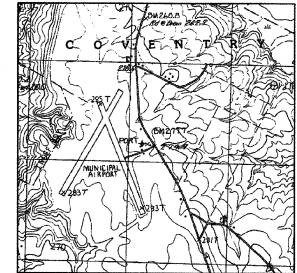


LOCATION MAP
APPROX. SCALE: 1" = 5 MILES

NEWPORT STATE AIRPORT COVENTRY, VERMONT RECONSTRUCTION OF RUNWAY 18-36, INSTALLATION OF RUNWAY AND TAXIWAY LIGHTS AND INSTALLATION OF AIRFIELD SIGNS

AIP NO. 3-50-0013-04
EA NO. 043142



VICINITY MAP
APPROX. SCALE: 1"=2000'

SUMMARY OF AIP QUANTITIES

VAOT ITEM#	DESCRIPTION	UNIT	QUANTITIES	
			EST.	AS BUILT
201.10	CLEARING & GRUBBING (PLUS INDIVIDUAL TREES AND STUMPS)	L.S.	1	
203.18	EXCAVATION	C.Y.	4,200	
204.20	TRENCH EXCAVATION OF EARTH	C.Y.	12,800	
301.35	SUBBASE OF DENSE GRADED CRUSHED STONE(MOD)(P-154)	C.Y.	3,700	
404.45	TAR EMULSION (MOD)(P-603)	GAL	6,900	
406.50	PRICE ADJUSTMENT ASPHALT CEMENT (N.A.B.)	L.S.	1	
601.0805	12" REINFORCED CONCRETE PIPE, TYPE III	L.F.	1,750	
601.0815	18" REINFORCED CONCRETE PIPE, TYPE III	L.F.	850	
601.0826	24" REINFORCED CONCRETE PIPE, TYPE IV	L.F.	2,700	
602.18	CEMENT RUBBLE MASONRY HEADWALL	C.Y.	9	
604.10	CONCRETE CATCH BASIN W/CAST IRON GRATE	EACH	18	
604.11	CONCRETE MANHOLE W/CAST IRON COVER	EACH	2	
604.21	PRECAST REINFORCED CONCRETE MANHOLE WITH CAST IRON COVER (MOD) (D-752)	EACH	1	
604.40	CHANGING ELEVATIONS OF D.C.B OR M.H.	EACH	3	
605.10	6" PERFORATED UNDERDRAIN	L.F.	10,500	
605.20	6" UNDERDRAIN CARRIER PIPE	L.F.	150	
605.90	UNDERDRAIN RISER	EACH	26	
605.95	UNDERDRAIN FLUSHING BASIN	EACH	26	
613.16	REPRAP LIGHT TYPE	C.Y.	100	
631.10	FIELD OFFICE - ENGINEERS	L.S.	1	
631.16	TESTING EQUIPMENT - CONCRETE	L.S.	1	
631.17	TESTING EQUIPMENT - BITUMINOUS	L.S.	1	
631.25	FIELD OFFICE TELEPHONE (N.A.B.)	L.U.	1	
635.10	MOBILIZATION	L.S.	1	
636.20	UTILITY VAULT (MOD) (L-120)	L.S.	1	

SUMMARY OF AIP QUANTITIES

VAOT ITEM#	DESCRIPTION	UNIT	QUANTITIES	
			EST.	AS BUILT
649.51	GEOTEXTILE FOR SILT FENCE	S.Y.	110	
651.15	SEED	LB	500	
651.25	HAY MULCH	TON	25	
651.26	HAY BALES FOR EROSION CONTROL	EACH	400	
651.35	TOPSOIL	C.Y.	1,500	
678.23	WIRED CONDUIT (1") (MOD) (L-110)	L.F.	9,850	
678.24	ELECTRICAL WIRING (MOD) (L-108)	L.F.	10,500	
854.01	P-602 BITUMINOUS PRIME COAT	GAL	6,900	
854.03	P-625 TAR EMULSION PROTECTIVE SEAL COAT	GAL	2,125	
854.04	P-209 CRUSHED AGGREGATE BASE COURSE	C.Y.	6,400	
864.01	P-208A COLD MIXED RECYCLED BASE COURSE	C.Y.	4,900	
864.02	P-401 BITUMINOUS CONCRETE PAVEMENT (PG 58-34)	TON	12,575	
864.03	P-620 RUNWAY AND TAXI PAINTING (WHITE)	S.F.	31,000	
864.03	P-620 RUNWAY AND TAXI PAINTING (BLACK)	S.F.	4,500	
864.03	P-620 RUNWAY AND TAXI PAINTING (YELLOW)	S.F.	2,900	
864.04	L-108 CABLE TRENCH (MOD) (SAW CUTTING P-410)	L.F.	815	
864.06	L-108 #8 COUNTERPOISE WIRE	L.F.	10,500	
864.09	L-110 4-WAY X 4" DIA. U.G. ELECTRICAL DUCT	L.F.	32	
864.10	L-125 MEDIUM INTENSITY R/W LTS. BASE MTD. (MOD) (END LIGHTS)	EACH	14	
864.10	L-125 MEDIUM INTENSITY R/W LTS. BASE MTD.	EACH	42	
864.11	L-125 MEDIUM INTENSITY TAXIWAY LTS. BASE MTD.	EACH	17	
864.12	L-125 PRECISION APPROACH PATH INDICATOR	EACH	1	
864.13	L-125 RUNWAY END IDENTIFIER LIGHTS	EACH	2	
864.13	L-125 RUNWAY END IDENTIFIER LIGHTS (MOD) (3 PANEL HOLD SIGN) (RELOCATION)	EACH	1	
864.15	L-125 THRESHOLD LIGHTS(MOD)(MARKERS RETROREFLECTIVE)	EACH	38	

RECORD PLANS
CONTRACTOR: SCOTT'S CONSTRUCTION - NEWPORT, VT.
RESIDENT ENGINEER: R. CLARK
CONSTRUCTION BEGAN: May 29, 2001
CONSTRUCTION COMPLETE: APRIL 18, 2002
RECORD PLANS BY: R. CLARK, N. GARRACK
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY
THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.
BY: *R. Clark* AS RESIDENT ENGINEER
DATE: 3/14/04
NOTE: Any further information concerning final quantities, amounts or other details
relative to this project may be found at Central File in the electronic archives.

LIST OF STANDARDS

AP-1
AP-2
AP-3
AP-4
AP-9
AP-10
AP-11
AP-12
D-4
D-8
D-11
D-13
D-15
D-16
T-1
T-2

THESE PLANS AND SPECIFICATIONS ARE IN ACCORDANCE
WITH CRITERIA IN CURRENT FAA ADVISORY CIRCULARS AS
OF MAY 1, 1995.

DATE

INDEX OF DRAWINGS

SHT.	DESCRIPTION
1	T1 TITLE SHEET
2	PL-1 PROJECT LAYOUT & OPERATIONS PLAN
3	DP-1 DEMOLITION PLAN
4	RW-1 RUNWAY 18-36 PLAN & PROFILE
5	RW-2 RUNWAY 18-36 PLAN & PROFILE
6	RW-3 RUNWAY 18-36 PLAN & PROFILE
7	RW-4 RUNWAY 18-36 PLAN & PROFILE
8	RW-5 RUNWAY INTERSECTION GRADING PLAN
9	RW-6 RUNWAY 5-23 PLAN & PROFILE
10	TW-1 TAXIWAY A PLAN & PROFILE
11	TW-2 TAXIWAY B PLAN & PROFILE
12	AP-1 APRON GRADING PLAN
13	XS-1 CROSS SECTIONS RUNWAY 18-36 (STA. 12+00 TO 18+50)
14	XS-2 CROSS SECTIONS RUNWAY 18-36 (STA. 17+00 TO 21+50)
15	XS-3 CROSS SECTIONS RUNWAY 18-36 (STA. 22+00 TO 26+50)
16	XS-4 CROSS SECTIONS RUNWAY 18-36 (STA. 27+00 TO 31+50)
17	XS-5 CROSS SECTIONS RUNWAY 18-36 (STA. 32+00 TO 36+50)
18	XS-6 CROSS SECTIONS RUNWAY 18-36 (STA. 37+00 TO 42+00)
19	XS-7 CROSS SECTIONS RUNWAY 18-36 (STA. 42+50 TO 47+00)
20	XS-8 CROSS SECTIONS RUNWAY 18-36 (STA. 47+50 TO 52+00)
21	XS-9 CROSS SECTIONS RUNWAY 5-23 (STA. 37+00 TO 42+50)
22	TS-1 TYPICAL SECTION & PAVING DETAILS
23	PM-1 PAVEMENT MARKING DETAILS
24	PM-2 PAVEMENT MARKING DETAILS
25	LP-1 RUNWAY & TAXIWAY LIGHTING PLAN
26	LP-2 RUNWAY & TAXIWAY LIGHTING PLAN
27	DE-1 DRAINAGE & EROSION CONTROL DETAILS
28	DE-2 RUNWAY & TAXIWAY ELECTRICAL DETAILS
29	DE-3 RUNWAY MARKING DETAILS
30	PP-1 PAPI MOUNTING PLAN, SECTIONS AND FOUNDATION PLAN
31	PP-2 PAPI GENERAL INSTALLATION DETAILS
32	PP-3 PAPI POWER AND CONTROLS STATION AND FOUNDATION PLAN
33	PP-4 PAPI WIRING, ELECTRIC ROOM DIAGRAM AND DETAILS

1 VAOT COMMENTS AND SURVEY ADJUSTMENTS 1/18/01
NO. REVISIONS DATE

Revised 03/19/01

FEDERAL AVIATION ADMINISTRATION

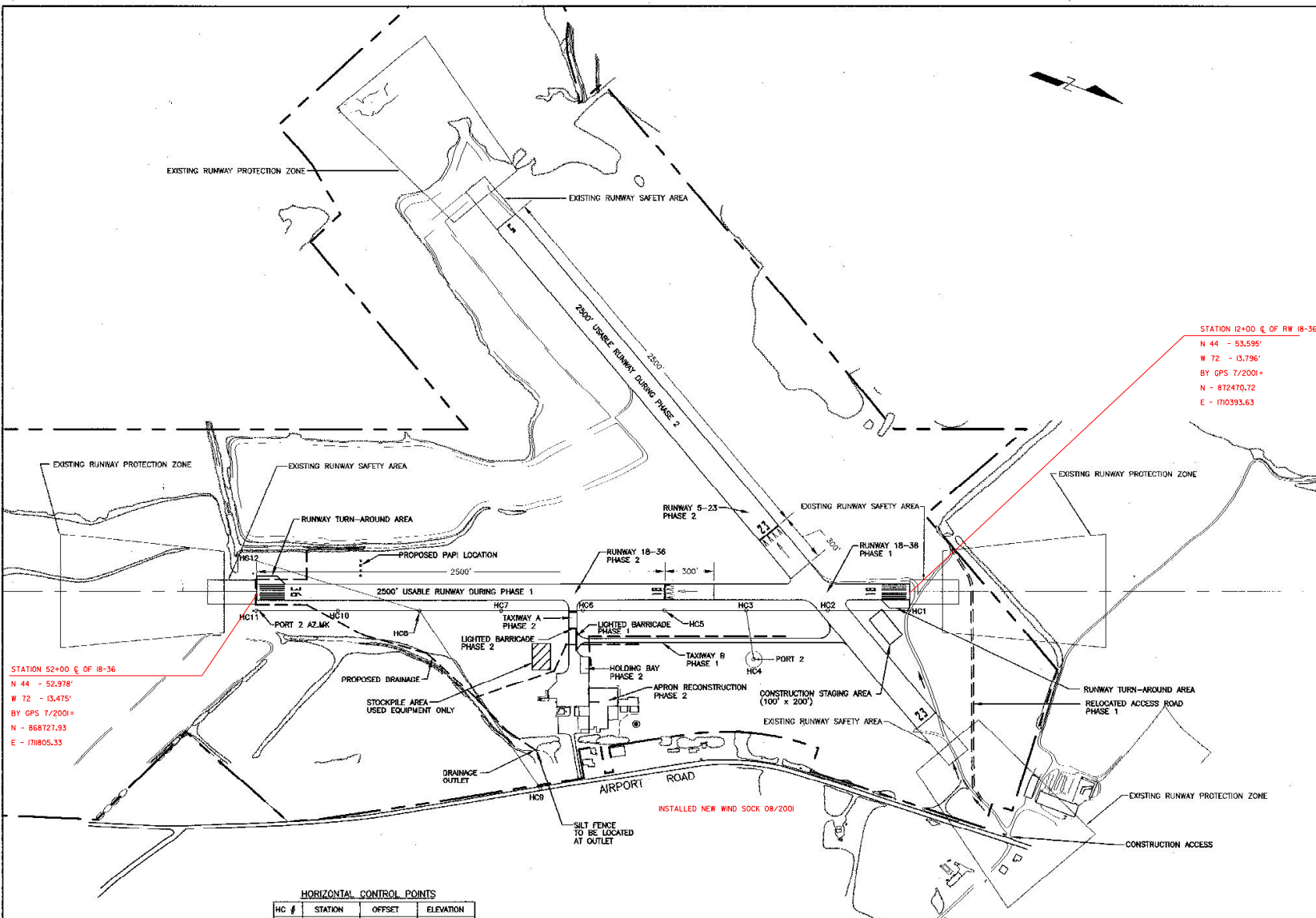
APPROVED: CHIEF, AIRPORT ENGINEER AND SAFETY BRANCH DATE

VERMONT AGENCY OF TRANSPORTATION

APPROVED: DIRECTOR OF MAINTENANCE AND AVIATION DATE

PREPARED BY
DuBOIS AND KING, INC.
P.O. BOX 339.....RANDOLPH, V.T. 05060.....TEL. (802) 728-3376

APPROVED: DATE



HORIZONTAL CONTROL POINTS

HC #	STATION	OFFSET	ELEVATION
HC 1	12+00.00	-100.93	929.29
HC 2	17+00.00	-100.98	927.71
HC 3	22+00.00	-101.02	925.29
HC 4	21+53.18	-400.31	923.02
HC 5	27+00.00	-101.07	923.45
HC 6	32+00.00	-101.12	921.08
HC 7	37+00.00	-101.17	919.78
HC 8	42+00.00	-101.21	918.33
HC 9	38+60.11	-1193.99	901.44
HC 10	47+00.00	-101.25	916.38
HC 11	52+00.00	-101.30	916.16
HC 12	53+15.00	239.84	913.36

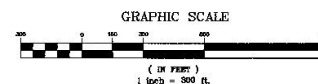
BENCHMARK

PORT 2
BRASS NGS DISK SET IN CONCRETE
ELEV. = 923.02

HORIZONTAL CONTROL

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N 868785.22
E 1711899.08

PORT 2
BRASS NGS DISK SET IN CONCRETE
N 873721.64
E 1711104.01



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CONSTRUCTION AND OPERATIONAL NOTES:

1. THE AIRPORT SHALL BE OPEN AND USEABLE DURING DAYLIGHT HOURS THROUGHOUT THE DURATION OF CONSTRUCTION EXCEPT DURING RECONSTRUCTION OF TAXIWAY A AND THE APRON. (SEE NOTE 4)
2. CONSTRUCTION DURATION FOR THE PROJECT IS 14 WEEKS. RUNWAY LIGHTING MAY BE OUT OF OPERATION FOR NO MORE THAN 6 WEEKS.
3. CONSTRUCTION SHALL BE CARRIED OUT IN TWO PHASES.
PHASE 1 SHALL CONSIST OF THE CONSTRUCTION OF TAXIWAY B, AND THE RECONSTRUCTION OF THE NORTHERN 1200 FEET OF RUNWAY 18-36. RUNWAY 5-23 SHALL REMAIN CLOSED DURING PHASE 1 CONSTRUCTION.
PHASE 2 SHALL CONSIST OF THE RECONSTRUCTION OF THE SOUTHERN 2800 FEET OF RUNWAY 18-36, RECONSTRUCTION OF TAXIWAY A, RECONSTRUCTION OF THE APRON, AND CONSTRUCTION OF THE HOLDING BAY. RUNWAY 18-36 SHALL REMAIN CLOSED DURING PHASE 2 CONSTRUCTION.
4. ALL WORK PERTAINING TO THE RECONSTRUCTION OF TAXIWAY A AND THE APRON, INCLUDING DRAINAGE, SHALL BE SCHEDULED SO THAT THE CONNECTION BETWEEN THE EXISTING TERMINAL AREA AND TAXIWAY B IS CLOSED FOR NO MORE THAN 72 HOURS. THE DAYS OF THE CLOSURE SHALL BE COORDINATED WITH THE AIRPORT MANAGER AND THE RESIDENT ENGINEER. (SEE NOTE 17)
5. THE CONTRACTOR SHALL ESTABLISH MARKINGS FOR THE DISPLACED THRESHOLD FOR RUNWAY 18-36, AND CLOSURE OF RUNWAY 5-23 PRIOR TO MOVING EQUIPMENT INTO THE STAGING OR STOCKPILE AREAS. RUNWAY 18-36 WILL HAVE A DISPLACED THRESHOLD DURING PHASE 1 CONSTRUCTION AND WILL BE CLOSED DURING PHASE 2 CONSTRUCTION. RUNWAY 5-23 WILL BE CLOSED DURING PHASE 1 CONSTRUCTION AND HAVE A DISPLACED THRESHOLD DURING PHASE 2 CONSTRUCTION.
6. AN AREA 250 FEET EACH SIDE OF THE CENTER OF RUNWAY, AND 300 FEET FROM RUNWAY ENDS SHALL BE KEPT CLEAR AT ALL TIMES WHEN RUNWAYS ARE OPEN AND OPERATIONAL UNLESS PRIOR APPROVAL IS RECEIVED FROM BOTH THE AIRPORT MANAGER AND THE RESIDENT ENGINEER.
7. CONSTRUCTION ACCESS WILL BE FROM AIRPORT ROAD AS INDICATED. THERE WILL BE NO CONSTRUCTION ACCESS ALLOWED DIRECTLY THROUGH EXISTING AIRPORT FACILITIES.
8. CONSTRUCTION EQUIPMENT SHALL NOT BE ALLOWED TO USE EXISTING PAVED AIRPORT SURFACES FOR CONSTRUCTION ACCESS OR OPERATION DURING CONSTRUCTION.
9. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT A SCHEDULE OF WORK FOR APPROVAL BY ENGINEER PRIOR TO STARTING ANY CONSTRUCTION. THE SCHEDULE SHALL INDICATE DATES FOR ALL RUNWAY AND TAXIWAY CLOSURES AND MUST BE UPDATED BI-WEEKLY IF SEQUENCE OR DURATION CHANGE.
10. THE CONTRACTOR WILL BE RESPONSIBLE FOR SUPPLYING AND PLACING AN "X" ON THE RUNWAY NUMERALS TO SIGNIFY WHEN A RUNWAY IS CLOSED. MARKINGS MAY BE PLACED JUST OFF THE RUNWAY ENDS WHEN THE CONTRACTOR IS WORKING IN THE NUMERAL AREAS.
11. THE CONTRACTOR WILL BE REQUIRED TO INSTALL AND MAINTAIN LIGHTED BARRICADES AND TEMPORARY SIGNAGE AS NECESSARY THROUGHOUT CONSTRUCTION. THESE BARRICADES AND SIGNS SHALL CONFORM TO THE DETAILS CONTAINED HEREIN AND NOTE 18.
12. CONSTRUCTION STAGING AND STOCKPILE AREAS SHALL BE CONFINED TO THOSE AREAS INDICATED ON THE PLANS.
13. ALL DISTURBED AREAS OUTSIDE OF THE CONSTRUCTION LIMITS SHALL BE RESTORED TO THEIR PRECONSTRUCTION CONDITION AT NO COST TO THE OWNER. THIS SHALL INCLUDE THE AREAS DESIGNATED FOR CONSTRUCTION ACCESS, STAGING, MATERIAL STORAGE, AND STOCKPILING.
14. ALL EXISTING RUNWAY AND TAXIWAY LIGHTS, AND RUNWAY END IDENTIFICATION LIGHTS SHALL BE SALVAGED AND SHALL REMAIN THE PROPERTY OF THE VERMONT AGENCY OF TRANSPORTATION. SALVAGED ITEMS SHALL BE STOCKPILED ON SITE UNTIL REMOVED BY THE OWNER.
15. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ANY AND ALL UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION.
16. NOTICE TO AIRMEN (NOTAM'S) MUST BE ISSUED BY THE AIRPORT MANAGER PRIOR TO ANY CHANGES TO AIRPORT OPERATIONS. NOTAM'S MUST BE ISSUED AT LEAST 48 HOURS IN ADVANCE OF ANY AIRPORT STATUS CHANGE. THERE CAN BE NO EXCEPTIONS. THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE THIS EFFORT WITH THE AIRPORT MANAGER AND RESIDENT ENGINEER.
17. AIRPORT CLOSURE MUST BE DURING WEEKDAYS AND ENDING PRIOR TO NOON ON FRIDAY.
18. THE CONTRACTOR SHALL COMPLY WITH ALL THE PROVISIONS STATED IN THE FEDERAL AVIATION ADMINISTRATION ADVISORY CIRCULAR ON "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", FAA AC. NO. 150/5370-2C. FLASHING AMBER LIGHTS WILL BE REQUIRED ON ALL CONSTRUCTION VEHICLES.
19. THE CONTRACTOR SHALL CONSTRUCT RUNWAY TURN-AROUND AREAS AT EACH END OF RUNWAY 18-36. AS DIRECTED BY THE ENGINEER.

