATED WORK AREA.
- ALL PUMPS UTILIZED TO PUMP WATER ON THE CONTRACT SHALL BE FITTED WITH INTAKE SCREENS SUITABLY SIZED TO AVOID INTAKE OF ANY FISH.
- A FULLY FUNCTIONING BACK-UP PUMP SHALL BE KEPT ON SITE AT ALL TIMES DURING DEWATERING ACTIVITIES.
- ADDITIONAL TURBIDITY CURTAIN MUST BE AVAILABLE ONSITE AND SHALL BE INSTALLED IF DEEMED NECESSARY DURING INSTALLATION OR REMOVAL OF TEMPORARY CREEK BYPASS OR DURING HEAVY RAINS.
- THE DEWATERING SCHEME DEPICTED AND COFFERDAM DETAIL ON THIS DRAWING IS PRESENTED SCHEMATICALLY IN ORDER TO PROVIDE THE CONTRACTOR WITH GENERAL INFORMATION AND A SUGGESTED DEWATERING SCHEME. THE CONTRACTOR IS FULLY AND SOLELY RESPONSIBLE FOR DETERMINING THE MOST APPROPRIATE DEWATERING SCHEME IN ORDER TO PROPERLY CARRY OUT ALL WORK UNDER THIS CONTRACT WHILE MAINTAINING THE WORK AREA IN THE DRY. THE CONTRACTOR SHALL REVIEW EXISTING CONDITIONS AND AVAILABLE INFORMATION PRIOR TO BIDDING AND MAKE HIS OWN DETERMINATION AS TO THE ANTICIPATED FLOWS AND DIFFICULTIES THAT MAY BE ENCOUNTERED AND SHALL BID ACCORDINGLY.

ENVIRONMENTAL PROTECTION / EROSION AND SEDIMENT CONTROL NOTES:

