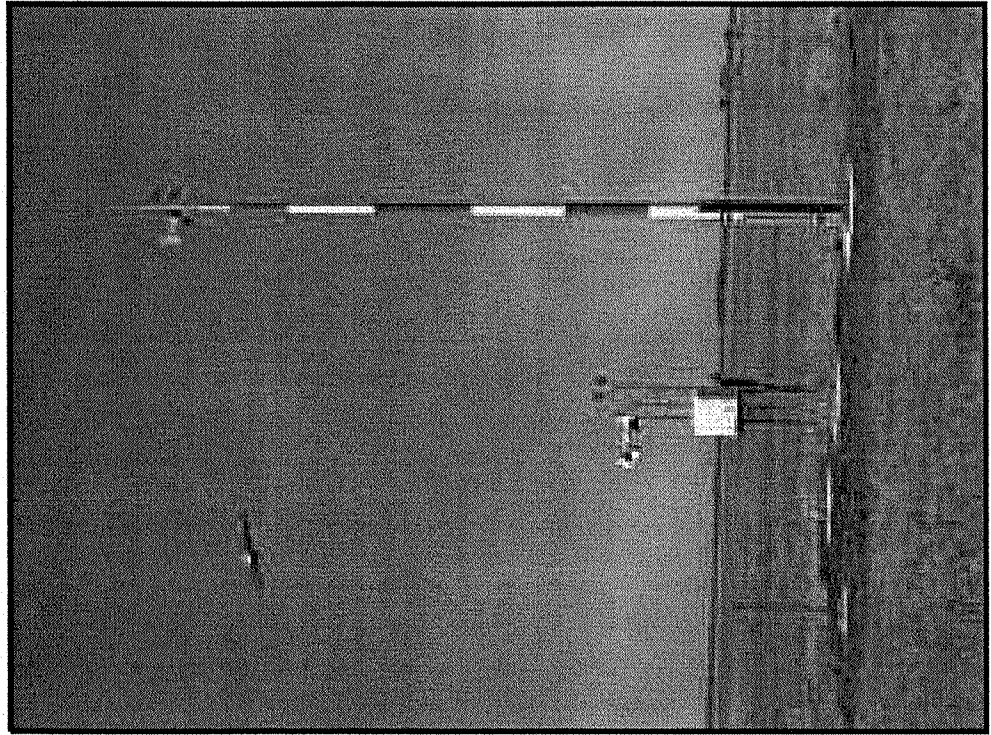
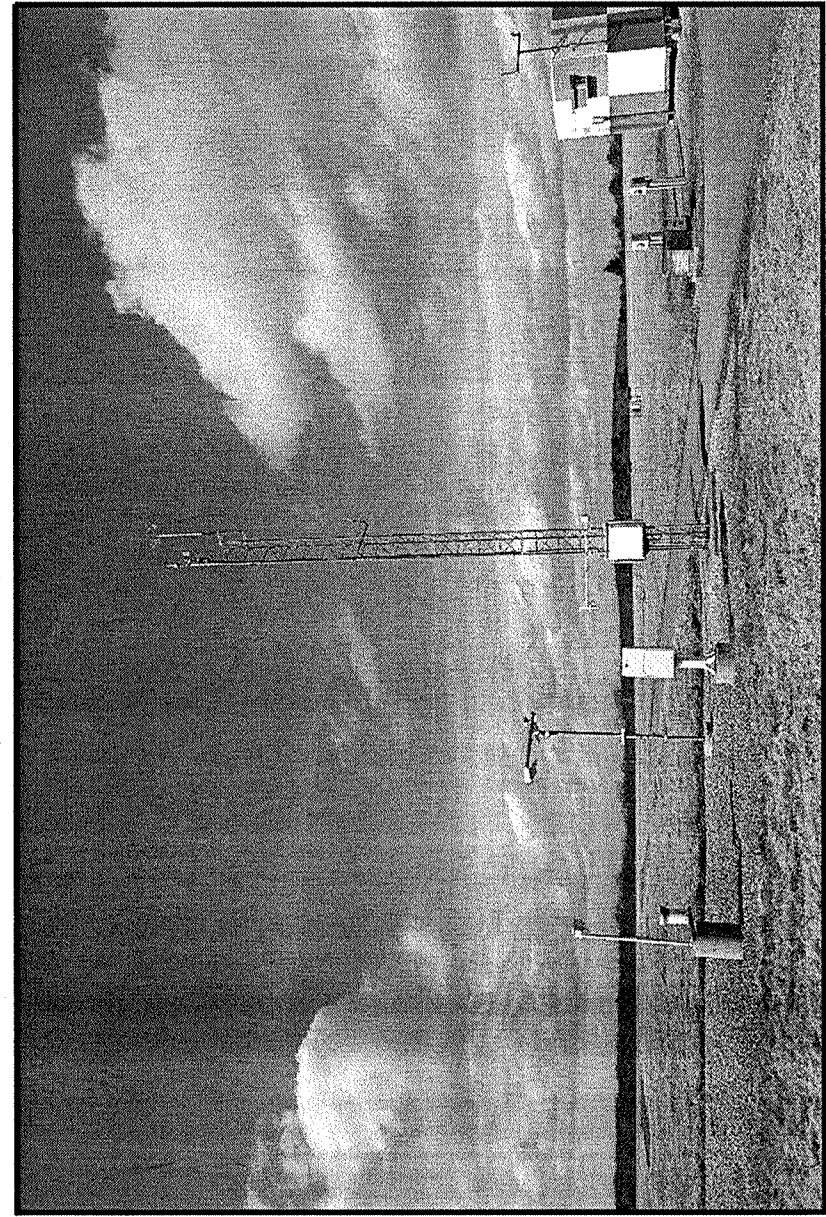




CONSTRUCT AWOS-III - BID PACKAGE 2

AIP PROJECT NO. 3-23-2300-PENDING-2026

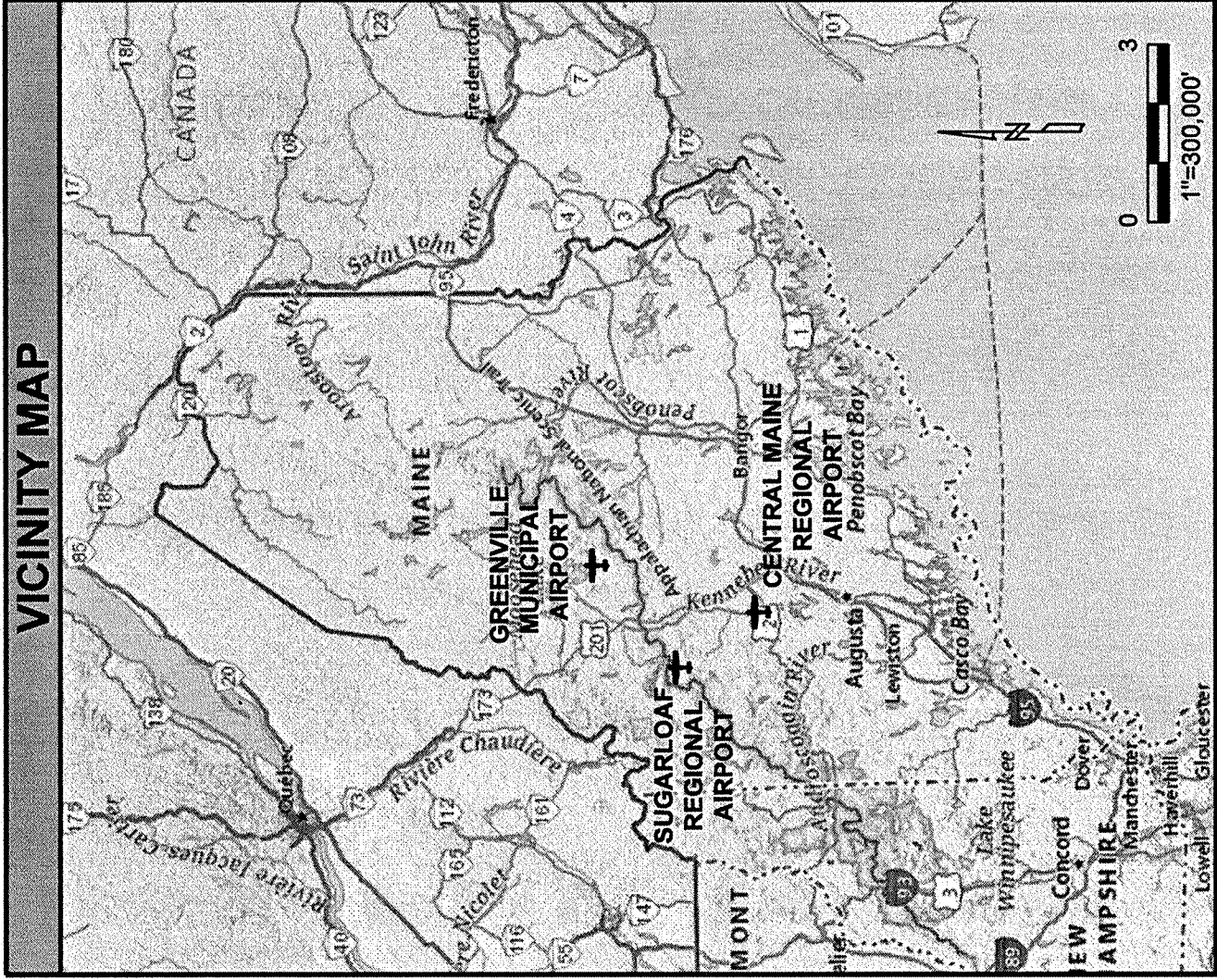
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DELTA PROJECT NO. 24038

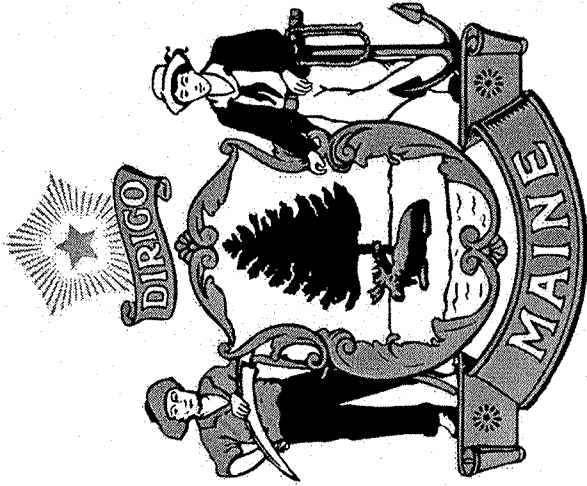
FOR THE
MAINE DEPARTMENT OF TRANSPORTATION

MAY 2026

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
APPROVED	DATE
	6-1-26
COMMISSIONER	
	5-29-2026
CHIEF ENGINEER	



MaineDOT

TRANSPORTATION BUILDING
STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

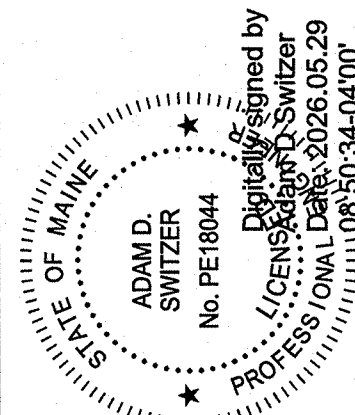
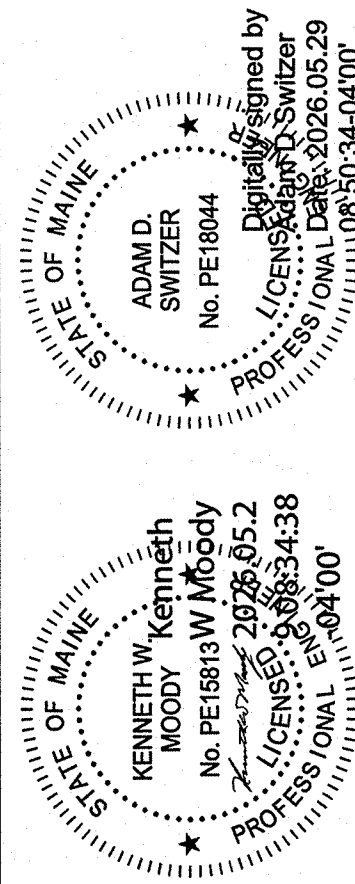
AS-BID
FOR BIDDING PURPOSES
DO NOT USE FOR CONSTRUCTION
CONFORMED DOCUMENTS WILL BE
ISSUED SEPARATELY FOR CONSTRUCTION
MAY 2026

NO.	REVISIONS	BY	APP.	DATE

17 W High Street
Carlisle, Pennsylvania 17013
phone: (717) 652-8700
www.deltairport.com



DELTA AIRPORT
CONSULTANTS, INC.



CONSTRUCT AWOS-III - BID PACKAGE 2	
COVER SHEET	
MAINE AIRPORTS	

AIP NO.	3-23-2300-PENDING-2026	JOB NO.	24038
DRAWN BY:	MRA	SHEET	1
DESIGNED BY:	ADS/HM	OF	26
SCALE:	NONE	DATE:	MAY 2026

ELECTRICAL NOTES:

GENERAL:

1. CONTRACTOR SHALL MAINTAIN ELECTRICAL SERVICE TO ALL AIRFIELD EQUIPMENT WITHIN THE SCOPE OF THE PROJECT. ANY REQUIREMENTS FOR TEMPORARY ELECTRICAL POWER SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND IS INCIDENTAL TO THE COST OF THE PROJECT. IF A CIRCUIT IS TO BE TAKEN OUT OF SERVICE IT SHALL BE COORDINATED IN ADVANCE WITH AIRPORT MANAGEMENT.
2. THE CONTRACTOR SHALL HAVE A TONE GENERATOR TYPE CABLE TRACER ON SITE AT ALL TIMES. NO SEPARATE PAY ITEM.
3. ALL ELECTRICAL WORK SHALL BE COMPLETED IN ACCORDANCE WITH LOCAL CODE AND CURRENT NEC HANDBOOK.
4. THE CONTRACTOR SHALL LOCATE EXISTING DUCTS WHICH WILL BE UTILIZED FOR THIS PROJECT. APPROXIMATE "AS-BUILT PLAN" LOCATIONS ARE SHOWN.
5. ALL EXISTING ELECTRICAL EQUIPMENT REMOVED SHALL REMAIN THE PROPERTY OF THE OWNER AND SHALL BE STORED AT THE AIRPORT AT A LOCATION AS ORDERED BY THE ENGINEER AND/OR OWNER UNLESS OTHERWISE NOTED.

MATERIALS:

11. ALL CABLES SHALL BE TAGGED AT EACH CONNECTION AND AT EACH ENTRANCE TO DUCTS, HANDHOLES, AND SPLICE CANS. CABLE MARKERS SHALL BE ALMETEK "MINI-TAGS" KIT WITH BLACK STAMPED YELLOW POLYETHYLENE LETTERS OR APPROVED EQUIVALENT. ATTACH MARKERS WITH CABLE TIES. NO SEPARATE PAY ITEM
12. ALL UNDERGROUND CONDUITS SHALL BE PVC, SCHEDULE 40, UNLESS OTHERWISE NOTED. ALL UNDERGROUND CONDUIT BENDS SHALL BE UL APPROVED LONG RADIUS.
13. ALL CONDUITS ABOVE GRADE SHALL BE GALVANIZED RIGID STEEL (GRS) CONDUIT OR GALVANIZED INTERMEDIATE METAL CONDUIT (IMC) UNLESS OTHERWISE NOTED.
13. WHERE PROPOSED CONDUIT IS TO BE CONNECTED TO EXISTING CONDUIT, THE CONTRACTOR SHALL MAKE THE CONNECTION USING MANUFACTURED COUPLINGS. NO SEPARATE PAY ITEM.
14. EXTERNAL WALL AND RACK-MOUNTED ELECTRICAL ENCLOSURES SHALL HAVE A MINIMUM RATING OF NEMA 3R.
15. INTERNAL WALL AND RACK-MOUNTED ELECTRICAL ENCLOSURES SHALL HAVE A MINIMUM RATING OF NEMA 1.

PRIOR TO CONSTRUCTION:

16. THE LOCATION OF ALL UTILITIES SHOWN ARE APPROXIMATE ONLY AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE BEGINNING CONSTRUCTION. NOT ALL UTILITIES ARE NECESSARILY SHOWN.
17. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL INVENTORY ALL LIGHTS, FIXTURES, SIGNS, ETC. WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL ADVISE THE ENGINEER, IN WRITING, OF ANY DAMAGED LIGHT FIXTURES, SIGNS, OR UTILITIES PRIOR TO CONSTRUCTION.
18. THE CONTRACTOR SHALL MEGGER THE EXISTING LIGHTING SYSTEMS PRIOR TO COMMENCING WORK ON THE EXISTING LIGHTING SYSTEMS. THIS WORK SHALL BE PERFORMED IN THE PRESENCE OF THE RESIDENT PROJECT REPRESENTATIVE AND LOGGED IN THE DAILY REPORT (NO SEPARATE PAY ITEM).

CONSTRUCTION:

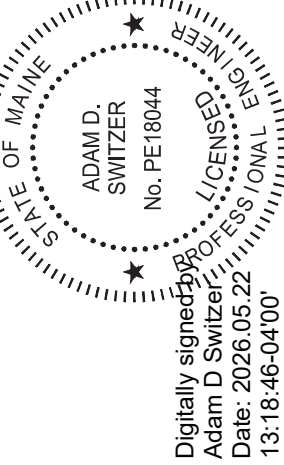
20. CONTRACTOR SHALL COORDINATE (AT LEAST 48 HOURS IN ADVANCE) INTERRUPTION OF ELECTRICAL SERVICE TO ACTIVE LIGHTING CIRCUITS WITH THE ENGINEER / OWNER. ANY DAMAGE TO EXISTING AIRPORT CIRCUITS CAUSED BY THE CONTRACTOR'S EQUIPMENT OR PERSONNEL SHALL BE PROMPTLY REPAIRED TO THE ENGINEER'S SATISFACTION. BY THE CONTRACTOR, THE CONTRACTOR SHALL INVENTORY ALL LIGHTING SYSTEMS FOR AIRPORT OPERATIONAL AREAS SHALL REMAIN READY FOR OPERATION DURING IFR WEATHER CONDITIONS AND FROM DUSK TO DAWN.
21. THE CONTRACTOR SHALL MANUALLY LOCK-OUT EACH CIRCUIT AT THE SERVICE PANEL WHEN WORK IS BEING PERFORMED ON THAT CIRCUIT. THE CONTRACTOR SHALL COORDINATE THE LOCK-OUT OF ANY CIRCUIT WITH AIRPORT MANAGEMENT. THE CIRCUIT SHALL BE TAGGED AND THE CONTRACTOR'S NAME SHALL BE CLEARLY IDENTIFIED ON EACH TAG. THE CONTRACTOR SHALL HAVE A LOCK-OUT KIT ON SITE AT ALL TIMES.
22. THE CONTRACTOR SHALL FIELD STAKE ALL PROPOSED ELECTRICAL EQUIPMENT AND JUNCTION STRUCTURES PRIOR TO INSTALLATION. THE CONTRACTOR SHALL PROVIDE ADEQUATE PROTECTION FOR EXISTING UTILITIES AND ELECTRICAL EQUIPMENT WHICH IS STAKED IN DRAINAGE SWALES OR DITCHES SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO INSTALLATION OF THE EQUIPMENT.
24. WHERE JUNCTION STRUCTURES ARE TO BE PLACED AT EXISTING DUCT OR CONDUIT CROSSINGS, THE DUCT SHALL BE EXTENDED TO THE NEW STRUCTURE. EXISTING CIRCUITS SHALL BE REROUTED THROUGH THE JUNCTION STRUCTURE.
29. CONTRACTOR SHALL BE REQUIRED TO CONNECT TO EXISTING CONDUIT, MANHOLES, HANDHOLES, JUNCTION BOXES, PULCAN SIGNS, AND LIGHT FIXTURES. DURING CONSTRUCTION, ALL WORK NECESSARY TO COMPLETE THE CONNECTION SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
32. THE CONTRACTOR SHALL BE REQUIRED TO CONNECT PROPOSED CIRCUITS TO THE EXISTING CIRCUITS AS ORDERED BY THE ENGINEER. ALL WORK REQUIRED TO MAKE THE CONNECTIONS TO EXISTING CIRCUITS SHALL BE INCIDENTAL TO THE PROJECT (I.E., PUNCHING INTO EXISTING MANHOLES FOR CONDUITS).
33. EXISTING CIRCUITS SHALL BE REPLACED FROM HANDHOLE TO HANDHOLE OR PULLCAN OR NEAREST LIGHT FIXTURE.
34. THE CONTRACTOR SHALL CLEAN/SEAL OUT EXISTING DUCTS BEING USED ON THIS PROJECT. THE USE OF SEWER TAPE TO CLEAR OBSTRUCTIONS WITHIN CONCRETE ENCASED DUCTS SHOULD BE ANTICIPATED. (NO SEPARATE PAY ITEM)
35. ALL GROUND RODS AND OTHER UNDERGROUND GROUNDING CONNECTIONS SHALL BE EXOTHERMICALLY WELDED. EXOTHERMIC CONNECTIONS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S GUIDELINES. THE PROPOSED COUNTERPOISE SYSTEM SHALL BE CONNECTED WITH THE EXISTING SYSTEM AT ALL CROSSING POINTS.
36. FOR SITUATIONS IN WHICH ENCOUNTERING ROCK DOES NOT PERMIT DRIVING A GROUND ROD THE FULL DISTANCE REQUIRED, A GROUNDING PLATE MAY BE SUBSTITUTED AS APPROVED BY THE ENGINEER.
37. BEND RADI ON GROUNDING CABLES AND ALL CONDUCTORS SHALL NOT BE LESS THAN 12-INCHES, OR LESS THAN THAT SPECIFIED BY THE MANUFACTURER FOR THE SIZE AND STYLE OF CABLE.
38. EXTERNAL CABLES ROUTED INTO FREE-AIR OPENINGS OF BUILDINGS, SUCH AS ANTENNA CABLES ROUTED INTO THE EAVES OF BUILDINGS, SHALL HAVE A DRIP-LOOP INSTALLED AS A LOW POINT PRIOR TO ENTERING THE BUILDING. THE LOOP RADIUS SHALL NOT BE LESS THAN THE MINIMUM BEND RADIUS FOR THE TYPE OF CABLE.

