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VAOT STANDARD DRAWINGS

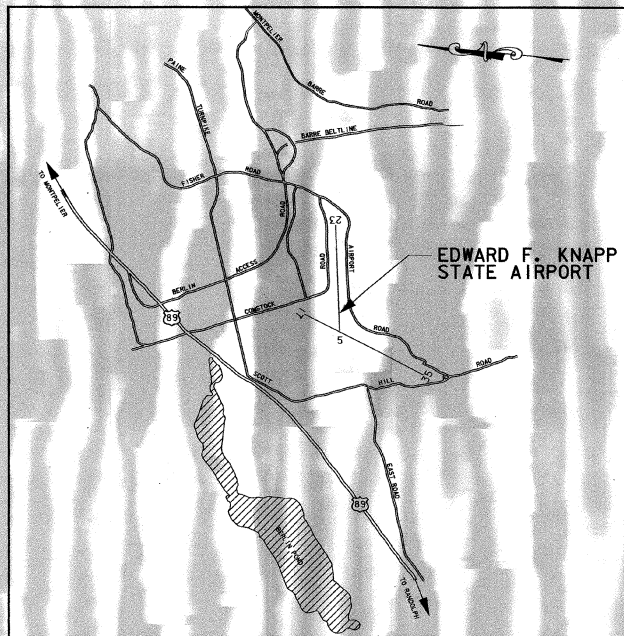
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**STATE OF VERMONT
AGENCY OF TRANSPORTATION**



**PROPOSED IMPROVEMENTS
EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT
A.I.P. 3-50-0001-06 /AIR 04-3064**

- DISCRIPTION: (1) RECONSTRUCT AND MARK RUNWAY 17-35 (100' X 5004')
 (2) INSTALL NEW MEDIUM INTENSITY RUNWAY LIGHTS (MIRLS)
 (3) RELOCATE REILS RUNWAY 35
 (4) INSTALLATION OF NEW VAULT EQUIPMENT
 (5) CONSTRUCT PARTIAL PARALLEL TAXIWAY 'E' (35' x 1280' LF)
 (6) INSTALL 1000 L.F. 6' CHAIN LINK FENCE



LOCATION MAP
NTS

RECORD PLANS

CONTRACTOR: CAPITOL EARTH MOVING, INC. - BARRE, VT

RESIDENT ENGINEER: D. SARGENT

CONSTRUCTION BEGAN: JULY 9, 2001

CONSTRUCTION COMPLETE: JULY 29, 2002

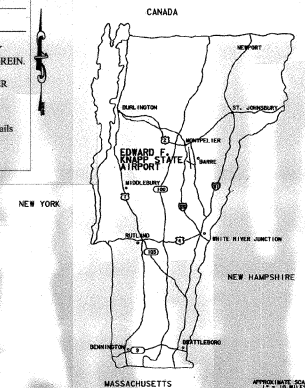
RECORD PLANS BY: L. NOYES & N. GARBACIK

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

BY *David J. Sargent* RESIDENT ENGINEER

DATE: 12-22-03

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



DESIGN CERTIFICATION

THESE PLANS AND SPECIFICATIONS HAVE BEEN PREPARED IN ACCORDANCE WITH CURRENT FAA STANDARDS IDENTIFIED IN ADVISORY CIRCULAR CHECKLIST, AC 00-2.12, DATED JULY, 1999. DEVIATIONS FROM FAA STANDARDS ARE DISCUSSED IN THE ENGINEERS REPORT, DATED AUGUST, 2000.

URS CORPORATION 30 MARCH, 2001
DATE

STANDARD NOTE

These plans are subject to such engineering changes as may be required by the Federal Aviation Administration or the Director of Maintenance and Aviation.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1990 AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON MARCH 13, 1990 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.



STATE OF VERMONT
APPROVED
David J. Sargent
AVIATION PROGRAM MANAGER
David J. Sargent
DIRECTOR, MAINTENANCE AND AVIATION
4/03/01
DATE

DRAINAGE QUANTITY SHEET

CULVERTS AND STORM DRAINS

BEGIN	LOCATION	END	SIZE & TYPE	LENGTH	FLOW LINE INLET	FLOW LINE OUTLET	TRENCH EXCAVATION CY	REMARKS
230+77	102' RT	232+09	15" RCP	132 LF	1138.58	1137.26	-	STONE FILL, TYPE I @ INLET AND OUTLET
234+64	102' RT	235+96	15" RCP	132 LF	1133.18	1131.18	-	STONE FILL, TYPE I @ INLET AND OUTLET
DI 17B	DI 17C		15" RCP	140 LF	1132.50	1132.00	-	
DI 17C	DI 24A		15" CPEP	300 LF	1132.00	1126.00	-	
DI 24A	DI 26A		15" CPEP	255 LF	1126.00	1122.10	-	
DI 26C	DI 26A		12" RCP	80 LF	1124.00	1122.10	-	
DI 26A	DI 27A		15" RCP	164 LF	1122.00	1118.00	-	
DI 27A	DI 27		15" RCP	146 LF	1118.00	1116.75	-	CONNECT TO NEW 24" RCP UNDER RUNWAY
DI 26D	DI 31A		12" RCP	195 LF	1123.00	1117.90	-	
DI 34A	DI 31A		15" RCP	235 LF	1117.90	-	-	
DI 31A	DI 36A		15" CPEP	350 LF	1117.8	1107.3	-	
DI 27	DI 29		24" RCP	250 LF	1116.7	1112.10	-	
DI 29	DI 38		24" CPEP	95 LF	1112.0	1110.6	-	
DI 38	230' LT	245+20	24" CPEP	60 LF	1110.6	1108.5	-	24" END SECTION W/ STONE FILL @ OUTLET
DI 36A	DI 36		18" CPEP	18 LF	1107.3	1107.2	-	

DROP INLETS & STRUCTURES

#1	LOCATION	INLET	OUTLET	TOP GRATE ELEVATION	REMARKS
DI #1	190' RT 223+62	-	-	-	TO REMAIN
CB #2	290' RT 223+62	-	-	1149.6	TO REMAIN
DI #4	200' LT 223+62	-	-	1147.7	TO REMAIN
DI #5	-	-	-	-	TO REMAIN
DI #6	-	-	-	1148.1	TO REMAIN
DI #7	-	-	-	1144.2	TO REMAIN
DI #8	-	-	-	1142.8	TO REMAIN
DI #9	85' LT 228+05	-	-	-	TO BE REMOVED
DI #10	85' RT 228+00	-	-	-	TO BE REMOVED
DI #11	85' RT 230+80	-	-	-	TO BE REMOVED
DI #12	85' LT 230+60	-	-	-	TO BE REMOVED
DI #13	182' LT 230+50	-	-	-	TO REMAIN
DI #14	185' LT 233+20	-	-	-	TO REMAIN
DI #15	85' LT 233+65	-	-	-	TO BE REMOVED
DI #16	85' LT 234+05	-	-	-	TO BE REMOVED
DI #17	155' RT 233+90	-	-	-	TO BE REMOVED
DI #17A	240' RT 232+50	-	-	-	TO REMAIN
DI #17B	240' RT 234+65	1132.6	1132.50	-	OUTLET 15" RCP TO DI 17C
DI #17C	42' RT 136+00	1132.00	1131.90	1135.68	NEW PRECAST DI WITH NEW FRAME & GRATE
DI #18	85' RT 237+10	-	-	-	TO BE REMOVED
DI #19	85' LT 236+60	-	-	-	TO BE REMOVED
DI #20	185' LT 236+45	-	-	1128.2	TO REMAIN
DI #21	185' 239+55	-	-	1123.3	TO REMAIN
DI #22	85' LT 239+12	-	-	-	TO BE REMOVED
DI #23	85' RT 240+10	-	-	-	TO BE REMOVED
DI #24	15' RT 239+25	-	-	-	TO BE REMOVED
DI #24A	44' RT 239+00	1126.05	1126.00	1130.37	NEW PRECAST DI W/ NEW FRAME & GRATE
DI #25	15' RT 240+75	-	-	-	TO BE REMOVED
DI #26	402+40	-	-	-	TO BE REMOVED
DI #26A	44' RT 241+55	1112.1	1122.00	1126.08	NEW PRECAST DI W/ NEW FRAME & GRATE
DI #26B	125' RT 240+75	-	-	1125.5	TO REMAIN
DI #26C	-	-	-	1124.0	TO REMAIN
DI #26D	-	-	-	1123.0	TO REMAIN
DI #27A	104' RT 241+67	1118.10	1118.00	1123.24	NEW PRECAST DI W/ NEW FRAME & GRATE
DI #27	85' RT 243+23	1116.75	1116.70	1121.81	REMOVE EXISTING INSTALL NEW PRECAST DI
DI #28	85' RT 242+50	-	-	-	TO REMAIN
DI #29	118' LT 244+50	1112.1	1112.0	1117.7	REMOVE EXISTING REPLACE W/ NEW PRECAST DI
DI #30	85' RT 244+50	-	-	-	TO BE REMOVED
DI #31	744+50 CL	1117.9	1117.8	-	TO BE REMOVED
DI #31A	40' LT 744+18	-	-	-	NEW PRECAST DI W/ NEW FRAME & GRATE
DI #32	-	-	-	-	TO REMAIN
DI #33	118' RT 244+75	-	-	-	TO REMAIN
DI #34	140' RT 245+70	-	-	-	TO REMAIN
DI #34A	118' RT 245+50	-	-	-	TO REMAIN
DI #35	-	-	-	-	TO REMAIN
DI #36	85' RT 247+50	1107.0	1107.0	1115.36	TO REMAIN, ADJUST FRAME & GRATE ELEVATION
DI #36A	102' RT 247+50	1107.3	1107.2	1115.22	NEW PRECAST DI W/ NEW FRAME & GRATE
DI #37	78' LT 247+50	-	-	1115.62	TO REMAIN, ADJUST FRAME & GRATE ELEVATION
DI #38	200' LT 245+00	1110.6	1110.5	1115.5	REMOVE EXISTING REPLACE W/ NEW PRECAST DI
DI #39	90' LT 146+30	-	-	-	TO REMAIN
DI #40	85' LT 146+30	-	-	1108.5	TO REMAIN
DI #41	55' RT 146+30	-	-	-	TO REMAIN - CONNECT NEW 6" UNDERDRAIN
DI #42	85' RT 252+50	-	-	-	TO REMAIN
DI #49	85' LT 256+00	-	-	-	TO BE REMOVED
DI #50	85' RT 256+00	-	-	-	TO BE REMOVED
DI #52	85' LT 259+00	-	-	-	TO BE REMOVED
DI #53	85' RT 259+00	-	-	-	TO BE REMOVED
DI #54	125' RT 258+75	-	-	-	TO REMAIN
DI #55	185' LT 262+50	-	-	-	TO REMAIN
DI #56	85' LT 262+00	-	-	-	TO BE REMOVED

6" UNDERDRAIN - RUNWAY 17-35

LOCATION	SIZE & TYPE	LENGTH	FLOW LINE INLET	FLOW LINE OUTLET	TRENCH EXCAVATION CY	REMARKS
103.5' RT 215+00	6" UNDERDRAIN	-	-	-	-	FB1
53.5' RT 217+50	6" UNDERDRAIN	260LF	-	-	-	FB3
53.5' RT 220+00	6" UNDERDRAIN	250LF	-	-	-	FB5
53.5' RT 222+50	6" UNDERDRAIN	250LF	-	-	-	FB7
53.5' RT 225+00	6" UNDERDRAIN	250LF	-	-	-	FB9
53.5' RT 227+50	6" UNDERDRAIN	250LF	-	-	-	FB11
53.5' RT 230+00	6" UNDERDRAIN	250LF	-	-	-	FB13
53.5' RT 232+50	6" UNDERDRAIN	250LF	-	-	-	FB15
53.5' RT 234+50	6" UNDERDRAIN	200LF	-	-	-	FB17
53.5' RT 237+00	6" UNDERDRAIN	250LF	-	-	-	FB19
53.5' RT 239+50	6" UNDERDRAIN	250LF	-	-	-	FB21
53.5' RT 241+00	6" UNDERDRAIN	150LF	-	-	-	FB23
53.5' RT 243+00	6" UNDERDRAIN	200LF	-	-	-	FB25
53.5' RT 245+50	6" UNDERDRAIN	250LF	-	-	-	FB27
85' RT 247+50	6" UNDERDRAIN	210LF	-	-	1108.15	DI #36
53.5' RT 253+00	6" UNDERDRAIN	355LF	-	-	-	DI #41
53.5' RT 255+50	6" UNDERDRAIN	250LF	-	-	-	FB 31
79' RT 258+00	6" UNDERDRAIN	260LF	1096.0	-	-	FB33
79' RT 263+66	6" UNDERDRAIN	-	-	-	1088.0	CONNECT TO EXISTING UNDERDRAIN
103' RT 265+50	6" UNDERDRAIN	-	-	-	1084.0	FB35 - CONNECT TO EXISTING UNDERDRAIN
103' RT 268+25	CARRIER PIPE	275LF	-	-	1082.0	FB35 - END UNDERDRAIN
85' RT 228+00	-	-	-	-	-	CONNECT TO NEW UNDERDRAIN W/ 6" WYE
53.5' RT 228+25	CARRIER PIPE	45LF	1140.0	1139.0	-	REMOVE DI #10, INSTALL 6" ELBOW
						6" UNDERDRAIN CARRIER PIPE
53.5' LT 215+00	6" UNDERDRAIN	-	-	1159.63	-	FB2
53.5' LT 217+50	6" UNDERDRAIN	250LF	-	-	-	FB4
53.5' LT 220+00	6" UNDERDRAIN	250LF	-	-	-	FB6
53.5' LT 225+50	6" UNDERDRAIN	250LF	-	-	-	FB8
53.5' LT 225+00	6" UNDERDRAIN	250LF	-	-	-	FB10
53.5' LT 226+14	6" UNDERDRAIN	114LF	-	-	-	FB12
53.5' LT 228+64	6" UNDERDRAIN	250LF	-	-	-	FB14
53.5' LT 231+14	6" UNDERDRAIN	250LF	-	-	-	FB16
53.5' LT 233+64	6" UNDERDRAIN	250LF	-	-	-	FB18
53.5' LT 236+14	6" UNDERDRAIN	250LF	-	-	-	FB20
53.5' LT 238+64	6" UNDERDRAIN	250LF	-	-	-	FB22
53.5' LT 241+14	6" UNDERDRAIN	250LF	-	-	-	FB24 (NOTE THERE IS NO FB 26)
53.5' LT 244+00	6" UNDERDRAIN	286LF	-	-	-	FB28
53.5' LT 246+50	6" UNDERDRAIN	250LF	-	-	-	FB30
78' LT 247+50	6" UNDERDRAIN	110LF	-	-	1110.78	DI #37
78' LT 225+90	-	-	-	-	-	-
78' LT 227+50	6" CARRIER PIPE	190LF	-	-	-	DI #8
	6" UNDERDRAIN	-	-	-	-	TAXIWAY
22.5' LT 736+05	6" UNDERDRAIN	-	-	-	-	FB100
53.5' RT 236+00	6" UNDERDRAIN	160LF	-	-	-	6"x6"x6" WYE CONNECTOR
22.5' LT 739+50	6" UNDERDRAIN	-	-	-	-	FB101
22.5' LT 741+58	6" UNDERDRAIN	208LF	-	-	-	CONNECT TO 15" RCP
22.5' LT 743+00	6" UNDERDRAIN	-	-	-	-	FB104
20' LT 745+50	6" UNDERDRAIN	250LF	-	-	-	FB105
27.5' 612+25	6" UNDERDRAIN	275LF	-	-	-	FB106
85' RT 247+50	6" UNDERDRAIN	145LF	-	-	-	DI #36
20' RT 736+00	6" UNDERDRAIN	-	-	-	-	FB100A
44' RT 739+00	6" UNDERDRAIN	300LF	1126.00	-	-	END UNDERDRAIN @ DI #24A
20' RT 739+50	6" UNDERDRAIN	-	-	-	-	FB101A
44' RT 741+55	6" UNDERDRAIN	220LF	1122.10	-	-	END UNDERDRAIN @ DI #26A

NOTE:

ALL NEW PRECAST CATCH BASINS AND DROP INLETS TO BE FITTED WITH FRAMES AND GRATES CAPABLE OF SUPPORTING AIRCRAFT WITH GROSS WEIGHTS TO 60,000 POUNDS (MIN.), SUCH AS MODEL LV-2226-4, AS MANUFACTURED BY LEBARON FOUNDRY CO. OR EQUAL.



REV.	DATE	DESCRIPTION

Job No. F20000716.01
File No. F2078000a.dgn

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

DRAINAGE SUMMARY

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: dmp
Drawn by: mmu
Checked by: BNC
Approved by: and

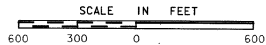
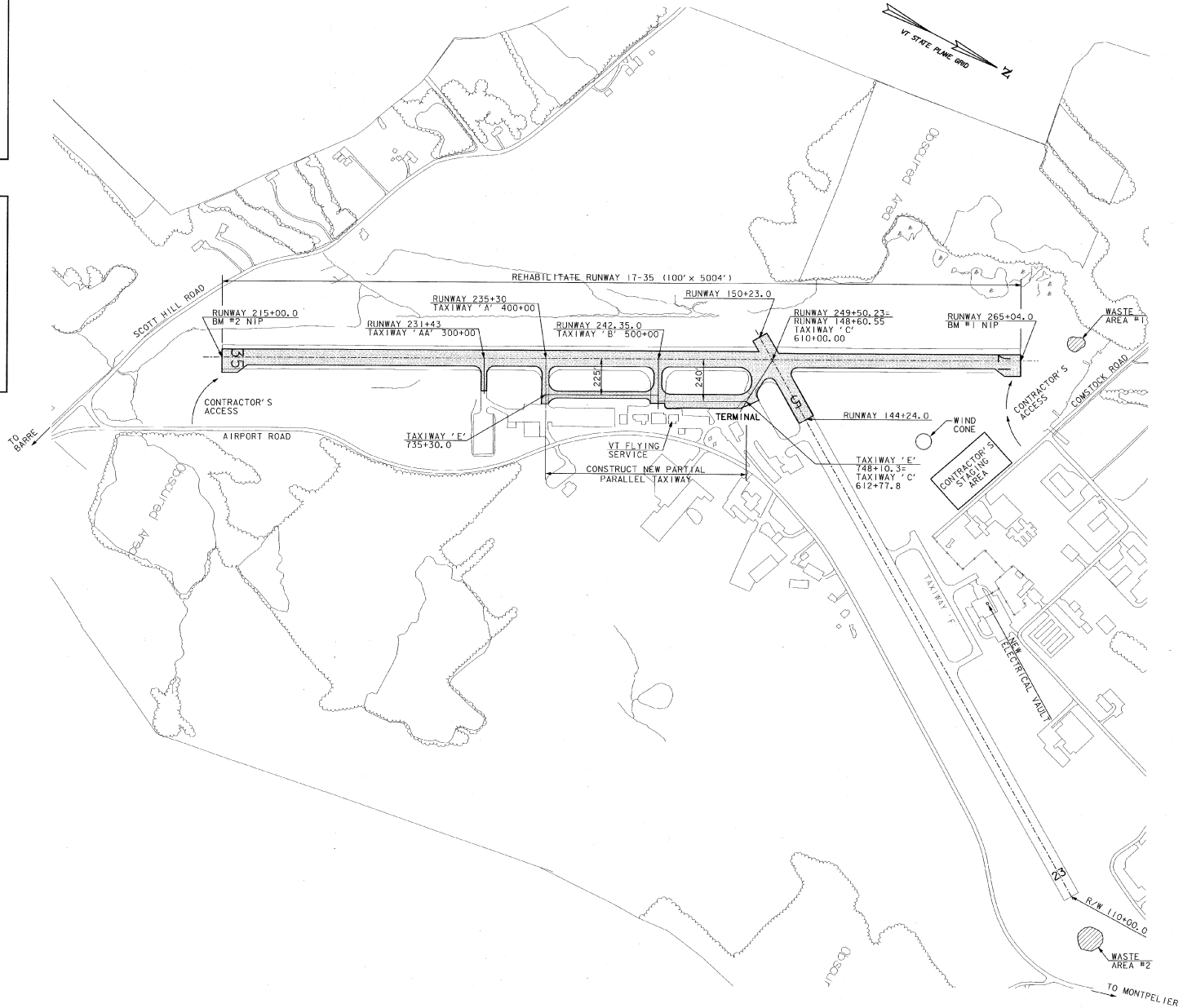
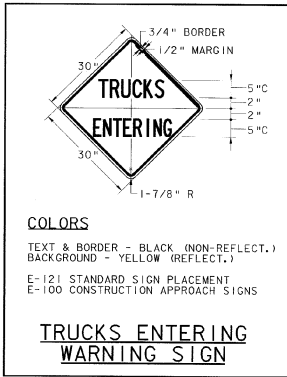
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PROJECT DESCRIPTION

1. RECONSTRUCT RUNWAY 17-35 (100' x 5004')
2. RECONSTRUCT TAXIWAY 'AA' (35' x 150')
3. RECONSTRUCT TAXIWAY 'A' (40' x 240')
4. RECONSTRUCT TAXIWAY 'B' (50' x 290')
5. RECONSTRUCT TAXIWAY 'C' (50' x 230')
6. RECONSTRUCT RUNWAY 5-23 (100' x 799')
7. CONSTRUCT PARTIAL PARALLEL TAXIWAY 'E' (35' x 128')
8. INSTALL NEW MEDIUM INTENSITY RUNWAY LIGHTS ON RUNWAY 17-35
9. INSTALL NEW MEDIUM INTENSITY TAXIWAY LIGHTS (MILS) ALONG RUNWAY 5-23.
10. RELOCATE REILS, RUNWAY 35
11. CONSTRUCT NEW ELECTRICAL VAULT
12. MODIFICATIONS TO MALS, RUNWAY 17
13. INSTALLATION OF NEW DRAINAGE

NOTES

1. BENCHMARK #1 N.I.P. ELEV. 1091.522
N. 622, 047.54
E. 1,622, 642.62
2. BENCHMARK #2 N.I.P. ELEV. 1164.544
N. 617, 643.15
E. 1,625, 011.04
3. SEE PROJECT PHASING PLAN - SHEET 5.
4. TWO (2) TRUCK ENTERING SIGNS TO BE PLACED APPROXIMATELY 150' AND 75' EACH DIRECTION FROM CONTRACTOR'S PROJECT ACCESS POINTS ON BOTH AIRPORT ROAD AND COMSTOCK ROAD.



REV.	DATE	DESCRIPTION

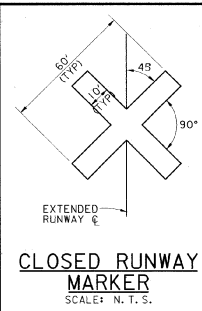
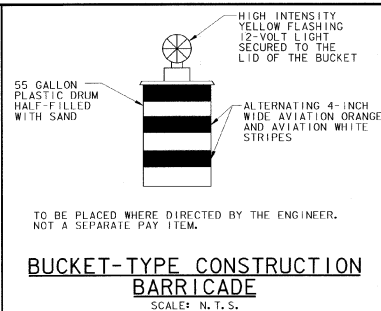
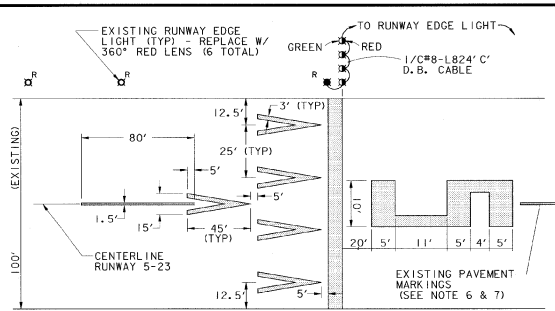
Job No. F200001718.0
 File No. F20180404.dgn

EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
 GENERAL PROJECT LAYOUT

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

Designed by: CRD	Drawn by: AMB	Checked by: BNC	Approved by: CRD
Scale: P-300'			
Date: 3/21/01			
Sheet - 01 -			
Sheet No. 4			



MARKER NOTES

1. CLOSED RUNWAY MARKERS TO BE IN PLACE DURING CONSTRUCTION PERIOD AS DIRECTED BY ENGINEER.
2. CLOSED RUNWAY MARKER TO BE DURABLE YELLOW VINYL COATED WINDSCREEN MATERIAL. RE-USEABLE TEMPORARY "X" MARKERS ARE AVAILABLE FROM NACGI-BTT-NAC-ARPT/WWW.AIRPORTNAC.COM. SECURELY FASTENED IN PLACE.
3. COST OF PLACING AND MAINTAINING THE CLOSED RUNWAY MARKER IS CONSIDERED NECESSARY AND INCIDENTAL TO CONSTRUCTION AND IS NOT A SEPARATE PAY ITEM.
4. CLOSED RUNWAY MARKER TO BE PLACED OVER NUMERALS, OR IN R/W OVERRUN AREA, JUST OFF THRESHOLD, AS DIRECTED BY THE ENGINEER.
5. AT COMPLETION OF CONTRACT, THE TEMPORARY X-MARKERS WILL BECOME THE PROPERTY OF THE AIRPORT.

GENERAL NOTES

1. CONTRACTOR'S MAIN ACCESS TO SITE TO BE FROM COMSTOCK ROAD.
2. CONTRACTOR TO PROVIDE FLAG PERSON AT HAUL / ACCESS ROUTE CROSSING OF RUNWAY 5 SAFETY AREA, WHEN DIRECTED BY THE ENGINEER.
3. FLAGPERSON TO CONTROL ACCESS WITHIN RUNWAY SAFETY AREAS. NO GROUND VEHICLE TRAFFIC WILL BE ALLOWED TO ENTER RUNWAY SAFETY AREAS WHEN AIRCRAFT ARE APPROACHING OR DEPARTING RUNWAY 5.
4. FLAGPERSON IS TO HAVE AN AERONAUTICAL RADIO CAPABLE OF TRANSMITTING AND RECEIVING ON UNICOM FREQUENCY 122.8 MHZ.
5. HAUL ROUTE TO BE GRADED AND RETURNED TO TURF UPON COMPLETION OF PROJECT.
6. WASTE AREAS TO BE GRADED & SEEDED. PROVIDE EROSION CONTROL AS DIRECTED BY THE ENGINEER. NO WASTE MATERIALS TO BE PLACED IN WETLANDS - SEE DELINEATION LIMITS ON PAVING PLAN SHEETS.
7. REFER TO SHEET 6 FOR ADDITIONAL INFO.

NOTES

1. ALL MARKINGS TO BE PAINTED WHITE.
2. EIGHT (8) TEMPORARY MEDIUM INTENSITY RUNWAY THRESHOLD LIGHTS (CONFORMING TO FAA SPECIFICATIONS L-86/E) TO BE INSTALLED AS SHOWN - SEE SHEET 34. (ALL LENSES TO BE 180° GREEN/180° RED).
3. TEMPORARY THRESHOLD LIGHTS TO BE STAKE OR CAN MOUNTED AT CONTRACTOR'S OPTION. EXISTING THRESHOLD LIGHTS MAY BE USED AT RELOCATED THRESHOLD AT CONTRACTOR'S OPTION. (DISCONNECT ALL RUNWAY LIGHTS WEST OF TEMPORARY THRESHOLD).
4. WHILE PREPARING TEMPORARY THRESHOLD, CLOSED RUNWAY MARKERS TO BE IN PLACE OVER NUMERAL "5" AND "23". RUNWAY 17-35 TO BE OPEN.
5. REMOVE EXISTING PAINT WHICH CONTRASTS WITH TEMPORARY PLAN BY SANDBLAST OR WATERBLAST TO THE SATISFACTION OF THE ENGINEER (ITEM 646.82).
6. THE REMAINDER OF RUNWAY 5-23 MARKINGS TO BE PAID FOR UNDER ITEM 646.214.
7. TEMPORARY RELOCATED THRESHOLD WILL BE USED WHEN A TEMPORARY DISPLACED THRESHOLD IS NECESSARY, AS DETERMINED BY THE ENGINEER. THE TEMPORARY RELOCATED THRESHOLD WILL BE PAID FOR UNDER ITEM 864.15 THRESHOLD LIGHTS (L-125).
8. RUNWAY NUMERAL #23 AND CENTERLINE TO BE PAINTED WHITE BEFORE CLOSING RUNWAY 17-35.

TEMPORARY RELOCATED THRESHOLD DETAIL (ITEM L-125)

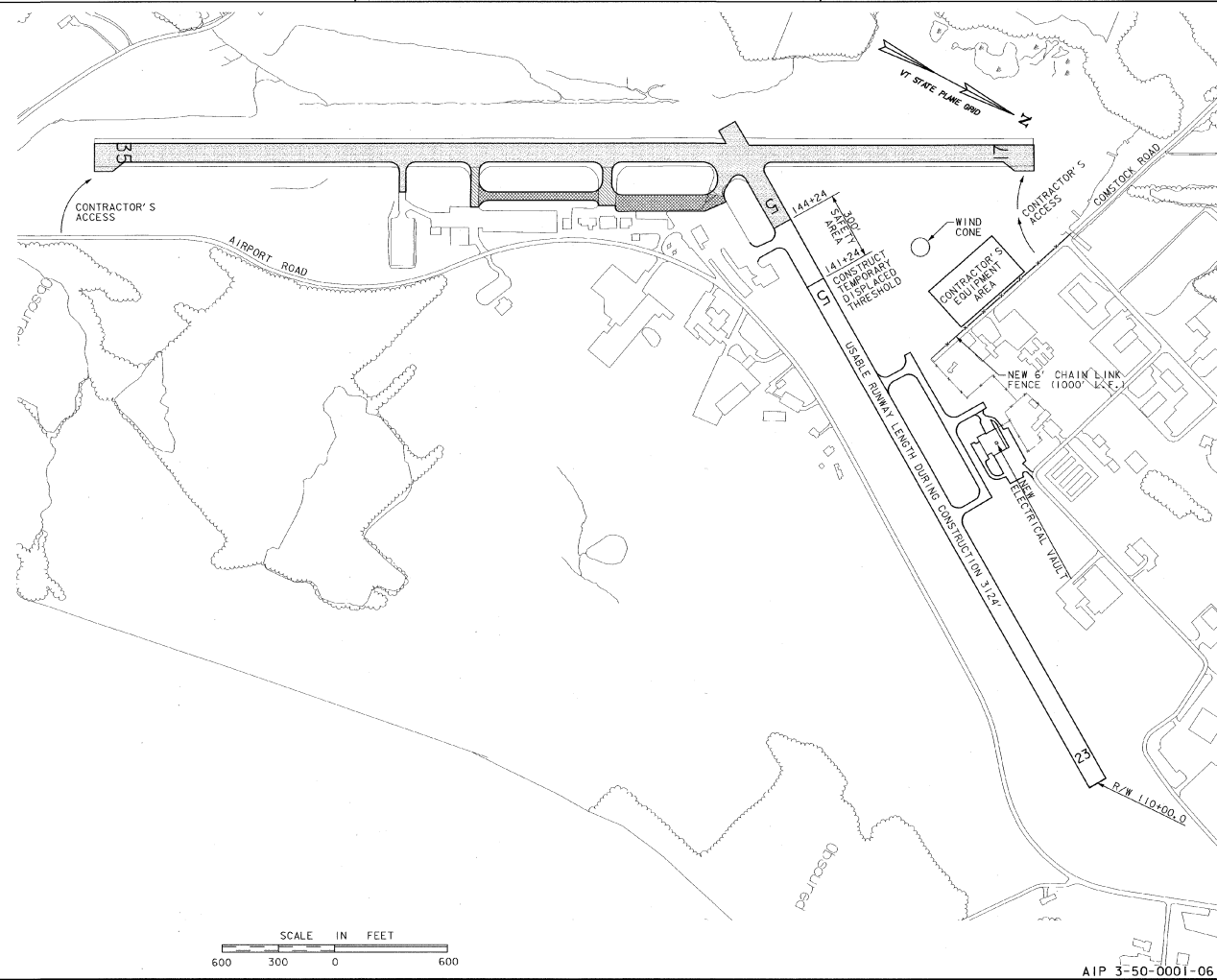
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PHASING NOTES

1. ALL WORK ON THE RUNWAY RECONSTRUCTION PROJECT WILL BE ACCOMPLISHED DURING EITHER PHASE 1, 2 OR 3.
2. RUNWAY 17-35 WILL BE CLOSED TO AIR TRAFFIC DURING PHASE 3. THE RUNWAY CAN BE CLOSED FOR UP TO 75 CALENDAR DAYS. RUNWAY 5-23 IS TO BE OPEN AT ALL TIMES DURING PHASE 3 WORK.
3. WORK WITHIN THE SAFETY AREAS ON RUNWAY 17-35 WILL REQUIRE THE CLOSURE OF THE LOCALIZER AND GLIDE SLOPE. CONTRACTOR TO COORDINATE SHUT DOWN WITH FAA/FACILITIES, CONTACT FSC, 802-951-6703.
4. WHENEVER WORK IS SCHEDULED WITHIN THE RUNWAY 17-35 SAFETY AREA, THIS RUNWAY MUST BE CLOSED AT LEAST 24 HOURS NOTICE IS REQUIRED PRIOR TO CLOSING RUNWAY 17-35. CLOSE COORDINATION WITH THE AIRPORT MANAGER IS NECESSARY WHENEVER THIS RUNWAY IS SCHEDULED TO BE CLOSED.
5. ALL WORK MUST COMPLY WITH THE REQUIREMENTS OF A.C. 150/5370-2C, OPERATIONAL SAFETY DURING CONSTRUCTION, (SEE CONSTRUCTION AND SAFETY NOTES).
6. THE CONTRACTOR MUST SUBMIT A SCHEDULE TO THE ENGINEER PRIOR TO COMMENCING WORK ON THIS AIRPORT. THIS SCHEDULE IS TO BE UPDATED WEEKLY. NO WORK WILL BE ALLOWED OUTSIDE THE AREAS INCLUDED IN THE APPROVED SCHEDULE.
7. PRIOR TO OPENING THE RUNWAYS TO AIR TRAFFIC, THE RUNWAYS WILL BE INSPECTED BY THE CONTRACTOR AND ENGINEER.

CONSTRUCTION PHASING

- PHASE 1** RUNWAY 17-35 AND RUNWAY 5-23 TO REMAIN OPEN AT ALL TIMES. ACCESS TO TAXIWAY "A" AND "B" AND HANGERS TO BE MAINTAINED. NO EQUIPMENT ALLOWED WITHIN RUNWAY SAFETY AREAS.
- PHASE 2** RUNWAY 17-35 AND RUNWAY 5-23 TO REMAIN OPEN AT ALL TIMES. CONTRACTOR TO COORDINATE WITH FBO, VERMONT FLYING SERVICE AND RESIDENT ENGINEER TO MINIMIZE DISRUPTIONS TO FBO OPERATIONS. NO EQUIPMENT ALLOWED WITHIN RUNWAY SAFETY AREAS.
- PHASE 3** RUNWAY 17-35 TO BE CLOSED. R/W 5 THRESHOLD TO BE DISPLACED TO STA. 141+24. ALL CONTRACTOR'S MEN AND EQUIPMENT TO REMAIN CLEAR OF RUNWAY 5 SAFETY AREA. WHENEVER CONTRACTOR/EQUIPMENT ARE WORKING OR CROSSING R/W 5 BETWEEN STATION 141+24 AND 150+50 THE CONTRACTOR SHALL PROVIDE A COMPETENT FLAG PERSON WHO IS EQUIPPED WITH AN AERONAUTICAL RADIO - SEE GENERAL NOTES - SHEET 6.



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: ONP
Drawn by: AUB
Checked by: BNC
Approved by: ONP

Scale: 1" = 300'
Date: 3/21/01
Sheet: - 01 -
Sheet No: **5**

GENERAL CONSTRUCTION AND SAFETY NOTES

GENERAL NOTES

1. THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS AND ANY RULES, REGULATIONS, STANDARDS OR SPECIFICATIONS REFERENCED THEREIN. THE PROJECT IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE VERMONT AGENCY OF TRANSPORTATION (AVOAT) AND THE FEDERAL AVIATION ADMINISTRATION (FAA).
2. THE PROJECT IS TO BE COMPLETED IN CONFORMANCE WITH THE "CONSTRUCTION PHASING PLANS AND NOTES," AS CONTAINED IN THE PLANS, AND SHALL BE CONSTRUCTED IN A TIMELY MANNER IN ACCORDANCE WITH THE CONTRACTOR'S APPROVED PROJECT SCHEDULE. THE SCHEDULE SHALL PROVIDE FOR COMPLETION OF THE PHASES AS SHOWN ON THE PLANS AND DESCRIBED IN THE CONTRACT SPECIFICATIONS.
3. THE CONTRACTOR IS EXPECTED TO MEET COMPLETION OF CRITICAL PORTIONS OF THE PROJECT AND OPEN THOSE SEGMENTS TO TRAFFIC BY THE SPECIFIED TIMES AND TO COMPLETE THE ENTIRE PROJECT ON TIME.
4. EDWARD F. KNAPP STATE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF ALL WORK WITH THE AIRPORT MANAGER & THE PROJECT RESIDENT ENGINEER IS MANDATORY TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
5. CONSTRUCTION AND MAINTENANCE OPERATIONS BY OTHERS MAY OCCUR CONCURRENTLY AND AT TIMES IN THE VICINITY OF CONSTRUCTION ASSOCIATED WITH THIS PROJECT. THE CONTRACTOR SHALL COORDINATE HIS OPERATIONS AND OPERATE HIS MAINTENANCE CREWS AND OTHER CONTRACTORS WORKING ON THE AIRPORT.
6. ACCESS TO THE SITE - THE CONTRACTOR'S ACCESS POINTS TO THE AIRPORT SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT PLAN - SEE SHEET A. THE CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH THE AIRPORT MANAGER AND PERSONNEL WHO ENTER THROUGH THESE ACCESS POINTS. THE CONTRACTOR SHALL MAINTAIN A SECURITY GUARD POST AT ALL ACCESS POINTS USED AT ALL TIMES WHILE CONSTRUCTION IS UNDERWAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL ACCESS POINTS BEING USED AT THE END OF EACH CONSTRUCTION DAY OR WHEN ACCESS POINTS ARE UNATTENDED.
7. HAIL ROUTES - APPROXIMATE LOCATION OF HAIL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE PHASING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WITH THE AIRPORT MANAGER AND PERSONNEL WHO ENTER THROUGH THESE ACCESS POINTS. THE CONTRACTOR SHALL MAINTAIN A SECURITY GUARD POST AT ALL ACCESS POINTS USED AT ALL TIMES WHILE CONSTRUCTION IS UNDERWAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL ACCESS POINTS BEING USED AT THE END OF EACH CONSTRUCTION DAY OR WHEN ACCESS POINTS ARE UNATTENDED.
8. CONTRACTOR'S STAGING AREAS - AN AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE. THIS AREA IS SHOWN ON THE GENERAL PROJECT LAYOUT. THE CONTRACTOR'S STAGING AREA SHALL BE GRADED, TOPSOILED, SEEDED, AND MULCHED UPON COMPLETION OF USE, AT THE CONTRACTOR'S EXPENSE.
9. DISPOSAL AREA - WASTE AREAS WILL BE MADE AVAILABLE FOR THE DISPOSAL OF THE CONTRACTOR'S SPILL MATERIALS. THE MANAGER IN WHICH MATERIALS ARE PLACED IN EMBANKMENTS SHALL BE AS SPECIFIED AND APPROVED BY THE ENGINEER. WASTE MATERIALS INCLUDE THOSE ITEMS WHICH ARE A DIRECT RESULT OF CONSTRUCTION, TRASH (LIPS, CANS, ETC.) SHALL BE DISPOSED OF THROUGH PROPER SANITARY METHODS.
10. SAFETY - THE CONTRACTOR SHALL CONDUCT HIS ACTIVITIES IN A SAFE MANNER AS SPECIFIED IN THE SECTION TITLED, "SAFETY REQUIREMENTS DURING CONSTRUCTION" ON THIS SHEET.
11. PROTECTION OF AND REPAIR OF DAMAGE TO EXISTING CABLES - LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF CABLES DAMAGED DUE TO CONTRACTOR'S OPERATIONS MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL THE REPAIR IS COMPLETE. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND SHALL BE AT THE CONTRACTOR'S EXPENSE. WHEN FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF AN FAA REPRESENTATIVE. THE FAA MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.
12. EXISTING AIRFIELD LIGHTING SYSTEMS - INTERRUPTION OF EXISTING AIRFIELD LIGHTING SYSTEMS NOT INCLUDED IN THIS PROJECT SHALL NOT BE PERMITTED. ALL AIRFIELD LIGHTING CIRCUITS AFFECTED BY THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR DURING OPERATIONAL PERIODS IN ACCORDANCE WITH THE SPECIFICATIONS AND/OR AS DIRECTED BY THE ENGINEER.
13. CONSTRUCTION LIMITS - ALL CONTRACTOR VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED) SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAIL ROUTES. CONSTRUCTION, STORAGE AND STOCKPILING LIMITS ARE FURTHER DEFINED IN THE SECTION TITLED, "SAFETY REQUIREMENTS DURING CONSTRUCTION" ON THIS SHEET.

14. PORTABLE FLOODLIGHTING - THE CONTRACTOR SHALL PROVIDE PORTABLE FLOODLIGHTING WHEN REQUIRED FOR CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL PROVIDE SUFFICIENT UNITS SO THAT ALL WORK AREAS ARE ILLUMINATED TO A LEVEL OF 5 HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY.
15. THE CONTRACTOR SHALL OBTAIN ALL THE PERMITS AND LICENSES REQUIRED FOR THE PROJECT WORK AT HIS OWN EXPENSE.
16. EXISTING TOPOGRAPHIC FIELD SURVEYS FOR THIS PROJECT AREA WERE PERFORMED BY LITTLE RIVER SURVEY CO. IN 1998.
17. THE HORIZONTAL CONTROL ON THIS PROJECT IS TIED TO THE 1983 AND 1988 NATIONAL GEODETIC HORIZONTAL AND VERTICAL DATUM, RESPECTIVELY.

SAFETY REQUIREMENTS DURING CONSTRUCTION

- (A) FEDERAL AVIATION ADMINISTRATION (FAA) ADVISORY CIRCULARS (AC)**
- (AC) 00858 - FEDERAL AVIATION ADMINISTRATION (FAA) ADVISORY CIRCULARS (AC)**
- THE FOLLOWING PUBLICATIONS CONTAIN DEFINITIONS/DESCRIPTIONS OF CRITICAL AIRPORT OPERATING AREAS. THE AREAS DEFINED BELOW PERTAIN TO AIRFIELD SAFETY REQUIREMENTS AND ARE REFERENCED THROUGHOUT THE CONTRACT DOCUMENTS. COPIES OF THESE PUBLICATIONS ARE AVAILABLE THROUGH THE FAA OR CAN BE ORDERED BY MAIL FROM:
- U.S. DEPARTMENT OF TRANSPORTATION
SUBREGIONAL DISTRIBUTION OFFICE
AIRPORT EAST BUSINESS CENTER
3341 D 25TH AVE.
LANDOVER, MD 20785
- AND CAN BE REVIEWED AT THE OFFICES OF THE VERMONT AGENCY OF TRANSPORTATION.
- (1) AC 150/5370-2, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", CURRENT EDITION.
 - (2) FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", CURRENT EDITION.
 - (3) AC 150/5300-13, "AIRPORT DESIGN", CURRENT EDITION, ESTABLISHES DESIGN, OPERATIONAL, AND MAINTENANCE STANDARDS FOR AIRPORTS. STANDARD TERMS USED IN THE CONTRACT PLANS AND SPECIFICATIONS ARE DEFINED BELOW:
 - (a) OBSTACLE FREE ZONE (OFZ) - AN OUTLINE OF SPACE WHICH IS FREE OF ALL FIXED OBJECTS AND CLEAR OF VEHICLES IN THE VICINITY OF AN AIRLINE CONDUCTING AN APPROACH, MISSED APPROACH, LANDING, TAKEOFF, OR DEPARTURE. AN OFZ LOCATION IS SHOWN ON THE GENERAL PROJECT LAYOUT PLAN.
 - (b) RUNWAY PROTECTION ZONE (RPZ) - A TRAPEZOIDAL AREA CENTERED ON THE RUNWAY BEGINNING AT A POINT 200 FEET BEYOND THE END OF THE AREA USABLE FOR TAKEOFF OR LANDING.
 - (c) OBJECT FREE AREA (OFA) - A TWO DIMENSIONAL GROUND AREA SURROUNDING RUNWAYS, TAXIWAYS, AND TAXILANES WHICH IS CLEAR OF OBJECTS EXCEPT FOR OBJECTS WHOSE LOCATION IS FIXED BY FUNCTION.
 - (d) SAFETY AREA - THE SURFACE ADJACENT TO RUNWAYS, TAXIWAYS, AND TAXILANES OVER WHICH AIRCRAFT SHOULD, IN DRY WEATHER, BE ABLE TO CROSS AT NORMAL SPEEDS WITHOUT INCURRING SIGNIFICANT DAMAGE. A SAFETY AREA IS GRADED, DRAINED AND COMPACTED. IT IS FREE OF ANY HOLES, TRENCHES, BUMPS OR OTHER SIGNIFICANT SURFACE VARIATIONS OR OBJECTS OTHER THAN THOSE WHICH MUST BE THERE BECAUSE OF THE ESSENTIAL AERONAUTICAL FUNCTION. THE SAFETY AREA REQUIRES THE CAPABILITY OF SUPPORTING MAINTENANCE VEHICLES AND AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLES UNDER NORMAL IDLE CONDITIONS.

(B) GENERAL SAFETY REQUIREMENTS

- (1) THE CONTRACTOR SHALL ACQUAINT HIS SUPERVISORS AND EMPLOYEES WITH THE AIRPORT ACTS AND OPERATIONS THAT ARE INHERENT TO EDWARD F. KNAPP STATE AIRPORT AND SHALL CONDUCT HIS CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL SAFETY TRAINING AS REQUIRED FOR THE PROTECTION OF HIS PERSONNEL.
- (2) PROTECTION OF ALL PERSONS SHALL BE PROVIDED THROUGHOUT THE PROGRESS OF THE WORK. THE WORK SHALL PROCEED IN SUCH A MANNER AS TO PROVIDE SAFE CONDITIONS FOR ALL WORKERS AND AGENCY OR AIRCRAFT OR ANY OTHER PERSONS OPERATION SHALL BE SUCH THAT MAXIMUM PROTECTION IS MAINTAINED THROUGHOUT THE CONSTRUCTION WORK. WORK AREAS ARE NOT SUBJECT TO ANY DANGEROUS CONDITIONS.

- (3) DURING PERFORMANCE OF THIS CONTRACT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRPORT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. ALL AIRCRAFT TRAFFIC ON THESE AREAS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC. THE OWNER RESERVES THE RIGHT TO ORDER THE CONTRACTOR AT ANY TIME TO VACATE ANY AREA NECESSARY TO MAINTAIN SAFE AIRCRAFT OPERATIONS. USE OF AREAS NEAR THE CONTRACTOR'S WORK WILL BE CONTROLLED TO MINIMIZE DISTURBANCE TO THE EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, OR ANY OTHER UNAUTHORIZED PERSON TO ENTER OR REMAIN IN ANY AIRPORT AREA WHICH WOULD BE HAZARDOUS TO PERSONS OR TO AIRCRAFT OPERATIONS.
- (4) ALL WORK TO BE PERFORMED WHICH IS CLOSE TO AN ACTIVE RUNWAY, TAXIWAY OR APRON OR APRON IS NOT IN USE. SUCH WORK SHALL BE ACCOMPLISHED ONLY WITH PRIOR PERMISSION FROM THE ENGINEER AND AIRPORT MANAGER. REQUESTED CLOSINGS SHALL BE DIRECTED TO THE ENGINEER AT LEAST 48 HOURS IN ADVANCE.

(C) CONSTRUCTION AND FACILITIES MAINTENANCE

- (1) THE FOLLOWING ARE CONSIDERED SAFETY PROBLEMS AND/OR HAZARDS:
 - (a) TRENCHES, HOLES, OR EXCAVATION ON OR ADJACENT TO AN ACTIVE RUNWAY, TAXIWAY, APRON OR IN SAFETY AREA.
 - (b) UNMARKED/UNLIGHTED HOLES OR EXCAVATION IN ANY APRON, OPEN TAXIWAY, OR RELATED SAFETY AREA.
 - (c) MOUNDS OR PILLS OF EARTH, CONSTRUCTION MATERIALS, TEMPORARY STRUCTURES, OR OTHER OBJECTS IN THE VICINITY OF ANY OPEN RUNWAY, TAXIWAY, TAXILANE, OR IN ANY RELATED SAFETY, APPROACH, OR DEPARTURE AREA.
 - (d) VEHICLES OR EQUIPMENT, WHETHER OPERATING OR IDLE, ON ANY OPEN RUNWAY, TAXIWAY, TAXILANE, OR IN ANY RELATED SAFETY, APPROACH, OR DEPARTURE AREA.
 - (e) VEHICLES, EQUIPMENT, EXCAVATION, STOCKPILES, OR OTHER MATERIALS WHICH COULD INTERFERE WITH ELECTRONIC SIGNALS FROM RADIOS OR ELECTRONIC NAVIGATIONAL AIDS (NAV AIDS).
 - (f) PAVEMENT DROP-OFFS - LIPS (EITHER PERMANENT OR TEMPORARY) WHICH COULD CAUSE DAMAGE TO AIRCRAFT IF CROSSED AT NORMAL OPERATING SPEEDS. THE NORMAL MAXIMUM DROP-OFF OR LIP IS 1 1/2 INCHES.
 - (g) UNMARKED UTILITY, NAV AID, WEATHER SERVICE, RUNWAY LIGHTING, OR OTHER POWER OR SIGNAL CABLES THAT COULD BE DAMAGED DURING CONSTRUCTION.
 - (h) OBJECTS, WHETHER OR NOT MARKED OR FLAGGED, OR ACTIVITIES ANYWHERE ON OR IN THE VICINITY OF THE AIRPORT WHICH COULD BE DISTRACTING, CONFUSING, OR ALARMING TO PILOTS DURING AIRCRAFT OPERATIONS.
 - (i) UNLADGED/DIMLIGHTED LOW VISIBILITY ITEMS SUCH AS TALL CRANES, DRILLS, AND THE LIKE ANYWHERE IN THE VICINITY OF ACTIVE RUNWAYS, OR IN ANY APPROACH OR DEPARTURE AREA.
 - (j) MISLEADING OR MALFUNCTIONING OBSTRUCTION LIGHTS OR UNLIGHTED/UNMARKED OBSTRUCTIONS IN THE APPROACH TO ANY ACTIVE RUNWAY.

- (k) WATER, SNOW, DIRT, DEBRIS, OR OTHER TRANSIENT ACCUMULATION WHICH TEMPORARILY OBSCURES PAVEMENT MARKINGS OR PAVEMENT SURFACES, OR DEGRADES VISIBILITY OF RUNWAY/TAXIWAY MARKINGS OR LIGHTING.
- (l) INADEQUATE OR IMPROPER METHODS OF MARKING, BARRICADING, AND LIGHTING OF TEMPORARILY CLOSED PORTIONS OF THE AIRPORT OPERATIONS AREA.
- (m) TRASH OR OTHER MATERIALS WITH FOREIGN OBJECT DAMAGE (FOD) POTENTIAL WHETHER ON RUNWAYS, TAXIWAYS, OR APRONS; OR IN RELATED SAFETY AREAS.
- (n) INADEQUATE BARRICADING OR OTHER MARKING WHICH IS PLACED TO SEPARATE CONSTRUCTION OR MAINTENANCE AREAS FROM OPEN AIRCRAFT OPERATING AREAS.
- (o) FAILURE TO CONTROL UNAUTHORIZED VEHICLE AND HUMAN ACCESS TO ACTIVE AIRCRAFT OPERATING AREAS.
- (p) FAILURE TO MAINTAIN RADIO COMMUNICATION BETWEEN CONSTRUCTION/MAINTENANCE VEHICLES AND AIRCRAFT.
- (q) CONSTRUCTION/MAINTENANCE ACTIVITIES OR MATERIALS WHICH COULD BECOME A HAZARD TO AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) EQUIPMENT FROM REACHING THE AIRCRAFT OR ANY PART OF THE RUNWAY/TAXIWAY SYSTEM, RUNWAY APPROACH AND DEPARTURE AREAS AND AIRCRAFT PARKING LOCATIONS.
- (r) BIRD ATTRACTANTS ON AIRPORT SUCH AS EDIBLES (FOOD SCRAPS, ETC.), MISCELLANEOUS TRASH, OR POWDER WATER.

- (2) THE CONTRACTOR SHALL CONDUCT ACTIVITIES SO AS NOT TO VIOLATE ANY SAFETY STANDARDS CONTAINED HEREIN. THE CONTRACTOR SHALL INSPECT ALL CONSTRUCTION AND STORAGE AREAS AS OFTEN AS NECESSARY AND PROMPTLY TAKE ALL STEPS NECESSARY TO PREVENT/REMOVE ANY UNSAFE OR POTENTIALLY UNSAFE CONDITIONS OR ACTIVITIES DISCOVERED.
- (3) THE VAOI WILL BE RESPONSIBLE FOR ISSUING APPROPRIATE NOTICE TO AIRMEN INSTANT CONCERNING CONSTRUCTION ACTIVITY ON THE AIRFIELD.

(D) MOTORIZED VEHICLES

- THIS PROJECT INCLUDES WORK WITHIN THE AIRPORT OPERATIONS AREA (AOA).
- 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 VEHICLES. ALL VEHICLES OPERATING WITHIN THE AIRPORT OPERATIONS BOUNDARY SHALL BE IDENTIFIED WITH A SIGN ON EACH SIDE OF THE VEHICLE BEARING THE CONTRACTOR'S NAME IN 12-INCH MINIMUM LETTER HEIGHT.

- VEHICLES MAKING ONLY OCCASIONAL VISITS TO THE JOB SITE ARE EXEMPT FROM THE IDENTIFICATION REQUIREMENTS CONTAINED HEREIN ABOVE PROVIDED THAT THEY ARE ESCORTED INTO, THROUGH, AND OUT OF THE AIRPORT AREA BY A PROPERLY IDENTIFIED VEHICLE.

(E) RADIO COMMUNICATIONS

- RADIO COMMUNICATIONS ARE REQUIRED BETWEEN THE CONTRACTOR'S REPRESENTATIVE AND NONFLEET UNIFORM. RADIO CONTACT IS REQUIRED AT ALL TIMES WHILE THE CONTRACTOR HAS PERSONNEL AND EQUIPMENT ON THE PROJECT SITE AND WHILE THEY ARE IN AN ACTIVE AIR OPERATIONS AREA (AOA) OF THE AIRPORT. RADIOS SHALL BE FURNISHED BY THE CONTRACTOR AND SHALL BE CAPABLE OF TRANSMITTING AND RECEIVING AT A GROUND CONTROL FREQUENCY OF 122.8 MHZ. THIS FREQUENCY IS TO BE UTILIZED WHEN CROSSING ACTIVE FACILITIES. SUFFICIENT RADIOS SHALL BE ON SITE AND OPERATING AT ALL TIMES SO THAT INSTRUCTIONS OR COMMUNICATIONS MAY BE DISPATCHED TO ALL CREWS AND/OR EQUIPMENT WORKING IN AN ACTIVE AOA. THE CONTRACTOR WILL SUPPLY THE RESIDENT ENGINEER WITH TWO (2) AERONAUTICAL RADIOS AT THE START OF THE PROJECT. THESE RADIOS WILL BECOME PROPERTY OF THE VT. AGENCY OF TRANSPORTATION.

(F) DEBRIS

- 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. WASTE TRAVEL ON 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.

(G) FLAGMEN

- IN ACCORDANCE WITH THE SPECIFICATIONS, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, FURNISH FLAGMEN AS NECESSARY TO CONTROL HIS TRAFFIC UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- ALL CONTRACTOR VEHICLES THAT ARE REQUIRED TO CROSS ACTIVE RUNWAYS, RUNWAY SAFETY AREAS, TAXIWAYS, AND APRONS SHALL DO SO UNDER THE DIRECT CONTROL OF A FLAGMAN. THE FLAGMAN WHO IS IN DIRECT CONTACT WITH GROUND CONTROL, ALL AIRCRAFT TRAFFIC ON RUNWAYS, TAXIWAYS, AND APRONS SHALL BE IDENTIFIED BY THE CONTRACTOR'S TRAFFIC. AT NO TIME SHALL THE CONTRACTOR'S VEHICLES OR PERSONNEL BE ALLOWED TO ENTER OR CROSS ACTIVE RUNWAYS OR CLEAR ZONES WITHOUT PROPER AUTHORIZATION.

(H) MISCELLANEOUS

- (1) OPEN FLAME, WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS HAVE BEEN TAKEN AND THE PROCEDURE PREVIOUSLY APPROVED BY THE ENGINEER.
- (2) EQUIPMENT AND STOCKPILED MATERIAL SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT JET BLAST OR WIND CONDITIONS IN EXCESS OF 10 KNOTS.
- (3) THE CONTRACTOR SHALL PROVIDE BUCKET TYPE CONSTRUCTION BARRICADES WITH FLASHING YELLOW LIGHTS AS SHOWN ON THE DRAWINGS TO DELINEATE THE WORK AREAS WHEN CLOSED TO AIRCRAFT TRAFFIC. OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL LOCATED IN THE AOA SHALL BE PROMINENTLY MARKED WITH ORANGE FLAGS AND LIGHTED BY APPROVED LIGHT UNITS DURING HOURS OF LIMITED VISIBILITY AND DARKNESS.
- (4) ALL MATERIALS AND EQUIPMENT WHEN NOT IN USE SHALL BE PLACED IN APPROVED AREAS WHERE THEY WILL NOT CONSTITUTE A HAZARD TO AIRCRAFT OPERATIONS AND NOT PENETRATE CLEARANCE SURFACES. EQUIPMENT SHALL BE PARKED AT THE STAGING AREA WHEN NOT IN USE.
- (5) MAXIMUM EQUIPMENT HEIGHT SHALL NOT EXCEED 15 FEET UNLESS PRIOR APPROVAL IS OBTAINED FROM THE ENGINEER.
- (6) UPON COMPLETION OF ANY STAGE/PHASE OF WORK, THE ENGINEER WILL ARRANGE A PHYSICAL INSPECTION OF THE AREA WITH AIRCRAFT OPERATIONS PERSONNEL PRIOR TO OPENING ANY PORTION OF A RUNWAY, RAMP AREA OR AIRPORT ROADWAY THAT HAS BEEN CLOSED FOR WORK OR USED FOR A CROSSING POINT OR HAUL ROUTE BY THE CONTRACTOR.
- (7) ENTRANCE TO THE AIRFIELD IS SUBJECT TO SECURITY REGULATIONS.
- (8) THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A CURRENT LIST OF ALL EMPLOYEES WORKING ON THE AIRPORT. THE LIST SHALL BE MAINTAINED CURRENT BY THE CONTRACTOR AND APPLIES TO ALL SUBCONTRACTORS.
- (9) EXCEPT FOR EMERGENCIES, ALL CONTACT WITH AIRPORT PERSONNEL SHALL BE MADE THROUGH THE RESIDENT ENGINEER. FOR EMERGENCIES INVOLVING SAFETY (LANDINGS, FIRES, SECURITY BREACHES, ETC.) THE CONTRACTOR SHALL MAKE DIRECT CONTACT WITH AIRPORT OPERATIONS FOLLOWED BY NOTIFICATION TO THE RESIDENT ENGINEER AS SOON AS POSSIBLE.
- (10) THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- (11) IN ACCORDANCE WITH THE SPECIFICATIONS, FEDERAL WAGE RATES SHALL BE POSTED OUTSIDE THE SITE FIELD OFFICE IN A WEATHERPROOF ENCLOSURE.

(I) UTILITIES

- (1) UNDERGROUND UTILITIES - THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE CONSIDERED TO BE ONLY ESTIMATED LOCATIONS. ALL UTILITY LOCATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION. IN THE EVENT ANY UTILITY IS DAMAGED THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING FOR INCURRED COSTS OF REPAIRS.
- (2) UTILITIES NOTIFICATION - AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE UNDERGROUND UTILITY FACILITIES, THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER, AND THE OWNER OF EACH UNDERGROUND UTILITY FACILITY AFFECTED.
- (3) THE FOLLOWING IS A LIST OF COMPANIES WITH POSSIBLE UTILITIES WITHIN THE CONSTRUCTION LIMITS.

