RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3

IMPROVEMENTS TO

BLAIR EXECUTIVE AIRPORT (BTA)

BLAIR, NE

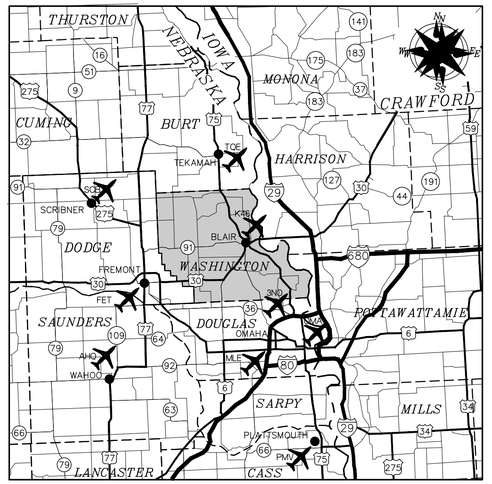
AIP NO. 3-31-0109-025/026/027/028
NDOT NO. BTA SA 011

MARCH 6, 2026
ISSUED FOR BID



VICINITY MAP

2785 STATE HIGHWAY 133
BLAIR, NE 68008



LOCATION MAP

WASHINGTON COUNTY, NEBRASKA
SECTION 19, TOWNSHIP 17 NORTH, RANGE 12 EAST
SECTION 30, TOWNSHIP 17 NORTH, RANGE 12 EAST

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3	GENERAL PROJECT NOTES
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5	TRAFFIC CONTROL OVERVIEW
6	TRAFFIC CONTROL NOTES AND DETAILS
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10	CONSTRUCTION SAFETY / PHASING PLAN - PHASE 2
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12	CONSTRUCTION SAFETY / PHASING PLAN - PHASE 4A AND PHASE 4B
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250	PAPIs AND REILs ELECTRICAL PLAN - STA: 99+50 TO STA: 110+50
251	PAPIs AND REILs ELECTRICAL PLAN - STA: 110+50 TO STA: 121+50
252	PAPIs AND REILs ELECTRICAL PLAN - STA: 121+50 TO STA: 132+50
253	PAPIs AND REILs ELECTRICAL PLAN - STA: 132+50 TO STA: 143+50
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270	EROSION CONTROL DETAILS
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507	TAXILANE 1 AND TAXILANE 3 EROSION CONTROL PLAN

REV. NO. △	DATE	DESCRIPTION	SHEET NUMBERS AFFECTED

NOTE:
1. REVISION CLOUD IDENTIFIES THE REVISION.
2. REVISIONS HAVE BEEN INCORPORATED INTO CONSTRUCTION SET. SEE REVISIONS TO SPECIFICATIONS.

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SPONSOR - BLAIR AIRPORT AUTHORITY



I, HEATHER OLSON, P.E. AM THE COORDINATING PROFESSIONAL ON THE RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3 PROJECT.

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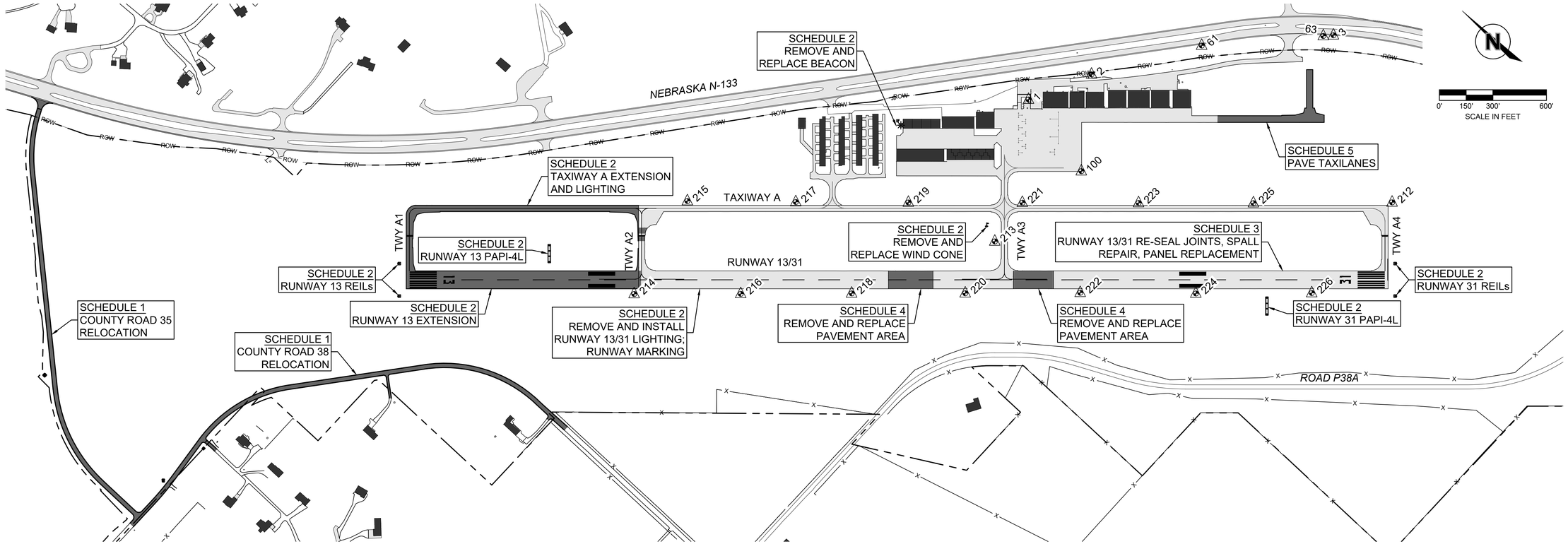
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RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
BLAIR EXECUTIVE AIRPORT (BTA) BLAIR, NE
AIP NO. 3-31-0109-025/026/027/028
DRAWN BY: JTO
OLSSON PROJECT #025-01994
APPROVED BY: HAO

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DATE: Mar 02, 2026 6:53am



1 PROJECT LAYOUT PLAN

PROJECT LEGEND	EXISTING	THIS PROJECT
BUILDINGS		
PAVEMENT		
PAVEMENT TO BE REMOVED		
PROPERTY LINE		
CENTER LINE		
PAVED ROADS		
GRAVEL ROADS		
FENCE	x	xx
STORM DRAIN	SD	SD
SANITARY SEWER	SS	SS
UNDERGROUND GAS LINE	G	G
UNDERGROUND TELEPHONE LINE	T	T
UNDERGROUND FIBER OPTIC LINE	FO	FO
UNDERGROUND ELECTRIC LINE	E	E
OVERHEAD POWER LINE	OP	OP
SECTION CORNER		
FIRE HYDRANT		
YARD HYDRANT		
WATER VALVE		
WATER METER		
WATER MANHOLE		
IRRIGATION VALVE		
IRRIGATION METER		
SANITARY SEWER CLEANOUT		
SANITARY SEWER MANHOLE		
GAS METER		
GAS VALVE		
STORM SEWER INLET		
STORM DRAIN MANHOLE		
TELEPHONE PEDESTAL		
ELECTRICAL VAULT		

PROJECT LEGEND	EXISTING	THIS PROJECT
ELECTRICAL METER		
TRANSFORMER		
TRAFFIC SIGNAL		
UTILITY POLE		
STREET LIGHT		
STREET SIGN		
RUNWAY SAFETY AREA (RSA)	RSA	
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	
TAXIWAY SAFETY AREA (TSA)	TSA	
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA
TAXILANE OBJECT FREE AREA (TLOFA)	TLOFA	TLOFA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	
RUNWAY APPROACH SLOPE	APPR	
RUNWAY LIGHTS - BASE MOUNTED		
TAXIWAY LIGHTS - BASE MOUNTED		
JUNCTION CAN		
BEACON		
WIND SOCK		
REIL		
GUIDANCE SIGN		
PAPI		
WIND CONE		
DUCT	D	D
MEDIUM INTENSITY RUNWAY LIGHT CABLE	MIRL	MIRL
MEDIUM INTENSITY TAXIWAY LIGHT CABLE	MITL	MITL
WIND CONE CABLE	WC	WC
BEACON CABLE	BC	BC
PAPI CABLE	PAPI	PAPI
REIL CABLE	REIL	REIL
BARRICADE		
HAUL ROUTE		

POINT TABLE				
POINT #	NORTHING	EASTING	ELEVATION	FULL DESCRIPTION
1	600961.38	2708827.45	1313.50	BMK/CHISELED BOX
2	600813.96	2709177.78	1311.80	BMK/CHISELED BOX
3	600017.80	2710296.63	1312.60	BMK/CHISELED BOX @ STA 246
61	600495.35	2709730.75	1315.50	CTL 5/8 IN RB
63	600054.85	2710253.31	1312.35	CTL 5/8 IN RB
100	600468.12	2708756.19	1309.43	CTL /IN CONC
212	599120.26	2709872.62	1291.04	5/8 IN RB W/ CAP
213 *	600528.32	2708134.66	1309.10	5/8 IN RB W/ CAP
214	601738.26	2706489.40	1315.67	5/8 IN RB W/ CAP
215	601899.59	2707067.32	1315.14	5/8 IN RB W/ CAP
216	601319.25	2706914.81	1314.59	5/8 IN RB W/ CAP
217	601468.98	2707495.93	1314.98	5/8 IN RB W/ CAP
218	600884.70	2707359.30	1313.07	5/8 IN RB W/ CAP
219	601023.78	2707943.10	1312.99	5/8 IN RB W/ CAP
220	600438.16	2707812.56	1311.68	5/8 IN RB W/ CAP
221	600574.56	2708396.96	1310.36	5/8 IN RB W/ CAP
222	599987.56	2708273.12	1308.55	5/8 IN RB W/ CAP
223	600115.91	2708859.29	1306.03	5/8 IN RB W/ CAP
224	599529.58	2708731.62	1304.06	5/8 IN RB W/ CAP
225	599663.09	2709316.76	1300.62	5/8 IN RB W/ CAP
226	599075.26	2709195.58	1300.01	5/8 IN RB W/ CAP

1. ELEVATIONS ARE BASED ON NAVD 88.
2. SURVEY BY OLSSON.
3. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES BETWEEN COORDINATES, ELEVATIONS, STATIONING AND OFFSETS.
4. * NOT SHOWN ON PLAN.

DESIGN STANDARDS	RUNWAY
	13/31
APPROACH CATEGORY - DESIGN GROUP	B-II
TAXIWAY DESIGN GROUP - TDG	2A
RUNWAY:	
WIDTH	100'
SAFETY AREA WIDTH	150'
OBJECT FREE AREA WIDTH	500'
TAXIWAY:	
WIDTH	35'
SAFETY AREA WIDTH	79'
OBJECT FREE AREA WIDTH	124'
TAXILANE:	
OBJECT FREE AREA WIDTH	110'
MARKING	NON-PRECISION
PAVEMENT MATERIAL	CONCRETE
PAVEMENT DESIGN STRENGTH	30,000 SWL

COUNTY ROAD DESIGN STANDARDS	COUNTY ROAD	COUNTY ROAD
	35	38
NATIONAL ROAD CLASSIFICATION	LOCAL	LOCAL
STATE ROADWAY CLASSIFICATION	LOCAL	LOCAL
DESIGN SPEED	50 MPH	50 MPH
ADT 2024	250	200
%HT	18% (45 VPD)	11% (22 VPD)

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Nebraska COA #CA-0638

PROFESSIONAL CIVIL ENGINEER
HEATHER ANNE
OLSON
E-11074
03/06/2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

PROJECT LAYOUT PLAN, LEGEND AND DESIGN STANDARDS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 2

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DATE: Mar 02, 2026 6:55am USER: jolson

GENERAL SHEET NOTES - SCHEDULE 1

1. ALL CONSTRUCTION, PROJECT PROCEDURES, AND MATERIALS SHALL CONFORM TO THE "2017 NEBRASKA DEPARTMENT OF TRANSPORTATION STANDARDS FOR HIGHWAY CONSTRUCTION" AND ANY ADDITIONS HERETO, EXCEPT AS MODIFIED BY THE CONTRACT DOCUMENTS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO BE AWARE OF THE CONTENTS OF THE AFOREMENTIONED SPECIFICATIONS. ANY WORK IN NDOT RIGHT-OF-WAY SHALL FOLLOW THE 2017 NEBRASKA DEPARTMENT OF TRANSPORTATION STANDARDS FOR HIGHWAY CONSTRUCTION.

2. ANY CURRENT REVISIONS OR UPDATES THERETO SHALL APPLY TO THIS PROJECT AND THE CONTRACTOR SHALL PERFORM IN ACCORDANCE THEREWITHIN.

3. THE COST OF SHEETING, SHORING OR BRACING AND DEWATERING REQUIRED TO CONSTRUCT THIS PROJECT SHALL BE SUBSIDIARY TO ITEMS FOR WHICH DIRECT PAYMENT IS MADE.

4. THE CONTRACTOR IS RESPONSIBLE TO INSURE ALL EXCAVATIONS ARE MADE IN ACCORDANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) CONSTRUCTION STANDARDS - 29 CFR PART 1926, SUBPART P-EXCAVATIONS AS PUBLISHED IN THE FEDERAL REGISTER, VOL. 54, 209, TUESDAY, OCTOBER 31, 1989, RULES AND REGULATIONS. IN ADDITION IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO BE FAMILIAR WITH OSHA STANDARDS AND REGULATIONS PERTAINING TO ALL ASPECTS OF THE WORK INCLUDING ENTERING CONFINED SPACES.

5. THE CONTRACTOR SHALL RESTRICT ALL CONSTRUCTION OPERATIONS TO WITHIN THE PUBLIC RIGHT-OF-WAY AND THOSE CONSTRUCTION AREAS AS ILLUSTRATED ON THE PLAN.

6. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES IN A MANNER THAT WILL PROVIDE PROTECTION OF EXISTING TREES AND BUSHES. TREES WITHIN THE LIMITS OF CONSTRUCTION TO BE REMOVED ARE NOTED ON PLANS.

7. DUE TO THE MIGRATORY BIRD TREATY ACT AND NORTHERN LONG EARED BAT PROTECTION, TREE REMOVAL ACTIVITIES ARE RESTRICTED. REMOVALS SHALL BE COMPLETED PRIOR TO APRIL 1, 2026/2027 OR DELAYED UNTIL AFTER SEPTEMBER 15, 2026/2027. A BIRD AND BAT INVENTORY SURVEY MAY BE COMPLETED IF TREE REMOVAL IS REQUIRED OUTSIDE OF THOSE DATES. PROVIDE A MINIMUM OF 5 DAYS NOTICE FOR SCHEDULING THE BIRD AND BAT SURVEY WITH THE ENGINEER/RPR.

8. THE LOCATIONS OF ALL UTILITIES ARE SHOWN AS A CONVENIENCE FOR THE CONTRACTOR. NEITHER THE ENGINEER NOR THE OWNER GUARANTEE THE ACCURACY OF SUCH INFORMATION. LOCATIONS OF ALL AERIAL AND UNDERGROUND UTILITIES MAY NOT BE INDICATED ON THESE PLANS. UNDERGROUND UTILITIES, WHETHER INDICATED OR NOT, WILL BE LOCATED AND FLAGGED BY THE UTILITY COMPANIES AT THE CONTRACTOR'S REQUEST. NO EXCAVATION WILL BE PERMITTED IN THE AREA OF UNDERGROUND UTILITIES UNTIL ALL FACILITIES HAVE BEEN LOCATED AND IDENTIFIED TO THE SATISFACTION OF ALL PARTIES AND THEN ONLY WITH EXTREME CARE TO AVOID ANY DAMAGE TO THE UTILITIES. ANY UTILITY DAMAGED BY THE CONTRACTOR DUE TO THEIR OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT THEIR EXPENSE.

9. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH PRIVATE UTILITY COMPANIES FOR THE RELOCATION OF EXISTING UTILITIES IDENTIFIED. TEMPORARY LIMITATIONS ON GRADING MAY BE NECESSARY UNTIL THE FINAL UTILITY RELOCATIONS CAN BE ACHIEVED AND IN USE. COORDINATION EFFORTS AND ANY TEMPORARY GRADING RESTRICTIONS ARE CONSIDERED SUBSIDIARY TO PROJECT. REFER TO SHEET 20 FOR UTILITY CONTACTS.

10. THE CONTRACTOR SHALL BACKFILL COMPLETED PORTIONS OF CONSTRUCTED SEWER AT THE END OF EACH DAY. EXCAVATION TRENCH REMAINING OPEN SHALL NOT EXCEED 25 LF. THE CONTRACTOR SHALL PLACE SNOW FENCE AROUND EXCAVATION REMAINING OPEN.

11. THE CONTRACTOR SHALL FURNISH AND MAINTAIN ALL NECESSARY BARRICADES, WARNING SIGNS, LIGHTS AND FLASHERS PER THE MUTCD AND THE NDOT STANDARD PLANS. THE CONTRACTOR SHALL INSPECT AND VERIFY ALL APPROPRIATE BARRICADES AND SIGNS ARE PLACED ACCORDINGLY AND UPRIGHT AT THE END OF EACH CONSTRUCTION DAY, OR AS DIRECTED BY THE ENGINEER.

12. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND NDOT REPRESENTATIVE 24 HOURS IN ADVANCE OF ANY SIGNING/STRIPING WORK.

13. CONCRETE PAVEMENT SHALL BE CURED USING A WHITE PIGMENTED LIQUID MEMBRANE FORMING CURING COMPOUND THAT HAS BEEN APPROVED BY THE NEBRASKA DEPARTMENT OF TRANSPORTATION. THE MINIMUM RATE OF APPLICATION SHALL BE 200 SQ. FT. PER GAL. IF A MECHANICAL POWERED SPRAYER IS USED, AND 100 SQ. FT. PER GAL. IF A HAND POWERED SPRAYER IS USED. TANK MEASUREMENTS SHALL BE RECORDED.

14. A WALK BEHIND SAW WITH A DIAMOND EDGE SAW BLADE SHALL BE USED FOR CUTTING ALL REQUIRED CONTRACTION AND LONGITUDINAL PAVEMENT JOINTS. ALL SAW CUTS (INCLUDING THOSE FULL DEPTH CUTS NECESSARY TO REMOVE PAVEMENT) SHALL BE SUBSIDIARY TO ITEMS FOR WHICH DIRECT PAYMENT IS MADE.

15. ANY FITTINGS OR CONNECTIONS REQUIRED TO CONSTRUCT SEWER PIPE SHALL BE SUBSIDIARY TO THE BID ITEMS.

16. CRUSHED ROCK SHALL BE UTILIZED AT LOCATIONS WHERE TEMPORARY ACCESS NEEDS TO BE PROVIDED.

17. CONCRETE WASHOUT STATIONS SHALL BE CONSTRUCTED AS NEEDED DURING THE PAVING OPERATIONS. THIS SHALL BE SUBSIDIARY TO OTHER ITEMS RECEIVING DIRECT PAYMENTS.

18. ALL ITEMS WITHIN THE LIMITS OF CONSTRUCTION NOT INDICATED IN THE PLANS FOR REMOVAL SHALL BE INCIDENTAL TO THE ITEM "CLEARING AND GRUBBING - GENERAL."

19. MOWING WITHIN THE PROJECT LIMITS DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. MOWING SHALL BE SUBSIDIARY TO ITEMS FOR WHICH DIRECT PAYMENT IS MADE.

20. THE CONTRACTOR SHALL ADJUST ALL NEW AND EXISTING INLETS, VALVE BOXES, MANHOLE RIMS, AND SEWER CLEAN OUTS, ETC. TO FINISH GRADE AS APPLICABLE WHETHER OR NOT THEY ARE SHOWN ON THE PLANS.

21. THE CONTRACTOR SHALL MAINTAIN DRAINAGE AND PROVIDE TEMPORARY PATHS OR MEANS FOR DRAINAGE DURING INSTALLATION OF SEWER OR DRAINAGE INFRASTRUCTURE.

22. A COPY OF THE DESIGN PHASE GEOTECHNICAL REPORT "COUNTY ROAD 35/38 RELOCATION" IS INCLUDED WITHIN THE PROJECT SPECIFICATIONS, AND THE SOIL BORING LOCATIONS HAVE BEEN PROVIDED WITHIN THE PLANS.

GENERAL SHEET NOTES - SCHEDULE 2 TO SCHEDULE 5

1. EXISTING UTILITIES AND LIGHTING SYSTEMS SHOWN ARE FROM PUBLIC RECORDS AND FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE EXACT LOCATION AND DEPTH PRIOR TO CONSTRUCTION.

2. SEE "SPECIAL PROVISIONS" FOR "CONTRACTOR'S OPERATIONS ON THE AIRPORT", "HAUL ROADS, ACCESS POINTS AND STORAGE", AND "AIRPORT SECURITY".

3. SEE PROJECT SPECIFICATIONS FOR FURTHER DETAILS AND REQUIREMENTS.

4. DUE TO THE MIGRATORY BIRD TREATY ACT AND NORTHERN LONG EARED BAT PROTECTION, TREE REMOVAL ACTIVITIES ARE RESTRICTED. REMOVALS SHALL BE COMPLETED PRIOR TO APRIL 1, 2026/2027 OR DELAYED UNTIL AFTER SEPTEMBER 15, 2026/2027. A BIRD AND BAT INVENTORY SURVEY MAY BE COMPLETED IF TREE REMOVAL IS REQUIRED OUTSIDE OF THOSE DATES. PROVIDE A MININIMUM OF 5 DAYS NOTICE FOR SCHEDULING THE BIRD AND BAT SURVEY WITH THE ENGINEER/RPR.

5. A COPY OF THE DESIGN PHASE GEOTECHNICAL REPORT "RUNWAY 13 AND TAXIWAY EXTENSION" IS INCLUDED WITHIN THE PROJECT SPECIFICATIONS, AND THE SOIL BORING LOCATIONS HAVE BEEN PROVIDED WITHIN THE PLANS.

GENERAL PROJECT NOTES

1. A COMBINATION OF FEDERAL AVIATION ADMINISTRATION (FAA) STANDARD SPECIFICATIONS 150/5370-10 FOR CONSTRUCTION ON AIRPORTS AND NEBRASKA DEPARTMENT OF TRANSPORATION (NDOT) STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION 2017 EDITION HAVE BEEN INCORPORATED INTO THIS PROJECT. BID ITEM CALL OUTS WILL REFERENCE THE SPECIFICATION SECTION FOR PROJECT MATERIAL, EQUIPMENT AND CONSTRUCTION PROCEDURE REQUIREMENTS.
   1.1. FAA 150/5370-10 BID ITEMS WILL BE IDENTIFIED AS "LETTER-##"
   1.2. NDOT BID ITEMS WILL BE IDENTIFED AS "NDOT - ##"

2. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS PRIOR TO STARTING CONSTRUCTION.

3. CONTRACTOR IS RESPONSIBLE FOR EROSION AND DUST CONTROL. CONTRACTOR SHALL REPAIR ANY DAMAGE FROM EROSION, BLOWING DUST, OR RUNOFF FROM THE SITE AT NO COST TO THE OWNER.

4. ONLY THOSE ACCESS POINTS, STORAGE AND PARKING AREAS SHOWN ON THE PLANS SHALL BE USED BY THE CONTRACTOR. THE EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION. ALL SUCH AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION BY THE CONTRACTOR AT NO COST TO THE OWNER.

5. ANY DAMAGE TO EXISTING PAVEMENTS, HAUL ROAD, TURF, UTILITIES OR INCIDENTALS DUE TO THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.

6. MATERIALS REMOVED FROM THE SITE SHALL BE DISPOSED OF IN A LEGAL MANNER OFF OF THE AIRPORT PROPERTY.

7. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED. DO NOT SCALE.

8. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS.

9. CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION STAKING. LAYOUT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT PAID FOR UNDER OLSSON-100 CONSTRUCTION LAYOUT AND STAKES.

10. PROPOSED GRADES ARE THE TOP OF FINISHED GRADE AND TOP OF FINISHED PAVEMENT.

11. ALL IMPROVEMENTS, MATERIALS, AND EQUIPMENT NECESSARY TO CONSTRUCT, USE AND MAINTAIN THE TEMPORARY HAUL ROADS AS SHOWN WITHIN THE PLAN IS CONSIDERED SUBSIDIARY TO MOBILIZATION AS INDICATED IN THE SPECIFICATION C-105.

12. A PORTABLE RESTROOM FACILITY WILL BE REQUIRED ON SITE DURING CONSTRUCTION ACTIVITIES. ALL WORK AND MAINTENANCE SHALL BE CONSIDERED SUBSIDIARY TO MOBILIZATION.

13. ENGINEER SHALL PROVIDE CONSTRUCTION STAKING FOR THE FOLLOWING:
   13.1. COUNTY ROAD RIGHT OF WAY: 2 TIMES (START OF CONSTRUCTION AND PRIOR TO PRIVATE UTILITY RELOCATIONS AND FENCE INSTALLATION.)
   13.2. TEMPORARY CONSTRUCTION EASEMENTS: 1 TIME AT THE START OF CONSTRUCTION.
   13.3. HORIZONTAL AND VERTICAL CONTROL BENCHMARKS AT THE START OF CONSTRUCTION.
   13.4. CONTRACTOR WILL BE REQUIRED TO COVER THE COST FOR ANY RE-SETTING OF DESTROYED/DAMAGED CONSTRUCTION STAKING BY THE ENGINEER.

14. ANY FITTINGS OR CONNECTIONS REQUIRED TO CONSTRUCT SEWER PIPE SHALL BE SUBSIDIARY TO THE BID ITEMS.

15. CRUSHED ROCK SHALL BE UTILIZED AT LOCATIONS WHERE TEMPORARY ACCESS NEEDS TO BE PROVIDED.

16. CONCRETE WASHOUT STATIONS SHALL BE CONSTRUCTED AS NEEDED DURING THE PAVING OPERATIONS. THIS SHALL BE SUBSIDIARY TO THE OTHER ITEMS RECEIVING DIRECT PAYMENTS.

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HEATHER ANNE
OLSON
E-11074
03/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

GENERAL PROJECT NOTES

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET
3

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DATE: Mar 02, 2026 6:53am USER: jolson

APPROXIMATE QUANTITIES

ITEM NO.	SPEC NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	AS BUILT QUANTITY
		SCHEDULE 1			
100	C-105	MOBILIZATION [N.T.E. 10% OF SCHEDULE 1]	1	LS	
101	NDOT 202	GENERAL CLEARING AND GRUBBING	1	LS	
102	NDOT 202	LARGE TREE REMOVAL	30	EA	
103	NDOT 203	REMOVE PAVEMENT	73	SY	
104	NDOT 203	REMOVE FENCE	3,251	LF	
105	NDOT 203	REMOVE SIGN AND POST	9	EA	
106	NDOT 203	REMOVE CULVERT PIPE	239	LF	
107	NDOT 205	EARTHWORK MEASURED IN EMBANKMENT	58,944	CY	
108	NDOT 205	UNSUITABLE MATERIAL	2,000	CY	
109	NDOT 310	CRUSHED ROCK SURFACE COURSE (3" THICK)	2,024	TN	
110	NDOT 313	CRUSHED ROCK EMBEDMENT (3" THICK)	14,677	SY	
111	NDOT 421	REMOVE AND RESET DELINEATORS	2	EA	
112	NDOT 424	PAVEMENT MARKING REMOVAL	124	LF	
113	NDOT 603	10" CONCRETE PAVEMENT, CLASS 47B-3500	326	SY	
114	NDOT 603	CONCRETE HEADER	3	CY	
115	NDOT 718	18" CULVERT PIPE, TYPE 2, CLASS III	31	LF	
116	NDOT 718	24" CULVERT PIPE, TYPE 2	214	LF	
117	NDOT 718	30" CULVERT PIPE, TYPE 2, CLASS IV	44	LF	
118	NDOT 718	42" CULVERT PIPE, TYPE 2	96	LF	
119	NDOT 718	48" ROUND EQUIVALENT ARCH CULVERT PIPE, TYPE 2, CLASS IV	165	LF	
120	SHEET 159	CONSTRUCT AREA INLET - 84" I.D.	1	EA	
121	NDOT 916	MANHOLE - 60" I.D.	1	EA	
122	NDOT 724	18" CONCRETE FLARED-END SECTION	2	EA	
123	NDOT 724	24" CONCRETE FLARED-END SECTION	2	EA	
124	NDOT 724	30" CONCRETE FLARED-END SECTION	2	EA	
125	NDOT 724	42" CONCRETE FLARED-END SECTION	2	EA	
126	NDOT 724	48" ROUND EQUIVALENT ARCH CONCRETE FLARED-END SECTION	5	EA	
127	NDOT 801	PERMANENT SEEDING, TYPE B	9.75	AC	
128	NDOT 801	SEEDING - FARMABLE GROUND	1.69	AC	
129	NDOT 810	EROSION CONTROL, CLASS 1D	46,908	SY	
130	NDOT 812	TEMPORARY SILT CHECK - WATTLE	6,489	LF	
131	NDOT 812	EROSION CHECKS, TYPE WATTLE (1 HIGH)	712	LF	
132	NDOT 816	FABRIC SILT FENCE-LOW POROSITY	2,400	LF	
133	NDOT 819	INLET PROTECTION	1	EA	
134	NDOT 905	ROCK RIPRAP, TYPE A	49	TN	
135	NDOT 905	ROCK RIPRAP, TYPE B	45	TN	
136	NDOT 909	TIE BARS	45	EA	
137	NDOT 910	4-STRAND BARBED WIRE FENCE	5,160	LF	
138	NDOT 910	20-FOOT VEHICLE GATE	5	EA	
139	NDOT 921	REMOVE AND RESET MAILBOX	2	EA	
140	OLSSON-100	CONSTRUCTION LAYOUT AND STAKES (PHASES 1A, 1B, 2, 3, 4A AND 4B)	1	LS	
141	OLSSON-101	PHASE 1A AND 1B TRAFFIC CONTROL MEASURES	1	LS	
142	OLSSON-101	PHASE 2 TRAFFIC CONTROL MEASURES	1	LS	
143	OLSSON-101	PHASE 3 TRAFFIC CONTROL MEASURES	1	LS	
144	OLSSON-101	PHASE 4A AND 4B TRAFFIC CONTROL MEASURES	1	LS	
145	OLSSON-102	TEMPORARY ACCESS PHEASANT DRIVE	1	LS	
146	OLSSON-102	TEMPORARY DRIVEWAY	1	LS	
147	OLSSON-102	REMOVE AND RESET SIGN	3	EA	
148	OLSSON-102	INSTALL SIGN AND POST	6	EA	
		SCHEDULE 2			
200	C-100	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	1	LS	
201	C-102	TEMPORARY SEEDING	19.5	AC	
202	C-105	MOBILIZATION [N.T.E. 10% OF SCHEDULE 2]	1	LS	
203	P-101	CONCRETE PAVEMENT REMOVAL	374	SY	
204	P-101	30" REINFORCED CONCRETE PIPE (RCP) REMOVAL	106	LF	
205	P-101	MARKING REMOVAL	46,308	SF	
206	P-151	CLEARING AND GRUBBING	1	LS	
207	P-152	EMBANKMENT IN PLACE	177,006	CY	
208	P-152	MUCK EXCAVATION	2,500	CY	
209	OLSSON-200	6" AGGREGATE BASE COURSE	22,838	SY	
210	P-501	8" CONCRETE PAVEMENT	21,761	SY	
211	P-620	MARKING WITH REFLECTIVE MEDIA	34,374	SF	
212	P-620	MARKING WITHOUT REFLECTIVE MEDIA	10,972	SF	
213	P-620	TEMPORARY MARKING	34,374	SF	
214	D-701	24" CLASS IV REINFORCED CONCRETE PIPE (RCP)	348	LF	
215	D-701	30" CLASS IV REINFORCED CONCRETE PIPE (RCP)	769	LF	
216	D-701	24" CLASS III RCP FLARED END SECTION	3	EA	
217	D-701	30" CLASS III RCP FLARED END SECTION	3	EA	
218	D-751	MANHOLE - 60" I.D.	1	EA	
219	D-751	INLET #1 - DUAL GRATE	1	EA	
220	T-901	SEEDING - AIRFIELD	41.3	AC	
221	T-901	SEEDING - FARMABLE GROUND	3.9	AC	
222	T-908	BONDED FIBER MATRIX	36.8	AC	
223	T-908	FLEXIBLE GROWTH FIBER MATRIX	4.5	AC	
224	L-101	AIRPORT BEACON REMOVAL	1	LS	
225	L-101	INSTALLATION OF L-802A(L), CLASS 1 AIRPORT ROTATING BEACON WITH BIRD SPIKES, IN PLACE	1	LS	
226	L-103	BEACON TOWER REMOVAL	1	LS	
227	L-103	TIP-DOWN BEACON TOWER AND FOUNDATION, IN PLACE	1	LS	
228	L-107	WIND CONE AND FOUNDATION REMOVAL	1	LS	
229	L-107	INSTALLATION OF L-807(L), STYLE I-B, SIZE 2 LED WIND CONE AND FOUNDATION, IN PLACE	1	LS	
230	L-108	CABLE REMOVAL	10,460	LF	

APPROXIMATE QUANTITIES

ITEM NO.	SPEC NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	AS BUILT QUANTITY
231	L-108	1/C NO. 8 AWG 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT	49,113	LF	
232	L-108	NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS	20,367	LF	
233	L-108	2 - #10 AWG, #10 GND, INSTALLED IN CONDUIT	1,609	LF	
234	L-108	2 - #12 AWG, #12 GND, INSTALLED IN CONDUIT	130	LF	
235	L-109	4 KW 3-STEP REGULATOR IN EXISTING VAULT, IN PLACE	2	EA	
236	L-109	5 KW 3-STEP REGULATOR IN EXISTING VAULT, IN PLACE	1	EA	
237	L-109	7.5 KW 3-STEP REGULATOR IN EXISTING VAULT, IN PLACE	1	EA	
238	L-109	VAULT WORK	1	LS	
239	L-110	NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 40 CONDUIT, MINIMUM 24" COVER	15,765	LF	
240	L-110	NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 3" SCH 40 CONDUIT, MINIMUM 24" COVER	4,590	LF	
241	L-110	NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 80 CONDUIT, MINIMUM 24" COVER	130	LF	
242	L-110	PUSHED OR DIRECTIONAL BORED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 80 CONDUIT, MINIMUM 24" COVER	366	LF	
243	L-115	ELECTRICAL JUNCTION STRUCTURE (L-867B)	13	EA	
244	L-125	BASE-MOUNTED LIGHT REMOVAL	69	EA	
245	L-125	BASE-MOUNTED LIGHT ADJUSTMENT	2	EA	
246	L-125	GUIDANCE SIGN REMOVAL	3	EA	
247	L-125	L-858(L) LIGHTED GUIDANCE SIGN - 1 MODULE	2	EA	
248	L-125	L-858(L) LIGHTED GUIDANCE SIGN - 2 MODULE	2	EA	
249	L-125	RWY 13 PAPI REMOVAL	1	EA	
250	L-125	RWY 31 PAPI REMOVAL	1	EA	
251	L-125	RWY 31 REIL REMOVAL	1	EA	
252	L-125	L-861(L) BASE-MOUNTED RUNWAY LIGHT	52	EA	
253	L-125	L-861SE(L) BASE-MOUNTED THRESHOLD LIGHT	16	EA	
254	L-125	L-861T(L) BASE-MOUNTED TAXIWAY LIGHT	44	EA	
255	L-125	TAXIWAY LIGHT RE-NUMBERING	40	EA	
256	L-125	RWY 13 L-880(L) PAPI SYSTEM	1	LS	
257	L-125	RWY 31 L-880(L) PAPI SYSTEM	1	LS	
258	L-125	RWY 13 TYPE L-849I(L), STYLE E REIL SYSTEM	1	LS	
259	L-125	RWY 31 TYPE L-849I(L), STYLE E REIL SYSTEM	1	LS	
260	OLSSON 100	CONSTRUCTION LAYOUT AND STAKES (PHASES 5A, 5B, 6 AND 7)	1	LS	
261	OLSSON 101	PHASE 5A AND PHASE 5B AIRFIELD TEMPORARY SAFETY AND PHASING PROCEDURES	1	LS	
262	OLSSON 101	PHASE 6 AIRFIELD TEMPORARY SAFETY AND PHASING PROCEDURES	1	LS	
263	OLSSON 101	PHASE 7 AIRFIELD TEMPORARY SAFETY AND PHASING PROCEDURES	1	LS	
264	OLSSON 102	WELL IMPROVEMENTS	1	LS	
265	NDOT 810	EROSION CONTROL, CLASS 1D	69,287	SY	
266	NDOT 810	EROSION CONTROL, CLASS 2B	3,318	SY	
267	NDOT 812	TEMPORARY SILT CHECK - WATTLE	7,559	LF	
268	NDOT 812	EROSION CHECKS, TYPE WATTLE (1 HIGH)	535	LF	
269	NDOT 814	TEMPORARY ROCK CHECK	64	LF	
270	NDOT 816	FABRIC SILT FENCE-LOW POROSITY	3,323	LF	
271	NDOT 819	INLET PROTECTION	1	EA	
272	NDOT 905	ROCK RIPRAP, TYPE A	19	TN	
273	NDOT 905	ROCK RIPRAP, TYPE B	26	TN	
		SCHEDULE 3			
300	C-105	MOBILIZATION [N.T.E. 10% OF SCHEDULE 3]	1	LS	
301	P-101	CONCRETE PAVEMENT REMOVAL - SELECT PANEL REPLACEMENT	275	SY	
302	P-101	CONCRETE CRACK REPAIR	235	LF	
303	P-101	RE-SEAL/REPAIR CONCRETE JOINTS	55,793	LF	
304	P-101	CONCRETE SPALL REPAIR	58	SF	
305	OLSSON-200	6" AGGREGATE BASE COURSE - SELECT PANEL REPLACEMENT	275	SY	
306	P-501	8" CONCRETE PAVEMENT - SELECT PANEL REPLACEMENT	275	SY	
		SCHEDULE 4			
400	C-105	MOBILIZATION [N.T.E. 10% OF SCHEDULE 4]	1	LS	
401	P-101	PAVEMENT REMOVAL	5,278	SY	
402	P-152	MUCK EXCAVATION	880	CY	
403	OLSSON-200	6" AGGREGATE BASE COURSE	5,383	SY	
404	P-501	8" CONCRETE PAVEMENT	5,278	SY	
		SCHEDULE 5			
500	C-105	MOBILIZATION [N.T.E. 10% OF SCHEDULE 5]	1	LS	
501	P-152	EMBANKMENT IN PLACE	526	CY	
502	P-152	MUCK EXCAVATION	100	CY	
503	OLSSON-200	6" AGGREGATE BASE COURSE	3,943	SY	
504	P-501	8" CONCRETE PAVEMENT	3,752	SY	
505	P-620	MARKING WITH REFLECTIVE MEDIA	770	SF	
506	P-620	MARKING WITHOUT REFLECTIVE MEDIA	1,540	SF	
507	T-901	SEEDING - AIRFIELD	1.00	AC	
508	L-125	L-858C RETROREFLECTIVE SIGN	2	EA	
509	OLSSON 100	CONSTRUCTION LAYOUT AND STAKES (PHASE 8)	1	LS	
510	OLSSON 101	PHASE 8 AIRFIELD TEMPORARY SAFETY AND PHASING PROCEDURES	1	LS	
511	NDOT 810	EROSION CONTROL, CLASS 2B	3,890	SY	
512	NDOT 816	FABRIC SILT FENCE-LOW POROSITY	400	LF	
513	NDOT 819	INLET PROTECTION	1	EA	

EXCAVATION TABLE (CUT)
(FOR INFORMATIONAL PURPOSES ONLY)

AREA	EXCAVATION (CY)	UNDERCUT FOR TOPSOIL (CY)	TOTAL EXCAVATION (CY)
PHASE 1	63,828	3,169	66,997
PHASE 2	317	177	494
PHASE 3	384	105	489
PHASE 4	47,258	3,454	50,712
PHASE 5	134,767	8,420	143,187
TOTAL	246,554	15,325	261,879

ON-SITE EMBANKMENT MATERIAL TABLE (FILL)
(FOR INFORMATIONAL PURPOSES ONLY)

AREA	SUITABLE ON-SITE FILL MATERIAL		
	SUITABLE ON-SITE EMBANKMENT MATERIAL (CY)	ADD FOR BALANCE FACTOR / SHRINK (30%) (CY)	TOTAL SUITABLE MATERIAL REQUIRED (CY)
PHASE 1	20,459	6,138	26,597
PHASE 2	3,371	1,011	4,382
PHASE 3	345	104	449
PHASE 4	73,219	21,966	95,185
PHASE 5	108,675	32,603	141,278
TOTAL	206,069	61,821	267,890

STRIP AND TOPSOIL TABLE
(FOR INFORMATIONAL PURPOSES ONLY)

AREA	EXCAVATION	6" TOPSOIL		
	6" STRIP (CY)	IN-PLACE (CY)	ADD FOR BALANCE FACTOR / SHRINK (20%) (CY)	TOTAL SUITABLE MATERIAL REQUIRED (CY)
PHASE 1	4,891	4,891	978	5,869
PHASE 2	643	643	129	772
PHASE 3	235	235	47	282
PHASE 4	12,669	8,446	1,689	10,135
PHASE 5	27,317	15,666	3,133	18,799
TOTAL	45,755	29,881	5,976	35,857

EARTHWORK SUMMARY

EXCAVATION (SUBSIDIARY TO EMBANKMENT IN PLACE)		EMBANKMENT IN PLACE		EXCESS MATERIAL	UNSUITABLE MATERIAL / MUCK EXCAVATION
TOTAL EXCAVATION = 261,879 CY	TOPSOIL STRIP (6") = 45,755 CY	TOTAL SUITABLE MATERIAL REQUIRED = 267,890 CY	TOTAL TOPSOIL REQUIRED = 35,857 CY	EXCESS MATERIAL = TOTAL EMBANKMENT IN PLACE MATERIAL REQUIRED MINUS TOTAL EXCAVATION	MUCK EXCAVATION (CY)
TOTAL EXCAVATION = 307,634 CY		TOTAL EMBANKMENT IN PLACE REQUIRED (FILL MATERIAL) = 303,747 CY		TOTAL EXCESS MATERIAL TO WASTE = 3,887 CY	4,500 C.Y.

NOTE: SEE SHEET 501 FOR PHASE 8 (SCHEDULE 5) EARTHWORK QUANTITIES.

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PROFESSIONAL CIVIL ENGINEER
HEATHER ANNE OLSON
E-11074
03/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

2026
68110

SCHEDULE OF APPROXIMATE QUANTITIES

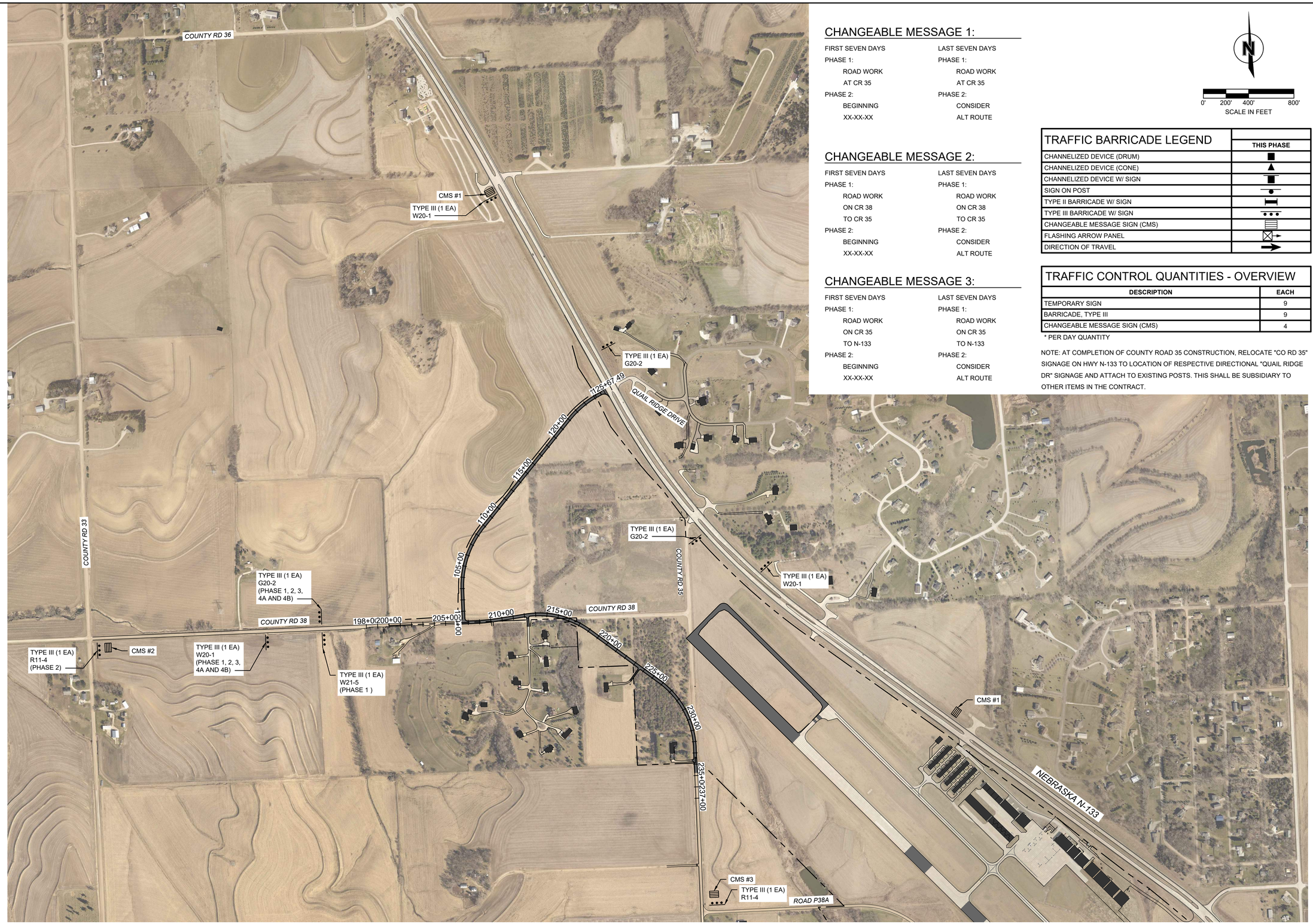
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 4

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DATE: Mar 02, 2026 6:55am USER: jolson



CHANGEABLE MESSAGE 1:

FIRST SEVEN DAYS	LAST SEVEN DAYS
PHASE 1:	PHASE 1:
ROAD WORK	ROAD WORK
AT CR 35	AT CR 35
PHASE 2:	PHASE 2:
BEGINNING	CONSIDER
XX-XX-XX	ALT ROUTE

CHANGEABLE MESSAGE 2:

FIRST SEVEN DAYS	LAST SEVEN DAYS
PHASE 1:	PHASE 1:
ROAD WORK	ROAD WORK
ON CR 38	ON CR 38
TO CR 35	TO CR 35
PHASE 2:	PHASE 2:
BEGINNING	CONSIDER
XX-XX-XX	ALT ROUTE

CHANGEABLE MESSAGE 3:

FIRST SEVEN DAYS	LAST SEVEN DAYS
PHASE 1:	PHASE 1:
ROAD WORK	ROAD WORK
ON CR 35	ON CR 35
TO N-133	TO N-133
PHASE 2:	PHASE 2:
BEGINNING	CONSIDER
XX-XX-XX	ALT ROUTE

N

0' 200' 400' 800'
SCALE IN FEET

TRAFFIC BARRICADE LEGEND	THIS PHASE
CHANNELIZED DEVICE (DRUM)	
CHANNELIZED DEVICE (CONE)	
CHANNELIZED DEVICE W/ SIGN	
SIGN ON POST	
TYPE II BARRICADE W/ SIGN	
TYPE III BARRICADE W/ SIGN	
CHANGEABLE MESSAGE SIGN (CMS)	
FLASHING ARROW PANEL	
DIRECTION OF TRAVEL	

TRAFFIC CONTROL QUANTITIES - OVERVIEW

DESCRIPTION	EACH
TEMPORARY SIGN	9
BARRICADE, TYPE III	9
CHANGEABLE MESSAGE SIGN (CMS)	4

* PER DAY QUANTITY

NOTE: AT COMPLETION OF COUNTY ROAD 35 CONSTRUCTION, RELOCATE "CO RD 35" SIGNAGE ON HWY N-133 TO LOCATION OF RESPECTIVE DIRECTIONAL "QUAIL RIDGE DR" SIGNAGE AND ATTACH TO EXISTING POSTS. THIS SHALL BE SUBSIDIARY TO OTHER ITEMS IN THE CONTRACT.

1 TRAFFIC CONTROL OVERVIEW

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PROFESSIONAL ENGINEER
ANTHONY TROY EGELHOFF
E-11484
3 - 6 - 2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

TRAFFIC CONTROL OVERVIEW

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

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DATE: Mar 02, 2026 6:56am USER: jolson

TRAFFIC BARRICADE LEGEND	THIS PHASE
CHANNELIZED DEVICE (DRUM)	
CHANNELIZED DEVICE (CONE)	
CHANNELIZED DEVICE W/ SIGN	
SIGN ON POST	
TYPE II BARRICADE W/ SIGN	
TYPE III BARRICADE W/ SIGN	
CHANGEABLE MESSAGE SIGN (CMS)	
FLASHING ARROW PANEL	
DIRECTION OF TRAVEL	

TRAFFIC CONTROL NOTES

1. ALL TRAFFIC CONTROL DEVICES AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. ALL EXISTING SIGNS IN CONFLICT WITH THE CONSTRUCTION SIGNS SHALL BE COVERED IN PLACE, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL UNCOVER SIGNS WHEN CONSTRUCTION IS COMPLETE, AS DIRECTED BY THE ENGINEER.
3. CONTRACTOR TO COORDINATE LANE CLOSURE WITH WASHINGTON COUNTY HIGHWAY SUPERINTENDENT, DAVE KRUGER, 48 HOURS PRIOR TO COMMENCING PHASING.
4. CONTRACTOR SHALL MAINTAIN EXISTING DRAINAGE WAYS.
5. CONTRACTOR SHALL COORDINATE WITH UTILITIES ON CONCURRENT RELOCATIONS THAT OCCUR.

CONTRACTOR REQUIREMENTS

1. THE CONTRACTOR TO COORDINATE NEBRASKA N-133 LANE CLOSURE WITH NEBRASKA DEPARTMENT OF TRANSPORTATION, DISTRICT 2 PERMITS OFFICER, JOELLEN EDGINGTON, (402) 595-2534, 48 HOURS PRIOR TO COMMENCING PHASE.
2. THE CONTRACTOR TO COORDINATE COUNTY ROAD CLOSURES WITH WASHINGTON COUNTY HIGHWAY SUPERINTENDENT, DAVID KRUGER, (402) 426-6844, 48 HOURS PRIOR TO COMMENCING PHASE.
3. THE CONTRACTOR SHALL WITHIN EACH ACTIVE PHASE COORDINATE GARBAGE/YARDWASTE/RECYCLABLES ON COLLECTION DATES WITH COLLECTION COMPANY TO MAINTAIN OPERATIONS.
4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO PROPERTY OWNERS WITHIN THE PROJECT CORRIDOR AT ALL TIMES. PROPERTY OWNERS WITHIN PHASE 3 SHALL HAVE LIMITED ACCESS. CRUSHED ROCK SHALL BE UTILIZED AT LOCATIONS NOT DESIGNATED IN THE PLANS WHERE TEMPORARY ACCESS NEEDS TO BE PROVIDED.
5. THE CONTRACTOR SHALL COORDINATE WITH THE ADJACENT BUSINESSES AND PROPERTY OWNERS IMPACTED BY ROADWAY OR DRIVEWAY CLOSURES TO CLEARLY IDENTIFY ROUTES FOR INGRESS AND EGRESS TO THE PROPERTIES AS REQUIRED THROUGHOUT ALL PHASES OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY ALL ADJACENT PROPERTY OWNERS IN WRITING A MINIMUM OF FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY CHANGES IN ACCESS, PARKING, OR USE OF THEIR PROPERTY THAT MAY BE REQUIRED TO COMPLETE THE WORK THROUGHOUT THE DURATION OF THE PROJECT. A COPY OF THE WRITTEN NOTICE SHALL BE PROVIDED TO THE ENGINEER FOR APPROVAL PRIOR TO PROPERTY NOTIFICATION.
6. A SPECIAL EFFORT SHALL BE MADE TO KEEP BUSINESSES AND OTHER PUBLIC ENTITIES INFORMED OF THE WORK SCHEDULE THAT WOULD PREVENT OR INTERFERE WITH THE ACCESS TO THEIR WORKPLACE. THE NOTIFICATIONS SHALL BE SENT AT LEAST THREE (3) WEEKS IN ADVANCE.
7. THE CONTRACTOR SHALL MAINTAIN ACCESS TO PHEASANT DRIVE AND 11105 COUNTY ROAD 38 DURING ALL PHASES OF CONSTRUCTION VIA TEMPORARY ACCESS ROUTES.
8. THE CONTRACTOR SHALL MAKE ACCESS AVAILABLE TO EMERGENCY RESPONDERS WITHIN EACH ACTIVE PHASE.
9. THE CONTRACTOR SHALL MAINTAIN EXISTING DRAINAGE WAYS.
10. THE CONTRACTOR SHALL COORDINATE WITH UTILITIES ON CONCURRENT RELOCATIONS THAT OCCUR. UTILITY COORDINATION SHALL BE CONSIDERED SUBSIDIARY TO THE BID AND SHALL NOT BE GROUNDS FOR EXTENSIONS TO THE CONTRACT TIME.
11. THE CONTRACTOR SHALL COMMENCE SEEDING OPERATIONS WITHIN 14 DAYS OF NO WORK WITHIN EACH ACTIVE PHASE OR PROVIDE TEMPORARY SEEDING AT DISTURBED AREAS.
12. THE CONTRACTOR SHALL CONSTRUCT A 1:3 FILLET AT ALL LOCATIONS OF DROP-OFF GREATER THAN 2 INCHES. FOR DROP-OFF 2 INCHES OR LESS A 1:1 FILLET SHALL BE CONSTRUCTED. SEE STANDARD PLAN 922.
13. THE CONTRACTOR SHALL COORDINATE WITH THE USPS POSTMASTER, JUSTIN GRIFFIN, (402) 426-3100, ON BOTH TEMPORARY AND PERMANENT MAILBOX RELOCATIONS. THE CONTRACTOR SHALL ALSO COMMUNICATE WITH PROPERTY OWNERS ON WHEN AND WHERE MAILBOX RELOCATIONS OCCUR.



R1–1
30" X 30"



R2–1WZ
24" x 18"



R11–2
48" x 30"



R11–3A
60" X 30"

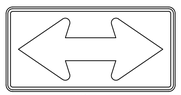


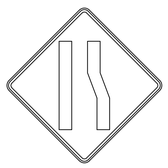
R11–4
60" X 30"



R41–17B–48
24" x 18"


S3–1
36" x 36"


W1–7
48" X 24"


W4–2R–48
48" x 48"



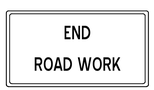
W20–1
48" x 48"



W20–5RA–48
48" x 48"



W21–5
48" x 48"



G20–2
48" x 24"

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REVISIONS

REV. NO.	DATE	DESCRIPTION

TRAFFIC CONTROL NOTES AND DETAILS

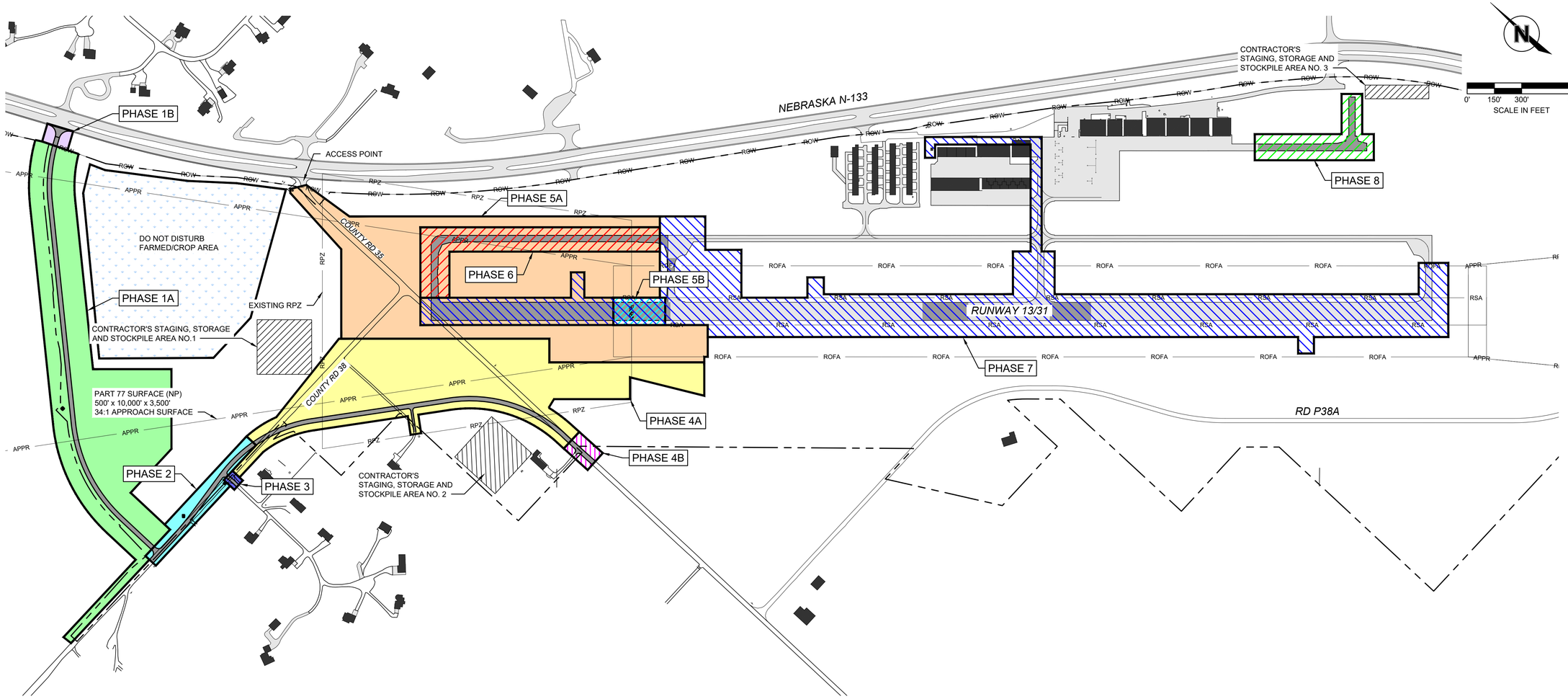
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

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1 OVERALL CONSTRUCTION / SAFETY PHASING PLAN

GENERAL SHEET NOTES

1. DUE TO THE MIGRATORY BIRD TREATY ACT AND NORTHERN LONG EARED BAT PROTECTION, TREE REMOVAL ACTIVITIES ARE RESTRICTED. REMOVALS SHALL BE COMPLETED PRIOR TO APRIL 1, 2026/2027 OR DELAYED UNTIL AFTER SEPTEMBER 15, 2026/2027. A BIRD AND BAT INVENTORY SURVEY MAY BE COMPLETED IF TREE REMOVAL IS REQUIRED OUTSIDE OF THOSE DATES. PROVIDE A MINIMUM OF 5 DAYS NOTICE FOR SCHEDULING THE BIRD AND BAT SURVEY WITH THE ENGINEER / RPR.
2. THE CONTRACTOR'S STAGING, STORAGE AND STOCKPILE AREAS NO. 1 AND 2 ARE AVAILABLE FOR USE DURING PHASES 1 THROUGH 7. THE CONTRACTOR'S STOCKPILE, STORAGE AND STAGING AREA NO. 3 SHALL BE USED ONLY FOR PHASE 8 WORK.

DURATION

PHASE	SCHEDULE	DESCRIPTION	ESTIMATED TIME ALLOWED
1A	1	CONSTRUCT COUNTY ROAD 35	45 WORKING DAYS
1B	1	CONSTRUCT COUNTY ROAD 35 (WITHIN N-133 RIGHT-OF-WAY)	5 WORKING DAYS
2	1	CONSTRUCT COUNTY ROAD 38-35	15 WORKING DAYS
3	1	CONSTRUCT PHEASANT DRIVE	2 WORKING DAYS
4A	1 AND 2	CONSTRUCT COUNTY ROAD 38-35	50 WORKING DAYS
4B	1	CONSTRUCT COUNTY ROAD 38-35	1 WORKING DAYS
5A	2	GRADE RUNWAY 13 EXTENSION AREA (OUTSIDE OF EXISTING RUNWAY SAFETY AREA AND TAXIWAY OBJECT FREE AREA)	50 WORKING DAYS
5B	2	GRADE RUNWAY 13 EXTENSION AREA (INSIDE OF EXISTING RUNWAY SAFETY AREA TO A DISTANCE OF 15 FEET FROM EXISTING RUNWAY 13 END)	2 WORKING DAYS
6	2	PAVING TAXIWAY A, PAVING TAXIWAY A1 AND ELECTRICAL	35 WORKING DAYS
7	2	MINOR GRADING AND AGGREGATE BASE, PAVE RUNWAY 13 EXTENSION; LIGHTING, PAPIS, REILS, BEACON AND WIND CONE	65 WORKING DAYS
	3	RUNWAY REHABILITATION	
	4	RUNWAY PATCH REMOVAL	
8	5	PAVE TAXILANES	20 WORKING DAYS

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STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

OVERALL CONSTRUCTION SAFETY / PHASING PLAN

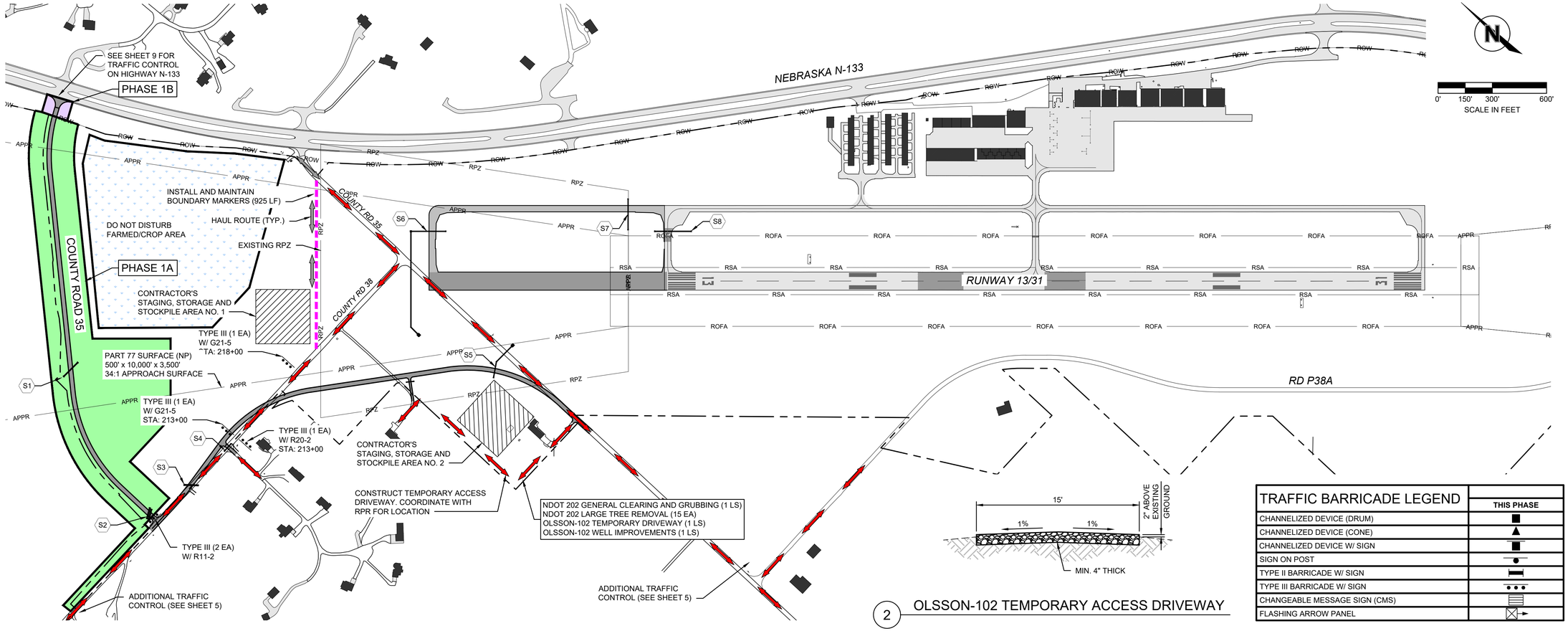
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
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project no.: 025-01994
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1 CONSTRUCTION / SAFETY PHASING PLAN - PHASE 1A AND PHASE 1B

PHASE 1A: CONSTRUCT COUNTY ROAD 35

CONSTRUCT RELOCATED COUNTY ROAD 35 FROM COUNTY ROAD 38 TO NEBRASKA N-133 AND COUNTY ROAD 38 DITCH/SHOULDER FROM APPROXIMATE STA: 200+00 TO STA 209+00.

ESTIMATED TIME: 45 WORKING DAYS

SAFETY PLAN NOTES: SEE SHEETS 17 AND 18.

TRAFFIC CONTROL, SIGNAGE DETAILS AND NOTES: SEE SHEETS 5 AND 6.

THE FOLLOWING PHASING AND SEQUENCE OF WORK SHALL BE COMPLETED AS SHOWN, UNLESS APPROVED IN WRITING BY THE ENGINEER. AN UPDATED SCHEDULE AND SAFETY PLAN WILL BE REQUIRED PRIOR TO ANY MODIFICATIONS.

ACCESS POINT, HAUL ROUTES AND STAGING AREAS SHALL BE USED FOR THE DURATION OF THE PROJECT.

1. PRIOR TO THE START OF THE PHASE.
   - 1.1. NOTIFY THE OWNER 14 DAYS PRIOR TO COMMENCING WORK.
   - 1.2. CHANGEABLE MESSAGE SIGNS (CMS) SHALL BE INSTALLED AND MAINTAINED AS REQUIRED FOR 14 DAYS PRIOR TO COMMENCING WORK.
   - 1.3. OWNER TO ISSUE NOTAM (CONSTRUCTION EQUIPMENT WITHIN RUNWAY 13 APPROACH).
   - 1.4. CONTRACTOR SHALL VERIFY NOTAM HAS BEEN ISSUED WITH RPR PRIOR TO COMMENCING WORK.
   - 1.5. INSTALL CONSTRUCTION ENTRANCE FOR STAGING AREAS.
   - 1.6. INSTALL TRAFFIC CONTROL AS SHOWN ON THE PLANS.
   - 1.7. INSTALL BOUNDARY MARKERS AS SHOWN ON THE PLANS,
   - 1.8. INSTALL SILT FENCE AS SHOWN ON THE PLANS AND AS REQUIRED BY THE SWPPP AND NPDES PERMIT.
   - 1.9. RELOCATE MAILBOXES ON COUNTY ROAD 38 PER USPS REQUIREMENTS AND COORDINATION WITH ENGINEER.
   - 1.10. COORDINATE WITH ENGINEER TO ENSURE RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENTS HAVE BEEN STAKED.
2. PHASING COORDINATION, PRIVATE UTILITY RELOCATION AND FENCING
   - 2.1. EXCAVATION/EMBANKMENT REQUIREMENTS WITHIN THIS PHASE INVOLVE WORK TO BE COMPLETED CONCURRENTLY WITHIN PHASES 2, 3 AND 4 HOWEVER, PHASES 2 AND 3 AND ASSOCIATED TRAFFIC CONTROL MUST BE COMPLETED PRIOR TO COMMENCING PHASE 4.
   - 2.2. PRIVATE UTILITY RELOCATIONS SHALL BE COORDINATED BY THE CONTRACTOR.
   - 2.3. PERIMETER FENCE WITHIN PHASE BOUNDARY SHALL BE INSTALLED AS PART OF PHASE 4.
3. COMMENCE CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF THIS PHASE:
   - 3.1. STRIP TOPSOIL AND COMPLETE GRADING OPERATIONS.
   - 3.2. COMPLETE CLEARING AND GRUBBING.
   - 3.3. COORDINATE INSTALLATION OF SETTLEMENT PLATES WITH ENGINEER/RPR.
   - 3.4. COORDINATE MONITORING OF SETTLEMENT PLATE WITH ENGINEER/RPR FOR 30-45 DAYS.
   - 3.5. INSTALL STORM SEWER (S1 AND S2).
   - 3.6. MASS GRADING AND COORDINATION WITH SUBSEQUENT PHASING (ON GOING).
   - 3.7. CONSTRUCT TEMPORARY DRIVEWAY (CLEARING AND GRUBBING AS REQUIRED).
     - 3.7.1. DUE TO THE MIGRATORY BIRD TREATY ACT AND NORTHERN LONG EARED BAT PROTECTION, TREE REMOVAL ACTIVITIES ARE RESTRICTED. REMOVALS SHALL BE COMPLETED PRIOR TO APRIL 1, 2026/2027 OR DELAYED UNTIL AFTER SEPTEMBER 15, 2026/2027. A BIRD AND BAT INVENTORY SURVEY MAY BE COMPLETED IF TREE REMOVAL IS REQUIRED OUTSIDE OF THOSE DATES. PROVIDE A MINIMUM OF 5 DAYS NOTICE FOR SCHEDULING THE BIRD AND BAT SURVEY WITH THE ENGINEER/RPR.
   - 3.8. AFTER SETTLEMENT REQUIREMENTS ARE MET, COMPLETE ROCK SURFACING SUBGRADE PREPARATION.
   - 3.9. INSTALL CRUSHED ROCK EMBEDMENT COURSE.
   - 3.10. INSTALL CRUSHED ROCK SURFACE COURSE.
   - 3.11. COMPLETE TOPSOILING.
   - 3.12. COMPLETE SEEDING, MULCHING, AND EROSION CONTROL.
4. UPON COMPLETION OF PHASE:
   - 4.1. UPDATE TRAFFIC CONTROL CONFIGURATION.
   - 4.2. IF PHASES 2 AND 3 ARE COMPLETED, CONTRACTOR SHALL COMMENCE PHASE 4.
   - 4.3. COUNTY ROAD 35 SHALL BE OPEN FOR USE UPON ACCEPTANCE OF SETTLEMENT PERIOD, ACCEPTANCE OF THE ROCK EMBEDEMENT AND SURFACE COURSE, CONCRETE PLACEMENT AND ACCEPTANCE AT INTERSECTION WITH HWY 133.

PHASE 1B: CONSTRUCT COUNTY ROAD 35 (WITHIN N-133 RIGHT-OF WAY)

COMPLETE GRADING AND PAVING OF THE INTERSECTION OF COUNTY ROAD 35 AND NEBRASKA N-133.

ESTIMATED TIME: 5 WORKING DAYS

SAFETY PLAN NOTES: SEE SHEETS 17 AND 18.

TRAFFIC CONTROL, SIGNAGE DETAILS AND NOTES: SEE SHEETS 5 AND 6.

THE FOLLOWING PHASING AND SEQUENCE OF WORK SHALL BE COMPLETED AS SHOWN, UNLESS APPROVED IN WRITING BY THE ENGINEER. AN UPDATED SCHEDULE AND SAFETY PLAN WILL BE REQUIRED PRIOR TO ANY MODIFICATIONS.

1. PRIOR TO THE START OF THE PHASE.
   - 1.1. NOTIFY THE OWNER 14 DAYS PRIOR TO COMMENCING WORK.
   - 1.2. COMPLY WITH NOTIFICATION REQUIREMENTS AS INDICATED ON NDOT RIGHT-OF-WAY PERMIT.
   - 1.3. CHANGEABLE MESSAGE SIGNS (CMS) SHALL BE INSTALLED AND MAINTAINED AS REQUIRED PER NDOT RIGHT-OF-WAY PERMIT REQUIREMENTS PRIOR TO COMMENCING WORK.
   - 1.4. OWNER SHALL MAINTAIN NOTAM (CONSTRUCTION EQUIPMENT WITHIN RUNWAY 13 APPROACH)
   - 1.5. CONTRACTOR SHALL VERIFY NOTAM HAS BEEN MAINTAINED WITH RPR PRIOR TO COMMENCING WORK.
   - 1.6. INSTALL TRAFFIC CONTROL AS SHOWN ON THE PLANS.
   - 1.7. COORDINATE WITH ENGINEER TO ENSURE RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENTS HAVE BEEN STAKED.
2. PHASING COORDINATION, PRIVATE UTILITY RELOCATION AND FENCING
   - 2.1. PHASE 1B SHALL BE COMPLETED CONCURRENTLY WITH PHASE 1A.
   - 2.2. PRIVATE UTILITY RELOCATIONS SHALL BE COORDINATED BY THE CONTRACTOR.
   - 2.3. PERIMETER FENCE WITHIN PHASE BOUNDARY SHALL BE INSTALLED AS PART OF PHASE 4.
3. COMMENCE CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF THIS PHASE:
   - 3.1. STRIP TOPSOIL AND COMPLETE GRADING OPERATIONS
   - 3.2. REMOVE EXISTING GRAVEL SURFACING.
   - 3.3. DO NOT DISTURB EXISTING STORM SEWER WITHIN RIGHT OF WAY.
   - 3.4. GRAVEL ROAD SECTION.
     - 3.4.1. COMPLETE ROCK SURFACING SUBGRADE PREPARATION
     - 3.4.2. INSTALL CRUSHED ROCK EMBEDMENT COURSE.
     - 3.4.3. INSTALL CRUSHED ROCK SURFACE COURSE.
   - 3.5. CONCRETE PAVEMENT SECTION.
     - 3.5.1. PREPARE PAVEMENT SUBGRADE.
     - 3.5.2. CONSTRUCT CONCRETE PAVEMENT (SAWING AND SEALING).
     - 3.5.3. COMPLETE PAVEMENT MARKING.
   - 3.6. COMPLETE TOPSOIL, SEEDING, MULCHING AND EROSION CONTROL.
   - 3.7. INSTALL ROAD SIGNAGE.
4. UPON COMPLETION OF PHASE:
   - 4.1. UPDATE TRAFFIC CONTROL CONFIGURATION.
   - 4.2. CONTRACTOR SHALL CONTINUE PHASE 1 AND MOVE TO PHASE 2.
   - 4.3. RELOCATED COUNTY ROAD 35 SHALL BE OPEN FOR USE UPON ACCEPTANCE OF SETTLEMENT PERIOD, ACCEPTANCE OF THE ROCK EMBEDMENT AND SURFACE COURSE, CONCRETE PLACEMENT AND ACCEPTANCE AT INTERSECTION WITH HWY 133.

