



# CONTRACT DRAWINGS FOR THE CONSTRUCTION OF

# TAXIWAY D, H & G RECONFIGURATION

# GRIFFISS INTERNATIONAL AIRPORT



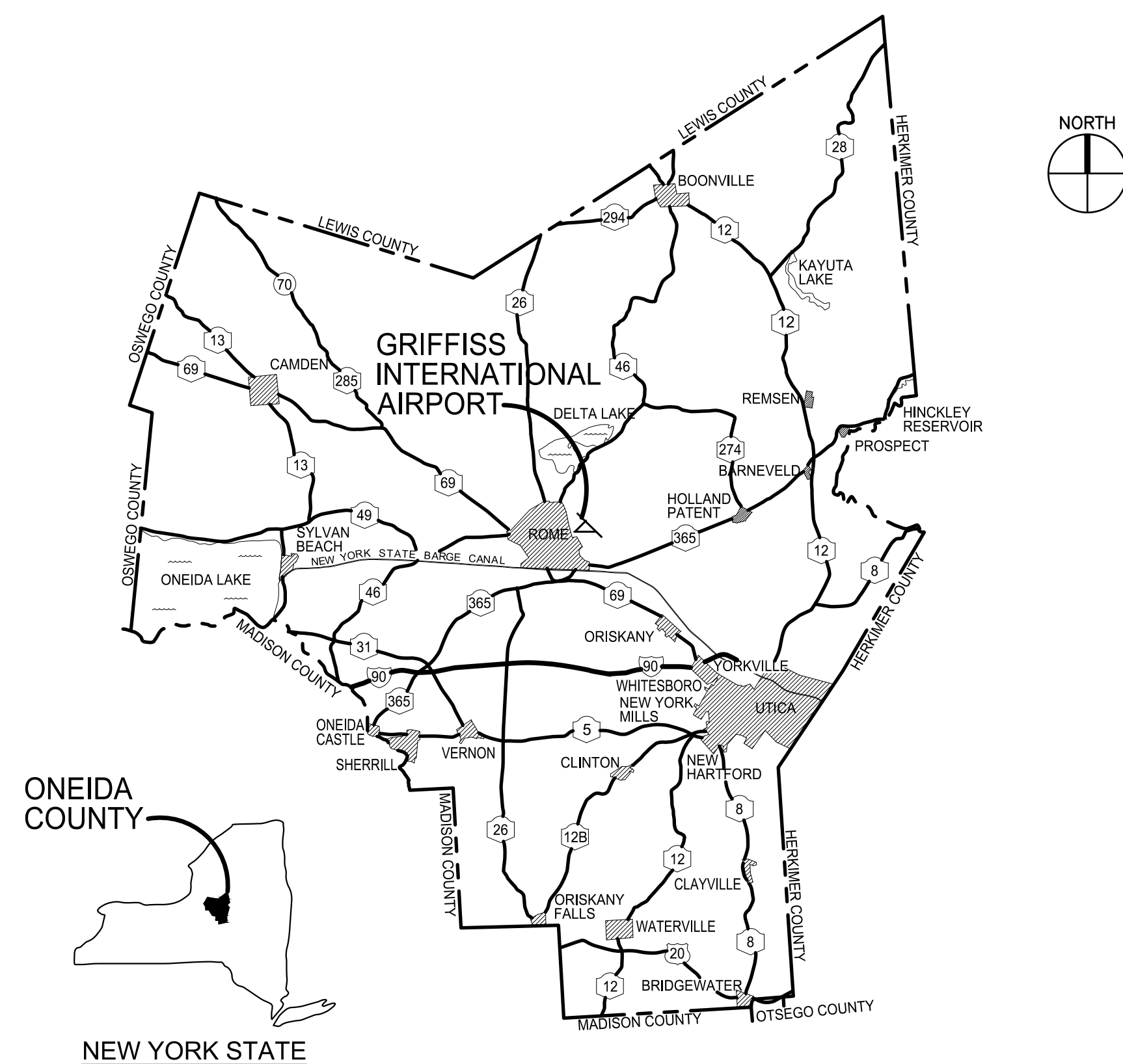
## ONEIDA COUNTY ROME, NEW YORK

FAA AIP PROJECT: 3-36-0119-060-2023 (D)  
FAA AIP PROJECT: 3-36-0119-\_\_-2025 (C)  
NYS DOT PROJECT: 2905.06 (D)  
NYS DOT PROJECT: 2905.\_\_ (C)

C&S PROJECT: 146.176.001

ONEIDA COUNTY CONTRACT NO. H AIR 121.56102  
BID REFERENCE NO. 2324

## FEBRUARY 25, 2025 BID DOCUMENTS NOT FOR CONSTRUCTION



**LOCATION MAP**



NO ALTERATION PERMITTED HEREON  
EXCEPT AS PROVIDED UNDER SECTION  
7209 SUBDIVISION 2 OF THE NEW YORK  
STATE EDUCATION LAW

**G1001**

SHEET 1 OF 21



GENERAL CONSTRUCTION NOTES

- 1. THE CONTRACTOR'S ATTENTION IS DIRECTED TO SECTION 70-08, ATTACHMENT A - CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) OF THE GENERAL PROVISIONS.
2. THESE DRAWINGS HAVE BEEN PREPARED, IN PART, BASED UPON RECORD DRAWINGS AND/OR CAD FILES FURNISHED BY OTHERS. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, THOSE UTILIZING THE INFORMATION ON THESE DRAWINGS ARE ADVISED TO OBTAIN INDEPENDENT VERIFICATION OF ITS ACCURACY BEFORE USING IT FOR ANY PURPOSE.
3. EXISTING UTILITIES WERE TAKEN FROM PLANS OF RECORD. THEY HAVE BEEN SHOWN TO THE EXTENT KNOWN AND ARE OFFERED IN GOOD FAITH SOLELY FOR INFORMATIONAL PURPOSES. THEY MAY NOT REFLECT ACTUAL LOCATIONS AND MAY NOT BE INCLUSIVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UTILITIES PRIOR TO THE START OF CONSTRUCTION.
4. ONE WEEK PRIOR TO EXCAVATING IN ANY AREA, THE CONTRACTOR SHALL HAVE AN APPROVED UTILITY LOCATING SERVICE AND MARK OUT ALL UTILITIES. THE CONTRACTOR SHALL MEET WITH AIRPORT OPERATIONS AND THE RPR TO DETERMINE TAXIWAY AND APRON CLOSURE TIMES AND DURATIONS FOR THE LOCATING TASKS. CONTRACTOR SHALL PERFORM SITE INVESTIGATIONS TO VERIFY LOCATION AND DEPTH OF ALL UTILITIES AS NECESSARY. INVESTIGATION TECHNIQUES MAY INCLUDE RF TRACING, GROUND PENETRATING RADAR, VACUUM OR AIR PRESSURE POT-HOLING, OR BY OTHER MEANS APPROVED BY THE RPR CONTRACTOR SHALL ACCURATELY RECORD AND MARK THE LOCATION OF ALL UTILITIES. ALL MARKERS SHALL BE APPROVED BY AIRPORT OPERATIONS AND CANNOT PRESENT A HEIGHT OBSTRUCTION OR FOREIGN OBJECT DEBRIS (FOD) HAZARD TO AIRCRAFT (OBJECTS THAT CAN BE DISLOGGED BY JET BLAST/WIND).
5. THE ACTUAL LOCATION AND ELEVATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
6. IN THE EVENT OF DAMAGE TO EXISTING UTILITIES OR CABLES, THE RPR/ENGINEER AND OWNER SHALL BE NOTIFIED IMMEDIATELY.
7. THE CONTRACTOR SHALL REPAIR ALL DAMAGE TO UTILITIES OR CABLES, AS DIRECTED BY THE ENGINEER, IMMEDIATELY AND AT THE CONTRACTOR'S EXPENSE.
8. ALL AREAS DISTURBED AS A RESULT OF THE CONTRACTOR'S STAGING AND CONSTRUCTION OPERATIONS SHALL BE RESTORED EQUAL TO OR BETTER THAN ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
9. DURING THE WORK OF THIS CONTRACT, THE CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN WHATEVER TEMPORARY LIGHTING MAY BE NECESSARY TO KEEP THE TAXIWAY IN OPERATING CONDITION WHEN OPEN FOR AIRCRAFT.
10. ALL DIRT, DUST, STONES AND LOOSE DEBRIS SHALL BE CONTINUOUSLY REMOVED FROM ALL PAVED SURFACES DURING THIS CONTRACT.
11. THE CONTRACTOR SHALL RECONSTRUCT AND MAINTAIN EXISTING ACCESS ROADS AS REQUIRED FOR ACCESS TO THE WORK AREAS.
12. THE CONTRACTOR SHALL CONSTRUCT AND MAINTAIN PROPOSED GRAVEL ACCESS ROADS AT THE APPROXIMATE LOCATION SHOWN.
13. PROPOSED ACCESS ROADS SHALL BE REMOVED UPON COMPLETION OF WORK AND THE AREA RESTORED TO ORIGINAL CONDITION.
14. ALL OF THE CONTRACTOR'S OPERATIONS SHALL REMAIN ON AIRPORT PROPERTY AT ALL TIMES. UNDER NO CIRCUMSTANCES WILL THE CONTRACTOR BE ALLOWED ON ADJACENT PROPERTY.
15. THIS CONTRACT DOES NOT ALLOW FOR PRICE INCREASES DUE TO ESCALATION IN COST OF UNIT BID ITEMS. THE CONTRACTOR SHALL TAKE THIS INTO CONSIDERATION WHEN PREPARING UNIT PRICES FOR BID.
16. QUALITY ASSURANCE TESTS WILL BE MADE BY AND AT THE EXPENSE OF THE OWNER, UNLESS OTHERWISE NOTED. THE COST OF ALL FAILING TESTS SHALL BE BORNE BY THE CONTRACTOR.
17. THE CONTRACTOR'S QUALIFIED REPRESENTATIVE SHALL BE ON SITE ALL TIMES DURING CONSTRUCTION WORK, INCLUDING WORK PERFORMED BY SUBCONTRACTORS. THE CONTRACTOR'S QUALIFIED REPRESENTATIVE SHALL BE AVAILABLE VIA TELEPHONE AT ALL TIMES IN CASE OF EMERGENCIES, SHALL ATTEND WEEKLY PROGRESS MEETINGS AT THE AIRPORT AND BE ABLE TO MAKE DECISIONS ON BEHALF OF THE CONTRACTOR.
18. THE CONTRACTOR SHALL BE AWARE THAT OTHER CONCURRENT PROJECTS WILL BE UNDER CONSTRUCTION ON THE AIRPORT. SPECIFICALLY, THE AIRFIELD GUIDANCE SIGN & NAVAID UPGRADES PROJECT. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE ACTIVITIES WITH THE OTHER CONTRACTORS ON THE AIRPORT. THE COST OF COORDINATION SHALL BE INCLUDED IN ITEM C-106.
GRADING AND EXCAVATION NOTES
19. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL STRIP, SCREEN AND STOCKPILE ALL MATERIAL SUITABLE FOR TOPSOILING.
20. SELECTIVE GRADING SHALL BE REQUIRED AS DIRECTED BY THE ENGINEER.
21. THE EXACT LOCATIONS AND DIMENSIONS OF PAVEMENT TO BE RECONSTRUCTED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.

- 22. ALL EXCAVATED MATERIAL EXCLUDING PAVEMENTS, SHALL BE DISPOSED OF AT THE ON-SITE SPOIL AREA, AS SHOWN ON THE GENERAL PLAN OR AS OTHERWISE SPECIFIED BY THE OWNER. EXCAVATED SOIL MATERIALS CAN NOT LEAVE THE FORMER USAF PROPERTY. THIS INCLUDES SPOIL MATERIAL SUITABLE FOR EMBANKMENT, TOPSOIL, AND GRANULAR SUBBASES. MATERIALS SHALL BE BROKEN INTO MANAGEABLE PIECES TO ALLOW FOR USE IN EMBANKMENT/FILL AREAS. ALL OTHER MATERIALS SHALL BE DISPOSED OF OFF-SITE AT THE CONTRACTORS EXPENSE INCLUDING CONCRETE, ASPHALT, STRUCTURES, PIPE, CABLE, CONDUIT, ETC.
23. EMBANKMENTS SHALL BE CONSTRUCTED WITH SUITABLE ON-SITE MATERIAL UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
24. THE LIMIT FOR TOPSOILING, SEEDING, AND MULCHING ARE THE LIMITS OF GRADING SHOWN ON THE GRADING PLANS. ALL AREAS OUTSIDE OF THE GRADING LIMITS WHICH ARE DISTURBED SHALL BE RESTORED BY THE CONTRACTOR AT HIS EXPENSE.
25. TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION AND SILTATION CONTROL WORK PERFORMED FOR PROTECTION OF CONSTRUCTION AREAS OUTSIDE THE CONSTRUCTION LIMITS, SUCH AS BORROW AREAS AND WASTE AREAS, HAUL ROADS, EQUIPMENT AND MATERIAL STORAGE SITES, AND TEMPORARY PLANT SITES, SHALL BE PAID FOR UNDER ITEM C-102, COMPLIANCE WITH TEMPORARY WATER POLLUTION, SOIL EROSION AND SILTATION CONTROL.
26. ONSITE TOPSOILING WILL BE CONSIDERED A NECESSARY AND INCIDENTAL PART OF THE WORK AND ITS COST SHALL BE CONSIDERED BY THE CONTRACTOR AND INCLUDED IN THE CONTRACT PRICE FOR THE PAY ITEMS OF WORK INVOLVED. TOPSOIL OBTAINED OFF-SITE SHALL BE PER ITEM T-905 AND INCIDENTAL TO ITEM P-152.
27. ALL SOIL EROSION AND SEDIMENT CONTROL DEVICES AND MATERIALS SHALL BE IN PLACE PRIOR TO BEGINNING EARTHWORK OPERATIONS AND SHALL BE MAINTAINED UNTIL THE NEW SLOPES ARE STABILIZED WITH SEEDING AND/OR SLOPE PROTECTION.
28. FINE GRADING SHALL INCLUDE CREATING A SMOOTH STABLE UNIFORM SURFACE WITH TOPSOIL TO SUPPORT TURF GROWTH. ALL AREAS SHALL BE RAKED OR OTHERWISE CLEARED OF STONES AND OTHER MATERIAL LARGER THAN 2" IN ANY DIAMETER. SURFACES MUST MEET TSA/RSA STANDARDS AND SAFELY ACCOMMODATE THE AIRPORTS MOWING EQUIPMENT.

SURVEY NOTES

- 29. THE CONTOUR INTERVAL EQUALS 1 FOOT.
30. THE HORIZONTAL DATUM FOR THIS SURVEY IS BASED ON NYS CENTRAL ZONE NAD83(2011)(NORTH AMERICAN DATUM 1983/2011). THE VERTICAL DATUM FOR THIS SURVEY IS BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVVD88).
31. THE TOPOGRAPHIC FEATURES SHOWN HEREON WERE COMPILED FROM FIELD SURVEY PERFORMED BY AUBERTINE AND CURRIER ARCHITECTS, ENGINEERS AND LAND SURVEYORS, PLLC. DATED MAY 10, 2024.

PAVING NOTES

- 32. EMULSIFIED ASPHALT TACK COAT, ITEM P-603, SHALL BE APPLIED PRIOR TO PLACING EACH LIFT OF PAVEMENT, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
33. PROPOSED BITUMINOUS SURFACE COURSE TO BE INSTALLED IN PAVEMENT RECONSTRUCTION AREAS, SHALL BE SUBJECT TO THE SAME MATERIAL ACCEPTANCE CRITERIA AS THE ASPHALT LEVELING COURSE.
34. COLD JOINTS SHALL BE SAWCUT BACK A MINIMUM OF 6 INCHES TO EXPOSE A CLEAN, SOUND, UNIFORM VERTICAL SURFACE FOR THE FULL DEPTH OF THE LIFT. THE SAWCUT SHALL NOT BE PERFORMED UNTIL THE PAVEMENT HAS REACHED AMBIENT TEMPERATURE.
35. CONTRACTOR SHALL CONSIDER LOCAL ROAD/HIGHWAY WEIGHT RESTRICTIONS AS PART OF HAULING/TRANSPORT OPERATIONS. DAMAGE TO LOCAL ROAD/HIGHWAY PAVEMENTS CAUSED BY HAULING/TRANSPORT OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
36. 3D DESIGN SURFACE FILES (XML, DTM) CREATED IN MICROSTATION INROADS WILL BE PROVIDED TO THE CONTRACTOR PRIOR TO CONSTRUCTION.
37. THE ENGINEER SHALL BE NOTIFIED IN WRITING (VIA RFI) OF ANY CONDITIONS THAT VARY FROM THOSE SHOWN ON THE PLANS. THE CONTRACTOR'S WORK SHALL NOT VARY FROM THE PLANS WITHOUT THE APPROVAL OF THE ENGINEER.

MARKING NOTES

- 38. REMOVAL OF EXISTING MARKINGS SHALL BE IN ACCORDANCE WITH ITEM P-620.

Table with columns: SHEET NO., DWG NO., TITLE. Rows 1-21 listing drawing titles such as TITLE SHEET, GENERAL NOTES, SURVEY CONTROL, etc.

C4 SHEET INDEX SCALE: NOT TO SCALE

Table with columns: ITEM NO., FAA SPEC, DESCRIPTION, QUANTITY, UNITS. Lists items for compliance, installation, mobilization, field office, safety, survey, paving, and marking.

A3 QUANTITIES SCALE: NOT TO SCALE

A1 GENERAL NOTES SCALE: NOT TO SCALE



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TAXIWAY D, H & G RECONFIGURATION GRIFFISS INTERNATIONAL AIRPORT ONEIDA COUNTY ROME, NEW YORK

Table with columns: MARK, DATE, DESCRIPTION. Includes a REVISIONS section with project number 146.176.001 and date FEBRUARY 25, 2025.

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW

GENERAL NOTES, QUANTITIES AND INDEX TO DRAWINGS

GI002

SHEET NO. 2 OF 21



Feb 19, 2025 - 1:08pm  
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<p><b>KEYED NOTE REFERENCE</b></p> <p>EXISTING AIRPORT PROPERTY LINE</p> <p>ROFA - EXISTING RUNWAY OBJECT FREE AREA</p> <p>RSA - EXISTING RUNWAY SAFETY AREA</p> <p>TOFA - EXISTING TAXIWAY OBJECT FREE AREA</p> <p>TSA - EXISTING TAXIWAY SAFETY AREA</p> <p>EXISTING EDGE OF WATER</p> <p>EXISTING EDGE OF WOODS</p> <p>EXISTING GROUND CONTOUR LINE</p> <p>EXISTING SWALE CENTERLINE</p> <p>EXISTING FENCE LINE</p> <p>EXISTING DRAINAGE PIPE</p> <p>EXISTING UNDERDRAIN PIPE</p> <p>EXISTING UNDERDRAIN CLEANOUT</p> <p>EXISTING STORMWATER CATCH BASIN</p> <p>EXISTING STORMWATER DRAINAGE MANHOLE</p> <p>EXISTING SANITARY LINE</p> <p>EXISTING SANITARY MANHOLE</p> <p>ABANDONED FUEL/DE-FUEL LINE</p> <p>EXISTING UNDERGROUND TELEPHONE LINE</p> <p>EXISTING UNDERGROUND ELECTRIC LINE</p> <p>EXISTING LIGHT POLE</p> <p>EXISTING BOLLARD OR POST</p> <p>EXISTING TIE-DOWN</p> <p>EXISTING MONITORING WELL</p> <p>EXISTING TAXIWAY EDGE LIGHT</p> <p>EXISTING RETROREFLECTIVE MARKER</p> <p>EXISTING AIRFIELD GUIDANCE SIGN</p> <p>EXISTING ELECTRICAL MANHOLE</p> <p>EXISTING PULLBOX</p> <p>EXISTING JUNCTION CAN</p> <p>EXISTING CIRCUIT LABEL</p> <p>EXISTING AIRFIELD LIGHTING CABLE IN CONDUIT</p> <p>EXISTING DUCT BANK</p> <p>EXISTING SURVEY CONTROL POINT</p> <p>EXISTING BENCHMARK LOCATION</p> <p>EXISTING DRAINAGE PIPE TO BE REMOVED</p> <p>EXISTING UNDERDRAIN PIPE TO BE REMOVED</p> <p>EXISTING UNDERDRAIN CLEANOUT TO BE REMOVED</p> <p>EXISTING STORMWATER CATCH BASIN TO BE REMOVED</p> <p>EXISTING TAXIWAY EDGE LIGHT TO BE REMOVED</p> <p>EXISTING RETROREFLECTIVE MARKER TO BE REMOVED</p> <p>EXISTING AIRFIELD GUIDANCE SIGN TO BE REMOVED</p> <p>EXISTING AIRFIELD LIGHTING CABLE IN CONDUIT TO BE REMOVED</p> <p>EXISTING ELECTRICAL MANHOLE TO BE REMOVED</p> <p>EXISTING DUCT BANK TO BE REMOVED</p> <p>EXISTING MARKING TO BE REMOVED</p>	<p>PROPOSED GROUND CONTOUR LINE</p> <p>PROPOSED GROUND INTERMEDIATE CONTOUR LINE</p> <p>PROPOSED SPOT ELEVATION</p> <p>PROPOSED GRADE LINE</p> <p>PROPOSED SWALE CENTERLINE</p> <p>PROPOSED DRAINAGE PIPE</p> <p>PROPOSED UNDERDRAIN PIPE</p> <p>PROPOSED UNDERDRAIN CLEANOUT</p> <p>PROPOSED STORMWATER CATCH BASIN</p> <p>PROPOSED DOUBLE POST TRAFFIC SIGN</p> <p>PROPOSED BASE MOUNTED EDGE LIGHT IN TURF</p> <p>PROPOSED BASE MOUNTED EDGE LIGHT IN PAVEMENT</p> <p>PROPOSED AIRFIELD GUIDANCE SIGN</p> <p>PROPOSED AIRFIELD GUIDANCE SIGN ON EXISTING SIGN FOUNDATION</p> <p>EXISTING TAXIWAY EDGE LIGHT TO BE MODIFIED</p> <p>AIRFIELD GUIDANCE SIGN NUMBER</p> <p>PROPOSED AIRFIELD LIGHTING CABLE IN CONDUIT WITH CIRCUIT NUMBER AND NUMBER OF CABLES</p> <p>PAVEMENT CORE AND BORING LOCATION</p> <p>PAVEMENT CORE LOCATION</p> <p>PROPOSED COMPOST FILTER SOCK LOCATION</p> <p>PROPOSED STORM DRAIN INLET PROTECTION</p> <p>AIRFIELD BARRICADE LOCATION WITH WORK AREA DESIGNATION</p> <p>WORK AREA LIMITS</p> <p>AIRPORT OPERATIONS ESCORT VEHICLE</p> <p>FLAGPERSON LOCATION</p> <p>CONTRACTOR'S ACCESS ROUTE TO WORK AREAS / SPOIL SITE</p> <p>PROPOSED PAVEMENT REPAIR</p> <p>EXISTING ASPHALT PAVEMENT TO BE REMOVED</p> <p>EXISTING CONCRETE PAVEMENT TO BE REMOVED</p>
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<p><b>BASELINE CONTROL POINTS</b></p> <table border="1"> <thead> <tr> <th>POINT ID</th> <th>NORTHING</th> <th>EASTING</th> <th>ELEVATION</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>CP-101 (RME-A)</td> <td>1,178,790.450</td> <td>1,134,861.370</td> <td>473.69'</td> <td>PRIMARY AIRPORT CONTROL STATION (PACS)</td> </tr> <tr> <td>CP-103 (RME-C)</td> <td>1,175,756.120</td> <td>1,137,816.930</td> <td>483.10'</td> <td>SECONDARY AIRPORT CONTROL STATION (SACS)</td> </tr> <tr> <td>CP-19003</td> <td>1,177,527.332</td> <td>1,135,544.972</td> <td>474.75'</td> <td>5/8" REBAR WITH CAP SET</td> </tr> <tr> <td>CP-19005</td> <td>1,177,871.137</td> <td>1,135,168.917</td> <td>474.80'</td> <td>5/8" REBAR WITH CAP SET</td> </tr> <tr> <td>CP-19007</td> <td>1,178,071.589</td> <td>1,134,938.661</td> <td>474.62'</td> <td>5/8" REBAR WITH CAP SET</td> </tr> <tr> <td>CP-19009</td> <td>1,178,322.886</td> <td>1,134,680.180</td> <td>475.03'</td> <td>5/8" REBAR WITH CAP SET</td> </tr> <tr> <td>CP-19011</td> <td>1,178,056.275</td> <td>1,134,441.840</td> <td>472.89'</td> <td>5/8" REBAR WITH CAP SET</td> </tr> <tr> <td>CP-19013</td> <td>1,177,777.640</td> <td>1,134,685.315</td> <td>473.02'</td> <td>5/8" REBAR WITH CAP SET</td> </tr> <tr> <td>CP-19015</td> <td>1,177,475.411</td> <td>1,134,698.481</td> <td>472.47'</td> <td>5/8" REBAR WITH CAP SET</td> </tr> <tr> <td>CP-19017</td> <td>1,177,257.724</td> <td>1,135,329.290</td> <td>470.80'</td> <td>5/8" REBAR WITH CAP SET</td> </tr> <tr> <td>CP-19026</td> <td>1,177,702.267</td> <td>1,135,002.392</td> <td>471.89'</td> <td>5/8" REBAR WITH CAP SET</td> </tr> </tbody> </table> <p style="text-align: center;">* ALL SURVEY CONTROL IS SHOWN ON CD101 AND CS101.</p>	POINT ID	NORTHING	EASTING	ELEVATION	DESCRIPTION	CP-101 (RME-A)	1,178,790.450	1,134,861.370	473.69'	PRIMARY AIRPORT CONTROL STATION (PACS)	CP-103 (RME-C)	1,175,756.120	1,137,816.930	483.10'	SECONDARY AIRPORT CONTROL STATION (SACS)	CP-19003	1,177,527.332	1,135,544.972	474.75'	5/8" REBAR WITH CAP SET	CP-19005	1,177,871.137	1,135,168.917	474.80'	5/8" REBAR WITH CAP SET	CP-19007	1,178,071.589	1,134,938.661	474.62'	5/8" REBAR WITH CAP SET	CP-19009	1,178,322.886	1,134,680.180	475.03'	5/8" REBAR WITH CAP SET	CP-19011	1,178,056.275	1,134,441.840	472.89'	5/8" REBAR WITH CAP SET	CP-19013	1,177,777.640	1,134,685.315	473.02'	5/8" REBAR WITH CAP SET	CP-19015	1,177,475.411	1,134,698.481	472.47'	5/8" REBAR WITH CAP SET	CP-19017	1,177,257.724	1,135,329.290	470.80'	5/8" REBAR WITH CAP SET	CP-19026	1,177,702.267	1,135,002.392	471.89'	5/8" REBAR WITH CAP SET	<p><b>B4 ABBREVIATIONS</b> SCALE: NOT TO SCALE</p> <table border="1"> <thead> <tr> <th>ID</th> <th>ELEVATION</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>BM-1</td> <td>474.60'</td> <td>BOX CUT ON SIGN BASE</td> </tr> <tr> <td>BM-2</td> <td>473.10'</td> <td>BOX CUT ON SIGN BASE</td> </tr> </tbody> </table> <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>THE HORIZONTAL DATUM FOR THIS SURVEY IS BASED ON NYS CENTRAL ZONE NAD83(2011) (NORTH AMERICAN DATUM 1983/2011).</li> <li>THE VERTICAL DATUM FOR THIS SURVEY IS BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).</li> <li>ALL HORIZONTAL AND VERTICAL CONTROL IS REFERENCED TO PRIMARY AIRPORT CONTROL STATION (PACS) "RME A", WITH AN ELEVATION OF 473.69'.</li> </ol>	ID	ELEVATION	DESCRIPTION	BM-1	474.60'	BOX CUT ON SIGN BASE	BM-2	473.10'	BOX CUT ON SIGN BASE
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ONEIDA COUNTY ROME, NEW YORK


**LEGEND**  
SCALE: NOT TO SCALE


**SURVEY CONTROL, ABBREVIATIONS, AND LEGEND**

**GI003**  
SHEET NO. 3 OF 21



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**REVISIONS**

MARK	DATE	DESCRIPTION

PROJECT NO: 146.176.001  
DATE: FEBRUARY 25, 2025  
DRAWN BY: D.A. MASTROPAOLO  
DESIGNED BY: J.F. FRAZEE  
CHECKED BY: C.D. BRUBACH

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW

**GI003**  
SHEET NO. 3 OF 21

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 RECONFIGURATION**  
**GRIFFISS INTERNATIONAL AIRPORT**  
**ONEIDA COUNTY ROME, NEW YORK**

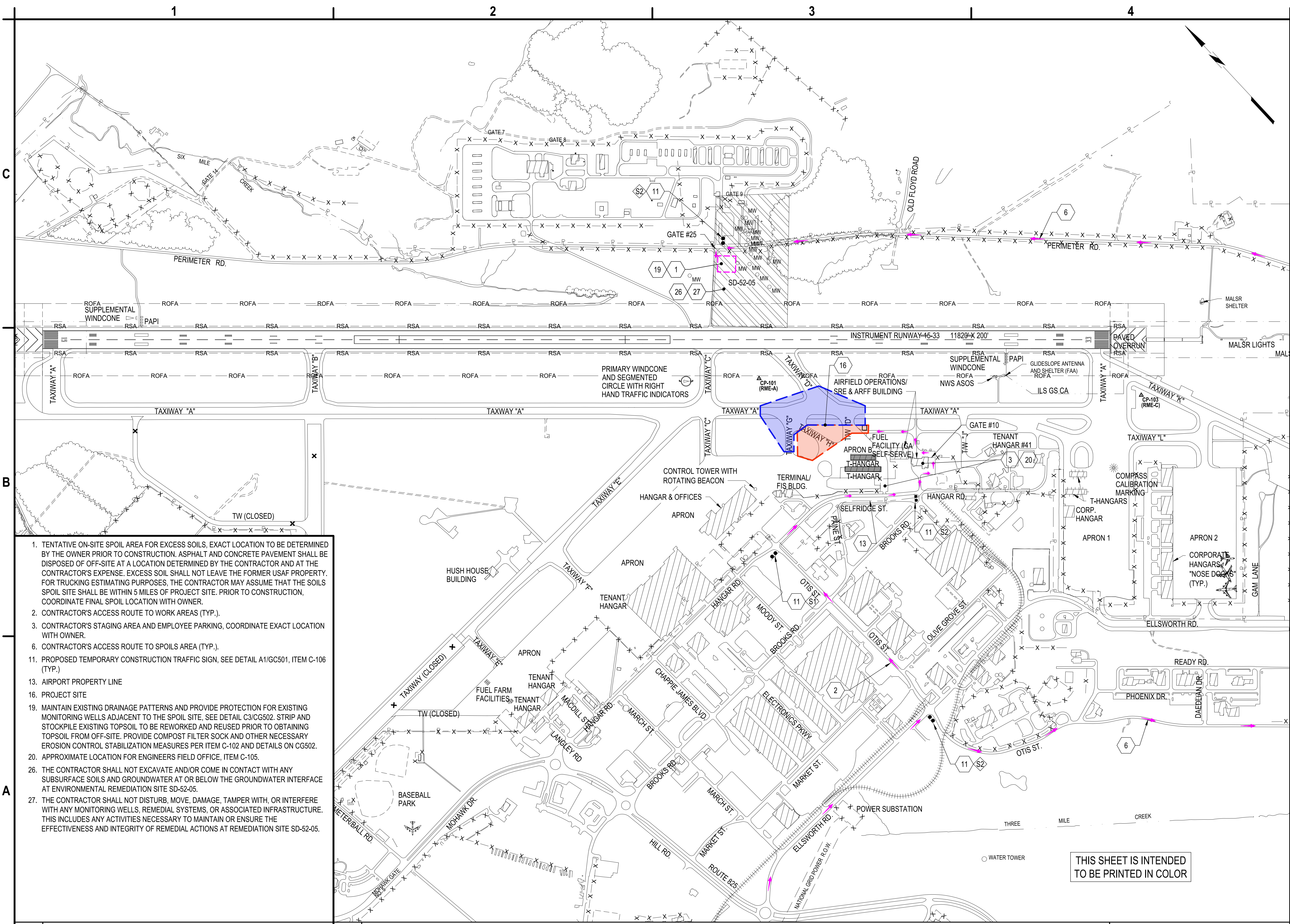
MARK	DATE	DESCRIPTION
REVISIONS		
	PROJECT NO:	146.176.001
	DATE:	FEBRUARY 25, 2025
	DRAWN BY:	V.E. SUBER
	DESIGNED BY:	J.F. FRAZEE
	CHECKED BY:	C.D. BRUBACH
NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW		

**GENERAL PLAN**

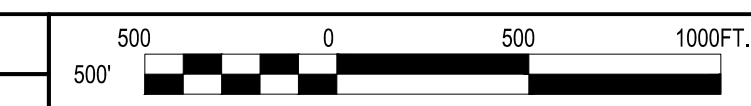
**GC101**

SHEET NO. 4 OF 21

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THIS SHEET IS INTENDED TO BE PRINTED IN COLOR



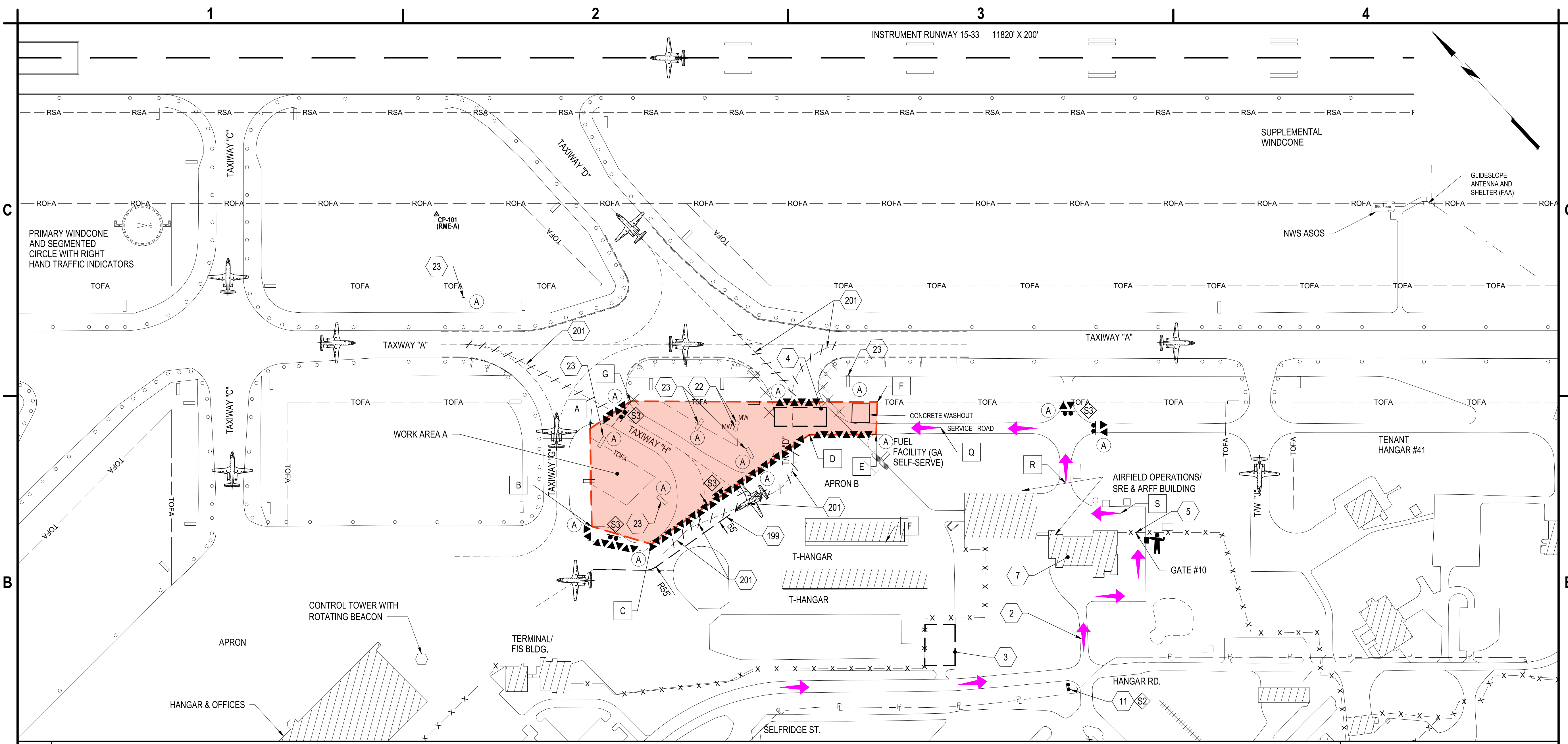
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- CONTRACTOR'S ACCESS ROUTE TO WORK AREAS (TYP.).
- CONTRACTOR'S STAGING AREA AND EMPLOYEE PARKING, COORDINATE EXACT LOCATION WITH OWNER.
- CONTRACTOR'S ACCESS ROUTE TO SPOILS AREA (TYP.).
- PROPOSED TEMPORARY CONSTRUCTION TRAFFIC SIGN, SEE DETAIL A1/GC501, ITEM C-106 (TYP.)
- AIRPORT PROPERTY LINE
- PROJECT SITE
- MAINTAIN EXISTING DRAINAGE PATTERNS AND PROVIDE PROTECTION FOR EXISTING MONITORING WELLS ADJACENT TO THE SPOIL SITE. SEE DETAIL C3/CG502. STRIP AND STOCKPILE EXISTING TOPSOIL TO BE REWORKED AND REUSED PRIOR TO OBTAINING TOPSOIL FROM OFF-SITE. PROVIDE COMPOST FILTER SOCK AND OTHER NECESSARY EROSION CONTROL STABILIZATION MEASURES PER ITEM C-102 AND DETAILS ON CG502.
- APPROXIMATE LOCATION FOR ENGINEERS FIELD OFFICE, ITEM C-105.
- THE CONTRACTOR SHALL NOT EXCAVATE AND/OR COME IN CONTACT WITH ANY SUBSURFACE SOILS AND GROUNDWATER AT OR BELOW THE GROUNDWATER INTERFACE AT ENVIRONMENTAL REMEDIATION SITE SD-52-05.
- THE CONTRACTOR SHALL NOT DISTURB, MOVE, DAMAGE, TAMPER WITH, OR INTERFERE WITH ANY MONITORING WELLS, REMEDIAL SYSTEMS, OR ASSOCIATED INFRASTRUCTURE. THIS INCLUDES ANY ACTIVITIES NECESSARY TO MAINTAIN OR ENSURE THE EFFECTIVENESS AND INTEGRITY OF REMEDIAL ACTIONS AT REMEDIATION SITE SD-52-05.

**A1 KEYED NOTES**  
SCALE: NOT TO SCALE

**A2 GENERAL PLAN**  
SCALE: 1" = 500'

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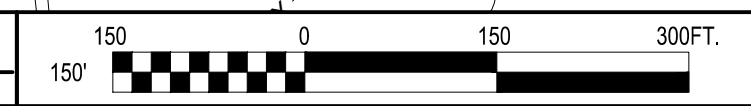


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**TAXIWAY D, H & G  
 RECONFIGURATION**  
**GRIFFISS INTERNATIONAL AIRPORT  
 ONEIDA COUNTY ROME, NEW YORK**

**B1 CONSTRUCTION WORK PHASING PLAN**  
 SCALE: 1" = 150'



- A1 KEYED LEGEND**  
 SCALE: NOT TO SCALE
- WORK AREA "A" LIMITS
  - AIRCRAFT TAXI ROUTE WITH WORK AREA DESIGNATION.
  - AIRCRAFT TAXI ROUTE.
  - CONTRACTOR ACCESS AND HAUL ROUTE TO WORK AREAS.
  - LOW PROFILE AIRFIELD BARRICADE, WITH WORK AREA DESIGNATION. SEE DETAIL A4/GC501.
  - CONCRETE WASHOUT AREA, ITEM C-102, SEE DETAIL B1/GC502. EXACT LOCATION TO BE COORDINATED WITH RPR.
  - EXISTING LIGHT TO BE TURNED OFF/OBSCURED. SEE DETAIL B4/GC501.
  - PROPOSED TEMPORARY CONSTRUCTION SIGN, SEE DETAIL B1/GC501.
  - PROJECT WORK AREA PERIMETER ID POINT, SEE POINT TABLE A3/THIS SHEET.
  - FLAG PERSON LOCATION.

