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VAOT STANDARD DRAWINGS

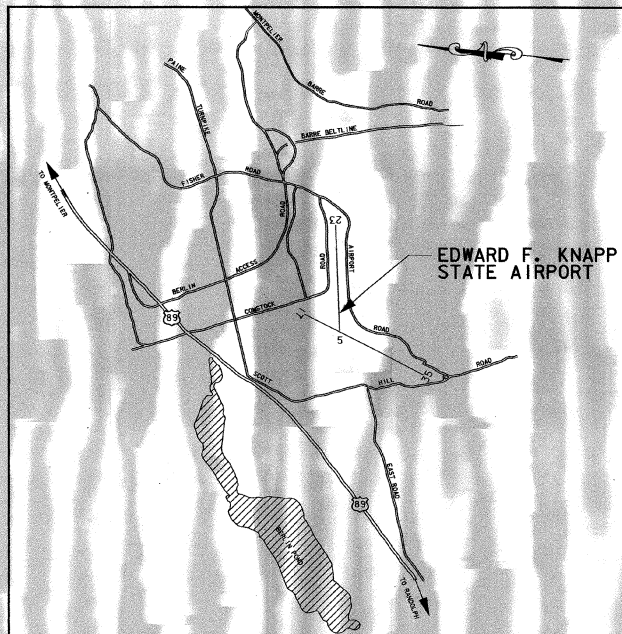
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STATE OF VERMONT AGENCY OF TRANSPORTATION



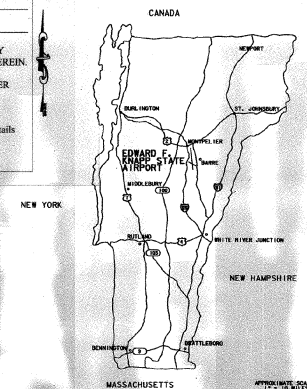
PROPOSED IMPROVEMENTS EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT A.I.P. 3-50-0001-06 /AIR 04-3064

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



LOCATION MAP
NTS

RECORD PLANS	
CONTRACTOR:	CAPITOL EARTH MOVING, INC. - BARRE, VT
RESIDENT ENGINEER:	D. SARGENT
CONSTRUCTION BEGAN:	JULY 9, 2001
CONSTRUCTION COMPLETE:	JULY 29, 2002
RECORD PLANS BY:	L. NOYES & N. GARBACIK
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY	<i>[Signature]</i> RESIDENT ENGINEER
DATE	12-22-03
NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found on microfiche in Central Files.	



DESIGN CERTIFICATION

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

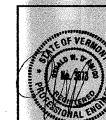
[Signature]
URS CORPORATION

30 MARCH, 2001
DATE

STANDARD NOTE

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

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1990 AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON MARCH 15, 1990 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.



STATE OF VERMONT
APPROVED
[Signature]
AVIATION PROGRAM MANAGER
[Signature]
DIRECTOR, MAINTENANCE AND AVIATION
4/03/01
DATE

QUANTITY SHEET

SUMMARY OF ESTIMATED QUANTITIES				
QUANTITIES	UNIT	ITEMS	ITEM NO.	ROUNDING
45,000	CY	COMMON EXCAVATION	203.15	
500	CY	SOLID ROCK EXCAVATION	203.16	
21,000	CY	EXCAVATION OF SURFACES AND PAVEMENTS	203.28	
50,000	CY	GRANULAR BORROW	203.32	
80,000	SY	FINE GRADING - SUBGRADE	203.40	
8,400	CY	TRENCH EXCAVATION OF EARTH	204.20	
100	CY	TRENCH EXCAVATION OF ROCK	204.21	
200	SY	COLD PLANING - BITUMINOUS PAVEMENT	210.10	
100	CY	EXCAVATION OF PETROLEUM CONTAMINATED SOILS, CLASS I	215.20	
18,000	TON	BIT. CONCRETE PAVEMENT (P-401) (PG 58-34)	406.25 MOD. I	
1	LU	PRICE ADJUSTMENT ASPHALT CEMENT	406.50	
600	LF	JOINT SEALER, HOT POURED	524.11	
280	LF	12" RCP, CLASS IV	601.0806	
970	LF	15" RCP, CLASS IV	601.0811	
132	LF	18" RCP, CLASS IV	601.0816	
300	LF	24" RCP, CLASS IV	601.0826	
910	LF	15" CPEP	601.0910	
20	LF	18" CPEP	601.0915	
155	LF	24" CPEP	601.0920	
1	EA	24" CEPES	601.7020	
2	EA	15" RCP ES, CLASS III	601.6810	
1	EA	18" RCP ES, CLASS III	601.6815	
4,600	LF	CLEANING CULVERT PIPE IN-PLACE (0-24" DIA INCLUSIVE)	601.995	
9	EA	PRECAST REINFORCED CONCRETE PIPE DROP INLET W/ CAST IRON FRAME & GRATE	604.25	
3	EA	CHANGE ELEVATION OF D.I./C.B.	604.40	
8,800	LF	6" UNDERDRAIN	605.10	
450	LF	6" UNDERDRAIN CARRIER PIPE	605.20	
40	EA	UNDERDRAIN FLUSHING BASINS	605.95	
24	HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	
500	MGAL	DUST CONTROL WITH WATER	609.10	
100	CY	STONE FILL, TYPE I	613.10	
180	LF	REMOVE AND RESET CURB	616.40	
400	LF	REMOVE AND RESET FENCE	620.50	
1000	LF	CHAIN LINK FENCE, 6 FEET	620.12	
32	LF	GATE FOR CHAIN LINK FENCE, 6 FEET	620.16	
1	LS	FIELD OFFICE - ENGINEERS	631.10	
1	LS	TESTING EQUIPMENT - CONCRETE	631.16	
1	LS	TESTING EQUIPMENT - BITUMINOUS	631.17	
1	AL	FIELD OFFICE - TELEPHONE	631.25	
1	LS	MOBILIZATION	635.10	
115,000	LF	6" WHITE LINE (P620)	646.214	
10,000	LF	6" YELLOW LINE (P620)	646.215	
250	SF	REMOVAL OF EXISTING PAVEMENT MARKINGS	646.82	
35,000	SY	GEOTEXTILE FOR ROADBED SUBGRADE SEPARATOR	649.11	
11,000	SY	GEOTEXTILE FOR UNDERDRAIN TRENCH LINING	649.41	
5,600	SY	GEOTEXTILE FOR SILT FENCE	649.51	
1,100	LB	SEED	651.15	
8,600	LB	FERTILIZER	651.18	
36	TON	AGRICULTURAL LIMESTONE	651.20	
500	EA	HAY BALES FOR EROSION CONTROL	651.26	
32	TON	HAY MULCH	651.25	
11,500	SY	SODDING	651.30	
7,000	CY	TOPSOIL	651.35	
4,000	SY	EROSION MATTING	654.10	
1	EA	FLASHING BEACON - GROUND MOUNTED (MOD.) (RELOCATE REILS)	678.16	
20,000	LF	2" DIA. PVC ELECTRICAL CONDUIT (L-110)	678.21	
1,100	LF	ELECTRICAL CONDUIT - 2" PVC CONC. ENCASED	678.21 (MOD. I)	
3,500	GAL	BITUMINOUS PRIME COAT (P-602)	854.01	
3,200	CY	CRUSHED AGGREGATE BASE COURSE (P-209)	854.04	
21	EA	AIRCRAFT TIE DOWN ANCHOR, TYPE A	854.07	
20,000	CY	P-209A, COLD MIXED RECYCLED BASE COURSE	864.01	
20,000	LF	CABLE TRENCH (L-108)	864.04	
24,000	LF	1/C #8, 600 OR 5000V, L-824C (L-108)	864.05	

2,500	LF	1/C #4, 600V, L-824C (L-108)	864.05 MOD. 2	
3,000	LF	1/C #1, 600V, L-824C (L-108)	864.05 MOD. 3	
20,000	LF	#8 OR #6 COUNTERPOISE (L-108)	864.06	
1	LS	INSTALLATION OF AIRPORT TRANSFORMER	864.07	
		VAULT EQUIPMENT (L-109)		
1	LS	INSTALLATION OF AIRPORT TRANSFORMER	864.07	
		VAULT EQUIPMENT (REILS) (MOD.)		
460	LF	2-WAY x 4" DIA. UG ELECTRICAL DUCT (L-110)	864.08	
76	EA	MIRLS, BASE MOUNTED (L-125)	864.10	
2	EA	MIRLS, BASE MOUNTED, IN PAV'T (L-125)	864.10 MOD. I	
35	EA	MIRLS, BASE MOUNTED (L-125)	864.11	
4	EA	TAXIWAY GUIDANCE SIGNS (L-125) RELOCATE (MOD.)	864.14	
10	EA	TAXIWAY GUIDANCE SIGNS (L-125) - NEW	864.14	
26	EA	RETRO-REFLECTIVE TAXIWAY MARKERS (MOD.)	864.15	
1	EA	TEMPORARY THRESHOLD (L-125 & P-620)	864.15 MOD. I	

EARTH WORK SUMMARY			
LOCATION	TOTAL EXCAVATION	TOTAL EMBANKMENT	
RUNWAY 17-35	22,519 CY	6,336 CY	
RUNWAY 5-23	117	212	
TAXIWAYS	21,981	2,574	
TOTALS	44,617	9,122	
ROUNDING	383	-	
FILL FACTOR (15%)	-	1,368	
TOTAL	45,000 CY	10,490 CY	
WASTE	34,510 CY	-	



DESIGNED BY	DATE	DESCRIPTION	FILE NO. F20780462.DWG
DRAWN BY			
CHECKED BY			
APPROVED BY			

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

QUANTITY SUMMARY

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
SCALE	AS SHOWN	DATE	3/21/01
SHEET	OF		
SHEET NO.	2		

DRAINAGE QUANTITY SHEET

CULVERTS AND STORM DRAINS

LOCATION		SIZE & TYPE	LENGTH	FLOW LINE		TRENCH EXCAVATION CY	REMARKS
BEGIN	END			INLET	OUTLET		
230+77	102' RT 232+09	15" RCP	132 LF	1138.58	1137.26	-	STONE FILL, TYPE I @ INLET AND OUTLET
234+64	102' RT 235+96	15" RCP	132 LF	1133.18	1131.18	-	STONE FILL, TYPE I @ INLET AND OUTLET
D1 17B	D1 17C	15" RCP	140 LF	1132.50	1132.00	-	-
D1 17C	D1 24A	15" CPEP	300 LF	1132.00	1126.00	-	-
D1 24A	D1 26A	15" CPEP	235 LF	1126.00	1122.10	-	-
D1 26C	D1 26A	12" RCP	80 LF	1124.00	1122.10	-	-
D1 26A	D1 27A	15" RCP	164 LF	1122.00	1118.00	-	-
D1 27A	D1 27	15" RCP	146 LF	1118.00	1116.75	-	CONNECT TO NEW 24" RCP UNDER RUNWAY
D1 26D	D1 31A	12" RCP	195 LF	1123.00	1117.90	-	-
D1 34A	D1 31A	15" RCP	235 LF	1117.90	1117.30	-	-
D1 31A	D1 36A	15" CPEP	350 LF	1117.8	1107.3	-	-
D1 27	D1 29	24" RCP	250 LF	1116.7	1112.10	-	-
D1 29	D1 38	24" CPEP	95 LF	1112.0	1110.6	-	-
D1 38	230' LT 245+20	24" CPEP	60 LF	1110.6	1108.5	-	24" END SECTION W/ STONE FILL @ OUTLET
D1 36A	D1 36	18" CPEP	18 LF	1107.3	1107.2	-	-

DROP INLETS & STRUCTURES

#1	LOCATION	FLOW LINE		TOP GRATE ELEVATION	REMARKS
		INLET	OUTLET		
D1 #1	190' RT 223+62	-	-	-	TO REMAIN
CB #2	290' RT 223+62	-	-	1149.6	TO REMAIN
D1 #4	200' LT 223+62	-	-	1147.7	TO REMAIN
D1 #5	-	-	-	-	TO REMAIN
D1 #6	-	-	-	1148.1	TO REMAIN
D1 #7	-	-	-	1144.2	TO REMAIN
D1 #8	-	-	-	1142.8	TO REMAIN
D1 #9	85' LT 228+05	-	-	-	TO BE REMOVED
D1 #10	85' RT 228+00	-	-	-	TO BE REMOVED
D1 #11	85' RT 230+80	-	-	-	TO BE REMOVED
D1 #12	85' LT 230+60	-	-	-	TO BE REMOVED
D1 #13	182' LT 230+50	-	-	-	TO REMAIN
D1 #14	185' LT 233+20	-	-	-	TO REMAIN
D1 #15	85' LT 233+65	-	-	-	TO BE REMOVED
D1 #16	85' LT 234+05	-	-	-	TO BE REMOVED
D1 #17	155' RT 233+90	-	-	-	TO BE REMOVED
D1 #17A	240' RT 232+50	-	-	-	TO REMAIN
D1 #17B	240' RT 234+65	1132.6	1132.50	-	OUTLET 15" RCP TO D1 17C
D1 #17C	42' RT 136+00	1132.00	1131.90	1136.68	NEW PRECAST DI WITH NEW FRAME & GRATE
D1 #18	85' RT 237+10	-	-	-	TO BE REMOVED
D1 #19	85' LT 236+60	-	-	-	TO BE REMOVED
D1 #20	185' LT 236+45	-	-	1128.2	TO REMAIN
D1 #21	185' 239+55	-	-	1123.3	TO REMAIN
D1 #22	85' LT 239+12	-	-	-	TO BE REMOVED
D1 #23	85' RT 240+10	-	-	-	TO BE REMOVED
D1 #24	15' RT 739+25	-	-	-	TO BE REMOVED
D1 #24A	44' RT 739+00	1126.05	1126.00	1130.37	NEW PRECAST DI W/ NEW FRAME & GRATE
D1 #25	15' RT 740+75	-	-	-	TO BE REMOVED
D1 #26	65' 402+40	-	-	-	TO BE REMOVED
D1 #26A	44' RT 741+55	1112.1	1122.00	1126.08	NEW PRECAST DI W/ NEW FRAME & GRATE
D1 #26B	125' RT 740+75	-	1125.5	1129.0	TO REMAIN
D1 #26C	-	-	1124.0	1128.0	TO REMAIN
D1 #26D	-	-	1123.0	1127.0	TO REMAIN
D1 #27A	104' RT 241+67	1118.10	1118.00	1123.24	NEW PRECAST DI W/ NEW FRAME & GRATE
D1 #27	85' RT 243+23	1116.75	1116.70	1121.81	REMOVE EXISTING INSTALL NEW PRECAST DI
D1 #28	85' RT 242+50	-	-	-	TO REMAIN
D1 #29	118' LT 244+50	1112.1	1112.0	1117.7	REMOVE EXISTING REPLACE W/ NEW PRECAST DI
D1 #30	85' RT 244+50	-	-	-	TO BE REMOVED
D1 #31	744+50 CL	1117.9	1117.8	-	TO BE REMOVED
D1 #31A	40' LT 744+18	-	-	-	NEW PRECAST DI W/ NEW FRAME & GRATE
D1 #32	-	-	-	-	TO REMAIN
D1 #33	118' RT 244+75	-	-	-	TO REMAIN
D1 #34	140' RT 245+70	-	-	-	TO REMAIN
D1 #34A	118' RT 245+50	-	-	-	TO REMAIN
D1 #35	-	-	-	-	TO REMAIN
D1 #36	85' RT 247+50	1107.0	1107.0	1115.36	TO REMAIN, ADJUST FRAME & GRATE ELEVATION
D1 #36A	102' RT 247+50	1107.3	1107.2	1115.22	NEW PRECAST DI W/ NEW FRAME & GRATE
D1 #37	78' LT 247+50	-	-	1115.62	TO REMAIN, ADJUST FRAME & GRATE ELEVATION
D1 #38	200' LT 245+00	1110.6	1110.5	1115.5	REMOVE EXISTING REPLACE W/ NEW PRECAST DI
D1 #39	90' LT 146+30	-	-	-	TO REMAIN
D1 #40	85' LT 146+30	-	1108.5	1113.5	TO REMAIN
D1 #41	55' RT 146+30	-	-	-	TO REMAIN - CONNECT NEW 6" UNDERDRAIN
D1 #42	85' RT 252+50	-	-	-	TO REMAIN
D1 #43	85' LT 256+00	-	-	-	TO BE REMOVED
D1 #50	85' RT 256+00	-	-	-	TO BE REMOVED
D1 #52	85' LT 259+00	-	-	-	TO BE REMOVED
D1 #53	85' RT 259+00	-	-	-	TO BE REMOVED
D1 #54	125' RT 258+75	-	-	-	TO REMAIN
D1 #55	185' LT 262+50	-	-	-	TO REMAIN
D1 #56	85' LT 262+00	-	-	-	TO BE REMOVED

6" UNDERDRAIN - RUNWAY 17-35

LOCATION	SIZE & TYPE	LENGTH	FLOW LINE		TRENCH EXCAVATION CY	REMARKS
			INLET	OUTLET		
103.5' RT 215+00	6" UNDERDRAIN	-	-	-	-	FB1
53.5' RT 217+50	6" UNDERDRAIN	260LF	-	-	-	FB3
53.5' RT 220+00	6" UNDERDRAIN	250LF	-	-	-	FB5
53.5' RT 222+50	6" UNDERDRAIN	250LF	-	-	-	FB7
53.5' RT 225+00	6" UNDERDRAIN	250LF	-	-	-	FB9
53.5' RT 227+50	6" UNDERDRAIN	250LF	-	-	-	FB11
53.5' RT 230+00	6" UNDERDRAIN	250LF	-	-	-	FB13
53.5' RT 232+50	6" UNDERDRAIN	250LF	-	-	-	FB15
53.5' RT 234+50	6" UNDERDRAIN	200LF	-	-	-	FB17
53.5' RT 237+00	6" UNDERDRAIN	250LF	-	-	-	FB19
53.5' RT 239+50	6" UNDERDRAIN	250LF	-	-	-	FB21
53.5' RT 241+00	6" UNDERDRAIN	150LF	-	-	-	FB23
53.5' RT 243+00	6" UNDERDRAIN	200LF	-	-	-	FB25
53.5' RT 245+50	6" UNDERDRAIN	250LF	-	-	-	FB27
85' RT 247+50	6" UNDERDRAIN	210LF	-	-	-	D1 #36
55' RT 146+35	6" UNDERDRAIN	-	1108.15	-	-	D1 #41
53.5' RT 253+00	6" UNDERDRAIN	355LF	-	-	-	FB 31
53.5' RT 255+50	6" UNDERDRAIN	250LF	-	-	-	FB33
79' RT 258+00	6" UNDERDRAIN	260LF	1096.0	-	-	CONNECT TO EXISTING UNDERDRAIN
79' RT 263+66	6" UNDERDRAIN	-	-	1088.0	-	FB35 - CONNECT TO EXISTING UNDERDRAIN
103' RT 265+50	6" UNDERDRAIN	-	-	1084.0	-	FB35 - END UNDERDRAIN
103' RT 268+25	CARRIER PIPE	275LF	-	1082.0	-	CONNECT TO NEW UNDERDRAIN W/ 6" WYE
85' RT 228+00	-	-	-	-	-	REMOVE D1 #10, INSTALL 6" ELBOW
53.5' RT 228+25	CARRIER PIPE	45LF	1140.0	1139.0	-	6" UNDERDRAIN CARRIER PIPE
53.5' LT 215+00	6" UNDERDRAIN	-	1159.63	-	-	FB2
53.5' LT 217+50	6" UNDERDRAIN	250LF	-	-	-	FB4
53.5' LT 220+00	6" UNDERDRAIN	250LF	-	-	-	FB6
53.5' LT 225+50	6" UNDERDRAIN	250LF	-	-	-	FB8
53.5' LT 225+00	6" UNDERDRAIN	250LF	-	-	-	FB10
53.5' LT 226+14	6" UNDERDRAIN	114LF	-	-	-	FB12
53.5' LT 228+64	6" UNDERDRAIN	250LF	-	-	-	FB14
53.5' LT 231+14	6" UNDERDRAIN	250LF	-	-	-	FB16
53.5' LT 233+64	6" UNDERDRAIN	250LF	-	-	-	FB18
53.5' LT 236+14	6" UNDERDRAIN	250LF	-	-	-	FB20
53.5' LT 238+64	6" UNDERDRAIN	250LF	-	-	-	FB22
53.5' LT 241+14	6" UNDERDRAIN	250LF	-	-	-	FB24 (NOTE THERE IS NO FB 26)
53.5' LT 244+00	6" UNDERDRAIN	286LF	-	-	-	FB28
53.5' LT 246+50	6" UNDERDRAIN	250LF	-	-	-	FB30
78' LT 247+50	6" UNDERDRAIN	110LF	-	1110.78	-	D1 #37
78' LT 225+90	-	-	-	-	-	-
78' LT 227+50	6" CARRIER PIPE	190LF	-	-	-	D1 #8
22.5' LT 736+05	6" UNDERDRAIN	-	-	-	-	FB100
53.5' LT 236+00	6" UNDERDRAIN	160LF	-	-	-	6"x6"x6" WYE CONNECTOR
22.5' LT 739+50	6" UNDERDRAIN	-	-	-	-	FB101
22.5' LT 741+58	6" UNDERDRAIN	208LF	-	-	-	CONNECT TO 15" RCP
22.5' LT 743+00	6" UNDERDRAIN	-	-	-	-	FB104
20' LT 745+50	6" UNDERDRAIN	250LF	-	-	-	FB105
27.5' 612+25	6" UNDERDRAIN	275LF	-	-	-	FB106
85' RT 247+50	6" UNDERDRAIN	145LF	-	-	-	D1 #36
20' RT 736+00	6" UNDERDRAIN	-	-	-	-	FB100A
44' RT 739+00	6" UNDERDRAIN	300LF	1126.00	-	-	END UNDERDRAIN @ D1 #24A
20' RT 735+50	6" UNDERDRAIN	-	-	-	-	FB101A
44' RT 741+55	6" UNDERDRAIN	220LF	1122.10	-	-	END UNDERDRAIN @ D1 #26A

NOTE:

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



REV.	DATE	DESCRIPTION

Job No. F20000.718.01 File No. F20780003.dgn

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

Drainage Summary

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: cnd	Drawn by: mmu	Checked by: BNC	Approved by: cnd
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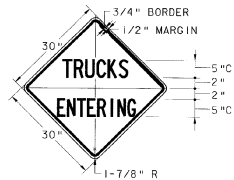
Scale: NTS
Date: 3/21/01
Sheet: - 01 -
Sheet No: 3

PROJECT DESCRIPTION

1. RECONSTRUCT RUNWAY 17-35 (100' x 5004')
2. RECONSTRUCT TAXIWAY 'AA' (35' x 150')
3. RECONSTRUCT TAXIWAY 'A' (40' x 240')
4. RECONSTRUCT TAXIWAY 'B' (50' x 250')
5. RECONSTRUCT TAXIWAY 'C' (50' x 250')
6. RECONSTRUCT RUNWAY 5-23 (100' x 799')
7. CONSTRUCT PARTIAL PARALLEL TAXIWAY 'E' (35' x 128')
8. INSTALL NEW MEDIUM INTENSITY RUNWAY LIGHTS ON RUNWAY 17-35
9. INSTALL NEW MEDIUM INTENSITY TAXIWAY LIGHTS (MILS) ALONG RUNWAY 5-23.
10. RELOCATE REILS, RUNWAY 35
11. CONSTRUCT NEW ELECTRICAL VAULT
12. MODIFICATIONS TO MALSR, RUNWAY 17
13. INSTALLATION OF NEW DRAINAGE

NOTES

1. BENCHMARK #1 N.I.P. ELEV. 1091.522
N. 622.047.54
E. 1,622.642.62
2. BENCHMARK #2 N.I.P. ELEV. 1164.544
N. 617.643.15
E. 1,625.011.04
3. SEE PROJECT PHASING PLAN - SHEET 5.
4. TWO (2) TRUCK ENTERING SIGNS TO BE PLACED APPROXIMATELY 150' AND 75' EACH DIRECTION FROM CONTRACTOR'S PROJECT ACCESS POINTS ON BOTH AIRPORT ROAD AND COMSTOCK ROAD.

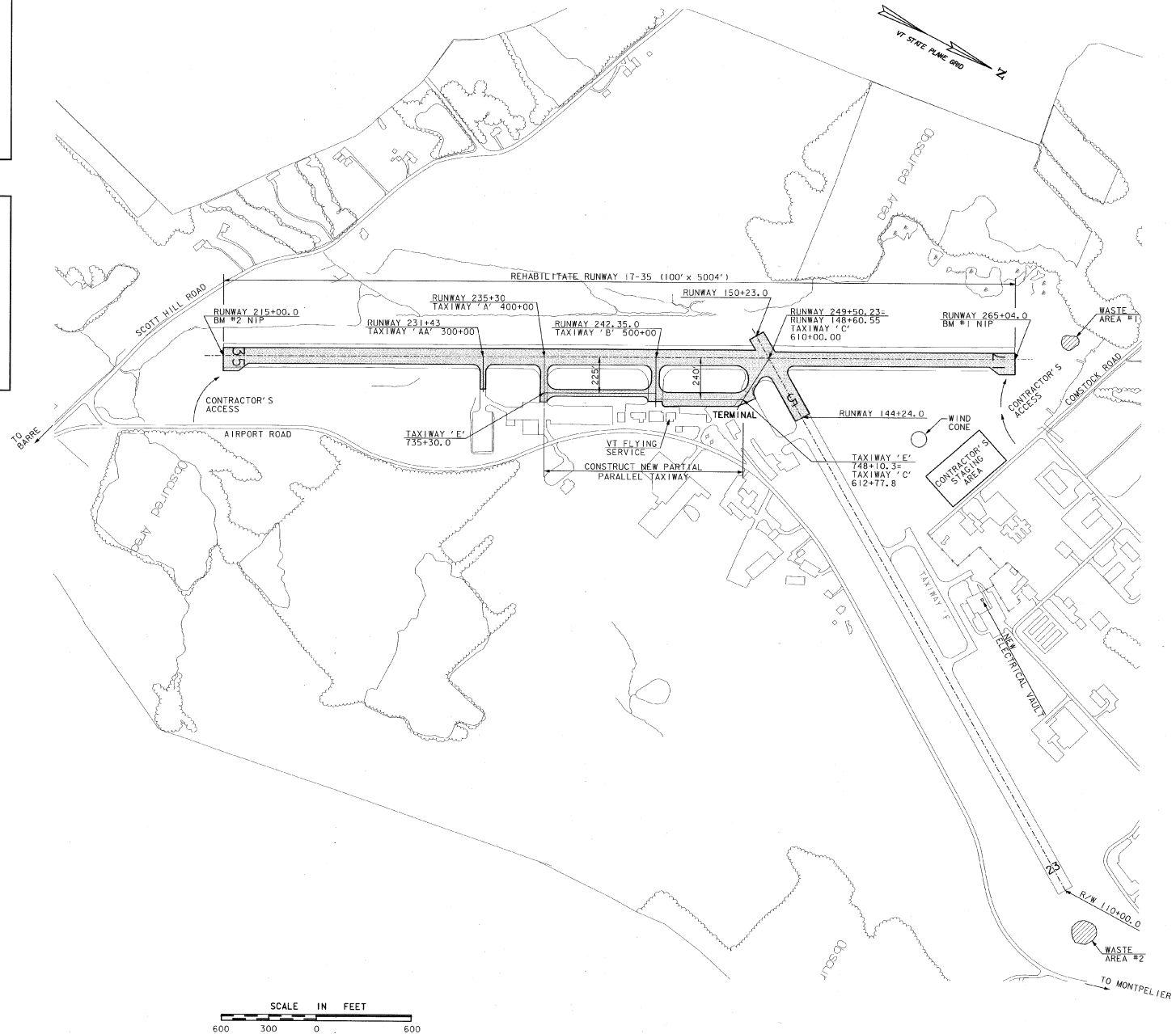


COLORS

TEXT & BORDER - BLACK (NON-REFLECT.)
BACKGROUND - YELLOW (REFLECT.)

E-121 STANDARD SIGN PLACEMENT
E-100 CONSTRUCTION APPROACH SIGNS

TRUCKS ENTERING WARNING SIGN



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
GENERAL PROJECT LAYOUT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: CND	Drawn by: AAB	Checked by: BNC	Approved by: CND
Scale: P = 300'	Date: 3/21/01	Sheet: - OF -	Sheet No: 4



1. ALL MARKINGS TO BE PAINTED WHITE.
2. EIGHT (8) TEMPORARY MEDIAN INTENSITY RUNWAY THRESHOLD LIGHTS (CONFORMING TO FAA SPECIFICATIONS 5-8616) TO BE INSTALLED AS SHOWN - SEE SHEET 34. ALL LIGHTS TO BE 180° GREEN/180° RED).
3. TEMPORARY THRESHOLD LIGHTS TO BE STAKE OR CAN MOUNTED AT CONTRACTOR'S OPTION. EXISTING THRESHOLD LIGHTS MAY BE USED AT RELOCATED THRESHOLD AT CONTRACTOR'S OPTION. (DISCONNECT ALL RUNWAY LIGHTS WEST OF TEMPORARY THRESHOLD).
4. WHILE PREPARING TEMPORARY THRESHOLD, CLOSED RUNWAY MARKERS TO BE IN PLACE OVER NUMERAL "5" AND "23". RUNWAY 17-35 TO BE OPEN.
5. REMOVE EXISTING PAINT WHICH CONTRASTS WITH TEMPORARY PLAN BY SANDBLAST OR WATERBLAST TO THE SATISFACTION OF THE ENGINEER (ITEM 646.82).
6. THE REMAINDER OF RUNWAY 5-23 MARKINGS TO BE PAID FOR UNDER ITEM 646.214.
7. TEMPORARY RELOCATED THRESHOLD WILL BE USED WHEN A TEMPORARY DISPLACED THRESHOLD IS NECESSARY, AS DETERMINED BY THE ENGINEER. THE TEMPORARY RELOCATED THRESHOLD WILL BE PAID FOR UNDER ITEM 864.15 THRESHOLD LIGHTS (L-125).
8. RUNWAY NUMERAL #23 AND CENTERLINE TO BE PAINTED WHITE BEFORE CLOSING RUNWAY 17-35.

SCALE: N.T.S.

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

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



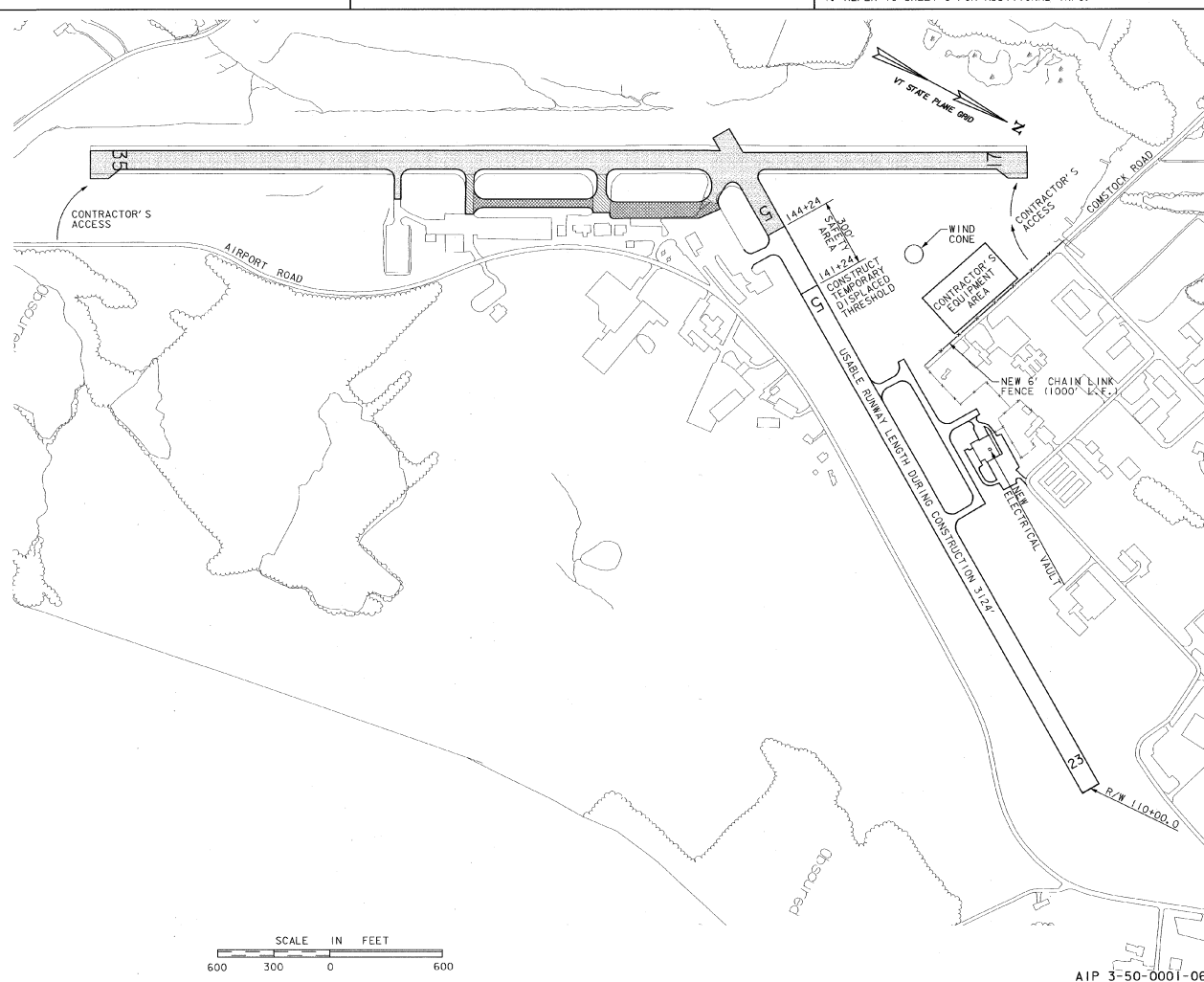
SCALE: N.T.S.

SCALE: N.T.S.



1. CLOSED RUNWAY MARKERS TO BE IN PLACE DURING CONSTRUCTION PERIOD AS DIRECTED BY ENGINEER.
2. CLOSED RUNWAY MARKER TO BE DURABLE YELLOW VINYL COATED WINDSCREEN MATERIAL- RE-USEABLE TEMPORARY "X" MARKERS ARE AVAILABLE FROM NACC-1-877-NAC-ARPT/WWW.AIRPORTNAC.COM. CERTAINLY FASTENED IN PLACE.
3. COST OF PLACING AND MAINTAINING THE CLOSED RUNWAY MARKER IS CONSIDERED MATERIAL AND INCIDENTAL TO THE CONSTRUCTION AND IS NOT A SEPARATE PAY ITEM.
4. CLOSED RUNWAY MARKER TO BE PLACED OVER NUMERALS, OR IN R/W OVERRUN AREA, JUST OFF THRESHOLD, AS DIRECTED BY THE ENGINEER.
5. AT COMPLETION OF CONTRACT, THE TEMPORARY MARKERS WILL BECOME THE PROPERTY OF THE AIRPORT.

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

[illegible]

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

PHASING PLAN

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: GWD
Drawn by: AUB
Checked by: BWC
Approved by: GWD

Scale: 1" = 300'

Date: 3/21/01

Sheet - Of -

Sheet No

5

AIP 3-50-0001-06

GENERAL CONSTRUCTION AND SAFETY NOTES

GENERAL NOTES

- THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS AND ANY RULES, REGULATIONS, STANDARDS OR SPECIFICATIONS REFERENCED THEREIN. THE PROJECT IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE VERMONT AGENCY OF TRANSPORTATION (AVT), AND THE FEDERAL AVIATION ADMINISTRATION (FAA).
- THE PROJECT IS TO BE COMPLETED IN CONFORMANCE WITH THE "CONSTRUCTION PHASING PLANS AND NOTES," AS CONTAINED IN THE PLANS, AND SHALL BE CONSTRUCTED IN A TIMELY MANNER IN ACCORDANCE WITH THE CONTRACTOR'S APPROVED PROJECT SCHEDULE. THE SCHEDULE SHALL PROVIDE FOR COMPLETION OF THE PHASES AS SHOWN ON THE PLANS AND DESCRIBED IN THE CONTRACT SPECIFICATIONS.
- THE CONTRACTOR IS EXPECTED TO MEET COMPLETION OF CRITICAL PORTIONS OF THE PROJECT AND OPEN THOSE SEGMENTS TO TRAFFIC BY THE SPECIFIED TIMES AND TO COMPLETE THE ENTIRE PROJECT ON TIME.
- EDWARD F. KNAPP STATE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF ALL WORK WITH THE AIRPORT MANAGER & THE PROJECT RESIDENT ENGINEER IS MANDATORY TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
- CONSTRUCTION AND MAINTENANCE OPERATIONS BY OTHERS MAY OCCUR CONCURRENTLY AND AT TIMES IN THE VICINITY OF CONSTRUCTION ASSOCIATED WITH THIS PROJECT. THE CONTRACTOR SHALL COORDINATE HIS OPERATIONS AND COOPERATE WITH MAINTENANCE CREWS AND OTHER CONTRACTORS WORKING ON THE AIRPORT.
- ACCESS TO THE SITE - THE CONTRACTOR'S ACCESS POINTS TO THE SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT PLAN - SEE SHEET A. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL VEHICLES AND PERSONNEL WHO ENTER THROUGH THESE ACCESS POINTS. THE CONTRACTOR SHALL MAINTAIN A SECURE BARRIER SYSTEM TO BE USED AT ALL TIMES WHILE CONSTRUCTION IS UNDERWAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL ACCESS POINTS BEING USED AT THE END OF EACH CONSTRUCTION DAY OR WHEN ACCESS POINTS ARE UNATTENDED.
- HAUL ROUTES - APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE PHASING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE OR TOWN HIGHWAYS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROAD. ON-SITE HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO COMMENCING THE WORK. EXISTING ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
- CONTRACTOR'S STAGING AREAS - AN AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE. THIS AREA IS SHOWN ON THE GENERAL PROJECT LAYOUT. THE CONTRACTOR'S STAGING AREA SHALL BE GRADED, TOPSOILED, SEED, AND MULCHED UPON COMPLETION OF USE, AT THE CONTRACTOR'S EXPENSE.
- DISPOSAL AREA - WASTE AREAS WILL BE MADE AVAILABLE FOR THE DISPOSAL OF THE CONTRACTOR'S SPOIL MATERIALS. THE MANNER IN WHICH MATERIALS ARE PLACED IN EMBANKMENTS SHALL BE AS SPECIFIED AND APPROVED BY THE ENGINEER. WASTE MATERIALS INCLUDING THOSE ITEMS WHICH ARE A DIRECT RESULT OF CONSTRUCTION (TRASH, CLIPS, CANS, ETC.) SHALL BE DISPOSED OF THROUGH PROPER SANITARY METHODS.
- SAFETY - THE CONTRACTOR SHALL CONDUCT HIS ACTIVITIES IN A SAFE MANNER AS SPECIFIED IN SECTION 10, "SAFETY REQUIREMENTS DURING CONSTRUCTION" ON THIS SHEET.
- PROTECTION OF AND REPAIR OF DAMAGE TO EXISTING CABLES - LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF CABLES DAMAGED DUE TO CONTRACTOR'S OPERATIONS MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL THE DAMAGE IS FULLY COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND SHALL BE AT THE CONTRACTOR'S EXPENSE. WHEN FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS AND IN THE PRESENCE OF AN FAA REPRESENTATIVE. THE FAA MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.
- EXISTING AIRFIELD LIGHTING SYSTEMS - INTERRUPTION OF EXISTING AIRFIELD LIGHTING SYSTEMS NOT INCLUDED IN THIS PROJECT SHALL NOT BE PERMITTED. ALL AIRFIELD LIGHTING CIRCUITS AFFECTED BY THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR DURING OPERATIONAL PERIODS IN ACCORDANCE WITH THE SPECIFICATIONS AND/OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCTION LIMITS - ALL CONTRACTOR VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED) SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES. CONSTRUCTION, STORAGE AND STOCKPILING LIMITS ARE FURTHER DEFINED IN THE SECTION TITLED, "SAFETY REQUIREMENTS DURING CONSTRUCTION" ON THIS SHEET.

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

SAFETY REQUIREMENTS DURING CONSTRUCTION

(A) FEDERAL AVIATION ADMINISTRATION (FAA) ADVISORY CIRCULARS

ADVISORY CIRCULAR 150/5370-2

THE FOLLOWING PUBLICATIONS CONTAIN DEFINITIONS/DESCRIPTIONS OF CRITICAL AIRPORT OPERATING AREAS. THE AREAS DEFINED BELOW PERTAIN TO AIRFIELD SAFETY REQUIREMENTS AND ARE REFERENCED THROUGHOUT THE CONTRACT DOCUMENTS. COPIES OF THESE PUBLICATIONS ARE AVAILABLE THROUGH THE FAA OR CAN BE ORDERED BY MAIL FROM:

U.S. DEPARTMENT OF TRANSPORTATION
SURGEON GENERAL DISTRIBUTION OFFICE
AIRPORT EAST BUSINESS CENTER
3341 D ST NW
LANDOVER, MD 20785

AND CAN BE REVIEWED AT THE OFFICES OF THE VERMONT AGENCY OF TRANSPORTATION.

- FAA 150/5370-2, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", CURRENT EDITION.
- FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", CURRENT EDITION.
- FAA 150/5300-13, "AIRPORT DESIGN", CURRENT EDITION, ESTABLISHES DESIGN, OPERATIONAL, AND MAINTENANCE STANDARDS FOR AIRPORTS. STANDARD TERMS USED IN THE CONTRACT PLANS AND SPECIFICATIONS ARE DEFINED BELOW:
- OBSTACLE FREE ZONE (OFZ) - A VOLUME OF SPACE WHICH IS FREE OF ALL FIXED OBJECTS AND CLEAR OF VEHICLES IN THE VICINITY OF AN AIRPLANE CONDUCTING AN APPROACH, MISSED APPROACH, LANDING, TAKEOFF, OR DEPARTURE. AN OFZ TYPICAL SECTION IS SHOWN ON THE GENERAL PROJECT LAYOUT PLAN.
- RUNWAY PROTECTION ZONE (RPZ) - A TRIANGULAR AREA CENTERED ON THE RUNWAY BEGINNING AT A POINT 200 FEET BEYOND THE END OF THE AREA USABLE FOR TAKEOFF OR LANDING.
- OBJECT FREE AREA (OFA) - A TWO DIMENSIONAL GROUND AREA SURROUNDING RUNWAYS, TAXIWAYS, AND TAXILANES WHICH IS CLEAR OF OBJECTS EXCEPT FOR OBJECTS WHERE LOCATION IS FIXED BY FUNCTION.
- SAFETY AREA - THE SURFACE ADJACENT TO RUNWAYS, TAXIWAYS, AND TAXILANES OVER WHICH AIRCRAFT SHOULD, IN DRY WEATHER, BE ABLE TO CROSS AT NORMAL SPEEDS WITHOUT INCURRING SIGNIFICANT DAMAGE. A SAFETY AREA IS GRADED, DRAINED AND COMPACTED. IT IS FREE OF ANY HOLES, TRENCHES, BUMPS OR OTHER SIGNIFICANT SURFACE VARIATIONS OR OBJECTS OTHER THAN THOSE WHICH MUST BE THERE BECAUSE OF THE PRESENT OR FUTURE AERONAUTICAL FUNCTION. THE SAFETY AREA REQUIRES THE CAPABILITY OF SUPPORTING MAINTENANCE VEHICLES AND AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLES UNDER NORMAL EMERGENCY CONDITIONS.

(B) GENERAL SAFETY REQUIREMENTS

- THE CONTRACTOR SHALL ACQUAINT HIS SUPERVISORS AND EMPLOYEES WITH THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO EDWARD F. KNAPP STATE AIRPORT. THE CONTRACTOR SHALL CONDUCT HIS CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF HIS PERSONNEL.
- PROTECTION OF ALL PERSONS SHALL BE PROVIDED THROUGHOUT THE PROGRESS OF THE WORK. THE WORK SHALL PROCEED IN SUCH A MANNER AS TO PROVIDE SAFE CONDITIONS FOR ALL WORKERS AND AGENCY PERSONNEL. THE SEQUENCE OF CONSTRUCTION OPERATION SHALL BE SUCH THAT MAXIMUM PROTECTION IS MAINTAINED. THE CONTRACTOR SHALL MAINTAIN THE WORK AREA FREE OF DANGEROUS CONDITIONS.

- DURING PERFORMANCE OF THIS CONTRACT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRPORT PARKING AREAS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. ALL AIRCRAFT TRAFFIC ON THESE AREAS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC. THE OWNER RESERVES THE RIGHT TO ORDER THE CONTRACTOR AT ANY TIME TO VACATE ANY AREA NECESSARY TO MAINTAIN SAFE AIRCRAFT OPERATIONS. USE OF AREAS NEAR THE CONTRACTOR'S WORK WILL BE CONTROLLED TO MINIMIZE DISTURBANCE TO PERSONS OR TO AIRCRAFT OPERATIONS.
- ALL WORK TO BE PERFORMED WHICH IS CLOSE TO AN ACTIVE RUNWAY, TAXIWAY OR APRON SHALL BE ACCOMPLISHED ONLY WITH PRIOR PERMISSION FROM THE ENGINEER AND AIRPORT MANAGER. REQUESTED CLOSINGS SHALL BE DIRECTED TO THE ENGINEER AT LEAST 48 HOURS IN ADVANCE.

(C) CONSTRUCTION AND FACILITIES MAINTENANCE

- THE FOLLOWING ARE CONSIDERED SAFETY PROBLEMS AND/OR HAZARDS:
- TRENCHES, HOLES, OR EXCAVATION ON OR ADJACENT TO ANY ACTIVE RUNWAY, TAXIWAY, APRON OR IN SAFETY AREA.
- UNMARKED/UNLIGHTED HOLES OR EXCAVATION IN ANY APRON, OPEN TAXIWAY, OPEN TAXILANE, OR RELATED SAFETY AREA.
- MOUNDS OR PILES OF EARTH, CONSTRUCTION MATERIALS, OR TEMPORARY STRUCTURES IN THE VICINITY OF ANY OPEN RUNWAY, TAXIWAY, TAXILANE, OR IN ANY RELATED SAFETY, APPROACH, OR DEPARTURE AREA.
- VEHICLES OR EQUIPMENT, WHETHER OPERATING OR IDLE, ON ANY OPEN RUNWAY, TAXIWAY, TAXILANE, OR IN ANY RELATED SAFETY, APPROACH, OR DEPARTURE AREA.
- VEHICLES, EQUIPMENT, EXCAVATION, STOCKPILES, OR OTHER MATERIALS WHICH COULD INTERFERE WITH ELECTRONIC SIGNALS FROM RADIOS OR ELECTRONIC NAVIGATIONAL AIDS (NAV-AIDS).
- PAVEMENT DROP-OFFS - LIPS (EITHER PERMANENT OR TEMPORARY) WHICH COULD CAUSE DAMAGE TO AIRCRAFT IF CROSSED AT NORMAL OPERATING SPEEDS. THE NORMAL MAXIMUM DROP-OFF OR LIP IS 1-1/2 INCHES.

- UNMARKED UTILITY, NAV-AID, WEATHER SERVICE, RUNWAY LIGHTING, OR OTHER POWER OR SIGNAL CABLES THAT COULD BE DAMAGED DURING CONSTRUCTION.
- OBJECTS, WHETHER OR NOT MARKED OR FLAGGED, OR ACTIVITIES ANYWHERE ON OR IN THE VICINITY OF THE AIRPORT WHICH COULD BE DISTRACTING, CONFUSING, OR ALARMING TO PILOTS DURING AIRCRAFT OPERATIONS.
- UNLADGED/UNLIGHTED LOW VISIBILITY ITEMS SUCH AS TALL CRANES, DRILLS, AND THE LIKE ANYWHERE IN THE VICINITY OF ACTIVE RUNWAYS, OR IN ANY APPROACH OR DEPARTURE AREA.

- MISLEADING OR MALFUNCTIONING OBSTRUCTION LIGHTS OR UNLIGHTED/UNMARKED OBSTRUCTIONS IN THE APPROACH TO ANY ACTIVE RUNWAY.
- WATER, SNOW, DIRT, DEBRIS, OR OTHER TRANSIENT ACCUMULATION WHICH TEMPORARILY OBSCURES PAVEMENT MARKINGS OR PAVEMENT EDGES, OR DEGRADATES VISIBILITY OF RUNWAY/TAXIWAY MARKINGS OR LIGHTING.
- INADEQUATE OR IMPROPER METHODS OF MARKING, BARRICADEING, AND LIGHTING OF TEMPORARILY CLOSED PORTIONS OF THE AIRPORT OPERATIONS AREA.
- TRASH OR OTHER MATERIALS WITH FOREIGN OBJECT DAMAGE (FOD) POTENTIAL WHETHER ON RUNWAYS, TAXIWAYS, OR APRONS OR IN RELATED SAFETY AREAS.
- INADEQUATE BARRICADEING OR OTHER MARKING WHICH IS PLACED TO SEPARATE CONSTRUCTION OR MAINTENANCE AREAS FROM OPEN AIRCRAFT OPERATING AREAS.
- FAILURE TO CONTROL UNAUTHORIZED VEHICLE AND HUMAN ACCESS TO ACTIVE AIRCRAFT OPERATING AREAS.
- FAILURE TO MAINTAIN RADIO COMMUNICATION BETWEEN CONSTRUCTION/MAINTENANCE VEHICLES AND RUNWAY UNIFORM.
- CONSTRUCTION/MAINTENANCE ACTIVITIES OR MATERIALS WHICH COULD HINDER THE RESPONSE OF AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) EQUIPMENT FROM REACHING ALL AIRCRAFT OR ANY PART OF THE RUNWAY/TAXIWAY SYSTEM, RUNWAY APPROACH AND DEPARTURE AREAS AND AIRCRAFT PARKING LOCATIONS.
- BIRD ATTRACTANTS ON AIRPORT SUCH AS EDIBLES (FOOD SCRAPS, ETC.), MISCELLANEOUS TRASH, OR FENCED WATER.

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

(D) MOTORIZED VEHICLES

THIS PROJECT INCLUDES WORK WITHIN THE AIRPORT OPERATIONS AREA (AOA). ALL PERMITTED VEHICLES SHALL BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME-TYPE LIGHT, MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES. ALL VEHICLES OPERATING WITHIN THE AOA SHALL BE IDENTIFIED BY A SIGN ON EACH SIDE OF THE VEHICLE BEARING THE CONTRACTOR'S NAME IN 12-INCH MINIMUM LETTER HEIGHT.

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

(E) RADIO COMMUNICATIONS

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

(F) DEBRIS

DEBRIS, WASTE, AND LOOSE MATERIAL (INCLUDING DUST AND DIRT) CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEAR OR PROPELLERS, OR BEING INGESTED IN JET ENGINES, SHALL NOT BE ALLOWED ON ACTIVE AIRCRAFT MOVEMENT AREAS OR ADJACENT GRADED AREAS. MATERIALS OBSERVED TO BE WITHIN THESE AREAS SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR. THE CONTRACTOR SHALL BE REQUIRED TO HAVE A SWEEPING MACHINE AND OPERATOR ON SITE AND READY AT ALL TIMES DURING CONSTRUCTION ACTIVITY. WIDE TRAVEL ON ACROSS RUNWAYS, RAMP AREAS, TAXIWAYS, AND AIRCRAFT APRONS IS REQUIRED. THE CONTRACTOR SHALL PROVIDE ADEQUATE PERSONNEL AND EQUIPMENT TO KEEP SUCH SURFACES CLEAR OF DEBRIS.

(G) FLAGMEN

IN ACCORDANCE WITH THE SPECIFICATIONS, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, FURNISH FLAGMEN AS NECESSARY TO CONTROL HIS TRAFFIC UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

ALL CONTRACTOR VEHICLES THAT ARE REQUIRED TO CROSS ACTIVE RUNWAYS, RUNWAY SAFETY AREAS, TAXIWAYS, AND APRONS SHALL DO SO UNDER THE DIRECT CONTROL OF A FLAGMAN. THE FLAGMAN WHO IS IN DIRECT RADIO CONTACT WITH GROUND CONTROL, ALL AIRCRAFT TRAFFIC ON RUNWAYS, TAXIWAYS, AND APRONS, AND ALL OTHER CONTRACTOR VEHICLES OR PERSONNEL, AT NO TIME SHALL THE CONTRACTOR'S VEHICLES OR PERSONNEL BE ALLOWED TO ENTER OR CROSS ACTIVE RUNWAYS OR CLEAR ZONES WITHOUT PROPER AUTHORIZATION.

