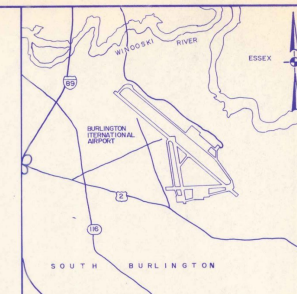




CITY OF BURLINGTON VERMONT



LOCATION MAP

FEET 2000 0 2000 4000 FEET

SCALE: 1" = 2000'

BURLINGTON INTERNATIONAL AIRPORT
RECONSTRUCT TERMINAL APRON PHASE II
(APPROX. 15,500 SY)

AIP PROJECT NO. 3 - 50 - 0005 - 11
AIR 03 - 2066

MAJOR ITEM QUANTITIES

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>QUANTITY</u>
8-1	Portland Cement Concrete	14.7425 SY

MARCH 1988

INDEX TO DRAWINGS

<u>DRAWING NO.</u>	<u>TITLE</u>	<u>SHEET NO.</u>
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2	General Plan	2 of 20
3	Construction Phasing Plan	3 of 20
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8	Trench Drain Profile and Details	8 of 20
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11	Cross Sections STA 15+00 to STA 16+00	11 of 20
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16	Miscellaneous Profiles	16 of 20
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18	Miscellaneous Details	18 of 20
19	Boring Logs	19 of 20
20	Boring Logs	20 of 20



"AS BUILT"

I HEREBY CERTIFY THAT ALL WORK
INDICATED ON THIS DRAWING HAS
BEEN COMPLETED AS SHOWN.

SIGNED Richard S. Fye
DATE 5/8/89

CITY OF BURLINGTON, VERMONT	VERMONT AGENCY OF TRANSPORTATION	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION NEW ENGLAND REGION	<u>DESIGNED STATEMENT REGARDING COMPLIANCE</u> These plans and specifications have been prepared to the best of my knowledge and belief, in accordance with current FAA Advisory Circular AC issued on 26 March, Chapter 1, Appendix C-2001. The project was approved by FAA letter dated _____ and was disclosed in the project engineering drawings and/or official project documents. BY: _____ DATE: ____/____/____ Registration No. _____
APPROVED _____ DIRECTOR OF AVIATION	APPROVED _____ SECRETARY OF TRANSPORTATION	APPROVED _____ CHIEF OF AIRPORT ENGINEERING & SAFETY SECTION	
DATE _____	DATE _____	DATE _____	
APPROVED _____	DIRECTOR OF ENGINEERING & CONSTRUCTION	APPROVAL SUBJECT TO COMMENTS AND RECOMMENDATIONS IN LETTERS DATED _____	
DATE _____	DATE _____		

NOT REQUIRED

AIP PROJECT NO. 3-50-0005-11

DO NOT SCALE DRAWING

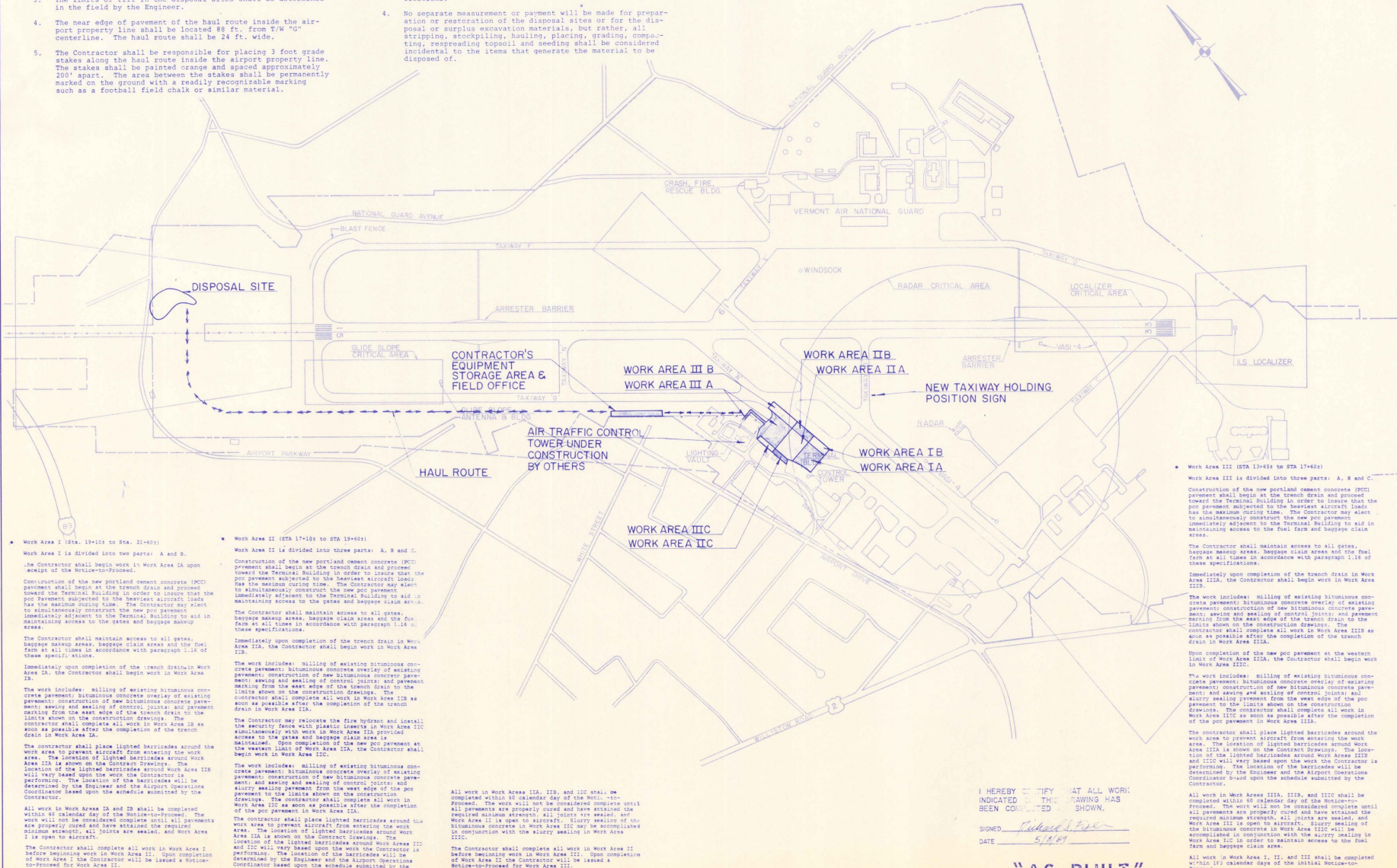
GENERAL NOTES

1. The Contractor's attention is called to Section 1 of the Technical Specifications - "Summary of Work and Special Work Requirements".
2. Areas for parking and staging are severely limited at Burlington International Airport. No employee parking will be allowed on the airport. The Contractor shall provide an adequate and safe parking area for his employees and provide transportation to and from the parking area to the work area.
3. The limits of fill in the disposal sites shall be determined in the field by the Engineer.
4. The near edge of pavement of the haul route inside the airport property line shall be located 88 ft. from T/N "C" centerline. The haul route shall be 24 ft. wide.
5. The Contractor shall be responsible for placing 3 foot grade stakes along the haul route inside the airport property line. The stakes shall be painted orange and spaced approximately 200' apart. The area between the stakes shall be permanently marked on the ground with a readily recognizable marking such as a football field chalk or similar material.

DISPOSAL SITE

1. The Contractor shall strip the topsoil from the disposal site and stockpile it for use in restoration of the site.
2. The Contractor shall place and compact surplus excavation material in accordance with Section 3 of the Technical Specifications.
3. Upon completion of the disposal operations, the Contractor shall respread the topsoil and seed and mulch the disposal site in accordance with Section 15 of the Technical Specifications.
4. No separate measurement or payment will be made for preparation or restoration of the disposal sites or for the disposal or surplus excavation materials, but rather, all stripping, stockpiling, hauling, placing, grading, compacting, resspreading topsoil and seeding shall be considered incidental to the items that generate the material to be disposed of.

NOTE:
ACTUAL LIMITS OF WORK AREAS
VARIED FROM THOSE SHOWN ON
DRAWINGS.



Work Area I (STA. 19+00 to STA. 21+00)
Work Area I is divided into two parts: A and B.
The Contractor shall begin work in Work Area IA upon receipt of the Notice-to-Proceed.
Construction of the new portland cement concrete (PCC) pavement shall begin at the trench drain and proceed toward the Terminal Building in order to insure that the PCC pavement is subjected to the heaviest aircraft loads as the maximum output time. The Contractor may elect to simultaneously construct the new PCC pavement immediately adjacent to the Terminal Building to aid in maintaining access to the gates and baggage claim areas.

The Contractor shall maintain access to all gates, baggage claim areas, baggage claim areas and the fuel farm at all times in accordance with paragraph 1.15 of these specifications.
Immediately upon completion of the trench drain in Work Area IA, the Contractor shall begin work in Work Area IB.
The work includes: milling of existing bituminous concrete pavement; bituminous concrete overlay of existing pavement; construction of new bituminous concrete pavement; and sealing and sealing of control joints and slurry sealing pavement from the west edge of the pavement shown on the construction drawings. The Contractor shall complete all work in Work Area IB as soon as possible after the completion of the trench drain in Work Area IA.

