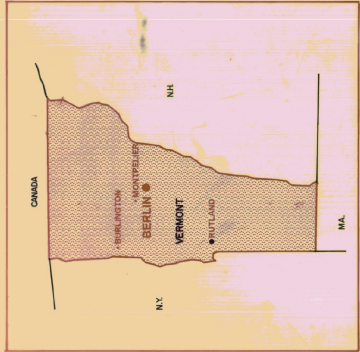


1996
AIR 04-5027
F.F. KNAPP PARALLEL TAXIWAY
894.049



LOCATION MAP



VICINITY MAP

FEDERAL AVIATION ADMINISTRATION
Approved _____ Date _____
Manager, Airports Engineering Safety Branch

VERMONT AGENCY OF TRANSPORTATION
Approved _____ Date 7-15-94
Director of Engineering Construction

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL AVIATION ADMINISTRATION AND THE STANDARDS SPECIFICATIONS FOR AIRPORTS AND AIRWAYS OF THE FEDERAL AVIATION ADMINISTRATION ON MARCH 15, 1990. ANY REVISIONS TO THESE PLANS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

REVISED 9/17/95 PLD

SHEET NUMBER	TITLE
1	QUANTITY SHEET
2	SITE PLAN
3	PARALLEL TAXIWAY PLAN AND PROFILE
4	STUB TAXIWAY PLAN AND PROFILE
5	TAXIWAY LIGHTING PLAN
6	TAXIWAY MARKING AND SIGN PLAN
7	ELECTRICAL DETAILS
8	TAXIWAY CROSS SECTIONS
9	EL ELEVATION
10-16	SOIL BORING AND TEST PFT DATA
17	STANDARDS
18	06-01-94
19	06-01-94

INDEX OF SHEETS

Consulting Engineers

Other
Name
Address
City
State
Zip
Telephone
Fax
E-mail

Associated Engineer
Name
Address
City
State
Zip
Telephone
Fax
E-mail

PLANS FOR

PARTIAL PARALLEL TAXIWAY TO RUNWAY

(35)

EDWARD F. KNAPP
TOWNSHIP

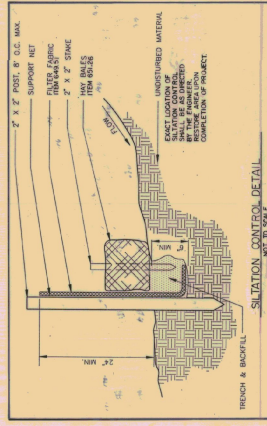
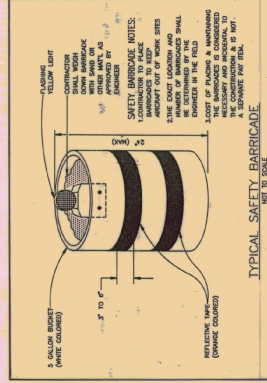
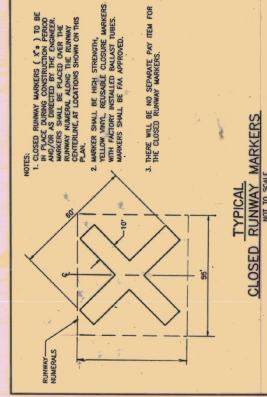
A.I.

RECORD PLANS
CONTRACTOR: Ray Cooley Const. Inc.
RESIDENT ENGINEER: Ray Cooley Const. Inc.
CONSTRUCTION PERMIT: Nov. 12, 1995
RECORD PLANS BY: R.R. Cooley
I HEREBY CERTIFY THAT ALL THE CONSTRUCTIONS REQUIRED BY THESE PLANS HAVE BEEN ACCOMPLISHED AS INDICATED.
BY: Raymond R. Cooley
DATE: Dec 10, 1997
RESIDENT ENGINEER

NOTE: Any further information concerning final quantities, amounts of materials required to this project may be found on microfiche in Central Files.

QUANTITY SHEET

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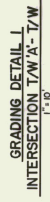
[illegible]



1. CONTRACTOR SHALL REMOVE EXISTING CHAIN LINK FENCE WITHIN 90' OF EDGE OF PAVEMENT.
2. EXISTING 1" DIAMETER CORROBATED CORRUGATED METAL PIPE SHALL BE CUT OFF AND CAPPED WITH A WATERPROOF GALVANIZED STEEL CAP BELOW NEW SUBGRADE MATERIAL. THIS WORK TO BE PAID UNDER ITEM 623.26. (40%)
3. EXISTING 3" DIAMETER CAST IRON WELL CASING SHALL BE CUT OFF AND RECAPPED WITH A WATERPROOF GALVANIZED STEEL CAP BELOW NEW SUBGRADE MATERIAL. THIS WORK TO BE PAID UNDER ITEM 623.26. (40%)
4. GUARDRAIL MARKER PLATE SHALL BE MANUFACTURED OF 0.060" THICK REFLECTORIZED ALUMINUM WITH ALTERNATING P-WIDE BLACK AND YELLOW STRIPES. THIS WORK TO BE PAID UNDER ITEM 623.26. (40%)
5. GUARDRAIL MARKER PLATE SHALL BE MANUFACTURED OF 0.060" THICK REFLECTORIZED ALUMINUM WITH ALTERNATING P-WIDE BLACK AND YELLOW STRIPES. THIS WORK TO BE PAID UNDER ITEM 623.26. (40%)

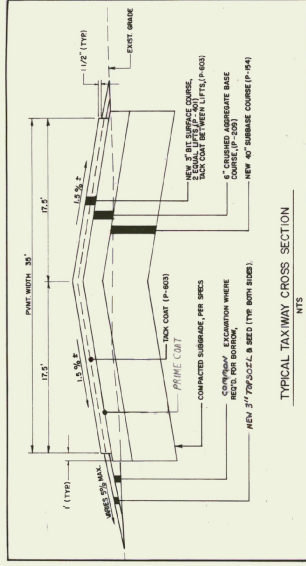
- [illegible]