(H) MISCELLANEOUS

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

(I) UTILITIES

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

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



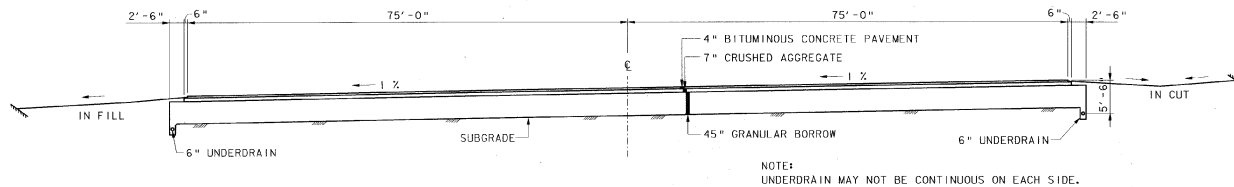
DESIGNATION	DATE	REV.	DESCRIPTION
Job No. FZ00001718.01			

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

URS
ONE NORTHWAY LAKE
LATHAM, NEW YORK

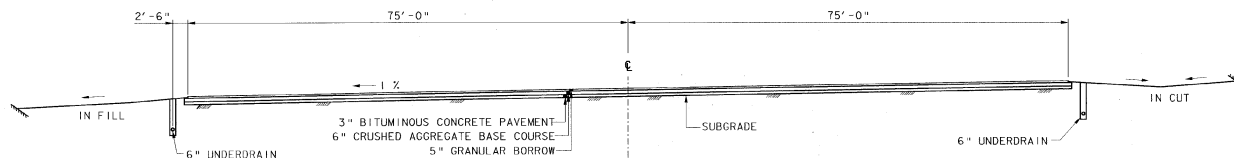
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Date: 3/21/01
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Sheet No: 6



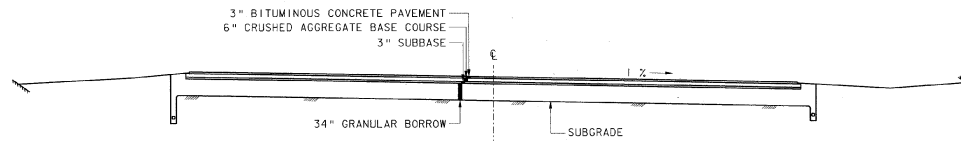
RUNWAY 17-35 EXISTING SECTION

STA. 215+00 TO 231+50
STA. 247+75 TO 265+01



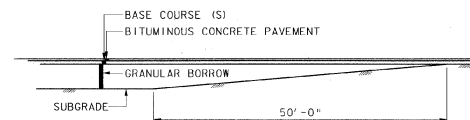
RUNWAY 17-35 EXISTING SECTION

STA. 232+00 TO 248+25



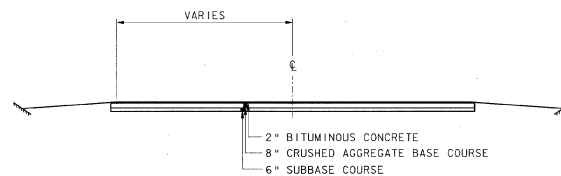
RUNWAY 5-23 EXISTING SECTION

STA. 139+00 TO 146+00



EXISTING SUBGRADE TRANSITION

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



EXISTING TAXIWAYS



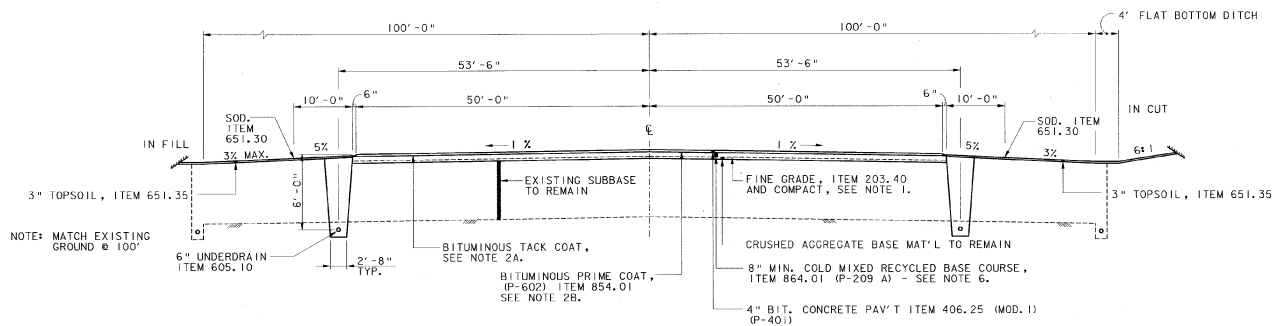
REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

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

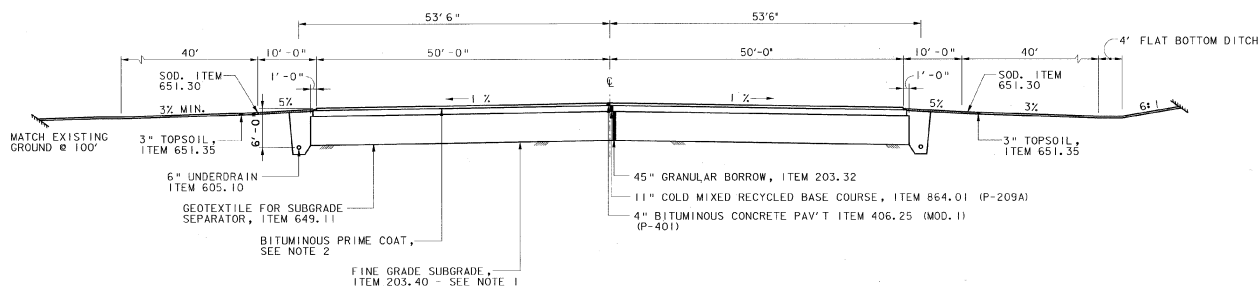
URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: CND	Scale: 1" = 5' VERT. 1" = 10' HOR.
Drawn by: MMU	Date: 3/21/01
Checked by: BMC	Sheet: 01
Approved by: CND	Sheet No: 7



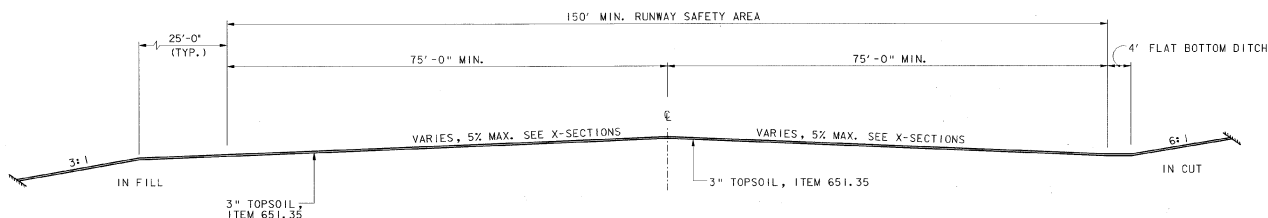
NEW TYPICAL SECTION

STA. 215+00 TO 231+00
STA. 247+75 TO 265+04



NEW TYPICAL SECTION

STA. 231+00 TO 247+75



RUNWAY SAFETY AREA BEYOND RUNWAY THRESHOLD - TYPICAL SECTIONS

STA. 212+00 TO 215+00
STA. 265+01 TO 268+01

GENERAL NOTES

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

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

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

- FERTILIZER, ITEM 651.18, FORMULA 10-20-10 TO BE USED WITH SEED. ITEM 651.15, APPLIED AT THE RATE OF 500 LBS / ACRE.

AGRICULTURAL LIMESTONE, ITEM 651.20, TO BE APPLIED AT RATE OF 2 TONS/ACRE OR AS DIRECTED BY ENGINEER.

HAY MULCH, ITEM 651.25, TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE.

TOPSOIL, ITEM 651.35, TO BE USED WITH SEED, ITEM 651.15, AS DIRECTED BY THE ENGINEER.

- EROSION CONTROL MATTING, ITEM 654.10, TO BE PLACED ON SLOPES OVER 5% WHEN DIRECTED BY THE ENGINEER.

- ALONG SIDE RUNWAY (FROM E.P. TO 10' OFF PAVEMENT) TO BE SODDED, ITEM 651.30.

- ALLOWABLE THICKNESS TOLERANCES:
SUBGRADE ± 1"
CONTROLLED MATERIAL ± 1/2"
PAVEMENT ± 3/16"
BASE COURSE ± 1/2"

- PAY LIMITS FOR SEED, LIME, FERTILIZER & MULCH ARE EQUAL TO THE APPROVED CONSTRUCTION LIMITS.

- GRANULAR BORROW, ITEM 203.32, LIMIT % PASSING .02MM TO 3% (NON FROST SUSCEPTIBLE).



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

TYPICAL SECTION - PROPOSED
RUNWAY 17-35

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by GND	Drawn by MM	Checked by BNC	Approved by GND
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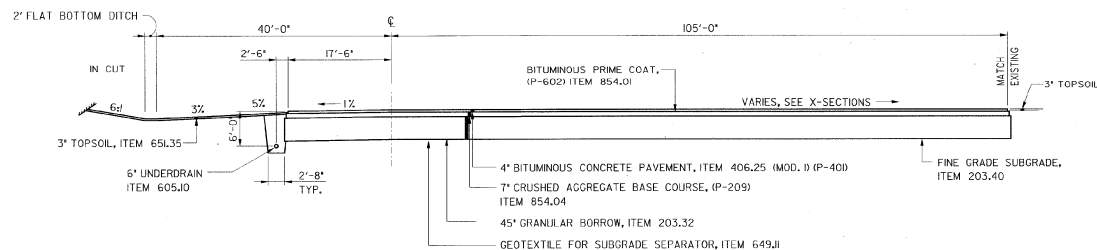
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Date: 3/21/01

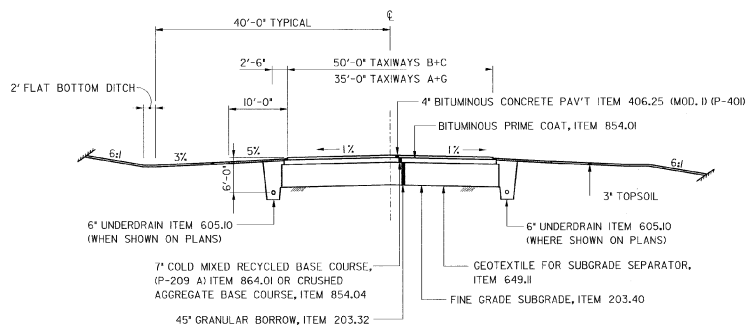
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Sheet No.

8



TAXIWAY E - TYPICAL
STA. 742+35 TO 748+06



TAXIWAY TYPICALS
TAXIWAYS A, B, C & E
STA. 735+30 TO STA. 742+35



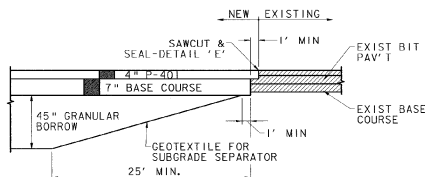
REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

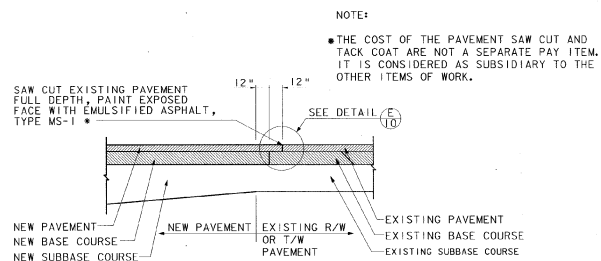
TAXIWAY TYPICALS

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

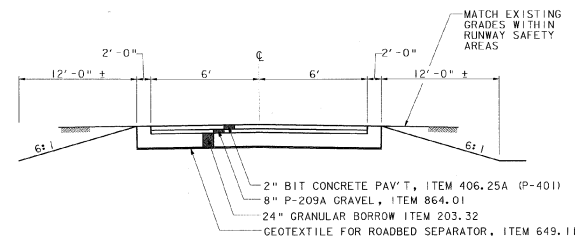
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Scale: 1" = 10'	Date: 3/21/01	Sheet: 01	Sheet No: 9



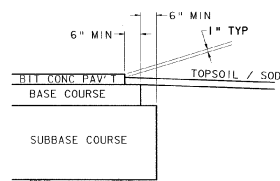
A
10
PROPOSED SUBGRADE TRANSITION TAXIWAYS
SCALE: NONE



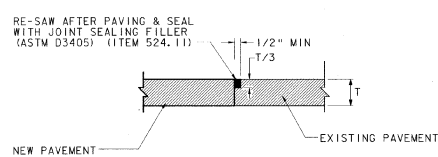
B
10
BUTT JOINT DETAIL
SCALE: NONE



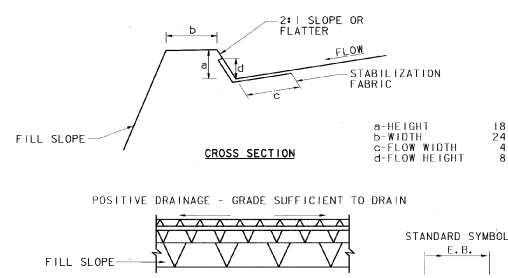
C
10
TYPICAL DRIVEWAY SECTION
SCALE: NONE



D
10
PAVEMENT SECTION EDGE
SCALE: NONE



E
10
SAWCUT DETAIL
SCALE: NONE



F
10
EARTH BERM
SCALE: NONE

1. BERMS SHALL BE COMPACTED BY EARTH-MOVING EQUIPMENT.
2. TOP MAY BE WIDER AND SIDE SLOPES MAY BE FLATTER.
3. BERMS TO BE CONSTRUCTED ALONG TOP OF SLOPE OUTSIDE RUNWAY SAFETY AREA OVERRUNS, WHERE DIRECTED BY THE ENGINEER.

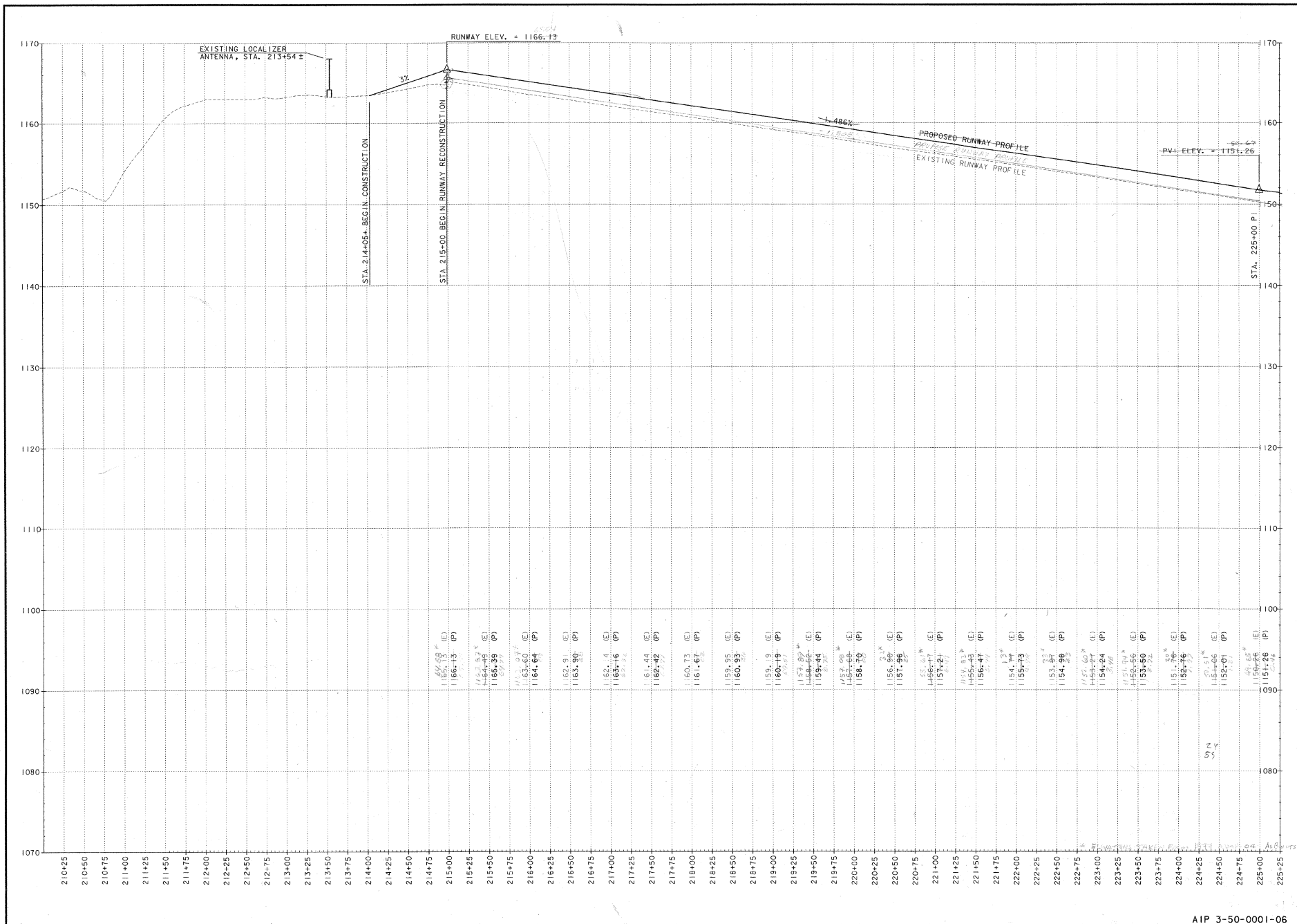


REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: GMD	Drawn by: MAM	Checked by: BNC	Approved by: GMD
Scale: NONE	Date: 3/21/01	Sheet: 01	Sheet No: 10



URS

ONE NORTHWAY LANE
LATHAM, NEW YORK

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 PROFILE

Designed by: DMD

Drawn by: MAM

Checked by: BMC

Approved by: DMD

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

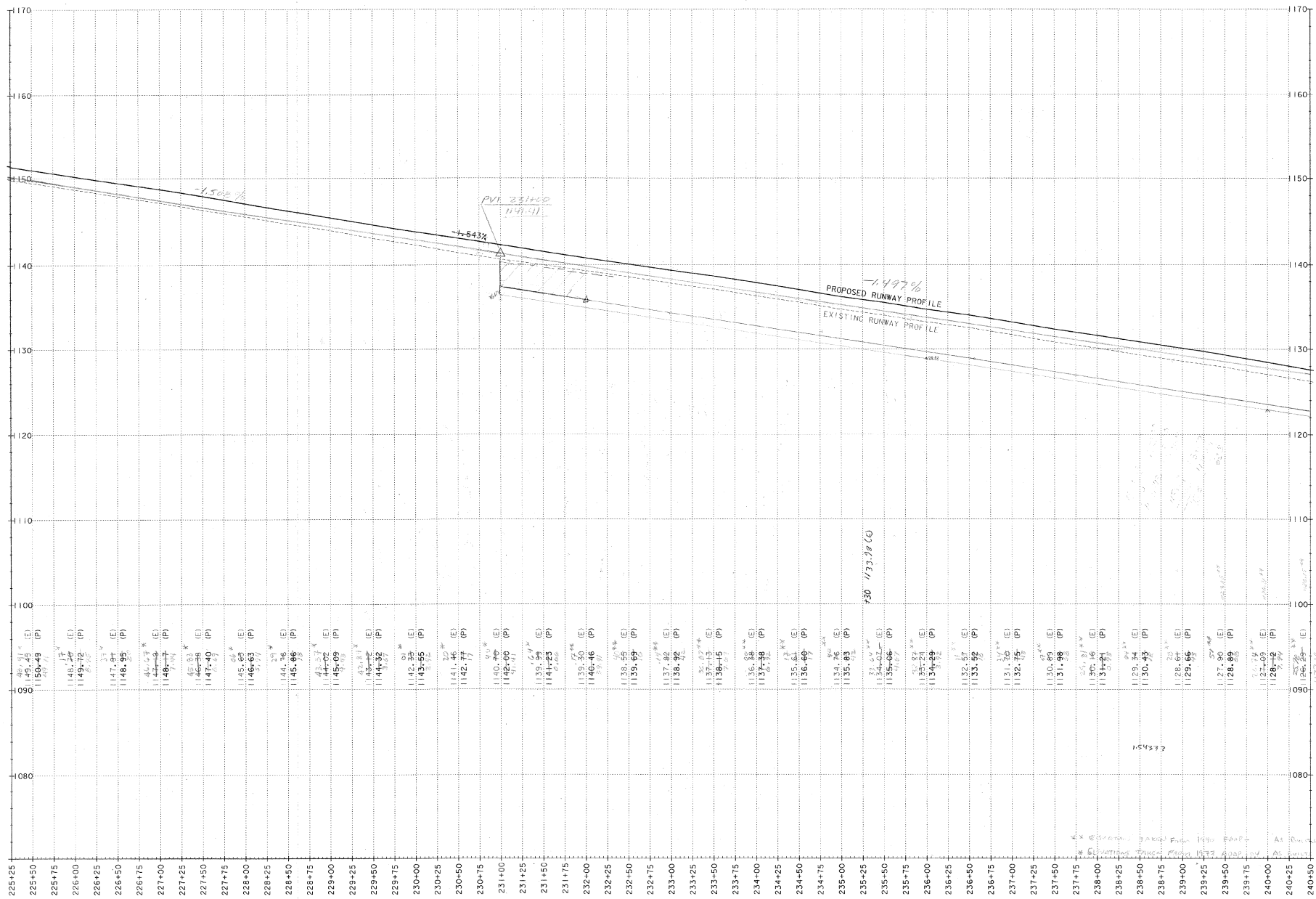
Date: 3/21/01

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Sheet No: 11

Job No. F20000.718.01

File No. F20000.718.01



URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

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

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

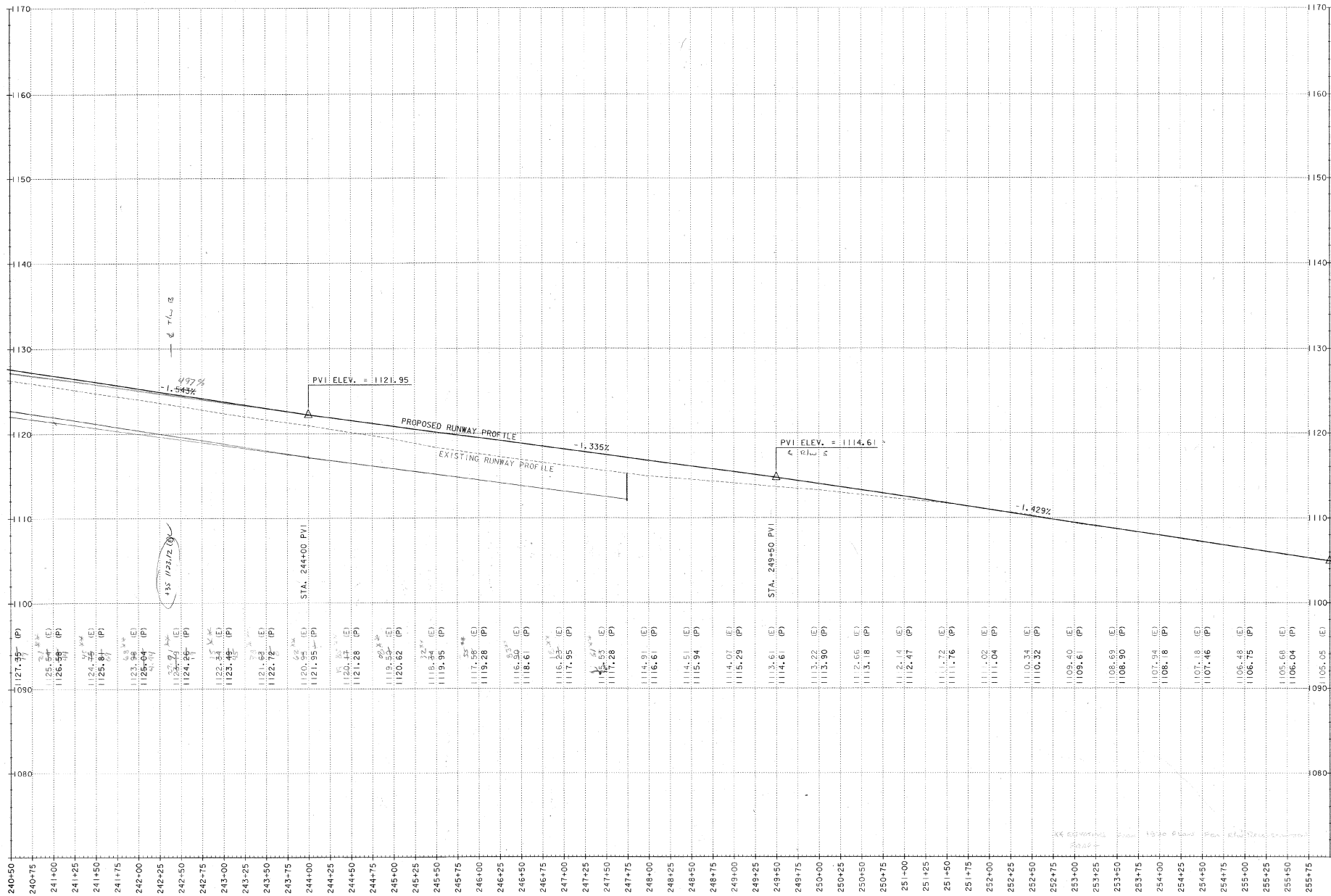
Date: **3/21/01**

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Sheet No: **12**

REV. DATE DESCRIPTION

Job No. **F20000.718.01**
File No. **F20180602.00**



URS

ONE NORTHWAY LANE
LATHAM, NEW YORK

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 PROFILE

Designed by: **MD**

Drawn by: **MD**

Checked by: **BIC**

Approved by: **MD**

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

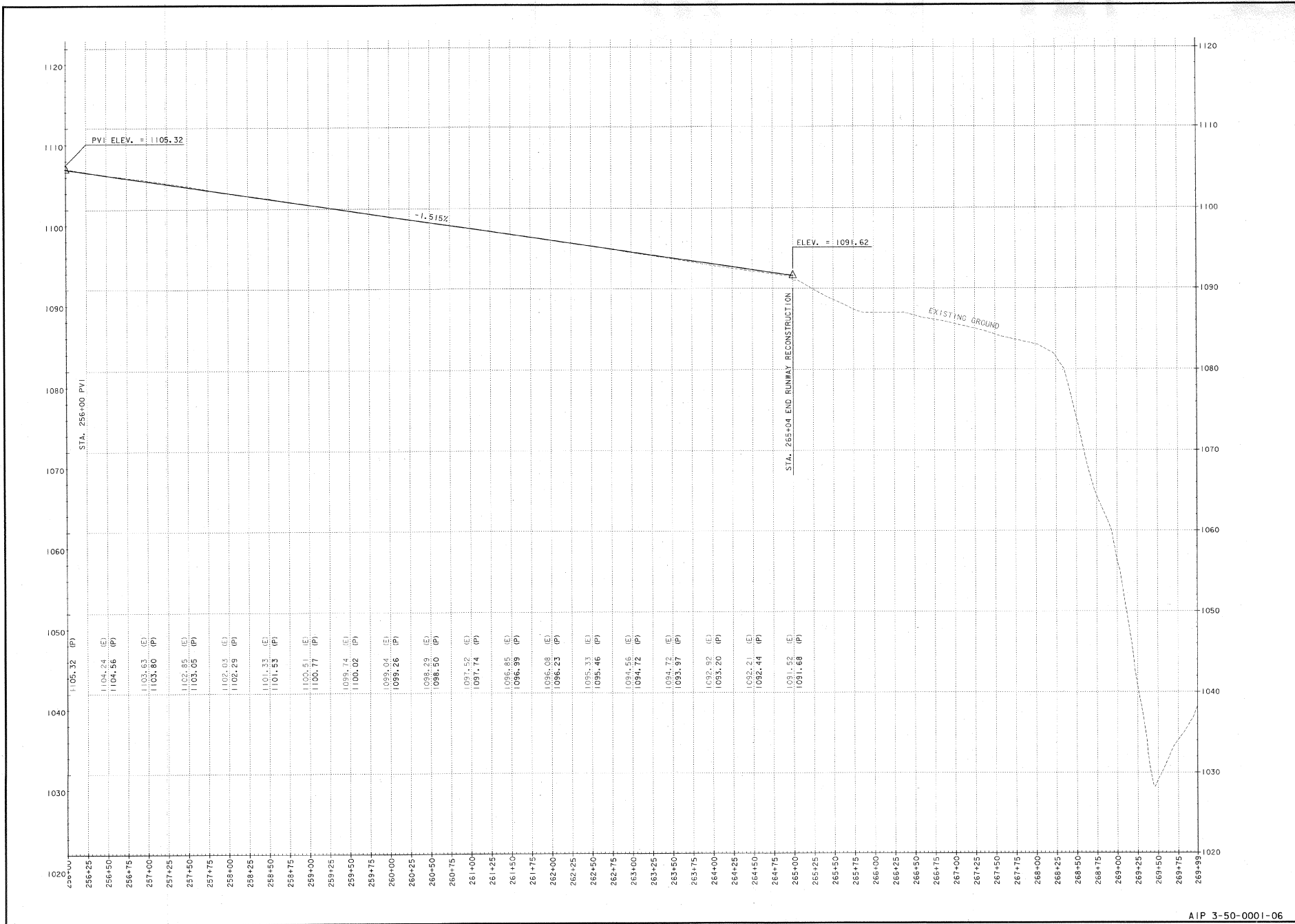
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Job No. **F200001718.01**

REV. DATE DESCRIPTION

File No. **F207806043.00**



URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 PROFILE

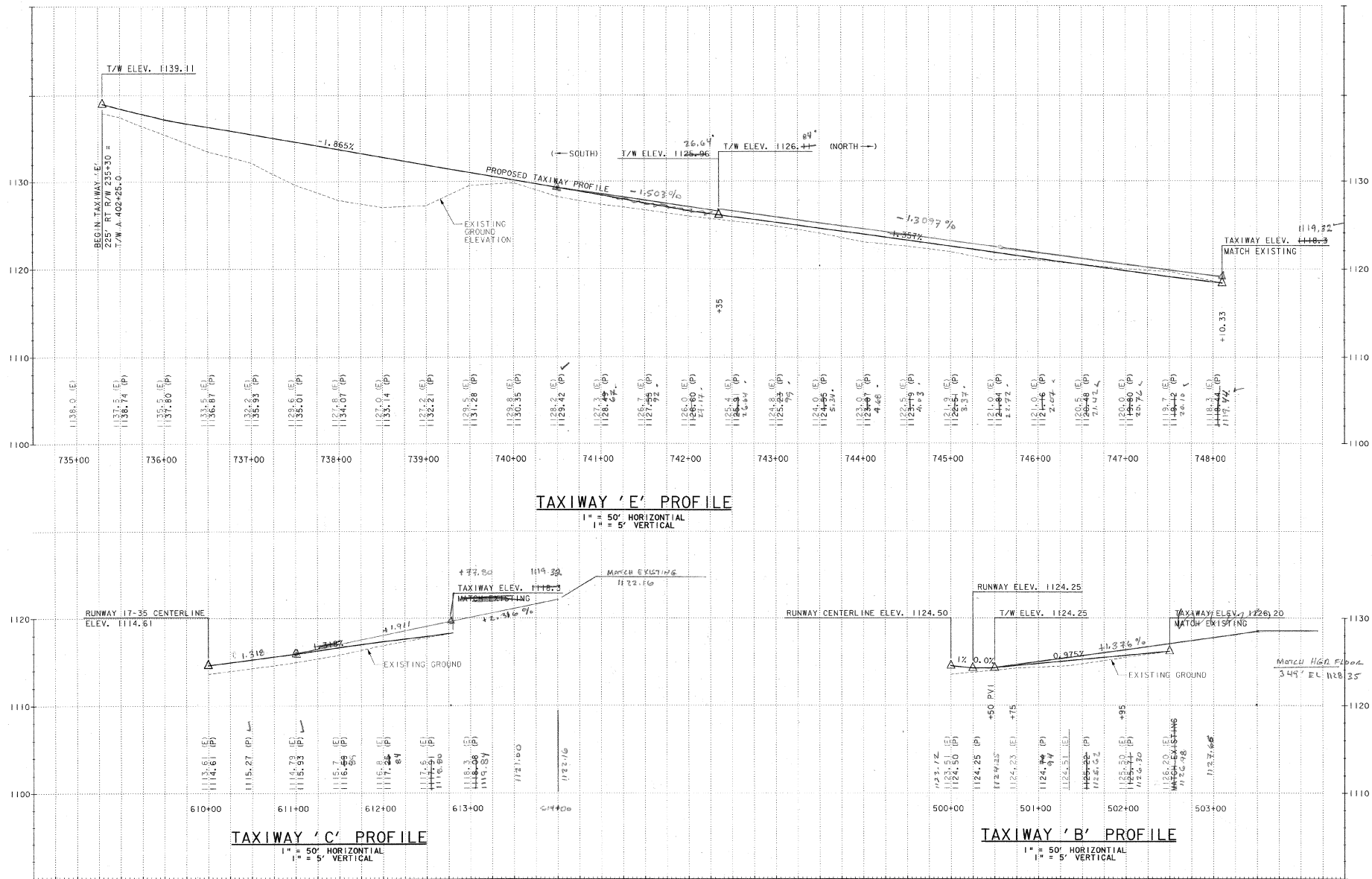
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Checked by: BNC
Approved by: GPD

Scale: 1"=50' VERT: 1"=5'
Date: 3/21/01

Sheet: 01

Sheet No: 14

Job No. F20000118.01
REV. DATE DESCRIPTION
File No. F207804ed4.dgn



FINISHED GRADES
 REVISION 8/16/11



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT

TAXIWAY PROFILES

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

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

Scale: 1" = 50' HORIZONTAL
 1" = 5' VERTICAL

Date: 3/21/01

Sheet: 1 of 1

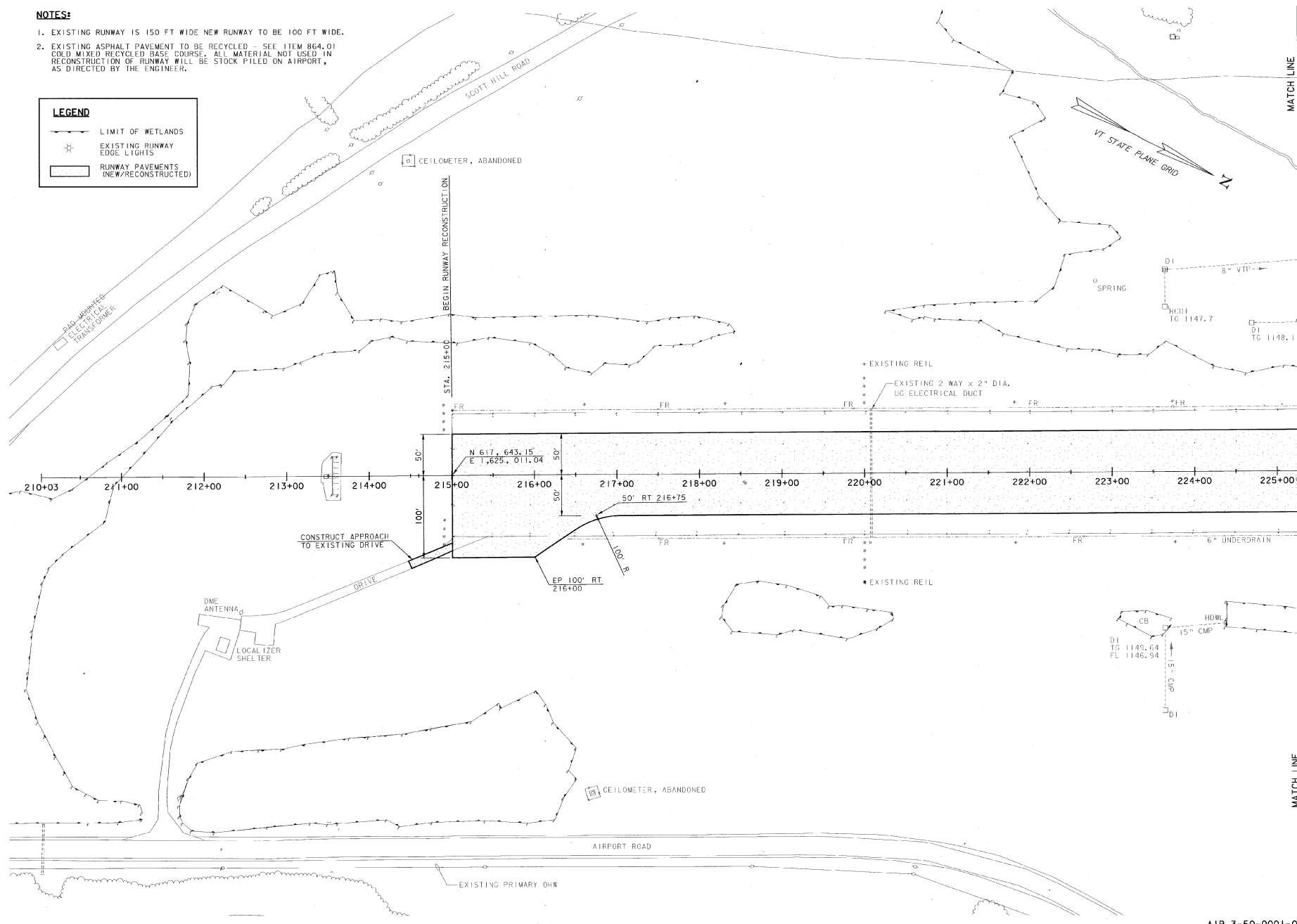
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NOTES:

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

LEGEND

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



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
PAVING PLANS AND GEOMETRIC LAYOUT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: CND	Drawn by: MM
Checked by: BFC	Approved by: CND

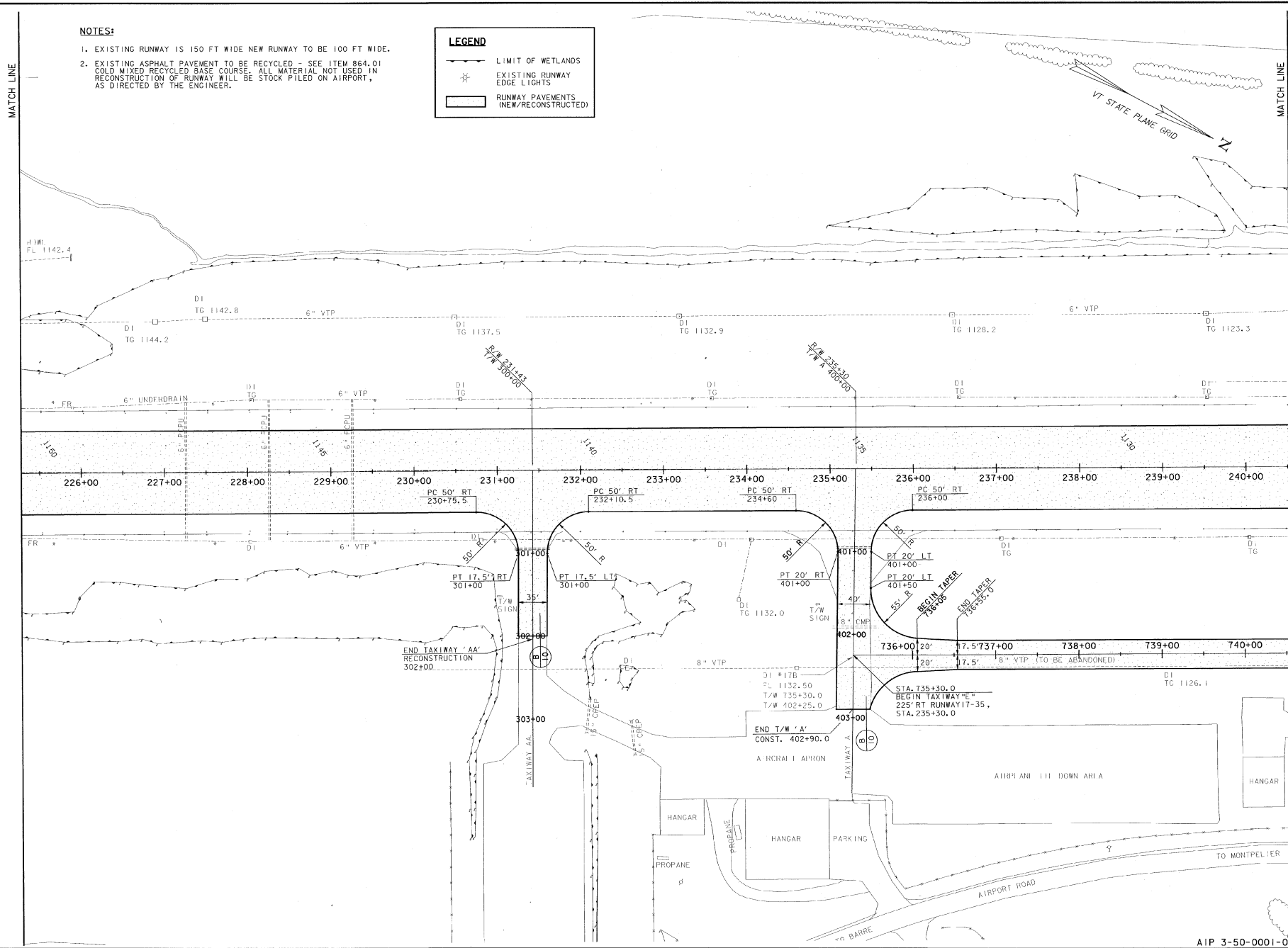
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Date: 3/21/01
Sheet: 01 of 01
Sheet No: **17**

NOTES:

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

LEGEND

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



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
PAVING PLANS AND GEOMETRIC LAYOUT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by	and
Drawn by	mm
Checked by	and
Approved by	and

Scale: 1" = 50'

Date: 3/21/01

Sheet - 01 -

Sheet No.

18

MATCH LINE

NOTES:

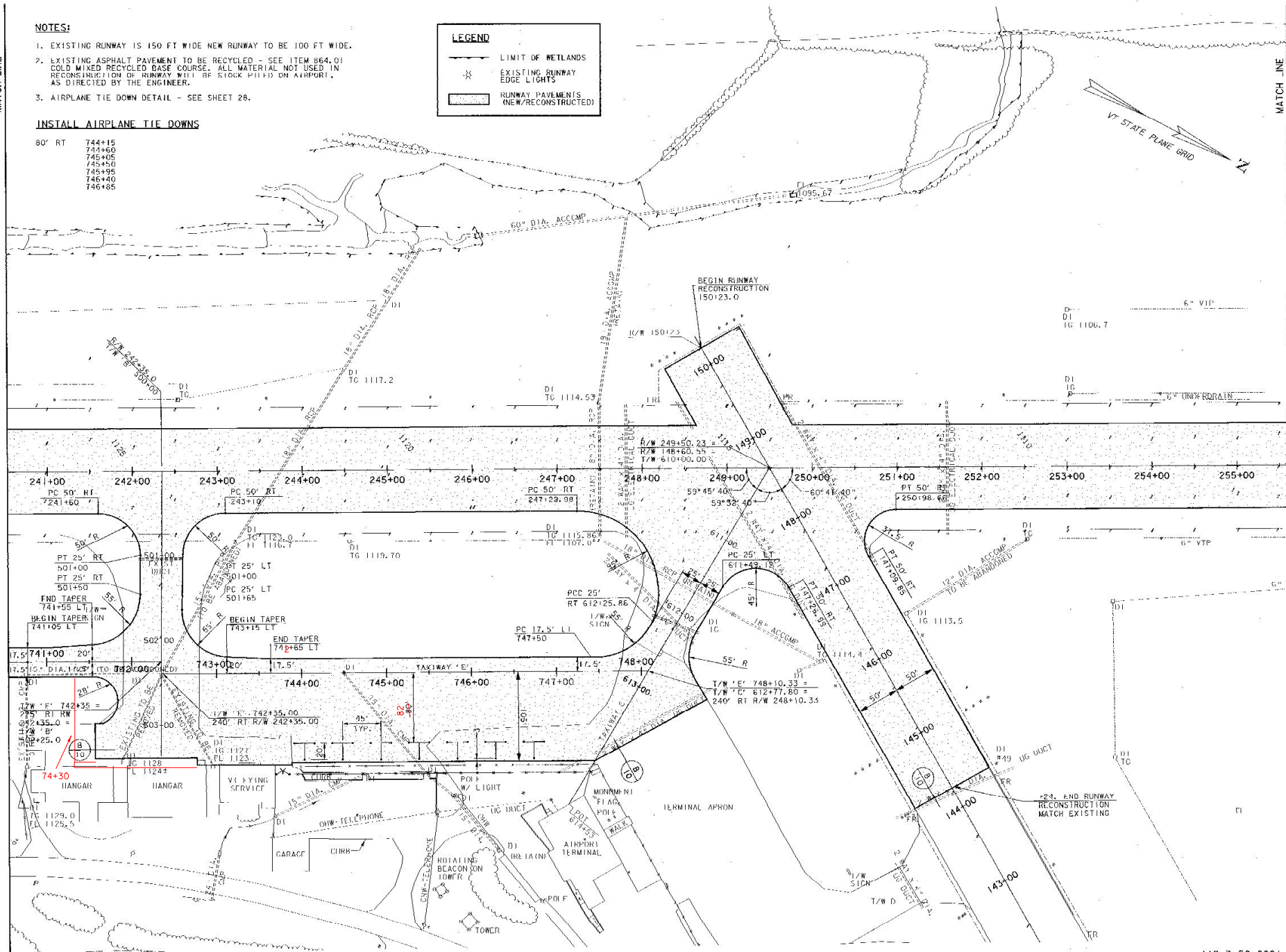
- EXISTING RUNWAY IS 150 FT WIDE NEW RUNWAY TO BE 100 FT WIDE.
- EXISTING ASPHALT PAVEMENT TO BE RECYCLED - SEE ITEM 864.01
COLD MIXED RECYCLED BASE COURSE. ALL MATERIAL NOT USED IN
RECONSTRUCTION OF RUNWAY WILL BE STOCK PILED ON AIRPORT,
AS DIRECTED BY THE ENGINEER.
- AIRPLANE TIE DOWN DETAIL - SEE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

INSTALL AIRPLANE TIE DOWNS

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

LEGEND

- LIMIT OF WETLANDS
* EXISTING RUNWAY
— EDGE LIGHTS
— RUNWAY PAVEMENT (NEW/RECONSTRUCTED)



REV.	DATE	DESCRIPTION	FILE NO.
1			F20000 T118.01
2			F20000 T118.01

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
PAVING PLANS AND GEOMETRIC LAYOUT

URS

ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by	DRB
Drawn by	MM
Checked by	BEC
Approved by	DRB

Scale: 1" = 50'

Date: 3/21/01

Sheet - 01 -

Sheet No.

19

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

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

[illegible]

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: GMD	Drawn by: MAM	Checked by: BNC
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Scale: 1" = 50'

Date: 3/21/01

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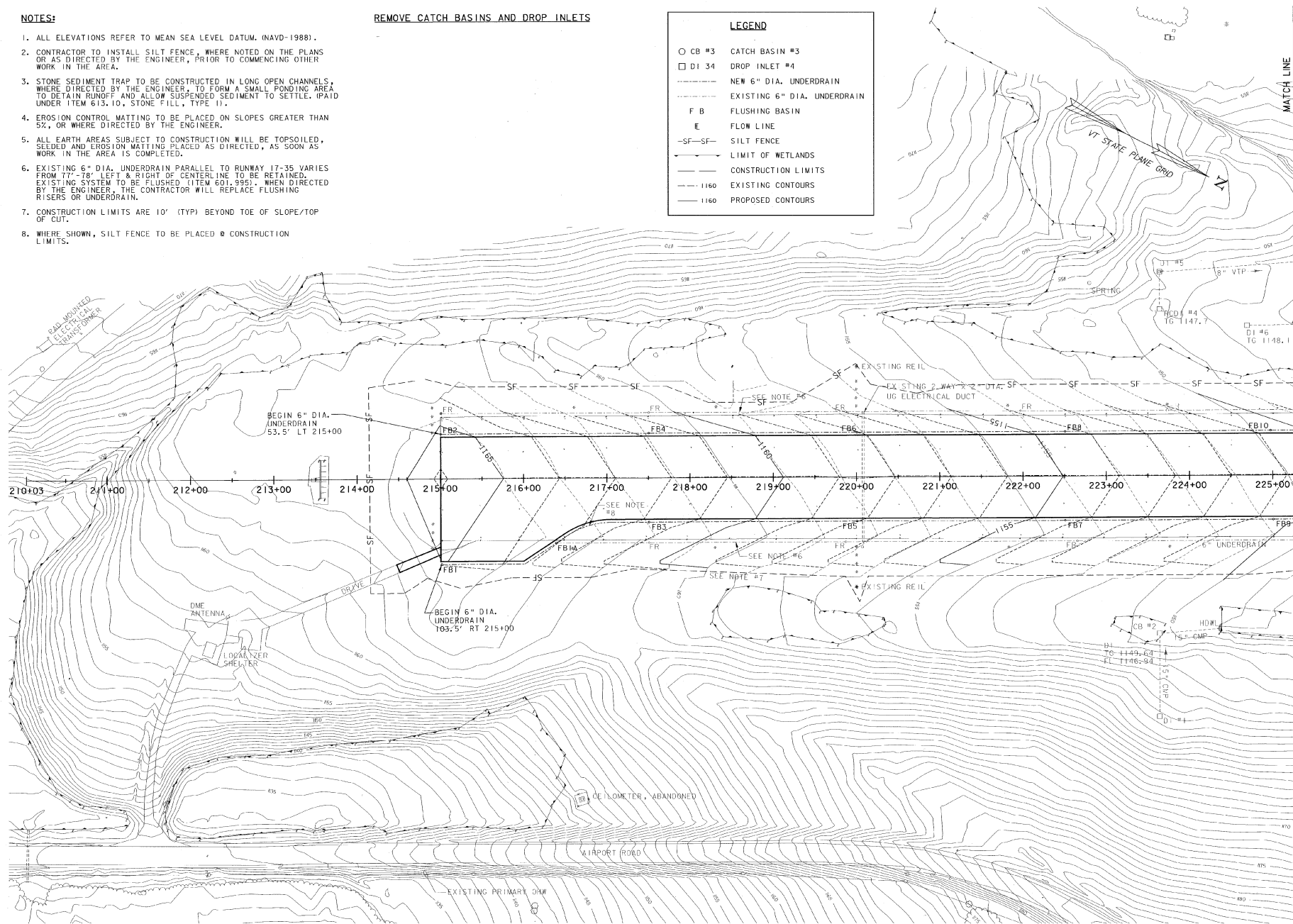
NOTES:

1. ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM. (NAVD-1988).
2. CONTRACTOR TO INSTALL SILT FENCE, WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER, PRIOR TO COMMENCING OTHER WORK IN THE AREA.
3. STONE SEDIMENT TRAP TO BE CONSTRUCTED IN LONG OPEN CHANNELS, WHERE DIRECTED BY THE ENGINEER, TO FORM A SMALL PONDING AREA TO DETAIN RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE. (PAID UNDER ITEM 613-10, STONE FILL, TYPE II).
4. EROSION CONTROL MATTING TO BE PLACED ON SLOPES GREATER THAN 5%, OR WHERE DIRECTED BY THE ENGINEER.
5. ALL EARTH AREAS SUBJECT TO CONSTRUCTION WILL BE TOPSOILED, SEEDED AND EROSION MATTING PLACED AS DIRECTED, AS SOON AS WORK IN THE AREA IS COMPLETED.
6. EXISTING 6" DIA. UNDERDRAIN PARALLEL TO RUNWAY 17-35 VARIES FROM 77' TO 78' LEFT & RIGHT OF CENTERLINE TO BE RETAINED. EXISTING SYSTEM TO BE FLUSHED (ITEM 601.995). WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR WILL REPLACE FLUSHING RISERS OR UNDERDRAIN.
7. CONSTRUCTION LIMITS ARE 10' (TYP) BEYOND TOE OF SLOPE/TOP OF CUT.
8. WHERE SHOWN, SILT FENCE TO BE PLACED @ CONSTRUCTION LIMITS.