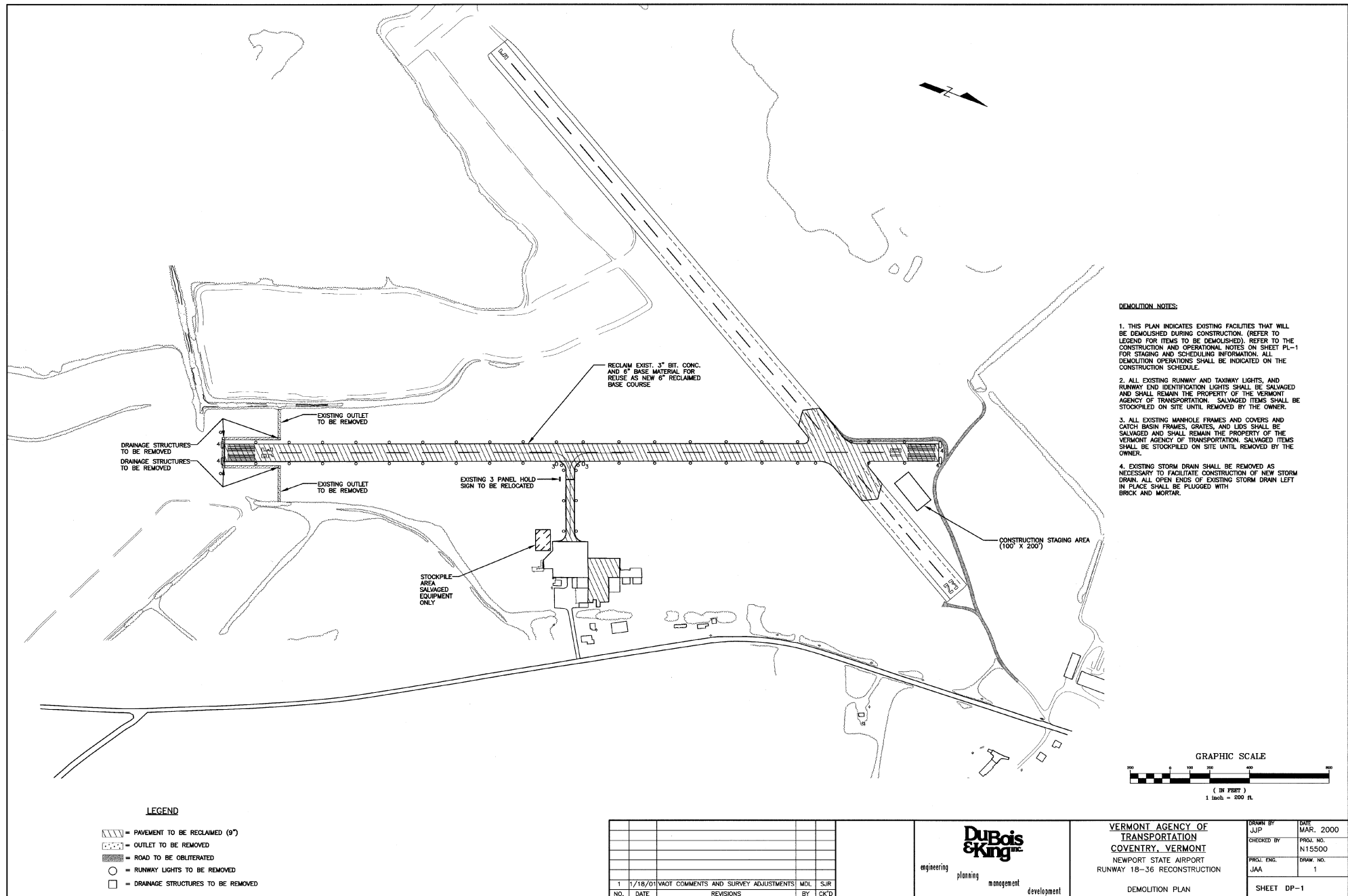
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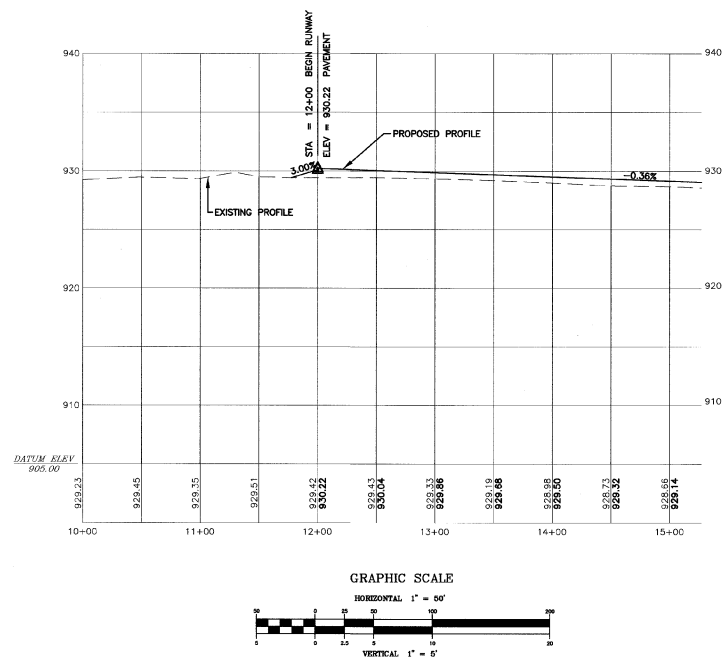
ITEM	DESCRIPTION	UNIT	QUANTITY
203.15	EXCAVATION	CY	450
404.65	EMULSIFIED ASPHALT	GAL	170
651.12	SEED	LB	9
651.25	MULCH	TON	0.4
651.35	TOPSOIL	CY	216
664.04	CRUSHED AGG. BASE COURSE	CY	300
664.02	BITUMINOUS CONCRETE PAVEMENT	TON	320

VERMONT AGENCY OF TRANSPORTATION		DRAWN BY	DATE
COVENTRY, VERMONT		JUP	MAR. 2000
NEWPORT STATE AIRPORT		CHECKED BY	PRG. NO.
RUNWAY 18-36 RECONSTRUCTION		JAA	N15500
PROJECT LAYOUT AND OPERATIONS PLAN		PRG. ENG.	DRAW. NO.
SHEET PL-1			1

CONTRACTOR SHALL NOT DISTURB HORIZONTAL OR VERTICAL CONTROL POINTS. CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGE TO THESE POINTS AND SHALL BE RESPONSIBLE FOR ANY COSTS INCURRED BY THE OWNER TO FIX OR REPLACE.

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LEGEND

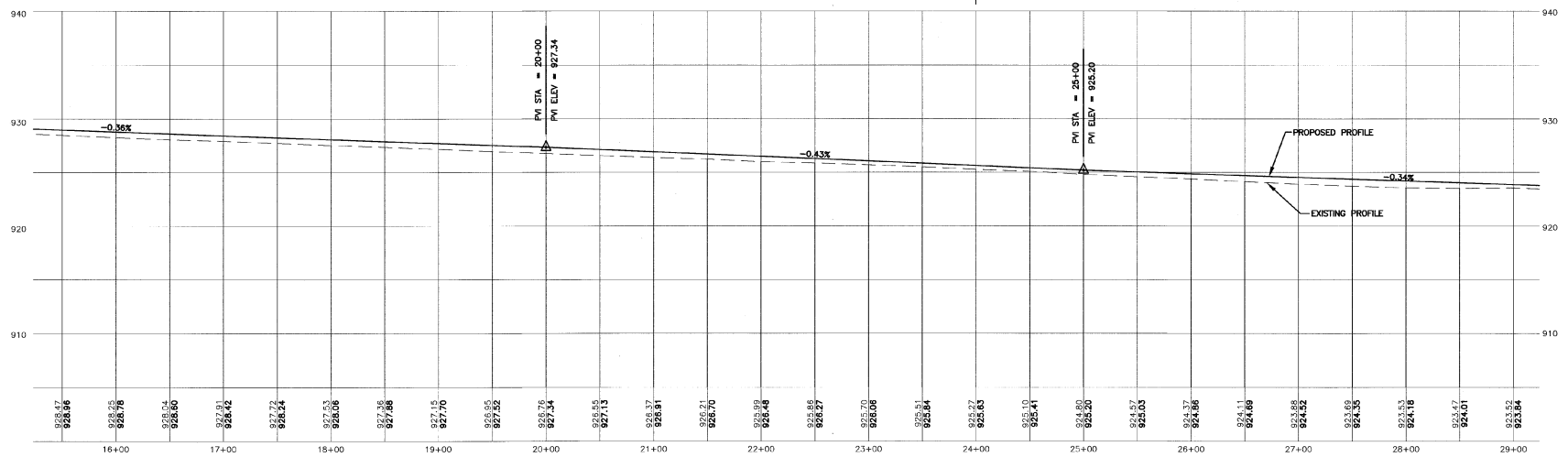
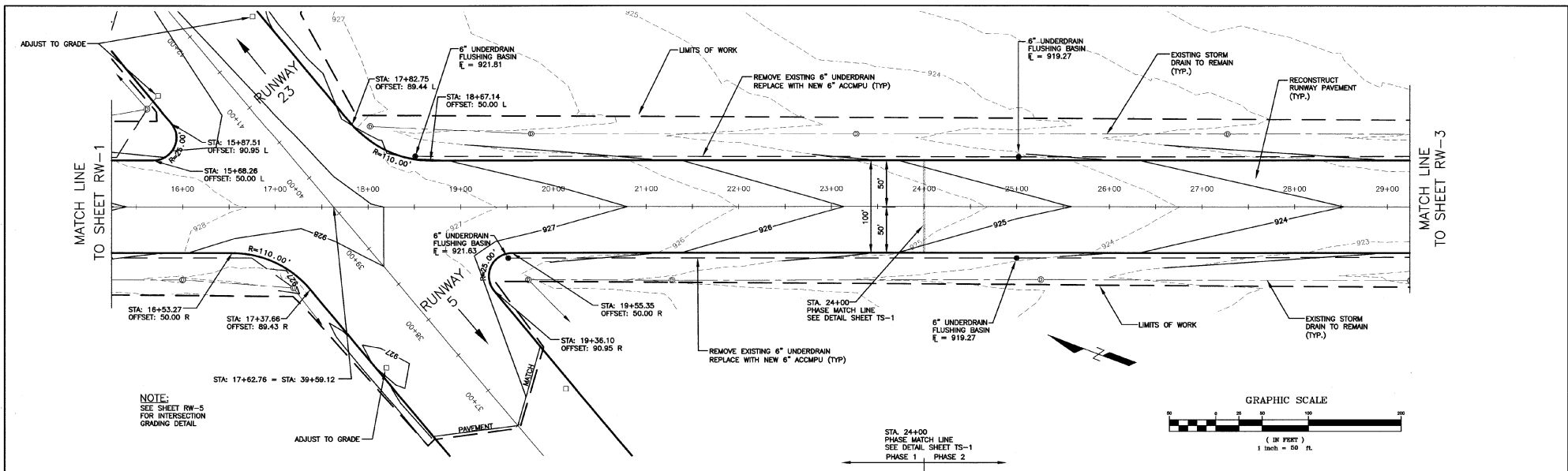
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- - - -	EXISTING CONTOURS
---	PROPOSED CONTOURS
---	PROPOSED UNDERDRAIN
---	EXISTING STORM DRAIN TO REMAIN
---	PROPOSED STORM DRAIN
①	EXISTING CATCH BASINS TO REMAIN
②	PROPOSED CATCH BASINS
●	FLUSHING BASIN

1	1/18/01	VAOT COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJH	
NO.	DATE	REVISIONS	BY	CK'	

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VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
RUNWAY 18-36 PLAN & PROFILE
STA. 10+00 TO 15+25

DRAWN BY JJP	DATE MAR. 2000
CHECKED BY	PROJ. NO. N15500
PROJ. ENG. JAA	DRAW. NO. 1
SHEET RW-1	



- LEGEND**
- LIMITS OF WORK
 - - - EXISTING CONTOURS
 - - - PROPOSED CONTOURS
 - - - PROPOSED UNDERDRAIN
 - - - EXISTING STORM DRAIN TO REMAIN
 - - - PROPOSED STORM DRAIN
 - - - EXISTING CATCH BASINS TO REMAIN
 - - - PROPOSED CATCH BASINS
 - - - FLUSHING BASIN

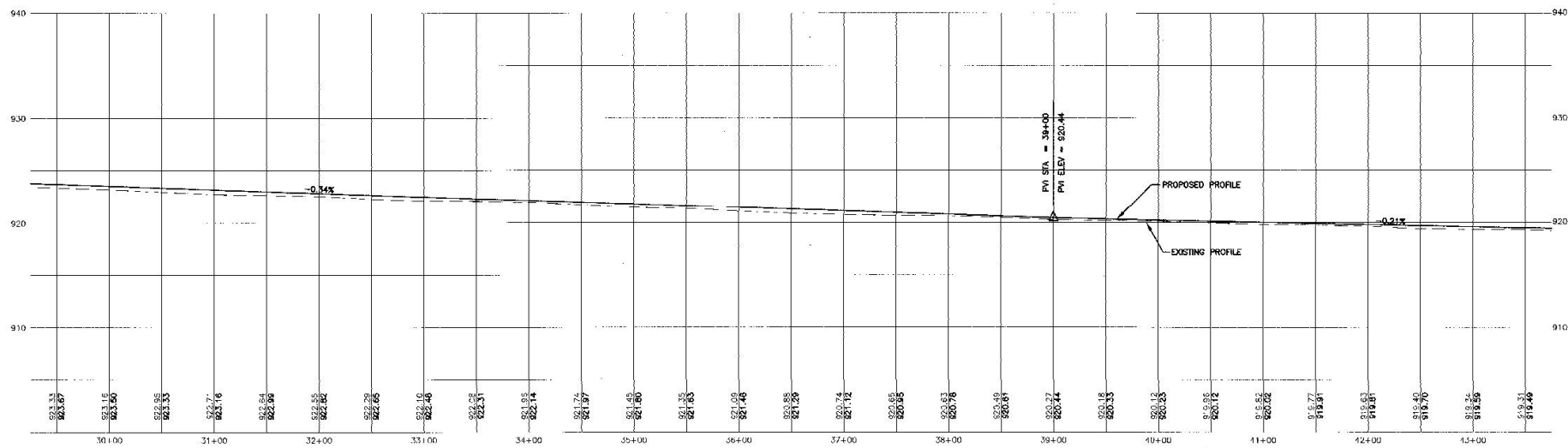
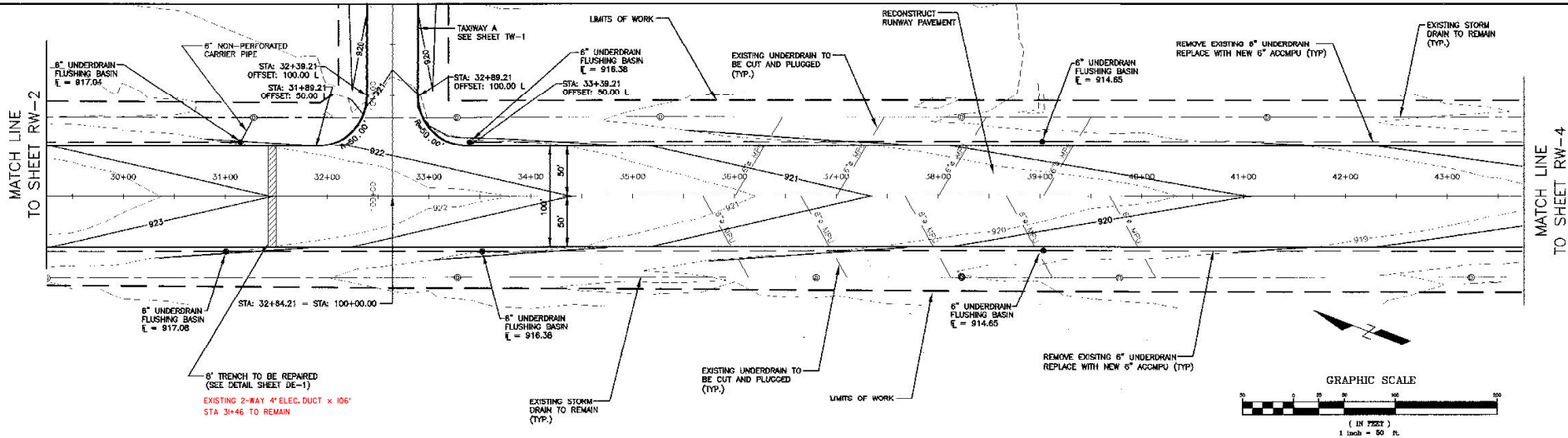
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1	1/18/01	VOI COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR



VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
RUNWAY 18-36 PLAN & PROFILE
STA. 15+25 TO 29+25

DRAWN BY JUP	DATE MAR. 2000
CHECKED BY	PROJ. NO. N15500
PROJ. ENG. JAA	DRAW. NO. 1

SHEET RW-2



- LEGEND**
- LIMITS OF WORK
 - EXISTING CONTOURS
 - PROPOSED CONTOURS
 - EXISTING UNDERDRAIN
 - EXISTING STORM DRAIN TO REMAIN
 - PROPOSED STORM DRAIN
 - EXISTING CATCH BASINS TO REMAIN
 - PROPOSED CATCH BASINS
 - FLUSHING BASIN

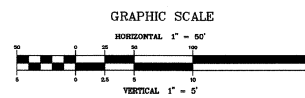
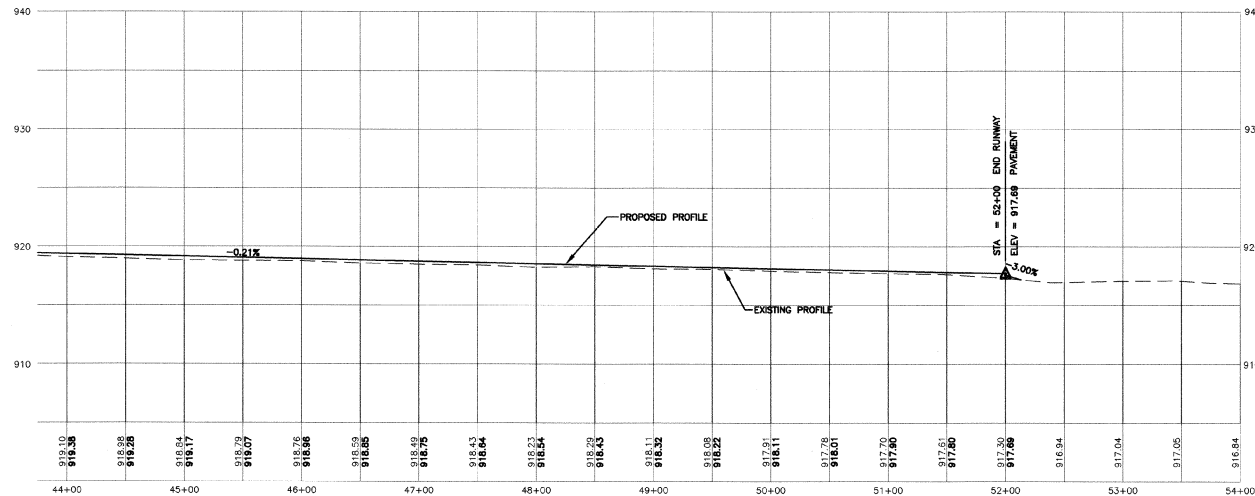
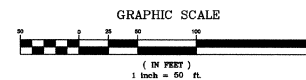
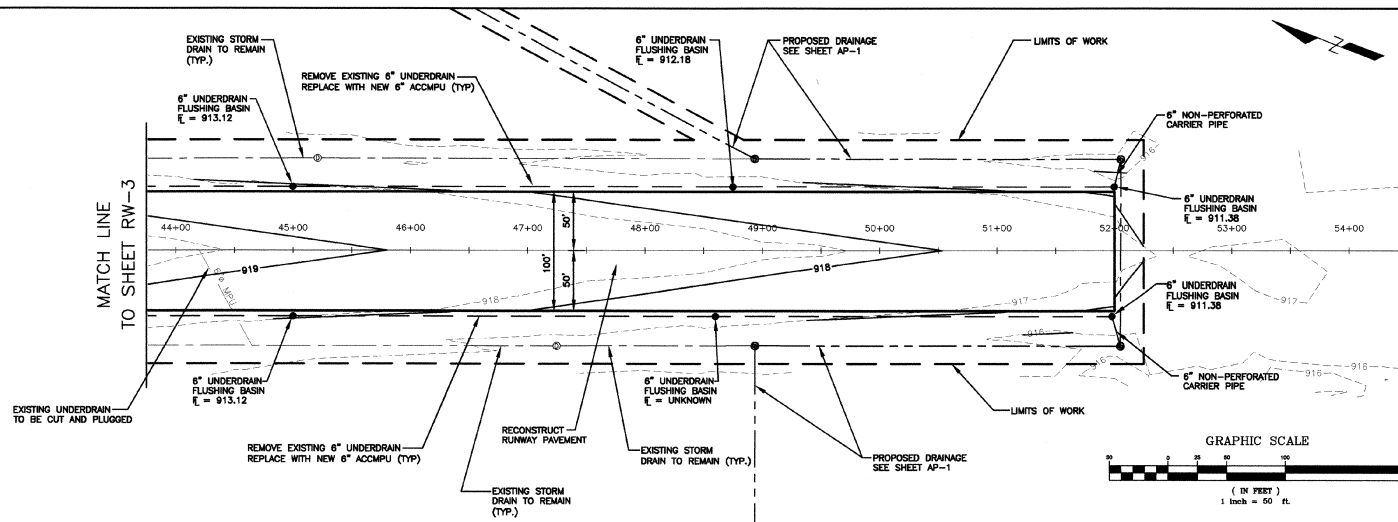
NO.	DATE	REVISIONS	BY	CHK'D

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VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
RUNWAY 18-36 PLAN & PROFILE
STA. 28+25 TO 43+75

DRAWN BY JJP	DATE MAR. 2000
CHECKED BY JJA	PROJ. NO. N15500
PROJ. ENG. JJA	DRAW. NO. 1
SHEET RW-3	



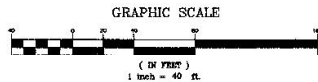
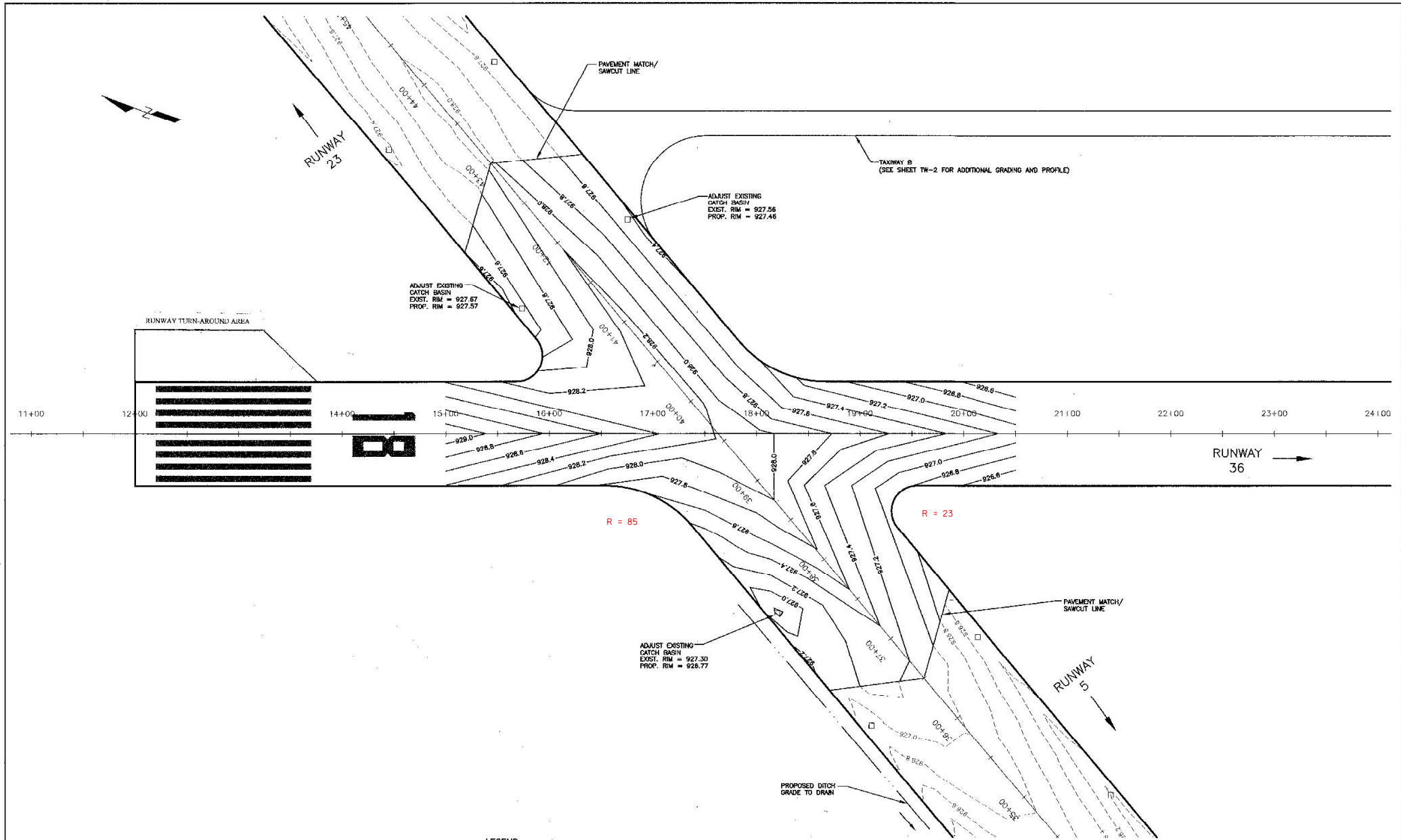
- LEGEND**
- LIMITS OF WORK
 - - - EXISTING CONTOURS
 - - - PROPOSED CONTOURS
 - - - PROPOSED UNDERDRAIN
 - - - EXISTING STORM DRAIN TO REMAIN
 - - - PROPOSED STORM DRAIN
 - EXISTING CATCH BASINS TO REMAIN
 - PROPOSED CATCH BASINS
 - FLUSHING BASIN

