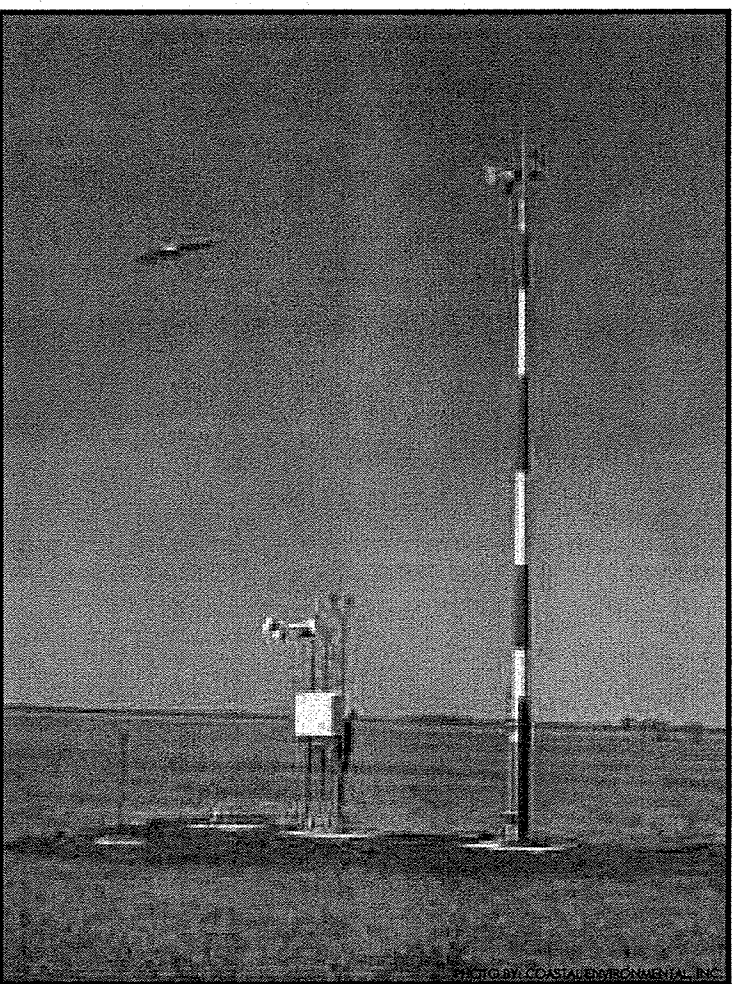
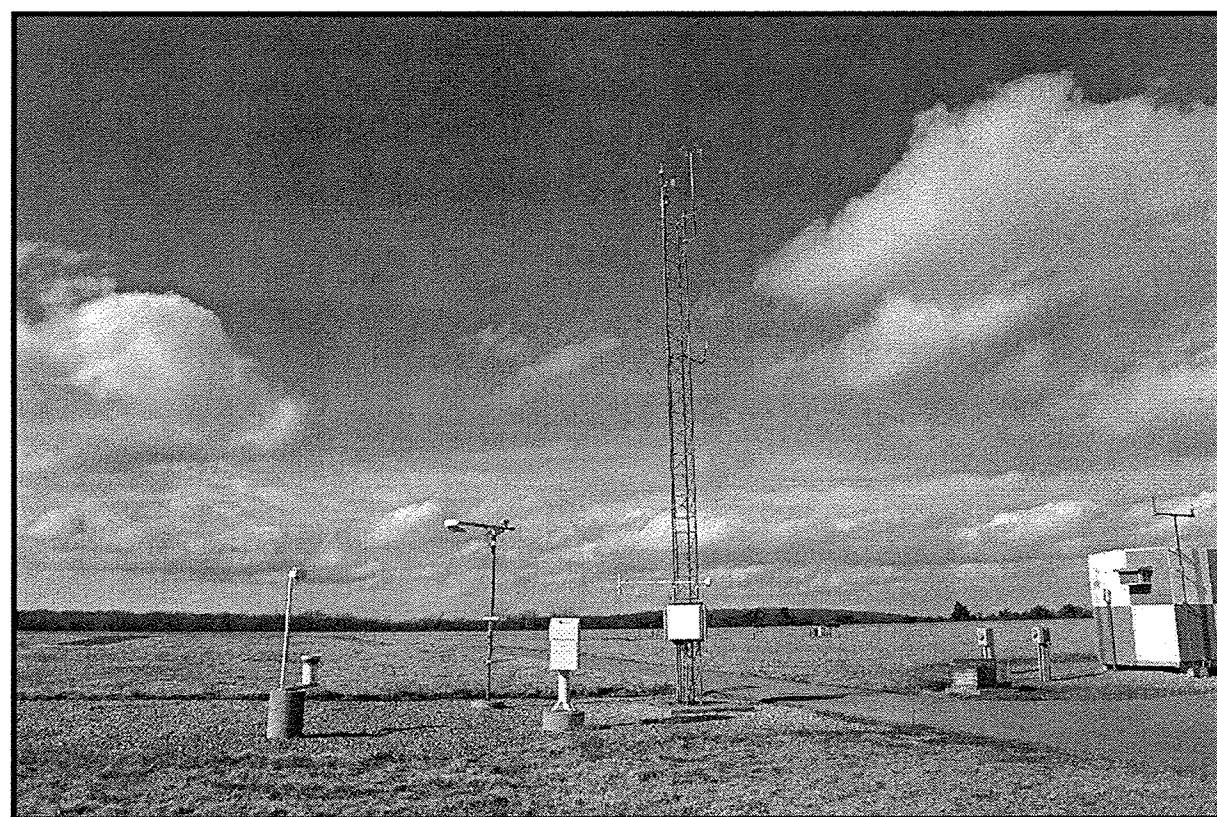


CONSTRUCT AWOS-III - BID PACKAGE 1



AIP PROJECT NO. 3-23-2300-PENDING-2024

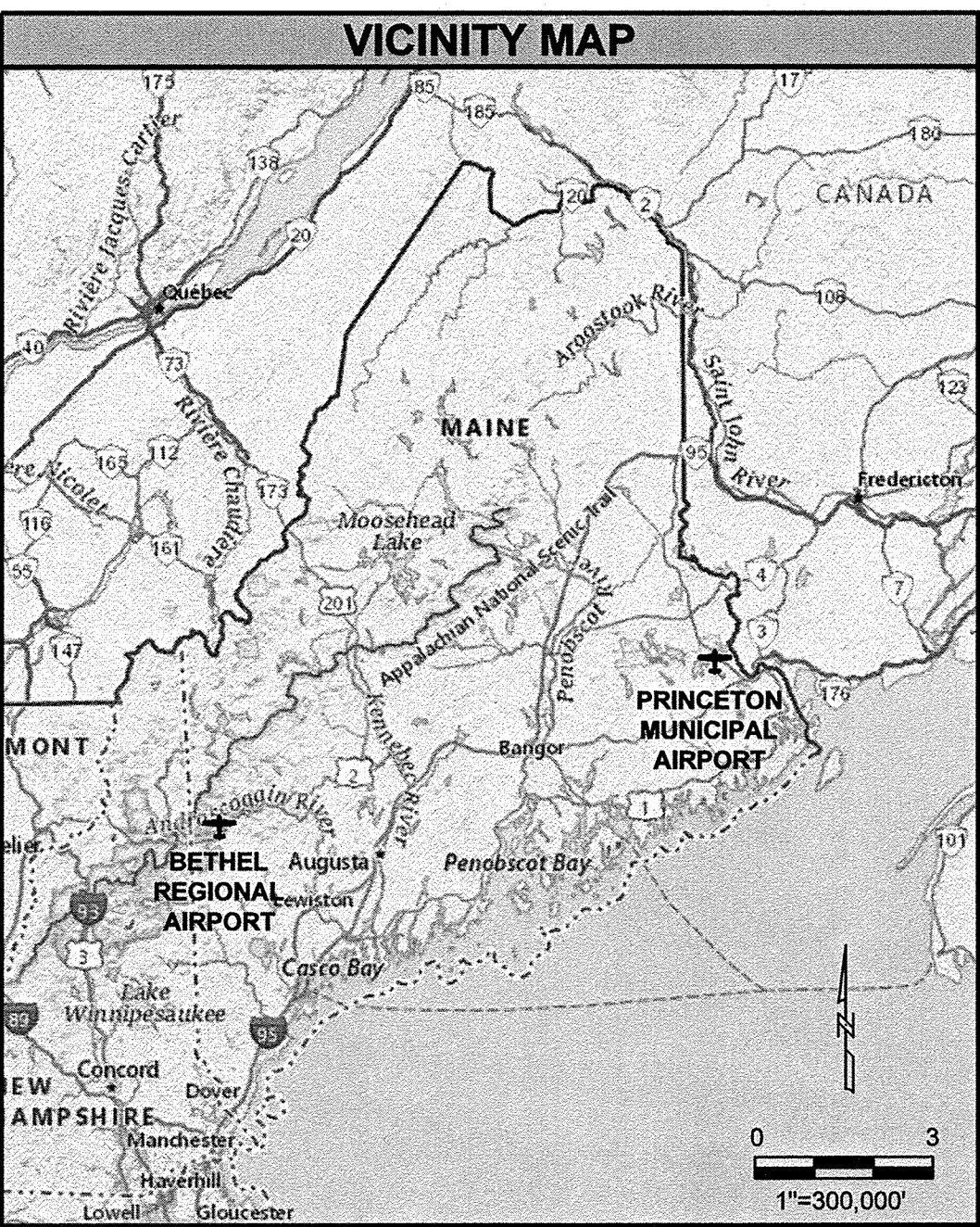
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DELTA PROJECT NO. 23042

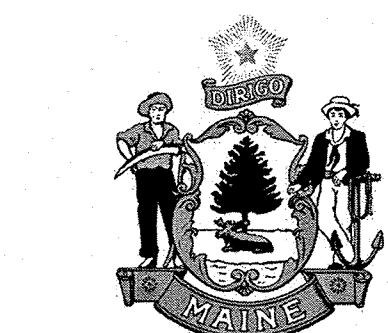
FOR THE

MAINE DEPARTMENT OF TRANSPORTATION

FEBRUARY 2025

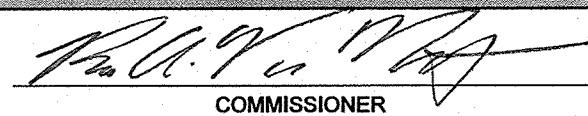



SHEET INDEX	
SHEET #	TITLE
1	COVER SHEET
2	SUMMARY OF QUANTITIES
3	PROJECT NOTES
4	ELECTRICAL NOTES
5	EROSION AND SEDIMENT CONTROL NOTES & DETAIL
6	AWOS DETAILS
7	AWOS DETAILS
8	MISCELLANEOUS DETAILS
9	OB1 AWOS SITING PLAN
10	OB1 TERMINAL LAYOUT
11	OB1 AWOS COMMUNICATION
12	OB1 AWOS ELECTRICAL DETAILS
13	PNN AWOS SITING PLAN
14	PNN TERMINAL LAYOUT
15	PNN AWOS COMMUNICATION
16	PNN AWOS ELECTRICAL DIAGRAM
17	PNN AWOS ELECTRICAL DETAILS
18	PNN GRADING DETAIL



MaineDOT

TRANSPORTATION BUILDING
STATE HOUSE STATION 16
AUGUSTA, MAINE 04333-0016

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
APPROVED	DATE
	3-12-25
COMMISSIONER	
	3-12-2025
CHIEF ENGINEER	

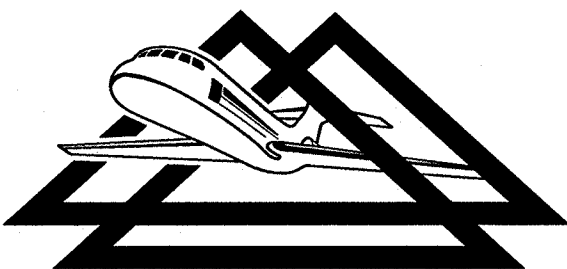
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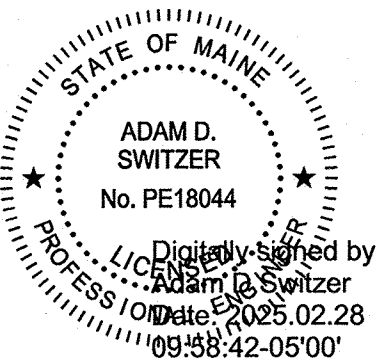
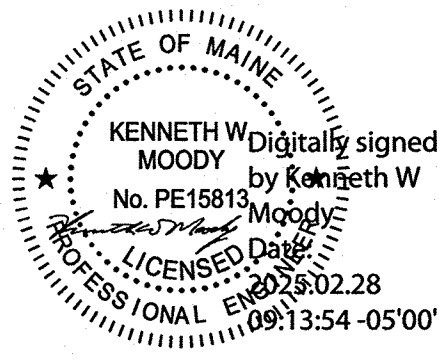
FEBRUARY 2025

NO.	REVISIONS	BY	APP.	DATE

3544 North Progress Avenue, Suite 200
Harrisburg, Pennsylvania 17110
phone: (717) 652-8700 • fax: (717) 652-8371
www.deltaairport.com



**DELTA AIRPORT
CONSULTANTS, INC.**



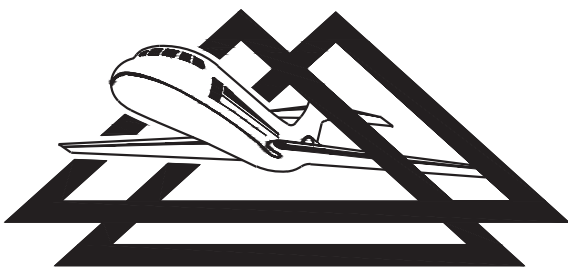
CONSTRUCT AWOS-III - BID PACKAGE 1		AIP NO. 3-23-2300-PENDING-2024	JOB NO. 23042
COVER SHEET		DRAWN BY: MRM	SHEET 1
		DESIGNED BY: ADS/JHM	OF 18
MAINE AIRPORTS		SCALE: NONE	DATE: FEBRUARY 2025

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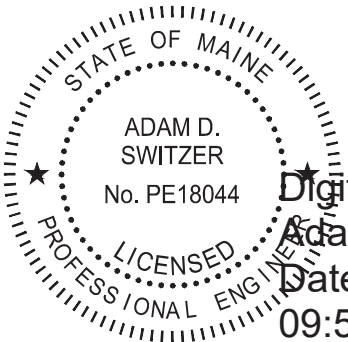
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NO.	REVISIONS	BY	APP.	DATE

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Harrisburg, Pennsylvania 17110
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**DELTA AIRPORT
CONSULTANTS, INC.**



Digitally signed by
Adam D Switzer
Date: 2025.02.28
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CONSTRUCT AWOS-III - BID PACKAGE 1	AIP NO. 3-23-2300-PENDING-2024	JOB NO. 23042
SUMMARY OF QUANTITIES	DRAWN BY: MRM	SHEET 2
MAINE AIRPORTS	DESIGNED BY: ADS/JHM	OF 18
	SCALE: NONE	DATE: FEBRUARY 2025

BID PACKAGE 1					
SUMMARY OF QUANTITIES					
ITEM NO.	SPEC NO.	DESCRIPTION	UNIT	AS-BID	AS-BUILT
1	C-105	MOBILIZATION (OB1)	LS	1	
2	C-105	MOBILIZATION (PNN)	LS	1	
3	L-126	PREPARE AWOS SITE (OB1)	LS	1	
4	L-126	PREPARE AWOS SITE (PNN)	LS	1	
5	L-126	INSTALL AWOS SYSTEM (OB1)	LS	1	
6	L-126	INSTALL AWOS SYSTEM (PNN)	LS	1	
7	L-126	AWOS SYSTEM POWER & CONTROL (OB1)	LS	1	
8	L-126	AWOS SYSTEM POWER & CONTROL (PNN)	LS	1	
9	L-126	BUILDING MODIFICATIONS (OB1)	LS	1	
10	L-126	BUILDING MODIFICATIONS (PNN)	LS	1	
11	L-126	SUPPLEMENTAL ANTENNA TOWER (PNN)	LS	1	
12	L-126	TRIENNIAL INSPECTIONS (OB1)	LS	1	
13	L-126	TRIENNIAL INSPECTIONS (PNN)	LS	1	

PROJECT NOTES:

GENERAL:

- THE PROJECT NOTICE-TO-PROCEED WILL NOT BE ISSUED UNTIL ALL PROJECT FUNDING IS IN-PLACE AND THE CONSTRUCTION CONTRACT HAS BEEN APPROVED AND FULLY EXECUTED BY ALL PARTIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING (INCLUDING PAYMENT OF FEES) ALL BONDS, PERMITS, LICENSES, ETC. REQUIRED BY LOCAL, STATE, AND FEDERAL AGENCIES. THE PERMITS REQUIRED SHALL BE IDENTIFIED AND PROCURED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WHICH PERMITS ARE REQUIRED WITH THE COUNTY PUBLIC WORKS DIVISION, STATE SOIL CONSERVATION SERVICE, STATE HIGHWAY ADMINISTRATION, COUNTY PURCHASING OFFICE, EROSION CONTROL OFFICER, ETC. (NO SEPARATE PAY ITEM).
- ANY LISTED MANUFACTURER'S EQUIPMENT WILL MEAN THAT LISTED ITEM OR AN APPROVED EQUIVALENT.
- THE OWNER RESERVES THE RIGHT TO CONTRACT AND PERFORM OTHER OR ADDITIONAL WORK ADJACENT TO AND WITHIN THE WORK AREA COVERED BY THIS CONTRACT. WHEN SEPARATE CONTRACTS ARE LET WITHIN THE LIMITS OF ANY ONE PROJECT, EACH CONTRACTOR SHALL CONDUCT THEIR WORK SO AS NOT TO INTERFERE WITH OR HINDER THE PROGRESS OR THE COMPLETION OF THE WORK BEING COMPLETED BY OTHER CONTRACTORS. THE CONTRACTORS WORKING ON THE SAME PROJECT SHALL COOPERATE WITH EACH OTHER AS ORDERED BY THE ENGINEER. ANY ADDITIONAL EFFORT OR WORK REQUIRED FOR SUCH COORDINATION WITH OTHER CONTRACTORS SHALL BE INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE. IT IS NOT ANTICIPATED THAT OTHER WORK WILL BE COMPLETED BY OTHER CONTRACTOR(S) DURING THE COURSE OF THIS PROJECT.
- THE APPROXIMATE LOCATION OF THE CONTRACTOR'S STAGING AREA(S) HAVE BEEN SHOWN ON THE PLANS.
- CONTRACTOR EMPLOYEE(S) ARE PROHIBITED FROM RESIDING AT THE PROJECT SITE, ON AIRPORT PROPERTY, IN THE STAGING AREA, OR ANY OTHER TEMPORARY FACILITY.
- THIS PROJECT HAS BEEN ENVIRONMENTALLY APPROVED BY THE FAA UNDER A CATEGORICAL EXCLUSION DATED MARCH 27, 2024.
- AN RPR FIELD TRAILER IS NOT REQUIRED FOR THIS PROJECT.
- THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION LAYOUT AND STAKING AND MUST FURNISH STAKES FOR THE LAYOUT AND CONSTRUCTION OF THE WORK AND SHALL PRESERVE ALL STAKES AND BENCHMARKS THROUGH THE DURATION OF THE PROJECT.