TRAFFIC CONTROL QUANTITIES - PHASE 1A

DESCRIPTION	EACH
TEMPORARY SIGN	4
BARRICADE, TYPE III	5

* PER DAY QUANTITY

2 OLSSON-102 TEMPORARY ACCESS DRIVEWAY

TRAFFIC BARRICADE LEGEND

	THIS PHASE
CHANNELIZED DEVICE (DRUM)	
CHANNELIZED DEVICE (CONE)	
CHANNELIZED DEVICE W/ SIGN	
SIGN ON POST	
TYPE II BARRICADE W/ SIGN	
TYPE III BARRICADE W/ SIGN	
CHANGEABLE MESSAGE SIGN (CMS)	
FLASHING ARROW PANEL	

PHASING LEGEND

	EXISTING	THIS PHASE
BUILDINGS		
OPEN AIRFIELD PAVEMENT		
CLOSED AIRFIELD PAVEMENT / COUNTY ROAD		
PROPERTY LINE		
PAVED ROADS		
GRAVEL ROADS		
CONSTRUCTION AREA LIMITS (PHASE 1A)		
CONSTRUCTION AREA LIMITS (PHASE 1B)		
BOUNDARY MARKER		
CONTRACTOR HAUL ROUTE		
MOTOR VEHICLE ROUTES		
AIRPORT LOW PROFILE BARRICADES		
STORM SEWER IDENTIFICATION		S#

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PROFESSIONAL CIVIL ENGINEER HEATHER ANNE OLSON E-11074 03/06/2026 STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

CONSTRUCTION SAFETY / PHASING PLAN - PHASE 1

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

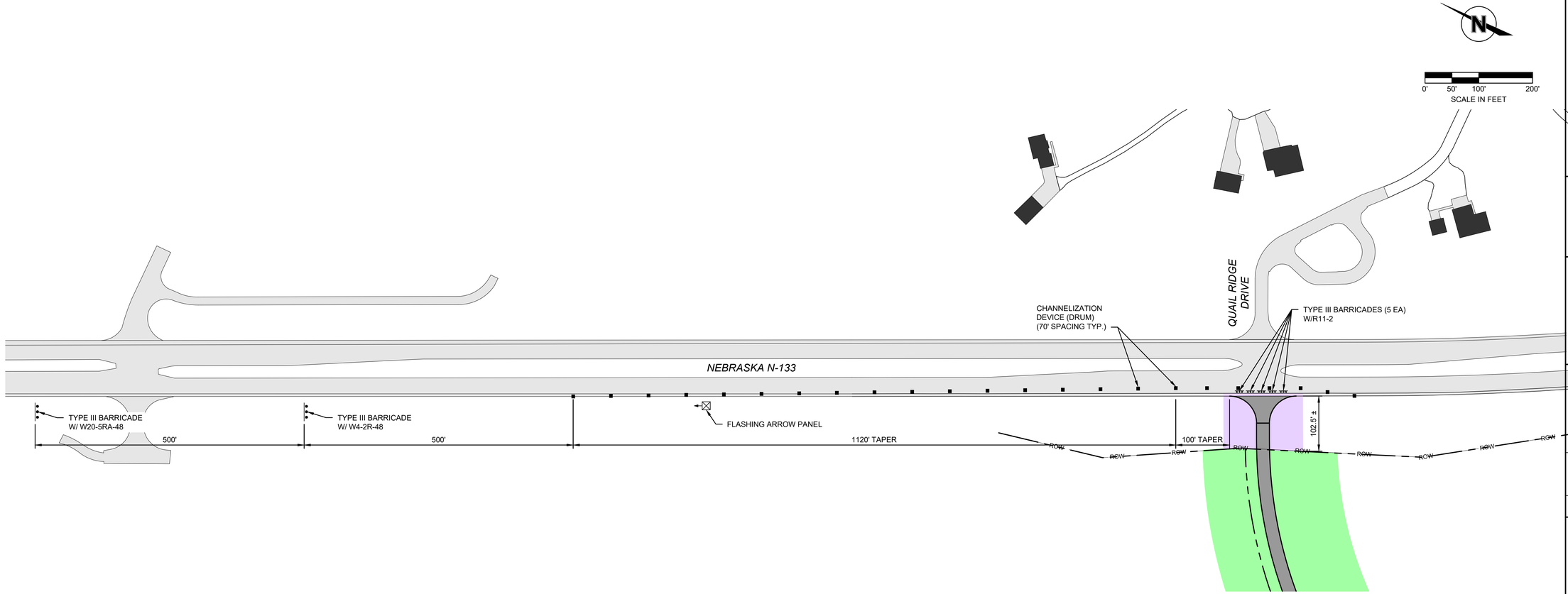
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

2026

drawn by: MK
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project no.: 025-01994
date: 03.06.2026

SHEET 8

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1 TRAFFIC CONTROL ON NEBRASKA N-133 - PHASE 1B

TRAFFIC CONTROL QUANTITIES - PHASE 1B	
DESCRIPTION	**EACH**
TEMPORARY SIGN	3
BARRICADE, TYPE III	7
BARRICADE, TYPE II	23
FLASHING ARROW PANEL	1

* PER DAY QUANTITY

TRAFFIC CONTROL NOTES

1. ALL TRAFFIC CONTROL DEVICES AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. ALL EXISTING SIGNS IN CONFLICT WITH THE CONSTRUCTION SIGNS SHALL BE COVERED IN PLACE, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL UNCOVER SIGNS WHEN CONSTRUCTION IS COMPLETE, AS DIRECTED BY THE ENGINEER.
3. CONTRACTOR TO COORDINATE LANE CLOSURE WITH NEBRASKA DEPARTMENT OF TRANSPORTATION DISTRICT 2 PERMIT OFFICER, JOELLEN EDGINGTON, AND WASHINGTON COUNTY HIGHWAY SUPERINTENDENT, DAVE KRUGER, 48 HOURS PRIOR TO COMMENCING PHASING.
4. CONTRACTOR SHALL MAINTAIN EXISTING DRAINAGEWAYS.
5. CONTRACTOR SHALL COORDINATE WITH UTILITIES ON CONCURRENT RELOCATIONS THAT OCCUR.

PHASING LEGEND	EXISTING	THIS PHASE
BUILDINGS		
OPEN AIRFIELD PAVEMENT		
CLOSED AIRFIELD PAVEMENT		
PROPERTY LINE		
PAVED ROADS		
GRAVEL ROADS		
CONSTRUCTION AREA LIMITS (PHASE 1A)		
CONSTRUCTION AREA LIMITS (PHASE 1B)		
BOUNDARY MARKER		
CONTRACTOR HAUL ROUTE		
MOTOR VEHICLE ROUTES		
AIRPORT LOW PROFILE BARRICADES		

TRAFFIC BARRICADE LEGEND	THIS PHASE
CHANNELIZED DEVICE (DRUM)	
CHANNELIZED DEVICE (CONE)	
CHANNELIZED DEVICE W/ SIGN	
SIGN ON POST	
TYPE II BARRICADE W/ SIGN	
TYPE III BARRICADE W/ SIGN	
CHANGEABLE MESSAGE SIGN (CMS)	
FLASHING ARROW PANEL	

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PROFESSIONAL CIVIL ENGINEER
HEATHER ANNE OLSON
E-11074
06/06/2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

TRAFFIC CONTROL ON NEBRASKA N-133 - PHASE 1

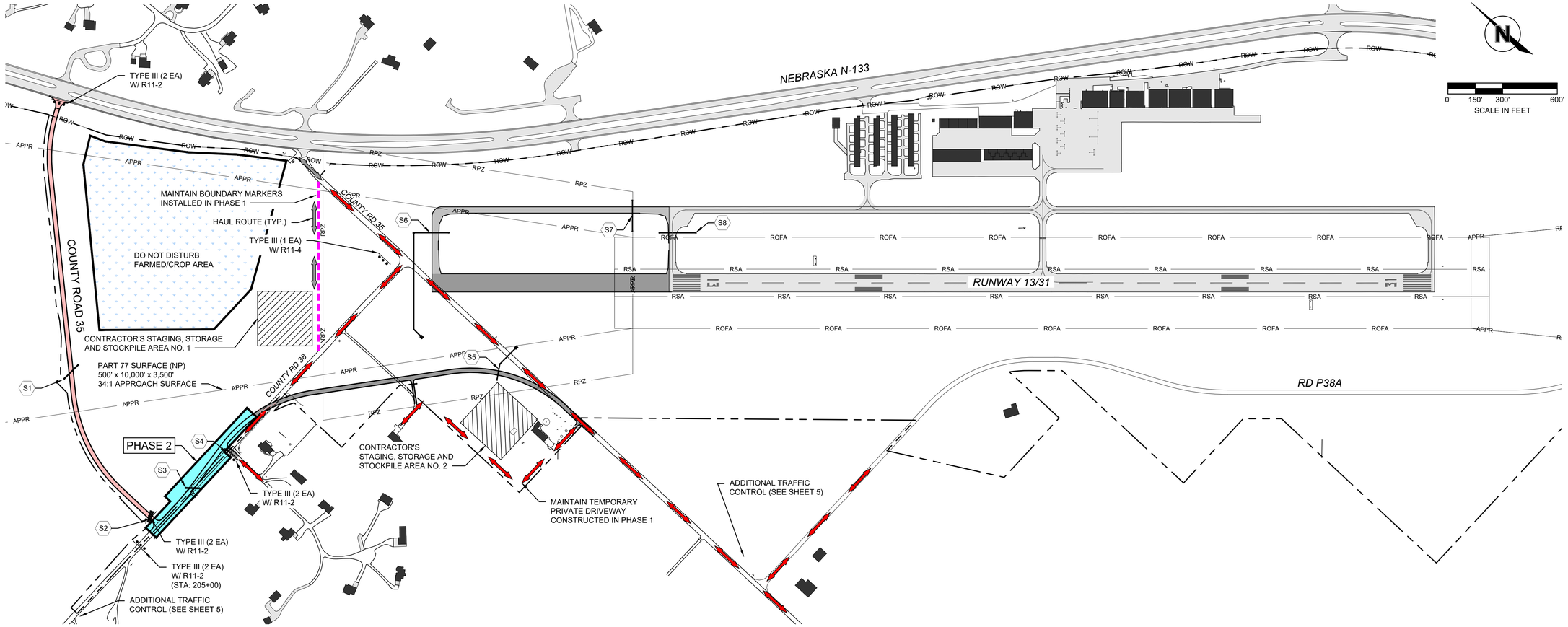
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 9

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DATE: Mar 02, 2026 6:57am USER: jolson



1 CONSTRUCTION / SAFETY PHASING PLAN - PHASE 2

PHASE 2: CONSTRUCT COUNTY ROAD 38-35

CONSTRUCT COUNTY ROAD 38-35, STORM SEWER AND DITCHES FROM APPROXIMATE STA: 200+00 TO STA 214+50.

ESTIMATED TIME: 15 WORKING DAYS.

SAFETY PLAN NOTES: SEE SHEETS 17 AND 18.

TRAFFIC CONTROL, SIGNAGE DETAILS AND NOTES: SEE SHEETS 5 AND 6.

THE FOLLOWING PHASING AND SEQUENCE OF WORK SHALL BE COMPLETED AS SHOWN, UNLESS APPROVED IN WRITING BY THE ENGINEER. AN UPDATED SCHEDULE AND SAFETY PLAN WILL BE REQUIRED PRIOR TO ANY MODIFICATIONS.

ACCESS POINT, HAUL ROUTES AND STAGING AREAS SHALL BE USED FOR THE DURATION OF THE PROJECT.

1. PRIOR TO THE START OF THE PHASE.
   - 1.1. NOTIFY THE OWNER 14 DAYS PRIOR TO COMMENCING WORK.
   - 1.2. NOTIFY DAVE KRUGER, WASHINGTON COUNTY HIGHWAY SUPERINTENDENT, 402-426-6844, 14 DAYS PRIOR TO COMMENCING WORK.
   - 1.3. OWNER TO MAINTAIN NOTAM (CONSTRUCTION EQUIPMENT WITHIN RUNWAY 13 APPROACH)
   - 1.4. INSTALL TRAFFIC CONTROL AS SHOWN ON THE PLANS.
   - 1.5. INSTALL SILT FENCE AS SHOWN ON THE PLANS AND AS REQUIRED BY THE SWPPP AND NPDES PERMIT.
   - 1.6. CONTINUOUS ACCESS TO PHEASANT DRIVE SHALL BE MAINTAINED FOR THE DURATION OF THE PROJECT, INCLUDING BUT NOT LIMITED TO RESIDENTS, EMERGENCY VEHICLES, AND GARBAGE/TRASH COLLECTION SERVICES.
   - 1.7. COORDINATE WITH ENGINEER TO ENSURE RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENTS HAVE BEEN STAKED.
2. PHASING COORDINATION, PRIVATE UTILITY RELOCATION AND FENCING
   - 2.1. PHASE 2 CONSTRUCTION SHALL BE COMPLETED CONCURRENTLY WITH PHASE 1.
   - 2.2. PRIVATE UTILITY RELOCATIONS SHALL BE COORDINATED BY THE CONTRACTOR.
   - 2.3. PERIMETER FENCE WITHIN PHASE BOUNDARY SHALL BE INSTALLED AS PART OF PHASE 4.
3. COMMENCE CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF THIS PHASE:
   - 3.1. REMOVE EXISTING GRAVEL SURFACING.
   - 3.2. STRIP TOPSOIL AND COMPLETE GRADING OPERATIONS.
   - 3.3. INSTALL STORM SEWER (S3) AND DRAINAGE SWALE.
   - 3.4. REMOVE EXISTING CULVERT.
   - 3.5. COMPLETE ROCK SURFACING SUBGRADE PREPARATION.
   - 3.6. INSTALL CRUSHED ROCK EMBEDMENT COURSE.
   - 3.7. INSTALL CRUSHED ROCK SURFACE COURSE.
   - 3.8. COMPLETE TOPSOILING.
   - 3.9. COMPLETE SEEDING, MULCHING, AND EROSION CONTROL.
4. UPON COMPLETION OF PHASE:
   - 4.1. UPDATE TRAFFIC CONTROL CONFIGURATION.
   - 4.2. CONTINUE PHASE 1 AND MOVE TO PHASE 3.

TRAFFIC CONTROL QUANTITIES - PHASE 2

DESCRIPTION	EACH
TEMPORARY SIGN	5
BARRICADE, TYPE III	9

* PER DAY QUANTITY

PHASING LEGEND

	EXISTING	THIS PHASE
BUILDINGS		
OPEN AIRFIELD PAVEMENT		
CLOSED AIRFIELD PAVEMENT / COUNTY ROAD		
PROPERTY LINE		
PAVED ROADS		
GRAVEL ROADS		
CONSTRUCTION AREA LIMITS (PHASE 2)		
BOUNDARY MARKER		
CONTRACTOR HAUL ROUTE		
MOTOR VEHICLE ROUTES		
AIRPORT LOW PROFILE BARRICADES		
STORM SEWER IDENTIFICATION		S#

TRAFFIC BARRICADE LEGEND

	THIS PHASE
CHANNELIZED DEVICE (DRUM)	
CHANNELIZED DEVICE (CONE)	
CHANNELIZED DEVICE W/ SIGN	
SIGN ON POST	
TYPE II BARRICADE W/ SIGN	
TYPE III BARRICADE W/ SIGN	
CHANGEABLE MESSAGE SIGN (CMS)	
FLASHING ARROW PANEL	

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REVISIONS

REV. NO.	DATE	DESCRIPTION

CONSTRUCTION SAFETY / PHASING PLAN - PHASE 2

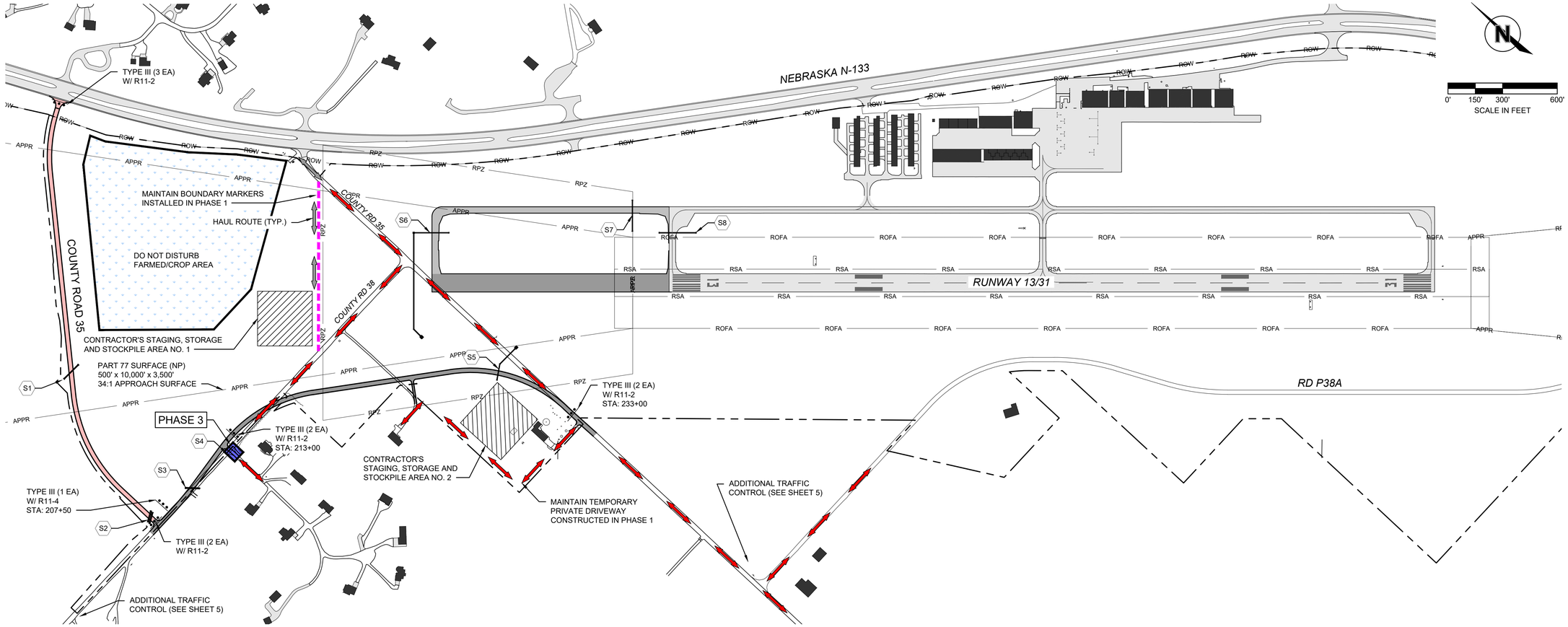
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 10

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DATE: Mar 02, 2026 6:58am USER: jolson



1 CONSTRUCTION / SAFETY PHASING PLAN - PHASE 3

PHASE 3: CONSTRUCT PHEASANT DRIVE

CONSTRUCT PHEASANT DRIVE, STORM SEWER AND DITCHES.

ESTIMATED TIME: 2 WORKING DAYS.

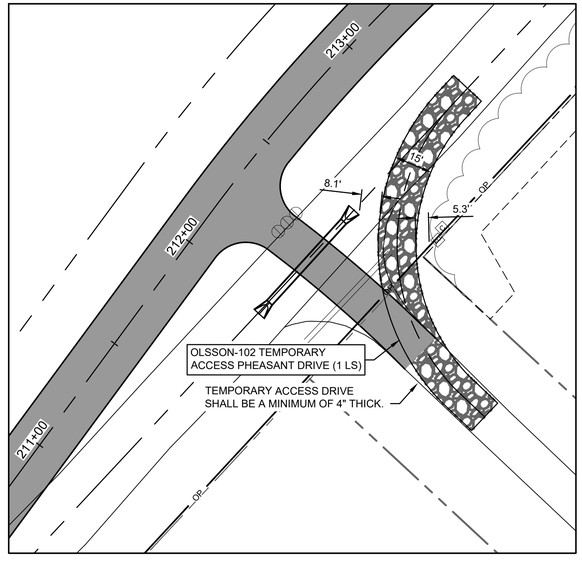
SAFETY PLAN NOTES: SEE SHEETS 17 AND 18.

TRAFFIC CONTROL, SIGNAGE DETAILS AND NOTES: SEE SHEETS 5 AND 6.

THE FOLLOWING PHASING AND SEQUENCE OF WORK SHALL BE COMPLETED AS SHOWN, UNLESS APPROVED IN WRITING BY THE ENGINEER. AN UPDATED SCHEDULE AND SAFETY PLAN WILL BE REQUIRED PRIOR TO ANY MODIFICATIONS.

ACCESS POINT, HAUL ROUTES AND STAGING AREAS SHALL BE USED FOR THE DURATION OF THE PROJECT.

1. PRIOR TO THE START OF THE PHASE:
   - 1.1. NOTIFY THE OWNER 14 DAYS PRIOR TO COMMENCING WORK.
   - 1.2. OWNER TO MAINTAIN NOTAM (CONSTRUCTION EQUIPMENT WITHIN RUNWAY 13 APPROACH)
   - 1.3. INSTALL TRAFFIC CONTROL AS SHOWN ON THE PLANS.
   - 1.4. INSTALL SILT FENCE AS SHOWN ON THE PLANS AND AS REQUIRED BY THE SWPPP AND NPDES PERMIT.
   - 1.5. CONTINUOUS ACCESS TO PHEASANT DRIVE SHALL BE MAINTAINED FOR THE DURATION OF THE PROJECT, INCLUDING BUT NOT LIMITED TO RESIDENTS, EMERGENCY VEHICLES, AND GARBAGE/TRASH COLLECTION SERVICES. SEE DETAIL THIS SHEET.
   - 1.6. COORDINATE WITH ENGINEER TO ENSURE RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENTS HAVE BEEN STAKED.
2. PHASING COORDINATION, PRIVATE UTILITY RELOCATION AND FENCING
   - 2.1. PHASE 3 CONSTRUCTION SHALL BE COMPLETED CONCURRENTLY WITH PHASE 1 AND AFTER PHASE 2.
   - 2.2. PRIVATE UTILITY RELOCATIONS SHALL BE COORDINATED BY THE CONTRACTOR.
3. COMMENCE CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF THIS PHASE:
   - 3.1. COMPLETE CLEARING AND GRUBBING.
   - 3.2. STRIP EXISTING GRAVEL SURFACING.
   - 3.3. STRIP TOPSOIL AND COMPLETE GRADING OPERATIONS.
   - 3.4. INSTALL STORM SEWER (S4) AND DRAINAGE SWALE.
   - 3.5. REMOVE EXISTING CULVERT.
   - 3.6. COMPLETE ROCK SURFACING SUBGRADE PREPARATION.
   - 3.7. INSTALL CRUSHED ROCK EMBEDMENT COURSE.
   - 3.8. INSTALL CRUSHED ROCK SURFACE COURSE.
   - 3.9. INSTALL ROAD SIGNS.
   - 3.10. COMPLETE TOPSOILING.
   - 3.11. COMPLETE SEEDING, MULCHING, AND EROSION CONTROL.
4. UPON COMPLETION OF PHASE:
   - 4.1. UPDATE TRAFFIC CONTROL CONFIGURATION.
   - 4.2. RELOCATE NEIGHBORHOOD MAILBOX CLUSTER BACK TO ORIGINAL LOCATION AT INTERSECTION OF PHEASANT DRIVE AND COUNTY ROAD 38.
   - 4.3. CONTINUE PHASE 1 AND COMMENCE PHASE 4.



2 TEMPORARY ACCESS PHEASANT DRIVE
SCALE: 1" = 30'

TRAFFIC CONTROL QUANTITIES - PHASE 3

DESCRIPTION	EACH
TEMPORARY SIGN	5
BARRICADE, TYPE III	10

* PER DAY QUANTITY

PHASING LEGEND

	EXISTING	THIS PHASE
BUILDINGS		
OPEN AIRFIELD PAVEMENT		
CLOSED AIRFIELD PAVEMENT		
PROPERTY LINE		
PAVED ROADS		
GRAVEL ROADS		
CONSTRUCTION AREA LIMITS (PHASE 3)		
BOUNDARY MARKER		
CONTRACTOR HAUL ROUTE		
MOTOR VEHICLE ROUTES		
AIRPORT LOW PROFILE BARRICADES		
STORM SEWER IDENTIFICATION		S#

TRAFFIC BARRICADE LEGEND

	THIS PHASE
CHANNELIZED DEVICE (DRUM)	
CHANNELIZED DEVICE (CONE)	
CHANNELIZED DEVICE W/ SIGN	
SIGN ON POST	
TYPE II BARRICADE W/ SIGN	
TYPE III BARRICADE W/ SIGN	
CHANGEABLE MESSAGE SIGN (CMS)	
FLASHING ARROW PANEL	

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REVISIONS

REV. NO.	DATE	DESCRIPTION

CONSTRUCTION SAFETY / PHASING PLAN - PHASE 3

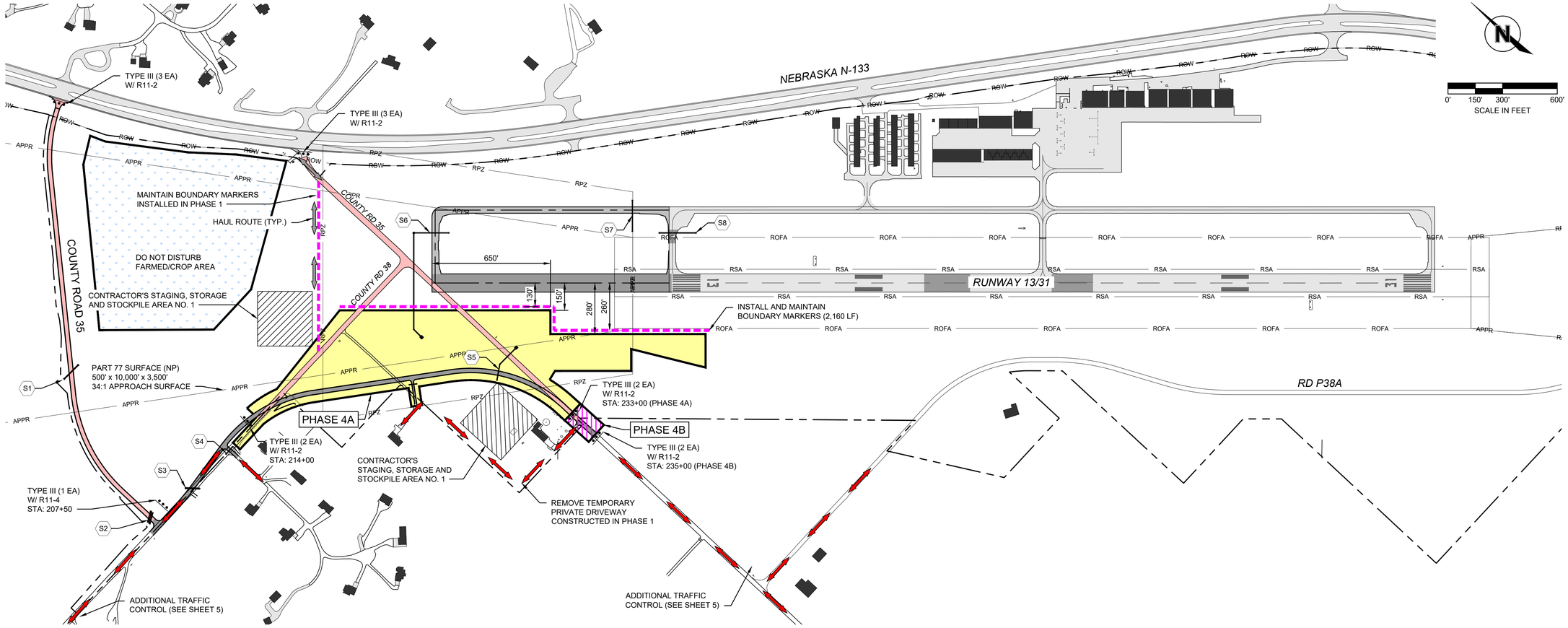
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

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1 CONSTRUCTION / SAFETY PHASING PLAN - PHASE 4A AND PHASE 4B

PHASE 4A: CONSTRUCT COUNTY ROAD 38-35

CONSTRUCT COUNTY ROAD 38-35, STORM SEWER AND DITCHES FROM STA 214+50 TO STA 233+00.

ESTIMATED TIME: 50 WORKING DAYS

SAFETY PLAN NOTES: SEE SHEETS 17 AND 18.

TRAFFIC CONTROL, SIGNAGE DETAILS AND NOTES: SEE SHEETS 5 AND 6.

THE FOLLOWING PHASING AND SEQUENCE OF WORK SHALL BE COMPLETED AS SHOWN, UNLESS APPROVED IN WRITING BY THE ENGINEER. AN UPDATED SCHEDULE AND SAFETY PLAN WILL BE REQUIRED PRIOR TO ANY MODIFICATIONS.

ACCESS POINT, HAUL ROUTES AND STAGING AREAS SHALL BE USED FOR THE DURATION OF THE PROJECT.

1. PRIOR TO THE START OF THE PHASE.
   - 1.1. NOTIFY THE OWNER 14 DAYS PRIOR TO COMMENCING WORK.
   - 1.2. CHANGEABLE MESSAGE SIGNS (CMS) SHALL BE INSTALLED AND MAINTAINED AS REQUIRED FOR 14 DAYS PRIOR TO COMMENCING WORK.
   - 1.3. OWNER TO MAINTAIN NOTAM (CONSTRUCTION EQUIPMENT WITHIN RUNWAY 13 APPROACH).
   - 1.4. INSTALL TRAFFIC CONTROL AS SHOWN ON THE PLANS.
   - 1.5. INSTALL BOUNDARY MARKERS AS SHOWN ON THE PLANS
   - 1.6. INSTALL SILT FENCE AS SHOWN ON THE PLANS AND AS REQUIRED BY THE SWPPP AND NPDES PERMIT.
   - 1.7. COORDINATE WITH ENGINEER TO ENSURE RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENTS HAVE BEEN STAKED.
2. PHASING COORDINATION, PRIVATE UTILITY RELOCATION AND FENCING
   - 2.1. PHASE 4 EXCAVATION/EMBANKMENT SHALL BE COMPLETED CONCURRENTLY WITH PHASE 1 AND AFTER PHASES 2 AND 3.
   - 2.2. PRIVATE UTILITY RELOCATIONS SHALL BE COORDINATED BY THE CONTRACTOR.
   - 2.3. PERIMETER FENCE FOR PHASES 1 AND 2 SHALL BE INSTALLED AS PART OF THIS PHASE.
3. COMMENCE CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF THIS PHASE:
   - 3.1. STRIP TOPSOIL.
   - 3.2. REMOVE EXISTING GRAVEL SURFACING.
   - 3.3. REMOVE EXISTING STORM SEWER.
   - 3.4. COMPLETE CLEARING AND GRUBBING.
     - 3.4.1. DUE TO THE MIGRATORY BIRD TREATY ACT AND NORTHERN LONG EARED BAT PROTECTION, TREE REMOVAL ACTIVITIES ARE RESTRICTED. REMOVALS SHALL BE COMPLETED PRIOR TO APRIL 1, 2026/2027 OR DELAYED UNTIL AFTER SEPTEMBER 15, 2026/2027. A BIRD AND BAT INVENTORY SURVEY MAY BE COMPLETED IF TREE REMOVAL IS REQUIRED OUTSIDE OF THOSE DATES. CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION AND EXPENSES FOR THOSE SURVEYS.
   - 3.5. COORDINATE INSTALLATION OF SETTLEMENT PLATES WITH ENGINEER/RPR.
   - 3.6. COORDINATE MONITORING OF SETTLEMENT PLATE WITH ENGINEER/RPR FOR 90 DAYS.
   - 3.7. CONTINUE MASS GRADING COORDINATION WITH PHASE 1.
   - 3.8. INSTALL STORM SEWER (S5) AND DRAINAGE SWALE.
   - 3.9. COMPLETE ROCK SURFACING SUBGRADE PREPARATION.
   - 3.10. INSTALL CRUSHED ROCK EMBEDMENT COURSE.
   - 3.11. INSTALL CRUSHED ROCK SURFACE COURSE.
   - 3.12. CONSTRUCT PERMANENT DRIVEWAY FOR 11105 COUNTY ROAD 38.
   - 3.13. REMOVE TEMPORARY DRIVEWAY.
   - 3.14. INSTALL ROADWAY SIGNAGE.
   - 3.15. INSTALL PERIMETER FENCING FOR PHASES 1, 2 AND 4.
   - 3.16. COMPLETE TOPSOILING.
   - 3.17. COMPLETE SEEDING, MULCHING, AND EROSION CONTROL.
4. UPON COMPLETION OF PHASE:
   - 4.1. REMOVE TRAFFIC CONTROL.
   - 4.2. RELOCATE 11105 COUNTY ROAD 38 MAILBOX BACK TO INTERSECTION OF DRIVEWAY AND COUNTY ROAD 38.
   - 4.3. CONTRACTOR SHALL MOVE TO PHASE 4B.

PHASE 4B: CONSTRUCT COUNTY ROAD 38-35

CONSTRUCT COUNTY ROAD 35 FROM STA: 233+50 TO STA: 234+75.

ESTIMATED TIME: 1 WORKING DAY

SAFETY PLAN NOTES: SEE SHEETS 17 AND 18.

TRAFFIC CONTROL, SIGNAGE DETAILS AND NOTES: SEE SHEETS 5 AND 6.

THE FOLLOWING PHASING AND SEQUENCE OF WORK SHALL BE COMPLETED AS SHOWN, UNLESS APPROVED IN WRITING BY THE ENGINEER. AN UPDATED SCHEDULE AND SAFETY PLAN WILL BE REQUIRED PRIOR TO ANY MODIFICATIONS.

ACCESS POINT, HAUL ROUTES AND STAGING AREAS SHALL BE USED FOR THE DURATION OF THE PROJECT.

1. PRIOR TO THE START OF THE PHASE.
   - 1.1. NOTIFY THE OWNER 14 DAYS PRIOR TO COMMENCING WORK.
   - 1.2. OWNER SHALL MAINTAIN NOTAM (CONSTRUCTION EQUIPMENT WITHIN RUNWAY 13 APPROACH)
   - 1.3. INSTALL TRAFFIC CONTROL AS SHOWN ON THE PLANS.
2. PHASING COORDINATION, PRIVATE UTILITY RELOCATION AND FENCING
   - 2.1. PHASE 4B SHALL NOT COMMENCE UNTIL THE NEW DRIVEWAY FOR 11105 COUNTY ROAD 38 HAS BEEN ESTABLISHED.
   - 2.2. PRIVATE UTILITY RELOCATIONS SHALL BE COORDINATED BY THE CONTRACTOR.
3. COMMENCE CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF THIS PHASE:
   - 3.1. STRIP TOPSOIL AND COMPLETE GRADING OPERATIONS.
   - 3.2. INSTALL CRUSHED ROCK EMBEDMENT COURSE.
   - 3.3. INSTALL CRUSHED ROCK SURFACE COURSE.
   - 3.4. INSTALL PERIMETER FENCING.
   - 3.5. INSTALL ROADWAY SIGNAGE.
   - 3.6. COMPLETE TOPSOILING.
   - 3.7. COMPLETE SEEDING, MULCHING, AND EROSION CONTROL.
4. UPON COMPLETION OF PHASE:
   - 4.1. REMOVE TRAFFIC CONTROL.
   - 4.2. OPEN RELOCATED COUNTY ROAD 35-38 FOR USE UPON APPROVAL BY ENGINEER.
   - 4.3. CONTRACTOR SHALL MOVE TO PHASE 5.

TRAFFIC CONTROL QUANTITIES - PHASE 4A AND PHASE 4B

DESCRIPTION	EACH
TEMPORARY SIGN	6
BARRICADE, TYPE III	13

* PER DAY QUANTITY

PHASING LEGEND

	EXISTING	THIS PHASE
BUILDINGS		
OPEN AIRFIELD PAVEMENT		
CLOSED AIRFIELD PAVEMENT / COUNTY ROAD		
PROPERTY LINE		
PAVED ROADS		
GRAVEL ROADS		
CONSTRUCTION AREA LIMITS (PHASE 4A)		
CONSTRUCTION AREA LIMITS (PHASE 4B)		
BOUNDARY MARKER		
CONTRACTOR HAUL ROUTE		
MOTOR VEHICLE ROUTES		
AIRPORT LOW PROFILE BARRICADES		
STORM SEWER IDENTIFICATION		S#

TRAFFIC BARRICADE LEGEND

	THIS PHASE
CHANNELIZED DEVICE (DRUM)	
CHANNELIZED DEVICE (CONE)	
CHANNELIZED DEVICE W/ SIGN	
SIGN ON POST	
TYPE II BARRICADE W/ SIGN	
TYPE III BARRICADE W/ SIGN	
CHANGEABLE MESSAGE SIGN (CMS)	
FLASHING ARROW PANEL	

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REVISIONS

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CONSTRUCTION SAFETY / PHASING PLAN - PHASE 4A AND PHASE 4B

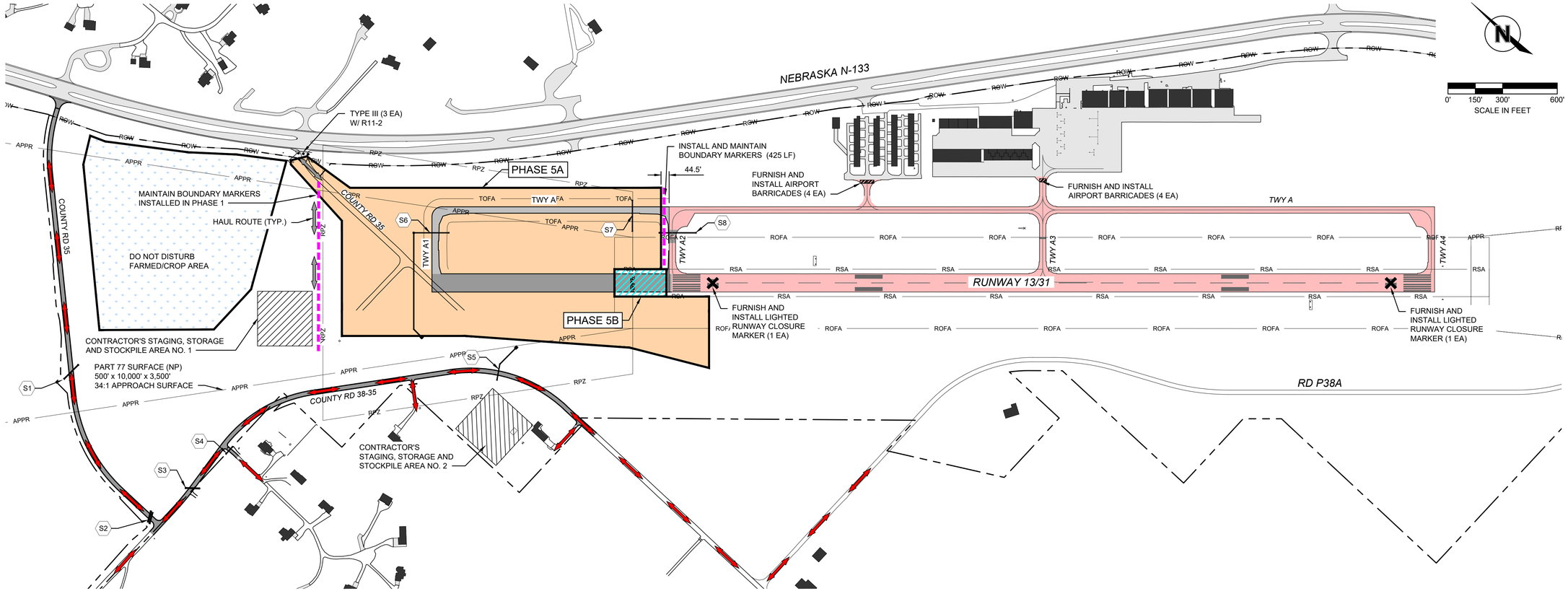
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AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

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DATE: Mar 02, 2026 7:00am USER: jolson



1 CONSTRUCTION / SAFETY PHASING PLAN - PHASE 5A AND PHASE 5B

PHASE 5A: GRADE RUNWAY 13 EXTENSION AREA (OUTSIDE OF EXISTING RUNWAY SAFETY AREA AND TAXIWAY OBJECT FREE AREA)

RUNWAY 13/31 CLOSED: 7:00 AM TO 7:00 PM WEEKDAYS
ALLOWABLE WORK HOURS: 7:00 AM TO 7:00 PM WEEKDAYS

PRIOR TO RE-OPENING RUNWAY EACH DAY:

ALL EQUIPMENT SHALL BE REMOVED FROM THE RSA/ROFA AND STORED IN THE STAGING/STORAGE AREA, ELECTRICAL CIRCUITS REACTIVATED, LIGHTED RUNWAY CLOSURE MARKERS REMOVED AND STORED.

ESTIMATED TIME: 50 WORKING DAYS

SAFETY PLAN NOTES: SEE SHEETS 17 AND 18.

THE FOLLOWING PHASING AND SEQUENCE OF WORK SHALL BE COMPLETED AS SHOWN, UNLESS APPROVED IN WRITING BY ENGINEER. AN UPDATED SCHEDULE AND SAFETY PLAN WILL BE REQUIRED PRIOR TO THE MODIFICATION.

ACCESS POINTS, HAUL ROUTES, AND STAGING AREA SHALL BE USED FOR THE DURATION OF THE PROJECT.

1. PRIOR TO THE START OF THE PHASE.
   - 1.1. NOTIFY THE OWNER 14 DAYS PRIOR TO STARTING WORK.
   - 1.2. OWNER TO ISSUE NOTAM. (RWY 13/31, TWY A, TWY A2, TWY A3, AND TWY A4 CLOSED; 7:00 AM TO 7:00 PM WEEKDAYS).
   - 1.3. CONTRACTOR SHALL VERIFY NOTAM HAS BEEN ISSUED WITH RPR PRIOR TO COMMENCING WORK.
   - 1.4. INSTALLATION AND DEACTIVATION REQUIREMENT (7:00 AM TO 7:00 PM WEEKDAYS)
     - 1.4.1. INSTALL LIGHTED RUNWAY CLOSURE MARKERS ON RUNWAY 13/31.
     - 1.4.2. INSTALL BARRICADES AS SHOWN ON PLANS.
     - 1.4.3. DEACTIVATE APPROPRIATE RUNWAY, TAXIWAY LIGHTS AND SIGNS.
     - 1.4.4. DEACTIVATE RUNWAY 13 AND 31 PAPIs.
     - 1.4.5. DEACTIVATE RUNWAY 31 REILs.
   - 1.5. INSTALL BOUNDARY MARKERS AS SHOWN ON PLANS.
   - 1.6. FURNISH AND INSTALL SILT FENCE AS SHOWN ON THE PLANS AND AS REQUIRED BY NPDES PERMIT.
2. COMMENCE CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF THIS PHASE:
   - 2.1. STRIP TOPSOIL AND COMPLETE GRADING OPERATIONS.
   - 2.2. COORDINATE INSTALLATION OF SETTLEMENT PLATES WITH ENGINEER/RPR.
   - 2.3. COORDINATE MONITORING OF SETTLEMENT PLATE WITH ENGINEER/RPR FOR 90 DAYS.
   - 2.4. COMPLETE EXISTING COUNTY ROAD REMOVALS. SEE SHEETS 111 - 120.
   - 2.5. INSTALL STORM SEWER (S6 AND S7).
     - **2.5.1. S8 SHALL NOT BE INSTALLED IN THIS PHASE.**
     - **2.5.2. CONTRACTOR TO PROVIDE TEMPORARY DRAINAGE TO EXISTING CULVERT UNDER TAXIWAY A2.**
   - 2.6. COMPLETE TOPSOILING, SEEDING & MULCHING.
3. UPON COMPLETION OF PHASE:
   - 3.1. CLEAN UP SITE AND MISCELLANEOUS ITEMS. CONTRACTOR SHALL ENSURE THAT ALL SAFETY AREA AND OBJECT FREE AREA REQUIREMENTS ARE MET.
   - 3.2. COORDINATE THE NEXT CONSTRUCTION PHASE NOTAM WITH THE AIRPORT.
   - 3.3. CONTRACTOR SHALL MOVE TO PHASE 5B WORK.

PHASE 5B: GRADE RUNWAY 13 EXTENSION AREA (INSIDE OF EXISTING RUNWAY SAFETY AREA TO A DISTANCE OF 15 FEET FROM EXISTING RUNWAY 13 END)

RUNWAY 13/31 CLOSED

PRIOR TO RE-OPENING RUNWAY:

ALL EQUIPMENT SHALL BE REMOVED FROM THE RSA/ROFA AND STORED IN THE STAGING/STORAGE AREA, ELECTRICAL CIRCUITS REACTIVATED, LIGHTED RUNWAY CLOSURE MARKERS REMOVED AND STORED.

ESTIMATED TIME: 2 WORKING DAYS

SAFETY PLAN NOTES: SEE SHEETS 17 AND 18.

THE FOLLOWING PHASING AND SEQUENCE OF WORK SHALL BE COMPLETED AS SHOWN, UNLESS APPROVED IN WRITING BY ENGINEER. AN UPDATED SCHEDULE AND SAFETY PLAN WILL BE REQUIRED PRIOR TO THE MODIFICATION.

PHASE 5B MAY BE COMPLETED IN CONJUNCTION WITH PHASE 5A. WORKING DAYS FOR PHASE 5B WILL ONLY BE ASSESSED WHEN WORK IS BEING COMPLETED IN PHASE 5B. FOR EXAMPLE GRADING MAY BE COMPLETED FOR PHASE 5B, PRIOR TO THE COMPLETION OF GRADING FOR PHASE 5A.

ACCESS POINTS, HAUL ROUTES, AND STAGING AREA SHALL BE USED FOR THE DURATION OF THE PROJECT.

1. PRIOR TO THE START OF THE PHASE.
   - 1.1. NOTIFY THE OWNER 14 DAYS PRIOR TO STARTING WORK.
   - 1.2. OWNER TO ISSUE NOTAM. (RWY 13/31, TWY A2, TWY A3 AND TWY A4 CLOSED)
   - 1.3. CONTRACTOR SHALL VERIFY NOTAM HAS BEEN ISSUED WITH RPR PRIOR TO COMMENCING WORK.
   - 1.4. INSTALLATION AND DEACTIVATION REQUIREMENT
     - 1.4.1. INSTALL LIGHTED RUNWAY CLOSURE MARKERS ON RUNWAY 13/31.
     - 1.4.2. INSTALL BARRICADES AS SHOWN ON PLANS.
     - 1.4.3. DEACTIVATE APPROPRIATE RUNWAY, TAXIWAY LIGHTS AND SIGNS.
     - 1.4.4. DEACTIVATE RUNWAY 13 AND 31 PAPIs.
     - 1.4.5. DEACTIVATE RUNWAY 31 REILs.
   - 1.5. INSTALL BOUNDARY MARKERS AS SHOWN ON PLANS.
   - 1.6. FURNISH AND INSTALL SILT FENCE AS SHOWN ON THE PLANS AND AS REQUIRED BY NPDES PERMIT.
2. COMMENCE CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF THIS PHASE:
   - 2.1. STRIP TOPSOIL AND COMPLETE GRADING OPERATIONS.
   - 2.2. INSTALL TEMPORARY EARTH WEDGE TO MEET RUNWAY SAFETY AREA REQUIREMENTS.
3. UPON COMPLETION OF PHASE:
   - 3.1. CLEAN UP SITE AND MISCELLANEOUS ITEMS. CONTRACTOR SHALL ENSURE THAT ALL SAFETY AREA AND OBJECT FREE AREA REQUIREMENTS ARE MET.
   - 3.2. ENSURE NOTAM HAS BEEN REMOVED BY THE AIRPORT. COORDINATE THE NEXT CONSTRUCTION PHASE NOTAM WITH THE AIRPORT.
   - 3.3. CONTRACTOR SHALL MOVE TO PHASE 6 WORK.

TRAFFIC CONTROL QUANTITIES - PHASE 5A AND PHASE 5B

DESCRIPTION	EACH
TEMPORARY SIGN	1
BARRICADE, TYPE III	3

* PER DAY QUANTITY

PHASING LEGEND	EXISTING	THIS PHASE
BUILDINGS		
OPEN AIRFIELD PAVEMENT		
CLOSED AIRFIELD PAVEMENT		
PROPERTY LINE		
PAVED ROADS		
GRAVEL ROADS		
CONSTRUCTION AREA LIMITS (PHASE 5A)		
CONSTRUCTION AREA LIMITS (PHASE 5B)		
BOUNDARY MARKER		
CONTRACTOR HAUL ROUTE		
MOTOR VEHICLE ROUTES		
AIRPORT LOW PROFILE BARRICADES		

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STATE OF NEBRASKA

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CONSTRUCTION SAFETY / PHASING PLAN - PHASE 5A AND PHASE 5B

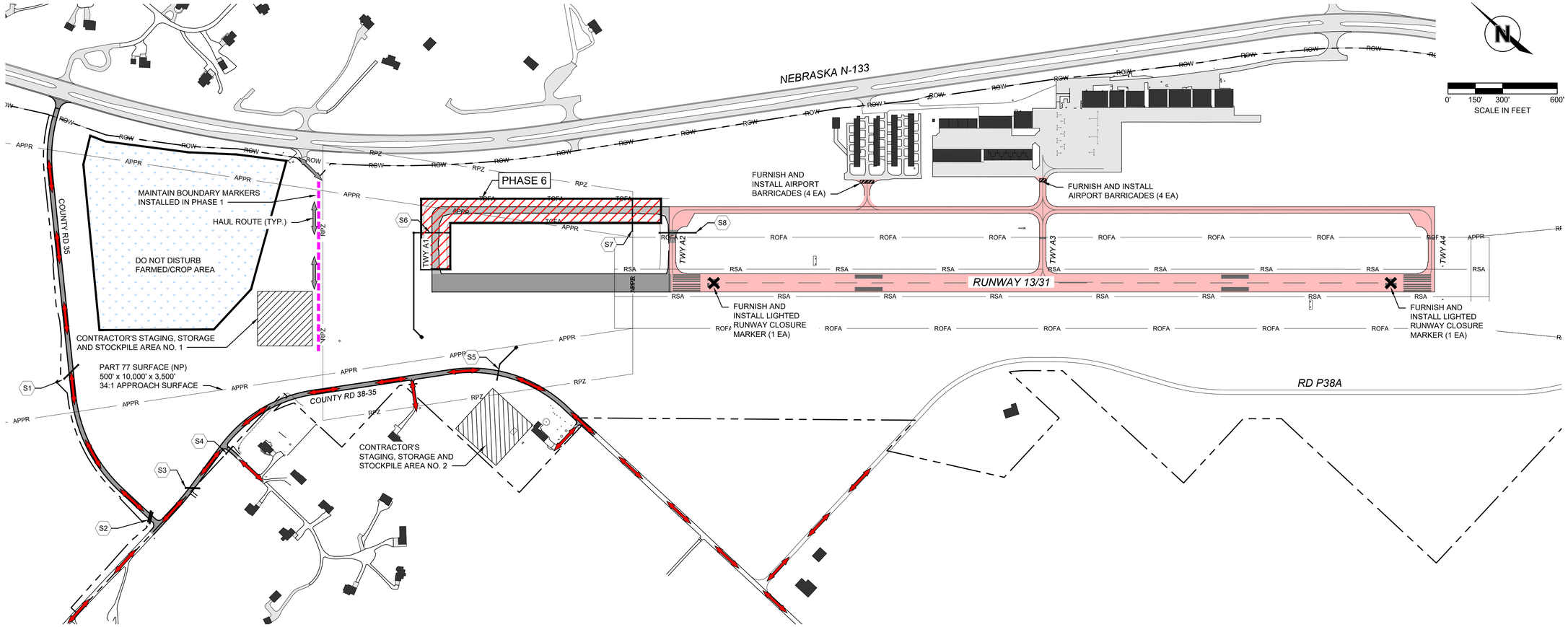
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
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SHEET 13

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1 CONSTRUCTION / SAFETY PHASING PLAN - PHASE 6

PHASE 6: PAVING TAXIWAY A, PAVING TAXIWAY A1, ELECTRICAL

RUNWAY 13/31 CLOSED: 7:00 AM TO 7:00 PM WEEKDAYS
ALLOWABLE WORK HOURS: 7:00 AM TO 7:00 PM WEEKDAYS

PRIOR TO RE-OPENING RUNWAY EACH DAY:

ALL EQUIPMENT SHALL BE REMOVED FROM THE RSA/ROFA AND STORED IN THE STAGING/STORAGE AREA, ELECTRICAL CIRCUITS REACTIVATED, LIGHTED RUNWAY CLOSURE MARKERS REMOVED AND STORED.

ESTIMATED TIME: 35 WORKING DAYS

SAFETY PLAN NOTES: SEE SHEETS 17 AND 18.

THE FOLLOWING PHASING AND SEQUENCE OF WORK SHALL BE COMPLETED AS SHOWN, UNLESS APPROVED IN WRITING BY ENGINEER. AN UPDATED SCHEDULE AND SAFETY PLAN WILL BE REQUIRED PRIOR TO THE MODIFICATION.

ACCESS POINTS, HAUL ROUTES, AND STAGING AREA SHALL BE USED FOR THE DURATION OF THE PROJECT.

1. PRIOR TO THE START OF THE PHASE:
   - 1.1. NOTIFY THE OWNER 7 DAYS PRIOR TO STARTING WORK.
   - 1.2. OWNER TO ISSUE NOTAM. (RWY 13/31, TWY A, TWY A2, TWY A3 AND TWY A4 CLOSED; 7:00 AM TO 7:00 PM WEEKDAYS).
   - 1.3. CONTRACTOR SHALL VERIFY NOTAM HAS BEEN ISSUED WITH RPR PRIOR TO COMMENCING WORK.
   - 1.4. INSTALLATION AND DEACTIVATION REQUIREMENT (7:00 AM TO 7:00 PM WEEKDAYS)
     - 1.4.1. INSTALL LIGHTED RUNWAY CLOSURE MARKERS ON RUNWAY 13/31.
     - 1.4.2. INSTALL BARRICADES AS SHOWN ON PLANS.
     - 1.4.3. DEACTIVATE APPROPRIATE RUNWAY, TAXIWAY LIGHTS AND SIGNS.
     - 1.4.4. DEACTIVATE RUNWAY 13 AND 31 PAPIS.
     - 1.4.5. DEACTIVATE RUNWAY 31 REILS.
   - 1.5. FURNISH AND INSTALL SILT FENCE AS SHOWN ON THE PLANS AND AS REQUIRED BY NPDES PERMIT.

2. COMMENCE CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF THIS PHASE:
   - 2.1. SUBGRADE PREPARATION.
   - 2.2. INSTALL AGGREGATE BASE.
   - 2.3. CONSTRUCT P.C.C. PAVEMENT.
   - 2.4. COMPLETE TAXIWAY ELECTRICAL WORK.
   - 2.5. COMPLETE TOPSOILING, SEEDING & MULCHING.

3. UPON COMPLETION OF PHASE:
   - 3.1. CONTRACTOR SHALL MOVE TO PHASE 7 WORK.

PHASING LEGEND	EXISTING	THIS PHASE
BUILDINGS		
OPEN AIRFIELD PAVEMENT		
CLOSED AIRFIELD PAVEMENT		
PROPERTY LINE		
PAVED ROADS		
GRAVEL ROADS		
CONSTRUCTION AREA LIMITS (PHASE 6)		
BOUNDARY MARKER		
CONTRACTOR HAUL ROUTE		
MOTOR VEHICLE ROUTES		
AIRPORT LOW PROFILE BARRICADES		

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CONSTRUCTION SAFETY / PHASING PLAN - PHASE 6

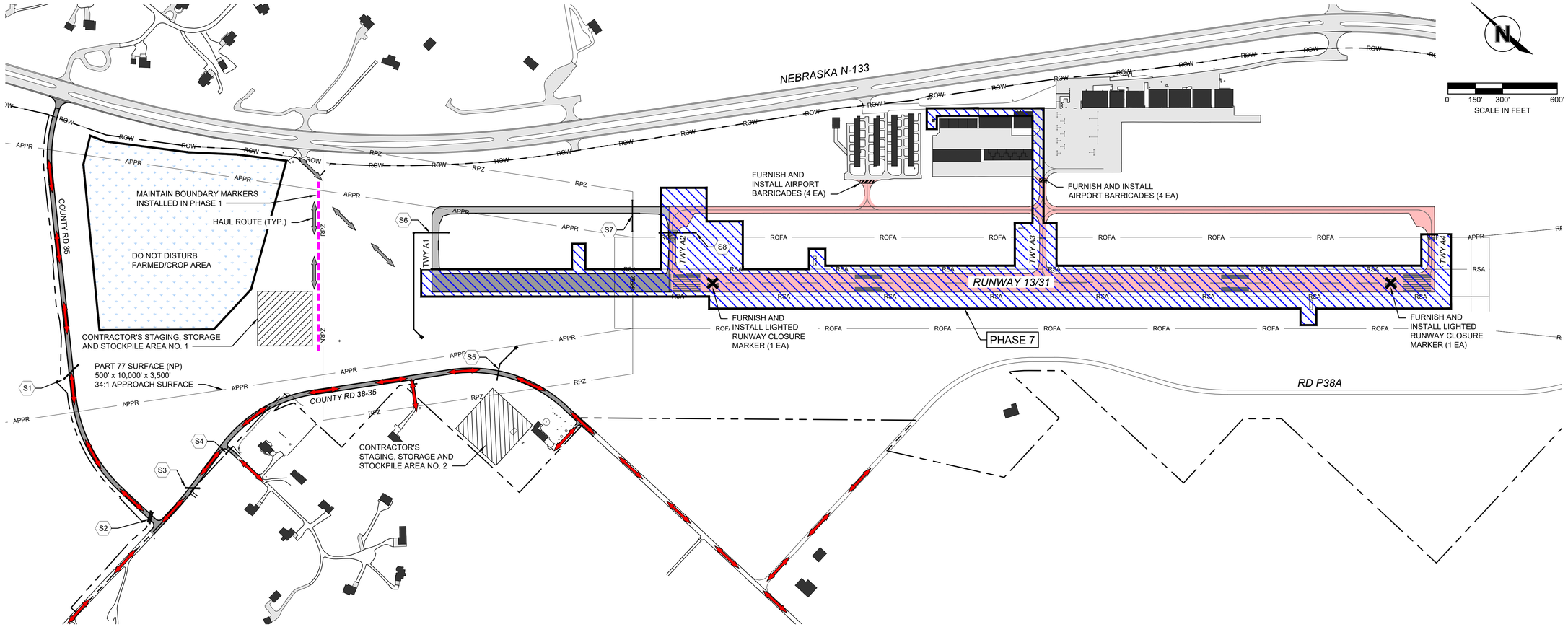
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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1 CONSTRUCTION / SAFETY PHASING PLAN - PHASE 7

PHASE 7: MINOR GRADING AND AGGREGATE, PAVE RUNWAY 13 EXTENSION, RUNWAY REHABILITATION, LIGHTING, PAPIs, REILs, BEACON AND WIND CONE

ESTIMATED TIME: 65 WORKING DAYS

SAFETY PLAN NOTES: SEE SHEETS 17 AND 18.

THE FOLLOWING PHASING AND SEQUENCE OF WORK SHALL BE COMPLETED AS SHOWN, UNLESS APPROVED IN WRITING BY ENGINEER. AN UPDATED SCHEDULE AND SAFETY PLAN WILL BE REQUIRED PRIOR TO THE MODIFICATION.

ACCESS POINTS, HAUL ROUTES, AND STAGING AREA SHALL BE USED FOR THE DURATION OF THE PROJECT.

1. PRIOR TO THE START OF THE PHASE.
   - 1.1. NOTIFY THE OWNER 7 DAYS PRIOR TO STARTING WORK.
   - 1.2. OWNER TO ISSUE NOTAM. (RWY 13/31, TWY A, TWY A1, TWY A2, TWY A3 AND TWY A4, CLOSED)
   - 1.3. CONTRACTOR SHALL VERIFY NOTAM HAS BEEN ISSUED WITH RPR PRIOR TO COMMENCING WORK.
   - 1.4. INSTALL LIGHTED RUNWAY CLOSURE MARKERS ON RUNWAY 13/31.
   - 1.5. INSTALL BARRICADES AS SHOWN ON PLANS.
   - 1.6. INSTALL BOUNDARY MARKERS AS SHOWN ON PLANS.
   - 1.7. DEACTIVATE OR COVER APPROPRIATE TAXIWAY LIGHTS.
   - 1.8. DEACTIVATE OR COVER APPROPRIATE SIGNS.
   - 1.9. DEACTIVATE BEACON.
   - 1.10. DEACTIVATE RUNWAY 13 AND 31 PAPIs.
   - 1.11. DEACTIVATE RUNWAY 31 REILs.
   - 1.12. FURNISH AND INSTALL SILT FENCE AS SHOWN ON THE PLANS AND AS REQUIRED BY NPDES PERMIT.
2. COMMENCE CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF THIS PHASE:
   - 2.1. COMPLETE GRADING OPERATIONS.
   - 2.2. INSTALL STORM SEWER (S8).
   - 2.3. INSTALL AGGREGATE BASE.
   - 2.4. CONSTRUCT P.C.C. PAVEMENT.
   - 2.5. COMPLETE PAVEMENT REPAIRS (SCHEDULE 3)
   - 2.6. COMPLETE ASPHALT PATCH REPAIRS (SCHEDULE 4)
   - 2.7. COMPLETE TAXIWAY / RUNWAY MARKING.
   - 2.8. COMPLETE ELECTRICAL VAULT WORK.
   - 2.9. INSTALL NEW RUNWAY LIGHTS.
   - 2.10. INSTALL GUIDANCE SIGNS.
   - 2.11. INSTALL RUNWAY 13 AND 31 PAPIs.
   - 2.12. INSTALL RUNWAY 13 AND 31 REILs.
   - 2.13. INSTALL AIRPORT BEACON.
   - 2.14. INSTALL WIND CONE.
   - 2.15. COMPLETE TOPSOILING, SEEDING & MULCHING.
3. UPON COMPLETION OF PHASE:
   - 3.1. CLEAN UP SITE AND MISCELLANEOUS ITEMS. CONTRACTOR SHALL ENSURE THAT ALL SAFETY AREA AND OBJECT FREE AREA REQUIREMENTS ARE MET AND ELECTRICAL TESTING HAS BEEN COMPLETED PRIOR TO OPENING.
   - 3.2. ENSURE NOTAM HAS BEEN REMOVED BY THE AIRPORT.
   - 3.3. OPEN AIRFIELD PAVEMENT TO ALL AIRCRAFT.
   - 3.4. NEW PAPIs AND REILs SHALL NOT BE PUT INTO SERVICE UNTIL FAA FLIGHT CHECK HAS BEEN COMPLETED. ALL MATERIALS AND LABOR REQUIRED TO KEEP OUT OF SERVICE IS SUBSIDIARY TO RESPECTIVE BID ITEMS.

PHASING LEGEND	EXISTING	THIS PHASE
BUILDINGS	■	
OPEN AIRFIELD PAVEMENT	▭	
CLOSED AIRFIELD PAVEMENT		▭
PROPERTY LINE	— — —	
PAVED ROADS		
GRAVEL ROADS		
CONSTRUCTION AREA LIMITS (PHASE 7)		▨
BOUNDARY MARKER		- - -
CONTRACTOR HAUL ROUTE		⟷
MOTOR VEHICLE ROUTES		⟷
AIRPORT LOW PROFILE BARRICADES		▨

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CONSTRUCTION SAFETY / PHASING PLAN - PHASE 7

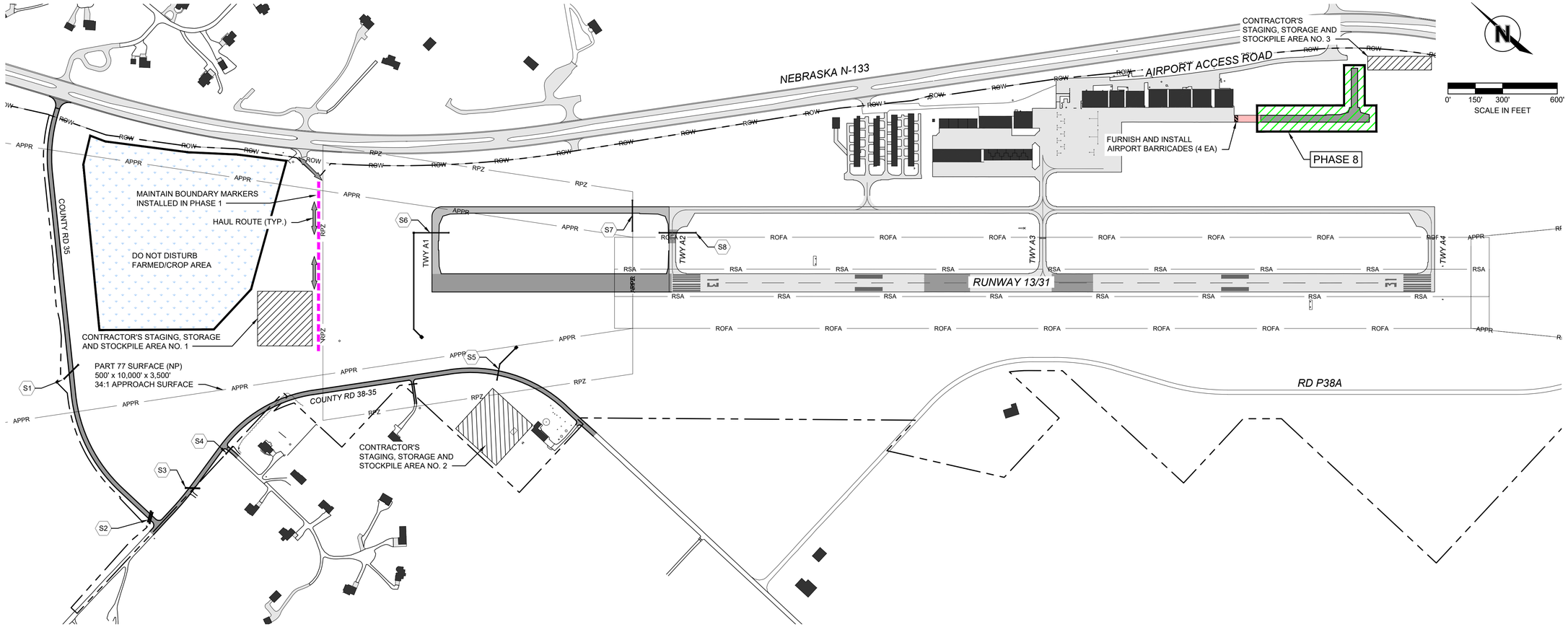
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1 CONSTRUCTION / SAFETY PHASING PLAN - PHASE 8

PHASE 8: PAVE TAXILANES

ESTIMATED TIME: 20 WORKING DAYS

SAFETY PLAN NOTES: SEE SHEETS 17 AND 18.

THE FOLLOWING PHASING AND SEQUENCE OF WORK SHALL BE COMPLETED AS SHOWN, UNLESS APPROVED IN WRITING BY ENGINEER. AN UPDATED SCHEDULE AND SAFETY PLAN WILL BE REQUIRED PRIOR TO THE MODIFICATION.

ACCESS POINTS AND HAUL ROUTES SHALL BE USED FOR THE DURATION OF THE PROJECT. CONTRACTOR'S STORAGE AND STAGING AREA NO. 3 SHALL BE USED ONLY FOR PHASE 8 WORK.

1. PRIOR TO THE START OF THE PHASE.
   - 1.1. NOTIFY THE OWNER 7 DAYS PRIOR TO STARTING WORK.
   - 1.2. INSTALL BARRICADES AS SHOWN ON PLANS.
   - 1.3. INSTALL BOUNDARY MARKERS AS SHOWN ON PLANS.
   - 1.4. FURNISH AND INSTALL SILT FENCE AND INLET PROTECTION AS SHOWN ON THE PLANS AND AS REQUIRED BY NPDES PERMIT.

2. COMMENCE CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF THIS PHASE:
   - 2.1. STRIP TOPSOIL.
   - 2.2. COMPLETE SUBGRADE PREPARATION.
   - 2.3. INSTALL AGGREGATE BASE.
   - 2.4. CONSTRUCT P.C.C. PAVEMENT.
   - 2.5. COMPLETE PAVEMENT MARKING.
   - 2.6. COMPLETE SHOULDERING/TOPSOILING, SEEDING & EROSION CONTROL BLANKET.

3. UPON COMPLETION OF PHASE:
   - 3.1. CLEAN UP SITE AND MISCELLANEOUS ITEMS. CONTRACTOR SHALL ENSURE THAT ALL SAFETY AREA AND OBJECT FREE AREA REQUIREMENTS ARE MET PRIOR TO OPENING.
   - 3.2. OPEN AIRFIELD PAVEMENT.

PHASING LEGEND	EXISTING	THIS PHASE
BUILDINGS	■	
OPEN AIRFIELD PAVEMENT	▭	
CLOSED AIRFIELD PAVEMENT		▭
PROPERTY LINE	— — —	
PAVED ROADS	═══	
GRAVEL ROADS	═══	
CONSTRUCTION AREA LIMITS (PHASE 8)		▨
BOUNDARY MARKER		▬ ▬ ▬
CONTRACTOR HAUL ROUTE		◄►
AIRPORT LOW PROFILE BARRICADES		▨

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CONSTRUCTION SAFETY / PHASING PLAN - PHASE 8

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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CONSTRUCTION SAFETY AND PHASING PLAN NOTES:

1. INTRODUCTION
FAA ADVISORY CIRCULAR 150/5370-2G HAS ESTABLISHED CRITERIA FOR DEVELOPMENT AND IMPLEMENTATION OF A CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) AT THE BLAIR EXECUTIVE AIRPORT. THIS CSPP WAS PREPARED BY OLSSON IN COORDINATION WITH THE AIRPORT. THIS CSPP WAS SUBMITTED TO THE FAA FOR REVIEW AND ANY COMMENTS ARE ADDRESSED IN THIS DOCUMENT. THE CSPP IS INCLUDED IN THE CONTRACT DOCUMENTS.

THE CONTRACTOR IS REQUIRED TO PREPARE A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) THAT DETAILS HOW THE CONTRACTOR WILL COMPLY WITH THE CSPP. THE SPCD SHALL BE SUBMITTED TO THE AIRPORT MANAGER AND ENGINEER FOR APPROVAL PRIOR TO ISSUANCE OF THE NOTICE-TO-PROCEED.

2. PROJECT DESCRIPTION
THE WORK TO BE COMPLETED CONSISTS OF THE FOLLOWING:
- SCHEDULE 1: COUNTY ROAD 38 AND 35 RELOCATION.
  - FENCING
  - UTILITY RELOCATION
- SCHEDULE 2: RUNWAY 13/31 AND PARALLEL TAXIWAY EXTENSION
  - LIGHTING AND PAVEMENT MARKING
  - RUNWAY 13/31 PAPIS-4L
  - RUNWAY 13/31 REILs
  - REMOVE AND REPLACE AIRPORT BEACON
  - REMOVE AND REPLACE WIND CONE
- SCHEDULE 3: RUNWAY 13/31 PAVEMENT REHABILITATION
  - RE-SEAL JOINTS, SPALL REPAIRS, CRACK SEAL AND PANEL REPLACEMENTS
- SCHEDULE 4: RUNWAY 13/31 ASPHALT PATCH REPLACEMENT
  - REMOVE EXISTING ASPHALT AREAS AND REPLACE WITH CONCRETE.
- SCHEDULE 5: CORPORATE HANGAR AREA: PAVE TAXILANES
  - EXTEND EXISTING TAXILANE FOR FUTURE CORPORATE HANGAR CONSTRUCTION.

3. COORDINATION
A. PRECONSTRUCTION MEETING AND SAFETY TRAINING.
- ATTENDANCE IS MANDATORY FOR THE AIRPORT MANAGER, GENERAL CONTRACTOR, MAJOR SUBCONTRACTORS AND ENGINEER TO DISCUSS PROJECT SCOPE AND SAFETY REQUIREMENTS. IF APPLICABLE, A TOUR OF THE AIRPORT WILL BE CONDUCTED TO IDENTIFY THE AREAS RESTRICTED FOR CONSTRUCTION TRAFFIC, STORAGE AND STAGING AREA. GROUND VEHICLE OPERATIONS TRAINING WILL NOT BE REQUIRED BY ALL PERSONNEL PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES ON SITE, PER AC 150/5210-20 (CURRENT ADDITION). CONTRACTOR SHALL BRIEF ALL NEW PERSONNEL TO THE SITE PHASING AND OPEN AIRFIELD AREA OPERATIONS.

B. CONTRACTOR PROGRESS MEETINGS.
- PROGRESS MEETINGS SHALL BE CONDUCTED. A MEETING SCHEDULE WILL BE AGREED UPON AT THE PRECONSTRUCTION MEETING, AT A MINIMUM OF ONCE PER MONTH OR AS NECESSARY FOR CONSTRUCTION OPERATIONS. PROGRESS MEETING SHALL BE ATTENDED BY AIRPORT SPONSOR, ENGINEER, GENERAL CONTRACTOR, AND ACTIVE SUBCONTRACTORS AND SHALL ADDRESS OPERATIONAL SAFETY, CONSTRUCTION PROGRESS, AND UPCOMING SCHEDULING. MEETING MINUTES SHALL BE DOCUMENTED AND AVAILABLE FOR REVIEW UPON REQUEST.

C. PERSONNEL ON SITE.
- GENERAL CONTRACTOR SHALL DESIGNATE A PERSON WHO WILL BE THE SITE SUPERINTENDENT. THE SITE SUPERINTENDENT SHALL BE ON SITE WHENEVER ACTIVE CONSTRUCTION IS TAKING PLACE (GENERAL CONTRACTOR AND SUBCONTRACTOR WORK) AND FOR IMPLEMENTING AND ENFORCING THE CSPP.

D. SCOPE OR SCHEDULE CHANGES.
- SCOPE OR SCHEDULE CHANGES SHALL BE SUBMITTED IN WRITING AND DISCUSSED AT THE PROGRESS MEETINGS. IMPLEMENTATION OF SCOPE OR SCHEDULE CHANGES MUST BE APPROVED IN WRITING BY AIRPORT SPONSOR. CHANGES IN THE SCOPE OR DURATION AT ANY OF THE PROJECT STAGES MAY REQUIRE REVISIONS TO THE CSPP AND APPROVAL BY THE AIRPORT OPERATOR AND THE FAA.

E. NAVAID FAA ATO COORDINATION.
- NO FAA OWNED NAVAIDS, THEREFORE NO ATO COORDINATION IS REQUIRED FOR THIS PROJECT.

F. AIRPORT TENANT AND USERS.
- THE AIRPORT MANAGER WILL NOTIFY TENANTS AND LOCAL USERS OF THE PLANNED CONSTRUCTION ACTIVITIES INCLUDING PHASING AND SAFETY AT THE AIRPORT.

4. PHASING
THE CONSTRUCTION SEQUENCE WILL BE DIVIDED INTO EIGHT (8) PHASES WITH PHASES 1, 4, AND 5 HAVING A SUB-PHASE WITHIN THE PHASE.

PHASE 1A - CONSTRUCT COUNTY ROAD 38.

PHASE 1B - CONSTRUCT COUNTY ROAD 35 (WITHIN N-133 RIGHT OF WAY).

PHASE 2 - CONSTRUCT COUNTY ROAD 38-35 FROM STA: 200+00 TO STA: 214+50.

PHASE 3 - CONSTRUCT PHEASANT DRIVE, STORM SEWER AND DITCHES.