- THE CONTRACTOR SHALL CONTROL ALL CONSTRUCTION WORK SO AS TO NOT ALLOW SEDIMENT OR OTHER DELETERIOUS MATERIAL TO ENTER THE WATERCOURSE. NO WASTE OR SURPLUS ORGANIC MATERIALS, INCLUDING TOPSOIL IS TO BE STORED OR DISPOSED OF WITHIN 30 METERS OF ANY WATERCOURSE. RUN-OFF FROM EXCAVATIONS WILL NOT BE PERMITTED TO DRAIN DIRECTLY INTO WATERCOURSES BUT SHALL BE DIFFUSED ONTO VEGETATIVE AREAS A MINIMUM OF 30 METERS FROM THE WATERCOURSE. WHERE THIS MEASURE IS NOT SUFFICIENT OR FEASIBLE TO CONTROL SEDIMENT TRAPS OR GEOTEXTILE COVERAGE (i.e. GEOTEXTILE BLANKET PLACED / STAKED ONTO GROUND SURFACE SO TO TRAP SEDIMENTS) WILL BE REQUIRED.
- UNLESS THE STREAM HAS BEEN FULLY DEWATERED, NO MACHINERY SHALL BE ALLOWED TO ENTER THE STREAM BED OF ANY WATERCOURSE AND MOVEMENT OF CONSTRUCTION EQUIPMENT IN THE VICINITY OF ANY WATERCOURSE SHALL BE LIMITED TO THE MINIMUM REQUIRED FOR CONSTRUCTION. THE CONTRACTOR SHALL NOT CARRY OUT EQUIPMENT MAINTENANCE OR REFUELING OR STORE FUEL CONTAINERS WITHIN 100 METERS OF ANY WATERCOURSE. THE CONTRACTOR SHALL NOT STOCKPILE CONSTRUCTION DEBRIS OR EMPTY FUEL / PESTICIDE CONTAINERS WITHIN THE CONTRACT LIMITS.
- THE CONTRACTOR SHALL NOT CARRY OUT MAINTENANCE OR CLEANING OF EQUIPMENT IN SUCH A WAY AS TO PERMIT THE DISCHARGE OF SEDIMENT OR OTHER DELETERIOUS MATERIALS INTO THE WATERCOURSE.
- A SPILL CONTROL KIT SHALL BE MAINTAINED ON SITE AT ALL TIMES.
- SEDIMENT / DEBRIS CONTROL DEVICES AS PROPOSED BY THE CONTRACTOR SHALL BE INSTALLED PRIOR TO CONSTRUCTION AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED FOLLOWING REHABILITATION OF THE SITE.
- LOCATION OF TURBIDITY CURTAINS AND EXCLUSION FENCE / SILT FENCE ARE SHOWN SCHEMATICALLY ONLY. FINAL LAYOUT AND LOCATION SHALL BE AS DETERMINED BY THE CONTRACTOR ON SITE.
- ADDITIONAL TURBIDITY CURTAIN MUST BE AVAILABLE ONSITE AND SHALL BE INSTALLED IF DEEMED NECESSARY DURING HEAVY RAINS.
- EXCLUSION FENCE SHALL BE INSTALLED TO 'CLOSE-OFF' WORK AREA TO PREVENT ENTRY OF TURTLES WHILE STILL PERMITTING PROPER COMPLETION OF ALL WORK UNDER THIS CONTRACT.
- THE WORK AREA SHALL BE SWEEP DAILY FOR THE PRESENCE OF SPECIES AT RISK. SHOULD SPECIES AT RISK BE ENCOUNTERED, WORK SHALL BE CEASED IMMEDIATELY AND THE CONTRACT ADMINISTRATOR SHALL BE CONTACTED FOR FURTHER REVIEW.
- ALL STOCKPILED MATERIALS SHOULD BE COVERED WITH A GEOTEXTILE BETWEEN MAY 1 AND AUGUST 1 OF ANY YEAR TO PREVENT TURTLES NESTING WITHIN THE CONSTRUCTION ZONE.
- EXCLUSION FENCING SHOULD FOLLOW THE PROTOCOLS OUTLINED IN THE SPECIES AT RISK BRANCH: BEST PRACTICES TECHNICAL NOTE: REPTILE AND AMPHIBIAN EXCLUSION FENCING VERSION 1.1 (MNRF, JULY 2013).
- THE WORK AREA SHALL BE SWEEP DAILY FOR THE PRESENCE OF SPECIES AT RISK. SHOULD SPECIES AT RISK BE ENCOUNTERED, WORK SHALL BE CEASED IMMEDIATELY AND THE CONTRACT ADMINISTRATOR SHALL BE CONTACTED FOR FURTHER REVIEW.
- THE CONTRACTOR SHALL CLEAN AND INSPECT ALL ENVIRONMENTAL PROTECTIONS AND EROSION & SEDIMENT CONTROLS DAILY TO ENSURE THAT THEY ARE FUNCTIONING PROPERLY. THE CONTRACTOR SHALL NOTE ANY DEFICIENCIES AND CORRECTIVE ACTION SHALL BE TAKEN IMMEDIATELY TO MINIMIZE POTENTIAL ECOLOGICAL IMPACT.
- INSPECTION FREQUENCY SHALL INCREASE ACCORDING TO WEATHER CONDITIONS AND UNTIL ALL NOTED DEFICIENCIES ARE ADDRESSED TO THE SATISFACTION OF THE CONTRACT ADMINISTRATOR.
- THE CONTRACTOR SHALL MONITOR THE WEATHER DAYS IN ADVANCE TO ENSURE THAT WORK WILL BE CONDUCTED DURING FAVOURABLE WEATHER CONDITIONS. SHOULD UNFAVOURABLE WEATHER CONDITIONS ARISE UNEXPECTEDLY, THE CONTRACTOR SHALL REMOVE ALL ITEMS FROM THE REGIONAL STORM FLOOD PLAN THAT WOULD HAVE THE CAPACITY TO CAUSE AN OBSTRUCTION TO FLOW OR SPILL.
- ANY ADDITIONAL PROTECTION MEASURES REQUESTED BY THE CONTRACT ADMINISTRATOR SHALL BE COMPLETED IN A TIMELY MANNER (i.e. AS QUICKLY AS THE SITUATION DEMANDS).
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE ALL PROTECTION MEASURES AFTER VEGETATION HAS BECOME ESTABLISHED. WORK WILL NOT BE CONSIDERED COMPLETE UNTIL ALL PROTECTION MEASURES ARE REMOVED FROM SITE.



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CLIENT	CITY OF BELLEVILLE
PROJECT TITLE	AIRPORT PARKWAY CULVERT REPLACEMENT
DRAWING TITLE	ENVIRONMENTAL PROTECTION / EROSION & SEDIMENT CONTROL

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SHEET	9 OF 9
DWG. NO.	08

AIRPORT PARKWAY CULVERT REPLACEMENT

PROJECT CONSULTATION CENTRE

Thank you for your participation.

We want to hear from you. Please submit comments on the Project Consultation Centre webpage. You may also submit your comment by email to: construction@belleville.ca

All comments are requested by June 1, 2025.