- A2 KEYED NOTES**  
 SCALE: NOT TO SCALE
2. CONTRACTOR'S ACCESS ROUTE TO WORK AREAS (TYP.).
  3. CONTRACTOR'S STAGING AREA AND EMPLOYEE PARKING, COORDINATE EXACT LOCATION WITH OWNER.
  4. CONTRACTOR'S SECONDARY STAGING AREA, COORDINATE EXACT LOCATION WITH OWNER.
  5. EXISTING SECURITY GATE. CONTRACTOR SHALL PROVIDE GATE GUARD, OR KEEP GATE LOCKED, ITEM C-106.
  7. CONTRACTOR'S FIELD OFFICE, COORDINATE EXACT LOCATION WITH OWNER.
  11. PROPOSED TEMPORARY CONSTRUCTION TRAFFIC SIGN, SEE DETAIL A1/GC501, ITEM C-106 (TYP.).
  22. PROTECT EXISTING MONITORING WELLS WITHIN ALL WORK AREAS, CONTRACTOR ACCESS ROUTES, AND CONTRACTOR STAGING AREAS (TYP.). SEE DETAIL C3/GC502.
  23. EXISTING AIRFIELD GUIDANCE SIGNS ASSOCIATED WITH CLOSED PAVEMENTS SHALL BE COVERED AND/OR DISCONNECTED. THE PANEL(S) TO BE OBLSCURED SHALL BE VERIFIED WITH AIRPORT OPERATIONS AND THE RPR. SIGNS COMPLETELY COVERED SHALL BE DISCONNECTED. SIGNS PARTIALLY COVERED SHALL REMAIN CONNECTED. ADJUST SIGN COVERS BASED ON WORK AREA CONFIGURATION, REFER TO CSPP.
  199. TEMPORARY TAXIWAY CENTERLINE MARKING, ITEM C-106. SEE DETAIL B4/XM501. REMOVE UPON COMPLETION OF WORK.
  201. NON-CONFORMING MARKINGS TO BE REMOVED (OUTSIDE OF PAVEMENT REMOVAL LIMITS), ITEM P-620.

**A3 WORK AREA "A" LIMITS - POINT DATA TABLE**  
 SCALE: NOT TO SCALE

POINT TABLE		
POINT NAME	LATITUDE	LONGITUDE
A	N043° 13' 37.65"	W075° 24' 11.13"
B	N043° 13' 35.70"	W075° 24' 13.62"
C	N043° 13' 34.23"	W075° 24' 12.49"
D	N043° 13' 33.38"	W075° 24' 05.44"
E	N043° 13' 32.13"	W075° 24' 03.65"
F	N043° 13' 32.74"	W075° 24' 02.79"
G	N043° 13' 37.42"	W075° 24' 09.35"
Q	N043° 13' 31.05"	W075° 24' 01.76"
R	N043° 13' 27.59"	W075° 23' 59.85"
S	N043° 13' 25.97"	W075° 23' 59.16"

- A4 KEY IMPACTS NOTES**  
 SCALE: NOT TO SCALE
- WORK AREA "A" NOTES**
- WORK AREA "A" IS LOCATED OUTSIDE OF TAXIWAY "A" AND TAXIWAY "G" OBJECT FREE AREAS (TOFA)
  - TAXIWAYS "D" AND "H" SHALL REMAIN CLOSED WHILE WORKING IN THIS AREA
  - WORK AREA "A" CAN BE CONCURRENT WITH WORK AREA "B"
  - WORK IN AREA "A" IS NOT LIMITED BY CALENDAR DAYS BUT SHALL BE COMPLETED WITHIN THE GIVEN CONTRACT DURATION

THIS SHEET IS INTENDED TO BE PRINTED IN COLOR

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REVISIONS		
	PROJECT NO:	146.176.001
	DATE:	FEBRUARY 25, 2025
	DRAWN BY:	V.E. SUBER
	DESIGNED BY:	J.F. FRAZEE
	CHECKED BY:	C.D. BRUBACH
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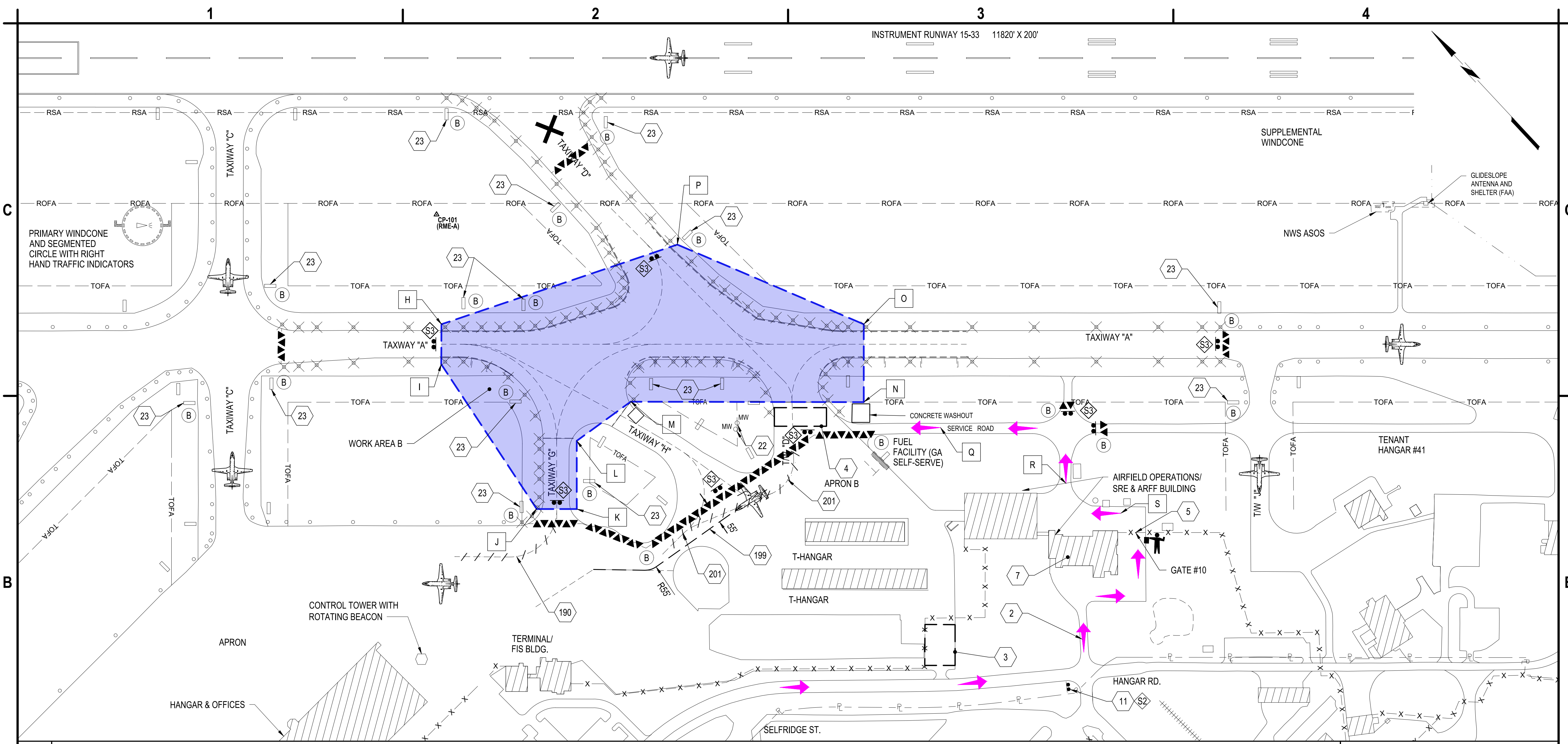
**CONSTRUCTION  
 WORK PHASING PLAN  
 - WORK AREA A**

**GC102**

SHEET NO. 5 OF 21

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**B1 CONSTRUCTION WORK PHASING PLAN**  
SCALE: 1" = 150'

- A1 KEYED LEGEND**  
SCALE: NOT TO SCALE
- WORK AREA "B" LIMITS
  - AIRCRAFT TAXI ROUTE WITH WORK AREA DESIGNATION.
  - AIRCRAFT TAXI ROUTE.
  - CONTRACTOR ACCESS AND HAUL ROUTE TO WORK AREAS.
  - LOW PROFILE AIRFIELD BARRICADE, WITH WORK AREA DESIGNATION. SEE DETAIL A4/GC501.
  - CONCRETE WASHOUT AREA, ITEM C-102, SEE DETAIL B1/CG502. EXACT LOCATION TO BE COORDINATED WITH RPR.
  - EXISTING LIGHT TO BE TURNED OFF/OBSCURED. SEE DETAIL B4/GC501.
  - PROPOSED TEMPORARY CONSTRUCTION SIGN, SEE DETAIL B1/GC501.
  - PROJECT WORK AREA PERIMETER ID POINT, SEE POINT TABLE A3/THIS SHEET.
  - FLAG PERSON LOCATION.

- A2 KEYED NOTES**  
SCALE: NOT TO SCALE
2. CONTRACTOR'S ACCESS ROUTE TO WORK AREAS (TYP.).
  3. CONTRACTOR'S STAGING AREA AND EMPLOYEE PARKING, COORDINATE EXACT LOCATION WITH OWNER.
  4. CONTRACTOR'S SECONDARY STAGING AREA, COORDINATE EXACT LOCATION WITH OWNER.
  5. EXISTING SECURITY GATE. CONTRACTOR SHALL PROVIDE GATE GUARD, OR KEEP GATE LOCKED, ITEM C-106.
  7. CONTRACTOR'S FIELD OFFICE, COORDINATE EXACT LOCATION WITH OWNER.
  11. PROPOSED TEMPORARY CONSTRUCTION TRAFFIC SIGN, SEE DETAIL A1/GC501, ITEM C-106 (TYP.).
  22. PROTECT EXISTING MONITORING WELLS WITHIN ALL WORK AREAS, CONTRACTOR ACCESS ROUTES, AND CONTRACTOR STAGING AREAS (TYP.). SEE DETAIL C3/CG502.
  23. EXISTING AIRFIELD GUIDANCE SIGNS ASSOCIATED WITH CLOSED PAVEMENTS SHALL BE COVERED AND/OR DISCONNECTED. THE PANEL(S) TO BE OBLISCURED SHALL BE VERIFIED WITH AIRPORT OPERATIONS AND THE RPR. SIGNS COMPLETELY COVERED SHALL BE DISCONNECTED. SIGNS PARTIALLY COVERED SHALL REMAIN CONNECTED. ADJUST SIGN COVERS BASED ON WORK AREA CONFIGURATION, REFER TO CSPP.
  190. REMOVE TAXIWAY CENTERLINE MARKING LEADING TO CLOSED PAVEMENT, ITEM C-106.
  199. TEMPORARY TAXIWAY CENTERLINE MARKING, ITEM C-106. SEE DETAIL B4/M501. REMOVE UPON COMPLETION OF WORK.
  201. NON-CONFORMING MARKINGS TO BE REMOVED (OUTSIDE OF PAVEMENT REMOVAL LIMITS), ITEM P-620.

**A3 WORK AREA "B" LIMITS - POINT DATA TABLE**  
SCALE: NOT TO SCALE

POINT TABLE		
POINT NAME	LATITUDE	LONGITUDE
H	N043° 13' 42.49"	W075° 24' 12.40"
I	N043° 13' 41.71"	W075° 24' 13.44"
J	N043° 13' 37.08"	W075° 24' 14.64"
K	N043° 13' 36.33"	W075° 24' 13.57"
L	N043° 13' 32.66"	W075° 24' 11.81"
M	N043° 13' 37.40"	W075° 24' 09.36"
N	N043° 13' 32.99"	W075° 24' 03.15"
O	N043° 13' 34.51"	W075° 24' 01.14"
P	N043° 13' 39.59"	W075° 24' 04.05"
Q	N043° 13' 31.05"	W075° 24' 01.76"
R	N043° 13' 27.59"	W075° 23' 59.85"
S	N043° 13' 25.97"	W075° 23' 59.16"

- A4 KEY IMPACTS NOTES**  
SCALE: NOT TO SCALE
- WORK AREA "B" NOTES**
- WORK AREA "B" IS LOCATED WITHIN THE TAXIWAY "A", TAXIWAY "D" AND TAXIWAY "G" OBJECT FREE AREAS (TOFA)
  - TAXIWAYS "D", "H" AND "G" SHALL REMAIN CLOSED WHILE WORKING IN THIS AREA
  - TAXIWAY "A" BETWEEN TAXIWAYS "C" AND "J" SHALL REMAIN CLOSED WHILE WORKING IN THIS AREA
  - WORK AREA "A" CAN BE CONCURRENT WITH WORK AREA "B"
  - BACK TAXI ON RUNWAY IS REQUIRED TO REACH RUNWAY 33
  - WORK IN WORK AREA "B" SHALL BE LIMITED TO 7 CALENDAR DAYS
- THIS SHEET IS INTENDED TO BE PRINTED IN COLOR



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**TAXIWAY D, H & G  
RECONFIGURATION**

**GRIFFISS INTERNATIONAL AIRPORT  
ONEIDA COUNTY ROME, NEW YORK**

MARK	DATE	DESCRIPTION
REVISIONS		
	PROJECT NO:	146.176.001
	DATE:	FEBRUARY 25, 2025
	DRAWN BY:	V.E. SUBER
	DESIGNED BY:	J.F. FRAZEE
	CHECKED BY:	C.D. BRUBACH
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**CONSTRUCTION  
WORK PHASING PLAN  
- WORK AREA B**

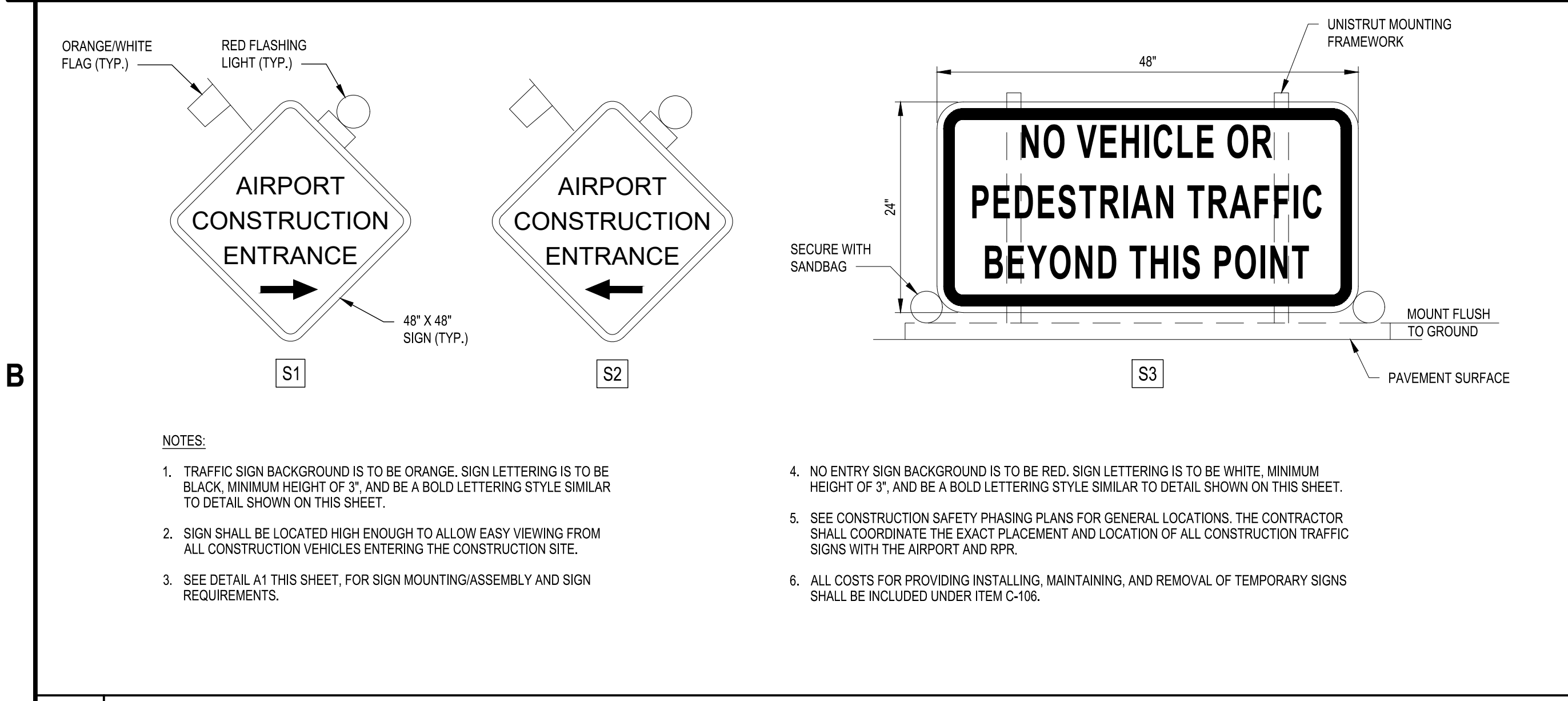
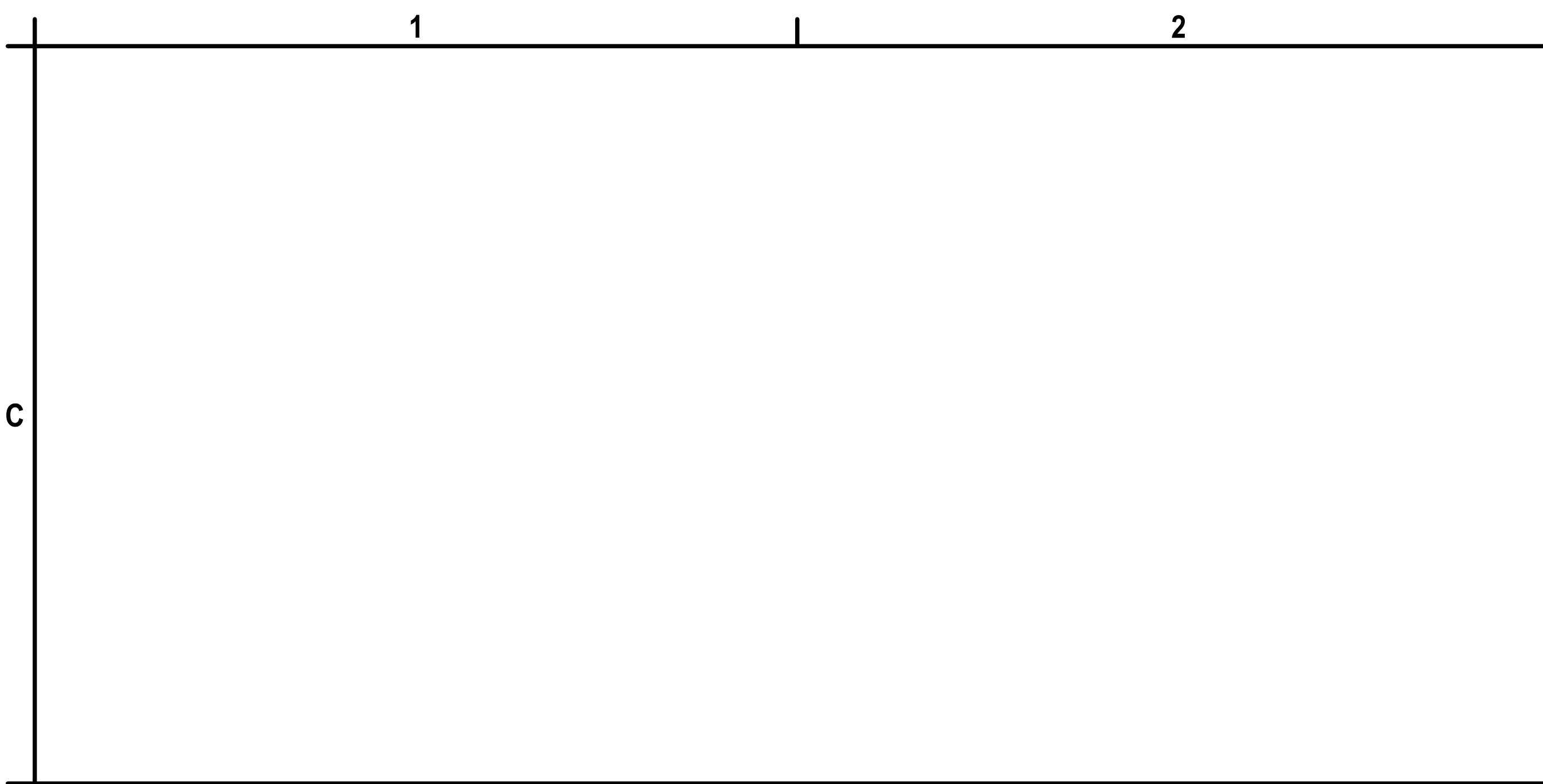
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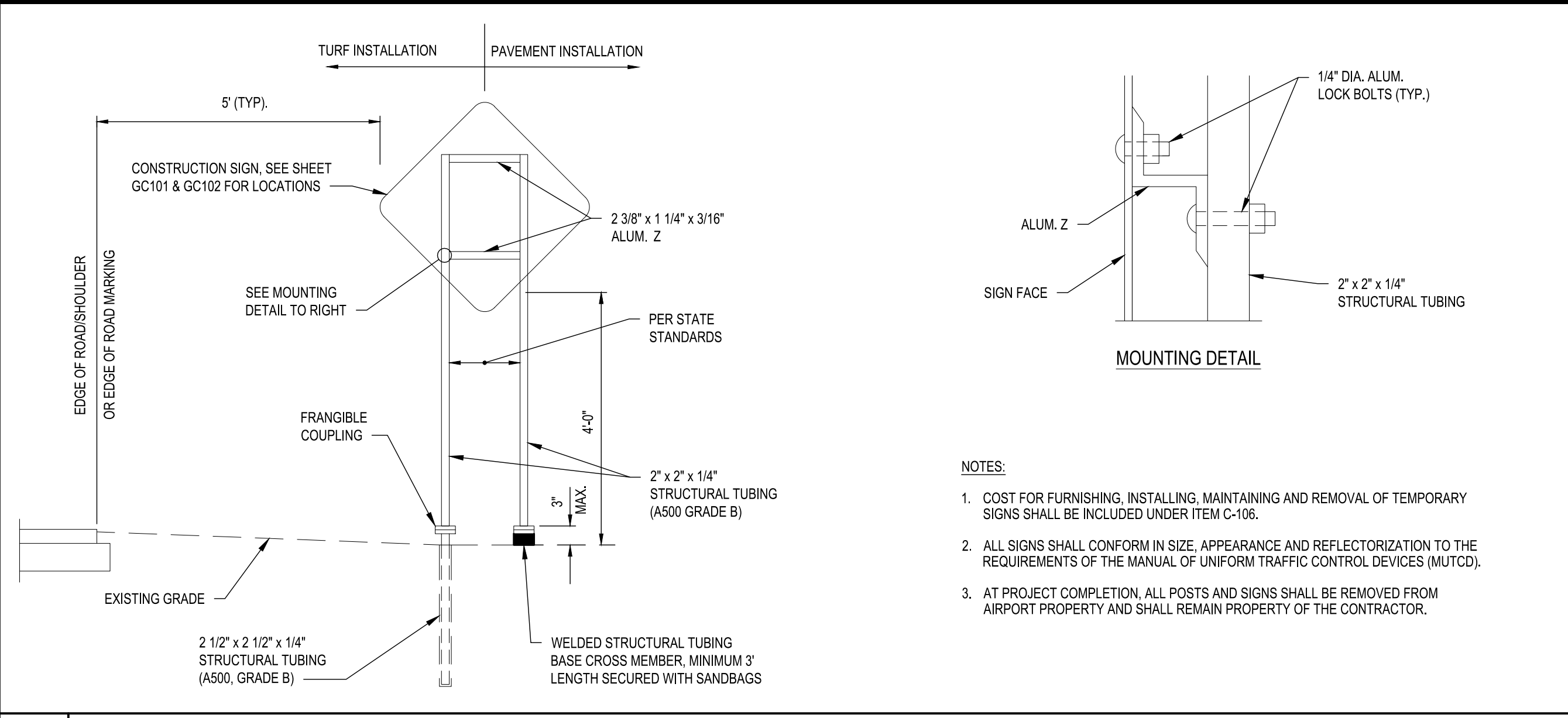
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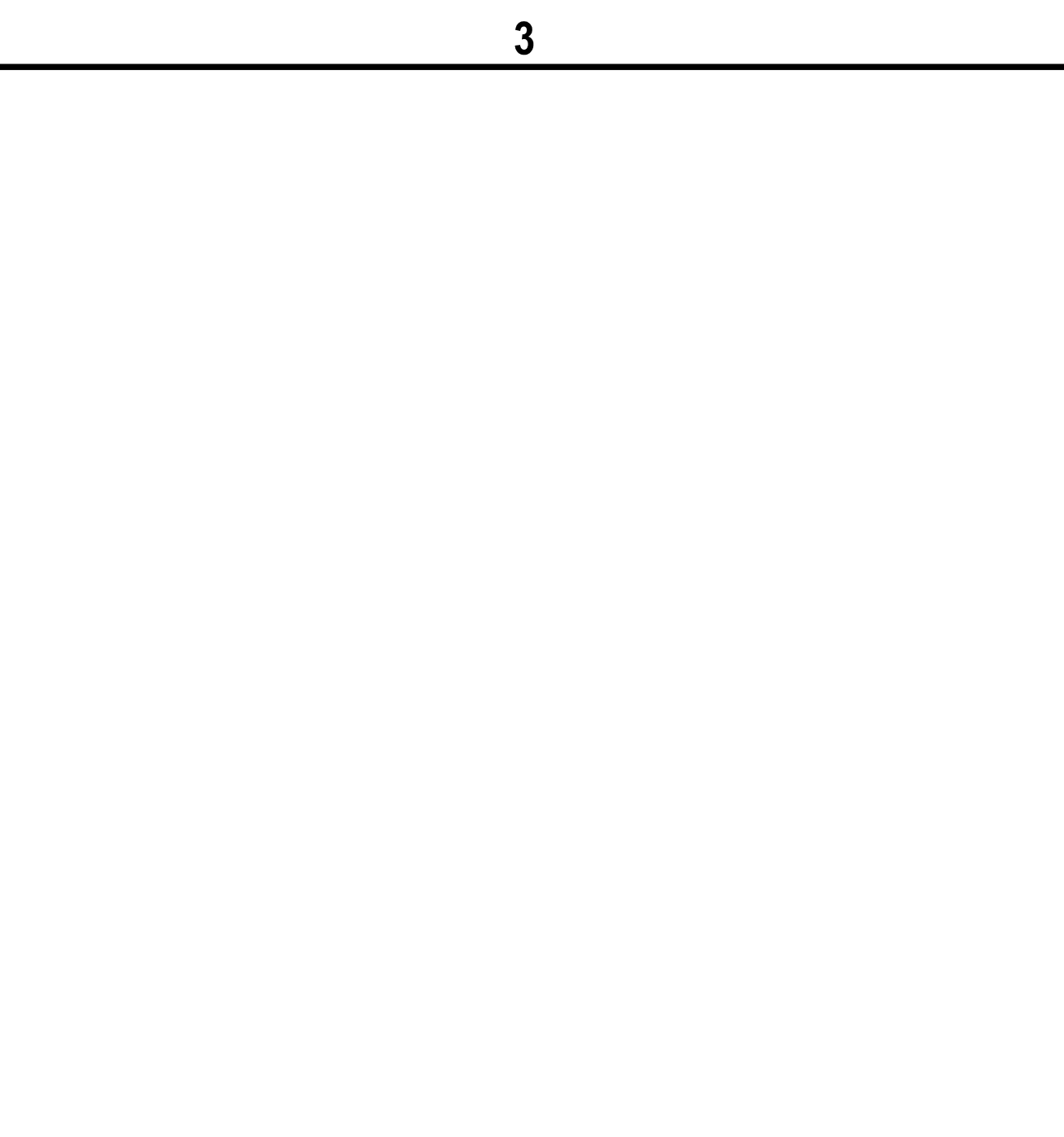


**B1** TEMPORARY CONSTRUCTION SIGN DETAIL



**A1** TEMPORARY CONSTRUCTION TRAFFIC SIGN ASSEMBLY DETAIL

SCALE: NOT TO SCALE



**B4** TEMPORARY EDGE LIGHT COVER DETAIL



**A4** INTERLOCKING AIRFIELD BARRICADE DETAIL

SCALE: NOT TO SCALE



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 GRIFFISS INTERNATIONAL AIRPORT  
 ONEIDA COUNTY ROME, NEW YORK**

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**CONSTRUCTION  
 WORK PHASING  
 DETAILS**

**GC501**

SHEET NO. 7 OF 21

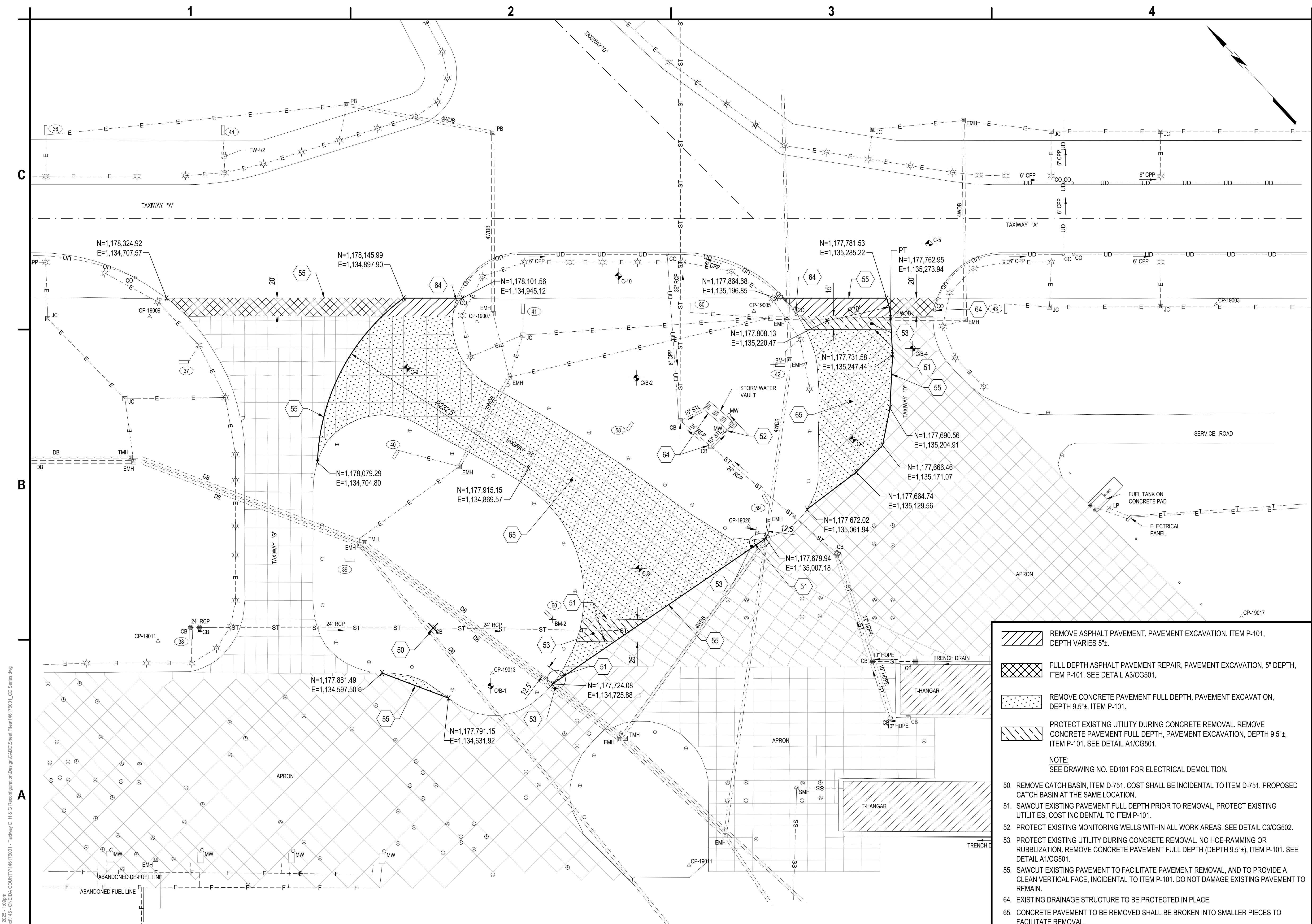




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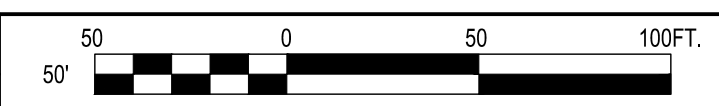
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- REMOVE ASPHALT PAVEMENT, PAVEMENT EXCAVATION, ITEM P-101, DEPTH VARIES 5"±.
  - FULL DEPTH ASPHALT PAVEMENT REPAIR, PAVEMENT EXCAVATION, 5" DEPTH, ITEM P-101. SEE DETAIL A3/CG501.
  - REMOVE CONCRETE PAVEMENT FULL DEPTH, PAVEMENT EXCAVATION, DEPTH 9.5"±, ITEM P-101.
  - PROTECT EXISTING UTILITY DURING CONCRETE REMOVAL. REMOVE CONCRETE PAVEMENT FULL DEPTH. PAVEMENT EXCAVATION, DEPTH 9.5"±, ITEM P-101. SEE DETAIL A1/CG501.
- NOTE:  
 SEE DRAWING NO. ED101 FOR ELECTRICAL DEMOLITION.
50. REMOVE CATCH BASIN. ITEM D-751. COST SHALL BE INCIDENTAL TO ITEM D-751. PROPOSED CATCH BASIN AT THE SAME LOCATION.
  51. SAWCUT EXISTING PAVEMENT FULL DEPTH PRIOR TO REMOVAL, PROTECT EXISTING UTILITIES, COST INCIDENTAL TO ITEM P-101.
  52. PROTECT EXISTING MONITORING WELLS WITHIN ALL WORK AREAS. SEE DETAIL C3/CG502.
  53. PROTECT EXISTING UTILITY DURING CONCRETE REMOVAL. NO HOE-RAMMING OR RUBBLIZATION. REMOVE CONCRETE PAVEMENT FULL DEPTH (DEPTH 9.5"±), ITEM P-101. SEE DETAIL A1/CG501.
  55. SAWCUT EXISTING PAVEMENT TO FACILITATE PAVEMENT REMOVAL, AND TO PROVIDE A CLEAN VERTICAL FACE, INCIDENTAL TO ITEM P-101. DO NOT DAMAGE EXISTING PAVEMENT TO REMAIN.
  64. EXISTING DRAINAGE STRUCTURE TO BE PROTECTED IN PLACE.
  65. CONCRETE PAVEMENT TO BE REMOVED SHALL BE BROKEN INTO SMALLER PIECES TO FACILITATE REMOVAL.

**A1 DEMOLITION PLAN**  
 SCALE: 1"=50'

**A4 KEYED NOTES AND KEYED LEGEND**  
 SCALE: NOT TO SCALE



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**DEMOLITION PLAN**

**CD101**

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RECONFIGURATION**  
**GRIFFISS INTERNATIONAL AIRPORT  
ONEIDA COUNTY ROME, NEW YORK**

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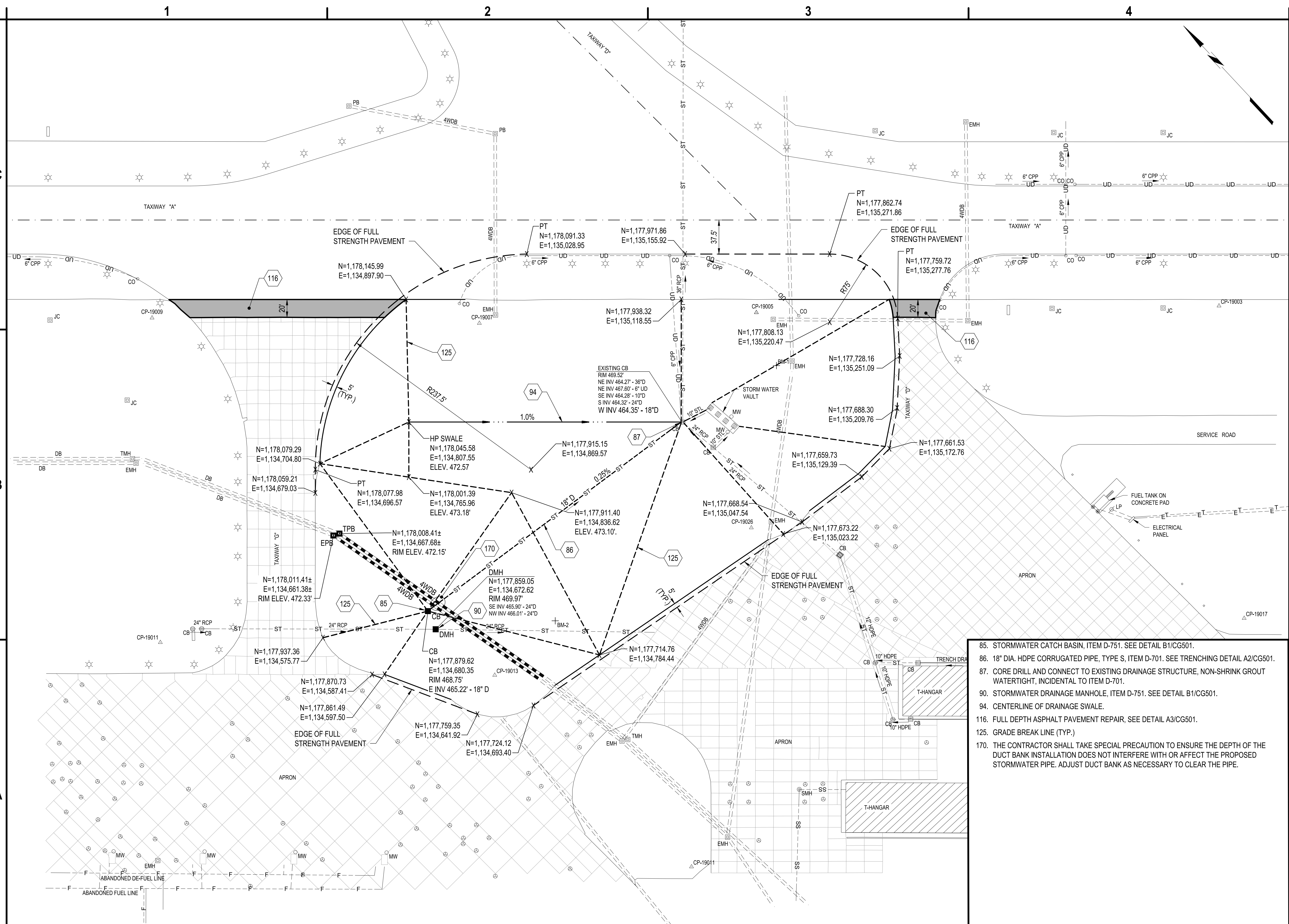
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**GEOMETRY AND  
DRAINAGE PLAN**

**CS101**

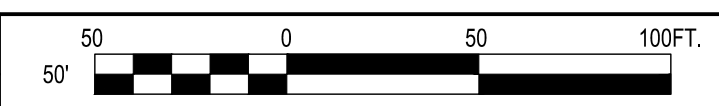
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- 85. STORMWATER CATCH BASIN, ITEM D-751. SEE DETAIL B1/CG501.
- 86. 18" DIA. HDPE CORRUGATED PIPE, TYPE S, ITEM D-701. SEE TRENCHING DETAIL A2/CG501.
- 87. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE, NON-SHRINK GROUT WATERTIGHT, INCIDENTAL TO ITEM D-701.
- 90. STORMWATER DRAINAGE MANHOLE, ITEM D-751. SEE DETAIL B1/CG501.
- 94. CENTERLINE OF DRAINAGE SWALE.
- 116. FULL DEPTH ASPHALT PAVEMENT REPAIR, SEE DETAIL A3/CG501.
- 125. GRADE BREAK LINE (TYP.)
- 170. THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTION TO ENSURE THE DEPTH OF THE DUCT BANK INSTALLATION DOES NOT INTERFERE WITH OR AFFECT THE PROPOSED STORMWATER PIPE. ADJUST DUCT BANK AS NECESSARY TO CLEAR THE PIPE.