PHASE 4A - CONSTRUCT COUNTY ROAD 38-35, STORM SEWER AND DITCHES FROM STA: 214+50 TO STA: 233+50.

PHASE 4B - CONSTRUCT COUNTY ROAD 35-35 FROM STA: 233+50 TO STA: 234+75.

PHASE 5A - GRADE RUNWAY 13 EXTENSION (OUTSIDE OF EXISTING RUNWAY SAFETY AREA AND TAXIWAY OBJECT FREE AREA).

PHASE 5B - GRADE RUNWAY 13 EXTENSION (INSIDE OF EXISTING RUNWAY SAFETY AREA TO A DISTANCE OF 15 FEET FROM EXISTING RUNWAY END)

PHASE 6 - PAVING TAXIWAY A, PAVING TAXIWAY A1 AND ELECTRICAL.

PHASE 7 - MINOR GRADING AND AGGREGATE, PAVE RUNWAY 13 EXTENSION, RUNWAY REHABILITATION, LIGHTING, PAPIs, REILs, BEACON AND WIND CONE.

PHASE 8 - PAVE TAXILANE 1 AND TAXILANE 3.

A. PHASE ELEMENTS
I. AREAS CLOSED TO AIRCRAFT OPERATIONS. REFER TO TABLE 1 AND CSPP DRAWINGS.

II. DURATION OF CLOSURES. REFER TO CSPP DRAWINGS FOR WORKING DAYS.

III. TAXI ROUTES. REFER TO TABLE 1 IN SECTION 5 AND CSPP DRAWINGS.

IV. ARFF/FIRE ACCESS ROUTES. ANY DEACTIVATION OF WATER LINES OR HYDRANTS, REROUTING OF ACCESS ROUTES, OR USE OF HAZARDOUS MATERIALS ON THE AIRFIELD SHALL BE COORDINATED AND APPROVED BY THE AIRPORT'S PERSONNEL PRIOR TO EXECUTION OF SUCH ACTIVITIES.

V. CONSTRUCTION STAGING AREAS. REFER TO CSPP DRAWINGS.

VI. CONSTRUCTION ACCESS AND HAUL ROUTES. THE CONTRACTOR SHALL ACCESS THE SITE VIA DESIGNATED HAUL ROUTES. REFER TO CSPP DRAWINGS FOR FURTHER DETAIL.
- RPR AND CONTRACTOR SHALL VIDEO DOCUMENT HAUL ROUTE/ROAD PAVEMENT CONDITIONS PRIOR TO BEGINNING OF ANY CONSTRUCTION ACTIVITY.

VII. IMPACTS TO NAVAIDS. REFER TO TABLE 3 IN SECTION 6.

VIII. LIGHTING AND MARKING CHANGES. THE LIGHTING AND MARKING WILL BE AFFECTED FOR THIS PROJECT. DETAILS REGARDING LIGHTING CIRCUIT CHANGES OR DEACTIVATIONS, SIGN CIRCUIT CHANGES OR DEACTIVATION AND MARKING REMOVALS CAN BE FOUND IN EACH PHASE OF THE CSPP DRAWINGS.

IX. AVAILABLE RUNWAY LENGTH. PROJECT WILL HAVE NO EFFECT ON USABLE RUNWAY LENGTHS. RUNWAYS WILL BE CLOSED ACCORDINGLY PER PHASE.

X. REQUIRED HAZARD MARKING AND LIGHTING. CONTRACTOR SHALL INSTALL LOW PROFILE BARRICADES AND LIGHTED RUNWAY CLOSURE MARKERS TO DEPICT AIRFIELD PAVEMENTS THAT ARE CLOSED. REFER TO CSPP DRAWINGS.

XI. LEAD TIMES FOR REQUIRED NOTIFICATIONS.
START OF CONSTRUCTION: SEVEN (7) DAYS.
CLOSURE OF ANY PORTION OF AOA: SEVEN (7) DAYS.

5. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY
A. OPERATIONAL IMPACT TABLE
- AIRPORT OPERATIONS IMPACTED AT THE BLAIR EXECUTIVE AIRPORT ARE SHOWN BELOW IN TABLE 1 FOR EACH PHASE OF WORK. IMPACTS WILL VARY BASED ON NORMAL OPERATIONS OF THE AREA, CONSTRUCTION PHASE, AND DURATION OF WORK. CONTRACTOR IS REQUIRED TO COORDINATE WITH THE AIRPORT AND ENGINEER AND/OR THE RESIDENT PROJECT REPRESENTATIVE (RPR) AS DETAILED IN SECTION 3 OF THIS DOCUMENT PRIOR TO EACH PHASE OF THE PROJECT.

TABLE 1 - AIRPORT OPERATIONS AFFECTED BY CONSTRUCTION

OPERATIONAL REQUIREMENT	NORMAL	PHASE 1A	PHASE 1B	PHASE 2	PHASE 3	PHASE 4A	PHASE 4B	PHASE 5A	PHASE 5B	PHASE 6	PHASE 7	PHASE 8
EXISTING RWY 13/31	B-II - OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	CLOSED FROM 7:00 AM TO 7:00 PM WEEKDAYS	CLOSED	CLOSED FROM 7:00 AM TO 7:00 PM WEEKDAYS	CLOSED	OPEN
EXISTING TAXIWAY A	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN		CLOSED		CLOSED	OPEN
PROPOSED TAXIWAY A1	OPEN	NOT CONSTRUCTED	NOT CONSTRUCTED	NOT CONSTRUCTED	NOT CONSTRUCTED	NOT CONSTRUCTED	NOT CONSTRUCTED		NOT CONSTRUCTED		CLOSED	OPEN
EXISTING TAXIWAY A2	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN		CLOSED		CLOSED	OPEN
EXISTING TAXIWAY A3	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN		CLOSED		CLOSED	OPEN
EXISTING TAXIWAY A4	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN		CLOSED		CLOSED	OPEN
APRON	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN
TAXILANE 1	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN	PARTIAL CLOSURE		

B. RUNWAY SAFETY AREAS (RSA) WIDTH DIMENSION - TABLE 2 AND CSPP DRAWINGS.
- CONTRACTOR SHALL NOT ENTER INTO RSA OF ANY ACTIVE RUNWAY.
- NO CONSTRUCTION ACTIVITY WILL BE ALLOWED UNLESS AREA(S) ARE CLOSED TO TRAFFIC.
- NO STOCKPILING SHALL BE ALLOWED AT ANY TIME.
- NO OPEN EXCAVATIONS WILL BE ALLOWED UNLESS AREA(S) ARE CLOSED TO TRAFFIC.
- PRIOR TO RE-OPENING AREAS, CONTRACTOR SHALL ENSURE THAT GRADING AND SAFETY STANDARDS ARE MET.
- USE EROSION CONTROL MEASURES TO LIMIT RUTTING AND SURFACE VARIATIONS.

C. TAXIWAY SAFETY AREAS (TSA) WIDTH DIMENSION - TABLE 2 AND CSPP DRAWINGS.
- NO CONSTRUCTION ACTIVITY WILL BE ALLOWED UNLESS AREA(S) ARE CLOSED TO TRAFFIC.
- NO STOCKPILING SHALL BE ALLOWED AT ANY TIME.
- NO OPEN EXCAVATIONS WILL BE ALLOWED UNLESS AREA(S) ARE CLOSED TO TRAFFIC.
- USE EROSION CONTROL MEASURES TO LIMIT RUTTING AND SURFACE VARIATIONS.
- PRIOR TO RE-OPENING AREAS, CONTRACTOR SHALL ENSURE THAT GRADING AND SAFETY STANDARDS ARE MET.

D. RUNWAY OBJECT FREE AREAS (ROFA) WIDTH DIMENSION - TABLE 2 AND CSPP DRAWINGS.
- NO PARKING OF IDLE EQUIPMENT WILL BE ALLOWED.
- NO STOCKPILING SHALL BE ALLOWED AT ANY TIME.

E. TAXIWAY OBJECT FREE AREAS (TOFA) WIDTH DIMENSION - TABLE 2 AND CSPP DRAWINGS.
- NO CONSTRUCTION ACTIVITY WILL BE ALLOWED UNLESS AREA(S) ARE CLOSED TO TRAFFIC.
- NO STOCKPILING SHALL BE ALLOWED AT ANY TIME.

TABLE 2 - SAFETY AREAS AND OBJECT FREE AREAS OF AIRFIELD PAVEMENT

AIRFIELD PAVEMENT	APPROACH CATEGORY	AIRPLANE DESIGN GROUP	RSA, DISTANCE FROM CENTERLINE	TSA, DISTANCE FROM CENTERLINE	ROFA, DISTANCE FROM CENTERLINE	TOFA, DISTANCE FROM CENTERLINE
EXISTING RUNWAY 13/31	B	II	75'	-	250'	-
EXISTING TAXIWAY A	-	-	-	39.5'	-	62'
PROPOSED TAXIWAY A1	-	-	-	39.5'	-	62'
EXISTING TAXIWAY A2	-	-	-	39.5'	-	62'
EXISTING TAXIWAY A3	-	-	-	39.5'	-	62'
EXISTING TAXIWAY A4	-	-	-	39.5'	-	62'
APRON	-	-	-	-	-	-
TAXILANE	-	-	-	39.5'	-	62'

G. ARFF/FIRE ACCESS ROUTES
- AIRPORT HAS NO ESTABLISHED ARFF PROGRAM. HOWEVER, NO EXISTING FIRE AND RESCUE ROUTES WILL BE IMPACTED.

H. AIRPORT AND AIRLINE SUPPORT VEHICLES
- REFER TO CSPP DRAWINGS FOR OPEN PAVEMENT DURING EACH PHASE. VEHICLE ROUTES WILL BE ALLOWED IN ALL NON-WORK BOUNDARY AREAS.

I. UTILITY IMPACT TO ARFF/FIRE
- AIRPORT HAS NO ESTABLISHED ARFF PROGRAM. HOWEVER, THERE WILL BE NO IMPACT TO EXISTING UTILITIES OR WATER SUPPLY FOR FIRE AND RESCUE OPERATIONS..

J. RUNWAY APPROACH PROTECTION AREA.
- ACTIVE RUNWAY APPROACH AND DEPARTURE SURFACES MUST BE CLEAR OF ALL OBJECTS.
- DURING PHASE 1 THROUGH PHASE 4 , CONSTRUCTION ACTIVITIES ARE ANTICIPATED INSIDE THE APPROACH/DEPARTURE SURFACES OF RUNWAY 13/31. REFER TO TABLE 2 AND CSPP DRAWINGS FOR MORE DETAIL

H. IDENTIFICATION OF AFFECTED AREAS.
- REFER TO CSPP DRAWINGS

I. MITIGATION OF EFFORTS.
- REFER TO CSPP DRAWINGS.
- PROJECT PHASING HAS BEEN ESTABLISHED SO THAT AIRCRAFT MAY UTILIZE RUNWAY 13/31 FOR PHASES 1, 2, 3, 4 5A AND 6. RUNWAY 13/31 WILL HAVE LIMITED RUNWAY CLOSURES BETWEEN 7:00 AM TO 7:00 PM WEEKDAYS. RUNWAY 13/31 WILL HAVE FULL CLOSURE FOR PHASES 5B AND 7.

6. NAVIGATIONAL AID (NAVAID) PROTECTION
A. EFFECTS OF CONSTRUCTION TO NAVAIDS
- CONSTRUCTION ACTIVITIES CAN HAVE NEGATIVE IMPACTS TO THE FUNCTIONALITY AND SERVICEABILITY OF NAVAIDS. THE CONTRACTOR MUST COORDINATE THEIR WORK EFFORT OR LIMIT THEIR OPERATIONS SO THAT NAVAIDS ARE NOT IMPACTED BEYOND WHAT IS PLANNED. REFER TO TABLE 3 FOR PLANNED NAVAID IMPACTS.
- CONTRACTOR WILL BE REQUIRED TO LIMIT OPERATIONS SO THAT MATERIAL, EQUIPMENT, AND PERSONNEL DO NOT ENTER NAVAID CRITICAL AREAS (AS SHOWN ON THE CSPP DRAWINGS) OR DISTURB POWER TO NAVAID FACILITIES WITHOUT PRIOR COORDINATION WITH AIRPORT MANAGER, ENGINEER AND FAA.

TABLE 3 - NAVAID FACILITY REQUIREMENTS

FACILITY TYPE	OWNERSHIP	PHASE IMPACTED	IMPACT
EXISTING			
RUNWAY 13 PAPIs-2L	AIRPORT	5, 6 AND 7	PHASE 5 AND PHASE 6: DEACTIVATED FROM 7:00 AM TO 7:00 PM; WEEKDAYS ONLY PHASE 7: DEACTIVATED
RUNWAY 31 PAPIs-2L	AIRPORT	5, 6 AND 7	PHASE 5 AND PHASE 6: DEACTIVATED FROM 7:00 AM TO 7:00 PM; WEEKDAYS ONLY PHASE 7: DEACTIVATED
RUNWAY 31 REILs	AIRPORT	5, 6 AND 7	PHASE 5 AND PHASE 6: DEACTIVATED FROM 7:00 AM TO 7:00 PM; WEEKDAYS ONLY PHASE 7: DEACTIVATED
PROPOSED			
RUNWAY 13 PAPIs-4L	AIRPORT	INSTALLED IN PHASE 7	INOPERATIVE UNTIL FLIGHT CHECK COMPLETE
RUNWAY 31 PAPIs-4L	AIRPORT	INSTALLED IN PHASE 7	INOPERATIVE UNTIL FLIGHT CHECK COMPLETE
RUNWAY 13 REILs	AIRPORT	INSTALLED IN PHASE 7	INOPERATIVE UNTIL FLIGHT CHECK COMPLETE
RUNWAY 31 REILs	AIRPORT	INSTALLED IN PHASE 7	INOPERATIVE UNTIL FLIGHT CHECK COMPLETE

B. COORDINATION OF NAVAID IMPACTS
- PLANNED NAVAID IMPACTS MUST BE ADDRESSED IN THE CONTRACTOR'S CONSTRUCTION SCHEDULE
  LOCAL NAVAIDS: SEVEN (7) DAYS NOTICE

C. PROTECTION OF NAVAID UTILITIES
- CONTRACTOR SHALL TAKE ALL MEANS NECESSARY TO PROTECT NAVAID UTILITY LINES FOR THE DURATION OF THE PROJECT.

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HEATHER ANNE
OLSON
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03/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

CONSTRUCTION SAFETY / PHASING NOTES

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET
17

F:\2025\01501-02000\025-01994\40-design\AutoCAD\final plans\Sheets\AED\C_SAF-NTS_025O1994.dwg
DATE: Mar 02, 2026 7:02am USER: jolson

CONSTRUCTION SAFETY AND PHASING PLAN NOTES:

7. CONTRACTOR ACCESS
   A. LOCATION OF STOCKPILE CONSTRUCTION MATERIALS
   - THE CONTRACTOR IS LIMITED TO THE PLACEMENT OF STOCKPILED MATERIALS AT THE LOCATIONS SHOWN WITHIN THE CSPP DRAWINGS.
   - CONTRACTOR MAY PLACE STOCKPILES (TOPSOIL, AGGREGATE, ETC.) AT ANY LOCATION WITHIN THE PROJECT WORK LIMITS, OUTSIDE OF THE ROFA AS SHOWN IN THE CSPP DRAWINGS. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT AN AIRSPACE NOTICE TO FAA OEAAA FOR ANY STOCKPILES OR EQUIPMENT THAT EXCEEDS 15 FEET ABOVE THE GROUND AND RECEIVE A DETERMINATION OF NO HAZARD. FAA'S PROCESSING TIME FOR THE DETERMINATION IS TYPICALLY 60-90 DAYS.

   I. HEIGHT RESTRICTIONS. STOCKPILES SHALL HAVE A HEIGHT LIMIT OF 15 FEET (REFER TO THE CSPP DRAWINGS). REFER TO SECTION 11.F.

   II. WILDLIFE ATTRACTANT. CONTRACTOR SHALL MANAGE VOLUNTEER VEGETATION, STOCKPILES AND MAINTAIN POSITIVE DRAINAGE SO THEY DO NOT BECOME WILDLIFE ATTRACTIONS. REFER TO SECTION 8.B.

   III. FOREIGN OBJECT DEBRIS (FOD). CONTRACTOR SHALL MANAGE STOCKPILES SO THEY DO NOT CREATE FOD. REFER TO SECTION 9.

   IV. MARKING AND LIGHTING OF STOCKPILES. CONTRACTOR WILL NOT BE REQUIRED TO MARK OR LIGHT MATERIAL STOCKPILES.

   B. VEHICLE AND PEDESTRIAN OPERATIONS
   VEHICLE AND PEDESTRIAN ACCESS ROUTES FOR AIRPORT CONSTRUCTION PROJECTS MUST BE CONTROLLED TO PREVENT INADVERTENT UNAUTHORIZED ENTRY OF PERSONS, VEHICLES, OR ANIMALS ONTO THE AIRPORT OPERATIONS AREA.

   C. ACCESS TO AIRPORT OPERATIONS AREA (AOA)
   CONTRACTOR ACCESS TO THE AOA IS LIMITED TO THE BOUNDARIES SHOWN ON THE CSPP DRAWINGS.

   I. CONSTRUCTION SITE PARKING. ALL PERSONAL VEHICLES, INACTIVE CONSTRUCTION EQUIPMENT AND TRAILERS SHALL BE STORED WITHIN THE CONTRACTORS STORAGE AND STAGING AREA AS SHOWN ON THE CSPP DRAWINGS. CONTRACTOR VEHICLES AND EQUIPMENT ARE ALLOWED INSIDE THE AOA BUT CONFINED TO THE PROJECT WORK LIMITS. ADDITIONALLY, CONTRACTOR MAY PARK VEHICLES ANYWHERE ON THE PROJECT WORK AREA AS DEFINED FOR EACH PHASE ON THE CSPP DRAWINGS. HOWEVER, VEHICLES MUST MAINTAIN THE MINIMUM DISTANCE FROM CENTERLINE TO OPEN AIRFIELD PAVEMENT SHOWN ON TABLE 2.

   II. CONSTRUCTION EQUIPMENT. CONSTRUCTION EQUIPMENT SHALL BE LIMITED TO AN OPERATING HEIGHT OF 15 FEET.

   III. ACCESS AND HAUL ROADS. THE CSPP DRAWINGS DEPICT HAUL ROUTES FROM EACH ACCESS LOCATION FROM PUBLIC ROADWAYS AND HAUL ROUTES TO THE INDIVIDUAL PHASED WORK AREA. CONTRACTOR ACCESS AND HAULING OPERATIONS ARE STRICTLY LIMITED TO THE HAUL ROUTES SHOWN. CONTRACTOR SHALL PROVIDE PROTECTION TO THE PAVEMENT EDGES WHEN TRAVERSING/CROSSING ANY EXISTING NON-ACTIVE RUNWAY, TAXIWAY OR APRON PAVEMENT.

   FOLLOWING COMPLETION OF CONSTRUCTION, THE CONTRACTOR IS REQUIRED TO RESTORE HAUL ROUTES TO ORIGINAL CONDITION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORATION AND SEEDING OF THE CONTRACTOR'S STAGING AREA, ACCESS ROADS AND HAUL ROADS. NO DIRECT PAYMENT WILL BE MADE FOR THESE ITEMS. SEEDING SHALL BE DONE IN ACCORDANCE WITH SPECIFICATION ITEM T-901.

   THE CONTRACTOR WILL BE REQUIRED TO REPAIR ANY DAMAGE TO PUBLIC AND AIRPORT ROADS CAUSED BY THE CONTRACTOR'S TRUCKS AND EQUIPMENT DURING CONSTRUCTION OF THE PROJECT. REPAIRS SHALL BE ADEQUATE TO RETURN THE ROADS TO A CONDITION EQUAL TO OR BETTER THAN THE CONDITION PRIOR TO DAMAGE. ALL REPAIR WORK SHALL BE AT THE CONTRACTOR'S EXPENSE. THE HAUL ROUTE SHALL BE VIDEOTAPED OR PHOTOGRAPHED IN THE PRESENCE OF THE ENGINEER OR THE RESIDENT PROJECT REPRESENTATIVE (RPR) PRIOR TO CONSTRUCTION TO DOCUMENT THE EXISTING CONDITIONS.

   IV. MARKING AND LIGHTING OF VEHICLE. ANY VEHICLE WITHIN THE AIRPORT OPERATIONS AREA (AOA) SHALL COMPLY WITH THE "OTHER VEHICLE" REQUIREMENTS IN ADVISORY CIRCULAR 150/5210-5D PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT.

   DAYLIGHT HOURS: VEHICLE AND EQUIPMENT MUST HAVE EITHER A FLASHING YELLOW BEACON OR A 3-FOOT x 3-FOOT FLAG WITH INTERNATIONAL ORANGE AND WHITE 12-INCH SQUARES MOUNTED ON TOP OF THE VEHICLE AT ALL TIMES.

   REDUCED VISIBILITY OR NIGHT-TIME HOURS: VEHICLE AND EQUIPMENT MUST HAVE A FLASHING YELLOW BEACON MOUNTED ON TOP OF THE VEHICLE AT ALL TIMES.

   ALL CONSTRUCTION VEHICLES SHALL BE CLEARLY IDENTIFIED BY PROMINENTLY DISPLAYING THE COMPANY NAME ON EACH SIDE OF THE VEHICLE. THE IDENTIFICATION SYMBOLS SHOULD BE A MINIMUM 8-INCH BLOCK-TYPE CHARACTERS OF A CONTRASTING COLOR AND EASY TO READ. TAPE, WATER-SOLUBLE PAINT OR MAGNETIC SIGNS ARE ACCEPTABLE. IN ADDITION, VEHICLES MUST DISPLAY IDENTIFICATION MEDIA, AS SPECIFIED IN THE APPROVED SECURITY PLAN.

   V. DESCRIPTION OF PROPER VEHICLE OPERATIONS. THE FOLLOWING RULES OF OPERATION MUST BE FOLLOWED AT ALL TIMES WHEN DRIVING ON THE AIRPORT.

   - NO PERSON SHALL OPERATE MOTORIZED VEHICLES OR EQUIPMENT OF ANY KIND ON THE AIRPORT UNLESS IN POSSESSION OF A VALID OPERATOR'S LICENSE AS REQUIRED BY THE STATE FOR THE TYPE OF VEHICLE BEING OPERATED.
   - NO PERSON SHALL OPERATE A MOTOR VEHICLE OR OTHER MOTORIZED EQUIPMENT OF ANY KIND ON THE AIRPORT IN A RECKLESS OR NEGLIGENT MANNER OR WITHOUT CAUTION OR IN ANY MANNER THAT ENDANGERS OR IS LIKELY TO ENDANGER PERSONS OR PROPERTY.
   - NO PERSON SHALL FAIL TO GIVE PEDESTRIANS AND AIRCRAFT THE RIGHT-OF-WAY OVER VEHICULAR TRAFFIC. ALL GROUND VEHICLES SHALL PASS TO THE REAR OF TAXIING AIRCRAFT.
   - NO PERSON UNDER THE INFLUENCE OF ALCOHOL OR DRUGS SHALL OPERATE A MOTOR VEHICLE ON THE AIRPORT.

   VI. REQUIRED ESCORTS. VEHICLE ESCORTS ARE NOT REQUIRED WITHIN THE PROJECT LIMITS.

   VII. TRAINING REQUIREMENTS FOR VEHICLE DRIVERS. CONSTRUCTION PERSONNEL NEW TO THE CONSTRUCTION SITE SHALL BE GIVEN AN INITIAL SAFETY BRIEFING DURING ORIENTATION, INCLUDING REQUIREMENTS FOR OPERATING A MOTOR VEHICLE ON/NEAR THE AOA. VEHICLE TRAINING IS NOT REQUIRED.

   VIII. SITUATIONAL AWARENESS. VEHICLE DRIVERS MUST CONFIRM BY PERSONAL OBSERVATION THAT NO AIRCRAFT IS APPROACHING THEIR POSITION (EITHER IN AIR OR ON THE GROUND) WHEN GIVEN CLEARANCE PRIOR TO CROSSING A TAXIWAY OR ANY OTHER AREA OPEN TO AIRPORT OPERATIONS.

   IX. TWO-WAY RADIO COMMUNICATIONS PROCEDURES. THE CONTRACTOR SHALL MONITOR COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) FREQUENCY 123.05 AT ALL TIMES DURING CONSTRUCTION AND SHALL RESPOND TO ANY INSTRUCTIONS FROM THE ENGINEER, AIR TRAFFIC CONTROL, AND/OR AIRPORT PERSONNEL IMMEDIATELY. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS CAPABLE OF TRANSMITTING AND RECEIVING.

   X. MAINTENANCE OF SECURED AREA OF THE AIRPORT. EXCEPT WHEN MOVING MATERIALS, EQUIPMENT, OR PERSONNEL THROUGH THE AIRPORT PERIMETER FENCE, THE CONTRACTOR SHALL KEEP THE ACCESS GATE CLOSED.

8. WILDLIFE MANAGEMENT
   A. TRASH. CONTRACTOR IS RESPONSIBLE FOR THE IMMEDIATE REMOVAL OF ALL FOOD SCRAPS AND ANY OTHER TRASH THAT COULD CAUSE FOD OR BE AN ANIMAL ATTRACTANT.

   B. STANDING WATER. STANDING WATER WITHIN THE CONSTRUCTION LIMITS SHALL NOT BE PERMITTED. DRAINING/PUMPING OF STANDING WATER SHALL COMPLY WITH THE APPROVED NPDES PERMIT REQUIREMENTS.

   C. TALL GRASS AND SEEDS. CONTRACTOR IS RESPONSIBLE FOR ALL GRASS, WEED AND SEED CONTROL FOR THE DURATION OF THE PROJECT WITHIN THE CONSTRUCTION LIMITS. GRASS AND WEEDS SHALL BE MAINTAINED TO HEIGHT LIMIT OF ONE FOOT.

   D. POORLY MAINTAINED FENCING AND GATES. FENCING AND GATES SHALL BE MAINTAINED TO RESTRICT WILDLIFE FROM ACCESSING THE AIRPORT. REFER TO SECTION 7.SUBSECTION X FOR THE PERIMETER FENCING AND GATE REQUIREMENTS. NOTIFY THE AIRPORT MANAGER OF ANY WILDLIFE ENCOUNTERS DURING THE PROJECT.

   E. DISRUPTION OF EXISTING WILDLIFE HABITAT. WHILE IT IS NOT ANTICIPATED THAT THE PROJECT WILL IMPACT EXISTING WILDLIFE HABITAT, THE CONTRACTOR WILL IMMEDIATELY NOTIFY THE AIRPORT SPONSOR OF ALL WILDLIFE SIGHTINGS, INCLUDING LOCATION, WILDLIFE TYPE, TIME OF DAY, ETC.

9. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT
   MATERIALS CAPABLE OF CREATING FOD MUST BE CONTINUOUSLY REMOVED DURING THE CONSTRUCTION PROJECT. FAILURE TO COMPLY WILL RESULT IN SHUT DOWN OF CONSTRUCTION ACTIVITIES UNTIL SAFETY FEATURES ARE INTACT.

   A. PAVEMENT. PAVEMENT OPEN TO TRAFFIC SHALL BE SWEPT, AS DIRECTED BY ENGINEER OR AIRPORT MANAGER OR AT A MINIMUM ONCE PER DAY TO MANAGE FOD. REFER TO SECTION 12 FOR INSPECTION REQUIREMENTS.

   B. TRASH. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING A TRASH RECEPTACLE ON SITE FOR CONSTRUCTION DEBRIS AND MISCELLANEOUS DAILY WASTE. RECEPTACLES SHALL BE EMPTIED ON A ROUTINE BASIS.

   C. DUST. CONTRACTOR IS RESPONSIBLE FOR CONTROLLING DUST FOR THE DURATION OF THE PROJECT.

   D. CONSTRUCTION DEBRIS. CONTRACTOR IS RESPONSIBLE FOR DISPOSING CONSTRUCTION DEBRIS IN A LEGAL MANNER OFF-SITE.

10. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT
    CONTRACTOR SHALL HANDLE ALL HAZARDOUS MATERIAL (HAZMAT) MANAGEMENT WITH THE RELEVANT AUTHORITIES AND PURSUANT TO LOCAL, STATE AND FEDERAL LAWS AND REGULATIONS.

    A. FUEL DELIVERIES. SHALL BE RESTRICTED TO THE CONTRACTOR'S STAGING AND STORAGE AREA. THE CONTRACTOR SHALL PROVIDE A COPY OF THE SPILL RECOVERY PROCEDURES PRIOR TO THE MOBILIZING ON SITE.

    B. MATERIAL SAFETY DATA SHEETS (MSDS). SHALL BE ONSITE FOR ALL HAZMAT MATERIALS. METHODS SHALL BE IDENTIFIED BY THE CONTRACTOR FOR RESPONDING TO HAZARDOUS SPILLS.

    C. CLEAN-UP. CONTRACTOR MUST BE PREPARED TO EXPEDITIOUSLY CONTAIN AND CLEAN-UP SPILLS RESULTING FROM FUEL OR HYDRAULIC FLUID LEAKS.

    D. TRANSPORT AND HANDLING. THE TRANSPORT AND HANDLING OF OTHER HAZARDOUS MATERIALS ON THE AIRPORT REQUIRING SPECIAL PROCEDURES SHALL COMPLY WITH AC 150/5320-15 "MANAGEMENT OF AIRPORT INDUSTRIAL WASTE".

11. NOTIFICATION OF CONSTRUCTION ACTIVITIES
    CONTACTS:
    - POLICE / MEDICAL: 402-426-4747
    - FIRE: KENNARD FIRE DEPARTMENT FIRE CHIEF: CHRIS POTTER: 402-427-3225
      BENNINGTON FIRE DEPARTMENT FIRE CHIEF: DAN MALLORY: 402-699-0140
      FORT CALHOUN FIRE DEPARTMENT FIRE CHIEF: DAN MALLORY: 402-699-0140
    - AIRPORT: PHIL GREEN: 402-426-4191
    - ENGINEER: HEATHER OLSON, OLSSON, OFFICE: 402-938-2460 OR CELL: 402-202-4980

    A. LIST OF RESPONSIBLE REPRESENTATIVES. CONTRACTOR SHALL PROVIDE A LIST OF RESPONSIBLE REPRESENTATIVES AS PART OF THE SPCD, PRIOR TO THE PRECONSTRUCTION MEETING. RPR AND AIRPORT MANAGER SHALL BE NOTIFIED IMMEDIATELY OF ANY OPERATIONS ON SITE THAT MAY ADVERSELY AFFECT THE AOA. AIRPORT MANAGER SHALL NOTIFY AIRPORT TENANTS AND USERS.

    B. EMERGENCY CONTACTS. CONTRACTOR SHALL MAINTAIN A LIST OF RESPONSIBLE REPRESENTATIVES/POINTS OF CONTACT FOR THEIR COMPANY AND THEIR SUBCONTRACTORS, DAILY CONTACT INFORMATION AND A 24-HOUR EMERGENCY CONTACT. THIS LIST SHALL BE POSTED IN A VISIBLE LOCATION ON SITE. IN ADDITION, THE EMERGENCY CONTACTS LISTED ON THE CSPP DRAWINGS SHALL ALSO BE POSTED.

    C. NOTICE TO AIRMEN (NOTAM). NOTAMS SHALL BE ISSUED BY PERSONS NAMED IN THE CSPP SHEET(S). A MINIMUM OF SEVEN (7) DAYS IS REQUIRED PRIOR TO CLOSURE OF ANY AIRPORT OPERATIONS AREA (RUNWAYS, TAXIWAY, OR APRON AREA).

    CONTRACTOR SHALL MAINTAIN CONTINUOUS COMMUNICATION WITH THE AIRPORT MANAGER AND RPR TO ENSURE NOTAMS ARE ISSUED, MAINTAINED AND CANCELED IN RELATION TO CONSTRUCTION PROGRESS.

    D. EMERGENCY NOTIFICATION PROCEDURES. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911. CONTRACTOR SHALL NOTIFY THE EMERGENCY PERSONNEL LISTED ABOVE AS REQUIRED. ENGINEER AND AIRPORT MANAGER SHALL BE NOTIFIED AS SOON AS POSSIBLE AT THE TIME OF THE INCIDENT.

    E. COORDINATION WITH ARFF/FIRE FIGHTING PERSONNEL. ANY DEACTIVATION OF WATER LINES OR HYDRANTS, REROUTING OF ACCESS ROUTES, OR USE OF HAZARDOUS MATERIALS ON THE AIRFIELD SHALL BE COORDINATED AND APPROVED BY THE AIRPORT'S PERSONNEL PRIOR TO EXECUTION OF SUCH ACTIVITIES.

    F. NOTIFICATION TO THE FAA. CONTRACTOR WILL BE REQUIRED TO MAINTAIN A BATCH PLANT, STOCKPILES, ETC. CLEAR OF THE PART 77 SURFACES. AIRSPACE APPROVAL FROM THE FAA WILL BE REQUIRED PRIOR TO CONSTRUCTION OF BATCH PLANTS, CRANE, ETC. ENGINEER SHALL NOTIFY THE FAA OF ANY CONDITIONS ADVERSELY AFFECTING THE OPERATIONAL SAFETY OF THE AIRPORT. A REMEDIAL PLAN SHALL BE PRESENTED TO THE FAA AT THE TIME OF REPORTING.

    G. SHUTDOWN OF NAVAIDS. CONTRACTOR SHALL COORDINATE WITH THE AIRPORT MANAGER AND ENGINEER PRIOR TO SHUTDOWN OF NAVAIDS.
    LOCAL NAVAIDS: SEVEN (7) DAYS NOTICE.

12. INSPECTION REQUIREMENT
    A. DAILY (OR MORE FREQUENT) INSPECTIONS. CLOSURE MARKERS, BARRICADES, AND HAZARD LIGHTING SHALL BE INSPECTED DAILY BY RESIDENT PROJECT REPRESENTATIVE (RPR) AND CONTRACTOR TO ENSURE COMPLIANCE WITH SPECIFICATIONS. ANY DEFICIENCIES SHALL BE FIXED IMMEDIATELY. FAILURE TO COMPLY WILL RESULT IN SHUT DOWN OF CONSTRUCTION ACTIVITIES UNTIL SAFETY FEATURES ARE INTACT.

    B. INTERIM INSPECTIONS. INSPECTIONS SHOULD BE CONDUCTED OF ALL AREAS TO BE (RE)OPENED TO AIRCRAFT TRAFFIC TO ENSURE THE PROPER OPERATION OF LIGHTS AND SIGNS, FOR CORRECT MARKINGS, AND ABSENCE OF FOD. THE CONTRACTOR SHOULD CONDUCT AN INSPECTION OF THE WORK AREA WITH RPR AND/OR AIRPORT OPERATIONS PERSONNEL. THE CONTRACTOR SHOULD ENSURE THAT ALL CONSTRUCTION MATERIALS HAVE BEEN SECURED, ALL PAVEMENT SURFACES HAVE BEEN SWEPT CLEAN, ALL TRANSITION RAMPS HAVE BEEN PROPERLY CONSTRUCTED, SAFETY AREAS ARE COMPLIANT AND THAT SURFACES HAVE BEEN APPROPRIATELY MARKED FOR AIRCRAFT TO OPERATE SAFELY. ONLY IF ALL ITEMS ON THE LIST MEET WITH THE RPR AND/OR AIRPORT OPERATOR'S APPROVAL SHOULD THE AREA BE OPENED TO AIRCRAFT OPERATIONS. THE CONTRACTOR IS REQUIRED TO RETAIN A SUITABLE WORKFORCE AND THE NECESSARY EQUIPMENT AT THE WORK AREA FOR ANY LAST-MINUTE CLEANUP THAT MAY BE REQUESTED BY THE RPR AND/OR AIRPORT OPERATOR PRIOR TO OPENING THE AREA.

    C. FINAL INSPECTIONS. FINAL INSPECTIONS ARE REQUIRED AS DIRECTED BY AIRPORT MANAGER OR ENGINEER.

13. UNDERGROUND UTILITIES
    CAUTION SHALL BE USED WHEN WORKING NEAR EXISTING LIGHT FIXTURES, UNDERGROUND ELECTRICAL DUCTS, UNDERGROUND ELECTRICAL CABLE AND ANY OTHER AIRPORT FIXTURE. CONTRACTOR SHALL PAY ATTENTION TO PREVENT ANY UNSCHEDULED INTERRUPTIONS OF UTILITY SERVICES AND FACILITIES.

    A. FAA AND PUBLIC UTILITIES. THE CONTRACTOR SHALL CONTACT NEBRASKA ONE-CALL (800-331-5666) TO LOCATE PUBLIC UTILITIES IN THE VICINITY OF THE WORK AREA. FINAL INSPECTIONS ARE REQUIRED AS DIRECTED BY AIRPORT MANAGER OR ENGINEER. CONTRACTOR SHALL TAKE ALL MEANS NECESSARY TO PROTECT UTILITY LINES FOR THE DURATION OF THE PROJECT.

    B. AIRPORT UTILITIES. THE CONTRACTOR SHALL ATTEMPT TO LOCATE THE OWNER'S UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. AIRPORT CONTACT INFORMATION WILL BE PROVIDED BY OWNER DURING THE PRE-CONSTRUCTION MEETING. CONTRACTOR SHALL TAKE ALL MEANS NECESSARY TO PROTECT UTILITY LINES FOR THE DURATION OF THE PROJECT.

    C. PRIVATE UTILITIES. OPPD POWER LINES (BURIED AND OVERHEAD), COX FIBER, FASTWRYE, TELEPHONE ARE KNOWN TO EXIST WITHIN OR NEAR THE PROJECT WORK LIMITS. IF ADDITIONAL PRIVATE UTILITIES BECOME KNOWN, THE INFORMATION WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. CONTRACTOR SHALL TAKE ALL MEANS NECESSARY TO PROTECT UTILITY LINES FOR THE DURATION OF THE PROJECT. REFER TO UTILITY COORDINATION SHEET 20 FOR ADDITIONAL INFORMATION.

14. PENALTIES
    CONTRACTOR NEGLIGENCE ON THE AIRPORT WILL NOT BE TOLERATED. NONCOMPLIANCE WITH THE CSPP WILL RESULT IN SHUTTING DOWN CONSTRUCTION OPERATIONS UNTIL COMPLIANCE IS OBTAINED AND POSSIBLE EXPULSION FROM THE AIRPORT. ANY COST INVOLVED WITH NONCOMPLIANCE TO THE CSPP SHALL BE AT THE CONTRACTOR'S EXPENSE.

15. SPECIAL CONDITIONS
    IF AN AIRCRAFT ACCIDENT OCCURS, NOTIFY THE EMERGENCY PERSONNEL AS IDENTIFIED IN SECTION 11. IDENTIFY ANY SPECIAL CONDITIONS THAT WOULD REQUIRE SPECIAL SAFETY MITIGATION OR SUSPENSION OF CONSTRUCTION ACTIVITIES, SUCH AS LOW VISIBILITY OPERATIONS OR AIRCRAFT IN DISTRESS.

16. RUNWAY AND TAXIWAY VISUAL AIDS
    A. GENERAL. AIRPORT MARKINGS, LIGHTING, SIGNS AND VISUAL NAVAIDS MUST BE CLEARLY VISIBLE TO PILOTS, NOT MISLEADING, CONFUSING, OR DECEPTIVE. ALL MUST BE SECURED IN PLACE TO PREVENT MOVEMENT BY PROP WASH, JET BLAST, WING VORTICES, AND OTHER WIND CURRENTS AND CONSTRUCTED OF MATERIALS THAT WILL MINIMIZE DAMAGE TO AN AIRCRAFT IN THE EVENT OF INADVERTENT CONTACT. ITEMS USED TO SECURE SUCH MARKINGS MUST BE OF A COLOR SIMILAR TO THE MARKING. REFER TO CSPP DRAWINGS FOR DURATION AND DETAILS.

    B. MARKINGS. REFER TO CSPP DRAWINGS FOR MARKING CHANGES, DURATION AND DETAILS. PAVEMENT MARKINGS TO BE IN COMPLIANCE WITH FAA AC 150/5340-1 STANDARDS FOR AIRPORT MARKING AS OUTLINED IN THE PLANS.

    C. LIGHTING AND VISUAL NAVAIDS. LIGHTED MARKERS WILL BE UTILIZED ON RUNWAY 13/31 DURING THE DAY WHEN THE RUNWAY IS CLOSED. LIGHTING AND VISUAL AIDS WILL BE DEACTIVATED DURING CONSTRUCTION, AS SHOWN ON THE CSPP DRAWINGS. LIGHTING INSTALLATION MUST BE IN CONFORMANCE WITH AC 150/5340-30, AND FIXTURE DESIGN CONFORMANCE WITH AC 150/5345-50. WHEN DISCONNECTING RUNWAY AND TAXIWAY LIGHTING FIXTURES, DISCONNECT ISOLATION TRANSFORMERS. SEE AC 150/5340-26 FOR DISCONNECT PROCEDURES AND SAFETY PRECAUTIONS. LIGHTS SHALL BE IN COMPLIANCE WITH AC 150/5345-53. LIGHTS SHALL COMPLY WITH FRANGIBILITY REQUIREMENTS OF AC 150/5220-23.

    D. SIGNS. HOLD POSITION SIGNS, MUST BE COVERED OR DEACTIVATED PER THE APPLICABLE PHASE. ENSURE CONTINUAL SIGNAGE DURING THE CONSTRUCTION PROJECT. ALL SIGNS MUST BE IN CONFORMANCE WITH AC 150/5345-44, AC 15/5340-18 AND AC 150/5345-53. SIGNS SHALL COMPLY WITH FRANGIBILITY REQUIREMENTS OF AC 150/5220-23. REFER TO THE CSPP DRAWINGS FOR DURATION AND DETAILS.

17. MARKING AND SIGNS FOR ACCESS ROUTES AND COUNTY ROAD RELOCTAIONS
    MARKING AND SIGNS SHALL BE IN CONFORMANCE WITH AC 150/5340-18 AND THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL (MUTCD) AND/OR STATE HIGHWAY SPECIFICATION, NOT HAND LETTERED. ALL SIGNS SHALL BE FRANGIBLE AND COMPLY WITH HEIGHT RESTRICTIONS AS SHOWN ON THE PROJECT SAFETY PLANS.

18. HAZARD MARKING AND LIGHTING AND SIGNAGE
    A. PURPOSE. HAZARD MARKING, LIGHTING, AND SIGNING PREVENT PILOTS FROM ENTERING AREAS CLOSED TO AIRCRAFT AND PREVENT CONSTRUCTION PERSONNEL FROM ENTERING AREAS OPEN TO AIRCRAFT. MAINTENANCE OF THE HAZARD MARKING AND LIGHTING IS THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL DESIGNATE A REPRESENTATIVE TO BE ON CALL 24 HOURS A DAY FOR EMERGENCY MAINTENANCE OF AIRPORT HAZARD LIGHTING AND BARRICADES.

    B. EQUIPMENT.
    I. BARRICADES. LOW PROFILE BARRICADES WITH FLASHING LIGHTS SHALL BE INSTALLED AS SHOWN ON THE CSPP DRAWINGS TO RESTRICT MOVEMENT WITHIN THE CONSTRUCTION LIMITS. BARRICADES SHALL BE INSTALLED WITH ON-CENTER SPACING NOT EXCEEDING 10 FEET (MAXIMUM OF 2 FEET SPACING BETWEEN BARRICADE ENDS). FLASHING LIGHTS SPACING SHALL NOT EXCEED 4 FEET. CONES MAY BE USED TO ESTABLISH HAUL ROUTES AS LONG AS THEY ARE OUTSIDE OF THE RSA AND TOFA, REFER TO TABLE 2 FOR DIMENSIONS FROM CENTERLINE. REFER TO CSPP DRAWINGS FOR EXACT LOCATIONS OF BARRICADES.

    II. LIGHTS. FLASHING LIGHTS ON LOW PROFILE BARRICADES SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND SHALL BE ABLE TO ROTATE 90°. PROPER OPERATION SHALL BE CHECKED DAILY. LIGHTED RUNWAY CLOSURE MARKERS SHALL BE ILLUMINATED AT ALL TIMES BOTH AT NIGHT AND DURING THE DAY. REFER TO THE CSPP DRAWINGS FOR PHASE AND DURATION OF LIGHTED RUNWAY CLOSURE MARKERS.

    III. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION. LIGHTING EQUIPMENT MUST ADEQUATELY ILLUMINATE THE WORK AREA IF THE CONSTRUCTION IS TO BE PERFORMED DURING NIGHTTIME HOURS. ADDITIONALLY, IT IS RECOMMENDED THAT ALL SUPPORT EQUIPMENT, EXCEPT HAUL TRUCKS, BE EQUIPPED WITH ARTIFICIAL ILLUMINATION TO SAFELY ILLUMINATE THE AREA IMMEDIATELY SURROUNDING THEIR WORK AREAS. THE LIGHTS SHOULD BE POSITIONED TO PROVIDE THE MOST NATURAL COLOR ILLUMINATION AND CONTRAST WITH A MINIMUM OF SHADOWS. LIGHT TOWERS SHOULD BE REMOVED FROM THE CONSTRUCTION SITE AND STORED IN THE STAGING AREA WHEN THE AREA IS REOPENED TO AIRCRAFT OPERATIONS.

19. PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS
    - CONTRACTOR IS RESPONSIBLE FOR DEMARCATING THE RUNWAY AND TAXIWAY SAFETY AREAS AS SHOWN ON THE CSPP DRAWINGS. MATERIALS FOR IDENTIFYING THE RESTRICTED AREAS, IF NOT IDENTIFIED, SHALL BE APPROVED BY ENGINEER PRIOR TO INSTALLATION. REFER TO SECTION 7 FOR ACCESS AND STOCKPILE REQUIREMENTS.

    A. RUNWAY SAFETY AREA (RSA). RUNWAY CLOSURE MARKERS AND NOTAMS SHALL BE IN PLACE PRIOR TO PERSONNEL AND CONSTRUCTION EQUIPMENT ENCROACHING IN SAFETY AREA. REFER TO CSPP DRAWINGS AND SECTION 18 FOR HAZARD MARKING AND LIGHTING. ALL EXCAVATION WITHIN THE RSA SHALL BE FILLED PRIOR TO REOPENING TO TRAFFIC. SHARP DROP OFFS ON EDGE OF PAVEMENT ARE NOT ACCEPTABLE.

    B. RUNWAY OBJECT FEE AREA (ROFA). CONSTRUCTION EQUIPMENT SHALL NOT EXCEED 15 FEET IN HEIGHT WITHIN THE ROFA, UNLESS THE ADJACENT RUNWAY IS CLOSED. EQUIPMENT AND MATERIALS ARE TO BE REMOVED FROM THE ROFA WHEN NOT IN USE.

    C. TAXIWAY SAFETY AREA (TSA). BARRICADES AS SHOWN ON THE CSPP DRAWINGS SHALL BE IN PLACE PRIOR TO PERSONNEL AND CONSTRUCTION EQUIPMENT ENCROACHING IN SAFETY AREA. REFER TO SAFETY PLAN AND SECTION 18 FOR HAZARD MARKING AND LIGHTING. ALL EXCAVATION WITHIN THE TSA SHALL BE FILLED AND PROPERLY GRADED PRIOR TO REOPENING TO TRAFFIC. SHARP DROP OFFS ON EDGE OF PAVEMENT ARE NOT ACCEPTABLE.

    D. TAXIWAY OBJECT FREE AREA (TOFA). CONSTRUCTION EQUIPMENT AND STOCKPILE SHALL NOT ENCROACH ON THE TAXIWAY OBJECT FREE AREA OF AN ACTIVE, OPEN TAXIWAY.

    E. RUNWAY APPROACH/DEPARTURE SURFACES. ALL PHASES WILL HAVE CONSTRUCTION ACTIVITIES WITHIN THE APPROACH/DEPARTURE SURFACES OF RUNWAY 13/31. REFER TO CSPP DRAWINGS FOR DURATION AND DETAILS.

20. OTHER LIMITATIONS ON CONSTRUCTION
    - ALL CONSTRUCTION TRAFFIC SHALL YIELD TO ANY AIRCRAFT UTILIZING THE AIRPORT.
    - THE USE OF OPEN FLAME, WELDING OR TORCHES IS PROHIBITED UNLESS ADEQUATE FIRE SAFETY PRECAUTIONS ARE PROVIDED AND THE AIRPORT OPERATOR HAS APPROVED THEIR USE.
    - THE USE OF FLARE POTS WITHIN THE AOA (AIRPORT OPERATING AREA) IS PROHIBITED AT ANY TIME.
    - THE USE OF ELECTRICAL BLASTING CAPS ON OR WITHIN 1,000 FEET OF THE AIRPORT PROPERTY IS PROHIBITED

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03/06/2026
REGISTERED
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

CONSTRUCTION SAFETY / PHASING NOTES

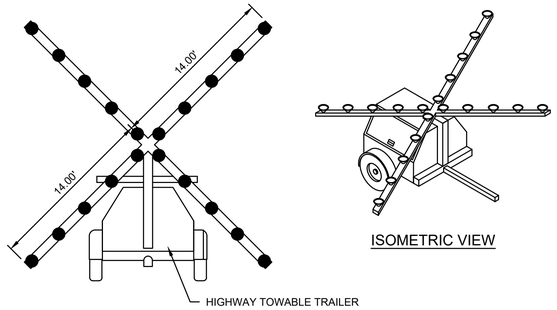
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

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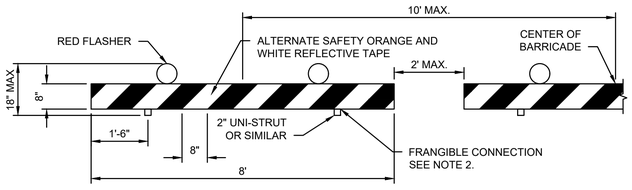
ISOMETRIC VIEW

NOTES

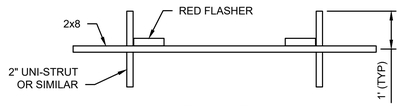
1. LIGHTED RUNWAY CLOSURE MARKERS SHALL BE PROVIDED BY THE CONTRACTOR. SECURELY ANCHOR CROSS TO AVOID DISPLACEMENT BY WIND OR EQUIPMENT DURING CONSTRUCTION.
2. ALL MAINTENANCE AND FUEL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
3. THE CENTER OF THE CROSS SHALL BE PLACED ON THE NUMBERS OF EACH PAVED RUNWAY OR AS SHOWN ON THE PLANS.
4. PAID FOR UNDER BID ITEM OLSSON-101 TEMPORARY SAFETY AND PHASING PROCEDURES.

1 OLSSON-101 L-893 LIGHTED RUNWAY CLOSURE MARKER DETAIL

SCALE: NOT TO SCALE



SECTION VIEW



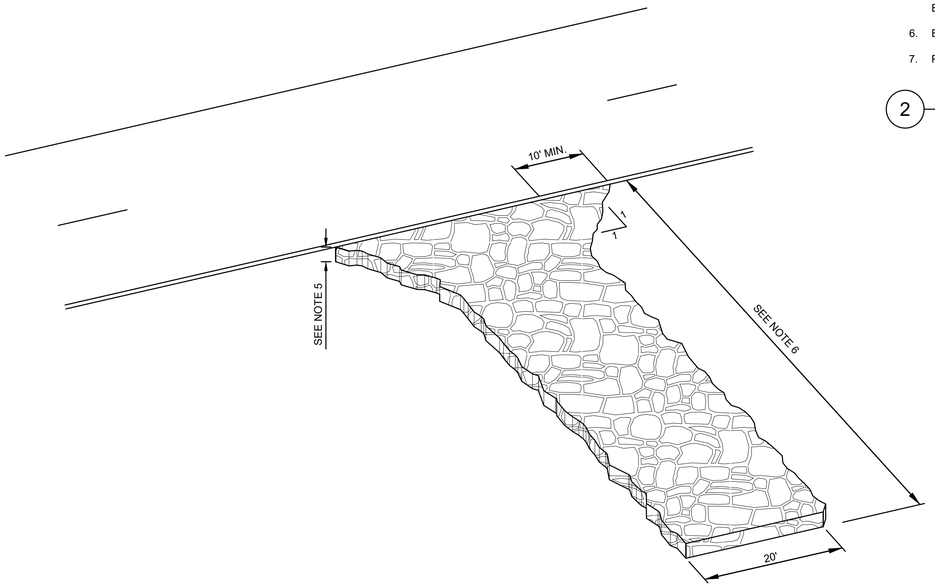
PLAN VIEW

NOTES

1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND SHALL BE ABLE TO ROTATE 90°. PROPER OPERATION SHALL BE CHECKED DAILY. LIGHTS SHALL MEET THE LUMINANCE REQUIREMENTS OF THE STATE HIGHWAY DEPARTMENT.
2. A FRANGIBLE CONNECTION MUST BE USED TO ATTACH THE SUPPORT BRACES TO THE 2x8. THIS CONNECTION SHALL BE AS LOW AS POSSIBLE BUT NOT EXCEED 3" ABOVE GROUND.
3. SAND BAGS SHALL BE PLACED ON EACH SUPPORT UNI-STRUT BRACE. BARRICADE SHALL BE STURDY ENOUGH TO REMAIN IN PLACE WHEN SUBJECTED TO TYPICAL WINDS, PROP WASH AND JET BLAST.
4. FACING OF 2x8 SHALL BE COVERED WITH REFLECTIVE SAFETY ORANGE AND WHITE TAPE.
5. ON CENTER SPACING BETWEEN BARRIERS SHALL NOT EXCEED 10' - (MAXIMUM OF 2' SPACING BETWEEN BARRICADE ENDS).
6. BARRICADES SHALL BE PLACED ON THE TAXIWAY AS SHOWN.
7. PAID FOR UNDER BID ITEM OLSSON-101 TEMPORARY SAFETY AND PHASING PROCEDURES.

2 OLSSON-101 AIRPORT BARRICADE DETAIL

SCALE: NOT TO SCALE

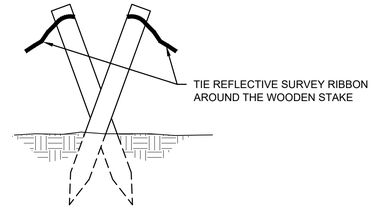


NOTES

1. REMOVE VEGETATION AND EXCAVATE SOFT SOILS FROM EXIT AREA. THOROUGHLY COMPACT SUBGRADE PRIOR TO PLACING STONE.
2. INSTALL CULVERT UNDER EXIT IF NECESSARY TO MAINTAIN DRAINAGE.
3. GRADE EXIT TO PREVENT RUNOFF FROM FLOWING ONTO STREET. DIRECT ALL RUNOFF FROM EXIT TO A SEDIMENT RETENTION DEVICE.
4. WHEN SPECIFIED, INSTALL SUBGRADE STABILIZATION FABRIC PRIOR TO PLACING CRUSHED STONE.
5. INSTALL LAYER OF (2 TO 3.5 IN. CLEAN) ROCK OR RECYCLED CONCRETE TO A MINIMUM OF 6 INCHES IN DEPTH.
6. EXIT LENGTH: 30 FEET MINIMUM OR AS SPECIFIED. LENGTH OF EXIT MAY BE INCREASED IF SEDIMENT TRACK-OUT OCCURS.
7. PAID FOR UNDER BID ITEM OLSSON-101 TEMPORARY SAFETY AND PHASING PROCEDURES.

4 OLSSON-101 CONSTRUCTION ENTRANCE DETAIL

SCALE: NOT TO SCALE



NOTES

1. INSTALL WOODEN STAKES EVERY 20' AT THE LOCATIONS DESIGNATED ON THE PLANS PER EACH PHASE.
2. INSTALL AT A MAXIMUM OF 18-INCHES ABOVE GROUND.
3. NO CONTRACTOR ACTIVITY WILL BE ALLOWED ON THE ACTIVE AIRFIELD SIDE OF THE CONSTRUCTION FENCE.
4. PAID FOR UNDER BID ITEM OLSSON-101 TEMPORARY SAFETY AND PHASING PROCEDURES.

3 OLSSON-101 BOUNDARY MARKERS DETAIL

SCALE: NOT TO SCALE

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09/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

SAFETY DETAILS

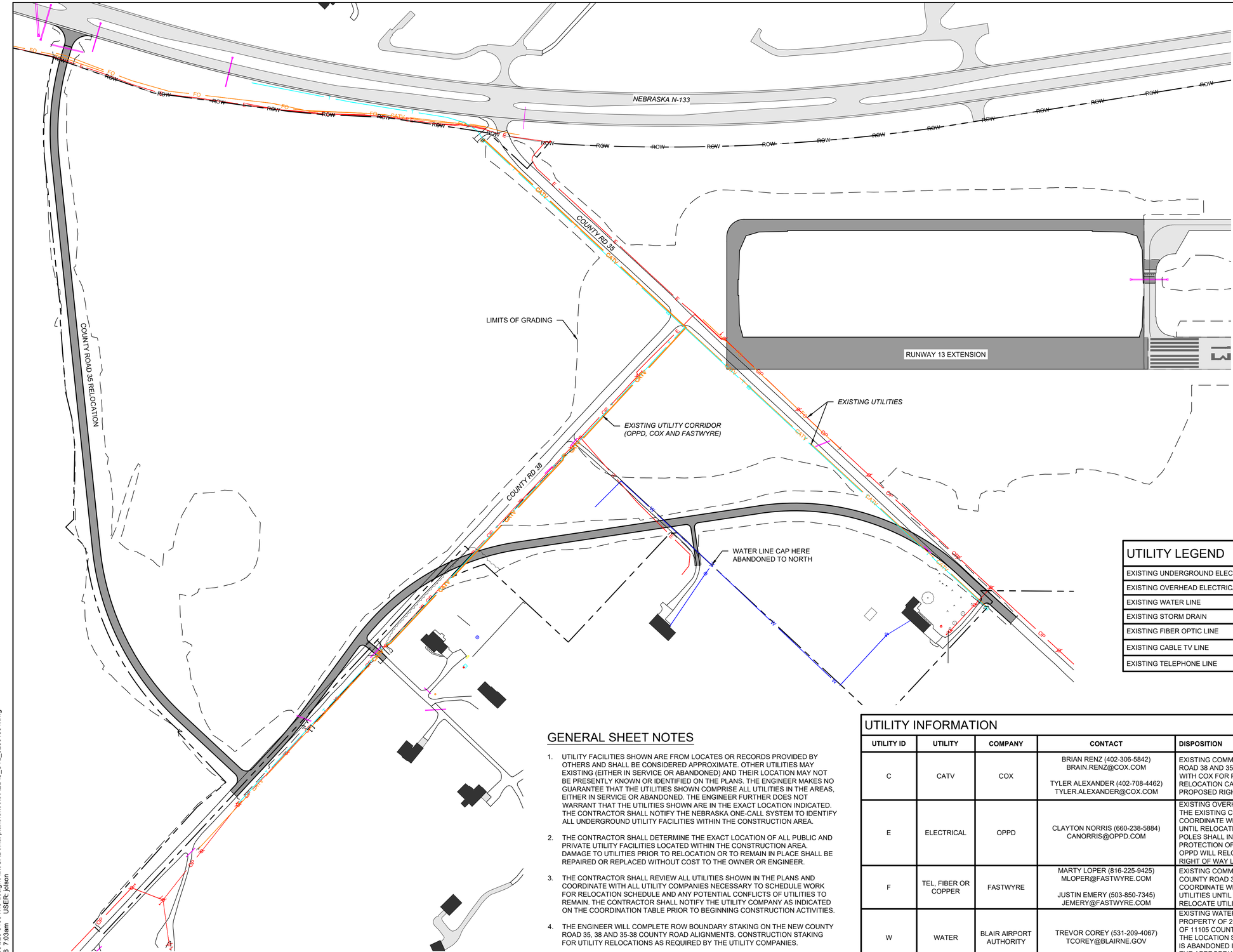
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AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

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GENERAL SHEET NOTES

1. UTILITY FACILITIES SHOWN ARE FROM LOCATES OR RECORDS PROVIDED BY OTHERS AND SHALL BE CONSIDERED APPROXIMATE. OTHER UTILITIES MAY EXISTING (EITHER IN SERVICE OR ABANDONED) AND THEIR LOCATION MAY NOT BE PRESENTLY KNOWN OR IDENTIFIED ON THE PLANS. THE ENGINEER MAKES NO GUARANTEE THAT THE UTILITIES SHOWN COMPRISE ALL UTILITIES IN THE AREAS, EITHER IN SERVICE OR ABANDONED. THE ENGINEER FURTHER DOES NOT WARRANT THAT THE UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. THE CONTRACTOR SHALL NOTIFY THE NEBRASKA ONE-CALL SYSTEM TO IDENTIFY ALL UNDERGROUND UTILITY FACILITIES WITHIN THE CONSTRUCTION AREA.
2. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL PUBLIC AND PRIVATE UTILITY FACILITIES LOCATED WITHIN THE CONSTRUCTION AREA. DAMAGE TO UTILITIES PRIOR TO RELOCATION OR TO REMAIN IN PLACE SHALL BE REPAIRED OR REPLACED WITHOUT COST TO THE OWNER OR ENGINEER.
3. THE CONTRACTOR SHALL REVIEW ALL UTILITIES SHOWN IN THE PLANS AND COORDINATE WITH ALL UTILITY COMPANIES NECESSARY TO SCHEDULE WORK FOR RELOCATION SCHEDULE AND ANY POTENTIAL CONFLICTS OF UTILITIES TO REMAIN. THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY AS INDICATED ON THE COORDINATION TABLE PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES.
4. THE ENGINEER WILL COMPLETE ROW BOUNDARY STAKING ON THE NEW COUNTY ROAD 35, 38 AND 35-38 COUNTY ROAD ALIGNMENTS. CONSTRUCTION STAKING FOR UTILITY RELOCATIONS AS REQUIRED BY THE UTILITY COMPANIES.

UTILITY LEGEND	THIS PROJECT
EXISTING UNDERGROUND ELECTRICAL LINE	E
EXISTING OVERHEAD ELECTRICAL LINE	OP
EXISTING WATER LINE	W
EXISTING STORM DRAIN	SD
EXISTING FIBER OPTIC LINE	FO
EXISTING CABLE TV LINE	CATV
EXISTING TELEPHONE LINE	T

UTILITY INFORMATION

UTILITY ID	UTILITY	COMPANY	CONTACT	DISPOSITION
C	CATV	COX	BRIAN RENZ (402-306-5842) BRAIN.RENZ@COX.COM TYLER ALEXANDER (402-708-4462) TYLER.ALEXANDER@COX.COM	EXISTING COMMUNICATION CABLES RUN ALONG EXISTING COUNTY ROAD 38 AND 35 RIGHT OF WAY. CONTRACTOR SHALL COORDINATE WITH COX FOR PROTECTION OF EXISTING UTILITIES UNTIL RELOCATION CAN OCCUR. COX WILL RELOCATE UTILITIES TO PROPOSED RIGHT OF WAY LOCATION.
E	ELECTRICAL	OPPD	CLAYTON NORRIS (660-238-5884) CANORRIS@OPPD.COM	EXISTING OVERHEAD AND UNDERGROUND ELECTRICAL RUNS ALONG THE EXISTING COUNTY ROAD 38 AND 35. CONTRACTOR SHALL COORDINATE WITH OPPD FOR PROTECTION OF EXISTING UTILITIES UNTIL RELOCATION CAN OCCUR. GRADING AROUND EXISTING UTILITY POLES SHALL INCLUDE A 3:1 RATIO AROUND THE POLES AND PROTECTION OF ANY UTILITY SERVICE ATTACHED TO THE POLE. OPPD WILL RELOCATE THE EXISTING UTILITIES TO THE PROPOSED RIGHT OF WAY LOCATION AS THE PROJECT PROGRESSES.
F	TEL, FIBER OR COPPER	FASTWYRE	MARTY LOPER (816-225-9425) MLOPER@FASTWYRE.COM JUSTIN EMERY (503-850-7345) JEMERY@FASTWYRE.COM	EXISTING COMMUNICATION CABLES RUN ALONG THE EXISTING COUNTY ROAD 38 AND 35 RIGHT OF WAY. CONTRACTOR SHALL COORDINATE WITH FASTWYRE FOR PROTECTION OF EXISTING UTILITIES UNTIL RELOCATION CAN OCCUR. FASTWYRE WILL RELOCATE UTILITIES TO THE PROPOSED RIGHT OF WAY LOCATION.
W	WATER	BLAIR AIRPORT AUTHORITY	TREVOR COREY (531-209-4067) TCOREY@BLAIRNE.GOV	EXISTING WATER LINE RUNS FROM A WELL LOCATED ON THE PROPERTY OF 2761 COUNTY ROAD 35 AND SERVICES THE PROPERTY OF 11105 COUNTY ROAD 38. THE EXISTING WATER LINE IS CAPPED AT THE LOCATION SHOWN ON THE PLANS AND NORTH OF THIS SECTION IS ABANDONED IN PLACE. CONTRACTOR SHALL COORDINATE WITH THE APPROPRIATE PARTIES FOR LOCATES AND PROTECTION OF THIS WATER LINE FOR THE DURATION OF THE PROJECT.