The Contractor shall place lighted barricades around the work area to prevent aircraft from entering the work area. The location of lighted barricades around Work Area IB is shown on the Contract Drawings. The location of the lighted barricades around Work Area IIB will vary based upon the work the Contractor is performing. The location of the barricades will be determined by the Engineer and the Airport Operations Coordinator based upon the schedule submitted by the Contractor.

All work in Work Area IA and IB shall be completed within 60 calendar days of the Notice-to-Proceed. The work will not be considered complete until all pavements are properly cured and have attained the required minimum strength, all joints are sealed, and Work Area I is open to aircraft.
The Contractor shall complete all work in Work Area I before beginning work in Work Area II. Upon completion of Work Area I, the Contractor will be issued a Notice-to-Proceed for Work Area II.

Work Area II (STA. 17+00 to STA. 19+00)
Work Area II is divided into three parts: A, B and C.
Construction of the new portland cement concrete (PCC) pavement shall begin at the trench drain and proceed toward the Terminal Building in order to insure that the PCC pavement is subjected to the heaviest aircraft loads as the maximum output time. The Contractor may elect to simultaneously construct the new PCC pavement immediately adjacent to the Terminal Building to aid in maintaining access to the gates and baggage claim areas. The Contractor shall maintain access to all gates, baggage claim areas, baggage claim areas and the fuel farm at all times in accordance with paragraph 1.15 of these specifications.
Immediately upon completion of the trench drain in Work Area IIA, the Contractor shall begin work in Work Area IIB.

The work includes: milling of existing bituminous concrete pavement; bituminous concrete overlay of existing pavement; construction of new bituminous concrete pavement; and sealing and sealing of control joints and slurry sealing pavement from the west edge of the pavement shown on the construction drawings. The Contractor shall complete all work in Work Area IIB as soon as possible after the completion of the trench drain in Work Area IIA.

The Contractor may relocate the fire hydrant and install the security fence with plastic liners in Work Area IIC adjacent to the gates and baggage claim area. The Contractor shall complete all work in Work Area IIC as soon as possible after the completion of the trench drain in Work Area IIA.

The work includes: milling of existing bituminous concrete pavement; bituminous concrete overlay of existing pavement; construction of new bituminous concrete pavement; and sealing and sealing of control joints and slurry sealing pavement from the west edge of the pavement shown on the construction drawings. The Contractor shall complete all work in Work Area IIC as soon as possible after the completion of the trench drain in Work Area IIA.

Work Area III (STA. 15+00 to STA. 17+00)
Work Area III is divided into two parts: A and B.
Construction of the new portland cement concrete (PCC) pavement shall begin at the trench drain and proceed toward the Terminal Building in order to insure that the PCC pavement is subjected to the heaviest aircraft loads as the maximum output time. The Contractor may elect to simultaneously construct the new PCC pavement immediately adjacent to the Terminal Building to aid in maintaining access to the gates and baggage claim areas. The Contractor shall maintain access to all gates, baggage claim areas, baggage claim areas and the fuel farm at all times in accordance with paragraph 1.15 of these specifications.
Immediately upon completion of the trench drain in Work Area IIIA, the Contractor shall begin work in Work Area IIIB.

The work includes: milling of existing bituminous concrete pavement; bituminous concrete overlay of existing pavement; construction of new bituminous concrete pavement; and sealing and sealing of control joints and slurry sealing pavement from the west edge of the pavement shown on the construction drawings. The Contractor shall complete all work in Work Area IIIB as soon as possible after the completion of the trench drain in Work Area IIIA.

The Contractor may relocate the fire hydrant and install the security fence with plastic liners in Work Area IIIC adjacent to the gates and baggage claim area. The Contractor shall complete all work in Work Area IIIC as soon as possible after the completion of the trench drain in Work Area IIIA.

The work includes: milling of existing bituminous concrete pavement; bituminous concrete overlay of existing pavement; construction of new bituminous concrete pavement; and sealing and sealing of control joints and slurry sealing pavement from the west edge of the pavement shown on the construction drawings. The Contractor shall complete all work in Work Area IIIC as soon as possible after the completion of the trench drain in Work Area IIIA.

Work Area IV (STA. 13+00 to STA. 15+00)
Work Area IV is divided into two parts: A and B.
Construction of the new portland cement concrete (PCC) pavement shall begin at the trench drain and proceed toward the Terminal Building in order to insure that the PCC pavement is subjected to the heaviest aircraft loads as the maximum output time. The Contractor may elect to simultaneously construct the new PCC pavement immediately adjacent to the Terminal Building to aid in maintaining access to the gates and baggage claim areas. The Contractor shall maintain access to all gates, baggage claim areas, baggage claim areas and the fuel farm at all times in accordance with paragraph 1.15 of these specifications.
Immediately upon completion of the trench drain in Work Area IVA, the Contractor shall begin work in Work Area IVB.

The work includes: milling of existing bituminous concrete pavement; bituminous concrete overlay of existing pavement; construction of new bituminous concrete pavement; and sealing and sealing of control joints and slurry sealing pavement from the west edge of the pavement shown on the construction drawings. The Contractor shall complete all work in Work Area IVB as soon as possible after the completion of the trench drain in Work Area IVA.

The Contractor may relocate the fire hydrant and install the security fence with plastic liners in Work Area IVC adjacent to the gates and baggage claim area. The Contractor shall complete all work in Work Area IVC as soon as possible after the completion of the trench drain in Work Area IVA.

The work includes: milling of existing bituminous concrete pavement; bituminous concrete overlay of existing pavement; construction of new bituminous concrete pavement; and sealing and sealing of control joints and slurry sealing pavement from the west edge of the pavement shown on the construction drawings. The Contractor shall complete all work in Work Area IVC as soon as possible after the completion of the trench drain in Work Area IVA.

Work Area V (STA. 11+00 to STA. 13+00)
Work Area V is divided into two parts: A and B.
Construction of the new portland cement concrete (PCC) pavement shall begin at the trench drain and proceed toward the Terminal Building in order to insure that the PCC pavement is subjected to the heaviest aircraft loads as the maximum output time. The Contractor may elect to simultaneously construct the new PCC pavement immediately adjacent to the Terminal Building to aid in maintaining access to the gates and baggage claim areas. The Contractor shall maintain access to all gates, baggage claim areas, baggage claim areas and the fuel farm at all times in accordance with paragraph 1.15 of these specifications.
Immediately upon completion of the trench drain in Work Area VA, the Contractor shall begin work in Work Area VIB.

The work includes: milling of existing bituminous concrete pavement; bituminous concrete overlay of existing pavement; construction of new bituminous concrete pavement; and sealing and sealing of control joints and slurry sealing pavement from the west edge of the pavement shown on the construction drawings. The Contractor shall complete all work in Work Area VIB as soon as possible after the completion of the trench drain in Work Area VA.

The Contractor may relocate the fire hydrant and install the security fence with plastic liners in Work Area VIV adjacent to the gates and baggage claim area. The Contractor shall complete all work in Work Area VIV as soon as possible after the completion of the trench drain in Work Area VA.

The work includes: milling of existing bituminous concrete pavement; bituminous concrete overlay of existing pavement; construction of new bituminous concrete pavement; and sealing and sealing of control joints and slurry sealing pavement from the west edge of the pavement shown on the construction drawings. The Contractor shall complete all work in Work Area VIV as soon as possible after the completion of the trench drain in Work Area VA.

I HEREBY CERTIFY THAT ALL WORK INDICATED ON THIS DRAWING HAS BEEN COMPLETED SHOWN.
SIGNED: *[Signature]*
DATE: 5/16/99

"AS BUILT"

ENGINEER/ARCHITECT

PROJECT NO.

37716

DATE

MARCH 1998

BY

JEM

DATE

MARCH 1998

BY

JEM

DATE

MARCH 1998

BY

JEM

DATE

MARCH 1998

BY

JEM

DATE

MARCH 1998

BY

JEM

DATE

MARCH 1998

REV	DESCRIPTION	DATE	BY	CHKD BY
1	ISSUED FOR BIDDING	3/16/99	JEM	JED
2	AS BUILT	5/16/99	JEM	JED

PROJECT NO.