**A1 GEOMETRY AND DRAINAGE PLAN**  
SCALE: 1"=50'



**A4 KEYED NOTES**  
SCALE: NOT TO SCALE

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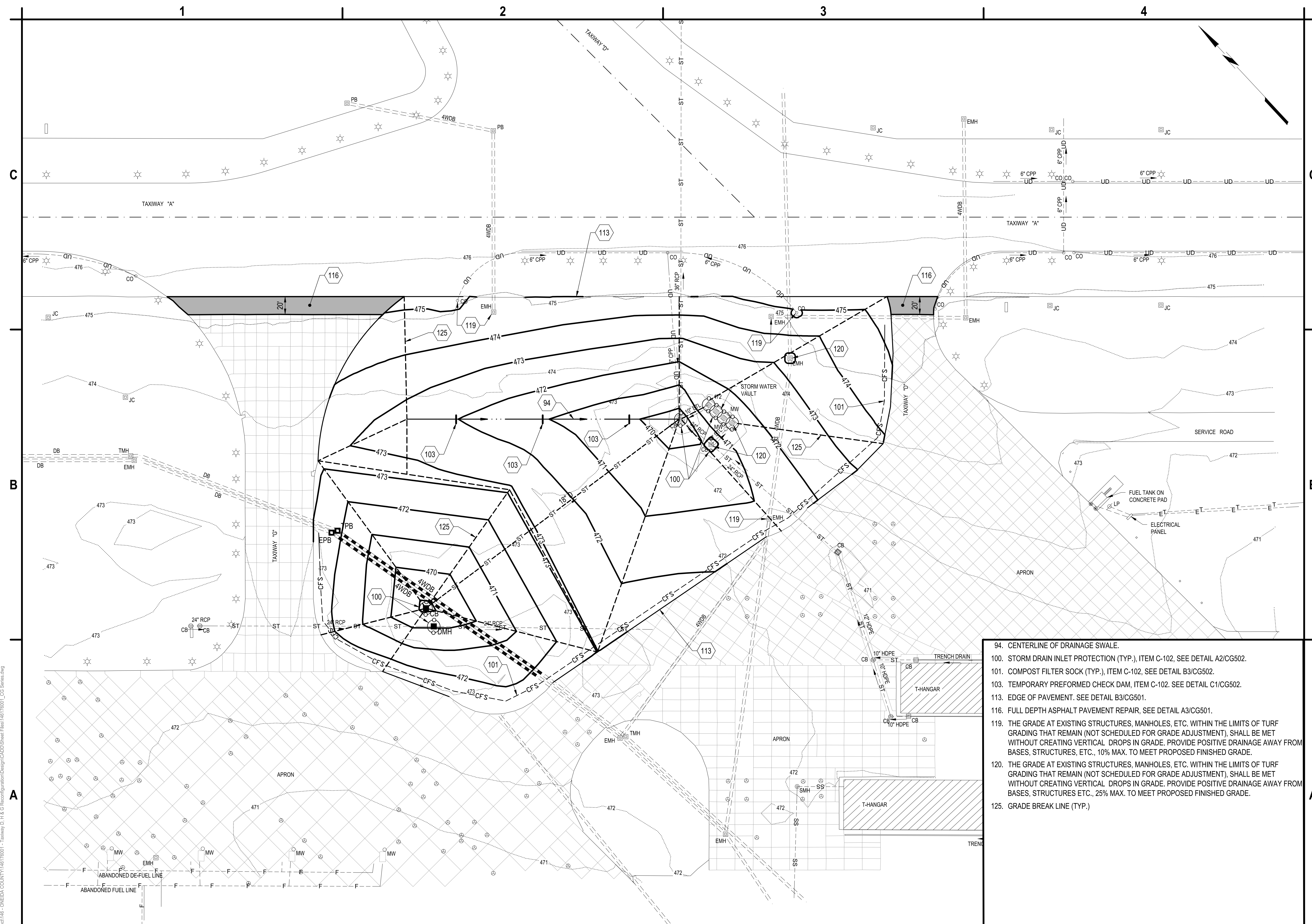
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**GRADING AND  
 EROSION CONTROL  
 PLAN**

**CG101**

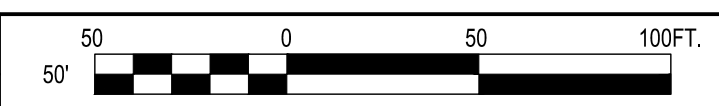
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- 94. CENTERLINE OF DRAINAGE SWALE.
- 100. STORM DRAIN INLET PROTECTION (TYP.), ITEM C-102, SEE DETAIL A2/CG502.
- 101. COMPOST FILTER SOCK (TYP.), ITEM C-102, SEE DETAIL B3/CG502.
- 103. TEMPORARY PREFORMED CHECK DAM, ITEM C-102. SEE DETAIL C1/CG502.
- 113. EDGE OF PAVEMENT. SEE DETAIL B3/CG501.
- 116. FULL DEPTH ASPHALT PAVEMENT REPAIR. SEE DETAIL A3/CG501.
- 119. THE GRADE AT EXISTING STRUCTURES, MANHOLES, ETC. WITHIN THE LIMITS OF TURF GRADING THAT REMAIN (NOT SCHEDULED FOR GRADE ADJUSTMENT), SHALL BE MET WITHOUT CREATING VERTICAL DROPS IN GRADE. PROVIDE POSITIVE DRAINAGE AWAY FROM BASES, STRUCTURES, ETC., 10% MAX. TO MEET PROPOSED FINISHED GRADE.
- 120. THE GRADE AT EXISTING STRUCTURES, MANHOLES, ETC. WITHIN THE LIMITS OF TURF GRADING THAT REMAIN (NOT SCHEDULED FOR GRADE ADJUSTMENT), SHALL BE MET WITHOUT CREATING VERTICAL DROPS IN GRADE. PROVIDE POSITIVE DRAINAGE AWAY FROM BASES, STRUCTURES, ETC., 25% MAX. TO MEET PROPOSED FINISHED GRADE.
- 125. GRADE BREAK LINE (TYP.)

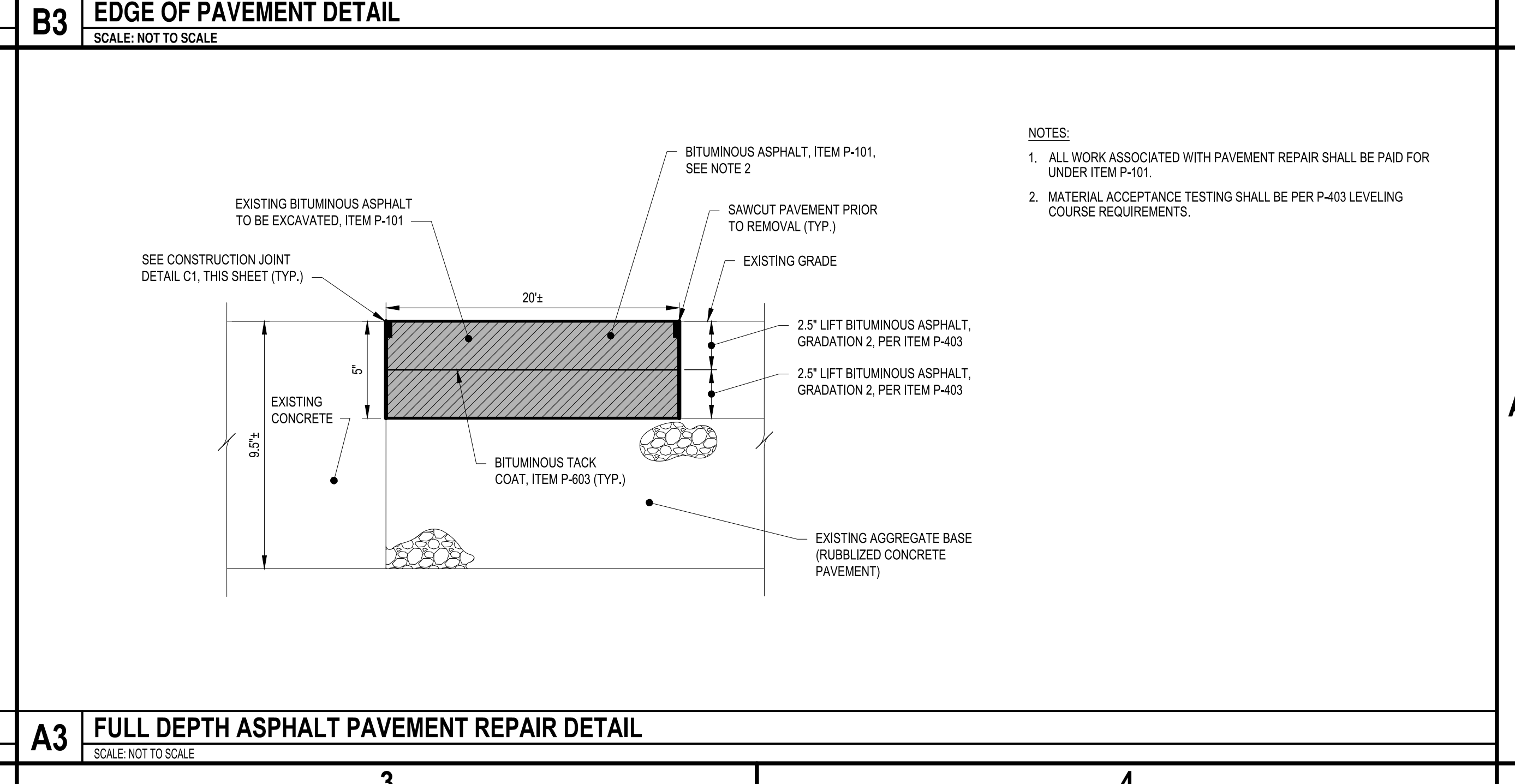
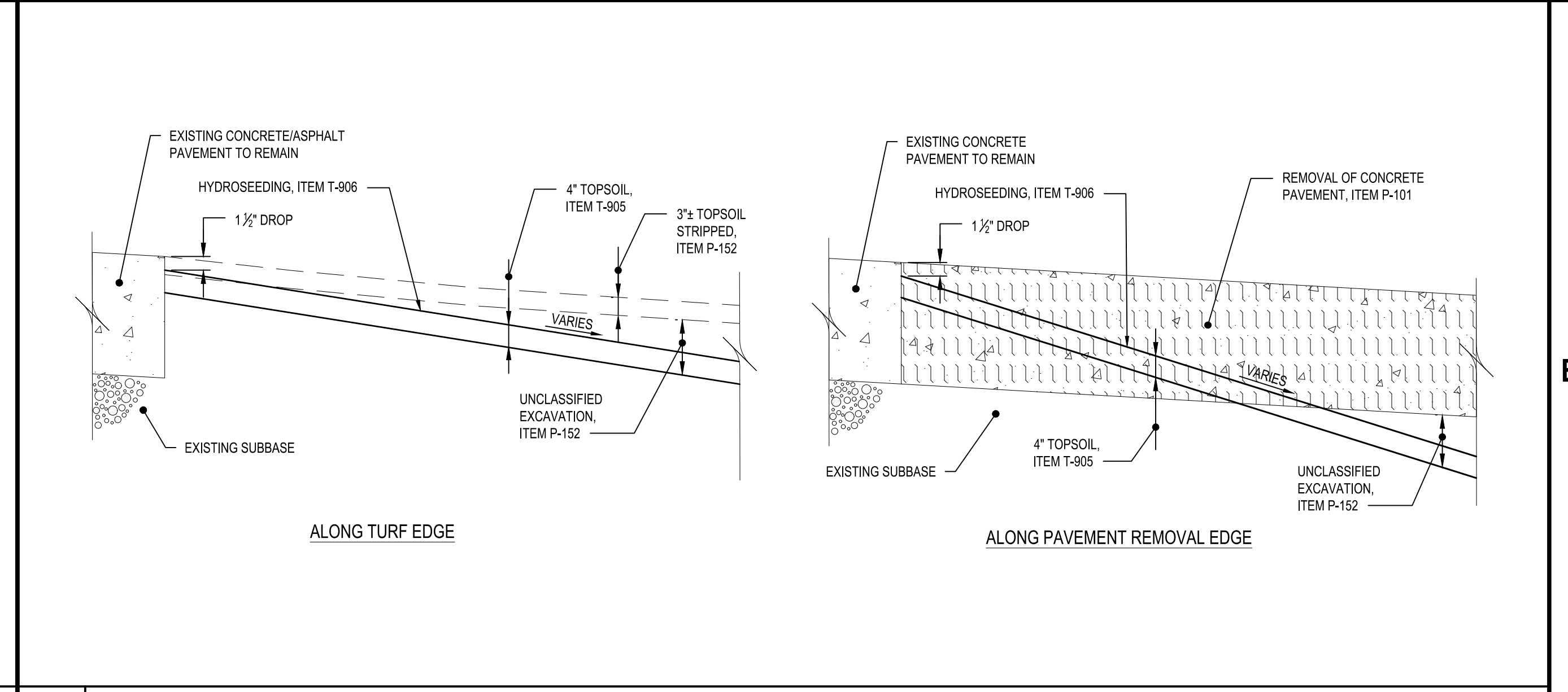
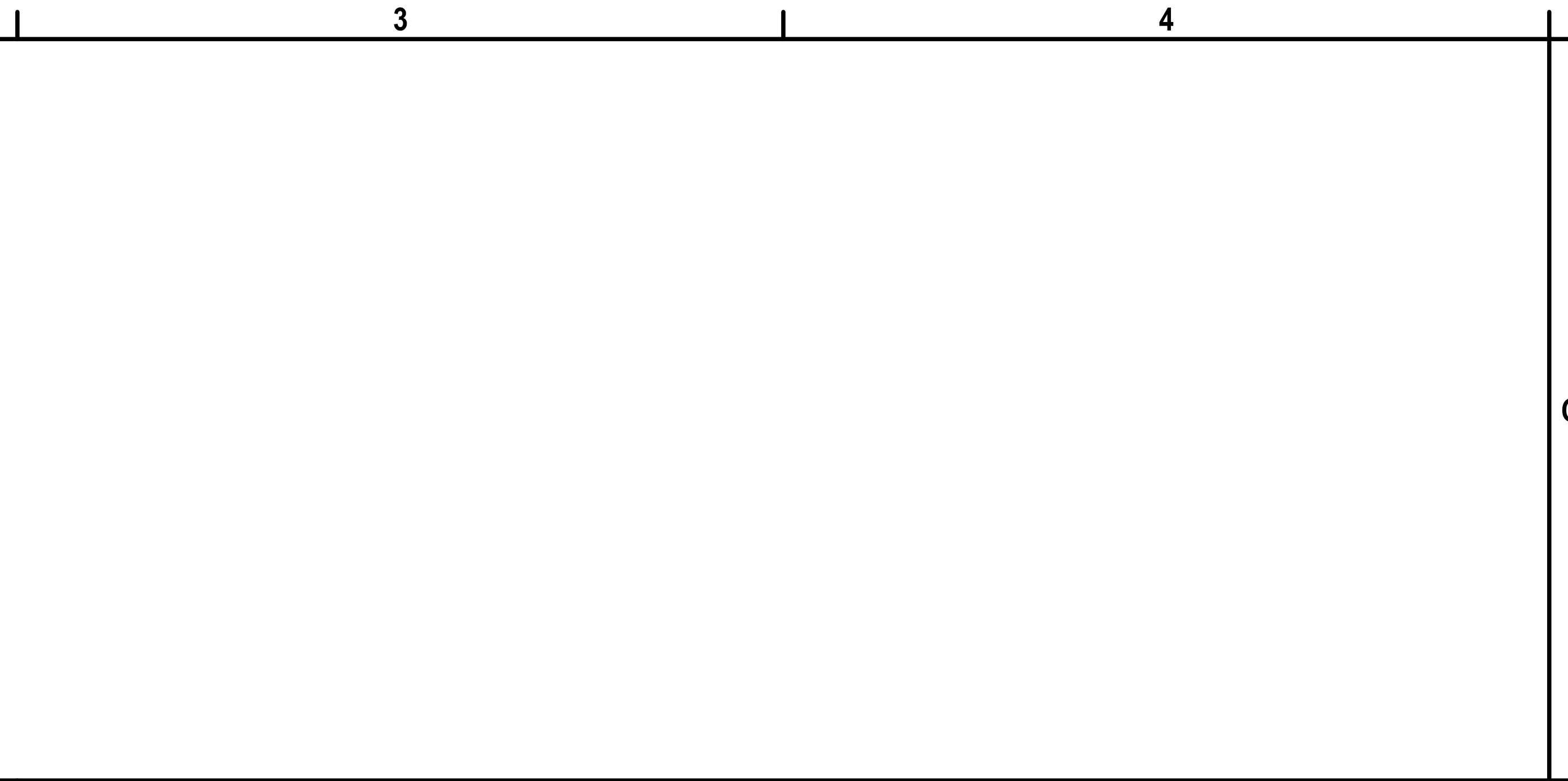
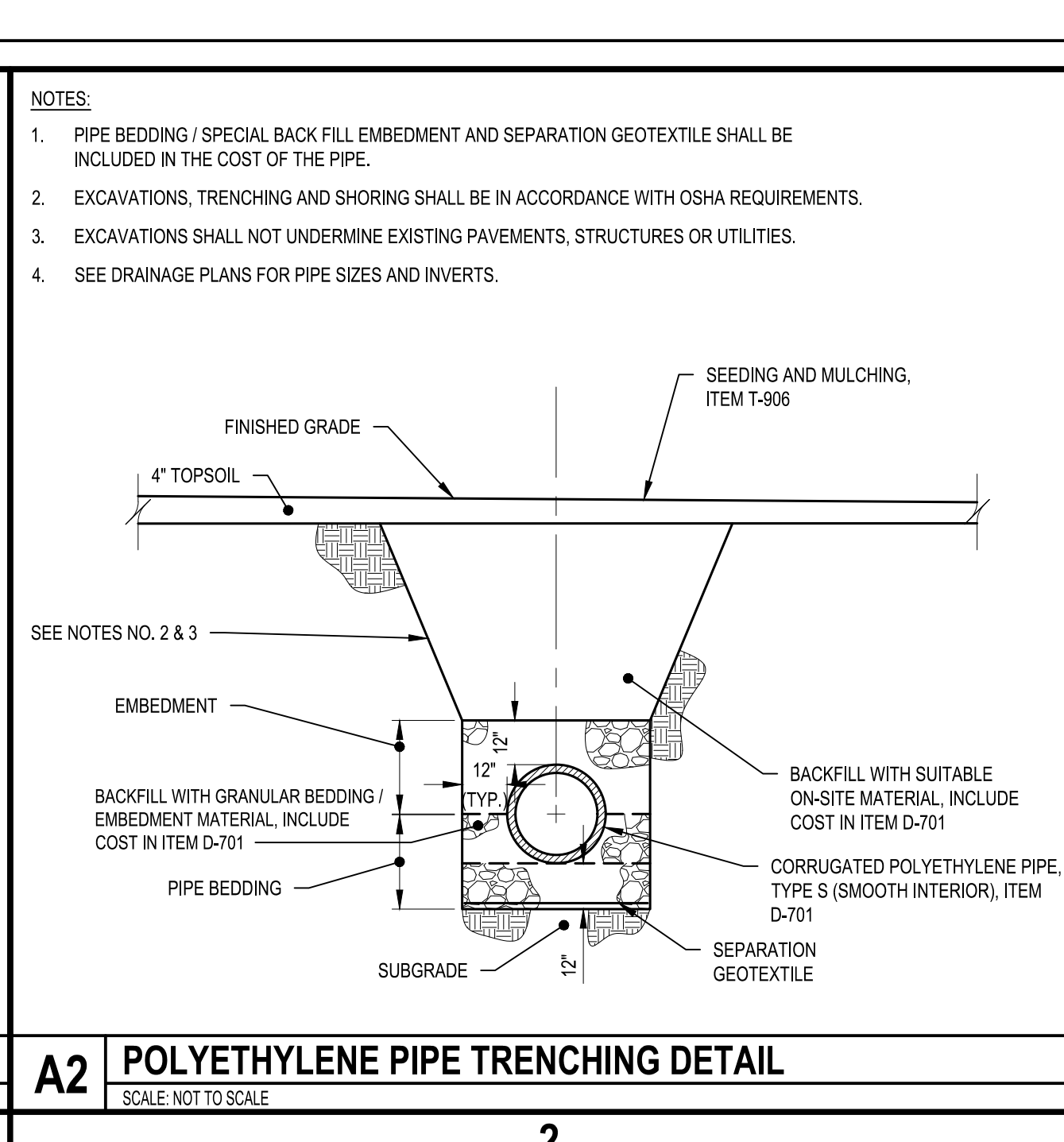
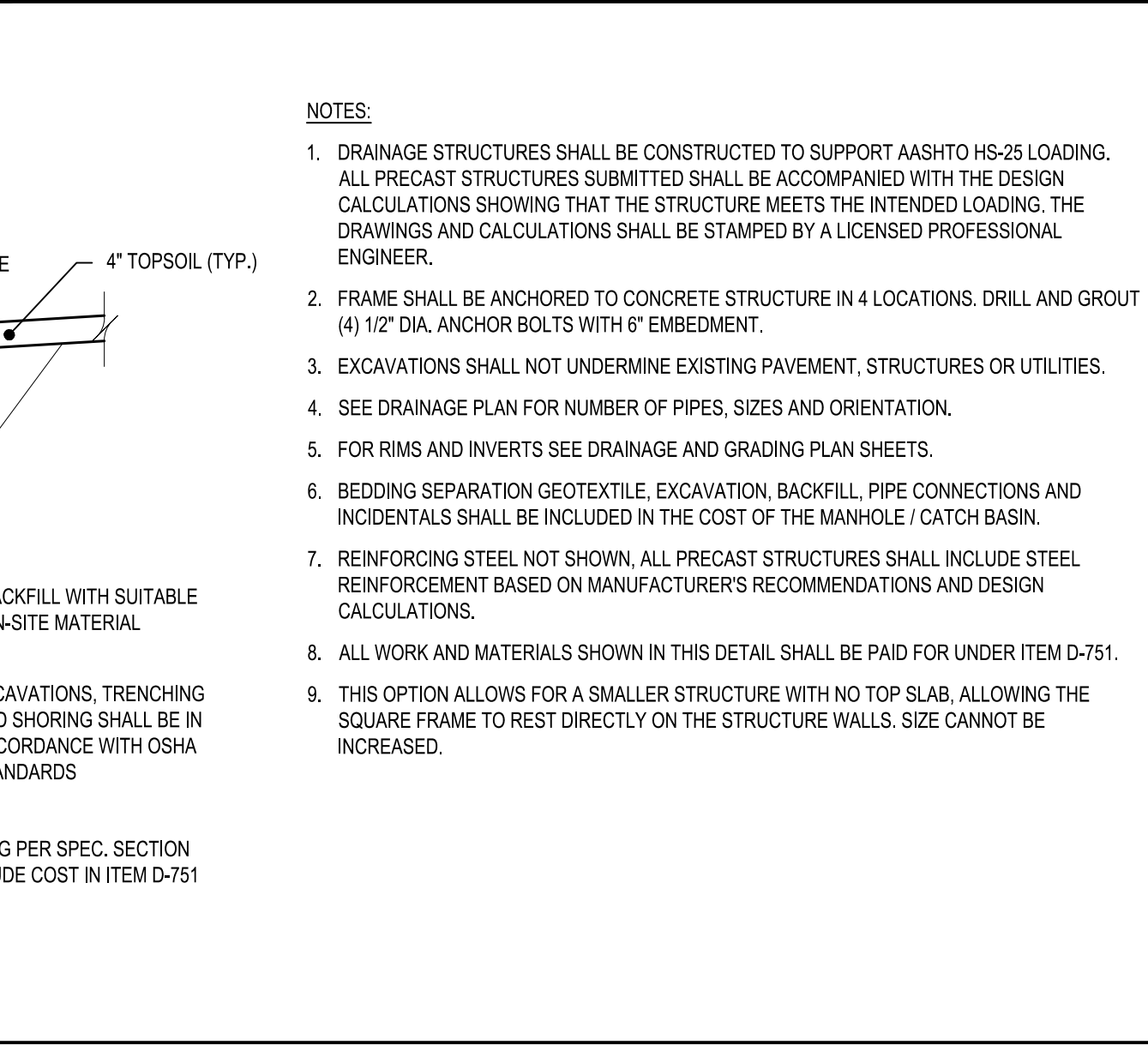
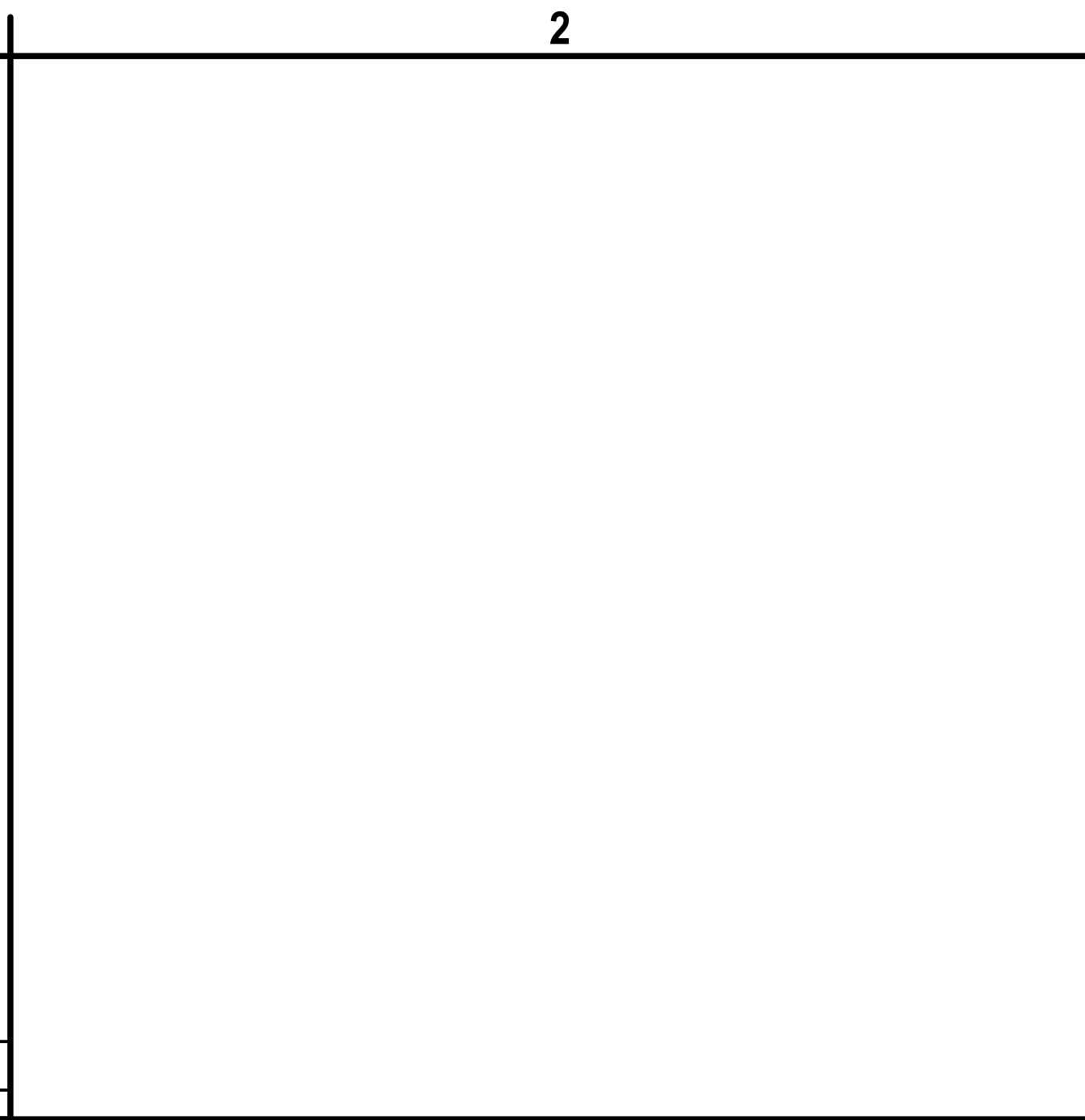
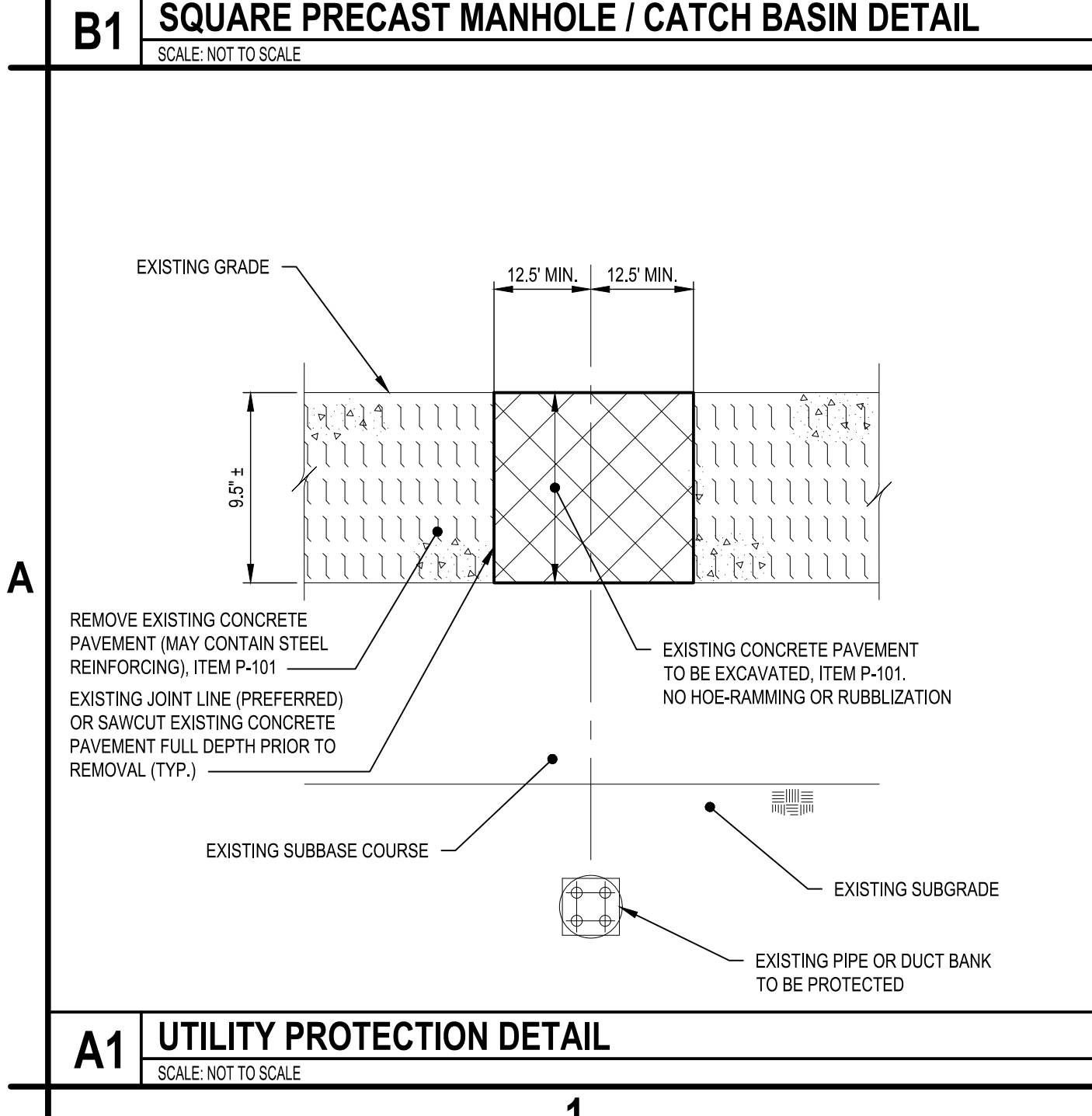
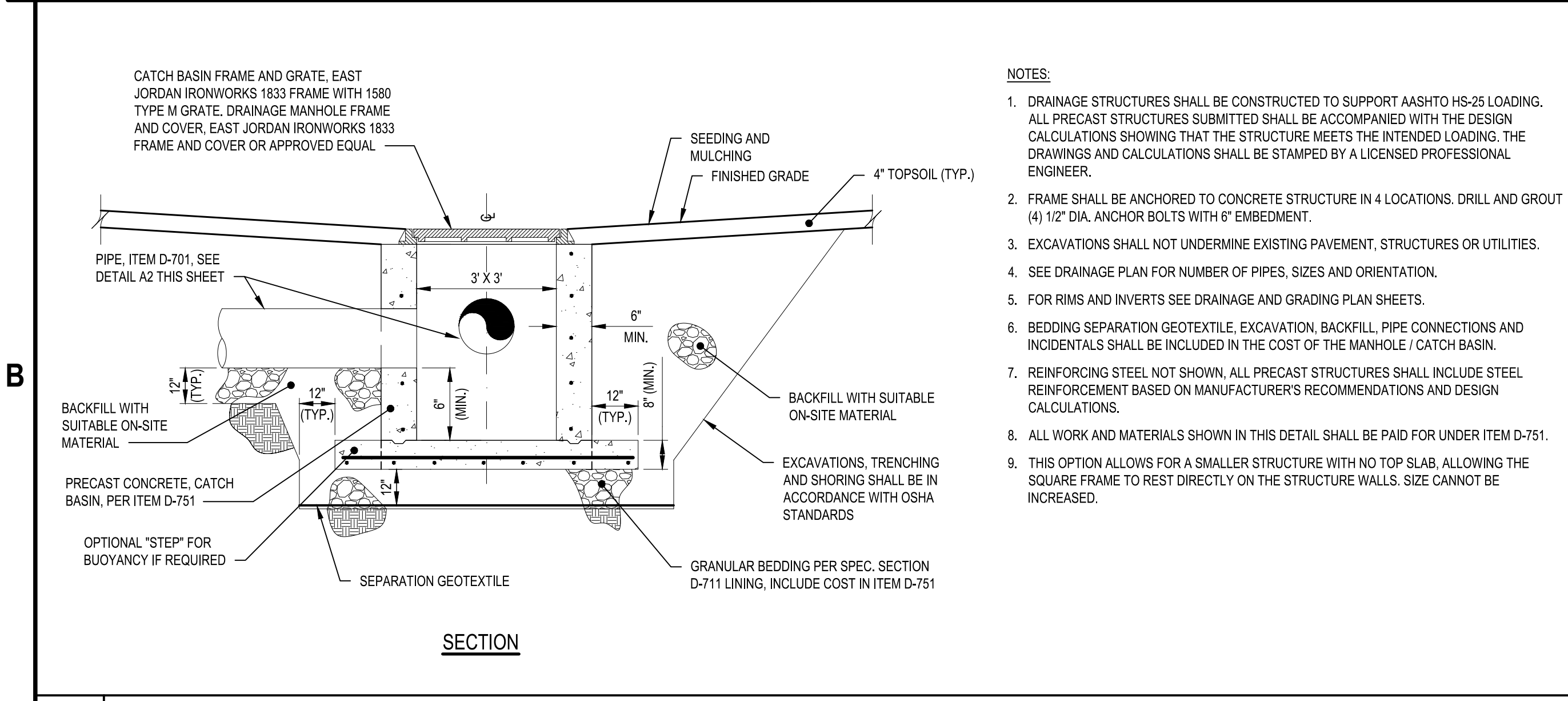
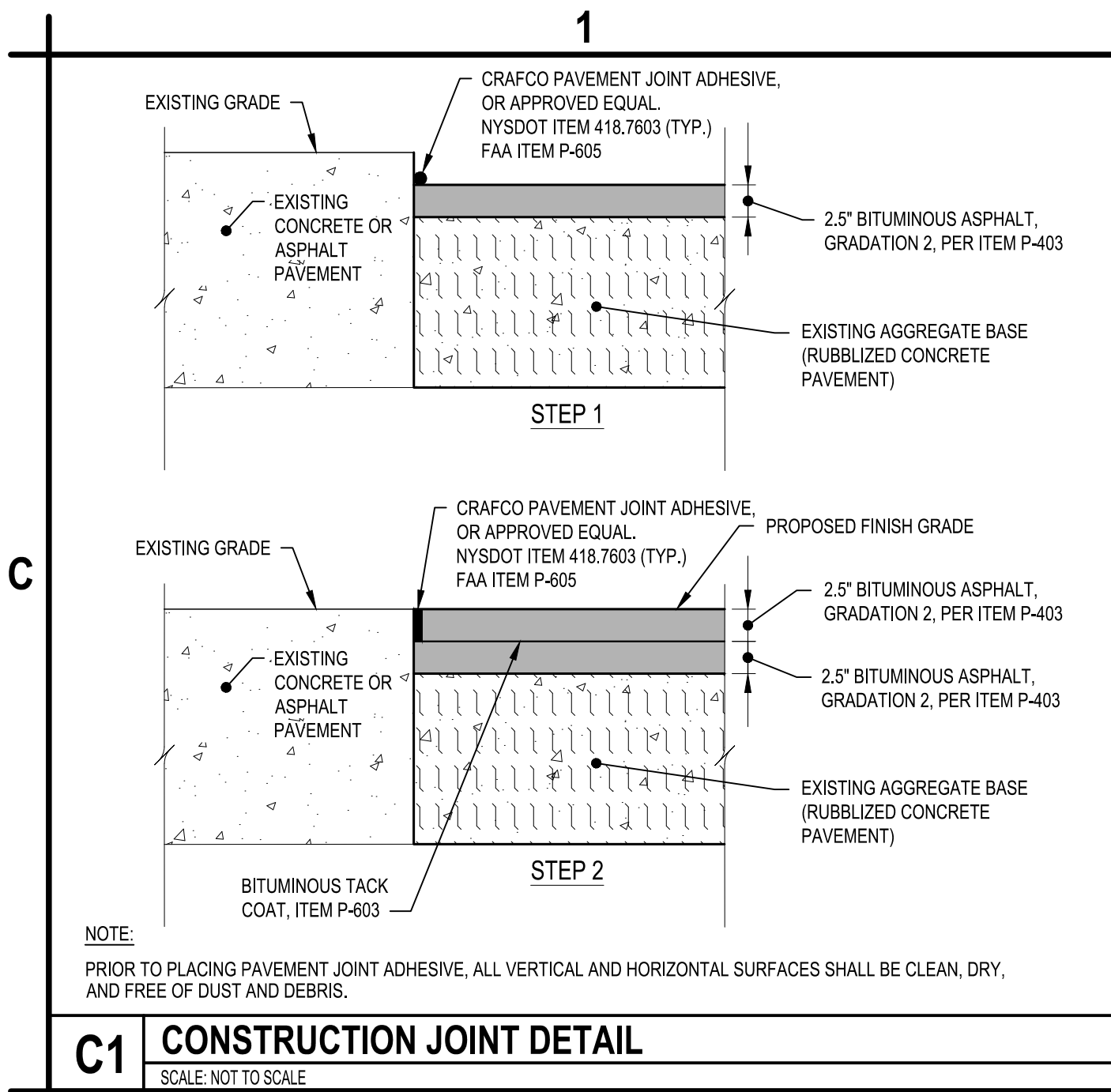
**A1 GRADING AND EROSION CONTROL PLAN**  
 SCALE: 1"=50'



**A4 KEYED NOTES**  
 SCALE: NOT TO SCALE

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**TAXWAY D, H & G RECONFIGURATION**  
**GRIFFISS INTERNATIONAL AIRPORT**  
**ONEIDA COUNTY ROME, NEW YORK**

MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO: 146.176.001		
DATE: FEBRUARY 25, 2025		
DRAWN BY: D.A. MASTROPAOLO		
DESIGNED BY: J.F. FRAZEE		
CHECKED BY: C.D. BRUBACH		
NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW		
<b>GRADING AND DRAINAGE DETAILS</b>		
<b>CG501</b>		
SHEET NO. 11 OF 21		

Feb 19, 2025 - 1:09pm P:\Project\146-ONEIDA COUNTY\146176001 - Taxway D, H & G Reconfiguration\Design\CADD\Sheet Files\146176001\_LC\_C Details.dwg





