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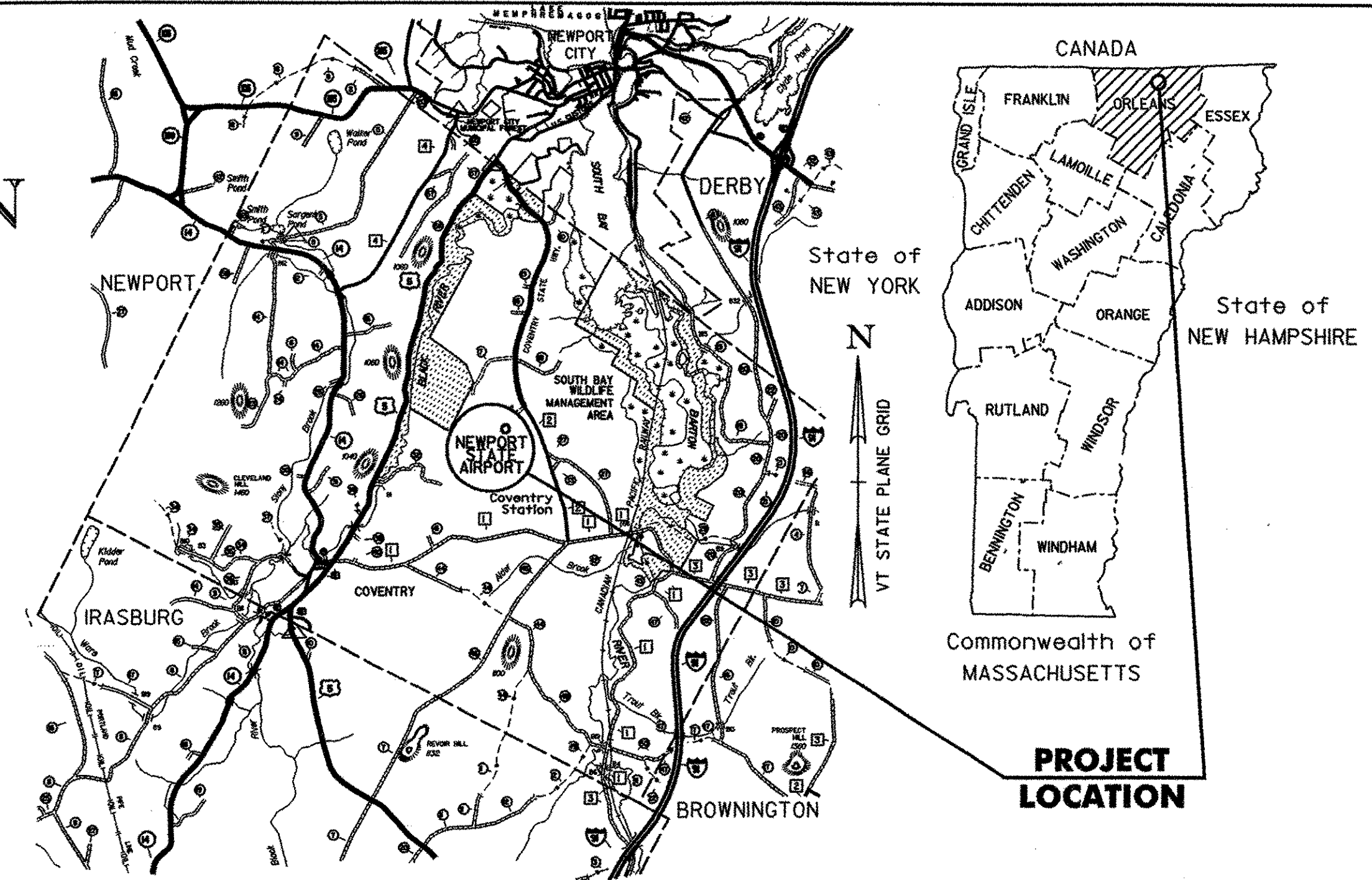
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STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
AIRCRAFT TIEDOWN APRON
TOWN OF COVENTRY
COUNTY OF ORLEANS
NEWPORT STATE AIRPORT



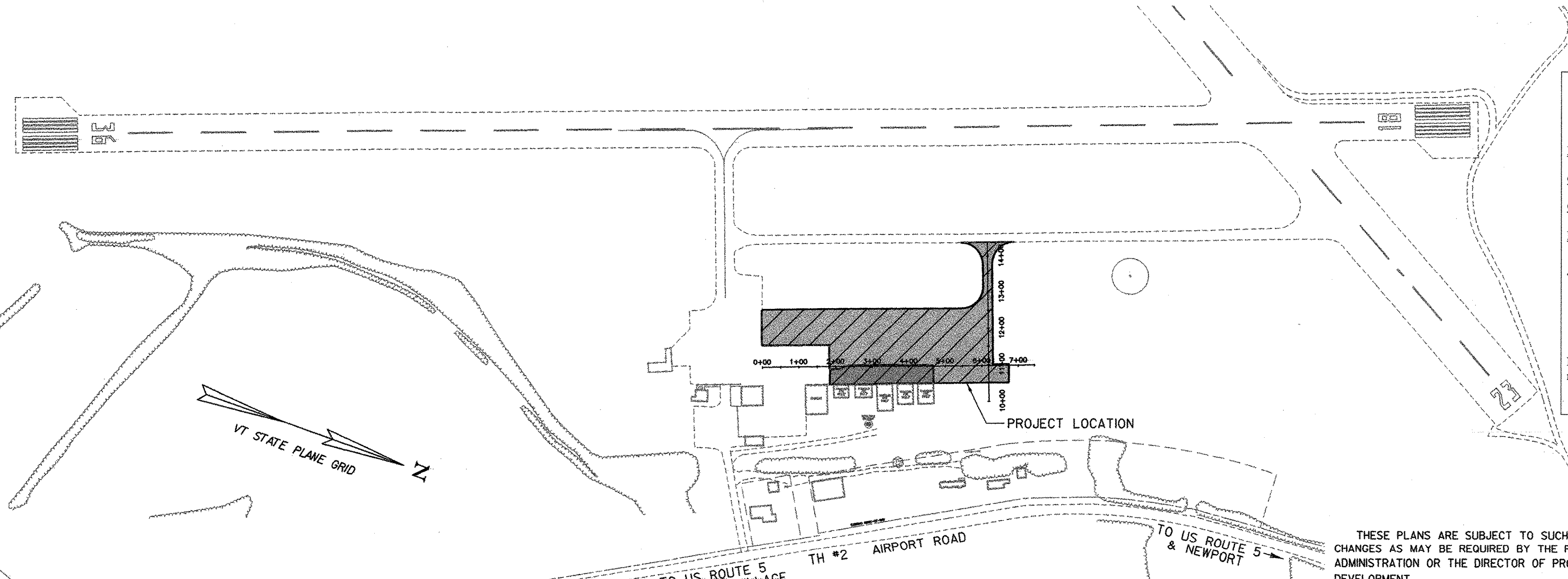
LOCATION MAP



PROJECT LOCATION: PROJECT IS LOCATED AT THE NEWPORT STATE AIRPORT EAST OF THE MAIN RUNWAY 18-36 AND NORTH OF THE EXISTING AIRCRAFT TIEDOWN APRON.

PROJECT DESCRIPTION: CONSTRUCTION SHALL INCLUDE INSTALLATION OF AN AIRCRAFT TIEDOWN APRON EQUIPPED WITH TIEDOWN ANCHORS, AN ADJACENT 25-FOOT WIDE TAXILANE AND ALL ASSOCIATED DRAINAGE FEATURES.

LENGTH OF PROJECT : 700 FEET = 0.133 MILES



RECORD PLANS

CONTRACTOR: DUBOIS CONSTRUCTION, INC. - MIDDLESEX, VT

RESIDENT ENGINEER: JIM FOREST

CONSTRUCTION BEGAN: JUNE 27, 2005

CONSTRUCTION COMPLETE:

RECORD PLANS BY: JIM FOREST & NICK GARBACIK

I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY *James A. Forest* RESIDENT ENGINEER

DATE *04-28-06*

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.

CONVENTIONAL SYMBOLS

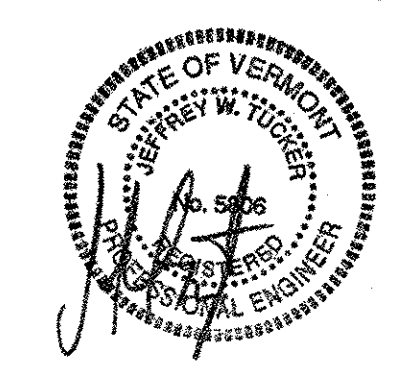
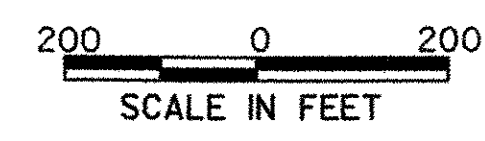
COUNTY LINE	———
TOWN LINE	———
LIMITS OF ACCESS	—○—○—○—
POINT OF ACCESS	X
FENCE LINE	X—X—X—X—
STONE WALL	○—○—○—○—○—
TRAVELED WAY	———
GUARD RAIL	—○—○—○—
RAILROAD	———
SURVEY LINE	———
CULVERT	———
POWER POLE	□
TELEPHONE POLE	○
TREES	⊗
CONTROL OF ACCESS	———
PROPERTY LINE	———
R.O.W. TAKING LINE	—SR—SR—SR—
SLOPE RIGHTS	———
TOP OF CUT	———
TOE OF SLOPE	———

SURVEYED BY : DUBOIS & KING
SURVEYED DATE : NOVEMBER, 2003

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83

DuBois & King INC.

engineering planning management development



THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL AVIATION ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JANUARY 4, 2001, AND FAA ADVISORY CIRCULARS AS OF JULY 1, 2004 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

FEDERAL AVIATION ADMINISTRATION
CHIEF, AIRPORTS BRANCH

APPROVED _____ DATE _____

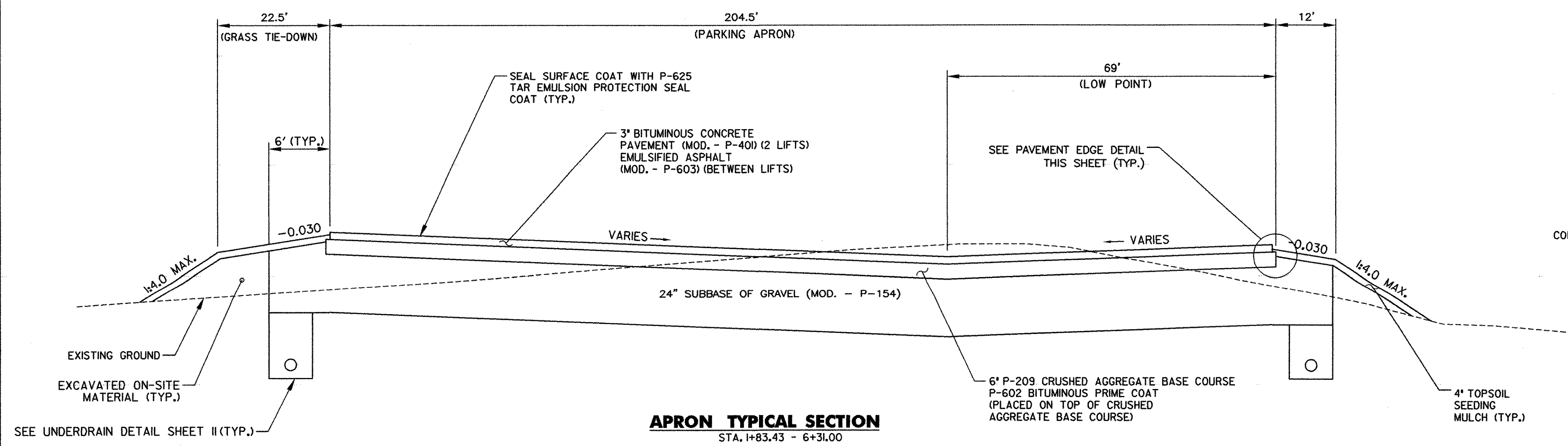
DIRECTOR OF PROGRAM DEVELOPMENT

APPROVED *Richard J. Fournier* DATE *4-6-05*

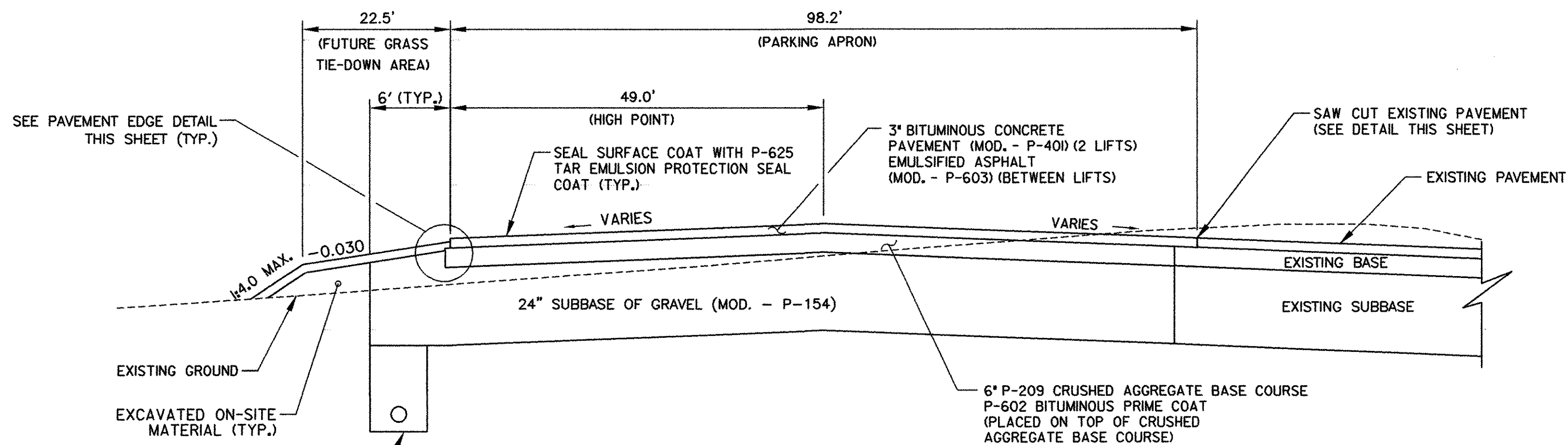
PROJECT MANAGER : JASON OWEN

PROJECT NAME : COVENTRY
PROJECT NUMBER : AIR 04-3173

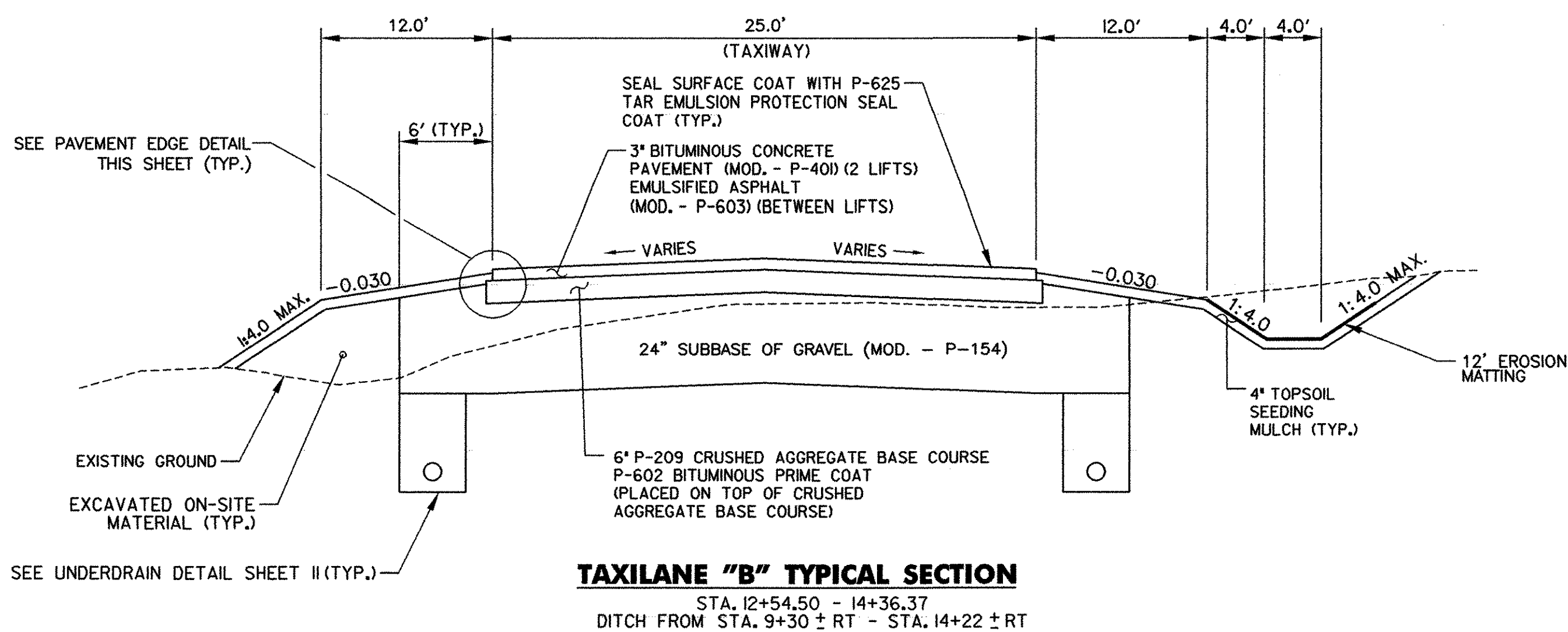
SHEET 1 OF 22 SHEETS



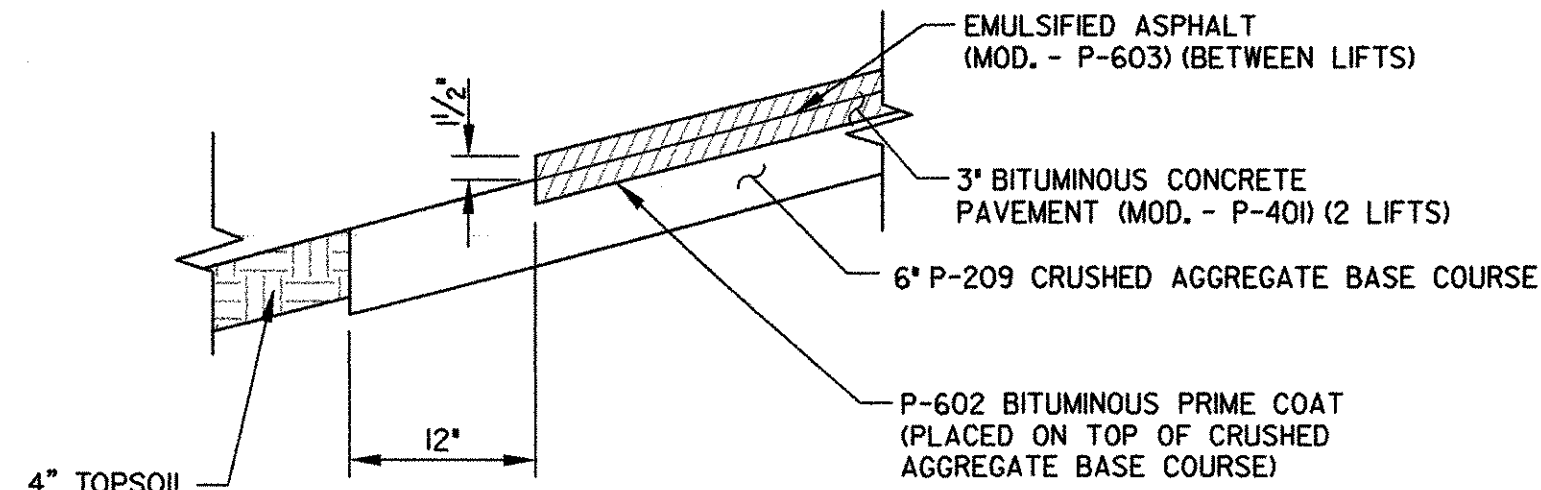
APRON TYPICAL SECTION
STA. 1+83.43 - 6+31.00



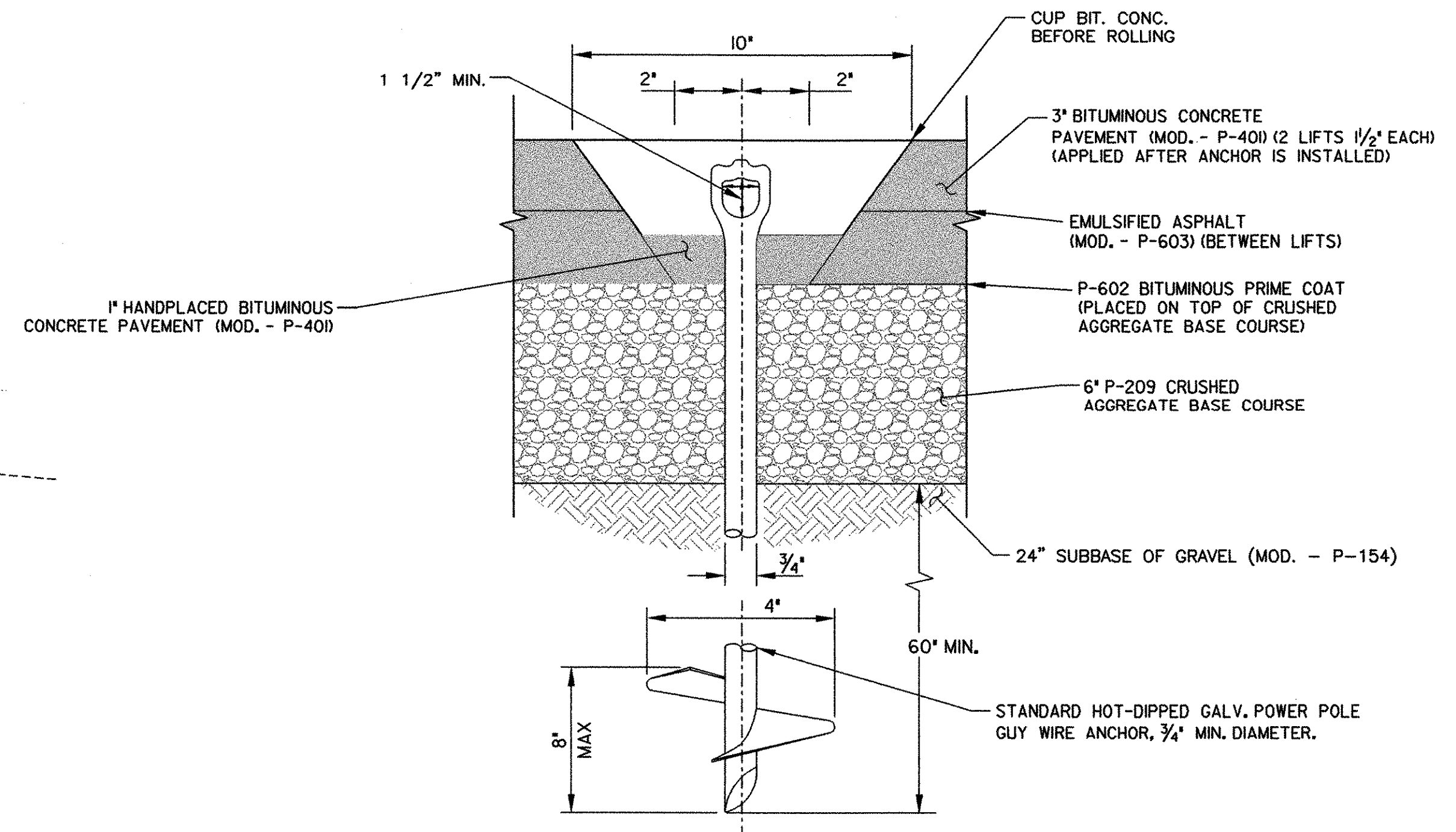
APRON TYPICAL SECTION
STA. 0+00.93 - STA. 1+83.43



TAXILANE "B" TYPICAL SECTION
STA. 12+54.50 - 14+36.37
DITCH FROM STA. 9+30 ± RT - STA. 14+22 ± RT

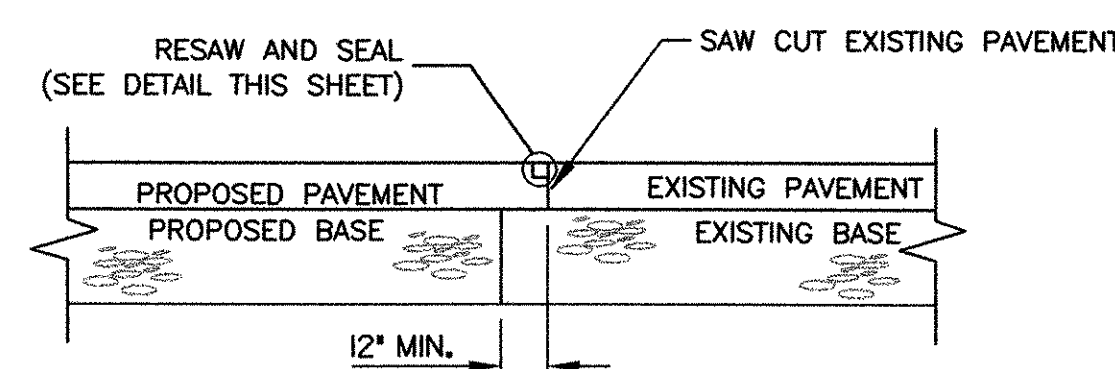


PAVEMENT EDGE DETAIL

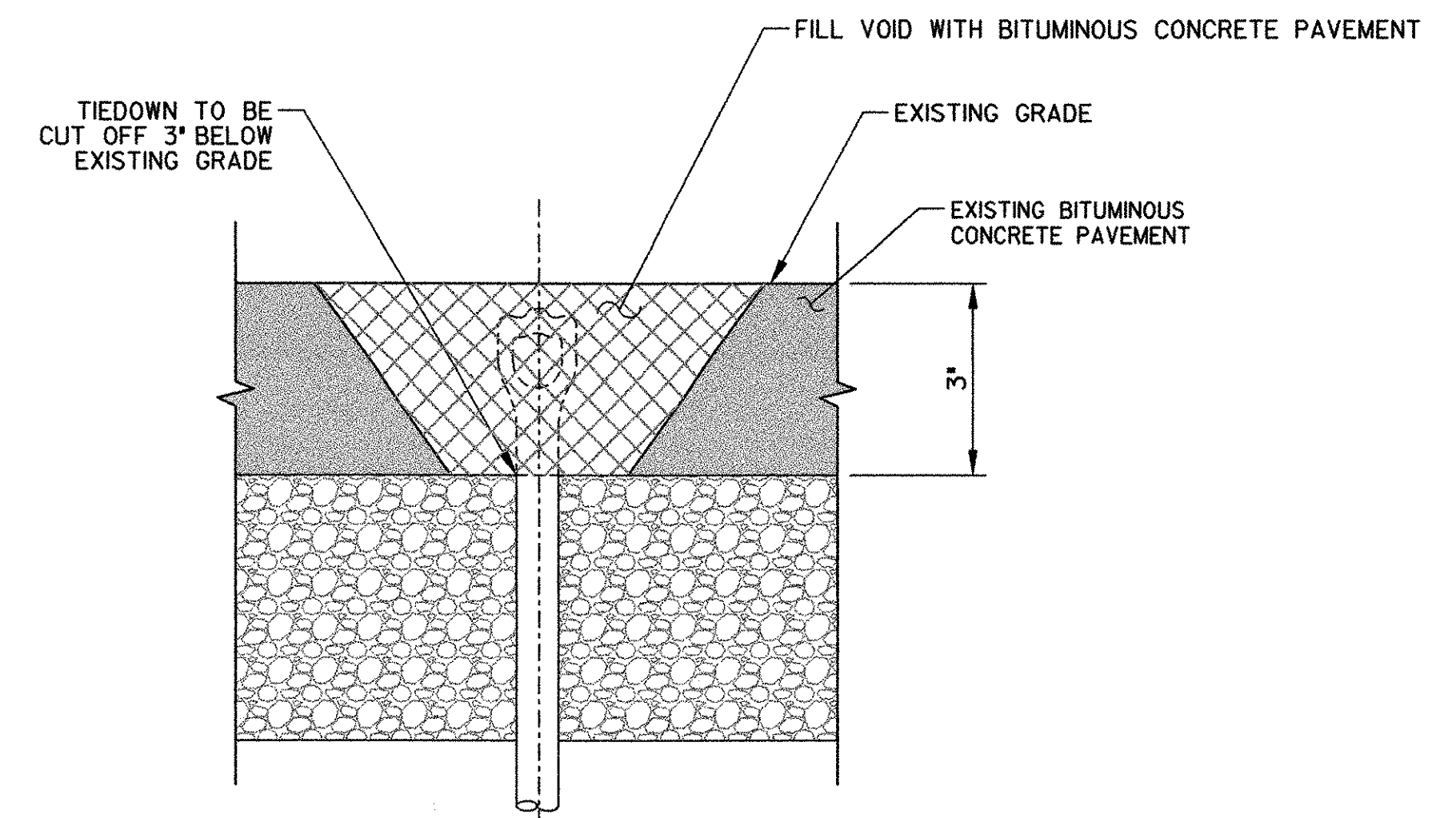


TIEDOWN ANCHOR DETAIL

NOTE:
WHERE TIEDOWNS ARE TO BE INSTALLED IN AREAS OF EXISTING PAVEMENT, PAVEMENT SHALL BE CORED AT LOCATION OF INSTALLATION TO A 10" DIAMETER CIRCLE. TIEDOWN SHALL BE INSTALLED AND BITUMINOUS CONCRETE PAVEMENT (MOD. - P-40) SHALL BE PLACE BY HAND AS SHOWN IN THE ABOVE DETAIL. PAYMENT FOR ALL MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY FOR INSTALLATION OF ALL TIEDOWNS SHALL BE MADE UNDER ITEM 854.07 - AIRCRAFT TIEDOWN ANCHOR, P-611, TYPE A.

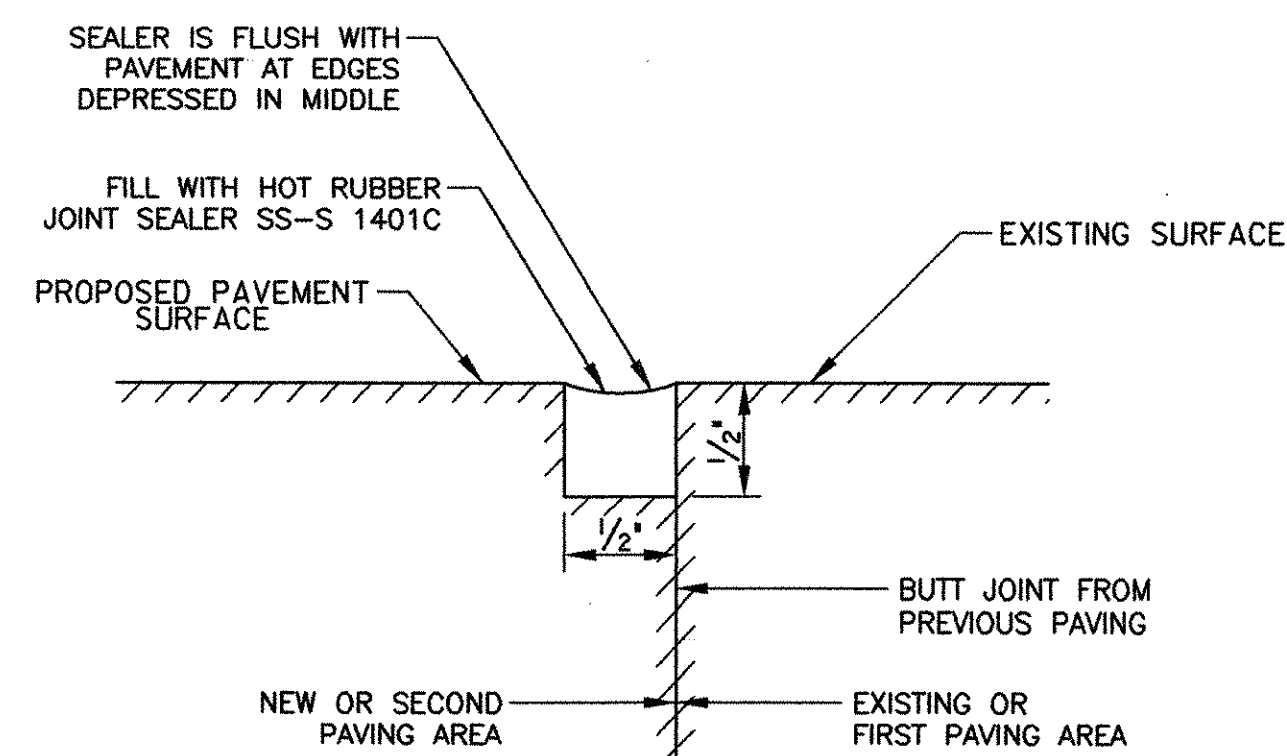


SAWCUT JOINT DETAIL



TIEDOWN ANCHOR REMOVAL IN AREAS OUTSIDE OF EXCAVATION

NOTE:
WHERE TIEDOWNS OUTSIDE OF THE LIMITS OF CONSTRUCTION ARE TO BE REMOVED, THE TIEDOWN SHALL BE CUT AT A DISTANCE OF 3' BELOW EXISTING GRADE. THE REMAINING VOID SHALL BE FILLED WITH BITUMINOUS CONCRETE PAVEMENT (MOD. - P-40). ALL WORK ASSOCIATED WITH REMOVAL OF TIEDOWNS OUTSIDE OF EXCAVATION PAY LIMITS SHALL BE PAID FOR UNDER ITEM 854.07 "P-611 AIRCRAFT TIEDOWN ANCHOR (MOD. - PARTIAL REMOVAL)".



