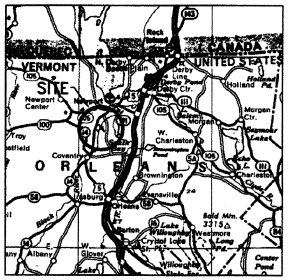


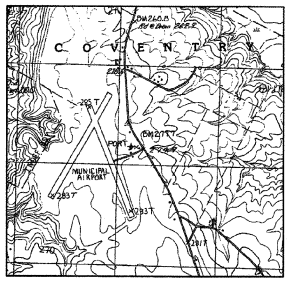
LOCATION MAP

APPROX. SCALE: 1" = 5 MILES

NEWPORT STATE AIRPORT

COVENTRY, VERMONT

RECONSTRUCTION OF RUNWAY 18-36 , INSTALLATION OF RUNWAY AND TAXIWAY LIGHTS AND INSTALLATION OF AIRFIELD SIGNS



VICINITY MAP

APPROX. SCALE: 1"=2000'

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

SUMMARY OF AIP QUANTITIES

VAOT ITEM#	DESCRIPTION	UNIT	QUANTITIES EST.	QUANTITIES AS BUILT
201.10	CLEARING & GRUBBING (PLUS INDIVIDUAL TREES AND STUMPS)	L.S.	1	
203.15	EXCAVATION	C.Y.	4,200	
204.20	TRENCH EXCAVATION OF EARTH	C.Y.	12,600	
301.35	SUBBASE OF DENSE GRADED CRUSHED STONE(MOD)(P-154)	C.Y.	3,700	
404.45	TAR EMULSION (MOD)(P-603)	GAL	6,900	
406.50	PRICE ADJUSTMENT ASPHALT CEMENT (N.A.B.I)	L.S.	1	
601.0805	12" REINFORCED CONCRETE PIPE, TYPE III	L.F.	1,750	
601.0815	18" REINFORCED CONCRETE PIPE, TYPE III	L.F.	850	
601.0826	24" REINFORCED CONCRETE PIPE, TYPE IV	L.F.	2,700	
602.15	CEMENT RUBBLE MASONRY HEADWALL	C.Y.	9	
604.10	CONCRETE CATCH BASIN W/CAST IRON GRATE	EACH	18	
604.11	CONCRETE MANHOLE W/CAST IRON COVER	EACH	2	
604.21	PRECAST REINFORCED CONCRETE MANHOLE WITH CAST IRON COVER (MOD) (D-752)	EACH	1	
604.40	CHANGING ELEVATIONS OF D,I,CB OR MH	EACH	3	
605.10	6" PERFORATED UNDERDRAIN	L.F.	10,500	
605.20	6" UNDERDRAIN CARRIER PIPE	L.F.	150	
605.90	UNDERDRAIN RISER	EACH	26	
605.95	UNDERDRAIN FLUSHING BASIN	EACH	26	
613.16	RIPRAP,LIGHT TYPE	C.Y.	100	
631.10	FIELD OFFICE - ENGINEERS	L.S.	1	
631.16	TESTING EQUIPMENT - CONCRETE	L.S.	1	
631.17	TESTING EQUIPMENT - BITUMINOUS	L.S.	1	
631.25	FIELD OFFICE TELEPHONE (N.A.B.I.)	L.U.	1	
635.10	MOBILIZATION	L.S.	1	
636.20	UTILITY VAULT (MOD) (L-120)	L.S.	1	

SUMMARY OF AIP QUANTITIES

VAOT ITEM#	DESCRIPTION	UNIT	QUANTITIES EST.	QUANTITIES AS BUILT
649.51	GEOTEXTILE FOR SILT FENCE	S.Y.	110	
651.15	SEED	LB	500	
651.25	HAY MULCH	TON	25	
651.26	HAY BALES FOR EROSION CONTROL	EACH	400	
651.35	TOPSOIL	C.Y.	1,500	
678.23	WIRED CONDUIT (1") (MOD) (L-110)	L.F.	9,950	
678.24	ELECTRICAL WIRING (MOD) (L-108)	L.F.	10,500	
854.01	P-602 BITUMINOUS PRIME COAT	GAL	6,900	
854.03	P-625 TAR EMULSION PROTECTIVE SEAL COAT	GAL	2,125	
854.04	P-209 CRUSHED AGGREGATE BASE COURSE	C.Y.	6,400	
864.01	P-208A COLD MIXED RECYCLED BASE COURSE	C.Y.	14000	
864.02	P-401 BITUMINOUS CONCRETE PAVEMENT (PG 58-34)	TON	12,575	
864.03	P-620 RUNWAY AND TAXI PAINTING (WHITE)	S.F.	31,000	
864.03	P-620 RUNWAY AND TAXI PAINTING (BLACK)	S.F.	4,500	
864.03	P-620 RUNWAY AND TAXI PAINTING (YELLOW)	S.F.	2,900	
864.04	L-108 CABLE TRENCH (MOD) (SAW CUTTING P-410)	L.F.	815	
864.06	L-108 #8 COUNTERPOISE WIRE	L.F.	10,500	
864.09	L-110 4-WAY X 4" DIA. U.G. ELECTRICAL DUCT	L.F.	32	
864.10	L-125 MEDIUM INTENSITY R/W LTS, BASE MTD. (MOD) (END LIGHTS)	EACH	14	
864.10	L-125 MEDIUM INTENSITY R/W LTS, BASE MTD.	EACH	42	
864.11	L-125 MEDIUM INTENSITY TAXIWAY LTS, BASE MTD.	EACH	17	
864.12	L-125 PRECISION APPROACH PATH INDICATOR	EACH	1	
864.13	L-125 RUNWAY END IDENTIFIER LIGHTS	EACH	2	
864.13	L-125 RUNWAY END IDENTIFIER LIGHTS (MOD) (3 PANEL HOLD SIGN) (RELOCATION)	EACH	1	
864.15	L-125 THRESHOLD LIGHTS(MOD)(MARKERS RETROREFLECTIVE)	EACH	38	

RECORD PLANS

CONTRACTOR: SCOTT'S CONSTRUCTION - NEWPORT, VT.
RESIDENT ENGINEER: R. CLARK
CONSTRUCTION BEGAN: May 29, 2001
CONSTRUCTION COMPLETE: APRIL 18, 2002
RECORD PLANS BY: R. CLARK, N. GARBACIK

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

BY Ronald A. Stage RE RESIDENT ENGINEER
DATE 3/14/02

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

LIST OF STANDARDS

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

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

DATE

INDEX OF DRAWINGS

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

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

Revised 03/19/01

FEDERAL AVIATION ADMINISTRATION

APPROVED: CHIEF, AIRPORT ENGINEER AND SAFETY BRANCH DATE

VERMONT AGENCY OF TRANSPORTATION

David C Dire Feb 14, 2001

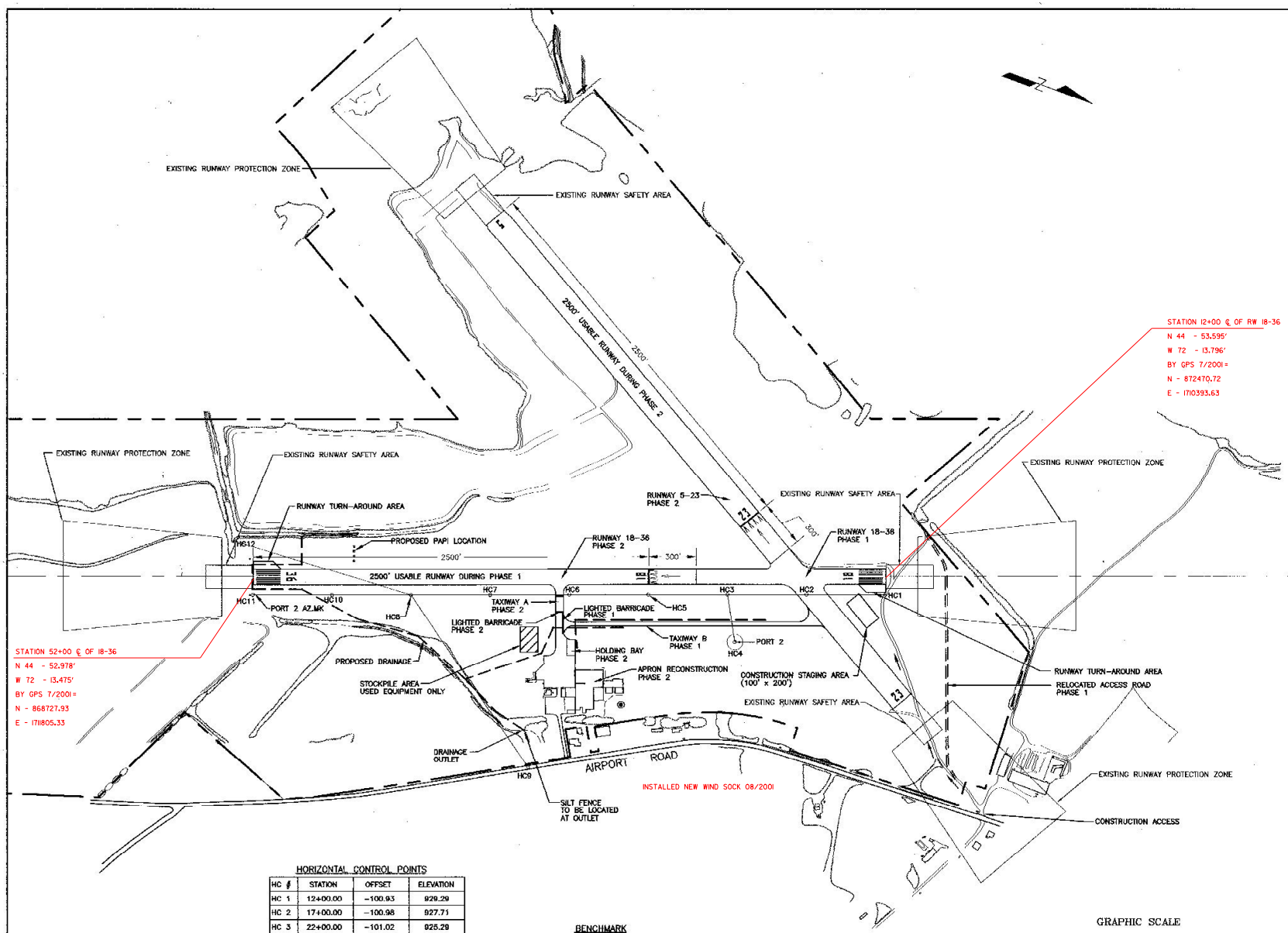
APPROVED: DIRECTOR OF MAINTENANCE AND AVIATION DATE

PREPARED BY

DuBOIS AND KING, INC.

P.O. BOX 339.....RANDOLPH, V.T. 05060.....TEL. (802) 728-3376

APPROVED: DATE



CONSTRUCTION AND OPERATIONAL NOTES:

1. THE AIRPORT SHALL BE OPEN AND USEABLE DURING DAYLIGHT HOURS THROUGHOUT THE DURATION OF CONSTRUCTION EXCEPT DURING RECONSTRUCTION OF TAXIWAY A AND THE APRON. (SEE NOTE 4)

2. CONSTRUCTION DURATION FOR THE PROJECT IS 14 WEEKS. RUNWAY LIGHTING MAY BE OUT OF OPERATION FOR NO MORE THAN 6 WEEKS.

3. CONSTRUCTION SHALL BE CARRIED OUT IN TWO PHASES.

PHASE 1 SHALL CONSIST OF THE CONSTRUCTION OF TAXIWAY B, AND THE RECONSTRUCTION OF THE NORTHERN 1200 FEET OF RUNWAY 18-36. RUNWAY 5-23 SHALL REMAIN CLOSED DURING PHASE 1 CONSTRUCTION.

PHASE 2 SHALL CONSIST OF THE RECONSTRUCTION OF THE SOUTHERN 2800 FEET OF RUNWAY 18-36, RECONSTRUCTION OF TAXIWAY A, RECONSTRUCTION OF THE APRON, AND CONSTRUCTION OF THE HOLDING BAY. RUNWAY 18-36 SHALL REMAIN CLOSED DURING PHASE 2 CONSTRUCTION.

4. ALL WORK PERTAINING TO THE RECONSTRUCTION OF TAXIWAY A AND THE APRON, INCLUDING DRAINAGE, SHALL BE SCHEDULED SO THAT THE CONNECTION BETWEEN THE EXISTING TERMINAL AREA AND TAXIWAY B IS CLOSED FOR NO MORE THAN 72 HOURS. THE DAYS OF THE CLOSURE SHALL BE COORDINATED WITH THE AIRPORT MANAGER AND THE RESIDENT ENGINEER. (SEE NOTE 17)

5. THE CONTRACTOR SHALL ESTABLISH MARKINGS FOR THE DISPLACED THRESHHOLD FOR RUNWAY 18-36, AND CLOSURE OF RUNWAY 5-23 PRIOR TO MOVING EQUIPMENT INTO THE STAGING OR STOCKPILE AREAS. RUNWAY 18-36 WILL HAVE A DISPLACED THRESHOLD DURING PHASE 1 CONSTRUCTION AND WILL BE CLOSED DURING PHASE 2 CONSTRUCTION. RUNWAY 5-23 WILL BE CLOSED DURING PHASE 1 CONSTRUCTION AND HAVE A DISPLACED THRESHOLD DURING PHASE 2 CONSTRUCTION.

6. AN AREA 250 FEET EACH SIDE OF THE CENTER OF RUNWAY, AND 300 FEET FROM RUNWAY ENDS SHALL BE KEPT CLEAR AT ALL TIMES WHEN RUNWAYS ARE OPEN AND OPERATIONAL UNLESS PRIOR APPROVAL IS RECEIVED FROM BOTH THE AIRPORT MANAGER AND THE RESIDENT ENGINEER.

7. CONSTRUCTION ACCESS WILL BE FROM AIRPORT ROAD AS INDICATED. THERE WILL BE NO CONSTRUCTION ACCESS ALLOWED DIRECTLY THROUGH EXISTING PAVED AIRPORT FACILITIES.

8. CONSTRUCTION EQUIPMENT SHALL NOT BE ALLOWED TO USE EXISTING PAVED AIRPORT SURFACES FOR CONSTRUCTION ACCESS OR OPERATION DURING CONSTRUCTION.

9. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT A SCHEDULE OF WORK FOR APPROVAL BY ENGINEER PRIOR TO STARTING ANY CONSTRUCTION. THE SCHEDULE SHALL INDICATE DATES FOR ALL RUNWAY AND TAXIWAY CLOSURES AND MUST BE UPDATED BI-WEEKLY IF SEQUENCE OR DURATIONS CHANGE.

10. THE CONTRACTOR WILL BE RESPONSIBLE FOR SUPPLYING AND PLACING AN "X" ON THE RUNWAY NUMERALS TO SIGNIFY WHEN A RUNWAY IS CLOSED. MARKINGS MAY BE PLACED JUST OFF THE RUNWAY ENDS WHEN THE CONTRACTOR IS WORKING IN THE NUMERAL AREAS.

11. THE CONTRACTOR WILL BE REQUIRED TO INSTALL AND MAINTAIN LIGHTED BARRICADES AND TEMPORARY SIGNAGE AS NECESSARY THROUGHOUT CONSTRUCTION. THESE BARRICADES AND SIGNS SHALL CONFORM TO THE DETAILS CONTAINED HEREIN AND NOTE 18.

12. CONSTRUCTION STAGING AND STOCKPILE AREAS SHALL BE CONFINED TO THOSE AREAS INDICATED ON THE PLANS.

13. ALL DISTURBED AREAS OUTSIDE OF THE CONSTRUCTION LIMITS SHALL BE RESTORED TO THEIR PRECONSTRUCTION CONDITION AT NO COST TO THE OWNER. THIS SHALL INCLUDE THE AREAS DESIGNATED FOR CONSTRUCTION ACCESS, STAGING, MATERIAL STORAGE AND STOCKPILING.

14. ALL EXISTING RUNWAY AND TAXIWAY LIGHTS, AND RUNWAY END IDENTIFICATION LIGHTS SHALL BE SALVAGED AND SHALL REMAIN THE PROPERTY OF THE VERMONT AGENCY OF TRANSPORTATION. SALVAGED ITEMS SHALL BE STOCKPILED ON SITE UNTIL REMOVED BY THE OWNER.

15. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ANY AND ALL UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION.

16. NOTICE TO AIRMEN (NOTAM'S) MUST BE ISSUED BY THE AIRPORT MANAGER, PRIOR TO ANY CHANGES TO AIRPORT OPERATIONS. NOTAM'S MUST BE ISSUED AT LEAST 48 HOURS IN ADVANCE OF ANY AIRPORT STATUS CHANGE. THERE CAN BE NO EXCEPTIONS. THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE THIS EFFORT WITH THE AIRPORT MANAGER AND RESIDENT ENGINEER.

17. AIRPORT CLOSURE MUST BE DURING WEEKDAYS AND ENDING PRIOR TO NOON ON FRIDAY.

18. THE CONTRACTOR SHALL COMPLY WITH ALL THE PROVISIONS STATED IN THE FEDERAL AVIATION ADMINSTRATION ADVISORY CIRCULAR ON "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", FAA AC. NO. 150/5370-2C. FLASHING AMBER LIGHTS WILL BE REQUIRED ON ALL CONSTRUCTION VEHICLES.

19. THE CONTRACTOR SHALL CONSTRUCT RUNWAY TURN-AROUND AREAS AT EACH END OF RUNWAY 18-36. AS DIRECTED BY THE ENGINEER

APROXIMATE QUANTITIES FOR THISS 2 AREAS ARE

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

HORIZONTAL CONTROL POINTS

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

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

BENCHMARK

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

HORIZONTAL CONTROL

PORT 2 AZ.MK N 865785.22
BRASS NGS DISK SET IN CONCRETE E 1711899.06

PORT 2 N 871721.84
BRASS NGS DISK SET IN CONCRETE E 1711104.01

GRAPHIC SCALE

300 0 150 300 600 1200

(IN FEET)
1 inch = 300 ft.

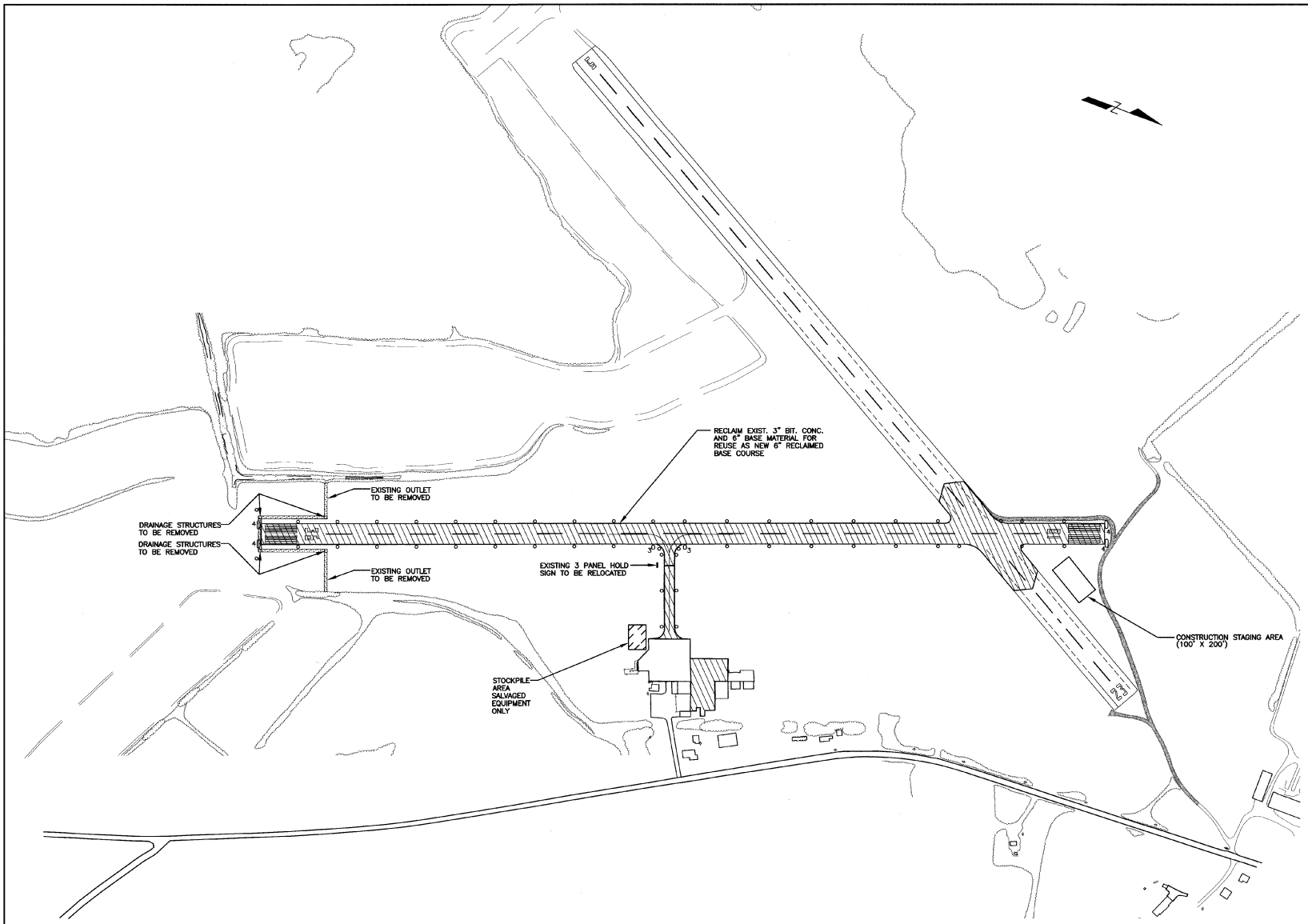
NO.	DATE	REVISIONS	BY	CK'D
1	1/18/01	VAOT COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR

DuBois & King inc.
engineering planning management development

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

PROJECT LAYOUT AND OPERATIONS PLAN

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



DEMOLITION NOTES:

1. THIS PLAN INDICATES EXISTING FACILITIES THAT WILL BE DEMOLISHED DURING CONSTRUCTION. (REFER TO LEGEND FOR ITEMS TO BE DEMOLISHED). REFER TO THE CONSTRUCTION AND OPERATIONAL NOTES ON SHEET PL-1 FOR STAGING AND SCHEDULING INFORMATION. ALL DEMOLITION OPERATIONS SHALL BE INDICATED ON THE CONSTRUCTION SCHEDULE.

2. ALL EXISTING RUNWAY AND TAXIWAY LIGHTS, AND RUNWAY END IDENTIFICATION LIGHTS SHALL BE SALVAGED AND SHALL REMAIN THE PROPERTY OF THE VERMONT AGENCY OF TRANSPORTATION. SALVAGED ITEMS SHALL BE STOCKPILED ON SITE UNTIL REMOVED BY THE OWNER.