- AB
LEGEND: *XXXXXX* disconnected
XXXXXX removed
~~~~~ not installed

AG No

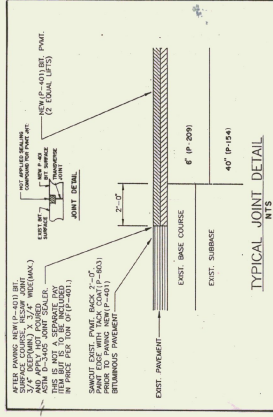
STATION	LOCATION	OFFICE
STATION NO.		
CR1	100-100	41%
CR2	100-100	42%
CR3	100-100	43%
CR4	100-100	44%
CR5	100-100	45%
CR6	100-100	46%
CR7	100-100	47%
CR8	100-100	48%
CR9	100-100	49%
CR10	100-100	50%
CR11	100-100	51%
CR12	100-100	52%
CR13	100-100	53%
CR14	100-100	54%
CR15	100-100	55%
CR16	100-100	56%
CR17	100-100	57%
CR18	100-100	58%
CR19	100-100	59%
CR20	100-100	60%
CR21	100-100	61%
CR22	100-100	62%
CR23	100-100	63%
CR24	100-100	64%
CR25	100-100	65%
CR26	100-100	66%
CR27	100-100	67%
CR28	100-100	68%
CR29	100-100	69%
CR30	100-100	70%
CR31	100-100	71%
CR32	100-100	72%
CR33	100-100	73%
CR34	100-100	74%
CR35	100-100	75%
CR36	100-100	76%
CR37	100-100	77%
CR38	100-100	78%
CR39	100-100	79%
CR40	100-100	80%
CR41	100-100	81%
CR42	100-100	82%
CR43	100-100	83%
CR44	100-100	84%
CR45	100-100	85%