REMOVE CATCH BASINS AND DROP INLETS

LEGEND

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



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
DRAINAGE AND GRADING PLAN

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by GMD	MM
Drawn by MM	BNC
Checked by BNC	GMD
Approved by GMD	

Scale: 1" = 50'

Date: 3/21/01

Sheet - 01 -

Sheet No.
21

NOTES:

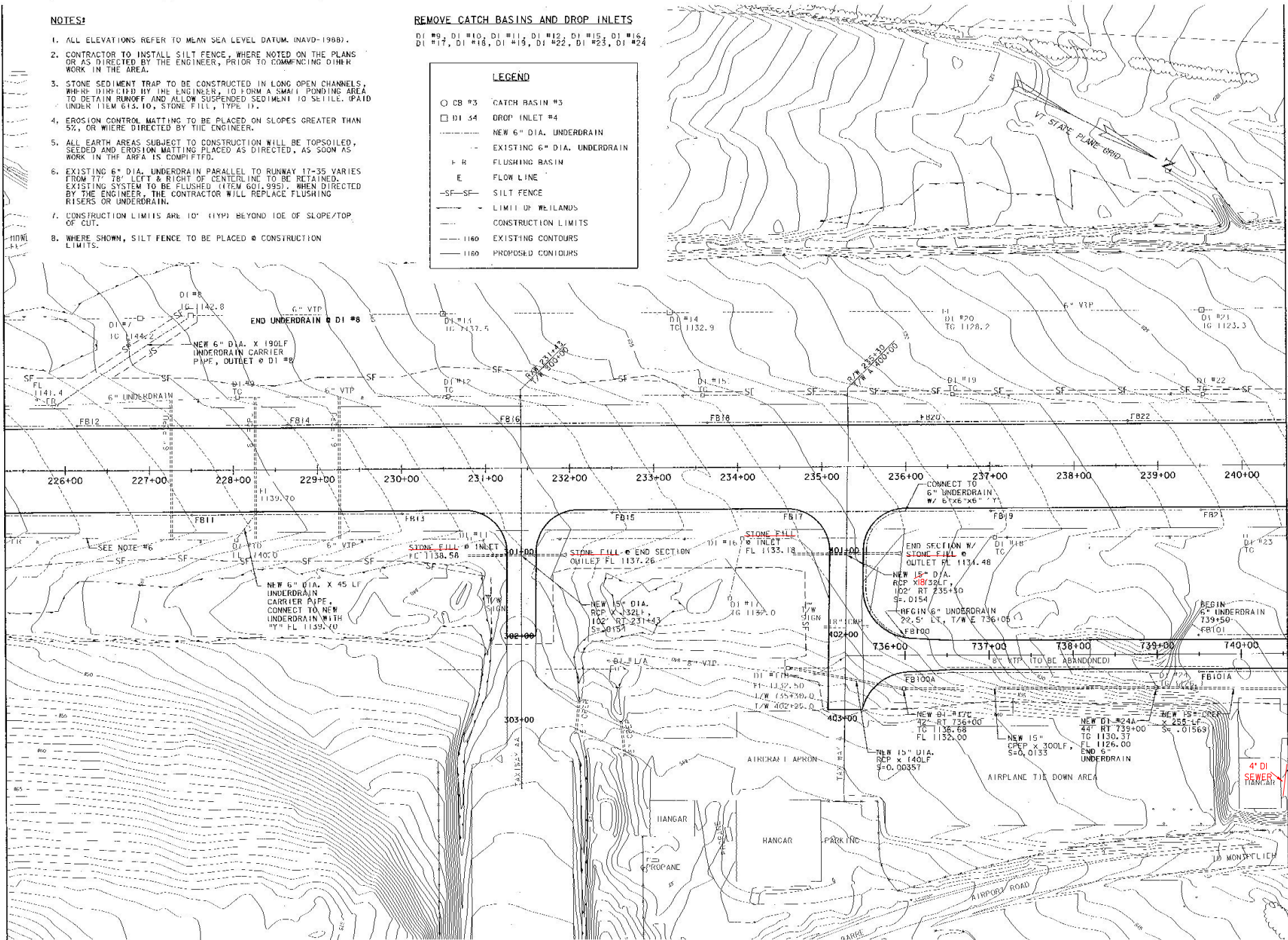
1. ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM (NAD-1983).
2. CONTRACTOR TO INSTALL SILT FENCE, WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER, PRIOR TO COMMENCING OTHER WORK IN THE AREA.
3. STONE SEDIMENT TRAP TO BE CONSTRUCTED IN LONG OPEN CHANNELS, WHERE DIRECTED BY THE ENGINEER, TO FORM A SMALL PONDING AREA TO DETAIN RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE. (PAID UNDER ITEM 615.10, STONE FILL, TYPE II).
4. EROSION CONTROL MATTING TO BE PLACED ON SLOPES GREATER THAN 5%, OR WHERE DIRECTED BY THE ENGINEER.
5. ALL EARTH AREAS SUBJECT TO CONSTRUCTION WILL BE TOPSOILED, SEEDED AND EROSION MATTING PLACED AS DIRECTED, AS SOON AS WORK IN THE AREA IS COMPLETED.
6. EXISTING 6" DIA. UNDERDRAIN PARALLEL TO RUNWAY 17-35 VARIES FROM 77' 78" LEFT & RIGHT OF CENTERLINE TO BE RETAINED. EXISTING SYSTEM TO BE FLUSHED (ITEM 601.995). WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR WILL REPLACE FLUSHING RISERS OR UNDERDRAIN.
7. CONSTRUCTION LIMITS ARE 10' (TYP) BEYOND 10% OF SLOPE/TOP OF CUT.
8. WHERE SHOWN, SILT FENCE TO BE PLACED @ CONSTRUCTION LIMITS.

REMOVE CATCH BASINS AND DROP INLETS

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

LEGEND

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



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
DRAINAGE AND GRADING PLAN

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

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

Scale: 1" = 50'
Date: 3/21/01
Sheet - Of -
Sheet No. **22**

NOTES:

- ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM, (NAVD-1980).
- CONTRACTOR TO INSTALL SILT FENCE, WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER, PRIOR TO COMMENCING OTHER WORK IN THE AREA.
- STONE SEDIMENT TRAP TO BE CONSTRUCTED IN LONG OPEN CHANNELS, WHERE DIRECTED BY THE ENGINEER, TO FORM A SMALL PONDING AREA TO DETAIN RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE. (PAID UNDER ITEM 613.10, STONE FILL, TYPE II).
- EROSION CONTROL MATTING TO BE PLACED ON SLOPES GREATER THAN 5%, OR WHERE DIRECTED BY THE ENGINEER.
- ALL EARTH AREAS SUBJECT TO CONSTRUCTION WILL BE TOPSOILED, SEEDED AND EROSION MATTING PLACED AS DIRECTED, AS SOON AS WORK IN THE AREA IS COMPLETED.
- EXISTING 6" DIA. UNDERDRAIN PARALLEL TO RUNWAY 17-35 VARIES FROM 77'-78' LEFT & RIGHT OF CENTERLINE TO BE RETAINED. EXISTING SYSTEM TO BE FLUSHED (ITEM 601.995), WHEN DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL REPLACE FLUSHING RISERS OR UNDERDRAIN.
- CONSTRUCTION LIMITS ARE 10' (TYP) BEYOND TOE OF SLOPE/TOP OF CUT.
- WHERE SHOWN, SILT FENCE TO BE PLACED @ CONSTRUCTION LIMITS.

REMOVE CATCH BASINS AND DROP INLETS

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

ADJUST FRAME AND GRATE ON EXISTING DI'S

D1 #36, D1 #37, D1 #41

REMOVE AND RESET CURB

743+90 TO 745+58 - 123' RT

REMOVE AND RESET FENCE

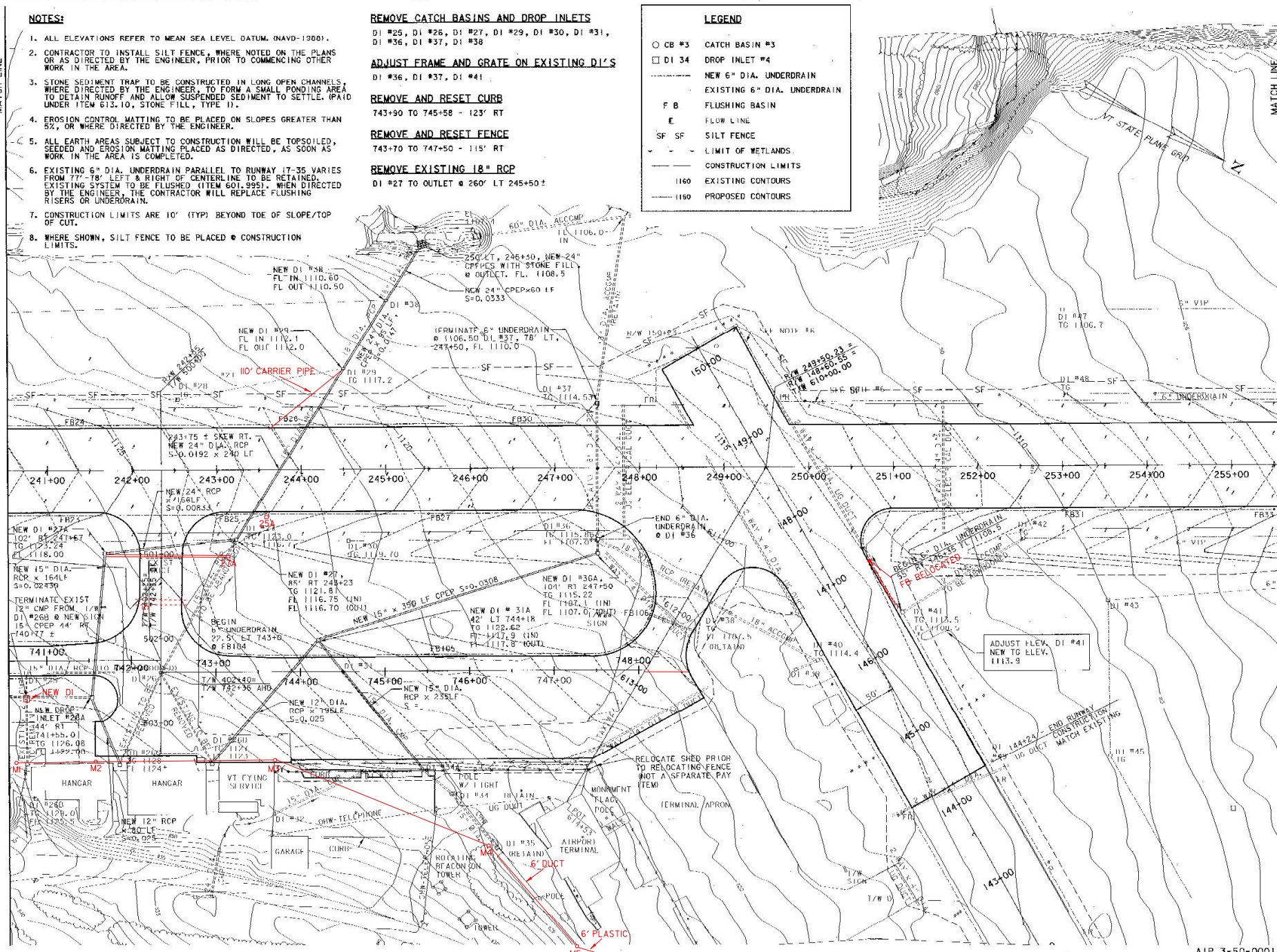
743+70 TO 747+50 - 115' RT

REMOVE EXISTING 18" RCP

D1 #27 TO OUTLET @ 260' LT 245+50 ±

LEGEND

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



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
DRAINAGE AND GRADING PLAN

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by GMD	Drawn by MM	Checked by GMD	Approved by GMD
Scale: 1" = 50'			
Date: 3/21/01			
Sheet: 01			
Sheet No: 23			

NOTES:

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

REMOVE CATCH BASINS AND DROP INLETS

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

LEGEND

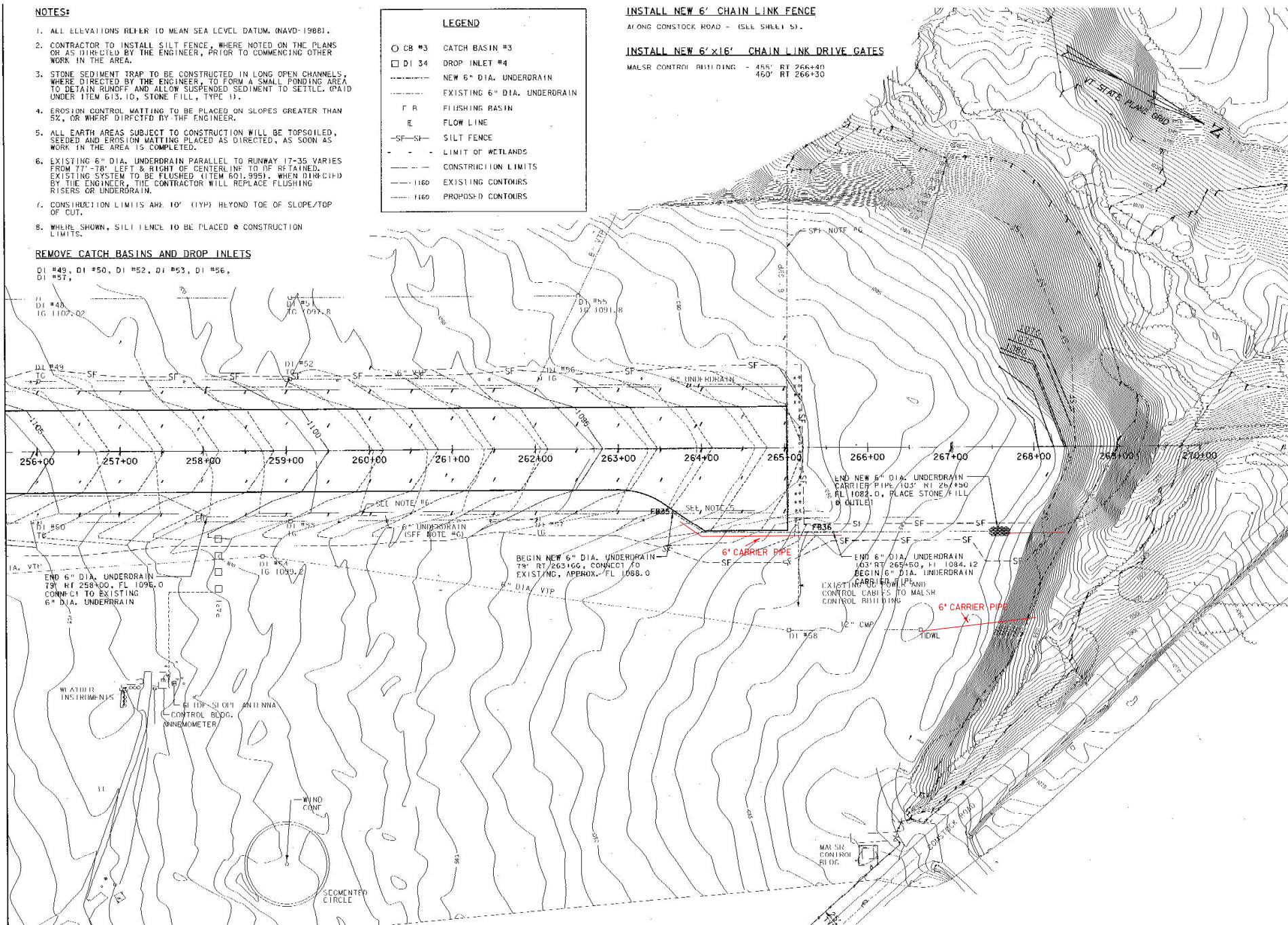
- CB #3 CATCH BASIN #3
- DI #34 DROP INLET #4
- NEW 6" DIA. UNDERDRAIN
- EXISTING 6" DIA. UNDERDRAIN
- FR FLUSHING BASIN
- EL FLOW LINE
- SF- SILT FENCE
- - - LIMIT OF WETLANDS
- - - CONSTRUCTION LIMITS
- 1160 EXISTING CONTOURS
- 1160 PROPOSED CONTOURS

INSTALL NEW 6' CHAIN LINK FENCE

ALONG CONSTACK ROAD - (SEE SHEET 5).

INSTALL NEW 6' x 16' CHAIN LINK DRIVE GATES

MALSR CONTROL BUILDING - 455' RT 266+40
460' RT 266+30





URS

ONE NORTHWAY LANE
LATHAM, NEW YORK

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
DRAINAGE AND GRADING PLAN

Designed by: **ABC**

Drawn by: **MM**

Checked by: **BNC**

Approved by: **ABC**

Scale: **1" = 50'**

Date: **3/21/01**

Sheet: **01**

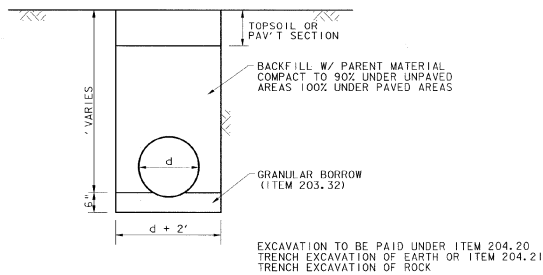
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Job No. **720001118.01**

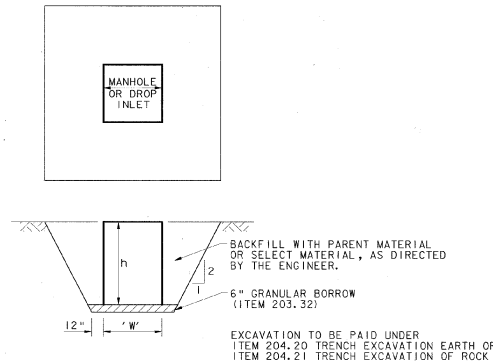
Rev. **DATE**

DESCRIPTION

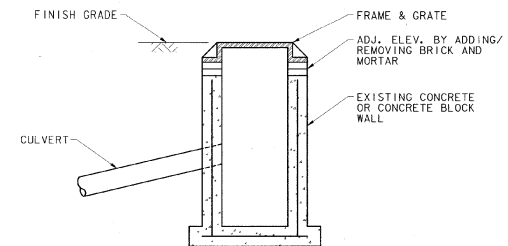
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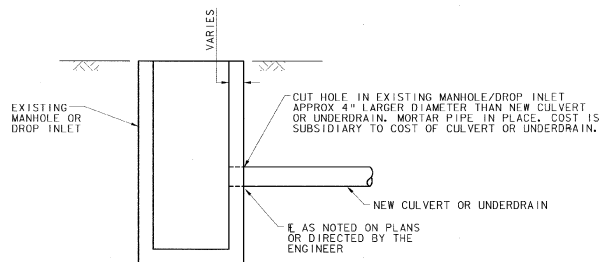
A CULVERT IN TRENCH - TYPICAL
SCALE: NONE



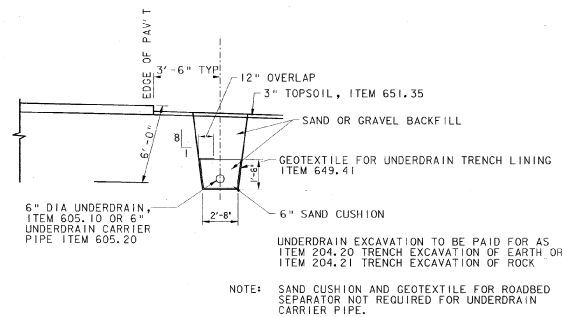
B DROP INLET/MANHOLE PLACEMENT (TYPICAL)
SCALE: NONE



C CHANGE ELEVATION OF MANHOLE OR DROP INLET
SCALE: NONE



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



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



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

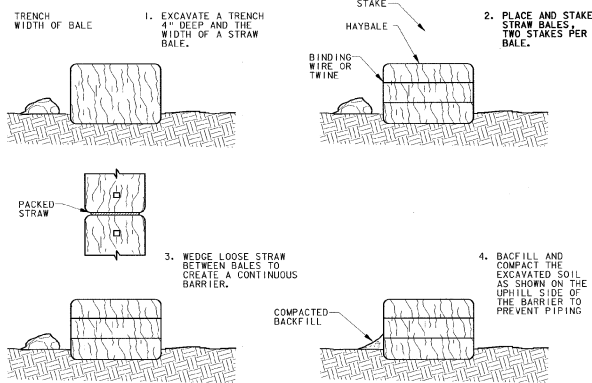
Designed by: CND	Drawn by: AMB	Checked by: BWC	Approved by: CND
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Scale: AS SHOWN

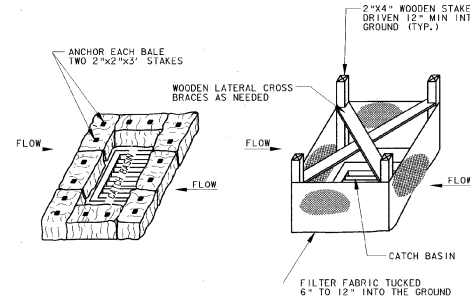
Date: 3/21/01

Sheet - 01 -

Sheet No. **25**

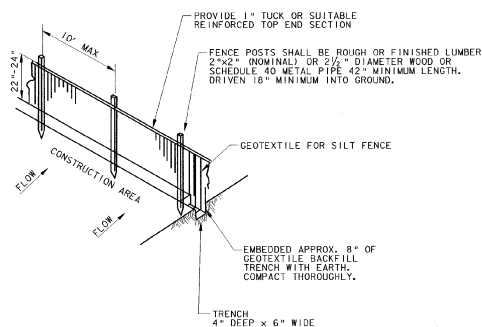


SEDIMENTATION BARRIER - HAYBALE
ITEM 651.26
NOT TO SCALE



HAY BALE INSTALLATION
ITEM 651.26

SEDIMENTATION CONTROL INLET PROTECTION
NOT TO SCALE



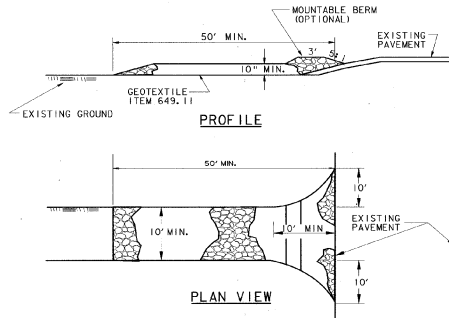
NOTES:

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

PLAN VIEW SYMBOL

— SF — SF —

SILT FENCE
NOT TO SCALE



CONSTRUCTION SPECIFICATIONS

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

STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

EROSION AND SEDIMENT CONTROL NOTES

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

SITE DATA

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

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

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



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

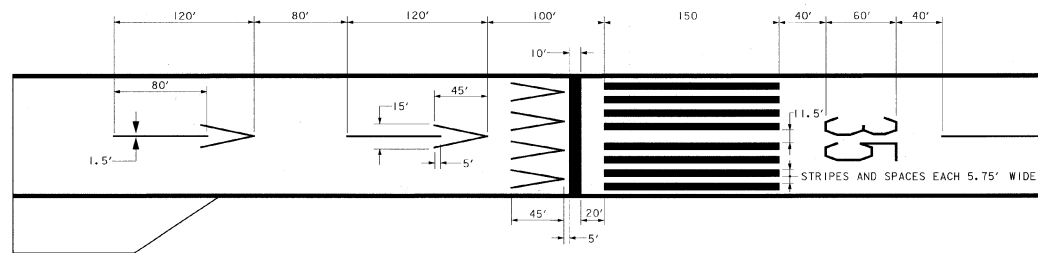
SEDIMENTATION / EROSION CONTROL DETAILS

URS

ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: GMD	Drawn by: AMS	Checked by: BFC	Approved by: GMD
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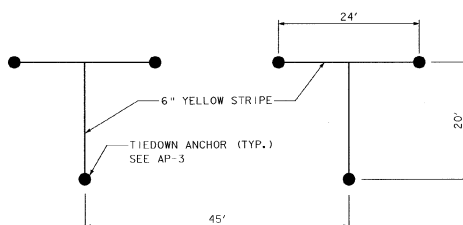
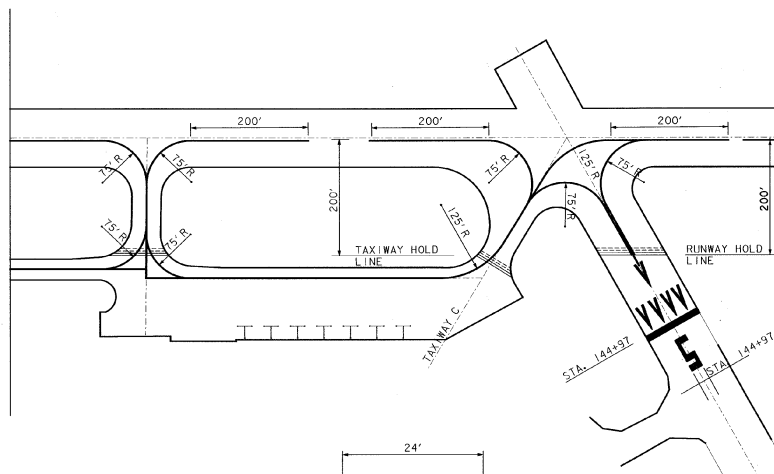
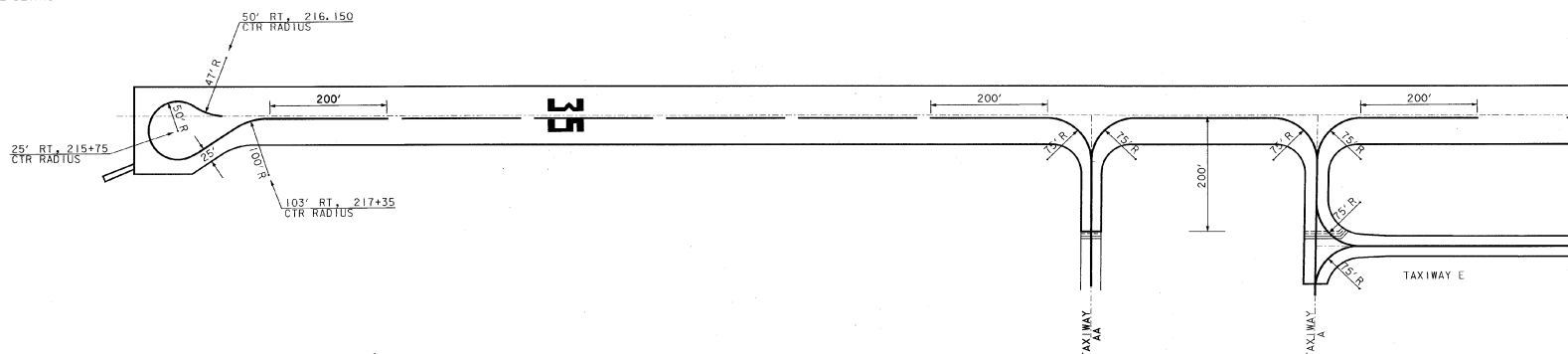
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Date: 3/21/01	
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Sheet No:	26



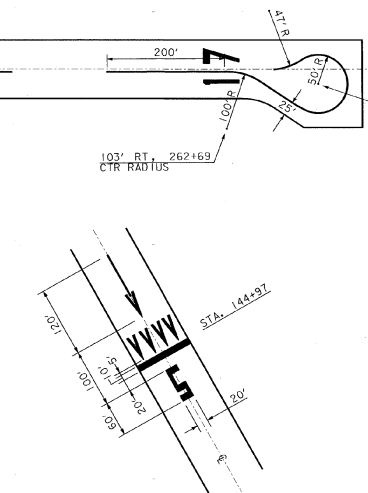
1. REFER TO VT STANDARD DRAWINGS AP-10 AND AP-11 RUNWAY AND TAXIWAY MARKING DETAILS FOR ADDITIONAL INFORMATION.
2. RUNWAY AND TAXIWAY MARKINGS TO CONFORM TO A.C. 150/5340-1H, STANDARDS FOR AIRPORT MARKINGS.
3. RUNWAY TOUCH DOWN ZONE, CENTERLINE, NUMERALS, EDGE STRIPING, DISPARITY THRESHOLD MARKINGS AND DISTANCE MARKERS BE WHITE. ALL PAVEMENT MARKING TO BE REFLECTIVE, USING GLASS BEADS.
4. ALL TAXIWAY CENTERLINE AND HOLD LINES TO BE YELLOW 6" WIDE TAXIWAY HOLD LINES TO BE PLACED 200' FROM RUNWAY CENTERLINE. TAXIWAY MARKING TO BE REFLECTIVE, USING GLASS BEADS.
5. ALL MARKINGS TO BE STRIATED (ALTERNATE 6" PAINT / 6" UNPAINTED) DIMENSIONS SHOWN ARE NOMINAL. TYPICAL ADD'G TO WIDTH OF STRIATED MARKINGS TO BE PARALLEL WITH RUNWAY CENTERLINE.
6. RUNWAY THRESHOLD MARKINGS CONFORM TO CONFIGURATION B (AC 150/5340 - 1H).

NOTES:

1. SEE SHEET 27 FOR R/W 17-35 MARKING DIAGRAM.
2. TAXIWAY HOLDLINES @ 200' (TYPICAL) OFF RUNWAY 17-35 CENTERLINE.
3. SEE MARKING NOTES SHEET 27.
4. SEE VT STANDARD DRAWINGS AP-10 & AP-11 FOR PAVEMENT MARKING DETAILS.
5. TAXIWAY LEAD-IN LINES ARE THREE (3) FEET OFF RUNWAY CENTERLINE, SEE DETAIL AP-11.



AIRPLANE TIE DOWNS - TYPICAL



DETAILS RUNWAY 5 THRESHOLD



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: GMP	Drawn by: MAM	Checked by: BNC	Approved by: GMP
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Scale: 1" = 100'

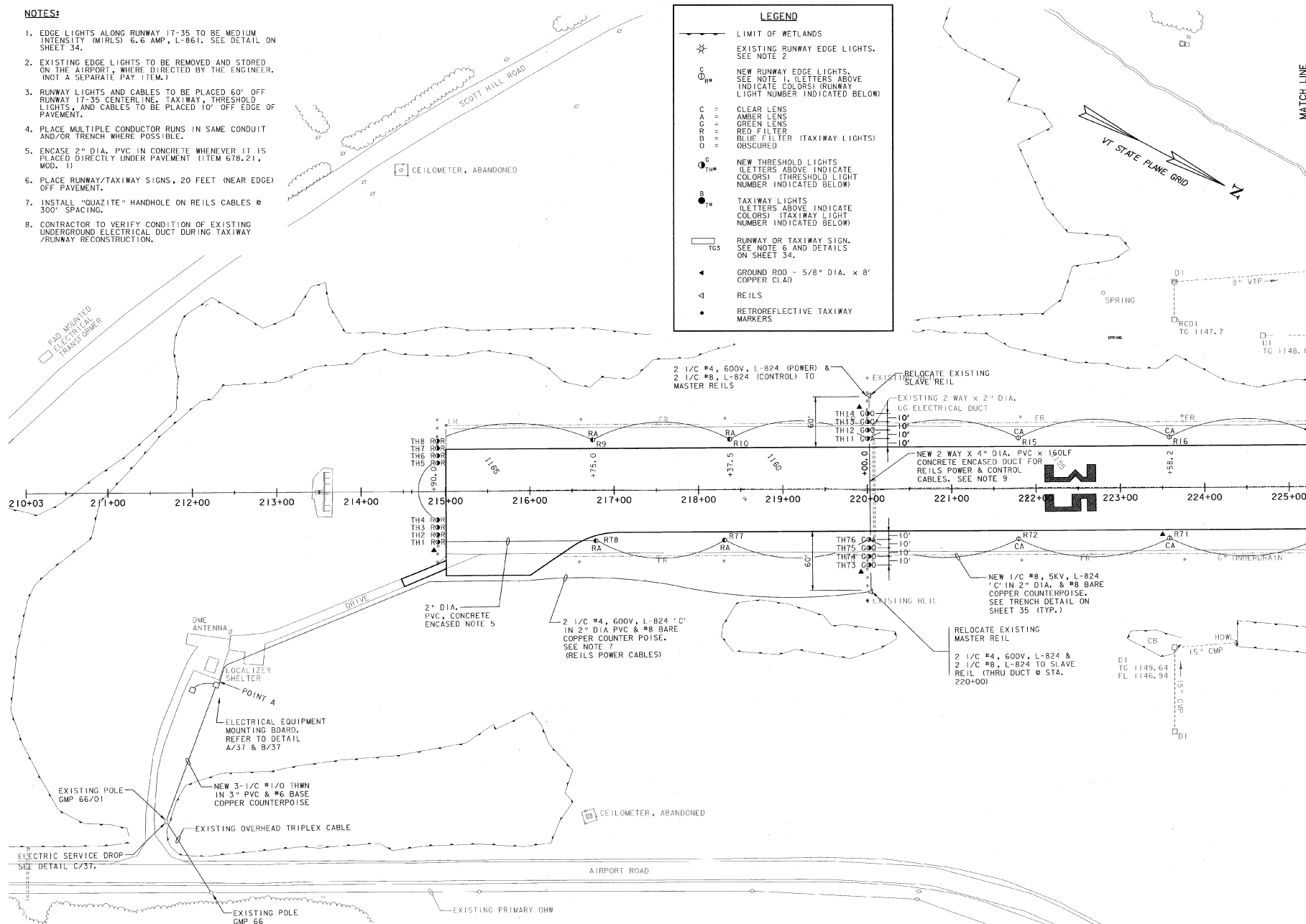
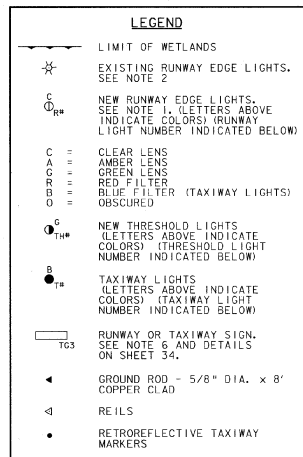
Date: 3/21/01

Sheet - 01 -

Sheet No. **28**

NOTES:

- EDGE LIGHTS ALONG RUNWAY 17-35 TO BE MEDIUM INTENSITY (MIRLS) 6.6 AMP, L-861. SEE DETAIL ON SHEET 34.
- EXISTING EDGE LIGHTS TO BE REMOVED AND STORED ON THE AIRPORT, WHERE DIRECTED BY THE ENGINEER. (NOT A SEPARATE PAY ITEM.)
- RUNWAY LIGHTS AND CABLES TO BE PLACED 60' OFF RUNWAY 17-35 CENTERLINE. TAXIWAY, THRESHOLD LIGHTS, AND CABLES TO BE PLACED 10' OFF EDGE OF PAVEMENT.
- PLACE MULTIPLE CONDUCTOR RUNS IN SAME CONDUIT AND/OR TRENCH WHERE POSSIBLE.
- ENCASE 2" DIA. PVC IN CONCRETE WHENEVER IT IS PLACED DIRECTLY UNDER PAVEMENT (ITEM 678.21, MOD. 1)
- PLACE RUNWAY/TAXIWAY SIGNS, 20 FEET (NEAR EDGE) OFF PAVEMENT.
- INSTALL "QUAZITE" HANDHOLE ON REILS CABLES @ 300' SPACING.
- CONTRACTOR TO VERIFY CONDITION OF EXISTING UNDERGROUND ELECTRICAL DUCT DURING TAXIWAY /RUNWAY RECONSTRUCTION.



NOTES:

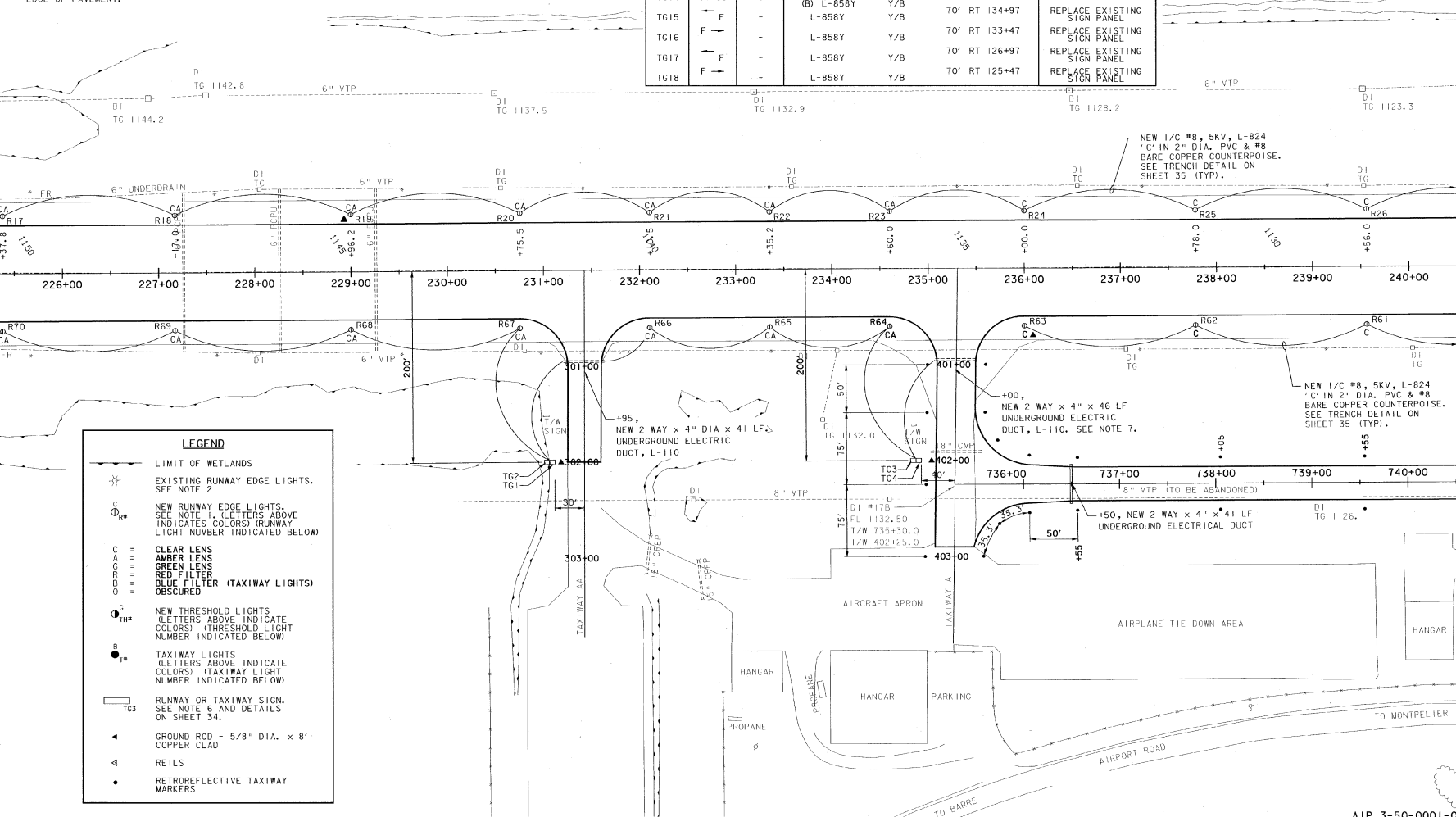
- EDGE LIGHTS ALONG RUNWAY 17-35 TO BE MEDIUM INTENSITY (MIRLS) 6.6 AMP, L-861. SEE DETAIL ON SHEET 34.
- EXISTING EDGE LIGHTS TO BE REMOVED AND STORED ON THE AIRPORT, WHERE DIRECTED BY THE ENGINEER. (NOT A SEPARATE PAY ITEM.)
- ALL RUNWAY, THRESHOLD AND TAXIWAY LIGHTS AND CABLES TO BE PLACED 10' OFF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

SIGN SCHEDULE NOTES:

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

SIGN SCHEDULE - 1

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



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
RUNWAY LIGHTING PLAN

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

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

1. EDGE LIGHTS ALONG RUNWAY 17-35 TO BE MEDIUM INTENSITY (MIRLS) 6.6 AMP, L-861. SEE DETAIL ON SHEET 34.
2. EXISTING EDGE LIGHTS TO BE REMOVED AND STORED ON THE AIRPORT, WHERE DIRECTED BY THE ENGINEER. (NOT A SEPARATE PAY ITEM.)
3. ALL RUNWAY, THRESHOLD AND TAXIWAY LIGHTS AND CABLES TO BE PLACED TO OFF EDGE OF PAVEMENT.
4. PLACE MULTIPLE CONDUCTOR RUNS IN SAME CONDUIT AND/OR TRUNK WHERE POSSIBLE.
5. ENCASE 2" DIA. PVC IN CONCRETE WHENEVER IT IS EXPOSED DIRECTLY UNDER PAVEMENT.
6. PLACE RUNWAY/TAXIWAY SIGNS 20 FEET (NEAR EDGE) OF PAVEMENT, UNLESS SHOWN OTHERWISE.
7. CONTRACTOR TO VERIFY CONDITION OF EXISTING UNDERGROUND ELECTRICAL SHUT DURING TAXIWAY/RUNWAY RECONSTRUCTION. REFER TO DETAIL ON SHEET 35.
8. DISCONNECT EXISTING HOME RUN TO TERMINAL BUILDING, CONNECT JUMPER CABLE BETWEEN EXISTING DT63 AND DT64.
9. NEW TAXIWAY LIGHTS ALONG RUNWAY 5-23 TO BE PLACED 15' OFF RUNWAY EDGE.
10. R56 & R58 TO BE LOW PROFILE, IN PAVEMENT RUNWAY LIGHT CONFORMANCE WITH FAA SPECIFICATION L-850C. SEE DETAILS ON SHEET 36.
11. REFER TO DETAILS ON SHEET 35.
12. RETROREFLECTIVE TAXIWAY MARKERS, (L-853) CONFORMING TO L-850C, TO BE PLACED 10' OFF TAXIWAY EDGE OF PAVEMENT.
13. RUNWAY 5 THRESHOLD THRESHOLD LIGHTS TO REMAIN. CONTRACTOR TO REPLACE LENSES THAT DO NOT CONFORM WITH LAYOUT SHOWN. THRESHOLD LIGHTS TO BE CLEANED, SEaled, AND PROPERLY SFT. (NOT A SEPARATE PAY ITEM.)

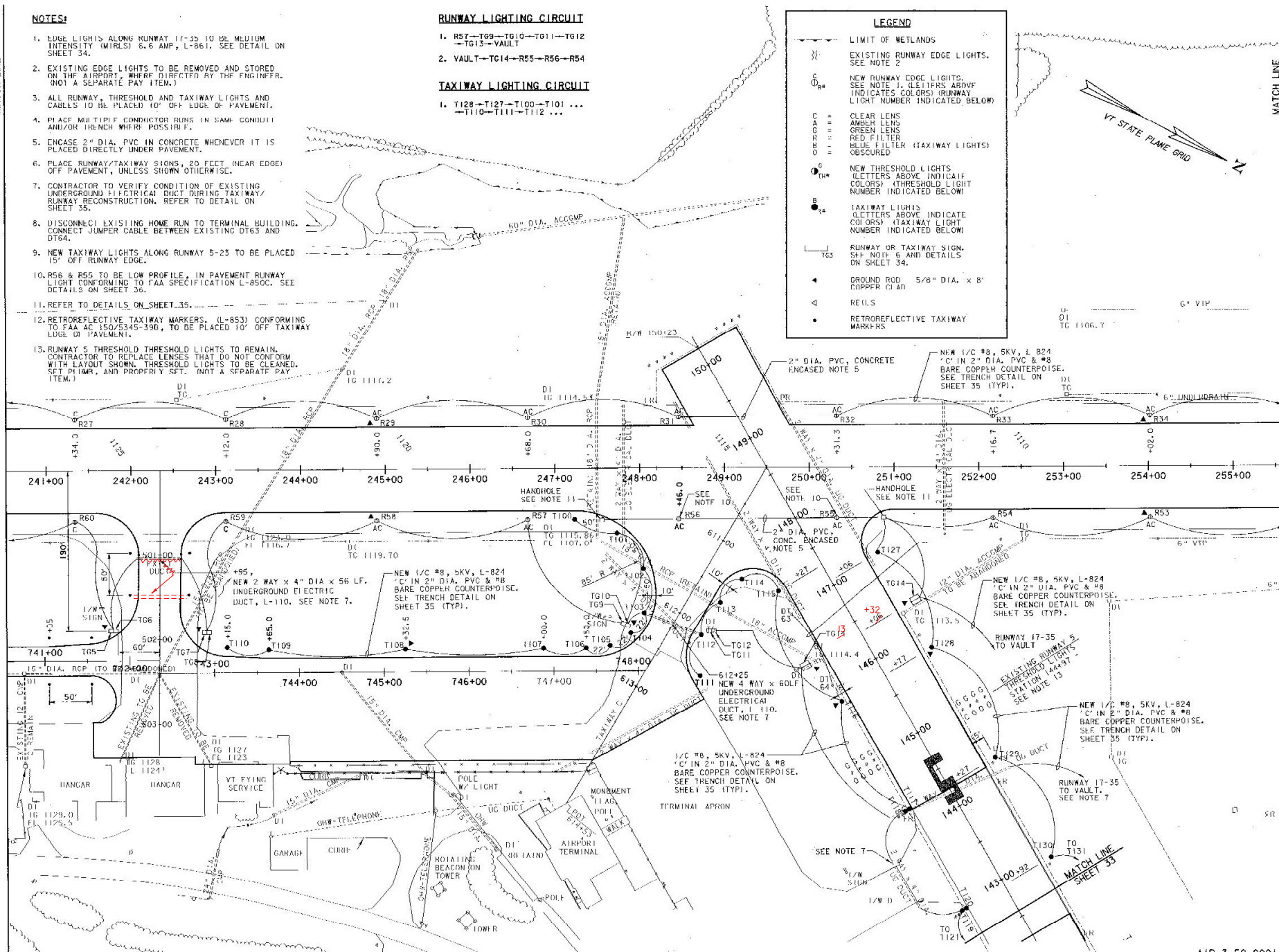
1. R57→TG9→TG10→TG11→TG12
→TG13→VAULT

1. R57→TG9→TG10→TG11→TG12
→TG13→VAULT
2. VAULT→TG14→R55→R56→R54

1. T128→T127→T100→T101 ...
→T110→T111→T112 ...

1. T128→T127→T100→T101 ...
→T110→T111→T112 ...

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



AIP 3-50-0001-06

[illegible]

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
RUNWAY LIGHTING PLAN

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by GWD	Drawn by MAM	Checked by BWC
-----------------	--------------	----------------

Scale: 1" = 50'

Date: 3/21/01

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Sheet No. 22

MATCH LINE

NOTES:

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

LEGEND

LIMIT OF WETLANDS
EXISTING RUNWAY EDGE LIGHTS.

NEW RUNWAY EDGE LIGHTS.
SEE NOTE 1. (LETTERS ABOVE
INDICATES COLORS) (RUNWAY
LIGHT NUMBER INDICATED BELOW)

CLEAR LENS
AMBER LENS
GREEN LENS
RED FILTER
BLUE FILTER (TAXIWAY LIGHTS)
OBSCURED

NEW THRESHOLD LIGHTS
(LETTERS ABOVE INDICATE
COLORS) (THRESHOLD LIGHT
NUMBER INDICATED BELOW)

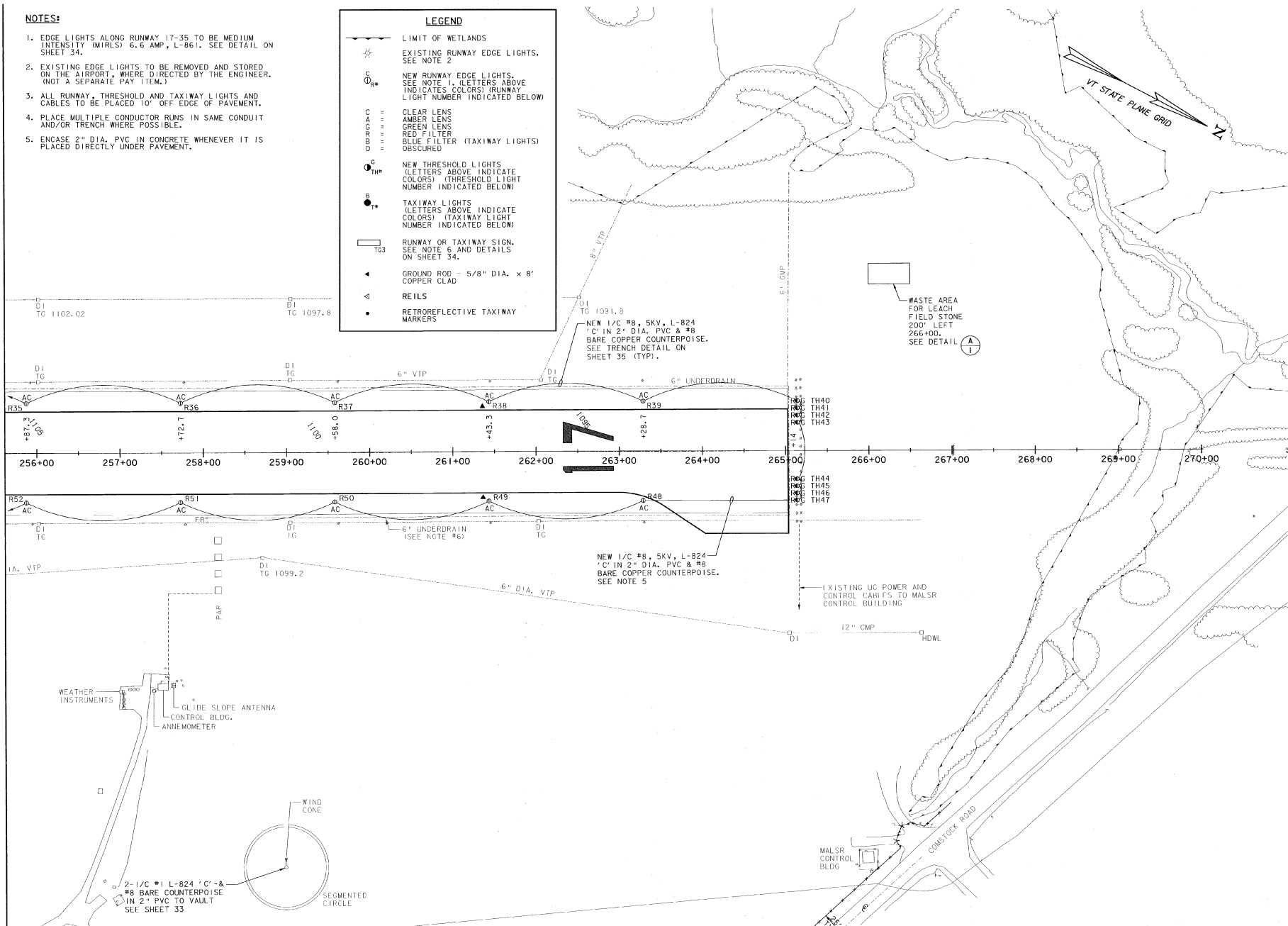
TAXIWAY LIGHTS
(LETTERS ABOVE INDICATE
COLORS) (TAXIWAY LIGHT
NUMBER INDICATED BELOW)

RUNWAY OR TAXIWAY SIGN.
SEE NOTE 6 AND DETAILS
ON SHEET 34.