3. ALL EXISTING MANHOLE FRAMES AND COVERS AND CATCH BASIN FRAMES, GRATES, AND LIDS SHALL BE SALVAGED AND SHALL REMAIN THE PROPERTY OF THE VERMONT AGENCY OF TRANSPORTATION. SALVAGED ITEMS SHALL BE STOCKPILED ON SITE UNTIL REMOVED BY THE OWNER.

4. EXISTING STORM DRAIN SHALL BE REMOVED AS NECESSARY TO FACILITATE CONSTRUCTION OF NEW STORM DRAIN. ALL OPEN ENDS OF EXISTING STORM DRAIN LEFT IN PLACE SHALL BE PLUGGED WITH BRICK AND MORTAR.

GRAPHIC SCALE

200 0 100 200 400 800

(IN FEET)
1 inch = 200 ft.

LEGEND

- = PAVEMENT TO BE RECLAIMED (9")
- = OUTLET TO BE REMOVED
- = ROAD TO BE OBLITERATED
- = RUNWAY LIGHTS TO BE REMOVED
- = DRAINAGE STRUCTURES TO BE REMOVED

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

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

DEMOLITION PLAN

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

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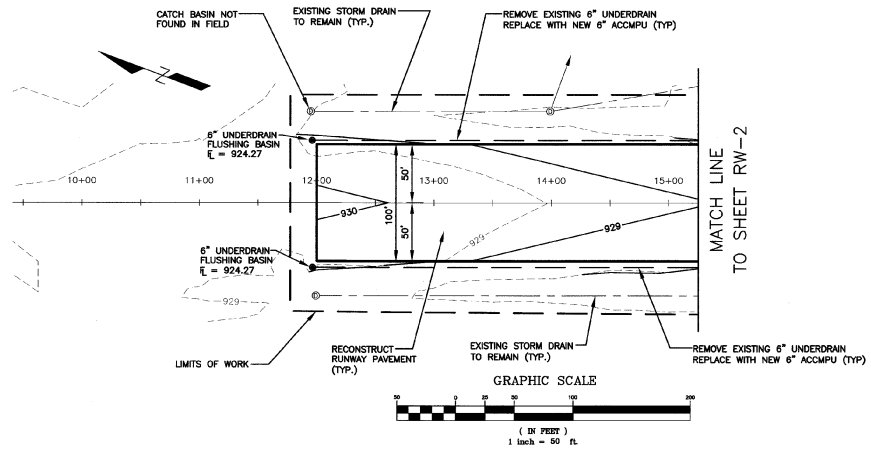

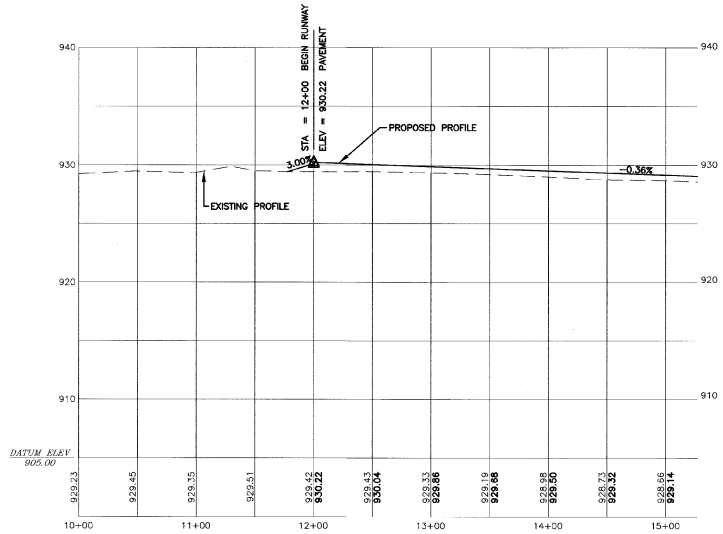

LEGEND

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

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

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

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

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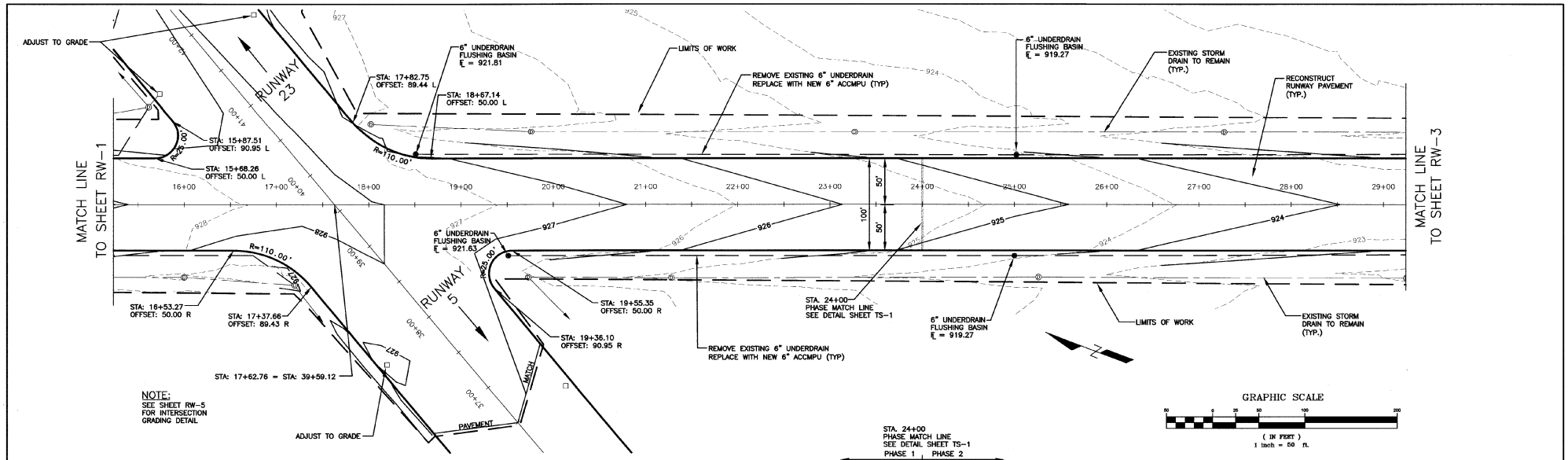

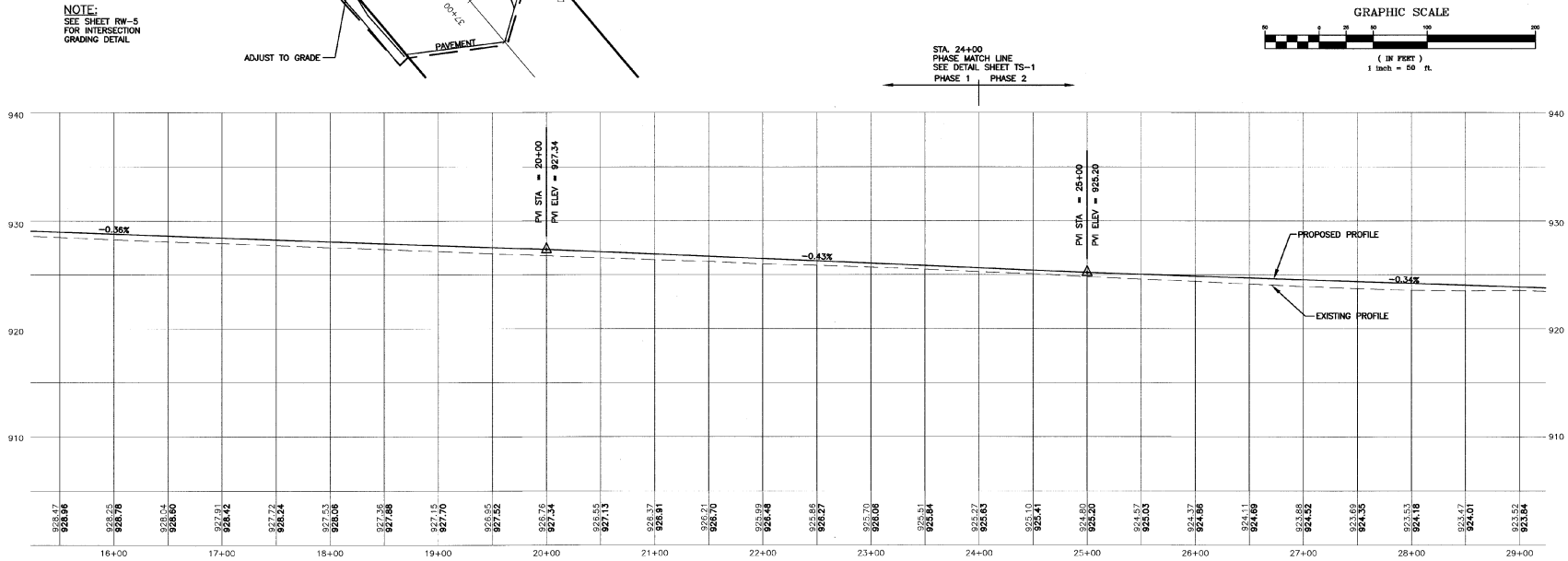

GRAPHIC SCALE

HORIZONTAL 1" = 50'

VERTICAL 1" = 5'

LEGEND

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

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

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

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

SHEET RW-2

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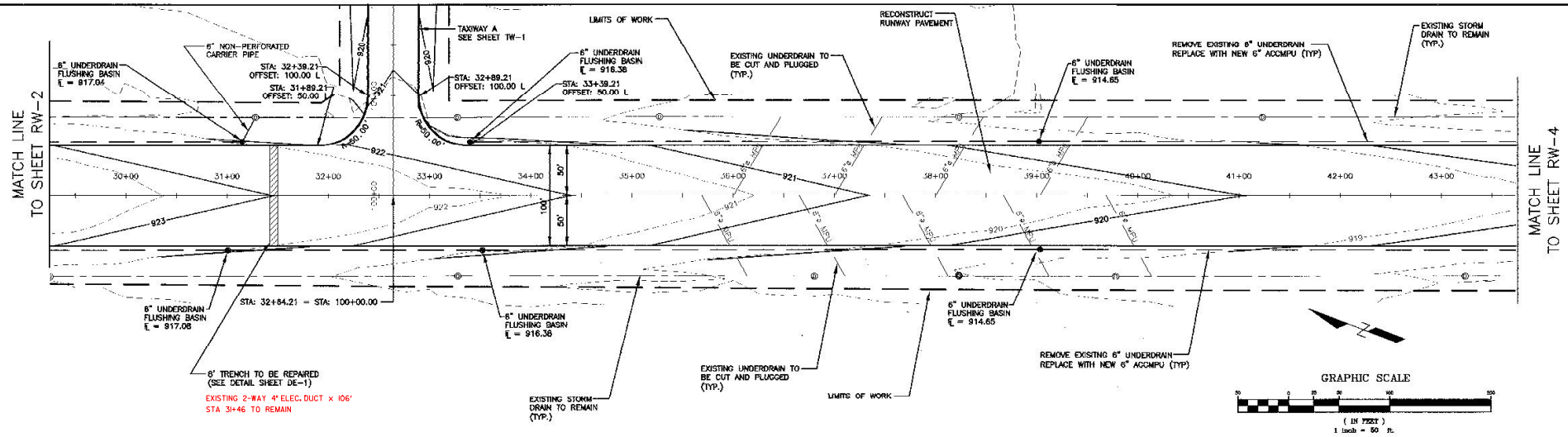
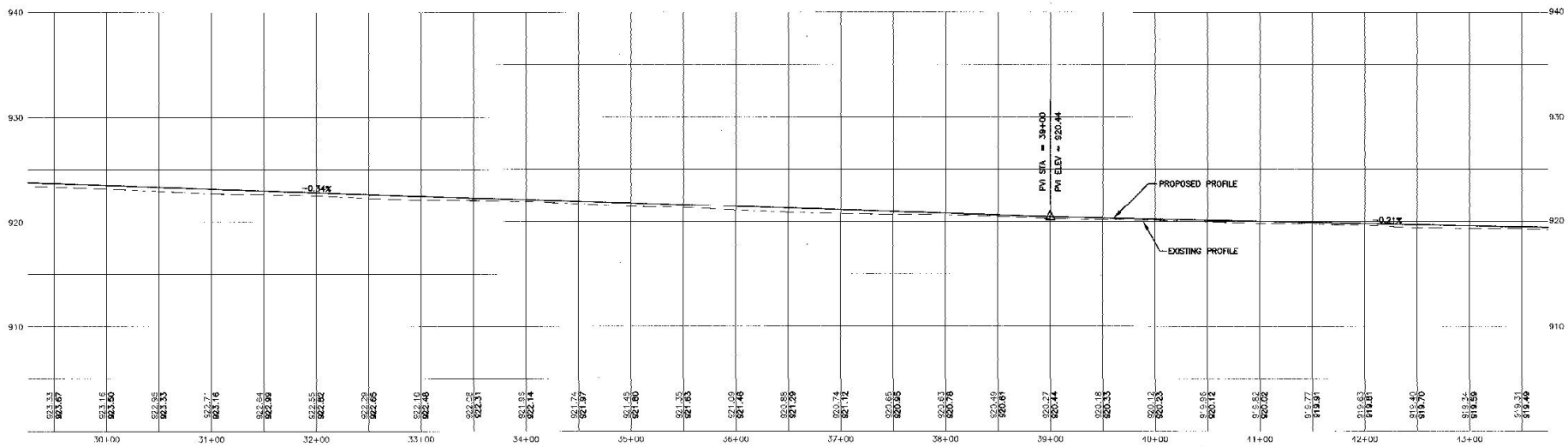




GRAPHIC SCALE

HORIZONTAL 1" = 50'

VERTICAL 1" = 5'

LEGEND

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

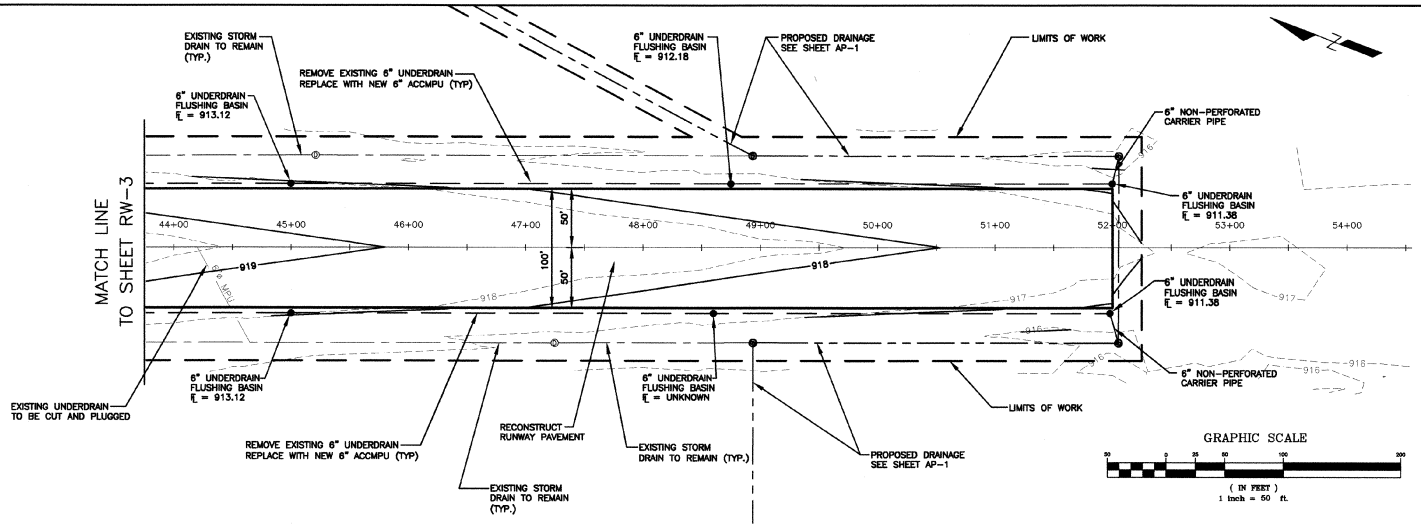
NO.	DATE	REVISIONS	BY	CK'D

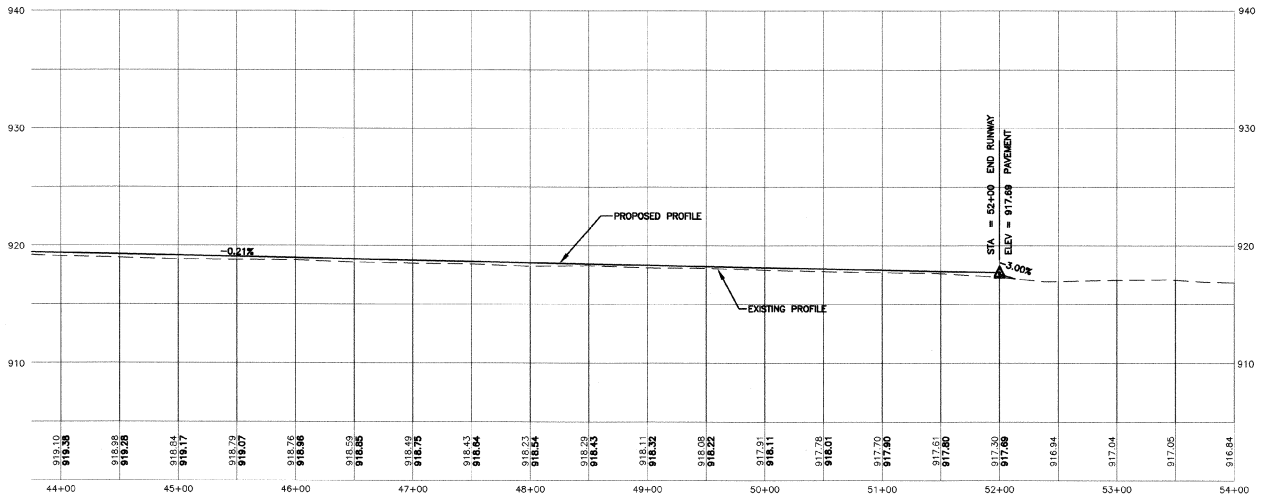
DuBois & King INC.
engineering planning management development

VERMONT AGENCY OF TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
RUNWAY 18-36 PLAN & PROFILE
STA. 29+25 TO 43+75

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

SHEET RW-3





GRAPHIC SCALE

HORIZONTAL 1" = 50'

50 0 25 50 100 200

5 0 2.5 5 10 20

VERTICAL 1" = 5'

LEGEND

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

NO.	DATE	REVISIONS	BY	CK'D

DuBois & King inc.

engineering planning management development

VERMONT AGENCY OF TRANSPORTATION
COVENTRY, VERMONT

NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
RUNWAY 18-36 PLAN & PROFILE
STA. 43+75 TO 54+00

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

SHEET RW-4

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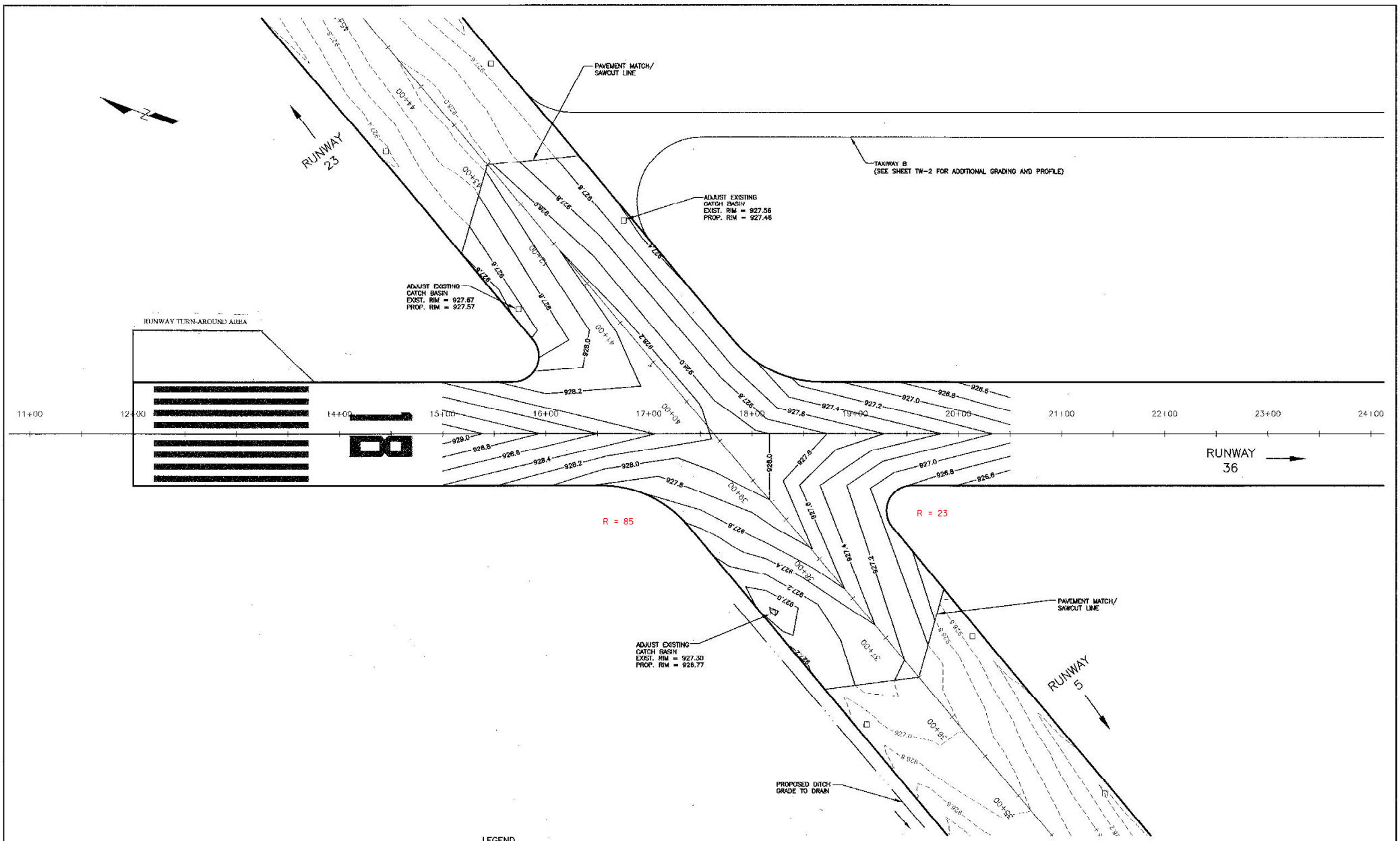

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

LEGEND

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

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

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engineering planning management development

