BANGOR INTERNATIONAL AIRPORT

AIP NO: 3-23-0005-0XX-2026
ISSUED FOR BID
6 MARCH, 2026

BASE BID:

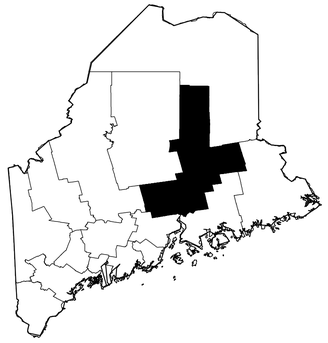
- RECONSTRUCT TAXIWAY 'A' (2,081± LF X 75')
- REHABILITATE TAXIWAY 'A' (1,056± LF X 75')

ADDITIVE ALTERNATE #1:

- RECONSTRUCT TAXIWAY 'A' (3,643± LF X 75')
- REHABILITATE TAXIWAY 'A' (383± LF X 75')

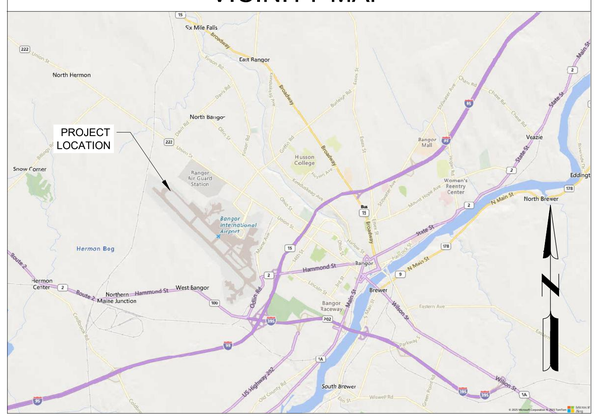
ADDITIVE ALTERNATE #2:

- REHABILITATE TAXIWAY 'M' (900± LF X 75')



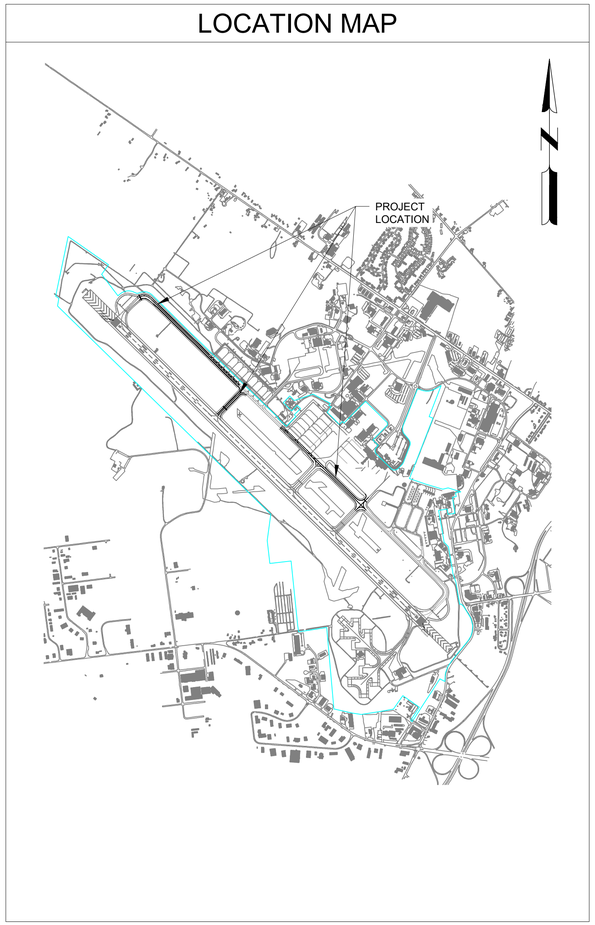
PENOBSCOT COUNTY

VICINITY MAP



811 Know what's below. Call before you dig.

LOCATION MAP



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STATE OF MAINE
LEIGH A. BARTLETT
No. 11283
LICENSED PROFESSIONAL ENGINEER
3/6/26

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SHEET CONTENTS
COVER SHEET

SHEET NO.
G-001

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ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
ADJ	ADJUST
ALT	ALTERNATE
AOA	AIRCRAFT OPERATIONS AREA
APCH	APPROACH
APPROX	APPROXIMATE
ASB	AGGREGATE SUB-BASE
ASR	AIRPORT SURVEILLANCE RADAR
ASOS	AUTOMATED SURFACE OBSERVING SYSTEM
ATCT	AIR TRAFFIC CONTROL TOWER
AWG	AMERICAN WIRE GAUGE
BC	BEGINNING OF CURVE
BGR	BANGOR INTERNATIONAL AIRPORT
BIT	BITUMINOUS
BLDG	BUILDING
BM	BENCHMARK
BOT	BOTTOM
BVC	BEGINNING OF VERTICAL CURVE
C-C	CENTER TO CENTER
CB	CATCH BASIN
CCR	CONSTANT CURRENT REGULATOR
CIPCP	CAST IN-PLACE CONCRETE PIPE
CJ	CONSTRUCTION JOINT
CFS	CUBIC FEET PER SECOND
CL OR C/L	CENTERLINE
CLF	CHAINLINK FENCE
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC	CONCRETE
CONT	CONTINUOUS
CP	COUNTERPOISE
CP X	CONTROL POINT
CSPP	CONSTRUCTION SAFETY AND PHASING PLAN
CRGO	CARGO
DB	DIRECT BURIAL
DEG	DEGREE
DEP	DEPARTURE
DEPT	DEPARTMENT
DI	DROP INLET
DIA	DIAMETER
DIM	DIMENSION
DIP	DUCTILE IRON PIPE
DP	DEPTH
(E)	EXISTING
E	ELECTRICAL LINE
EC	END OF CURVE / EROSION CONTROL
EHH	ELECTRICAL HANDHOLE
EG	EXISTING GRADE
ELEV	ELEVATION
EOP	EDGE OF PAVEMENT
EVC	END OF VERTICAL CURVE
(F)	FUTURE
FAA	FEDERAL AVIATION ADMINISTRATION
FBO	FIXED BASE OPERATOR
FES	FLARED END SECTION
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FPS	FEET PER SECOND
FOC	FIBER OPTIC CABLE
FT	FEET
G	GAS LINE
GAL	GALLON
GALV	GALVANIZED
GB	GRADE BREAK
GSCA	GLIDE SLOPE CRITICAL AREA
GND	GROUND
GS	GROUND SHOT
GSE	GROUND SUPPORT EQUIPMENT
H	HEIGHT
HDPE	HIGH DENSITY POLYETHYLENE
HIRL	HIGH INTENSITY RUNWAY LIGHT
HITHL	HIGH INTENSITY THRESHOLD LIGHT
HORZ	HORIZONTAL
HP	HIGH POINT
HW	HEADWALL
HWL	HIGH WATER LEVEL
HWY	HIGHWAY
IA	INNER-APPROACH
IE	INVERT ELEVATION
IFR	INSTRUMENT FLIGHT RULES
IN	INCHES
L	LENGTH
LBS	POUNDS
LCB	LEAN CONCRETE BASE
LED	LIGHT EMITTING DIODE
LF	LINEAL FEET
LIRL	LOW INTENSITY RUNWAY LIGHT
LWL	LOW WATER LEVEL
MAX	MAXIMUM
MID	MID POINT
MIN	MINIMUM
MIRL	MEDIUM INTENSITY RUNWAY LIGHT
MITL	MEDIUM INTENSITY TAXIWAY LIGHT
MPH	MILES PER HOUR
(N)	NEW
NO. OR #	NUMBER
NOTAM	NOTICE TO AIRMEN
NTS	NOT TO SCALE
OC	ON CENTER
OFZ	OBSTACLE FREE ZONE
OH	OVERHEAD
PAC	PRIMARY AIRPORT CONTROL POINT
PAPI	PRECISION APPROACH PATH INDICATOR
PB	PULL BOX
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PCF	POUNDS PER CUBIC FOOT
PERF	PERFORATED
PH	PHASE
PI	POINT OF INTERSECTION
PIP	PROTECT IN PLACE
POB	POINT OF BEGINNING
POC	POINT OF CURVE
POE	POINT OF ENDING
PSI	POUNDS PER SQUARE INCH
PSF	POUNDS PER SQUARE FOOT
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVE
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
Q	RATE OF FLOW
QTY	QUANTITY
R	RADIUS
R&R	REMOVE AND REPLACE
RAP	RECYCLED ASPHALT PAVEMENT
RC	RELATIVE COMPACTION
RC	REINFORCED CONCRETE
RCP	REINFORCED CONCRETE PIPE
REQ	REQUIRED
RGL	RUNWAY GUARD LIGHT
ROW	RIGHT OF WAY
RP	RADIUS POINT
RPR	RESIDENT PROJECT REPRESENTATIVE
RSA	RUNWAY SAFETY AREA
RVR	RUNWAY VISUAL RANGE
RVZ	RUNWAY VISIBILITY ZONE
RWA	RUNWAY WORK RESTRICTED AREA
RWY	RUNWAY
S	SANITARY LINE
SAC	SECONDARY AIRPORT CONTROL POINT
SF	SQUARE FOOT
ST	STORM LINE
STA	STATION
STD	STANDARD
STL	STEEL
T	TELEPHONE LINE
TC	TOP OF CURB
TDZ	TOUCH DOWN ZONE
TG	TOP OF GRATE
TOE	TOE OF SLOPE
TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
TWY	TAXIWAY
TYP	TYPICAL
UD	UNDERDRAIN
UG	UNDERGROUND
UON	UNLESS OTHERWISE NOTED
VSR	VEHICLE SERVICE ROAD
W	WATER LINE
WSE	WATER SURFACE ELEVATION
WSP	WELDED STEEL PIPE
WV	WATER VALVE

SYMBOLS

LEGEND:	
	RGL (ELEVATED BASE MOUNTED)
	MITL (ELEVATED BASE MOUNTED)
	GUIDANCE SIGN
M	AIRFIELD RATED MANHOLE
M	NON-AIRCRAFT RATED MANHOLE
H	AIRFIELD RATED HANDHOLE
H	NON-AIRCRAFT RATED HANDHOLE
	CATCH BASIN
	CONTROL POINT
	LIGHT
	STOP SIGN
	LEDGE
E	EMH
D	DMH
S	SMH
T	TMH
UD	CLEANOUT
D	STORM MANHOLE
	ABANDONED LIGHT FIXTURE COVERED WITH BASEPLATE

LINES

LEGEND:	
APL	AIRCRAFT PARKING LIMIT
AOA	AIRPORT OPERATION AREA
AS	APPROACH SURFACE
BRL	BUILDING RESTRICTION LINE
DRPZ	DEPARTURE RUNWAY PROTECTION ZONE
DS	DEPARTURE SURFACE
GSCA	GLIDE SLOPE CRITICAL AREA
GCA	GROUND CONTROL APPROACH
GND	GROUNDING WIRE
OFA	OBJECT FREE AREA
OFZ	OBSTACLE FREE ZONE
RGL	RUNWAY GUARD LIGHTS
ROFA	RUNWAY OBJECT FREE AREA
RPZ	RUNWAY PROTECTION ZONE
RRA	RUNWAY RESTRICTED AREA
RSA	RUNWAY SAFETY AREA
RWA	RUNWAY WORK AREA
TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
RWY X	RUNWAY CIRCUIT
TWY X	TAXIWAY CIRCUIT
PAPI X	PAPI CIRCUIT
WC	WIND CONE CIRCUIT
	COUNTERPOISE
	CONTRACTOR ACCESS ROUTE
x	PERIMETER FENCE
	GRADING LIMIT
\\A//	ABANDON
CON\\A//	ABANDON CONDUIT
E\\A//	ABANDON ELECTRIC, UNDERGROUND
G\\A//	ABANDON GAS, UNDERGROUND
SS\\A//	ABANDON SANITARY SEWER
SD\\A//	ABANDON STORM SEWER
W\\A//	ABANDON WATER
	REMOVE
	REMOVE
//CON//	REMOVE CONDUIT
//E//	REMOVE ELECTRIC, UNDERGROUND
//OHE//	REMOVE ELECTRIC, OVERHEAD
//FNC//	REMOVE FENCE
//FOC//	REMOVE FIBER OPTIC CABLE
//G//	REMOVE GAS LINE
//SS//	REMOVE SANITARY SEWER
//SD//	REMOVE STORM SEWER
//T//	REMOVE TELEPHONE
//W//	REMOVE WATER LINE
	SAW CUT PAVEMENT

PATTERNS

LEGEND:	
	PROPOSED FULL STRENGTH PAVEMENT LIMIT
	SHOULDER PAVEMENT LIMIT
	4" TOPSOIL, MULCH AND SEED

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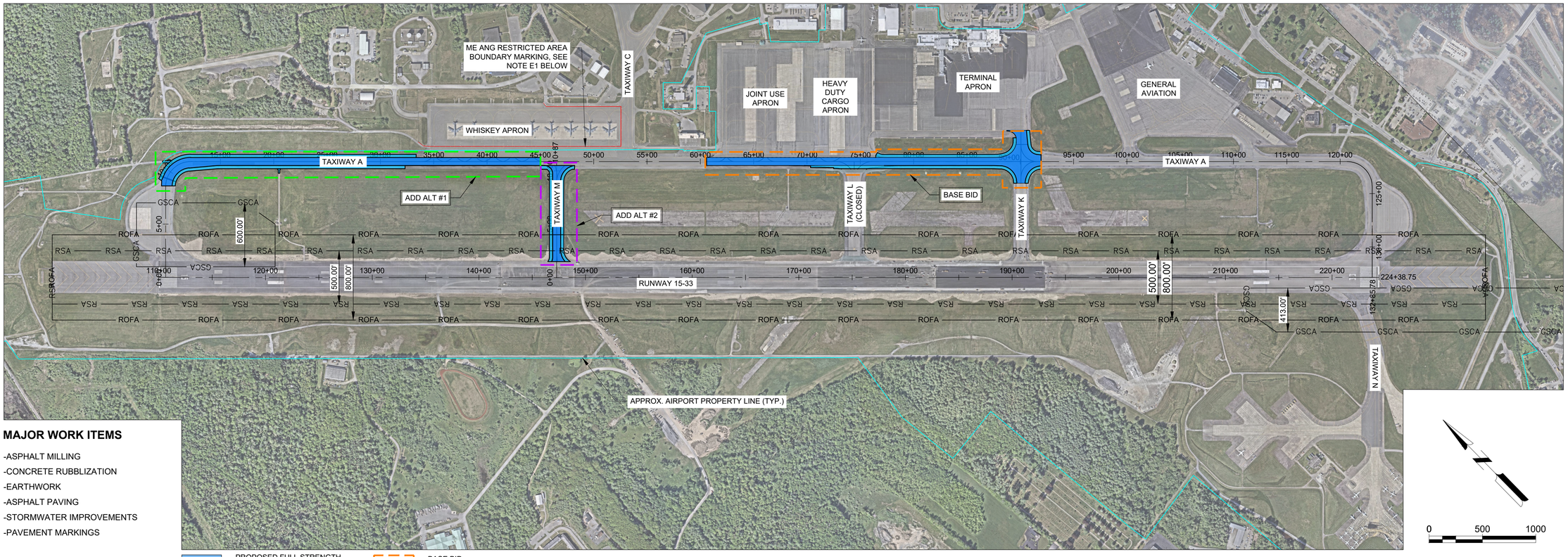
SHEET CONTENTS

LEGEND AND ABBREVIATIONS

SHEET NO.

G-002

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MAJOR WORK ITEMS

-ASPHALT MILLING
-CONCRETE RUBBLIZATION
-EARTHWORK
-ASPHALT PAVING
-STORMWATER IMPROVEMENTS
-PAVEMENT MARKINGS

PROPOSED FULL STRENGTH PAVEMENT LIMIT
PROPOSED SHOULDER PAVEMENT LIMIT
BASE BID
ALTERNATIVE #1
ALTERNATIVE #2

NOTES

A. GENERAL

1. FOR PHASE LIMITS AND DETAILED PHASING SEE DRAWINGS G081 TO G087.

2. FOR DETAILED GENERAL AND PHASING NOTES SEE DRAWING G081.

3. CONTRACTOR IS ADVISED THAT OTHER MAJOR AIRFIELD PROJECTS MAY BE CONSTRUCTED CONCURRENTLY WITH THIS PROJECT. REFER TO CONTRACT SPECIFICATIONS REGARDING COOPERATION BETWEEN CONTRACTS. ALL COORDINATION BETWEEN CONTRACTORS FOR SCHEDULING, CONSTRUCTION PHASING, AND CONSTRUCTION ACCESS SHALL BE THROUGH BGR AIRPORT AND THE ENGINEER.

B. CONTRACTOR ACCESS

1. THE CONTRACTOR SHALL BE REQUIRED TO DEVELOP AND SUBMIT AN OPERATIONS PLAN A MINIMUM OF TWO WEEKS PRIOR TO THE ISSUANCE OF A NOTICE TO PROCEED. THE PLAN SHALL DETAIL THE PRECAUTIONS PROPOSED FOR THE CONTROL OF VEHICLE TRAFFIC INCLUDING FLAG PEOPLE, SIGNS, ESCORTS, AND ANY OTHER MEASURES PROPOSED. NO WORK SHALL START UNTIL THE OPERATIONS PLAN IS APPROVED.

2. THE CONTRACTOR'S ACCESS ROUTES AND EQUIPMENT STORAGE AREAS SHALL BE AS INDICATED ON THE CONTRACT DRAWINGS OR AS OTHERWISE APPROVED BY THE ENGINEER AND AIRPORT OPERATIONS. ALL ACCESS ROUTES AND STAGING AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT NO ADDITIONAL COST TO THE OWNER. UNLESS OTHERWISE INDICATED ON THE CONTRACT DRAWINGS, THE CONTRACTOR SHALL NOT ALLOW EQUIPMENT TO TRAVEL OUTSIDE OF THE LIMITS OF WORK. ANY AREAS DISTURBED OR ALTERED, INCLUDING TURF HAUL ROUTES, PAVED ACCESS ROADS AND AIRFIELD PAVEMENTS, OUTSIDE THE LIMITS OF WORK SHALL BE RESTORED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

3. CONTRACTOR'S VEHICLES WILL NOT BE ALLOWED ACCESS TO PORTIONS OF THE AIRPORT OTHER THAN THE WORK AND STAGING AREAS AND HAUL ROUTES. THE WORK AREA LIMITS SHALL BE DELINEATED ON THE GROUND BY MEANS OF CONES, BARRICADES, OR OTHER DEVICES APPROVED BY THE ENGINEER. UNESCORTED OR UNAUTHORIZED ENTRY INTO THE MOVEMENT AREAS (RUNWAYS/TAXIWAYS/APRONS) ARE SUBJECTED TO LOCAL AND FEDERAL PROSECUTION AND PENALTIES.

4. CONTRACTOR'S VEHICLES AND EQUIPMENT MUST AT ALL TIMES GIVE WAY TO AIRCRAFT OPERATIONS, SUPPORT VEHICLES, AND EMERGENCY VEHICLES.

5. THE CONTRACTOR SHALL OBEY ALL INSTRUCTIONS AS TO THE OPERATION AND ROUTES TO BE TAKEN BY EQUIPMENT TRAVELING ON AIRPORT PROPERTY. ANY SIGNS, LIGHTS, SIGNALS, MARKINGS, TRAFFIC CONTROL AND OTHER DEVICES WHICH MAY BE REQUIRED SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR DURING THE COURSE OF THE WORK, SUBJECT TO THE APPROVAL OF THE ENGINEER. THERE SHALL BE NO SEPARATE PAYMENT FOR PROVIDING, MAINTAINING, RELOCATING AND REMOVING THESE ITEMS.

6. EACH CONTRACTOR'S MOTORIZED VEHICLE OPERATING IN THE AIRPORT OPERATIONS AREA SHALL BE EQUIPPED WITH AN AMBER FLASHING LIGHT AND COMPANY IDENTIFICATION PLAINLY VISIBLE ON BOTH SIDES OF THE VEHICLE. IN ADDITION, ALL CONTRACTOR'S ESCORT VEHICLES SHALL HAVE A 3-FOOT SQUARE FLAG CONSISTING OF INTERNATIONAL ORANGE AND WHITE SQUARES NOT LESS THAN ONE FOOT SQUARE DISPLAYED IN FULL VIEW ABOVE THE VEHICLE AS WELL AS THE VEHICLE CALL SIGN PLAINLY VISIBLE ON BOTH SIDES (16" TALL LETTERS) AND ROOF (24" TALL LETTERS) OF THE VEHICLE.

7. THE CONTRACTOR SHALL MAINTAIN CONTINUOUS TWO-WAY RADIO CONTACT WITH THE AIRPORT AIR TRAFFIC CONTROL TOWER (ATCT) ON GROUND CONTROL FREQUENCY 121.90 MHZ WHEN WORKING WITHIN THE AIRCRAFT OPERATIONAL AREAS (AOA). THE CONTRACTOR SHALL PROVIDE A MINIMUM OF EIGHT RADIOS. ONE RADIO SHALL BE FOR THE EXCLUSIVE USE OF THE ENGINEER FOR THE DURATION OF THE PROJECT. RADIOS SHALL BE AS REQUIRED IN THE TECHNICAL SPECIFICATIONS. COST FOR PROVIDING AND MAINTAINING RADIOS SHALL BE REIMBURSED AS PROVIDED FOR IN THE SPECIFICATION. RADIOS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR AT THE COMPLETION OF THE PROJECT.

8. A MINIMUM OF THREE RADIO EQUIPPED CONSTRUCTION SAFETY VEHICLES (ESCORT TRUCKS) MANNED WITH QUALIFIED/BADGED ESCORT PERSONNEL SHALL BE PROVIDED FOR ALL SCHEDULED CONSTRUCTION ACTIVITY WITHIN THE AIRFIELD OPERATIONS AREA (AOA). THE CONTRACTOR'S ESCORT PERSONNEL SHALL MEET ALL BGR SAFETY AND SECURITY REQUIREMENTS AND SHALL MAINTAIN PROPER RADIO PROTOCOL. THE CONTRACTOR SHALL PROVIDE ALL APPROVED VEHICLES, RADIOS, EQUIPMENT, PERSONNEL AND ADVANCED TRAINING FOR THIS PURPOSE.

9. IN THE EVENT THAT CONCURRENT ACTIVITIES ON THE AIRFIELD ARE APPROVED, TWO DEDICATED ESCORT DRIVERS WITH RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER SHALL BE STATIONED AT EACH WORK SITE DURING ALL HOURS WORK IS PROGRESSING. AT NO TIME WILL PERSONNEL BE ALLOWED AT THE WORK SITE WITHOUT THE AVAILABILITY OF FULL TIME TWO-WAY COMMUNICATIONS WITH THE TOWER, BGR OPERATIONS, THE ENGINEER, AND WITH CONTRACTOR'S RESPONSIBLE PERSONNEL ON HAND.

10. SECURITY MEASURES AT THE AIRPORT REQUIRE THAT THE CONTRACTOR PARK ONLY THOSE WORK VEHICLES AND EQUIPMENT REQUIRED FOR CONSTRUCTION WITHIN THE SECURED AREAS OF THE AIRPORT AT THE DESIGNATED CONTRACTOR PARKING AREA.CONTRACTOR EMPLOYEE PERSONAL CARS WILL NOT BE PERMITTED WITHIN THE SECURED AREAS OF THE AIRPORT. NO ARRANGEMENTS FOR PARKING OF PERSONAL VEHICLES WILL BE MADE. ARRANGEMENTS FOR TEMPORARY STORAGE AND PARKING OF CONTRACTOR'S TRUCKS, CRANES AND OTHER VEHICLES MUST BE MADE THROUGH THE ENGINEER.

C. MAINTENANCE OF CONSTRUCTION SITE, DUST CONTROL AND WASTE DISPOSAL.

1. PRIOR TO THE COMMENCEMENT OF THE PROJECT, ALL CONTRACTOR AND SUBCONTRACTOR'S PERSONNEL SHALL ATTEND A SAFETY PRESENTATION BY BGR AIRPORT OPERATIONS. ALL ATTENDEES WILL BE REQUIRED TO UNDERSTAND AND COMPLY WITH BGR SAFETY AND SECURITY REQUIREMENTS.

2. THE CONTRACTOR SHALL KEEP THE CONSTRUCTION SITE FREE OF PAPER, BOXES, AND ALL OTHER DEBRIS WHICH COULD BE BLOWN ONTO THE AOA, AND/OR ATTRACT WILDLIFE.

3. THE CONTRACTOR SHALL PROMPTLY REMOVE ALL DEBRIS IN OR AROUND THE PROJECT AREA, HAUL ROUTES (AIRSIDE AND PUBLIC), THE CONTRACTOR'S STORAGE/STAGING AREA AND OTHER AREAS AS DESIGNATED BY BGR OR THE ENGINEER ON A DAILY BASIS OR AT ANY TIME REQUESTED BY BGR OR THE ENGINEER.

4. THE CONTRACTOR SHALL FURNISH ON-SITE AND OPERATE A MINIMUM OF ONE (1) SELF-PROPELLED VACUUM ASSISTED SWEEPERS WITH DEDICATED OPERATIONS DURING ALL HOURS OF WORK, UNLESS OTHERWISE APPROVED IN WRITING BY BGR AND/OR THE ENGINEER.

5. DUST CONTROL MEASURES SHALL BE TAKEN BY THE CONTRACTOR TO ENSURE THAT NO DUST IS ALLOWED TO DRIFT INTO RUNWAYS, TAXIWAYS, NAVAID CRITICAL AREAS OR ADJACENT AIRCRAFT PARKING AREAS WHICH ARE ESPECIALLY SENSITIVE TO DUST. THE ENGINEER RESERVES THE RIGHT TO STOP CONSTRUCTION, HAULING, OR OTHER WORK IF NECESSARY TO BRING DUST UNDER CONTROL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL WITHIN THE CONSTRUCTION LIMITS AS WELL AS ALONG ANY AIRPORT OR PUBLIC ROADWAYS USED BY HIS EQUIPMENT AND VEHICLES. FAILURE TO CONTROL THESE ITEMS SHALL RESULT IN SUSPENSION OF PROJECT WORK. SMOKING, BURNING AND/OR OPEN FLAMES SHALL NOT BE PERMITTED BY THE CONTRACTOR WITHIN THE AIRPORT PROPERTY. NO ADDITIONAL COMPENSATION OR TIME SHALL BE MADE TO THE CONTRACTOR SHOULD LOSS OF PRODUCTIVITY OR DOWN TIME OCCUR AS A RESULT OF THE ENGINEER LIMITING OR SUSPENDING WORK BECAUSE OF THE CONTRACTOR'S FAILURE TO CONTROL DUST OR DEBRIS. AT A MINIMUM THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND APPLY WATER FOR DUST CONTROL AS NECESSARY. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

6. THERE IS NO WASTE DISPOSAL AREA ON THE AIRPORT PROPERTY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND DISPOSING OF ALL DEBRIS AND UNSUITABLE MATERIALS OFF AIRPORT PROPERTY IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL LAWS AND REGULATIONS.

D. UNDERGROUND UTILITIES AND TRENCHING.

1. ALL UNDERGROUND UTILITIES IDENTIFIED ON THESE CONTRACT DRAWINGS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS ONLY. ADDITIONAL UNDERGROUND UTILITIES OTHER THAN THOSE SHOWN ON THESE DRAWINGS MAY THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING AND MARKING THE EXACT LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES PRIOR TO ANY EXCAVATION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCY DISCOVERED DURING FIELD VERIFICATION, AND SURVEYED LOCATIONS OF THESE DISCOVERIES SHALL BE REPRESENTED IN AN AUTOCAD FILE TO BE DELIVERED TO THE ENGINEER.

2. THE CONTRACTOR SHALL PROVIDE A QUALIFIED UTILITY LOCATING SERVICE TO LOCATE/VERIFY UTILITY LOCATIONS PRIOR TO COMMENCING EXCAVATION. SEE CONTACTS LISTED BELOW IN NOTE 8 FOR ASSISTANCE IN LOCATING UTILITIES PRIOR TO THE COMMENCEMENT OF WORK.

3. ALL EXISTING UTILITIES IN THE VICINITY OF ANY EXCAVATION SHALL BE CLEARLY MARKED ON THE GROUND BY THE CONTRACTOR PRIOR TO BEGINNING EXCAVATION. ALL SUCH MARKINGS SHALL BE SURVEYED, VERIFIED IF UNCOVERED DURING CONSTRUCTION, AND REPRESENTED IN AN AUTOCAD FILE. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AIRFIELD ACCESS, THROUGH THE ENGINEER, AND COMPLETING UTILITY LOCATING PRIOR TO THE START OF PHASED CONSTRUCTION ACTIVITIES.

4. THE CONTRACTOR SHALL HAND DIG OR VACUUM EXCAVATE WHEN WITHIN THREE (3) FEET OF ANY KNOWN OR SUSPECTED UNDERGROUND UTILITY.THERE SHALL BE NO ADDITIONAL COMPENSATION BEYOND UNIT PRICE WORK FOR HAND EXCAVATION OR VACUUM EXCAVATION.

5. THE CONTRACTOR SHALL REPAIR IMMEDIATELY, AT HIS/HER OWN EXPENSE, ANY UNDERGROUND UTILITIES DAMAGED BY HIS/HER OPERATIONS.

6. CONTRACTOR SHALL PERFORM AN AIRFIELD LIGHTING CHECK IN THE PRESENCE OF THE ENGINEER PRIOR TO THE COMPLETION OF EACH WORK SHIFT TO VERIFY THAT THE LIGHTING SYSTEM AND NAVAIDS ARE OPERATIONAL.

7. LENGTH OF OPEN TRENCH LEFT BETWEEN WORK SHIFTS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND IN NO CASE SHALL EXCEED 300 FEET WITHOUT THE APPROVAL OF THE ENGINEER. ALL TRENCHES AND EXCAVATIONS WITHIN RUNWAY SAFETY AREA OR TAXIWAY OBJECT FREE AREA SHALL BE BACKFILLED PRIOR TO RUNWAY OR TAXIWAY BEING RETURNED TO SAFE AIRCRAFT OPERATIONS.

8. THE CONTRACTOR SHALL COORDINATE ALL WORK ON AND IN THE VICINITY OF THE UNDERGROUND UTILITIES AND CABLES WITH THE FOLLOWING AGENCIES AS APPROPRIATE:

-DIG SAFE 1-888-DIG-SAFE
-VERSANT POWER 207-973-2000
-FAA - TECHNICAL OPERATIONS 207-561-2600 (NON-DIG SAFE MEMBER FACILITY OWNER)
-BGR - MAINTENANCE DEPARTMENT 207-992-4578 (NON-DIG SAFE MEMBER FACILITY OWNER)
-BGR FUEL DEPARTMENT 207-992-4643 (NON-DIG SAFE MEMBER FACILITY OWNER)
-BANGOR SEWER DEPARTMENT 207-992-4513
-BANGOR WATER DISTRICT 207-947-4516 (NON-DIG SAFE MEMBER FACILITY OWNER)
-BGR AIRFIELD OPERATIONS - BETH MARTIN 207-992-4602
-UNITIL GAS - RYAN RANCOURT 207-949-4546
-BGR DISPATCH 207-992-4623

9. FEDERAL AND STATE LAWS REQUIRE ANYONE PERFORMING ANY SORT OF EXCAVATION, INCLUDING DIGGING, BORING, BACKFILLING OR GRADING TO NOTIFY "DIG SAFE", (1-888-344-7233), AT LEAST 72 HOURS BEFORE THEY BEGIN WORK.

E. MAINE AIR NATIONAL GUARD RESTRICTED AREA BOUNDARY

1. THE RED MARKING BETWEEN WHISKEY APRON AND TAXIWAY A REPRESENTS THE ME ANG RESTRICTED AREA BOUNDARY. IT IS UNLAWFUL TO ENTER BEYOND THIS LINE WITHOUT PERMISSION OF THE INSTALLATION COMMANDER.

Mead & Hunt
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Portland, ME 04101
meadhunt.com

STATE OF MAINE
LEIGH A. BARTLETT
No. 11283
LICENSED PROFESSIONAL ENGINEER
3/6/26

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BANGOR INTERNATIONAL AIRPORT

TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION

287 GODFREY BOULEVARD
BANGOR, ME 04401

ISSUED
11/07/2025 30% SUBMISSION
02/26/2026 90% SUBMISSION

ISSUED FOR BID
MARCH 6, 2026

NOT FOR CONSTRUCTION

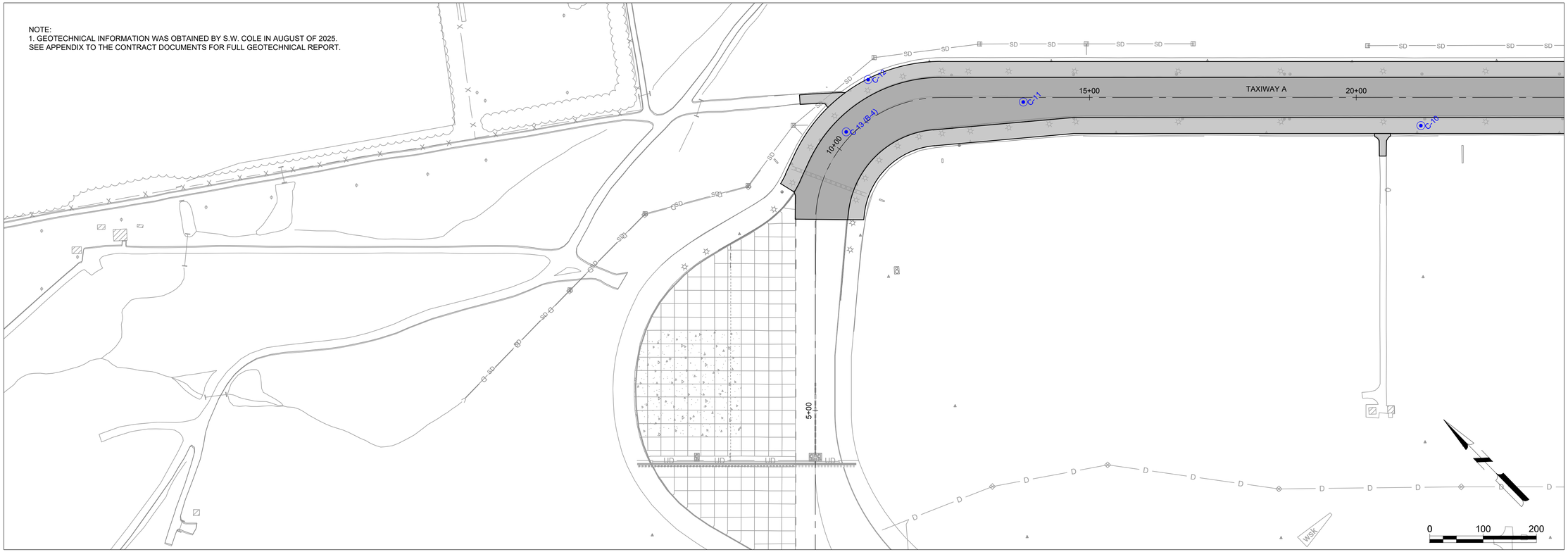
M&H NO.: 4242100-251517.01
DATE: MARCH 6, 2026
DESIGNED BY: CBS
DRAWN BY: JCD
CHECKED BY: LAB
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SHEET CONTENTS
OVERALL SITE PLAN

SHEET NO.
G-020

X:\4242100\251517.01\TECH\CADIG-020 PROJECT LAYOUT PLAN.DWG
3/6/2026 11:55:51 AM

NOTE:
1. GEOTECHNICAL INFORMATION WAS OBTAINED BY S.W. COLE IN AUGUST OF 2025.
SEE APPENDIX TO THE CONTRACT DOCUMENTS FOR FULL GEOTECHNICAL REPORT.



S.W.COLE ENGINEERING, INC.

25-0600
Proposed Taxiway A Reconstruction
Bangor International Airport
Bangor, Maine



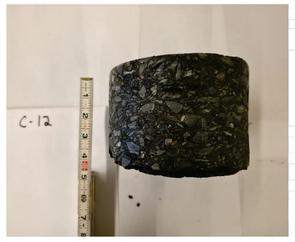
C-10 - Total thickness of 3 inches
3 inches of HMA (19 mm)

S.W.COLE ENGINEERING, INC.

25-0600
Proposed Taxiway A Reconstruction
Bangor International Airport
Bangor, Maine



C-11 - Total thickness of 17.75 inches
3.75 inches of HMA (19 mm) over 14 inches of concrete (1.5 inch aggregate)



C-12 - Total thickness of 4.125 inches
4.125 inches of HMA (19 mm)

S.W.COLE ENGINEERING, INC.

25-0600
Proposed Taxiway A Reconstruction
Bangor International Airport
Bangor, Maine



C-13 - Total thickness of 19 inches
3.5 inches over 3 inches +/- over 6 inches over 6.5 inches of HMA (19 mm)

S.W.COLE

BORING LOG

BORING NO.: B-4 (C-13)
SHEET: 1 of 1
PROJECT NO. 25-0600
DATE START: 8/26/2026
DATE FINISH: 8/26/2026

CLIENT: Mead & Hunt
PROJECT: Proposed Taxiway A Reconstruction
LOCATION: Bangor International Airport, Bangor, Maine

Drilling Information

LOCATION: See Exploration Location Plan
ELEVATION (FT): N/A
TOTAL DEPTH (FT): 8.2
LOGGED BY: Alex Allen
DRILLING CO.: Seaboard Drilling, LLC
DRILLER: Eric Baron
DRILLING METHOD: Hollow Stem Auger
RIG TYPE: Truck Mounted Acker
AUGER ID/OD: 2 1/4 in / 5 5/8 in
SAMPLER: Standard Split-Spoon
HAMMER TYPE: Automatic
HAMMER WEIGHT (lbs): 140
CASING ID/OD: N/A /N/A
CORE BARREL: N/A
HAMMER CORRECTION FACTOR: 1.5
HAMMER DROP (inch): 30
WATER LEVEL DEPTHS (ft): No free water observed
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS: Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ⧩ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_u = Field Vane Shear Strength, kips/sq.ft.; q_u = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	SAMPLE INFORMATION: Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
										Bituminous Pavement (19 mm)		
			1D		1.6-3.6	24/16	18-25-30-31	ID 33395B w =6.6 %		Dense, brown SAND and GRAVEL, some silt with occasional cobbles (Base)		
								ID 33396B w =11.2 %		Very dense, brown silty SAND, trace gravel (Subbase)		
			2D		4-6	24/12	12-34-26-50			Dense to very dense, brown gravelly SAND and SILT with occasional cobbles (Glacial Till)		
	5		3D		6-7.7	20/14	19-22-58-50/2"					
										Probable weathered Bedrock		

Refusal at 8.2 feet
(Probable Bedrock)

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING NO.: B-4 (C-13)

DC 5.2.2022 25-0600.GPJ SWCE TEMPLATE.GDT 3/5/25

Mead & Hunt

Mead and Hunt, Inc.
1 City Center, Suite 4110
Portland, ME 04101
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STATE OF MAINE
LEIGH A. BARTLETT
No. 11283
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3/6/26

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BANGOR INTERNATIONAL AIRPORT

TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION

287 GODFREY BOULEVARD
BANGOR, ME 04401

ISSUED
11/07/2025 30% SUBMISSION
02/26/2026 90% SUBMISSION

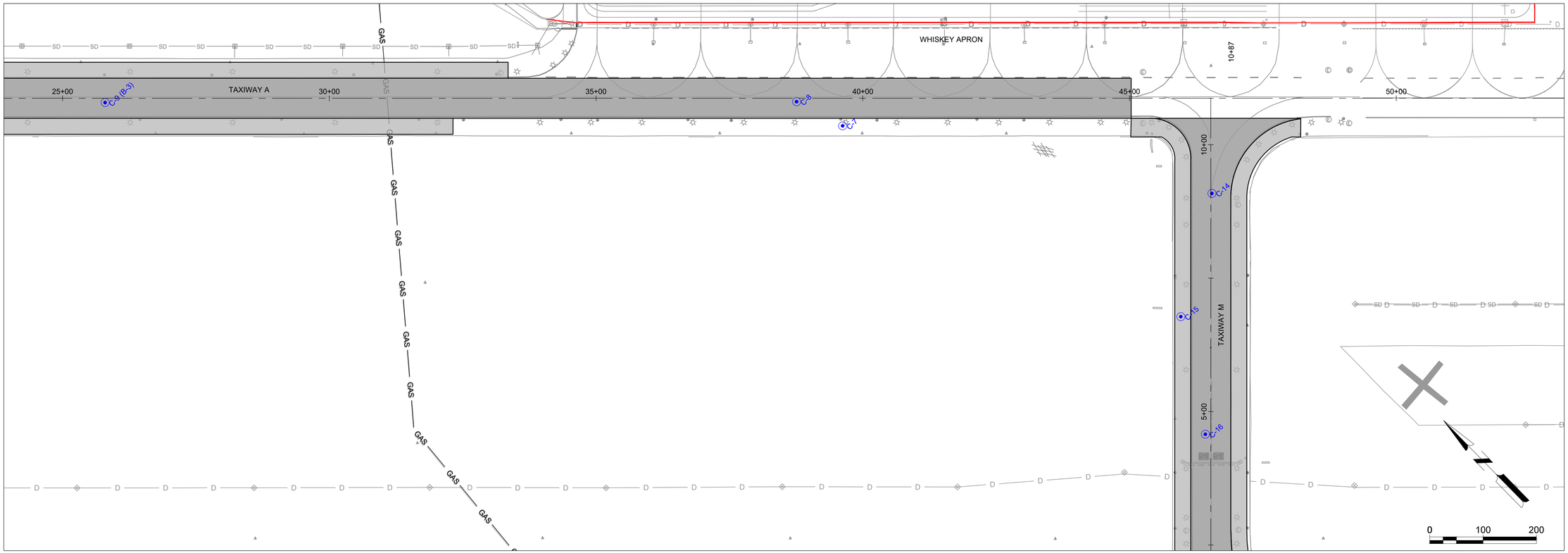
ISSUED FOR BID
MARCH 6, 2026

NOT FOR CONSTRUCTION

M&H NO.: 4242100-251517.01
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CHECKED BY: LAB
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SHEET CONTENTS
BORING LOG -1-

SHEET NO.
B-050



S.W.COLE ENGINEERING, INC.

25-0600
Proposed Taxiway A Reconstruction
Bangor International Airport
Bangor, Maine



C-7 - Total thickness of 4.875 inches
4.875 inches of HMA (19 mm)



C-8 - Total thickness of 22.5 inches
5.5 inches of HMA (19 mm) over 17 inches of concrete (1.5 inch aggregate)

S.W.COLE ENGINEERING, INC.

25-0600
Proposed Taxiway A Reconstruction
Bangor International Airport
Bangor, Maine



C-9 - Total thickness of 26 inches
5.5 inches of HMA (19 mm) over 20.5 inches of concrete (1.5 inch aggregate)



C-14 - Total thickness of 19.875 inches
4.5 inches of HMA (19 mm) over 2.375 inches of HMA (12.5 mm) over 13 inches of concrete (1.5 inch aggregate). Note; .5 inch diameter reinforcing observed at depth of 1 inch from top of concrete

BORING LOG

S.W.COLE

BORING NO.: B-3 (C-9)
SHEET: 1 of 1
PROJECT NO. 25-0600
DATE START: 8/26/2026
DATE FINISH: 8/26/2026

CLIENT: Mead & Hunt
PROJECT: Proposed Taxiway A Reconstruction
LOCATION: Bangor International Airport, Bangor, Maine

Drilling Information

LOCATION: See Exploration Location Plan
ELEVATION (FT): N/A
TOTAL DEPTH (FT): 7.8
LOGGED BY: Alex Allen
DRILLING CO.: Seaboard Drilling, LLC
DRILLER: Eric Baron
DRILLING METHOD: Hollow Stem Auger
RIG TYPE: Truck Mounted Acker
AUGER ID/OD: 2 1/4 in / 5 5/8 in
SAMPLER: Standard Split-Spoon
HAMMER TYPE: Automatic
HAMMER WEIGHT (lbs): 140
CASING ID/OD: N/A /N/A
CORE BARREL: N/A
HAMMER CORRECTION FACTOR: 1.5
HAMMER DROP (inch): 30
WATER LEVEL DEPTHS (ft): No free water observed
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS: Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ⧗ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_t = Field Vane Shear Strength, kips/sq.ft.; q_u = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen. (bpf)	Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
										Bituminous Pavement (19 mm)		
										0.5 Concrete (1.5 inch aggregate)		
	5		1D	D	2-2-4-2	24/14	6-19-15-25	ID 333948 w =5.7 %		0.2 Dense to very dense, brown silty SAND, trace gravel (Base/Subbase)		
			2D	D	4.2-6.2	24/24	25-29-37-60			... becoming gravelly		
			3D	D	6.2-7.8	19/19	51-46-53-75/1"			5.2 Very dense, brown silty gravelly SAND with occasional cobbles (Glacial Till)		
										7.5 Probable weathered Bedrock		
										Refusal at 7.8 feet (Probable Bedrock)		

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING NO.: B-3 (C-9)

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S.W.COLE ENGINEERING, INC.

25-0600
Proposed Taxiway A Reconstruction
Bangor International Airport
Bangor, Maine



C-15 - Total thickness of 2.5 inches
2.5 inches of HMA (19 mm)



C-16 - Total thickness of 24.125 inches
4.25 inches of HMA (19 mm) over 2.75 inches of HMA (12.5 mm) over 17.125 inches of concrete (1.5 inch aggregate). Note; .5 inch diameter reinforcing observed at depth of 10.5 inches from top of concrete

Mead & Hunt

Mead and Hunt, Inc.
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Portland, ME 04101
meadhunt.com

STATE OF MAINE
LEIGH A. BARTLETT
No. 11283
LICENSED PROFESSIONAL ENGINEER
3-6-26

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BANGOR INTERNATIONAL AIRPORT

TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION

287 GODFREY BOULEVARD
BANGOR, ME 04401

ISSUED
11/07/2025 30% SUBMISSION
02/26/2026 90% SUBMISSION

ISSUED FOR BID
MARCH 6, 2026

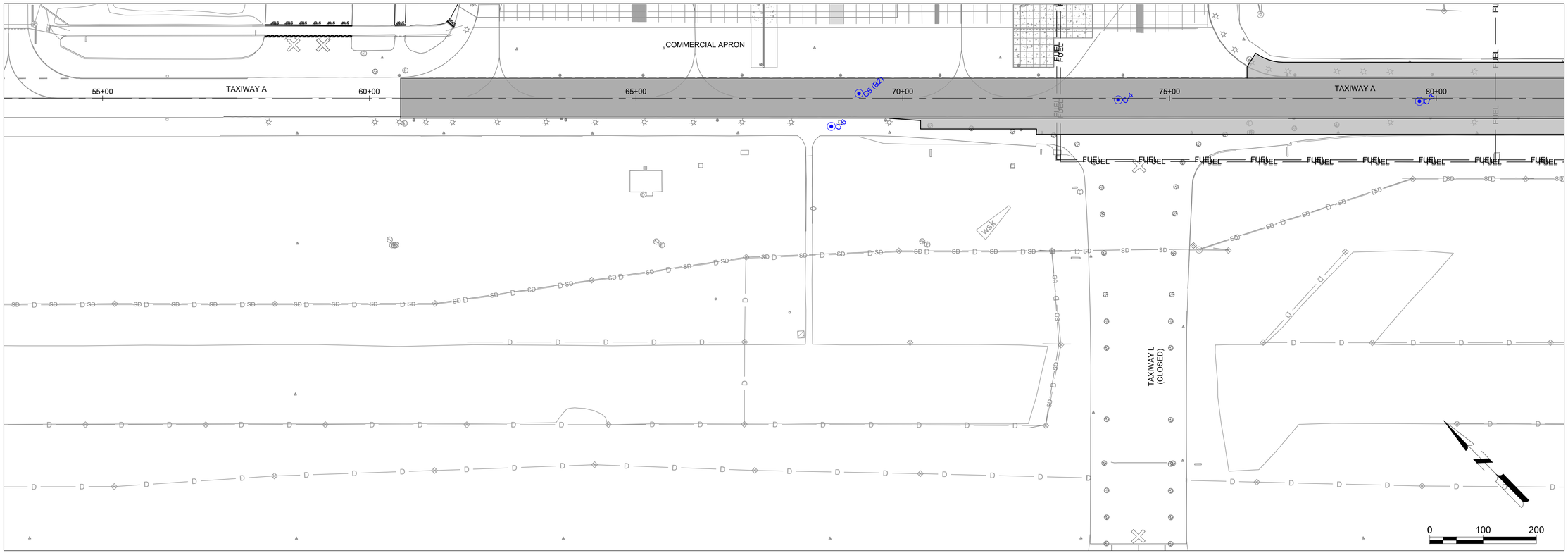
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SHEET CONTENTS
BORING LOG -2-

SHEET NO.
B-051

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S.W.COLE ENGINEERING, INC.

25-0600
Proposed Taxiway A Reconstruction
Bangor International Airport
Bangor, Maine



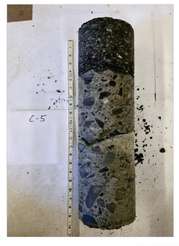
C-3 - Total thickness of 15.25 inches
2.75 inches over 3.5 inches over 4.25 inches over 4.75 inches of HMA (19 mm)



C-4 - Total thickness of 18.5 inches
3.25 inches of HMA (19 mm) over 15.25 inches of concrete (1.5 inch aggregate)

S.W.COLE ENGINEERING, INC.

25-0600
Proposed Taxiway A Reconstruction
Bangor International Airport
Bangor, Maine



C-5 - Total thickness of 19.5 inches
5 inches of HMA (19 mm) over 14.5 inches of concrete (1.5 inch aggregate)



C-6 - Total thickness of 3.875 inches
3.875 inches of HMA (19 mm)

BORING LOG

S.W.COLE

BORING NO.: B-2 (C-5)
SHEET: 1 of 1
PROJECT NO. 25-0600
DATE START: 8/25/2025
DATE FINISH: 8/25/2025

CLIENT: Mead & Hunt
PROJECT: Proposed Taxiway A Reconstruction
LOCATION: Bangor International Airport, Bangor, Maine

Drilling Information

LOCATION: See Exploration Location Plan
ELEVATION (FT): N/A
TOTAL DEPTH (FT): 10.0
LOGGED BY: Alex Allen
DRILLING CO.: Seaboard Drilling, LLC
DRILLER: Eric Baron
DRILLING METHOD: Hollow Stem Auger
RIG TYPE: Truck Mounted Acker
AUGER ID/OD: 2 1/4 in / 5 5/8 in
SAMPLER: Standard Split-Spoon
HAMMER TYPE: Automatic
HAMMER WEIGHT (lbs): 140
CASING ID/OD: N/A /N/A
CORE BARREL: N/A
HAMMER CORRECTION FACTOR: 1.5
HAMMER DROP (inch): 30
WATER LEVEL DEPTHS (ft): No free water observed
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS: Water Level: ▽ At time of Drilling; ▼ At Completion of Drilling; ⧗ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
Pen. = Penetration Length; Rec. = Recovery Length; bpf = Blows per Foot; mpf = Minute per Foot
WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_u = Field Vane Shear Strength, kips/sq.ft.; q_u = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

Elev. (ft)	Depth (ft)	Casing Pen./(bpf)	Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H2O Depth	Remarks
										Bituminous Pavement (19 mm)		
										0.4 Concrete (1.5 inch aggregate)		
			1D	D	2-4	24/16	11-18-32-29	ID 33393B w =7.1 %		1.6 Dense to very dense, brown gravelly silty SAND, with occasional cobbles (Base/Subbase)		
			2D	D	4-6	24/12	33-18-15-16	q_p=9+ ksf ID 33398B w =18.4 % W_L=31 W_P=18		4.5 Hard to very stiff, brown clayey silt, some sand		
	5		3D	D	6-8	24/16	10-12-13-15	q_p=9+ ksf				
			4D	D	8-10	24/24	8-9-8-9	q_p=4.5 ksf				
	10									Bottom of Exploration at 10.0 feet		

Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING NO.: B-2 (C-5)

BORING LOG - 10-13-2022 - 25-0600.GPJ - SWCE TEMPLATE (GDT - 10/1/25)

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STATE OF MAINE
LEIGH A. BARTLETT
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LICENSED PROFESSIONAL ENGINEER
3-6-26

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BANGOR INTERNATIONAL AIRPORT

TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION

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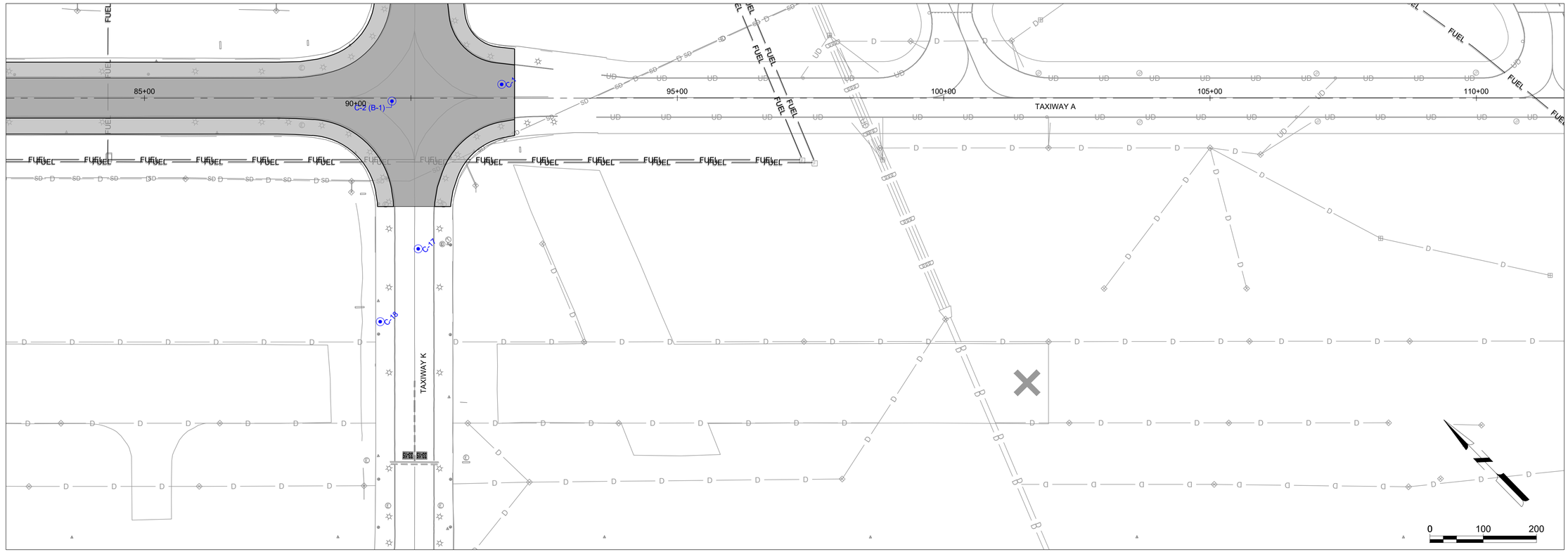
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SHEET CONTENTS
BORING LOG -3-

SHEET NO.
B-052

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3/6/2026 11:57:29 AM



S.W.COLE ENGINEERING, INC.