COMPLETION OF CONSTRUCTION:

38. ALL ELECTRICAL EQUIPMENT RESULTING FROM ELECTRICAL DEMOLITION SHALL BE DISPOSED OF BY THE CONTRACTOR OFF OF AIRPORT PROPERTY UNLESS OTHERWISE NOTED BY THE ENGINEER.
40. THE CONTRACTOR SHALL PROVIDE SATISFACTORY MEGGAR RESULTS FOR ALL NEWLY INSTALLED CIRCUITS AT THE PROJECT CONCLUSION. MEGGAR TESTING SHALL BE PERFORMED IN THE PRESENCE OF THE RPR OR AIRPORT MANAGEMENT.
41. THE CONTRACTOR SHALL PROVIDE EVIDENCE THAT ALL EQUIPMENT GROUNDING CONNECTIONS MEET THE MINIMUM RESISTANCE CRITERIA AS SPECIFIED BY THE AWOS MANUFACTURER. RESISTANCE TESTING SHALL BE COMPLETED AS THE GROUNDING ITEMS ARE INSTALLED AND PRIOR TO BACKFILLING.



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DELTA AIRPORT
CONSULTANTS, INC.

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EROSION AND SEDIMENT CONTROL NARRATIVE AND NOTES:

1. PROJECT DESCRIPTION

THE PURPOSE OF THIS PROJECT IS TO INSTALL AN AWOS-3 WEATHER OBSERVING SYSTEM AT THE FOLLOWING AIRPORTS:

- 1.1. CENTRAL MAINE AIRPORT (OWK)
- 1.2. GREENVILLE MUNICIPAL AIRPORT (3B1)
- 1.3. SUGARLOAF REGIONAL AIRPORT (B21)

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

2. EXISTING SITE CONDITIONS

THE SITES ARE AREAS OF LEVEL TERRAIN. UNDISTURBED AREAS OF THE SITE ARE EITHER COVERED WITH AVERAGE TO DENSE GRASS OR WITH GRAVEL RUNOFF AREAS ASSOCIATED WITH ADJACENT SERVICE ROADS.

3. ADJACENT PROPERTY

THE AIRPORTS ARE BORDERED BY 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:
 - Cg8 - COLTON GRAVELLY SANDY LOAM, 3 TO 8 PERCENT SLOPES
- PRINCETON:
 - Ua1 - 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 INSTALLED TO PREVENT EROSION AND SEDIMENT FROM ENTERING THE PROJECT SITE. WHEREVER GRADING IS NECESSARY, ADEQUATE PRECAUTIONS SHALL BE TAKEN TO MINIMIZE EROSION AND TRAP SEDIMENT ON-SITE.

6. EROSION AND SEDIMENT CONTROL MEASURES

- a. 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 AND REMOVED FROM THE PROJECT SITE. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PROVIDED FOR PLANTING AS DESCRIBED IN THE SEVERE IN THE DISTURBED AREAS. THE 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.
- b. 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.
- c. PERMANENT SEEDING COVER SHALL BE ESTABLISHED ON DENUDED AREAS NOT OTHERWISE PERMANENTLY STABILIZED.
- d. PROPERTIES ADJACENT TO THE PROJECT SITE SHALL BE PROTECTED FROM SEDIMENT DEPOSITS.
- e. 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.
- f. 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.
- g. 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 SWEEPED OR MANUALLY REMOVED FROM THE ROAD SURFACE. THE CONTRACTOR SHALL CONSTRUCT AND MAINTAIN ALL OF THE TEMPORARY STONE CONSTRUCTION ENTRANCES SHOWN ON THE PLANS.
- h. ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PRACTICES MUST BE MAINTAINED AND REPAIRED AS NEEDED TO ASSURE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION.
- i. 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.
- j. SEDIMENT REMOVAL FROM THE EROSION CONTROL STRUCTURES SHALL BE DISPOSED OF IN AREAS PROTECTED BY EROSION CONTROL DEVICES OR AS ORDERED BY THE ENGINEER.
- k. 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.
- l. 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.
- m. 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.
- n. TEMPORARY SEEDING SHALL BE IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL MANAGEMENT BEST PRACTICES MANUAL.
- o. 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.
- p. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT LIVE OR FRESH CONCRETE FROM COMING INTO CONTACT WITH ANY STREAM OR WETLAND.

7. STRUCTURAL PRACTICES

- a. TEMPORARY STONE CONSTRUCTION ENTRANCE
 - THIS DEVICE SHALL BE INSTALLED AT ALL POINTS OF CONSTRUCTION ACCESS TO PUBLIC ROADWAYS.
- b. SEDIMENT RETENTION ROLLS (i.e. SILT SOCK)
 - THIS DEVICE WILL BE INSTALLED IN THE LOCATIONS SHOWN ON THIS PLANS, OR AS ORDERED BY THE ENGINEER.
- c. STORM DRAIN INLET PROTECTION
 - ALL STORM DRAIN INLETS DRAINING DISTURBED AREAS SHALL BE PROTECTED DURING CONSTRUCTION.
- d. 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

- a. SURFACE ROUGHENING
 - SURFACE ROUGHENING SHALL BE COMPLETED ON ALL SLOPES STEEPER THAN 3:1. SLOPES THAT ARE 3:1 OR FLATTER SHALL BE SLIGHTLY ROUGHENED AND LOOSENEED TO A DEPTH OF 2 TO 4 INCHES PRIOR TO SEEDING.

b. TOPSOIL STOCKPILE

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

c. 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 SEEDDED 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

- a. CONSTRUCTION SHOULD BE SEQUENCED SO THAT GRADING OPERATIONS CAN BEGIN AND END AS QUICKLY AS POSSIBLE.
- b. SEDIMENT TRAPPING MEASURES SHALL BE INSTALLED AS A FIRST STEP IN GRADING AND SHALL BE SEEDDED AND MULCHED IMMEDIATELY FOLLOWING INSTALLATION.
- c. TEMPORARY SEEDING OR OTHER STABILIZATION SHALL FOLLOW IMMEDIATELY AFTER GRADING.
- d. AREAS WHICH ARE NOT TO BE DISTURBED SHALL BE CLEARLY MARKED BY FLAGS, SIGNS, ETC.
- e. 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	23 LBS.	100.0 LBS.
SERICEA 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 65.9 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

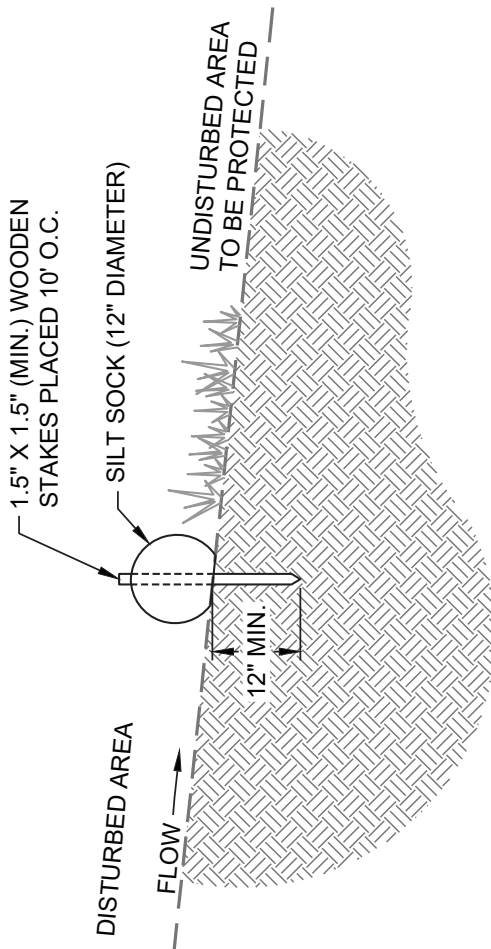
11. MAINTENANCE

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:

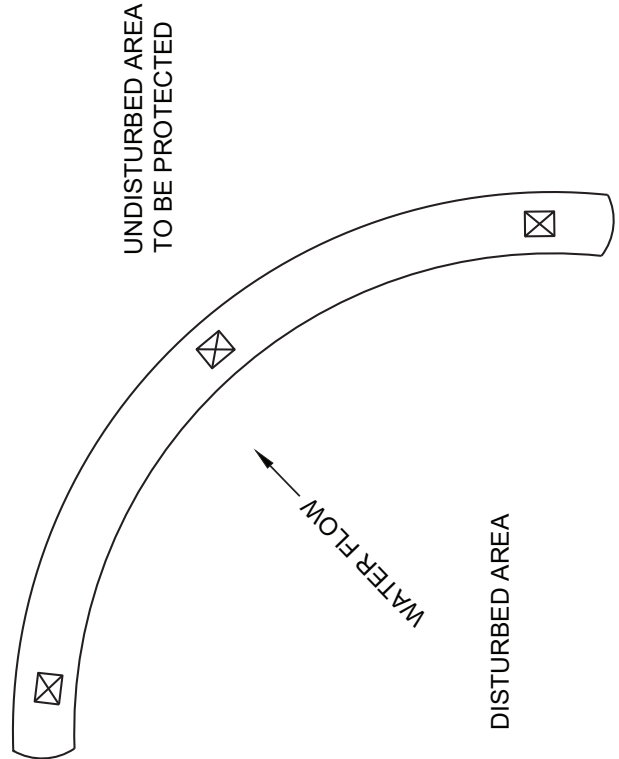
- a. THE INLET PROTECTION DEVICES SHALL BE CHECKED REGULARLY FOR SEDIMENT CLEANOUT.
- b. THE GRAVEL OUTLETS SHALL BE CHECKED REGULARLY FOR SEDIMENT BUILDUP WHICH WILL PREVENT DRAINAGE. IF THE GRAVEL IS CLOGGED WITH SILT, IT SHALL BE REMOVED AND CLEANED OR REPLACED.
- c. THE SILT SOCK RETENTION ROLL BARRIERS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

12. SEQUENCE OF CONSTRUCTION

- 1. CLEARLY MARK AREAS THAT ARE NOT TO BE DISTURBED
- 2. INSTALL TEMPORARY CONSTRUCTION ENTRANCES AS SHOWN ON THE PLANS, AS REQUIRED
- 3. INSTALL SILT SOCK AS SHOWN ON THE PLANS, AS REQUIRED
- 4. INITIAL PROTECTION, AS REQUIRED
- 5. BEGIN GRADING
- 6. ADJUST EROSION AND SEDIMENT CONTROL MEASURES AS GRADING PROGRESSES
- 7. INSPECT EROSION AND SEDIMENT CONTROL MEASURES WEEKLY AND AFTER EACH SIGNIFICANT RAINFALL. NEEDED REPAIRS SHALL BE MADE IMMEDIATELY.
- 8. IMMEDIATELY AFTER ACHIEVING FINAL GRADE, SEED AND MULCH ALL DISTURBED AREAS.
- 9. COMPLETE FINAL GRADING.
- 10. 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:

- 1. THE STANDARD FOR SEDIMENT RETENTION ROLLS (SRR) SHALL INCLUDE COMPOST FILTER SOCKS AND SEDIMENT TUBES, UNLESS SPECIFICALLY NOTED.
- 2. SEDIMENT SHALL BE REMOVED FROM BEHIND THE SRR WHEN IT HAS ACCUMULATED TO ONE-HALF THE EXPOSED HEIGHT OF THE STRUCTURE.
- 3. 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.
- 4. SRR SHALL NOT BE USED ON PAVEMENT, ROCKY SOILS, OR AT ANY OTHER LOCATION WHERE THE STAKES CANNOT BE DRIVEN TO THE REQUIRED DEPTH.
- 5. PRODUCT SHALL BE MANUFACTURED BY FILTREXX, TERRA-TUBES, OR APPROVED EQUAL.



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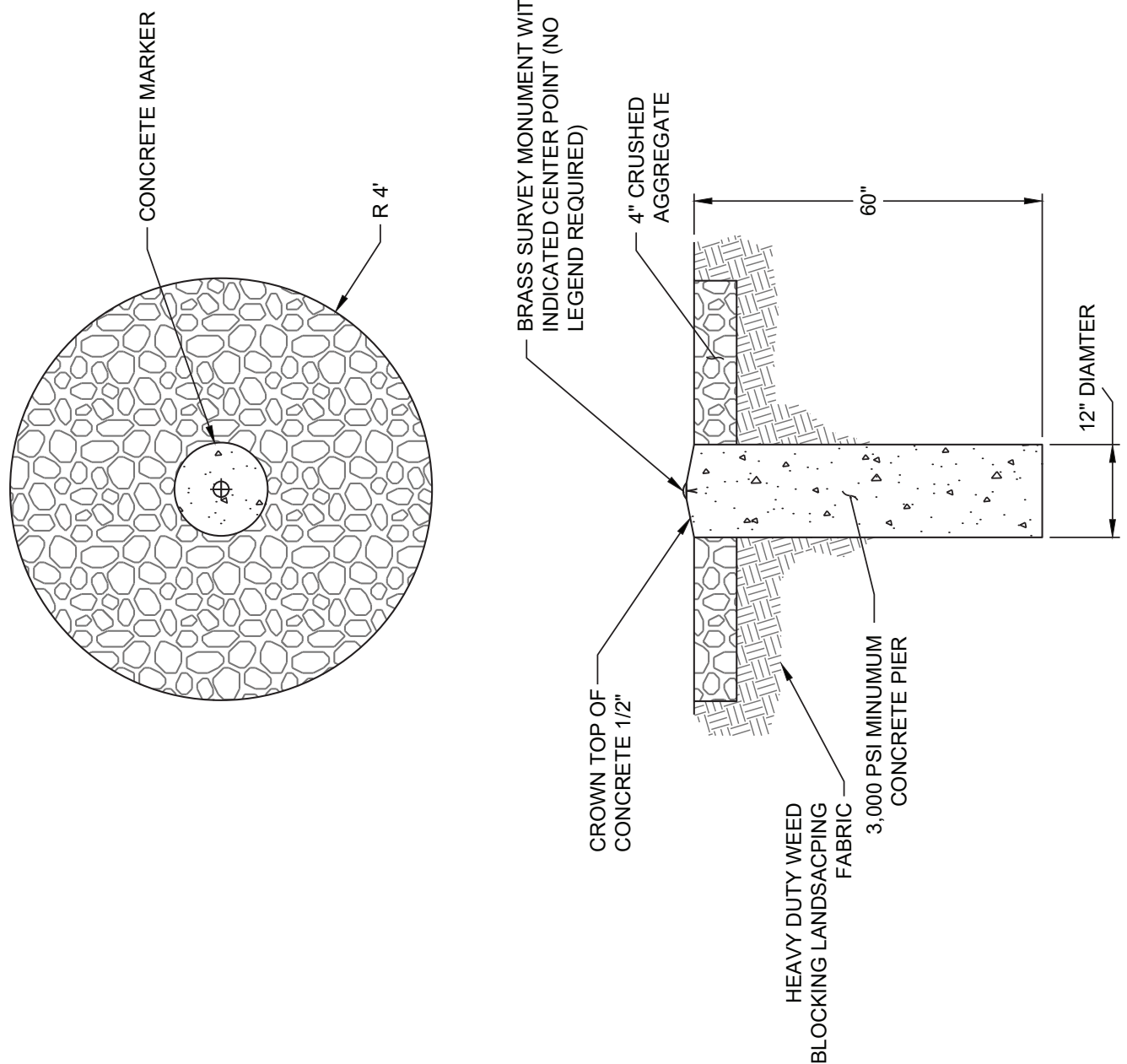


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CONSTRUCT AWOS-III - BID PACKAGE 2	AIP NO. 3-23-2300-PENDING-2026	JOB NO. 24038
EROSION & SEDIMENT CONTROL NOTES AND DETAIL	DRAWN BY: ARM	SHEET 4 OF
MAINE AIRPORTS	DESIGNED BY: ADS/JHW	26
	SCALE: NONE	DATE: MAY 2026

AWOS NOTES

1. A PROPOSED EQUIPMENT LAYOUT SHOP DRAWING FOR EACH SITE 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 FREQUENCY COORDINATION TO ESTABLISH AND LICENSE NEW UHF AND VHF FREQUENCIES REQUIRED FOR EACH AWOS SYSTEM. THE ENGINEER/AIRPORT SPONSOR ARE TO PROVIDE SPECIFIC AIRPORT OR FAA DATA REQUIRED FOR THESE APPLICATIONS. THIS INFORMATION MAY INCLUDE SPONSOR CONTACT INFORMATION, FAA AIRSPACE FORM 7460 (APPROVAL) DATA, ETC.
5. THE CONTRACTOR SHALL OBTAIN THE FCC ANTENNA STRUCTURE REGISTRATION (ASR) NUMBER, AND THIS NUMBER SHALL BE PLACARDED TO THE AWOS WIND TOWER.
6. 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.
7. 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.
8. 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.
9. THE AWOS MUST UNDERGO A COMMISSIONING BY THE FAA PRIOR TO BEING PLACED IN SERVICE. RESPONSIBILITIES OF THE CONTRACTOR RELATING TO THE COMMISSIONING INCLUDE:
 - 9.1. 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.
 - 9.2. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY PERMITS TO MAKE ANY REQUIRED CHANGES AND SCHEDULE A NEW COMMISSIONING.
 - 9.3. THE OWNER WILL PROVIDE THE CONTACT INFORMATION FOR THE FAA INSPECTION PERSONNEL.
 - 9.4. THE SYSTEM SHALL BE PLACED IN "TEST MODE" UNTIL SUCH TIME AS THE COMMISSIONING OCCURS.
 - 9.5. ALL COSTS FOR CONTRACTOR FACILITATION AND ATTENDANCE AT THE COMMISSIONING ARE INCIDENTAL TO THE TOTAL PROJECT COST.
 - 9.6. ANY DIRECT INSPECTION COSTS CHARGED BY THE FAA SHALL BE PAID BY THE OWNER.
10. WHERE A NEW AWOS-III SYSTEM IS TO REPLACE AN EXISTING AWOS-AV SYSTEM, AT NO TIME SHALL BOTH SYSTEMS OPERATE AT THE SAME TIME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SCHEDULING THE AWOS-III SYSTEM TO BE PLACED IN SERVICE PRIOR TO THE REMOVAL OF THE AWOS-AV SYSTEM. THE CONTRACTOR SHALL MANAGE THE TRANSITION OF THE AWOS-III SYSTEM TO THE AWOS-AV SYSTEM. THE OUTAGE OF AN AWOS-AV SHALL BE COORDINATED AND APPROVED IN ADVANCE BY AIRPORT MANAGEMENT.