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

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

SHEET RW-5

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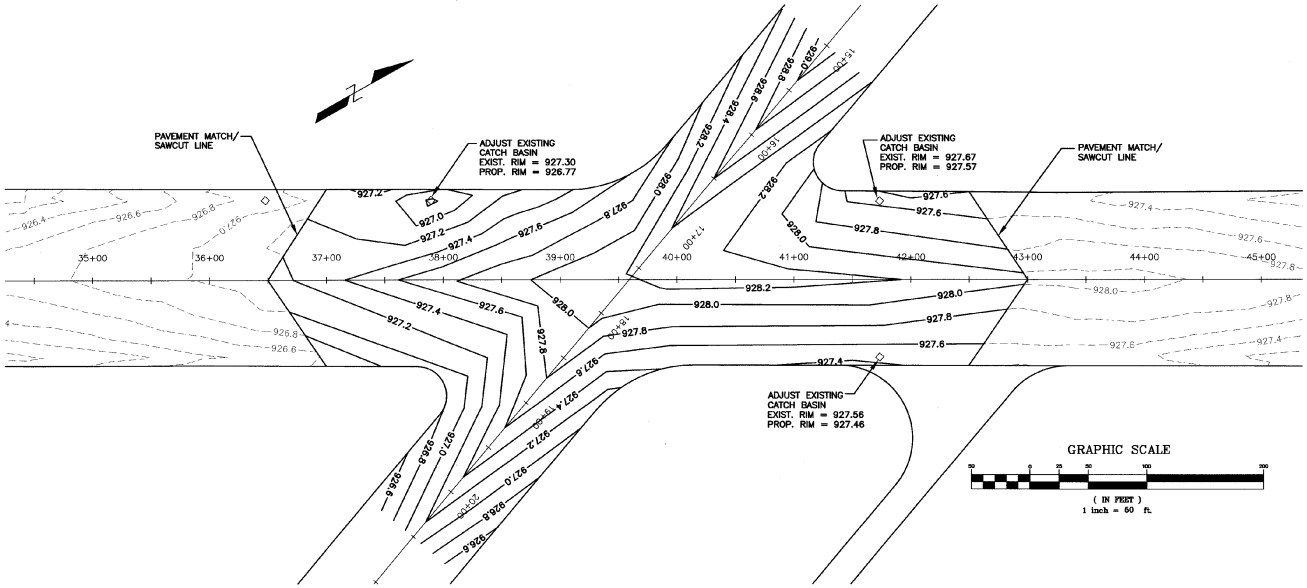

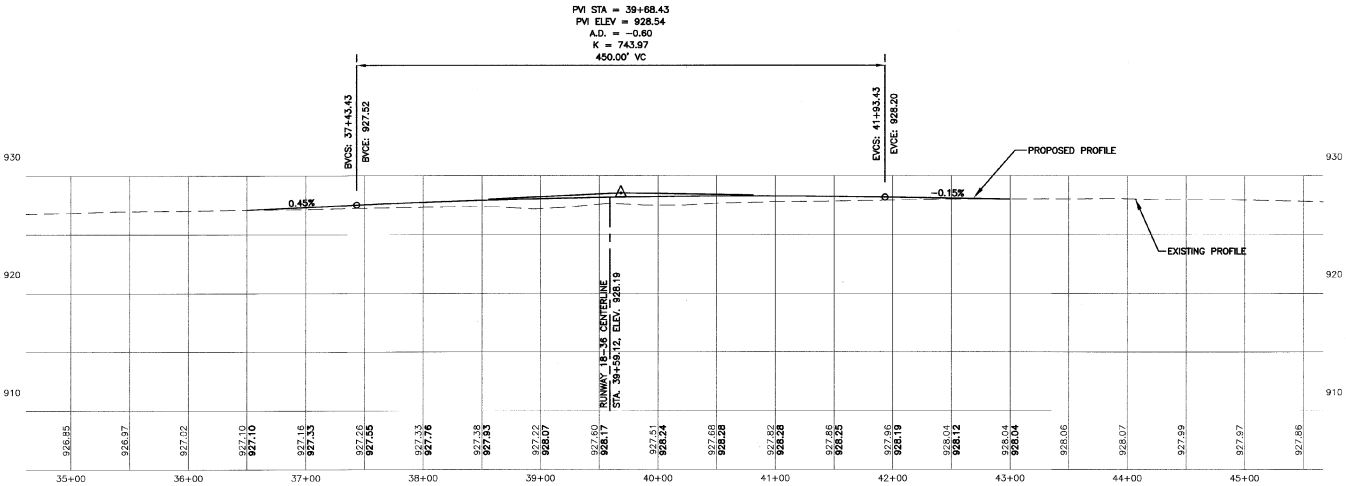

LEGEND

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

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

DuBois & King inc.
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VERMONT AGENCY OF TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
RUNWAY 5-23 PLAN & PROFILE
STA. 25+50 TO 35+50

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

SHEET RW-6

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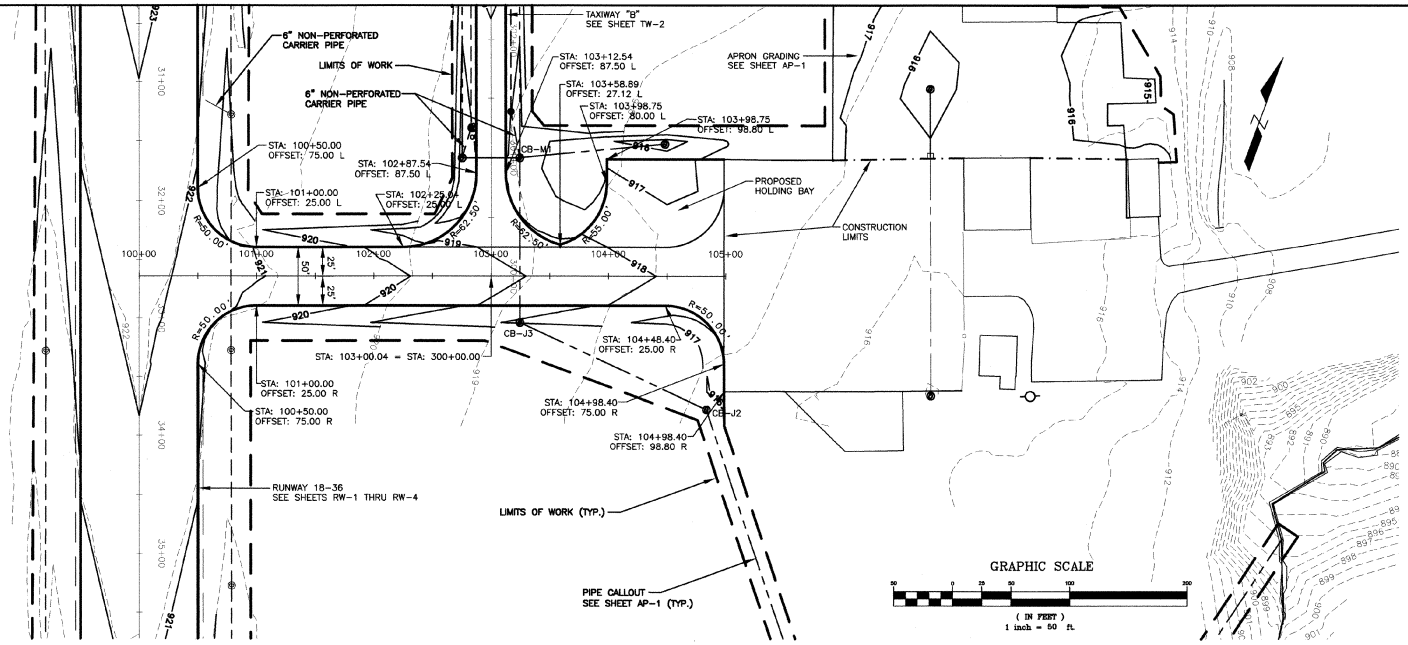

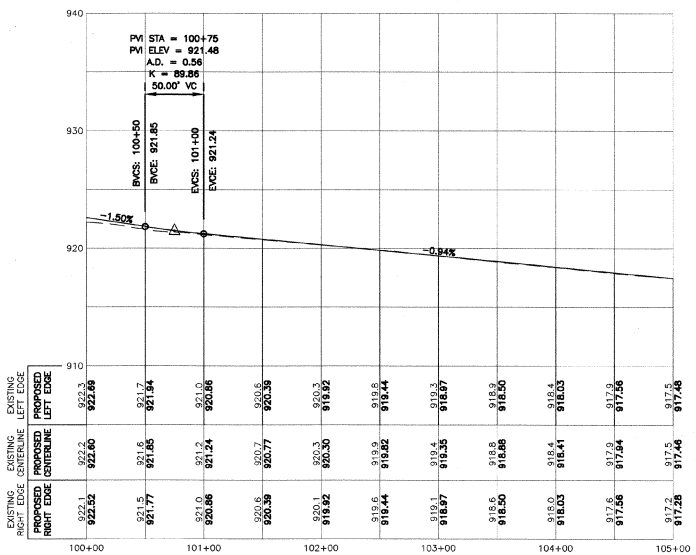

NOTES:

1. CONTRACTOR SHALL VERIFY LOCATION OF EXISTING LIGHTING CIRCUITS AND REPORT THEM TO THE RESIDENT ENGINEER PRIOR TO CONSTRUCTION.

2. DRAINAGE WORK FROM CATCH BASIN M1 TO CATCH BASIN J3 TO CATCH BASIN J2 SHALL BE CONSTRUCTED DURING THE 3 DAY AIRPORT CLOSURE PERIOD. (SEE NOTE 4 ON SHEET PL-1)

LEGEND

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

NO.	DATE	REVISIONS	BY	CK'D

DuBois & King inc.
engineering planning management development

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

TAXIWAY A PLAN & PROFILE

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

SHEET TW-1

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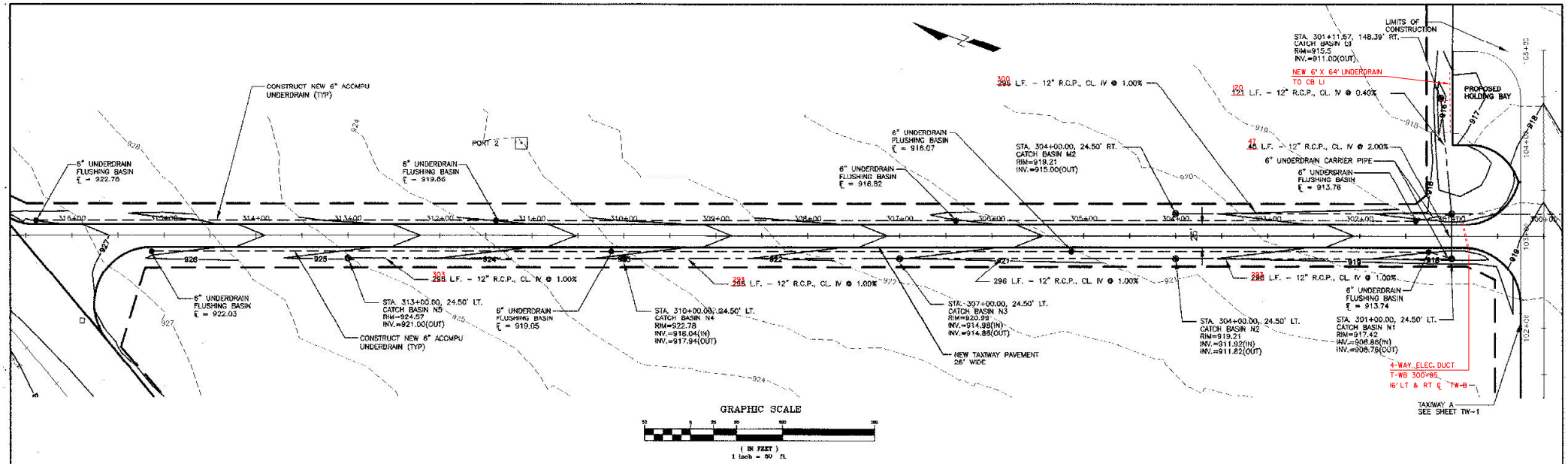
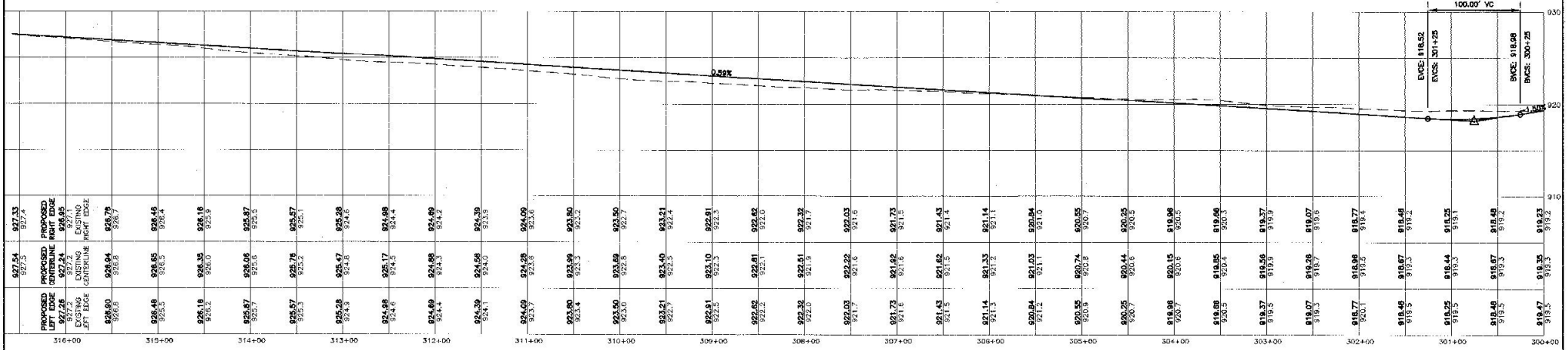


LOW POINT ELEV = 918.44
LOW POINT STA = 300+96.73
PVI STA = 300+75
PVI ELEV = 918.23
A.D. = 2.09
K = 47.82
100.00' VC



LEGEND

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

NO.	DATE	REVISIONS	BY	CK'D

DuBois & King inc.
engineering planning management development

VERMONT AGENCY OF TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 15-36 RECONSTRUCTION
TAXIWAY B
PLAN & PROFILE

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

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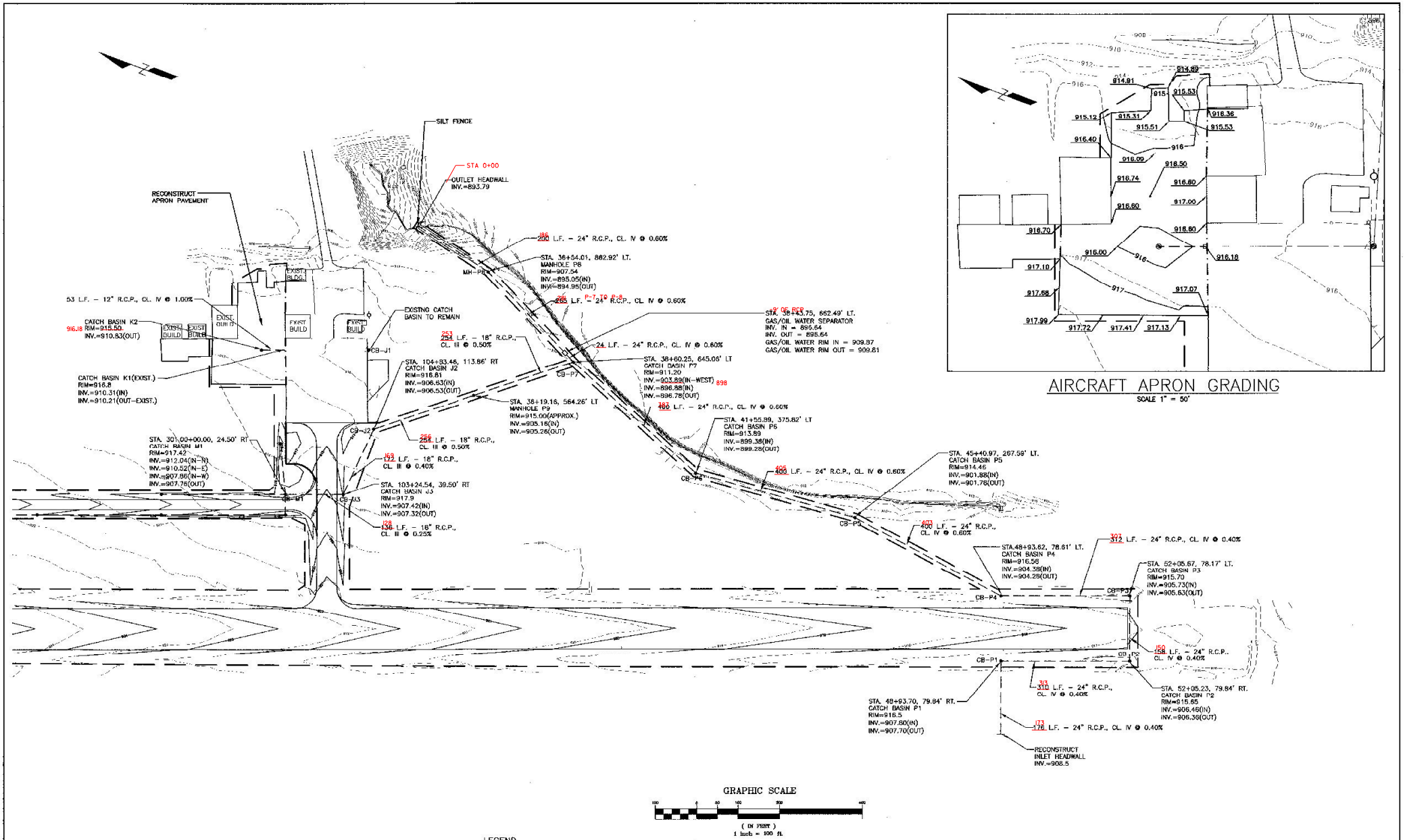


AIRCRAFT APRON GRADING

SCALE 1" = 50'

LEGEND

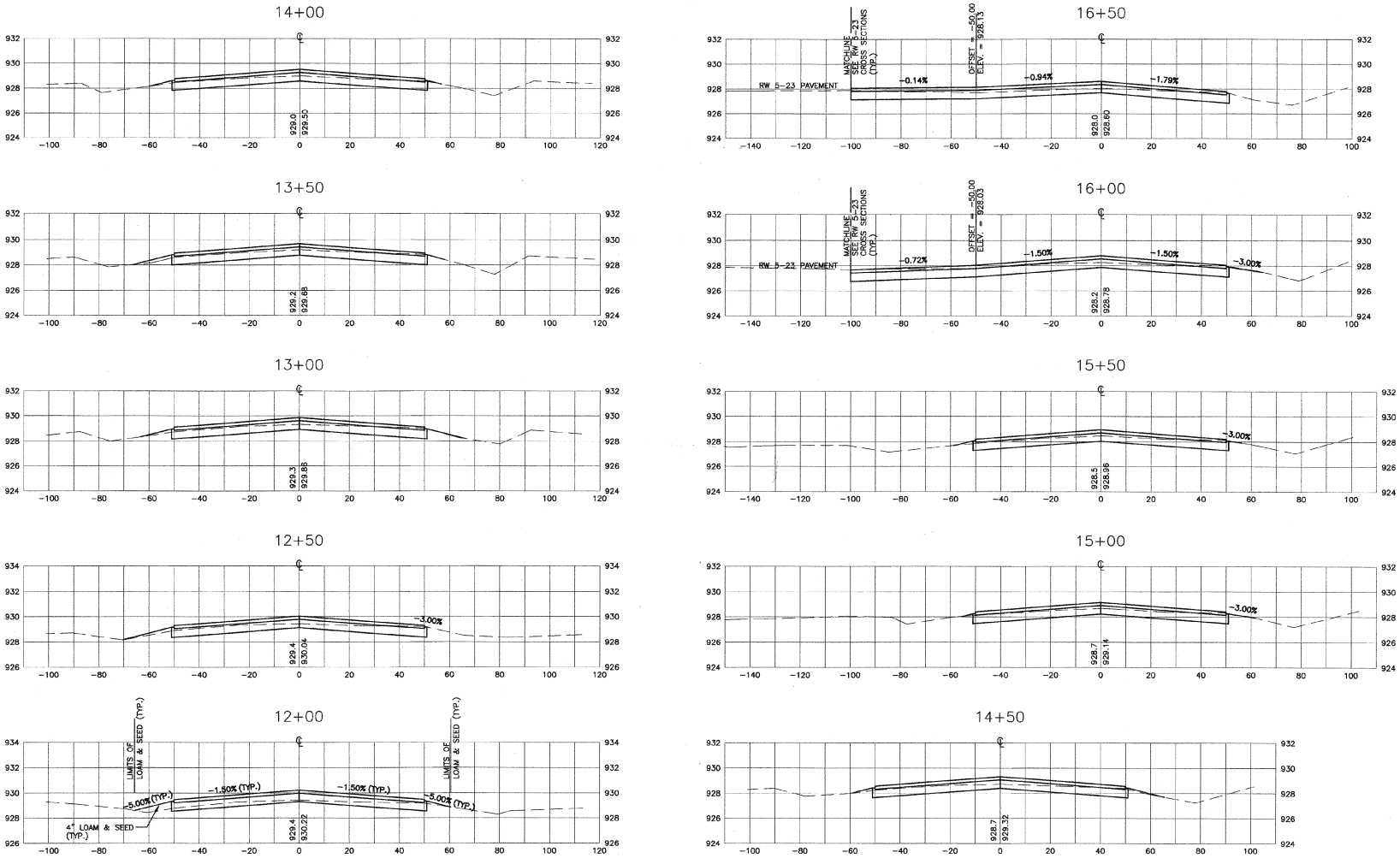
- LIMITS OF WORK
- EXISTING CONTOURS
- PROPOSED CONTOURS
- PROPOSED UNDERDRAIN
- EXISTING STORM DRAIN TO REMAIN
- PROPOSED STORM DRAIN
- EXISTING CATCH BASINS TO REMAIN
- PROPOSED CATCH BASINS
- FLUSHING BASIN

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

DuBois & King inc.
engineering planning management development

VERMONT AGENCY OF TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
AIRCRAFT APRON GRADING PLAN
RUNWAY OUTLET DRAINAGE

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



GRAPHIC SCALE

HORIZONTAL 1" = 20'

VERTICAL 1" = 4'

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

DuBois & King inc.
engineering planning management development

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

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

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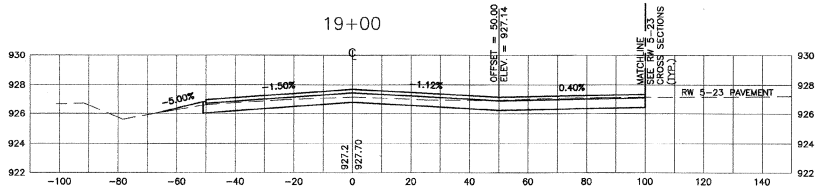