RESAW AND SEAL DETAIL

ALL TYPICAL SECTIONS & DETAILS NOT TO SCALE

PROJECT NAME: COVENTRY
PROJECT NUMBER: AIR 04-3173

FILE NAME: Typical Sections.dgn
PROJECT LEADER: JAA
DESIGNED BY: JDR
TYPICAL SECTIONS

PLOT DATE: 04/06/2005
DRAWN BY: PGJ
CHECKED BY: JWT
SHEET 2 OF 22

TYPICAL SECTIONS.dgn 04/06/2005 08:38:22 AM

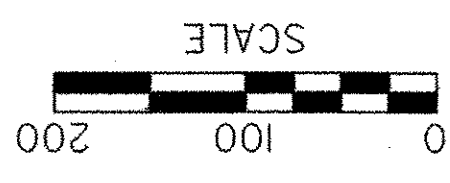
QUANTITY SHEET

SUMMARY OF ESTIMATED QUANTITIES										TOTALS			DESCRIPTIONS			DETAILED SUMMARY OF QUANTITIES				
							APRON	LAND-SCAPING	EROSION CONTROL	FULL C.E. ITEMS	BRIDGE QUANTITY	ROUND	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	QUANTITIES	UNIT	ITEMS
							17000					924	17000		CY	COMMON EXCAVATION	203.15			
							100					3	100		CY	SAND BORROW	203.31			
							575					8	575		CY	TRENCH EXCAVATION OF EARTH	204.20			
							10					EST.	10		CY	TRENCH EXCAVATION OF ROCK	204.21			
							10000					518	10000		CY	SUBBASE OF GRAVEL (MOD. - P-154)	301.15			
							120					10	120		CWT	EMULSIFIED ASPHALT (MOD. - P-603)	404.65			
							2300					66	2300		TON	BITUMINOUS CONCRETE PAVEMENT (MOD. - P-401)	406.25			
							440					13	440		LF	18" RCP CLASS III	601.0815			
							5					6	5		CY	CEMENT RUBBLE MASONRY	602.15			
							1						1		EACH	CONCRETE CATCH BASIN WITH CAST IRON GRATE (MOD. - OUTLET STRUCTURE)	604.10			
							2						2		EACH	PRECAST REINFORCED CONC. CATCH BASIN WITH CAST IRON GRATE (TYPE D GRATE)	604.20			
							1						1		EACH	REHABING DI,CB OR MH CLASS II	604.415			
							1100					50	1100		LF	6" UNDERDRAIN	605.10			
							120					15	120		LF	6" UNDERDRAIN CARRIER PIPE	605.20			
							5						5		EACH	UNDERDRAIN FLUSHING BASINS	605.95			
							80					EST.	80		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25			
							80					EST.	80		HR	POWER BROOM RENTAL,TYPE II	608.31			
							80					EST.	80		HR	TRUCK RENTAL	608.37			
							10						10		MGAL	DUST CONTROL WITH WATER	609.10			
									175			21	175		CY	STONE FILL, TYPE I	613.10			
									10			2	10		CY	STONE FILL, TYPE I (MOD. - CHECK DAM)	613.10			
									10			3	10		CY	STONE FILL, TYPE I (MOD. - INLET PROTECTION)	613.10			
									150			17	150		CY	STONE FILL, TYPE I (MOD. - CONSTRUCTION ENTRANCE)	613.10			
									1600			9	1600		LF	SNOW FENCE (MOD. - PDF)	620.70			
									1550			50	1550		LF	SNOW FENCE (MOD. - ARCH)	620.70			
										1			1		LS	FIELD OFFICE-ENGINEERS	631.10			
										1			1		LS	TESTING EQUIPMENT - CONCRETE	631.16			
										1			1		LS	TESTING EQUIPMENT - BITUMINOUS	631.17			
										1			1		LU	FIELD OFFICE - TELEPHONE (N.A.B.I.)	631.25			
							1						1		LS	MOBILIZATION /DEMobilIZATION	635.11			
									250			18.0	250		SY	GEOTEXTILE UNDER STONE FILL	649.31			
									1600			83	1600		SY	GEOTEXTILE FOR UNDERDRAIN TRENCH LINING	649.41			
									350			40	350		SY	GEOTEXTILE FOR SILT FENCE	649.51			
								150				39	150		LB	SEED	651.15			
								1000				83	1000		LB	FERTILIZER	651.18			
								5				1	5		TON	AGRICULTURAL LIMESTONE	651.20			
								5				1	5		TON	HAY MULCH	651.25			
								1100				114	1100		CY	TOPSOIL	651.35			

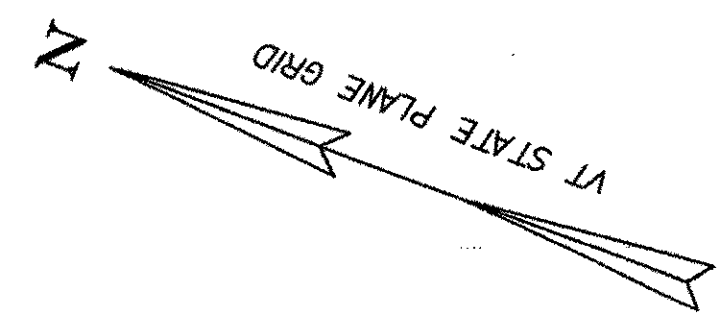
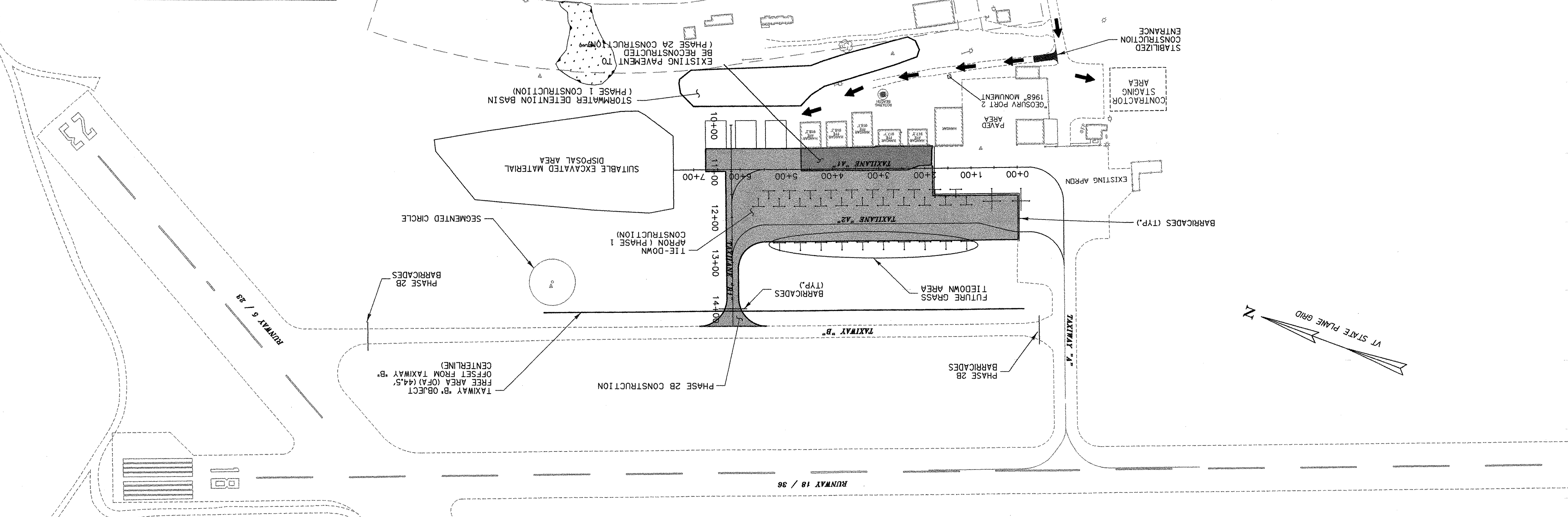
QUANTITY SHEET

SUMMARY OF ESTIMATED QUANTITIES										TOTALS			DESCRIPTIONS			DETAILED SUMMARY OF QUANTITIES				
							APRON	LAND-SCAPING	EROSION CONTROL	FULL C.E. ITEMS	BRIDGE QUANTITY	ROUND	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	QUANTITIES	UNIT	ITEMS
									1				1		LS	EROSION PREVENTION & SEDIMENT CONTROL PLAN	652.10			
									40			EST.	40		HR	MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN	652.20			
									1			EST.	1		LU	MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN (N.A.B.I.)	652.30			
									800			80	800		SY	EROSION MATTING (JUTE)	654.10			
							20						20		EACH	DELINEATORS WITH STEEL POSTS (MOD. - TAXIWAY REFLECTORS)	676.10			
							4						4		EACH	PULL BOX - STANDARD	678.25			
							4000					30	4000		GAL	P-602 BITUMINOUS PRIME COAT	854.01			
							8000					60	8000		GAL	P-625 TAR EMULSION PROTECTIVE SEAL COAT	854.03			
							2300					58	2300		CY	P-209 CRUSHED AGGREGATE BASE COURSE	854.04			
							69						69		EACH	AIRCRAFT TIEDOWN ANCHOR, TYPE A	854.07			
							19						19		EACH	AIRCRAFT TIEDOWN ANCHOR, TYPE A (MOD. - PARTIAL REMOVAL)	854.07			
							1400					59	1400		SF	P-620, RUNWAY AND TAXIWAY PAINTING	864.03			
							2400					278	2400		LF	L-108, 1/C #8, L-824, TYPE C, 5KV	864.05			
							1200					139	1200		LF	L-108, #8 COUNTERPOISE WIRE	864.06			
							900					53	900		LF	L-110, 2-WAY X 4" DIA. U.G. ELECTRICAL DUCT	864.08			
							300					52	300		LF	L-110, 2-WAY X 4" DIA. U.G. ELECTRICAL DUCT (MOD. - CONCRETE ENCASED)	864.08			

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83



PROJECT NAME: COVENTRY
 PROJECT NUMBER: AIR 04-3173
 FILE NAME: Project Layout Plandgn
 PROJECT LEADER: JAA
 DESIGNED BY: JDR
 CHECKED BY: JMT
 DRAWN BY: PGJ
 PLOT DATE: 04/06/2005
 SHEET 5 OF 22
 PROJECT LAYOUT AND PHASING PLAN



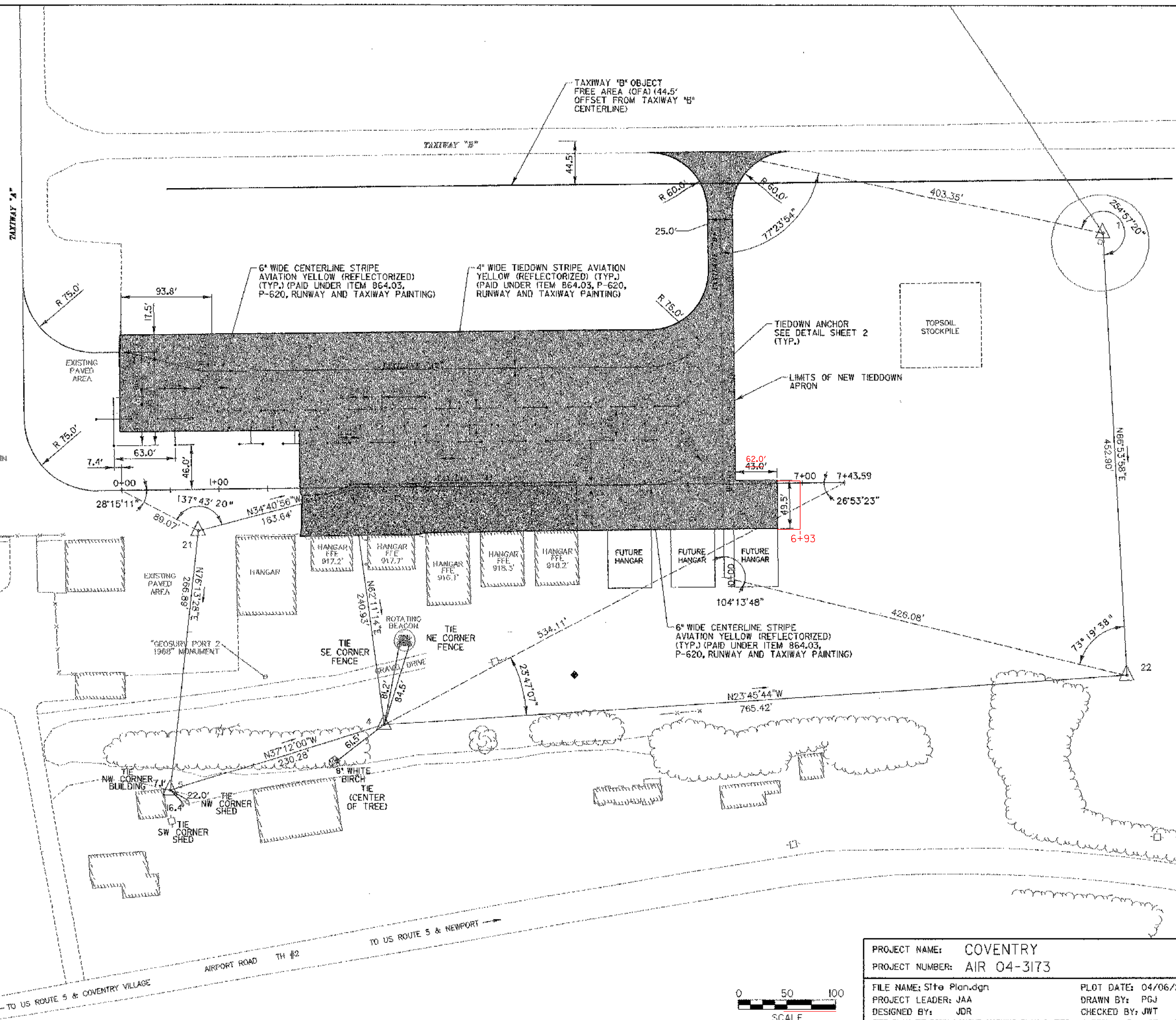
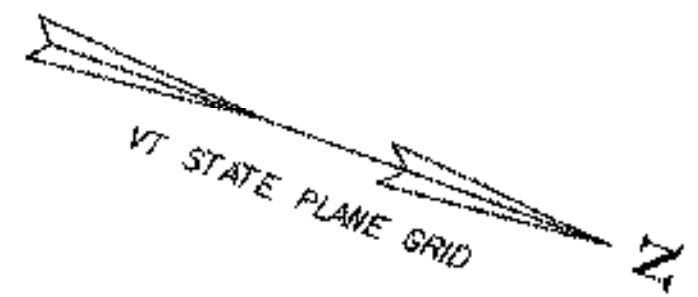
CONSTRUCTION AND OPERATIONAL NOTES:

1. THE AIRPORT SHALL BE OPEN AND USEABLE DURING DAYLIGHT HOURS THROUGHOUT THE DURATION OF CONSTRUCTION.
2. CONSTRUCTION DURATION FOR THE PROJECT IS 60 CALENDAR DAYS.
3. CONSTRUCTION SHALL BE CARRIED OUT IN TWO PHASES:
 PHASE 1 SHALL FIRST CONSIST OF THE CONSTRUCTION OF THE STORMWATER DETENTION BASIN AND ALL GRADING AND DRAINAGE ELEMENTS DIRECTLY RELATED TO IT, DURING THE REMAINDER OF CONSTRUCTION, SITE WORK TO BE SHAPED IN SUCH A MANNER TO THE EXTENT POSSIBLE TO DIRECT RUNOFF TO THE BASIN, APPROXIMATELY 93,000 S.F. OF NEW APRON AND APPROXIMATELY 7,200 S.F. OF TAXIWAY CONNECTOR, A SECTION OF EXISTING APRON, APPROXIMATELY 16,000 S.F. AND LOCATED ADJACENT TO EXISTING HANGARS, SHALL REMAIN OPEN THROUGHOUT THIS PHASE.
4. THE CONTRACTOR SHALL NOT PLACE EQUIPMENT NOR HAVE WORKERS ENTER THE RUNWAY AND TAXIWAY AREAS, IN PARTICULAR, AN AREA 250 FEET ON EACH SIDE OF THE CENTER OF RUNWAY, AND 300 FEET FROM RUNWAY ENDS SHALL BE KEPT CLEAR AT ALL TIMES.
5. CONSTRUCTION ACCESS IS ALLOWED DIRECTLY THROUGH EXISTING PAVED AIRPORT FACILITIES.
6. THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE AND/OR IMPROVEMENT OF THE EXISTING NON-PAVED ROAD TO THE CONSTRUCTION AREA, INCLUDING THE STAGING AREAS, NECESSARY FOR SAFE OPERATION OF EQUIPMENT AND VEHICLES. ANY IMPROVEMENTS TO THE EXISTING NON-PAVED ROADWAYS IS INCIDENTAL TO THE PROJECT. ACCESS TO THE ROAD SHALL BE MAINTAINED THROUGHOUT THE PROJECT DURATION.
7. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT A SCHEDULE OF WORK FOR APPROVAL BY THE ENGINEER PRIOR TO STARTING ANY CONSTRUCTION. THE SCHEDULE SHALL INDICATE DATES FOR ALL RUNWAY AND TAXIWAY CLOSURES AND MUST BE UPDATED BI-WEEKLY IF SEQUENCE OR DURATIONS CHANGE.
8. THE CONTRACTOR SHALL BE REQUIRED TO INSTALL AND MAINTAIN LIGHTED BARRICADES AND TEMPORARY SIGNAGE AS NECESSARY THROUGHOUT CONSTRUCTION. THESE BARRICADES AND SIGNS SHALL CONFORM TO THE DETAILS CONTAINED HEREIN AND PARTIAL REMOVAL).
 PAYMENT (MOD. - P-40) SHALL BE HAND PLACED IN REMAINING VOID. THIS WORK SHALL BE PAID FOR UNDER ITEM 854.07 - P-6II AIRCRAFT TIEDOWN ANCHOR (MOD. - PARTIAL REMOVAL).
9. THE VERMONT AGENCY OF TRANSPORTATION SHALL BE RESPONSIBLE FOR ISSUING APPROPRIATE NOTICE TO AIRMEN (NOTAM) CONCERNING CONSTRUCTION ACTIVITY ON THE AIRFIELD.
10. THE CONTRACTOR SHALL STORE ALL EQUIPMENT AND MATERIALS IN THE STAGING AREAS AT THE END OF EACH WORK DAY, EXCEPTIONS TO THIS REQUIREMENT ARE STOCK PILE MATERIALS AND EQUIPMENT THAT ARE BEING USED FOR THE ACTUAL INSTALLATION OF PEDESTAL LIGHTS. ALL EQUIPMENT SHALL BE LEFT OUTSIDE OF THE STAGING AREA IF NOT BEING USED FOR IMMEDIATE CONSTRUCTION FOR MORE THAN A 48 HOUR PERIOD.
11. ALL DISTURBED AREAS OUTSIDE OF THE CONSTRUCTION LIMITS SHALL BE RESTORED TO THEIR PRECONSTRUCTION CONDITION AT NO COST TO THE OWNER. THIS SHALL INCLUDE THE AREAS DESIGNATED FOR CONSTRUCTION ACCESS, STAGING, MATERIAL STORAGE AND STOCKPILING.
12. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION AND REPORT ANY DISCREPANCIES TO THE ENGINEER.
13. THE CONTRACTOR SHALL COMPLY WITH ALL OF THE PROVISIONS STATED IN THE FEDERAL AVIATION ADMINISTRATION'S ADVISORY CIRCULAR ON OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION, FAA AC. NO. 150/5370-2E, FLASHING AMBER LIGHTS WILL BE REQUIRED ON ALL CONSTRUCTION VEHICLES.
14. PAYMENT FOR SAWCUTTING WILL BE INCIDENTAL TO PAY ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT (MOD. - P-40).
15. EXISTING THE DOWNS MARKED ON THE PLANS SHALL BE REMOVED IN ACCORDANCE WITH THE FOLLOWING GUIDELINES. IN AREAS OF NEW CONSTRUCTION THE ENTIRE TIEDOWN SHALL BE REMOVED AND PAID FOR UNDER COMMON EXCAVATION. IN AREAS OF EXISTING PAVEMENT TO REMAIN IN PLACE, THE TIE DOWN SHALL BE CUT OFF AT A DISTANCE OF 3' BELOW EXISTING GRADE AND BITUMINOUS CONCRETE PAVEMENT (MOD. - P-40) SHALL BE HAND PLACED IN REMAINING VOID. THIS WORK SHALL BE PAID FOR UNDER ITEM 854.07 - P-6II AIRCRAFT TIEDOWN ANCHOR (MOD. - PARTIAL REMOVAL).
16. THE VERMONT AGENCY OF TRANSPORTATION SHALL BE RESPONSIBLE FOR ISSUING APPROPRIATE NOTICE TO AIRMEN (NOTAM) CONCERNING CONSTRUCTION ACTIVITY ON THE AIRFIELD.
17. MOTORIZED VEHICLES: THIS PROJECT INCLUDES WORK WITHIN THE AIRCRAFT OPERATIONS AREA (OFA), ALL PERMITTED VEHICLES SHALL BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME-TYPE LIGHT, MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY. ALL VEHICLES OPERATING WITHIN THE AREAS OF EXISTING PAVEMENT TO REMAIN IN PLACE, THE TIE DOWN SHALL BE CUT OFF AT A DISTANCE OF 3' BELOW EXISTING GRADE AND BITUMINOUS CONCRETE PAVEMENT (MOD. - P-40) SHALL BE HAND PLACED IN REMAINING VOID. THIS WORK SHALL BE PAID FOR UNDER ITEM 854.07 - P-6II AIRCRAFT TIEDOWN ANCHOR (MOD. - PARTIAL REMOVAL).
18. DEBRIS, WASTE, AND LOOSE MATERIAL (INCLUDING DUST AND DIRT) CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEAR OR PROPELLERS, OR BEING INGESTED IN JET ENGINES, SHALL NOT BE ALLOWED ON ACTIVE AIRCRAFT MOVEMENT AREAS OR ADJACENT GRASSED AREAS. MATERIALS OBSERVED TO BE WITHIN THESE AREAS SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR. THE CONTRACTOR SHALL BE REQUIRED TO HAVE A SWEEPING MACHINE AND OPERATOR ON SITE AND READY AT ALL TIMES DURING CONSTRUCTION ACTIVITY, WHERE TRAVEL ON OR ACROSS RUNWAYS, RAMP AREAS, TAXIWAYS, OR AIRCRAFT APRONS IS REQUIRED, THE CONTRACTOR SHALL PROVIDE ADEQUATE PERSONNEL AND EQUIPMENT TO KEEP SUCH SURFACES CLEAR OF DEBRIS.

- LEGEND**
- EXISTING EDGE OF PAVEMENT
 - EXISTING BUILDING
 - AREA OF PAVEMENT REMOVAL AND RECONSTRUCTION
 - AREA OF NEW APRON & TAXIWAY
 - CONTRACTOR STAGING AREA
 - LIMITS OF PROPOSED TIEDOWN APRON
 - EXISTING FENCE
 - EXISTING UNDERGROUND ELECTRIC LINE
 - ROTATING BEACON
 - EXISTING TIEDOWNS
 - EXISTING TAXIWAY LIGHT
 - EXISTING REFLECTOR
 - EXISTING POWER POLE
 - EXISTING GUY WIRE
 - EXISTING CATCH BASIN
 - EXISTING STORM DRAIN MANHOLE
 - CONSTRUCTION ACCESS ROUTE

LEGEND

- EXISTING EDGE OF PAVEMENT
- TREE LINE
- EXISTING BUILDING
- AREA OF PAVEMENT REMOVAL AND RECONSTRUCTION
- AREA OF NEW APRON & TAXIWAY
- CONTRACTOR STAGING AREA
- LIMITS OF PROPOSED TIEDOWN APRON
- EXISTING FENCE
- EXISTING UNDERGROUND ELECTRIC LINE
- ROTATING BEACON
- EXISTING TIEDOWNS
- EXISTING TAXIWAY LIGHT
- EXISTING REFLECTOR
- EXISTING POWER POLE
- EXISTING GUY WIRE
- EXISTING CATCH BASIN
- EXISTING STORM DRAIN MANHOLE
- HVCTHL POINT



CONSTRUCTION STAKING NOTES:

1. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL LOCATE AND PROTECT ALL HORIZONTAL AND VERTICAL CONTROL POINTS TO BE USED FOR CONSTRUCTION SURVEYING.

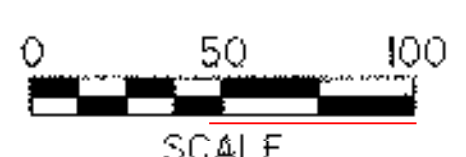
2. SURVEY CONTROL HAS BEEN SET AS SHOWN:

CONTROL POINT	NORTHING	EASTING	ELEVATION
1	871723.54	1711107.66	923.02
2	870897.34	1710505.69	921.78
3	871088.29	1711619.56	917.61
4	871200.70	1711832.66	913.18
5	871017.27	1711971.89	909.77
21	870953.72	1711712.68	916.39
22	871901.23	1711524.24	911.70

3. CONTRACTOR TO VERIFY ELEVATIONS OF ALL CONTROL POINTS AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83



PROJECT NAME: COVENTRY
 PROJECT NUMBER: AIR 04-3173

FILE NAME: Site Plan.dgn
 PROJECT LEADER: JAA
 DESIGNED BY: JDR

PLOT DATE: 04/06/2005
 DRAWN BY: PGJ
 CHECKED BY: JWT

SHEET 6 OF 22

PROJECT DESCRIPTION

THE VERMONT AGENCY OF TRANSPORTATION IS PROPOSING SEVERAL IMPROVEMENTS TO THE EXISTING NEWPORT STATE AIRPORT. THE EXPANSION CONSISTS OF INSTALLING AN AIRCRAFT TIE-DOWN APRON, ADJACENT TAXILANES, AND ASSOCIATED DRAINAGE FEATURES. THE TOTAL PROJECT AREA IS APPROXIMATELY 9.4 ACRES.

FUTURE PLANS FOR THE NEWPORT STATE AIRPORT INCLUDE THREE NEW HANGARS, WHICH WOULD BE LOCATED WITHIN THE CURRENT PROJECT AREA. FOR THE PURPOSES OF THIS EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLAN AND PERMIT APPLICATION, CONSTRUCTION OF THE PROPOSED HANGARS IS NOT INCLUDED IN THE SCHEDULE OR SEQUENCING.

SITE INVENTORY AND ANALYSIS

THE AIRPORT IS SITUATED ON A GENERALLY OPEN PLATEAU AREA THAT FORMS THE WATERSHED BOUNDARY BETWEEN THE BLACK AND BARTON RIVERS. THE WATERSHED OF THE RECEIVING WATER AT THE POINT OF DISCHARGE IS 179 ACRES. THE PRIMARY LAND USE OF THIS WATERSHED IS THE AIRPORT, WHICH CONSISTS OF A MIX OF IMPERVIOUS RUNWAYS, TAXIWAYS AND BUILDINGS, ALONG WITH GRASSED AREAS WITH SOME WOODED AREAS.

SLOPES WITHIN THE WATERSHED AREA ARE GENERALLY LESS THAN 5%, AS SHOWN ON THE EXISTING CONDITIONS MAP. THE PROJECT SITE REPRESENTS ONLY A PORTION OF THE AIRPORT. WITHIN THE PROJECT LIMITS, THERE ARE SEVERAL EXISTING BUILDINGS AND AIRCRAFT HANGARS. AND A PAVED AIRCRAFT APRON. THE REMAINING AREA WITHIN THE PROJECT IS OPEN AND GRASS. A WETLAND AREA (APPROXIMATELY 16,000 SQUARE FEET) HAS BEEN IDENTIFIED JUST TO THE NORTHEAST OF THE PROJECT AREA. THE SOILS WITHIN THE PROJECT AREA ARE CLASSIFIED AS CL-ML, WHICH IS DESCRIBED AS BROWN SANDY SILTY CLAY.

THE EXISTING RUNOFF FROM A PORTION OF THE PROJECT SITE IS COLLECTED IN THE EXISTING CLOSED DRAINAGE SYSTEM. THE REMAINDER OF THE SITE SHEET FLOWS ACROSS THE PERVIOUS LAWN AREA AND IS EVENTUALLY COLLECTING IN SWALE, WHICH IS LOCATED IN THE SOUTHEAST CORNER OF THE PROJECT AREA. STORMWATER DRAINING FROM THE SWALE CONTINUES OVERLAND IN AN EASTERLY DIRECTION PRIOR TO REACHING THE UNNAMED TRIBUTARY OF THE BARTON RIVER.

THE EXISTING DRAINAGE SYSTEM IS CONFIGURED IN A MANNER THAT EFFECTIVELY SEPARATES THE OFF-SITE STORMWATER FROM THE PROJECT AREA, THE OUTLET FOR WHICH IS BELOW THE PROJECT AREA'S DISCHARGE POINT. A PORTION OF PROJECT AREA ALSO DRAINS INTO THE CLOSED DRAINAGE SYSTEM.

GRADING PLAN AND TIMETABLE

THE ENTIRE PROJECT IS EXPECTED TO BE CONSTRUCTED IN APPROXIMATELY 90 DAYS AND WILL TAKE PLACE BETWEEN JUNE AND SEPTEMBER 2005. NO SPECIAL WINTER STABILIZATION METHODS HAVE BEEN SPECIFIED, AS THE PROPOSED WORK WILL BE COMPLETED DURING THE REGULAR CONSTRUCTION SEASON OF MAY 1ST TO OCTOBER 15TH.

CONSTRUCTION WILL BE ACCOMPLISHED IN TWO PHASES. THE FIRST PHASE WILL CONSIST OF THE CONSTRUCTION OF THE NEW APRON AREA AND THE ADJACENT TAXIWAY CONNECTOR. A SECTION OF THE EXISTING APRON LOCATED NEXT TO THE EXISTING HANGARS WILL REMAIN OPEN DURING THIS PHASE. THE SECOND PHASE OF CONSTRUCTION WILL CONSIST OF THE RECONSTRUCTION OF THE REMAINING SECTION OF APRON THAT WAS CLOSED DURING PHASE ONE.

THE MAJORITY OF THE SITE GRADING WILL BE ACCOMPLISHED DURING THE FIRST PHASE. IN PARTICULAR, THE PERMANENT STORMWATER DETENTION POND WILL BE CONSTRUCTED DURING THE INITIAL STAGES OF CONSTRUCTION. THE REMAINDER OF THE SITE WORK WILL BE SHAPED IN SUCH A MANNER, TO THE EXTENT POSSIBLE, THAT RUNOFF WILL BE DIRECTED TO THE POND, WHICH WILL EFFECTIVELY BE ACTING AS A SEDIMENTATION BASIN DURING CONSTRUCTION. ONCE CONSTRUCTION OF THE PROJECT HAS BEEN COMPLETED, ACCUMULATED SEDIMENTS WILL BE REMOVED FROM THE POND AND DISPOSED OF IN THE APPROVED WASTE AREA.