25-0600
Proposed Taxiway A Reconstruction
Bangor International Airport
Bangor, Maine



C-1 - Total thickness of 19 inches
2.5 inches of HMA (19 mm) over 16.5 inches of concrete (1.5 inch aggregate)



C-2 - Total thickness of 16.25 inches
2.75 inches of HMA (19 mm) over 13.5 inches of concrete (1.5 inch aggregate)

S.W.COLE

BORING LOG

BORING NO.: B-1 (C-2)
SHEET: 1 of 1
PROJECT NO. 25-0600
DATE START: 8/25/2025
DATE FINISH: 8/25/2025

CLIENT: Mead & Hunt
PROJECT: Proposed Taxiway A Reconstruction
LOCATION: Bangor International Airport, Bangor, Maine

Drilling Information

LOCATION: See Exploration Location Plan
ELEVATION (FT): N/A
TOTAL DEPTH (FT): 10.0
LOGGED BY: Alex Allen
DRILLING CO.: Seaboard Drilling, LLC
DRILLER: Eric Baron
DRILLING METHOD: Hollow Stem Auger
RIG TYPE: Truck Mounted Acker
AUGER ID/OD: 2 1/4 in / 5 5/8 in
SAMPLER: Standard Split-Spoon
HAMMER TYPE: Automatic
HAMMER WEIGHT (lbs): 140
CASING ID/OD: N/A /N/A
CORE BARREL: N/A
HAMMER CORRECTION FACTOR: 1.5
HAMMER DROP (inch): 30
WATER LEVEL DEPTHS (ft): No free water observed
GENERAL NOTES:

KEY TO NOTES AND SYMBOLS: Water Level ▽ At time of Drilling ▼ At Completion of Drilling ⧗ After Drilling
D = Split Spoon Sample; U = Thin Walled Tube Sample; R = Rock Core Sample; V = Field Vane Shear
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WOR = Weight of Rods; WOH = Weight of Hammer; RQD = Rock Quality Designation; PID = Photoionization Detector
S_v = Field Vane Shear Strength, kips/sq.ft.; q_u = Unconfined Compressive Strength, kips/sq.ft.; Ø = Friction Angle (Estimated); N/A = Not Applicable

SAMPLE INFORMATION

Elev (ft)	Depth (ft)	Casing Pen. (bpf)	Sample No.	Type	Depth (ft)	Pen./ Rec. (in)	Blow Count or RQD	Field / Lab Test Data	Graphic Log	Sample Description & Classification	H_2O Depth	Remarks
										Bituminous Pavement (19 mm)		
										0.3' Concrete (1.5 inch aggregate)		
			1D	D	2-4	24/14	27-34-35-34	ID 333928 w =4.2 %		1.4' Very dense, brown gravelly silty SAND, occasional cobbles (Base/Subbase)		
	5		2D	D	4-6	24/16	22-29-31-29			4.0' Very dense, brown silty gravelly SAND with occasional cobbles (Subbase/Fill)		
			3D	D	6-8	24/10	23-12-11-12			6.5' Stiff, brown clayey SILT, some sand		
			4D	D	8-10	24/24	8-8-10-10	q_u=3.4 ksf ID 333978 w =22.7 % W_L=34 W_P=20				
	10									Bottom of Exploration at 10.0 feet		

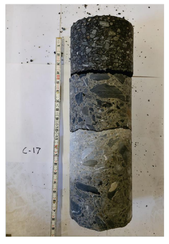
Stratification lines represent approximate boundary between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to other factors than those present at the time measurements were made.

BORING NO.: B-1 (C-2)

DGNNO | MSELL | 10-13-2022 - 15:06:00 | GPY | SWCE TEMPLATE 2021 - 10x15

S.W.COLE ENGINEERING, INC.

25-0600
Proposed Taxiway A Reconstruction
Bangor International Airport
Bangor, Maine



C-17 - Total thickness of 17.75 inches
4.5 inches of HMA (19 mm) over 13.25 inches of concrete (1.5 inch aggregate)



C-18 - Total thickness of 3.125 inches
3.125 inches of HMA (19 mm)

X:\4242100\251517.011\TECH\CADIB-050 BORING PLAN.DWG
3/6/2026 11:57:53 AM

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STATE OF MAINE
LEIGH A. BARTLETT
No. 11283
LICENSED PROFESSIONAL ENGINEER
3/6/26

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BANGOR INTERNATIONAL AIRPORT

TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION

287 GODFREY BOULEVARD
BANGOR, ME 04401

ISSUED
11/07/2025 30% SUBMISSION
02/26/2026 90% SUBMISSION

ISSUED FOR BID
MARCH 6, 2026

NOT FOR CONSTRUCTION

M&H NO.: 4242100-251517.01
DATE: MARCH 6, 2026
DESIGNED BY: CBS
DRAWN BY: JCD
CHECKED BY: LAB
DO NOT SCALE DRAWINGS

SHEET CONTENTS
BORING LOG -4-

SHEET NO.
B-053

LEGEND

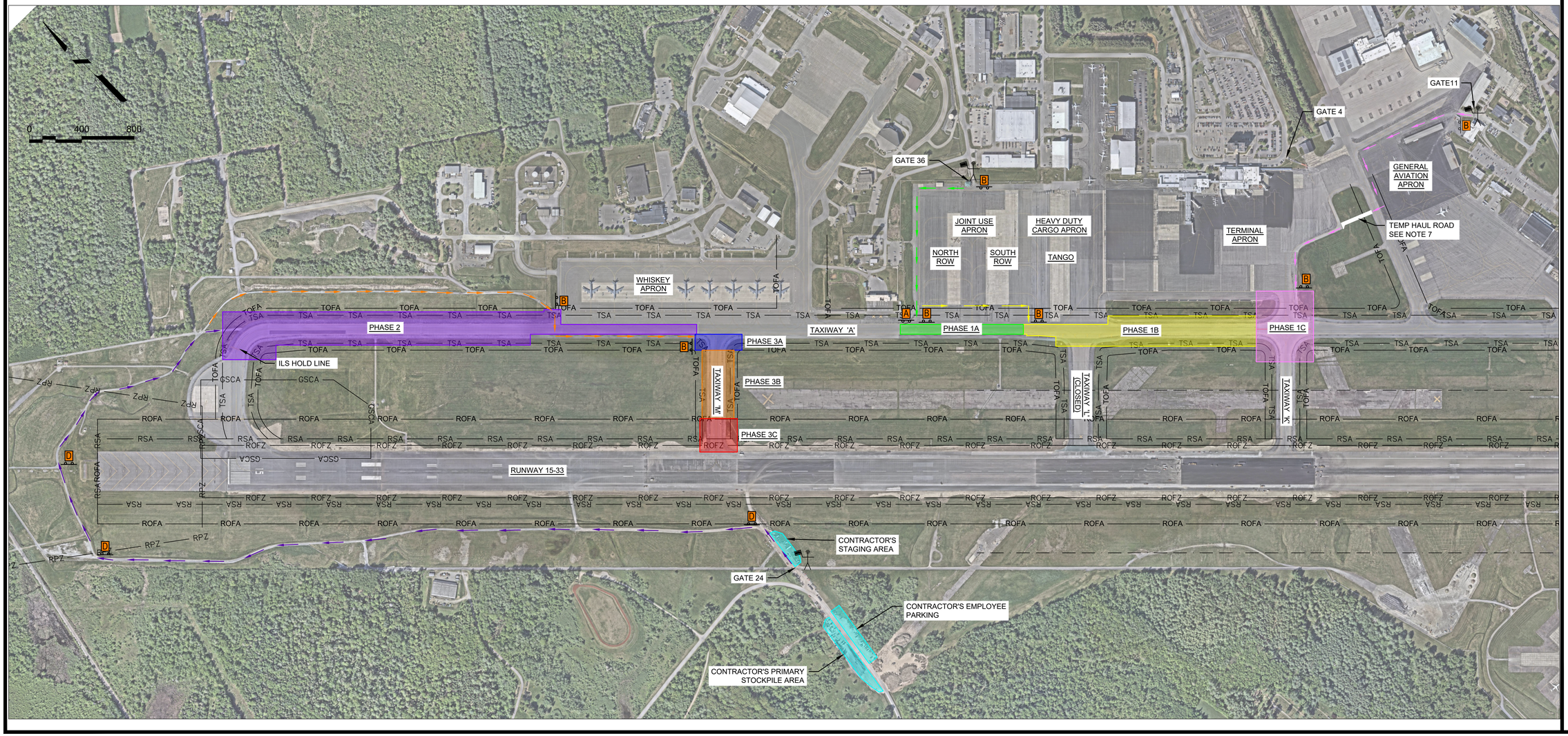
- CONSTRUCTION PHASE 1A
- CONSTRUCTION PHASE 1B
- CONSTRUCTION PHASE 1C
- CONSTRUCTION PHASE 2
- CONSTRUCTION PHASE 3A
- CONSTRUCTION PHASE 3B
- CONSTRUCTION PHASE 3C
- FULL TIME GATE KEEPER
- PHASE 1A & 1B HAUL ROUTE (ESCORT REQUIRED - SEE NOTE 8)
- PHASE 1B HAUL ROUTE (ESCORT REQUIRED - SEE NOTE 8)
- PHASE 1C HAUL ROUTE (ESCORT REQUIRED - SEE NOTE 8)
- PHASE 2 & 3 HAUL ROUTE
- PHASE 3 HAUL ROUTE (ESCORT REQUIRED FROM SIGN LOCATION SHOWN ON DRAWING- SEE NOTE 8)
- STAGING AND PARKING

NOTES:

1. ALL WORK AND MATERIALS FOR THE CONSTRUCTION AND SAFETY PLANS SHALL BE PAID FOR UNDER ITEM X-106-5.1.
2. ALL WORK WITHIN THE PHASE 3A AND 3C SHALL BE COMPLETED AT NIGHT BETWEEN THE HOURS OF 12AM AND 5AM. LIGHTED "X"s SHALL BE PLACED PRIOR TO ANY WORK OCCURRING. THE AIRPORT SHALL BE RESPONSIBLE FOR ISSUING THE APPROPRIATE NOTICE TO CLOSE THE RUNWAY. SEE RUNWAY CLOSURE PROCEDURES ON THIS DRAWING AND THE CSPP FOR ALTERNATE AIRCRAFT ROUTES.
3. AT ALL CONTRACTOR ACCESS GATES, THE CONTRACTOR TO PROVIDE FULLTIME GATE KEEPER TO MAINTAIN SITE SECURITY AT ALL TIMES DURING CONSTRUCTION ACTIVITIES. CONTRACTOR VEHICLES SHALL BE HELD ON THE LAND SIDE OF GATE UNTIL ESCORT VEHICLE ARRIVES.
4. ALL HAULING OF MATERIALS SHALL OCCUR DURING THE DAY BETWEEN THE HOURS OF 6AM TO 7PM MONDAY TO SATURDAY, NO HAULING WILL BE ALLOWED ON SUNDAYS.
5. ALL CONTRACTOR EQUIPMENT SHALL BE REMOVED FROM THE RUNWAY OBJECT FREE AREA (ROFA) WHEN NOT IN USE, AND MATERIAL SHALL NOT BE STOCKPILED IN THE ROFA.
6. ALL WORK ASSOCIATED WITH THE IMPLEMENTATION OF THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) AND THE CONTRACTOR'S SUPPLEMENTAL SAFETY PLAN (SPCD) SHALL BE PAID FOR UNDER ITEM CONSTRUCTION SAFETY PHASING PLAN REQUIREMENTS.
7. CONTRACTOR TO BUILD TEMPORARY CONSTRUCTION HAUL ROAD. THE AIRPORT HAS A STOCKPILE OF EXISTING ASPHALT MILLINGS THAT THE CONTRACTOR CAN USE FOR THIS TEMPORARY ROAD. CONTRACTOR TO REMOVE TEMPORARY ROAD AT THE END OF PHASE 1C CONSTRUCTION AND RESTORE WITH LOAM AND SEED.
8. WHEN CROSSING ACTIVE AIRSIDE PAVEMENT ALL DRIVERS ARE TO HAVE TAKEN THE AIRPORT'S DRIVER TRAINING PROGRAM OR ARE TO FOLLOW AN ESCORT VEHICLE DRIVEN BY A TRAINED DRIVER.

SIGN LEGEND

- A — ACCESS WORK AREA HERE
- B — STOP WAIT FOR ESCORT
- C — CONSTRUCTION VEHICLES PROHIBITED
- D — CONSTRUCTION VEHICLES ← THIS WAY



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LEIGH A. BARTLETT
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5/6/26

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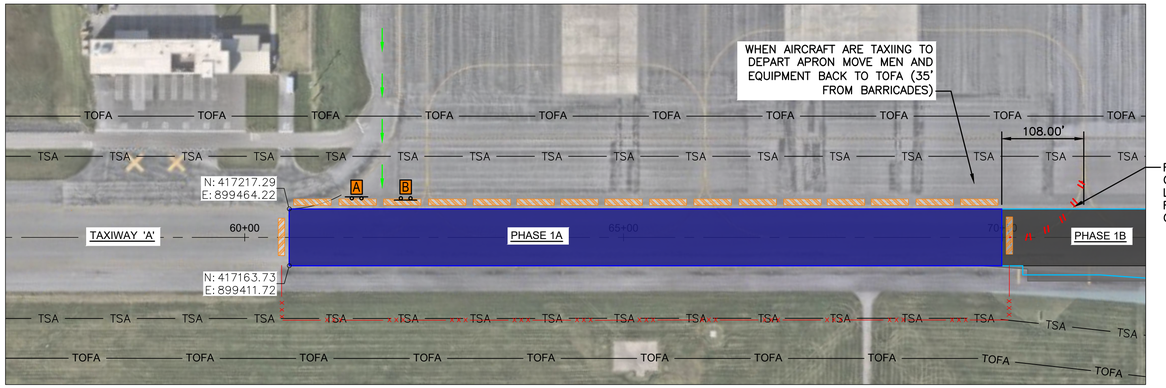
SHEET CONTENTS

CONSTRUCTION SAFETY AND PHASING PLAN LAYOUT

SHEET NO.

G-081

X:\4242100\251517.01\TECH\CAD\G-081 CONSTRUCTION SAFETY AND PHASING PLAN.DWG
3/6/2026 12:25:41 PM



PHASE 1A:
DURATION: 18 CALENDAR DAYS
WORK SCHEDULE: THIS PHASE SHALL NOT BE CONSTRUCTED CONCURRENTLY WITH ANY OTHER PHASE
CLOSURES:
- **TAXIWAY A FROM STA 60+58 TO STA 70+00**

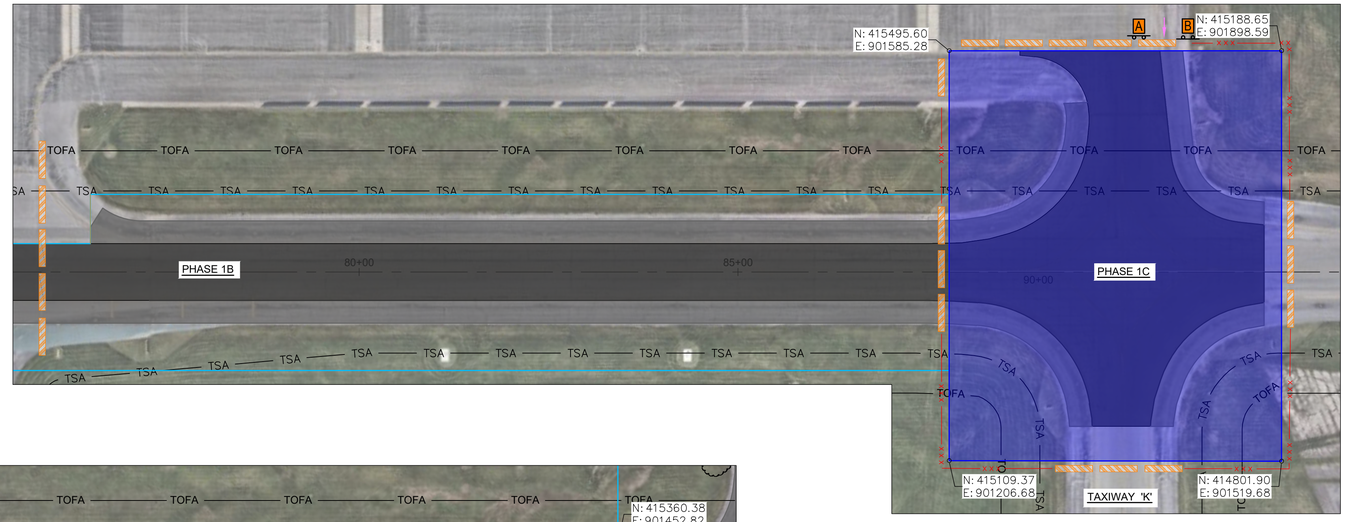
MAJOR WORK ITEMS:
- **PAVEMENT REMOVAL**
- **CONCRETE RUBBLIZATION**
- **LEVELING BASE COURSE**
- **BITUMINOUS SURFACE COURSE**

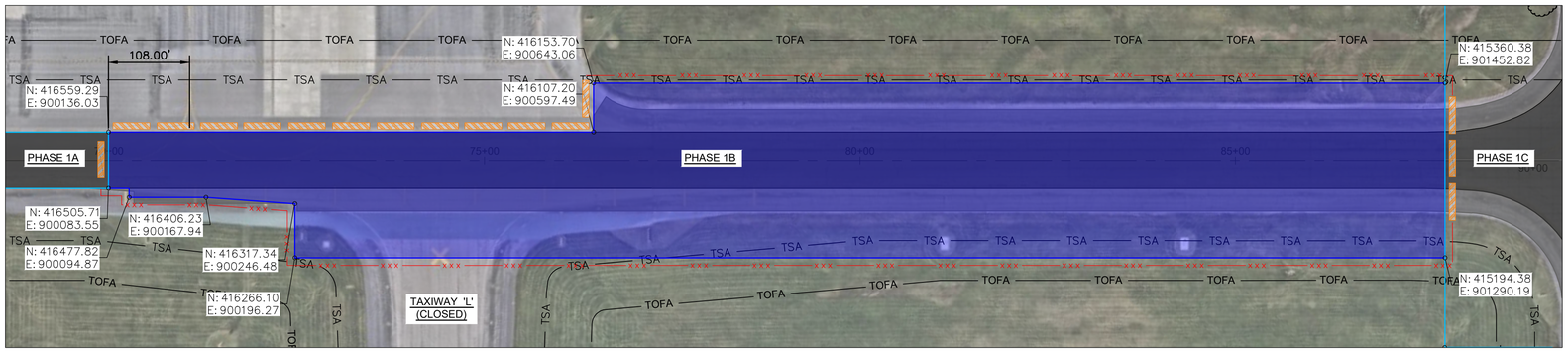
AFFECT ON NAVAIDS:
- **NONE**

PHASE 1C:
DURATION: 18 CALENDAR DAYS
WORK SCHEDULE: THIS PHASE SHALL NOT BE CONSTRUCTED CONCURRENTLY WITH ANY OTHER PHASE
CLOSURES:
- **TAXIWAY A / TAXIWAY K INTERSECTION**

MAJOR WORK ITEMS:
- **PAVEMENT REMOVAL**
- **CONCRETE RUBBLIZATION**
- **LEVELING BASE COURSE**
- **BITUMINOUS SURFACE COURSE**
- **TOPSOIL AND SEED**
- **TAXIWAY EDGE LIGHTS**

AFFECT ON NAVAIDS:
- **NONE**





PHASE 1B:
DURATION: 20 CALENDAR DAYS
WORK SCHEDULE: THIS PHASE SHALL NOT BE CONSTRUCTED CONCURRENTLY WITH ANY OTHER PHASE
CLOSURES: TAXIWAY A FROM STA 70+00 TO STA 87+79

MAJOR WORK ITEMS:
- **PAVEMENT REMOVAL**
- **CONCRETE RUBBLIZATION**
- **LEVELING BASE COURSE**
- **BITUMINOUS SURFACE COURSE**
- **TOPSOIL AND SEED**
- **TAXIWAY EDGE LIGHTS**

AFFECT ON NAVAIDS:
- **NONE**

SIGN LEGEND

A	ACCESS WORK AREA HERE
B	STOP WAIT FOR ESCORT
C	CONSTRUCTION VEHICLES PROHIBITED
D	CONSTRUCTION VEHICLES ← THIS WAY

LEGEND

- ACTIVE PHASE
- INACTIVE PHASE
- PROPOSED FULL STRENGTH PAVEMENT REHABILITATION LIMIT
- PROPOSED SHOULDER PAVEMENT REHABILITATION LIMIT
- FULL TIME GATE KEEPER
- ORANGE SAFETY FENCE 48" HIGH STAKED WITH GRADE STAKES
- BARRICADES (INTERLOCKED) SEE DETAIL G-05
- CHANNELIZER CONES (4' SPACING) SEE DETAIL G-085

0 100 200

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MARCH 6, 2026

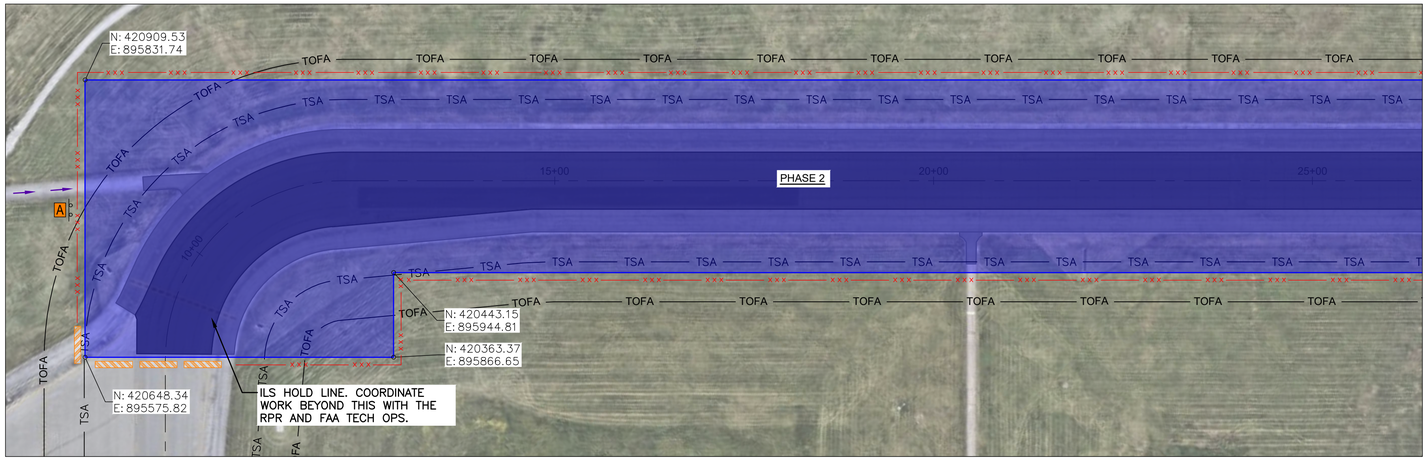
NOT FOR CONSTRUCTION

M&H NO.: 4242100-251517.01
DATE: MARCH 6, 2026
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SHEET CONTENTS
PHASE -1-

SHEET NO.
G-082

X:\4242100\251517.01\TECH\CAD\G-081 CONSTRUCTION SAFETY AND PHASING PLAN.DWG
3/6/2026 11:58:38 AM



PHASE 2:

DURATION: 55 CALENDAR DAYS

WORK SCHEDULE: THIS PHASE SHALL NOT BE CONSTRUCTED CONCURRENTLY WITH ANY OTHER PHASE

CLOSURES:

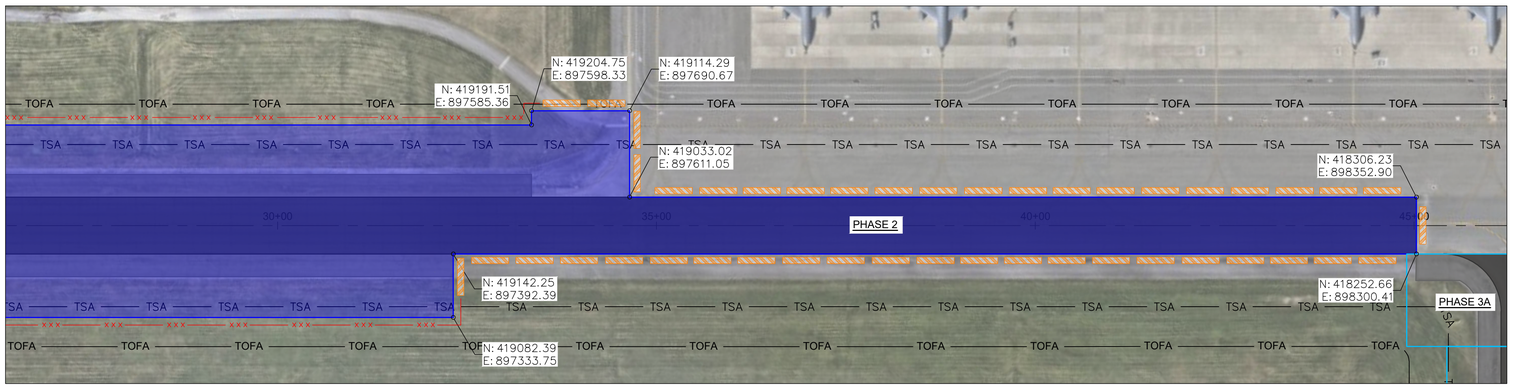
- **TAXIWAY A WEST OF TAXIWAY M TO THE ILS HOLD LINE**

MAJOR WORK ITEMS:

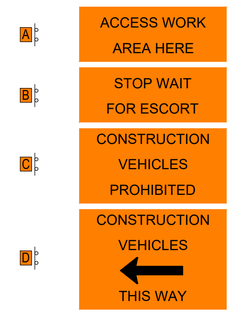
- **PAVEMENT REMOVAL**
- **CONCRETE RUBBLIZATION**
- **LEVELING BASE COURSE**
- **BITUMINOUS SURFACE COURSE**
- **GROOVE PAVEMENT SURFACE**
- **REPLACE STORM DRAIN PIPE AND CATCH BASINS**
- **RSA AND DITCH GRADING**
- **TOPSOIL AND SEED**
- **TAXIWAY EDGE LIGHTS**

AFFECT ON NAVAIDS:

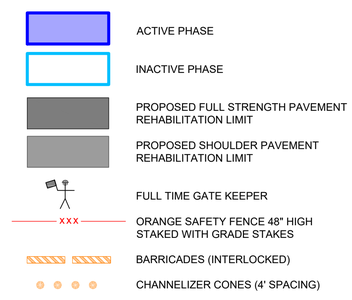
- **ALTHOUGH THIS WORK IS OUTSIDE THE GSCA, COORDINATE WITH FAA TECH OPS TO DETERMINE IF THE EQUIPMENT BEING USED COULD STILL AFFECT THE GLIDE SLOPE SIGNAL.**

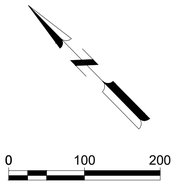


SIGN LEGEND



LEGEND





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02/26/2026 90% SUBMISSION

ISSUED FOR BID
MARCH 6, 2026

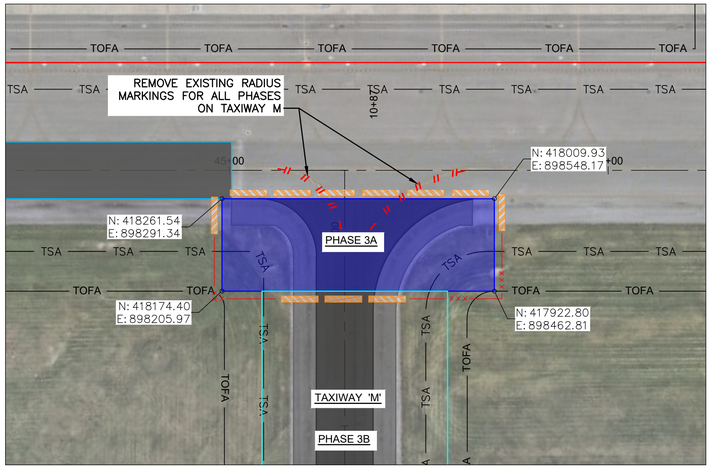
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SHEET CONTENTS
PHASE -2-

SHEET NO.
G-083

X:\4242100\251517.01\TECH\CAD\G-081 CONSTRUCTION SAFETY AND PHASING PLAN.DWG
3/6/2026 11:58:47 AM



PHASE 3A:

DURATION: 7 CALENDAR DAYS
WORK SCHEDULE: THIS PHASE MUST BE COMPLETED AT NIGHT BETWEEN THE HOURS OF 12AM AND 5AM. PHASE CAN BE WORKED ON CONCURRENTLY WITH PHASE 3B BUT MUST BE COMPLETED WITHIN 10 CALENDAR DAYS.
CLOSURES:

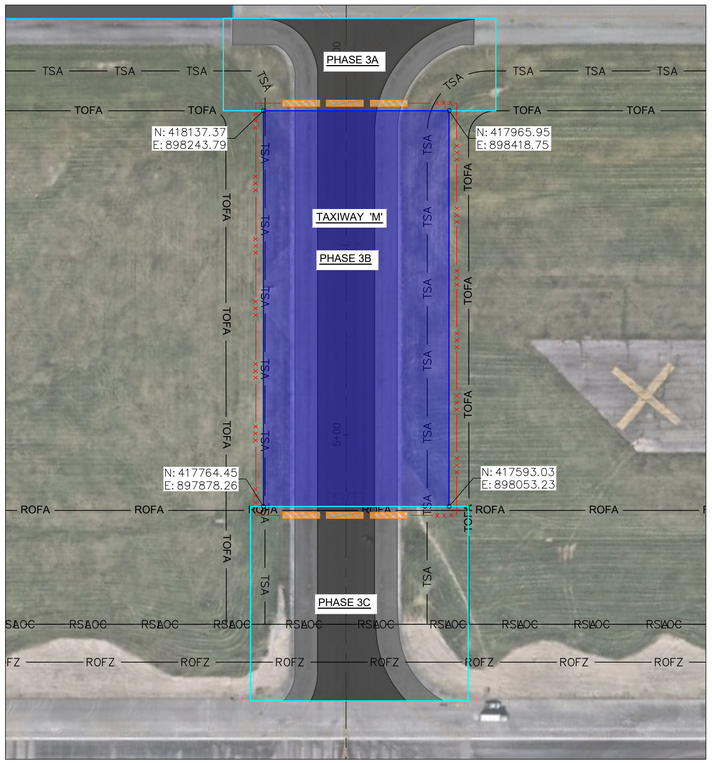
- **TAXIWAY M**
- **TAXIWAY A SOUTH OF TAXIWAY M**

MAJOR WORK ITEMS:

- **PAVEMENT REMOVAL**
- **LEVELING BASE COURSE**
- **BITUMINOUS SURFACE COURSE**
- **TOPSOIL AND SEED**
- **TAXIWAY EDGE LIGHTS**

AFFECT ON NAVAIDS:

- **NONE**



PHASE 3B:

DURATION: 10 CALENDAR DAYS
WORK SCHEDULE: PHASE CAN BE WORKED ON CONCURRENTLY WITH PHASE 3A
CLOSURES:

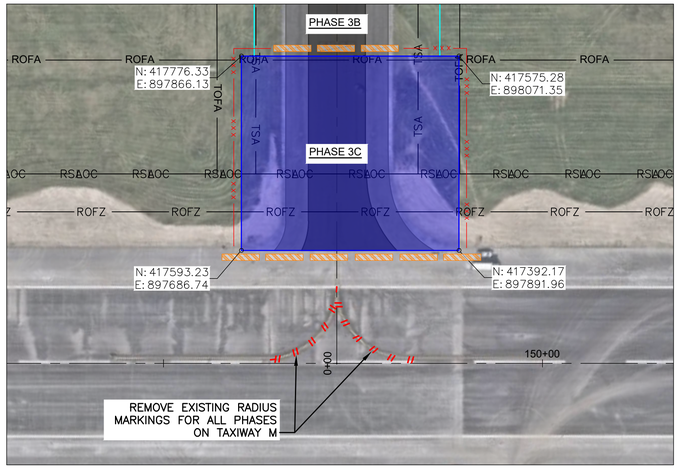
- **TAXIWAY M**

MAJOR WORK ITEMS:

- **PAVEMENT REMOVAL**
- **LEVELING BASE COURSE**
- **BITUMINOUS SURFACE COURSE**
- **TOPSOIL AND SEED**
- **TAXIWAY EDGE LIGHTS**

AFFECT ON NAVAIDS:

- **NONE**



PHASE 3C:

DURATION: 10 CALENDAR DAYS
WORK SCHEDULE: THIS PHASE MUST BE COMPLETED AT NIGHT BETWEEN THE HOURS OF 12AM AND 5AM. PHASE CAN BE WORKED ON CONCURRENTLY WITH PHASE 3B BUT MUST BE COMPLETED WITHIN 10 CALENDAR DAYS.
CLOSURES:

- **TAXIWAY M**

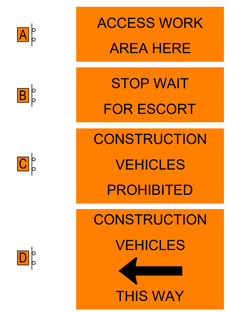
MAJOR WORK ITEMS:

- **PAVEMENT REMOVAL**
- **LEVELING BASE COURSE**
- **BITUMINOUS SURFACE COURSE**
- **TOPSOIL AND SEED**
- **TAXIWAY EDGE LIGHTS**

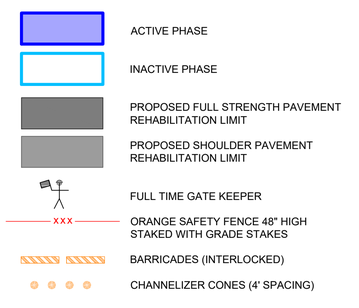
AFFECT ON NAVAIDS:

- **NONE**

SIGN LEGEND

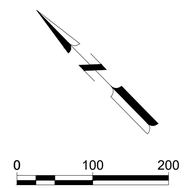


LEGEND



RUNWAY CLOSURE PROCEDURE

1. CONTRACTOR TO NOTIFY AIRPORT ONE WEEK IN ADVANCE OF RUNWAY CLOSURE REQUEST.
2. CONFIRM AIRPORT HAS POSTED NOTAMS FOR CLOSURE.
3. PLACE LIGHTED "X"s ON THRESHOLD NUMBERS AT EACH END OF THE RUNWAY THAT IS TO BE CLOSED.
4. DISCONNECT RUNWAY ELECTRICAL CIRCUITS AND ENSURE THE CIRCUIT IS LOCKED OUT, FOLLOWING LOCK OUT/TAG OUT PROCEDURES.
5. START WORK WITHIN RUNWAY SAFETY AREA CONTRACTOR IS TO BE CONTINUALLY SWEEPING AND MONITORING F.O.D. ON ANY PAVEMENTS THAT THE CONTRACTOR IS USING FOR CROSSING POINTS. WORK MUST BE STOPPED 1 HOUR BEFORE RUNWAY IS SCHEDULED TO BE OPENED TO ALLOW FOR AIRPORT STAFF TO INSPECT AND APPROVE FOR RE-OPENING. ANY F.O.D. OR DEFICIENCIES FOUND ON THE PAVEMENT SHALL BE CORRECTED IMMEDIATELY TO ALLOW FOR SCHEDULED OPENING.



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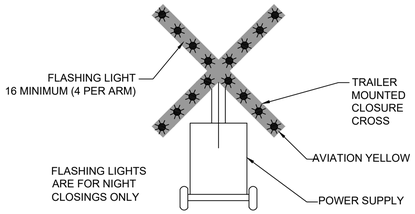
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SHEET CONTENTS
PHASE -3-

SHEET NO.
G-084

X:\4242100\251517.01\TECH\CAD\G-081 CONSTRUCTION SAFETY AND PHASING PLAN.DWG
3/6/2026 11:58:56 AM



TEMPORARY CLOSURE CROSS DETAIL

NOTE:

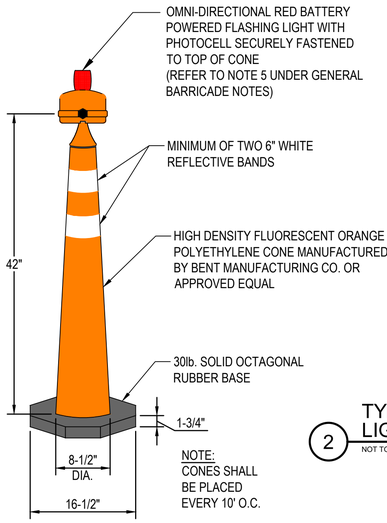
1). THE CONTRACTOR SHALL FURNISH AND SUPPLY. THE CONTRACTOR SHALL MAINTAIN TWO GENERATOR-POWERED, LIGHTED CLOSURE MARKERS FOR THE DURATION REQUIRED. MARKERS SHALL BE MOVED, FUELED, OILED AND MAINTAINED BY THE CONTRACTOR FOR THE DURATION REQUIRED.

2). MARKERS SHALL BE PLACED ON RUNWAY NUMERALS FOR THE ENTIRE PERIOD OF TIME THAT RUNWAY15-33 IS CLOSED AS SHOWN.

3). CLOSURE MARKERS SHALL BE CERTIFIED AND CURRENTLY APPROVED EQUIPMENT PER THE CURRENT EDITIONS OF FAA AC 150/5345-53 AND FAA AC 150/5345-55.

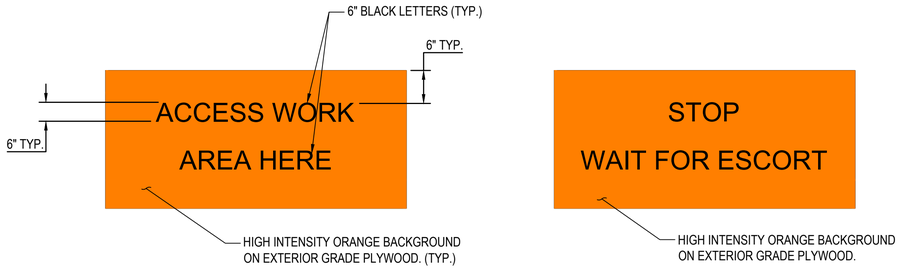
1 CLOSED RUNWAY LIGHTED X

NOT TO SCALE



2 TYPICAL WORK AREA LIGHTED CHANNELIZER CONE

NOT TO SCALE



SIGN A

SIGN B

SIGN C

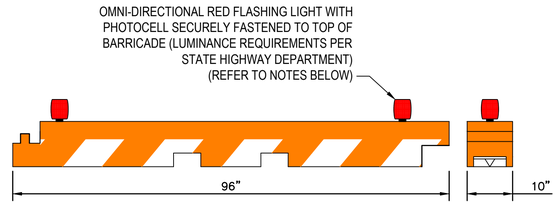
SIGN D

CONSTRUCTION SIGN NOTES:

1. SIGN SHALL CONFORM TO LATEST FHWA "STANDARD HIGHWAY SIGNS"
2. THE CONTRACTOR SHALL LOCATE SIGNS A & B AT ALL ACCESS/EGRESS POINTS. SIGNS C & D SHALL BE LOCATED AT THE TEMPORARILY RELOCATED PERIMETER ROAD. SIGNS SHALL BE PROVIDED BY THE CONTRACTOR AND PAID FOR UNDER ITEM X-106-5.1.
3. SIGNS SHALL NOT BE MOUNTED HIGHER THAN 4' ABOVE EXISTING GRADE.
4. IF WORKING IN MULTIPLE NON ADJACENT AREAS, THE CONTRACTOR SHALL PROVIDE ANY ADDITIONAL SIGNS REQUIRED AT THEIR OWN EXPENSE. THESE SIGNS SHALL REMAIN THE CONTRACTORS PROPERTY AT THE COMPLETION OF THE PROJECT.
5. THE CONTRACTOR SHALL ANCHOR THE SIGNS TO RESIST JET BLAST.

3 CONSTRUCTION SIGN

NOT TO SCALE



GENERAL BARRICADE NOTES:

1. THE RESIDENT PROJECT REPRESENTATIVE (RPR) AND BGR OPERATIONS SHALL HAVE FINAL DETERMINATION FOR THE PLACEMENT OF EACH TYPE OF BARRICADE
2. WATER BALLASTED BARRICADES SHALL BE PLACED AND CONNECTED END TO END TO CREATE A CONTINUOUS BARRICADE UNLESS NOTED OR SPECIFIED BY THE RPR OR BGR OPERATIONS.
3. ALL BARRICADES SHALL MEET THE EXISTING FAA REQUIREMENTS OF FAA ADVISORY CIRCULAR 150/5370-2G (CURRENT EDITION).
4. BARRICADES SHALL BE ADEQUATELY WEIGHTED DOWN TO WITHSTAND HIGH WINDS AND/OR JET BLAST.
5. CONTRACTOR TO SUPPLY BARRICADES AND CHANNELIZER CONES AND SHALL NOT RELY ON BGR TO SUPPLY. PAYMENT FOR BARRICADES IS UNDER ITEM X-106-5.1.

4 WATER BALLASTED LIGHTED SAFETY BARRICADE

NOT TO SCALE

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BANGOR INTERNATIONAL AIRPORT

TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION

287 GODFREY BOULEVARD
BANGOR, ME 04401

ISSUED

11/07/2025 30% SUBMISSION
02/26/2026 90% SUBMISSION

ISSUED FOR BID
MARCH 6, 2026

NOT FOR CONSTRUCTION

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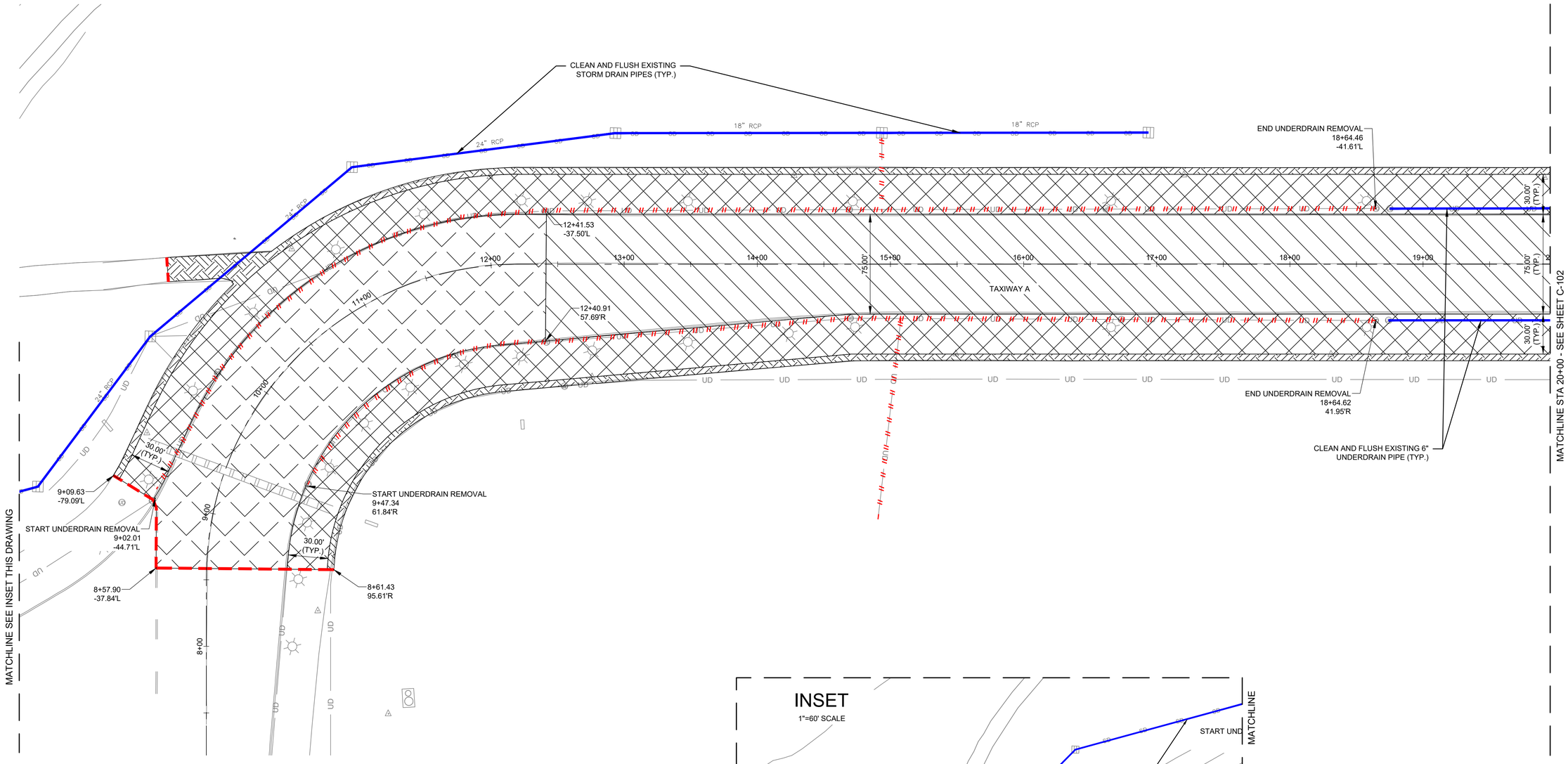
SHEET CONTENTS

CONSTRUCTION SAFETY AND PHASING DETAILS

SHEET NO.

G-085

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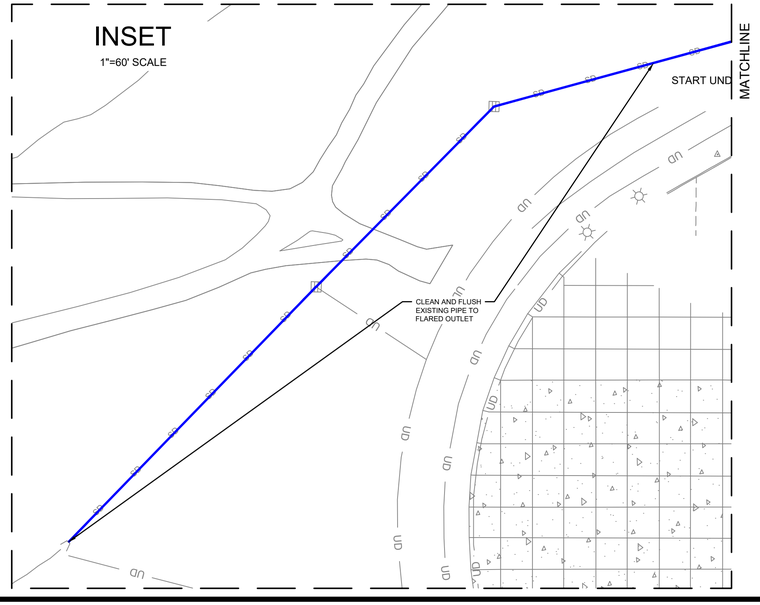
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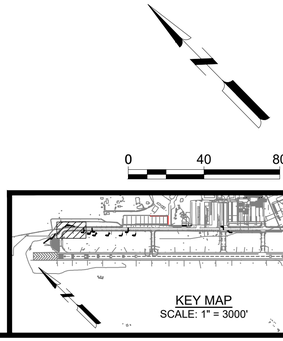
SEE LAYOUT PLANS FOR LAYOUT INFORMATION FOR LIMITS OF FULL STRENGTH AND SHOULDER PAVEMENT.

SEE GRADING AND DRAINAGE PLANS FOR EROSION AND SEDIMENT CONTROL MEASURES. INSTALL PRIOR TO DEMOLITION STAGE.

LEGEND:

- MILL ASPHALT FULL DEPTH, RUBBLIZE UNDERLYING CONCRETE SLABS
- MILL SHOULDER ASPHALT FULL DEPTH, RECOMPACT AND GRADE BASE MATERIAL, PLACE ADDITONAL P-209 AS REQUIRED
- MILL 4" ASPHALT AND PAVE TO FINISHED GRADE
- MILL ASPHALT 7" AND PAVE TO FINISHED GRADE (TAXIWAY A STA 8+58 TO 12+41 AND 77+23 TO STA 87+79)
- OVER EXISTING GAS AND FUEL LINES MILL ASPHALT FULL DEPTH, SAWCUT CONCRETE SLABS 25' EITHER SIDE OF FUEL LINE, PARALLEL TO CENTERLINE, AND LEAVE EXISTING SLABS IN PLACE
- REMOVE SHOULDER ASPHALT FULL DEPTH AND BASE COURSE, IF REQUIRED, TO 4" BELOW FINISHED GRADE
- MILL 5" ASPHALT AND PAVE TO FINISHED GRADE (TAXIWAY K)
- SAWCUT EXISTING PAVEMENT
- REMOVE EXISTING CATCH BASIN AND REPLACE (SEE GRADING PLAN)
- REMOVE EXISTING STORM DRAIN PIPE AND REPLACE (SEE GRADING PLAN)
- CLEAN AND FLUSH EXISTING STORM AND UNDERDRAIN PIPE SEE SPECIFICATION X-701





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SHEET CONTENTS
DEMOLITION PLAN -1-

SHEET NO.
C-101

X:\4242100\251517.01\TECH\CADIC-101 DEMOLITION PLANS.DWG
3/6/2026 11:59:59 AM

MATCHLINE STA 20+00 - SEE SHEET C-101

MATCHLINE STA 31+50 - SEE SHEET C-103

30.00' (TYP.)

75.00' (TYP.)

21+00 22+00 23+00 24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00

TAXIWAY A

50.00' min.

CAUTION

AFTER ASPHALT MILLING CONTRACTOR TO COORDINATE EXACT LOCATION OF SAWCUT WITH RPR BASED ON LOCATION OF EXISTING CONCRETE JOINTS.

CLEAN AND FLUSH EXISTING 6" UNDERDRAIN PIPE (TYP.)

EXISTING GUIDANCE SIGN AND FOUNDATION TO BE REMOVED. SIGN TO BE HANDED OVER TO AIRPORT MAINTENANCE. FOUNDATION TO BE DISPOSED OF

CLEAN UNDERDRAIN OUTLET AND PROVIDE RIPRAP APRON SEE DETAIL 1/C-410

CAUTION! LIVE NATURAL GAS PIPELINE UNDER TAXIWAY. PRIOR TO WORK IN THIS AREA COORDINATE WITH RPR AND UNITIL GAS SEE NOTE D8 ON DRAWING C020

CLEAN UNDERDRAIN OUTLET AND PROVIDE RIPRAP APRON SEE DETAIL 1/C-410

LEGEND:

- MILL ASPHALT FULL DEPTH, RUBBLIZE UNDERLYING CONCRETE SLABS
- MILL SHOULDER ASPHALT FULL DEPTH, RECOMPACT AND GRADE BASE MATERIAL, PLACE ADDITONAL P-209 AS REQUIRED
- MILL 4" ASPHALT AND PAVE TO FINISHED GRADE
- MILL ASPHALT 7" AND PAVE TO FINISHED GRADE (TAXIWAY A STA 8+58 TO 12+41 AND 77+23 TO STA 87+79)
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- CLEAN AND FLUSH EXISTING STORM AND UNDERDRAIN PIPE SEE SPECIFICATION X-701

NOTE:

SEE LAYOUT PLANS FOR LAYOUT INFORMATION FOR LIMITS OF FULL STRENGTH AND SHOULDER PAVEMENT.

0 40 80

KEY MAP
SCALE: 1" = 3000'

X:\4242100\251517.01\TECH\CAD\C-101 DEMOLITION PLANS.DWG
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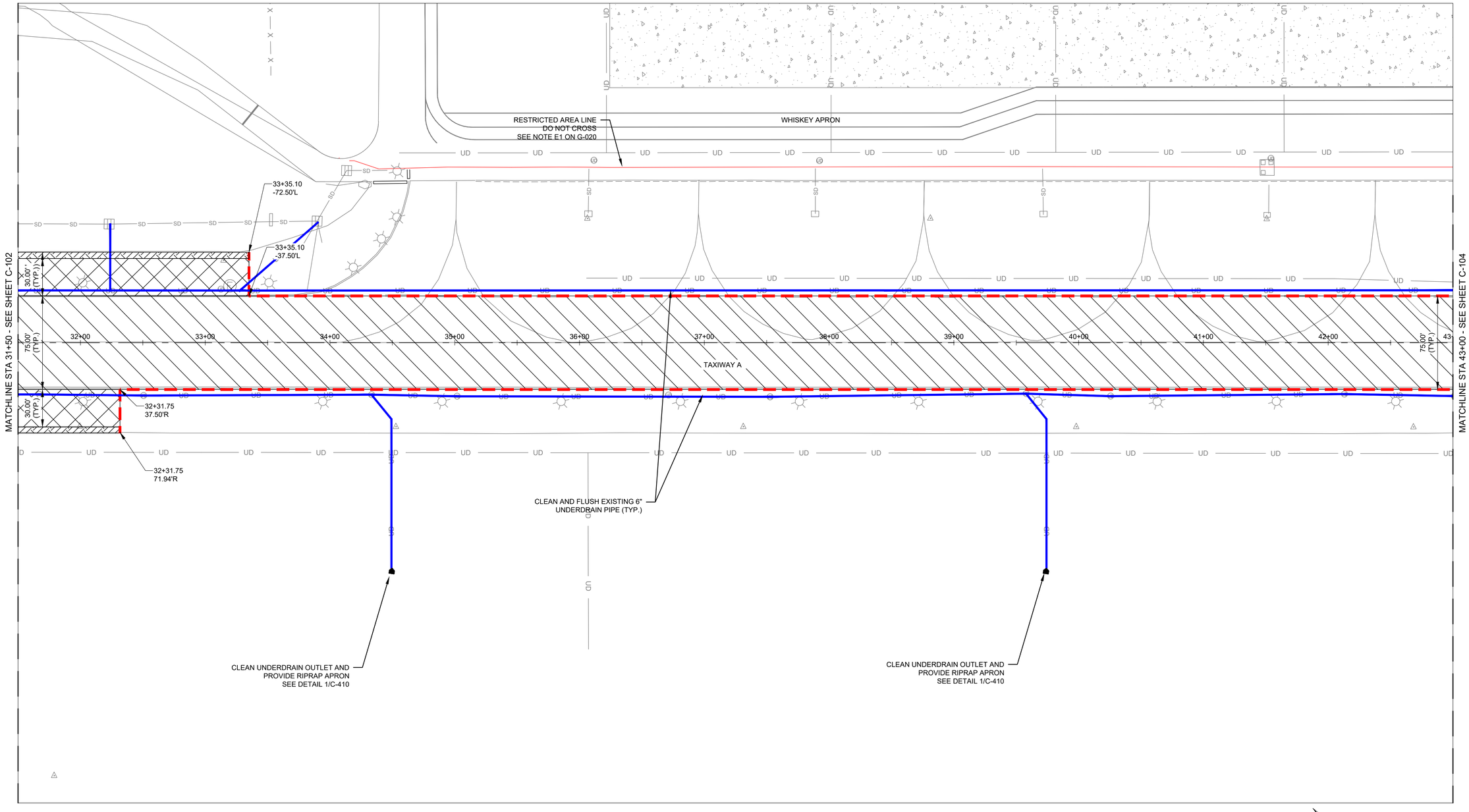
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SHEET CONTENTS

DEMOLITION PLAN -2-

SHEET NO.

C-102



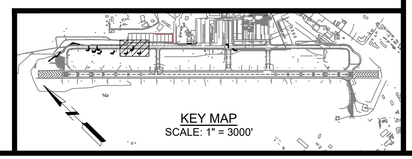
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NOTE:

SEE LAYOUT PLANS FOR LAYOUT INFORMATION FOR LIMITS OF FULL STRENGTH AND SHOULDER PAVEMENT.