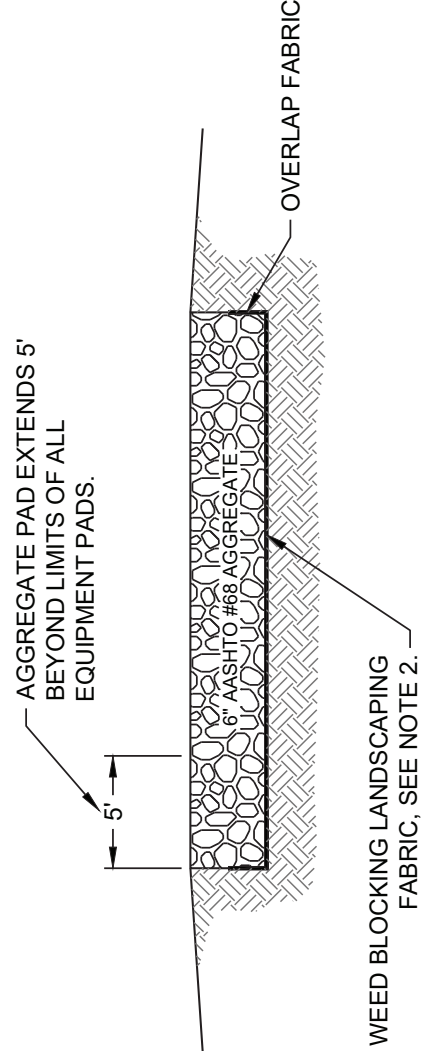


TRUE NORTH MONUMENT DETAIL

NTS

NOTE:

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. LOCATION OF THE TRUE NORTH MONUMENT SHALL BE PLACED IN WRITING AND COORDINATE WITH THE ENGINEER FOR A REVISED LOCATION.

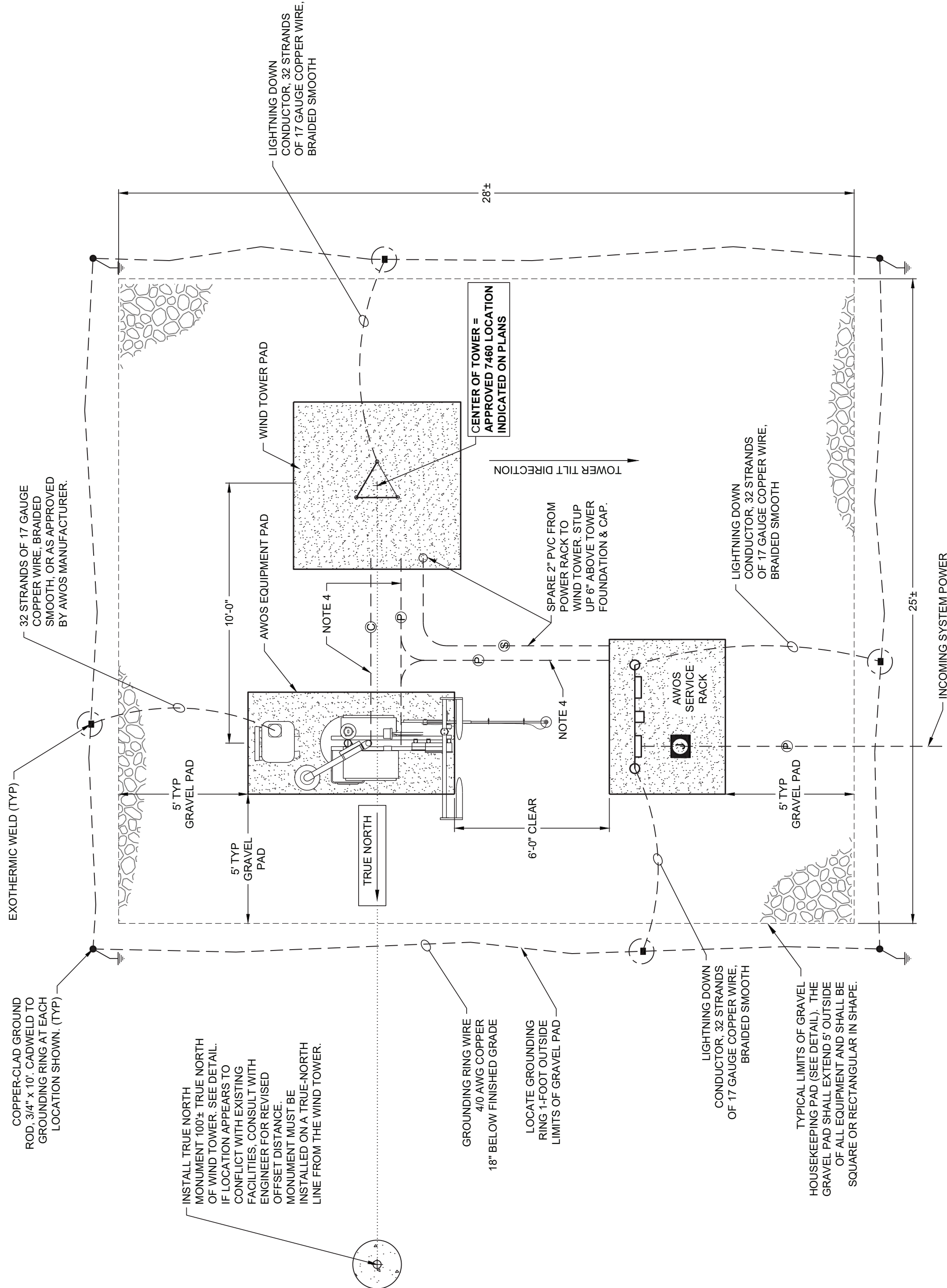


GRAVEL HOUSEKEEPING PAD DETAIL

NTS

NOTES:

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 D4632.
3. PAYMENT FOR THIS ITEM IS INCIDENTAL TO THE "PREPARE AWOS SITE" BID ITEM.



AWOS CONFIGURATION & GROUNDING

NTS

NOTES:

1. THE LAYOUT ABOVE WILL ACCOMMODATE CURRENTLY CERTIFIED AWOS-III SYSTEMS. MODIFICATIONS TO THE LAYOUT MAY BE REQUIRED TO ACCOMMODATE DIFFERENT SYSTEMS. ALL 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. CONDUITS WITHIN THE AWOS SITE SHALL BE SIZED AND LOCATED PER THE MANUFACTURER'S REQUIREMENTS, UNLESS OTHERWISE SHOWN. FINAL INSTALLATION SHALL BE NOTED ON CONTRACTOR RECORD DRAWINGS AND PROVIDED TO THE ENGINEER.
5. ALL WORK SHOWN ON THIS DETAIL IS INCLUDED IN THE LUMP SUM COST FOR THE AWOS INSTALLATION. MULTIPLE ITEMS MAY APPLY. SEE "GENERAL PAYMENT SCHEMATIC DETAIL".



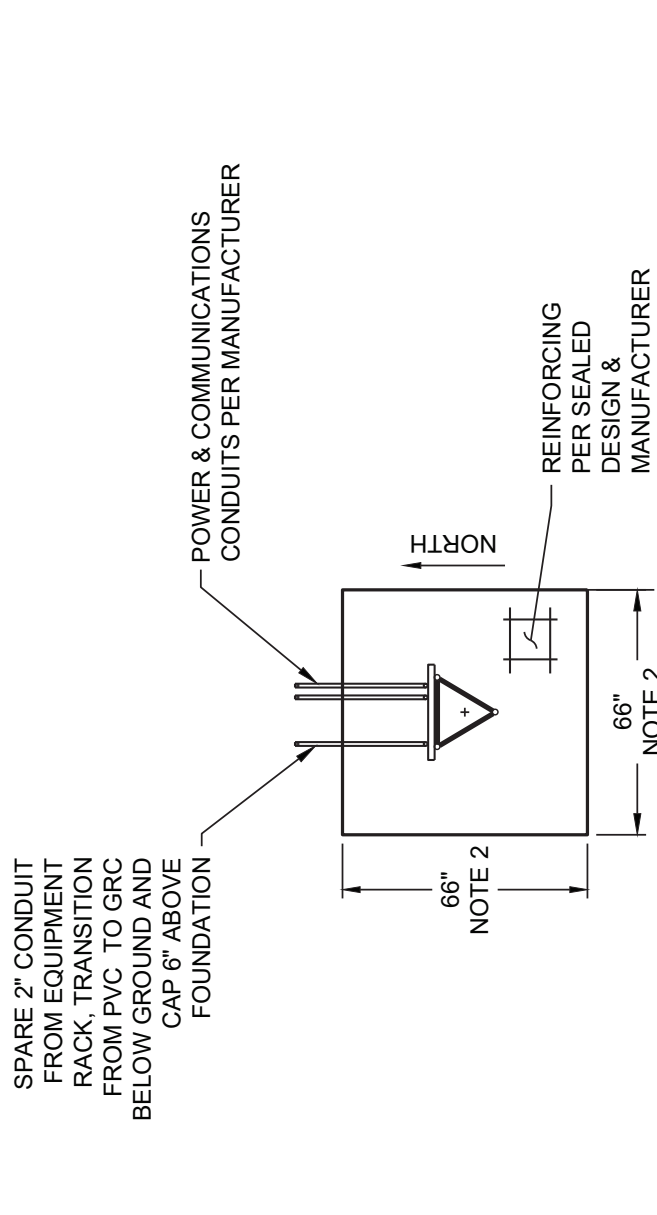
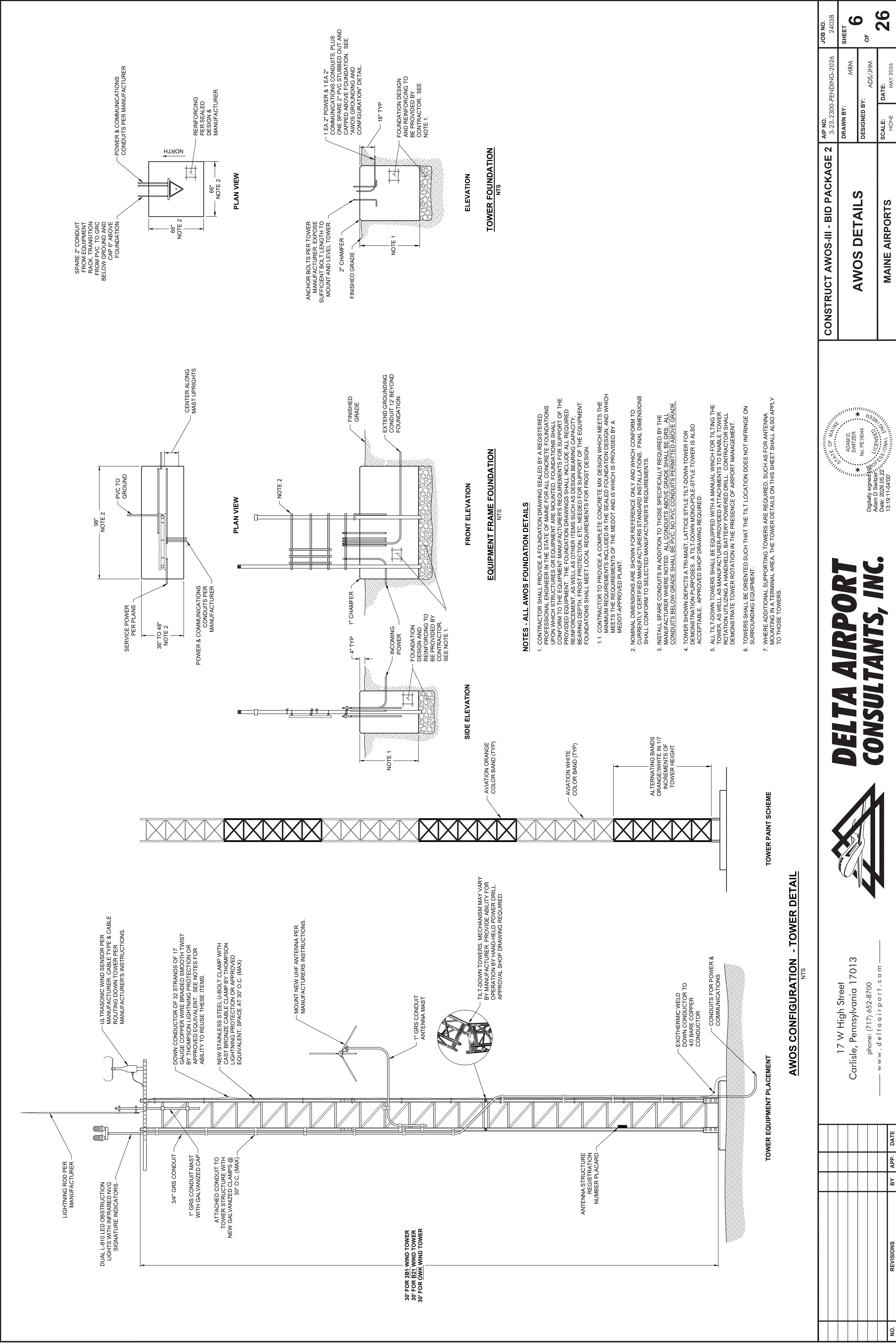
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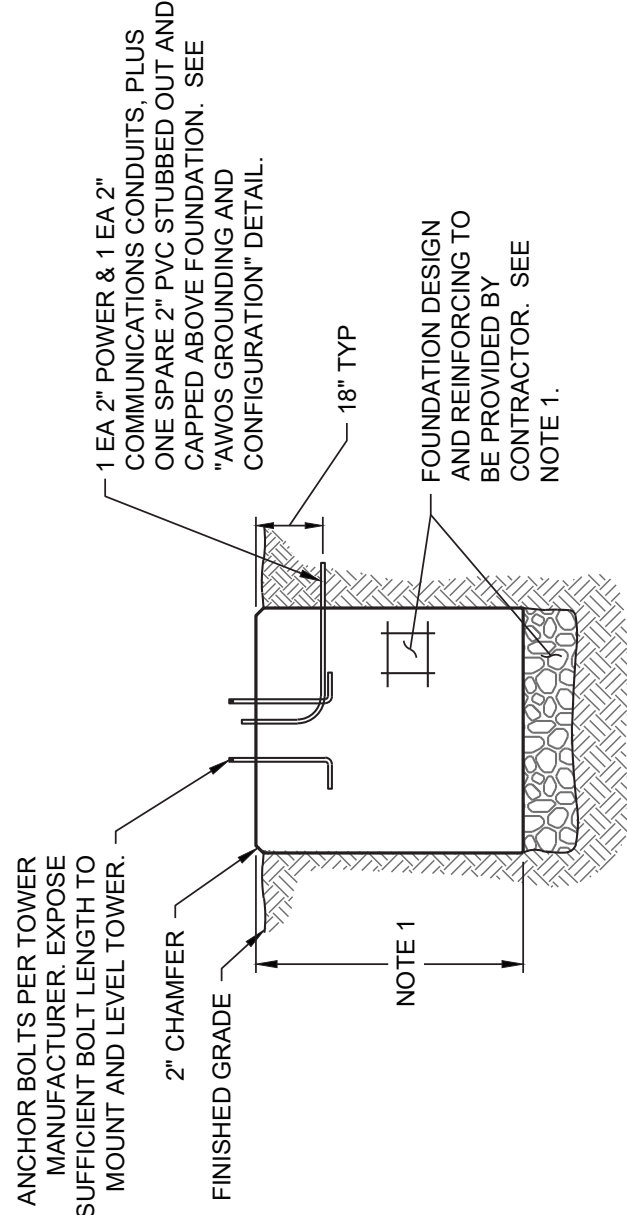
AWOS DETAILS

MAINE AIRPORTS

CONSTRUCT AWOS-III - BID PACKAGE 2		AIP NO. 3-23-2300-PENDING-2026	JOB NO. 24038
AWOS DETAILS		DRAWN BY: ARM	SHEET 5
		DESIGNED BY: ADS/JHM	OF 26
MAINE AIRPORTS		SCALE: NONE	DATE: MAY 2026