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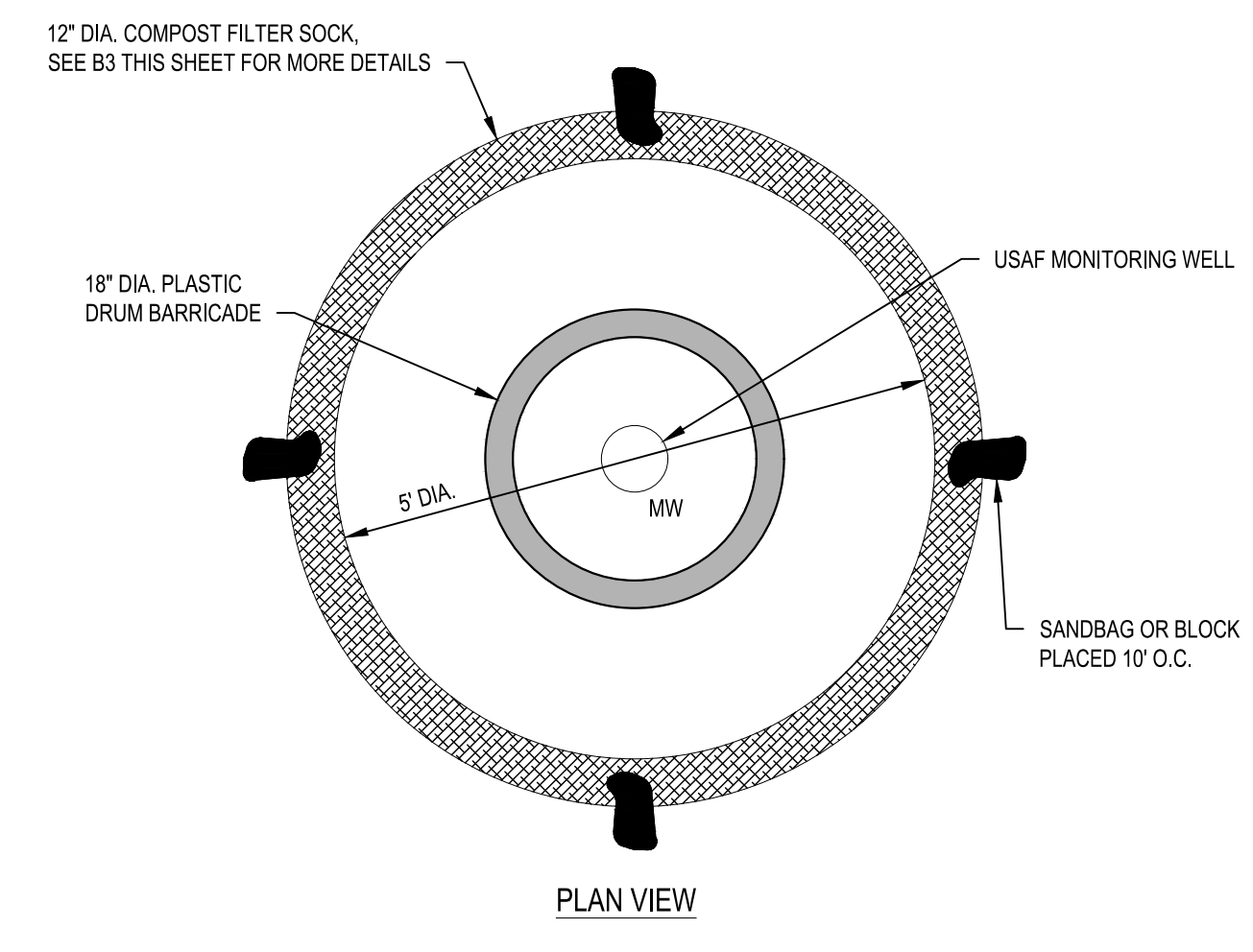


**TAXWAY D, H & G  
 RECONFIGURATION  
 GRIFFISS INTERNATIONAL AIRPORT  
 ONEIDA COUNTY ROME, NEW YORK**

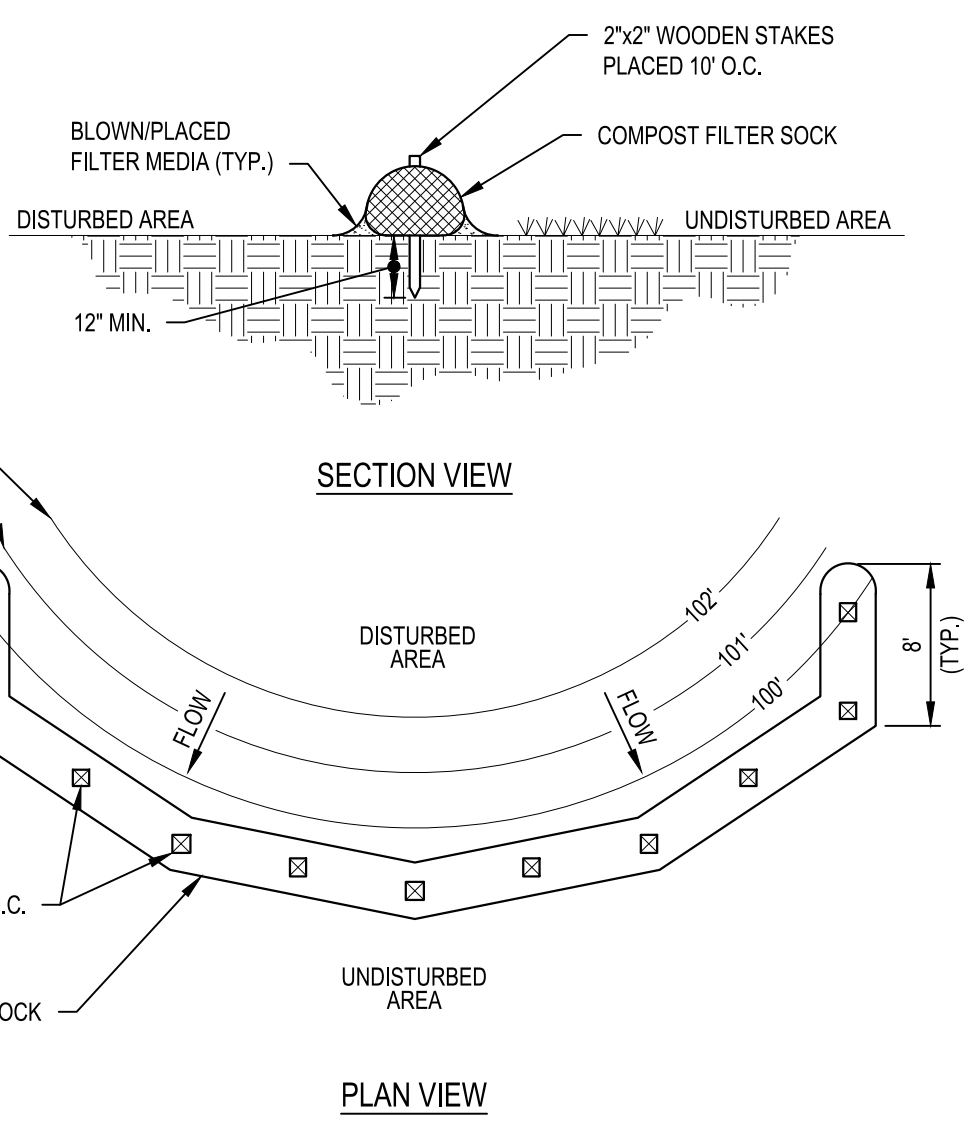
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**EROSION CONTROL DETAILS**

**CG502**  
 SHEET NO. 12 OF 21



**C3 MONITORING WELL PROTECTION DETAIL**  
 SCALE: NOT TO SCALE



**B3 COMPOST FILTER SOCK DETAIL**  
 SCALE: NOT TO SCALE

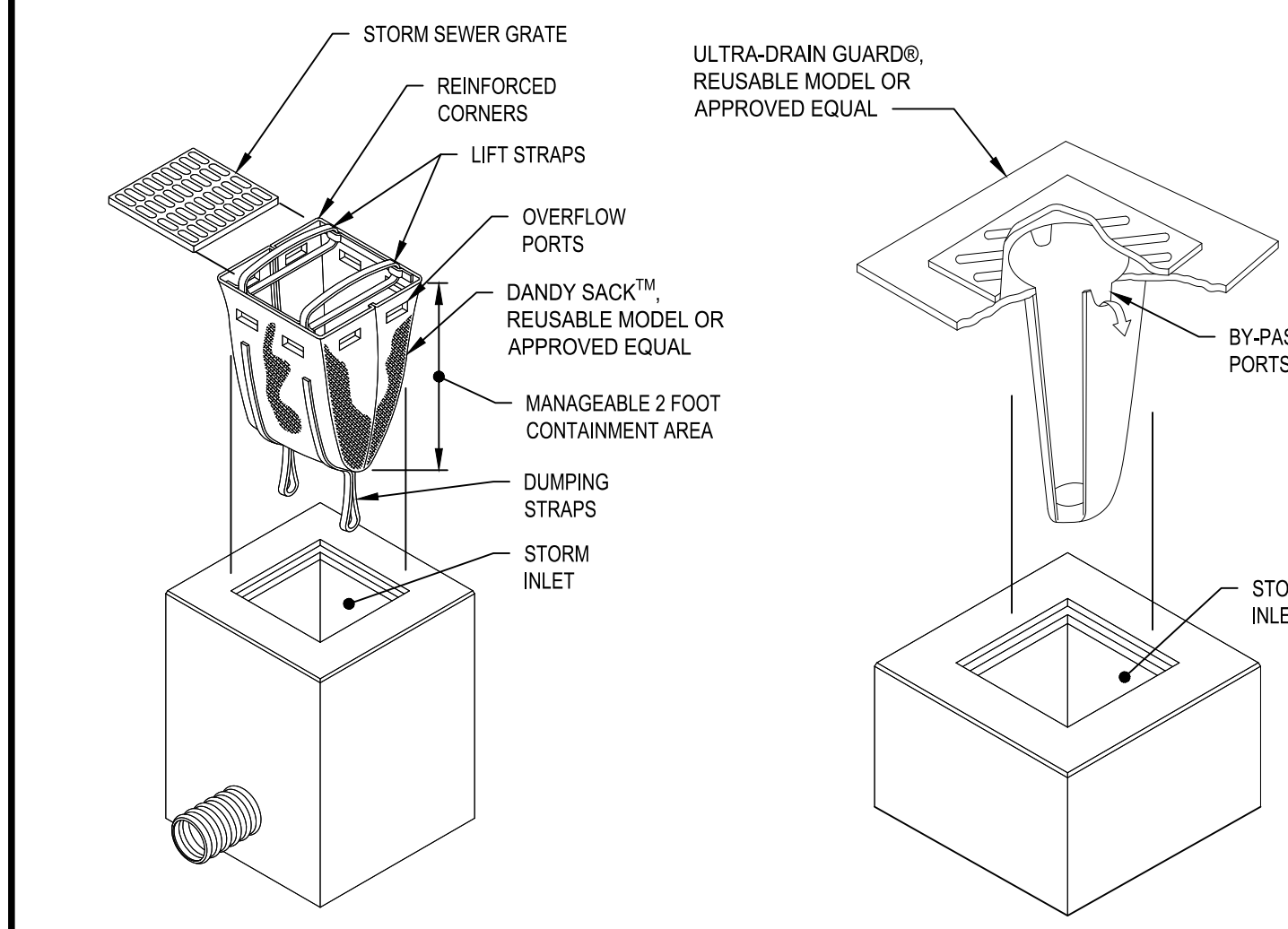
COMPOST STANDARDS TABLE	
ORGANIC MATTER CONTENT	25% - 100% (DRY WEIGHT)
ORGANIC PORTION	FIBROUS AND ELONGATED
PH	6.0 - 8.0
MOISTURE CONTENT	30% - 60%
PARTICLE SIZE	100% PASSING A 1" SCREEN 10-50% PASSING A 3/8" SCREEN
SOLUBLE SALT CONCENTRATION	5.0 ds/M (mmhos/cm) MAX.

- COMPOST FILTER SOCK NOTES:**
- ALL MATERIALS REQUIRED FOR THIS ITEM SHALL BE PAID FOR UNDER ITEM C-102, AT THE UNIT COST PER LINEAR FOOT FOR COMPOST FILTER SOCK.
  - SOCK FABRIC SHALL MEET THE STANDARDS OF TABLE 5.1 OF THE NYSDEC STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL - BLUE BOOK.
  - COMPOST FILTER SOCK SHALL BE PLACED AT EXISTING LEVEL GRADE. BOTH ENDS OF THE SOCK SHALL BE EXTENDED AT LEAST 8 FEET UP SLOPE AT 45° TO THE MAIN SOCK ALIGNMENT. STAKES MAY BE INSTALLED IMMEDIATELY DOWNSLOPE OF THE SOCK IF SO SPECIFIED BY THE MANUFACTURER.
  - TRAFFIC SHALL NOT BE PERMITTED TO CROSS FILTER SOCKS.
  - ACCUMULATED SEDIMENT SHALL BE REMOVED WHEN IT REACHES HALF THE ABOVE GROUND HEIGHT OF THE SOCK AND DISPOSED IN THE MANNER DESCRIBED ELSEWHERE IN THE PLAN.
  - SOCKS SHALL BE INSPECTED WEEKLY AND AFTER EACH RUNOFF EVENT. DAMAGED SOCKS SHALL BE REPAIRED ACCORDING TO MANUFACTURER'S SPECIFICATIONS OR REPLACED WITHIN 24 HOURS OF INSPECTION.
  - BIODEGRADABLE FILTER SOCKS SHALL BE REPLACED AFTER 6 MONTHS; PHOTODEGRADABLE SOCKS AFTER 1 YEAR. POLYPROPYLENE SOCKS SHALL BE REPLACED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.
  - UPON STABILIZATION OF THE AREA TRIBUTARY TO THE SOCKS, STAKES SHALL BE REMOVED. THE SOCK MAY BE LEFT IN PLACE AND VEGETATED OR REMOVED. IN THE LATTER CASE, THE MESH SHALL BE CUT OPEN AND THE MULCH SPREAD AS A SOIL SUPPLEMENT. NON-BIODEGRADABLE PRODUCTS AND MESH SHALL BE REMOVED.

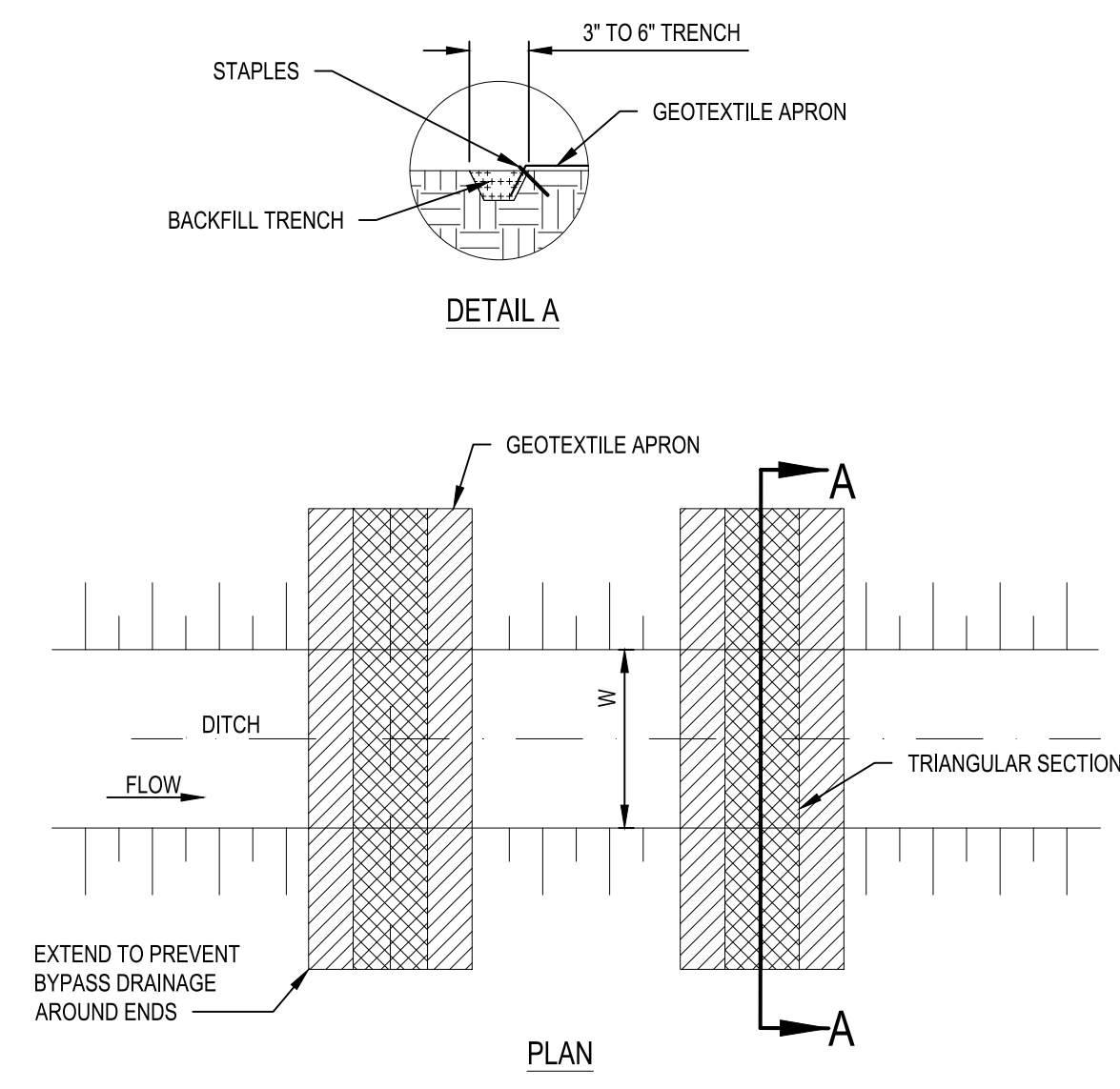
- CATCH BASIN INSERT INLET PROTECTION NOTES:**
- CONTRACTOR SHALL VERIFY DIMENSIONS OF STRUCTURES WITH MANUFACTURER PRIOR TO ORDERING FOR CORRECT SIZING.
  - THE CATCH BASIN INSERT SHALL BE INSTALLED, MAINTAINED AND REMOVED PER MANUFACTURER RECOMMENDATIONS.
  - THE LOCATIONS SHOWN ON THE PLAN FOR PLACEMENT OF THIS DEVICE MAY VARY FROM WHERE THEY ARE ACTUALLY INSTALLED. THE DEVICES SHALL BE PLACED IN CATCH BASINS DURING CONCRETE SAW CUTTING AND DRILLING OPERATIONS, DURING REMOVAL OF CURING COMPOUND, AND AT ALL OTHER TIMES THAT THERE WILL BE WATER FLOWING INTO THE CATCH BASINS WHICH MAY CONTAIN DUST, DIRT OR OTHER FINE MATERIAL WHICH MAY CAUSE SILTATION DOWNSLOPE OF THE CONSTRUCTION SITE.
  - ALL STORM WATER THAT NEEDS TO BE PUMPED FROM THE SITE SHALL BE PUMPED INTO ONE OF THESE DEVICES. THE FLOW RATE PUMPED INTO THIS DEVICE SHALL NOT EXCEED THE MANUFACTURER'S RECOMMENDED TREATMENT FLOW RATE. DURING THE PUMPING PROCESS, THE DEVICE SHALL BE MONITORED IN ORDER TO DETERMINE THAT IT IS TREATING THE WATER. IF THE WATER IS UTILIZING THE OVERFLOW PORT AND IS NOT BEING CLEANED BY THE DEVICE, THE PUMPING SHALL BE STOPPED AND THE DEVICE SHALL BE CLEANED PER MANUFACTURER'S RECOMMENDATIONS AND THEN REINSTALLED.
  - MAINTENANCE SHALL BE PROVIDED BY THE CONTRACTOR WHEN THE CAPACITY IS REDUCED BY APPROXIMATELY 50 PERCENT OR DIRECTED BY THE RPR.
  - THE MEASUREMENT OF THE CATCH BASIN INSERT INLET PROTECTION FOR INSTANCES OF A PROPOSED / MODIFIED STRUCTURE BEING INSTALLED IN THE SAME LOCATION AS AN EXISTING ONE SHALL BE CONSIDERED AS ONE DEVICE AND ANY ADDITIONAL COSTS SHALL BE CONSIDERED INCIDENTAL.
  - THIS DEVICE SHALL BE PAID FOR UNDER ITEM C-102, AT THE UNIT COST PER EACH FOR STORM DRAIN INLET PROTECTION. THIS COST SHALL INCLUDE ALL THE COSTS FOR MAINTENANCE, INSTALLATION, REPLACEMENT, IF NEEDED, AND ALL LABOR, EQUIPMENT AND TOOLS AND INCIDENTALS TO INSTALL PER THE MANUFACTURER'S RECOMMENDATIONS AND REMOVE.

- EROSION CONTROL NOTES:**
- THE FOLLOWING EROSION CONTROL PROCEDURE SHALL BE ADHERED TO BY THE CONTRACTOR:
- INSTALL TEMPORARY COMPOST FILTER SOCK AS SHOWN ON THE PLAN AND AT ALL EXISTING STORMWATER CATCH BASINS WITHIN THE WORK AREA TO PREVENT SEDIMENT MIGRATION. ALL SILT FENCE/SOCK BARRIERS SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS.
  - THE TOPSOIL SHALL BE STRIPPED & STOCKPILED ON SITE FOR RE-USE AS DIRECTED BY THE OWNER. ALL LOCAL ORDINANCES REGARDING THE SALE AND/OR REMOVAL OF TOPSOIL FROM THE SITE MUST BE FOLLOWED.
  - ALL SILT FENCES/SOCKS SHALL BE REPLACED WHENEVER THEY BECOME CLOGGED OR INOPERABLE.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE & REMOVAL OF TEMPORARY SEDIMENTATION CONTROLS.
  - THE CONTRACTOR MUST CONTROL DUST DURING CONSTRUCTION. DURING EARTHWORK OPERATIONS, WATER SPREADING EQUIPMENT SHALL BE PROVIDED BY THE CONTRACTOR AND WATER APPLIED AS NECESSARY AND AS DIRECTED BY THE OWNER IN ORDER TO CONTROL DUST.
  - DIRT OR DEBRIS LEFT ON LOCAL PUBLIC ROADS AS A RESULT OF THIS CONSTRUCTION PROJECT SHALL BE REMOVED & ROAD SURFACES CLEANED BY THE CONTRACTOR ON A DAILY BASIS.
  - ALL DISTURBED AREAS (EXCEPT AREAS TO BE PAVED OR BUILT UPON) SHALL BE TOPSOILED TO A MINIMUM 4" DEPTH & SEEDING IMMEDIATELY AFTER FINE GRADING TAKES PLACE & AS SOON AS PHYSICALLY POSSIBLE.
  - THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF DOWNSTREAM STORM SEWERS, DITCHES & CULVERTS. SILT BUILD-UP FOUND TO BE A RESULT OF THIS SITE CONSTRUCTION WORK SHALL BE REMOVED FROM DOWNSTREAM CULVERTS BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.
  - IN ADDITION TO STORM WATER DISCHARGES, THE FOLLOWING NON-STORM WATER DISCHARGES MAY CONTRIBUTE TO THE RUN-OFF FROM THE SITE:
    - WATER FROM WATER SERVICE FLUSHINGS
    - WATER USED TO WASH DOWN CONSTRUCTION VEHICLES (NO DETERGENTS)
    - WATER USED FOR DUST CONTROL
    - UNCONTAMINATED GROUNDWATER
  - THE ABOVE NON-STORM WATER FLOWS SHALL BE TREATED IN THE SAME MANNER AS STORM WATER FLOWS INDICATED HEREIN.

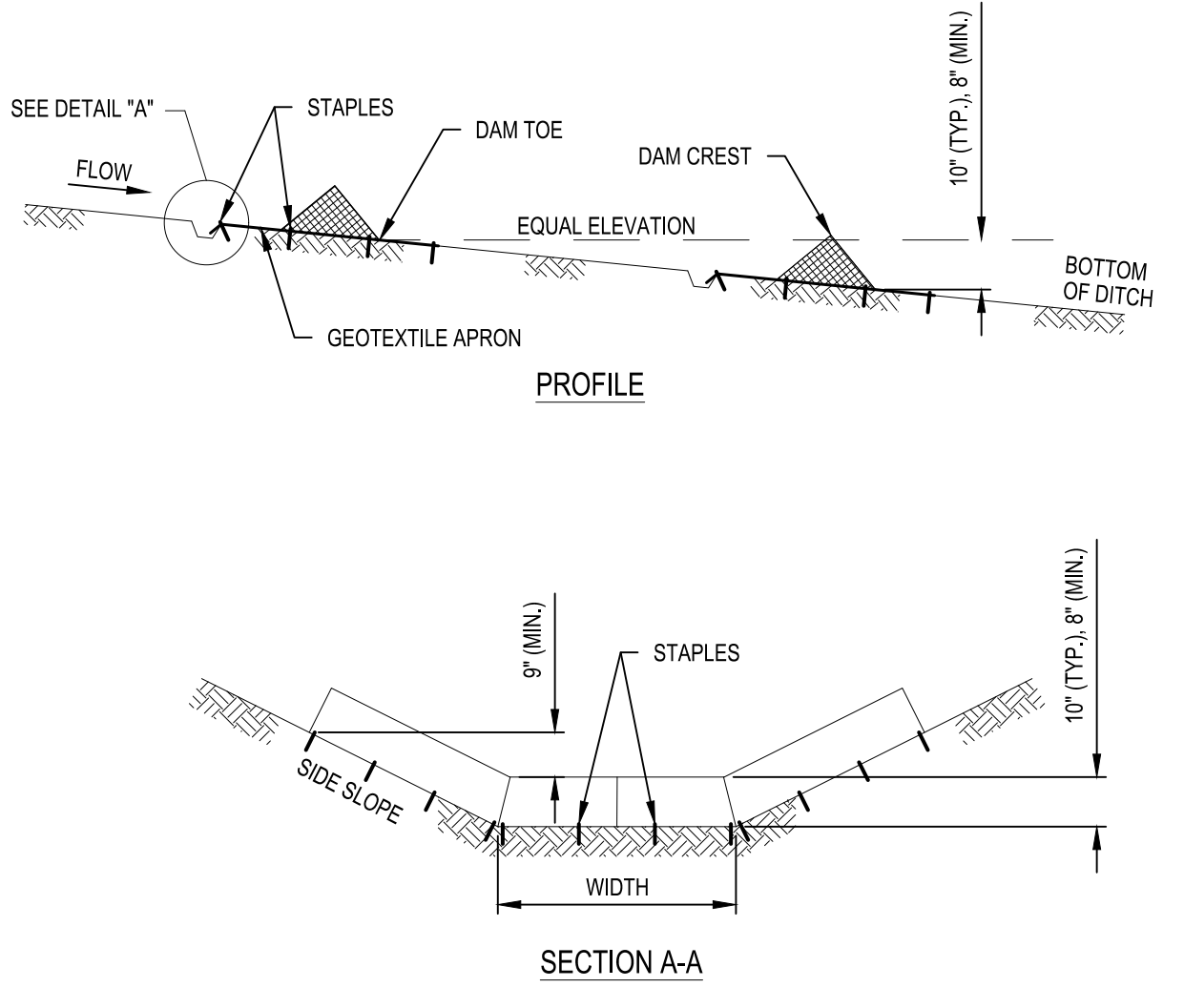
**A4 EROSION CONTROL NOTES**  
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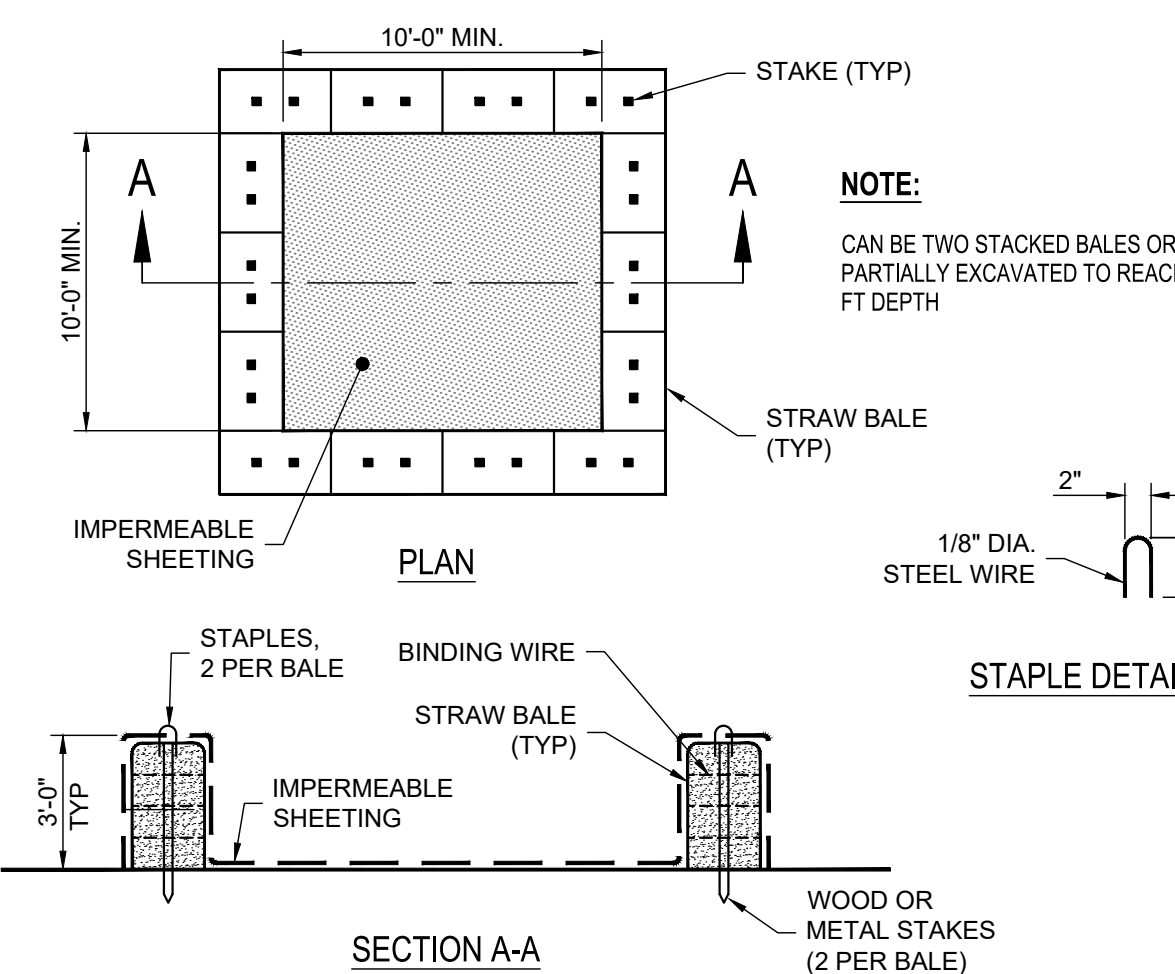
**A2 STORM DRAIN INLET PROTECTION**  
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**C1 TEMPORARY PREFORMED CHECK DAM DETAIL**  
 SCALE: NOT TO SCALE



**C3 MONITORING WELL PROTECTION DETAIL**  
 SCALE: NOT TO SCALE



**B1 TEMPORARY CONCRETE WASHOUT DETAIL**  
 SCALE: NOT TO SCALE

- CONSTRUCTION SPECIFICATIONS**
- LOCATE WASHOUT STRUCTURE A MINIMUM OF 50 FEET AWAY FROM OPEN CHANNELS, UNPROTECTED STORM DRAIN INLETS, SENSITIVE AREAS, WETLANDS, BUFFERS AND WATER COURSES AND AWAY FROM CONSTRUCTION TRAFFIC.
  - SIZE WASHOUT STRUCTURE FOR VOLUME NECESSARY TO CONTAIN WASH WATER AND SOLIDS AND MAINTAIN AT LEAST 4 INCHES OF FREEBOARD. TYPICAL DIMENSIONS ARE 10 FEET X 10 FEET X 3 FEET DEEP.
  - PREPARE SOIL BASE FREE OF ROCKS OR OTHER DEBRIS THAT MAY CAUSE TEARS OR HOLES IN THE LINER. FOR LINER, USE 10 MIL OR THICKER UV RESISTANT, IMPERMEABLE SHEETING, FREE OF HOLES AND TEARS OR OTHER DEFECTS THAT COMPROMISE IMPERMEABILITY OF THE MATERIAL.
  - PROVIDE A SIGN FOR THE WASHOUT IN CLOSE PROXIMITY TO THE FACILITY.
  - KEEP CONCRETE WASHOUT STRUCTURE WATER TIGHT. REPLACE IMPERMEABLE LINER IF DAMAGED (E.G., RIPPED OR PUNCTURED); EMPTY OR REPLACE WASHOUT STRUCTURE THAT IS 75 PERCENT FULL AND DISPOSE OF ACCUMULATED MATERIAL PROPERLY. DO NOT REUSE PLASTIC LINER. WET/VACUUM STORED LIQUIDS THAT HAVE NOT EVAPORATED AND DISPOSE OF IN AN APPROVED MANNER.
  - PRIOR TO FORECASTED RAINSTORMS, REMOVE LIQUIDS OR COVER STRUCTURE TO PREVENT OVERFLOWS. REMOVE HARDENED SOLIDS, WHOLE OR BROKEN UP, FOR DISPOSAL OR RECYCLING. MAINTAIN RUNOFF DIVERSION AROUND EXCAVATED WASHOUT STRUCTURE UNTIL STRUCTURE IS REMOVED.
  - CONTRACTOR TO COORDINATE FINAL LOCATION OF CONCRETE WASHOUT WITH OWNER'S REPRESENTATIVE.
  - ALL MATERIALS REQUIRED FOR THIS ITEM SHALL BE INCIDENTAL TO ITEM C-102.

**B3 COMPOST FILTER SOCK DETAIL**  
 SCALE: NOT TO SCALE

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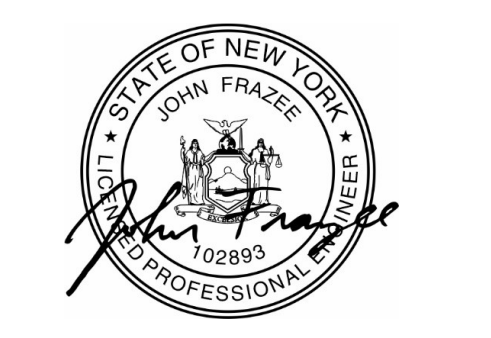
- 1. THE CONTRACTOR SHALL ENSURE THAT ALL NECESSARY ELECTRICAL CIRCUITS ARE DE ENERGIZED PRIOR TO COMMENCING WORK. A "LOCKOUT/TAGOUT" PROCEDURE SHALL BE IMPLEMENTED AT THE ELECTRICAL VAULT THAT IS ACCEPTABLE TO THE OWNER AND THE CONTRACTOR. THE AIR TRAFFIC CONTROL TOWER (ATCT) PERSONNEL SHALL BE NOTIFIED OF THE "LOCKOUT/TAGOUT" PROCEDURE SO THAT NO CIRCUIT CAN BE ACTIVATED REMOTELY FROM THE ATCT DURING THE CONTRACTORS WORK. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT ELECTRICIAN ON A DAILY BASIS FOR AFFECTED CIRCUITS.
- 2. ALL INTERRUPTIONS OF TAXIWAY OR RUNWAY LIGHTING SHALL BE COORDINATED WITH AIRPORT OPERATIONS AND SHALL BE SUBJECT TO THE APPROVAL OF AIRPORT OPERATIONS.
- 3. ALL AIRFIELD LIGHTING CIRCUITS SHALL BE MAINTAINED BY THE CONTRACTOR DURING OPERATIONAL PERIODS. ALL SIGNS AND LIGHTS SHALL BE ILLUMINATED AT THE END OF EACH WORK SHIFT. TEMPORARY ELECTRICAL JUMPERS WILL BE REQUIRED AND SHALL BE APPROVED BY THE RPR. THE CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN WHATEVER TEMPORARY CABLES MAY BE NECESSARY TO KEEP THE TAXIWAYS AND RUNWAYS IN OPERATING CONDITION WHEN OPEN FOR AIRCRAFT.
- 4. THE CONTRACTOR SHALL PROVIDE FINAL RED LINE AS BUILT DRAWINGS UPON COMPLETION OF THE PROJECT. RED LINE AS-BUILT DRAWINGS SHALL IDENTIFY LOCATIONS OF ALL PERMITTED IN-LINE SPLICES. IDENTIFICATION OF CABLE SPLICES AT LIGHT AND SIGN L-823 CABLE CONNECTOR KITS ARE NOT REQUIRED TO BE SHOWN.
- 5. THE CONTRACTOR SHALL BE AWARE THAT ABANDONED DIRECT BURIED CABLES AND LIGHT BASE FOUNDATIONS MAY BE ENCOUNTERED WHILE TRENCHING AND EXCAVATION. ALL EXCAVATED CABLES AND LIGHT BASES SHALL BE REMOVED AND DISPOSED OF OFF SITE AT THE CONTRACTOR'S EXPENSE. ALL VOIDS SHALL BE PROPERLY BACKFILLED WITH ON SITE SOIL.
- 6. SELECTIVE GRADING AROUND LIGHTS AND SIGNS SHALL BE REQUIRED AS DIRECTED BY THE RPR. THE COST SHALL BE INCLUDED IN THE RESPECTIVE ELECTRICAL PAY ITEM.
- 7. ALL ELECTRICAL WORK SHALL CONFORM TO FEDERAL AVIATION ADMINISTRATION SPECIFICATIONS AND APPLICABLE LOCAL, STATE AND NATIONAL ELECTRICAL CODES.
- 8. THE ELECTRICAL CHARACTERISTICS OF PROPOSED EQUIPMENT SHALL BE VERIFIED TO BE COMPATIBLE WITH EXISTING EQUIPMENT MANUFACTURER PRIOR TO INSTALLATION.
- 9. ABANDONED CABLES MAY EXIST IN THE VICINITY OF THE PROPOSED WORK. IF ENCOUNTERED, CONTRACTOR SHALL VERIFY THAT THEY ARE ABANDONED PRIOR TO REMOVAL. NON USED DIRECT BURIED CABLES SHALL BE ABANDONED IN PLACE, INCIDENTALLY REMOVED IN PROJECT EXCAVATION, OR REMOVED FROM DUCT BANKS AND/OR CONDUITS.
- 10. ITEMS OF SPECIFIC MANUFACTURE SHALL BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURER'S PRINTED INSTRUCTIONS AND OR MANUFACTURER'S REPRESENTATIVE DIRECTIONS.
- 11. ALL GROUND CONNECTIONS SHALL BE MADE USING EXOTHERMIC CONNECTIONS. GROUND RODS SHALL BE INSTALLED AT 500-FT INTERVALS ALONG COUNTERPOISE WIRE.
- 12. ALL CABLE CONNECTIONS SHALL BE MADE AT LIGHT UNITS, JUNCTION CANS, PULL BOXES, MANHOLES OR SIGNS UNLESS DIRECTED OTHERWISE. CABLE SPLICING ALONG THE CONDUIT RUNS OR WITHIN CONDUITS IS NOT ALLOWED. ALL CABLES SHALL BE CONTINUOUS WITHOUT SPLICES, INCLUDING HOME RUN CIRCUITS, UNLESS OTHERWISE APPROVED.
- 13. PROVIDE WATERTIGHT TERMINATION AND END CAP FOR ALL BURIED CONDUIT ENDS.
- 14. ALL TAXIWAY EDGE LIGHTS SHALL BE LOCATED 10 FEET OFF THE DEFINED PAVEMENT EDGE UNLESS OTHERWISE NOTED OR DIRECTED. THE CONTRACTOR SHALL ALIGN ALL LIGHTS ON TANGENT SECTIONS SUCH THAT THEY FORM A STRAIGHT LINE. LIGHTS AROUND RADIUS SHALL BE EVENLY SPACED. THE CONTRACTOR SHALL NOT SOLELY RELAY ON THE CAD FILES FOR LAYOUT AND SHALL CONFIRM AND VALIDATE THE SPACING AND SETBACK REQUIREMENTS PRIOR TO FINAL INSTALLATION.
- 15. ALL LIGHT BASES SHALL HAVE A MINIMUM OF TWO CONDUIT STUBS SPACED 180 DEGREES APART. ANOTHER STUB AT 90 DEGREES IS REQUIRED FOR DRAIN PIPES AT THE LOCATIONS IDENTIFIED ON THE PLANS. CAP CONDUIT STUB IF IT IS NOT OCCUPIED. ADDITIONAL CONDUIT STUBS MAY BE REQUIRED, SEE PLANS FOR LOCATIONS.
- 16. ANY EQUIPMENT AND MATERIALS THAT ARE TEMPORARILY REMOVED, AND TO BE RE-USED, SHALL BE STORED IN A SAFE LOCATION AND PROTECTED FROM THE ENVIRONMENT. DAMAGE TO ANY STORED EQUIPMENT AND MATERIAL THAT IS SCHEDULED TO BE REINSTALLED SHALL BE REPLACED IN-KIND BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- 17. SOME EXISTING MANHOLES, JUNCTION CANS, PULL BOXES, CONDUITS AND DUCT BANKS WHERE WORK IS SCHEDULED TO OCCUR MAY CONTAIN ADDITIONAL ENERGIZED CABLES. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT MEN AND EQUIPMENT AS WELL AS TO MAINTAIN EXISTING CIRCUITS ASSOCIATED WITH ACTIVE AND OPEN PAVEMENTS.