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BY

JEM

DATE

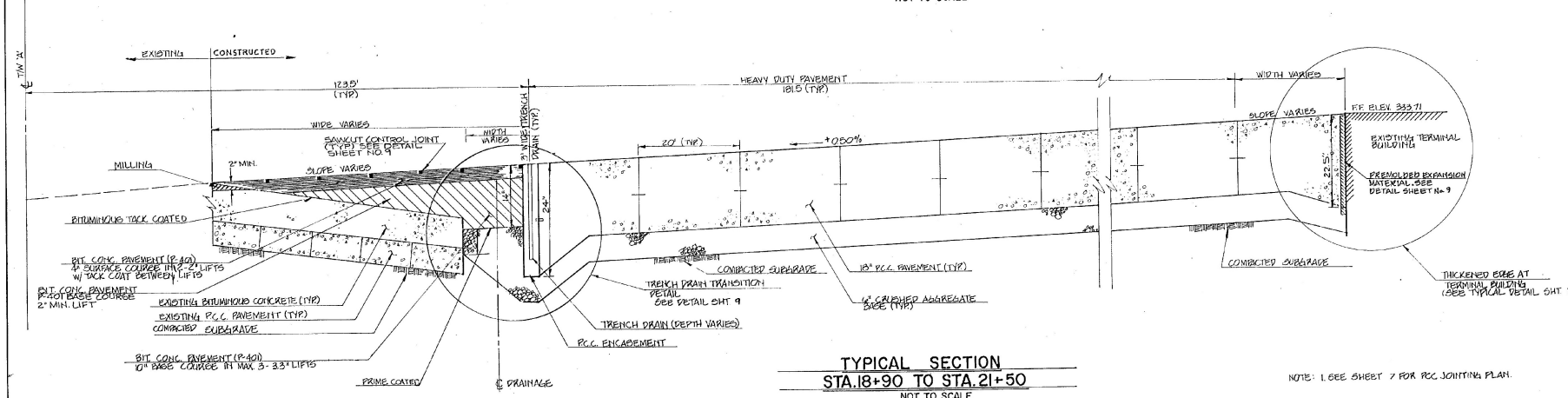
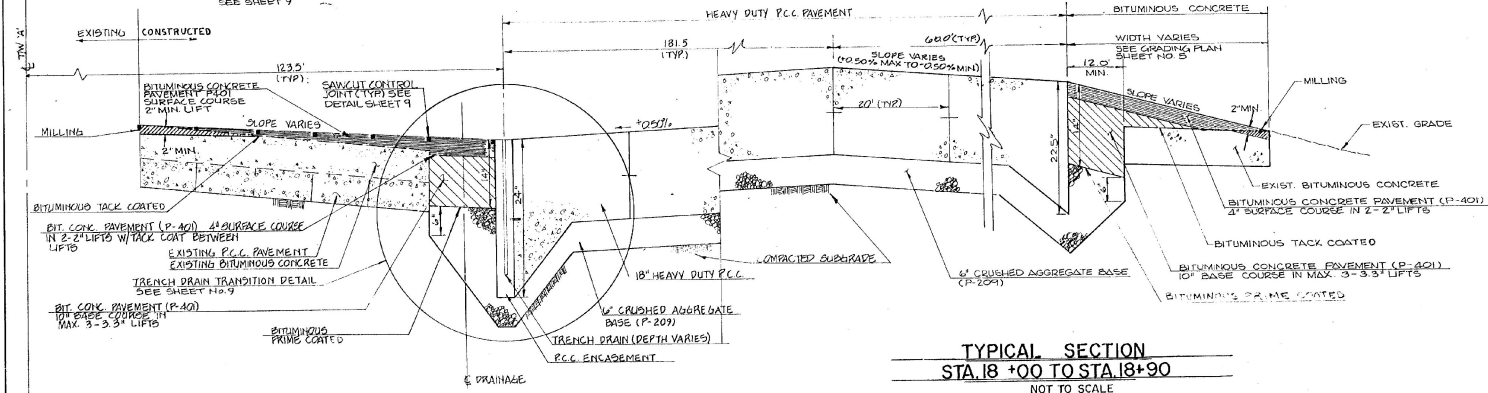
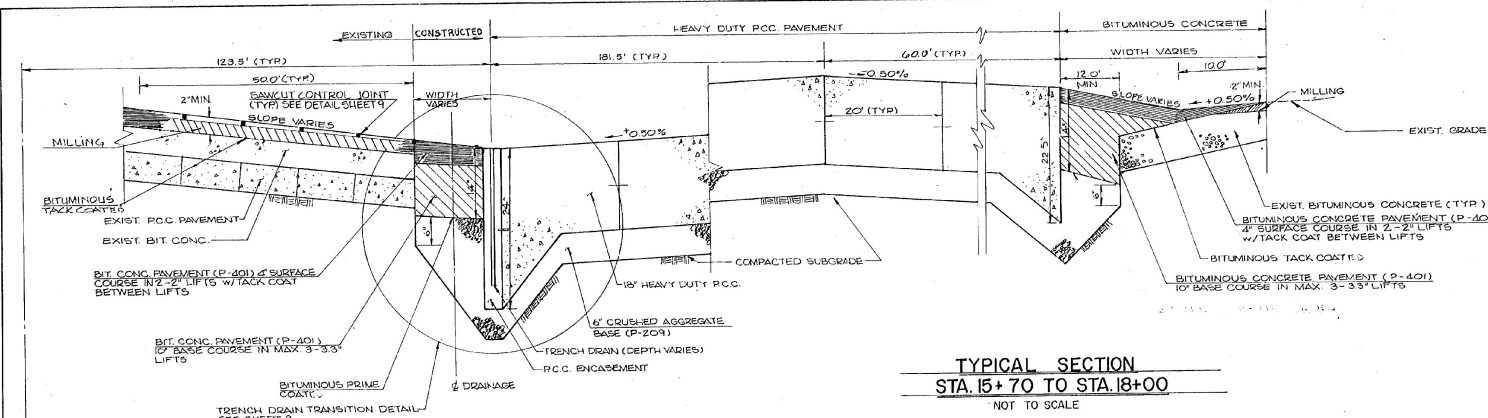
MARCH 1998

BY

JEM

DATE

MARCH 1998

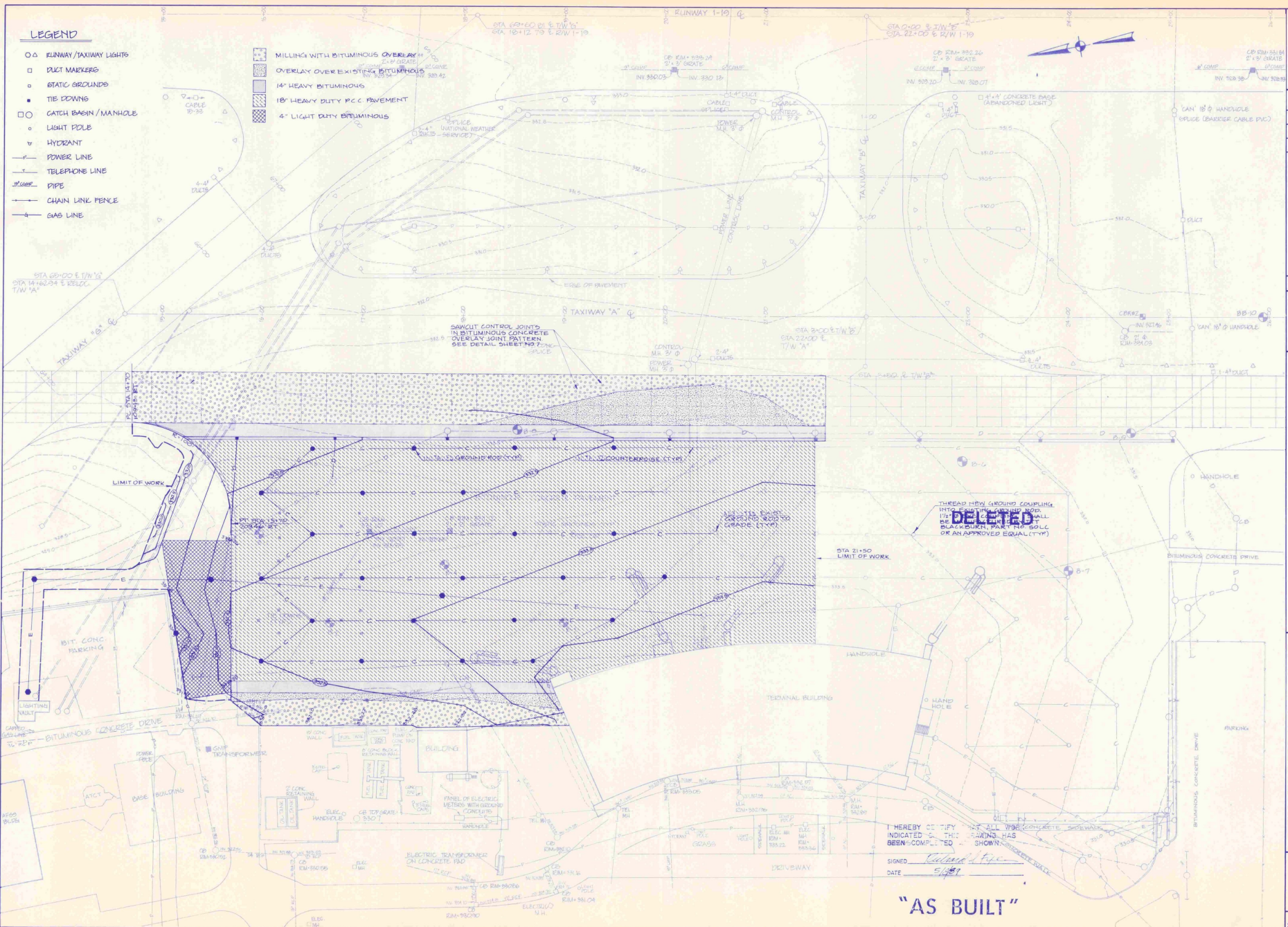


I HEREBY CERTIFY THAT ALL WORK INDICATED ON THIS DRAWING HAS BEEN COMPLETED AS SHOWN.
 SIGNED: *Richard F. Foy*
 DATE: 5/1/87

"AS BUILT"

NOTE: 1. SEE SHEET 7 FOR PCC JOINTING PLAN.