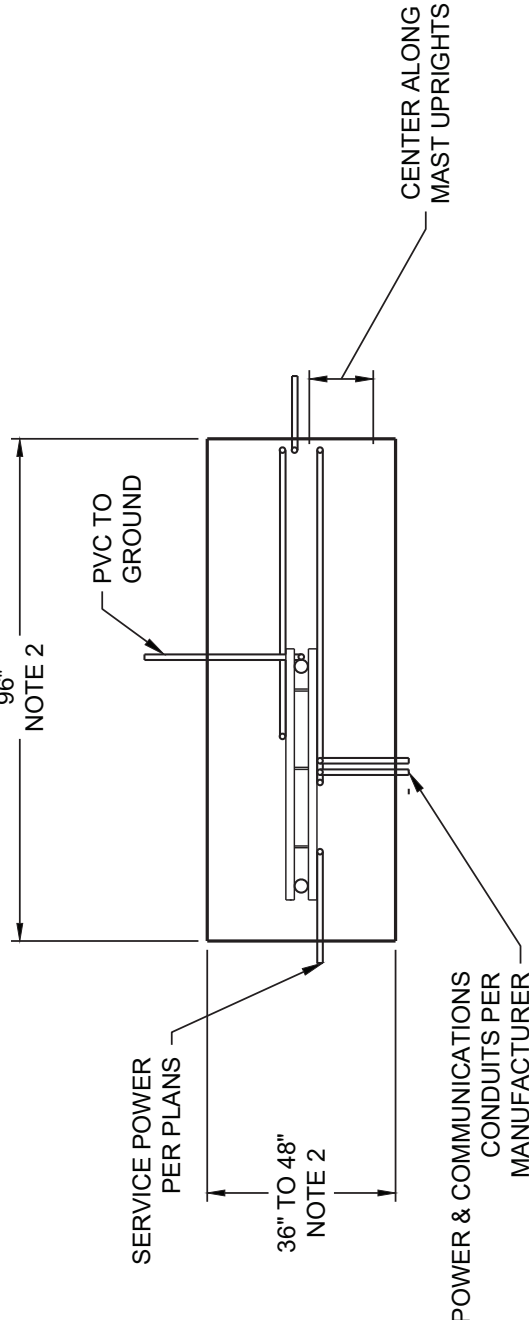


PLAN VIEW

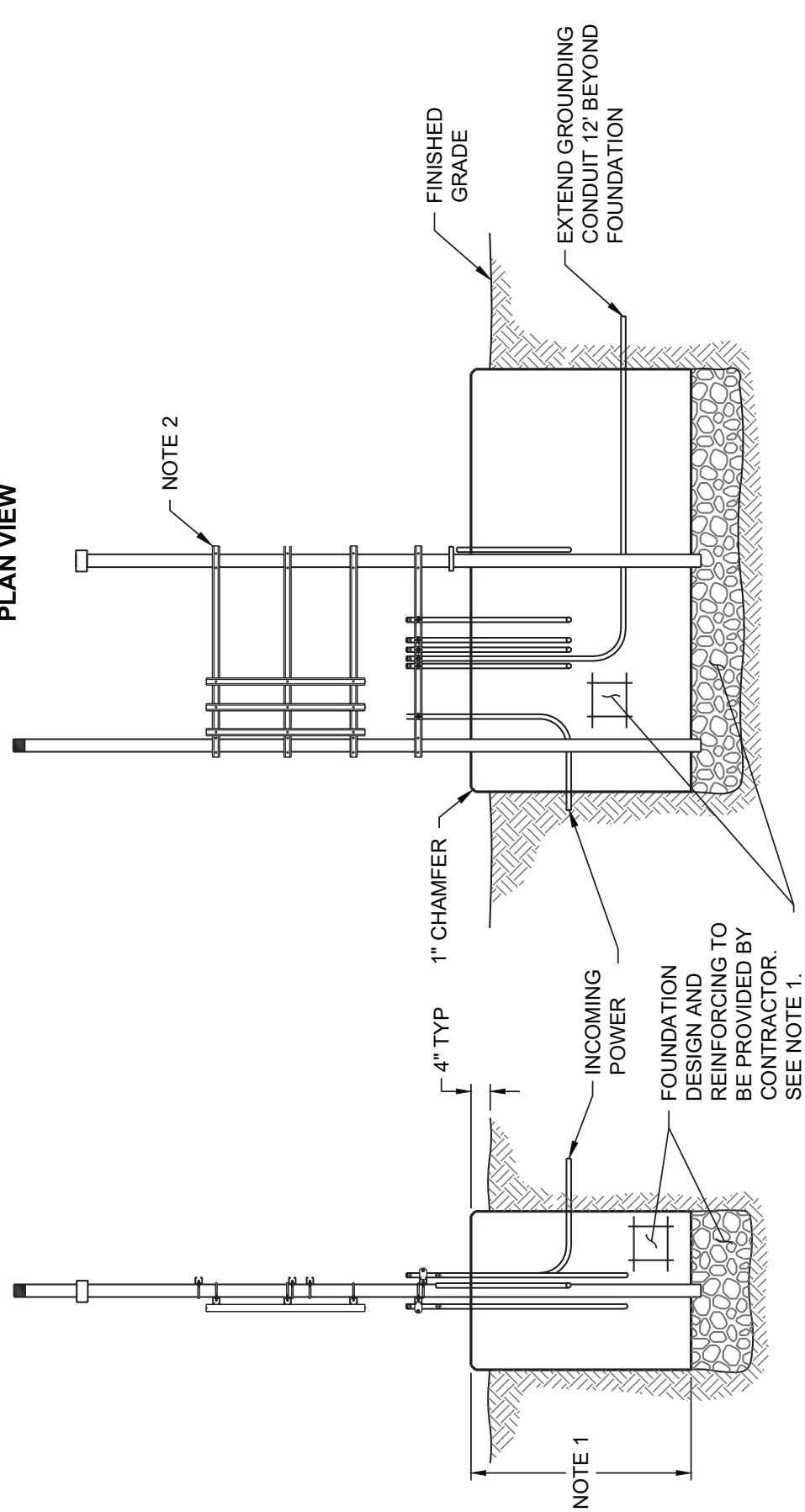


ELEVATION

TOWER FOUNDATION
NTS



PLAN VIEW



FRONT ELEVATION

EQUIPMENT FRAME FOUNDATION
NTS

NOTES - ALL AWOS FOUNDATION DETAILS

- CONTRACTOR SHALL PROVIDE A FOUNDATION DRAWING SEALED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF MAINE FOR ALL CONCRETE FOUNDATIONS UPON WHICH STRUCTURES OR EQUIPMENT ARE MOUNTED. FOUNDATIONS SHALL CONFORM TO THE EQUIPMENT MANUFACTURER'S REQUIREMENTS FOR SUPPORT OF THE PROVIDED EQUIPMENT. THE FOUNDATION DRAWINGS SHALL INCLUDE ALL REQUIRED REINFORCEMENT, AS WELL AS OTHER ITEMS SUCH AS DESIGN BEARING CAPACITY, BEARING DEPTH, FROST PROTECTION, ETC. NEEDED FOR SUPPORT OF THE EQUIPMENT. FOUNDATIONS SHALL MEET LOCAL REQUIREMENTS FOR FROST DESIGN.
- CONTRACTOR TO PROVIDE A COMPLETE CONCRETE MIX DESIGN WHICH MEETS THE MINIMUM REQUIREMENTS INCLUDED IN THE SEALED FOUNDATION DESIGN, AND WHICH MEETS THE REQUIREMENTS OF THE MEDOT AND IS WHICH IS PROVIDED BY A MEDOT-APPROVED PLANT.
- NOMINAL DIMENSIONS ARE SHOWN FOR REFERENCE ONLY AND WHICH CONFORM TO CURRENTLY CERTIFIED MANUFACTURERS STANDARD INSTALLATIONS. FINAL DIMENSIONS SHALL CONFORM TO SELECTED MANUFACTURER'S REQUIREMENTS.
- INSTALL SPARE CONDUITS IN ADDITION TO THOSE SPECIFICALLY REQUIRED BY THE MANUFACTURER WHERE NOTED. ALL CONDUITS ABOVE GRADE SHALL BE GRS. ALL CONDUITS BELOW GRADE SHALL BE PVC. NO PVC CONDUITS PERMITTED ABOVE GRADE.
- TOWER SHOWN DEPICTS A TRI-MAST. LATTICE STYLE TILT-DOWN TOWER FOR DEMONSTRATION PURPOSES. A TILT-DOWN MONO-POLE-STYLE TOWER IS ALSO ACCEPTABLE. APPROVED SHOP DRAWING REQUIRED.
- ALL TILT-DOWN TOWERS SHALL BE EQUIPPED WITH A MANUAL WINCH FOR TILTING THE TOWER, AS WELL AS MANUFACTURER-PROVIDED ATTACHMENTS TO ENABLE TOWER ROTATION UTILIZING A HANDHELD, BATTERY POWERED DRILL. CONTRACTOR SHALL DEMONSTRATE TOWER ROTATION IN THE PRESENCE OF AIRPORT MANAGEMENT.
- TOWERS SHALL BE ORIENTED SUCH THAT THE TILT LOCATION DOES NOT INFRINGE ON SURROUNDING EQUIPMENT.
- 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.



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AWOS CONFIGURATION - TOWER DETAIL
NTS

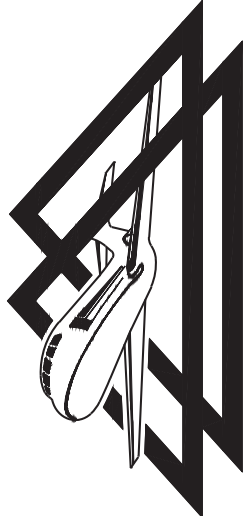
TOWER PAINT SCHEME

TOWER EQUIPMENT PLACEMENT

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						AWOS DETAILS			DRAWN BY: MRW			SHEET 6					
									DESIGNED BY: ADS/JHM			OF 26					
						MAINE AIRPORTS			SCALE: NONE			DATE: MAY 2026					

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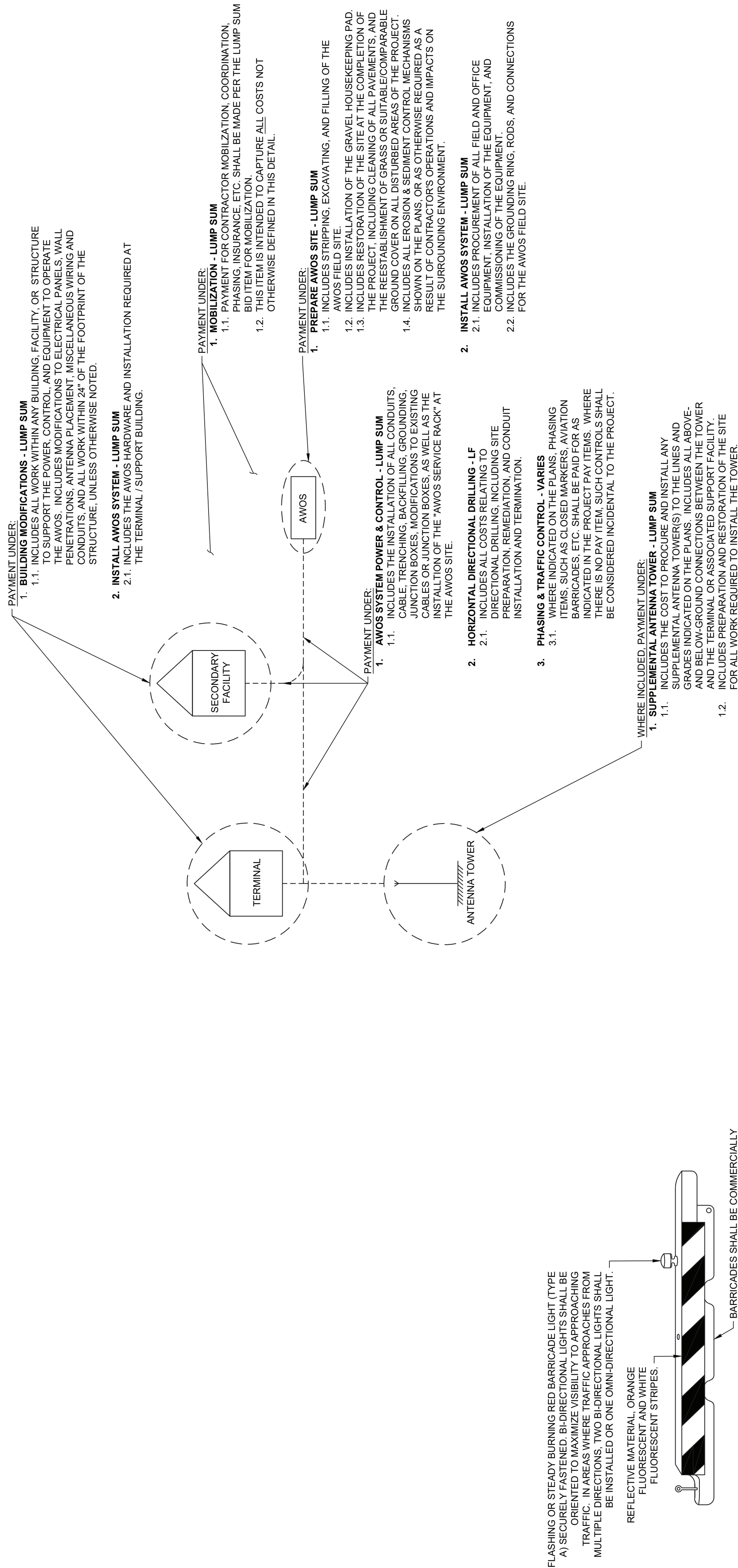
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CONSTRUCT AWOS-III - BID PACKAGE 2	AIP NO.	3-23-2300-PENDING-2026	JOB NO.	24038
	MISCELLANEOUS DETAILS		SHEET	7
MAINE AIRPORTS	DRAWN BY:		ARM	OF
	DESIGNED BY:		ADS/JHM	
	SCALE:	NONE	DATE:	26
		MAY 2026		



WATER FILLED AVIATION BARRICADE DETAIL

NTS
(LOW PROFILE)

NOTES:

1. BARRICADES SHALL BE SPACED A MAXIMUM OF 4' APART, EXCEPT AT VEHICLE ACCESS/ARFF ACCESS POINTS WHERE A 15' GAP IS ALLOWED.
2. BARRICADES SHALL BE COMMERCIALY MADE IN LENGTHS OF 6' OR 8'.
3. BARRICADES SHALL BE FILLED WITH WATER TO ADEQUATELY WITHSTAND HIGH WINDS AND/OR JET BLAST.
4. THE CONTRACTOR SHALL MAKE FREQUENT INSPECTION OF THE BARRICADES AND MAKE PROMPT REPAIRS AS NECESSARY.
5. LIGHTS SHALL BE INSPECTED AND OPERATING EVERY NIGHT PRIOR TO LEAVING THE SITE.
6. RELOCATIONS AND MULTIPLE SETUPS AND REMOVALS OF THE AVIATION BARRICADES SHALL BE INCIDENTAL TO THE UNIT COST WHEREIN NO SEPARATE PAYMENT WILL BE MADE.

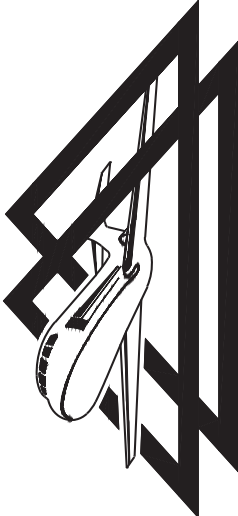
GENERAL PAYMENT SCHEMATIC DETAIL

NTS

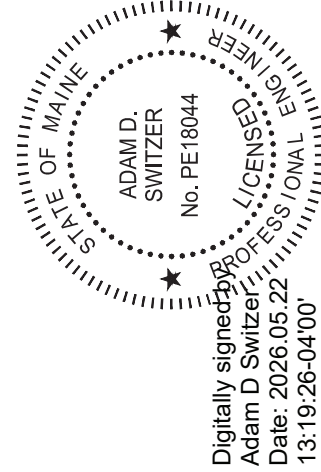
NOTES:

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.

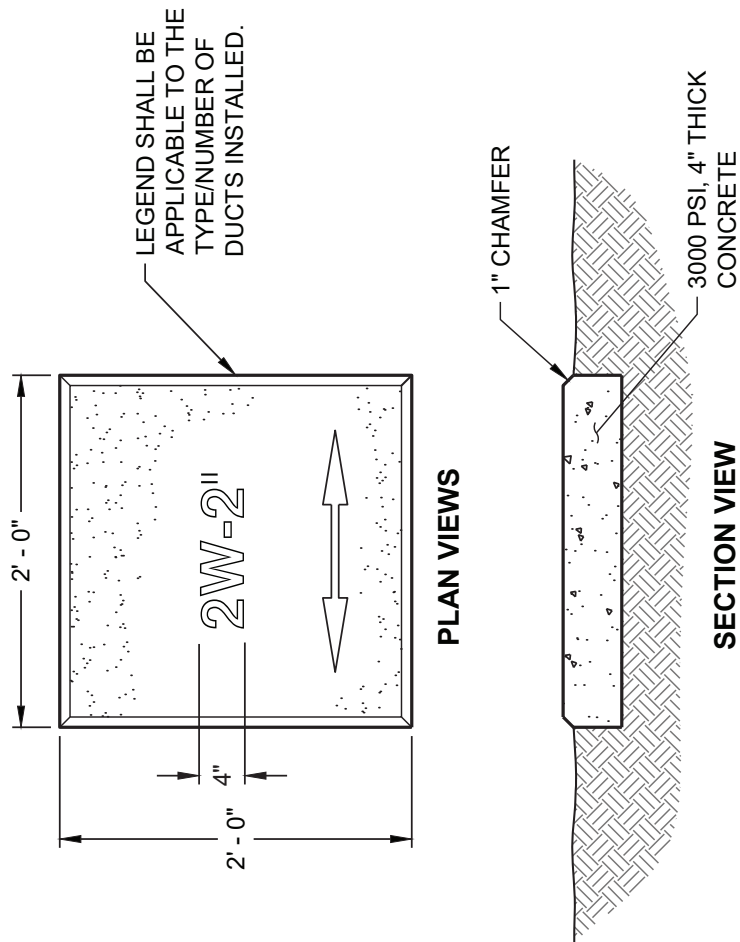
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MISCELLANEOUS DETAILS				DRAWN BY: ARM	SHEET 8
				DESIGNED BY: ADS/JHM	OF 26
MAINE AIRPORTS				SCALE: NONE	DATE: MAY 2026

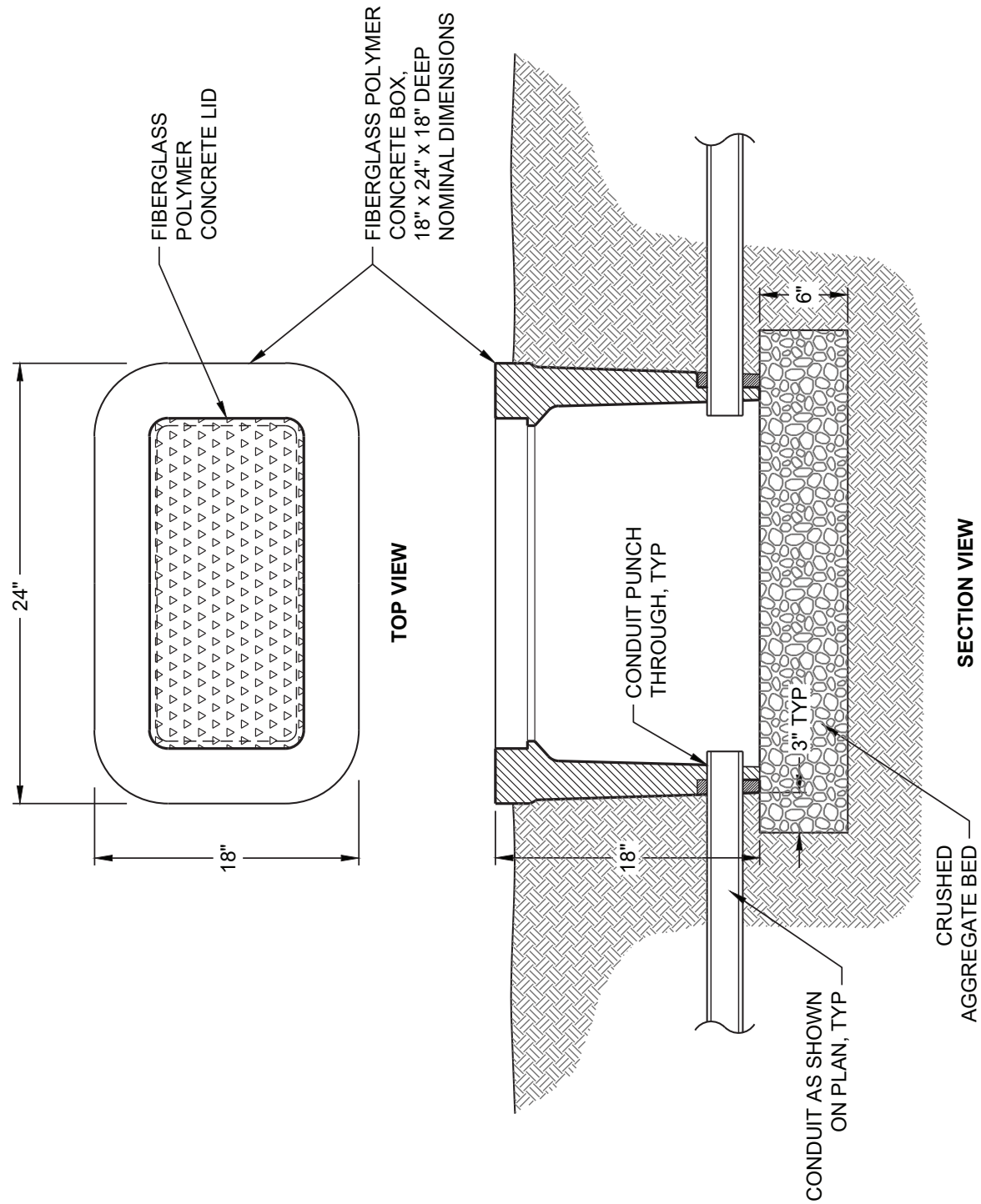


TRENCH, CONDUIT, & DUCT BANK MARKER DETAIL

NTS

NOTES:

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

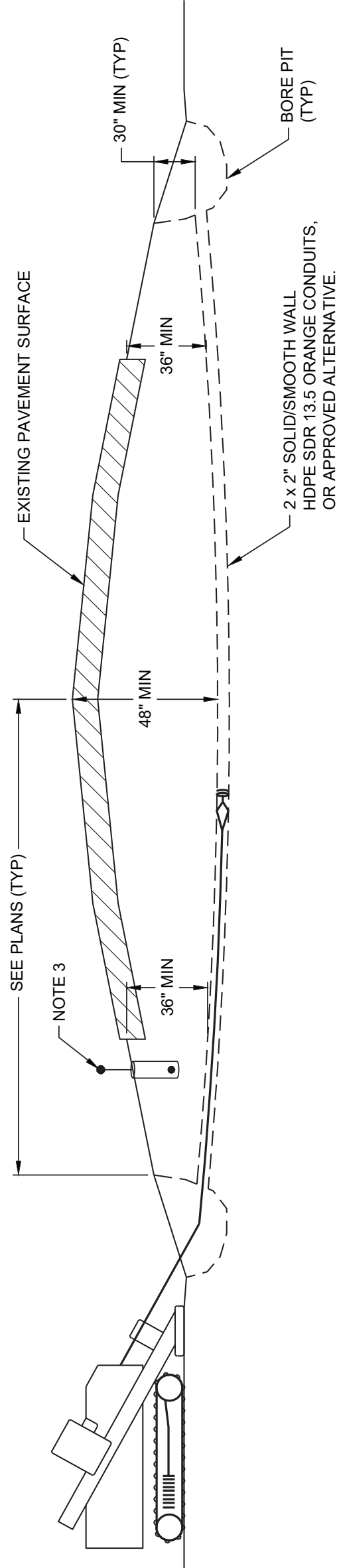


JUNCTION BOX DETAIL

NTS

NOTES:

- JUNCTION BOX SHALL BE TIER 22 RATED.
- APPROVED SHOP DRAWING REQUIRED. INDICATED DIMENSIONS ARE NOMINAL AND MAY VARY SLIGHTLY.