NO.	DATE	REVISIONS	BY	CHK'D

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VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
STA. 43+75 TO 54+00

DRAWN BY: JUP DATE: MAR. 2000
CHECKED BY: PROJ. NO. N15500
PRAC. ENG. JAA DRAW. NO. 1
SHEET RW-4



- LEGEND**
- LIMITS OF WORK
 - - - EXISTING CONTOURS
 - - - PROPOSED CONTOURS
 - - - PROPOSED UNDERDRAIN
 - - - EXISTING STORM DRAIN TO REMAIN
 - - - PROPOSED STORM DRAIN
 - - - EXISTING CATCH BASINS TO REMAIN
 - - - PROPOSED CATCH BASINS
 - - - FLUSHING BASIN

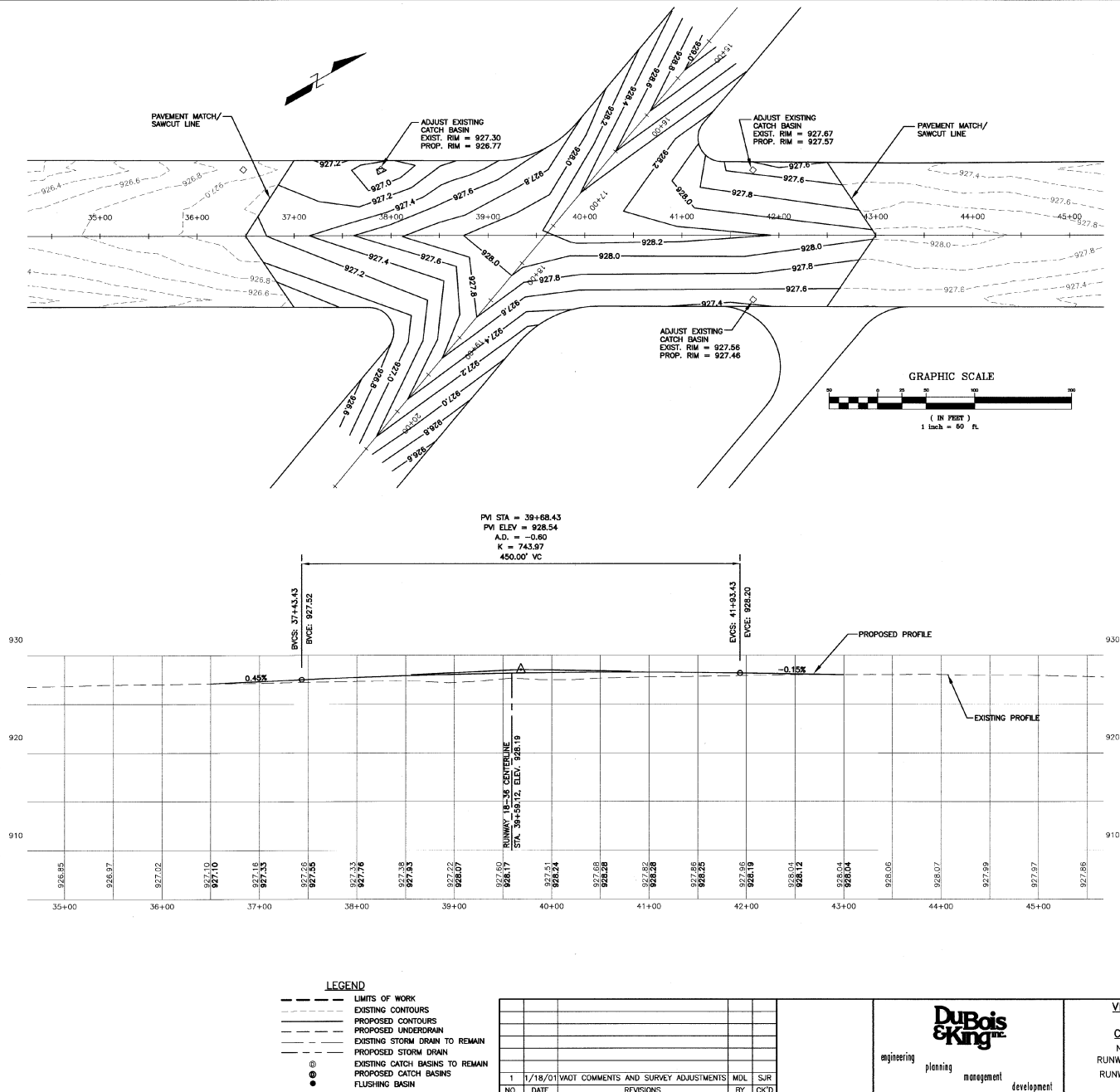
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1	1/18/01	VAOT COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR

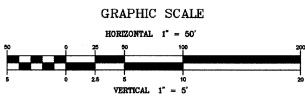
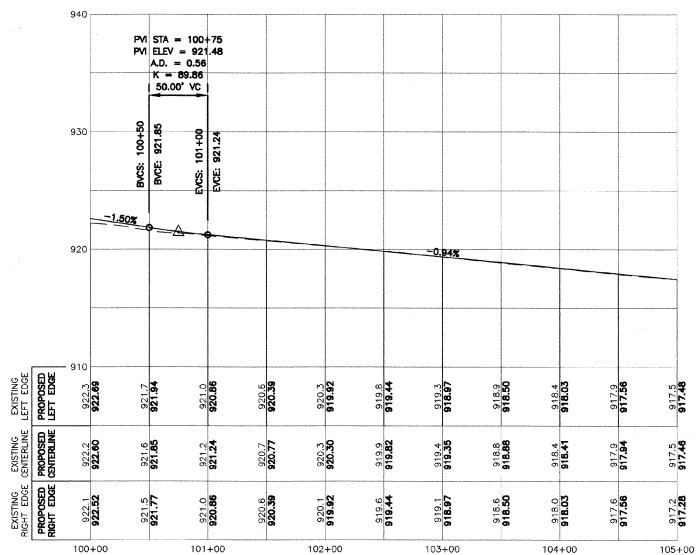
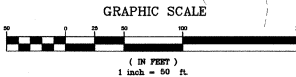
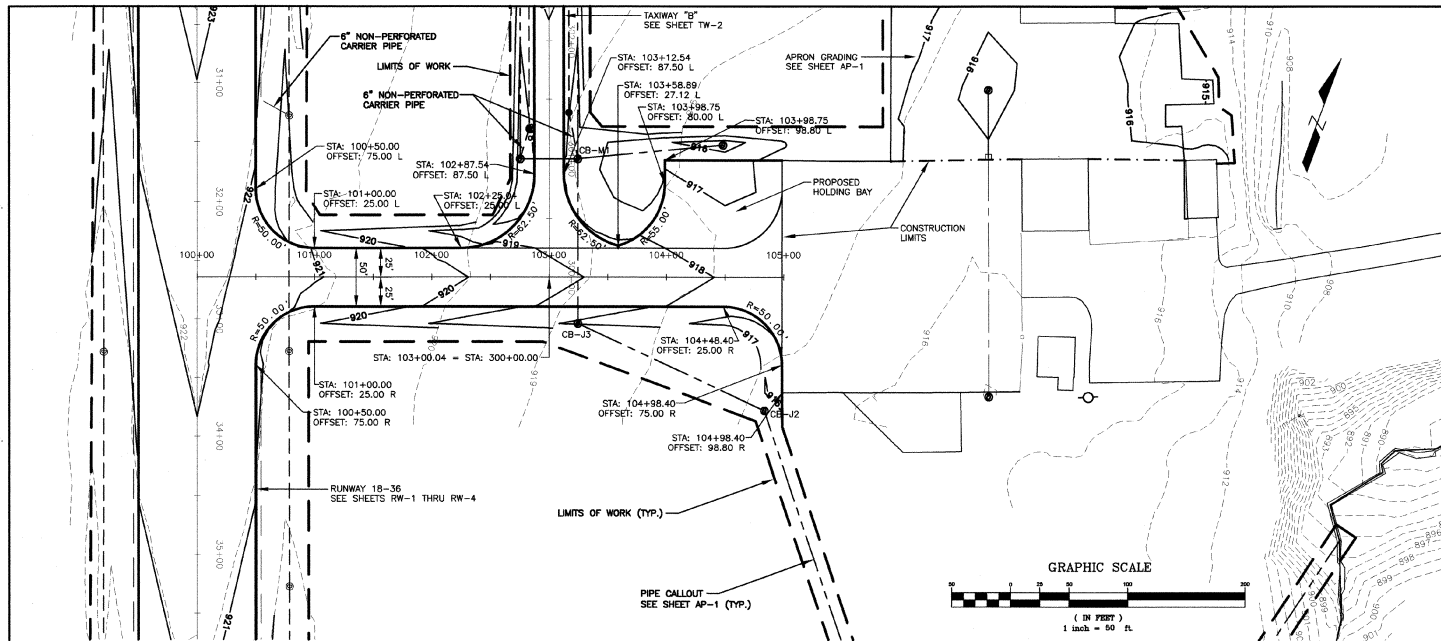
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VERMONT AGENCY OF
 TRANSPORTATION
 COVENTRY, VERMONT
 NEWPORT STATE AIRPORT
 RUNWAY 18-36 RECONSTRUCTION
 RUNWAY INTERSECTION
 GRADING PLAN

DRAWN BY JJP	DATE MAR. 2000
CHECKED BY JAA	PROJECT NO. N15500
SHEET NO. 1	DRAW. NO. 1

SHEET RW-5





NOTES:

1. CONTRACTOR SHALL VERIFY LOCATION OF EXISTING LIGHTING CIRCUITS AND REPORT THEM TO THE RESIDENT ENGINEER PRIOR TO CONSTRUCTION.
2. DRAINAGE WORK FROM CATCH BASIN M1 TO CATCH BASIN J3 TO CATCH BASIN J2 SHALL BE CONSTRUCTED DURING THE 3 DAY AIRPORT CLOSURE PERIOD. (SEE NOTE 4 ON SHEET PL-1)

LEGEND

- LIMITS OF WORK
- - - EXISTING CONTOURS
- - - PROPOSED CONTOURS
- - - PROPOSED UNDERDRAIN
- - - EXISTING STORM DRAIN TO REMAIN
- - - PROPOSED STORM DRAIN
- ● ● EXISTING CATCH BASINS TO REMAIN
- ● ● PROPOSED CATCH BASINS
- ● ● FLUSHING BASIN

NO.	DATE	REVISIONS	BY	CHK'D

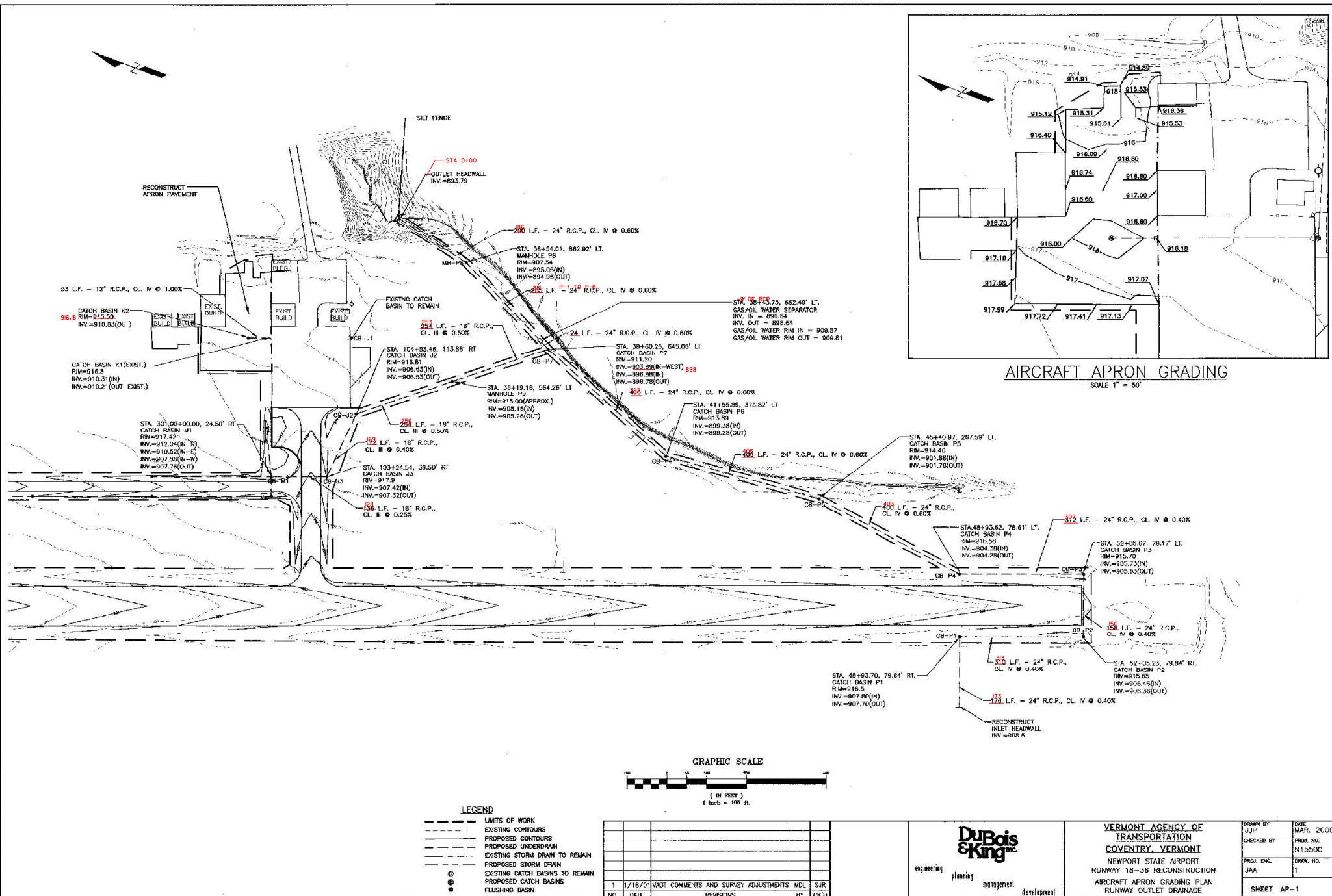
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VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION

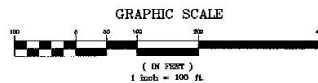
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CHECKED BY: PROJ. NO. N15500
PROJ. ENG. JAA DRAW. NO. 1

TAXIWAY A PLAN & PROFILE

SHEET TW-1



AIRCRAFT APRON GRADING
SCALE 1" = 50'



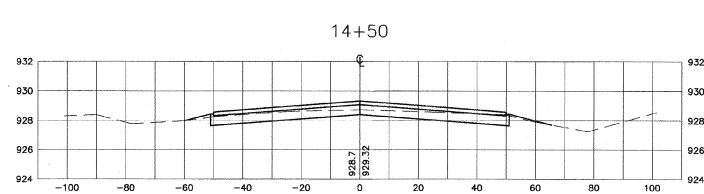
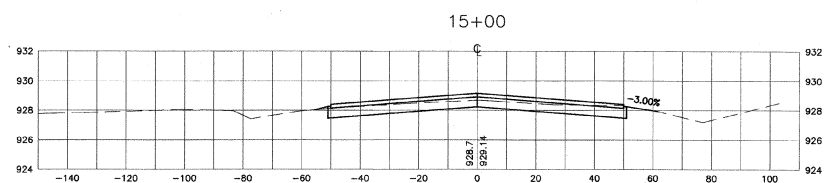
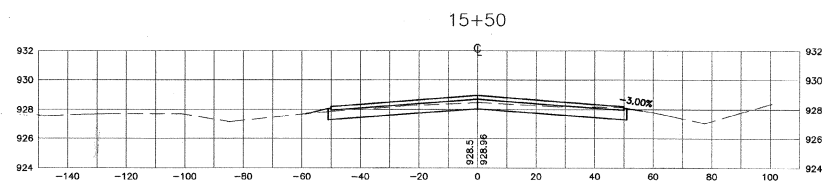
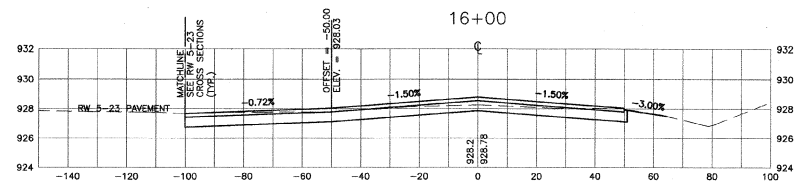
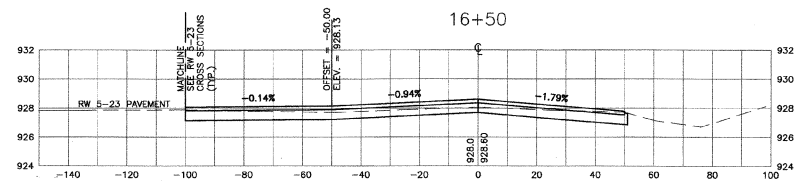
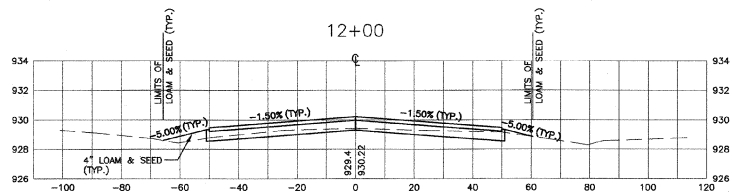
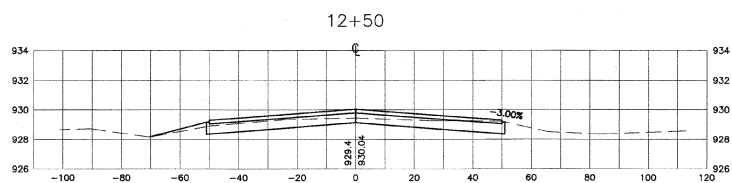
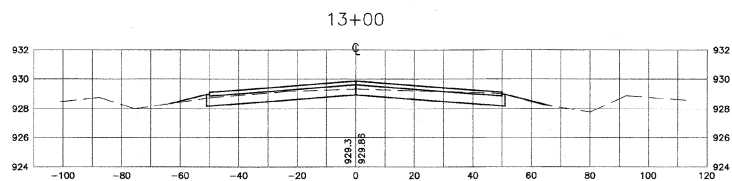
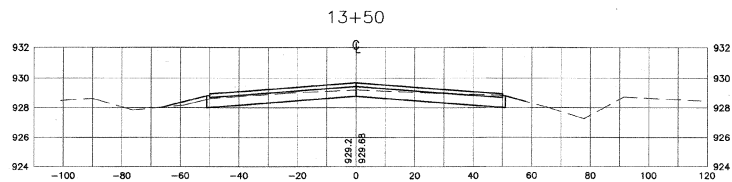
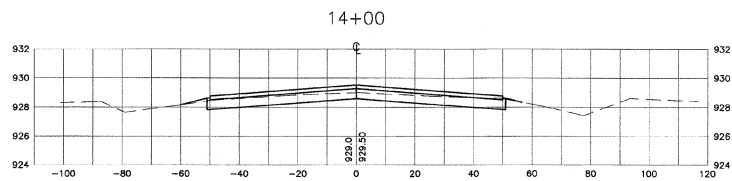
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- LIMITS OF WORK
 - - - EXISTING CONTOURS
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 - - - PROPOSED UNDERDRAIN
 - - - EXISTING STORM DRAIN TO REMAIN
 - - - PROPOSED STORM DRAIN
 - - - EXISTING CATCH BASINS TO REMAIN
 - - - PROPOSED CATCH BASINS
 - - - FLUSHING BASIN

NO.	DATE	REVISIONS	BY	CHK'D
1	1/18/01	COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR

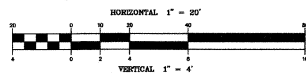
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VERMONT AGENCY OF TRANSPORTATION COVENTRY, VERMONT NEWPORT STATE AIRPORT RUNWAY 18-36 RECONSTRUCTION AIRCRAFT APRON GRADING PLAN RUNWAY OUTLET DRAINAGE		DESIGNED BY JAA	CHECKED BY JAA	DATE MAR. 2000	SHEET AP-1
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GRAPHIC SCALE