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

A GRADING, DRAINAGE, AND EROSION CONTROL PLAN HAS BEEN PREPARED FOR THE PROJECT AND IS INCLUDED AS PART OF THIS EPSC PLAN. MEASURES TO BE USED DURING CONSTRUCTION INCLUDE THE USE OF STONE CHECK DAMS IN THE DRAINAGE CHANNELS, WHICH WILL DECREASE RUNOFF VELOCITIES AND THEREBY PREVENT SEDIMENT TRANSPORT. THE METHOD TO PROTECT THE CATCH BASIN INLETS WILL ALSO BE TO SURROUND THE INLET OPENING WITH A STONE CHECK DAM AND FILTER FABRIC. THE INSTALLATION OF THIS PROTECTION METHOD WILL FOLLOW THE VTRANS STANDARD DETAILS. SILT FENCING WILL BE PLACED ALONG THE TOE OF WASTE AREAS AND SOIL STOCKPILES, WHICH WILL ALSO PREVENT SEDIMENT TRANSPORT BY DECREASING RUNOFF VELOCITIES. GEOTEXTILE MATTING WILL BE USED IN THE DRAINAGE CHANNELS TO PREVENT EROSION.

THE LIMITS OF DISTURBANCE WILL ALSO BE IDENTIFIED IN THE FIELD, AND TEMPORARILY STABILIZING THOSE AREAS THAT ARE NOT ACTIVELY BEING WORKED WITH SEED, MULCH, OR EROSION CONTROL MATTING. THE PROJECT LIMITS WILL BE IDENTIFIED WITH PROJECT DEMARCATION FENCE, WHICH CONSISTS OF 4" WIDE TAPE THAT IS ATTACHED TO STAKES, SPACED AT REGULAR INTERVALS. SNOW FENCING WILL BE USED TO INDICATE THE LIMITS OF DISTURBANCE ALONG THE TOE OF THE DISPOSAL AREA. THE WETLAND NEAR THE NORTHEAST CORNER OF THE PROJECT AREA WILL BE PROTECTED WITH A 50 FOOT BUFFER. SNOW FENCE, REPRESENTING THE LIMITS OF DISTURBANCE IN THIS AREA, WILL BE LOCATED OUTSIDE OF THE BUFFER.

SOIL STOCKPILES AND DISTURBED AREAS THAT WILL NOT BE WORKED FOR MORE THAN 7 DAYS WILL BE TEMPORARILY STABILIZED WITH MULCH WITHIN 48 HOURS. AREAS THAT WILL NOT BE ACTIVELY WORKED FOR 30 DAYS OR MORE WILL BE SEEDED AND MULCHED WITHIN 48 HOURS. TOGETHER, THESE MEASURES WILL PREVENT EROSION BY LIMITING THE AMOUNT OF DISTURBED AREAS.

AN ADDITIONAL MEASURE WILL BE TO USE THE PERMANENT STORMWATER DETENTION BASIN AS A SEDIMENTATION BASIN DURING CONSTRUCTION. DURING CONSTRUCTION, THE OUTLET CONTROL STRUCTURE WILL BE SURROUNDED WITH FILTER FABRIC AND STONE CHECK DAMS. AFTER THE DRAINAGE AREA CONTRIBUTING RUNOFF TO THE BASIN HAS BEEN STABILIZED, ACCUMULATED SEDIMENT WILL BE CLEANED OUT OF THE BASIN AND THE TEMPORARY MEASURES WILL BE REMOVED.

THE TOTAL VOLUME OF THE SEDIMENTATION BASIN IS APPROXIMATELY 33,000 FT³, AND THE TOTAL SITE DRAINAGE AREA IS 6.5 ACRES. DIVIDING THE BASIN VOLUME BY THE DRAINAGE AREA YIELDS 5,077 FT³/ACRE, WHICH IS GREATER THAN THE RECOMMENDED 3,600 FT³/ACRE. THEREFORE, THE SEDIMENTATION BASIN IS ADEQUATELY SIZED TO HANDLE THE STORMWATER RUNOFF FROM THE CONSTRUCTION PHASE OF THE PROJECT.

ALL DISTURBED AREAS THAT ARE NOT PAVED WILL BE PERMANENTLY STABILIZED WITH SEED AND MULCH OR MATTING (FOR ANY SLOPE GREATER THAN 1:3). SEED TO BE USED FOR THIS PROJECT WILL BE THE STANDARD VTRANS RURAL FORMULA MIX. APPLICATION RATES AND METHODS FOR THE SEED, FERTILIZER, AND LIMESTONE WILL FOLLOW THE VTRANS STANDARD SPECIFICATIONS. HAY MULCH WILL ALSO BE APPLIED AT THE VTRANS STANDARD RATE OF 2 TONS PER ACRE.

THE ON-SITE PLAN COORDINATOR (OSPC) FOR THIS PROJECT HAS NOT YET BEEN DETERMINED. IN ACCORDANCE WITH CCP 3-900(2003) AND VADOT STANDARD SPECIFICATION 652.06, THE OSPC WILL GENERALLY BE ON SITE ON A DAILY BASIS DURING ACTIVE CONSTRUCTION AND WILL HAVE THE AUTHORITY TO STOP OR MODIFY CONSTRUCTION ACTIVITIES AS NECESSARY TO COMPLY WITH THE PLAN AND PERMIT. THE OSPC WILL ALSO BE RESPONSIBLE FOR INSPECTIONS, RECORD KEEPING AND OTHERWISE OVERSEEING THE EPSC PLAN FOR THE PROJECT. CONTACT INFORMATION FOR THE OSPC WILL BE SUBMITTED IN WRITING PRIOR TO THE START OF CONSTRUCTION.

INSPECTIONS OF THE EROSION PREVENTION AND SEDIMENT CONTROL MEASURES WILL BE CONDUCTED AS FOLLOWS:

1. DAILY INSPECTIONS

DAILY INSPECTION OF THE EROSION CONTROL MEASURES WILL BE PERFORMED BY THE CONTRACTOR AND OVERSEEN BY THE VTRANS ON-SITE COORDINATOR OR REPRESENTATIVE OF THE RESIDENT ENGINEER. A CHECKLIST HAS BEEN PREPARED FOR THIS TASK AND INCLUDED AT THE END OF THIS SECTION. COPIES OF THESE DAILY REPORTS WILL BE MAINTAINED AT THE PROJECT'S FIELD OFFICE.

2. WEEKLY INSPECTIONS

WEEKLY INSPECTIONS OF THE EROSION CONTROL MEASURES WILL ALSO BE PERFORMED BY THE ON-SITE COORDINATOR AND WILL INCLUDE DOCUMENTATION OF DISTURBED AREAS, CONSTRUCTION SCHEDULE STATUS, AND STABILIZED AREAS, TEMPORARY OR PERMANENT, SINCE THE PREVIOUS REPORT. THE FORMS TO BE USED FOR THE WEEKLY INSPECTIONS ARE ATTACHED.

3. OTHER INSPECTIONS

INSPECTIONS WILL ALSO BE MADE AS SOON AS POSSIBLE, BUT WITHIN 24 HOURS, AFTER ANY STORM EVENT GENERATES A DISCHARGE OF STORMWATER RUNOFF FROM THE CONSTRUCTION SITE.

WHILE CONSTRUCTION IS SUSPENDED DURING THE WINTER, THE EROSION CONTROL MEASURES WILL BE INSPECTED BI-WEEKLY AND FOLLOWING ANY RAINFALL EVENT THAT PRODUCES A DISCHARGE OF STORMWATER RUNOFF FROM THE CONSTRUCTION SITE.

SHOULD A PROBLEM OCCUR WITH RESPECT TO THE CONTROL OF STORMWATER/EROSION DURING CONSTRUCTION, THE FOLLOWING PROTOCOL WILL BE FOLLOWED:

- ANR WATER QUALITY DIVISION WILL BE NOTIFIED IMMEDIATELY OF THE DISCHARGE. WITHIN 24 HOURS, NOTIFICATION WILL BE SENT VIA EMAIL THAT IDENTIFIES THE NATURE OF THE PROBLEM, THE IMMEDIATE CORRECTIVE ACTION TAKEN, AND THE PROPOSED ACTION TO BE TAKEN TO PREVENT THE PROBLEM FROM REOCCURRING.
- PHOTOGRAPHS, ALONG WITH THE INSPECTOR'S FIELD REPORT, WILL SERVE TO DOCUMENT THE INCIDENT AND ACTIONS TAKEN. A COPY OF THESE DOCUMENTS WILL BE FORWARDED TO ANR AND THE ORIGINALS WILL BE MAINTAINED AT THE VTRANS FIELD OFFICE.

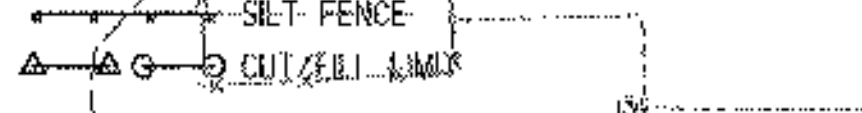
PROJECT NAME: COVENTRY
PROJECT NUMBER: AIR 04-3173

FILE NAME: PLOT DATE: 04/06/2005
PROJECT LEADER: JAA DRAWN BY: PGJ
DESIGNED BY: JDR CHECKED BY: JWT
EROSION CONTROL PLAN NARRATIVE SHEET 7 OF 22

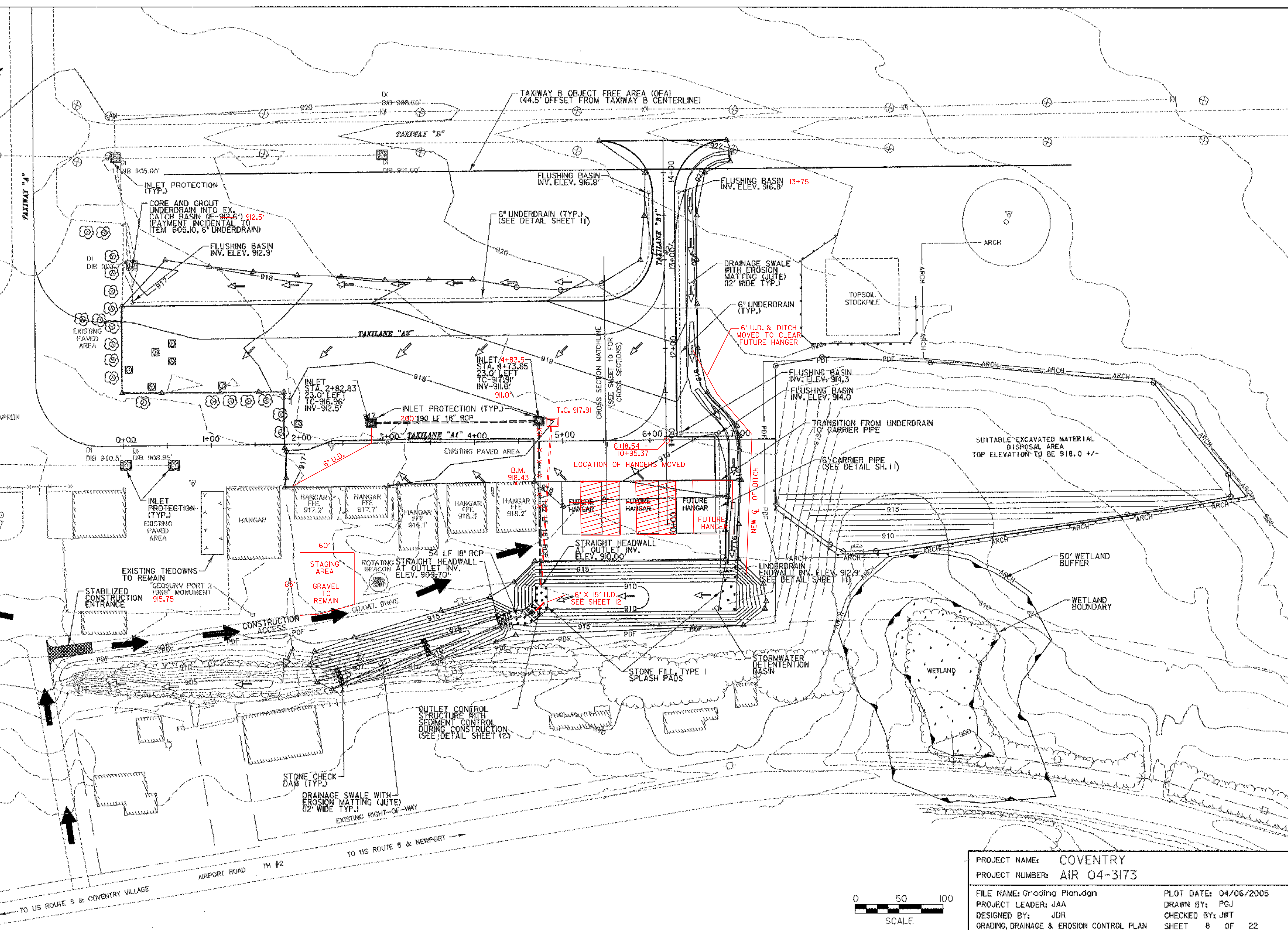


LEGEND

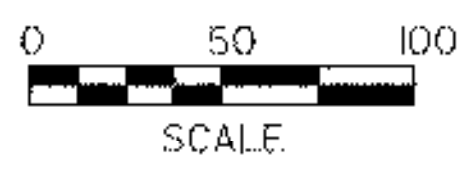
- EXISTING EDGE OF PAVEMENT
- TREE LINE
- EXISTING BUILDING
- AREA OF PAVEMENT REMOVAL AND RECONSTRUCTION
- AREA OF NEW APRON & TAXILANE
- CONTRACTOR STAGING AREA
- LIMITS OF PROPOSED TIEDOWN APRON
- EXISTING FENCE
- EXISTING UNDERGROUND ELECTRIC LINE
- ROTATING BEACON
- EXISTING TIEDOWNS
- EXISTING TAXIWAY LIGHT
- EXISTING REFLECTOR
- EXISTING POWER POLE
- EXISTING GUY WIRE
- EXISTING CATCH BASIN
- EXISTING STORM DRAIN MANHOLE
- 2-WAY X 4" DIA. U.G. ELECTRICAL DUCT
- STORM DRAIN PIPE
- TAXIWAY RETROREFLECTIVE MARKER
- CATCH BASIN
- PDF
- ARCH
- DIRECTION OF STORMWATER FLOW
- CONSTRUCTION ACCESS ROUTE
- EXISTING TIE DOWN TO BE REMOVED
- EXISTING TIE DOWN TO BE REMOVED AS COMMON EXCAVATION
- SILT FENCE
- CUT/SILT LIMITS



DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83



PROJECT NAME:	COVENTRY	PLOT DATE:	04/06/2005
PROJECT NUMBER:	AIR 04-3173	DRAWN BY:	PGJ
FILE NAME:	Grading Plan.dgn	DESIGNED BY:	JDR
PROJECT LEADER:	JAA	CHECKED BY:	JWT
GRADING, DRAINAGE & EROSION CONTROL PLAN		SHEET 8 OF 22	



LEGEND

- EXISTING EDGE OF PAVEMENT
- TREE LINE
- ▭ EXISTING BUILDING
- ▨ AREA OF PAVEMENT REMOVAL AND RECONSTRUCTION
- ▩ AREA OF NEW APRON & TAXILANE
- CONTRACTOR STAGING AREA
- LIMITS OF PROPOSED TIEDOWN APRON
- x-x- EXISTING FENCE
- UE- EXISTING UNDERGROUND ELECTRIC LINE
- ⊙ ROTATING BEACON
- ⊙ EXISTING TIEDOWNS
- ⊙ EXISTING TAXIWAY LIGHT
- ⊙ EXISTING REFLECTOR
- ⊙ EXISTING POWER POLE
- ⊙ EXISTING GUY WIRE
- ⊙ EXISTING CATCH BASIN
- ⊙ EXISTING STORM DRAIN MANHOLE
- ⊙ PROPOSED CATCH BASIN

EX. SPOT EL.-921.39' EX. SPOT EL.-921.87' EX. SPOT EL.-922.27'

TAXIWAY "B"



TAXIWAY "A"

HIGH PNT. STA. 0+50 OFFSET 109.8'L EL.-917.42'
 HIGH PNT. STA. 1+00 OFFSET 109.7'L EL.-917.76'
 HIGH PNT. STA. 1+50 OFFSET 109.8'L EL.-918.07'
 HIGH PNT. STA. 1+00 OFFSET 109.8'L EL.-918.39'

COLD PLANED 2"
 REPAVED 2 - 1" LFTS
 NON GOVT. PART.

EXISTING APRON

202'

202'

0+00 1+00

EXTENDED PAVEMENT 20'

EX. SPOT EL.-916.87'

EX. SPOT EL.-917.53'
 EXISTING PAVED AREA

EX. SPOT EL.-917.07'

EX. SPOT EL.-917.51'

EX. SPOT EL.-918.14'

EX. SPOT EL.-917.11'

HANGAR

HANGAR FFE 917.2'

HANGAR FFE 917.7'

HANGAR FFE 916.1'

HANGAR FFE 918.3'

HANGAR FFE 918.2'

EXISTING FUTURE HANGAR

EXISTING FUTURE HANGAR

FUTURE HANGAR

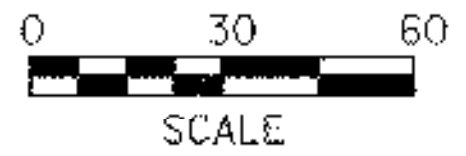
0+00

CONTRACTOR STAGING AREA

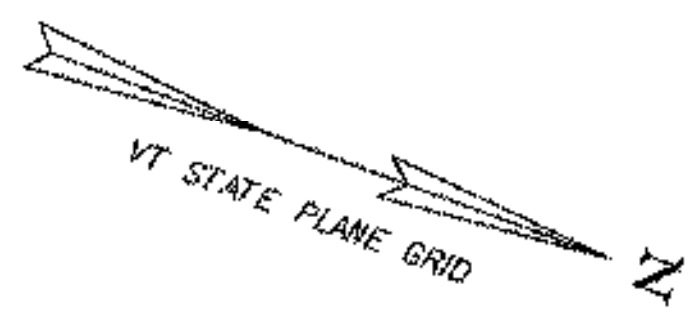
"GEOSURV PORT 2 1988" MONUMENT

GRAVEL DRIVE

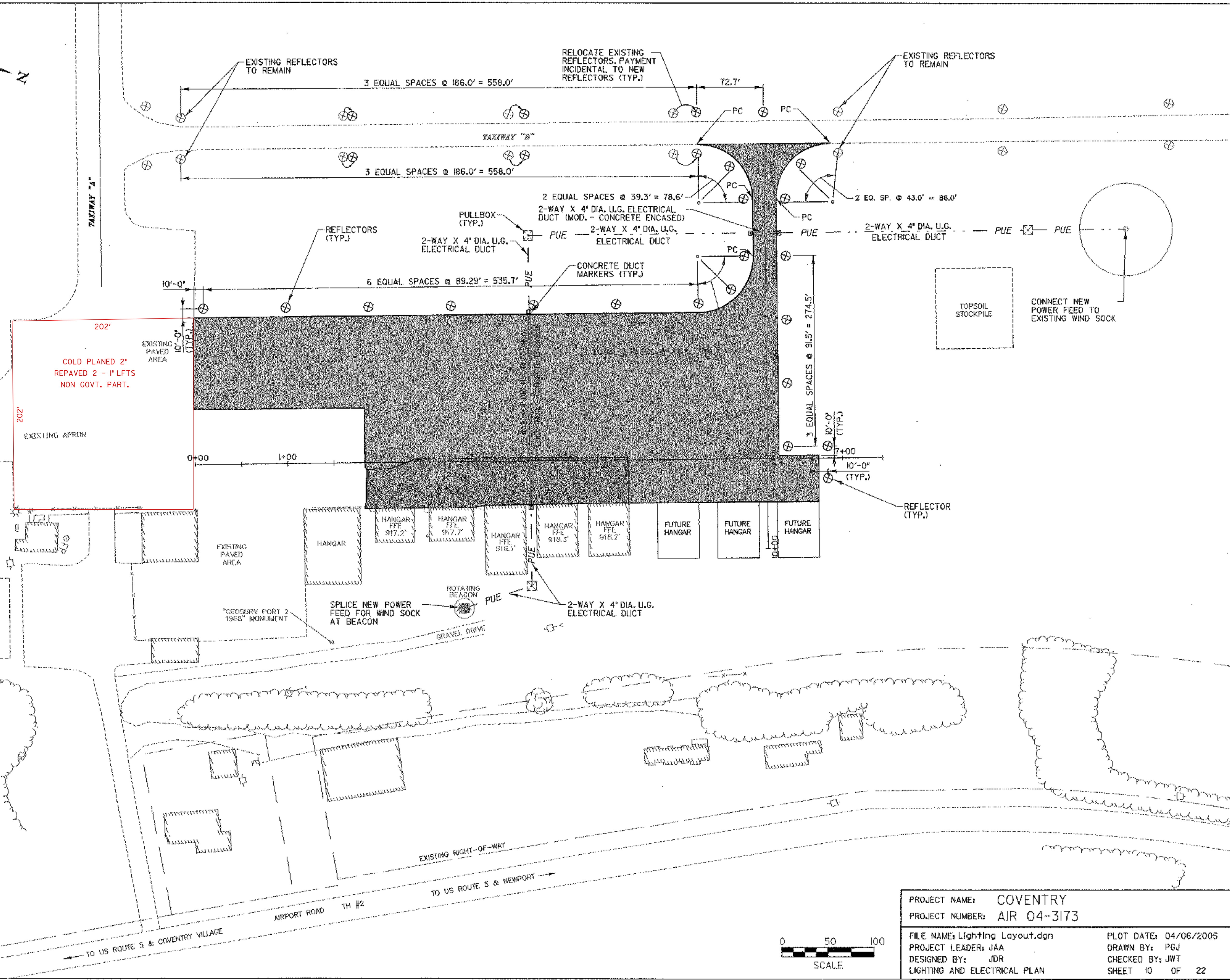
DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83



PROJECT NAME: COVENTRY	PLOT DATE: 04/06/2005
PROJECT NUMBER: AIR 04-3173	DRAWN BY: PGJ
FILE NAME: Warping Plan.dgn	CHECKED BY: JWT
DESIGNED BY: JDR	SHEET 9 OF 22
PAVEMENT WARPING PLAN	



- LEGEND**
- EXISTING EDGE OF PAVEMENT.
 - TREE LINE
 - EXISTING BUILDING
 - AREA OF PAVEMENT REMOVAL AND RECONSTRUCTION
 - AREA OF NEW APRON & TAXILANE
 - CONTRACTOR STAGING AREA
 - LIMITS OF PROPOSED TIEDOWN APRON
 - x-x- EXISTING FENCE
 - UE- EXISTING UNDERGROUND ELECTRIC LINE
 - ⊙ ROTATING BEACON
 - ⊙ EXISTING TIEDOWNS
 - ⊙ EXISTING TAXIWAY LIGHT
 - ⊙ EXISTING REFLECTOR
 - ⊙ EXISTING POWER POLE
 - EXISTING GUY WIRE
 - ⊙ EXISTING CATCH BASIN
 - ⊙ EXISTING STORM DRAIN MANHOLE
 - PUE- 2-WAY X 4" DIA. U.G. ELECTRICAL DUCT
 - STORM DRAIN PIPE
 - ⊙ TAXIWAY RETROREFLECTIVE MARKER



DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83



PROJECT NAME: COVENTRY
 PROJECT NUMBER: AIR 04-3173
 FILE NAME: Lighting Layout.dgn
 PROJECT LEADER: JAA
 DESIGNED BY: JDR
 LIGHTING AND ELECTRICAL PLAN