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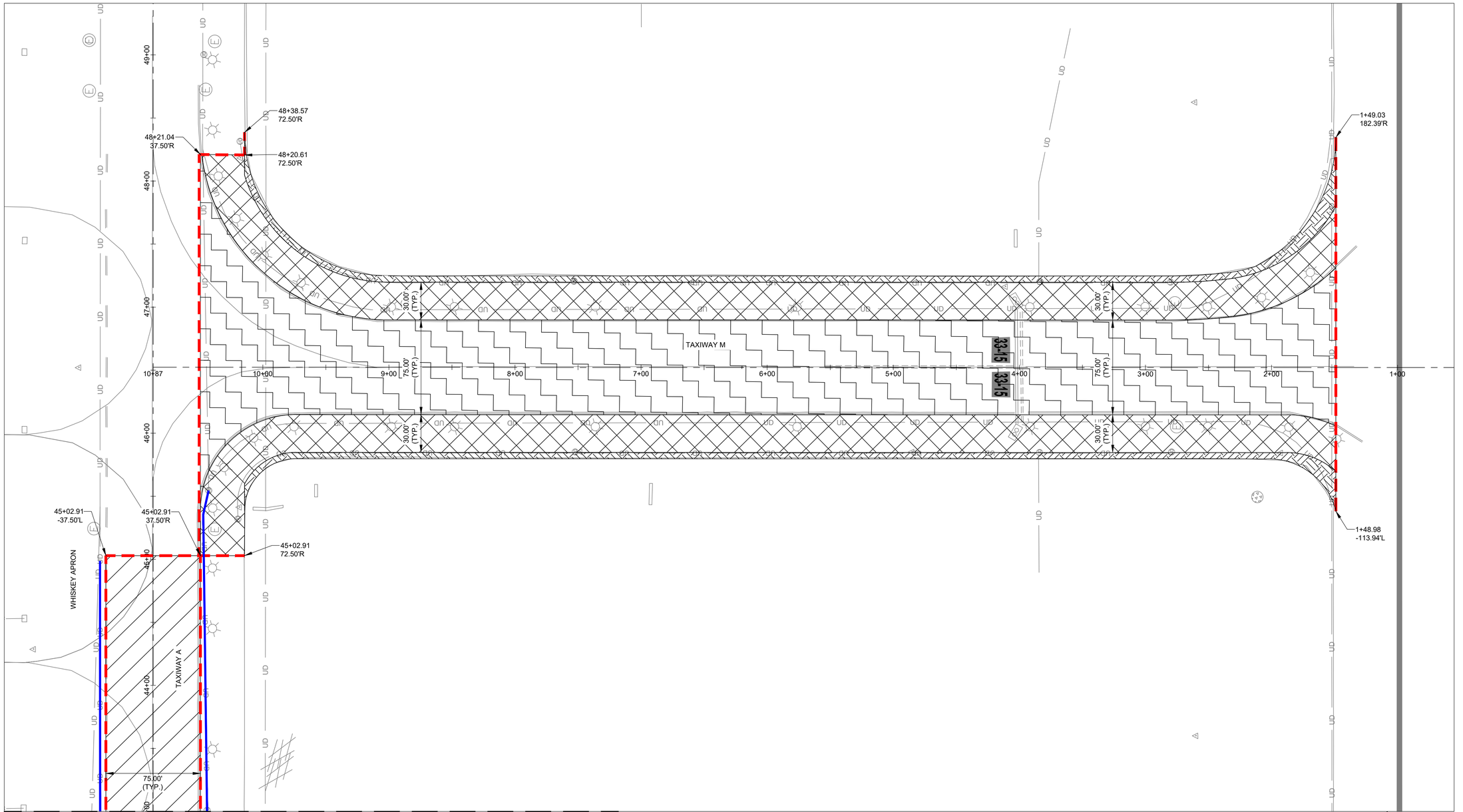
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SHEET CONTENTS
DEMOLITION PLAN -3-

SHEET NO.
C-103

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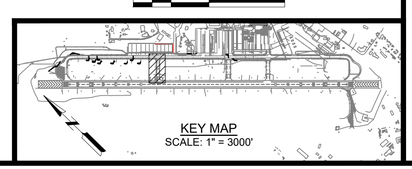
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NOTE:

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0 40 80



KEY MAP
SCALE: 1" = 3000'

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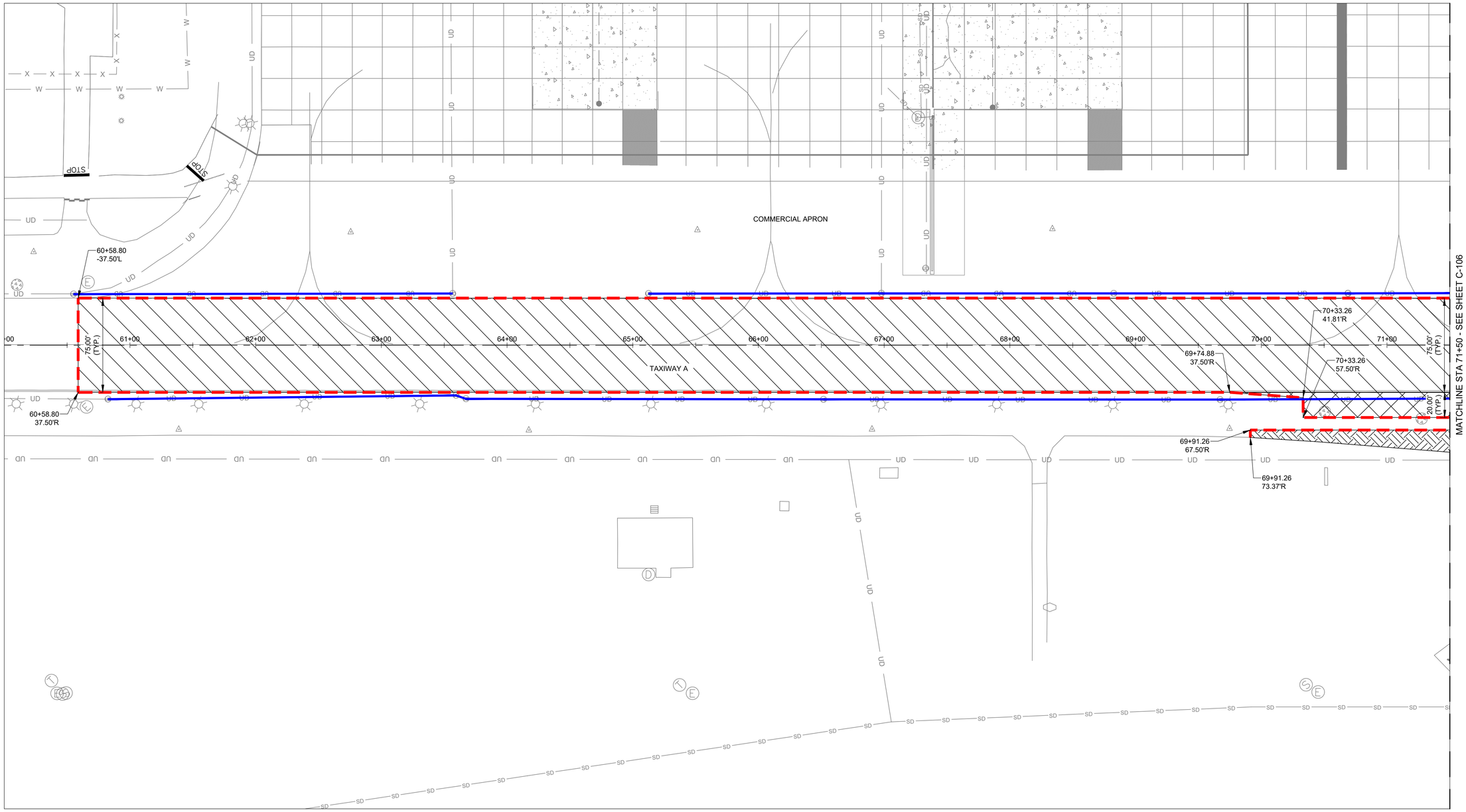
SHEET CONTENTS

DEMOLITION PLAN -4-

SHEET NO.

C-104

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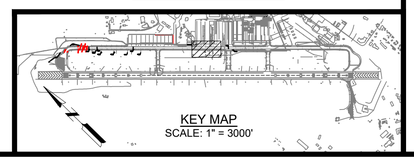
LEGEND:

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NOTE:

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0 40 80



KEY MAP
SCALE: 1" = 3000'

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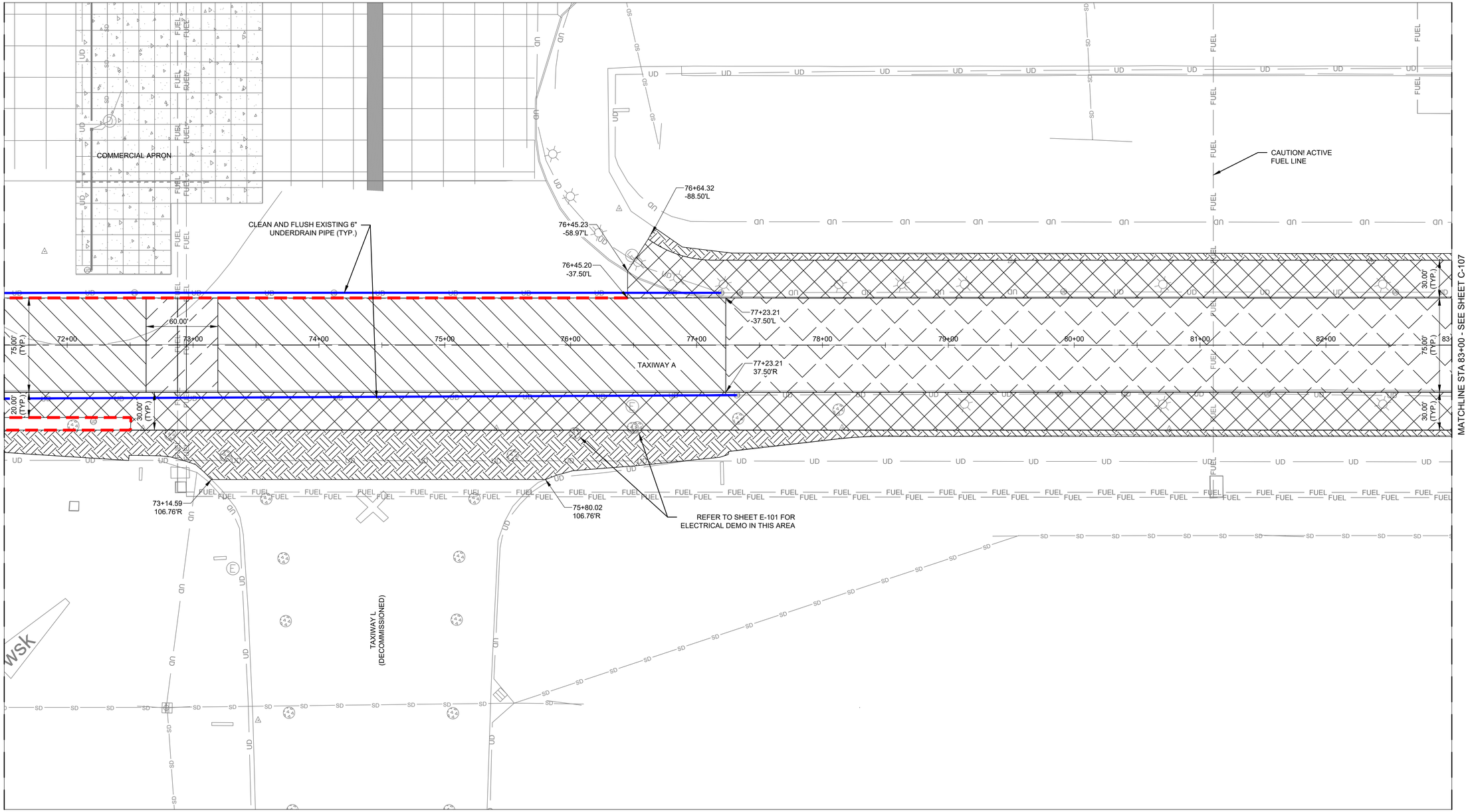
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SHEET CONTENTS

DEMOLITION PLAN -5-

SHEET NO.

C-105



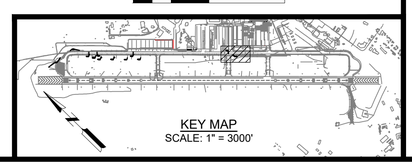
LEGEND:

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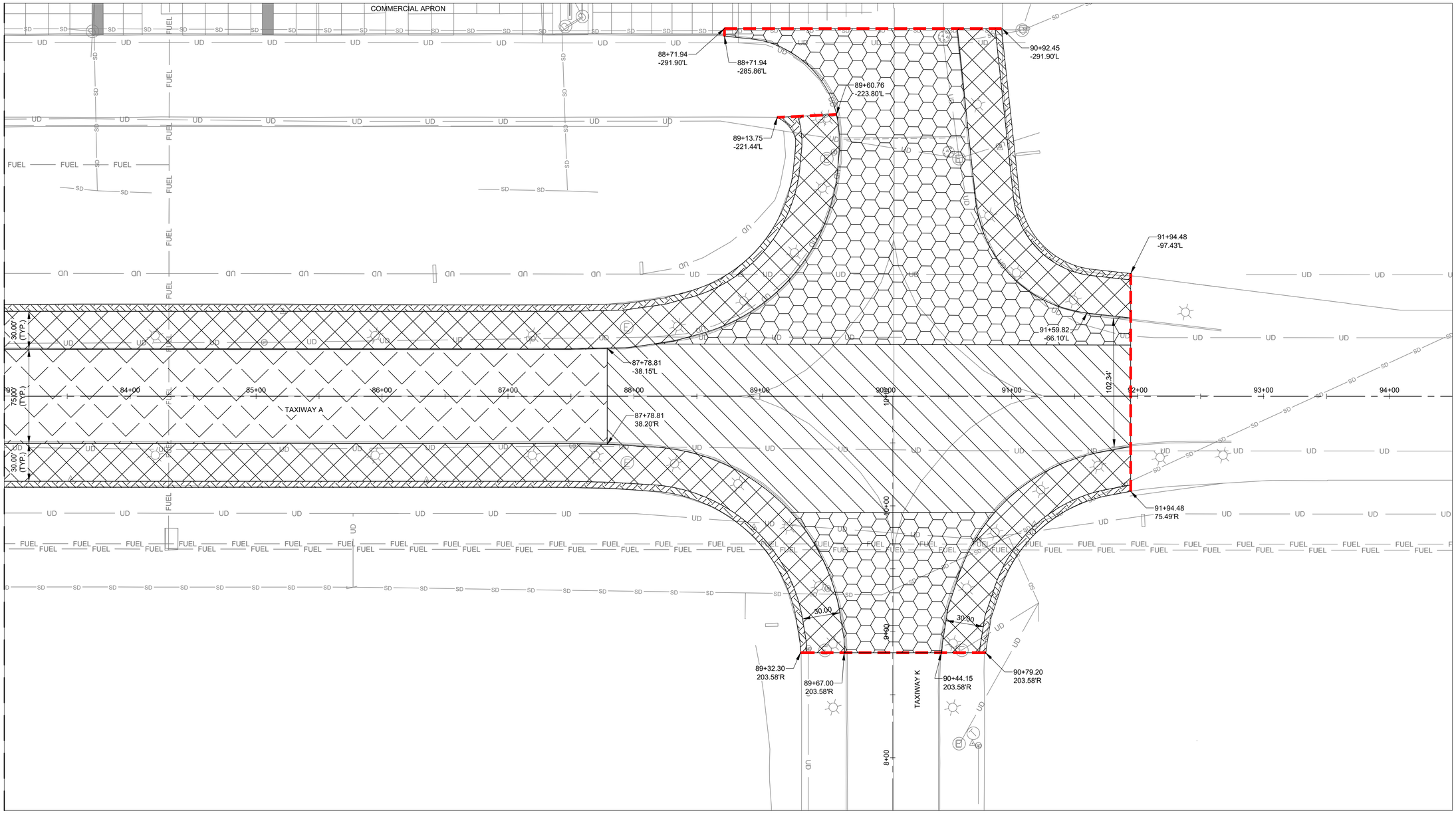
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SHEET CONTENTS
DEMOLITION PLAN -6-

SHEET NO.
C-106

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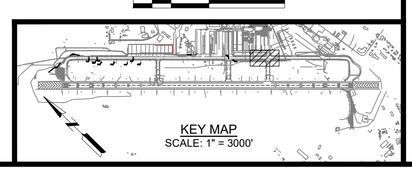
LEGEND:

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BANGOR INTERNATIONAL AIRPORT

TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION

287 GODFREY BOULEVARD
BANGOR, ME 04401

ISSUED

11/07/2025 30% SUBMISSION
02/26/2026 90% SUBMISSION

ISSUED FOR BID
MARCH 6, 2026

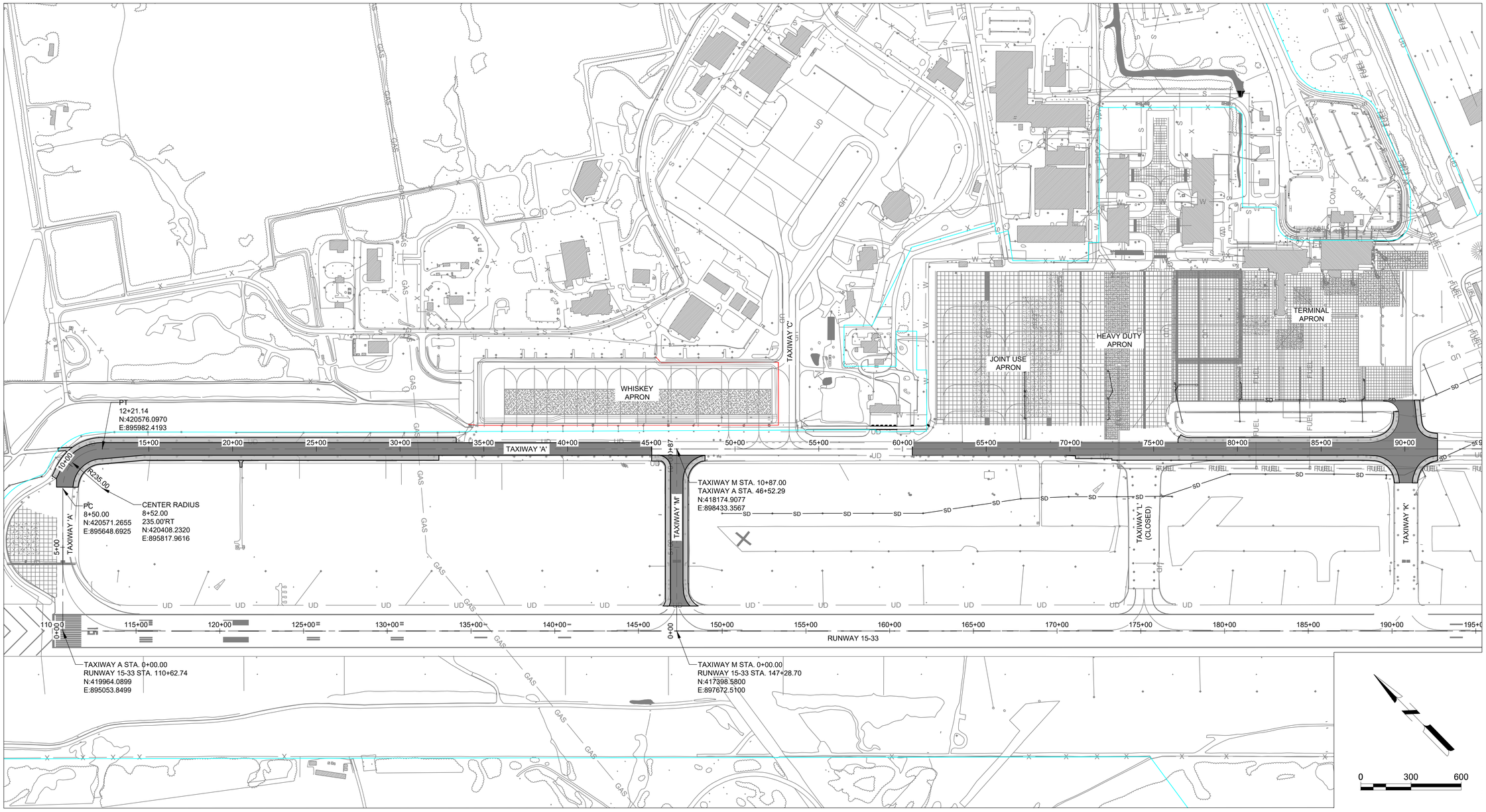
NOT FOR CONSTRUCTION

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DATE: MARCH 6, 2026
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DRAWN BY: JCD
CHECKED BY: LAB
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SHEET CONTENTS
DEMOLITION PLAN -7-

SHEET NO.
C-107

X:\4242100\251517.01\TECH\CADIC-101 DEMOLITION PLANS.DWG
3/6/2026 12:02:29 PM



LEGEND:

- PROPOSED FULL STRENGTH PAVEMENT
- PROPOSED SHOULDER PAVEMENT
- 193.14 — PROPOSED FINISHED GRADE
- *193.23* — EXISTING GRADE

SURVEY NOTES

1. BASIS OF BEARINGS:
   BEARINGS SHOWN ON THIS PLAN ARE BASED ON GRID NORTH, MAINE EAST, NAD83(2011).
2. ELEVATIONS AND CONTOURS SHOWN ON THIS PLAN REFER TO NAVD88 (GEOID18) AS BASED ON GPS OBSERVATIONS.
3. THE PRIMARY CONTROL POINTS SHALL BE USED FOR ALL LAYOUT ON THE PROJECT. SECONDARY CONTROL POINTS, AS SET BY PLISGA & DAY DURING THE TOPOGRAPHICAL SURVEY EFFORT, CAN BE PROVIDED TO THE CONTRACTOR AT REQUEST. THE USE OF THE SECONDARY CONTROL POINTS SHALL BE CHECKED AGAINST THE PRIMARY CONTROL POINTS.
4. POINT 100 IS THE VERTICAL BENCHMARK FOR THE PROJECT.
5. ALL PRIMARY CONTROL POINTS ARE OUTSIDE OF THE VIEWPORT ON THIS SHEET

PRIMARY CONTROL POINTS

PT #	NORTHING	EASTING	ELEV	DESC
100	412647.928	903229.119	153	BGR-D SACS
101	414740	903430	158.424	A-120(1963)
102	415837.387	898474.154	170.88	554.64 RNWY CL SACS

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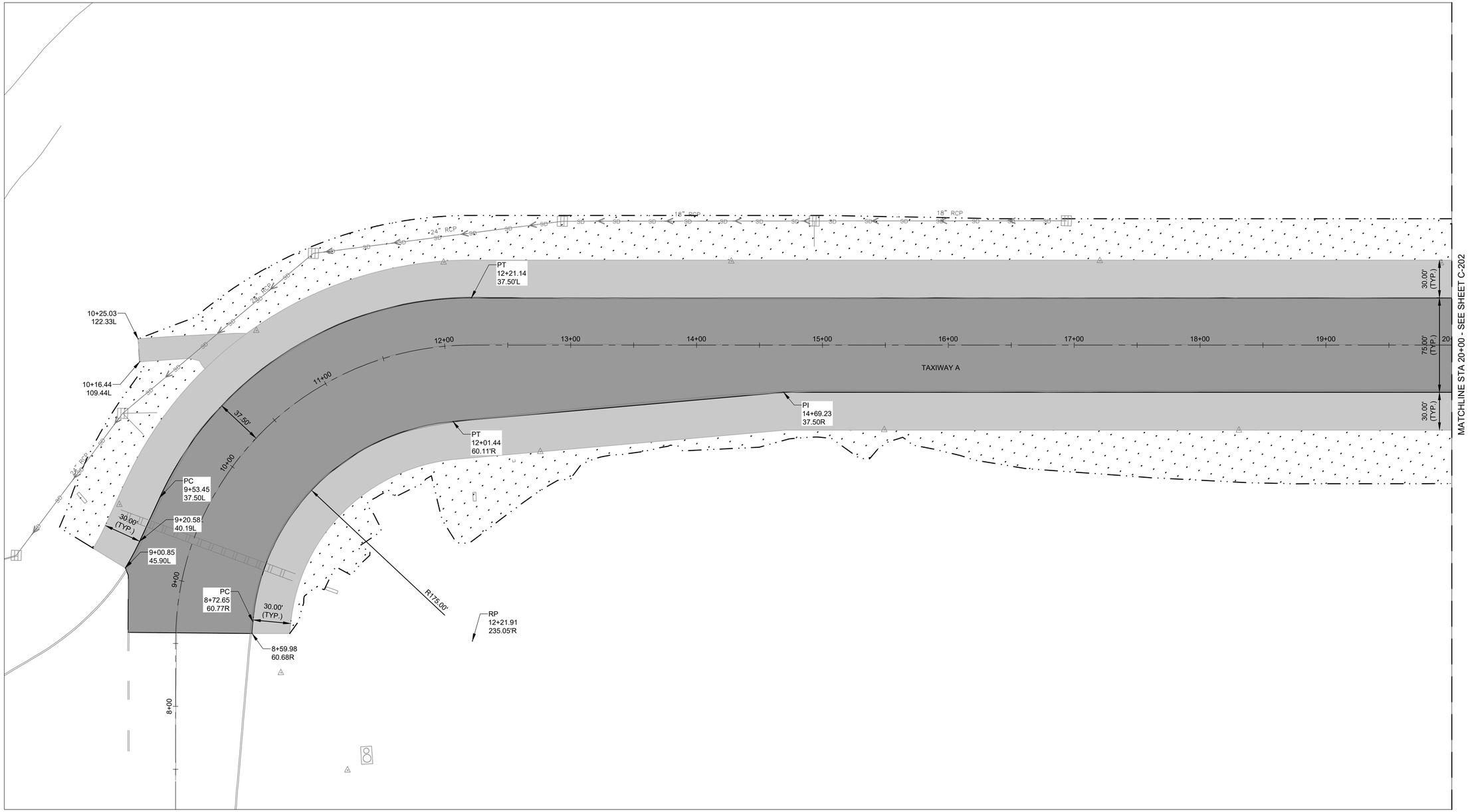
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SHEET CONTENTS
OVERALL GEOMETRY LAYOUT

SHEET NO.
C-200

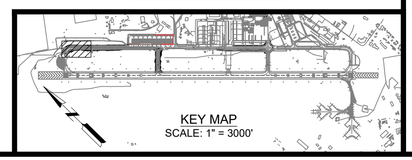
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LEGEND:

- PROPOSED FULL STRENGTH PAVEMENT
- PROPOSED SHOULDER PAVEMENT

0 40 80



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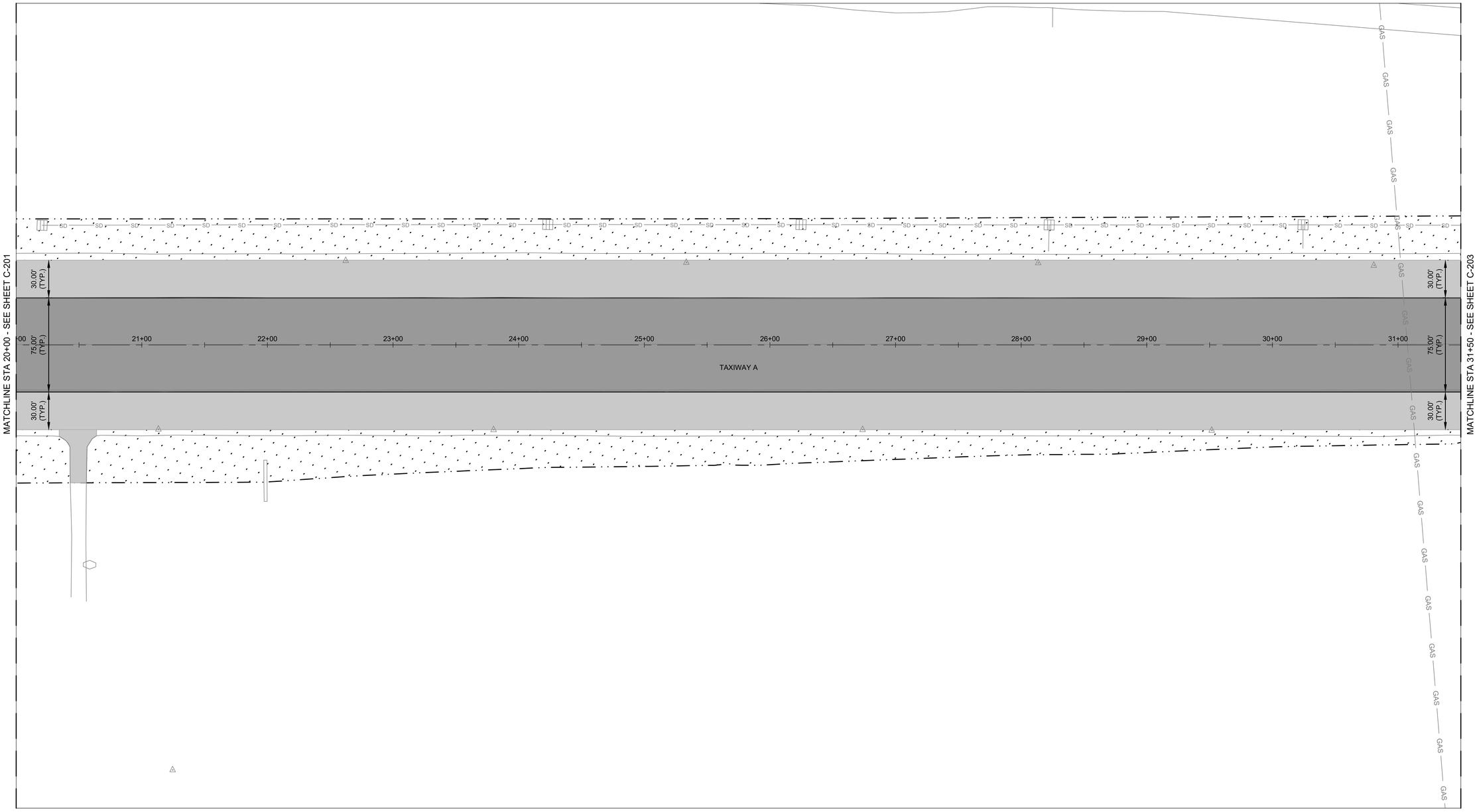
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SHEET CONTENTS
LAYOUT PLAN -1-

SHEET NO.
C-201

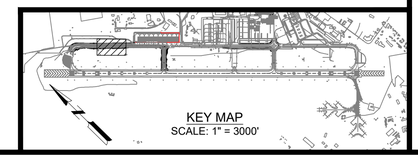
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LEGEND:

- PROPOSED FULL STRENGTH PAVEMENT
- PROPOSED SHOULDER PAVEMENT

0 40 80



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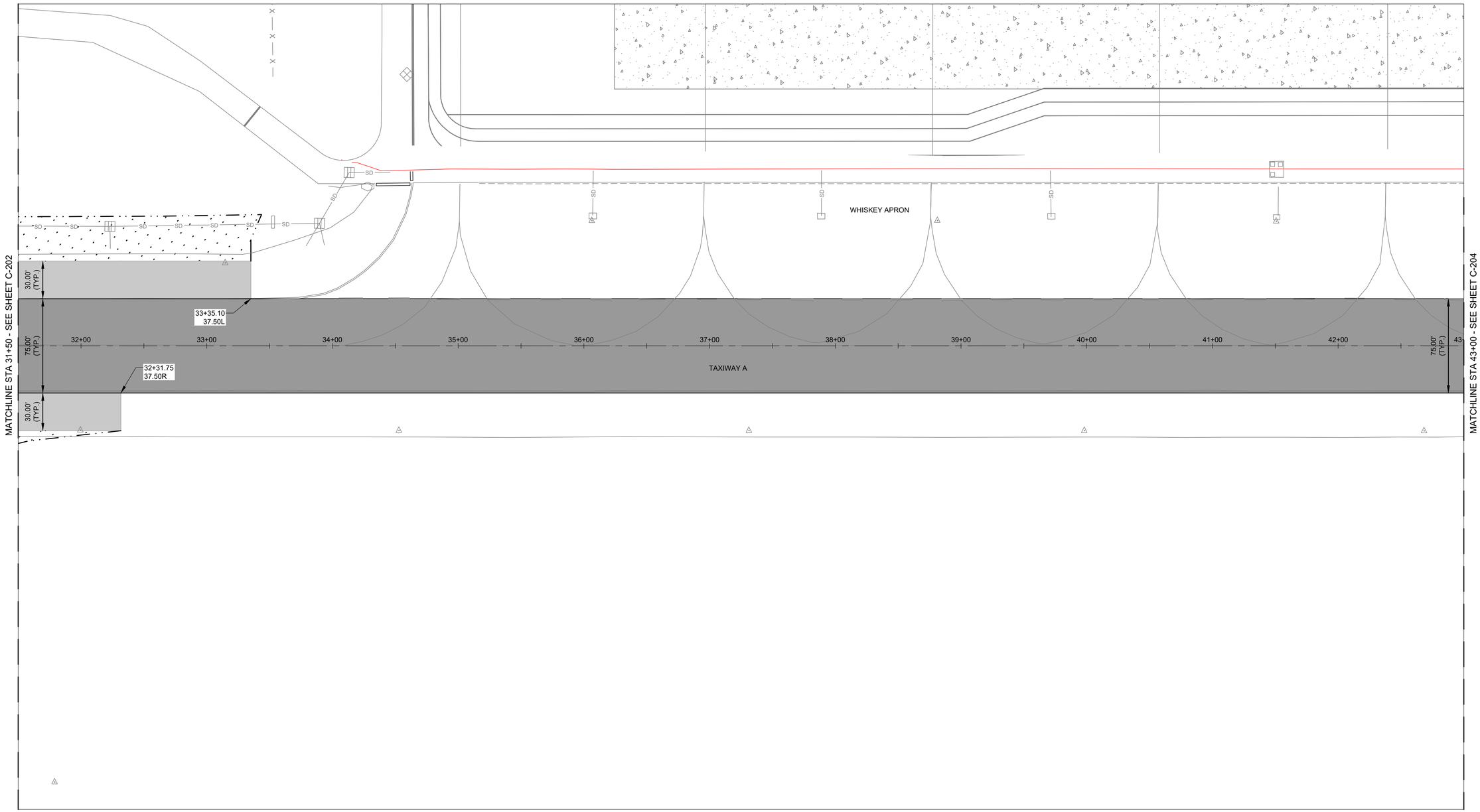
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SHEET CONTENTS
LAYOUT PLAN -2-

SHEET NO.
C-202

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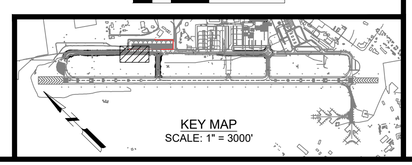


LEGEND:

PROPOSED FULL STRENGTH PAVEMENT

PROPOSED SHOULDER PAVEMENT

0 40 80



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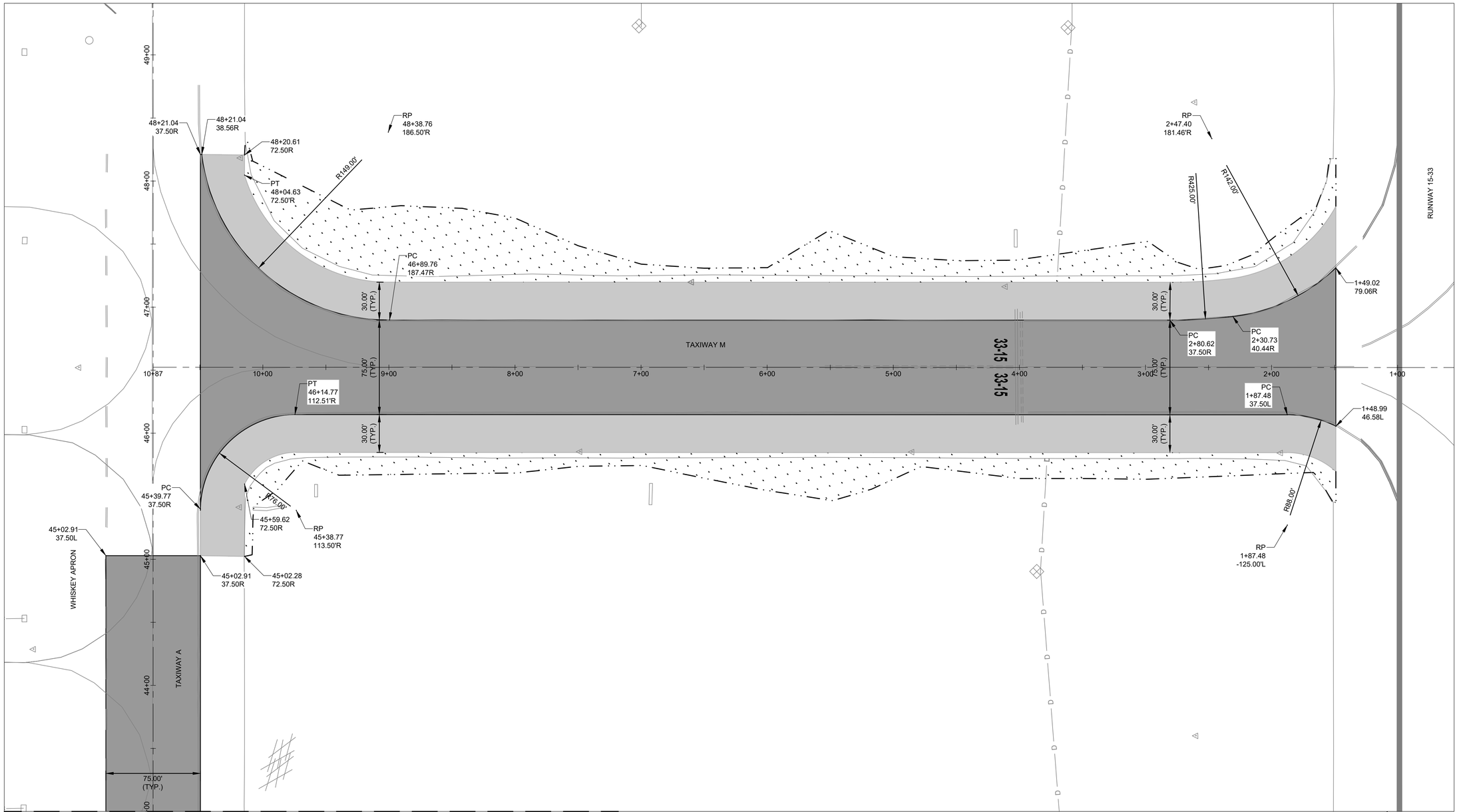
SHEET CONTENTS

LAYOUT PLAN -3-

SHEET NO.

C-203

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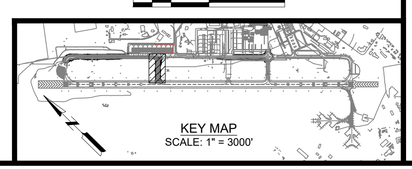
MATCHLINE STA 43+00 - SEE SHEET C-203

LEGEND:

PROPOSED FULL STRENGTH PAVEMENT

PROPOSED SHOULDER PAVEMENT

0 40 80



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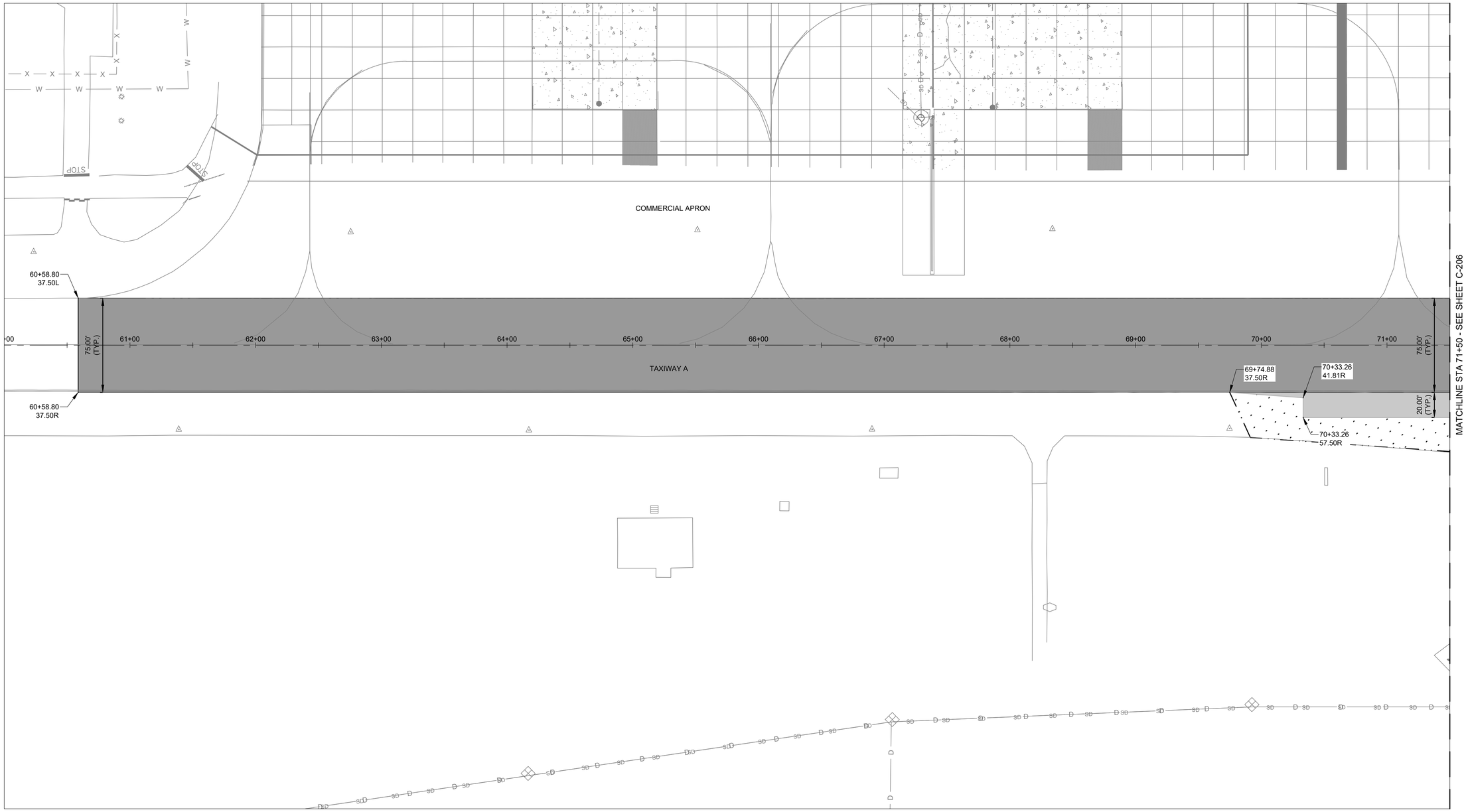
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SHEET CONTENTS
LAYOUT PLAN -4-

SHEET NO.
C-204

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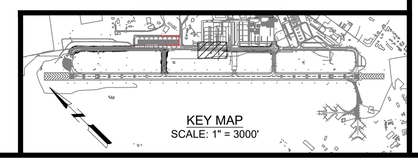


LEGEND:

PROPOSED FULL STRENGTH PAVEMENT

PROPOSED SHOULDER PAVEMENT

0 40 80



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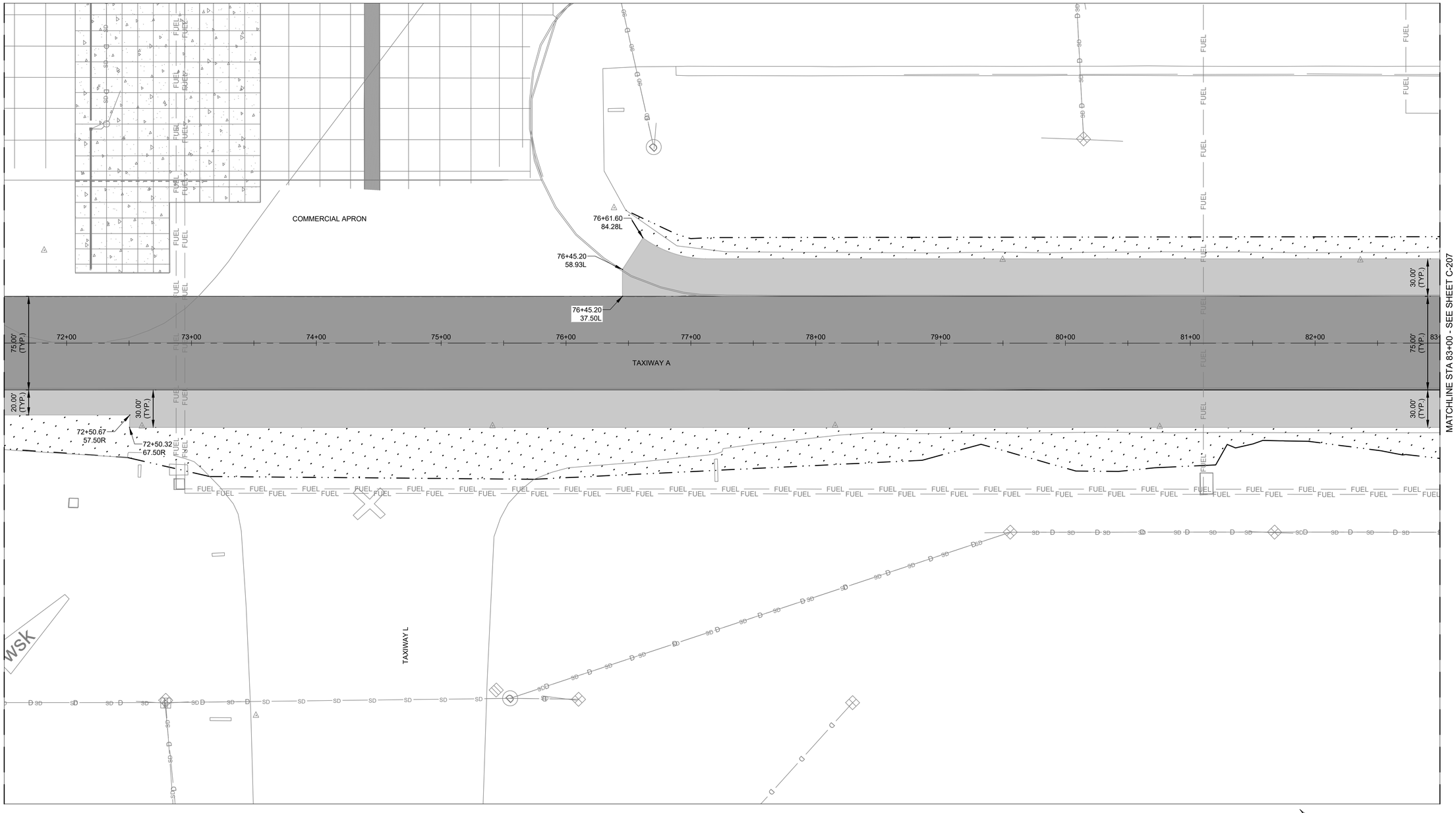
SHEET CONTENTS

LAYOUT PLAN -5-

SHEET NO.

C-205

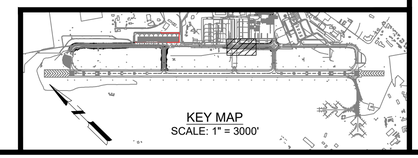
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LEGEND:

- PROPOSED FULL STRENGTH PAVEMENT
- PROPOSED SHOULDER PAVEMENT

0 40 80



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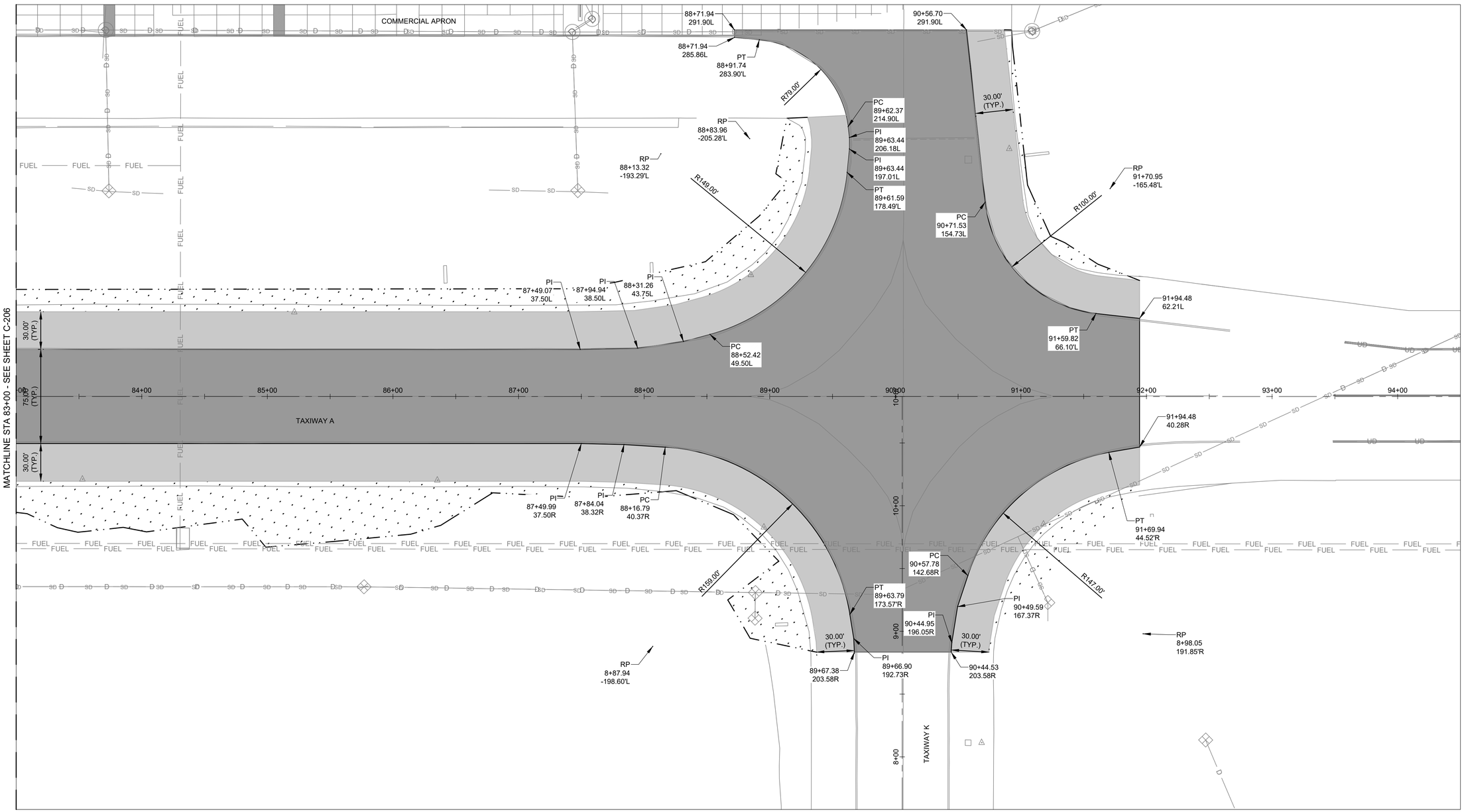
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SHEET CONTENTS
LAYOUT PLAN -6-

SHEET NO.
C-206

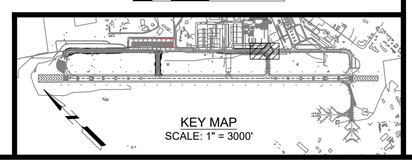
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LEGEND:

- PROPOSED FULL STRENGTH PAVEMENT
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0 40 80



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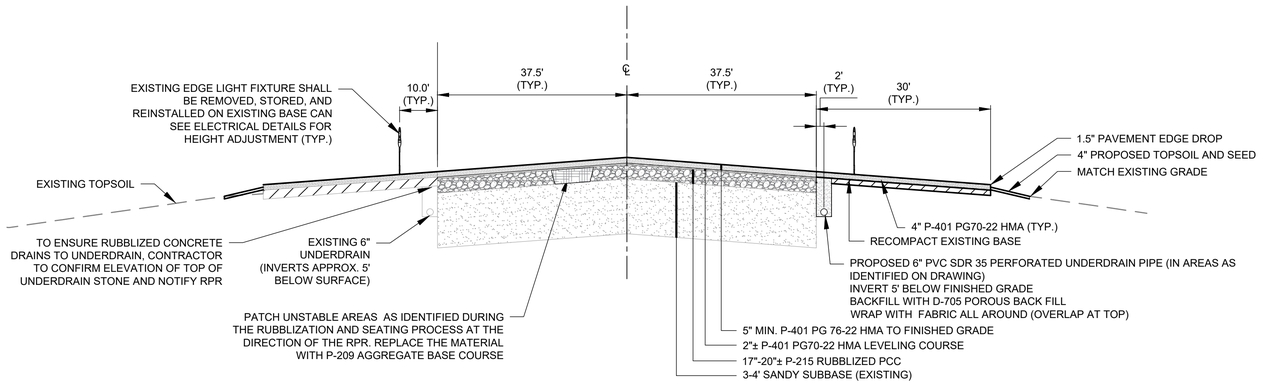
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SHEET CONTENTS
LAYOUT PLAN -7-

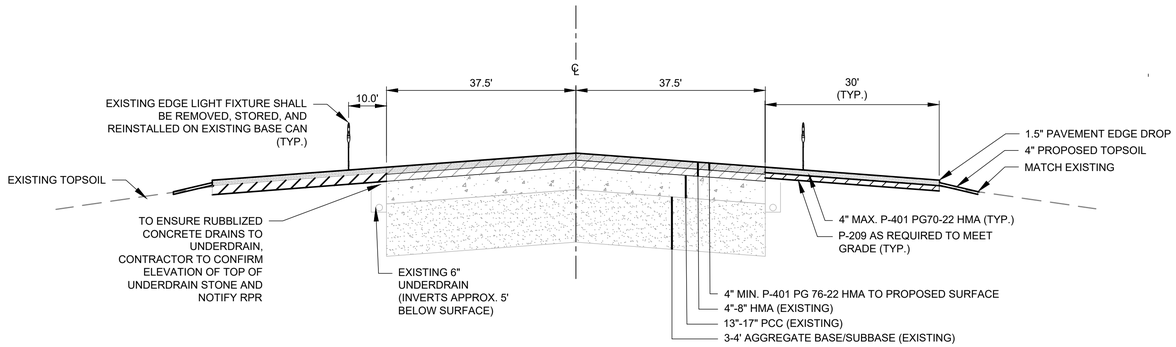
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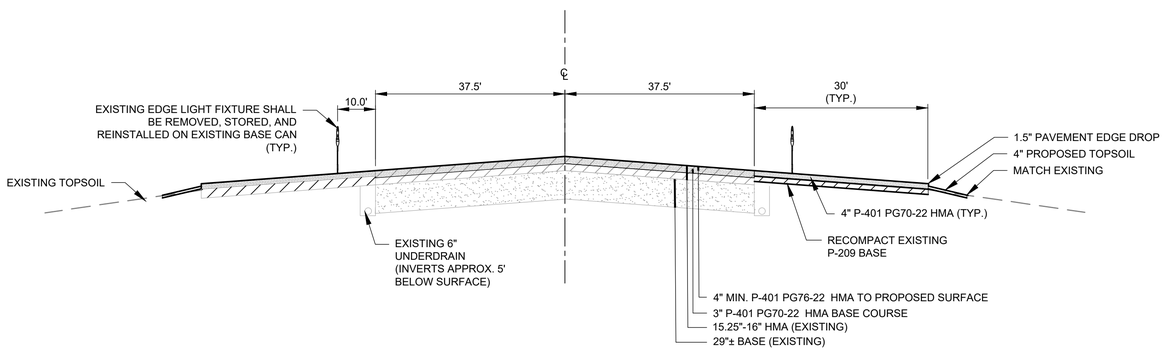
1 PROPOSED TAXIWAY A RUBBLIZATION TYPICAL SECTION (STA 12+41± TO 45+02±, STA 60+59 TO 77+23, STA 87+79± TO 91+95±)

NOT TO SCALE



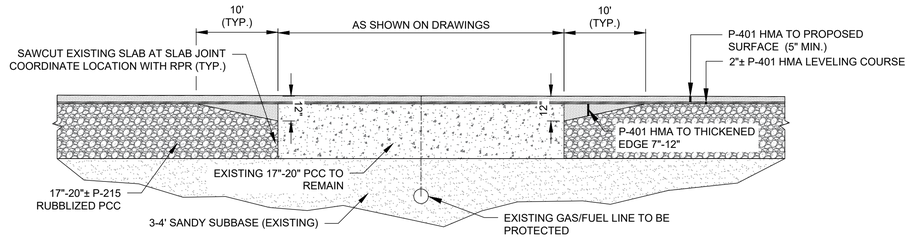
2 PROPOSED TAXIWAY M MILL AND OVERLAY TYPICAL SECTION (STA 1+50± TO 10+49±)

NOT TO SCALE



3 PROPOSED TAXIWAY A MILL AND OVERLAY TYPICAL SECTION (STA 8+58± TO 12+41±, STA 77+23± TO 87+79±)

NOT TO SCALE



4 THICKENED EDGE AND PROTECTIVE SLAB FOR GAS/FUEL LINE CROSSING DETAIL IN RUBBLIZED AREA

NOT TO SCALE

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SHEET CONTENTS
TYPICAL SECTIONS

SHEET NO.
C-301

EXISTING PIPE RUN CONSISTS OF 12" TO 24" PIPE

INLET PROTECTION (TYP.)

INSTALL HAY BALE CHECK DAM MAX. 300 LINEAR FEET APART OR EVERY 2 FEET IN ELEVATION CHANGE

APPROX. PROPERTY LINE

LIMIT OF PAVING (TYP.)

PROPOSED CONTOURS (TYP.)

TAXIWAY A

MATCHLINE STA 20+00 - SEE SHEET C-402

REMOVE AND REPLACE UNDERDRAIN PIPE (TYP.)

LIMIT OF GRADING (TYP.)

EXISTING CONTOURS (TYP.)

SILT FENCE (TYP.) ALL DOWNGRADE SLOPES

PROTECT EXISTING GUIDANCE SIGN DURING GRADING (TYP.)