SECURITY:

- THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL OF ITS EMPLOYEES AND SUBCONTRACTOR EMPLOYEES ONLY USE AUTHORIZED ACCESS POINT(S). EMPLOYEES SHALL VERIFY THAT THE ACCESS POINT(S) IS SECURE IMMEDIATELY AFTER USE. GATES THAT FAIL TO SECURE MUST BE IMMEDIATELY REPORTED TO THE ENGINEER OR OWNER.
- THE CONTRACTOR SHALL ONLY USE THE HAUL ROUTE(S) INDICATED ON THE PLANS UNLESS OTHERWISE APPROVED BY THE ENGINEER AND OWNER.
- THE CONTRACTOR SHALL ALWAYS MAINTAIN SEPARATION BETWEEN THE SECURE SIDE AND NON-SECURE SIDE OF THE AIRPORT. THE PERIMETER FENCE SHALL BE MAINTAINED ON A CONTINUOUS BASIS WITH ANY TEMPORARY OPENING BEING CONTINUOUSLY OBSERVED BY THE CONTRACTOR'S DESIGNATED EMPLOYEE. ALL TEMPORARY OPENINGS AND CONSTRUCTION GATES SHALL BE SECURED AND LOCKED AT THE COMPLETION OF WORK EACH DAY.
- ALL CONTRACTOR VEHICLES OPERATING INSIDE THE SECURITY FENCE SHALL BE CLEARLY LABELED WITH THE CONTRACTOR'S COMPANY NAME VISIBLE FROM 200 FEET. THE COMPANY NAME SHALL BE LABELED ON BOTH SIDES OF THE VEHICLE.

OPERATIONS AND PHASING:

- AIRCRAFT SHALL HAVE THE RIGHT OF WAY AT ALL TIMES. CONTRACTOR VEHICLES SHALL YIELD TO AIRCRAFT IN ALL CIRCUMSTANCES, AND MAY PROCEED ONLY ONCE THE AIRCRAFT HAS CLEARED THE AREA. THE CONTRACTOR SHALL OBTAIN A SAFETY BRIEFING FROM AIRPORT MANAGEMENT PRIOR TO BEGINNING CONSTRUCTION.
- UPON NOTIFICATION FROM AIRPORT MANAGEMENT, THE ENGINEER, OR OFFICIAL DESIGNATED REPRESENTATIVE, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY AND/OR TAXIWAY SAFETY AREAS OF EQUIPMENT AND PERSONNEL IN THE EVENT OF A DECLARED AIRCRAFT EMERGENCY.
- PRIOR TO ENTERING ANY AIR OPERATIONS AREA (AOA) OR SAFETY AREA (AS SHOWN ON THE PLANS AND IDENTIFIED IN THE SPECIFICATIONS), THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT MANAGEMENT. NO EQUIPMENT OR PERSONNEL SHALL ENTER AN OPEN RUNWAY OR TAXIWAY SAFETY AREA UNLESS PROPERLY COORDINATED. CROSSING OF ACTIVE RUNWAYS SHALL REQUIRE ESCORT BY AIRPORT MANAGEMENT, UNLESS AIRPORT MANAGEMENT HAS PROVIDED SPECIFIC TRAINING ON THIS ISSUE, AND IN THIS CASE ALL PERSONNEL SHALL ABIDE BY THE MOVEMENT POLICIES STIPULATED BY THE AIRPORT. THE AIRPORT RESERVES THE RIGHT TO BAR PERSONNEL FROM THE AIRPORT WHO VIOLATE RUNWAY CROSSING POLICIES.
- A 40-FOOT MAXIMUM EQUIPMENT HEIGHT HAS BEEN COORDINATED WITH THE FAA FOR AIRSPACE CLEARANCE. IF THE CONTRACTOR INTENDS TO USE ANY EQUIPMENT WITH A HEIGHT OVER THIS THEY SHALL COORDINATE THIS ISSUE IN ADVANCE WITH THE ENGINEER.
- THE CONTRACTOR SHALL MARK AND LIGHT AREAS UNDER CONSTRUCTION IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. AIRCRAFT AND PUBLIC SAFETY SHALL NOT BE COMPROMISED, AND PROPER SEPARATION SHALL BE MAINTAINED AT ALL TIMES. EQUIPMENT AND VEHICLES SHALL BE MARKED WITH YELLOW FLASHING DOME TYPE LIGHTS OR 3' X 3' ORANGE AND WHITE CHECKER FLAGS. NIGHTTIME CONSTRUCTION IS PROHIBITED.
- ALL CONTRACTOR PERSONNEL SHALL ARRIVE AT THE PROJECT IN COMPANY VEHICLES. ONLY AUTHORIZED VEHICLES WILL BE ALLOWED INSIDE THE SECURITY FENCE. AT THE END OF EACH WORKDAY, THE CONTRACTOR SHALL POSITION ALL EQUIPMENT, TOOLS, MATERIAL, ETC. IN THE APPROVED CONTRACTOR'S STAGING AREA UNLESS OTHERWISE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL RELOCATE THE CLOSED MARKERS AND AVIATION BARRICADES DURING THE PROJECT. MULTIPLE RELOCATION OF THE CLOSED MARKERS WILL BE CONSIDERED INCIDENTAL TO THE PROJECT. THE LOCATION OF THE CLOSED MARKERS AND BARRICADES, AS SHOWN ON THE PLANS, REPRESENTS THE MOST TYPICAL LOCATION.

HAUL ROUTE:

- THE CONTRACTOR SHALL INSTALL TEMPORARY CONSTRUCTION ENTRANCES AT ALL LOCATIONS WHERE HAUL ROUTES CROSS PAVEMENT WHERE DEBRIS HAS THE POTENTIAL TO BE TRACKED ONTO PUBLIC PAVEMENTS. THE CONTRACTOR SHALL MAINTAIN THESE TEMPORARY CONSTRUCTION ENTRANCES SUCH THAT MUD AND DEBRIS ARE NOT TRACKED ONTO OPEN AREAS OF THE AIRCRAFT APRON OR VEHICLE ROADWAYS.
- WHERE INDICATED ON THE PLANS OR REQUIRED BY THE LOCALITY DURING ANY INSPECTION CYCLE, THE CONTRACTOR SHALL LINE THE HAUL ROUTE ON THE DOWN SLOPE SIDE WITH SILT FENCE. THE CONTRACTOR SHALL MAINTAIN THE FENCE DURING CONSTRUCTION AND MAKE IMMEDIATE REPAIRS TO ALL DAMAGED FENCE.
- ALL CONTRACTOR AND SUBCONTRACTOR PERSONNEL AND EQUIPMENT SHALL USE ONLY THE DESIGNATED HAUL ROUTES FOR INGRESS AND EGRESS TO THE CONSTRUCTION AREA.
- NO CONTRACTOR TRAFFIC SHALL USE ANY PORTION OF RUNWAY(S), TAXIWAY(S) OR APRON(S) THAT ARE NOT ON THE HAUL ROUTE OR WITHIN THE ACTIVE PROJECT AREA.
- ANY CONSTRUCTION OR MAINTENANCE NECESSARY, INCLUDING ASSOCIATED LABOR AND MATERIALS, TO PRESERVE THE HAUL ROUTE FOR THE CONTRACTOR'S USE WILL BE CONSIDERED INCIDENTAL PROJECT COSTS AND WILL NOT BE A SEPARATE PAY ITEM.
- UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL REPAIR ANY HAUL ROUTES, PAVED AND UNPAVED, WHICH WERE DAMAGED BY THE CONTRACTOR'S OPERATIONS. NO SEPARATE PAYMENT WILL BE MADE FOR PAVEMENT REPAIR NECESSARY DUE TO CONTRACTOR'S HAULING OPERATIONS.

CONSTRUCTION NOTES:

GENERAL:

- THE CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UTILITIES AND FACILITIES (I.E., AIRPORT LIGHTING, NAVAIDS, ETC.) FROM DAMAGE BY EQUIPMENT OR PERSONNEL. THE CONTRACTOR SHALL CONTACT ALL UTILITY AND FACILITY AGENCIES FOR FIELD MARKING PRIOR TO BEGINNING CONSTRUCTION. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. ALL UTILITIES AND FACILITIES ARE NOT NECESSARILY SHOWN. THE CONTRACTOR SHALL ADVISE THE ENGINEER, IN WRITING, OF ANY EXISTING DAMAGED UTILITIES PRIOR TO BEGINNING CONSTRUCTION.

ANY UTILITIES OR FACILITIES DAMAGED DURING THE PROJECT BY THE CONTRACTOR'S PERSONNEL OR EQUIPMENT SHALL BE PROMPTLY REPAIRED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL HAND DIG WHEN WITHIN FIVE (5) FEET OF ANY KNOWN OR SUSPECTED UNDERGROUND UTILITY.
- THE CONTRACTOR SHALL FIELD STAKE ALL FIXTURES OR PERMANENT ITEMS PRIOR TO INSTALLATION. ANY DISCREPANCIES IN THE ALIGNMENT LOCATION SHALL BE RESOLVED WITH THE ENGINEER PRIOR TO INSTALLATION.
- ALL DISTURBED AREAS, INCLUDING THE CONTRACTORS STAGING AREA, HAUL ROUTES, GRADING LIMITS, ETC. SHALL BE RESTORED TO A SMOOTH LINE AND GRADE WITH POSITIVE DRAINAGE, AND TO A SURFACE CONDITION CONSISTENT WITH THE PRE-CONSTRUCTION CONDITION.
- THE CONTRACTOR IS ADVISED THAT AIRCRAFT OPERATIONS ARE CONDUCTED ADJACENT TO THE PROJECT. SPECIAL ATTENTION TO DUST CONTROL WILL BE REQUIRED FOR THE DURATION OF THE PROJECT. THE USE OF WATER SHALL BE ANTICIPATED. THE ENGINEER RESERVES THE RIGHT TO HALT WORK OR HAULING IN NON-CONFORMING AREAS, IF DUST CONTROL ACTIONS ARE NOT PROMPTLY TAKEN BY THE CONTRACTOR.
- NO DEBRIS OF ANY NATURE IS ALLOWED IN ACTIVE AIRCRAFT OPERATIONS AREAS. ALL LOOSE MATERIALS (DIRT, STONE, PAVEMENT, FORMING, ETC.) MUST BE KEPT WITHIN THE LIMITS OF CONSTRUCTION. WHEN THE CONSTRUCTION BARRIERS ARE MOVED DURING CONSTRUCTION, THE CLEANUP OF THE AREAS OUTSIDE THE BARRIERS SHALL OCCUR IMMEDIATELY. IN ADDITION, NO LOOSE MATERIALS THAT COULD BLOW INTO AIRCRAFT OPERATIONS AREAS ARE ALLOWED IN THE CONSTRUCTION AREA.
- CONTRACTORS ARE ENCOURAGED TO EXAMINE THE SITE TO VERIFY FIELD CONDITIONS BEFORE SUBMITTING BIDS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ADVERSE FIELD CONDITIONS SUCH AS EXCAVATION AND/OR TRENCHING THROUGH ROCK.
- FOR AREAS THAT ARE TO BE RESTORED TO A GRASS CONDITION, THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING A "GOOD STAND OF GRASS WITH REGARD TO COLOR AND DENSITY". NO ADDITIONAL COMPENSATION WILL BE MADE FOR OVERSEEDING AREAS THAT YIELD A SPARSE COVER FROM THE INITIAL SEEDING.
- THE OWNER WILL PROVIDE THE PERSONNEL TO COMPLETE THE REQUIRED ACCEPTANCE TESTING FOR CONCRETE. THE CONTRACTOR SHALL PROVIDE A MINIMUM 3 DAYS NOTICE OF THE NEED FOR CONCRETE TESTING SERVICES.

DEMOLITION:

- ALL ITEMS SHOWN AND LABELED TO BE REMOVED ON THIS PLAN SHALL BE REMOVED AND CONSIDERED INCIDENTAL TO THE PROJECT.
- ONLY CLEAN EXCAVATED SOILS MAY BE STOCKPILED ON THE AIRPORT (IN THE LOCATION DESIGNATED IN THE PLANS). ALL OTHER DEMOLISHED, SURPLUS, OR WASTE MATERIALS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY BY THE CONTRACTOR.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY DRAINAGE DURING DEMOLITION AND CONSTRUCTION OPERATIONS FOR THE DURATION OF THE PROJECT. TEMPORARY DRAINAGE PROVISIONS SHALL HAVE SAME OR HIGHER CAPACITY THAN THAT OF EXISTING DRAINAGE SYSTEM.
- CLEARING AND GRUBBING OF MISCELLANEOUS VEGETATION INCIDENTAL TO GRADING, EXCAVATION, AND STOCKPILES SHALL BE CONSIDERED INCIDENTAL TO THE PREPARATION AWOS SITE BID ITEM.
- ANY INTERRUPTION TO SERVICE TO ACTIVE LIGHTING CIRCUITS SHALL BE IMMEDIATELY REPAIRED BY THE CONTRACTOR. ANY DAMAGE TO EXISTING AIRPORT CIRCUITS CAUSED BY THE CONTRACTOR'S EQUIPMENT OR PERSONNEL SHALL BE PROMPTLY REPAIRED AT THE CONTRACTOR'S EXPENSE. ALL ACTIVE LIGHTING SYSTEMS FOR OPEN AIRCRAFT OPERATIONAL AREAS SHALL BE OPERABLE FROM DUSK TO DAWN. THE USE OF TEMPORARY CABLES SHALL BE ANTICIPATED IN ORDER TO ACCOMMODATE CONSTRUCTION PHASING (NO SEPARATE PAY ITEM).
- RESIDUAL MATERIALS FROM THE DEMOLITION WILL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM AIRPORT PROPERTY UNLESS OTHERWISE NOTED. ALL DISPOSALS SHALL BE COMPLETED BY THE CONTRACTOR IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS.
- THE LOCATION OF EXISTING DUCTS SHOWN ON PLANS IS APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR.

EXCAVATION, SUBGRADE, AND EMBANKMENT:

- ALL SUITABLE MATERIAL TAKEN FROM EXCAVATION SHALL BE USED IN THE FORMATION OF EMBANKMENT, SUBGRADE, AND FOR BACKFILLING AS ORDERED BY THE ENGINEER.
- SATURATED MATERIAL MAY NOT BE UNSUITABLE FOR USE IN AN EMBANKMENT IF, WHEN AERATED OR DRIED IT WOULD BE ACCEPTABLE FOR SUBGRADES OR EMBANKMENTS.
- THE CONTRACTOR SHALL INFORM AND SATISFY THEMSELVES AS TO THE CHARACTER, QUANTITY, AND DISTRIBUTION OF ALL MATERIAL TO BE EXCAVATED AND/OR PLACED IN EMBANKMENT. NO PAYMENT WILL BE MADE FOR ANY EXCAVATED MATERIAL WHICH IS USED FOR PURPOSES OTHER THAN THOSE DESIGNATED.
- IF THE PLANS DO NOT INDICATE AN ON-SITE BORROW AREA, THE CONTRACTOR SHALL UTILIZE OFF-SITE BORROW.
- THE BORROW EXCAVATION SHALL BE HANDLED AND PLACED AS SPECIFIED IN ITEM P-152 OF THE SPECIFICATIONS. ALL MATERIAL EXCAVATED FROM BORROW AREAS WILL BE MEASURED AND PAID AS DESCRIBED UNDER THE METHOD OF MEASUREMENT AND BASIS OF PAYMENT, IF APPLICABLE.
- IF THE TYPE OF MATERIAL PRECLUDES TESTING IN ACCORDANCE WITH THE RESPECTIVE SPECIFICATION, THE ENGINEER MAY UTILIZE PROOF ROLLING IN ACCORDANCE WITH ITEM P-152 OF THE SPECIFICATIONS TO IDENTIFY AREAS NEEDING REPAIRS. ANY AREAS THAT RUT OR PUMP SHALL BE REPAIRED. EVEN IF TEST RESULTS HAVE BEEN OBTAINED THAT SHOW DENSITY HAS BEEN ACHIEVED, THE ENGINEER MAY ELECT TO TEST ANY COMPACTED AREA UTILIZING PROOF ROLLING AND ANY AREAS THAT RUT OR PUMP ALSO SHALL BE REPAIRED.
- ALL VEGETATION SUCH AS BRUSH, HEAVY SODS, HEAVY GROWTH OF GRASS, DECAYED VEGETABLE MATTER, RUBBISH, AND ANY OTHER SIMILAR MATERIAL WITHIN THE AREA UPON WHICH EMBANKMENT IS TO BE PLACED SHALL BE STRIPPED OR OTHERWISE REMOVED BEFORE THE EMBANKMENT IS STARTED, AND IN NO CASE WILL SUCH OBJECTIONABLE MATERIAL BE ALLOWED IN OR UNDER THE EMBANKMENT.
- TOPSOIL SHALL BE STRIPPED FROM BOTH CUT AND FILL AREAS, SALVAGED, STOCKPILED, AND THEN REDISTRIBUTED IN ALL UNPAVED AREAS (BOTH CUT AND FILL) UPON COMPLETION OF GRADING. THERE WILL BE NO SEPARATE MEASUREMENT OR PAYMENT FOR HANDLING AND PLACEMENT OF TOPSOIL REGARDLESS OF THE NUMBER OF TIMES THE CONTRACTOR IS REQUIRED TO MOVE THE MATERIAL.
- IMMEDIATELY PRIOR TO DUMPING AND SPREADING THE TOPSOIL IN ANY AREA, THE SURFACE SHALL BE LOOSENED BY DISC OR SPIKE-TOOTH HARROWS, OR BY OTHER MEANS APPROVED BY THE ENGINEER, TO A MINIMUM DEPTH OF TWO (2) INCHES TO FACILITATE BONDING OF THE TOPSOIL TO THE COVERED SUBGRADE SOIL. THE SURFACE OF THE AREA TO BE TOPSOILED SHALL BE CLEARED AND ALL STONES LARGER THAN 2 INCHES IN ANY DIAMETER AND ALL LITTER OR OTHER MATERIAL WHICH MAY BE DETRIMENTAL TO PROPER BONDING, THE RISE OF CAPILLARY MOISTURE, OR THE PROPER GROWTH OF THE DESIRED PLANTING SHALL BE REMOVED.
- GRADES ON THE AREAS TO BE TOPSOILED, WHICH HAVE BEEN ESTABLISHED BY OTHERS AS SHOWN ON THE PLANS, SHALL BE MAINTAINED IN A TRUE AND EVEN CONDITION. WHERE GRADES HAVE NOT BEEN ESTABLISHED, THE AREAS SHALL BE SMOOTH-GRADED AND THE SURFACE LEFT AT THE PRESCRIBED GRADES IN AN EVEN AND PROPERLY COMPACTED CONDITION TO PREVENT, INSOFAR AS PRACTICAL, THE FORMATION OF LOW PLACES OR POCKETS WHERE WATER WILL STAND.