- 18. THE CONTRACTOR IS ENCOURAGED TO USE PRECAST LIGHT BASES, SIGN FOUNDATIONS AND ELECTRICAL STRUCTURES WHERE EVER POSSIBLE.
- 19. THE CONTRACTOR SHALL MARK OUT ALL PROPOSED PROJECT FEATURES FOR THE RPR'S APPROVAL PRIOR TO EXCAVATION AND FOUNDATION INSTALLATION. LAYOUT SHALL BE MADE BY A LICENSED LAND SURVEYOR. OFFSET PINS MAY BE INSTALLED TO TRIANGULATE TO THE PROPOSED FEATURE AFTER EXCAVATION.
- 20. IN THE EVENT ANY OBSTRUCTIONS AND/OR UTILITIES NOT SHOWN ON THE PLANS ARE ENCOUNTERED DURING CONSTRUCTION, AND ARE DEEMED TO BE CONFLICTS TO THE NEW WORK, ALL WORK SHALL STOP (ON THAT ITEM) AND THE RPR NOTIFIED PRIOR TO PROCEEDING WITH WORK. WORK MAY PROCEED ON OTHER WORK TASKS TO MAINTAIN SCHEDULE.
- 21. ROUTING OF CONDUIT IS DIAGRAMMATIC AND CONCEPTUAL IN NATURE AND NOT INTENDED TO SHOW ALL REQUIRED OFFSETS AND DETAILS. EXACT ROUTING WILL BE DETERMINED IN THE FIELD AND MUST BE APPROVED BY THE RPR.
- 22. NO IN-LINE SPLICES SHALL BE PERMITTED ON AIRFIELD CABLES UNLESS COORDINATED IN ADVANCE AND APPROVED OR SHOWN ON THE PLANS. THIS INCLUDES HOMERUN CIRCUITS.
- 23. IN AREAS WHERE PROPOSED CONDUIT IS DESIGNED TO BE INSTALLED AT A LOCATION WHERE EXISTING CONDUIT IS TO BE ABANDONED, THE CONTRACTOR SHALL REMOVE THE EXISTING CONDUIT. CONDUIT REMOVAL SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE PROPOSED CONDUIT.
- 24. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 10 FEET OF COILED CABLE SLACK IN EVERY ELECTRICAL STRUCTURE AND LIGHT BASE. THE SLACK WILL BE USED TO BRING THE TRANSFORMER AND CONNECTORS A MINIMUM OF 3 FEET ABOVE THE GROUND SURFACE FOR MAINTENANCE AND ALLOW FOR FUTURE CABLE SPLICE REPAIRS. PAYMENT WILL BE MADE UNDER ITEM L-108, LINEAR FOOT.
- 25. THE RETURN CABLE CONNECTED TO EVERY LIGHT TRANSFORMER SHALL BE WRAPPED IN RED TAPE AS APPROVED BY THE RPR.
- 26. FINE GRADING SHALL INCLUDE CREATING A SMOOTH STABLE UNIFORM SURFACE WITH TOPSOIL TO SUPPORT TURF GROWTH. ALL AREAS SHALL BE RAKED OR OTHERWISE CLEARED OF STONES AND OTHER MATERIAL LARGER THAN 1" IN ANY DIAMETER. SURFACES MUST MEET TSA/RSA STANDARDS AND SAFELY ACCOMMODATE THE AIRPORTS MOWING EQUIPMENT.
- 27. THE LOCATION OF JUNCTION CANS AND CONDUITS MAY BE FIELD ADJUSTED TO AVOID CONFLICTS AS APPROVED BY THE RPR AND ENGINEER.
- 28. SEPARATE MEASUREMENT AND PAYMENT WILL BE MADE FOR CABLE REMOVAL FOR THOSE CONDUITS AND DUCT BANKS SCHEDULED FOR REUSE AND PAID UNDER ITEM L-110. THE LINEAR FOOT PAYMENT ITEM IS MEASURED BY CONDUIT, REGARDLESS OF THE NUMBER OF CABLES WITHIN THE CONDUIT. CONDUITS MAY BE INDIVIDUAL OR MULTIPLE CONSTRAINED WITHIN A DUCT BANK. CABLE REMOVAL SHALL NOT BE PAID FOR SEPARATELY IN CASES WHERE THE CONDUIT IS BEING EXCAVATED. WHERE CONDUITS (WITH CABLES) FALL WITHIN THE PROJECT EXCAVATION LIMITS, THE COST FOR REMOVING AND DISPOSING OF BOTH CABLE AND CONDUIT SHALL BE INCIDENTAL TO ITEM P-152 EXCAVATION.
- 29. THE FINAL GRADE SHALL BE SMOOTH, FREE OF RUTS, DEPRESSIONS OR DROP OFFS. THE TOPSOIL SHALL MEET THE FINISHED GRADE OF ALL LIGHTS, SIGNS AND OTHER FEATURES AND BE PLACED WITH NO VERTICAL DROPS ALLOWED. TOPSOIL SHALL BE GRADED SLIGHTLY AWAY FROM ELECTRICAL FEATURES INCLUDING LIGHTS AND SIGNS WITH A MAXIMUM ALLOWABLE SLOPE OF 3.0 PERCENT, IN COMPLIANCE WITH RUNWAY AND TAXIWAY SAFETY AREA GRADING REQUIREMENTS. THE FINISH SURFACE SHALL BE LEFT IN A MANNER TO SAFELY ACCOMMODATE THE OWNERS FINISH MOWING EQUIPMENT AS APPROVED BY THE OWNER. AREAS THAT SETTLE OUT FROM TRENCH SETTLEMENT OVER THE ONE-YEAR WARRANTY PERIOD SHALL BE RE-TOPSOILED, SEEDED AND MULCHED TO RESTORE THE INTENDED GRADE.
- 30. ALL CONDUIT CONNECTIONS TO EXISTING LIGHT UNITS, DUCT BANKS OR SIGNS SHALL BE MADE WITH INDUSTRY STANDARD UL LISTED WATERTIGHT CONNECTORS. ALL NECESSARY SWEEPS SHALL BE MADE WITH PRE-FORMED SWEEPS OR CONDUIT BENT ON-SITE USING APPROVED CONDUIT HEATING EQUIPMENT (HOT BOX). ALL CONNECTIONS SHALL BE INCIDENTAL TO ITEM L-110 PAYMENT ITEMS.
- 31. THE CONTRACTOR SHALL VERIFY ALL INPUT VOLTAGES, AMPERAGE AND OTHER ELECTRICAL CHARACTERISTICS FOR REPLACEMENT TRANSFORMERS, REGULATORS, ETC. PRIOR TO ORDERING THE EQUIPMENT.
- 32. IT IS THE INTENT OF THIS CONTRACT TO HAVE A WELL DRAINED, WATER FREE UNDERGROUND ELECTRICAL SYSTEM INCLUDING ALL ELECTRICAL STRUCTURES. ALTHOUGH WATERTIGHT CONNECTORS ARE SPECIFIED, THE JOINTS AND COUPLINGS WILL LEAK IN WATER AND THEREFORE IS CLASSIFIED AS A "WET SYSTEM". ELECTRICAL DRAINS HAVE BEEN DESIGNED INTO THE PROJECT TO DRAIN INCOMING WATER. ADDITIONAL DRAINS, ABOVE AND BEYOND THOSE SHOWN ON THE PLANS, MAY BE REQUIRED TO MEET THIS REQUIREMENT AS RECOMMENDED BY THE CONTRACTOR AND APPROVED BY THE RPR. PAYMENT FOR ELECTRICAL DRAINAGE SUMPS SHALL BE MADE UNDER ITEM L-110.

- 33. PAVEMENT CORING IS CRITICAL TO THE CORRECT INSTALLATION OF IN-PAVEMENT 2-PART LIGHT BASES SPECIFIED IN THIS CONTRACT. THE CONTRACTOR SHALL PROVIDE A TRAILER OR RIG MOUNTED CORE MACHINE CAPABLE OF CORING UP TO A 36-INCH DIAMETER HOLE THRU THE MAXIMUM DEPTH OF PAVEMENT (COORDINATE WITH THE CIVIL PAVEMENT SHEETS), HAND HELD OR FLOOR MOUNTED UNITS WILL NOT BE ACCEPTABLE. PROVIDE A SHOP DRAWING SUBMITTAL OF THE INTENDED EQUIPMENT FOR REVIEW AND APPROVAL BY THE RPR PRIOR TO CONSTRUCTION. THE UNIT PROVIDED SHALL USE DIAMOND CUTTING TEETH, BE ADJUSTABLE (TO PRECISELY CENTER THE CORE OVER THE INTENDED LIGHT LOCATION) AND BE INTENDED FOR THE APPLICATION SPECIFIED.
- 34. AIRPORT OPERATIONS RESERVES THE RIGHT TO SALVAGE ANY PORTION OF THE EXISTING LIGHTING SYSTEM COMPONENTS SCHEDULED FOR DEMOLITION. THE OWNER WILL MARK AND INFORM THE CONTRACTOR OF WHAT EQUIPMENT THEY WISH TO SALVAGE PRIOR TO CONSTRUCTION, WITH A PREFERENCE ON EQUIPMENT THAT IS IN BEST OPERATING CONDITION. THERE IS NO GUARANTEE ON THE QUANTITY OF EQUIPMENT OR MATERIAL REQUESTED FOR SALVAGE. THE CONTRACTORS DEMOLITION PRICING SHALL INCLUDE COST PROVISIONS TO COVER SPOILING EVERYTHING OFF SITE, CAREFULLY REMOVING AND STOCKPILING EVERYTHING FOR SALVAGE, OR A COMPOSITE BLEND OF THE TWO CIRCUMSTANCES. THE OWNER MAY ELECT TO SALVAGE THE FOLLOWING EQUIPMENT: EDGE LIGHT ASSEMBLIES (LIGHT UNIT, LIGHT POST, TRANSFORMER, LIGHT BASE COVER), GUIDANCE SIGN ASSEMBLIES (SIGN HOUSING, PANELS, LEGS, FLOOR FLANGES), CABLE, ELECTRICAL POWER AND CONTROL EQUIPMENT. THE CONTRACTOR SHALL SEPARATE USEABLE EQUIPMENT FROM UNUSABLE EQUIPMENT. THE EQUIPMENT TO BE SALVAGED SHALL BE CAREFULLY REMOVED BY THE CONTRACTOR, TRANSPORTED AND STOCKPILED AT A LOCATION DESIGNATED BY THE OWNER IN PROPER WORKING CONDITION. ALL OTHER MATERIALS SHALL BE SPOILED OFF AIRPORT PROPERTY AT A PROPER DISPOSAL SITE AT THE CONTRACTOR EXPENSE.
- 35. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AN EFFECTIVE SAFETY PROGRAM. SAFETY IS THE RESPONSIBILITY OF THE CONTRACTOR AND ALL EMPLOYEES, REGARDLESS OF POSITION. SAFETY MUST BE PRACTICED DAILY IN EVERY WORK TASK FOLLOWING ALL INDUSTRY STANDARD AND OSHA REGULATIONS. AIRPORT LIGHTING CIRCUITS ARE, BY THEIR NATURE, VERY DANGEROUS AND REQUIRE SPECIALIZED TRAINING ON THEIR FUNCTIONALITY. AIRFIELD CIRCUITS RELAY ON CONSTANT CURRENT AND VOLTAGE METER READINGS CANNOT BE RELIED UPON AS PORTIONS OF THE CIRCUIT MAY READ NEAR ZERO VOLTS.
- 36. AT A MINIMUM, THE FOLLOWING SAFETY PRACTICES SHOULD BE FOLLOWED BY ALL PERSONNEL:
  - ENSURE THAT ALL PERSONNEL ARE TRAINED AND FAMILIAR WITH ELECTRICAL SAFETY.
  - DO NOT WORK ON LIVE CIRCUITS
  - STRICTLY OBSERVE SAFETY RULES. RULES SHALL BE LISTED IN THE CONTRACTOR SAFETY PLAN AND INCLUDE PERSONAL SAFETY PRECAUTIONS.
  - ENSURE THAT ALL TEST AND SERVICE EQUIPMENT IS UL APPROVED AND RATED FOR THE CURRENT AND VOLTAGES EXPECTED.
  - PRIOR TO BEGINNING ANY ELECTRICAL WORK, COORDINATE THE WORK SCHEDULE WITH AIRPORT OPERATIONS AND THE RPR. MAKE SURE CIRCUITS WILL NOT BE ENERGIZED DURING WORK BY OBSERVING STRICT LOCK OUT- TAG OUT PROCEDURES.
  - AT LEAST TWO ELECTRICIANS SHOULD BE ASSIGNED WHEN WORKING ON HIGH VOLTAGE CIRCUITS, WITH AT LEAST ONE HAVING A THOUGH KNOWLEDGE OF HIGH VOLTAGE AIRFIELD LIGHTING CIRCUITS. THE SECOND PERSON'S PRIMARY RESPONSIBILITY WILL BE AN OBSERVER.
  - KNOW HOW TO SUMMON IMMEDIATE EMERGENCY AND MEDICAL AID.
  - PROVIDE A SAFETY NOTICE BOARD AND ALL NECESSARY SAFETY EQUIPMENT.
- 37. THE BASIC RULES APPLICABLE WHEN WORKING AROUND AIRFIELD LIGHTING CIRCUITS INCLUDE:
  - ALWAYS ASSUME THAT THE CIRCUIT IS ENERGIZED, OR CAN BE ENERGIZED BY REPORT CONTROL, UNTIL PROVEN OTHERWISE BY MECHANICAL DISCONNECTION AND LOCK OUT- TAG OUT.
  - NEVER UNDER ANY CIRCUMSTANCES BREAK A LIVE CIRCUIT.
  - NEVER ENTER AN ELECTRICAL STRUCTURE WITH ENERGIZED CONDUCTORS AND NEVER HANDLE LIVE CABLES WHILE THERE IS CURRENT PRESENT UNLESS SPECIAL PRECAUTIONS ARE TAKEN.
  - TAKE CAUTION OF INDUCED VOLTAGES. VOLTAGES MAY BE INDUCED IN AN OTHERWISE DE-ENERGIZED CONDUCTOR FROM A NEARBY ENERGIZED CABLE.
  - CONFINED SPACE ENTRY AND EXCAVATION SHORING SHALL BE GOVERNED BY OSHA REQUIREMENTS.
- 38. A NOMINAL QUANTITY OF SPARE LIGHT AND SIGN FIXTURES SHALL BE TURNED OVER TO THE AIRPORT AT THE COMPLETION OF THE PROJECT, NEW AND UNPACKAGED. THE LIST OF REQUESTED SPARE PARTS IS SHOWN ON THE ELECTRICAL DETAILS.
- 39. WHEN DETERMINING THE NUMBER OF CHARACTERS IN A GUIDANCE SIGN LEGEND, THE CHARACTERS 1. . (DOT), - (DASH) WILL BE CONSIDERED ONE HALF CHARACTER. PAYMENT WILL BE FOR THE SUM OF ALL CHARACTERS ON THE LONGEST FACE ROUNDED UP TO THE WHOLE NUMBER. CHARACTERS ON THE OPPOSITE SIDE OF THE SIGN WILL NOT BE COUNTED.



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**TAXIWAY D, H & G RECONFIGURATION**

**GRIFFISS INTERNATIONAL AIRPORT ONEIDA COUNTY ROME, NEW YORK**

MARK	DATE	DESCRIPTION

REVISIONS	
PROJECT NO:	146.176.001
DATE:	FEBRUARY 25, 2025
DRAWN BY:	D.A. MASTROPAOLO
DESIGNED BY:	J.F. FRAZEE
CHECKED BY:	C.D. BRUBACH

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW

**GENERAL ELECTRICAL NOTES**

**E1001**

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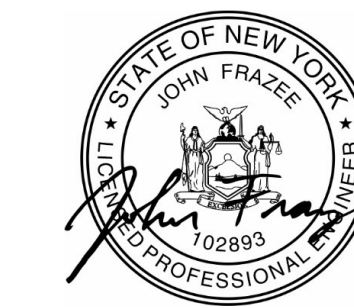
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**A1 ELECTRICAL NOTES**  
SCALE: NOT TO SCALE





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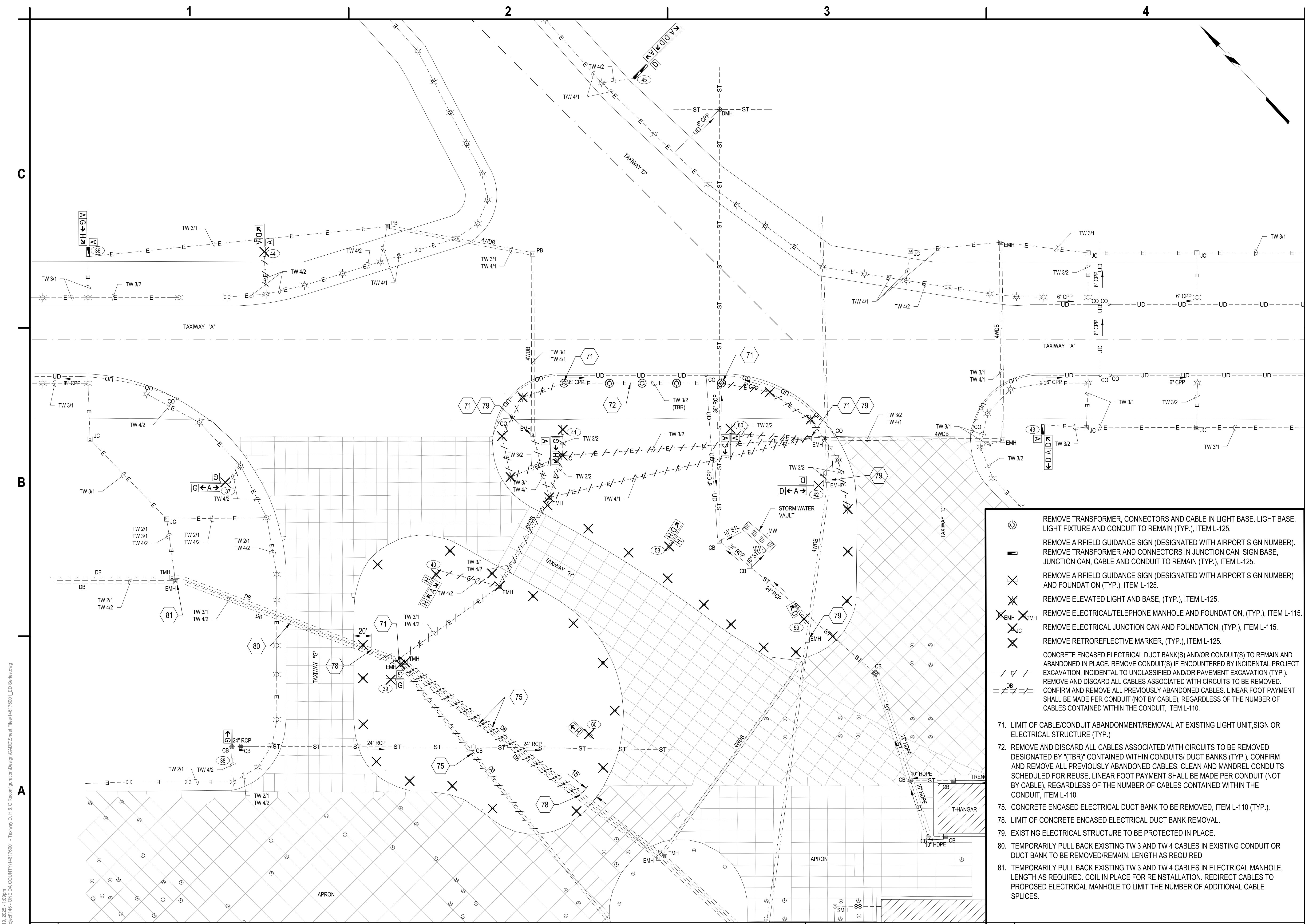
**TAXIWAY D, H & G  
RECONFIGURATION**  
**GRIFFISS INTERNATIONAL AIRPORT**  
**ONEIDA COUNTY ROME, NEW YORK**

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**ELECTRICAL  
DEMOLITION PLAN**

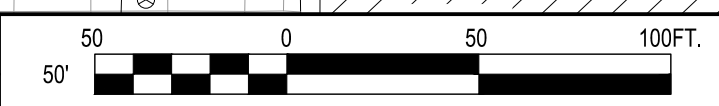
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SHEET NO. 14 OF 21



- ⊙ REMOVE TRANSFORMER, CONNECTORS AND CABLE IN LIGHT BASE. LIGHT BASE, LIGHT FIXTURE AND CONDUIT TO REMAIN (TYP.), ITEM L-125.
- ⊞ REMOVE AIRFIELD GUIDANCE SIGN (DESIGNATED WITH AIRPORT SIGN NUMBER), REMOVE TRANSFORMER AND CONNECTORS IN JUNCTION CAN. SIGN BASE, JUNCTION CAN, CABLE AND CONDUIT TO REMAIN (TYP.), ITEM L-125.
- ⊗ REMOVE AIRFIELD GUIDANCE SIGN (DESIGNATED WITH AIRPORT SIGN NUMBER) AND FOUNDATION (TYP.), ITEM L-125.
- ⊗ REMOVE ELEVATED LIGHT AND BASE, (TYP.), ITEM L-125.
- ⊗<sub>EMH</sub> REMOVE ELECTRICAL/TELEPHONE MANHOLE AND FOUNDATION, (TYP.), ITEM L-115.
- ⊗<sub>JC</sub> REMOVE ELECTRICAL JUNCTION CAN AND FOUNDATION, (TYP.), ITEM L-115.
- ⊗ REMOVE RETROREFLECTIVE MARKER, (TYP.), ITEM L-125.
- /—/— CONCRETE ENCASED ELECTRICAL DUCT BANK(S) AND/OR CONDUIT(S) TO REMAIN AND ABANDONED IN PLACE. REMOVE CONDUIT(S) IF ENCOUNTERED BY INCIDENTAL PROJECT EXCAVATION, INCIDENTAL TO UNCLASSIFIED AND/OR PAVEMENT EXCAVATION (TYP.). REMOVE AND DISCARD ALL CABLES ASSOCIATED WITH CIRCUITS TO BE REMOVED. CONFIRM AND REMOVE ALL PREVIOUSLY ABANDONED CABLES. LINEAR FOOT PAYMENT SHALL BE MADE PER CONDUIT (NOT BY CABLE), REGARDLESS OF THE NUMBER OF CABLES CONTAINED WITHIN THE CONDUIT, ITEM L-110.
- 71. LIMIT OF CABLE/CONDUIT ABANDONMENT/REMOVAL AT EXISTING LIGHT UNIT, SIGN OR ELECTRICAL STRUCTURE (TYP.)
- 72. REMOVE AND DISCARD ALL CABLES ASSOCIATED WITH CIRCUITS TO BE REMOVED DESIGNATED BY "(TBR)" CONTAINED WITHIN CONDUITS/ DUCT BANKS (TYP.). CONFIRM AND REMOVE ALL PREVIOUSLY ABANDONED CABLES. CLEAN AND MANDREL CONDUITS SCHEDULED FOR REUSE. LINEAR FOOT PAYMENT SHALL BE MADE PER CONDUIT (NOT BY CABLE), REGARDLESS OF THE NUMBER OF CABLES CONTAINED WITHIN THE CONDUIT, ITEM L-110.
- 75. CONCRETE ENCASED ELECTRICAL DUCT BANK TO BE REMOVED, ITEM L-110 (TYP.).
- 78. LIMIT OF CONCRETE ENCASED ELECTRICAL DUCT BANK REMOVAL.
- 79. EXISTING ELECTRICAL STRUCTURE TO BE PROTECTED IN PLACE.
- 80. TEMPORARILY PULL BACK EXISTING TW 3 AND TW 4 CABLES IN EXISTING CONDUIT OR DUCT BANK TO BE REMOVED/REMAIN, LENGTH AS REQUIRED
- 81. TEMPORARILY PULL BACK EXISTING TW 3 AND TW 4 CABLES IN ELECTRICAL MANHOLE, LENGTH AS REQUIRED. COIL IN PLACE FOR REINSTALLATION. REDIRECT CABLES TO PROPOSED ELECTRICAL MANHOLE TO LIMIT THE NUMBER OF ADDITIONAL CABLE SPLICES.

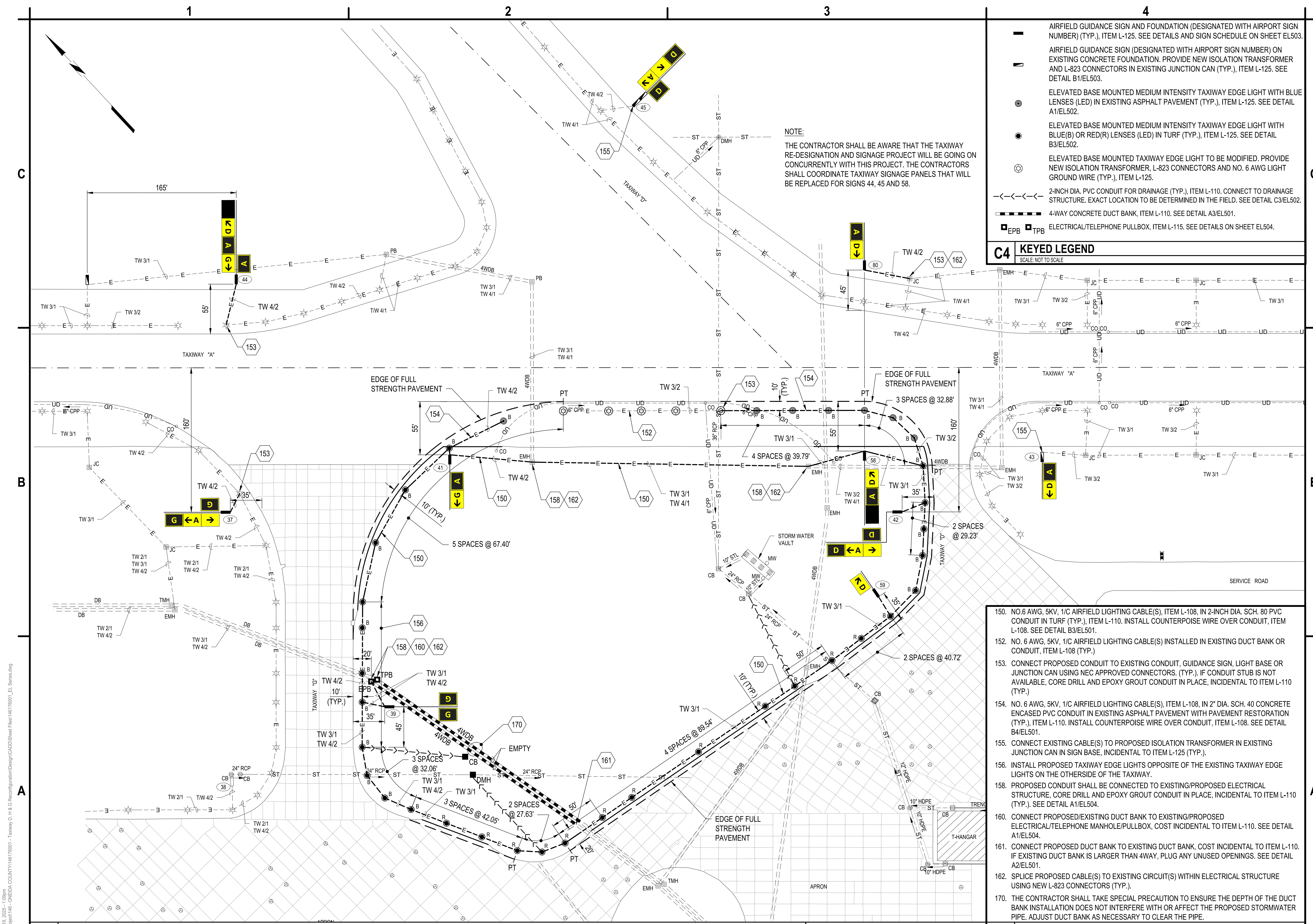
**A1 ELECTRICAL DEMOLITION PLAN**  
SCALE: 1"=50'

**A4 KEYED NOTES AND KEYED LEGEND**  
SCALE: NOT TO SCALE



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**NOTE:**  
 THE CONTRACTOR SHALL BE AWARE THAT THE TAXIWAY RE-DESIGNATION AND SIGNAGE PROJECT WILL BE GOING ON CONCURRENTLY WITH THIS PROJECT. THE CONTRACTORS SHALL COORDINATE TAXIWAY SIGNAGE PANELS THAT WILL BE REPLACED FOR SIGNS 44, 45 AND 58.

- AIRFIELD GUIDANCE SIGN AND FOUNDATION (DESIGNATED WITH AIRPORT SIGN NUMBER) (TYP.), ITEM L-125. SEE DETAILS AND SIGN SCHEDULE ON SHEET EL503.
- AIRFIELD GUIDANCE SIGN (DESIGNATED WITH AIRPORT SIGN NUMBER) ON EXISTING CONCRETE FOUNDATION. PROVIDE NEW ISOLATION TRANSFORMER AND L-823 CONNECTORS IN EXISTING JUNCTION CAN (TYP.), ITEM L-125. SEE DETAIL B1/EL503.
- ELEVATED BASE MOUNTED MEDIUM INTENSITY TAXIWAY EDGE LIGHT WITH BLUE LENSES (LED) IN EXISTING ASPHALT PAVEMENT (TYP.), ITEM L-125. SEE DETAIL A1/EL502.
- ELEVATED BASE MOUNTED MEDIUM INTENSITY TAXIWAY EDGE LIGHT WITH BLUE(B) OR RED(R) LENSES (LED) IN TURF (TYP.), ITEM L-125. SEE DETAIL B3/EL502.
- ELEVATED BASE MOUNTED TAXIWAY EDGE LIGHT TO BE MODIFIED. PROVIDE NEW ISOLATION TRANSFORMER, L-823 CONNECTORS AND NO. 6 AWG LIGHT GROUND WIRE (TYP.), ITEM L-125.
- 2-INCH DIA. PVC CONDUIT FOR DRAINAGE (TYP.), ITEM L-110. CONNECT TO DRAINAGE STRUCTURE. EXACT LOCATION TO BE DETERMINED IN THE FIELD. SEE DETAIL C3/EL502.
- 4-WAY CONCRETE DUCT BANK, ITEM L-110. SEE DETAIL A3/EL501.
- EPB □ TPB ELECTRICAL/TELEPHONE PULLBOX, ITEM L-115. SEE DETAILS ON SHEET EL504.

**C4 KEYED LEGEND**  
 SCALE: NOT TO SCALE

- 150. NO. 6 AWG, 5KV, 1/C AIRFIELD LIGHTING CABLE(S), ITEM L-108, IN 2-INCH DIA. SCH. 80 PVC CONDUIT IN TURF (TYP.), ITEM L-110. INSTALL COUNTERPOISE WIRE OVER CONDUIT, ITEM L-108. SEE DETAIL B3/EL501.
- 152. NO. 6 AWG, 5KV, 1/C AIRFIELD LIGHTING CABLE(S) INSTALLED IN EXISTING DUCT BANK OR CONDUIT, ITEM L-108 (TYP.)
- 153. CONNECT PROPOSED CONDUIT TO EXISTING CONDUIT, GUIDANCE SIGN, LIGHT BASE OR JUNCTION CAN USING NEC APPROVED CONNECTORS. (TYP.). IF CONDUIT STUB IS NOT AVAILABLE, CORE DRILL AND EPOXY GROUT CONDUIT IN PLACE, INCIDENTAL TO ITEM L-110 (TYP.)
- 154. NO. 6 AWG, 5KV, 1/C AIRFIELD LIGHTING CABLE(S), ITEM L-108, IN 2" DIA. SCH. 40 CONCRETE ENCASED PVC CONDUIT IN EXISTING ASPHALT PAVEMENT WITH PAVEMENT RESTORATION (TYP.), ITEM L-110. INSTALL COUNTERPOISE WIRE OVER CONDUIT, ITEM L-108. SEE DETAIL B4/EL501.
- 155. CONNECT EXISTING CABLE(S) TO PROPOSED ISOLATION TRANSFORMER IN EXISTING JUNCTION CAN IN SIGN BASE, INCIDENTAL TO ITEM L-125 (TYP.)
- 156. INSTALL PROPOSED TAXIWAY EDGE LIGHTS OPPOSITE OF THE EXISTING TAXIWAY EDGE LIGHTS ON THE OTHERSIDE OF THE TAXIWAY.
- 158. PROPOSED CONDUIT SHALL BE CONNECTED TO EXISTING/PROPOSED ELECTRICAL STRUCTURE, CORE DRILL AND EPOXY GROUT CONDUIT IN PLACE, INCIDENTAL TO ITEM L-110 (TYP.). SEE DETAIL A1/EL504.
- 160. CONNECT PROPOSED/EXISTING DUCT BANK TO EXISTING/PROPOSED ELECTRICAL/TELEPHONE MANHOLE/PULLBOX, COST INCIDENTAL TO ITEM L-110. SEE DETAIL A1/EL504.
- 161. CONNECT PROPOSED DUCT BANK TO EXISTING DUCT BANK, COST INCIDENTAL TO ITEM L-110. IF EXISTING DUCT BANK IS LARGER THAN 4WAY, PLUG ANY UNUSED OPENINGS. SEE DETAIL A2/EL501.
- 162. SPLICE PROPOSED CABLE(S) TO EXISTING CIRCUIT(S) WITHIN ELECTRICAL STRUCTURE USING NEW L-823 CONNECTORS (TYP.).
- 170. THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTION TO ENSURE THE DEPTH OF THE DUCT BANK INSTALLATION DOES NOT INTERFERE WITH OR AFFECT THE PROPOSED STORMWATER PIPE. ADJUST DUCT BANK AS NECESSARY TO CLEAR THE PIPE.

**A1 LIGHTING AND SIGNAGE PLAN**  
 SCALE: 1"=50'

**A4 KEYED NOTES**  
 SCALE: NOT TO SCALE



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**TAXIWAY D, H & G  
 RECONFIGURATION**  
**GRIFFISS INTERNATIONAL AIRPORT  
 ONEIDA COUNTY ROME, NEW YORK**

MARK	DATE	DESCRIPTION
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	PROJECT NO:	146.176.001
	DATE:	FEBRUARY 25, 2025
	DRAWN BY:	D.A. MASTROPAOLO
	DESIGNED BY:	J.F. FRAZEE
	CHECKED BY:	C.D. BRUBACH
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**LIGHTING AND SIGNAGE PLAN**

**EL101**

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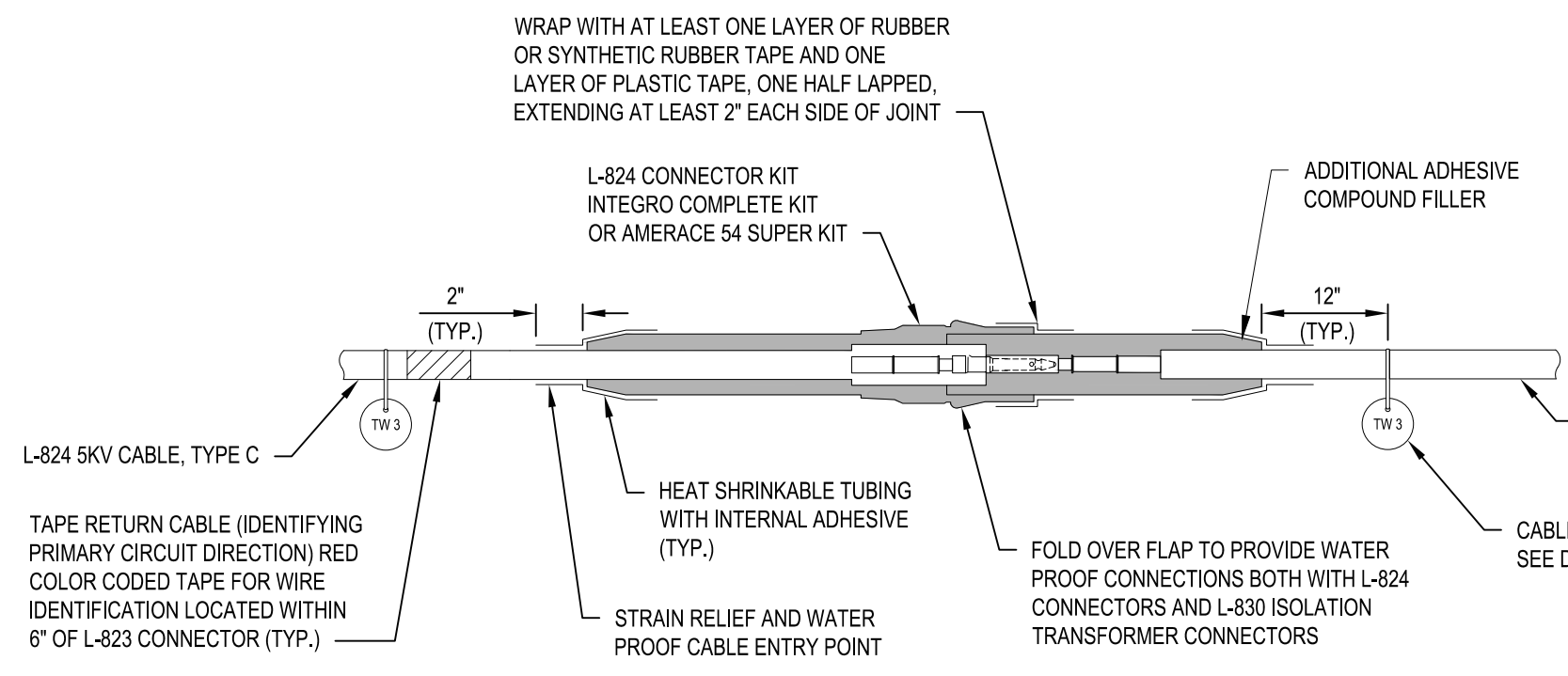
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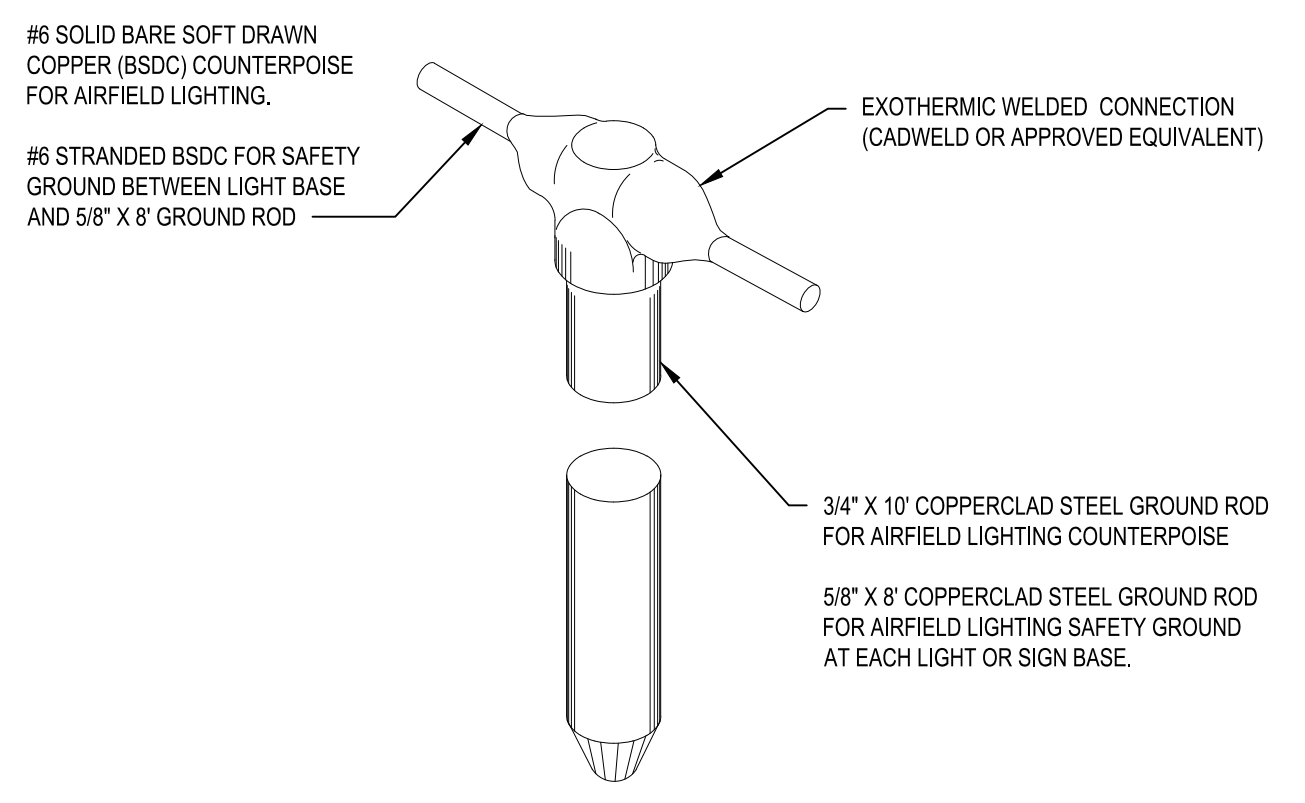
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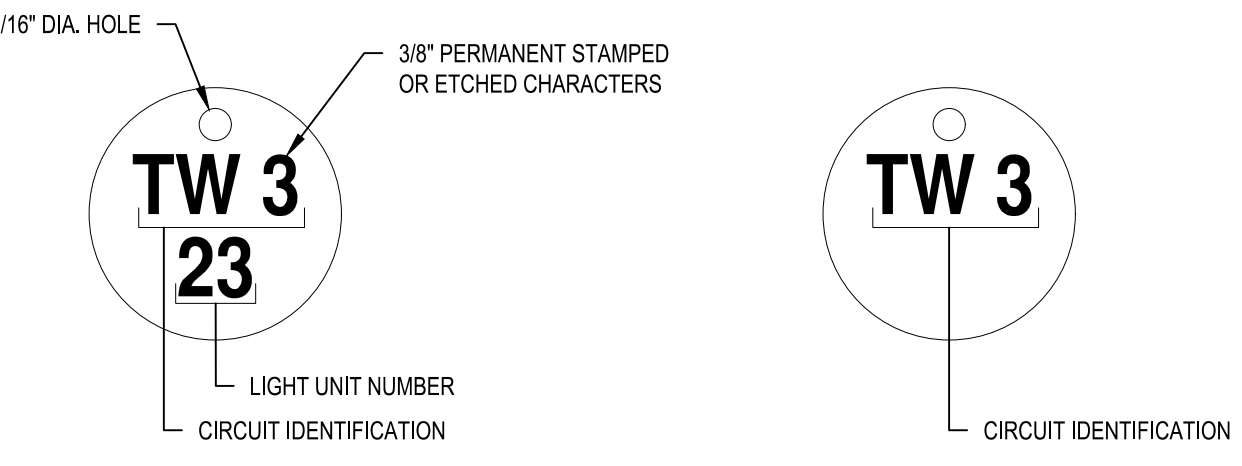
- NOTES:**
1. CONNECTION OF CONDUCTORS SHALL BE MADE USING CRIMP CONNECTIONS AND A CRIMPING TOOL APPROVED BY THE MANUFACTURER
  2. PROPERLY MATCH THE INSIDE DIAMETER OF CONNECTOR TO THE OUTSIDE DIAMETER OF CABLE FOR A TIGHT FIT.
  3. CABLE JACKET SHALL BE REMOVED BY A "PENCILING" TOOL APPROVED BY THE MANUFACTURER. CONDUCTORS SHALL NOT BE NICKED OR DAMAGED.
  4. FACTORY MOLDED TRANSFORMER SECONDARY LEADS ONLY REQUIRE TAPE WRAP AFTER INSERTION OF THE PLUG CONNECTOR.