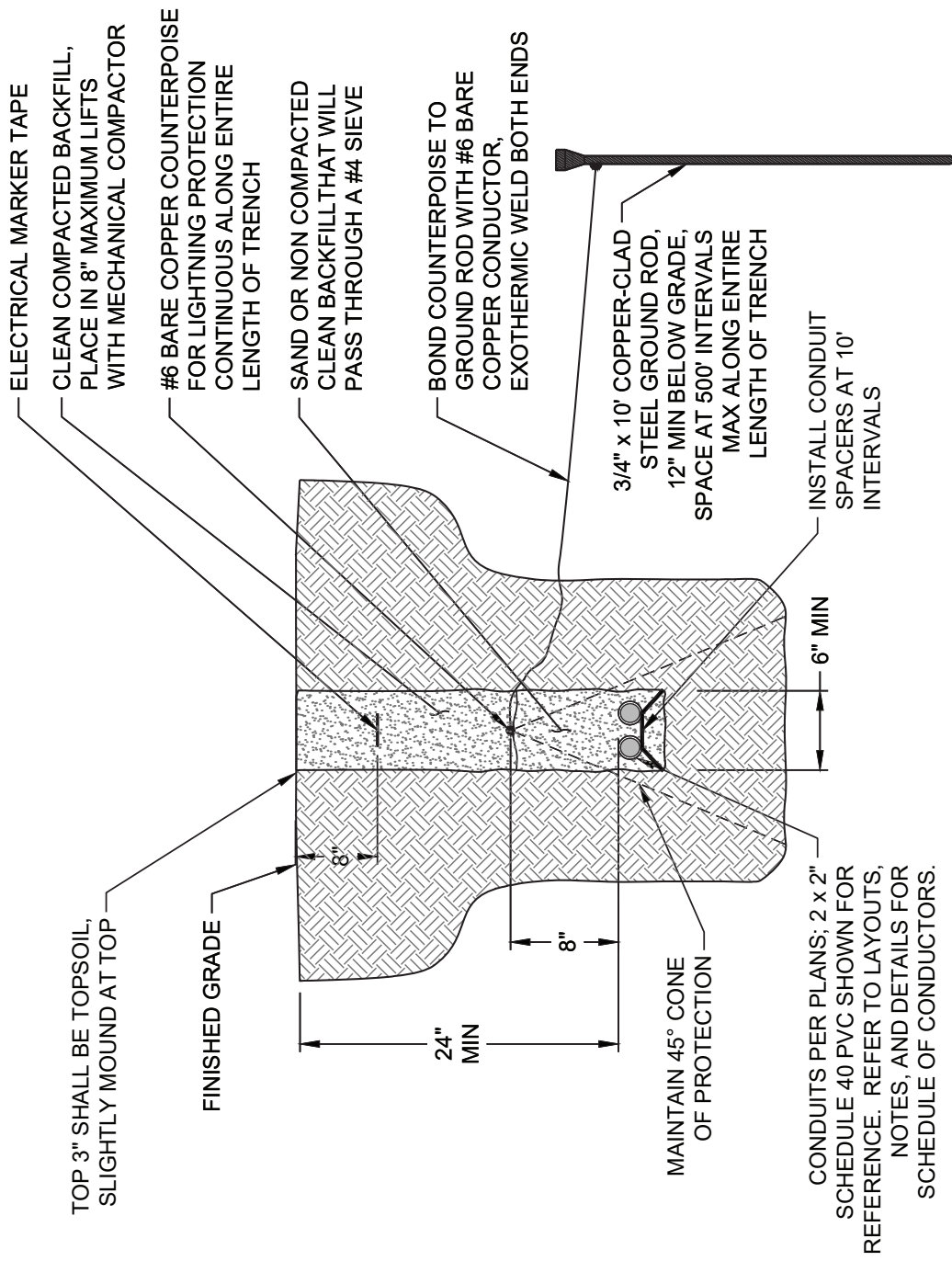


HORIZONTAL DIRECTIONAL DRILLING DETAIL

NTS

NOTE:

- ATTACH 1-#6 BARE STRANDED COPPER WIRE TO THE OUTSIDE OF THE HDPE CONDUIT OR GROUP OF CONDUITS WHEN INSTALLING THE CONDUITS. CONNECT THE #6 BARE WIRE TO THE CONTINUING TRENCH COUNTERPOISE WITH EXOTHERMIC WELDS. PROVIDE AND CONNECT A COPPER GROUND ROD AT EACH BORE PIT AND/OR BORE TERMINATION LOCATION.
- BOREHOLE SHALL BE GROUTED AROUND CONDUITS AFTER INSTALLATION PER INDUSTRY STANDARDS.
- VERIFY LOCATION OF AIRFIELD EDGE LIGHTING CIRCUITS AT ALL PAVEMENT CROSSINGS.

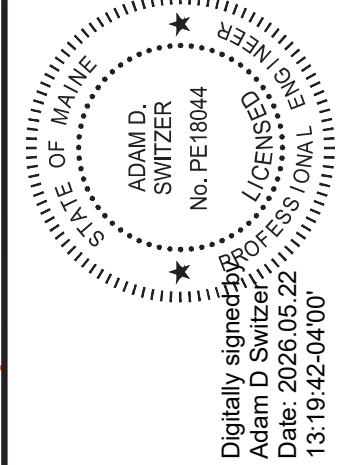
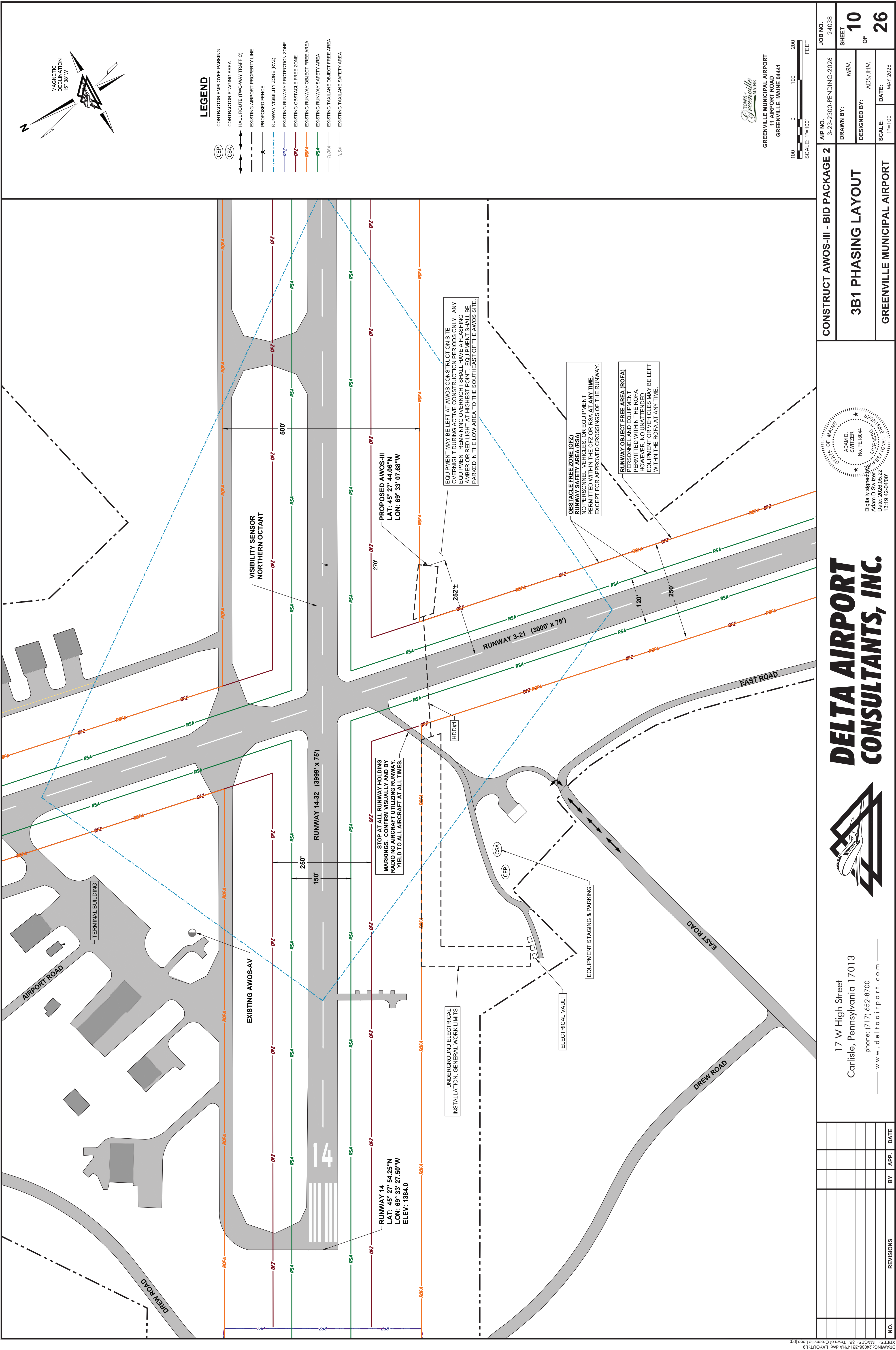


CABLE IN CONDUIT DETAIL

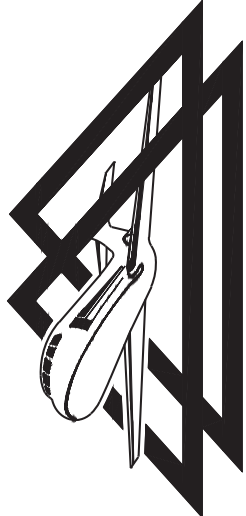
NTS

NOTES:

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



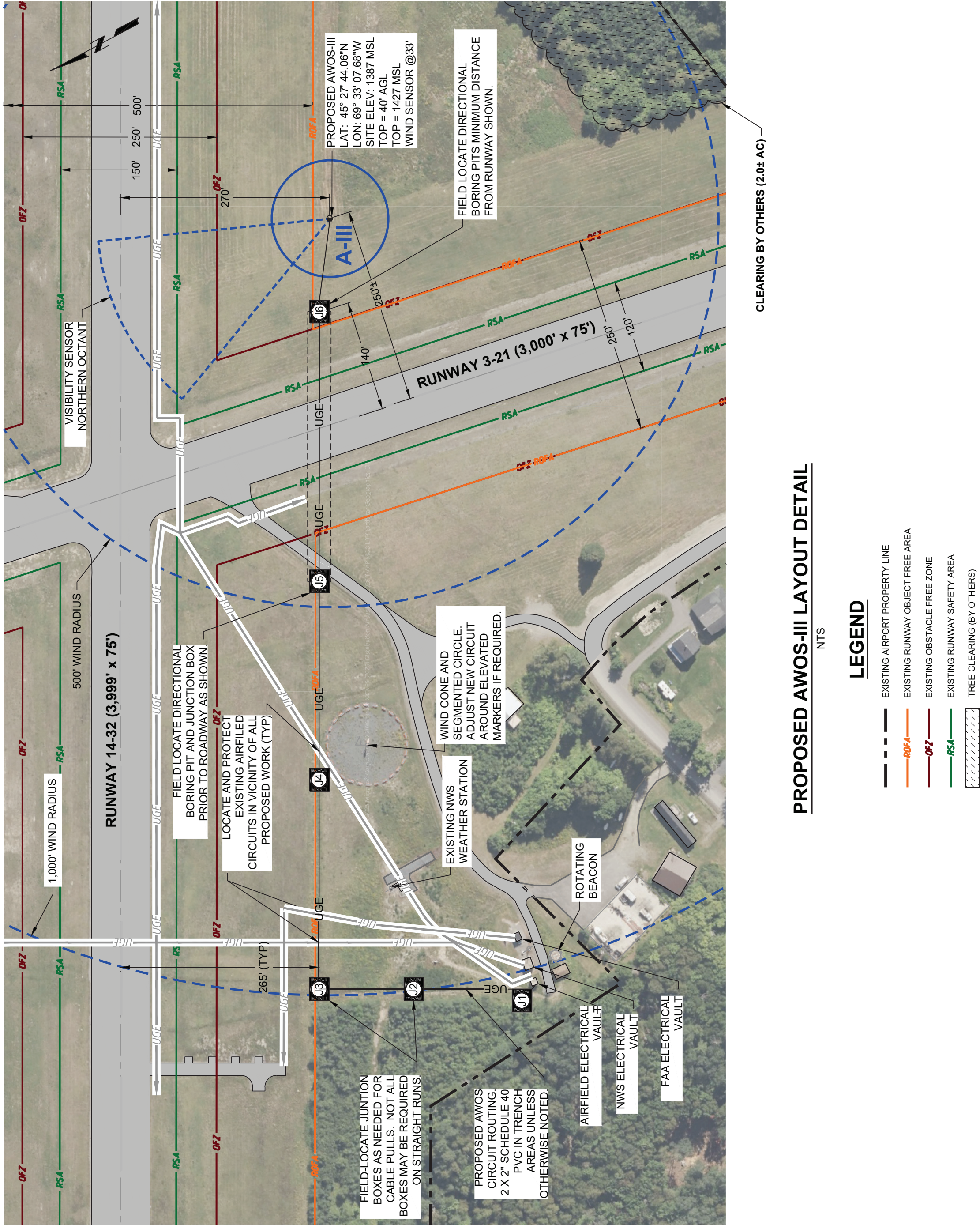
**DELTA AIRPORT
CONSULTANTS, INC.**



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phone: (717) 652-8700
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CONSTRUCT AWOS-III - BID PACKAGE 2	AIP NO. 3-23-2300-PENDING-2026	JOB NO. 24038
	DRAWN BY: ARM	SHEET 10
	DESIGNED BY: ADS/JHM	OF 26
SCALE: 1"=100'		DATE: MAY 2026

NO.	REVISIONS	BY	APP.	DATE



AWOS SYSTEM NOTES - GREENVILLE MUNICIPAL AIRPORT

1. UHF COMMUNICATIONS

- 1.1. THE DATA OBTAINED FROM THE SENSORS WILL BE DISSEMINATED TO THE TERMINAL BUILDING VIA A UHF RADIO DATA LINK. THE TRANSMITTING ANTENNA SHALL BE MOUNTED ON THE WIND TOWER.
- 1.2. THE UHF RECEIVING ANTENNA SHALL BE MOUNTED AT THE LOCATION SHOWN ON THE PLANS. THE ANTENNA SHALL BE CONNECTED TO THE BASE STATION HARDWARE LOCATED AT THE TERMINAL.
- 1.3. THE CONTRACTOR SHALL OBTAIN THE REQUIRED UHF FREQUENCY AND LICENSE ON BEHALF OF THE AIRPORT. SEE THE CONTRACT "SPECIAL PROVISIONS" FOR ADDITIONAL INFORMATION.
- 1.4. CONTRACTOR SHALL SUPPLY ANTENNA CABLING WITH A SUFFICIENT RATING TO SUPPORT THE TOTAL CABLE RUN DISTANCE REQUIRED. VERIFY CABLE TYPE AND RATING WITH AWOS VENDOR.

2. VHF COMMUNICATIONS

- 2.1. THE AWOS DATA WILL DISSEMINATED TO THE PUBLIC THROUGH A DISCRETE VHF FREQUENCY.
- 2.2. THE VHF TRANSMITTING ANTENNA SHALL BE MOUNTED AT THE TERMINAL AT THE LOCATION SHOWN ON THE PLANS. THE ANTENNA SHALL BE CONNECTED TO THE BASE STATION HARDWARE LOCATED IN THE TERMINAL.
- 2.3. CONTRACTOR SHALL SUPPLY ANTENNA CABLING WITH A SUFFICIENT RATING TO SUPPORT THE TOTAL CABLE RUN DISTANCE REQUIRED. VERIFY CABLE TYPE AND RATING WITH AWOS VENDOR.
- 2.4. THIS SITE WILL UTILIZE THE EXISTING AWOS-AV VHF FREQUENCY OF 124.175 MHZ.

3. SYSTEM POWER SOURCE

- 3.1. FIELD SENSOR SUITE: POWER SHALL BE SOURCED FROM THE EXISTING PANEL IN THE ELECTRICAL VAULT. CONTRACTOR SHALL MODIFY THE PANEL AND INSTALL NEW TRANSFORMER, CONDUITS, CONDUCTORS, JUNCTION BOXES, EQUIPMENT RACK, AND SUPPORTING INCIDENTALS, ALONG ALIGNMENT SHOWN ON PLANS.
- 3.2. BASE STATION ELECTRONICS: POWER SHALL BE SUPPLIED FROM EXISTING DUPLEX OUTLETS IN THE TERMINAL.
- 3.3. ACCESSORY TOWER: NOT APPLICABLE TO THIS SITE.

4. NADIN CONNECTIVITY

- 4.1. THE CONTRACTOR SHALL SUPPLY EQUIPMENT THAT IS MANUFACTURED WITH BUILT-IN NADIN CONNECTIVITY. THE CONTRACTOR SHALL OBTAIN THE NADIN CONNECTIVITY SYSTEM TO THE NADIN NETWORK THROUGH A SEPARATE CONTRACT. THE AWOS CONTRACTOR SHALL ASSIST THE OWNER AS NECESSARY TO FACILITATE THIS CONNECTION.

5. TELEPHONE COMMUNICATIONS

- 5.1. THE SUPPLIED SYSTEM SHALL BE CAPABLE OF SUPPORTING TELEPHONE OPERATIONS VIA A VOICE OVER IP PROTOCOL (VOIP). SUPPORTED SERVICES SHALL INCLUDE CAPABILITY FOR FAA REMOTE MONITORING AND MAINTENANCE, AS WELL AS PUBLIC TELEPHONE SERVICES. THE SUPPLIED SYSTEM SHALL BE CONNECTED TO THE SYSTEM OF A DEDICATED TELEPHONE NUMBER FOR THE SYSTEM WITH AIRPORT MANAGEMENT.

6. TOWER ITEMS

- 6.1. WIND SENSOR TOWER HEIGHT IS A NOMINAL 30-FEET
- 6.2. WIND SENSOR MOUNTING HEIGHT = 33' AGL

7. FENCING

- 7.1. THIS SITE DOES NOT REQUIRE FENCING.

8. PERIPHERAL SYSTEMS LOCATIONS

ITEM	LOCATION
COMMUNICATIONS INTERFACE UNIT (CIU)	TERMINAL OFFICE
PRIMARY VIDEO DISPLAY	TERMINAL OFFICE
SECONDARY VIDEO DISPLAY	TERMINAL LOBBY
UHF/VHF RADIO	TERMINAL OFFICE
PRINTER, KEYBOARD, ETC	TERMINAL OFFICE

9. FAA COMMISSIONING

- 9.1. THE CONTRACTOR SHALL COORDINATE AND SCHEDULE THE INITIAL SYSTEM COMMISSIONING WITH THE FAA. THE SPONSOR AND ENGINEER MAY ASSIST AND SHALL PROVIDE INFORMATION AS NEEDED TO FACILITATE THE COMMISSIONING MEETING.