- THE TOPSOIL SHALL BE EVENLY SPREAD IN THE PREPARED AREAS TO A UNIFORM DEPTH OF 4-6 INCHES AFTER COMPACTION, UNLESS OTHERWISE SHOWN ON THE PLANS OR ORDERED BY THE ENGINEER. SPREADING SHALL NOT BE DONE WHEN THE GROUND OR TOPSOIL IS FROZEN, EXCESSIVELY WET, OR OTHERWISE IN A CONDITION DETRIMENTAL TO THE WORK.
- AFTER SPREADING, ANY LARGE, STIFF CLOUDS OR HARD LUMPS SHALL BE BROKEN WITH A PULVERIZER OR BY OTHER EFFECTIVE MEANS, AND ALL STONES OR ROCKS (2 INCHES OR MORE IN DIAMETER), ROOTS, LITTER, OR ANY FOREIGN MATTER SHALL BE RAKED UP AND DISPOSED OF BY THE CONTRACTOR. AFTER SPREADING IS COMPLETED, THE TOPSOIL SHALL BE SATISFACTORILY COMPACTED BY ROLLING WITH A CULTIPACKER OR BY OTHER MEANS APPROVED BY THE ENGINEER. THE COMPACTED TOPSOIL OR OTHER DIRT FALLING ON PAVEMENTS AS A RESULT OF HAULING OR HANDLING OR TOPSOIL SHALL BE PROMPTLY REMOVED.
- MUCK AND UNSUITABLE MATERIAL ARE DEFINED IN ITEM P-152 OF THE SPECIFICATIONS AND ARE MATERIALS WHICH ARE CONSIDERED UNSUITABLE FOR USE IN EMBANKMENT CONSTRUCTION DUE TO THEIR PHYSICAL PROPERTIES (CONTAINING ORGANICS, DECAYING MATERIALS, ETC.). HIGH IN-PLACE MOISTURE CONTENT WILL NOT BE GROUNDS FOR CLASSIFYING A MATERIAL AS MUCK OR UNSUITABLE. THE CONTRACTOR IS EXPECTED TO AERATE AND DRY THE MATERIAL, AS NECESSARY, TO REACH OPTIMUM MOISTURE CONTENT.
- NO ADDITIONAL PAYMENT WILL BE MADE TO THE CONTRACTOR FOR HANDLING AND DRYING OF SATURATED MATERIAL, WHETHER THEIR ATTEMPTS ARE SUCCESSFUL OR UNSUCCESSFUL. THE CONTRACTOR MAY, AT THEIR OPTION AND THEIR OWN COST, REPLACE, SUPPLEMENT, OR TREAT THE SATURATED MATERIAL TO IMPROVE WORKABILITY. SUPPLEMENTS OR TREATMENTS MAY INCLUDE MIXING WITH A DIFFERENT SOIL MATERIAL OR TREATING WITH LIME OR CEMENT.

- WELLPOINTING AND/OR OTHER DEWATERING METHODS REQUIRED FOR EXCAVATIONS WILL BE CONSIDERED INCIDENTAL TO THE PROJECT.

SITE CLEANUP

- ALL GRADED AREAS SHALL BE ADDRESSED WITH A MECHANICAL ROCKHOUND AFTER THE PLACEMENT OF TOPSOIL AND PRIOR TO THE APPLICATION OF SEED AND MULCH. AREAS IDENTIFIED BY AIRPORT MANAGEMENT OR THE ENGINEER AS REQUIRING CORRECTION SHALL BE CORRECTED AS ORDERED.
- STAGING AREAS SHALL BE RESTORED TO THEIR PRE-CONSTRUCTION CONDITION WITH A SMOOTH, MOWABLE GRADE WITH POSITIVE DRAINAGE AND A GOOD STAND OF GRASS (WHERE APPLICABLE).

PHASING NOTES:

- CONTRACT TIME, THIS IS A CALENDAR DAY PROJECT. THE CONTRACTOR SHALL HAVE THE CALENDAR DAYS INDICATED BELOW TO COMPLETE THE ENTIRE PROJECT. LIQUIDATED DAMAGES AS INDICATED BELOW MAY BE ASSESSED AGAINST THE CONTRACTOR FOR EVERY CALENDAR DAY THE CONTRACT TIME IS EXCEEDED.

TOTAL CONTRACT TIME: 60 CALENDAR DAYS
LIQUIDATED DAMAGES: \$500 PER CALENDAR DAY

THIS CONTRACT TIME IS INCLUSIVE OF ALL AIRPORTS INCLUDED IN THIS PROJECT. THE CONTRACTOR MAY WORK MULTIPLE SITES AT ONCE.

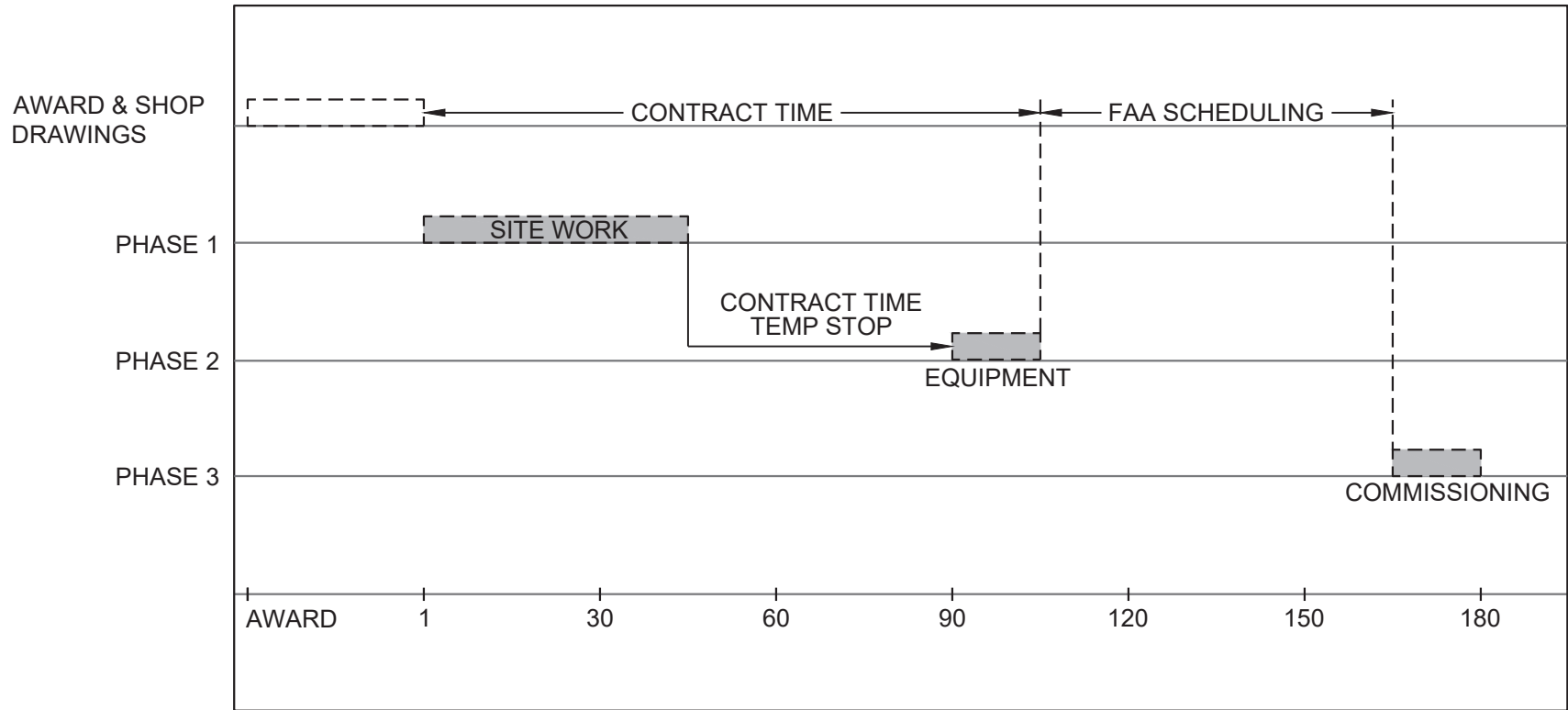
- THE CONTRACTOR SHALL COMPLETE PHASES 1 AND 2 WITHIN THE STATED CONTRACT TIME. WHATEVER PORTION OF THE CONTRACT TIME WHICH IS NOT UTILIZED IN PHASE 1 SHALL BE AVAILABLE IN PHASE 2. THE CONTRACT TIME SHALL BE COUNTED AS FOLLOWS:

- PHASE 1 = INSTALLATION OF ALL WORK AND UNDERGROUND INFRASTRUCTURE. INCLUDES CONSTRUCTION OF ALL CONCRETE FOUNDATIONS TO THE POINT THEY ARE READY TO ACCEPT EQUIPMENT.
- PHASE 2 = INSTALLATION OF ANY AWOS EQUIPMENT MOUNTED TO FOUNDATIONS OR AT BUILDINGS AND WHICH IS NOT AVAILABLE DURING PHASE 1. AT THE COMPLETION OF PHASE 2, THE EQUIPMENT SHALL BE OPERATING IN TEST MODE. A TEMPORARY CONTRACT TIME STOPPAGE MAY BE GRANTED BETWEEN PHASES 1 AND 2.
- PHASE 3 = FAA COMMISSIONING. THE CONTRACTOR SHALL BEGIN SCHEDULE COORDINATION FOR THE FAA COMMISSIONING CONCURRENT WITH THE START OF PHASE 2. IN RECOGNITION OF THE UNPREDICTABILITY OF THE FAA COMMISSIONING TIME AND SCHEDULE, CONTRACT TIME IS NOT COUNTED BEYOND THE END OF PHASE 2 FOR THE COMMISSIONING PROCESS.

- THE CONTRACT TIME ALLOWS FOR A TEMPORARY STOP WORK PERIOD TO ALLOW FOR THE PROCUREMENT AND DELIVERY OF EQUIPMENT. THE CONTRACT TIME SHALL NOT BE COUNTED DURING THIS PERIOD. THE CONTRACTOR SHALL PROVIDE PROOF OF ORDERING ANY LONG LEAD-TIME ITEMS WITHIN 14 DAYS OF THE APPROVAL OF THE RELEVANT SHOP DRAWINGS. ITEMS ANTICIPATED TO HAVE A LEAD-TIME WHICH CONTRIBUTES TO THE STOP WORK INCLUDE:

- AWOS SYSTEM EQUIPMENT
- WIND SENSOR TOWER

- THE CONTRACT TIME HAS BEEN BASED ON TYPICAL WEATHER CONDITIONS FOR A MID-SPRING THROUGH MID-FALL CONSTRUCTION SEASON. IT IS ASSUMED THAT THE CONTRACTOR WILL BE ABLE TO WORK AT LEAST 80% OF THE TIME. SHOULD WEATHER CONDITIONS DIMINISH THIS PRODUCTIVITY, THE CONTRACTOR SHALL BE ENTITLED TO A TIME EXTENSION TO OFFSET THE NON-PRODUCTIVE PERIODS. THE CONTRACTOR SHALL COORDINATE WITH THE RPR OR ENGINEER ON A WEEKLY BASIS TO DETERMINE THE NUMBER OF PRODUCTIVE DAYS DURING THE PRECEDING WEEK.
- NO WORK IS PROPOSED IN ANY RUNWAY SAFETY AREA (RSA), RUNWAY OBJECT FREE AREA (ROFA), TAXIWAY SAFETY AREA (TSA), OR TAXIWAY OBJECT FREE AREA (TOFA). THE CONTRACTOR SHALL NOT STOCKPILE ANY MATERIAL OR LEAVE ANY UNATTENDED VEHICLE WITHIN ANY ROFA OR TOFA.
- THE CONTRACTOR SHALL SUBMIT A DETAILED PRODUCTION SCHEDULE TO THE ENGINEER AT THE PRE CONSTRUCTION CONFERENCE.
- THE CONTRACTOR SHALL INSTALL AVIATION BARRICADES WHERE INDICATED ON THE PLAN. PROVIDING AND RELOCATING THE BARRICADES IS INCIDENTAL TO THE PROJECT COST.

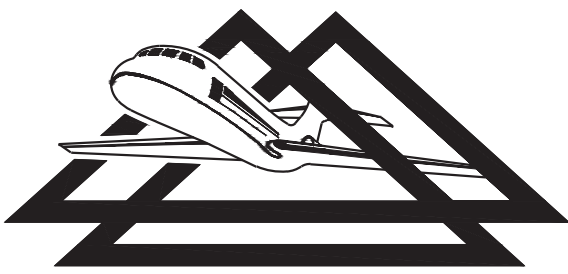


PHASING SCHEDULE

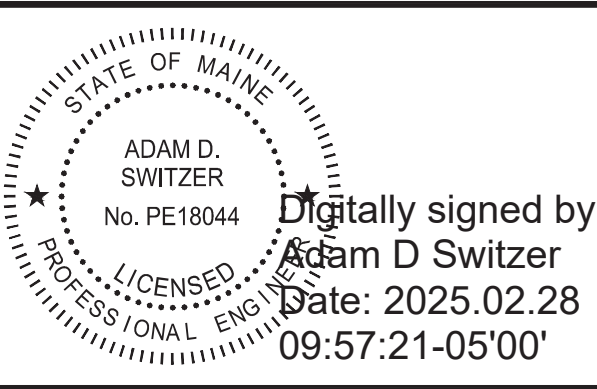
NOTE: SEE PHASING NOTES ABOVE FOR ADDITIONAL INFORMATION ON THE PROJECT SCHEDULE AND PHASING.

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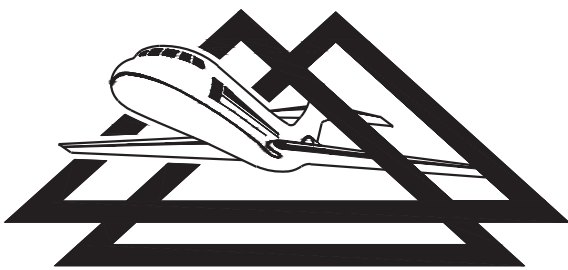
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	DRAWN BY: MRM	SHEET 3
	DESIGNED BY: ADS/JHM	OF 18
MAINE AIRPORTS		SCALE: NONE DATE: FEBRUARY 2025

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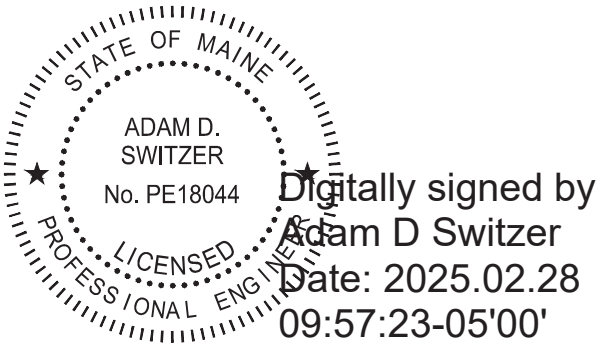
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CONSTRUCT AWOS-III - BID PACKAGE 1	AIP NO. 3-23-2300-PENDING-2024	JOB NO. 23042
	DRAWN BY: MRM	SHEET 4
	DESIGNED BY: ADS/JHM	OF 18
MAINE AIRPORTS	SCALE: NONE	DATE: FEBRUARY 2025

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EROSION AND SEDIMENT CONTROL NARRATIVE AND NOTES:

1. PROJECT DESCRIPTION

THE PURPOSE OF THIS PROJECT AT THE BETHEL REGIONAL AIRPRT AND THE PRINCETON MUNICIPAL AIRPORTS IS TO INSTALL AN AWOS-3 WEATHER OBSERVING SYSTEM.

RUNOFF FROM ALL DISTURBED AREAS ASSOCIATED WITH THIS PROJECT SHALL BE INTERCEPTED BY SILT FENCE, INLET PROTECTION, OR OTHER SEDIMENT TRAPPING DEVICES.

2. EXISTING SITE CONDITIONS

THE SITE IS AN AREA OF LEVEL TERRAIN. UNDISTURBED AREAS OF THE SITE ARE EITHER COVERED WITH AVERAGE TO DENSE GRASS OR WITH GRAVEL. RUNNOFF AREAS ASSOCIATED WITH ADJACENT SERVICE ROADS.

3. ADJACENT PROPERTY

THE AIRPORTS ARE BORDERED UNDEVELOPED LAND OR LAND SUPPORTING MILD INDUSTRIAL DEVELOPMENT ON ALL SIDES.

4. SOILS

THE FOLLOWING SOIL TYPES OCCUPY THE MAJORITY OF THE PROJECT AREA:

BETHEL:

- CgB - COLTON GRAVELLY SANDY LOAM, 3 TO 8 PERCENT SLOPES

PRINCETON:

- Ud - UDORTHENTS-URBAN LAND COMPLEX
- Pg - PITS, SAND AND GRAVEL

5. CRITICAL EROSION AREAS

THE POTENTIALLY CRITICAL AREAS ARE THE PROPOSED OUTFALLS FROM THE PROJECT SITE. TEMPORARY SEDIMENT TRAPPING DEVICES WILL BE USED TO PROTECT OFF-SITE AREAS FROM SEDIMENT DEPOSITION. THE OTHER CRITICAL AREAS ARE THE PROPOSED FILL SLOPES ASSOCIATED WITH THIS PROJECT. WHEREVER GRADING IS NECESSARY, ADEQUATE PRECAUTIONS SHALL BE TAKEN TO MINIMIZE EROSION AND TRAP SEDIMENT ON-SITE.