**C1 CABLE CONNECTOR DETAIL**  
SCALE: NOT TO SCALE



- NOTES:**
1. GROUND RODS FOR AIRFIELD LIGHTING #6 COUNTERPOISE SHALL BE INSTALLED AS SHOWN ON LAYOUT PLAN SHEETS AND NOT MORE THAN 500' APART.
  2. TOP OF GROUND ROD SHALL BE DRIVEN NOT LESS THAN 6" BELOW GRADE.
  3. EQUIPOTENTIAL LIGHTNING PROTECTION SYSTEM HAS BEEN DESIGNED, RUN COUNTERPOISE WIRE ABOVE CONDUITS AND CONNECT TO ALL METALLIC OBJECTS IN THE LIGHTING SYSTEM.

**C3 AIRFIELD LIGHTING GROUND ROD CONNECTION DETAIL**  
SCALE: NOT TO SCALE

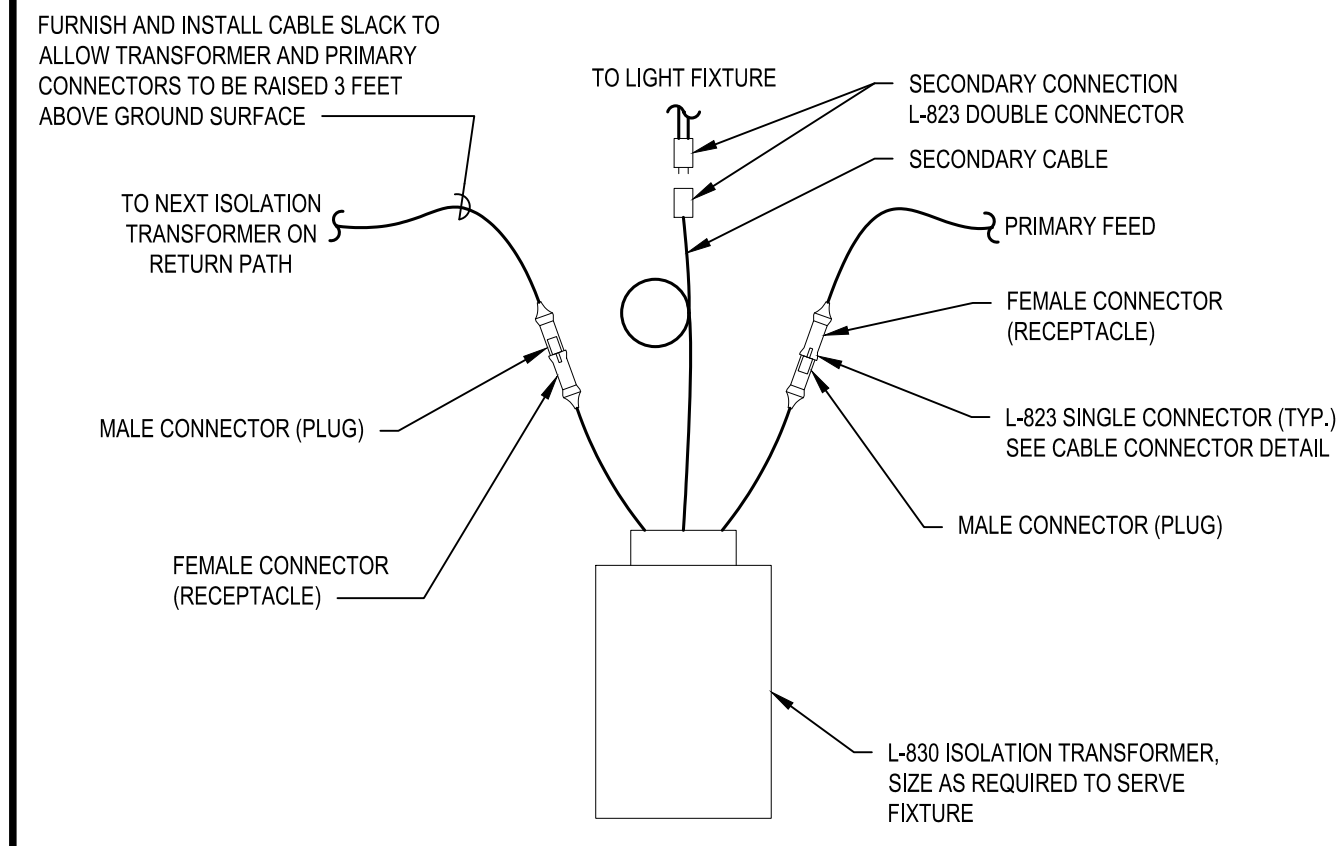


- IDENTIFICATION TAG NOTES:**
1. A LIGHT UNIT IDENTIFICATION TAG SHALL BE PLACED ON EACH ELEVATED LIGHT UNIT.
  2. LIGHT UNIT IDENTIFICATION TAGS SHALL BE A 1" MIN. 1.5" MAX. DIA. DISK OF NON-CORROSIVE BASED METAL WITH NUMBERS PERMANENTLY STAMPED OR ENGRAVED.
  3. LIGHT UNIT IDENTIFICATION TAGS SHALL BE SECURELY ATTACHED TO THE LIGHT UNIT BY SET SCREW OR NON-CORROSIVE WIRE BAND.
  4. NUMBERING SYSTEM FOR TAGS SHALL BE COORDINATED WITH AIRPORT OWNER PRIOR TO ORDERING TAGS.
  5. LIGHT UNIT IDENTIFICATION TAGS SHALL BE INSTALLED IN SEQUENTIAL ORDER ACCORDING TO HOW THE LIGHTING CABLES IS CONNECTED TO LIGHT UNITS.
  6. AT LEAST TWO CABLE CIRCUIT IDENTIFICATION TAG SHALL BE INSTALLED ON EACH CABLE WITHIN EACH ACCESS POINT ONE AT THE CABLE ENTRANCE AND EXIT.
  7. CABLE CIRCUIT IDENTIFICATION TAGS SHALL BE A 1" MIN. 2" MAX. DIA. DISK OF NON-CORROSIVE MATERIAL WITH THE CIRCUIT IDENTIFICATION PERMANENTLY STAMPED OR ENGRAVED.
  8. CABLE CIRCUIT IDENTIFICATION TAGS SHALL BE ATTACHED TO CABLES WITH A UV RESISTANCE PLASTIC STRAP. METAL TIES SHALL NOT BE USED ON CABLES
  9. PLASTIC TAGS SHALL NOT BE USED.

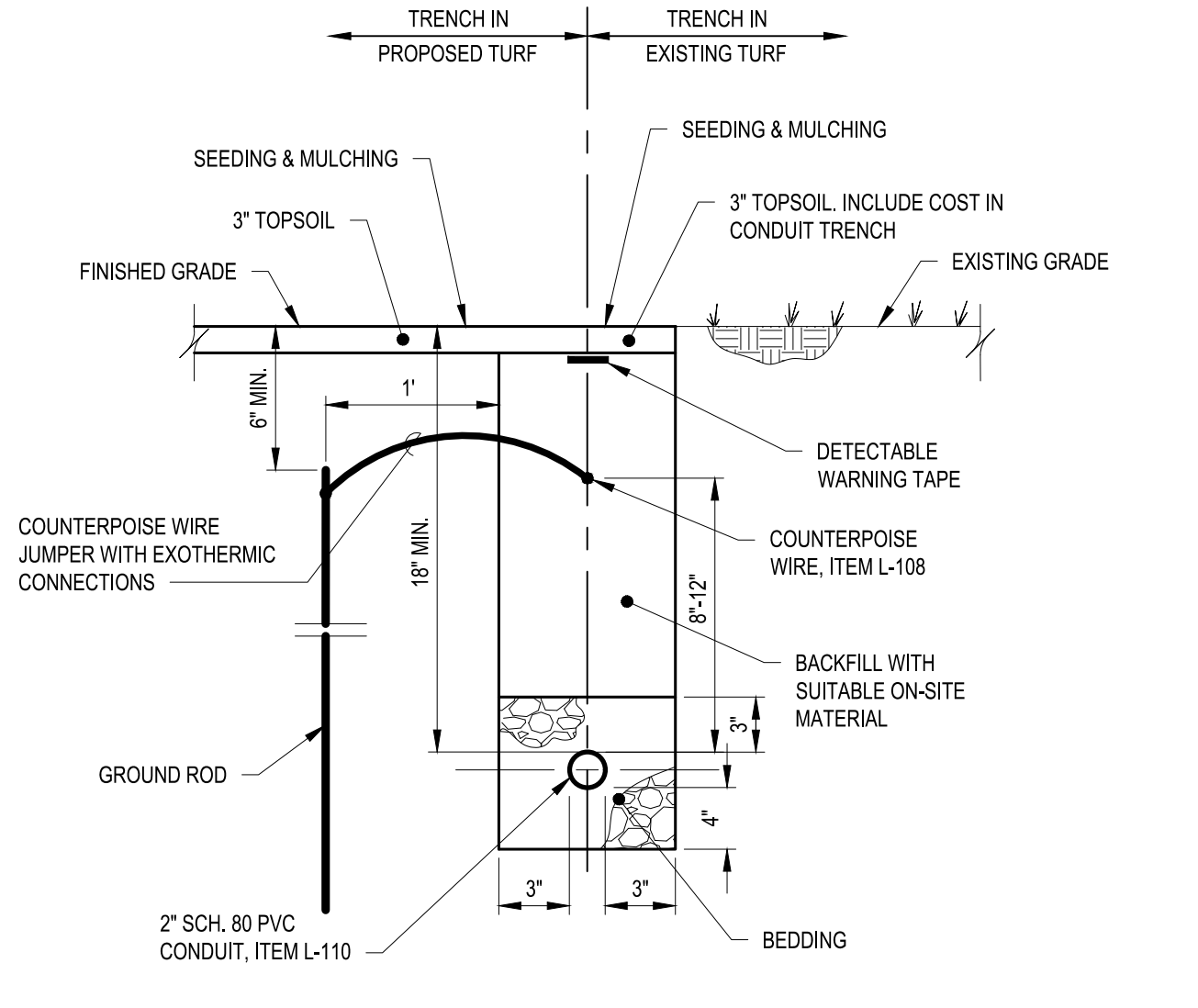
**C4 IDENTIFICATION TAG DETAIL**  
SCALE: NOT TO SCALE

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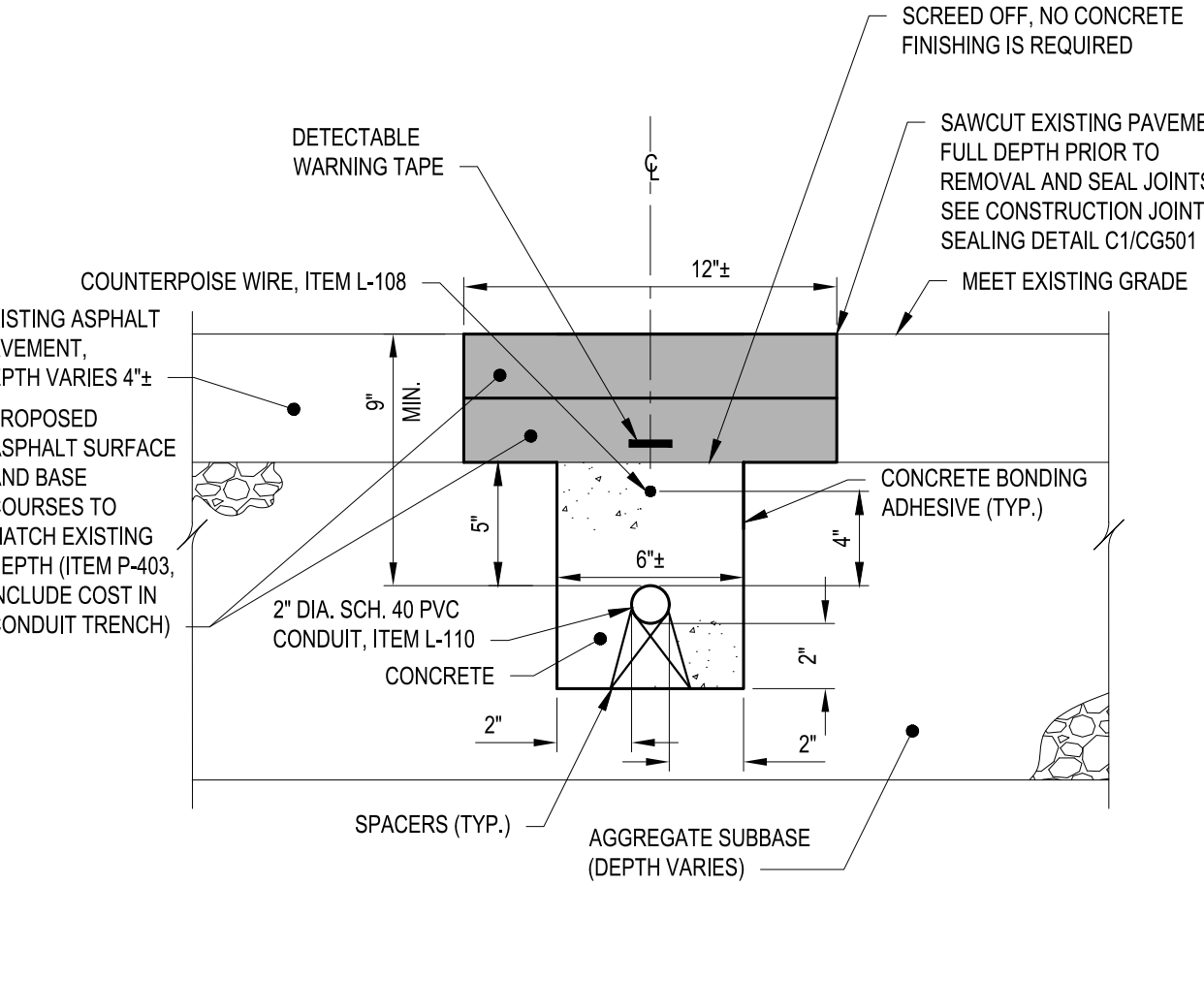
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**B2 TYPICAL ISOLATION TRANSFORMER CONNECTION DETAIL**  
SCALE: NOT TO SCALE



**B3 CONDUIT TRENCHING DETAIL (IN TURF)**  
SCALE: NOT TO SCALE

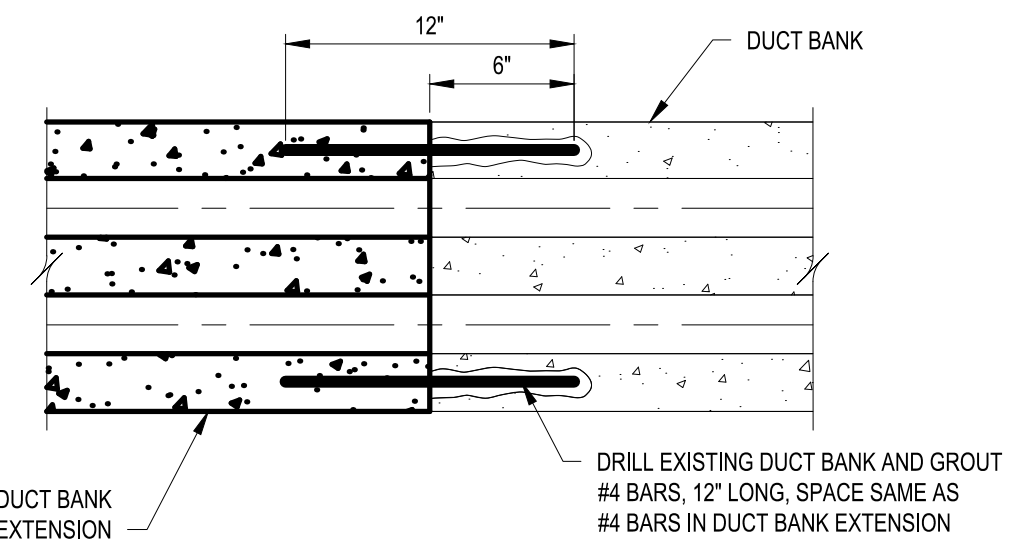


**B4 CONDUIT TRENCHING DETAIL (IN ASPHALT PAVEMENT)**  
SCALE: NOT TO SCALE

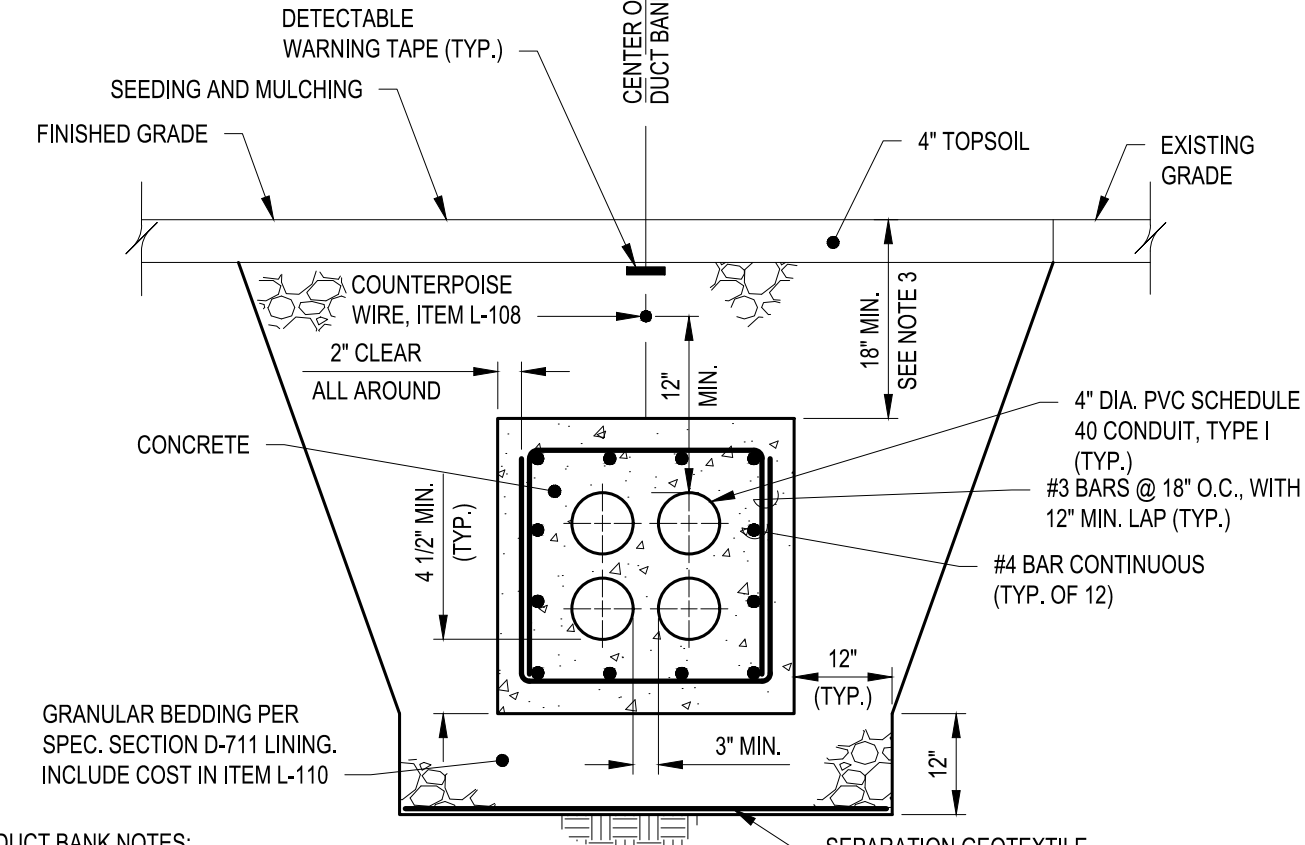
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- DUCT BANK CONNECTION NOTES:**
1. EXISTING DUCT BANKS TO BE EXTENDED SHALL BE THOROUGHLY CLEANED, DRILLED AND DOWELED. CONNECTION OF PROPOSED CONDUIT TO EXISTING SHALL BE MADE WATERTIGHT WITH A UNION OR SOLVENT WELDED CONNECTION. THE CONTRACTOR SHALL PROVIDE A CLEAN VERTICAL FACE. BOND PROPOSED CONCRETE TO EXISTING CONCRETE WITH SIKADOR HI-MOD OR EQUAL.
  2. THE CONTRACTOR SHALL CLEAN AND MANDREL EACH DUCT PRIOR TO PULLING NEW CABLES AND REPLACING EXISTING CABLES. NO DIRECT PAYMENT SHALL BE MADE FOR THIS. THE CONTRACTOR SHALL INCLUDE THE COST OF THIS WORK IN THE VARIOUS PAYMENT ITEMS INVOLVED.



**A2 DUCT BANK CONNECTION DETAIL**  
SCALE: NOT TO SCALE



- DUCT BANK NOTES:**
1. EXCAVATIONS, TRENCHING AND SHORING SHALL BE IN ACCORDANCE WITH OSHA REQUIREMENTS.
  2. EXCAVATIONS SHALL NOT UNDERMINE EXISTING PAVEMENTS, STRUCTURES OR UTILITIES.
  3. THE CONTRACTOR MAY ELECT TO INSTALL THE DUCT BANK DEEPER THAN THE 18" MIN. DEPTH TO ACCOUNT FOR CROSSING UTILITIES. EXCAVATION SHALL BE INCLUDED IN THE COST OF THE DUCT BANK.
  4. GRANULAR BEDDING D-711 AND SEPARATION GEOTEXTILE SHALL BE INCLUDED IN THE COST OF THE DUCT BANK.
  5. WHEN CONNECTING A DUCT BANK TO A STRUCTURE, NO. 4 REINFORCING BARS SHALL BE PLACED IN THE STRUCTURE AND TIED INTO THE DUCT BANK REINFORCING.

**A3 4-WAY CONCRETE DUCT BANK DETAIL**  
SCALE: NOT TO SCALE

1. COUNTERPOISE WIRE SHALL BE INSTALLED IN ALL CONDUIT TRENCHES.
2. WHERE REQUIRED, ONE COUNTERPOISE WIRE SHALL BE PROVIDED FOR EVERY 2 CONDUITS OR INCREMENT THERE OF, PLACED IN A COMMON TRENCH. COUNTERPOISE WIRE SHALL BE PLACED PROPORTIONATELY ACROSS THE WIDTH OF CONDUITS.
3. DETECTABLE WARNING TAPE SHALL BE INSTALLED OVER EACH COUNTERPOISE WIRE PRIOR TO PLACING TOPSOIL IN ALL TURF AREAS.
4. PROVIDE 3" BETWEEN MULTIPLE CONDUITS IN A CONDUIT TRENCH HORIZONTALLY OR VERTICALLY STACKED. SEE LIGHTING PLANS FOR NUMBER OF CONDUITS PER TRENCH.
5. THE CONTRACTOR SHALL RESTORE TRENCHED AREAS TO A CONDITION EQUAL TO OR BETTER THAN THE ORIGINAL SURFACE OR AS DIRECTED BY THE RPR.
6. THE TRENCH WIDTH SHALL BE WIDE ENOUGH TO ACCOMMODATE THE CONTRACTOR'S PROPOSED COMPACTION EQUIPMENT AND ACHIEVE THE SPECIFIED COMPACTION REQUIREMENTS.
7. EXCAVATIONS, TRENCHING AND SHORING SHALL BE IN ACCORDANCE WITH OSHA REQUIREMENTS.
8. EXCAVATIONS SHALL NOT UNDERMINE EXISTING PAVEMENTS, STRUCTURES OR UTILITIES.
9. IN EXISTING PAVEMENT AREAS, THE CONTRACTOR SHALL RESTORE TRENCHED AREAS TO A CONDITION EQUAL TO OR BETTER THAN THE ORIGINAL SURFACE. THE COST FOR PAVEMENT RESTORATION SHALL BE INCLUDED IN THE BID PRICE FOR ITEM L-110.
10. CONNECT PROPOSED COUNTERPOISE WIRE TO EXISTING WIRE IF PRESENT. IF NOT PRESENT, TERMINATE COUNTERPOISE WITH NEW GROUND RODS.
11. ALL CONDUIT MINIMUM DEPTH REQUIREMENTS SHALL BE BASED ON PROPOSED FINISHED GRADE. IF SITE EXCAVATION OCCURS OVER CONDUITS AFTER INSTALLATION, THE CONDUITS SHALL BE INITIALLY SET LOWER TO ACCOMMODATE GRADE CHANGES.
12. PAVEMENT TRENCHES TO RECEIVE CONCRETE SHALL BE THOROUGHLY CLEANED TO THE SATISFACTION OF THE RPR PRIOR TO PLACEMENT OF CONCRETE. APPLY CONCRETE BONDING ADHESIVE TO ALL EXISTING CONCRETE SURFACES.
13. MAXIMUM CONCRETE AGGREGATE SIZE SHALL BE NO LARGER THAN 3/4" TO ALLOW FOR FULL CONDUIT ENCASEMENT AND COMPLETE CONCRETE COMPACTION. PENCIL TIPPED VIBRATORY CONCRETE COMPACTORS ARE REQUIRED.
14. CONDUIT SPACERS ARE REQUIRED TO ENSURE CONDUIT AND COUNTERPOISE WIRE POSITIONING AND TO ENSURE THE CONDUIT DOES NOT FLOAT IN WET CONCRETE. FIVE FEET MAXIMUM SPACING, CONDUIT SAG NOT ALLOWED.
15. CONDUITS SHALL BE PLACED ON A CONSTANT SLOPE TO FULLY DRAIN THE ELECTRICAL SYSTEM. GRADE CHECKS ARE REQUIRED TO ENSURE WATER FLOWS TO THE SYSTEM DRAIN POINTS. LIGHT BASES SHALL NOT ACT AS WATER SUMPS.
16. COUNTERPOISE WIRE SHALL BE CONNECTED TO A 5/8" DIA. X 8 FT LONG (MIN.) GROUND ROD EVERY 500 FT AND AT DUCT BANK ENDS AND CABLE CROSSINGS. ALL CONNECTIONS SHALL BE EXOTHERMIC.

**A4 CONDUIT TRENCHING NOTES**  
SCALE: NOT TO SCALE



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**TAXIWAY D, H & G RECONFIGURATION**

**GRIFFISS INTERNATIONAL AIRPORT ONEIDA COUNTY ROME, NEW YORK**

MARK	DATE	DESCRIPTION
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PROJECT NO: 146.176.001		
DATE: FEBRUARY 25, 2025		
DRAWN BY: D.A. MASTROPAOLO		
DESIGNED BY: J.F. FRAZEE		
CHECKED BY: C.D. BRUBACH		
NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW		

**AIRFIELD ELECTRICAL DETAILS**

**EL501**

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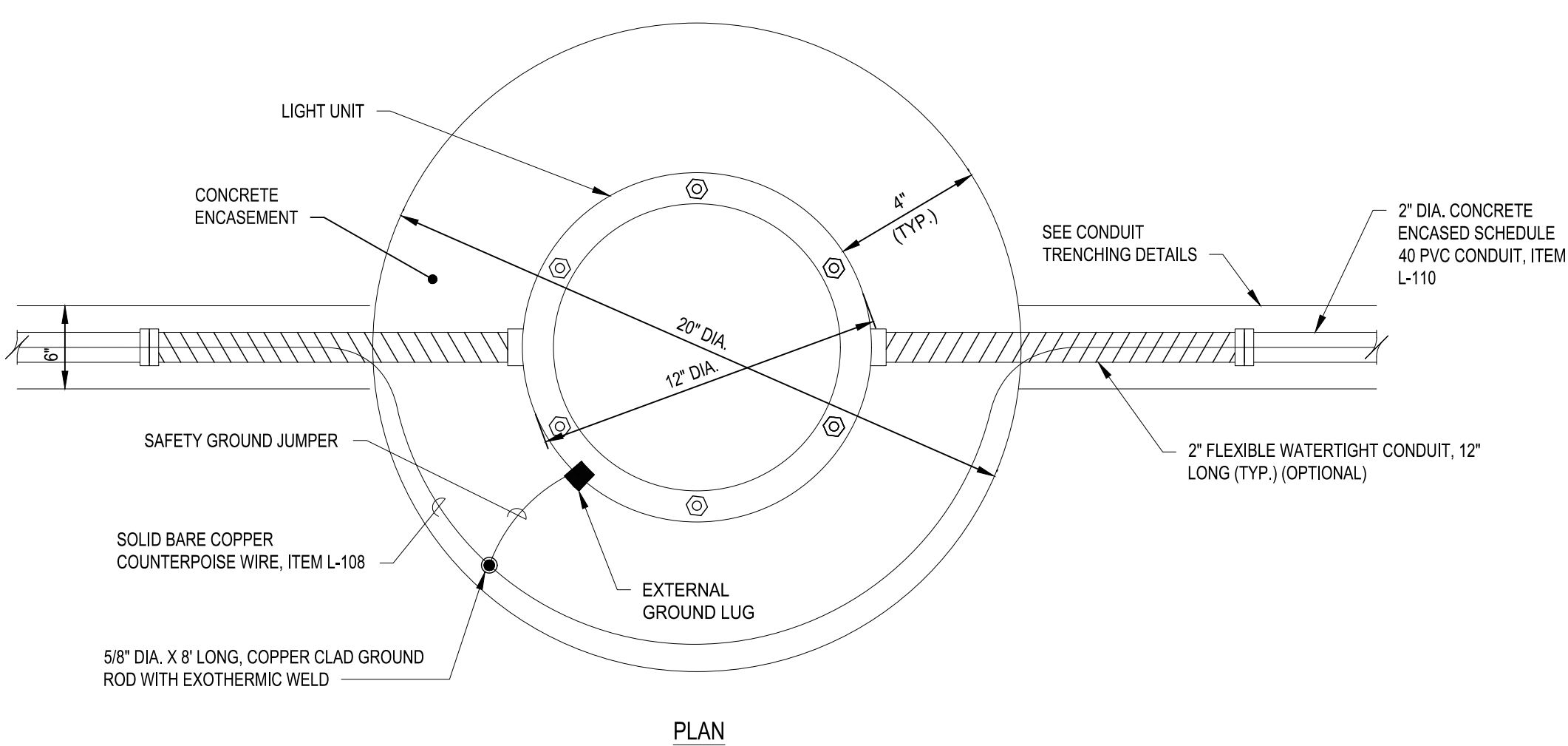
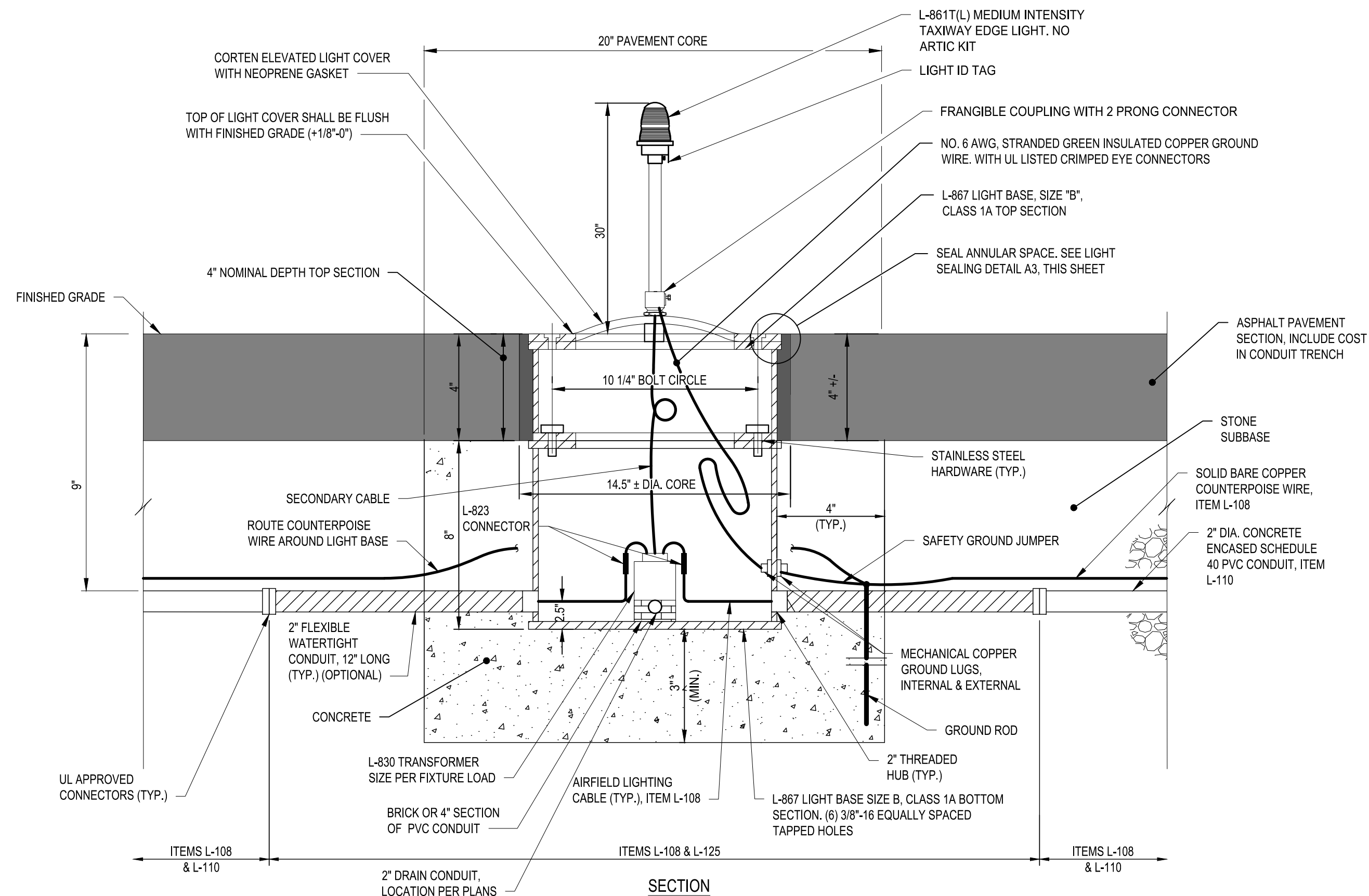
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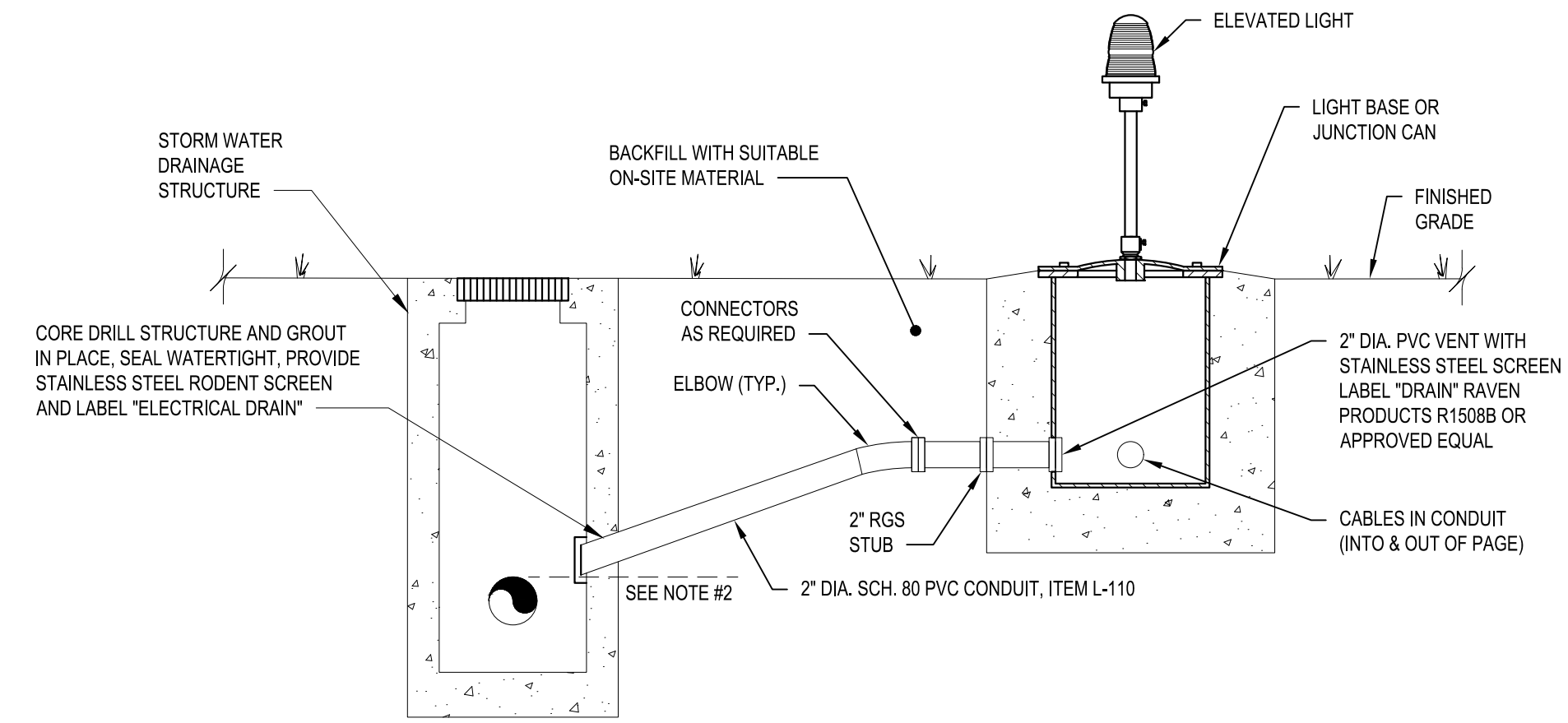


**ELEVATED LIGHT INSTALL NOTES (IN ASPHALT PAVEMENT)**

- CORE DRILL EXISTING PAVEMENT FULL DEPTH AND REMOVE. AUGER ADDITIONAL BASE MATERIALS AS NECESSARY TO PROVIDE THE REQUIRED DEPTH.
- INSTALL BOTTOM SECTION USING A JIG TO PRECISELY HOLD THE REQUIRED LOCATION, AZIMUTH AND ELEVATION.
- PROVIDE AND INSTALL 5/8" PLYWOOD COVER AND MUD/TARGET PLATE. SURVEY AND RECORD THE EXACT CENTER LOCATION.
- TRENCH FOR, INSTALL AND CONNECT CONDUITS.
- INSTALL GROUNDING COMPONENTS.
- PLACE CONCRETE ENCASEMENT FLUSH WITH TOP OF LIGHT BASE SECTION.
- PAVE BASE AND SURFACE COURSE TO FINISHED GRADE COVERING THE BOTTOM SECTION LIGHT BASE.
- CORE DRILL ASPHALT PAVEMENT SECTION TO REMOVE MUD PLATE AND PLYWOOD COVER. TWO CORES ARE REQUIRED. THE FIRST 4" CORE WILL EXPOSE THE CENTER LOCATION OF THE TARGET PLATE. THE SECOND LARGER CORE CAN THEN BE PRECISELY CENTERED ON THE LIGHT BASE. CONTRACTOR SHALL CONFIRM REQUIRED CORE DIAMETER BASED ON PARTS SUPPLIED. MINIMUM GAP BETWEEN THE CORED ASPHALT AND THE LARGEST DIMENSION OF THE LIGHT BASE COMPONENTS SHALL BE 1/4". MAXIMUM GAP SHALL BE 1/2".
- INSTALL LIGHT BASE TOP SECTION. THE CONTRACTOR MAY ELECT TO HAVE AN AVAILABLE STOCK OF A VARIETY OF SPACER RINGS OR TOP SECTION TO MAKE ELEVATION ADJUSTMENTS. REQUIRED HEIGHT WILL BE SUBJECT TO FINAL ASPHALT PAVEMENT ELEVATION AND WILL VARY BASED ON LOCATION AND PLACEMENT TOLERANCES. ACCEPTABLE PAVEMENT TOLERANCES ARE GENERALLY ±0.5" - CONFIRM WITH PAVEMENT CONTRACTOR. ADDITIONAL PAYMENT WILL NOT BE MADE FOR ADDITIONAL SPACERS OR TOP SECTIONS.
- INSTALL LIGHTING CABLE, CONNECTORS, AND L-830 ISOLATION TRANSFORMER.
- INSTALL THE STANDARD SPACER RINGS, GASKET, BASE PLATE AND LIGHT UNIT.
- IF THE BASE PLATE IS TOO HIGH, REPLACE THE TOP SECTION WITH A SHORTER ONE.
- IF THE BASE PLATE IS TOO LOW, REPLACE THE TOP SECTION WITH A LONGER ONE. OR IF THE ADJUSTMENT IS MINOR, CORRECT WITH SPACER RINGS. USE NO MORE THAN A TOTAL OF 3 SPACER RINGS. SPACER RINGS STARTING AT 1/16" ARE AVAILABLE, AND RINGS OF DIFFERENT THICKNESS CAN BE COMBINED. NEVER USE MORE THAN 2 RINGS TO MAKE ADJUSTMENTS UNDER 3/8". THE TOTAL THICKNESS OF THE 3 SPACER RINGS SHALL NOT EXCEED 2".
- SEAL ANNUAL SPACE WITH ITEMS P-606 AND P-605. ENSURE THAT THE SEALANTS DO NOT ENTER THE LIGHT BASE VIA JOINTS, SEAMS, ETC.
- APPLY GE RTV-118 SILICONE SEALANT OR EQUAL TO ALL MATED METAL SURFACES EXCEPT THE GASKETED INTERFACE.
- ALL STAINLESS STEEL BOLTS SHALL BE COATED WITH NON-METALLIC ANTI-SEIZE COMPOUND OR APPROVED EQUAL. STAINLESS STEEL BOLTS SHALL BE USED FOR ELEVATED LIGHT CONNECTIONS. ALL BOLTS SHALL EXTEND FULLY INTO AND EXTEND AT LEAST 1/2" THROUGH THE TOP PLATE.
- ADDITIONAL CONDUIT HUBS MAY BE REQUIRED. SEE LIGHTING PLANS FOR NUMBER AND LOCATION OF STUBS.
- TRANSFORMERS FOR FIXTURES SHALL BE 6.6 AMP PRIMARY/6.6 AMP SECONDARY.
- AIRFIELD LIGHTING CABLES, COUNTERPOISE WIRE AND PVC CONDUIT ARE PAID FOR SEPARATELY. ALL OTHER ITEMS ARE INCLUDED IN PAYMENT FOR THE LIGHT UNIT.
- GREEN GROUND AND AIRFIELD LIGHTING CABLES SHALL INCLUDE ENOUGH SLACK TO BRING THE CONNECTORS 2 FEET ABOVE GRADE (3' SLACK).