GROUND ROD - 5/8" DIA. x 8'
COPPER CLAD

REILS

RETROREFLECTIVE TAXIWAY MARKERS

[illegible]

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RECONSTRUCTION OF RUNWAY 17-35
RUNWAY LIGHTING PLAN

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: GND
Drawn by: MUM
Checked by: BWC

Scale: 1" = 50'

Date: 3/21/01

Sheet - Of -

Sheet No

32

NOTES:

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

NEW RUNWAY 5-23 CIRCUIT

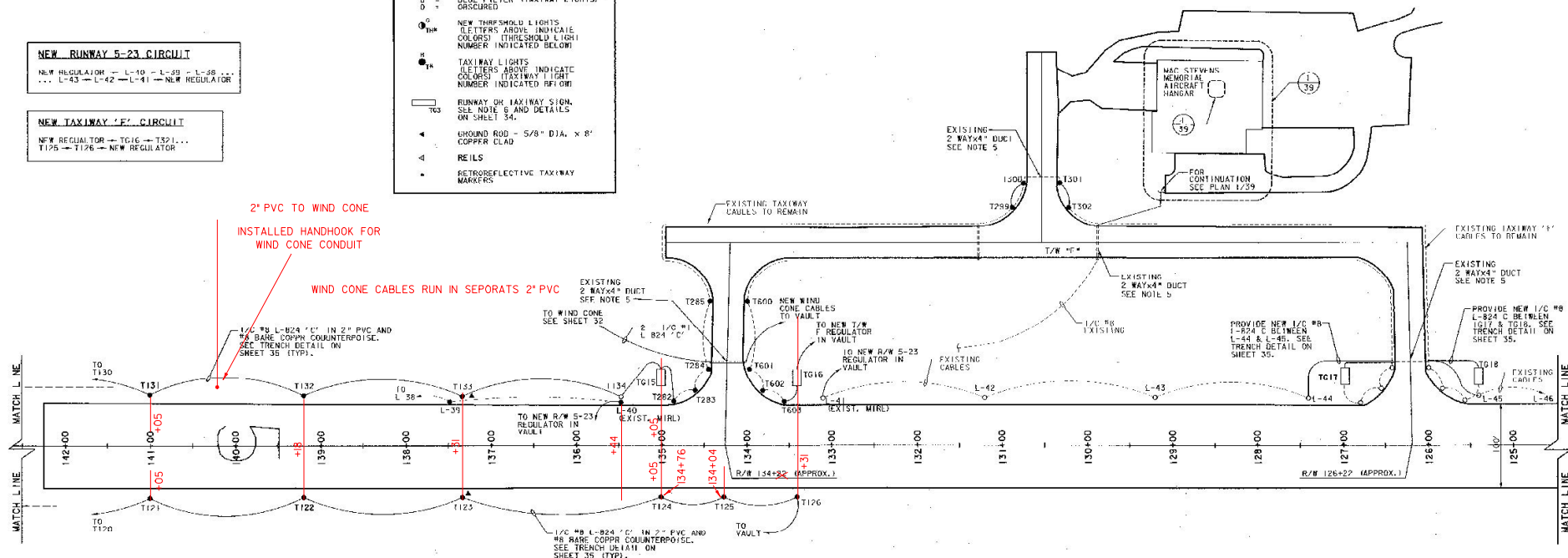
NEW REGULATOR - L-10 - L-29 - L-38 - L-41
... L-43 - L-42 - L-41 - NEW REGULATOR

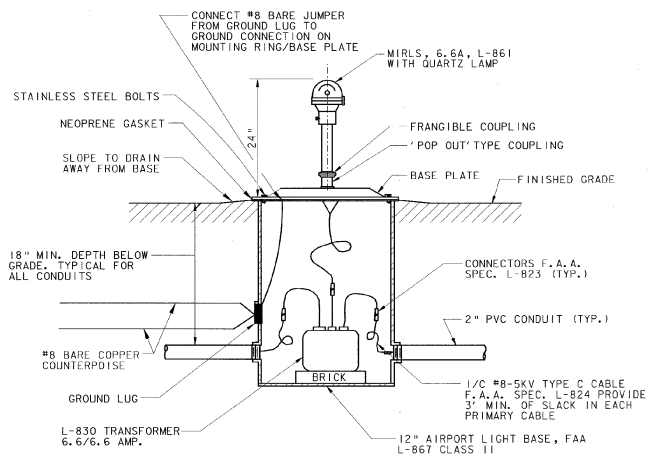
NEW TAXIWAY 'F' CIRCUIT

NEW REGULATOR - T616 - T617...
T125 - T126 - NEW REGULATOR

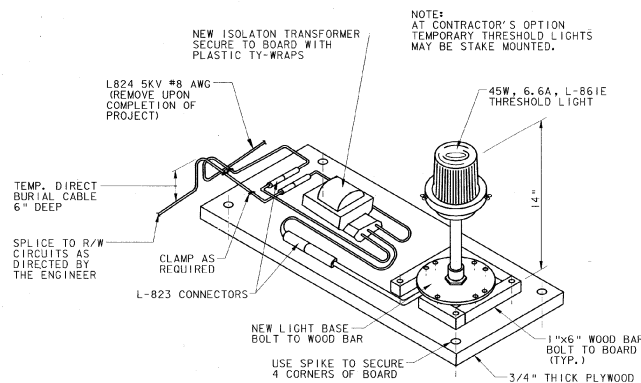
LEGEND

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

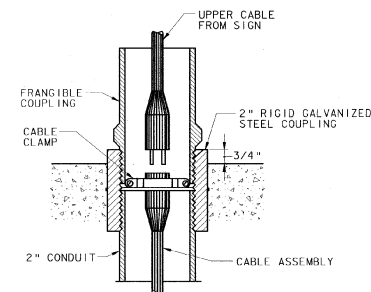




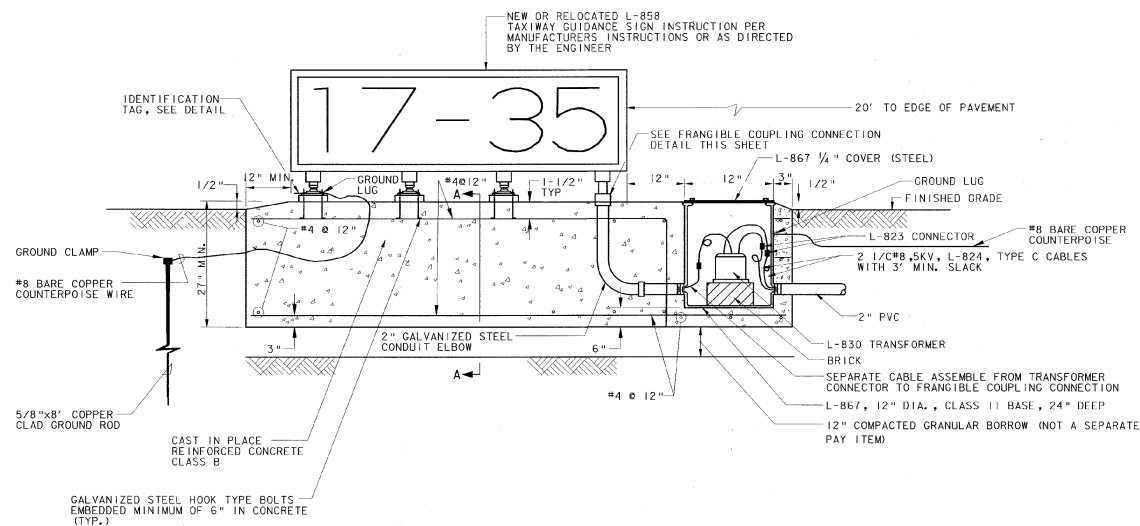
TYPICAL ELEVATED EDGE LIGHT
NOT TO SCALE



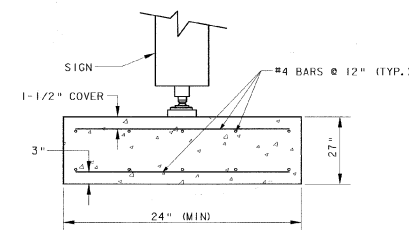
TEMPORARY THRESHOLD LIGHT
NOT TO SCALE



FRANGIBLE COUPLING CONNECTION DETAIL
NOT TO SCALE



L-858 TAXIWAY GUIDANCE SIGN
NOT TO SCALE



TAXIWAY GUIDANCE SIGN SECTION A-A
NOT TO SCALE



REV.	DATE	DESCRIPTION
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2		
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EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

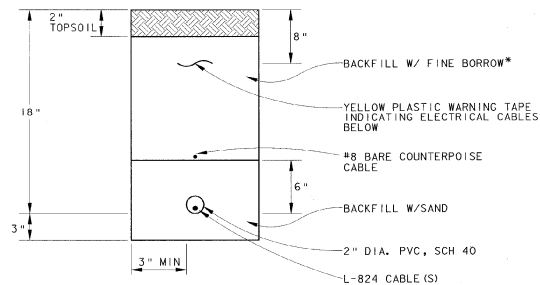
Job No. F20000118.01

Runway Lighting Details

URS

ONE NORTHWAY LANE
LATHAM, NEW YORK

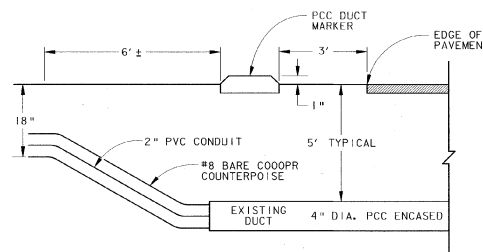
Designed by: CND	Drawn by: AMB	Checked by: BNC	Approved by: CND
Scale: NTS	Date: 3/21/01	Sheet: 01	Sheet No: 34



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

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

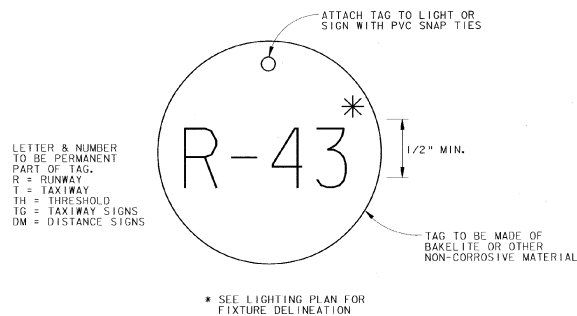
A
35 CONDUIT TRENCH DETAIL (TYP)
SCALE: NONE



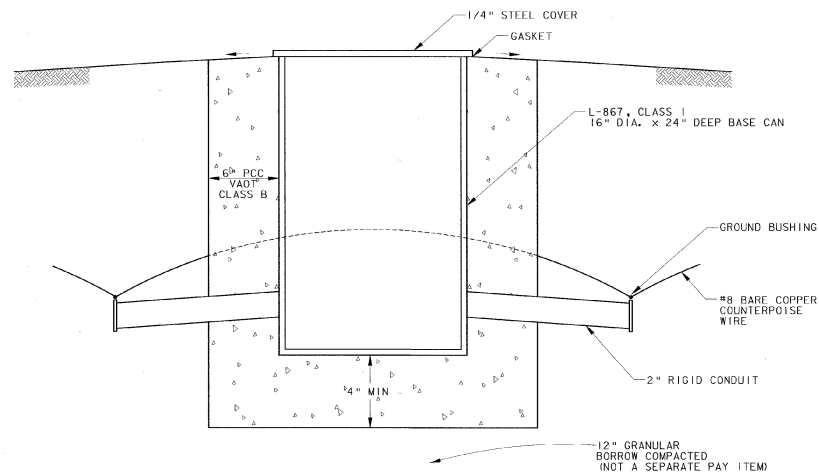
NOTE:

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

B
35 CONDUIT DUCT DETAIL (TYP)
SCALE: NONE



C
35 FIXTURE IDENTIFICATION TAG (TYP)
SCALE: NONE



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

D
35 ELECTRICAL HANDHOLE (TYP)
SCALE: NONE



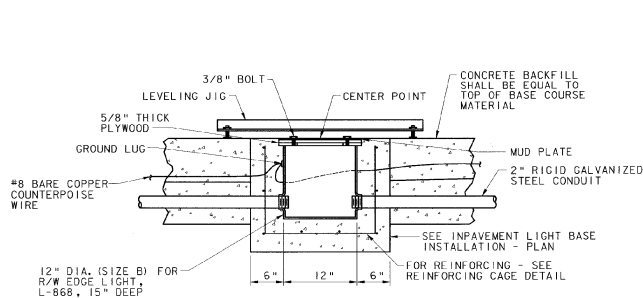
REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

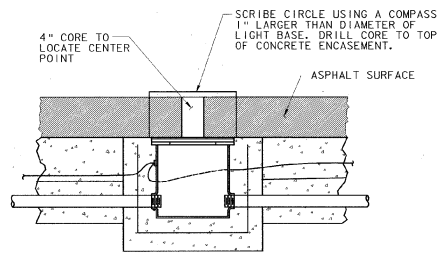
URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by GND	Drawn by AMB	Checked by BNC	Approved by GND

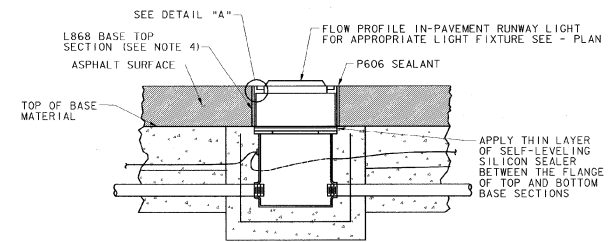
Scale: AS SHOWN
Date: 3/21/01
Sheet: - 01 -
Sheet No: **35**



STEP 1
SCALE: NONE



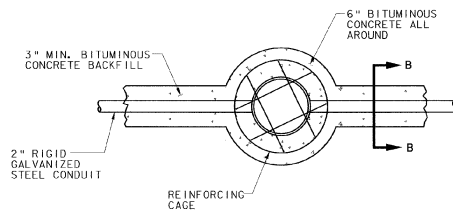
STEP 2
SCALE: NONE



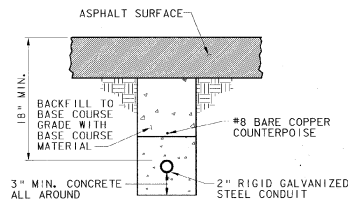
STEP 3
SCALE: NONE

GENERAL NOTES:

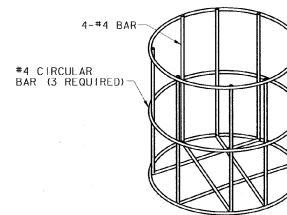
1. CONCRETE TO CONFIRM VAOT SPECIFICATIONS SECTION 501, CLASS B, 3/4" MAX SIZE AGGREGATE.
2. PRIOR TO ASPHALT PAVING, COVER MUD PLATE WITH A SHINGLE OR ANOTHER THIN ARTICLE WHEN TACK COAT IS APPLIED PRIOR TO PAVING. BEFORE PAVING COMMENCES, REMOVE SHINGLE AND LIGHTLY WIPE DOWN MUD PLATE WITH VEGETABLE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



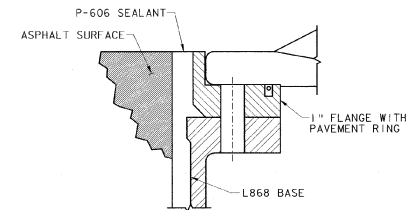
**IN-PAVEMENT LIGHT BASE
INSTALLATION - PLAN**
SCALE: NONE



SECTION B-B
SCALE: NONE



REINFORCING CAGE DETAIL
SCALE: NONE



DETAIL "A"
SCALE: NONE

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

ITEM 864.10. MOD. 1



REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by GMP	Drawn by AMB	Checked by BNC	Approved by GMP
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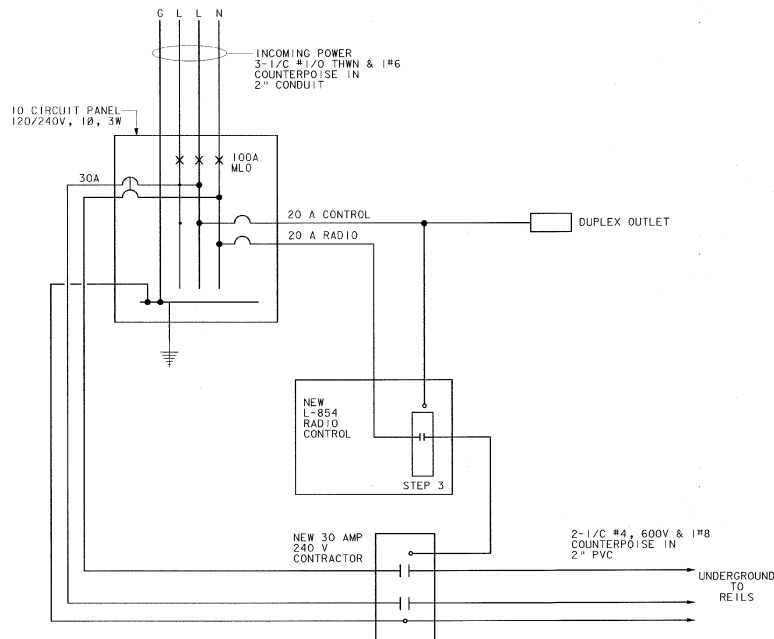
Scale: NTS

Date: 3/21/01

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Sheet No.

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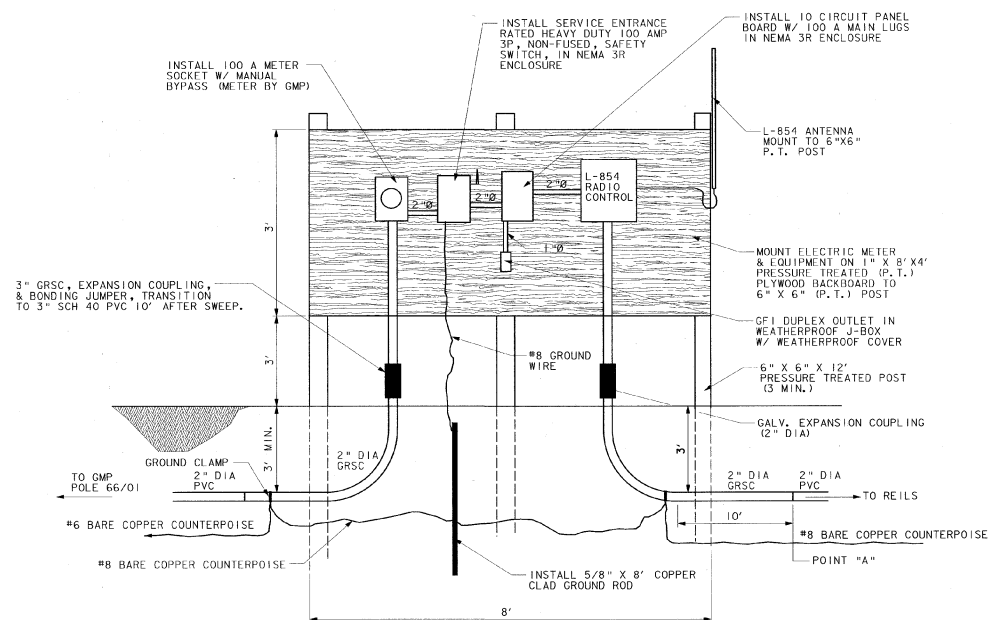


NOTES:

1. REILS TO BE ACTIVATED ON CIRCUIT #3 (1 CLICKS) ONLY. REILS TO SHUT OFF ON STEP #1 (3 REILS) AND STEP #2 (5 CLICKS). COORDINATE WITH VAULT WIRING SEE SHEET 38.
2. L-854, RADIO CONTROL FREQUENCY IS 122.8 MHZ.
3. REILS ELECTRICAL EQUIPMENT INCLUDES MOUNTING BOARD, POST, METER, DISCONNECT, CIRCUIT PANEL, CONTRACTOR RADIO CONTROLLER, WIRING, FITTINGS AND CONNECTIONS TO EXISTING TRANSFORMER. (ALL EQUIPMENT AND MATERIALS SOUTH OF POINT A PAYMENT TO BE MADE UNDER ITEM 864.07 (MOD.) (L-109) INSTALLATION OF AIRPORT TRANSFORMER VAULT EQUIPMENT).
4. COORDINATE REILS POWER INSTALLATION W/ GREEN MOUNTAIN POWER, 229-7933. (STARR PARNIGONI)

A REILS WIRING DIAGRAM

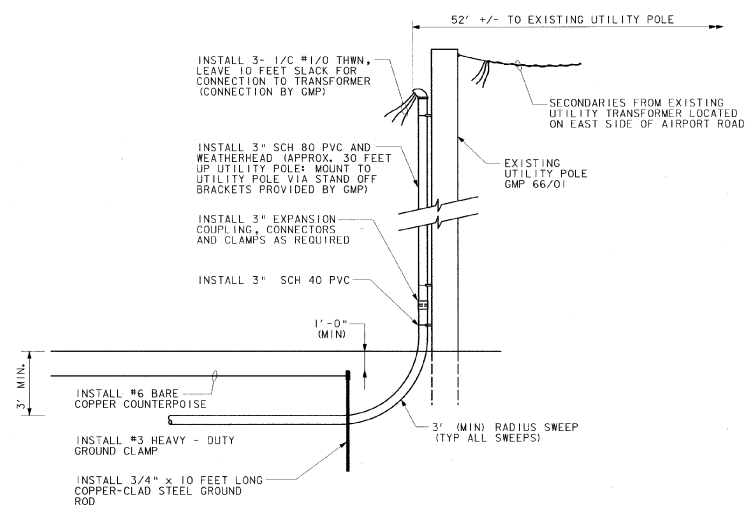
SCALE: NONE



B REILS ELECTRICAL EQUIPMENT

SCALE: NONE

ITEM 864.07A



C REILS POWER INSTALLATION

SCALE: NONE

ITEM 864.07A

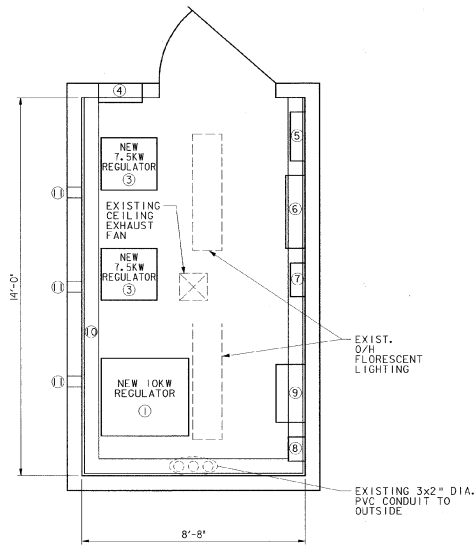
		EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT		Job No. F201806est.dwg File No. F200001718.01	
Designed by GMP	Drawn by MAM	Checked by LUM	Approved by GMP	REVISIONS	DESCRIPTION
Scale: NTS				REV.	DATE
Date: 3/21/01				Job No. F200001718.01	
Sheet - 01 -				REILS POWER DETAILS	
Sheet No.				37	

NOTES:

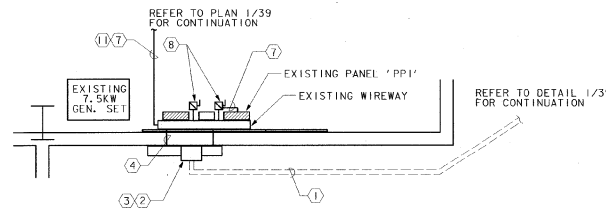
1. REFER TO SHEET 40 FOR SYMBOLS AND DEMOLITION & CONSTRUCTION NOTES.
2. VAULT WALL CONSTRUCTION (EXIST.): 5/8" TYPE X GYPSUM WALL BOARD MTD ON 6" METAL STUDS.
3. VAULT CEILING CONSTRUCTION: 5/8" FIRE RETARDANT TREATED PLYWOOD OVER 8" STEEL JOISTS @ 16" O.C. 5/8" TYPE X GYPSUM BOARD BELOW.
4. VAULT CEILING,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

EQUIPMENT SCHEDULE: ④

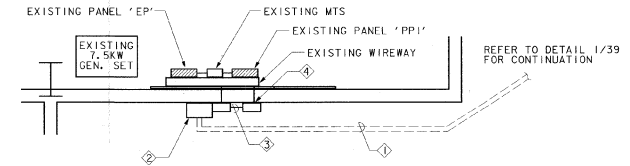
1. NEW L828 7.5KW REGULATOR (R/W 17-35) 240V, 1 PHASE, 3 STEP 6.6 AMP OUTPUT.
2. NEW L828 7.5KW REGULATOR (R/W 5-23) 240V, 1 PHASE, 3 STEP 6.6 AMP OUTPUT.
3. NEW L828 7.5KW REGULATOR (TAXIWAY 'F'), 240V, 1 PHASE, 3 STEP
4. NEW WALL FAN.
5. NEW L821 CONTROL PANEL.
6. NEW L-854 REMOTE RADIO CONTROLLER.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



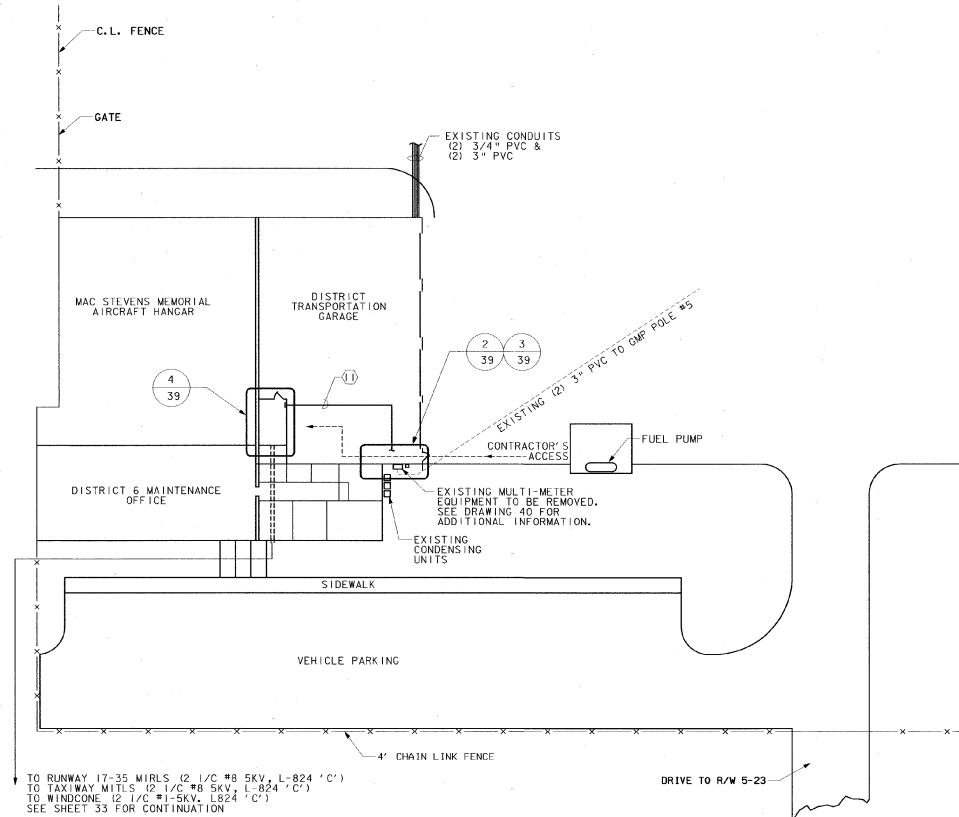
④
39 NEW VAULT LAYOUT
SCALE: 1/2" = 1'-0"



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



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



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

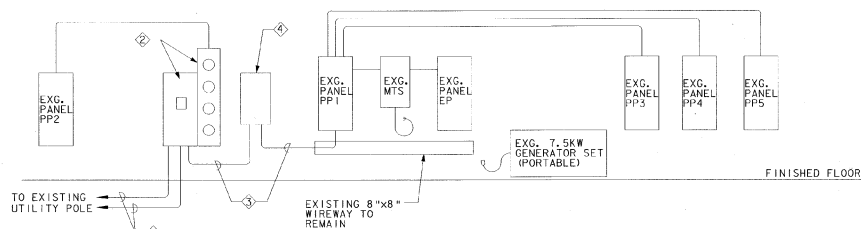


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			Job No. F20000118.01

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

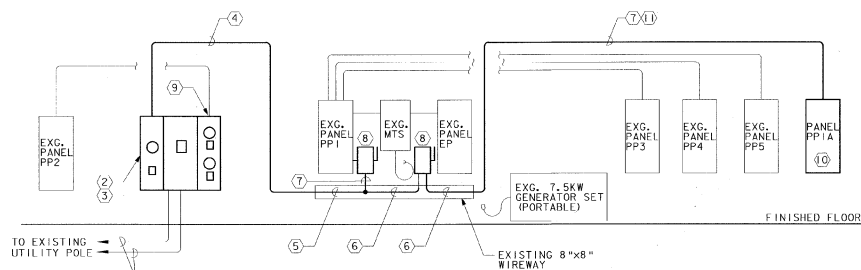
URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

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



ONE-LINE POWER RISER DIAGRAM (DEMOLITION)

SCALE: NOT TO SCALE



ONE-LINE POWER RISER DIAGRAM (PROPOSED)

SCALE: NOT TO SCALE

GENERAL NOTES:

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

DEMOLITION NOTES:

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

CONSTRUCTION NOTES:

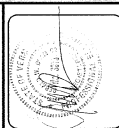
1. PROVIDE 3-350NCW IN EXISTING 3" CONDUIT.
2. PROVIDE AN OUTDOOR (NEMA 3R) MODULAR MULTI-METER CENTER, 120/240V, 1Ø, 3W, WITH THE FOLLOWING COMPONENTS:
 - SERVICE ENTRANCE MODULE WITH 600A CIRCUIT BREAKER (SIEMENS *WMC6U/BOTTOM FEED - QUANTITY = 1)
 - RINGLESS 400A METER SOCKET AND 400A CIRCUIT BREAKER (SIEMENS *W1MM1400 - QUANTITY = 1)
 - RINGLESS 400A METER SOCKET AND 400A CIRCUIT BREAKER (SIEMENS *W1MM1400 - QUANTITY = 1)
3. INSTALL UNIT ON EXISTING MOUNTING STRUTS AND PROVIDE ADDITIONAL HARDWARE AS REQUIRED.
4. PROVIDE 3-500NCW & 1*3G IN 4" GRC.
5. PROVIDE 3-500NCW & 1*3G IN EXISTING WIREWAY.
6. PROVIDE 3*3/0 & 1*6G IN EXISTING WIREWAY.
7. PROVIDE 3*3/0 & 1*6G IN 2" GRC.
8. PROVIDE A 200A-2P, FUSED DISCONNECT SWITCH WITH 200A FUSES.
9. RECONNECT EXISTING FEEDERS FROM EXISTING PANELBOARD PP2 TO THE INDICATED 200A METER AND LABEL ASSOCIATED CIRCUIT BREAKER.
10. PROVIDE A 200A, 120/240V, 1Ø, 3W PANELBOARD WITH TWELVE (12) 20A-1P CIRCUIT BREAKERS AND SIX (6) 20A-2P CIRCUIT BREAKERS. SEE DETAIL 4/39 FOR PANEL LOCATION.
11. ROUTE CONDUIT ABOVE EXISTING CEILINGS. COORDINATE ROUTE AND HANGER LOCATIONS WITH EXISTING OBSTRUCTIONS. RESTORE CEILINGS TO PRE-CONSTRUCTION CONDITION.

SYMBOLS

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

ABBREVIATIONS

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



REVISION	DATE	DESCRIPTION

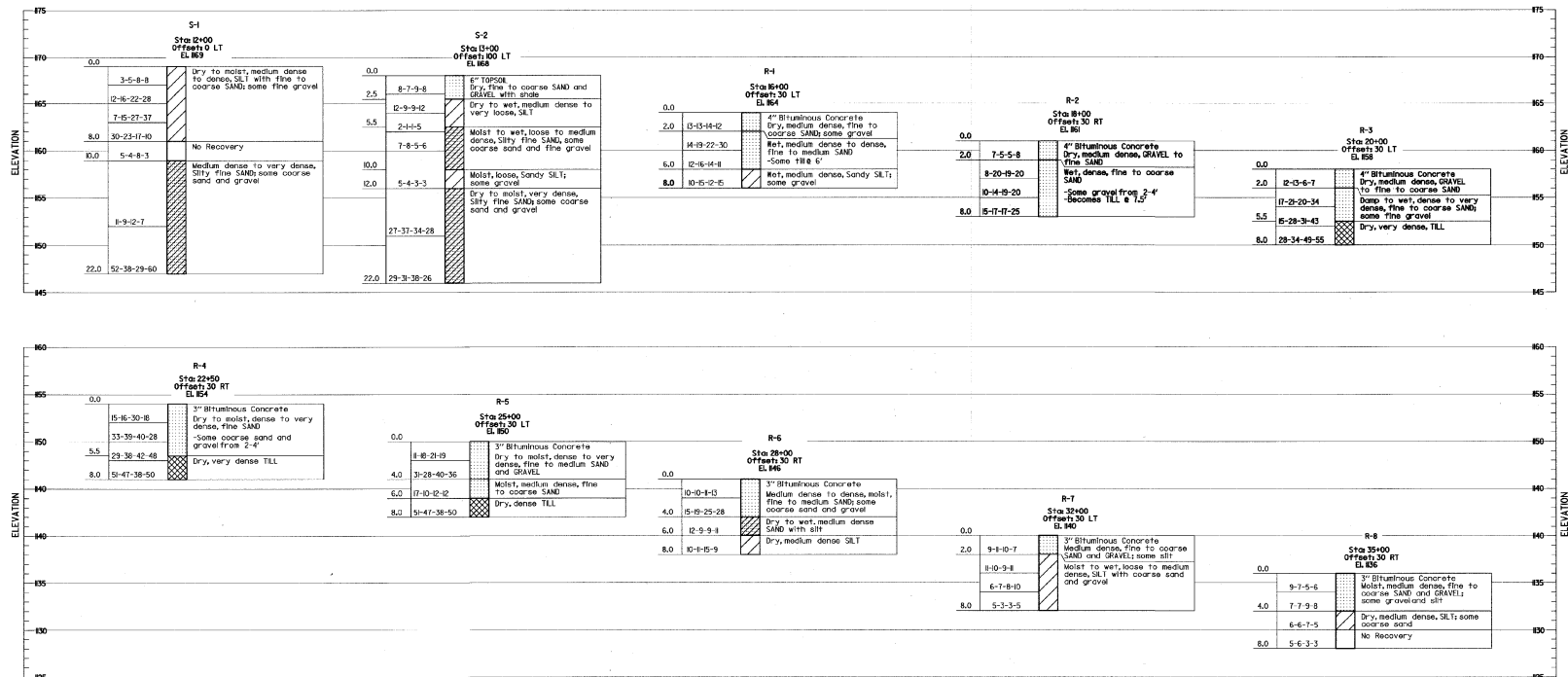
EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

ELECTRICAL NOTES: SYMBOLS, ABBREVIATIONS, & RISER DIAGRAMS

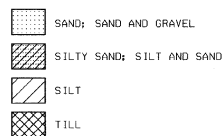
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LATHAM, NEW YORK

Designed by:
 Drawn by:
 Checked by:
 Approved by:

Scale: AS SHOWN
 Date: 3/21/01
 Sheet: - 01 -
 Sheet No: **40**



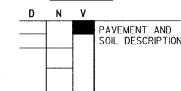
SYMBOLS:



NOTES:

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

LEGEND:



N - BLOWS PER 6-INCH INCREMENTS OF PENETRATION OF SAMPLING SPOON OR PENETRATION IN INCHES FOR THE INDICATED BLOWS OF A 140 LB. HAMMER FALLING 30".

V - SYMBOLS INDICATE EXTENT OF SOIL LAYERS

D - DEPTHS

URS
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BERLIN, VERMONT

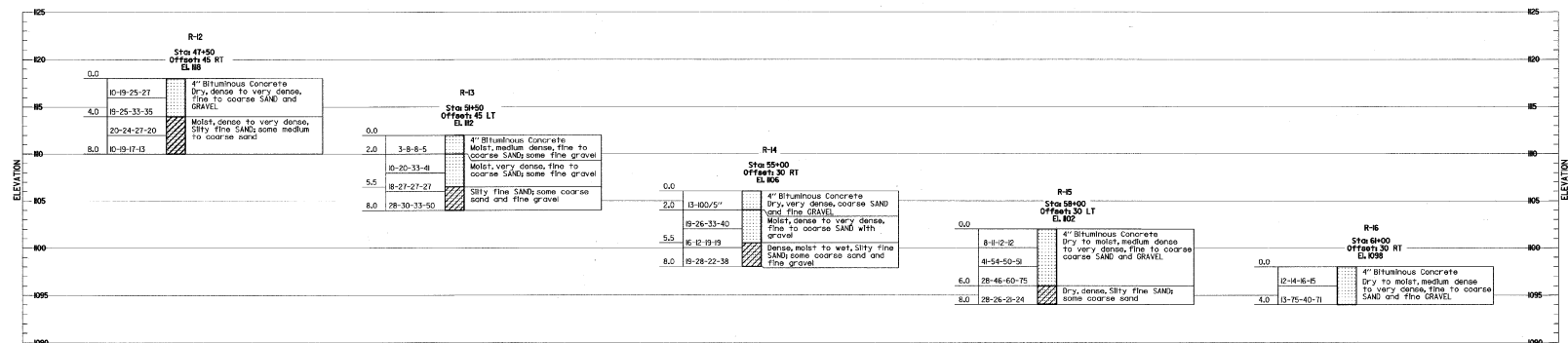
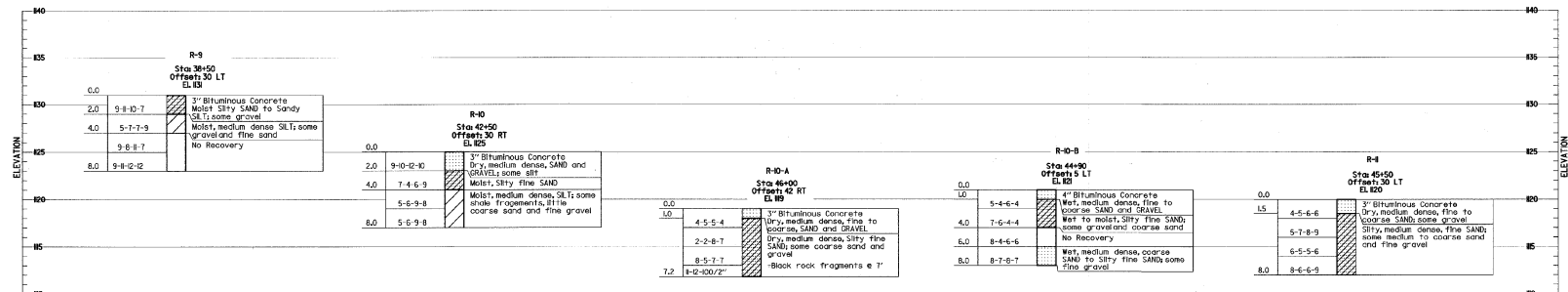
BORING LOGS

REV.	DATE	DESCRIPTION

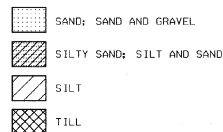
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Checked by
Approved by GMD

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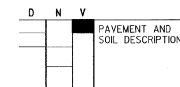
SYMBOLS:



NOTES:

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2. DRILLING AND SAMPLING CONFORMS TO AASHTO DESIGNATION T-206.
3. BORING ELEVATIONS WERE SCALED FROM PLAN SHEETS AND SHOULD ONLY BE CONSIDERED APPROXIMATE.

LEGEND:



N - BLOWS PER 6-INCH INCREMENTS OF PENETRATION OF SAMPLING SPOON OR PENETRATION IN INCHES FOR THE INDICATED BLOWS OF A 140 LB. HAMMER FALLING 30".

V - SYMBOLS INDICATE EXTENT OF SOIL LAYERS

D - DEPTHS

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

BORING LOGS

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by KLL
Drawn by
Checked by
Approved by CND

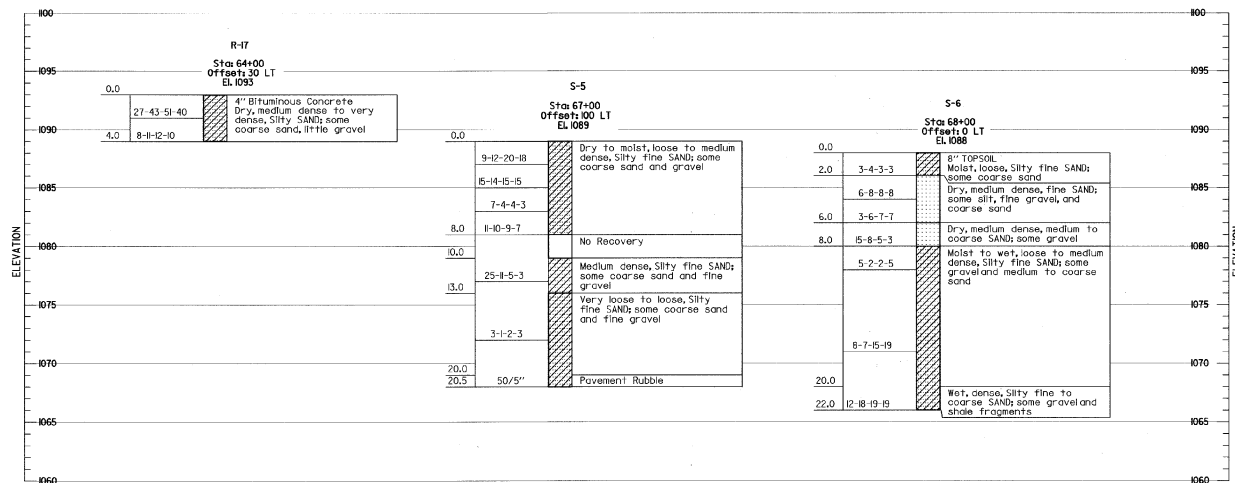
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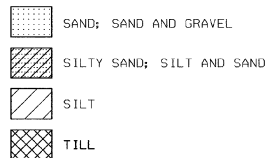
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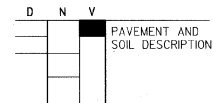
SYMBOLS:



NOTES:

1. BORINGS DRILLED BY GREEN MOUNTAIN BORING, OCTOBER 1998.
2. DRILLING AND SAMPLING CONFORMS TO AASHTO DESIGNATION T-206.
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V - SYMBOLS INDICATE EXTENT OF SOIL LAYERS

D - DEPTHS

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

BORING LOGS

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by KLL
Drawn by
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Approved by

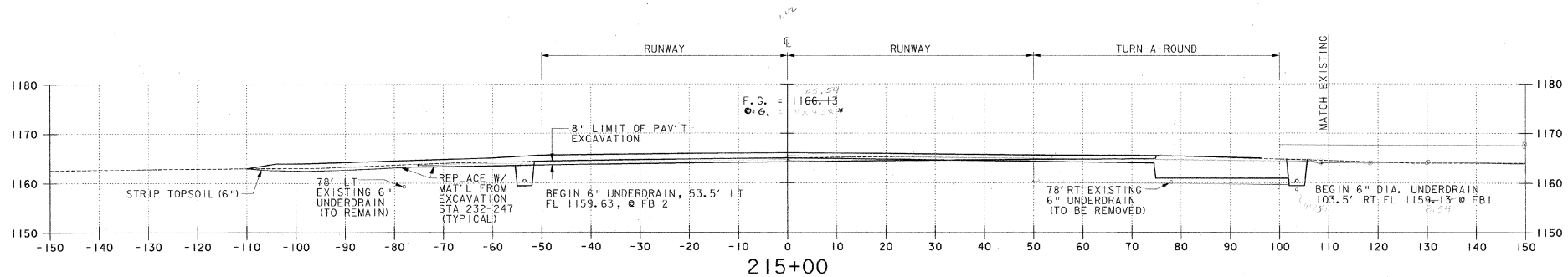
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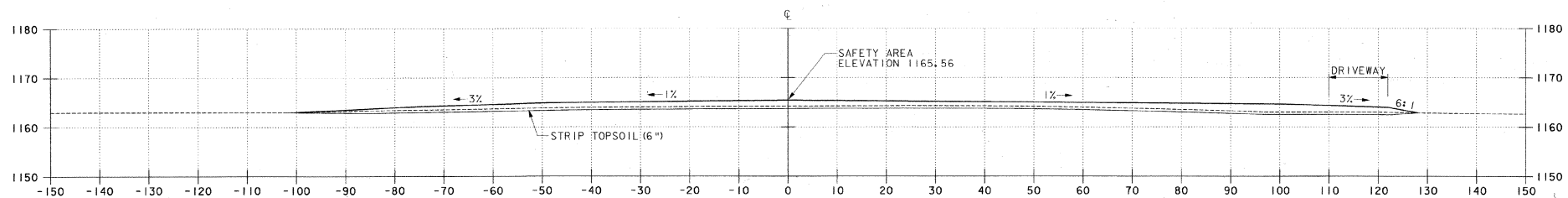
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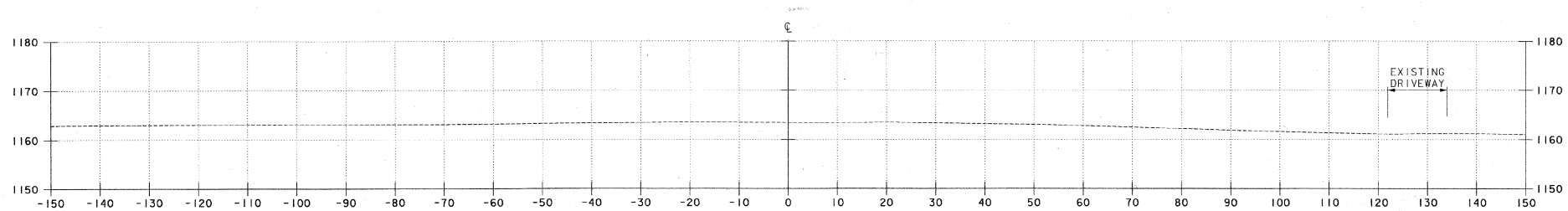


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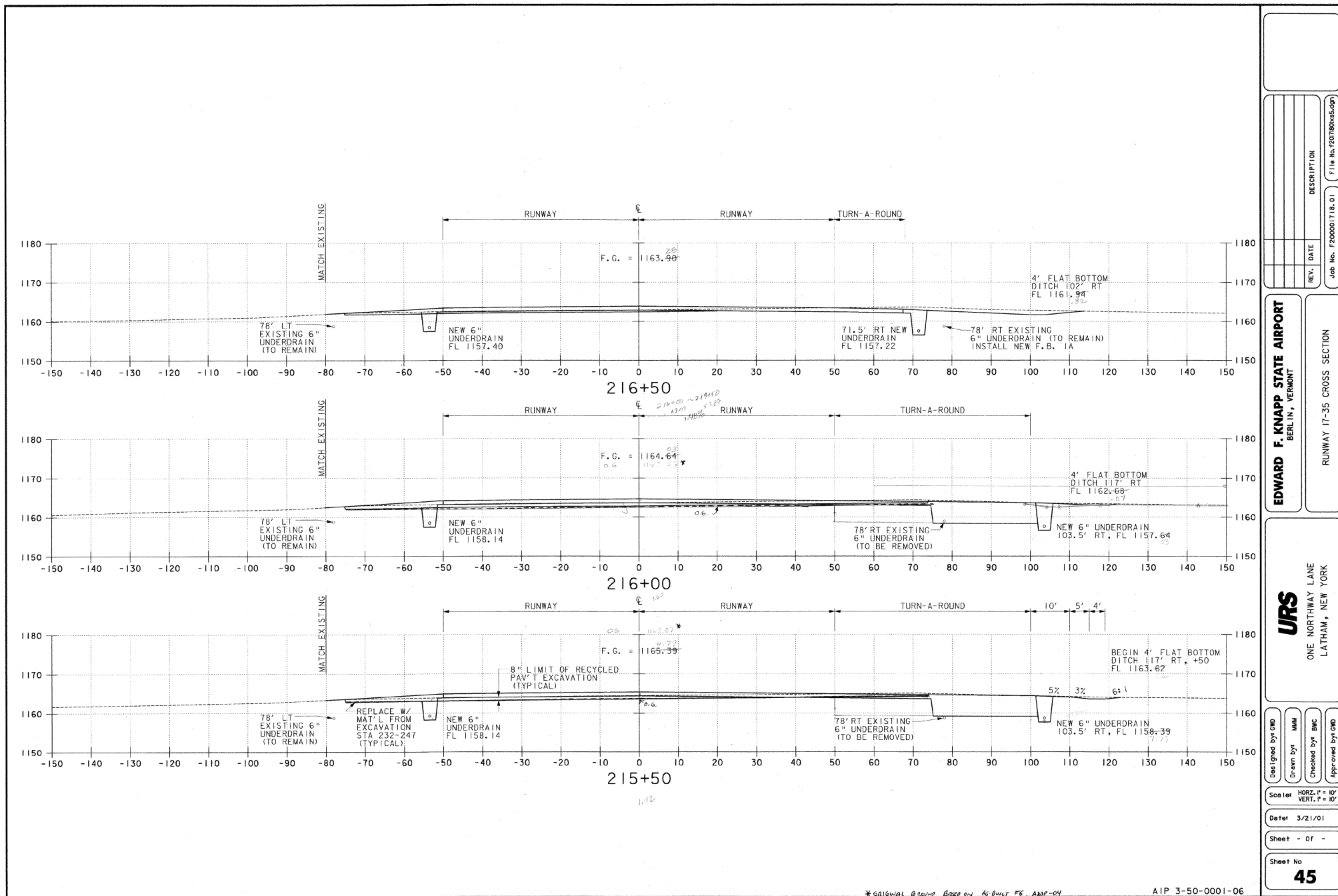
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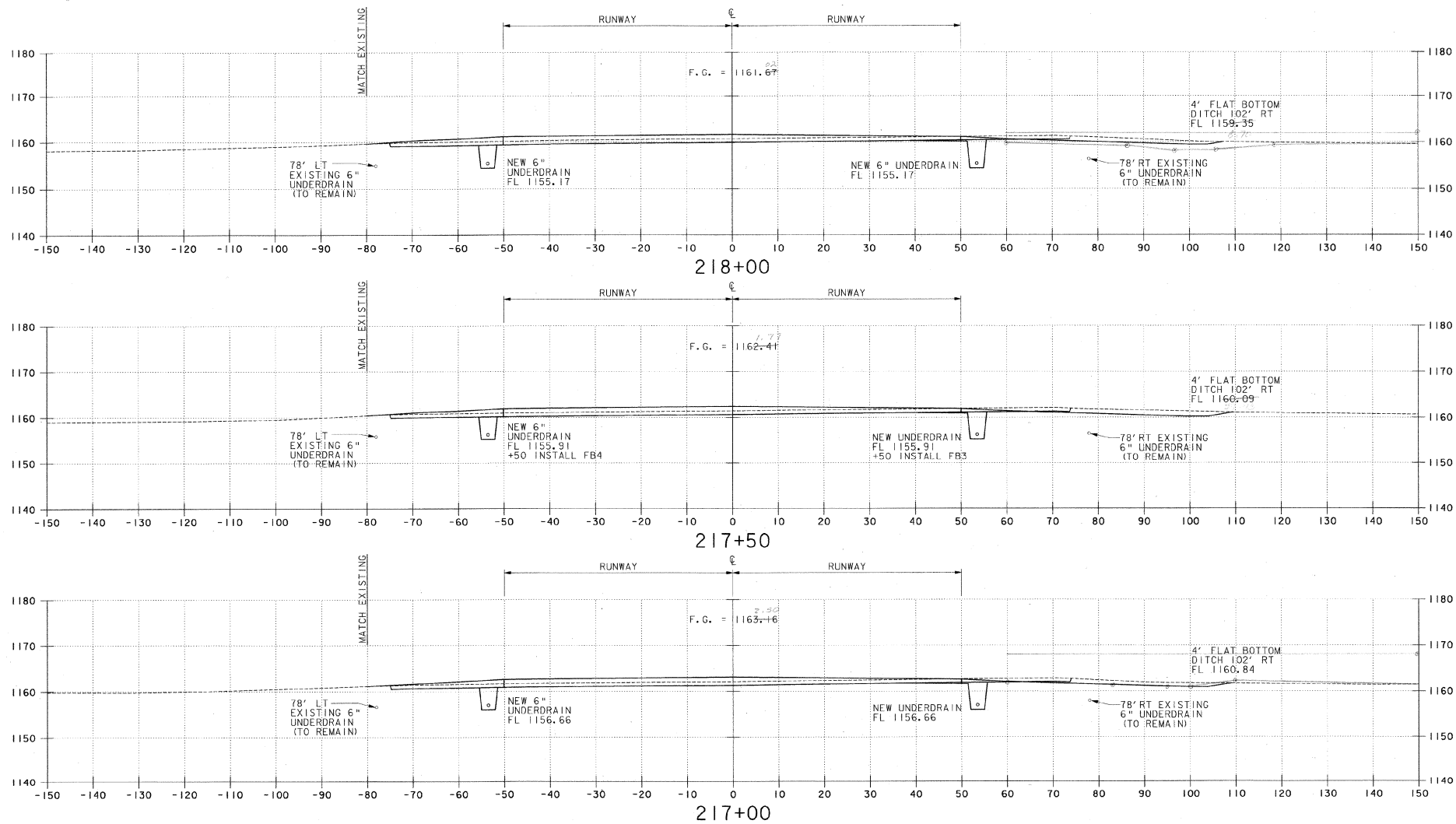
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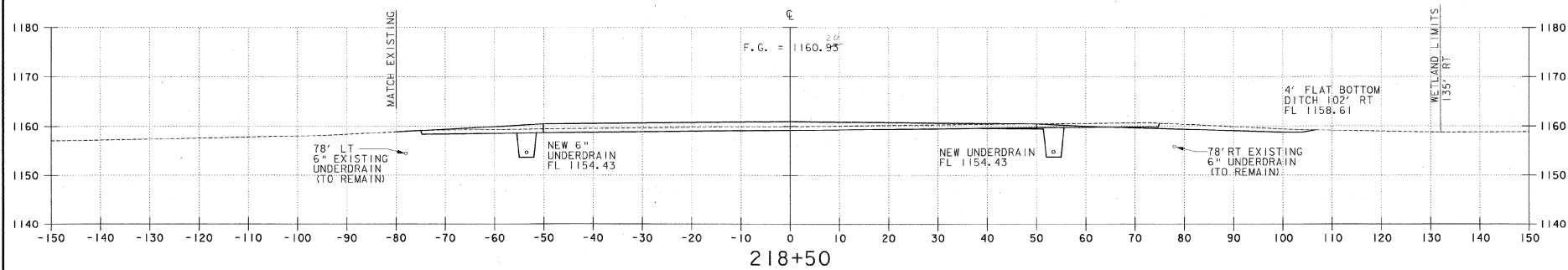
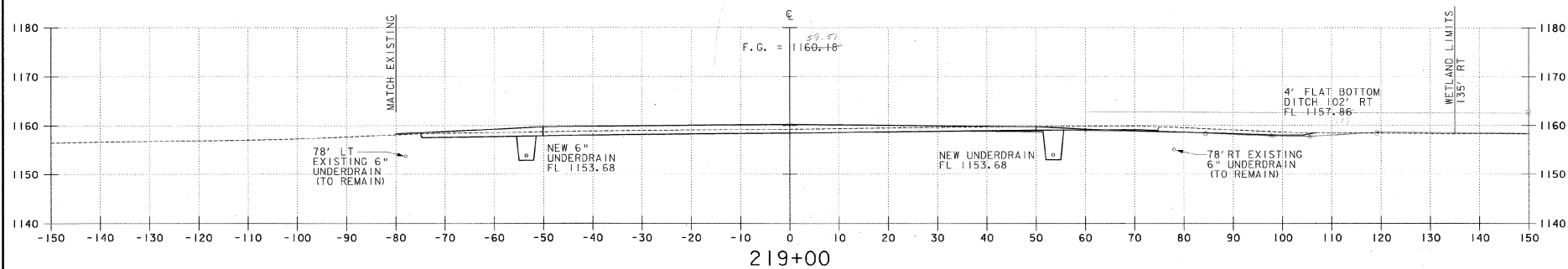
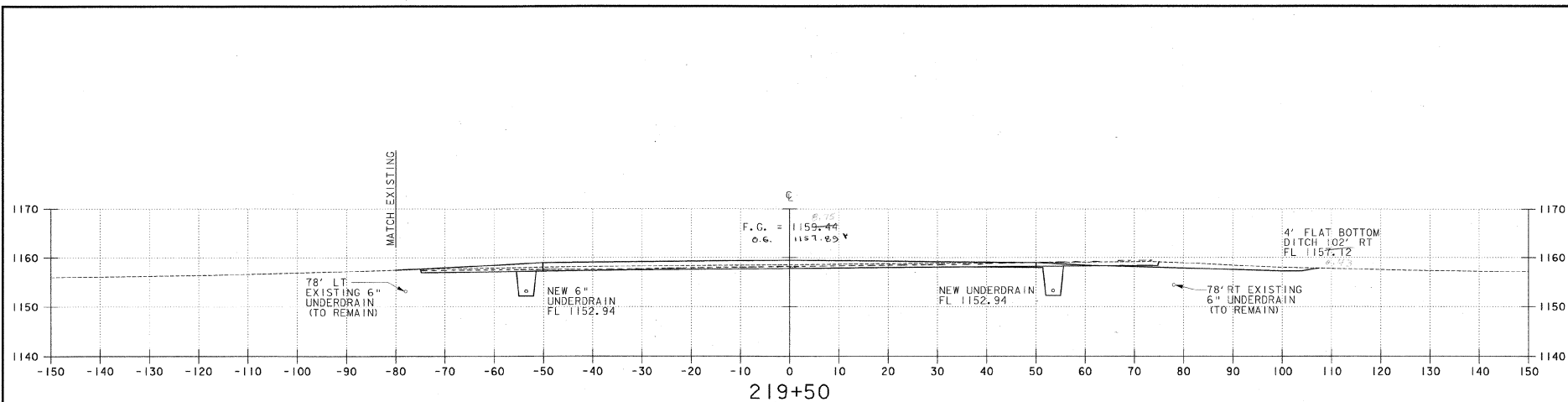
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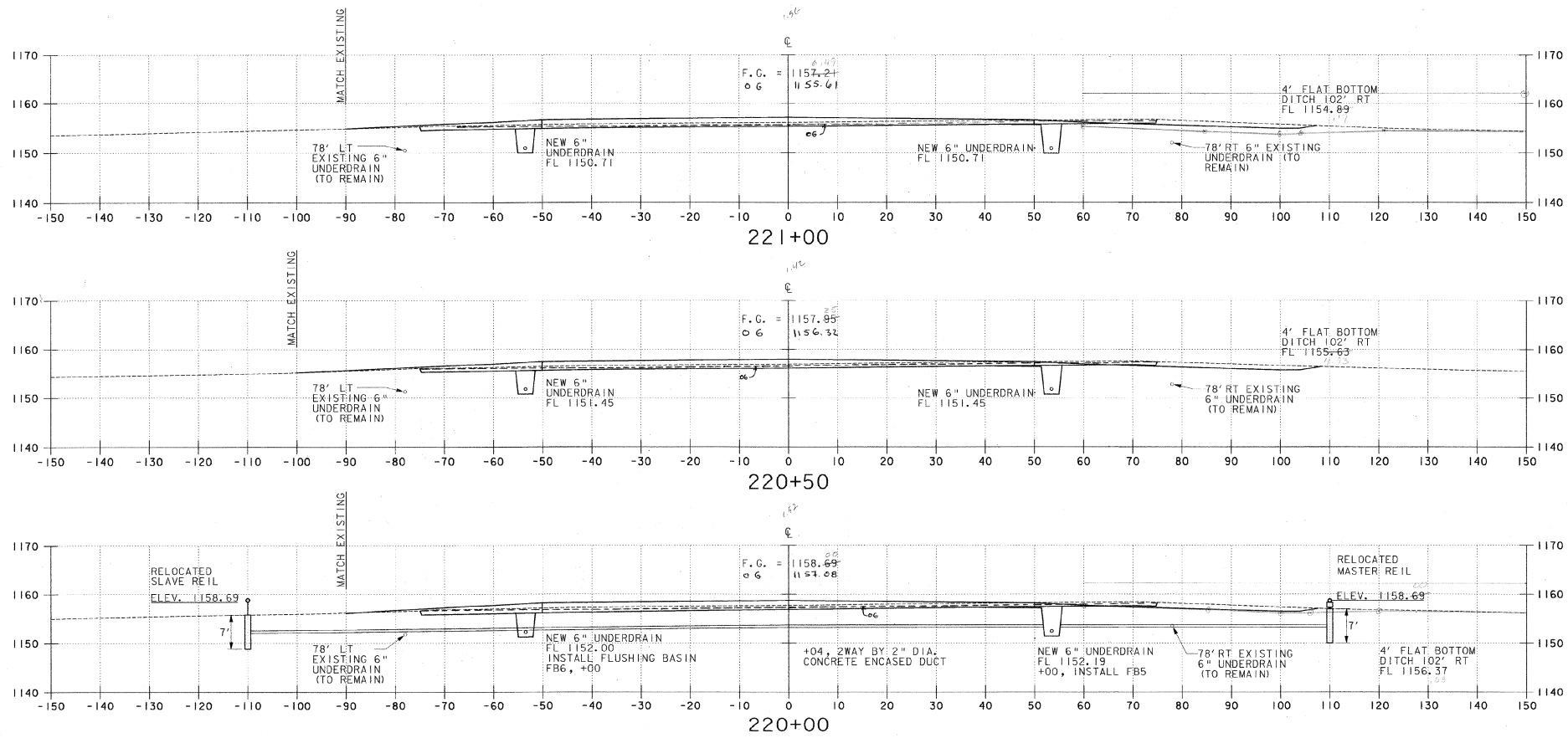
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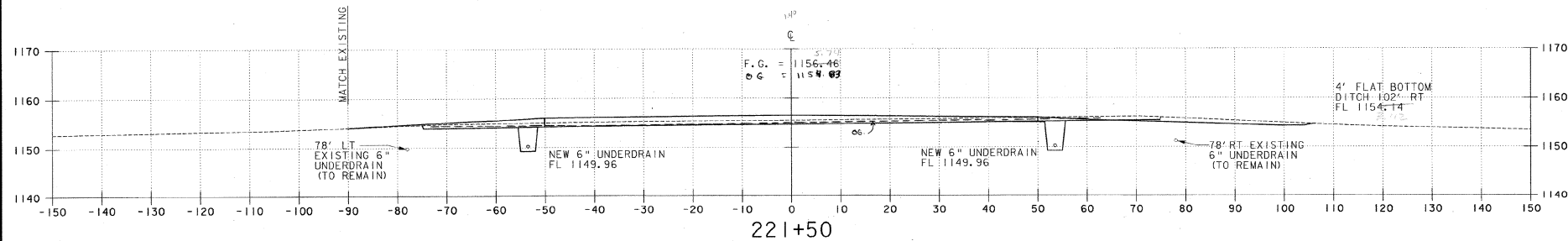
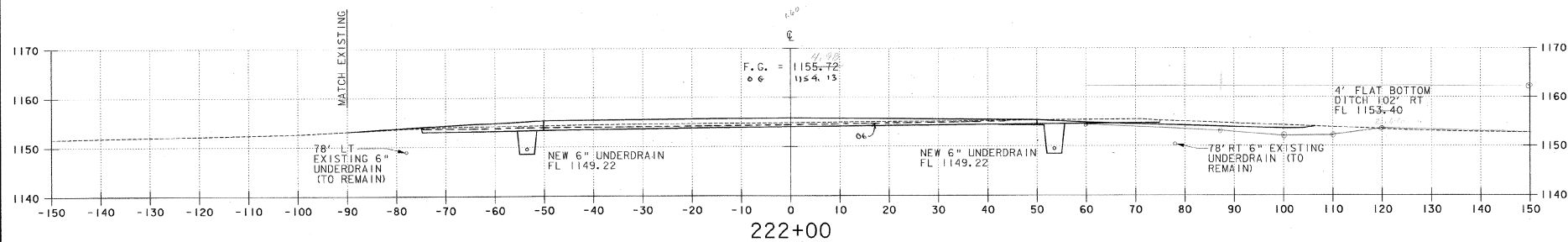
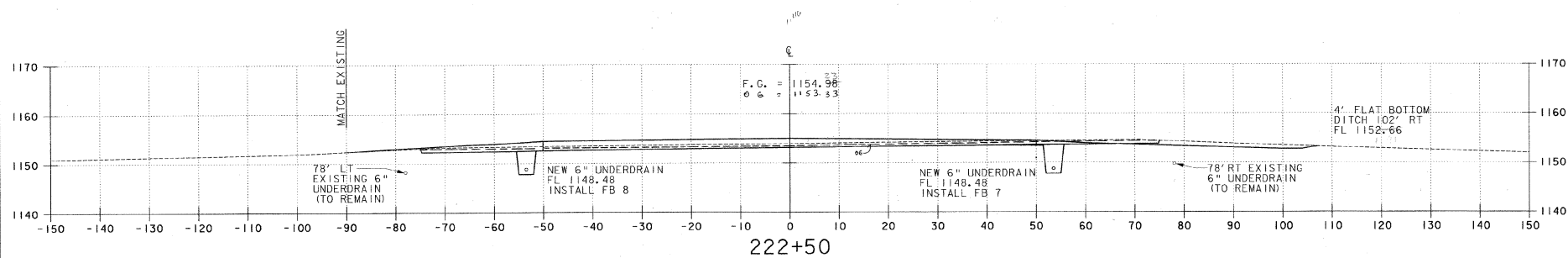