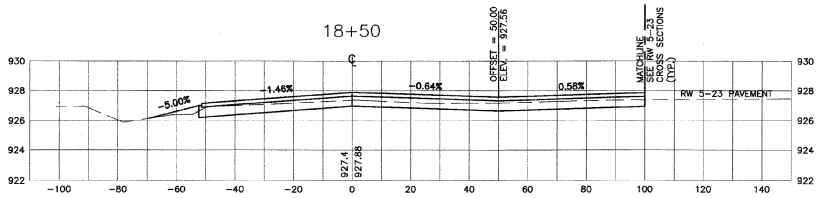

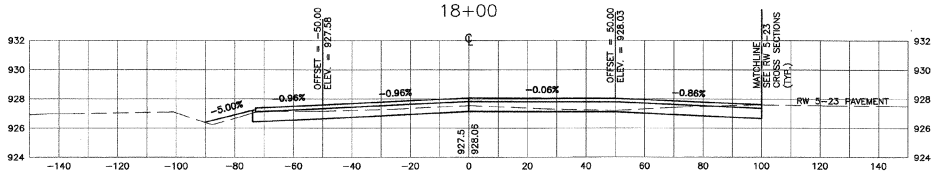

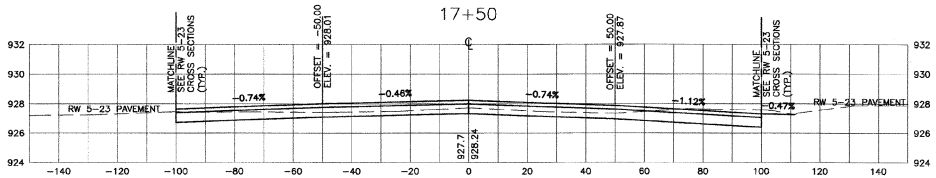

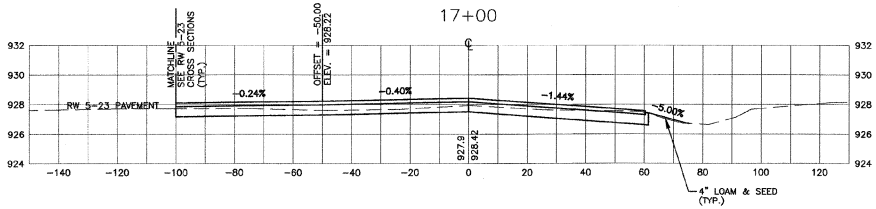

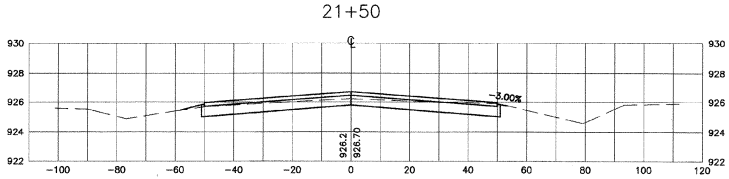

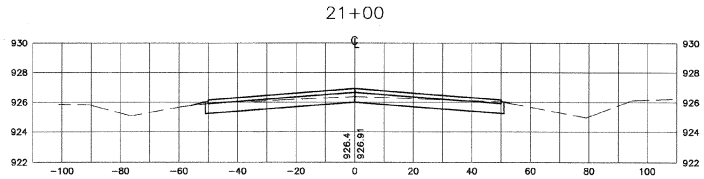

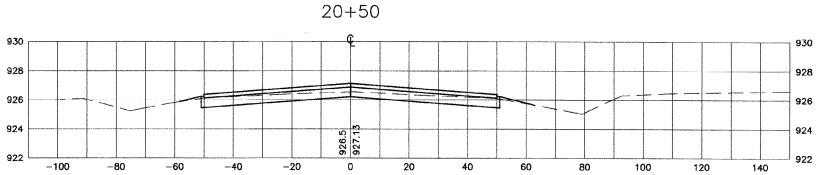

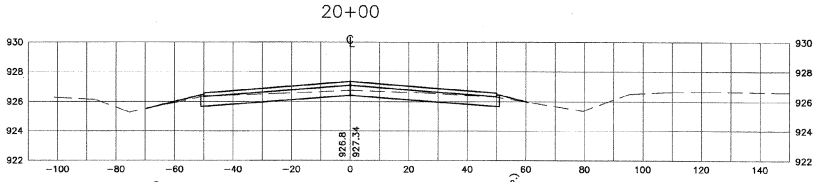

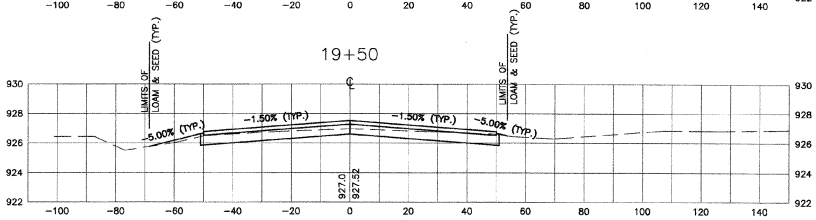

GRAPHIC SCALE

HORIZONTAL 1" = 20'

VERTICAL 1" = 4'

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

DuBois & King inc.
engineering planning management development

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

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

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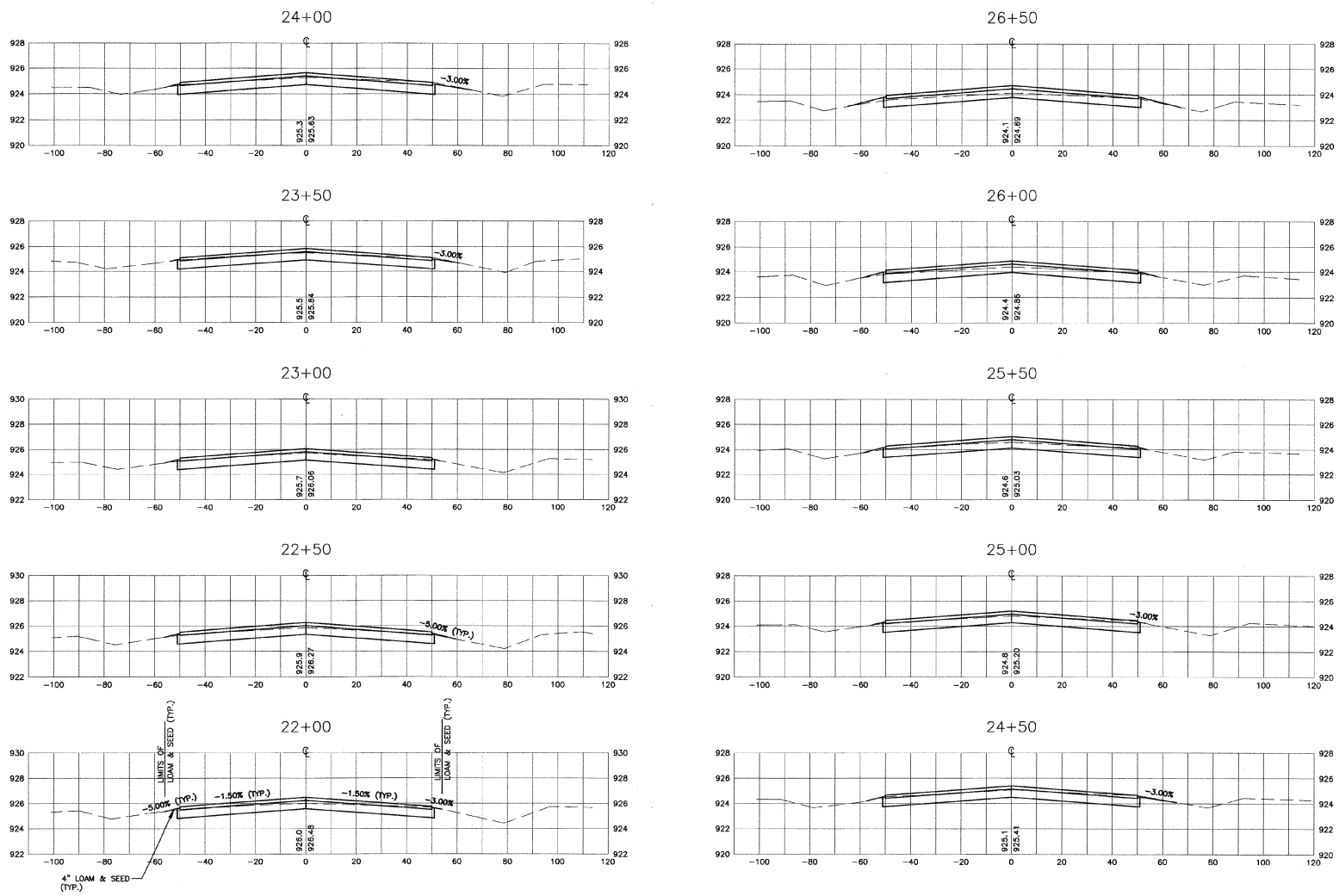

GRAPHIC SCALE

HORIZONTAL 1" = 20'

VERTICAL 1" = 4'

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

DuBois & King inc.
engineering planning management development

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

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

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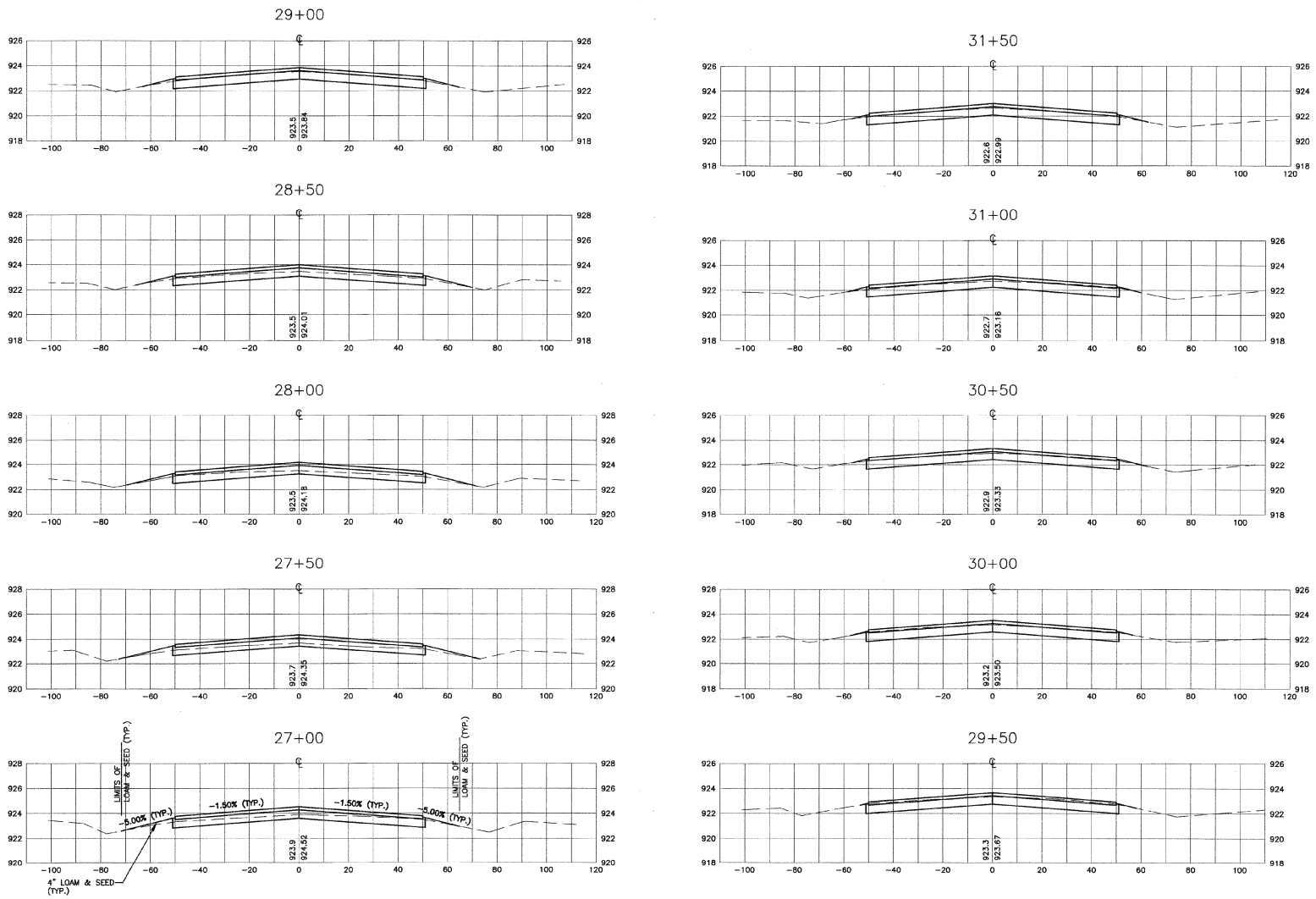

GRAPHIC SCALE

HORIZONTAL 1" = 20'

VERTICAL 1" = 4'

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

DuBois & King inc.
engineering planning management development

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

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

SHEET XS-4

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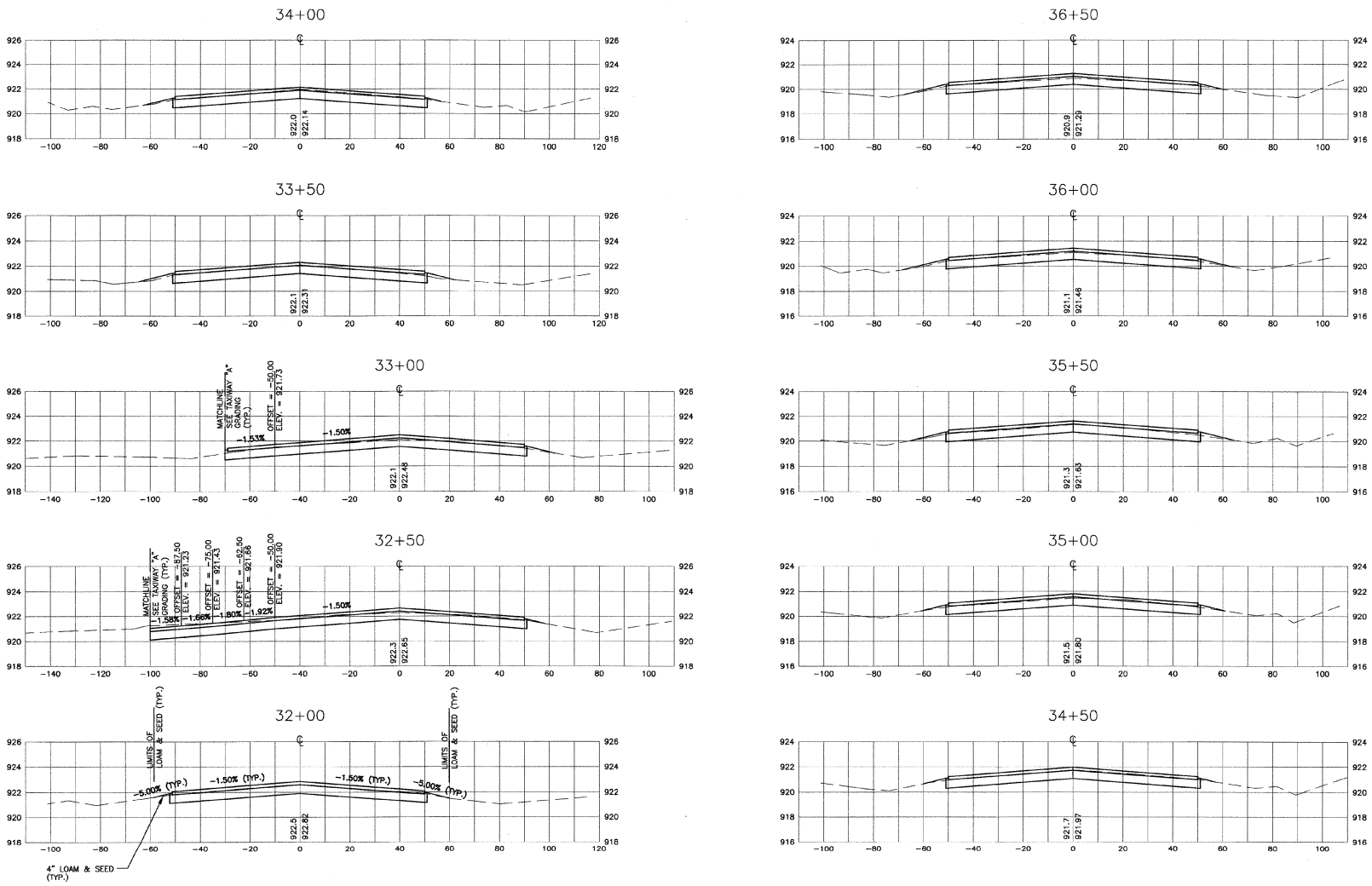

GRAPHIC SCALE

HORIZONTAL 1" = 20'

VERTICAL 1" = 4'

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

DuBois & King inc.
engineering planning management development

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

DRAWN BY JJP	DATE MAR. 2000
CHECKED BY	PROJ. NO. N15500
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SHEET XS-5	

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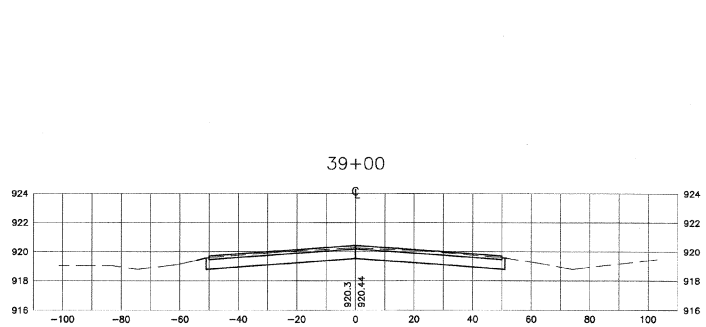
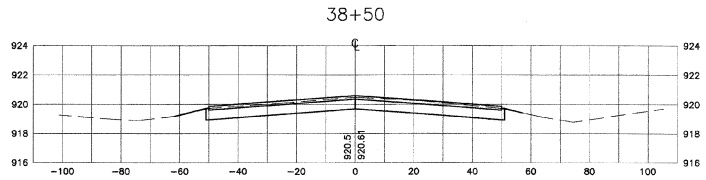
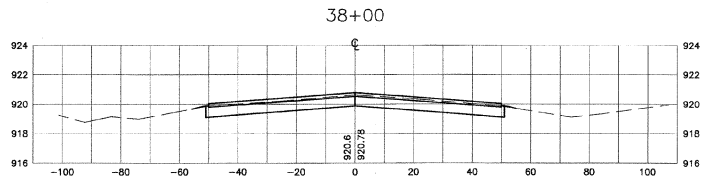
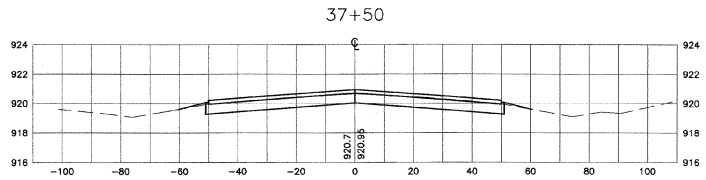
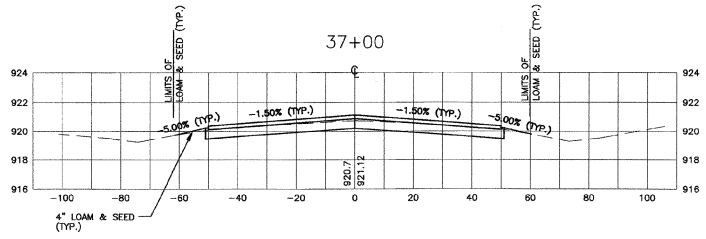
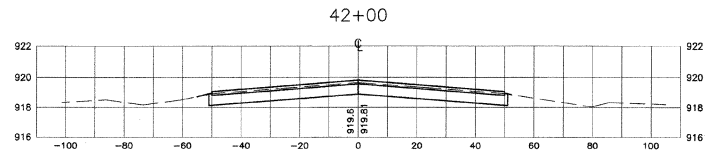


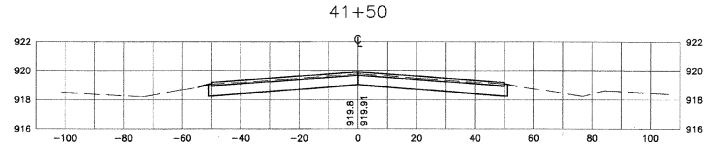


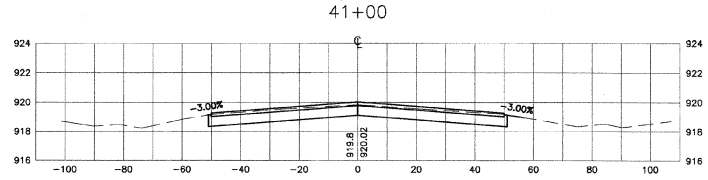


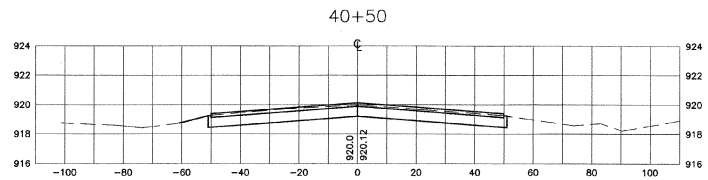


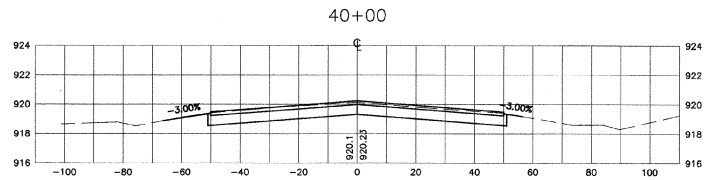


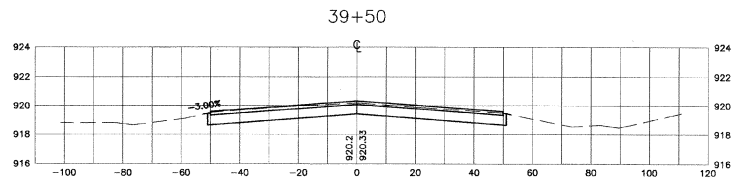












GRAPHIC SCALE

HORIZONTAL 1" = 20'

VERTICAL 1" = 4'