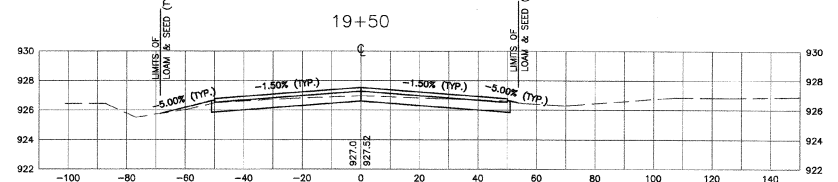
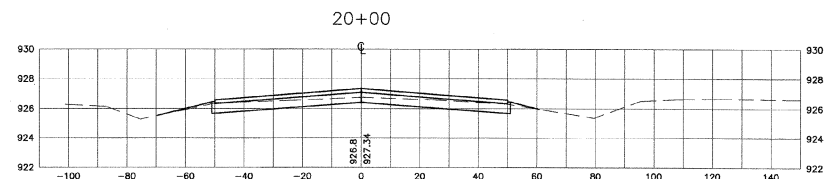
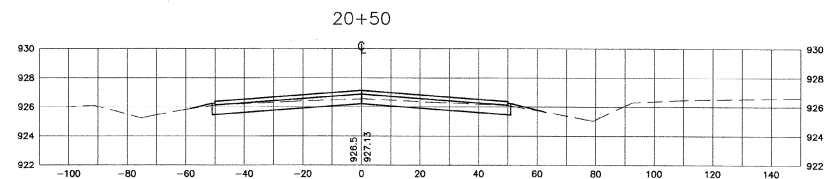
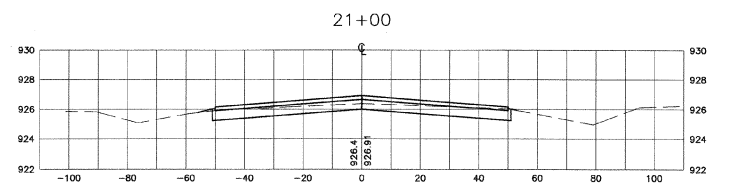
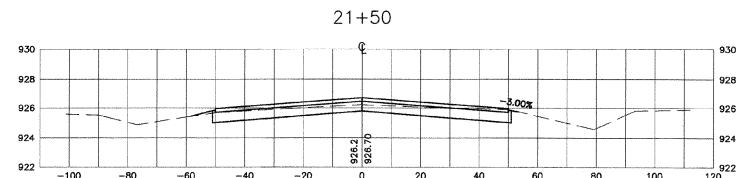
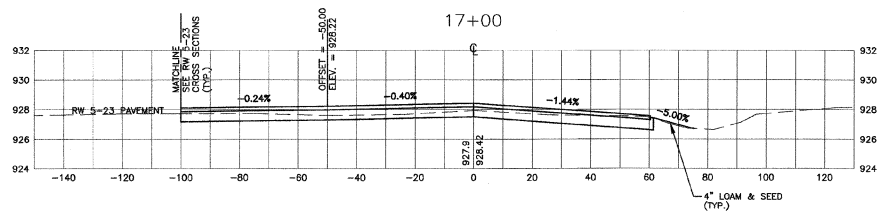
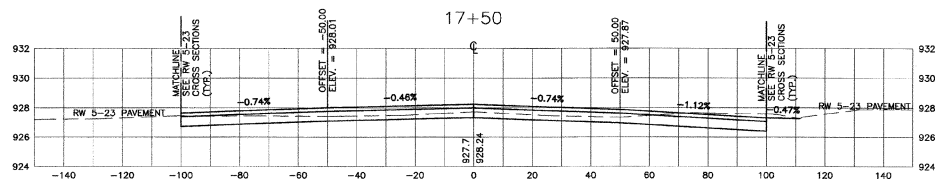
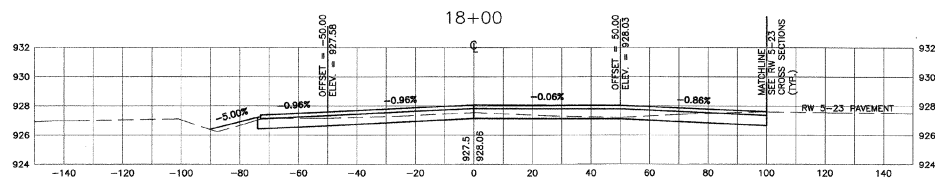
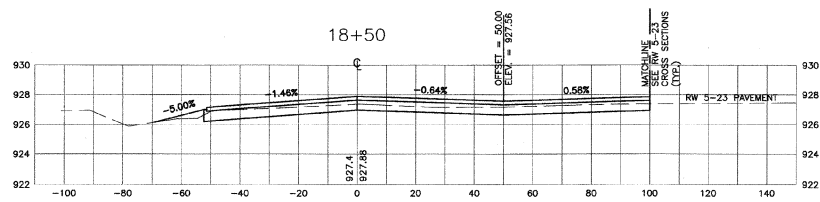
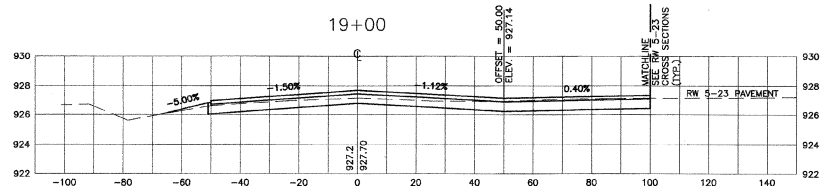


NO.	DATE	REVISIONS	BY	CHK'D
1	7/18/01	VAOT COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR

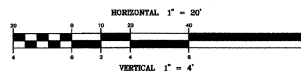
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VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
CROSS SECTIONS RW 18-36
STA. 12+00 TO 16+50

DRAWN BY JJP	DATE MAR. 2000
CHECKED BY	PROJ. NO. N15500
PROJ. ENG. JAA	DRAW. NO. 1
SHEET XS-1	



GRAPHIC SCALE

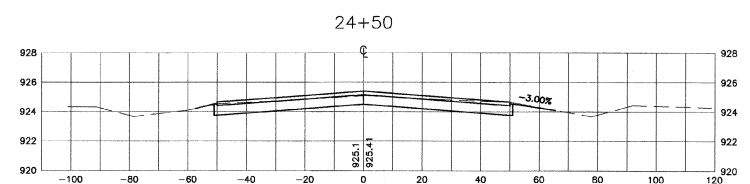
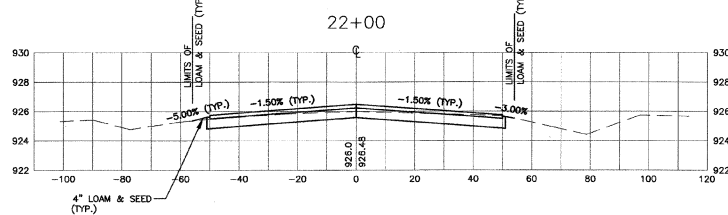
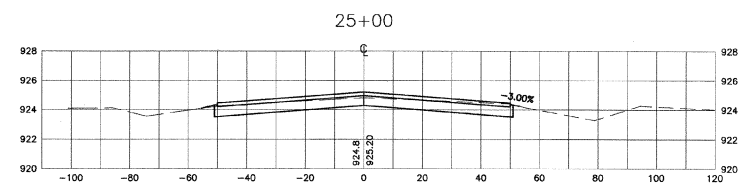
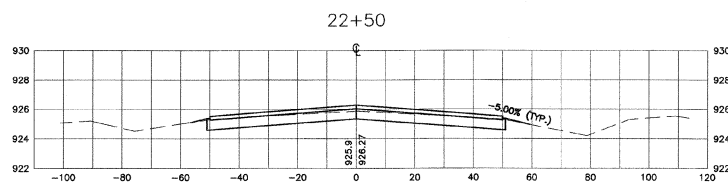
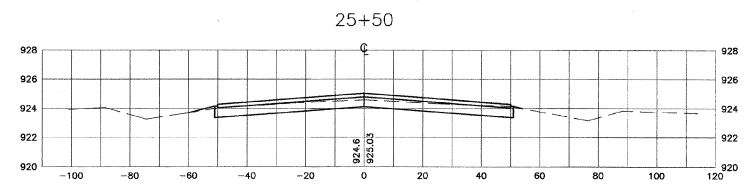
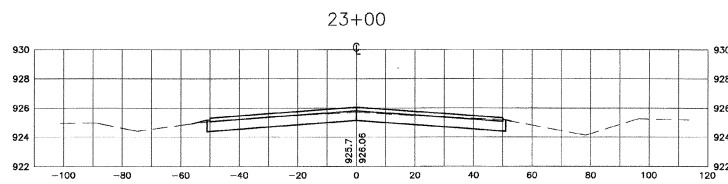
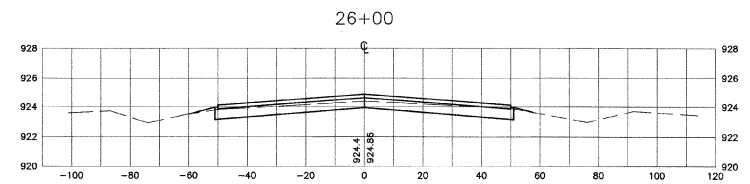
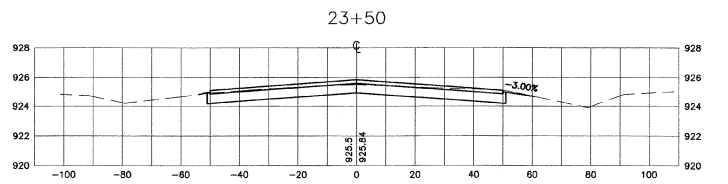
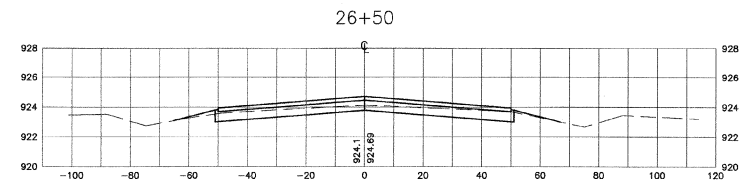
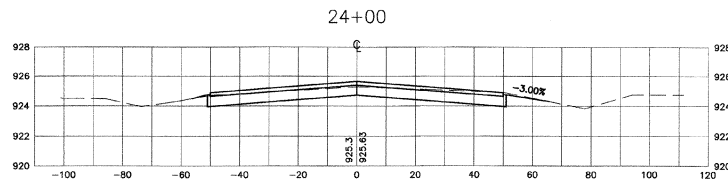


NO.	DATE	REVISIONS	BY	CHK'D
1	1/18/01	VAOT COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR

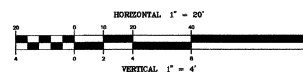
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VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
CROSS SECTIONS RW 18-36
STA. 17+00 TO 21+50

DRAWN BY
JJP
CHECKED BY
JAA
PROJ. NO.
N15500
DRAW. NO.
1
DATE
MAR. 2000
SHEET XS-2



GRAPHIC SCALE

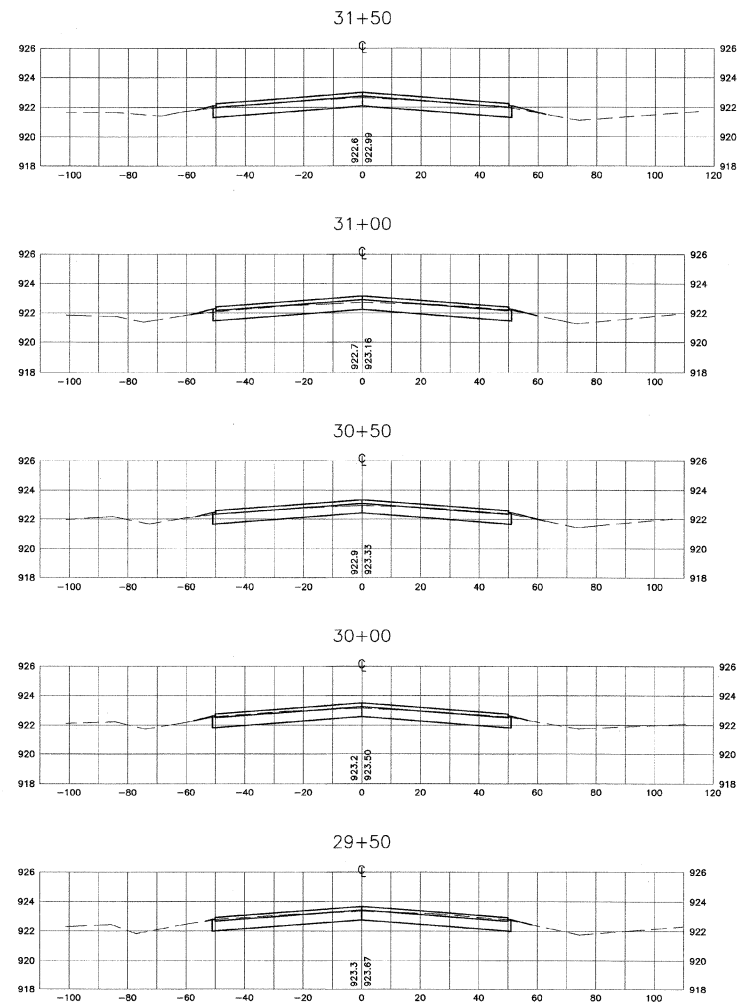
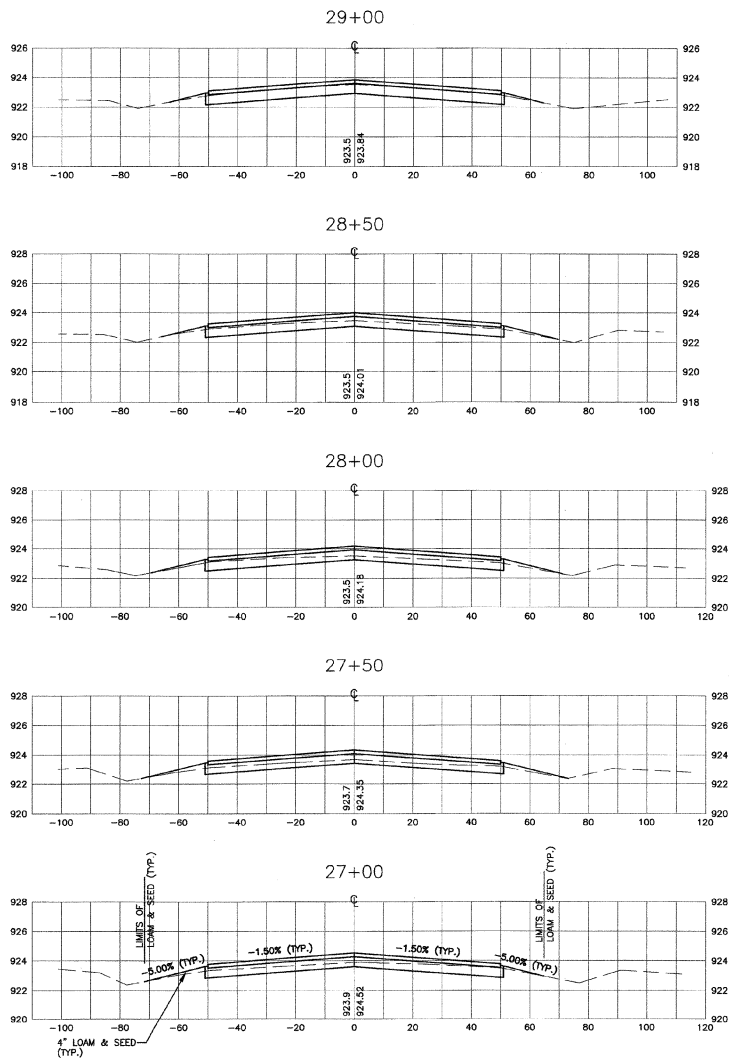


NO.	DATE	REVISIONS	BY	CHK'D
1	1/19/01	VOI COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR

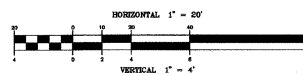
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VERMONT AGENCY OF
 TRANSPORTATION
 COVENTRY, VERMONT
 NEWPORT STATE AIRPORT
 RUNWAY 18-36 RECONSTRUCTION
 CROSS SECTIONS RW 18-36
 STA. 22+00 TO 26+50

DRAWN BY: JJP
 CHECKED BY: MAR. 2000
 PROJ. ENG. N15500
 DRAW. NO. 1
 SHEET XS-3



GRAPHIC SCALE



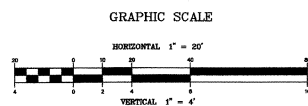
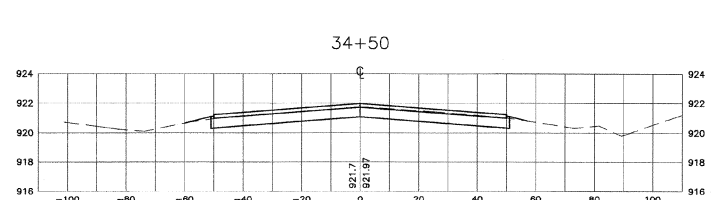
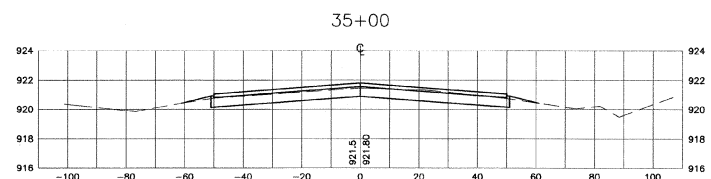
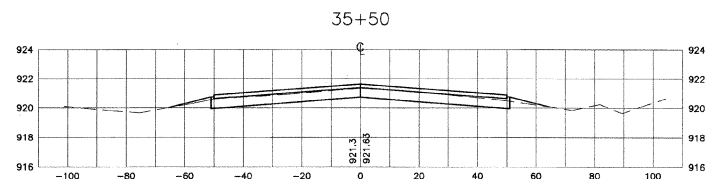
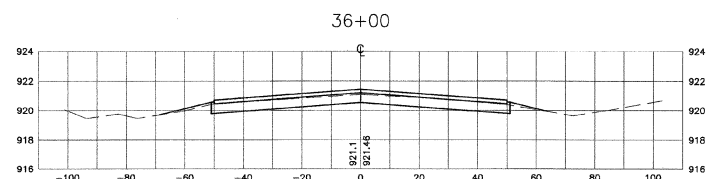
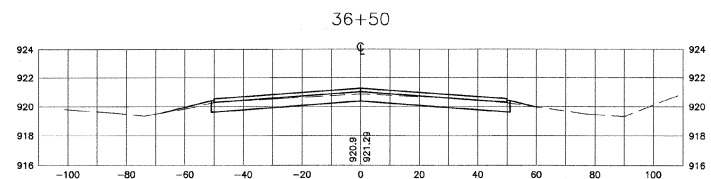
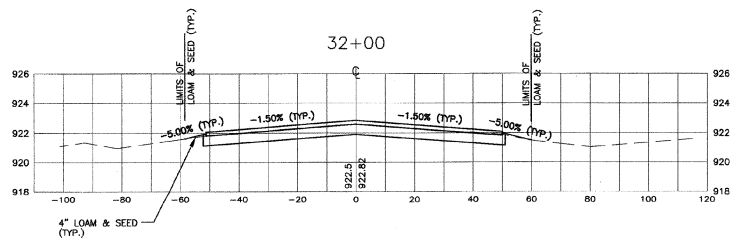
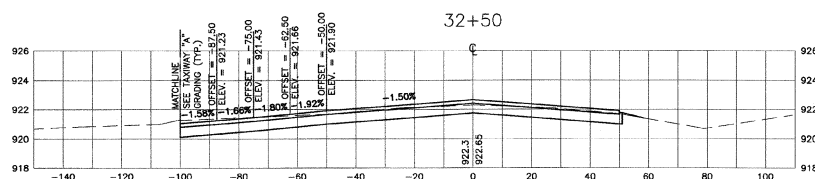
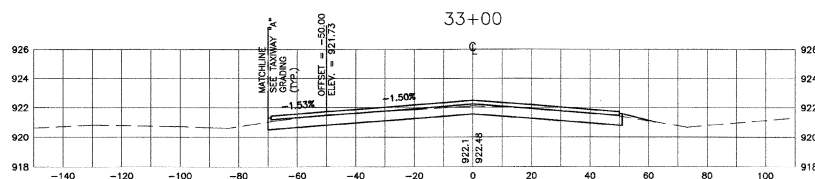
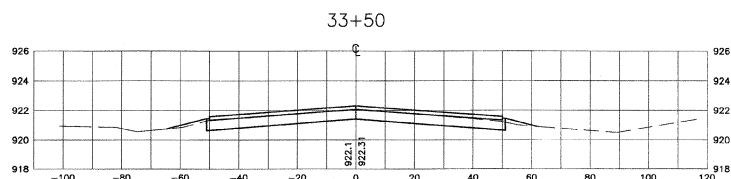
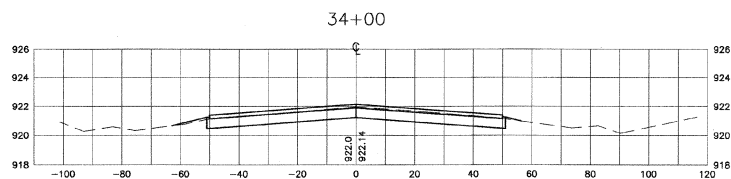
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VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
CROSS SECTIONS RW 18-36
STA. 27+00 TO 31+50