ENGINEER/ARCHITECT	
PROJECT NO.	37716
DATE	5/1/87
BY	J.B.D.
CHECKED BY	J.B.D.
DATE	5/1/87
SCALE AS SHOWN	DATE MARCH 1988
BURLINGTON INTERNATIONAL AIRPORT SOUTH BURLINGTON, VERMONT RECONSTRUCT TERMINAL APRON-PHASE II	
TYPICAL SECTIONS	
DRAWING NO. 4	
SHEET 4 OF 20	



LEGEND

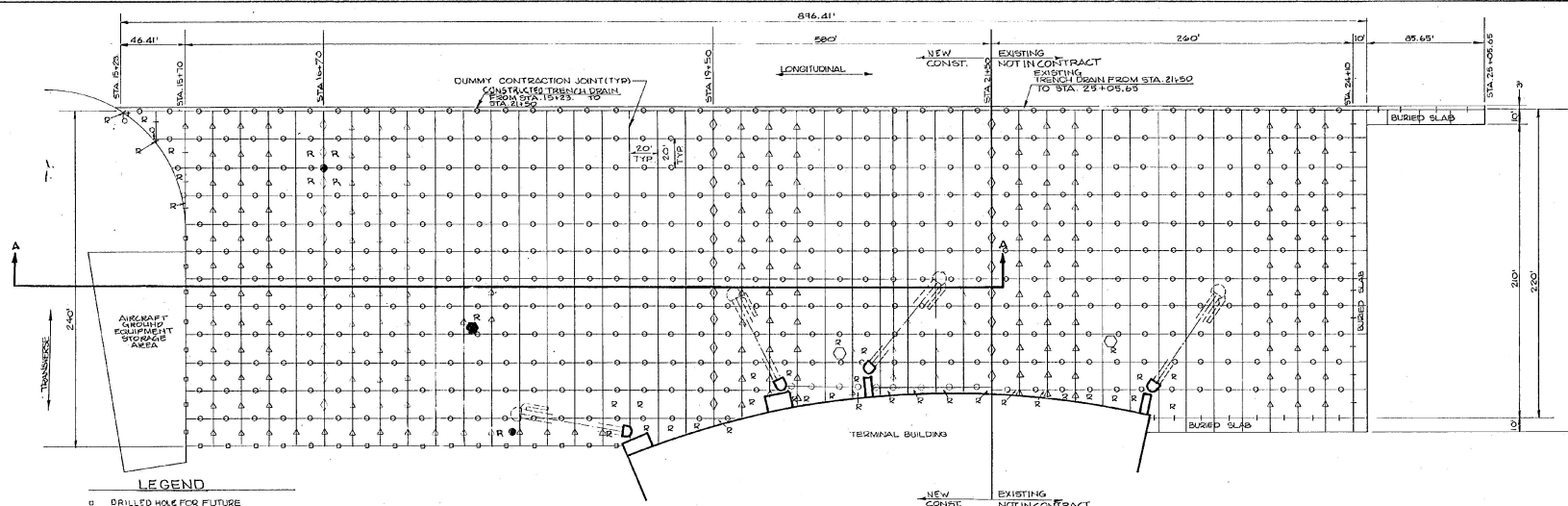
- RUNWAY/TAXIWAY LIGHTS
- DUCT MARKERS
- BATIC GROUNDS
- TIE DOWNS
- CATCH BASIN/MANHOLE
- LIGHT POLE
- ▽ HYDRANT
- POWER LINE
- TELEPHONE LINE
- PIPE
- CHAIN LINK FENCE
- GAS LINE
- MILLING WITH BITUMINOUS OVERLAY
- OVERLAY OVER EXISTING BITUMINOUS
- 14" HEAVY BITUMINOUS
- 18" HEAVY DUTY P.C. PAVEMENT
- 4" LIGHT DUTY BITUMINOUS

I HEREBY CERTIFY THAT ALL WORK INDICATED ON THIS DRAWING HAS BEEN COMPLETED AND SHOWN TO BE CORRECT.

SIGNED: *[Signature]*
DATE: 5/2/81

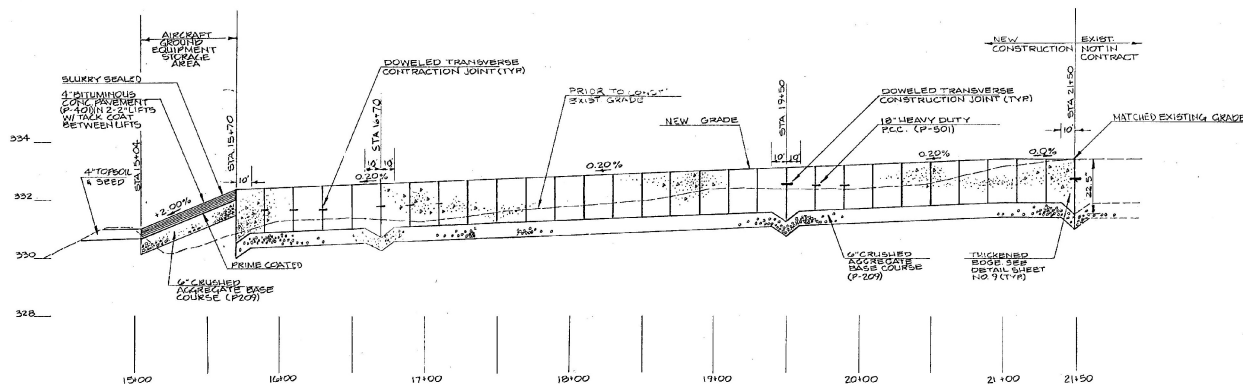
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ENGINEER/ARCHITECT	
PROJECT NO. 37716	
DATE: 5/2/81	
SCALE: 1" = 40'	
DATE: MARCH 1988	
DESIGN: JEM	
DRAWN: JED	
CHECKED: HWW	
DATE: 5/2/81	
DRAWING NO. 5	
SHEET 5 OF 20	
BURLINGTON INTERNATIONAL AIRPORT SOUTH BURLINGTON, VERMONT	
RECONSTRUCT TERMINAL APRON - PHASE II	
HOYLE, TAMER & ASSOCIATES, INC. 100 COMMERCIAL AVENUE, SUITE 100, BURLINGTON, VT 05401	



- LEGEND**
- DRILLED HOLE FOR FUTURE DOWELS & EXPANSION
 - △ DOWELED TRANSVERSE CONTRACTION JOINT 1/2" Ø SMOOTH BAR 1'-8" LONG SPACED 1'-6" ON
 - DOWELED LONGITUDINAL CONTRACTION JOINT 1/2" Ø SMOOTH BAR 1'-8" LONG SPACED 1'-6" ON
 - R SLABS REQUIRING REINFORCING - REINFORCING ARE 12" X 12" Ø 4 WWM, 1/2" X 1/2" COVER, TYP
 - 1/2" DEFORMED BAR 1'-8" LONG SPACED 1'-6" ON
 - ◇ DOWELED TRANSVERSE CONTRACTION JOINT 1/4" Ø SMOOTH BAR 1'-8" LONG SPACED 1'-6" ON

JOINTING PLAN
SCALE: 1" = 40'

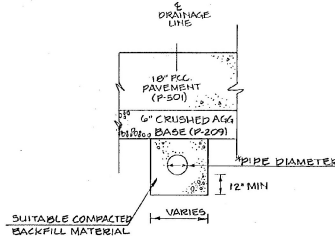
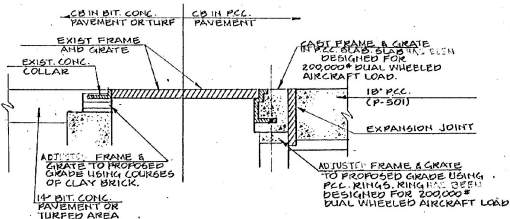
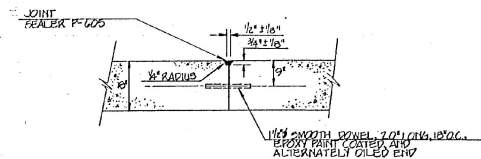
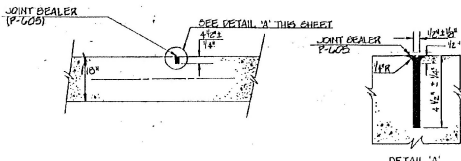


SECTION A-A
SCALE: 1" = 40' HORIZ.
1" = 2' VERT.