CR46	100-100	86%
CR47	100-100	87%
CR48	100-100	88%
CR49	100-100	89%
CR50	100-100	90%
CR51	100-100	91%
CR52	100-100	92%
CR53	100-100	93%
CR54	100-100	94%
CR55	100-100	95%
CR56	100-100	96%
CR57	100-100	97%
CR58	100-100	98%
CR59	100-100	99%
CR60	100-100	100%

Rev.		Description	By



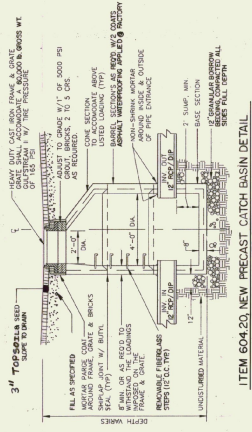
TYPICAL TAXIWAY CROSS SECTION

NTS



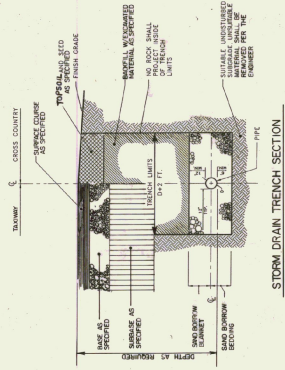
TYPICAL JOINT DETAIL

NTS



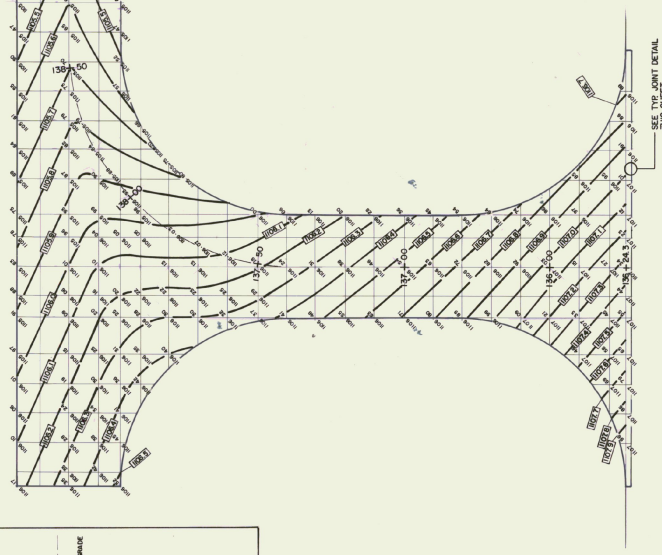
ITEM 604.20, NEW PRECAST CATCH BASIN DETAIL

NTS



STORM DRAIN TRENCH SECTION

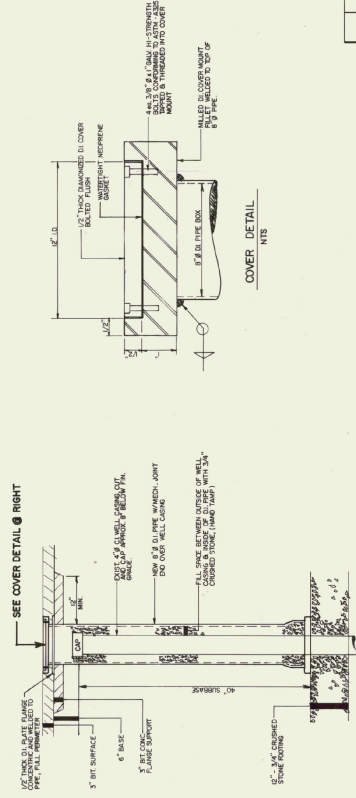
NTS



SEE TYP. JOINT DETAIL THIS SHEET

T/W 'A' GRADING DETAIL 2

Note: Grades do not apply due to revision



COVER DETAIL

NTS

FABRICATED PIPE BOX DETAIL

NTS

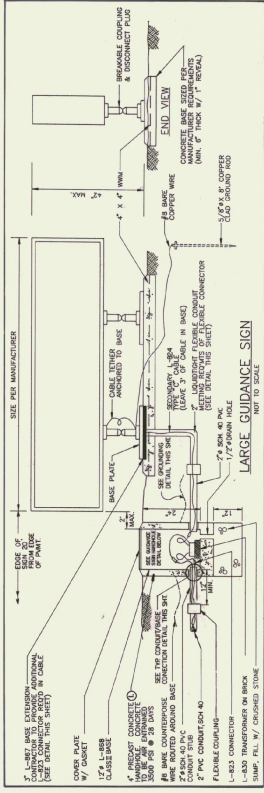
Rev.	Description


$$\frac{1''}{1' = 40''}$$

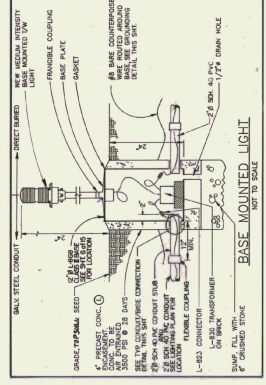