SEE INSET 1 TO THE RIGHT STA 4+85 TO STA 9+50

RIPRAP APRON SEE DETAIL 1/C-410

REPLACE EXISTING 6" NON-PERFORATED UNDERDRAIN OUTLET PIPE SEE DETAIL 5/C-410

FLUSH EXISTING PIPE TO END OF RUN AT FLARED END SECTION

INSET 1 - UNDERDRAIN CONTINUATION

LEGEND:

- SILT FENCE — SEE DETAIL 4/C-410
- HAY BALE CHECK DAM — SEE DETAIL 3/C-410
- INLET PROTECTION — SEE DETAIL 2/C-410
- UD — INSTALL NEW UNDERDRAIN
- PROPOSED CATCH BASIN
- EXISTING CATCH BASIN
- REPLACE EXISTING UNDERDRAIN COVER WITH EJ PART 1578 FRAME AND COVER (OR APPROVED EQUAL) AND ADJUST TO FINISHED GRADE

0 40 80

KEY MAP
SCALE: 1" = 3000'

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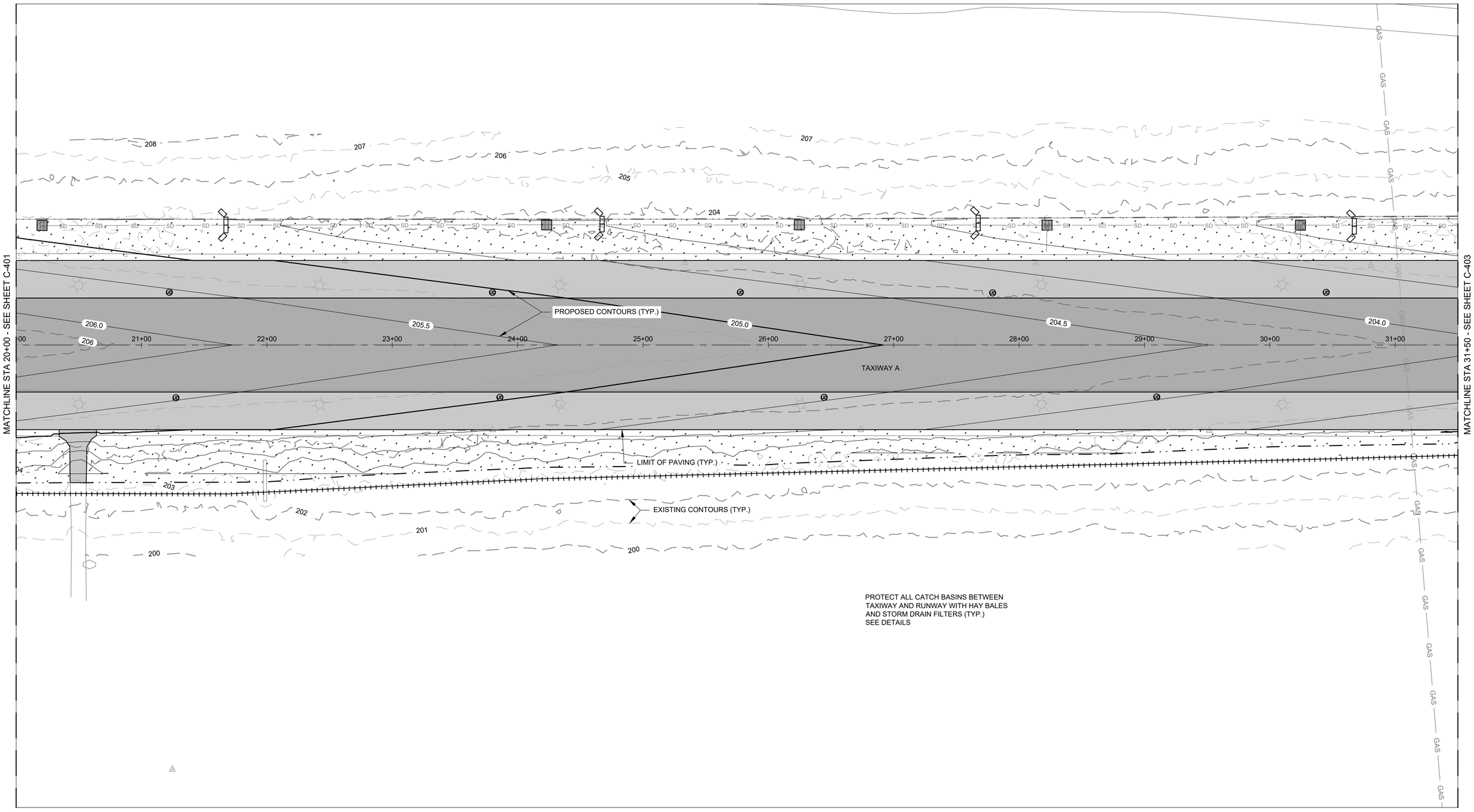
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SHEET CONTENTS
GRADING AND DRAINAGE PLAN -1-

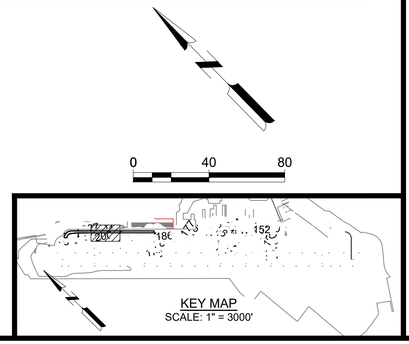
SHEET NO.
C-401

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LEGEND:

- SILT FENCE — SEE DETAIL 4/C-410
- HAY BALE CHECK DAM — SEE DETAIL 3/C-410
- INLET PROTECTION — SEE DETAIL 2/C-410
- UD — INSTALL NEW UNDERDRAIN
- PROPOSED CATCH BASIN
- EXISTING CATCH BASIN
- REPLACE EXISTING UNDERDRAIN COVER WITH EJ PART 1578 FRAME AND COVER (OR APPROVED EQUAL) AND ADJUST TO FINISHED GRADE



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STATE OF MAINE
LEIGH A. BARTLETT
No. 11283
LICENSED PROFESSIONAL ENGINEER
3/6/26

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BANGOR INTERNATIONAL AIRPORT

TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION

287 GODFREY BOULEVARD
BANGOR, ME 04401

ISSUED

11/07/2025 30% SUBMISSION
02/26/2026 90% SUBMISSION

ISSUED FOR BID
MARCH 6, 2026

NOT FOR CONSTRUCTION

M&H NO.:	4242100-251517.01
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CHECKED BY:	LAB

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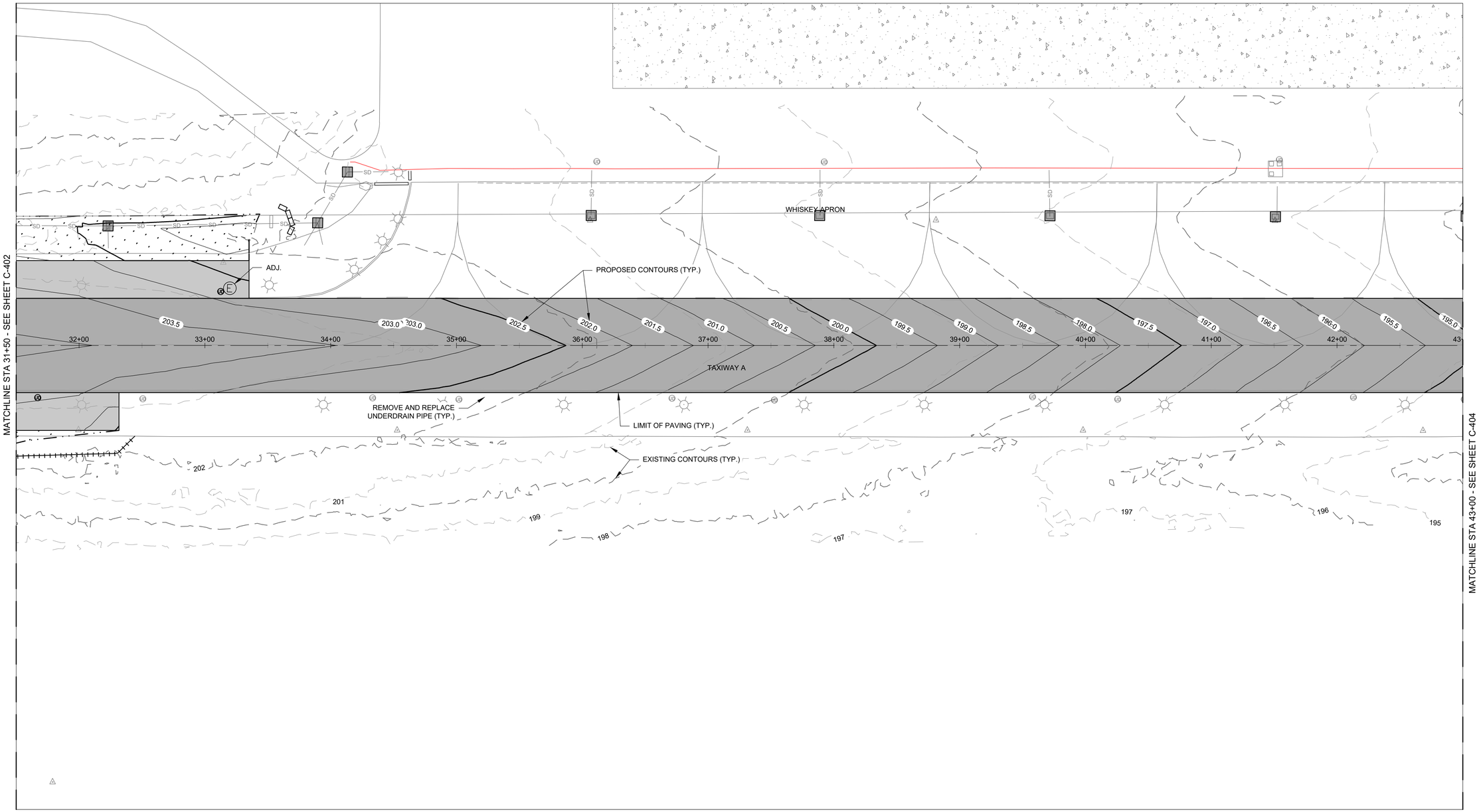
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GRADING AND DRAINAGE PLAN -2-

SHEET NO.

C-402

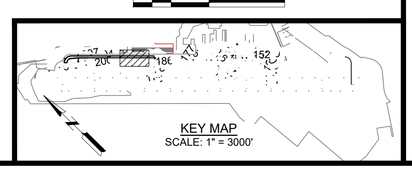
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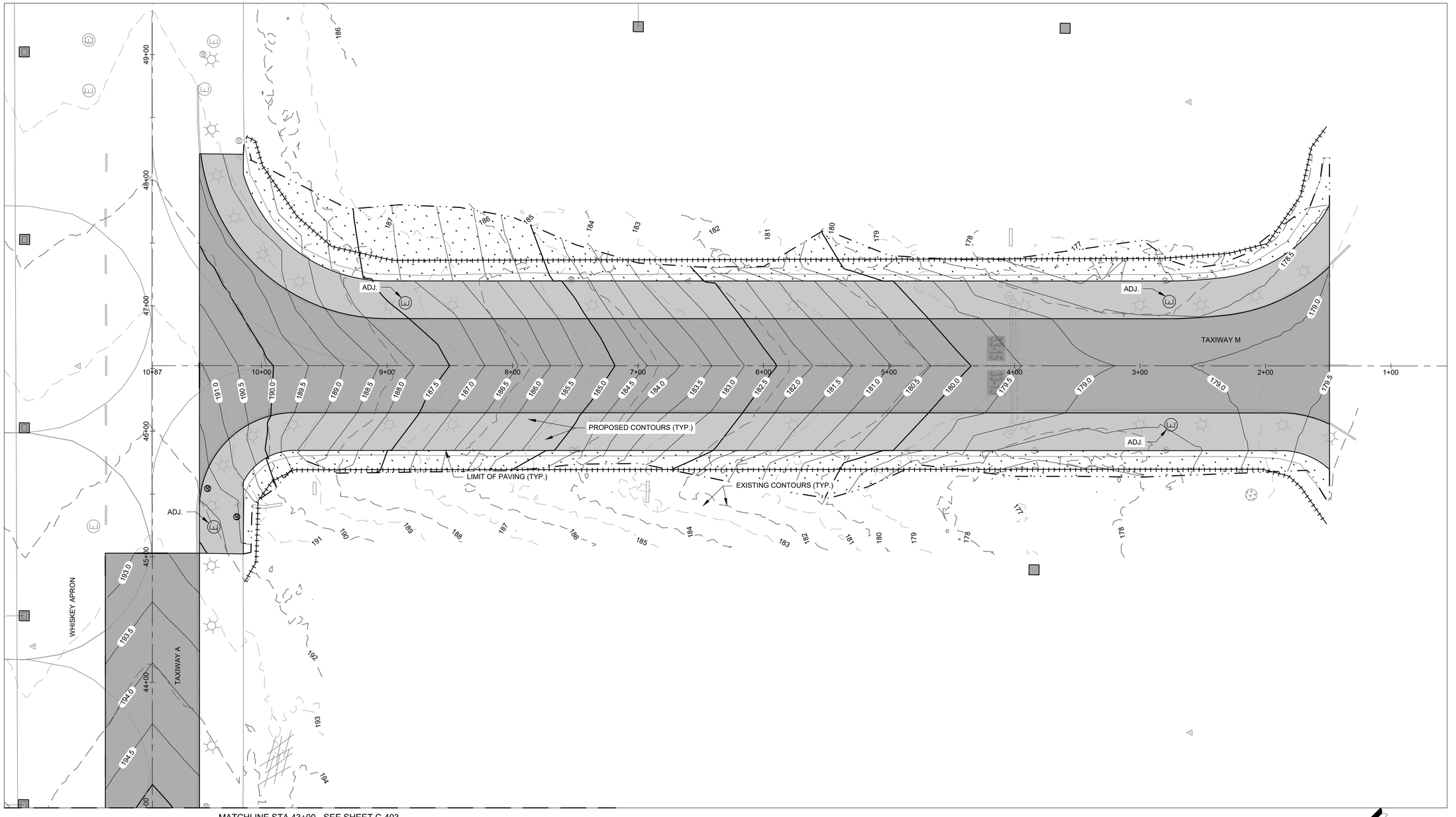
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SHEET CONTENTS
GRADING AND DRAINAGE PLAN -3-

SHEET NO.
C-403

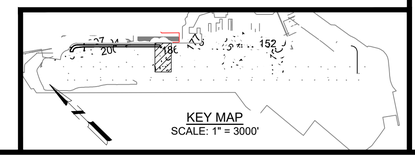
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LEGEND:

- SILT FENCE — SEE DETAIL 4/C-410
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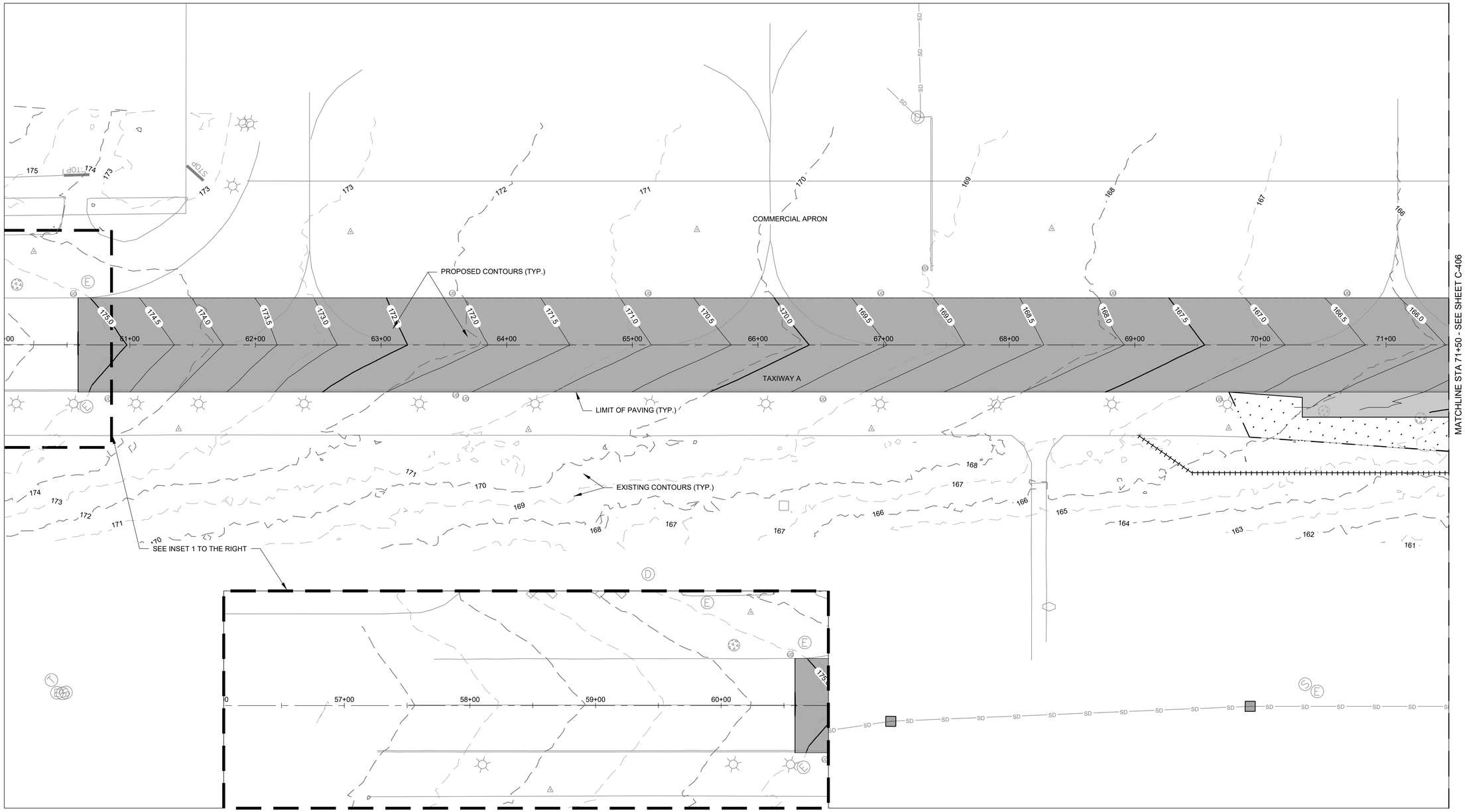
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SHEET CONTENTS
GRADING AND DRAINAGE PLAN -4-

SHEET NO.
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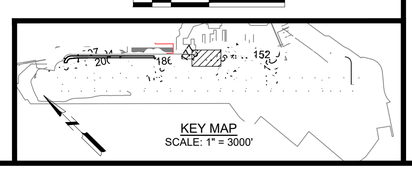


INSET 1 - UNDERDRAIN CONTINUATION

LEGEND:

- SILT FENCE — SEE DETAIL 4/C-410
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KEY MAP
SCALE: 1" = 3000'

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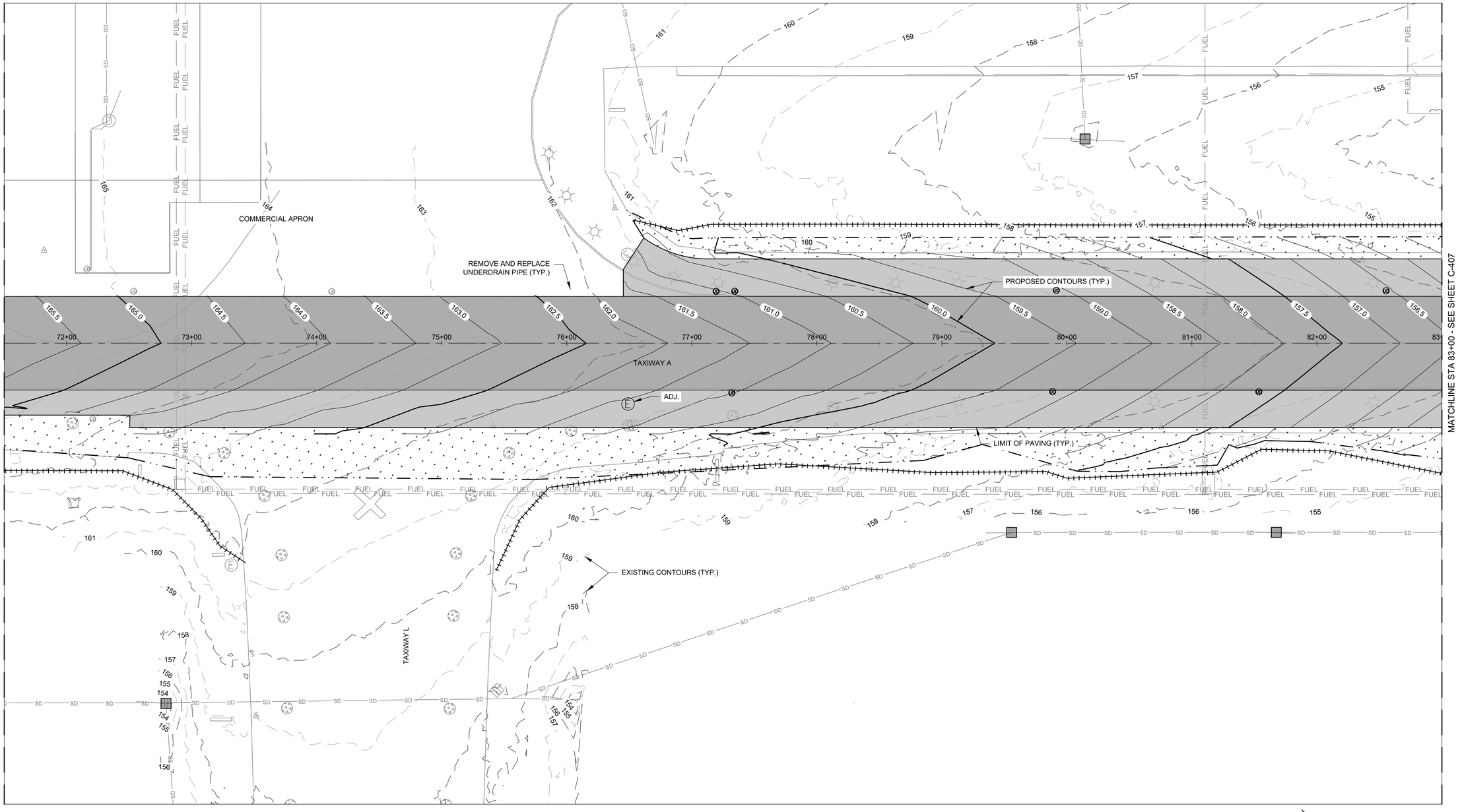
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SHEET CONTENTS
GRADING AND DRAINAGE PLAN -5-

SHEET NO.
C-405

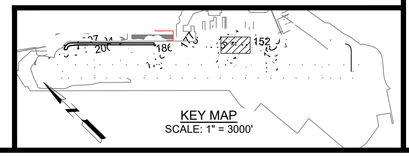
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LEGEND:

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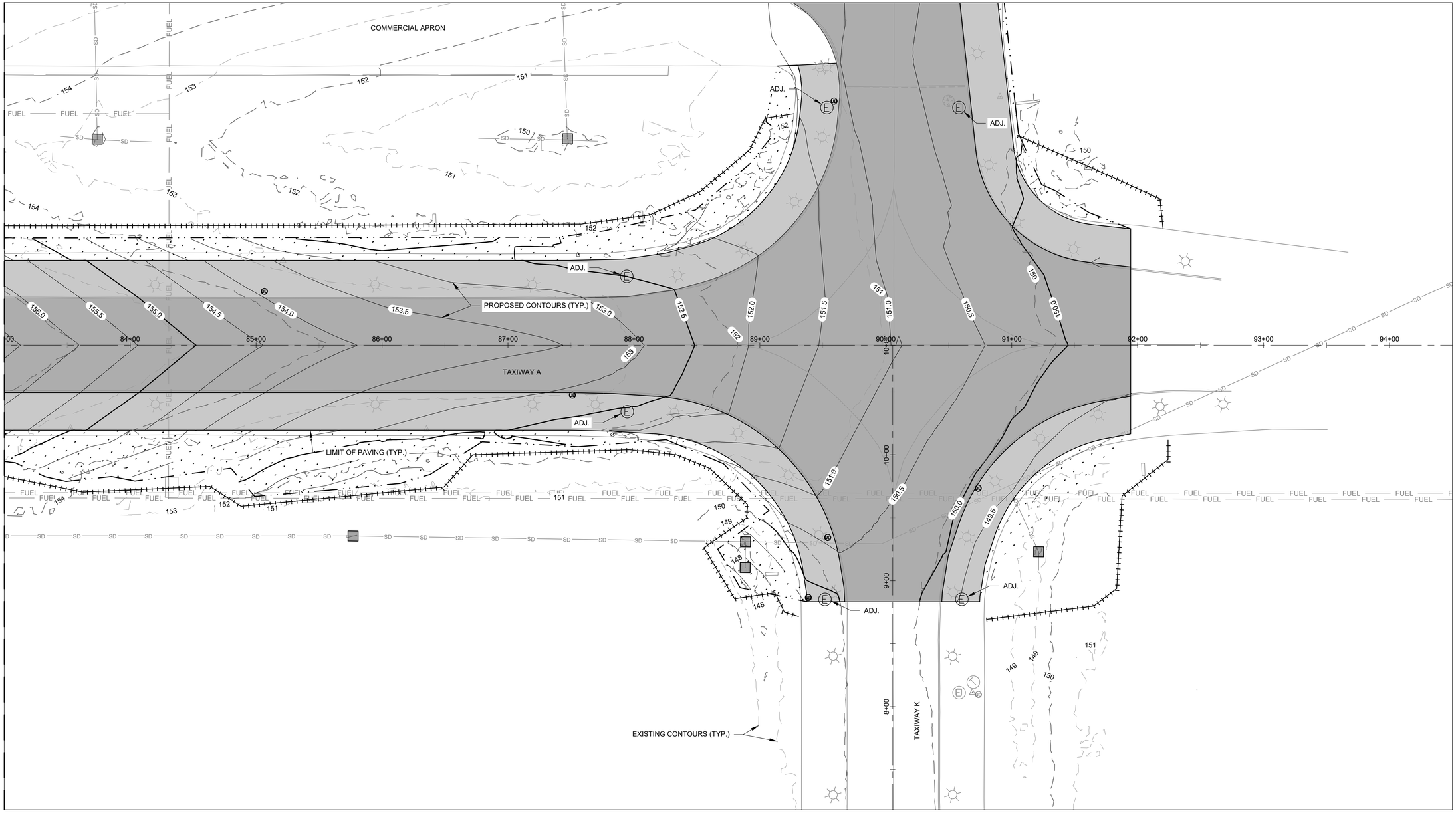
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SHEET CONTENTS
GRADING AND DRAINAGE PLAN -6-

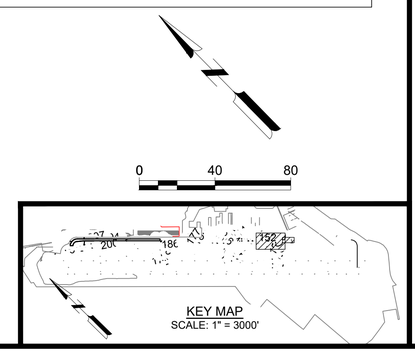
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C-406

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LEGEND:

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SHEET CONTENTS
GRADING AND DRAINAGE PLAN -7-

SHEET NO.
C-407

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PERMANENT SEEDING NOTES FOR ALL DISTURBED AREAS:

1. DURING PERIOD FROM APRIL 15 TO OCTOBER 15, AREAS DISTURBED SHALL BE LIMED, FERTILIZED, SEEDED AND MULCHED ACCORDING TO SPECIFICATION T-901.
2. AFTER SEEDING, AREAS DISTURBED SHALL BE HAY MULCHED ACCORDING TO SPECIFICATION T-908.
3. NO SEEDING SHALL TAKE PLACE BETWEEN JUNE 15 AND JULY 15. AS A CONTINGENCY PLAN, AREAS DISTURBED DURING THESE DATES SHALL BE HAY MULCHED AT A RATE OF 2 BALES/1,000 SF AND SECURED WITH PEG AND TWINE OF 4-6 PEGS/SY OR WITH TERRA TACK II AT A RATE OF 60 GALLONS/ACRE.
4. WEEKLY, OR AFTER PRECIPITATION PRODUCING THE EQUIVALENT OF ONE HALF INCH OF RAINFALL OR SNOW MELT, ALL MULCHED AREAS SHALL BE INSPECTED FOR SUITABILITY FOR EROSION CONTROL AND SLOPE PROTECTION. WEAKENED AREAS SHALL BE RE-MULCHED AS 2. ABOVE.
5. WITHIN 30-45 DAYS OF SEED APPLICATION, ALL AREAS SHALL BE INSPECTED FOR SATISFACTORY GROWTH. AREAS OF LESS THAN 75 PERCENT GROWTH SHALL BE RESEEDED AT ORIGINAL APPLICATION RATES, MULCHED AND MAINTAINED ACCORDINGLY AS SPECIFIED ABOVE.
6. PERMANENT SEEDING SHALL BE INSTALLED IMMEDIATELY UPON REACHING FINAL GRADE.

EROSION CONTROL CONSTRUCTION SEQUENCE:

1. INSTALL ALL SILT FENCING AND TEMPORARY CONSTRUCTION ENTRANCES.
2. CONSTRUCT SEDIMENT POND WITH RIP-RAP INLET CHANNEL AND OUTLET STRUCTURE (INCLUDING RIP-RAP APRON AT OUTLET). INSTALL TEMPORARY PIPE SEDIMENT TRAP ON OUTLET PIPE. TEMPORARILY SEED AND MULCH DETENTION POND AREA AND INSTALL EROSION CONTROL BLANKET WHERE SHOWN.
3. GRADE PROJECT TO SUBGRADE LEVEL IN LOGICAL MANNER TO MINIMIZE EARTH MOVING AND TO PRESERVE LAND NOT TO BE DISTURBED.
4. INSTALL DETENTION POND INLET PIPE WITH RIP-RAP OUTLET.
5. COMPLETE DRAINAGE AND UTILITY CONSTRUCTION.
6. INSTALL GRAVEL BASE. REMOVE TEMPORARY CONSTRUCTION ENTRANCE IMMEDIATELY PRIOR TO PLACING ROAD BASE.
7. COMPLETE FINISH GRADING. LOAM, SEED AND MULCH (WITH EROSION CONTROL BLANKET WHERE SHOWN) ALL DISTURBED AREAS NOT TO BE PAVED OR RIP-RAPPED. REMOVE EXCESS ACCUMULATED SEDIMENTS FROM DETENTION POND BOTTOM.
8. COMPLETE UNFINISHED CONSTRUCTION AND FINISH PAVING.
9. REMOVE TEMPORARY DIVERSION DITCHES, LEVEL SPREADERS, HAY BALES AND STONE CHECK DAM WHEN 75 PERCENT OF GRASS GROWTH HAS BEEN ESTABLISHED.

ALL EARTHWORK OR CONSTRUCTION ACTIVITIES SHALL OCCUR AFTER APRIL 15 AND BEFORE NOVEMBER 15 UNLESS PRIOR PERMISSION FROM DEP IS OBTAINED. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL DEVICES PRIOR TO THE DISTURBANCE OF ANY WORK AREA.

TEMPORARY SEEDING NOTES:

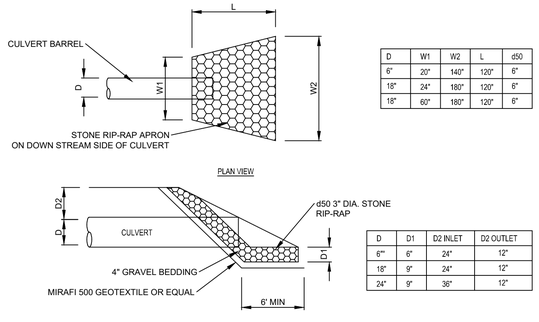
1. ANY DISTURBED AREAS TO BE LEFT IN ROUGH GRADED FORM FOR MORE THAN 30 DAYS BUT LESS THAN ONE GROWING SEASON SHALL BE LIMED, FERTILIZED, TEMPORARILY SEEDED AND MULCHED.
2. APPLICATION RATES AND MATERIALS USED SHALL BE THE SAME AS FOR PERMANENT SEEDING EXCEPT SEED MIXTURE SHALL BE ANNUAL RYE GRASS.

DORMANT SEEDING NOTES:

1. DURING PERIODS FROM OCTOBER 1 TO NOVEMBER 15, AREAS DISTURBED SHALL BE DORMANT SEEDED WITH WINTER RYE, 1.5 LBS/1,000 SF. DURING PERIODS BETWEEN NOVEMBER 1 AND APRIL 15, DISTURBED AREAS SHALL BE MULCHED AND IF NECESSARY, STABILIZED WITH EROSION CONTROL MESH.

GENERAL NOTES:

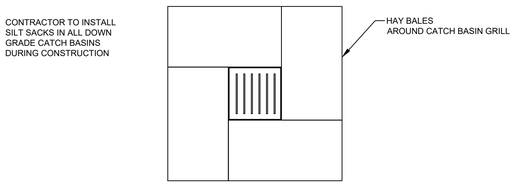
1. ON SITE STABILIZATION WILL BE DONE WITHIN 15 DAYS OF FINAL GRADING OR WITHIN 30 DAYS OF INITIAL SOIL DISTURBANCE.
2. EVERY WEEK AND AFTER PRECIPITATION PRODUCING THE EQUIVALENT OF ONE HALF INCH OF RAINFALL, THE CONTRACTOR SHALL INSPECT AND MAINTAIN ALL EROSION CONTROL MEASURES. MAINTENANCE SHALL INCLUDE, BUT NOT BE LIMITED TO REMOVAL OF SEDIMENT FROM SILT FENCE IF SOIL ACCUMULATES TO A DEPTH OF ONE-HALF THE FABRIC HEIGHT; REPAIR OF HAY BALE BARRIERS IF RUNOFF CHANNELIZES UNDER OR AROUND THE BALES; REMOVAL OF EXCESS ACCUMULATED SEDIMENT FROM POND; AND WASHING OF TEMPORARY CONSTRUCTION ENTRANCES PRIOR TO OCCURRENCES OF SIGNIFICANT TRACKING.
3. ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH "MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES: BY CUMBERLAND COUNTY SWCD, DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH, 1991.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL MEASURES, INCLUDING MATERIALS, CONSTRUCTION, MAINTENANCE AND REMOVAL.
5. JUTE MESH SHALL BE INSTALLED ON ALL LOAM AND SEEDED AREAS WHICH HAVE A SLOPE GREATER THAN 3:1.
6. EROSION CONTROL MEASURES SHALL BE INSPECTED ON A MONTHLY BASIS ONCE FINAL STABILIZATION IS COMPLETE, BY THE INSPECTING ENGINEER. THIS INSPECTION IS NO WAY REDUCES OR ELIMINATES THE CONTRACTOR'S RESPONSIBILITY TO ADHERE WITH VERBAL OR WRITTEN REQUIREMENTS OF DEP, ARMY CORPS, EPA OR OTHER JURISDICTIONAL AGENCIES. CONTRACTOR MUST FURTHER ADHERE TO ALL REQUIREMENTS SET FORTH IN THE DEP ORDER OF CONDITIONS.
7. AFTER EACH INSPECTION OF EROSION CONTROL MEASURES, AND INSPECTION REPORT DETAILING THE SCOPE OF THE INSPECTION, NAME(S) OF PERSONNEL CONDUCTING THE INSPECTION, DATE, MAJOR OBSERVATION AND ACTIONS TAKEN, SHALL BE MADE AND KEPT ON FILE FOR THREE YEARS AFTER THE INSPECTION.



D	W1	W2	L	d50
6"	20"	140"	120"	6"
18"	24"	180"	120"	6"
18"	60"	180"	120"	6"

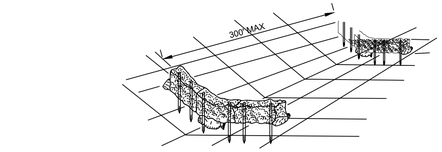
D	D1	D2 INLET	D2 OUTLET
6""	6"	24"	12"
18"	9"	24"	12"
24"	9"	36"	12"

1 RIP-RAP APRON DETAIL
NOT TO SCALE



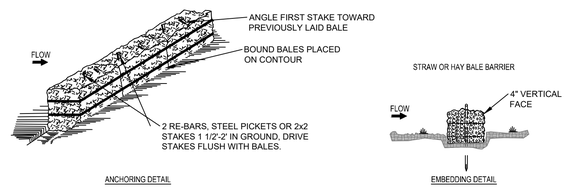
CONSTRUCTION SPECIFICATIONS:
1. BALES SHALL BE PLACED WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF FOUR INCHES AND PLACED SO THE BINDINGS ARE HORIZONTAL.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR RE-BARS DRIVEN THROUGH THE BALE. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
4. INSPECTION SHALL BE FREQUENT AND REPAIR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

2 INLET PROTECTION DETAIL
NOT TO SCALE



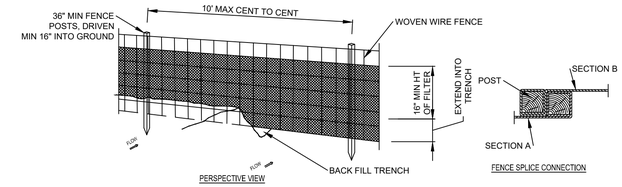
EROSION CHECK TO BE BALES OF HAY SECURED TO THE GROUND WITH 2-4' LONG GRADE STAKES FOR EACH BALE. SAND BAG AS REQUIRED.

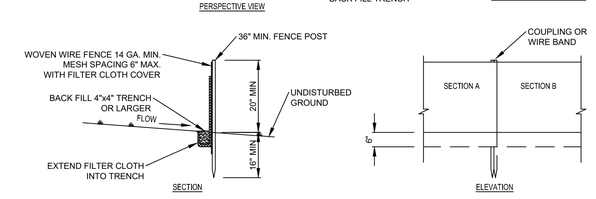
EROSION CHECK FOR DITCH



CONSTRUCTION SPECIFICATIONS:
1. BALES SHALL BE PLACED AT THE TOE OF A SLOPE OR ON THE CONTOUR AND IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF FOUR INCHES AND PLACED SO THE BINDINGS ARE HORIZONTAL.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR RE-BARS DRIVEN THROUGH THE BALE. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
4. INSPECTION SHALL BE FREQUENT AND REPAIR REPLACEMENT SHALL BE MAKE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

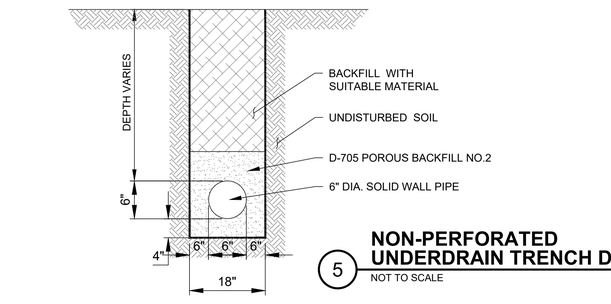
3 HAY BALE CHECK DAM DETAIL
NOT TO SCALE



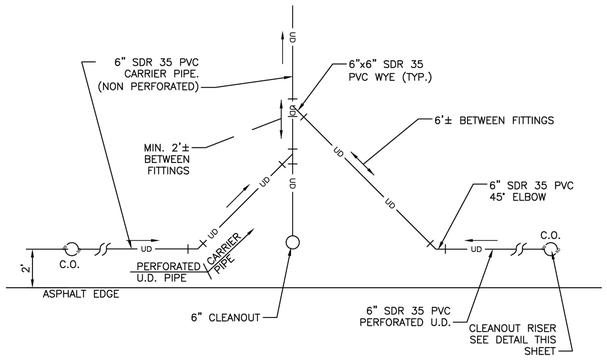


CONSTRUCTION SPECIFICATIONS:
THE CONTRACTOR HAS THE OPTION TO NOT USE WOVEN WIRE MESH IF STAKE SPACERS ARE REDUCED TO 6' o.c.
1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WORE TIES OR STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP OF MID SECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER LAPPED BY SIX INCHES AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN BULGES DEVELOP IN THE SILT FENCE.
5. POSTS: STEEL EITHER T OR U TYPE OR 2" HARDWOOD. FENCE: WOVEN WIRE, 14 GA. 6" MAX. MESH OPENING. FILTER CLOTH: FILTER X, MIRAFI 100X, STABI-LINKA T140N OR APPROVED EQUAL. PREFABRICATED UNIT: GEOFAB, ENVIROFENCE, OR APPROVED EQUAL.

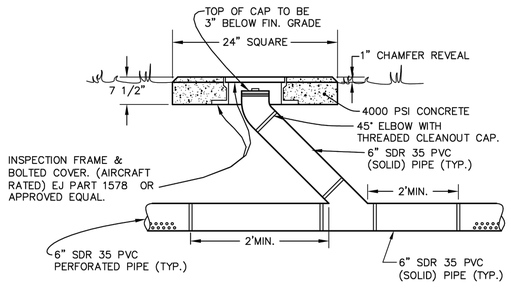
4 SILT FENCE DETAIL
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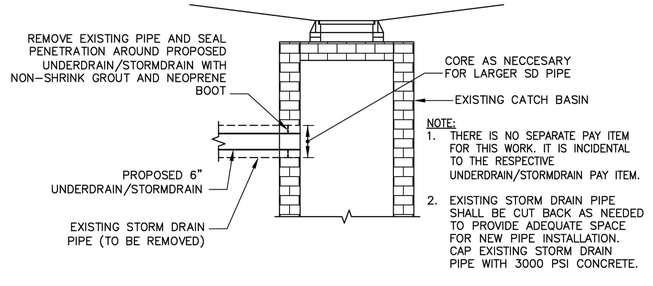
5 NON-PERFORATED UNDERDRAIN TRENCH DETAIL
NOT TO SCALE



6 UNDERDRAIN PIPING DETAIL
NOT TO SCALE



7 CLEAN OUT RISER DETAIL
NOT TO SCALE



8 UNDERDRAIN TIE-IN TO EXISTING CATCH BASIN DETAIL
NOT TO SCALE

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TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION
287 GODFREY BOULEVARD
BANGOR, ME 04401

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02/26/2026 90% SUBMISSION

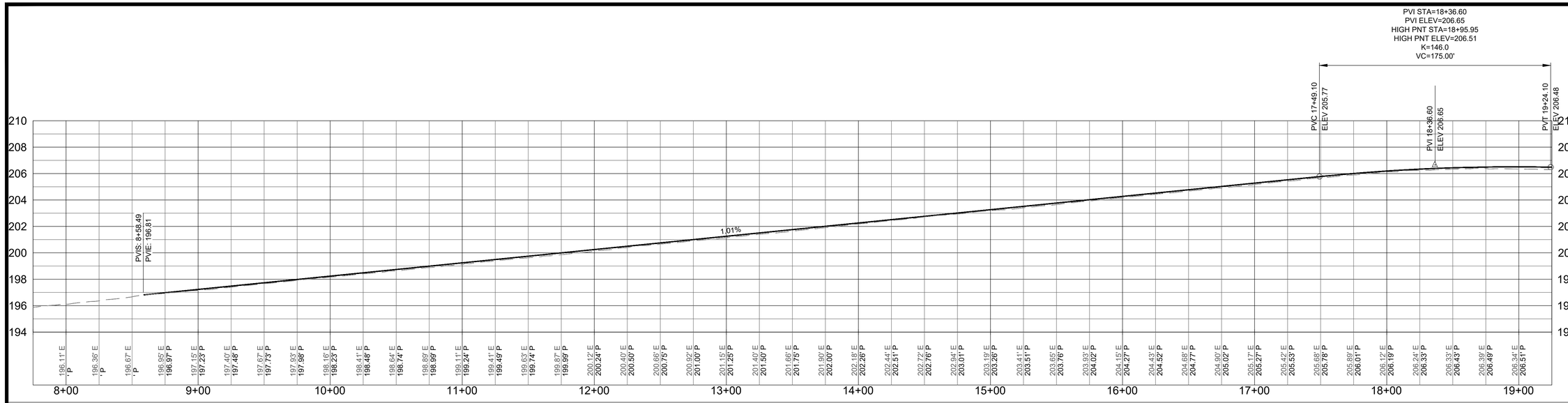
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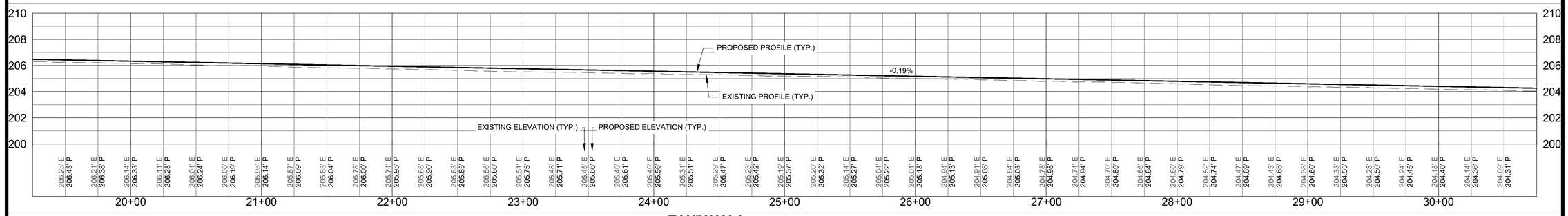
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EROSION CONTROL AND UNDERDRAIN DETAILS

SHEET NO.
C-410



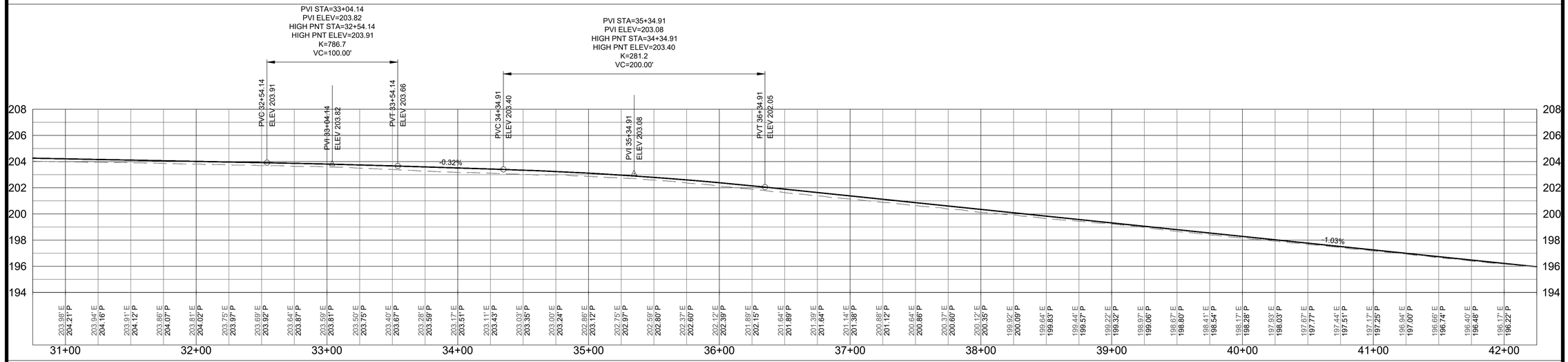
1 TAXIWAY A STA 7+75 TO 19+25

SCALE: HORIZ 1"=40'; VERT 1"=4'



2 TAXIWAY A STA 19+25 TO 30+75

SCALE: HORIZ 1"=40'; VERT 1"=4'



3 TAXIWAY A STA 30+75 TO 42+25

SCALE: HORIZ 1"=40'; VERT 1"=4'

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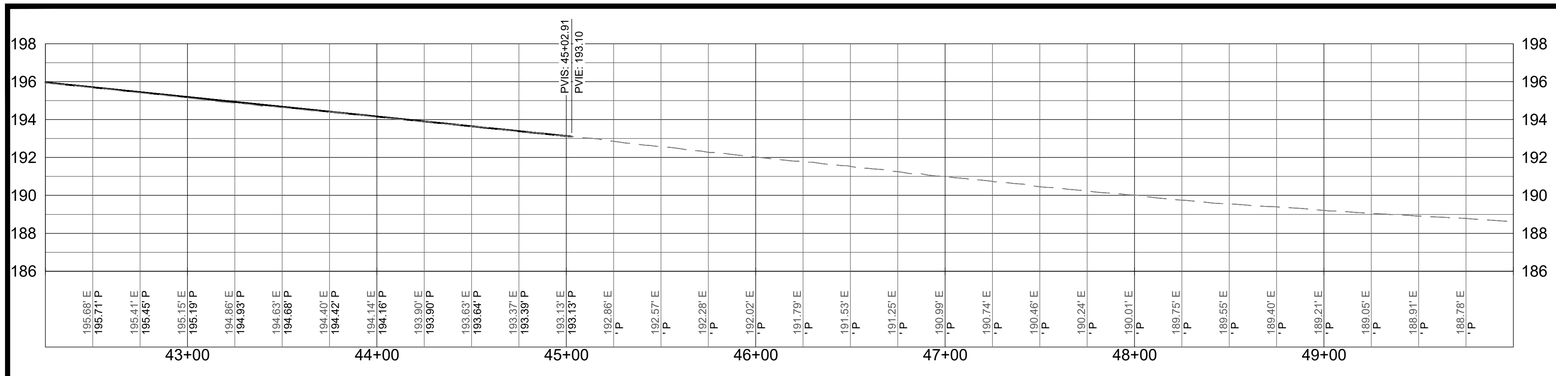
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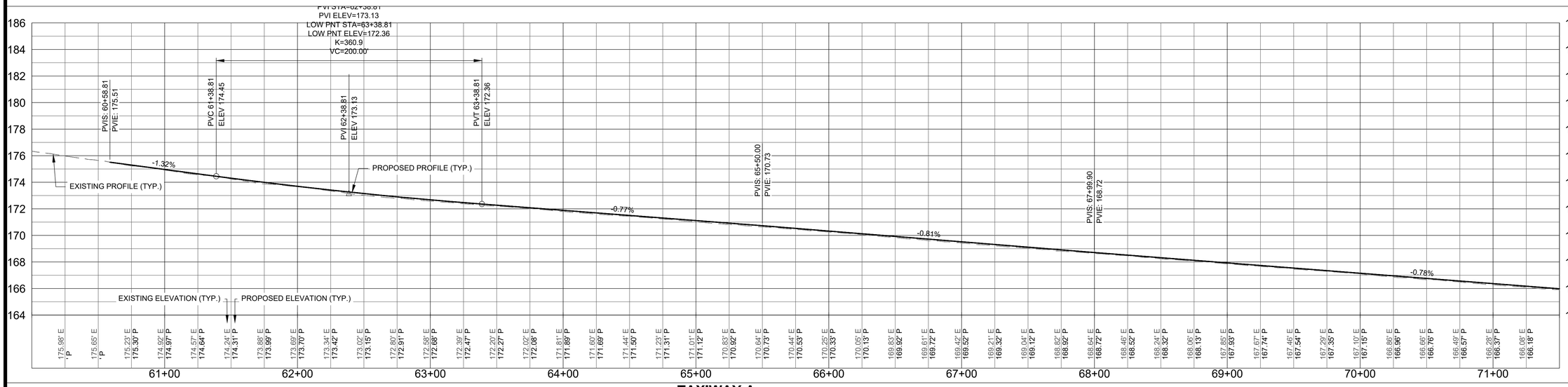
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PROFILE PLAN -1-

SHEET NO.
C-451



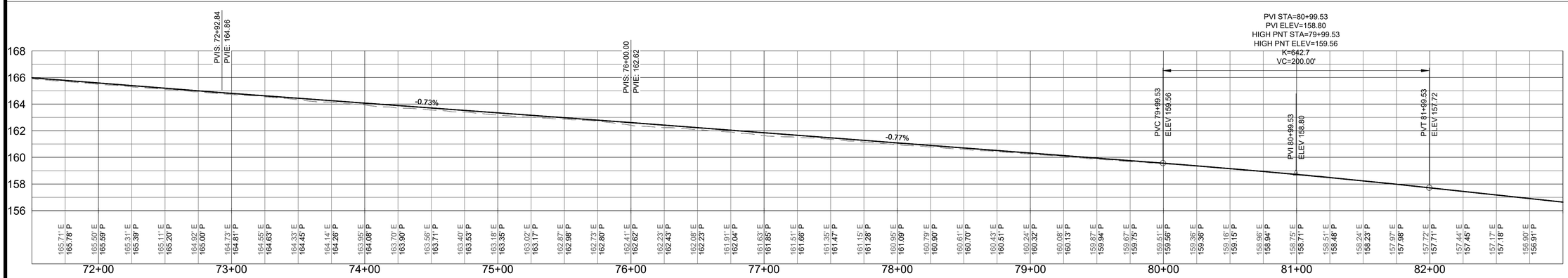
TAXIWAY A
STA 42+25 TO 50+00

1 SCALE: HORIZ 1"=40'; VERT 1"=4'



TAXIWAY A
STA 60+00 TO 71+50

2 SCALE: HORIZ 1"=40'; VERT 1"=4'



TAXIWAY A
STA 71+50 TO 83+00

3 SCALE: HORIZ 1"=40'; VERT 1"=4'

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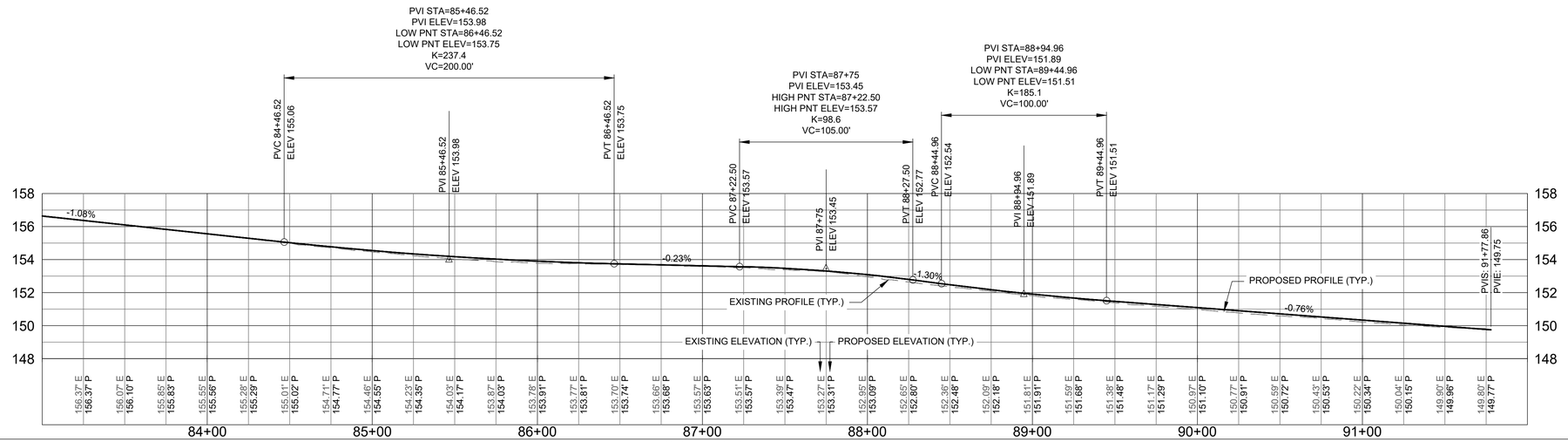
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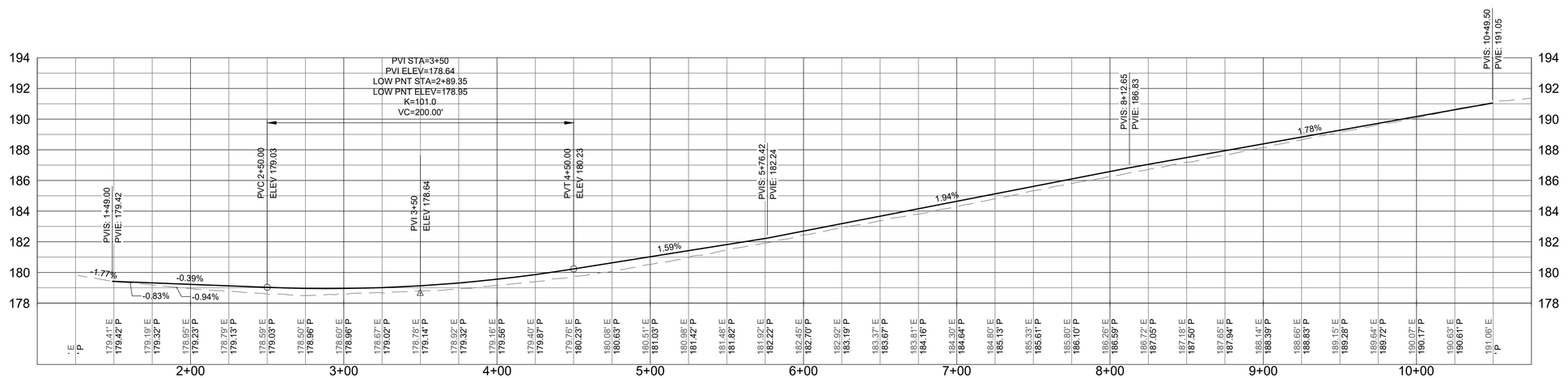
SHEET CONTENTS
PROFILE PLAN -2-