DRAWN BY JJP	DATE MAR. 2000
CHECKED BY JAA	PROJ. NO. N15500
DRAW. TBL. 1	

SHEET XS-4

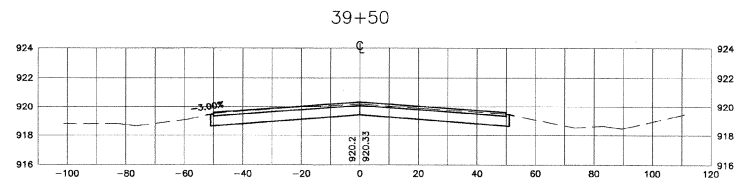
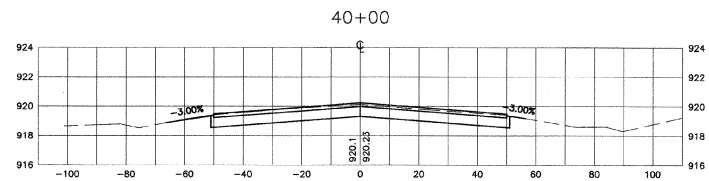
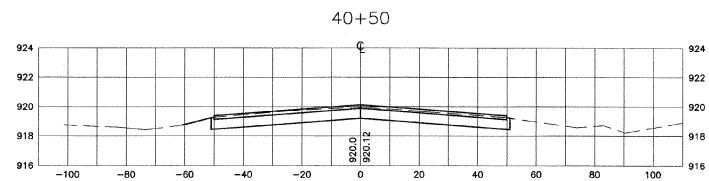
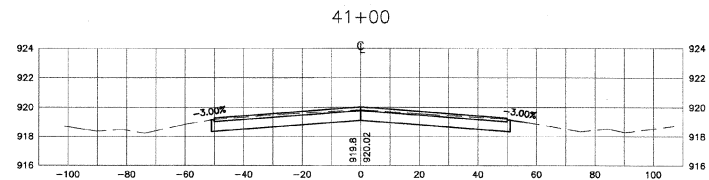
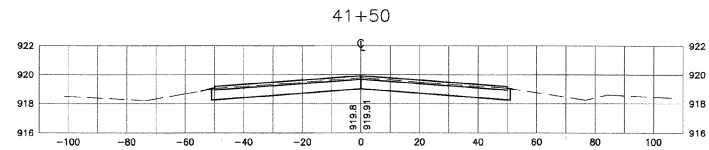
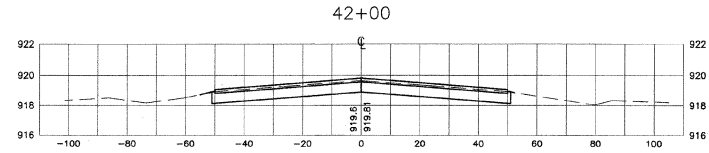
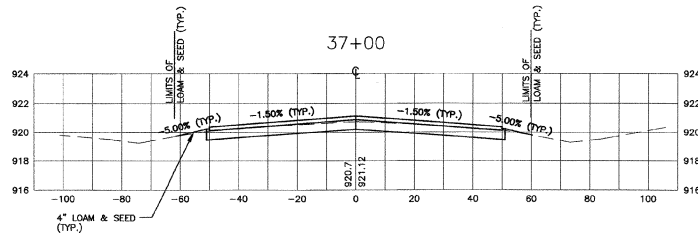
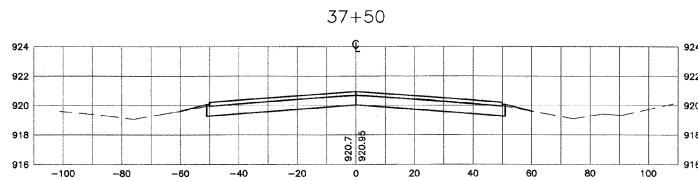
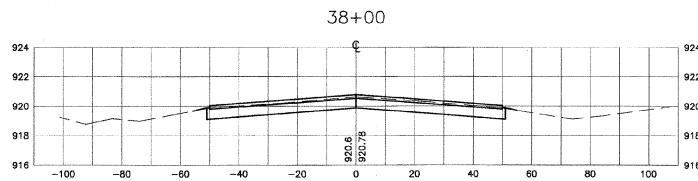
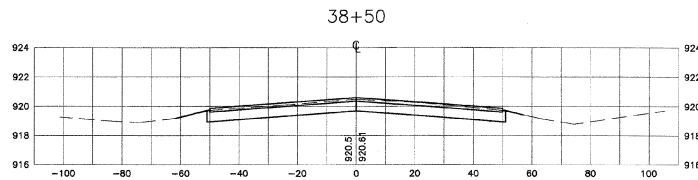
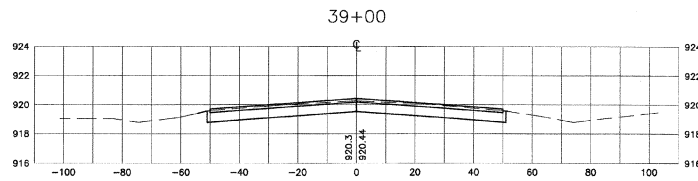


1	1/18/01	VAOT COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJ	
NO.	DATE	REVISIONS	BY	CK	

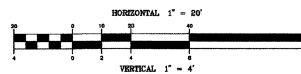
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VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
CROSS SECTIONS RW 18-36
STA. 32+00 TO 36+50

DRAWN BY JJP	DATE MAR. 2000
CHECKED BY	PROJ. NO. N15500
PROJ. ENG. JAA	DRAW. NO. 1
SHEET XS-5	



GRAPHIC SCALE

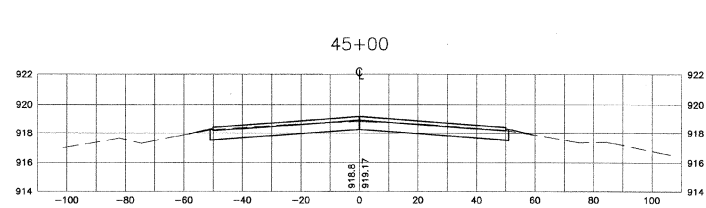
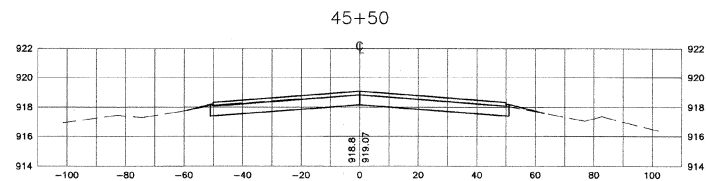
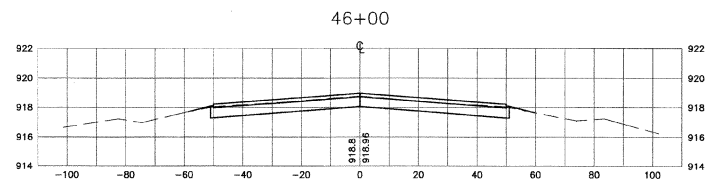
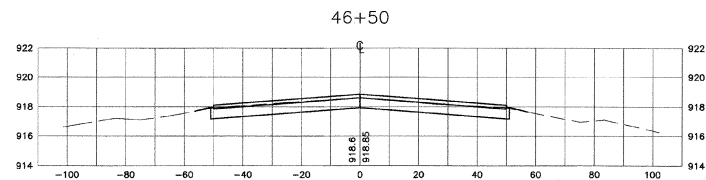
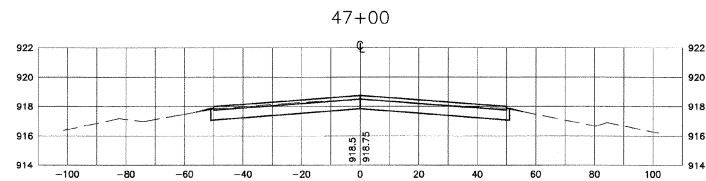
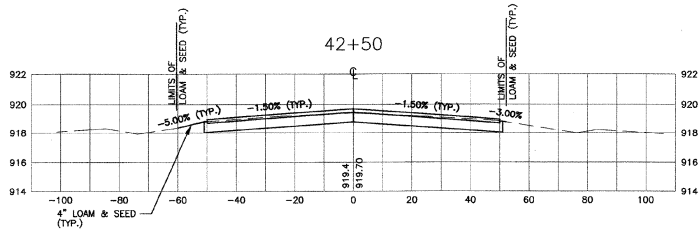
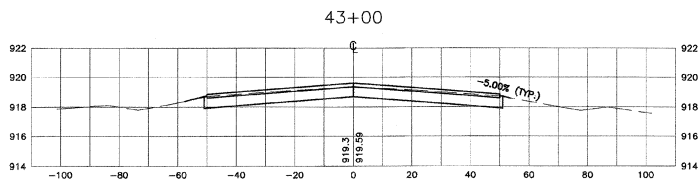
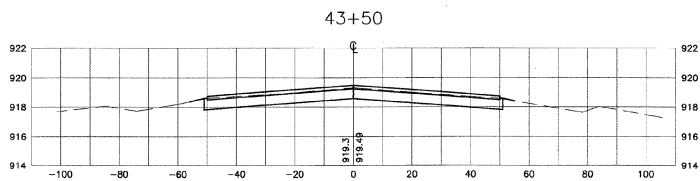
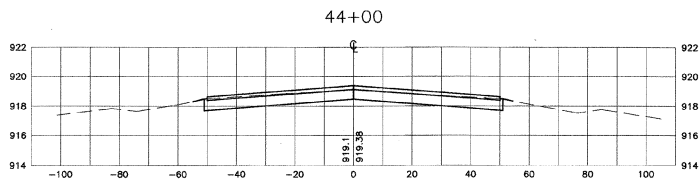
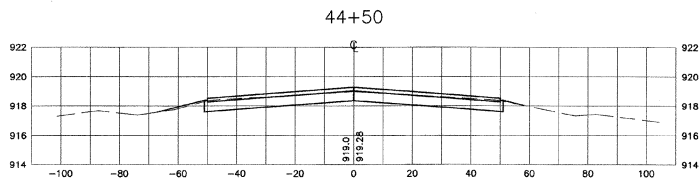


NO.	DATE	REVISIONS	BY	CHK'D
1	1/18/01	VAOT COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR

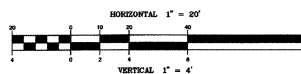
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VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
CROSS SECTIONS RW 18-36
STA. 37+00 TO 42+00

DRAWN BY JJP	DATE MAR. 2000
CHECKED BY	PROJ. NO. N15500
PROJ. ENG. JAA	DRAW. NO. 1
SHEET XS-6	



GRAPHIC SCALE

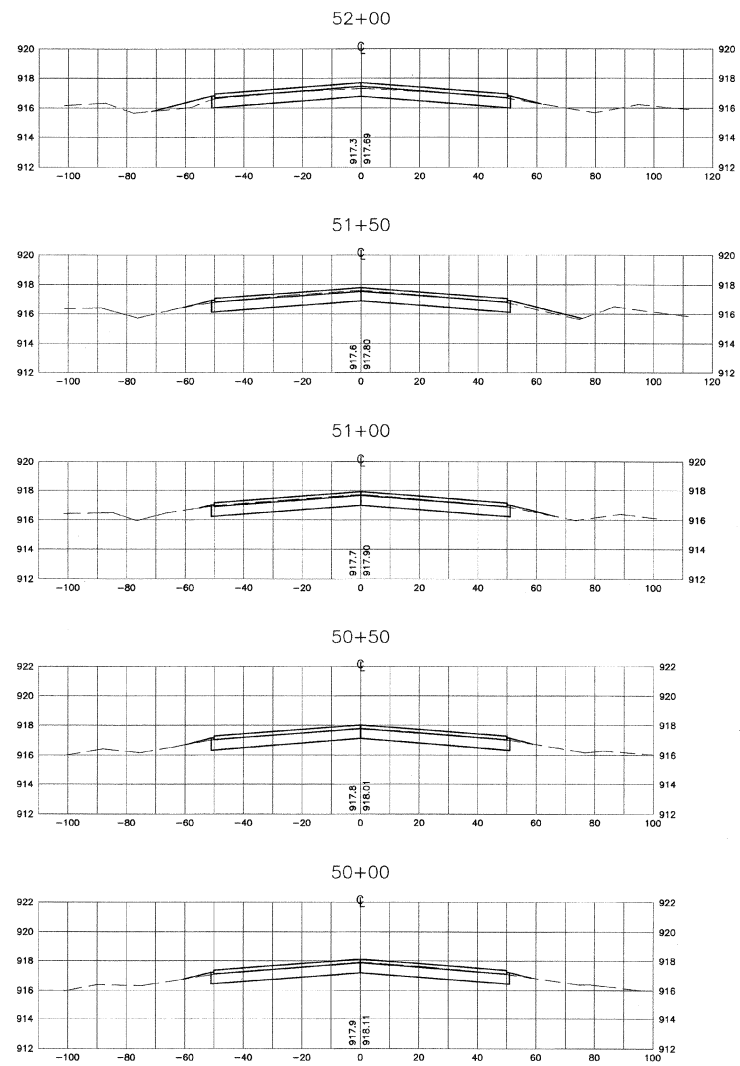
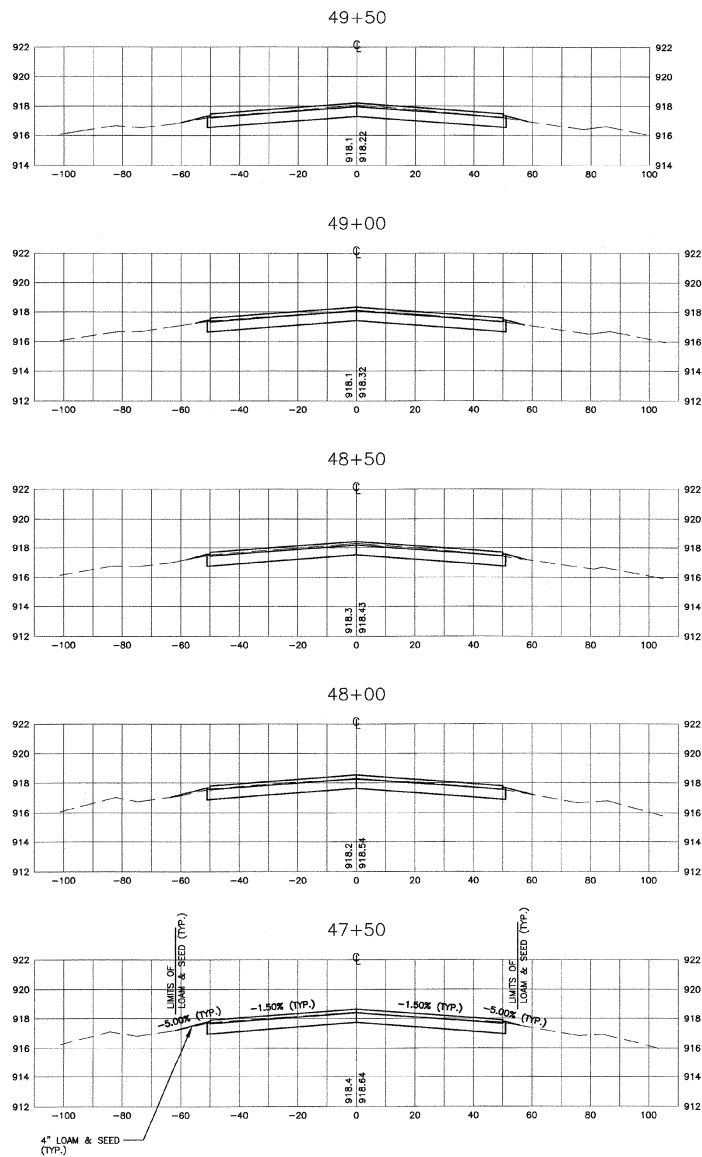


NO.	DATE	REVISIONS	BY	CHK'D
1	1/15/01	VOAT COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR

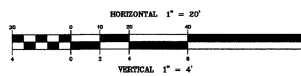
DuBois & King
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VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
CROSS SECTIONS RW 18-36
STA. 42+50 TO 47+00

DESIGNED BY JJP	DATE MAR. 2000
CHECKED BY N15500	
PROJ. ENG. JAA	DRAW. NO. 1
SHEET XS-7	



GRAPHIC SCALE

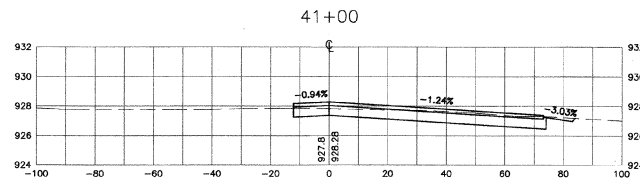
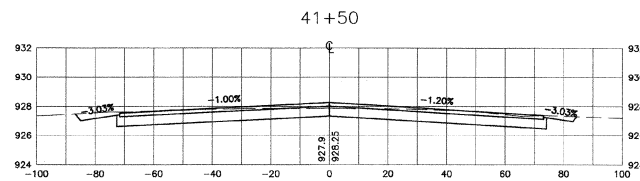
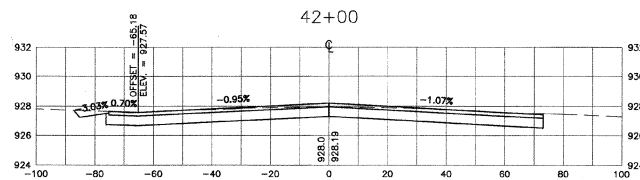
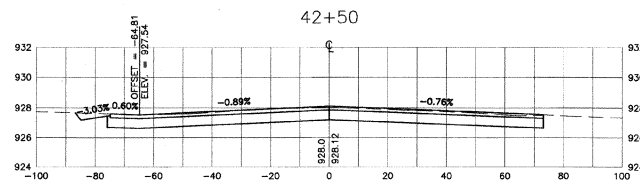
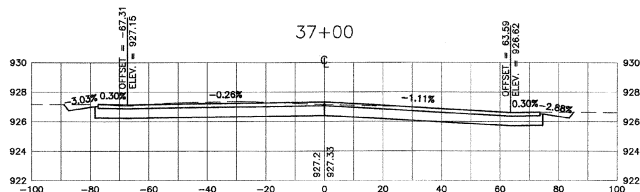
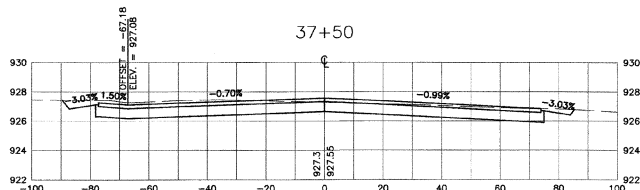
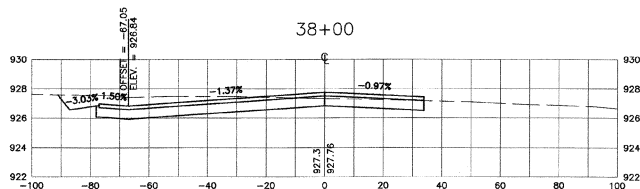
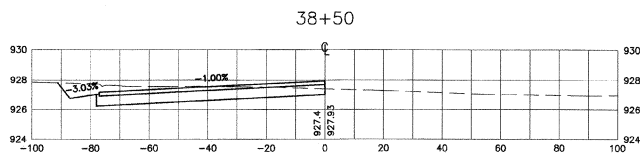


NO.	DATE	REVISIONS	BY	CHK'D
1	9/18/01	VAOT COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR

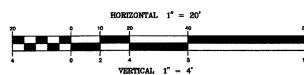
DuBois & King
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VERMONT AGENCY OF
 TRANSPORTATION
 COVENTRY, VERMONT
 NEWPORT STATE AIRPORT
 RUNWAY 18-36 RECONSTRUCTION
 CROSS SECTIONS RW 18-36
 STA. 47+50 TO 52+00

DRAWN BY JJP	DATE MAR. 2000
CHECKED BY JAA	PROJ. NO. N15500
DESIGN JAA	DRAW. NO. 1
SHEET XS-8	



GRAPHIC SCALE

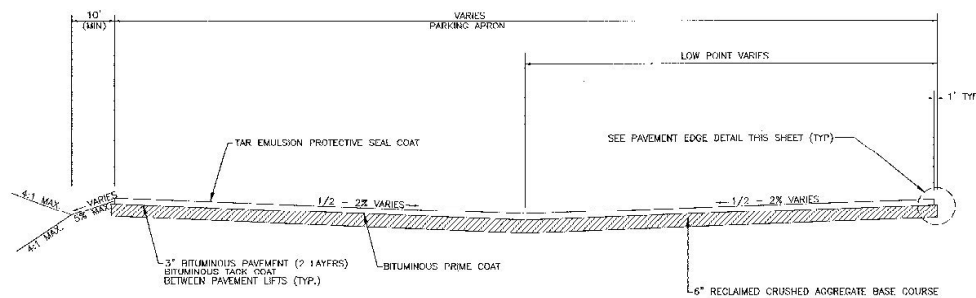


NO.	DATE	REVISIONS	BY	CHK'D
1	1/18/01	VAOT COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR

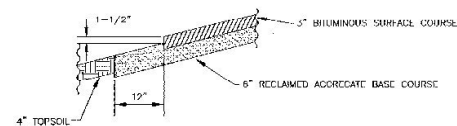
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engineering planning management development

VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
CROSS SECTIONS RW 5-23
STA. 37+00 TO 38+50 & 41+00 TO 42+50

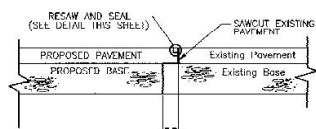
DRAWN BY JJP	DATE MAR. 2000
CHECKED BY	PROJ. NO. N15500
PROJ. ENG. JAA	DRAW. NO. 1
SHEET XS-9	



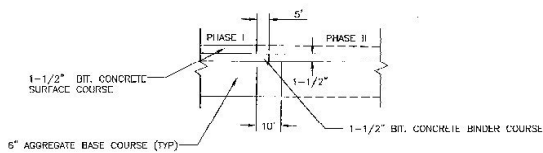
APRON TYPICAL SECTION
NOT TO SCALE



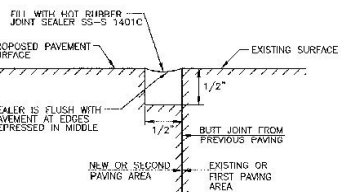
PAVEMENT EDGE DETAIL
NOT TO SCALE



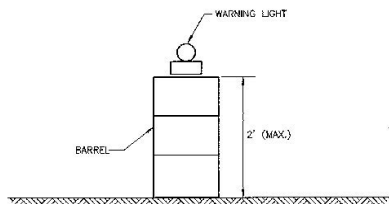
SAWCUT JOINT DETAIL
NOT TO SCALE



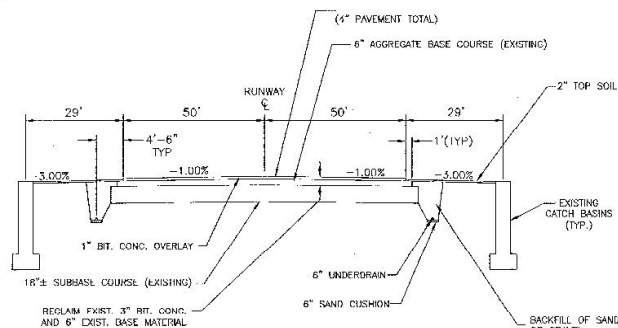
RUNWAY PHASE PAVEMENT MATCH
NOT TO SCALE