- a. CONNECT NEW T/W LIGHTING CIRCUIT TO EXISTING R/W LIGHT TRANSFORMER WITH L-233 CONNECTOR.
- b. NEW 2 X 4" CONCRETE ENCASED DUCT FOR FUTURE USE, ENDS CAPPED.
- c. RECONNECT R/W LIGHTING CIRCUIT WITH NEW CABLE AT EXISTING LIGHT USING L-233 CONNECTOR.

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 14" FROM EDGE OF PAVEMENT UNLESS OTHERWISE NOTED. SIGNS SHALL BE PLACED 20' FROM EDGE OF PAVEMENT. EXACT LOCATIONS FOR SIGNS SHALL BE DETERMINED BY THE ENGINEER.

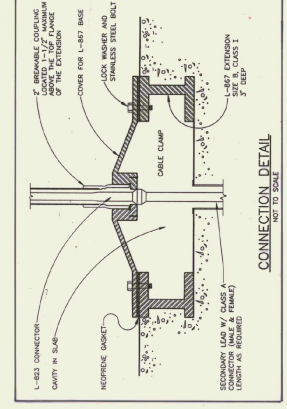
Rev.		Description	By



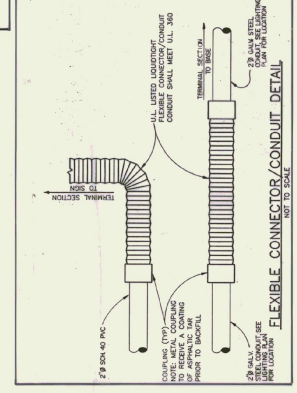
LARGE GUIDANCE SIGN
NOT TO SCALE



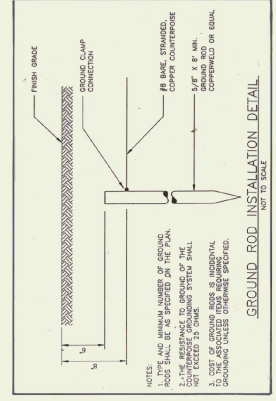
BASE MOUNTED LIGHT
NOT TO SCALE



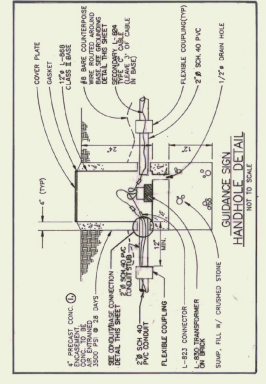
CONNECTION DETAIL
NOT TO SCALE



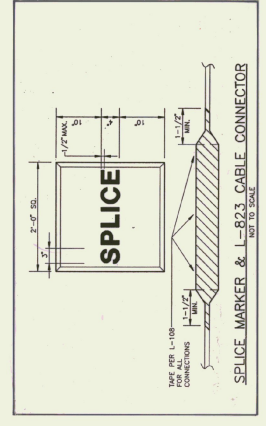
FLEXIBLE CONNECTOR/CONDUIT DETAIL
NOT TO SCALE



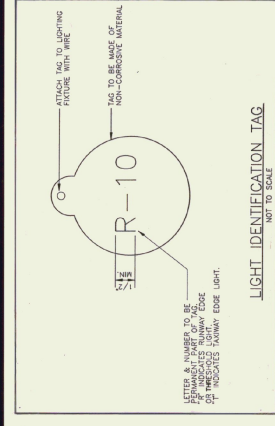
GROUND ROD INSTALLATION DETAIL
NOT TO SCALE