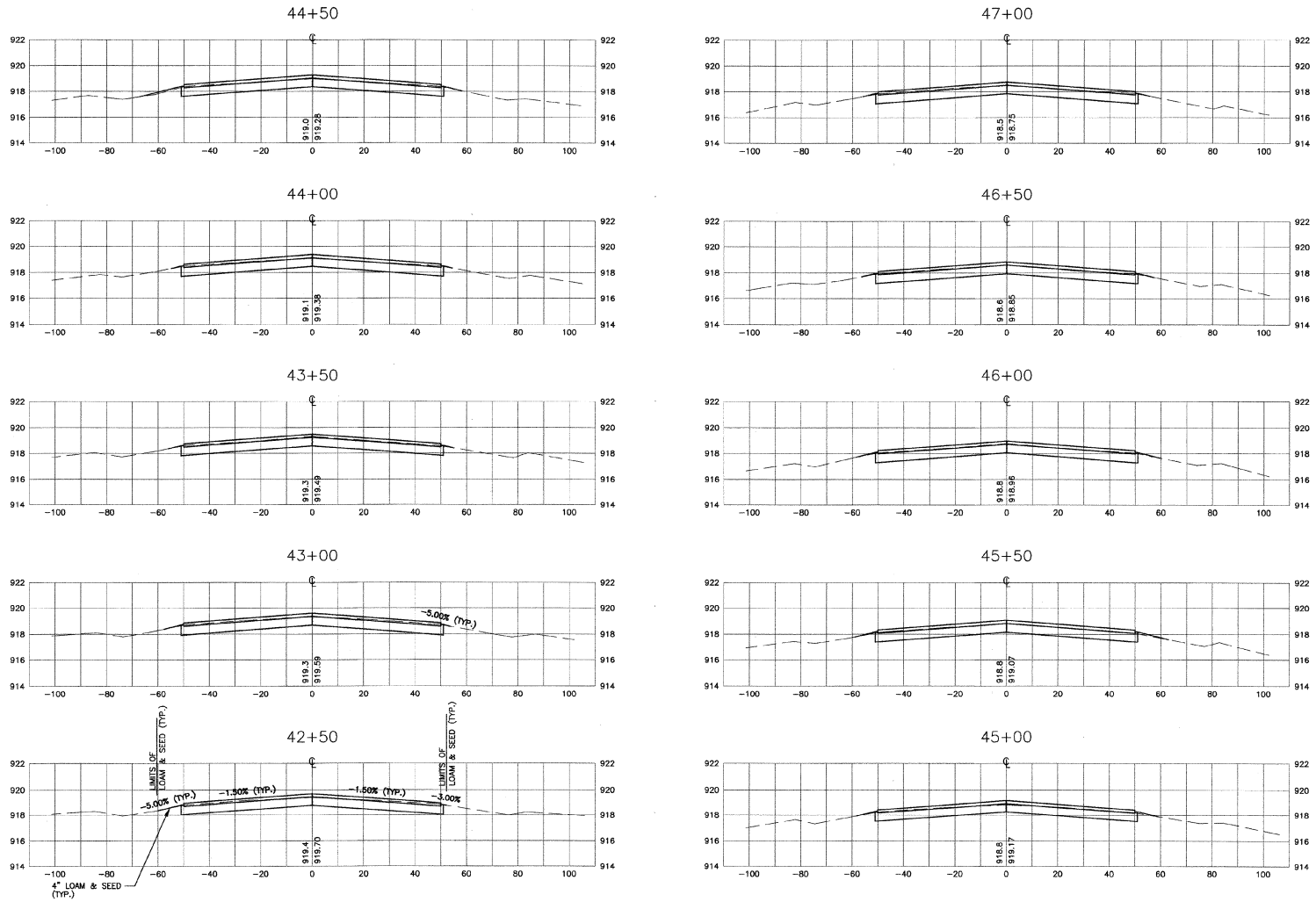
NO.	DATE	REVISIONS	BY	CK'D
1	1/18/01	VAOT COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR

DuBois & King inc.
engineering planning management development

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

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

I:\N15500\2\0500\01\05002\01\05002\01\01.dwg Fri Feb 02 11:35:22 2001



GRAPHIC SCALE

HORIZONTAL 1" = 20'

VERTICAL 1" = 4'

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

DuBois & King inc.
engineering planning management development

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

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

SHEET XS-7

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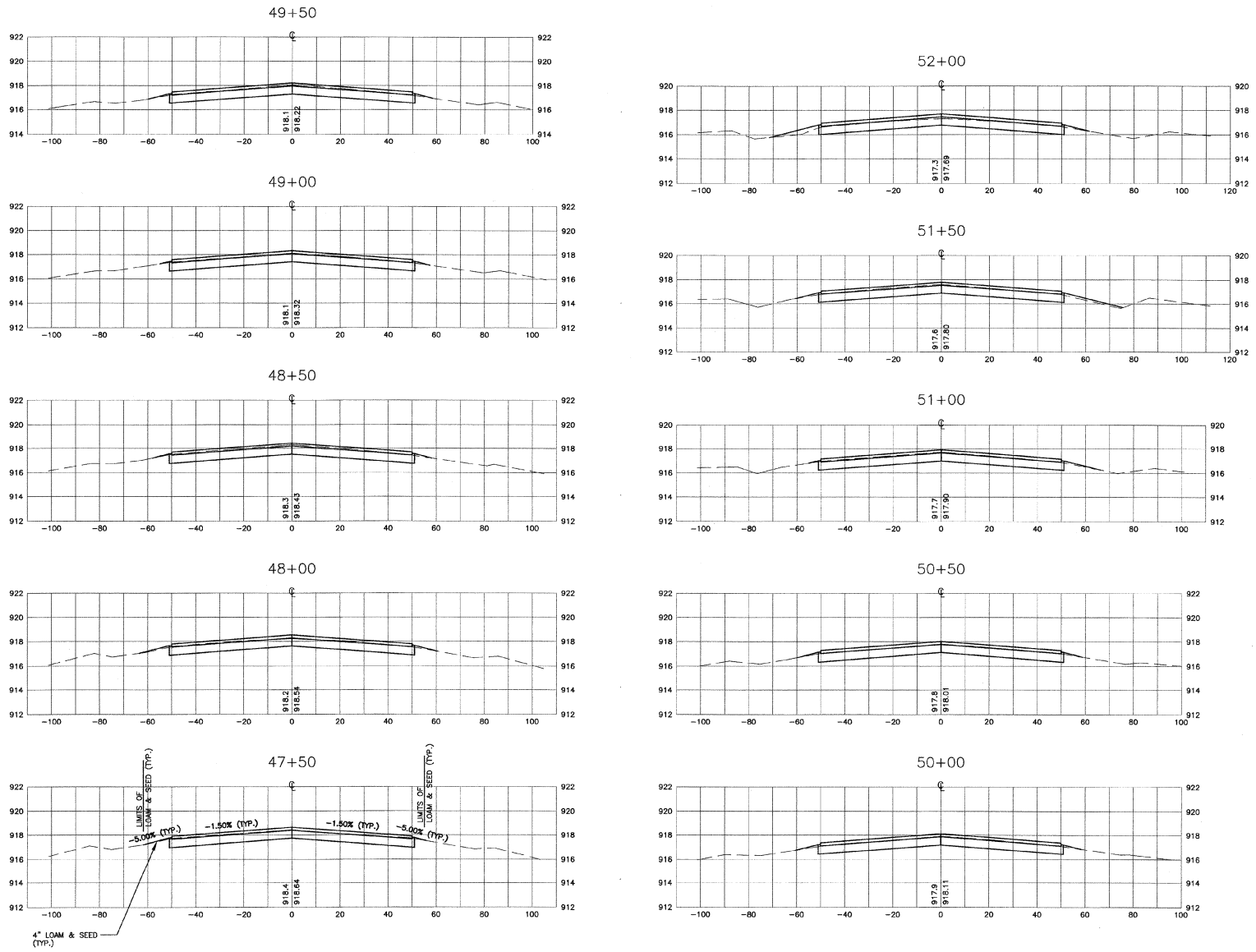

GRAPHIC SCALE

HORIZONTAL 1" = 20'

VERTICAL 1" = 4'

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

DuBois & King inc.
engineering planning management development

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

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

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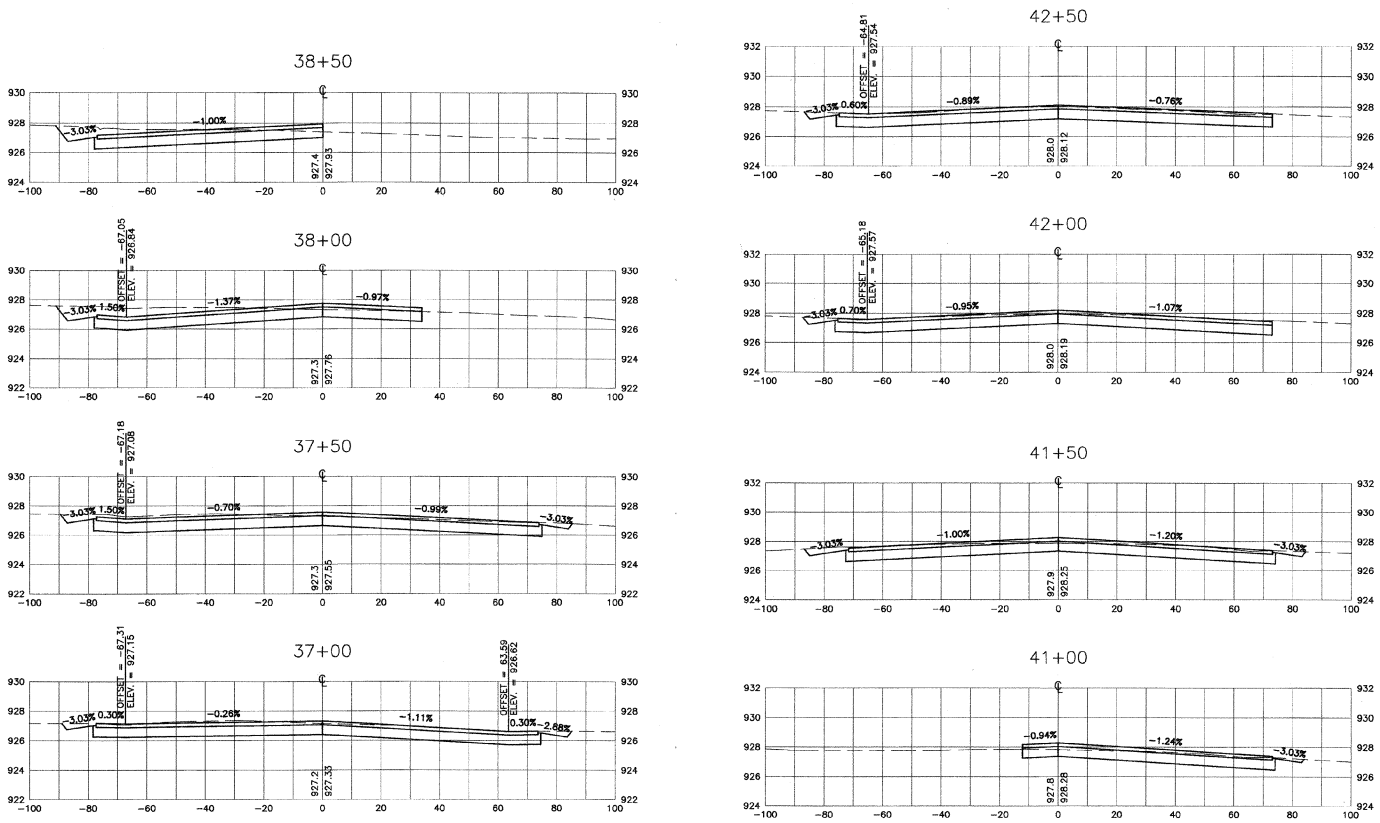

GRAPHIC SCALE

HORIZONTAL 1" = 20'

VERTICAL 1" = 4'

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

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engineering planning management development

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

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

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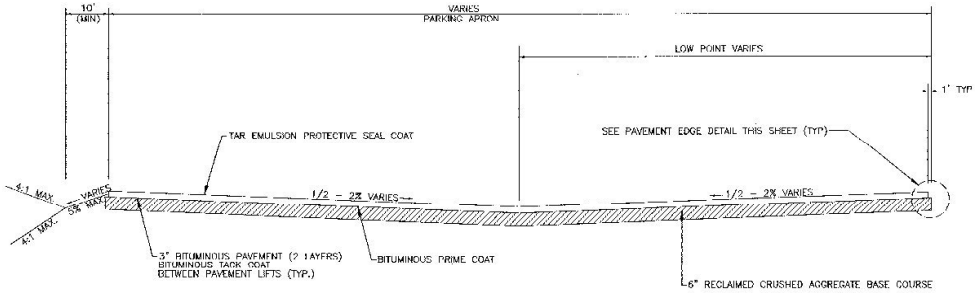
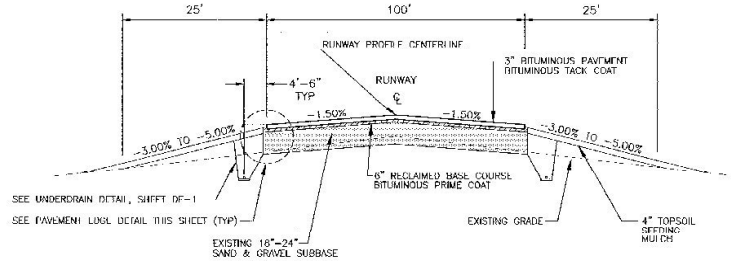
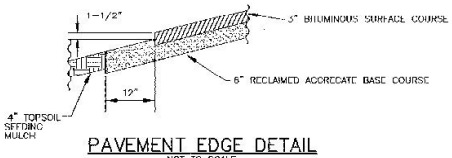


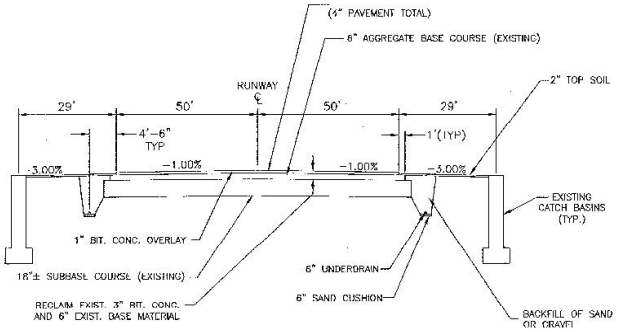
APRON TYPICAL SECTION
NOT TO SCALE



RUNWAY TYPICAL SECTION
NOT TO SCALE

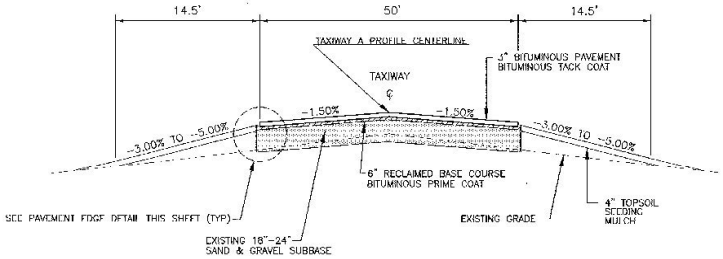


PAVEMENT EDGE DETAIL
NOT TO SCALE

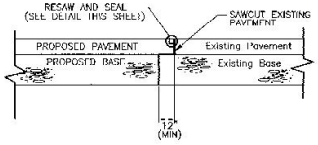


EXISTING TYPICAL SECTION
NOT TO SCALE

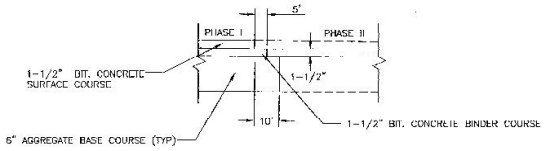
NOTE:
SECTIONS 12+00 TO 28+00 HAS 3" BITUMINOUS CONCRETE PAVEMENT
SECTIONS 28+00 TO 52+00 HAS 4" BITUMINOUS CONCRETE PAVEMENT



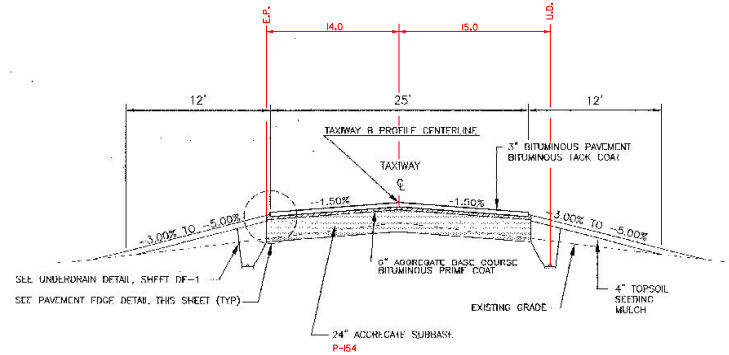
TAXIWAY A TYPICAL SECTION
NOT TO SCALE



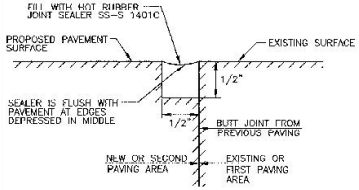
SAWCUT JOINT DETAIL
NOT TO SCALE



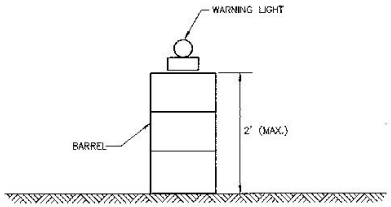
RUNWAY PHASE PAVEMENT MATCH
NOT TO SCALE



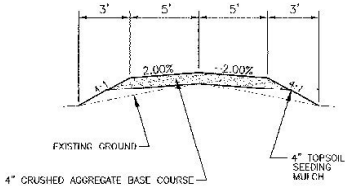
TAXIWAY B TYPICAL SECTION
NOT TO SCALE



RESAW AND SEAL DETAIL
NOT TO SCALE



LIGHTED BARRICADES
NOT TO SCALE



TYPICAL SECTION GRAVEL SERVICE ROAD
NOT TO SCALE

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

DuBois & King inc.
engineering planning management development

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

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

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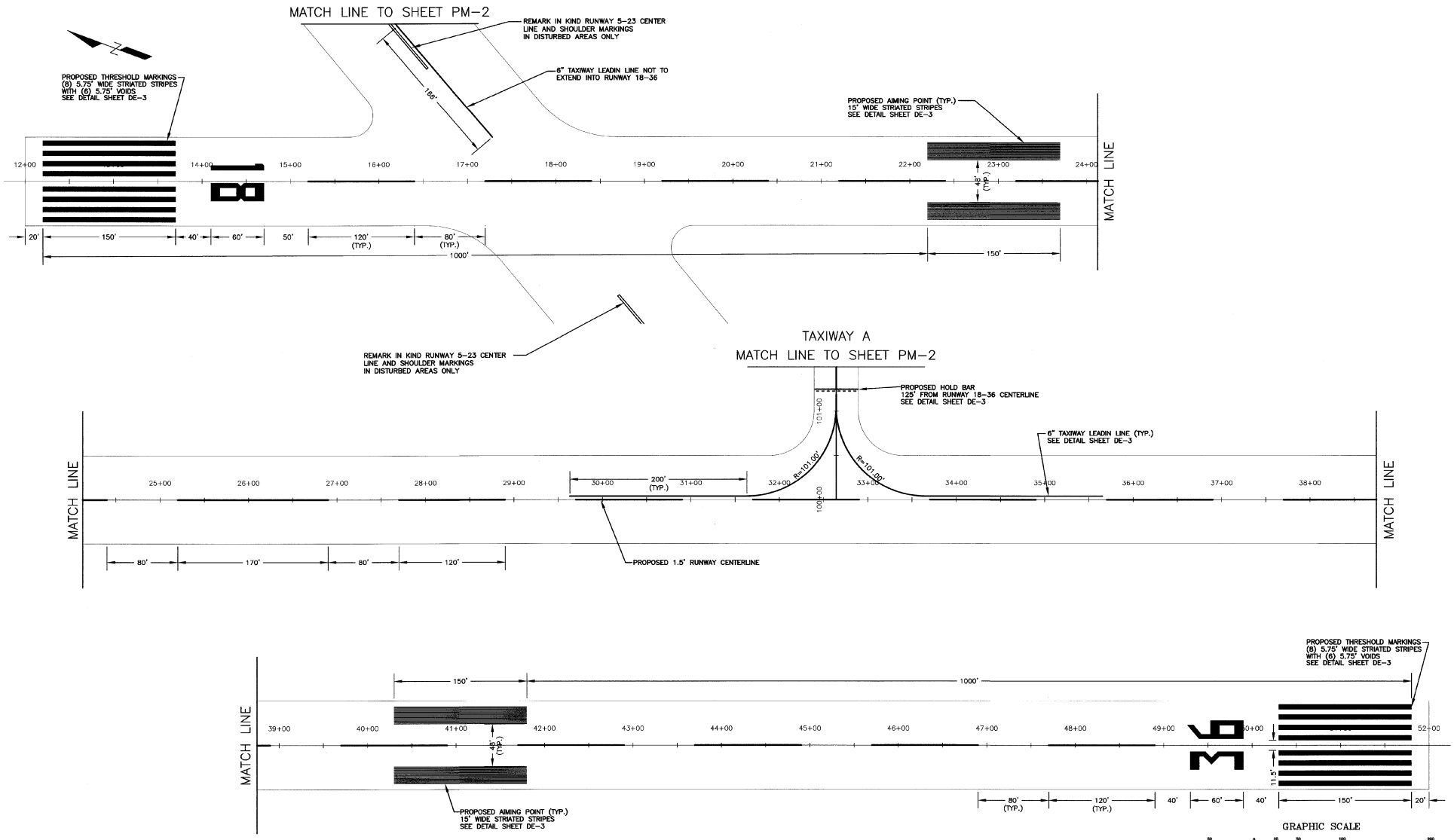

NOTES:

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

NO.	DATE	REVISIONS	BY	CK'D

DuBois & King inc.
engineering planning management development

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

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

SHEET PM-1

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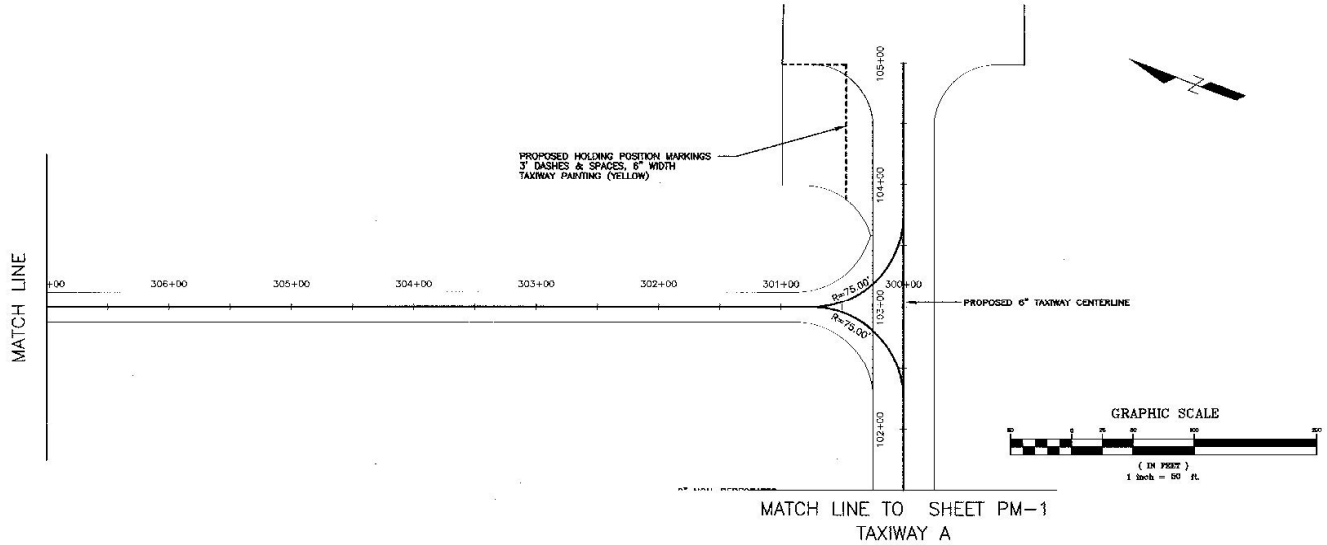
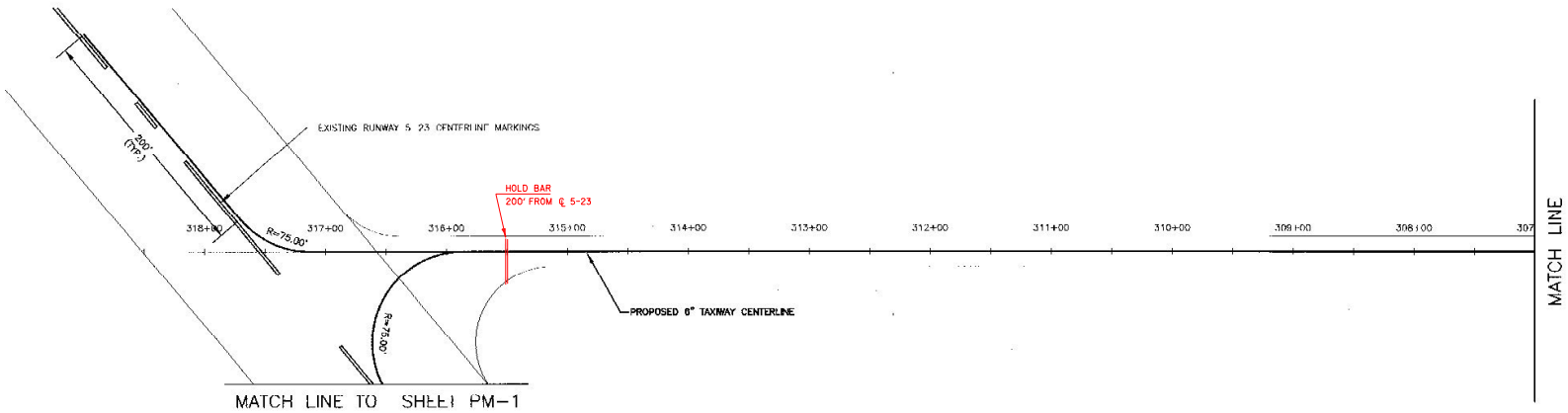




NOTES:

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

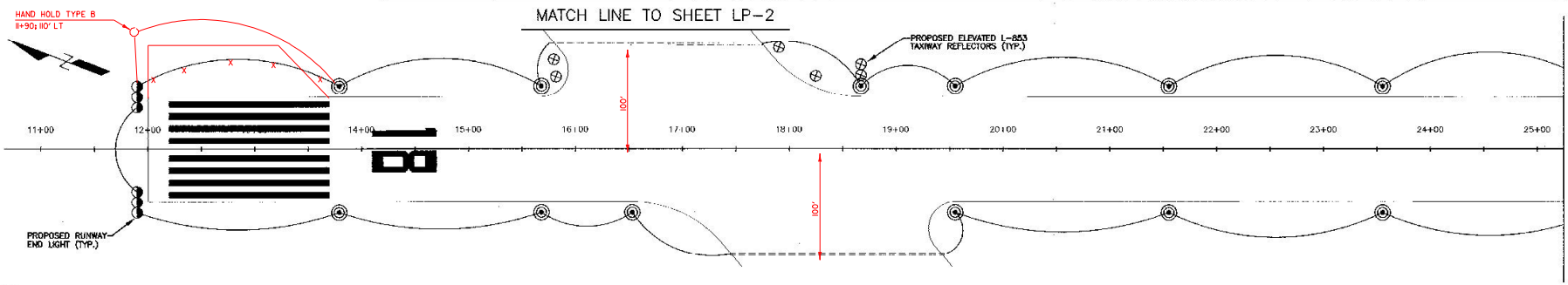
NO.	DATE	REVISIONS	BY	CK'D

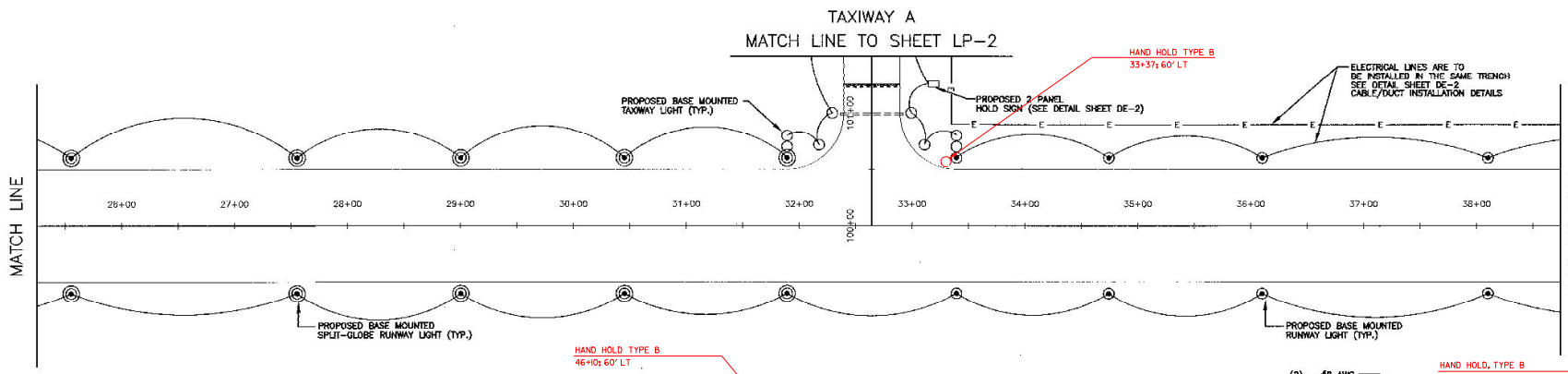
DuBois & King inc.
engineering planning management development

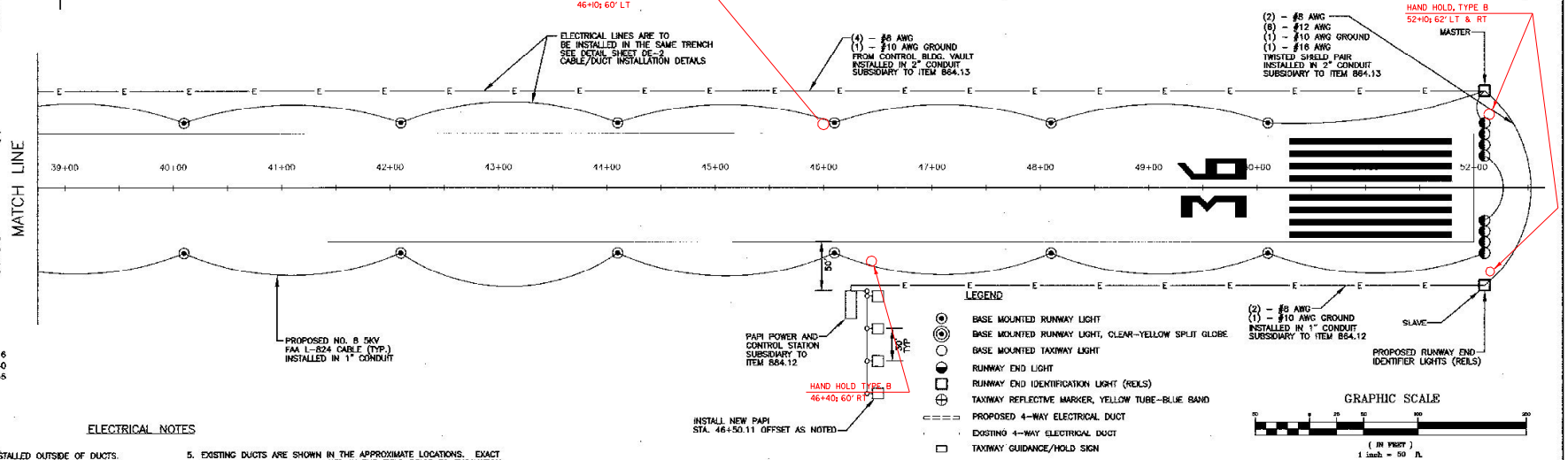
VERMONT AGENCY OF TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
PAVEMENT MARKING DETAILS
TAXIWAY & HOLDING BAY

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

I:\N15500\PM\wg02-05\PM0020.dwg Fri Feb 02 11:41:23 2001







RUNWAY LIGHT SCHEDULE

STA. 13+79.13 RT. 60.00	STA. 33+39.21 RT. 60.00
STA. 13+79.13 LT. 60.00	STA. 33+39.21 LT. 60.00
STA. 15+68.26 RT. 60.00	STA. 34+74.18 RT. 60.00
STA. 15+68.26 LT. 60.00	STA. 34+74.18 LT. 60.00
STA. 16+53.27 RT. 60.00	STA. 36+10.00 RT. 60.00
STA. 18+67.14 LT. 60.00	STA. 36+10.00 LT. 60.00
STA. 19+55.35 RT. 60.00	STA. 38+10.00 RT. 60.00
STA. 19+55.35 LT. 60.00	STA. 38+10.00 LT. 60.00
STA. 21+55.35 RT. 60.00	STA. 40+10.00 RT. 60.00
STA. 21+55.35 LT. 60.00	STA. 40+10.00 LT. 60.00
STA. 23+55.35 RT. 60.00	STA. 42+10.00 RT. 60.00
STA. 23+55.35 LT. 60.00	STA. 42+10.00 LT. 60.00
STA. 25+55.35 RT. 60.00	STA. 44+10.00 RT. 60.00
STA. 25+55.35 LT. 60.00	STA. 44+10.00 LT. 60.00
STA. 27+55.35 RT. 60.00	STA. 46+10.00 RT. 60.00
STA. 27+55.35 LT. 60.00	STA. 46+10.00 LT. 60.00
STA. 29+00.27 RT. 60.00	STA. 48+10.00 RT. 60.00
STA. 29+00.27 LT. 60.00	STA. 48+10.00 LT. 60.00
STA. 30+45.18 RT. 60.00	STA. 50+10.00 RT. 60.00
STA. 30+45.18 LT. 60.00	STA. 50+10.00 LT. 60.00
STA. 31+89.21 RT. 60.00	
STA. 31+89.21 LT. 60.00	

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

RUNWAY END LIGHT SCHEDULE

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

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

RUNWAY END IDENTIFIER LIGHTS SCHEDULE

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

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

TAXIWAY LIGHT SCHEDULE

STA. 100+70.00 LT. 75.00	STA. 100+70.00 RT. 75.00
STA. 100+80.00 LT. 75.00	STA. 100+80.00 RT. 75.00
STA. 100+71.72 LT. 46.72	STA. 100+71.72 RT. 46.72
STA. 101+00.00 LT. 35.00	STA. 101+00.00 RT. 35.00

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

TAXIWAY REFLECTOR SCHEDULE

STA. 313+97.07 LT. 230.02	STA. 314+73.79 LT. 204.16
STA. 313+97.07 LT. 220.02	STA. 316+82.38 LT. 231.40
STA. 314+39.41 LT. 230.62	STA. 316+84.40 LT. 215.45

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

LEGEND

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

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

ELECTRICAL NOTES

1. NO. 8 BARE COPPER COUNTERPOISE WIRE TO BE INSTALLED OUTSIDE OF DUCTS.
2. ALL ELECTRICAL CABLES ARE TO BE NO. 8 5KV, FAA L-824, TYPE C UNLESS OTHERWISE SHOWN. SEE SPECIFICATION L-108.
3. TAXIWAY LIGHTS AND RUNWAY LIGHTS ARE TO BE INSTALLED 10' BACK FROM EDGE OF PAVEMENT. CABLE IS TO BE INSTALLED IN DUCT ALSO 10' BACK FROM EDGE OF PAVEMENTS.
4. HOLD SIGNS ARE TO BE INSTALLED 20' OFF THE TAXIWAY EDGE OF PAVEMENT. FACE OF THE SIGN IS TO BE PERPENDICULAR TO THE TAXIWAY CENTERLINE, IN LINE WITH HOLD BAR.
5. EXISTING DUCTS ARE SHOWN IN THE APPROXIMATE LOCATIONS. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD PRIOR TO EXCAVATION.
6. ALL CABLE CONNECTIONS ARE TO FOLLOW FAA L-823 REQUIREMENTS, AND SHALL BE MADE AT THE NEAREST LIGHT OR SIGN.
7. SPLIT GLOBE LENSES ARE TO BE CLEAR YELLOW COLOR YELLOW TO FACE RUNWAY 36 THRESHOLD CLEAR TO FACE RUNWAY 18 THRESHOLD

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

DuBois & King inc.
engineering planning management development

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

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

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TAXIWAY LIGHT SCHEDULE

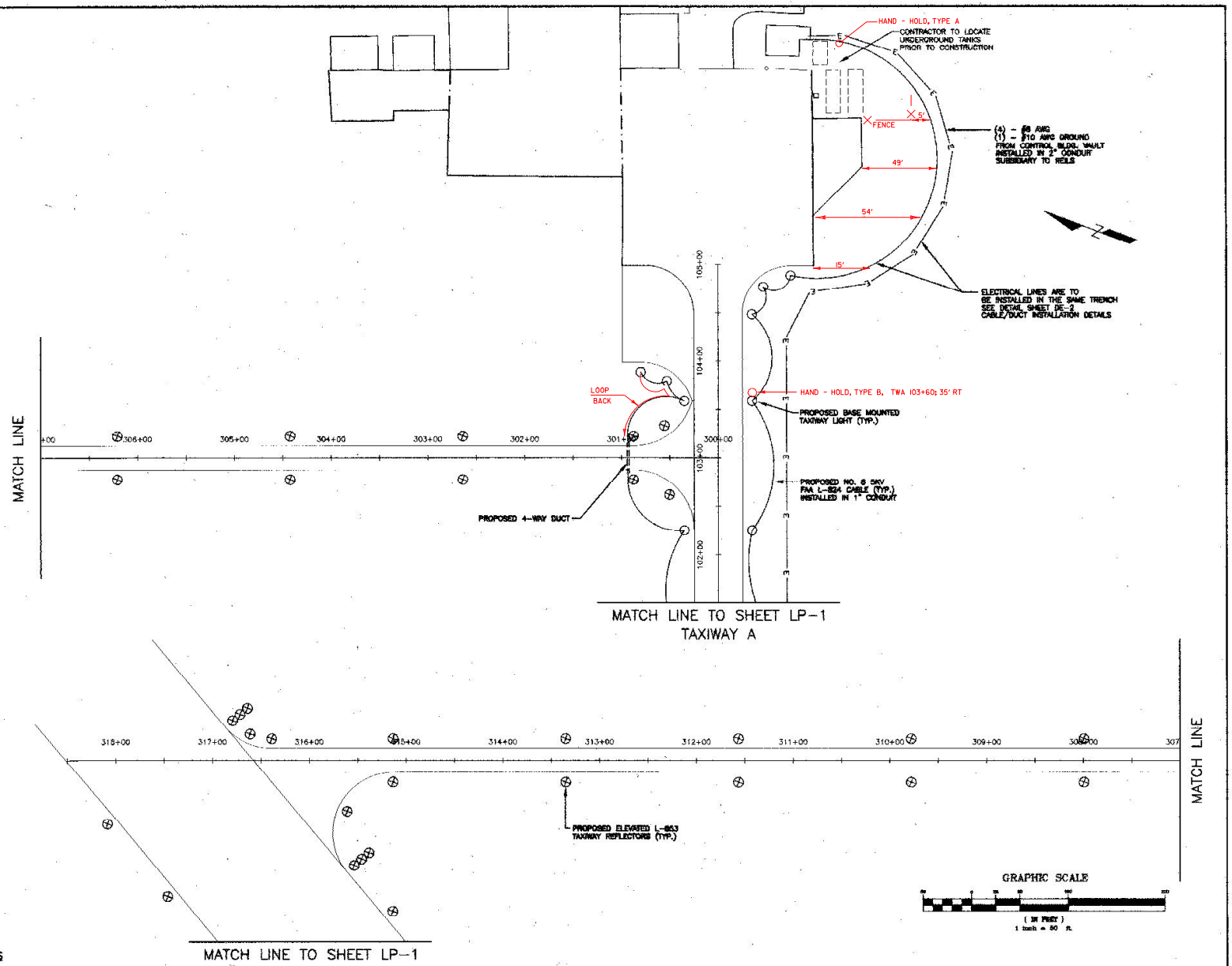
STA. 102+25.04 LT. 35.00	STA. 102+25.04 RT. 35.00
STA. 103+56.69 LT. 35.00	STA. 103+56.69 RT. 35.00
STA. 103+79.69 LT. 62.91	STA. 104+46.40 RT. 35.00
STA. 103+86.75 LT. 60.00	STA. 104+76.68 RT. 46.72
	STA. 104+86.40 RT. 75.00

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

TAXIWAY REFLECTOR SCHEDULE

STA. 300+50.36 LT. 37.88	STA. 313+34.84 LT. 22.50
STA. 300+56.53 RT. 33.88	STA. 313+34.84 RT. 22.50
STA. 300+67.50 LT. 22.50	STA. 315+13.34 LT. 22.50
STA. 300+67.50 RT. 22.50	STA. 315+13.34 RT. 22.50
STA. 302+63.84 LT. 22.50	STA. 315+13.57 LT. 156.22
STA. 302+63.84 RT. 22.50	STA. 315+38.28 LT. 95.55
STA. 304+42.34 LT. 22.50	STA. 315+49.95 LT. 162.25
STA. 304+42.34 RT. 22.50	STA. 315+53.62 LT. 108.67
STA. 306+20.84 LT. 22.50	STA. 315+60.91 LT. 52.77
STA. 306+20.84 RT. 22.50	STA. 316+38.76 RT. 22.50
STA. 307+99.34 LT. 22.50	STA. 318+60.99 RT. 27.44
STA. 307+99.34 RT. 22.50	STA. 318+93.89 RT. 54.15
STA. 309+77.84 LT. 22.50	STA. 318+71.36 RT. 47.74
STA. 309+77.84 RT. 22.50	STA. 318+79.03 RT. 41.33
STA. 311+56.34 LT. 22.50	STA. 317+48.17 LT. 140.87
STA. 311+56.34 RT. 22.50	STA. 318+08.36 LT. 68.78

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



LEGEND

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

ELECTRICAL NOTES

1. NO. 6 BARE COPPER COUNTERPOISE WIRE TO BE INSTALLED OUTSIDE OF DUCT.
2. ALL ELECTRICAL CABLES ARE TO BE NO. 6 SKV, FAA L-824, TYPE C UNLESS OTHERWISE SHOWN. SEE SPECIFICATION L-108.
3. TAXIWAY LIGHTS AND RUNWAY LIGHTS ARE TO BE INSTALLED 10' BACK FROM EDGE OF PAVEMENT. CABLE IS TO BE INSTALLED IN DUCT ALSO 10' BACK FROM EDGE OF PAVEMENTS.
4. HOLD SIGNS ARE TO BE INSTALLED 20' OFF THE TAXIWAY EDGE OF PAVEMENT. FACE OF THE SIGN IS TO BE PERPINDICULAR TO THE TAXIWAY CENTERLINE, IN LINE WITH HOLD BAR.
5. EXISTING DUCTS ARE SHOWN IN THE APPROXIMATE LOCATIONS. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD PRIOR TO EXCAVATION.
6. ALL CABLE CONNECTIONS ARE TO FOLLOW FAA L-823 REQUIREMENTS, AND SHALL BE MADE AT THE NEAREST LIGHT OR SIGN.

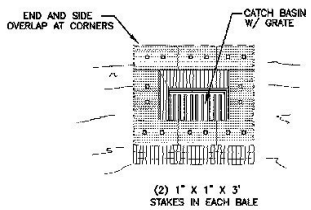
NO.	DATE	REVISIONS	BY	CK'D

DuBois & King inc.
engineering planning management development

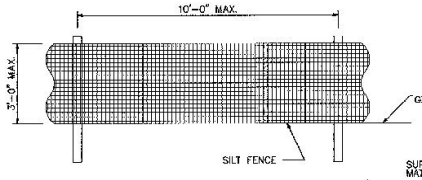
VERMONT AGENCY OF TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18-36 RECONSTRUCTION
LIGHTING PLAN
EXISTING & TEMPORARY TAXIWAYS

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

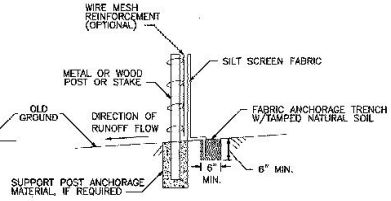
SHEET LP-2



STRAW OR HAY BALE BARRIER
NOT TO SCALE



ELEVATION

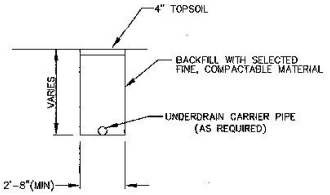


END VIEW

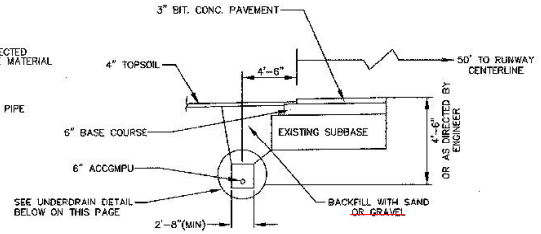
SILT FENCE
NOT TO SCALE

NOTES

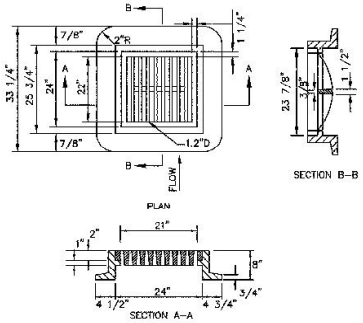
1. SILT FENCE SHALL CONSIST OF AN APPROVED PREFABRICATED SILT FENCE WITH FABRIC ATTACHED TO POSTS AND SHALL BE ASSEMBLED IN THE FIELD ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS. WIRE MESH REINFORCEMENT AND/OR CLOSER POST SPACING MAY BE ORDERED BY THE ENGINEER IN AREAS WHERE HIGH RUNOFF VOLUMES ARE ANTICIPATED, OR IN LOW SPOTS WHERE SEDIMENT WILL BE COLLECTED.
2. PRIOR TO BEGINNING EARTHWORK OPERATIONS AT LOCATIONS DIRECTED BY THE ENGINEER, SILT FENCE SHALL BE CONSTRUCTED ALONG THE TOE OF PROPOSED EMBANKMENT SLOPES AT THE LIMITS OF CLEARING.