UTILITY	
DIGSAFE	1-800-225-4977
GMP	1-802-223-5235



REV.	DATE	DESCRIPTION	FILE NO. FZ00001718.01

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

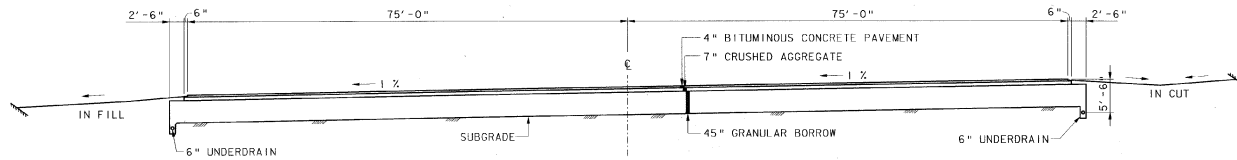
GENERAL CONSTRUCTION & SAFETY NOTES

URS

ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: CMO	Drawn by: AMB	Checked by: BRC	Approved by: CMO
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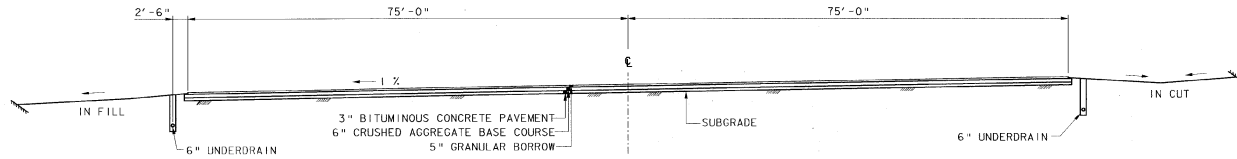
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NOTE:
UNDERDRAIN MAY NOT BE CONTINUOUS ON EACH SIDE.

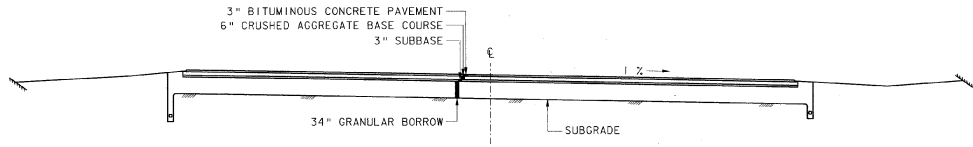
RUNWAY 17-35 EXISTING SECTION

(REFER TO ADAP 6-50-0001-04 & -06)
STA. 215+00 TO 231+50
STA. 247+75 TO 265+01



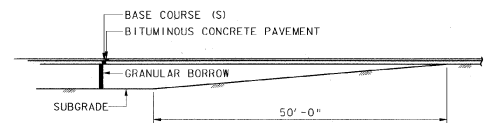
RUNWAY 17-35 EXISTING SECTION

(REFER TO FAAP 9-43-005-7007)
STA. 232+00 TO 248+25



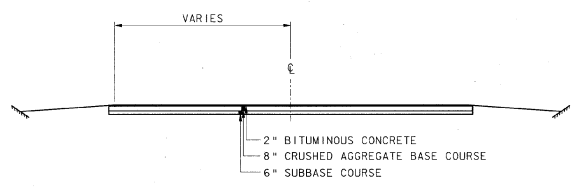
RUNWAY 5-23 EXISTING SECTION

(REFER TO ADAP 6-50-0001-05)
STA. 139+00 TO 146+00



EXISTING SUBGRADE TRANSITION

STA. 247+25 TO 247+50
STA. 231+50 TO 232+00



EXISTING TAXIWAYS



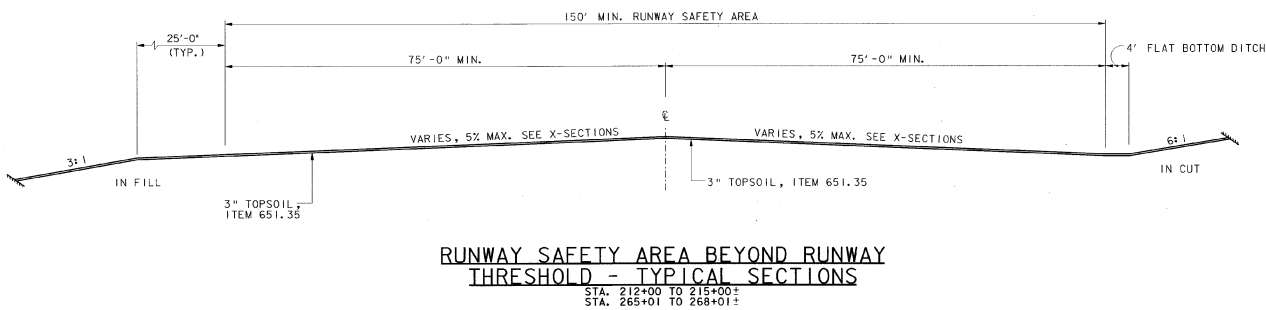
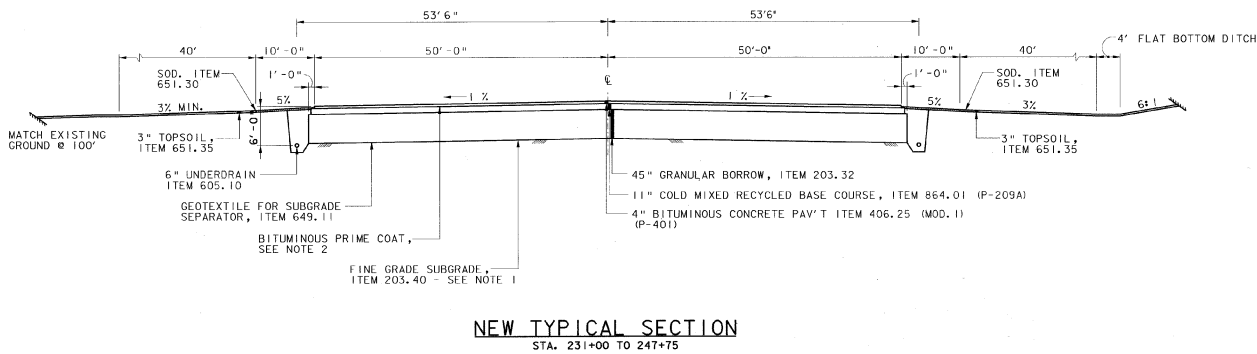
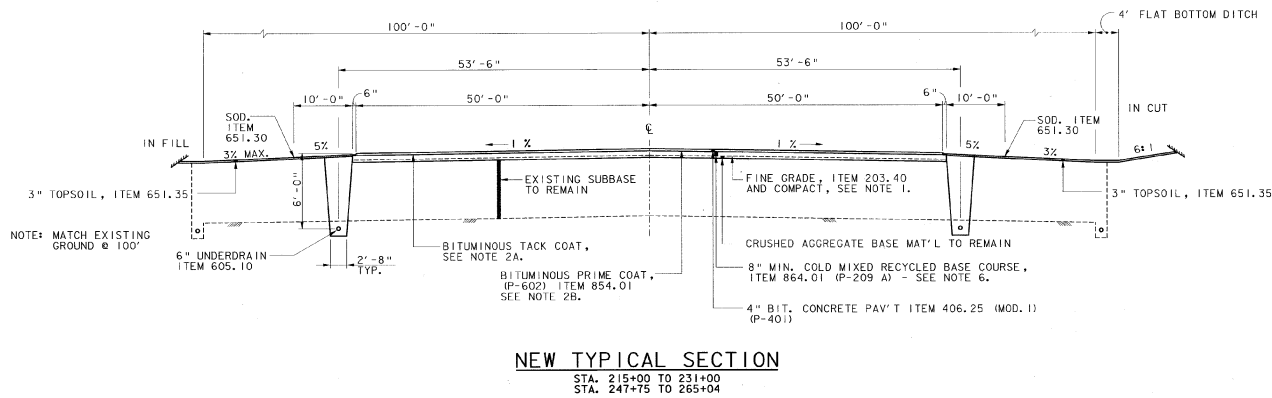
REV.	DATE	DESCRIPTION	FILE NO.
			F20000171B.01

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

TYPICAL SECTIONS - EXISTING
RUNWAYS 17-35 & 5-23

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: CND	Drawn by: MMU	Checked by: BNC	Approved by: CND
Scale: V = 5' VERT. H = 10' HOR.	Date: 3/21/01	Sheet: 01	Sheet No: 7



GENERAL NOTES

- SUBGRADE UNDER AREAS TO BE PAVED TO BE COMPACTED TO 100% DENSITY. P-209A TO BE COMPACTED TO 98% DENSITY AS PER AASHTO T-180.
- BITUMINOUS TACK COAT (EMULSIFIED ASPHALT, MS-1) TO BE APPLIED BETWEEN LIFTS OF BITUMINOUS CONCRETE PAVEMENT AT A RATE OF 0.01 TO 0.03 GAL/SY WHEN DIRECTED BY THE ENGINEER. (NOT A SEPARATE PAY ITEM).
- BITUMINOUS PRIME COAT, ITEM 854.01 (MS-1) TO BE APPLIED AT A RATE OF 0.05 GAL/SY BETWEEN COLD MIX RECYCLED BASE COURSE AND NEW BITUMINOUS CONCRETE PAV'T AND AT A RATE OF 0.15 GALLON/SY BETWEEN CRUSHED AGGREGATE BASE COURSE AND NEW BITUMINOUS CONCRETE PAV'T.
- REMOVAL OF EXISTING MANHOLES AND DROP INLETS, TO BE PAID UNDER ITEM 203.16 SOLID ROCK EXCAVATION. (3 CY PER EACH UNIT REMOVED). EXISTING DRAINAGE LINES TO BE ABANDONED IN PLACE; PIPES TO BE PLUGGED EACH END WITH CONCRETE BEFORE BACKFILLING. PAYMENT TO BE SUBSIDIARY TO REMOVAL OF MANHOLES AND DROP INLETS.
- EXISTING BITUMINOUS PAVEMENT WITHIN RUNWAY CONSTRUCTION AREA TO BE REMOVED TO A DEPTH OF 8". PAYMENT TO BE MADE UNDER ITEM 203.28, EXCAVATION OF SURFACES AND PAVEMENTS.
- ALL OTHER EXCAVATION TO BE PAID FOR UNDER ITEM 203.15, COMMON EXCAVATION OR 203.16 SOLID ROCK EXCAVATION.
- EXISTING BIT. CONCRETE PAV'T AND 4" OF EXISTING CRUSHED AGGREGATE BASE TO BE COMBINED USING EITHER A HAMMERMILL PROCESS OR A CRUSHER TO PREPARE A UNIFORM COLD MIXED RECYCLED BASE P209A (REFER TO ITEM 864.01).
- SEED, ITEM 651.15 TO BE APPLIED AS DIRECTED BY ENGINEER. THE SEED MIXTURE, SHALL CONFORM TO:

% WT	LBS / A	PUR %	GERM
20	14	TALL FESCUE (K-31)	95 85
10	7	PERENNIAL RYE GRASS	95 85
1	1	MEDIUM RED CLOVER	95 85
2	2	EMPIRE BIRDS FOOT TREFLOIL	98 85
22	15	CLIMAX TIMOTHY	95 85
25	17	CREeping RED FESCUE	98 85
10	7	ANNUAL RYE	95 85
10	7	ORCHARD GRASS	95 85
100	70		

THE SEED MIXTURE SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS WEED SEED.

- FERTILIZER, ITEM 651.18, FORMULA 10-20-10 TO BE USED WITH SEED. ITEM 651.15, APPLIED AT THE RATE OF 500 LBS / ACRE.
- AGRICULTURAL LIMESTONE, ITEM 651.20, TO BE APPLIED AT RATE OF 2 TONS/ACRE OR AS DIRECTED BY ENGINEER.
- HAY MULCH, ITEM 651.25, TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE.
- TOPSOIL, ITEM 651.35, TO BE USED WITH SEED, ITEM 651.15, AS DIRECTED BY THE ENGINEER.
- EROSION CONTROL MATTING, ITEM 654.10, TO BE PLACED ON SLOPES OVER 5% WHEN DIRECTED BY THE ENGINEER.
- ALONG SIDE RUNWAY (FROM E.P. TO 10' OFF PAVEMENT) TO BE SODDED, ITEM 651.30.
- ALLOWABLE THICKNESS TOLERANCES:
 SUBGRADE ± 1"
 CONTROLLED MATERIAL ± 1/2"
 PAVEMENT ± 3/16"
 BASE COURSE ± 1/2"
- PAY LIMITS FOR SEED, LIME, FERTILIZER & MULCH ARE EQUAL TO THE APPROVED CONSTRUCTION LIMITS.
- GRANULAR BORROW, ITEM 203.32, LIMIT % PASSING .02MM TO 3% (NON FROST SUSCEPTIBLE).



REV.	DATE	DESCRIPTION

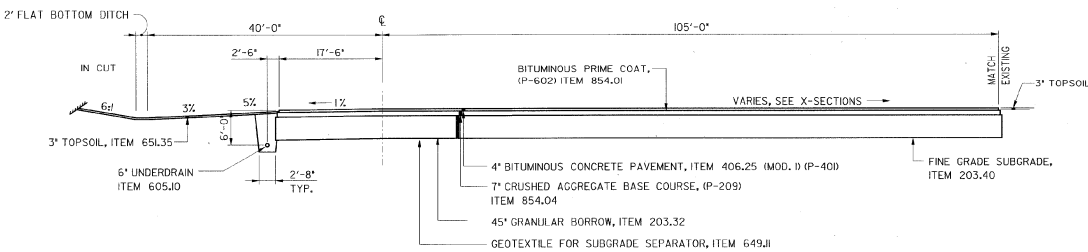
Job No. F20000718.01
 File No. F2018046.dgn

EDWARD F. KNAPP STATE AIRPORT
 BURLINGTON, VERMONT

TYPICAL SECTION - PROPOSED
 RUNWAY 17-35

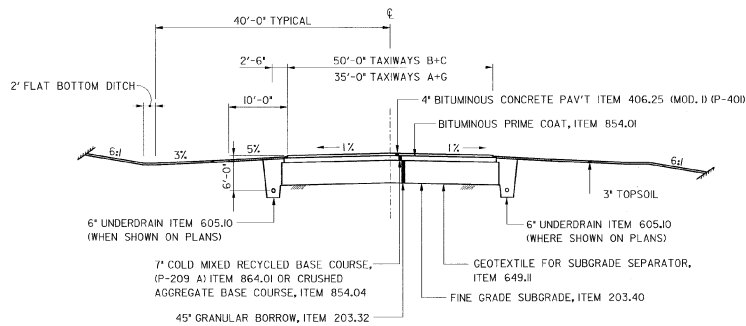
URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

Designed by: GMP	Drawn by: MMU	Checked by: BFC	Approved by: GMP
Scale: 1" = 10'	Date: 3/21/01	Sheet: - Of -	Sheet No: 8



TAXIWAY E - TYPICAL

STA. 742+35 TO 748+06



**TAXIWAY TYPICALS
TAXIWAYS A, B, C & E**

STA. 735+30 TO STA. 742+35

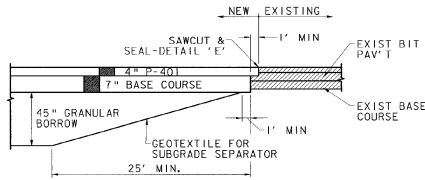
REV.	DATE	DESCRIPTION	FILE NO. F201801048.dwg

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

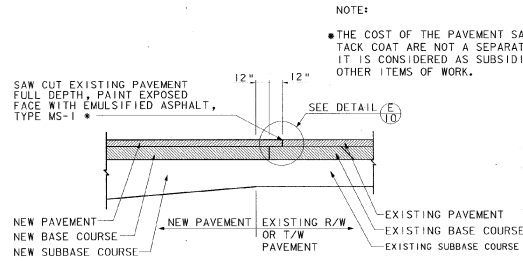
TAXIWAY TYPICALS

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

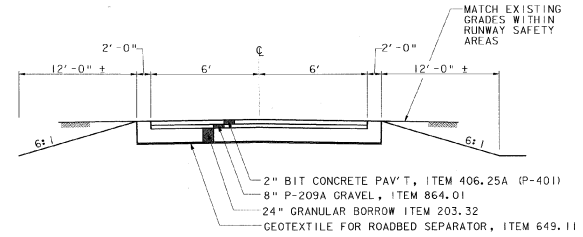
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Scale: 1" = 10'			
Date: 3/21/01			
Sheet - 01 -			
Sheet No. 9			



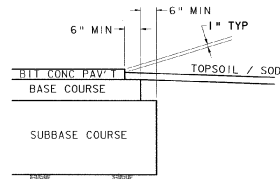
A
10
PROPOSED SUBGRADE TRANSITION TAXIWAYS
SCALE: NONE



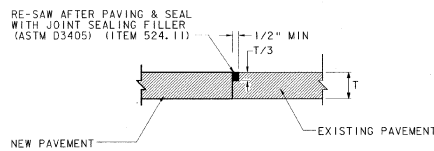
B
10
BUTT JOINT DETAIL
SCALE: NONE



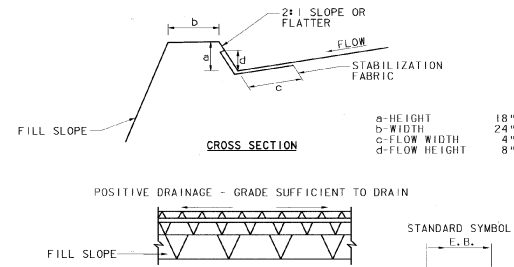
C
10
TYPICAL DRIVEWAY SECTION
SCALE: NONE



D
10
PAVEMENT SECTION EDGE
SCALE: NONE



E
10
SAWCUT DETAIL
SCALE: NONE



F
10
EARTH BERM
SCALE: NONE

NOTE:
• THE COST OF THE PAVEMENT SAW CUT AND TACK COAT ARE NOT A SEPARATE PAY ITEM. IT IS CONSIDERED AS SUBSIDIARY TO THE OTHER ITEMS OF WORK.



REV.	DATE	DESCRIPTION

Job No. F201806000
File No. F201806000.dcp

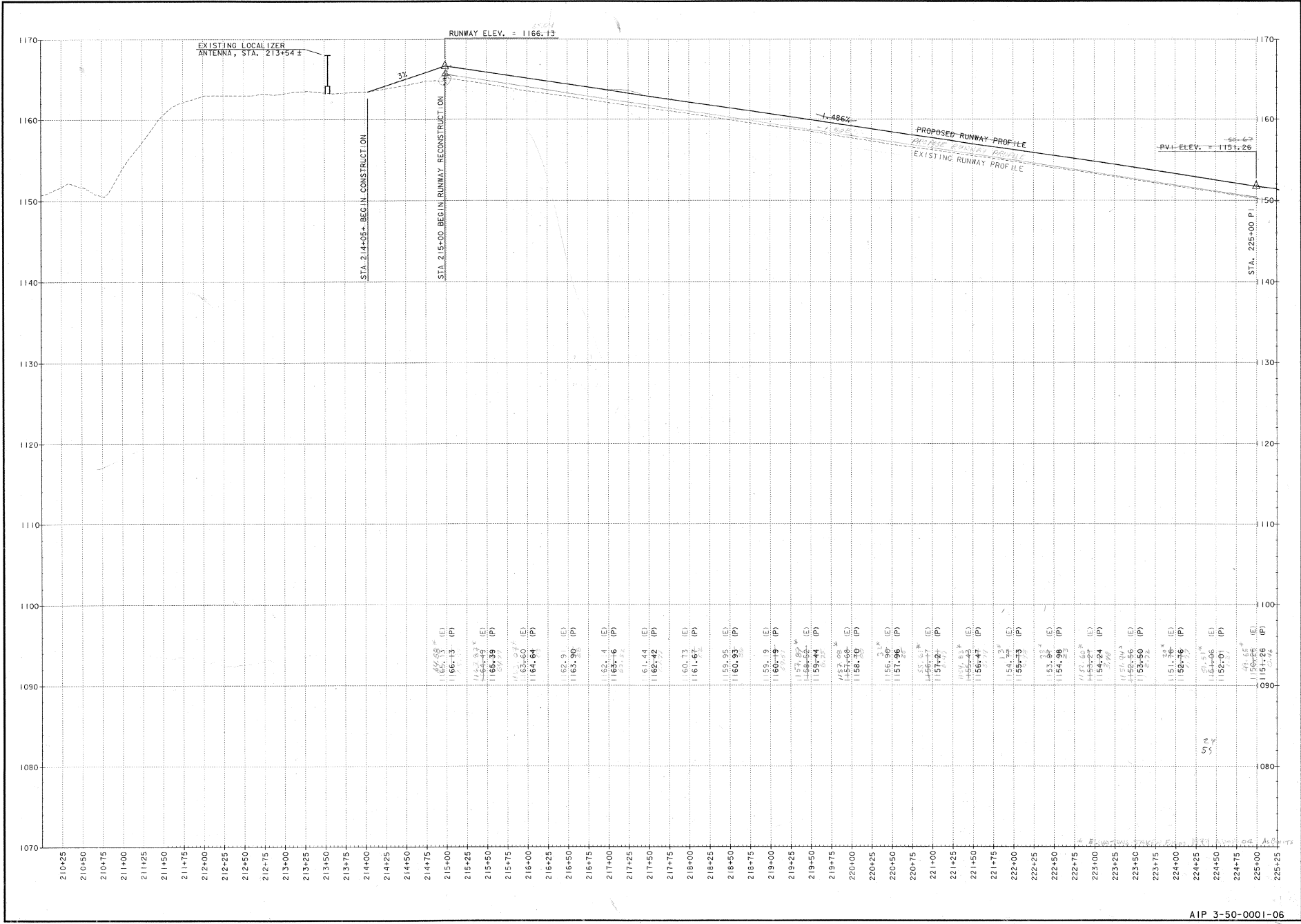
EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

TYPICAL SECTIONS & DETAILS

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: GFD
Drawn by: MAM
Checked by: BFC
Approved by: GFD

Scale: NONE
Date: 3/21/01
Sheet: 01
Sheet No: 10



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: **DM**

Drawn by: **MM**

Checked by: **BIC**

Approved by: **DM**

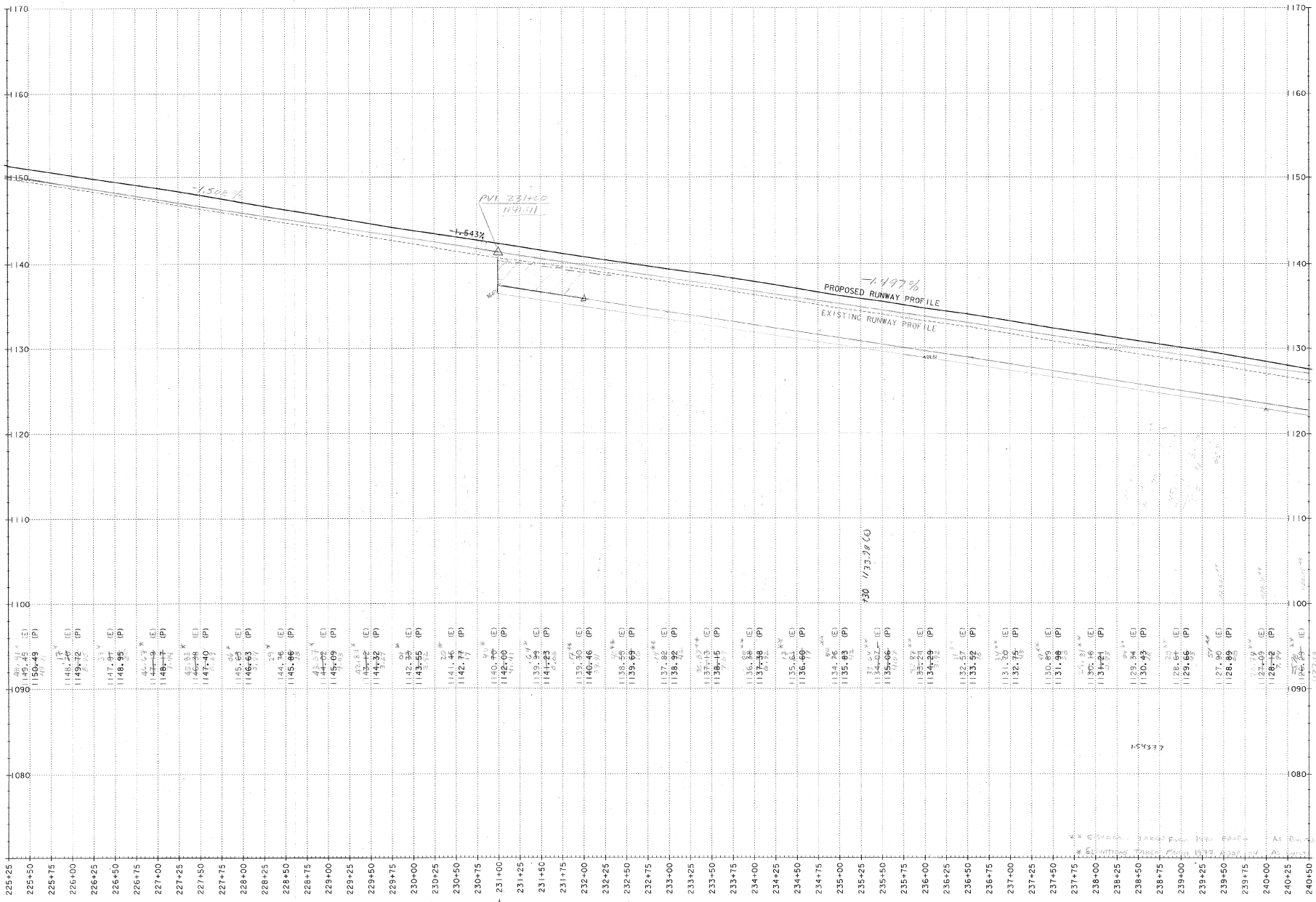
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VERT: 1"=5'

Date: **3/21/01**

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Sheet No. **11**

Job No. F200001718.01 File No. F201806xall.dwg



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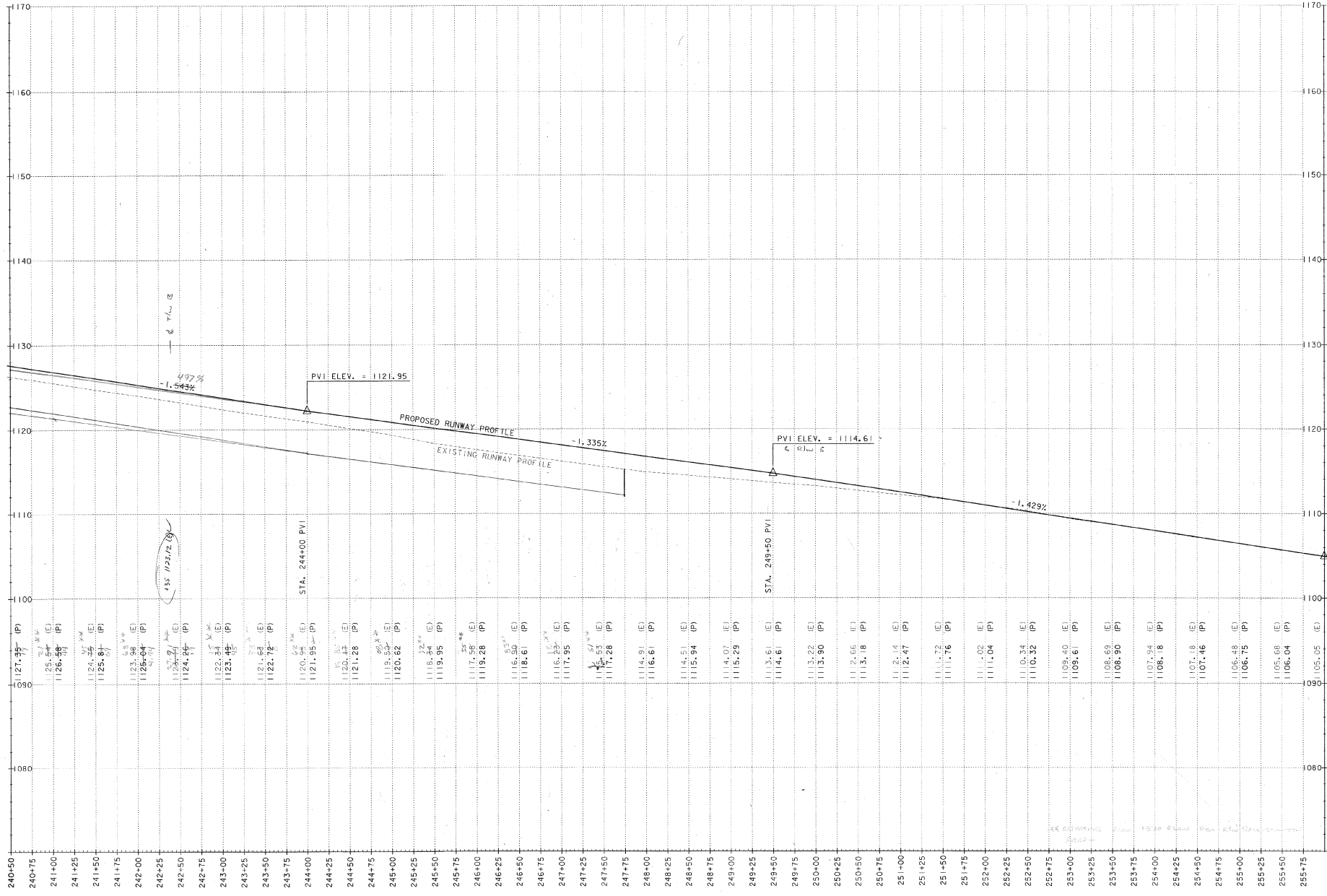
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File No. F20160602.00

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 PROFILE

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by	END
Drawn by	MM
Checked by	BRC
Approved by	END
Scale	HORIZ=50' VERT=1"=5'
Date	3/21/01
Sheet	Of -
Sheet No.	12



REV.	DATE	DESCRIPTION

Job No. F20000118.01
File No. F207806x3.dwg

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

RUNWAY 17-35 PROFILE

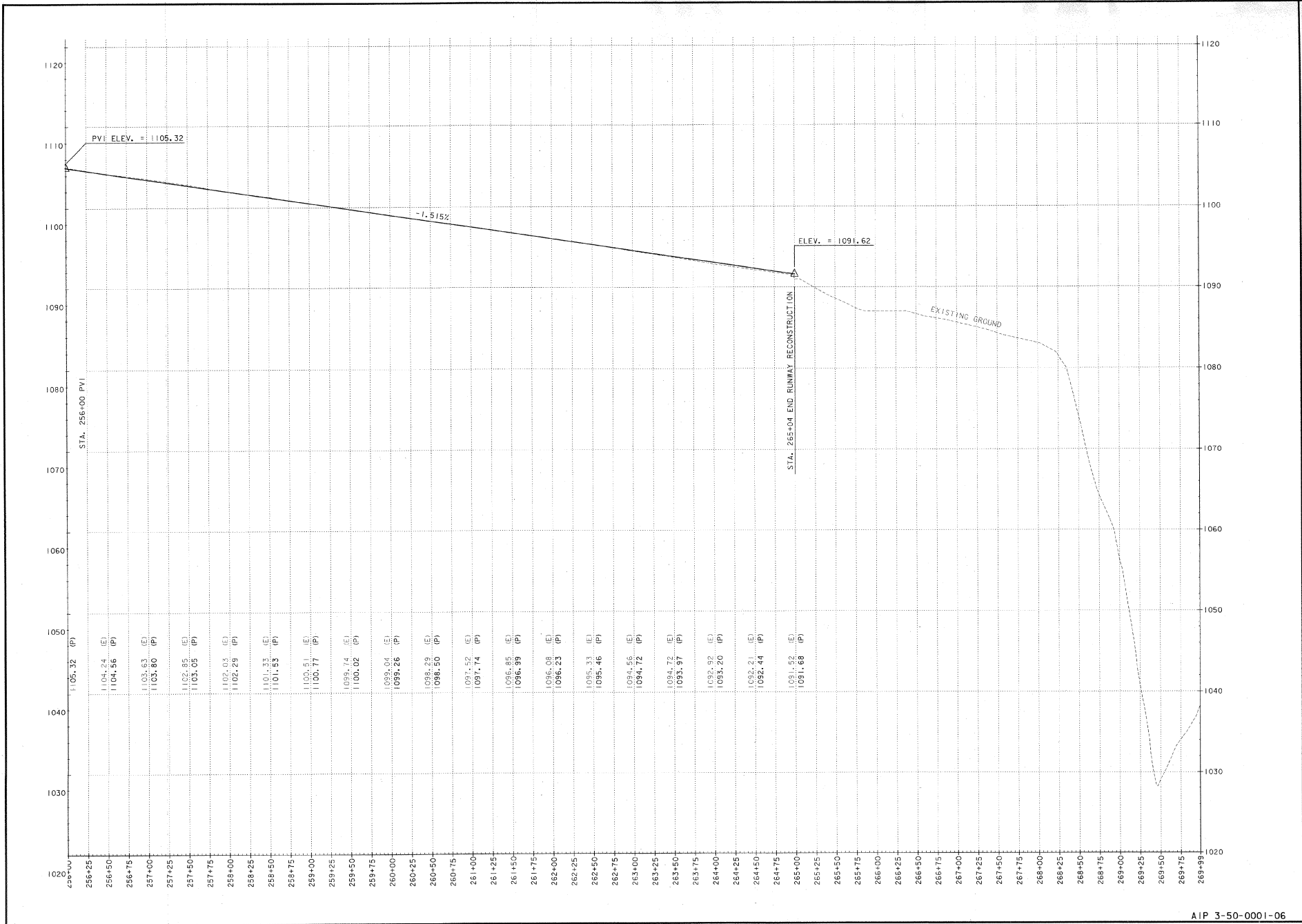
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Approved by: **MD**

Scale: **HORIZ. 1"=50'**
VERT. 1"=5'

Date: **3/21/01**

Sheet - **01** -

Sheet No. **13**



REV.	DATE	DESCRIPTION	

Job No. F20000118.01 File No. F207804e4.dgn

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: **gdp**

Drawn by: **mm**

Checked by: **hnc**

Approved by: **gdp**

Scale: **HORIZ: 1"=50'**
VERT: 1"=5'

Date: **3/21/01**

Sheet: **- 01 -**

Sheet No: **14**



REV.	DATE	DESCRIPTION

Job No. E200001718.01 File No. E201780kns-09

EDWARD F. KNAPP STATE AIRPORT
 BURLINGTON, VERMONT

RUNWAY 5-23 PROFILE

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

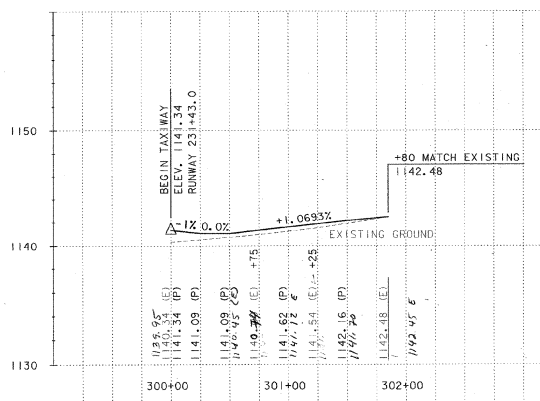
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Drawn by	MM
Checked by	ARC
Approved by	EPD

Scale: HOR: 1"=50'
 VERT: 1"=5'

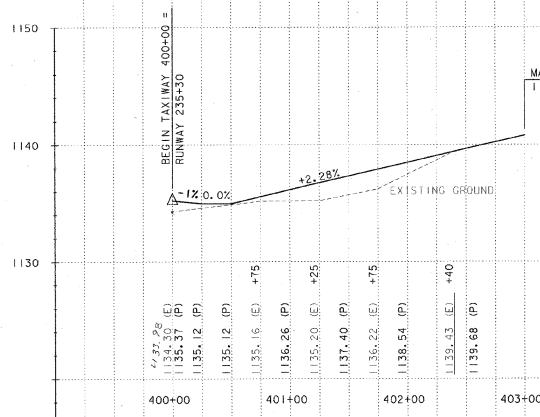
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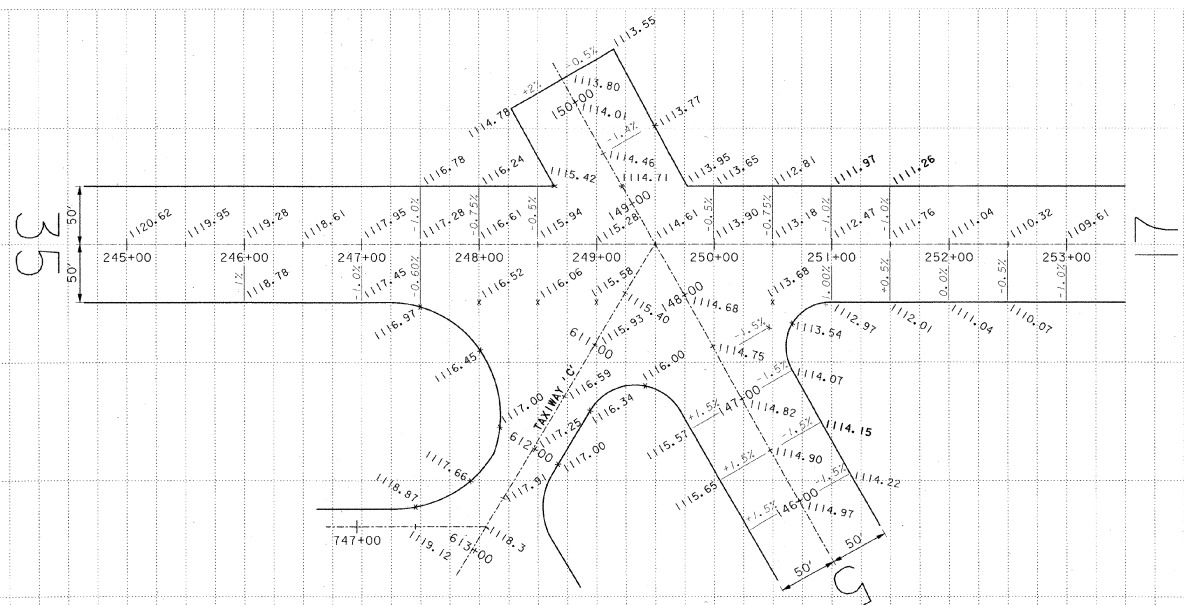
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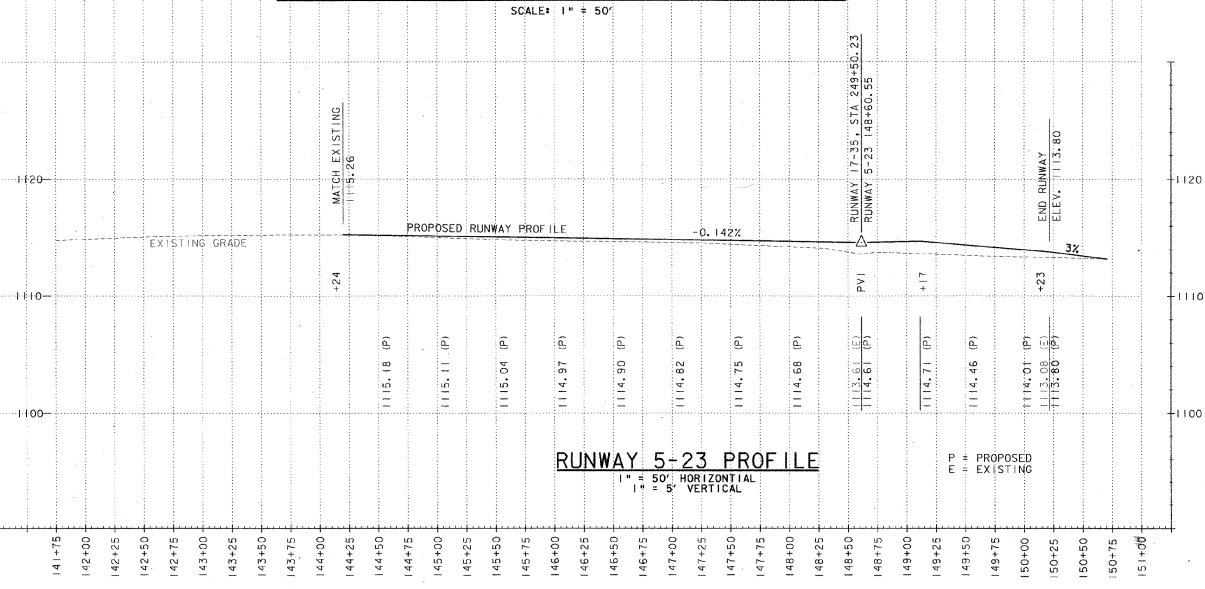
TAXIWAY AA PROFILE
 1" = 50' HORIZONTAL
 1" = 5' VERTICAL



TAXIWAY A PROFILE
 1" = 50' HORIZONTAL
 1" = 5' VERTICAL



RUNWAY INTERSECTION FINISHED GRADING PLAN
 SCALE: 1" = 50'



RUNWAY 5-23 PROFILE
 1" = 50' HORIZONTAL
 1" = 5' VERTICAL

P = PROPOSED
 E = EXISTING



REV.	DATE	DESCRIPTION

Job No. F20000(118.0) File No. 2001802a(6)P

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

TAXIWAY PROFILES

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

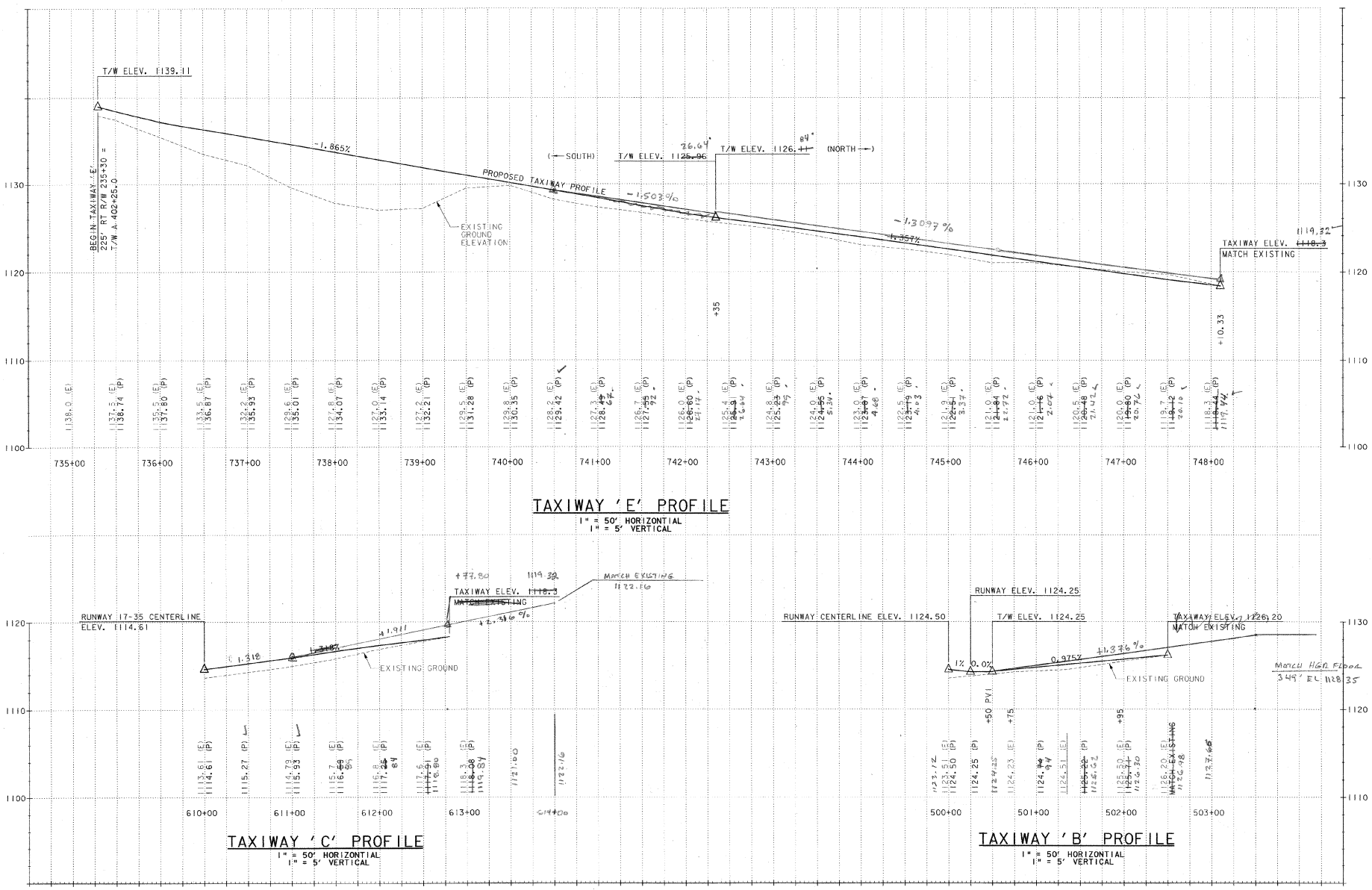
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Drawn by: **umt**
Checked by: **BRC**
Approved by: **(signature)**

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VERT: 1"=5'

Date: 3/21/01

Sheet - of -

Sheet No. **16**



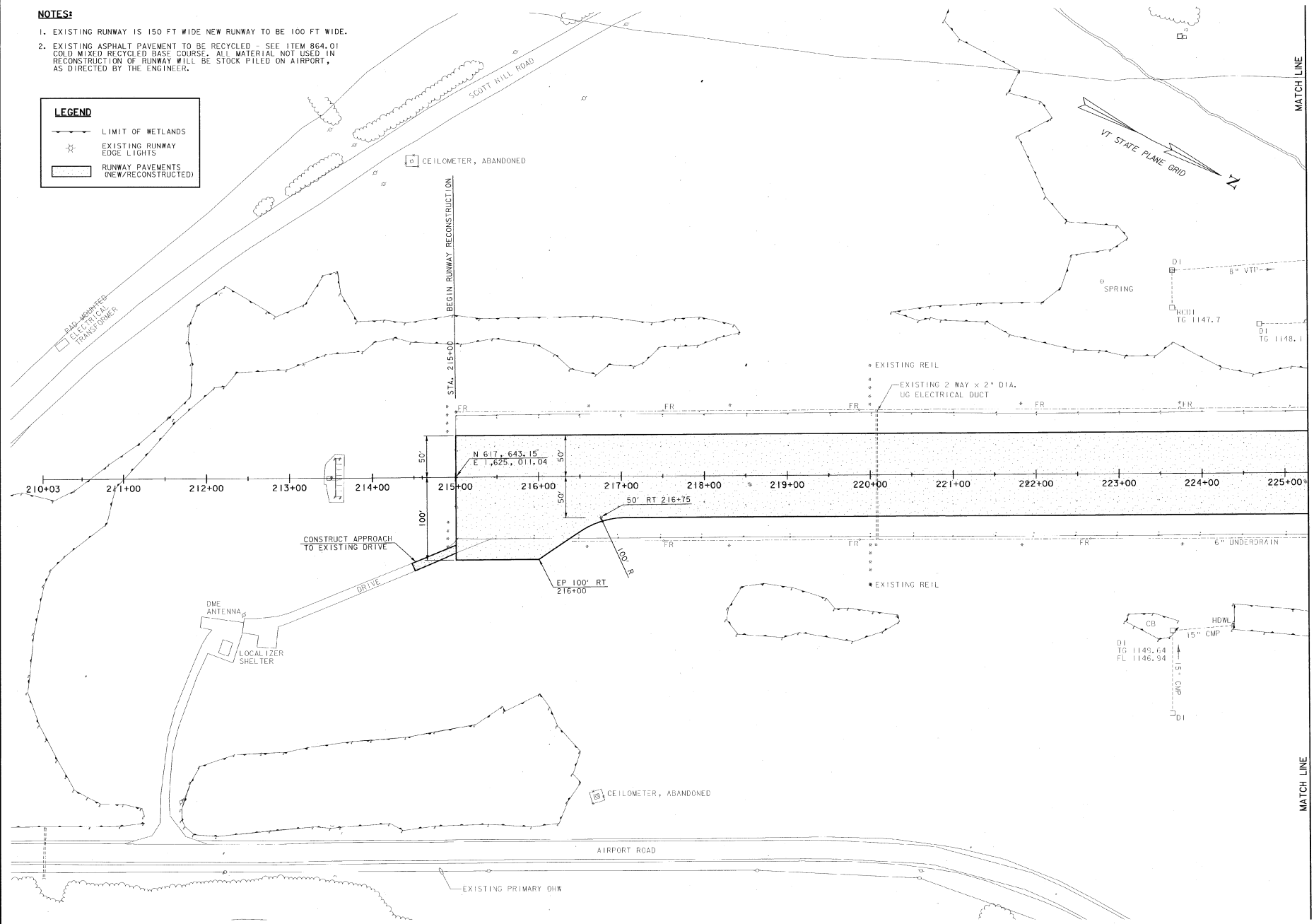
FINISHED GRADES
REVISED 8/16/01

NOTES:

- EXISTING RUNWAY IS 150 FT WIDE NEW RUNWAY TO BE 100 FT WIDE.
- EXISTING ASPHALT PAVEMENT TO BE RECYCLED - SEE ITEM 864.01 COLD MIXED RECYCLED BASE COURSE. ALL MATERIAL NOT USED IN RECONSTRUCTION OF RUNWAY WILL BE STOCK PILED ON AIRPORT, AS DIRECTED BY THE ENGINEER.

LEGEND

- LIMIT OF WETLANDS
- EXISTING RUNWAY EDGE LIGHTS
- RUNWAY PAVEMENTS (NEW/RECONSTRUCTED)



REV.	DATE	DESCRIPTION	FILE NO. #20718/ur/dgp

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
PAVING PLANS AND GEOMETRIC LAYOUT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: cm	Drawn by: mm
Checked by: bc	Approved by: cm

Scale: 1" = 50'

Date: 3/21/01

Sheet - 01 -

Sheet No



REV.	DATE	DESCRIPTION	FILE NO.

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
PAVING PLANS AND GEOMETRIC LAYOUT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: gmp
Drawn by: mm
Checked by: gmp
Approved by: gmp

Scale: P = 50'

Date: 3/21/01

Sheet: 01

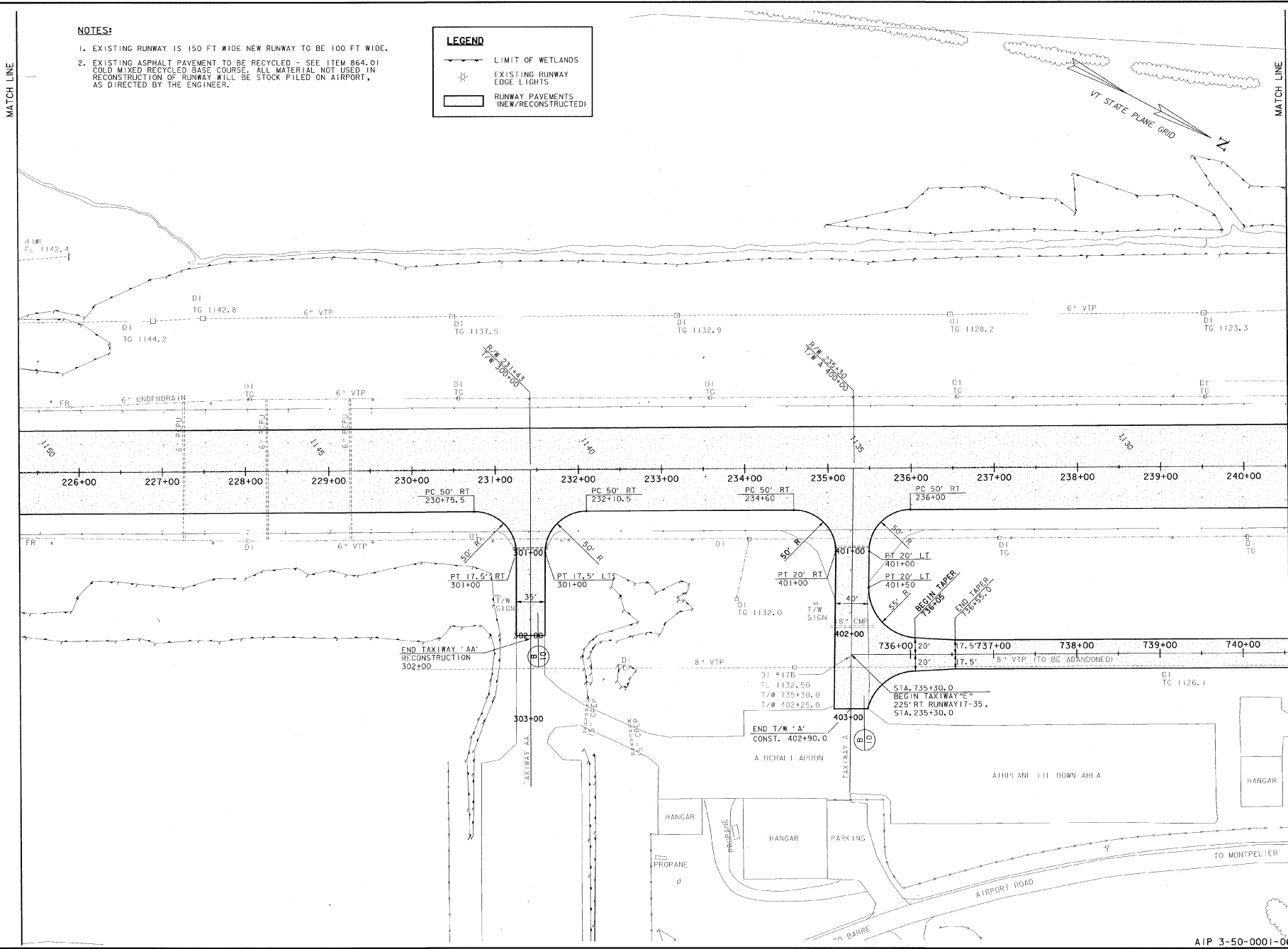
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NOTES:

- EXISTING RUNWAY IS 150 FT WIDE NEW RUNWAY TO BE 100 FT WIDE.
- EXISTING ASPHALT PAVEMENT TO BE RECYCLED - SEE ITEM 864.01 COLD MIXED RECYCLED BASE COURSE. ALL MATERIAL NOT USED IN RECONSTRUCTION OF RUNWAY WILL BE STOCK PILED ON AIRPORT, AS DIRECTED BY THE ENGINEER.

LEGEND

- LIMIT OF WETLANDS
- EXISTING RUNWAY EDGE LIGHTS
- RUNWAY PAVEMENTS (NEW/RECONSTRUCTED)



MATCH LINE

NOTES:

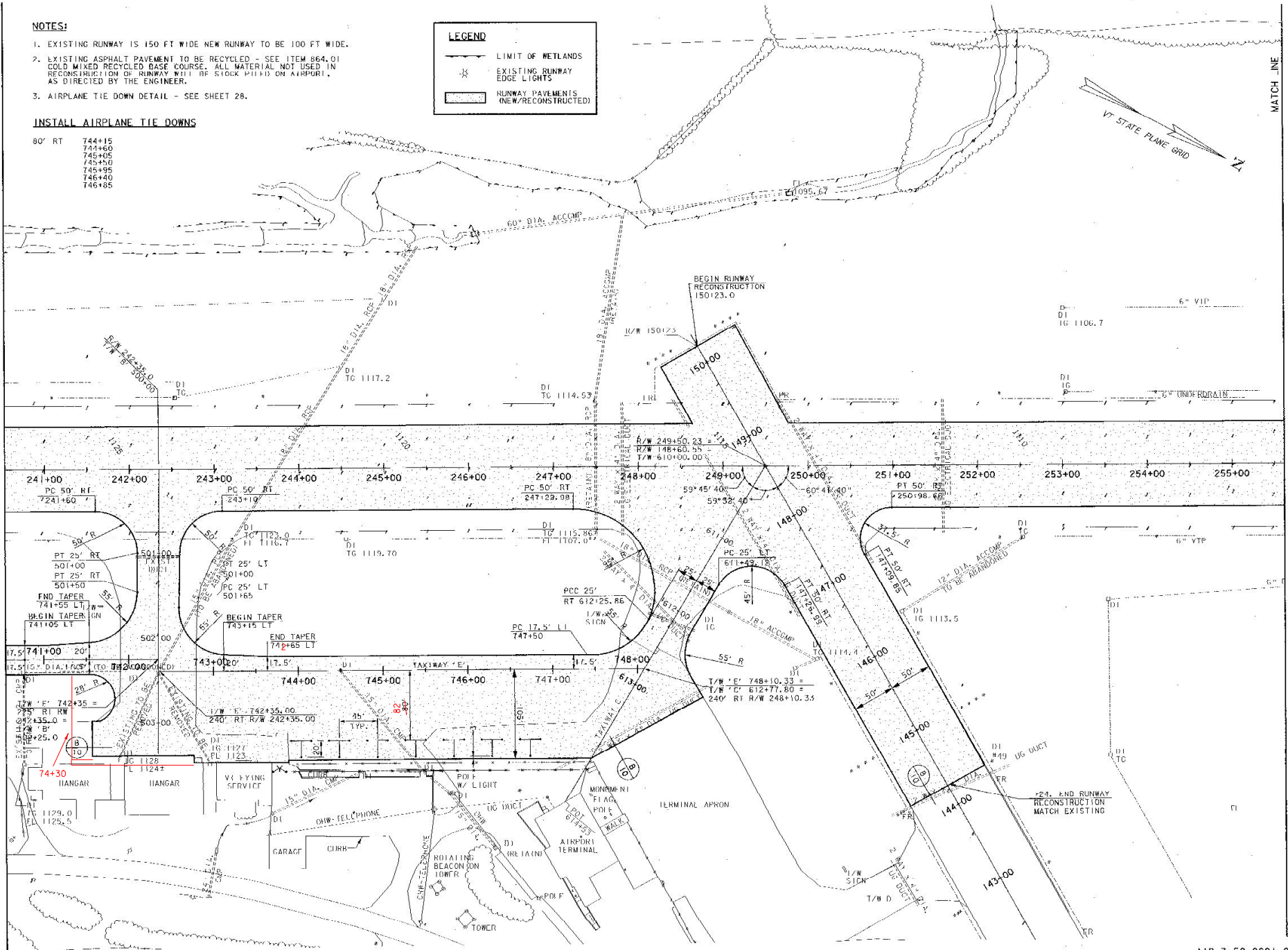
- EXISTING RUNWAY IS 150 FT WIDE NEW RUNWAY TO BE 100 FT WIDE.
- EXISTING ASPHALT PAVEMENT TO BE RECYCLED - SEE ITEM 864.01 COLD MIXED RECYCLED BASE COURSE. ALL MATERIAL NOT USED IN RECONSTRUCTION OF RUNWAY WILL BE STOCK PILED ON AIRPORT, AS DIRECTED BY THE ENGINEER.
- AIRPLANE TIE DOWN DETAIL - SEE SHEET 28.