SHEET NO.
C-452



TAXIWAY A
STA 83+00 TO 92+00

1 SCALE: HORIZ 1"=40'; VERT 1"=4'



TAXIWAY M
STA 2+00 TO 10+75

2 SCALE: HORIZ 1"=40'; VERT 1"=4'

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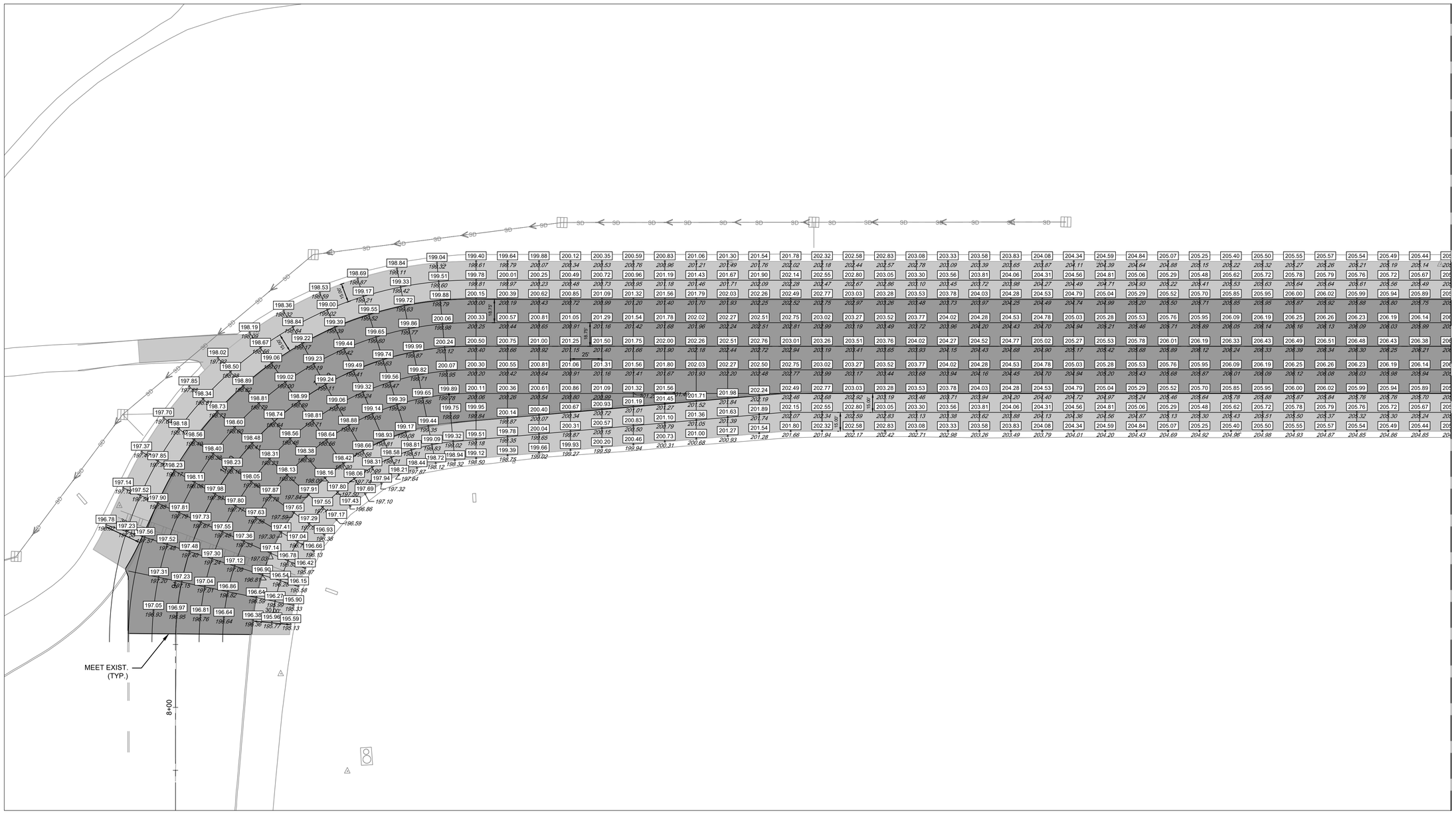
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SHEET CONTENTS
PROFILE PLAN -3-

SHEET NO.
C-453

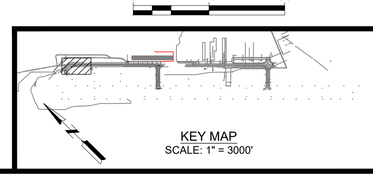
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LEGEND:

- PROPOSED FULL STRENGTH PAVEMENT
- PROPOSED SHOULDER PAVEMENT
- 193.14 / *193.23* — PROPOSED FINISHED GRADE / EXISTING GRADE

0 40 80



KEY MAP
SCALE: 1" = 3000'

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SHEET CONTENTS
SPOT GRADE PLAN -1-

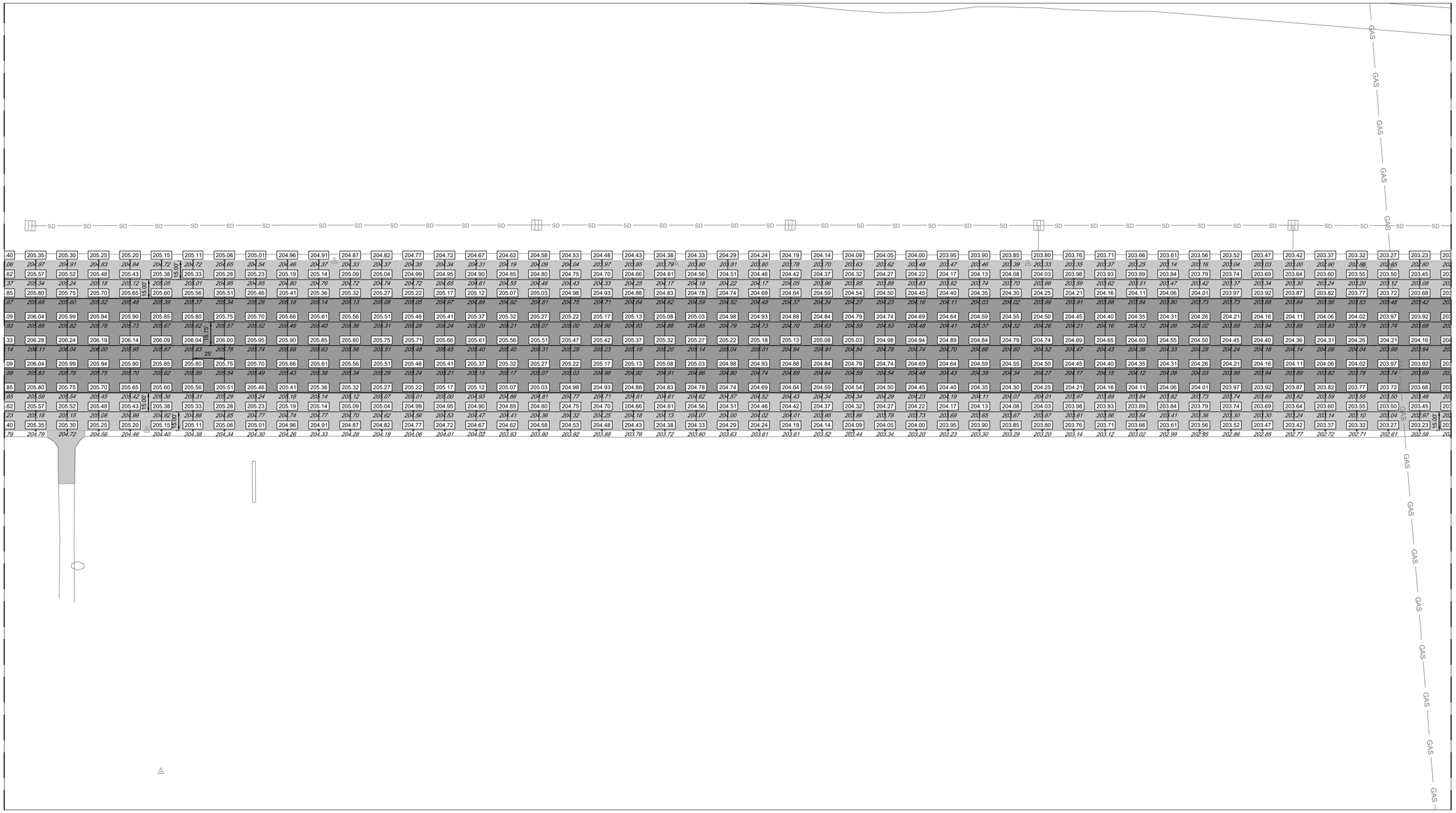
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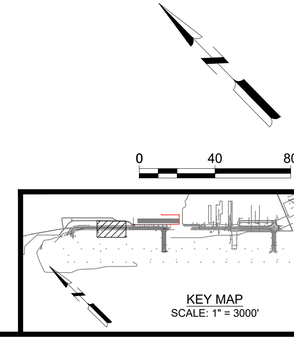
C-501

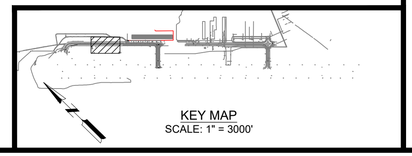
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MATCHLINE STA 20+00 - SEE SHEET C-101

MATCHLINE STA 31+50 - SEE SHEET C-103







KEY MAP
SCALE: 1" = 3000'

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SHEET CONTENTS
SPOT GRADE PLAN -2-

SHEET NO.
C-502

MATCHLINE STA 31+50 - SEE SHEET C-102

MATCHLINE STA 43+00 - SEE SHEET C-104

SD

WHISKEY APRON

MEET EXIST. (TYP.)

MEET EXIST. (TYP.)

MEET EXIST. (TYP.)

MEET EXIST. (TYP.)

15.00'

15.00'

15.00'

18.75'

25'

18.75'

0 40 80

KEY MAP
SCALE: 1" = 3000'

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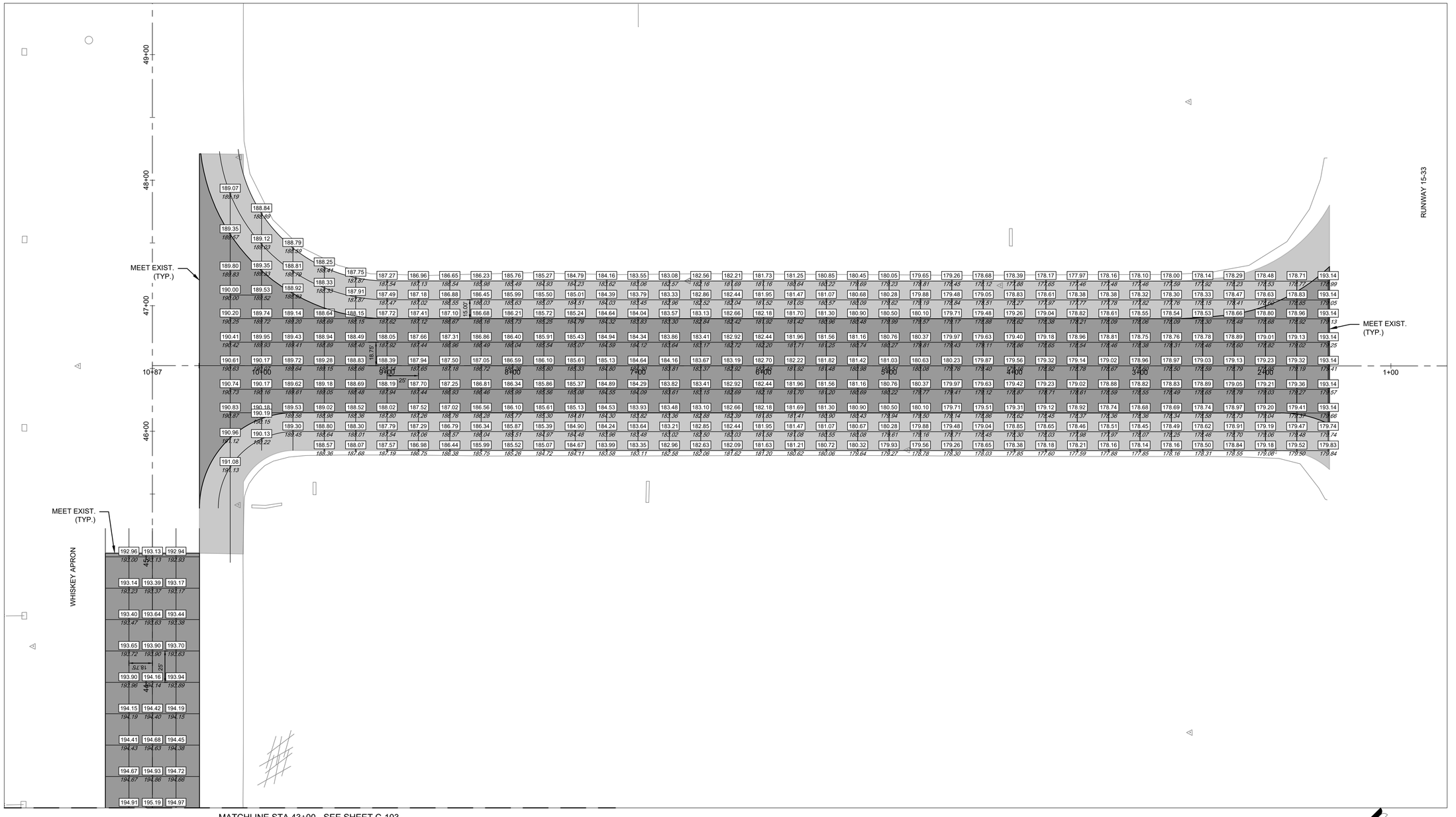
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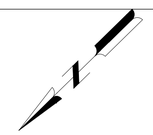
SPOT GRADE PLAN -3-

SHEET NO.

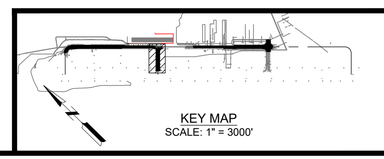
C-503

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0 40 80



KEY MAP
SCALE: 1" = 3000'

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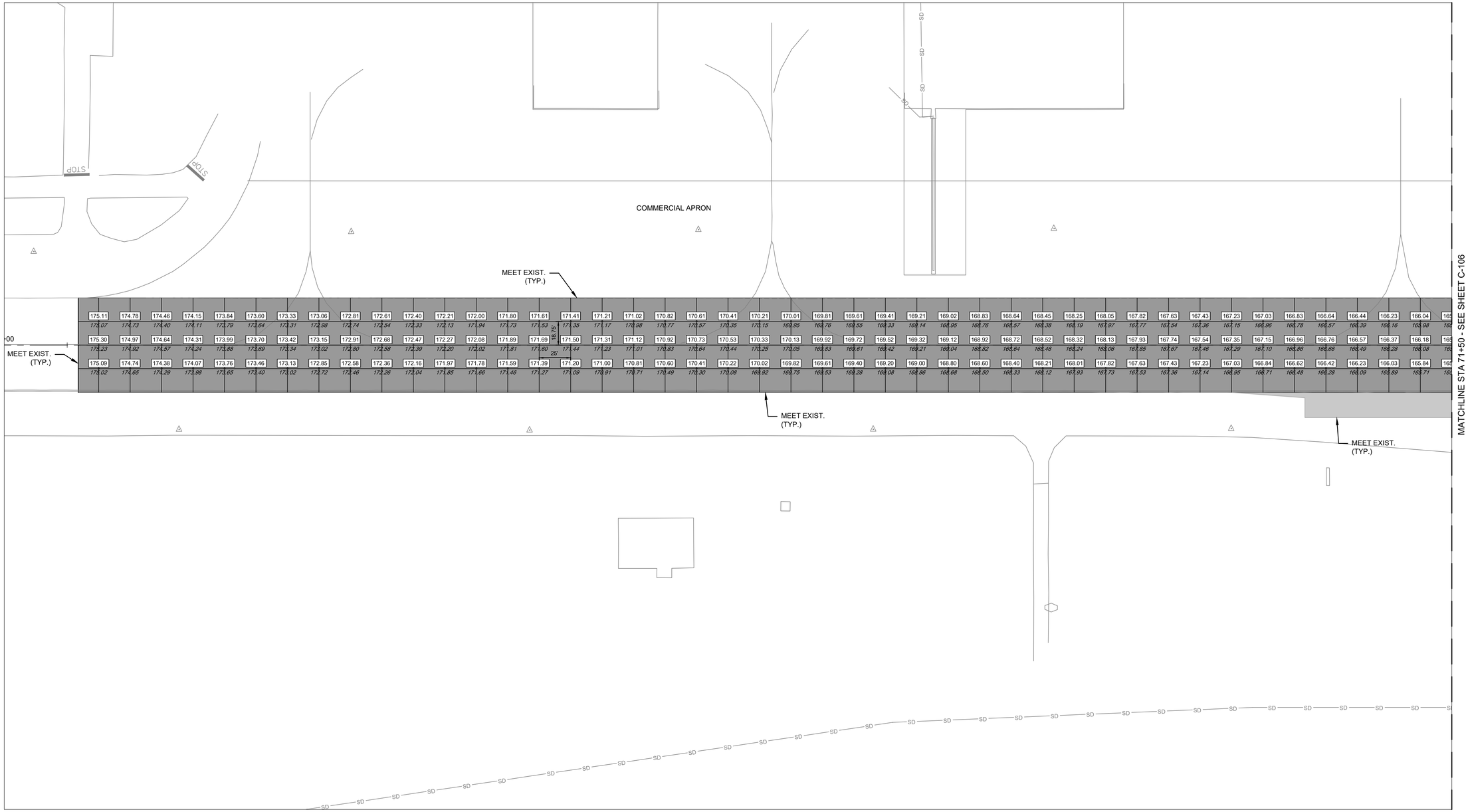
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SHEET CONTENTS

SPOT GRADE PLAN -4-

SHEET NO.

C-504



KEY MAP
SCALE: 1" = 3000'

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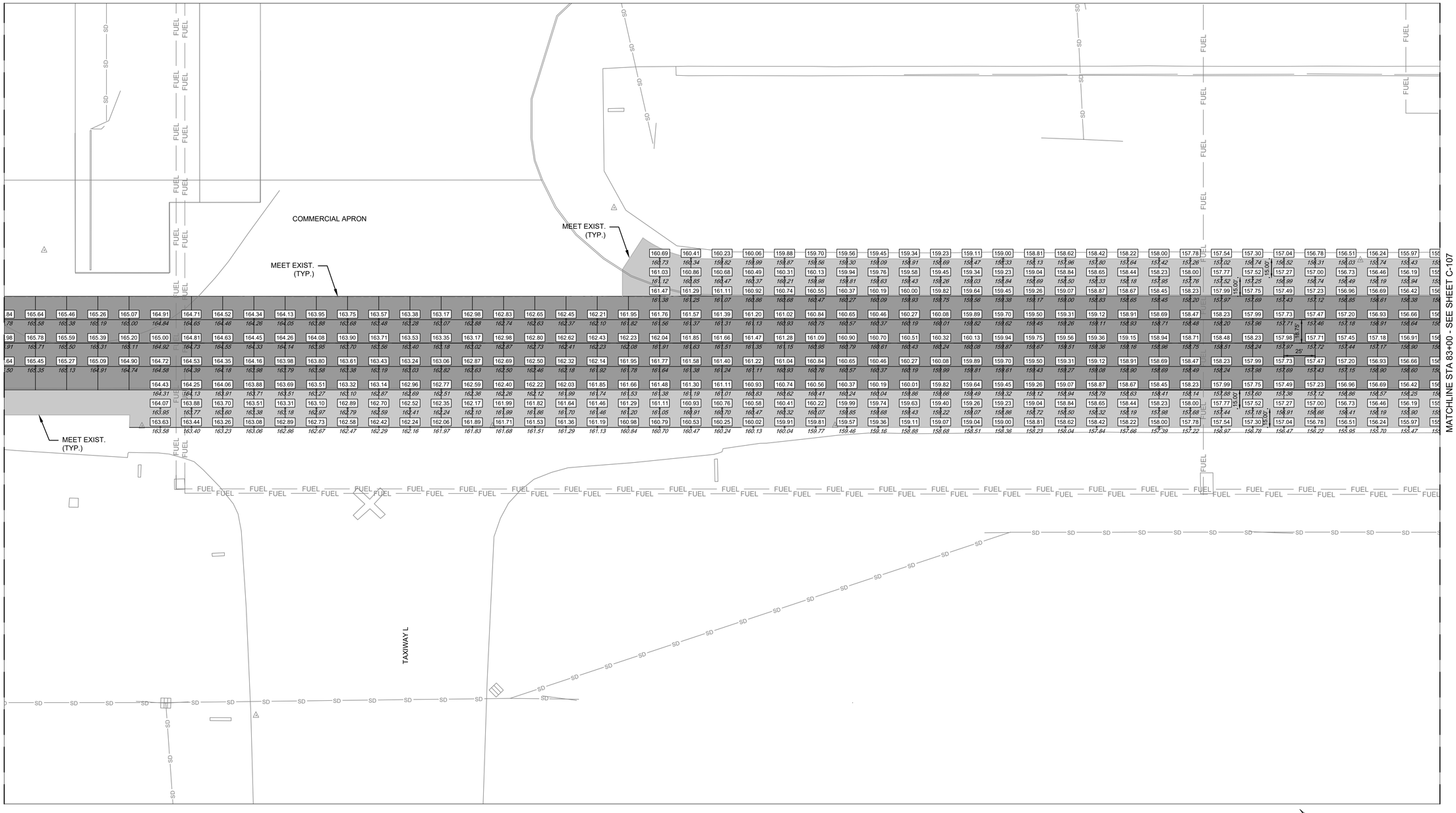
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SHEET CONTENTS
SPOT GRADE PLAN -5-

SHEET NO.
C-505

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SHEET CONTENTS
SPOT GRADE PLAN -6-

SHEET NO.
C-506

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COMMERCIAL APRON

MEET EXIST. (TYP.)

MEET EXIST. (TYP.)

MEET EXIST. (TYP.)

MATCHLINE STA 83+00 - SEE SHEET C-106

92+00

93+00

94+00

TAXIWAY K

0 40 80

KEY MAP
SCALE: 1" = 3000'

X:\4242100\251517.01\TECH\CAD\C-501 SPOT GRADE PLAN.DWG
3/6/2026 1:28:07 PM

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STATE OF MAINE
LEIGH A. BARTLETT
No. 11283
LICENSED PROFESSIONAL ENGINEER
3/6/26

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BANGOR INTERNATIONAL AIRPORT

TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION

287 GODFREY BOULEVARD
BANGOR, ME 04401

ISSUED

11/07/2025 30% SUBMISSION
02/26/2026 90% SUBMISSION

ISSUED FOR BID
MARCH 6, 2026

NOT FOR CONSTRUCTION

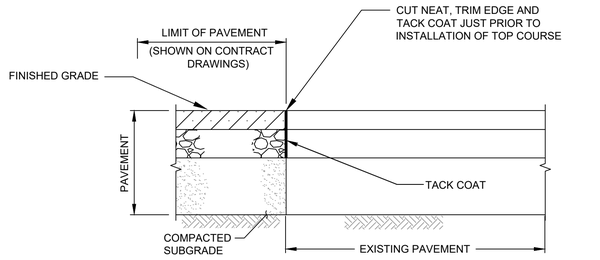
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DATE: MARCH 6, 2026
DESIGNED BY: CBS
DRAWN BY: JCD
CHECKED BY: LAB
DO NOT SCALE DRAWINGS

SHEET CONTENTS

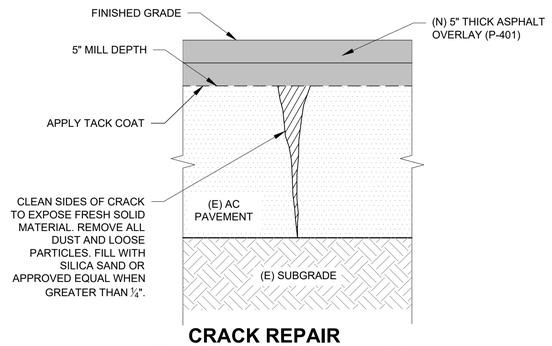
SPOT GRADE PLAN -7-

SHEET NO.

C-507



1 ASPHALT CONCRETE PAVEMENT MEETING EXISTING ASPHALT CONCRETE PAVEMENT
NO SCALE



2 **CRACK REPAIR (MILL & OVERLAY AREAS)**
NO SCALE

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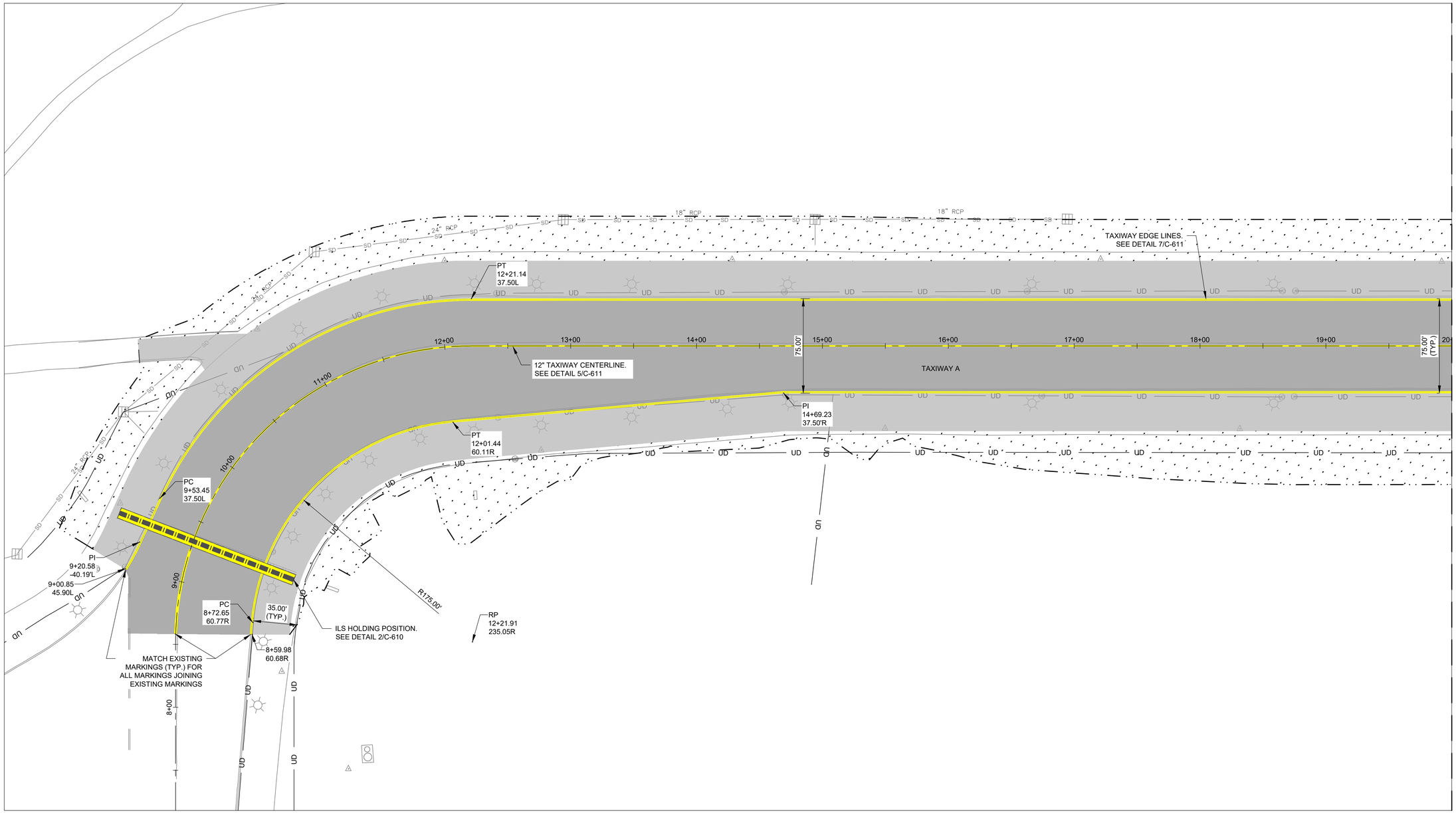
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MARCH 6, 2026

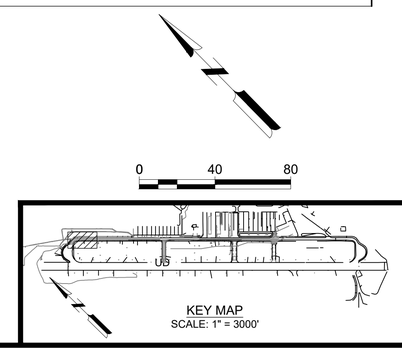
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SHEET CONTENTS
PAVEMENT JOINT DETAILS

SHEET NO.
C-541





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SHEET CONTENTS
PAVEMENT MARKING PLAN -1-

SHEET NO.
C-601

X:\4242100\251517.01\TECH\CAD\C-601 PAVEMENT MARKING PLANS.DWG
3/6/2026 12:12:10 PM

MATCHLINE STA 20+00 - SEE SHEET C-601

MATCHLINE STA 31+50 - SEE SHEET C-603

75.00' (TYP.)

21+00 22+00 23+00 24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00

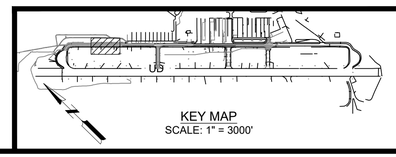
12" TAXIWAY CENTERLINE.
SEE DETAIL 5/C-611

TAXIWAY A

TAXIWAY EDGE LINES.
SEE DETAIL 7/C-611

SD UD GAS

0 40 80



KEY MAP
SCALE: 1" = 3000'

X:\4242100\251517.01\TECH\CAD\C-601 PAVEMENT MARKING PLANS.DWG
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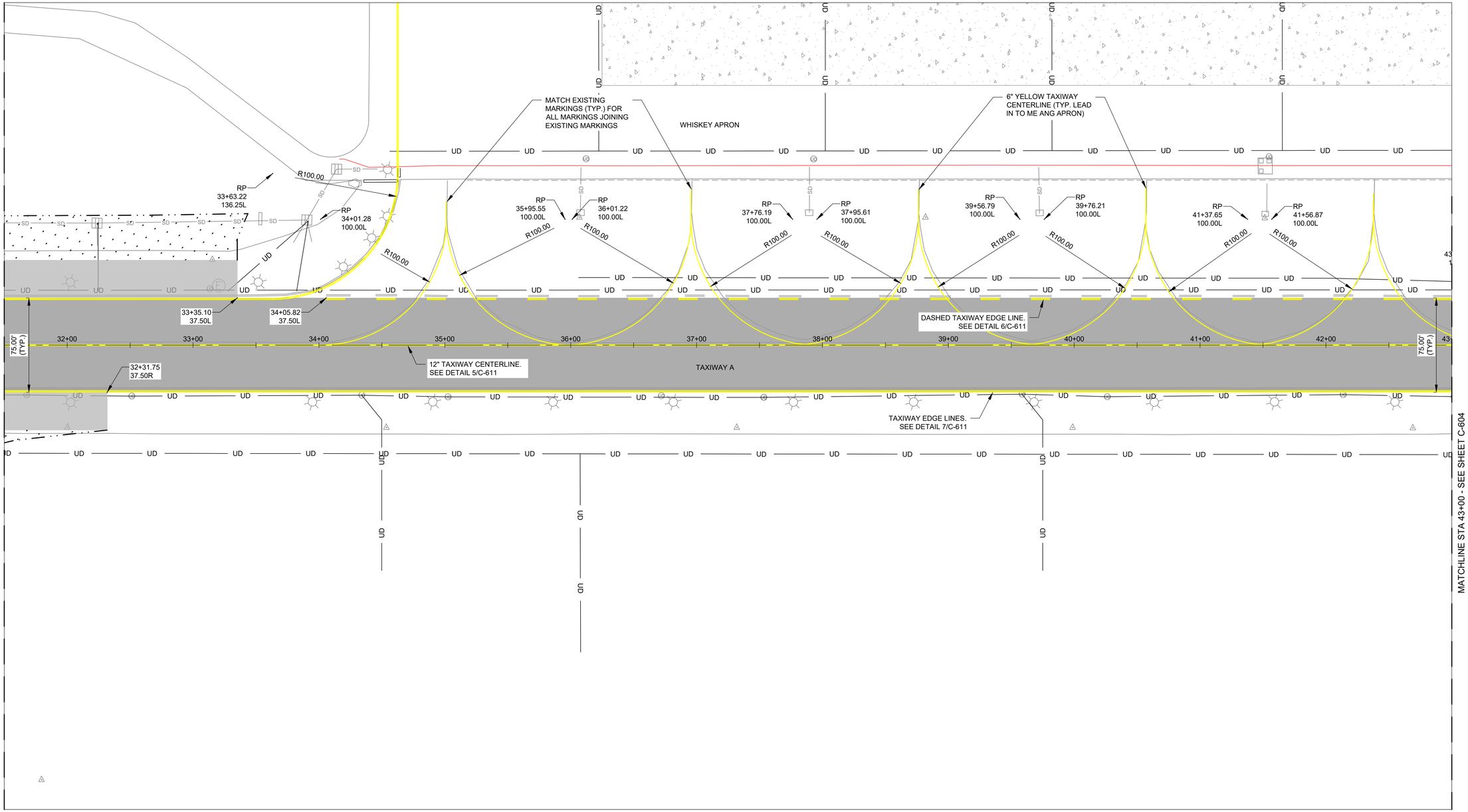
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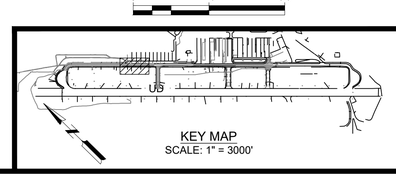
PAVEMENT MARKING PLAN -2-

SHEET NO.

C-602







KEY MAP
SCALE: 1" = 3000'

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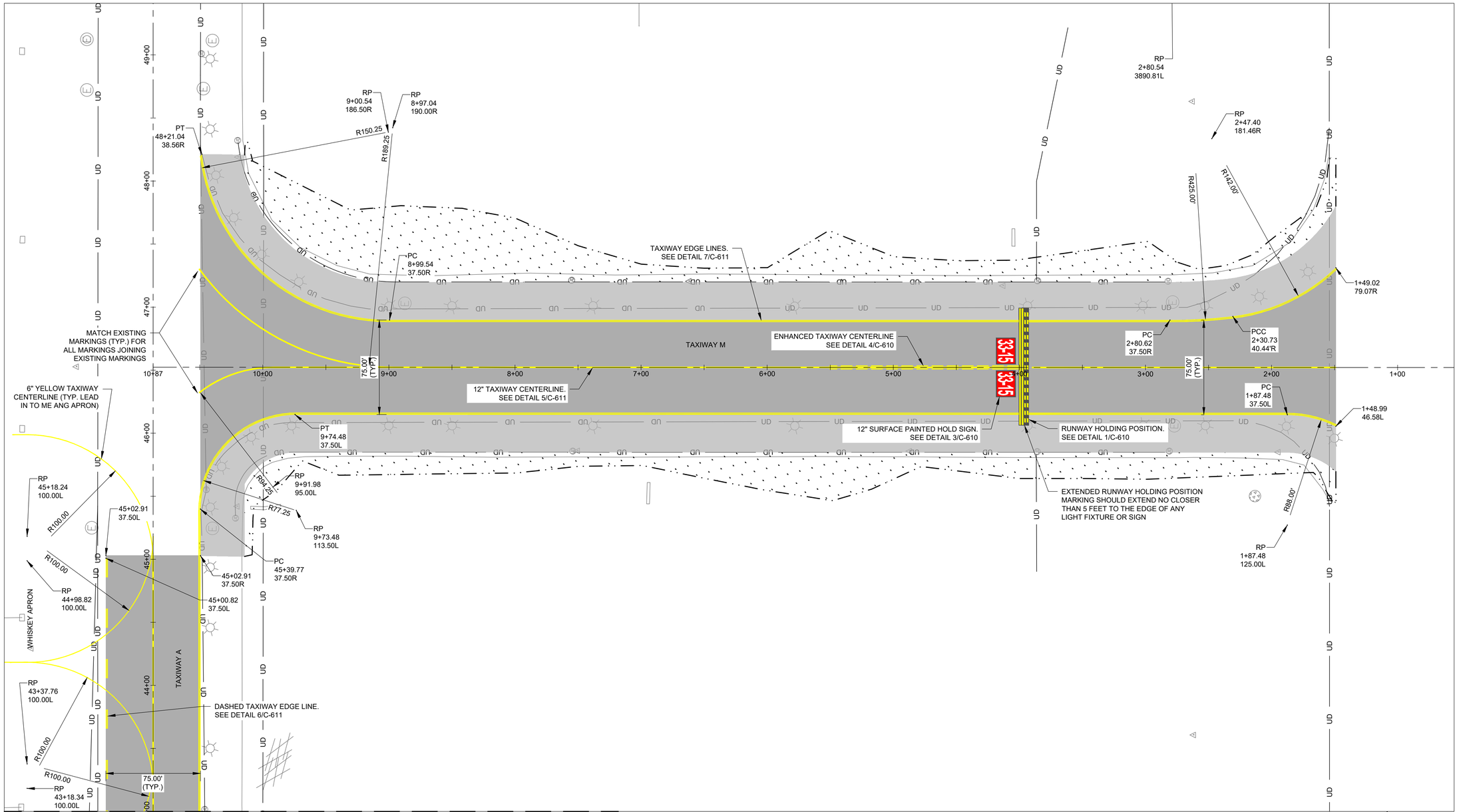
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SHEET CONTENTS
PAVEMENT MARKING PLAN -3-

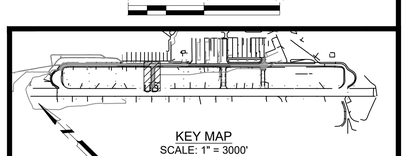
SHEET NO.
C-603

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MATCHLINE STA 43+00 - SEE SHEET C-603

0 40 80



KEY MAP
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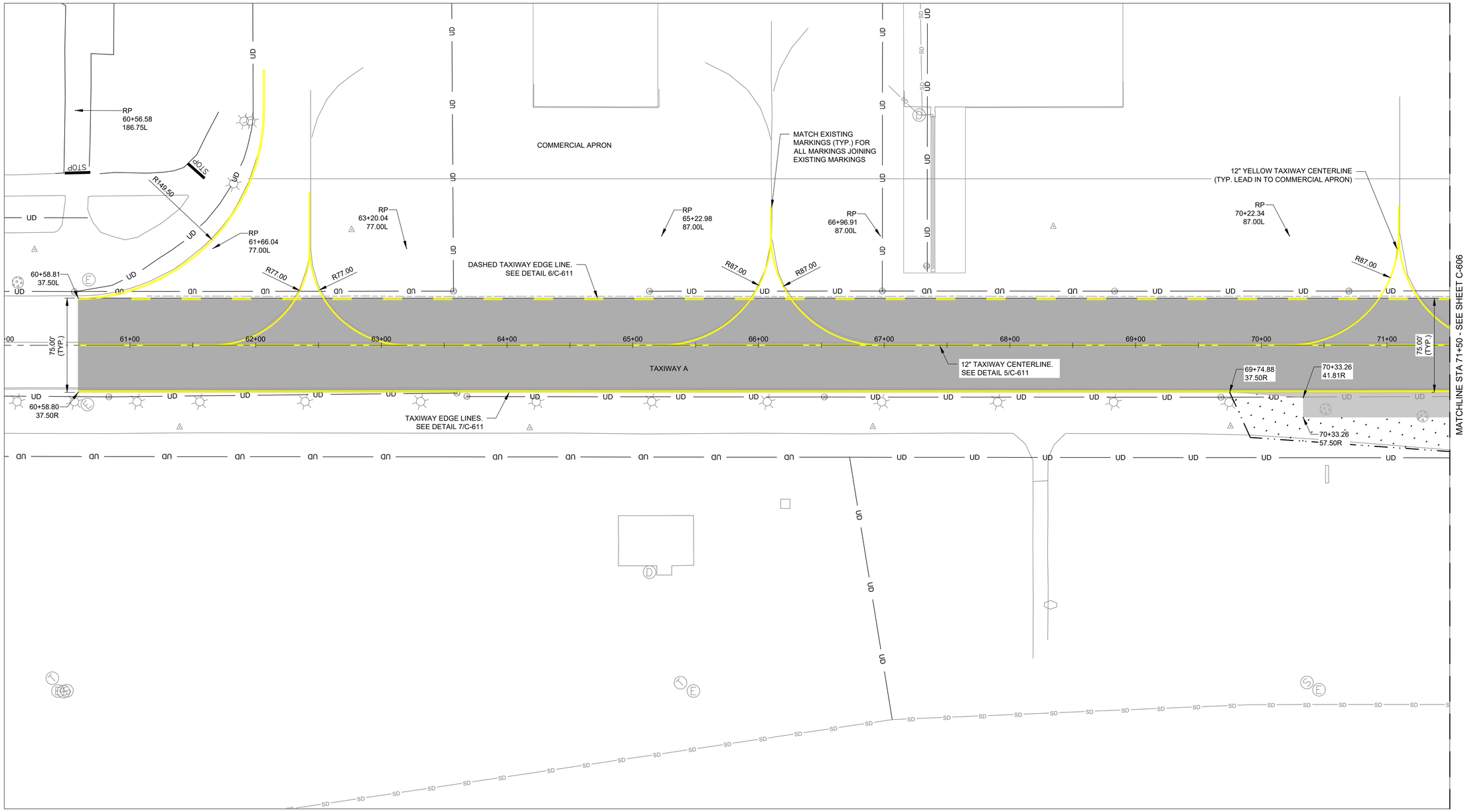
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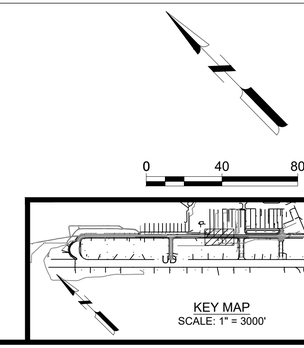
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SHEET CONTENTS
PAVEMENT MARKING
PLAN -4-

SHEET NO.
C-604

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0 40 80

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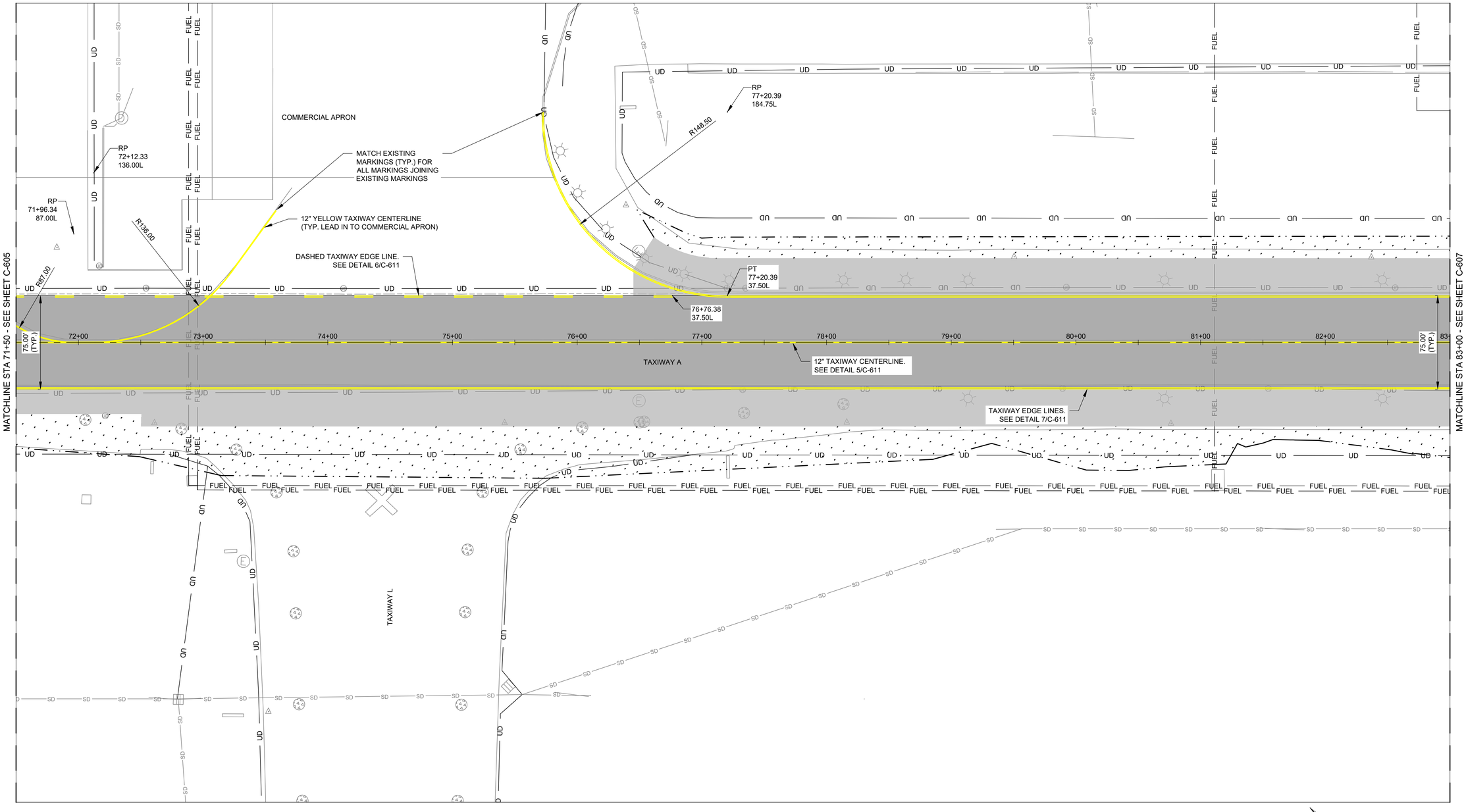
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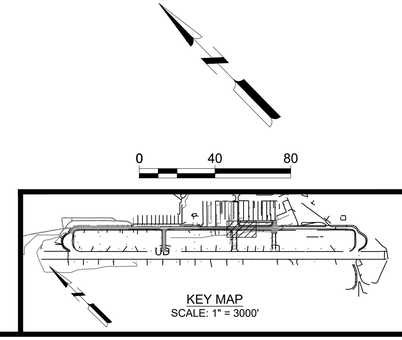
PAVEMENT MARKING PLAN -5-

SHEET NO.

C-605

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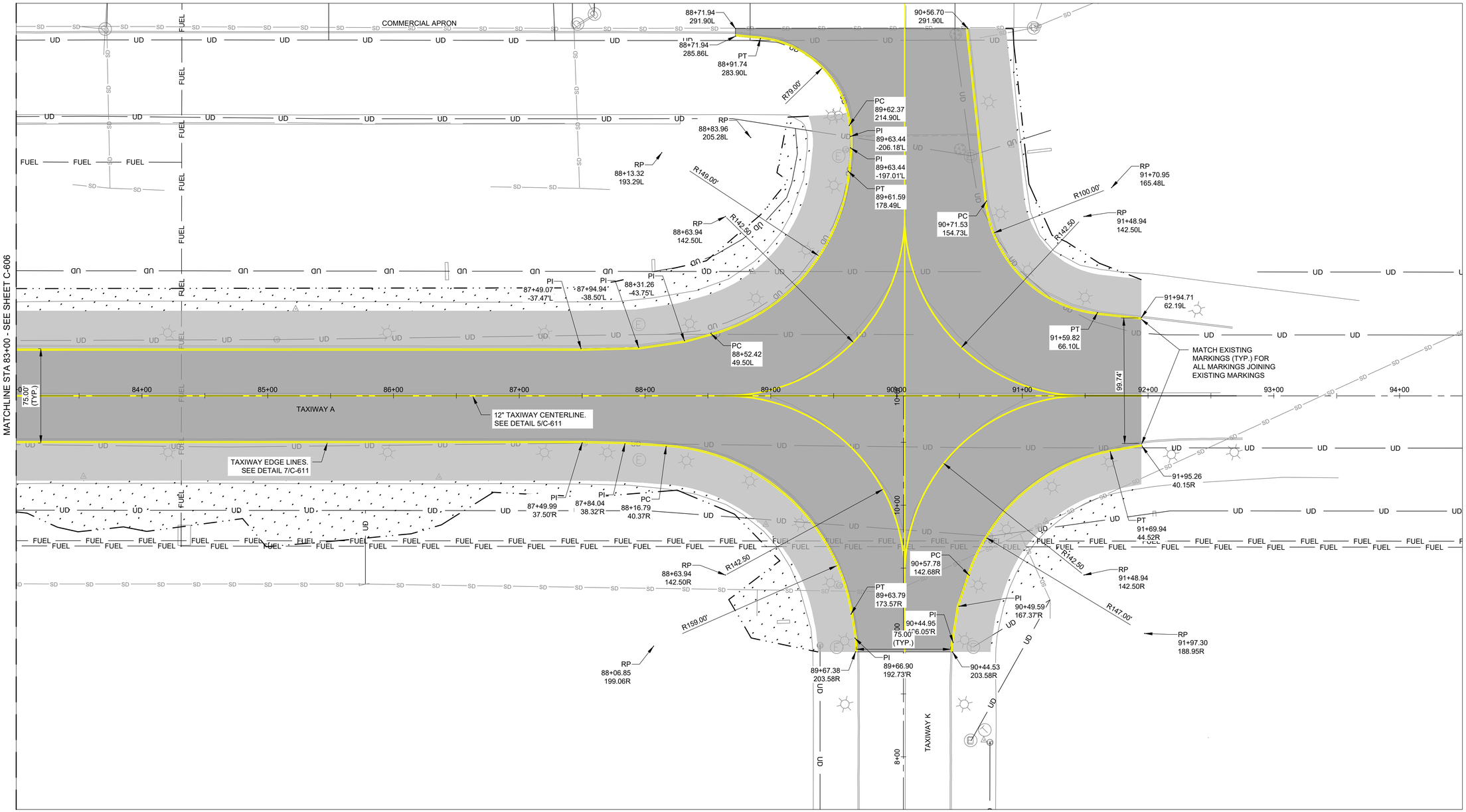
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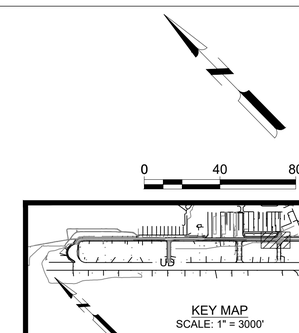
PAVEMENT MARKING PLAN -6-

SHEET NO.

C-606

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3/6/2026 12:12:39 PM

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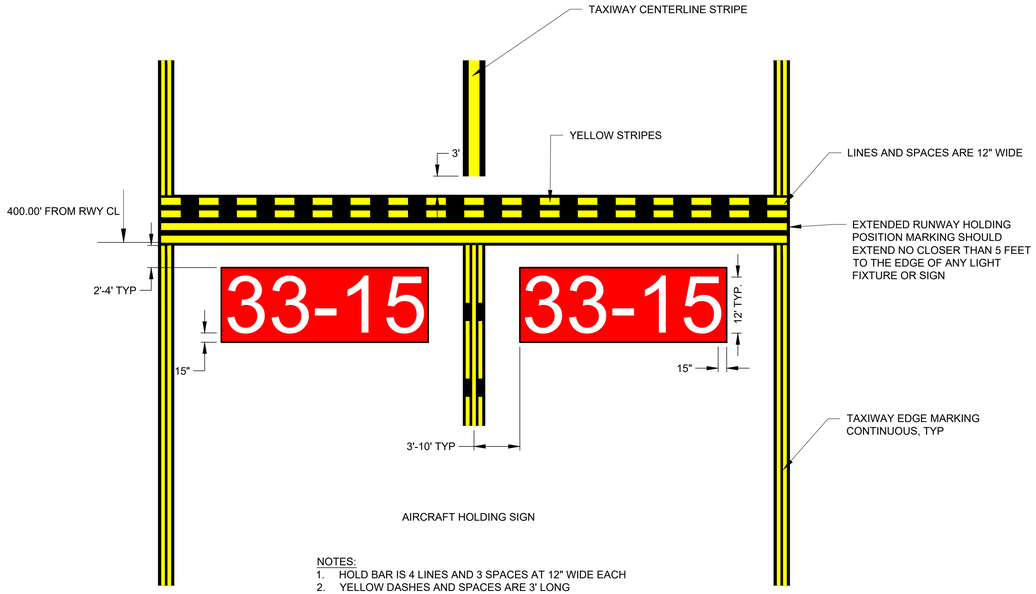
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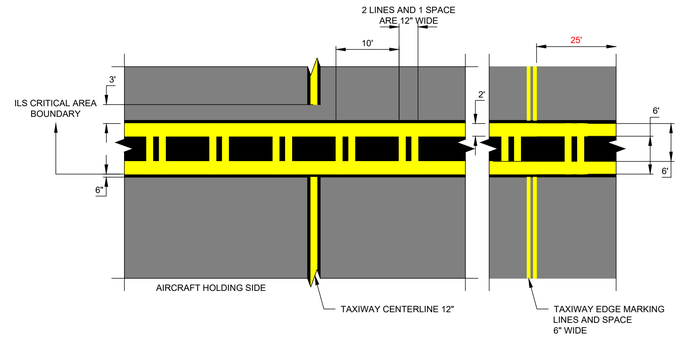
SHEET CONTENTS
PAVEMENT MARKING PLAN -7-

SHEET NO.
C-607



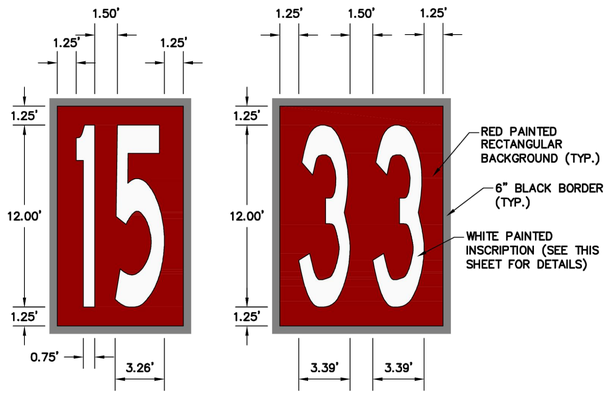
NOTES:
1. HOLD BAR IS 4 LINES AND 3 SPACES AT 12" WIDE EACH
2. YELLOW DASHES AND SPACES ARE 3' LONG

1 RUNWAY HOLDING POSITION
NOT TO SCALE

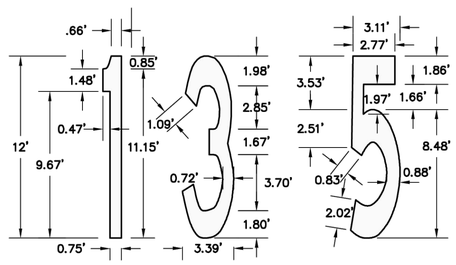


NOTES
1. UNLESS OTHERWISE NOTED, ALL LINES ARE YELLOW.

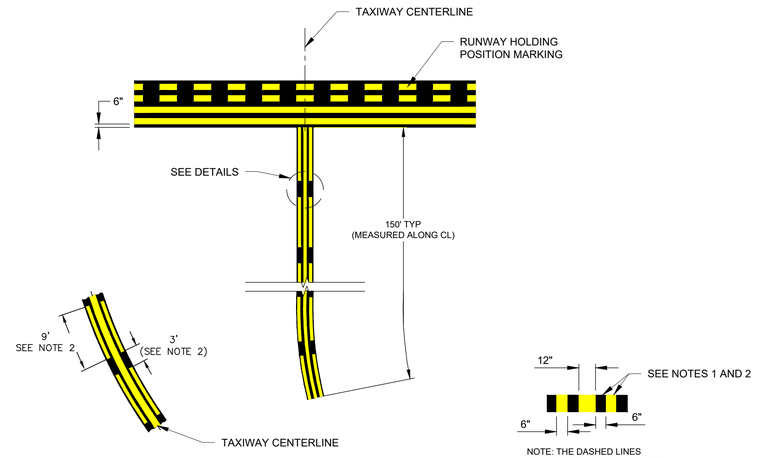
2 ILS HOLDING POSITION
NOT TO SCALE



3 12' SURFACE PAINTED HOLD SIGN
NOT TO SCALE



NOTES:
1. SURFACE HOLDING POSITION HOLD SIGNS WILL BE PAINTED WITH WHITE NUMBERS ON RED BACKGROUND OUTLINED WITH 6" BLACK BORDER.
2. IN ALL CASES, INSCRIPTIONS FOLLOW APPENDIX B INSCRIPTION CRITERIA PER AC 150/5340-1M.
3. THE OWNER WILL PROVIDE TEMPLATES THAT ARE SIZED CORRECTLY PER THE PLANS. THE CONTRACTOR WILL NOT LAY OUT SIGNS UNTIL APPROVED BY THE ENGINEER. ALL TEMPLATES WILL BE DELIVERED TO THE OWNER AT THE END OF THE JOB, FREE OF PAINT.