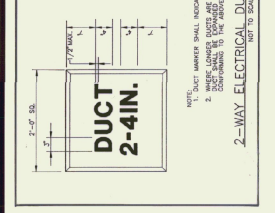
SPICE MARKER & L-823 CABLE CONNECTOR
NOT TO SCALE



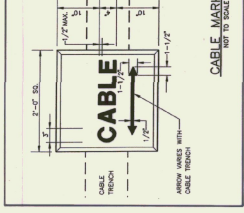
*** TYPICAL CONDUIT TRENCH DETAIL**
NOT TO SCALE



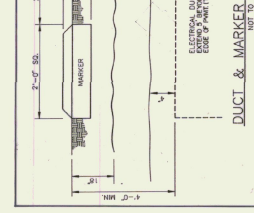
LIGHT IDENTIFICATION TAG
NOT TO SCALE



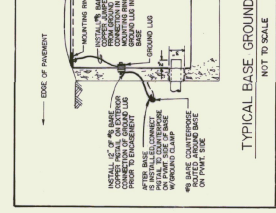
DUCT 2-4IN.
NOT TO SCALE



CABLE MARKER
NOT TO SCALE



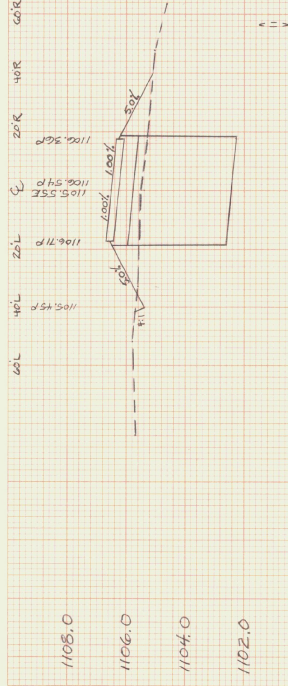
DUCT & MARKER
NOT TO SCALE



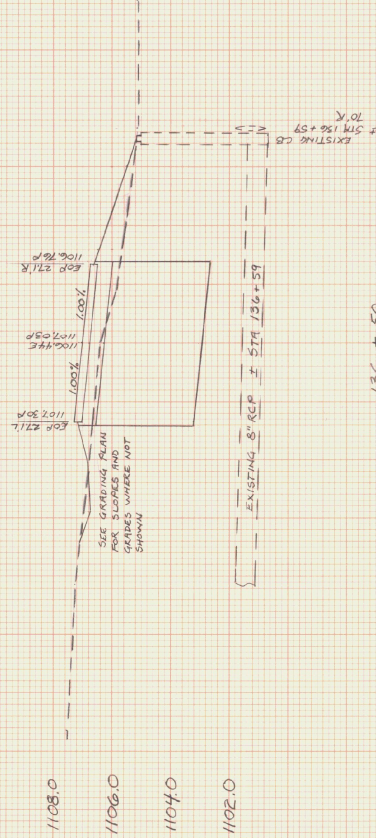
TYPICAL BASE GROUNDING
NOT TO SCALE

CONCRETE ENCASUREMENT IS NOT REQUIRED FOR SPECIFIED WORK.

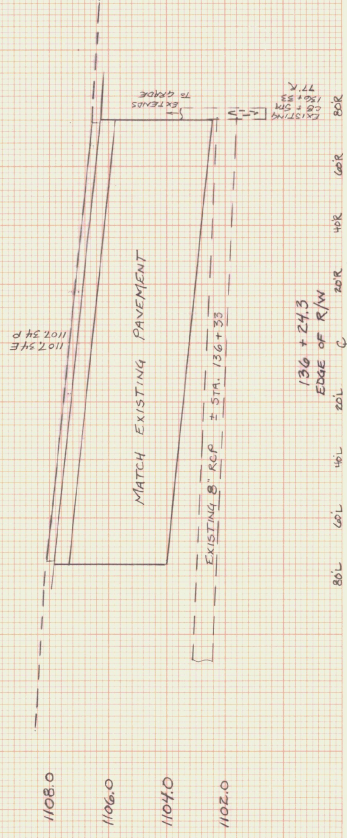
Rev.	Description



137+00

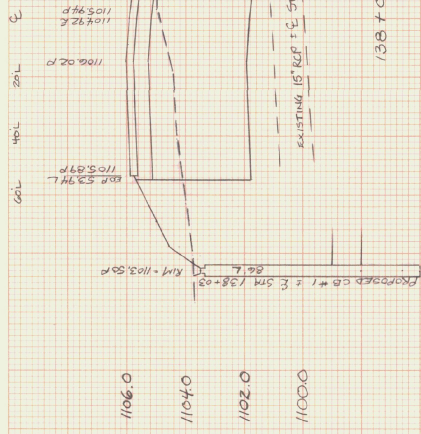


136+50

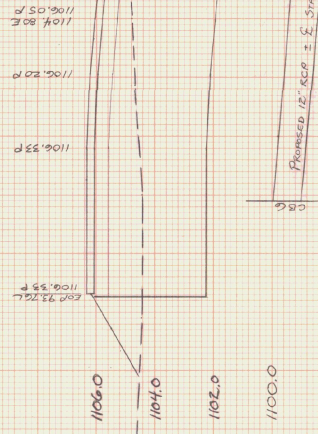


136+24.3

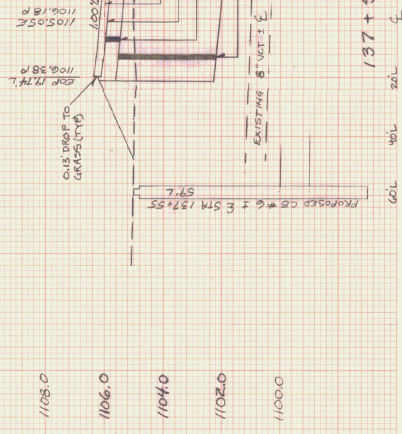
EDGE OF R/W



137+20



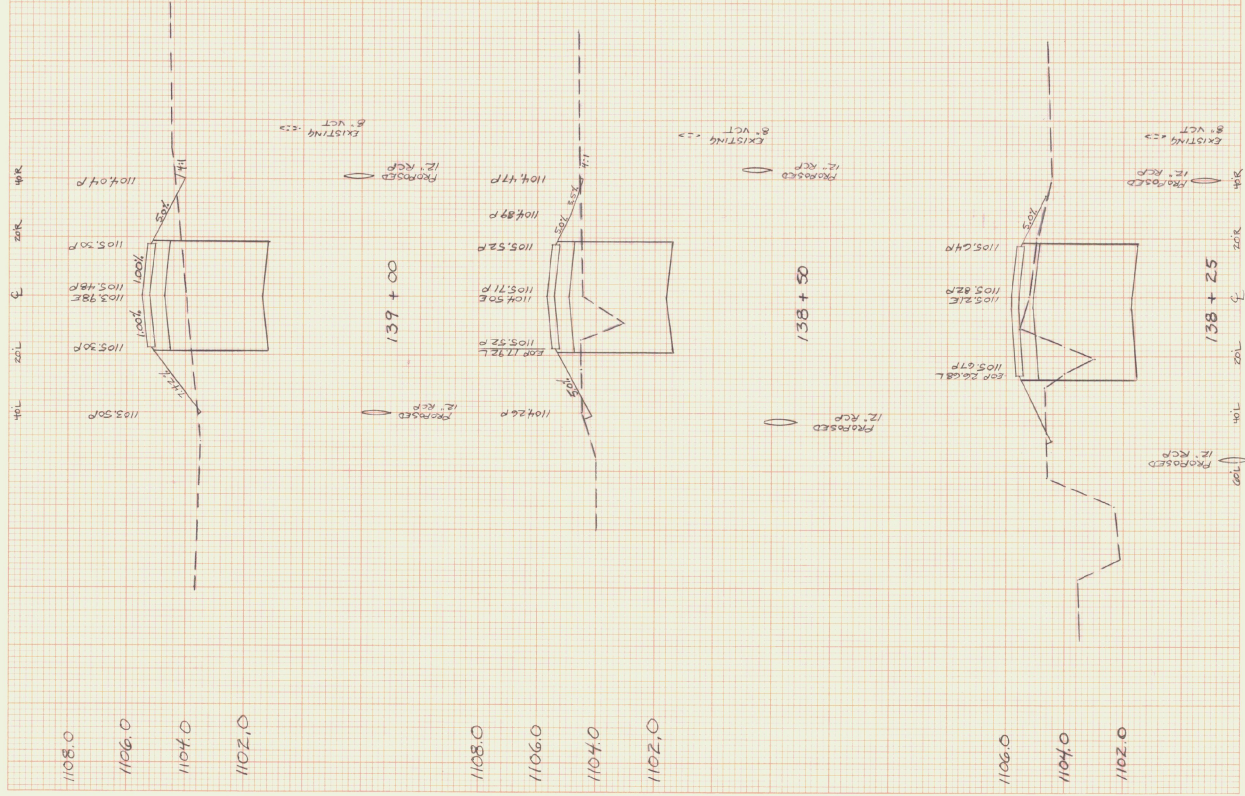
137+50



137+80

PLATE 3 FULL CROSS SECTION - FULL LINE