6. EROSION AND SEDIMENT CONTROL MEASURES

- AIR, WATER, SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL LAWS. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL MANAGEMENT BEST PRACTICES MANUAL. INSTALLING, MAINTAINING AND REMOVAL OF EROSION AND SEDIMENT CONTROL MEASURES (EXCEPT FOR SILT FENCE AND PERMANENT SEEDING AND MULCHING OF PERMANENT SEEDED AREAS) SHALL BE INCLUDED IN THE LUMP SUM PAY ITEM FOR "EROSION AND SEDIMENT CONTROL." PAYMENT FOR SILT FENCE, PERMANENT SEEDING AND ASSOCIATED MULCHING WILL BE MADE UNDER THEIR RESPECTIVE PAY ITEMS. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE CONSIDERED MINIMAL STEPS AND ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES MAY BE REQUIRED, DEPENDING UPON THE FINAL CONSTRUCTION PHASING PROPOSED BY THE CONTRACTOR. NO SEPARATE PAYMENT WILL BE MADE FOR ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES FOUND NECESSARY UNDER THIS PROJECT DUE TO THE CONTRACTOR'S SEQUENCE OF WORK.
- PERMANENT OR TEMPORARY SOIL STABILIZATION MUST BE APPLIED TO DENUDED AREAS WITHIN SEVEN (7) DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. SOIL STABILIZATION MUST ALSO BE APPLIED WITHIN SEVEN (7) DAYS TO DENUDED AREAS WHICH MAY NOT BE AT FINAL GRADE BUT WILL REMAIN DORMANT (UNWORKED) FOR LONGER THAN THIRTY (30) DAYS. SOIL STOCKPILES MUST BE STABILIZED OR PROTECTED WITH SOIL STABILIZATION AND/OR SEDIMENT TRAPPING MEASURES TO PREVENT SOIL LOSS.
- PERMANENT SEEDING COVER SHALL BE ESTABLISHED ON DENUDED AREAS NOT OTHERWISE PERMANENTLY STABILIZED.
- PROPERTIES ADJACENT TO THE PROJECT SITE SHALL BE PROTECTED FROM SEDIMENT DEPOSITS.
- SEDIMENT BARRIERS, INLET PROTECTION AND OTHER MEASURES INTENDED TO TRAP SEDIMENT ON-SITE MUST BE CONSTRUCTED AS THE FIRST STEP IN GRADING AND MUST BE MADE FUNCTIONAL BEFORE UPSLOPE LAND DISTURBANCE TAKES PLACE. EARTHEN STRUCTURES SUCH AS DAMS, DIKES, AND DIVERSIONS MUST BE SEEDED AND MULCHED IMMEDIATELY AFTER INSTALLATION.
- CUT AND FILL SLOPES MUST BE CONSTRUCTED IN A MANNER WHICH WILL MINIMIZE EROSION. SLOPES WHICH ARE FOUND TO BE ERODING EXCESSIVELY WITHIN ONE (1) YEAR OF CONSTRUCTION MUST BE PROVIDED, BY THE CONTRACTOR, WITH ADDITIONAL SLOPE STABILIZING MEASURES UNTIL THE PROBLEM IS CORRECTED.
- WHENEVER CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS, PROVISIONS MUST BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT (MUD) BY RUNOFF OR VEHICLE TRACKING ON TO PAVED SURFACES. WHERE SEDIMENT IS TRANSPORTED ONTO A PUBLIC ROAD SURFACE, THE ROAD SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE SWEEP OR MANUALLY REMOVED AND PLACED IN A DISPOSAL AREA. STREET WASHING SHALL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER. THE CONTRACTOR SHALL CONSTRUCT AND MAINTAIN ALL OF THE TEMPORARY STONE CONSTRUCTION ENTRANCES SHOWN ON THE PLANS.
- ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PRACTICES MUST BE MAINTAINED AND REPAIRED AS NEEDED TO ASSURE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION.
- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN THIRTY (30) DAYS AFTER THE FINAL SITE STABILIZATION IS ACHIEVED OR AFTER TEMPORARY MEASURES ARE NO LONGER NEEDED, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER. THE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF AS ORDERED BY THE ENGINEER.
- SEDIMENT REMOVAL FROM THE EROSION CONTROL STRUCTURES SHALL BE DISPOSED OF IN AREAS PROTECTED BY EROSION CONTROL DEVICES OR AS ORDERED BY THE ENGINEER.
- ALL STORM SEWER INLETS WHICH ARE OPERATIONAL DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT LADEN WATER WILL NOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
- THE CONTRACTOR SHALL OBTAIN ANY LAND DISTURBING AND/OR EROSION AND SEDIMENT CONTROL PERMIT FROM THE LOCAL EROSION CONTROL OFFICER AND POST THE REQUIRED EROSION CONTROL BOND].
- TOPSOIL STRIPPED FROM THE SITE SHALL BE STOCKPILED, AS ORDERED BY THE ENGINEER. NO MEASUREMENT WILL BE MADE FOR EXCAVATING AND STOCKPILING OF THE TOPSOIL. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- TEMPORARY SEEDING SHALL BE IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL MANAGEMENT BEST PRACTICES MANUAL.
- NO EXCAVATING OR FILL MATERIALS SHALL BE PLACED IN ANY LOCATION OR IN ANY MANNER SO AS TO IMPAIR SURFACE WATER INTO OR OUT OF ANY WETLAND AREA.
- THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT LIVE OR FRESH CONCRETE FROM COMING INTO CONTACT WITH ANY STREAM OR WETLAND.

7. STRUCTURAL PRACTICES

- TEMPORARY STONE CONSTRUCTION ENTRANCE

THIS DEVICE SHALL BE INSTALLED AT ALL POINTS OF CONSTRUCTION ACCESS TO PUBLIC ROADWAYS.

- SILT FENCE

THIS DEVICE WILL BE INSTALLED IN THE LOCATIONS SHOWN ON THIS PLANS, OR AS ORDERED BY THE ENGINEER.

- STORM DRAIN INLET PROTECTION

ALL STORM DRAIN INLETS DRAINING DISTURBED AREAS SHALL BE PROTECTED DURING CONSTRUCTION.

- CULVERT INLET PROTECTION

THIS DEVICE SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE PLANS. THE DEVICES SHALL BE USED TO PREVENT SEDIMENT FROM ENTERING, ACCUMULATING IN AND BEING TRANSFERRED BY A CULVERT AND ASSOCIATED DRAINAGE SYSTEM PRIOR TO PERMANENT STABILIZATION OF A DISTURBED PROJECT AREA.

8. VEGETATIVE PRACTICES

- SURFACE ROUGHENING

SURFACE ROUGHENING SHALL BE COMPLETED ON ALL SLOPES STEEPER THAN 3:1 BY ONE OF THE METHODS PRESENTED IN VESCH. SLOPES THAT ARE 3:1 OR FLATTER SHALL BE SLIGHTLY ROUGHENED AND LOOSENED TO A DEPTH OF 2 TO 4 INCHES PRIOR TO SEEDING.

- TOPSOIL STOCKPILE

TOPSOIL SHALL BE STRIPPED, STOCKPILED AND THEN REDISTRIBUTED OVER THE AREAS TO BE PERMANENTLY SEEDED UPON REACHING FINAL GRADE. TOPSOIL STOCKPILE LOCATIONS SHALL BE APPROVED BY THE ENGINEER. SURPLUS TOPSOIL SHALL BE LEFT IN A NEAT STABILIZED STOCKPILE.

- TEMPORARY SEEDING

THE SEDIMENT BASIN EMBANKMENT, TEMPORARY DIVERSION DIKES, TOPSOIL STOCKPILES, AND ALL AREAS TO BE ROUGH-GRADED DURING THE INITIAL PHASE OF CONSTRUCTION SHALL BE PROTECTED WITH ADEQUATE SEDIMENT BARRIERS AND SEEDED WITH FAST-GERMINATING, TEMPORARY VEGETATION IMMEDIATELY FOLLOWING GRADING. SELECTION OF THE APPROPRIATE SEED MIXTURE WILL DEPEND UPON THE TIME OF YEAR IT IS TO BE APPLIED.

9. MANAGEMENT STRATEGIES

- CONSTRUCTION SHOULD BE SEQUENCED SO THAT GRADING OPERATIONS CAN BEGIN AND END AS QUICKLY AS POSSIBLE.

- SEDIMENT TRAPPING MEASURES SHALL BE INSTALLED AS A FIRST STEP IN GRADING AND SHALL BE SEEDED AND MULCHED IMMEDIATELY FOLLOWING INSTALLATION.

- TEMPORARY SEEDING OR OTHER STABILIZATION SHALL FOLLOW IMMEDIATELY AFTER GRADING.

- AREAS WHICH ARE NOT TO BE DISTURBED SHALL BE CLEARLY MARKED BY FLAGS, SIGNS, ETC.

- THE JOB SUPERINTENDENT SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL PRACTICES.

10. PERMANENT STABILIZATION

ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY FOLLOWING FINISH GRADING. **REGULAR SEEDING AND MULCHING SHALL BE IN ACCORDANCE WITH SPECIFICATIONS T-901, T-908, AND T-910.**

PERMANENT SEEDING SHALL BE COMPLETED AT THE FOLLOWING RATE:

SEED TYPE:	RATE PER 1,000 S.F.	RATE PER ACRE
KENTUCKY 31 TALL FESCUE	2.3 LBS.	100.0 LBS.
SERICIEA LESPEDEZA (UNSCARIFIED)	0.7 LBS.	30.0 LBS.
KOBE LESPEDEZA	0.2 LBS.	10.0 LBS.
RYE (GRAIN)	0.9 LBS.	40.0 LBS.
TOTAL:	4.1 LBS.	180.0 LBS.

LIME SHALL BE IN ACCORDANCE WITH ITEM T-901 AND SHALL BE APPLIED AT THE RATE OF **1500 LBS. PER 1,000 S.F. (6,543.0 LBS. PER ACRE).**

FERTILIZER SHALL BE **10-20-10** COMMERCIAL FERTILIZER IN ACCORDANCE WITH ITEM T-901. FERTILIZER SHALL BE APPLIED AT THE RATE OF **10.0 LBS. PER 1,000 S.F. (435.6 LBS. PER ACRE)** FOR THE FIRST APPLICATION AT PLANTING AND **15.0 LBS. PER 1,000 S.F. (653.4 LBS. PER ACRE)** FOR THE SECOND APPLICATION AT SIX (6) WEEKS.

MULCH SHALL BE HAY, STRAW, HAY MULCH, OR MANUFACTURED MULCH IN ACCORDANCE WITH ITEM T-908 AND SHALL BE APPLIED AT THE RATE OF **45.9 TO 68.9 LBS. PER 1,000 S.F. (2,000 TO 3,000 LBS. PER ACRE).**

EROSION CONTROL MATTING SHALL BE USED AS SHOWN ON THE PLANS OR AS ORDERED BY THE ENGINEER. THE EROSION CONTROL MATTING SHALL BE LANDLOK TRM 450 OR APPROVED EQUAL. THIS ITEM SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS

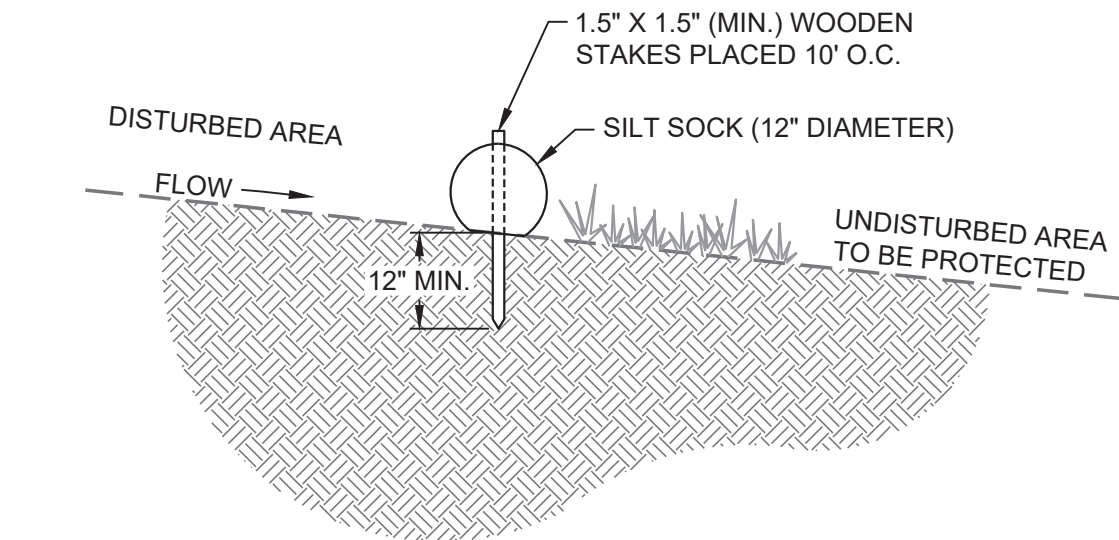
11. MAINTENANCE

IN GENERAL, ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CHECKED WEEKLY AND AFTER EACH SIGNIFICANT RAINFALL. THE FOLLOWING ITEMS SHALL BE CHECKED IN PARTICULAR.

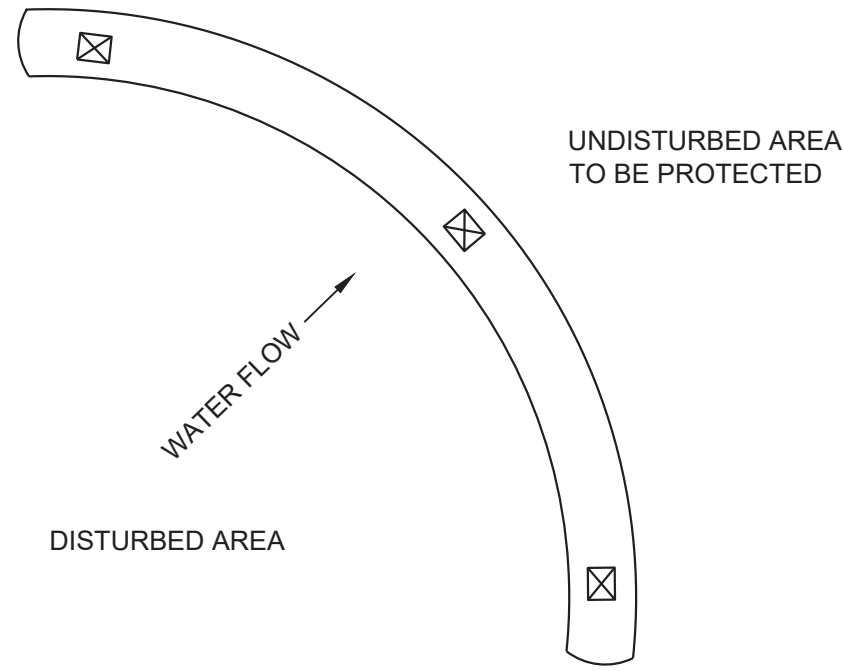
- THE INLET PROTECTION DEVICES SHALL BE CHECKED REGULARLY FOR SEDIMENT CLEANOUT.
- THE GRAVEL OUTLETS SHALL BE CHECKED REGULARLY FOR SEDIMENT BUILDUP WHICH WILL PREVENT DRAINAGE. IF THE GRAVEL IS CLOGGED WITH SILT, IT SHALL BE REMOVED AND CLEANED OR REPLACED.
- THE SILT FENCE BARRIERS SHALL BE CHECKED REGULARLY FOR UNDERMINING OR DETERIORATION.
- ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND OF GRASS IS MAINTAINED. AREAS SHOULD BE REPAIRED AND RESEEDED, AS NEEDED.

12. SEQUENCE OF CONSTRUCTION

- CLEARLY MARK AREAS THAT ARE NOT TO BE DISTURBED
- INSTALL TEMPORARY CONSTRUCTION ENTRANCES AS SHOWN ON THE PLANS
- INSTALL SILT FENCE AS SHOWN ON THE PLANS
- INSTALL INLET PROTECTION
- BEGIN GRADING
- ADJUST EROSION AND SEDIMENT CONTROL MEASURES (TEMPORARY SLOPE DRAINS, ETC.) AS GRADING PROGRESSES
- INSPECT EROSION AND SEDIMENT CONTROL MEASURES WEEKLY AND AFTER EACH SIGNIFICANT RAINFALL. NEEDED REPAIRS SHALL BE MADE IMMEDIATELY.
- IMMEDIATELY AFTER ACHIEVING FINAL GRADE, SEED AND MULCH ALL DISTURBED AREAS.
- COMPLETE FINAL GRADING.
- UPON STABILIZATION OF ALL UPSTREAM AREAS, CONTRACT THE LOCAL EROSION CONTROL OFFICER FOR INSPECTION. AFTER APPROVAL, REMOVE THE EROSION AND SEDIMENT CONTROL MEASURES AND ACCUMULATED SEDIMENT. THE CONTRACTOR SHALL DISPOSE OF MATERIALS OFF-SITE AS ORDERED BY THE ENGINEER. SEED AND MULCH ALL DISTURBED AREAS.



SECTION



PLAN

SILT SOCK (SEDIMENT RETENTION ROLL) DETAIL

NTS

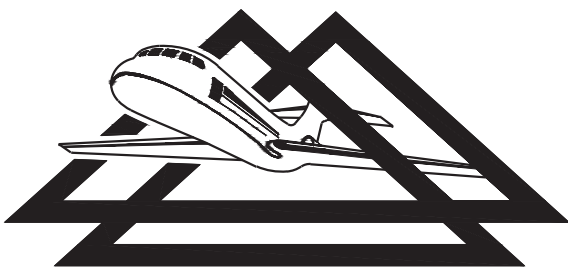
NOTES:

- THE STANDARD FOR SEDIMENT RETENTION ROLLS (SRR) SHALL INCLUDE COMPOST FILTER SOCKS AND SEDIMENT TUBES, UNLESS SPECIFICALLY NOTED.
- SEDIMENT SHALL BE REMOVED FROM BEHIND THE SRR WHEN IT HAS ACCUMULATED TO ONE-HALF THE EXPOSED HEIGHT OF THE STRUCTURE.
- IF MORE THAN ONE SRR IS PLACED IN A ROW IN A SLOPE APPLICATION, THE TUBES SHALL BE OVERLAPPED A MINIMUM OF 24" TO PREVENT FLOW AND SEDIMENT FROM PASSING THROUGH THE JOINT.
- SRR SHALL NOT BE USED ON PAVEMENT, ROCKY SOILS, OR AT ANY OTHER LOCATION WHERE THE STAKES CANNOT BE DRIVEN TO THE REQUIRED DEPTH.
- PRODUCT SHALL BE MANUFACTURED BY FILTREXX, TERRA-TUBES, OR APPROVED EQUAL.