NOTES:
1. DASHED LINES FOR THE ENHANCED TAXIWAY CENTERLINE MARKING ARE 6 INCHES IN WIDTH AND SEPARATED 6 INCHES FROM THE TAXIWAY CENTERLINE. THIS APPLIES TO BOTH 6-INCH AND 12-INCH TAXIWAY CENTERLINE MARKINGS.
2. THE DASHED LINE DIMENSIONS ARE TAKEN ALONG THE CENTER OF THE TAXIWAY CENTERLINE

4 ENHANCED TAXIWAY CENTERLINE
NOT TO SCALE

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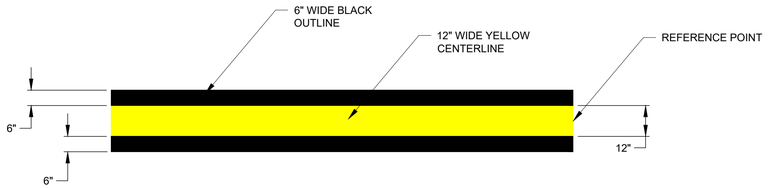
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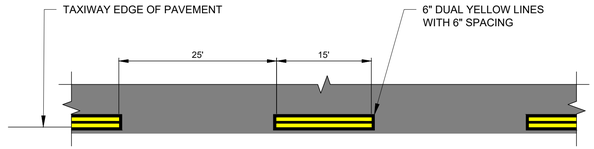
SHEET CONTENTS
LINE MARKING DETAILS -1-

SHEET NO.
C-610



5 12" TAXIWAY CENTERLINE

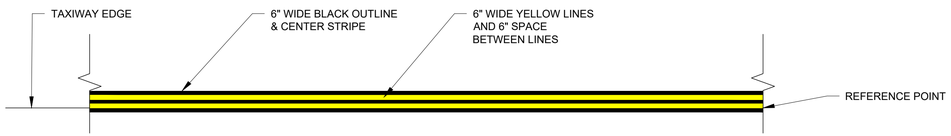
NOT TO SCALE



NOTE:
1. UNLESS OTHERWISE NOTED, ALL LINES ARE YELLOW

6 DASHED TAXIWAY EDGE LINE

NOT TO SCALE



NOTE:
1. UNLESS OTHERWISE NOTED, ALL LINES ARE YELLOW

7 TAXIWAY EDGE LINE CONTINUOUS

NOT TO SCALE

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M&H NO.: 4242100-251517.01
DATE: MARCH 6, 2026
DESIGNED BY: CBS
DRAWN BY: JCD
CHECKED BY: LAB
DO NOT SCALE DRAWINGS

SHEET CONTENTS

LINE MARKING
DETAILS -2-

SHEET NO.

C-611

LINES

2-XX(GR)

EXISTING 2" PVC CONDUIT, UON. SYMBOLS INDICATE WORK AS FOLLOWS:
- 2 = AIRFIELD LIGHTING CABLE QUANTITY (5KV, #8 AWG)
- XX = CIRCUIT ID
- (GR) = GROUND CABLE (600V)
- 2-XX = EXISTING CABLING TO REMAIN
- 2-XX = REMOVE AIRFIELD LIGHTING CABLE
- [2-XX] = REMOVE AIRFIELD LIGHTING CABLE. FURNISH AND INSTALL AIRFIELD LIGHTING CABLE
- EC = EMPTY CONDUIT

2-XX(GR)

REMOVE AIRFIELD LIGHTING CABLE AND ABANDON AND CAP CONDUIT, UON. SYMBOLS INDICATE WORK AS FOLLOWS:
- 2 = AIRFIELD LIGHTING CABLE QUANTITY (5KV, #8 AWG)
- XX = CIRCUIT ID
- (GR) = GROUND CABLE (600V)

2-XX(GR) E

FURNISH AND INSTALL CONCRETE ENCASED 2" SCH 40 PVC CONDUIT, AIRFIELD LIGHTING CABLE, AND COUNTERPOISE CABLE. SYMBOLS INDICATE WORK AS FOLLOWS:
- 2 = AIRFIELD LIGHTING CABLE QUANTITY (5KV, #8 AWG)
- XX = CIRCUIT ID
- (GR) = FURNISH AND INSTALL GROUND CABLE (600V)

EXISTING DUCTBANK. QUANTITY AND SIZE INDICATED ON DRAWINGS.

2-XX(GR) E E

ELECTRIC DUCTBANK

C C

COMMUNICATION DUCTBANK

SYMBOLS INDICATE WORK AS FOLLOWS:
- 2 = AIRFIELD LIGHTING CABLE QUANTITY (5KV, #8 AWG)
- XX = CIRCUIT ID
- (GR) = GROUND CABLE (600V)
- 2-XX = EXISTING CABLING TO REMAIN
- 2-XX = REMOVE AIRFIELD LIGHTING CABLE
- [2-XX] = REMOVE AIRFIELD LIGHTING CABLE. FURNISH AND INSTALL AIRFIELD LIGHTING CABLE

SYMBOLS (EXISTING)

- EXISTING L-861T ELEVATED TAXIWAY EDGE LIGHT
- EXISTING L-804 ELEVATED RUNWAY GUARD LIGHT
- EXISTING L-852 IN-PAVEMENT RUNWAY GUARD LIGHT
- ### EXISTING L-858 GUIDANCE SIGN. SIGN IDENTIFICATION NUMBER AS SHOWN.
- S EXISTING PAVEMENT SENSOR FOR RUNWAY WEATHER INFORMATION SYSTEM (VENDOR VAISALA)
- EXISTING BASE CAN
- J EXISTING JUNCTION CAN
- E EXISTING ELECTRICAL HANDHOLE
- C EXISTING ELECTRICAL HANDHOLE
- T EXISTING COMMUNICATION MANHOLE
- E EXISTING ELECTRICAL MANHOLE
- EXISTING FAA SHELTER
- D EXISTING DUCT MARKERS
- RPU EXISTING RECEIVER PROCESSOR UNIT

SYMBOLS (REMOVALS/INSTALLS)

N

L-861T(L) LED ELEVATED TAXIWAY EDGE LIGHT.
SYMBOLS INDICATE WORK AS FOLLOWS:
- A = REMOVE AND STORE LIGHT AND ISOLATION TRANSFORMER. REMOVE EXTENSION COLLAR AND SPACERS. FURNISH AND INSTALL EXTENSION COLLAR AND SPACERS ON EXISTING LIGHT BASE. REINSTALL STORED LIGHT AND ISOLATION TRANSFORMER.
- N = FURNISH AND INSTALL LIGHT FIXTURE, ISOLATION XFMR, LIGHT BASE, AND EXTENSION.

IB

INDICATE WORK AS FOLLOWS:
- R = REMOVE BASE CAN, EXTENSION, COVER PLATE, AND FOUNDATION.
- IB = REMOVE EXISTING LIGHT FIXTURE AND ISOLATION TRANSFORMER. FURNISH AND INSTALL BASE PLATE ON EXISTING LIGHT BASE OR JUNCTION CAN.

A T A E A C A E A

INDICATE WORK AS FOLLOWS:
- A = REMOVE AND STORE EXISTING ELECTRICAL STRUCTURE FRAME AND COVER. ADJUST STORED ELECTRICAL STRUCTURE FRAME AND COVER TO PROPOSED GRADE

R ###

INDICATE WORK AS FOLLOWS:
- R = REMOVE GUIDANCE SIGN, ASSOCIATED FOUNDATION, AND ASSOCIATED EQUIPMENT.

A

L-804(L) LED ELEVATED RUNWAY GUARD LIGHT.
SYMBOLS INDICATE WORK AS FOLLOWS:
- A = REMOVE AND STORE LIGHT AND ISOLATION TRANSFORMER. REMOVE EXTENSION COLLAR AND SPACERS. FURNISH AND INSTALL EXTENSION COLLAR AND SPACERS ON EXISTING LIGHT BASE. REINSTALL STORED LIGHT AND ISOLATION TRANSFORMER.

ABBREVIATIONS	
A, AMP	AMPERE
AC	ALTERNATING CURRENT OR ADVISORY CIRCULAR
AF	AMP FRAME
ALCMS	AIRFIELD LIGHTING CONTROL AND MONITORING SYSTEM
ALSF	APPROACH LIGHTING SYSTEM WITH SEQUENCED FLASHING LIGHTS
ALV	AIRFIELD LIGHTING VAULT
ASOS	AUTOMATED SURFACE OBSERVING SYSTEM
AT	AMP TRIP
ATCT	AIR TRAFFIC CONTROL TOWER
AWG	AMERICAN WIRE GAGE
C	CENTER, CONDUIT
C/L, CL	CENTERLINE
CB, C/B	CIRCUIT BREAKER
CCR, REG	CONSTANT CURRENT REGULATOR
CKT, CIR	CIRCUIT
CMH, CHH	COMMUNICATION MANHOLE/HANDHOLE
COMM	COMMUNICATION
CSS	CIRCUIT SELECTOR SWITCH
CU	COPPER
CVM	CURRENT AND VOLTAGE MODULE
DCMU	DISTRIBUTED CONTROL AND MONITORING UNIT
DEB	DIRECT EARTH BURIED
DIA	DIAMETER
DM	DIGITAL METER
DWG	DRAWING
ELEC	ELECTRICAL
EMH, EHH	ELECTRICAL MANHOLE/HANDHOLE
EQ	EQUAL
ES	EQUAL SPACES
F/O, FO	FIBER OPTIC
FAA	FEDERAL AVIATION ADMINISTRATION
FBO	FIXED BASED OPERATOR
FFM	FAR FIELD MONITOR
FT	FOOT, FEET
G, GR, GND	GROUND
GS	GLIDE SLOPE
HDPE	HIGH DENSITY POLYETHYLENE
HES	HIGH EARLY STRENGTH (CONCRETE)
HH	HANDHOLE
ILS	INSTRUMENT LANDING SYSTEM
IN	INCH, INCHES
IRMS	INSULATION RESISTANCE MONITORING SYSTEM
JB	JUNCTION BOX
KAIC	KILOAMPERE INTERRUPTING CAPACITY
KCMIL, MCM	THOUSAND CIRCULAR MILS
KV	KILOVOLT
KVA	KILOVOLT-AMPERE
KW	KILOWATT
LED	LIGHT-EMITTING DIODE
LF	LINEAR FEET
LOC	LOCALIZER
LVO	LOW VISIBILITY OPERATIONS
MAX	MAXIMUM
MCB	MAIN CIRCUIT BREAKER
MIN	MINIMUM
NEC	NATIONAL ELECTRICAL CODE
NEMA	NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION
NFPA	NATIONAL FIRE PROTECTION ASSOCIATION
NO., #	NUMBER
P	POLE
PAPI	PRECISION APPROACH PATH INDICATOR
PH, ø	PHASE
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
QTY	QUANTITY
RGL	RUNWAY GUARD LIGHT(S)
RGS	RIGID GALVANIZED STEEL
RLIM	RUNWAY LIGHTING INTENSITY MONITOR
ROFA	RUNWAY OBJECT FREE AREA
RPR	RESIDENT PROJECT REPRESENTATIVE
RPU	REMOTE PROCESSING UNIT
RSA	RUNWAY SAFETY AREA
RVR	RUNWAY VISUAL RANGE
RW, R/W, RWY	RUNWAY
RWIS	RUNWAY WEATHER INFORMATION SYSTEM
SBL	STOP BAR LIGHT(S)
SCH	SCHEDULE
SGRS	SWITCHGEAR REGULATOR SYSTEM
SHLTR	SHELTER
SMGCS	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM
SS	STAINLESS STEEL
STA	STATION
TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
TSP	TWISTED SHIELDED PAIR
TW, T/W, TWY	TAXIWAY
TYP	TYPICAL
UG	UNDERGROUND
UON	UNLESS OTHERWISE NOTED
UPS	UNINTERRUPTIBLE POWER SUPPLY
V	VOLT(S)
W	WATT(S) OR WIRE
XFMR	TRANSFORMER

AIRFIELD LIGHTING FIXTURES AND RELATED EQUIPMENT SCHEDULE

NO.	FAA SPEC	DESCRIPTION	MFR (OAE = OR APPROVED EQUAL)	CATALOG NUMBER	REMARKS
1	L-824C	1/C #8 5KV AIRFIELD LIGHTING CABLE, TYPE C, XLPE INSULATION	OKONITE OAE	-	BLACK JACKET FOR SUPPLY CABLING AND RETURN CABLING
2	-	#6 AWG GROUND CABLE	SOUTHWIRE OAE	-	XHHW INSULATED GROUND WITH GREEN JACKET
3	-	#6 AWG COUNTERPOISE CABLE	SOUTHWIRE OAE	-	BARE COPPER
4	-	COPPER CLAD STEEL GROUND ROD	SOUTHWIRE OAE	-	SIZE 3/4" X 10'
5	-	EXOTHERMIC WELD	CADWELD OAE	-	-
6	-	SCH 40 PVC CONDUIT	ALLIED TUBE & CONDUIT OAE	-	SIZE 2"
7	L-823	SINGLE POLE CONNECTOR KIT	INTEGRO, AMERACE OAE	54SUPER-D4-D4	-
8	L-823	SECONDARY CABLE KITS	INTEGRO, AMERACE OAE	95MPR8-G-1	LENGTH OF SECONDARY CABLE SHALL BE 3' MINIMUM
9	-	COPPER GROUND CLAMP	JAQUITH OAE	AWS0919	FOR INTERNAL/EXTERNAL LIGHT BASE GROUND STRAPS
10	-	18-8 STAINLESS STEEL BOLTS	-	-	FOR MUD PLATE INSTALLATION
11	-	FLUORPOLYMDER GRADE 5 RED COATED BOLTS	GBA OAE	-	FOR LIGHT FIXTURE INSTALLATION
12	-	STAINLESS STEEL TWO PIECE WEDGE LOCKING WASHERS	NORD-LOCK OAE	316L SS	FOR 3/8" BOLTS
13	L-867	NON-LOAD BEARING LIGHT BASE	JAQUITH OAE	AC21202Q400971	CLASS 1A, GALVANIZED STEEL, SIZE B, 20" DEEP WITH 2" DIA GROMMENT CONDUIT OPENING AT 0-90-180-270 DEGREES. INT/EXT GROUND STRAPS. L-867 MID RING. 1/2" SHIPPING COVER PLATE
14	L-867	1/8" TEMPORARY STEEL COVER MUD PLATE	JAQUITH OAE	AM5417	12-3/8" DIAMETER WITH INDENTED CENTER POINT FOR EXISTING OR NEW LIGHT BASE/EXTENSION COLLAR BOLT CIRCLE DIAMETER OF 10.25".
15	L-867	5/8" TEMPORARY PLYWOOD PLATE	JAQUITH OAE	AJ10C1308	13-1/2" DIAMETER FOR EXISTING OR NEW LIGHT BASE/EXTENSION COLLAR BOLT CIRCLE DIAMETER OF 10.25".
16	L-867	TOP SECTION LIGHT BASE	JAQUITH OAE	AE2XXXX	CLASS 1A, GALVANIZED STEEL, SIZE B, FOR EXISTING OR NEW LIGHT BASE/EXTENSION COLLAR BOLT CIRCLE DIAMETER OF 10.25". SIZES SHALL BE FIELD VERFIED FOR EACH LIGHT LOCATION INSTALLATION
17	L-867	SPACER RING	JAQUITH OAE	AT2006XX	CLASS 1A, GALVANIZED STEEL, SIZES SHOWN ON DRAWINGS
18	L-868	1/8" TEMPORARY STEEL COVER MUD PLATE	JAQUITH OAE	AM5427	12-3/8" DIAMETER WITH INDENTED CENTER POINT FOR EXISTING LIGHT BASE/EXTENSION COLLAR BOLT CIRCLE DIAMETER OF 11.25".
19	L-868	5/8" TEMPORARY PLYWOOD PLATE	JAQUITH OAE	AJ10D1206	12-3/8" DIAMETER FOR EXISTING LIGHT BASE/EXTENSION COLLAR BOLT CIRCLE DIAMETER OF 11.25".
20	L-868	TOP SECTION LIGHT BASE	JAQUITH OAE	-	CLASS 1A, GALVANIZED STEEL, SIZE B, FOR EXISTING LIGHT BASE/EXTENSION COLLAR BOLT CIRCLE DIAMETER OF 11.25". SIZES AND BOTTOM BOLT CIRCLE SHALL BE FIELD VERFIED FOR EACH LIGHT LOCATION INSTALLATION.
21	L-868	SPACER RING	JAQUITH OAE	AR5421XX	CLASS 1A, GALVANIZED STEEL, SIZES SHOWN ON DRAWINGS
22	L-894	ELEVATED LIGHT FIXTURE BASE PLATE (10.25" BC)	JAQUITH OAE	AP1935G	FOR ELEVATED LIGHT FIXTURE WITH EXISTING OR NEW LIGHT BASE/EXTENSION COLLAR BOLT CIRCLE DIAMETER OF 10.25". TAP SIZE IS 1-1/2"-12 NF. INCLUDES NEOPRENE GASKET, GROUNDING KIT, AND CABLE CLAMP.
23	L-894	ELEVATED LIGHT FIXTURE BASE PLATE (11.25" BC)	JAQUITH OAE	AP1945G	FOR ELEVATED LIGHT FIXTURE WITH EXISTING LIGHT BASE/EXTENSION COLLAR BOLT CIRCLE DIAMETER OF 11.25". TAP SIZE IS 1-1/2"-12 NF. INCLUDES NEOPRENE GASKET, GROUNDING KIT, AND CABLE CLAMP.
24	-	3/4" COVER PLATE	JAQUITH OAE	AK100012G	CLASS 1A, SIZE COVER PLATE WITH 10.25" BOLTS CIRCLE DIAMETER
25	L-861T(L)	LED ELEVATED TAXIWAY EDGE LIGHT	ADB OAE	ETES/1210	24" LED CURRENT DRIVEN FIXTURE WITH 1-1/2" COUPLING.
26	L-830	ISOLATION TRANSFORMER	ADB OAE	-	-
27	-	SURFACE SENSOR W TYPE IIA CABLE	VAISALA	FP2000	SURFACE SENSOR SHALL BE PROVIDED WITH A 150' FIXED CABLE
28	-	TYPE V SURFACE SENSOR EXTENSION CABLE	VAISALA	42110002	SHALL BE SHIELDED 6 PAIR 19AWG CABLE. VENDOR PROVIDED, NO EXCEPTIONS

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STATE OF MAINE
MARLON MONTOYA
No. 19761
LICENSED PROFESSIONAL ENGINEER
03/06/2026

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BANGOR INTERNATIONAL AIRPORT
TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION
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BANGOR, ME 04401

ISSUED
11/07/2025 30% SUBMISSION
02/26/2026 90% SUBMISSION

ISSUED FOR BID
MARCH 6, 2026

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DRAWN BY: EJV
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SHEET CONTENTS
ELECTRICAL LEGEND, ABBREVIATIONS, AND SCHEDULE

SHEET NO.
E-001

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ELECTRICAL GENERAL NOTES (FOR ELECTRICAL CONTRACT DRAWINGS ONLY)

GENERAL INSTRUCTIONS

1. WORK SHALL COMPLY WITH ALL GOVERNING CODES, STANDARDS AND ADVISORIES, INCLUDING ALL UPDATES AND AMENDMENTS, THAT WOULD APPLY IF THE AIRPORT WERE A PRIVATE CORPORATION, UNLESS OTHERWISE NOTED IN THE CONTRACT DOCUMENTS. IN THE CASE OF CONFLICT, THE MORE STRINGENT REQUIREMENT SHALL PREVAIL.

2. THE LOCATIONS OF ALL ELECTRICAL EQUIPMENT, CONDUITS, DUCT BANKS, HANDHOLES, MANHOLES, LIGHT FIXTURES AND UNDERGROUND UTILITIES TO BE FURNISHED AND/OR INSTALLED ARE SHOWN DIAGRAMMATICALLY ON THE CONTRACT DRAWINGS. CONTRACTOR SHALL:
   A. DETERMINE EXACT LOCATION IN THE FIELD. CONTRACT DRAWINGS DO NOT SHOW THE FULL EXTENT OF EXISTING CONDITIONS, BUT RATHER SHOW THE GENERAL ARRANGEMENT AND LOCATION OF THE SYSTEMS.
   B. PERFORM FIELD SURVEY NECESSARY TO DETERMINE THE ROUTING AND LOCATION OF UTILITIES, RACEWAYS AND EQUIPMENT.
   C. NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES IN THE CONTRACT DRAWINGS OR SPECIFICATIONS, OR OF ANY CONDITION THAT WOULD PRECLUDE PERFORMANCE OF THE WORK AS SHOWN. NO DEVIATION FROM THE CONTRACT DRAWINGS, DETAILS OR DIMENSIONS IS PERMISSIBLE WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER.

2. FOR PAVEMENT MARKING AND PAVING PLANS, SEE CIVIL CONTRACT DRAWINGS. FOR AIRFIELD LIGHTING AND ELECTRICAL DIMENSIONS AND LOCATIONS, SEE CONTRACT DRAWING E-101 AND E-201.

3. CONTRACTOR SHALL VERIFY CONSTANT CURRENT REGULATOR LABELS AND LOCATIONS. ANY DEVIATION FROM THE CONTRACT DRAWINGS MUST BE MARKED UP ON SHOP DRAWINGS AND SUBMITTED TO THE ENGINEER FOR REVIEW.

4. IN NO CASE SHALL ANY ELECTRICAL CIRCUIT REMAIN OPEN CIRCUITED. WHERE CIRCUIT ENTERS AN EXISTING LIGHT BASE, HANDHOLE, MANHOLE OR ANY OTHER STRUCTURE, MAKE SPLICES REQUIRED TO MAINTAIN CONTINUITY OF ENTIRE CIRCUIT. DO NOT DISCONNECT ANY RUNWAY AND/OR TAXIWAY LIGHTING CIRCUITS WITHOUT THE APPROVAL OF THE ENGINEER. ALL LIGHTING CIRCUITS SHALL REMAIN OPERATIONAL EXCEPT WHEN A DISRUPTION OF SERVICE IS REQUIRED FOR ELECTRICAL WORK TO BE PERFORMED. CONTRACTOR SHALL NOTIFY ENGINEER AT LEAST 72 HOURS BEFORE ANY SERVICE DISRUPTION.

5. FOR ALL NON-BGR OWNED SUBSURFACE STRUCTURES, SUCH AS FAA OWNED STRUCTURES, HANDHOLES, MANHOLES, LIGHT BASES, AND CONDUITS REQUIRING ENTRY FOR PERFORMANCE OF WORK THEREIN, CONTRACTOR SHALL NOTIFY ENGINEER AT LEAST 7 DAYS BEFORE ENTERING OR DISTURBING THE STRUCTURE(S) AND ACQUIRE WRITTEN PERMISSION FROM THE STRUCTURE'S OWNER. ONCE PERMISSION IS AQCUIRED, CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ACCUMULATED SAND, CONCRETE AND DEBRIS. NON-BGR OWNED EXISTING TRANSFORMERS AND WIRING ASSOCIATED WITH TAXIWAY AND RUNWAY LIGHTING SYSTEMS NO LONGER REQUIRED SHALL BE REMOVED. ALL NON-BGR OWNED EXISTING HANDHOLES, MANHOLES, LIGHT BASES AND CONDUITS TO REMAIN WHERE CABLE IS BEING INSTALLED SHALL BE SCRUBBED DOWN AND CLEANED WITH FRESH WATER. CONTRACTOR SHALL CLEAN MANHOLE/HANDHOLE DRAINAGE SUMPS. NOTIFY THE ENGINEER WHERE EXISTING CONDUITS ARE FOUND TO BE DAMAGED OR GROUNDING IS MISSING.

6. CONTRACTOR SHALL VERIFY BY FIELD MEASUREMENTS ALL DIMENSIONS, ELEVATIONS AND CONDITIONS THAT MAY BE REQUIRED TO LOCATE, ALIGN, DIMENSION AND DETAIL THE CONSTRUCTION WITHIN SPECIFIED TOLERANCES. THE FIELD MEASUREMENTS SHALL BE PERFORMED PRIOR TO THE PREPARATION OF SHOP DRAWINGS AND THE MANUFACTURING, FABRICATION AND INSTALLATION OF ALL ITEMS OF CONSTRUCTION. ALL DEVIATIONS FROM THE CONTRACT DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE PREPARATION OF SHOP DRAWINGS.

7. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS AND DETAILS FOR EQUIPMENT AND MATERIALS TO BE FURNISHED PRIOR TO INSTALLATION FOR REVIEW AND APPROVAL BY THE ENGINEER.

8. UNDERGROUND DUCT BANK, JUNCTION PLAZAS, MANHOLE, AND HANDHOLE DESIGN AND INSTALLATION SHALL BE COORDINATED IN THE FIELD WITH CONSTRUCTION AND INSTALLATION OF ALL OTHER TRADES PIPING AND SYSTEMS.

EXCAVATION AND UTILITY COORDINATION NOTES

1. AT LEAST 7 DAYS BUT NO MORE THAN 10 DAYS PRIOR TO PERFORMING EXCAVATION, CONTRACTOR SHALL CALL THE DIG SAFE CALL CENTER AT 811 AND PROVIDE THE INFORMATION REQUIRED FOR EXCAVATION(S). THE CONTRACTOR SHALL ALSO NOTIFY THE ENGINEER WITHIN THE SAME PERIOD.

2. ALL POWER AND COMMUNICATIONS UTILITY SOURCES SHALL REMAIN FULLY OPERATIONAL AT ALL TIMES, UNLESS OTHERWISE NOTED.

3. WHEN EXCAVATING, CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO AVOID DAMAGE TO EXISTING UTILITIES. COORDINATE WITH THE ENGINEER BEFORE STARTING ANY EXCAVATION. RESTORE ANY DUCTBANKS AND/OR CONDUITS DAMAGED BY THE CONTRACTOR'S OPERATIONS TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE AIRPORT.

4. PERFORM BY HAND (NOT BY MACHINE) ANY EXCAVATION IN AREAS WHERE EXISTING DUCTBANKS, CONDUITS OR OTHER ACTIVE UTILITY PIPING EXISTS. EXECUTE TEST PIT ALONG DUCTBANK TO DETERMINE DEPTH. RECORD UTILITY DEPTH INFORMATION AND SUBMIT TO THE ENGINEER. EXPOSE ALL IDENTIFIED UNDERGROUND DUCTBANKS /MANHOLES WITHIN 3 FEET OF THE INTENDED EXCAVATION. SUBMIT EXCAVATION METHODS TO THE ENGINEER FOR REVIEW AND APPROVAL.

5. CONTRACTOR SHALL HAVE THE MARK OUTS PERFORMED FOR EXISTING FAA COMMUNICATION AND POWER DUCTBANKS BEFORE EXCAVATING IN ANY AREAS WHERE FAA COMMUNICATION AND POWER DUCTBANKS ARE PRESENT. THE CONTRACTOR SHALL REQUEST THE ENGINEER TO NOTIFY THE FAA FOURTEEN (14) DAYS IN ADVANCE PRIOR TO PERFORMING EXCAVATION. MARK OUTS SHALL BE REFRESHED EVERY 2 WEEKS OR AS REQUIRED TO MAINTAIN THE MARKINGS FOR FAA COMMUNICATION AND POWER DUCTBANKS.

6. CONTRACTOR TO BACKFILL AFTER INSTALLATION OF UNDERGROUND UTILITIES – DUCTBANK AND HAND HOLES SHALL BE INSTALLED TO THE EXISTING GRADE AND RESURFACED AS REQUIRED TO MATCH CONDITIONS OF THE EXISTING GRADE . ALL MANHOLES CHIMNEYS TO BE BUILT AND FRAMES/COVERS SHALL BE INSTALLED UP TO AND IN ALIGNMENT WITH EXISTING GRADES.

7. ANY EXISTING DUCTS AND CABLE CONTENTS THAT ARE IN THE PATH OF CONSTRUCTION NEED TO BE INVENTORIED AND MITIGATED IN CONSTRUCTION STAGE PRIOR TO REMOVAL. COORDINATE WITH BGR FACILITY FOR SUCH INVESTIGATIONS.

MANHOLE AND HANDHOLE OPERATIONS NOTES

1. PRIOR TO ENTERING EXISTING MANHOLE, CONTRACTOR SHALL ENSURE ALL PERMITS ARE OBTAINED, PROPER PERSONAL PROTECTIVE EQUIPMENT (PPE) IS AVAILABLE, IS IN USE, AND THAT CONTRACTOR'S OPERATIONS ARE IN ACCORDANCE WITH APPROVED HEALTH AND SAFETY PLAN. ALL ELECTRICAL MANHOLES REQUIRE A CONFINED SPACE PERMIT.

2. ELECTRICAL MANHOLES AND/OR HANDHOLES MAY BE FILLED WITH WATER. CONTRACTOR SHALL PROVIDE NECESSARY EQUIPMENT SUCH AS PUMPS, DISCHARGE HOSES AND SUCTION HOSES TO MAINTAIN A SAFE WORKING CONDITION DURING CONSTRUCTION AT NO ADDITIONAL COST TO THE AIRPORT.

3. WHERE UNDERGROUND CONDUITS ARE TO BE CONNECTED TO AN EXISTING MANHOLE OR HANDHOLE, CONTRACTOR SHALL CORE DRILL OPENINGS AND PERFORM ALL REQUIRED PATCHWORK. SUBMIT PATCHING PROCEDURE AND DETAILS TO THE ENGINEER FOR APPROVAL PRIOR TO STARTING WORK. CONDUITS AND/OR DUCTBANK PENETRATIONS INTO MANHOLES SHALL OCCUR ONLY ON THE SHORT WALLS OF THE MANHOLES. CONTRACTOR SHALL PROVIDE HANDHOLE AND MANHOLE RECORD DRAWING TO THE ENGINEER, DOCUMENTING LOCATION AND SIZES OF ALL EXISTING AND TO BE FURNISH/INSTALLED CONDUITS AND CABLES WITHIN THE STRUCTURE, FOR EVERY STRUCTURE OPENED FOR WORK.

4. PER AC 150/5370-10 (LATEST VERSION) ITEM 110-3.1., DUCTBANKS SHALL BE INSTALLED WITH A MINIMUM CONTINUOUS DOWNWARD SLOPE OF 3" PER 100 FEET TOWARD MANHOLE.

5. FURNISHED/INSTALLED MANHOLES SHALL HAVE DRAINAGE LEADING INTO STORM WATER CATCH BASINS IN ACCORDANCE WITH AC 150/5370-10 (LATEST VERSION) ITEM 110-3.1. ALL DRAINAGE CONDUITS SHALL BE INSTALLED WITH BACK FLOW PREVENTERS.

6. FURNISH AND INSTALL GROUNDING TO FRAME AND COVER OF ANY EXISTING MANHOLE, HANDHOLE OR STRUCTURE OPENED AS PART OF THE WORK. ALL STRUCTURES SHALL BE BOLTED DOWN PRIOR TO RE-OPENING SURROUNDING PAVEMENT TO AIRCRAFT TRAFFIC.

7. FOR MANHOLES OR HANDHOLES INDICATED TO BE REMOVED, THE WORK SHALL INCLUDE BUT NOT LIMITED TO REMOVAL OF THE FRAME AND COVER, DEMOLITION OF THE TOP SLAB, PLUGGING ALL CONDUITS WITH GROUT, FILLING ANY CAVITIES, BACKFILLING THE STRUCTURE AND RESTORATION OF THE AFFECTED AREA.

CONSTRUCTION AND CONCRETE WORK NOTES

1. CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITION ALL EXISTING SYSTEMS AND AREAS THAT ARE DAMAGED BY WORK UNDER THIS CONTRACT AS THE RESULT OF THE CONTRACTOR'S OPERATIONS TO THE SATISFACTION OF THE ENGINEER AND AT NO ADDITIONAL COST TO THE AIRPORT.

2. ALL CONCRETE FOR ELECTRICAL WORK SHALL CONFORM TO THE REQUIREMENTS OF SPECIFICATION P-610.

3. OPEN STRUCTURES WITHIN MILLING AND PAVING LIMITS SHALL BE COVERED FOR SAFETY AND TO AVOID FILLING OF DEBRIS.

4. CONTRACTOR SHALL ENSURE THAT ALL LIGHTS AND SIGNAGE ARE OPERATIONAL WITHIN PROJECT LIMITS OF WORK THAT FALL OUTSIDE THE STAGE OF WORK BEING WORKED ON. CONTRACTOR SHALL SUBMIT LOOP OUT DRAWINGS TO ENGINEER FOR APPROVAL PRIOR TO START OF WORK ON ANY GIVEN STAGE. WHEN PAVING OPERATIONS ARE COMPLETE WITHIN A GIVEN STAGE, CONTRACTOR SHALL ENSURE LIGHTING SYSTEMS WITHIN THE STAGE ARE RETURNED TO SERVICE. IF LIGHTS CAN NOT BE RETURNED TO SERVICE, CONTRACTOR SHALL FURNISH AND INSTALL TEMPORARY L-863B OR L-861T SOLAR TAXIWAY EDGE LIGHTS AND RETROREFLECTIVE DELINEATORS. SOLAR LIGHTS AND DELINEATORS SHALL BE LAID OUT IN A MANNER WHERE THEY DO NOT CONFLICT. ONCE PERMANENT LIGHTING IS INSTALLED, CONTRACTOR SHALL REMOVE TEMPORARY SOLAR LIGHTING AND TURN IT OVER TO THE ENGINEER IN GOOD WORKING ORDER.

5. CONTRACTOR SHALL ENSURE ALL LIGHTS AND SIGNAGE ARE OPERATIONAL OUTSIDE PROJECT WORK LIMITS FOR THE DURATION OF THE PROJECT. CONTRACTOR SHALL SUBMIT A LOOP OUT/TEMPORARY WIRING PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO TAKING ANY LIGHTS OR SIGNAGE OUT OF SERVICE.

DOCUMENTATION AND REPORTING NOTES

1. ALL EQUIPMENT AND MATERIALS FURNISHED UNDER THIS CONTRACT SHALL BE FACTORY TESTED. SUBMIT TEST RESULTS TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. AFTER INSTALLATION, FIELD TEST IN ACCORDANCE WITH STANDARDS THAT WOULD APPLY IF THE AIRPORT WERE A PRIVATE CORPORATION, APPLICABLE SPECIFICATION SECTIONS, AND MANUFACTURER'S RECOMMENDATIONS TO VERIFY PROPER OPERATION TO THE SATISFACTION OF THE ENGINEER.

2. CONTRACTOR SHALL PROVIDE AS-BUILT DRAWINGS IN PDF FORMAT AT THE END OF CONSTRUCTION.

ELECTRICAL DEMOLITION AND EQUIPMENT REMOVAL NOTES

1. HOLES FOR EXISTING LIGHT BASES REMOVED BUT NOT SHOWN TO BE REPLACED IN THE SAME LOCATION SHALL BE FILLED IN WITH CONCRETE, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

2. NOTIFY THE ENGINEER AT LEAST TWO WEEKS IN ADVANCE OF EQUIPMENT DEMOLITION AND REMOVAL.

3. NOTIFY ENGINEER 72 HOURS IN ADVANCE OF ANY CIRCUITS THAT SHALL BE DISCONNECTED.

4. PERFORM ALL LOCK OUT AND TAG OUT PROCEDURES,IN ACCORDANCE WITH BGR AND NEC STANDARDS, SHALL BE FOLLOWED TO DE-ENERGIZE OR RE-ENERGIZE EACH LIGHTING CIRCUIT. THIS INCLUDES POWERING DOWN THE REGULATOR, TRIPPING, LOCK OUT AND TAG OUT THE ASSOCIATED REGULATOR CIRCUIT BREAKER, AND REMOVING REGULATOR S-1 CUTOUT, IF APPLICABLE.

5. ALL ELECTRICAL EQUIPMENT INDICATED FOR REMOVAL SHALL BE DE-ENERGIZED AND CONFIRMED SAFE-OFF PRIOR TO THE BEGINNING OF WORK AND THE REMOVAL OF THE EQUIPMENT.

6. ALL ELECTRICAL CABLE INDICATED FOR REMOVAL SHALL BE DE-ENERGIZED AT THE SOURCE, DISCHARGED TO GROUND AND CONFIRMED SAFE-OFF PRIOR TO THE BEGINNING OF WORK AND THE REMOVAL OF THE CABLE.

7. ALL ELECTRICAL EQUIPMENT, MATERIALS, CONDUITS, CABLING, ETC. SHOWN TO BE REMOVED OR DEMOLISHED AS PART OF THIS CONTRACT SHALL BE REMOVED OFF AIRPORT PROPERTY AND DISPOSED OF IN A MANNER APPLICABLE TO LOCAL AND STATE LAWS AT NO ADDITIONAL COST TO THE AIRPORT.

8. REMOVAL OF EXISTING EQUIPMENT SHALL INCLUDE REMOVAL OF ASSOCIATED WIRING, CONDUIT, INTERMEDIATE JUNCTION BOXES AND ALL OTHER APPURTENANCES, UNLESS OTHERWISE NOTED. WHERE EXISTING CONDUIT IS EMBEDDED IN CONCRETE, WIRING SHALL BE REMOVED, CONDUIT SHALL BE CUT BACK TO SURFACE OF CONCRETE, AND ABANDONED IN PLACE.

TESTING AND INSPECTIONS NOTES

1. FOR EACH TEST DETAILED BELOW, CONTRACTOR SHALL PERFORM TESTING AS SPECIFIED IN SPECIFICATION SECTION L-108. THE CONTRACTOR SHALL RECORD AND SUBMIT THE RESULTS ON FORMS ACCEPTABLE TO THE ENGINEER FOR REVIEW AND APPROVAL WITH DATED PHOTO DOCUMENTATION FROM THE TESTING DEVICE. PRIOR TO ANY ELECTRICAL TESTING, THE TEST EQUIPMENT SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL ALONG WITH CALIBRATION CERTIFICATES AND QUALIFICATIONS FOR ALL PERSONNEL PERFORMING TESTING.
   A. PRIOR TO THE START OF ANY WORK ON AN EXISTING LIGHTING CIRCUIT AND PRIOR TO THE START OF EACH STAGE, IF ANY, CONTRACTOR SHALL TEST THE INSULATION RESISTANCE OF THE ENTIRE EXISTING CIRCUIT FROM THE OUTPUT OF THE REGULATOR IN THE PRESENCE OF THE ENGINEER AND THE AIRPORT'S ELECTRICAL MAINTENANCE PERSONNEL. TESTING ON EXISTING CABLES SHALL BE AT 1000V MAXIMUM FOR 2 MINUTES.
   B. WHERE CONNECTING NEW CABLE TO EXISTING CABLE, PRIOR TO CONNECTION TO THE EXISTING CIRCUIT, PERFORM INSULATION RESISTANCE TESTS ON INSTALLED CABLE IN ACCORDANCE WITH SPECIFICATION SECTION L-108 IN THE PRESENCE OF THE ENGINEER AND THE AIRPORT'S ELECTRICAL MAINTENANCE PERSONNEL. INSULATION RESISTANCE MEASUREMENT VALUES SHALL BE IN ACCORDANCE WITH CALCULATIONS SUBMITTED UNDER SPECIFICATION SECTION L-108 AND FAA VALUES IN ACCORDANCE WITH FAA AC 150/5340-30 (LATEST VERSION). NOTIFY THE ENGINEER IMMEDIATELY IF ANY CIRCUIT FALLS BELOW 50 MEGAOHMS. ANY DEFICIENCIES WITH THE CABLE SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE AIRPORT.
   C. AT THE COMPLETION OF WORK ON THE CIRCUIT, PERFORM INSULATION RESISTANCE TESTS ON THE ENTIRE CIRCUIT IN THE PRESENCE OF THE ENGINEER AND THE AIRPORT'S ELECTRICAL MAINTENANCE PERSONNEL. IF THE CIRCUIT INCLUDES EXISTING CABLES, TESTING SHALL BE AT 1000V ONLY. INSULATION RESISTANCE MEASUREMENT VALUES SHALL BE IN ACCORDANCE WITH CALCULATIONS SUBMITTED UNDER SPECIFICATION SECTION L-108 AND FAA VALUES IN ACCORDANCE WITH FAA AC 150/5340-30 (LATEST VERSION). NOTIFY THE ENGINEER IMMEDIATELY IF ANY CIRCUIT FALLS BELOW 50 MEGAOHMS.

LIGHTING FIXTURES AND EQUIPMENT NOTES

1. LIGHT LINE WORK INDICATES EXISTING ELECTRICAL MATERIALS AND EQUIPMENT TO REMAIN. MATERIALS AND EQUIPMENT EXISTING OR SHOWN TO BE FURNISHED AND INSTALLED UNDER THIS CONTRACT OR ANOTHER ELECTRICAL CONTRACT DRAWINGS ARE ALSO SHOWN IN LIGHT LINES. HEAVY LINE WORK INDICATES ELECTRICAL MATERIALS AND EQUIPMENT TO BE FURNISHED AND INSTALLED OR EXISTING ELECTRICAL INSTALLATIONS TO BE MODIFIED, ADJUSTED AND/OR REINSTALLED AS SHOWN ON THE ELECTRICAL CONTRACT DRAWINGS. HEAVY LINE WORK ALSO INDICATES EQUIPMENT SPECIFIED AND SHOWN ON OTHER ELECTRICAL CONTRACT DRAWINGS BUT SHALL BE INSTALLED, CONNECTED AND/OR COMMISSIONED IN ACCORDANCE WITH ELECTRICAL CONTRACT DRAWINGS.

2. PRIOR TO INSTALLATION, THE EXACT PLACEMENT AND LOCATION OF EVERY OR EACH TAXIWAY LIGHTING FIXTURE TO BE INSTALLED UNDER THIS CONTRACT SHALL BE DOCUMENTED AND SUBMITTED BY THE CONTRACTOR FOR REVIEW AND APPROVAL BY THE ENGINEER. DOCUMENTATION SHALL INCLUDE FIXTURE ID, FIXTURE TYPE, FAA FIXTURE TYPE, LENS COLOR(S), AND COORDINATES (NORTHING/EASTING).

3. FURNISH DOCUMENTATION ON EACH LIGHT FIXTURE IN A SPREADSHEET TO THE ENGINEER AT THE CONCLUSION OF EACH SYSTEM INSTALLATION. INCLUDE THE FOLLOWING:
   A. FIXTURE ID
   B. FIXTURE TYPE (TAXIWAY CENTERLINE, TAXIWAY EDGE, ETC.)
   C. FAA FIXTURE TYPE (E.G. L-852C(L), L-861T(L), ETC.)
   D. LENS COLOR(S)
   E. COORDINATES - NORTH
   F. COORDINATES - EAST
   G. EXTENSION COLLAR HEIGHT
   H. SPACER RING QUANTITY AND HEIGHT(S)
   I. FLANGE RING HEIGHT
   J. LIGHT BASE BOLT CIRCLE DIAMETER
   K. EXTENSION COLLAR BOLT CIRCLE DIAMETER

4. GROUNDING OF EQUIPMENT SHALL BE COMPLETED BEFORE MOVING TO THE NEXT STAGE.

CABLE AND CONDUIT INSTALLATION NOTES

1. CONTRACTOR SHALL SAW CUT PAVEMENT AS REQUIRED FOR INSTALLATION OF UNDERGROUND CONDUITS AND OTHER SUBSURFACE INSTALLATIONS AND RESTORE SUCH PAVEMENT IN KIND. COORDINATE PAVEMENT CUTTING WITH OVERLAY OPERATIONS TO AVOID CUTTING OVERLAID PAVEMENT.

2. MAINTAIN 12" MINIMUM CLEARANCE BETWEEN UNDERGROUND CONDUITS INSTALLED UNDER THIS CONTRACT AND EXISTING UNDERGROUND UTILITIES OR OTHER CONDUITS INSTALLED UNDER THIS CONTRACT. THE 12" IS THE DISTANCE BETWEEN THE OUTER DIAMETER OF THE UTILITY AND THE DUCTBANK ENVELOPE. IF CLEAR DISTANCE IS LESS THAN 12", FURNISH AND INSTALL A CLOSED CELL POLYURETHANE PAD CUSHION BETWEEN THE MEMBERS FOR DUCT PROTECTION AT NO ADDITIONAL COST TO THE AIRPORT.

3. WHEN INSTALLING MULTIPLE CIRCUITS IN A DUCTBANK, GROUP CABLES IN THE SAME CONDUIT IN ACCORDANCE WITH THE NEC (LATEST EDITION) TO THE FULLEST EXTENT POSSIBLE, UON. WHEN THE PRIMARY AND RETURN CABLES OF A SERIES CIRCUIT ARE INSTALLED IN THE SAME CONDUIT, ALL CIRCUIT ISOLATION TRANSFORMERS SHALL BE CONNECTED TO THE PRIMARY CABLE.

4. UNLESS OTHERWISE NOTED, ALL EXISTING ELECTRICAL INSTALLATIONS SHALL REMAIN. DO NOT USE TEMPORARY CABLES FOR FINAL INSTALLATION.

5. FURNISH AND INSTALL A RIGID BARRIER TO PROTECT ALL CABLES DURING THE REMOVAL AND CUTTING OF A MANHOLE OR HANDHOLE FOR ADJUSTMENT TO GRADE. ALL CABLES DAMAGED DURING CONSTRUCTION SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR FROM A SPLICE POINT APPROVED BY THE ENGINEER AT NO ADDITIONAL COST TO THE AIRPORT.

6. SUBMIT A CABLE PULLING PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO THE INSTALLATION OF ANY SERIES LIGHTING CABLE. PULLING PLAN SHALL INCLUDE ESTIMATED LINEAR FOOTAGE OF CABLE BEING INSTALLED.

7. BEFORE INSTALLING CABLE IN EMPTY EXISTING OR INSTALLED CONDUIT RUNS LONGER THAN 10 FEET, MANDREL AND SEND A CONDUIT PISTON THROUGH TO CLEAN CONDUITS. TO PULL THE MANDREL THROUGH THE CONDUIT SYSTEM, FURNISH AND INSTALL NYLON PULL CORD OF NOT LESS THAN 200 POUNDS TENSILE STRENGTH. AN IRON-SHOD MANDREL, NOT MORE THAN 1/4" SMALLER THAN THE BORE OF THE CONDUIT, SHALL BE USED. THE MANDREL SHALL HAVE A LEATHER OR RUBBER GASKET SLIGHTLY LARGER THAN THE CONDUIT HOLE. CAP ALL SPARE CONDUITS.

8. FURNISH AND INSTALL A HEAVY DUTY PULL LINE IN ALL EMPTY UNDERGROUND CONDUITS. ALL PULL LINES SHALL BE 1/4" WIDE, POLYESTER FLAT DESIGN WITH A MINIMUM BREAKING STRENGTH OF 400LBS AND SEQUENTIAL FOOTAGE MARKINGS. ALL PULL LINES SHALL EXTEND A MINIMUM OF 20 FEET INTO EACH MANHOLE AND HAND HOLE.

9. SEAL ALL FREE ENDS OF EMPTY CONDUIT TO PREVENT WATER ENTRANCE. ROXTEC CONDUIT SEAL OR APPROVED EQUAL SHALL BE INSTALLED AT AL EMPTY CONDUIT AND DUCT BANK LOCATIONS.

10. FOR OUTDOOR RACEWAYS FURNISH AND INSTALL CONDUIT EXPANSION FITTINGS TO ALLOW FOR EXPANSION AND CONTRACTION DUE TO CHANGES IN TEMPERATURE. EXPANSION FITTINGS SHALL BE "TYPE EXLK" AS MANUFACTURED BY APPLETON, OR APPROVED EQUAL, AND INSTALLED ON STRAIGHT RUNS EXCEEDING 100 FT. IN LENGTH.

BOLT MAINTENANCE NOTES

1. CONTRACTOR SHALL RE-TORQUE ALL LIGHTING FIXTURE BOLTS FOR FIXTURES INSTALLED OR OPENED WITHIN WORK AREAS NO LESS THAN ONE WEEK BUT NO MORE THAN 14 DAYS AFTER PAVEMENT HAS BEEN PLACED AND REOPENED TO AIRCRAFT TRAFFIC. EACH FIXTURE SHALL BE RE-TORQUED EVERY 60 DAYS THEREAFTER UNTIL THE FIXTURE IS TURNED OVER TO THE AIRPORT.

2. ALL BOLT TORQUE INFORMATION SHALL BE RECORDED ON A FORM THAT DOCUMENTS LIGHT TYPE, LIGHT LOCATION, LIGHT GPS COORDINATES, BOLT NUMBER, TORQUE VALUE AND DATE. THE FORM TEMPLATE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF WORK. COMPLETED FORMS SHALL BE SUBMITTED TO THE ENGINEER TWO WEEKS AFTER THE PAVEMENT IS REOPENED TO AIRCRAFT TRAFFIC AND THEN BI-MONTHLY FOR THE DURATION OF THE CONTRACT.

3. BOLTS SHALL BE FINGER TIGHTENED THEN TORQUED TO THE REQUIRED TORSION WITH A CALIBRATED TORQUE WRENCH. CONTRACTOR SHALL SUBMIT TORQUE WRENCH CALIBRATION CERTIFICATE FOR APPROVAL PRIOR TO THE START OF WORK. CARE SHOULD BE TAKEN TO PROPERLY ALIGN THE HOUSING SO THAT ALL BOLTS ARE CENTERED IN THEIR RESPECTIVE HOLES PRIOR TO TENSIONING. CROSSTHREADING BOLTS OF ANY LIGHT BASE SHALL RESULT IN THE REPLACEMENT OF THE LIGHT BASE AT NO ADDITIONAL COST TO THE AIRPORT.

4. ALL BOLTS AND TWO PIECE LOCKING WASHERS THAT ARE REMOVED FOR ANY REASON THROUGHOUT THE WORK SHALL BE DISPOSED OF AT THE END OF EACH WORK PERIOD. BLACK OXIDE BOLTS AND TWO PIECE LOCKING WASHERS ARE SINGLE USE ITEMS AND ONCE REMOVED SHALL NOT BE REUSED.

5. ALL BOLTS SHALL BE GBA COMPONENTS, COATED GRADE 5 CARBON STEEL THAT MEETS OR EXCEEDS FAA ENGINEERING BRIEF NO. 83A OR APPROVED EQUAL WITH A YIELD STRENGTH OF 137,000 PSI AND TENSILE STRENGTH OF 143,000 PSI.

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STATE OF MAINE
MARLON MONTOYA
No. 19761
LICENSED PROFESSIONAL ENGINEER
03/06/2026

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BANGOR INTERNATIONAL AIRPORT
TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION
287 GODFREY BOULEVARD
BANGOR, ME 04401

ISSUED
11/07/2025 30% SUBMISSION
02/26/2026 90% SUBMISSION

ISSUED FOR BID
MARCH 6, 2026

NOT FOR CONSTRUCTION

M&H NO.: 4242100-251517.01
DATE: MARCH 6, 2026
DESIGNED BY: JPH
DRAWN BY: EJV
CHECKED BY: MM
DO NOT SCALE DRAWINGS

SHEET CONTENTS
ELECTRICAL GENERAL NOTES -1-

SHEET NO.
E-002

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ELECTRICAL GENERAL NOTES(CONT.) (FOR ELECTRICAL CONTRACT DRAWINGS ONLY)

LIGHT FIXTURE INSTALLATION COORDINATE NOTES

1. REFER TO FAA AC 150/5340-30 (LATEST EDITION) DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS FOR ADDITIONAL LIGHT FIXTURE PLACEMENT AND LOCATION INFORMATION.

2. REFER TO DRAWING E-101 FOR TYPICAL LIGHTING LAYOUT PLANS.

3. LIGHT FIXTURE LOCATIONS PROVIDED ARE BASED ON DESIGN DOCUMENTS WITH A DESIGN ESTABLISHED COORDINATE SYSTEM, MARKING PLAN, DESIGN BASELINE AND CAD BACKGROUND. THE ESTABLISHMENT OF A FIELD SURVEY CONSTRUCTION BASELINE DIFFERENT FROM THE DESIGN BASELINE SHALL CAUSE A SHIFT IN THE COORDINATE SYSTEM AND WILL CREATE AN ERROR IN THE LIGHT LAYOUTS AND LOCATIONS.

4. ONCE THE FIELD CONSTRUCTION BASELINE IS ESTABLISHED VERIFY AND DOCUMENT THAT IT MATCHES THE DESIGN BASELINE. SUBMIT THIS TO THE ENGINEER FOR REVIEW AND APPROVAL.

5. THE CENTERLINE OF THE ASSOCIATED RUNWAY OR TAXIWAY IS USED AS THE BASELINE FOR LOCATING THE LIGHT FIXTURES WITH THE STATION AND OFFSET METHOD.

6. LIGHT BASE LOCATIONS SHALL BE FIELD VERIFIED AND APPROVED PRIOR TO INSTALLATION.

7. FOUR WEEKS PRIOR TO THE START OF THE LIGHT BASE INSTALLATIONS, SUBMIT THE FOLLOWING TO THE ENGINEER FOR REVIEW AND APPROVAL:
   A. A CAD FILE AND HARD COPY SET OF THE RUNWAY AND TAXIWAY DRAWINGS INDICATING THE LOCATION OF THE LIGHT BASES BY THE STATION AND OFFSET METHOD USING THE FIELD ESTABLISHED BASELINE.
   B. A CAD FILE AND HARD COPY SET OF LIGHT FIXTURE COORDINATE SCHEDULE INDICATING THE LIGHT BASE LOCATIONS BY THE NORTHING AND EASTING COORDINATE SYSTEM USING THE FIELD ESTABLISHED BASELINE.

8. TWO WEEKS PRIOR TO THE START OF THE LIGHT BASE INSTALLATIONS, THE ENGINEER SHALL SCHEDULE A MEETING TO REVIEW THE SUBMITTED INFORMATION FOR ACCURACY AND CORRECTNESS.

9. ONE WEEK PRIOR TO THE START OF THE LIGHT BASE INSTALLATIONS, PERFORM THE FOLLOWING:
   A. A FIELD CIVIL SURVEY AND MARK BY PAINT THE LIGHT BASE LOCATIONS.
   B. A FIELD VISIT WITH THE ENGINEER TO WALK THE AREA TO INSPECT AND CONFIRM THE MARKED LOCATIONS OF THE LIGHT BASES.

10. DURING THE INSTALLATION OF THE LIGHT BASES, PERFORM THE FOLLOWING:
    A. WITH THE LIGHT BASE SUSPENDED IN THE HOLDING JIG, SURVEY AND RECORD THE NORTHING AND EASTING COORDINATE OF THE CENTER OF THE LIGHT BASE.
    B. COMPARE THE COORDINATES TO THE LOCATION AS INDICATED IN THE APPROVED LIGHT FIXTURE COORDINATE SCHEDULE, IF THE COORDINATE DIFFERS, ADJUST THE LIGHT BASE LOCATION AS NEEDED.
    C. RECORD THE FINAL LOCATION OF THE LIGHT BASE IN THE LIGHT FIXTURE COORDINATE SCHEDULE AND SUBMIT TO THE ENGINEER AT THE END OF EACH WORK SHIFT.

11. FOR EACH STAGE OF WORK, CORE AND COMPILE PAVEMENT DEPTH MEASUREMENTS FOR EXTENSION COLLARS NO LATER THAN THE IMMEDIATE NEXT WORK PERIOD, BUT NO EARLIER THAN 24 HOURS, AFTER FINAL GRADE PAVING IS COMPLETE WITHIN THE STAGE. COMPILE EXTENSION COLLARS FOR LIGHT FIXTURES WITHIN THE STAGE OF WORK IN ACCORDANCE WITH STEP 4 ON E-602 AND STEP 3 E-603 DETAILS, WITHIN 3 DAYS OF COMPILING PAVEMENT DEPTH MEASUREMENTS. LIGHT FIXTURES SHALL BE ADJUSTED TO GRADE AND IN OPERATION WITHIN 6 WEEKS OF PAVEMENT DEPTH MEASUREMENT, SUBJECT TO EXTENSION COLLAR SUPPLIER'S LEAD TIME FOR FABRICATION AND DELIVERY.