SCALE: 1\"/>

FINAL	
SURVEY	DATE
PLANNED	BY
DESIGNED	
CHECKED	
APPROVED	



ORIGINAL	
SURVEY	DATE
PLANNED	BY
DESIGNED	
CHECKED	
APPROVED	

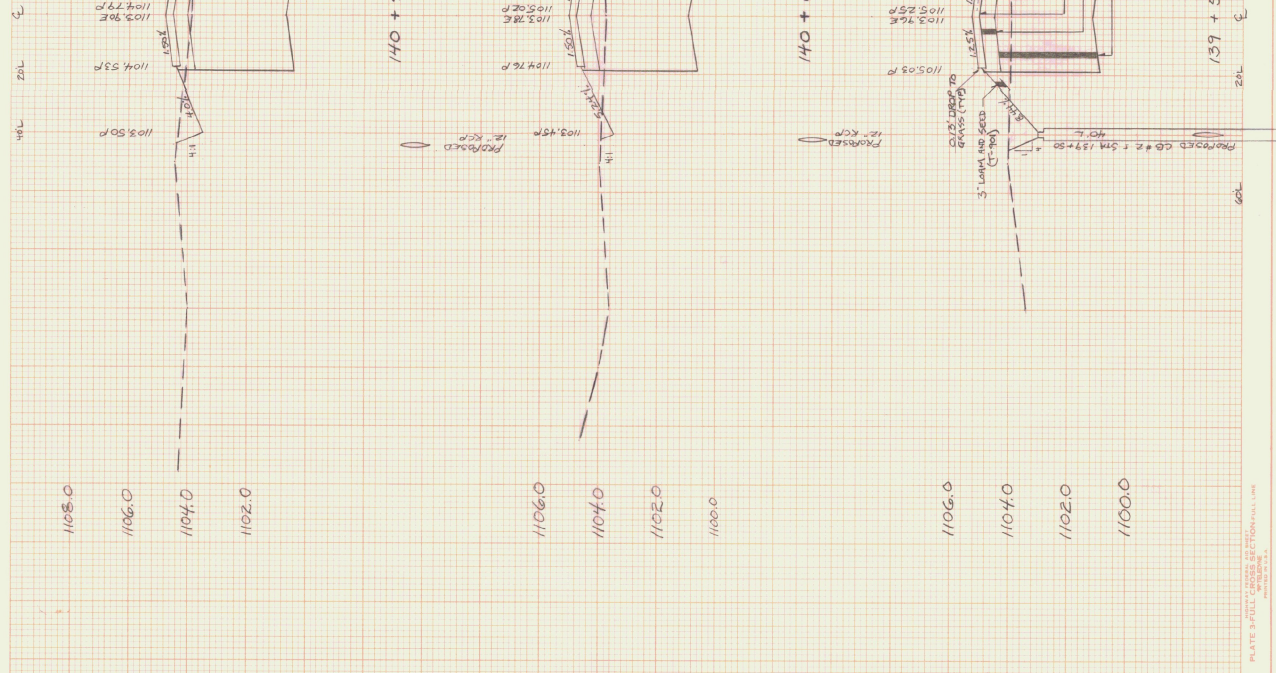
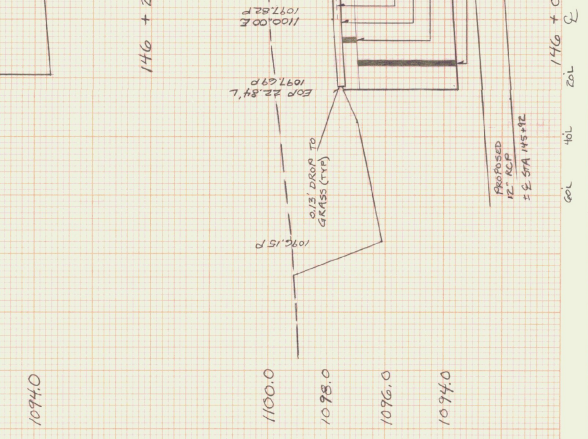
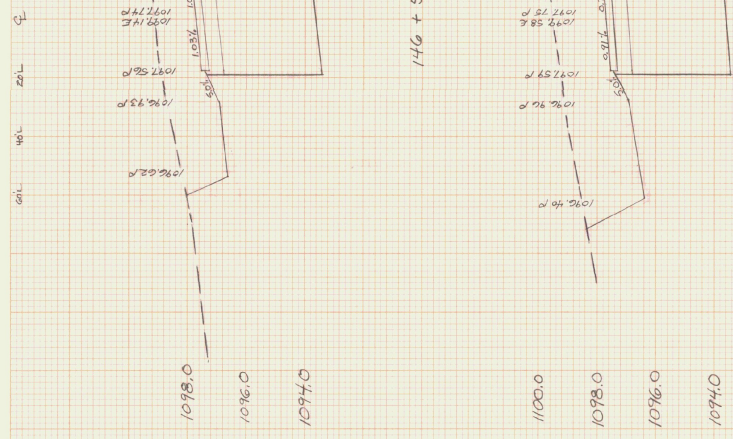
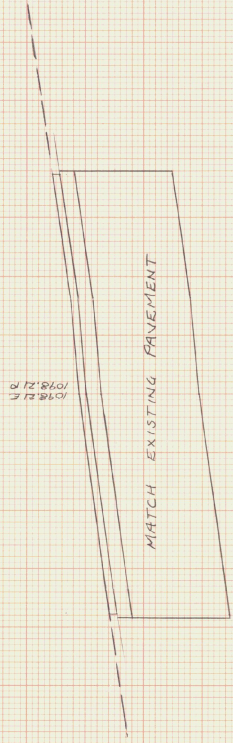


PLATE 3 FULL CROSS SECTION



NO.	DATE	BY	CHKD.

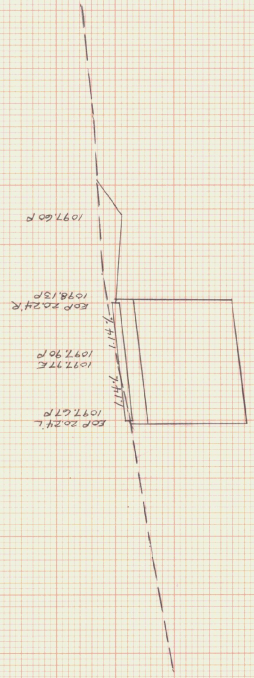
1100.0
1098.0
1096.0
1094.0



NO.	DATE	BY	CHKD.

1100.0
1098.0
1096.0

147 + 39.92
EDGE OF R/W

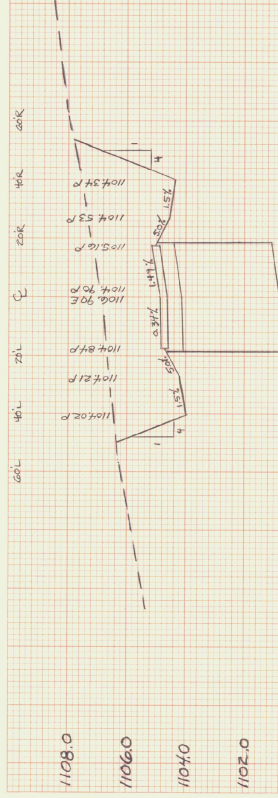


147 + 00

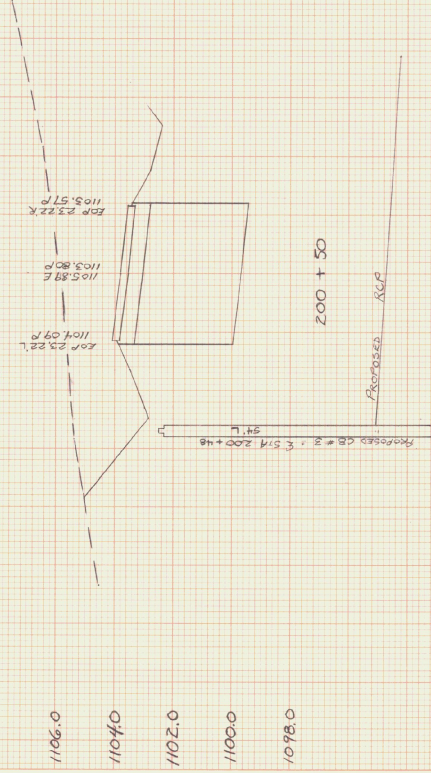
PLATE 5 FULL CROSS SECTION FOR FINAL LANE
ADJUSTED TO 147.5

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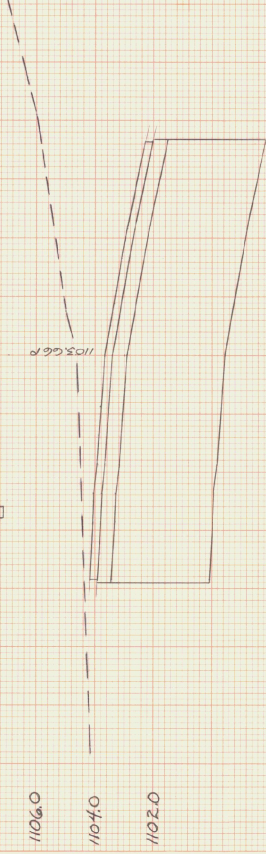
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6	10/10/10	10/10/10
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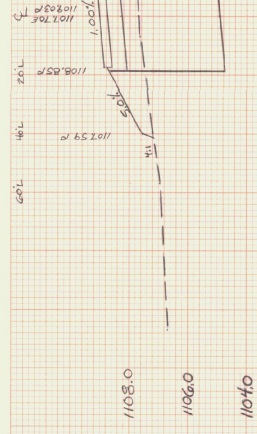