UNDERDRAIN CARRIER PIPE
NOT TO SCALE



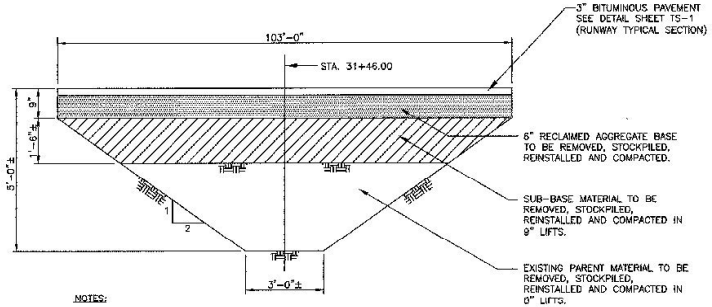
UNDERDRAIN SECTION
NOT TO SCALE



GRATE & FRAME DETAIL
NOT TO SCALE

NOTES:

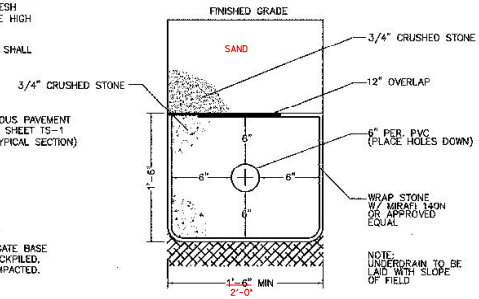
1. GRATES AND FRAMES TO BE CAST IRON, TYPE A AND SHALL MEET VAOT SPECIFICATION 604.10
2. SUPPLIER SHALL CERTIFY THAT THE GRATE/FRAME ARE CAPABLE OF SUPPORTING 28,500 lb. WHEEL LOAD.



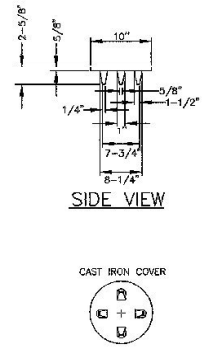
NOTES:

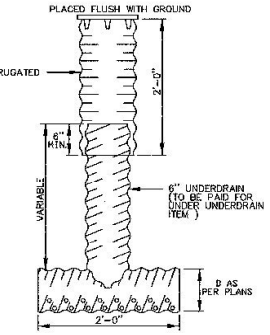
1. PAVEMENT REPAIR TO BE DIRECTED BY ENGINEER
2. ALL EXCAVATION AND BACKFILL PAID FOR UNDER UNCLASSIFIED EXCAVATION.

PAVEMENT REPAIR DETAIL
NOT TO SCALE

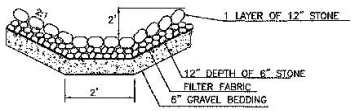


UNDERDRAIN DETAIL
NOT TO SCALE

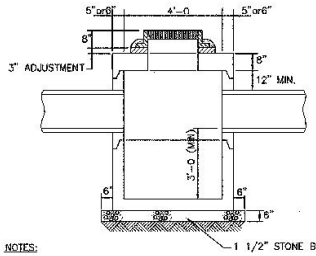




UNDERDRAIN FLUSHING BASIN
NOT TO SCALE



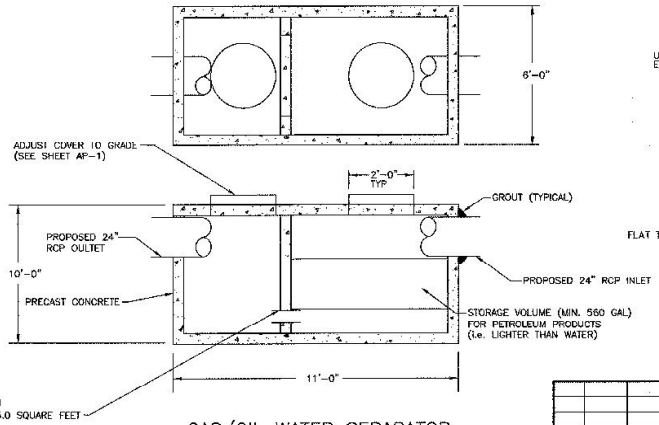
TYPICAL RIPRAP OUTLET
NOT TO SCALE



NOTES:

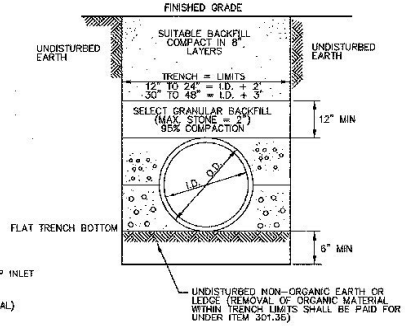
1. PRECAST WALLS AND BASES SHALL MEET VAOT SPECIFICATION 604.10
2. PRECAST REINFORCED CONCRETE TOP, BASE, AND RISER SECTIONS SHALL MEET VAOT SPECIFICATION 604.10
3. SEE GRATE & FRAME DETAIL ABOVE.
4. SEE PLANS FOR PIPE INVERTS.

TYPICAL CATCH BASIN
NOT TO SCALE

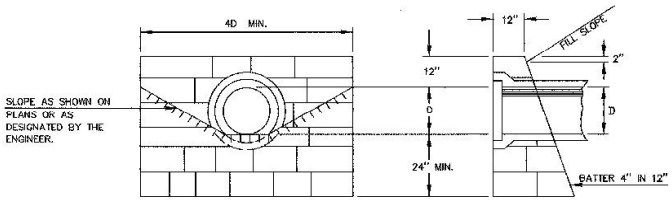


GAS/OIL WATER SEPARATOR
NOT TO SCALE

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



TYPICAL TRENCH DETAIL
NOT TO SCALE



QUANTITY SCHEDULE FOR CEMENT RUBBLE MASONRY

PIPE DIAMETER	12"	15"	18"	24"	30"	36"	42"	48"	54"	60"
C.R.M. QUANTITY	1.0	1.3	1.6	2.7	3.5	4.8	6.4	8.0	10.0	12.3

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

CEMENT RUBBLE MASONRY STRAIGHT HEADWALL
NOT TO SCALE

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

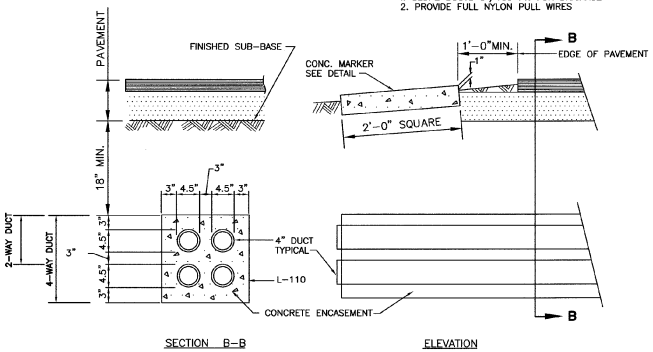
DuBois & King inc.
engineering planning management development

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

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

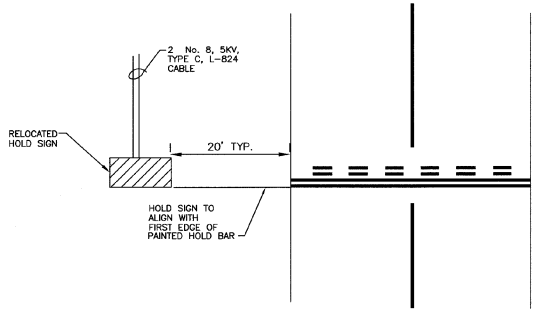
SHEET DE-1

NOTE:
1. SLOPE DUCTS 3"/100 FT. FOR DRAINAGE
2. PROVIDE FULL NYLON PULL WIRES



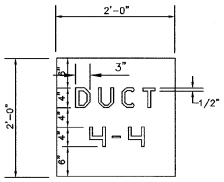
DUCT (4-WAY) AND CONCRETE MARKER DETAILS

NOT TO SCALE



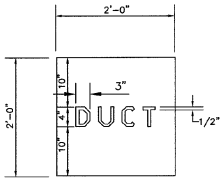
HOLD SIGN LAYOUT DETAIL

NOT TO SCALE



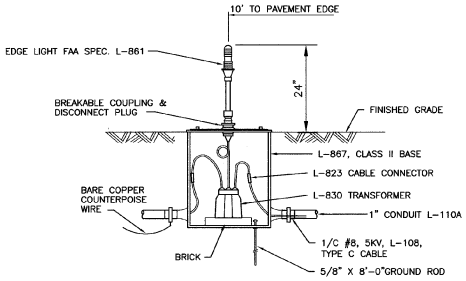
CONCRETE DUCT MARKER

NOT TO SCALE



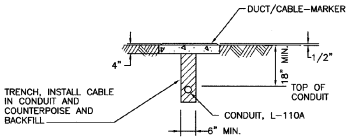
CONCRETE UTILITY DUCT MARKER

NOT TO SCALE



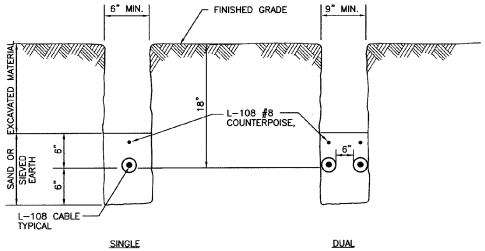
BASE MOUNTED SERIES CIRCUIT

NOT TO SCALE



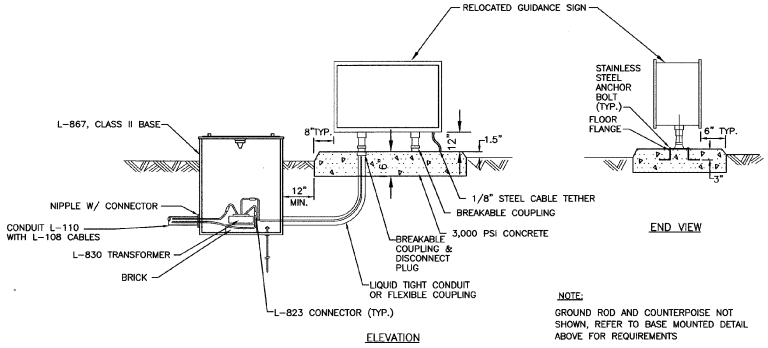
CABLE/DUCT-MARKER DETAIL

NOT TO SCALE



CABLE/DUCT INSTALLATION DETAILS

NOT TO SCALE



NOTE:
GROUND ROD AND COUNTERPOISE NOT SHOWN, REFER TO BASE MOUNTED DETAIL ABOVE FOR REQUIREMENTS

GUIDANCE SIGN DETAIL

NOT TO SCALE

NO.	DATE	REVISIONS	BY	CK'D

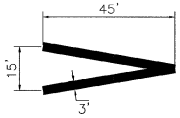
DuBois & King inc.
engineering planning management development

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

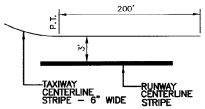
DRAWN BY JJP	DATE MAR. 2000
CHECKED BY	PROJ. NO. N15500
PROJ. ENG. JAA	DRAW. NO. 1

SHEET DE-2

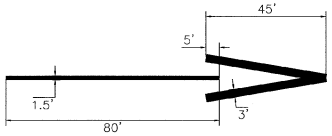
I:\N15500\F2\dwg\C15500F20V25.dwg Fri Feb 02 11:44:19 2001



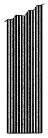
ARROWHEAD DETAIL
NOT TO SCALE



TAXIWAY LEADIN LINE DETAIL
NOT TO SCALE



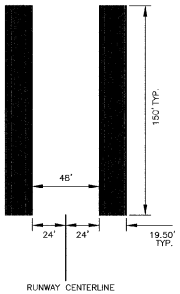
ARROW DETAIL
NOT TO SCALE



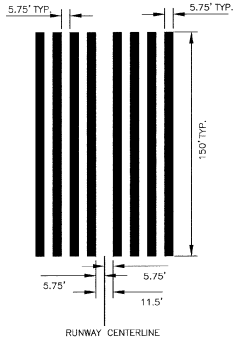
NOTES

1. ALL STRIPES AND SPACES TO BE EQUAL WIDTH.
2. MAXIMUM WIDTH 6 INCHES MINIMUM WIDTH 4 INCHES

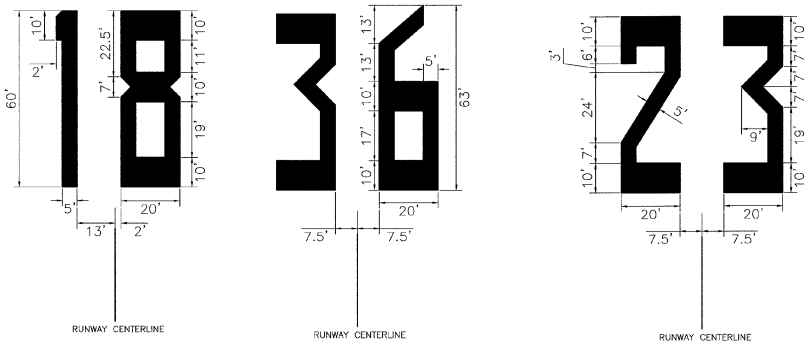
TYPICAL STRIATED MARKINGS
NOT TO SCALE



AIMING POINT DETAIL
NOT TO SCALE



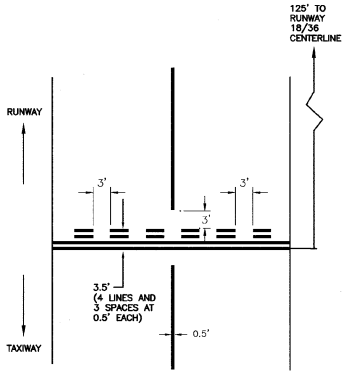
THRESHOLD MARK DETAIL
NOT TO SCALE



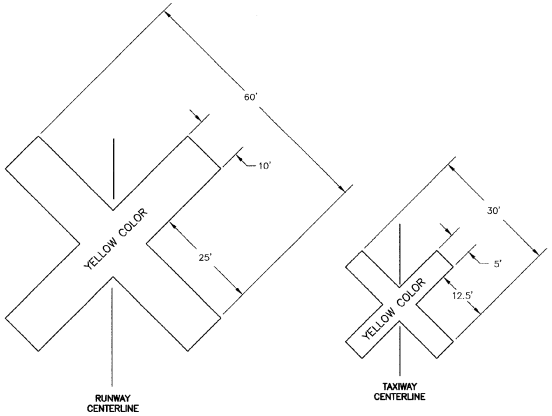
RUNWAY MARKINGS
NOT TO SCALE

NOTES:

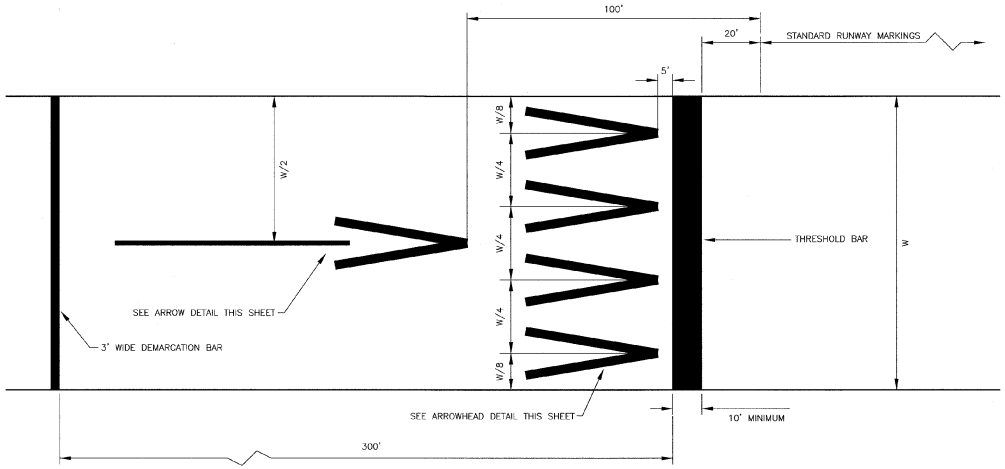
1. ALL RUNWAY MARKINGS ARE WHITE EXCEPT IN THE DISPLACED THRESHOLD AREA.
2. FOR RUNWAY LESS THAN 150' IN WIDTH, THE WIDTH OF THE MARKINGS, SPACES BETWEEN MARKINGS, AND DISTANCE OF MARKINGS FROM THE RUNWAY EDGES ARE CHANGED PROPORTIONALLY.
3. ADJUSTMENTS TO THE LENGTH OF THE CENTERLINE STRIPES AND GAPS,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



HOLD BAR DETAIL
NOT TO SCALE



CLOSED RUNWAY AND TAXIWAY MARKINGS
NOT TO SCALE



DISPLACED THRESHOLD MARKINGS

NOTES

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

NO.	DATE	REVISIONS	BY	CK'D

DuBois & King inc.
engineering planning management development

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

RUNWAY MARKING DETAILS

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

SHEET DE–3

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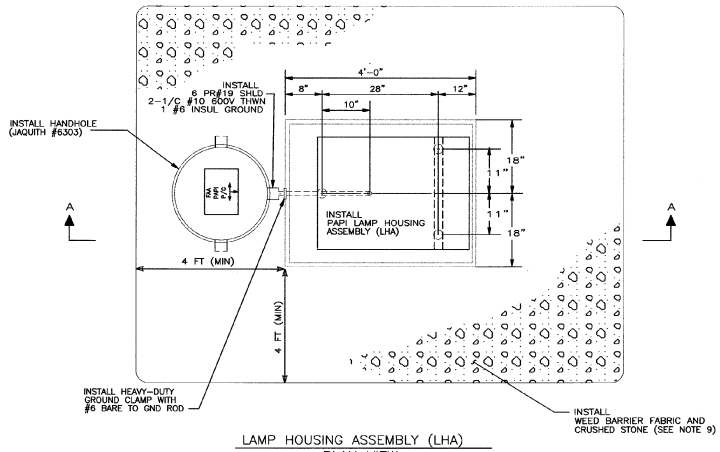
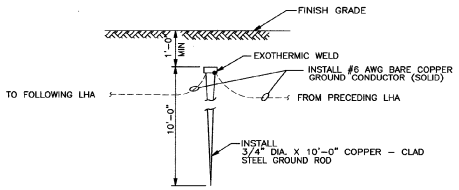
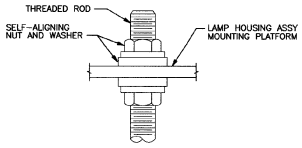


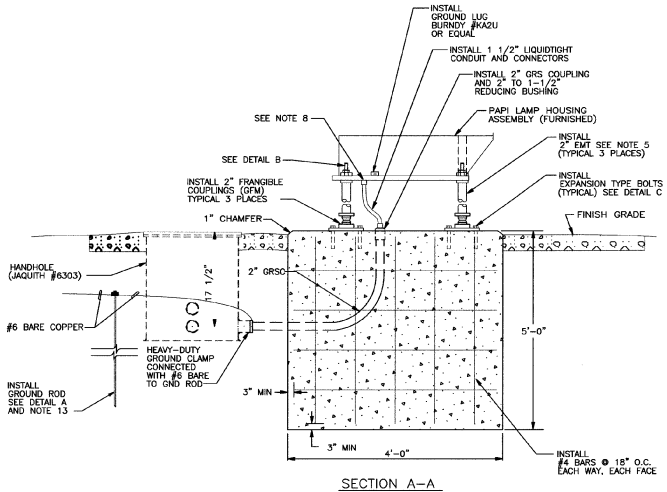
LAMP HOUSING ASSEMBLY (LHA)
PLAN VIEW
NOT TO SCALE



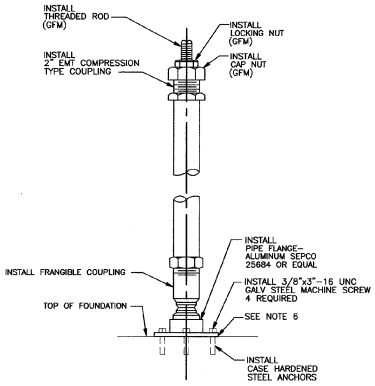
DETAIL A
TYPICAL GROUND ROD INSTALLATION DETAIL
NOT TO SCALE



DETAIL B
LIGHT HOUSING ASSEMBLY MOUNTING DETAIL
NOT TO SCALE



SECTION A-A
NOT TO SCALE



DETAIL C
TYPICAL STRUCTURAL LEG DETAIL
NOT TO SCALE

NOTES

1. FOUNDATION DEPTH SHALL BE 6 FEET (MIN). THE BOTTOM OF ALL FOUNDATION EXCAVATIONS SHALL BE FREE OF WATER AND LOOSE EARTH AND SHALL BE COMPACTED TO 95% MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT AS PER AASHTO T-99, PRIOR TO INSTALLING FOUNDATIONS.
2. FORM FOUNDATIONS FULL DEPTH SUCH THAT VERTICAL SURFACES ARE SMOOTH AND RESISTANT TO FROST HEAVES.
3. CONCRETE WORK SHALL BE IN ACCORDANCE WITH THE CURRENT ISSUE OF ACI-318; BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE. CONCRETE TO DEVELOP MINIMUM STRENGTH OF 3000 PSI IN 28 DAYS WITH MAXIMUM SLUMP OF 3 INCHES AND MAXIMUM AGGREGATE SIZE OF 3/4 INCH. CONCRETE SHALL BE PROTECTED FROM FREEZING DURING AND FOR 7 DAYS AFTER PLACEMENT.
4. DRILL HOLES AND INSTALL EXPANSION TYPE ANCHOR BOLTS WHEN PAPI UNITS HAVE BEEN ACCURATELY LOCATED AND AFTER CONCRETE HAS HARDENED SUFFICIENTLY.
5. 2" EMT LENGTH SHALL BE SET AS REQUIRED SO THAT THE BEAM CENTERS OF ALL LIGHT UNITS SHALL BE WITHIN +/- 1 INCH OF A HORIZONTAL PLANE. THIS HORIZONTAL PLANE SHALL BE 2'-0" ABOVE THE ELEVATION OF THE RUNWAY CROWN PERPENDICULAR TO THE PAPI UNITS.
6. COAT THE FLANGE SURFACE RESTING ON THE CONCRETE WITH AN ASPHALTIC COMPOUND FOR METAL PROTECTION.
7. WHERE REQUIRED AT PAPI FOUNDATIONS, FILL SHALL BE PLACED IN LAYERS NOT EXCEEDING 6 INCHES, EACH LAYER SHALL BE THOROUGHLY COMPACTED TO 95% OF MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT IN ACCORDANCE WITH AASHTO-T99.
8. FOLD BACK UNUSED SHIELDED PAIRS AND TAPE TO PREVENT WATER INFILTRATION; LEAVE IN THE LHA UNIT.
9. WEED BARRIER COVERED WITH A 4 INCH LAYER OF 3/4" CRUSHED STONE SHALL BE PLACED IN THE AREA EXTENDING 4 FEET FROM EACH SIDE OF EACH LHA, POWER AND CONTROL STATION.
10. A #6 SOLID BARE COPPER GROUND SHALL RUN THROUGH ALL CONDUITS AND SHALL BE ATTACHED TO GROUND BUSHINGS AT EACH CONDUIT END AND SHALL BE ATTACHED TO GROUND LUGS IN EACH LHA.
11. ALL MATERIAL AND EQUIPMENT NOT LISTED UNDER "FURNISHED MATERIAL" SHALL BE SUPPLIED BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION OF ALL MATERIAL AND EQUIPMENT.
12. ALL RIGID CONDUIT FITTINGS, NUTS, BOLTS AND STEEL WORK SHALL BE GALVANIZED, OR STAINLESS STEEL. ALL FITTINGS USED WITH RIGID CONDUIT SHALL BE THREADED TYPE.
13. INSTALL GROUND RODS AT THE END OF ALL CABLE RUNS, EVERY 200' ALONG RUNS OR AS DIRECTED ON THE DRAWING.