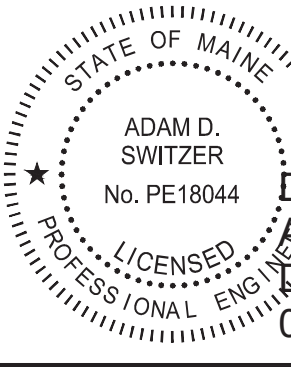
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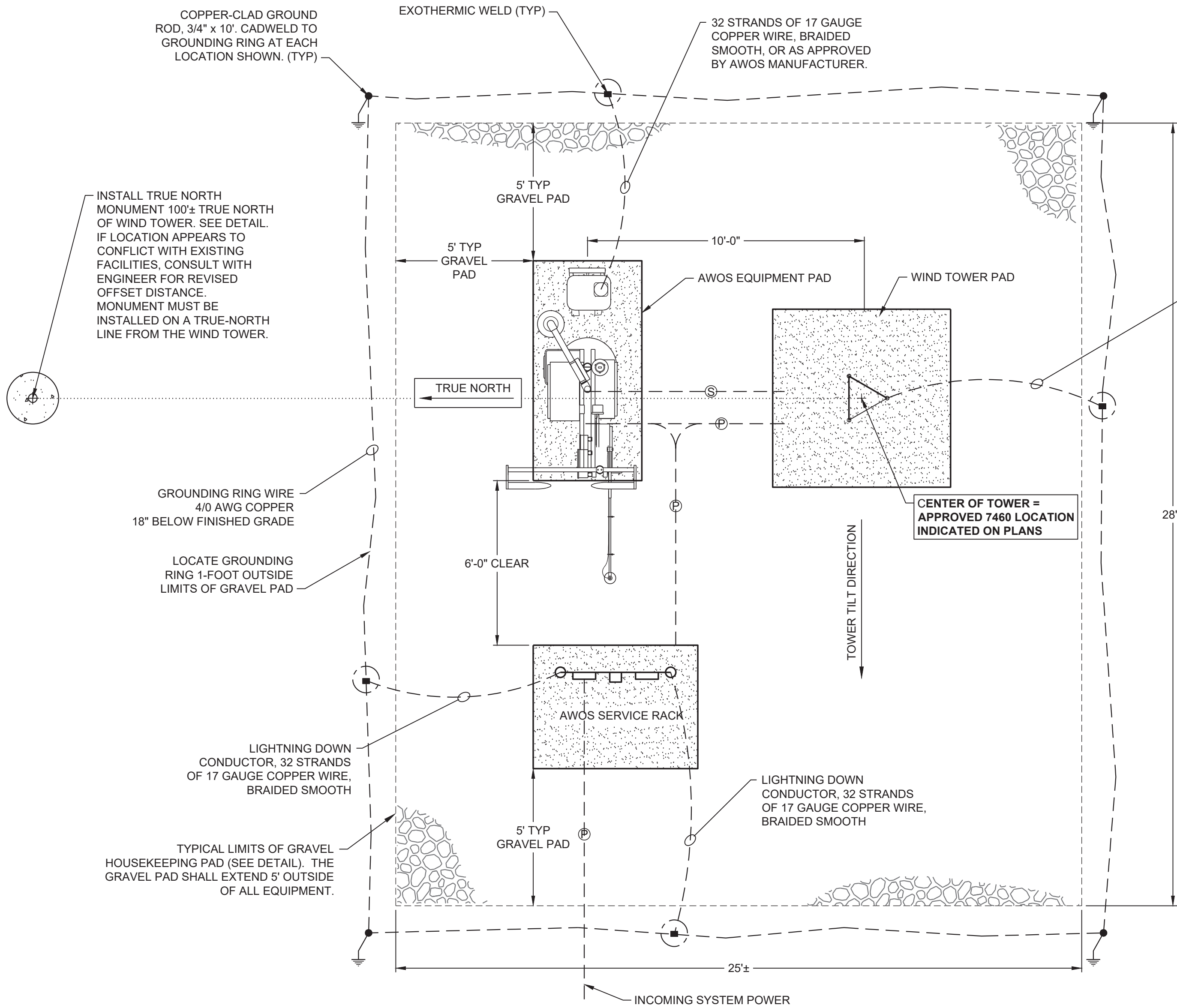


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CONSTRUCT AWOS-III - BID PACKAGE 1	AIP NO. 3-23-2300-PENDING-2024	JOB NO. 23042
EROSION AND SEDIMENT CONTROL NOTES & DETAIL	DRAWN BY: MRM	SHEET 5 OF 18
	DESIGNED BY: ADS/JHM	
MAINE AIRPORTS	SCALE: NONE	DATE: FEBRUARY 2025

AWOS NOTES

1. A PROPOSED EQUIPMENT LAYOUT SHOP DRAWING SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
2. CONTRACTOR SHALL COORDINATE EXACT LAYOUT OF AWOS COMPONENTS, AND THEIR RESPECTIVE FOUNDATION DETAILS, WITH THE AWOS EQUIPMENT MANUFACTURER AND THE ENGINEER PRIOR TO PLACEMENT.
3. CONTRACTOR IS RESPONSIBLE FOR ALL COORDINATION WITH THE AWOS MANUFACTURER TO OBTAIN THE SUITABLE EQUIPMENT FOR THE INSTALLATION.
4. CONTRACTOR IS RESPONSIBLE FOR PROVIDING A TURN-KEY AWOS-III SYSTEM INSTALLATION INCLUDING ALL AWOS EQUIPMENT, COMMUNICATION LINK FROM AWOS SITE TO THE TERMINAL / OPERATIONS BUILDING, AND ALL ASSOCIATED ELECTRICAL UTILITY CONNECTIONS.
5. THE CEILOMETER SHALL BE LOCATED SUCH THAT THE TOP OF THE UNIT IS NO LESS THAN 5-FEET ABOVE GRADE, BUT NO MORE THAN 6-FEET ABOVE GRADE.
6. THE CONTRACTOR SHALL UTILIZE A REGISTERED LAND SURVEYOR TO PROVIDE THE INSTALLATION LOCATION FOR THE TRUE NORTH MONUMENT AND TO ESTABLISH THE AWOS ELEVATION FOR THE ALTIMETER SETTING. THIS ELEVATION TO BE PROVIDED WITHIN FAA GUIDELINES AND SHALL BE INCORPORATED INTO THE EQUIPMENT PER THE MANUFACTURER'S REQUIREMENT.
7. THE AWOS MUST UNDERGO A COMMISSIONING BY THE FAA PRIOR TO BEING PLACED IN SERVICE. RESPONSIBILITIES OF THE CONTRACTOR RELATING TO THE COMMISSIONING INCLUDE:
- 7.1. CONTRACTOR SHALL SCHEDULE AND ATTEND THE AWOS COMMISSIONING. THE CONTRACTOR SHALL PROVIDE PERSONNEL AT THE COMMISSIONING WHO ARE QUALIFIED TO MAKE SYSTEM ADJUSTMENTS AS NEEDED AT THAT TIME OR WHO CAN DOCUMENT REQUIRED CHANGES TO IMPLEMENT THEM LATER.
- 7.2. IN THE EVENT THE COMMISSIONING IS NOT SUCCESSFUL, THE CONTRACTOR SHALL MAKE ANY REQUIRED CHANGES AND SCHEDULE A NEW COMMISSIONING.
- 7.3. THE OWNER WILL PROVIDE THE CONTACT INFORMATION FOR THE FAA INSPECTION PERSONNEL.
- 7.4. THE SYSTEM SHALL BE PLACED IN "TEST MODE" UNTIL SUCH TIME AS THE COMMISSIONING OCCURS.
- 7.5. ALL COSTS FOR CONTRACTOR FACILITATION AND ATTENDANCE AT THE COMMISSIONING ARE INCIDENTAL TO THE TOTAL PROJECT COST.
- 7.6. ANY DIRECT INSPECTION COSTS CHARGED BY THE FAA SHALL BE PAID BY THE OWNER.

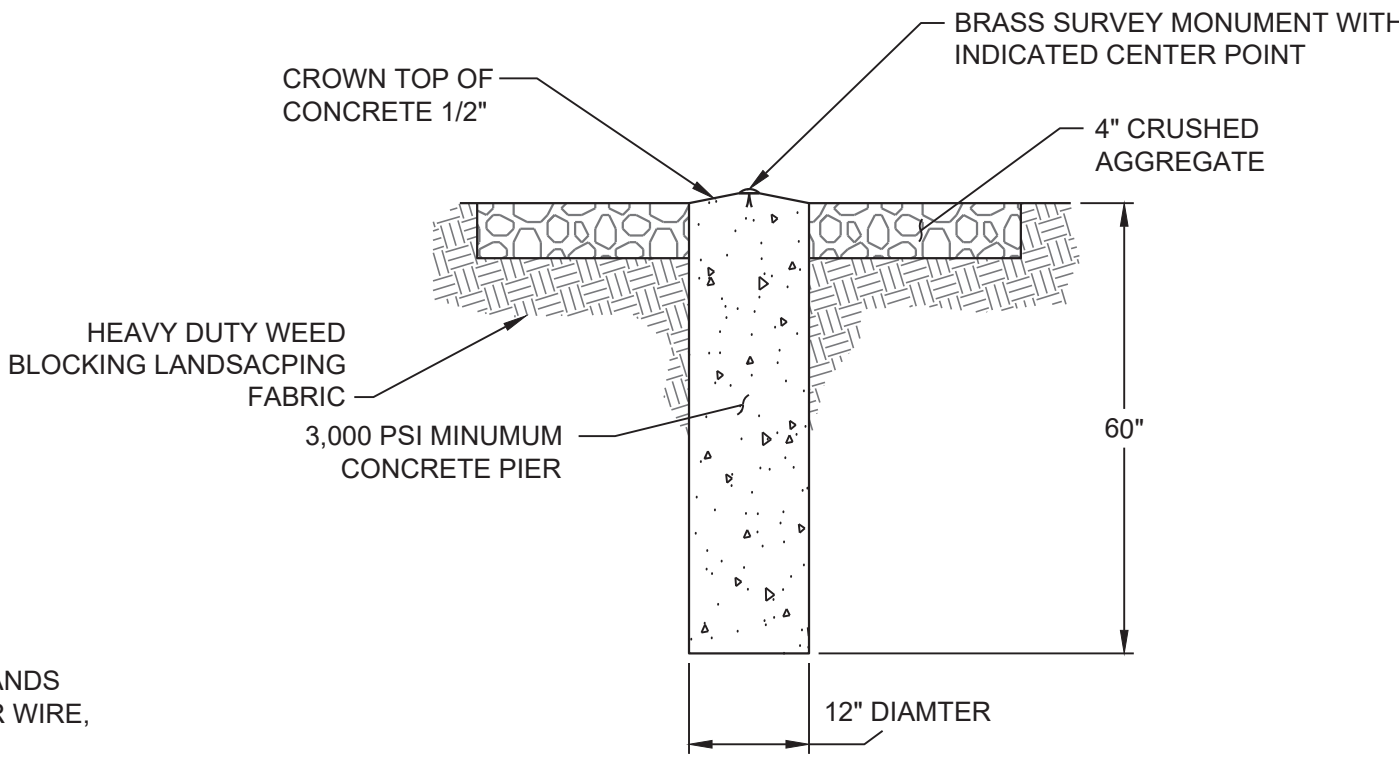
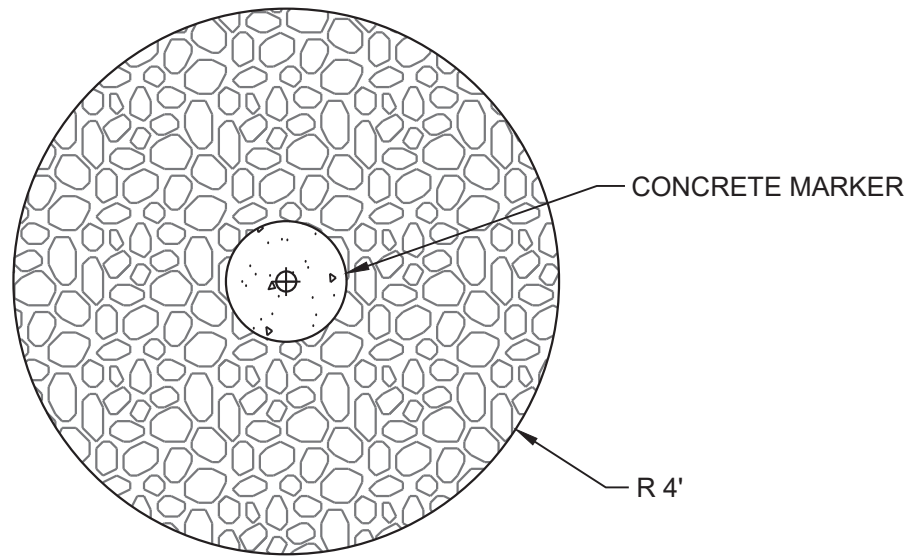


AWOS CONFIGURATION & GROUNDING

NTS

NOTES:

1. THE LAYOUT ABOVE WILL ACCOMMODATE CURRENTLY CERTIFIED AWOS-III SYSTEMS. NOMINAL DIMENSIONS SHOWN ARE INDICATED BELOW, BUT FINAL DIMENSIONS SHALL ADHERE TO THE MANUFACTURER'S REQUIREMENTS:
- 1.1. WIND TOWER PAD = 6' x 6'
- 1.2. AWOS EQUIPMENT PAD = 4' x 8'
- 1.3. AWOS SERVICE RACK = 4.5' x 6'
2. CONTRACTOR SHALL FIELD-STAKE ALL EQUIPMENT PRIOR TO INSTALLATION.
3. FOR TILT-DOWN STYLE TOWERS, THE TOWER SHALL BE ORIENTED SUCH THAT IT MAY TILT DOWN WITHOUT INTERFERING WITH OTHER EQUIPMENT.
4. ALL WORK SHOWN ON THIS DETAIL IS INCLUDED IN THE LUMP SUM COST FOR THE AWOS INSTALLATION.



TRUE NORTH MONUMENT DETAIL

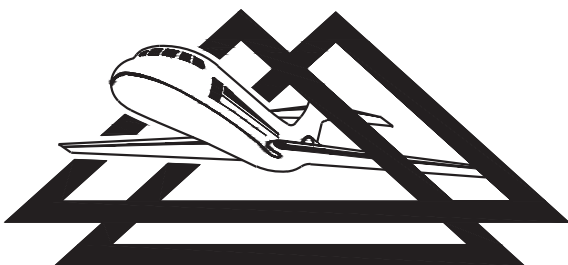
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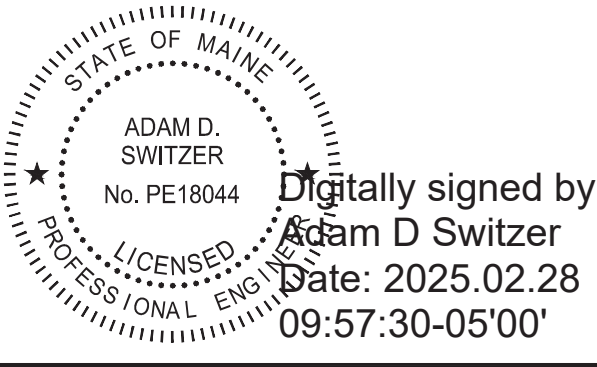
1. THE COST OF THE TRUE NORTH MARKER IS INCIDENTAL TO THE COST OF THE AWOS INSTALLATION.
2. THE TRUE NORTH MONUMENT SHALL BE FIELD STAKED BY THE CONTRACTOR AND VERIFIED IN WRITING BY THE CONTRACTOR'S REGISTERED SURVEYOR. WRITTEN VERIFICATION SHALL BE PROVIDED TO THE ENGINEER.
3. THE TRUE NORTH MONUMENT SHALL BE PLACED APPROXIMATELY 100-FEET TRUE-NORTH OF THE CENTER OF THE WIND TOWER. IF LOCAL TERRAIN OR FEATURES CONFLICT WITH THIS PLACEMENT, COORDINATE WITH THE ENGINEER FOR A REVISED LOCATION.

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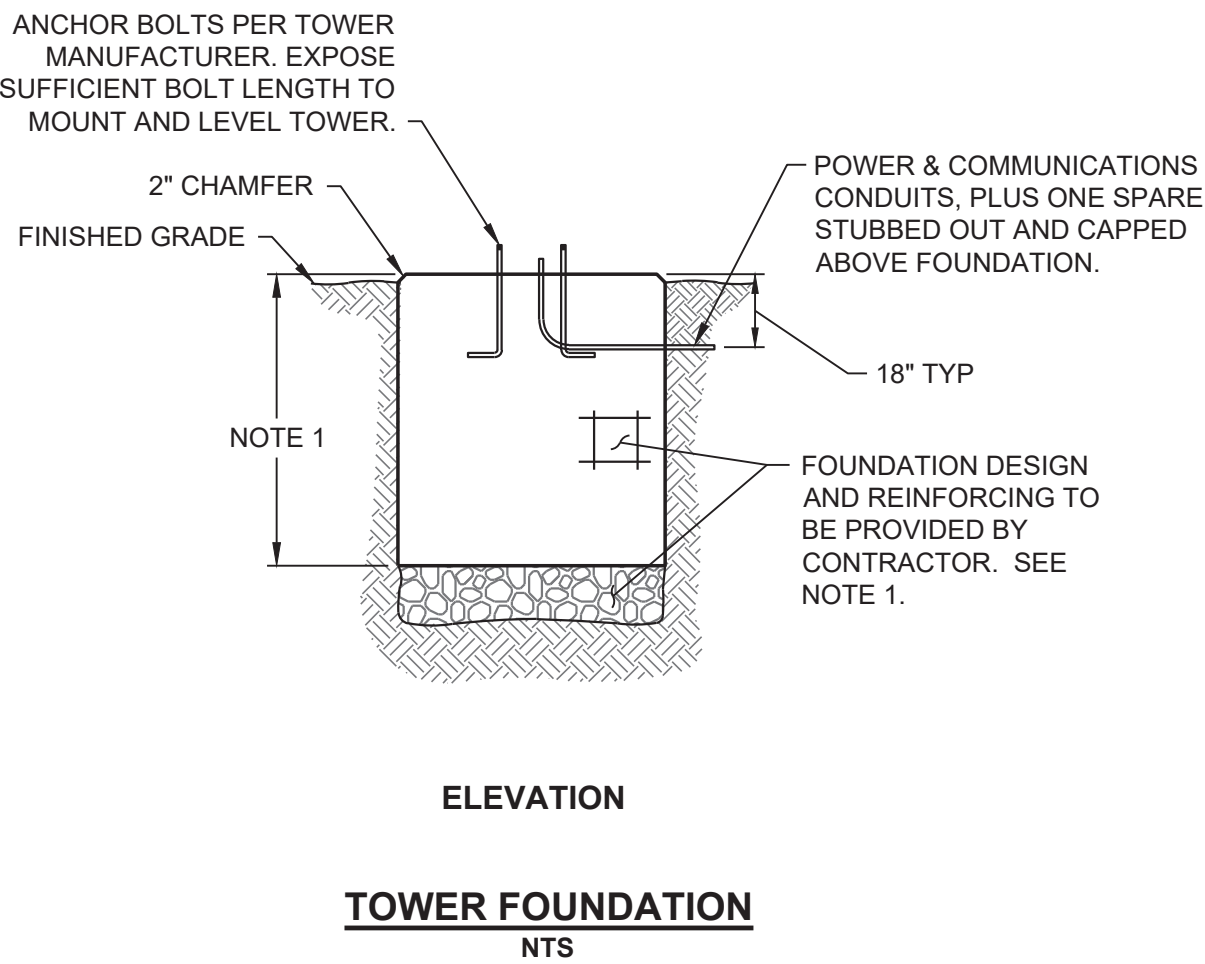
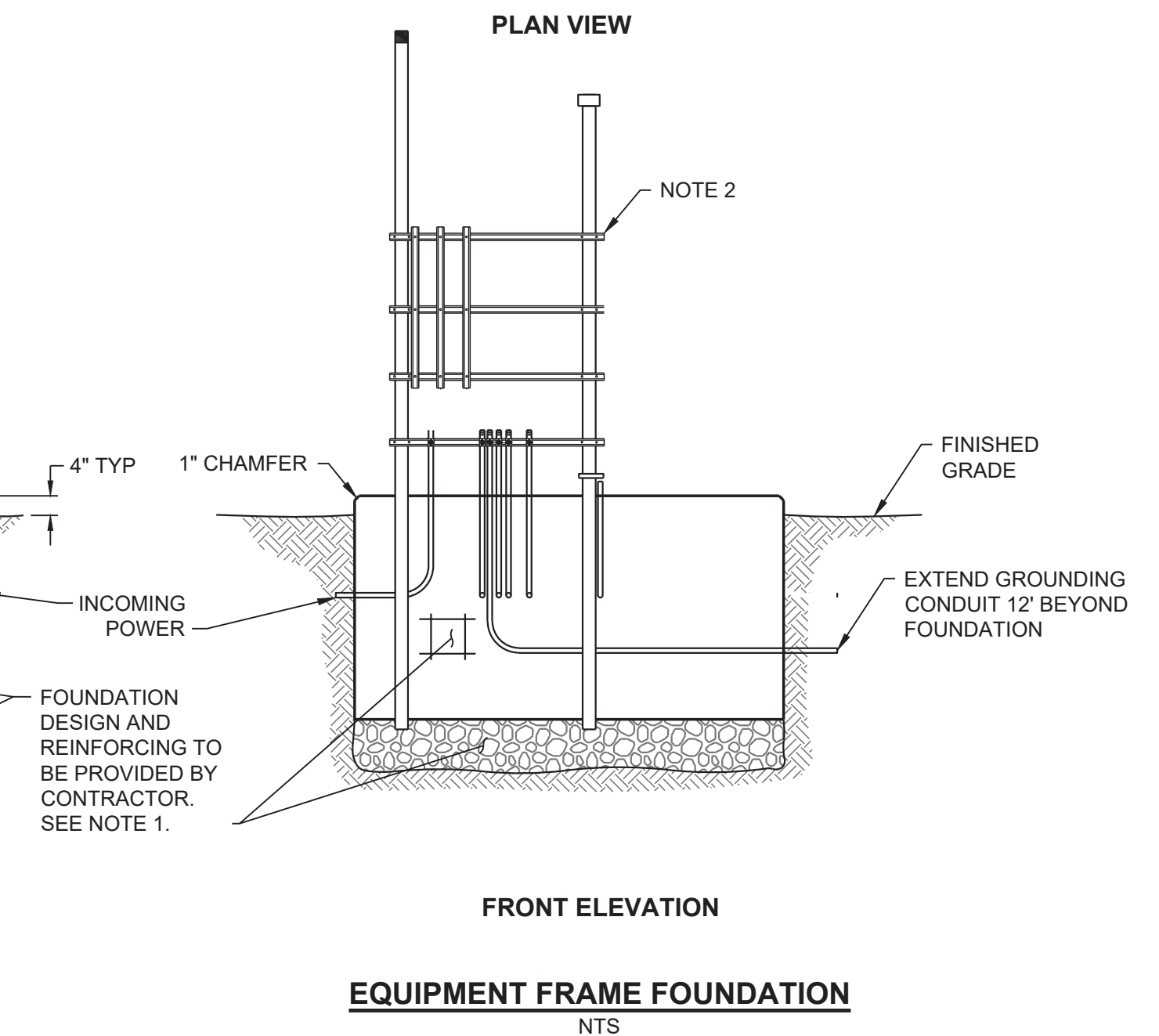
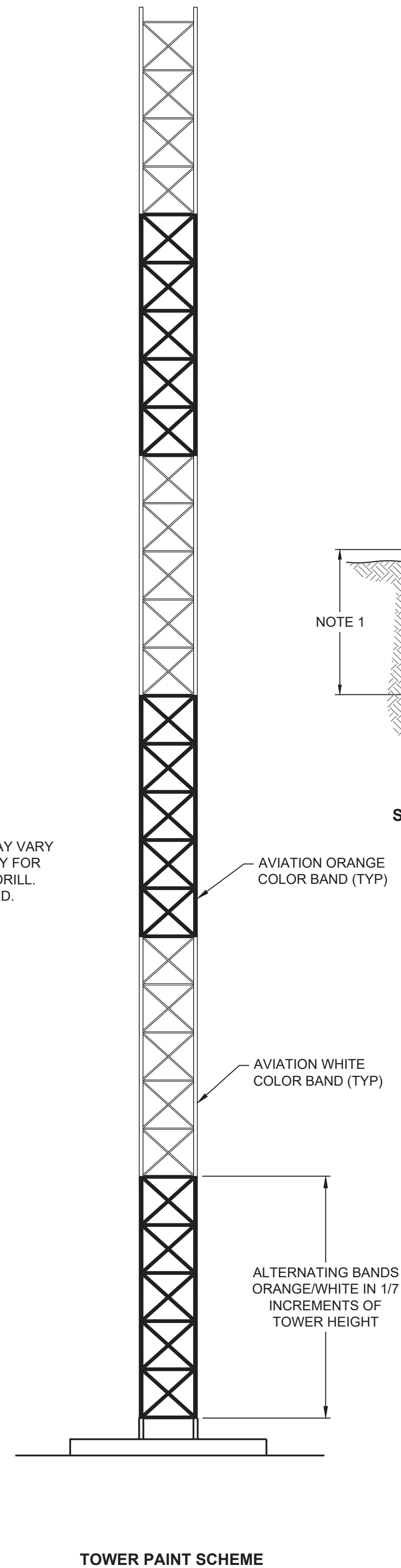
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**DELTA AIRPORT
CONSULTANTS, INC.**