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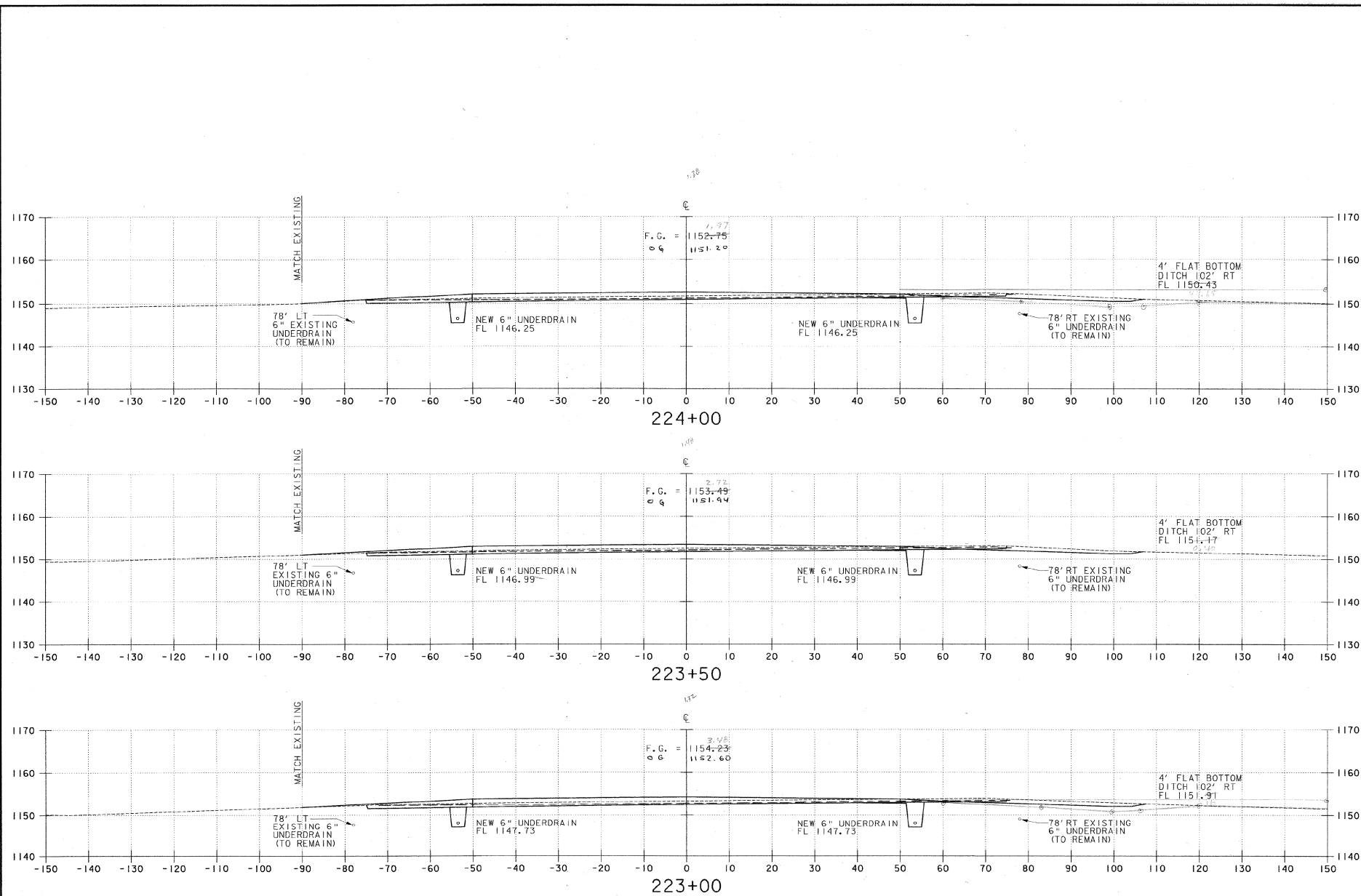


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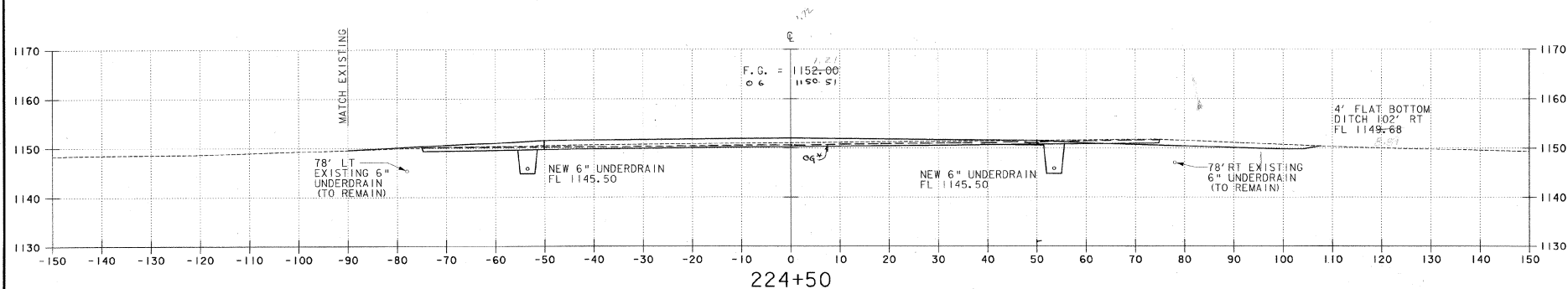
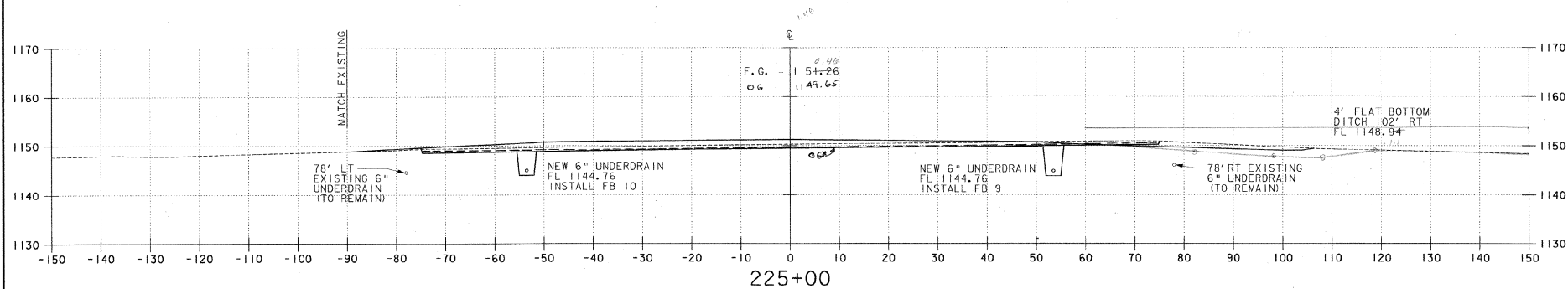
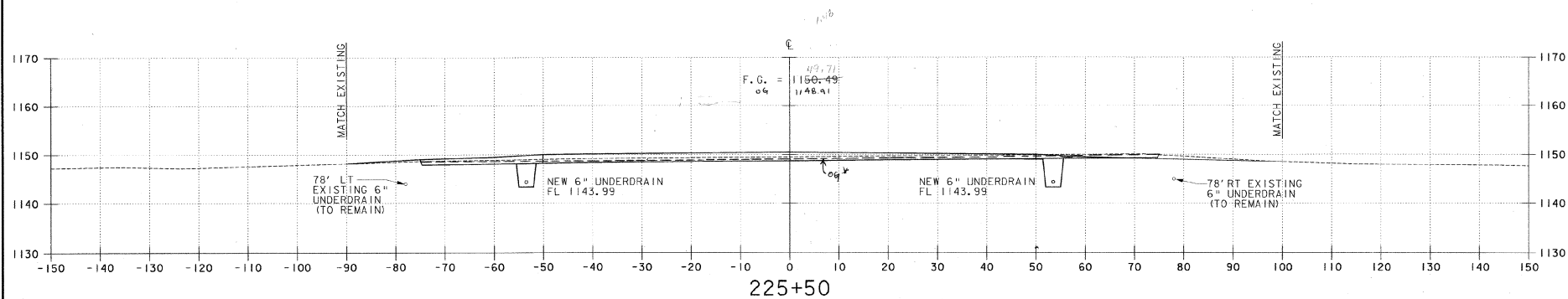




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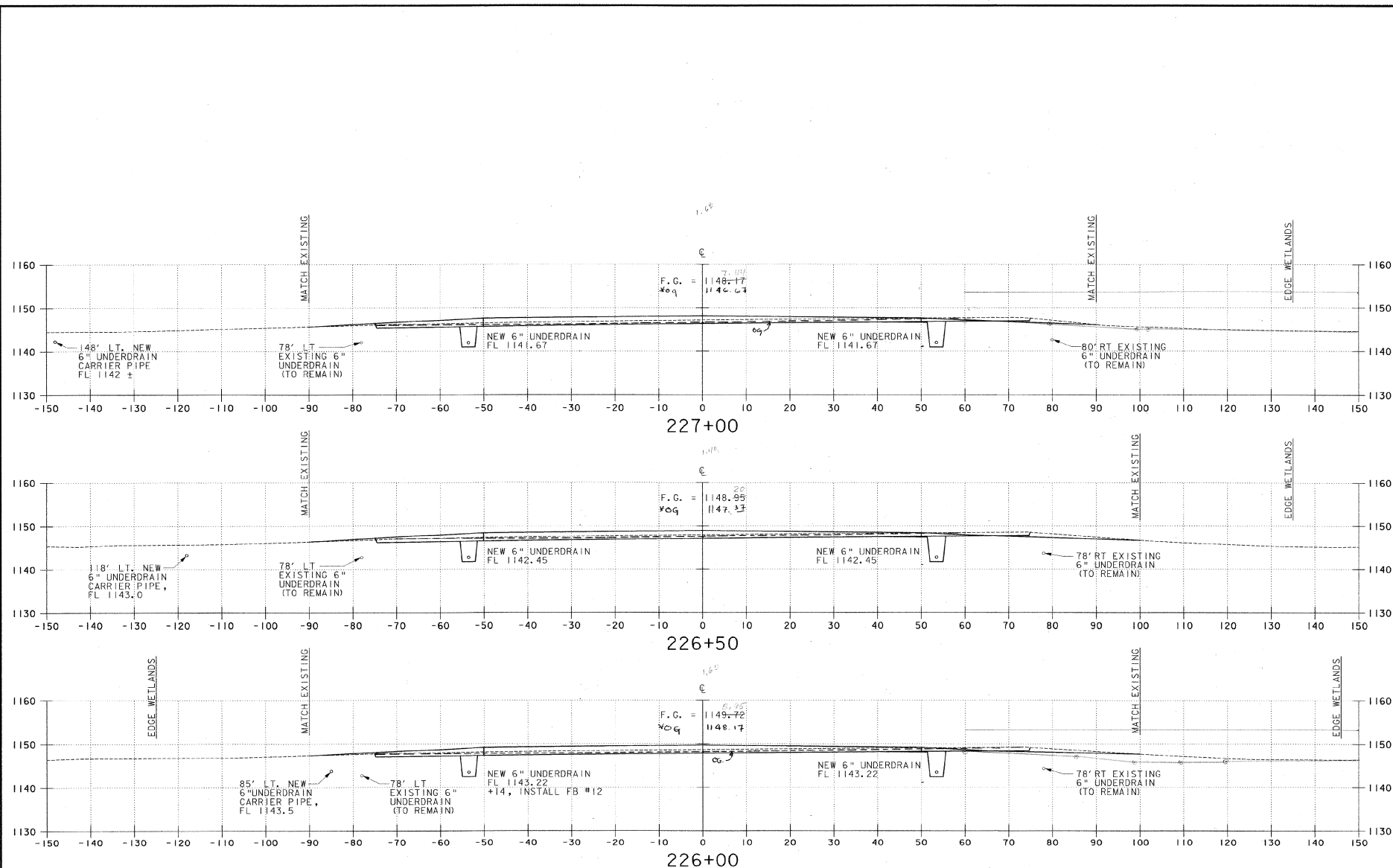
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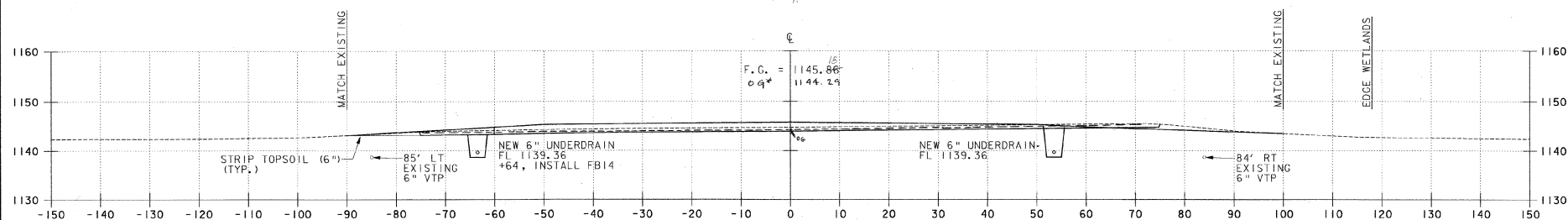
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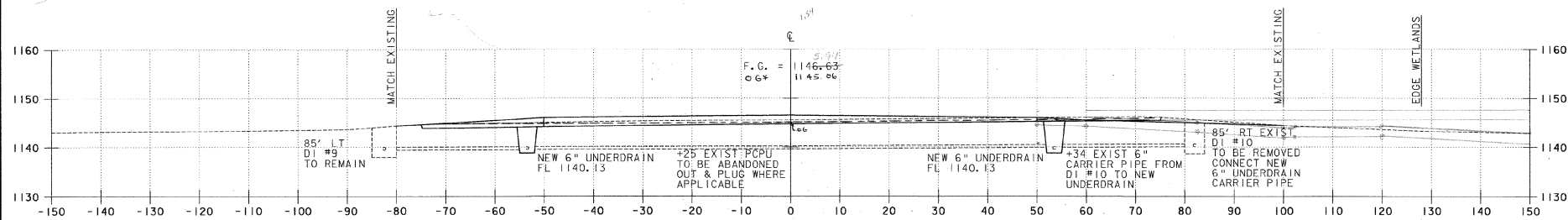
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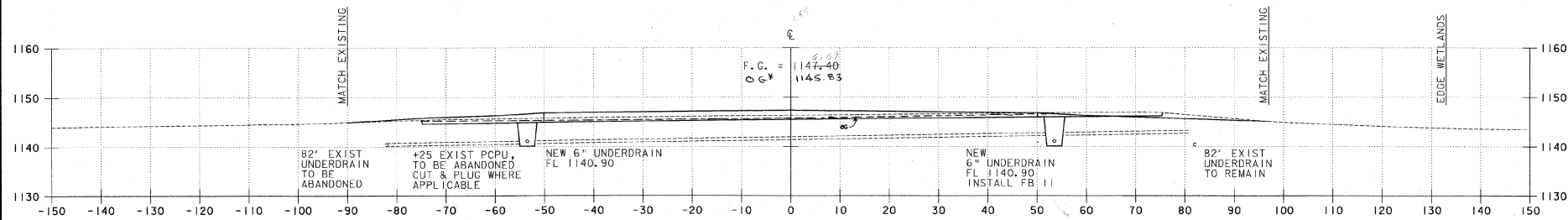
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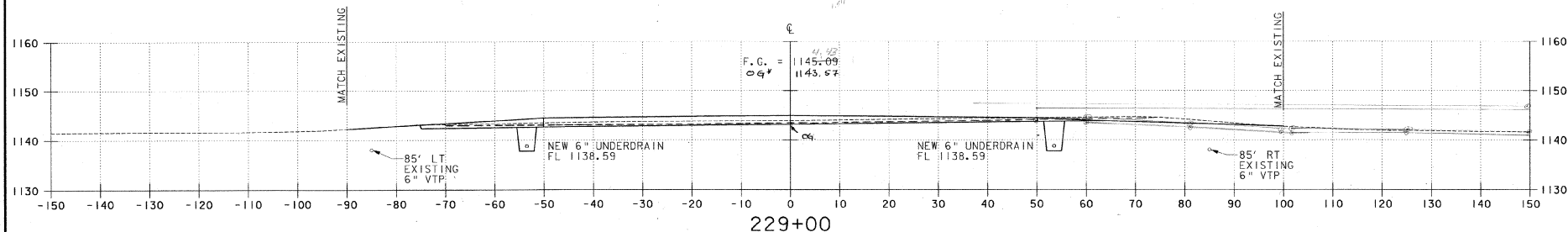
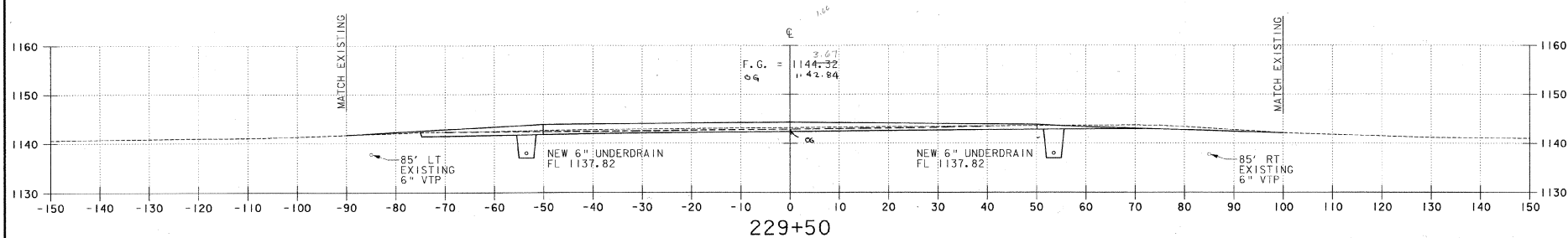
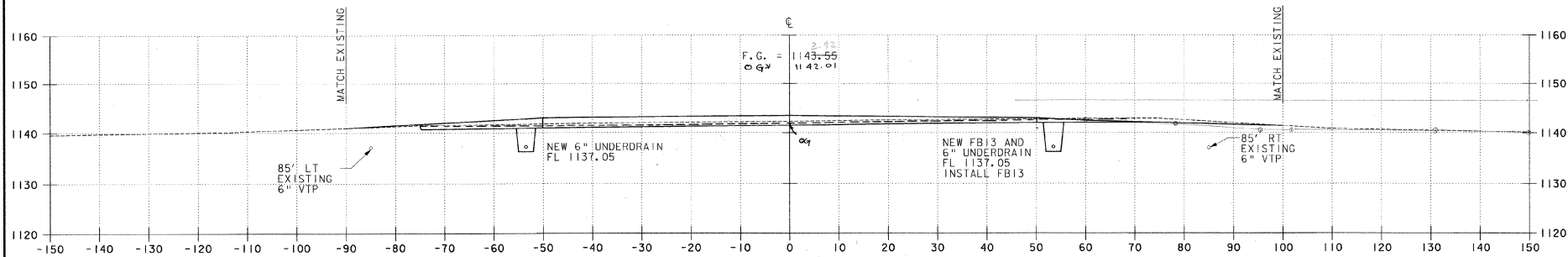


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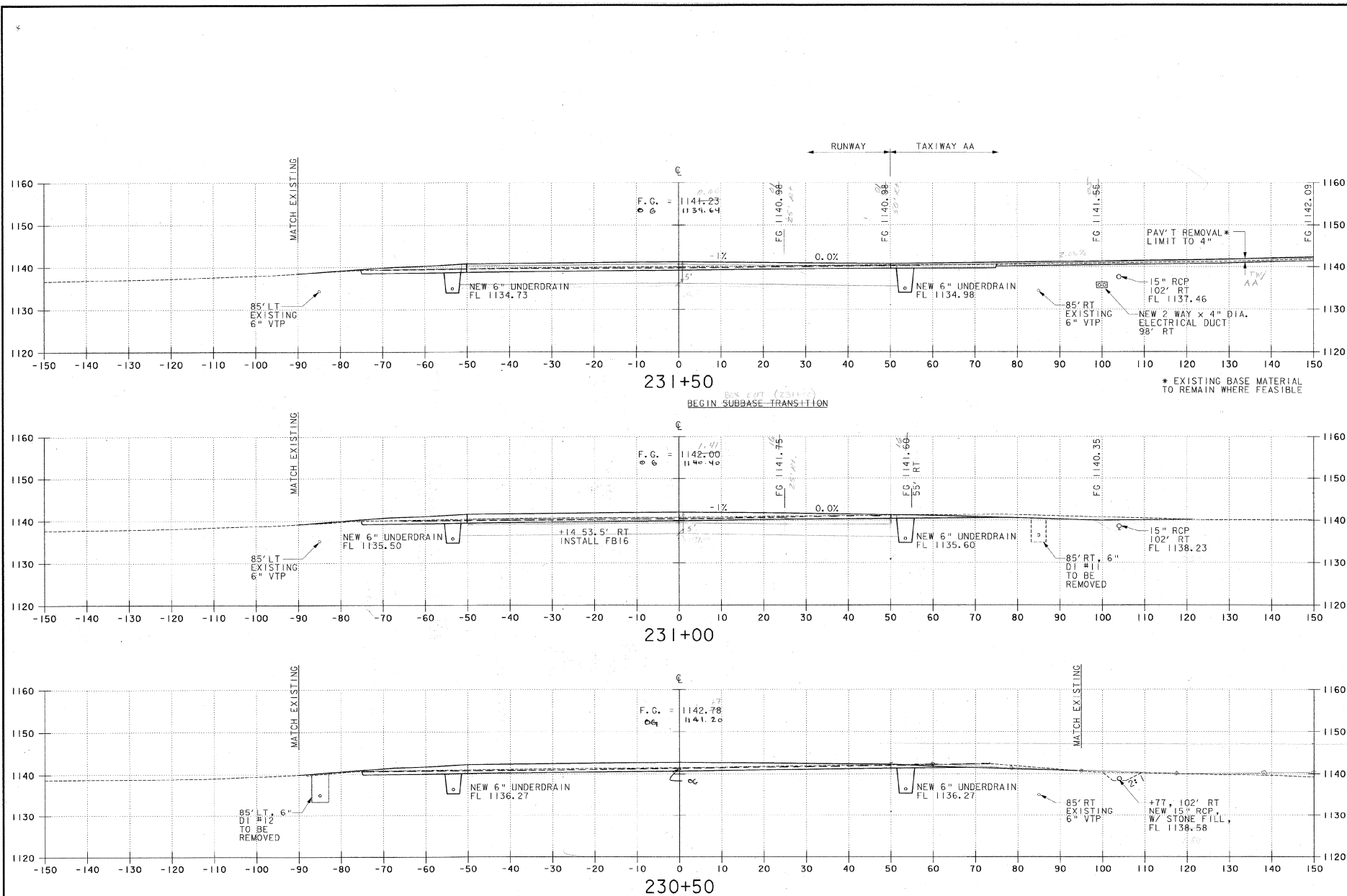


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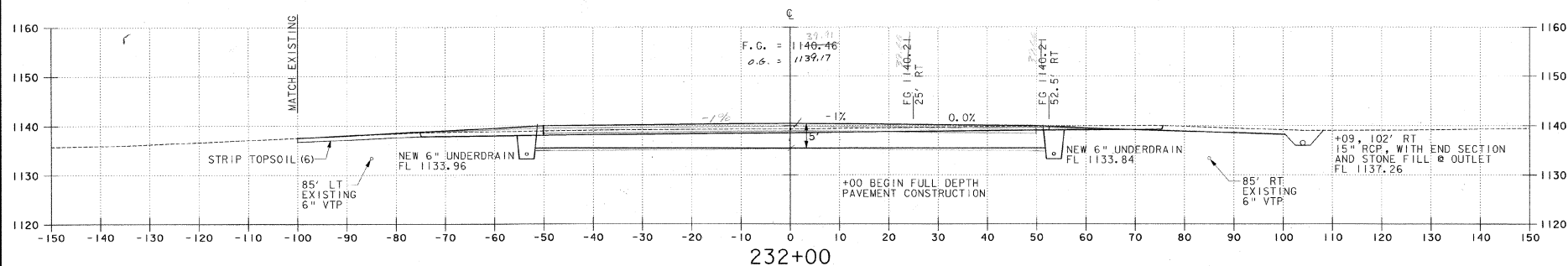
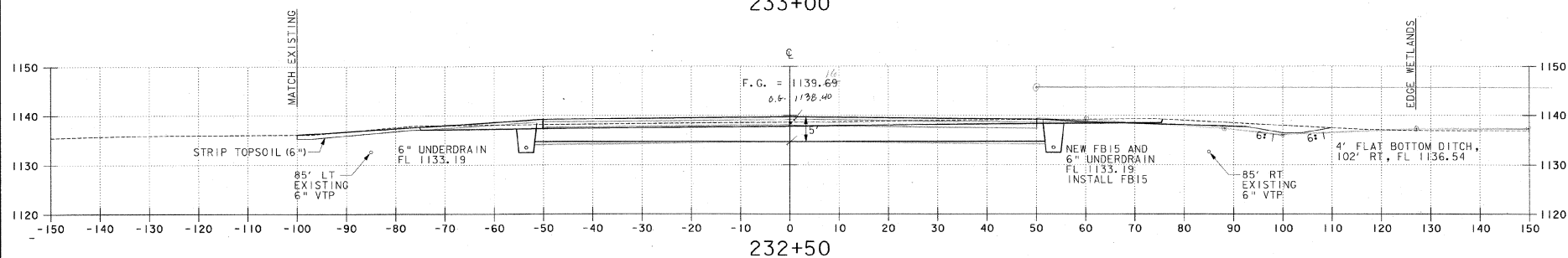
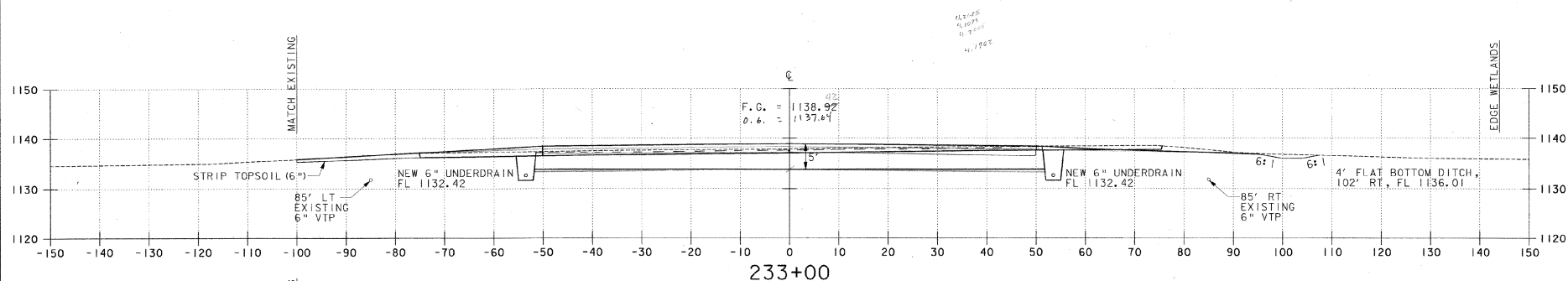
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RUNWAY CROSS SECTION		



DESIGN BY: URS		DATE: 3/21/01	FILE NO. F200001718.01
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CHECKED BY: URS		DATE: 3/21/01	FILE NO. F200001718.01
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ONE NORTHWAY LANE LATHAM, NEW YORK			
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REV.	DATE	DESCRIPTION

Job No. F20000716.01 File No. F20180046.dgn

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS

ONE NORTHWAY LANE
LATHAM, NEW YORK

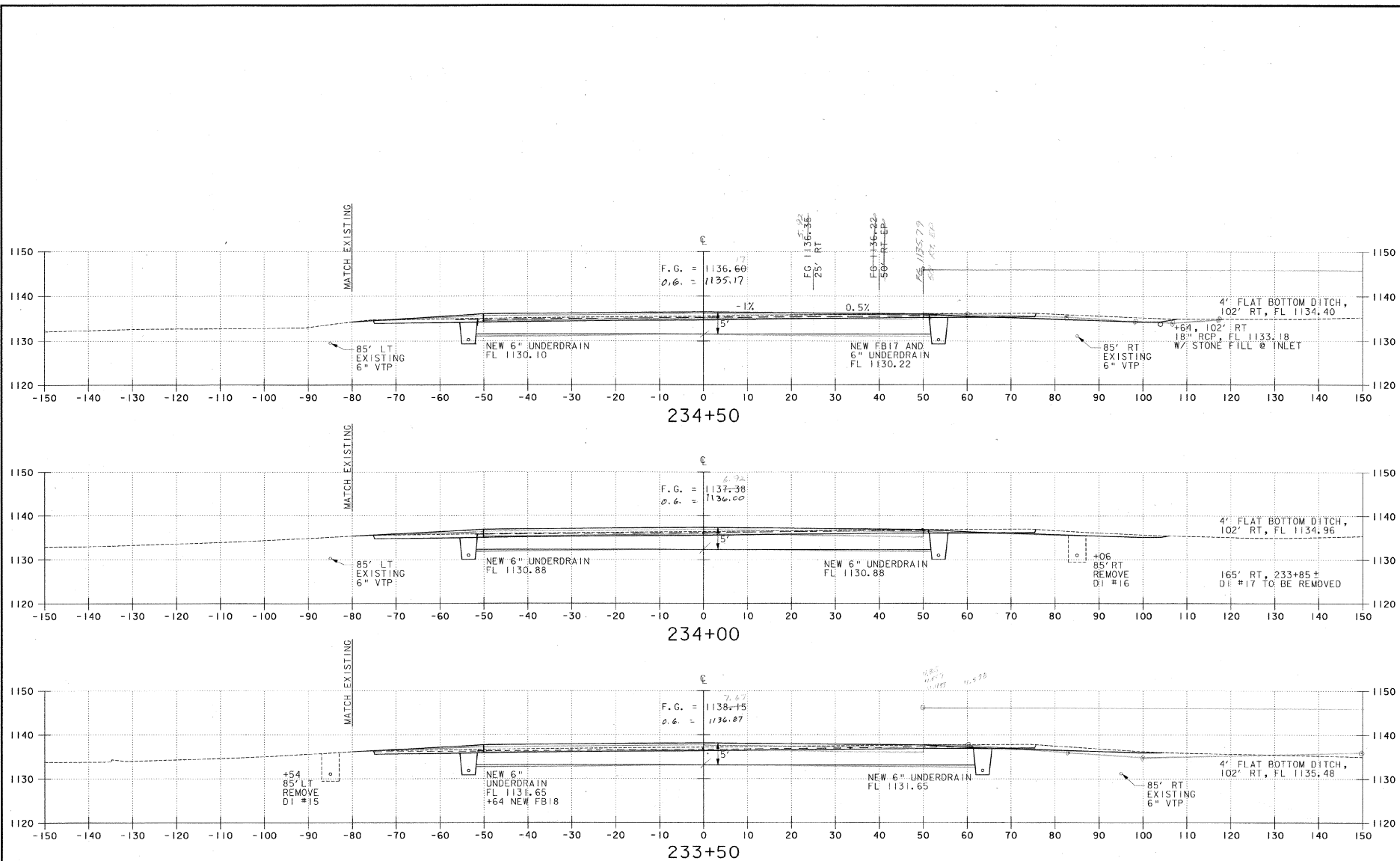
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Date: 3/21/01

Sheet - of

Sheet No. **56**



REV.	DATE	DESCRIPTION

File No. F20000116.0

Job No. F20000116.0

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by	MD
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Checked by	BRC
Approved by	MD

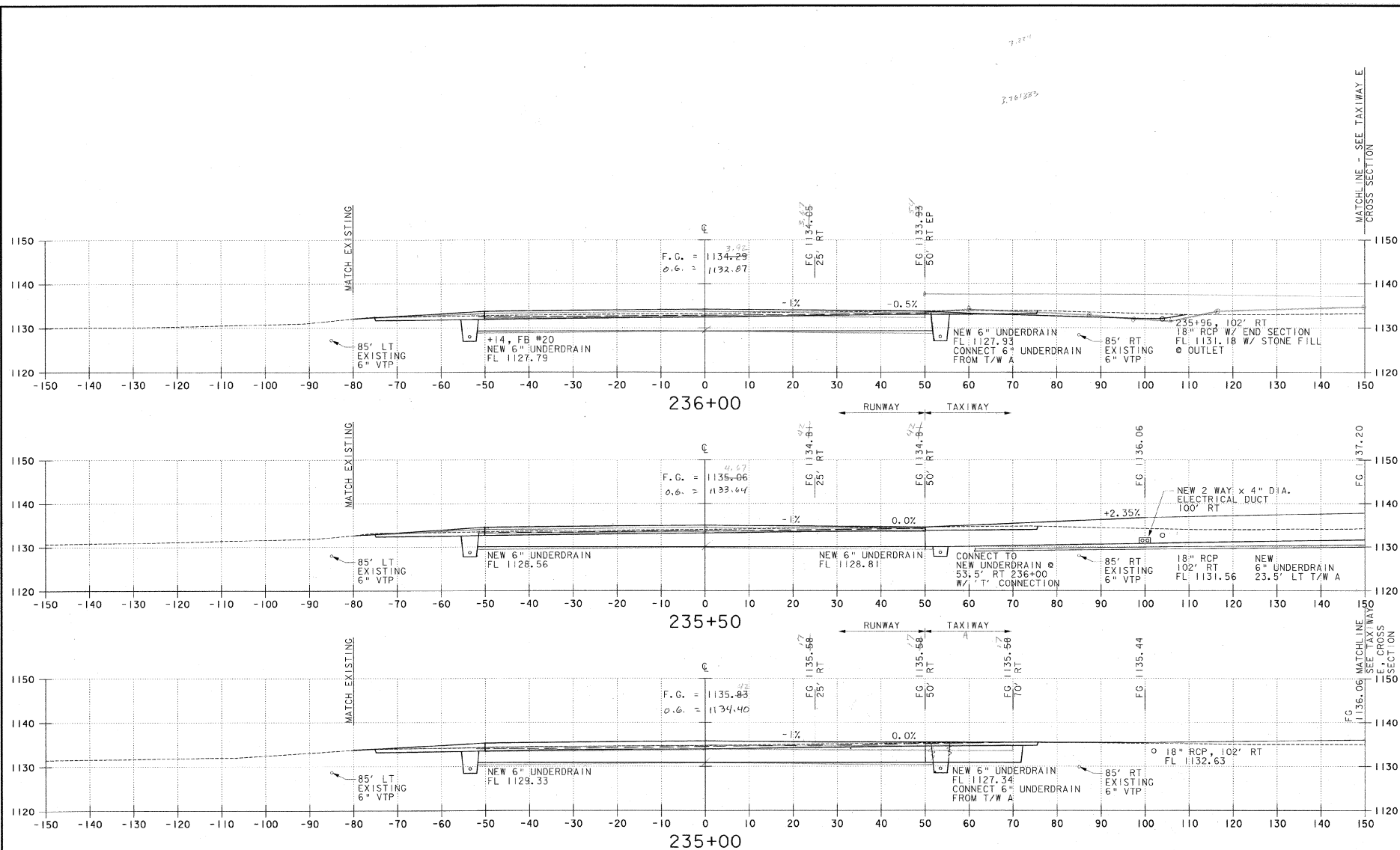
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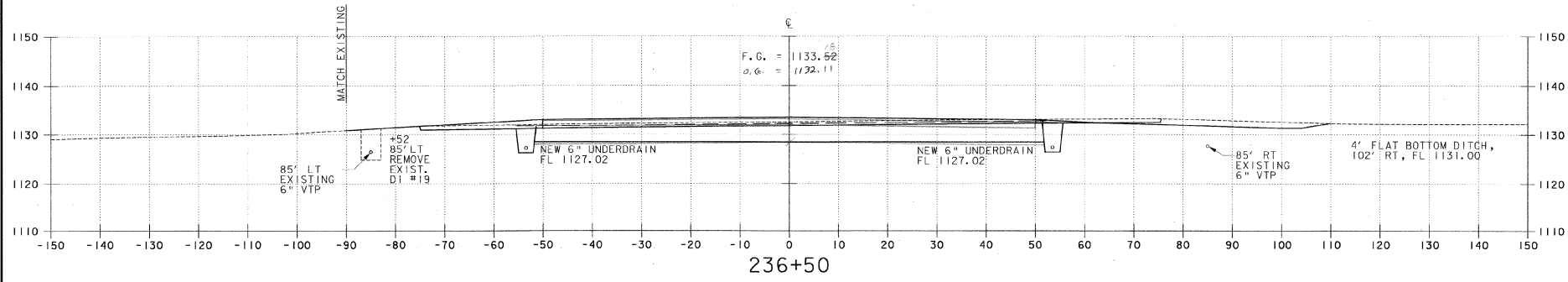
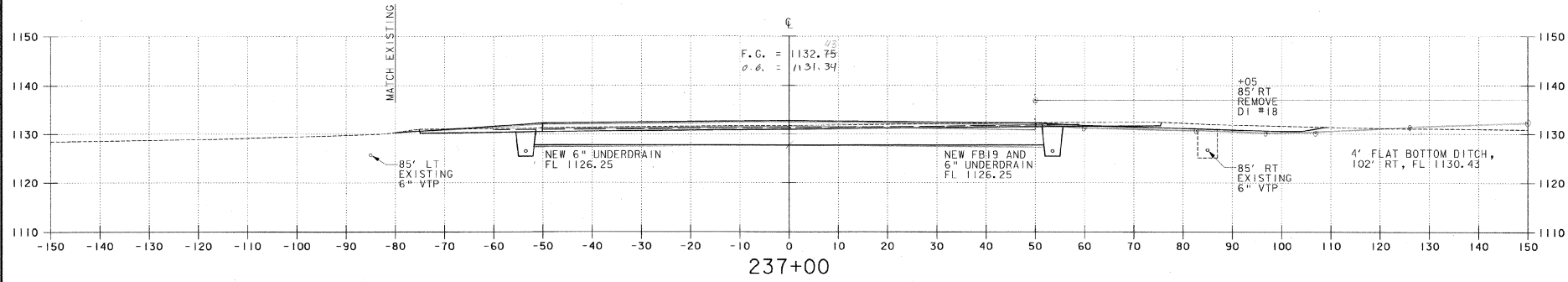
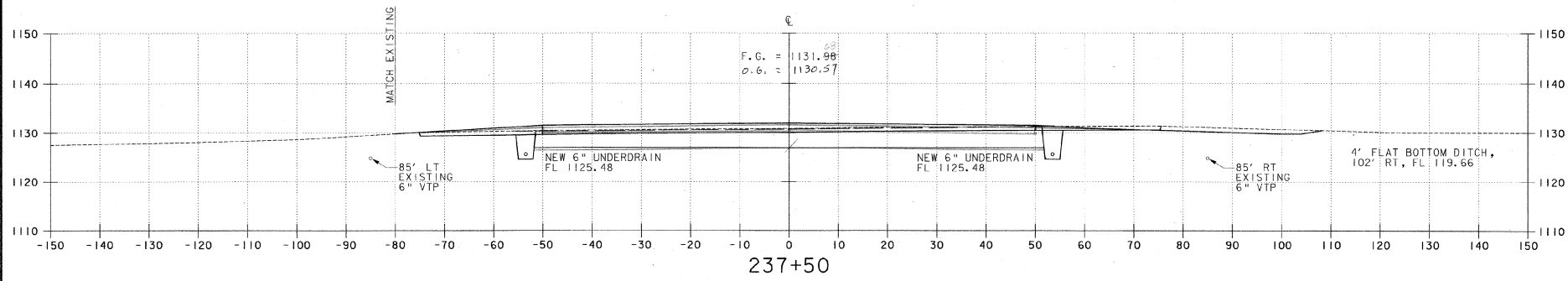
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EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT		REV. DATE 1 2 3 4 5 6 7 8 9 10 11 12	DESCRIPTION 1 2 3 4 5 6 7 8 9 10 11 12
Job No. F200001718.01		File No. F207860848.dgn	
RUNWAY 17-35 CROSS SECTION			
URS ONE NORTHWAY LANE LATHAM, NEW YORK			
Designed by: DND Drawn by: MAM Checked by: BNC Approved by: DND	Scale: HORZ. 1" = 10' VERT. 1" = 10'	Date: 3/21/01	Sheet: - 01
Sheet No. 58			



EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT

URS
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

REV.	DATE	DESCRIPTION	FILE NO. F200001716.01

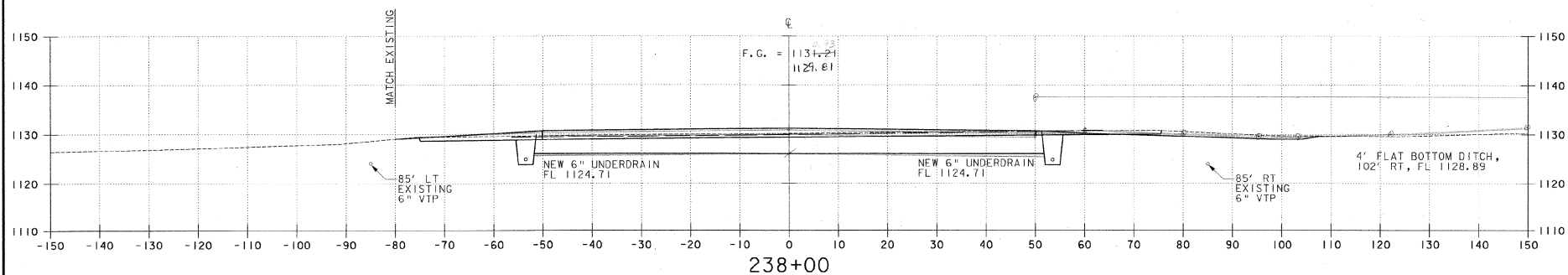
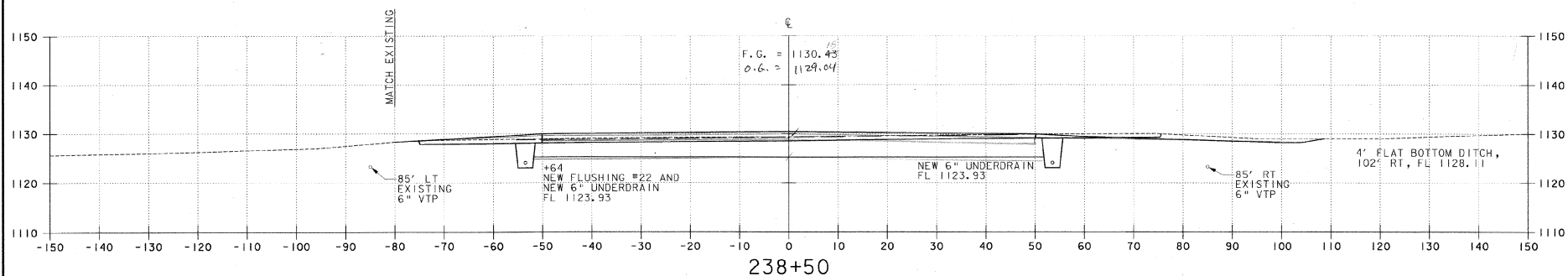
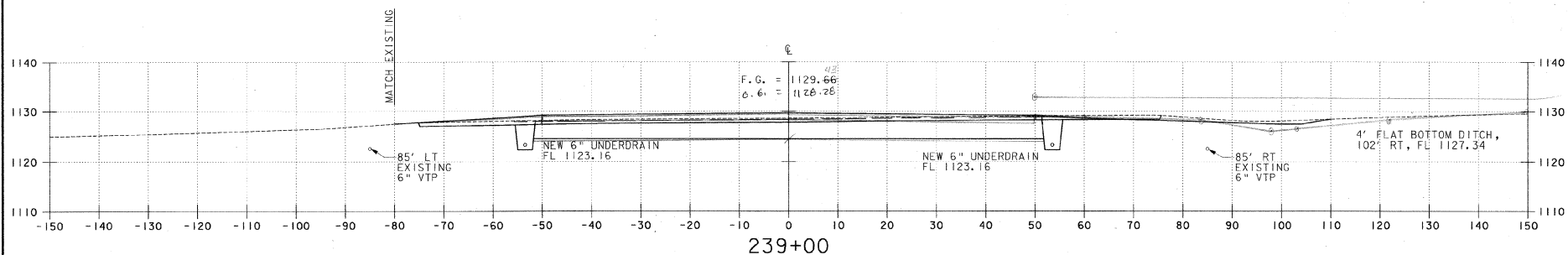
RUNWAY 17-35 CROSS SECTION

Designed by: END	Drawn by: MM	Checked by: BNC	Approved by: END
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Scale: HORIZ. 1" = 100'
VERT. 1" = 10'