1 UTILITY COORDINATION PLAN

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09/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

UTILITY COORDINATION PLAN

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028 2026

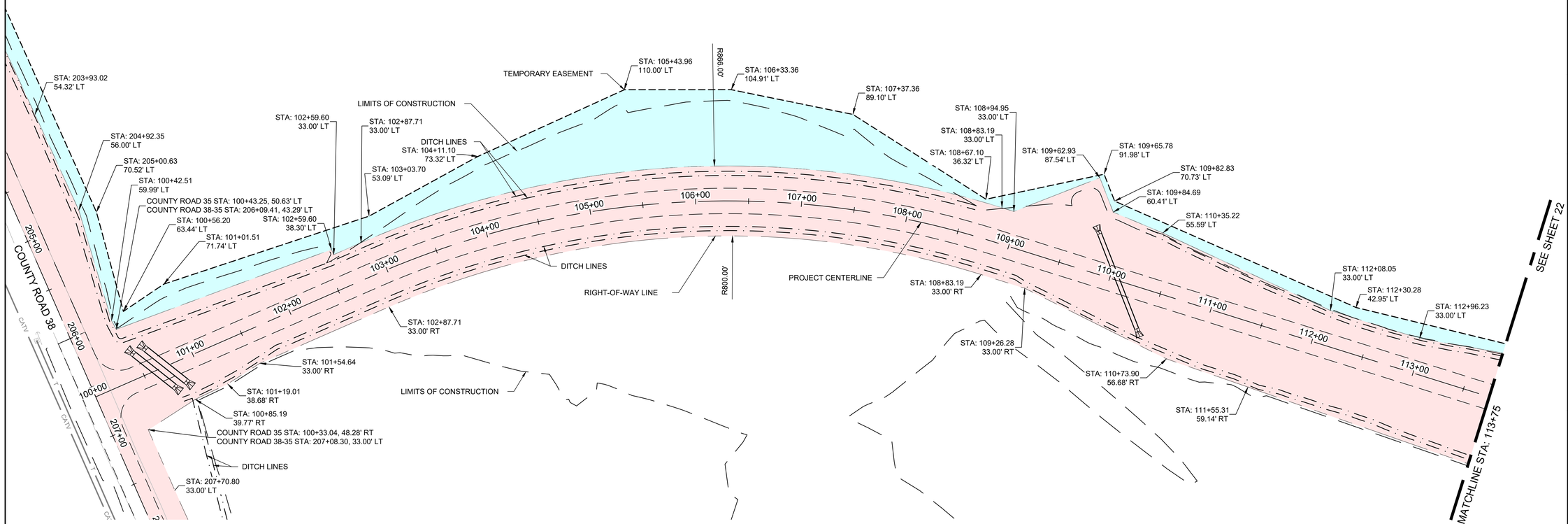
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

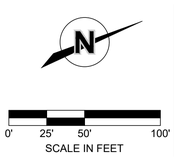
drawn by: MK
designed by: JTO
project no.: 025-01994
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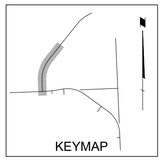
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COUNTY ROAD 35







LEGEND

- TEMPORARY EASEMENT
- PERMANENT EASEMENT
- RIGHT-OF-WAY ACQUISITION
- PROPOSED RIGHT OF WAY DEDICATION

1 RIGHT-OF-WAY COUNTY ROAD 35 - STA: 100+00 TO STA: 113+75

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3 - 6 - 2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

RIGHT-OF-WAY COUNTY ROAD 35 - STA: 100+00 TO STA: 113+75

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

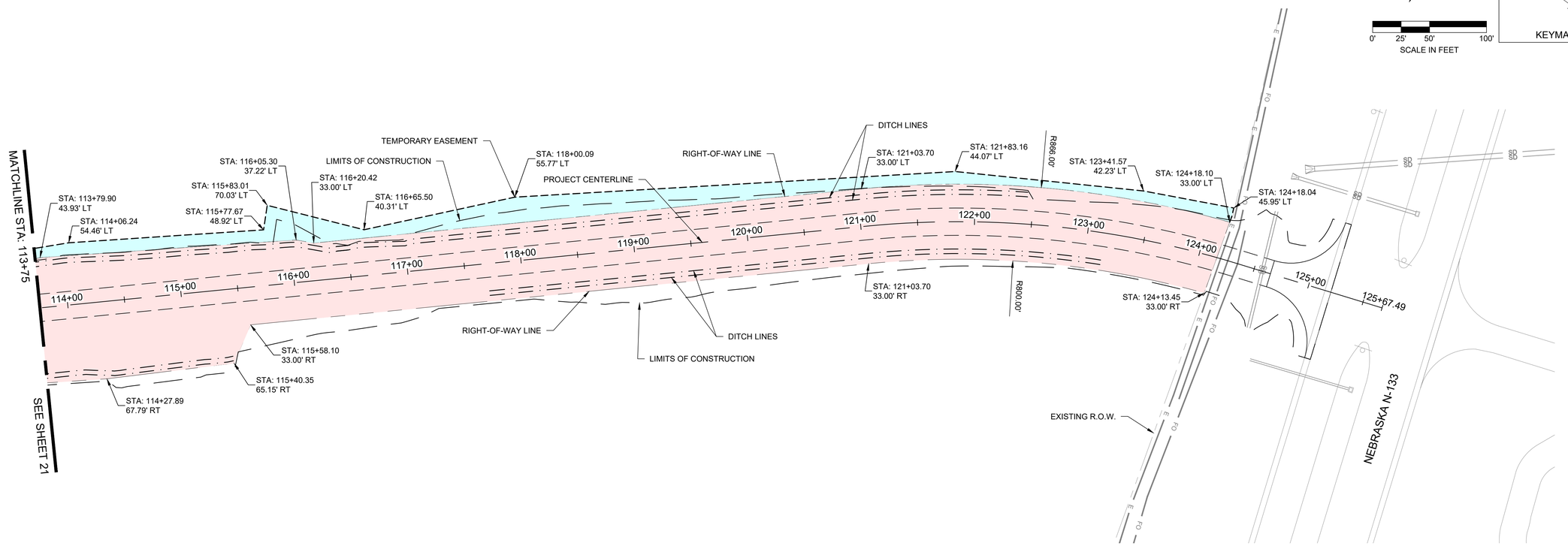
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drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

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COUNTY ROAD 35



1 RIGHT-OF-WAY COUNTY ROAD 35 - STA: 113+75 TO STA: 125+67.49

LEGEND

- TEMPORARY EASEMENT
- PERMANENT EASEMENT
- RIGHT-OF-WAY ACQUISITION
- PROPOSED RIGHT OF WAY DEDICATION

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REVISIONS

REV. NO.	DATE	DESCRIPTION

RIGHT-OF-WAY COUNTY ROAD 35 - STA: 113+75 TO STA: 125+67.49

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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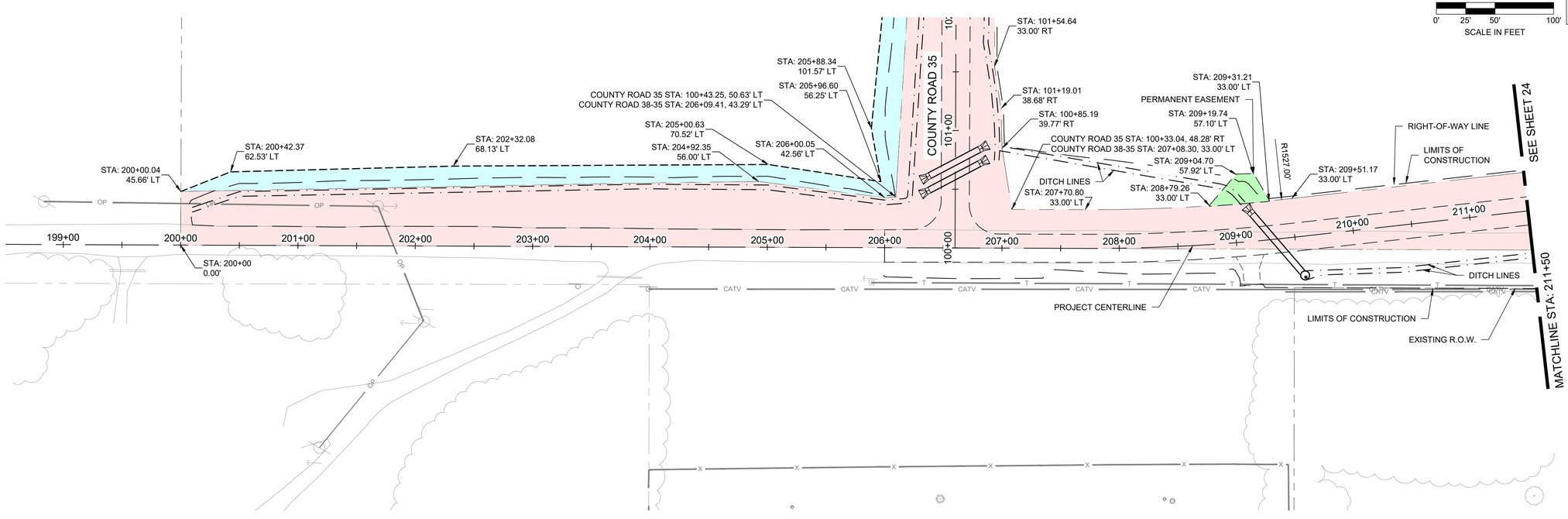
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COUNTY ROAD 38-35



1 RIGHT-OF-WAY COUNTY ROAD 38-35 - STA: 199+00 TO STA: 211+50

LEGEND

- TEMPORARY EASEMENT
- PERMANENT EASEMENT
- RIGHT-OF-WAY ACQUISITION
- PROPOSED RIGHT OF WAY DEDICATION

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STATE OF NEBRASKA
REGISTERED PROFESSIONAL ENGINEER

REV. NO.	DATE	DESCRIPTION
		REVISIONS

RIGHT-OF-WAY COUNTY ROAD 38-35 - STA: 199+00 TO STA: 211+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

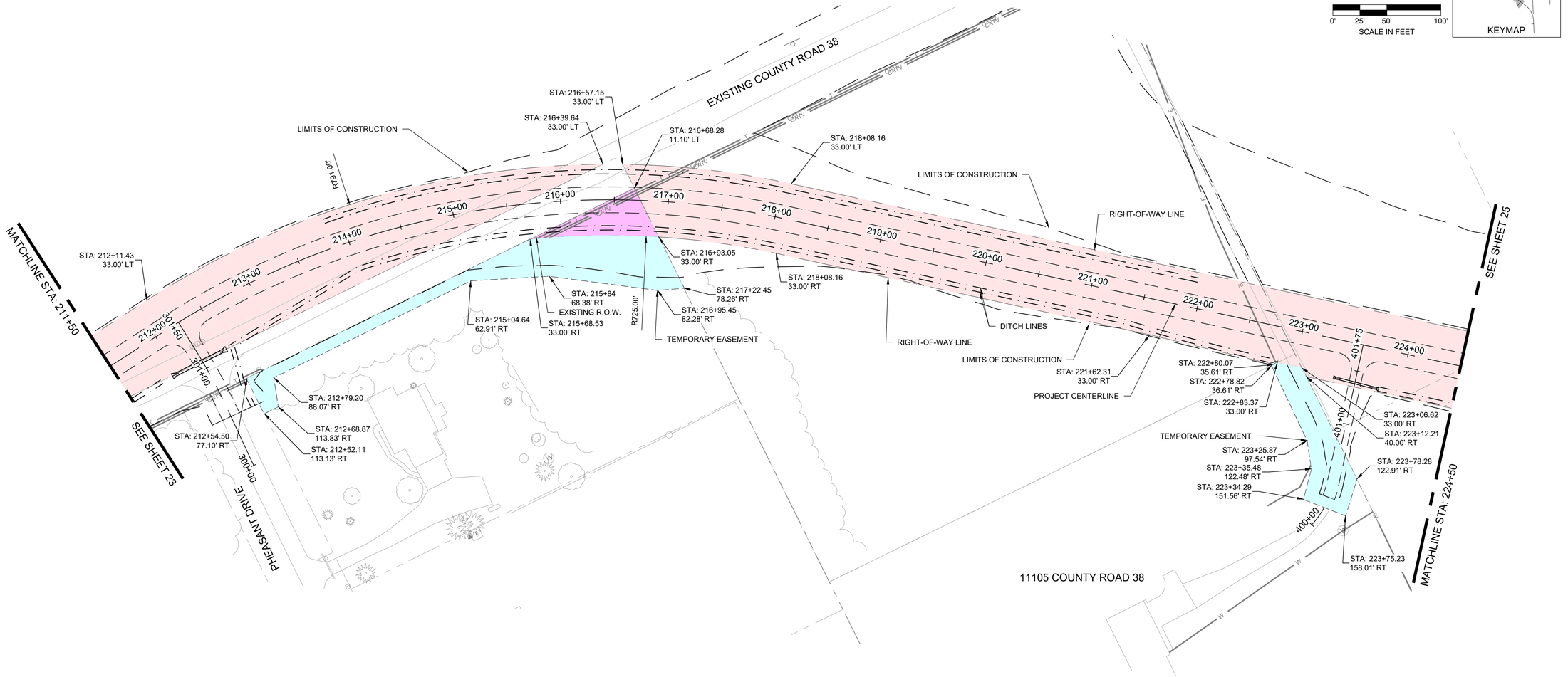
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
23

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DATE: Mar 02, 2026 7:06am USER: jolson

COUNTY ROAD 38-35



LEGEND

- TEMPORARY EASEMENT
- PERMANENT EASEMENT
- RIGHT-OF-WAY ACQUISITION
- PROPOSED RIGHT OF WAY DEDICATION

1 RIGHT-OF-WAY COUNTY ROAD 38-35 - STA: 211+50 TO STA: 224+50

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PROFESSIONAL ENGINEER
ANTHONY TROY EGELHOFF
E-11484
3 - 6 - 2026
STATE OF NEBRASKA

REVISIONS

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RIGHT-OF-WAY COUNTY ROAD 38-35 - STA: 211+50 TO STA: 224+50

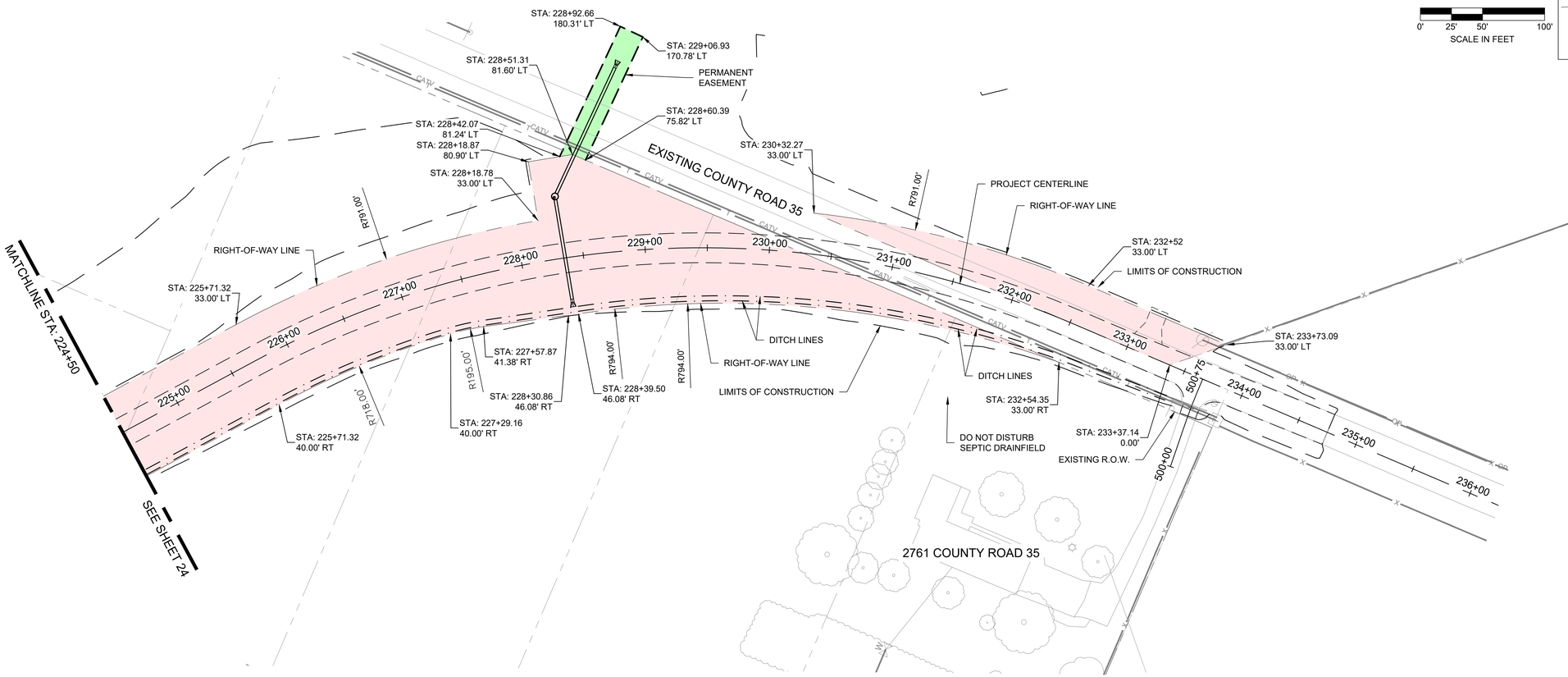
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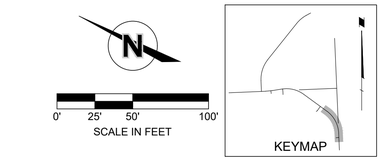
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COUNTY ROAD 38-35





LEGEND

- TEMPORARY EASEMENT
- PERMANENT EASEMENT
- RIGHT-OF-WAY ACQUISITION
- PROPOSED RIGHT OF WAY DEDICATION

1 RIGHT-OF-WAY COUNTY ROAD 38-35 - STA: 224+50 TO STA: 236+00

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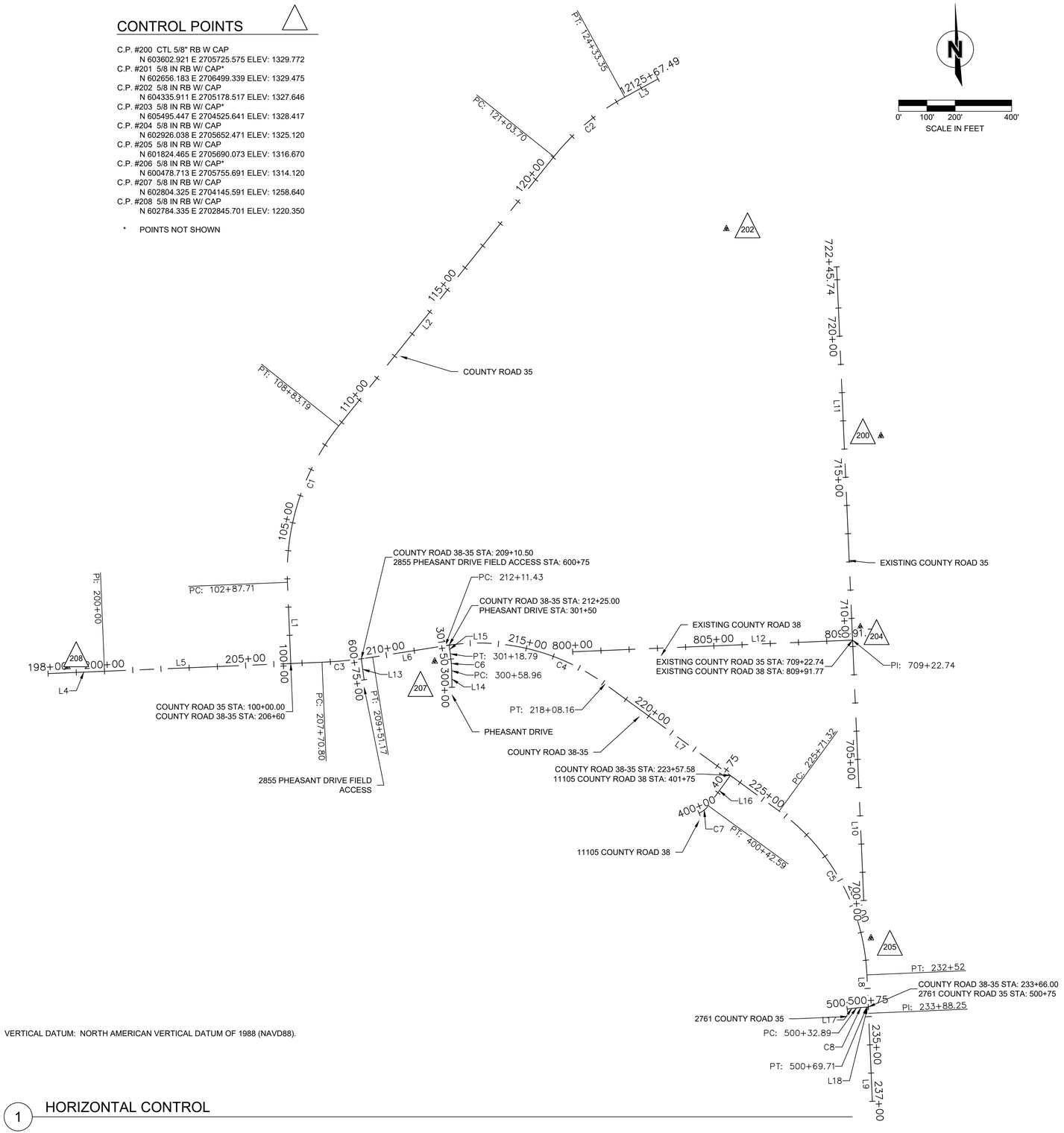
SCHEDULE 1

Schedule 1:
Relocation of County Roads 35 and 38

CONTROL POINTS

C.P. #200 CTL 5/8" RB W CAP
N 603602.921 E 2705725.575 ELEV: 1329.772
C.P. #201 5/8 IN RB W/ CAP*
N 602656.183 E 2706499.339 ELEV: 1329.475
C.P. #202 5/8 IN RB W/ CAP
N 604335.911 E 2705178.517 ELEV: 1327.646
C.P. #203 5/8 IN RB W/ CAP*
N 605495.447 E 2704525.641 ELEV: 1328.417
C.P. #204 5/8 IN RB W/ CAP
N 602926.038 E 2705652.471 ELEV: 1325.120
C.P. #205 5/8 IN RB W/ CAP
N 601824.465 E 2705690.073 ELEV: 1316.670
C.P. #206 5/8 IN RB W/ CAP*
N 600478.713 E 2705755.691 ELEV: 1314.120
C.P. #207 5/8 IN RB W/ CAP
N 602804.325 E 2704145.591 ELEV: 1258.640
C.P. #208 5/8 IN RB W/ CAP
N 602784.335 E 2702845.701 ELEV: 1220.350

* POINTS NOT SHOWN



VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

1 HORIZONTAL CONTROL

COUNTY ROAD 35

NO.		STATION	NORTHING	EASTING	LENGTH	LINE/CHORD BEARING	DELTA	TANGENT	RADIUS
L1		100+00.00 102+87.71	602796.1958 603083.6616	2703636.0366 2703624.3000	287.71'	N2°20'17"W			
C1	PC= PI= PT=	102+87.71 105+98.81 108+83.19	603083.6616 603394.5076 603637.5717	2703624.3000 2703611.6089 2703805.7895	595.48'	N18°08'29"E	40°57'32"	311.10'	833.00'
L2		108+83.19 121+03.70	603637.5717 604591.1491	2703805.7895 2704567.5893	1220.51'	N38°37'15"E			
C2	PC= PI= PT=	121+03.70 122+70.71 124+33.35	604591.1491 604721.6315 604801.8463	2704567.5893 2704671.8299 2704818.3133	329.65'	N49°57'28"E	22°40'26"	167.01'	833.00'
L3		124+33.35 125+67.49	604801.8463 604866.2745	2704818.3133 2704935.9682	134.14'	N61°17'41"E			

COUNTY ROAD 38-35

ID #	STATION RANGE	START COORD.	END COORD.	PI STATION	PI COORD.	LINE/CHORD LENGTH (FT)	LINE/CHORD BEARING	RADIUS (FT)
L4	198+00 200+00	N: 602760.55 E: 2702776.78	N: 602768.74 E: 2702976.61			200.00	N87°39'05"E	
L5	200+00 207+70.80	N: 602768.74 E: 2702976.61	N: 602800.80 E: 2703746.74			770.80	N87°36'57"E	
C3	PC 207+70.80 PT 209+51.17	PC N: 602800.80 E: 2703746.74	PT N: 602818.70 E: 2703926.12	208+61.08	N: 602804.56 E: 2703836.94	180.27	N84°18'13"E	1560.00
L6	209+51.17 212+11.43	N: 602818.70 E: 2703926.12	N: 602859.45 E: 2704183.17			260.27	N80°59'28"E	
C4	PC 212+11.43 PT 218+08.16	PC N: 602859.45 E: 2704183.17	PT N: 602723.28 E: 2704748.44	215+26.23	N: 602908.74 E: 2704494.08	581.44	S76°27'21"E	758.00
L7	218+08.16 225+71.32	N: 602723.28 E: 2704748.44	N: 602273.67 E: 2705365.09			763.15	S53°54'11"E	
C5	PC 225+71.32 PT 232+52	PC N: 602273.67 E: 2705365.09	PT N: 601693.61 E: 2705675.81	229+36.54	N: 602058.50 E: 2705660.19	658.04	S28°10'39"E	758.00
L8	232+52 233+88.25	N: 601693.61 E: 2705675.81	N: 601557.48 E: 2705681.64			136.26	S2°27'07"E	
L9	233+88.25 237+00	N: 601557.48 E: 2705681.64	N: 601246.02 E: 2705694.99			311.75	S2°27'14"E	

EXISTING COUNTY ROAD 35

ID #	STATION RANGE	START COORD.	END COORD.	PI STATION	PI COORD.	LINE/CHORD LENGTH (FT)	LINE/CHORD BEARING	RADIUS (FT)
L10	700+00 709+22.74	N: 601957.11 E: 2705664.53	N: 602879.01 E: 2705625.06			922.74	N2°27'07"W	
L11	709+22.74 722+45.74	N: 602879.01 E: 2705625.06	N: 604200.81 E: 2705568.57			1323.01	N2°26'49"W	

EXISTING COUNTY ROAD 38

ID #	STATION RANGE	START COORD.	END COORD.	PI STATION	PI COORD.	LINE/CHORD LENGTH (FT)	LINE/CHORD BEARING	RADIUS (FT)
L12	800+00 809+91.77	N: 602837.75 E: 2704634.15	N: 602879.01 E: 2705625.06			991.77	N87°36'57"E	

2855 PHEASANT DRIVE FIELD ACCESS

ID #	STATION RANGE	START COORD.	END COORD.	PI STATION	PI COORD.	LINE/CHORD LENGTH (FT)	LINE/CHORD BEARING	RADIUS (FT)
L13	600+00 600+75	N: 602738.50 E: 2703895.68	N: 602812.85 E: 2703885.87			75.00	N7°30'55"W	

PHEASANT DRIVE

ID #	STATION RANGE	START COORD.	END COORD.	PI STATION	PI COORD.	LINE/CHORD LENGTH (FT)	LINE/CHORD BEARING	RADIUS (FT)
L14	300+00 300+58.96	N: 602711.99 E: 2704206.83	N: 602770.94 E: 2704205.67			58.96	N1°07'39"W	
C6	PC 300+58.96 PT 301+18.79	PC N: 602770.94 E: 2704205.67	PT N: 602830.55 E: 2704200.93	300+88.91	N: 602800.89 E: 2704205.09	59.79	N4°33'19"W	500.00
L15	301+18.79 301+50	N: 602830.55 E: 2704200.93	N: 602861.46 E: 2704196.59			31.21	N7°59'00"W	

11105 COUNTY ROAD 38

ID #	STATION RANGE	START COORD.	END COORD.	PI STATION	PI COORD.	LINE/CHORD LENGTH (FT)	LINE/CHORD BEARING	RADIUS (FT)
C7	PC 400+00 PT 400+42.59	PC N: 602266.24 E: 2705081.55	PT N: 602292.60 E: 2705114.37	400+21.80	N: 602274.98 E: 2705101.53	42.10	N51°13'57"E	80.61
L16	400+42.59 401+75	N: 602292.60 E: 2705114.37	N: 602399.59 E: 2705192.38			132.41	N36°05'49"E	

2761 COUNTY ROAD 35

ID #	STATION RANGE	START COORD.	END COORD.	PI STATION	PI COORD.	LINE/CHORD LENGTH (FT)	LINE/CHORD BEARING	RADIUS (FT)
L17	500+00 500+32.89	N: 601572.74 E: 2705606.04	N: 601576.56 E: 2705638.71			32.89	N83°19'36"E	
C8	PC 500+32.89 PT 500+69.71	PC N: 601576.56 E: 2705638.71	PT N: 601579.49 E: 2705675.41	500+51.31	N: 601578.70 E: 2705657.00	36.82	N85°26'11"E	500.00
L18	500+69.71 500+75	N: 601579.49 E: 2705675.41	N: 601579.71 E: 2705680.69			5.29	N87°32'46"E	

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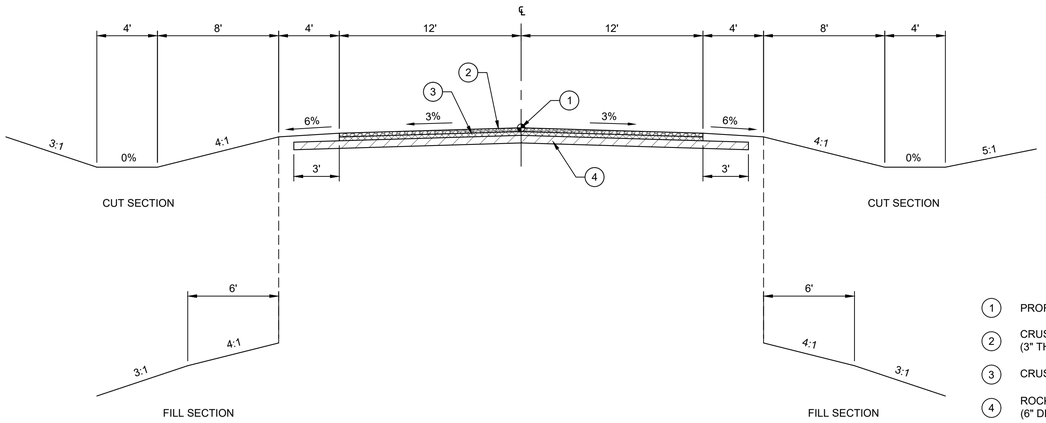
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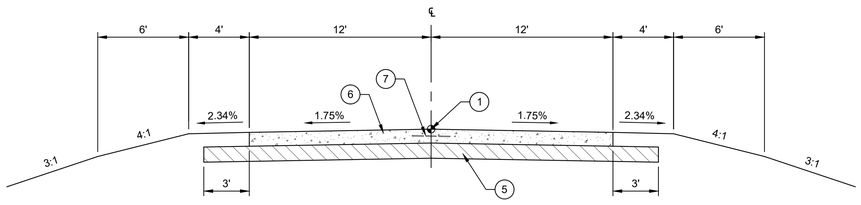
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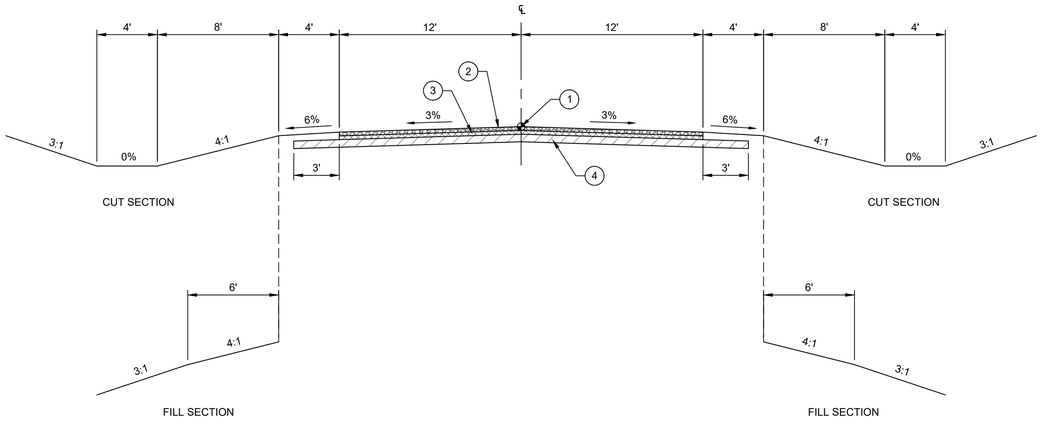
COUNTY ROAD 35 - TYPICAL 2-LANE SECTION

STATION 100+40.41 TO STATION 124+64.96
EXCEPT AS SHOWN ELSEWHERE



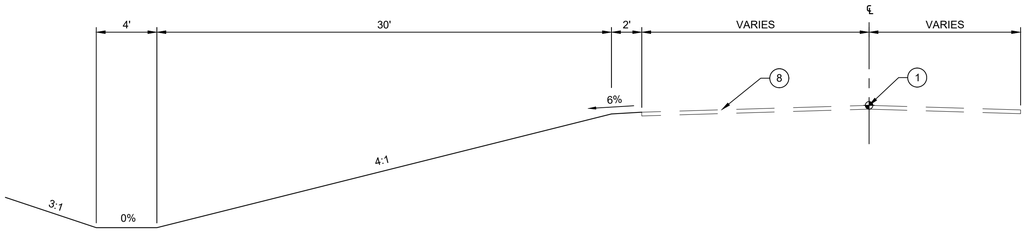
COUNTY ROAD 35 - TYPICAL 2-LANE SECTION

STATION 124+64.96 TO STATION 125+18.07
EXCEPT AS SHOWN ELSEWHERE



COUNTY ROAD 38 / 35 - TYPICAL 2-LANE SECTION

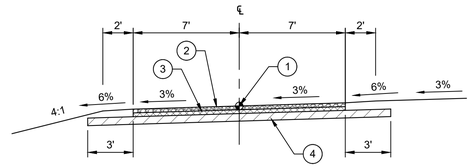
STATION 206+00.00 TO STATION 206+23.13
STATION 206+97.03 TO STATION 234+00.00
EXCEPT AS SHOWN ELSEWHERE



COUNTY ROAD 38-35 - TYPICAL DITCH GRADING SECTION

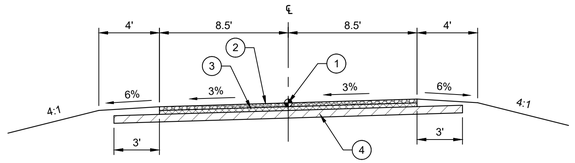
STATION 199+65.39 TO STATION 206+00.00
EXCEPT AS SHOWN ELSEWHERE

1. PROFILE GRADE
2. CRUSHED ROCK SURFACE COURSE (3" THICK")
3. CRUSHED ROCK EMBEDMENT (3" THICK)
4. ROCK SURFACING SUBGRADE PREPARATION (6" DEPTH)
5. PAVEMENT SUBGRADE PREPARATION (12" DEPTH) (2 LIFTS)
6. 10" CONCRETE PAVEMENT (47B-3500)
7. LONGITUDINAL JOINT
8. EXISTING GRAVEL ROADWAY



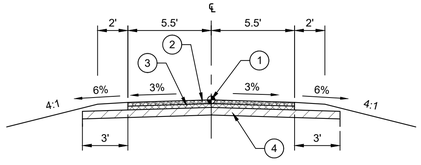
2855 PHEASANT DRIVE FIELD ACCESS - TYPICAL DRIVEWAY SECTION

STATION 600+38.00 TO STATION 600+51.52
EXCEPT AS SHOWN ELSEWHERE



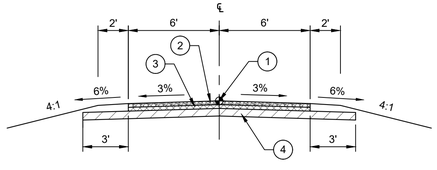
PHEASANT DRIVE - TYPICAL DRIVEWAY SECTION

STATION 300+50.00 TO STATION 301+20.00
EXCEPT AS SHOWN ELSEWHERE



11105 COUNTY ROAD 38 - TYPICAL DRIVEWAY SECTION

STATION 400+30.00 TO STATION 401+33.47
EXCEPT AS SHOWN ELSEWHERE



2761 COUNTY ROAD 35 - TYPICAL DRIVEWAY SECTION

STATION 500+45.00 TO STATION 500+46.67
EXCEPT AS SHOWN ELSEWHERE

1 TYPICALS
SCALE: NOT TO SCALE

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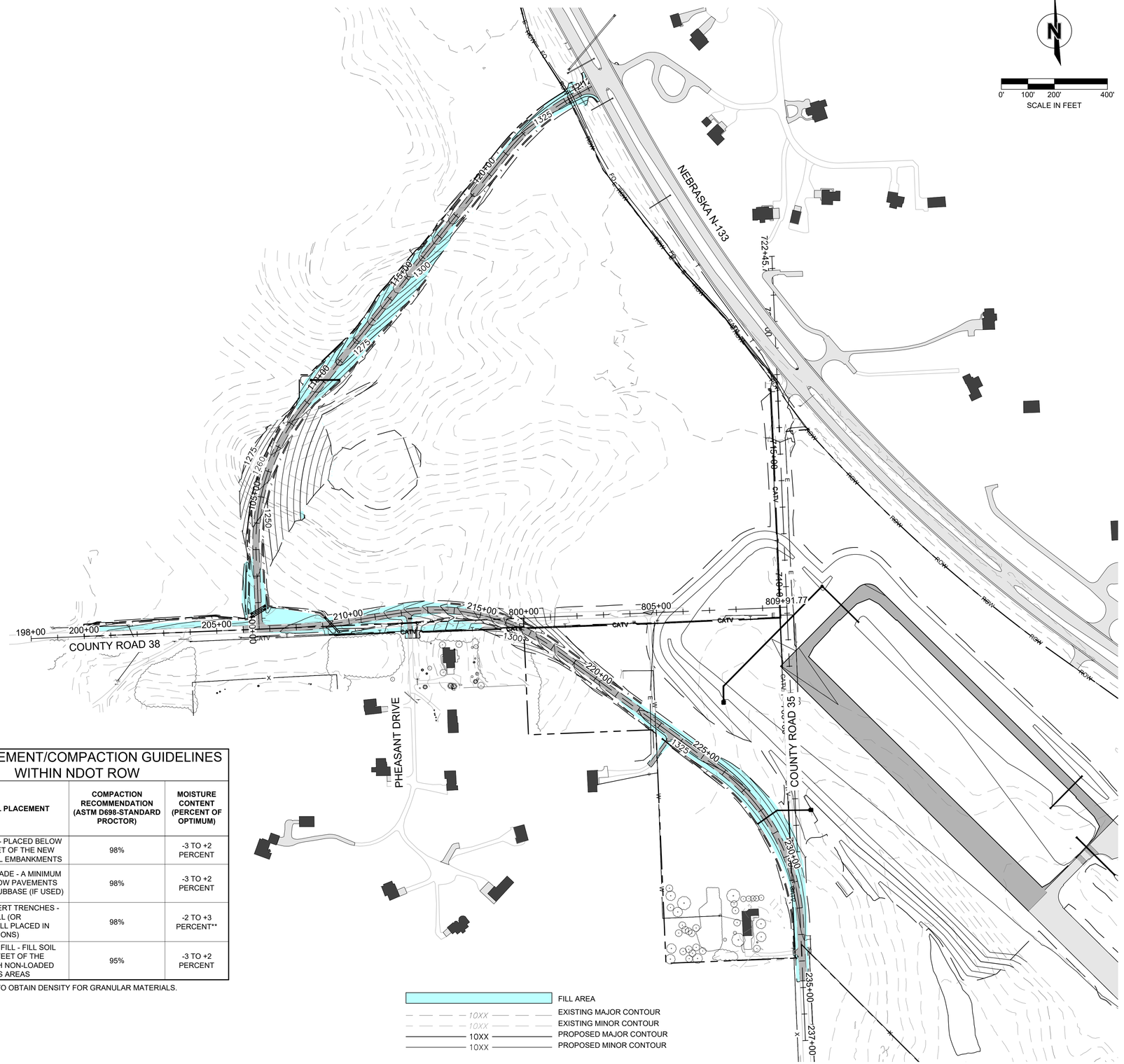
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GRADING NOTES

1. ELEVATIONS SHOWN ARE REFERENCED TO NAVD-88 DATUM.
2. ALL TRIMMING OF TREES REQUIRED TO CLEAR CONSTRUCTION AREAS FROM BRANCHES SHALL BE CONSIDERED INCIDENTAL TO ITEM "102.000 CLEARING AND GRUBBING - GENERAL". DUE TO THE MIGRATORY BIRD TREATY ACT AND NORTHERN LONG EARED BAT PROTECTION, TREE REMOVAL ACTIVITIES ARE RESTRICTED. REMOVALS SHALL BE COMPLETED PRIOR TO APRIL 1, 2026/2027 OR DELAYED UNTIL AFTER SEPTEMBER 15, 2026/2027. A BIRD AND BAT INVENTORY SURVEY MAY BE COMPLETED IF TREE REMOVAL IS REQUIRED OUTSIDE OF THOSE DATES. CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION AND EXPENSES FOR THOSE SURVEYS.
3. ALL FILL AREAS SHALL BE CONSIDERED CONTROLLED FILL AND SHALL BE COMPACTED AS SPECIFIED.
4. THE CONTRACTOR SHALL DISPOSE OF ALL UNSUITABLE MATERIALS ENCOUNTERED IN THE REMOVAL AND GRADING OPERATIONS OFF THE PROJECT SITE, INCLUDING CONCRETE, ASPHALT, OIL MAT, BRICK, ROCK, RUBBLE, ETC. DISPOSAL OF THESE MATERIALS SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL LAWS. NO UNSUITABLE MATERIAL SHALL BE USED FOR BACKFILLING OF EMBANKMENT CONSTRUCTION.
5. FILL AND CUT AREAS SHALL BE STRIPPED OF ALL VEGETATION AND TOPSOIL TO A MINIMUM DEPTH OF 6 INCHES. AFTER GRADING HAS BEEN COMPLETED AND THE SUBGRADE APPROVED BY THE ENGINEER, THE CONTRACTOR SHALL EVENLY DISTRIBUTE TOPSOIL IN ALL LOCATIONS WHERE PAVING OR OTHER SURFACING IS NOT INDICATED. NO SEPARATE PAYMENT SHALL BE MADE FOR SPREADING ADDITIONAL TOPSOIL.
6. THE CONTRACTOR SHALL PERFORM ALL EXCAVATION, FILLING AND COMPACTION NECESSARY TO OBTAIN THE PROPOSED GRADES. ALL AREAS SHALL BE GRADED TO ENSURE POSITIVE DRAINAGE. AREAS OF STANDING WATER WILL NOT BE ACCEPTED AND SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
7. NO SOIL SHALL BE PILED OR MATERIALS STORED BENEATH THE DRIP LINE OF ANY TREE NOT SPECIFICALLY DESIGNATED FOR REMOVAL.
8. WATER FOR DUST CONTROL IS SUBSIDIARY TO ITEMS FOR WHICH THE CONTRACT PROVIDES DIRECT PAYMENT
9. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING, INSTALLING AND MAINTAINING ALL OF THE EROSION & SEDIMENT CONTROL DEVICES INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. SILT FENCES, INLET PROTECTION DEVICES, EROSION CONTROL MATS, AND ALL OTHER DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH THE PLANS/SPECIFICATIONS AND MANUFACTURER RECOMMENDATIONS.
10. THE CONTRACTOR SHALL SEQUENCE AND CONDUCT THE WORK IN A MANNER THAT MINIMIZES THE AMOUNT OF AREA DISTURBED AT ANY GIVEN TIME AND REDUCES THE POTENTIAL FOR EROSION AND TRANSPORTATION OF SEDIMENT INTO ADJACENT STORM SEWERS, PROPERTIES, OR CHANNELS.
11. EROSION & SEDIMENT CONTROL SHALL BE PERFORMED IN ACCORDANCE WITH THE NEBRASKA DEPARTMENT OF ENVIRONMENT AND ENERGY CONSTRUCTION STORM WATER PERMITTING REQUIREMENTS AND AS DIRECTED BY THE ENGINEER.
12. NO BACKFILL SHALL BE PLACED OR COMPACTED WHEN WEATHER CONDITIONS ARE NOT FAVORABLE FOR SUCH WORK (i.e. FROZEN GROUND, RAIN, etc.)
13. ANY AREAS DAMAGED AS A RESULT OF WEATHER OR WATER RELATED FACTORS, OR WHICH DO NOT MEET THE REQUIRED SPECIFICATIONS, SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL EXPENSE.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROMPT RECONSTRUCTION OF ANY EROSION CONTROL IMPROVEMENTS DISTURBED BY THEIR OPERATIONS. ALL DISTURBED EROSION CONTROL IMPROVEMENTS SHALL BE FULLY RECONSTRUCTED AT THE END OF EACH WORKING DAY PRIOR TO LEAVING THE SITE. SEPARATE PAYMENT WILL NOT BE MADE FOR RECONSTRUCTION OF ANY EROSION CONTROL IMPROVEMENTS AND THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO THOSE ITEMS FOR WHICH PAYMENT IS MADE. POSITIVE DRAINAGE IN ALL WORK AREAS SHALL BE MAINTAINED IN THE CONDITION THE CONSTRUCTION SITE WAS IN PRIOR TO CONTRACTOR'S ARRIVAL.



FILL PLACEMENT/COMPACTION GUIDELINES

AREAS OF FILL PLACEMENT	COMPACTION (ASTM D698-STANDARD PROCTOR)	MOISTURE CONTENT (PERCENT OF OPTIMUM)
AGGREGATE ROADWAY SURFACING	98%*	AS NECESSARY TO OBTAIN DENSITY
AGGREGATE ROADWAY SUBGRADE - 12 IN. BELOW AGGREGATE ROADWAY	98%	OPTIMUM TO +3 PERCENT
STRUCTURAL FILL PLACED BELOW AGGREGATE ROADWAY & CULVERT SUBGRADE	95%	OPTIMUM TO +3 PERCENT
CULVERT SUBGRADE - 12 IN. BELOW BASE OF CULVERT	98%	OPTIMUM TO +3 PERCENT
UTILITY TRENCHES	98%	OPTIMUM TO +3 PERCENT

*AS NECESSARY TO OBTAIN DENSITY FOR GRANULAR MATERIALS.

FILL PLACEMENT/COMPACTION GUIDELINES WITHIN NDOT ROW

AREAS OF FILL PLACEMENT	COMPACTION RECOMMENDATION (ASTM D698-STANDARD PROCTOR)	MOISTURE CONTENT (PERCENT OF OPTIMUM)
STRUCTURAL FILL - PLACED BELOW AND WITHIN 20 FEET OF THE NEW ROADWAY AND FILL EMBANKMENTS	98%	-3 TO +2 PERCENT
PAVEMENT SUBGRADE - A MINIMUM OF 12 INCHES BELOW PAVEMENTS OR AGGREGATE SUBBASE (IF USED)	98%	-3 TO +2 PERCENT
UTILITY AND CULVERT TRENCHES - COHESIVE BACKFILL (OR GRANULAR BACKFILL PLACED IN APPROVED LOCATIONS)	98%	-2 TO +3 PERCENT**
NON-STRUCTURAL FILL - FILL SOIL PLACED WITHIN 2 FEET OF THE SURFACE BENEATH NON-LOADED LANDSCAPE/GRASS AREAS	95%	-3 TO +2 PERCENT

**AS NECESSARY TO OBTAIN DENSITY FOR GRANULAR MATERIALS.

1 OVERALL GRADING PLAN AND GENERAL NOTES

SCHEDULE 1

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Olsson - Engineering
Nebraska COA #CA-0638

PROFESSIONAL ENGINEER ★ ANTHONY TROY EGELHOFF E-11484 3 - 6 - 2026 STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

OVERALL GRADING PLAN AND GENERAL NOTES

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET 102

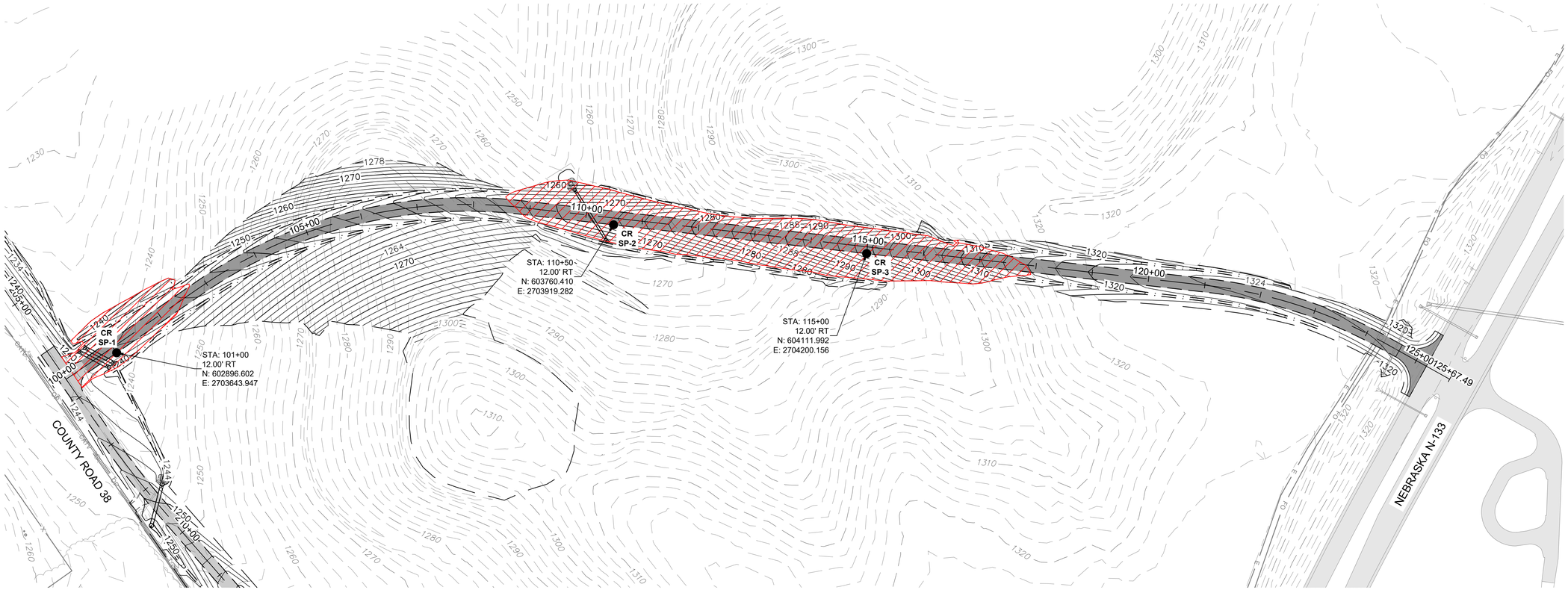
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COUNTY ROAD 35

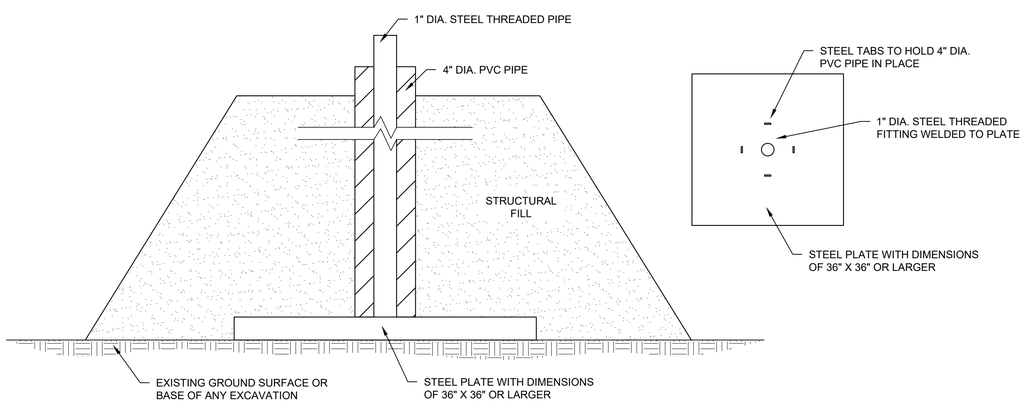
LEGEND	
	THIS PROJECT
SETTLEMENT PLATE LOCATION	CR SP-1
PAVEMENT SETTLEMENT AREA	
LIMITS OF GRADING	

0' 50' 100' 200'
SCALE IN FEET

KEYMAP



1 COUNTY ROAD 35 SETTLEMENT PLATE PLAN



2 PRELOAD / SETTLEMENT PLAN AND DETAILS

SCALE: NOT TO SCALE

GENERAL SETTLEMENT PLATE NOTES

1. ENGINEER WILL PROVIDE AND INSTALL SETTLEMENT PLATES AS SHOWN ON THE PLANS. SETTLEMENT PLATES SHALL BE INSTALLED AT THE EXISTING GROUND SURFACE ELEVATION AFTER TOPSOIL HAS BEEN REMOVED.
2. CONTRACTOR SHALL ALLOW ENGINEER TO RECORD BASE PLATE ELEVATIONS PRIOR TO LOADING AREA.
3. CONTRACTOR SHALL PROTECT THE SETTLEMENT PLATES WITH LATHE AND FLAG MARKINGS.
4. ELEVATIONS OF THE SETTLEMENT PLATES SHALL BE MONITORED AND SURVEYED BY OLSSON INC. TO THE NEAREST 100TH OF A FOOT AT LEAST TWICE A WEEK. DURING FILL PLACEMENT AND AT LEAST ONCE PER WEEK AFTER THE FILL PLACEMENT IS COMPLETED UNTIL THE CONSOLIDATION IS DEEMED AS COMPLETED BY THE GEOTECHNICAL ENGINEER.
5. MONITORING WILL BE CONDUCTED FOR 45-60 DAYS AFTER EMBANKMENT COMPLETION OR UNTIL THE ENGINEER DEEMS SETTLEMENT HAS STOPPED.
6. THE ANTICIPATED PRIMARY CONSOLIDATION SHOULD BE COMPLETED IN APPROXIMATELY 45 DAYS AFTER COMPLETION OF GRADING.
7. CONTRACTOR SHALL CUT PIPE FLUSH WITH BOTTOM OF THE 12-INCHES OF COMPACTED SUBGRADE AND SHALL BE FILLED WITH CLSM PRIOR TO TREATING SUBGRADE. THIS WORK WILL BE CONSIDERED SUBSIDIARY TO GRADING OPERATIONS.

GENERAL SETTLEMENT PLAN NOTES

1. THE PROPOSED FILL MATERIAL IS ESTIMATED TO PRODUCE A TOTAL SETTLEMENT OF APPROXIMATELY 2-INCHES WITHIN THE COUNTY ROAD FILL AREAS. SEE THE GEOTECHNICAL REPORT FOR THE COUNTY ROAD FOR FURTHER DETAILS AND FILL PLACEMENT REQUIREMENTS.
2. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THE ESTIMATED SETTLEMENT/CONSOLIDATED MATERIAL. CONTRACTOR WILL BE REQUIRED TO GENERATE ADDITIONAL FILL MATERIAL ON-SITE TO ACCOUNT FOR VOLUME LOST DUE TO CONSOLIDATION. THIS MATERIAL HAS NOT BEEN QUANTIFIED IN THE EARTHWORK SUMMARIES. ALL WORK REQUIRED TO GENERATE, PLACE, AND COMPACT THIS ADDITIONAL MATERIAL SHALL NOT BE MEASURED SEPARATELY AND SHALL BE CONSIDERED SUBSIDIARY TO P-152 EMBANKMENT IN PLACE (ESTABLISHED QUANTITY).

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SCHEDULE 1

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ANTHONY TROY EGELHOFF
E-11484
3 - 6 - 2026
STATE OF NEBRASKA
PROFESSIONAL ENGINEER

REVISIONS

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PRELOAD / SETTLEMENT PLAN AND DETAILS

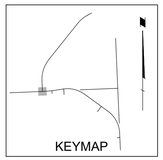
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

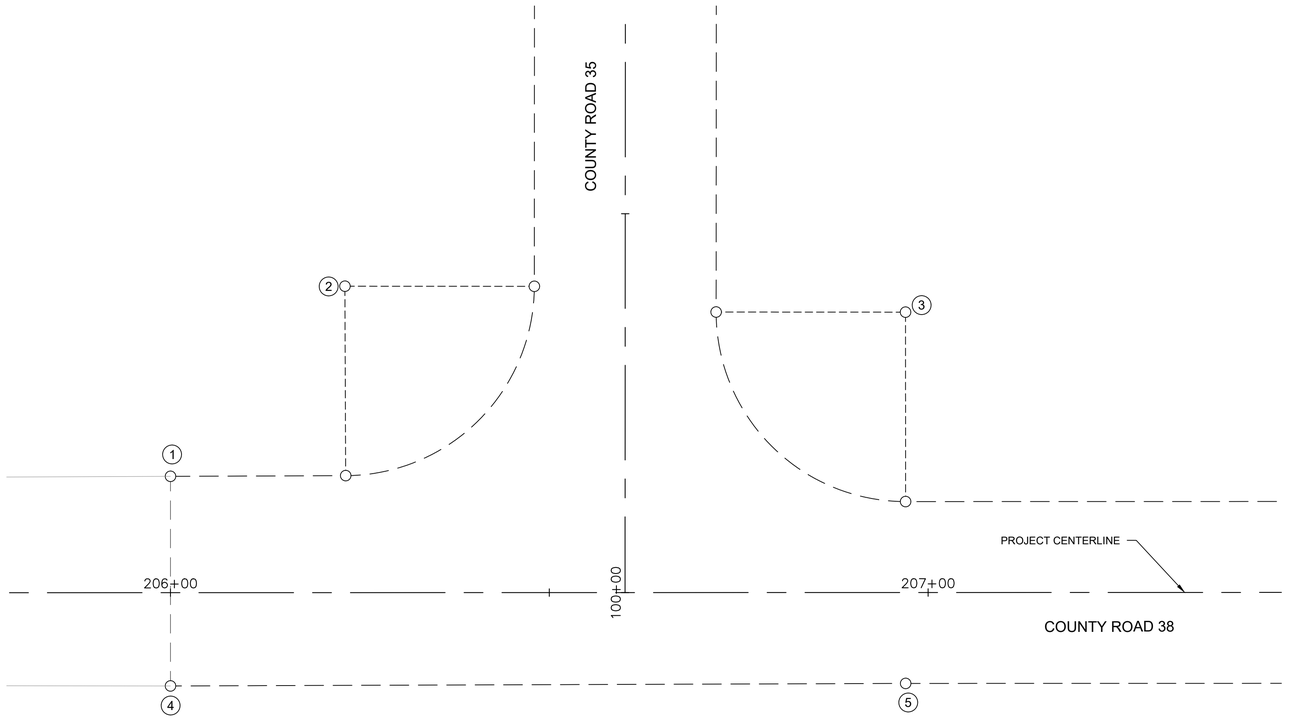
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
103

COUNTY ROAD 38





ROADWAY GEOMETRIC DATA

(1)	POINT	STA. 206+00, 15.35' LT; N 602809.04, E 2703575.45
(2)	25.00' R.P.	STA. 206+23.03, 40.44' LT; N 602835.06, E 2703597.42
	P.C.	STA. 206+23.13, 15.44' LT; N 602810.09, E 2703598.55
	P.T.	STA. 206+48.03, 40.42' LT; N 602836.08, E 2703622.40
(3)	25.00' R.P.	STA. 206+97.03, 37.00' LT; N 602834.70, E 2703671.50
	P.C.	STA. 206+72.03, 37.02' LT; N 602833.68, E 2703646.52
	P.T.	STA. 206+97.03, 12.00' LT; N 602809.73, E 2703672.54
(4)	POINT	STA. 206+00, 12.31' RT; N 602781.40, E 2703576.60
(5)	POINT	STA. 206+97.03, 12.00' RT; N 602785.75, E 2703673.53

1 INTERSECTION OF COUNTY ROAD 35 AND 38 GEOMETRICS

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3 - 6 - 2026
STATE OF NEBRASKA

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RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/0227/028

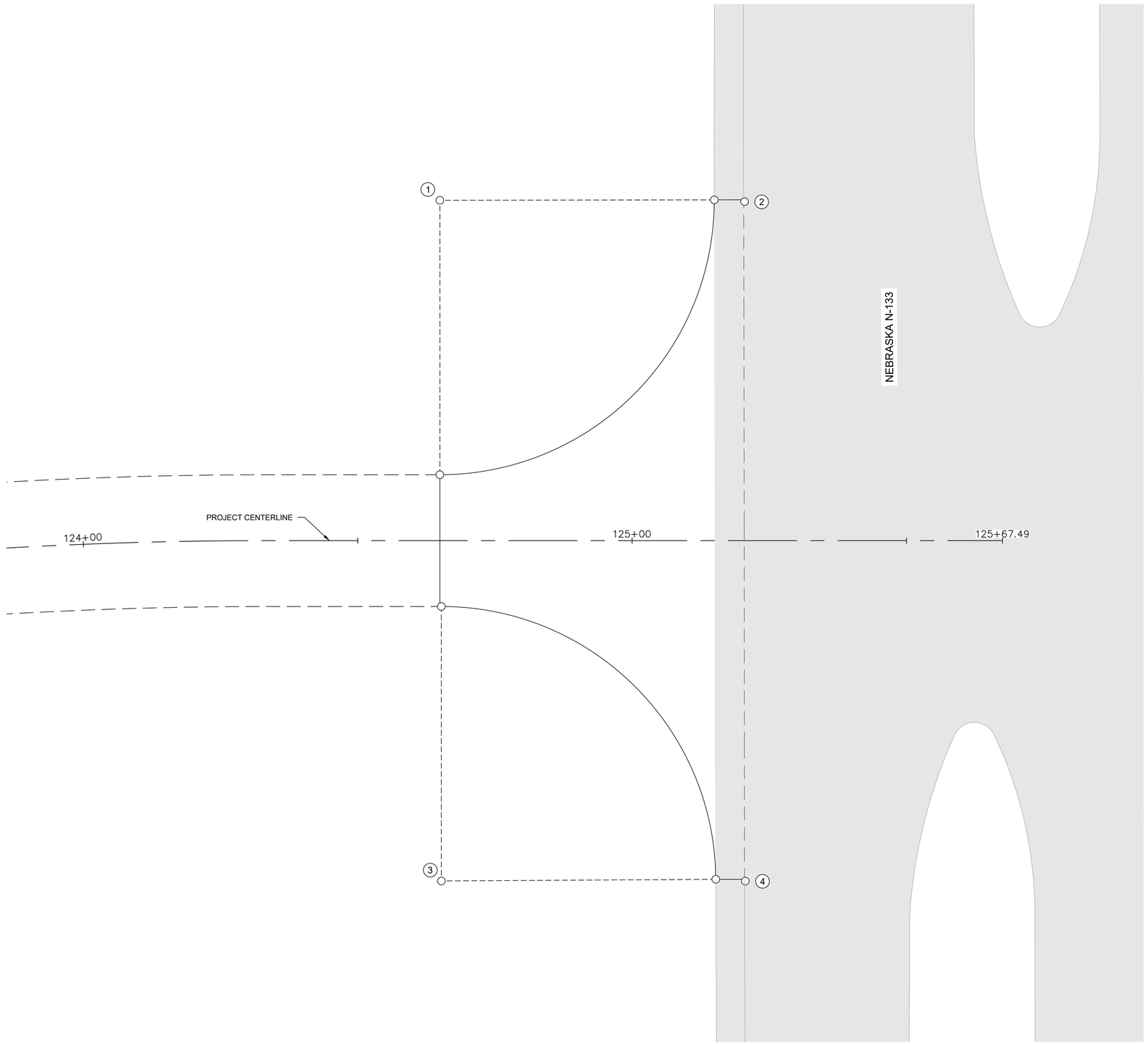
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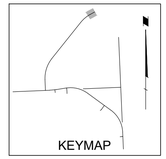
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designed by: ATE
project no.: 025-01216
date: 03.06.2025

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DATE: Mar 02, 2026 7:13am USER: jolson

COUNTY ROAD 35





ROADWAY GEOMETRIC DATA

①	50.00' R.P.	STA. 124+64.96, 62.00' LT; N 604871.41, E 2704816.26
	P.C.	STA. 124+64.96, 12.00' LT; N 604827.55, E 2704840.27
	P.T.	STA. 125+14.96, 62.07' LT; N 604895.49, E 2704860.08
②	POINT	STA. 125+20.48, 61.75' LT; N 604897.86, E 2704865.08
③	50.00' R.P.	STA. 124+65.24, 62.00' RT; N 604762.78, E 2704876.06
	P.C.	STA. 124+65.24, 12.00' RT; N 604806.64, E 2704852.05
	P.T.	STA. 125+15.24, 61.70' RT; N 604787.06, E 2704919.77
④	POINT	STA. 125+20.62, 62.03' RT; N 604789.36, E 2704924.65

1 INTERSECTION OF COUNTY ROAD 35 AND NEBRASKA N-133 GEOMETRICS

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STATE OF NEBRASKA

REVISIONS

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INTERSECTION OF COUNTY ROAD 35 AND NEBRASKA N-133 GEOMETRICS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

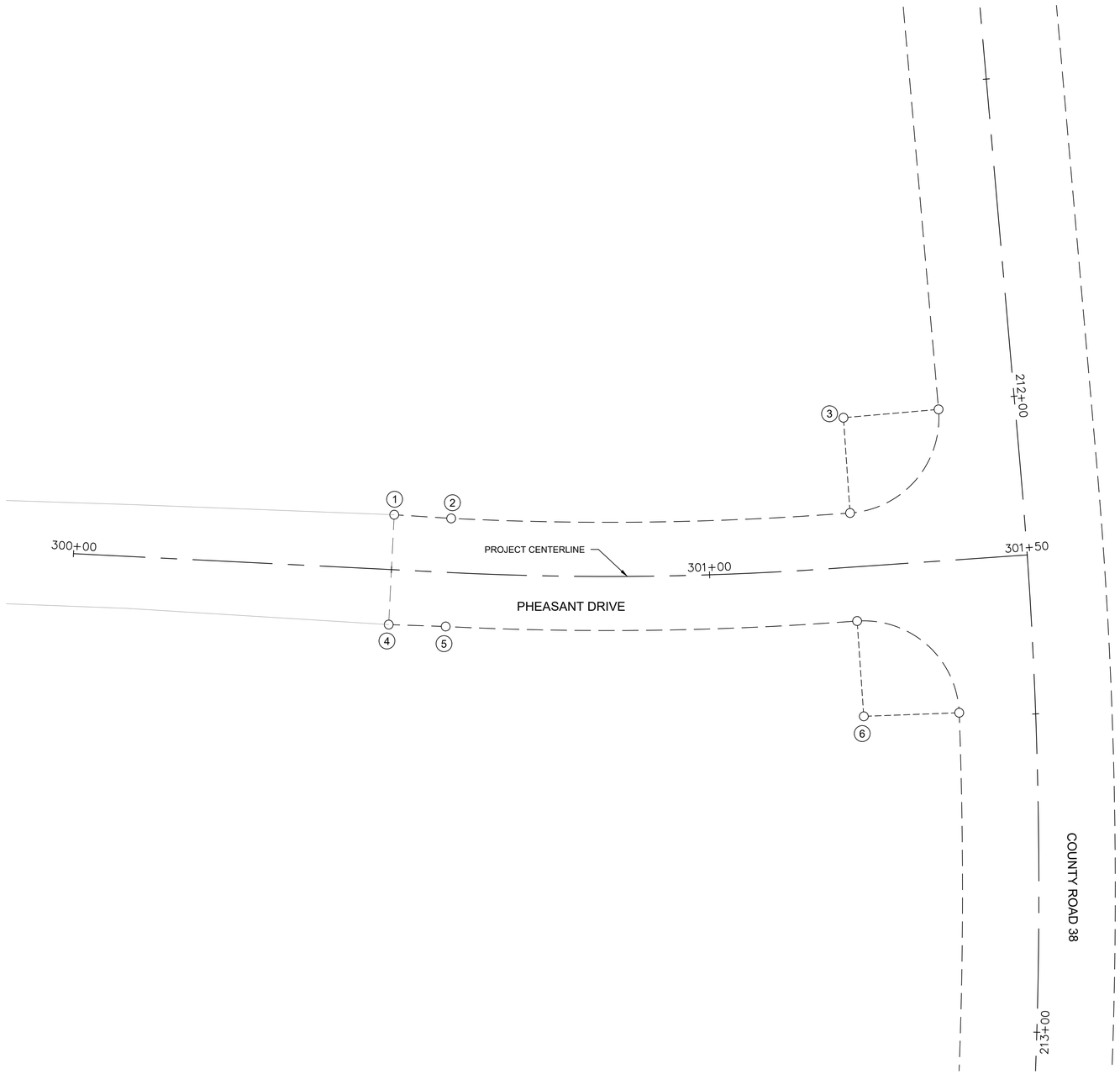
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

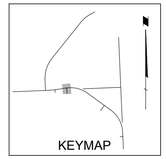
drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

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PHEASANT DRIVE





ROADWAY GEOMETRIC DATA

1	POINT	STA. 300+50, 8.63' LT; N 602761.82, E 2704197.22
2	POINT	STA. 300+58.96, 8.50' LT; N 602770.77, E 2704197.18
3	15.00' R.P.	STA. 301+22.70, 23.50' LT; N 602831.15, E 2704177.11
	P.C.	STA. 301+22.70, 8.50' LT; N 602833.24, E 2704191.96
	P.T.	STA. 301+37.69, 23.77' LT; N 602845.97, E 2704174.76
4	POINT	STA. 300+50, 8.65' RT; N 602762.16, E 2704214.50
5	POINT	STA. 300+58.96, 8.50' RT; N 602771.11, E 2704214.17
6	15.00' R.P.	STA. 301+22.62, 23.50' RT; N 602837.61, E 2704223.67
	P.C.	STA. 301+22.62, 8.50' RT; N 602835.52, E 2704208.81
	P.C.C.	STA. 301+37.61, 23.98' RT; N 602852.52, E 2704222.06

1 INTERSECTION OF COUNTY ROAD 38 AND PHEASANT DRIVE GEOMETRICS

SCHEDULE 1

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STATE OF NEBRASKA

REVISIONS

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INTERSECTION OF COUNTY ROAD 38 AND PHEASANT DRIVE GEOMETRICS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

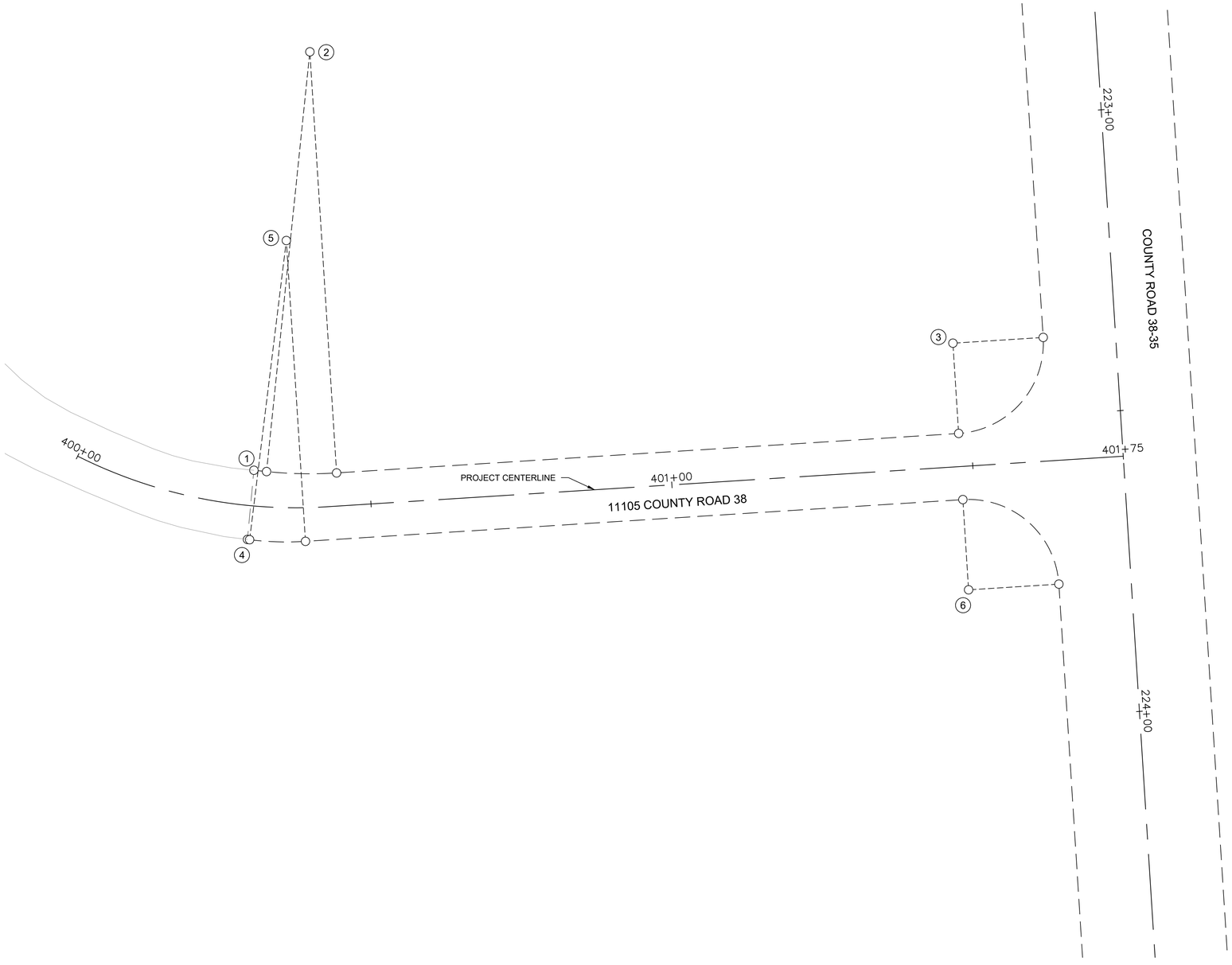
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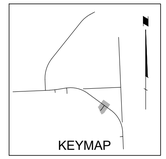
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11105 COUNTY ROAD 38 DRIVEWAY





ROADWAY GEOMETRIC DATA

1	POINT	STA. 400+30, 5.90' LT; N 602287.23, E 2705102.02
2	70.00' R.P.	STA. 400+44.63, 75.50' LT; N 602338.73, E 2705054.57
	P.C.	STA. 400+32.28, 5.85' LT; N 602288.70, E 2705103.53
	P.T.	STA. 400+44.63, 5.50' LT; N 602297.49, E 2705111.13
3	15.00' R.P.	STA. 401+48, 20.50' LT; N 602389.85, E 2705159.91
	P.C.	STA. 401+48, 5.50' LT; N 602381.01, E 2705172.03
	P.T.	STA. 401+63, 20.50' LT; N 602401.97, E 2705168.75
4	POINT	STA. 400+30, 5.62' RT; N 602279.07, E 2705110.17
5	50.00' R.P.	STA. 400+34.07, 44.30' LT; N 602315.72, E 2705076.16
	P.C.	STA. 400+30.34, 5.64' RT; N 602279.32, E 2705110.43
	P.T.	STA. 400+39.01, 5.59' RT; N 602286.27, E 2705116.56
6	15.00' R.P.	STA. 401+48, 20.50' RT; N 602365.70, E 2705193.04
	P.C.	STA. 401+48, 5.50' RT; N 602374.53, E 2705180.92
	P.T.	STA. 401+63, 20.50' RT; N 602377.82, E 2705201.88

1 INTERSECTION OF COUNTY ROAD 38 AND 11105 COUNTY ROAD 38 GEOMETRICS

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INTERSECTION OF COUNTY ROAD 38 AND 11105 COUNTY ROAD 38 GEOMETRICS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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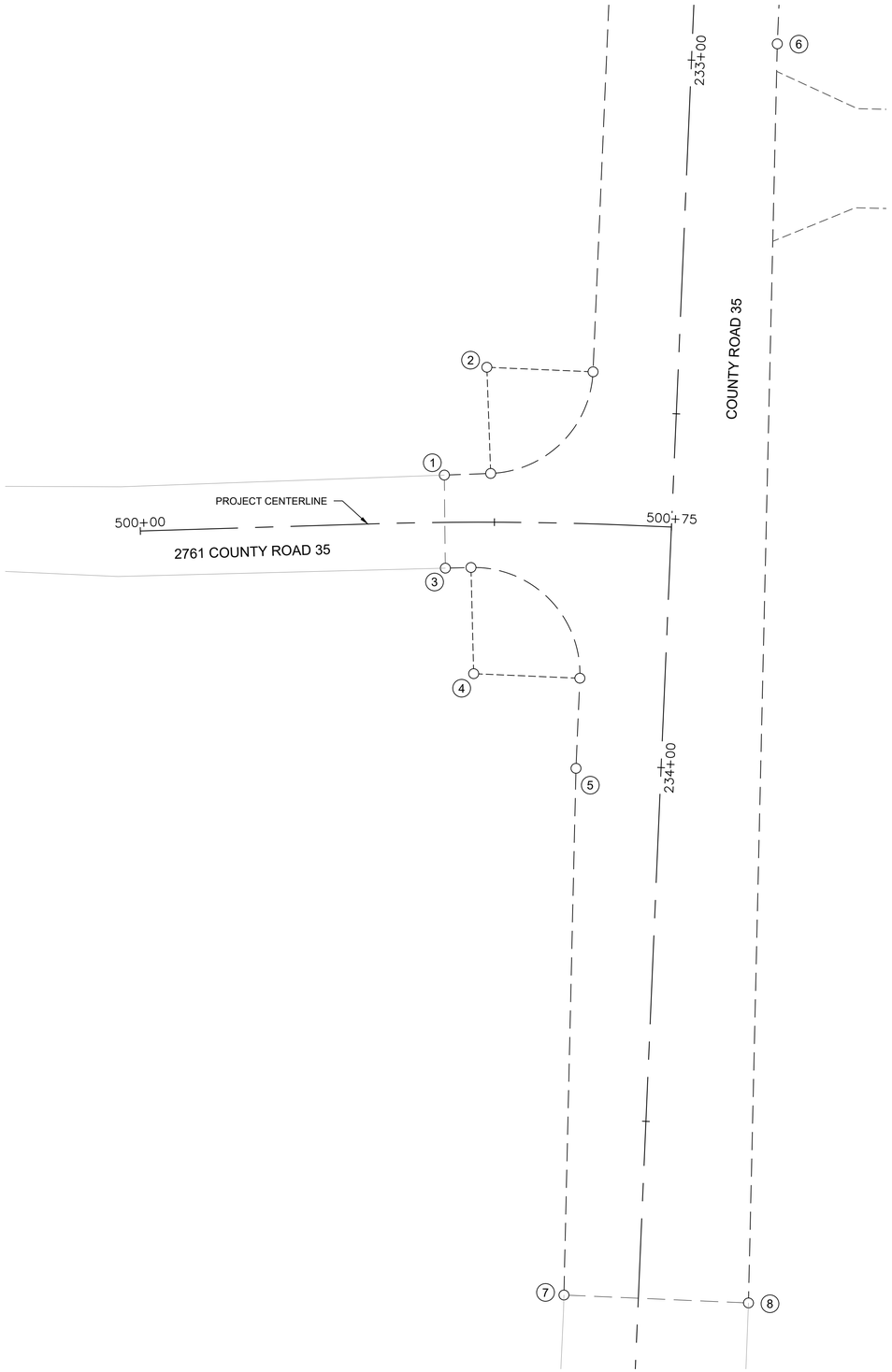
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

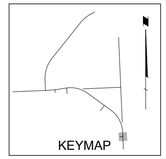
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designed by: ATE
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2761 COUNTY ROAD 35 DRIVEWAY





ROADWAY GEOMETRIC DATA

1	POINT	STA. 500+43, 6.67' LT; N 601584.28, E 2705648.12
2	15.00' R.P.	STA. 233+44.58, 27.00' RT; N 601599.96, E 2705652.80
	P.C.	STA. 233+59.53, 25.82' RT; N 601585.07, E 2705654.62
	P.T.	STA. 233+44.58, 12.00' RT; N 601600.60, E 2705667.79
3	POINT	STA. 500+43, 6.47' RT; N 601571.20, E 2705649.39
4	15.00' R.P.	STA. 233+87.89, 27.00' RT; N 601556.69, E 2705654.65
	P.C.	STA. 233+72.92, 28.03' RT; N 601571.60, E 2705652.99
	P.T.	STA. 233+87.89, 12.00' RT; N 601557.33, E 2705669.64
5	POINT	STA. 234+00.62, 12.00' RT; N 601544.61, E 2705670.18
6	POINT	STA. 232+97.20, 12.00' LT; N 601648.97, E 2705689.74
7	POINT	STA. 234+75, 10.51' RT; N 601470.36, E 2705674.86
8	POINT	STA. 234+75, 15.56' LT; N 601471.48, E 2705700.90

1 INTERSECTION OF COUNTY ROAD 35 AND 2761 COUNTY ROAD 35 GEOMETRICS

SCHEDULE 1

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5 - 8 - 2026
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INTERSECTION OF COUNTY ROAD 35 AND 2761 COUNTY ROAD 35 GEOMETRICS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

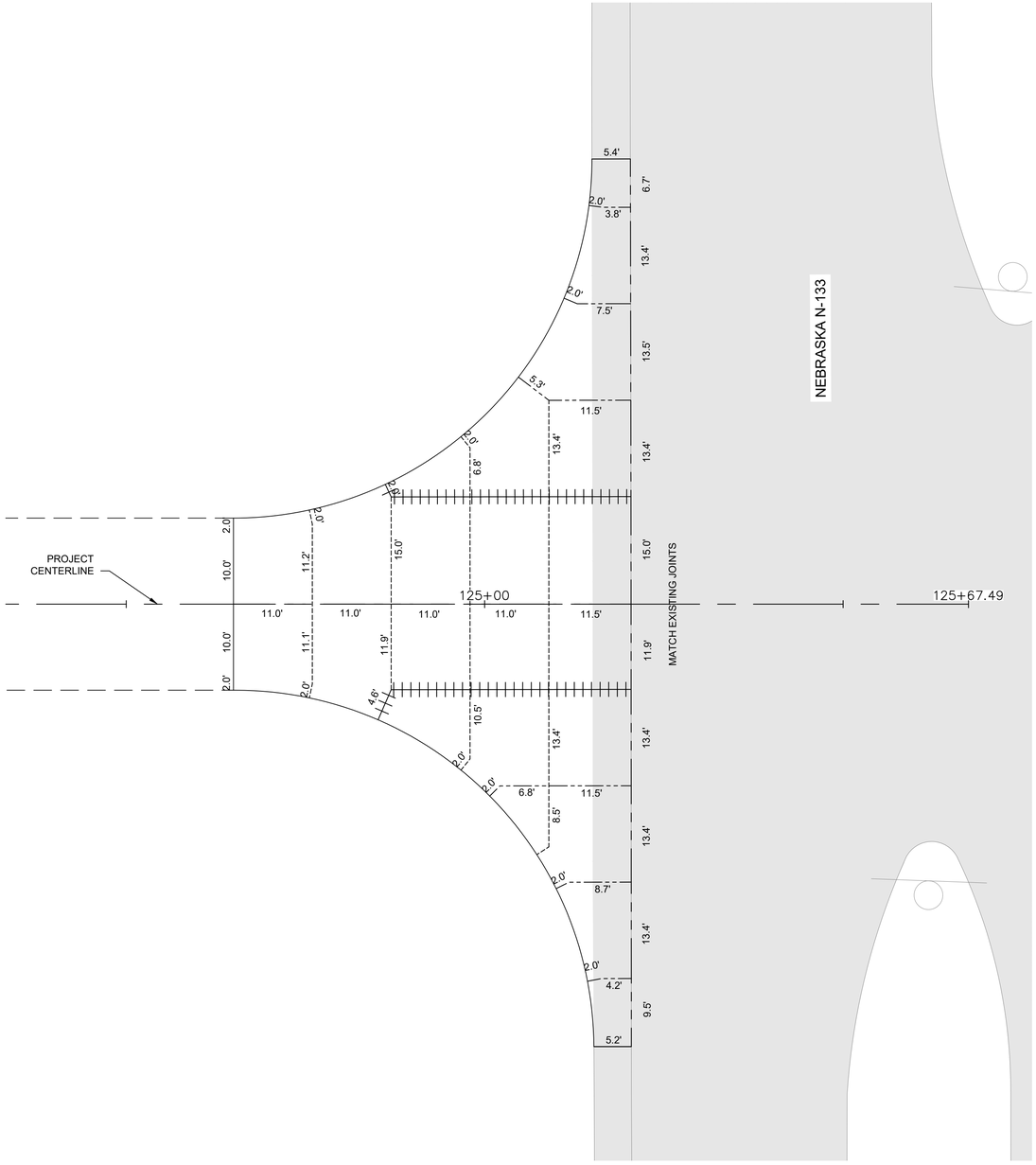
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

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DATE: Mar 02, 2026 7:14am USER: jolson

COUNTY ROAD 35



JOINT NOTES

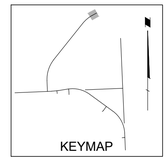
1. TYPICAL TRANSVERSE JOINT SPACING ALONG ROADWAY IS 15.0' UNLESS OTHERWISE SPECIFIED.
2. SEE TIE-BAR DETAIL THIS SHEET FOR JOINTING GUIDELINES.