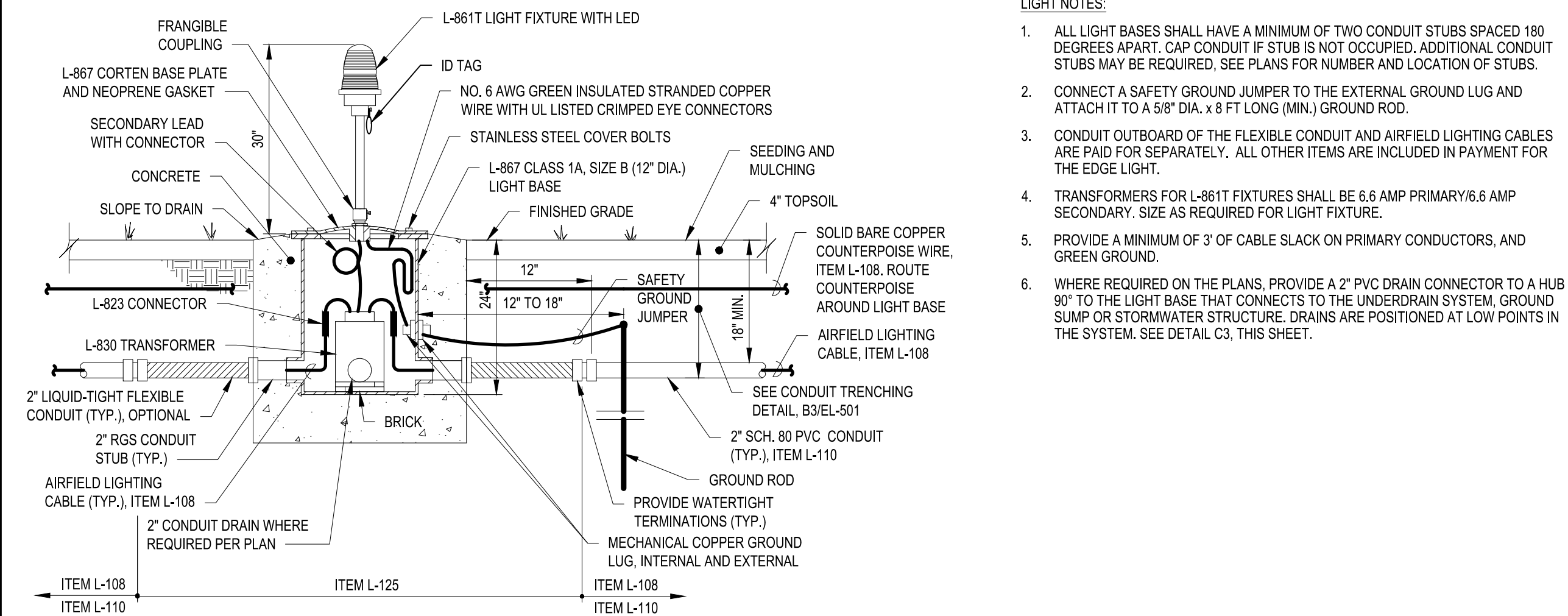
**A1 ELEVATED TAXIWAY EDGE LIGHT IN PAVEMENT DETAIL**  
SCALE: NOT TO SCALE



**NOTES:**

- PROVIDE A 2" PVC DRAIN CONNECTED TO THE UNDERDRAIN SYSTEM OR TO A NEARBY DRAINAGE STRUCTURE AT THE LOCATIONS SHOWN ON THE PLAN. SLOPE DRAIN CONDUITS 1% TYPICAL, 0.5% MINIMUM TOWARD THE OUTLET.
- PENETRATE DRAINAGE STRUCTURES WITH DRAIN CONDUIT ABOVE STORM PIPES WHEN POSSIBLE. SEAL ENTRY POINTS WITH NON-SHRINK GROUT. DRAINS SHALL BE PAID UNDER ITEM L-110, CONDUIT IN TURF.
- COUNTERPOISE WIRE IS NOT REQUIRED OVER CONDUIT DRAINS.
- USE STANDARD TEES, FURNO CONNECTORS AND GASKETS TO CONNECT TO EXISTING DRAINAGE PIPES WHERE REQUIRED. ALL CONNECTIONS SHALL BE WATERTIGHT.
- CONTRACTOR SHALL PROTECT THE PAVEMENT EDGE AND PROVIDE SUPPORT WHILE MAKING THE CONNECTION TO THE EXISTING UD AT THE EDGE OF PAVEMENT

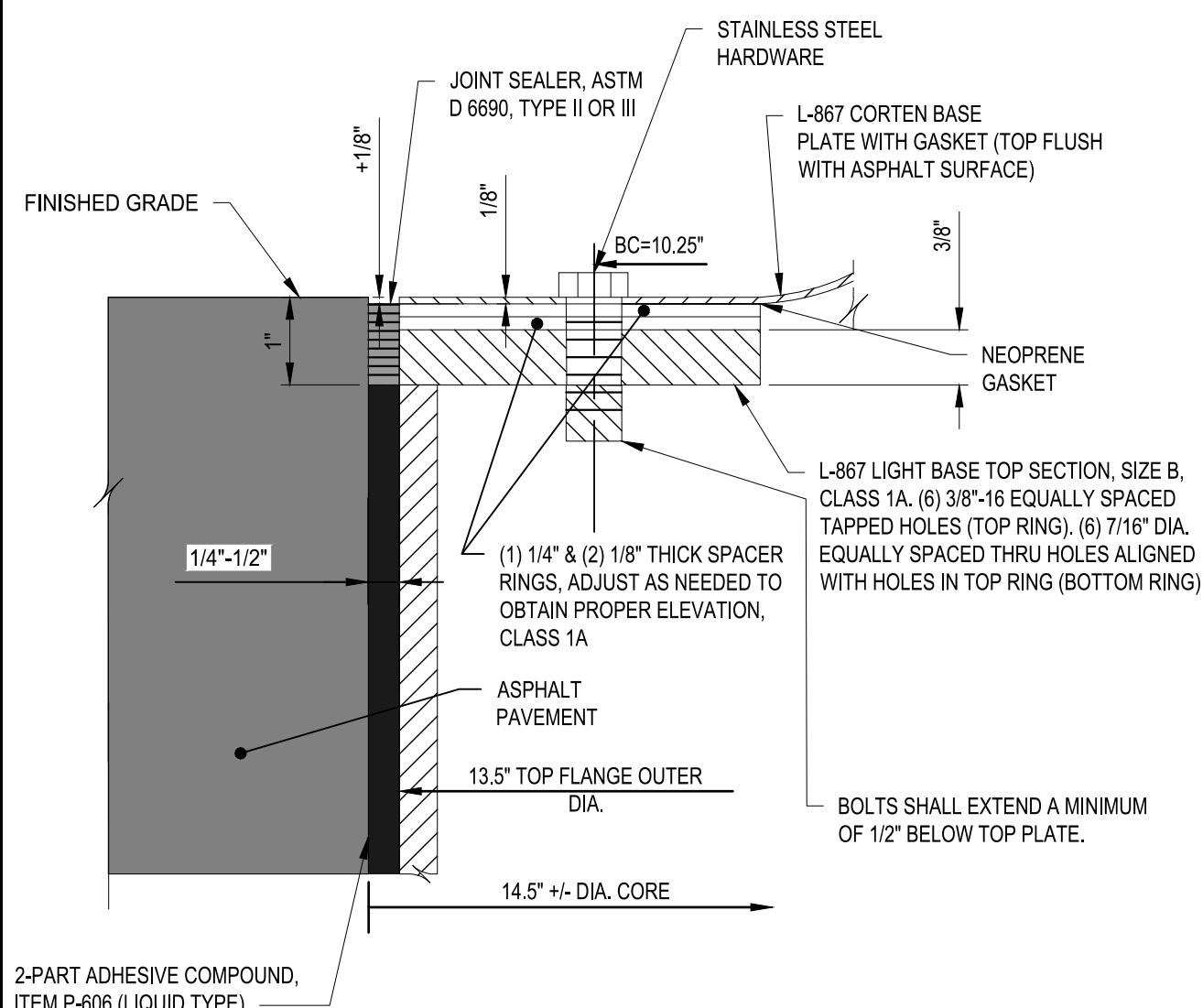
**C3 ELECTRICAL SYSTEM DRAINAGE DETAIL**  
SCALE: NOT TO SCALE



**LIGHT NOTES:**

- ALL LIGHT BASES SHALL HAVE A MINIMUM OF TWO CONDUIT STUBS SPACED 180 DEGREES APART. CAP CONDUIT IF STUB IS NOT OCCUPIED. ADDITIONAL CONDUIT STUBS MAY BE REQUIRED. SEE PLANS FOR NUMBER AND LOCATION OF STUBS.
- CONNECT A SAFETY GROUND JUMPER TO THE EXTERNAL GROUND LUG AND ATTACH IT TO A 5/8" DIA. x 8 FT LONG (MIN.) GROUND ROD.
- CONDUIT OUTBOARD OF THE FLEXIBLE CONDUIT AND AIRFIELD LIGHTING CABLES ARE PAID FOR SEPARATELY. ALL OTHER ITEMS ARE INCLUDED IN PAYMENT FOR THE EDGE LIGHT.
- TRANSFORMERS FOR L-861T FIXTURES SHALL BE 6.6 AMP PRIMARY/6.6 AMP SECONDARY. SIZE AS REQUIRED FOR LIGHT FIXTURE.
- PROVIDE A MINIMUM OF 3' OF CABLE SLACK ON PRIMARY CONDUCTORS, AND GREEN GROUND.
- WHERE REQUIRED ON THE PLANS, PROVIDE A 2" PVC DRAIN CONNECTOR TO A HUB 90° TO THE LIGHT BASE THAT CONNECTS TO THE UNDERDRAIN SYSTEM, GROUND SUMP OR STORMWATER STRUCTURE. DRAINS ARE POSITIONED AT LOW POINTS IN THE SYSTEM. SEE DETAIL C3, THIS SHEET.

**B3 ELEVATED LIGHT IN TURF DETAIL (BASE MOUNTED)**  
SCALE: NOT TO SCALE



**A3 ELEVATED LIGHT SEALING DETAIL (IN ASPHALT)**  
SCALE: NOT TO SCALE



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**TAXIWAY D, H & G RECONFIGURATION**  
**GRIFFISS INTERNATIONAL AIRPORT**  
**ONEIDA COUNTY ROME, NEW YORK**

MARK	DATE	DESCRIPTION

**REVISIONS**

PROJECT NO:	146.176.001
DATE:	FEBRUARY 25, 2025
DRAWN BY:	D.A. MASTROPAOLO
DESIGNED BY:	J.F. FRAZEE
CHECKED BY:	C.D. BRUBACH

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW

**AIRFIELD LIGHTING DETAILS**

**EL502**

SHEET NO. 17 OF 21

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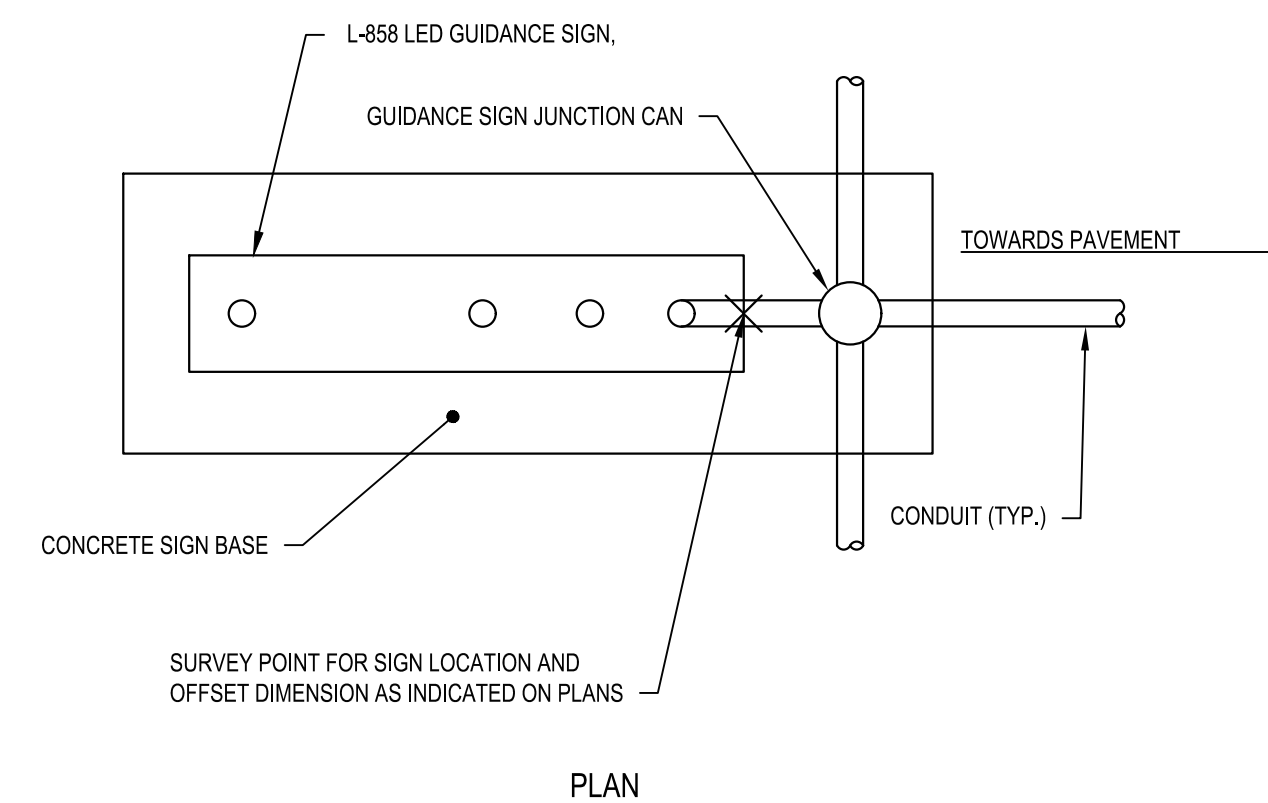
- SIGNS SHALL BE CENTERED ON CONCRETE PAD. CONCRETE PAD SHALL BE LEVEL.
- SIGNS THAT CONSIST OF MULTIPLE SEPARATE MODULES NOT CONNECTED TOGETHER MUST HAVE A MINIMUM OF ONE TETHER PER MODULE.
- SIGNS THAT USE MULTIPLE MODULES CONNECTED TOGETHER IN A CONTINUOUS GRAME MUST USE A TETHER AT BOTH ENDS.
- JUNCTION CANS FOR GUIDANCE SIGNS SHALL HAVE 4 CONDUIT HUBS SPACED AT 90°.
- SIGN FOUNDATION, JUNCTION CAN, CONDUIT AND WIRE BETWEEN SIGN AND JUNCTION CAN, FLEXIBLE CONDUIT, TRANSFORMER AND ANCHOR BOLTS SHALL BE INCLUDED IN COST OF THE SIGN.
- THE SIGN MODULES ARE BASED ON TWO CHARACTERS PER MODULE. WHEN DETERMINING THE NUMBER OF CHARACTERS IN A GUIDANCE SIGN, THE FIGURES 1 AND - SHALL BE CONSIDERED ONE-HALF OF A CHARACTER. PAYMENT WILL BE MADE BASED ON THE NUMBER OF MODULES SPECIFIED IN THE CONTRACT, REGARDLESS OF IF LESS OR MORE MODULES ARE REQUIRED BY A PARTICULAR MANUFACTURER.
- THE OWNER RESERVES THE RIGHT TO CHANGE SIGN MESSAGE INFORMATION PRIOR TO FINAL APPROVAL.
- FLEXIBLE CONDUIT MAY BE USED WHERE NECESSARY, OTHERWISE USE STANDARD PVC TO RGS CONNECTORS.
- CONTRACTOR IS ADVISED THAT L-830 TRANSFORMERS WILL VARY WITH EACH INDIVIDUAL SIGN AS A RESULT OF WATTAGE AND CURRENT RATINGS FOR THE VARIOUS SIGN SIZE (MODULES) AND CIRCUIT TO BE INSTALLED ON. IT IS THE CONTRACTORS RESPONSIBILITY TO WORK WITH THE SIGN MANUFACTURER TO SUPPLY THE APPROPRIATE L-830 ISOLATION TRANSFORMER FOR EACH NEW SIGN. CONTRACTOR SHALL SUBMIT ISOLATION TRANSFORMER SIZE WITH SIGN SUBMITTAL PACKAGE FOR APPROVAL FROM THE ENGINEER PRIOR TO ACCEPTANCE ON THE PROJECT.
- THE CONTRACTOR IS ADVISED THAT FOUNDATION SIZES FOR NEW SIGNS WILL VARY AS A RESULT OF THE NUMBER OF SIGN MODULES, SIGN MANUFACTURE REQUIREMENTS, SIZE OF JUNCTION CAN, AND SPECIFIED FOUNDATION OVERHANGS.
- IT IS THE CONTRACTORS RESPONSIBILITY TO IDENTIFY THE VARIABLE FOUNDATION LENGTHS REQUIRED FOR EACH SIGN AND ACCOUNT FOR THE COSTS UNDER THE RESPECTIVE AIRFIELD GUIDANCE SIGN BID ITEMS.
- SIGN FOUNDATIONS SHALL BE INSTALLED WITH THE JUNCTION CAN NEAREST THE EDGE OF PAVEMENT.
- GRAVEL DRAINAGE SUMPS IF REQUIRED, SHALL BE INSTALLED PER DETAIL B3 AND CONSIDERED INCIDENTAL TO THE COST OF THE SIGN.
- SIGNS OVER 170" SIZE 3 IN LENGTH SHALL BE CONSTRUCTED IN TWO SECTIONS, WITH A 3" MIN. TO 12" MAX. CLEAR DISTANCE BETWEEN SIGNS.

- THE SIGN TOP SHALL BE REMOVABLE FOR MAINTENANCE AND ALLOW FOR VERTICAL/UPWARDS SIGN PANEL REMOVAL/REINSTALLATION.
- CURVED PANELS ARE REQUIRED TO DEFLECT SNOW.
- SIGN PANELS SHALL BE MODULAR AND NOT FORMED IN ONE CONTINUOUS PIECE.
- PROVIDE THE STRONGEST PANELS PRODUCED BY THE PARTICULAR MANUFACTURER.
- SIGN MANUFACTURER SHALL MOUNT ALL POWER, CONTROL, AND CIRCUIT BOARDS IN A PROTECTED LOCATION WITHIN THE SIGN HOUSING.
- SIGN MANUFACTURER SHALL PROVIDE DRAINAGE HOLES WITH SCREEN IN THE BOTTOM OF THE SIGN HOUSING TO OUTLET INTERNAL MOISTURE.
- THE ALLOWABLE SIZE 3 SIGN LOCATION, OFFSET FROM PAVEMENT EDGE, IS 35'-60". SIGNS MAY BE ADJUSTED IN THE FIELD TO AVOID UTILITY OR GRADE CONFLICTS OR TO PROVIDE APPROPRIATE SITE LINES FOR AIRCRAFT MOVEMENTS. COORDINATE ANY LOCATION CHANGES WITH THE RPR.
- PROVIDE ONE SET TOTAL OF STANDARD SPARE PARTS, ITEM L-125 LS, INCLUDING:
  - CONTROLLER/CONTROL BONDS 3 EACH
  - LAMPS/LIGHT STRIPS
    - LIGHT STRIPS 3 EACH OR
    - LIGHT BULBS/LAMPS 9 EACH
  - ISOLATED TRANSFORMERS 6 EACH
  - FRANGIBLE COUPLINGS 4 EACH
  - FLOOR FLANGES/SIGN LEGS 2 EACH
  - SURGE PROTECTOR (IF USED BY MANUFACTURER) 2 EACH
  - L-861(T)L, TWY EDGE (FRANGIBLE COUPLING, POST LIGHT HEAD, BASE PLATE & BOLTS) 6 EACH
- A TRANSFER AGREEMENT SHALL BE COMPLETED AND SIGNED BY THE CONTRACTOR AND THE OWNER UPON RECEIPT OF SPARE PARTS. THE SPARE PARTS PACKAGE MAY NOT EXCEED 10% OF THE ITEM COST NOR A MAXIMUM VALUE OF \$10,000. IF THE COST OF THE REQUESTED SPARE PARTS EXCEEDS THESE PARAMETERS, COORDINATE THE PARTS LIST ADJUSTMENT WITH THE OWNER.

SIGN NO.	CIRCUIT NO.	NO. OF MODULES	SIDE 1	SIDE 2
37	TW 4	3	G ← A →	G
39	TW 4	1		G
41	TW 3	2	← G A	
42	TW 3	3	D ← A →	D
43	TW 3	2	← D A →	
44	TW 4	4	← D A G →	A
45	TW 4	3	D ← A →	D
58	TW 3	3	A → D	
59	TW 3	1		A
80	TW 4	2	A → D	

■ - INDICATES BLANK PANEL OR BLANK AREA OF PANEL  
 ■ - INDICATES BLANK PANEL REQUIRED TO ACCOMMODATE FUTURE TAXIWAY RE-DESIGNATION

- NOTE:
- THE TAXIWAY NAMES WILL CHANGE UNDER THE FUTURE TAXIWAY RE-DESIGNATION AND SIGNAGE PROJECT. THE SIGN HOUSING SHALL BE SIZED ACCORDINGLY TO ACCOMMODATE THE FUTURE MESSAGE. PROVIDE BLANK SPACES/PANELS AS SHOWN.
  - FOR REFERENCE, THE CONTRACTOR IS ADVISED THAT APPROXIMATELY 20 LED SIGNS WERE INSTALLED ON RUNWAY 15-33 IN 2020. THE SIGN MANUFACTURER WAS LUMACURVE. ALTHOUGH NOT REQUIRED, IT WOULD BE BENEFICIAL FOR AIRPORT OPERATIONS TO STANDARDIZE THE SIGN MODEL/TYPE TO SUPPORT MAINTENANCE ACTIVITIES.



**C1 AIRFIELD GUIDANCE SIGN NOTES**

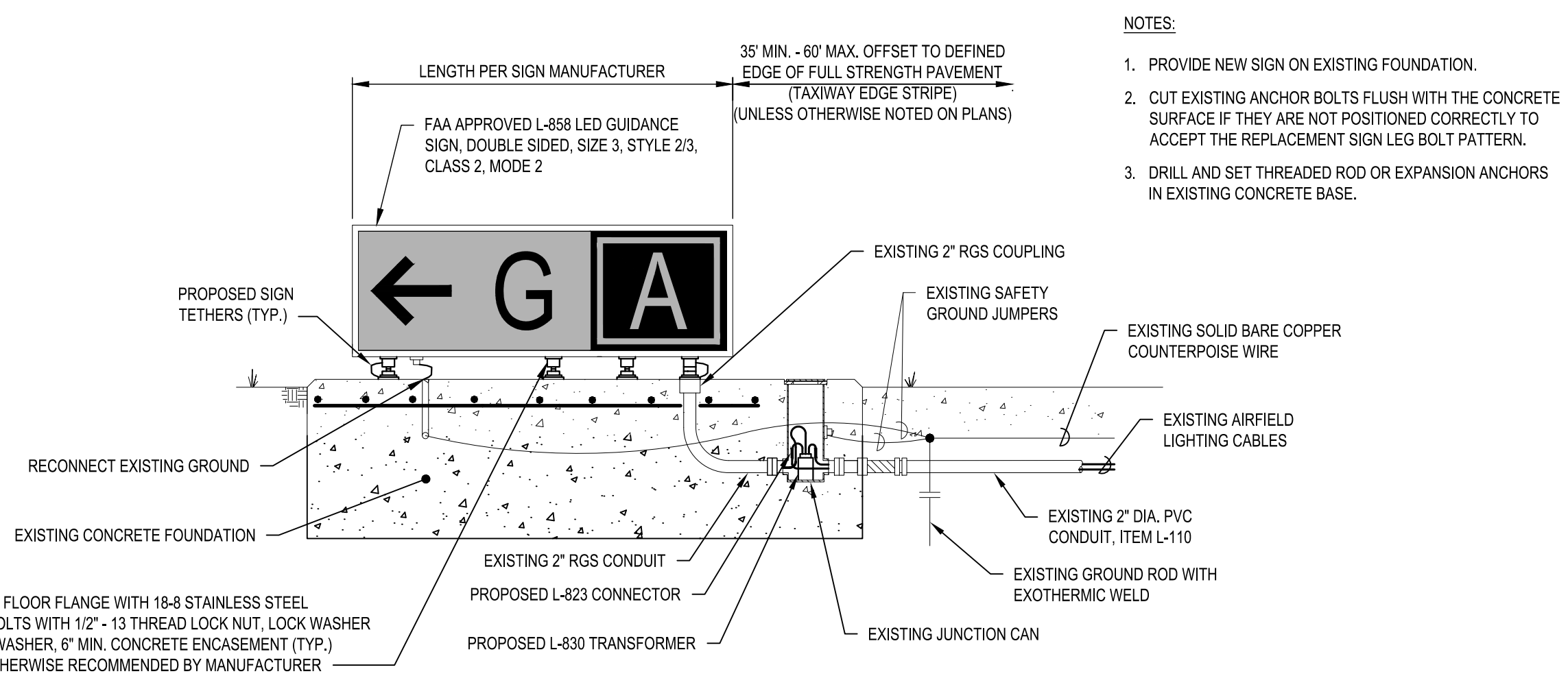
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**C3 GUIDANCE SIGN INDEX**

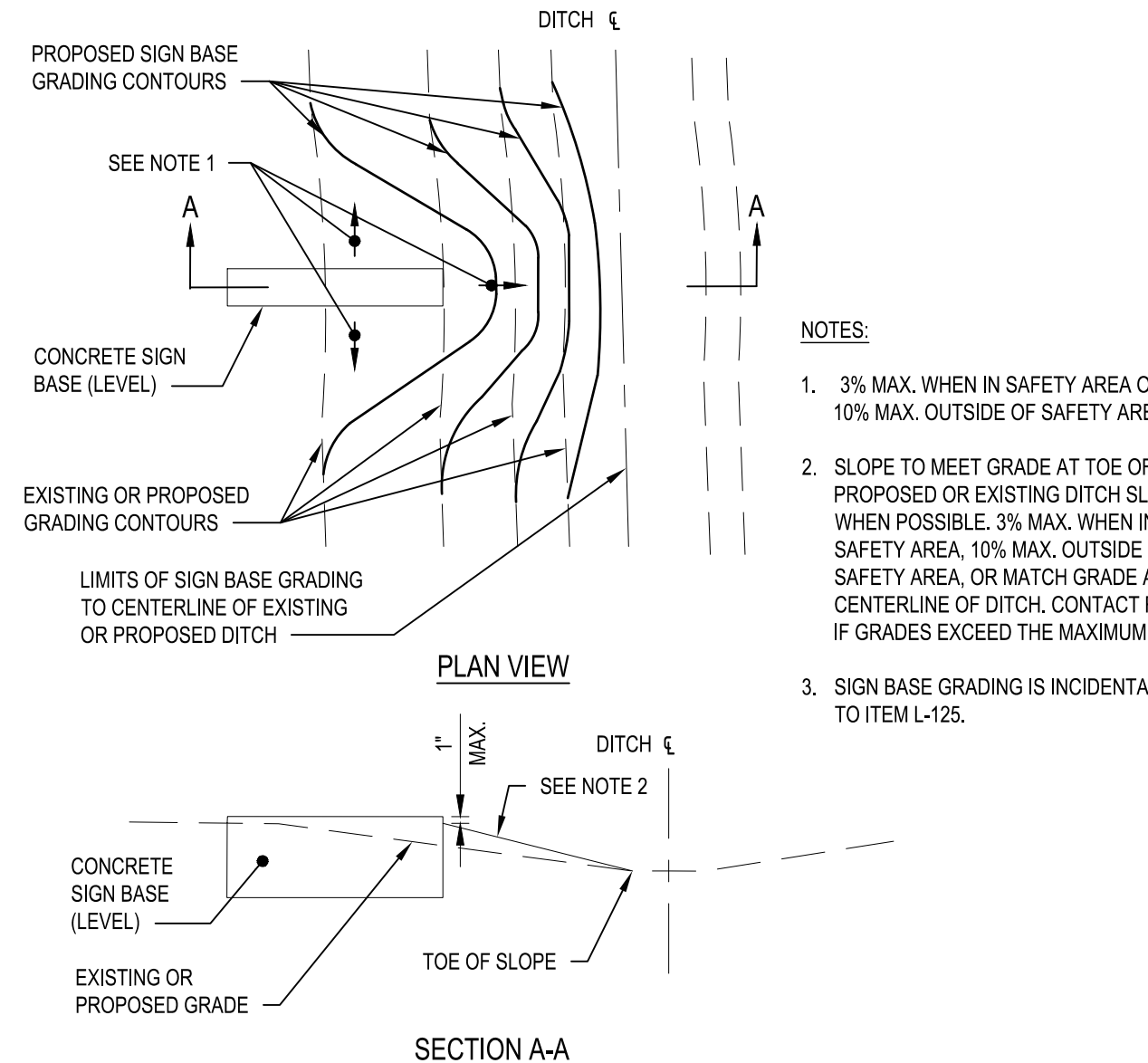
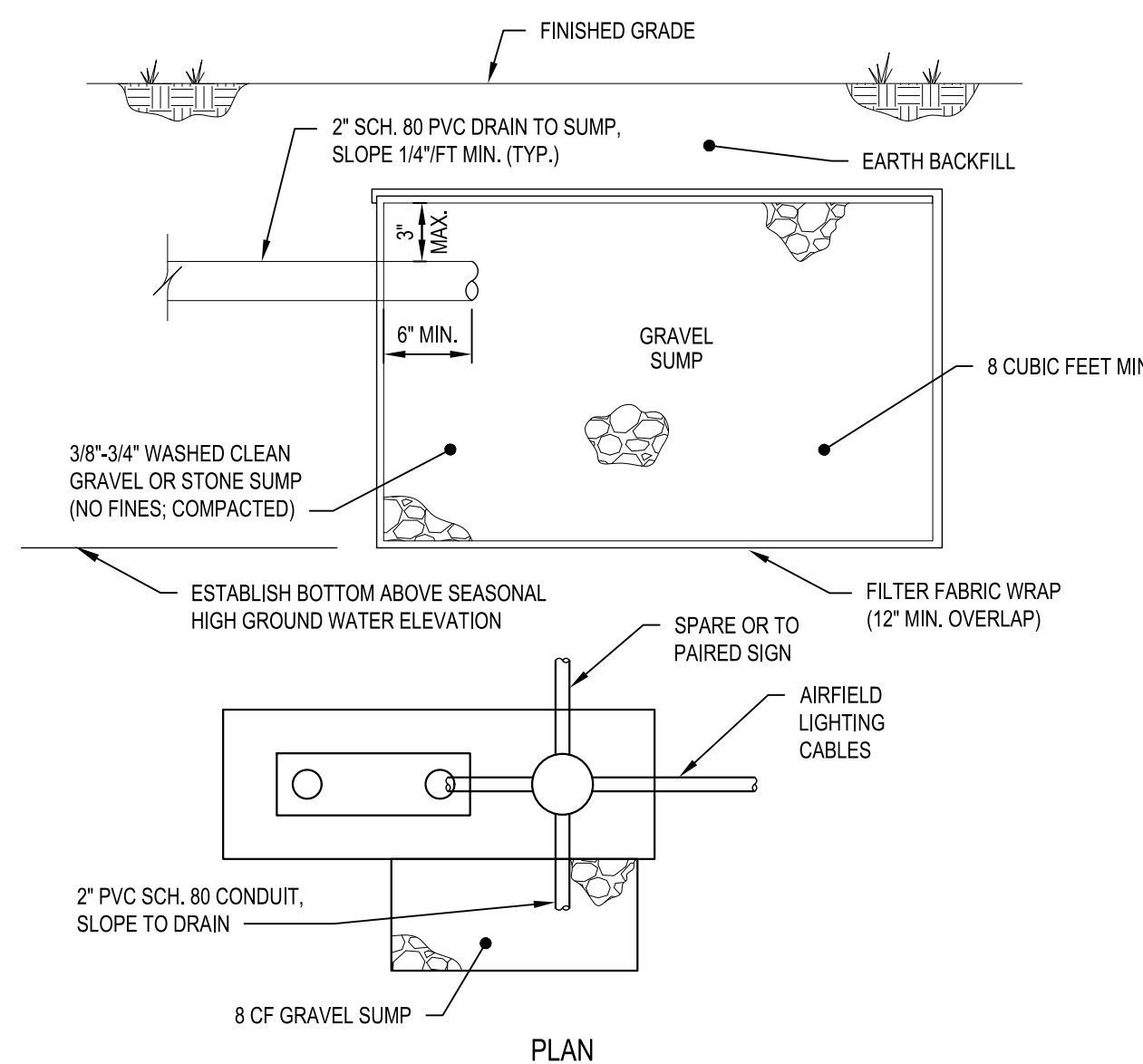
SCALE: NOT TO SCALE

**C4 GUIDANCE SIGN LOCATION PLAN**

SCALE: NOT TO SCALE



- NOTES:
- PROVIDE NEW SIGN ON EXISTING FOUNDATION.
  - CUT EXISTING ANCHOR BOLTS FLUSH WITH THE CONCRETE SURFACE IF THEY ARE NOT POSITIONED CORRECTLY TO ACCEPT THE REPLACEMENT SIGN LEG BOLT PATTERN.
  - DRILL AND SET THREADED ROD OR EXPANSION ANCHORS IN EXISTING CONCRETE BASE.