INSTALL AIRPLANE TIE DOWNS

80' RT	744+15
	744+60
	745+00
	745+50
	745+95
	746+40
	746+85

LEGEND

- LIMIT OF WETLANDS
- EXISTING RUNWAY EDGE LIGHTS
- RUNWAY PAVEMENTS (NEW/RECONSTRUCTED)



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
 PAVING PLANS AND GEOMETRIC LAYOUT

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

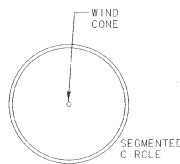
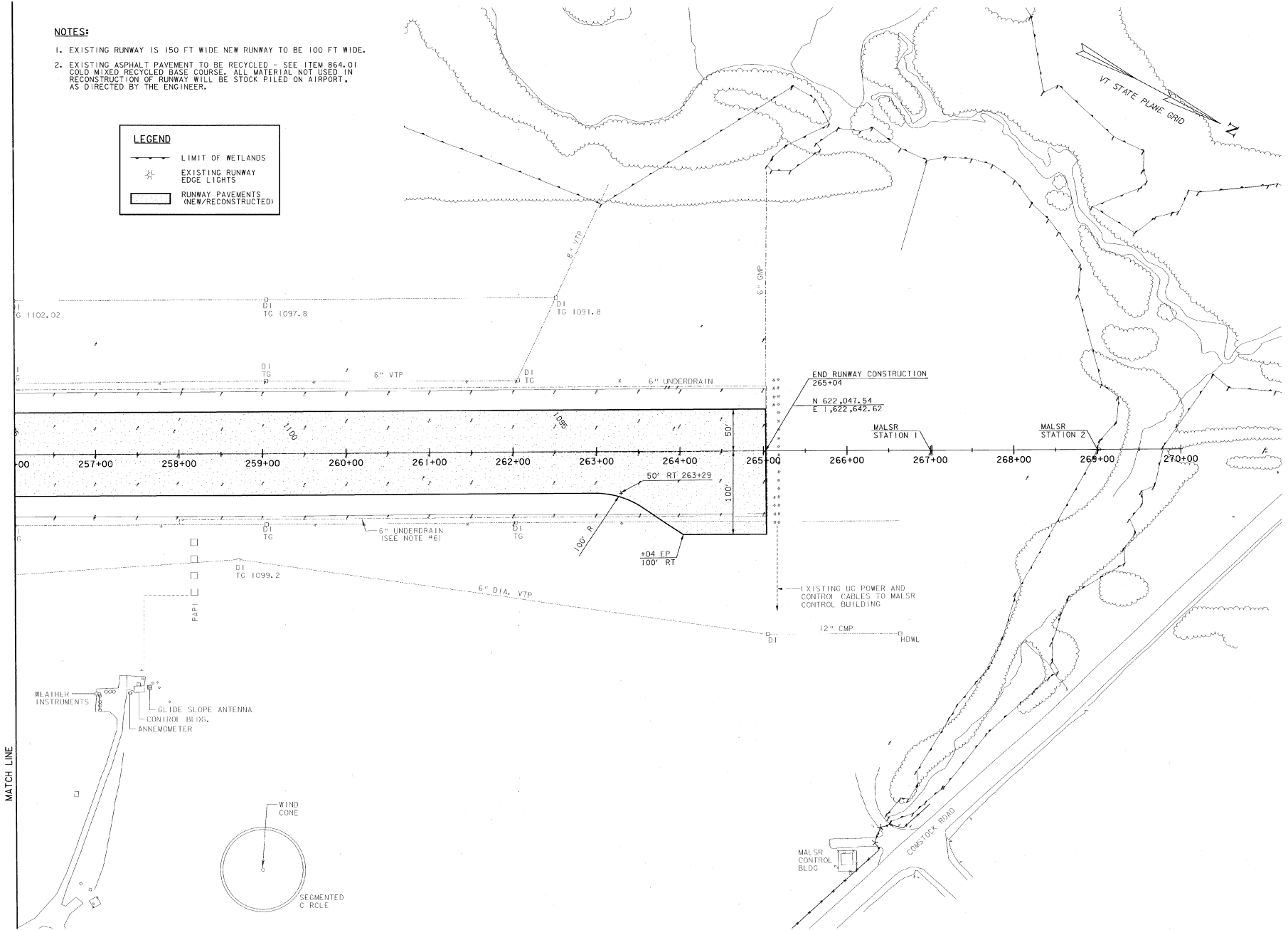
Designed by	MM
Drawn by	MM
Checked by	BHC
Approved by	MM
Scale	P = 50'
Date	3/21/01
Sheet	0f 0
Sheet No	19

NOTES:

- EXISTING RUNWAY IS 150 FT WIDE NEW RUNWAY TO BE 100 FT WIDE.
- EXISTING ASPHALT PAVEMENT TO BE RECYCLED - SEE ITEM 864.01 COLD MIXED RECYCLED BASE COURSE. ALL MATERIAL NOT USED IN RECONSTRUCTION OF RUNWAY WILL BE STOCK PILED ON AIRPORT, AS DIRECTED BY THE ENGINEER.

LEGEND

- LIMIT OF WETLANDS
- EXISTING RUNWAY EDGE LIGHTS
- RUNWAY PAVEMENTS (NEW/RECONSTRUCTED)



REV.	DATE	DESCRIPTION

Job No. F20000718.01
File No. F20180820.dwg

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY IT-35
PAVING PLANS AND GEOMETRIC LAYOUT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: GND	Drawn by: MMH	Checked by: BNC	Approved by: GND
Scale: 1" = 50'	Date: 3/21/01	Sheet: 01	Sheet No: 20

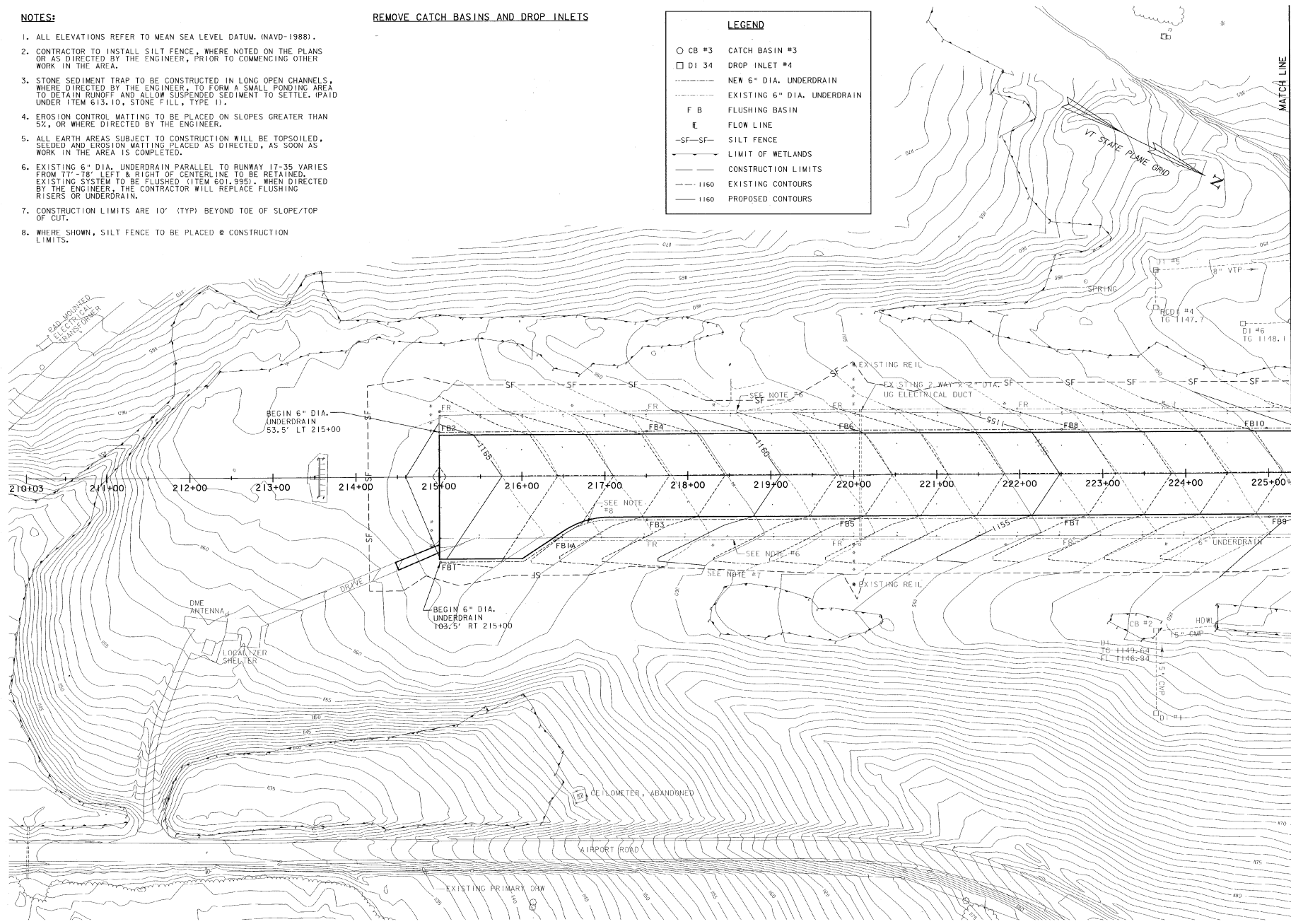
NOTES:

1. ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM. (NAVD-1988).
2. CONTRACTOR TO INSTALL SILT FENCE, WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER, PRIOR TO COMMENCING OTHER WORK IN THE AREA.
3. STONE SEDIMENT TRAP TO BE CONSTRUCTED IN LONG OPEN CHANNELS, WHERE DIRECTED BY THE ENGINEER, TO FORM A SMALL PONDING AREA TO DETAIN RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE. (PART UNDER ITEM 613-10, STONE FILL, TYPE II).
4. EROSION CONTROL MATTING TO BE PLACED ON SLOPES GREATER THAN 5%, OR WHERE DIRECTED BY THE ENGINEER.
5. ALL EARTH AREAS SUBJECT TO CONSTRUCTION WILL BE TOPSOILED, SEDED AND EROSION MATTING PLACED AS DIRECTED, AS SOON AS WORK IN THE AREA IS COMPLETED.
6. EXISTING 6" DIA. UNDERDRAIN PARALLEL TO RUNWAY 17-35 VARIES FROM 77' TO 78' LEFT & RIGHT OF CENTERLINE TO BE RETAINED. EXISTING SYSTEM TO BE FLUSHED (ITEM 601, 995), WHEN DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL REPLACE FLUSHING RISERS OR UNDERDRAIN.
7. CONSTRUCTION LIMITS ARE 10' (TYP) BEYOND TOE OF SLOPE/TOP OF CUT.
8. WHERE SHOWN, SILT FENCE TO BE PLACED @ CONSTRUCTION LIMITS.

REMOVE CATCH BASINS AND DROP INLETS

LEGEND

- CB #3 CATCH BASIN #3
- DI 34 DROP INLET #4
- NEW 6" DIA. UNDERDRAIN
- - - - - EXISTING 6" DIA. UNDERDRAIN
- F B FLUSHING BASIN
- E FLOW LINE
- SF-SF- SILT FENCE
- - - - - LIMIT OF WETLANDS
- - - - - CONSTRUCTION LIMITS
- - - - - 1160 EXISTING CONTOURS
- 1160 PROPOSED CONTOURS



REV.	DATE	DESCRIPTION

Job No. F2000017 B.01
File No. F20180nu/dcdp

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
DRAINAGE AND GRADING PLAN

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: **cm**
 Drawn by: **mm**
 Checked by: **bc**
 Approved by: **cm**

Scale: P - 50'
 Date: 3/21/01
 Sheet: 01
 Sheet No: **21**

NOTES:

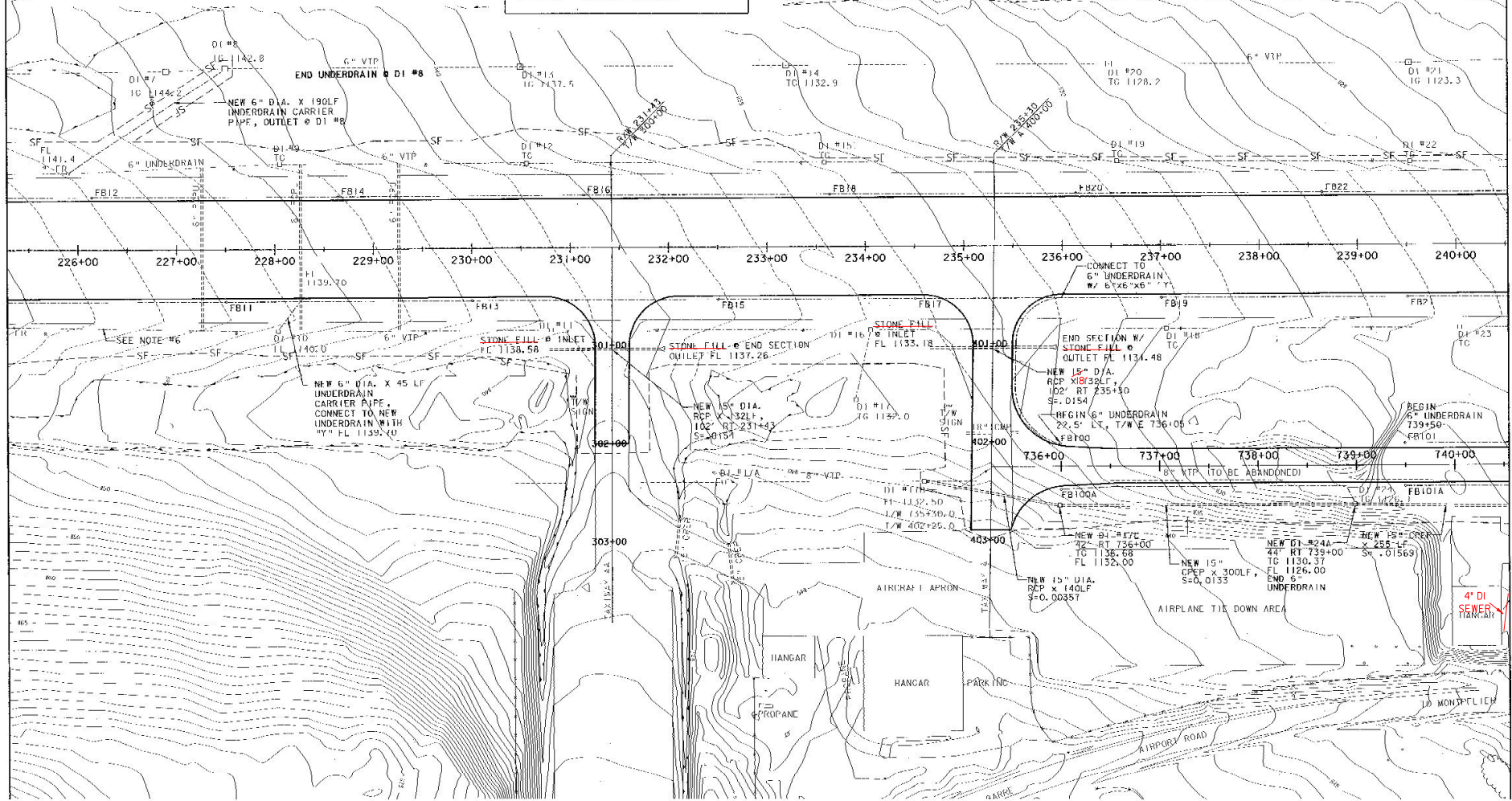
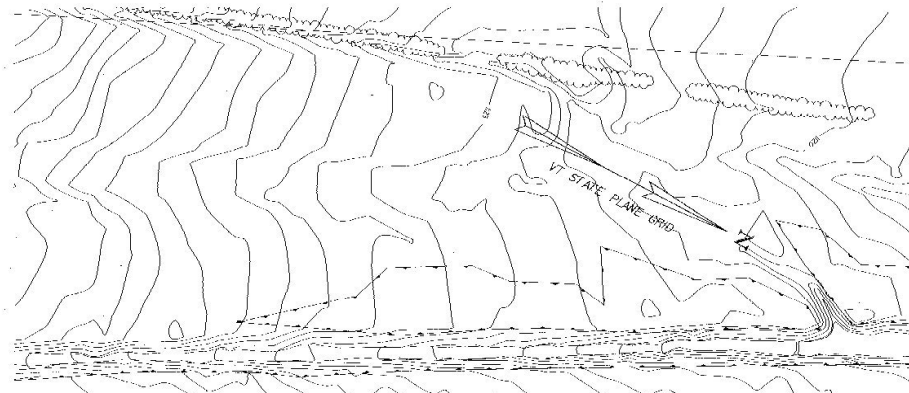
1. ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM (NAVY-1989).
2. CONTRACTOR TO INSTALL SILT FENCE, WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER, PRIOR TO COMMENCING OTHER WORK IN THE AREA.
3. STONE SEDIMENT TRAP TO BE CONSTRUCTED IN LONG OPEN CHANNELS, WHERE DIRECTED BY THE ENGINEER, TO FORM A SMALL PONDING AREA TO DETAIN RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE. (PAID UNDER ITEM 615.10, STONE FILL, TYPE II).
4. EROSION CONTROL MATTINGS TO BE PLACED ON SLOPES GREATER THAN 5%, OR WHERE DIRECTED BY THE ENGINEER.
5. ALL EARTH AREAS SUBJECT TO CONSTRUCTION WILL BE TOPSOILED, SEEDED AND EROSION MATTING PLACED AS DIRECTED, AS SOON AS WORK IN THE AREA IS COMPLETED.
6. EXISTING 6" DIA. UNDERDRAIN PARALLEL TO RUNWAY 17-35 VARIES FROM 77' 78" LEFT & RIGHT OF CENTERLINE TO BE RETAINED. EXISTING SYSTEM TO BE FLUSHED (ITEM 601.995). WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR WILL REPLACE FLUSHING RISERS OR UNDERDRAIN.
7. CONSTRUCTION LIMITS ARE 10' (11%) BEYOND 10% OF SLOPE/TOP OF CUT.
8. WHERE SHOWN, SILT FENCE TO BE PLACED @ CONSTRUCTION LIMITS.

REMOVE CATCH BASINS AND DROP INLETS

DI #9, DI #10, DI #11, DI #12, DI #15, DI #16,
DI #17, DI #18, DI #19, DI #22, DI #23, DI #24

LEGEND

- CB #3 CATCH BASIN #3
- DI #4 DROP INLET #4
- NEW 6" DIA. UNDERDRAIN
- - - EXISTING 6" DIA. UNDERDRAIN
- FB FLUSHING BASIN
- EL FLOW LINE
- SF-SF SILT FENCE
- LIMIT OF WETLANDS
- CONSTRUCTION LIMITS
- 1160 EXISTING CONTOURS
- 1160 PROPOSED CONTOURS



REV.	DATE	DESCRIPTION

Job No. F200607178.01 File No. 201010010026.dwg

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
DRAINAGE AND GRADING PLAN

URS

ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: GPO
 Drawn by: MAM
 Checked by: BRC
 Approved by: GPO

Scale: 1" = 50'

Date: 3/21/01

Sheet - 0f -

Sheet No
22

NOTES:

- ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM. (NAVD-1988).
- CONTRACTOR TO INSTALL SILT FENCE, WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER, PRIOR TO COMMENCING OTHER WORK IN THE AREA.
- STONE SEDIMENT TRAP TO BE CONSTRUCTED IN LONG OPEN CHANNELS, WHERE DIRECTED BY THE ENGINEER, TO FORM A SMALL PONDING AREA TO DETAIN RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE. (FAID UNDER ITEM 613.10, STONE FILL, TYPE I).
- EROSION CONTROL MATTING TO BE PLACED ON SLOPES GREATER THAN 5% OR WHERE DIRECTED BY THE ENGINEER.
- ALL EARTH AREAS SUBJECT TO CONSTRUCTION WILL BE TOPSOILED, SEEDED AND EROSION MATTING PLACED AS DIRECTED, AS SOON AS WORK IN THE AREA IS COMPLETED.
- EXISTING 6" DIA. UNDERDRAIN PARALLEL TO RUNWAY 17-35 VARIES FROM 77'-78" LEFT & RIGHT OF CENTERLINE TO BE RETAINED. EXISTING SYSTEM TO BE FLUSHED (ITEM 601.995), WHEN DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL REPLACE FLUSHING RISERS OR UNDERDRAIN.
- CONSTRUCTION LIMITS ARE 10' (TYP) BEYOND TOE OF SLOPE/TOP OF CUT.
- WHERE SHOWN, SILT FENCE TO BE PLACED @ CONSTRUCTION LIMITS.

REMOVE CATCH BASINS AND DROP INLETS

D1 #25, D1 #26, D1 #27, D1 #29, D1 #30, D1 #31, D1 #36, D1 #37, D1 #38

ADJUST FRAME AND GRATE ON EXISTING DI'S

D1 #36, D1 #37, D1 #41

REMOVE AND RESET CURB

743+90 TO 745+58 - 123' RT

REMOVE AND RESET FENCE

743+70 TO 747+50 - 115' RT

REMOVE EXISTING 18" RCP

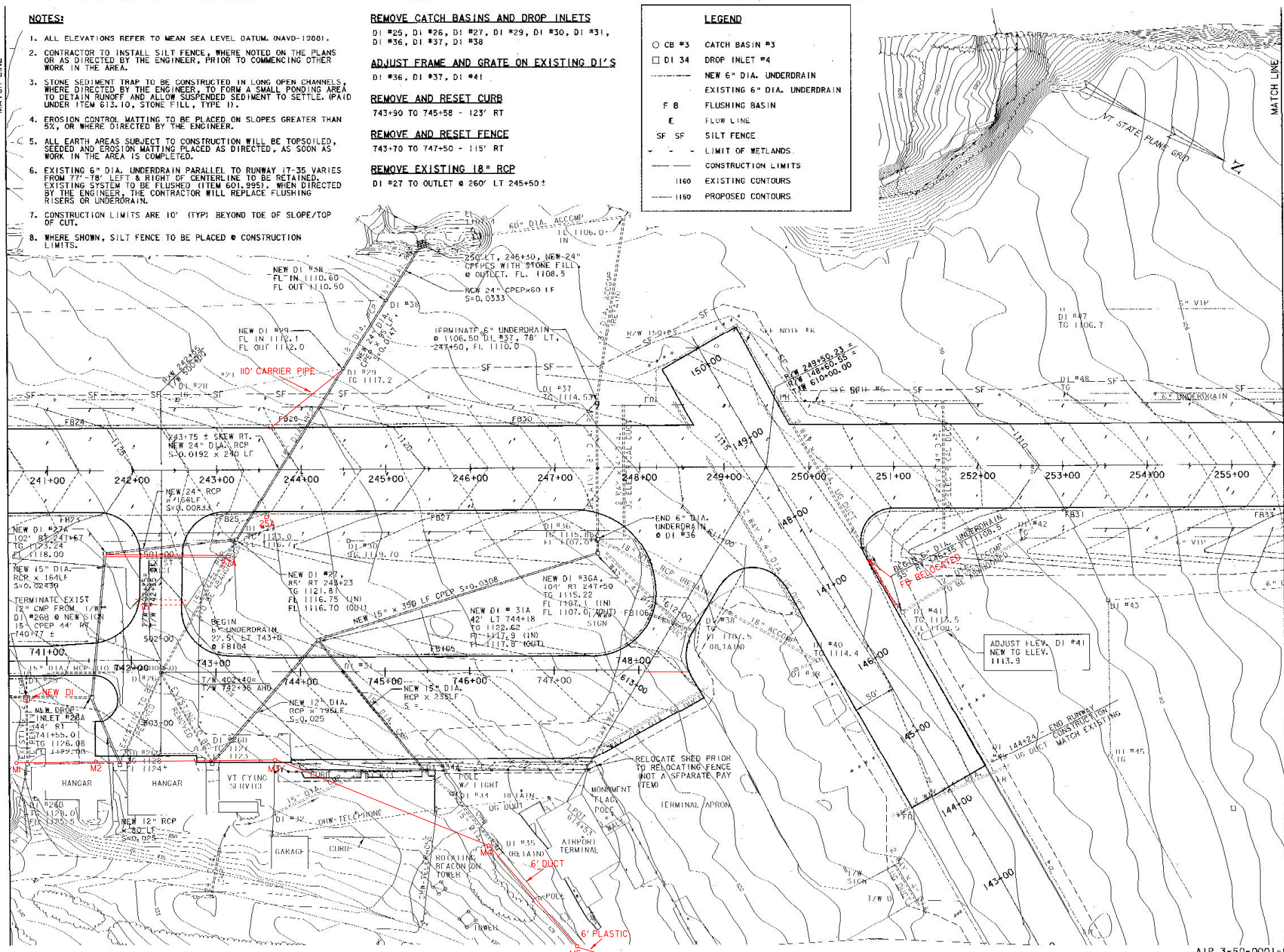
D1 #27 TO OUTLET @ 260' LT 245+50 ±

LEGEND

- CB #3 CATCH BASIN #3
- DI #34 DROP INLET #4
- NEW 6" DIA. UNDERDRAIN
- EXISTING 6" DIA. UNDERDRAIN
- F B FLUSHING BASIN
- E FLOW LINE
- SF SF SILT FENCE
- - - LIMIT OF WETLANDS
- - - CONSTRUCTION LIMITS
- 1160 EXISTING CONTOURS
- 1160 PROPOSED CONTOURS

MATCH LINE

MATCH LINE



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
DRAINAGE AND GRADING PLAN

URS

ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: and	Scale: F = 50'
Drawn by: MMU	Date: 3/21/01
Checked by: and	Sheet: of
Approved by: and	Sheet No: 23

NOTES:

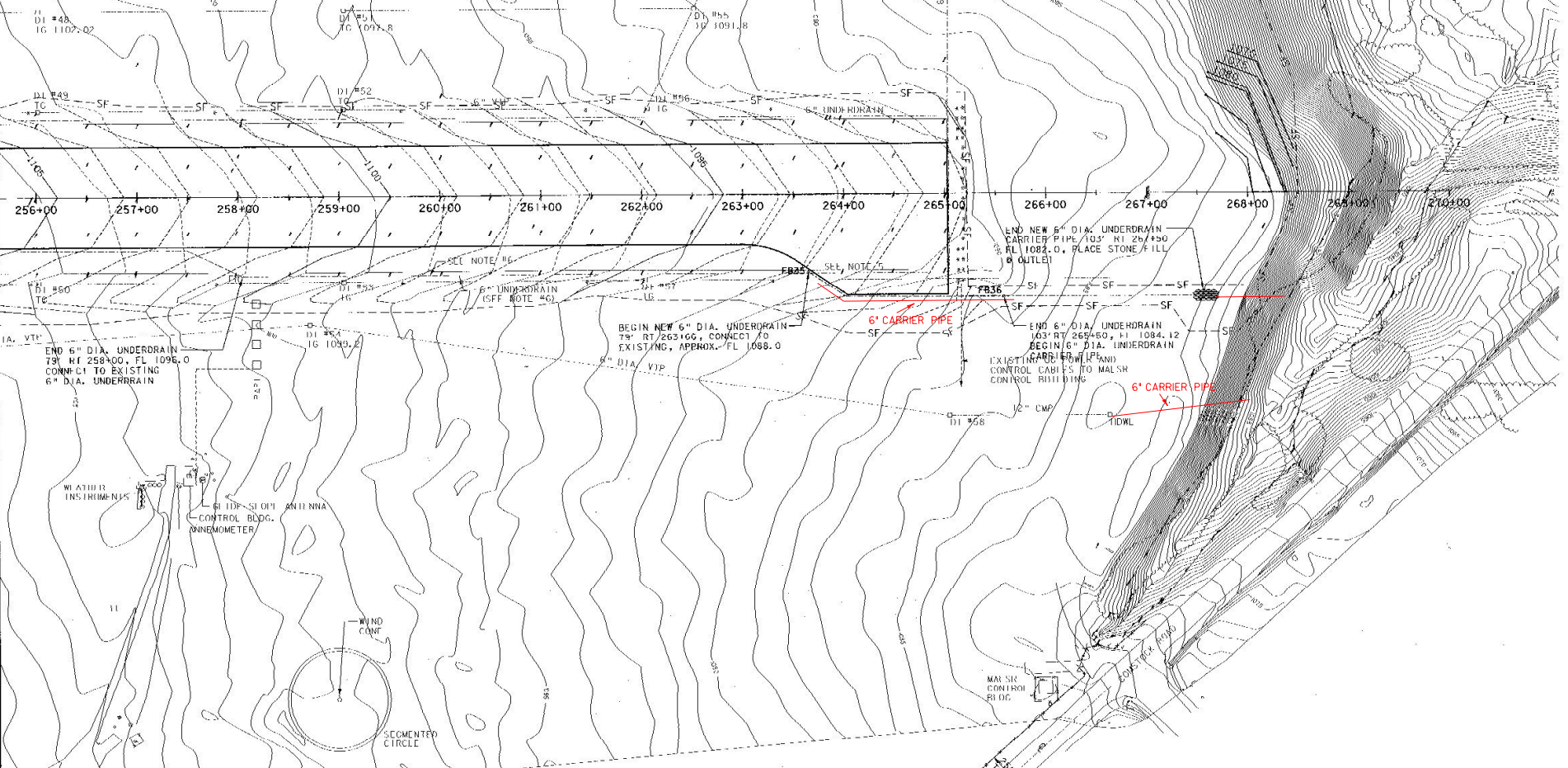
1. ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM, (NAVD-1988).
2. CONTRACTOR TO INSTALL SILT FENCE, WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER, PRIOR TO COMMENCING OTHER WORK IN THE AREA.
3. STONE SEDIMENT TRAP TO BE CONSTRUCTED IN LONG OPEN CHANNELS, WHERE DIRECTED BY THE ENGINEER, TO FORM A SMALL PONDING AREA TO DETAIN RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE. (PAID UNDER ITEM 613.10, STONE FILL, TYPE 1).
4. EROSION CONTROL MATTING TO BE PLACED ON SLOPES GREATER THAN 5%, OR WHERE DIRECTED BY THE ENGINEER.
5. ALL EARTH AREAS SUBJECT TO CONSTRUCTION WILL BE TOPSOILED, SEEDED AND EROSION MATTING PLACED AS DIRECTED, AS SOON AS WORK IN THE AREA IS COMPLETED.
6. EXISTING 6" DIA. UNDERDRAIN PARALLEL TO RUNWAY 17-35 VARIES FROM 77'-78' LEFT & RIGHT OF CENTERLINE TO BE RETAINED. EXISTING SYSTEM TO BE FLUSHED (ITEM 601.998). WHEN DIRT/CIPD BY THE ENGINEER, THE CONTRACTOR WILL REPLACE FLUSHING RISERS OR UNDERDRAIN.
7. CONSTRUCTION LIMITS ARE 10' (11%) BEYOND TOE OF SLOPE/TOP OF CUT.
8. WHERE SHOWN, SILT FENCE TO BE PLACED @ CONSTRUCTION LIMITS.

REMOVE CATCH BASINS AND DROP INLETS

D1 #49, D1 #50, D1 #52, D1 #53, D1 #56,
D1 #57,

D1 #48,
IG 1107.02

D1 #49,
IG



LEGEND

○ CB #3	CATCH BASIN #3
□ DI 34	DROP INLET #4
---	NEW 6" DIA. UNDERDRAIN
---	EXISTING 6" DIA. UNDERDRAIN
Γ R	FLUSHING BASIN
EL	FLOW LINE
-SF-	SILT FENCE
---	LIMIT OF WETLANDS
---	CONSTRUCTION LIMITS
---	EXISTING CONTOURS
---	PROPOSED CONTOURS

INSTALL NEW 6' CHAIN LINK FENCE

ALONG CONSTOCK ROAD - (SEE SHEET 5).

INSTALL NEW 6' X 16' CHAIN LINK DRIVE GATES

MALSIR CONTROL BUILDING - 45° RT 266+40
450' RT 266+30



REV.	DATE	DESCRIPTION

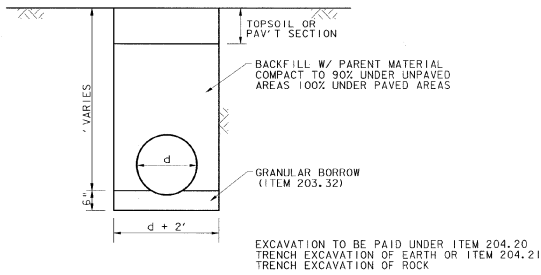
Job No. F20000118.01
File No. F20101801.dwg

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

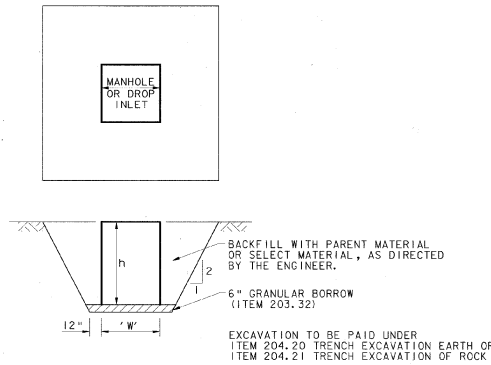
RECONSTRUCTION OF RUNWAY 17-35
DRAINAGE AND GRADING PLAN

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

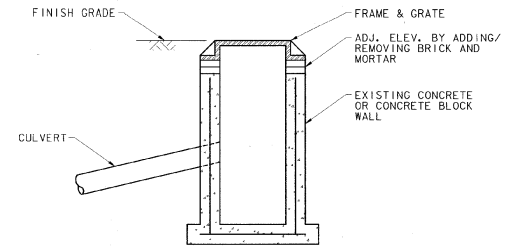
Designed by	AWB
Drawn by	MMM
Checked by	BHC
Approved by	AWB
Scale	1" = 50'
Date	3/21/01
Sheet	- 01 -
Sheet No	24



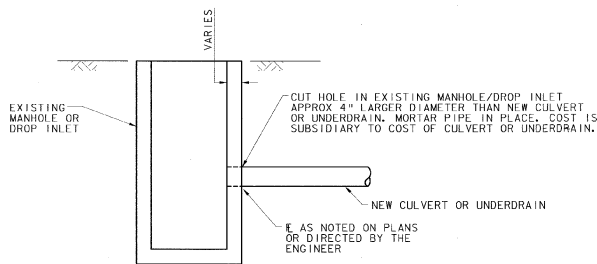
A CULVERT IN TRENCH - TYPICAL
 25 SCALE: NONE



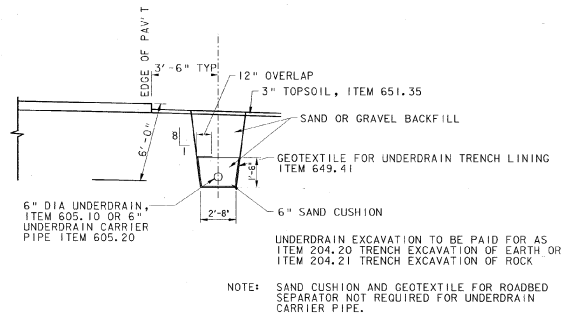
B DROP INLET/MANHOLE PLACEMENT (TYPICAL)
 25 SCALE: NONE



C CHANGE ELEVATION OF MANHOLE OR DROP INLET
 25 SCALE: NONE



D CULVERT AND UNDERDRAIN IN INSTALLATION IN EXISTING MANHOLE OR DROP INLET
 25 SCALE: NONE



E 6" DIA. UNDERDRAIN AND 6" UNDERDRAIN CARRIER PIPE
 25 SCALE: NONE



REV.	DATE	DESCRIPTION

Job No. F2000071B.01
 File No. F2000071B.01

EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

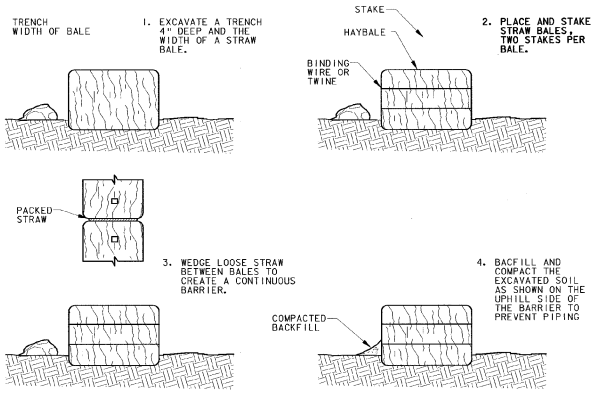
Designed by: CND	Drawn by: AMB	Checked by: BNC	Approved by: CND
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Scale: AS SHOWN

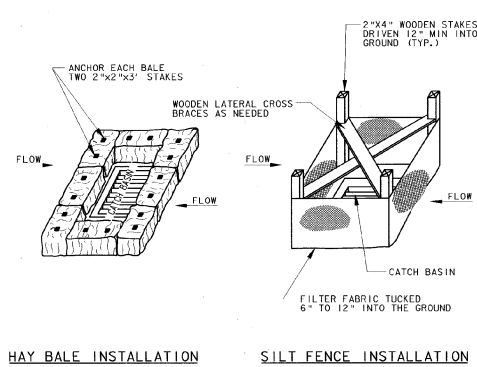
Date: 3/21/01

Sheet - 01 -

Sheet No. **25**

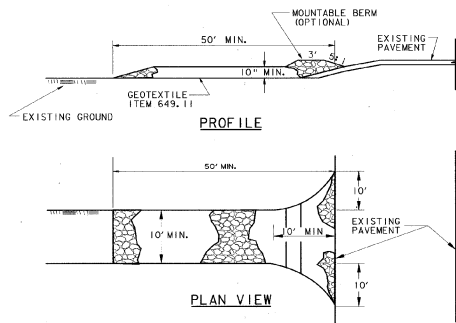


SEDIMENTATION BARRIER - HAYBALE
ITEM 651.26
NOT TO SCALE



HAY BALE INSTALLATION ITEM 651.26
SILT FENCE INSTALLATION ITEM 649.51

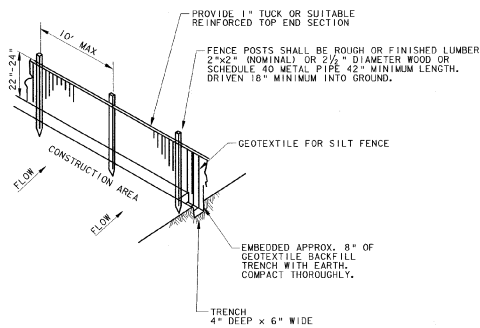
SEDIMENTATION CONTROL INLET PROTECTION
NOT TO SCALE



CONSTRUCTION SPECIFICATIONS

1. STONE - SUBBASE OF CRUSHED AGGREGATE, COURSE GRADED.
2. LENGTH - AS REQUIRED, BUT NOT LESS THAN 50 FEET.
3. THICKNESS - NOT LESS THAN TEN (10) INCHES.
4. WIDTH - TEN (10) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
5. GEOTEXTILE - 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 UNDER THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. PERIODIC INSPECTION AND MAINTENANCE SHALL BE PROVIDED AFTER HEAVY USE AND/OR RAIN.
9. THIS ENTRANCE WILL BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS AND/OR WHERE ORDERED BY THE ENGINEER.
10. THE LOCATION AND NUMBERS OF STABILIZED CONSTRUCTION ENTRANCES WILL BE APPROVED BY THE ENGINEER.

STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE



NOTE:

1. GEOTEXTILE FABRIC TO BE FASTENED SECURELY TO FENCE POST BY USE OF WIRE TIES, 3 FASTENERS PER POST.
2. ENDS OF INDIVIDUAL ROLLS OF GEOTEXTILE SHALL BE SECURELY FASTENED TO A COMMON POST OR OVERLAPPED 3' (MIN).
3. TO BE PLACED AT LOCATIONS SHOWN ON PLANS OR AS ORDERED BY THE ENGINEER.

PLAN VIEW SYMBOL

— SF — SF —

SILT FENCE
NOT TO SCALE

EROSION AND SEDIMENT CONTROL NOTES

1. THE CONTRACTOR SHALL CONSTRUCT ALL EROSION AND SEDIMENT CONTROL MEASURES PER THE APPROVED PLAN AND CONSTRUCTION SEQUENCE AND SHALL HAVE THEM INSPECTED BY THE ENGINEER PRIOR TO BEGINNING ANY OTHER LAND DISTURBANCES. MINOR SEDIMENT CONTROL DEVICE LOCATION ADJUSTMENTS MAY BE MADE IN THE FIELD WITH THE APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL ENSURE THAT ALL RUNOFF FROM DISTURBED AREAS IS DIRECTED TO THE SEDIMENT CONTROL DEVICES, AND SHALL NOT REMOVE ANY EROSION OR SEDIMENT CONTROL MEASURE WITHOUT PRIOR PERMISSION FROM THE ENGINEER. THE CONTRACTOR MUST OBTAIN PRIOR APPROVAL FOR CHANGES TO THE SEDIMENT CONTROL PLAN AND/OR SEQUENCE OF CONSTRUCTION.
2. THE CONTRACTOR SHALL MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES UNTIL THEY ARE REMOVED.
3. THE CONTRACTOR SHALL APPLY SEED AND MULCH, OR OTHER APPROVED STABILIZATION MEASURES TO ALL DISTURBED AREAS AND STOCKPILES WITHIN FOURTEEN (14) CALENDAR DAYS AFTER STRIPPING AND GRADING ACTIVITIES HAVE CEASED IN THE AREA. MAINTENANCE SHALL BE PERFORMED AS NECESSARY TO ENSURE CONTINUED STABILIZATION. PERMANENT SOIL STABILIZATION SHALL BE PROVIDED WITHIN SEVEN (7) DAYS OF ESTABLISHMENT OF FINAL GRADE.
4. THIS EROSION CONTROL PLAN SHALL BE IMPLEMENTED ON ALL DISTURBED AREAS WITHIN THE CONSTRUCTION SITE. ALL MEASURES INVOLVING EROSION CONTROL PRACTICES SHALL BE INSTALLED IN CONFORMANCE WITH "THE VERMONT HANDBOOK FOR SOIL EROSION AND SEDIMENT CONTROL ON CONSTRUCTION SITES" AS PUBLISHED BY THE VT. GEOLOGICAL SURVEY.
5. DURING THE PERIOD OF CONSTRUCTION ACTIVITY, ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED BY THE CONTRACTOR. AT THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL COORDINATE THE TRANSFER OF MAINTENANCE RESPONSIBILITIES, IF REQUIRED, TO THE VT AGENCY OF TRANSPORTATION.
6. ALL TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE REMOVED AND DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY PRACTICES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE STABILIZED OR REMOVED TO PREVENT FURTHER EROSION.
7. EROSION CONTROL DEVICES REMOVED DURING GRADING OPERATIONS SHALL BE PUT BACK IN PLACE AT THE END OF THE DAY OR DURING INCLEMENT WEATHER AS DIRECTED BY THE ENGINEER.
8. STREAMS INCLUDING BED AND BANKS SHALL BE RESTABILIZED IMMEDIATELY AFTER CHANNEL WORK IS COMPLETED, INTERRUPTED, OR STOPPED.
9. NO SOIL, ROCK, DEBRIS, OR ANY OTHER MATERIAL SHALL BE DUMPED OR PLACED INTO A WATER COURSE OR INTO SUCH PROXIMITY THAT IT MAY READILY SLOUGH, SLIP, OR ERODE INTO A WATER COURSE UNLESS SUCH DUMPING OR PLACING IS AUTHORIZED BY THE ENGINEER AND, WHEN APPLICABLE, THE U.S. ARMY CORPS OF ENGINEERS, FOR SUCH PURPOSES AS, BUT NOT LIMITED TO, CONSTRUCTION OF BRIDGES, CULVERTS, AND EROSION CONTROL STRUCTURES.
10. PERMANENT SEEDING SHALL BE DONE BETWEEN APRIL 30 AND SEPTEMBER 15. IF SEEDING IS DONE AT OTHER TIMES, IT SHALL BE CLASSIFIED AS "TEMPORARY SEEDING." PERMANENT SEED SHALL CONFORM TO THE SEEDING MIXTURE STATED ON SHEET 8. TEMPORARY AND PERMANENT SEEDING SHALL CONSIST OF FERTILIZING, WATERING AND SEEDING PLACED AT RATES IN ACCORDANCE WITH THE SPECIFICATIONS. PERMANENT SEEDING AND MULCHING SHALL BE PAID FOR UNDER 651.15 AND 651.25 RESPECTIVELY. TEMPORARY SEED, MULCH, AND FERTILIZER FOR EROSION AND SEDIMENT CONTROL SHALL BE PLACED IN ACCORDANCE WITH THE SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR TEMPORARY SEEDING OR MULCHING.
11. SURFACE DRAINAGE FLOWS OVER UNSTABILIZED CUT AND FILL SLOPES SHALL BE CONTROLLED BY EITHER PREVENTING DRAINAGE FLOWS TRAVERSING THE SLOPES OR BY INSTALLING PROTECTIVE DEVICES TO LOWER THE WATER DOWNSLOPE WITHOUT CAUSING EROSION. DIKES SHALL BE INSTALLED AND MAINTAINED AT THE TOP OF CUT OR FILL SLOPES UNTIL THE SLOPE AND DRAINAGE AREA TO IT ARE FULLY STABILIZED, AT WHICH TIME THEY MUST BE REMOVED AND FINAL GRADING DONE TO PROMOTE SHEET FLOW DRAINAGE. PROTECTIVE METHODS MUST BE PROVIDED AT POINTS OF CONCENTRATED FLOW WHERE EROSION IS LIKELY TO OCCUR.
12. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS IN UNPAVED AREAS SHALL BE STABILIZED AND PROTECTED TO PREVENT TRACKING OF MUD ONTO PUBLIC OR PRIVATE ROADWAYS. (SUBSIDIARY TO ITEM 203.15)
13. IF ROADWAYS ACCUMULATE DEBRIS, THE CONTRACTOR SHALL USE A POWER BROOM TO REMOVE THE SEDIMENT TO THE SATISFACTION OF THE ENGINEER. (SUBSIDIARY TO ITEM 203.15)
14. TOPSOIL (TO BE STOCKPILED ON SITE) WILL BE PLACED ON WELL DRAINED LAND AWAY FROM STREAMS IN ACCORDANCE WITH APPROVED EROSION AND SEDIMENT CONTROL MEASURES. IT SHALL BE PLACED IN NEAT PILES. THE CONTRACTOR WILL PROVIDE AN ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILES. THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER, MAY CONSTRUCT AN EARTH DIKE IN LIEU OF SILT FENCE.

SITE DATA

PROJECT DESCRIPTION:
AIRPORT DEVELOPMENT TO INCLUDE PAVING, CLEARING AND GRUBBING, EARTHWORK, STORM DRAINAGE, AND UTILITIES.

TOTAL SITE AREA:
AREA WITHIN LIMITS OF WORK APPROX. 56 ACRES.

EXISTING SOIL TYPES:
- BROWN SILTY LOAM
- APPROXIMATELY 3" OF TOPSOIL
- INFORMATION OBTAINED FROM BORINGS DATED OCT. 1998

REV. DATE	DESCRIPTION	FILE NO. F20000118.01
Job No. F20000118.01		

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

SEDIMENTATION / EROSION CONTROL DETAILS

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: AMB	Drawn by: AMB	Checked by: BFC	Approved by: AMB
Scale: NTS			
Date: 3/21/01			
Sheet: - 01 -			
Sheet No. 26			

NOTES:

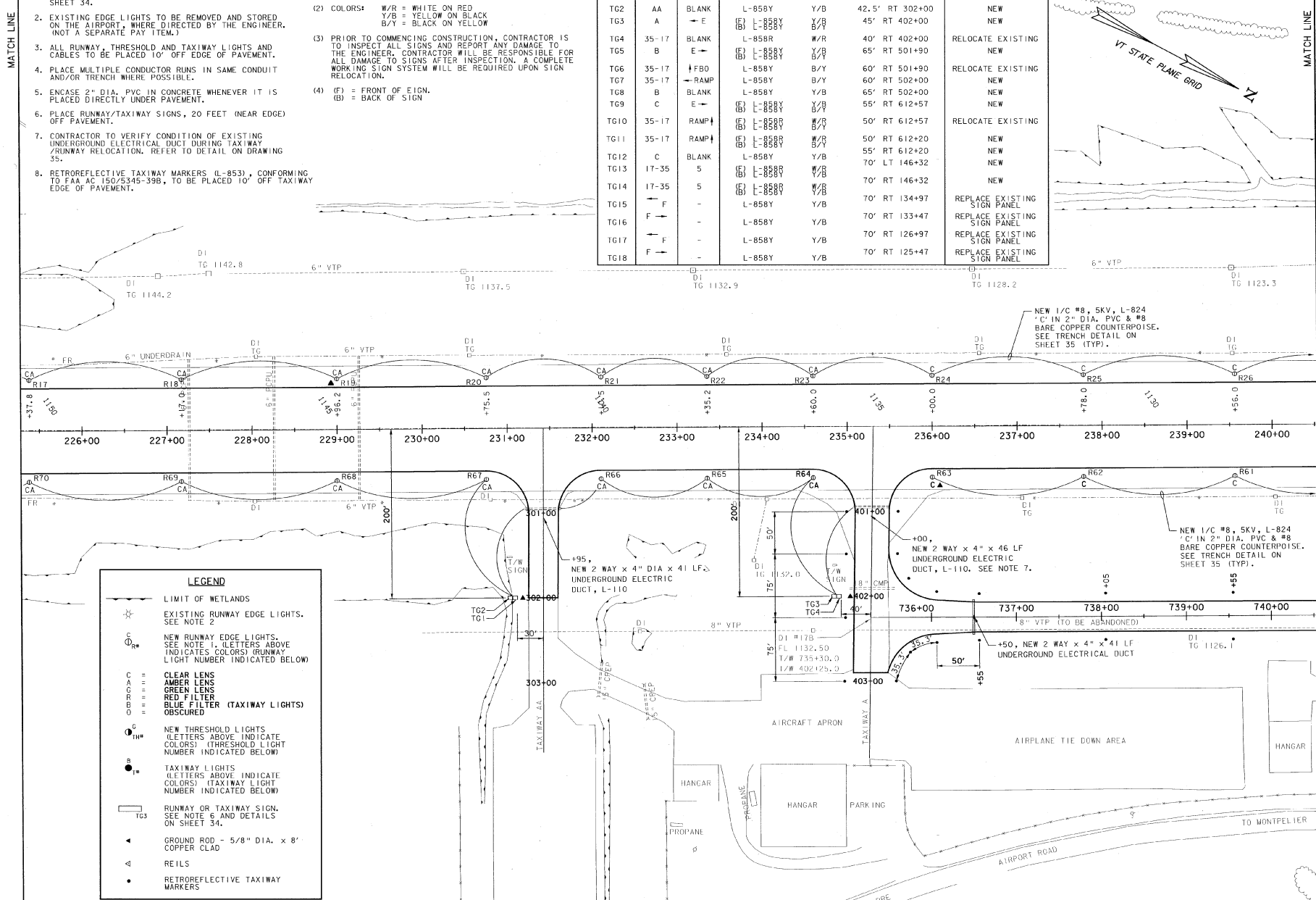
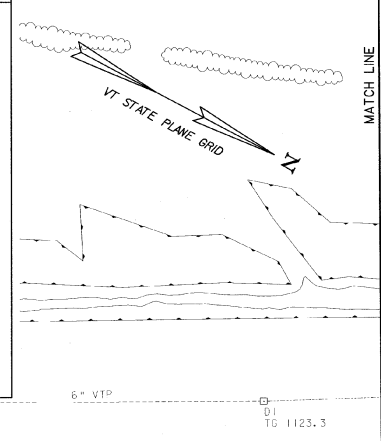
- EDGE LIGHTS ALONG RUNWAY 17-35 TO BE MEDIUM INTENSITY (MIRLS) 6.6 AMP, L-861. SEE DETAIL ON SHEET 34.
- EXISTING EDGE LIGHTS TO BE REMOVED AND STORED ON THE AIRPORT, WHERE DIRECTED BY THE ENGINEER. (NOT A SEPARATE PAY ITEM.)
- ALL RUNWAY, THRESHOLD AND TAXIWAY LIGHTS AND CABLES TO BE PLACED 10' OFF EDGE OF PAVEMENT.
- PLACE MULTIPLE CONDUCTOR RUNS IN SAME CONDUIT AND/OR TRENCH WHERE POSSIBLE.
- ENCASE 2" DIA. PVC IN CONCRETE WHENEVER IT IS PLACED DIRECTLY UNDER PAVEMENT.
- PLACE RUNWAY/TAXIWAY SIGNS, 20 FEET (NEAR EDGE) OFF PAVEMENT.
- CONTRACTOR TO VERIFY CONDITION OF EXISTING UNDERGROUND ELECTRICAL DUCT DURING TAXIWAY /RUNWAY RELOCATION. REFER TO DETAIL ON DRAWING 35.
- RETROREFLECTIVE TAXIWAY MARKERS (L-853), CONFORMING TO FAA AC 150/5345-39B, TO BE PLACED 10' OFF TAXIWAY EDGE OF PAVEMENT.

SIGN SCHEDULE NOTES:

- ALL NEW SIGNS TO BE SIZE 1 (18" PANEL WITH 12" LEGEND), STYLE 2, CLASS 2.
- COLORS: W/R = WHITE ON RED
Y/B = YELLOW ON BLACK
B/Y = BLACK ON YELLOW
- PRIOR TO COMMENCING CONSTRUCTION, CONTRACTOR IS TO INSPECT ALL SIGNS AND REPORT ANY DAMAGE TO THE ENGINEER. CONTRACTOR WILL BE RESPONSIBLE FOR ALL DAMAGE TO SIGNS AFTER INSPECTION. A COMPLETE WORKING SIGN SYSTEM WILL BE REQUIRED UPON SIGN RELOCATION.
- (F) = FRONT OF SIGN.
(B) = BACK OF SIGN.

SIGN SCHEDULE - 1

SIGN	LEGEND		FAA SPEC	COLOR	NEW LOCATION	REMARKS
	FRONT	BACK				
TG1	35-17	BLANK	L-858R	W/R	37.5' RT 302+00	RELOCATE EXISTING
TG2	AA	BLANK	L-858Y	Y/B	42.5' RT 302+00	NEW
TG3	A	←	(B) L-858Y	B/Y	45' RT 402+00	NEW
TG4	35-17	BLANK	L-858R	W/R	40' RT 402+00	RELOCATE EXISTING
TG5	B	←	(B) L-858Y	Y/B	65' RT 501+90	NEW
TG6	35-17	↑FB0	L-858Y	B/Y	60' RT 501+90	RELOCATE EXISTING
TG7	35-17	←RAMP	L-858Y	B/Y	60' RT 502+00	NEW
TG8	B	BLANK	L-858Y	Y/B	65' RT 502+00	NEW
TG9	C	←	(B) L-858Y	B/Y	55' RT 612+57	NEW
TG10	35-17	RAMP↑	(B) L-858R	W/R	50' RT 612+57	RELOCATE EXISTING
TG11	35-17	RAMP↑	(B) L-858R	W/R	50' RT 612+20	NEW
TG12	C	BLANK	L-858Y	Y/B	55' RT 612+20	NEW
TG13	17-35	5	(B) L-858R	W/R	70' LT 146+32	NEW
TG14	17-35	5	(B) L-858R	W/R	70' RT 146+32	NEW
TG15	←	F	L-858Y	Y/B	70' RT 134+97	REPLACE EXISTING SIGN PANEL
TG16	←	F	L-858Y	Y/B	70' RT 133+47	REPLACE EXISTING SIGN PANEL
TG17	←	F	L-858Y	Y/B	70' RT 126+97	REPLACE EXISTING SIGN PANEL
TG18	←	F	L-858Y	Y/B	70' RT 125+47	REPLACE EXISTING SIGN PANEL



LEGEND

- LIMIT OF WETLANDS
- ☆ EXISTING RUNWAY EDGE LIGHTS. SEE NOTE 2
- NEW RUNWAY EDGE LIGHTS. SEE NOTE 1. LETTERS ABOVE INDICATES COLORS (RUNWAY LIGHT NUMBER INDICATED BELOW)
- CLEAR LENS
- AMBER LENS
- GREEN LENS
- RED FILTER
- BLUE FILTER (TAXIWAY LIGHTS)
- OBTURATED
- NEW THRESHOLD LIGHTS. LETTERS ABOVE INDICATE COLORS (THRESHOLD LIGHT NUMBER INDICATED BELOW)
- TAXIWAY LIGHTS. LETTERS ABOVE INDICATE COLORS (TAXIWAY LIGHT NUMBER INDICATED BELOW)
- RUNWAY OR TAXIWAY SIGN. SEE NOTE 6 AND DETAILS ON SHEET 34.
- GROUND ROD - 5/8" DIA. x 8' COPPER CLAD
- ▲ REILS
- RETROREFLECTIVE TAXIWAY MARKERS



REV.	DATE	DESCRIPTION

Job No. F20000118.0
File #af2000m030.dgn

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
RUNWAY LIGHTING PLAN

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: CRP	Checked by: BFC
Drawn by: MM	Approved by: CRP
Scale: 1" = 50'	Date: 3/21/01
Sheet: 01	Sheet No: 30

NOTES:

- EDGE LIGHTS ALONG RUNWAY 17-35 TO BE MEDIUM INTENSITY (MIRLS) 6.6 AMP, L-861. SEE DETAIL ON SHEET 34.
- EXISTING EDGE LIGHTS TO BE REMOVED AND STORED ON THE AIRPORT WHERE DIRECTED BY THE ENGINEER. (NOT A SEPARATE PAY ITEM.)
- ALL RUNWAY, THRESHOLD AND TAXIWAY LIGHTS AND CABLES TO BE PLACED 10' OFF EDGE OF PAVEMENT.
- PLACE MULTIPLE CONDUCTOR RIMS IN SAME CONDUIT AND/OR TRENCH WHERE POSSIBLE.
- ENCASE 2" DIA. PVC IN CONCRETE WHENEVER IT IS PLACED DIRECTLY UNDER PAVEMENT.
- PLACE RUNWAY/TAXIWAY SIGNS, 20 FEET (NEAR EDGE) OFF PAVEMENT, UNLESS SHOWN OTHERWISE.
- CONTRACTOR TO VERIFY CONDITION OF EXISTING UNDERGROUND ELECTRICAL DUCT DURING TAXIWAY/RUNWAY RECONSTRUCTION. REFER TO DETAIL ON SHEET 35.
- DISCONNECT EXISTING HOME RUN TO TERMINAL BUILDING. CONNECT JUMPER CABLE BETWEEN EXISTING DT63 AND DT64.
- NEW TAXIWAY LIGHTS ALONG RUNWAY 5-23 TO BE PLACED 15' OFF RUNWAY EDGE.
- R56 & R55 TO BE LOW PROFILE, IN PAVEMENT RUNWAY LIGHT CONFORMING TO FAA SPECIFICATION L-850C. SEE DETAILS ON SHEET 36.
- REFER TO DETAILS ON SHEET 35.
- RETROREFLECTIVE TAXIWAY MARKERS, (L-853) CONFORMING TO FAA AC 150/5345-390, TO BE PLACED 10' OFF TAXIWAY EDGE OF PAVEMENT.
- RUNWAY 5 THRESHOLD THRESHOLD LIGHTS TO REMAIN. CONTRACTOR TO REPLACE LENSES THAT DO NOT CONFORM WITH LAYOUT SHOWN. THRESHOLD LIGHTS TO BE CLEANED, SET PHASE, AND PROPERLY SPT. (NOT A SEPARATE PAY ITEM.)

RUNWAY LIGHTING CIRCUIT

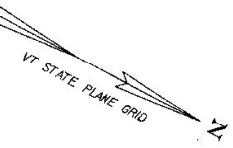
- R57-T09-TG10-TG11-TG12-TG13-VAULT
- VAULT-TG14-R55-R56-R54

TAXIWAY LIGHTING CIRCUIT

- T128-T127-T100-T101...-T110-T111-T112...