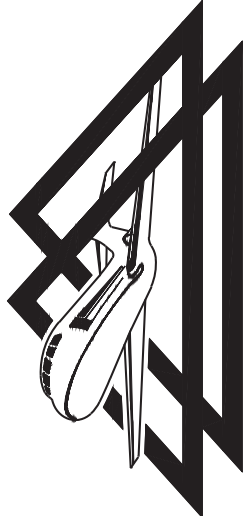
PROPOSED AWOS-III LAYOUT DETAIL

NTS

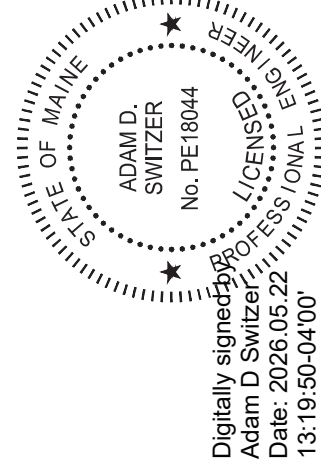
LEGEND

- EXISTING AIRPORT PROPERTY LINE
- EXISTING RUNWAY OBJECT FREE AREA
- EXISTING OBSTACLE FREE ZONE
- EXISTING RUNWAY SAFETY AREA
- TREE CLEARING (BY OTHERS)

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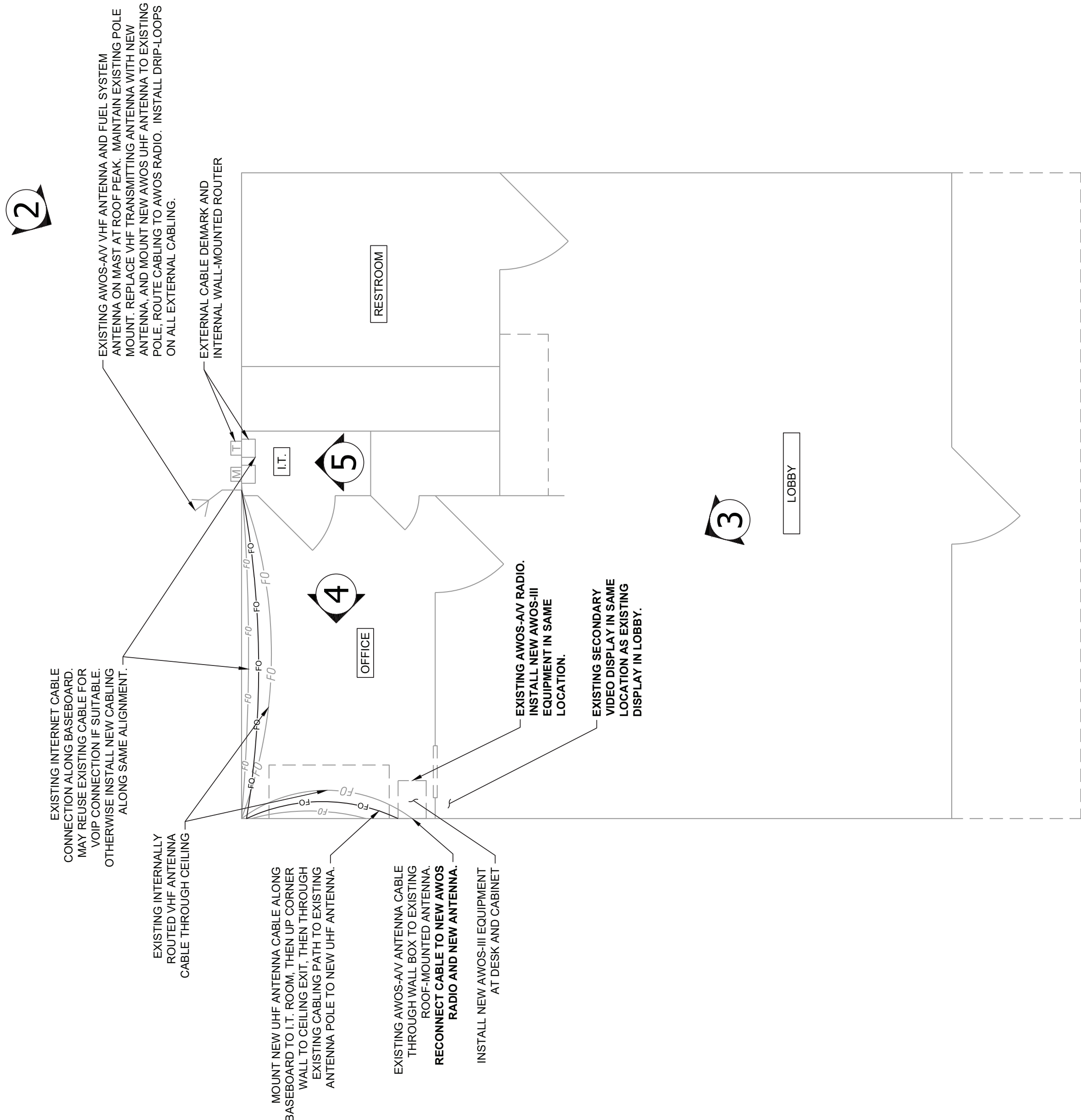
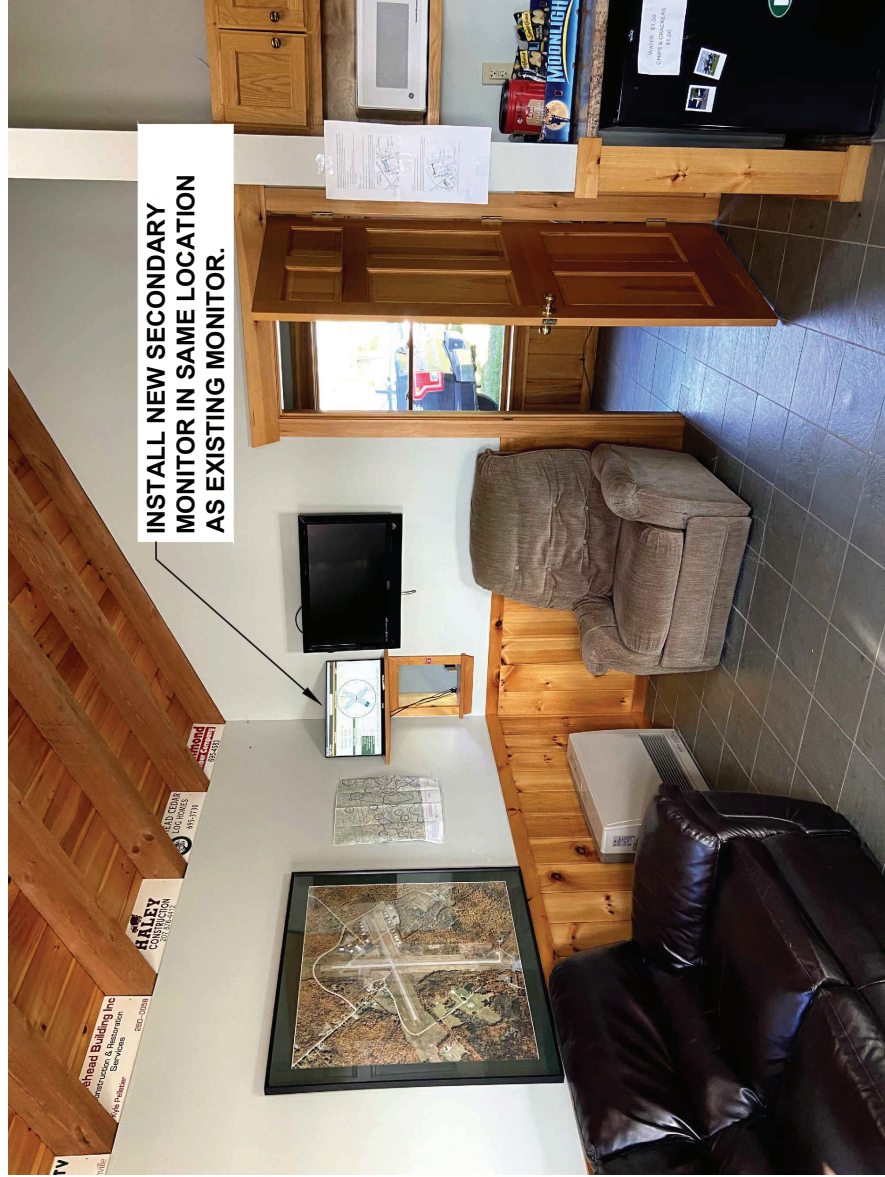


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CONSTRUCT AWOS-III - BID PACKAGE 2			AIP NO. 3-23-2300-PENDING-2026	JOB NO. 24038
3B1 PROPOSED AWOS-III LAYOUT DETAILS			DRAWN BY: MRM	SHEET 11
GREENVILLE MUNICIPAL AIRPORT			DESIGNED BY: ADS/JHM	OF 26
			SCALE: NONE	DATE: MAY 2026

NO.	REVISIONS	BY	APP.	DATE



TERMINAL BUILDING LAYOUT DETAIL

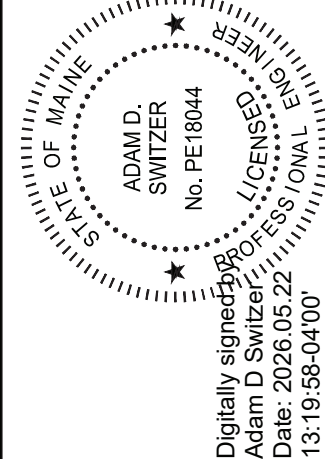
ENTS

NOTES:

1. WORK SHALL INCLUDE ALL INTERIOR AND EXTERIOR CABLING, RACEWAYS, PANEL MODIFICATIONS, EQUIPMENT AND MISCELLANEOUS WORK TO ACHIEVE FULL OPERATIONAL SYSTEMS.
 2. ALL EXTERIOR CABLE PENETRATIONS SHALL INCLUDE A CABLE DRIP LOOP.
 3. APPROVED SHOP DRAWINGS ARE REQUIRED FOR ALL ITEMS, INCLUDING ALL PERMANENT ELECTRICAL EQUIPMENT, CONDUIT AND FASTENERS, MATERIALS AND FINISHES.
 4. BUILDING MODIFICATIONS ARE INCLUDED IN THE UNIT SUM PRICE TO ESTABLISH THE AVOS POWER SYSTEM.
 5. COORDINATE REMOVAL OR RELOCATION OF EQUIPMENT IN THE BUILDING WITH AIRPORT MANAGEMENT AS NEEDED TO COMPLETE THIS WORK.
- SEE ASSOCIATED SINGLE-LINE DIAGRAM AND PROJECT PHOTOS FOR ADDITIONAL ELECTRICAL INFORMATION.

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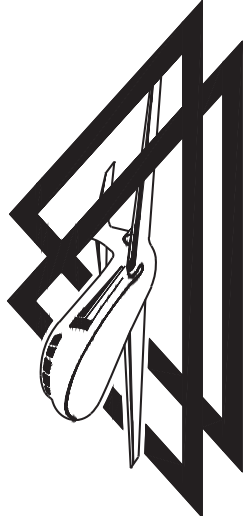
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CONSTRUCT AWOS-III - BID PACKAGE 2		AIP NO. 3-23-2300-PENDING-2026	JOB NO. 24038
3B1 TERMINAL BUILDING LAYOUT DETAILS		DRAWN BY: ARM	SHEET 12 OF 26
		DESIGNED BY: ADS/JHM	
GREENVILLE MUNICIPAL AIRPORT	SCALE: NONE	DATE: MAY 2026	

NO.	REVISIONS		
	BY	APP.	DATE

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CONSULTANTS, INC.**

Digitally signed by
Adam D Switzer
Date: 2026.05.22
13:20:06-04'00'



CONSTRUCT AWOS-III - BID PACKAGE 2			AIP NO. 3-23-2300-PENDING-2026	JOB NO. 24038
3B1 AWOS COMMUNICATION			DRAWN BY: MRM	SHEET 13
GREENVILLE MUNICIPAL AIRPORT			DESIGNED BY: ADS/JHM	OF 26
			SCALE: NONE	DATE: MAY 2026