PLOT DATE: 04/06/2005
 DRAWN BY: PGJ
 CHECKED BY: JWT
 SHEET 10 OF 22

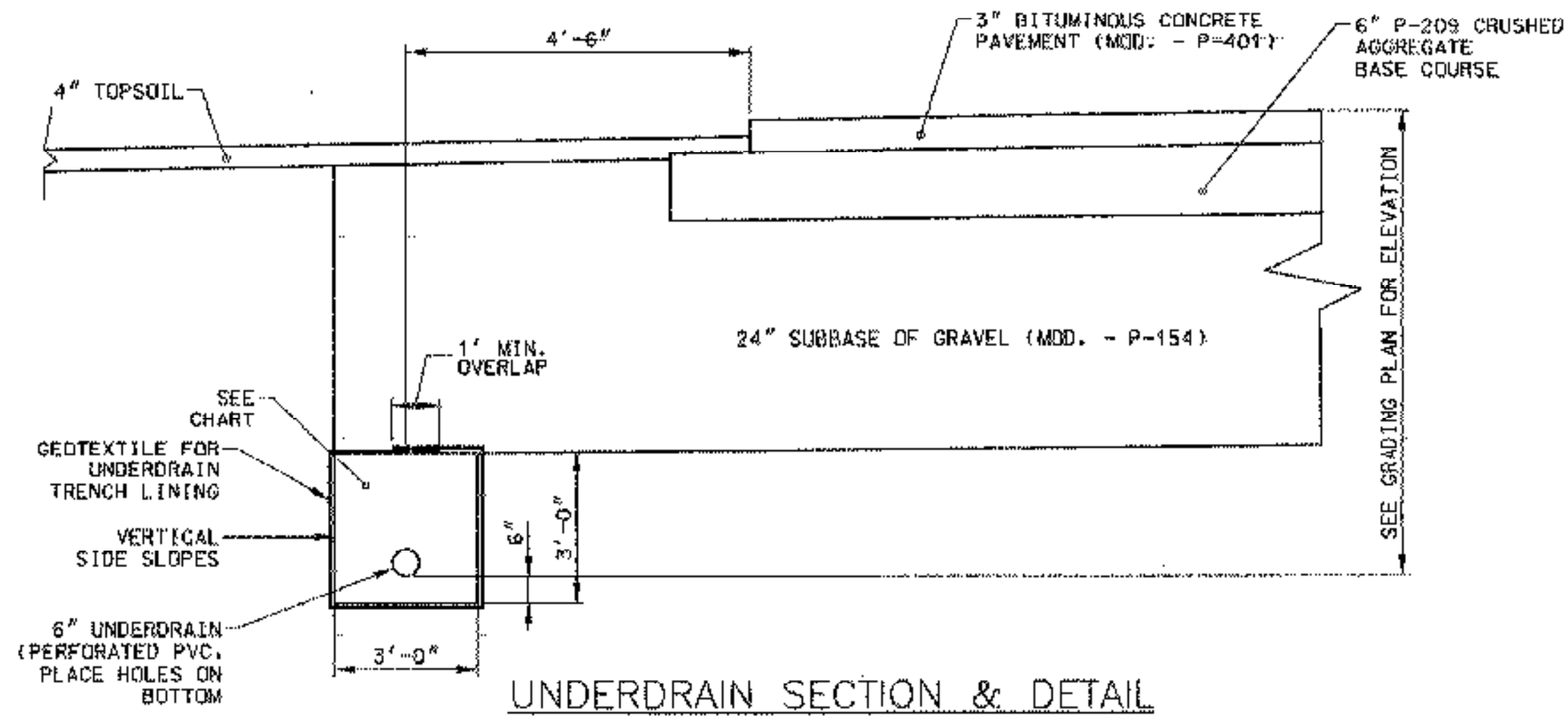
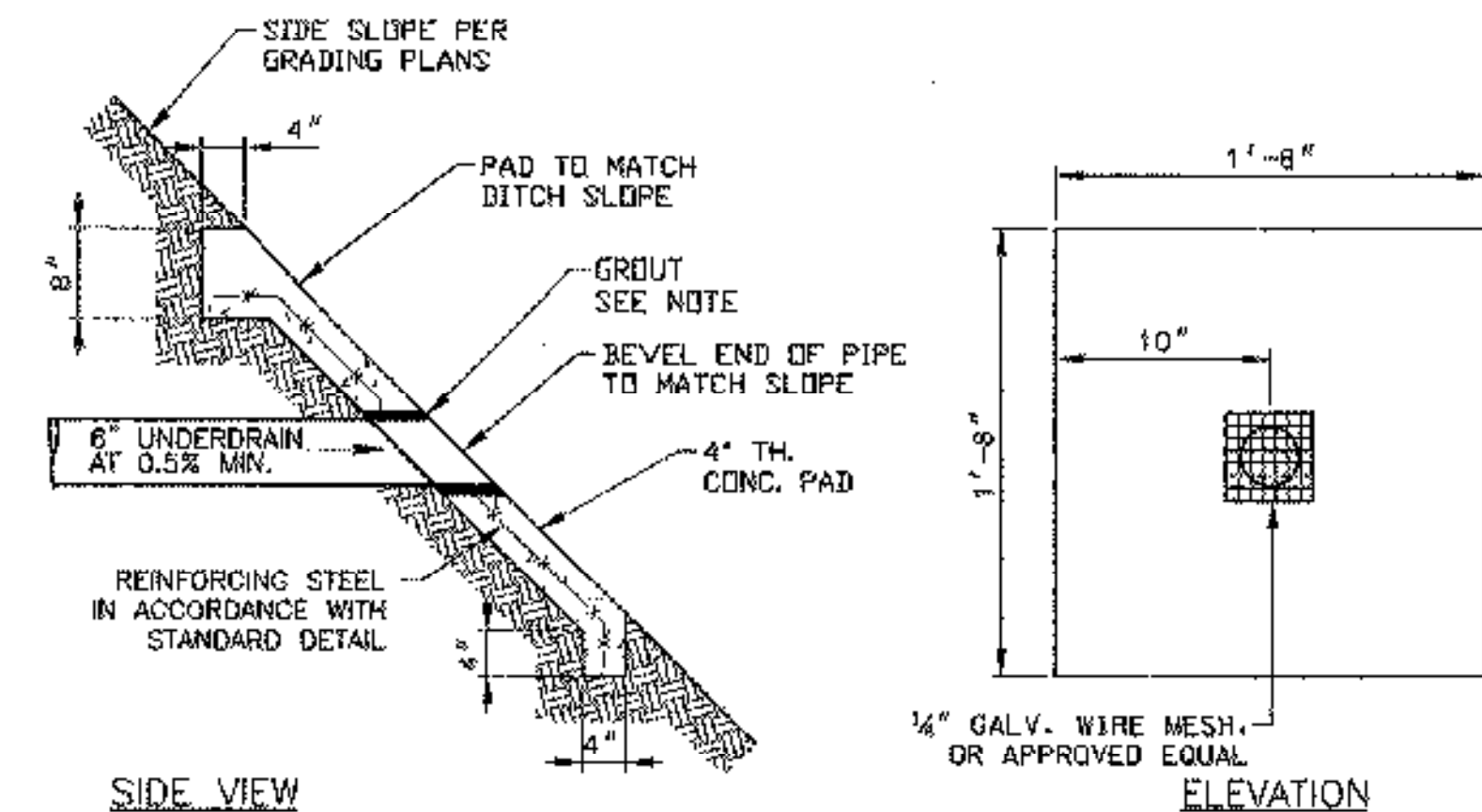
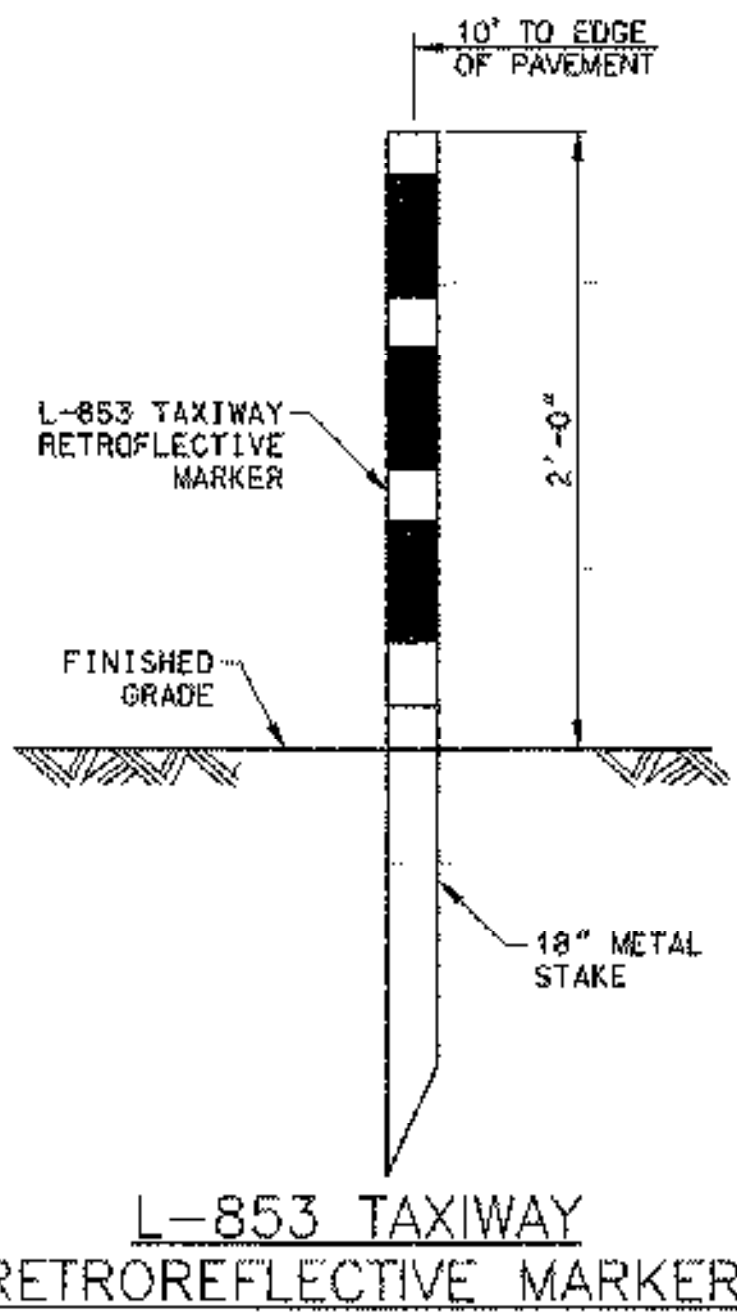
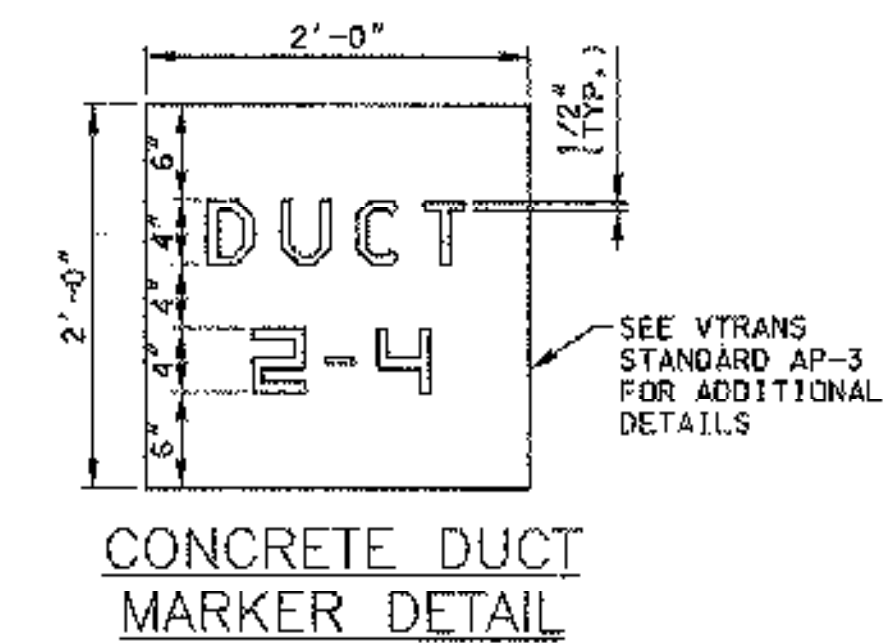
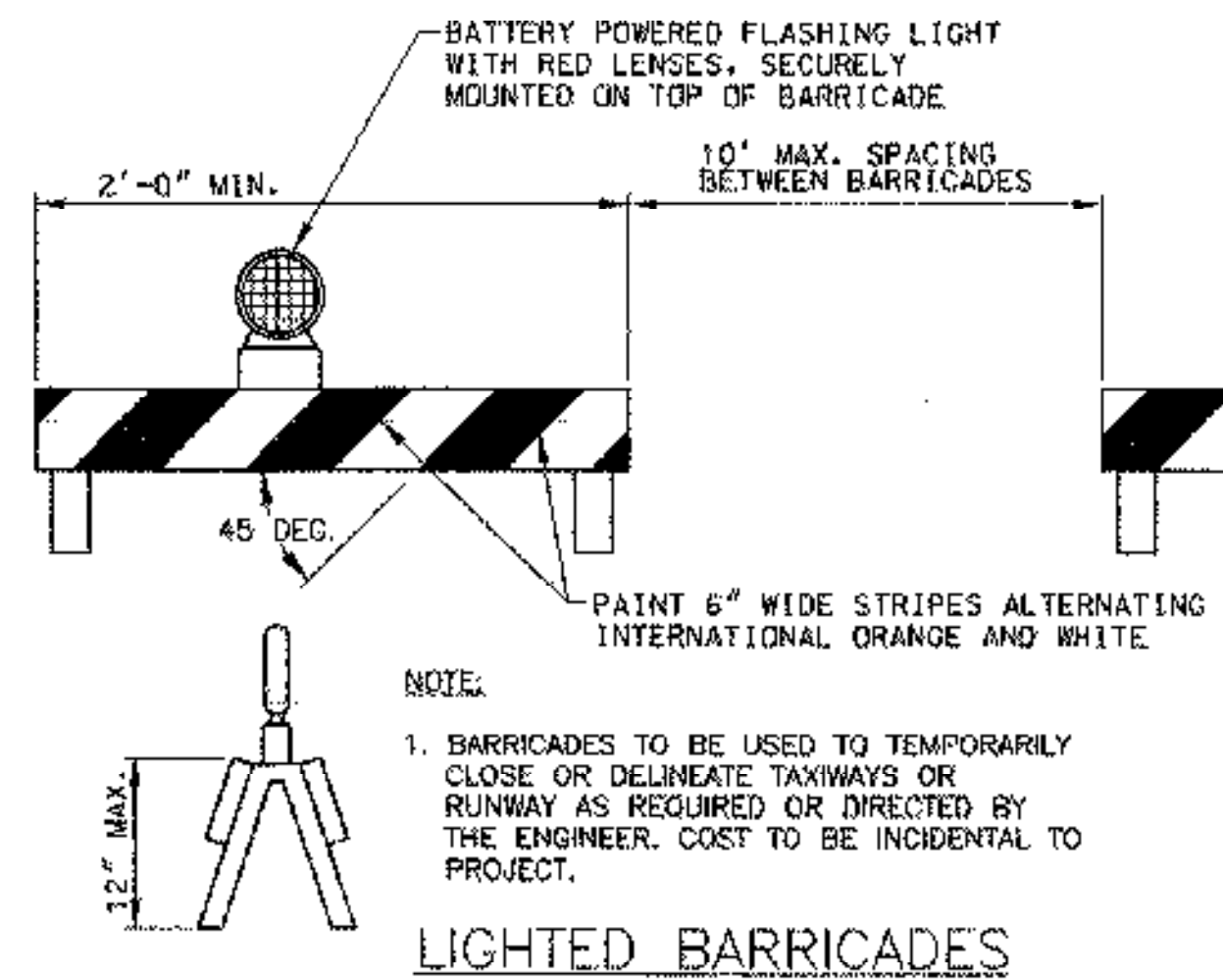
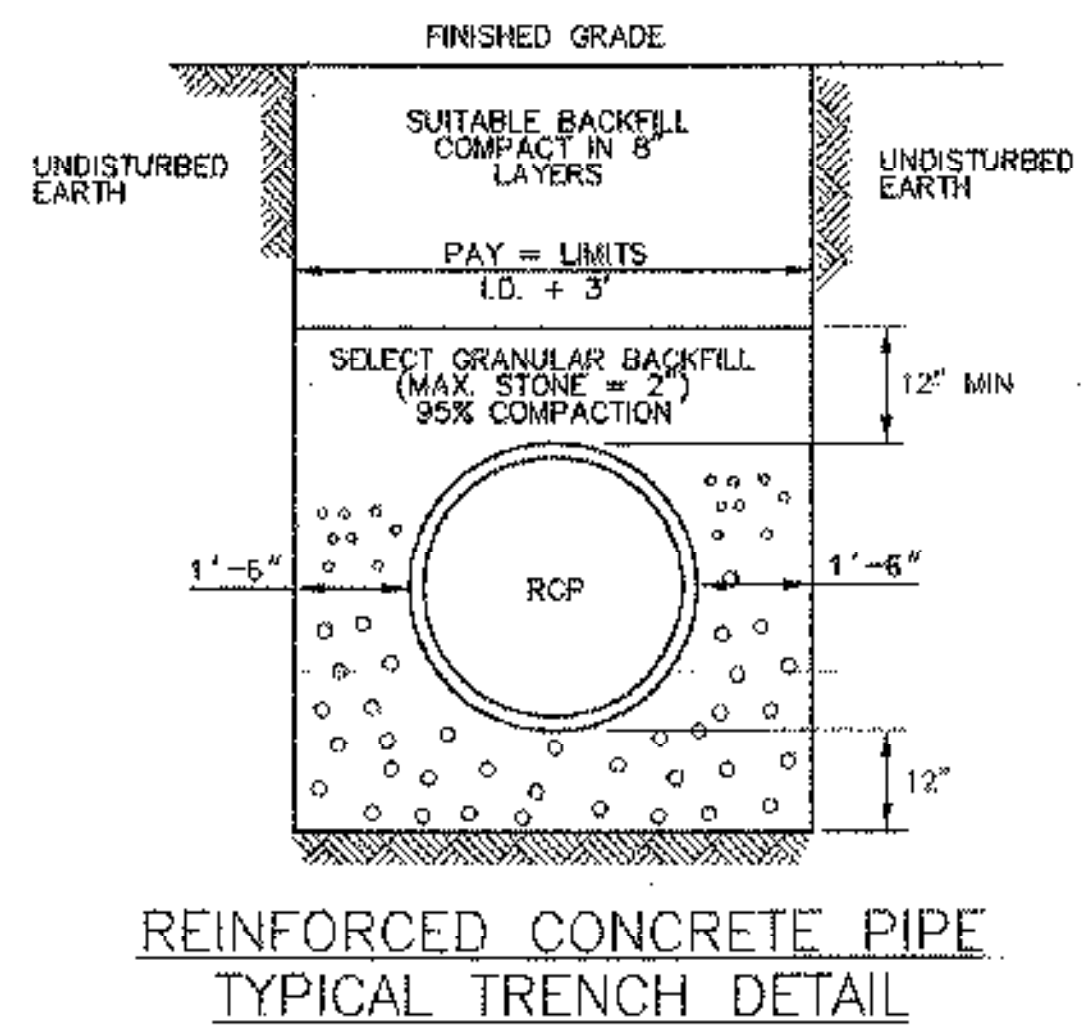
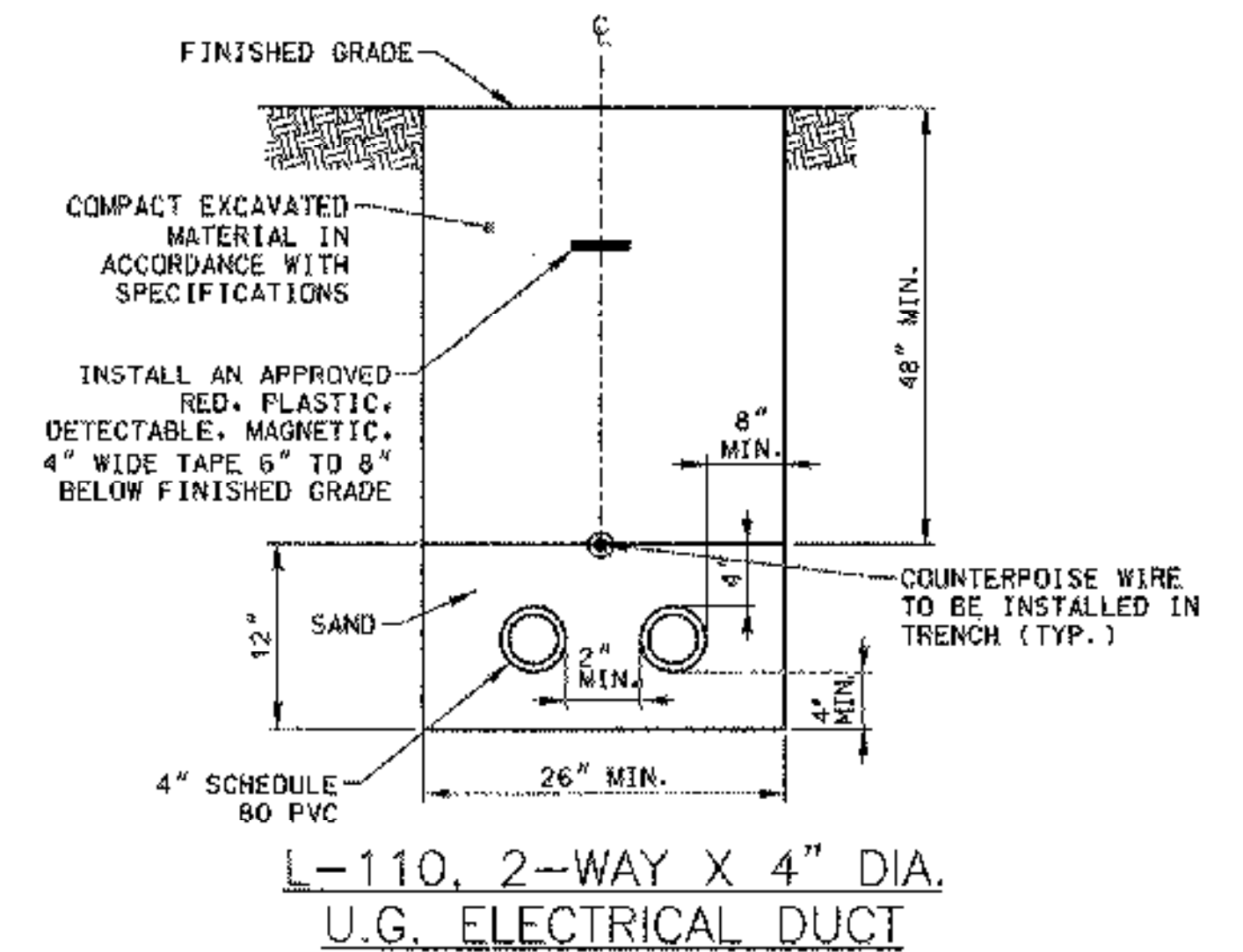
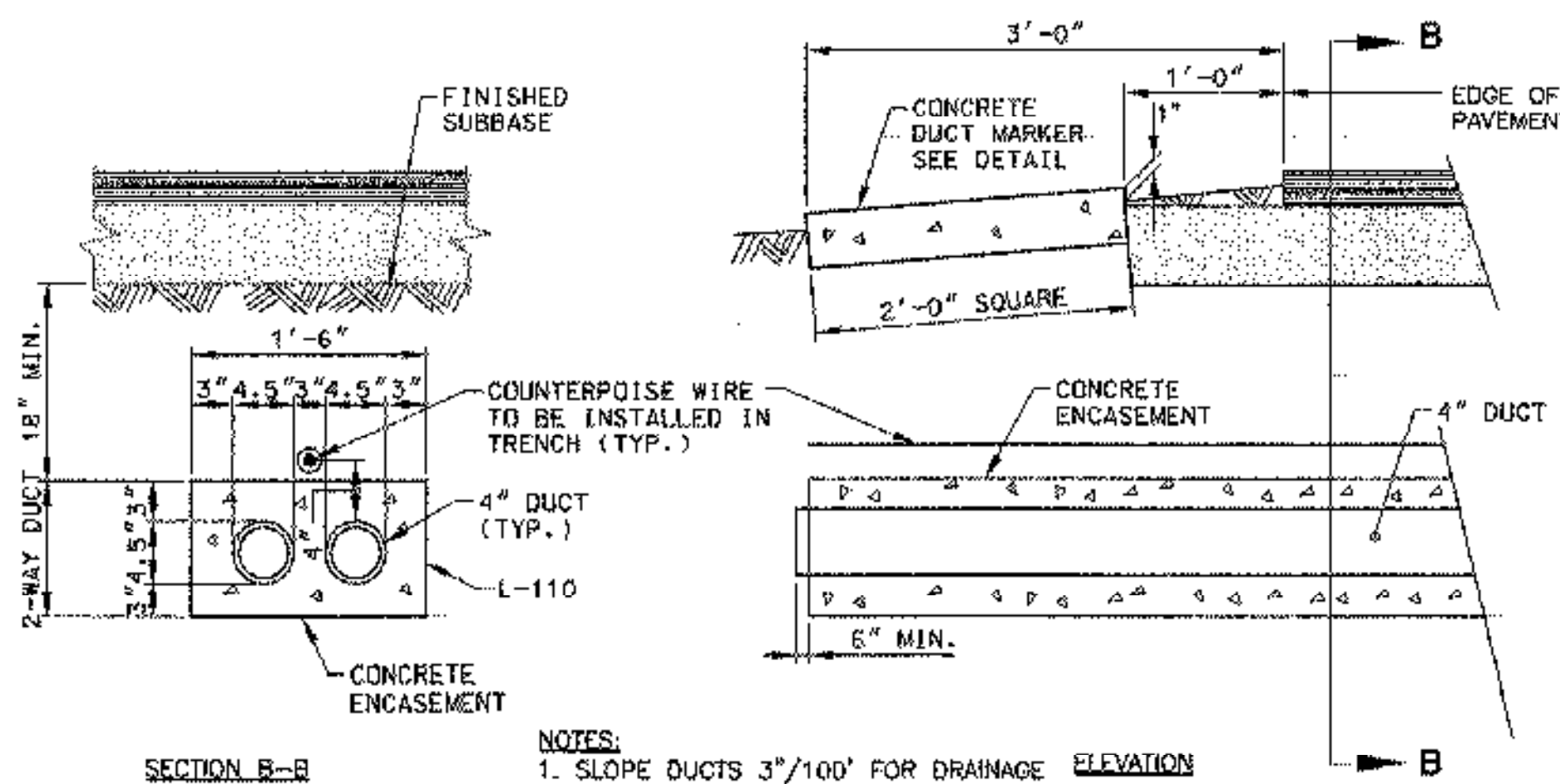


CHART FOR UNDERDRAIN BACKFILL
 BACKFILL FOR UNDERDRAIN SHALL MEET THE FOLLOWING GRADATION REQUIREMENTS:

SIEVE SIZE	PERCENT BY WEIGHT PASSING THE SQUARE MESH SIEVES
1.5"	100
1.0"	95-100
0.5"	60-80
NO. 4	40-55
NO. 8	5-25
NO. 16	0-12
NO. 30	0-5



NOTE:
 PAYMENT FOR INSTALLATION OF NEW TAXIWAY RETROREFLECTIVE MARKERS TO BE MADE UNDER ITEM 678.10 - DELINEATORS WITH STEEL POSTS (MOD. - TAXIWAY REFLECTORS).



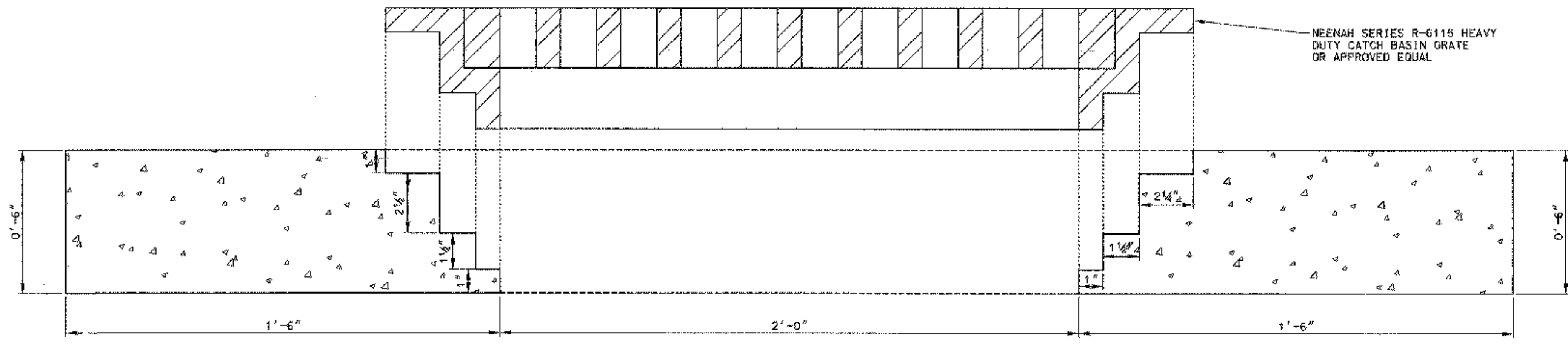
NOTES:
 1. SLOPE DUCTS 3"/100' FOR DRAINAGE
 2. PROVIDE FULL NYLON PULL WIRES

L-110, 2-WAY X 4" DIA. U.G. ELECTRICAL DUCT (MOD. - CONCRETE ENCASED)

THIS DETAIL NOT POSSIBLE TO DO DUE TO THE FLAT SLOPE IT WAS ELIMINATED AND REPLACED WITH STONE FILL

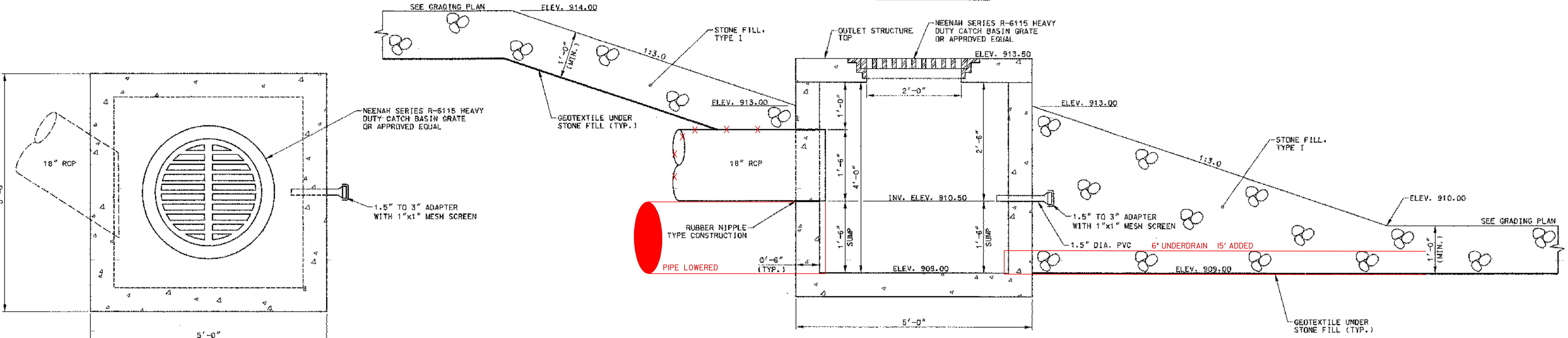
ALL DETAILS NOT TO SCALE

PROJECT NAME:	COVENTRY
PROJECT NUMBER:	AIR 04-3173
FILE NAME:	Drainage & ElectricalDetails.dgn
PLOT DATE:	04/06/2005
PROJECT LEADER:	JAA
DRAWN BY:	PGJ
DESIGNED BY:	JDR
CHECKED BY:	JWT
DRAINAGE & ELECTRICAL DETAILS	SHEET # OF 22



OUTLET STRUCTURE TOP DETAIL

SCALE 1/4" = 1'-0"
 1 0 2 4 6

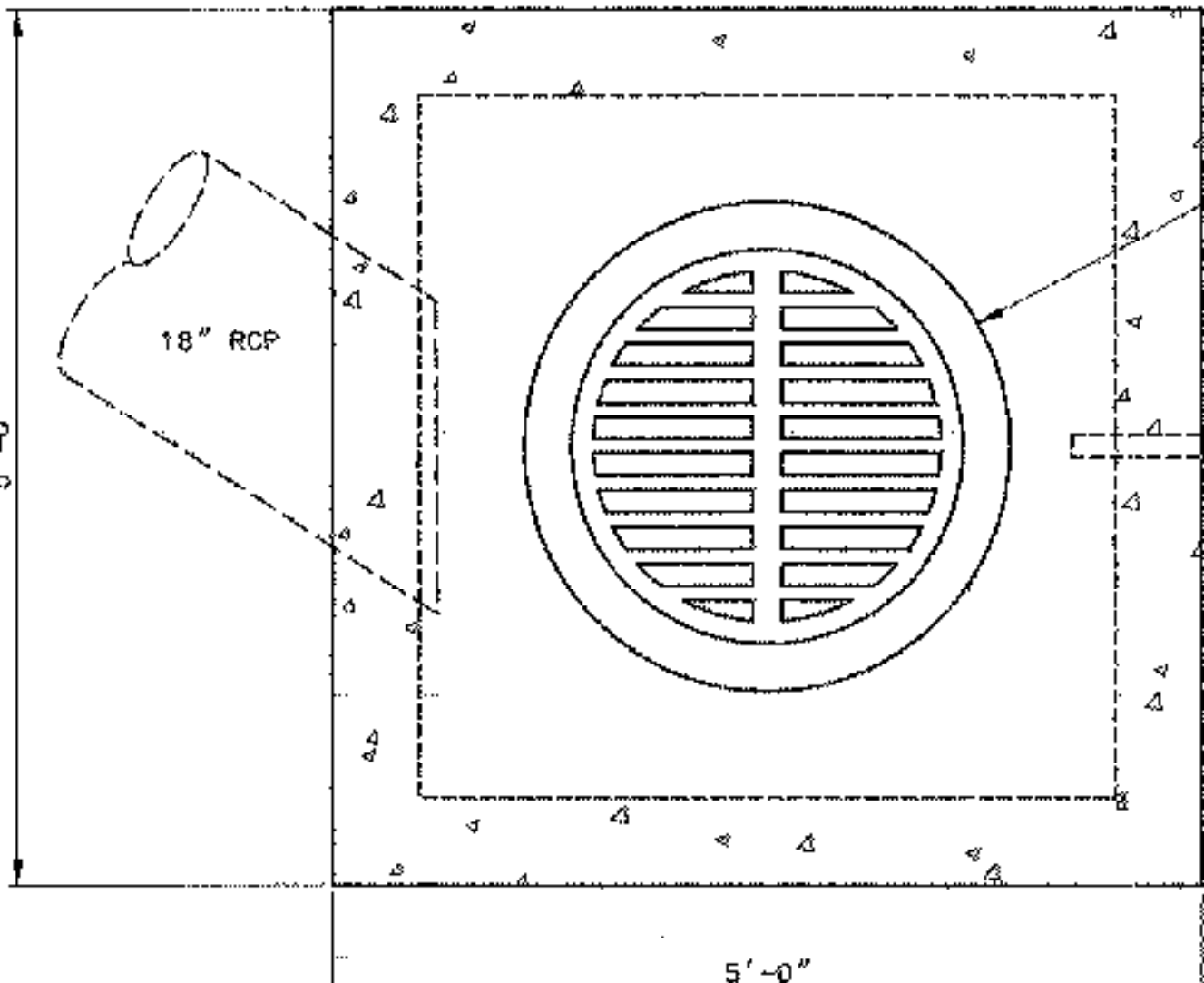


OUTLET CONTROL STRUCTURE

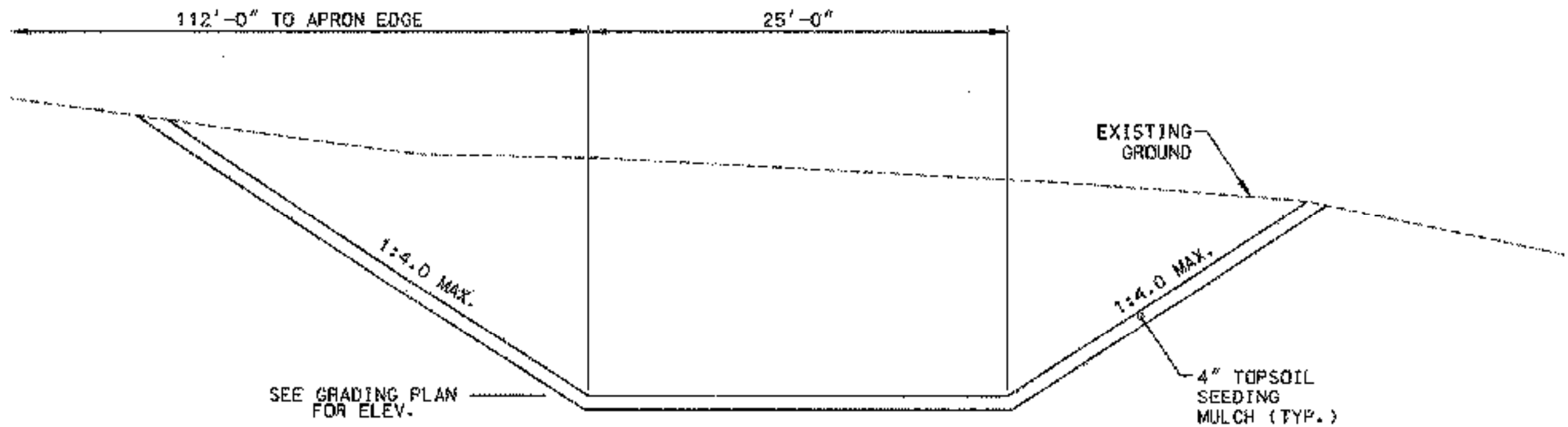
ELEVATION VIEW

SCALE 1" = 1'-0"
 1 0 1

NOTE:
 THE CONTRACTOR SHALL TAKE CARE IN PLACING THE STONE FILL TO AVOID BREAKING THE 1.5" DIA. PIPE.

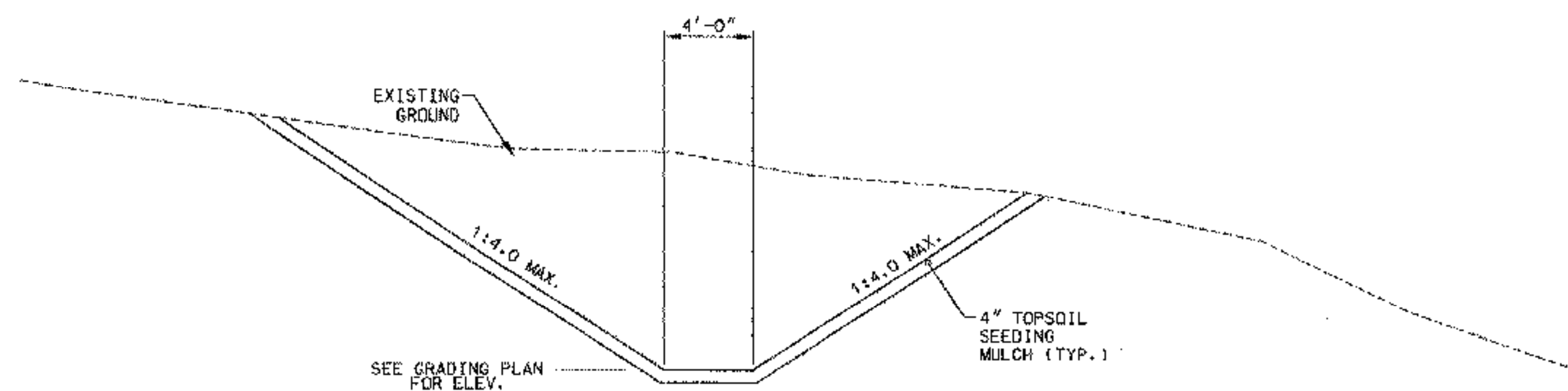


PLAN VIEW



DETENTION BASIN TYPICAL SECTION

STA. 6+96.00 - 4+68.00 RT
 NOT TO SCALE



DITCH TYPICAL SECTION

STA. 4+26.00 - 2+37.00 RT
 NOT TO SCALE

PROJECT NAME:	COVENTRY
PROJECT NUMBER:	AIR 04-3173
FILE NAME:	Drainage & ElectricalDetails.dgn
PROJECT LEADER:	JAA
DESIGNED BY:	JDR
DRAINAGE DETAILS:	
PLOT DATE:	04/06/2005
DRAWN BY:	PGJ
CHECKED BY:	JWT
SHEET	12 OF 22

SILT FENCE

APPLICATION NOTES:

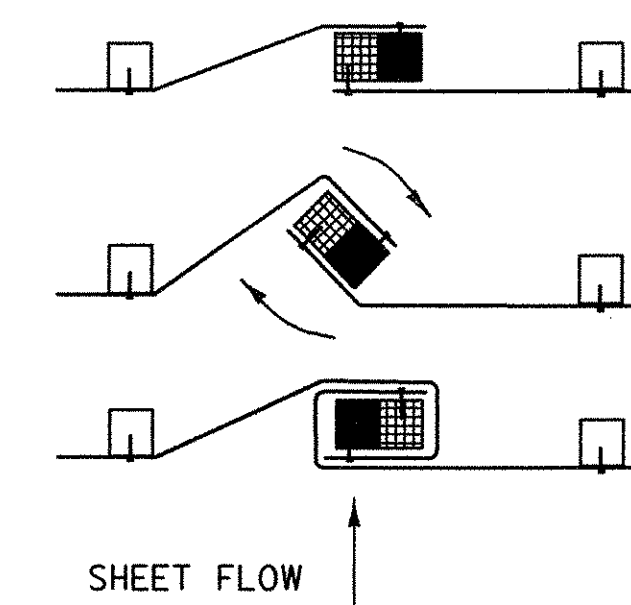
- A. THE PRIMARY PURPOSE OF SILT FENCE IS TO REDUCE RUNOFF VELOCITY AND TRAP SEDIMENT. VELOCITY IS REDUCED, WATER IS IMPOUNDED BEHIND THE MEASURE, AND SEDIMENT FALLS OUT OF SUSPENSION.
- B. SILT FENCE SHALL BE INSTALLED ON A LINE OF EQUAL ELEVATION (CONTOUR). IT MAY BE INSTALLED AT INTERMEDIATE POINTS UP SLOPES AS WELL AS AT THE BOTTOM, AS SHOWN IN THE DETAIL.
- C. SILT FENCE SHALL NOT BE USED ACROSS CONCENTRATED FLOW.