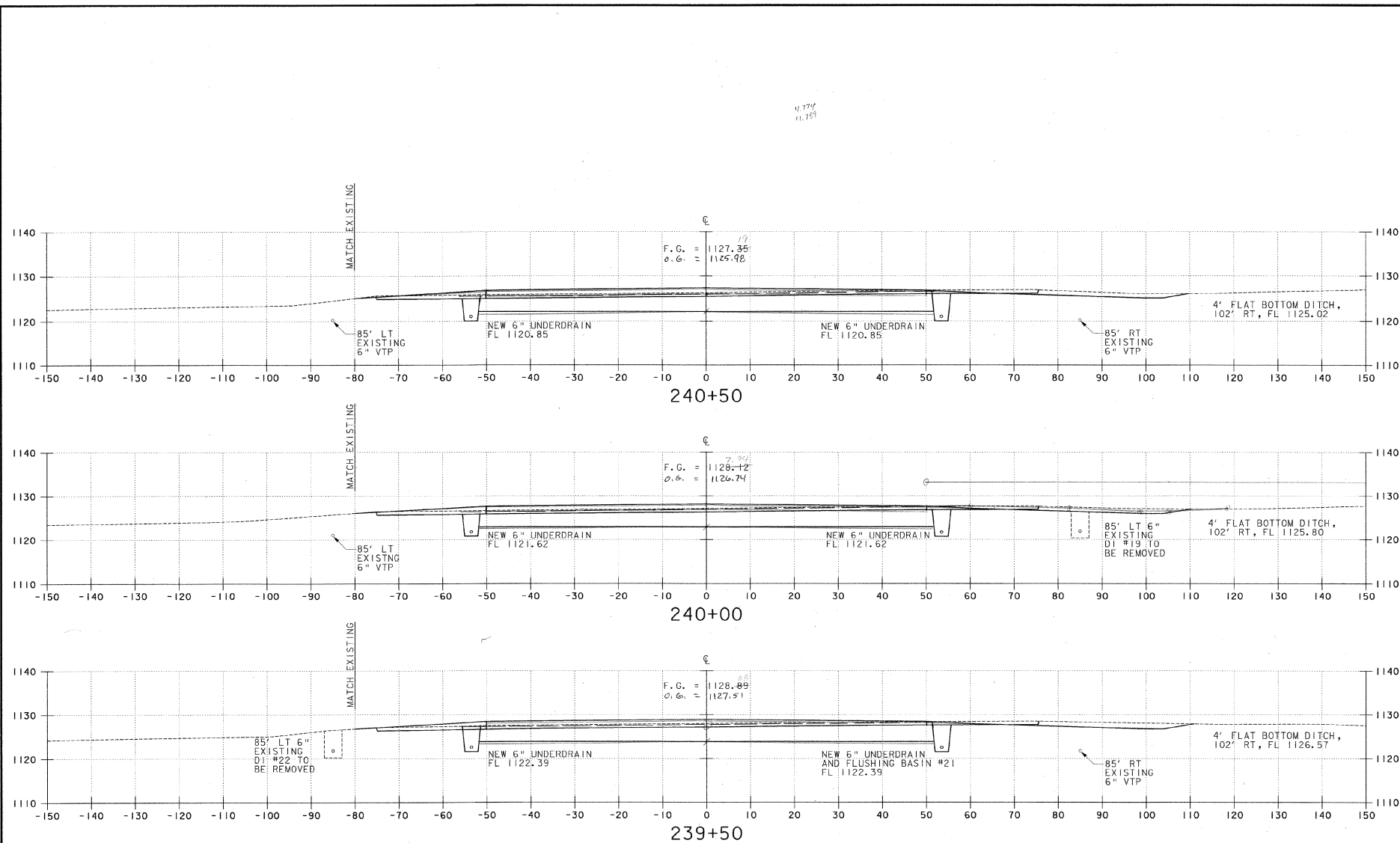
Date: 3/21/01
Sheet - of

Sheet No
59



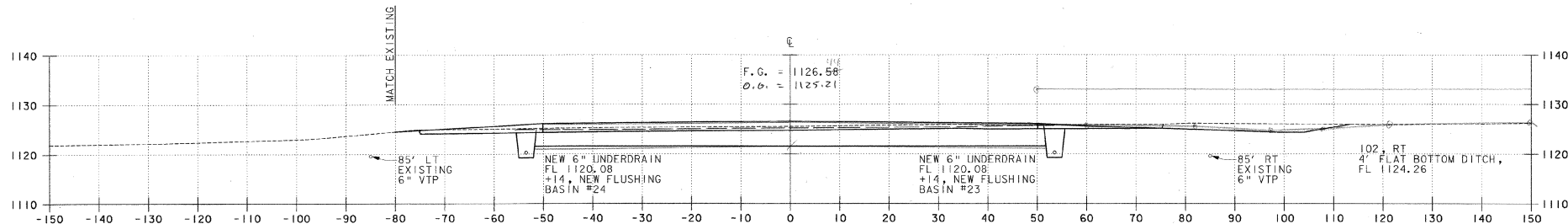
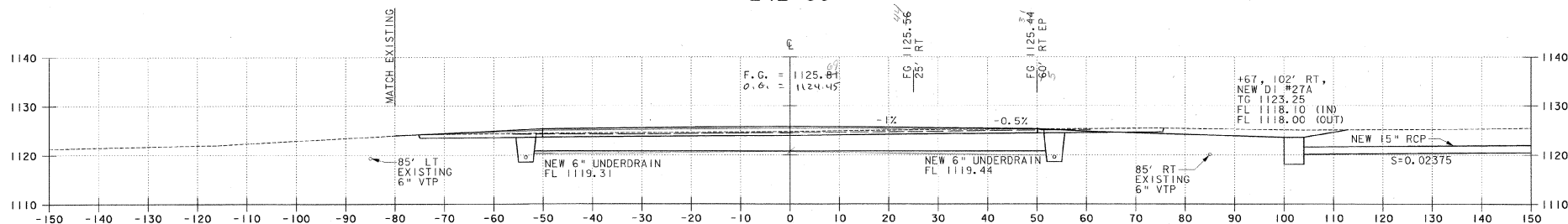
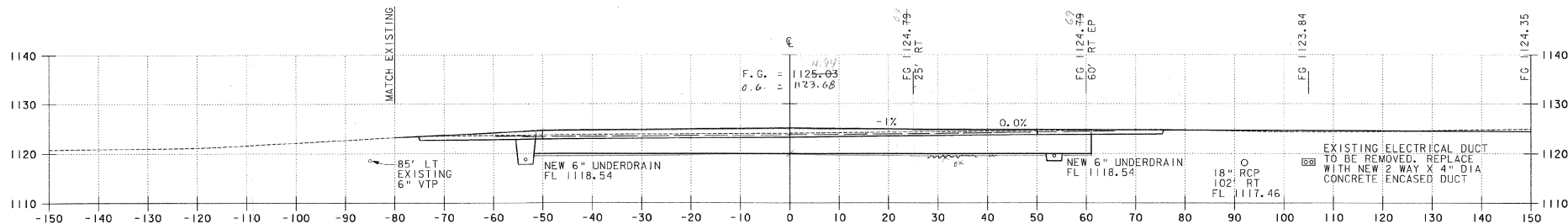
EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT		RUNWAY 17-35 CROSS SECTION
DESIGNED BY: CND DRAWN BY: MMU CHECKED BY: BNC APPROVED BY: CND	DATE: 3/21/01 SHEET: - OF SHEET NO: 60	URS ONE NORTHWAY LANE LATHAM, NEW YORK

Scale: HORIZ. 1" = 10'
 VERT. 1" = 10'
 Job No. P20000116.01
 File No. P20000116.01

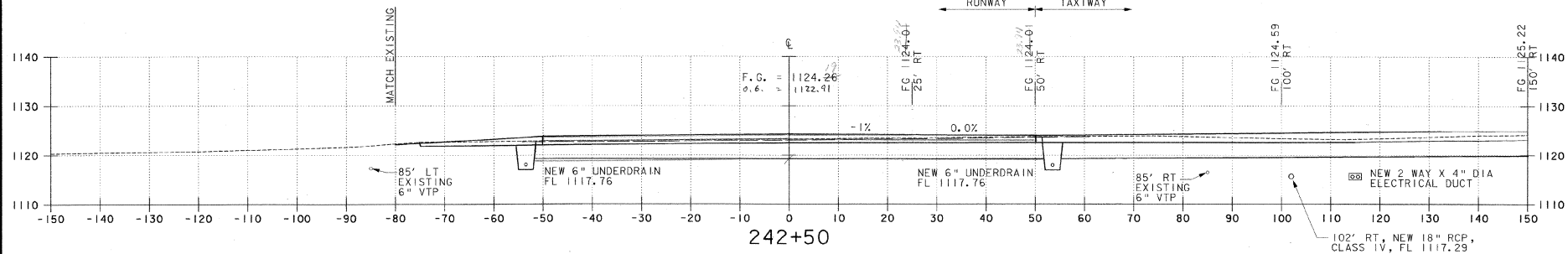
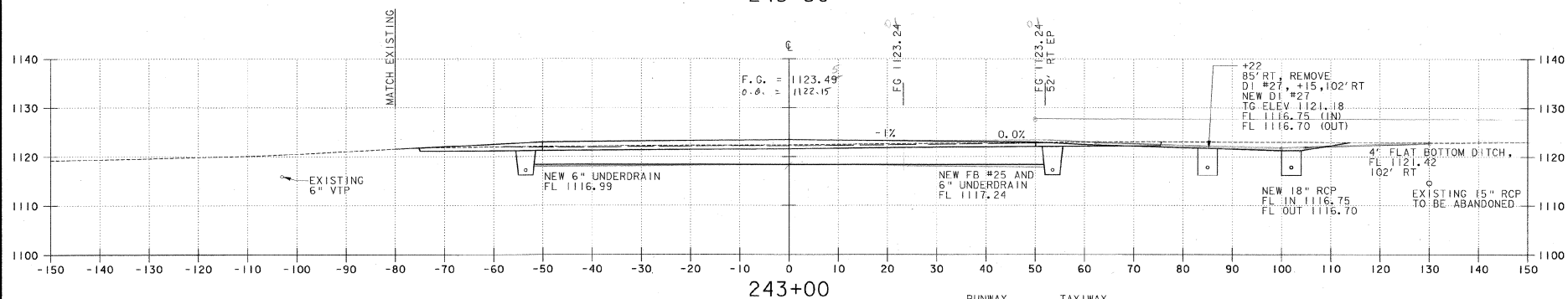
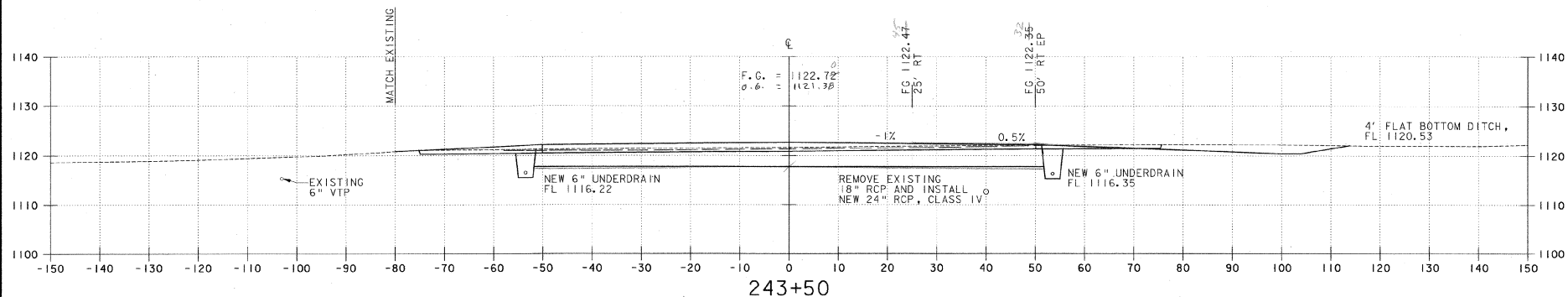


EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT		REV. DATE 1 1 19	DESCRIPTION RUNWAY 17-35 CROSS SECTION	Job No. F20000116.01 File No. F20000116.01
URS ONE NORTHWAY LANE LATHAM, NEW YORK		Designed by CND Drawn by MMW Checked by BNC Approved by CND	Date: 3/21/01 Sheet - of Sheet No.	Scale: HORZ. 1" = 10' VERT. 1" = 10'

AIP 3-50-0001-06



DESIGN BY: CND		EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT URS ONE NORTHWAY LANE LATHAM, NEW YORK	REV.	DATE	DESCRIPTION
DRAWN BY: MAM					
CHECKED BY: BNC					
APPROVED BY: CND					
Scales: HORIZ. 1" = 10'		EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT URS ONE NORTHWAY LANE LATHAM, NEW YORK	Job No. F200007116.01		
Date: 3/21/01			File: M201800422.dwg		
Sheet - 01			Runway 17-35 Cross Section		
Sheet No.			62		



EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: GND
 Drawn by: MUM
 Checked by: BWC
 Approved by: GND

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

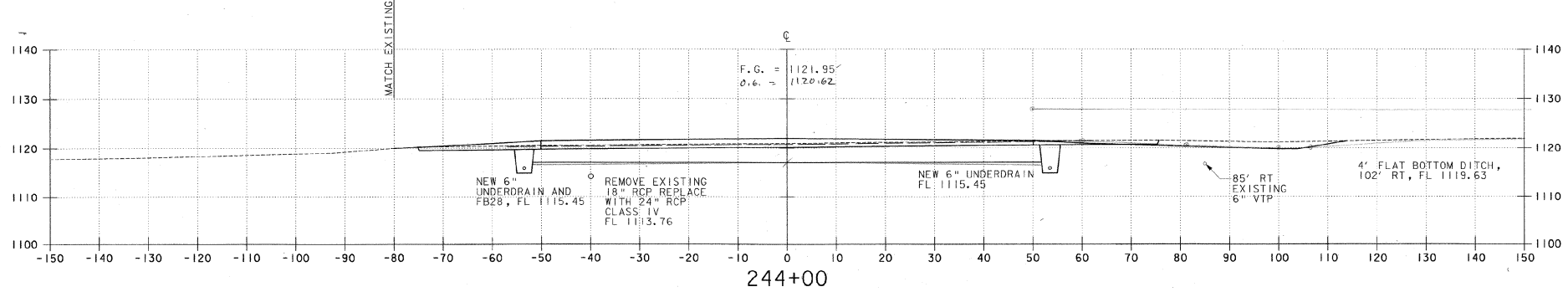
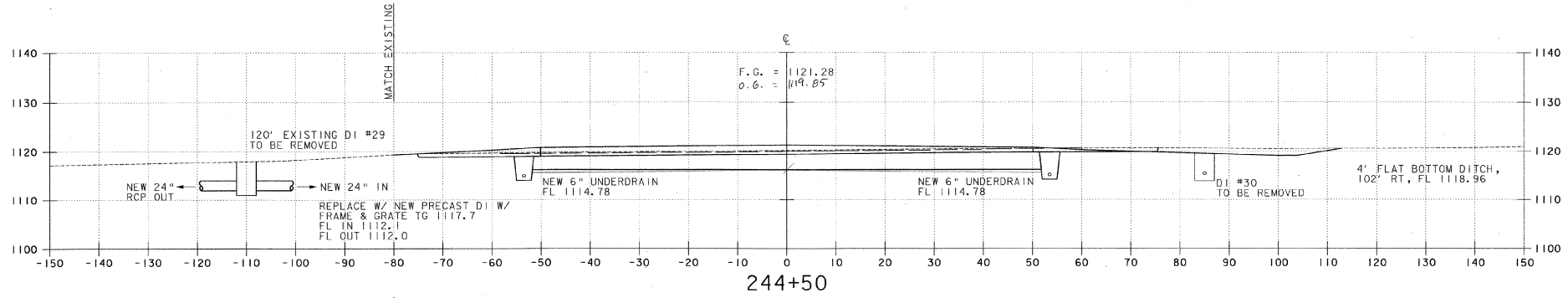
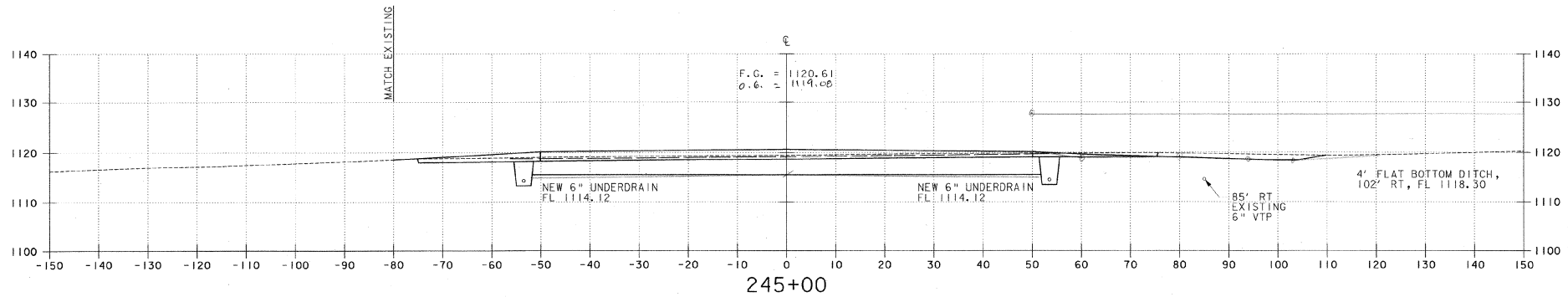
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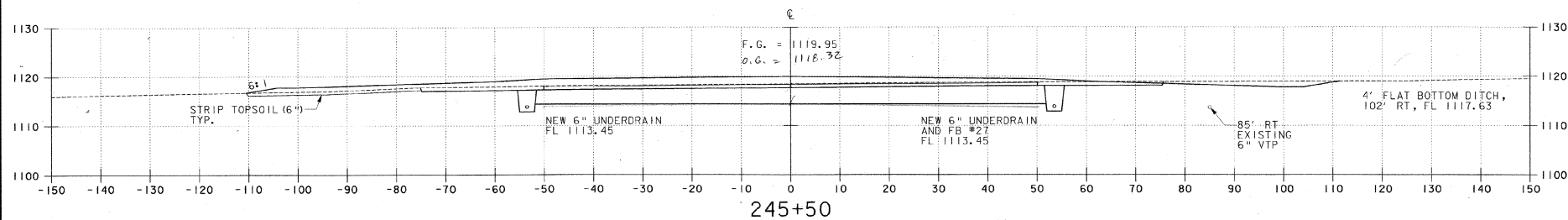
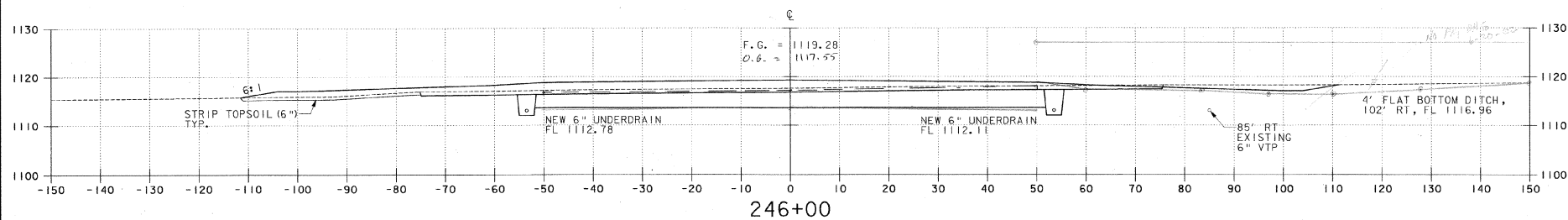
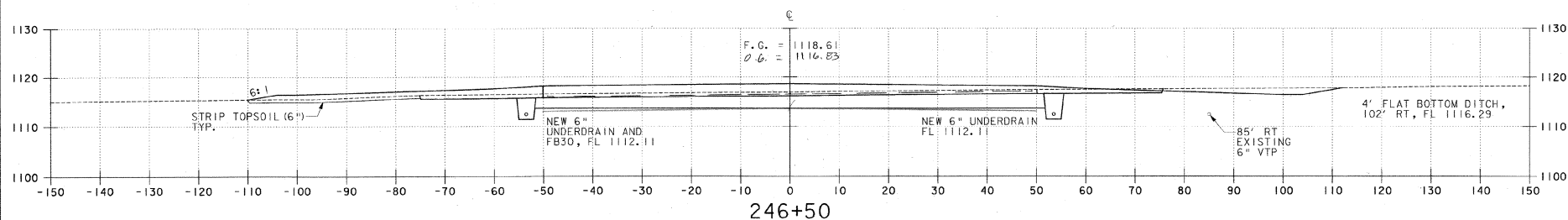
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63

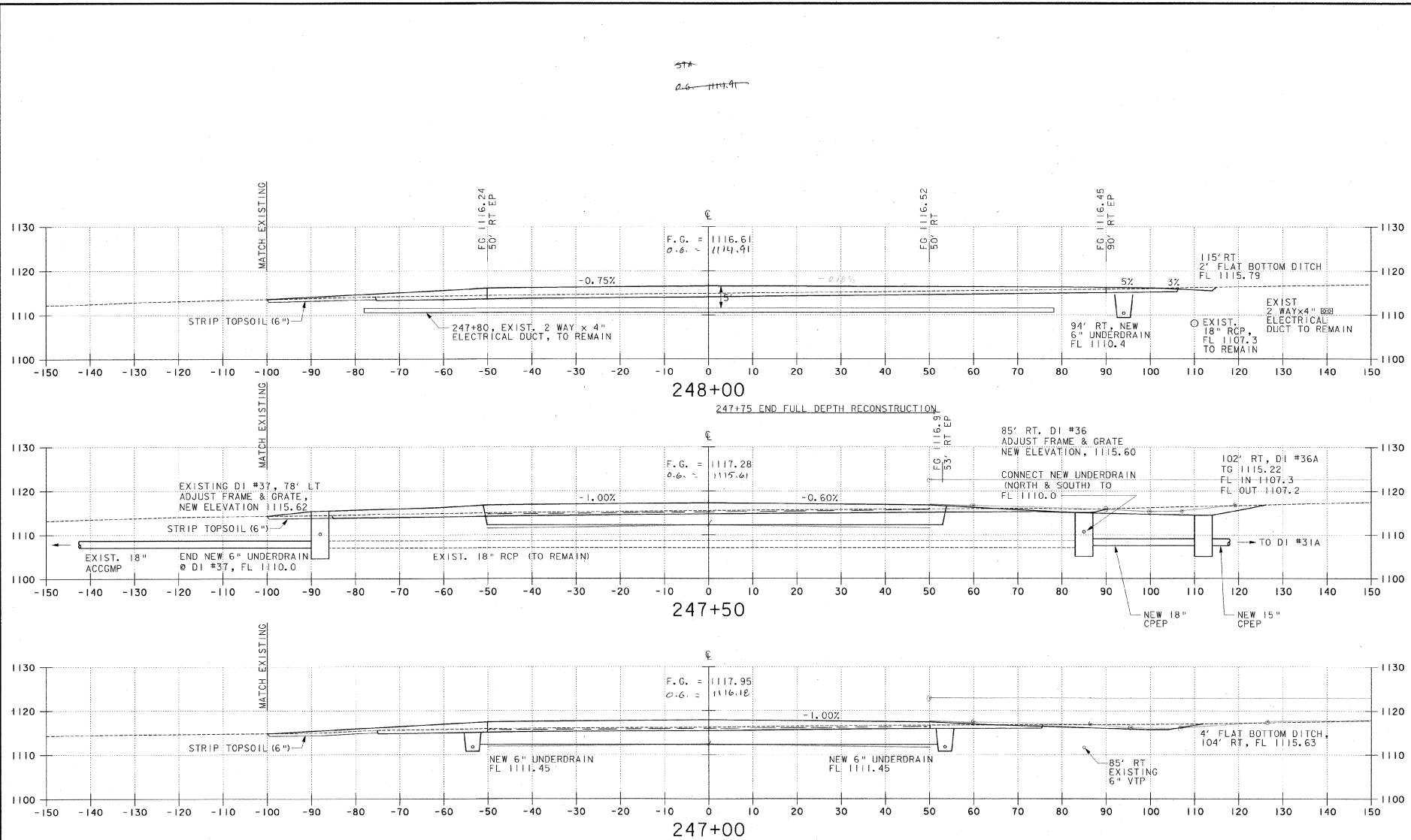
AIP 3-50-0001-06



EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT		RUNWAY 17-35 CROSS SECTION												
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REV.	DATE	DESCRIPTION												
URS ONE NORTHWAY LANE LATHAM, NEW YORK														
Designed by CND Drawn by MMU Checked by BNC Approved by CND	Scale: HORZ. 1" = 100' VERT. 1" = 10' Date: 3/21/01 Sheet - of Sheet No. 64													



EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT		REV. DATE DESCRIPTION FILE NO. F20000118.01 JOB NO. F20000118.01
URS ONE NORTHWAY LANE LATHAM, NEW YORK		Runway 17-35 CROSS SECTION
Des.igned by: END Drawn by: MM Checked by: BRC Approved by: END	Scale: HORIZ. 1" = 10' VERT. 1" = 10'	
Date: 3/21/01		Sheet: - 01
Sheet No: 65		AIP 3-50-0001-06



EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by GMD
Drawn by MAM
Checked by BWC
Approved by GMD

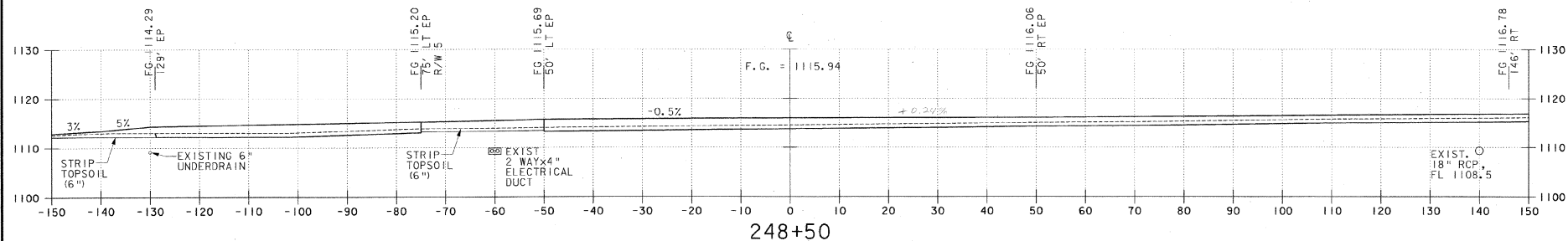
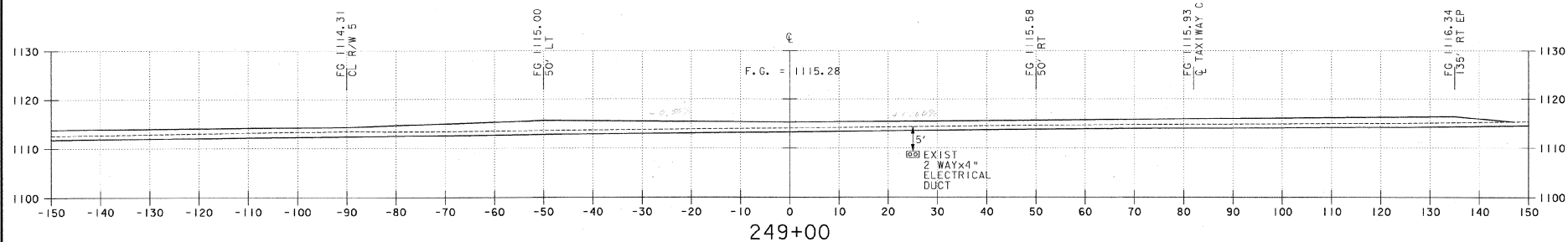
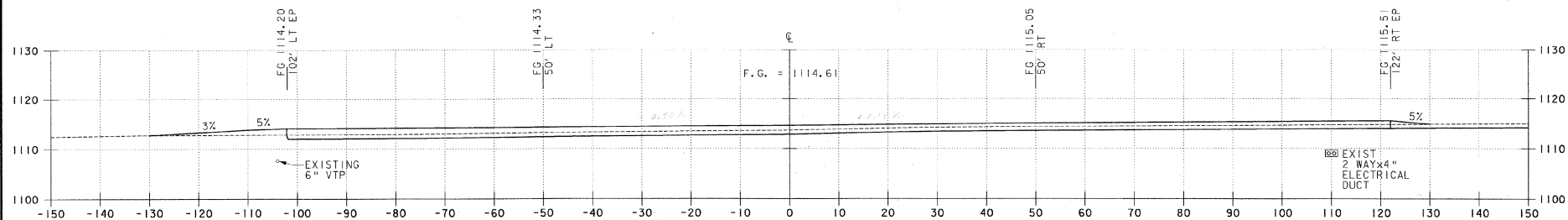
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Date: 3/21/01

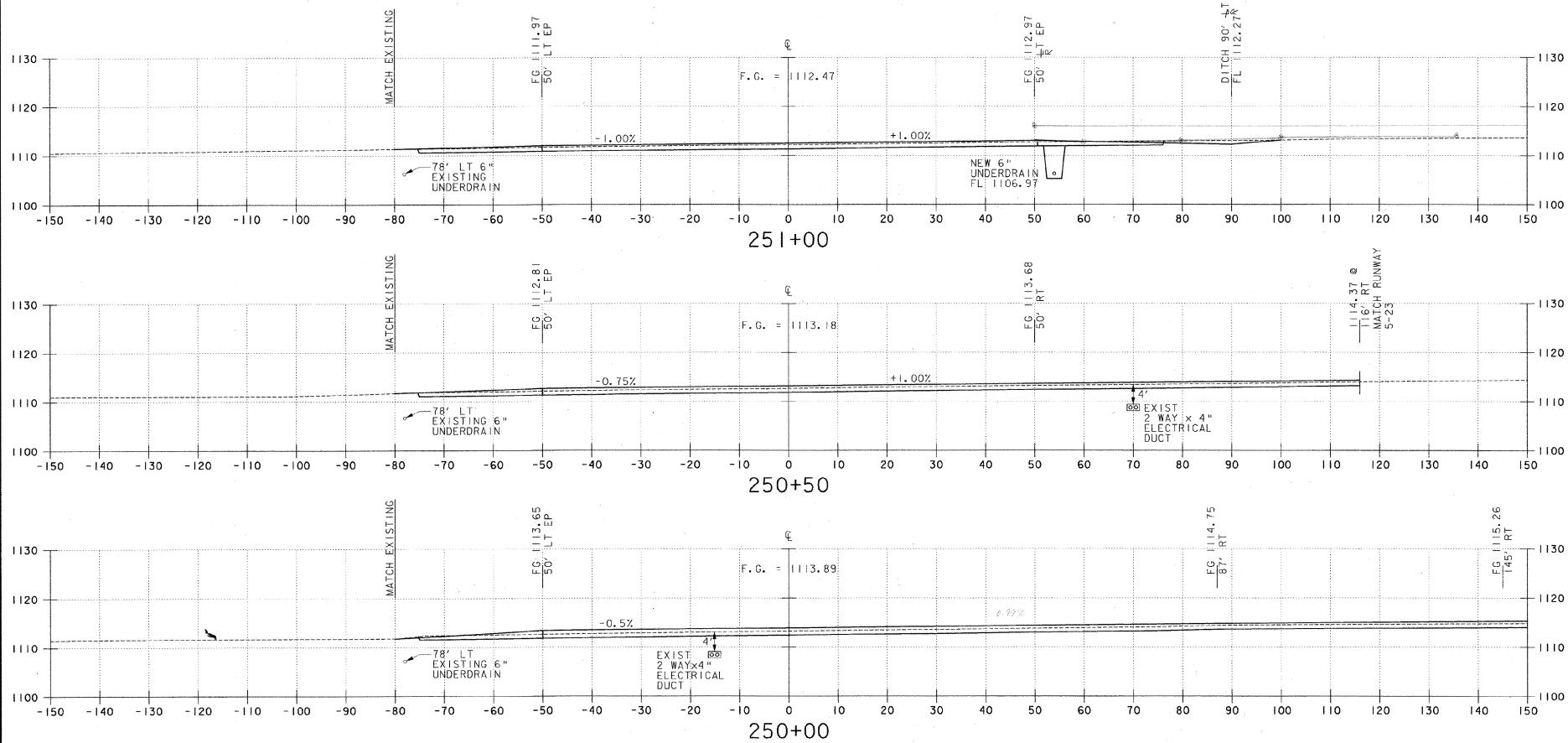
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Sheet No

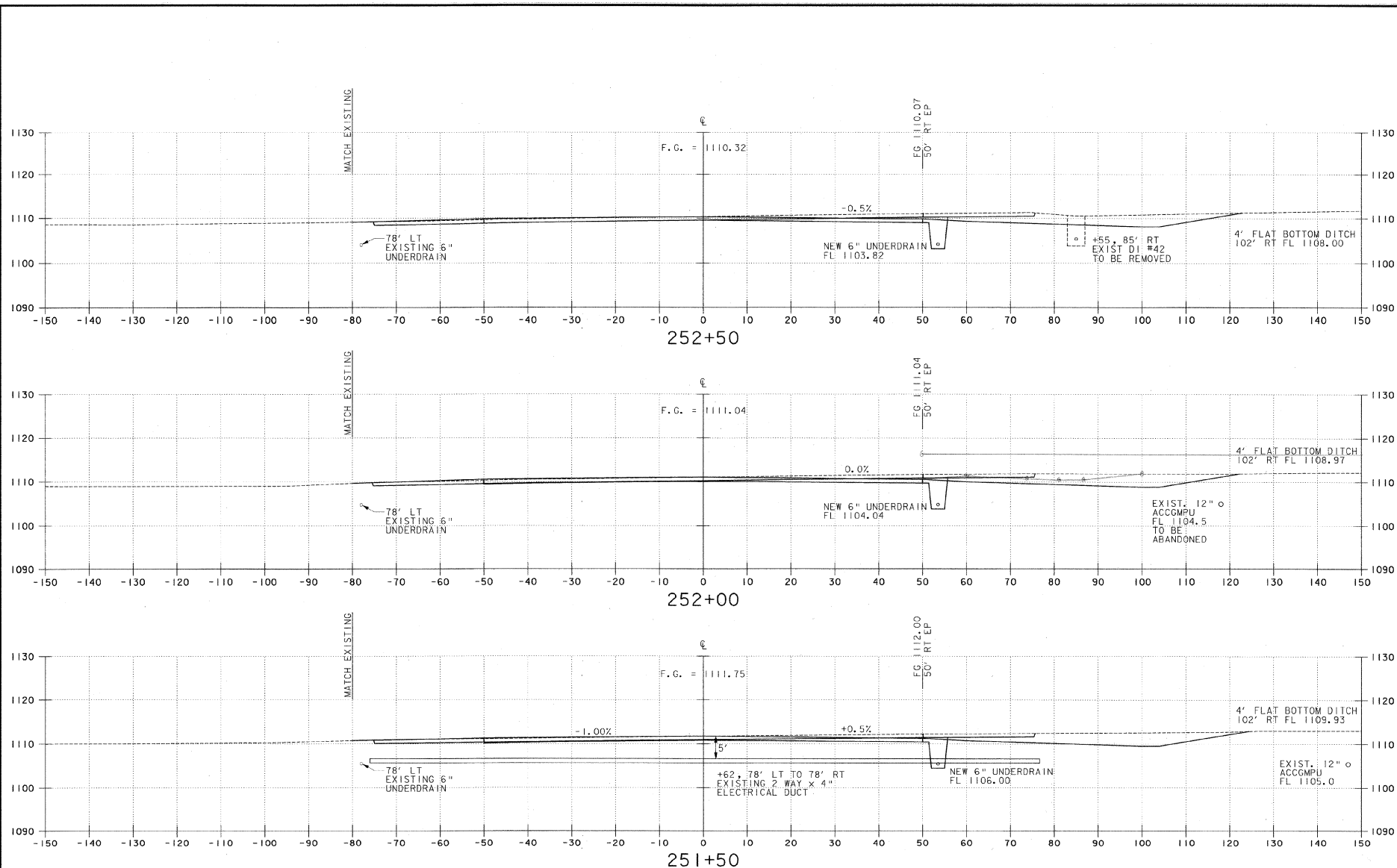
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EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT		Job No. F20000116.01 File No. F20000116.01
REV. DATE DESCRIPTION	RUNWAY 17-35 CROSS SECTION	
URS ONE NORTHWAY LANE LATHAM, NEW YORK		
Designed by: GMD Drawn by: MMU Checked by: BNC Approved by: GMD	Date: 3/21/01 Sheet: 67 of 67	



URS ONE NORTHWAY LANE LATHAM, NEW YORK	
Designed by: END Drawn by: MM Checked by: BIC Approved by: END	Job No. F200001715.01 File: Bsc201900626.dwg
EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT	
RUNWAY 17-35 CROSS SECTION	
Scale: HORIZ. 1" = 10' VERT. 1" = 10'	
Date: 3/21/01	
Sheet: - 01	
Sheet No. 68	



DESIGN		DESCRIPTION	
REV.	DATE	REV.	DATE
Job No. F200001118.01		File Name F200001118.01.dwg	

EDWARD F. KNAPP STATE AIRPORT
 BERLIN, VERMONT

UR
 ONE NORTHWAY LANE
 LATHAM, NEW YORK

Runway 17-35 CROSS SECTION

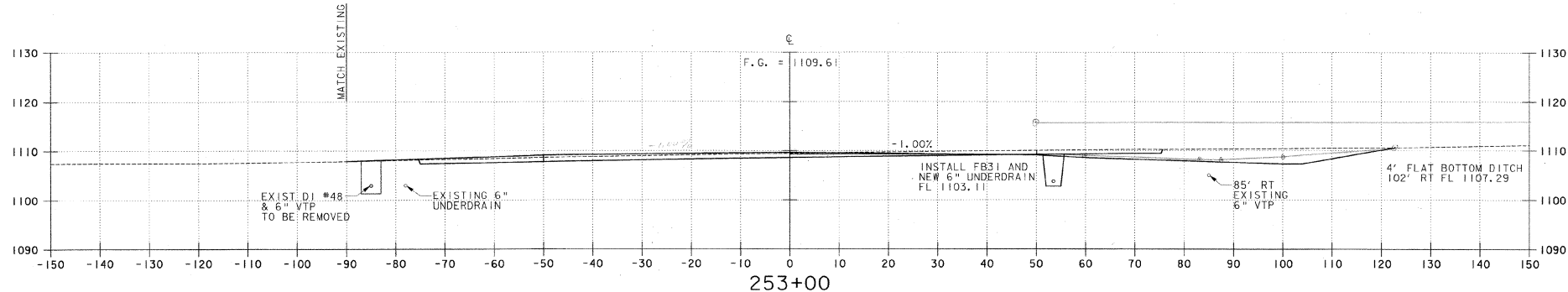
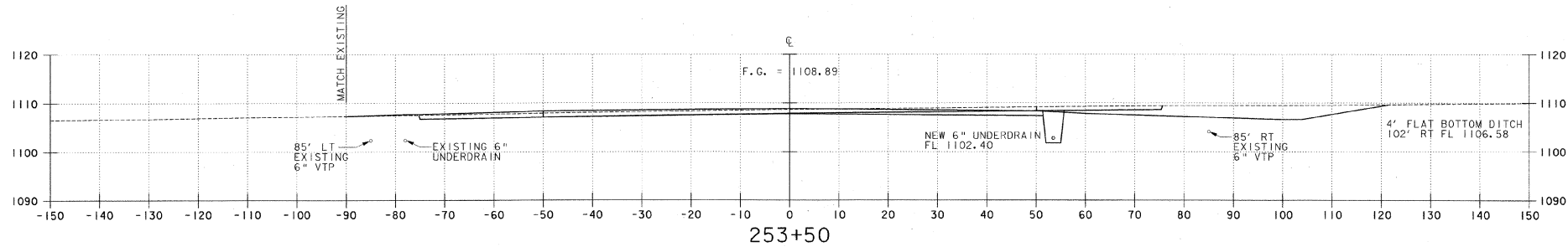
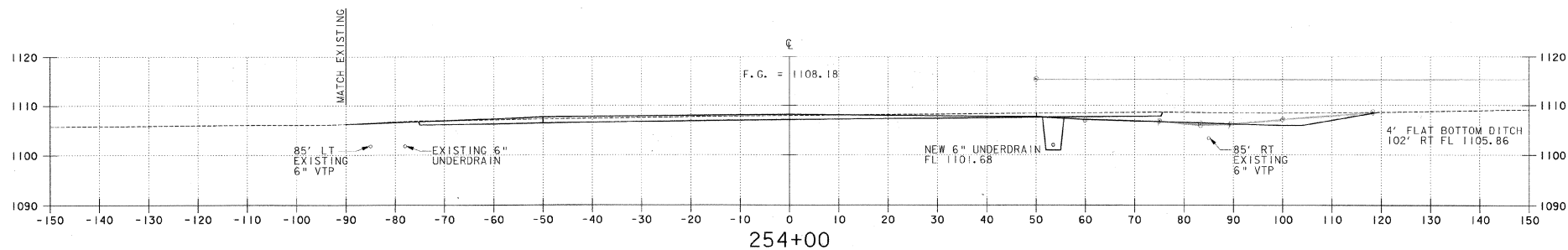
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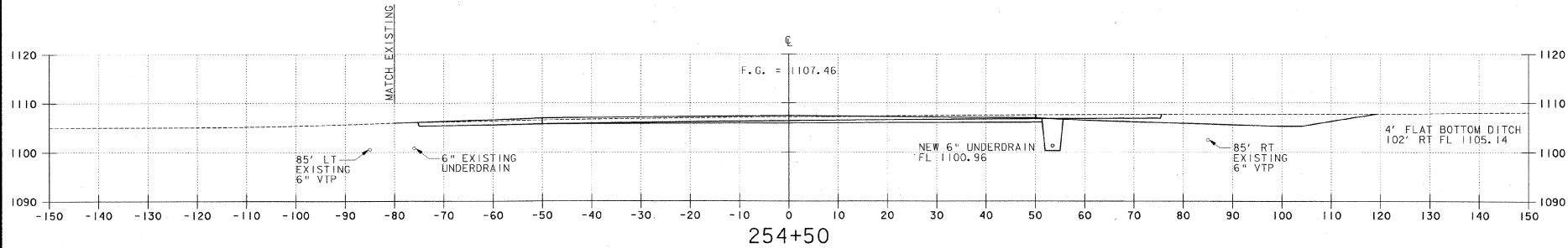
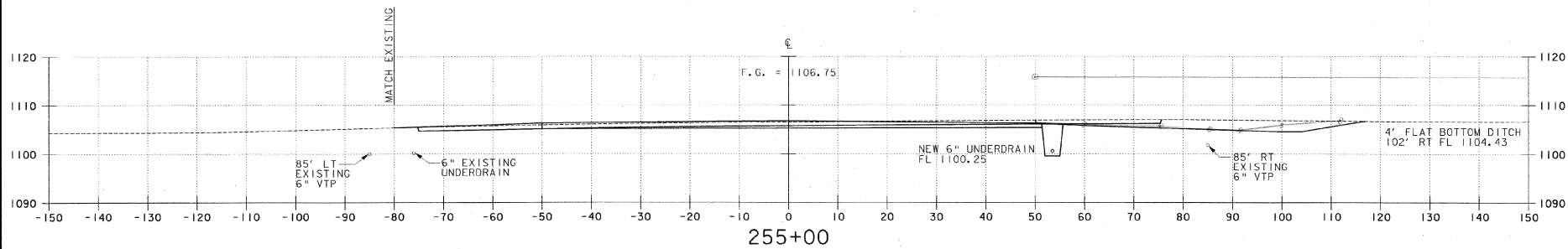
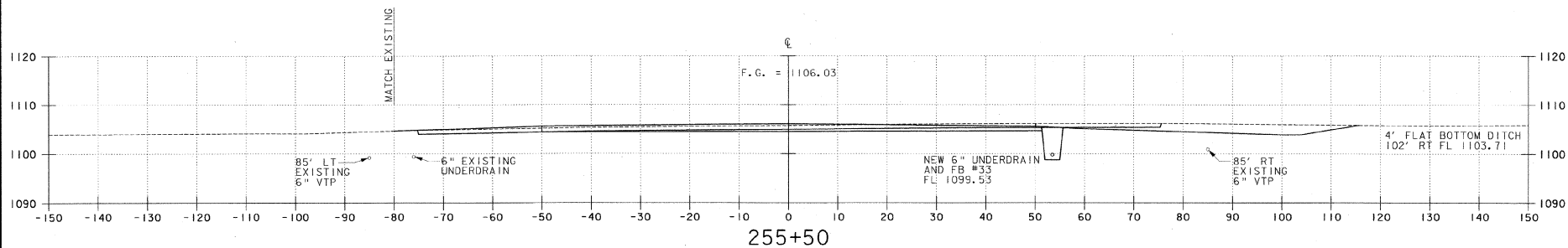
Date: 3/21/01

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Sheet No. **69**



EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT		RUNWAY 17-35 CROSS SECTION
URS ONE NORTHWAY LANE LATHAM, NEW YORK		
DESIGNED BY: CND DRAWN BY: MAM CHECKED BY: BNC APPROVED BY: CND	REV. DATE DESCRIPTION 1 3/21/01	JOB NO. F20000 718.01 FILE NO. F2007806a30.dgn
SCALE: HORZ. 1" = 10' VERT. 1" = 10'		DATE: 3/21/01 SHEET: - OF SHEET NO. 70



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REV.	DATE	DESCRIPTION

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

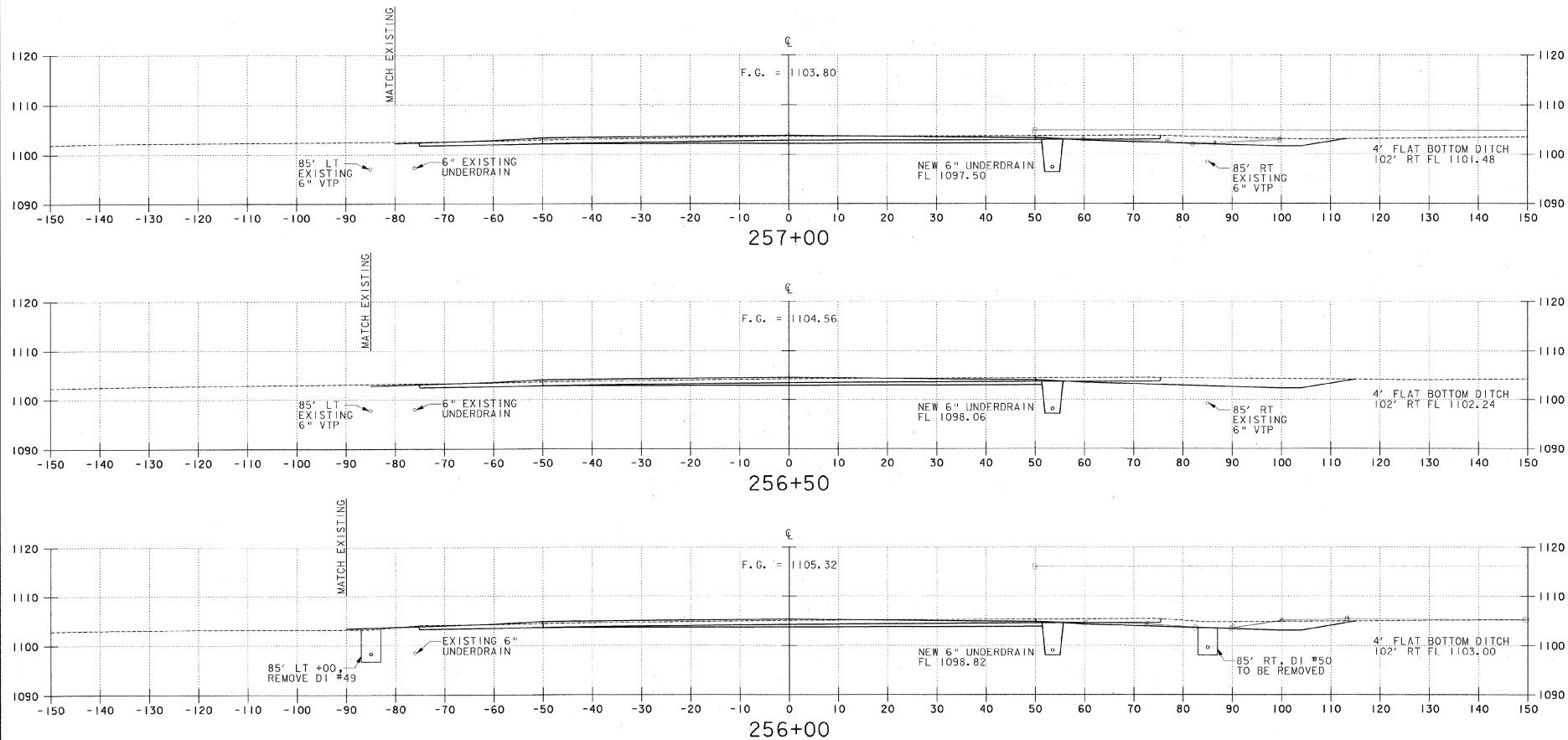
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Checked by BNC
Approved by CND

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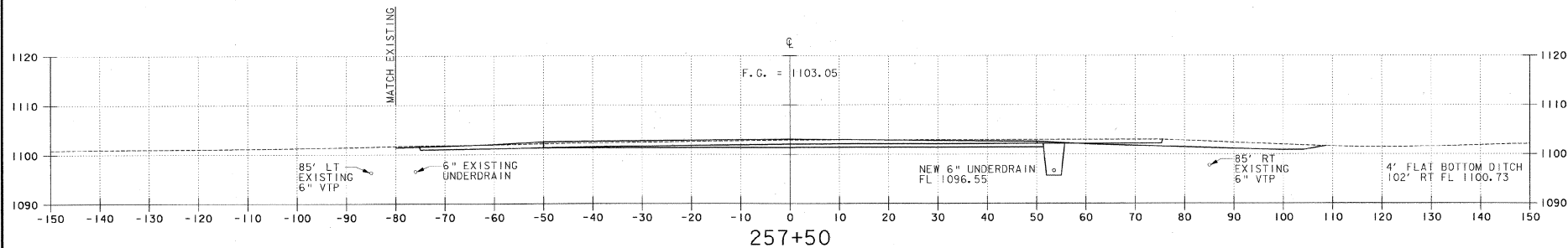
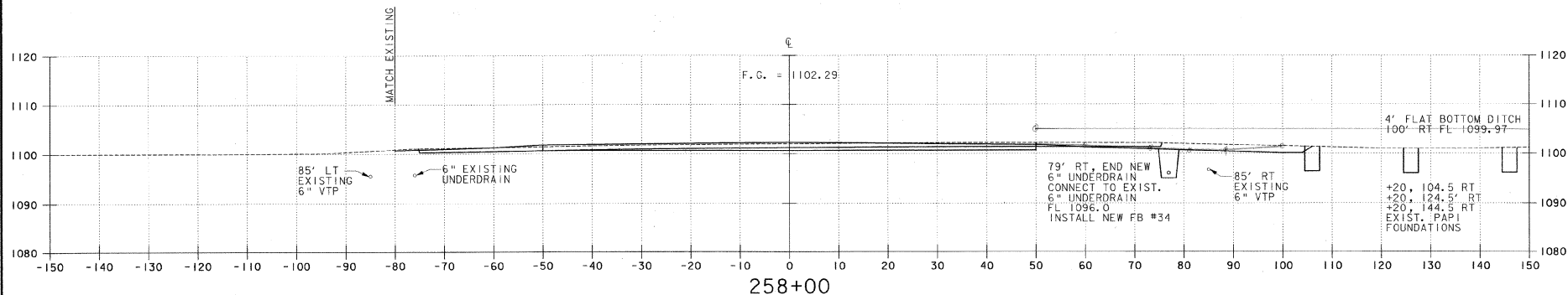
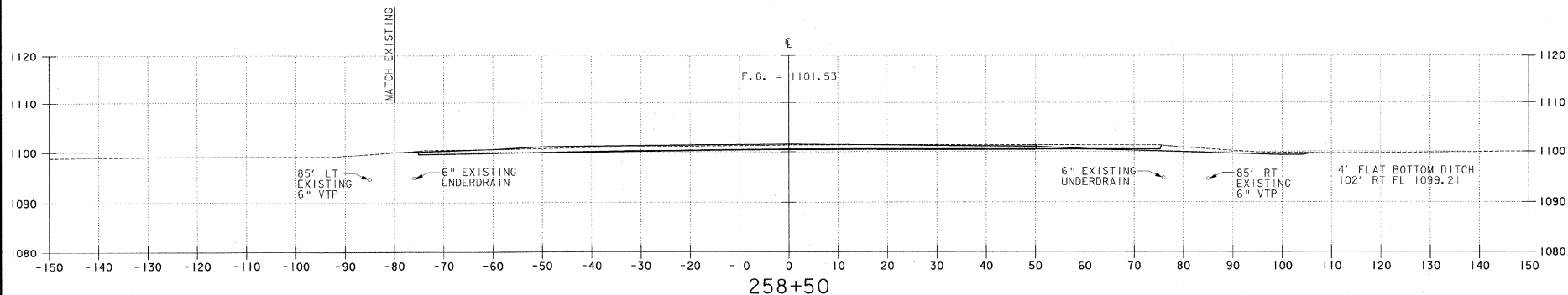
Date: 3/21/01

Sheet - 01

Sheet No
71



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REV.	DATE	DESCRIPTION

Job No. F200001116.01
File No. F200001116.01

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

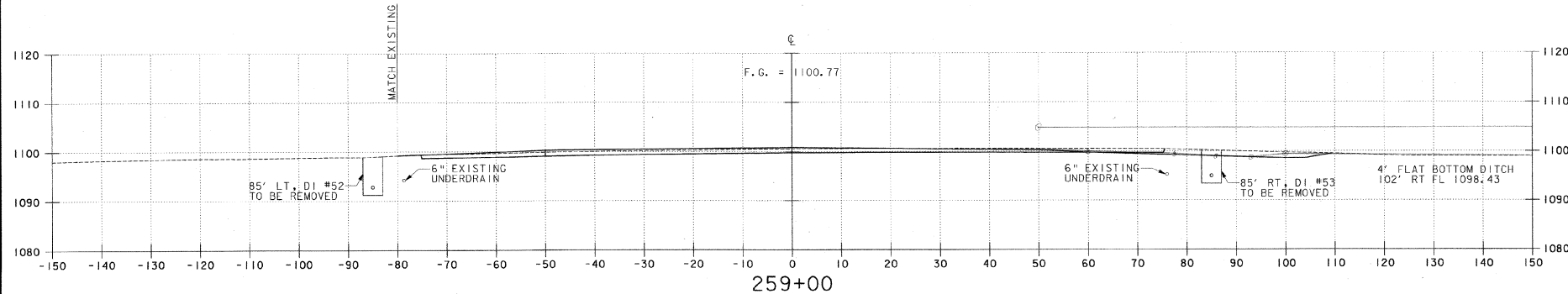
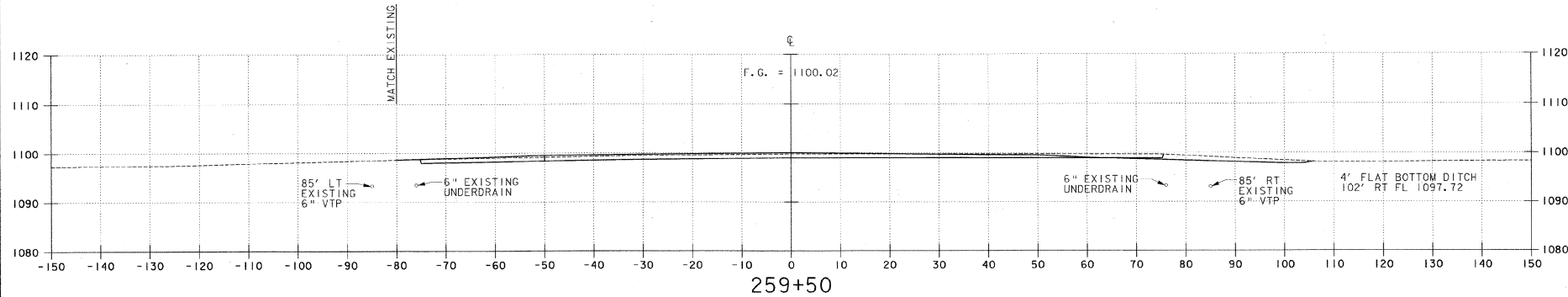
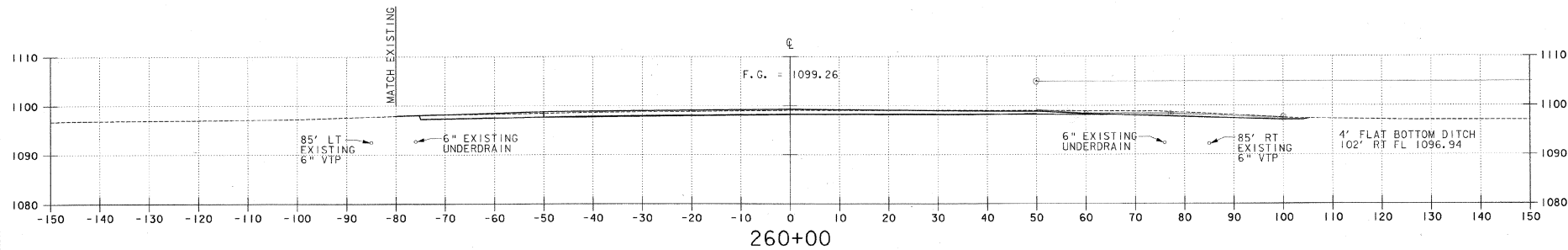
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VERT. 1" = 10'

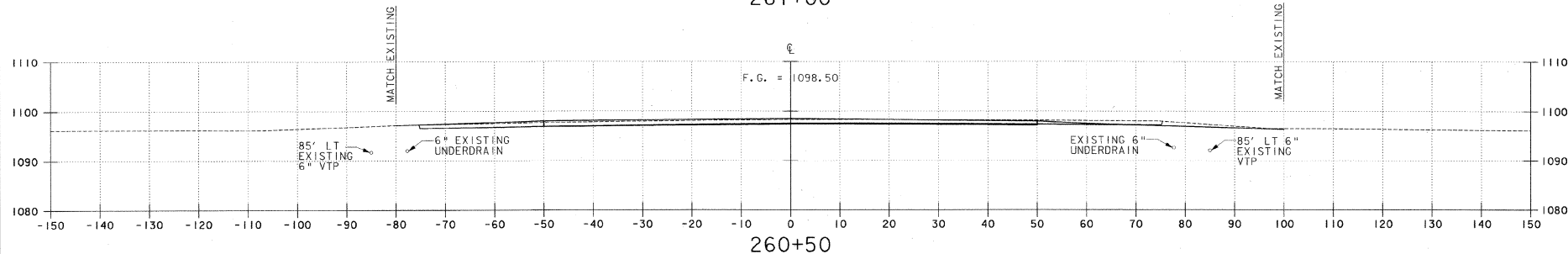
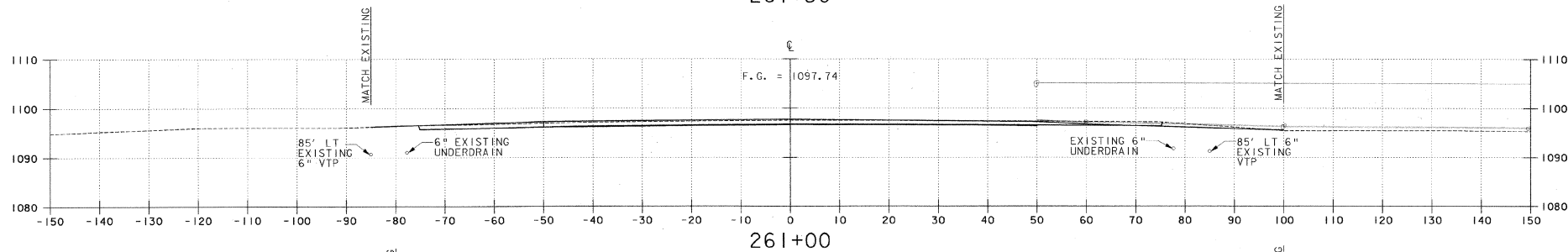
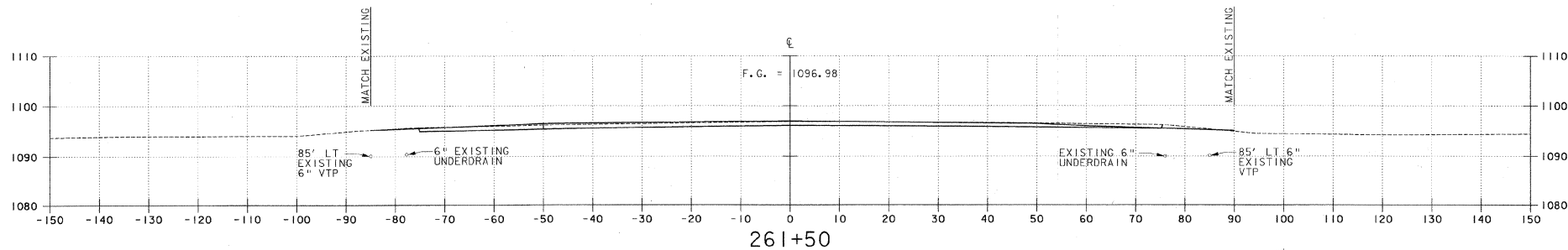
Date: 3/21/01

Sheet: - of -

Sheet No.