**B1 MODIFICATION OF EXISTING GUIDANCE SIGN DETAIL**

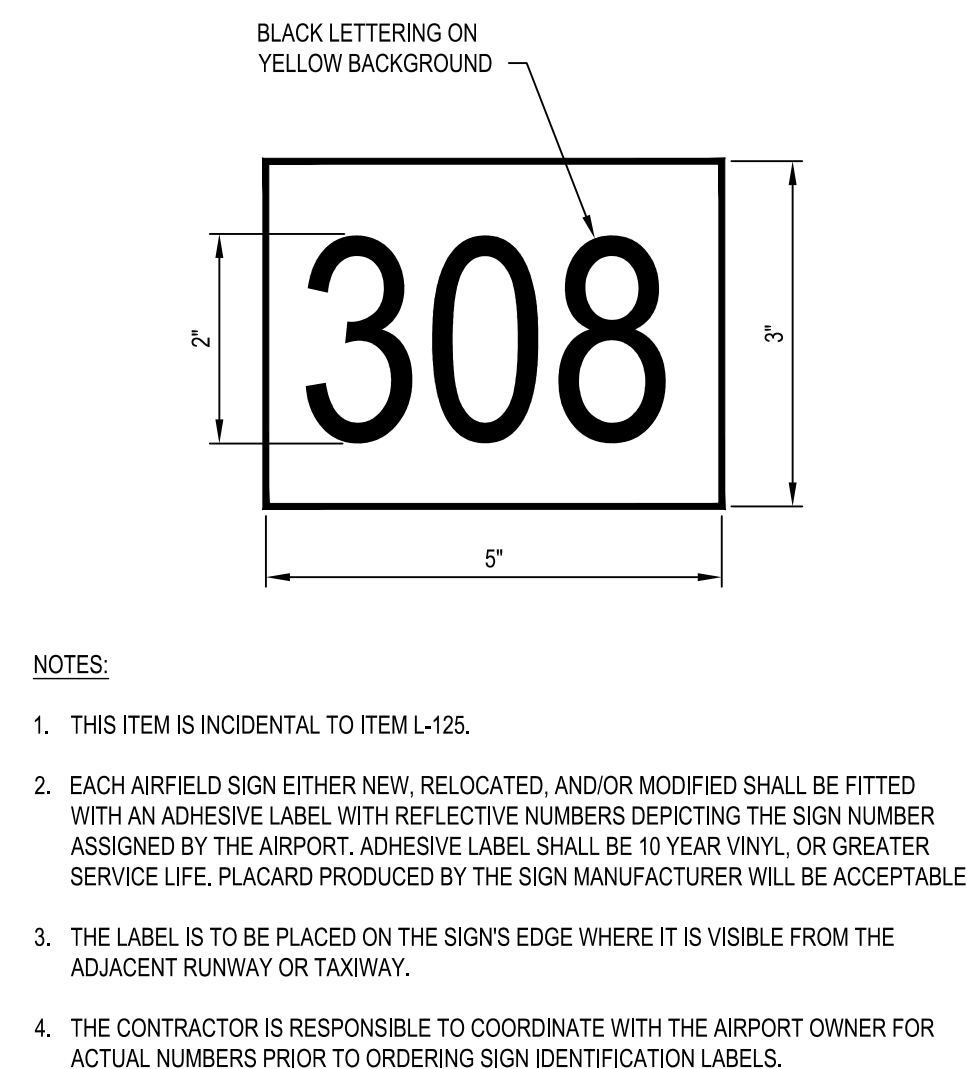
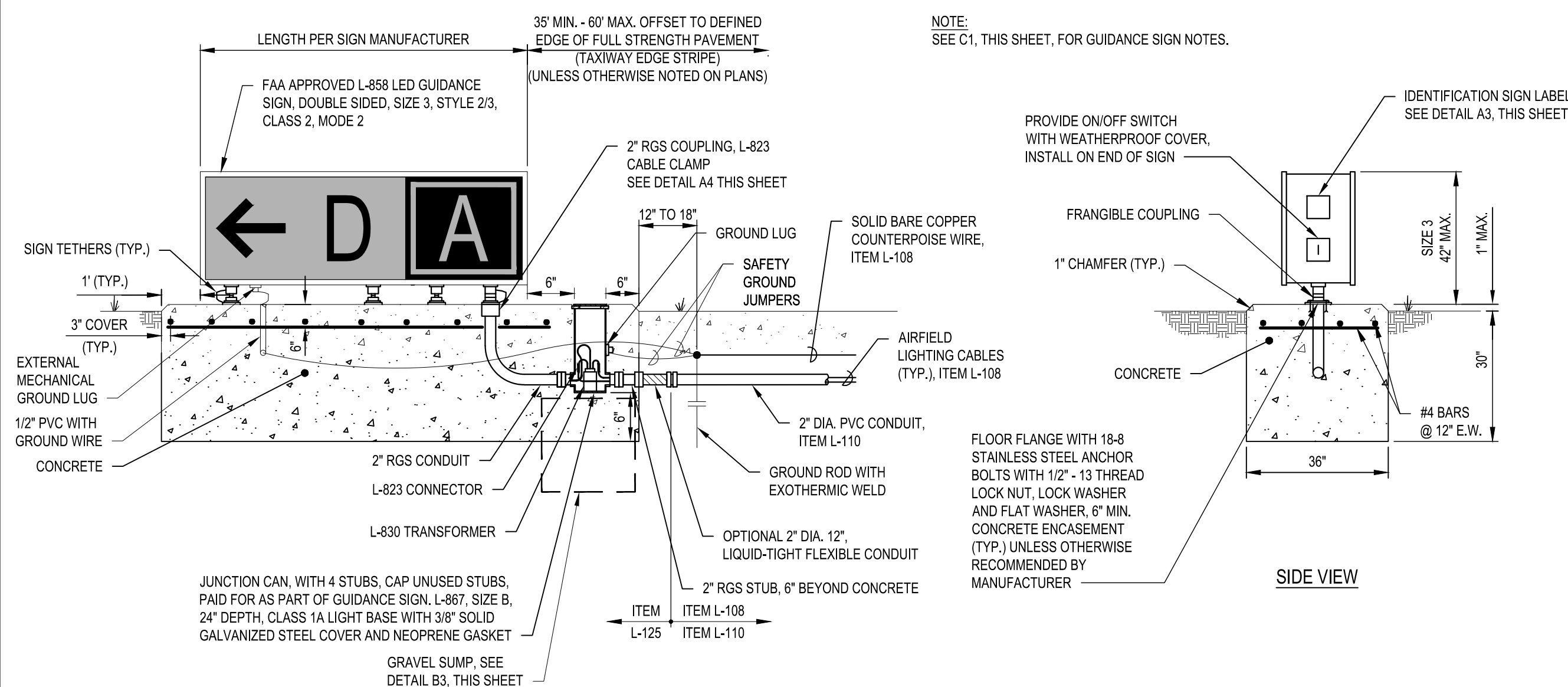
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**B3 GRAVEL SUMP DRAINAGE DETAIL**

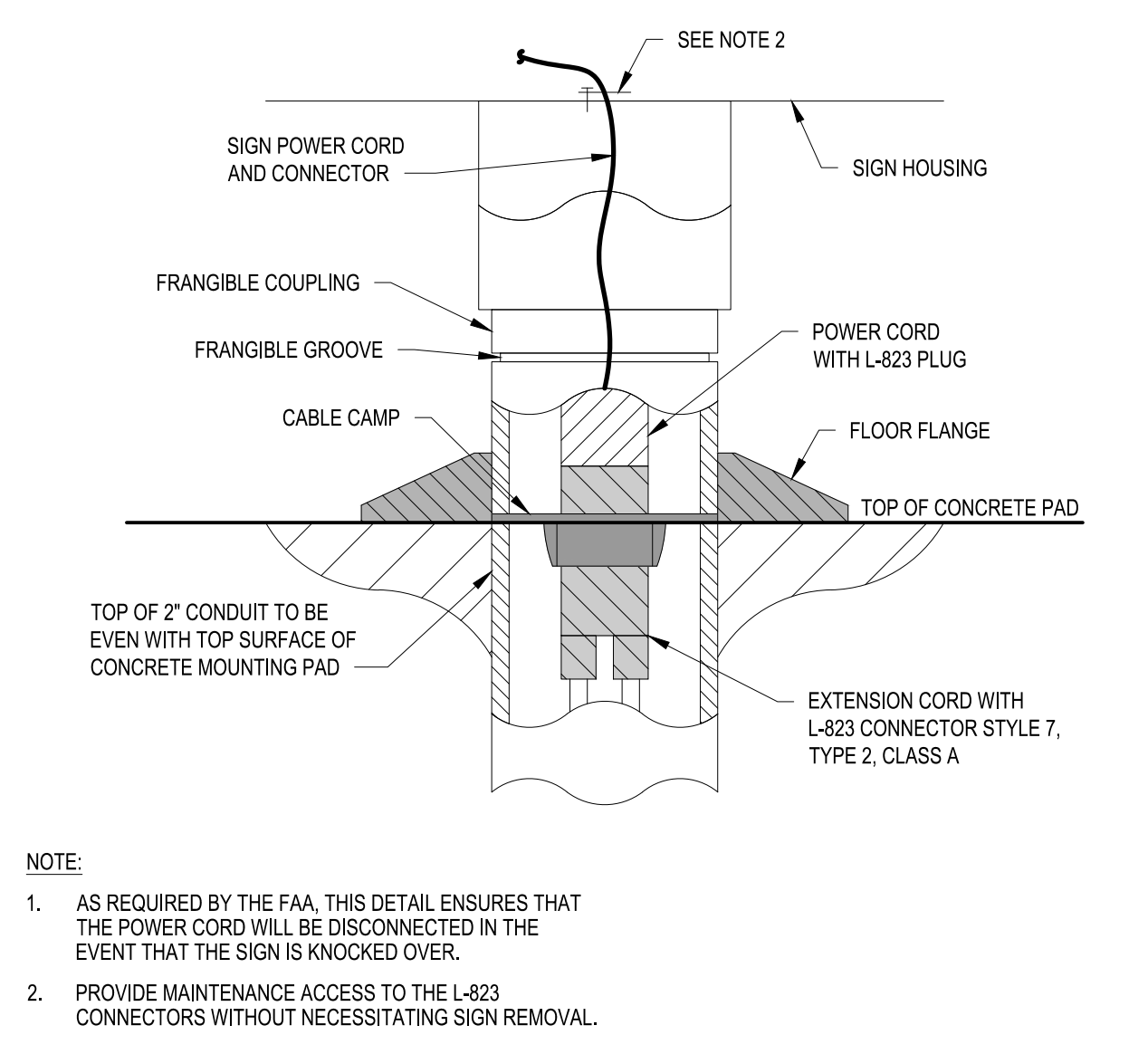
SCALE: NOT TO SCALE

**B4 AIRFIELD GUIDANCE SIGN GRADING DETAIL**

SCALE: NOT TO SCALE



- NOTES:
- THIS ITEM IS INCIDENTAL TO ITEM L-125.
  - EACH AIRFIELD SIGN EITHER NEW, RELOCATED, AND/OR MODIFIED SHALL BE FITTED WITH AN ADHESIVE LABEL WITH REFLECTIVE NUMBERS DEPICTING THE SIGN NUMBER ASSIGNED BY THE AIRPORT. ADHESIVE LABEL SHALL BE 10 YEAR VINYL, OR GREATER SERVICE LIFE. PLACARD PRODUCED BY THE SIGN MANUFACTURER WILL BE ACCEPTABLE.
  - THE LABEL IS TO BE PLACED ON THE SIGN'S EDGE WHERE IT IS VISIBLE FROM THE ADJACENT RUNWAY OR TAXIWAY.
  - THE CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH THE AIRPORT OWNER FOR ACTUAL NUMBERS PRIOR TO ORDERING SIGN IDENTIFICATION LABELS.



- NOTE:
- AS REQUIRED BY THE FAA, THIS DETAIL ENSURES THAT THE POWER CORD WILL BE DISCONNECTED IN THE EVENT THAT THE SIGN IS KNOCKED OVER.
  - PROVIDE MAINTENANCE ACCESS TO THE L-823 CONNECTORS WITHOUT NECESSITATING SIGN REMOVAL.

**A1 AIRFIELD GUIDANCE SIGN DETAIL**

SCALE: NOT TO SCALE

**A3 AIRFIELD GUIDANCE SIGN IDENTIFICATION DETAIL**

SCALE: NOT TO SCALE

**A4 GUIDANCE SIGN ELECTRICAL CONNECTION DETAIL**

SCALE: NOT TO SCALE



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**TAXIWAY D, H & G RECONFIGURATION**  
**GRIFFISS INTERNATIONAL AIRPORT**  
**ONEIDA COUNTY ROME, NEW YORK**

MARK	DATE	DESCRIPTION
REVISIONS		
	PROJECT NO:	146.176.001
	DATE:	FEBRUARY 25, 2025
	DRAWN BY:	D.A. MASTROPAOLO
	DESIGNED BY:	J.F. FRAZEE
	CHECKED BY:	C.D. BRUBACH
NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW		

**AIRFIELD SIGNAGE DETAILS**

**EL503**  
 SHEET NO. 18 OF 21

Feb 19, 2025 - 11:00am P:\Projects\446 - ONEIDA COUNTY\146176001 - Taxiway D, H & G Reconfiguration\Design\CADD\Sheet Files\46176001\_LE1\_Details.dwg





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**TAXWAY D, H & G  
RECONFIGURATION  
GRIFFISS INTERNATIONAL AIRPORT  
ONEIDA COUNTY ROME, NEW YORK**

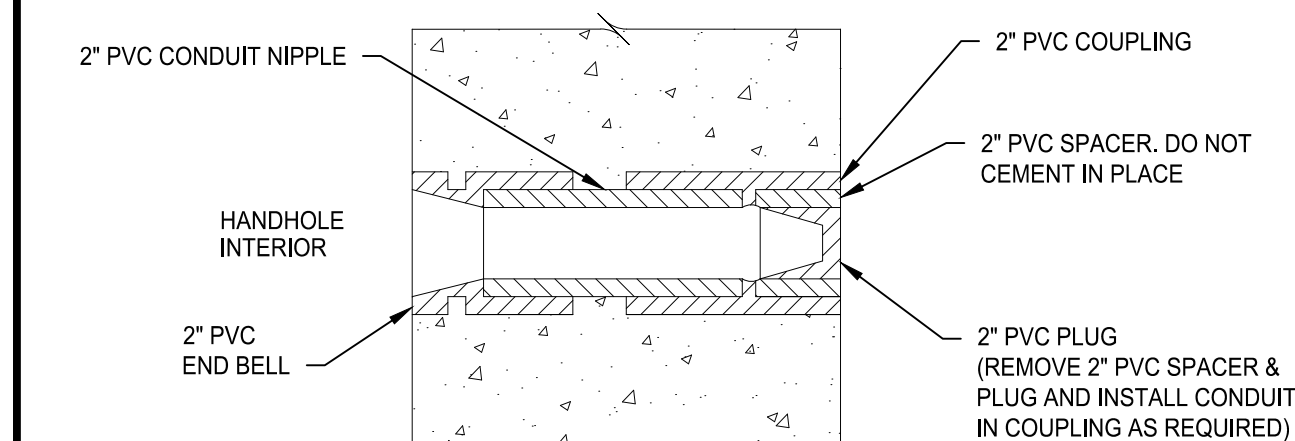
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**ELECTRICAL &  
TELEPHONE PULL  
BOX DETAILS**

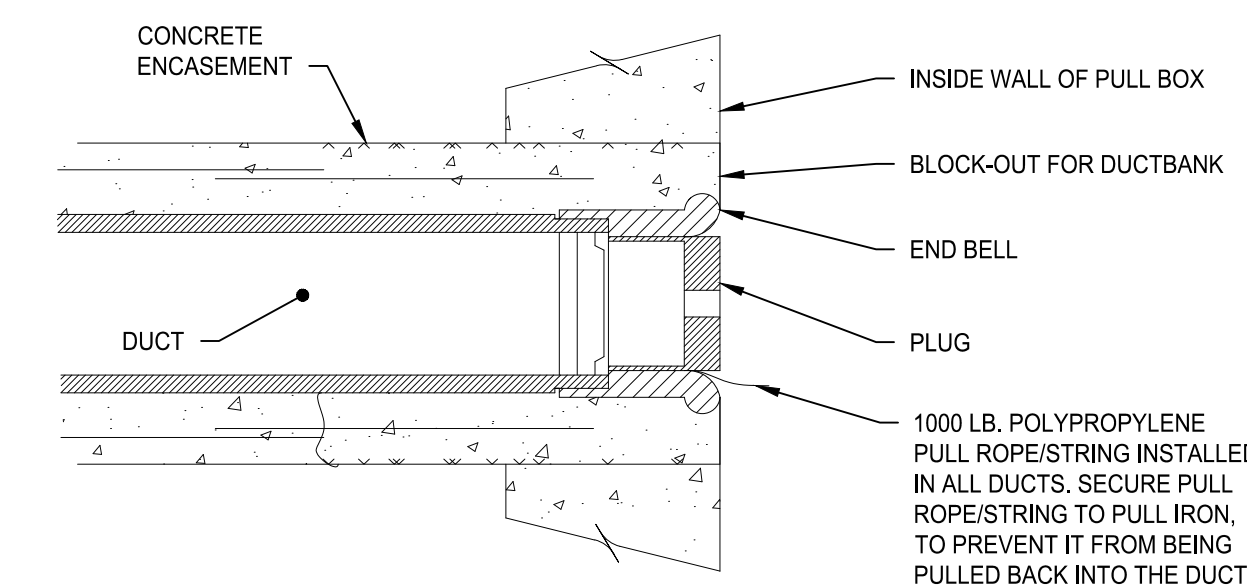
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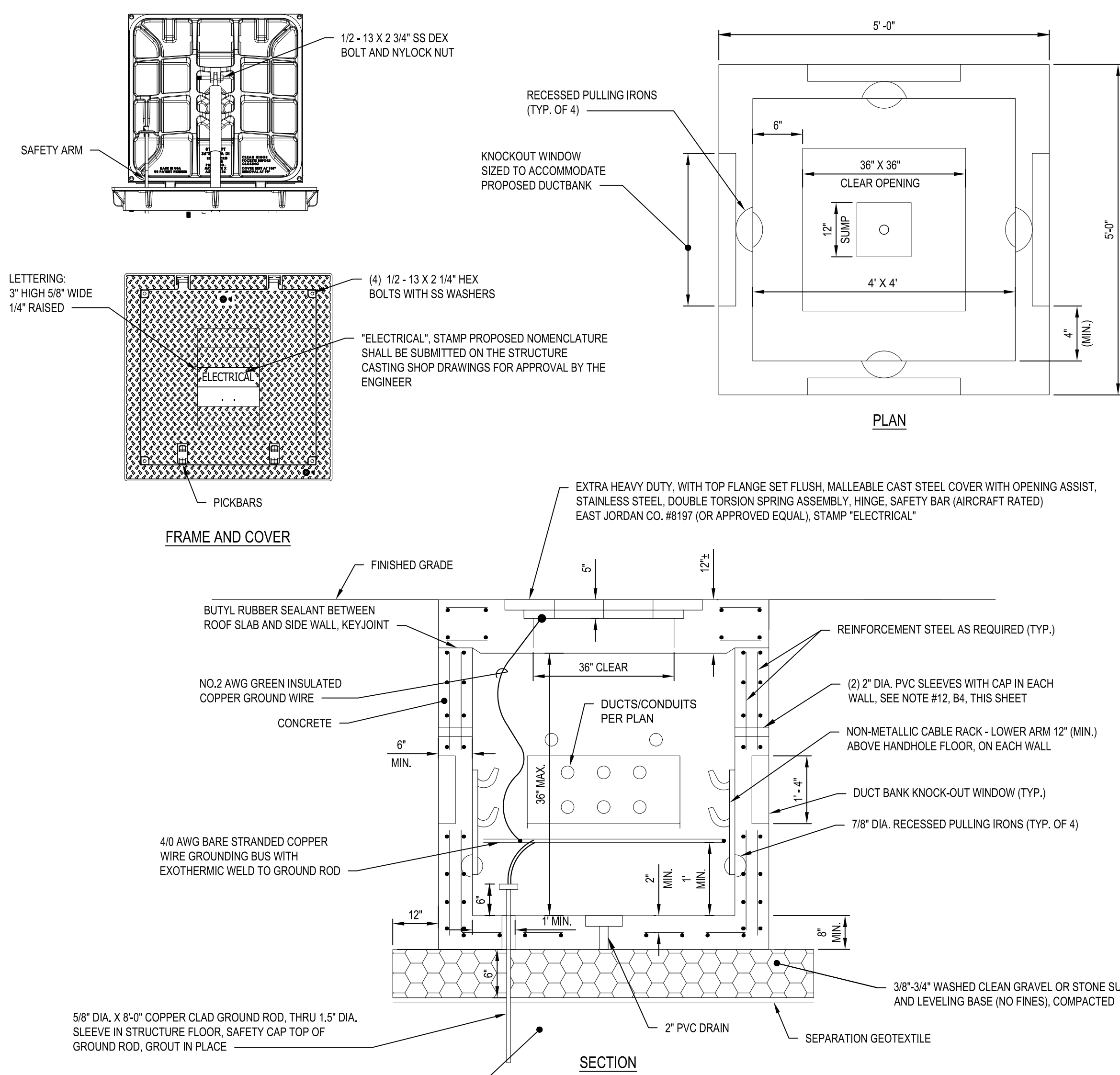
**B4 2" SLEEVE THROUGH PULL BOX DETAIL**  
SCALE: NOT TO SCALE



**A4 END OF DUCT DETAIL**  
SCALE: NOT TO SCALE

- ALL STRUCTURES, FRAMES, AND GRATES/COVERS INSTALLED WITHIN RUNWAY AND TAXIWAY SAFETY AREAS AND/OR WHERE DESIGNATED AS "AIRCRAFT RATED" SHALL BE DESIGNED TO SUPPORT A BOEING B747-200, 2 DUAL WHEELS IN TANDEM MAIN GEAR AND TWO DUAL WHEELS IN TANDEM BODY GEAR AIRCRAFT LOADING (2D/2D2) REQUIREMENTS WITH MAX. RAMP WEIGHT=875,000 LBS. ALL PRECAST STRUCTURES SUBMITTED SHALL BE ACCOMPANIED WITH THE DESIGN CALCULATIONS SHOWING THAT THE STRUCTURE MEETS THE INTENDED LOADING. THE DRAWINGS AND CALCULATIONS SHALL BE STAMPED BY A NEW YORK LICENSED PROFESSIONAL ENGINEER.
- ALL CONCRETE SHALL CONFORM TO ACI 318-89, F<sub>c</sub>=4000 PSI, ITEM P-610.
- REINFORCING STEEL IS NOT SPECIFICALLY SHOWN & SHALL BE DESIGNED BY THE PRECAST MANUFACTURER AND INCLUDED IN THE SHOP DRAWING SUBMITTALS.
- ALL REINFORCING STEEL SHALL CONFORM TO ASTM-615, GRADE 60.
- THE MINIMUM REBAR COVER SHALL BE 2" FROM ANY SURFACE.
- ALL CONNECTIONS TO STRUCTURES SHALL BE SEALED WATERTIGHT.
- CONDUIT LOCATIONS VARY. SEE LIGHTING PLAN SHEET FOR DIRECTIONS.
- EXCAVATION, LINING, AND SEPARATION FABRIC SHALL BE INCLUDED IN THE COST OF THE PULL BOX.
- INSTALL 3 LOOPS OF CABLE IN EACH PULL BOX.
- GROUND ALL METALLIC PARTS OF THE PULL BOX, INCLUDING CASTING, WITH A NO. 6 AWG GREEN INSULATED STRANDED COPPER WIRE.
- DUCT BANKS SHALL DRAIN TOWARD THE PULL BOXES WITH THE CROWN OF THE DUCT BANK MIDWAY BETWEEN STRUCTURES. THE DUCT SLOPE SHALL BE THREE (3) INCHES MINIMUM PER ONE HUNDRED (100) FEET, UNLESS OTHERWISE SPECIFIED.
- TWO 2" PVC SLEEVES SHALL BE INSTALLED IN EACH WALL OF EVERY PULL BOX WHERE DUCT BANKS AND CONDUITS ARE NOT SHOWN ON THE PLANS. THE SLEEVES SHALL BE POSITIONED 24" MINIMUM BELOW THE GROUND LEVEL TO THE TOP OF THE SLEEVE. THESE SLEEVES ARE FOR FUTURE USE.
- INSTALL PVC PLUGS IN ALL EMPTY SLEEVES AND DUCTS.
- CONTRACTOR SHALL CORE DRILL WITH A DIAMOND BIT DRILL, IF REQUIRED FOR OPENINGS FOR NEW CONDUIT. CORED OPENINGS AND CONDUIT PENETRATIONS SHALL BE SEALED WATERTIGHT PRIOR TO BACKFILL.
- PULL BOXES SHALL BE LOCATED AS SHOWN ON THE PLANS. THE PLACEMENT DEPTH OF THE PULL BOX MAY VARY TO ACCOMMODATE THE DUCT BANKS.
- ALL PULL BOXES SHALL BE PROVIDED WITH A HEAVY DUTY NON-METALLIC CABLE RACK. LOWER ARM OF CABLE RACK SHALL BE LOCATED 12" ABOVE THE FLOOR OF THE PULL BOX. PROVIDE TWO CABLE RACKS AS MANUFACTURED BY UNDERGROUND DEVICES INCORPORATED OR APPROVED EQUAL. TOP AND BOTTOM SHALL BE A 3" SADDLE MOUNT USING STAINLESS STEEL HARDWARE AS SPECIFIED BY THE MANUFACTURER.
- A PULLING IRON SHALL BE PROVIDED IN EACH PULL BOX OPPOSITE EACH CONDUIT ENTRANCE AND KNOCKOUT. THE PULLING IRON WILL BE POSITIONED 4" BELOW THE LEVEL OF CONDUIT OR KNOCKOUT.
- IN THE EVENT ANY PULL BOX COVER IS NOT INSTALLED WHEN BOX IS PLACED, THE CONTRACTOR SHALL TAKE NECESSARY MEASURES TO ASSURE SAFETY. THE SAFETY MEASURES SHALL INCLUDE, BUT NOT LIMITED TO BARRICADING THE PULL BOX SITE AND COVERING THE HOLE.
- ALL PULL BOX RIMS SHALL BE SET 2" ABOVE THE FINISHED GRADE FOR THE SURROUNDING AREA. ASPHALT OR SODDING, AS CALLED FOR ON THE PLANS, SHALL BE PLACED FLUSH WITH THE TOP OF CASTING AND GENTLY SLOPED AWAY FROM THE STRUCTURE TO PREVENT THE PONDING OR INFILTRATION OF WATER.
- EACH PULL BOX SHALL INCLUDE A 5/8" DIAMETER BY 8' MIN. LONG GROUND ROD. EACH GROUND ROD SHALL INDIVIDUALLY TESTED BY THE CONTRACTOR PRIOR TO CONNECTION TO THE COUNTERPOISE TO ENSURE A NOT-TO-EXCEED EARTH RESISTANCE OF 25 OHMS. ADDITIONAL SECTIONS OF GROUND ROD SHALL BE ADDED TO OR A GROUND GRID INSTALLED TO ACHIEVE THE 25 OHM REQUIREMENT.
- ALL L-824 CABLES AND L-823 CONNECTORS SHALL BE RACKED AND TIED ABOVE HANDHOLE FLOOR. THE CONNECTORS AND CABLES SHALL BE EASILY ACCESSIBLE TO THE AIRFIELD MAINTENANCE ELECTRICIANS FROM THE EXTERIOR OF THE HANDHOLE.
- SEE SHEET PROJECT MANUAL AND CIVIL DRAWINGS FOR ADDITIONAL PRECAST STRUCTURE REQUIREMENTS.
- THE MAXIMUM DEPTH FOR STRUCTURES SHALL BE 3' MEASURED FROM THE SURFACE TO THE BOTTOM OF THE STRUCTURE.
- CONNECTION OF EXISTING OR PROPOSED CONDUITS OR DUCT BANK TO PULL BOX, INCLUDING CONCRETE, CONDUIT, CONNECTIONS, AND BACKFILL SHALL BE INCIDENTAL TO ITEM L-115.
- ALL MATERIALS AND COMPONENTS SHOWN ARE INCIDENTAL TO THE ELECTRICAL PULL BOX, ITEM L-115

**A3 ELECTRICAL PULL BOX NOTES**  
SCALE: NOT TO SCALE



**A1 ELECTRICAL PULL BOX DETAIL (AIRCRAFT RATED)**  
SCALE: NOT TO SCALE

Feb 19, 2025 - 1:10pm P:\Project\146-ONEIDA COUNTY\146176001 - Taxway D, H & G\Reconfig\Drawings\CADD\Sheet Files\146176001\_LE\_Details.dwg





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**TAXIWAY D, H & G  
 RECONFIGURATION**  
**GRIFFISS INTERNATIONAL AIRPORT  
 ONEIDA COUNTY ROME, NEW YORK**

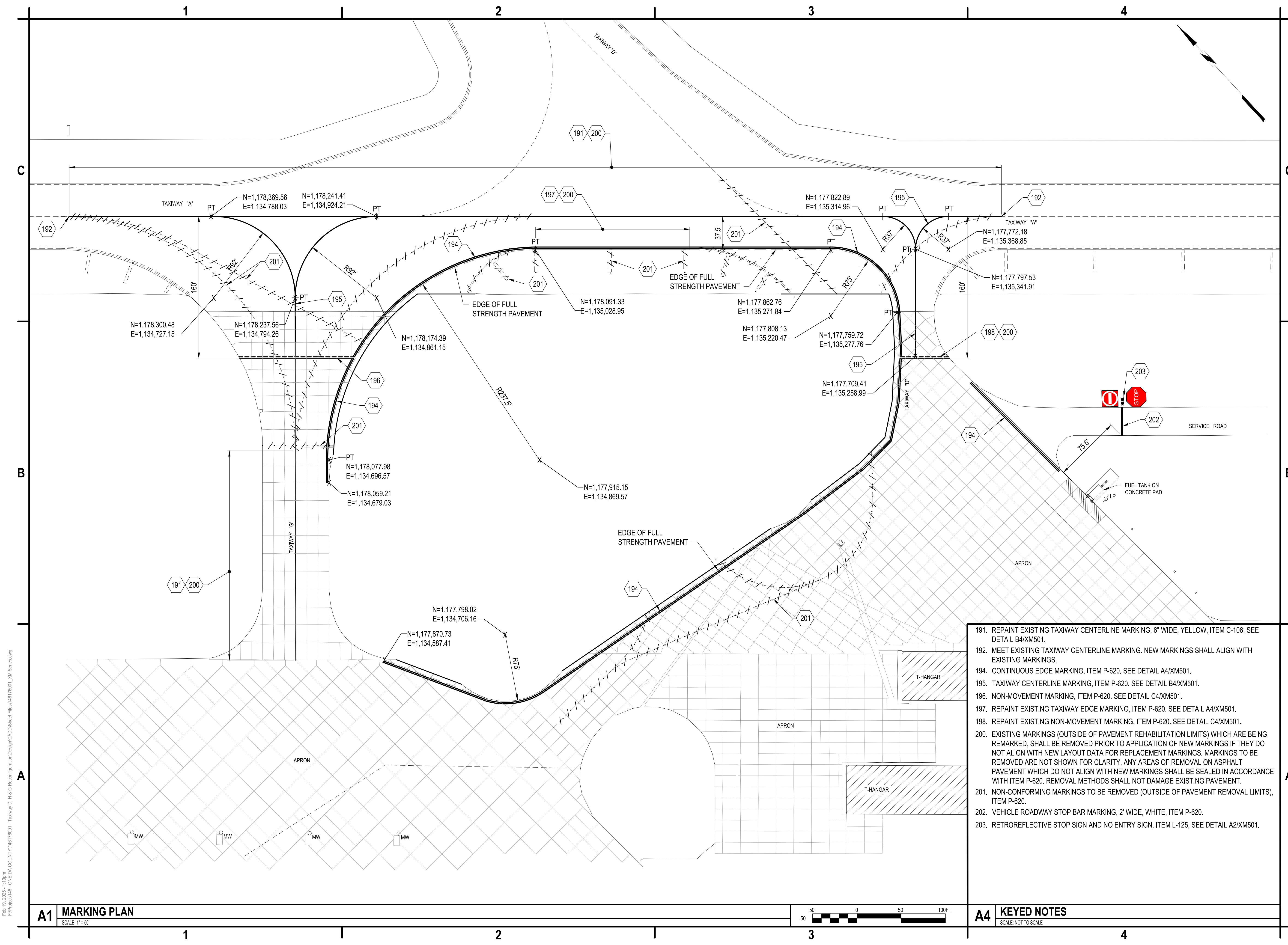
MARK	DATE	DESCRIPTION
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DATE:	FEBRUARY 25, 2025	
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**MARKING PLAN**

**XM101**

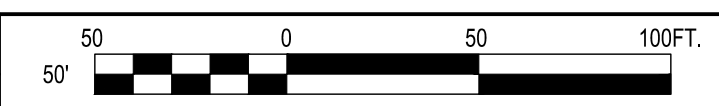
SHEET NO. 20 OF 21

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191. REPAINT EXISTING TAXIWAY CENTERLINE MARKING, 6" WIDE, YELLOW, ITEM C-106. SEE DETAIL B4/XM501.
192. MEET EXISTING TAXIWAY CENTERLINE MARKING. NEW MARKINGS SHALL ALIGN WITH EXISTING MARKINGS.
194. CONTINUOUS EDGE MARKING, ITEM P-620. SEE DETAIL A4/XM501.
195. TAXIWAY CENTERLINE MARKING, ITEM P-620. SEE DETAIL B4/XM501.
196. NON-MOVEMENT MARKING, ITEM P-620. SEE DETAIL C4/XM501.
197. REPAINT EXISTING TAXIWAY EDGE MARKING, ITEM P-620. SEE DETAIL A4/XM501.
198. REPAINT EXISTING NON-MOVEMENT MARKING, ITEM P-620. SEE DETAIL C4/XM501.
200. EXISTING MARKINGS (OUTSIDE OF PAVEMENT REHABILITATION LIMITS) WHICH ARE BEING REMARKED, SHALL BE REMOVED PRIOR TO APPLICATION OF NEW MARKINGS IF THEY DO NOT ALIGN WITH NEW LAYOUT DATA FOR REPLACEMENT MARKINGS. MARKINGS TO BE REMOVED ARE NOT SHOWN FOR CLARITY. ANY AREAS OF REMOVAL ON ASPHALT PAVEMENT WHICH DO NOT ALIGN WITH NEW MARKINGS SHALL BE SEALED IN ACCORDANCE WITH ITEM P-620. REMOVAL METHODS SHALL NOT DAMAGE EXISTING PAVEMENT.
201. NON-CONFORMING MARKINGS TO BE REMOVED (OUTSIDE OF PAVEMENT REMOVAL LIMITS), ITEM P-620.
202. VEHICLE ROADWAY STOP BAR MARKING, 2' WIDE, WHITE, ITEM P-620.
203. RETROREFLECTIVE STOP SIGN AND NO ENTRY SIGN, ITEM L-125. SEE DETAIL A2/XM501.

**A1 MARKING PLAN**  
 SCALE: 1"=50'

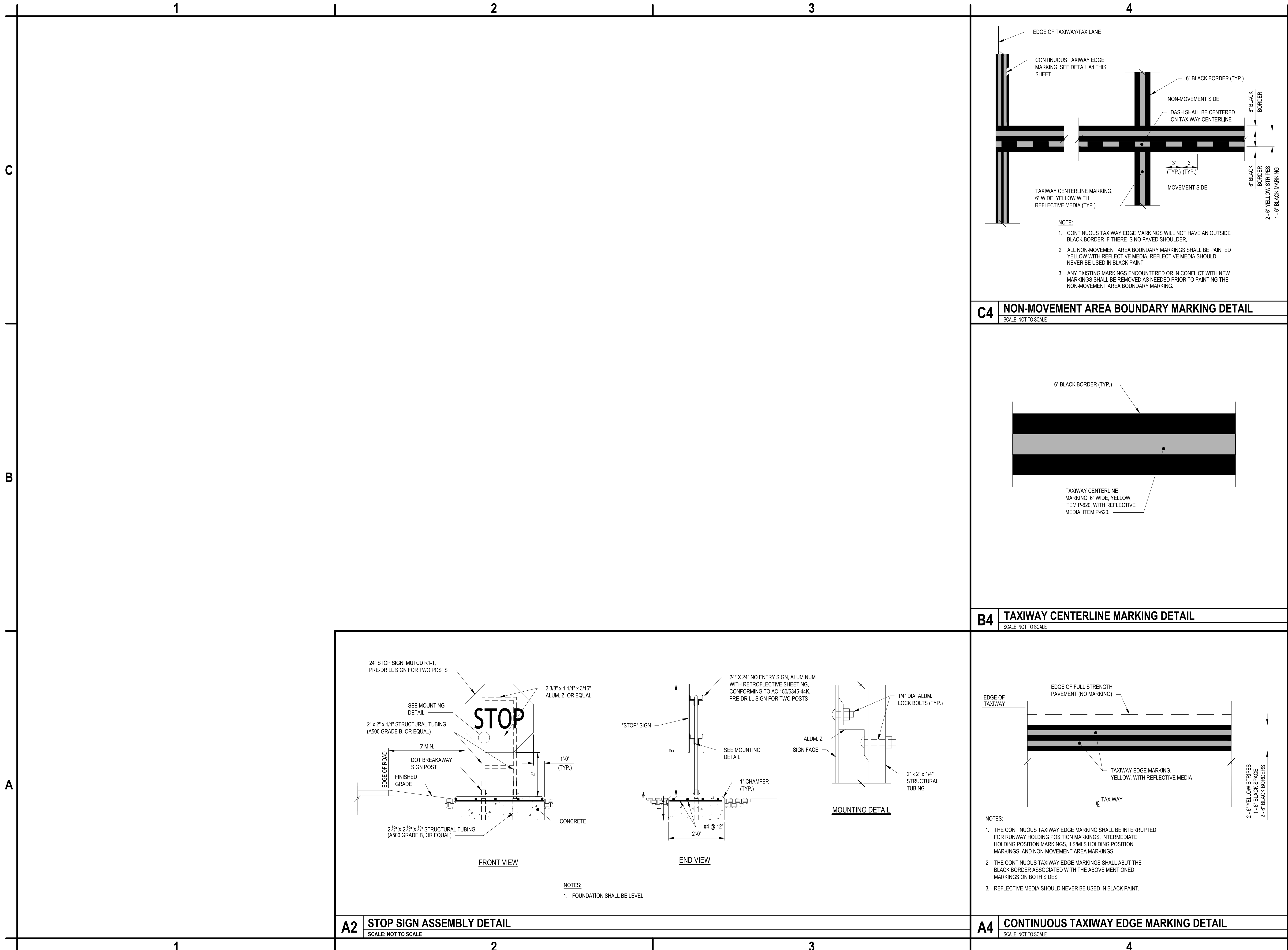


**A4 KEYED NOTES**  
 SCALE: NOT TO SCALE

Feb 19, 2025 - 11:00am  
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Feb 19, 2025 - 1:10pm  
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**C4 NON-MOVEMENT AREA BOUNDARY MARKING DETAIL**  
SCALE: NOT TO SCALE

**B4 TAXIWAY CENTERLINE MARKING DETAIL**  
SCALE: NOT TO SCALE

**A2 STOP SIGN ASSEMBLY DETAIL**  
SCALE: NOT TO SCALE

**A4 CONTINUOUS TAXIWAY EDGE MARKING DETAIL**  
SCALE: NOT TO SCALE



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**TAXIWAY D, H & G  
RECONFIGURATION**  
**GRIFFISS INTERNATIONAL AIRPORT  
ONEIDA COUNTY ROME, NEW YORK**

MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO: 146.176.001		
DATE: FEBRUARY 25, 2025		
DRAWN BY: D.A. MASTROPAOLO		
DESIGNED BY: J.F. FRAZEE		
CHECKED BY: C.D. BRUBACH		
NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW		

**MARKING DETAILS**

**XM501**

SHEET NO. 21 OF 21

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 Fax: 315-455-9667  
 www.cscos.com



GRIFFISS INTERNATIONAL AIRPORT  
 ONEIDA COUNTY  
 ROME, NEW YORK  
**TAXIWAY D, H & G RECONFIGURATION**

MARK	DATE	DESCRIPTION
1	5/13/2024	REMOVED C/B-3 & C-6

REVISIONS	
PROJECT NO:	146.176.001
DATE:	MARCH 2024
DRAWN BY:	D.A.M.
DESIGNED BY:	J.F.F.
CHECKED BY:	J.F.F.

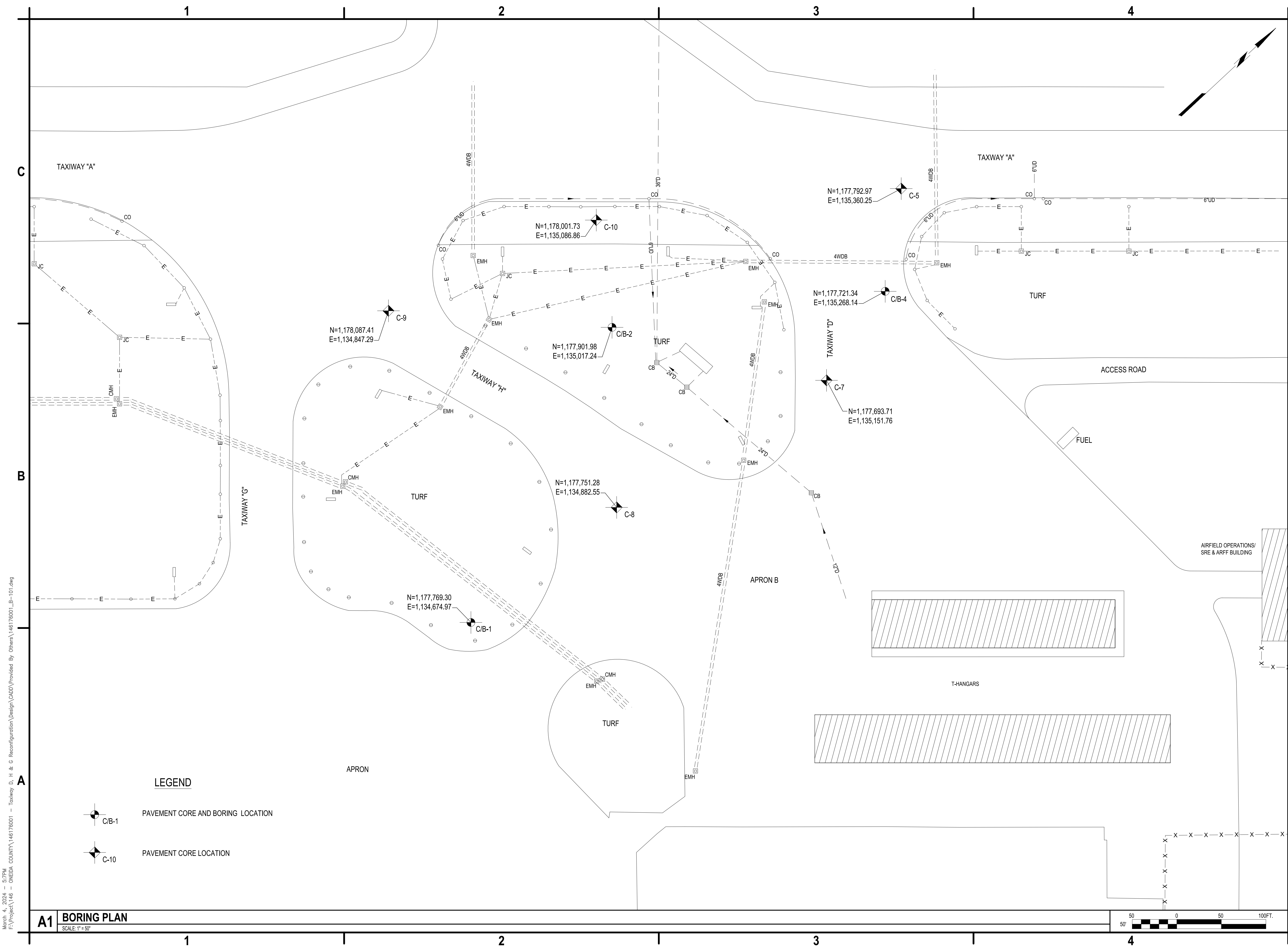
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**BORING PLAN**

**B-101**

SHEET 1 OF 1

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March 4, 2024 - 5:27PM  
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**A1 BORING PLAN**