NO.	DATE	REVISIONS	BY	CK'D

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engineering planning management development

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

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

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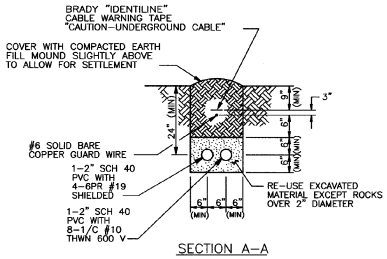
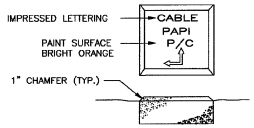
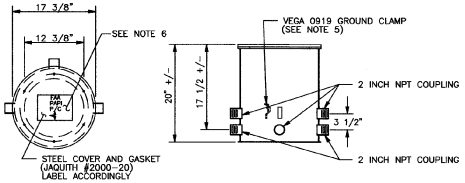


SECTION A–A
TRENCH SECTION
NOT TO SCALE



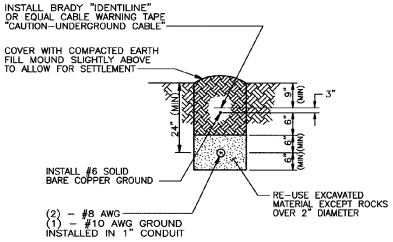
DETAIL A
TYPICAL CONCRETE CABLE MARKER
NOT TO SCALE



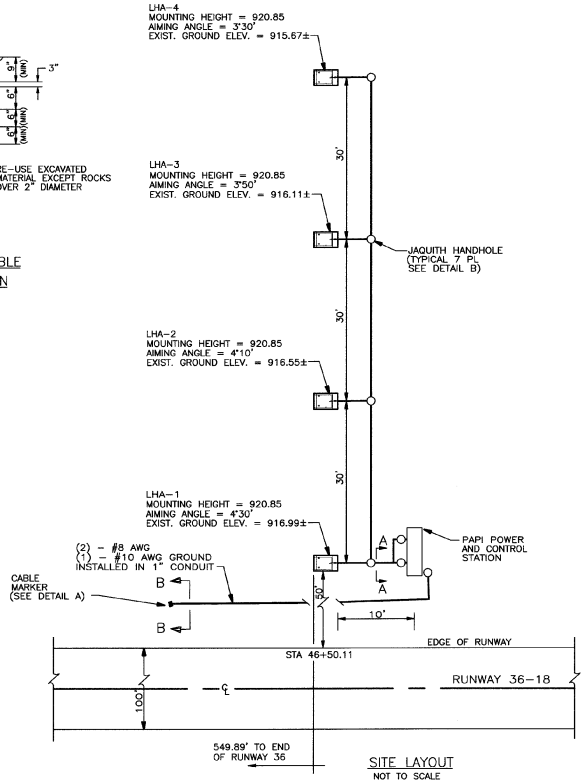
DETAIL B
JAQUITH HANDHOLE
NOT TO SCALE

NOTES:

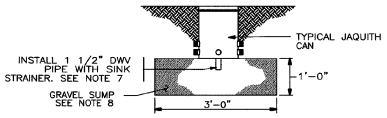
1. ALL GRSC SWEEPS SHALL HAVE GROUND CLAMPS AND BE CONNECTED TO A GROUND ROD VIA #6 SOLID BARE Cu WIRE.
2. CABLE MARKERS SHALL BE PLACED EVERY 200 FEET ALONG TRENCH AND AT ANY CHANGE IN DIRECTION.
3. ALL TRENCHES SHALL BE FILLED IN LAYERS NOT EXCEEDING 6" AND EACH LAYER SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY. FILL SHALL BE OF STRUCTURAL NATURE ONLY.
4. ALL INSULATED CABLE SHALL BE PROPERLY AND PERMANENTLY COLOR CODED AT EACH END PRIOR TO INSTALLATION.
5. CONTRACTOR SHALL VERIFY THAT GROUND LUGS HAVE BEEN INSTALLED ON BOTH INTERIOR AND EXTERIOR OF JAQUITH CAN. IF CLAMPS DO NOT EXIST, CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION.
6. CONTRACTOR SHALL FURNISH AND INSTALL BRASS IDENTIFICATION PLATES. THESE PLATES SHALL BE 8" X 6" WITH THREE ROWS OF CHARACTERS (2 FOR WORDS, 1 FOR DIRECTION ARROW), AND 1" LETTERING.
7. CONTRACTOR SHALL DRILL 1 1/2" HOLE THROUGH THE BOTTOM OF JAQUITH CAN, AND SPRAY COLD GALV. ON CAN PRIOR TO INSTALLATION.
8. INSTALL A 3'x3'x1'. 3/4" CRUSHED STONE SUMP UNDER ALL JAQUITH CANS. THE CRUSHED STONE SHALL BE WRAPPED IN GEOTEXTILE FABRIC.



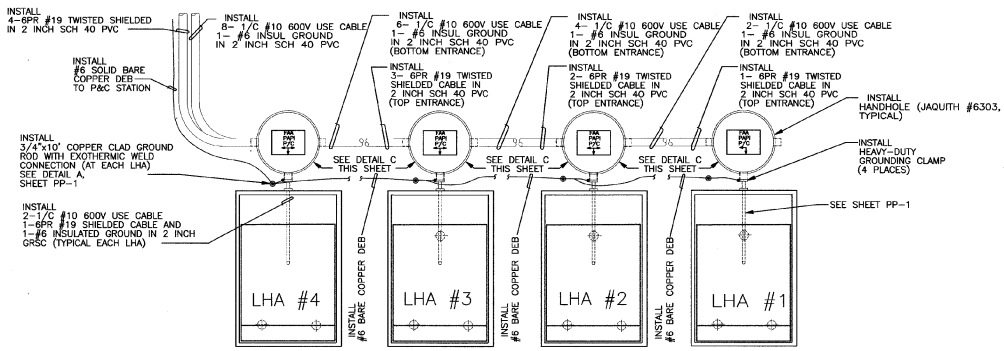
SECTION B–B
LOW VOLTAGE CABLE
TRENCH SECTION
NOT TO SCALE



SITE LAYOUT
NOT TO SCALE



DETAIL C
TYP. JAQUITH CAN
NOT TO SCALE



CABLING AT LAMP HOUSING ASSEMBLY CONFIGURATION
NOT TO SCALE

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VERMONT AGENCY OF TRANSPORTATION
COVENTRY, VERMONT
NEWPORT STATE AIRPORT
RUNWAY 18–36 RECONSTRUCTION
PAPI GENERAL INSTALLATION DETIALS

DRAWN BY JJP	DATE MAR. 2000
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SHEET PP–2

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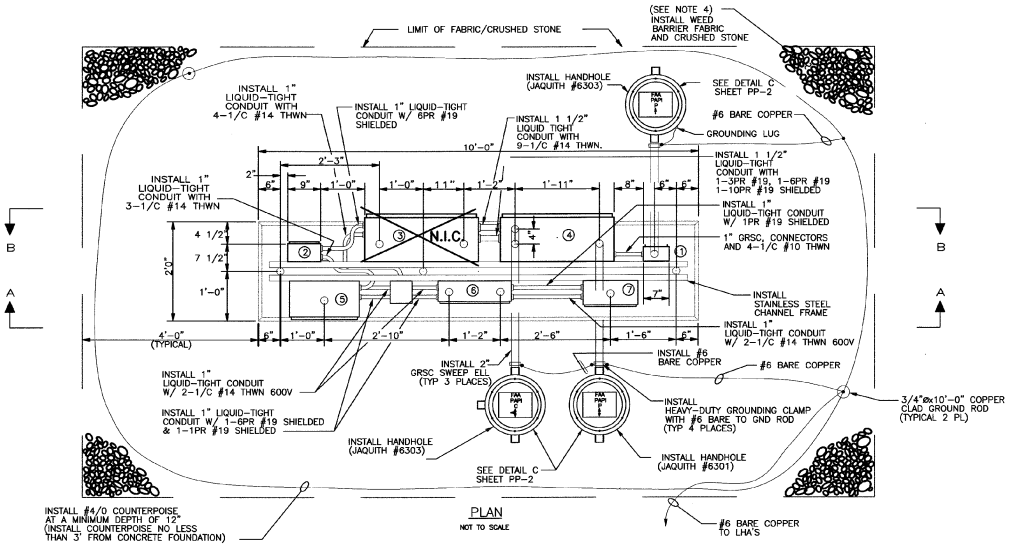
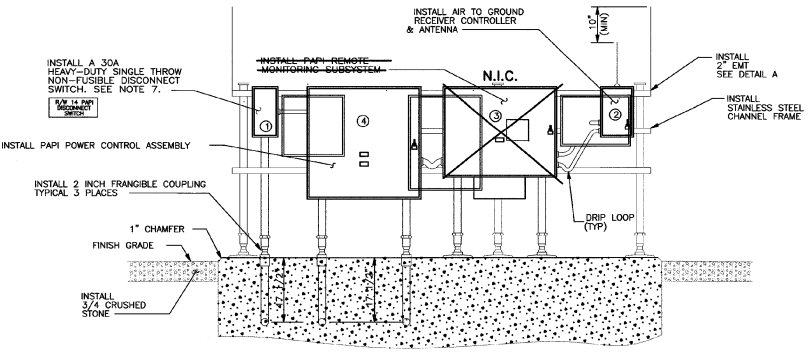


PLAN

NOT TO SCALE



SECTION B-B

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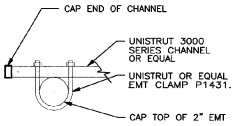
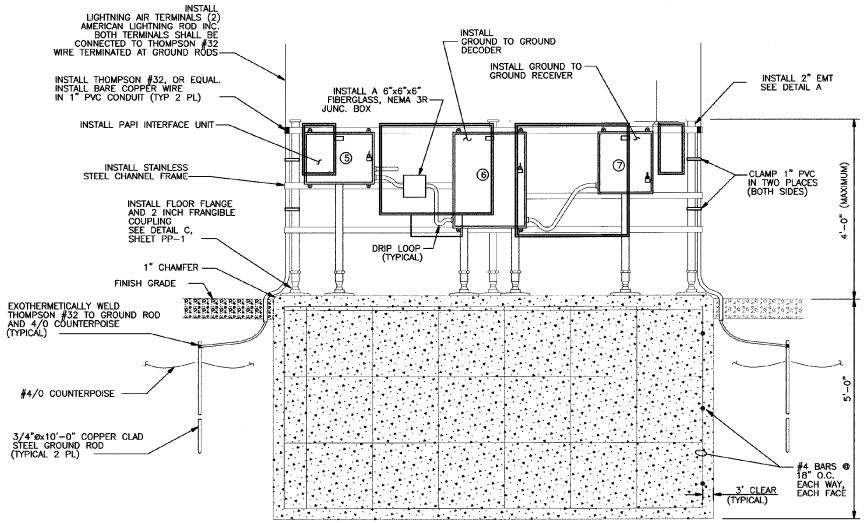


DETAIL A

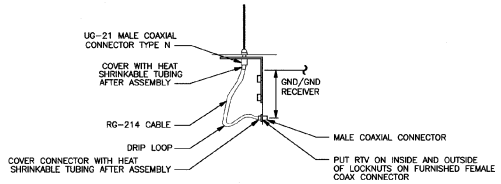
UNISTRUT CHANNEL MOUNTING DETAIL

NOT TO SCALE



SECTION A-A

NOT TO SCALE



DETAIL B

GROUND TO GROUND RECEIVER ANTENNA MOUNTING DETAIL

NOT TO SCALE

NOTES

1. FOUNDATION DEPTH SHALL BE 6 FEET (MIN.), EXCEPT WHERE THERE IS FIRM BEDROCK ABOVE THIS DEPTH. THE BOTTOM OF ALL FOUNDATION EXCAVATIONS SHALL BE FREE OF WATER AND LOOSE EARTH AND SHALL BE COMPACTED TO 95% MAXIMUM DRY DENSITY AT OPTIMUM MOISTURE CONTENT AS PER AASHTO T-180. PRIOR TO INSTALLING FOUNDATIONS, WHERE REQUIRED, FILL SHALL BE PLACED IN LAYERS OF 8 INCHES (MAX) AND SHALL BE COMPACTED IN THE SAME MANNER AS DESCRIBED ABOVE.
2. CONCRETE FOUNDATIONS SHALL HAVE SMOOTH VERTICAL SURFACES SO AS TO BE RESISTANT TO FROST HEAVES.
3. CONCRETE SHALL DEVELOP MINIMUM STRENGTH OF 3000 PSI IN 28 DAYS WITH MAXIMUM SLUMP OF 3 INCHES AND MAXIMUM AGGREGATE SIZE OF 3/4 INCH. CONCRETE MIX SHALL HAVE AN AIR ENTRAINING AGENT CONFORMING TO ASTM C-260. CONCRETE SHALL BE PROTECTED FROM FREEZING DURING AND FOR 7 DAYS AFTER PLACEMENT.
4. WEED BARRIER FABRIC, COVERED WITH A 4 INCH LAYER OF CRUSHED STONE (3/4 INCH DIAM MAX), SHALL BE PLACED IN THE AREA EXTENDING 4 FEET FROM EACH SIDE OF EACH LHA AND POWER AND CONTROL STATION PAD.
5. CAP UNUSED COUPLING IN JAQUITH CANS.
6. ALL HARDWARE SHALL BE STAINLESS STEEL. CHANNEL (UNISTRUT OR EQUAL)SHALL BE STAINLESS STEEL. GRSC INDICATES GALVANIZED RIGID STEEL CONDUIT.
7. AN ENGRAVED PLASTIC OR OTHER APPROVED LABEL SHALL BE AFFIXED TO EQUIPMENT ENCLOSURE WITH EPOXY CEMENT. LABEL SHALL READ "R/W 14 PAPI" AND SHALL INCLUDE CABINET NAME(I.E. "DISCONNECT SWITCH") UNLESS OTHERWISE DIRECTED.
8. HANDHOLE COVERS SHALL BE IDENTIFIED WITH THE APPROPRIATE INFORMATION ON A 1/16"(MIN) THICK BRASS PLATE FASTENED TO THE COVER WITH A MINIMUM OF TWO 10-32 BRASS SCREWS.

LEGEND

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

NO.	DATE	REVISIONS	BY	CK'D

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

DRAWN BY JJP	DATE MAR. 2000
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SHEET PP-3

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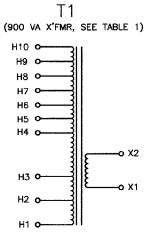
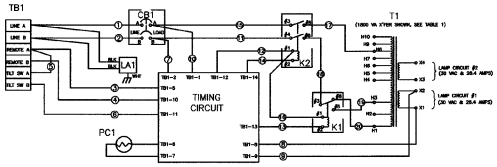
NOTICE: WIRE #17 HAS BEEN FACTORY PRE-SET TO T1-H8 (235-245V) TERMINAL. CHANGE WIRE #17 TERMINATION SUCH THAT THE PAPI LAMP VOLTAGE IS BETWEEN 29.4 AND 31.2 VOLTS.

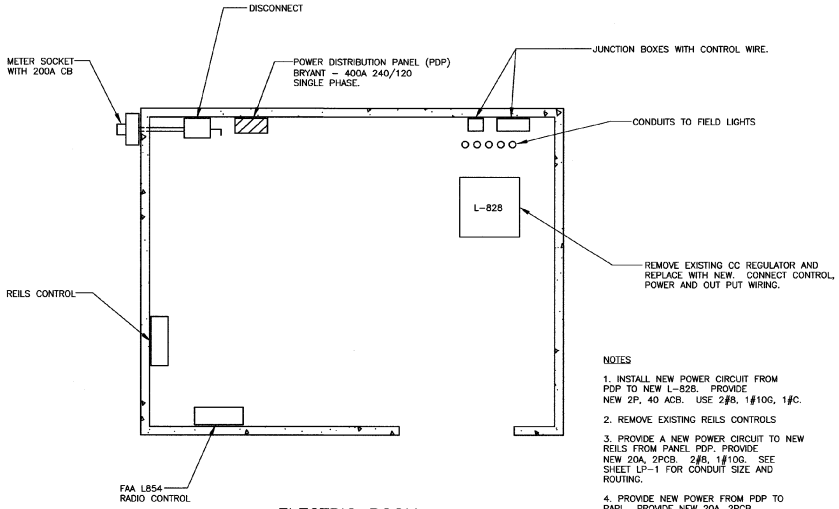
TABLE 1
(REFERENCE ONLY)

LINE VOLTAGE	CONNECT WIRE #17 TO
195-205	H4
205-215	H5
215-225	H6
225-235	H7
235-245	H8
245-255	H9
255-265	H10





SYSTEM WIRING DIAGRAM
NOT TO SCALE
POWER & CONTROL UNIT ASSY



ELECTRIC ROOM
NOT TO SCALE

NOTES

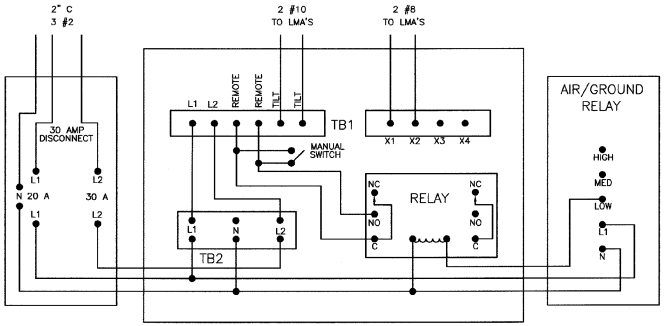
1. INSTALL NEW POWER CIRCUIT FROM PDP TO NEW L-828. PROVIDE NEW 2P, 40 ACB. USE 2#8, 1#10G, 1#C.

2. REMOVE EXISTING REILS CONTROLS

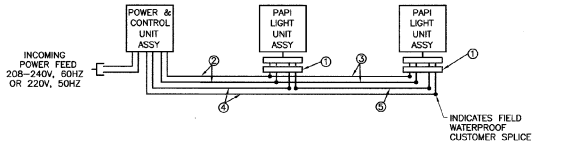
3. PROVIDE A NEW POWER CIRCUIT TO NEW REILS FROM PANEL PDP. PROVIDE NEW 20A, 2PCB. 2#8, 1#10G. SEE SHEET LP-1 FOR CONDUIT SIZE AND ROUTING.

4. PROVIDE NEW POWER FROM PDP TO PAPI. PROVIDE NEW 20A, 2PCB. 2#8, 1#10G SEE SHEET LP-1 FOR CONDUIT SIZE AND RATING.

5. RECONNECT THE AIR TO GROUND RECEIVER L-854 TO THE OPERATING CONTROLS OF THE CONSTANT CURRENT TRANSFORMER L-828 TO MATCH THE EXISTING CONTROL PATTERN. THIS WILL ALLOW FOR THREE LEVELS OF LIGHTING.



PAPI POWER AND CONTROL UNIT
NOT TO SCALE



① = CONSOLIDATING HARNESS, 4/#14 AWG LEADS (SUPPLIED)

② = OUTGOING POWER FEED FROM POWER & CONTROL UNIT ASSY T1-X TERMINALS, USE #8 AWG MIN (NOT SUPPLIED)

③ = POWER FEED FROM PREVIOUS LIGHT UNIT ASSY, USE #14 AWG MIN (NOT SUPPLIED)

④ = TILT SWITCH LEADS FROM POWER & CONTROL UNIT ASSY TB1 TERMINALS TILT SWITCH A & B, USE #14 AWG MIN (NOT SUPPLIED)

⑤ = TILT SWITCH LEAD FROM PREVIOUS LIGHT UNIT ASSY, USE #14 AWG MIN (NOT SUPPLIED)

NOTE: ON 8812A-2-11 OR -20 PAPI SYSTEMS, NO TILT SWITCH WIRES (④ & ⑤) ARE REQUIRED. A JUMPER WIRE (#16 AWG MIN) MUST BE ADDED BETWEEN POWER & CONTROL UNIT ASSY TB1 TERMINALS TILT SWITCH A & B FOR UNIT FUNCTION.

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

L-881 STYLE "A" SYSTEM
NO SCALE
PART NO's 8812A-1, 8812A-2 & 8812A-2-11 OR -20
PAPI FIELD WIRING CONNECTIONS

NO.	DATE	REVISIONS	BY	CK'D

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

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SHEET PP-4

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