CONSTRUCT AWOS-III - BID PACKAGE 1	AIP NO. 3-23-2300-PENDING-2024	JOB NO. 23042
AWOS DETAILS	DRAWN BY: MRM	SHEET 6
MAINE AIRPORTS	DESIGNED BY: ADS/JHM	OF 18
	SCALE: NONE	DATE: FEBRUARY 2025



7. WHERE ADDITIONAL SUPPORTING TOWERS ARE REQUIRED, SUCH AS FOR ANTENNA MOUNTING IN A TERMINAL AREA, THE TOWER DETAILS ON THIS SHEET SHALL ALSO APPLY TO THOSE TOWERS.

CONSTRUCT AWOS-III - BID PACKAGE 1		AIP NO. 3-23-2300-PENDING-2024		JOB NO. 23042	
AWOS DETAILS		DRAWN BY: MRM		SHEET 7 OF 18	
		DESIGNED BY: ADS/JHM			
MAINE AIRPORTS		SCALE: NONE	DATE: FEBRUARY 2025		



1. LETTERS SHALL BE 4" HIGH, 1/4" DEEP WITH A 1/2" STROKE WIDTH. FREE HAND LETTERING IS NOT PERMITTED. NO SEPARATE PAY ITEM.
2. AS A MINIMUM, MARKERS ARE REQUIRED AT THE FOLLOWING:
 - A. ALL ENDS OF DIRECT BURIED CABLE TRENCHES, CONDUIT RUNS, AND DUCT BANKS
 - B. ALL CHANGES IN DIRECTION OF DIRECT BURIED CABLE TRENCHES, CONDUIT RUNS, AND DUCT BANKS
 - C. EVERY 300' FOR DIRECT BURIED CABLE TRENCHES, CONDUIT RUNS, AND DUCT BANKS
 - D. ALL NON-FIXTURE RELATED CABLE CONNECTION SPLICE POINTS
3. INSTALLATION OF DUCT MARKERS IS INCIDENTAL TO THE OVERALL PROJECT COST.



1. ALL ITEMS SHOWN IN THE DETAIL ABOVE ARE INCIDENTAL TO THE PAY ITEM WHICH THE CONDUIT INSTALLATION SUPPORTS. SEE "GENERAL SCHEMATIC PAYMENT DETAIL".
2. GROUND RODS SHALL ALSO BE USED TO TERMINATE COUNTERPOISE AT BOTH ENDS OF DUCT BANK (NO SEPARATE PAY ITEM).
3. DUCT MARKERS SHALL BE PLACED TO INDICATE CHANGES IN TRENCH ALIGNMENT, UNLESS A JUNCTION BOX IS INSTALLED.
4. WHERE USED, THE SPARE PVC CONDUIT SHALL TERMINATE AT THE AWOS SERVICE RACK PAD AS SHOWN ON THE DETAIL FOR THAT ITEM.



1. SURFACE PREPARATION SHALL INCLUDE STRIPPING OF TOPSOIL AND COMPACTION OF SUBGRADE TO 95% STANDARD PROCTOR. SPOIL SHALL BE DISPOSED OF OFFSITE, UNLESS THE AIRPORT APPROVES AN ONSITE LOCATION, IN WHICH CASE THE MATERIAL SHALL BE DISPOSED OF IN THE LOCATION SPECIFIED AND STABILIZED AS ORDERED.
2. WEED CONTROL FABRIC SHALL BE A WOVEN, HEAVY DUTY FABRIC, MINIMUM 5 OZ/SY PER ASTM D5261, MINIMUM PUNCTURE STRENGTH 65 LBS PER ASTM D4833, AND MINIMUM GRAD TENSILE STRENGTH OF 100 LBS PER ASTM D4832.
3. PAYMENT FOR THIS ITEM IS INCIDENTAL TO THE "PREPARE AWOS SITE" BID ITEM.

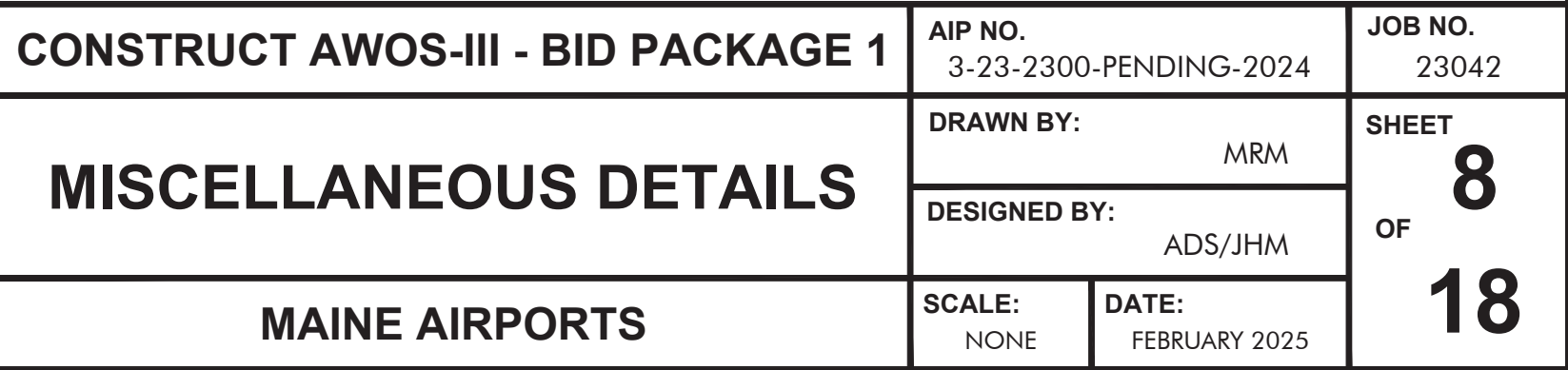


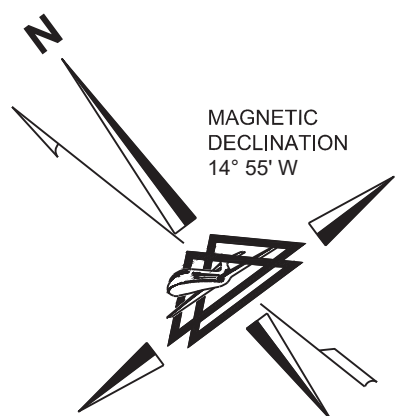
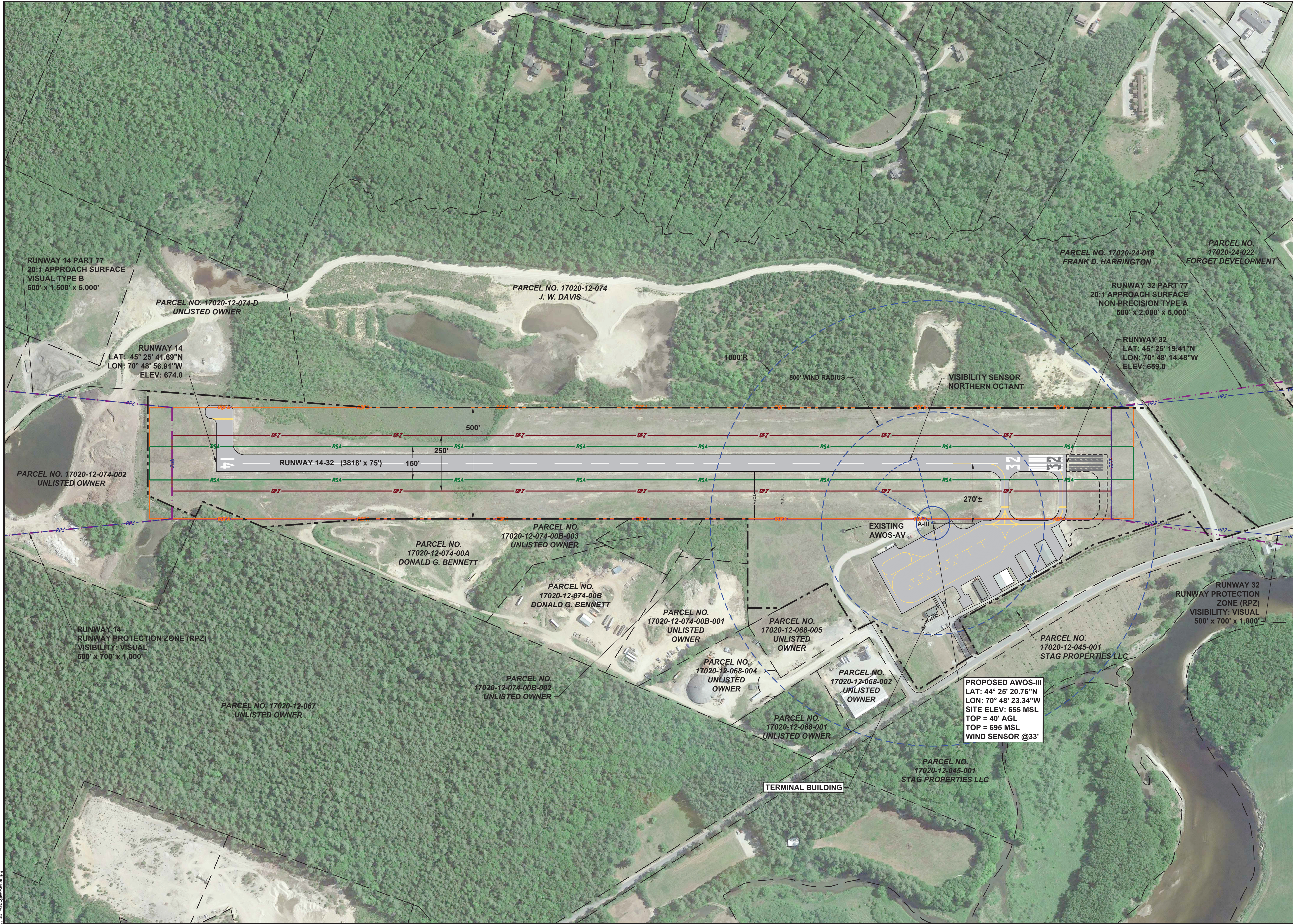
1. JUNCTION BOX SHALL BE TRAFFIC RATED.
2. APPROVED SHOP DRAWING REQUIRED. INDICATED DIMENSIONS ARE NOMINAL AND MAY VARY SLIGHTLY.



1. THIS DETAIL IS INTENDED TO DEFINE THE ASSOCIATED PAY ITEMS FOR ALL COMPONENTS OF THE WORK. ANY WORK NOT SPECIFICALLY SHOWN HERE SHALL BE CONSIDERED INCIDENTAL TO THE OVERALL PROJECT, UNLESS IT IS SPECIFICALLY DEFINED BY ANOTHER PAY ITEM.
2. WHEN THERE IS A QUESTION AS TO WHAT PAY ITEM A PARTICULAR COMPONENT OR TASK IS ASSOCIATED WITH, THE ENGINEER SHALL MAKE THE FINAL DETERMINATION.

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LEGEND	
DESCRIPTION	EXISTING
AIRPORT BUILDING	
AIRPORT PAVEMENT	
AIRPORT PROPERTY	
RUNWAY CENTERLINE	
ADJACENT PROPERTY LINE	
OBSTACLE FREE ZONE (OFZ)	
PART 77 APPROACH SURFACE	
PRIMARY SURFACE	
RUNWAY OBJECT FREE AREA (ROFA)	
RUNWAY PROTECTION ZONE (RPZ)	
RUNWAY SAFETY AREA (RSA)	
AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)	
PROPOSED	
AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)	
FUTURE DEVELOPMENT	

AIRPORT DATA	
FACILITY NAME:	BETHEL REGIONAL AIRPORT
OWNER:	TOWN OF BETHEL PO BOX 1660 BETHEL, ME 04217
PROPERTY IDENTIFICATION NUMBER(S):	
PARCEL ACREAGE:	70 ACRES
ZONING INFORMATION:	NONE
SETBACK REQUIREMENTS FROM STRUCTURE TO PROPERTY LINE:	
REQUIRED:	N/A
PROVIDED:	430-FEET
MAXIMUM HEIGHT OF STRUCTURE:	30-FOOT TOWER
DESIGN WIND LOAD:	100 MPH
LIGHTING:	RED FAA-MANDATED DUAL LED OBSTRUCTION LIGHT ON TOWER, NVG-COMPLIANT. NO STROBE LIGHTS.
APPROXIMATE DISTURBED AREA:	1,000 SF
OUTDOOR STORAGE:	N/A
TRASH RECEPTACLES:	N/A
SIGNS:	N/A
LANDSCAPING:	N/A
PARKING:	N/A
COMMUNICATIONS:	UHF AND VHF AVIATION BAND FREQUENCIES TO BE ASSIGNED BY THE FAA AND LICENSED THROUGH THE FCC.

- NOTES**
- TOPOGRAPHY AND PLANIMETRICS OBTAINED FROM AIRPORT LAYOUT PLAN (ALP) DATA PROVIDED BY THE STATE OF MAINE, DATED SEPTEMBER 29, 2022.
 - AIRPORT LAYOUT PLAN BY AMEC DATED FEBRUARY 2011, WHERE APPLICABLE, RELEVANT EXISTING FEATURES HAVE BEEN UPDATED BASED ON FIELD OBSERVATIONS OCTOBER 2022. NOT ALL CURRENT AIRFIELD IMPROVEMENTS MAY BE DEPICTED.
 - ADJACENT PARCEL LINES DERIVED FROM MAINE GEOLIBRARY GIS ACCESSED OCTOBER 5, 2022.
 - AERIAL IMAGERY PROVIDED BY GOOGLE EARTH (2018).