RESAW AND SEAL DETAIL
NOT TO SCALE

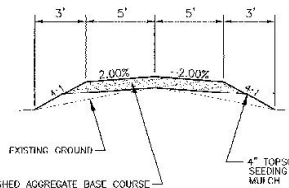


LIGHTED BARRICADES
NOT TO SCALE

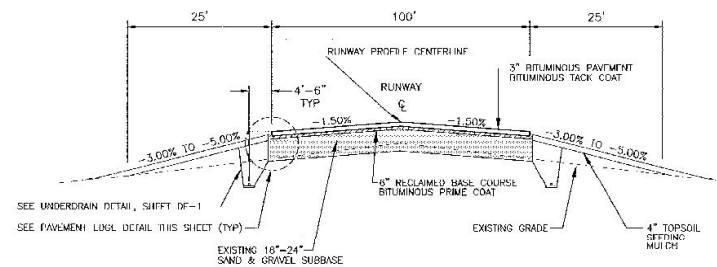


EXISTING TYPICAL SECTION
NOT TO SCALE

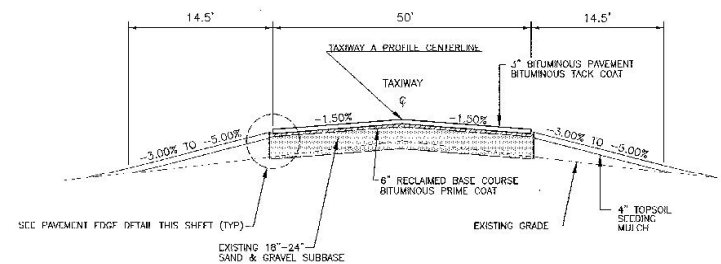
NOTE:
SECTIONS 12+00 TO 28+00 HAS 3\"/>



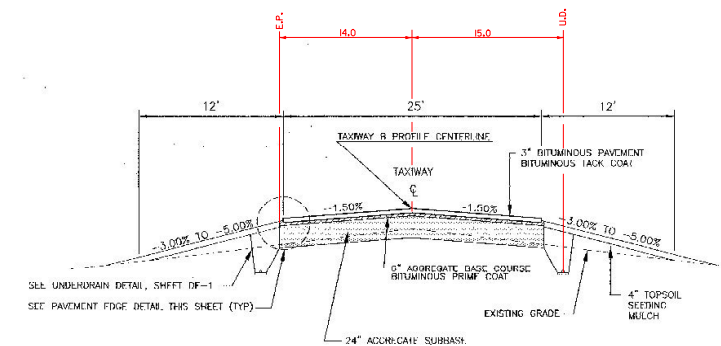
TYPICAL SECTION GRAVEL SERVICE ROAD
NOT TO SCALE



RUNWAY TYPICAL SECTION
NOT TO SCALE



TAXIWAY A TYPICAL SECTION
NOT TO SCALE



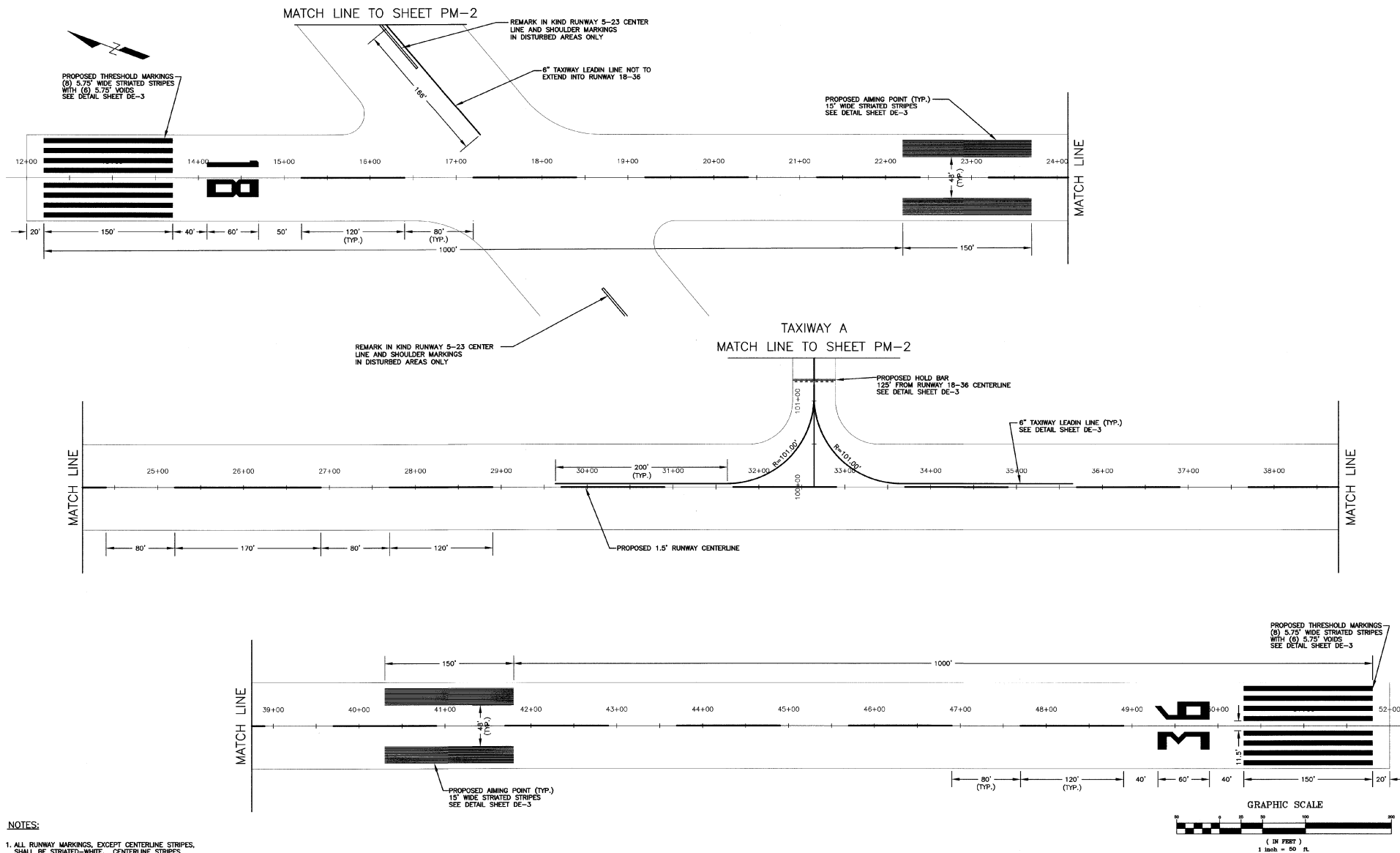
TAXIWAY B TYPICAL SECTION
NOT TO SCALE

NO.	DATE	REVISIONS	BY	CHK'D
1	1/18/01	VAOT COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR

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VERMONT AGENCY OF TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
TYPICAL SECTION & PAVING DETAILS

DRAWN BY: JJP
CHECKED BY: N15500
PLOT DATE: JAA
SHEET TS-1



- NOTES:**
1. ALL RUNWAY MARKINGS, EXCEPT CENTERLINE STRIPES, SHALL BE STRATIFIED-WHITE. CENTERLINE STRIPES TO BE SOLID-WHITE (SEE SHEET DE-3).
 2. ALL TAXIWAY MARKINGS AND STRIPES SHALL BE SOLID-YELLOW, INCLUDING THOSE PORTIONS WHICH ENTER THE RUNWAY.
 3. PAINT SHALL NOT BE APPLIED UNTIL THE LAYOUT AND SURFACE CONDITIONS OF THE PAVEMENT IS APPROVED BY THE ENGINEER.

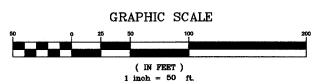
NO.	DATE	REVISIONS	BY	CHK'D

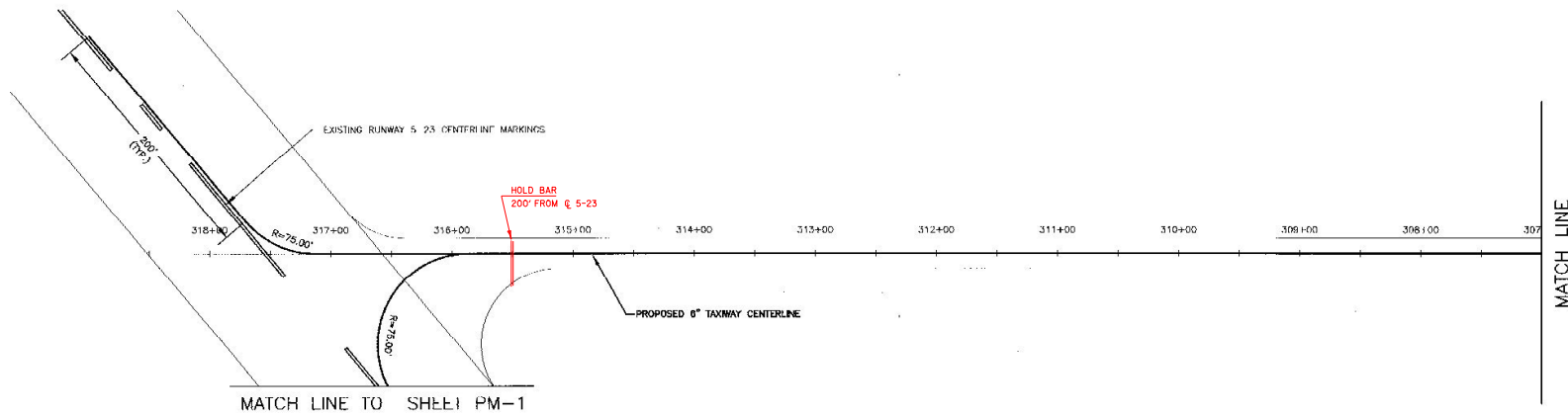
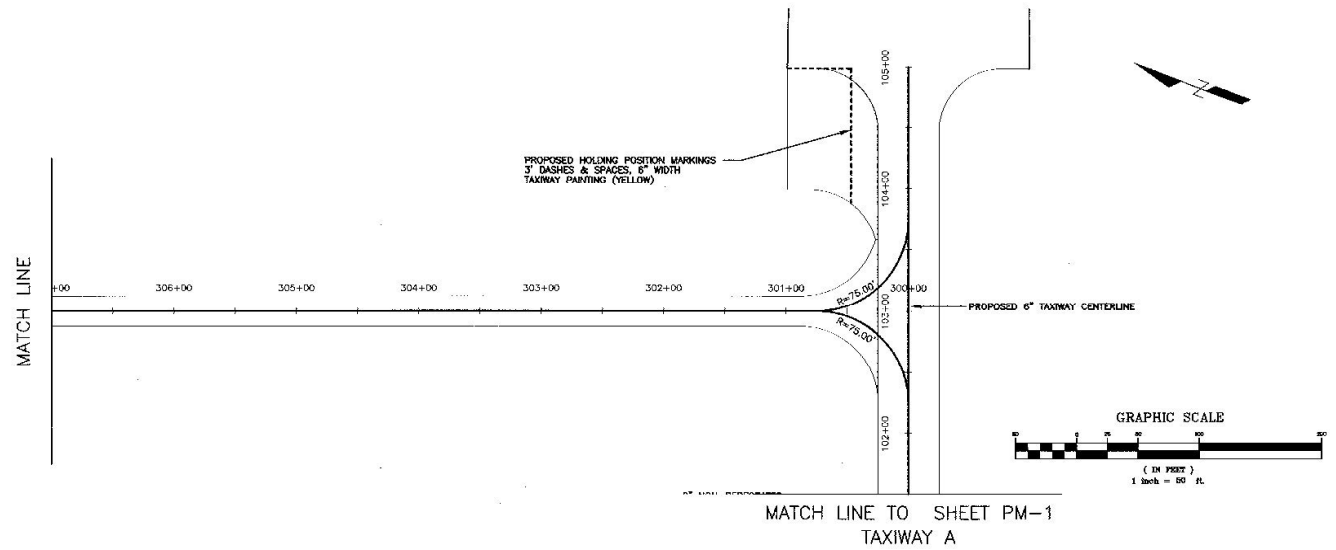
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VERMONT AGENCY OF
 TRANSPORTATION
 COVENTRY, VERMONT
 NEWPORT STATE AIRPORT
 RUNWAY 18-36 RECONSTRUCTION
 PAVEMENT MARKING DETAILS
 RUNWAY 18-36

DRAWN BY JUP	DATE MAR. 2000
CHECKED BY	PROJ. NO. N15500
PROJ. ENG. JAA	DRAW. NO. 1

SHEET PM-1





NOTES:

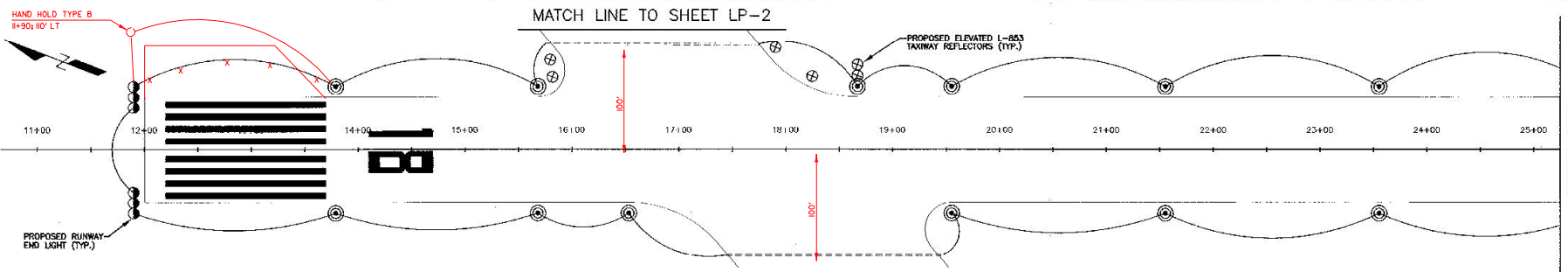
1. ALL RUNWAY MARKINGS, EXCEPT CENTERLINE STRIPES, SHALL BE STRAT-WHITE. CENTERLINE STRIPES TO BE SOLID-WHITE (SEE SHEET DE-3).
2. ALL TAXIWAY MARKINGS AND STRIPES SHALL BE SOLID-YELLOW, INCLUDING THOSE PORTIONS WHICH ENTER THE RUNWAY.
3. PAINT SHALL NOT BE APPLIED UNTIL THE LAYOUT AND SURFACE CONDITIONS OF THE PAVEMENT IS APPROVED BY THE ENGINEER.

NO.	DATE	REVISIONS	BY	CHK'D

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VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-56 RECONSTRUCTION
PAVEMENT MARKING DETAILS
TAXIWAY & HOLDING BAY

DRAWN BY JJP	DATE MAR. 2000
CHECKED BY	PRJ. NO. N15500
PRJ. ENG. JAA	DRAW. NO. 1
SHEET PM-2	



RUNWAY LIGHT SCHEDULE

STA. 13+70.13 RT. 60.00	STA. 33+39.21 RT. 60.00
STA. 13+79.13 LT. 60.00	STA. 33+39.21 LT. 60.00
STA. 15+68.26 RT. 60.00	STA. 34+74.18 RT. 60.00
STA. 15+68.26 LT. 60.00	STA. 34+74.18 LT. 60.00
STA. 16+53.27 RT. 60.00	STA. 36+10.00 RT. 60.00
STA. 16+53.27 LT. 60.00	STA. 36+10.00 LT. 60.00
STA. 18+07.14 LT. 60.00	STA. 38+10.00 RT. 60.00
STA. 18+07.14 RT. 60.00	STA. 38+10.00 LT. 60.00
STA. 19+55.35 RT. 60.00	STA. 40+10.00 RT. 60.00
STA. 19+55.35 LT. 60.00	STA. 40+10.00 LT. 60.00
STA. 21+55.35 RT. 60.00	STA. 42+10.00 RT. 60.00
STA. 21+55.35 LT. 60.00	STA. 42+10.00 LT. 60.00
STA. 23+55.35 RT. 60.00	STA. 44+10.00 RT. 60.00
STA. 23+55.35 LT. 60.00	STA. 44+10.00 LT. 60.00
STA. 25+55.35 RT. 60.00	STA. 46+10.00 RT. 60.00
STA. 25+55.35 LT. 60.00	STA. 46+10.00 LT. 60.00
STA. 27+55.35 RT. 60.00	STA. 48+10.00 RT. 60.00
STA. 27+55.35 LT. 60.00	STA. 48+10.00 LT. 60.00
STA. 29+00.27 RT. 60.00	STA. 50+10.00 RT. 60.00
STA. 29+00.27 LT. 60.00	STA. 50+10.00 LT. 60.00
STA. 30+45.18 RT. 60.00	
STA. 30+45.18 LT. 60.00	
STA. 31+89.21 RT. 60.00	
STA. 31+89.21 LT. 60.00	

* ALL STATIONS & OFFSETS REFER TO THE RUNWAY 18-36 BASELINE.

RUNWAY END LIGHT SCHEDULE

STA. 11+90.00 RT. 50.00	STA. 52+10.00 RT. 60.00
STA. 11+90.00 LT. 50.00	STA. 52+10.00 LT. 50.00
STA. 11+90.00 RT. 40.00	STA. 52+10.00 RT. 30.00
STA. 11+90.00 LT. 40.00	STA. 52+10.00 LT. 30.00
STA. 11+90.00 RT. 30.00	STA. 52+10.00 RT. 20.00
STA. 11+90.00 LT. 30.00	STA. 52+10.00 LT. 20.00
STA. 11+90.00 RT. 20.00	STA. 52+10.00 RT. 10.00
STA. 11+90.00 LT. 20.00	STA. 52+10.00 LT. 10.00
STA. 11+90.00 RT. 10.00	STA. 52+10.00 RT. 0.00
STA. 11+90.00 LT. 10.00	STA. 52+10.00 LT. 0.00

* ALL STATIONS & OFFSETS REFER TO THE RUNWAY 18-36 BASELINE.

RUNWAY END IDENTIFIER LIGHTS SCHEDULE

STA. 52+10.00 RT. 90.00	STA. 52+10.00 LT. 90.00
-------------------------	-------------------------

* ALL STATIONS & OFFSETS REFER TO THE 50' TAXIWAY BASELINE.

TAXIWAY LIGHT SCHEDULE

STA. 100+70.00 LT. 75.00	STA. 100+70.00 RT. 75.00
STA. 100+80.00 LT. 75.00	STA. 100+80.00 RT. 75.00
STA. 100+71.72 LT. 45.72	STA. 100+71.72 RT. 45.72
STA. 101+00.00 LT. 35.00	STA. 101+00.00 RT. 35.00

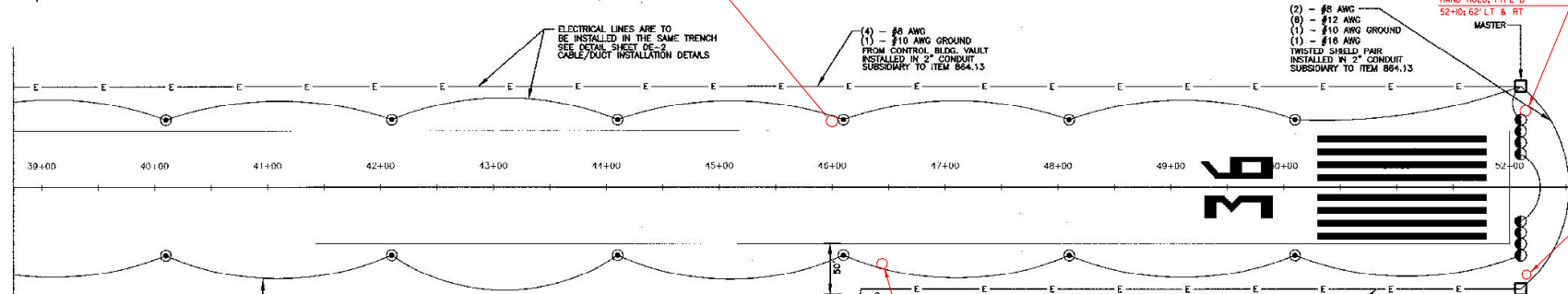
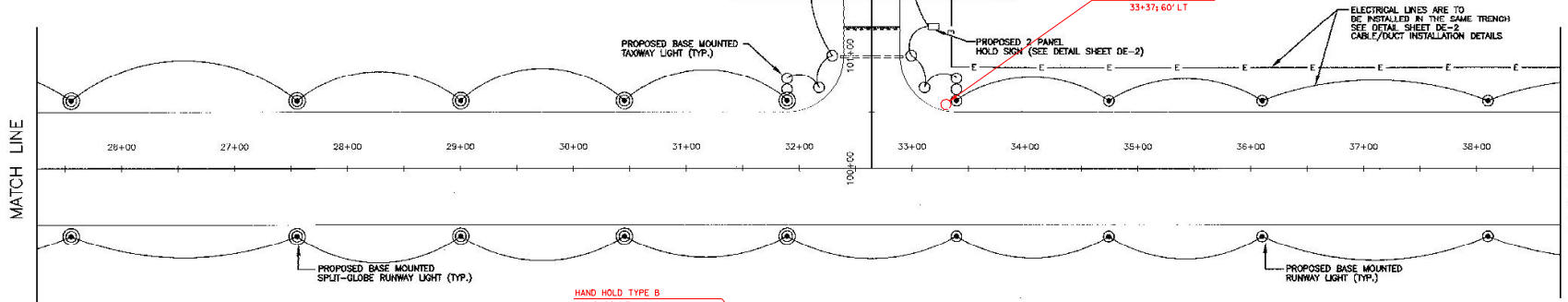
* ALL STATIONS & OFFSETS REFER TO THE 50' TAXIWAY BASELINE.

TAXIWAY REFLECTOR SCHEDULE

STA. 313+97.07 LT. 230.02	STA. 314+73.79 LT. 204.16
STA. 313+97.07 LT. 220.02	STA. 316+82.36 LT. 231.40
STA. 314+39.41 LT. 230.62	STA. 316+84.40 LT. 215.45

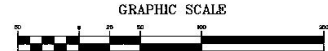
* ALL STATIONS & OFFSETS REFER TO THE 25' TAXIWAY BASELINE.