I HEREBY CERTIFY THAT ALL WORK INDICATED ON THIS DRAWING HAS BEEN COMPLETED AS SHOWN.
SIGNED: *Richard S. Fife*
DATE: 5/10/01

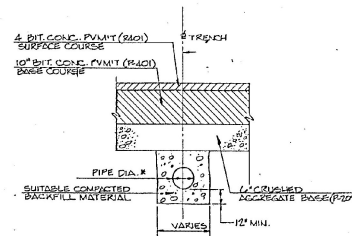
"AS BUILT"

ENGINEER/ARCHITECT	
PROJECT NO. 37716	
HOYLE, TANNER & ASSOCIATES, INC. INCORPORATED IN VERMONT First Commerce Park North - Bedford NH 03102 - (603) 886-1555 Computer	
DESIGNED BY: JED	CHECKED BY: JED
DRAWN BY: HAW	DATE: MARCH 1988
SCALE: AS SHOWN	DATE: MARCH 1988
BURLINGTON INTERNATIONAL AIRPORT SOUTH BURLINGTON, VERMONT RECONSTRUCT TERMINAL APRON-PHASE I	
DRAWING NO. 7	
SHEET 7 OF 20	



PIPE DIAMETER	TRENCH WIDTH
UP TO 12"	36"
UP TO 24"	10 PLUS 24"
OVER 24"	2 X 10 OF PIPE

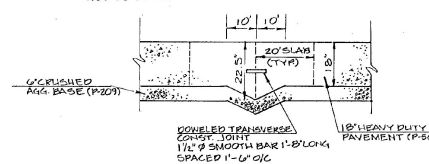
STA 15+71 TO STA 19+00



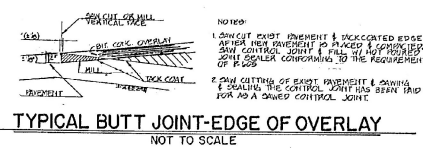
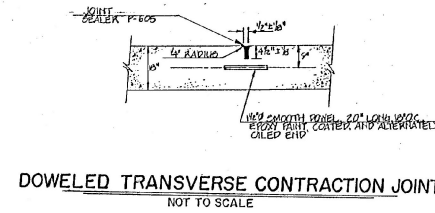
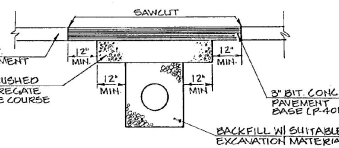
PIPE DIAMETER	TRENCH WIDTH
UP TO 12"	36"
UP TO 24"	10 PLUS 24"
OVER 24"	2 X 10 OF PIPE

STA 19+00 TO STA 21+50

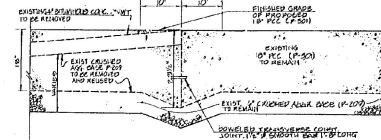
TYPICAL DRAINAGE PIPE DETAILS FOR TERMINAL APRON



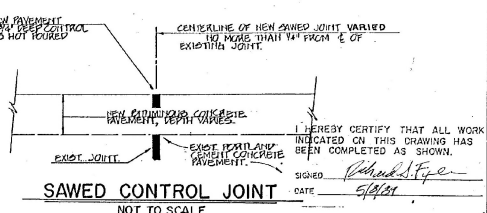
TYPICAL PAVEMENT REPAIR SECTION



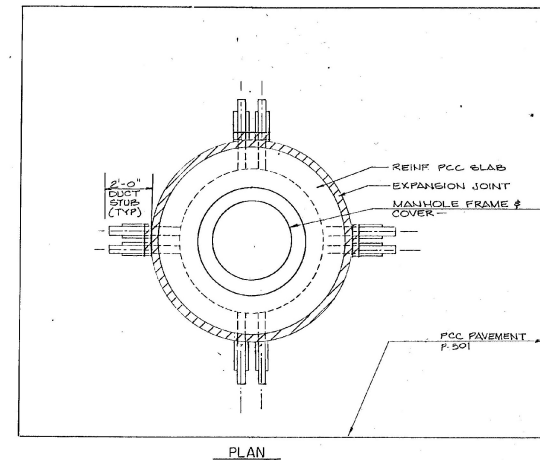
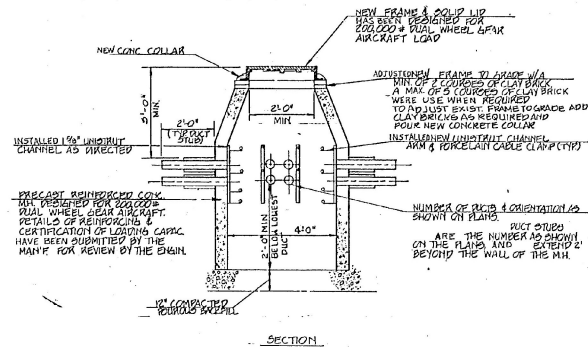
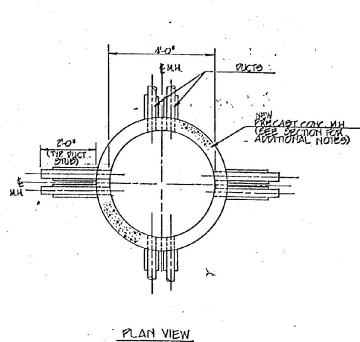
THICKENED EDGE DETAIL AT STA. 21+50



SAWED CONTROL JOINT

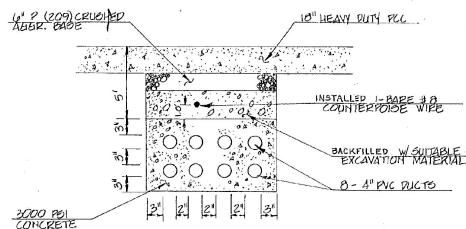


ENGINEER/ARCHITECT		PROJECT NO. 3776		DATE MARCH 1988		SCALE AS SHOWN		PAVEMENT & DRAINAGE DETAILS	
HOYLE, TAMER & ASSOCIATES, INC.		BURLINGTON INTERNATIONAL AIRPORT SOUTH BURLINGTON, VERMONT		RECONSTRUCT TERMINAL APRON-PHASE II		DRAWING NO. 9		SHEET 9 OF 20	
DESIGNED BY: JED		CHECKED BY: JED		DATE: 5/8/81		SIGNATURE: [Signature]		I HEREBY CERTIFY THAT ALL WORK INDICATED ON THIS DRAWING HAS BEEN COMPLETED AS SHOWN.	
REVIEWED AS BUILT		DATE: 5/8/81		DATE: 5/8/81		DATE: 5/8/81		DATE: 5/8/81	



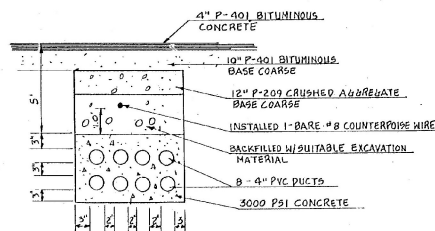
ELECTRICAL MANHOLE DETAIL #1,2,3,7,8
NOT TO SCALE

NOT TO SCALE



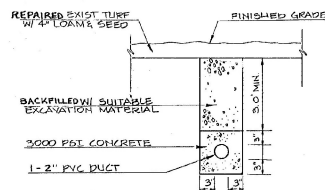
4"-8-WAY CONCRETE ENCASED DUCTS
NOT TO SCALE

NOT TO SCALE



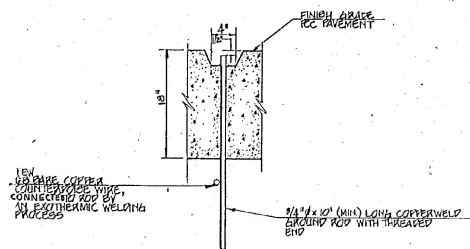
2"-1-WAY UNENCASED DUCT
NOT TO SCALE

NOT TO SCALE



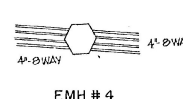
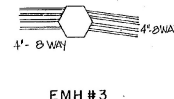
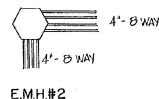
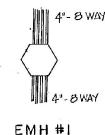
2"-1WAY CONCRETE ENCASED DUCT