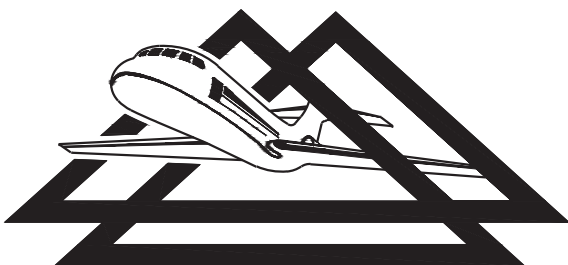


BETHEL REGIONAL AIRPORT
AIRPORT ROAD
BETHEL, MAINE 04217

200 0 200 400
SCALE: 1"=200'
FEET

NO.	REVISIONS	BY	APP.	DATE

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Harrisburg, Pennsylvania 17110
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**DELTA AIRPORT
CONSULTANTS, INC.**

STATE OF MAINE
ADAM D. SWITZER
No. PE18044
LICENSED PROFESSIONAL ENGINEER
Digitally signed by Adam D Switzer
Date: 2025.02.28 09:57:37-05'00'

CONSTRUCT AWOS-III - BID PACKAGE 1

0B1 AWOS SITING PLAN

BETHEL REGIONAL AIRPORT

AIP NO.
3-23-2300-PENDING-2024

DRAWN BY: MRM

DESIGNED BY: ADS/JHM

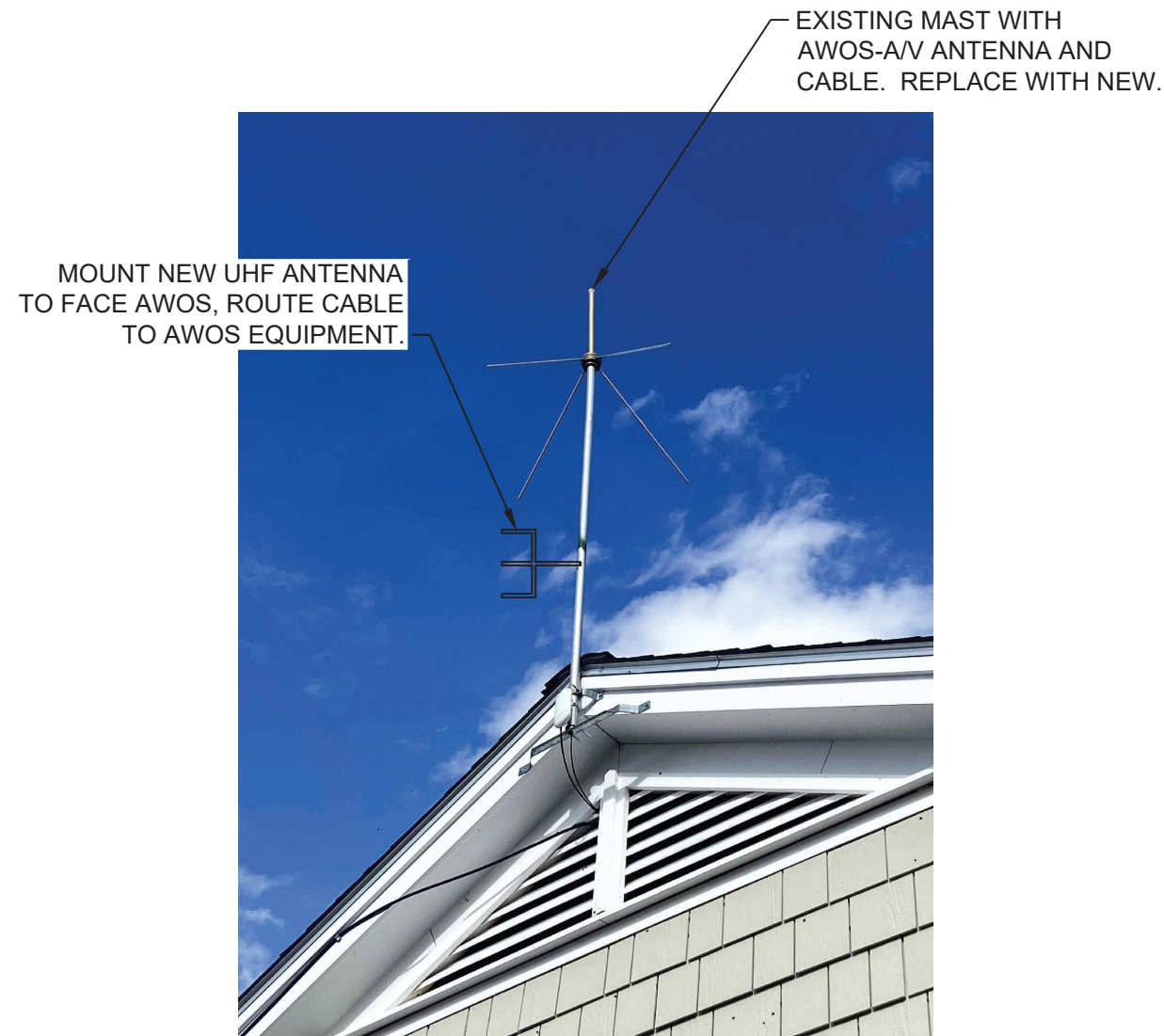
SCALE: 1"=200'
DATE: FEBRUARY 2025

JOB NO.
23042

SHEET
OF

9

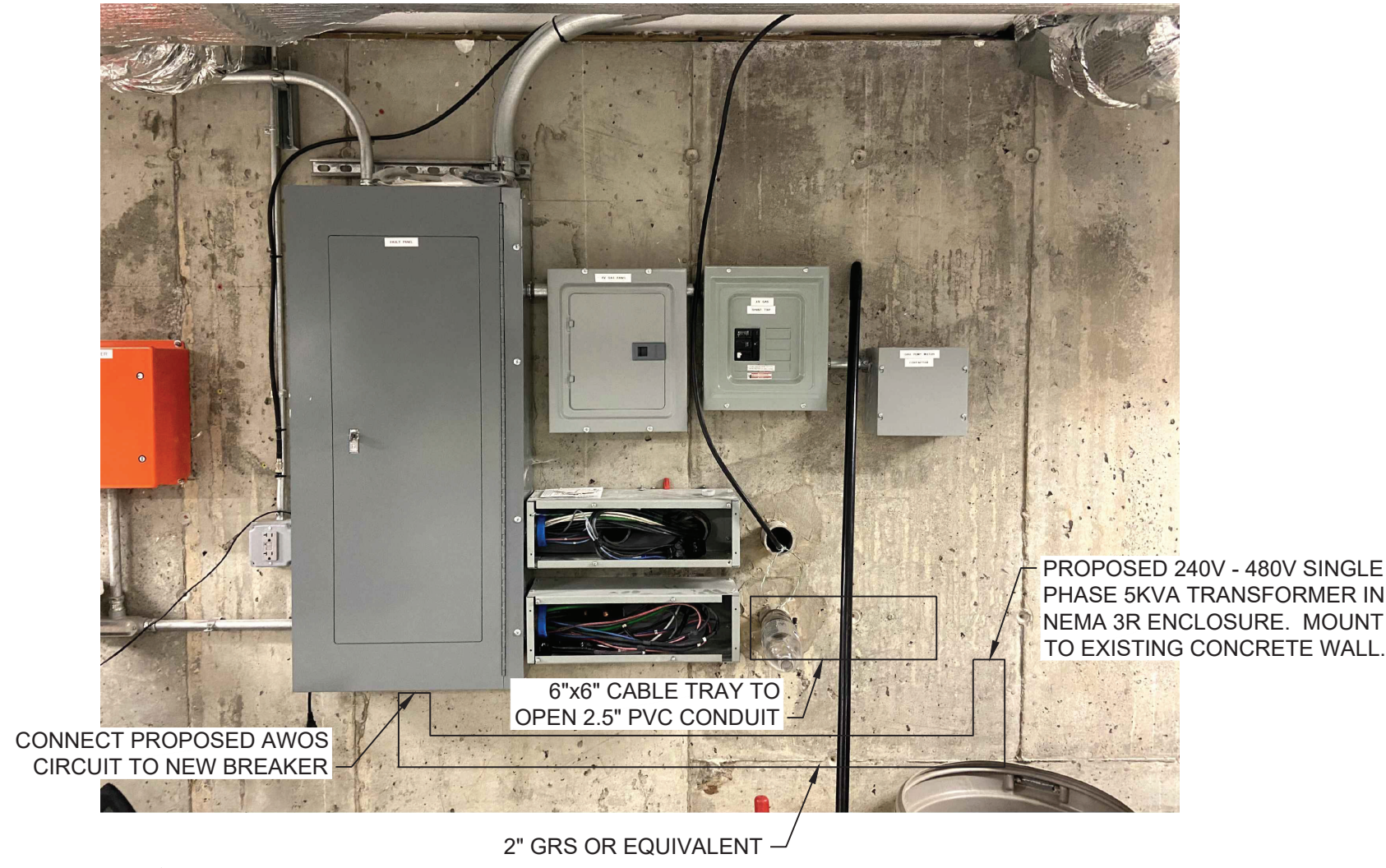
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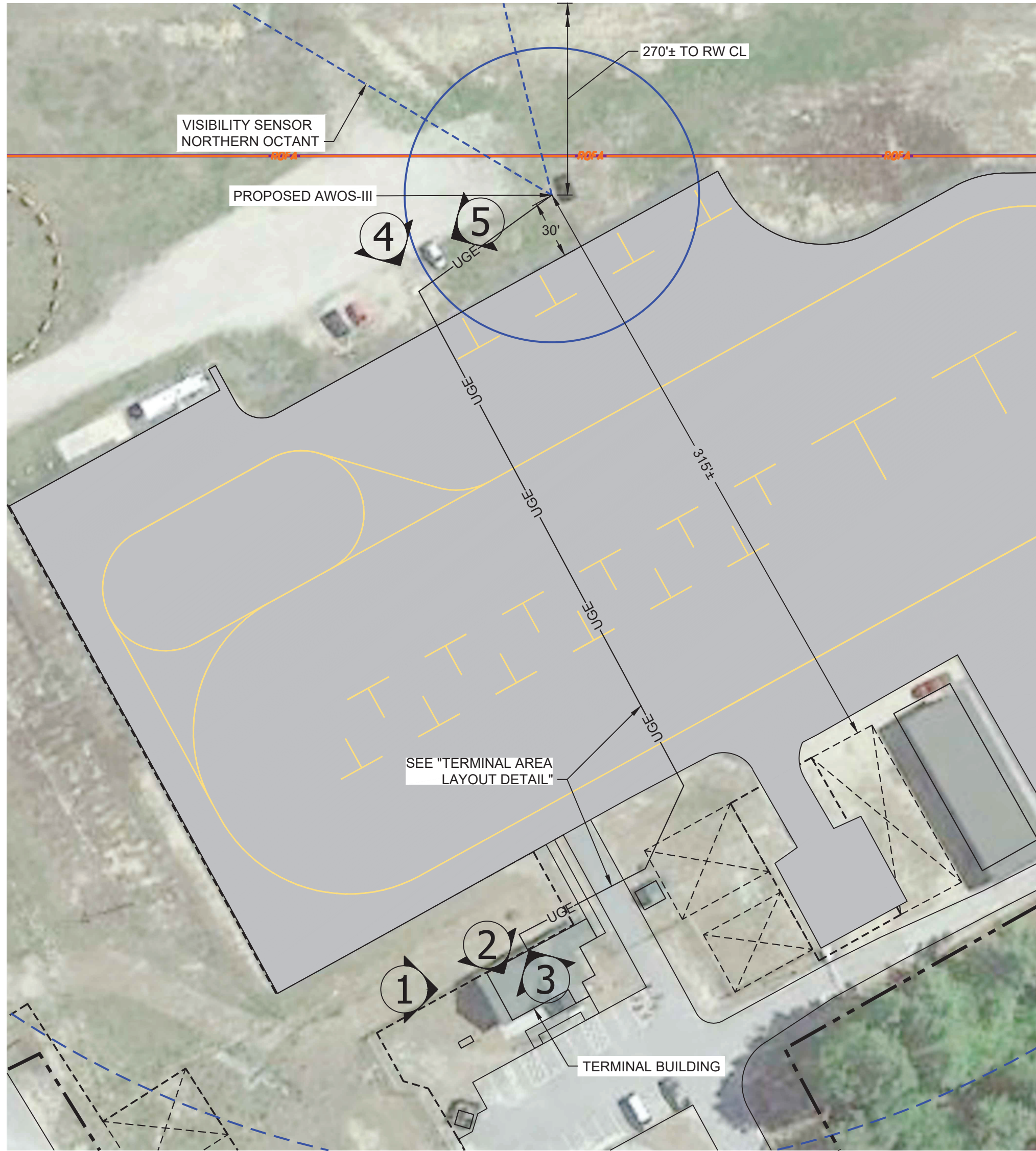
1 ANTENNA MODIFICATION DETAIL
NTS



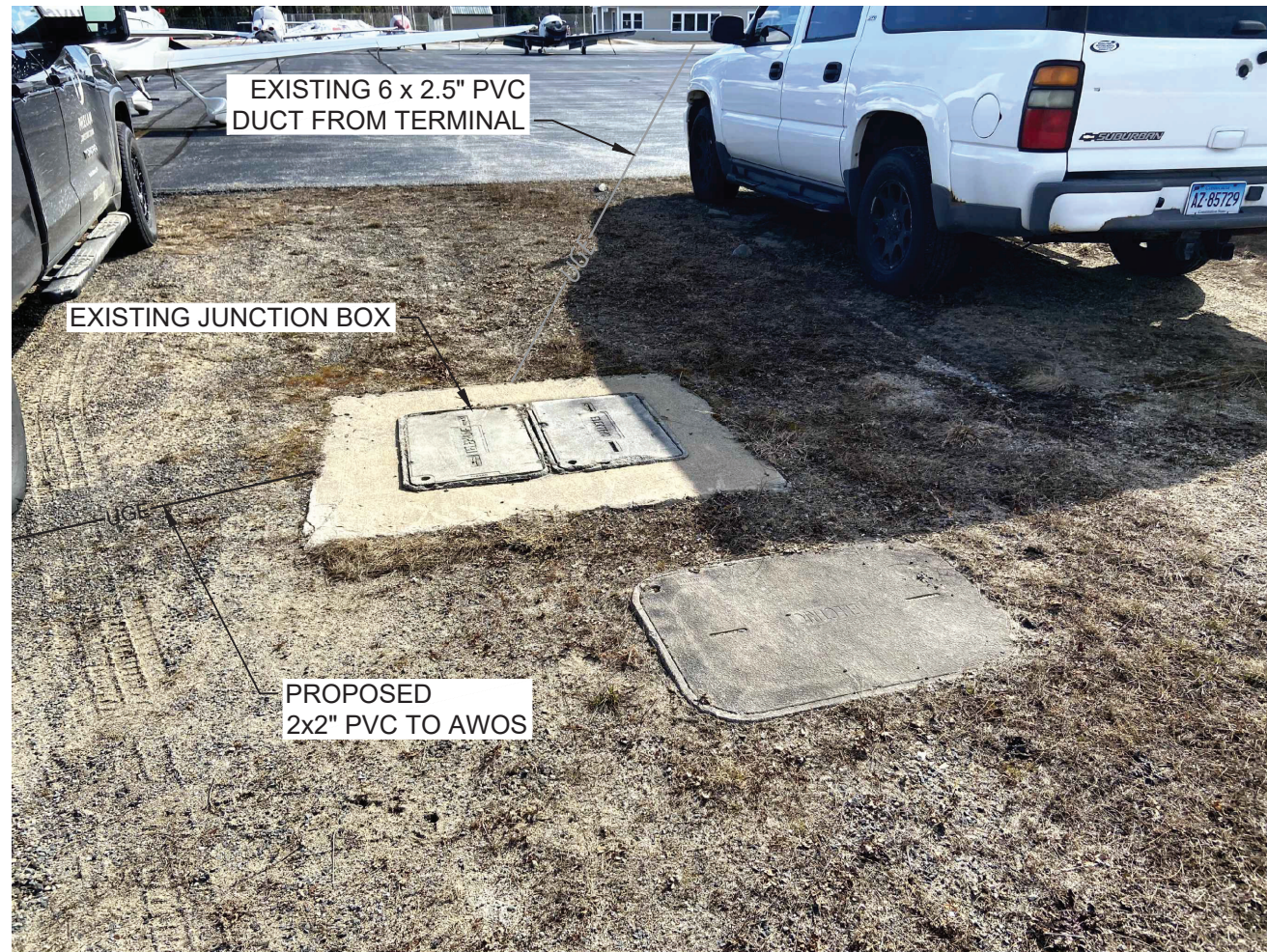
2 OFFICE AREA & DESK DETAIL
NTS



3 TERMINAL BASEMENT SUB-PANEL DETAIL
NTS



0B1 AWOS-III SITE
NTS



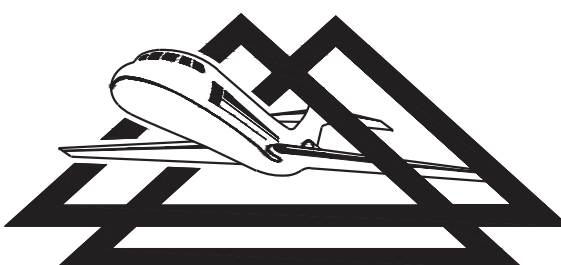
4 EXISTING JUNCTION BOX DETAIL
NTS



5 AWOS LOCATION DETAIL
NTS

NO.	REVISIONS	BY	APP.	DATE

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**DELTA AIRPORT
CONSULTANTS, INC.**

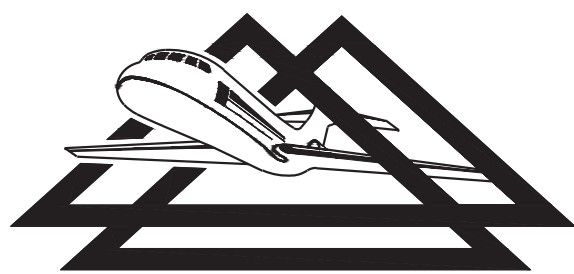
STATE OF MAINE
ADAM D. SWITZER
No. PE18044
LICENSED PROFESSIONAL ENGINEER
Digitally signed by Adam D Switzer
Date: 2025.02.28 09:57:42-05'00'


CONSTRUCT AWOS-III - BID PACKAGE 1	AIP NO. 3-23-2300-PENDING-2024	JOB NO. 23042
0B1 AWOS COMMUNICATION	DRAWN BY: MRM	SHEET 11
BETHEL REGIONAL AIRPORT	DESIGNED BY: ADS/JHM	OF 18
	SCALE: NONE	DATE: FEBRUARY 2025

EXISTING SUB-PANEL IN TERMINAL BASEMENT											
MAIN CIRCUIT BREAKER:		125 Amps, 2 Pole									
SERVICE:		120/240 Volts, Single Phase, 3 Wire									
DESIGNATION TO BE TYPED ON DIRECTORY	WIRE SIZE	BKR SIZE	CKT NBR		A	B		CKT NBR	BKR SIZE	WIRE SIZE	DESIGNATION TO BE TYPED ON DIRECTORY
R/W 14-32 REGULATOR		50	1	⤴			⤵	2	60		
			3					4			
		30	5				⤵	6	30		
			7	⤴				8			
WINDSOCK		20	9	⤴			⤵	10	20		
AWOS (EXISTING AWOS A/V)		20	11	⤴			⤵	12			
		20	13	⤴			⤵	14	20		BEACON
		20	15	⤴			⤵	16	20		
		20	17	⤴			⤵	18	20		
		20	19	⤴			⤵	20	20		
		20	21	⤴			⤵	22	20		
		20	23	⤴			⤵	24	20		
		20	25	⤴			⤵	26	20		
		20	27	⤴			⤵	28	40	6	AWOS-3
		20	29	⤴			⤵	30			

NOTE: PANEL LABELS REFLECT LABELS ON EXISTING PANEL AND HAVE NOT BEEN VERIFIED.