201+00



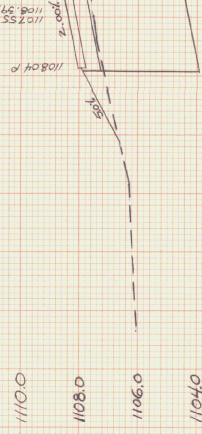
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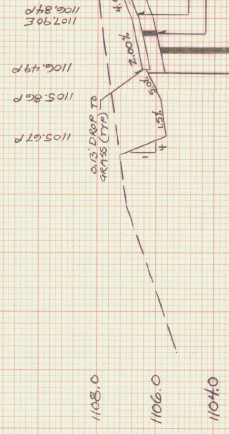
201+75
EDGE OF T/W



202+5

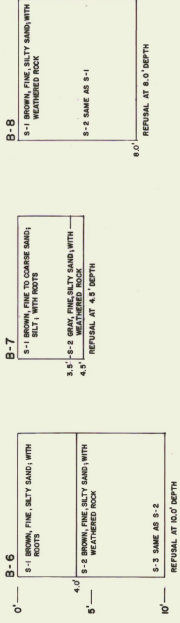
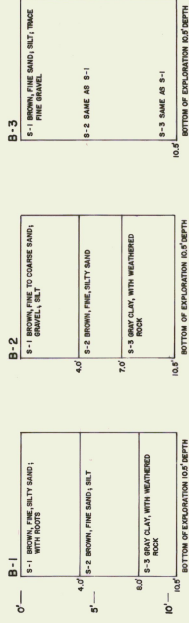
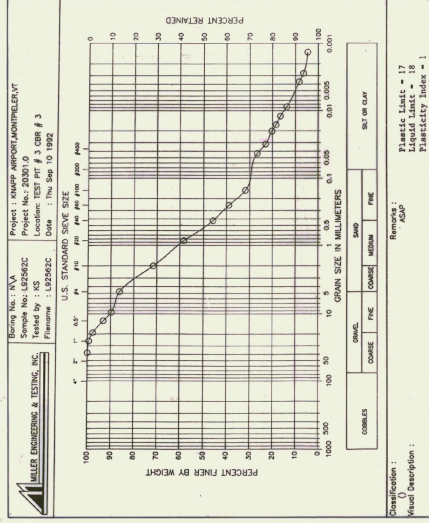
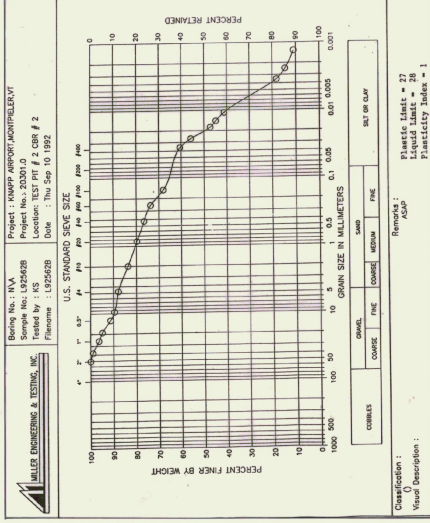
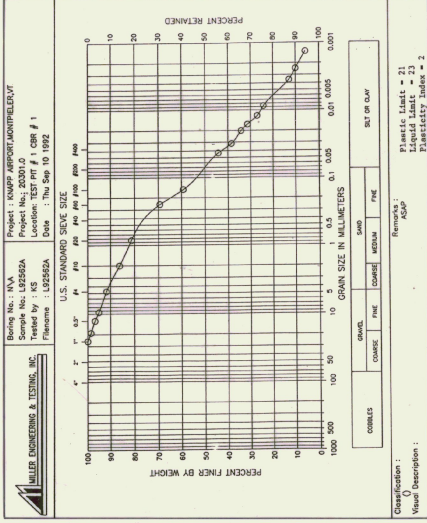


202+0



201+2

PLATE 3 FULL CROSS SECTIONAL LINE
10/10/10

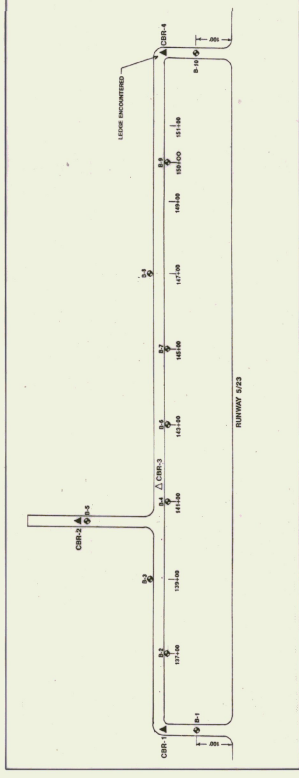


Test Pit #1, COR #1		COR Value
Depth	Penetration	
0 to 3 feet	0.1 inch	9.0
	0.2 inch	11.3

Test Pit #2, COR #2		COR Value
Depth	Penetration	
0 to 3 feet	0.1 inch	9.0
	0.2 inch	12.1

Test Pit #3, COR #3		COR Value
Depth	Penetration	
0 to 3 feet	0.1 inch	9.4
	0.2 inch	11.7

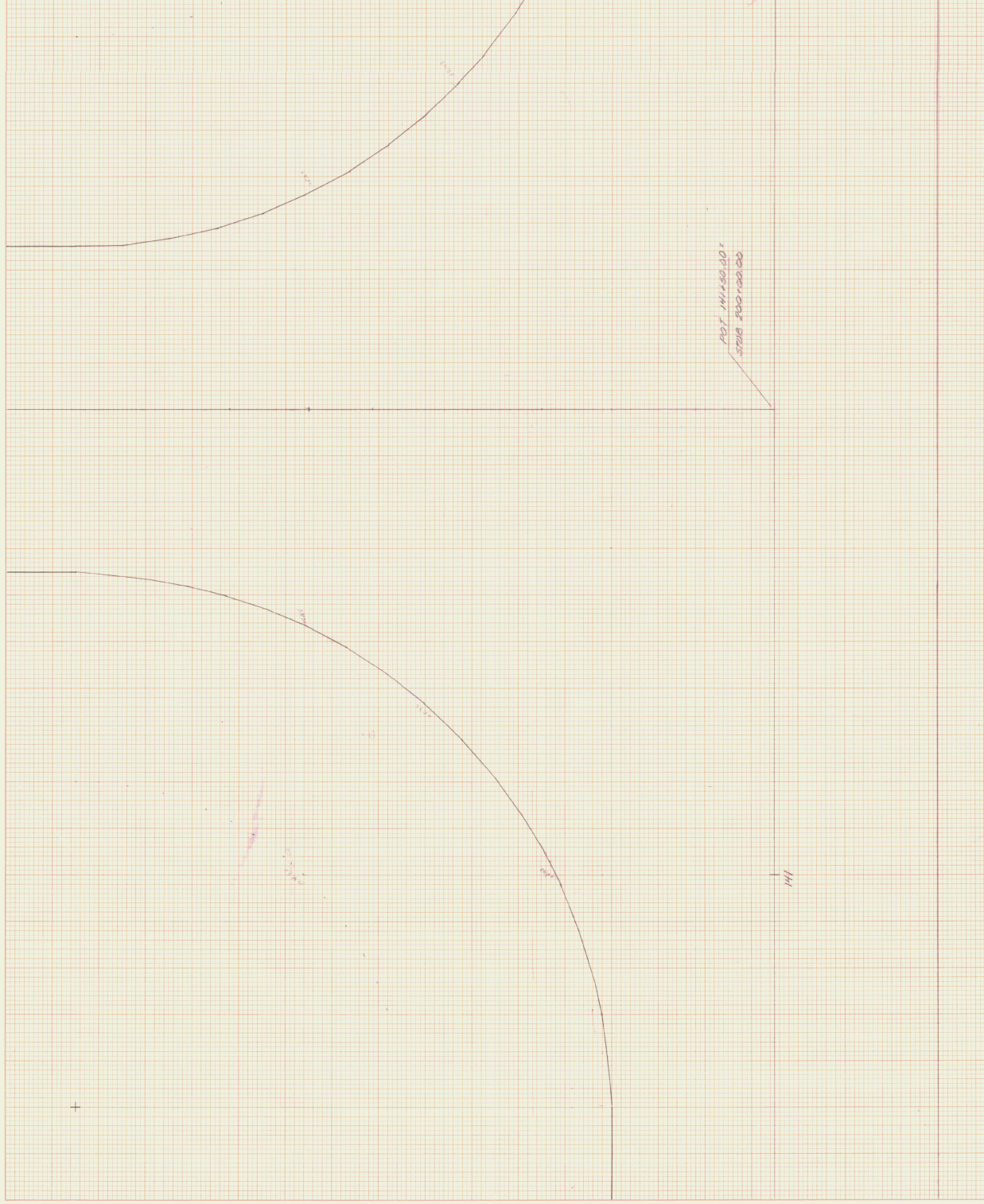
Test Pit #4, COR #4		COR Value
Depth	Penetration	
0 to 3 feet	0.1 inch	9.4
	0.2 inch	11.7



Rev.	Description