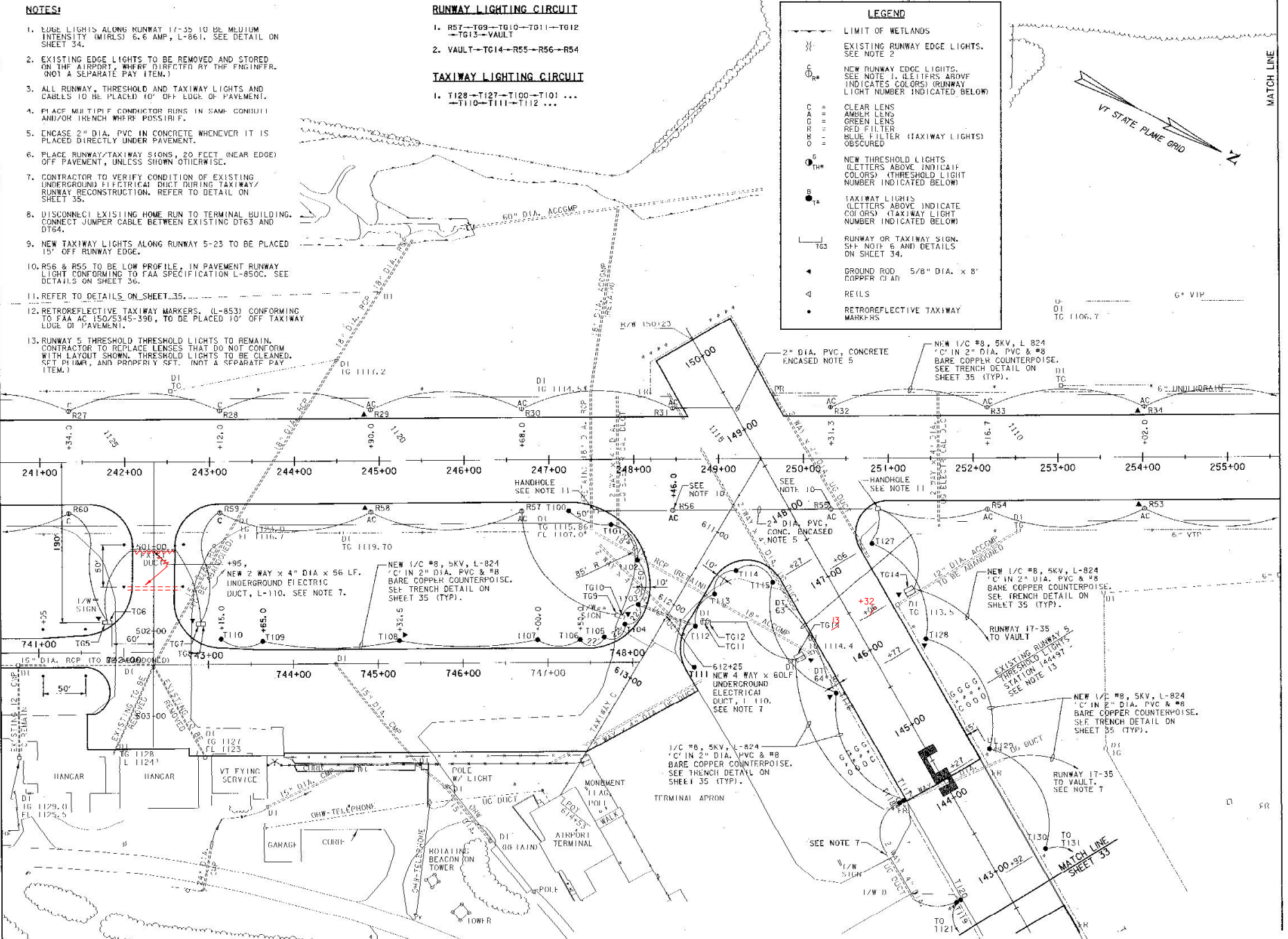
LEGEND

- LIMIT OF WETLANDS
- EXISTING RUNWAY EDGE LIGHTS. SEE NOTE 2
 - NEW RUNWAY EDGE LIGHTS. SEE NOTE 1. (LETTERS ABOVE INDICATES COLORS) (RUNWAY LIGHT NUMBER INDICATED BELOW)
 - C = CLEAR LENS
 - A = AMBER LENS
 - G = GREEN LENS
 - R = RED FILTER
 - B = BLUE FILTER (TAXIWAY LIGHTS)
 - O = OBSCURED
 - NEW THRESHOLD LIGHTS (LETTERS ABOVE INDICATE COLORS) (THRESHOLD LIGHT NUMBER INDICATED BELOW)
 - TAXIWAY LIGHTS (LETTERS ABOVE INDICATE COLORS) (TAXIWAY LIGHT NUMBER INDICATED BELOW)
 - RUNWAY OR TAXIWAY SIGN. SEE NOTE 6 AND DETAILS ON SHEET 34.
 - GROUND ROD 5/8" DIA. x 8' COPPER CLAD
 - REILS
 - RETROREFLECTIVE TAXIWAY MARKERS



MATCH LINE

MATCH LINE



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
RUNWAY LIGHTING PLAN

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: and	Drawn by: and	Checked by: and	Approved by: and
Scale: 1" = 50'	Date: 3/21/01	Sheet - of -	Sheet No
31			

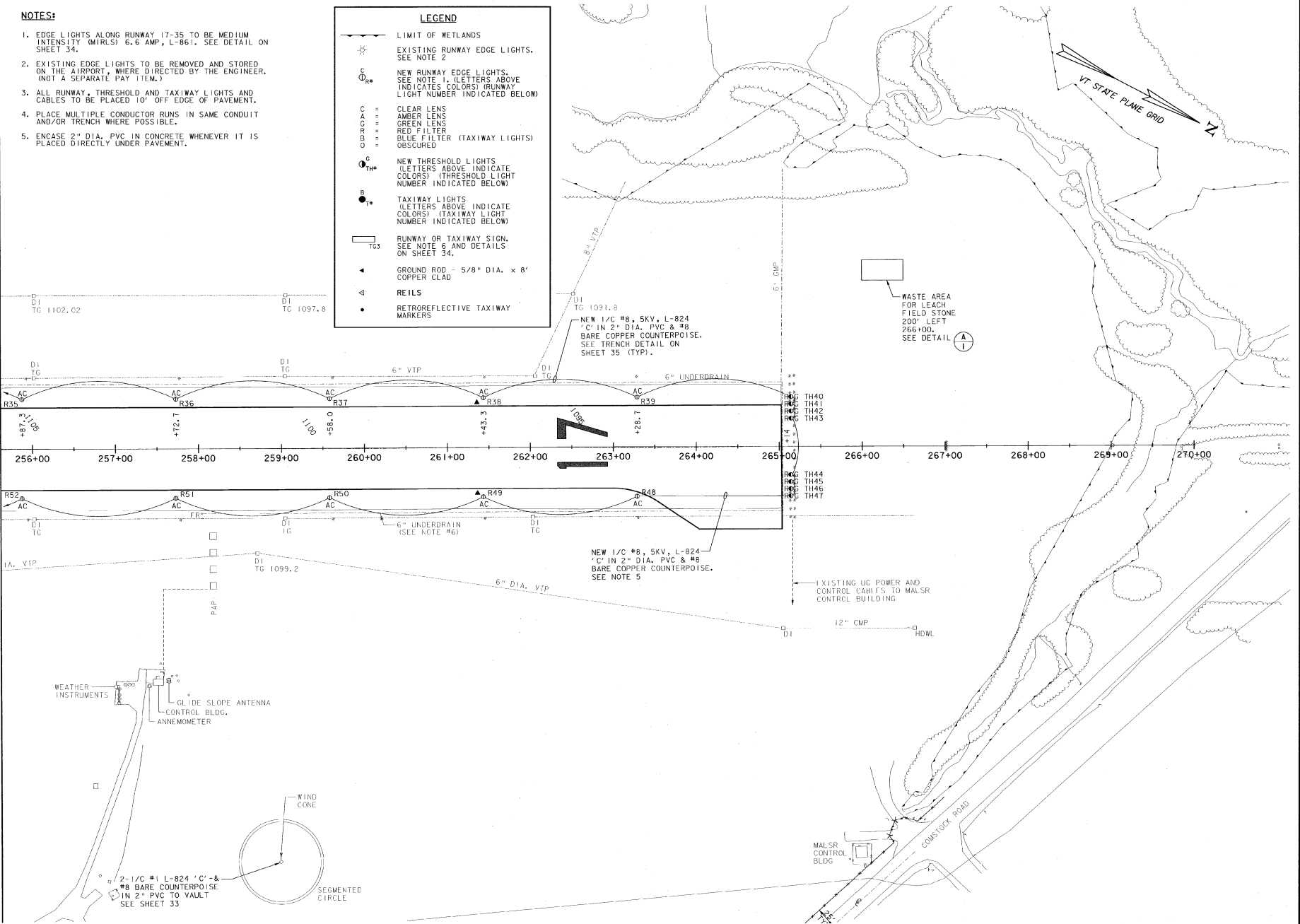
MATCH LINE

NOTES:

- EDGE LIGHTS ALONG RUNWAY 17-35 TO BE MEDIUM INTENSITY (MIRLS) 6.6 AMP, L-861. SEE DETAIL ON SHEET 34.
- EXISTING EDGE LIGHTS TO BE REMOVED AND STORED ON THE AIRPORT, WHERE DIRECTED BY THE ENGINEER. (NOT A SEPARATE PAY ITEM.)
- ALL RUNWAY, THRESHOLD AND TAXIWAY LIGHTS AND CABLES TO BE PLACED 10' OFF EDGE OF PAVEMENT.
- PLACE MULTIPLE CONDUCTOR RUNS IN SAME CONDUIT AND/OR TRENCH WHERE POSSIBLE.
- ENCASE 2" DIA. PVC IN CONCRETE WHENEVER IT IS PLACED DIRECTLY UNDER PAVEMENT.

LEGEND

- LIMIT OF WETLANDS
- EXISTING RUNWAY EDGE LIGHTS. SEE NOTE 2
- NEW RUNWAY EDGE LIGHTS. SEE NOTE 1. (LETTERS ABOVE INDICATES COLORS) (RUNWAY LIGHT NUMBER INDICATED BELOW)
- CLEAR LENS
- AMBER LENS
- GREEN LENS
- RED FILTER
- BLUE FILTER (TAXIWAY LIGHTS)
- OBSCURED
- NEW THRESHOLD LIGHTS (LETTERS ABOVE INDICATE COLORS) (THRESHOLD LIGHT NUMBER INDICATED BELOW)
- TAXIWAY LIGHTS (LETTERS ABOVE INDICATE COLORS) (TAXIWAY LIGHT NUMBER INDICATED BELOW)
- RUNWAY OR TAXIWAY SIGN. SEE NOTE 6 AND DETAILS ON SHEET 34.
- GROUND ROD - 5/8" DIA. x 8' COPPER CLAD
- REILS
- RETROREFLECTIVE TAXIWAY MARKERS



REV.	DATE	DESCRIPTION

Job No. F20000118.0
File No. F20001803.dwg

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
RUNWAY LIGHTING PLAN

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: CRD	Drawn by: MMH	Checked by: BFC	Approved by: CRD
Scale: 1" = 50'	Date: 3/21/01	Sheet: - 01 -	Sheet No: 32

NOTES:

1. ALL TAXIWAY LIGHTS TO BE MEDIUM INTENSITY L-861 I.
2. EXISTING MITLS NOT SHOWN ON TAXIWAY F. (REFER TO SHEET 7/19 OF PLANS "PARALLEL TAXIWAY TO RUNWAY 5-23" BY "RUFFEN" HENRY, APRIL, 1984 FOR ADDITIONAL DETAILS.
3. PLACE MULTIPLE CONDUCTOR RUNS IN SAME TRENCH OR CONDUIT WHERE FEASIBLE.
4. NEW TAXIWAY LIGHTS ALONG RUNWAY 5-23 TO BE PLACED 15' OFF RUNWAY EDGE.
5. CONTRACTOR TO VERIFY CONDITION OF EXISTING UNDERGROUND ELECTRICAL DUCT DURING TAXIWAY/RUNWAY RECONSTRUCTION. REFER TO DETAIL ON SHEET 35.

NEW RUNWAY 5-23 CIRCUIT

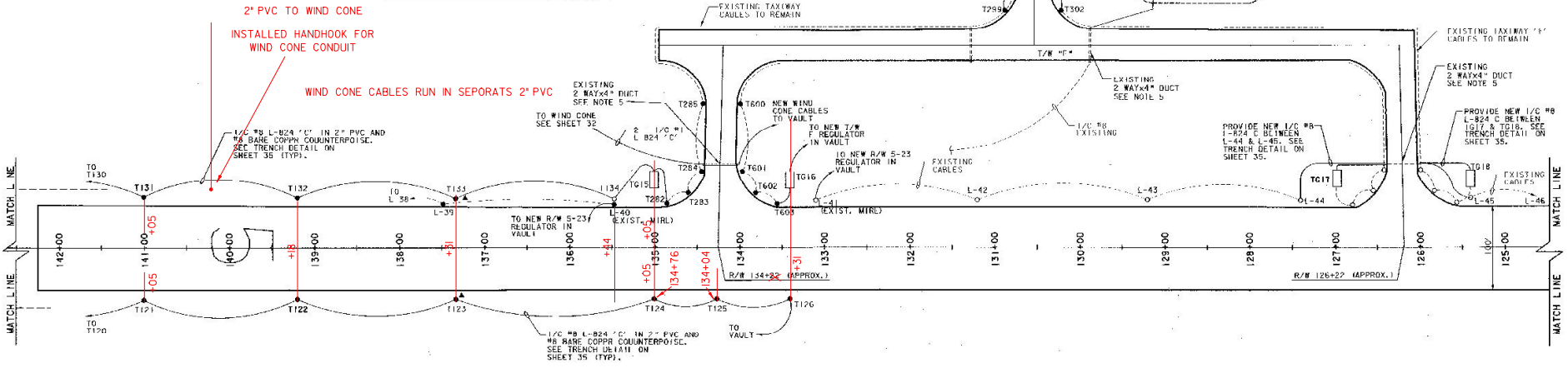
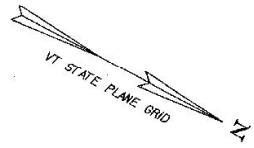
NEW REGULATOR - L-10 - L-29 - L-38 ...
... L-43 - L-42 - L-41 - NEW REGULATOR

NEW TAXIWAY 'F' CIRCUIT

NEW REGULATOR - TG16 - TG17 ...
T125 - T126 - NEW REGULATOR

LEGEND

- LIMIT OF WETLANDS
- EXISTING RUNWAY EDGE LIGHTS. SEE NOTE 2
- NEW RUNWAY EDGE LIGHTS. SEE NOTE 1. LETTERS ABOVE INDICATE COLORS (RUNWAY LIGHT NUMBER INDICATED BELOW)
- COLLAR LENS
- AMBER LENS
- GREEN LENS
- RED FILTER
- BLUE FILTER (TAXIWAY LIGHTS) OBLSCURED
- NEW THRESHOLD LIGHTS. LETTERS ABOVE INDICATE COLORS (THRESHOLD LIGHT NUMBER INDICATED BELOW)
- TAXIWAY LIGHTS. LETTERS ABOVE INDICATE COLORS (TAXIWAY LIGHT NUMBER INDICATED BELOW)
- RUNWAY OR TAXIWAY SIGN. SEE NOTE 6 AND DETAILS ON SHEET 34.
- GROUND ROD - 5/8" DIA. x 8' COPPER LEAD
- REELS
- RETROREFLECTIVE TAXIWAY MARKERS



2" PVC TO WIND CONE
INSTALLED HANDHOOK FOR
WIND CONE CONDUIT

WIND CONE CABLES RUN IN SEPARATE 2" PVC



REV.	DATE	DESCRIPTION

Job No. P200001716.01
File No. 20170801033.001

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 5-23
RUNWAY LIGHTING PLAN

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

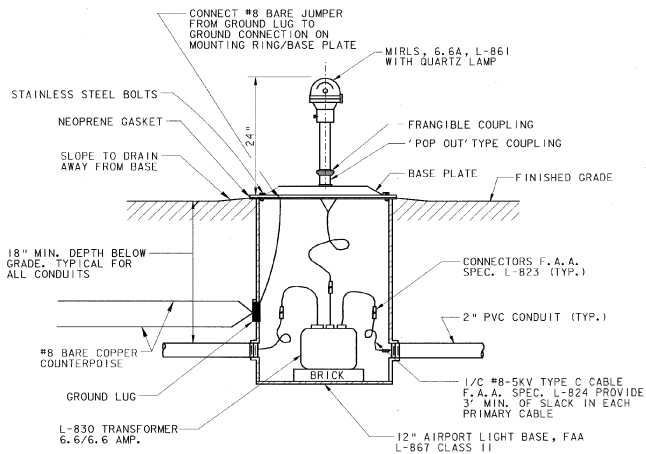
Designed by: GHP
Drawn by: MAM
Checked by: BHC
Approved by: GHP

Scale: 1" = 60'

Date: 3/21/01

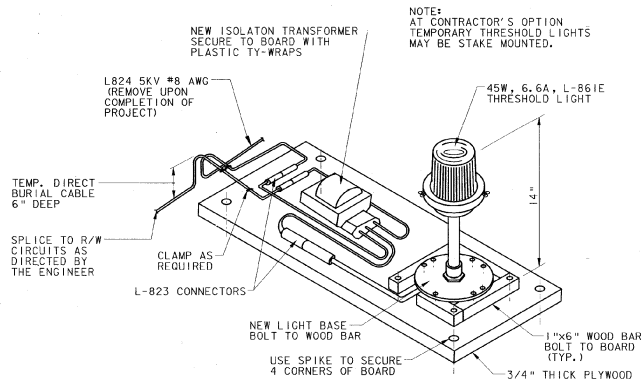
Sheet: - 01 -

Sheet No.
33



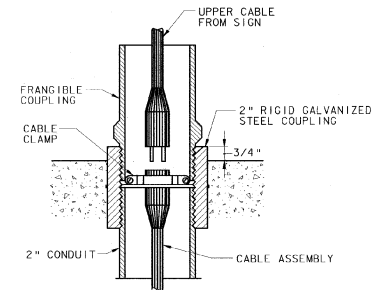
TYPICAL ELEVATED EDGE LIGHT

NOT TO SCALE



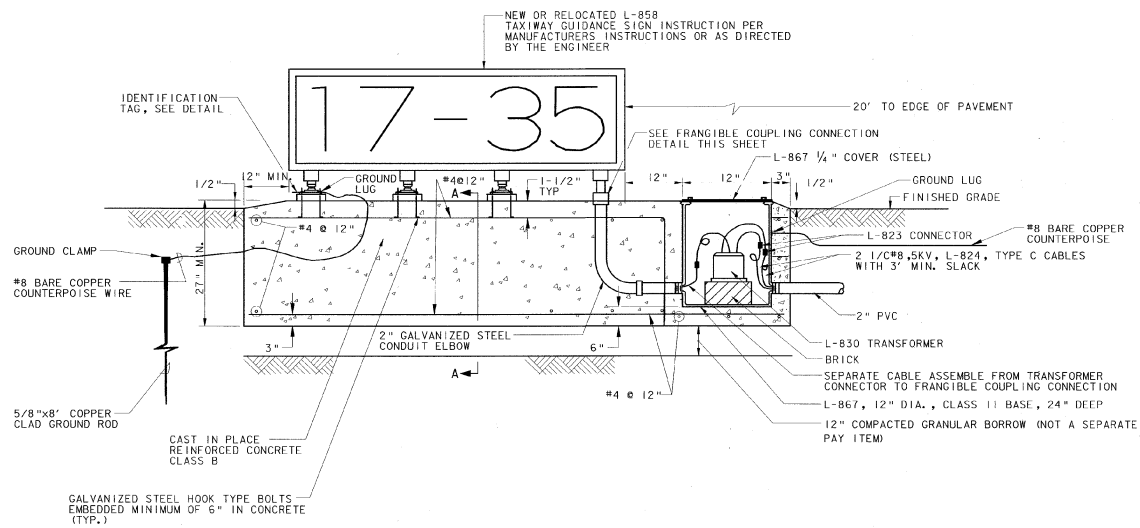
TEMPORARY THRESHOLD LIGHT

NOT TO SCALE



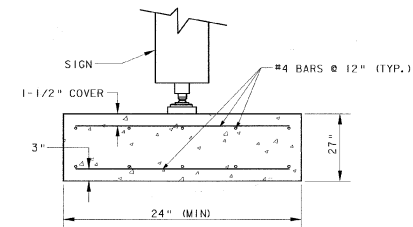
FRANGIBLE COUPLING CONNECTION DETAIL

NOT TO SCALE



L-858 TAXIWAY GUIDANCE SIGN

NOT TO SCALE



TAXIWAY GUIDANCE SIGN SECTION A-A

NOT TO SCALE



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

Job No. F20000118.0

File No. 507800434.dwg

RUNWAY LIGHTING DETAILS

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

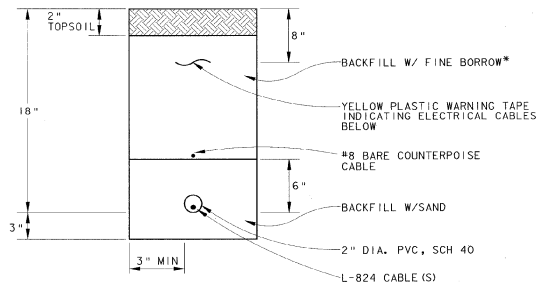
Designed by	END
Drawn by	AMB
Checked by	BRC
Approved by	END

Scale: NTS

Date: 3/21/01

Sheet: 01

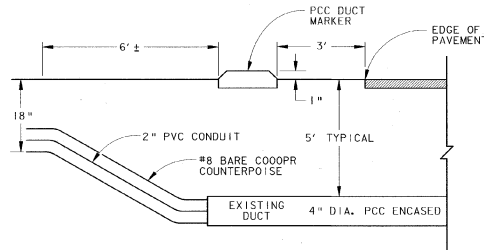
Sheet No. **34**



NOTE:
ADDITIONAL CONDUITS MAY BE PLACED IN SAME TRENCH @ 3" SPACING. MAX. NUMBER OF CABLES / CONDUIT PER N.E.C.

* FINE BORROW - MATERIAL REASONABLY FREE FROM LOAM, CLAY OR ORGANIC MATERIAL, MAXIMUM SIZE = 1/2"

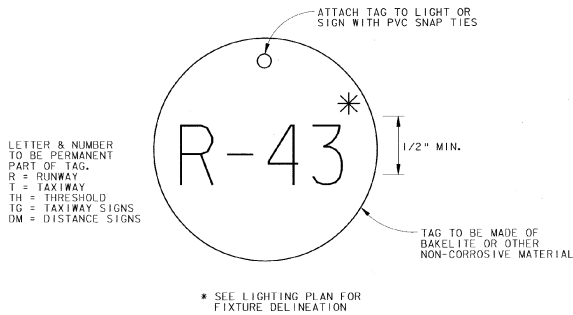
A CONDUIT TRENCH DETAIL (TYP)
SCALE: NONE



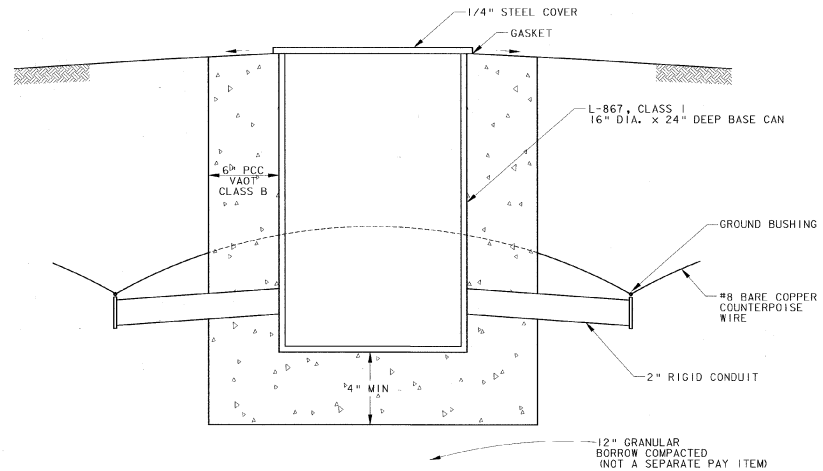
NOTE:

1. PLACE 2" PVC CONDUIT & COUNTERPOISE IN EXISTING 4" PCC ENCASED DUCT. FULL LENGTH. USE EXISTING SPARE (EMPTY) DUCT IF AVAILABLE.
2. HAND EXCAVATE AROUND EXISTING DUCT. EXISTING CABLES MAY BE DIRECT BURIAL, AS SHOWN.
3. REPLACE EXISTING PCC DUCT MARKERS, AS SHOWN.
4. SEE VAOT STANDARD DRAWING AP-3 FOR ELECTRICAL DUCT DETAIL.

B CONDUIT DUCT DETAIL (TYP)
SCALE: NONE



C FIXTURE IDENTIFICATION TAG (TYP)
SCALE: NONE



ELECTRICAL HANDHOLES TO BE PLACED AS DIRECTED BY THE ENGINEER. COST OF HANDHOLES ARE TO BE SUBSIDIARY TO THE PRICE OF ITEM 678.21, 2" PVC CONDUIT.

D ELECTRICAL HANDHOLE (TYP)
SCALE: NONE



REV.	DATE	DESCRIPTION	File No: F200001718.01

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY LIGHTING DETAILS

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: OND	Drawn by: AMB	Checked by: BNC	Approved by: OND
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Scale: AS SHOWN

Date: 3/21/01

Sheet: - 01 -

Sheet No: **35**



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

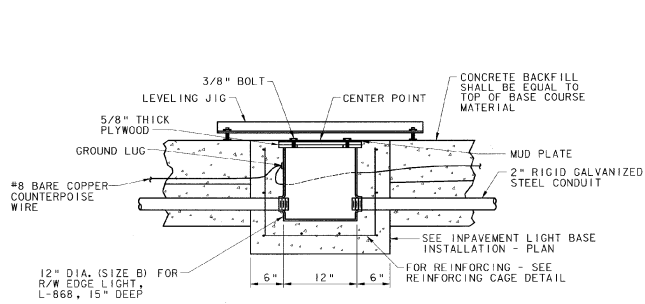
RUNWAY LIGHTING DETAILS

Job No. F20001118.01
File No. F200180486.dcf

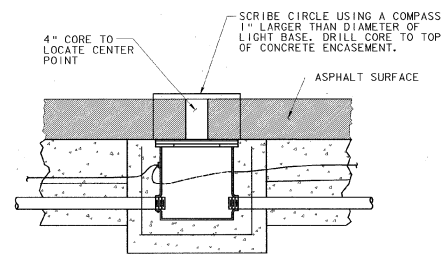
URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: CTP
Drawn by: AMB
Checked by: BFC
Approved by: CTP

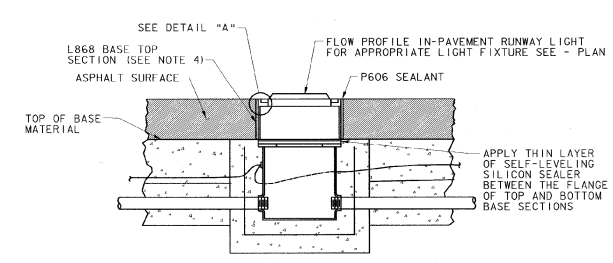
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Date: 3/21/01
Sheet - Of -
Sheet No. 36



STEP 1
SCALE: NONE



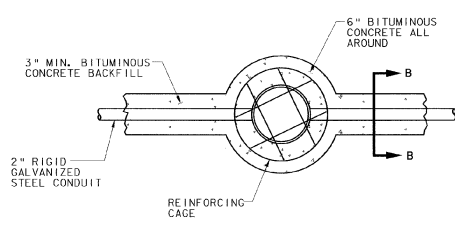
STEP 2
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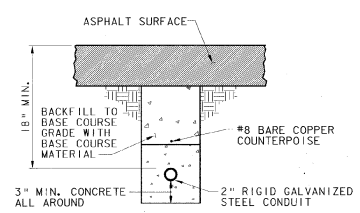
STEP 3
SCALE: NONE

GENERAL NOTES:

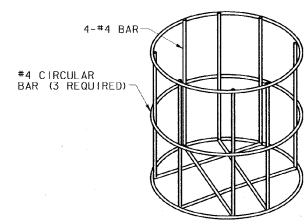
1. CONCRETE TO CONFIRM VAOT SPECIFICATIONS SECTION 501, CLASS B, 3/4" MAX SIZE AGGREGATE.
2. PRIOR TO ASPHALT PAVING, COVER MUD PLATE WITH A SHINGLE OR ANOTHER THIN ARTICLE. WHEN TACK COAT IS APPLIED PRIOR TO PAVING, BEFORE PAVING COMMENCES, REMOVE SHINGLE AND LIGHTLY WIPE DOWN MUD PLATE WITH VEGETABLE OIL.
3. TIGHTEN ALL BOLTS TO THE TORQUE SPECIFIED BY THE MANUFACTURER. DO NOT REUSE SHIPPING BOLTS TO INSTALL COVERS.
4. RUNWAY EDGE IN PAVEMENT LIGHTS (R55, R56) TO CONFORM TO L-850 C, LOW PROFILE LIGHTS, AS MANUFACTURED BY HONEYWELL.



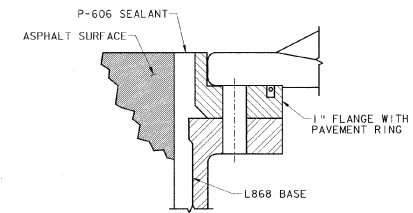
**IN-PAVEMENT LIGHT BASE
INSTALLATION - PLAN**
SCALE: NONE



SECTION B-B
SCALE: NONE



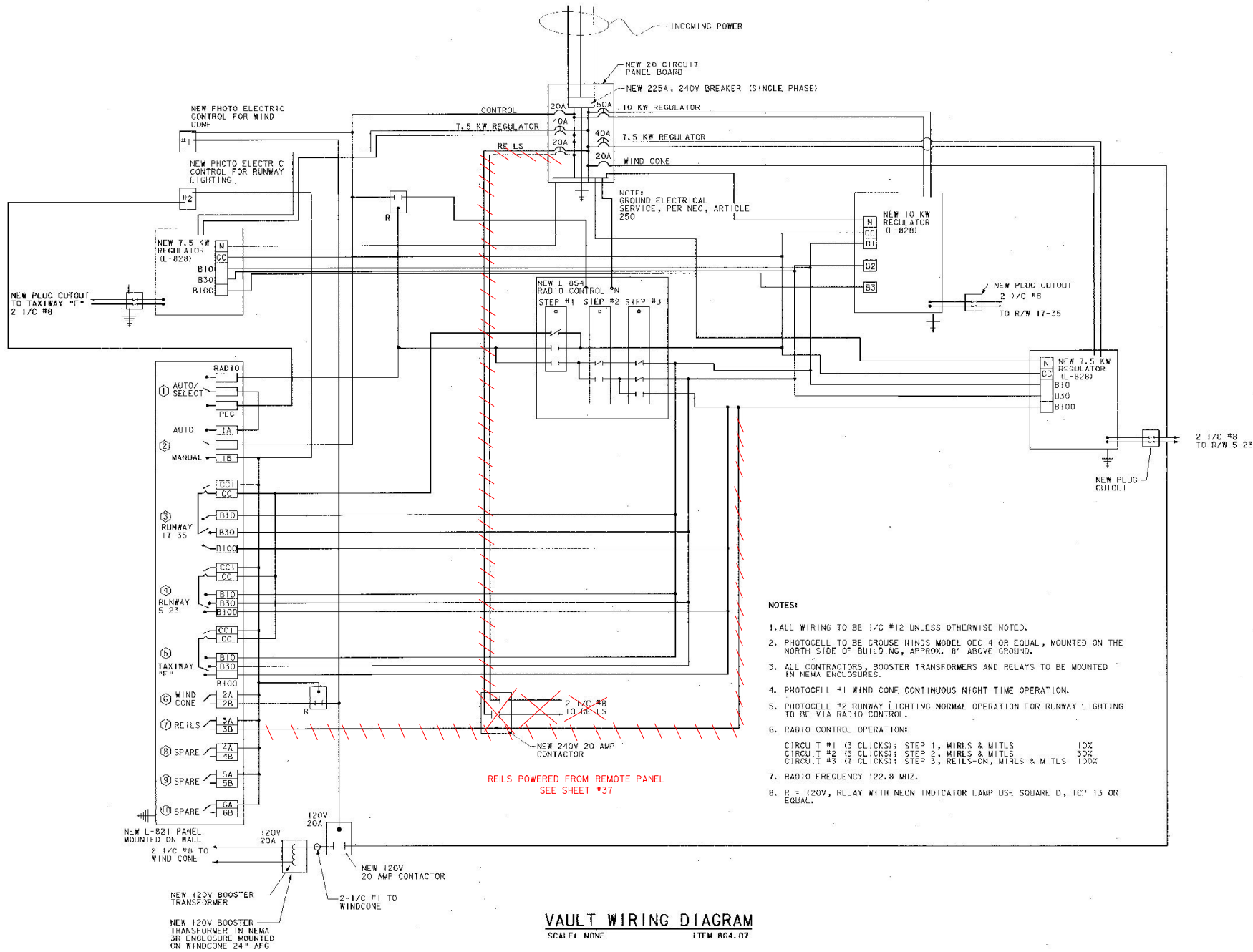
REINFORCING CAGE DETAIL
SCALE: NONE



DETAIL \"A\"
SCALE: NONE

**INSTALLATION OF IN-PAVEMENT LIGHT IN NEW PAVEMENT
LOW PROFILE - L850 C**

ITEM 864.10. MOD. 1



- NOTES:
1. ALL WIRING TO BE 1/2" #12 UNLESS OTHERWISE NOTED.
 2. PHOTOCELL TO BE CROUSE HINDS MODEL OCC 4 OR EQUAL, MOUNTED ON THE NORTH SIDE OF BUILDING, APPROX. 8' ABOVE GROUND.
 3. ALL CONTRACTORS, BOOSTER TRANSFORMERS AND RELAYS TO BE MOUNTED IN NEMA ENCLOSURE.
 4. PHOTOCELL #1 WIND CONE CONTINUOUS NIGHT TIME OPERATION.
 5. PHOTOCELL #2 RUNWAY LIGHTING NORMAL OPERATION FOR RUNWAY LIGHTING TO BE VIA RADIO CONTROL.
 6. RADIO CONTROL OPERATION:
 CIRCUIT #1 (3 CLICKS): STEP 1, MIRLS & MITLS 10%
 CIRCUIT #2 (5 CLICKS): STEP 2, MIRLS & MITLS 30%
 CIRCUIT #3 (7 CLICKS): STEP 3, REILS-ON, MIRLS & MITLS 100%
 7. RADIO FREQUENCY 122.8 MHZ.
 8. R = 120V, RELAY WITH NEON INDICATOR LAMP USE SQUARE D, 1CP 13 OR EQUAL.

VAULT WIRING DIAGRAM
 SCALE: NONE ITEM 864.07



REV.	DATE	DESCRIPTION

Job No. P2000(7) B. C.I. File No. P2000(7) B. C.I.

EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT

VAULT WIRING DIAGRAM

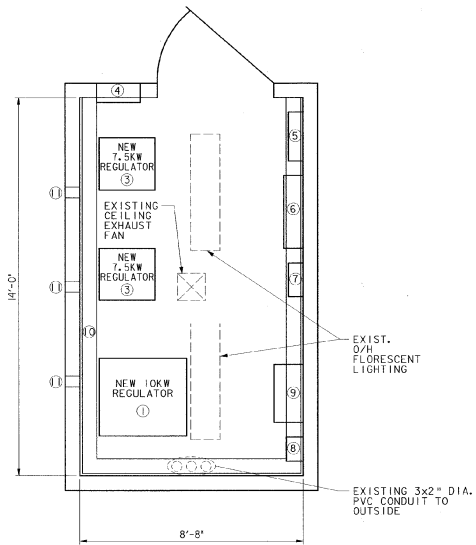
URS

NOTES:

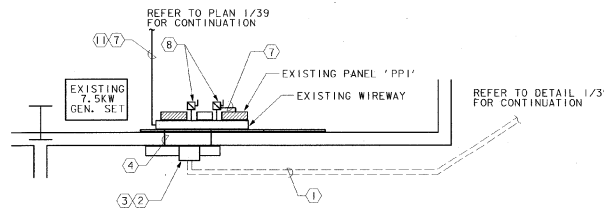
1. REFER TO SHEET 40 FOR SYMBOLS AND DEMOLITION & CONSTRUCTION NOTES.
2. VAULT WALL CONSTRUCTION (EXIST.): 5/8" TYPE X GYPSUM WALL BOARD MTD ON 6" METAL STUDS.
3. VAULT CEILING CONSTRUCTION: 5/8" FIRE RETARDANT TREATED PLYWOOD OVER 8" STEEL JOISTS @ 16" O.C. 5/8" TYPE X GYPSUM BOARD BELOW.
4. VAULT CEILING, APPROX 8' AFF.
5. FLOOR IS PCC.
6. DOOR: EXISTING 4'-0"x6'-8" FLUSH STEEL 45 MIN. FIRE RATING.
7. COORDINATE ACCESS TO VAULT WITH DISTRICT SUPERINTENDENT.
8. INSTALL ALL WALL MOUNTED EQUIPMENT, IN VAULT ON 1/2" AC INTERIOR PLYWOOD, PAINTED GRAY.
9. ANTENNA FOR NEW RADIO CONTROLLER TO BE MOUNTED ON ROOF OF HANGAR.
10. CONTRACTOR TO COORDINATE ACCESS TO VAULT AREA WITH DISTRICT TRANSPORTATION ADMINISTRATION - ERNEST ENGELHARDT @ 828-2691.

EQUIPMENT SCHEDULE: Ⓢ

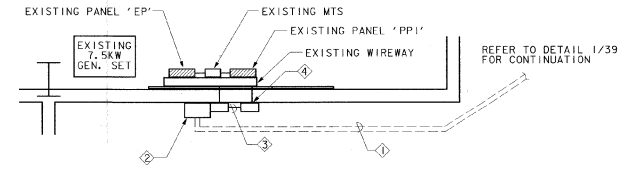
1. NEW L828 7.5KW REGULATOR (R/W 17-35) 240V, 1 PHASE, 3 STEP 6.6 AMP OUTPUT.
2. NEW L828 7.5KW REGULATOR (R/W 5-23) 240V, 1 PHASE, 3 STEP 6.6 AMP OUTPUT.
3. NEW L828 7.5KW REGULATOR (TAXIWAY 'F'), 240V, 1 PHASE, 3 STEP
4. NEW WALL FAN.
5. NEW L821 CONTROL PANEL.
6. NEW L-854 REMOTE RADIO CONTROLLER.
7. NEW 20 CIRCUIT PANEL BOARD - SERVICE ENTRANCE 120/240 V WITH 200 AMP MAIN BREAKER.
8. NEW BOOSTER TRANSFORMER 120V - WIND CONE.
9. NEW NEMA-12 ENCLOSURE WITH HINGE COVER & LATCH HANDLE (APPROX. 24"x30").
10. NEW WIREWAY 6"x6" CONTINUOUS AROUND ROOM. NEMA-1 W/ HINGED COVER, APPROX. 3' AFF.
11. NEW SERIES PLUG CUT OUT. TYPE S-1 CROUSE HINDS CAT #30775, OR EQUAL.



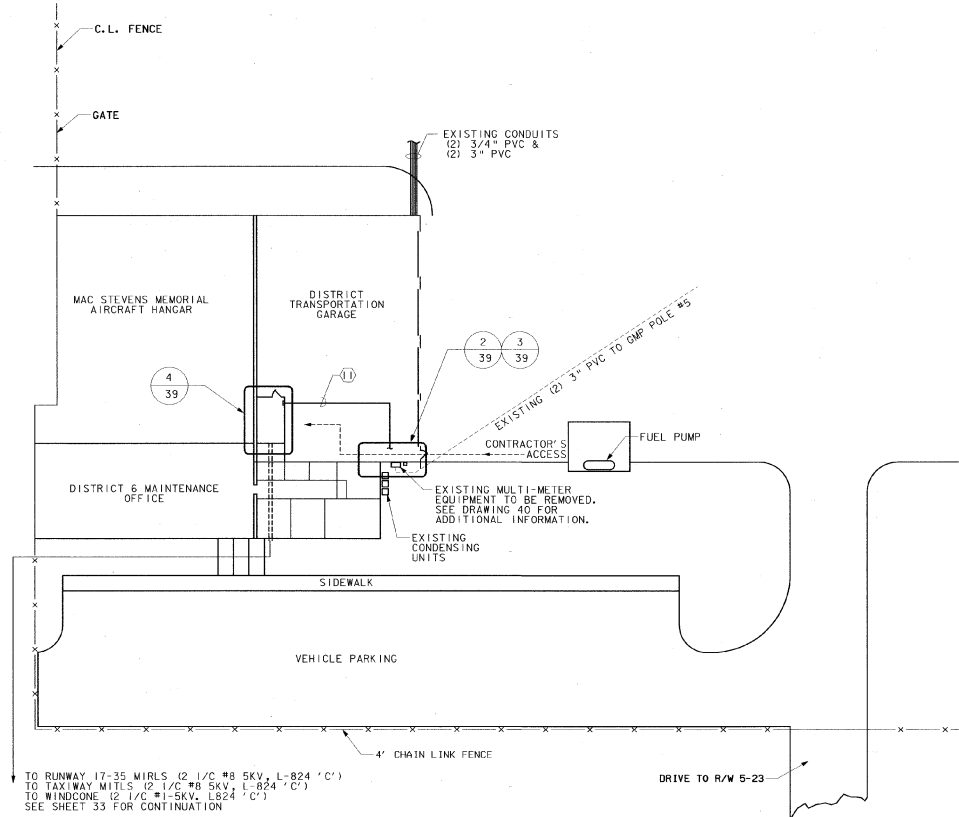
4
39 NEW VAULT LAYOUT
SCALE: 1/2" = 1'-0"



3
39 ENLARGED PLAN - SERVICE ENTRANCE EQUIPMENT (PROPOSED)
SCALE: 1/4" = 1'-0"



2
39 ENLARGED PLAN - SERVICE ENTRANCE EQUIPMENT (DEMOLITION)
SCALE: 1/4" = 1'-0"



1
39 PARTIAL SITE PLAN
SCALE: 1" = 20'-0"



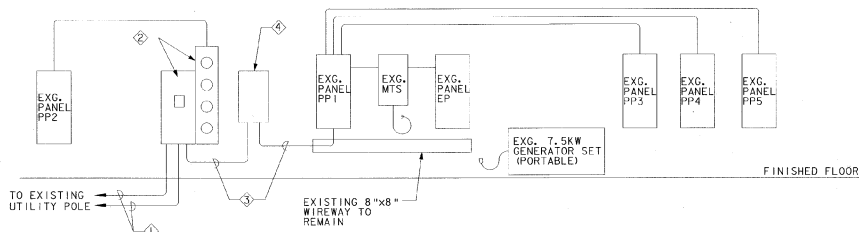
REV.	DATE	DESCRIPTION	FILE NO. F20000118.01

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

VAULT WIRING PLAN

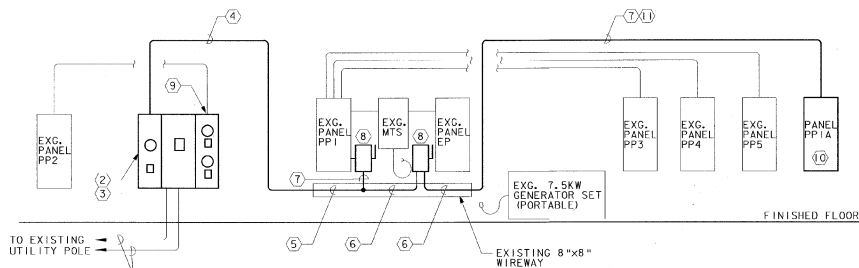
URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by RMA	Drawn by MMU	Checked by LMM	Approved by GMD
Scale: AS SHOWN	Date: 3/21/01	Sheet: - of -	Sheet No: 39



ONE-LINE POWER RISER DIAGRAM (DEMOLITION)

SCALE: NOT TO SCALE



ONE-LINE POWER RISER DIAGRAM (PROPOSED)

SCALE: NOT TO SCALE

GENERAL NOTES:

1. UNLESS OTHERWISE NOTED, ALL EQUIPMENT SHOWN ON RISER DIAGRAMS AS EXISTING IS TO REMAIN.
2. CONTRACTOR SHALL COORDINATE SHUTDOWN AND RE-ACTIVATION TO EXISTING ELECTRICAL SERVICES WITH OWNER AND UTILITY COMPANY TO MINIMIZE OUTAGES.

DEMOLITION NOTES:

1. REMOVE EXISTING 3/0 AWG WIRES FROM EXISTING 3" CONDUIT. PROVIDE 1/4" DRAGLINE FOR INSTALLATION OF PROPOSED FEEDERS AS CALLED FOR IN CONSTRUCTION NOTES.
2. REMOVE EXISTING 400A, 120/240V, 1Ø, 3W MODULAR METER CENTER AND PREPARE EXISTING FEEDER CABLES TO PANEL PP2 FOR RECONNECTION TO PROPOSED METER CENTER.
3. REMOVE EXISTING CONDUIT AND CABLES, PLUG OPENINGS IN WALL AS REQUIRED.
4. REMOVE EXISTING 150A, ENCLOSED CIRCUIT BREAKER AND ASSOCIATED MOUNTING HARDWARE.

CONSTRUCTION NOTES:

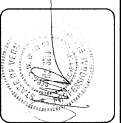
1. PROVIDE 3-350MCM IN EXISTING 3" CONDUIT.
2. PROVIDE AN OUTDOOR (NEMA 3R) MODULAR MULTI-METER CENTER, 120/240V, 1Ø, 3W, WITH THE FOLLOWING COMPONENTS:
 - SERVICE ENTRANCE MODULE WITH 600A CIRCUIT BREAKER (SIEMENS *WMC6U/BOTTOM FEED - QUANTITY = 1)
 - RINGLESS 400A METER SOCKET AND 400A CIRCUIT BREAKER (SIEMENS *W1M1400 - QUANTITY = 1)
 - RINGLESS 400A METER SOCKET AND 400A CIRCUIT BREAKER (SIEMENS *W1M1400 - QUANTITY = 1)
3. INSTALL UNIT ON EXISTING MOUNTING STRUTS AND PROVIDE ADDITIONAL HARDWARE AS REQUIRED.
4. PROVIDE 3-500MCM & 1*3G IN 4" GRC.
5. PROVIDE 3-500MCM & 1*3G IN EXISTING WIREWAY.
6. PROVIDE 3*3/0 & 1*6G IN EXISTING WIREWAY.
7. PROVIDE 3*3/0 & 1*6G IN 2" GRC.
8. PROVIDE A 200A-2P, FUSED DISCONNECT SWITCH WITH 200A FUSES.
9. RECONNECT EXISTING FEEDERS FROM EXISTING PANELBOARD PP2 TO THE INDICATED 200A METER AND LABEL ASSOCIATED CIRCUIT BREAKER.
10. PROVIDE A 200A, 120/240V, 1Ø, 3W PANELBOARD WITH TWELVE (12) 20A-1P CIRCUIT BREAKERS AND SIX (6) 20A-2P CIRCUIT BREAKERS. SEE DETAIL 4/39 FOR PANEL LOCATION.
11. ROUTE CONDUIT ABOVE EXISTING CEILINGS. COORDINATE ROUTE AND HANGER LOCATIONS WITH EXISTING OBSTRUCTIONS. RESTORE CEILINGS TO PRE-CONSTRUCTION CONDITION.

SYMBOLS

SYMBOL	DESCRIPTION
	BUILDING OUTLINE
	SINGLE POLE WALL SWITCH
	DUPLEX RECEPTACLE (18" AFF, UNLESS OTHERWISE NOTED).
	GROUND FAULT INTERRUPTER DUPLEX RECEPTACLE (18" AFF, UNLESS OTHERWISE NOTED).
	SURFACE MOUNTED FLUORESCENT LUMINAIRE. FIXTURE TYPE DENOTED.
	PANELBOARD
	FUSED DISCONNECT SWITCH
	BRANCH CIRCUIT WIRING, 2#12 & 1#12G IN 3/4" C UNLESS OTHERWISE NOTED
	ELECTRICAL HOMERUN, 2#12 & 1#12G IN 3/4" C UNLESS OTHERWISE NOTED. PANELBOARD AND CIRCUIT NO. INDICATED

ABBREVIATIONS

ABBREVIATION	EXTENSION
A	AMPERE
AFF	ABOVE FINISHED FLOOR
AFG	ABOVE FINISHED GRADE
AIC	AMPERE INTERRUPTING CAPACITY
AWG	AMERICAN WIRE GAGE
C	CONDUIT
C/B	CIRCUIT BREAKER
DAI.	DIAMETER
ER	EXISTING TO REMAIN
EXG	EXISTING
EXIST.	EXISTING
G	GROUND
GRC	GALVANIZED RIGID CONDUIT
K	KELVIN OR THOUSAND
KV	KILO-VOLT
KVA	KILO-VOLT-AMPERE
KW	KILO-WATT
MCB	MAIN CIRCUIT BREAKER
MLO	MAIN LUG ONLY
MTS	MANUAL TRANSFER SWITCH
P	POLE
PP	POWER PANEL
PVC	POLYVINYL CHLORIDE
T, TX	TRANSFORMER
UNO	UNLESS OTHERWISE NOTED
V	VOLTS
VA	VOLT-AMPERE
W	WATT OR WIRE
WP	WEATHERPROOF



REV.	DATE	DESCRIPTION

Job No. F20000118.01
File No. 2018040030

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

ELECTRICAL NOTES, SYMBOLS, ABBREVIATIONS, & RISER DIAGRAMS

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by:

Drawn by:

Checked by:

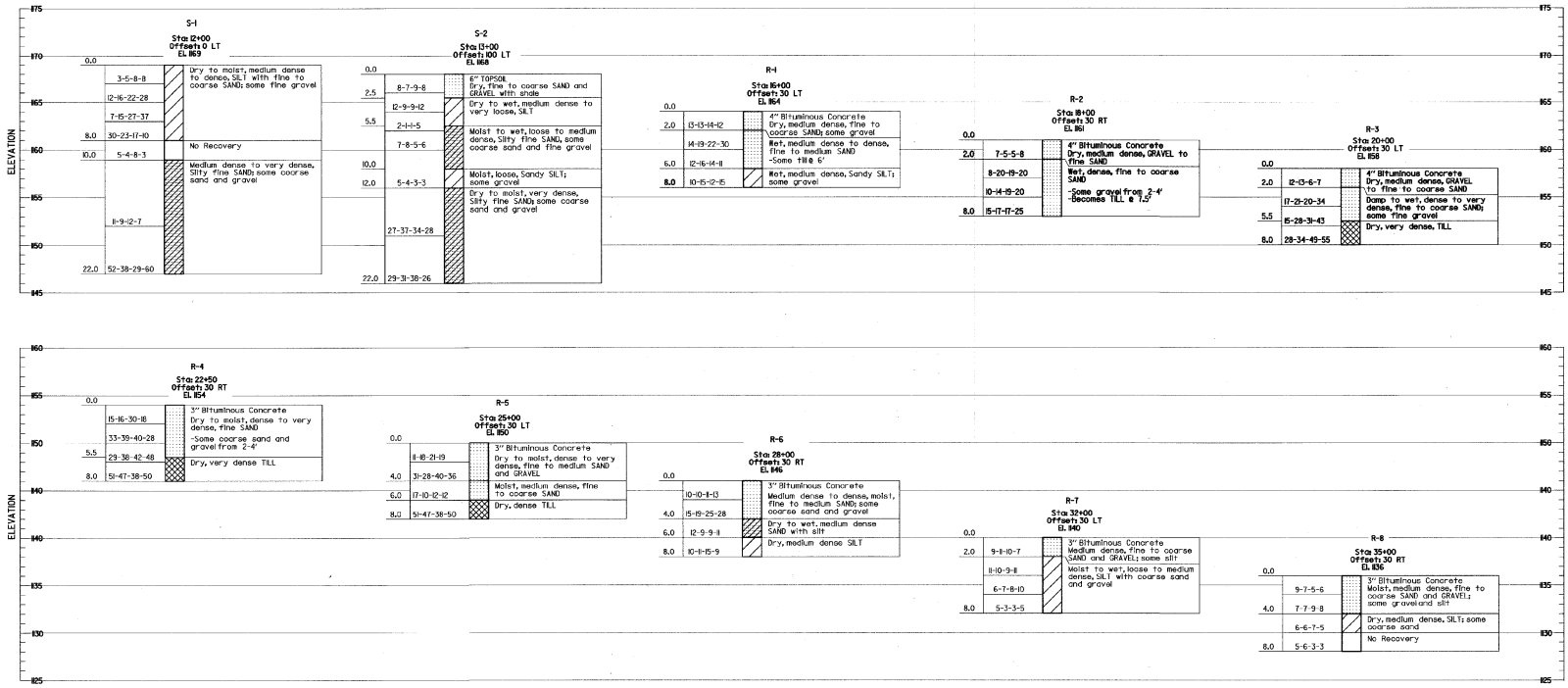
Approved by:

Scale: AS SHOWN

Date: 3/21/01

Sheet - 01 -

Sheet No. **40**



SYMBOLS:

- SAND; SAND AND GRAVEL
- SILTY SAND; SILT AND SAND
- SILT
- TILL

NOTES:

1. BORINGS DRILLED BY GREEN MOUNTAIN BORING, OCTOBER 1988.
2. DRILLING AND SAMPLING CONFORMS TO AASHTO DESIGNATION T-206.
3. BORING ELEVATIONS WERE SCALED FROM PLAN SHEETS AND SHOULD ONLY BE CONSIDERED APPROXIMATE.

LEGEND:

- | | | |
|-------------------------------|---|---|
| D | N | V |
| PAVEMENT AND SOIL DESCRIPTION | | |
- N - BLOWS PER 6-INCH INCREMENTS OF PENETRATION OF SAMPLING SPOON OR PENETRATION IN INCHES FOR THE INDICATED BLOWS OF A 140 LB. HAMMER FALLING 30".
- V - SYMBOLS INDICATE EXTENT OF SOIL LAYERS
- D - DEPTHS

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

BORING LOGS

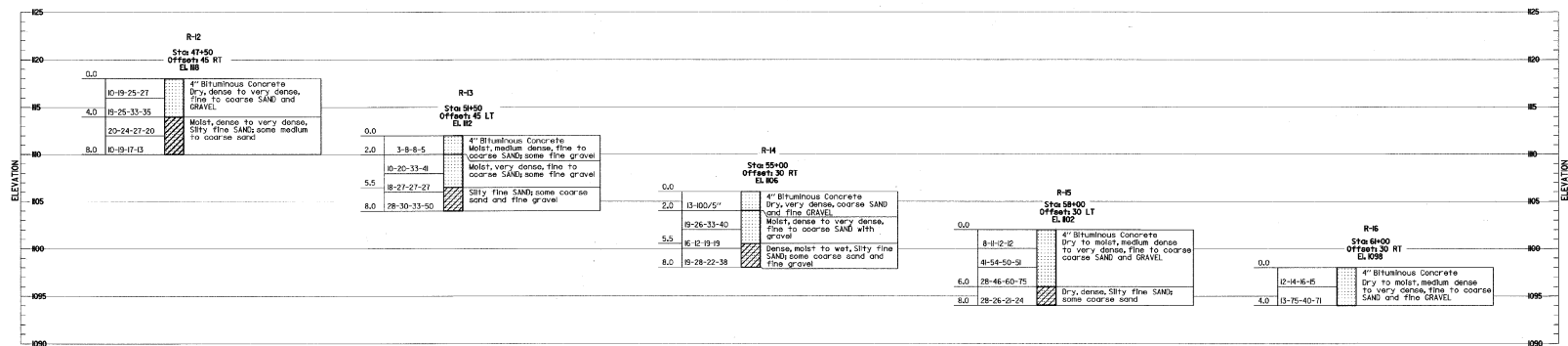
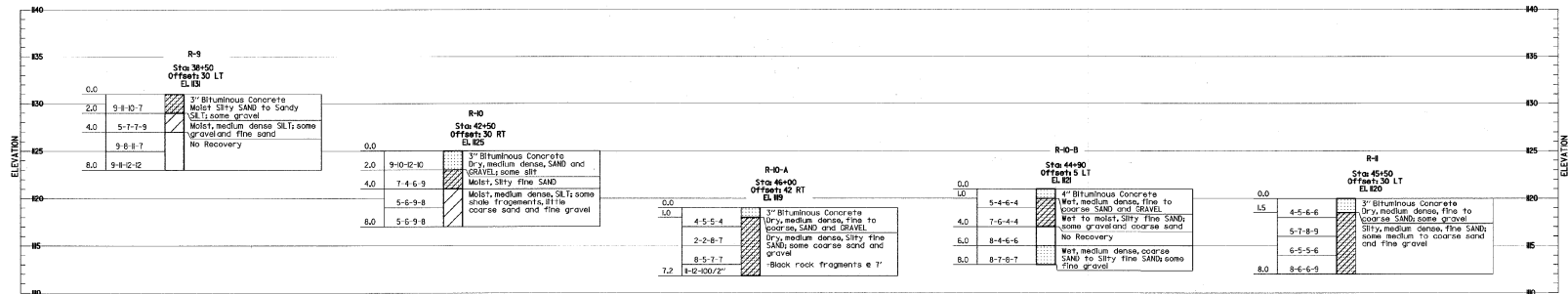
REV.	DATE	DESCRIPTION

Job No. F20000718.01 File No. 2071808par4log

Designed by: KLL
Drawn by:
Checked by:
Approved by: GMD

Scale: 1" = 5'
Date: 3/21/01
Sheet - 01 -
Sheet No. **41**

AIP 3-50-0001-06



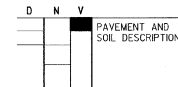
SYMBOLS:

	SAND; SAND AND GRAVEL
	SILTY SAND; SILT AND SAND
	SILT
	TILL

NOTES:

- BORINGS DRILLED BY GREEN MOUNTAIN BORING, OCTOBER 1998.
- DRILLING AND SAMPLING CONFORMS TO AASHTO DESIGNATION T-206.
- BORING ELEVATIONS WERE SCALED FROM PLAN SHEETS AND SHOULD ONLY BE CONSIDERED APPROXIMATE.

LEGEND:



N - BLOWS PER 6-INCH INCREMENTS OF PENETRATION OF SAMPLING SPOON OR PENETRATION IN INCHES FOR THE INDICATED BLOWS OF A 140 LB. HAMMER FALLING 30"
 V - SYMBOLS INDICATE EXTENT OF SOIL LAYERS
 D - DEPTHS

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT

BORING LOGS

REV.	DATE	DESCRIPTION

Job No. F20000118.01
 File No. F2001808bor-6a.dwg

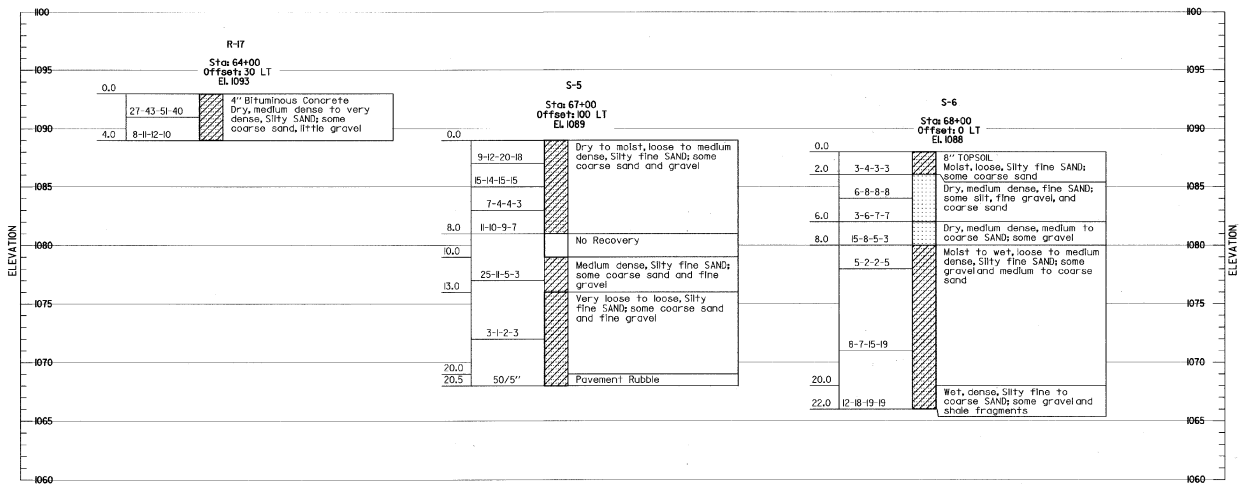
Designed by KLL	Checked by
Drawn by	Approved by CHD

Scale: 1" = 5'





Date: 3/21/01

Sheet - 01 -

Sheet No
42



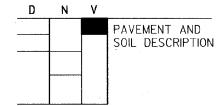
SYMBOLS:

-  SAND; SAND AND GRAVEL
-  SILTY SAND; SILT AND SAND
-  SILT
-  TILL

NOTES:

1. BORINGS DRILLED BY GREEN MOUNTAIN BORING, OCTOBER 1998.
2. DRILLING AND SAMPLING CONFORMS TO AASHTO DESIGNATION T-206.
3. BORING ELEVATIONS WERE SCALED FROM PLAN SHEETS AND SHOULD ONLY BE CONSIDERED APPROXIMATE.