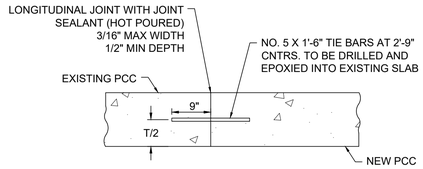
KEYED JOINT LINE
LONGITUDINAL JOINT LINE
TRANSVERSE JOINT LINE

PAVING NOTES

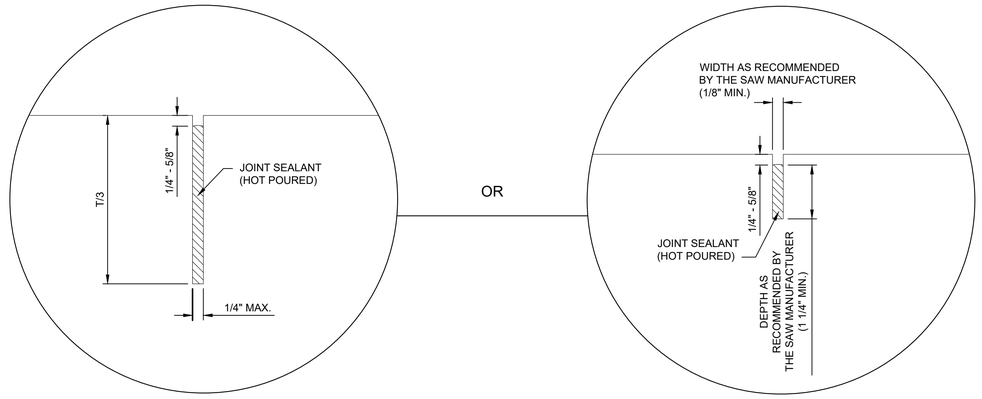
1. ALL DIMENSIONS SHOWN ARE FROM EDGE OF PAVEMENT, UNLESS INDICATED OTHERWISE.
2. PORTLAND CEMENT CONCRETE FOR ALL PAVEMENT SHALL BE TYPE 1P CEMENT UNLESS OTHERWISE INDICATED IN THE CONTRACT DOCUMENTS OR DIRECTED BY THE ENGINEER.
3. WATER REDUCING ADMIXTURES SHALL BE ADDED TO ALL HAND-PLACED AND FINISHED CONCRETE. THE ADMIXTURE MUST BE APPROVED BY THE ENGINEER.
4. ALL SUBGRADE TREATMENT AND PREPARATION IS SUBSIDIARY TO ITEMS THAT RECEIVE DIRECT PAVEMENT.
5. PROFILE ALL EXISTING PAVEMENT AT TIE-IN LOCATIONS TO ENSURE SMOOTH TRANSITIONS.
6. EXISTING PAVEMENT EDGES AT TIE-IN LOCATIONS SHALL BE CLEAN, SMOOTH, AND FREE FROM CHIPPING OR OTHER DEFICIENCIES. EDGE PREPARATION REQUIRED TO ACHIEVE A CLEAN, SMOOTH PAVEMENT INTERFACE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS RECEIVING DIRECT PAYMENT.
7. JOINT CONSTRUCTION PROCEDURES, SAW CUTTING, PREPARATION PRIOR TO SEALING, AND JOINT SEALING SHALL BE SUBSIDIARY TO BID ITEM, "10" CONCRETE PAVEMENT, CLASS 47B-3500".







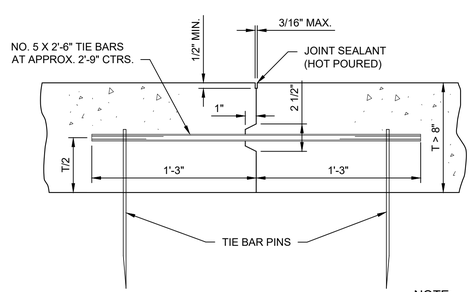
DETAIL OF TIE BAR



CONVENTIONAL SAWING

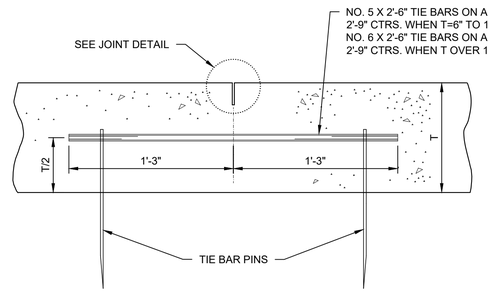
JOINT DETAIL

EARLY-SAW CUT



KEY TYPE

KEY TYPE JOINTS SHALL BE USED ON ALL LONGITUDINAL CONSTRUCTION JOINTS WHEN THE ADJACENT LANE IS NOT PLACED AT THE SAME TIME



NOTE:
T = 11" PAVEMENT THICKNESS

SAWED

WHEN TWO ADJACENT LANES ARE PLACED AT THE SAME TIME, THE LONGITUDINAL JOINT COMMON TO THE LANES SHALL BE SAWED

LONGITUDINAL JOINTS

NOTES:
NO TIE BARS SHALL BE CLOSER THAN 1'-3" TO A TRANSVERSE JOINT. ALL LONGITUDINAL JOINTS BETWEEN LANES AND BETWEEN LANES AND SHOULDERS MUST BE TIED.

1 COUNTY ROAD 35 JOINTS

SCHEDULE 1

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Nebraska COA #CA-0638

PROFESSIONAL ENGINEER
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E-11484
3 - 6 - 2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

COUNTY ROAD 35 JOINTS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

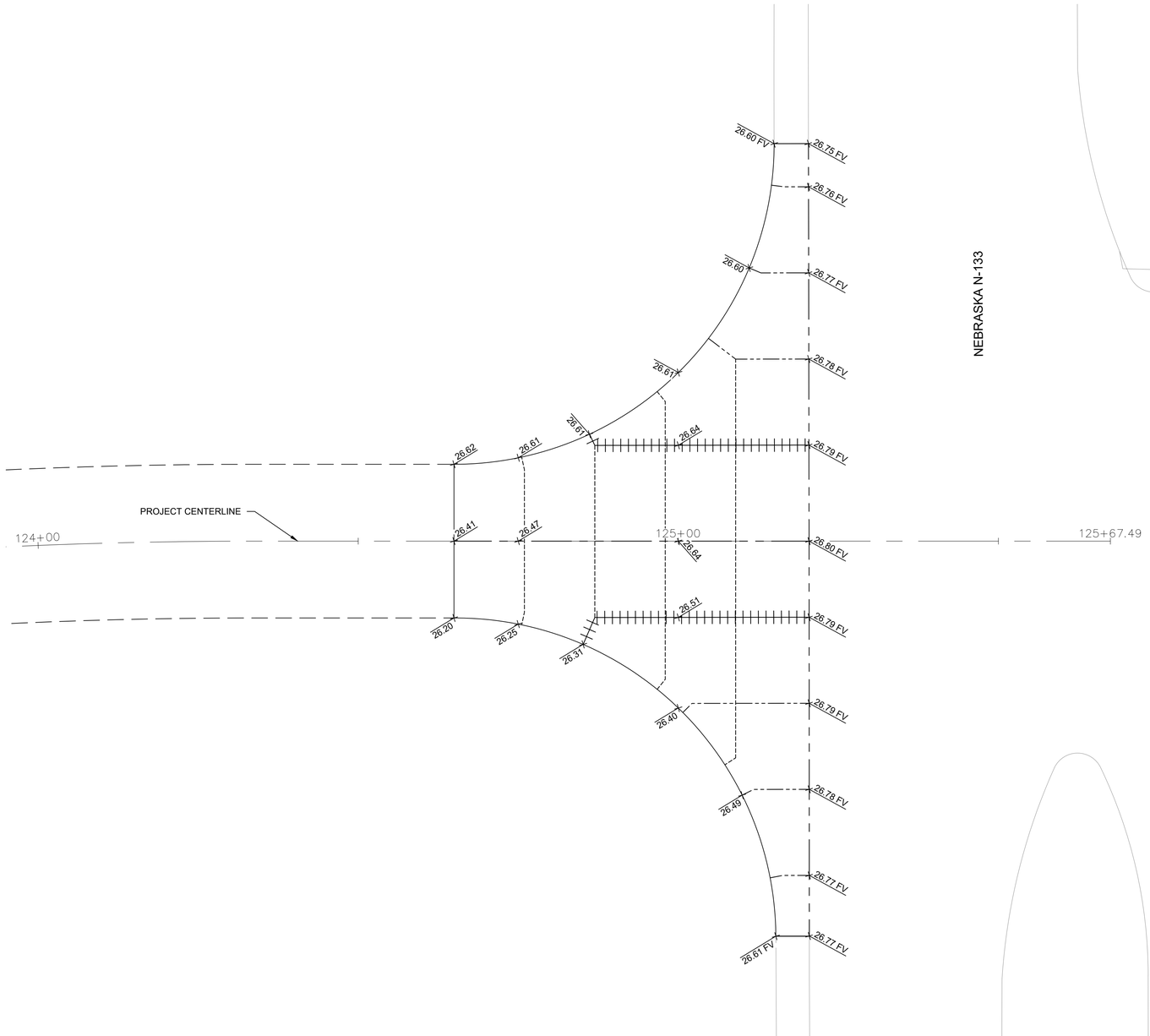
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

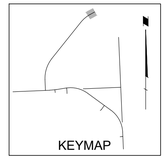
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designed by: ATE
project no.: 025-01216
date: 03.06.2025

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DATE: Mar 02, 2026 8:03am USER: jolson

COUNTY ROAD 35





NOTES

1. ELEVATIONS SHOWN ARE AT TOP OF PAVEMENT. ELEVATIONS ARE SHOWN AT 25 FEET INTERVALS AS MEASURED ALONG THE PROJECT ℄.
2. ALL GRADES AT TIE IN POINTS SHOULD BE FIELD VERIFIED BY THE CONTRACTOR. IF DISCREPANCIES EXIST, REPORT TO THE ENGINEER FOR RESOLUTION.

ELEVATION AT TOP OF SLAB (ADD 1300 TO ESTABLISH TRUE ELEVATION BASED ON 1988 NVD)

FV = FIELD VERIFY

1 COUNTY ROAD 35 SPOT ELEVATIONS

SCHEDULE 1

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STATE OF NEBRASKA

REVISIONS

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COUNTY ROAD 35 SPOT ELEVATIONS

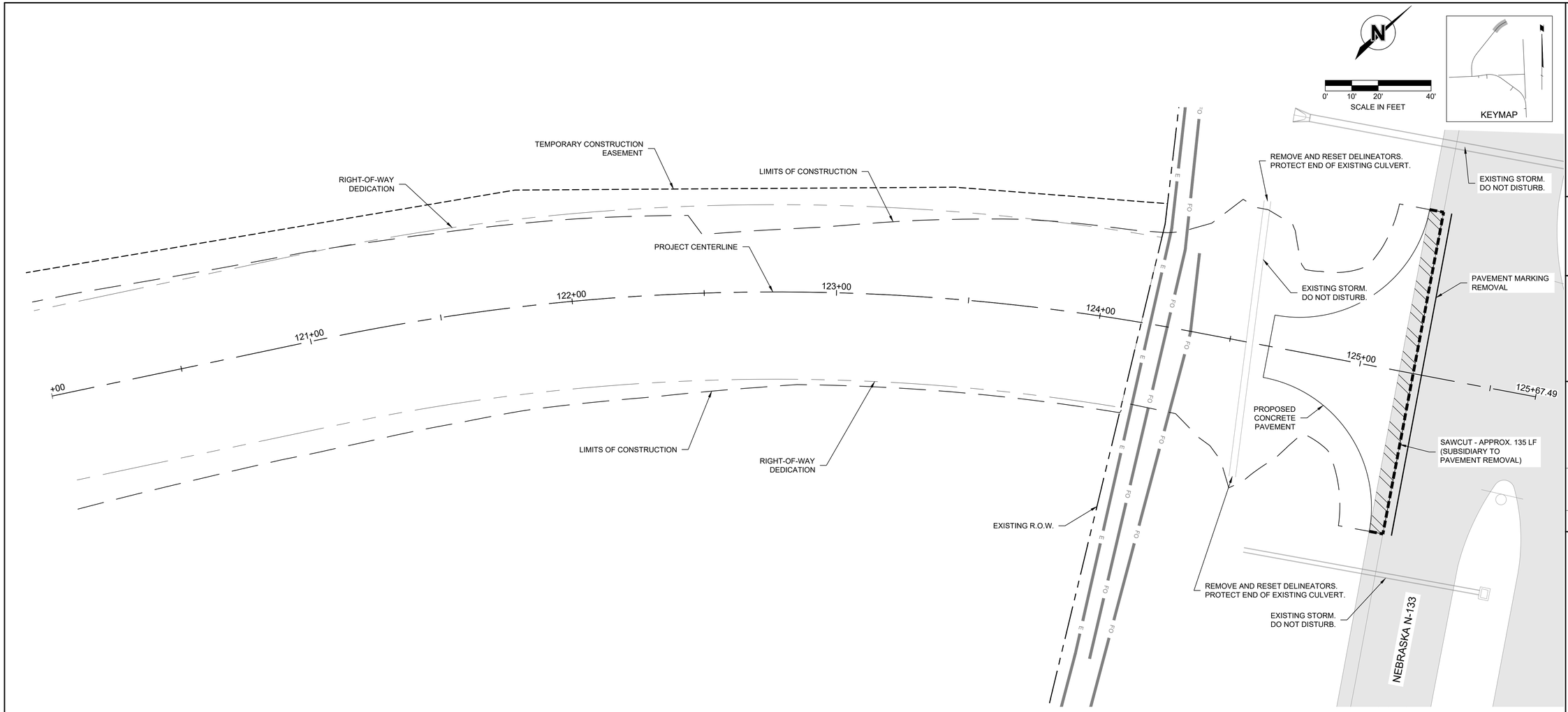
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
110

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DATE: Mar 02, 2026 8:04am USER: jolson



NDOT 203 REMOVE PAVEMENT	
LOCATION	**S.Y.**
STA. 125+14.96 TO STA. 125+20.46, LT/RT	73

PAVEMENT MARKING REMOVAL	
LOCATION	**L.F.**
STA. 125+23.60, LT/RT	124

NDOT 421 REMOVE AND RESET DELINEATORS	
LOCATION	**EA.**
STA. 124+55.39, 53.94' LT	1
STA. 124+61.73, 50.93' RT	1

1 REMOVALS COUNTY ROAD 35 - STA: 120+00 TO STA: 124+64.96

SCHEDULE 1

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3 - 6 - 2026
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REVISIONS

REV. NO.	DATE	DESCRIPTION

REMOVALS COUNTY ROAD 35 - STA: 120+00 TO STA: 124+64.96

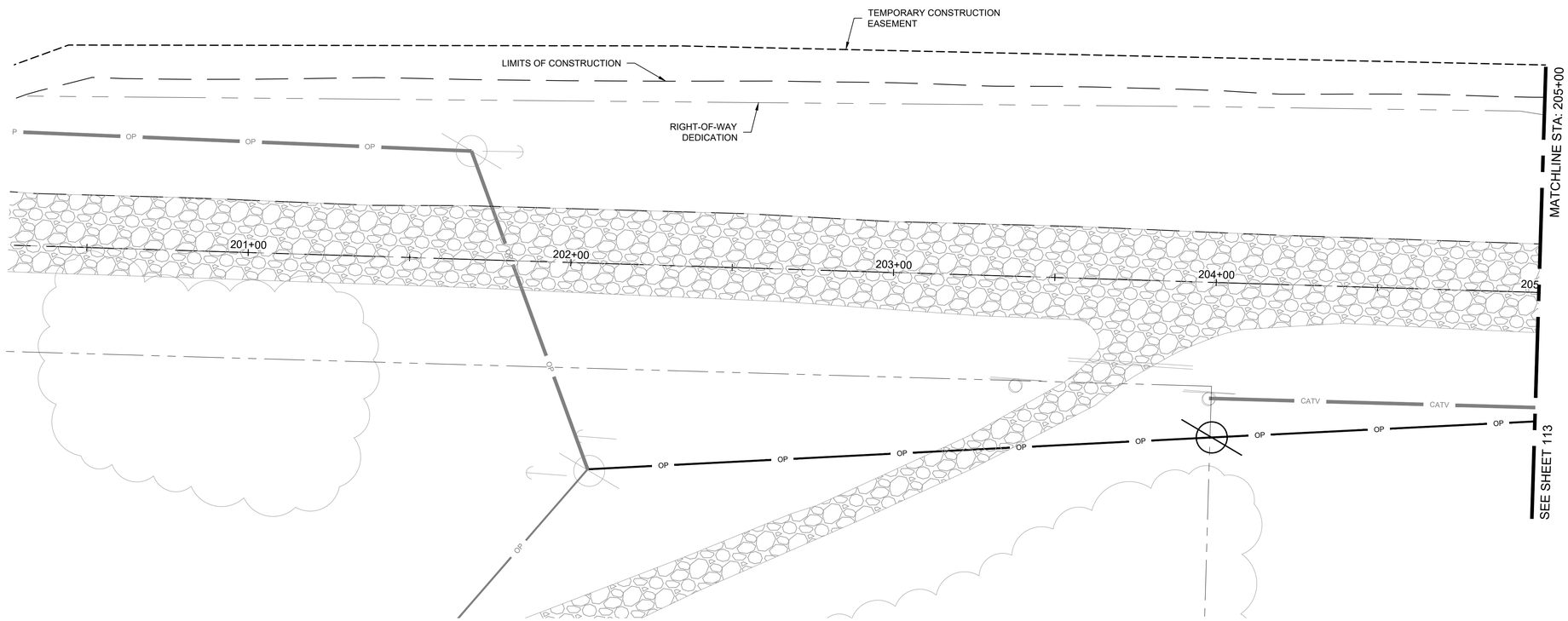
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AIP NO. 3-31-0109-025/026/027/028

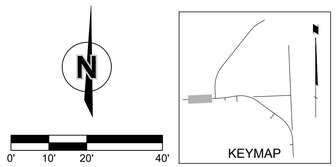
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SHEET
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DATE: Mar 02, 2026 8:05am USER: jolson





N

0' 10' 20' 40'

SCALE IN FEET

1 REMOVALS COUNTY ROAD 38 - STA: 202+00 TO STA: 205+00

SCHEDULE 1

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STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

REMOVALS COUNTY ROAD 38 - STA: 202+00 TO STA: 205+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

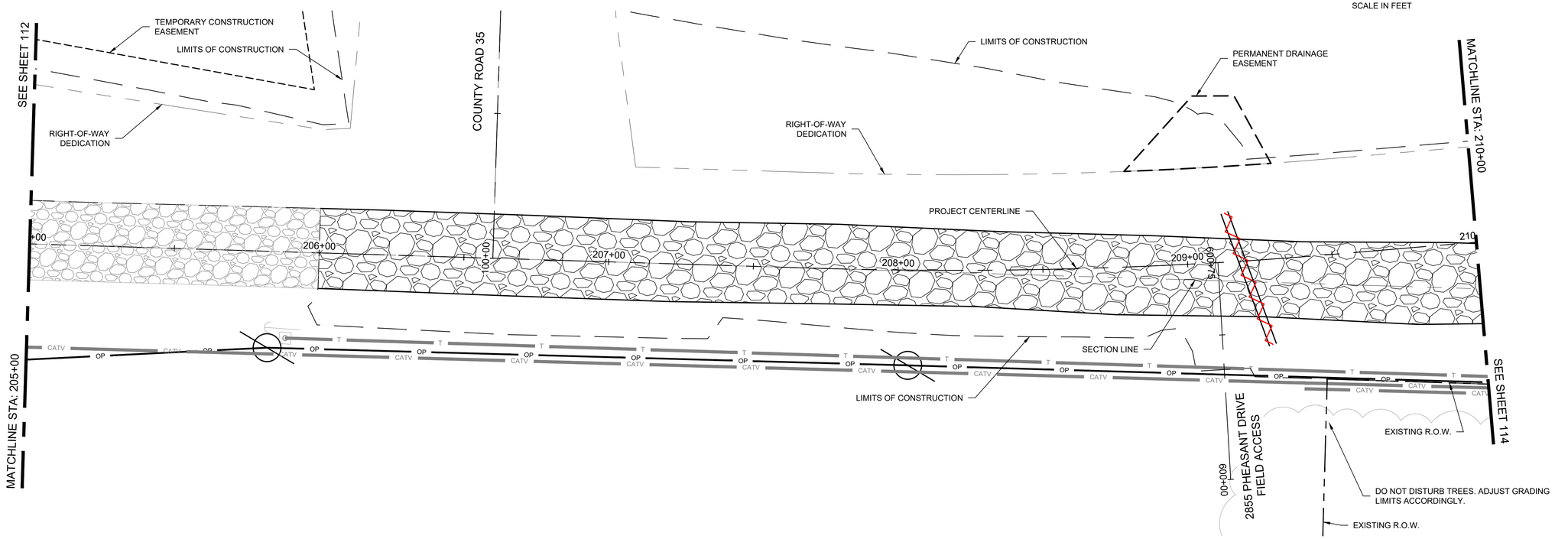
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
112

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DATE: Mar 02, 2026 8:05am USER: jolson



NDOT 203 REMOVE CULVERT PIPE	
LOCATION	**L.F.**
STA. 209+13.78 TO STA. 209+27.44, LT/RT	48

1 REMOVALS COUNTY ROAD 38 - STA: 205+00 TO STA: 210+00

SCHEDULE 1

N

0' 10' 20' 40'
SCALE IN FEET

KEYMAP

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6 - 6 - 2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

REMOVALS COUNTY ROAD 38 - STA: 205+00 TO STA: 210+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

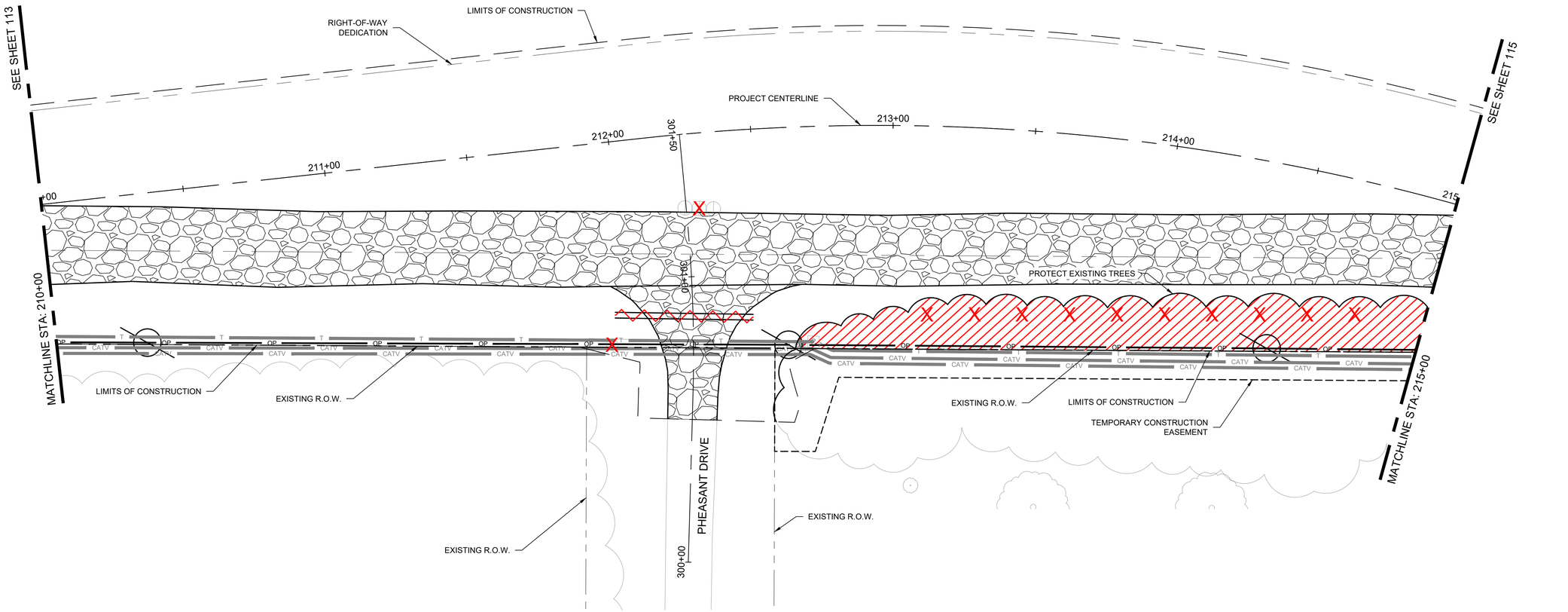
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

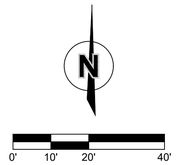
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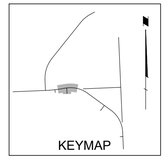
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2026

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DATE: Mar 02, 2026 8:05am USER: jolson







NDOT 921 REMOVE AND RESET MAILBOX POST X

LOCATION	EA.
STA. 212+29.69, 26.37' RT *	1

* BANK OF MAILBOXES

NDOT 203 REMOVE CULVERT PIPE

LOCATION	L.F.
STA. 211+95.62 TO STA. 212+46.66, RT	48

OLSSON-102 REMOVE AND RESET SIGN X

CURRENT LOCATION	NEW LOCATION	TYPE	EA.
STA. 300+76.40, 28.60' LT	STA. 212+40.36, 24.00' RT	STREET NAME	1

NDOT 202 LARGE TREE REMOVAL X

LOCATION	EA
AREA A	10

NDOT 202 GENERAL CLEARING AND GRUBBING

LOCATION	LS
AREA A	1

1 REMOVALS COUNTY ROAD 38 - STA: 210+00 TO STA: 215+00

SCHEDULE 1

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5 - 8 - 2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

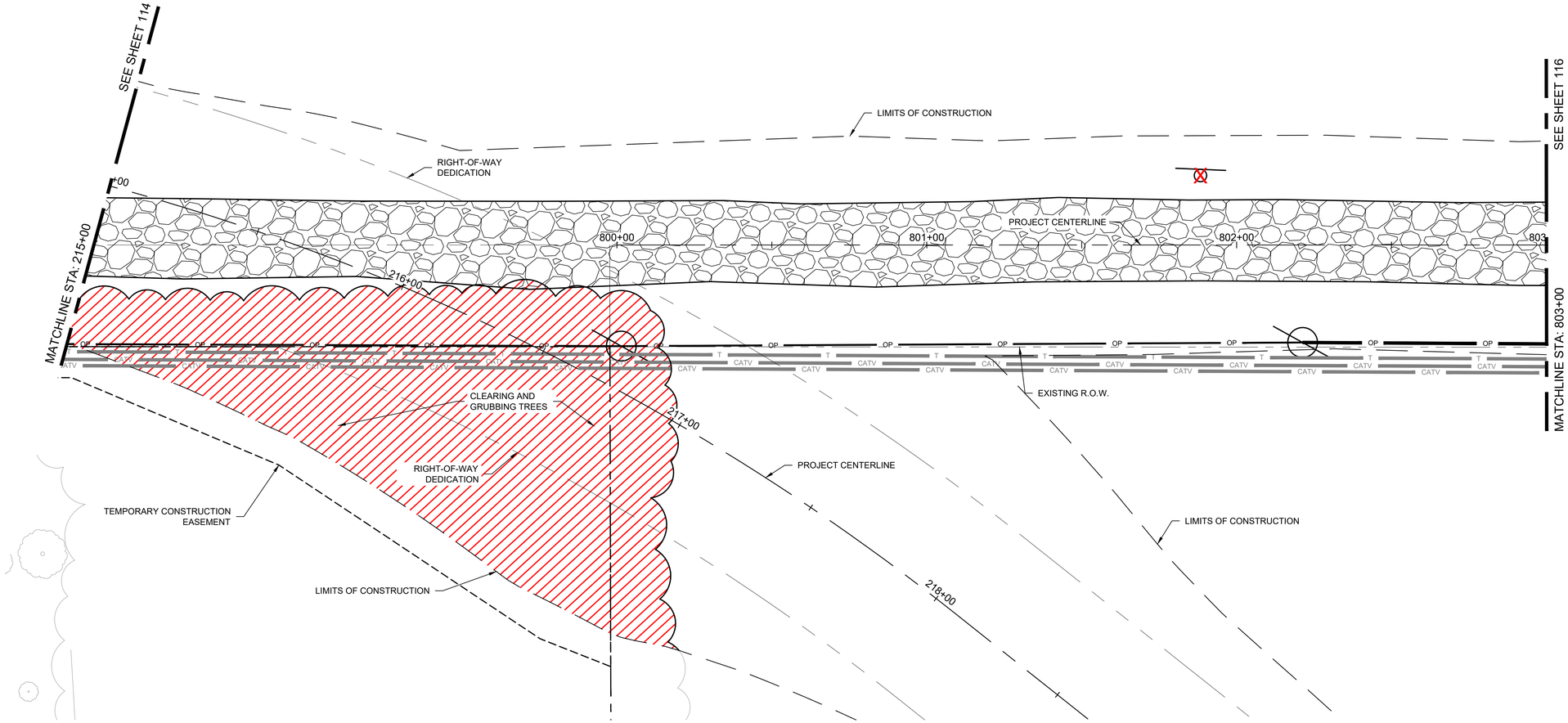
REMOVALS COUNTY ROAD 38 - STA: 210+00 TO STA: 215+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

SHEET 114

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DATE: Mar 02, 2026 8:06am USER: jolson



NDOT 203 REMOVE SIGN AND POST*	X
LOCATION	**EA.**
STA. 801+88.33, 22.41' LT	1

* ALL REMOVED SIGNS TO BE RETURNED TO WASHINGTON COUNTY.

NDOT 202 LARGE TREE REMOVAL	X
LOCATION	**EA**
AREA A	10

NDOT 202 GENERAL CLEARING AND GRUBBING	
LOCATION	**LS**
AREA A	1

1 REMOVALS COUNTY ROAD 38 - STA: 215+00 TO STA: 803+00

SCHEDULE 1

N

0' 10' 20' 40'

SCALE IN FEET

KEYMAP

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STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

REMOVALS COUNTY ROAD 38 - STA: 215+00 TO STA: 803+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

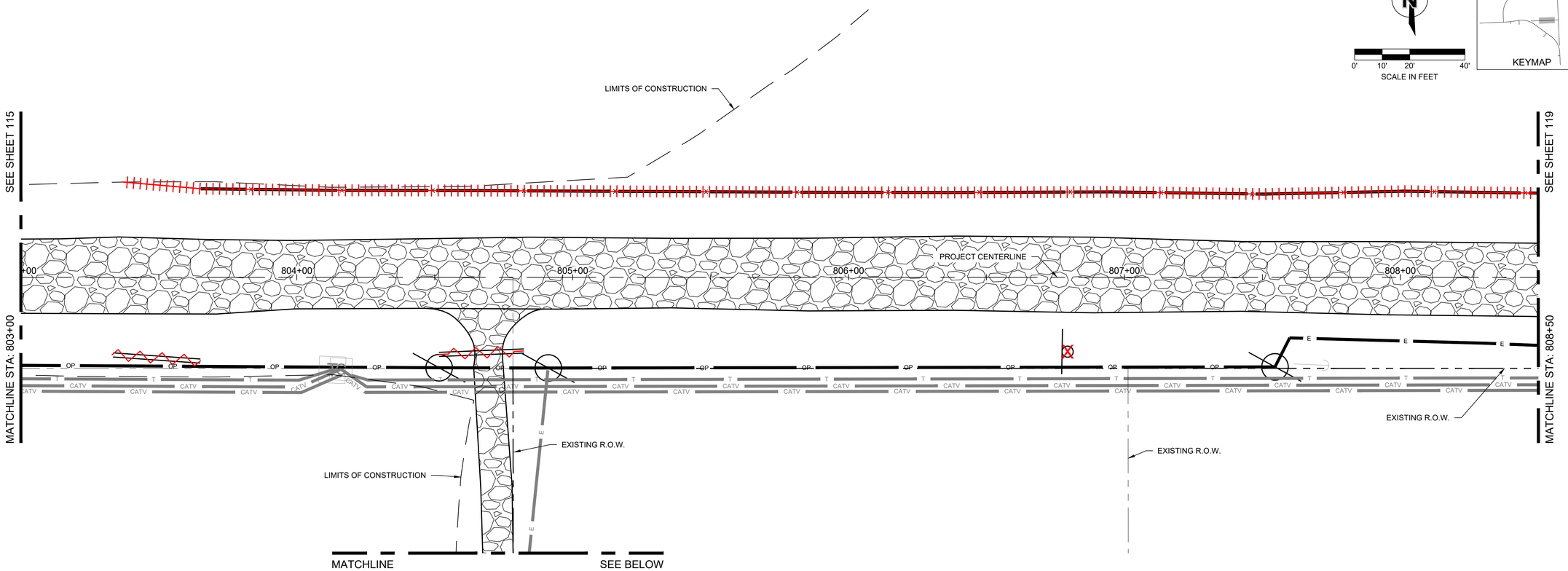
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

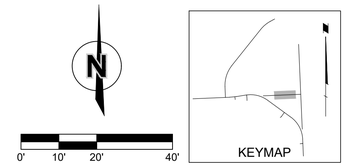
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EXISTING COUNTY ROAD 38



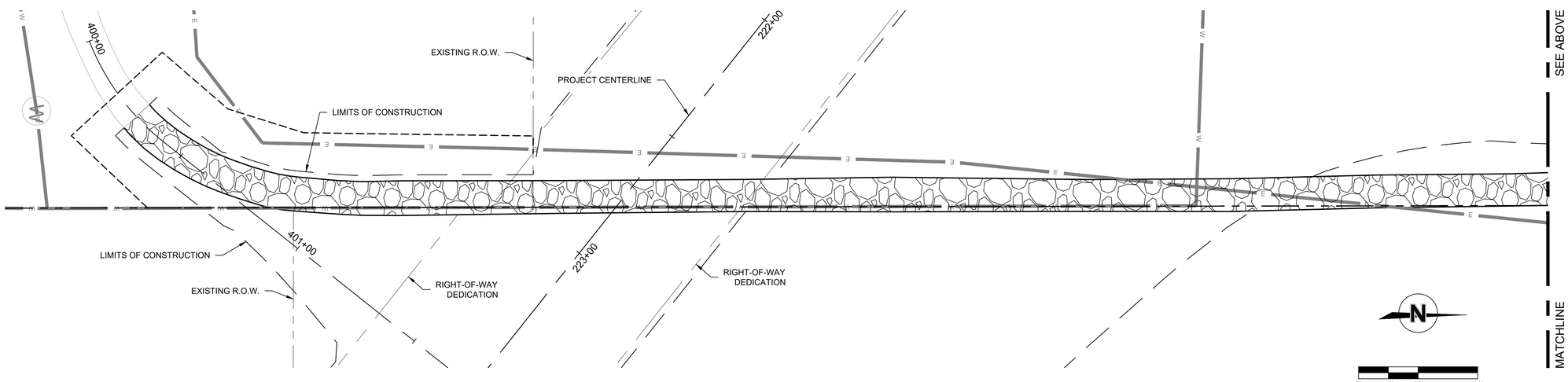


NDOT 203 REMOVE FENCE	
LOCATION	**L.F.**
STA. 803+36.96 TO STA. 808+50.00, LT	513

NDOT 203 REMOVE CULVERT PIPE	
LOCATION	**L.F.**
STA. 803+33.66 TO STA. 803+65.11, RT	32
STA. 804+51.68 TO STA. 804+82.20, RT	31

NDOT 203 REMOVE SIGN AND POST* X	
LOCATION	**EA.**
STA. 806+79.40, 26.97' RT	1

* ALL REMOVED SIGNS TO BE RETURNED TO WASHINGTON COUNTY.



1 REMOVALS COUNTY ROAD 38 - STA: 803+00 TO STA: 808+50

SCHEDULE 1

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3 - 6 - 2026
STATE OF NEBRASKA

REVISIONS

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REMOVALS COUNTY ROAD 38 - STA: 803+00 TO STA: 808+50

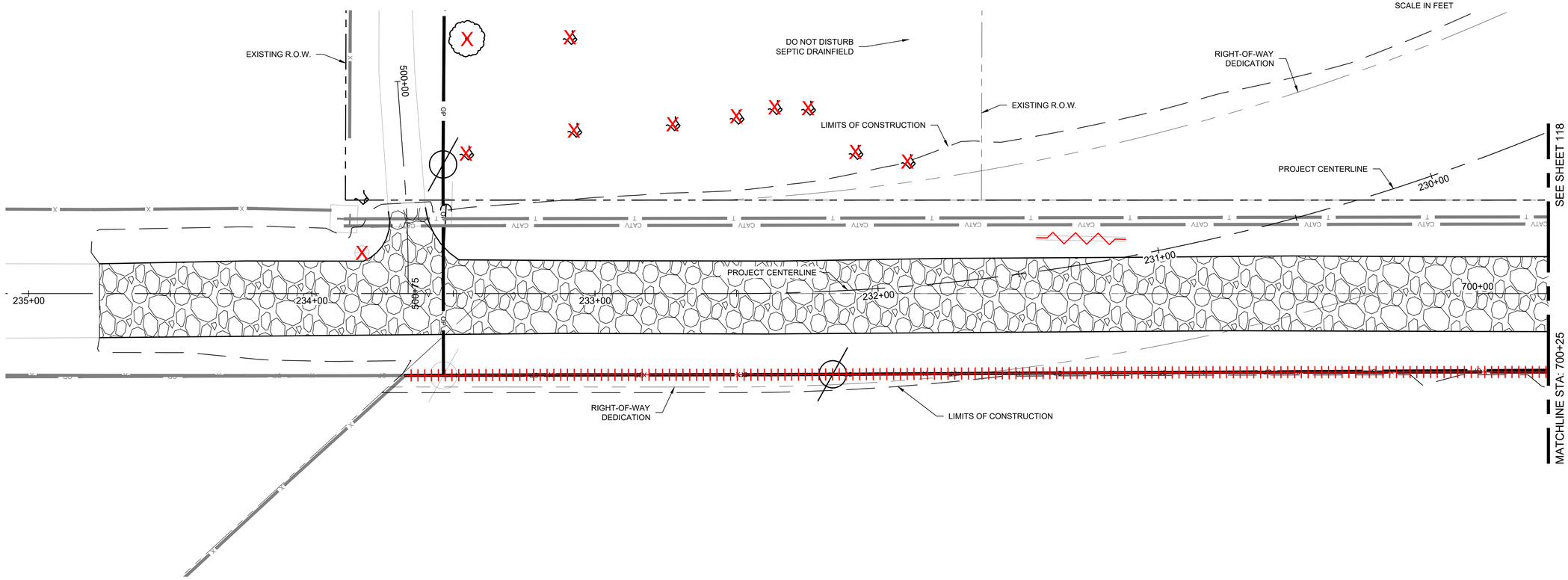
RUNWAY 13 AND TAXIWAY EXTENSION: RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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DATE: Mar 02, 2026 8:06am USER: jolson



NDOT 203 REMOVE FENCE	
LOCATION	**L.F.**
STA. 233+67.01 TO STA. 700+25.00, RT	404

NDOT 921 REMOVE AND RESET MAILBOX POST	X
LOCATION	**EA.**
STA. 233+82.33, 14.37' RT	1

NDOT 203 REMOVE CULVERT PIPE	
LOCATION	**L.F.**
STA. 231+10.62 TO STA. 231+41.96, RT	31

NDOT 202 LARGE TREE REMOVAL	X
LOCATION	**EA**
AREA B	10

1 REMOVALS COUNTY ROAD 35 - STA: 235+00 TO STA: 700+25

SCHEDULE 1

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5 - 6 - 2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

REMOVALS COUNTY ROAD 35 - STA: 235+00 TO STA: 700+25

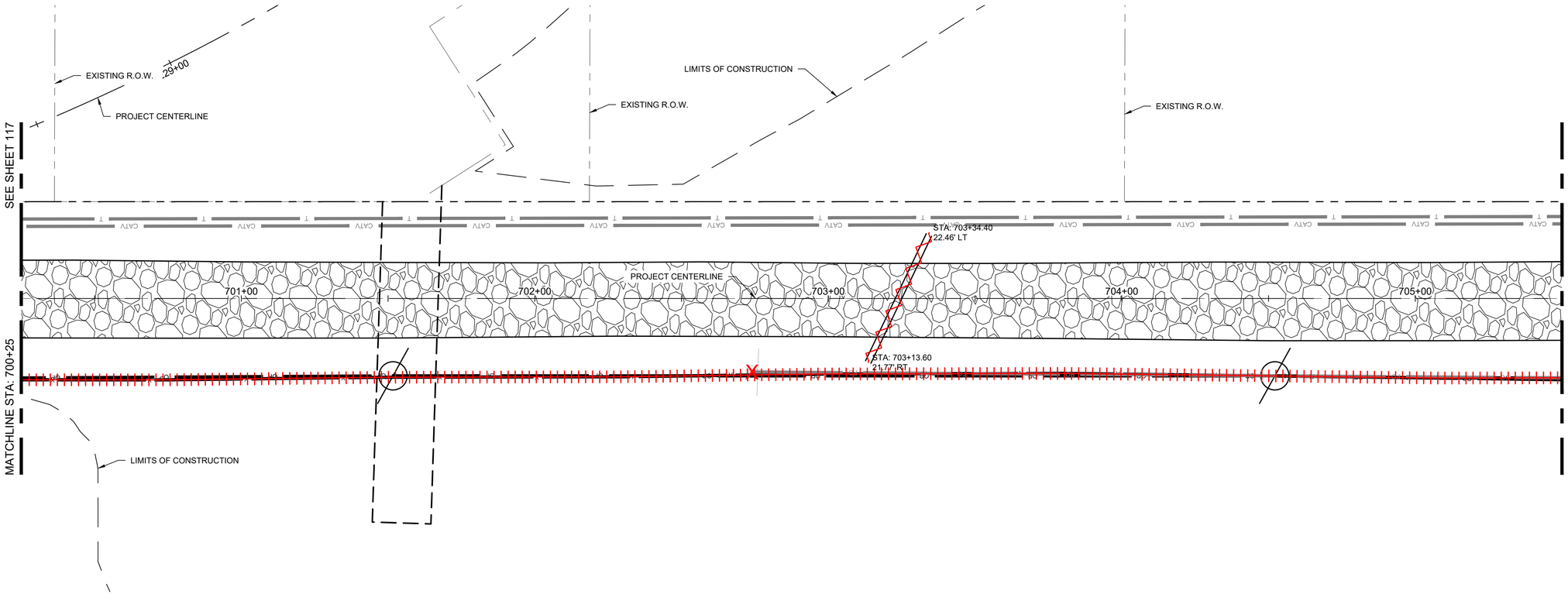
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SHEET
117

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NDOT 203 REMOVE FENCE	
LOCATION	**L.F.**
STA. 700+25.00 TO STA. 705+50.00, RT	525

NDOT 203 REMOVE CULVERT PIPE	
LOCATION	**L.F.**
STA. 703+13.60 TO STA. 703+34.40, LT/RT	49

NDOT 203 REMOVE SIGN AND POST*	
LOCATION	**EA.**
STA. 702+73.98, 25.04' RT	1

* ALL REMOVED SIGNS TO BE RETURNED TO WASHINGTON COUNTY.

1 REMOVALS COUNTY ROAD 35 - STA: 700+25 TO STA: 705+50

SCHEDULE 1

N

0' 10' 20' 40'
SCALE IN FEET

KEYMAP

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REMOVALS COUNTY ROAD 35 - STA: 700+25 TO STA: 705+50

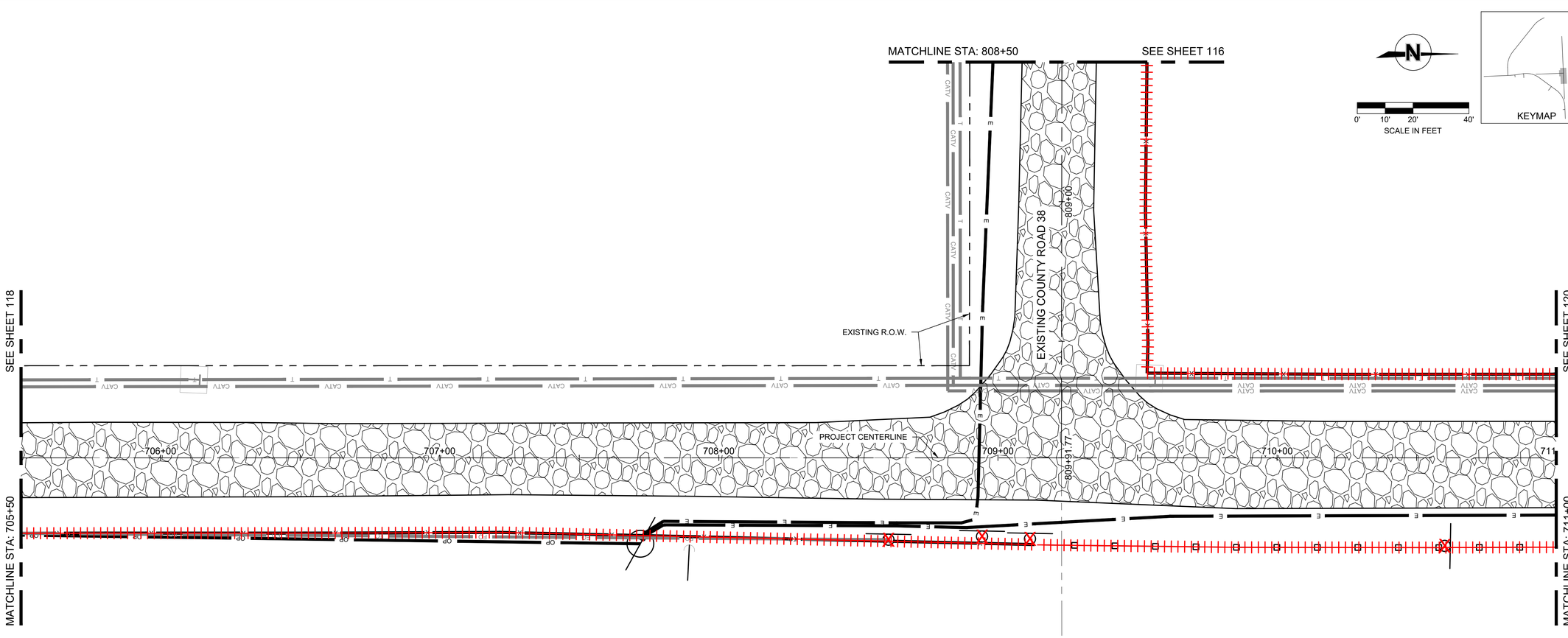
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118

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DATE: Mar 02, 2026 8:06am USER: jolson



NDOT 203 REMOVE FENCE	
LOCATION	**L.F.**
STA. 705+50.00 TO STA. 709+13.05, RT	363
STA. 709+14.18 TO STA. 711+00.00, RT	59
STA. 709+52.83 TO STA. 711+00.00, LT	258

NDOT 203 REMOVE SIGN AND POST* X	
LOCATION	**EA.**
STA. 708+60.74, 29.34' RT	1
STA. 708+94.29, 28.20' RT	1
STA. 709+11.46, 29.04' RT	1
STA. 710+60.05, 31.55' RT	1

* ALL REMOVED SIGNS TO BE RETURNED TO WASHINGTON COUNTY.

OLSSON-102 REMOVE AND RESET SIGN X			
CURRENT LOCATION	**NEW LOCATION**	**TYPE**	**EA.**
STA. 710+60.05, 31.55' RT	STA. 206+38.44, 27.50' LT	STREET NAME	1

1 REMOVALS COUNTY ROAD 35 - STA: 705+50 TO STA: 711+00

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3 - 6 - 2026
STATE OF NEBRASKA

REVISIONS

REV NO.	DATE	DESCRIPTION

REMOVALS COUNTY ROAD 35 - STA: 705+50 TO STA: 711+00

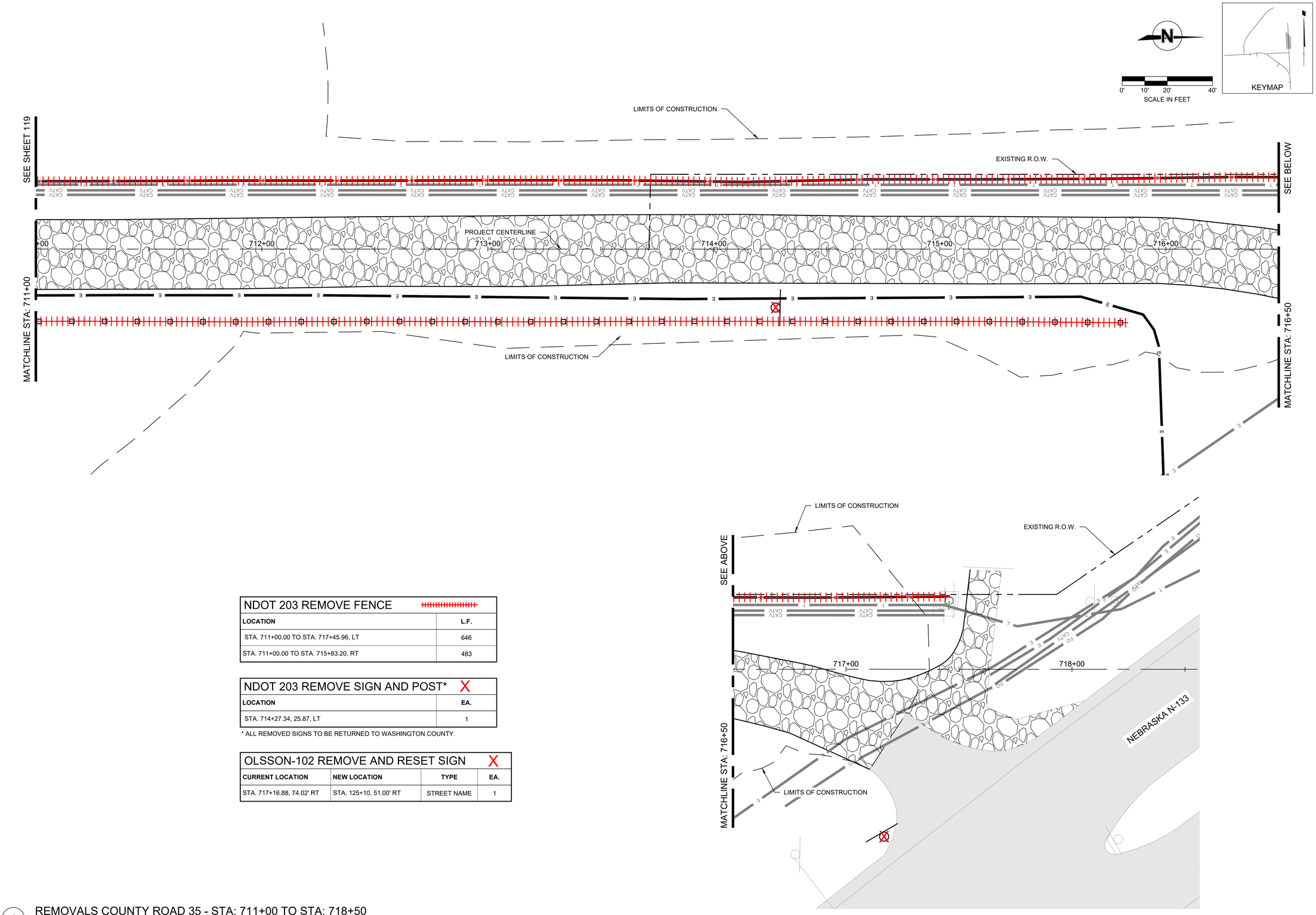
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
119

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DATE: Mar 02, 2026 8:06am USER: jolson



NDOT 203 REMOVE FENCE	
LOCATION	**L.F.**
STA. 711+00.00 TO STA. 717+45.96, LT	646
STA. 711+00.00 TO STA. 715+83.20, RT	483

NDOT 203 REMOVE SIGN AND POST* X	
LOCATION	**EA.**
STA. 714+27.34, 25.87, LT	1

* ALL REMOVED SIGNS TO BE RETURNED TO WASHINGTON COUNTY.

OLSSON-102 REMOVE AND RESET SIGN X			
CURRENT LOCATION	**NEW LOCATION**	**TYPE**	**EA.**
STA. 717+16.88, 74.02' RT	STA. 125+10, 51.00' RT	STREET NAME	1

1 REMOVALS COUNTY ROAD 35 - STA: 711+00 TO STA: 718+50

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REVISIONS

REV. NO.	DATE	DESCRIPTION

REMOVALS COUNTY ROAD 35 - STA: 711+00 TO STA: 718+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

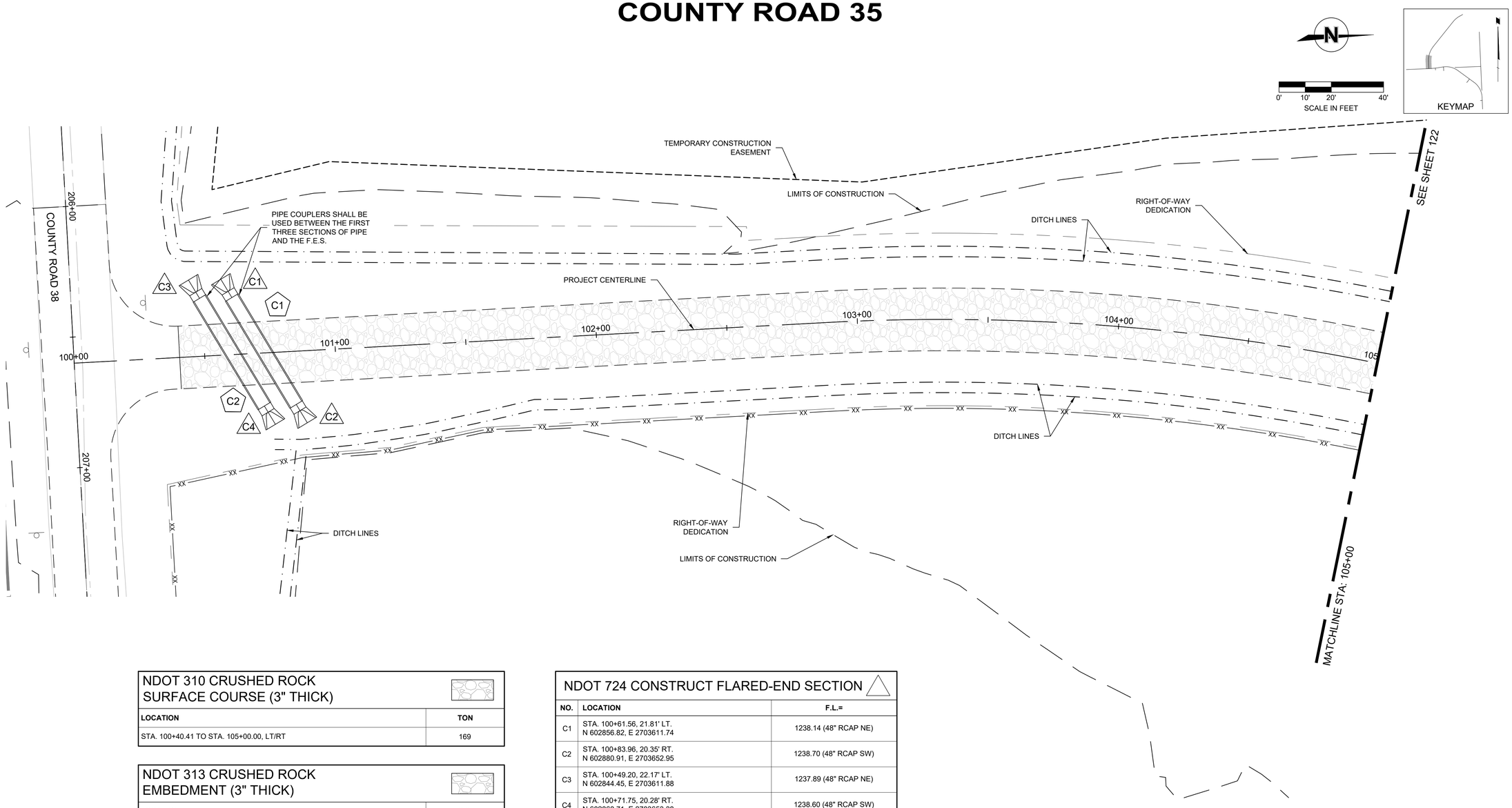
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
120

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DATE: Mar 02, 2026 8:06am USER: jolson

COUNTY ROAD 35



NDOT 310 CRUSHED ROCK SURFACE COURSE (3" THICK)

LOCATION	TON
STA. 100+40.41 TO STA. 105+00.00, LT/RT	169

NDOT 313 CRUSHED ROCK EMBEDMENT (3" THICK)

LOCATION	S.Y.
STA. 100+40.41 TO STA. 105+00.00, LT/RT	1,226

NDOT 910 4-STRAND BARBED WIRE FENCE - CLASS B*

LOCATION	L.F.
STA. 100+34.04 TO STA. 105+00.00, RT	458

* SEE FENCE DETAILS SHEET 164

NDOT 724 CONSTRUCT FLARED-END SECTION

NO.	LOCATION	F.L.=
C1	STA. 100+61.56, 21.81' LT. N 602856.82, E 2703611.74	1238.14 (48" RCAP NE)
C2	STA. 100+83.96, 20.35' RT. N 602880.91, E 2703652.95	1238.70 (48" RCAP SW)
C3	STA. 100+49.20, 22.17' LT. N 602844.45, E 2703611.88	1237.89 (48" RCAP NE)
C4	STA. 100+71.75, 20.28' RT. N 602868.71, E 2703653.38	1238.60 (48" RCAP SW)

NOTES:

1. PIPE COUPLERS SHALL BE USED BETWEEN THE FLARED-END SECTION AND THE FIRST THREE CONNECTING SECTIONS OF PIPE.
2. SEE SHEETS 143 TO 145 FOR STORM SEWER PLAN AND PROFILES.
3. ALL DOWNSTREAM FLARED-END SECTIONS SHALL BE SUPPORTED ON A CONCRETE FOOTING AT THE ENDS. SEE DETAIL SHEET 160.

NDOT 718 CONSTRUCT CULVERT PIPE, TYPE 2, CLASS IV

LOCATION	SIZE	REMARKS
C2 to C1	48" RCAP x 48'	GR.=1.18% , ARCH
C4 to C3	48" RCAP x 48'	GR.=1.46% , ARCH

1 CONSTRUCTION COUNTY ROAD 35 - STA: 100+40.41 TO STA: 105+00

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ANTHONY TROY EGELHOFF
E-11484
2 - 6 - 2026
STATE OF NEBRASKA
REGISTERED PROFESSIONAL ENGINEER

REVISIONS

REV. NO.	DATE	DESCRIPTION

CONSTRUCTION COUNTY ROAD 35 - STA: 100+40.41 TO STA: 105+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/0027/028

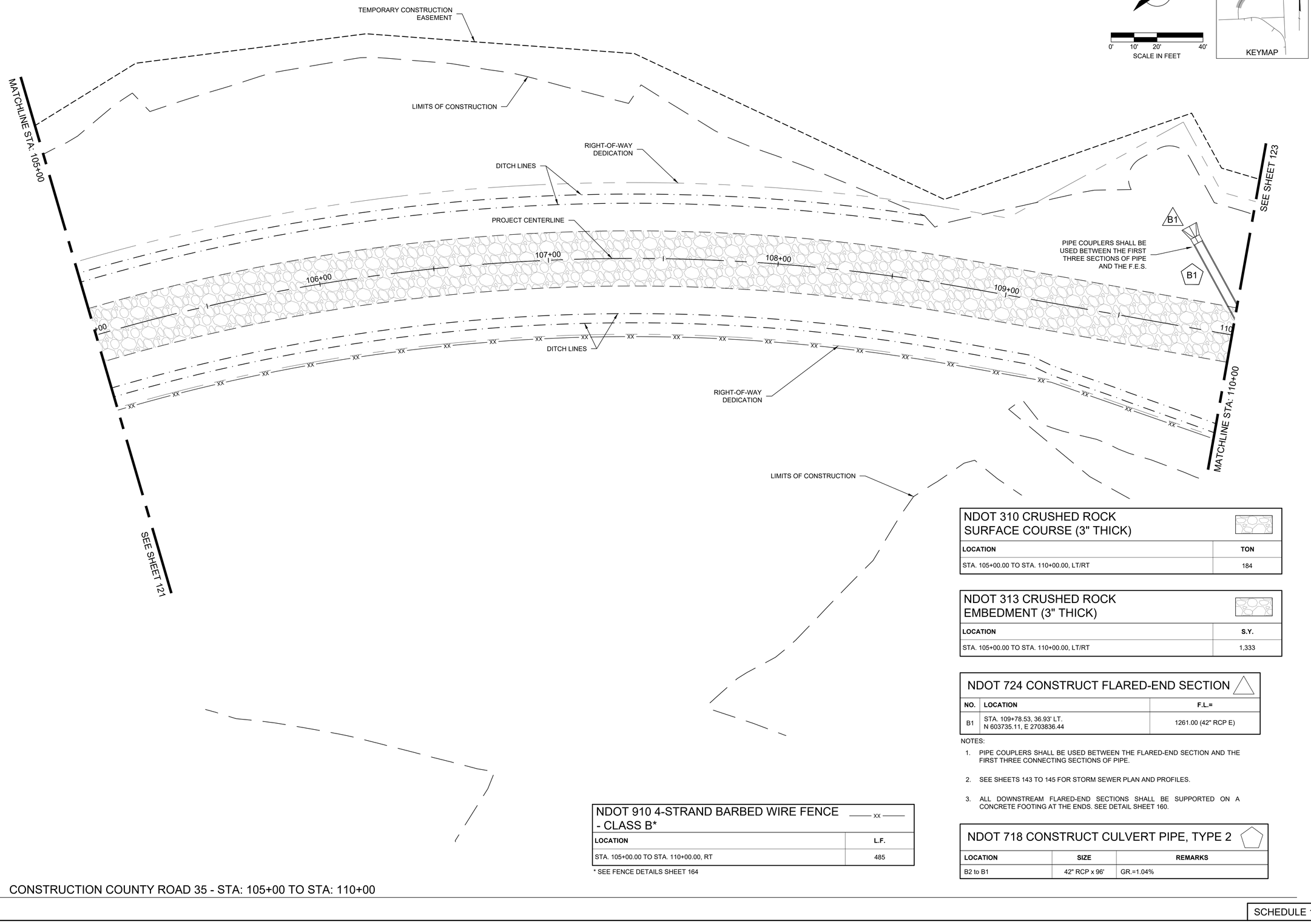
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET 121

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DATE: Mar 02, 2026 8:09am USER: jolson

COUNTY ROAD 35



NDOT 310 CRUSHED ROCK SURFACE COURSE (3" THICK)

LOCATION	TON
STA. 105+00.00 TO STA. 110+00.00, LT/RT	184

NDOT 313 CRUSHED ROCK EMBEDMENT (3" THICK)

LOCATION	S.Y.
STA. 105+00.00 TO STA. 110+00.00, LT/RT	1,333

NDOT 724 CONSTRUCT FLARED-END SECTION

NO.	LOCATION	F.L.=
B1	STA. 109+78.53, 36.93' LT. N 603735.11, E 2703836.44	1261.00 (42" RCP E)

NOTES:

1. PIPE COUPLERS SHALL BE USED BETWEEN THE FLARED-END SECTION AND THE FIRST THREE CONNECTING SECTIONS OF PIPE.
2. SEE SHEETS 143 TO 145 FOR STORM SEWER PLAN AND PROFILES.
3. ALL DOWNSTREAM FLARED-END SECTIONS SHALL BE SUPPORTED ON A CONCRETE FOOTING AT THE ENDS. SEE DETAIL SHEET 160.

NDOT 910 4-STRAND BARBED WIRE FENCE - CLASS B*

LOCATION	L.F.
STA. 105+00.00 TO STA. 110+00.00, RT	485

* SEE FENCE DETAILS SHEET 164

NDOT 718 CONSTRUCT CULVERT PIPE, TYPE 2

LOCATION	SIZE	REMARKS
B2 to B1	42" RCP x 96'	GR.=1.04%

1 CONSTRUCTION COUNTY ROAD 35 - STA: 105+00 TO STA: 110+00

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3 - 6 - 2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION

REVISIONS

CONSTRUCTION COUNTY ROAD 35 - STA: 105+00 TO STA: 110+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

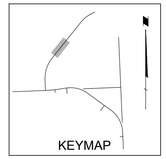
drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

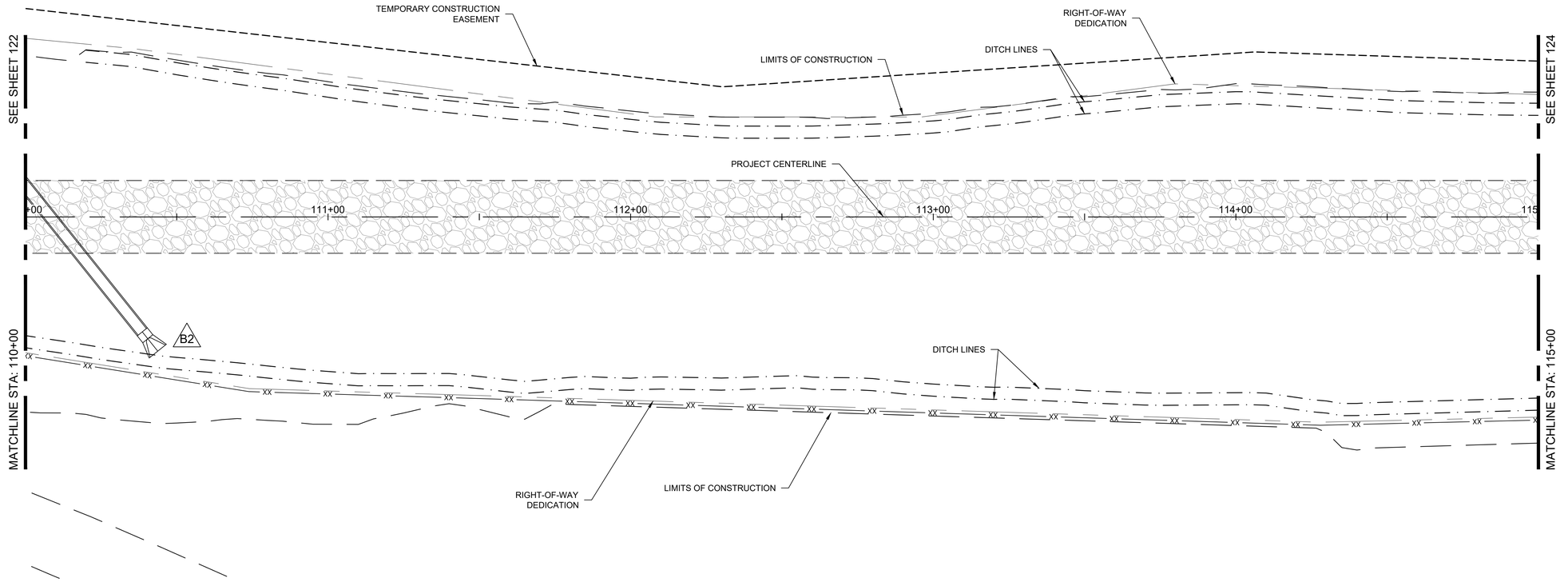
SHEET 122

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DATE: Mar 02, 2026 8:09am USER: jolson

COUNTY ROAD 35







NDOT 310 CRUSHED ROCK SURFACE COURSE (3" THICK)	
LOCATION	**TON**
STA. 110+00.00 TO STA. 115+00.00, LT/RT	184

NDOT 313 CRUSHED ROCK EMBEDMENT (3" THICK)	
LOCATION	**S.Y.**
STA. 110+00.00 TO STA. 115+00.00, LT/RT	1,333

NDOT 910 4-STRAND BARBED WIRE FENCE - CLASS B*	—— XX ——
LOCATION	**L.F.**
STA. 110+00.00 TO STA. 115+00.00, RT	501

* SEE FENCE DETAILS SHEET 164

NDOT 724 CONSTRUCT FLARED-END SECTION		
NO.	**LOCATION**	**F.L.=**
B2	STA. 110+38.60, 37.96' RT. N 603735.30, E 2703932.45	1262.00 (42" RCP W)

1 CONSTRUCTION COUNTY ROAD 35 - STA: 110+00 TO STA: 115+00

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3 - 6 - 2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

CONSTRUCTION COUNTY ROAD 35 - STA: 110+00 TO STA: 115+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

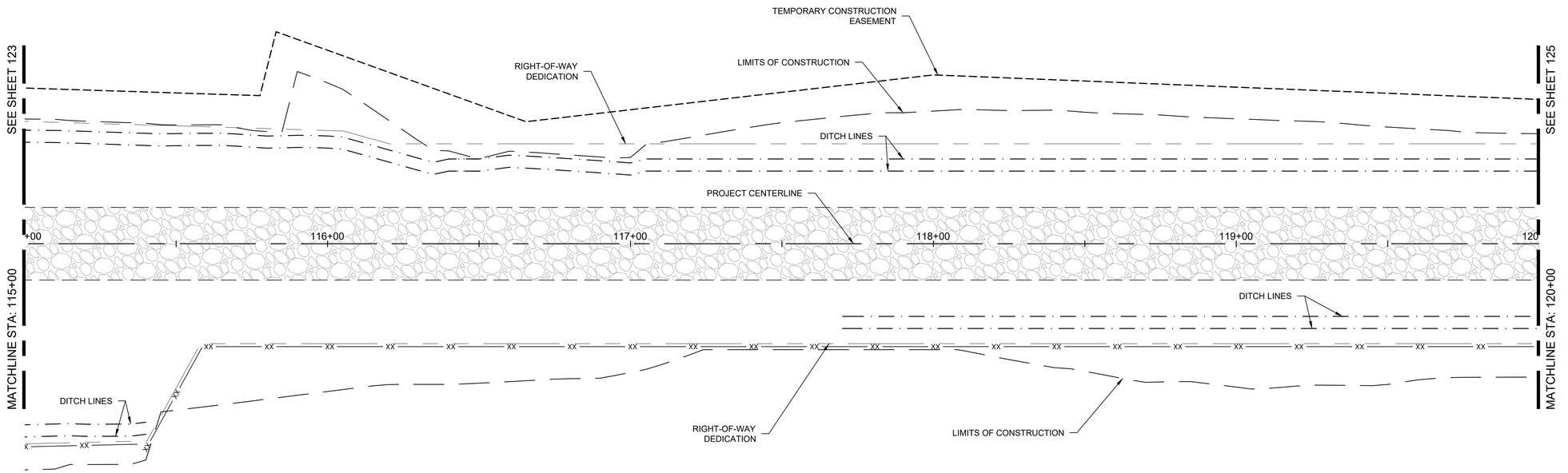
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

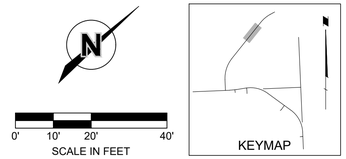
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SHEET
123

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DATE: Mar 02, 2026 8:10am USER: jolson

COUNTY ROAD 35





NDOT 310 CRUSHED ROCK SURFACE COURSE (3" THICK)	
LOCATION	**TON**
STA. 115+00.00 TO STA. 120+00.00, LT/RT	184

NDOT 313 CRUSHED ROCK EMBEDMENT (3" THICK)	
LOCATION	**S.Y.**
STA. 115+00.00 TO STA. 120+00.00, LT/RT	1,333

NDOT 910 4-STRAND BARBED WIRE FENCE - CLASS B* — xx —	
LOCATION	**L.F.**
STA. 115+00.00 TO STA. 120+00.00, RT	519

* SEE FENCE DETAILS SHEET 164

1 CONSTRUCTION COUNTY ROAD 35 - STA: 115+00 TO STA: 120+00

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REV. NO.	DATE	DESCRIPTION
		REVISIONS

CONSTRUCTION COUNTY ROAD 35 - STA: 115+00 TO STA: 120+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

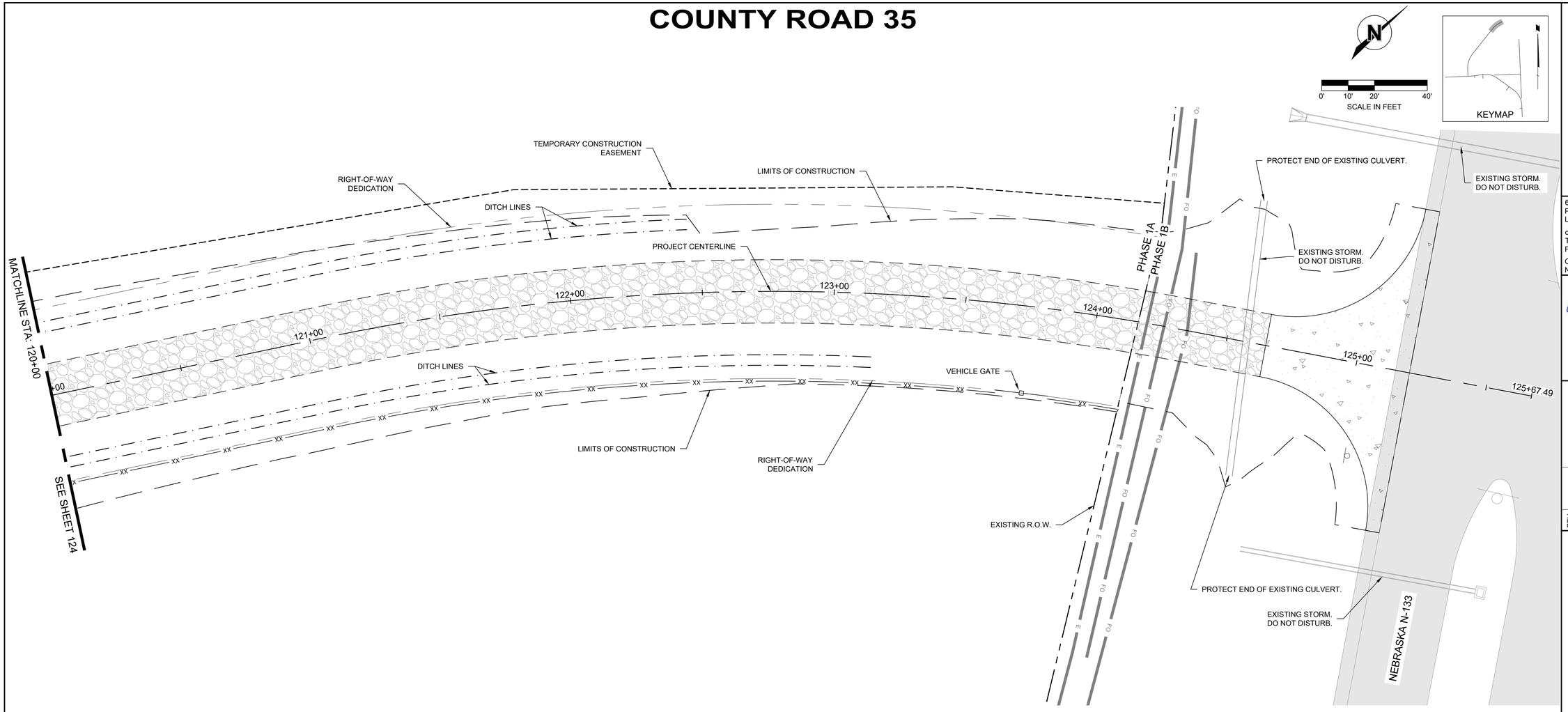
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
124

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DATE: Mar 02, 2026 8:10am USER: jolson

COUNTY ROAD 35



NDOT 310 CRUSHED ROCK SURFACE COURSE (3" THICK)	
LOCATION	**TON**
STA. 120+00.00 TO STA. 124+64.96, LT/RT	171

NDOT 313 CRUSHED ROCK EMBEDMENT (3" THICK)	
LOCATION	**S.Y.**
STA. 120+00.00 TO STA. 124+64.96, LT/RT	1,240

NDOT 910 4-STRAND BARBED WIRE FENCE - CLASS B*	
LOCATION	**L.F.**
STA. 120+00.00 TO STA. 124+13.38, RT	401

* SEE FENCE DETAILS SHEET 164

NDOT 603 10" CONCRETE PAVEMENT, CLASS 47B-3500	
LOCATION	**S.Y.**
STA. 124+64.96 TO STA. 125+20.46, LT/RT	326

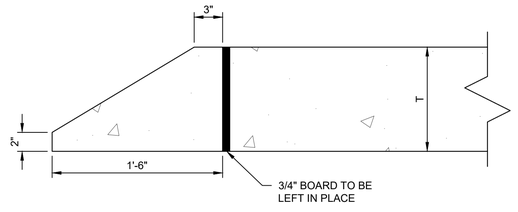
CONCRETE HEADER	
LOCATION	**C.Y.**
STA. 124+64.96, LT/RT	3

INSTALL SIGN AND POST		
LOCATION	**SIGN TYPE**	**EA.**
STA. 125+03.06, 35.28' RT	STOP (R1-1) 36" X 36"	1

NDOT 910 20-FOOT VEHICLE GATE	
LOCATION	**EA**
STA. 123+64.58 TO STA. 123+85.42, RT	1

* SEE FENCE DETAILS SHEET 164

NDOT 909 TIE BARS	
LOCATION	**EA.**
STA. 125+20.42, LT/RT	45



CONCRETE HEADER

1 CONSTRUCTION COUNTY ROAD 35 - STA: 120+00 TO STA: 124+64.96

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STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

CONSTRUCTION COUNTY ROAD 35 - STA: 120+00 TO STA: 124+64.96

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

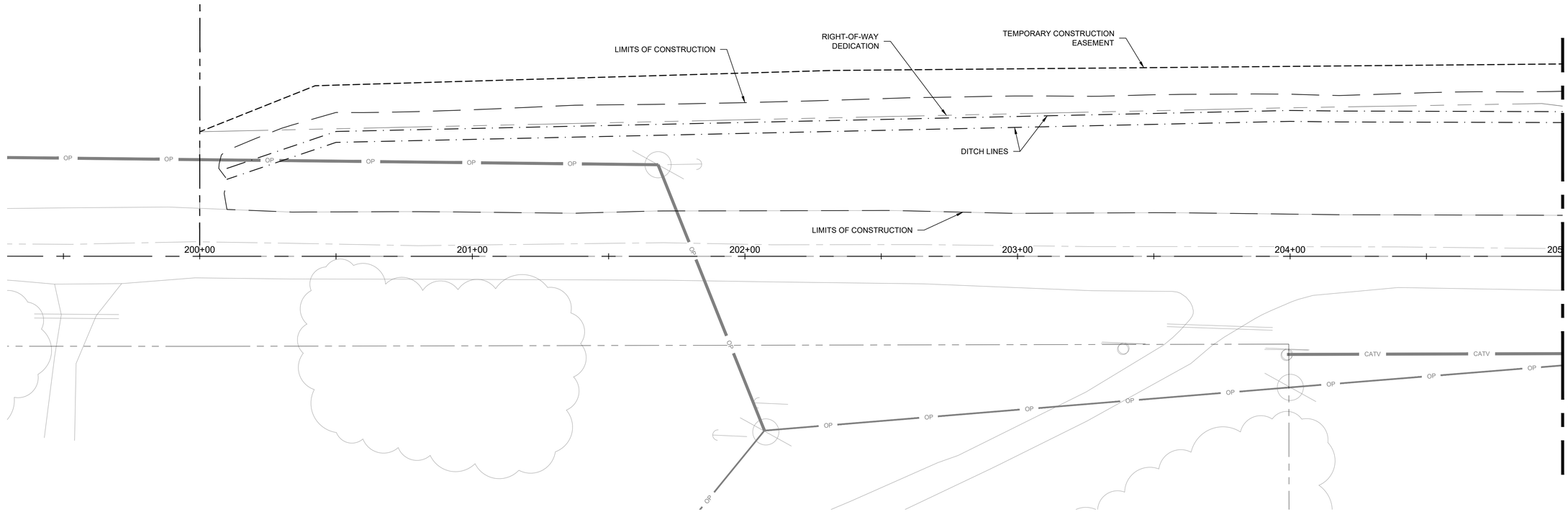
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
125

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DATE: Mar 02, 2026 8:10am USER: jolson

COUNTY ROAD 38-35



N

0' 10' 20' 40'

SCALE IN FEET

KEYMAP

1 CONSTRUCTION COUNTY ROAD 38-35 - STA: 200+07 TO STA: 205+00

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3 - 6 - 2026
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REVISIONS

REV. NO.	DATE	DESCRIPTION

CONSTRUCTION COUNTY ROAD 38-35 - STA: 200+07 TO STA: 205+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

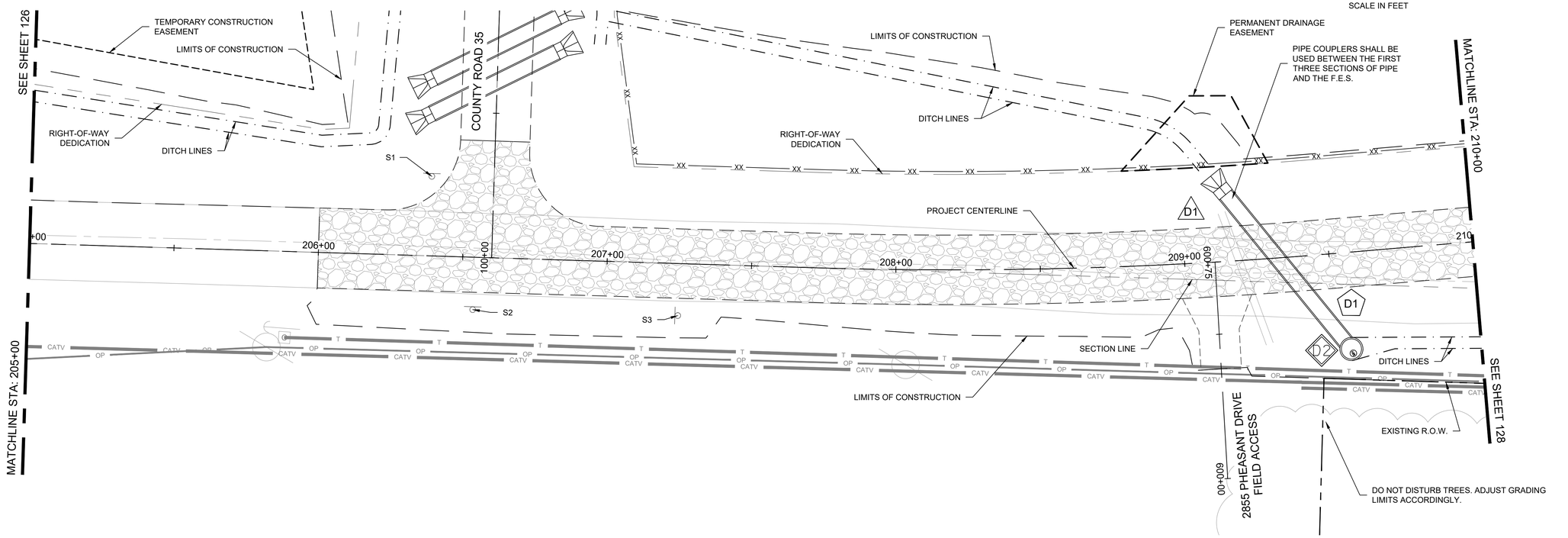
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

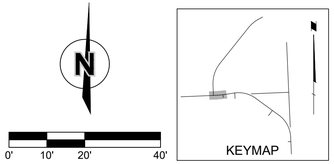
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project no.: 025-01216
date: 03.06.2025

SHEET
126

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DATE: Mar 02, 2026 8:10am USER: jolson

COUNTY ROAD 38-35





NDOT 310 CRUSHED ROCK SURFACE COURSE (3" THICK)

LOCATION	TON
STA. 206+00.00 TO STA. 210+00.00, LT/RT	164

NDOT 313 CRUSHED ROCK EMBEDMENT (3" THICK)

LOCATION	S.Y.
STA. 206+00.00 TO STA. 210+00.00, LT/RT	1,192

NDOT 910 4-STRAND BARBED WIRE FENCE - CLASS B*

LOCATION	L.F.
STA. 207+09.16 TO STA. 210+00.00, LT	287

* SEE FENCE DETAILS SHEET 164

INSTALL SIGN AND POST

SIGN ID.	LOCATION	SIGN TYPE	EA.
S1	STA. 206+38.44, 27.50' LT	STOP (R1-1) 36" X 36"	1
S2	STA. 206+53.99, 18.14' RT	TWO-DIRECTION LARGE ARROW (W1-7) 48" X 24"	1
S3	STA. 207+25.00, 18.00' RT	SCHOOL BUS STOP AHEAD (S3-1) 36" X 36"	1

NDOT 724 CONSTRUCT FLARED-END SECTION

NO.	LOCATION	F.L.=
D1	STA. 209+15.62, 23.07' LT. N 602836.40, E 2703887.86	1243.25 (48" RCAP SE)

NOTES:

1. PIPE COUPLERS SHALL BE USED BETWEEN THE FLARED-END SECTION AND THE FIRST THREE CONNECTING SECTIONS OF PIPE.
2. SEE SHEETS 143 TO 145 FOR STORM SEWER PLAN AND PROFILES.
3. ALL DOWNSTREAM FLARED-END SECTIONS SHALL BE SUPPORTED ON A CONCRETE FOOTING AT THE ENDS. SEE DETAIL SHEET 160.