DESIGNATION		FILE NO. F200001718.01
REV.	DATE	
EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT		RUNWAY 17-35 CROSS SECTION
URS ONE NORTHWAY LANE LATHAM, NEW YORK		
Designed by: cep	Drawn by: MAM	Checked by: BWC
Approved by: [Signature]		
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Date: 3/21/01		
Sheet: - 01		
Sheet No:	74	



REV.	DATE	DESCRIPTION

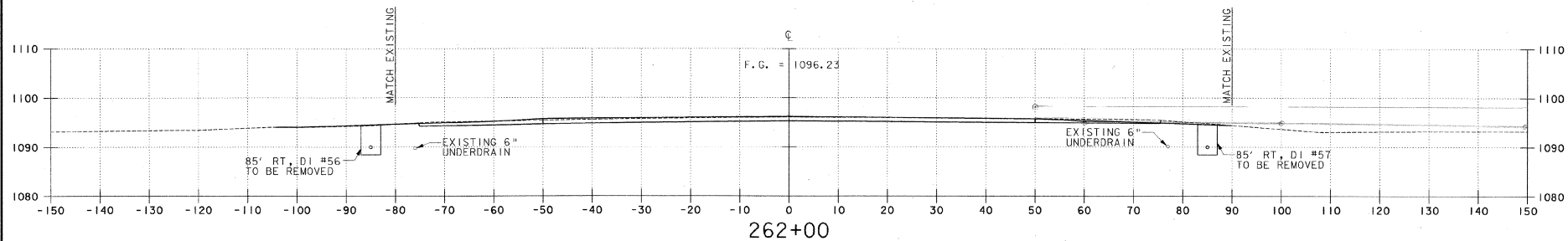
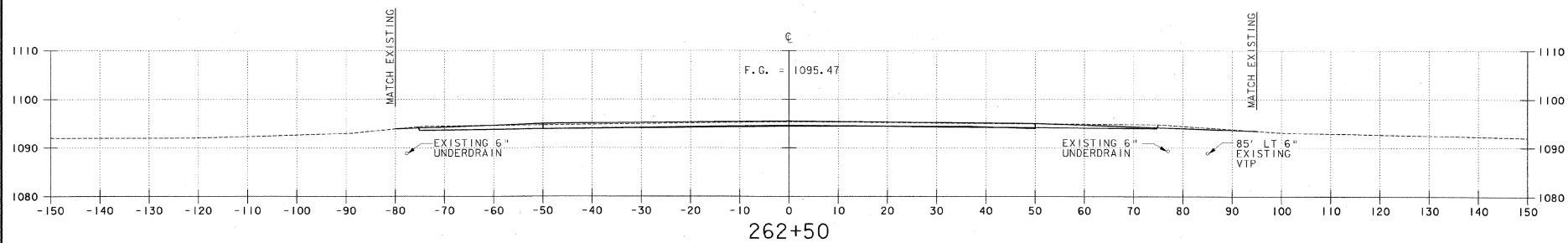
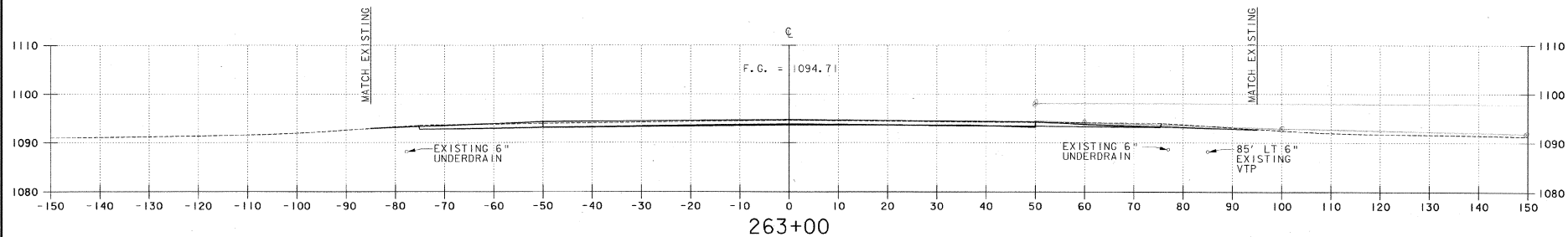
Job No.	F200001716.01
File	Run201806a35.dgn

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

URS	ONE NORTHWAY LANE LATHAM, NEW YORK
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Designed by	CMO
Drawn by	MM
Checked by	BNC
Approved by	CMO

Scales	HORIZ. 1" = 10'
	VERT. 1" = 10'
Date	3/21/01
Sheet	- 01
Sheet No	75



Designed by: MD Drawn by: MM Checked by: BBC Approved by: MD		Scale: HORZ. 1" = 10' VERT. 1" = 10'	Date: 3/21/01 Sheet: - 01 Sheet No: 76

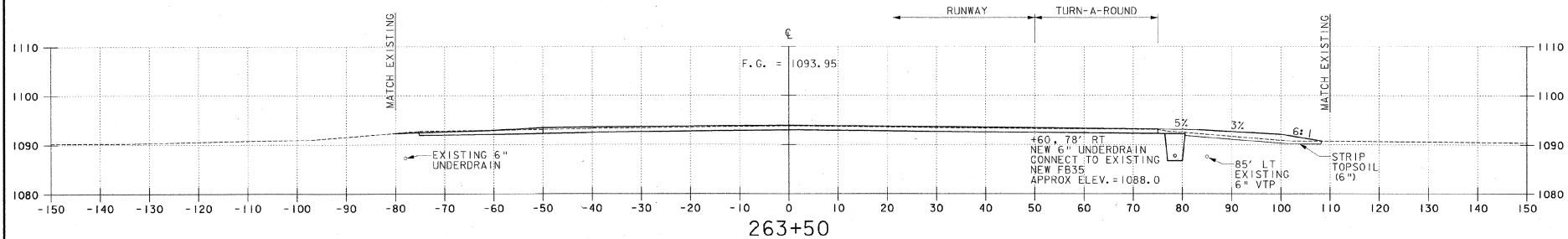
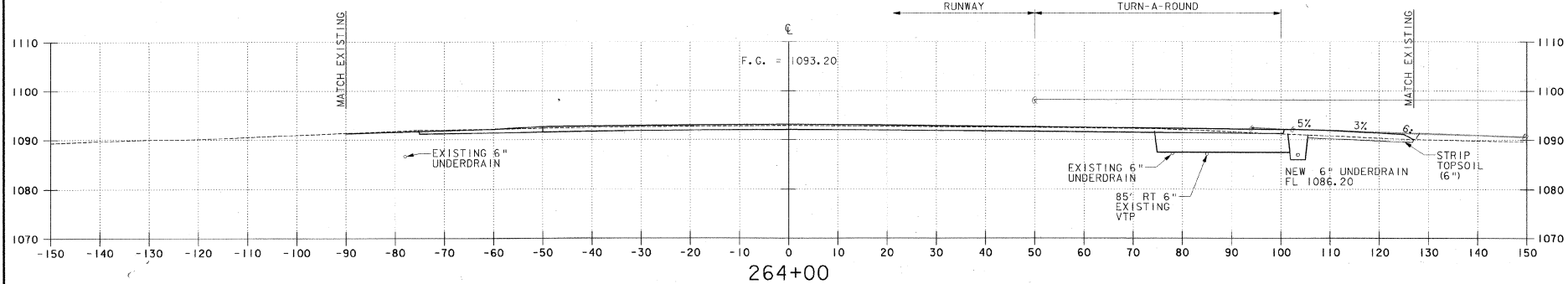
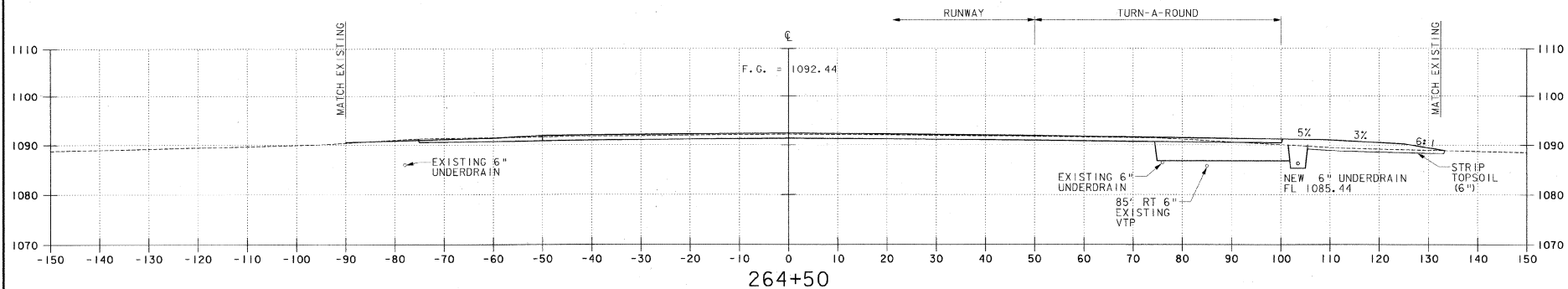
URS

ONE NORTHWAY LANE
LATHAM, NEW YORK

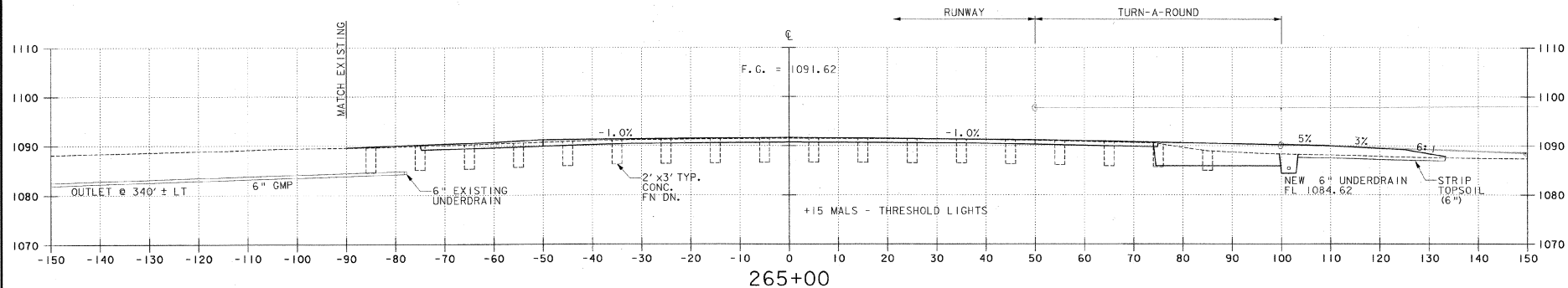
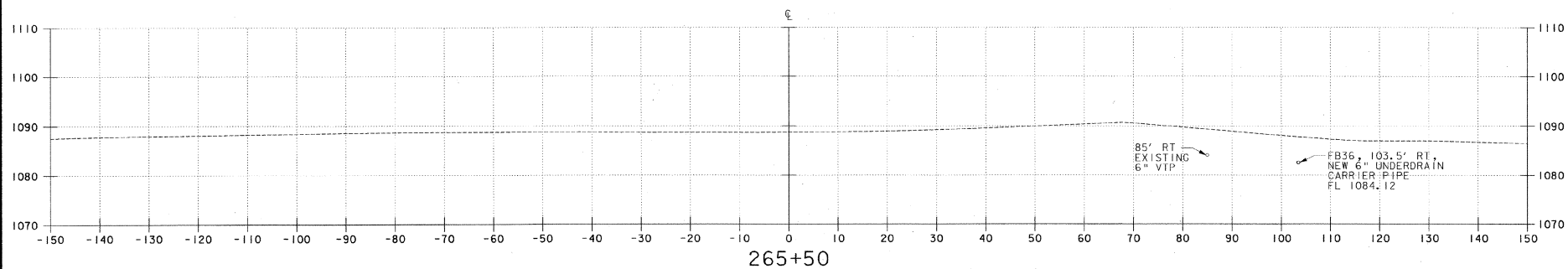
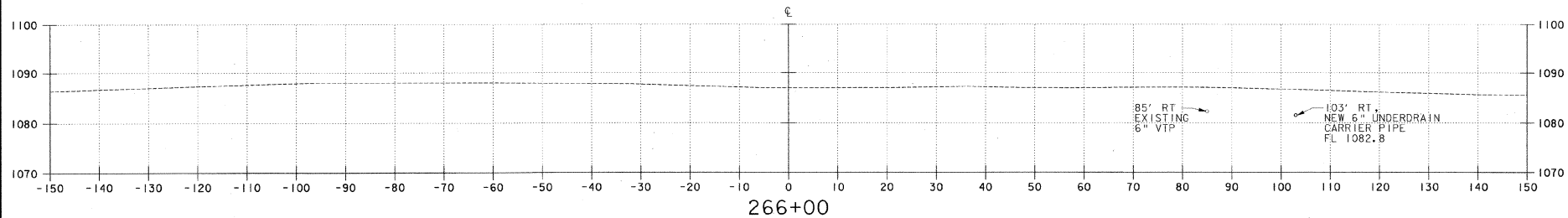
EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

Job No. **F20000118.01**
 Title **Runway 17-35 Cross Section**



EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT		Job No. F20000178-01 File No. E20780437.dwg
DESIGNED BY: DRAWN BY: CHECKED BY: APPROVED BY:	DESCRIPTION: DATE:	REV. DATE:
RUNWAY 17-35 CROSS SECTION		
URS ONE NORTHWAY LANE LATHAM, NEW YORK		
Designed by: Drawn by: Checked by: Approved by:	Scale: HORIZ. 1" = 100' VERT. 1" = 10'	Date: 3/21/01 Sheet: - of Sheet No:
77		



END RUNWAY CONSTRUCTION
265+04

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REV.	DATE	DESCRIPTION

Job No. F200001718-01
File No. F200001718-01

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS

ONE NORTHWAY LANE
LATHAM, NEW YORK

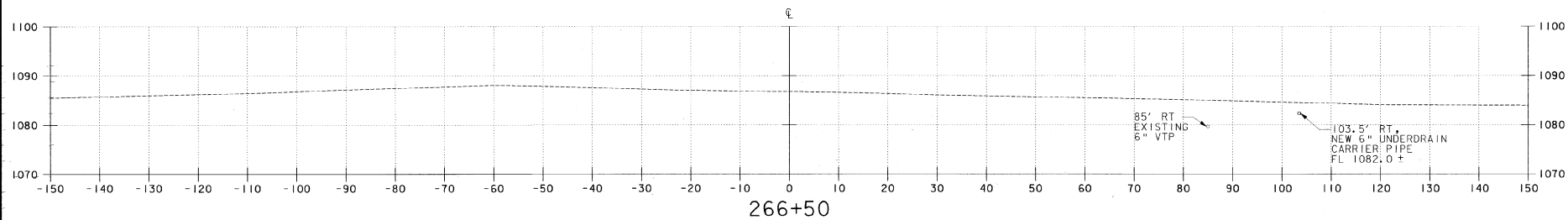
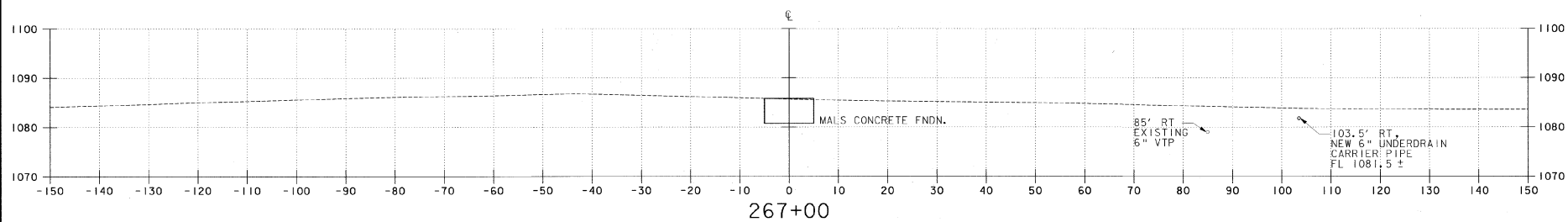
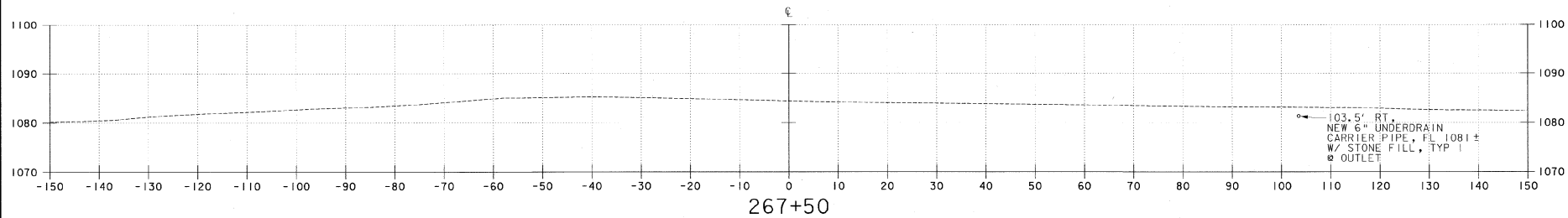
Designed by: elo	Drawn by: MMU	Checked by: BIC	Approved by: elo
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Scale: HORZ. 1" = 100'
VERT. 1" = 10'

Date: 3/21/01

Sheet - of

Sheet No
78



EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

RUNWAY 17-35 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

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

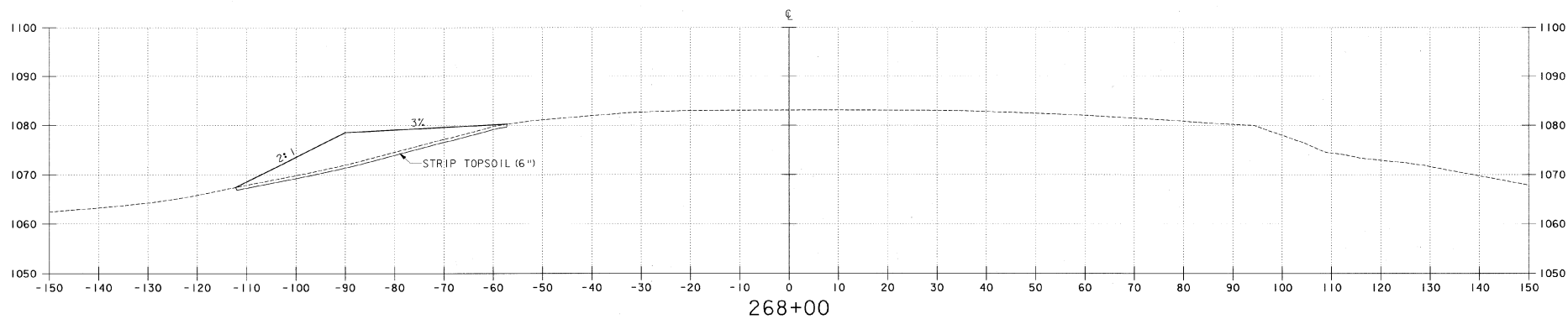
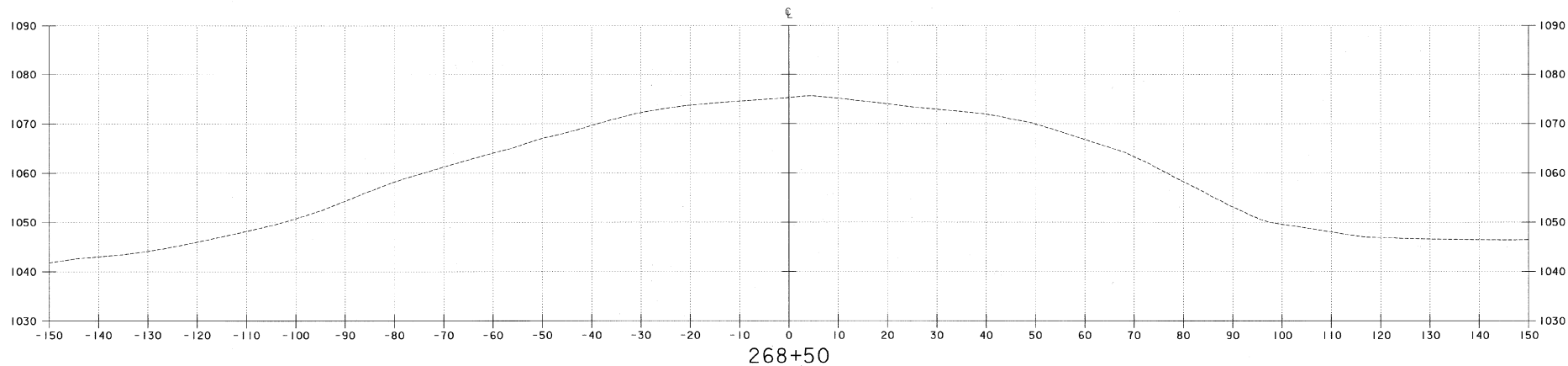
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VERT. 1" = 10'

Date: 3/21/01

Sheet - 01

Sheet No.

79



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REV.	DATE	DESCRIPTION
Job No. F20000.718.01		

EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT	RUNWAY 17-35 CROSS SECTION
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URS ONE NORTHWAY LANE LATHAM, NEW YORK

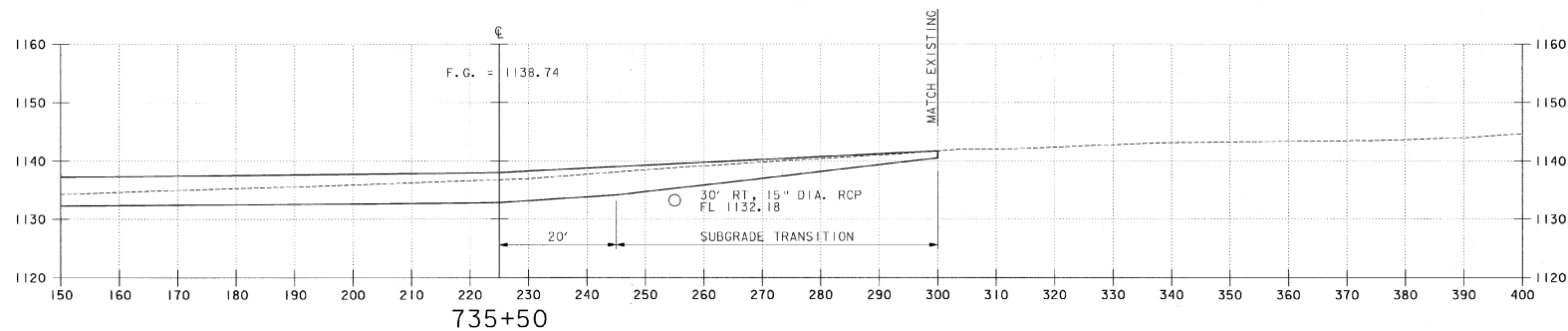
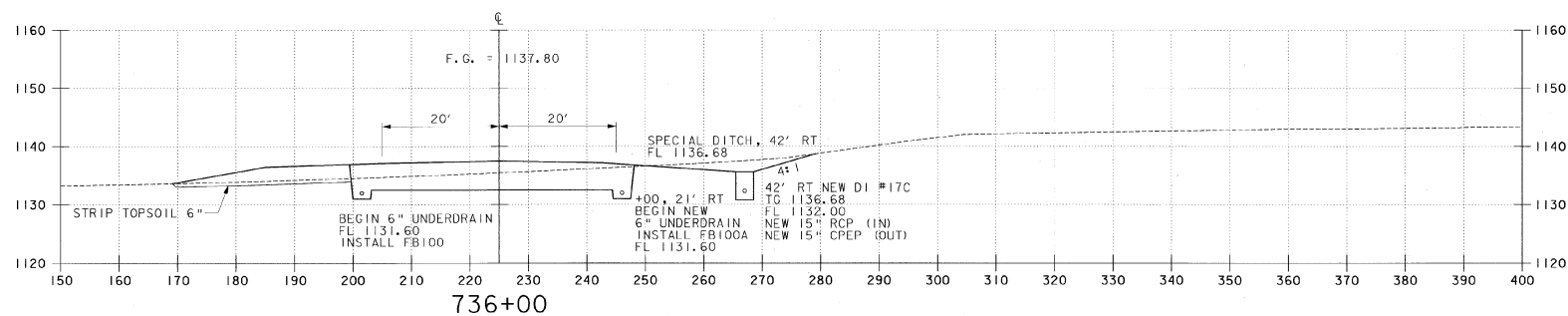
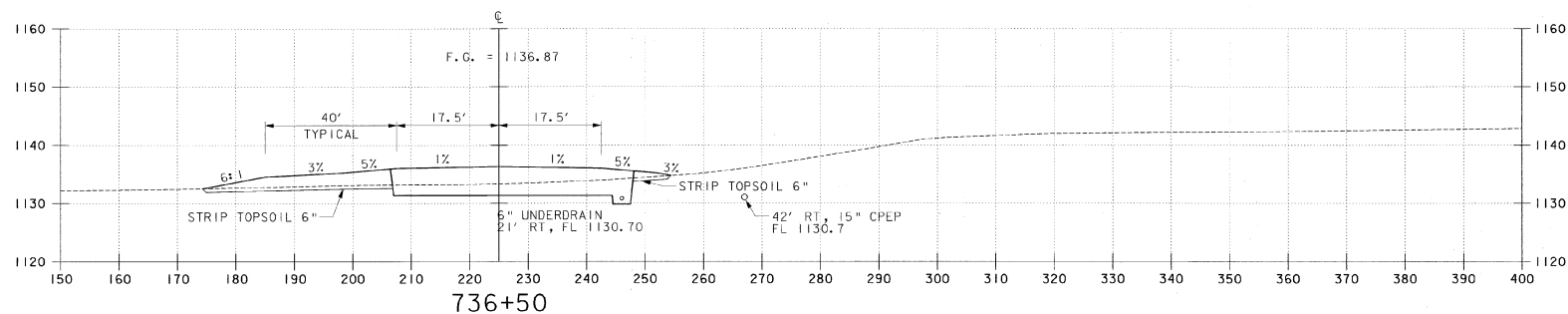
Designed by: GMD	Drawn by: MAM
Checked by: BFC	Approved by: GMD

Scale for	HORIZ. 1" = 10'	VERT. 1" = 10'
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Date:	3/21/01
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Sheet - of	
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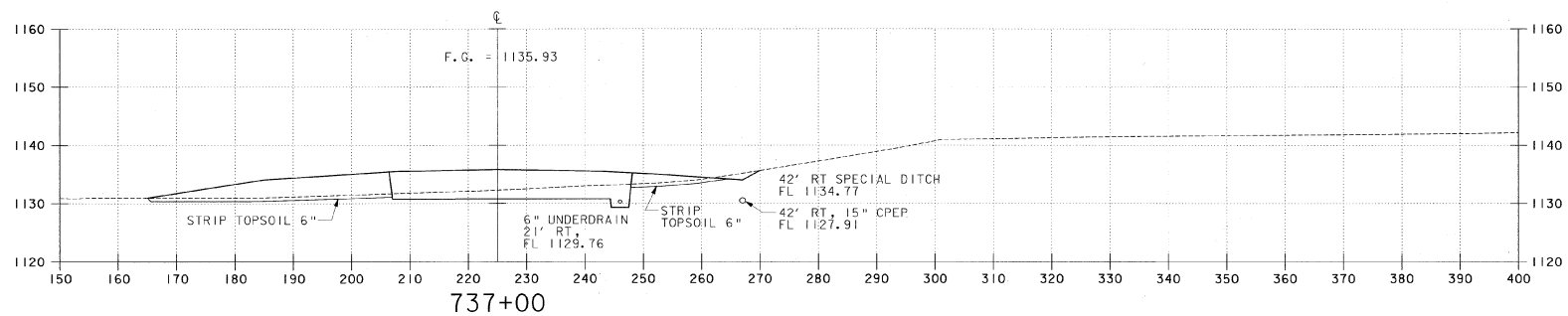
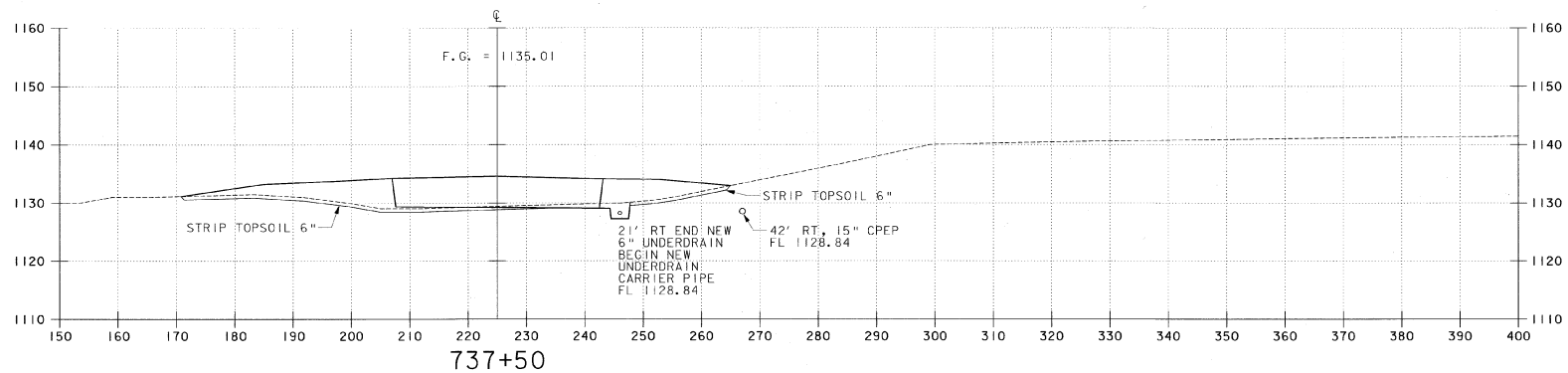
Sheet No.	80
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20' LT T/W A 225+00
BEGIN T/W E CONSTRUCTION

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

EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT		TAXIWAY E CROSS SECTION	
Designed by GPD Drawn by MAM Checked by BNC Approved by GPD	Scale: HORZ. 1" = 10' VERT. 1" = 10'	Date: 3/21/01 Sheet: - 01 Sheet No:	URS ONE NORTHWAY LANE LATHAM, NEW YORK
		81	



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

REV.	DATE	DESCRIPTION

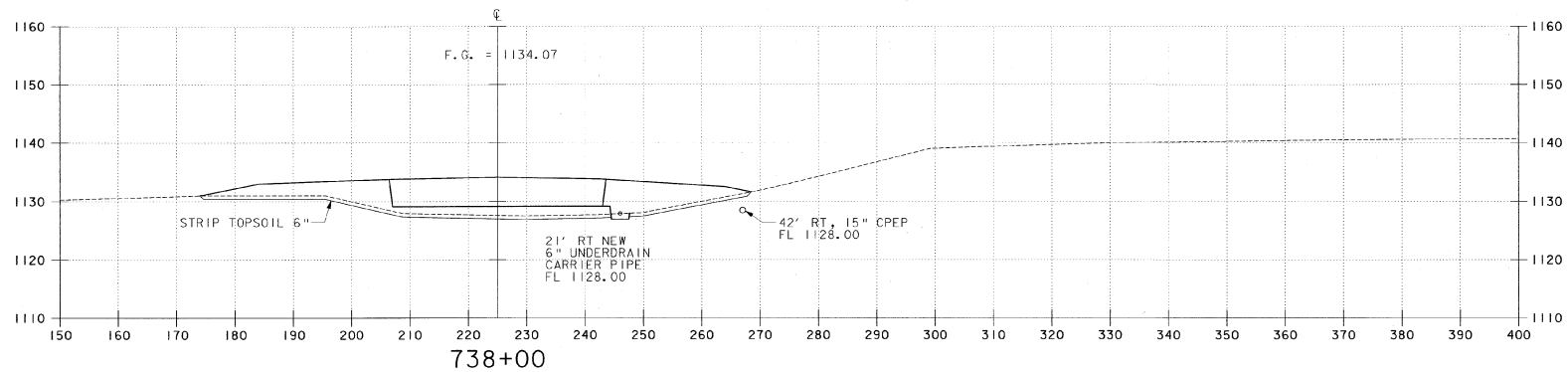
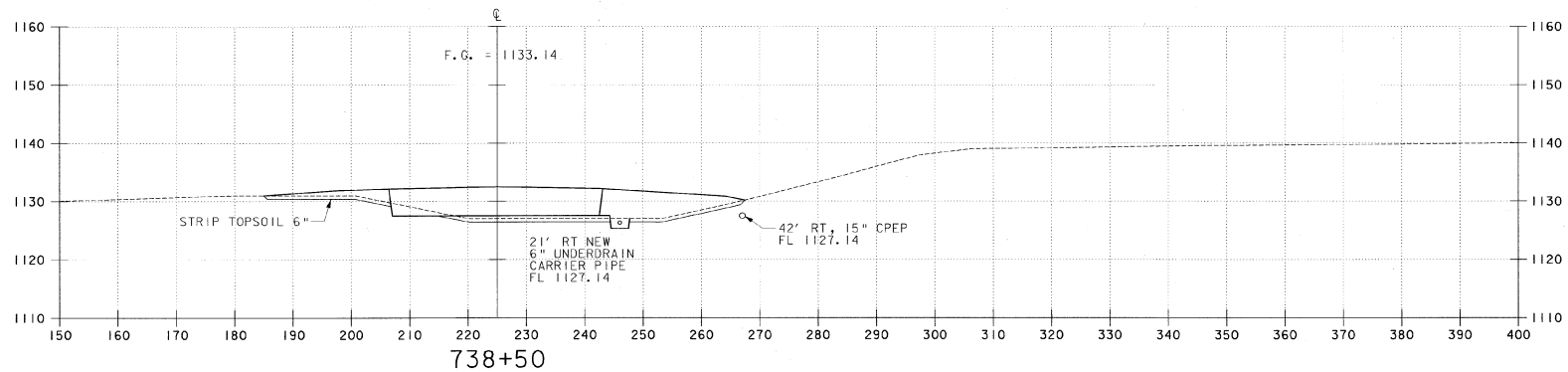
Job No. F200001716.01 File Ref: F200001716.01

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

TAXIWAY E CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: CND	Scale: HORZ. 1" = 10'
Drawn by: MM	VERT. 1" = 10'
Checked by: BFC	Date: 3/21/01
Approved by: CND	Sheet - 01
Sheet No.	82



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

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by CND
Drawn by MM
Checked by BNC
Approved by CND

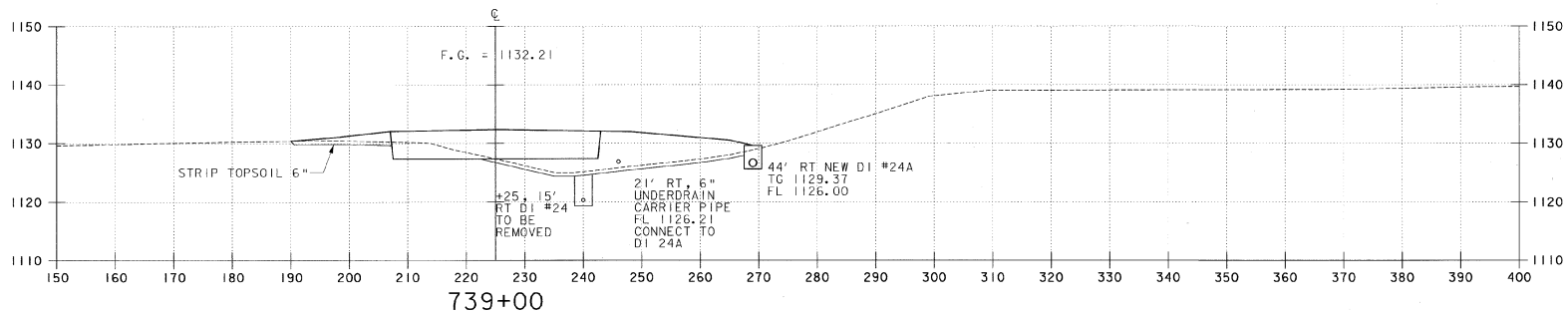
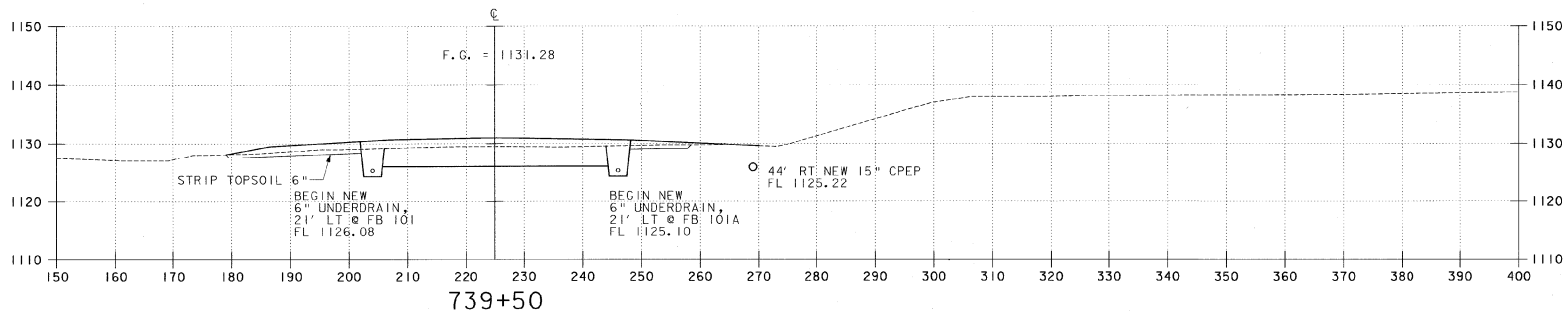
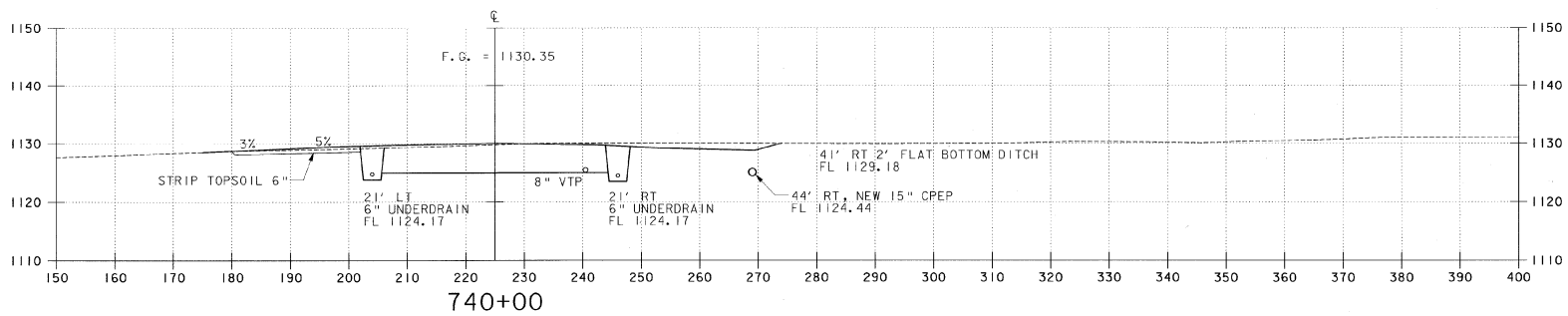
Scale: HORZ. 1" = 10'
VERT. 1" = 10'

Date: 3/21/01

Sheet - 01

Sheet No.