GENERAL NOTES:

1. SILT FENCE SHALL GENERALLY BE PLACED A MINIMUM OF 5 FEET BEYOND TOE OF SLOPE, 10 FEET PREFERRED, TO PROVIDE ADEQUATE AREA FOR SEDIMENT STORAGE AND FACILITATE MAINTENANCE OF SEDIMENT CONTAINMENT AREA.
2. ALL ENDS SHALL BE *J* HOOKED TO TRAP SEDIMENT.
3. IN AREAS WITH TWO SLOPES, SILT FENCE SHALL BE USED TO ERECT A DAM AND TRAP SEDIMENT AT THE BASE OF THE STEEPER SLOPE.
4. THE BOTTOM EDGE OF SILT FENCE SHALL BE BURIED A MINIMUM OF 6 INCHES BELOW GROUND, AND KEYED IN 4 INCHES. THE FENCE SHALL BE INSTALLED WITH THE POSTS ON THE DOWNSTREAM SIDE OF THE FABRIC.
5. MAXIMUM DRAINAGE AREA TRIBUTARY TO 100 FEET OF SILT FENCE SHALL BE 0.25 ACRES.
6. THE FOLLOWING ARE MAXIMUM SLOPE LENGTHS FOR THESE MEASURES:

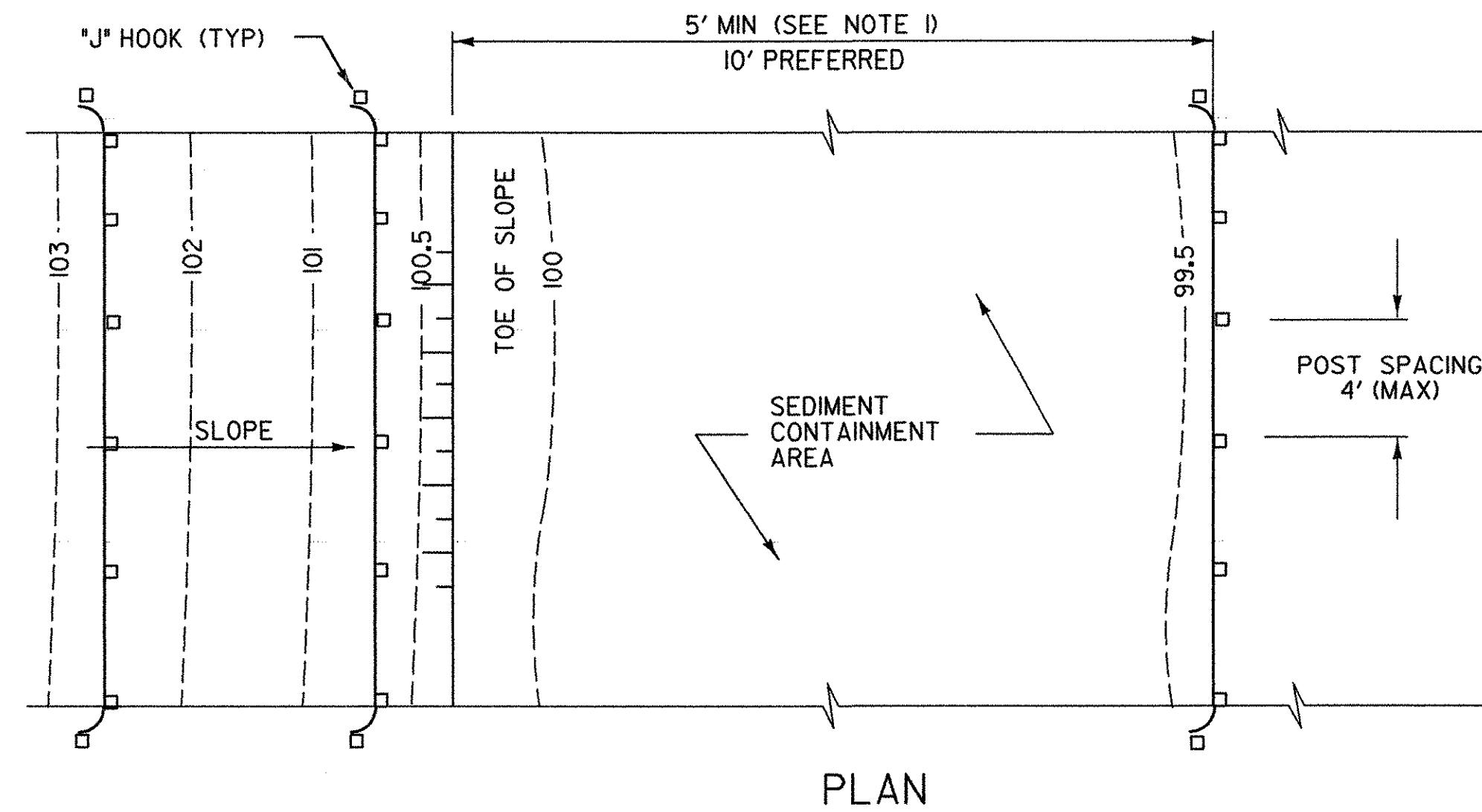
CONSTRUCTED SLOPE	SLOPE LENGTH (LS) FT	HORIZONTAL LENGTH (LH) FT
3 : 1	80	75
4 : 1	130	125
5 : 1	200	200
> 5 : 1	250	250

7. MEASURES SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT GREAT ENOUGH TO CAUSE WATER TO LEAVE THE CONSTRUCTION SITE.
8. MEASURES SHALL BE CLEANED AND REPAIRED AS NEEDED. SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION REACHES ONE-HALF OF THE MEASURE HEIGHT. SEDIMENT SHALL BE DISPOSED OF AS UNSUITABLE MATERIAL.
9. SILT FENCE SHALL BE REMOVED WHEN THE AREA HAS BEEN STABILIZED. AT TIME OF REMOVAL OF THE SILT FENCE, THE DISTURBED AREA SHALL BE REPAIRED AND STABILIZED.
10. PAYMENT FOR INSTALLATION AND REMOVAL OF SILT FENCE SHALL BE MADE UNDER THE GEOTEXTILE FOR SILT FENCE ITEM.
11. PAYMENT FOR MONITORING SILT FENCE SHALL BE MADE UNDER THE MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM.
12. PAYMENT FOR MAINTAINING SILT FENCE SHALL BE MADE UNDER THE FIELD MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM, UNLESS IN THE OPINION OF THE RESIDENT ENGINEER, MAINTENANCE IS REQUIRED DUE TO POOR INSTALLATION PRACTICES, WHEREAS IT WILL THEN BE REPAIRED AT THE CONTRACTORS SOLE EXPENSE.

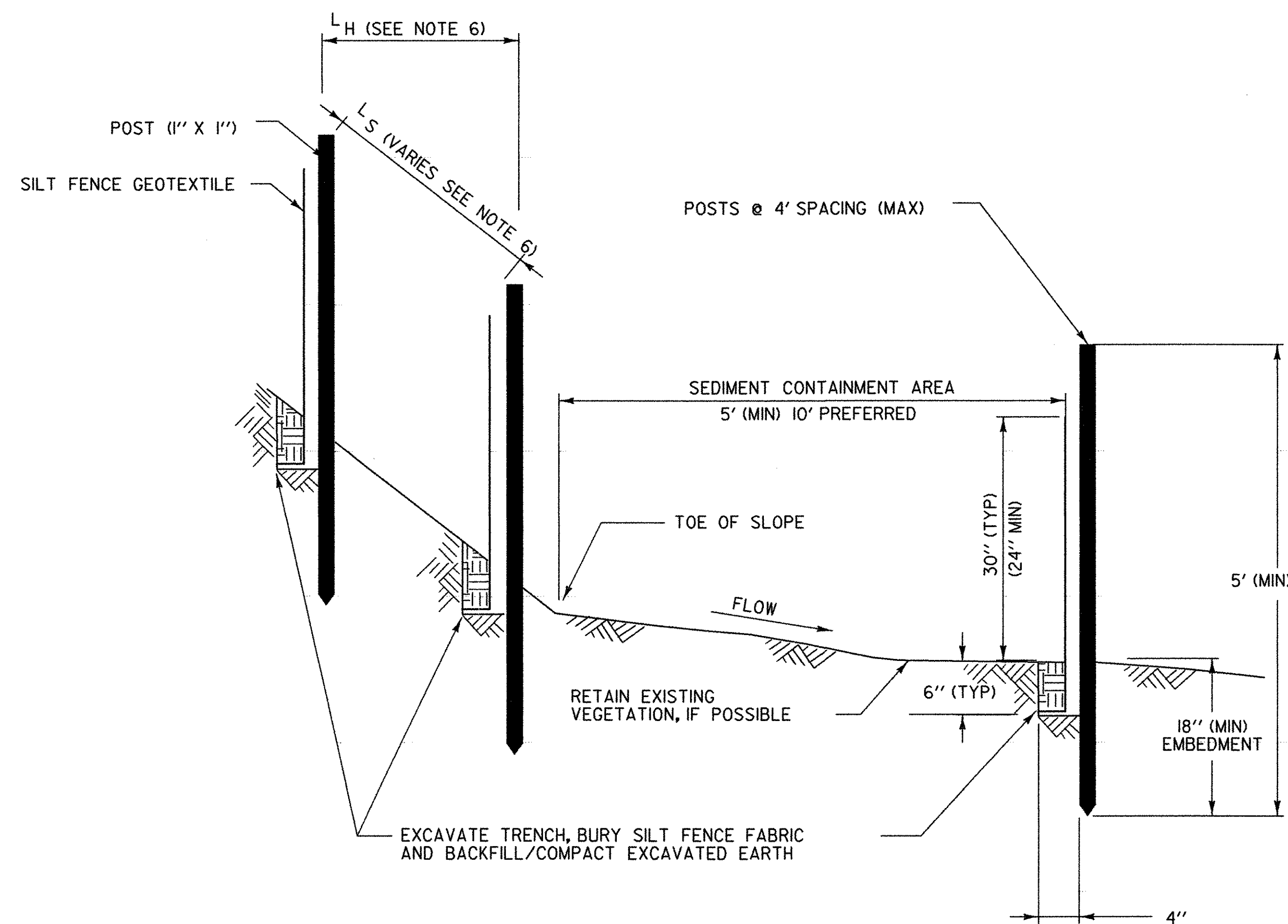


1. PLACE THE END POST OF ONE FENCE INSIDE THE END POST OF THE OTHER FENCE.
2. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
3. DRIVE BOTH POSTS 18 INCHES INTO THE GROUND AND BURY THE FLAP IN THE TRENCH.

SPlicing DETAIL



PLAN

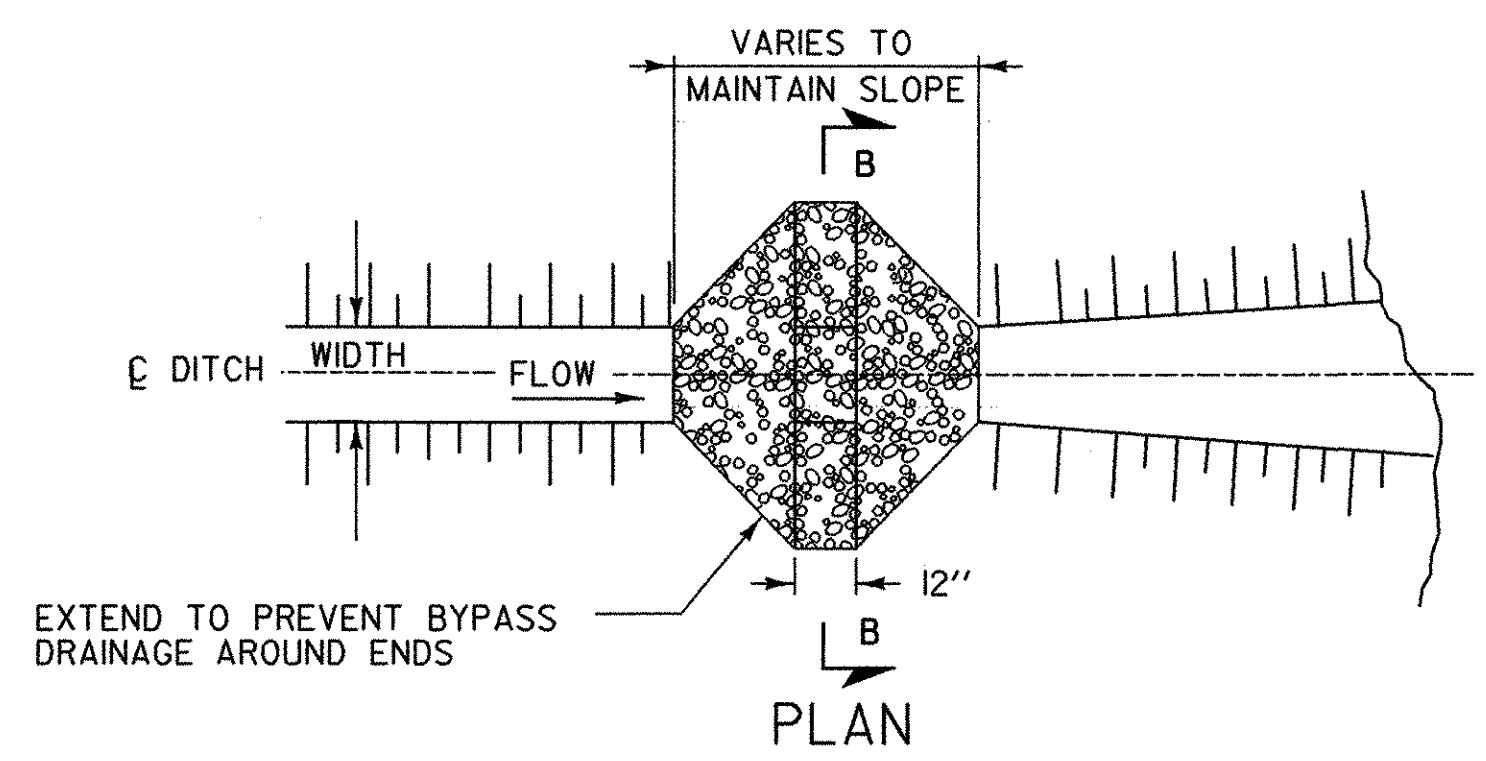
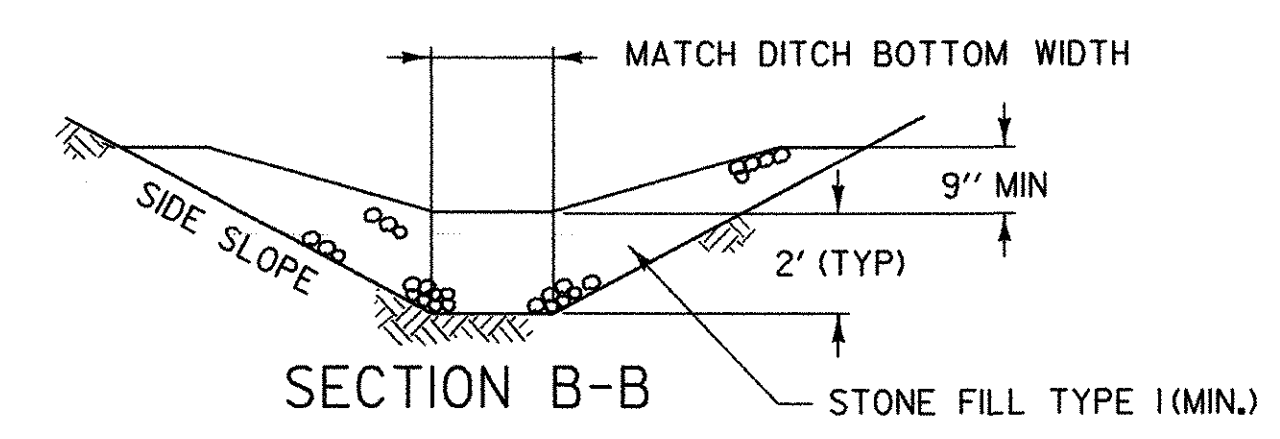
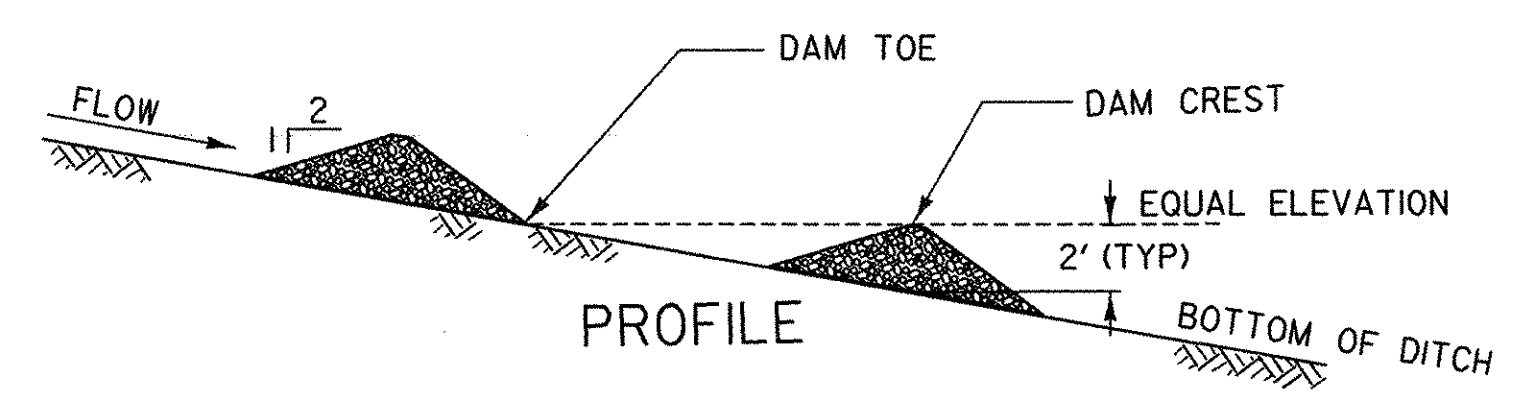
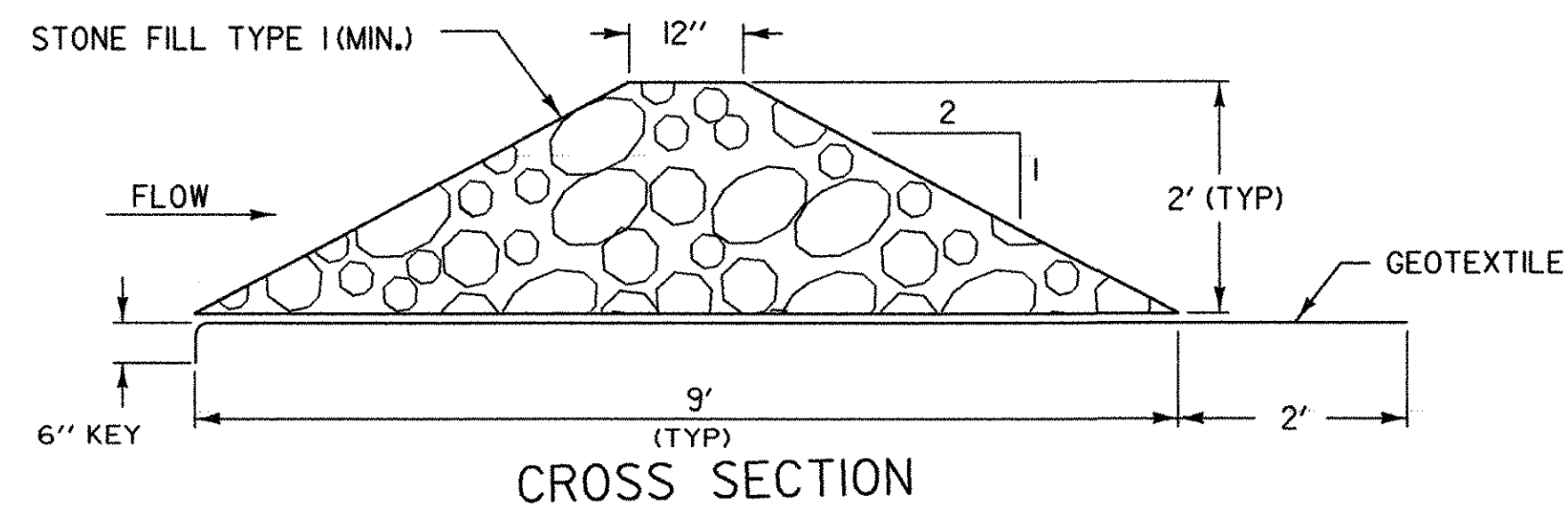


SECTION
SILT FENCE - TEMPORARY

PROJECT NAME: COVENTRY
PROJECT NUMBER: AIR 04-3173

FILE NAME: Erosion ControlDetails.dgn PLOT DATE: 04/06/2005
PROJECT LEADER: JAA DRAWN BY: PGJ
DESIGNED BY: JDR CHECKED BY: JWT
SILT FENCE DETAILS SHEET 13 OF 22

EROSION CONTROL DETAILS.dgn 04/06/2005 09:05:24 AM



CHECK DAM - TEMPORARY (STONE)

CHECK DAMS

APPLICATION NOTES:

- A. THE PRIMARY PURPOSE OF A CHECK DAM IS TO REDUCE EROSION IN A CHANNEL BY REDUCING FLOW VELOCITY.
- B. CHECK DAMS WILL CAPTURE SEDIMENT THAT FALLS OUT OF SUSPENSION BEHIND THE CHECK DAM DUE TO DECREASED VELOCITY.
- C. CHECK DAMS ARE NOT INTENDED TO FILTER SEDIMENT FROM TURBID WATER.
- D. DETAILS SHOWN SHALL BE USED FOR TEMPORARY INSTALLATION ONLY.
- E. PREFABRICATED DAMS ARE NOT TO BE USED ON SLOPES GREATER THAN 5% OR PER MANUFACTURER'S SPECIFICATIONS.
- F. PREFABRICATED DAM SPECIFICATIONS SHALL BE PROVIDED TO THE ENGINEER FOR APPROVAL PRIOR TO USE.

GENERAL NOTES:

1. GEOTEXTILE SHALL BE INSTALLED UNDER STONE FILL. IT SHALL BE KEYED IN ON THE UP HILL END AND SHALL EXTEND 2 FEET BEYOND THE STONE ON THE DOWN HILL END.
2. CORE MATERIAL FOR THE STONE CHECK DAM SHALL MEET THE GRADATION REQUIREMENTS OF STONE FILL TYPE I (MIN.). STONE SIZE SHOULD BE INCREASED WITH INCREASED SLOPE AND VELOCITY.
3. THE UPHILL END OF THE APRON FOR THE PREFABRICATED CHECK DAM SHALL BE STAPLED AND BURIED AS SHOWN IN DETAIL "A" OR AS RECOMMENDED BY THE MANUFACTURERS LITERATURE.
4. MEASURES SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT GREAT ENOUGH TO CAUSE WATER TO LEAVE THE CONSTRUCTION SITE.
5. MEASURES SHALL BE CLEANED AND REPAIRED AS NEEDED. SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION REACHES ONE-HALF OF THE MEASURE HEIGHT. SEDIMENT SHALL BE DISPOSED OF AS UNSUITABLE MATERIAL.
6. AT TIME OF REMOVAL OF THE CHECK DAMS, THE DISTURBED AREA SHALL BE REPAIRED AND STABILIZED.
7. PAYMENT FOR INSTALLATION AND REMOVAL OF CHECK DAMS SHALL BE MADE UNDER THE ITEM STONE FILL, TYPE I (MOD. - CHECK DAMS).
8. PAYMENT FOR MONITORING CHECK DAMS SHALL BE MADE UNDER THE MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM.
9. PAYMENT FOR MAINTAINING CHECK DAMS SHALL BE MADE UNDER THE FIELD MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM, UNLESS IN THE OPINION OF THE RESIDENT ENGINEER, MAINTENANCE IS REQUIRED DUE TO POOR INSTALLATION PRACTICES, WHEREAS IT WILL THEN BE REPAIRED AT THE CONTRACTORS SOLE EXPENSE.

STONE CHECK DAM PLACEMENT INTERVAL	
DITCH SLOPE	PLACEMENT INTERVAL **
1 %	200 FT
2 %	100 FT
3 %	65 FT
4 %	50 FT
5 %	40 FT
6 %	30 FT
8 %	25 FT
10 %	20 FT

** BASED ON 2' TYPICAL HEIGHT

PROJECT NAME:	COVENTRY
PROJECT NUMBER:	AIR 04-3173
FILE NAME:	Erosion ControlDetails.dgn
PROJECT LEADER:	JAA
DESIGNED BY:	JDR
STONE CHECK DAM DETAILS	
PLOT DATE:	04/06/2005
DRAWN BY:	PGJ
CHECKED BY:	JWT
SHEET	14 OF 22

Erosion Control Details.dgn 04/06/2005 09:00:34 AM

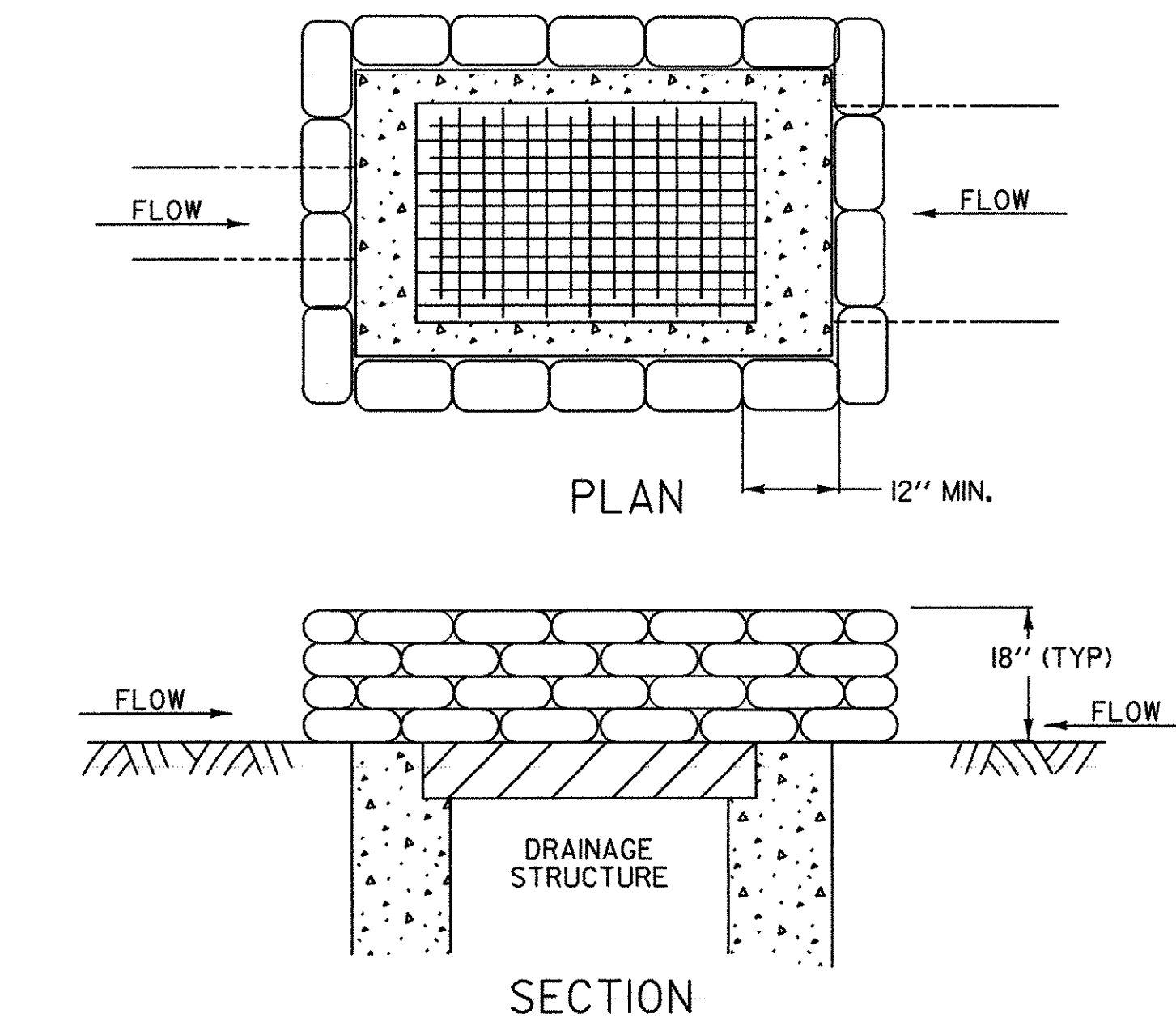
DROP INLET PROTECTION

APPLICATION NOTES:

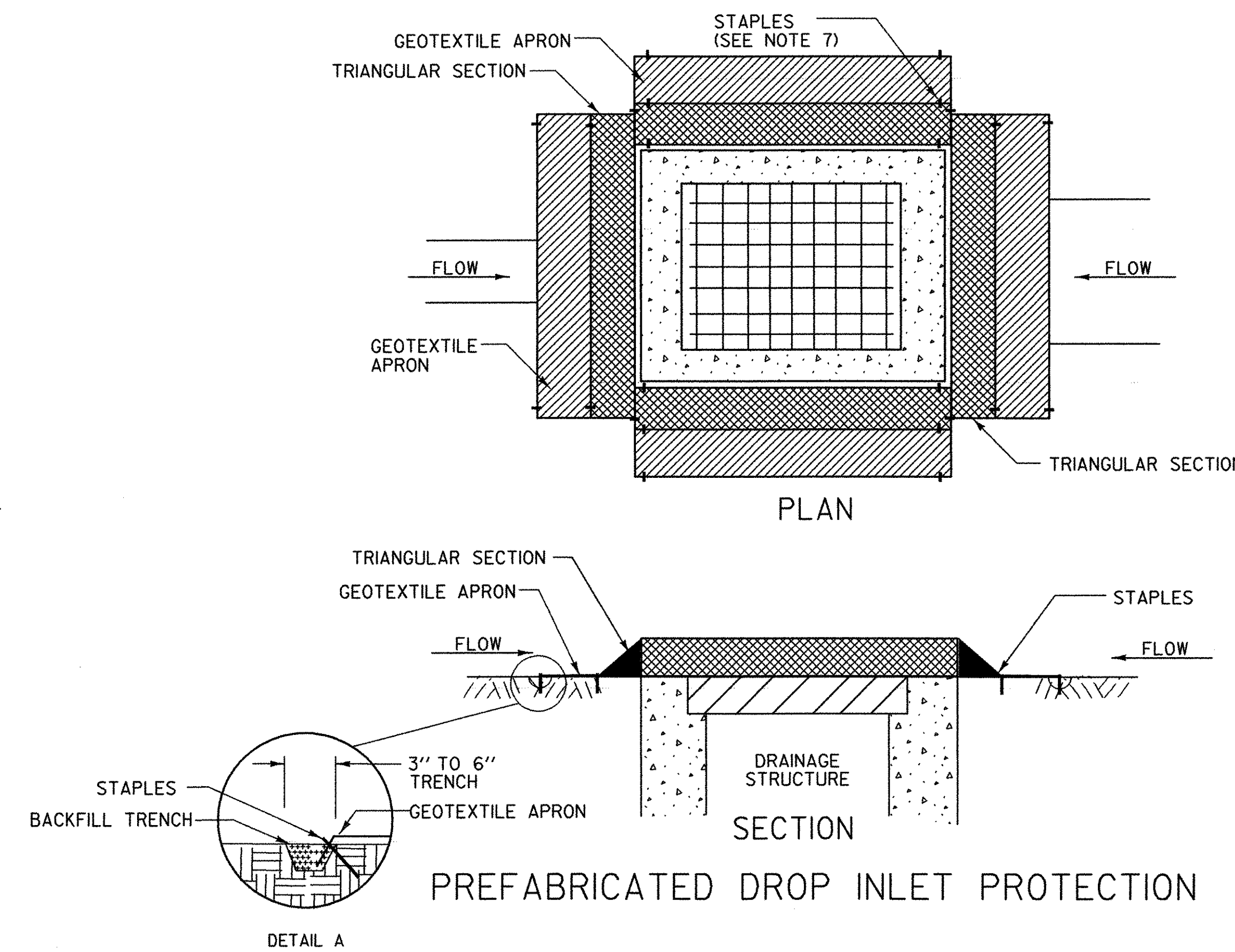
- A. THE PRIMARY PURPOSE OF DRAINAGE STRUCTURE INLET PROTECTION IS TO PREVENT SEDIMENT FROM ENTERING A DRAINAGE SYSTEM BY PONDING WATER WHICH ALLOWS SEDIMENT TO FALL OUT OF SUSPENSION.
- B. THESE EXAMPLES OF DROP INLET PROTECTION ARE NOT INTENDED FOR USE ON GRADES. ON GRADES THEY MAY CAUSE WATER TO BYPASS THE STRUCTURE, CREATING ADDITIONAL EROSION OR FLOODING.
- C. POSSIBLE MODIFICATIONS FOR USE ON GRADE INCLUDE ADDING A BERM DOWNSTREAM OF THE INLET TO CREATE PONDING. CHECK DAMS MAY ALSO BE USED UPSTREAM OF THE INLET TO SLOW VELOCITIES.
- D. PREFABRICATED DROP INLET PROTECTION SPECIFICATIONS SHALL BE PROVIDED TO THE ENGINEER FOR APPROVAL PRIOR TO USE.