NDOT 718 CONSTRUCT CULVERT PIPE, TYPE 2, CLASS IV

LOCATION	SIZE	REMARKS
D2 to D1	48" RCAP x 69'	GR.=1.09% , ARCH

CONSTRUCT AREA INLET - SEE AREA INLET DETAILS SHEET

NO.	LOCATION	TYPE	"X"	F.L.=
D2	STA. 209+55, 33.41' RT. N 602786.30, E 2703935.13	84" I.D.	5.00'	1244.00 (48" RCAP NW)

1 CONSTRUCTION COUNTY ROAD 38-35 - STA: 205+00 TO STA: 210+00

SCHEDULE 1

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PROFESSIONAL ENGINEER
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E-11484
2 - 6 - 2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

CONSTRUCTION COUNTY ROAD 38-35 - STA: 205+00 TO STA: 210+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/0227/028

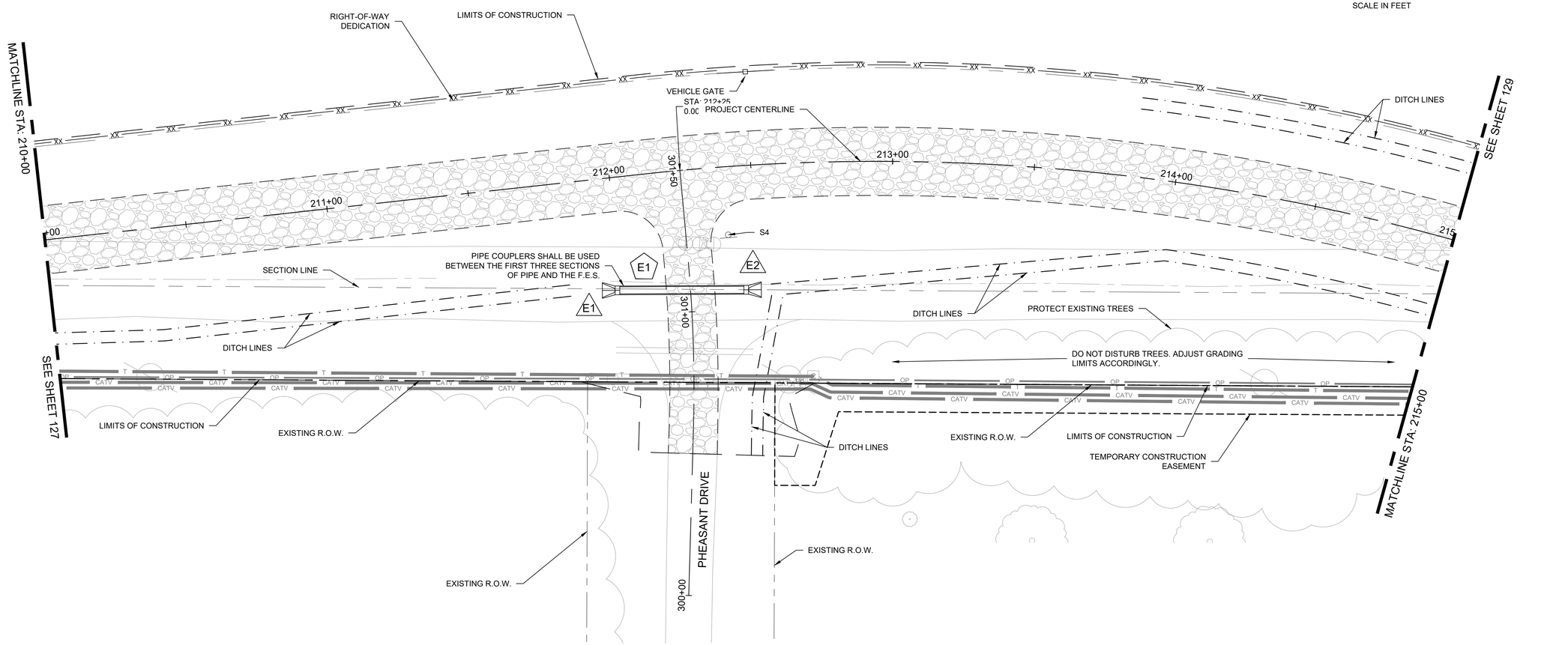
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

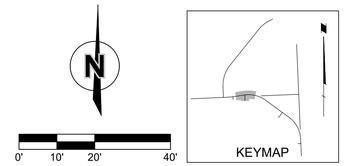
drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET 127

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DATE: Mar 02, 2026 8:10am USER: jolson

COUNTY ROAD 38-35





INSTALL SIGN AND POST**

SIGN I.D.	LOCATION	SIGN TYPE	EA.
S4	STA. 212+40.36, 24.00' RT	STOP (R1-1) 36" X 36"	1

NDOT 910 20-FOOT VEHICLE GATE

LOCATION	EA
STA. 212+40.42 TO STA. 212+59.27, LT	1

* SEE FENCE DETAILS SHEET 164

NDOT 310 CRUSHED ROCK SURFACE COURSE (3" THICK)

LOCATION	TON
STA. 210+00.00 TO STA. 215+00.00, LT/RT	208

NDOT 313 CRUSHED ROCK EMBEDMENT (3" THICK)

LOCATION	S.Y.
STA. 210+00.00 TO STA. 215+00.00, LT/RT	1,511

NDOT 910 4-STRAND BARBED WIRE FENCE - CLASS B*

LOCATION	L.F.
STA. 210+00.00 TO STA. 215+00.00, LT	513

* SEE FENCE DETAILS SHEET 164

NDOT 724 CONSTRUCT FLARED-END SECTION

NO.	LOCATION	F.L.=
E1	STA. 211+99.33, 39.83' RT. N 602818.22, E 2704177.46	1257.38 (30" RCP E)
E2	STA. 212+44.72, 43.71' RT. N 602820.51, E 2704221.09	1259.12 (30" RCP W)

NOTES:

1. PIPE COUPLERS SHALL BE USED BETWEEN THE FLARED-END SECTION AND THE FIRST THREE CONNECTING SECTIONS OF PIPE.
2. SEE SHEETS 143 TO 145 FOR STORM SEWER PLAN AND PROFILES.
3. ALL DOWNSTREAM FLARED-END SECTIONS SHALL BE SUPPORTED ON A CONCRETE FOOTING AT THE ENDS. SEE DETAIL SHEET 160.

NDOT 718 CONSTRUCT CULVERT PIPE, TYPE 2, CLASS IV

LOCATION	SIZE	REMARKS
E2 to E1	30" RCP x 44'	GR.=3.98%

1 CONSTRUCTION COUNTY ROAD 38-35 - STA: 210+00 TO STA: 215+00

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5 - 8 - 2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

CONSTRUCTION COUNTY ROAD 38-35 - STA: 210+00 TO STA: 215+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

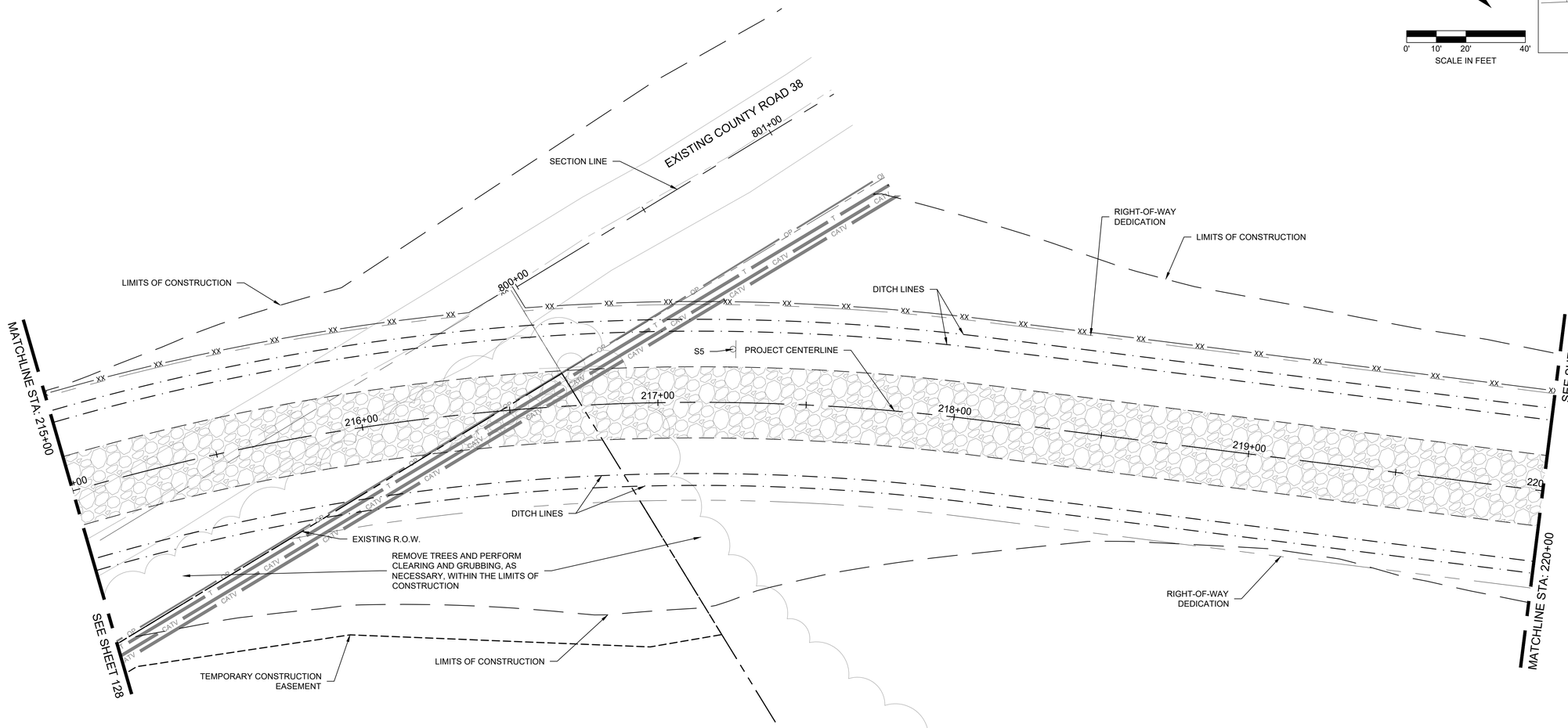
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designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
128

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DATE: Mar 02, 2026 8:10am USER: jolson

COUNTY ROAD 38-35



NDOT 310 CRUSHED ROCK SURFACE COURSE (3" THICK)	
LOCATION	**TON**
STA. 215+00.00 TO STA. 220+00.00, LT/RT	184

NDOT 313 CRUSHED ROCK EMBEDMENT (3" THICK)	
LOCATION	**S.Y.**
STA. 215+00.00 TO STA. 220+00.00, LT/RT	1,333

NDOT 910 4-STRAND BARBED WIRE FENCE - CLASS B* (XX)	
LOCATION	**L.F.**
STA. 215+00.00 TO STA. 220+00.00, LT	520

* SEE FENCE DETAILS SHEET 164

INSTALL SIGN AND POST**			
SIGN I.D.	**LOCATION**	**SIGN TYPE**	**EA.**
S5	STA. 217+25.00, 18.00' LT	SCHOOL BUS STOP AHEAD (S3-1) 36" X 36"	1

1 CONSTRUCTION COUNTY ROAD 38-35 - STA: 215+00 TO STA: 220+00

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REV. NO.	DATE	DESCRIPTION

CONSTRUCTION COUNTY ROAD 38-35 - STA: 215+00 TO STA: 220+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

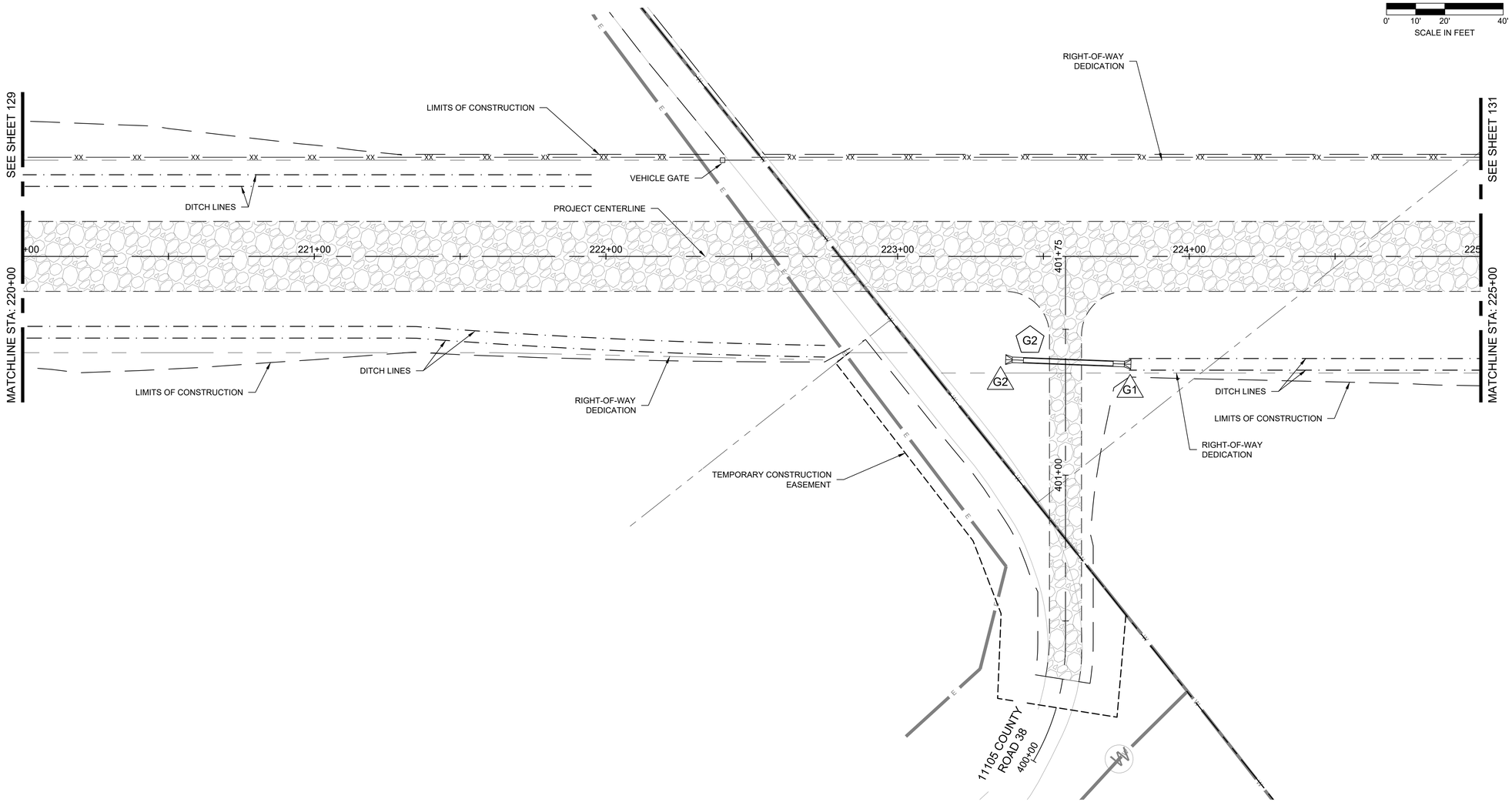
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drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET 129

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DATE: Mar 02, 2026 8:10am USER: jolson

COUNTY ROAD 38-35



NDOT 310 CRUSHED ROCK SURFACE COURSE (3" THICK)	
LOCATION	**TON**
STA. 220+00.00 TO STA. 225+00.00, LT/RT	208

NDOT 313 CRUSHED ROCK EMBEDMENT (3" THICK)	
LOCATION	**S.Y.**
STA. 220+00.00 TO STA. 225+00.00, LT/RT	1,507

NDOT 910 4-STRAND BARBED WIRE FENCE - CLASS B*	
LOCATION	**L.F.**
STA. 220+00.00 TO STA. 225+00.00, LT	500

* SEE FENCE DETAILS SHEET 164

NDOT 910 20-FOOT VEHICLE GATE	
LOCATION	**EA**
STA. 222+30.00 TO STA. 222+50.00, LT	1

* SEE FENCE DETAILS SHEET 164

NDOT 724 CONSTRUCT FLARED-END SECTION		
NO.	**LOCATION**	**F.L.=**
G1	STA. 223+73.92, 36.77' RT. N 602360.25, E 2705183.92	1321.00 (18" RCP NW)
G2	STA. 223+43.15, 35.61' RT. N 602379.32, E 2705159.74	1321.24 (18" RCP SE)

NDOT 718 CONSTRUCT CULVERT PIPE, TYPE 2		
LOCATION	**SIZE**	**REMARKS**
G2 to G1	18" RCP x 31'	GR.=0.76%

1 CONSTRUCTION COUNTY ROAD 38-35 - STA: 220+00 TO STA: 225+00

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REV. NO.	DATE	DESCRIPTION
		REVISIONS

CONSTRUCTION COUNTY ROAD 38-35 - STA: 220+00 TO STA: 225+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

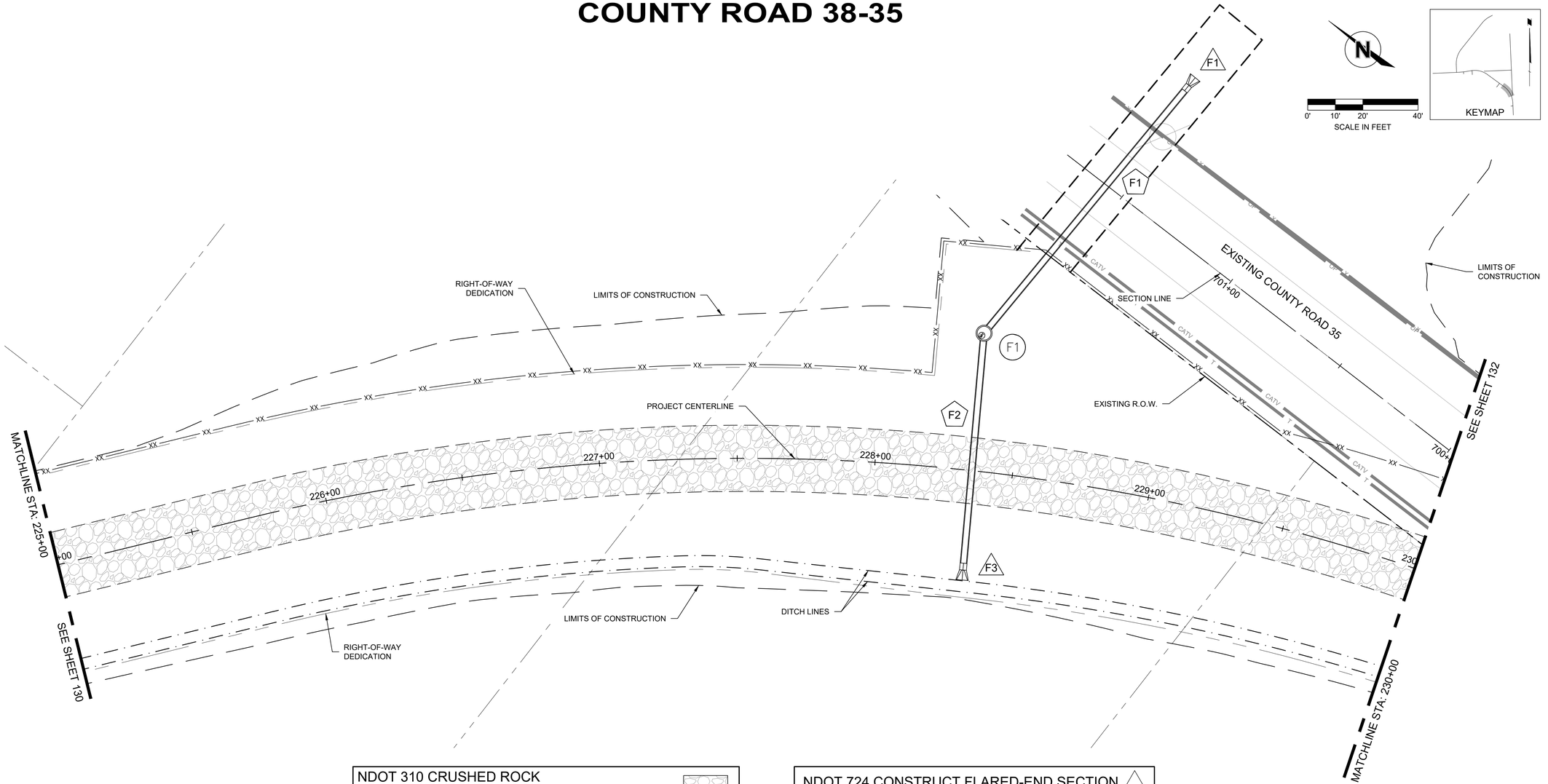
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET 130

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DATE: Mar 02, 2026 8:11am USER: jolson

COUNTY ROAD 38-35



NDOT 310 CRUSHED ROCK SURFACE COURSE (3" THICK)

LOCATION	TON
STA. 225+00.00 TO STA. 230+00.00, LT/RT	184

NDOT 313 CRUSHED ROCK EMBEDMENT (3" THICK)

LOCATION	S.Y.
STA. 225+00.00 TO STA. 230+00.00, LT/RT	1,333

NDOT 910 4-STRAND BARBED WIRE FENCE - CLASS B

LOCATION	L.F.
STA. 225+00.00 TO STA. 230+00.00, LT	584

* SEE FENCE DETAILS SHEET 164

NDOT 724 CONSTRUCT FLARED-END SECTION

NO.	LOCATION	F.L.=
F1	STA. 228+86.96, 147.38' LT. N 602114.48, E 2705702.24	1299.65 (24" RCP W)
F3	STA. 228+35.92, 33.69' RT. N 602065.19, E 2705519.68	1314.00 (24" RCP NE)

NDOT 718 CONSTRUCT CULVERT PIPE, TYPE 2

LOCATION	SIZE	REMARKS
F2 to F1	24" RCP x 114'	GR.=0.50%
F3 to F2	24" RCP x 84'	GR.=10.34%

NDOT 916 CONSTRUCT MANHOLE

NO.	LOCATION	SIZE	V.F.	F.L.=
F2	STA. 228+34.30, 49.99' LT. N 602113.30, E 2705588.17	60" I.D.	13.13	1305.35 (24" RCP SW) 1300.22 (24" RCP E)

1 CONSTRUCTION COUNTY ROAD 38-35 - STA: 225+00 TO STA: 230+00

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REV. NO.	DATE	DESCRIPTION

CONSTRUCTION COUNTY ROAD 38-35 - STA: 225+00 TO STA: 230+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

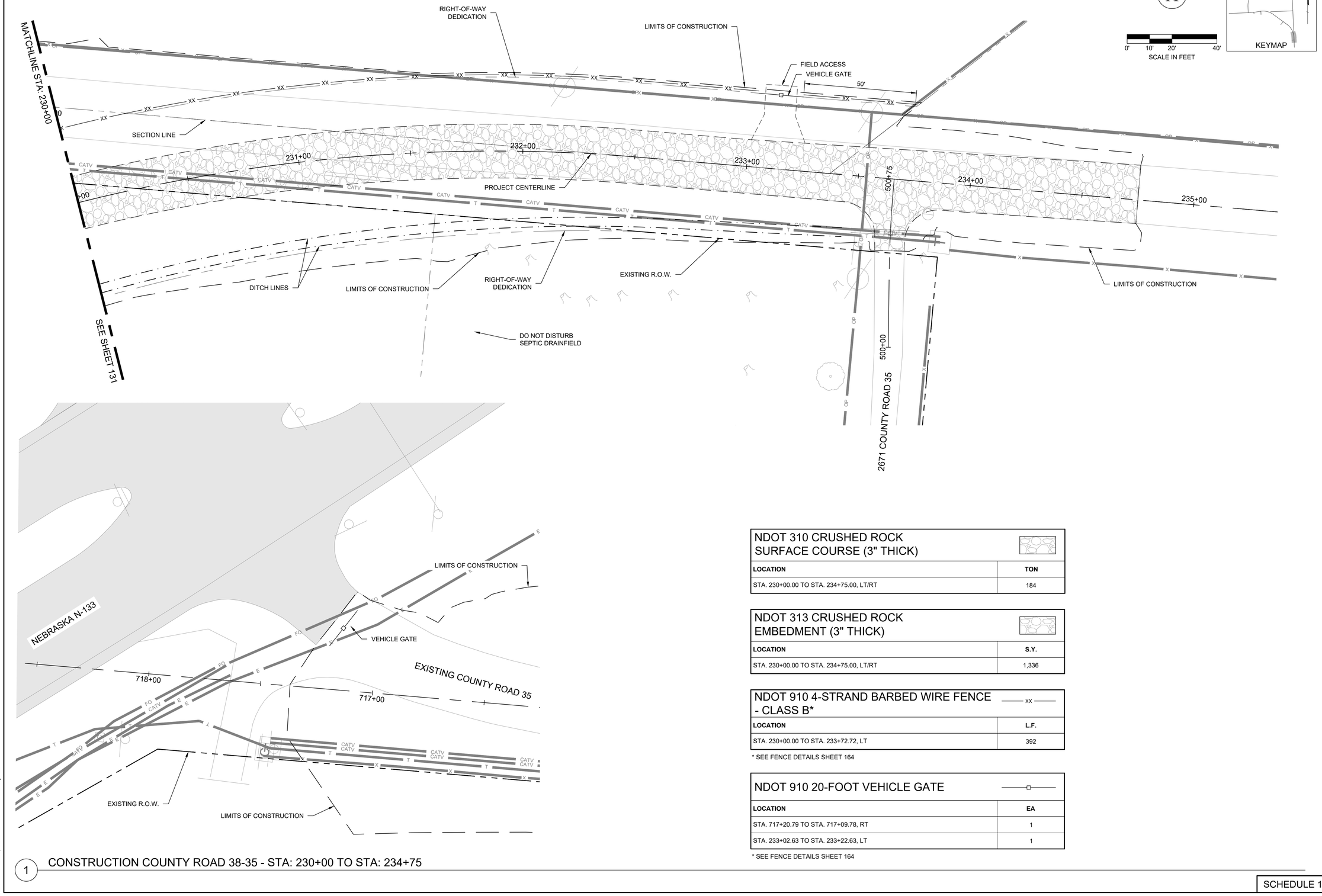
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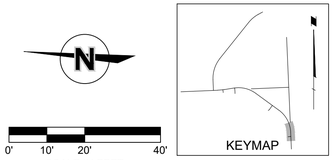
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date: 03.06.2025

SHEET 131

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DATE: Mar 02, 2026 8:11am USER: jolson

COUNTY ROAD 38-35





1 CONSTRUCTION COUNTY ROAD 38-35 - STA: 230+00 TO STA: 234+75

NDOT 310 CRUSHED ROCK SURFACE COURSE (3" THICK)	
LOCATION	**TON**
STA. 230+00.00 TO STA. 234+75.00, LT/RT	184

NDOT 313 CRUSHED ROCK EMBEDMENT (3" THICK)	
LOCATION	**S.Y.**
STA. 230+00.00 TO STA. 234+75.00, LT/RT	1,336

NDOT 910 4-STRAND BARBED WIRE FENCE - CLASS B*	
LOCATION	**L.F.**
STA. 230+00.00 TO STA. 233+72.72, LT	392

* SEE FENCE DETAILS SHEET 164

NDOT 910 20-FOOT VEHICLE GATE	
LOCATION	**EA**
STA. 717+20.79 TO STA. 717+09.78, RT	1
STA. 233+02.63 TO STA. 233+22.63, LT	1

* SEE FENCE DETAILS SHEET 164

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REV. NO.	DATE	DESCRIPTION

CONSTRUCTION COUNTY ROAD 38-35 - STA: 230+00 TO STA: 234+75

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/0227/028

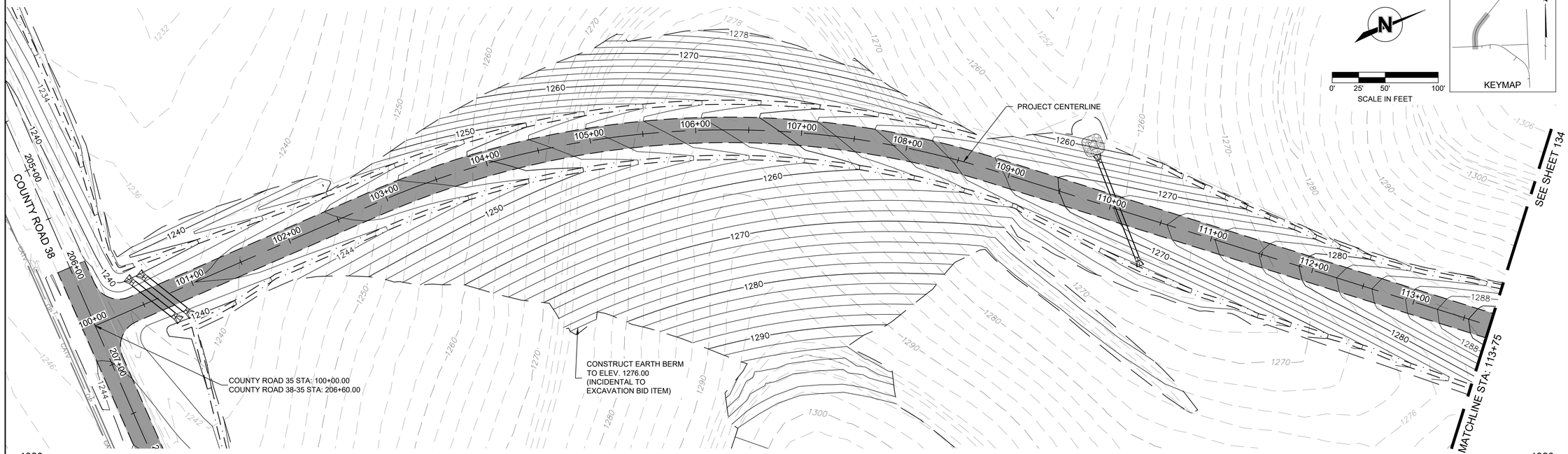
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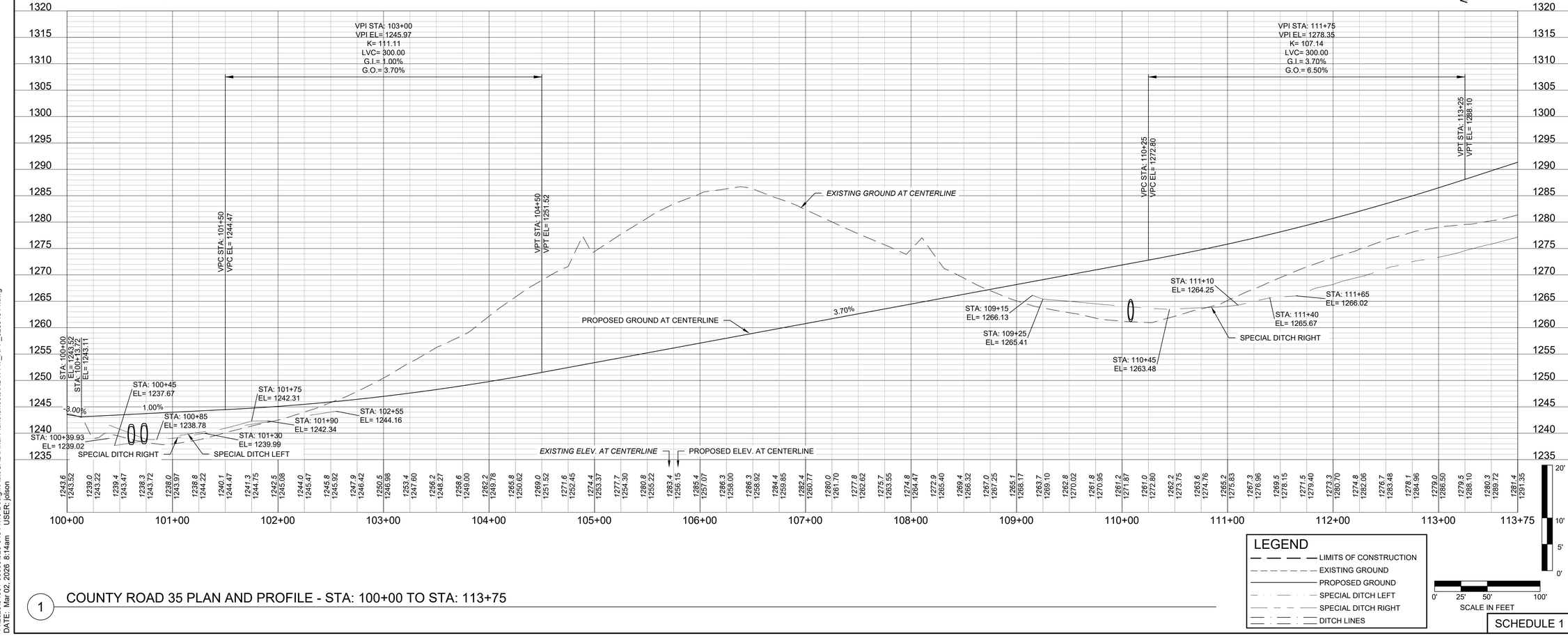
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SHEET
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COUNTY ROAD 35





LEGEND

- LIMITS OF CONSTRUCTION
- EXISTING GROUND
- PROPOSED GROUND
- SPECIAL DITCH LEFT
- SPECIAL DITCH RIGHT
- DITCH LINES

1 COUNTY ROAD 35 PLAN AND PROFILE - STA: 100+00 TO STA: 113+75

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COUNTY ROAD 35 PLAN AND PROFILE - STA: 100+00 TO STA: 113+75

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

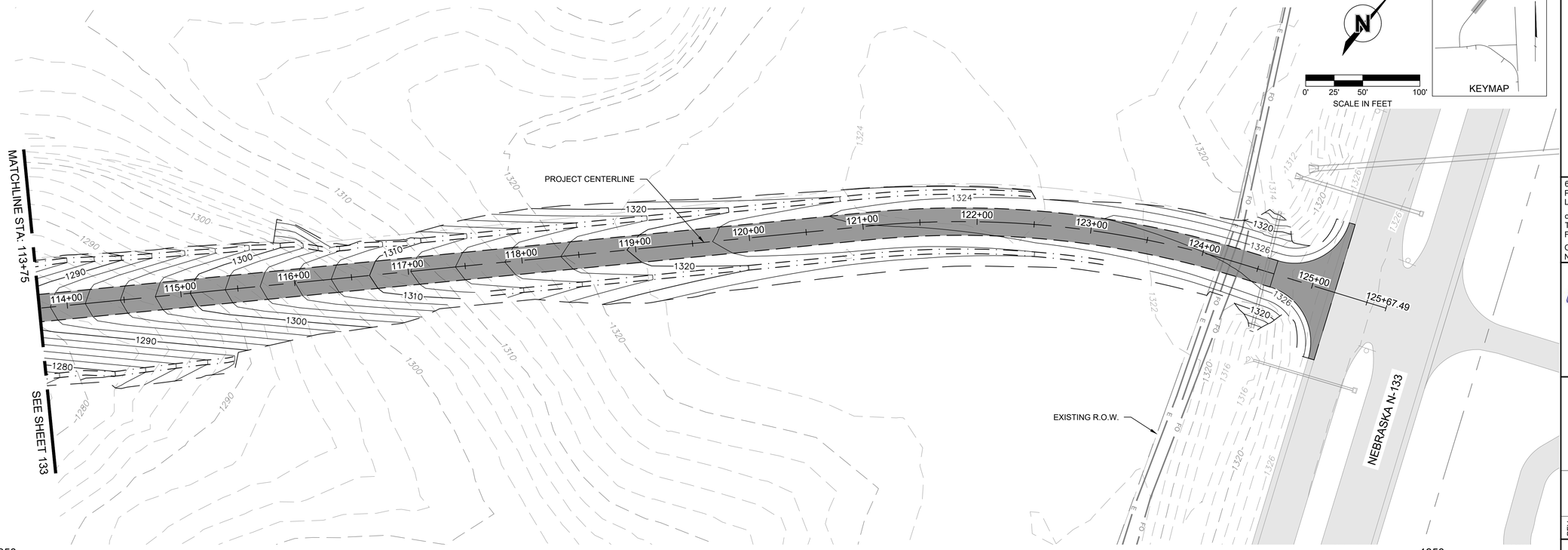
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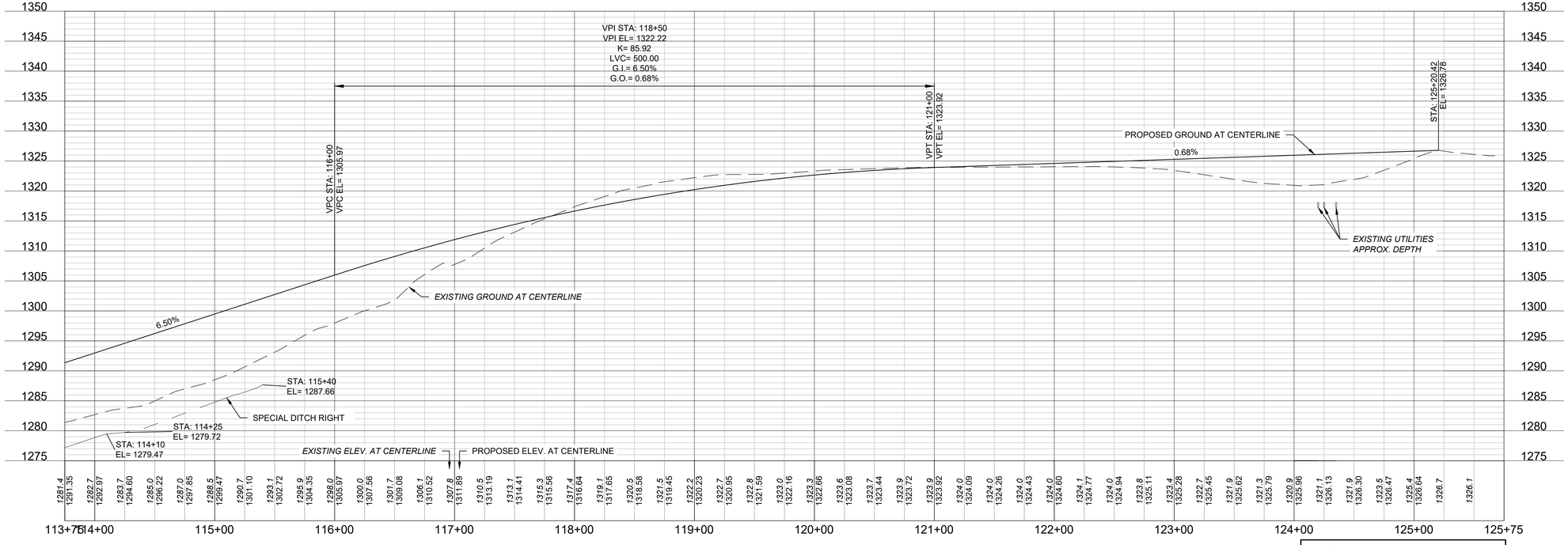
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COUNTY ROAD 35





1 COUNTY ROAD 35 PLAN AND PROFILE - STA: 113+75 TO STA: 125+75

LEGEND
- LIMITS OF CONSTRUCTION
- EXISTING GROUND
- PROPOSED GROUND
- SPECIAL DITCH LEFT
- SPECIAL DITCH RIGHT
- DITCH LINES

20' 10' 5' 0'
0' 25' 50' 100'
SCALE IN FEET

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PROFESSIONAL ENGINEER

REVISIONS

REV. NO.	DATE	DESCRIPTION

COUNTY ROAD 35 PLAN AND PROFILE -
STA: 113+75 TO STA: 125+75

RUNWAY 13 AND TAXIWAY EXTENSION: RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

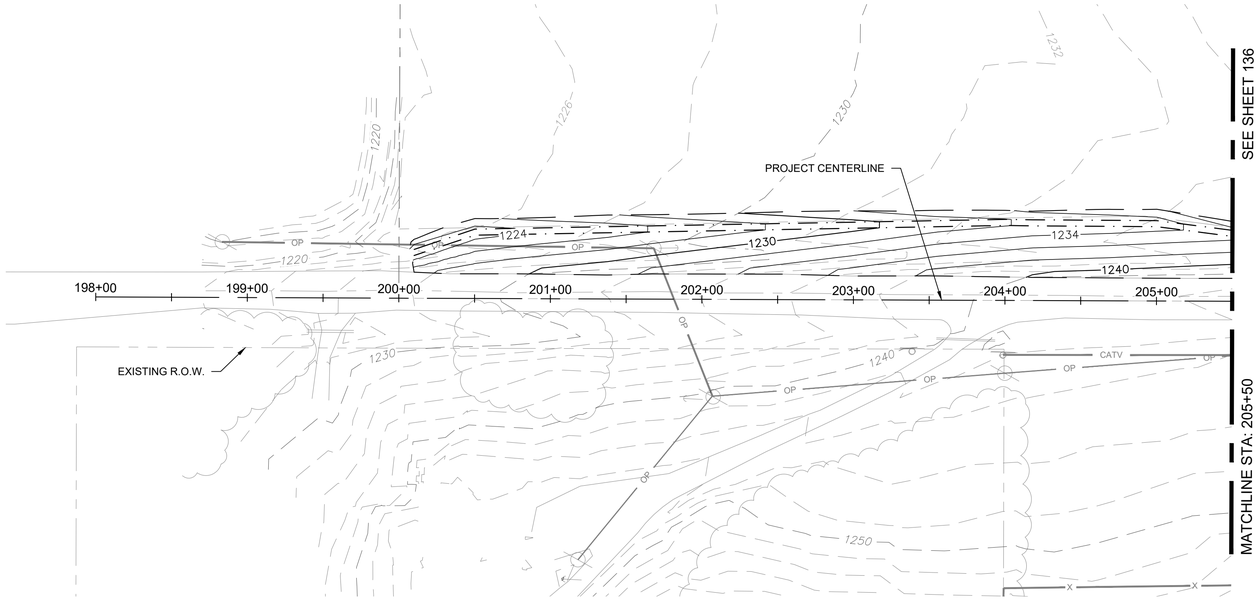
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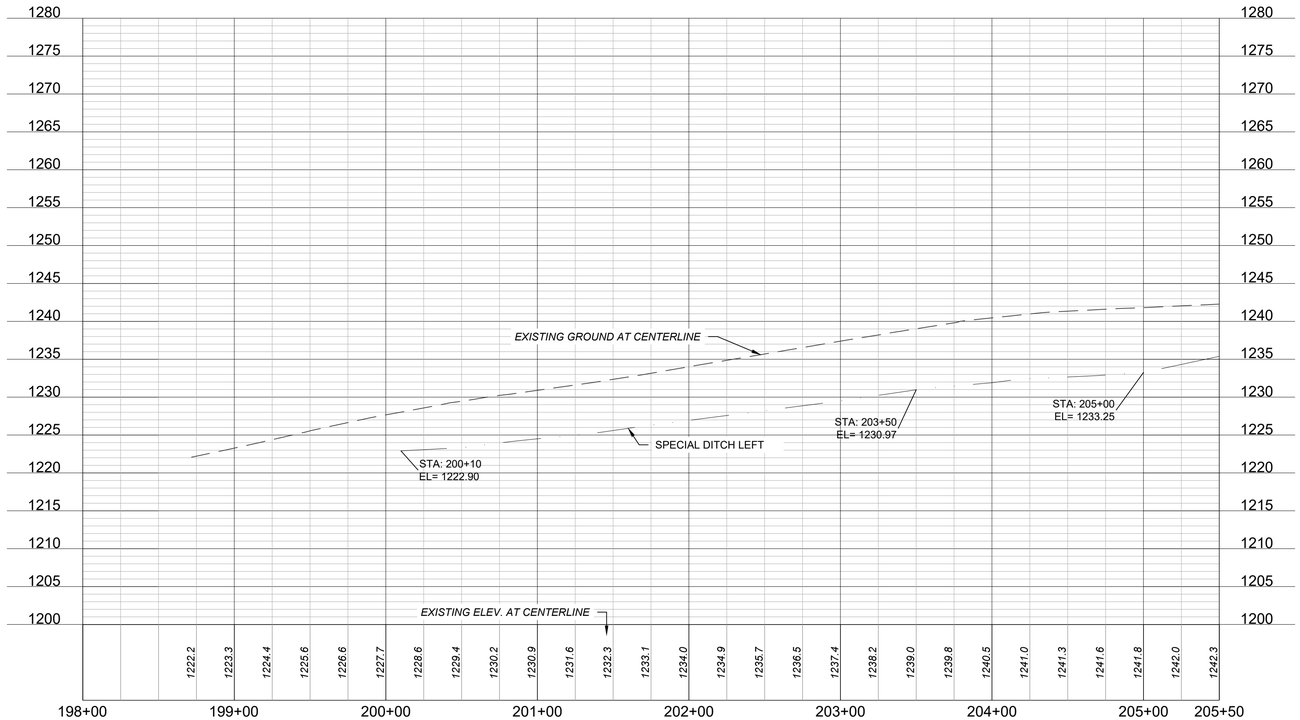
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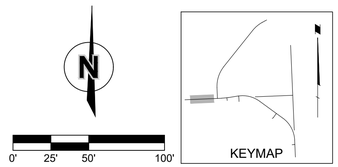
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COUNTY ROAD 38-35





1 COUNTY ROAD 38-35 PLAN AND PROFILE - STA: 198+00 TO STA: 205+50



LEGEND

- LIMITS OF CONSTRUCTION
- EXISTING GROUND
- PROPOSED GROUND
- SPECIAL DITCH LEFT
- SPECIAL DITCH RIGHT
- DITCH LINES



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REV. NO.	DATE	DESCRIPTION

COUNTY ROAD 38-35 PLAN AND PROFILE - STA: 198+00 TO STA: 205+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

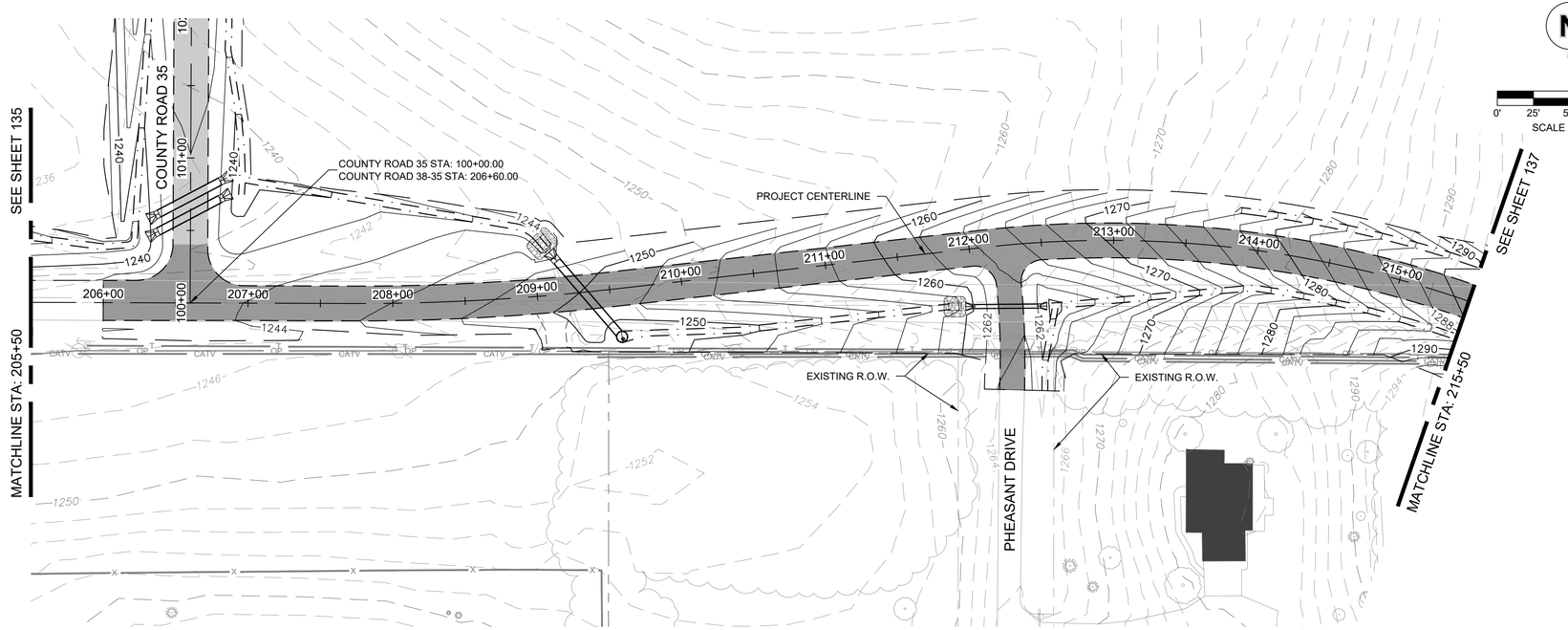
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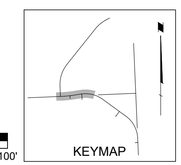
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SHEET
135

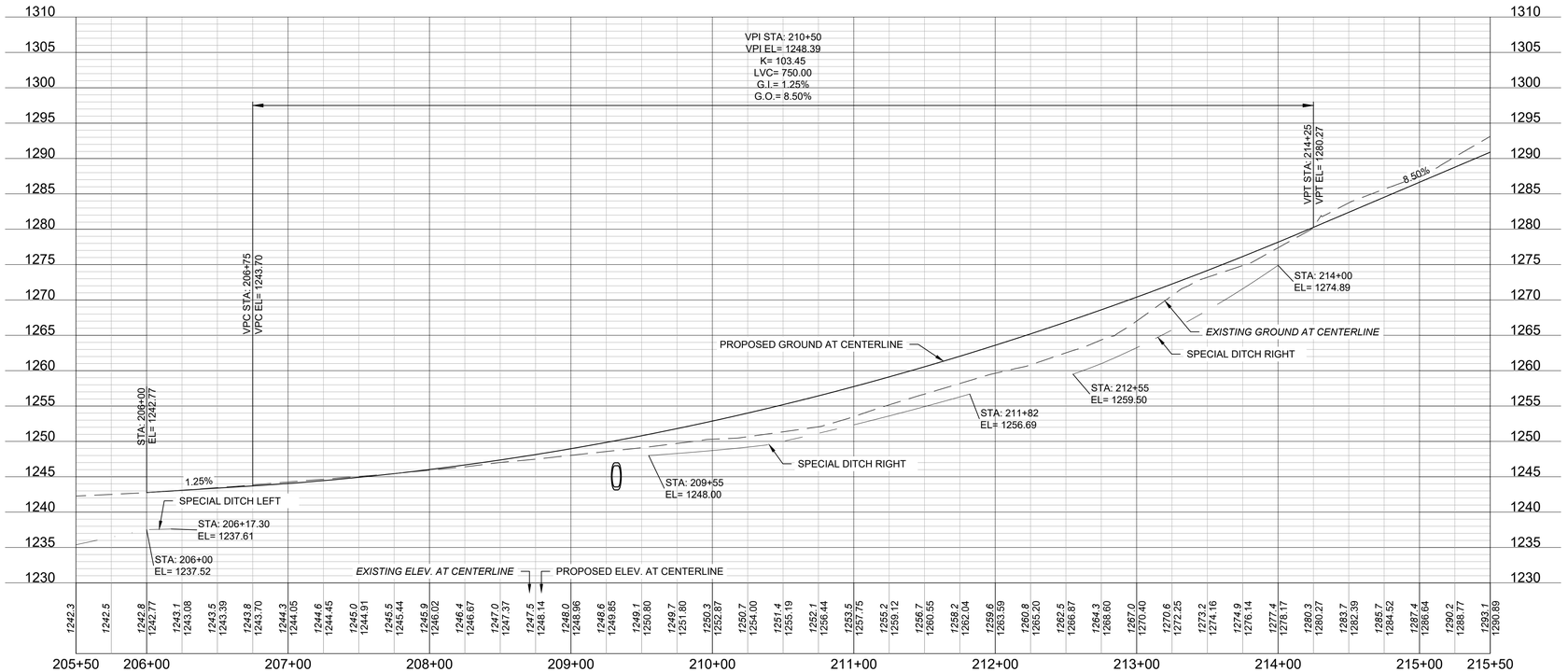
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COUNTY ROAD 38-35





0' 25' 50' 100'
SCALE IN FEET



LEGEND

- LIMITS OF CONSTRUCTION
- EXISTING GROUND
- PROPOSED GROUND
- SPECIAL DITCH LEFT
- SPECIAL DITCH RIGHT
- DITCH LINES

20' 10' 5' 0'

0' 25' 50' 100'
SCALE IN FEET

1 COUNTY ROAD 38-35 PLAN AND PROFILE - STA: 205+50 TO STA: 215+50

SCHEDULE 1

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REV. NO.	DATE	DESCRIPTION

COUNTY ROAD 38-35 PLAN AND PROFILE - STA: 205+50 TO STA: 215+50

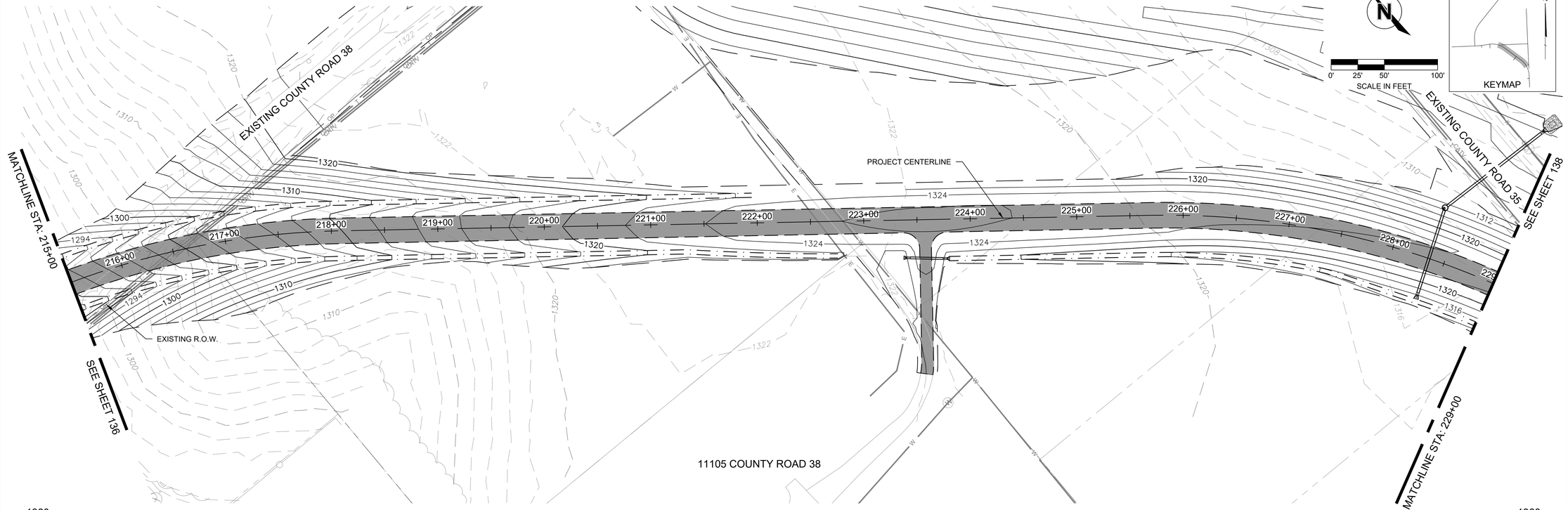
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

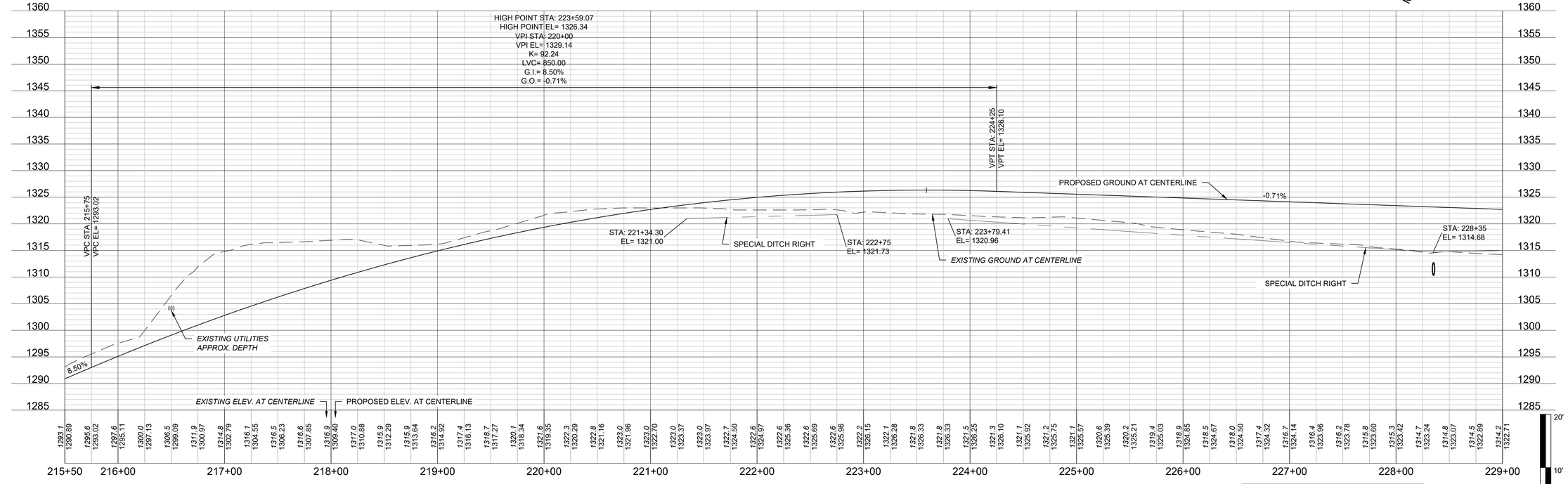
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
136

COUNTY ROAD 38-35





LEGEND

- LIMITS OF CONSTRUCTION
- EXISTING GROUND
- PROPOSED GROUND
- SPECIAL DITCH LEFT
- SPECIAL DITCH RIGHT
- DITCH LINES

0' 25' 50' 100'
SCALE IN FEET

20' 10' 5' 0'

1 COUNTY ROAD 38-35 PLAN AND PROFILE - STA: 215+50 TO STA: 229+00

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E-11484
5 - 6 - 2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

COUNTY ROAD 38-35 PLAN AND PROFILE - STA: 215+50 TO STA: 229+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

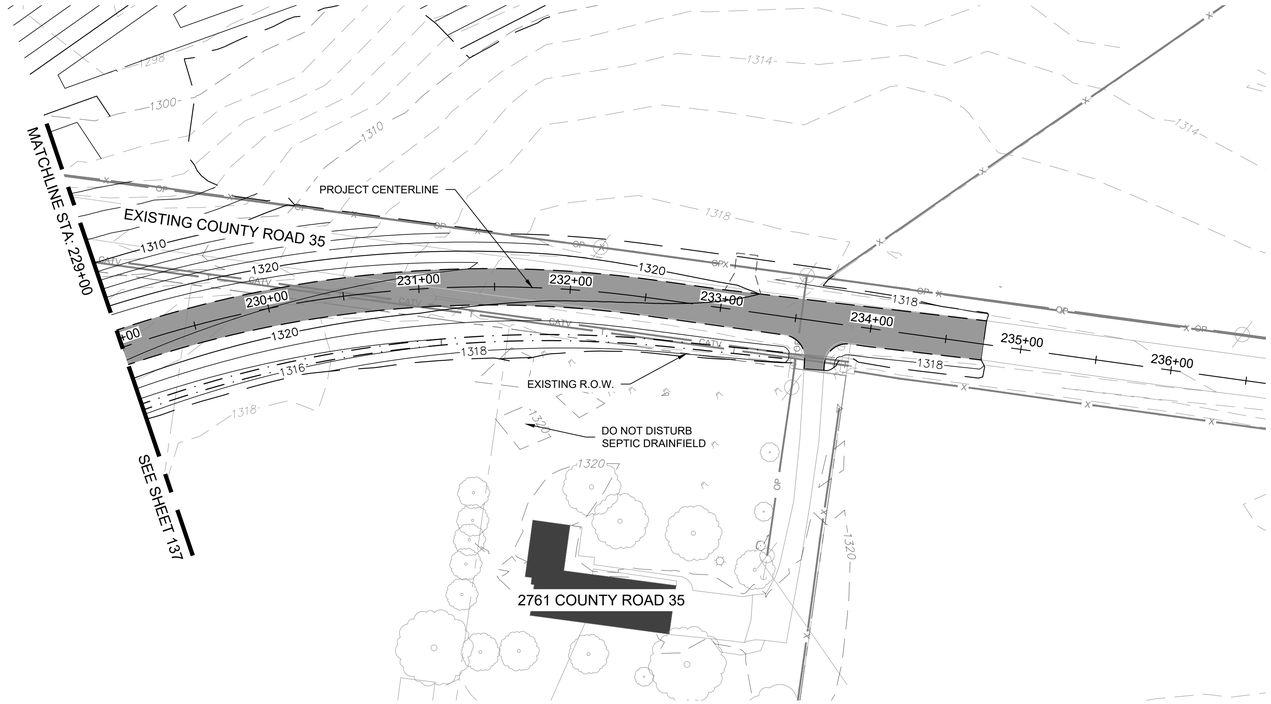
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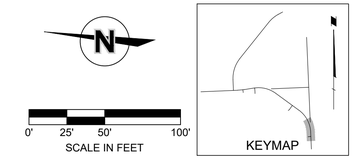
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designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
137

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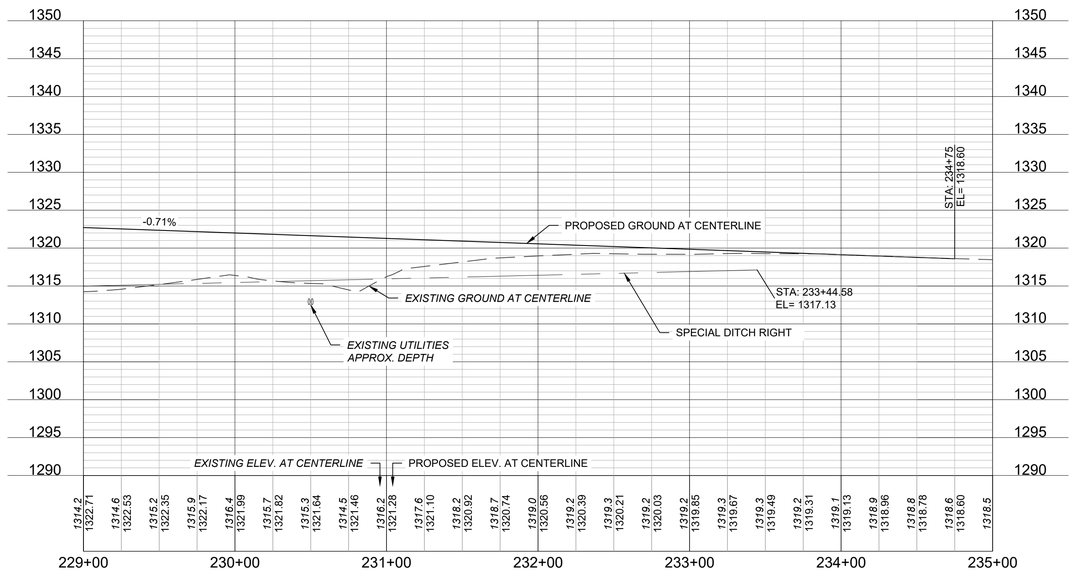
COUNTY ROAD 38-35





N

0' 25' 50' 100'
SCALE IN FEET



LEGEND
- LIMITS OF CONSTRUCTION
- EXISTING GROUND
- PROPOSED GROUND
- SPECIAL DITCH LEFT
- SPECIAL DITCH RIGHT
- DITCH LINES

20' 10' 5' 0'

0' 25' 50' 100'
SCALE IN FEET

1 COUNTY ROAD 38-35 PLAN AND PROFILE - STA: 229+00 TO STA: 235+00

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STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

COUNTY ROAD 38-35 PLAN AND PROFILE -
STA: 229+00 TO STA: 235+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