83



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

DESIGNER	DATE
FILE NO.	DATE

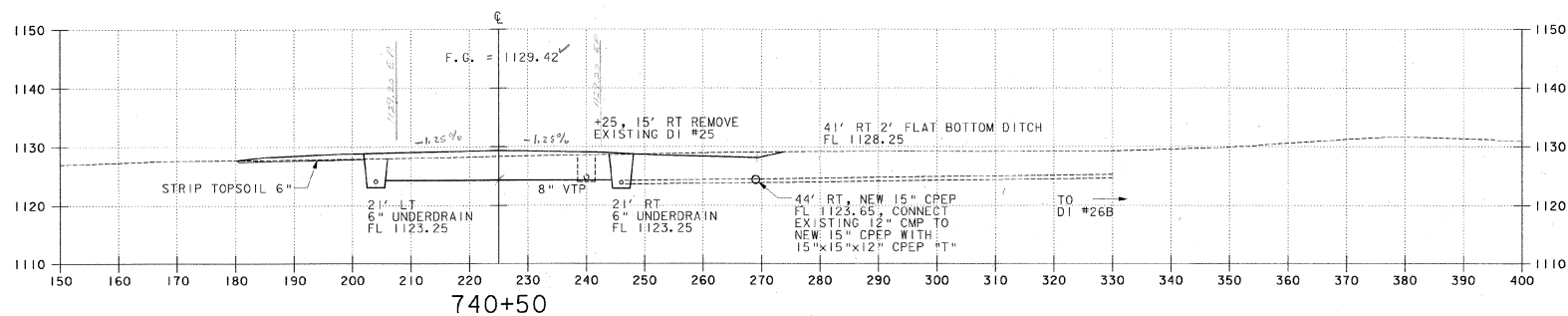
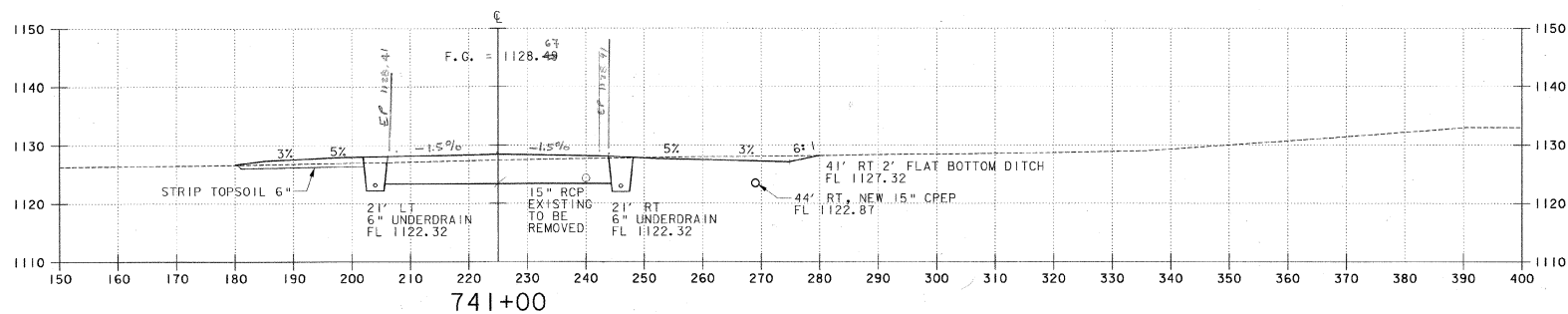
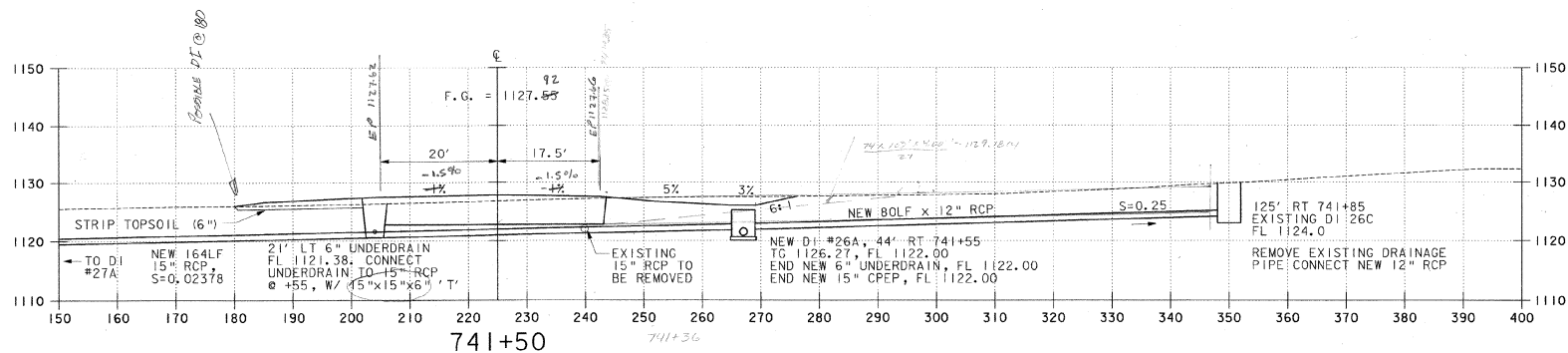
REV.	DATE	DESCRIPTION

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

URS ONE NORTHWAY LANE LATHAM, NEW YORK
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Designed by: GMP	Drawn by: MM	Checked by: BNC	Approved by: GMP
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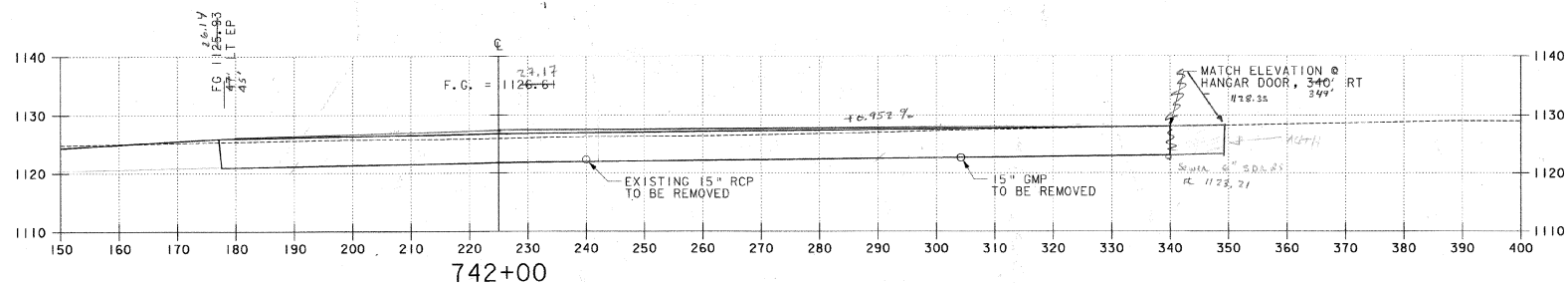
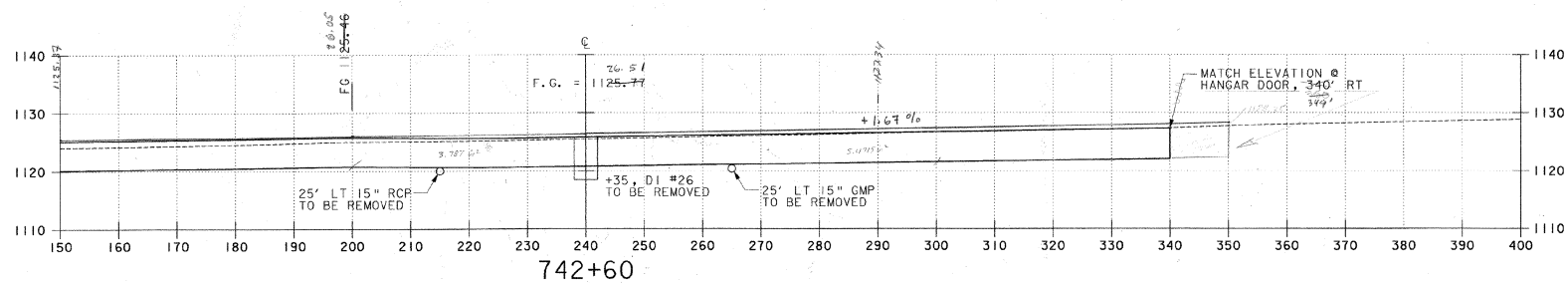
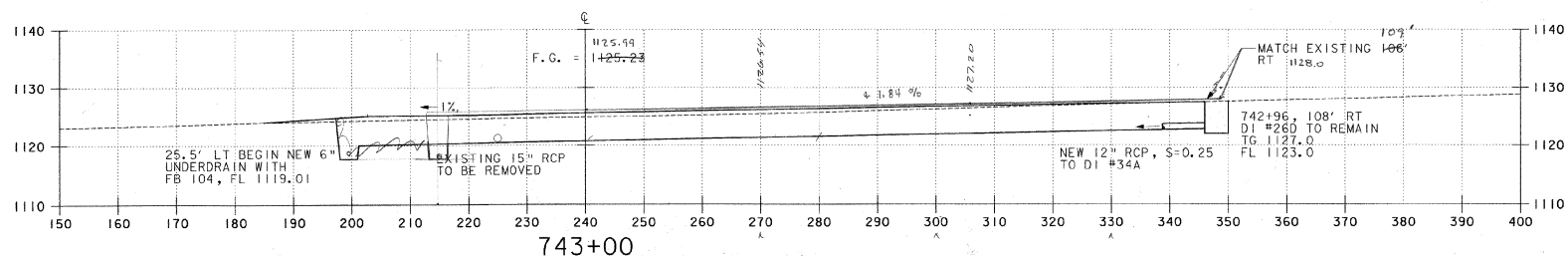
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Date: 3/21/01	Sheet: - Of	Sheet No: 84



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

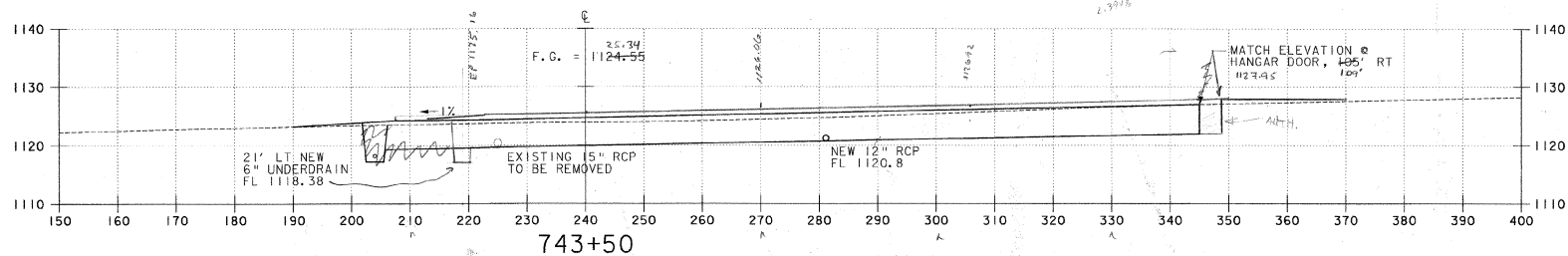
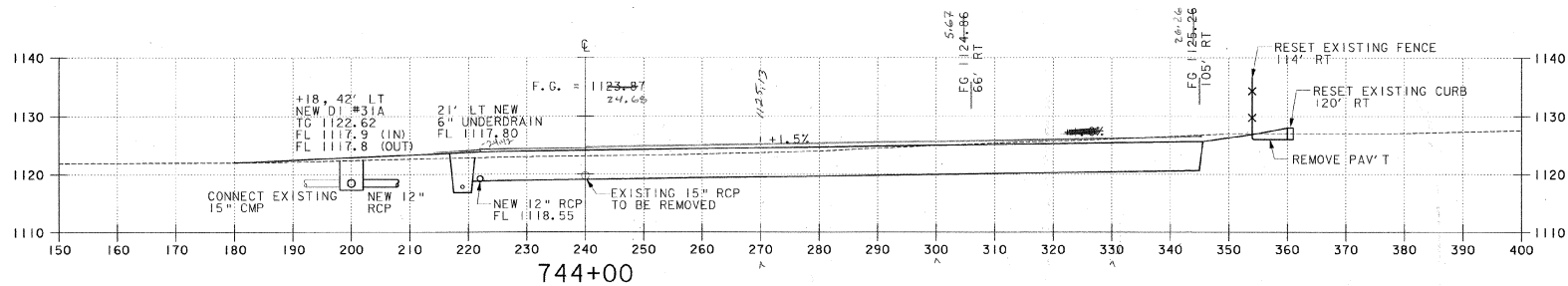
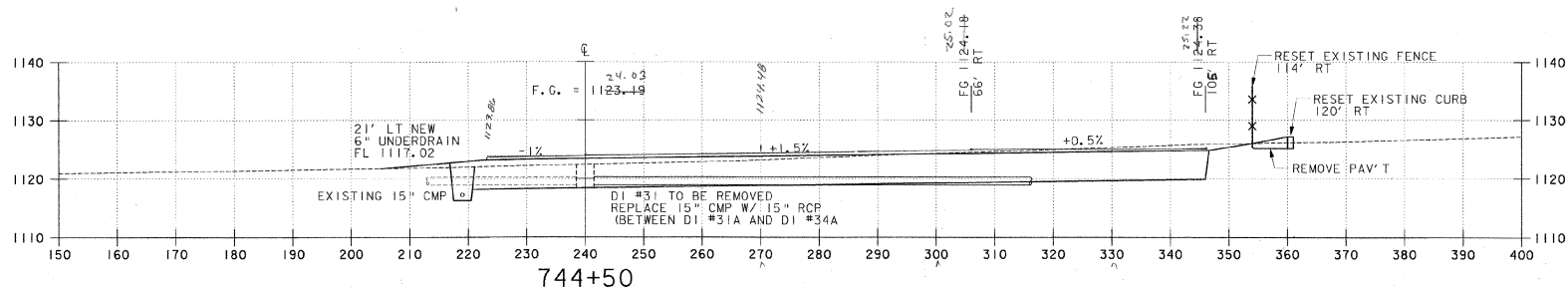
FINISHED GRADES AS SHOWN 4/10/01
R. J. [Signature]

URS ONE NORTHWAY LANE LATHAM, NEW YORK		EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT	TAXIWAY E CROSS SECTION
Designed by [Signature] Drawn by [Signature] Checked by [Signature] Approved by [Signature]	Date: 3/21/01 Sheet - 01 Sheet No. 85	DESCRIPTION REV. DATE Job No. F2000017 (S-01) File No. F201800045.09	



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

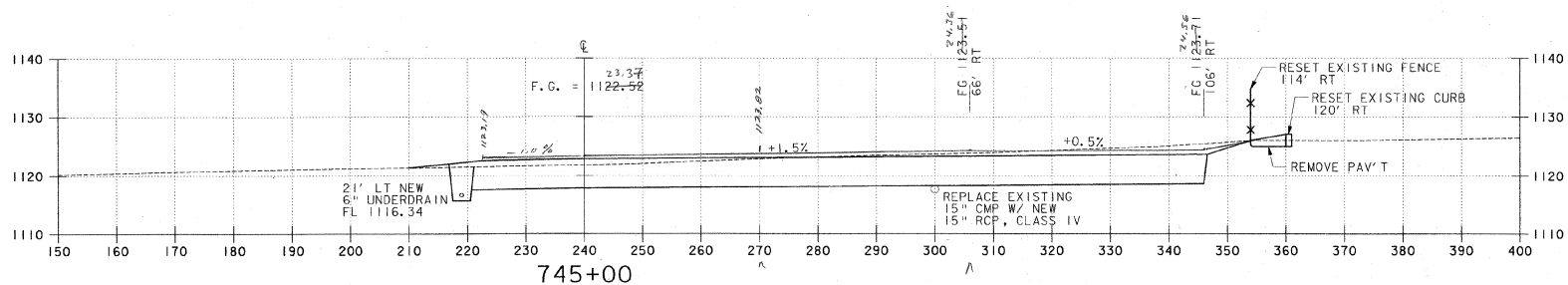
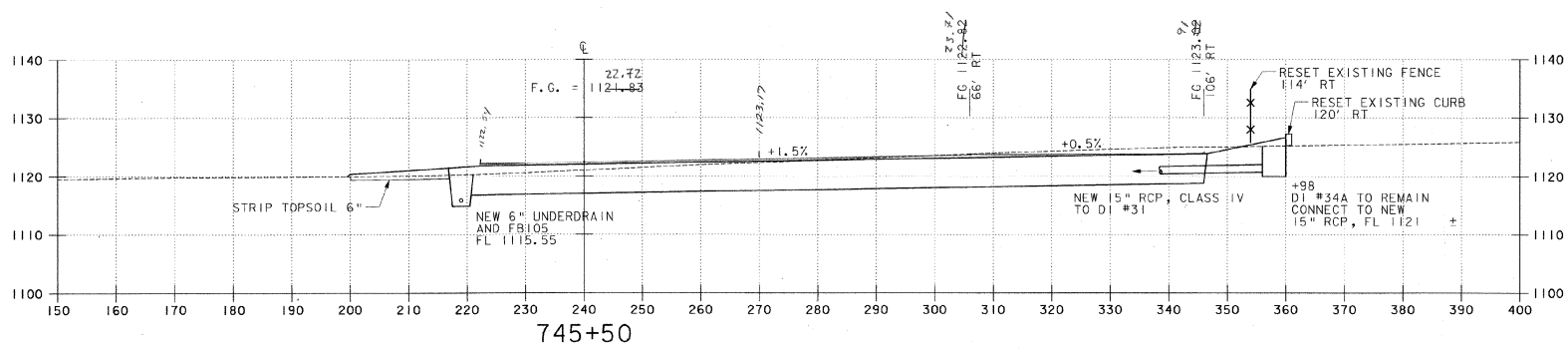
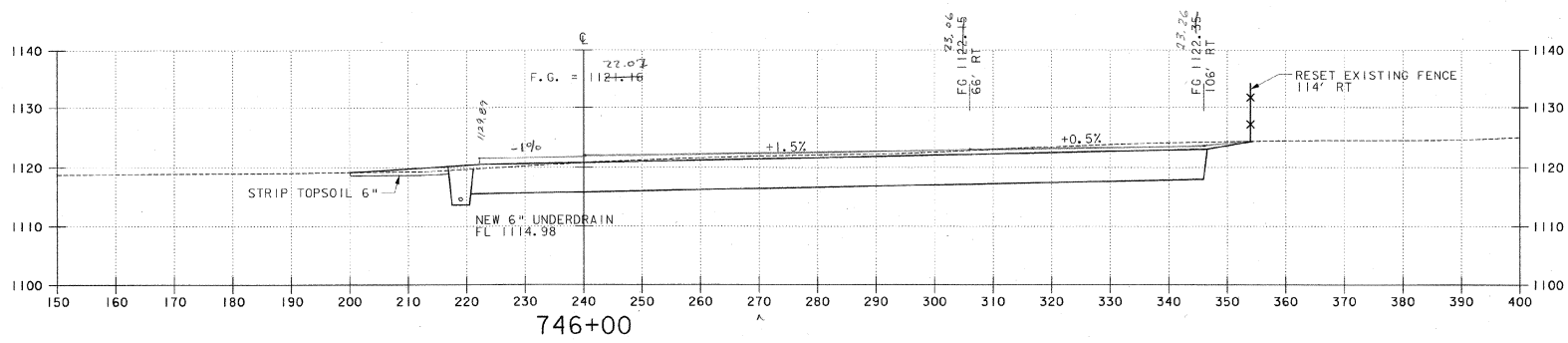
URS ONE NORTHWAY LANE LATHAM, NEW YORK		EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT TAXIWAY E CROSS SECTION	REV. DATE DESCRIPTION Job No. F200007116.01 File No. F20180046.dgn
Designed by CND Drawn by MMW Checked by BNC Approved by CND	Scales: HORZ. 1" = 10' VERT. 1" = 10'	Date: 3/21/01 Sheet - of Sheet No.	86



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

final grades revised 8/10/01
Jude

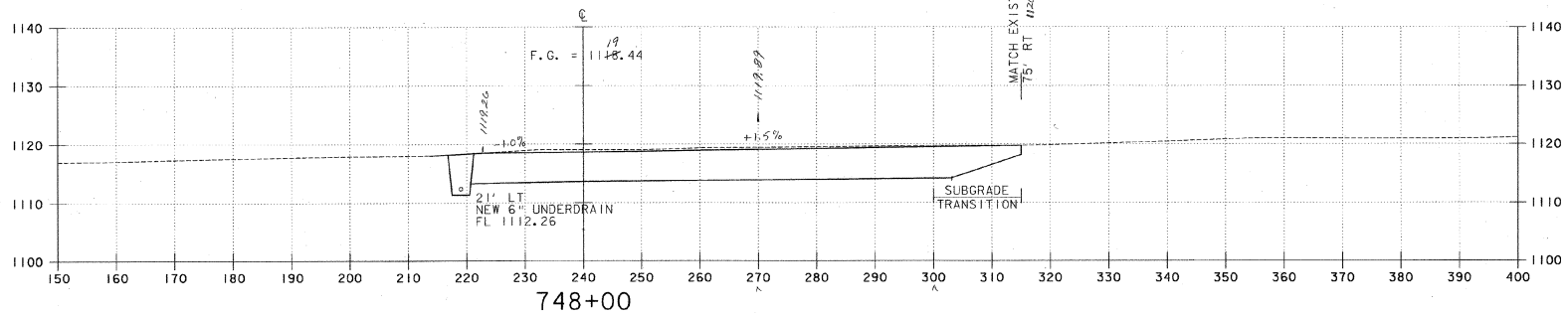
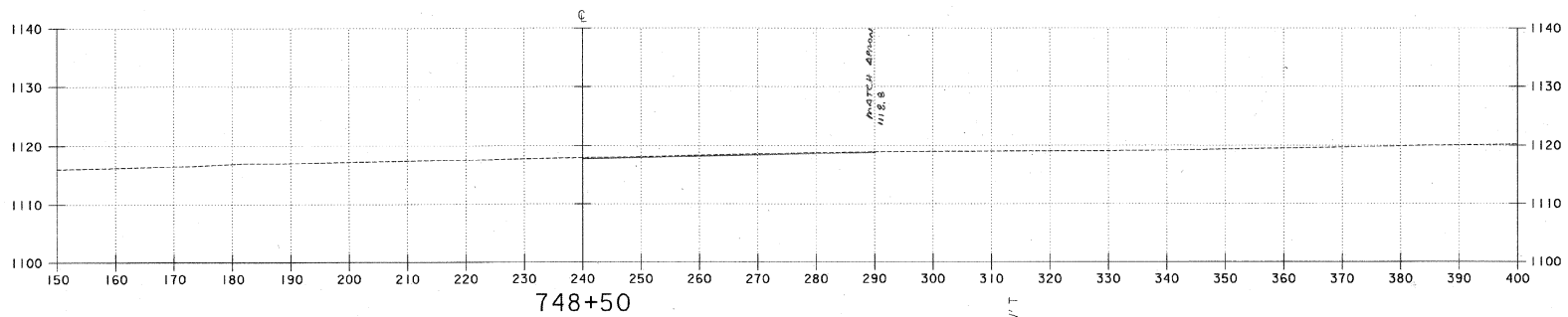
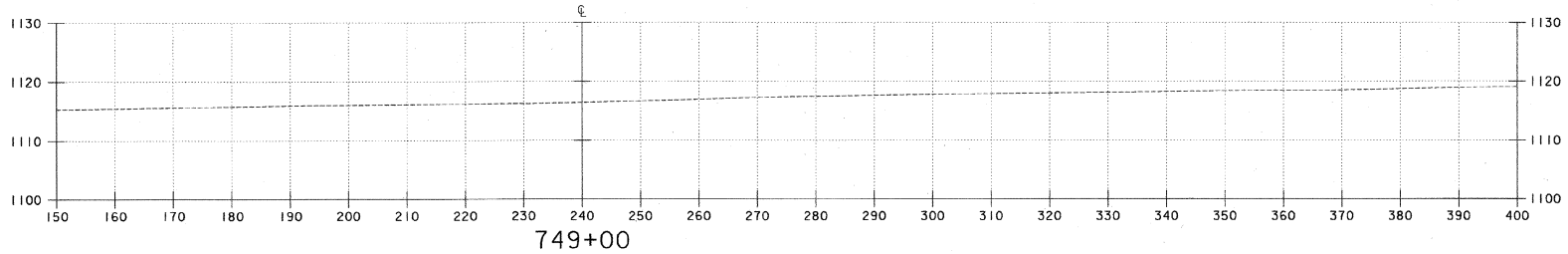
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Designed by CND Drawn by MM Checked by BNC Approved by CND	Scale: HORIZ. 1" = 10' VERT. 1" = 10'	Date: 3/21/01	Sheet - of 87	



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

finish grades reviewed 8/10/01
 J. Smith

URS ONE NORTHWAY LANE LATHAM, NEW YORK	
Designed by: CMB Drawn by: MMU Checked by: BNC Approved by: BMD	Job No. F20000116.01 File Mac2000000006.dgn
EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT	
TAXWAY E CROSS SECTION	
Date: 3/21/01 Sheet: - 01 Sheet No: 88	Scale: HORZ. 1" = 10' VERT. 1" = 10'



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

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

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

TAXIWAY E CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

Designed by: GMP
Drawn by: MAM
Checked by: GMP
Approved by: GMP

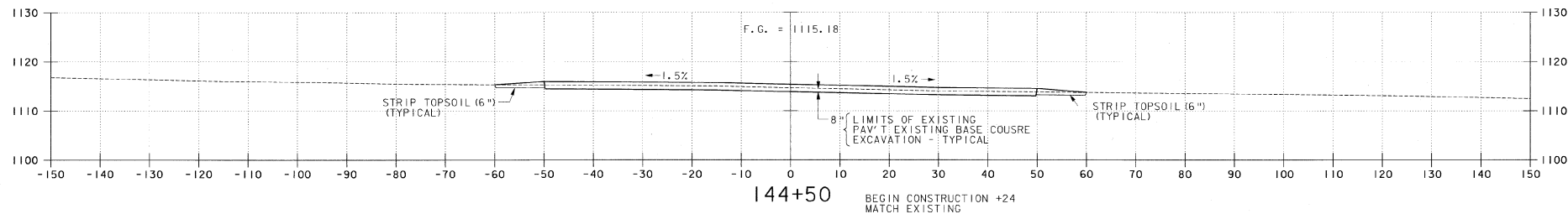
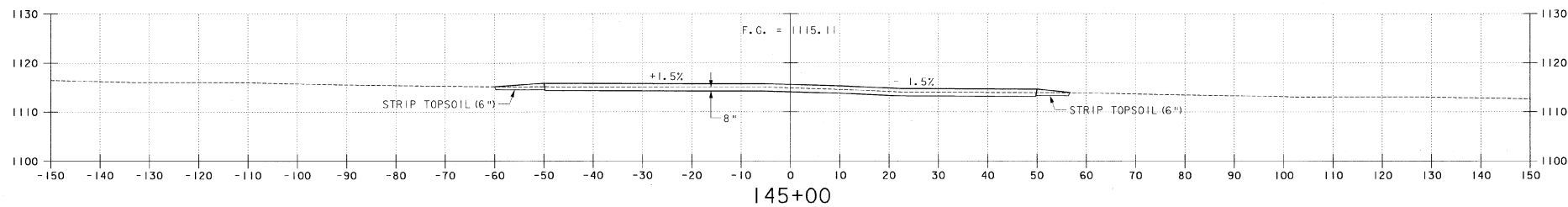
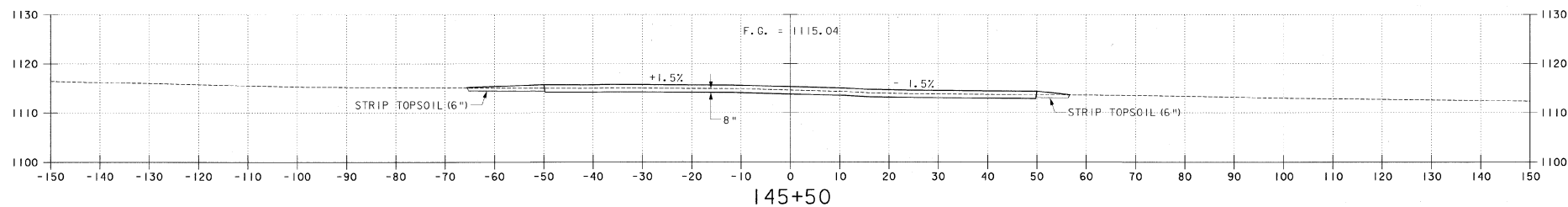
Scale: HORIZ. 1" = 40'
VERT. 1" = 10'

Date: 3/21/01

Sheet - 01

Sheet No

90



DESIGN		DATE		DESCRIPTION	
DESIGNED BY	MM	REV.	DATE	FILE NO.	F200001718.01
CHECKED BY	BNC	JOB NO. F200001718.01			
APPROVED BY	END	FILE NO. F200001718.01			

EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

TAXIWAY 5-23 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

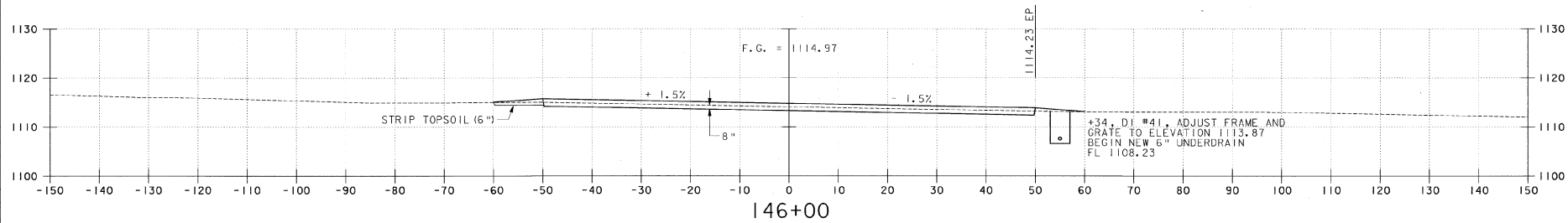
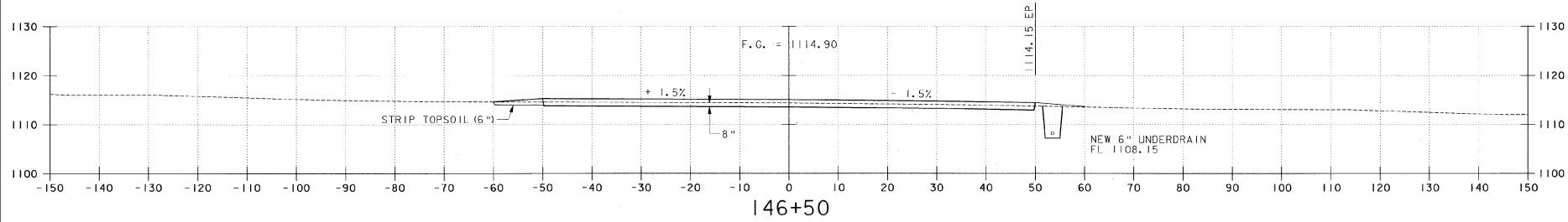
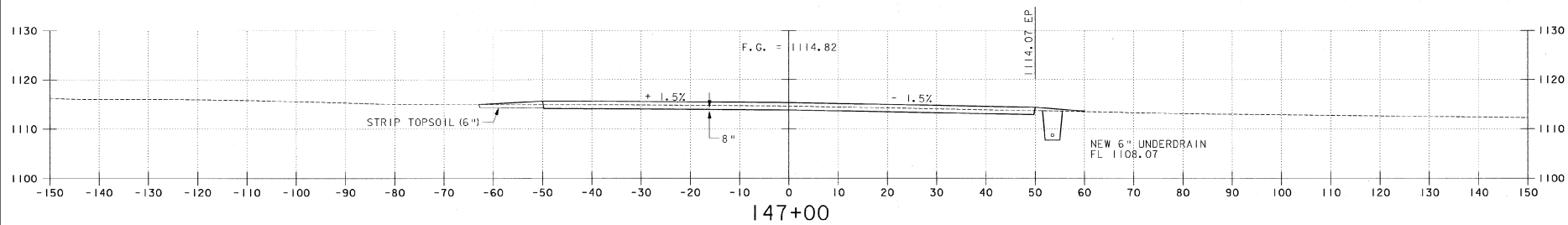
DESIGNED BY	END
DRAWN BY	MM
CHECKED BY	BNC
APPROVED BY	END

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

Date: 3/21/01

Sheet: - 01

Sheet No: **91**



EDWARD F. KNAPP STATE AIRPORT
BERLIN, VERMONT

TAXIWAY 5-23 CROSS SECTION

URS
ONE NORTHWAY LANE
LATHAM, NEW YORK

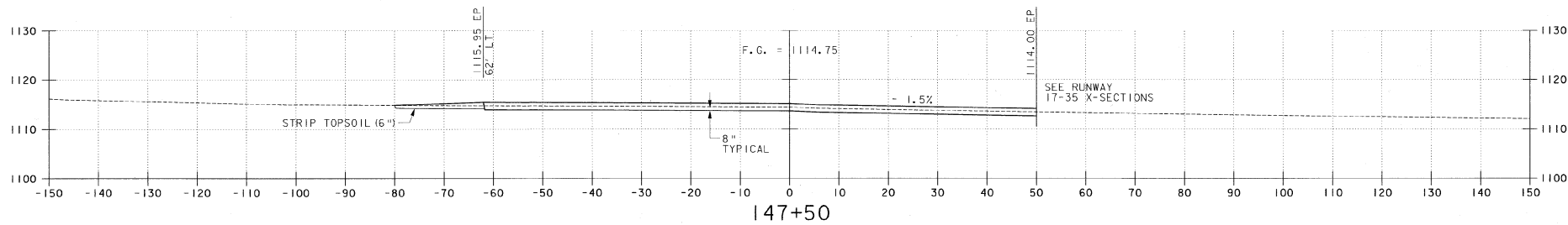
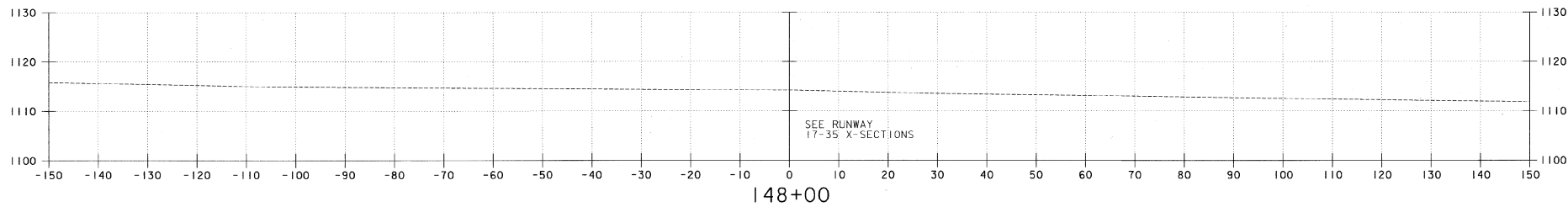
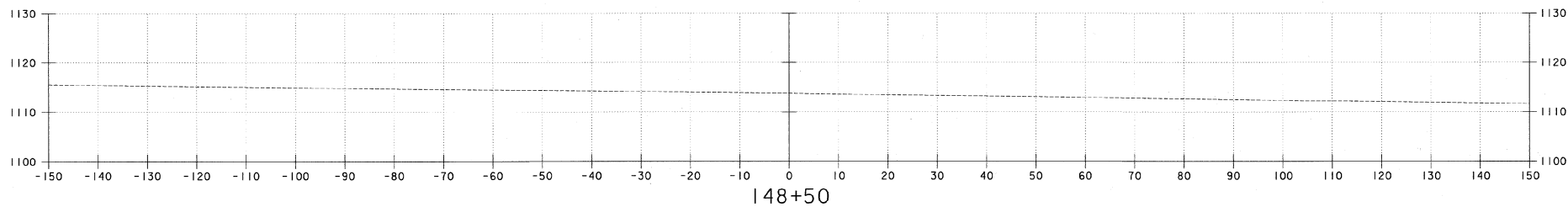
Designed by: **and**
Drawn by: **MM**
Checked by: **BFC**
Approved by: **and**

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

Date: **3/21/01**

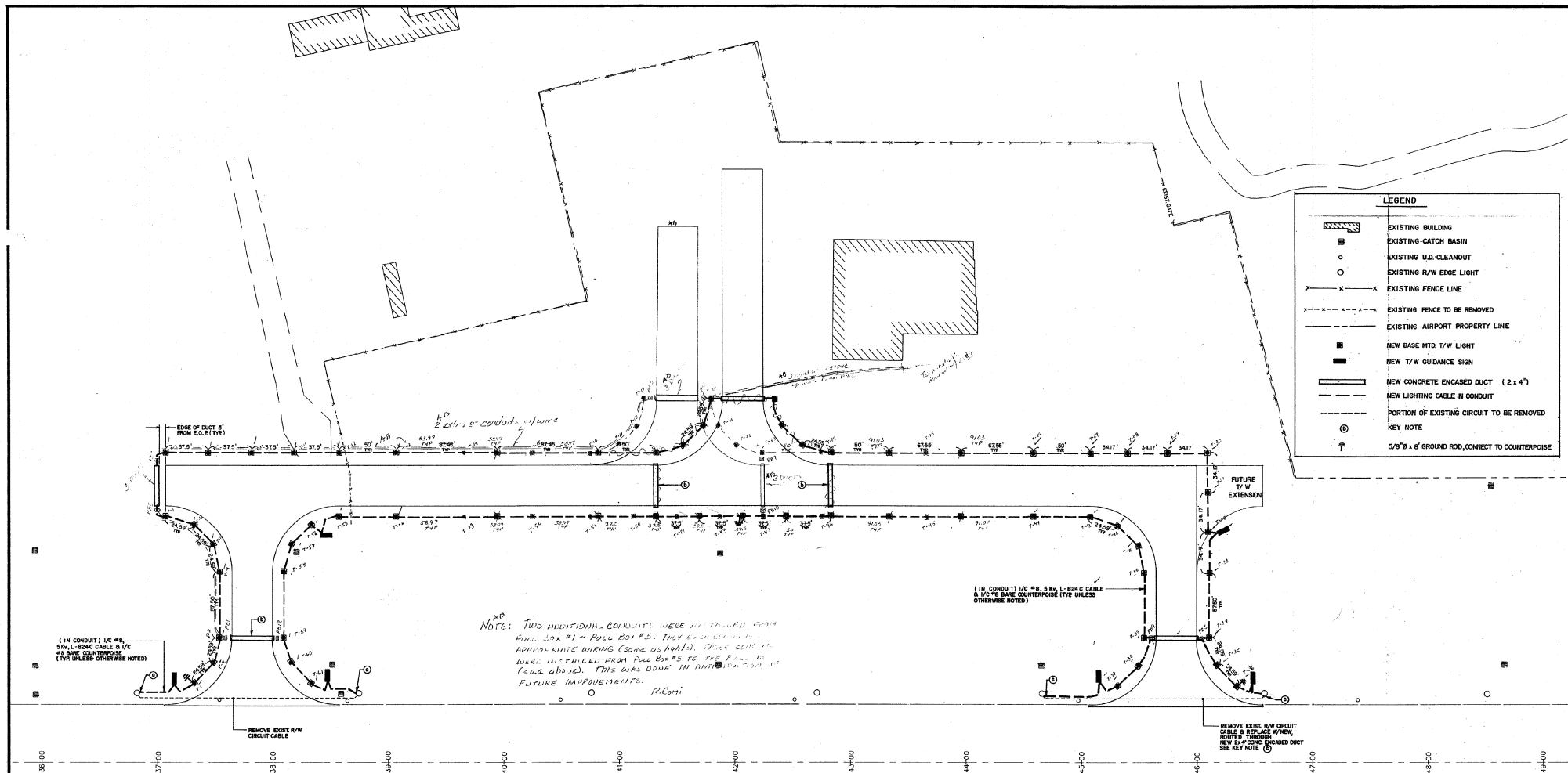
Sheet: **01**

Sheet No:
92



DESIGNED BY DRN BY CHECKED BY APPROVED BY MM BRC END		FILE NO. F20001718.01 DATE 3/21/01
EDWARD F. KNAPP STATE AIRPORT BERLIN, VERMONT URS ONE NORTHWAY LANE LATHAM, NEW YORK		TAXIWAY 5-23 CROSS SECTION 93

AIP 3-50-0001-06



- KEY NOTES**
- 1. CONNECT NEW T/W LIGHTING CIRCUIT TO EXISTING R/W LIGHT TRANSFORMER WITH L-823 CONNECTOR.
 - 2. NEW 2 X 4" CONCRETE ENCASED DUCT FOR FUTURE USE, ENDS CAPPED.
 - 3. RECONNECT R/W LIGHTING CIRCUIT WITH NEW CABLE AT EXISTING LIGHT USING L-823 CONNECTOR.

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

REFERENCE DRAWING

Rev.	Description	By	Date

EDWARD F. KNAPP STATE AIRPORT

T/W LIGHTING PLAN

BERLIN AIR 04-3077

VERMONT

Client No. 812017

Proj. Manager DCD

Proj. Designer PJM

Drawn By TWS

Checked By DCD

Scale 1" = 40'

Approved LJC

Date DEC. 1993

Sheet 7 of 19

Dufresne-Henry

400 Southborough Drive
So. Portland, ME 04106

VERMONT
STATE OF VERMONT
PLANNING & DESIGN
DIVISION
JAN 3 1994

ITEM DETAIL AND DRAINAGE SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

DRAINAGE STRUCTURES

STA.	STA.	POSITION	ASKEW	TYPE IN/OUT	DITCH IN/OUT	PIPE ARCH		PIPE		PCCSP	ALLOWABLE OPTIONS						PIPE ELBOW NO-DEG	PIPE S CB	DEPTH DI	604.25 PCE W/4 W/4	604.25 PCE W/4 W/4	CHAN ELEV	CRM	TR EARTH CY	EXCAV ROCK CY	COMM EXC CY	UNC EXC CY	STRUCT EXCAV CY	GRAN BKF CY	EROS MATT CY	STONE CY	FILL CY	MKR POSTS L/RT	REMARKS	STA.	STA.	LT.	RT.	Solid Rock 203.16																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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230+77	232+00	102' AR	7/12/14	DI 17B	DI 17C	15"	132									2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

15" RCP 2 Item 601.6800
12" RCP 2 Item 601.6815
12" 258 Item 601.6800
15" 696 Item 601.6815
18" 132 Item 601.6816
24" 376 Item 601.6816
CPEP
15" 886 Item 601.6816
24" 149 Item 601.6816
18" 18 Item 601.6816
24" CPEP 1 Item 601.6816

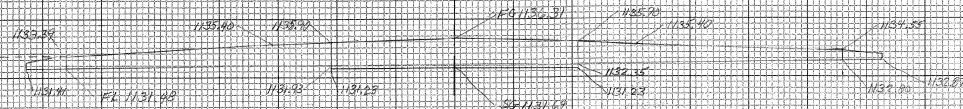
Sub Total 432.77
" " 20.9

432.77

PROJECT NAME: Berlin Air
PROJECT NUMBER: 24-306
FILE NAME: Drainage Summary
PROJECT LEADER: RCP
DESIGNED BY: RCP
PLOT DATE: 24-SEP-2001
DRAWN BY: RCP
CHECKED BY: RCP
SHEET OF

229+04 to 235+96 102' R/L
New 15" RCP X 132" V/E End Section @ Outlet

GWA 4616.00



Sta	W x H	End A	Dist	Vol
229+04.3	3.2' x 1.9'	7.75	31.8	620.35
230+59	3.5'	15.85		
231+09	3.5'	15.85		
234+57.2	1.0'	6.55	31.8	522.36
Total				1122.71 = 41.32 CY

Grass Bankroom 31.8 x 3.5 x 2.2 x 2.2 = 38.91 CY

230+77 to 235+09 102' R/L
New 15" RCP X 132" V/E End Section @ Outlet

GWA 3014.02

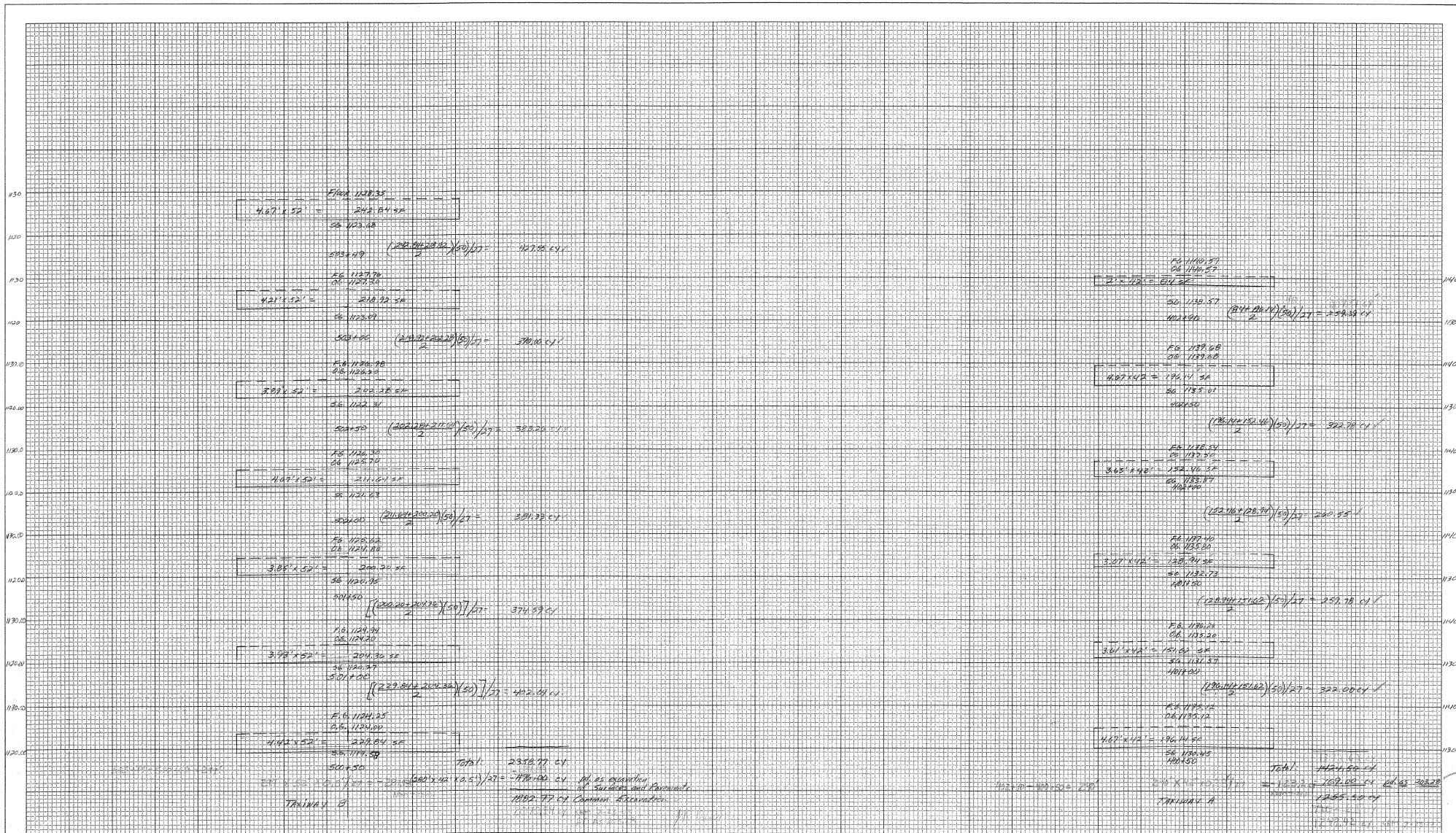


Sta	W x H	End A	Dist	Vol
230+77	3.2' x 2.2'	7.90	36.5	372.89
231+55	3.2' x 2.2'	10.30	10	131.95
231+55.5	3.2' x 2.2'	10.30	10.5	209.74
231+59	3.2' x 2.2'	10.30	11.5	230.65
231+59.5	3.2' x 2.2'	10.30	10	189.15
231+59.5	3.2' x 2.2'	10.30	38.5	260.27
231+59.5	3.2' x 2.2'	10.30		1876.59/41 = 45.77 CY = 118.29 CY
Grass Bankroom 2.2 x 3.6 x 2.2 = 73.32 CY				

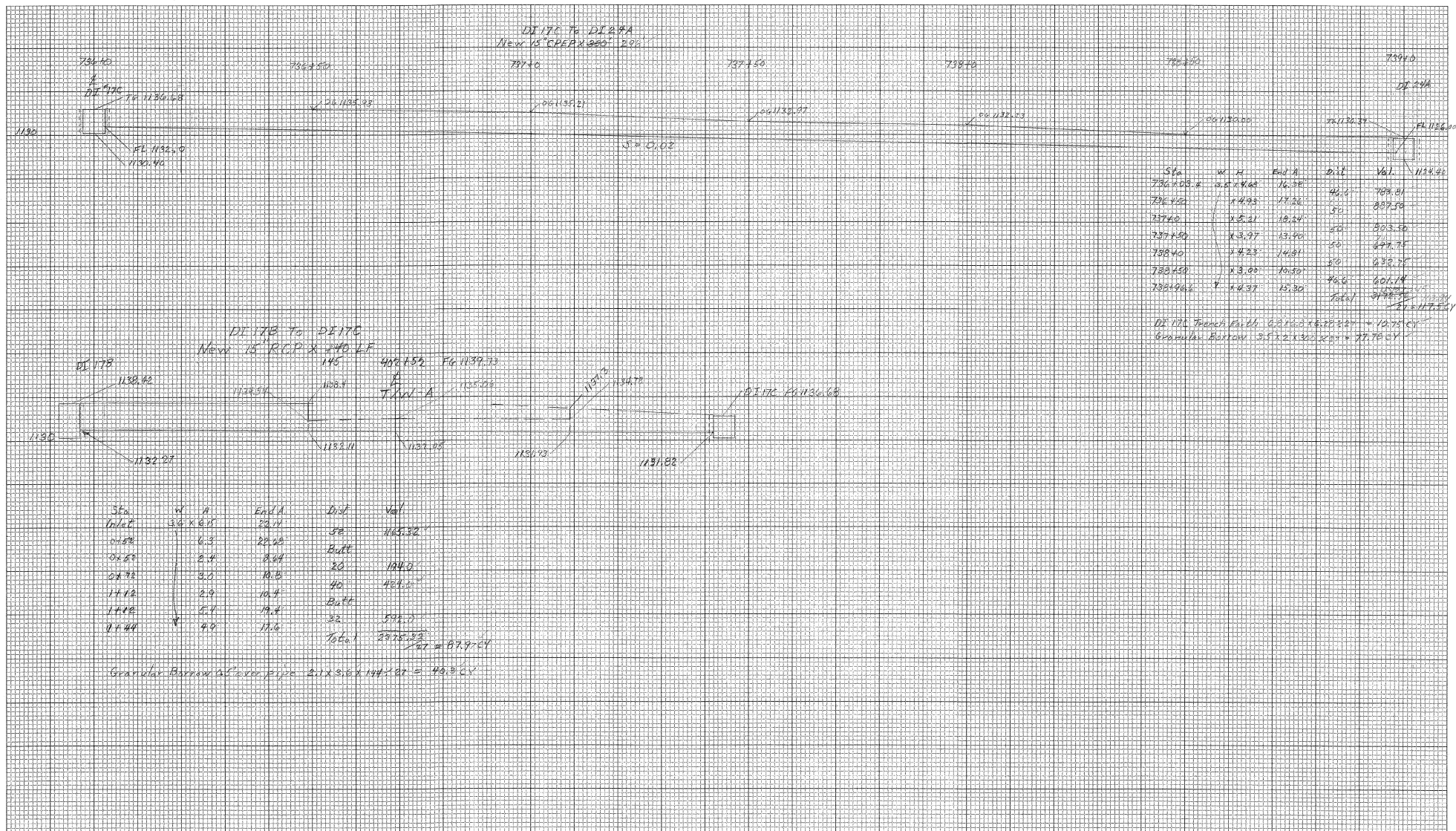
Pipe was related per the notes in the project file
Pipe length 11876.59/41 = 292.11

CROSS SECTION SHEET

PROJECT NAME: Barlin Air 04-3064
PROJECT NUMBER: 23444 to 235196 102' R/L
FILE NAME: Drainage
PROJECT LEADER:
DESIGNED BY:
PLOT DATE: 05-JUN-2000 09
DRAWN BY: RCPeters
CHECKED BY:
const: g:/common/cadd/e-xsection.dgn SHEET 1 OF 7

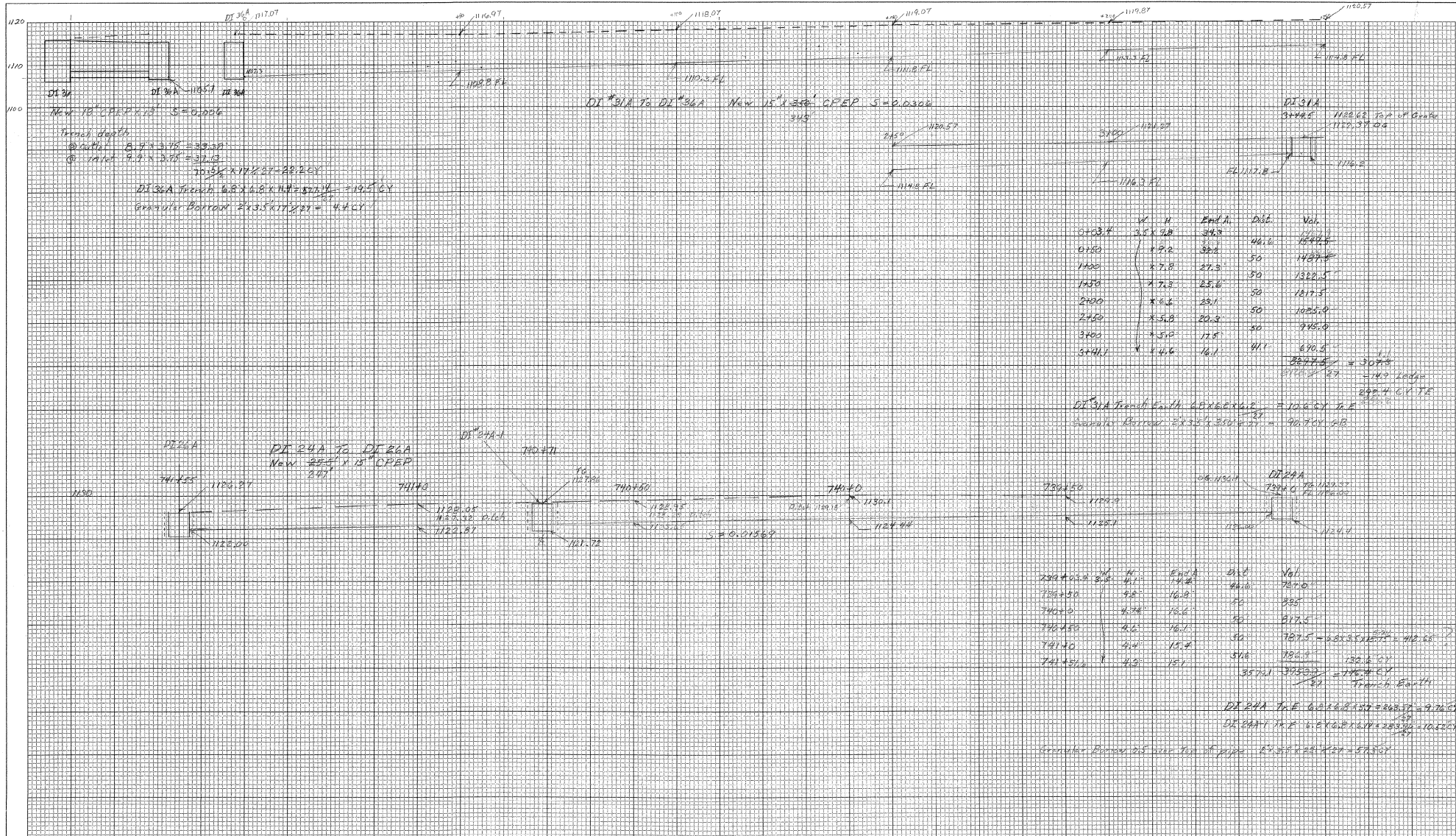


CROSS SECTION SHEET



CROSS SECTION SHEET

PROJECT NAME: Berlin Air 04-3064
PROJECT NUMBER: DI 17C TO DI 24A And DI 17B TO DI 17C
FILE NAME: Drainage
PROJECT LEADER: _____
DESIGNED BY: _____
const: g:/common/cadd/e-xsection.dgn
PLOT DATE: 05-JUN-2000 09
DRAWN BY: RCP
CHECKED BY: _____
SHEET 2 OF 7

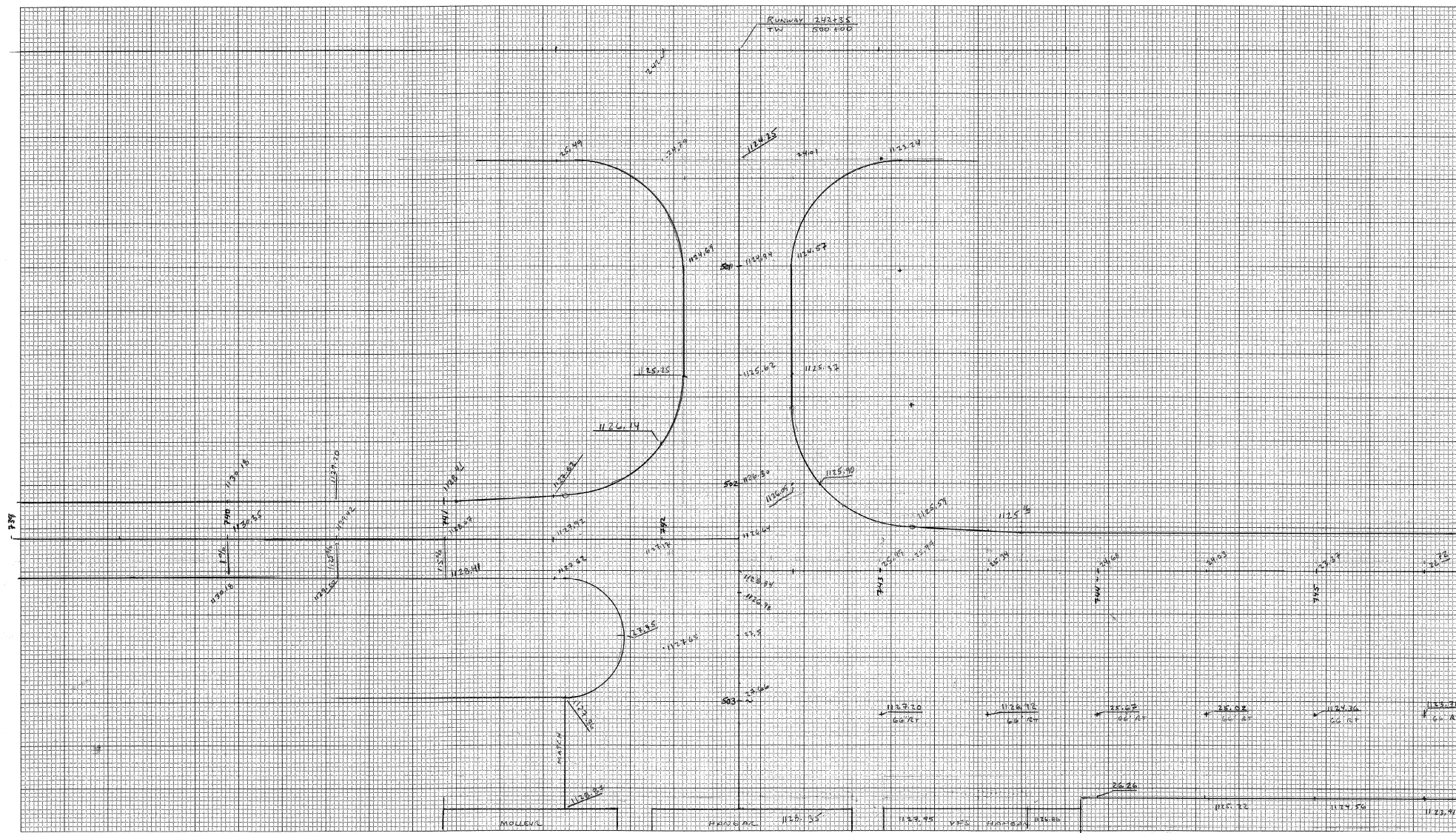


CROSS SECTION SHEET

PROJECT NAME: Berlin Air 04-3064
 PROJECT NUMBER: DI 24A TO DI 24A - DI 36A TO DI 36A AND DI 24A TO DI 24A
 FILE NAME:
 PROJECT LEADER:
 DESIGNED BY:
 PLOT DATE: 05-JUN-2000 09
 DRAWN BY:
 CHECKED BY:
 const: g:/common/cadd/e-xsection.dgn SHEET 3 OF 7



PROJECT NAME: Berlin Air 04-3064 W2000 5112
PROJECT NUMBER: (DI 38-24530-0504) (DI 38 T. D727) (W229 T. D727)
FILE NAME: Drainage PLOT DATE: 05-JUN-2000 09
PROJECT LEADER: _____ DRAWN BY: RCP
DESIGNED BY: _____ CHECKED BY: _____
const: g:\common\cadd\ex-section.dgn SHEET 7 OF 7



CROSS SECTION SHEET

1" = 20'

2.7745

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