GENERAL NOTES:

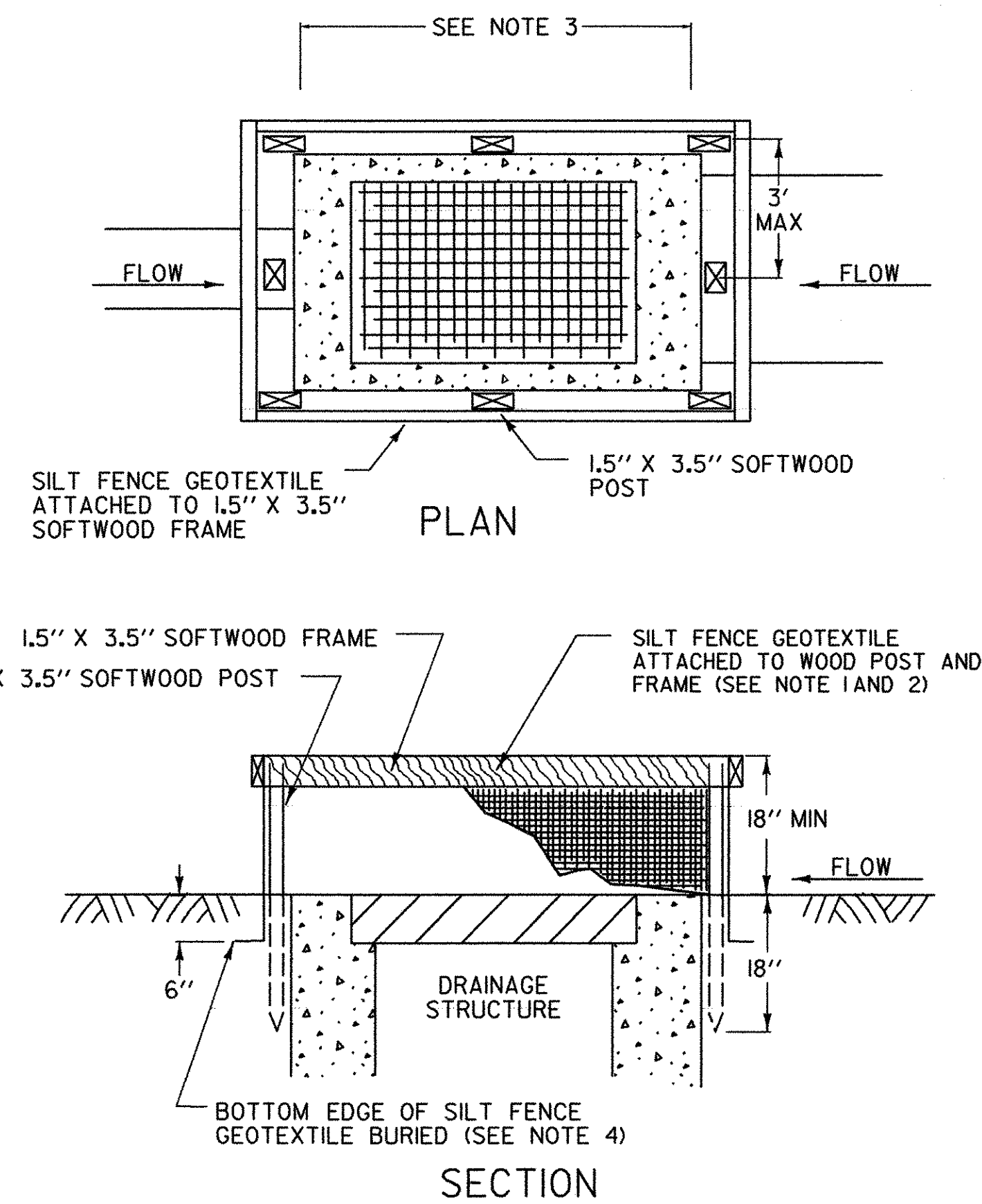
1. THE TOP OF THE INLET PROTECTION SHALL BE SET AT THE MAXIMUM DESIRED WATER LEVEL, BASED ON FIELD LOCATION AND CONDITIONS.
2. SILT FENCE GEOTEXTILE SHALL BE A SINGLE CONTINUOUS PIECE TO ELIMINATE JOINTS.
3. SPACE SILT FENCE POSTS EVENLY AROUND INLET WITH A MAXIMUM SPACING OF 3 FEET. DRIVE POSTS A MINIMUM OF 18 INCHES INTO GROUND. WIRE MESH MAY BE REQUIRED BEHIND GEOTEXTILE TO PROVIDE SUPPORT.
4. SILT FENCE GEOTEXTILE SHALL BE EMBEDDED A MINIMUM OF 6 INCHES AND BACKFILLED. GEOTEXTILE SHALL LAP THE JOINTS BETWEEN THE BAGS IN THE LAYER BELOW.
5. GRAVEL BAGS SHALL BE FILLED WITH CLEAN STONE, RATHER THAN SAND, TO PREVENT SEDIMENT FROM ENTERING A DRAINAGE SYSTEM IF BAGS ARE DAMAGED DURING USE.
6. GRAVEL BAGS SHALL BE INDIVIDUALLY TIED, DOUBLE BAGGED AND INVERSELY INSERTED. GRAVEL BAGS SHALL LAP THE JOINTS BETWEEN THE BAGS IN THE LAYER BELOW.
7. SECURE THE ENDS OF THE APRON FOR THE PREFABRICATED DRAINAGE STRUCTURE INLET PROTECTION WITH STAPLES AS DETAILED IN THE PLAN VIEW OR AS RECOMMENDED BY THE MANUFACTURERS LITERATURE.
8. MEASURES SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT GREAT ENOUGH TO CAUSE WATER TO LEAVE THE CONSTRUCTION SITE.
9. MEASURES SHALL BE CLEANED AND REPAIRED AS NEEDED, SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION REACHES ONE-HALF OF THE MEASURE HEIGHT. SEDIMENT SHALL BE DISPOSED OF AS UNSUITABLE MATERIAL.
10. PAYMENT OF INLET PROTECTION SHALL BE MADE UNDER THE ITEM STONE FILL, TYPE I (MOD. - INLET PROTECTION)
11. PAYMENT FOR MONITORING INLET PROTECTION SHALL BE MADE UNDER THE MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM.
12. PAYMENT FOR MAINTAINING INLET PROTECTION SHALL BE MADE UNDER THE FIELD MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM, UNLESS IN THE OPINION OF THE RESIDENT ENGINEER, MAINTENANCE IS REQUIRED DUE TO POOR INSTALLATION PRACTICES, WHEREAS IT WILL THEN BE REPAIRED AT THE CONTRACTORS SOLE EXPENSE.



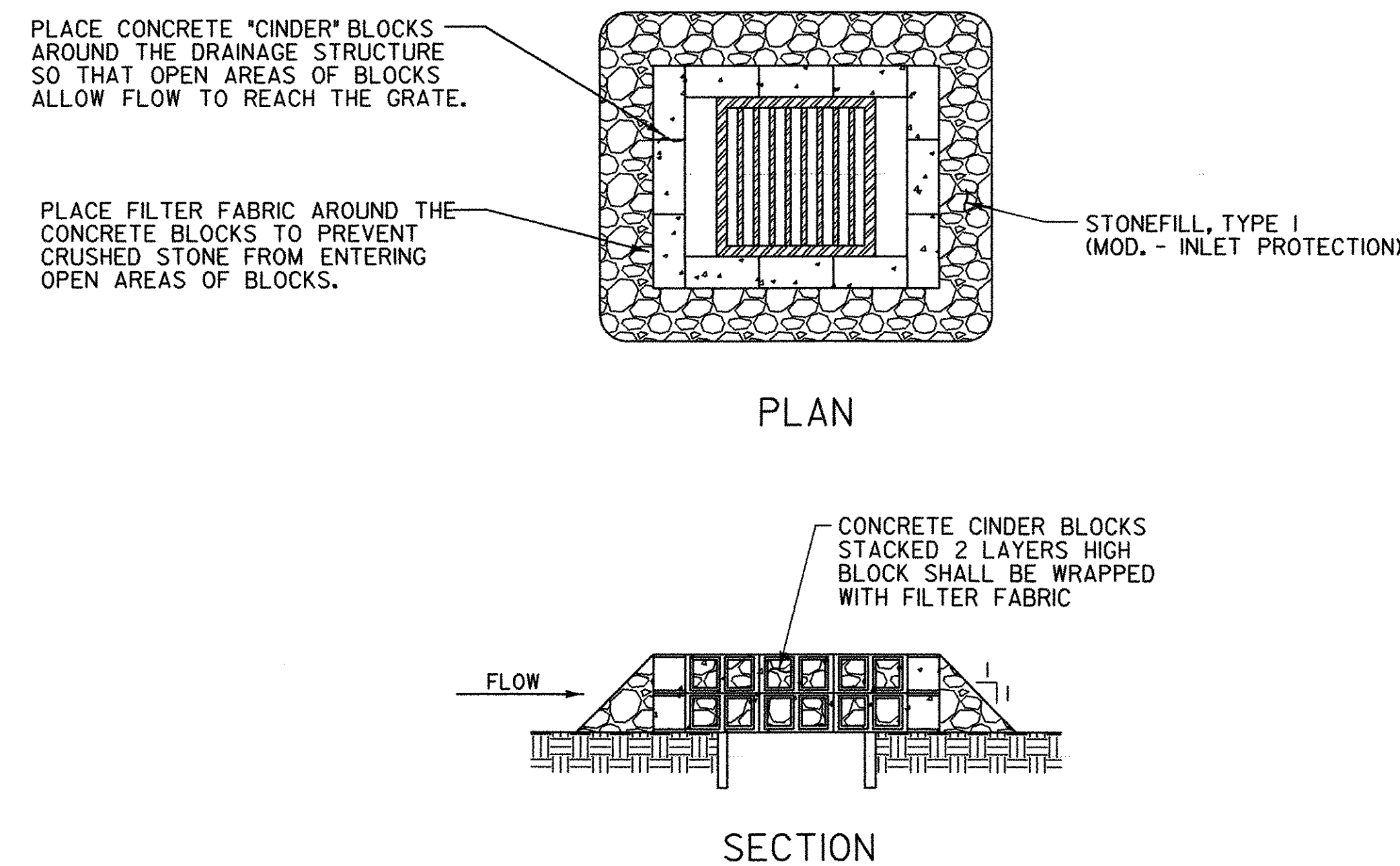
GRAVEL BAG DROP INLET PROTECTION



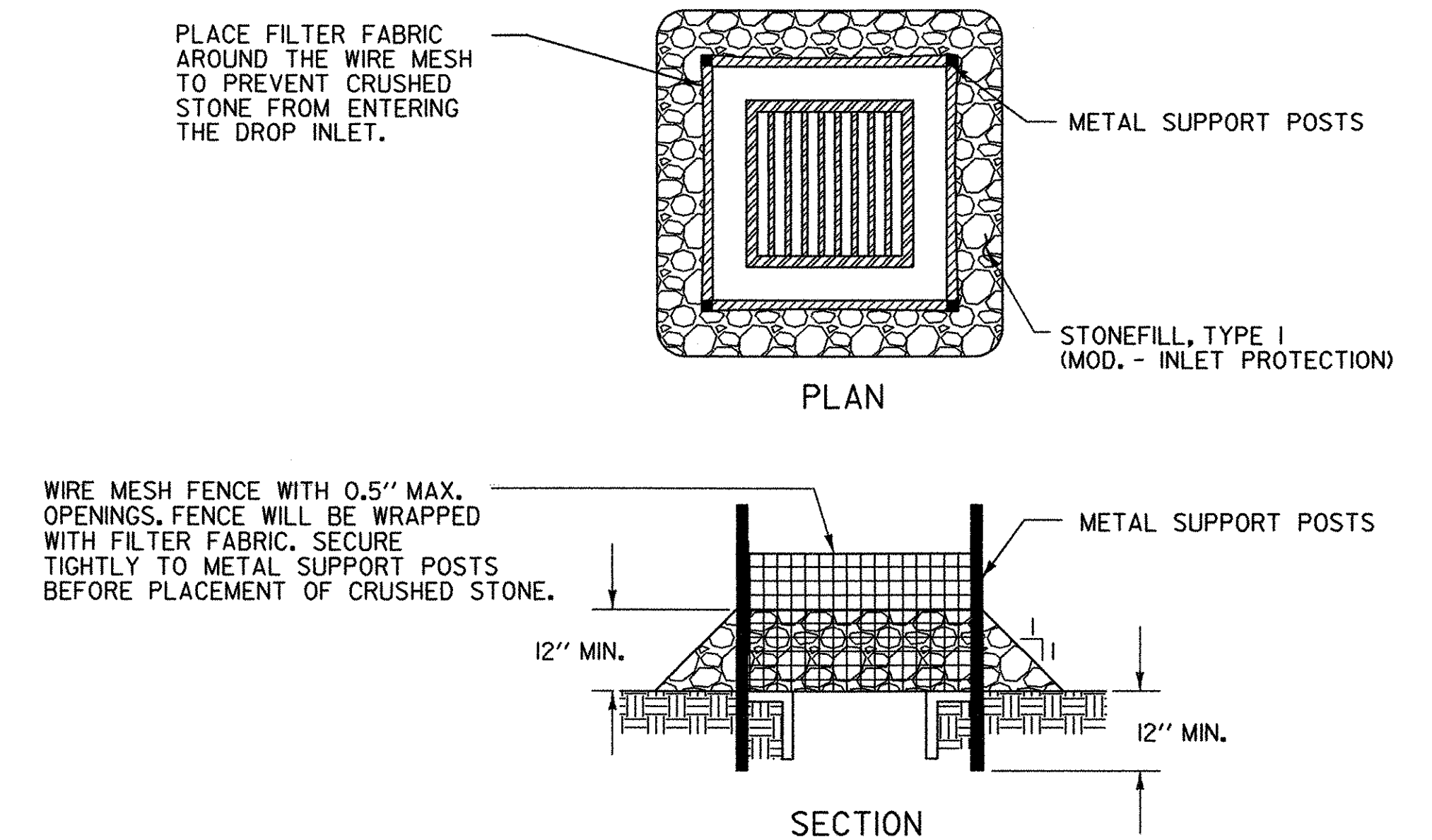
PREFABRICATED DROP INLET PROTECTION



SILT FENCE DROP INLET PROTECTION



ROCK BARRIER DROP INLET PROTECTION
TEMPORARY PAVED AREAS



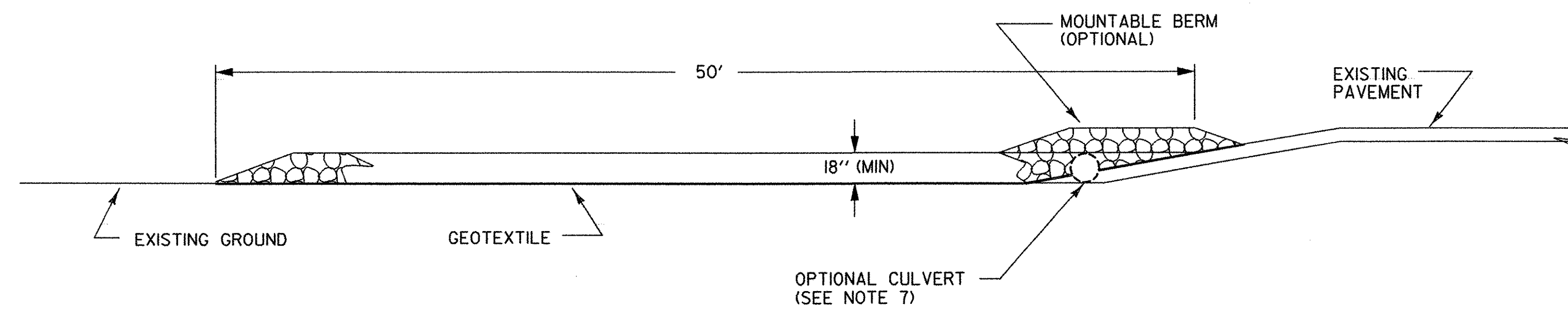
ROCK BARRIER INLET PROTECTION
TEMPORARY UNPAVED AREAS

PROJECT NAME: COVENTRY
PROJECT NUMBER: AIR 04-3173

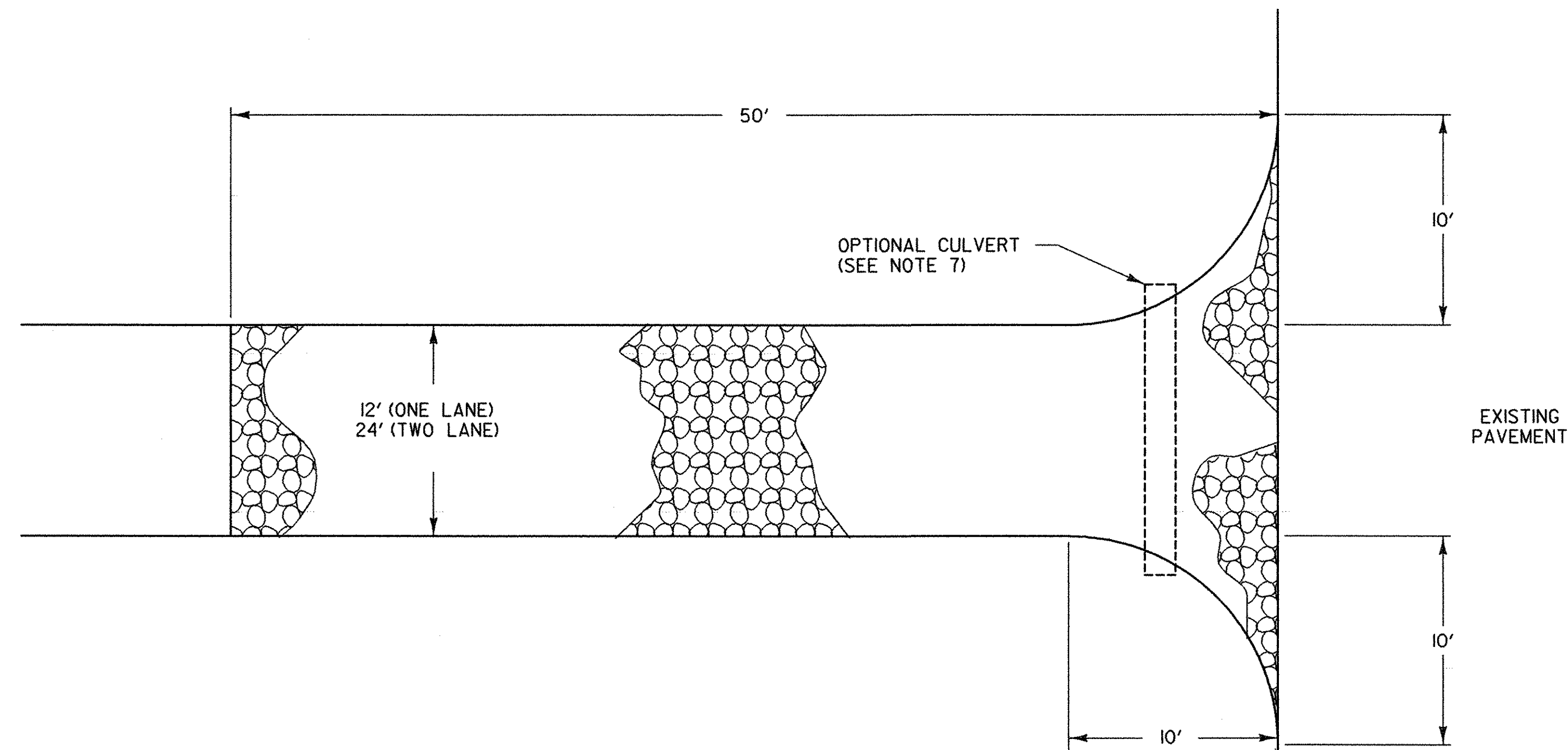
FILE NAME: Erosion ControlDetails.dgn PLOT DATE: 04/06/2005
PROJECT LEADER: JAA DRAWN BY: PGJ
DESIGNED BY: JDR CHECKED BY: JWT
DROP INLET PROTECTION DETAILS SHEET 15 OF 22

EROSION CONTROL DETAILS.dgn 04/06/2005 08:04:17 AM

STABILIZED CONSTRUCTION ENTRANCE



STABILIZED CONSTRUCTION ENTRANCE PROFILE
(TYP. - CUT AND DITCH SECTIONS)



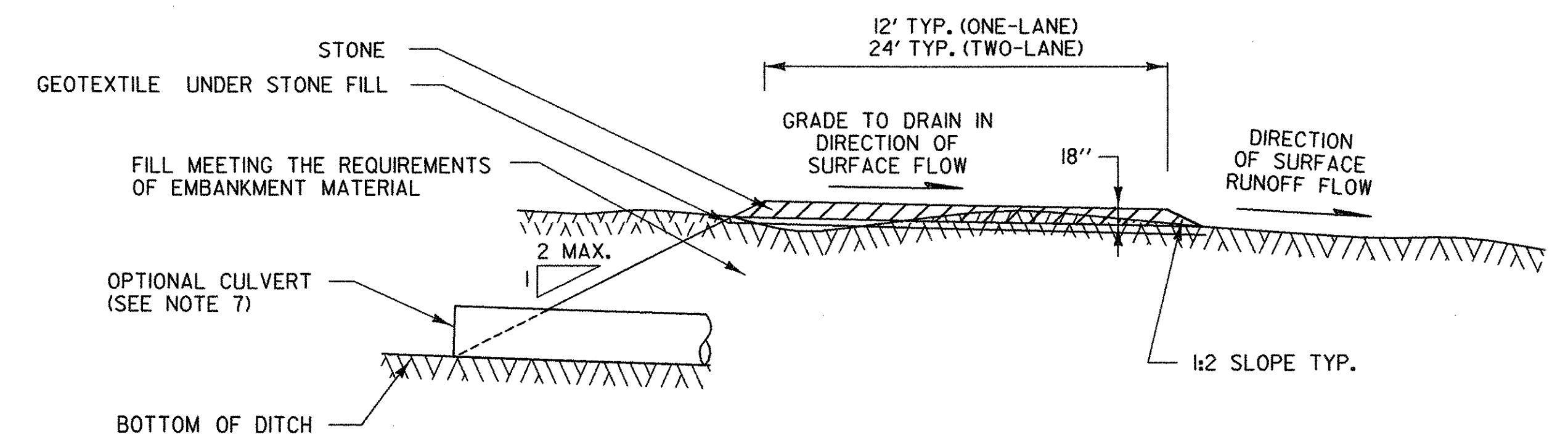
STABILIZED CONSTRUCTION ENTRANCE PLAN
(TYP. - CUT/DITCH AND FILL SECTIONS)

APPLICATION NOTES:

A. THE PURPOSE OF A STABILIZED CONSTRUCTION ENTRANCE IS TO REDUCE OR ELIMINATE THE TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS OF WAY OR STREETS.

GENERAL NOTES:

1. STONE SIZE - USE CLEAN STONE WITH GRADATION BETWEEN 2 INCHES AND 4 INCHES.
2. LENGTH - 50 FEET (MIN)
3. THICKNESS - 18 INCHES (MIN)
4. WIDTH - 12 FEET (MIN)
5. GEOTEXTILE UNDER STONE WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE AS DIRECTED BY THE ENGINEER. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. PROPOSED DRAINAGE PIPES SHALL BE SIZED WITH SUFFICIENT CAPACITY TO CARRY DITCH FLOWS. ALTERNATIVE WAYS OF TRANSPORTING DITCH DRAINAGE ACROSS CONSTRUCTION ENTRANCES MAY BE PROPOSED BY THE CONTRACTOR FOR APPROVAL BY THE ENGINEER.
8. WHEN WASHING OF VEHICLE IS NECESSARY, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. MEASURES SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT GREAT ENOUGH TO CAUSE WATER TO LEAVE THE CONSTRUCTION SITE.
10. MAINTENANCE- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
11. AT THE TIME OF REMOVAL OF THE STABILIZED CONSTRUCTION ENTRANCE THE DISTURBED AREA SHALL BE REPAIRED AND STABILIZED.
12. PAYMENT OF THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE MADE UNDER THE ITEM STONE FILL, TYPE 1 (MOD. - CONST. ENT.).
13. PAYMENT FOR MONITORING STABILIZED CONSTRUCTION ENTRANCES SHALL BE MADE UNDER THE MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM.
14. PAYMENT FOR MAINTAINING THE CONSTRUCTION ENTRANCE SHALL BE MADE UNDER THE FIELD MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM, UNLESS IN THE OPINION OF THE RESIDENT ENGINEER, MAINTENANCE IS REQUIRED DUE TO POOR INSTALLATION PRACTICES, WHEREAS IT WILL THEN BE REPAIRED AT THE CONTRACTORS SOLE EXPENSE.



TYPICAL CONSTRUCTION ENTRANCE SECTION

PROJECT NAME: COVENTRY

PROJECT NUMBER: AIR 04-3173

FILE NAME:

PLOT DATE: 04/06/2005

PROJECT LEADER: JAA

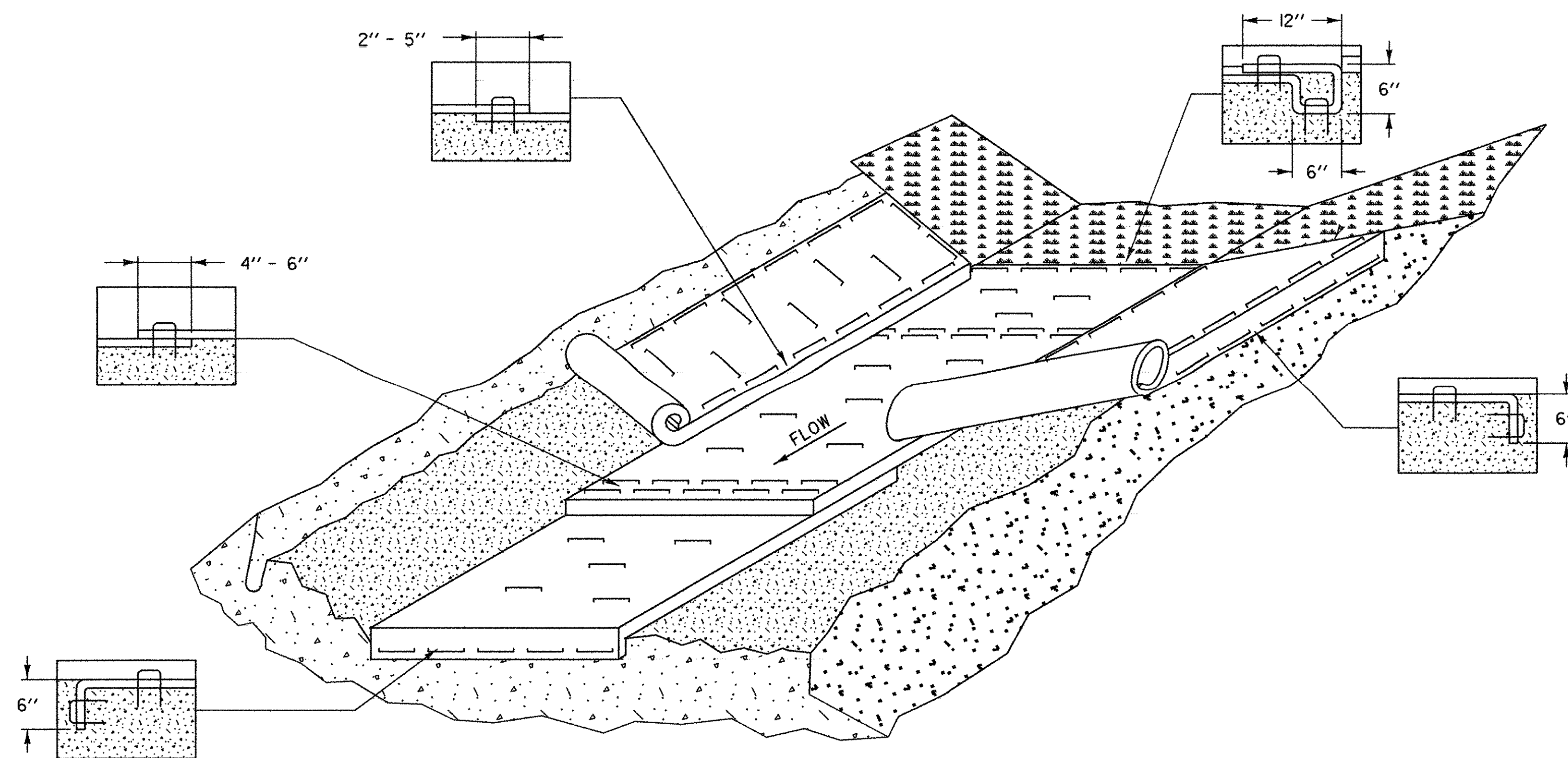
DRAWN BY: PGJ

DESIGNED BY: JDR

CHECKED BY: JWT

CONSTRUCTION ENTRANCE DETAILS

SHEET 16 OF 22



EROSION PROTECTION FOR DITCHES

APPLICATION NOTES:

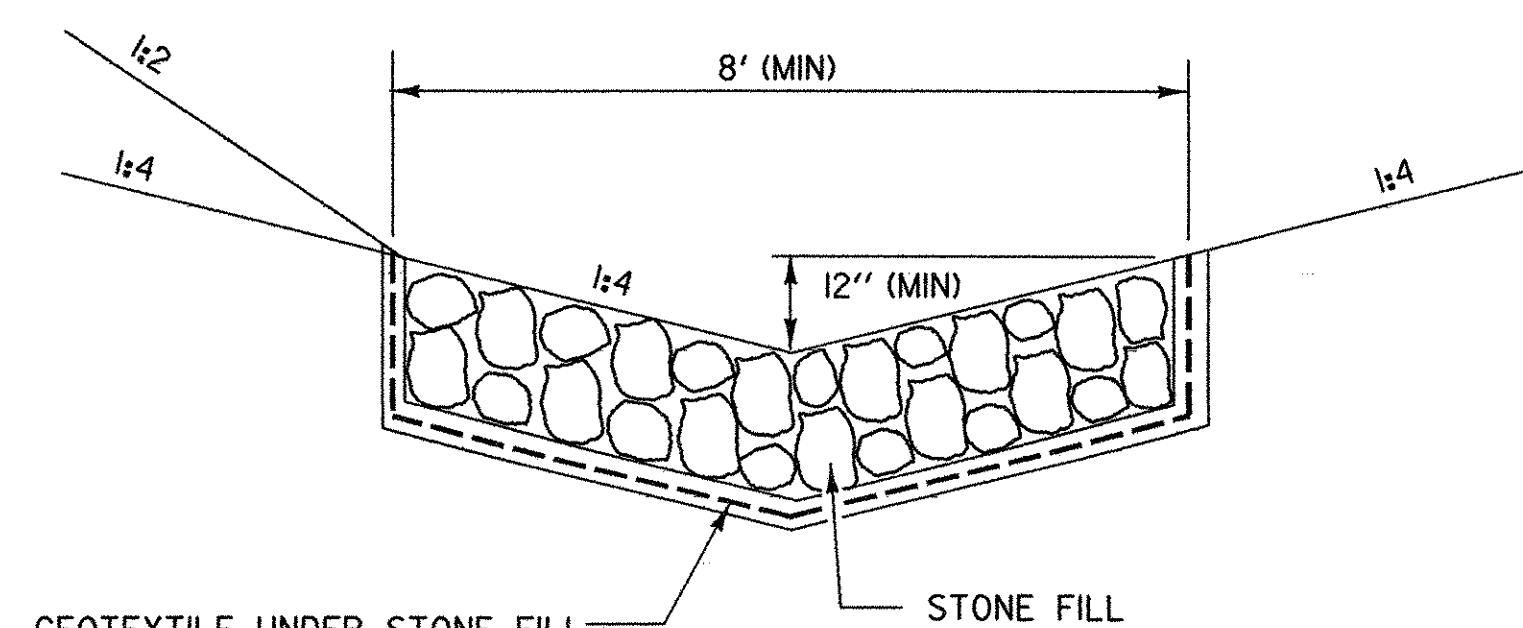
- A. THE PURPOSE OF LINING THE DITCH WITH EROSION MATTING IS TO REDUCE EROSION AND AID THE ESTABLISHMENT OF VEGETATION AT LOW VELOCITIES.
- B. THE FOLLOWING CHARTS SHALL BE USED TO DETERMINE THE APPROPRIATE EROSION CONTROL MEASURE:

DITCH AND CHANNEL PROTECTION	
SLOPE	LINING
< 1%	GRASS
1% TO 4%	EROSION MATTING
4% TO 10%	STONE FILL, TYPE I
> 10%	STONE FILL, TYPE II

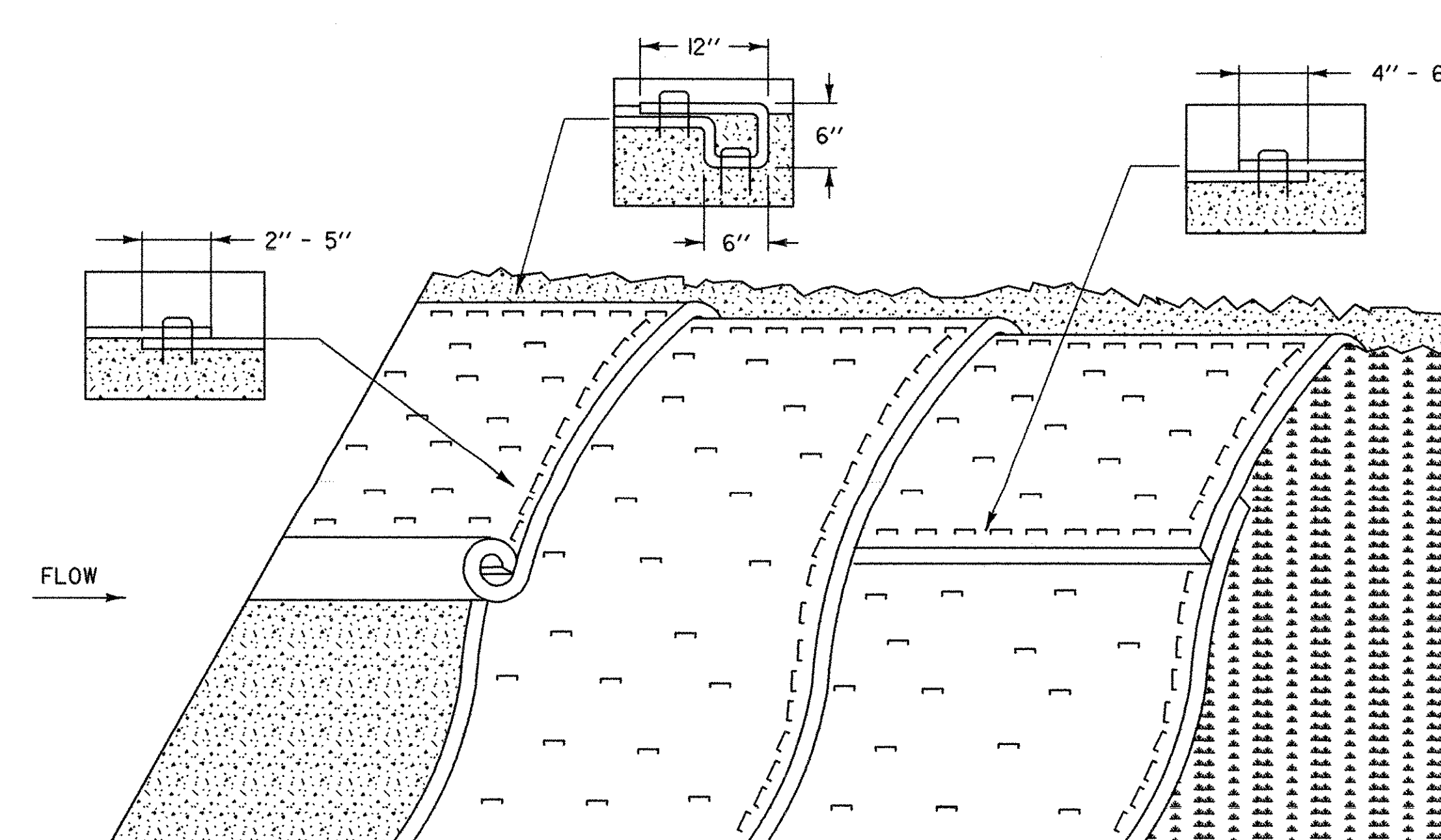
STONE FILL THICKNESS	
STONE FILL TYPE	THICKNESS
TYPE I	1 FT
TYPE II	2 FT

GENERAL NOTES:

- I. WATER MAY NEED TO BE DIVERTED TO ALLOW PROPER MATTING INSTALLATION.
2. GRADE AND SMOOTH CHANNEL TO PROVIDE GOOD MATTING TO SOIL SURFACE CONTACT.
3. APPLY FERTILIZER, LIME, AND SEED PRIOR TO PLACING MATTING.
4. INSTALL MATTING IN THE CENTER OF THE CHANNEL, IN THE DIRECTION OF THE WATER FLOW.
5. INSTALL MATTING ON THE SIDE SLOPES OF THE CHANNEL, OVERLAPPING THE CENTER MAT.
6. ANCHOR MATTING AS SHOWN, UTILIZING ANCHOR STAPLES. STAPLE PLACEMENT SHALL BE DETERMINED BY THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
7. MEASURES SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT GREAT ENOUGH TO CAUSE WATER TO LEAVE THE CONSTRUCTION SITE.
8. MEASURES SHALL BE REPAIRED AND RESTAPLED AS NECESSARY TO ENSURE PROPER FUNCTION.
9. PAYMENT FOR INSTALLATION OF EROSION MATTING SHALL BE MADE UNDER THE EROSION MATTING ITEM.
10. PAYMENT FOR MONITORING EROSION MATTING SHALL BE MADE UNDER THE MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM.
- II. PAYMENT FOR MAINTAINING DITCH PROTECTION SHALL BE MADE UNDER THE FIELD MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM, UNLESS IN THE OPINION OF THE RESIDENT ENGINEER, MAINTENANCE IS REQUIRED DUE TO POOR INSTALLATION PRACTICES, WHEREAS IT WILL THEN BE REPAIRED AT THE CONTRACTOR'S SOLE EXPENSE.



STONE LINED DITCH



EROSION PREVENTION FOR SIDE SLOPES

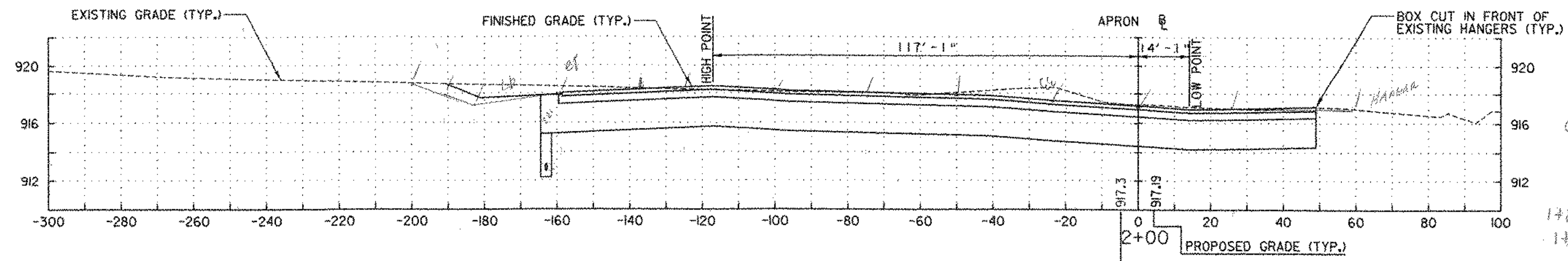
APPLICATION NOTES:

- A. THE PURPOSE OF MATTING ON SIDE SLOPES IS TO REDUCE EROSION AND AID THE ESTABLISHMENT OF VEGETATION
- B. EROSION CONTROL MATTING SHALL BE USED FOR THE FOLLOWING REASONS:
 - SIDE SLOPES > 3:1 (H:V)
 - AREAS WHERE SEED AND MULCH WILL NOT STAY IN PLACE ALONE
 - WHERE SEEDING IS OUTSIDE THE GROWING SEASON.

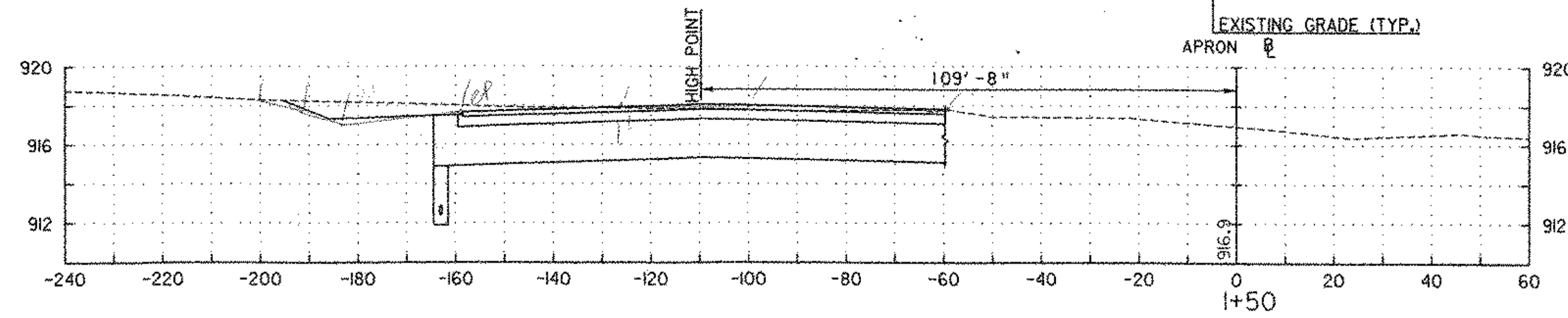
GENERAL NOTES:

1. GRADE AND SMOOTH THE SLOPE TO PROVIDE GOOD MATTING TO SOIL SURFACE CONTACT.
2. APPLY FERTILIZER, LIME, AND SEED PRIOR TO PLACING MATTING.
3. ANCHOR MATTING AS SHOWN, UTILIZING ANCHOR STAPLES. STAPLE PLACEMENT SHALL BE DETERMINED BY THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
4. UNROLL MATTING VERTICALLY DOWN SLOPE IN THE DIRECTION OF WATER FLOW.
5. OVERLAP UPPER MATTING OVER LOWER MATTING AS SHOWN.
6. OVERLAP ADJACENT MATTING AS SHOWN.
7. CUT EXCESS MATTING AT END OF SLOPE AND ANCHOR THE END.
8. MEASURES SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT GREAT ENOUGH TO CAUSE WATER TO LEAVE THE CONSTRUCTION SITE.
9. EROSION MATTING SHALL BE REPAIRED AND RESTAPLED AS NECESSARY TO ENSURE PROPER FUNCTION.
10. PAYMENT FOR INSTALLATION OF EROSION MATTING SHALL BE MADE UNDER THE EROSION MATTING ITEM.
- II. PAYMENT FOR MONITORING EROSION CONTROL MATTING SHALL BE MADE UNDER THE MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM.
12. PAYMENT FOR MAINTAINING SLOPE PROTECTION SHALL BE MADE UNDER THE FIELD MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM, UNLESS IN THE OPINION OF THE RESIDENT ENGINEER, MAINTENANCE IS REQUIRED DUE TO POOR INSTALLATION PRACTICES, WHEREAS IT WILL THEN BE REPAIRED AT THE CONTRACTOR'S SOLE EXPENSE.

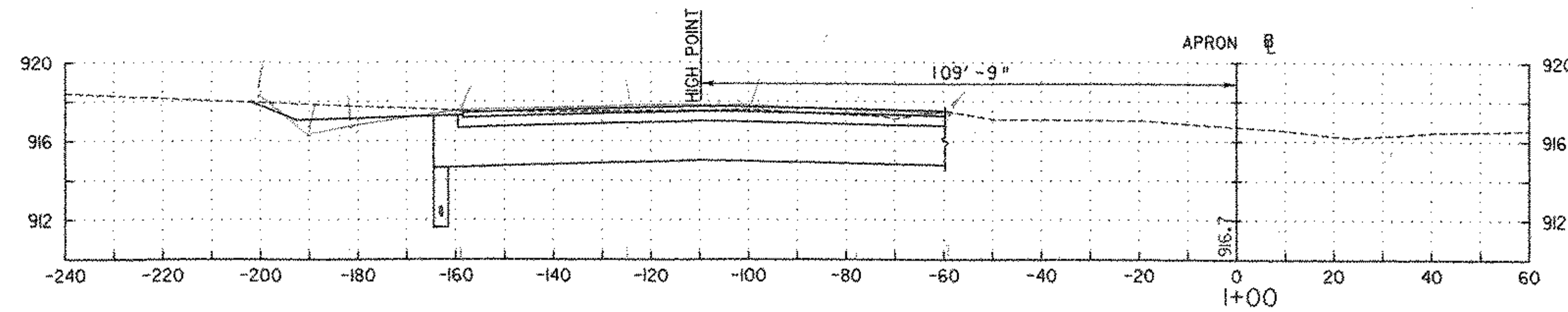
PROJECT NAME:	COVENTRY
PROJECT NUMBER:	AIR 04-3173
FILE NAME:	Erosion ControlDetails.dgn
PROJECT LEADER:	JAA
DESIGNED BY:	JDR
EROSION MATTING DETAILS	
PLOT DATE:	04/06/2005
DRAWN BY:	PGJ
CHECKED BY:	JWT
SHEET	17 OF 22



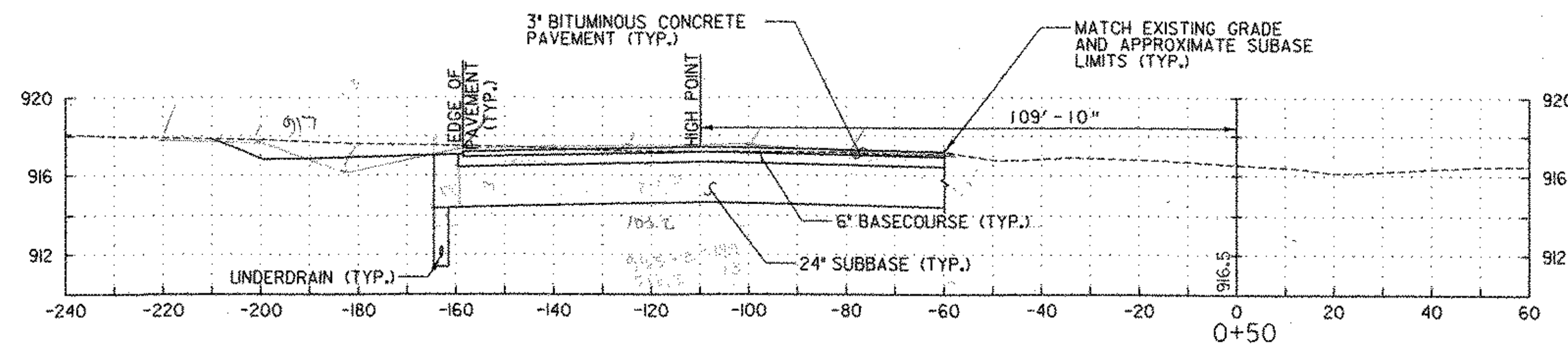
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 SUBBASE 431
 BASECOURSE 105
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 1485 331 BACK



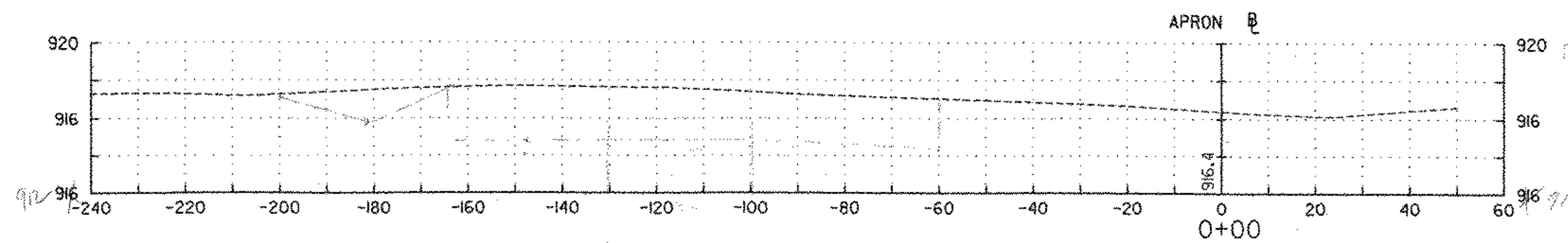
331
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 BASECOURSE 50



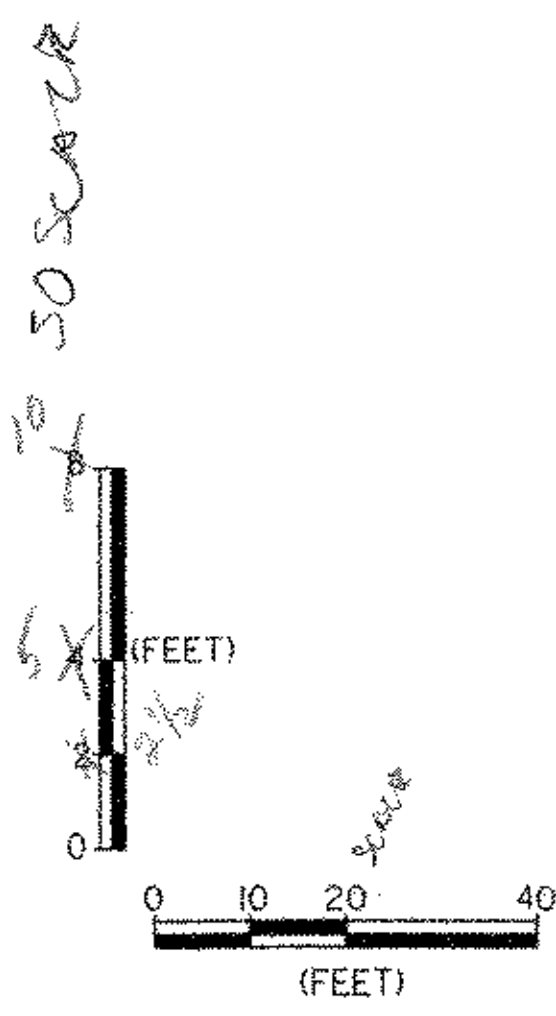
CEX-319
 SUBBASE 262
 BASECOURSE 50



CEX-319
 SUBBASE 262
 BASECOURSE 50

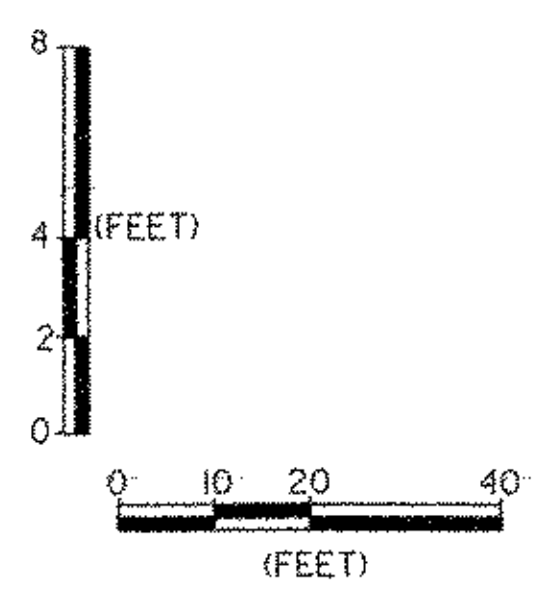
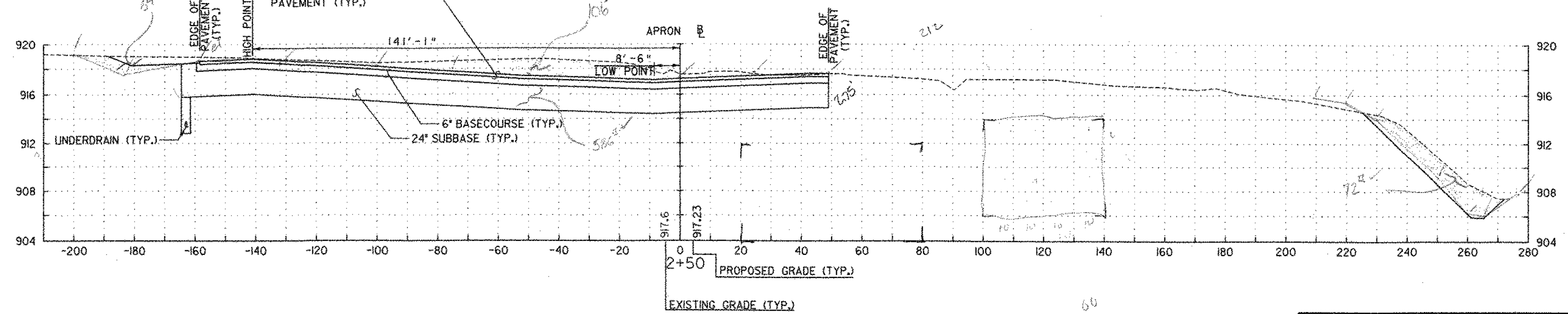
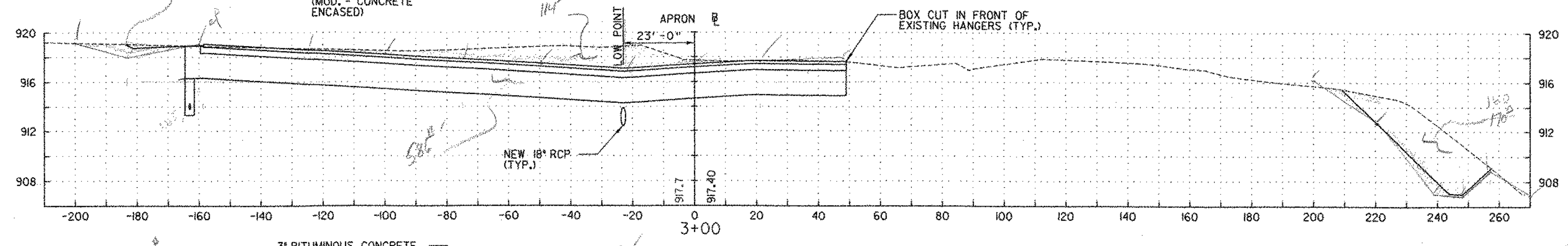
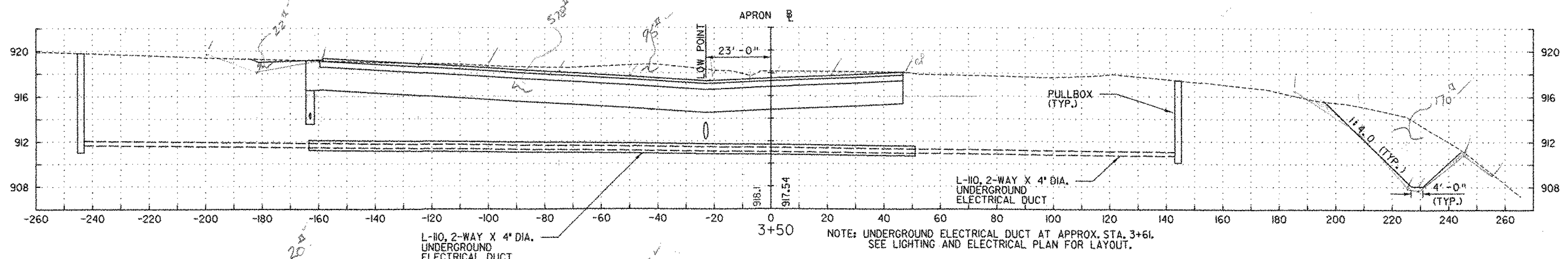
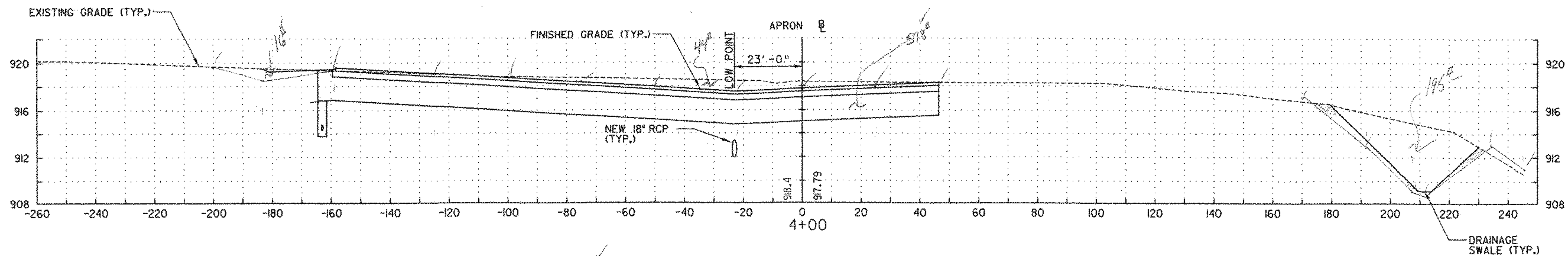


319
 SUBBASE 262
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DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83

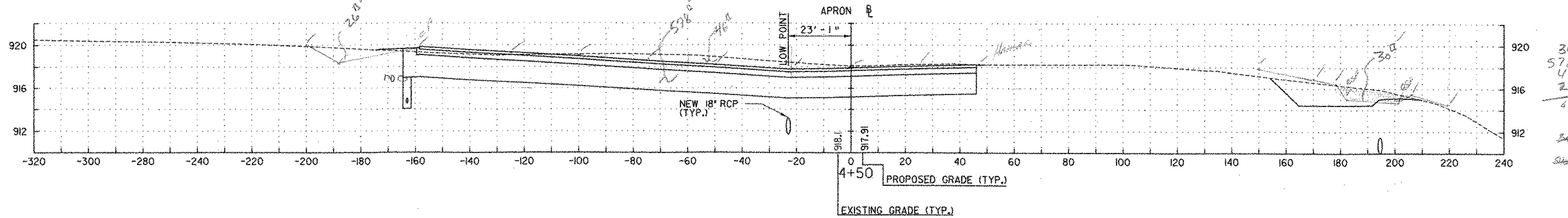
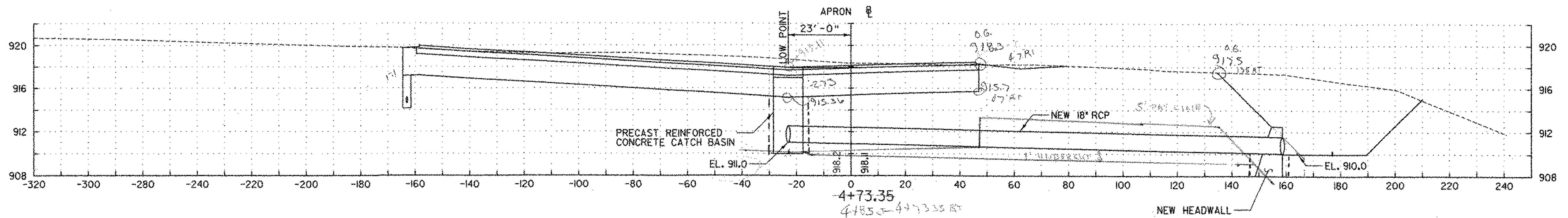
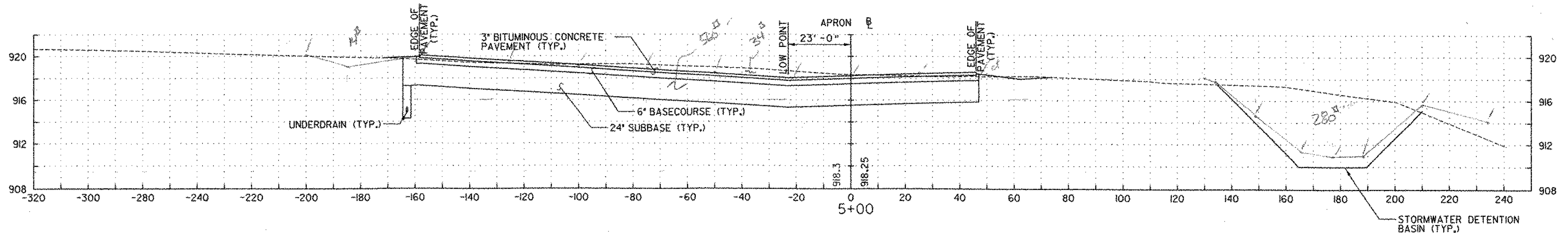
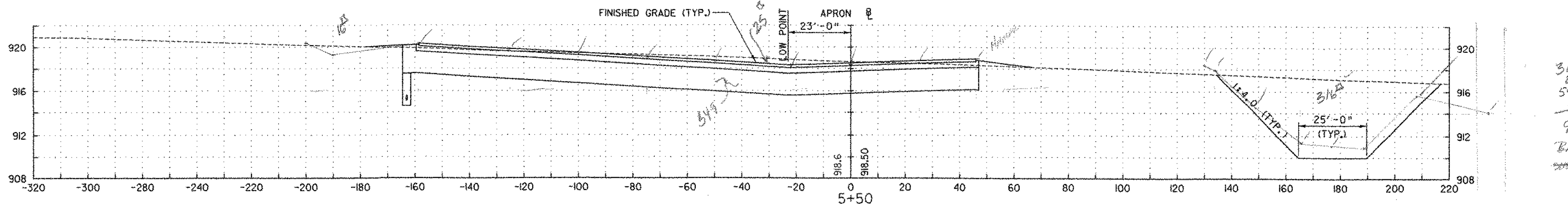
PROJECT NAME: COVENTRY	
PROJECT NUMBER: AIR 04-3173	
FILE NAME:	PLOT DATE: 04/06/2005
PROJECT LEADER: JAA	DRAWN BY: PGJ
DESIGNED BY: JDR	CHECKED BY: JWT
APRON CROSS SECTIONS	SHEET 18 OF 22



DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83

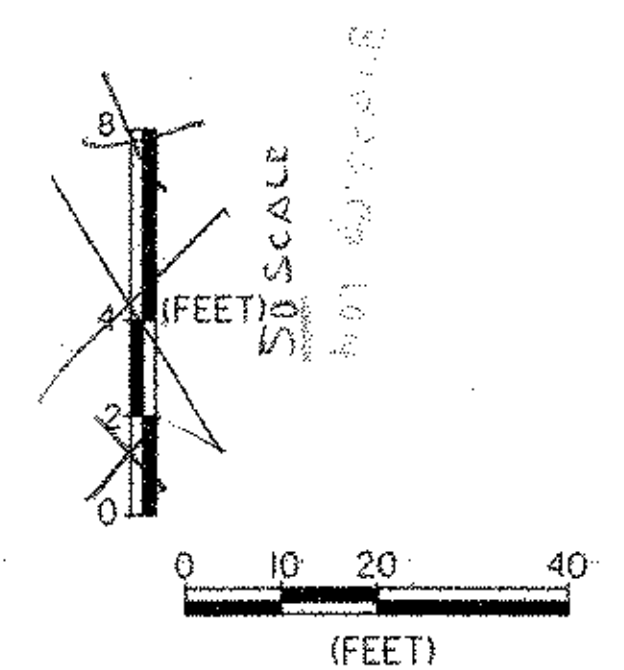
PROJECT NAME:	COVENTRY	PLLOT DATE:	04/06/2005
PROJECT NUMBER:	AIR 04-3173	DRAWN BY:	PGJ
FILE NAME:		CHECKED BY:	JWT
PROJECT LEADER:	JAA	SHEET	19 OF 22
DESIGNED BY:	JDR		
APRON CROSS SECTIONS			