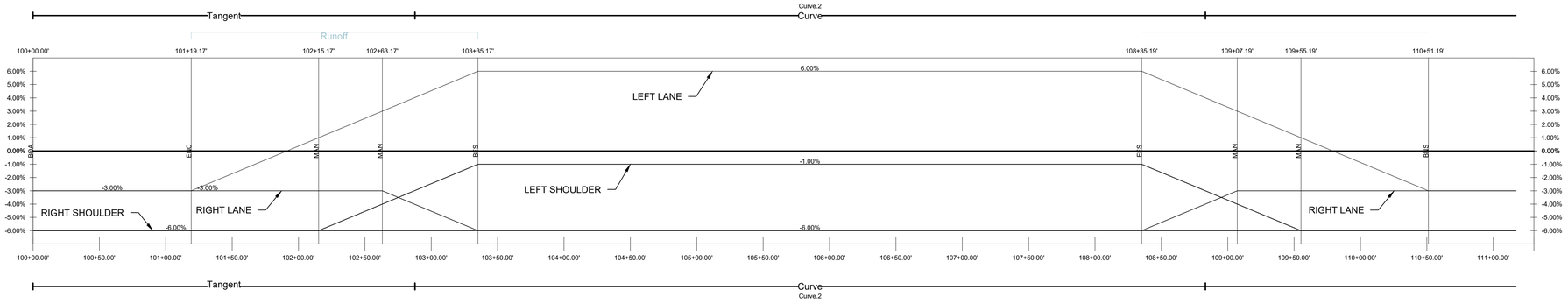
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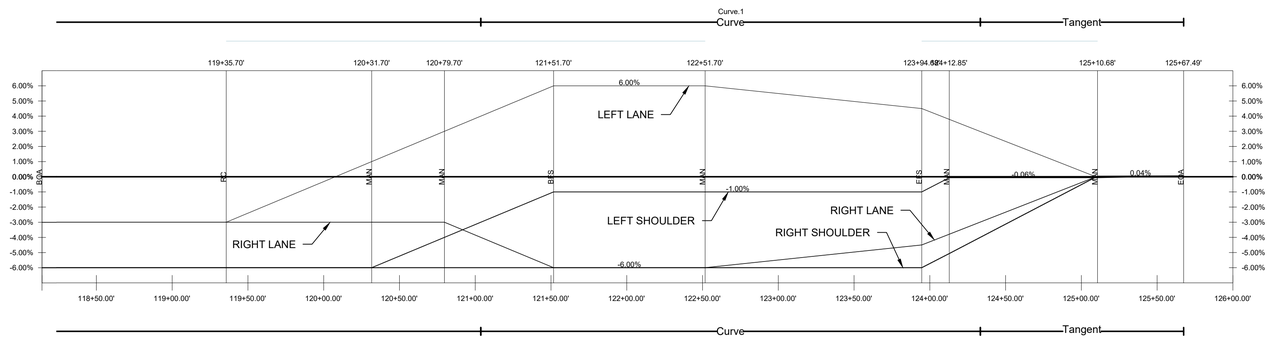
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SHEET
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DATE: Mar 02, 2026 8:15am USER: jolson

COUNTY ROAD 35





e_{max} : 6%

1 COUNTY ROAD 35 SUPERELEVATION PROFILES

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REVISIONS

REV. NO.	DATE	DESCRIPTION

COUNTY ROAD 35
SUPERELEVATION PROFILES

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

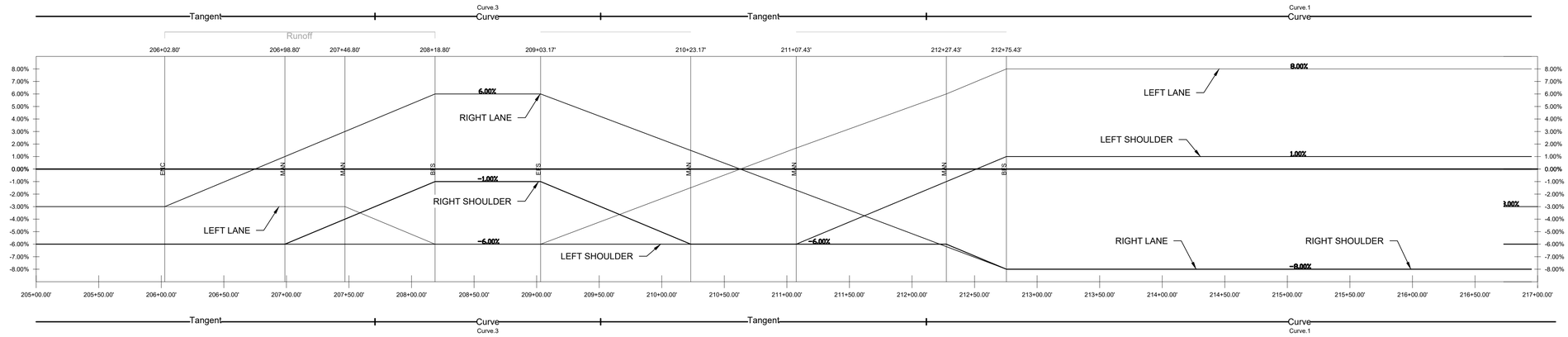
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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designed by: ATE
project no.: 025-01216
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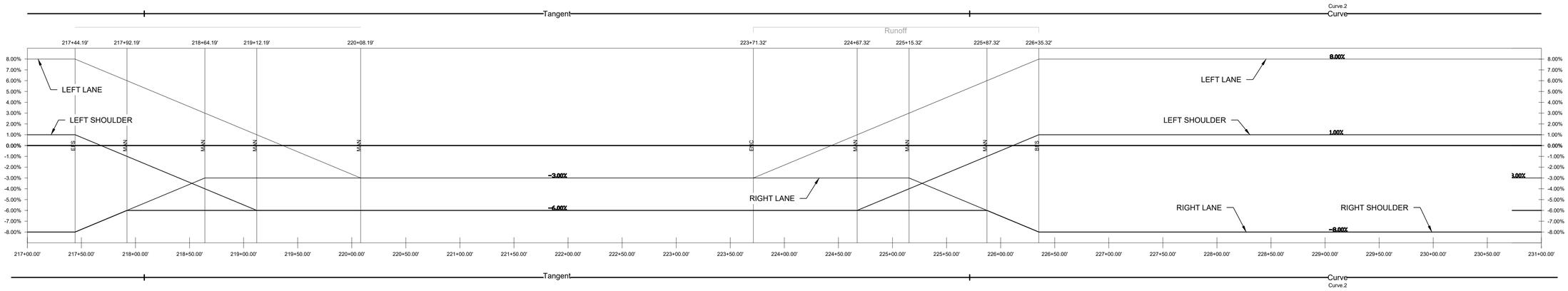
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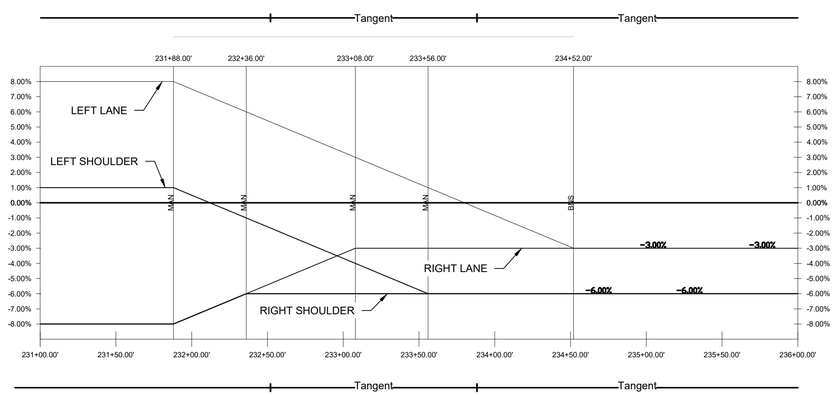
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COUNTY ROAD 38-35



Superelevation





e_{max} : 8%

1 COUNTY ROAD 38-35 SUPERELEVATION PROFILES

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REVISIONS

COUNTY ROAD 38-35
SUPERELEVATION PROFILES

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

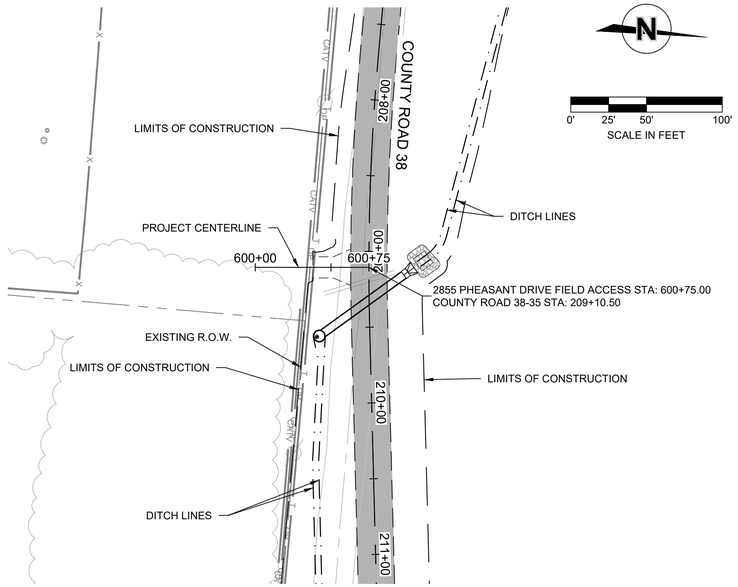
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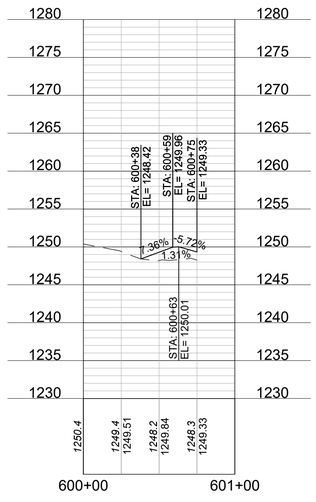
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SHEET
140

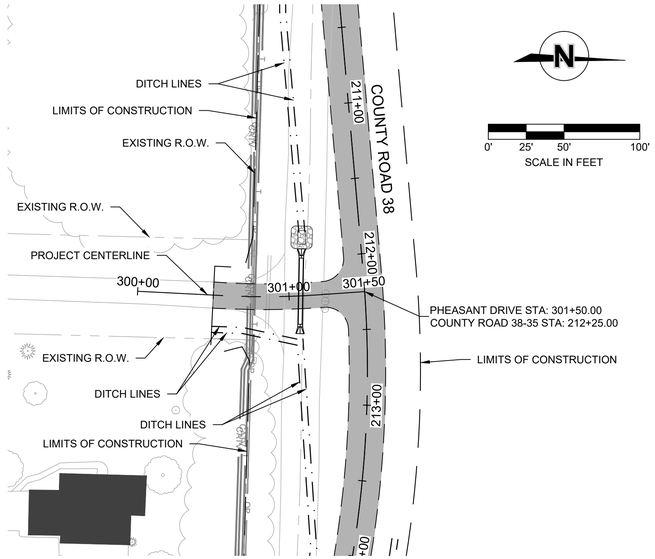
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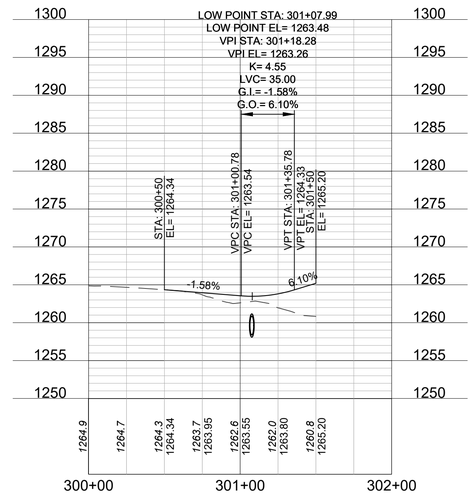
2855 PHEASANT DRIVE FIELD ACCESS

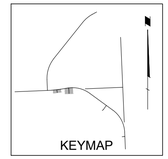




PHEASANT DRIVE







LEGEND
- LIMITS OF CONSTRUCTION
- EXISTING GROUND
- PROPOSED GROUND
- DITCH LINES

0' 25' 50' 100'
SCALE IN FEET

20' 10' 5' 0'

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STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

DRIVEWAY PLAN AND PROFILES
SHEET 1 OF 2

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

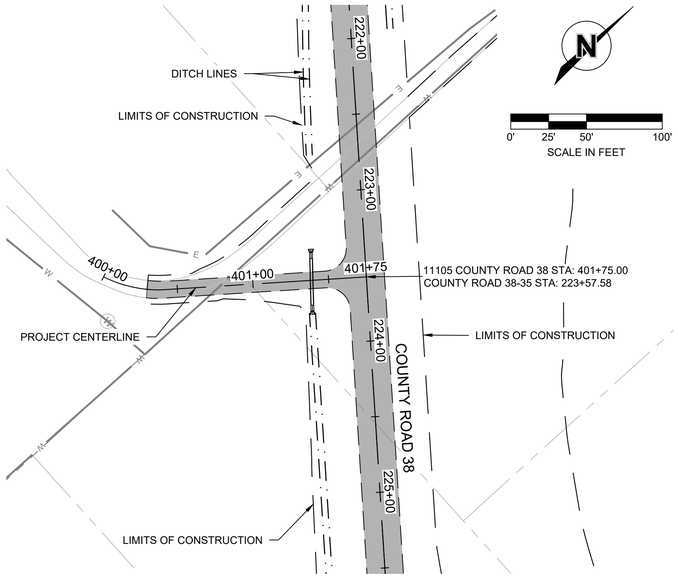
SHEET
141

SCHEDULE 1

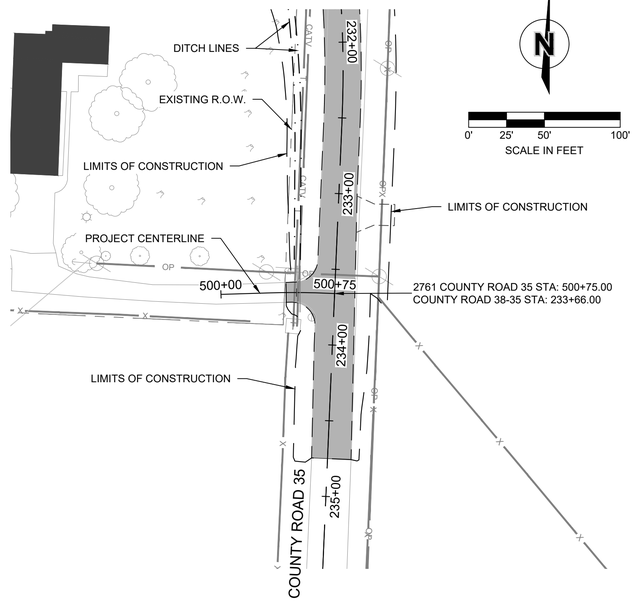
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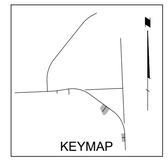
1 DRIVEWAY PLAN AND PROFILES SHEET 1 OF 2

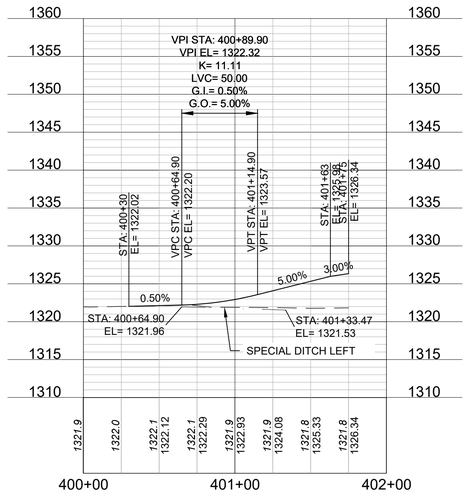
11105 COUNTY ROAD 38

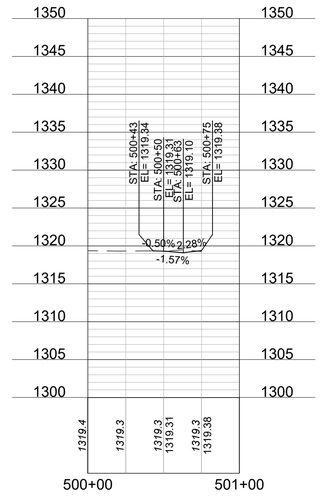


2761 COUNTY ROAD 35









LEGEND

- LIMITS OF CONSTRUCTION
- EXISTING GROUND
- PROPOSED GROUND
- DITCH LINES

0' 25' 50' 100'
SCALE IN FEET

20'
10'
5'
0'

1 DRIVEWAY PLAN AND PROFILES SHEET 2 OF 2

SCHEDULE 1

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3 - 6 - 2026
STATE OF NEBRASKA

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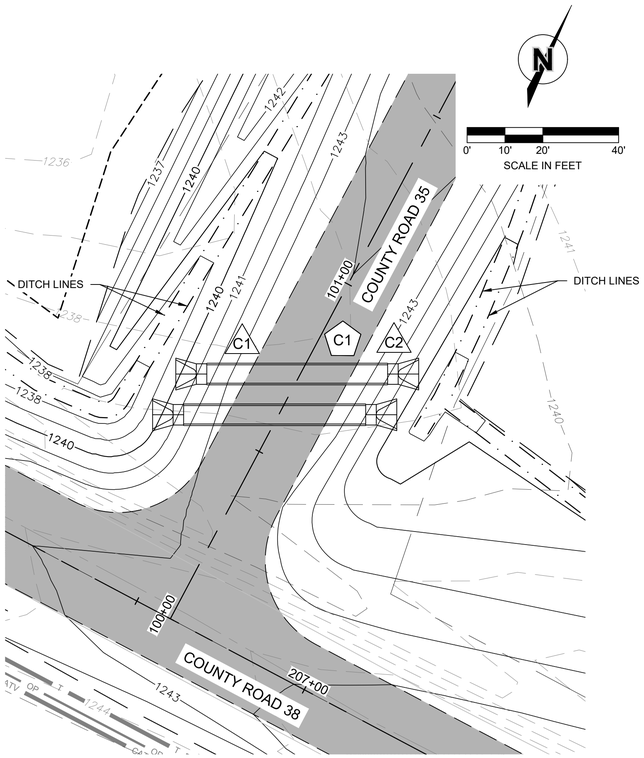
DRIVEWAY PLAN AND PROFILES
SHEET 2 OF 2

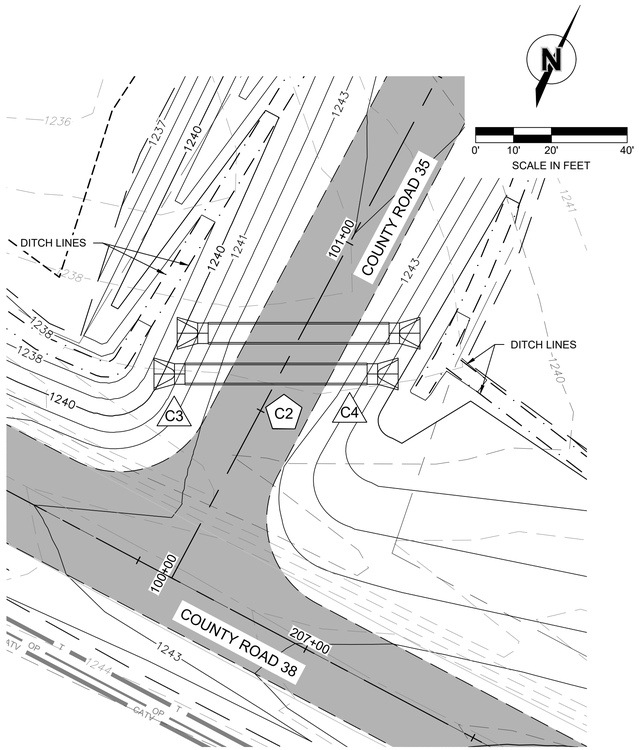
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AIP NO. 3-31-0109-025/026/027/028

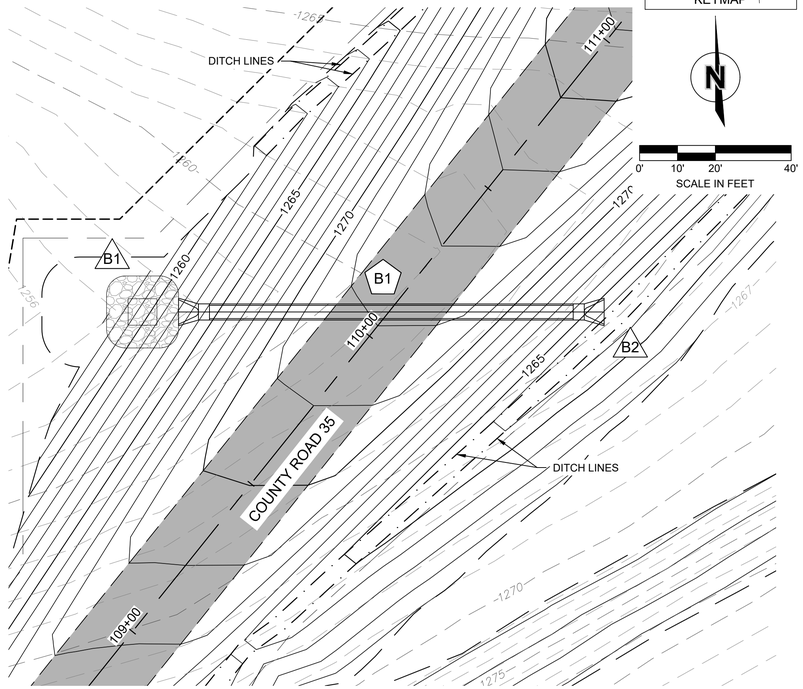
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

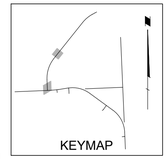
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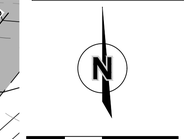
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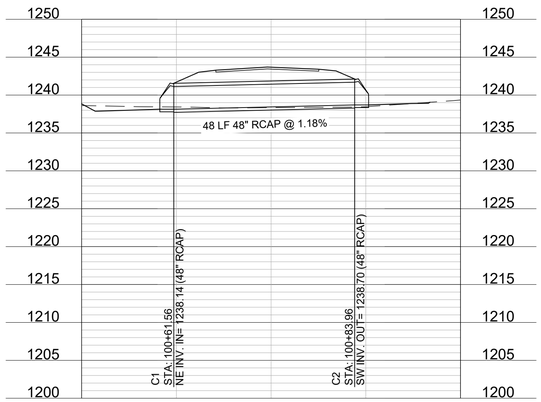


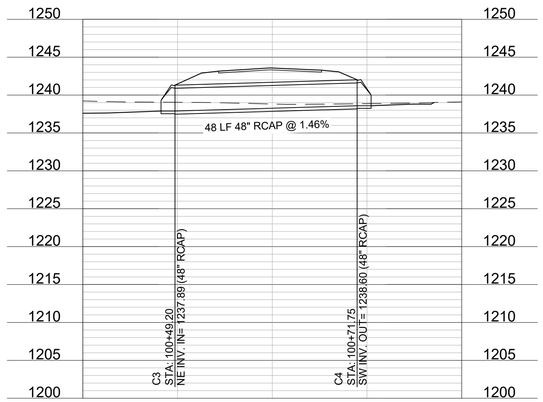


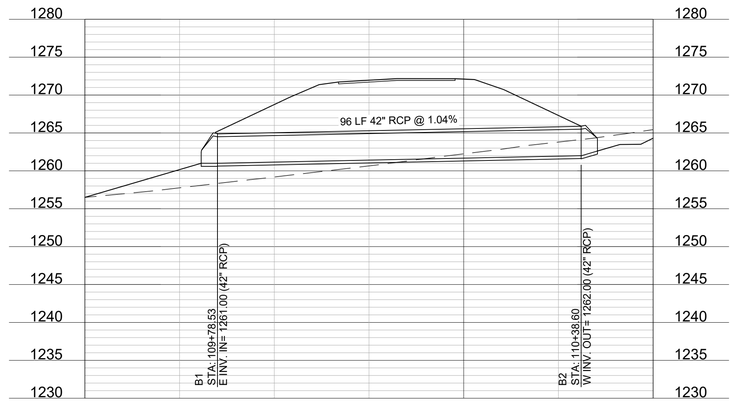


STORM SEWER NOTES

1. FES B1 ELEVATION SHALL BE CONFIRMED PRIOR TO COMMENCEMENT OF INSTALLATION OF PIPE. COORDINATION WITH ENGINEER/OWNER REQUIRED.
2. PROPERTY BOUNDARY SHALL BE STAKED TO ENSURE THE ENTIRETY OF RIP RAP BASIN IS WITHIN THE ROAD RIGHT OF WAY.









LEGEND

- LIMITS OF CONSTRUCTION
- EXISTING GROUND
- PROPOSED GROUND
- SPECIAL DITCH LEFT
- DITCH LINES



1 DRAINAGE PLAN AND PROFILES SHEET 1 OF 3

SCHEDULE 1

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REVISIONS

REV. NO.	DATE	DESCRIPTION

DRAINAGE PLAN AND PROFILES
SHEET 1 OF 3

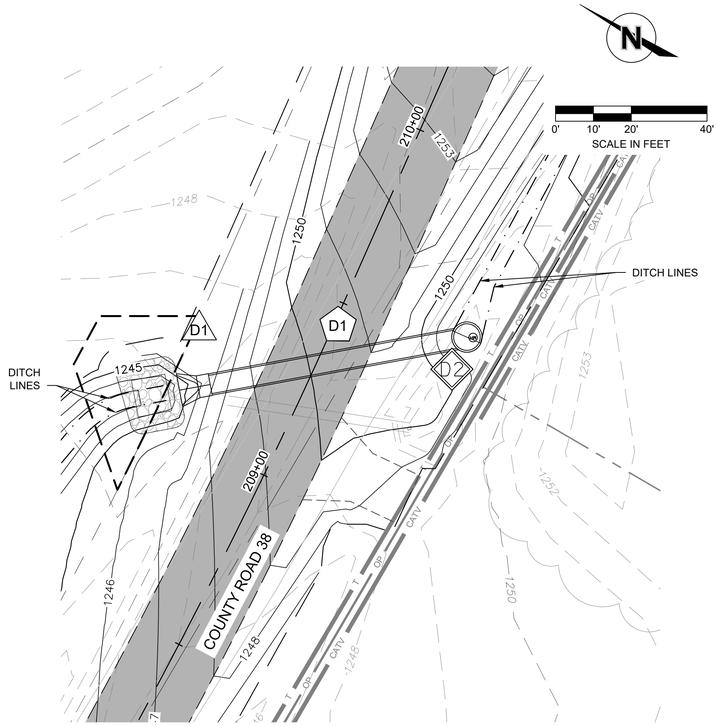
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AIP NO. 3-31-0109-025/026/0227/028

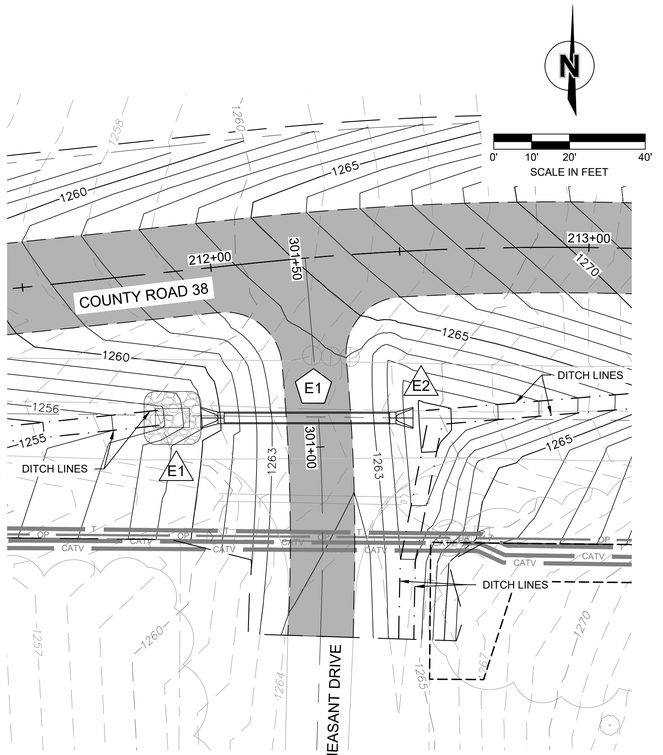
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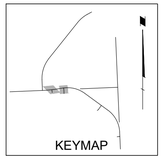
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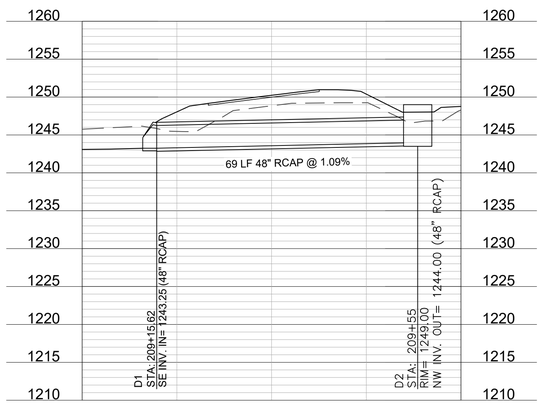
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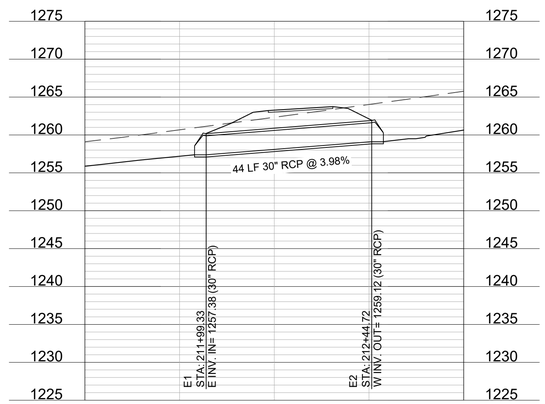
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DATE: Mar 02, 2026 8:23am USER: jolson











LEGEND

- LIMITS OF CONSTRUCTION
- EXISTING GROUND
- PROPOSED GROUND
- SPECIAL DITCH LEFT
- DITCH LINES

0' 10' 20' 40'
SCALE IN FEET

4'
2'
1'
0'

1 DRAINAGE PLAN AND PROFILES SHEET 2 OF 3

SCHEDULE 1

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REVISIONS

REV. NO.	DATE	DESCRIPTION

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

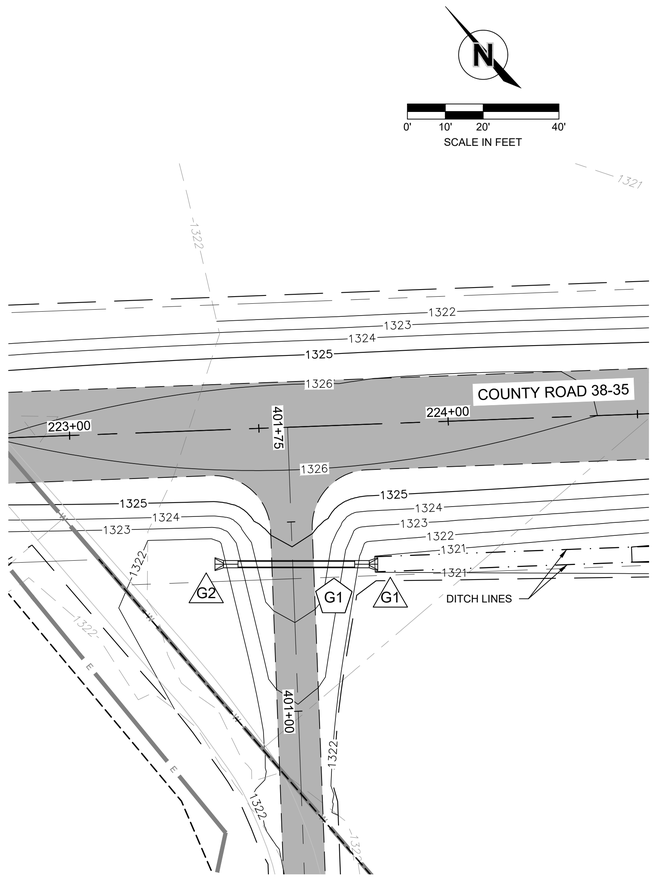
DRAINAGE PLAN AND PROFILES
SHEET 2 OF 3

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

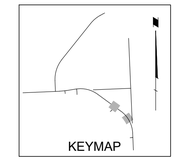
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

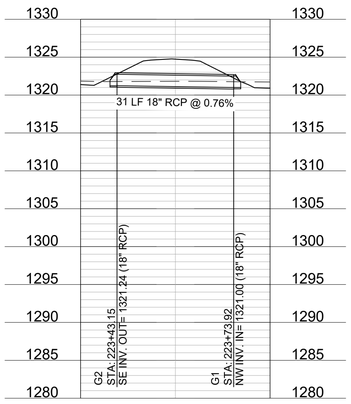
SHEET
144

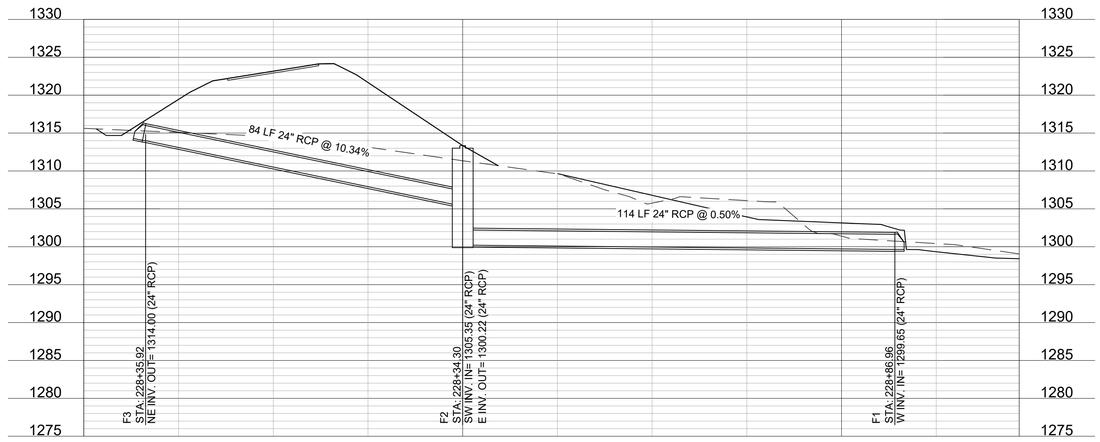
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LEGEND

- LIMITS OF CONSTRUCTION
- EXISTING GROUND
- PROPOSED GROUND
- SPECIAL DITCH LEFT
- DITCH LINES

4' 2' 1' 0'

0' 10' 20' 40'
SCALE IN FEET

1 DRAINAGE PLAN AND PROFILES SHEET 3 OF 3

SCHEDULE 1

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3 - 6 - 2026
STATE OF NEBRASKA

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DRAINAGE PLAN AND PROFILES
SHEET 3 OF 3

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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SHEET
145

STORMWATER POLLUTION PREVENTION PLAN

SANITARY WASTE MANAGEMENT

DESCRIPTION AND PURPOSE
PROPER SANITARY WASTE MANAGEMENT PREVENT THE DISCHARGE OF POLLUTANTS TO STORMWATER FROM SANITARY WASTE BY PROVIDING CONVENIENT, WELL MAINTAINED FACILITIES, AND ARRANGING FOR REGULAR SERVICE AND DISPOSAL.

SUITABLE APPLICATIONS
SANITARY WASTE MANAGEMENT PRACTICES ARE SUITABLE FOR USE AT ALL CONSTRUCTION SITES THAT USE TEMPORARY OR PORTABLE SANITARY WASTE SYSTEMS.

LIMITATIONS
NONE IDENTIFIED

IMPLEMENTATION
ONLY CONTRACT WITH A SUPPLIER OF TEMPORARY SANITARY WASTE FACILITIES THAT DISPOSES OF OR TREATS THE WASTE IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS.
- TEMPORARY SANITARY FACILITIES WILL BE LOCATED AWAY FROM DRAINAGE FACILITIES, WATERCOURSES, AND FROM TRAFFIC CIRCULATION. AND IN A CONVENIENT LOCATION.
- WHEN SUBJECTED TO HIGH WINDS OR RISK OF HIGH WINDS, TEMPORARY SANITARY FACILITIES WILL BE SECURED TO PREVENT OVERTURNING.
- WASTEWATER WILL NOT BE DISCHARGED OR BURIED WITHIN THE PROJECT SITE.
- SANITARY FACILITIES WILL BE MAINTAINED IN GOOD WORKING ORDER BY A LICENSED SERVICE.
- REGULAR WASTE COLLECTION BY A LICENSED HAULER WILL BE ARRANGED BEFORE FACILITIES OVERFLOW.

EDUCATION
- EMPLOYEES, SUBCONTRACTORS, AND SUPPLIERS WILL BE EDUCATED ON SANITARY WASTE STORAGE, DISPOSAL PROCEDURES AND THE POTENTIAL DANGERS TO HUMANS AND THE ENVIRONMENT FROM SANITARY WASTES.
- A CONTINUING EDUCATION PROGRAM WILL INDOCTRINATE NEW EMPLOYEES.

INSPECTION AND MAINTENANCE
- INSPECT AND VERIFY THAT TEMPORARY SANITARY FACILITIES ARE IN PLACE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES. WHILE CONSTRUCTION ACTIVITIES ARE UNDER WAY, INSPECT WEEKLY.
- ARRANGE FOR REGULAR WASTE COLLECTION.
- IF HIGH WINDS ARE EXPECTED, PORTABLE SANITARY FACILITIES WILL BE SECURED WITH SPIKES OR WEIGHED DOWN TO PREVENT OVERTURNING.

SOLID WASTE MANAGEMENT

DESCRIPTION AND PURPOSE
SOLID WASTE MANAGEMENT PROCEDURES AND PRACTICES HAVE BEEN DESIGNED TO PREVENT OR REDUCE THE DISCHARGE OF POLLUTANTS TO STORMWATER FROM SOLID OR CONSTRUCTION WASTE BY PROVIDING DESIGNATED WASTE COLLECTION CONTAINERS, ARRANGING FOR REGULAR DISPOSAL, AND TRAINING EMPLOYEES AND SUBCONTRACTORS.

SUITABLE APPLICATIONS
- SOLID WASTE GENERATED FROM TREES AND SHRUBS REMOVED DURING LAND CLEARING, DEMOLITION OF EXISTING STRUCTURES (RUBBLE), AND BUILDING CONSTRUCTION.
- SCRAP OR SURPLUS CONSTRUCTION WASTES AND BUILDING MATERIALS INCLUDING SCRAP METALS, RUBBER, PLASTIC, GLASS PIECES, PACKAGING MATERIALS AND MASONRY PRODUCTS.
- DOMESTIC WASTES INCLUDING FOOD CONTAINERS SUCH AS BEVERAGE CANS, COFFEE CUPS, PAPER BAGS, PLASTIC WRAPPERS, AND CIGARETTES.
-

LIMITATIONS
- TEMPORARY STOCKPILING OF CERTAIN CONSTRUCTION WASTES MAY NOT NECESSITATE STRINGENT DRAINAGE RELATED CONTROLS DURING THE NON-RAINY SEASON.

IMPLEMENTATION
THE FOLLOWING STEPS WILL BE DONE TO KEEP A CLEAN SITE AND REDUCE STORMWATER POLLUTION:
- USE ONLY WATERTIGHT DUMPSTERS ONSITE.
- PROVIDE AN ADEQUATE NUMBER OF CONTAINERS WITH LIDS OR COVERS TO KEEP RAIN OUT AND TO PREVENT LOSS OF WASTES WHEN IT IS WINDY.
- LOCATE CONTAINERS IN A COVERED AREA OR IN A SECONDARY CONTAINMENT.
- COLLECT SITE LETTER REGULARLY , ESPECIALLY DURING RAINY AND WINDY CONDITIONS.
- ARRANGE FOR REGULAR WASTE COLLECTION BEFORE CONTAINERS OVERFLOW.
- CLEAN UP IMMEDIATELY IF A CONTAINER DOES SPILL.

EDUCATION
- PROHIBIT LITTERING BY EMPLOYEES, SUBCONTRACTORS, AND VISITORS.
- DUMPSTERS WILL BE LOCATED AT LEAST 50 FT FROM DRAINAGE FACILITIES AND WATERCOURSES AND WILL NOT BE LOCATED IN AREAS PRONE TO FLOODING OR PONDING.
- THE CONTRACTOR'S SUPERINTENDENT WILL OVERSEE AND ENFORCE PROPER SOLID WASTE MANAGEMENT PROCEDURES AND PRACTICES.
- THE CONTRACTOR'S SUPERINTENDENT WILL INSTRUCT EMPLOYEES AND SUBCONTRACTORS ON IDENTIFICATION OF SOLID WASTE AND HAZARDOUS WASTE.
- THE CONTRACTOR'S SUPERINTENDENT WILL REQUIRE THAT EMPLOYEES AND SUBCONTRACTORS FOLLOW SOLID WASTE HANDLING AND STORAGE PROCEDURES.
- THE CONTRACTOR'S SUPERINTENDENT WILL MAKE SURE THAT TOXIC LIQUID WASTES (USED OILS, SOLVENTS, AND PAINTS) AND CHEMICALS (ACIDS, PESTICIDES, ADDITIVES, CURING COMPOUNDS) ARE NOT DISPOSED OF IN DUMPSTERS DESIGNATED FOR CONSTRUCTION DEBRIS.

INSPECTION AND MAINTENANCE
- THE CONTRACTOR'S SUPERINTENDENT WILL VERIFY THAT DUMPSTER IS IN BEFORE THE COMMENCEMENT OF ASSOCIATED ACTIVITIES. WHILE ACTIVITIES ASSOCIATED WITH THE BMP ARE UNDER WAY, INSPECT WEEKLY TO VERIFY CONTINUED BMP IMPLEMENTATION.
- THE CONTRACTOR'S SUPERINTENDENT WILL INSPECT CONSTRUCTION DUMPSTER'S AREA REGULARLY.
- THE CONTRACTOR'S SUPERINTENDENT WILL ARRANGE FOR REGULAR WASTE COLLECTION.

MATERIAL DELIVERY AND STORAGE

DESCRIPTION AND PURPOSE
PREVENT, REDUCE, OR ELIMINATE THE DISCHARGE OF POLLUTANTS FROM MATERIAL DELIVERY AND STORAGE TO THE STORMWATER SYSTEM, STREAMS OR LAKES BY STORING MATERIALS IN DESIGNATED AREAS, INSTALLING SECONDARY CONTAINMENT, CONDUCTING REGULAR INSPECTIONS, MINIMIZING THE STORAGE OF HAZARDOUS MATERIALS ONSITE, AND TRAINING EMPLOYEES AND SUBCONTRACTORS.

SUITABLE APPLICATIONS
THESE PROCEDURES WILL BE USED AT ALL CONSTRUCTION SITES WITH DELIVERY AND STORAGE OF ERODABLE, HAZARDOUS, OIL BASED, OR OTHER POLLUTING MATERIALS.

IMPLEMENTATION
THE FOLLOWING STEPS WILL BE TAKEN TO MINIMIZE RISK:
DELIVERIES
- DELIVERIES WILL BE LOCATED AWAY FROM TRAFFIC.
- MATERIAL DELIVERED AND STORED WILL BE LOCATED NEAR THE SITE ENTRANCES (LOT LEVEL NEAR PROPOSED DRIVE WAY) AND AWAY FROM AREA OR CURB INLETS, STEAMS, OR WATERWAYS..
- IF POSSIBLE DELIVERY AREAS WILL BE IN LOCATIONS THAT ARE TO BE PAVED.

STORAGE
- TEMPORARY STORAGE WILL BE LOCATED AWAY FROM TRAFFIC.
- AN UP-TO-DATE INVENTORY OF ALL STORED MATERIAL WILL BE KEPT.
- CHEMICALS, DRUMS OR BAGGED MATERIAL WILL BE ON A PALLET, INSIDE A SECONDARY CONTAINMENT (EARTHEN DIKE, HORSE TROUGH, OR WADING POOL FOR NON-REACTIVE MATERIALS).
- CHEMICALS WILL BE KEPT IN THEIR ORIGINAL CONTAINERS.

PRACTICES
- AN AMPLE SUPPLY OF APPROPRIATE SPILL CLEAN UP MATERIAL WILL BE KEPT NEAR STORAGE AREAS.
- DRUMMED, BARRELED, OR BAGGED MATERIALS WILL BE INDOORS WITHIN EXISTING STRUCTURES WHEN AVAILABLE.
- A TEMPORARY CONTAINMENT FACILITY WILL:
  - BE DESIGNED TO ACCOMMODATE ALL POLLUTANTS AMOUNTING TO OR EXCEEDING A VOLUME OF 55 GALLONS.
  - BE DESIGNED TO PROVIDE FOR A SPILL OF 10% OF THE TOTAL STORED, OR 100% OF THE CAPACITY OF THE LARGEST CONTAINER, WHICHEVER IS GREATER.
  - BE DESIGNED SO THAT MATERIAL USED TO CONTAIN A SPILL SHOULD BE IMPERVIOUS TO THE STORED MATERIAL FOR A MINIMUM CONTACT TIME TO 72 HOURS.
  - BE MAINTAINED FREE OF SPILLS OR ACCUMULATED RAINFALL.
  - HAVE SPACE BETWEEN THE STORED MATERIAL, AND ACCESS FOR EMERGENCY RESPONSE.
  - NOT STORE INCOMPATIBLE MATERIALS (I.E. AMMONIA & CHLORINE) IN THE SAME CONTAINMENT.
  - DRUMS, BARRELS OR BAGS, STORED OUTDOORS, WILL BE TARPED DURING NON-WORKING HOURS.
- STOCK PILES WILL BE LOCATED A MINIMUM OF 50 FT FROM CONCENTRATED FLOWS IN STORMWATER, DRAINAGE COURSES, AND UNPROTECTED INLETS (AREA OR CURB)
  - ACTIVE STOCKPILES WILL BE PROTECTED IN ACCORDANCE WITH THE FOLLOWING PRACTICES:
- RUNOFF WILL BE CONTROLLED USING BERMS, DIKES, FIBER ROLES, SILT FENCE OR OTHER APPROPRIATE CONTROLS.
  - INACTIVE STOCKPILES WILL BE PROTECTED IN ACCORDANCE WITH THE FOLLOWING PRACTICES:
- STOCKPILES WILL BE VEGETATIVELY COVERED OR TARPED.
- RUNOFF WILL BE CONTROLLED USING BERMS, DIKES, FIBER ROLES, SILT FENCE OR OTHER APPROPRIATE CONTROLS.

EDUCATION
EMPLOYEES, SUBCONTRACTORS AND SUPPLIERS WILL BE EDUCATED ON DELIVERY AND STORAGE PROCEDURES AND THEIR RESPONSIBILITIES.

INSPECTION AND MAINTENANCE
- INSPECTIONS WILL BE CONDUCTED TO VERIFY THAT ALL MEASURES ARE IN PLACE AND FUNCTIONING.
- REPAIRS AND/OR REPLACEMENT OF CONTROLS AND COVERS AS NEEDED.

STREET CLEANING/SWEEPING

DESCRIPTION AND PURPOSE
STREET CLEANING AND MAINTENANCE INCLUDES THE USE OF FRONT-END LOADERS, SHOVELS AND SWEEPERS TO REMOVE TRACKED SEDIMENT FROM THE STREETS AND PAVED SURFACES. STREET CLEANING PREVENTS SEDIMENT FROM ENTERING STORM DRAINS AND LOADING SEDIMENT BASINS AND/OR
RECEIVING STREAMS.

SUITABLE APPLICATIONS
STREET CLEANING WILL BE DONE ANYWHERE SEDIMENT IS TRACKED FROM A SITE ONTO A PUBLIC OR PRIVATE PAVED STREET OR SURFACE, TYPICALLY AT POINTS OF ENTRY. FLUSHING SEDIMENT OFF OF THE SURFACE INTO THE STORM SYSTEM WILL NEVER BE AN ACCEPTABLE PRACTICE.

IMPLEMENTATION
THE FOLLOWING STEPS WILL BE DONE TO KEEP THE STREETS CLEAN:
- ACCESS POINTS WILL BE LIMITED AND CONTROLLED, THIS ALLOWS CLEANING EFFORTS TO BE FOCUSED AND EFFECTIVE.
- ENTRANCE POINTS WILL BE EVALUATED DAILY FOR TRACK-OUT.
- VISIBLE SEDIMENT TRACKING WILL BE CLEANED OR SWEPT DAILY.
- KICK BROOMS OR DRY SWEEPING WILL NOT BE USED; THESE SPREAD THE DIRT, AND GENERATE DUST.
- IF SEDIMENT IS NOT MIXED WITH DEBRIS OR TRASH, IT WILL BE INCORPORATED BACK INTO THE PROJECT SITE.

EDUCATION
- EMPLOYEES, SUBCONTRACTORS AND SUPPLIERS WILL BE EDUCATED ON TRACK-OUT AND STREET CLEANING PROCEDURES, AND THEIR RESPONSIBILITIES.
- A CONTINUING EDUCATION PROGRAM WILL INDOCTRINATE NEW EMPLOYEES.

INSPECTION AND MAINTENANCE
THE FOLLOWING STEPS WILL BE TAKEN:
- EVALUATE ACCESS POINTS DAILY FOR SEDIMENT TRACKING.
- WHEN TRACKED OR SPILLED SEDIMENT IS FOUND ON PAVED SURFACES, IT WILL BE REMOVED DAILY. DURING TIMES OF HEAVY TRACK-OUT, SUCH AS DURING RAINS, CLEANING MAY BE DONE SEVERAL TIMES THROUGHOUT THE DAY.
- UNKNOWN SPILLS OR OBJECTS WILL NOT BE MIXED WITH THE SEDIMENT.
- IF SEDIMENT IS MIXED WITH OTHER POLLUTANTS, IT WILL BE DISPOSED OF PROPERLY AT AN AUTHORIZED LANDFILL.

VEHICLE AND EQUIPMENT FUELING

DESCRIPTION AND PURPOSE
VEHICLE EQUIPMENT FUELING PROCEDURES AND PRACTICES ARE DESIGNED TO PREVENT FUEL SPILLS AND LEAKS, AND REDUCE OR ELIMINATE CONTAMINATION OF STORMWATER. THIS WILL BE ACCOMPLISHED BY FUELING AS OUTLINED BELOW, IMPLEMENTING SPILL CONTROLS, AND TRAINING EMPLOYEES AND REQUIRING SUBCONTRACTORS TO HAVE PERSONNEL TRAINED IN PROPER FUELING PROCEDURES.

SUITABLE APPLICATIONS
FUELING MANAGEMENT PRACTICES ARE SUITABLE FOR USE AT ALL CONSTRUCTION SITES THAT USE FUELING TANKS OR FUELING TRUCK SYSTEMS.

LIMITATIONS
- WITH THE EXCEPTION OF TRACKED EQUIPMENT SUCH AS BULLDOZERS AND LARGE EXCAVATORS, MOBILE CONSTRUCTION EQUIPMENT WILL BE TRANSPORTED TO DESIGNATED FUELING AREAS.

IMPLEMENTATION
- OFFSITE-FUELING STATIONS WILL BE USED AS MUCH AS POSSIBLE.
- "TOPPING-OFF" OF FUEL TANKS WILL BE DISCOURAGED.
- ABSORBENT SPILL CLEANUP MATERIALS AND SPILL KITS WILL BE AVAILABLE IN FUELING AREAS OR ON FUELING TRUCKS, AND WILL BE DISPOSED OF PROPERLY AFTER USE.
- DRIP PANS OR ABSORBENT PADS WILL BE USED DURING FUELING, UNLESS THE FUELING IS PERFORMED OVER AN IMPERMEABLE SURFACE IN A DEDICATED FUELING AREA.
- ABSORBENT MATERIALS WILL BE USED ON SMALL SPILLS. SPILLS WILL NOT BE HOSED DOWN OR BURIED. USED ADSORBENT MATERIALS WILL BE REMOVED PROMPTLY AND DISPOSED OF PROPERLY.
- FUELING WILL TAKE PLACE IN AREAS PROTECTED FROM STORMWATER RUN-ON AND RUNOFF, AND WILL BE LOCATED AT LEAST 50 FT AWAY FROM DOWNSTREAM DRAINAGE FACILITIES AND WATERCOURSES. DESIGNATED FUELING AREAS WILL BE IDENTIFIED IN THE SWPPP.
- PROTECTED FUELING AREAS WITH BERMS OR DIKES TO PREVENT RUN-ON, RUNOFF, AND TO CONTAIN SPILLS.
- NOZZLES USED IN FUELING WILL BE EQUIPPED WITH AN AUTOMATIC SHUTOFF TO CONTROL DRIPS. FUELING OPERATIONS WILL NOT BE LEFT UNATTENDED.
- ALL REQUIREMENTS WILL BE OBSERVED FOR ANY STATIONARY ABOVE GROUND STORAGE TANKS.

EDUCATION
- EMPLOYEES, SUBCONTRACTORS, AND SUPPLIERS WILL BE EDUCATED ON VEHICLE EQUIPMENT FUELING, SPILL CLEAN UP, DISPOSAL PROCEDURES AND THE POTENTIAL DANGERS TO THE ENVIRONMENT.
- A CONTINUING EDUCATION PROGRAM WILL INDOCTRINATE NEW EMPLOYEES.

INSPECTION AND MAINTENANCE
- VEHICLES AND EQUIPMENT WILL BE ROUTINELY INSPECTED FOR LEAKS. LEAKS WILL BE REPAIRED IMMEDIATELY OR PROBLEM VEHICLES OR EQUIPMENT WILL BE REMOVED FROM THE PROJECT SITE.
- AN AMPLE SUPPLY OF SPILL CLEANUP MATERIALS WILL BE AVAILABLE.
- SPILLS WILL BE IMMEDIATELY CLEANED UP, AND CONTAMINATED SOIL AND CLEANUP MATERIALS WILL BE PROPERLY DISPOSED OF. IF MOBILE FUELING OPERATION USED, SUPPLIER WILL HAVE SPILL EQUIPMENT AND PROCEDURES ON TRUCK. IF STATIONARY FUEL STORAGE IS USED, SITE MANAGER WILL HAVE THE EQUIPMENT AND PROCEDURES ON SITE.

STANDARD DETAILS

9.5.2	CONSTRUCTION ENTRANCE	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.3	CONSTRUCTION ROAD STABILIZATION	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.4	SILT FENCE	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.5	STORM DRAIN INLET PROTECTION	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.6	CULVERT INLET PROTECTION	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.7	TEMPORARY DIVERSION DIKE	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.8	TEMPORARY FILL DIVERSION	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.9	CHECK DAMS	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.11	TEMPORARY SLOPE DRAIN	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.14	TEMPORARY SEDIMENT TRAP	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.15	TEMPORARY SEDIMENT BASIN	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.16	DUST CONTROL	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.19	TEMPORARY SEEDING	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.20	PERMANENT SEEDING	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.21	SODDING	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.22	MULCHING	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.23	SOIL STABILIZATION BLANKETS & MATTING	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.5.25	WATTLE	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.6.1	CONSTRUCTION SCHEDULING & SEQUENCING	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.6.2	SANITARY WASTE MANAGEMENT	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.6.3	SOLID WASTE MANAGEMENT	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.6.4	MATERIAL DELIVERY AND STORAGE	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.6.5	STREET CLEANING / SWEEPING	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.6.6	VEHICLE AND EQUIPMENT FUELING	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.6.7	SWPPP NOTIFICATION SIGN	OMAHA REGIONAL STORMWATER DESIGN MANUAL
9.6.8	CONCRETE WASHOUT	OMAHA REGIONAL STORMWATER DESIGN MANUAL

THE OMAHA REGIONAL STORMWATER DESIGN MANUAL CAN BE FOUND AT HTTP://WWW.OMAHASTORMWATER.ORG

CONSTRUCTION ACTIVITIES AND DETAILS

ACTIVITY	SCHEDULE
INSTALL ALL BMP'S NEEDED AND ASSOCIATED WITH THE GRADING PHASE SUCH AS STABILIZED CONSTRUCTION ENTRANCES, SILT BASINS, RISER PIPES, OUTLET PIPES, SILT TRAPS, SILT FENCE, DIVERSIONS, TERRACES, AND ETCETERA.	PRIOR TO ANY STRIPPING OF EXISTING VEGETATION, GRADING, REMOVALS, OR OTHER GROUND DISTURBING ACTIVITY.
PROCEED WITH REMOVALS, STRIPPING OF EXISTING VEGETATION, AND GRADING IN ACCORDANCE WITH THE GRADING PLAN, WHILE DISTURBING NO MORE THAN NECESSARY.	AFTER INSTALLING ALL BMP'S NEEDED AND ASSOCIATED WITH THE GRADING PHASE, FURTHERMORE, INSPECTOR APPROVAL MUST BE OBTAINED BEFORE THE START OF ANY STRIPPING OF EXISTING VEGETATION OR GRADING.
PROCEED WITH INFRASTRUCTURE INSTALLATION.	INFRASTRUCTURE INSTALLATION MUST OCCUR PRIOR TO ANY LOT DEVELOPMENT.
IMPLEMENT THE INSTALLATION OF TEMPORARY SEEDING, PERMANENT SEEDING, AND/OR MULCHING.	STABILIZATION MEASURES MUST BE INITIATED AS SOON AS POSSIBLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THE PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
IMPLEMENT THE INSTALLATION ALL BMP'S NEEDED AND ASSOCIATED WITH THE BUILDING PHASE.	BUILDING PHASE BMP'S MUST BE INSTALLED CONCURRENTLY WITH LOT DEVELOPMENT.
PROCEED WITH REMOVAL OF BMP'S.	BMP'S MAY NOT BE REMOVED UNTIL EACH IMPACTED DRAINAGE BASIN HAS BEEN FULLY DEVELOPED. FULL DEVELOPMENT SHALL MEAN INSTALLATION OF PAVEMENT, BUILDINGS, AND UTILITIES, LANDSCAPING, AND FULLY ESTABLISHED PERMANENT SEEDING. FURTHERMORE, INSPECTOR APPROVAL MUST BE OBTAINED BEFORE THE REMOVAL OF ANY BMP'S.

1 STORMWATER POLLUTION PREVENTION PLAN

SCHEDULE 1

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6 - 6 - 2026
STATE OF NEBRASKA

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DATE: Mar 02, 2026 8:26am USER: jolson

COUNTY ROAD 35

NDOT 801 PERMANENT SEEDING, TYPE B	
LOCATION	**AC**
STA. 100+40.41 TO STA. 105+00.00, LT	0.46
STA. 100+40.41 TO STA. 105+00.00, RT	0.74

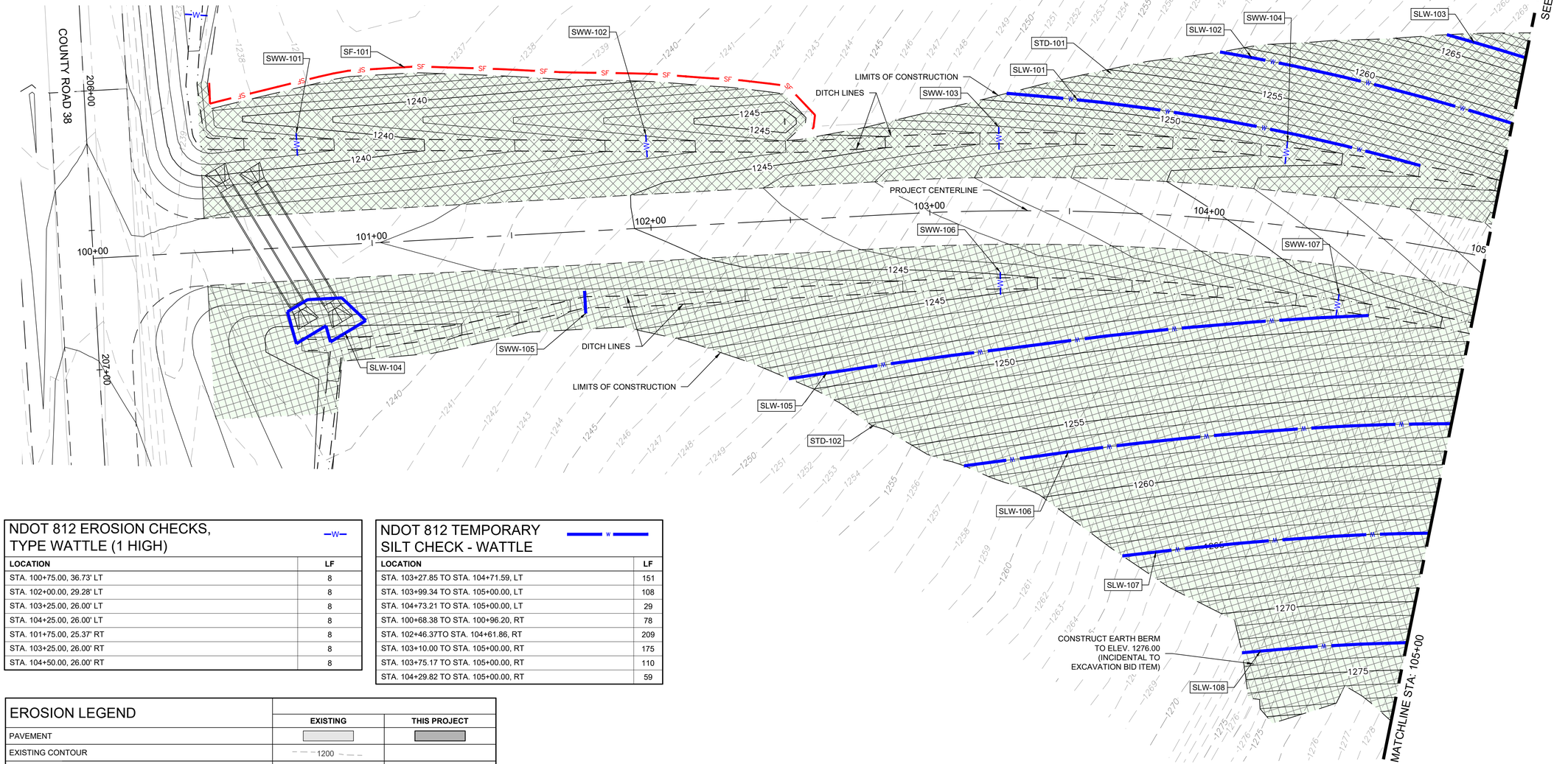
NDOT 810 EROSION CONTROL, CLASS 1D	
LOCATION	**SY**
STA. 100+40.41 TO STA. 105+00.00, LT	2,217
STA. 100+40.41 TO STA. 105+00.00, RT	3,585

NDOT 816 FABRIC SILT FENCE-LOW POROSITY — SF	
LOCATION	**LF**
STA. 100+44.88 TO STA. 102+60.86, LT	235

N

0' 10' 20' 40'
SCALE IN FEET

KEYMAP



NDOT 812 EROSION CHECKS, TYPE WATTLE (1 HIGH) —W—	
LOCATION	**LF**
STA. 100+75.00, 36.73' LT	8
STA. 102+00.00, 29.28' LT	8
STA. 103+25.00, 26.00' LT	8
STA. 104+25.00, 26.00' LT	8
STA. 101+75.00, 25.37' RT	8
STA. 103+25.00, 26.00' RT	8
STA. 104+50.00, 26.00' RT	8

NDOT 812 TEMPORARY SILT CHECK - WATTLE — W —	
LOCATION	**LF**
STA. 103+27.85 TO STA. 104+71.59, LT	151
STA. 103+99.34 TO STA. 105+00.00, LT	108
STA. 104+73.21 TO STA. 105+00.00, LT	29
STA. 100+68.38 TO STA. 100+96.20, RT	78
STA. 102+46.37TO STA. 104+61.86, RT	209
STA. 103+10.00 TO STA. 105+00.00, RT	175
STA. 103+75.17 TO STA. 105+00.00, RT	110
STA. 104+29.82 TO STA. 105+00.00, RT	59

EROSION LEGEND	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1200	
PROPOSED CONTOUR		1200
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
EROSION CHECK, TYPE WATTLE (1 HIGH) SWW-#		—W—
TEMPORARY SILT CHECK - WATTLE SLW-#		
SEEDING / FERTILIZING STD-#		
EROSION CONTROL BLANKET (CLASS 1D) STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

1 SEDIMENT AND EROSION CONTROL COUNTY ROAD 35 - SHEET 1 OF 6

SCHEDULE 1

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6 - 2026
STATE OF NEBRASKA

REVISIONS

REV NO.	DATE	DESCRIPTION

SEDIMENT AND EROSION CONTROL
COUNTY ROAD 35 - SHEET 1 OF 6

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

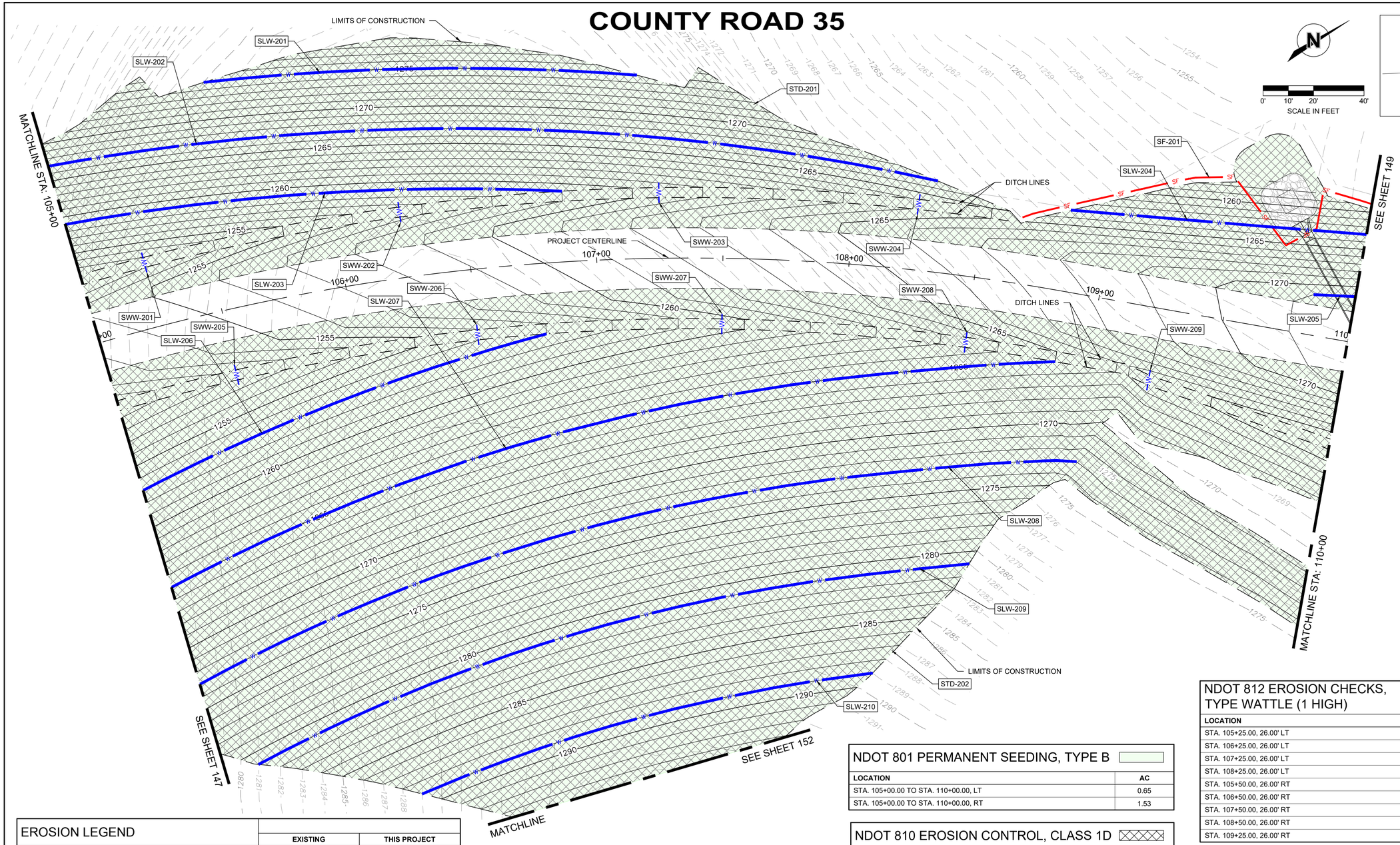
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
147

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DATE: Mar 02, 2026 8:29am USER: jolson

COUNTY ROAD 35



EROSION LEGEND	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1200	
PROPOSED CONTOUR		1200
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
EROSION CHECK, TYPE WATTLE (1 HIGH) SWW-#		W
TEMPORARY SILT CHECK - WATTLE SLW-#		
SEEDING / FERTILIZING STD-#		
EROSION CONTROL BLANKET (CLASS 1D) STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

NDOT 801 PERMANENT SEEDING, TYPE B

LOCATION	AC
STA. 105+00.00 TO STA. 110+00.00, LT	0.65
STA. 105+00.00 TO STA. 110+00.00, RT	1.53

NDOT 810 EROSION CONTROL, CLASS 1D

LOCATION	SY
STA. 105+00.00 TO STA. 110+00.00, LT	3,166
STA. 105+00.00 TO STA. 110+00.00, RT	7,409

NDOT 816 FABRIC SILT FENCE - LOW POROSITY

LOCATION	LF
STA. 108+65.21 TO STA. 110+00.00, LT	169

NDOT 905 ROCK RIPRAP, TYPE B

LOCATION	TN
STA. 109+59.92, 60.12' LT	45

NDOT 812 EROSION CHECKS, TYPE WATTLE (1 HIGH)

LOCATION	LF
STA. 105+25.00, 26.00' LT	8
STA. 106+25.00, 26.00' LT	8
STA. 107+25.00, 26.00' LT	8
STA. 108+25.00, 26.00' LT	8
STA. 105+50.00, 26.00' RT	8
STA. 106+50.00, 26.00' RT	8
STA. 107+50.00, 26.00' RT	8
STA. 108+50.00, 26.00' RT	8
STA. 109+25.00, 26.00' RT	8

NDOT 812 TEMPORARY SILT CHECK - WATTLE

LOCATION	LF
STA. 105+61.85 TO STA. 107+17.58, LT	172
STA. 105+00.00 TO STA. 108+31.25, LT	355
STA. 105+00.00 TO STA. 106+87.81, LT	198
STA. 108+83.01 TO STA. 110+00.00, LT	118
STA. 109+83.53 TO STA. 110+00.00, LT	17
STA. 105+00.00 TO STA. 106+78.08, RT	172
STA. 110+00.00 TO STA. 108+87.26, RT	365
STA. 110+00.00 TO STA. 109+02.53, RT	362
STA. 105+17.03 TO STA. 108+64.96, RT	295
STA. 105+95.00 TO STA. 108+26.67, RT	185

1 SEDIMENT AND EROSION CONTROL COUNTY ROAD 35 - SHEET 2 OF 6

SCHEDULE 1

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3 - 6 - 2026
STATE OF NEBRASKA

REVISIONS

REV NO.	DATE	DESCRIPTION

SEDIMENT AND EROSION CONTROL
COUNTY ROAD 35 - SHEET 2 OF 6

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

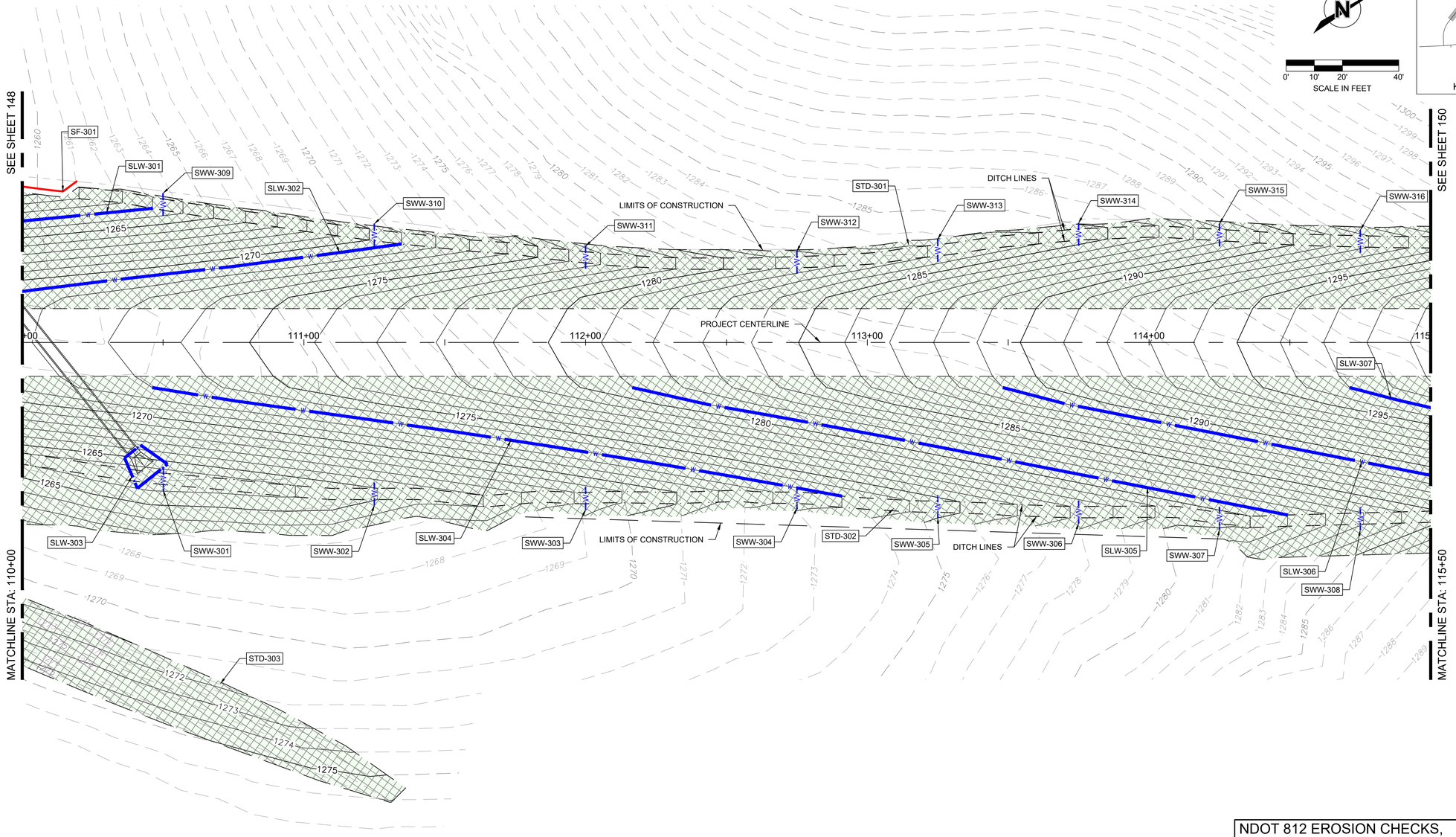
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
148

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COUNTY ROAD 35



0' 10' 20' 40'
SCALE IN FEET

KEYMAP

EROSION LEGEND	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1200	
PROPOSED CONTOUR		1200
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
EROSION CHECK, TYPE WATTLE (1 HIGH) SWW-#		W
TEMPORARY SILT CHECK - WATTLE SLW-#		
SEEDING / FERTILIZING STD-#		
EROSION CONTROL BLANKET (CLASS 1D) STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