1 ELECTRICAL METER



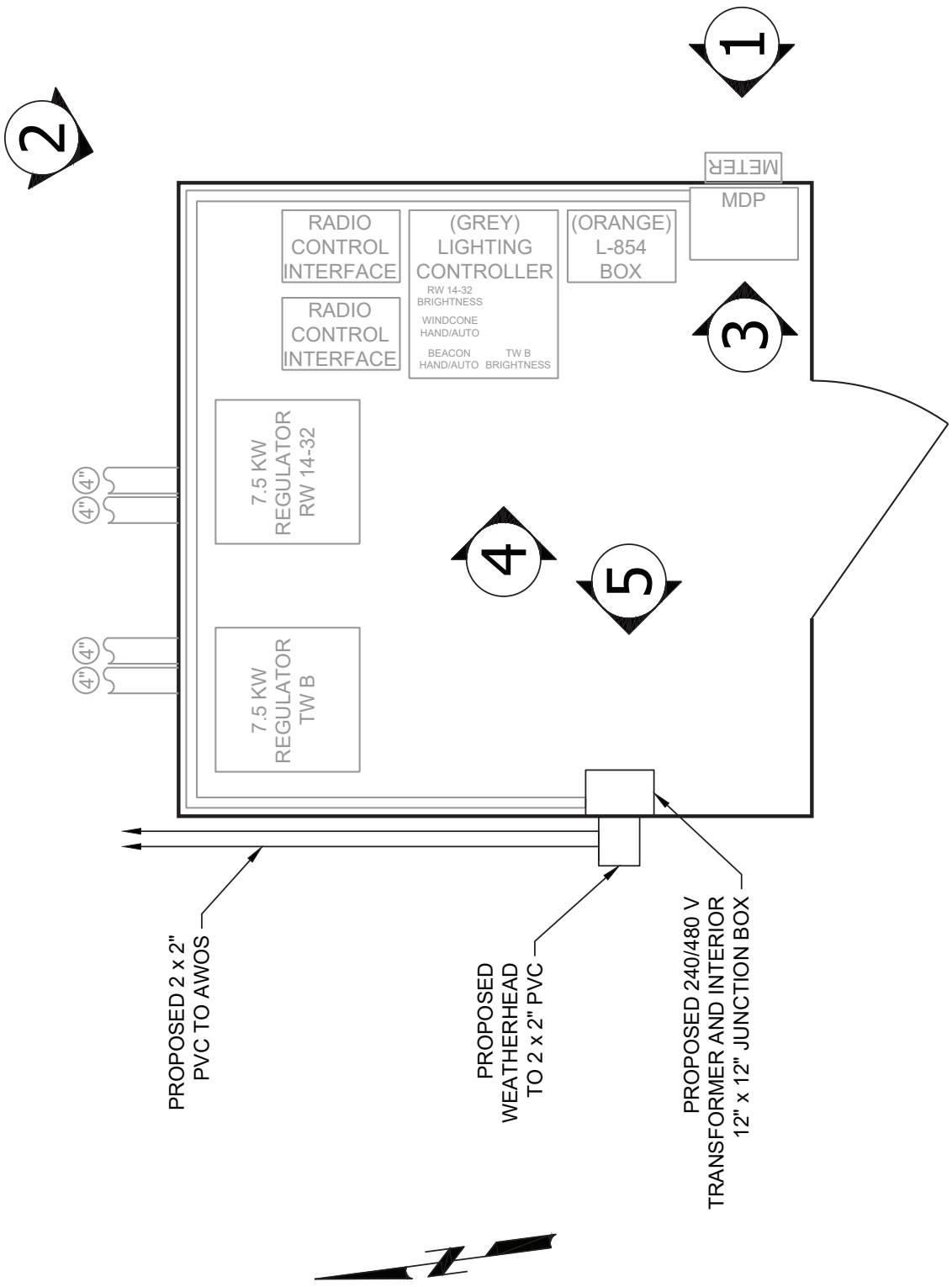
2 ELECTRICAL VAULT BUILDING



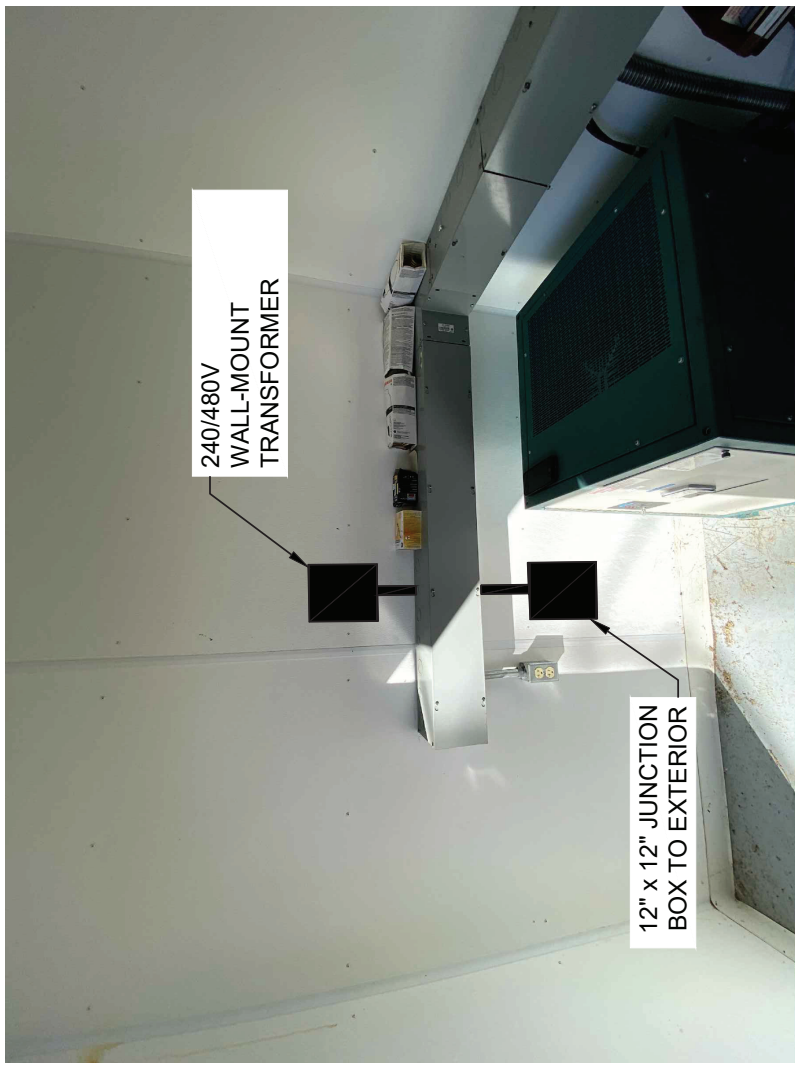
3 EXISTING MDP



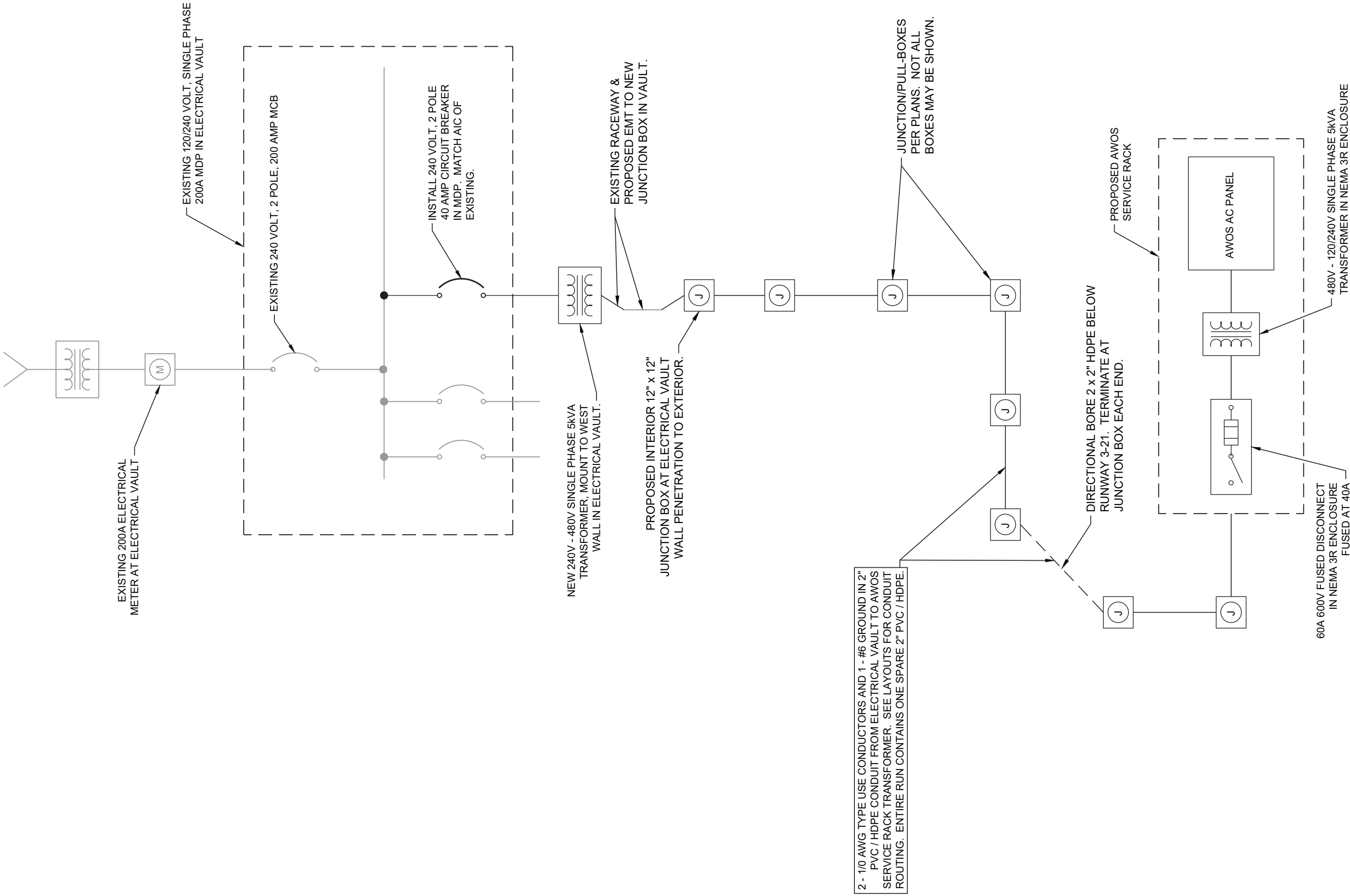
4 EXISTING JUNCTION BOX DETAIL



3B1 ELECTRICAL VAULT LAYOUT
NTS



5 ELECTRICAL REGULATOR BOXES



AWOS SINGLE LINE DIAGRAM

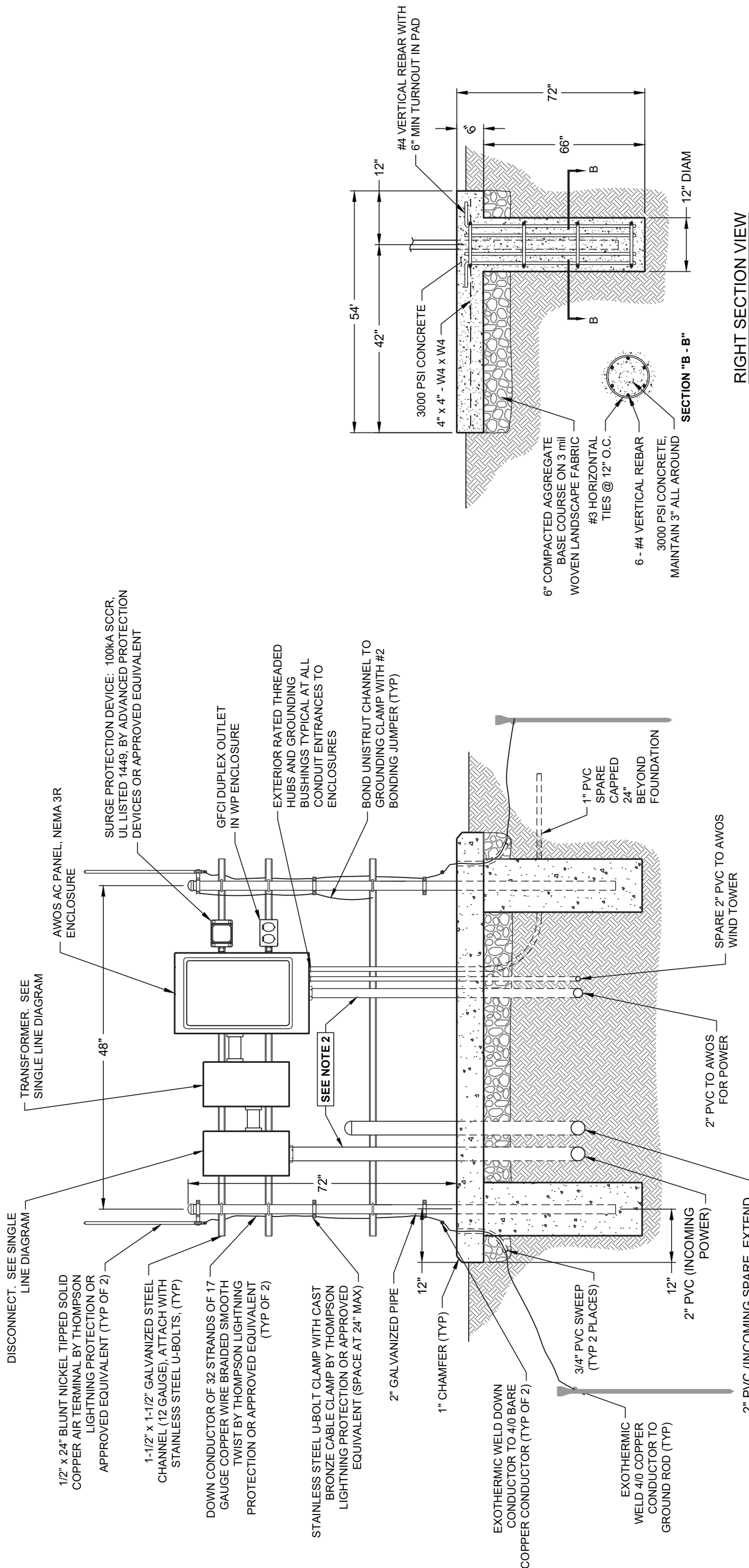
- NOTES:
1. SPARE 2" PVC / HDPE CONDUIT REQUIRED FROM ELECTRICAL VAULT JUNCTION BOX TO AWOS AC PANEL.
 2. JUNCTION BOXES ON STRAIGHT SEGMENTS MAY BE ELIMINATED WHERE NOT REQUIRED FOR CABLE PULLING OR OTHER ACCESS.

AWOS AC PANEL (3B1)

60A RATED PANEL IN NEMA 3R ENCLOSURE, 225AIC CIRCUIT BREAKERS
MAIN CIRCUIT BREAKER: 40 AMP, 2 Pole, Single Phase, 3 Wire
SERVICE: 120/240 Volts, Single Phase, 3 Wire

DESIGNATION TO BE TYPED ON DIRECTORY	WIRE BKR SIZE NBR	CKT NBR	A	B	BKR SIZE	DESIGNATION TO BE TYPED ON DIRECTORY
Surge Protection Device	#6	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

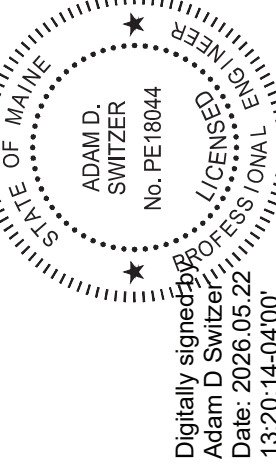


AWOS SERVICE RACK DETAIL

- NOTES:
1. RACK STRUCTURE SHALL BE MOUNTED NO CLOSER TO THE RUNWAY THAN THE WIND TOWER.
 2. ALL CONDUITS ABOVE GRADE SHALL BE GRS.



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CONSTRUCT AWOS-III - BID PACKAGE 2

3B1 AWOS ELECTRICAL
DETAILS

GREENVILLE MUNICIPAL AIRPORT

JOB NO.

24038

SHEET

14

OF

26

AIP NO.

3-23-2300-PENDING-2026

DRAWN BY:

ARM

DESIGNED BY:

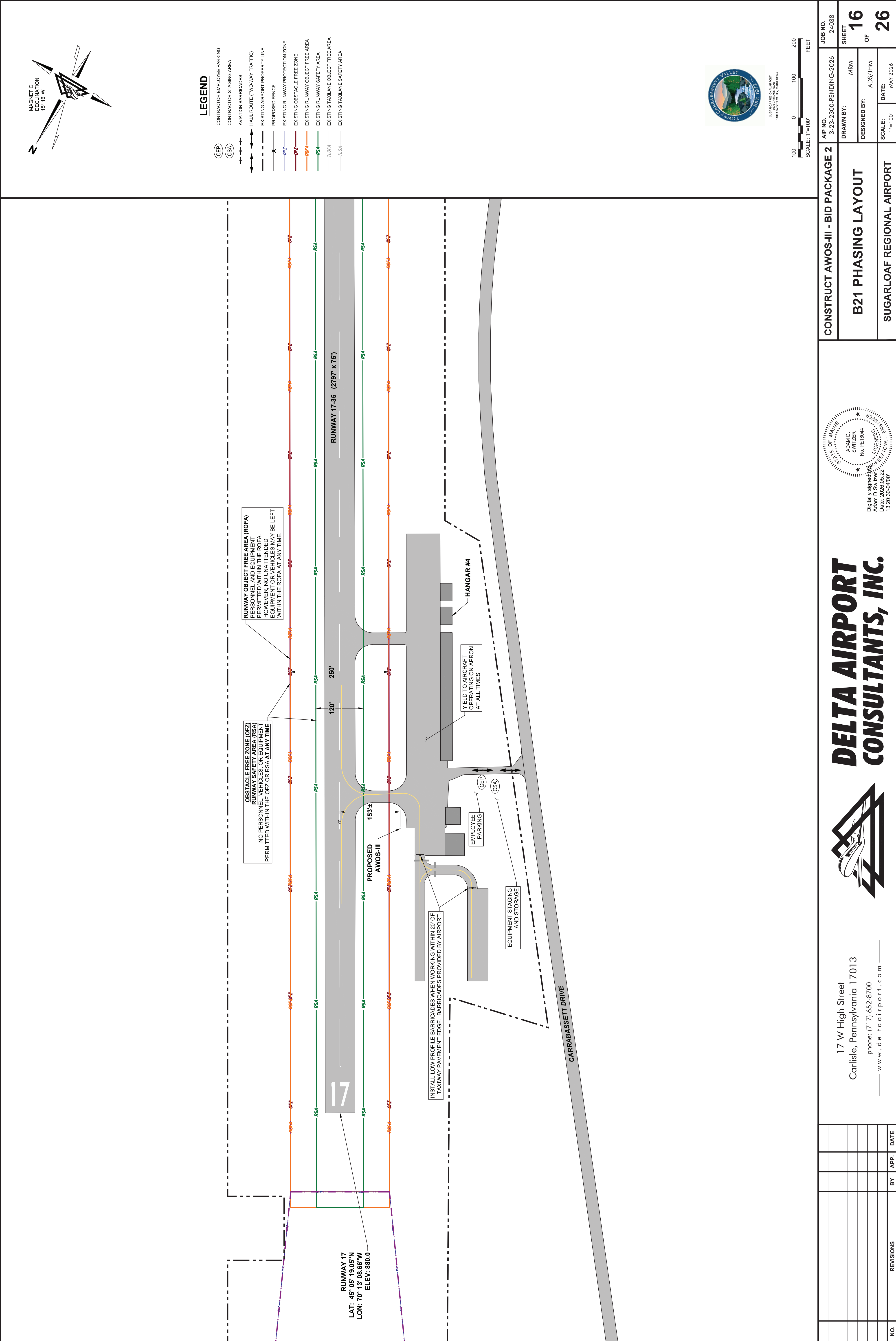
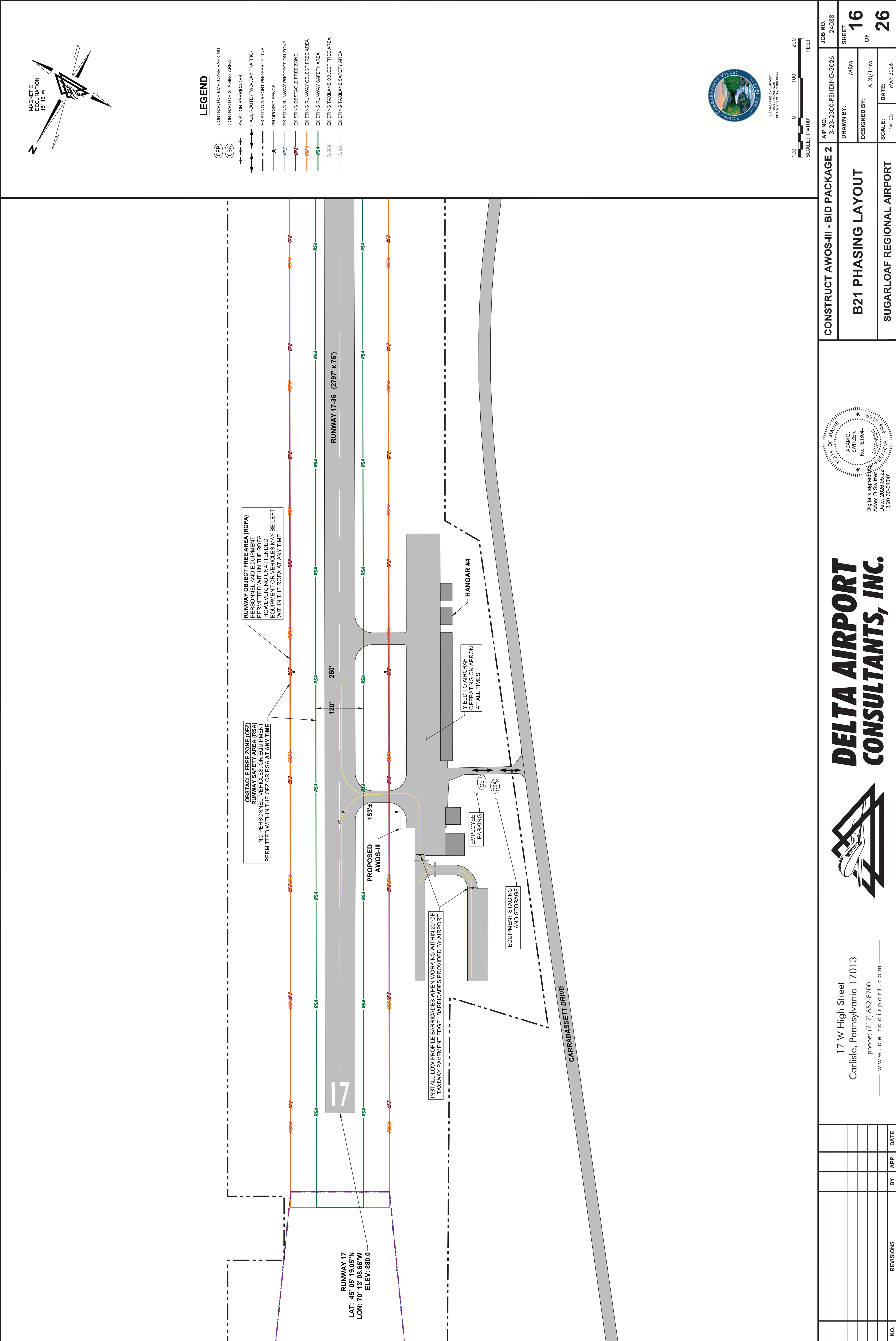
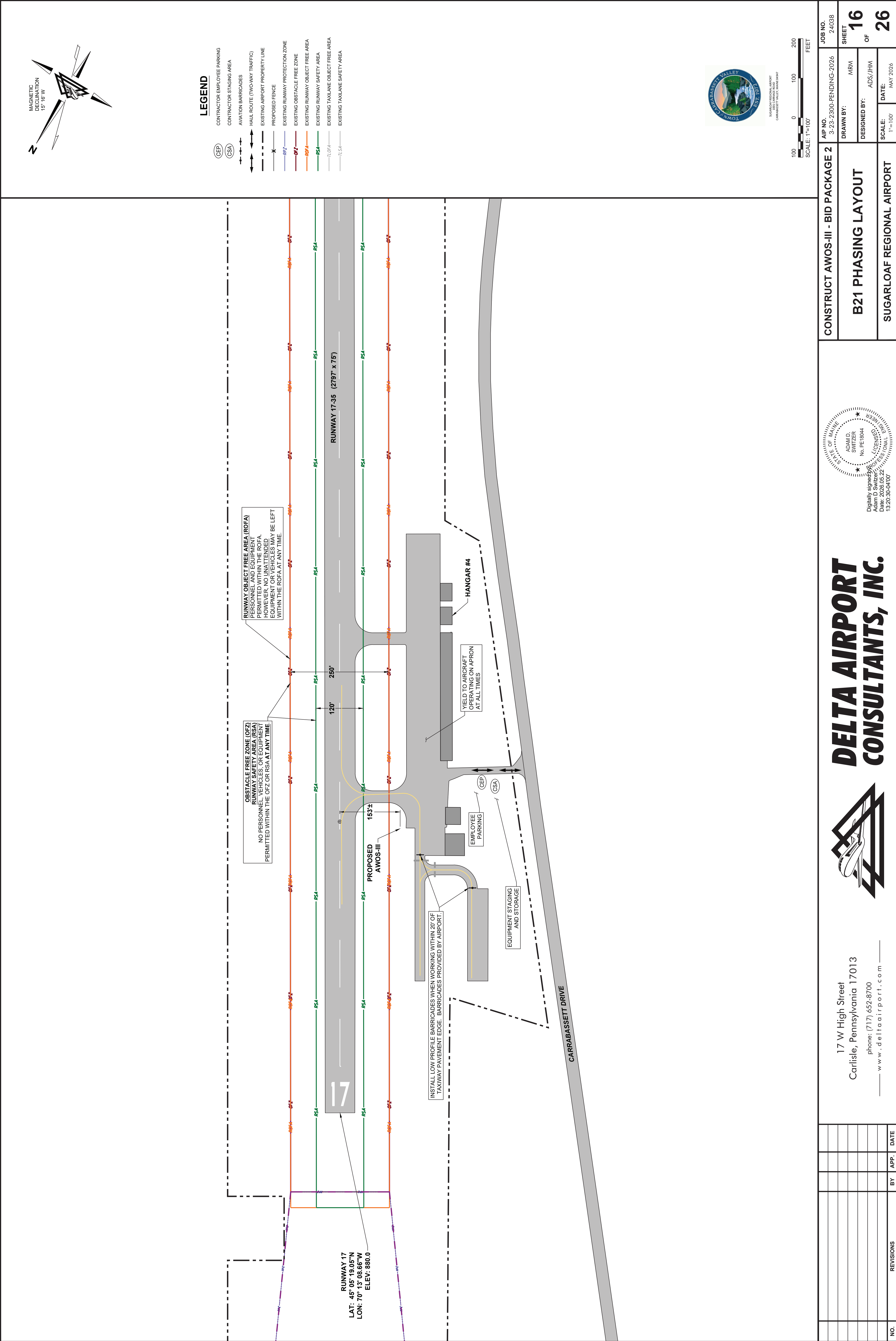
ADS/JHM

SCALE:

NONE

DATE:

MAY 2026

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MAGNETIC
DECLINATION
15° 16' W

LEGEND

CONTRACTOR EMPLOYEE PARKING

CONTRACTOR STAGING AREA

AVIATION BARRICADES

HAUL ROUTE (TWO-WAY TRAFFIC)

EXISTING AIRPORT PROPERTY LINE

PROPOSED FENCE

EXISTING RUNWAY PROTECTION ZONE

EXISTING OBSTACLE FREE ZONE

EXISTING RUNWAY OBJECT FREE AREA

EXISTING TAXILANE OBJECT FREE AREA

EXISTING TAXILANE SAFETY AREA

CEP

CSA

→ → → →

— — — —

X

-RZ-

-OFZ-

-RSA-

-L OFA-

-LSA-

17

LAT: 45° 05' 19.05" N
LON: 70° 13' 08.66" W
ELEV: 880.0

PROPOSED AWOS-III

HANGAR #4

EQUIPMENT STAGING AND STORAGE

EMPLOYEE PARKING

YIELD TO AIRCRAFT OPERATING ON APRON AT ALL TIMES

INSTALL LOW PROFILE BARRICADES WHEN WORKING WITHIN 20' OF TAXIWAY PAVEMENT EDGE. BARRICADES PROVIDED BY AIRPORT.