TAXIWAY A
MATCH LINE TO SHEET LP-2



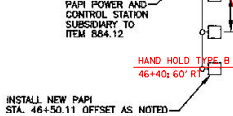
LEGEND

- BASE MOUNTED RUNWAY LIGHT
- BASE MOUNTED TAXIWAY LIGHT, CLEAR-YELLOW SPLIT GLOBE
- BASE MOUNTED TAXIWAY LIGHT
- RUNWAY END LIGHT
- RUNWAY END IDENTIFICATION LIGHT (RELS)
- TAXIWAY REFLECTIVE MARKER, YELLOW TUBE-BLUE BAND
- PROPOSED 4-WAY ELECTRICAL DUCT
- EXISTING 4-WAY ELECTRICAL DUCT
- TAXIWAY GUIDANCE/HOLD SIGN



ELECTRICAL NOTES

- NO. 8 BARE COPPER COUNTERPOISE WIRE TO BE INSTALLED OUTSIDE OF DUCTS.
- ALL ELECTRICAL CABLES ARE TO BE NO. 8 5KV, FAA L-824, TYPE C UNLESS OTHERWISE SHOWN. SEE SPECIFICATION L-108.
- TAXIWAY LIGHTS AND RUNWAY LIGHTS ARE TO BE INSTALLED 10' BACK FROM EDGE OF PAVEMENT, CABLE IS TO BE INSTALLED IN DUCT ALSO 10' BACK FROM EDGE OF PAVEMENTS.
- HOLD SIGNS ARE TO BE INSTALLED 20' OFF THE TAXIWAY EDGE OF PAVEMENT. FACE OF THE SIGN IS TO BE PERPENDICULAR TO THE TAXIWAY CENTERLINE, IN LINE WITH HOLD BAR.
- EXISTING DUCTS ARE SHOWN IN THE APPROXIMATE LOCATIONS. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD PRIOR TO EXCAVATION.
- ALL CABLE CONNECTIONS ARE TO FOLLOW FAA L-823 REQUIREMENTS, AND SHALL BE MADE AT THE NEAREST LIGHT OR SIGN.
- SPLIT GLOBE LENSES ARE TO BE CLEAR YELLOW COLOR YELLOW TO FACE RUNWAY OR THRESHOLD CLEAR TO FACE RUNWAY 18 THRESHOLD



NO.	DATE	REVISIONS	BY	CHK'D
1	1/18/01	WAT COMMENTS AND SURVEY ADJUSTMENTS	MOL	SJR

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VERMONT AGENCY OF TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
LIGHTING PLAN
RUNWAY 18-36

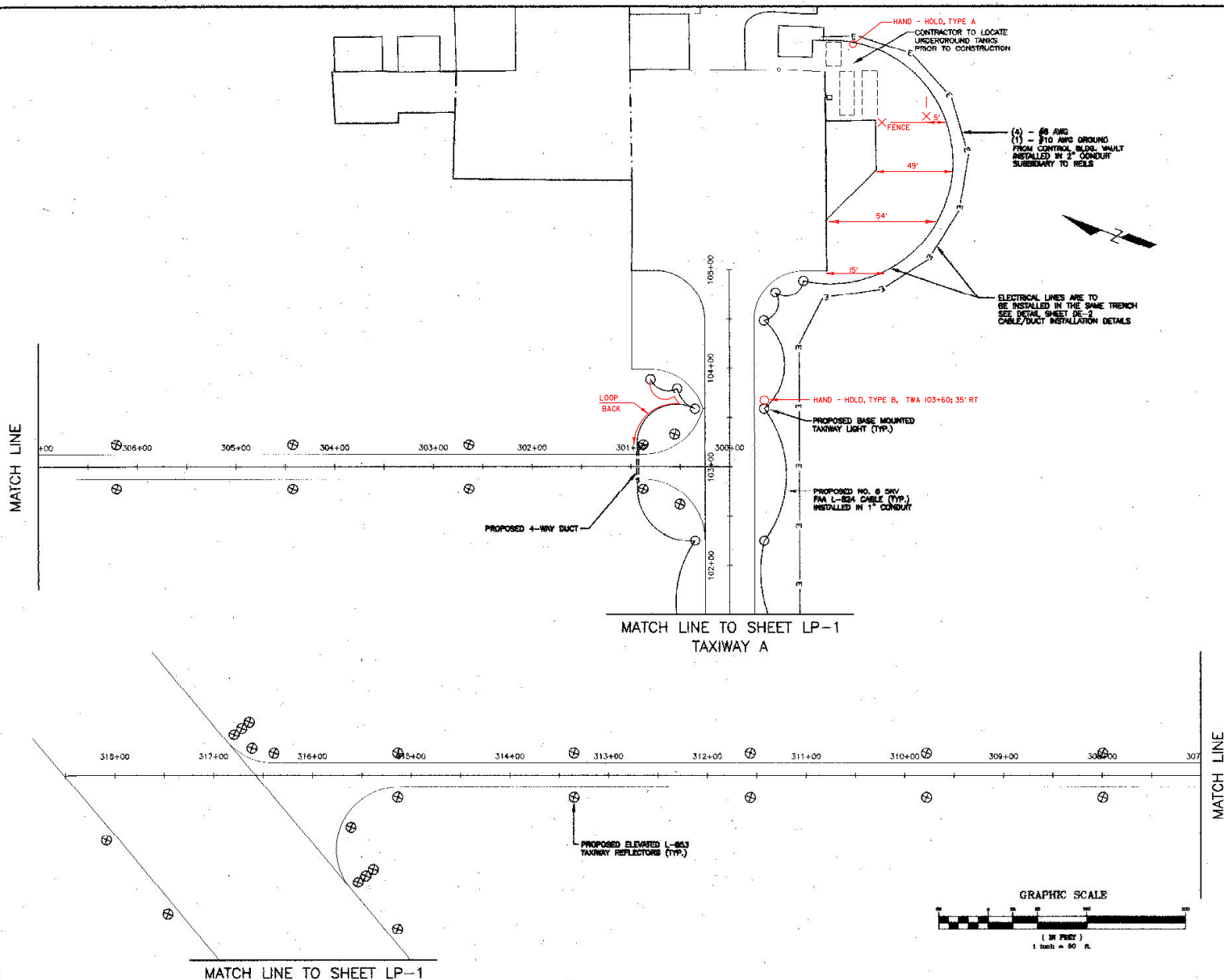
DRAWN BY: JUP
CHECKED BY: N15500
PLOT. ENL: JAA
DATE: MAR. 2000
PROJECT NO.: N15500
DRAW. NO.: 1
SHEET LP-1

STA. 102+25.04	L.T.	35.00	STA. 102+25.04	R.T.	35.00
STA. 103+58.89	L.T.	35.00	STA. 103+58.89	R.T.	35.00
STA. 103+79.89	L.T.	82.91	STA. 104+48.40	R.T.	30.00
STA. 103+86.75	L.T.	80.00	STA. 104+78.88	R.T.	46.72
			STA. 104+88.40	R.T.	75.00

* ALL STATIONS & OFFSETS REFER TO THE 25' TAXWAY BASELINE

STA_3006-90.34	LT_37.88	STA_3134-34.84	LT_22.50
STA_3006-90.53	LT_33.88	STA_3135-34.84	LT_22.50
STA_3006-87.50	LT_22.50	STA_3154-13.34	LT_22.50
STA_3067-50.70	LT_22.50	STA_3154-13.34	LT_22.50
STA_3024-63.84	LT_22.50	STA_3154-13.27	LT_158.22
STA_3024-63.84	LT_22.50	STA_3154-13.28	LT_96.88
STA_3066-42.24	LT_22.50	STA_3155-49.95	LT_108.28
STA_3066-42.24	LT_22.50	STA_3155-49.95	LT_108.28
STA_3066-42.24	LT_22.50	STA_3150-60.11	LT_52.77
STA_3066-42.24	LT_22.50	STA_3164-36.78	LT_22.80
STA_3077-99.34	LT_22.50	STA_3184-50.99	LT_27.44
STA_3077-99.34	LT_22.50	STA_3184-93.09	LT_34.15
STA_3089-77.84	LT_22.50	STA_3186-71.87	LT_44.74
STA_3111-56.34	LT_22.50	STA_3174-48.17	LT_140.87
STA_3111-56.34	LT_22.50	STA_3184-08.36	LT_60.78

* ALL STATIONS & OFFSETS REFER TO THE 50' TAXIWAY BASELINE



LEGEND

- | | |
|---|---|
|  | BASE MOUNTED RUNWAY LIGHT |
|  | BASE MOUNTED RUNWAY LIGHT, CLEAR-YELLOW SPLIT GLOBE |
|  | BASE MOUNTED TAXIWAY LIGHT |
|  | RUNWAY END LIGHT |
|  | RUNWAY END IDENTIFICATION LIGHT (REILS) |
|  | TAXIWAY REFLECTIVE MARKER, YELLOW TUBE-BLUE BAND |
|  | PROPOSED 4-WAY ELECTRICAL DUCT |
|  | EXISTING 4-WAY ELECTRICAL DUCT |
|  | TAXIWAY GUIDANCE/HOLD SIGN |

ELECTRICAL NOTES

1. NO. 8 BARE COPPER COUNTERPOISE WIRE TO BE INSTALLED OUTSIDE OF DUCT.
2. ALL ELECTRICAL CABLES ARE TO BE NO. 8 AWG, FMA L-824, TYPE C UNLESS OTHERWISE SPECIFIED. SEE SPECIFICATION.
3. TAXWAY LIGHTS AND RUNWAY LIGHTS ARE TO BE INSTALLED 10' BACK FROM EDGE OF PAVEMENT. CABLE IS TO BE INSTALLED IN DUCT ALSO 10' BACK FROM EDGE OF PAVEMENTS.
4. HOLD SIGNS ARE TO BE INSTALLED 20' OFF THE TAXWAY EDGE OF PAVEMENT. FACE OF THE SIGN IS TO BE PERPENDICULAR TO THE TAXWAY CENTERLINE, IN LINE WITH HOLD BAR.
5. EXISTING DUCTS ARE SHOWN IN THE APPROXIMATE LOCATIONS. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD PRIOR TO EDUCATION.
6. ALL CABLE CONNECTIONS ARE TO FOLLOW FMA L-823 REQUIREMENTS, AND SHALL BE MADE AT THE NEAREST LIGHT OR SIGN.

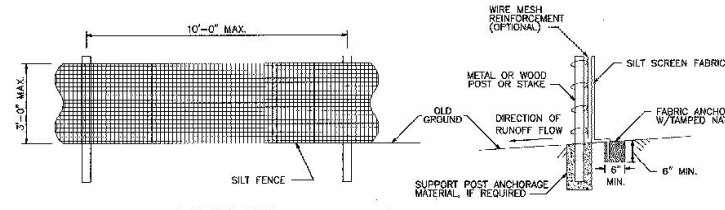
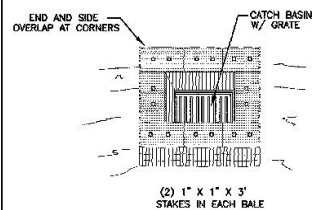
[illegible]

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VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
LIGHTING PLAN
EXISTING & TEMPORARY TAXIWAYS

DESIGNED BY JJP	DATE MAR. 2000
CHECKED BY	PROJ. NO. N15500
PROD. ENG. JAA	DRAW. NO. 1

SHEET LP-2

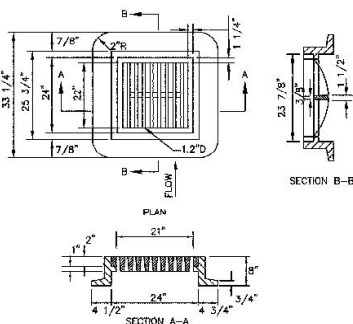


ELEVATION

END VIEW

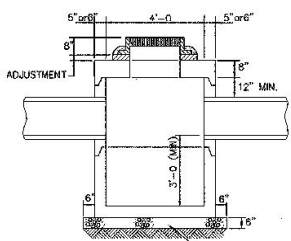
SILT FENCE
NOT TO SCALE

STRAW OR HAY BALE BARRIER
NOT TO SCALE



GRATE & FRAME DETAIL
NOT TO SCALE

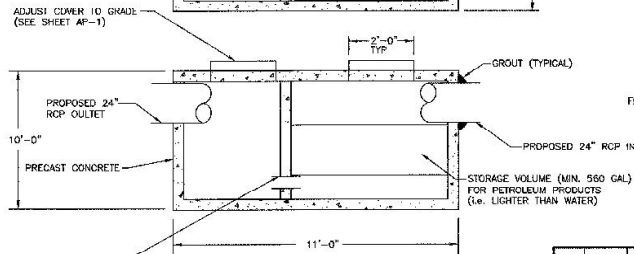
- NOTES:
- GRATES AND FRAMES TO BE CAST IRON, 17YR. A AND SHALL MEET VAOT SPECIFICATION 604.10
 - SUPPLIER SHALL CERTIFY THAT THE GRATE/FRAME ARE CAPABLE OF SUPPORTING 26,500 LB. WHEEL LOAD.



- NOTES:
- PRECAST WALLS AND BASES SHALL MEET VAOT SPECIFICATION 604.10
 - PRECAST REINFORCED CONCRETE TOP, BASE, AND RISER SECTIONS SHALL MEET VAOT SPECIFICATION 604.10
 - SEE GRATE & FRAME DETAIL ABOVE.
 - SEE PLANS FOR PIPE INVERTS.

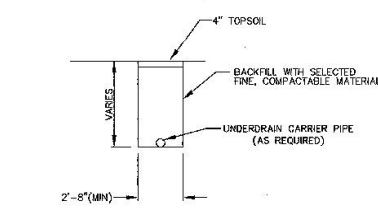
TYPICAL CATCH BASIN
NOT TO SCALE

(EQUAL TO PIPE OPENING)
NOTE: BAFFLE OPEN = 5.0 SQUARE FEET

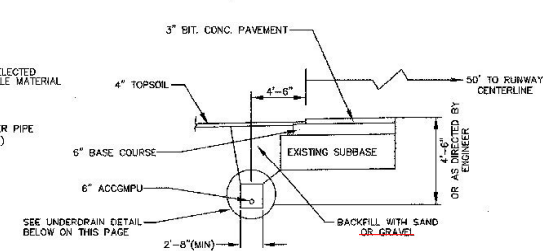


GAS/OIL WATER SEPARATOR
NOT TO SCALE

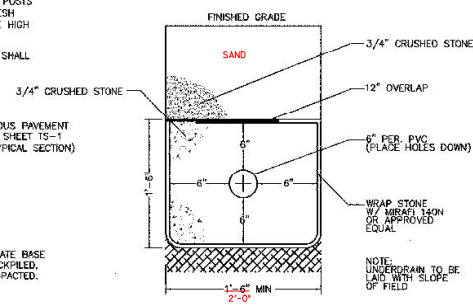
NOTE: OVERALL DIMENSIONS OF TRAP TO BE 11'-0" L. X 6'-0" W. X 10'-0" H.



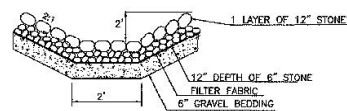
UNDERDRAIN CARRIER PIPE
NOT TO SCALE



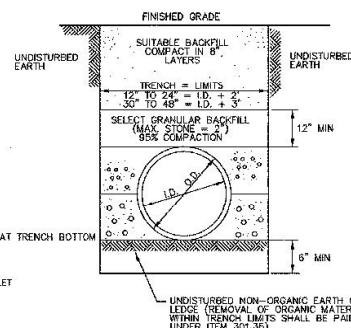
UNDERDRAIN SECTION
NOT TO SCALE



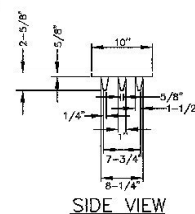
UNDERDRAIN DETAIL
NOT TO SCALE



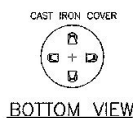
TYPICAL RIPRAP OUTLET
NOT TO SCALE



TYPICAL TRENCH DETAIL
NOT TO SCALE

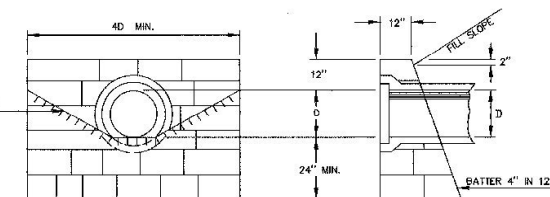


SIDE VIEW



BOTTOM VIEW

UNDERDRAIN FLUSHING BASIN
NOT TO SCALE



END VIEW

SIDE VIEW

QUANTITY SCHEDULE FOR CEMENT RUBBLE MASONRY

PIPE DIAMETER	12"	15"	18"	24"	30"	36"	42"	48"	54"	60"
C.R.M. QUANTITY	1.0	1.5	1.8	2.7	3.5	4.8	6.4	8.0	10.0	12.3

C.R.M. QUANTITIES EXCLUDE PIPE DIAMETERS FOR 30" AND OVER. SAME DEDUCTION MADE FOR CONCRETE PIPE AS IS MADE FOR METAL PIPE.

CEMENT RUBBLE MASONRY STRAIGHT HEADWALL
NOT TO SCALE

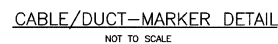
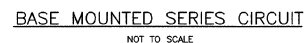
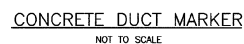
NO.	DATE	REVISIONS	BY	CHK'D
1	1/18/01	VAOT COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR

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VERMONT AGENCY OF TRANSPORTATION
CONVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
DRAINAGE & EROSION CONTROL DETAILS

DRAWN BY JJP
CHECKED BY
PROJ. ENL. JAA
DATE MAR. 2000
PRG. NO. N15500
DRAW. NO. 1
SHEET DE-1



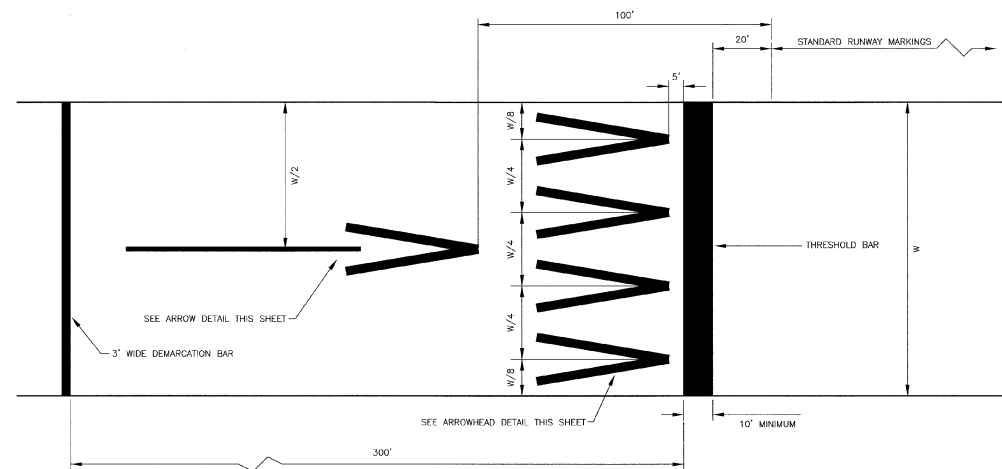
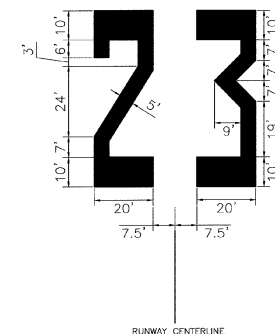
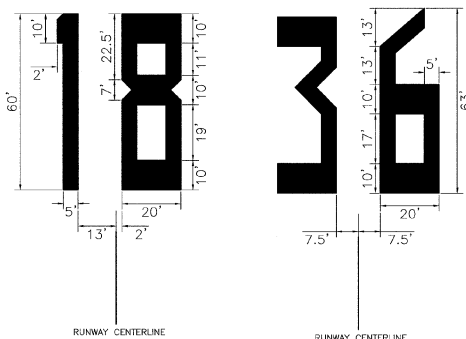
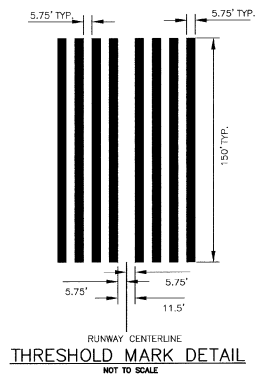
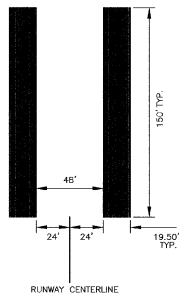
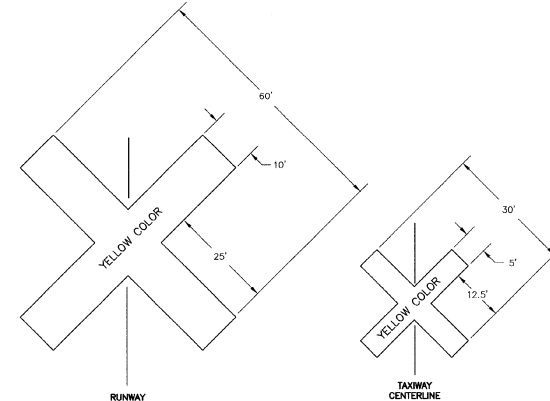
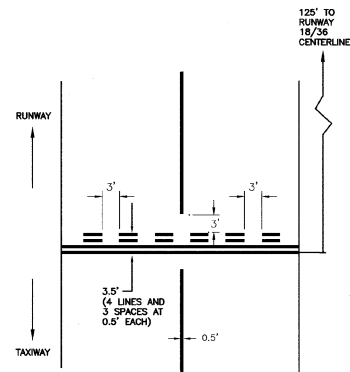
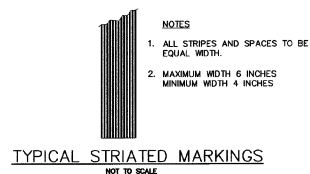
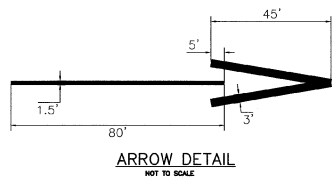
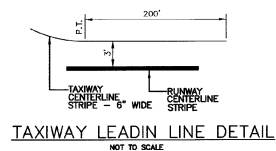
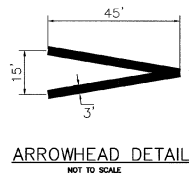
NO	DATE	REVISIONS	BY	CHK

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**VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT**
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
RUNWAY AND TAXIWAY
ELECTRICAL DETAILS

DRAWN BY JJP	DATE MAR. 2000
CHECKED BY	PROJ. NO. N15500
PROJ. ENG. JAA	DRAW. NO. 1

SHEET DE-2



- NOTES
1. FOUR (4) ARROWHEADS ARE PLACED SYMMETRICALLY ACROSS RUNWAY WITH UNIFORM LATERAL SPACING AS INDICATED.
 2. ALL MARKINGS IN THE DISPLACED AREA ARE YELLOW EXCEPT THE THRESHOLD BAR WHICH IS WHITE.

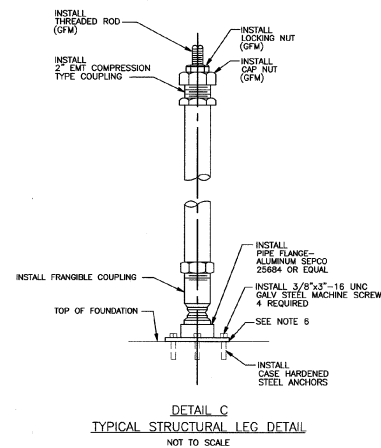
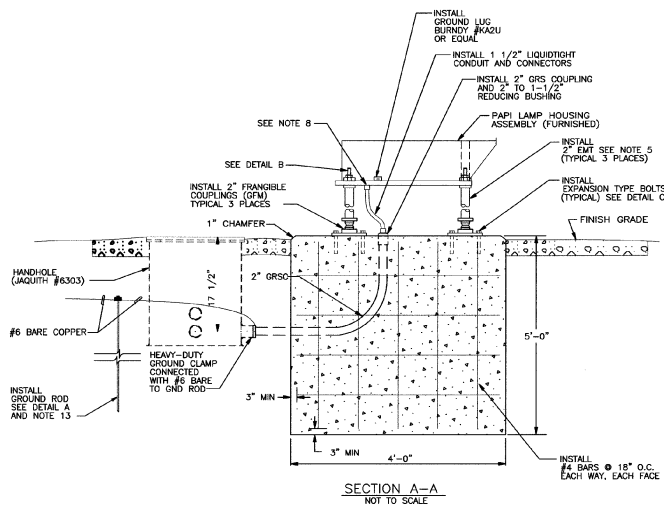
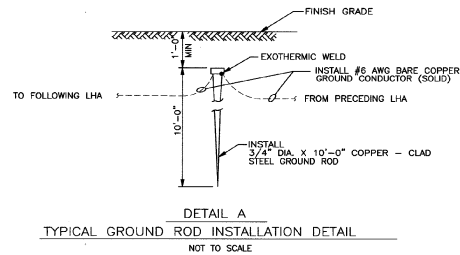
- NOTES
1. ALL RUNWAY MARKINGS ARE WHITE EXCEPT IN THE DISPLACED THRESHOLD AREA.
 2. FOR RUNWAY LESS THAN 150' IN WIDTH, THE WIDTH OF THE MARKINGS, SPACES BETWEEN MARKINGS, AND DISTANCE OF MARKINGS FROM THE RUNWAY EDGES ARE CHANGED PROPORTIONALLY.
 3. ADJUSTMENTS TO THE LENGTH OF THE CENTERLINE STRIPES AND GAPS, WHERE NECESSARY TO ACCOMMODATE THE RUNWAY LENGTH, ARE MADE NEAR THE RUNWAY MIDPOINT.
 4. ALL RUNWAY MARKINGS, EXCEPT CENTERLINE, ARE TO BE STRIATED WITH ALL STRIPES AND SPACES EQUAL IN WIDTH (4" TO 6").
 5. PAINT SHALL NOT BE APPLIED UNTIL THE PREPARED SURFACE CONDITION OF THE EXISTING PAVEMENT HAS BEEN APPROVED BY THE ENGINEER.