NOT TO SCALE



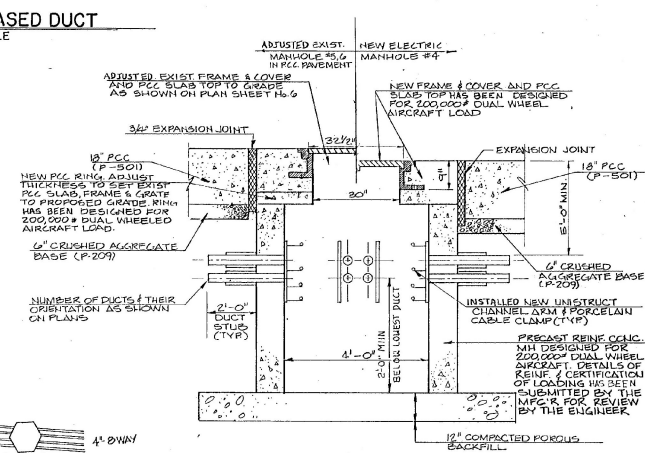
GROUND RECEPTACLE

NOT TO SCALE



ELECTRICAL MANHOLE DUCT LAYOUT

NOT TO SCALE



DETAIL-ELECTRICAL MANHOLES #4,5,6

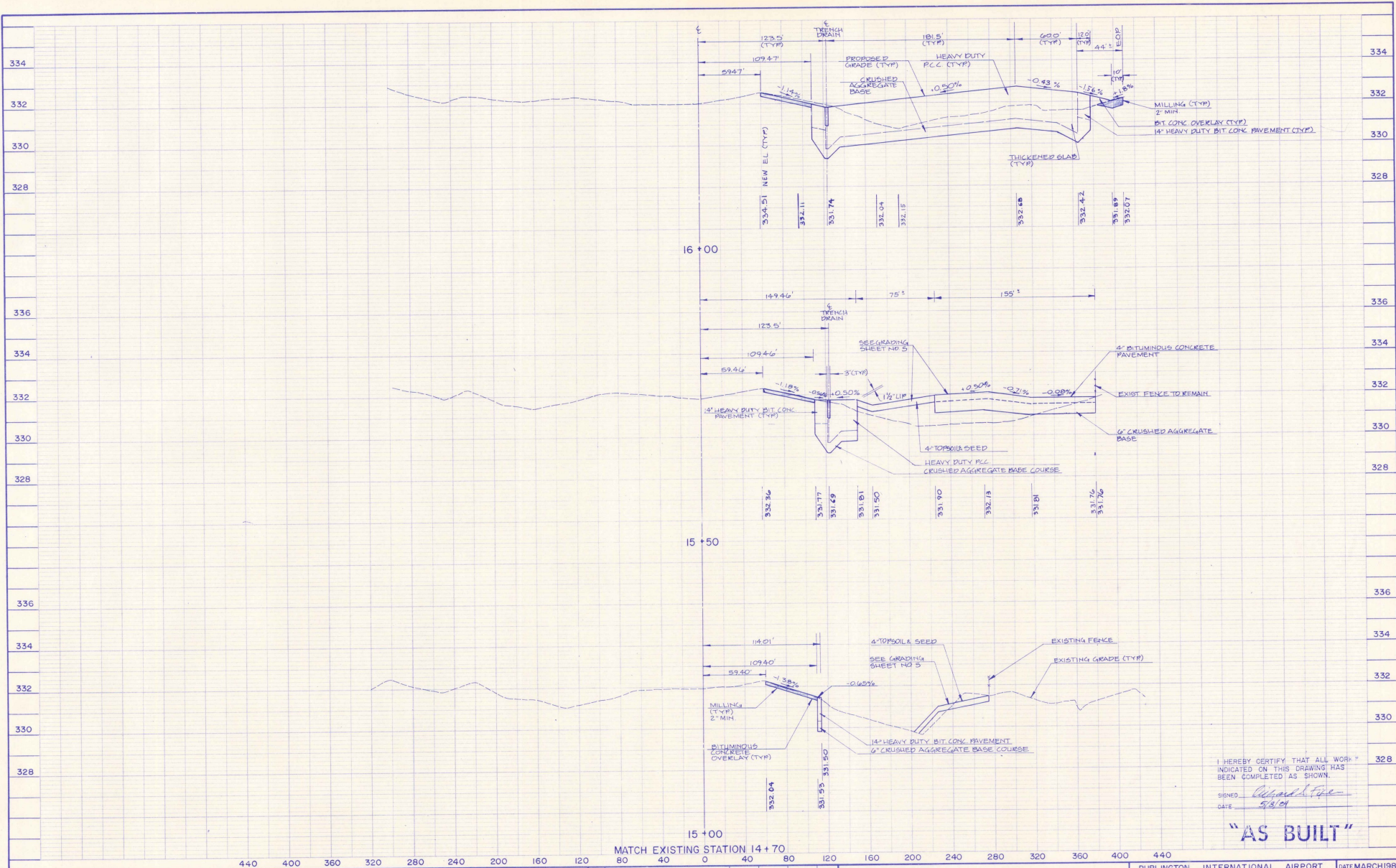
NOT TO SCALE

I HEREBY CERTIFY THAT ALL WORK
INDICATED ON THIS DRAWING HAS
BEEN COMPLETED AS SHOWN.

SIGNED Richard S. Frier
DATE 5/8/81

"AS BUILT"

BURLINGTON INTERNATIONAL AIRPORT SOUTH BURLINGTON, VERMONT RE-CONSTRUCT TERMINAL, PHASE II		Hoyle, Tanner & Associates, Inc. architect-engineers-planners  Five Corners Park North Bedford NH 03112 603/688-5555 Companies		PROJECT NO. 37716		REVISED "AS-DRAWN" DESCRIPTION		DATE	
DRAWING NO. 10		SCALE AS SHOWN DATE: MARCH 1988 DES BY: [blank] DR BY: [blank]		CHECK BY: [blank] J.D.		REV BY DATE		DATE	



I HEREBY CERTIFY THAT ALL WORK INDICATED ON THIS DRAWING HAS BEEN COMPLETED AS SHOWN.
 SIGNED: *Richard J. Taylor*
 DATE: 5/8/01

"AS BUILT"

SCALE: 1" = 40' HORIZ.
 1" = 2' VERT.

MATCH EXISTING STATION 14+70

REV	DESCRIPTION	BY	CHKD	APPD	DATE
1	REVISED "AS-BUILT"	BN	BN	BN	1/20

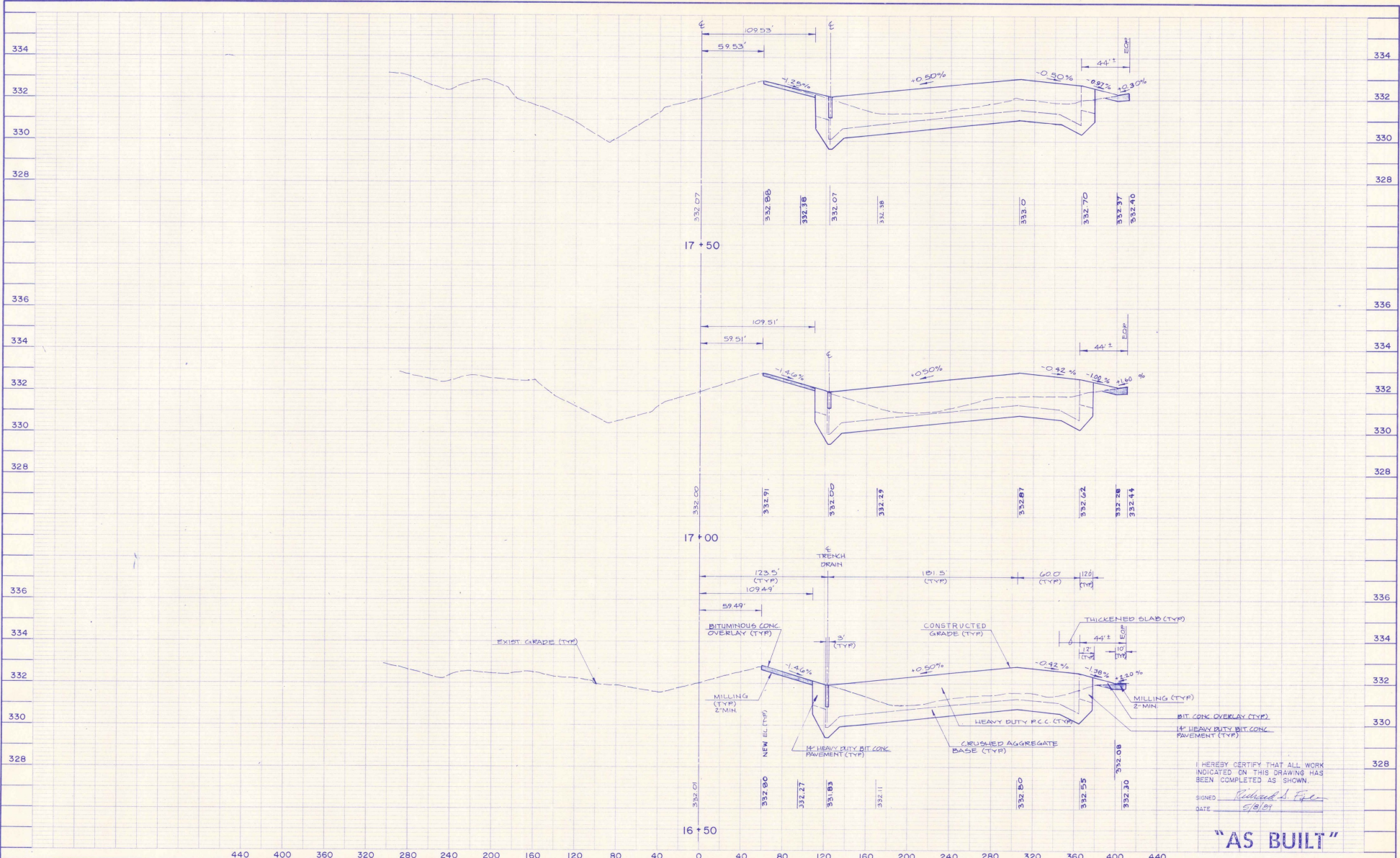
Hoyle, Tanner & Associates, Inc. **HTA** engineers
 Five Commerce Park North • Bedford, NH 03102 • (603) 869-5551
 Companies architects planners

BURLINGTON INTERNATIONAL AIRPORT
 RECONSTRUCT TERMINAL APRON - PHASE II

CROSS SECTIONS
 STA 15+00 TO STA 16+00

DATE: MARCH 1996
 DRAWING NO. 11
 SHEET NO. 11 of 20

AIP PROJECT NO. 3-50-0005-11



HEREBY CERTIFY THAT ALL WORK
INDICATED ON THIS DRAWING HAS
BEEN COMPLETED AS SHOWN.
SIGNED: *Richard S. Ege*
DATE: 5/9/01

"AS BUILT"

SCALE: 1" = 40' HORIZ.
1" = 2' VERT.