LEGEND:



- N - BLOWS PER 6-INCH INCREMENTS OF PENETRATION OF SAMPLING SPOON OR PENETRATION IN INCHES FOR THE INDICATED BLOWS OF A 140 LB. HAMMER FALLING 30".
- V - SYMBOLS INDICATE EXTENT OF SOIL LAYERS
- D - DEPTHS

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

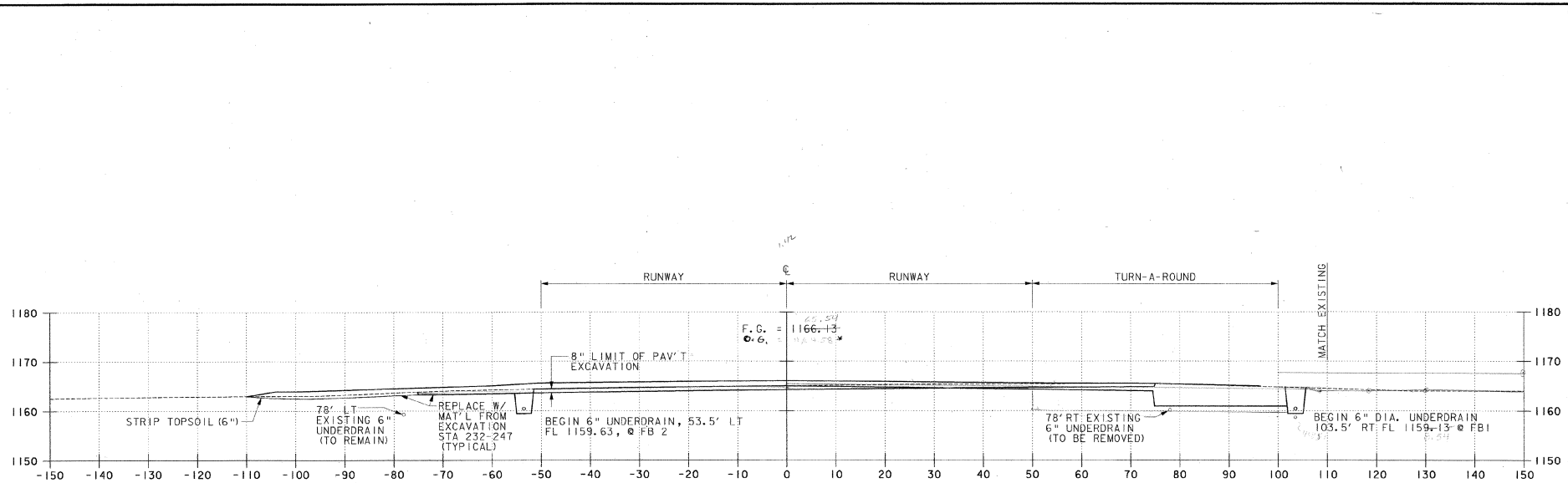
URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

BOHRING LOGS

REV.	DATE	DESCRIPTION	FILE NO. F200001718.01

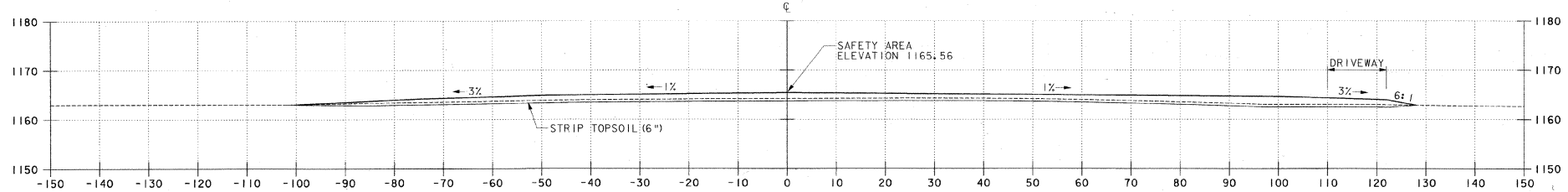
Designed by KLL
Drawn by
Checked by
Approved by GMD

Scale 1" = 5'
Date 3/21/01
Sheet - 01 -
Sheet No
43



215+00

BEGIN RUNWAY RECONSTRUCTION



214+50

BEGIN CONSTRUCTION +25

REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

Job No. F200001718.01 File No. F20180044.dgn

RUNWAY 17-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

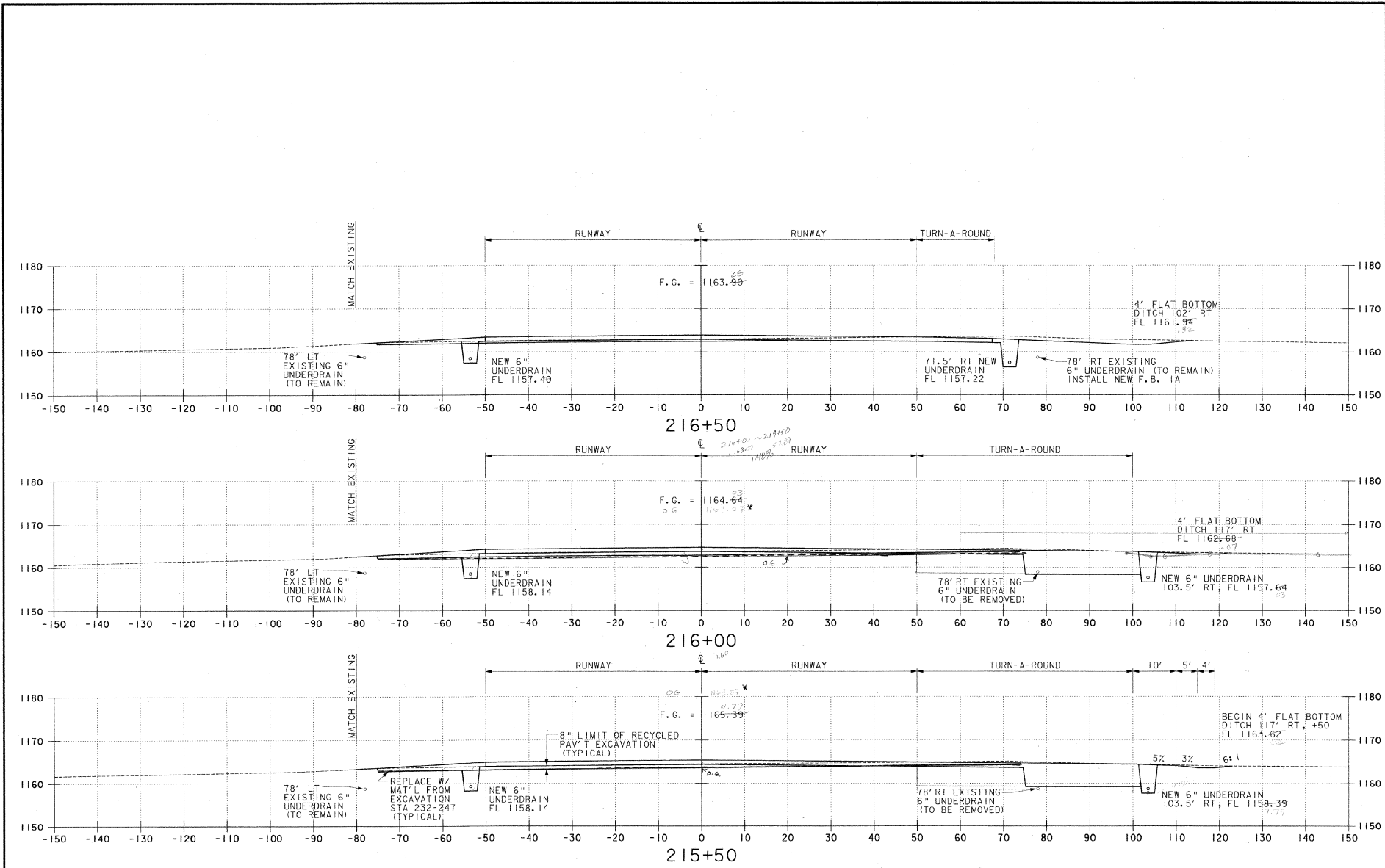
Designed by	OMP
Drawn by	MM
Checked by	BIC
Approved by	OMP

Scale: HORZ. 1" = 16'
VERT. 1" = 4'

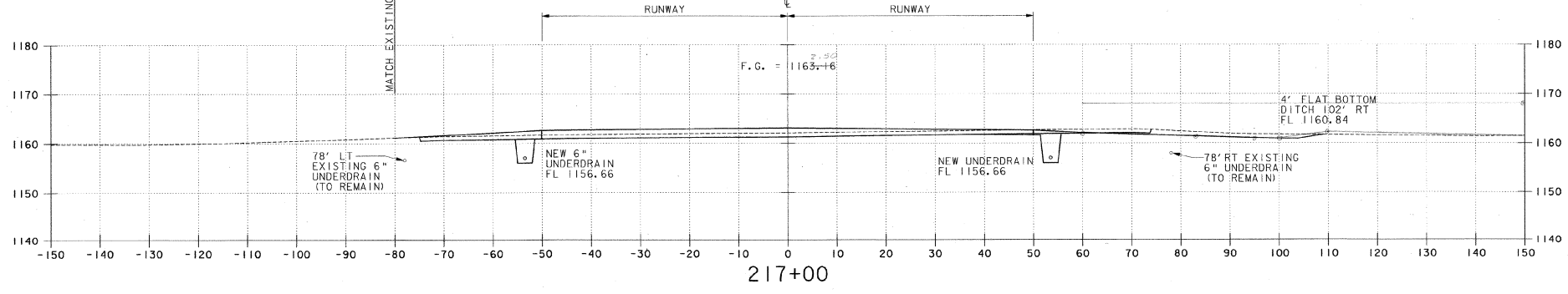
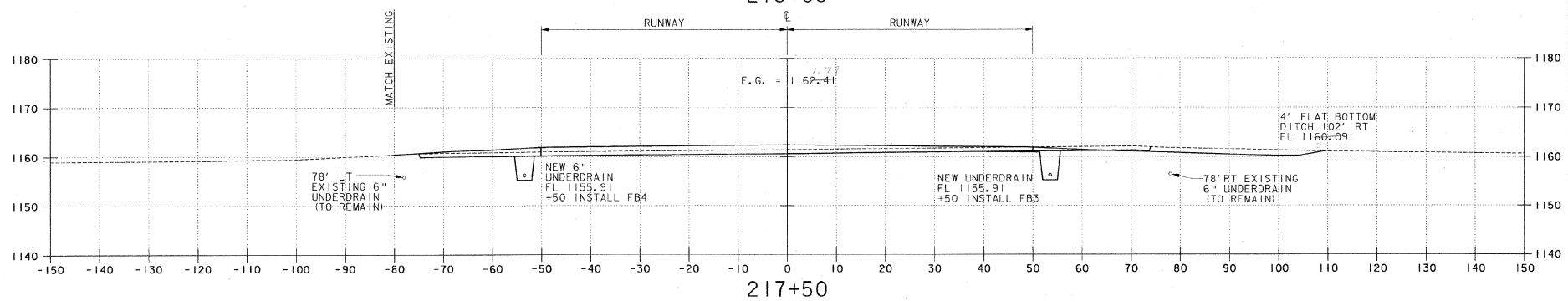
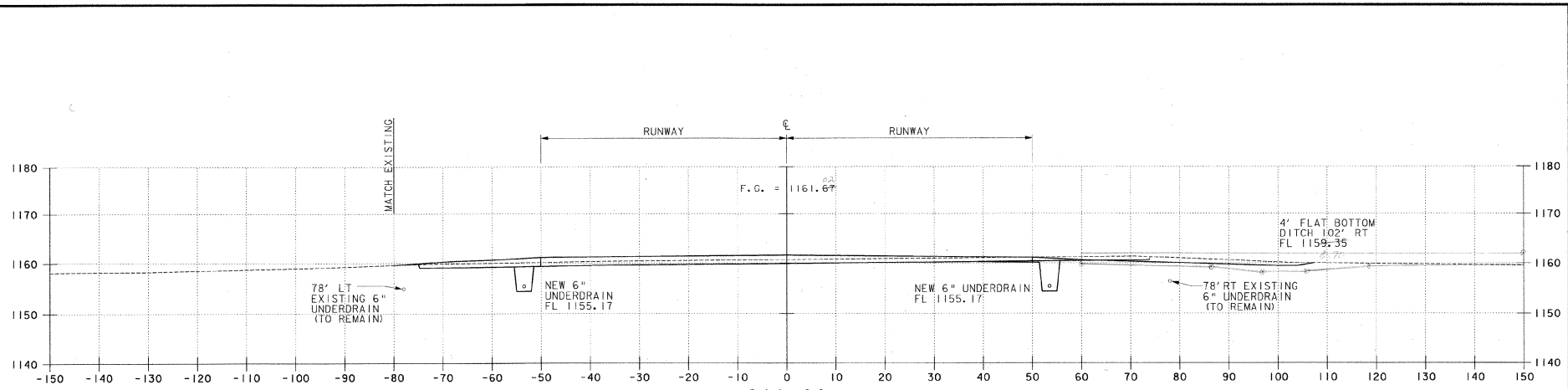
Date: 3/21/01

Sheet - Of -

Sheet No. **44**



EDWARD F. KNAPP STATE AIRPORT BURLINGTON, VERMONT	
DESIGNED BY: MD DRAWN BY: MM CHECKED BY: BIC APPROVED BY: MD	DESCRIPTION: REV. DATE Job No. F000001718.01 File No. F000001718.01
URS ONE NORTHWAY LANE LATHAM, NEW YORK	
RUNWAY 17-35 CROSS SECTION	
Scale: HORZ. 1" = 100' VERT. 1" = 10'	
Date: 3/21/01	
Sheet - of -	
Sheet No. 45	



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REV.	DATE	DESCRIPTION
Job No. F200001718.01		File No. F2001806-00P

EDWARD F. KNAPP STATE AIRPORT
 BURLIN, VERMONT
 RUNWAY 17-35 CROSS SECTION

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

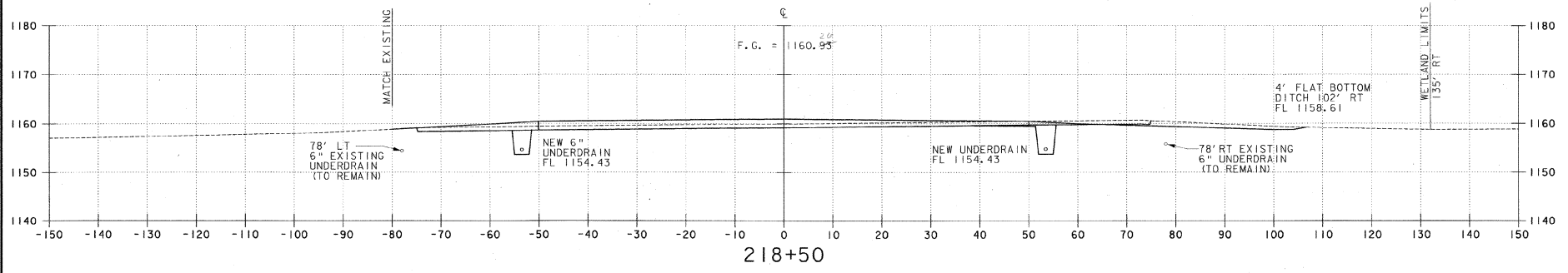
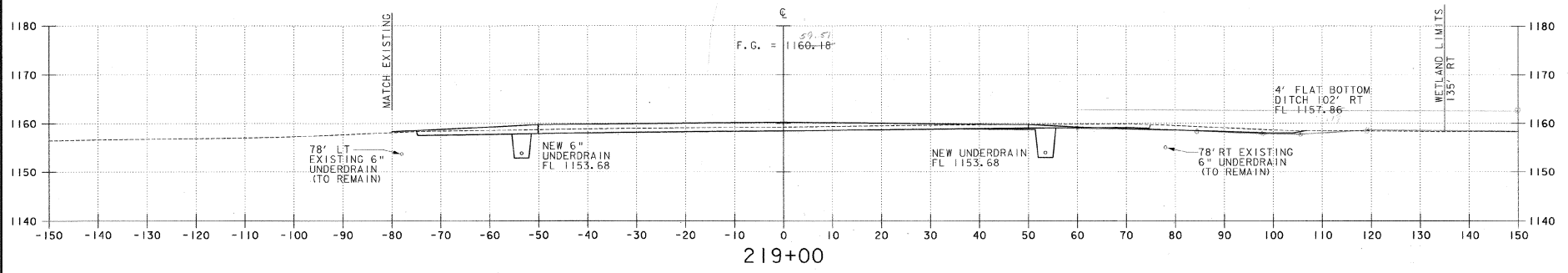
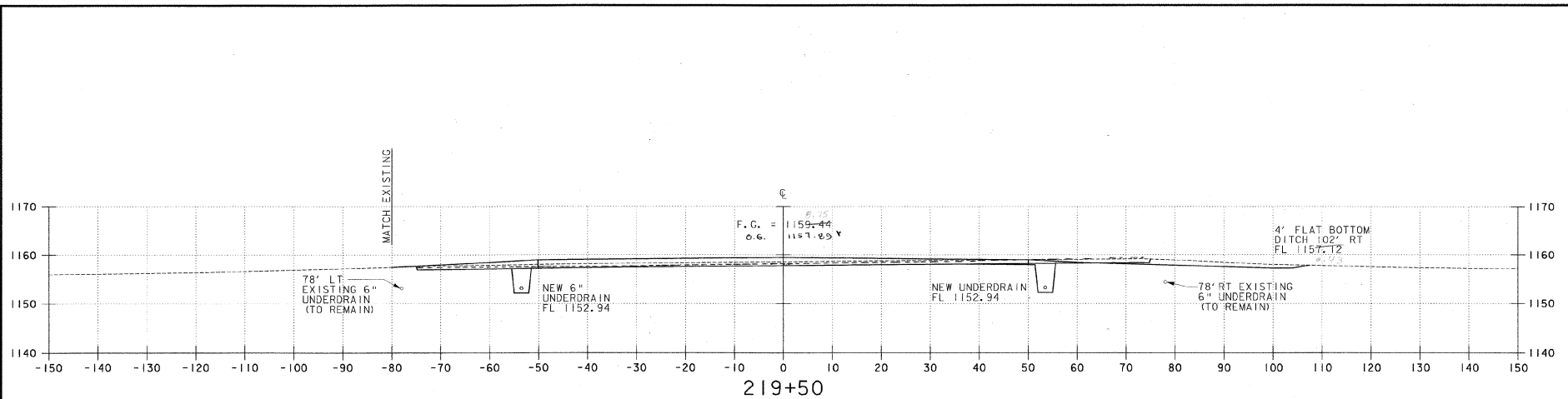
Designed by: OMP	Drawn by: MM
Checked by: BIC	Approved by: OMP

Scale: HORIZ. 1" = 100'
 VERT. 1" = 10'

Date: 3/21/01

Sheet - of -

Sheet No. **46**



REV.	DATE	DESCRIPTION

Job No. F20000116.01 File No. F20180001.dgn

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

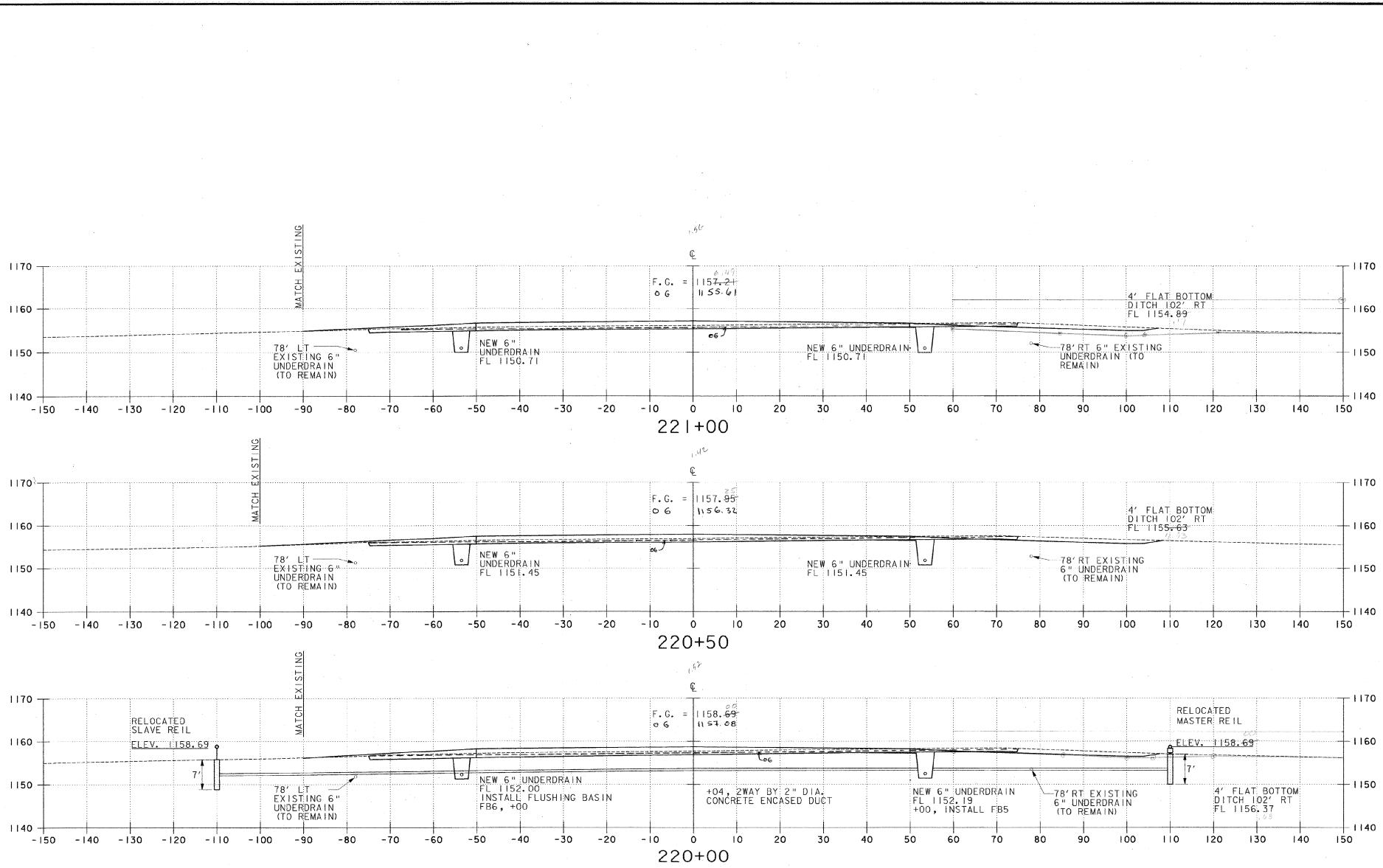
Designed by CND
Drawn by MAM
Checked by BRC
Approved by CND

Scale: HORZ. 1" = 100'
VERT. 1" = 10'

Date: 3/21/01

Sheet - Of -

Sheet No. **47**



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

Job No. F2000118.01
File No. F20190046.dgn

RUNWAY IT-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

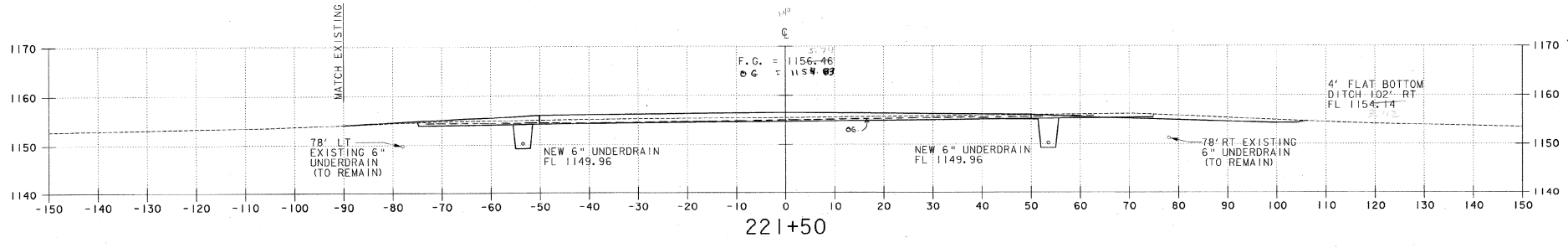
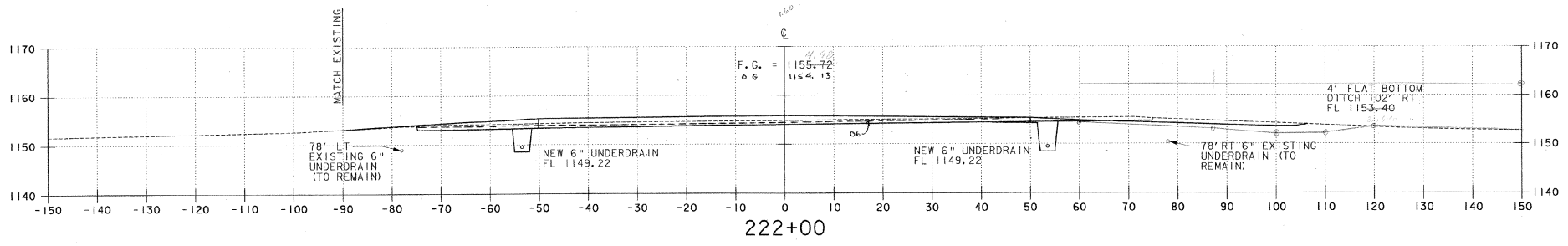
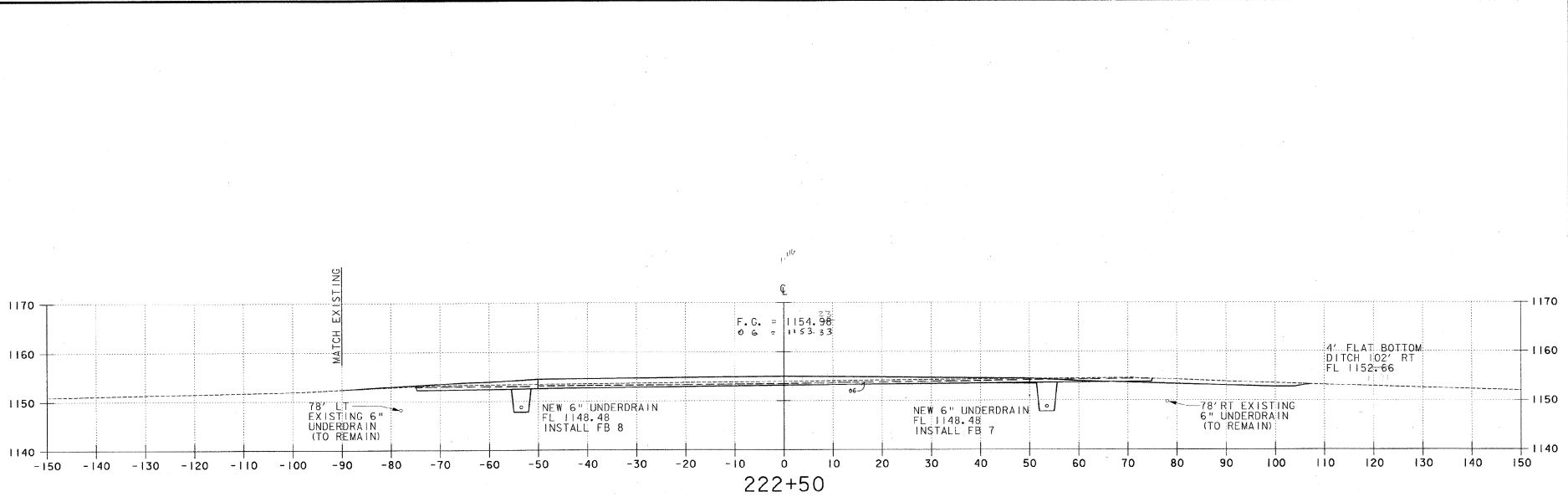
Designed by: GND
Drawn by: MAM
Checked by: BFC
Approved by: GND

Scales: HORZ. 1" = 10'
VERT. 1" = 10'

Date: 3/21/01

Sheet - of

Sheet No



REV.	DATE	DESCRIPTION

Job No. F20000116.01
File No. F20180608.dgn

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

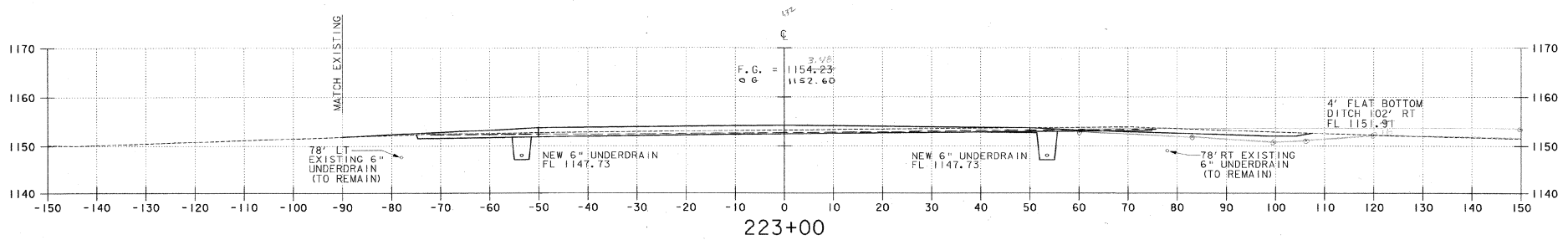
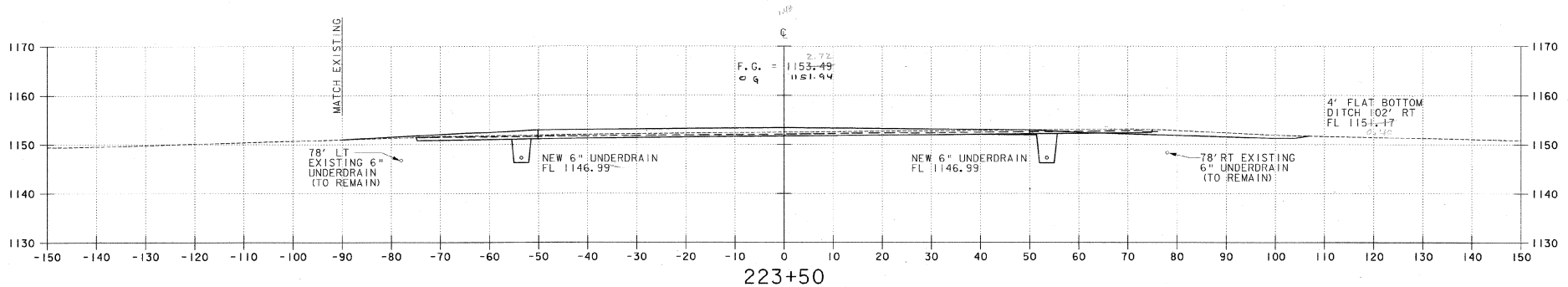
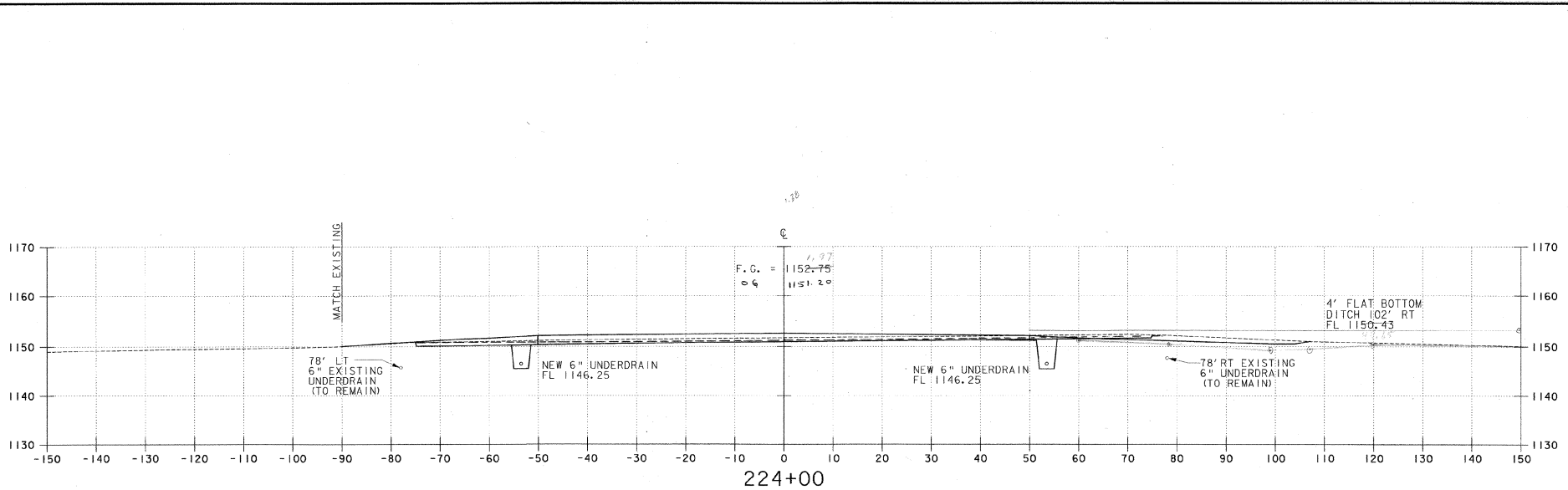
Designed by: CND
Drawn by: MMU
Checked by: BRC
Approved by: CND

Scale: HORZ. 1" = 10'
VERT. 1" = 10'

Date: 3/21/01

Sheet - of

Sheet No
49



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REV.	DATE	DESCRIPTION

Job No. F200001718.01 File No. F20180604.dgn

EDWARD F. KNAPP STATE AIRPORT
 BERTIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

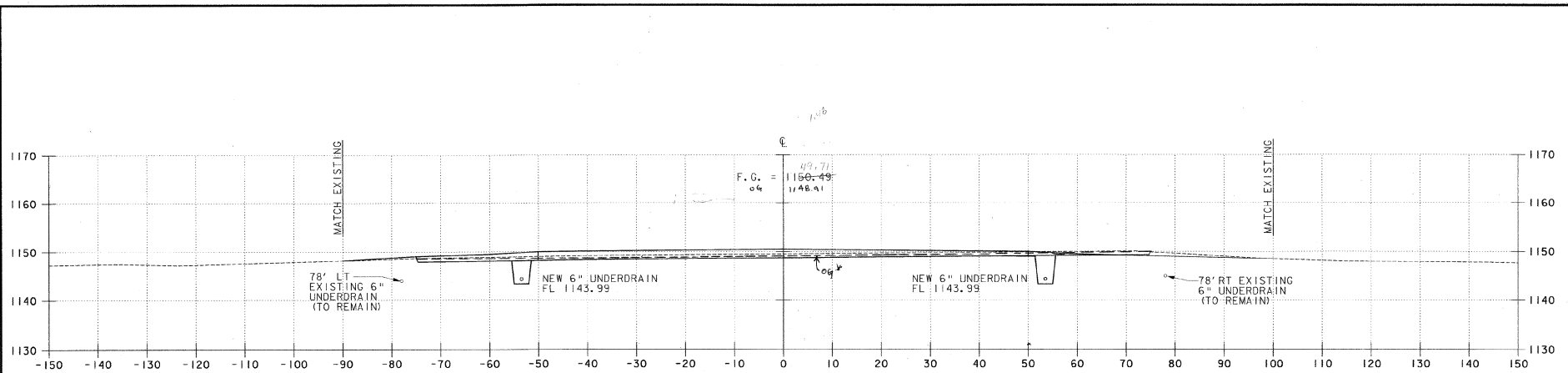
Designed by: **END**
 Drawn by: **MM**
 Checked by: **BC**
 Approved by: **END**

Scale: **HORZ. P. = 1" = 10'**
VERT. P. = 1" = 10'

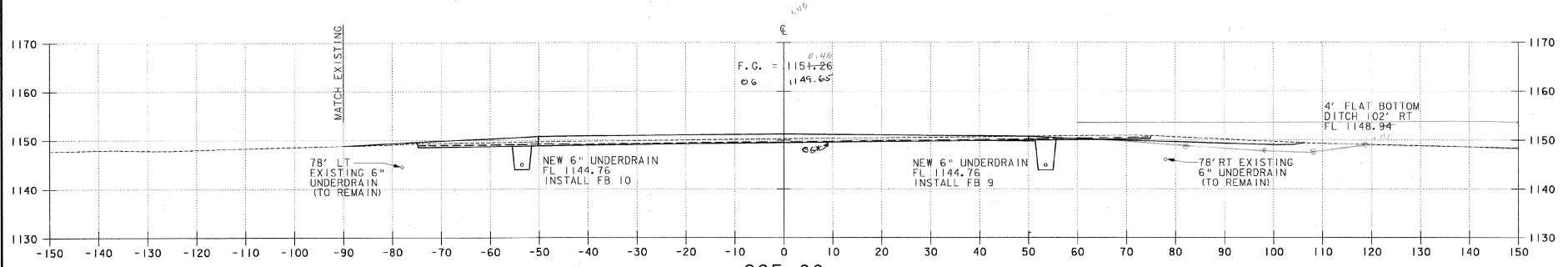
Date: **3/21/01**

Sheet - **Of**

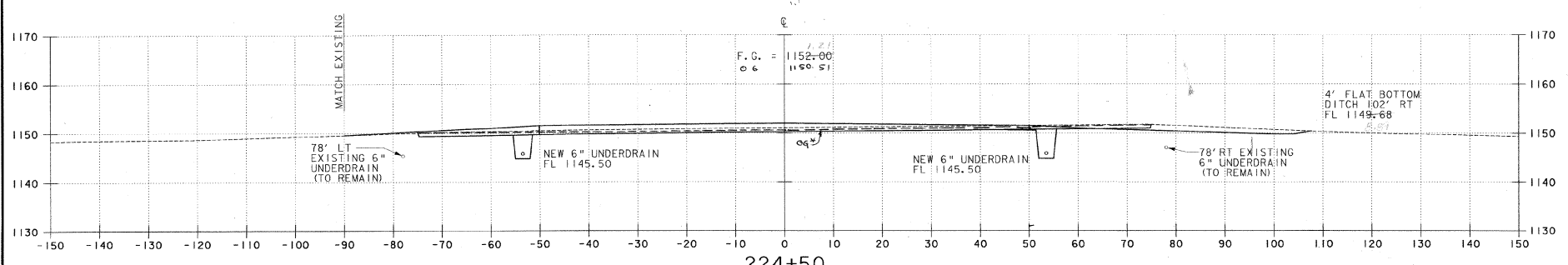
Sheet No. **50**



225+50



225+00



224+50

REV.	DATE	DESCRIPTION

Job No. F200001716.01
 File No. F201783624.dwg

EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT
RUNWAY 17-35 CROSS SECTION

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

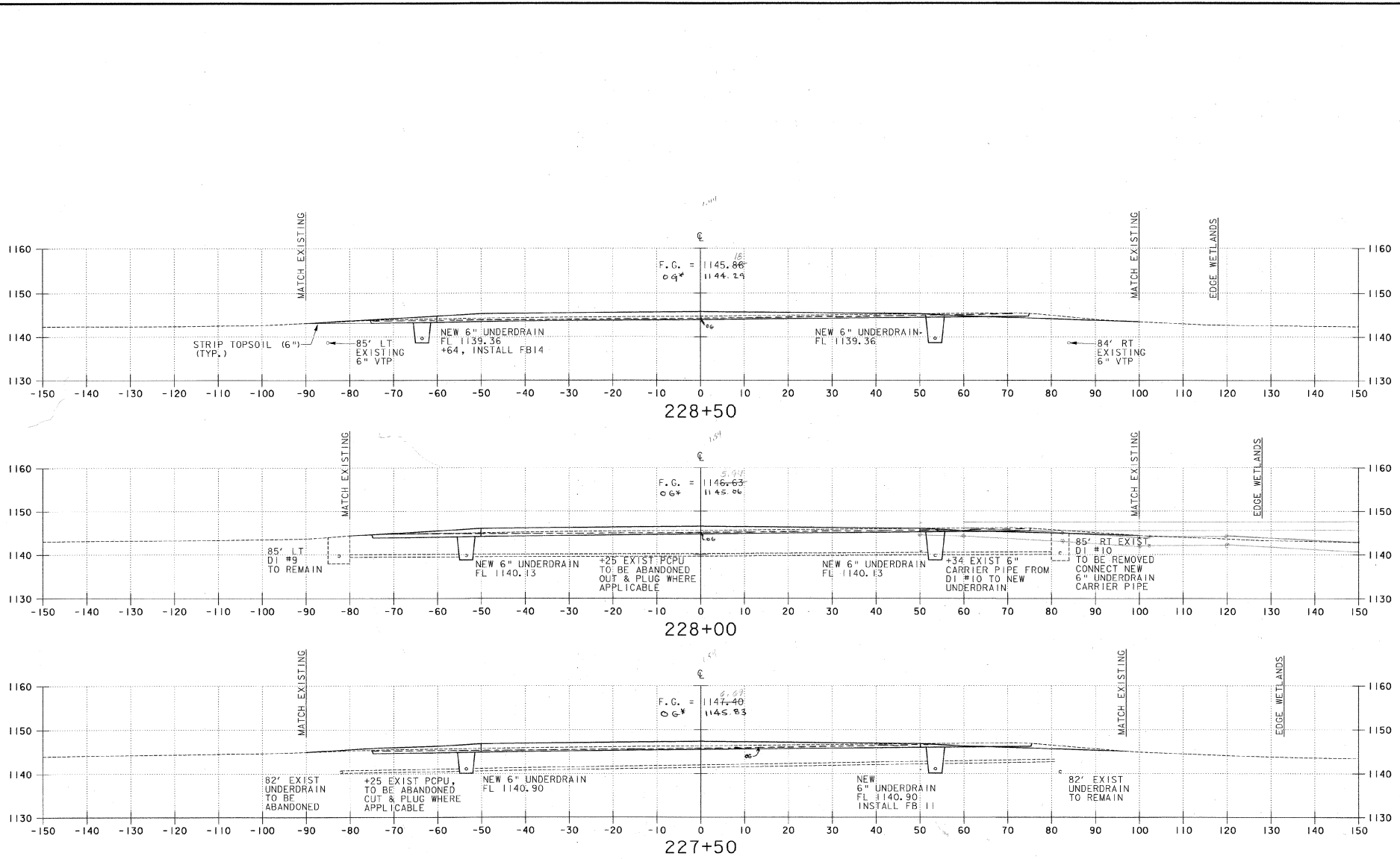
Designed by: CND
 Drawn by: MMU
 Checked by: BNC
 Approved by: CND

Scale: HORZ. 1" = 10'
 VERT. 1" = 10'
 Date: 3/21/01

Sheet - 01

Sheet No. **51**

*D.G. BASED ON AS BUILT PG-ADAP-04, ADJUSTED TO HAND-88



REV.	DATE	DESCRIPTION

Job No. F200001718.01
File No. F200180613.dgn

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY IT-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

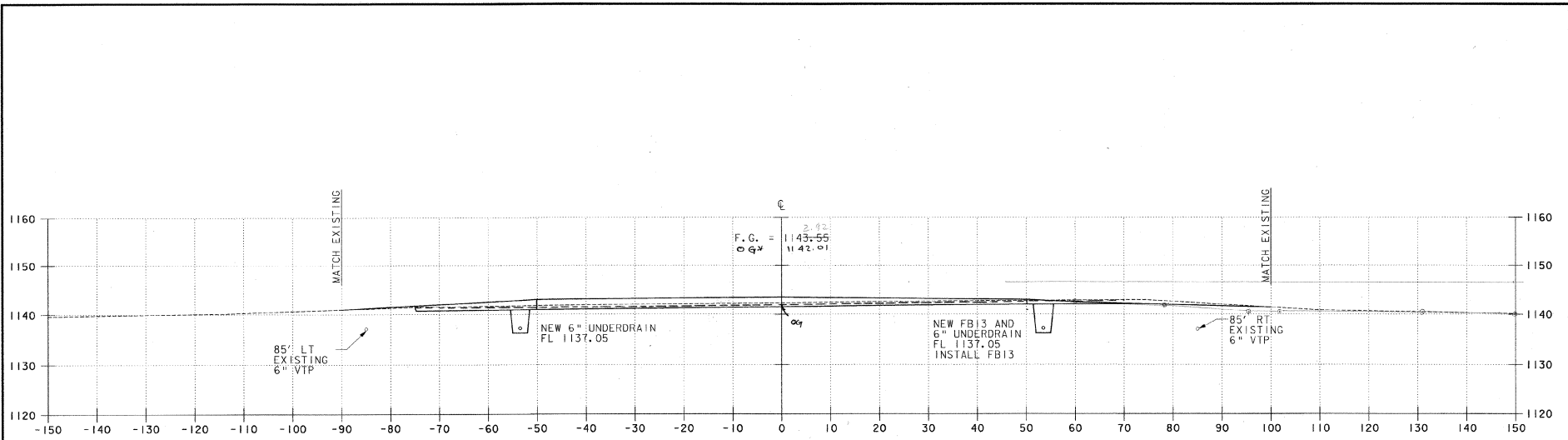
Designed by: **END**
Drawn by: **MMU**
Checked by: **BFC**
Approved by: **END**

Scale: HORZ. 1" = 10'
VERT. 1" = 10'

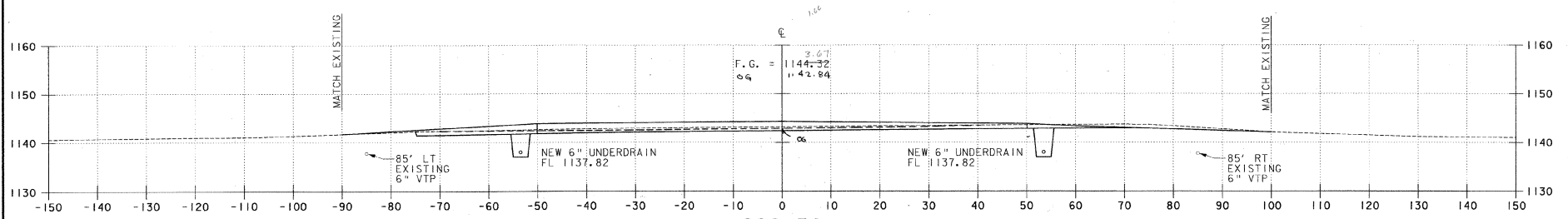
Date: 3/21/01

Sheet - 01

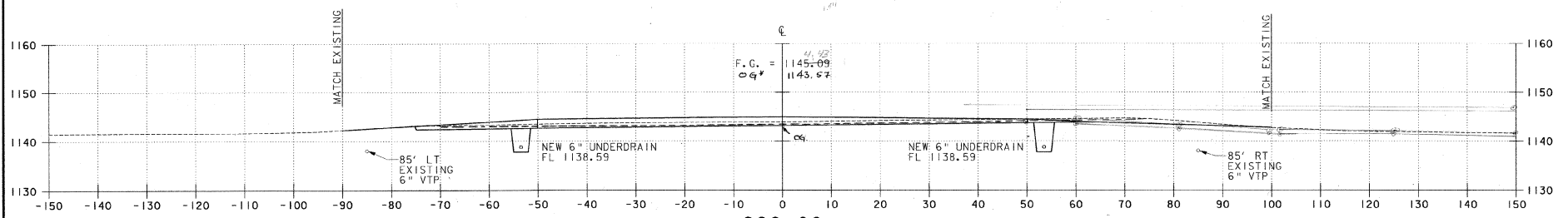
Sheet No
53



230+00



229+50



229+00

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REV.	DATE	DESCRIPTION

Job No. F200001718.01
File No. F2070024.dwg

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

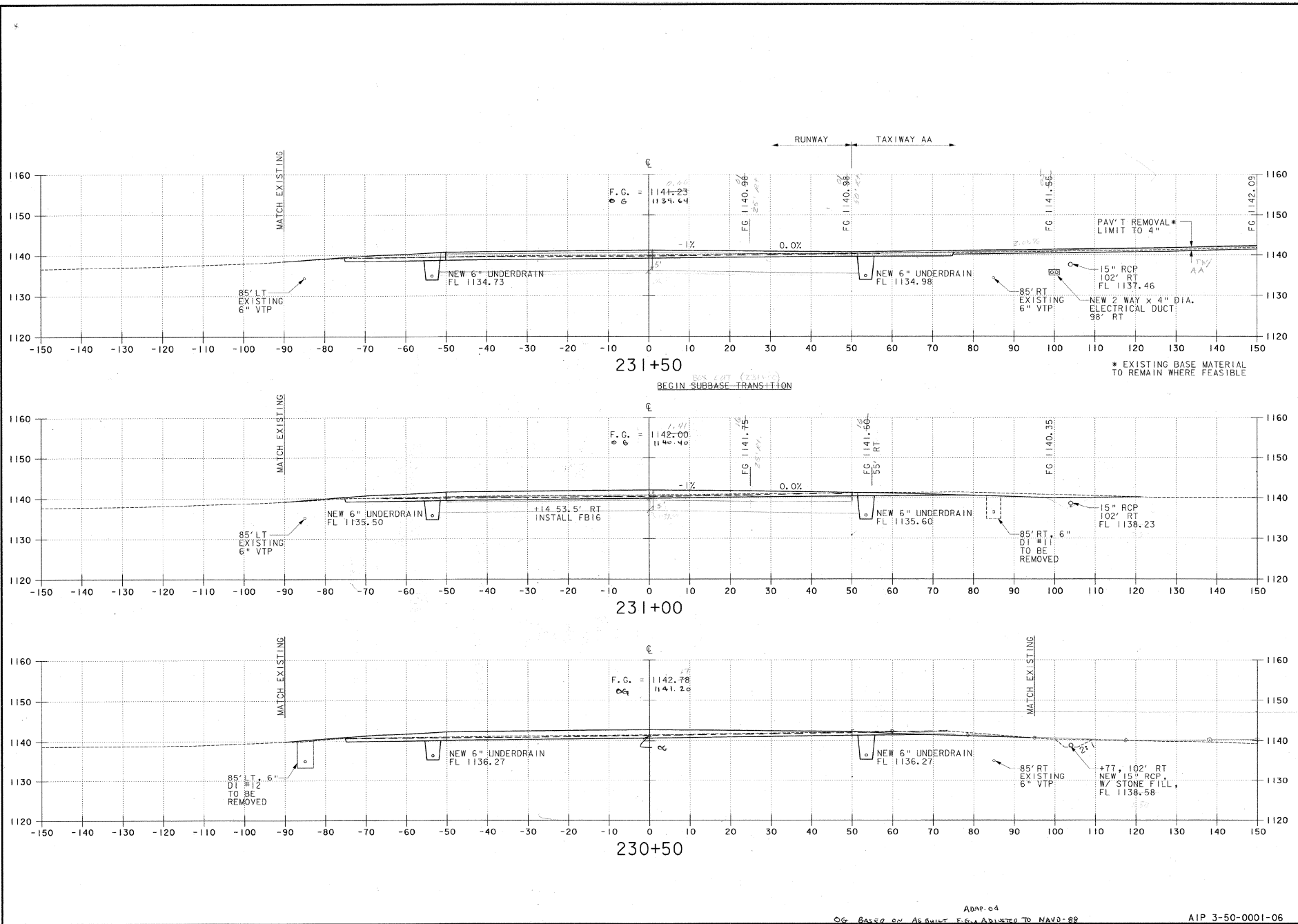
Designed by: **END**
Drawn by: **MM**
Checked by: **BRC**
Approved by: **END**

Scale: **HORIZ. 1" = 165'**
VERT. 1" = 10'

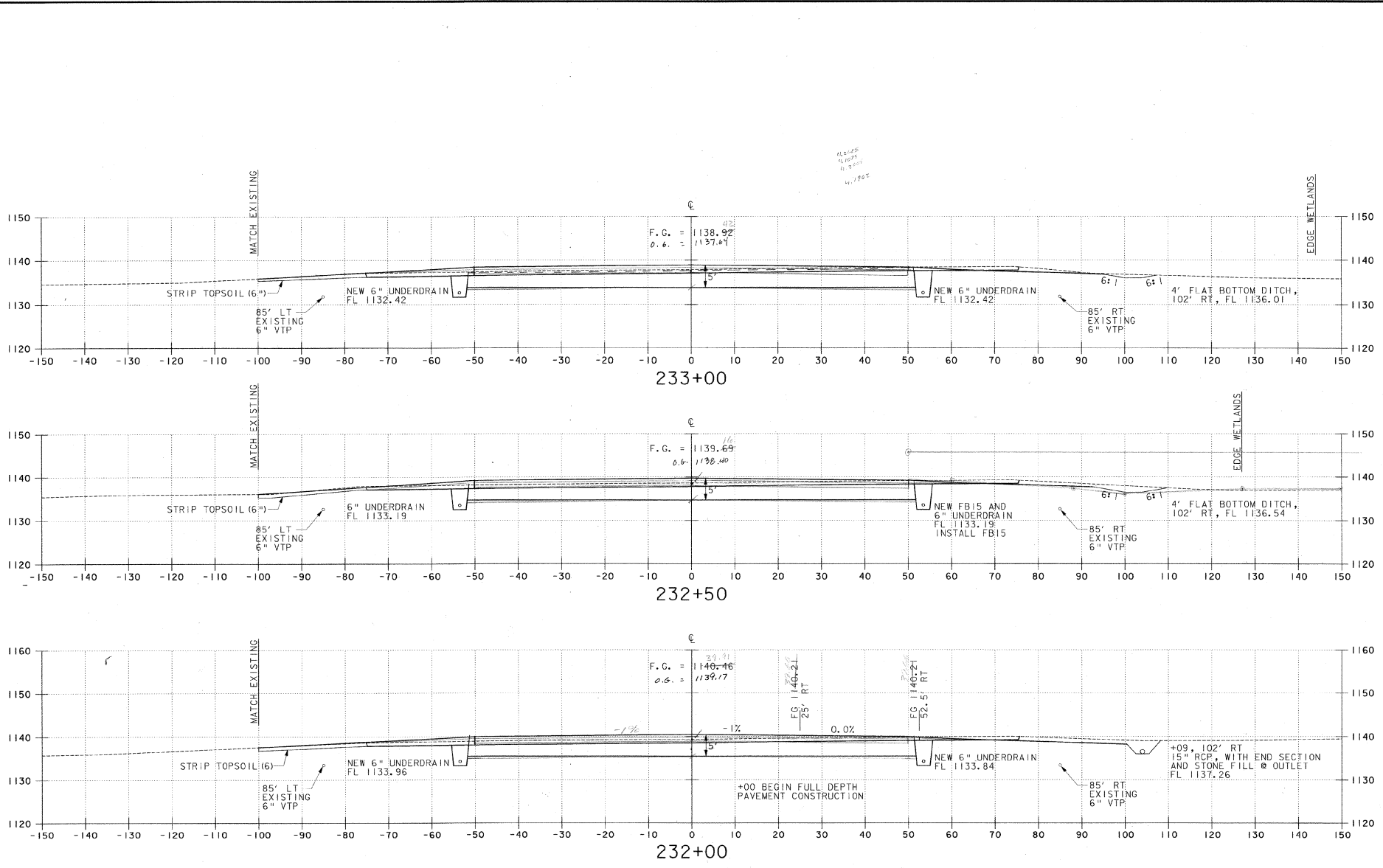
Date: **3/21/01**

Sheet - **01**

Sheet No
54



DESIGN BY: OMP		DRAWN BY: MM		CHECKED BY: BRC		APPROVED BY: OMP	
SCALE: HORIZ. 1" = 85'		SCALE: VERT. 1" = 5'		DATE: 3/21/01		SHEET: - 0f	
SHEET NO. 55		PROJECT: EDWARD F. KNAPP STATE AIRPORT		LOCATION: BERLIN, VERMONT		SECTION: RUNWAY 17-35 CROSS SECTION	
JOB NO. F200001718.01		FILE NO. F20186045.dgn		URS ONE NORTHWAY LANE LATHAM, NEW YORK			



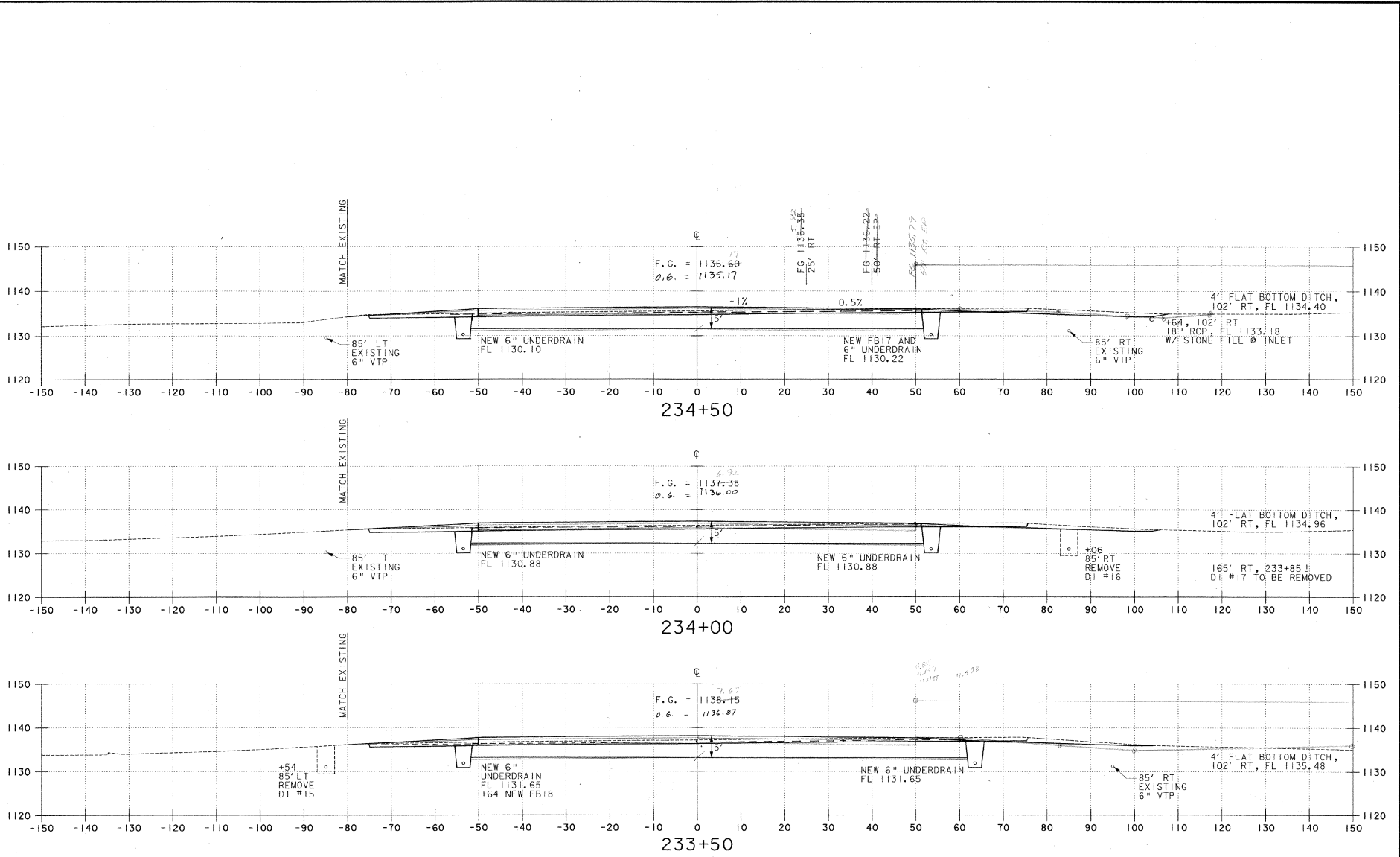
4/19/02
4/19/02

EG 1140-21
25' RT

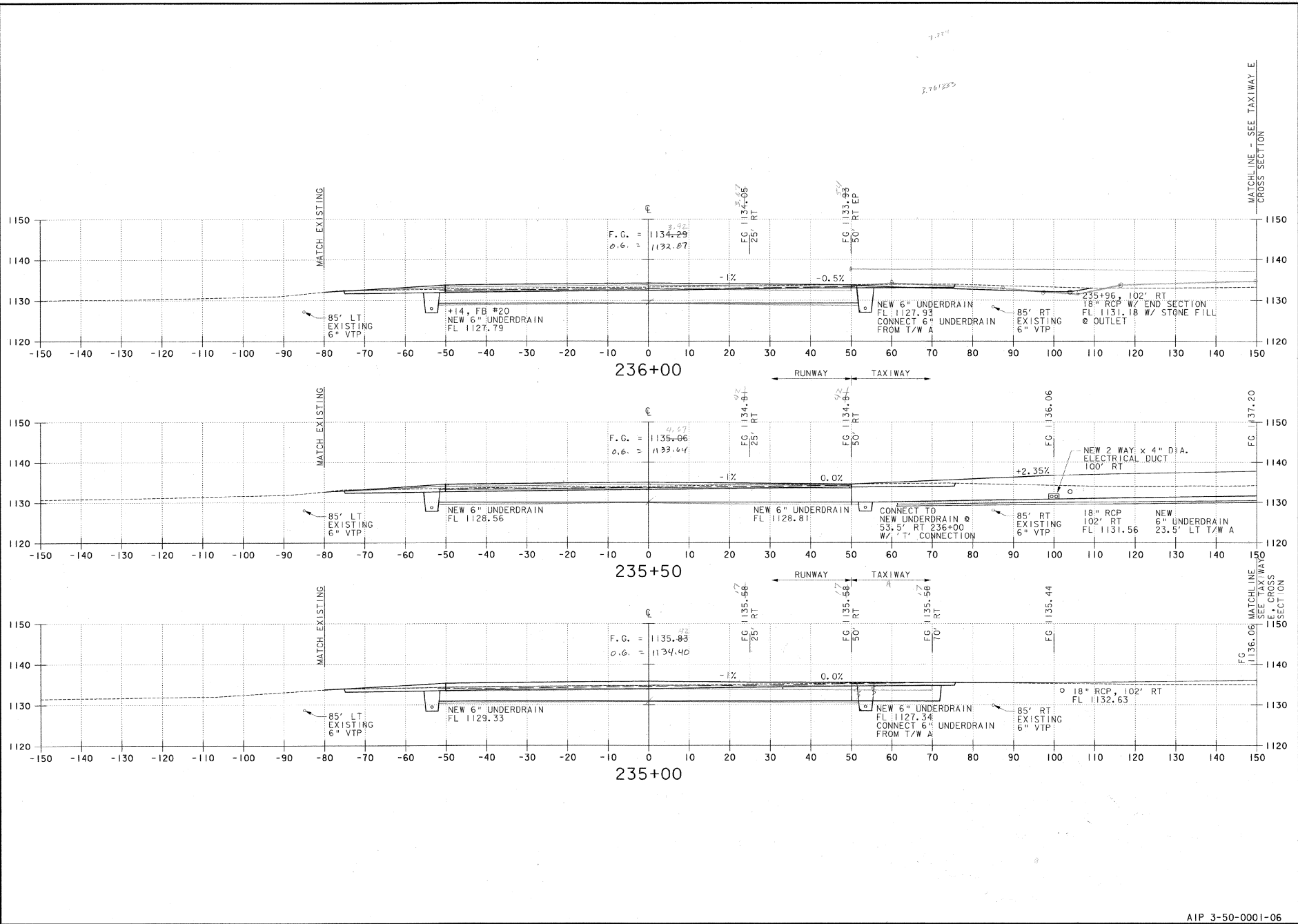
EG 1140-21
52.5' RT

4/19/02
4/19/02

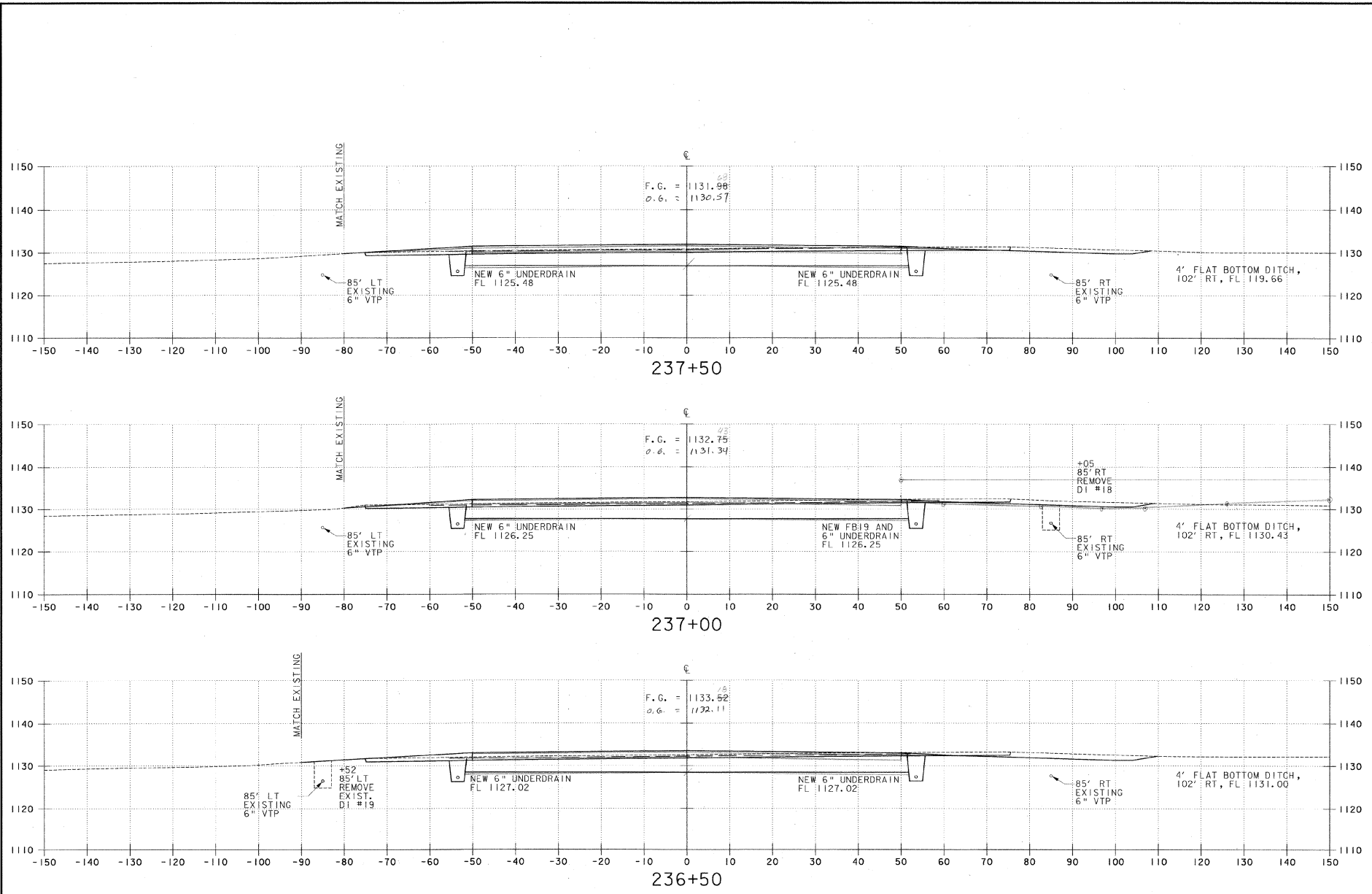
EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT	
REV. DATE _____	DESCRIPTION _____
Job No. F200001716.01 File No. F201800016.dwg	
RUNWAY 17-35 CROSS SECTION	
URS ONE NORTHWAY LANE LATHAM, NEW YORK	
Designed by: END	Drawn by: MM
Checked by: BRC	Approved by: END
Scales: HORZ. 1" = 10' VERT. 1" = 10'	
Date: 3/21/01	
Sheet - of	
Sheet No. 56	



EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT	
REV. DATE DESCRIPTION _____ _____ _____	File No. F20000118.0 Job No. F20000118.0
URS ONE NORTHWAY LANE LATHAM, NEW YORK	
RUNWAY 17-35 CROSS SECTION	
Designed by: MM Drawn by: MM Checked by: BRC Approved by: END	
Scale: HORZ. 1" = 10' VERT. 1" = 10'	
Date: 3/21/01	
Sheet - 01	
Sheet No. 57	



EDWARD F. KNAPP STATE AIRPORT BURLING, VERMONT	
REV. DATE	DESCRIPTION
JOB NO. F200001718.01	
RUNWAY 17-35 CROSS SECTION	
URS ONE NORTHWAY LANE LATHAM, NEW YORK	
Designed by: OMD	Drawn by: MAM
Checked by: BMC	Approved by: OMD
Scale: HORZ. 1" = 80'	VERT. 1" = 8'
Date: 3/21/01	
Sheet - of	
Sheet No	58



REV.		DATE	DESCRIPTION
Job No. F20000116.01			File No. F20000116.01

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

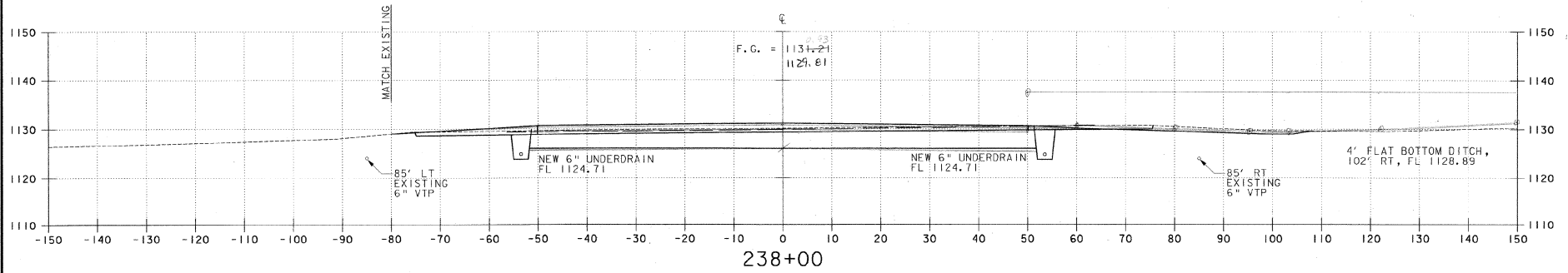
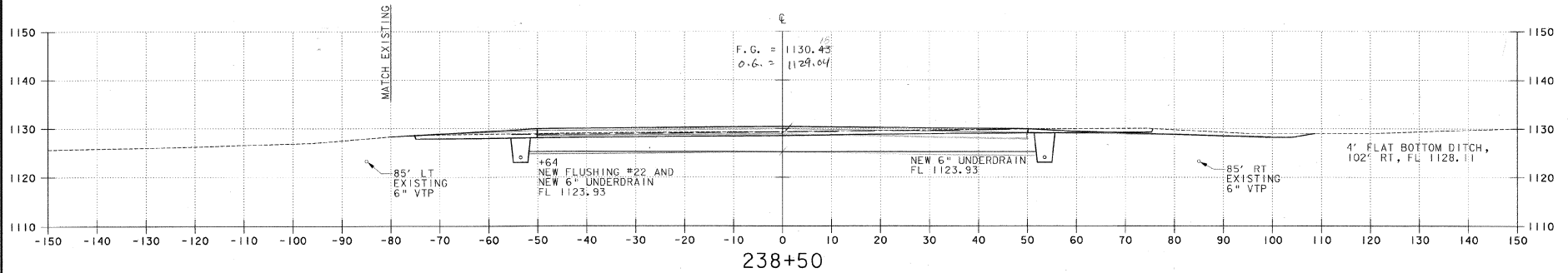
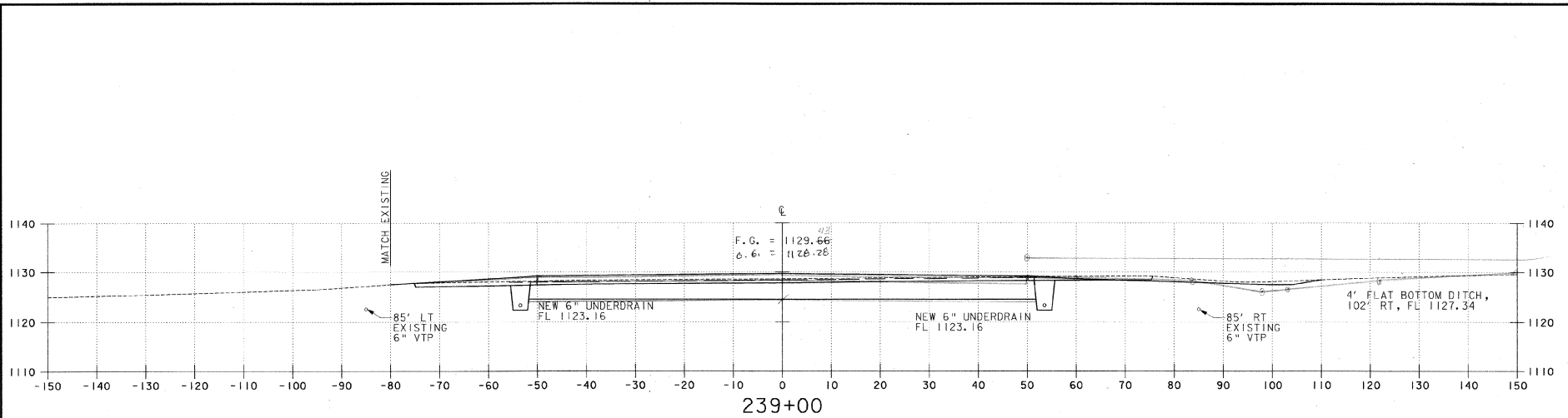
Designed by	MM
Drawn by	MM
Checked by	BRC
Approved by	

Scale: HORZ. 1" = 100'
VERT. 1" = 10'

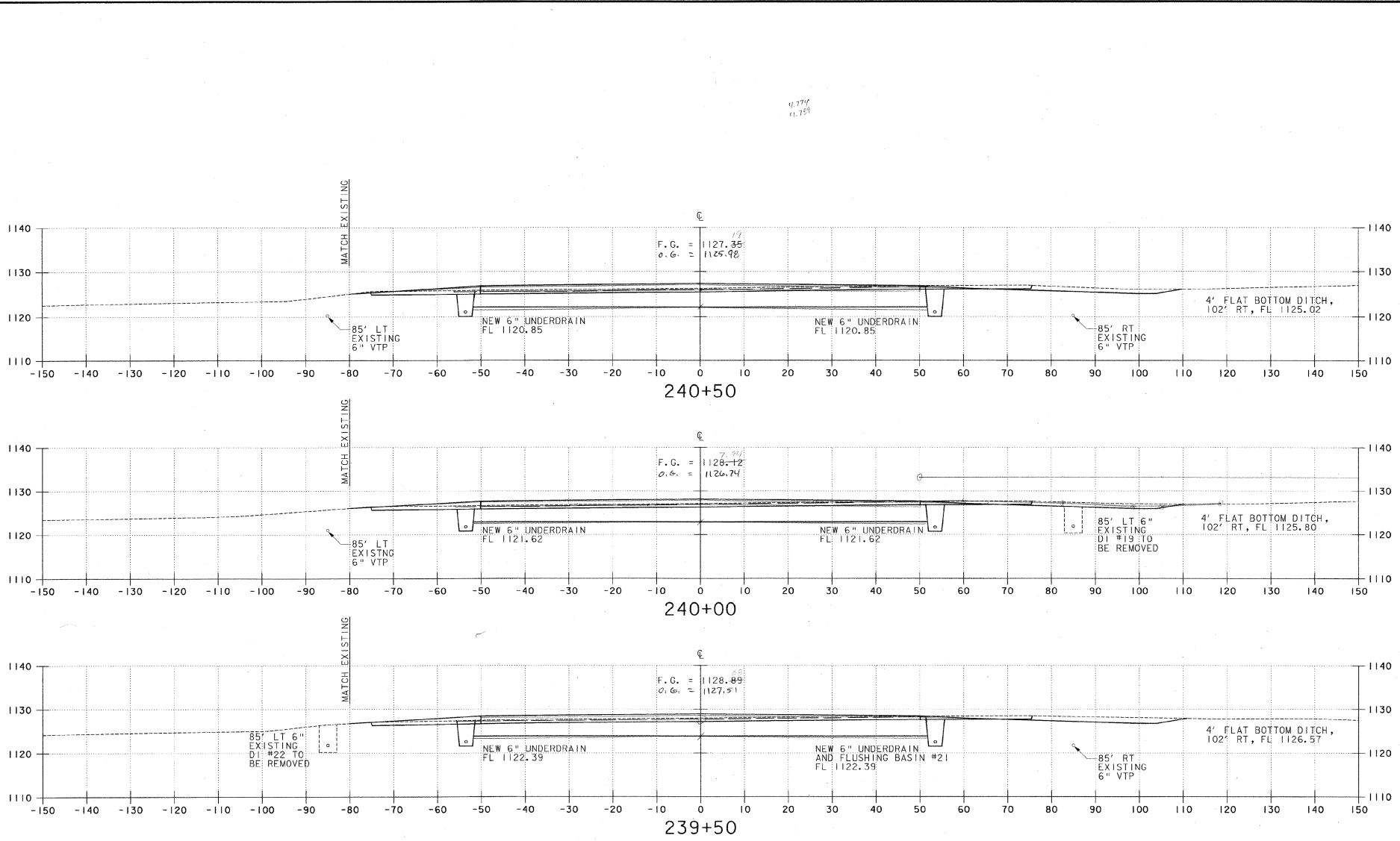
Date: 3/21/01

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Sheet No
59



EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT	
REV. DATE _____	DESCRIPTION _____
Job No. P20000116.01 File Mac200106x20.dwg	
URS ONE NORTHWAY LANE LATHAM, NEW YORK	
Designed by: CM Drawn by: MM Checked by: BBC Approved by: CM	Runway 17-35 CROSS SECTION
Scale: HORIZ. 1" = 10' VERT. 1" = 10'	Date: 3/21/01
Sheet 60 of _____	Sheet No. 60



REV.	DATE	DESCRIPTION

Job No. F20000116.01
 File No. F20000116.dwg

EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

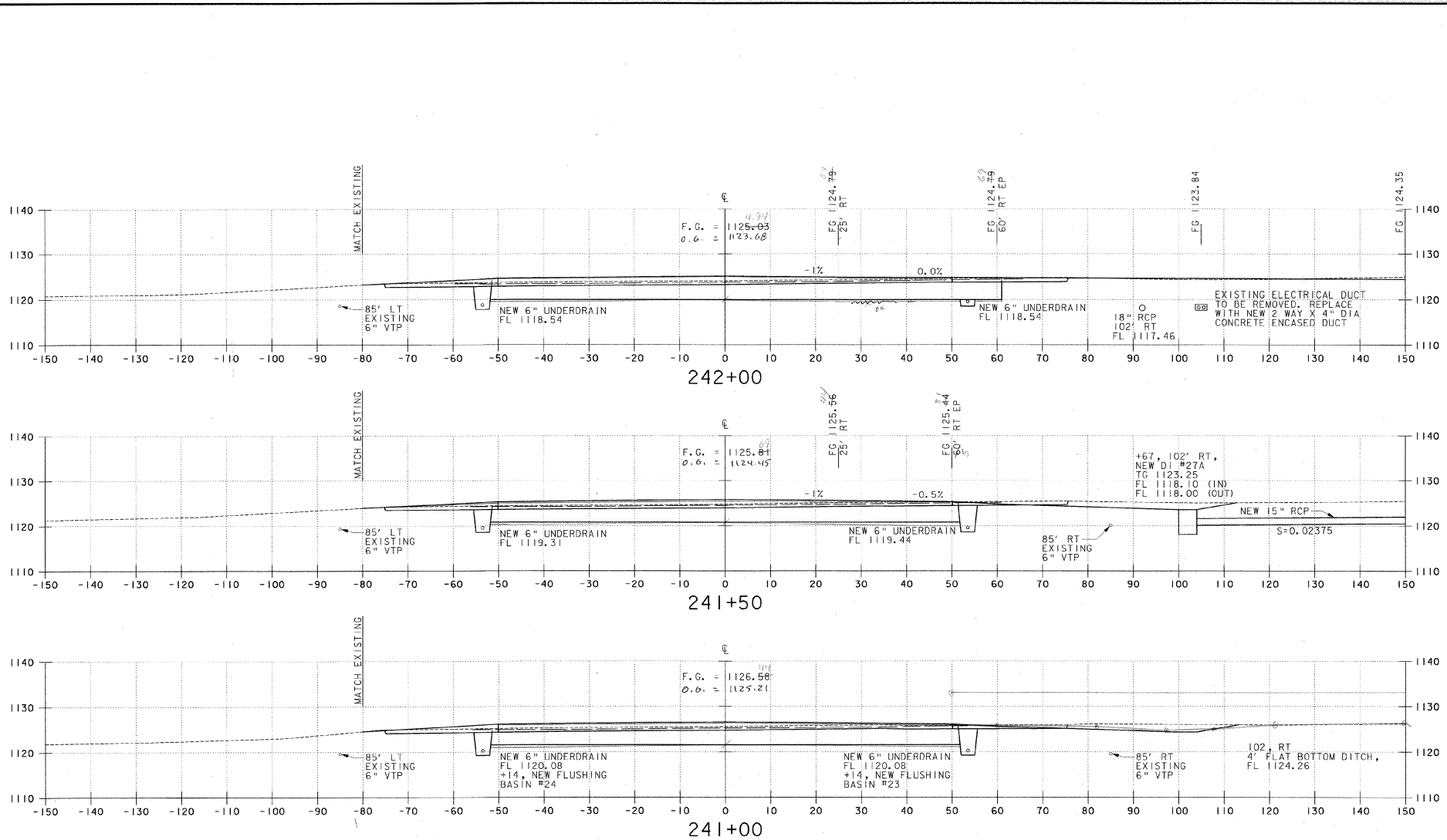
Designed by: CND
 Drawn by: MMU
 Checked by: BHC
 Approved by: CND

Scale: HORZ. 1" = 10'
 VERT. 1" = 10'

Date: 3/21/01

Sheet - of

Sheet No. **61**



REV.	DATE	DESCRIPTION

Job No. F20000116.01
 File No. F201804622.dwg

EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

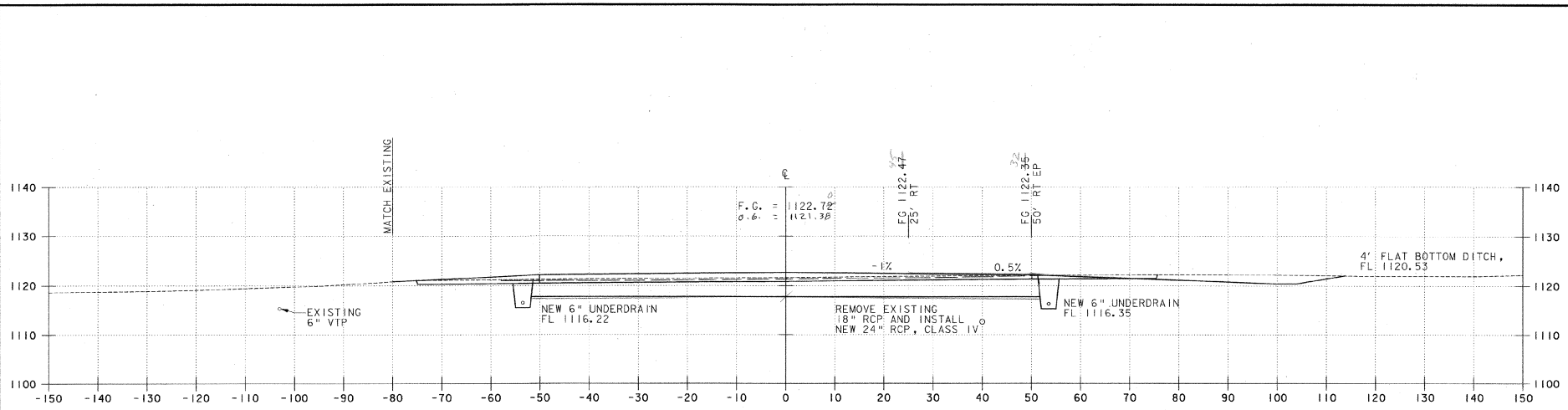
Designed by: CND
 Drawn by: MMU
 Checked by: BHC
 Approved by: CND

Scale: HORZ. 1" = 10'
 VERT. 1" = 10'

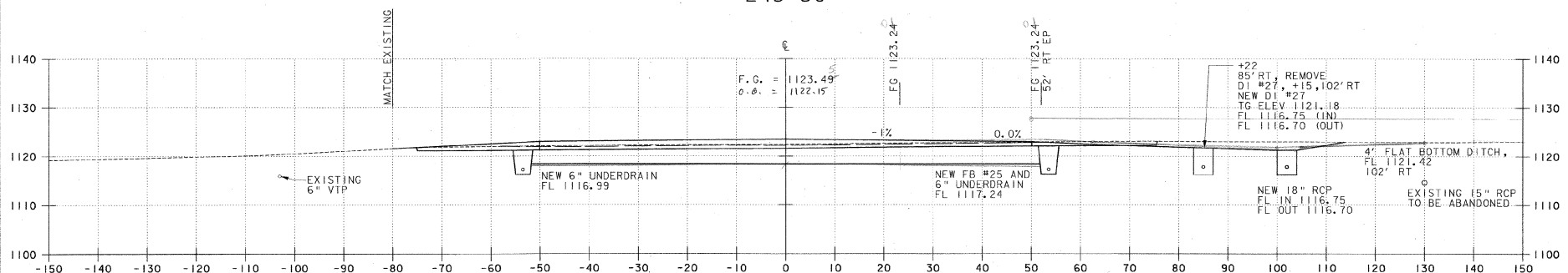
Date: 3/21/01

Sheet - OF

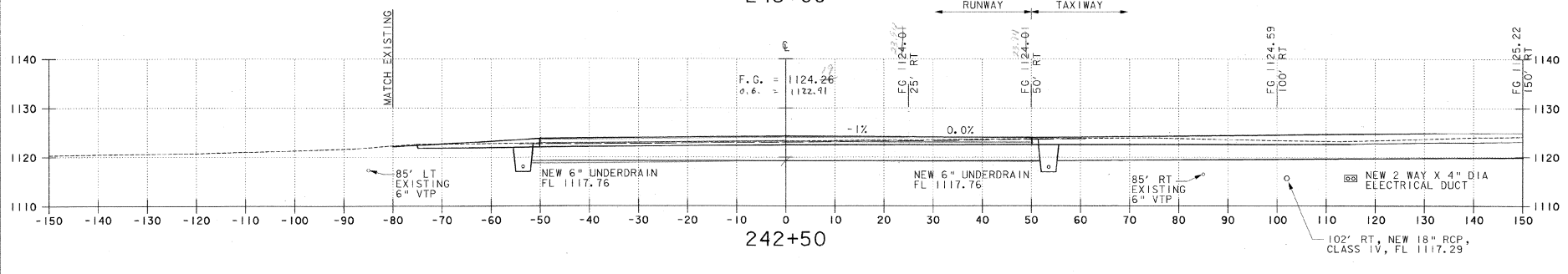
Sheet No. **62**



243+50



243+00



242+50

REV.	DATE	DESCRIPTION

Job No. F20000118.01 File No. F201808x3.09

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

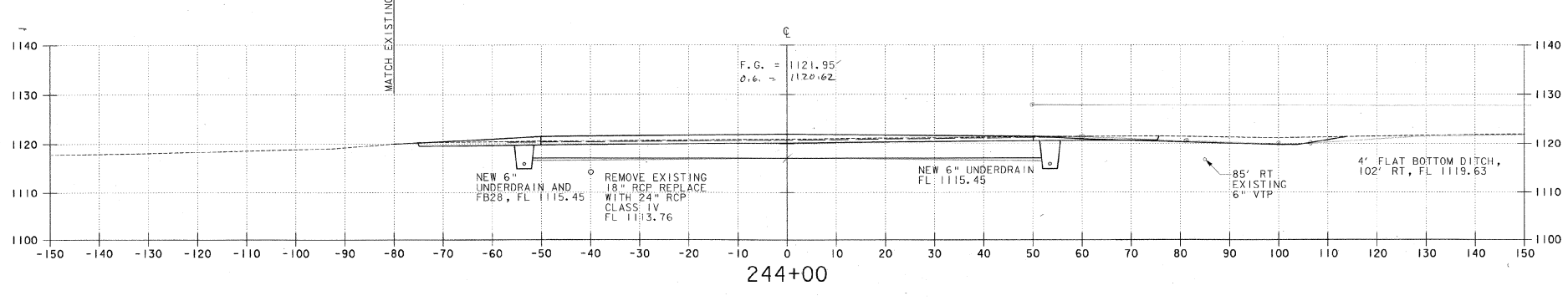
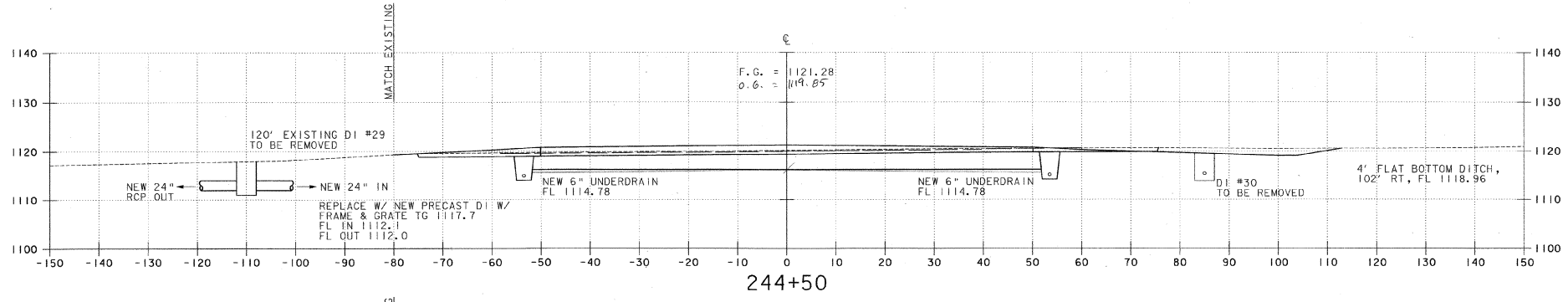
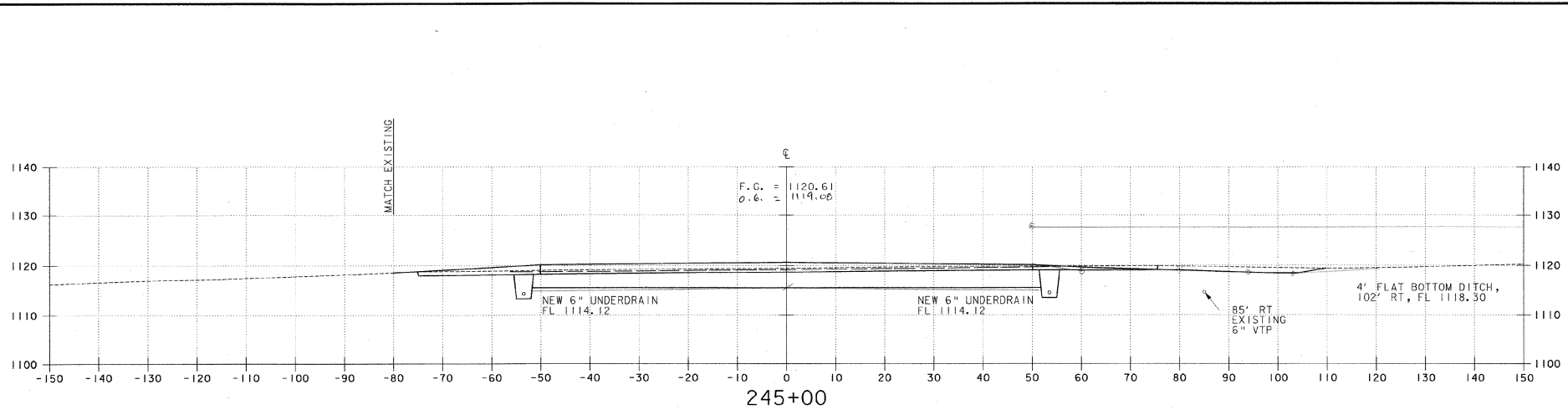
Designed by **CRD**
Drawn by **MMU**
Checked by **BBC**
Approved by **BBB**

Scale: **HORIZ. P. = 10'**
VERT. P. = 10'

Date: **3/21/01**

Sheet - **01**

Sheet No
63



REV.	DATE	DESCRIPTION

Job No. F00000716.01
File No. F00000716.01

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

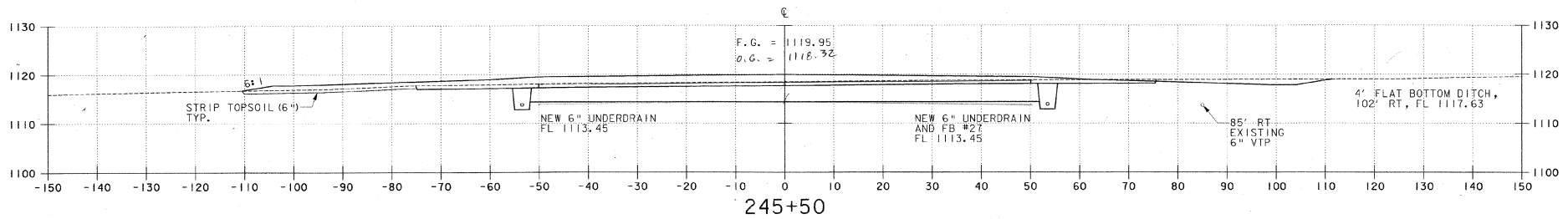
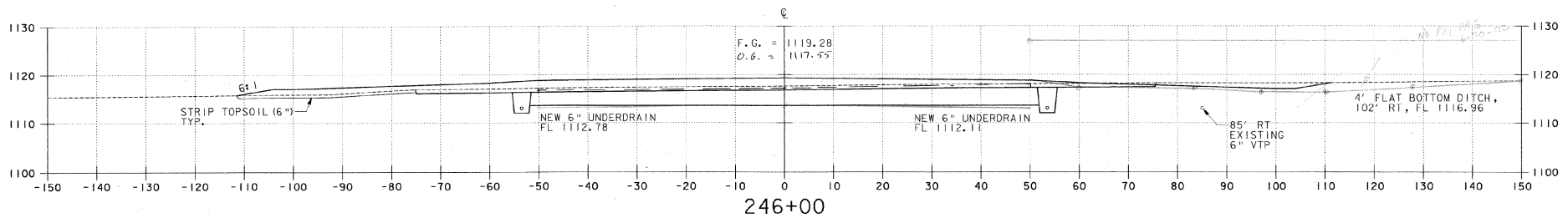
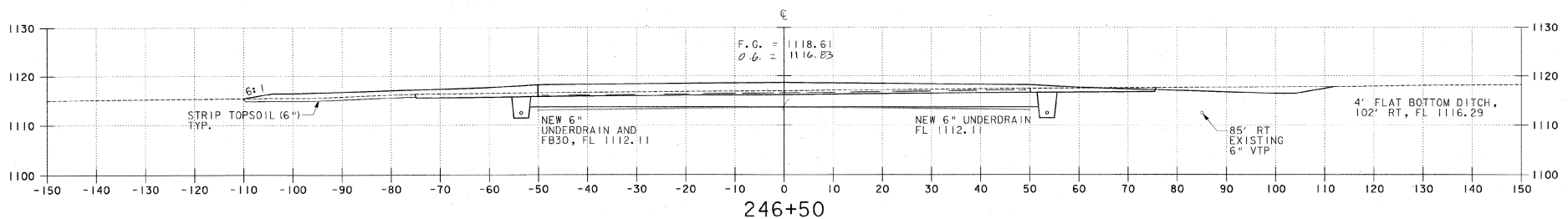
Designed by CND
Drawn by MMU
Checked by BHC
Approved by CND

Scale: HORZ. 1" = 10'
VERT. 1" = 10'

Date: 3/21/01

Sheet - of

Sheet No
64



REV.	DATE	DESCRIPTION

Job No. F2000118.01
 File No. F20010625.dwg

EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT

RUNWAY IT-35 CROSS SECTION

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

Designed by: **CRD**
 Drawn by: **MMM**
 Checked by: **BRC**
 Approved by: **CRD**

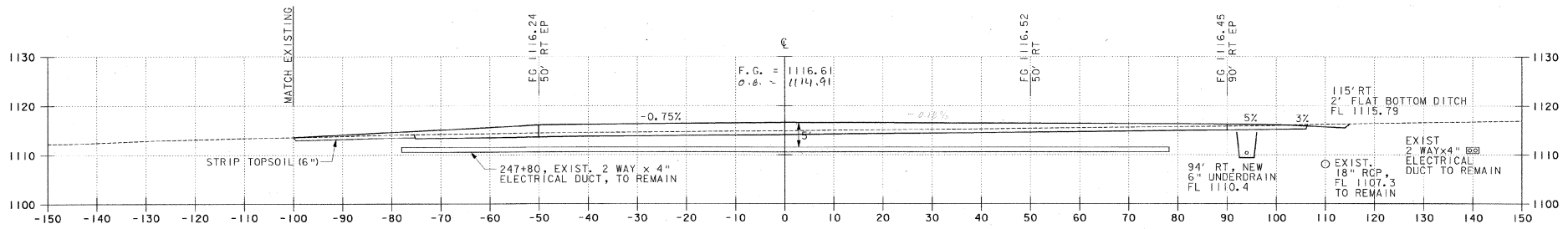
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 VERT. 1" = 10'

Date: 3/21/01

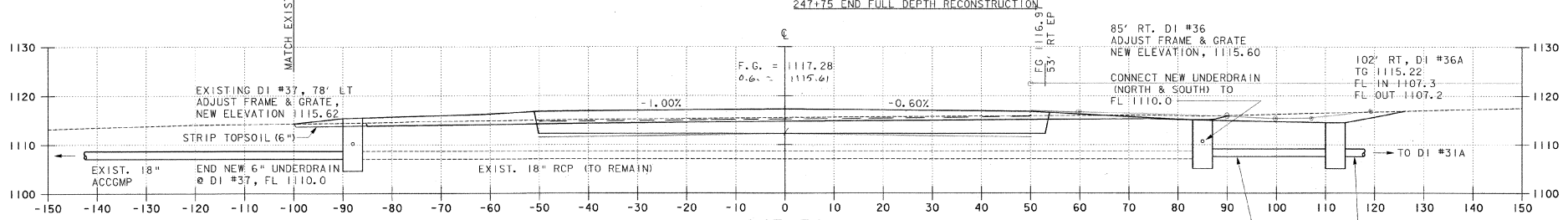
Sheet - of

Sheet No. **65**

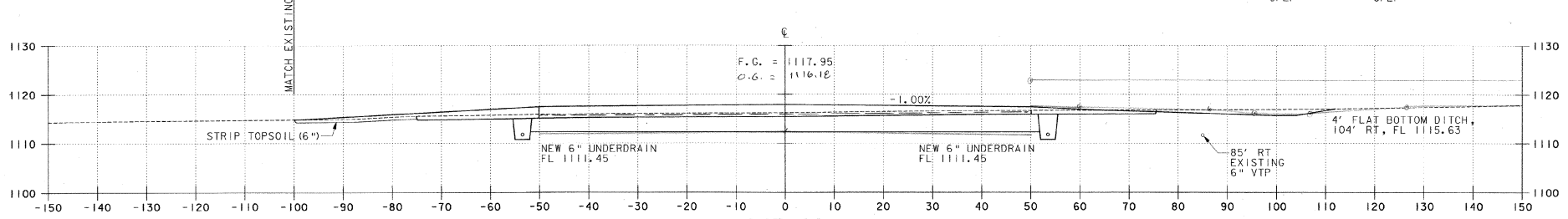
STA
26 111.9



248+00

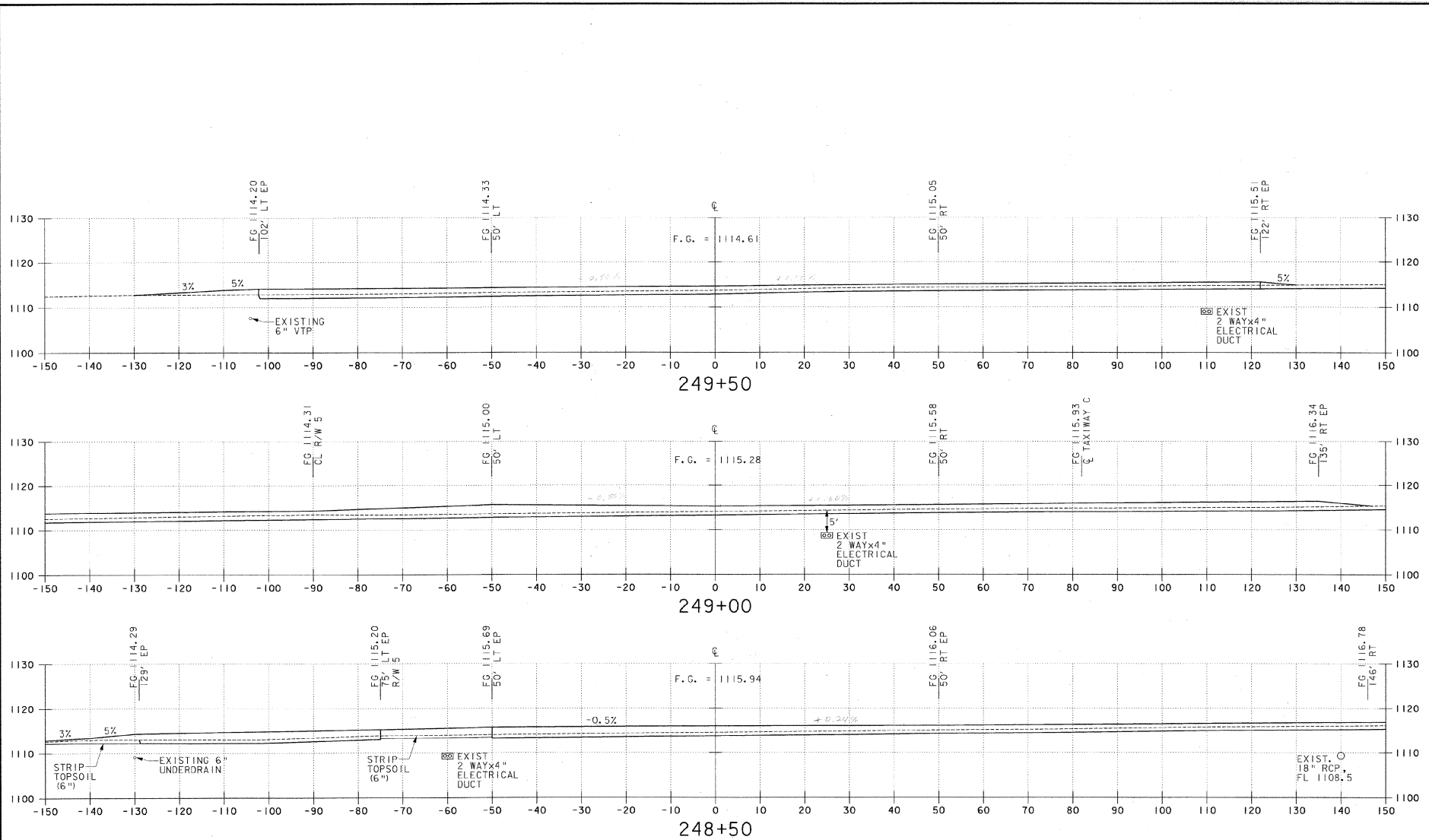


247+50



247+00

DESIGNED BY: CND		DRAWN BY: MAM		CHECKED BY: BNC		APPROVED BY: CND	
SCALE: HORZ. P. = 10'		VERT. P. = 10'		DATE: 3/21/01		SHEET - OF	
SHEET NO.		66		EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT		RUNWAY 17-35 CROSS SECTION	
JOB NO. F200001718.01		FILE NO. F20180804286.dwg		URS ONE NORTHWAY LANE LATHAM, NEW YORK			



DESIGNER		DATE		DESCRIPTION	
DRAWN BY		DATE		DESCRIPTION	
CHECKED BY		DATE		DESCRIPTION	
APPROVED BY		DATE		DESCRIPTION	

Job No. F20000116.01 File No. F20000116.01

EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

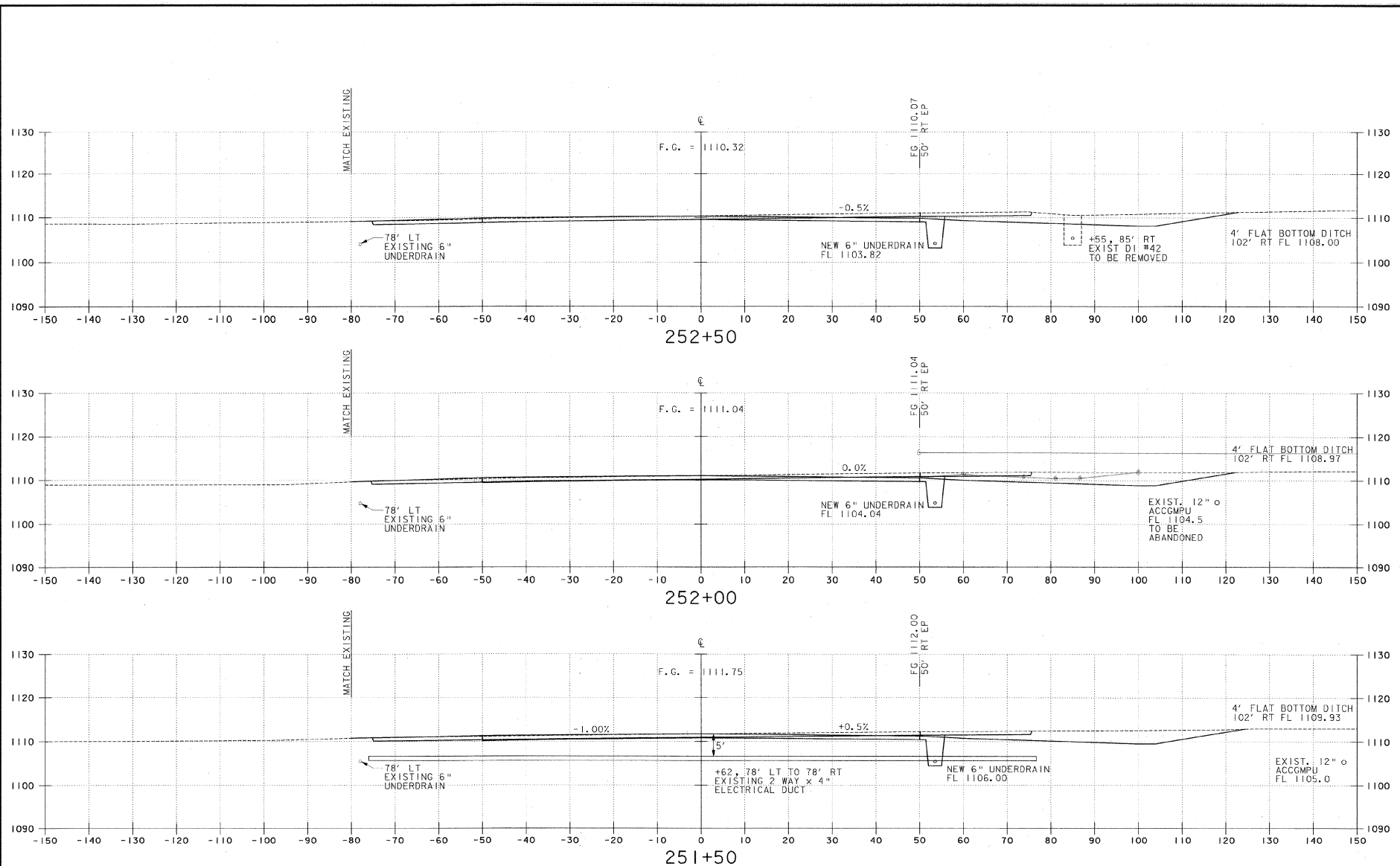
Designed by: []
 Drawn by: []
 Checked by: []
 Approved by: []

Scale: HORZ. 1" = 100'
 VERT. 1" = 10'

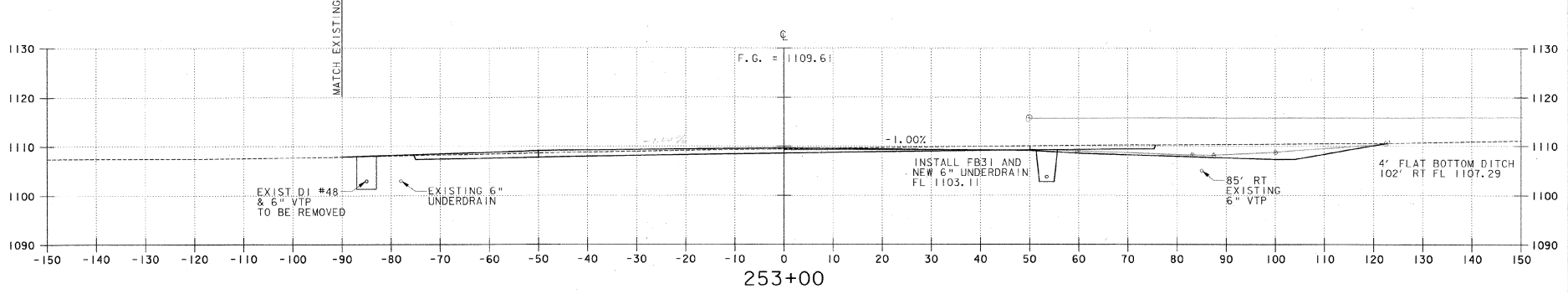
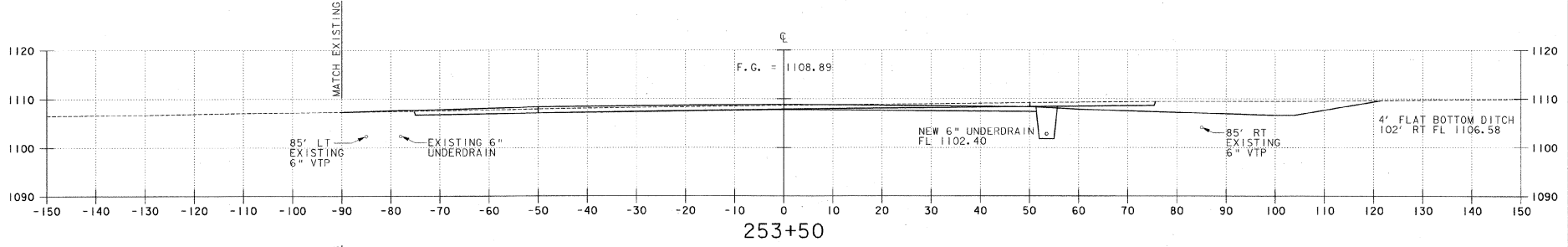
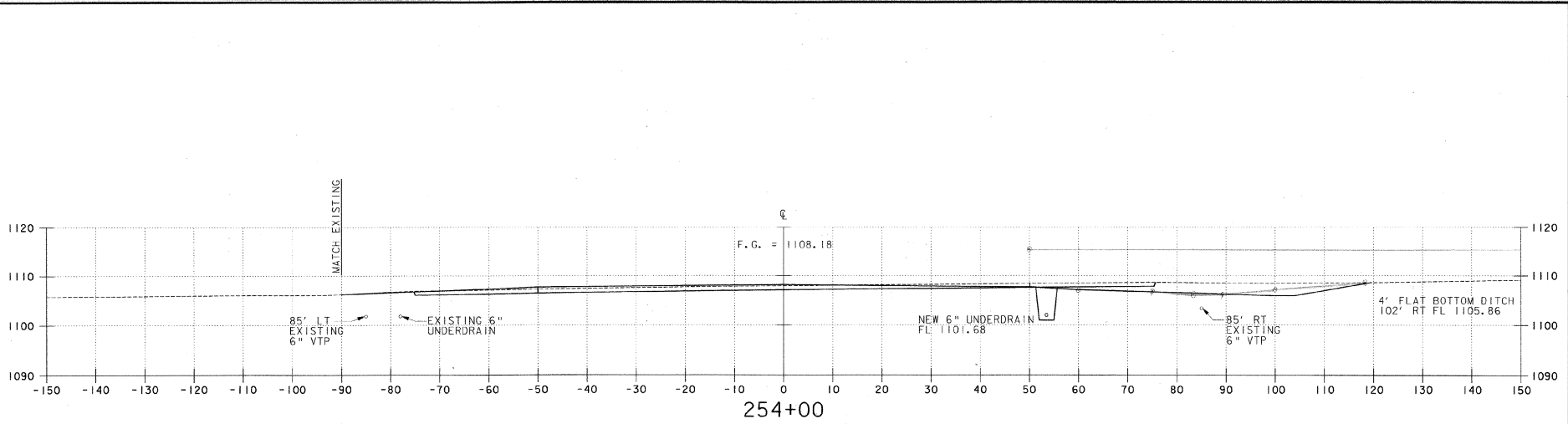
Date: 3/21/01

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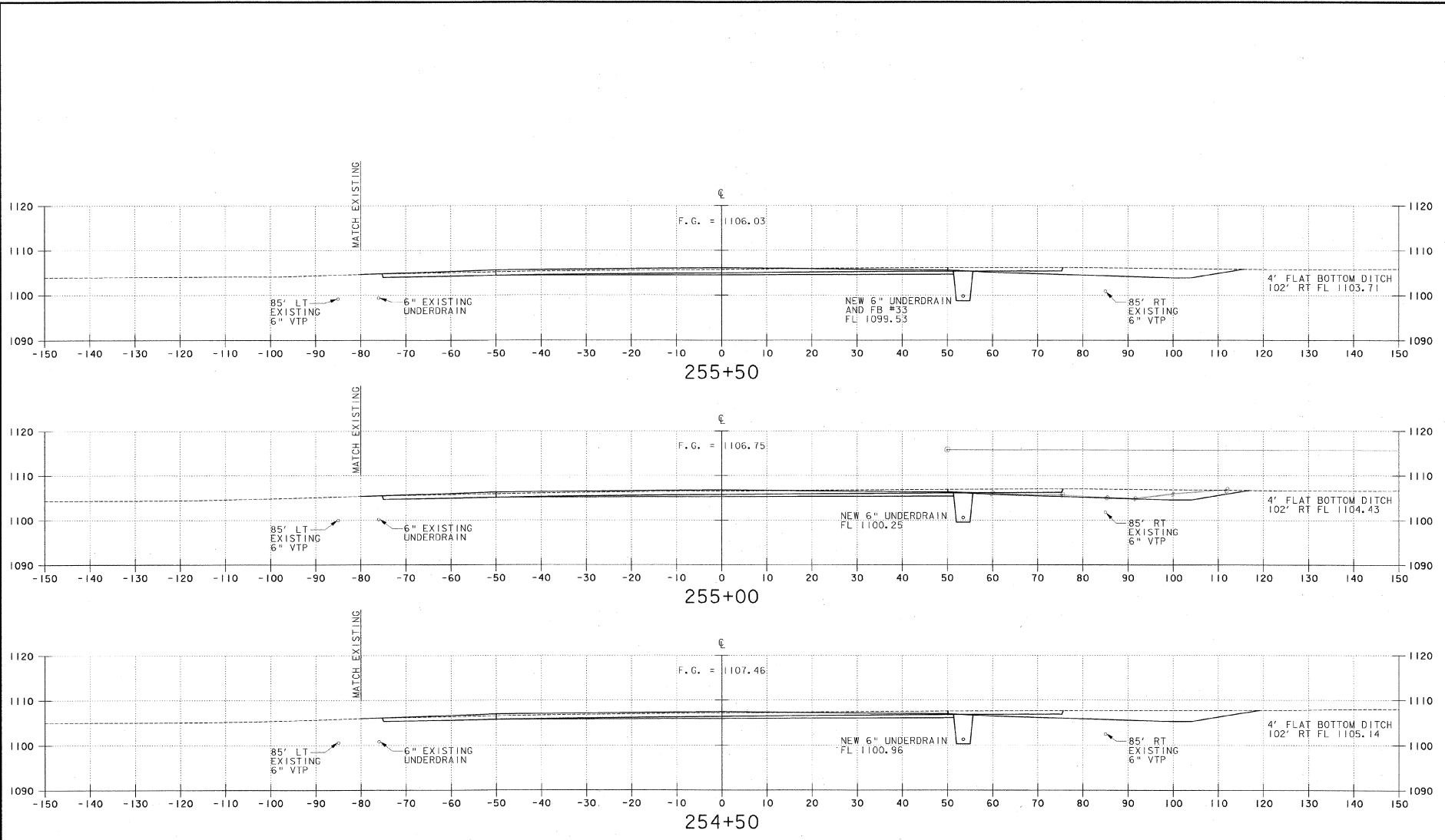
Sheet No. **67**



DESIGNER	FILE NAME
DRAWN BY	DESCRIPTION
CHECKED BY	REV. DATE
APPROVED BY	JOB NO. F20000118.01
EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT UR ONE NORTHWAY LANE LATHAM, NEW YORK RUNWAY 17-35 CROSS SECTION	
Designed by and Drawn by MM Checked by BNC Approved by and	Scale: HORZ. 1" = 10' VERT. 1" = 10' Date: 3/21/01 Sheet - of Sheet No. 69

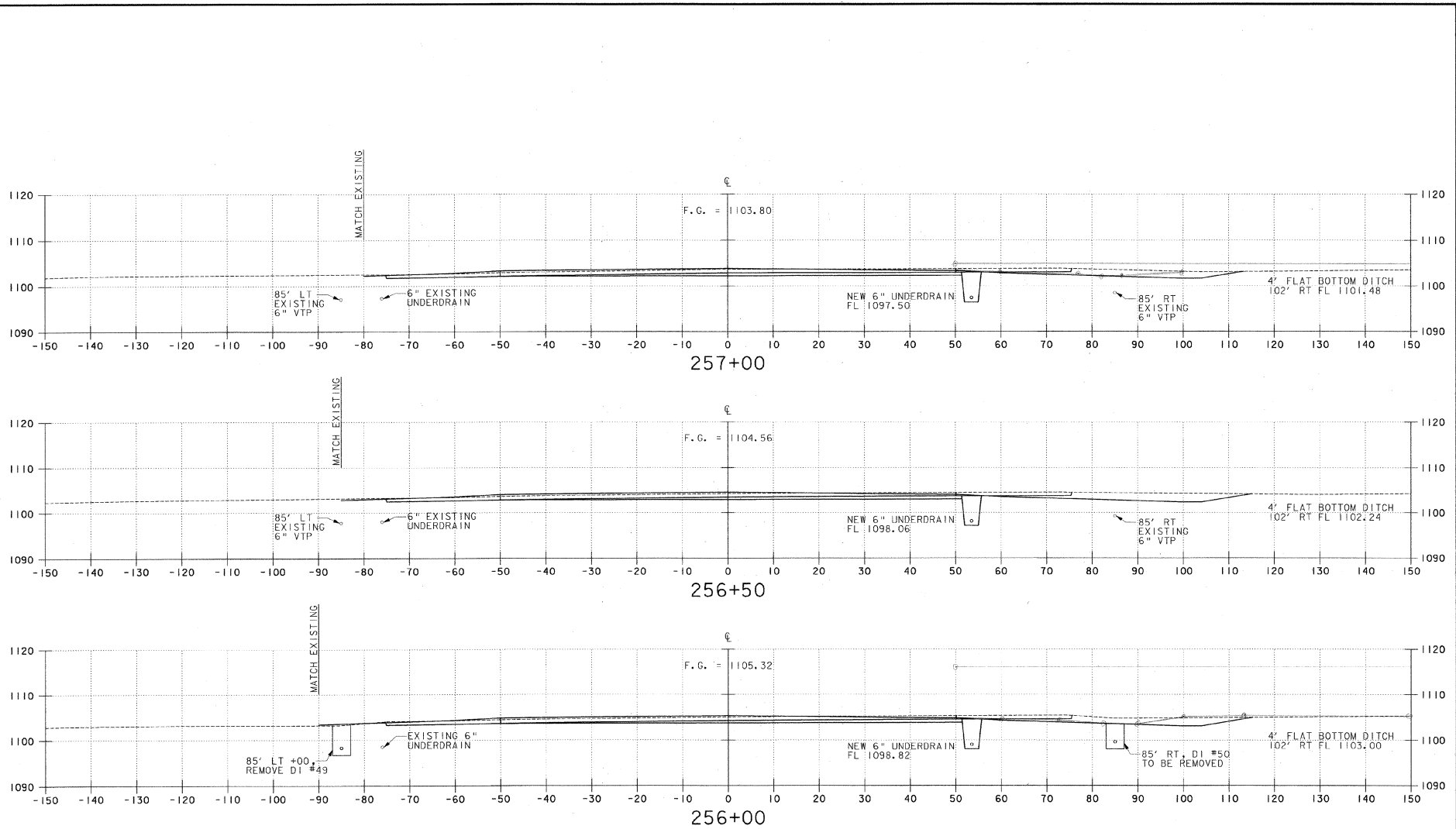


DESIGN	DATE	DESCRIPTION	REV.	DATE	DESCRIPTION
File No. F20000716.0					
Job No. F20000716.0					
EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT					
RUNWAY 17-35 CROSS SECTION					
URS ONE NORTHWAY LANE LATHAM, NEW YORK					
Designed by: OND	Drawn by: MMU	Checked by: BNC	Approved by: OND		
Scale: HORIZ. 1" = 10'		VERT. 1" = 10'			
Date: 3/21/01					
Sheet - 01					
Sheet No. 70					

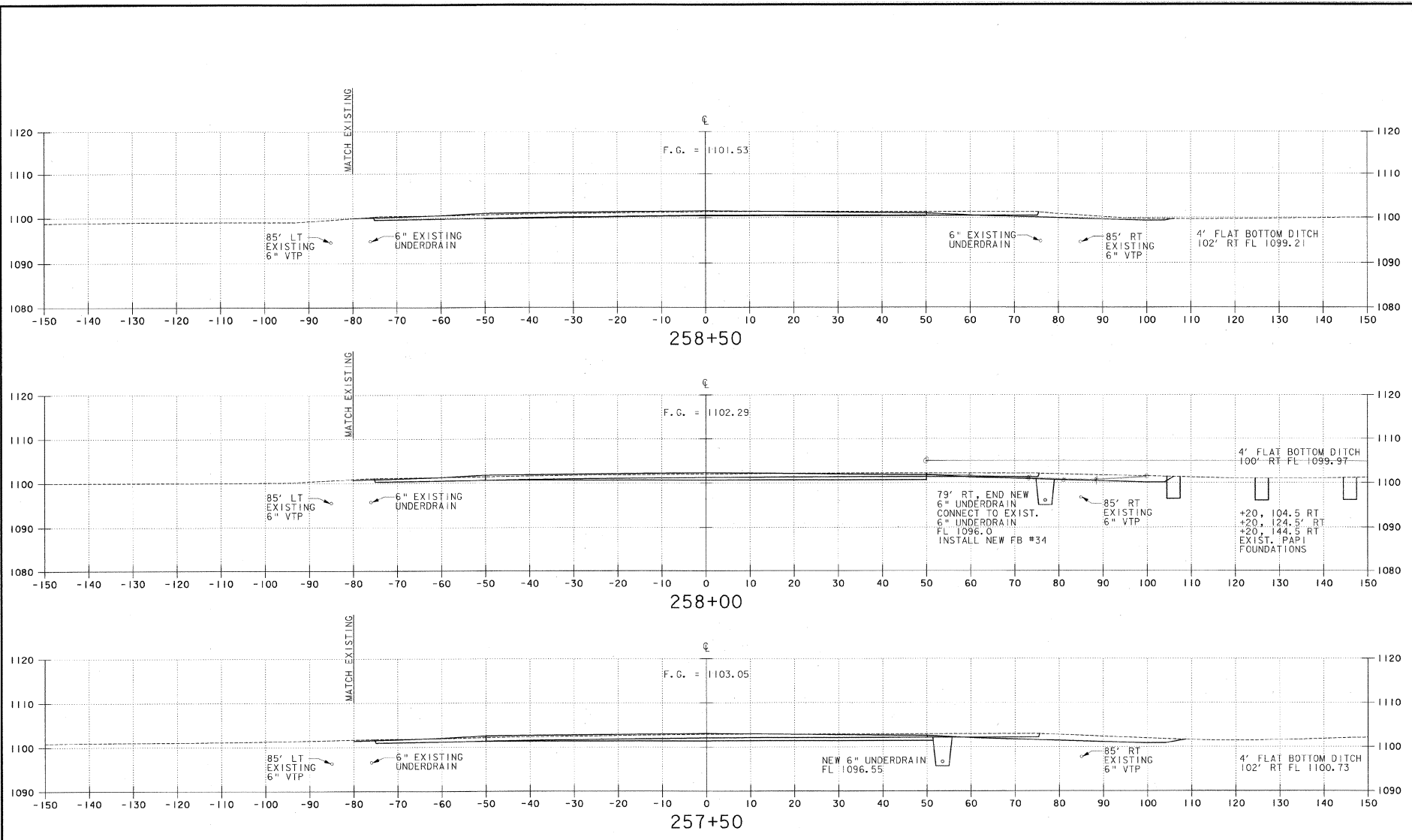


EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT	
URS ONE NORTHWAY LANE LATHAM, NEW YORK	RUNWAY 7-35 CROSS SECTION
Designed by: CHD Drawn by: MMU Checked by: BHC Approved by: CHD	Scale: HORIZ. 1" = 100' VERT. 1" = 10' Date: 3/21/01 Sheet: - 01 Sheet No: 71