12. FURNISH AND INSTALL TAXIWAY EDGE LIGHTS IN PAVED AREAS AS SHOWN ON THE CONTRACT DRAWINGS PRIOR TO OPENING FOR AIRCRAFT TRAFFIC.

HANDLING AND STORAGE OF REMOVED EQUIPMENT AND LIGHT FIXTURES NOTES:

1. LIGHT FIXTURES, AND ISOLATION TRANSFORMERS INDICATED TO BE REMOVED AND NOT REINSTALLED, SHALL BE TURNED OVER TO THE ENGINEER. ALL OTHER EQUIPMENT INDICATED OT BE REMOVED SHALL BE DISPOSED OF APPROPRIATELY OFF AIRPORT PROPERTY BY THE CONTRACTOR

2. PRIOR TO THE REMOVAL OF ANY EQUIPMENT, LIGHT FIXTURES, OR ISOLATION TRANSFORMERS, SUBMIT A PLAN FOR NUMBERING, LABELING, INSPECTING, CLEANING, TRACKING, AND STORING REMOVED EQUIPMENT TO THE ENGINEER FOR APPROVAL.

3. THE REMOVAL OF EQUIPMENT AND LIGHT FIXTURES INDICATED TO BE REINSTALLED OR TURNED OVER TO THE ENGINEER SHALL BE PROPERLY HANDLED AND STORED.

4. AN INVENTORY LIST OF ALL MATERIAL SHALL BE MAINTAINED AND SUBMITTED TO THE ENGINEER WITH THE DELIVERY OF MATERIAL.

5. THE OPERATION AND CONDITION OF ANY LIGHT FIXTURE AND EQUIPMENT SHALL BE VERIFIED PRIOR TO ITS REMOVAL.

6. SUBMIT A REPORT OF EQUIPMENT, LIGHT FIXTURES AND ISOLATION TRANSFORMERS TO THE ENGINEER STATING ID NUMBER, FIXTURE TYPE, LOCATION, OPERATIONAL STATE, CONDITION, AND ANY DAMAGE BEYOND ROUTINE WEAR AND TEAR.

7. EQUIPMENT AND LIGHT FIXTURES DAMAGED WHILE IN POSSESSION OF THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST TO THE AIRPORT.

8. REMOVED LIGHT FIXTURES AND ISOLATION TRANSFORMERS SHALL BE WIPED CLEANED WITH A DAMP CLOTH. FIXTURES SHALL NOT BE DROPPED, THROWN, OR CARRIED BY THEIR ELECTRICAL CORDS.

9. A TAG SHALL BE AFFIXED TO THE LIGHT FIXTURE AND ISOLATION TRANSFORMER INDICATING THE DATE REMOVED, FAA LIGHT FIXTURE TYPE AND THE SIZE OF THE TRANSFORMER. THE TAG SHALL BE PLASTIC, PRE-WIRED SIZED AT 4" X 2" MINIMUM. WRITING SHALL BE PRINTED WITH A PERMANENT MAKER.

10. THE LIGHT FIXTURE AND ISOLATION TRANSFORMER SHALL BE PLACED IN INDIVIDUAL OPEN-END BUBBLE WRAP BAGS, SIZED PROPERLY TO COVER THE ENTIRE ITEM, OR OTHER MEANS APPROVED BY THE ENGINEER.

11. LIGHT FIXTURES AND ISOLATION TRANSFORMERS SHALL BE PACKED IN A TRIPLE WALL CARDBOARD BOX KIT WITH A WOODEN PALLET. EACH ITEM SHALL BE NEATLY PLACED WITH CARDBOARD DIVIDERS BETWEEN AND ON TOP TO SEPARATE EACH ITEM. EACH BOX SHALL CONTAIN 2 COPIES OF THE INVENTORY LIST, ONE INSIDE THE BOX AND ONE SECURED TO THE OUTSIDE OF THE BOX.

12. ONCE FULL, THE CONTAINER SHALL BE DELIVERED TO A SITE ON AIRPORT PROPERTY AS DIRECTED BY THE ENGINEER. SEPARATE CONTAINERS SHALL BE USED FOR EQUIPMENT AND LIGHT FIXTURES TO BE REINSTALLED OR TURNED OVER TO THE ENGINEER. STORAGE OF CONTAINERS SHALL BE INDOORS.

ELECTRICAL EQUIPMENT INSTALLATION NOTES:

1. FOR ALL JUNCTION BOXES AND ENCLOSURES INSTALLED IN DAMP OR WET LOCATIONS, CONDUIT ENTRANCES SHALL ENTER ONLY THROUGH THE BOTTOM OR SIDES. TOP CONDUIT ENTRANCES SHALL NOT BE PERMITTED. ALL CONDUIT ENTRANCES AND CONNECTIONS SHALL BE WATER TIGHT. FURNISH AND INSTALL WATER TIGHT HUBS FOR ALL CONDUIT ENTRANCES INTO EQUIPMENT ENCLOSURES.

2. ALL WIRING UNDER THIS CONTRACT SHALL BE SUITABLE FOR WET LOCATIONS AND BE INSTALLED IN CONDUITS. ALL ABOVE GROUND POWER CABLE SHALL BE XHHW-2. ALL UNDERGROUND POWER CABLE SHALL BE TRIPLE RATED TYPE "USE-RHW-RHW-2". MINIMUM WIRE SIZE SHALL BE #12 AWG FOR POWER AND #14 AWG FOR CONTROL. MINIMUM LIGHTING CIRCUIT WIRE SIZE FOR UNDERGROUND INSTALLATIONS SHALL BE #10 AWG. NO MORE THAN 3 CIRCUITS MAY SHARE NEUTRAL WIRE FOR CIRCUITS.

3. FIELD VERIFY THE EXISTING CIRCUIT VOLTAGE DROP IS LESS THAN 3% FOR ANY VOLTAGE DRIVEN CIRCUITS EFFECTED UNDER THE PROJECT.

4. UNLESS OTHERWISE NOTED ON THE CONTRACT DRAWINGS, ALL ITEMS TO BE SECURED SHALL BE FASTENED TO STEEL BY THREADED BEAM CLAMPS WITH LOCKING NUTS. ALL FASTENING HARDWARE SHALL BE STAINLESS STEEL AND SHALL INCLUDE SHAKE PROOF (EXTERNAL STAR) LOCK WASHERS. ALL BOLTS SHALL HAVE LOCK WASHERS ELASTIC STOP NUTS IN ADDITION TO REGULAR NUTS. SCREW SHALL BE TEMPER PROOF AND BOLT ENDS SHALL BE PEENED.

5. UNLESS OTHERWISE NOTED ON THE CONTRACT DRAWINGS, ALL OUTDOOR ABOVE-GROUND WIRING SHALL BE IN PVC COATED RGS CONDUIT AND ALL UNDER-GROUND WIRING SHALL BE IN PVC SCHEDULE 40 CONDUIT WHERE ENCASED IN CONCRETE. ALL CONDUIT RISERS THAT EXTEND ABOVE GROUND SHALL TRANSITION TO PVC COATED RGS CONDUIT.

6. ALL PULL BOXES, JUNCTION BOXES AND ENCLOSURES FOR ELECTRICAL EQUIPMENT FOR ALL OUTDOOR AND NON-CLIMATE CONTROLLED INDOOR ENVIRONMENT SHALL BE NEMA 4X STAINLESS STEEL.

EQUIPMENT AND SPARE MATERIAL NOTES:

1. ENSURE THAT PRODUCTS AND PRODUCT NUMBERS ON THIS DRAWING ARE VERIFIED BY THE MANUFACTURERS AND SUBMITTED FOR APPROVAL TO ENGINEER PRIOR TO PURCHASING ANY MATERIAL.

2. ALL PRODUCT SHOP DRAWINGS/SUBMITTALS SHALL BE CERTIFIED AS COMPLYING WITH THE FOLLOWING:
   A. THE "MADE IN THE USA" STANDARD;
   B. CERTIFIED BY INTERTEK AND ACCEPTANCE OF CERTIFICATION BY THE FAA AND;
   C. LISTED IN FAA AC 150/5345-53 APPENDIX 1 ADDENDUM (LATEST EDITION).

3. FURNISH A MINIMUM OF 10% SPARES FOR THE FOLLOWING EQUIPMENT.
   A. ALL AIRFIELD LIGHTING TRANSFORMERS INSTALLED IN THIS PACKAGE
   B. ALL L-823 AIRFIELD LIGHTING CONNECTORS INSTALLED IN THIS PACKAGE
   C. ALL AIRFIELD LIGHTING FIXTURES INSTALLED IN THIS PACKAGE

4. FURNISH THE SPARE EQUIPMENT LISTED AND HAND OVER TO THE ENGINEER. SPARE EQUIPMENT SHALL NOT BE USED FOR TEMPORARY OR FINAL INSTALLATIONS, UNLESS OTHERWISE NOTED OR APPROVED BY THE ENGINEER.

5. THE AERONAUTICAL LIGHTING FIXTURE AND RELATED EQUIPMENT SCHEDULE IS NOT ALL INCLUSIVE, BUT CONTAINS MAJOR ITEMS REQUIRED FOR AIRFIELD GROUND LIGHTING SYSTEM INSTALLATION.

6. FURNISH A MINIMUM OF 20% QUANTITY OF SPARE BOLTS AND TWO PIECE LOCKING WASHERS THAT SHALL BE FURNISHED AND INSTALLED AT THE START OF CONSTRUCTION AND TO BE USED AS NECESSARY THROUGHOUT CONSTRUCTION.

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STATE OF MAINE
MARLON MONTOYA
No. 19761
LICENSED PROFESSIONAL ENGINEER
03/06/2026

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BANGOR INTERNATIONAL AIRPORT

TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION

287 GODFREY BOULEVARD
BANGOR, ME 04401

ISSUED

11/07/2025 30% SUBMISSION
02/26/2026 90% SUBMISSION

ISSUED FOR BID
MARCH 6, 2026

NOT FOR CONSTRUCTION

M&H NO.: 4242100-251517.01
DATE: MARCH 6, 2026
DESIGNED BY: JPH
DRAWN BY: EJV
CHECKED BY: MM
DO NOT SCALE DRAWINGS

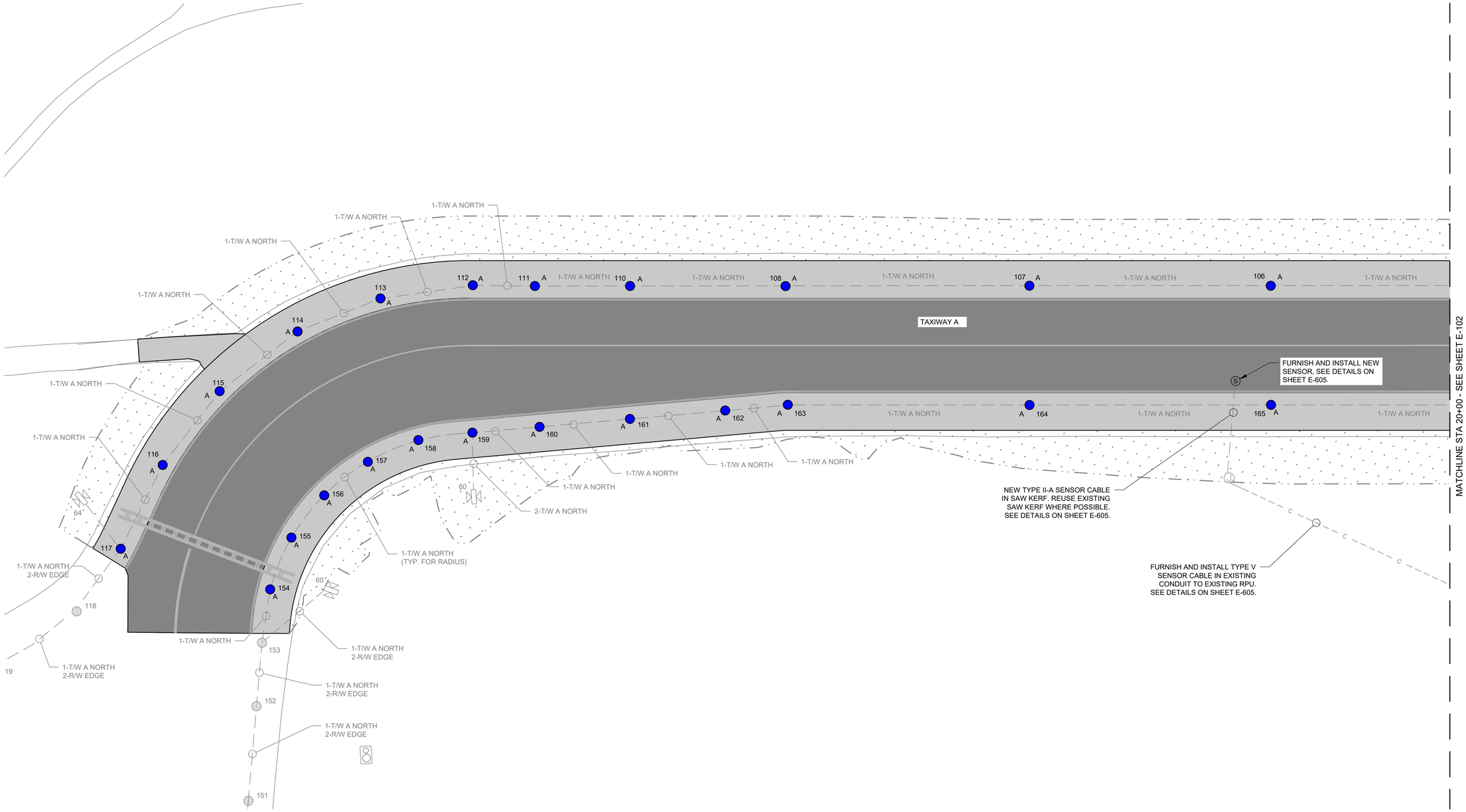
SHEET CONTENTS

ELECTRICAL
GENERAL NOTES
-2-

SHEET NO.

E-003

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NOTES:

1. FOR ELECTRICAL LEGEND, NOTES AND ABBREVIATIONS, SEE DRAWINGS E-001, E-002, AND E-003.
2. INTERCEPT EXISTING CONDUIT AND COUNTERPOISE TO REMAIN. SEE DETAILS ON E-601

PARTIAL EXISTING SYMBOL LEGEND (SEE E-001 FOR FULL LEGEND)

	L-861T T/W EDGE LIGHT	E	ELECTRICAL HANDHOLE	S	PAVEMENT SENSOR
###	L-858 GUIDANCE SIGN	C	ELECTRICAL HANDHOLE		L-804 R/W GUARD LIGHT
	BASE CAN	T	COMMUNICATION MANHOLE	RPU	RECEIVER PROCESSOR UNIT
J	JUNCTION CAN	E	ELECTRICAL MANHOLE		

SYMBOL SUBSCRIPTS INDICATE WORK AS FOLLOWS:

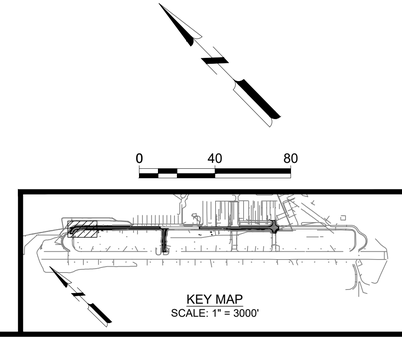
- R = REMOVE LIGHT FIXTURE/BASE PLATE, ISOLATION XFMR, LIGHT BASE, AND EXTENSION.
- IB = REMOVE LIGHT FIXTURE, ISOLATION XFMR. FURNISH AND INSTALL BASE PLATE ON EXISTING LIGHT BASE AND EXTENSION.
- A = REMOVE AND STORE LIGHT FIXTURE AND ISOLATION XFMR. REMOVE EXTENSION AND SPACERS. FURNISH AND INSTALL EXTENSION COLLAR AND SPACERS. REINSTALL LIGHT FIXTURE, ISOLATION XFMR
- N = FURNISH AND INSTALL LIGHT FIXTURE, ISOLATION XFMR, LIGHT BASE, AND EXTENSION.
- SEE E-001 FOR FULL WORK DESCRIPTIONS.

PARTIAL LINE LEGEND (SEE E-001 FOR FULL LEGEND)

—— 2-XX(GR) ——	EXISTING CONDUIT
#— //—# -#— //—	REMOVE CONDUIT
— — — — — E —	EXISTING ELECTRICAL DUCTBANK
— — — — — C —	EXISTING COMM DUCTBANK

LINE SYMBOLS INDICATE WORK AS FOLLOWS:

- 2 = AIRFIELD LIGHTING CABLE QUANTITY (5KV, #8 AWG)
- XX = CIRCUIT ID (SEE CCR SCHEDULE ON E402)
- (GR) = GROUND CABLE (600V)
- SEE E-001 FOR FULL WORK DESCRIPTIONS.



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No. 19761
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03/06/2026

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BANGOR INTERNATIONAL AIRPORT

TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION

287 GODFREY BOULEVARD
BANGOR, ME 04401

ISSUED

11/07/2025 30% SUBMISSION
02/26/2026 90% SUBMISSION

ISSUED FOR BID
MARCH 6, 2026

NOT FOR CONSTRUCTION

M&H NO.: 4242100-251517.01
DATE: MARCH 6, 2026
DESIGNED BY: JPH
DRAWN BY: EJV
CHECKED BY: MM
DO NOT SCALE DRAWINGS

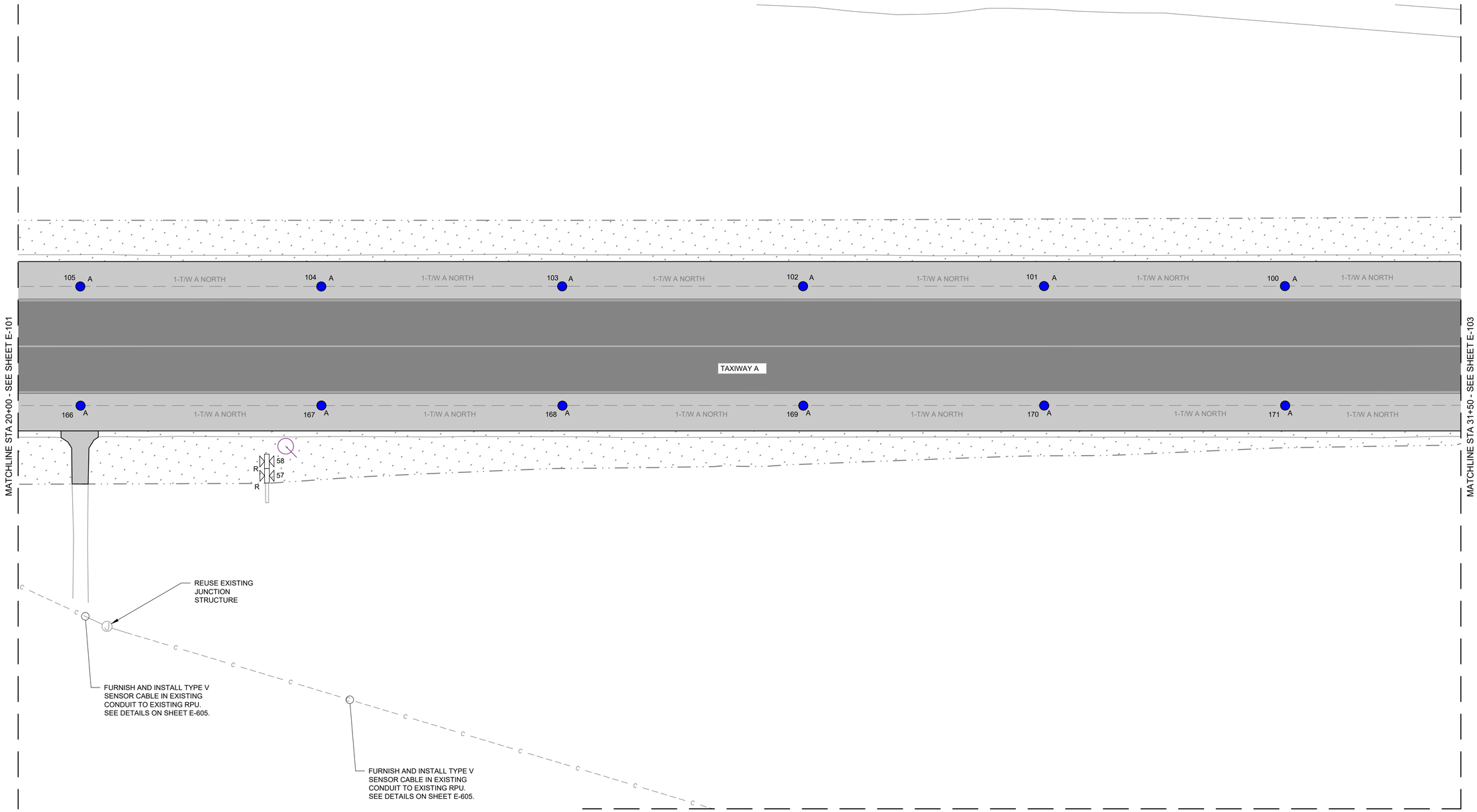
SHEET CONTENTS

ELECTRICAL PLAN -1-

SHEET NO.

E-101

X:\4242100\251517.01\TECH\CAD\E-101 ELECTRICAL PLANS.DWG
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NOTES:

1. FOR ELECTRICAL LEGEND, NOTES AND ABBREVIATIONS, SEE DRAWINGS E-001, E-002, AND E-003.
2. INTERCEPT EXISTING CONDUIT AND COUNTERPOISE TO REMAIN. SEE DETAILS ON E-601

PARTIAL EXISTING SYMBOL LEGEND (SEE E-001 FOR FULL LEGEND)

	L-861T T/W EDGE LIGHT	E	ELECTRICAL HANDHOLE	S	PAVEMENT SENSOR
###	L-858 GUIDANCE SIGN	C	ELECTRICAL HANDHOLE		L-804 R/W GUARD LIGHT
	BASE CAN	T	COMMUNICATION MANHOLE	RPU	RECEIVER PROCESSOR UNIT
J	JUNCTION CAN	E	ELECTRICAL MANHOLE		

SYMBOL SUBSCRIPTS INDICATE WORK AS FOLLOWS:

- R = REMOVE LIGHT FIXTURE/BASE PLATE, ISOLATION XFMR, LIGHT BASE, AND EXTENSION.
- IB = REMOVE LIGHT FIXTURE, ISOLATION XFMR. FURNISH AND INSTALL BASE PLATE ON EXISTING LIGHT BASE AND EXTENSION.
- A = REMOVE AND STORE LIGHT FIXTURE AND ISOLATION XFMR. REMOVE EXTENSION AND SPACERS. FURNISH AND INSTALL EXTENSION COLLAR AND SPACERS. REINSTALL LIGHT FIXTURE, ISOLATION XFMR
- N = FURNISH AND INSTALL LIGHT FIXTURE, ISOLATION XFMR, LIGHT BASE, AND EXTENSION.
- SEE E-001 FOR FULL WORK DESCRIPTIONS.

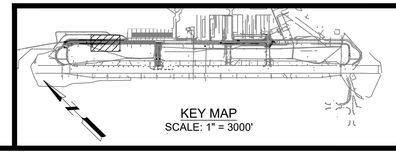
PARTIAL LINE LEGEND (SEE E-001 FOR FULL LEGEND)

2-XX(GR)	EXISTING CONDUIT
#—//—# -#-//—	REMOVE CONDUIT
E	EXISTING ELECTRICAL DUCTBANK
C	EXISTING COMM DUCTBANK

LINE SYMBOLS INDICATE WORK AS FOLLOWS:

- 2 = AIRFIELD LIGHTING CABLE QUANTITY (5KV, #8 AWG)
- XX = CIRCUIT ID (SEE CCR SCHEDULE ON E402)
- (GR) = GROUND CABLE (600V)
- SEE E-001 FOR FULL WORK DESCRIPTIONS.

0 40 80



KEY MAP
SCALE: 1" = 3000'

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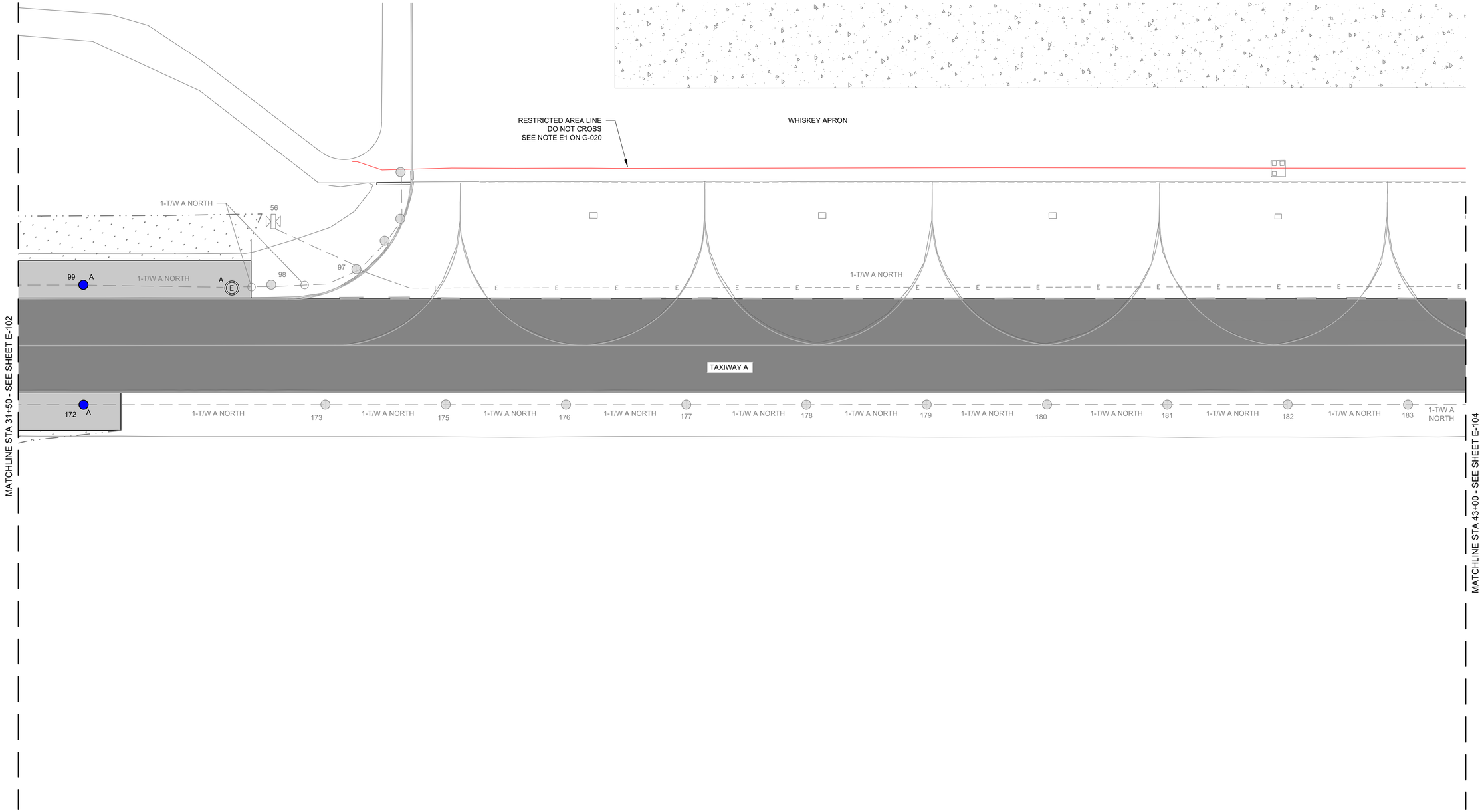
SHEET CONTENTS

ELECTRICAL PLAN -2-

SHEET NO.

E-102

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NOTES:

1. FOR ELECTRICAL LEGEND, NOTES AND ABBREVIATIONS, SEE DRAWINGS E-001, E-002, AND E-003.
2. INTERCEPT EXISTING CONDUIT AND COUNTERPOISE TO REMAIN. SEE DETAILS ON E-601

PARTIAL EXISTING SYMBOL LEGEND (SEE E-001 FOR FULL LEGEND)

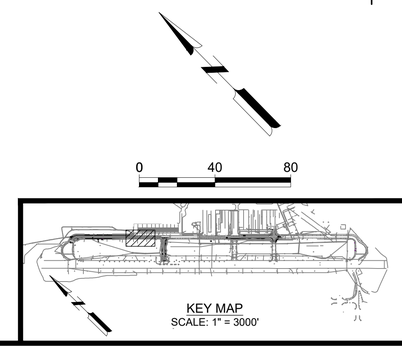
L-861T T/W EDGE LIGHT	ELECTRICAL HANDHOLE	PAVEMENT SENSOR
### L-858 GUIDANCE SIGN	ELECTRICAL HANDHOLE	L-804 R/W GUARD LIGHT
BASE CAN	COMMUNICATION MANHOLE	RPU RECEIVER PROCESSOR UNIT
JUNCTION CAN	ELECTRICAL MANHOLE	

SYMBOL SUBSCRIPTS INDICATE WORK AS FOLLOWS:
- R = REMOVE LIGHT FIXTURE/BASE PLATE, ISOLATION XFMR, LIGHT BASE, AND EXTENSION.
- IB = REMOVE LIGHT FIXTURE, ISOLATION XFMR. FURNISH AND INSTALL BASE PLATE ON EXISTING LIGHT BASE AND EXTENSION.
- A = REMOVE AND STORE LIGHT FIXTURE AND ISOLATION XFMR. REMOVE EXTENSION AND SPACERS. FURNISH AND INSTALL EXTENSION COLLAR AND SPACERS. REINSTALL LIGHT FIXTURE, ISOLATION XFMR
- N = FURNISH AND INSTALL LIGHT FIXTURE, ISOLATION XFMR, LIGHT BASE, AND EXTENSION.
- SEE E-001 FOR FULL WORK DESCRIPTIONS.

PARTIAL LINE LEGEND (SEE E-001 FOR FULL LEGEND)

2-XX(GR)	EXISTING CONDUIT
	REMOVE CONDUIT
E	EXISTING ELECTRICAL DUCTBANK
C	EXISTING COMM DUCTBANK

LINE SYMBOLS INDICATE WORK AS FOLLOWS:
- 2 = AIRFIELD LIGHTING CABLE QUANTITY (5KV, #8 AWG)
- XX = CIRCUIT ID (SEE CCR SCHEDULE ON E402)
- (GR) = GROUND CABLE (600V)
- SEE E-001 FOR FULL WORK DESCRIPTIONS.



KEY MAP
SCALE: 1" = 3000'

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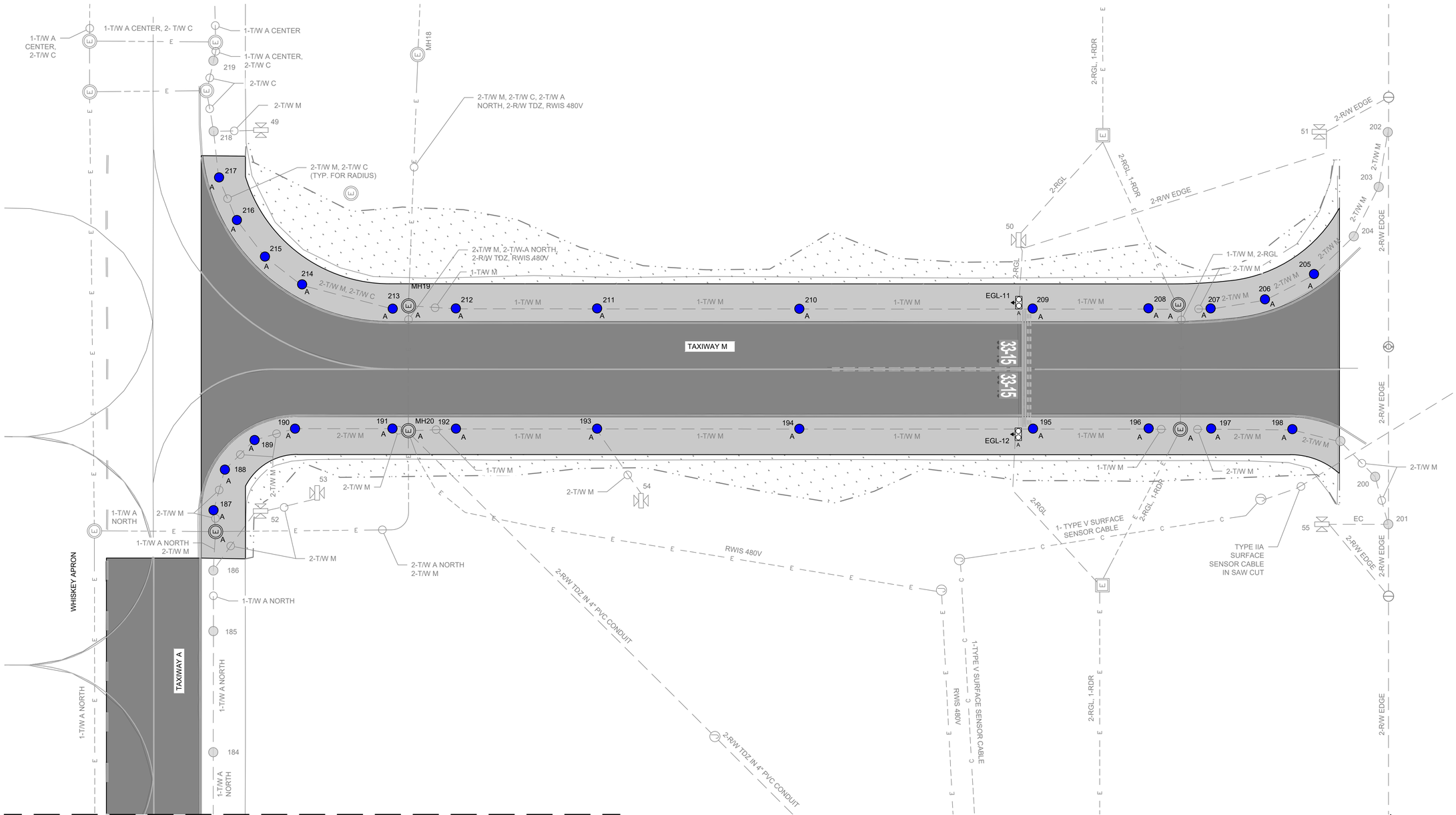
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SHEET CONTENTS
ELECTRICAL PLAN -3-

SHEET NO.
E-103

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3/6/2026 12:13:45 PM



NOTES:

1. FOR ELECTRICAL LEGEND, NOTES AND ABBREVIATIONS, SEE DRAWINGS E-001, E-002, AND E-003.
2. INTERCEPT EXISTING CONDUIT AND COUNTERPOISE TO REMAIN. SEE DETAILS ON E-601

PARTIAL EXISTING SYMBOL LEGEND (SEE E-001 FOR FULL LEGEND)

	L-861T T/W EDGE LIGHT	E	ELECTRICAL HANDHOLE	S	PAVEMENT SENSOR
###	L-858 GUIDANCE SIGN	C	ELECTRICAL HANDHOLE		L-804 R/W GUARD LIGHT
	BASE CAN	T	COMMUNICATION MANHOLE	RPU	RECEIVER PROCESSOR UNIT
J	JUNCTION CAN	E	ELECTRICAL MANHOLE		

SYMBOL SUBSCRIPTS INDICATE WORK AS FOLLOWS:

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- A = REMOVE AND STORE LIGHT FIXTURE AND ISOLATION XFMR. REMOVE EXTENSION AND SPACERS. FURNISH AND INSTALL EXTENSION COLLAR AND SPACERS. REINSTALL LIGHT FIXTURE, ISOLATION XFMR
- N = FURNISH AND INSTALL LIGHT FIXTURE, ISOLATION XFMR, LIGHT BASE, AND EXTENSION.
- SEE E-001 FOR FULL WORK DESCRIPTIONS.

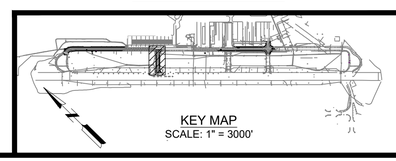
PARTIAL LINE LEGEND (SEE E-001 FOR FULL LEGEND)

2-XX(GR)	EXISTING CONDUIT
	REMOVE CONDUIT
E	EXISTING ELECTRICAL DUCTBANK
C	EXISTING COMM DUCTBANK

LINE SYMBOLS INDICATE WORK AS FOLLOWS:

- 2 = AIRFIELD LIGHTING CABLE QUANTITY (5KV, #8 AWG)
- XX = CIRCUIT ID (SEE CCR SCHEDULE ON E402)
- (GR) = GROUND CABLE (600V)
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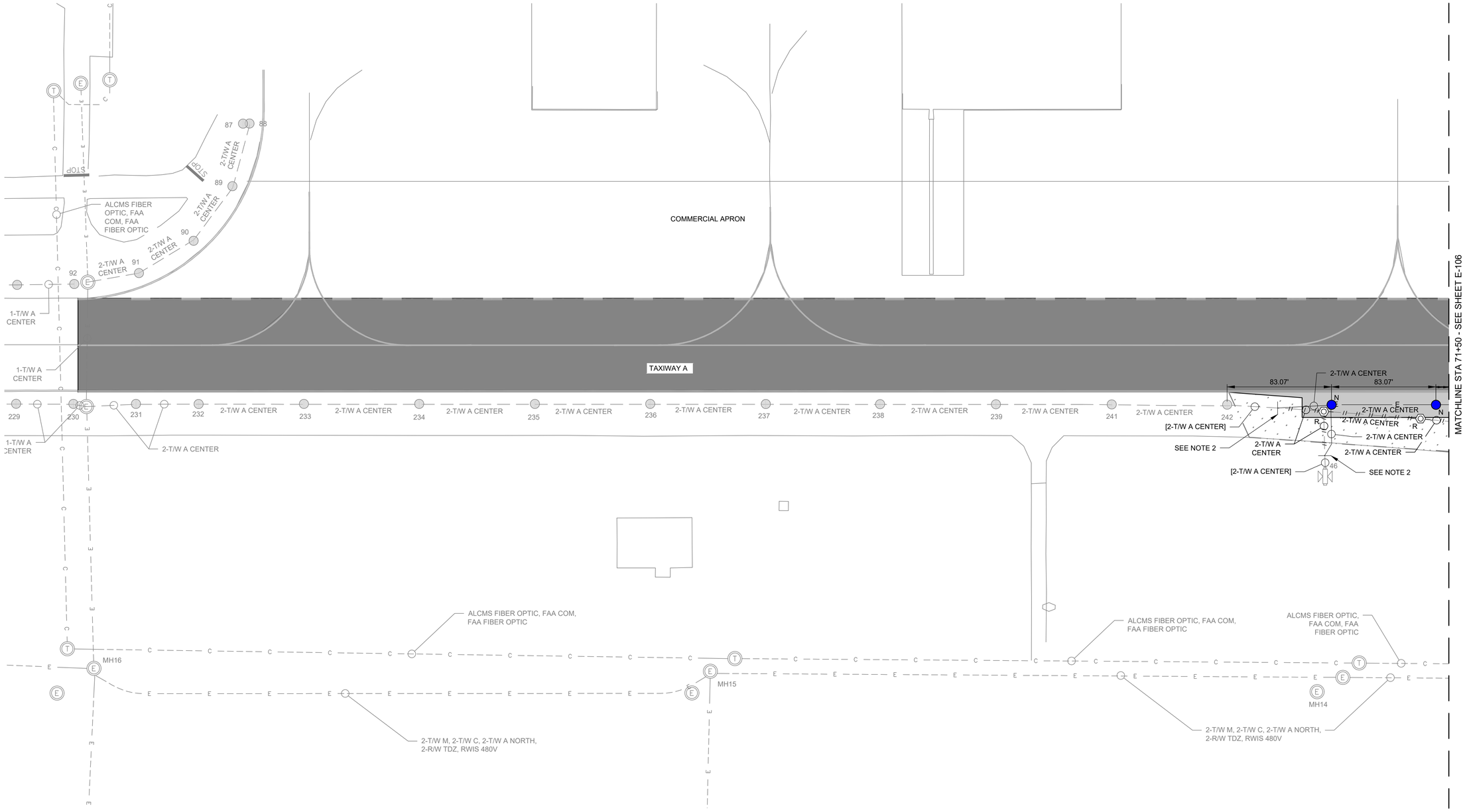
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SHEET CONTENTS
ELECTRICAL PLAN -4-

SHEET NO.
E-104

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3/6/2026 12:13:56 PM



NOTES:

1. FOR ELECTRICAL LEGEND, NOTES AND ABBREVIATIONS, SEE DRAWINGS E-001, E-002, AND E-003.
2. INTERCEPT EXISTING CONDUIT AND COUNTERPOISE TO REMAIN. SEE DETAILS ON E-601

PARTIAL EXISTING SYMBOL LEGEND (SEE E-001 FOR FULL LEGEND)

	L-861T T/W EDGE LIGHT	E	ELECTRICAL HANDHOLE	S	PAVEMENT SENSOR
###	L-858 GUIDANCE SIGN	C	ELECTRICAL HANDHOLE		L-804 R/W GUARD LIGHT
	BASE CAN	T	COMMUNICATION MANHOLE	RPU	RECEIVER PROCESSOR UNIT
J	JUNCTION CAN	E	ELECTRICAL MANHOLE		

SYMBOL SUBSCRIPTS INDICATE WORK AS FOLLOWS:

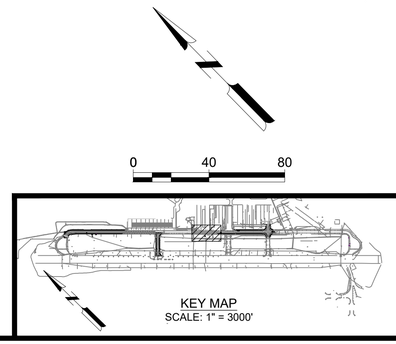
- R = REMOVE LIGHT FIXTURE/BASE PLATE, ISOLATION XFMR, LIGHT BASE, AND EXTENSION.
- IB = REMOVE LIGHT FIXTURE, ISOLATION XFMR. FURNISH AND INSTALL BASE PLATE ON EXISTING LIGHT BASE AND EXTENSION.
- A = REMOVE AND STORE LIGHT FIXTURE AND ISOLATION XFMR. REMOVE EXTENSION AND SPACERS. FURNISH AND INSTALL EXTENSION COLLAR AND SPACERS. REINSTALL LIGHT FIXTURE, ISOLATION XFMR
- N = FURNISH AND INSTALL LIGHT FIXTURE, ISOLATION XFMR, LIGHT BASE, AND EXTENSION.
- SEE E-001 FOR FULL WORK DESCRIPTIONS.

PARTIAL LINE LEGEND (SEE E-001 FOR FULL LEGEND)

2-XX(GR)	EXISTING CONDUIT
#-//-#-#-//-	REMOVE CONDUIT
E	EXISTING ELECTRICAL DUCTBANK
C	EXISTING COMM DUCTBANK

LINE SYMBOLS INDICATE WORK AS FOLLOWS:

- 2 = AIRFIELD LIGHTING CABLE QUANTITY (5KV, #8 AWG)
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- (GR) = GROUND CABLE (600V)
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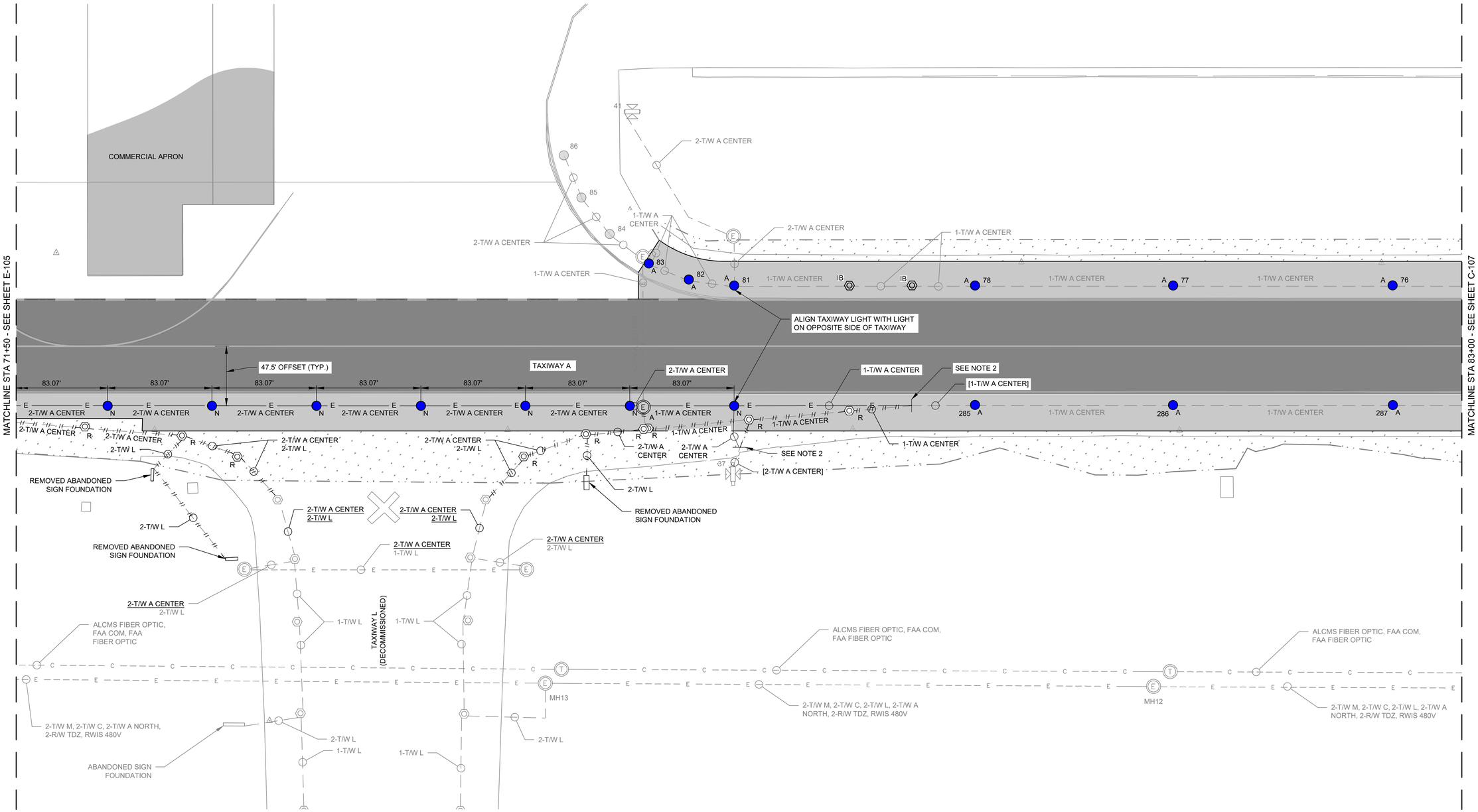
SHEET CONTENTS

ELECTRICAL PLAN -5-

SHEET NO.

E-105

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3/6/2026 12:14:06 PM



NOTES:

1. FOR ELECTRICAL LEGEND, NOTES AND ABBREVIATIONS, SEE DRAWINGS E-001, E-002, AND E-003.
2. INTERCEPT EXISTING CONDUIT AND COUNTERPOISE TO REMAIN. SEE DETAILS ON E-601

PARTIAL EXISTING SYMBOL LEGEND (SEE E-001 FOR FULL LEGEND)

	L-861T T/W EDGE LIGHT	E	ELECTRICAL HANDHOLE	S	PAVEMENT SENSOR
###	L-858 GUIDANCE SIGN	C	ELECTRICAL HANDHOLE		L-804 R/W GUARD LIGHT
	BASE CAN	T	COMMUNICATION MANHOLE	RPU	RECEIVER PROCESSOR UNIT
J	JUNCTION CAN	E	ELECTRICAL MANHOLE		

SYMBOL SUBSCRIPTS INDICATE WORK AS FOLLOWS:

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- N = FURNISH AND INSTALL LIGHT FIXTURE, ISOLATION XFMR, LIGHT BASE, AND EXTENSION.
- SEE E-001 FOR FULL WORK DESCRIPTIONS.

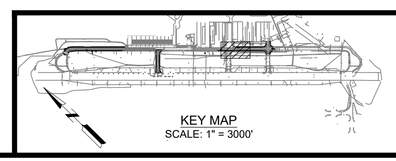
PARTIAL LINE LEGEND (SEE E-001 FOR FULL LEGEND)

2-XX(GR)	EXISTING CONDUIT
#—//—#—//—	REMOVE CONDUIT
——— E ———	EXISTING ELECTRICAL DUCTBANK
——— C ———	EXISTING COMM DUCTBANK

LINE SYMBOLS INDICATE WORK AS FOLLOWS:

- 2 = AIRFIELD LIGHTING CABLE QUANTITY (5KV, #8 AWG)
- XX = CIRCUIT ID (SEE CCR SCHEDULE ON E402)
- (GR) = GROUND CABLE (600V)
- SEE E-001 FOR FULL WORK DESCRIPTIONS.

0 40 80



KEY MAP
SCALE: 1" = 3000'

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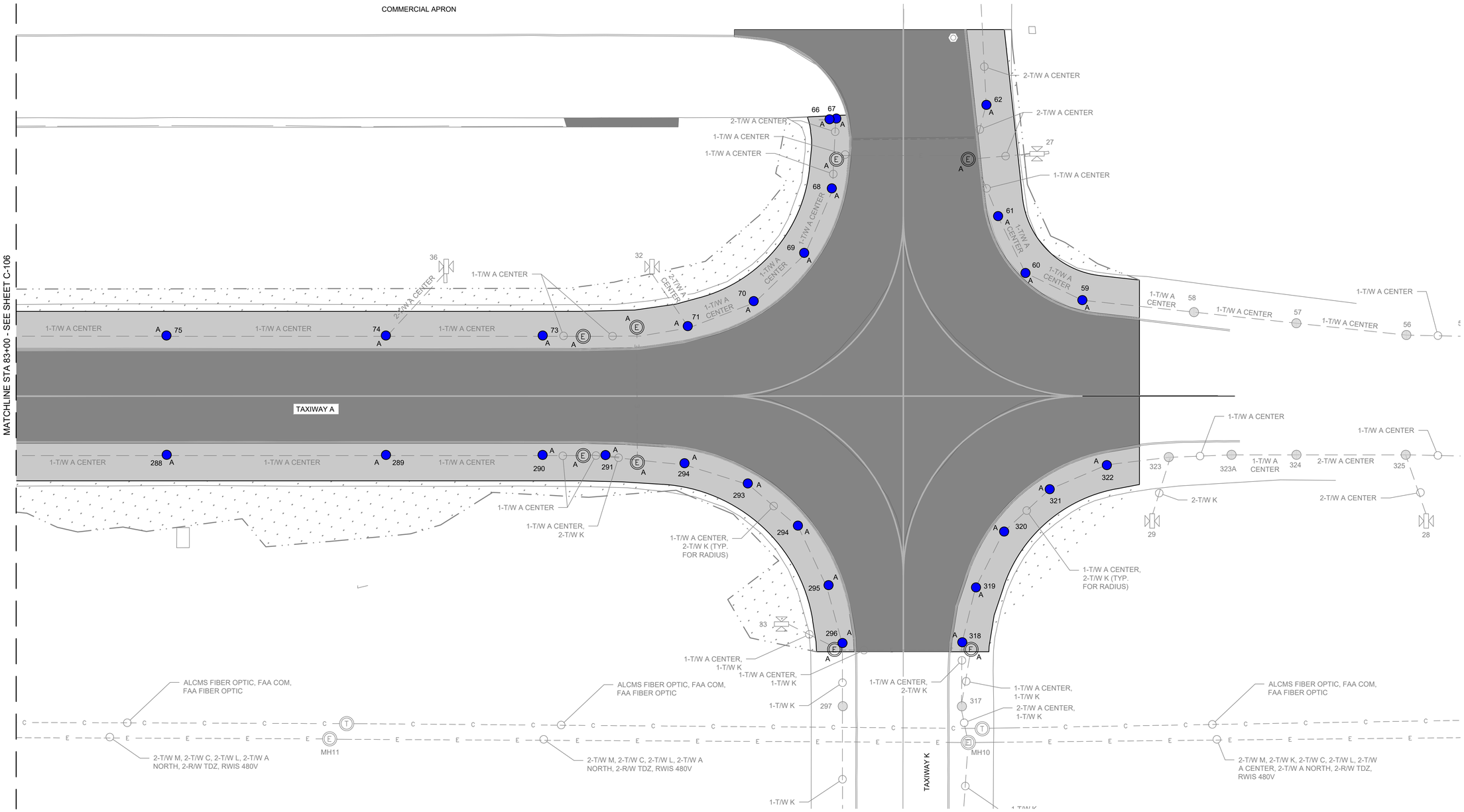
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SHEET CONTENTS
ELECTRICAL PLAN -6-

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E-106

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3/6/2026 12:14:17 PM



NOTES:

1. FOR ELECTRICAL LEGEND, NOTES AND ABBREVIATIONS, SEE DRAWINGS E-001, E-002, AND E-003.
2. INTERCEPT EXISTING CONDUIT AND COUNTERPOISE TO REMAIN. SEE DETAILS ON E-601

PARTIAL EXISTING SYMBOL LEGEND (SEE E-001 FOR FULL LEGEND)

L-861T T/W EDGE LIGHT	E	ELECTRICAL HANDHOLE	S PAVEMENT SENSOR
### L-858 GUIDANCE SIGN	C	ELECTRICAL HANDHOLE	L-804 R/W GUARD LIGHT
BASE CAN	T	COMMUNICATION MANHOLE	RPU RECEIVER PROCESSOR UNIT
J JUNCTION CAN	E	ELECTRICAL MANHOLE	

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- SEE E-001 FOR FULL WORK DESCRIPTIONS.