316
25
549
16
906' C&X
Base Course 423
Subbase 103

280'
34'
560'
14'
888' C&X
Base Course 423
Subbase 103

30'
578'
46'
25'
4680'
Base Course 423
Subbase 103

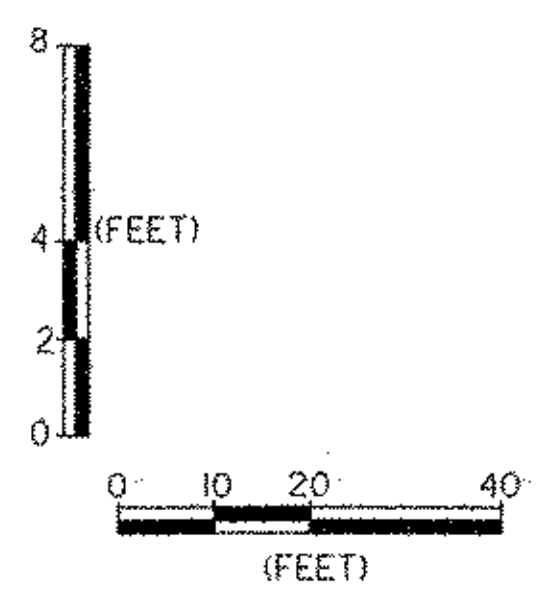
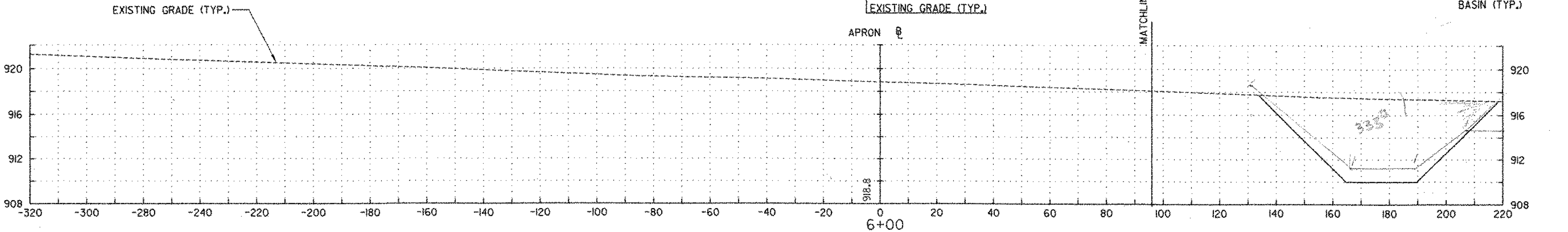
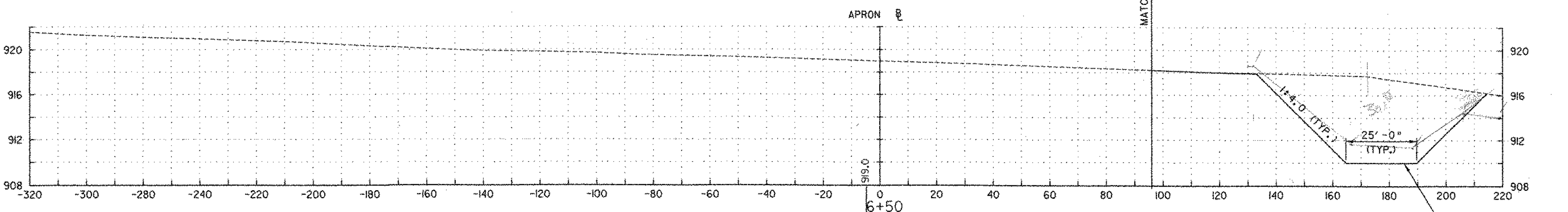
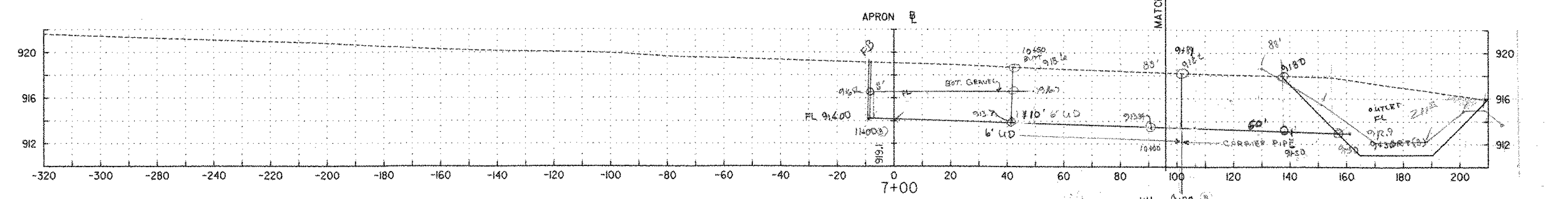
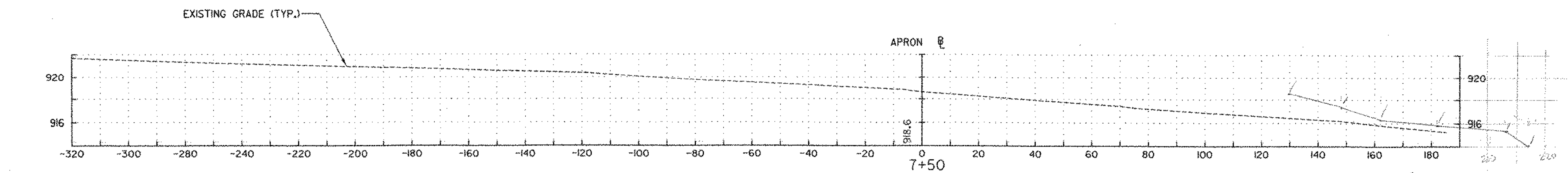


DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83

NOTE: VERT SCALE 1"=5'

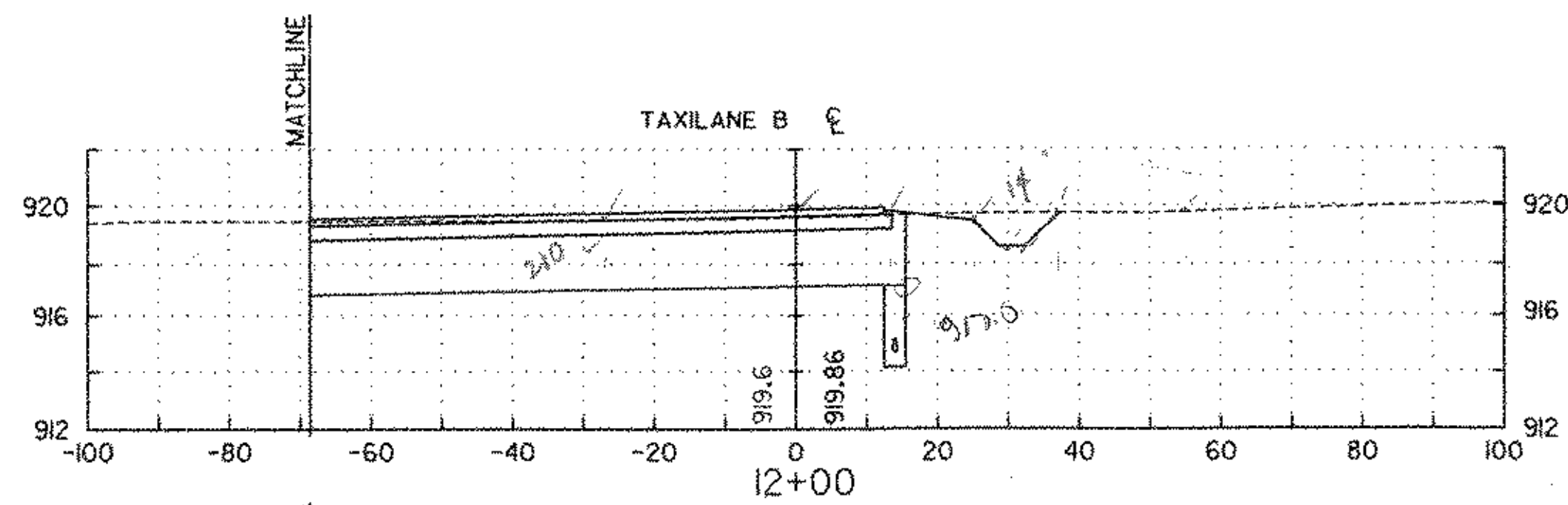
50 SCALE
20 SCALE

PROJECT NAME: COVENTRY	
PROJECT NUMBER: AIR 04-3173	
FILE NAME:	PLOT DATE: 04/06/2005
PROJECT LEADER: JAA	DRAWN BY: PGJ
DESIGNED BY: JDR	CHECKED BY: JWT
APRON CROSS SECTIONS	SHEET 20 OF 22

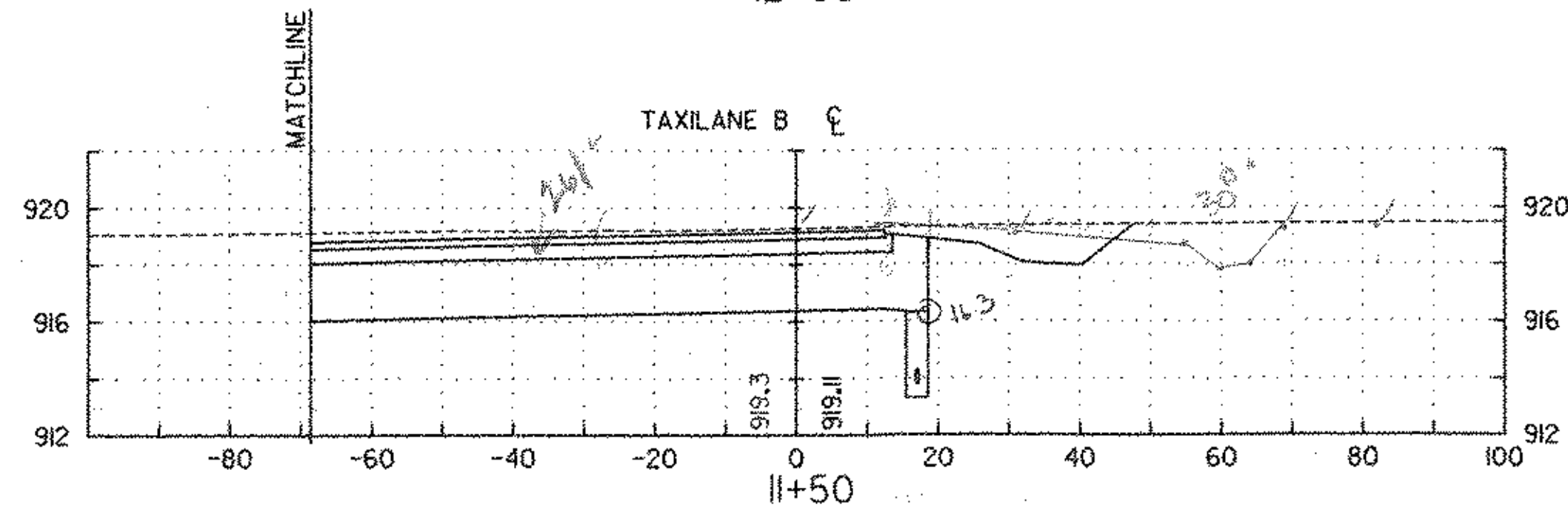


DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83

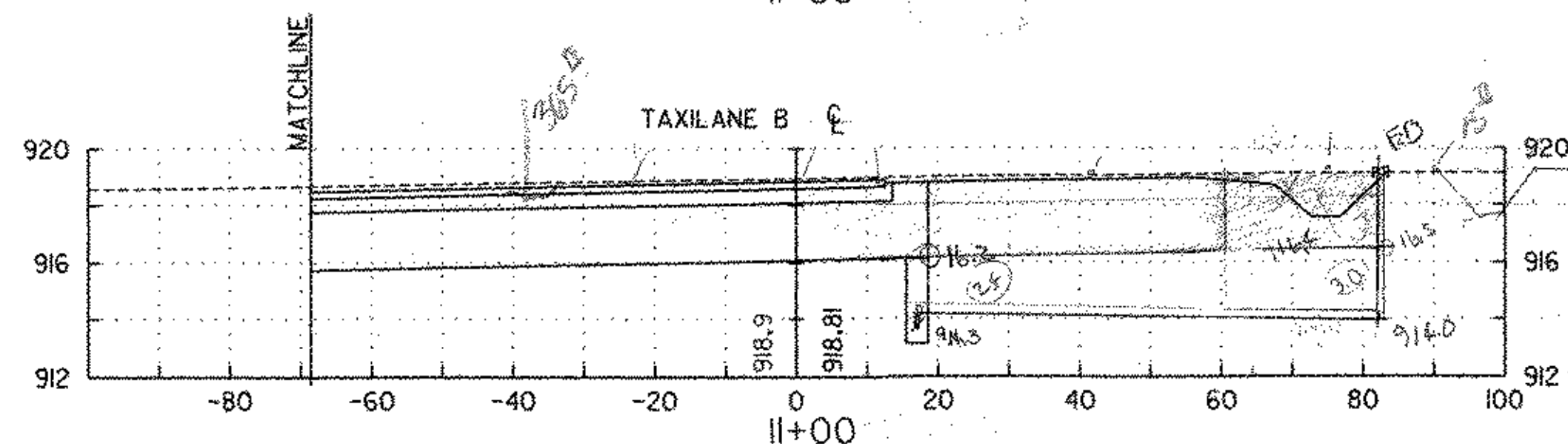
PROJECT NAME:	COVENTRY	PLOT DATE:	04/06/2005
PROJECT NUMBER:	AIR 04-3173	DRAWN BY:	PGJ
FILE NAME:		CHECKED BY:	JWT
PROJECT LEADER:	JAA	APRON CROSS SECTIONS	SHEET 21 OF 22
DESIGNED BY:	JDR		



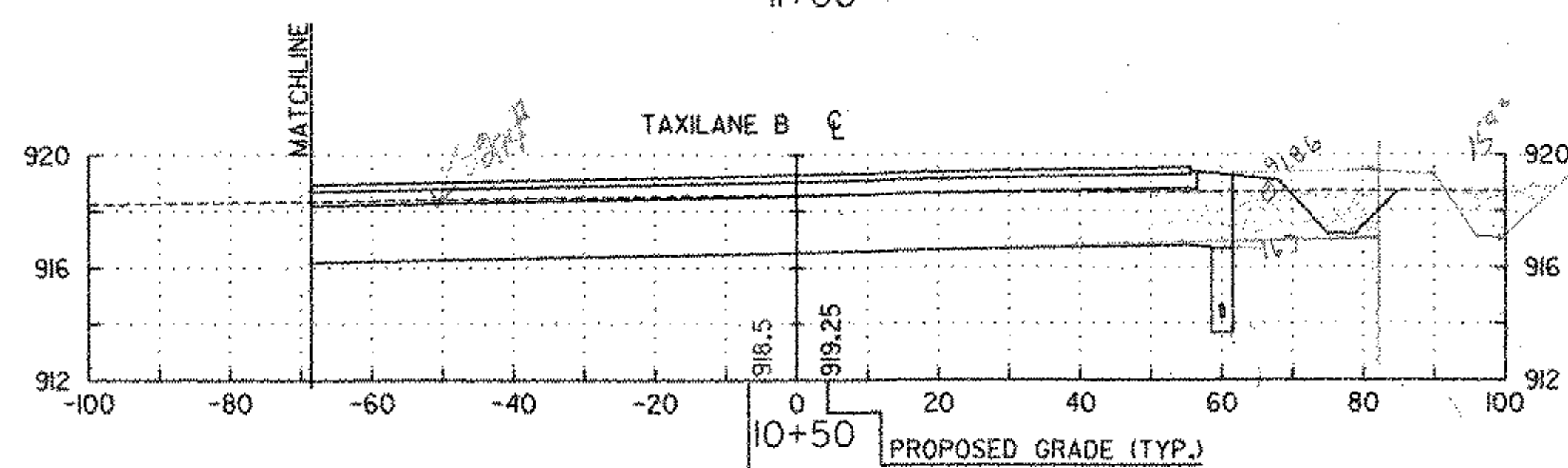
2.24' cut
 SURFACE 169
 BASE COURSE 41



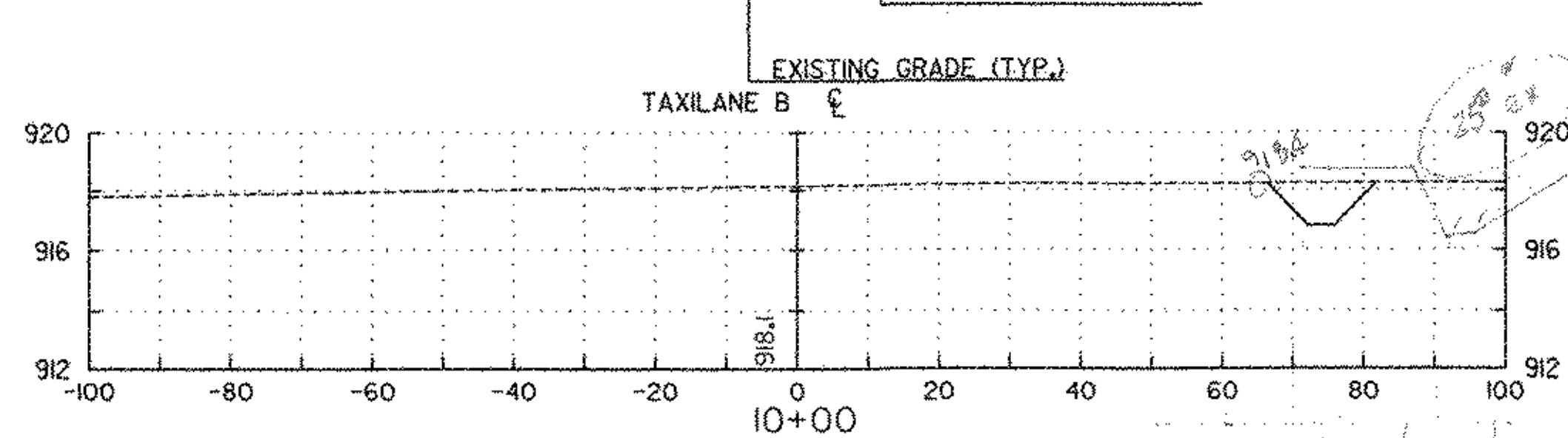
2.91' cut
 SURFACE 177
 BASE COURSE 41



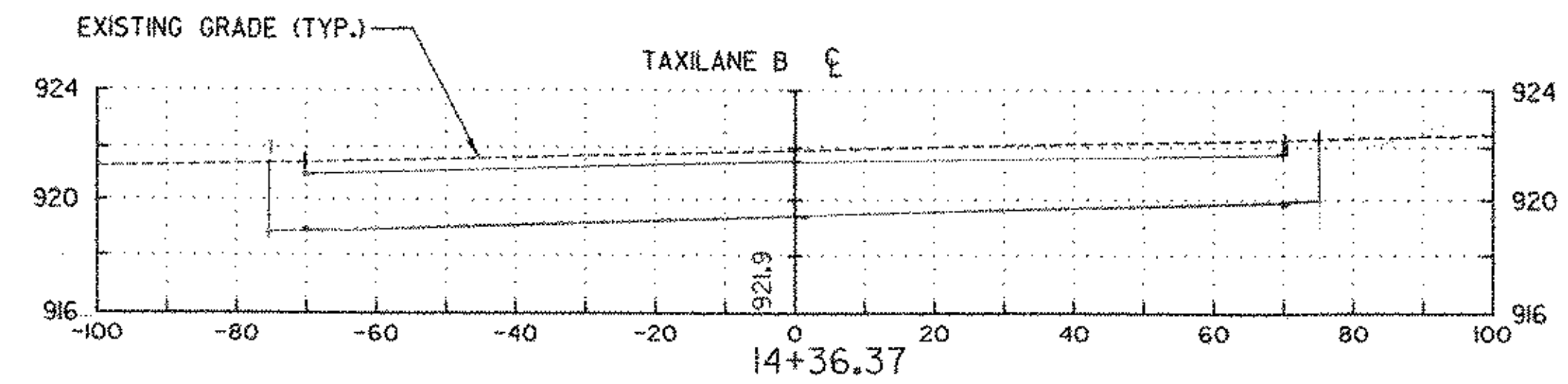
65' x 30' x 3 = 19.5'
 1.35' cut
 BACK
 SURFACE 200
 BASE COURSE 41



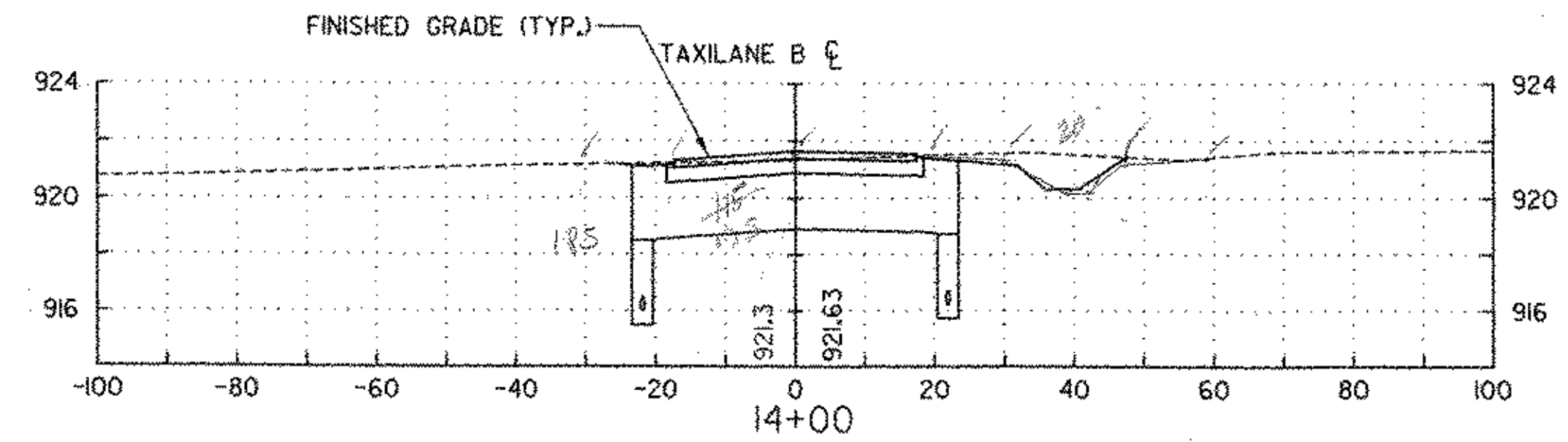
3.01' cut
 1.5' cut
 SURFACE 200
 BASE COURSE 41



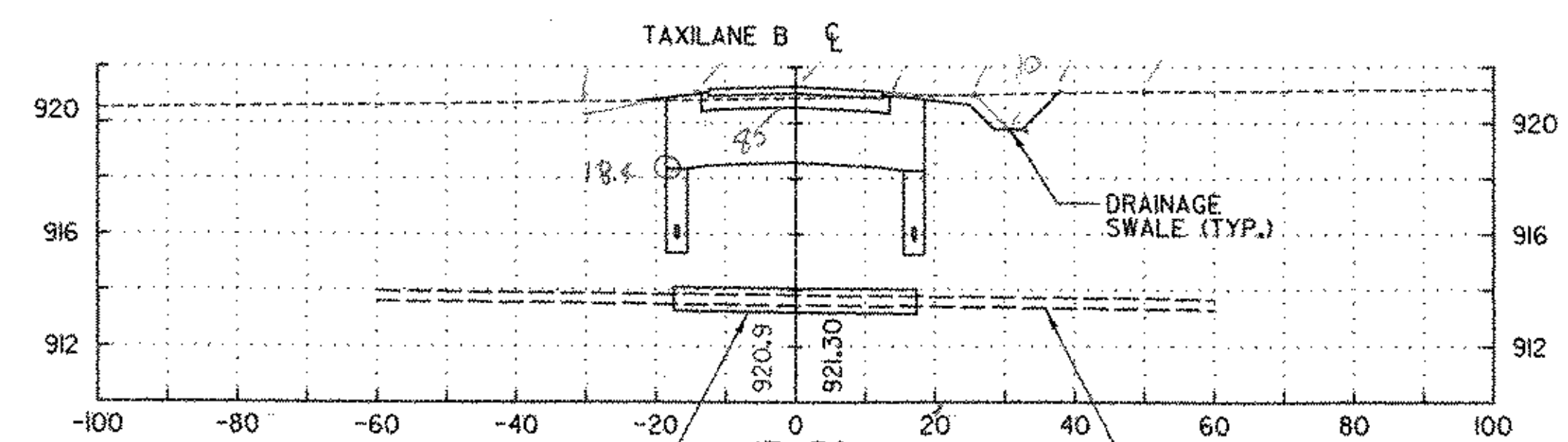
1.5' cut
 SURFACE 177
 BASE COURSE 41



4.12
 3.45' cut
 SURFACE 206
 BASE COURSE 41



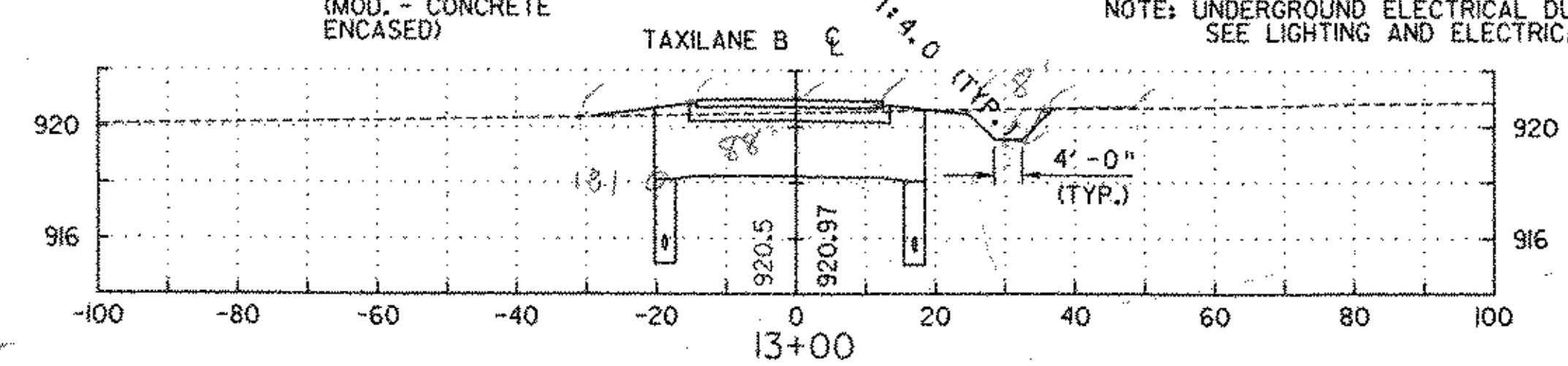
1.35' cut
 1.53
 SURFACE 83
 BASE COURSE 41



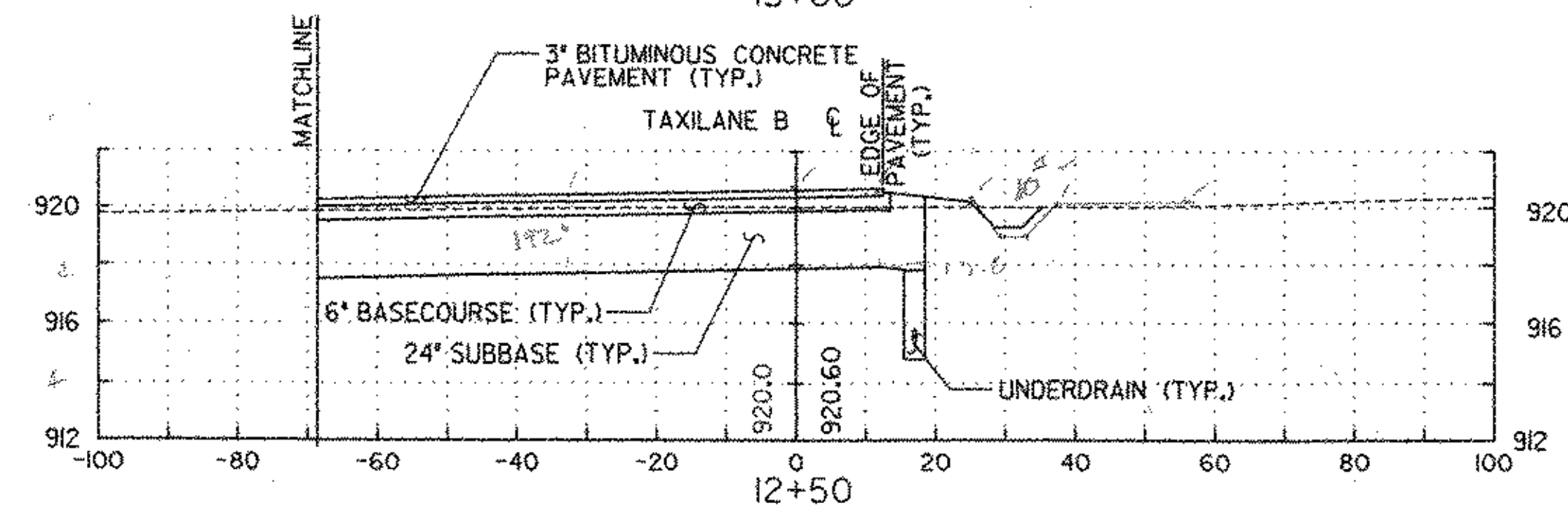
9.5' cut
 SURFACE 83
 BASE COURSE 41

L-110, 2-WAY X 4' DIA. UNDERGROUND ELECTRICAL DUCT (MOD. - CONCRETE ENCASED)
 L-110, 2-WAY X 4' DIA. UNDERGROUND ELECTRICAL DUCT

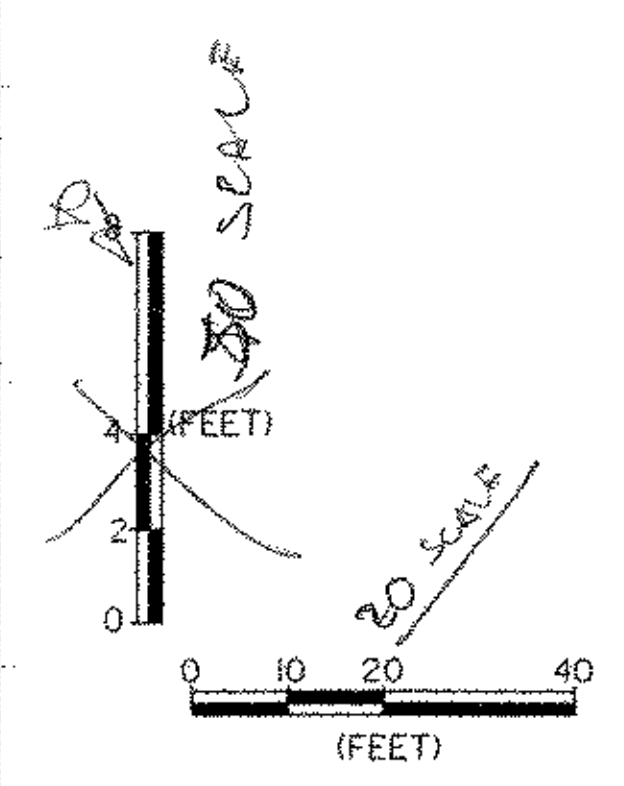
NOTE: UNDERGROUND ELECTRICAL DUCT AT APPROX. STA. 13+40. SEE LIGHTING AND ELECTRICAL PLAN FOR LAYOUT.



9.6' cut
 SURFACE 83
 BASE COURSE 41



1.8' cut
 SURFACE 177
 BASE COURSE 41



DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83

VERT = 50 SCALE
 Horiz = 20

PROJECT NAME: COVENTRY
 PROJECT NUMBER: AIR 04-3173
 FILE NAME:
 PROJECT LEADER: JAA
 DESIGNED BY: JDR
 TAXILANE B CROSS SECTIONS
 PLOT DATE: 04/06/2005
 DRAWN BY: PGJ
 CHECKED BY: JWT
 SHEET 22 OF 22