Job No. F200001716.01 File No. F201806xsl.dgn



EDWARD F. KNAPP STATE AIRPORT BURLINGHAM, VERMONT	
REV. DATE DESCRIPTION	Job No. F200001718-01 File No. F200001718-01
URUNWAY 17-35 CROSS SECTION	
URS ONE NORTHWAY LANE LATHAM, NEW YORK	
Designed by: OBP Drawn by: MAM Checked by: BMC Approved by: OBP	Scale: HORZ. 1" = 80' VERT. 1" = 80' Date: 3/21/01 Sheet: - of Sheet No: 72



EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

REV.	DATE	DESCRIPTION

Job No. F20000118.01
File No. F20000118.01

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY IT-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

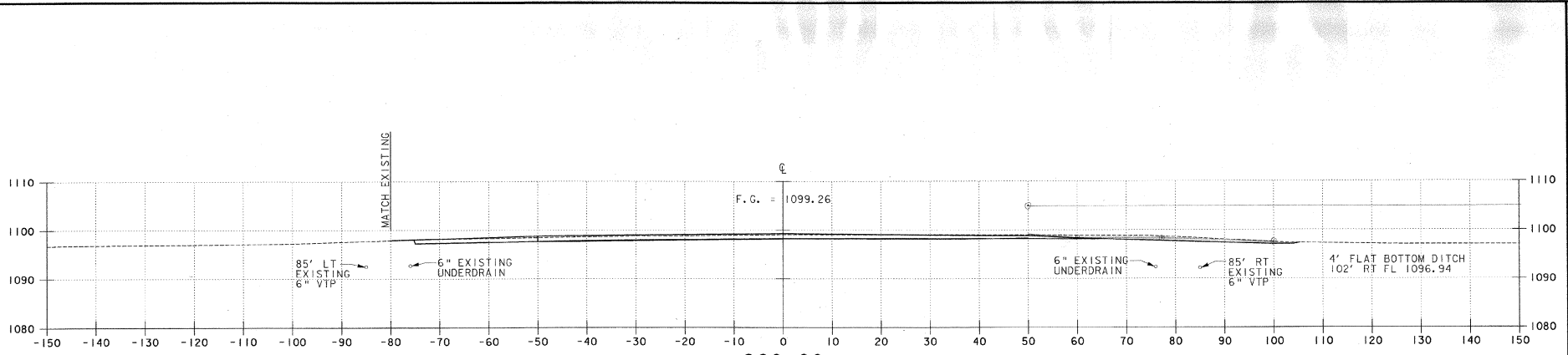
Designed by: **MD**
 Drawn by: **MM**
 Checked by: **BBC**
 Approved by: **MD**

Scale: HORZ. 1" = 10'
VERT. 1" = 10'

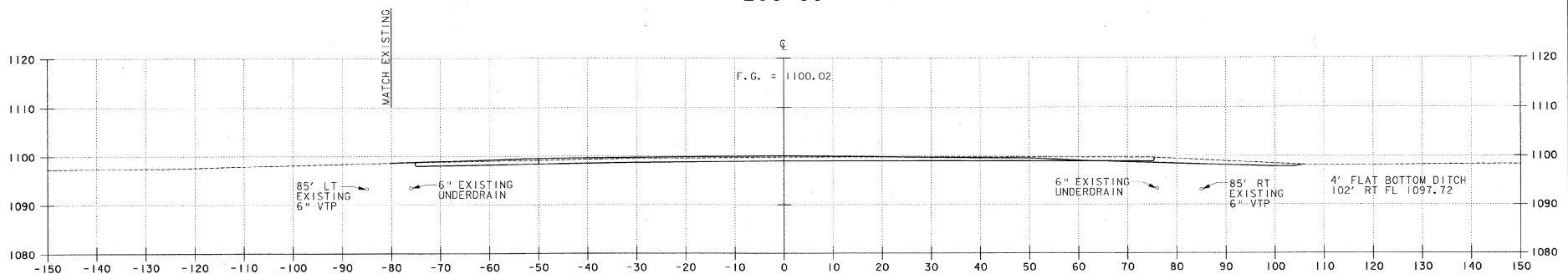
Date: 3/21/01

Sheet - of

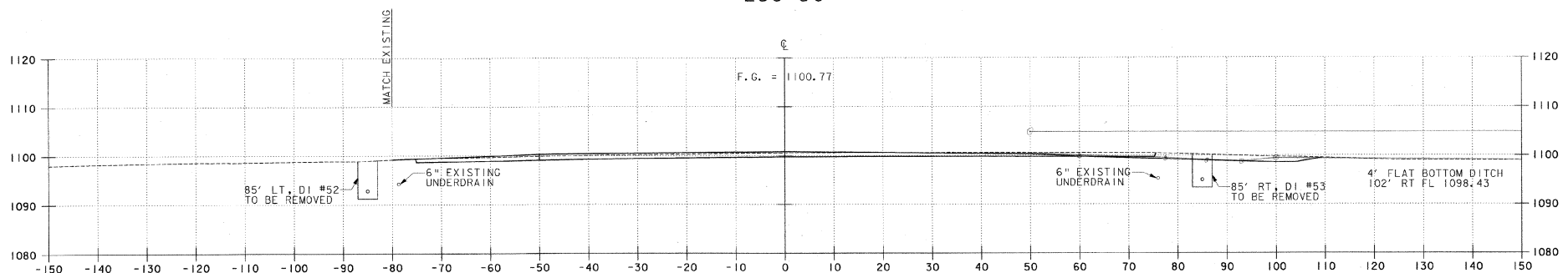
Sheet No
73



260+00

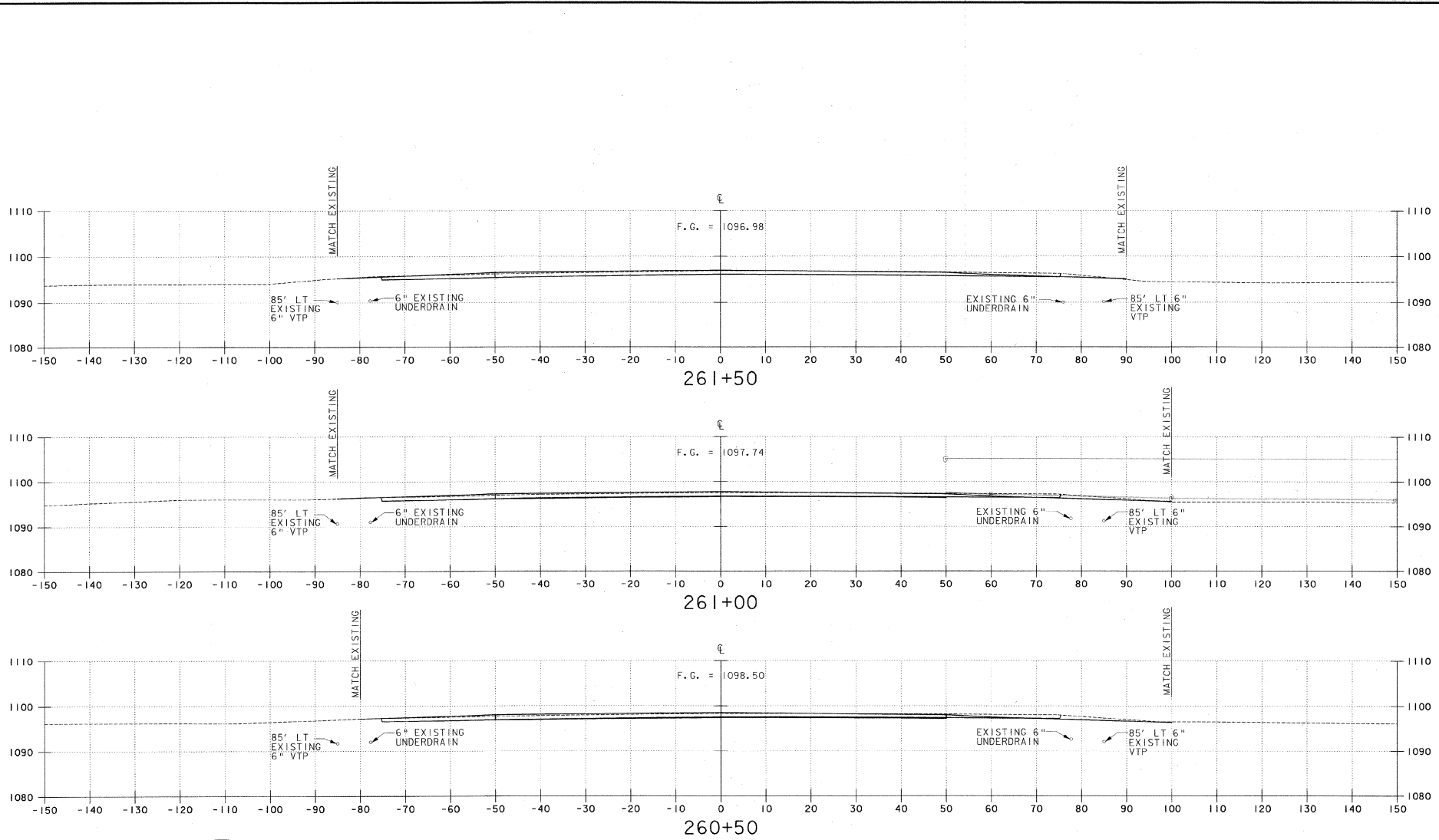


259+50



259+00

DESIGN BY: MM		DRAWN BY: MM		CHECKED BY: BHC		APPROVED BY: MM	
SCALE: HORZ. 1" = 10'		SCALE: VERT. 1" = 10'		DATE: 3/21/01		SHEET - OF	
SHEET NO. 74		FILE NO. F200001718.01		JOB NO. F200001718.01		DESCRIPTION	
EDWARD F. KNAPP STATE AIRPORT BURLINGTON, VERMONT UR ONE NORTHWAY LANE LATHAM, NEW YORK							
RUNWAY 17-35 CROSS SECTION							



REV.	DATE	DESCRIPTION

Job No. P20000716.01
File No. P2020806a35.dwg

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

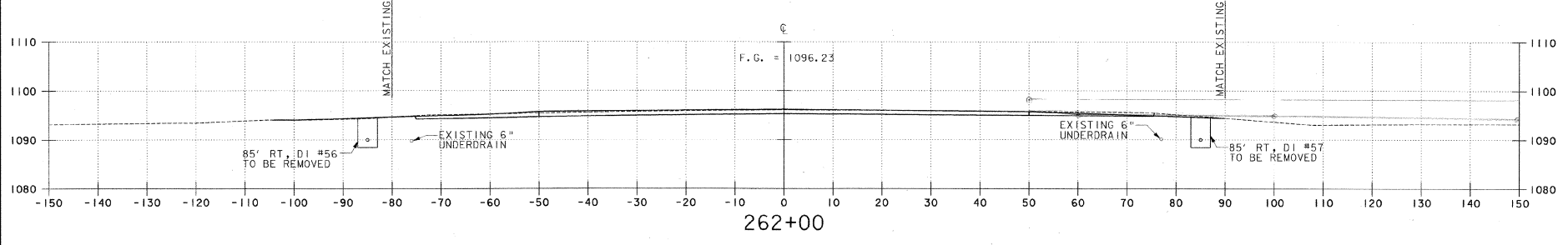
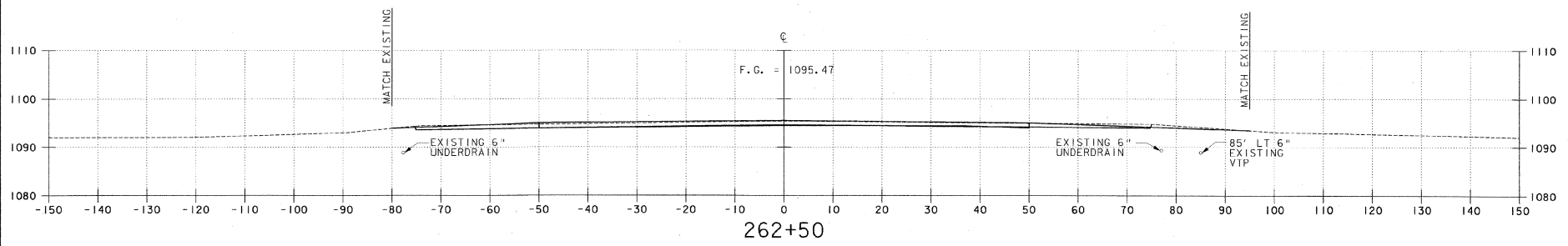
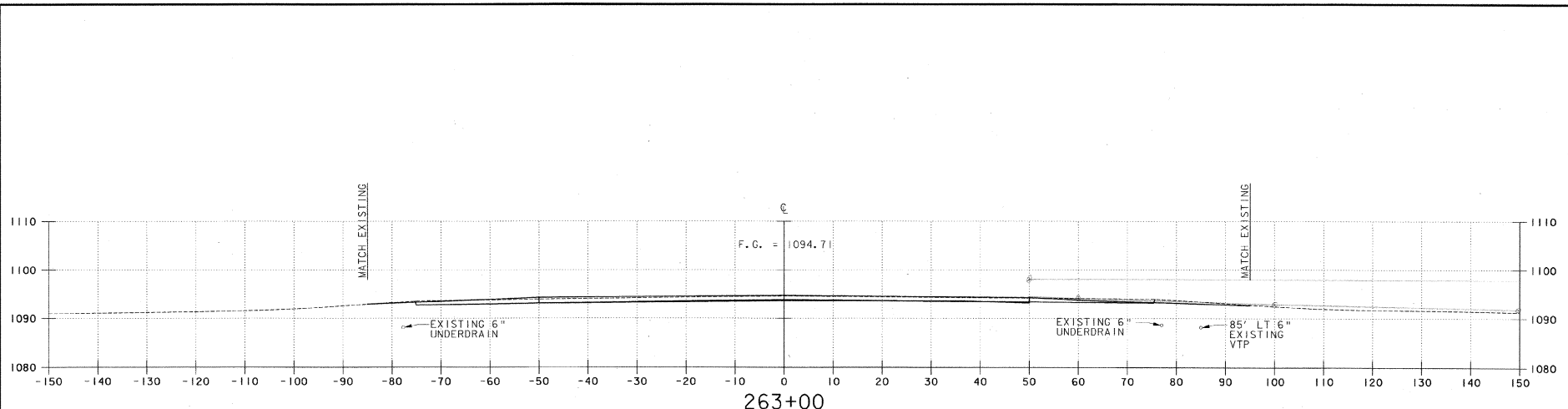
RUNWAY IT-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: **END**
 Drawn by: **MM**
 Checked by: **BRC**
 Approved by: **END**

Scale: HORZ. 1" = 10'
VERT. 1" = 10'

Date: 3/21/01
 Sheet: - of -
 Sheet No: **75**



REV.	DATE	DESCRIPTION

Job No. F20000118.01
 File No. F201808a36.dwg

EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

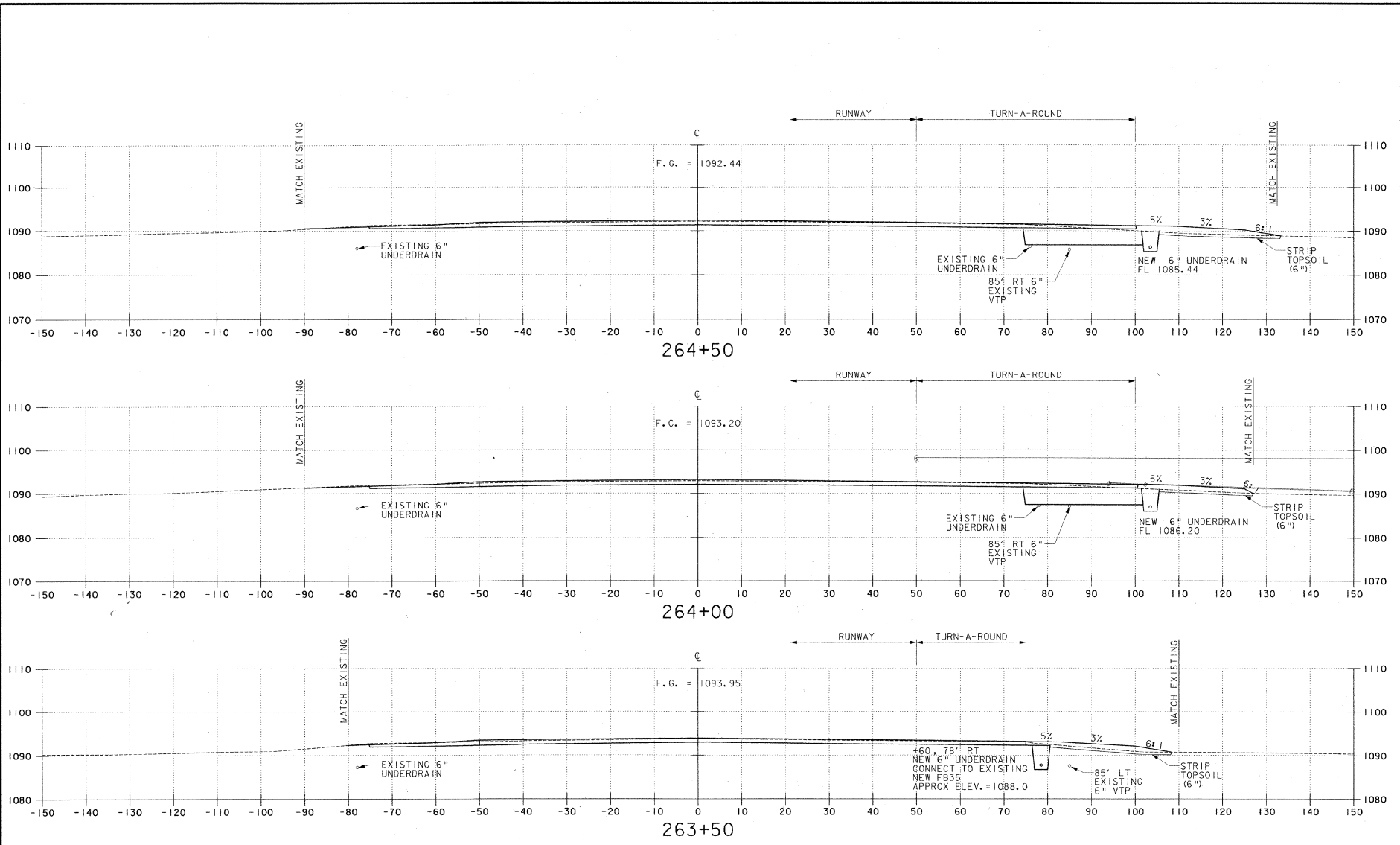
Designed by: **OND**
 Drawn by: **MMU**
 Checked by: **BBC**
 Approved by: **OND**

Scale: HORZ. 1" = 10'
 VERT. 1" = 10'

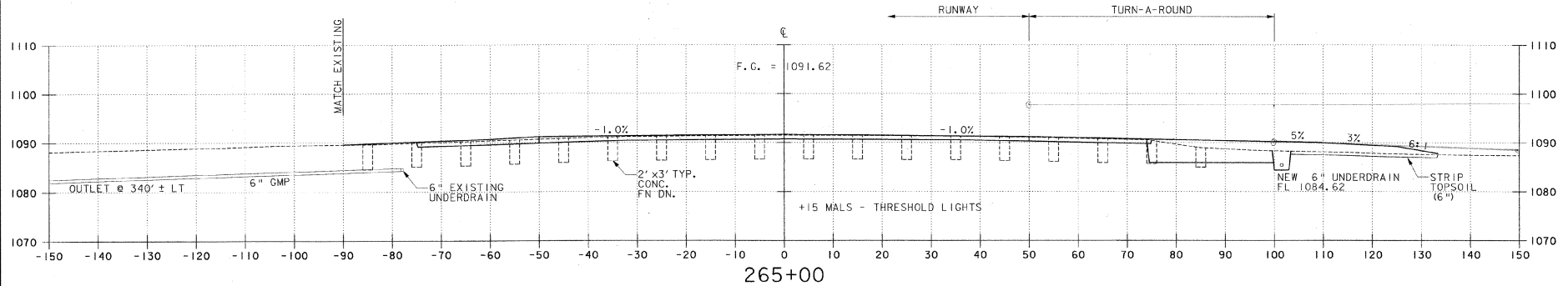
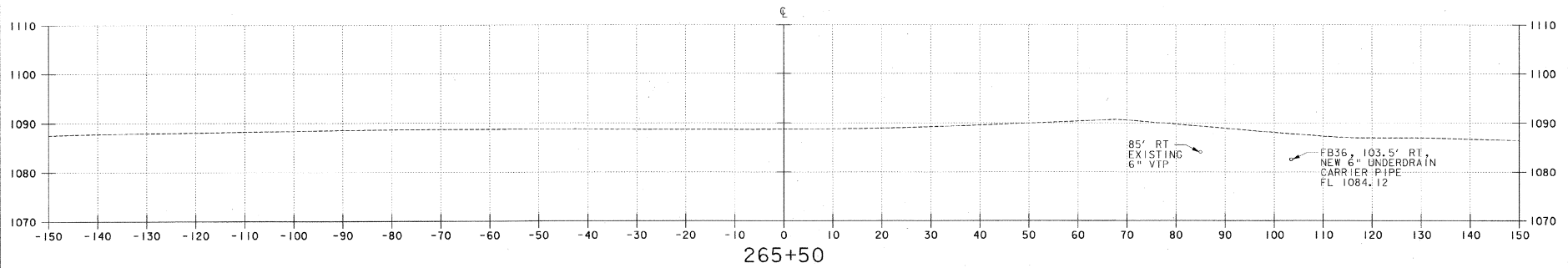
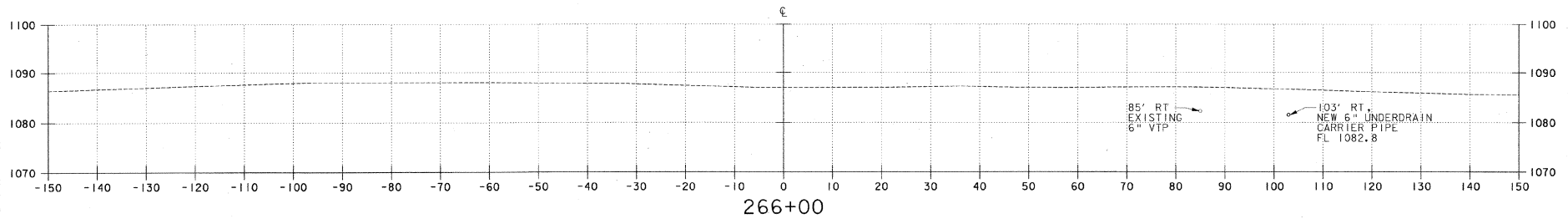
Date: 3/21/01

Sheet - of

Sheet No
76



EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT	
REV. DATE _____ _____ _____	DESCRIPTION _____ _____ _____
Job No. F20000178.01	File No. E20780a37.dwg
URUNWAY 17-35 CROSS SECTION	
URS ONE NORTHWAY LANE LATHAM, NEW YORK	
Designed by: OND	Drawn by: MAM
Checked by:	Approved by: OND
Scale: HORZ. 1" = 10' VERT. 1" = 10'	
Date: 3/21/01	
Sheet: - 01	
Sheet No. 77	



END RUNWAY CONSTRUCTION
265+04

Job No. F200001718-01

REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

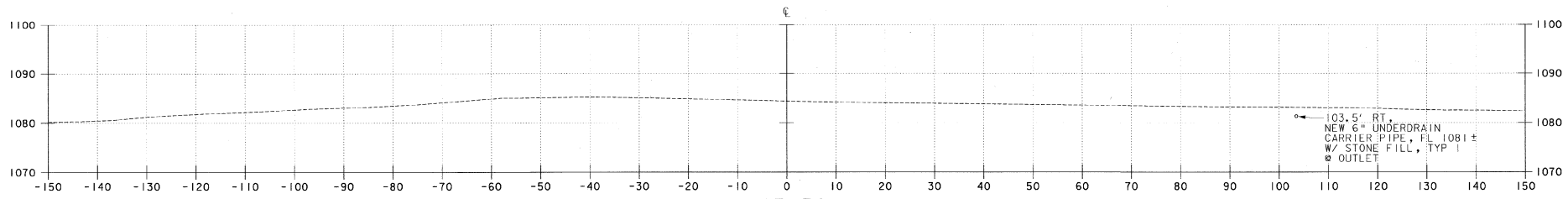
Designed by: **OND**
Drawn by: **MMU**
Checked by: **BIC**
Approved by: **OND**

Scale: **HORIZ. 1" = 10'**
VERT. 1" = 10'

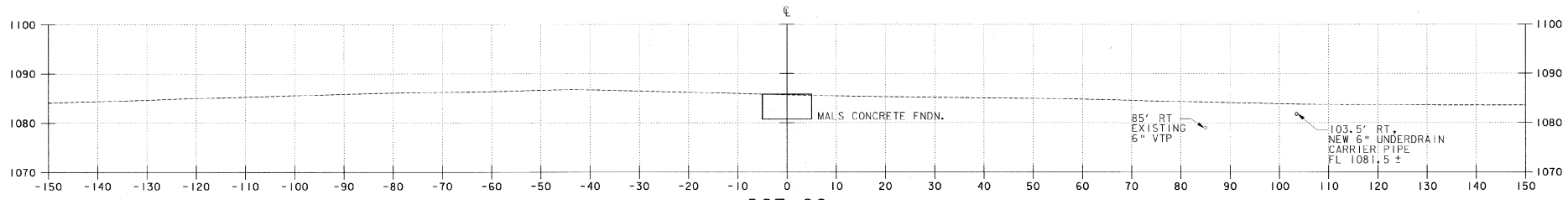
Date: **3/21/01**

Sheet: **- 01**

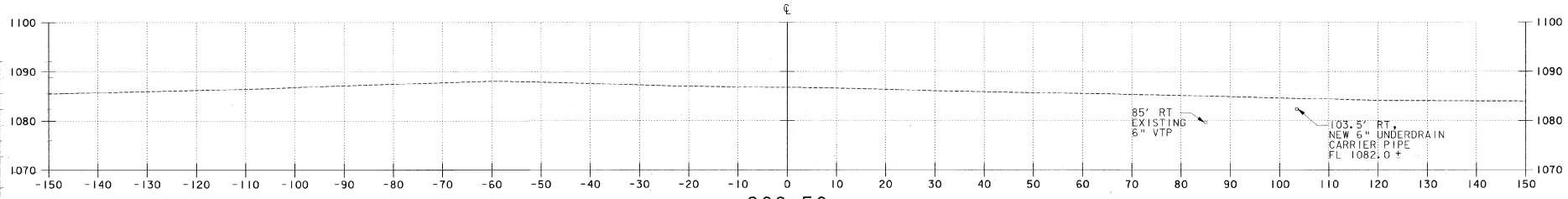
Sheet No: **78**



267+50



267+00



266+50

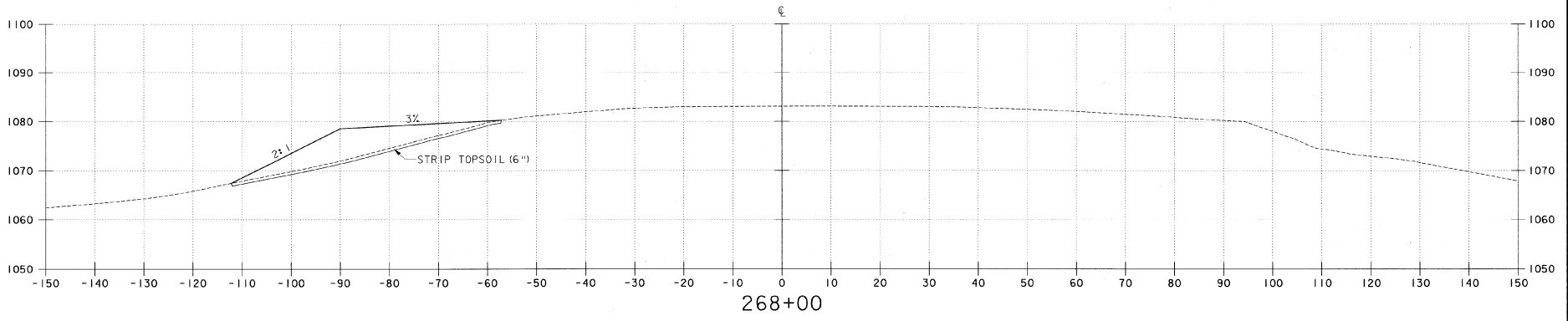
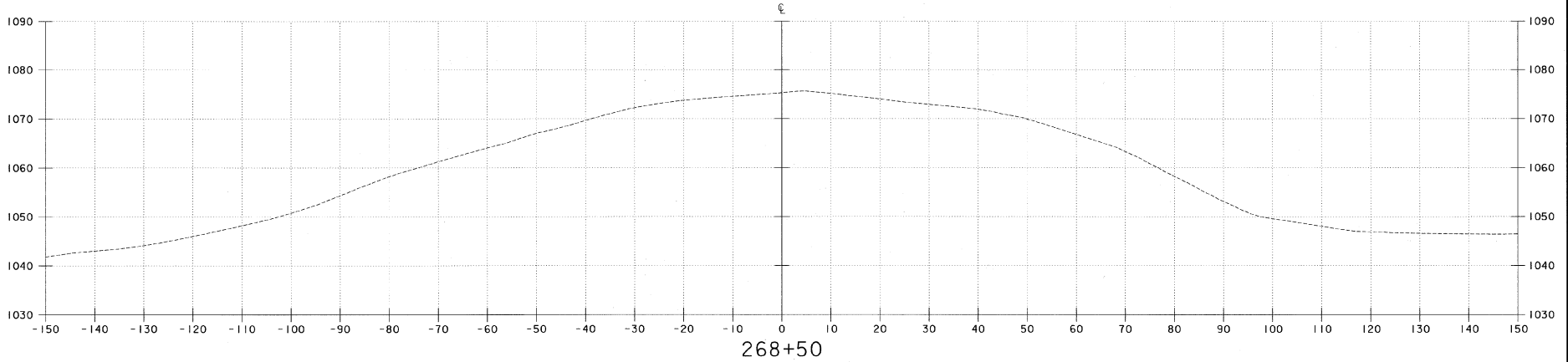
REV.	DATE	DESCRIPTION	FILE NO. F200001718.0

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

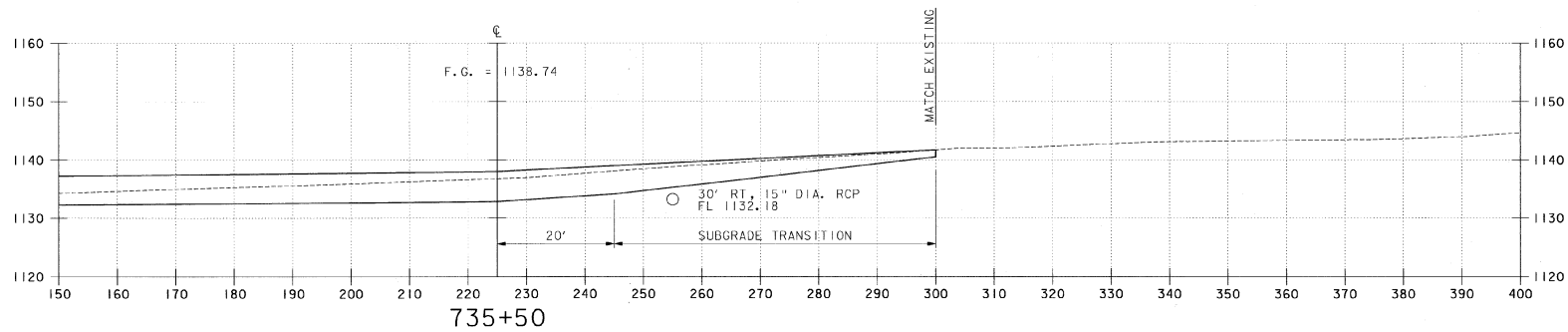
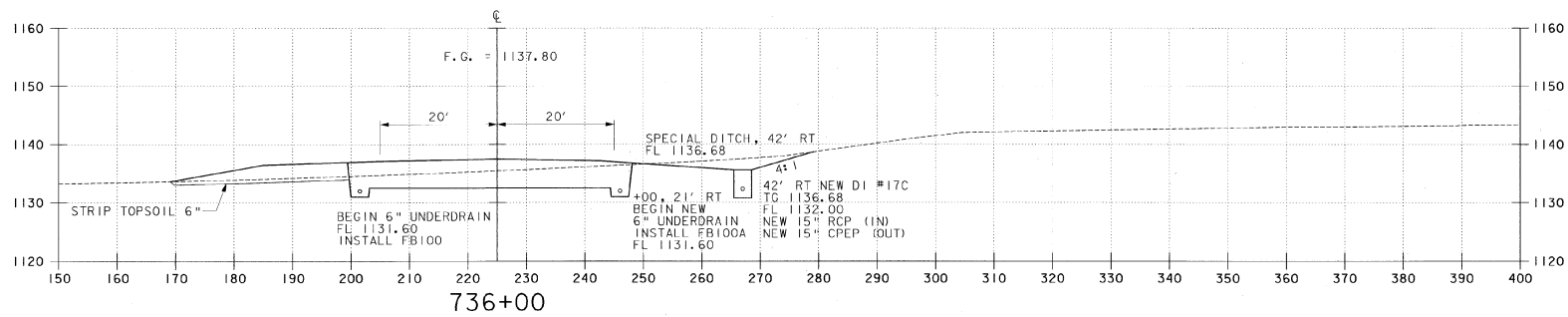
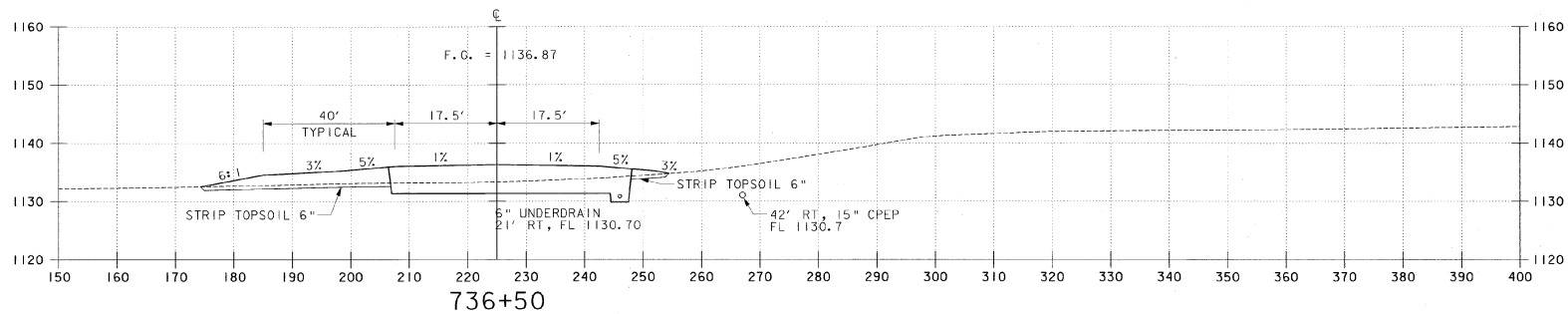
RUNWAY 17-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: CRD	Drawn by: MM	Checked by: BFC	Approved by: CRD
Scale: HORZ. 1" = 10'	VERT. 1" = 10'		
Date: 3/21/01	Sheet: - 01		
Sheet No:	79		



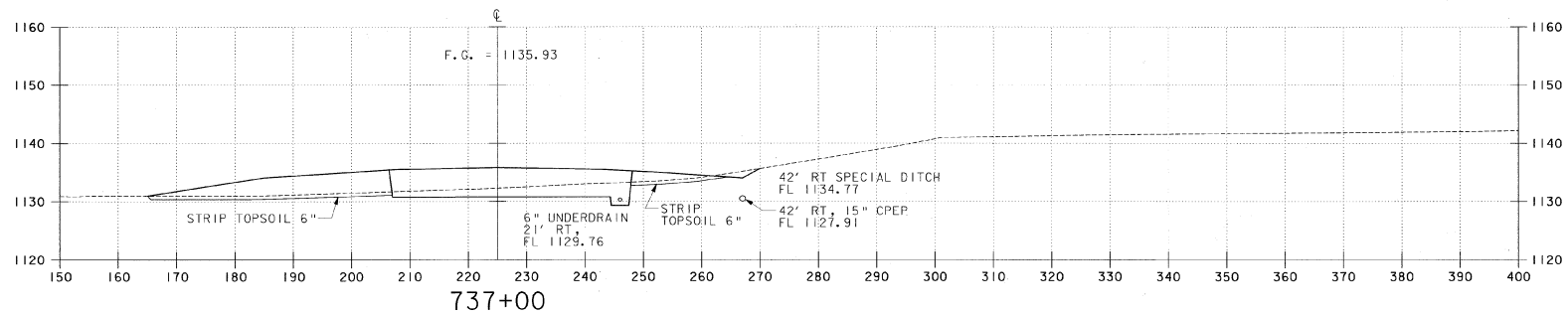
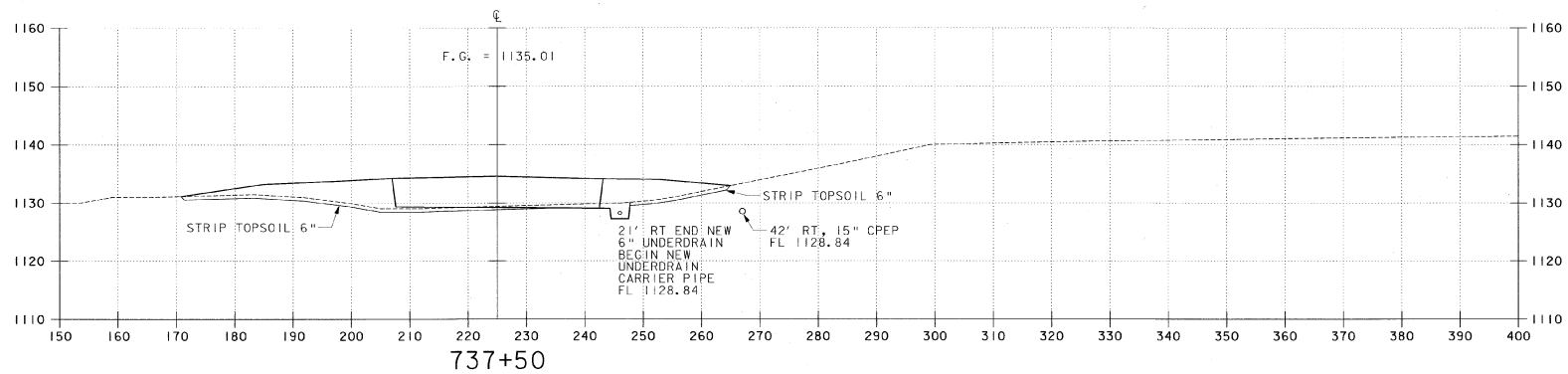
EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT		REV. DATE DESCRIPTION _____ _____ _____ _____ _____ _____ _____ _____ _____	Job No. F20001718.01 File No. F200180640.dgn
URS ONE NORTHWAY LANE LATHAM, NEW YORK		RUNWAY 17-35 CROSS SECTION	
Designed by: GMP Drawn by: MMU Checked by: BRC Approved by: GMP	Scale: HORZ. 1" = 10' VERT. 1" = 10'		
Date: 3/21/01			
Sheet - Of			
Sheet No. 80			



20' LT T/W A 225+00
BEGIN T/W E CONSTRUCTION

NOTE: OFFSET DISTANCES
SHOWN ARE RIGHT OF
RUNWAY 17-35 CENTERLINE

DESIGN BY: <i>mm</i>		CHECKED BY: <i>BRC</i>		APPROVED BY: <i>mm</i>	
DATE: 3/21/01		SHEET: - 01		SHEET NO: 81	
SCALE: HORZ. 1" = 10'		VERT. 1" = 10'		JOB NO. F200001716.01	
EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT		TAXIWAY E CROSS SECTION			
 ONE NORTHWAY LANE LATHAM, NEW YORK					



NOTE: OFFSET DISTANCES SHOWN ARE RIGHT OF RUNWAY 17-35 CENTERLINE

REV.	DATE	DESCRIPTION	FILE NAME

Job No. F200001716.01

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

TAXIWAY E CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

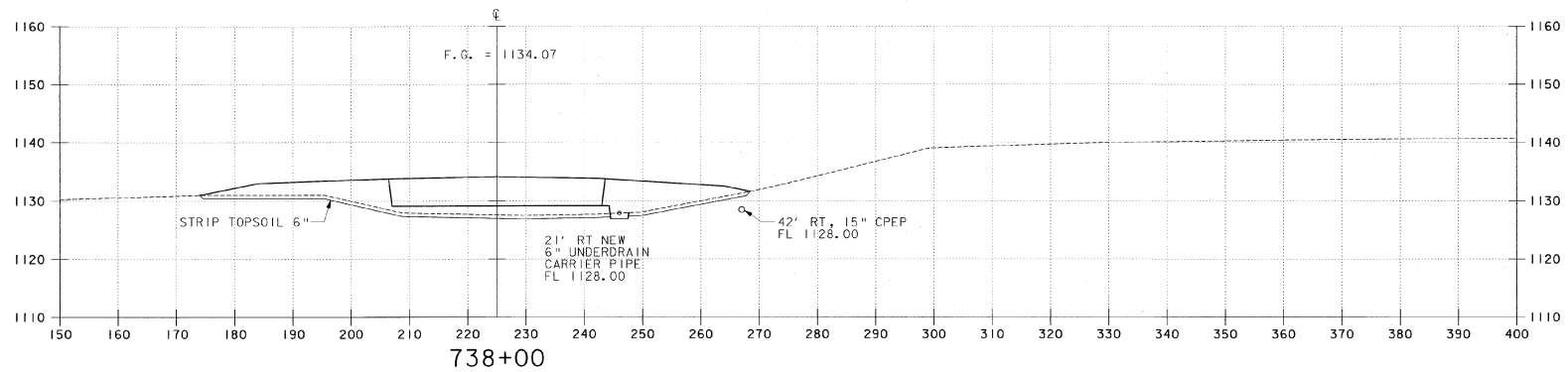
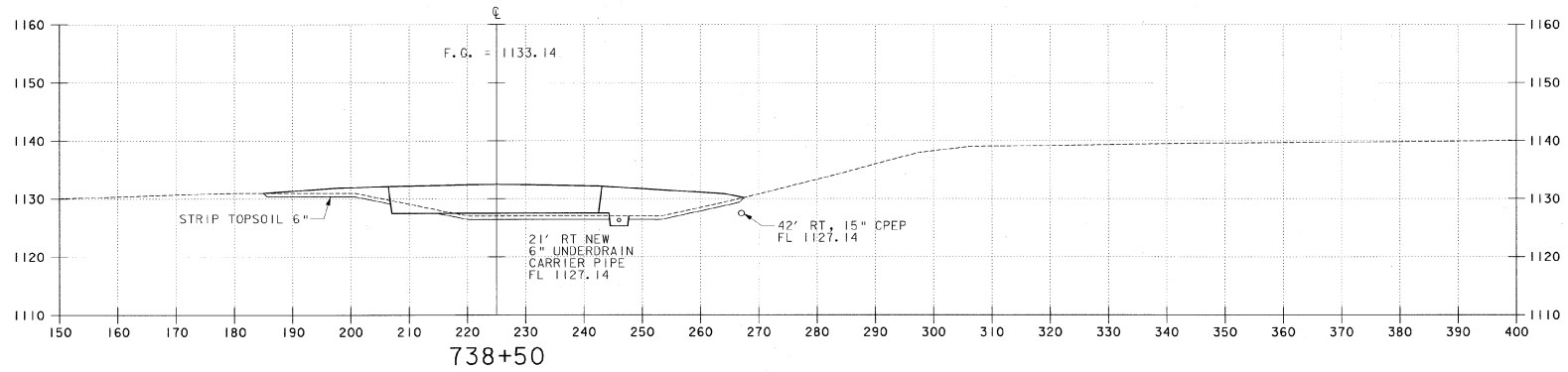
Designed by: GFD
Drawn by: MMM
Checked by: BFC
Approved by: GFD

Scale: HORZ. 1" = 10'
VERT. 1" = 10'

Date: 3/21/01

Sheet - 01

Sheet No. **82**



NOTE: OFFSET DISTANCES
SHOWN ARE RIGHT OF
RUNWAY 17-35 CENTERLINE

REV.	DATE	DESCRIPTION

Job No. F200001718.01 File No. F20001808x43.dgn

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

TAXIWAY E CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

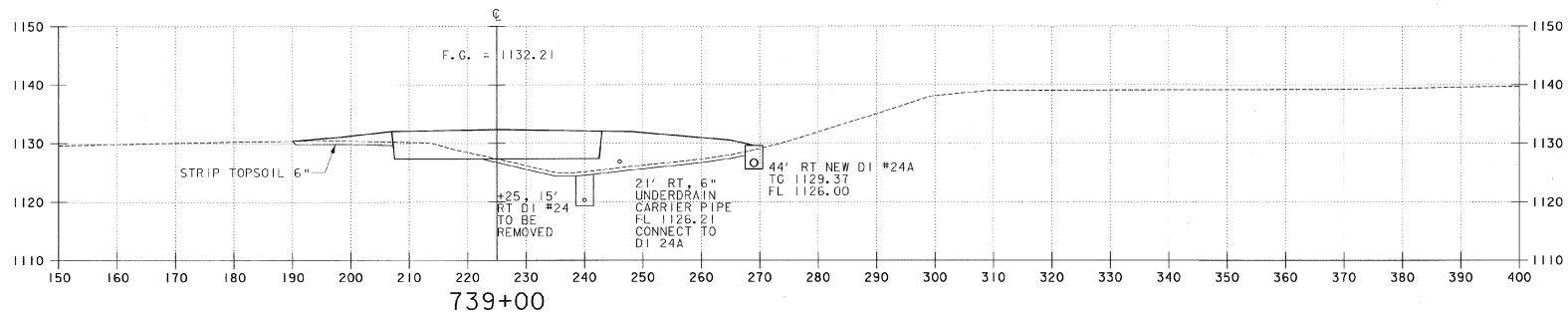
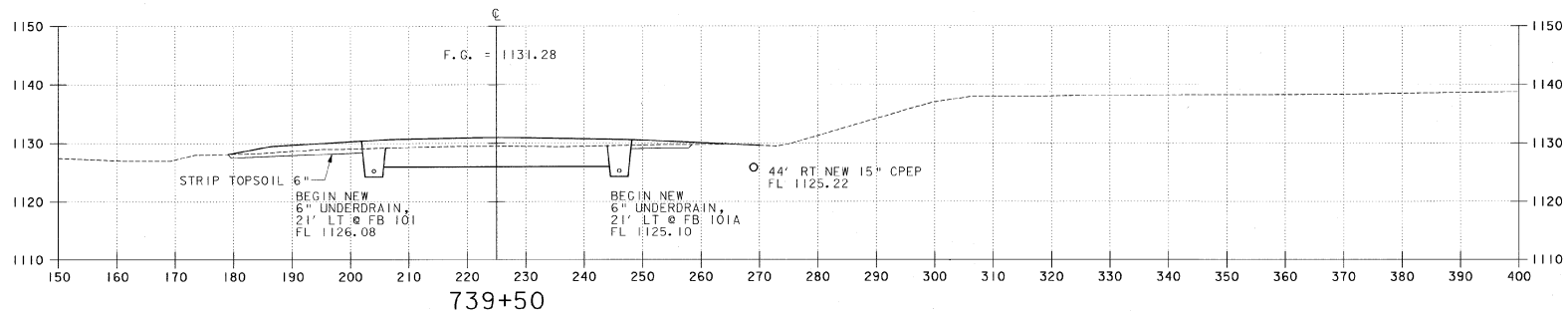
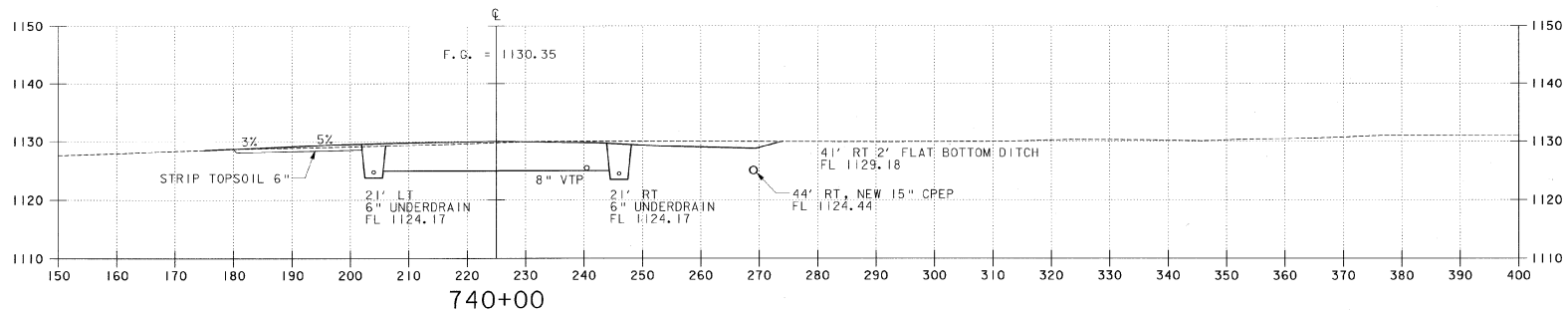
Designed by: **END**
Drawn by: **MMU**
Checked by: **BNC**
Approved by: **END**

Scale: **HORIZ. 1" = 10'**
VERT. 1" = 10'

Date: **3/21/01**

Sheet - **01**

Sheet No. **83**



NOTE: OFFSET DISTANCES SHOWN ARE RIGHT OF RUNWAY 17-35 CENTERLINE

REV.	DATE	DESCRIPTION	FILE NO.
			F:\116\2001\718.01

EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT
 TAXIWAY E CROSS SECTION

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

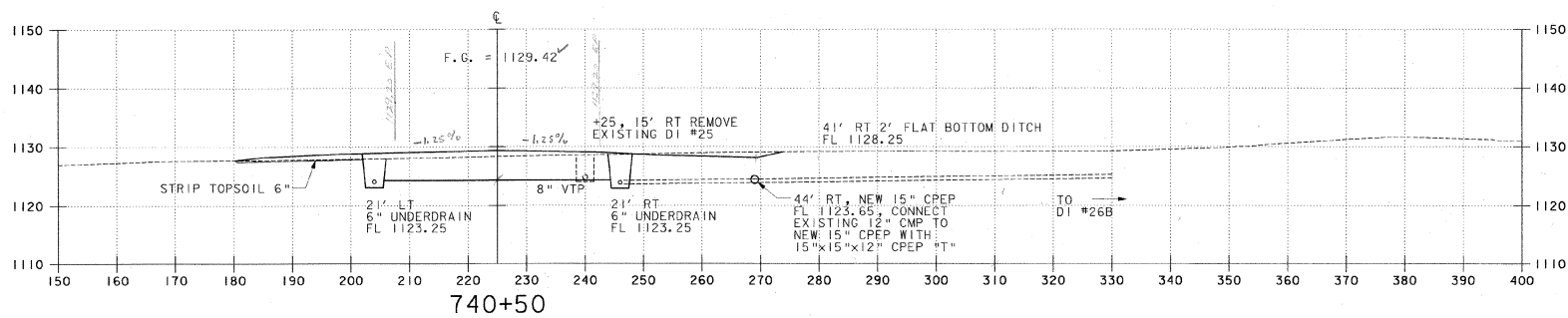
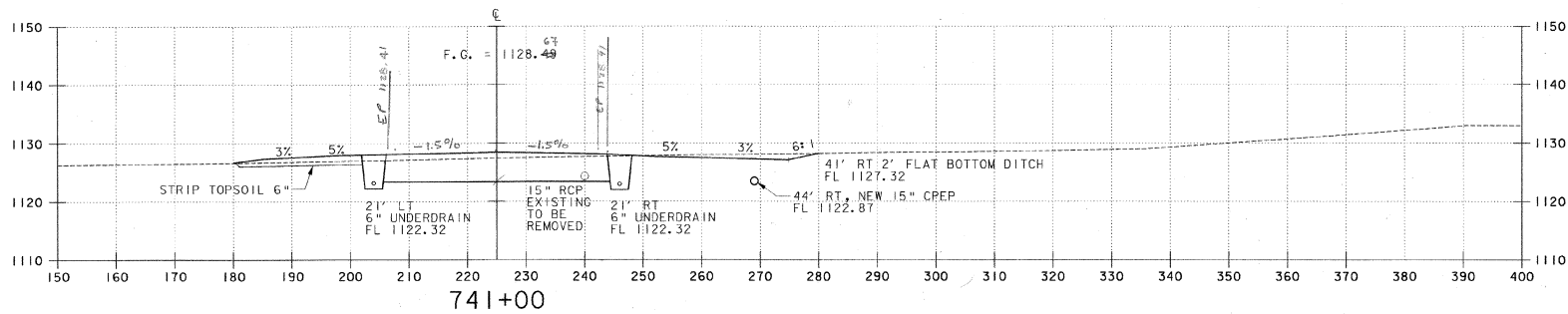
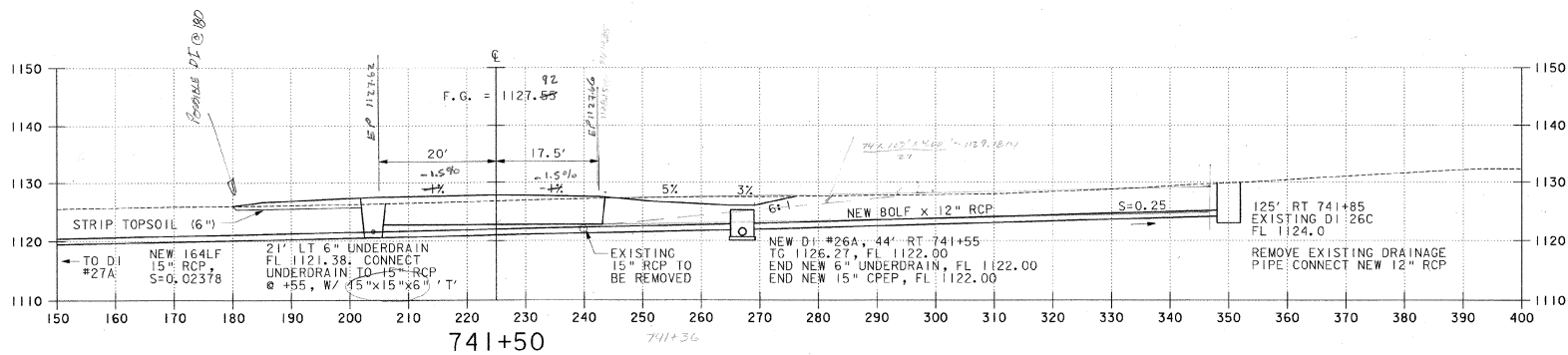
Designed by: GTP
 Drawn by: MMU
 Checked by: BRC
 Approved by: GTP

Scale: HORZ. 1" = 10', VERT. 1" = 10'

Date: 3/21/01

Sheet - Of

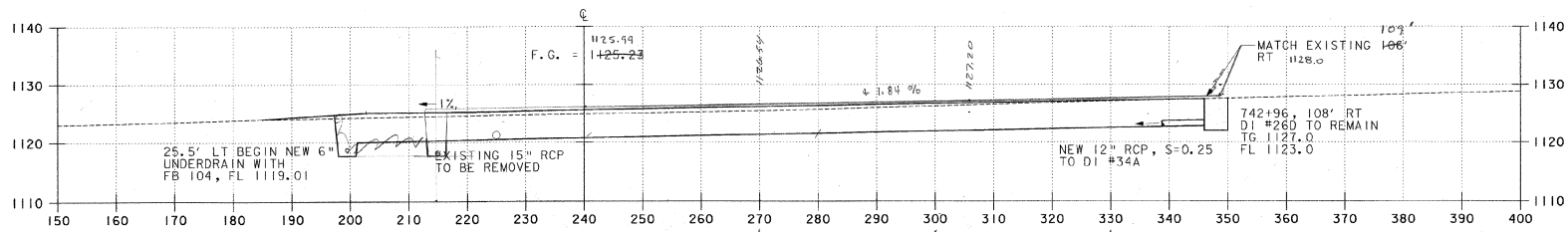
Sheet No. **84**



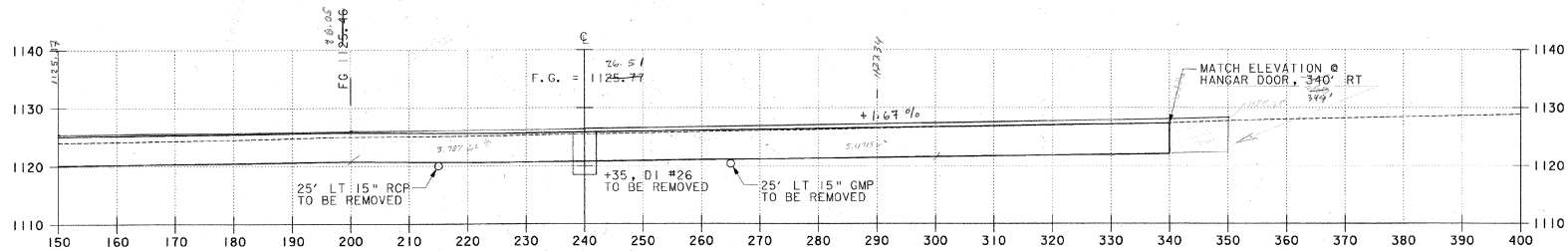
NOTE: OFFSET DISTANCES SHOWN ARE RIGHT OF RUNWAY 17-35 CENTERLINE

FINISHED GRADES REVISION 01/01
RJH

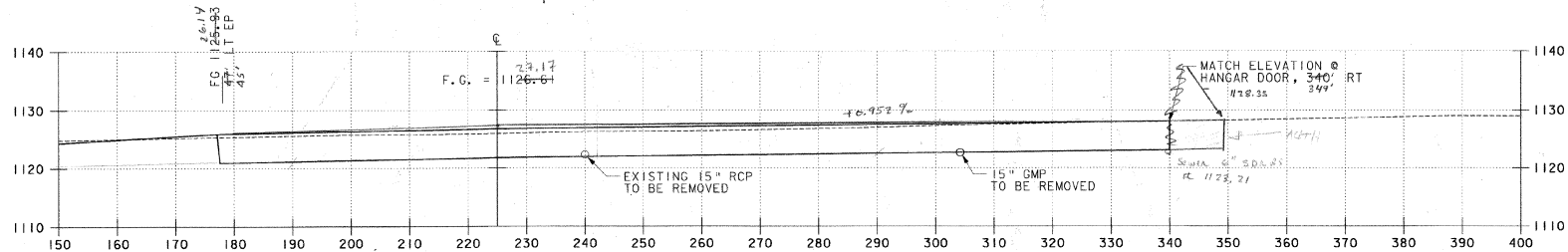
EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT	
TAXIWAY E CROSS SECTION	URS ONE NORTHWAY LANE LATHAM, NEW YORK
Designed by MD Drawn by MMU Checked by BBC Approved by BBC	Date: 3/21/01 Sheet - 01 Sheet No <div style="text-align: center; font-size: 1.2em; font-weight: bold;">85</div>
File No. F20180645.00 Job No. F20000178.01	



743+00



742+60



742+00

NOTE: OFFSET DISTANCES SHOWN ARE RIGHT OF RUNWAY 17-35 CENTERLINE

REV.	DATE	DESCRIPTION

Job No. F20000116.01 File No. F20180046.dwg

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

TAXIWAY E CROSS SECTION

URS

ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: CND
Drawn by: MMU
Checked by: BHC
Approved by: CND