CARRABASSETT DRIVE

RUNWAY 17-35 (2797' x 75')

RUNWAY 17

OBSTACLE FREE ZONE (OFZ)
RUNWAY SURROUND (RSA)
NO PERSONNEL, VEHICLES OR EQUIPMENT PERMITTED WITHIN THE OFZ OR RSA AT ANY TIME

RUNWAY OBJECT FREE AREA (ROFA)
PERSONNEL AND EQUIPMENT PERMITTED WITHIN THE ROFA. HOWEVER, NO UNATTENDED EQUIPMENT OR VEHICLES MAY BE LEFT WITHIN THE ROFA AT ANY TIME.

1000

0

100

200

FEET

SCALE: 1"=100'

TOWN OF CARRABASSETT VALLEY
PLANNING & DEVELOPMENT DEPARTMENT
100 WEST CARRABASSETT ROAD
CARRABASSETT VALLEY, ALABAMA 36847

CONSTRUCT AWOS-III - BID PACKAGE 2

B21 PHASING LAYOUT

SUGARLOAF REGIONAL AIRPORT

AIP NO.
3-23-2300-PENDING-2026

DRAWN BY:
MRM

DESIGNED BY:
ADS/JHM

DATE:
MAY 2026

JOB NO.
24038

SHEET
16

OF
26

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REVISIONS

BY

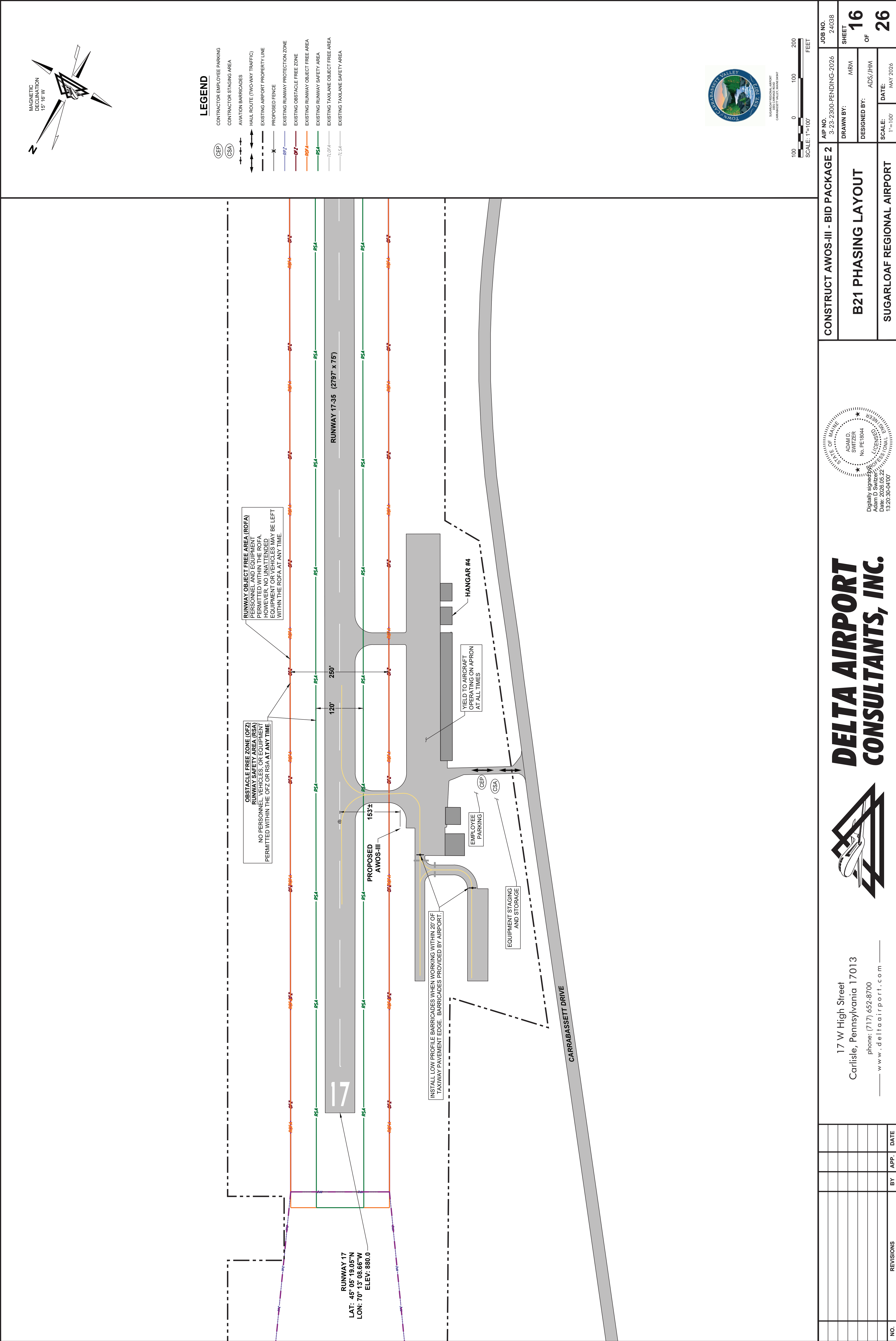
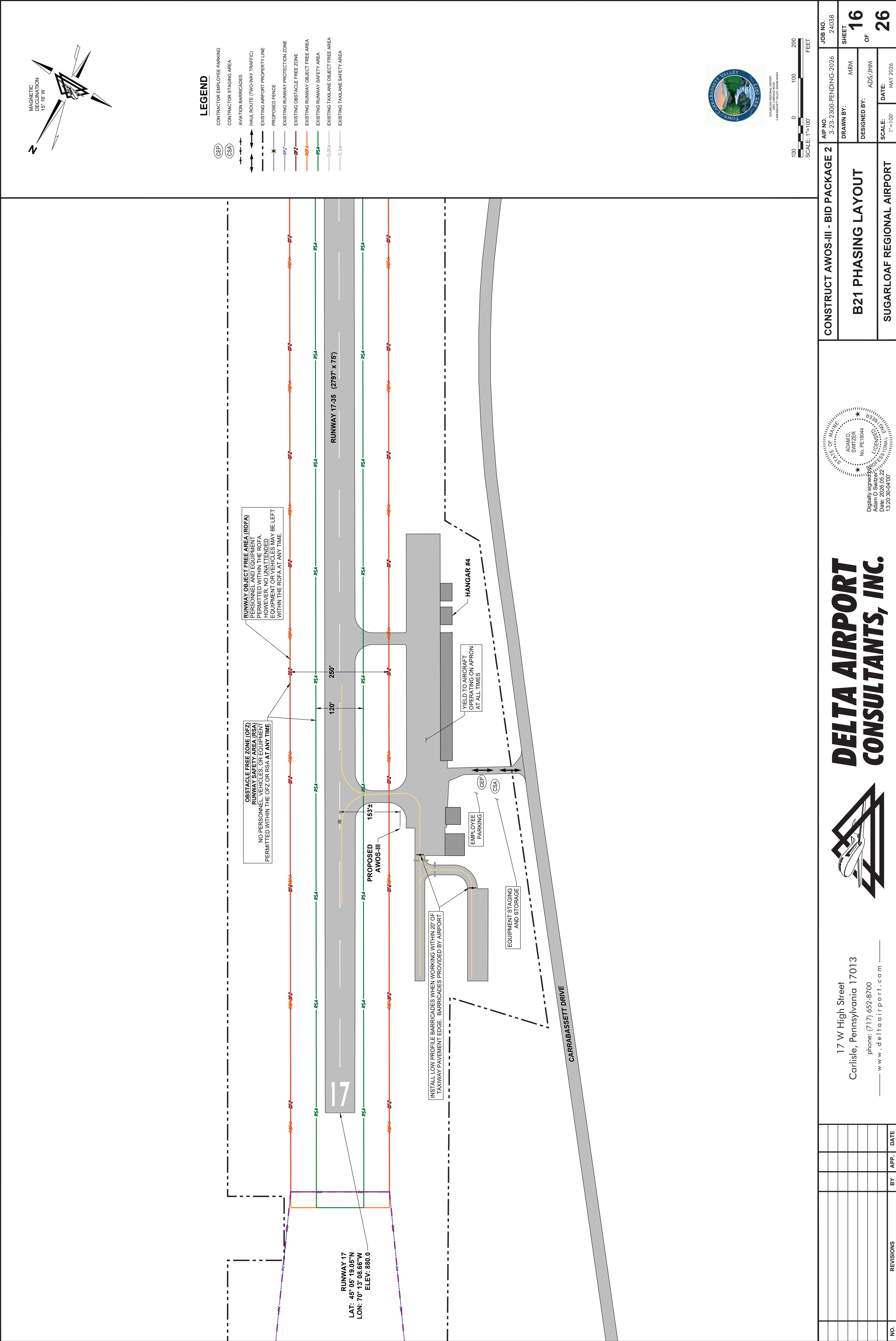
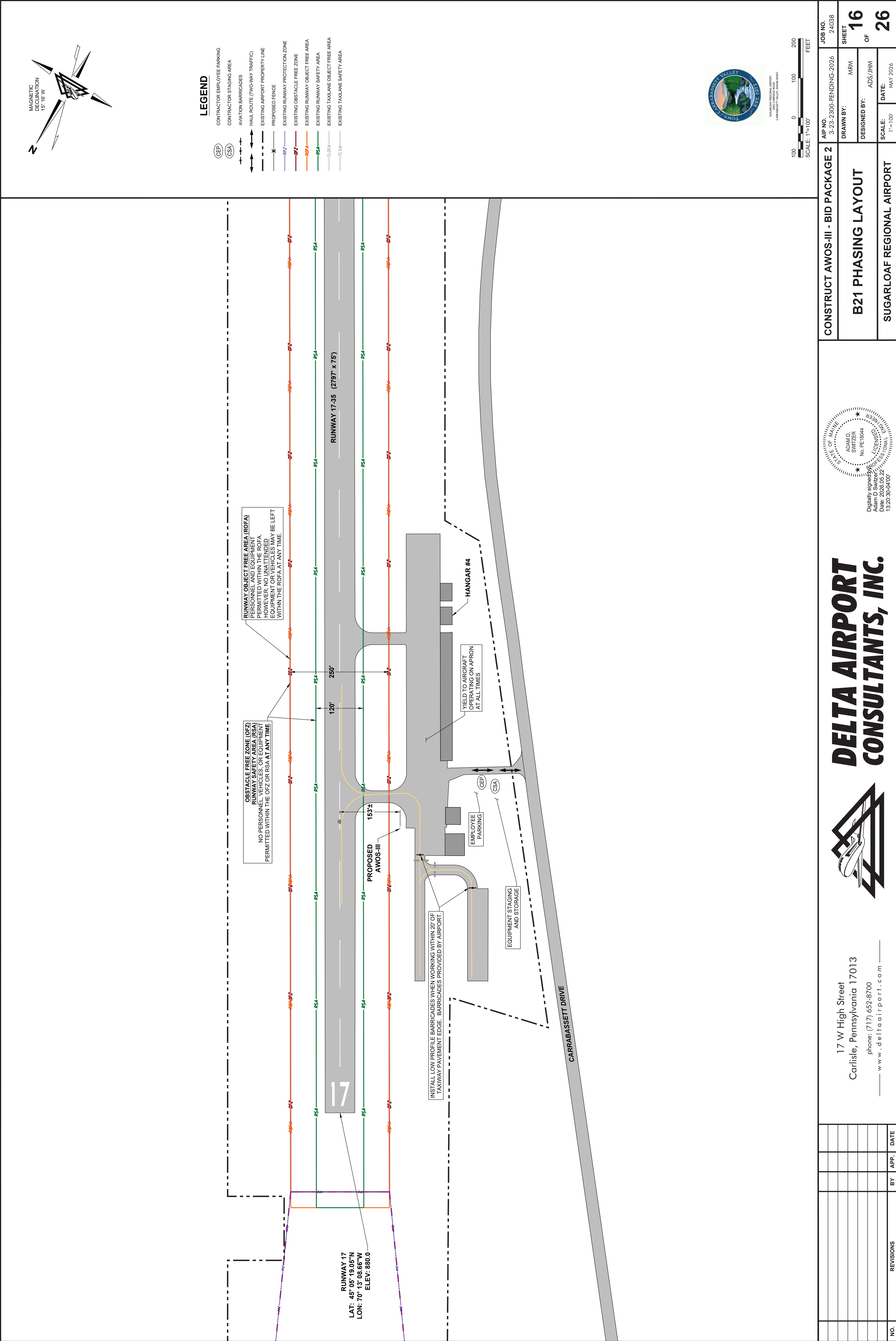
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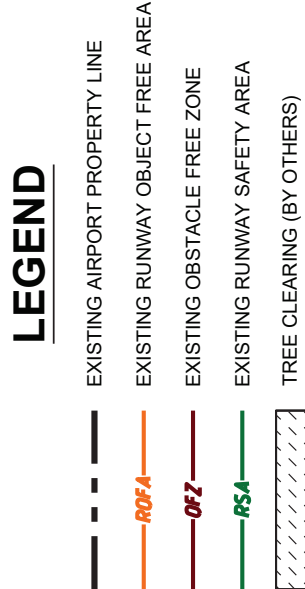
DATE

STATE OF MAINE
ADAM D. SWITZER
No. FE18044
LICENSED PROFESSIONAL ENGINEER

Digitally signed by Adam D Switzer
Date: 2026.05.22 13:20:30-0400

- [illegible]





PROPOSED AWOS-III LAYOUT DETAIL

AWOS SYSTEM NOTES - SUGARLOAF REGIONAL AIRPORT

1. UHF COMMUNICATIONS

- 1.1.1 THE DATA OBTAINED FROM THE SENSORS WILL BE DISSEMINATED TO THE TERMINAL BUILDING VIA A UHF RADIO DATA LINK. THE TRANSMITTING ANTENNA SHALL BE MOUNTED ON THE WIND TOWER.
 - 1.1.2 THE UHF RECEIVING ANTENNA SHALL BE MOUNTED AT THE LOCATION SHOWN ON THE PLANS. THE ANTENNA SHALL BE CONNECTED TO THE BASE STATION HARDWARE LOCATED AT THE AIRPORT HANGAR INDICATED.
 - 1.1.3 THE CONTRACTOR SHALL OBTAIN THE REQUIRED UHF FREQUENCY AND LICENSE ON BEHALF OF THE AIRPORT. SEE THE CONTRACT "SPECIAL PROVISIONS" FOR ADDITIONAL INFORMATION.
 - 1.1.4 CONTRACTOR SHALL SUPPLY ANTENNA CABLING WITH A SUFFICIENT RATING TO SUPPORT THE TOTAL CABLE RUN DISTANCE REQUIRED. VERIFY CABLE TYPE AND RATING WITH AWOS VENDOR.
- 2. VHF COMMUNICATIONS**
- 2.1.1 THE AWOS DATA WILL DISSEMINATED TO THE PUBLIC THROUGH A DISCRETE VHF FREQUENCY.
 - 2.1.2 THE VHF TRANSMITTING ANTENNA SHALL BE MOUNTED AT AIRCRAFT HANGAR #4 IN THE LOCATION SHOWN ON THE PLANS. THE ANTENNA SHALL BE CONNECTED TO THE BASE STATION HARDWARE LOCATED IN THE HANGAR.
 - 2.1.3 CONTRACTOR SHALL SUPPLY ANTENNA CABLING WITH A SUFFICIENT RATING TO SUPPORT THE TOTAL CABLE RUN DISTANCE REQUIRED. VERIFY CABLE TYPE AND RATING WITH AWOS VENDOR.
 - 2.1.3 THIS SITE WILL UTILIZE THE EXISTING AWOS-A/V VHF FREQUENCY OF 120.0 MHZ.

3. SYSTEM POWER SOURCE

- 3.1. FIELD SENSOR SUITE: POWER SHALL BE SOURCED FROM A NEWLY ESTABLISHED SERVICE ADJACENT TO THE CENTRAL MAINE POWER TRANSFORMER. CONTRACTOR SHALL ESTABLISH THE NEW SERVICE AND INSTALL NEW EQUIPMENTS, RACKS, SHIELDS, AND CONDUITS. CONTRACTOR SHALL PROVIDE ALL NECESSARY CONDUIT BOXES, AND SUPPORTING INCIDENTALS, ALONG ALIGNMENT SHOWN ON PLANS.
- 3.2. BASE STATION ELECTRONICS: POWER SHALL BE SUPPLIED FROM EXISTING DUPLEX OUTLETS IN HANGAR #4.
- 3.3. ACCESSORY TOWER: NOT APPLICABLE TO THIS SITE.

4. NADIN CONNECTIVITY

- 4.1.1. THE CONTRACTOR SHALL SUPPLY EQUIPMENT THAT IS MANUFACTURED WITH BUILT-IN NADIN CONNECTIVITY. THE OWNER WILL COMPLETE THE CONNECTION OF THE SYSTEM TO THE NADIN NETWORK THROUGH A SEPARATE CONTRACT. THE AWO'S CONTRACTOR SHALL ASSIST THE OWNER AS NECESSARY TO FACILITATE THIS CONNECTION.

5. TELEPHONE COMMUNICATIONS

- 5.1. THE SUPPLIED SYSTEM SHALL BE CAPABLE OF SUPPORTING TELEPHONE OPERATIONS VIA A VOICE OVER IP PROTOCOL (VOIP). SUPPORTED SERVICES SHALL INCLUDE CAPABILITY FOR FAA REMOTE MONITORING AND MAINTENANCE, AS WELL AS PUBLIC TELEPHONE ACCESS. THE CONTRACTOR SHALL COORDINATE THE ESTABLISHMENT OF A DEDICATED TELEPHONE NUMBER FOR THE SYSTEM WITH AIRPORT MANAGEMENT.

6. TOWER ITEMS

- 6.1 WIND SENSOR TOWER HEIGHT IS A NOMINAL 30-FOET
- 6.2. WIND SENSOR MOUNTING HEIGHT = 33' AGL

7. FENCING

- 7.1. THIS SITE DOES NOT REQUIRE FENCING.

8. PERIPHERAL SYSTEMS LOCATIONS

ITEM	LOCATION
COMMUNICATIONS INTERFACE UNIT (CIU)	HANGAR #4
PRIMARY VIDEO DISPLAY	HANGAR #4
SECONDARY VIDEO DISPLAY	N/A
UH/VHF RADIO	HANGAR #4
PRINTER, KEYBOARD, ETC	HANGAR #4

9. FAA COMMISSIONING

- 9.1 THE CONTRACTOR SHALL COORDINATE AND SCHEDULE THE INITIAL SYSTEM COMMISSIONING WITH THE FAA. THE SPONSOR AND ENGINEER MAY ASSIST AND SHALL PROVIDE INFORMATION AS NEEDED TO FACILITATE THE COMMISSIONING MEETING.

10. LOCAL COORDINATION

- 10.0.1 THE SUCCESSFUL CONTRACTOR SHALL FILE A "BUILDING PERMIT - SHORT FORM" WITH THE TOWN OF CARRABASSET VALLEY. THE CURRENT PERMIT FORM LISTS THE COSTS AS \$0.10/SF WITH A \$20 MINIMUM COST. THIS COST SHALL BE INCIDENTAL TO THE TOTAL PROJECT COST FOR THE WORK AT THIS AIRPORT.

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