REV	DESCRIPTION	BY	CHKD BY	APPD BY	DATE

Hoyle, Tanner & Associates, Inc. **HTA** engineers
Five Commerce Park North • Bedford, NH 03102 • 603/669-5555
architects
planners
Companies

BURLINGTON INTERNATIONAL AIRPORT
RECONSTRUCT TERMINAL APRON-PHASE II

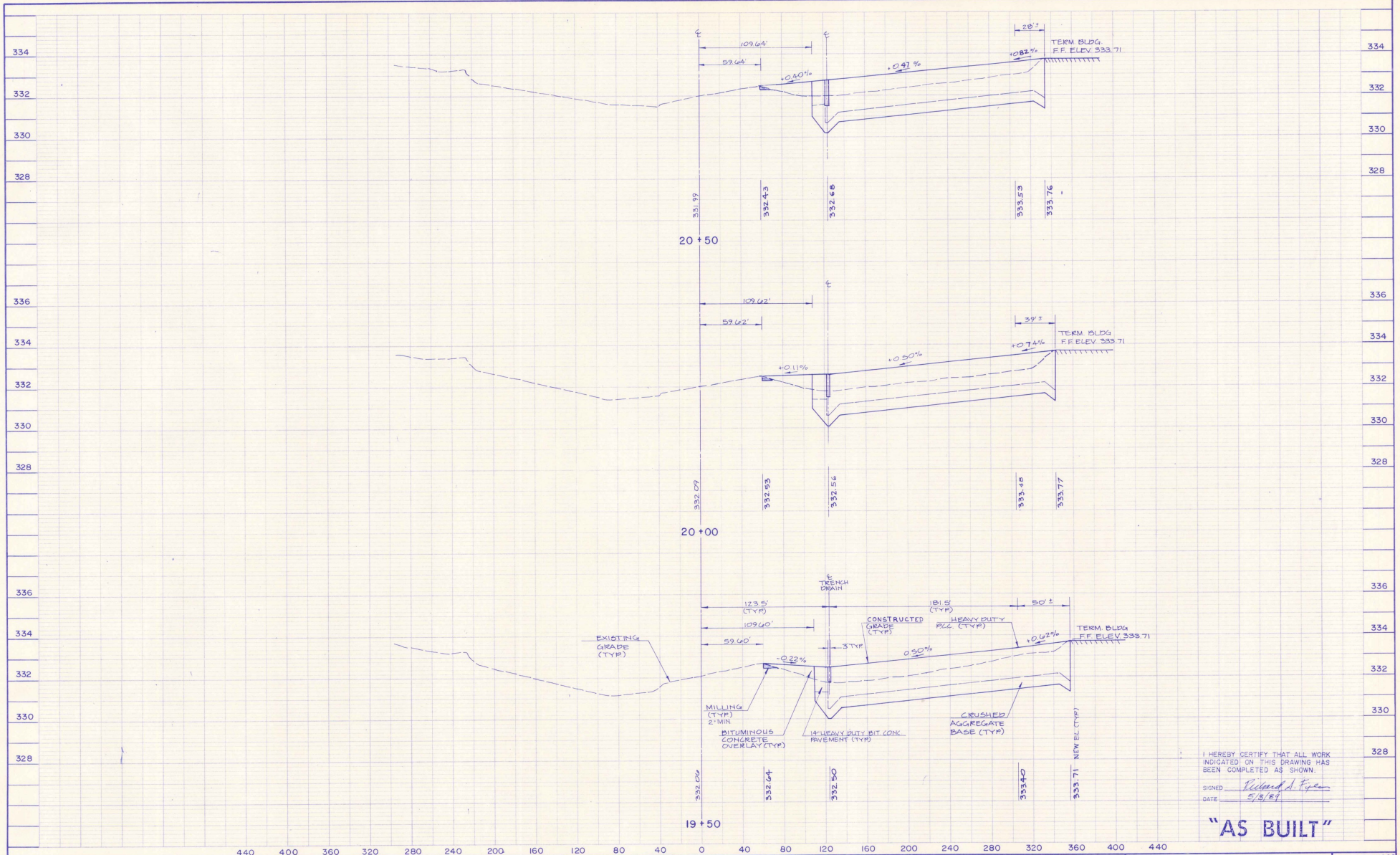
CROSS SECTIONS
STA. 16+50 TO STA. 17+50

DATE: MARCH 1998
DRAWING NO. 12
SHEET NO. 12 of 20

AIP PROJECT NO. 3-50-0005-1 I

REVISION: 1/01, 4/01, 5/01, 6/01, 7/01, 8/01, 9/01, 10/01, 11/01, 12/01

PROPERTY OF HOYLE, TANNER & ASSOCIATES, INC.



I HEREBY CERTIFY THAT ALL WORK INDICATED ON THIS DRAWING HAS BEEN COMPLETED AS SHOWN.
 SIGNED: *Richard A. Fagan*
 DATE: 5/3/84

"AS BUILT"

SCALE: 1" = 40' HORIZ.
 1" = 2' VERT.

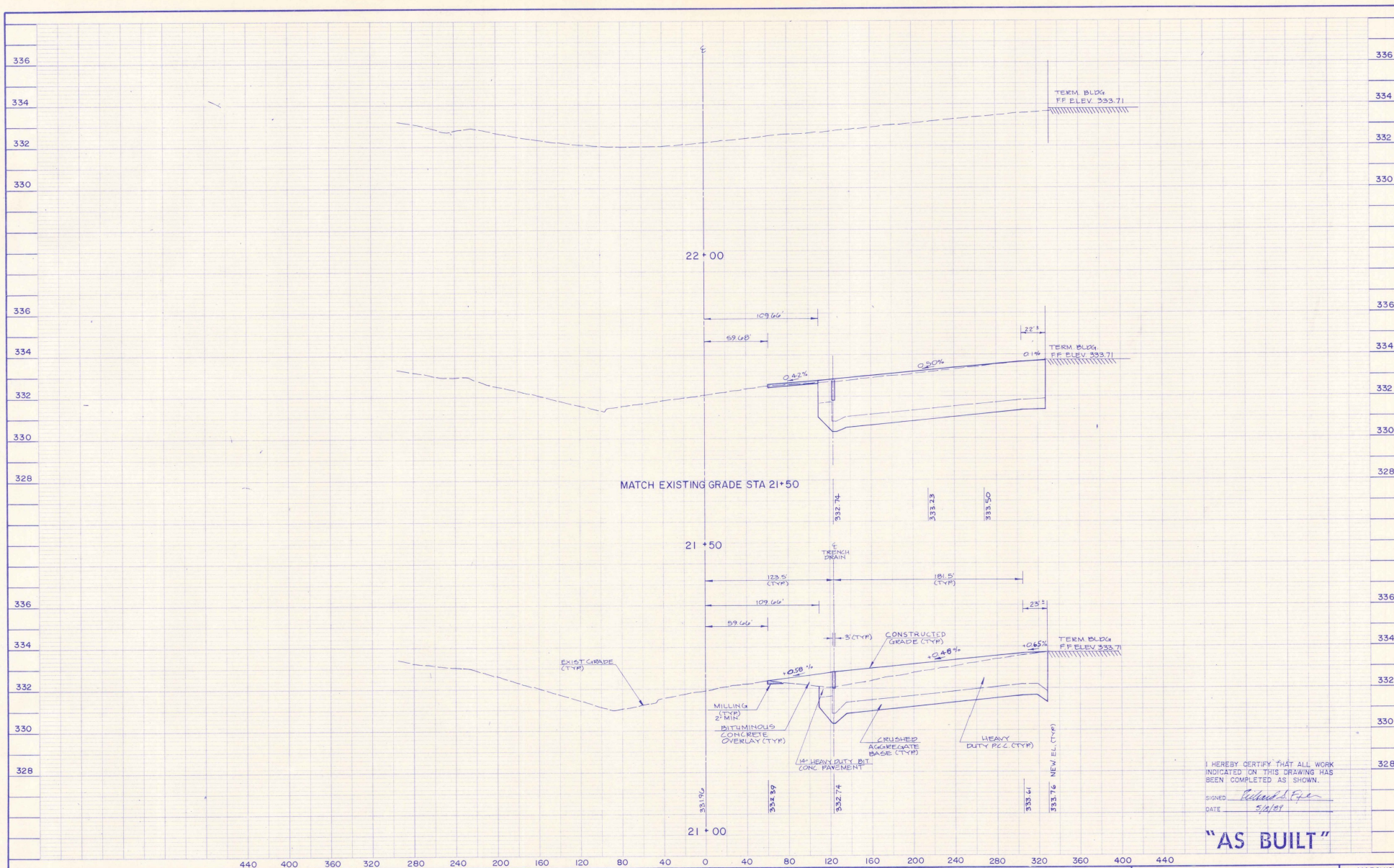
REV	DESCRIPTION	DATE	BY	CHKD BY	APPD BY	DATE
1	REVISED "AS BUILT"	5/3/84				

Hoyle, Tanner & Associates, Inc. **HTA** engineers architects planners
 Five Commerce Park North • Bedford, NH 03102 603/669-5555