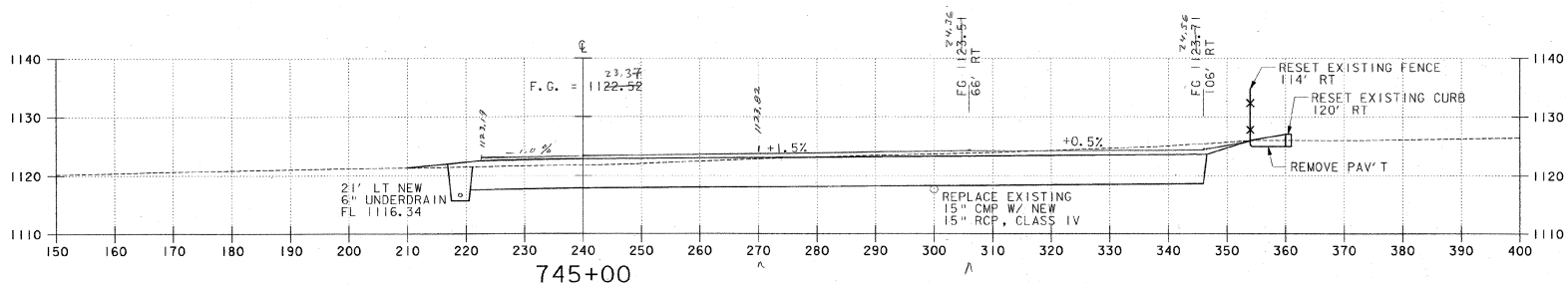
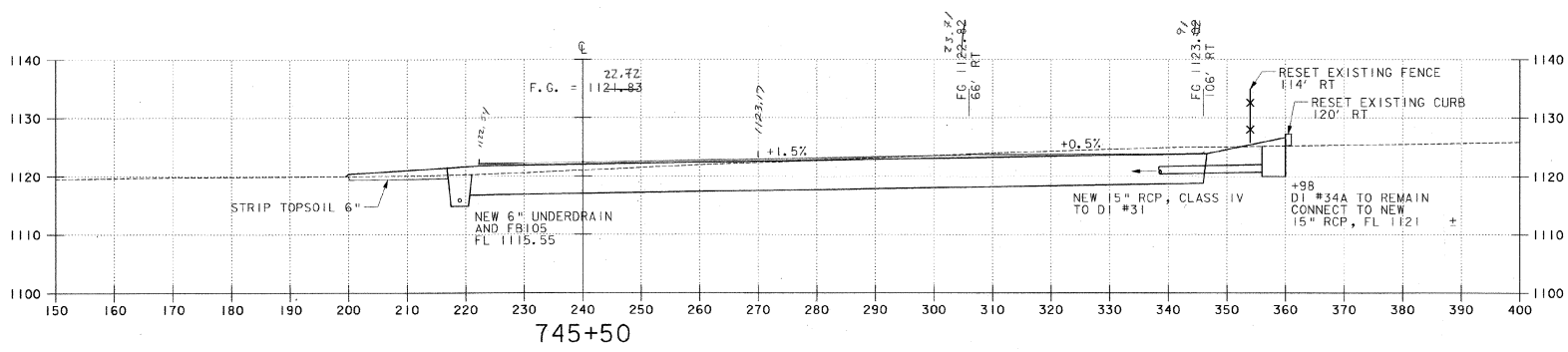
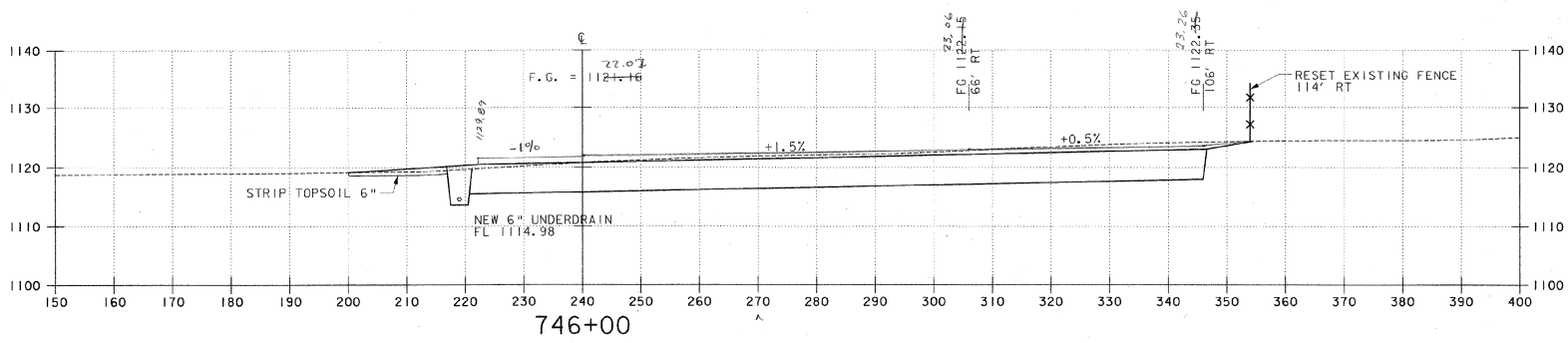
Scales: HORZ. 1" = 100'
VERT. 1" = 10'

Date: 3/21/01

Sheet - of

Sheet No. **86**

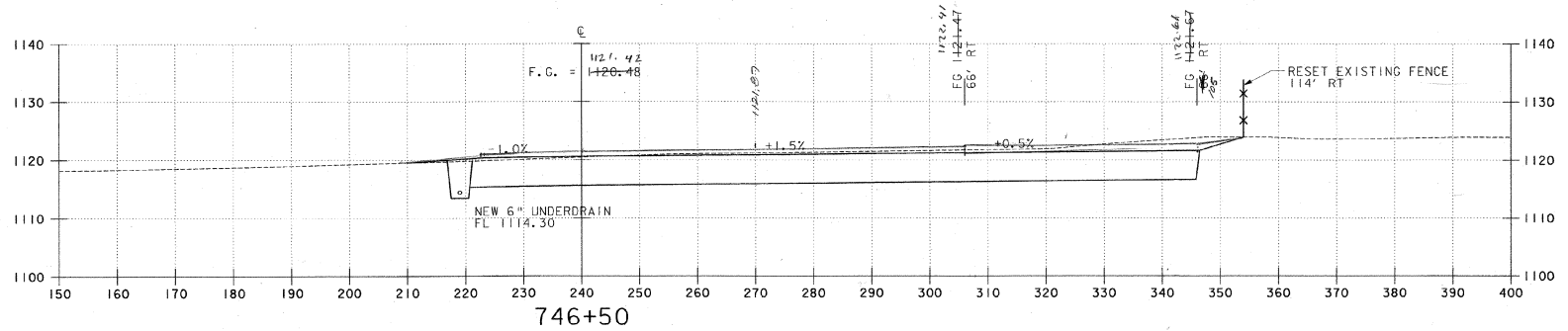
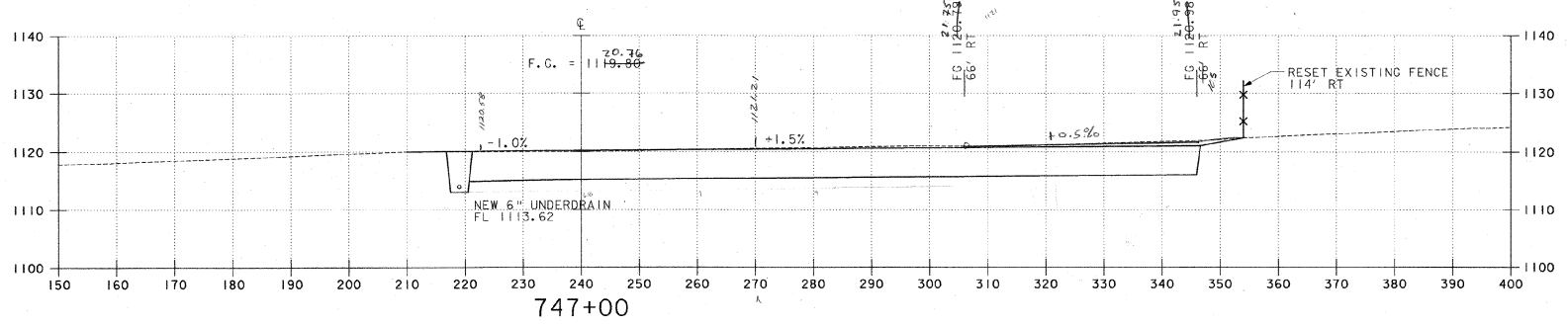
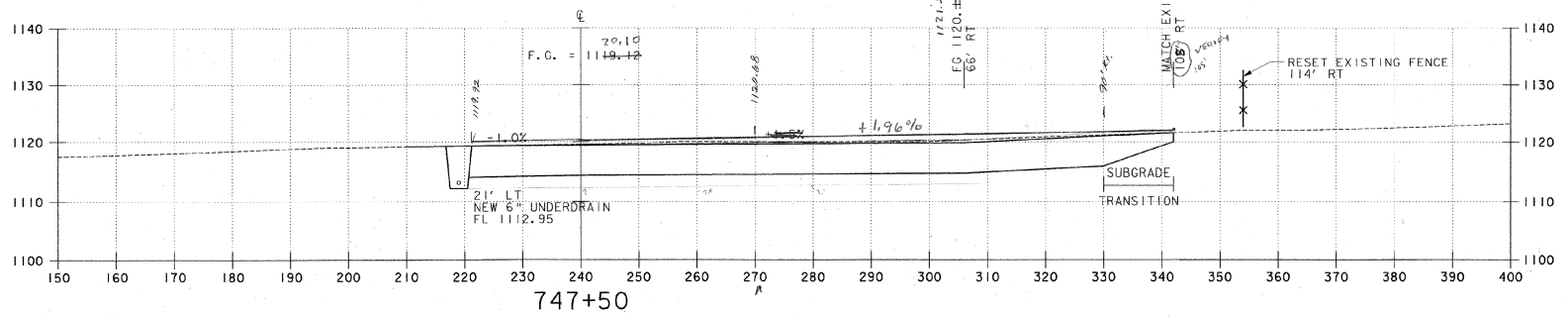
Finished Grades Revised 3/10/01
-gfw



NOTE: OFFSET DISTANCES SHOWN ARE RIGHT OF RUNWAY 17-35 CENTERLINE

final grades reviewed 8/10/01
afw

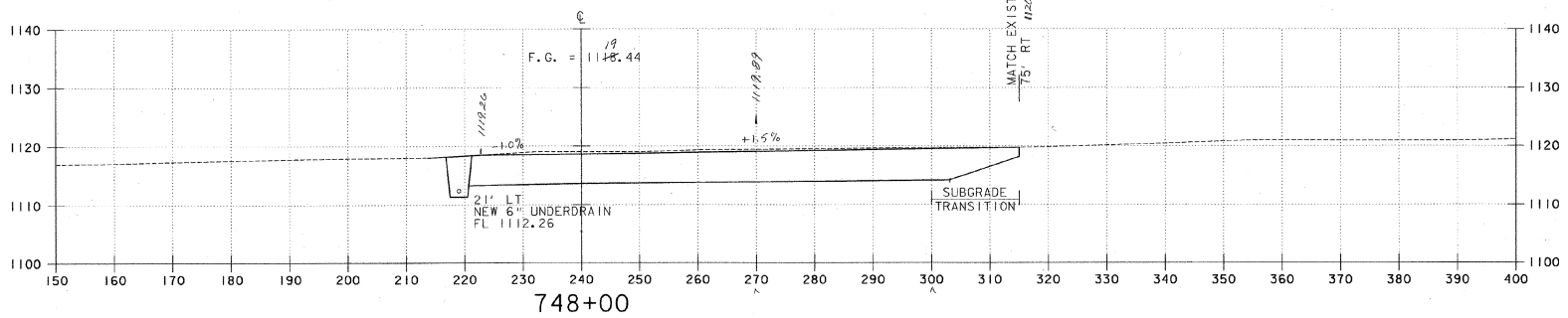
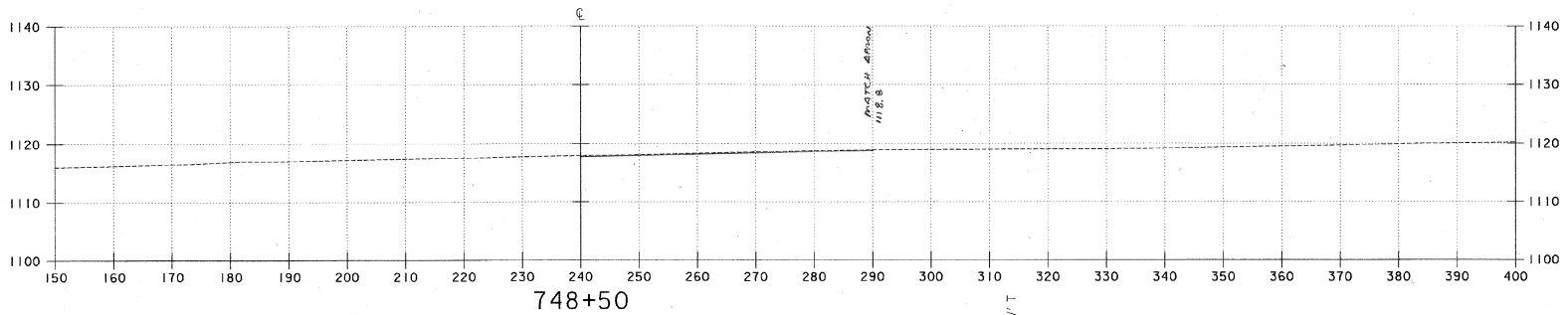
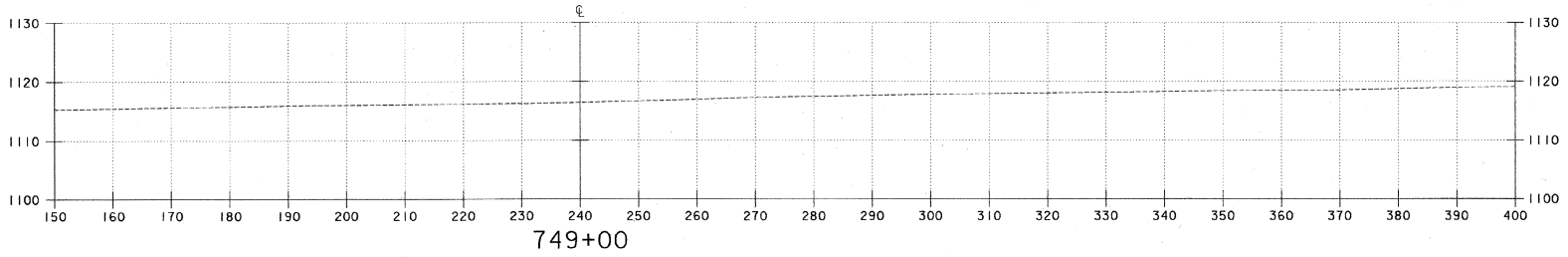
URS	
ONE NORTHWAY LANE LATHAM, NEW YORK	
EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT	TAXIWAY E CROSS SECTION
Designed by: <i>amp</i> Drawn by: <i>mm</i> Checked by: <i>BC</i> Approved by: <i>amp</i>	Scale: HORZ. 1" = 10' VERT. 1" = 10' Date: 3/21/01 Sheet: - of Sheet No: 88
Job No. F20000116.01 File: Mac2001house66.dwg	



NOTE: OFFSET DISTANCES SHOWN ARE RIGHT OF RUNWAY 17-35 CENTERLINE

Finalized Grades Revised 8/10/01 ghw

DESIGNER		DESCRIPTION	
DRAWN BY		DATE	
CHECKED BY		JOB NO.	
APPROVED BY		FILE NO.	
EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT			
TAXIWAY E CROSS SECTION			
URS ONE NORTHWAY LANE LATHAM, NEW YORK			
DESIGNED BY	MM	CHECKED BY	BIC
DRAWN BY	MM	APPROVED BY	MM
DATE	3/21/01	SHEET - 01	
SHEET NO.		89	



748+10.3
END TAXIWAY 'E'
MATCH TAXIWAY 'C'

NOTE: OFFSET DISTANCES SHOWN ARE RIGHT OF RUNWAY 17-35 CENTERLINE

REV.	DATE	DESCRIPTION

Job No. F200001718.01
File No. F200170050.dwg

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

TAXIWAY E CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: gip	Checked by: gip
Drawn by: mm	Approved by: gip

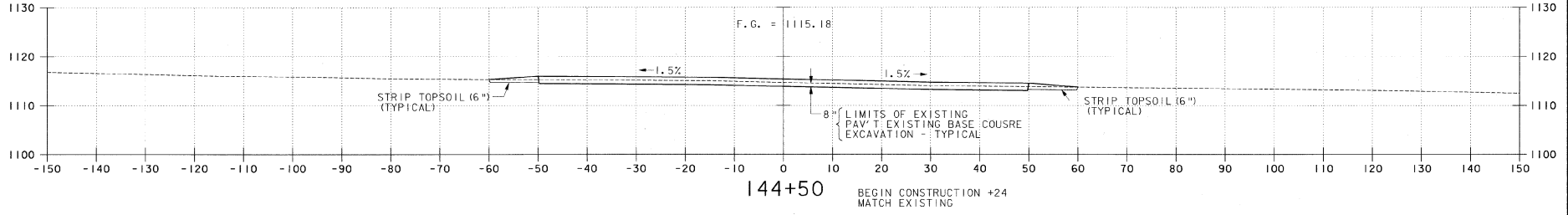
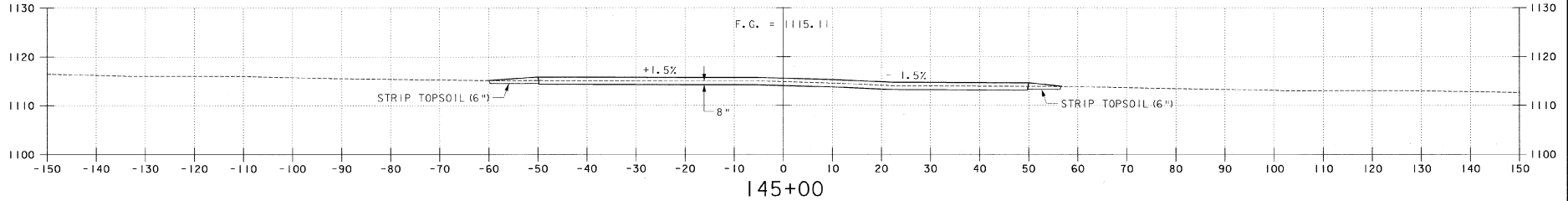
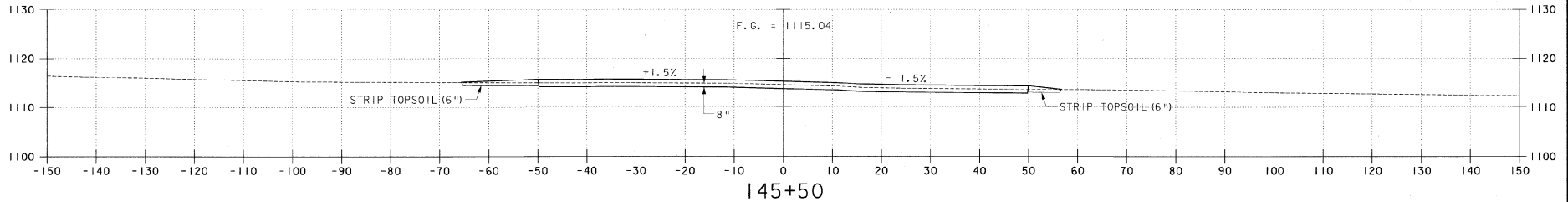
Scale: HORIZ. 1" = 100'
VERT. 1" = 10'

Date: 3/21/01

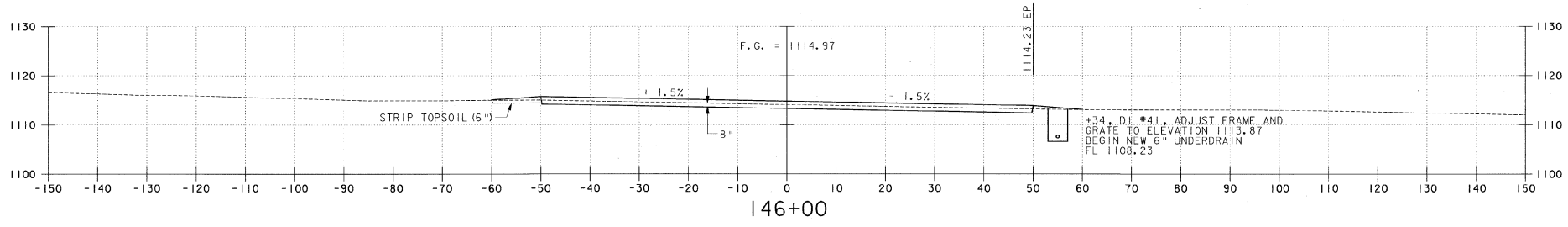
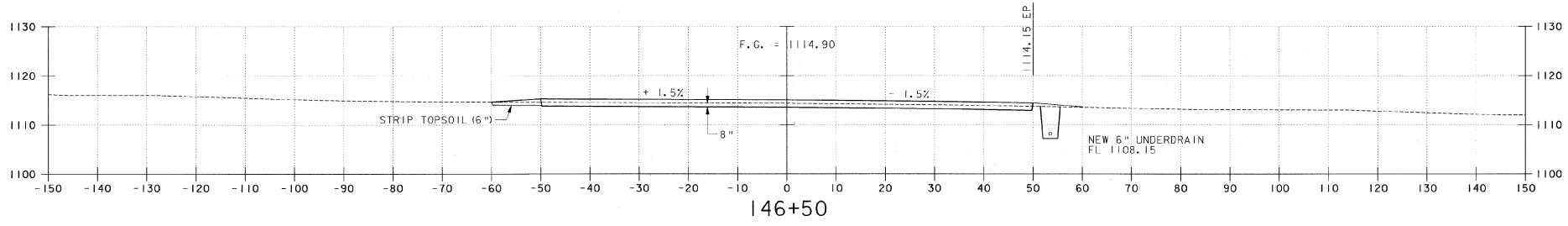
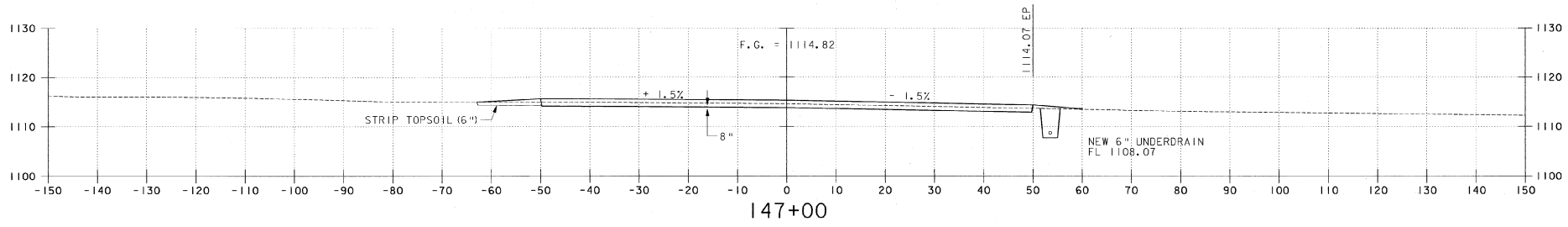
Sheet - of

Sheet No

90



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URS ONE NORTHWAY LANE LATHAM, NEW YORK		
Scale: HORZ. 1" = 10' VERT. 1" = 10'		Date: 3/21/01
Sheet: - 01		Sheet No. 91



REV.	DATE	DESCRIPTION

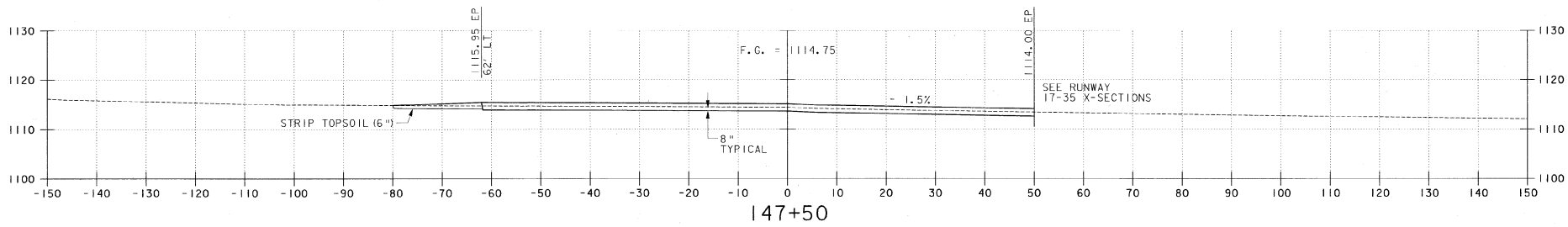
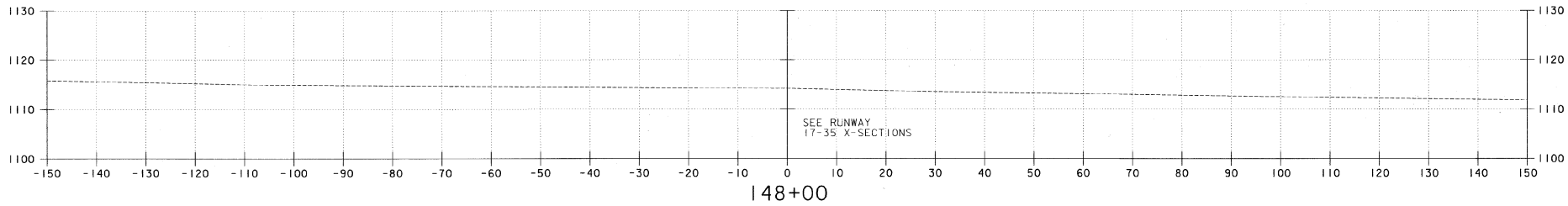
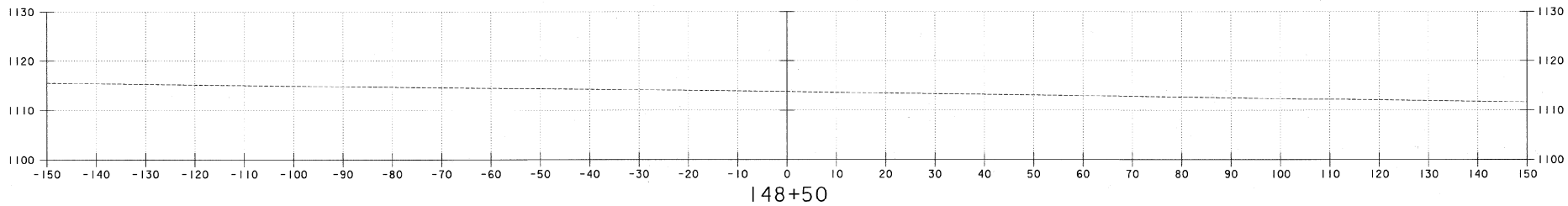
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EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

TAXIWAY 5-23 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: ctp	Form by: mm	Checked by: BFC	Approved by: ctp
Scale: HORZ. 1" = 10'	VERT. 1" = 10'		
Date: 3/21/01	Sheet - 01		
Sheet No. 92			



REV.	DATE	DESCRIPTION

Job No. F20001719.01
File Ref: F20180455.dwg

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

TAXIWAY 5-23 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

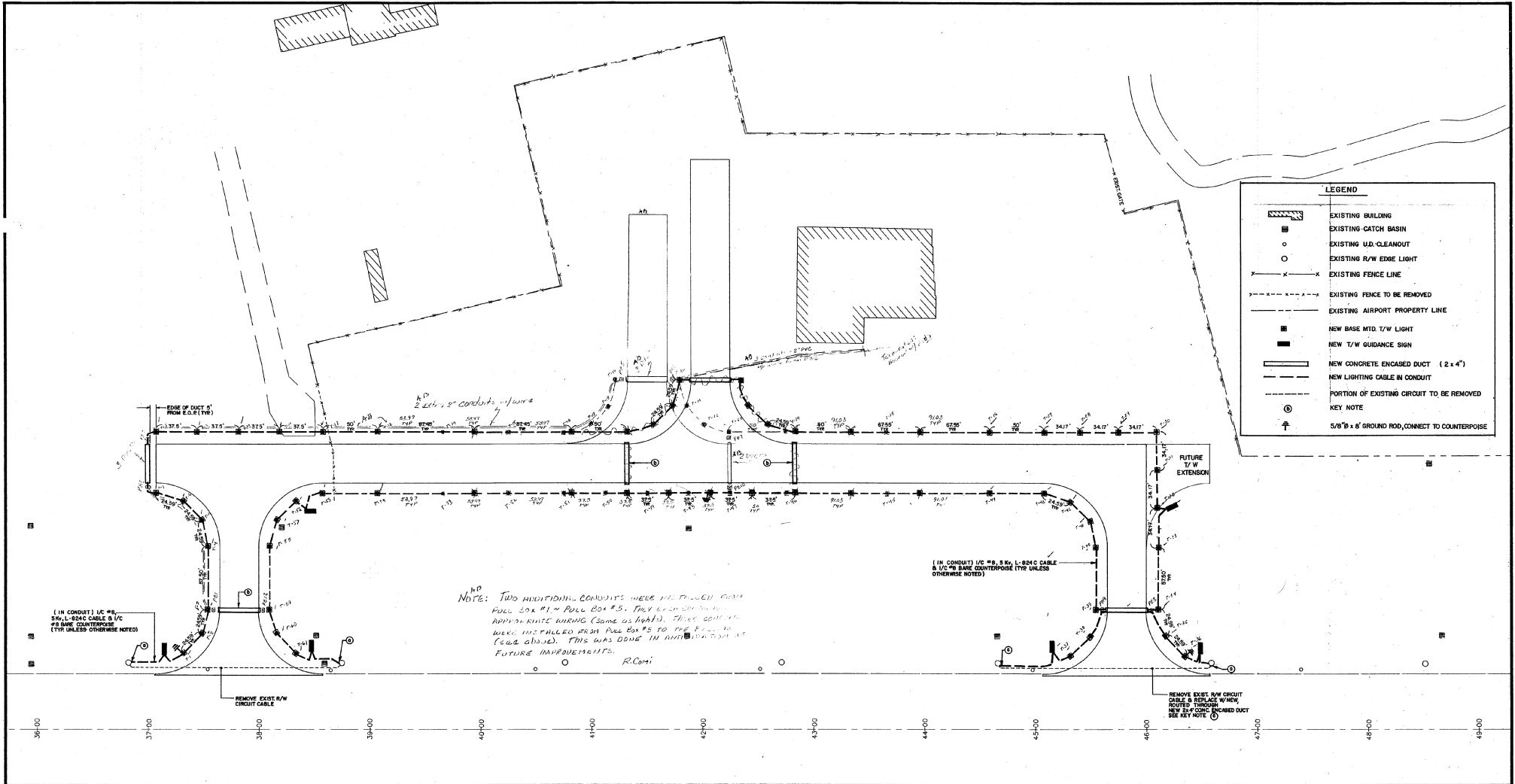
Designed by: **OND**
Drawn by: **MM**
Checked by: **BRC**
Approved by: **OND**

Scale: **HORZ. 1" = 10'**
VERT. 1" = 10'

Date: **3/21/01**

Sheet - **Of**

Sheet No. **93**



LEGEND

	EXISTING BUILDING
	EXISTING CATCH BASIN
	EXISTING U.D. CLEANOUT
	EXISTING R/W EDGE LIGHT
	EXISTING FENCE LINE
	EXISTING FENCE TO BE REMOVED
	EXISTING AIRPORT PROPERTY LINE
	NEW BASE MTD. T/W LIGHT
	NEW T/W GUIDANCE SIGN
	NEW CONCRETE ENCASED DUCT (2x4")
	NEW LIGHTING CABLE IN CONDUIT
	PORTION OF EXISTING CIRCUIT TO BE REMOVED
	KEY NOTE
	5/8" x 8' x 6' ROUND ROD, CONNECT TO COUNTERPOISE

NOTE: TWO ADDITIONAL CONDUITS WERE INSTALLED FROM FULL 50X 11/4 PULL BOX #5. THEY RUN SOUTH TO THE APPROXIMATE MIDDLE (SAME AS #41). THESE CONDUITS WERE INSTALLED FROM PULL BOX #5 TO THE PAVEMENT (SEE ABOVE). THIS WAS DONE IN ANTICIPATION OF FUTURE IMPROVEMENTS.

- KEY NOTES**
- 1. CONNECT NEW T/W LIGHTING CIRCUIT TO EXISTING R/W LIGHT TRANSFORMER WITH L-423 CONNECTOR.
 - 2. NEW 2 X 4" CONCRETE ENCASED DUCT FOR FUTURE USE, ENDS CAPPED.
 - 3. RECONNECT R/W LIGHTING CIRCUIT WITH NEW CABLE AT EXISTING LIGHT USING L-423 CONNECTOR.

- NOTES:**
1. AIRPORT MANAGER WILL PROVIDE THE CONTRACTOR WITH A LIGHTING SYSTEM NUMBERING NOMENCLATURE AT THE PRECONSTRUCTION CONFERENCE. THE CONTRACTOR SHALL TAG ALL LIGHTS INSTALLED OR RELOCATED ON THE PROJECT WITH THE APPROPRIATE NUMBER.
 2. LIGHTS SHALL BE PLACED 10' FROM EDGE OF PAVEMENT UNLESS OTHERWISE NOTED. SIGNS SHALL BE PLACED 30' FROM EDGE OF PAVEMENT. EXACT LOCATIONS FOR SIGNS SHALL BE DETERMINED BY THE ENGINEER.

T/W LIGHTING PLAN
1" = 40'



REFERENCE DRAWING

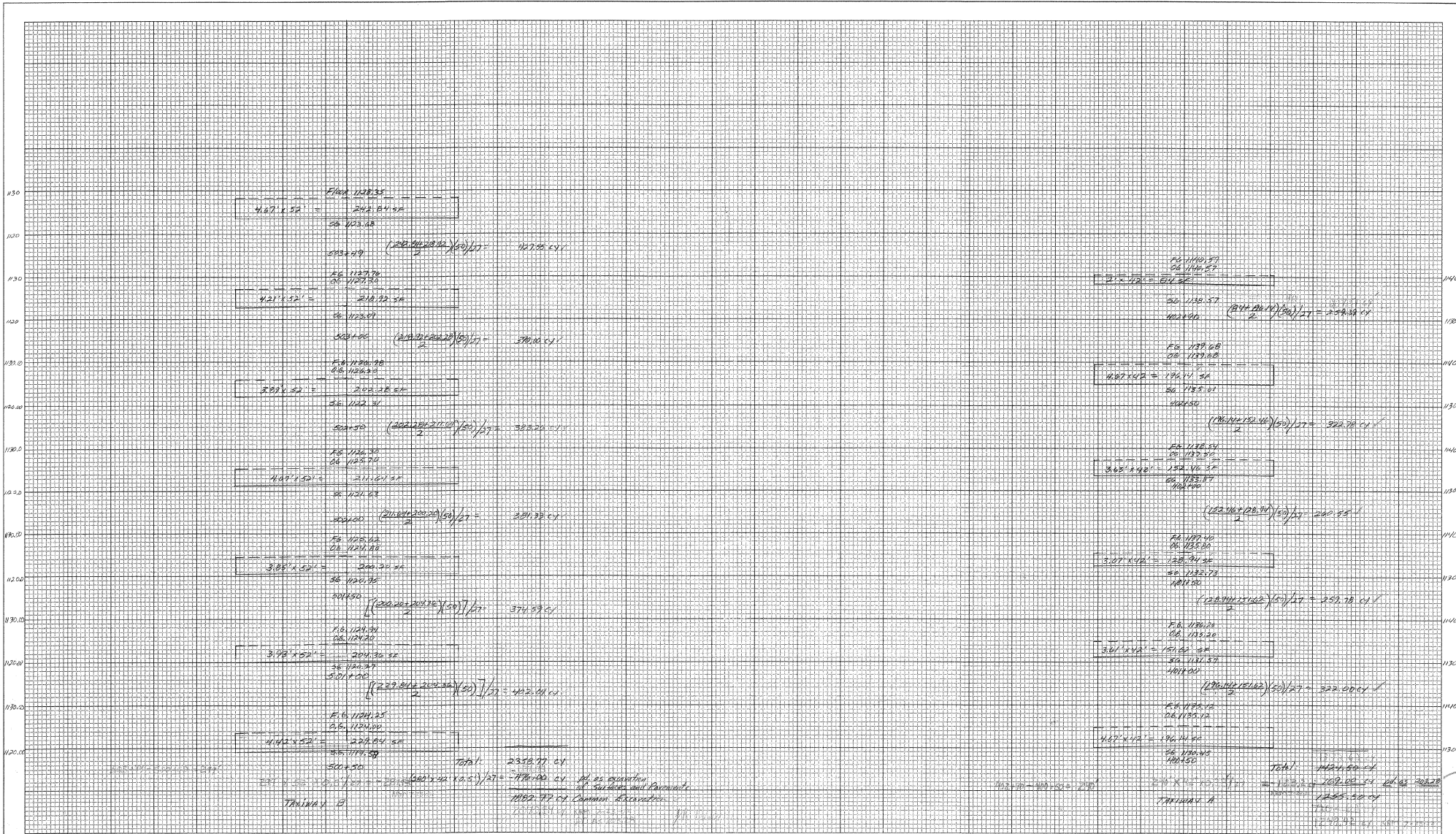
Rev.	Description	By	Date

EDWARD F. KNAPP STATE AIRPORT
T/W LIGHTING PLAN
BERLIN AIR 04-3077 VERMONT

Client No.	812017
Proj. Manager	DCD
Proj. Designer	PJM
Drawn By	TWS
Checked By	DCD
Scale	1" = 40'
Approved	LJC
Date	DEC. 1993

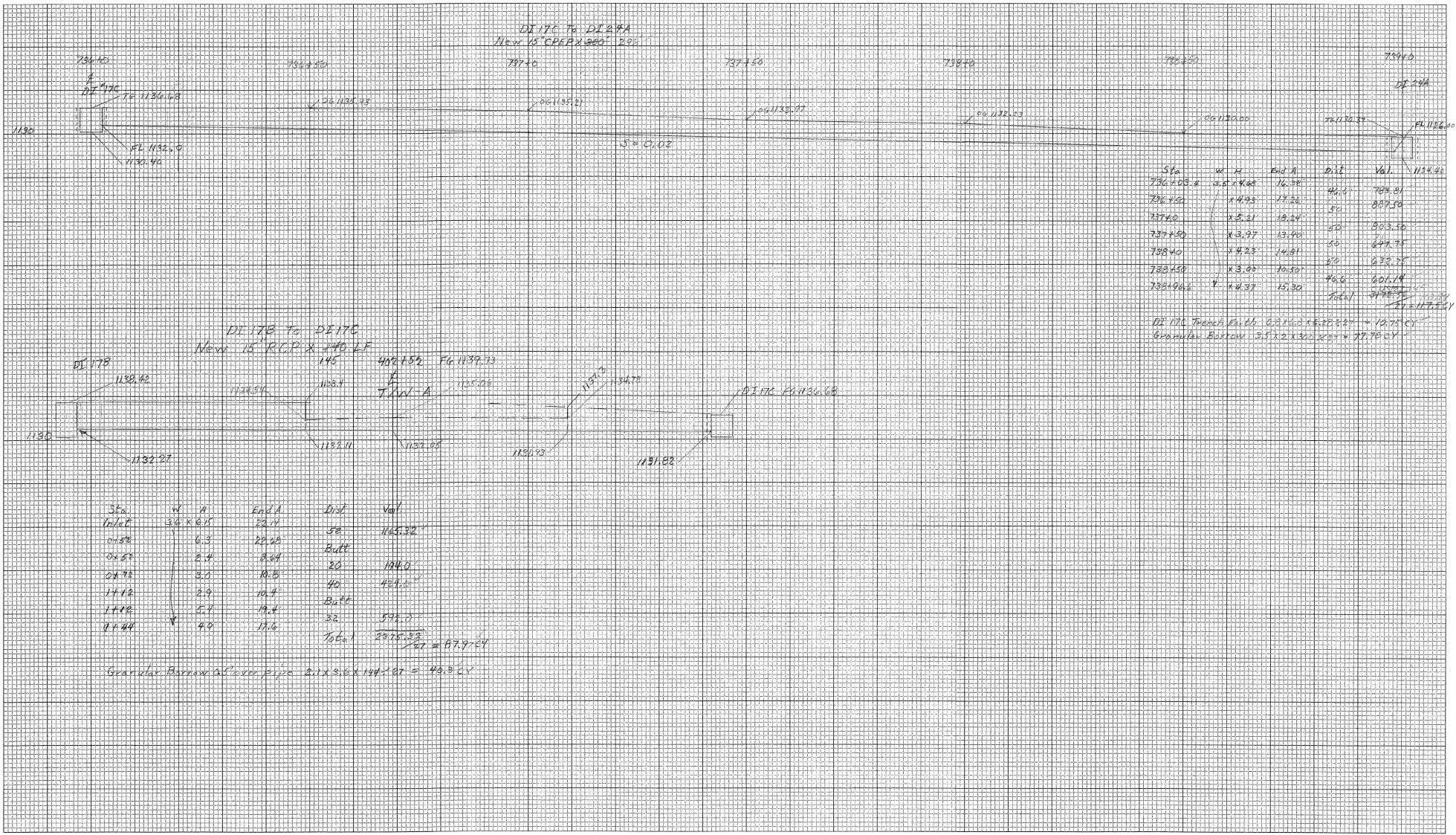
Dufresne Henry
400 Southborough Drive
So. Portland, ME 04106

Sheet 7 of 19



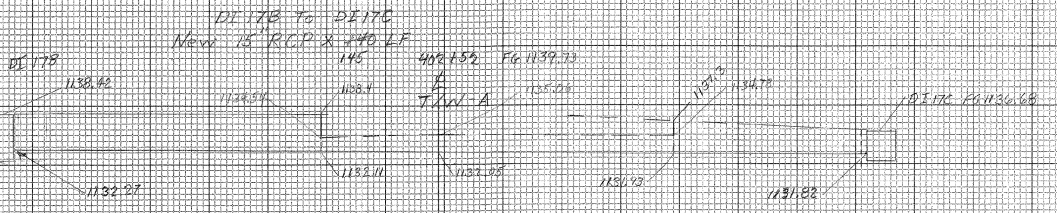
CROSS SECTION SHEET

PROJECT NAME: _____
 PROJECT NUMBER: _____
 FILE NAME: _____ PLOT DATE: 05-JUN-2000 09
 PROJECT LEADER: _____ DRAWN BY: _____
 DESIGNED BY: _____ CHECKED BY: _____
 const: gr\common\cadd\c-xsection.dgn SHEET ____ OF ____



Sta	W x H	End A	Dist	Vol	1134.45
736+05.4	3.6 x 6.0	16.38	46.0	102.01	
736+50	4.4 x 5.5	17.52	50	887.50	
737+00	4.5 x 4.1	18.24	50	303.30	
737+50	4.3 x 3.7	13.90	50	277.75	
738+00	4.2 x 3.3	14.81	50	432.75	
738+50	4.3 x 3.0	10.50	50	601.14	
738+96.6	4.4 x 3.7	15.30	50	378.50	
			Total	3175.33	3175.33

DI 17C Trench Earth: $6.2 \times 6.0 \times 6.20 \times 2.0 = 10.75 \text{ CY}$
 Granular Bottom: $3.5 \times 2 \times 20 \times 2.0 = 77.75 \text{ CY}$



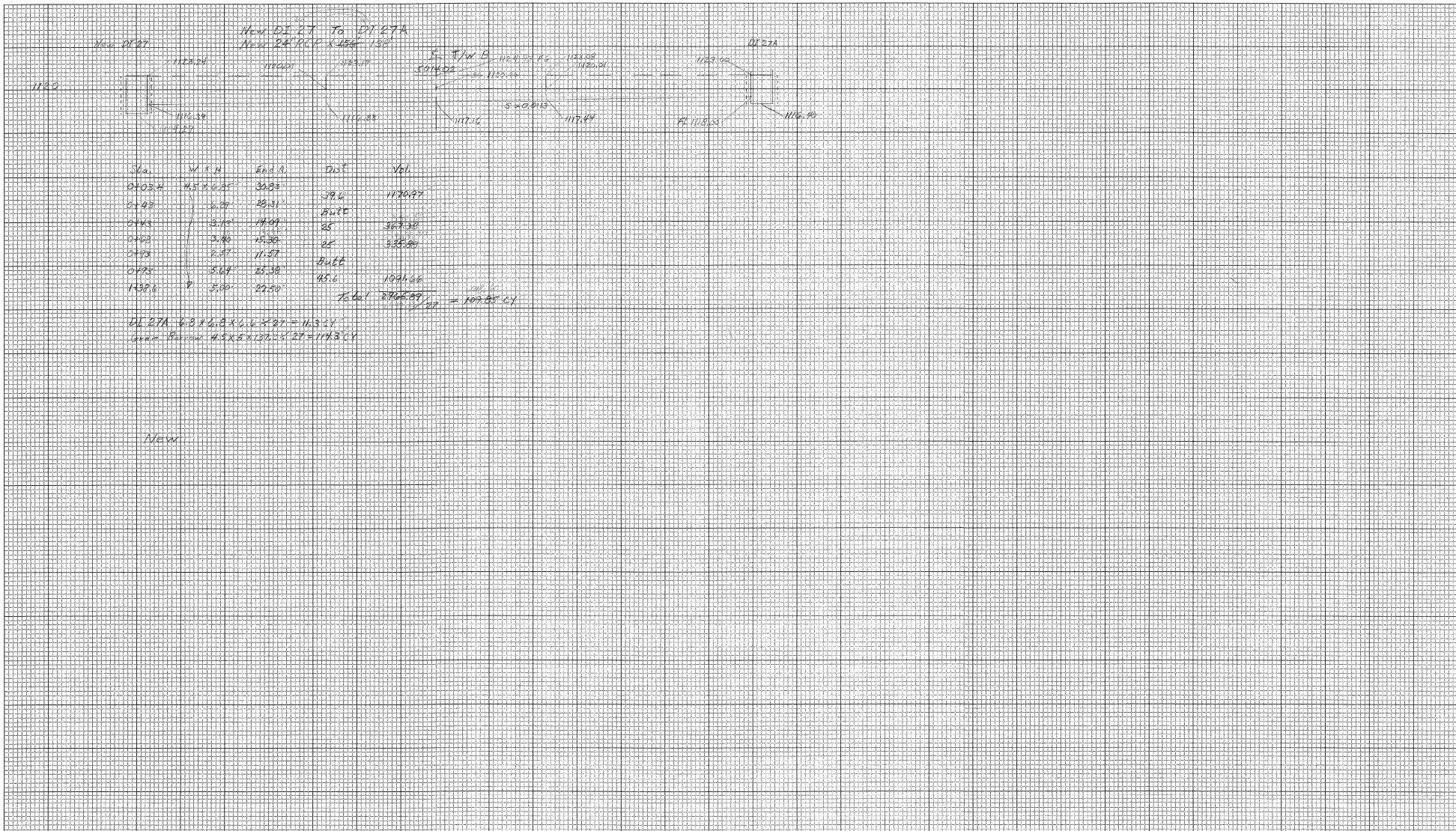
Sta	W x H	End A	Dist	Vol
Inlet	3.0 x 6.0	23.14	50	165.32
0+58	6.3	27.62	Dist	
0+68	2.4	8.24	20	184.0
0+78	3.0	10.5	40	421.0
1+12	2.9	10.4	Dist	
1+18	5.1	19.4	32	572.0
1+44	4.9	17.6	32	572.0
			Total	2375.33

164.1
 2375.33
 167 = 879.24

Granular Bottom below pipe: $3 \times 3 \times 6 \times 14.2 \times 2 = 45.3 \text{ CV}$

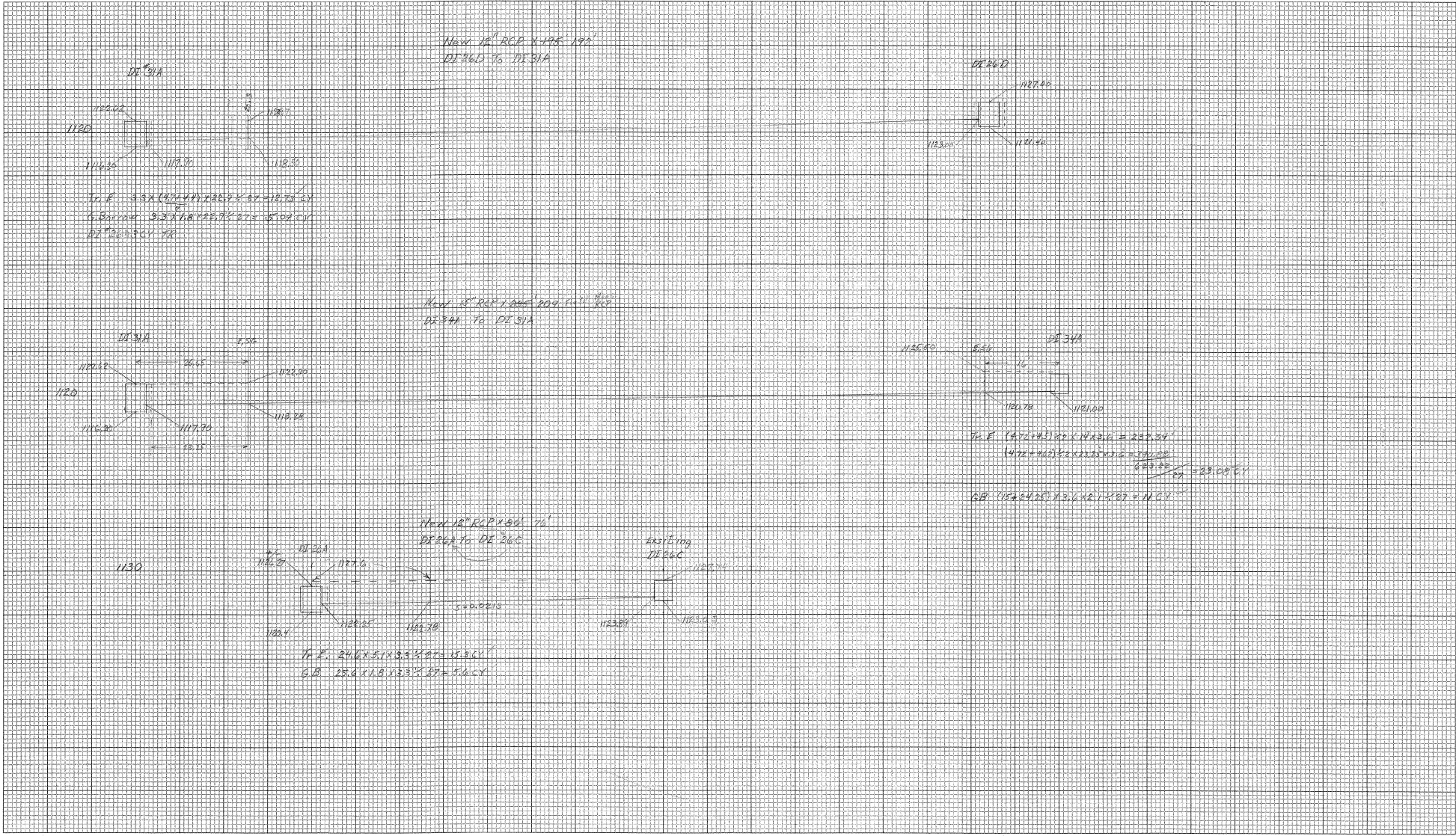
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 PROJECT NUMBER: DI 17C TO DI 27A And DI 17B TO DI 17C
 FILE NAME: Drainage PLOT DATE: 05-JUN-2000 09
 PROJECT LEADER: DRAWN BY: RCP
 DESIGNED BY: CHECKED BY:
 const: g:\common\cadd\ex-section.dgn SHEET 2 OF 7



CROSS SECTION SHEET

PROJECT NAME: Berlin Air 04-3049
 PROJECT NUMBER: 27 To 27A And
 FILE NAME: Drainage PLOT DATE: 05-JUN-2000 09
 PROJECT LEADER: DRAWN BY: RCP
 DESIGNED BY: CHECKED BY:
 const: g:/common/cadd/e-xsection.dgn SHEET 5 OF 7



CROSS SECTION SHEET

PROJECT NAME: Berlin Air 04-3024
 PROJECT NUMBER: 26D to 31A, DI 31A to DI 31A and 26A to 26C
 FILE NAME: Drainage
 PROJECT LEADER: _____
 DESIGNED BY: _____
 const: g:\common\cadd\e-xsection.dgn

PLOT DATE: 05-JUN-2000 09
 DRAWN BY: _____
 CHECKED BY: _____
 SHEET 6 OF 7

DI#38 To DI#38
New 24' CPEP x 80' W/CPEPES

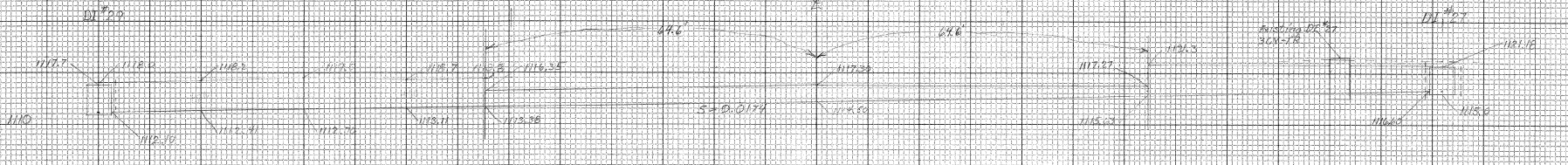
Sta	W x H	Area	Dist	Vol
0+05	41 x 0	0	4	28.71
0+09	43.5	14.35	11	109.45
0+20	14.9	22.04	20	94.3
0+40	15.4	22.14	14.6	367.52
0+54.6	15.4	22.14	16.0	1097.94
Total				1097.94 / 27 = 37.33 CY

DI#38 6.8 x 6.8 x 7.0 x 27 = 11.94 CY
 Stone B. 4.1 x 2.7 x 5.0 x 27 = 20.5 CY
 DI#38 3 CY FR
 Stone P.I. Type I @ 2.16' x 2.9 x 3.2 x 1.27 = 40.6 CY
 Field Made by RCP + R. H. H. O. H.

DI#29 To DI#38
New 22' CPEP x 80' W

Sta	W x H	Area	Dist	Vol
0+05	41 x 0	0	4	28.71
0+09	43.5	14.35	11	109.45
0+20	14.9	22.04	20	94.3
0+40	15.4	22.14	14.6	367.52
0+54.6	15.4	22.14	16.0	1097.94

DI#29 To DI#27 New 24' x 230' RCP



DI#29 To DI#24

Sta	W x H	Area	Dist	Vol
0+05.4	45 x 5.4	24.14	16.6	236.14
0+20	3.5 x 2	36.10	20	546
0+40	16.2	27.9	20	531
0+80	3.3 x 2	25.2	16.4	384.8
0+94.6	3.5 x 4	24.21	36.21	1311.5
0+94.6	3.5 x 0	13.5	64.2	884.31
1+40.0	3.8 x 8	18.6	34.6	639.5
1+40.0	3.1 x 6	9.2	8.46	1351.5
1+40.0	3.5 x 7	24.5	8.4	1351.5
1+40.0	3.2 x 6	20.7	13.71	1714.61
Total				2620.31 = 1714.61

DI#27 6.8 x 6.8 x 1.0 x 27 = 16.6 CY
 Stone B. 4.1 x 2.7 x 5.0 x 27 = 20.5 CY
 DI#27 3 CY FR
 Stone P.I. Type I @ 2.16' x 2.9 x 3.2 x 1.27 = 40.6 CY
 Field Made by RCP + R. H. H. O. H.

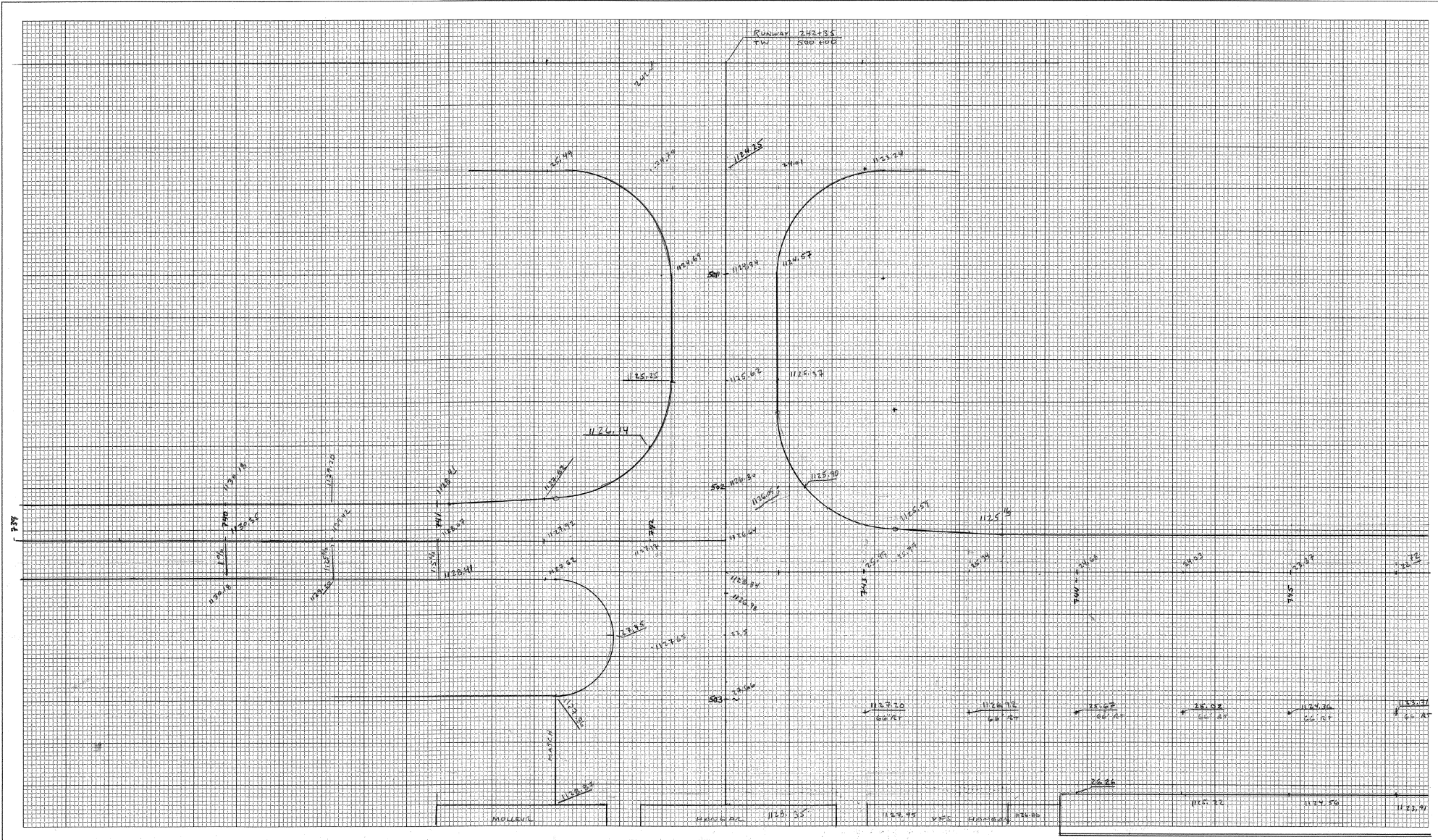
DI#38 To DI#37

Sta	W x H	Area	Dist	Vol
0+25.4	41 x 5.4	22.14	16.6	360.78
0+20	15.2	21.26	20	421.0
0+40	3.5 x 2	22.78	20	500.4
0+60	1.6 x 2	22.06	11.6	304.1
0+76.2	3.6 x 4	26.24	11.6	304.1
0+80	3.5 x 7	24.5	11.6	304.1
Total				1629.06 = 60.31 CY

DI#29 6.8 x 6.8 x 1.0 x 27 = 16.6 CY
 Stone B. 4.1 x 2.7 x 5.0 x 27 = 20.5 CY
 DI#29 3 CY FR

CROSS SECTION SHEET

PROJECT NAME: Berlin Air 04-3064
 PROJECT NUMBER: (DI 38-245730-2604) (DI 38 To DI 29) (DI 20 To DI 27)
 FILE NAME: Drainage
 PROJECT LEADER: RCP
 DESIGNED BY: _____
 PLOT DATE: 05-JUN-2000 09
 DRAWN BY: RCP
 CHECKED BY: _____
 SHEET 7 OF 7



CROSS SECTION SHEET

1" = 20'

2.7945

PROJECT NAME: _____
 PROJECT NUMBER: _____
 FILE NAME: _____ PLOT DATE: 05-JUN-2000 09
 PROJECT LEADER: _____ DRAWN BY: _____
 DESIGNED BY: _____ CHECKED BY: _____
 const: g:/common/cadd/e-xsection.dgn SHEET ____ OF ____