NO.	INAL	NOTE BOOK	NO.
	SAVEY	SURVEYED	
		PLOTTED	
		TEMPLE	
		AREAS	
		AREAS CHECKED	
	BY		
	DATE		





DATE	BY
FINAL	
SHEET	
REVISION	
DRAWN	
CHECKED	
APPROVED	
DATE	

DATE	BY
ORIGINAL	
SHEET	
REVISION	
DRAWN	
CHECKED	
APPROVED	
DATE	



NO.	DATE	BY	DATE
1	10/10/10	10/10/10	10/10/10
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10	10/10/10	10/10/10	10/10/10

NO.	DATE	BY	DATE
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7	10/10/10	10/10/10	10/10/10
8	10/10/10	10/10/10	10/10/10
9	10/10/10	10/10/10	10/10/10
10	10/10/10	10/10/10	10/10/10

PLATE 3 CROSS SECTION 407066 - Main in U.S.A.

Revised & Used Company

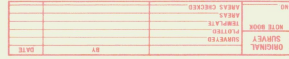
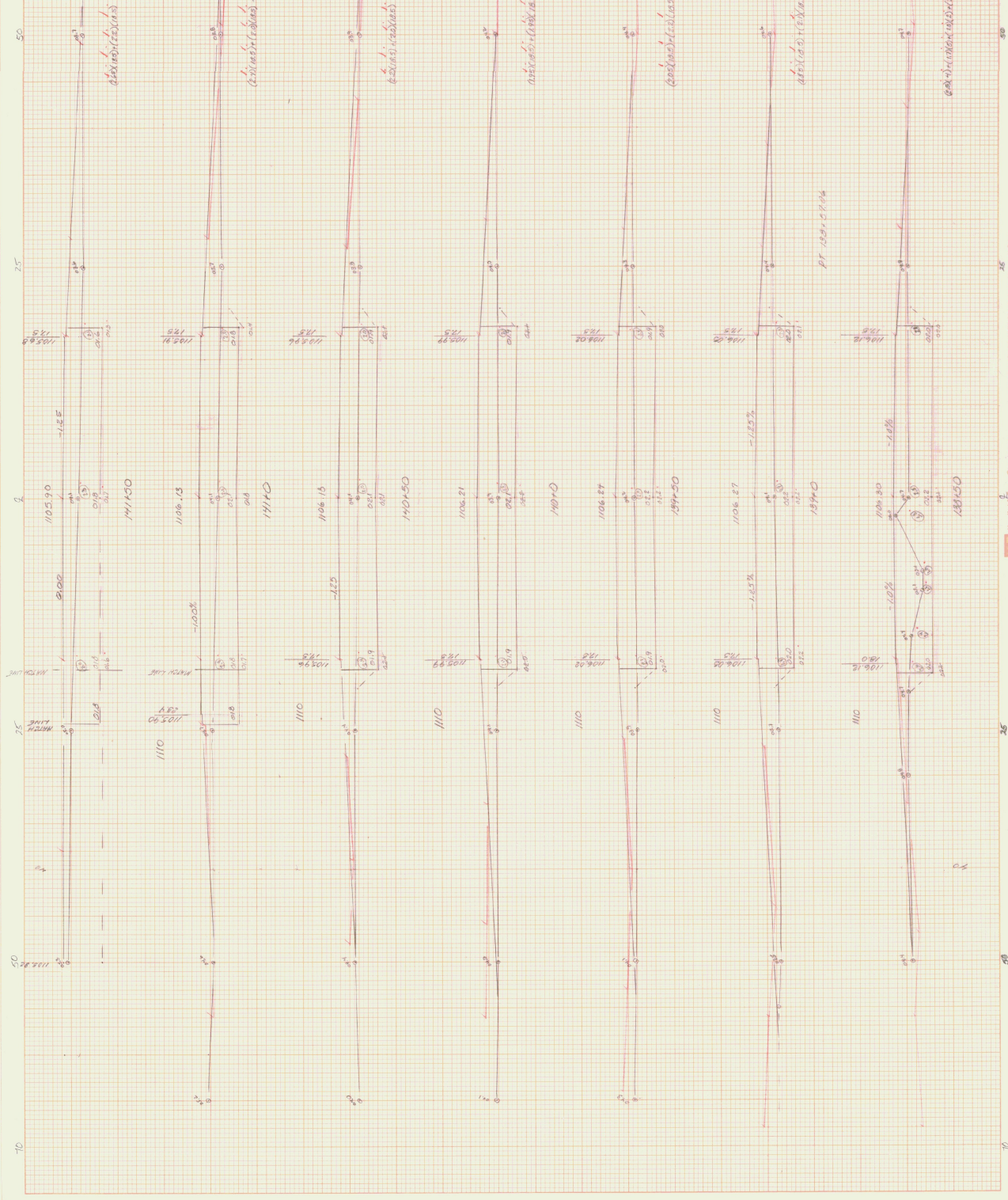


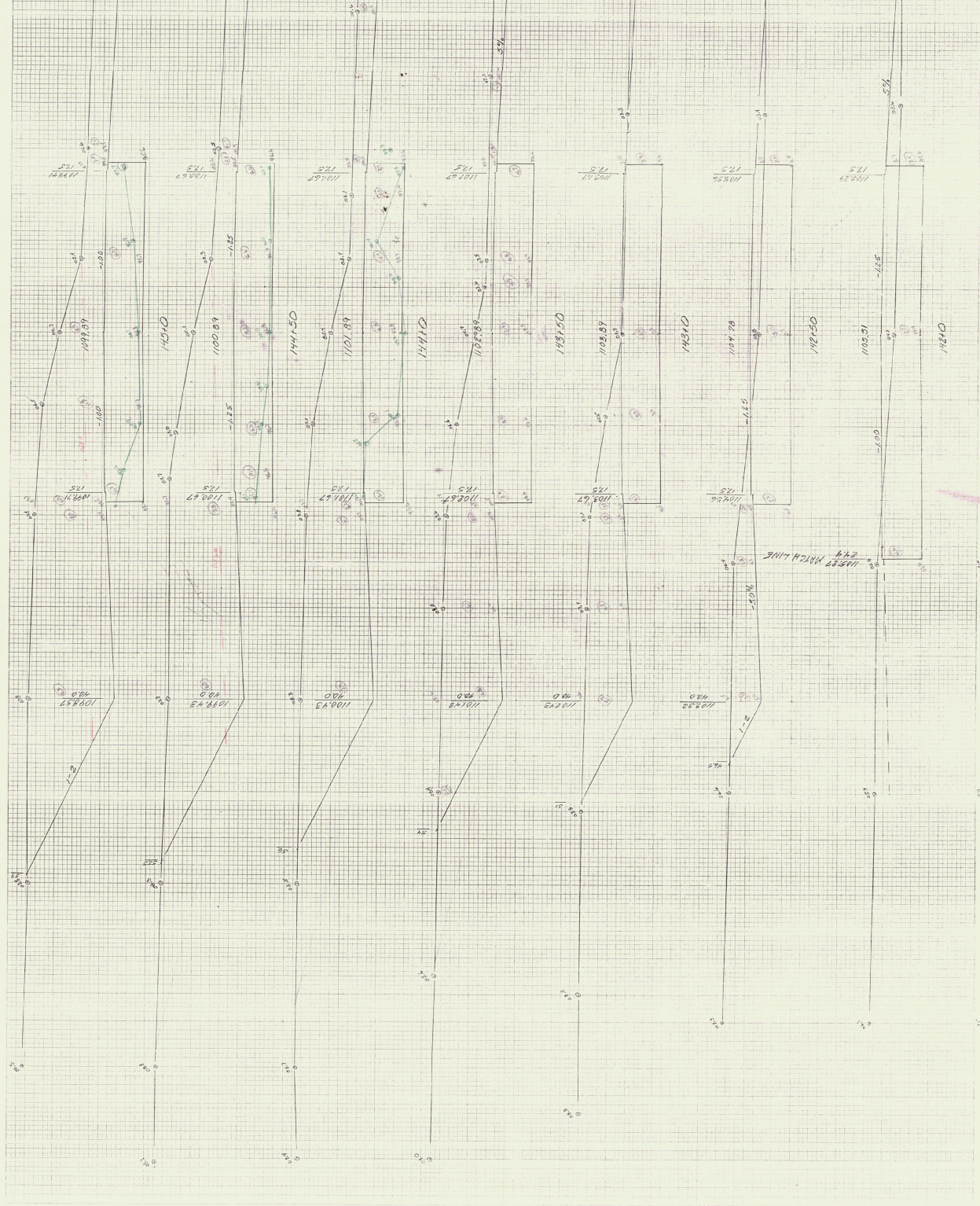
PLATE 3, CROSS SECTION 48 7056 Made in U.S.A. •


Keuffel & Esser Company

DATE	BY

DATE	BY





15

IN THE LARGEST SECTION OF THE ROAD

FOR THE 1:1 SCALE

16