BURLINGTON INTERNATIONAL AIRPORT
 RECONSTRUCT TERMINAL APRON - PHASE II
CROSS SECTIONS
 STA. 19+50 TO STA. 20+50

DATE: MARCH 1988
 DRAWING NO. **14**
 SHEET NO. 14 of 20

AIP PROJECT NO. 3-50-0005-11



I HEREBY CERTIFY THAT ALL WORK INDICATED ON THIS DRAWING HAS BEEN COMPLETED AS SHOWN.

SIGNED: Richard J. Fagan
DATE: 5/9/87

"AS BUILT"

SCALE: 1" = 40' HORIZ.
1" = 2' VERT.

REV	DESCRIPTION	DR BY	CHKD BY	APPD BY	DATE
1	AS BUILT				

Hoyle, Tanner & Associates, Inc. **HTA** engineers
Five Commerce Park North • Bedford, NH 03110 603/669-5555
Companies architects planners

BURLINGTON INTERNATIONAL AIRPORT
RECONSTRUCT TERMINAL APRON-PHASE II

CROSS SECTIONS
STA. 21+00 TO STA. 22+00

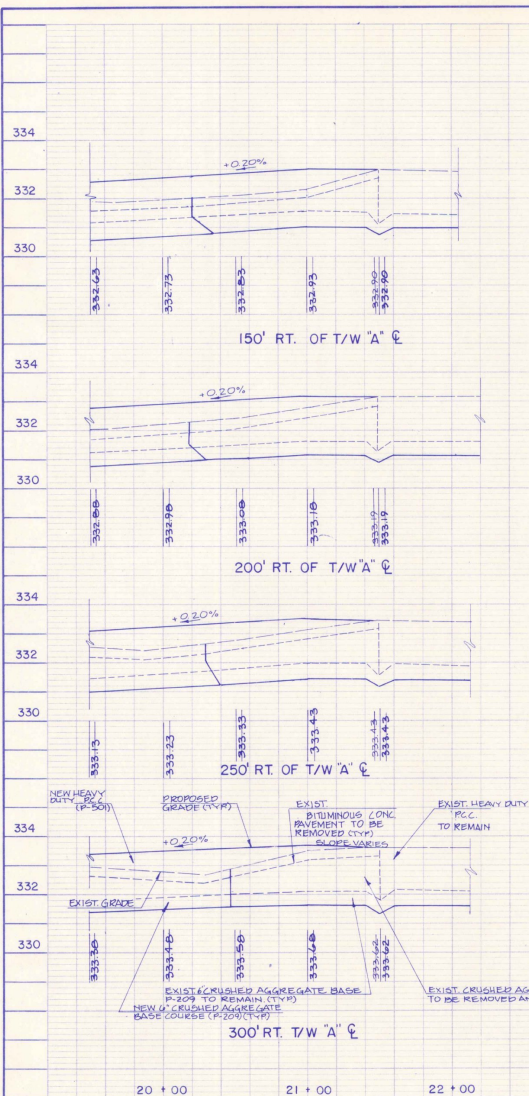
DATE: MARCH 1988

DRAWING NO.

15

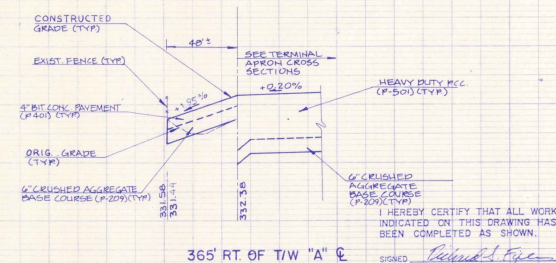
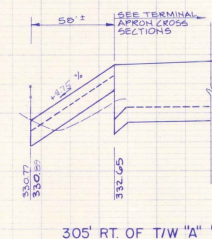
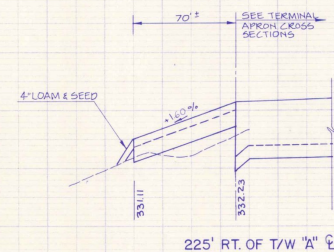
SHEET NO. 15 of 20

AIP PROJECT NO. 3-50-0005-11



TERMINAL APRON PROFILES

SEE APRON CROSS SECTION FOR AS-BUILT INFO.



I HEREBY CERTIFY THAT ALL WORK INDICATED ON THIS DRAWING HAS BEEN COMPLETED AS SHOWN.

SIGNED: *Richard E. [Signature]*
DATE: 5/12/04

"AS BUILT"

AIRCRAFT GROUND EQUIPMENT STORAGE AREA PROFILES

SCALE: 1" = 40' HORIZ.
2" = 2' VERT.

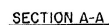
REV	DESCRIPTION	DR BY	CHKD BY	APPD BY	DATE

Hoyle, Tanner & Associates, Inc. **HTA** engineers
Five Commerce Park North • Bedford, NH 03102 603/669-5555 architects
planners

BURLINGTON INTERNATIONAL AIRPORT
RECONSTRUCT TERMINAL APRON - PHASE II
MISCELLANEOUS PROFILES

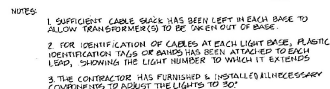
DATE: MARCH 1988
DRAWING NO.
16
SHEET NO.
16 of 20

AIP PROJECT NO. 3-50-0005-11

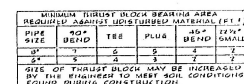


LOCATION	TYPE L-658R WHITE ON RED	TYPE L-658Y BLACK ON YELLOW
T/W B STA 2+40 RT	I-19	15-33

L-858 TAXIWAY HOLD SIGN SCHEDULE
NOT TO SCALE



LIGHT BASE INSTALLATION
FAA L-867 DETAIL
NOT TO SCALE



THRUST BLOCK DETAILS
NOT TO SCALE



SIGNED Richard S. Fife
DATE 5/8/89

"AS BUILT"

AIP PROJECT NO. 3-50-0005-11

TEST BORING LOG

PROJECT: BURLINGTON INTERNATIONAL AIRPORT
 DRAWING NO.: 37716
 SHEET NO.: 20 OF 20
 DATE: 10/10/1998

TEST BORING NO.: 101
 LOCATION: 101
 DATE: 10/10/1998

DEPTH (FEET)	SOIL TYPE	WATER LEVEL (FEET)	REMARKS
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TEST BORING LOG

PROJECT: BURLINGTON INTERNATIONAL AIRPORT
 DRAWING NO.: 37716
 SHEET NO.: 20 OF 20
 DATE: 10/10/1998

TEST BORING NO.: 102
 LOCATION: 102
 DATE: 10/10/1998

DEPTH (FEET)	SOIL TYPE	WATER LEVEL (FEET)	REMARKS
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TEST BORING LOG

PROJECT: BURLINGTON INTERNATIONAL AIRPORT
 DRAWING NO.: 37716
 SHEET NO.: 20 OF 20
 DATE: 10/10/1998

TEST BORING NO.: 103
 LOCATION: 103
 DATE: 10/10/1998

DEPTH (FEET)	SOIL TYPE	WATER LEVEL (FEET)	REMARKS
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TEST BORING LOG

PROJECT: BURLINGTON INTERNATIONAL AIRPORT
 DRAWING NO.: 37716
 SHEET NO.: 20 OF 20
 DATE: 10/10/1998

TEST BORING NO.: 104
 LOCATION: 104
 DATE: 10/10/1998

DEPTH (FEET)	SOIL TYPE	WATER LEVEL (FEET)	REMARKS
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TEST BORING LOG

PROJECT: BURLINGTON INTERNATIONAL AIRPORT
 DRAWING NO.: 37716
 SHEET NO.: 20 OF 20
 DATE: 10/10/1998

TEST BORING NO.: 105
 LOCATION: 105
 DATE: 10/10/1998

DEPTH (FEET)	SOIL TYPE	WATER LEVEL (FEET)	REMARKS
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