NO.	DATE	REVISIONS	BY	CHK'D

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VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION

DESIGNED BY JUP	DATE MAR. 2000
CHECKED BY JAA	PROJECT NO. N15500
PROJ. ENG. JAA	DRAW. NO. 1
SHEET DE-3	



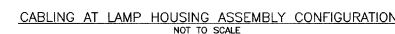
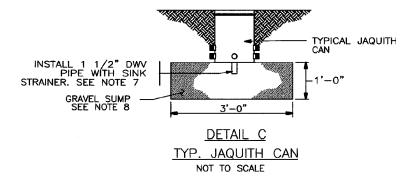
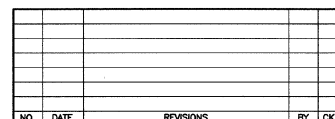
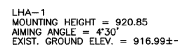
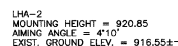
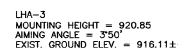
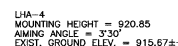
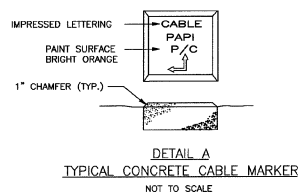
1. FOUNDATION DEPTH SHALL BE 6 FEET (MIN). THE BOTTOM OF ALL FOUNDATION EXCAVATIONS SHALL BE FREE OF WATER AND LOOSE EARTH AND SHALL BE COMPACTED TO A MINIMUM DENSITY AT OPTIMUM MOISTURE CONTENT AS PER AASHTO T-99, PRIOR TO INSTALLING FOUNDATIONS.
2. FORM FOUNDATIONS FULL DEPTH SUCH THAT VERTICAL SURFACES ARE SMOOTH AND RESISTANT TO FROST HEAVES.
3. CONCRETE WORK SHALL BE IN ACCORDANCE WITH THE CURRENT ISSUE OF THE ACI BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE. CONCRETE TO DEVELOP MINIMUM STRENGTH OF 3000 PSI IN 28 DAYS WITH A MINIMUM SLUMP OF 4 INCHES. CONCRETE SHALL BE PLACED AT A MINIMUM 1/4 INCH. CONCRETE SHALL BE PROTECTED FROM FREEZING DURING AND FOR 7 DAYS AFTER PLACEMENT.
4. DRILL HOLES AND INSTALL EXPANSION TYPE ANCHOR BOLTS WHEN PAI UNITS SHALL BE ACCURATELY LOCATED AND AFTER CONCRETE HAS HARDENED SUFFICIENTLY.
5. 2" EXT LENGTH SHALL BE SET AS REQUIRED SO THAT THE BEAM CENTERS OF ALL PAI UNITS SHALL BE WITHIN +/- 1 INCH OF A HORIZONTAL PLANE. THIS HORIZONTAL PLANE SHALL BE 2" -0" ABOVE THE ELEVATION OF THE FINISHED FLOOR PERMANENT SURFACE TO THE PAI UNITS.
6. COAT THE FLANGE SURFACE RESTING ON THE CONCRETE WITH AN ASPHALTIC COMPOUND FOR METAL PROTECTION.
7. WHERE REQUIRED AT PAI FOUNDATIONS, FILL SHALL BE PLACED IN LAYERS NOT EXCEEDING 6 INCHES, EACH LAYER SHALL BE THOROUGHLY COMPACTED TO A MINIMUM DENSITY AT OPTIMUM MOISTURE CONTENT IN ACCORDANCE WITH AASHTO-T99.
8. FOLD BACK UNUSED SHIELDED PAIRS AND TAPE TO PREVENT WATER INFILTRATION; LEAVE IN THE UNLID UNIT.
9. WEED BARRER COVERED WITH A 1/4 INCH LAYER OF 3/4" CRUSHED STONE SHALL BE PLACED IN AREA EXTENDING 4 FEET FROM EACH SIDE OF EACH LIA. POWER AND CONTROL STATION.
10. A #6 SOLID BARE COPPER GROUND SHALL RUN THROUGH ALL CONDUITS AND SHALL BE ATTACHED TO THE CONDUITS AT EACH CONDUIT END AND SHALL BE CONNECTED TO GROUND LUGS IN EACH LIA.
11. ALL MATERIAL AND EQUIPMENT NOT LISTED UNDER "FURNISHED MATERIAL" SHALL BE SUPPLIED BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION.
12. ALL RIGID CONDUIT FITTINGS, NUTS, BOLTS AND STEEL WORK SHALL BE GALVANIZED, OR STAINLESS STEEL. ALL FITTINGS USED WITH RIGID CONDUIT SHALL BE THREADED.
13. INSTALL GROUND RODS AT THE END OF ALL CABLE RUNS, EVERY 200' ALONG RUNS OR AS DIRECTED ON THE DRAWING.

[illegible]

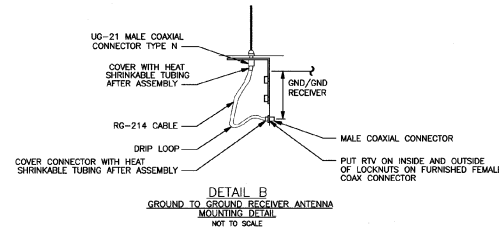
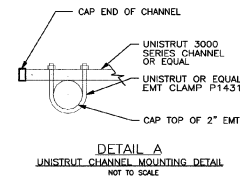
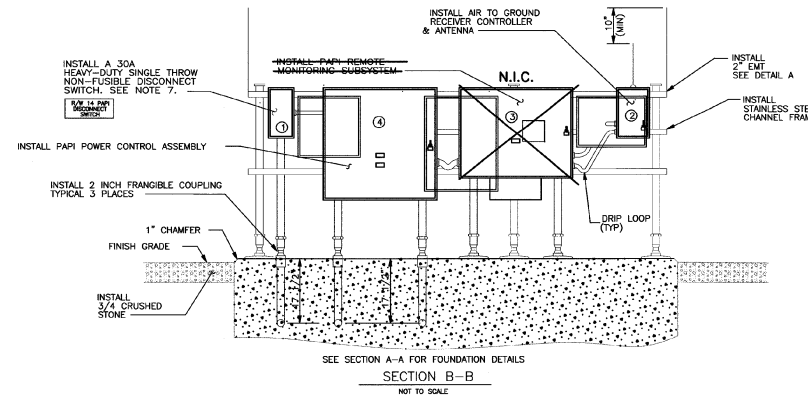
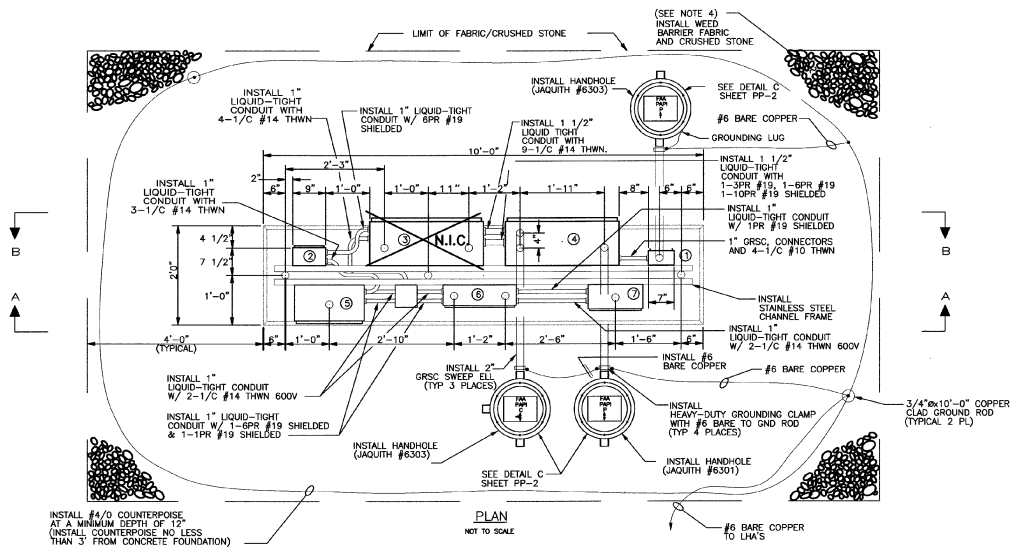
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**VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT**
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
PAPI MOUNTING PLAN
SECTIONS AND FOUNDATION DETAILS

DRAWN BY JJP	DATE MAR. 2000
CHECKED BY	PROJ. NO. N15500
PROJ. ENG. JAA	DRAW. NO. 1
SHEET PP-1	



- NOTES:**
1. ALL GRG SWEEPS SHALL HAVE GROUND CLAMPS AND BE CONNECTED TO A GROUND ROD VIA #6 SOLID BARE CU WIRE.
 2. CABLE MARKERS SHALL BE PLACED EVERY 200 FEET ALONG TRENCH AND AT ANY CHANGE IN DIRECTION.
 3. ALL TRENCHES SHALL BE FILLED IN LAYERS NOT EXCEEDING 6" AND EACH LAYER SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY. FILL SHALL BE OF STRUCTURAL, NATURE ONLY.
 4. ALL INSULATED CABLE SHALL BE PROPERLY AND PERMANENTLY COLOR CODED AT EACH END PRIOR TO INSTALLATION.
 5. CONTRACTOR SHALL VERIFY THAT GROUND LUGS HAVE BEEN INSTALLED ON BOTH INTERFACES OF ALL CABLES. IF CABLES CAN IF CLAMPS DO NOT EXIST, CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION.
 6. CONTRACTOR SHALL FURNISH AND INSTALL BRASS IDENTIFICATION PLATES. THESE PLATES SHALL BE 8" X 6" WITH THREE ROWS OF CHARACTERS (2 FOR WORDS, 1 FOR DIRECTION ARROW), AND LETTERING.
 7. CONTRACTOR SHALL DRILL 1 1/2" HOLE THROUGH THE BOTTOM OF JAQUITH CAN, AND SPRAY COAL GELV. ON CAN PRIOR TO INSTALLATION.
 8. INSTALL A 3"x3 1/2" x 3/4" CRUSHED STONE SUMP UNDER ALL JAQUITH CANS. THE CRUSHED STONE SHALL BE WRAPPED IN GEOTEXTILE.

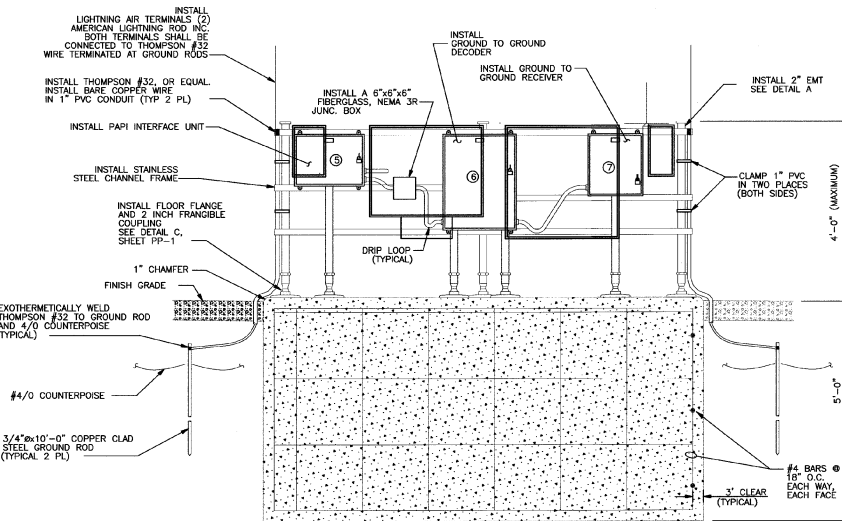


NOTES

1. FOUNDATION DEPTH SHALL BE 8 FEET (MIN.), EXCEPT WHERE THERE IS FIRM BEDROCK ABOVE THIS DEPTH. THE BOTTOM OF ALL FOUNDATION EXCAVATIONS SHALL BE FREE OF WATER AND LOOSE EARTH AND SHALL BE COMPACTED TO 85% MAXIMUM DRY DENSITY AT OPTIMUM MOISTURE CONTENT AS PER AASHTO T-180. PRIOR TO INSTALLING FOUNDATIONS, WHERE REQUIRED, FILL SHALL BE PLACED IN LAYERS OF 6 INCHES (MAX) AND SHALL BE COMPACTED IN THE SAME MANNER AS DESCRIBED ABOVE.
2. CONCRETE FOUNDATIONS SHALL HAVE SMOOTH VERTICAL SURFACES SO AS TO BE RESISTANT TO FROST HEAVES.
3. CONCRETE SHALL DEVELOP MINIMUM STRENGTH OF 3000 PSI IN 28 DAYS WITH MAXIMUM SLUMP OF 3 INCHES AND MAXIMUM AGGREGATE SIZE OF 3/4 INCH. CONCRETE MIX SHALL HAVE AN AIR EXTRINSIC AGENT CONFORMING TO ASTM C-260. CONCRETE SHALL BE PROTECTED FROM FREEZING DURING AND FOR 7 DAYS AFTER PLACEMENT.
4. WEED BARRIER FABRIC, COVERED WITH A 4 INCH LAYER OF CRUSHED STONE (3/4 INCH DIAM MAX), SHALL BE PLACED IN THE AREA EXTENDING 4 FEET FROM EACH SIDE OF EACH LHA AND POWER AND CONTROL STATION PAD.
5. CAP UNUSED COUPLING IN JAGUITH CANS.
6. ALL HARDWARE SHALL BE STAINLESS STEEL. CHANNEL (UNISTRUT OR EQUAL) SHALL BE STAINLESS STEEL. GRSC INDICATES GALVANIZED RIGID STEEL CONDUIT.
7. AN ENGRAVED PLASTIC OR OTHER APPROVED LABEL SHALL BE AFFIXED TO EQUIPMENT ENCLOSURE WITH EPOXY CEMENT. LABEL SHALL READ "R/W 14 P&I" AND SHALL INCLUDE CABINET NAME(L), "DISCONNECT SWITCH" UNLESS OTHERWISE DIRECTED.
8. HANDHOLE COVERS SHALL BE IDENTIFIED WITH THE APPROPRIATE INFORMATION ON A 1/16 (MIN) THICK BRASS PLATE FASTENED TO THE COVER WITH A MINIMUM OF TWO 10-32 BRASS SCREWS.

LEGEND

1. DISCONNECT SWITCH
2. AIR TO GROUND RECEIVER
3. REMOTE-MONITORING-SUBSYSTEM N.I.C.
4. POWER AND CONTROL ASSEMBLY
5. P&I INTERFACE UNIT
6. GROUND TO GROUND DECODER
7. GROUND TO GROUND RECEIVER



SECTION A-A
NOT TO SCALE

NO.	DATE	REVISIONS	BY	CHK'D

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VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
P&I POWER AND CONTROL
STATIONS AND FOUNDATION

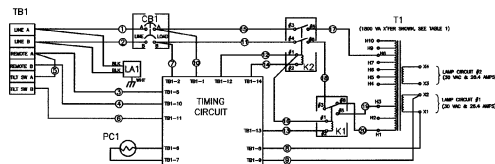
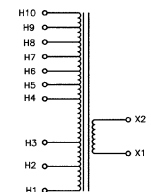
DRAWN BY: JUP
CHECKED BY: JAA
PROJ. ENG. JAA
DATE: MAR. 2000
PROJ. NO. N15500
DRAW. NO. 1
SHEET PP-3

NOTICE: WIRE #17 HAS BEEN FACTORY PRE-SET TO T1-H8 (235-245V) TERMINAL. CHANGE WIRE #17 TERMINATION SUCH THAT THE PAPI LAMP VOLTAGE IS BETWEEN 29.4 AND 31.2 VOLTS.

TABLE 1
(REFERENCE ONLY)

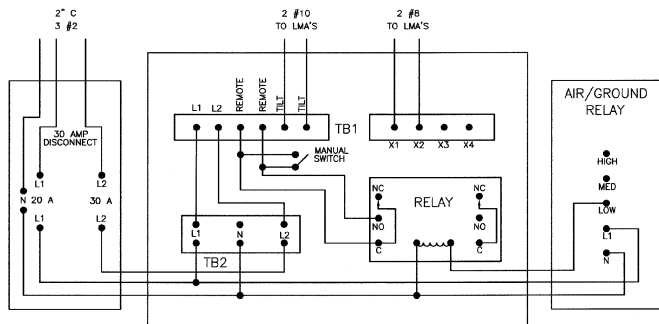
LINE	VOLTAGE	TO	WIRE #17
195-205	110		
205-215	110		
215-225	110		
225-235	110		
235-245	110		
245-255	110		
255-265	110		

T1
(900 VA XFMR, SEE TABLE 1)



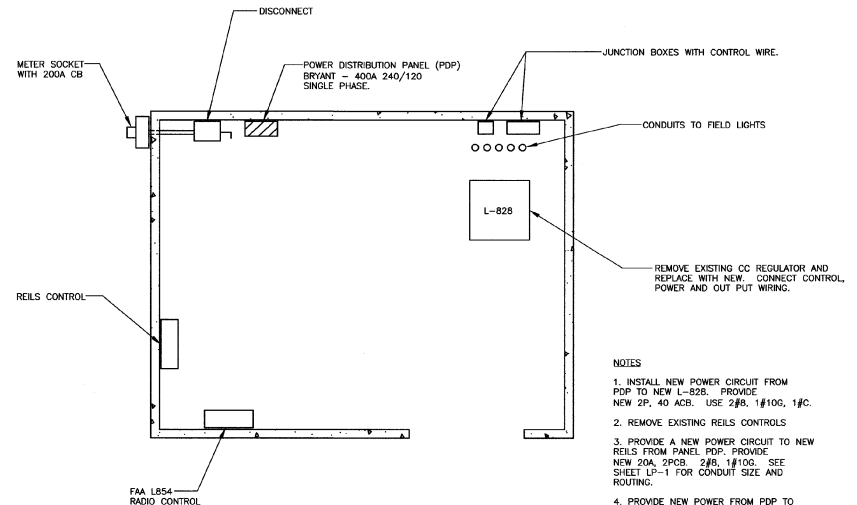
SYSTEM WIRING DIAGRAM

NOT TO SCALE
POWER & CONTROL UNIT ASSY



PAPI POWER AND CONTROL UNIT

NOT TO SCALE

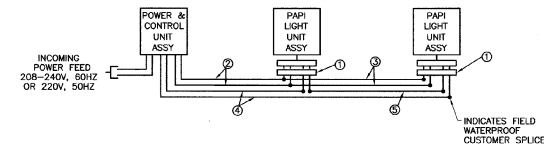


ELECTRIC ROOM

NOT TO SCALE

NOTES

1. INSTALL NEW POWER CIRCUIT FROM PDP TO NEW L-828. PROVIDE NEW 2P, 40 ACB. USE 2#8, 1#10G, 1#C.
2. REMOVE EXISTING REELS CONTROLS
3. PROVIDE A NEW POWER CIRCUIT TO NEW REELS FROM PANEL PDP. PROVIDE NEW 20A, 2PCB, 2#8, 1#10G. SEE SHEET LP-1 FOR CONDUIT SIZE AND ROUTING.
4. PROVIDE NEW POWER FROM PDP TO PAPI. PROVIDE NEW 20A, 2PCB, 2#8, 1#10G SEE SHEET LP-1 FOR CONDUIT SIZE AND RATING.
5. RECONNECT THE AIR TO GROUND RECEIVER L-854 TO THE OPERATING CONTROLS OF THE CONSTANT CURRENT TRANSFORMER L-828 TO MATCH THE EXISTING CONTROL PATTERN. THIS WILL ALLOW FOR THREE LEVELS OF LIGHTING.



- ① = CONSOLIDATING HARNESS, 4/#14 AWG LEADS (SUPPLIED)
- ② = OUTGOING POWER FEED FROM POWER & CONTROL UNIT ASSY T1-X TERMINALS, USE #8 AWG MIN (NOT SUPPLIED)
- ③ = POWER FEED FROM PREVIOUS LIGHT UNIT ASSY, USE #14 AWG MIN (NOT SUPPLIED)
- ④ = TILT SWITCH LEADS FROM POWER & CONTROL UNIT ASSY TB1 TERMINALS TILT SWITCH A & B, USE #14 AWG MIN (NOT SUPPLIED)
- ⑤ = TILT SWITCH LEAD FROM PREVIOUS LIGHT UNIT ASSY, USE #14 AWG MIN (NOT SUPPLIED)

CONSOLIDATING HARNESS LEAD COLOR CODES	
RED	= POWER LEADS
WHITE	= POWER LEAD
BLACK	= TILT SWITCH LEAD
GREEN	= TILT SWITCH LEAD

NOTE: ON 8812A-2-11 OR -20 PAPI SYSTEMS, NO TILT SWITCH WIRES ③ & ⑤ ARE REQUIRED. A JUMPER WIRE (#16 AWG MIN) MUST BE ADDED BETWEEN POWER & CONTROL UNIT ASSY TB1 TERMINALS TILT SWITCH A & B FOR UNIT FUNCTION.

L-881 STYLE "A" SYSTEM

NO SCALE
PART NO'S 8812A-1, 8812A-2 & 8812A-2-11 OR -20
PAPI FIELD WIRING CONNECTIONS

NO.	DATE	REVISIONS	BY	CHK'D

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engineering planning management development

VERMONT AGENCY OF
TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
PAPI WIRING/ ELECTRIC ROOM
DIAGRAM AND DETAIL

DRAWN BY: JUP
DATE: MAR. 2000
CHECKED BY: PROL. NO. N15500
PROL. DNG. JAA
DRAW. NO. 1
SHEET PP-4