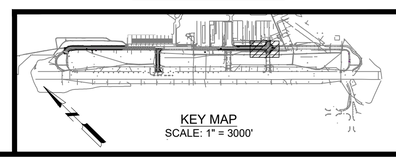
PARTIAL LINE LEGEND (SEE E-001 FOR FULL LEGEND)

2-XX(GR)	EXISTING CONDUIT
// // //	REMOVE CONDUIT
E	EXISTING ELECTRICAL DUCTBANK
C	EXISTING COMM DUCTBANK

LINE SYMBOLS INDICATE WORK AS FOLLOWS:

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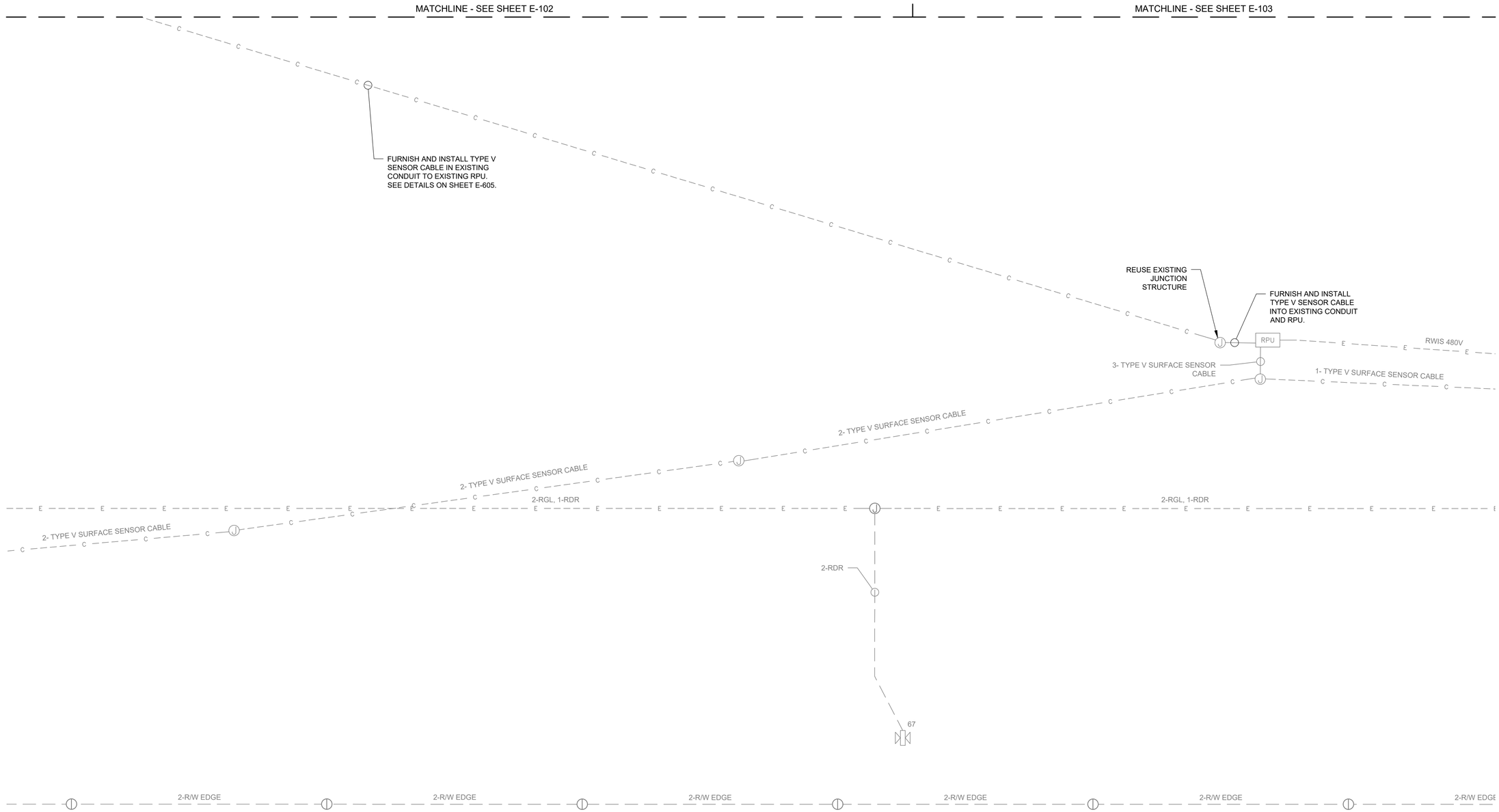
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SHEET CONTENTS
ELECTRICAL PLAN -7-

SHEET NO.
E-107

X:\4242100\251517.01\TECH\CADD\E-101 ELECTRICAL PLANS.DWG
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NOTES:

1. FOR ELECTRICAL LEGEND, NOTES AND ABBREVIATIONS, SEE DRAWINGS E-001, E-002, AND E-003.
2. INTERCEPT EXISTING CONDUIT AND COUNTERPOISE TO REMAIN. SEE DETAILS ON E-601

PARTIAL EXISTING SYMBOL LEGEND (SEE E-001 FOR FULL LEGEND)

	L-861T T/W EDGE LIGHT	E	ELECTRICAL HANDHOLE	S	PAVEMENT SENSOR
###	L-858 GUIDANCE SIGN	C	ELECTRICAL HANDHOLE		L-804 R/W GUARD LIGHT
	BASE CAN	T	COMMUNICATION MANHOLE	RPU	RECEIVER PROCESSOR UNIT
J	JUNCTION CAN	E	ELECTRICAL MANHOLE		

SYMBOL SUBSCRIPTS INDICATE WORK AS FOLLOWS:

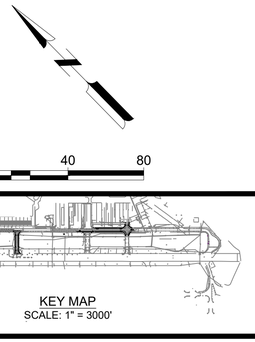
- R = REMOVE LIGHT FIXTURE/BASE PLATE, ISOLATION XFMR, LIGHT BASE, AND EXTENSION.
- IB = REMOVE LIGHT FIXTURE, ISOLATION XFMR. FURNISH AND INSTALL BASE PLATE ON EXISTING LIGHT BASE AND EXTENSION.
- A = REMOVE AND STORE LIGHT FIXTURE AND ISOLATION XFMR. REMOVE EXTENSION AND SPACERS. FURNISH AND INSTALL EXTENSION COLLAR AND SPACERS. REINSTALL LIGHT FIXTURE, ISOLATION XFMR
- N = FURNISH AND INSTALL LIGHT FIXTURE, ISOLATION XFMR, LIGHT BASE, AND EXTENSION.
- SEE E-001 FOR FULL WORK DESCRIPTIONS.

PARTIAL LINE LEGEND (SEE E-001 FOR FULL LEGEND)

2-XX(GR)	EXISTING CONDUIT
#—//—#—#—//	REMOVE CONDUIT
E	EXISTING ELECTRICAL DUCTBANK
C	EXISTING COMM DUCTBANK

LINE SYMBOLS INDICATE WORK AS FOLLOWS:

- 2 = AIRFIELD LIGHTING CABLE QUANTITY (5KV, #8 AWG)
- XX = CIRCUIT ID (SEE CCR SCHEDULE ON E402)
- (GR) = GROUND CABLE (600V)
- SEE E-001 FOR FULL WORK DESCRIPTIONS.



KEY MAP
SCALE: 1" = 3000'

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STATE OF MAINE
MARLON MONTOYA
No. 19761
LICENSED PROFESSIONAL ENGINEER
03/06/2026

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BANGOR INTERNATIONAL AIRPORT

TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION

287 GODFREY BOULEVARD
BANGOR, ME 04401

ISSUED

11/07/2025 30% SUBMISSION
02/26/2026 90% SUBMISSION

ISSUED FOR BID
MARCH 6, 2026

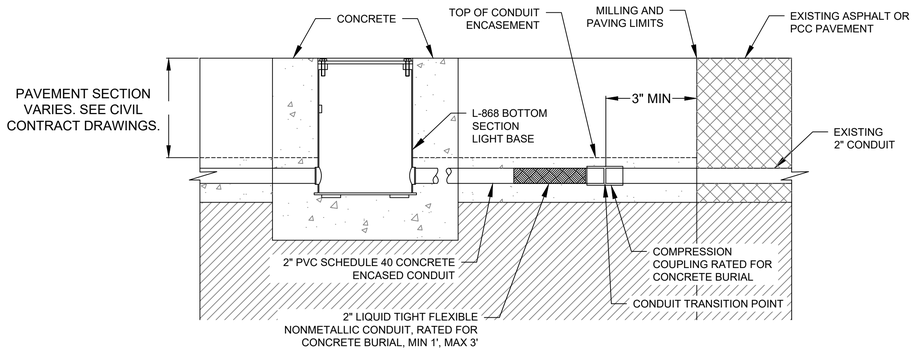
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DATE: MARCH 6, 2026
DESIGNED BY: JPH
DRAWN BY: EJV
CHECKED BY: MM
DO NOT SCALE DRAWINGS

SHEET CONTENTS
ELECTRICAL PLAN -8-

SHEET NO.
E-108

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(FOR EQUIPMENT AS INDICATED ON CONTRACT DRAWINGS)

INSTALLATION PROCEDURE FOR CONDUIT TRANSITION TO EXISTING CONDUIT IN EXISTING ASPHALT CONCRETE

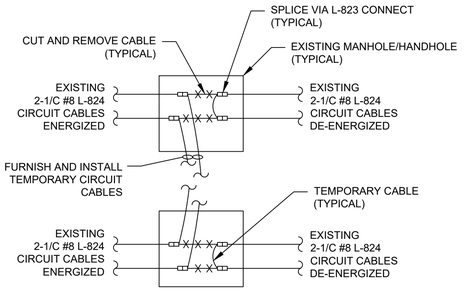
PHASE I - INSTALLATION OF CONDUIT TRANSITION

CONDUIT TRANSITION TO EXISTING CONDUIT NOTES:

1. THE PHASE I CONSTRUCTION AS DESCRIBED HEREINAFTER IN THIS PHASE SHALL BE PERFORMED IN EXISTING ASPHALT CONCRETE.
2. LOCATE THE CONDUIT TRANSITION POINT AND HAND EXCAVATE TO EXPOSE CONDUIT.
3. CUT CONDUIT A MINIMUM OF 12" BEFORE THE EDGE OF EXCAVATION.
4. USE HAND TOOLS TO REMOVE DEBRIS AND CLEAN OUTSIDE OF CONDUIT. MANDREL AND WIRE BRUSH INSIDE OF CONDUIT.
5. PLUG CONDUIT WITH RUBBER PLUG. FURNISH AND INSTALL NEARBY LIGHT BASE, CONDUIT AND CONDUIT SUPPORT.
6. FURNISH AND INSTALL 2" LIQUID TIGHT FLEXIBLE NONMETALLIC CONDUIT, RATED FOR CONCRETE BURIAL, ONTO EXISTING CONDUIT AND CONNECT TO BOTTOM SECTION LIGHT BASE CONDUIT.
7. POUR CONCRETE IN TRENCH UP TO LEVEL OF EXISTING GRADE AS SHOWN ON CONTRACT DRAWINGS TO MILLED SURFACE PRIOR TO ASPHALT CONCRETE OVERLAY.

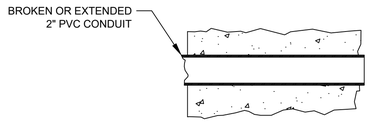
1 CROSS SECTION-CONDUIT TRANSITION TO EXISTING CONDUIT IN EXISTING ASPHALT CONCRETE

SCALE: NTS



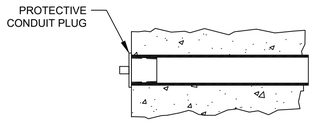
3 TYPICAL MANHOLE/HANDHOLE LOOP OUT DIAGRAM

SCALE: NTS



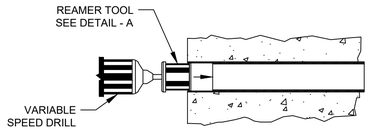
STEP-1

1. CUT BACK BROKEN OR EXTENDED CONDUIT FLUSH WITH EXISTING CONCRETE SURFACE.



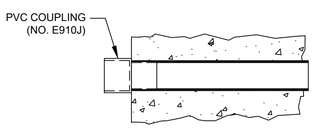
STEP-2

1. INSERT PROTECTIVE PLUG TO KEEP CONDUIT CLEAN AND DRY DURING LIGHT BASE INSTALLATION PREPARATION. PRIOR TO THE INSTALLATION OF THE LIGHT BASE, REMOVE PLUG AND CONTINUE WITH STEP 3.



STEP-3

1. WITH REAMER TOOL AND STANDARD 1⁄2" DRILL, REAM I.D. OF CONDUIT. IT IS RECOMMENDED TO USE A VARIABLE SPEED DRILL. USE SLOWER SPEED TO AVOID OVERHEATING THE CONDUIT. THE GUIDE WILL DIRECT THE CUTTER, THE STOP WILL TOUCH WHEN CONDUIT REAMING PROCEDURE IS COMPLETED.



STEP-4

1. INSERT THE COUPLING AND CEMENT INTO PLACE USING THE CEMENT MANUFACTURER'S INSTRUCTIONS.

CEMENTING INSTRUCTIONS

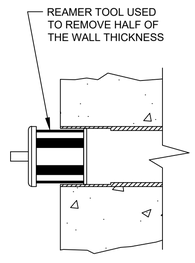
A. CLEAN SOCKET I.D. AND SPIGOT O.D. OF DIRT AND MOISTURE.
B. APPLY A UNIFORM COAT OF CEMENT TO SPIGOT END AND PUSH ONTO SOCKET BOTTOM, ROTATING 1⁄4 TURN.
C. ALLOW TIME TO SET BEFORE DISTURBING. THIS WILL DEPEND UPON TEMPERATURE.

DETAIL NOTE:

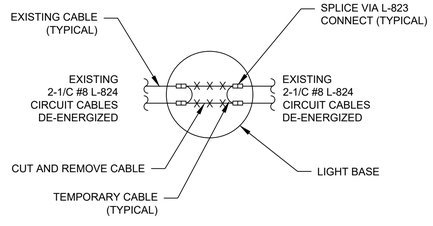
1. CONDUIT REPAIR IS BASED ON CARLON PVC CONDUIT REPAIR SYSTEM. COMPLETE INSTALLATION SHALL BE PER MANUFACTURER'S SPECIFICATIONS.

2 CONDUIT REPAIR PROCEDURE

SCALE: NTS



DETAIL A
NOT TO SCALE



4 TYPICAL LIGHT BASE LOOP OUT DIAGRAM

SCALE: NTS

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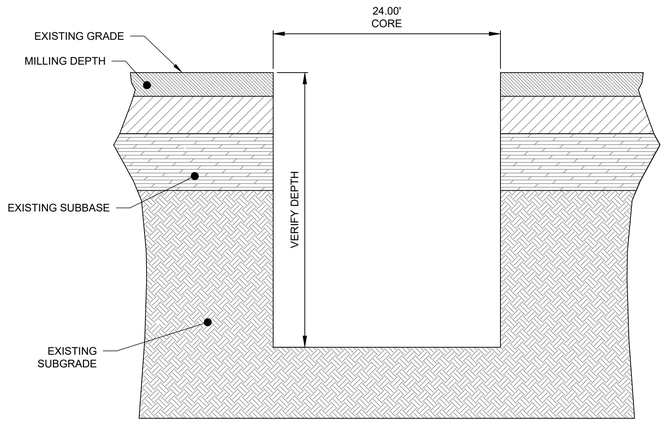
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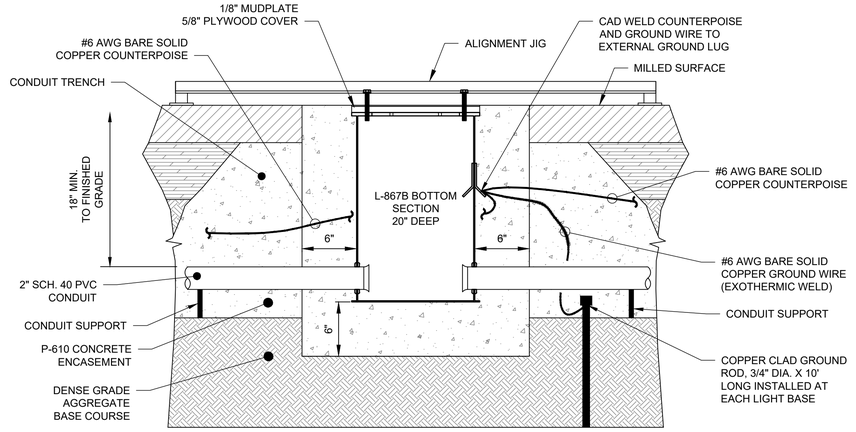
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CHECKED BY: MM
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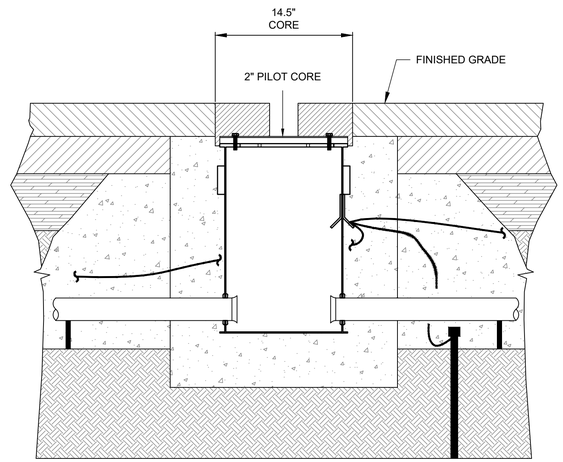
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E-601



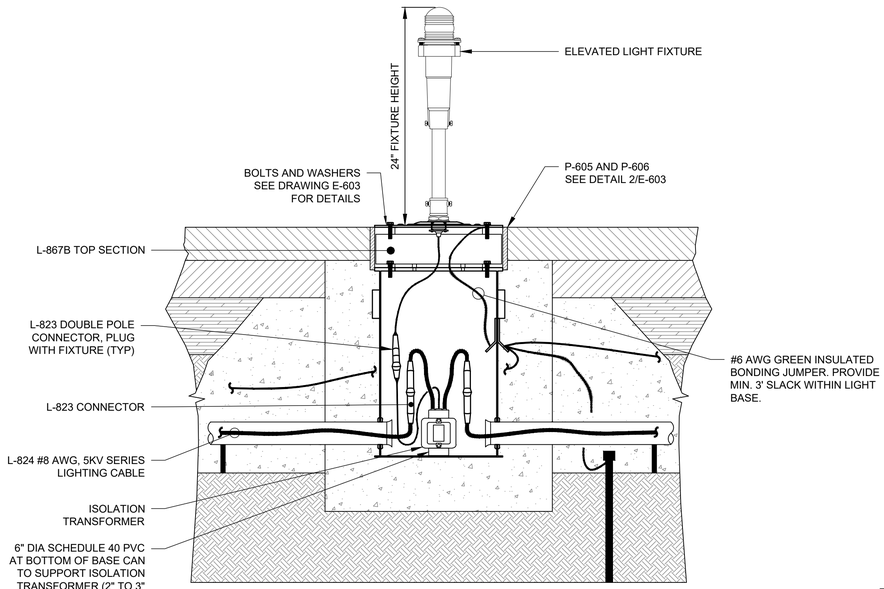
STEP-1



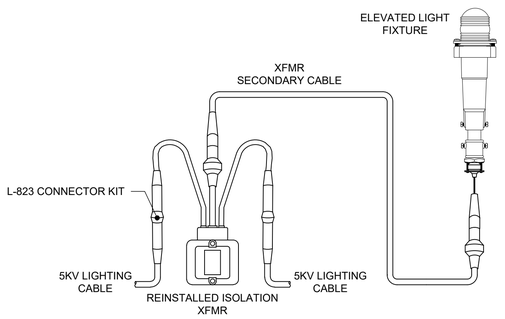
STEP-2



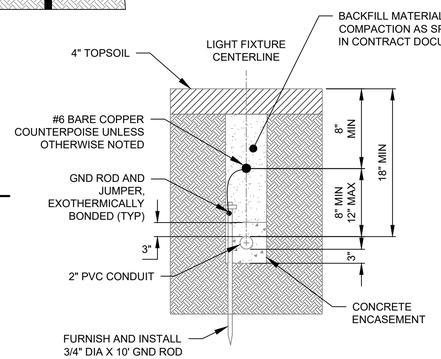
STEP-3



STEP-4

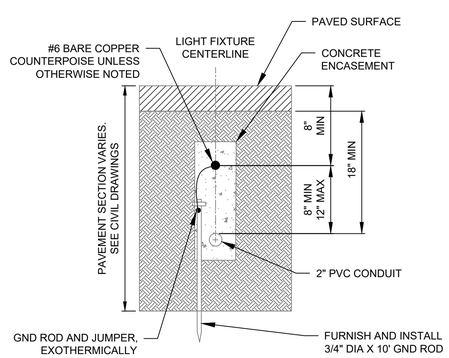


FIXTURE CONNECTIONS



1 ELEVATED FIXTURE ON NEW LIGHT BASE IN SHOULDER PAVEMENT
SCALE: NTS

2 CONCRETE ENCASED CONDUIT AND COUNTERPOISE IN UNPAVED AREAS
SCALE: NTS



3 CONCRETE ENCASED CONDUIT AND COUNTERPOISE IN PAVED AREAS
SCALE: NTS

NOTES:

1. FOR ELECTRICAL LEGEND, NOTES AND ABBREVIATIONS, SEE DRAWINGS E-001, E-002, AND E-003.
2. REFER TO CIVIL DRAWINGS AND SPECIFICATIONS FOR PAVEMENT DETAILS AND INFORMATION.

INSTALLATION NOTES:

STEP 1
1. LOCATE BY SURVEY AND MARK THE PROPOSED LIGHT BASE LOCATIONS. CONFIRM LOCATIONS WITH ENGINEER PRIOR TO REMOVAL OF EXISTING FIXTURE AND ASSOCIATED EQUIPMENT.
2. DETERMINE THE TOTAL CORE DEPTH ALLOWING A 3-INCH MINIMUM TO 5" MAXIMUM TOP SECTION WITH THE FINAL PAVEMENT ELEVATION, SPACER RINGS AND 6-INCHES OF CONCRETE TO BE POURED BENEATH THE BASE CAN.
3. CORE-DRILL A 24-INCH DIAMETER HOLE THROUGH THE PAVEMENT AT THE DETERMINED DEPTH, REMOVE CORE AND ALL DEBRIS FROM HOLE.
4. EXCAVATE TRENCH FOR CONDUIT AND REMOVE ALL DEBRIS FROM TRENCH.

STEP 2
1. FURNISH AND INSTALL A 3/4-INCH DIAMETER X 10 FT. LONG COPPER CLAD GROUND ROD AND A #6 BARE COPPER GROUND WIRE AT 500' MAX INTERVALS. CONNECT THE GROUND WIRE TO THE GROUND ROD VIA EXOTHERMIC WELD. PROVIDE SUFFICIENT SLACK TO CONNECT THE GROUND WIRE TO THE L-867B BOTTOM SECTION GROUND STRAP.
2. FURNISH AND INSTALL L-867B BOTTOM SECTION, 5/8-INCH PLYWOOD COVER AND 1/8-INCH MUD PLATE. UTILIZING AN ALIGNMENT JIG, POSITION THE BOTTOM SECTION WITHIN CORED HOLE AT LOCATIONS DESIGNATED WITHIN THE AREA PLANS.
3. CONNECT #6 BARE COPPER GROUND WIRE FROM THE GROUND ROD TO THE BOTTOM SECTION GROUND STRAP VIA MECHANICAL CONNECTION.
4. FURNISH AND INSTALL 2-INCH SCH. 40 PVC CONDUIT, COUPLINGS AND SUPPORTS. TERMINATE CONDUIT INSIDE OF BOTTOM SECTION. CONDUIT ENDS SHALL BE FREE OF BURRS AND SHARP EDGES AND SHALL PENETRATE A MAXIMUM OF 1.5", USE BELL ENDS INTO BOTTOM SECTION. FURNISH AND INSTALL CONDUIT PLUGS IN UNUSED HUBS.
5. FURNISH AND INSTALL #6 BARE COPPER COUNTERPOISE AND CONNECT TO BOTTOM SECTION GROUND STRAP VIA MECHANICAL CONNECTION.
6. PRIOR TO POURING CONCRETE, LIGHT BASE SHALL BE INSPECTED TO ENSURE IT IS LEVEL AND PLUMB. ANY BOTTOM SECTION IDENTIFIED AS INSTALLED INCORRECTLY SHALL BE REMOVED AND REINSTALLED. POUR THE CONCRETE FOUNDATION TO FILL THE CORE UNDER AND AROUND THE BASE CAN AND CONDUIT TRENCH. VIBRATE AND SMOOTH CONCRETE SURFACE TO ENSURE ADEQUATE CONCRETE UNDER BASE CAN.

STEP 3
1. FOLLOWING THE INSTALLATION OF FINAL PAVEMENT OVERLAY, LOCATE CENTER OF BASE CAN FROM SURVEY.
2. PERFORM PILOT CORE THROUGH OVERLAY COURSE TO EXPOSE AND LOCATE THE EXACT CENTER OF MUD PLATE.
3. MEASURE AND RECORD DISTANCE FROM FINISHED SURFACE GRADE TO MUD PLATE. CALCULATE THE HEIGHT OF THE TOP SECTION REQUIRED, TOP SECTION HEIGHT IS CALCULATED BY TOTAL HEIGHT MINUS THE EXTENSION AND SPACERS HEIGHT.
4. CONFIRM THAT A 14.5" DIAMETER CORE IS CENTERED OVER BOTTOM SECTION. CORE DRILL CENTERED AROUND BOTTOM SECTION TO 1-INCH BELOW MUD PLATE.
5. REMOVE CORE, MUD PLATE AND PLYWOOD COVER.
6. REMOVE ALL DIRT, GRIT AND ANY OTHER MATERIAL WHICH MAY HAVE SEEPED INTO THE BOTTOM SECTION, FLANGE OR COVERS.

STEP 4
1. FURNISH AND INSTALL TOP SECTION TO BOTTOM SECTION WITH FLUOROPOLYMER RED COATED GRADE 5 CARBON STEEL BOLTS AND WEDGE LOCK WASHERS, AS PER THE MANUFACTURERS RECOMMENDATIONS. TORQUE BOLTS TO 28 FT. POUNDS.
2. FURNISH AND INSTALL SPACER RINGS, AS NEEDED. APPLY A THIN LAYER OF SELF-LEVELING SILICONE (RTV118) BETWEEN ALL HORIZONTAL SURFACES.
3. FURNISH AND INSTALL L-824, #8 SERIES LIGHTING CABLES THROUGH THE CONDUIT SYSTEM TO BOTTOM SECTION. PROVIDE 3 FEET OF CABLE SLACK WITHIN BOTTOM SECTION ON EACH PRIMARY LEAD.
4. FURNISH AND INSTALL L-823 TYPE I CONNECTORS AND L-830 ISOLATION TRANSFORMER CONNECTING SERIES LIGHTING CABLE TO THE PRIMARY LEADS OF THE ISOLATION TRANSFORMER.
5. FURNISH AND INSTALL LIGHT FIXTURE, MAKE CONNECTIONS FROM THE FIXTURE LEAD TO THE L-823 TYPE II SECONDARY CONNECTOR OF THE ISOLATION TRANSFORMER. CONNECT #6 GREEN INSULATED BONDING JUMPER FROM THE LIGHT FIXTURE TO THE INTERNAL GROUND STRAP OF THE LIGHT BASE. SECURE LIGHT FIXTURE TO THE LIGHT BASE WITH (6) FLUOROPOLYMER RED COATED GRADE 5 CARBON STEEL BOLTS AND 2-PIECE WEDGE WASHERS. USING A CALIBRATED TORQUE WRENCH, HAND-TIGHTEN BOLTS PER MANUFACTURER'S INSTALLATION RECOMMENDATIONS.
6. FILL THE ANNULAR SPACE AROUND THE COMPLETE ASSEMBLY WITH P-605 SEALER AND P-606 RIGID CEMENT COMPOUND. SEE DRAWING E-603.

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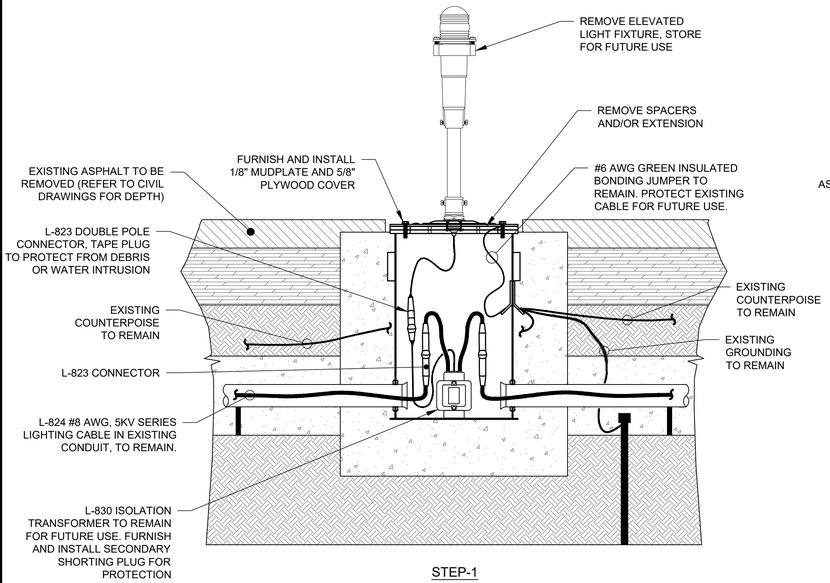
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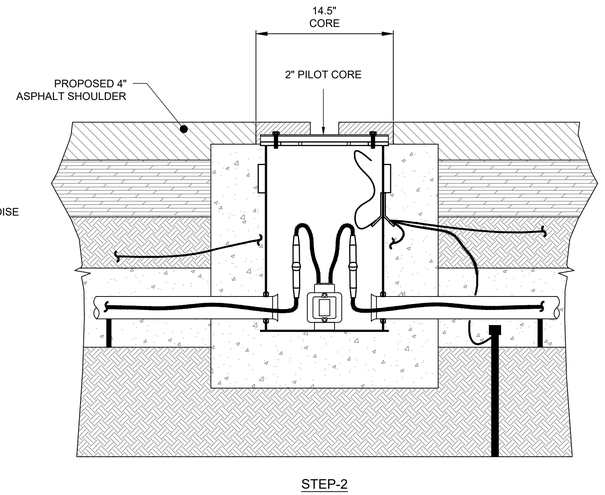
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-2-

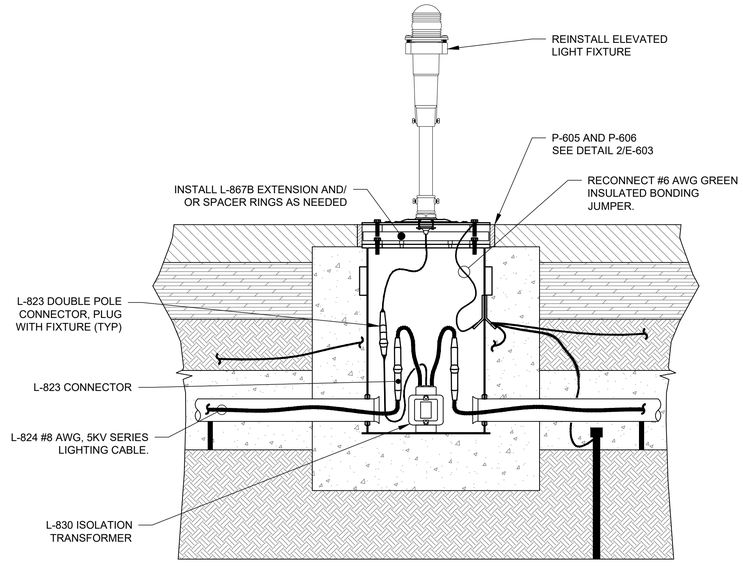
SHEET NO.
E-602



STEP-1



STEP-2



STEP-3

NOTES:

1. FOR ELECTRICAL LEGEND, NOTES AND ABBREVIATIONS, SEE DRAWINGS E-001, E-002, AND E-003.
2. REFER TO CIVIL DRAWINGS AND SPECIFICATIONS FOR PAVEMENT DETAILS AND INFORMATION.

INSTALLATION NOTES:

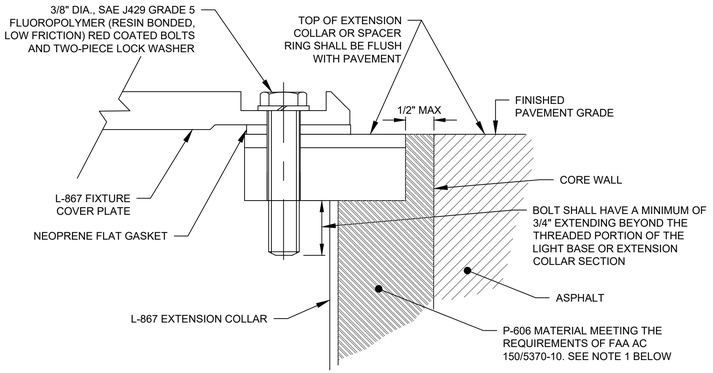
STEP 1
1. DISCONNECT ISOLATION TRANSFORMER SECONDARY CABLE AND FURNISH AND INSTALL SECONDARY SHORTING PLUG FOR PROTECTION. REMOVE EXISTING LIGHT FIXTURE AND STORE FOR REINSTALLATION. THE CONTRACTOR SHALL DOCUMENT BY EITHER IDENTIFICATION TAG OR SERIAL NUMBER, THE LOCATION FOR ALL ITEMS BEING REMOVED FOR REINSTALLATION.
2. FURNISH AND INSTALL 5/8-INCH PLYWOOD COVER AND 1/8-INCH MUD PLATE.
3. SURVEY CENTER OF MUD PLATE FOR LOCATING BASE CAN AFTER PAVING.

STEP 2
1. FOLLOWING THE INSTALLATION OF FINAL PAVEMENT OVERLAY, LOCATE CENTER OF BASE CAN FROM SURVEY.
2. PERFORM PILOT CORE THROUGH OVERLAY COURSE TO EXPOSE AND LOCATE THE EXACT CENTER OF MUD PLATE.
3. MEASURE AND RECORD DISTANCE FROM FINISHED SURFACE GRADE TO MUD PLATE. CALCULATE THE HEIGHT OF THE TOP SECTION REQUIRED, TOP SECTION HEIGHT IS CALCULATED BY TOTAL HEIGHT MINUS THE EXTENSION AND SPACERS HEIGHT.
4. CONFIRM THAT A 14.5" DIAMETER CORE IS CENTERED OVER BOTTOM SECTION. CORE DRILL CENTERED AROUND BOTTOM SECTION TO 1-INCH BELOW MUD PLATE.
5. REMOVE CORE, MUD PLATE AND PLYWOOD COVER.
6. REMOVE ALL DIRT, GRIT AND ANY OTHER MATERIAL WHICH MAY HAVE SEEPED INTO THE BOTTOM SECTION, FLANGE OR COVERS.

STEP 3
1. FURNISH AND INSTALL TOP SECTION TO BOTTOM SECTION AS NEEDED WITH FLUOROPOLYMER RED COATED GRADE 5 CARBON STEEL BOLTS AND WEDGE LOCK WASHERS, AS PER THE MANUFACTURERS RECOMMENDATIONS. TORQUE BOLTS TO 28 FT. POUNDS.
2. FURNISH AND INSTALL SPACER RINGS, AS NEEDED. APPLY A THIN LAYER OF SELF-LEVELING SILICONE (RTV118) BETWEEN ALL HORIZONTAL SURFACES.
3. REINSTALL LIGHT FIXTURE, MAKE CONNECTIONS FROM THE FIXTURE LEAD TO THE L-823 TYPE II SECONDARY CONNECTOR OF THE ISOLATION TRANSFORMER. CONNECT #6 GREEN INSULATED BONDING JUMPER FROM THE LIGHT FIXTURE TO THE INTERNAL GROUND STRAP OF THE LIGHT BASE. SECURE LIGHT FIXTURE TO THE LIGHT BASE WITH (6) FLUOROPOLYMER RED COATED GRADE 5 CARBON STEEL BOLTS AND 2-PIECE WEDGE WASHERS. USING A CALIBRATED TORQUE WRENCH, HAND-TIGHTEN BOLTS PER MANUFACTURER'S INSTALLATION RECOMMENDATIONS.
4. FILL THE ANNULAR SPACE AROUND THE COMPLETE ASSEMBLY WITH P-605 SEALER AND P-606 RIGID CEMENT COMPOUND. SEE DETAIL 2/E-603.

1 TAXIWAY EDGE LIGHT BASE ADJUSTMENT

SCALE: NTS

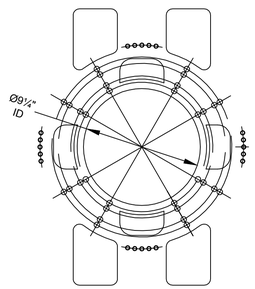


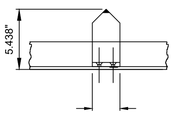
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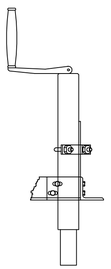
1. FILL THE ANNULAR SPACE AROUND THE COMPLETE ASSEMBLY, UNTIL IT REACHED THE TOP OF THE EXTENSION COLLAR, WITH P-606 MATERIAL SUITABLE FOR ASPHALT CONCRETE PAVEMENT, PER AC 150/5370-10 (LATEST EDITION. THE P-606 MATERIAL SHALL BE TOOLED TO PROMOTE INTIMATE CONTACT AND A GOOD BOND TO THE LIGHT CAN AND THE PAVEMENT. TEMPERATURE MUST BE HIGHER THAN 40° F AMBIENT. THE REMAINDER OF THE ANNULAR SPACE SHALL BE FILLED WITH P-605 RUBBERIZED ASPHALT CEMENT. ANNULAR SPACE SHALL BE NO MORE THAN 1/2" WIDE.

2 ELEVATED TAXIWAY LIGHT AND EXTENSION COLLAR INSTALLATION

SCALE: NTS







BOLT CENTER DIAMETER TABLE		
BOLT CENTER	BC	QTY. 7/16" HOLE
A	14.25"	4
B	13.25"	4
C	11.25"	4
D	10.25"	4

3 TYPICAL ADJUSTABLE LIGHT BASE SETTING JIG DETAIL

SCALE: NTS

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No. 19761
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03/06/2026

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BANGOR INTERNATIONAL AIRPORT

TAXIWAY 'A' & 'M' RECONSTRUCTION / REHABILITATION

287 GODFREY BOULEVARD
BANGOR, ME 04401

ISSUED

11/07/2025 30% SUBMISSION
02/26/2026 90% SUBMISSION

ISSUED FOR BID
MARCH 6, 2026

NOT FOR CONSTRUCTION

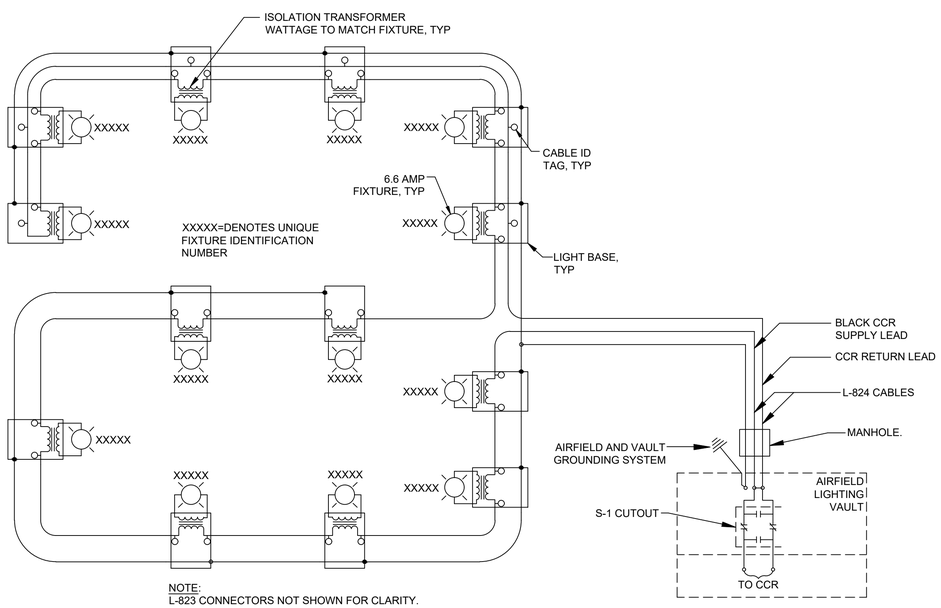
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DATE: MARCH 6, 2026
DESIGNED BY: JPH
DRAWN BY: EJV
CHECKED BY: MM
DO NOT SCALE DRAWINGS

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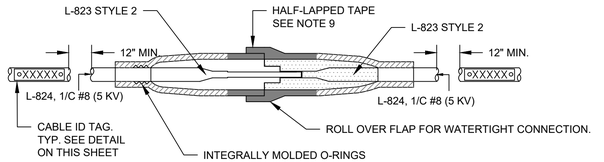
E-603



NOTE:
L-823 CONNECTORS NOT SHOWN FOR CLARITY.

1 TYPICAL SERIES LIGHTING CIRCUIT
SCALE: NTS

1. FOR ELECTRICAL LEGEND, NOTES AND ABBREVIATIONS, SEE DRAWINGS E-001, E-002, AND E-003.
2. L-823 CONNECTORS SHALL BE INSTALLED ON ALL CABLES IN EACH MANHOLE, BASE CAN, OR OTHER ACCESSIBLE LOCATION. L-823 CONNECTORS SHALL BE INSTALLED SO A PORTION OF THE LOOP CAN BE BYPASSED. SEE CONNECTOR DETAILS.
3. NO FIXTURE SHALL BE CONNECTED TO THE RETURN LEAD OF THE CCR EXCEPT AS SHOWN ON THE DWGS.
4. ALL AIRFIELD LIGHTING FIXTURES SHALL BE NUMBERED PER DESIGNATION PROVIDED BY THE AIRPORT OWNER.
5. ALL LIGHT BASE AND DUCT BANK COUNTERPOISE CONDUCTORS SHALL BE BONDED AT EACH STRUCTURE (LIGHT BASE, HH, MH, ETC.) AND SHALL BE BONDED TO A DRIVEN GROUND ROD AT 500' MAXIMUM INTERVALS.
6. EACH NEW GROUND ROD SHALL MEASURE 25 OHMS OR LESS. ADDITIONAL SECTIONS OR RODS SHALL BE ADDED TO OBTAIN THE 25 OHM VALUE.
7. ALL L-824 CABLES SHALL BE IDENTIFIED WITH A TAG WITH ITS RESPECTIVE CIRCUIT/LOOP NUMBER AT ALL ACCESSIBLE LOCATIONS. ATTACH THE ID TAG 12" FROM THE L-823 CONNECTORS. THE LOOPS SHALL BE IDENTIFIED ON EACH SIDE OF THE CONNECTORS
8. MINIMIZE SPLICE POINTS TO THE GREATEST EXTENT PRACTICAL ON THE RETURN LEAD CONDUCTOR. IT IS ANTICIPATED THAT NO MORE THAN 4 SPLICE POINTS WILL BE REQUIRED RESULTING FROM PHASING. REGARDLESS OF SPLICE LOCATIONS, 3 FEET OF SLACK SHALL BE PROVIDED FOR BOTH THE SUPPLY AND THE RETURN CONDUCTORS IN EACH LIGHT FIXTURE AND AS REQUIRED PER CONTRACT SPECIFICATION L-108. SPLICE POINTS SHALL BE RECORDED AS PART OF THE AS-BUILT PROCESS ON THE E100 SERIES DRAWINGS. L-823 CONNECTOR KITS USED IN LIGHT BASE CANS SHALL BE STANDARD BLACK IN COLOR.
9. USE PENCILLING TOOL FOR STRIPPING AND APPROVED CRIMPER FOR CONNECTING DURING SPLICING PROCESS.



NOTE:
COORDINATE WITH CONNECTOR KIT MANUFACTURER TO ASSURE PROPER WATERTIGHT FIT.

L-823 CONNECTOR DETAIL NOTES
1. PROVIDE CABLE CIRCUIT ID TAGS ATTACHED TO BOTH SIDES OF EACH CABLE CONNECTION WITH CABLE TIE.
2. THOROUGHLY CLEAN THE CABLE PRIOR TO THE INSTALLATION OF THE L-823 CONNECTOR KIT.
3. COMPLETE INSTALLATION OF THE PIN/RECEPTACLE WITH "CRIMPING" TOOL SUPPLIED OR RECOMMENDED BY THE MANUFACTURER AND DESIGNED FOR THIS SPECIFIC PURPOSE.
4. ATTACH EACH CABLE TIE ENOUGH TO HOLD IN PLACE WITHOUT COMPRESSING HOUSING. TRIM OFF EXCESS CABLE TIE.
5. INSTALLATION OF COMPLETE KIT CONNECTOR MUST BE IN STRICT CONFORMANCE WITH MANUFACTURER'S REQUIREMENTS.
6. ALL PERSONNEL WHO WILL BE PERFORMING SPLICING OF THE SERIES LIGHTING CABLE AND THE INSTALLATION OF L-823 CONNECTORS SHALL DEMONSTRATE THIS ABILITY TO THE RPR IN A TRAINING SESSION.
7. THE TRAINING SESSION SHALL BE NO LONGER THEN A HALF HOUR AND INCLUDE WATCHING AN INSTRUCTIONAL VIDEO AND THEN PERFORMING A SPLICE FOLLOWING THE MANUFACTURER'S INSTRUCTIONS.
8. THE RPR SHALL RECORD EACH PARTICIPANTS NAME AND PROVIDE THEM WITH A 'SPLICER TRAINING CARD', WHICH THE INDIVIDUAL WILL HAVE TO CARRY ON THEM AT ALL TIMES.
9. ALL PERSONNEL WHO WILL BE PERFORMING SPLICING SHALL HAVE THEIR OWN PENCILING TOOL AND HAND HELD CRIMPER. NO SHARING OF THESE TOOLS WILL BE ALLOWED. THESE TOOLS SHALL BE AS RECOMMENDED BY THE L-823 CONNECTOR MANUFACTURER.
10. THE TRAINING SESSION INCLUDING THE ABILITY TO VIEW THE VIDEO, THE TIME OF THE SESSION, TOOLS AND SPLICER TRAINING CARD SHALL BE AT NO ADDITIONAL COST TO THE AIRPORT.

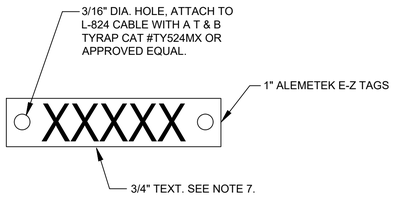
2 TYPICAL L-824 TYPE C CABLE INLINE SPLICE (NOT AT TRANSFORMER)
SCALE: NTS

SPLICER TRAINING CARD

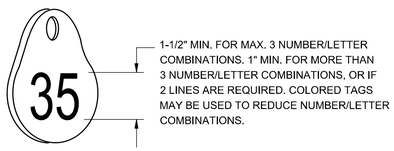
I, _____(PRINT NAME) _____CERTIFIED I HAVE WATCHED THE L-823 CONNECTOR INSTALLATION INSTRUCTIONAL VIDEO AND HAVE PERFORMED A SPLICE IN THE PRESENCE OF THE RPR TO DEMONSTRATE MY ABILITY TO CORRECTLY ASSEMBLE AN L-823 CONNECTOR.

_____ _____
SPLICER SIGNATURE RPR SIGNATURE

_____
DATE



3 TYPICAL L-824 CABLE ID TAG
SCALE: NTS



LIGHT TAG NOTES:
1. CONFIRM NUMBERING SYSTEM WITH AIRPORT PRIOR TO INSTALLATION.
2. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS AND EXAMPLE PRIOR TO MANUFACTURING. ALL LIGHT TAGS SHALL HAVE A LETTER AND A THREE NUMBER DESIGNATION.
3. LOCATION ID AND LIGHT NUMBER INFORMATION SHALL BE VERIFIED BY ENGINEER PRIOR TO ORDERING OR MANUFACTURING.
4. SECURELY AFFIX NON-CORROSIVE NUMBERING TAG TO FIXTURE FACING RUNWAY/TAXIWAY WITH SET SCREW, WIRE TIE, OR METAL BAND, NUMBERS SHALL BE ENGRAVED FOR PERMANENT READABILITY.
5. CONTRACTOR SHALL VERIFY TAGS DO NOT MOVE EITHER TO BE UNREADABLE OR TO BE FATIGUED BY MOVING IN THE WIND.
6. COST OF TAG INCIDENTAL TO NEW FIXTURE.
7. EXISTING LIGHT TAGS ON EXISTING LIGHT FIXTURES TO REMAIN SHALL BE REMOVED AND NEW LIGHT TAGS INSTALLED. THE REMOVAL AND NEW INSTALLATION WILL BE PAID FOR UNDER A SEPARATE BID ITEM.

4 LIGHT FIXTURE ID TAG DETAIL
SCALE: NTS

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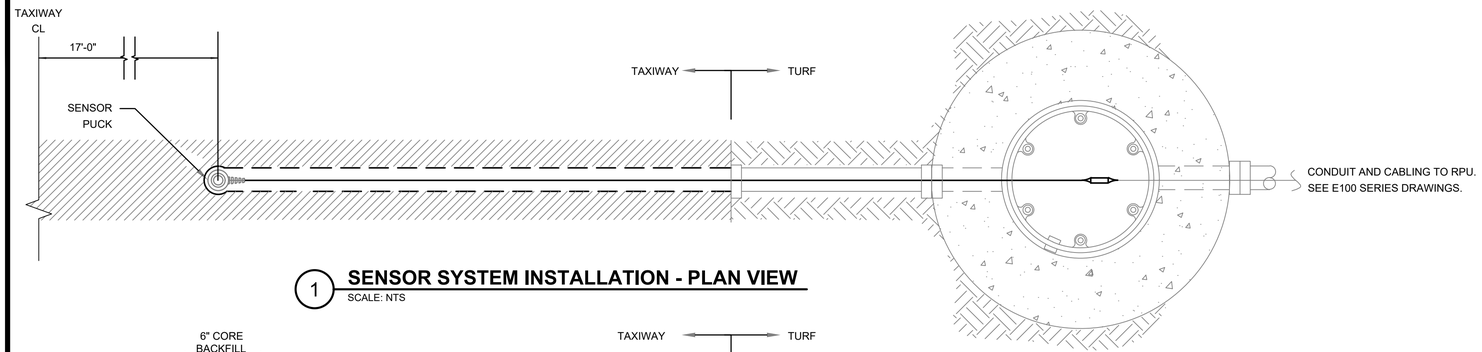
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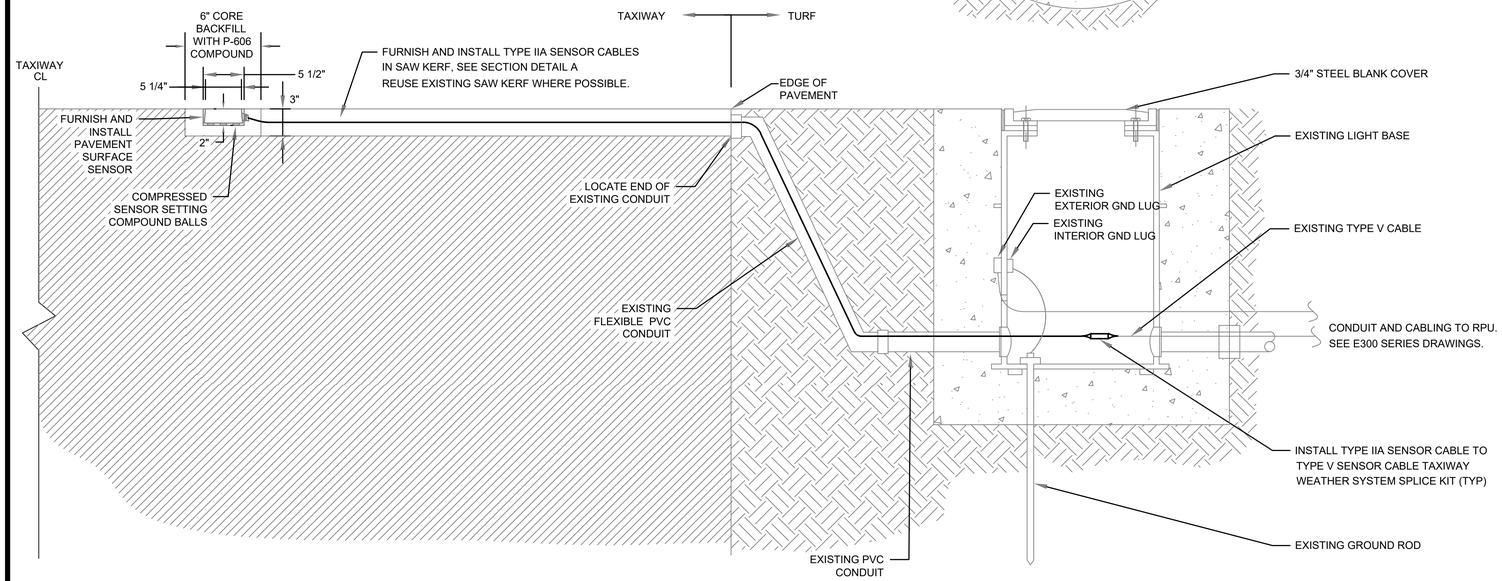
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E-604



1 SENSOR SYSTEM INSTALLATION - PLAN VIEW

SCALE: NTS



2 SENSOR SYSTEM INSTALLATION - SECTION VIEW

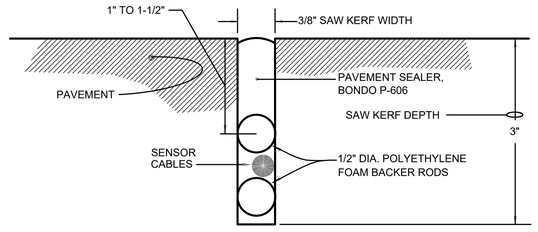
SCALE: NTS

INSTALLATION PROCEDURE:

1. FURNISH AND INSTALL A SUFFICIENT QUANTITY OF WATERPROOF TARPAULIN OR OTHER APPROVED MEANS OF PREVENTING BLOWN SAND, WATER AND OTHER FOREIGN MATERIALS FROM ENTERING THE KERFS AND CORED HOLES.
2. LOCATE EXISTING JUNCTION LIGHT BASE AND DISCONNECT EXISTING SENSOR.
3. EXCAVATE AND LOCATE EXISTING END OF CONDUIT EXTENDING FROM EXISTING LIGHT BASE TO THE EDGE OF PAVEMENT.
4. REMOVE EXISTING TYPE IIA SENSOR CABLE FROM CONDUIT AND CLEAN CONDUIT.
5. LOCATE EXISTING CONDUIT AT EDGE OF PAVEMENT AND TURF.
6. SMOOTH EDGES OF CONDUIT TO ENSURE IT IS FREE OF DEBRIS.
7. FURNISH AND INSTALL SURFACE SENSOR TAXIWAY A NORTH SENSOR AT LOCATIONS SHOWN ON CONTRACT DRAWINGS E100 SERIES ON TAXIWAY 17 FEET FROM TAXIWAY CENTERLINE AND RUN TYPE IIA BACK TO LIGHT BASE ON TAXIWAY SIDE AS PER BLOCK DIAGRAM AND AREA PLAN DRAWINGS. FOR SENSOR SYSTEM BLOCK DIAGRAMS, SEE CONTRACT DWG NO. E605.
8. PLACE SENSOR IN PAVEMENT, REUSE EXISTING SAW KERF WHERE POSSIBLE MAKING SURE IT IS FLUSH WITH FINAL GRADE. FURNISH AND INSTALL DUCT SEAL IN CONDUIT AND P-606 AROUND SENSOR.
9. SPLICE TYPE V CABLE TO TYPE IIA CABLE IN EXISTING LIGHT BASE.
10. REINSTALL STEEL BLANK COVER WITH 3/8"-16 18-8 STAINLESS STEEL BOLTS WITH MARINE GRADE ANTI-SEIZE (K=.18) AND TYPE 304 (18-8) STAINLESS STEEL TWO PIECE LOCKING WASHERS. FINGER TIGHTEN THE BOLT UNTIL IT IS LOOSELY SEATED AGAINST THE COVER THEN HAND TIGHTEN WITH A TORQUE WRENCH TO 18 FT POUNDS. SUBMIT A CALIBRATION REPORT FOR THE TORQUE WRENCH TO THE ENGINEER PRIOR TO THE START OF ANY WORK. THE USE OF IMPACT WRENCHES IS NOT PERMITTED.
11. BOLTS SHALL BE TORQUED IN A STAR PATTERN. ONCE THIS IS COMPLETED, THE BOLTS SHALL BE IMMEDIATELY RE-TORQUED A SECOND TIME IN THE SAME STAR PATTERN.
12. IF FOR ANY REASON BOLTS ARE REMOVED FROM THE LIGHT BASE, THESE BOLTS ARE NOT TO BE REUSED BUT SHALL BE REPLACED WITH NEW BOLTS AND LOCK WASHERS AND INSTALLED IN ACCORDANCE WITH THE PROCEDURE ABOVE. BOLTS ARE ONLY GOOD FOR A SINGLE USE.

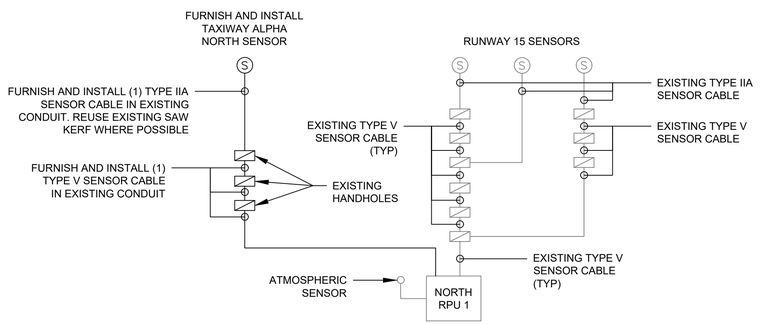
NOTES:

1. FOR ELECTRICAL LEGEND, NOTES AND ABBREVIATIONS, SEE DRAWINGS E-001, E-002, AND E-003.
2. REFER TO CIVIL DRAWINGS FOR PAVEMENT HEIGHT.
3. TEST AND CHECK THE SYSTEM TO ENSURE THE OPERATION AND CALIBRATION IN ACCORDANCE WITH MANUFACTURERS GUIDELINES AND RECOMMENDATIONS.



3 SAW KERF SECTION DETAIL A

SCALE: NTS



4 SENSOR SYSTEM-BLOCK DIAGRAMS

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