<h1 style="margin: 0;">AWOS AC PANEL (0B1)</h1> <p style="margin: 0;">60A RATED PANEL IN NEMA 3R ENCLOSURE, 22kA I.C. BREAKERS</p> <p style="margin: 0;">MAIN CIRCUIT BREAKER: 40 Amps, 2 Pole</p> <p style="margin: 0;">SERVICE: 120/240 Volts, Single Phase, 3 Wire</p>									
DESIGNATION TO BE TYPED ON DIRECTORY	WIRE SIZE	BKR SIZE	CKT NBR		CKT NBR	BKR SIZE	WIRE SIZE	DESIGNATION TO BE TYPED ON DIRECTORY	
Surge Protection Device	#8	40	1		2			As required for AWOS , or Space	
			3		4			As required for AWOS , or Space	
GFCI Duplex Outlet	#12	20	5		6			As required for AWOS , or Space	
As required for AWOS, or Space					8			As required for AWOS , or Space	
As required for AWOS, or Space					10			As required for AWOS , or Space	
PROVIDE ENGRAVED LEGEND PLATE ATTACHED WITH SCREWS TO READ:					AWOS AC PANEL 120/240V, 1PH, 3W				

[illegible]


 Digitally signed by
 Adam D Switzer
 Date: 2025.02.28
 09:57:45-05'00'

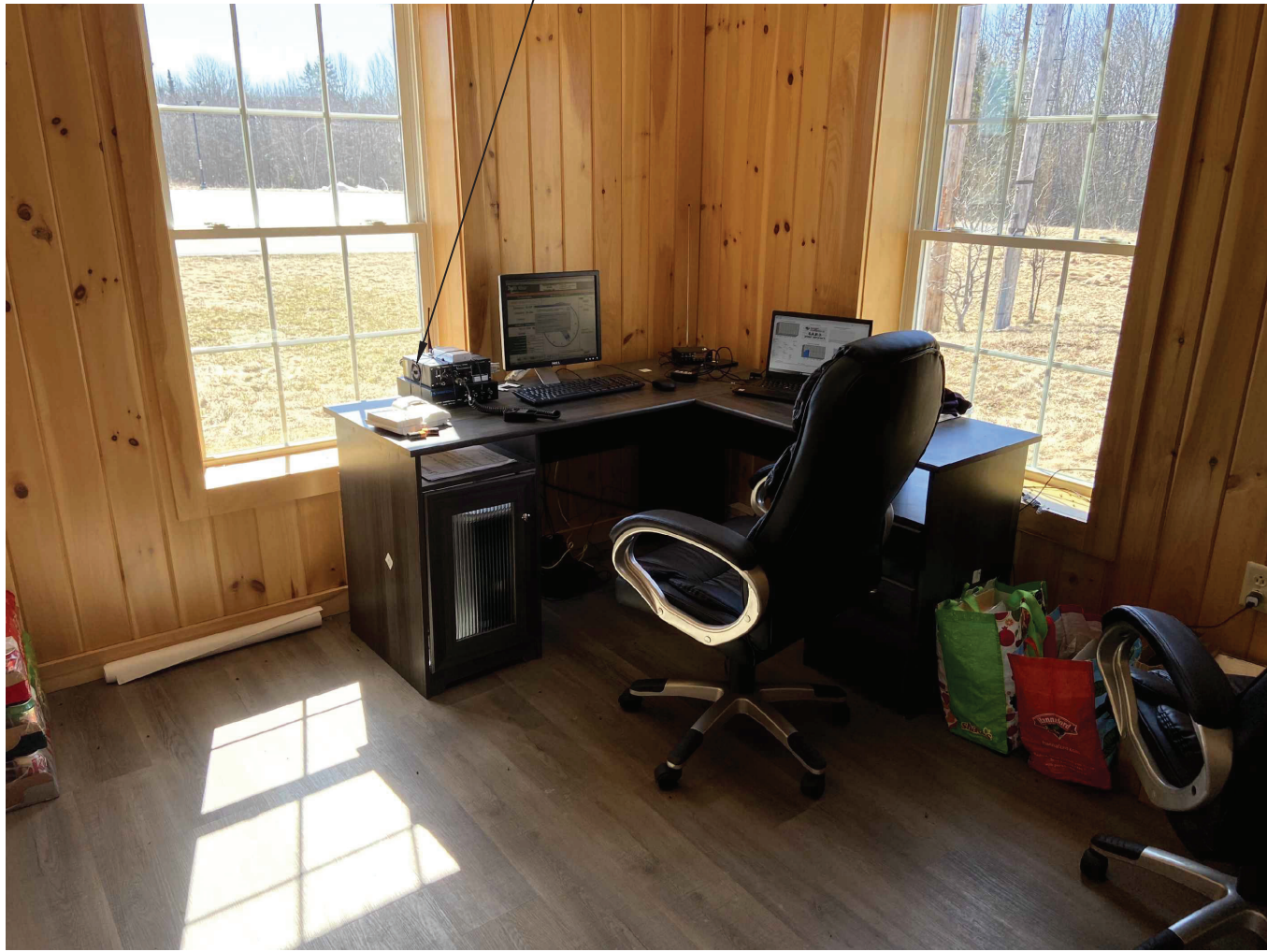
CONSTRUCT AWOS-III - BID PACKAGE 1		AIP NO. 3-23-2300-PENDING-2024		JOB NO. 23042	
0B1 AWOS ELECTRICAL DETAILS		DRAWN BY: MRM		SHEET 12 OF 18	
		DESIGNED BY: ADS/JHM			
BETHEL REGIONAL AIRPORT		SCALE: NONE	DATE: FEBRUARY 2025		



1 **TERMINAL BUILDING - SOUTH FACE DETAIL**
NTS



2 **STORAGE AREA - PANEL 1 DETAIL**
NTS



3 **OFFICE AREA & DESK DETAIL**
NTS



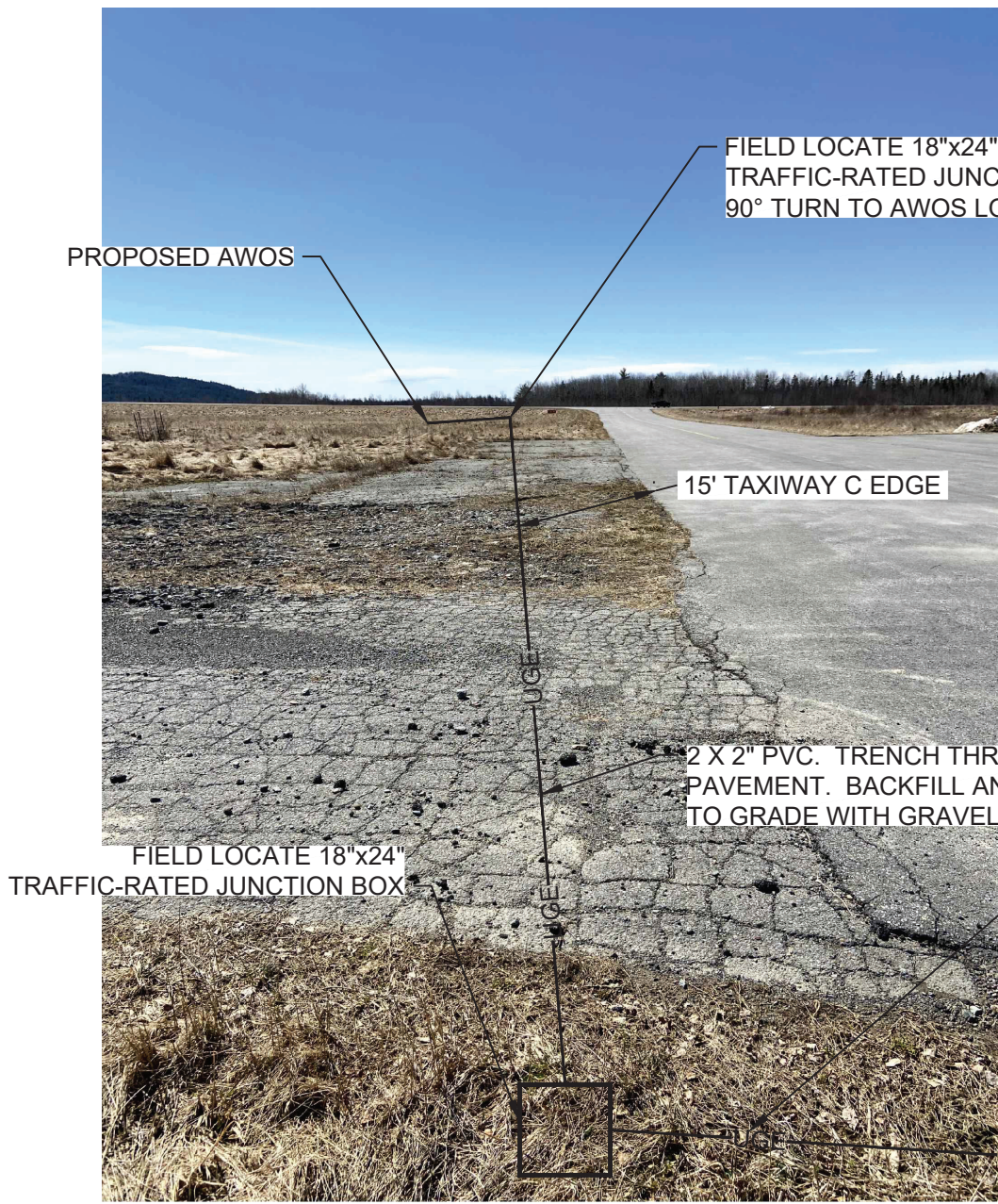
4 **SRE BUILDING PANEL DETAIL**
NTS



5 **SRE BUILDING CEILING CONDUIT DETAIL**
NTS



6 **SRE BUILDING OUTSIDE CONDUIT DETAIL**
NTS



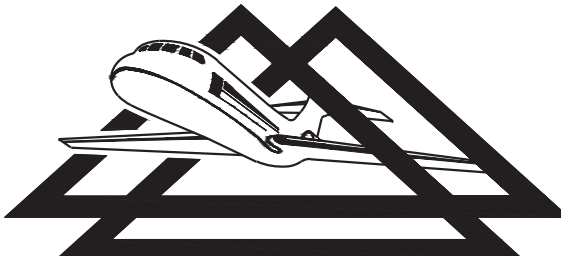
7 **SRE TRENCH LOCATION DETAIL**
NTS



8 **SRE DISPOSAL AREA DETAIL**
NTS

NO.	REVISIONS	BY	APP.	DATE

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CONSULTANTS, INC.**

STATE OF MAINE
ADAM D. SWITZER
No. PE18044
LICENSED PROFESSIONAL ENGINEER
Digitally signed by Adam D Switzer
Date: 2025.02.28 09:57:54-05'00'

CONSTRUCT AWOS-III - BID PACKAGE 1	AIP NO. 3-23-2300-PENDING-2024	JOB NO. 23042
PNN AWOS COMMUNICATION	DRAWN BY: MRM	SHEET 15 OF 18
	DESIGNED BY: ADS/JHM	
PRINCETON MUNICIPAL AIRPORT	SCALE: NONE	DATE: FEBRUARY 2025

EXISTING SERVICE PANEL IN TERMINAL									
MAIN CIRCUIT BREAKER: 200 Amps, 2 Pole SERVICE: 120/240 Volts, Single Phase, 3 Wire									
DESIGNATION TO BE TYPED ON DIRECTORY	WIRE SIZE	BKR SIZE	CKT NBR	A	B	CKT NBR	BKR SIZE	WIRE SIZE	DESIGNATION TO BE TYPED ON DIRECTORY
LIGHTS		20	1	()	2	20	OFFICE REC
KIT REC		20	3	()	4	20	BATHROOM REC
COMMON ROOM REC		20	5	()	6	20	AIR HANDLER REC
COMMON ROOM REC		20	7	()	8	20	WATER HEATER REC
KIT REC		20	9	()	10	20	OUTSIDE LIGHTS
FRIDGE REC		20	11	()	12	20	GATE OPERATOR
VENDING REC		20	13	()	14	20	SEWER PUMP
UTILITY REC		20	15	()	16	20	BASE BOARD HEAT UTILITY ROOM
HEAT PUMP		20	17	()	18		
			19	()	20	20	BASEBOARD HEAT BATHROOM
WATER PUMP		20	21	()	22		
			23	()	24	20	HAND DRYER
SURGE TRAP		30	25	()	26	20	ANTENNA TOWER
			27	()	28		
			29	()	30		
			31	()	32		
			33	()	34		
			35	()	36		
			37	()	38		
			39	()	40		



NOTES:

1. LOCATE UNDERGROUND UTILITIES PRIOR TO EXCAVATION. HAND-DIG WHEN WITHIN 5-FEET OF ANY KNOWN OR SUSPECTED UTILITY. NOT ALL UTILITIES MAY BE SHOWN.

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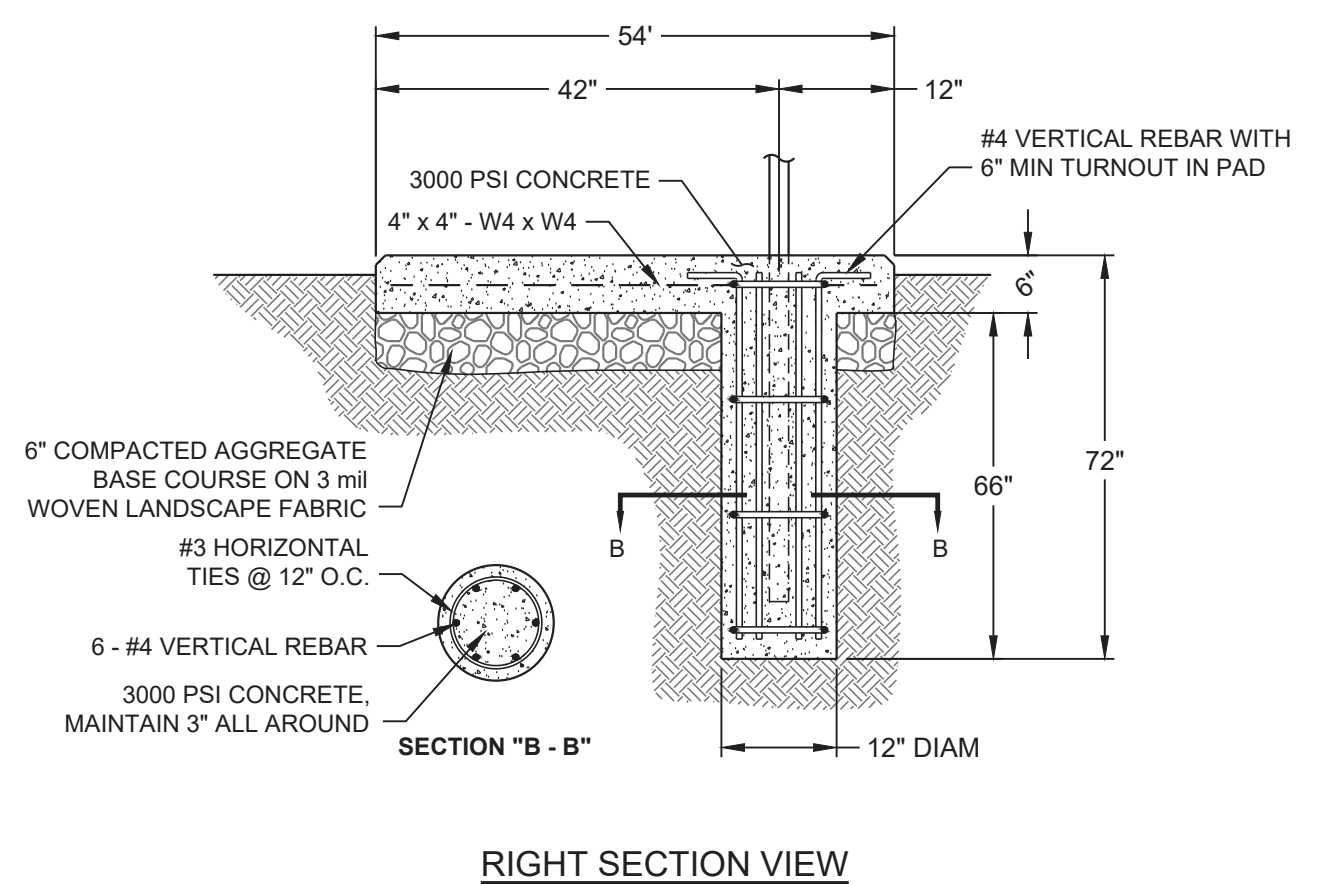
EXISTING SERVICE PANEL IN SRE BUILDING									
MAIN CIRCUIT BREAKER:		200 Amps, 2 Pole							
SERVICE:		120/240 Volts, Single Phase, 3 Wire							
DESIGNATION TO BE TYPED ON DIRECTORY	WIRE SIZE	BKR SIZE	CKT NBR	A	B	CKT NBR	BKR SIZE	WIRE SIZE	DESIGNATION TO BE TYPED ON DIRECTORY
OUTSIDE LIGHTS		20	1	()		()	2	20	WALL OUTLET N + WEST WALL
TRAILER		100	3	()		()	4	20	WALL OUTLET N + EAST WALL
			5	()		()	6	20	WALL OUTLET SOUTH WALL
BEACON		15	7	()		()	8	20	GARAGE LIGHTS
		15	9	()		()	10	20	GARAGE LIGHTS
AWOS-3	6	40	11	()		()	12	20	PANEL OUTLET
			13	()		()	14	15	HEAT
			15	()		()	16	15	HEAT
			17	()		()	18	20	GARAGE DOOR
			19	()		()	20	50	240V OUTLET
			21	()		()	22		
			23	()		()	24		
			25	()		()	26		

NOTE: PANEL LABELS REFLECT LABELS ON EXISTING PANEL AND HAVE NOT BEEN VERIFIED.

<h1 style="margin: 0;">AWOS AC PANEL (PNN)</h1> <p style="margin: 0;">60A RATED PANEL IN NEMA 3R ENCLOSURE, 22kAIC CIRCUIT BREAKERS</p> <p style="margin: 0;">MAIN CIRCUIT BREAKER: 40 Amps, 3 Pole</p> <p style="margin: 0;">SERVICE: 120/240 Volts, Single Phase, 3 Wire</p>									
DESIGNATION TO BE TYPED ON DIRECTORY	WIRE SIZE	BKR SIZE	CKT NBR		CKT NBR	BKR SIZE	WIRE SIZE	DESIGNATION TO BE TYPED ON DIRECTORY	
Surge Protection Device	#8	40	1		2			As required for AWOS , or Space	
			3		4			As required for AWOS , or Space	
GFCI Duplex Outlet	#12	20	5		6			As required for AWOS , or Space	
As required for AWOS, or Space					8			As required for AWOS , or Space	
As required for AWOS, or Space					10			As required for AWOS , or Space	
PROVIDE ENGRAVED LEGEND PLATE ATTACHED WITH SCREWS TO READ:					AWOS AC PANEL 120/240V, 1PH, 3W				



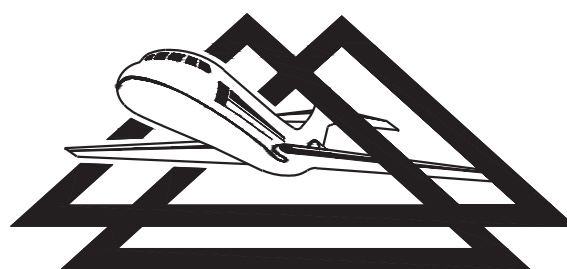
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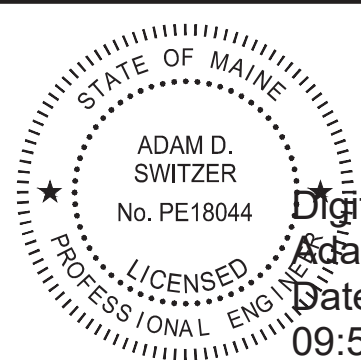
NO.	REVISIONS	BY	APP.	DATE

CONSTRUCT AWOS-III - BID PACKAGE 1		AIP NO. 3-23-2300-PENDING-2024	JOB NO. 23042
PNN AWOS ELECTRICAL DETAILS		DRAWN BY: MRM	SHEET 17 OF 18
		DESIGNED BY: ADS/JHM	
PRINCETON MUNICIPAL AIRPORT		SCALE: NONE	DATE: FEBRUARY 2025

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Harrisburg, Pennsylvania 17110
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**DELTA AIRPORT
CONSULTANTS, INC.**



Digitally signed by
Adam D Switzer
Date: 2025.02.28
09:58:02-05'00'

CONSTRUCT AWOS-III - BID PACKAGE 1		AIP NO. 3-23-2300-PENDING-2024		JOB NO. 23042	
PNN GRADING DETAIL		DRAWN BY: MRM		SHEET 18 OF	
		DESIGNED BY: ADS/JHM			
PRINCETON MUNICIPAL AIRPORT		SCALE: NONE	DATE: FEBRUARY 2025	18	