NDOT 801 PERMANENT SEEDING, TYPE B

LOCATION	AC
STA. 110+00.00 TO STA. 115+00.00, LT	0.33
STA. 110+00.00 TO STA. 115+00.00, RT	0.62
STA. 110+00.00 TO STA. 111+36.07, RT	0.06

NDOT 816 FABRIC SILT FENCE - LOW POROSITY

SF

LOCATION	LF
STA. 110+00.00 TO STA. 110+19.43, LT	21

NDOT 810 EROSION CONTROL, CLASS 1D

LOCATION	SY
STA. 110+00.00 TO STA. 115+00.00, LT	1,608
STA. 110+00.00 TO STA. 115+00.00, RT	3,070
STA. 110+00.00 TO STA. 111+36.07, RT	307

NDOT 812 TEMPORARY SILT CHECK - WATTLE

W

LOCATION	LF
STA. 110+00.00 TO STA. 110+46.23, LT	46
STA. 110+00.00 TO STA. 111+34.62, LT	136
STA. 110+36.34 TO STA. 110+51.56, RT	44
STA. 110+46.15 TO STA. 112+90.96, RT	248
STA. 112+16.62 TO STA. 114+49.19, RT	237
STA. 113+48.14 TO STA. 115+00.00, RT	155
STA. 114+71.21 TO STA. 115+00.00, RT	30

NDOT 812 EROSION CHECKS, TYPE WATTLE (1 HIGH)

W

LOCATION	LF
STA. 110+50.00, 48.38' RT	8
STA. 111+25.00, 53.75' RT	8
STA. 112+00.00, 55.25' RT	8
STA. 112+75.00, 55.12' RT	8
STA. 113+25.00, 58.20' RT	8
STA. 113+75.00, 60.21' RT	8
STA. 114+25.00, 62.34' RT	8
STA. 114+75.00, 62.50' RT	8
STA. 110+50.00, 48.93' LT	8
STA. 111+25.00, 38.10' LT	8
STA. 112+00.00, 30.20' LT	8
STA. 112+75.00, 28.48' LT	8
STA. 113+25.00, 32.65' LT	8
STA. 113+75.00, 38.35' LT	8
STA. 114+25.00, 38.10' LT	8
STA. 114+75.00, 35.88' LT	8

1 SEDIMENT AND EROSION CONTROL COUNTY ROAD 35 - SHEET 3 OF 6

SCHEDULE 1

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STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION

REVISIONS

SEDIMENT AND EROSION CONTROL
COUNTY ROAD 35 - SHEET 3 OF 6

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

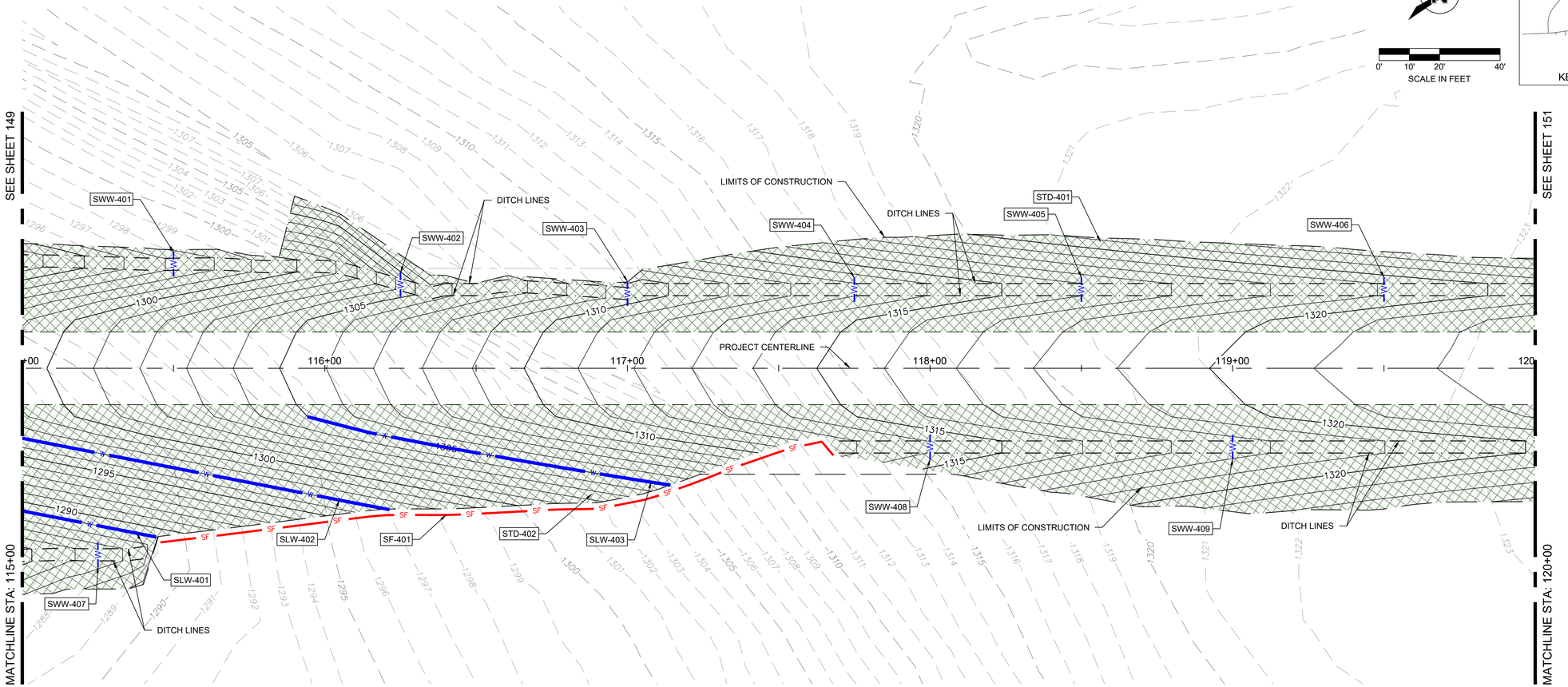
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
149

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COUNTY ROAD 35



EROSION LEGEND	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1200	
PROPOSED CONTOUR		1200
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
EROSION CHECK, TYPE WATTLE (1 HIGH) SWW-#		W
TEMPORARY SILT CHECK - WATTLE SLW-#		
SEEDING / FERTILIZING STD-#		
EROSION CONTROL BLANKET (CLASS 1D) STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

NDOT 801 PERMANENT SEEDING, TYPE B

LOCATION	AC
STA. 110+00.00 TO STA. 115+00.00, LT	0.31
STA. 110+00.00 TO STA. 115+00.00, RT	0.38

NDOT 810 EROSION CONTROL, CLASS 1D

LOCATION	SY
STA. 115+00.00 TO STA. 120+00.00, LT	1,516
STA. 115+00.00 TO STA. 120+00.00, RT	1,844

NDOT 812 EROSION CHECK, TYPE WATTLE (1 HIGH) —W—

LOCATION	LF
STA. 115+50.00, 34.38' LT	8
STA. 116+25.00, 27.64' LT	8
STA. 117+00.00, 24.69' LT	8
STA. 117+75.00, 26.00' LT	8
STA. 118+50.00, 26.00' LT	8
STA. 119+50.00, 26.00' LT	8
STA. 115+25.00, 61.61' RT	8
STA. 118+00.00, 26.00' RT	8
STA. 119+00.00, 26.00' RT	8

NDOT 816 FABRIC SILT FENCE - LOW POROSITY SF

LOCATION	LF
STA. 115+45.75 TO STA. 117+68.00, RT	228

NDOT 812 TEMPORARY SILT CHECK - WATTLE W

LOCATION	LF
STA. 115+00.00 TO STA. 115+44.12, RT	45
STA. 115+00.00 TO STA. 116+21.32, RT	124
STA. 115+94.29 TO STA. 117+14.13, RT	122

1 SEDIMENT AND EROSION CONTROL COUNTY ROAD 35 - SHEET 4 OF 6

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STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

SEDIMENT AND EROSION CONTROL
COUNTY ROAD 35 - SHEET 4 OF 6

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

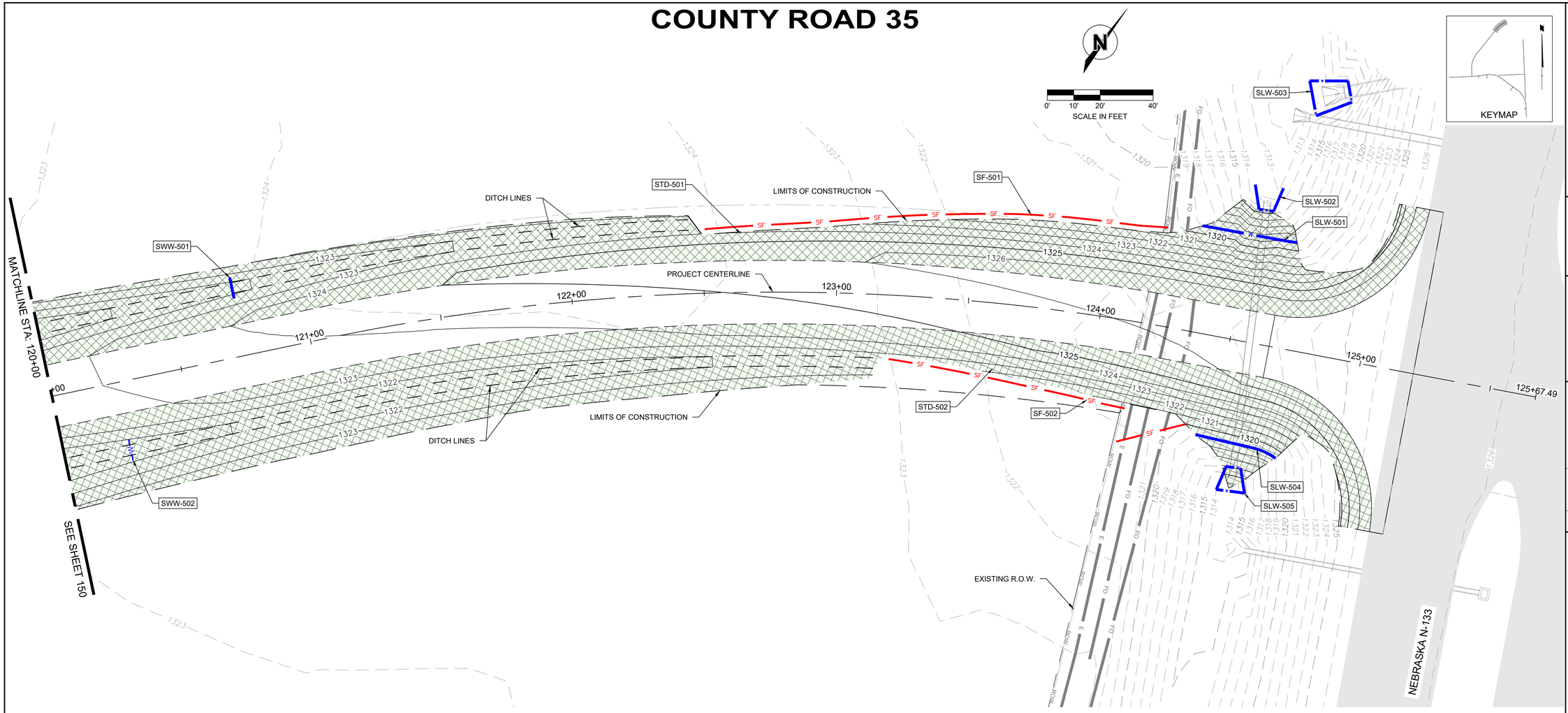
drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET 150

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COUNTY ROAD 35



NDOT 801 PERMANENT SEEDING, TYPE B

LOCATION	AC
STA. 120+00.00 TO STA. 1125+14.96, LT	0.25
STA. 120+00.00 TO STA. 125+15.24, RT	0.28

NDOT 810 EROSION CONTROL, CLASS 1D

LOCATION	SY
STA. 120+00.00 TO STA. 125+14.96, LT	1,188
STA. 120+00.00 TO STA. 125+15.24, RT	1,371

NDOT 812 EROSION CHECK, TYPE WATTLE (1 HIGH)

LOCATION	LF
STA. 120+75.00, 26.00' LT	8
STA. 120+25.00, 26.00' RT	8

NDOT 816 FABRIC SILT FENCE - LOW POROSITY

LOCATION	LF
STA. 122+50.98 TO STA. 124+19.66, LT	176
STA. 123+21.09 TO STA. 124+14.90, RT	91
STA. 124+13.92 TO STA. 124+39.45, RT	27

NDOT 812 TEMPORARY SILT CHECK - WATTLE

LOCATION	LF
STA. 124+31.96 TO STA. 124+68.09, LT	36
STA. 124+48.46 TO STA. 124+59.15, LT	24
STA. 124+61.39 TO STA. 124+78.48, LT	50
STA. 124+43.92 TO STA. 124+75.22, RT	32
STA. 124+55.47 TO STA. 124+66.16, RT	35

EROSION LEGEND

	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1200	
PROPOSED CONTOUR		1200
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
EROSION CHECK, TYPE WATTLE (1 HIGH) SWW-#		W
TEMPORARY SILT CHECK - WATTLE SLW-#		
SEEDING / FERTILIZING STD-#		
EROSION CONTROL BLANKET (CLASS 1D) STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

1 SEDIMENT AND EROSION CONTROL COUNTY ROAD 35 - SHEET 5 OF 6

SCHEDULE 1

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6 - 6 - 2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

SEDIMENT AND EROSION CONTROL
COUNTY ROAD 35 - SHEET 5 OF 6

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

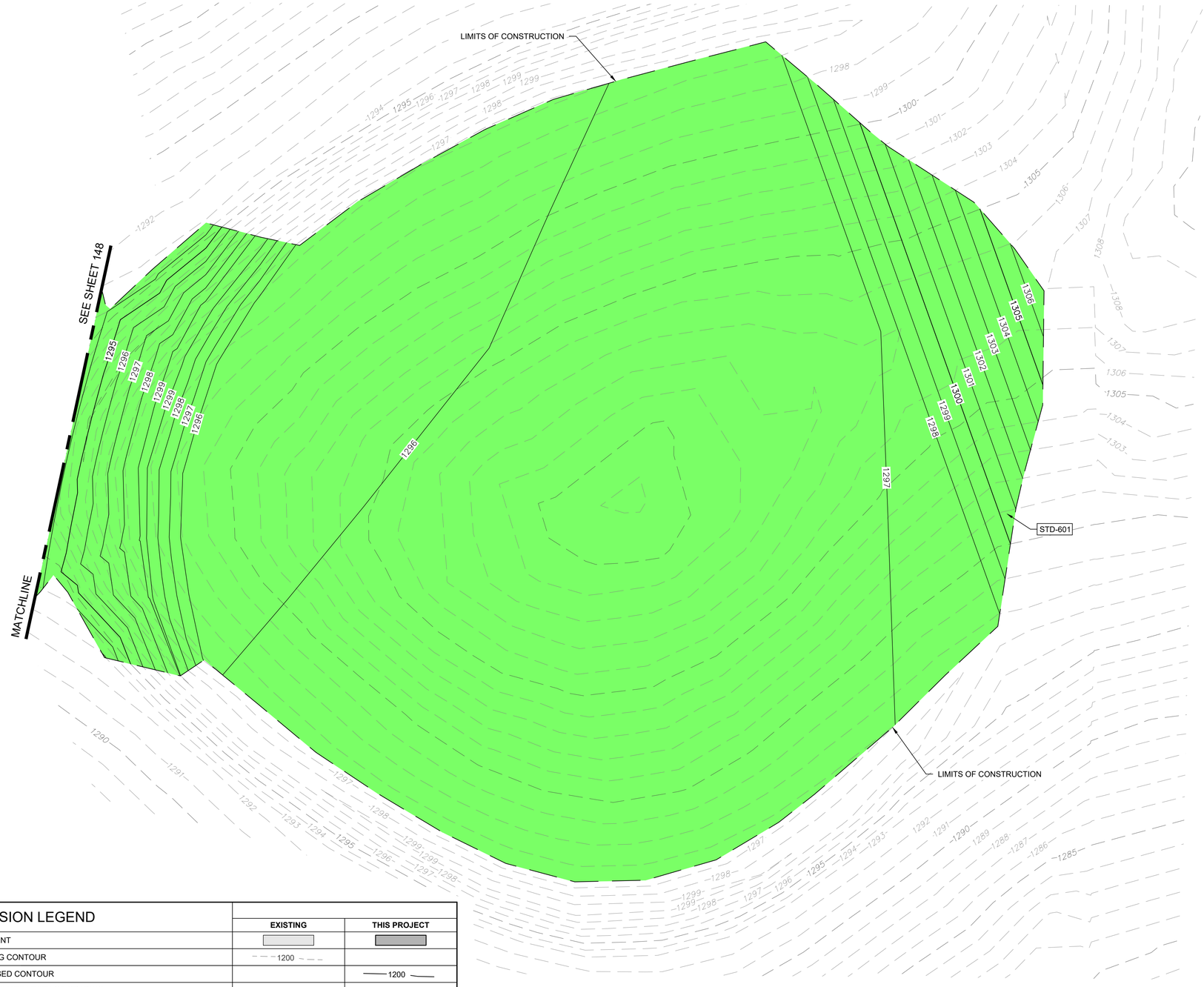
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
151

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EXISTING COUNTY ROAD 35



N

0' 10' 20' 40'

SCALE IN FEET

KEYMAP

NDOT 801 SEEDING - FARMABLE GROUND	
LOCATION	**AC**
THIS SHEET	1.69

EROSION LEGEND		
	EXISTING	**THIS PROJECT**
PAVEMENT		
EXISTING CONTOUR	1200	
PROPOSED CONTOUR		1200
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
EROSION CHECK, TYPE WATTLE (1 HIGH) SWW-#		W
TEMPORARY SILT CHECK - WATTLE SLW-#		
FARMABLE GROUND STD-#		

1 SEDIMENT AND EROSION CONTROL COUNTY ROAD 35 - SHEET 6 OF 6

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3 - 6 - 2026
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REVISIONS

REV. NO.	DATE	DESCRIPTION

SEDIMENT AND EROSION CONTROL
COUNTY ROAD 35 - SHEET 6 OF 6

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

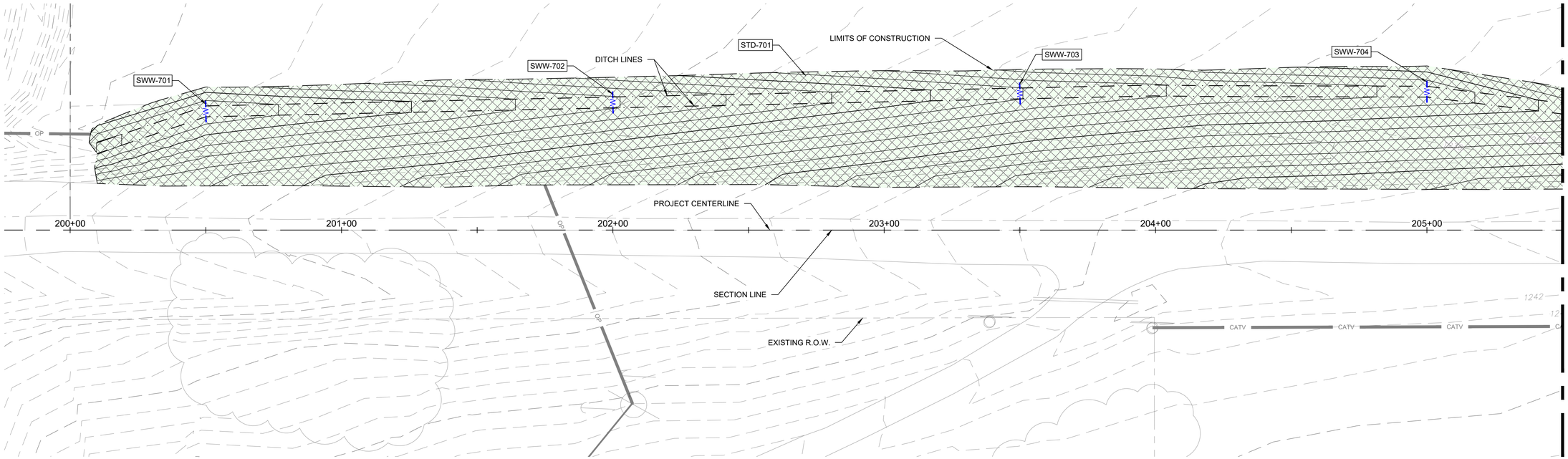
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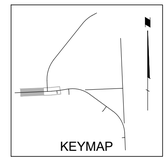
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COUNTY ROAD 38-35



0' 10' 20' 40'
SCALE IN FEET



NDOT 801 PERMANENT SEEDING, TYPE B	
LOCATION	**AC**
STA. 200+06.98 TO STA. 205+50.00, LT	0.50

NDOT 810 EROSION CONTROL, CLASS 1D	
LOCATION	**SY**
STA. 200+06.98 TO STA. 205+50.00, LT	2,439

NDOT 812 EROSION CHECK, TYPE WATTLE (1 HIGH) —W—	
LOCATION	**LF**
STA. 200+50.00, 43.77' LT	8
STA. 202+00.00, 47.07' LT	8
STA. 203+50.00, 50.37' LT	8
STA. 205+00.00, 51.03, LT	8

EROSION LEGEND		
	EXISTING	**THIS PROJECT**
PAVEMENT		
EXISTING CONTOUR	1200	
PROPOSED CONTOUR		1200
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
EROSION CHECK, TYPE WATTLE (1 HIGH) SWW-#		—W—
TEMPORARY SILT CHECK - WATTLE SLW-#		
SEEDING / FERTILIZING STD-#		
EROSION CONTROL BLANKET (CLASS 1D) STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

1 SEDIMENT AND EROSION CONTROL COUNTY ROAD 38-35 - SHEET 1 OF 7

SCHEDULE 1

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PRELIMINARY NOT FOR CONSTRUCTION
ANTHONY TROY EGELHOFF
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3 - 6 - 2026
REGISTERED PROFESSIONAL ENGINEER
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION

REVISIONS

SEDIMENT AND EROSION CONTROL
COUNTY ROAD 38-35 - SHEET 1 OF 7

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

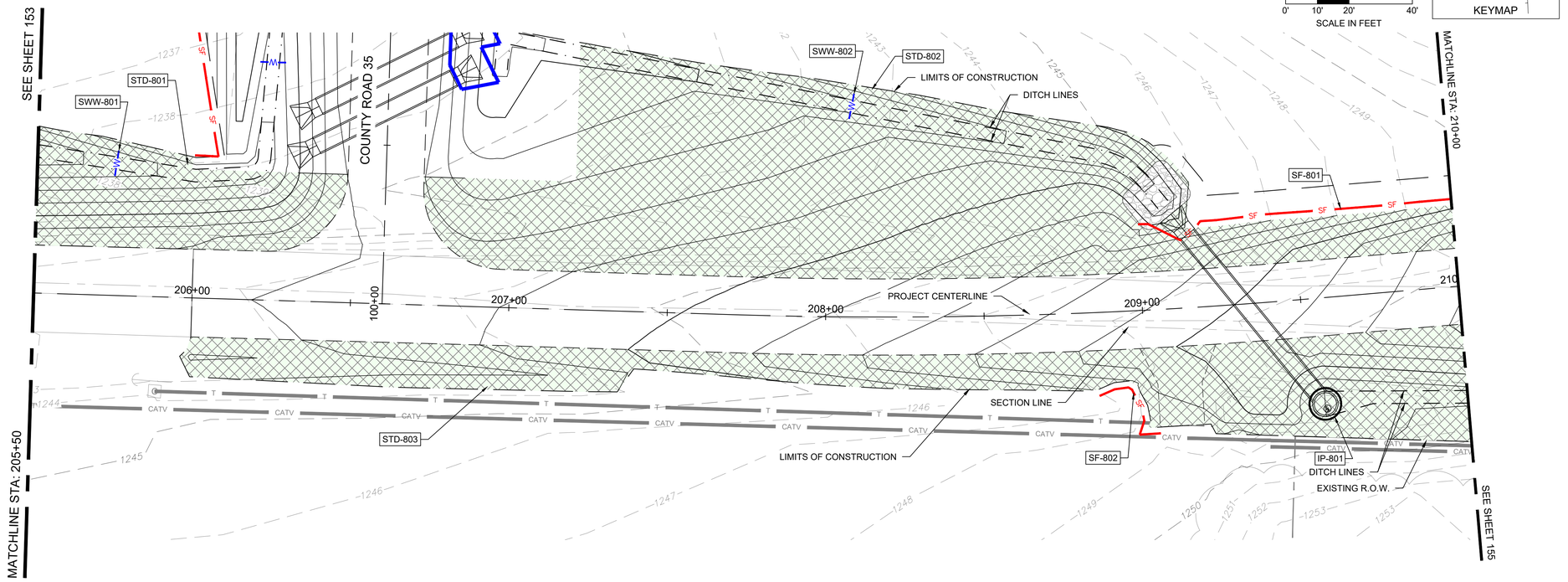
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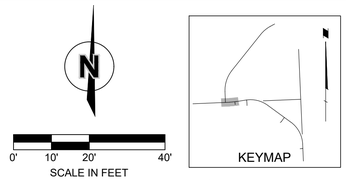
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COUNTY ROAD 38-35





EROSION LEGEND	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1200	
PROPOSED CONTOUR		1200
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
EROSION CHECK, TYPE WATTLE (1 HIGH) SWW-#		W
TEMPORARY SILT CHECK - WATTLE SLW-#		
SEEDING / FERTILIZING STD-#		
EROSION CONTROL BLANKET (CLASS 1D) STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

NDOT 801 PERMANENT SEEDING, TYPE B

LOCATION	AC
STA. 205+50.00 TO STA. 206+48.03, LT	0.06
STA. 206+72.03 TO STA. 210+00.00, LT	0.30
STA. 205+96.68 TO STA. 210+00.00, RT	0.15

NDOT 810 EROSION CONTROL, CLASS 1D

LOCATION	SY
STA. 205+50.00 TO STA. 206+48.03, LT	305
STA. 206+72.03 TO STA. 210+00.00, LT	1,469
STA. 205+96.68 TO STA. 210+00.00, RT	735

NDOT 905 ROCK RIPRAP, TYPE A

LOCATION	TN
STA. 209+06.38, 35.55' LT	28

NDOT 816 FABRIC SILT FENCE - LOW POROSITY SF

LOCATION	LF
STA. 207+06.79 TO STA. 210+00.00, LT	103
STA. 208+85.41 TO STA. 209+03.67, RT	33

NDOT 819 INLET PROTECTION

LOCATION	TYPE	EA.
STA. 209+55.00, 33.41' RT	AREA	1

NDOT 812 EROSION CHECK , TYPE WATTLE (1 HIGH) W

LOCATION	LF
STA. 205+75.00, 41.67' LT	8
STA. 208+07.71, 66.40' LT	8

1 SEDIMENT AND EROSION CONTROL COUNTY ROAD 38-35 - SHEET 2 OF 7

SCHEDULE 1

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3 - 6 - 2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

SEDIMENT AND EROSION CONTROL
COUNTY ROAD 38-35 - SHEET 2 OF 7

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

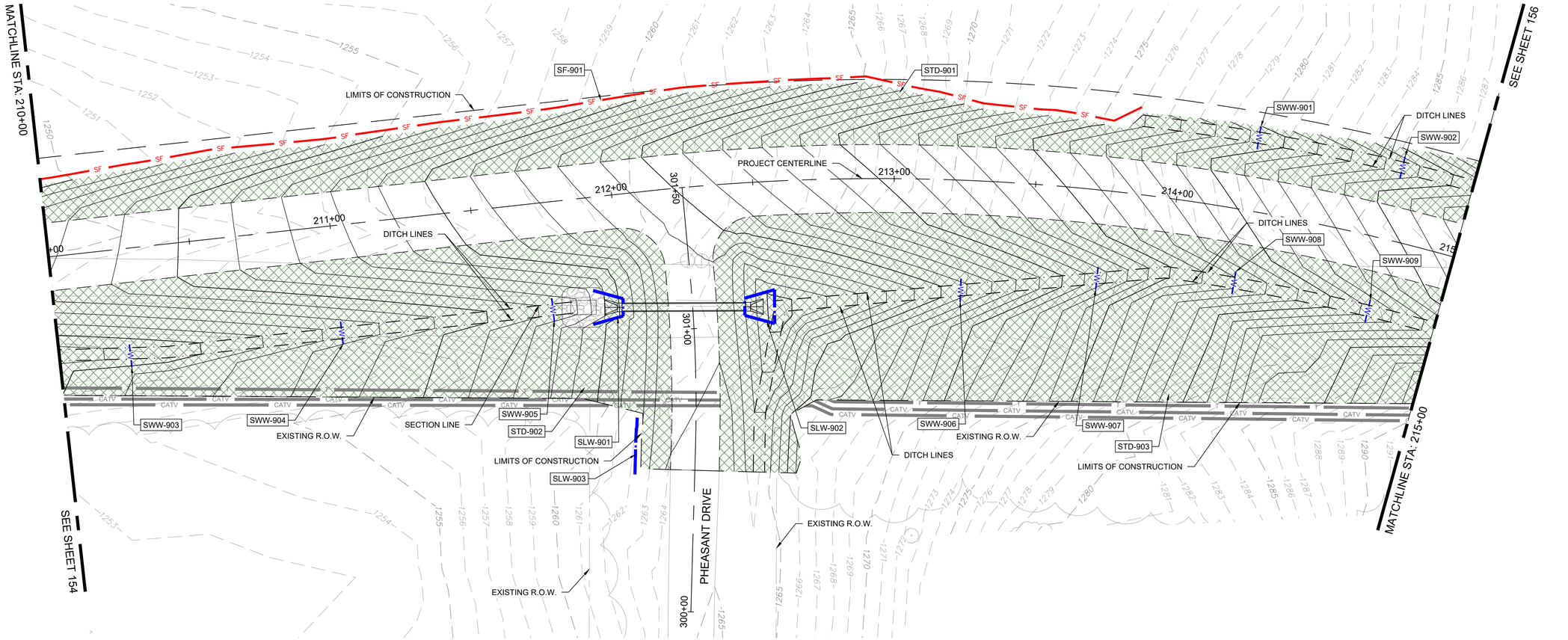
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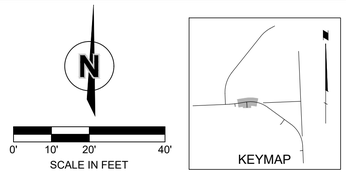
drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

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COUNTY ROAD 38-35





NDOT 801 PERMANENT SEEDING, TYPE B

LOCATION	AC
STA. 210+00.00 TO STA. 215+00.00, LT	0.21
STA. 210+00.00 TO STA. 212+16.18, RT	0.25
STA. 212+29.54 TO STA. 215+00.00, RT	0.36

NDOT 810 EROSION CONTROL, CLASS 1D

LOCATION	SY
STA. 210+00.00 TO STA. 215+00.00, LT	1,008
STA. 210+00.00 TO STA. 212+16.18, RT	1,195
STA. 212+29.54 TO STA. 215+00.00, RT	1,749

NDOT 816 FABRIC SILT FENCE - LOW POROSITY

SF

LOCATION	LF
STA. 210+00.00 TO STA. 213+84.06, LT	394

NDOT 812 TEMPORARY SILT CHECK - WATTLE

W

LOCATION	LF
STA. 211+88.62 TO STA. 212+00.01, RT	28
STA. 212+44.14 TO STA. 212+55.77, RT	40
STA. 300+48.00 TO STA. 300+68.33, LT	20

NDOT 810 EROSION CHECKS, TYPE WATTLE (1 HIGH)

W

LOCATION	LF
STA. 214+25.00, 26.00' LT	8
STA. 214+75.00, 26.00' LT	8
STA. 210+25.00, 37.86' RT	8
STA. 211+00.00, 38.00' RT	8
STA. 211+75.00, 38.00' RT	8
STA. 213+25.00, 38.85' RT	8
STA. 213+75.00, 31.13' RT	8
STA. 214+25.00, 26.00' RT	8
STA. 214+75.00, 26.00' RT	8

NDOT 905 ROCK RIPRAP, TYPE A

LOCATION	TN
STA. 211+85.76, 38.40' RT	21

EROSION LEGEND

	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1200	
PROPOSED CONTOUR		1200
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
EROSION CHECK, TYPE WATTLE (1 HIGH) SWW-#		W
TEMPORARY SILT CHECK - WATTLE SLW-#		
SEEDING / FERTILIZING STD-#		
EROSION CONTROL BLANKET (CLASS 1D) STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

1 SEDIMENT AND EROSION CONTROL COUNTY ROAD 38-35 - SHEET 3 OF 7

SCHEDULE 1

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6 - 6 - 2026
STATE OF NEBRASKA

REVISIONS

REV NO.	DATE	DESCRIPTION

SEDIMENT AND EROSION CONTROL
COUNTY ROAD 38-35 - SHEET 3 OF 7

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

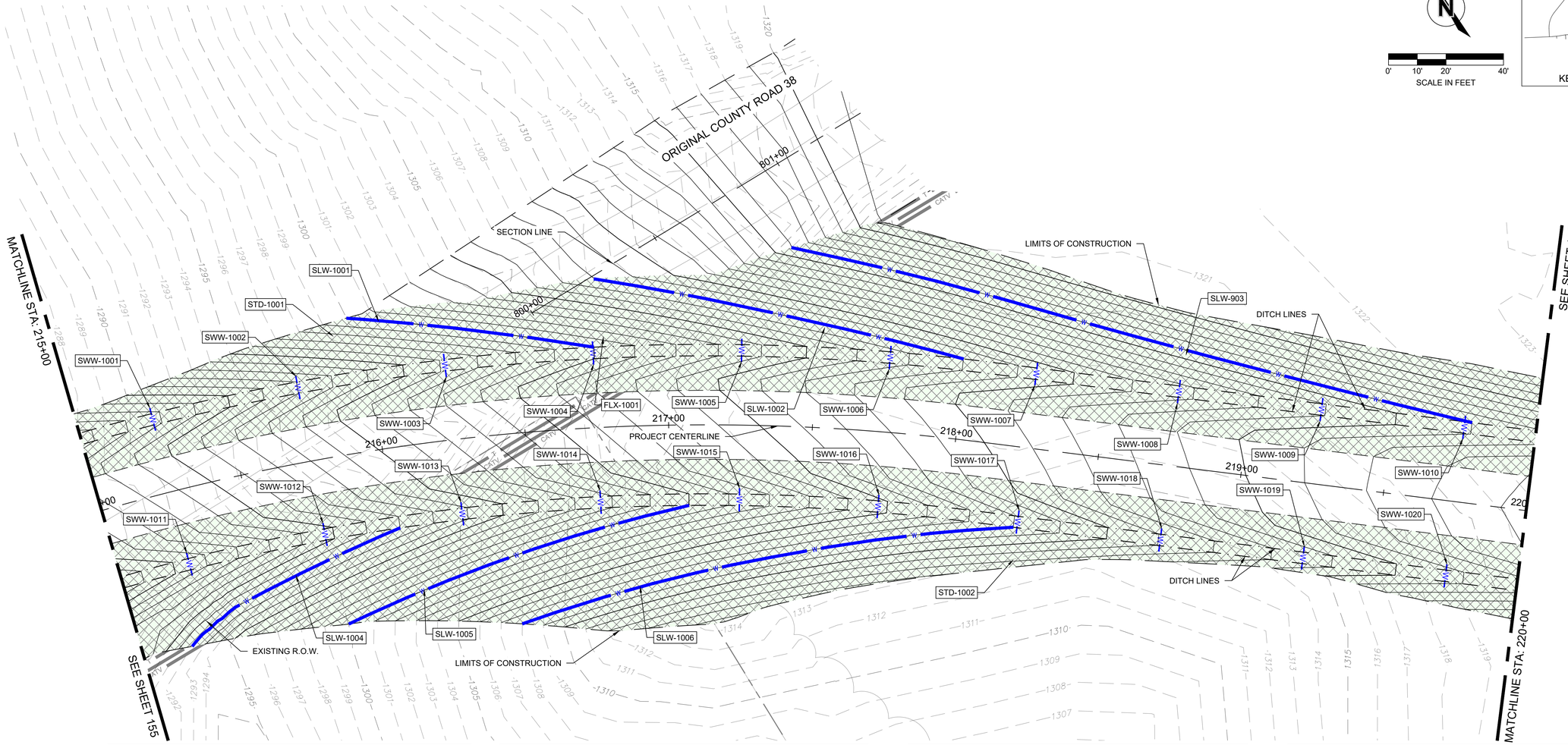
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drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

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COUNTY ROAD 38-35



NDOT 801 PERMANENT SEEDING, TYPE B

LOCATION	AC
STA. 215+00.00 TO STA. 220+00.00, LT	0.47
STA. 215+00.00 TO STA. 220+00.00, RT	0.43

NDOT 810 EROSION CONTROL, CLASS 1D

LOCATION	SY
STA. 215+00.00 TO STA. 220+00.00, LT	2,297
STA. 215+00.00 TO STA. 220+00.00, RT	2,075

NDOT 812 TEMPORARY SILT CHECK - WATTLE

LOCATION	LF
STA. 215+94.78 TO STA. 216+75.36, LT	87
STA. 216+76.50 TO STA. 217+99.55, LT	132
STA. 215+18.46 TO STA. 216+02.11, RT	84
STA. 215+77.71 TO STA. 217+06.85, RT	126
STA. 216+42.86 TO STA. 218+25.00, RT	175

NDOT 812 EROSION CHECKS, TYPE WATTLE (1 HIGH)

LOCATION	LF
STA. 215+25.00, 26.00' LT	8
STA. 215+75.00, 26.00' LT	8
STA. 216+25.00, 26.00' LT	8
STA. 216+75.00, 26.00, LT	8
STA. 217+25.00, 26.00' LT	8
STA. 217+75.00, 26.00' LT	8
STA. 218+25.00, 26.00' LT	8
STA. 218+75.00, 26.00' LT	8
STA. 219+25.00, 26.00' LT	8
STA. 219+75.00, 26.00' LT	8
STA. 215+25.00, 26.00' RT	8
STA. 215+75.00, 26.00' RT	8
STA. 216+25.00, 26.00' RT	8
STA. 216+75.00, 26.00' RT	8
STA. 217+25.00, 26.00' RT	8

NDOT 812 EROSION CHECKS, TYPE WATTLE (1 HIGH)

LOCATION	LF
STA. 217+75.00, 26.00' RT	8
STA. 218+25.00, 26.00' RT	8
STA. 218+75.00, 26.00' RT	8
STA. 219+25.00, 26.00, RT	8
STA. 219+75.00, 26.00' RT	8

EROSION LEGEND

	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1200	
PROPOSED CONTOUR		1200
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
EROSION CHECK, TYPE WATTLE (1 HIGH) SWW-#		W
TEMPORARY SILT CHECK - WATTLE SLW-#		
SEEDING / FERTILIZING STD-#		
EROSION CONTROL BLANKET (CLASS 1D) STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

1 SEDIMENT AND EROSION CONTROL COUNTY ROAD 38-35 - SHEET 4 OF 7

SCHEDULE 1

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REV NO.	DATE	DESCRIPTION
		REVISIONS

SEDIMENT AND EROSION CONTROL
COUNTY ROAD 38-35 - SHEET 4 OF 7

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

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156

COUNTY ROAD 38-35

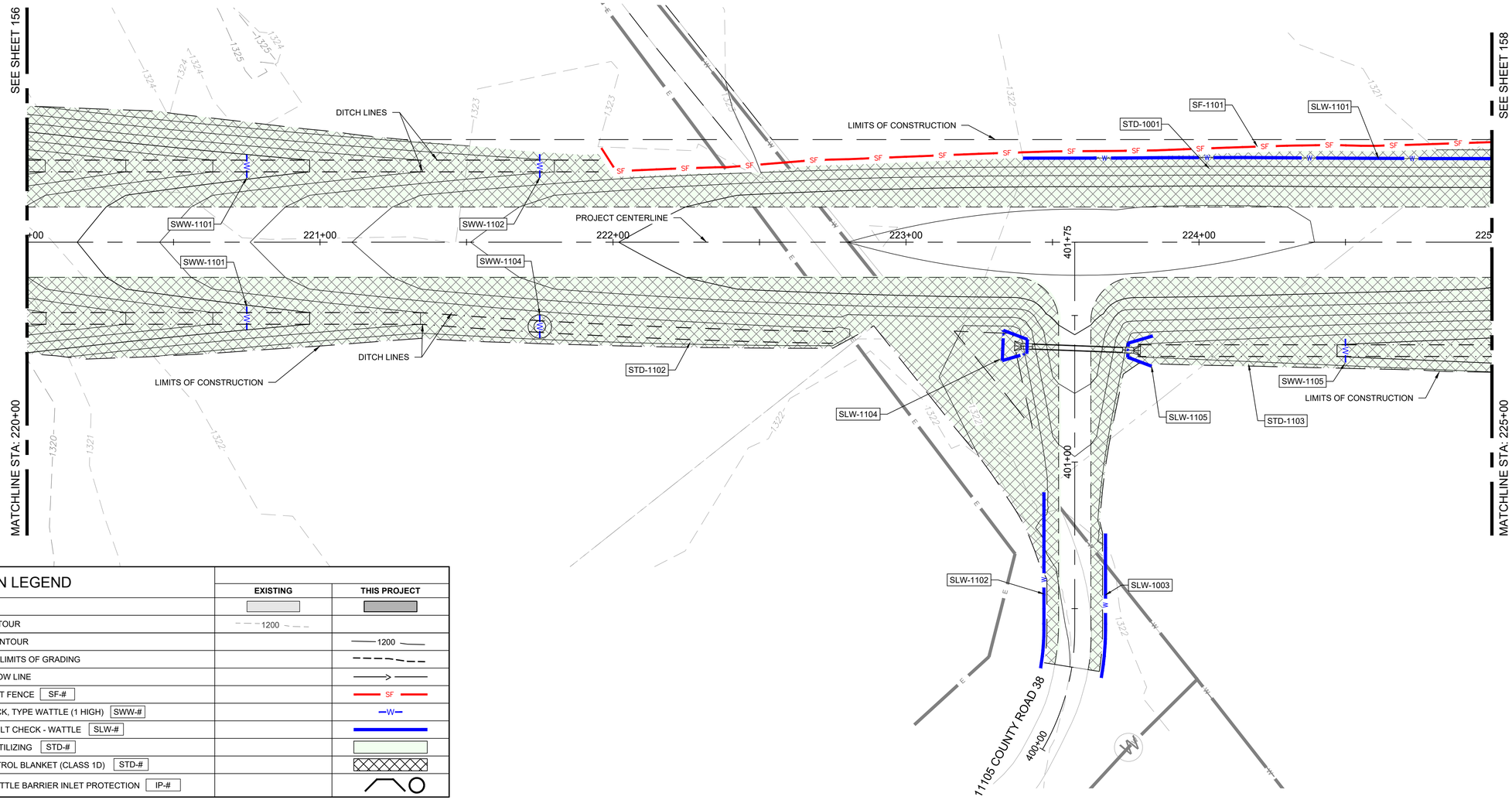
NDOT 801 PERMANENT SEEDING, TYPE B	
LOCATION	**AC**
STA. 220+00.00 TO STA. 225+00.00, LT	0.23
STA. 220+00.00 TO STA. 223+52.08, RT	0.24
STA. 223+62.15 TO STA. 225+00.00, RT	0.11

NDOT 810 EROSION CONTROL, CLASS 1D	
LOCATION	**SY**
STA. 220+00.00 TO STA. 225+00.00, LT	1,116
STA. 220+00.00 TO STA. 223+52.08, RT	1,181
STA. 223+62.15 TO STA. 225+00.00, RT	525

NDOT 816 FABRIC SILT FENCE - LOW POROSITY — SF —	
LOCATION	**LF**
STA. 221+96.05 TO STA. 225+00.00, LT	309

NDOT 812 EROSION CHECKS, TYPE WATTLE (1 HIGH) —W—	
LOCATION	**LF**
STA. 220+75.00, 26.00' LT	8
STA. 221+75.00, 26.00' LT	8
STA. 220+75.00, 26.00' RT	8
STA. 221+75.00, 26.00' RT	8
STA. 224+50.00, 37.00' RT	8

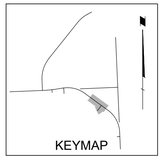
NDOT 812 TEMPORARY SILT CHECK - WATTLE — W —	
LOCATION	**LF**
STA. 223+40.00 TO STA. 225+00.00, LT	160
STA. 400+27.72 TO STA. 400+89.61, LT	60
STA. 400+28.23 TO STA. 400+75.57, RT	49
STA. 401+34.62 TO STA. 401+44.92, LT	32
STA. 401+32.70 TO STA. 401+43.00, RT	22



EROSION LEGEND	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1200	
PROPOSED CONTOUR		1200
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
EROSION CHECK, TYPE WATTLE (1 HIGH) SWW-#		W
TEMPORARY SILT CHECK - WATTLE SLW-#		
SEEDING / FERTILIZING STD-#		
EROSION CONTROL BLANKET (CLASS 1D) STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

1 SEDIMENT AND EROSION CONTROL COUNTY ROAD 38-35 - SHEET 5 OF 7

SCHEDULE 1



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REVISIONS

SEDIMENT AND EROSION CONTROL
COUNTY ROAD 38-35 - SHEET 5 OF 7

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

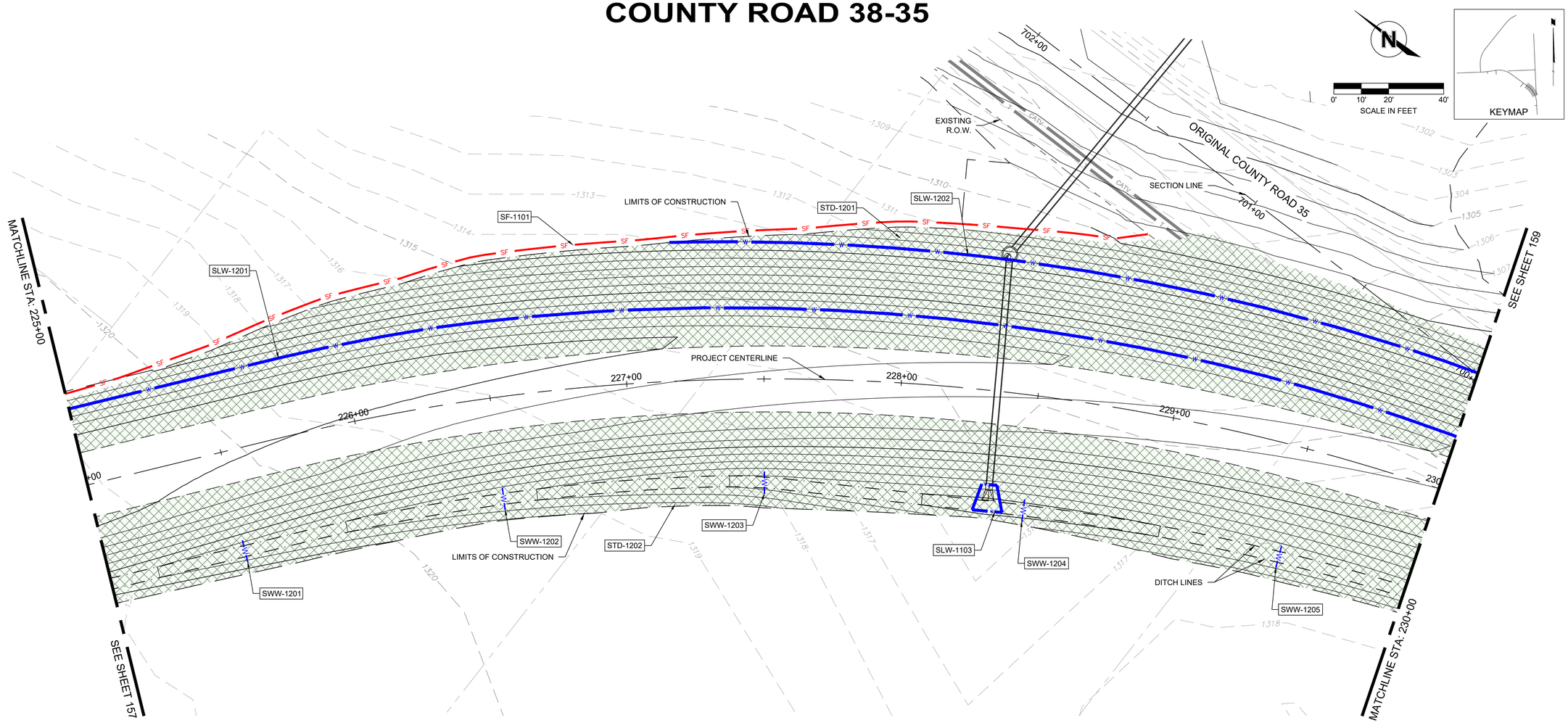
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
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DATE: Mar 02, 2026 8:27am USER: jolson

COUNTY ROAD 38-35



NDOT 801 PERMANENT SEEDING, TYPE B

LOCATION	AC
STA. 225+00.00 TO STA. 230+00.00, LT	0.47
STA. 225+00.00 TO STA. 230+00.00, RT	0.39

NDOT 810 EROSION CONTROL, CLASS 1D

LOCATION	SY
STA. 225+00.00 TO STA. 230+00.00, LT	2,290
STA. 225+00.00 TO STA. 230+00.00, RT	1,870

NDOT 816 FABRIC SILT FENCE - LOW POROSITY

SF

LOCATION	LF
STA. 225+00.00 TO STA. 228+79.60, LT	403

NDOT 812 EROSION CHECKS, TYPE WATTLE (1 HIGH)

–W–

LOCATION	LF
STA. 225+50.00, 37.00' RT	8
STA. 226+50.00, 37.00' LT	8
STA. 227+50.00, 37.72' RT	8
STA. 228+50.00, 42.01' RT	8
STA. 229+50.00, 40.68' RT	8

NDOT 812 TEMPORARY SILT CHECK - WATTLE

W

LOCATION	LF
STA. 225+00.00 TO STA. 230+00.00, LT	514
STA. 227+17.89 TO STA. 230+00.00, LT	300
STA. 228+30.38 TO STA. 228+41.90, RT	36

EROSION LEGEND

	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1200	
PROPOSED CONTOUR		1200
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
EROSION CHECK, TYPE WATTLE (1 HIGH) SWW-#		–W–
TEMPORARY SILT CHECK - WATTLE SLW-#		
SEEDING / FERTILIZING STD-#		
EROSION CONTROL BLANKET (CLASS 1D) STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

1 SEDIMENT AND EROSION CONTROL COUNTY ROAD 38-35 - SHEET 6 OF 7

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REVISIONS

REV NO.	DATE	DESCRIPTION

SEDIMENT AND EROSION CONTROL
COUNTY ROAD 38-35 - SHEET 6 OF 7

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

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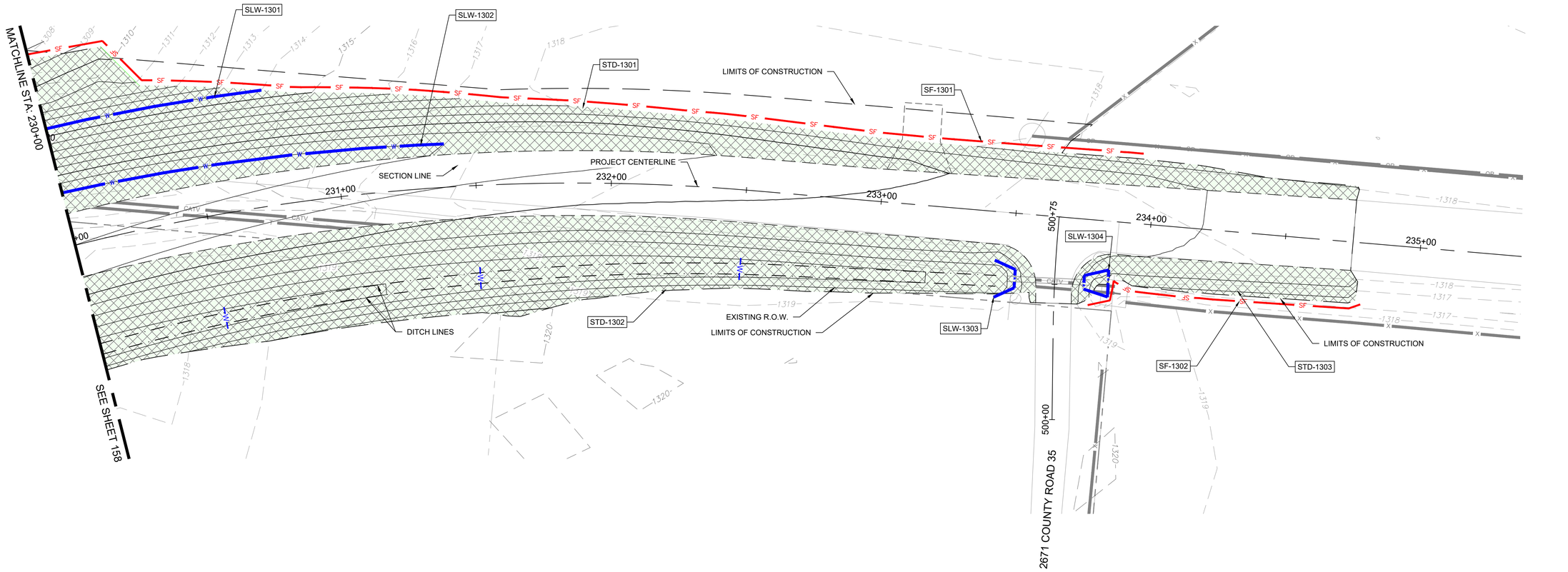
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COUNTY ROAD 38-35



N

0' 10' 20' 40'
SCALE IN FEET

KEYMAP

NDOT 801 PERMANENT SEEDING, TYPE B

LOCATION	AC
STA. 230+00.00 TO STA. 234+75.71, LT	0.21
STA. 230+00.00 TO STA. 233+59.89, RT	0.24
STA. 233+72.92 TO STA. 234+77.95, RT	0.03

NDOT 810 EROSION CONTROL, CLASS 1D

LOCATION	SY
STA. 230+00.00 TO STA. 234+75.71, LT	1,030
STA. 230+00.00 TO STA. 233+59.89, RT	1,155
STA. 233+72.92 TO STA. 234+77.95, RT	135

NDOT 816 FABRIC SILT FENCE - LOW POROSITY

LOCATION	LF
STA. 230+00.00 TO STA. 233+95.04, LT	420
STA. 233+79.33 TO STA. 234+79.55, RT	108

NDOT 812 EROSION CHECKS, TYPE WATTLE (1 HIGH)

LOCATION	LF
STA. 230+50.00, 38.08' RT	8
STA. 231+50.00, 34.25' RT	8
STA. 232+50.00, 29.24' RT	8

NDOT 812 TEMPORARY SILT CHECK - WATTLE

LOCATION	LF
STA. 230+00.00 TO STA. 230+76.48, LT	81
STA. 230+00.00 TO STA. 231+39.04, LT	142
STA. 233+73.72 TO STA. 233+61.64, RT	23
STA. 233+77.10 TO STA. 233+86.28, RT	33

EROSION LEGEND

	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1200	
PROPOSED CONTOUR		1200
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
EROSION CHECK, TYPE WATTLE (1 HIGH) SWW-#		W
TEMPORARY SILT CHECK - WATTLE SLW-#		
SEEDING / FERTILIZING STD-#		
EROSION CONTROL BLANKET (CLASS 1D) STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

1 SEDIMENT AND EROSION CONTROL COUNTY ROAD 38-35 - SHEET 7 OF 7

SCHEDULE 1

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REVISIONS

REV. NO.	DATE	DESCRIPTION

SEDIMENT AND EROSION CONTROL
COUNTY ROAD 38-35 - SHEET 7 OF 7

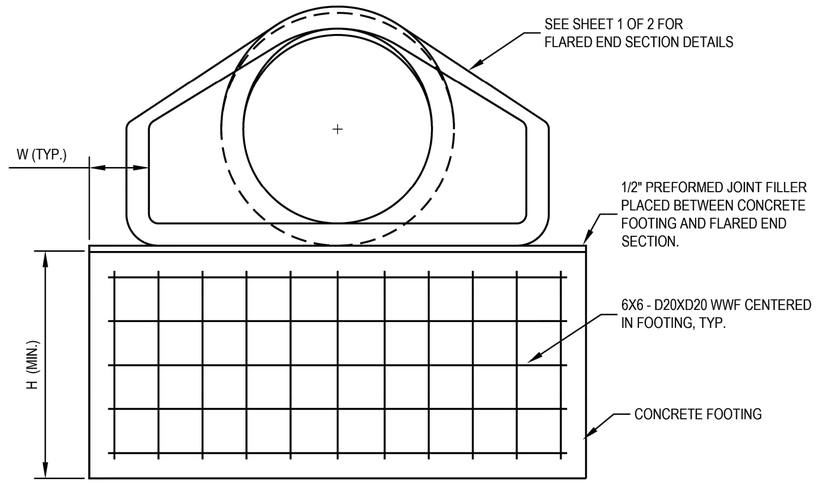
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
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AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

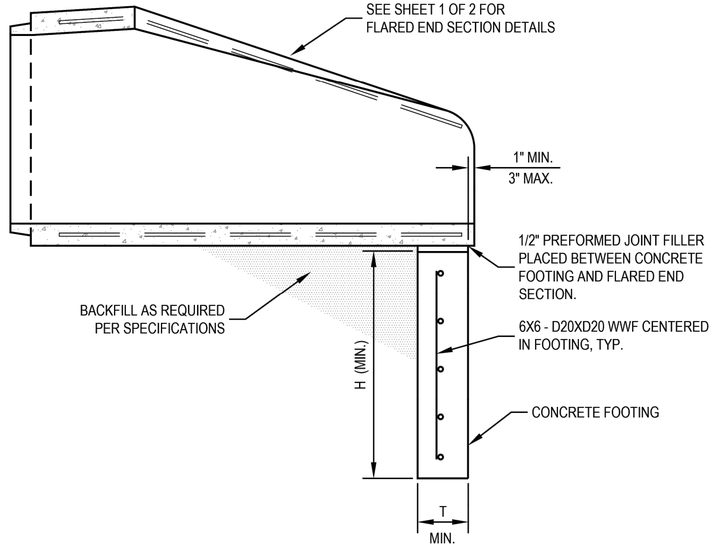
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designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
159

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END ELEVATION OF CONCRETE FOOTING



SECTION OF CONCRETE FOOTING

CONCRETE FOOTING			
PIPE DIAMETER	H (FT)	T (IN)	W (IN)
12"	4.5	8.0	6.0
15"	4.5	8.0	6.0
18"	4.5	8.0	6.0
24"	4.5	8.0	6.0
30"	4.5	8.0	6.0
36	4.5	8.0	6.0
42"	5.0	8.0	6.0
48"	5.0	8.0	6.0
54"	5.0	10.0	6.0
60"	5.0	10.0	9.0
66"	5.0	12.0	9.0
72"	5.0	12.0	9.0

GENERAL SHEET NOTES

1. ALL FLARED END SECTIONS SHALL BE SUPPORTED ON A FOUNDATION AT THE ENDS. THE CONTRACTOR SHALL USE THE CONCRETE FOOTING SHOWN.
2. FOUNDATIONS SHALL BE SUBSIDIARY TO THE FLARED END SECTION PAY ITEMS.
3. CONCRETE SHALL BE 47B-4000.
4. STEEL WELDED WIRE REINFORCEMENT, DEFORMED, FOR CONCRETE SHALL CONFORM TO ASTM A497 OR AASHTO M221M/M221 WITH A MINIMUM YIELD STRENGTH OF 70 KSI, WITH CORRESPONDING STRAINS LESS THAN A MAXIMUM OF 35%.
5. THE MINIMUM CLEARANCE, MEASURED FROM THE FACE OF THE CONCRETE TO THE SURFACE OF ANY WELDED WIRE REINFORCEMENT, SHALL BE 3".

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REVISIONS

FLARED-END SECTION CONCRETE FOOTING DETAILS SHEET

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

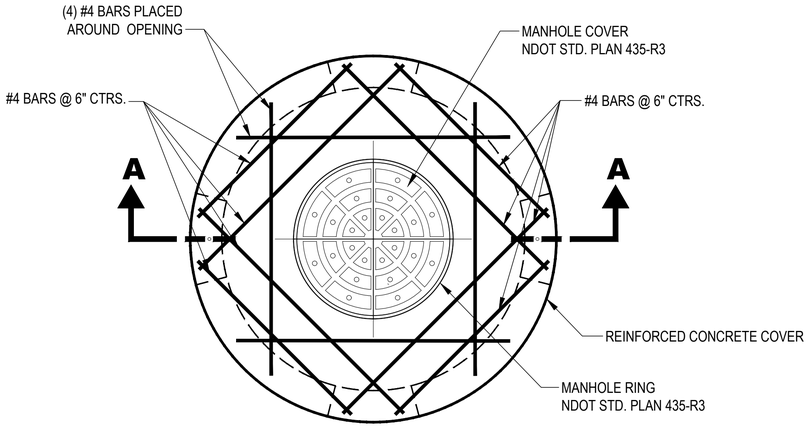
drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
160

SCHEDULE 1

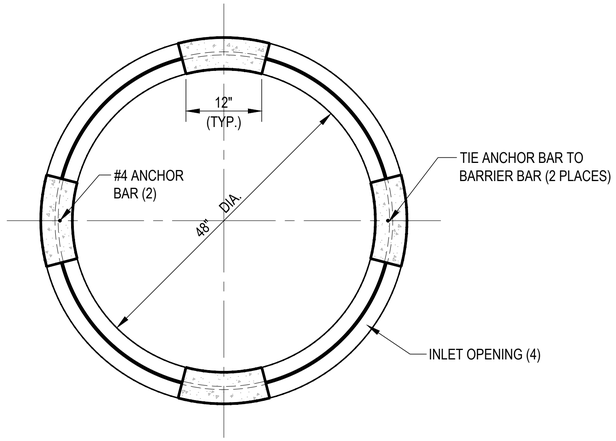
1 FLARED-END SECTION CONCRETE FOOTING DETAILS SHEET

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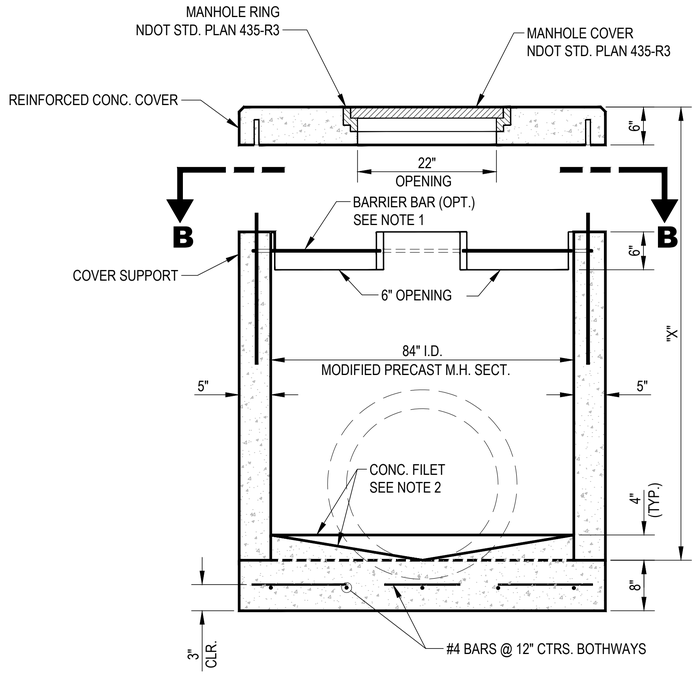
PLAN VIEW

SCALE : 1" = 1'-0"



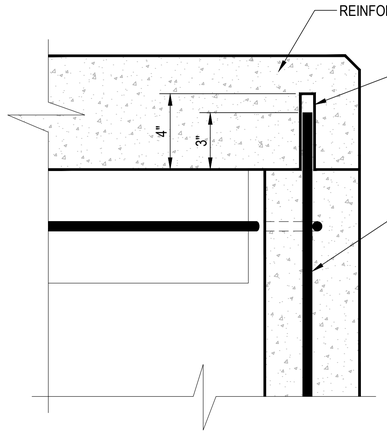
SECTION B-B

SCALE : 1" = 1'-0"



SECTION A-A

SCALE : 1" = 1'-0"



COVER SUPPORT DETAIL

SCALE : 3" = 1'-0"

ALL MANHOLE SECTIONS ARE REINFORCED WITH A MINIMUM OF 0.098 IN. 2/VERT. FT. W/WELDED STEEL WIRE FABRIC, STEEL AREAS WILL ALSO BE FURNISHED IN ACCORDANCE W/ASTM C478 WHEN SPECIFIED.

NOTES

1. BARRIER BAR SHALL BE #4 SMOOTH BAR COMPLYING W/ASTM A36, FULLY GALVANIZED IN ACCORDANCE W/ASTM A123.
2. WHERE TWO LEAD PIPES ARE USED, FILET SHALL BE BROUGHT UP TO SPRING LINE OF LARGER PIPE.
3. ALL REINFORCING STEEL SHALL CLEAR ALL SURFACES BY 2".
4. ALL EXPOSED EDGES OF AREA INLET SHALL BE CHAMFERED.
5. CONCRETE SHALL BE 47B-4000.
6. REINFORCING STEEL SHALL BE DEFORMED BARS IN ACCORDANCE WITH ASTM A615 GRADE 60; AND EPOXY COATED IN ACCORDANCE WITH ASTM A775.
7. REINFORCING SHALL BE PLACED WITH A TOLERANCE OF -1/4" AND +1/2" ON CLEARANCE.

1 AREA INLET DETAILS

SCHEDULE 1

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STATE OF NEBRASKA

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AREA INLET DETAILS

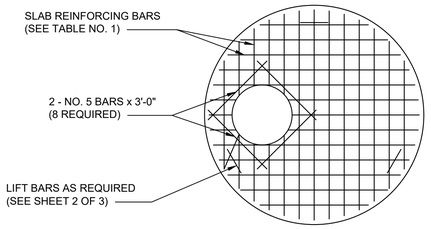
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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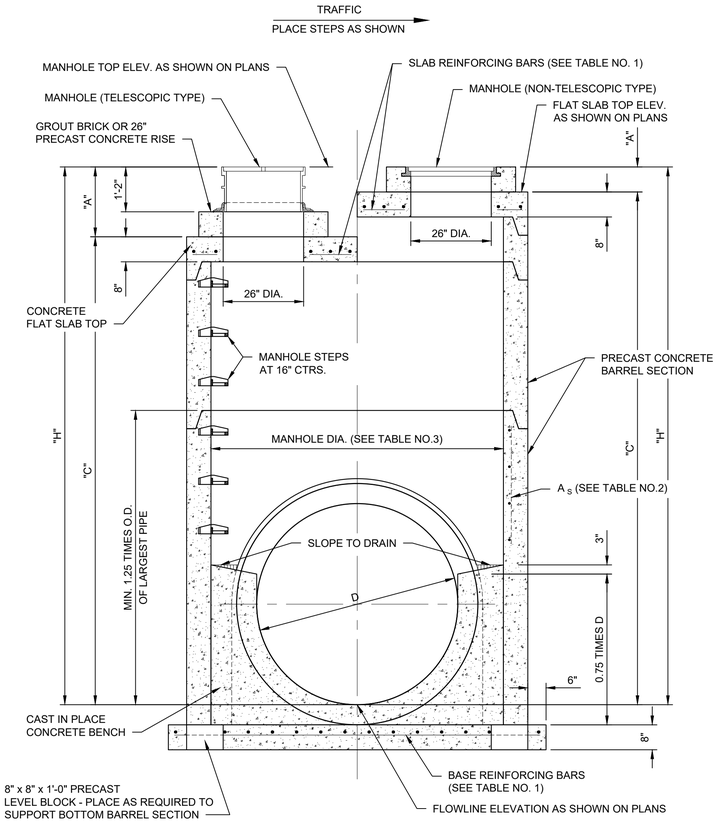
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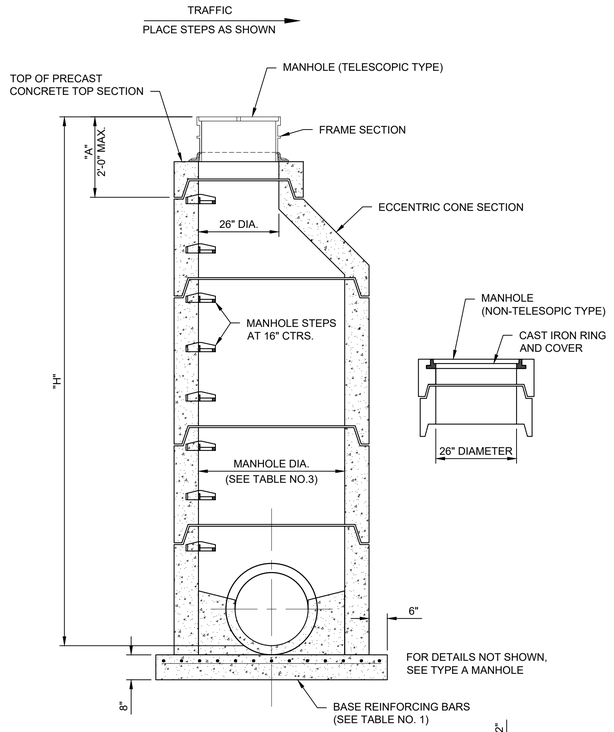
FLAT SLAB BASE

TABLE NO. 1 (BASE AND TOP SLAB FOR ROUND MANHOLE)	
MANHOLE DIAMETER	**SLAB REINFORCING BAR SIZE AND SPACING**
48" - 60"	NO. 4 AT 6" CENTERS
66" AND 72"	NO. 5 AT 7 1/2" CENTERS
84" AND 96"	NO. 5 AT 6 1/2" CENTERS
120"	NO. 5 AT 5 1/2" CENTERS

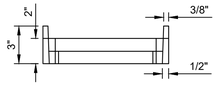
TABLE NO. 2 (CIRCUMFERENTIAL REINFORCEMENT PER FOOT OF BARREL)	
DIAMETER BARREL SECTION	**AREA OF STEEL A_S (SQ. IN./FT.)**
84"	0.37
96"	0.47
120"	0.70



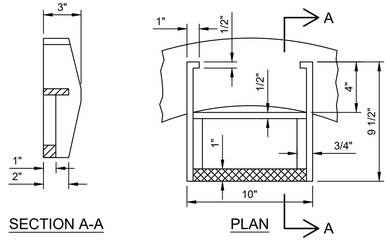
TYPE A



TYPE B

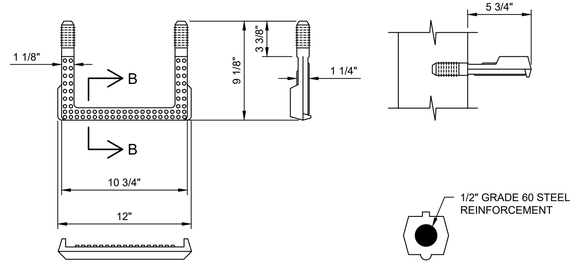


END ELEVATION



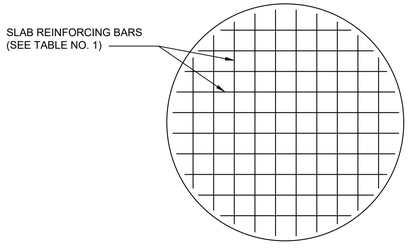
SECTION A-A

PLAN



SECTION B-B

TABLE NO. 3 (MANHOLE SIZE BASED ON LARGEST PIPE INTO MANHOLE)	
LARGEST PIPE DIAMETER	**MINIMUM MANHOLE DIAMETER**
24" OR LESS	48"
30"	54"
36"	60"
42"	66"
48"	72"
54"	84"
66"	96"
84"	120"



2 TYPE A AND B BASE
SCALE: 1" = 1'

3 CAST IRON STEP DETAILS
SCALE: 1" = 1'

4 POLYPROPYLENE ENCAPSULATED STEEL ROD STEP DETAILS (ALTERNATE DESIGN)
SCALE: 1" = 1'

GENERAL SHEET NOTES

1. DIMENSION "A" SHALL BE THE DIFFERENCE BETWEEN THE MANHOLE TOP ELEVATION AND THE FLAT TOP ELEVATION FOR TYPE A MANHOLE. DIMENSION "A" SHALL BE THE DIFFERENCE BETWEEN THE TOP MANHOLE ELEVATION AND THE TOP OF THE ECCENTRIC TRANSITION SECTION FOR TYPE B MANHOLE. THE MIN. DIMENSION A SHALL BE 9" UNDER PAVEMENT AND 1'-4" OUTSIDE THE PAVEMENT. DIMENSION "A" SHALL NOT EXCEED 2'-0". WHEN RECONSTRUCTING OR ADJUSTING TO GRADE AN EXISTING MANHOLE, TYPE A OR B, DIMENSION "A" MAY BE INCREASED TO 5'-0" MAX., IF THE RECONSTRUCTION WOULD REQUIRE DIMENSION "A" TO BE IN EXCESS OF 5'-0", THEN THE CONE SECTION OF THE FLAT SLAB TOP MUST BE RAISED AND THE 2'-0" MAX. DIMENSION "A" WILL AGAIN APPLY.
2. DIMENSION "C" SHALL BE THE DIFFERENCE BETWEEN THE FLOWLINE ELEVATION SHOWN ON THE PLANS AND THE FLAT SLAB TOP ELEVATION WHEN SHOWN ON THE PLANS. ONE OR MORE PRECAST CONCRETE BARREL SECTIONS MAY BE PROVIDED TO OBTAIN THE REQUIRED HEIGHT. THE CONTRACTOR MAY PROVIDE ANY COMBINATION OF STANDARD LENGTH PRECAST CONCRETE SECTIONS THAT WILL EQUAL OR EXCEED DIMENSION "C". IF ADDITIONAL LENGTH IS PROVIDED, THE LEVEL BLOCKS SHALL BE SET AT THE PROPER ELEVATION BELOW THE FLOWLINE SO THAT THE FLAT SLAB TOP ELEVATION SHOWN ON THE PLANS WILL BE OBTAINED. ALL ADDITIONAL MATERIAL OR WORK REQUIRED SHALL BE AT THE CONTRACTOR'S EXPENSE.
3. DIMENSION "H" SHALL BE THE DIFFERENCE BETWEEN THE FLOWLINE ELEVATION SHOWN ON THE PLANS AND THE MANHOLE TOP ELEVATION SHOWN ON THE PLANS.
4. THE FURNISHING AND PLACING OF MANHOLE STEPS AND LIFT BARS SHALL BE SUBSIDIARY TO THE MANHOLE.
5. MATCH TOP INSIDE SURFACES OF THE PIPES COMING INTO THE MANHOLE WHENEVER POSSIBLE. THE MANHOLE
6. BENCH SHALL COME UP TO ¾ THE DIA. OF THE LARGEST PIPE AND SLOPE UP 3" TO THE SIDE. CONTOUR THE BENCH TO DRAIN.
7. THE MIN. CLEARANCE OF REINFORCING STEEL SHALL BE 2".
8. BARREL DIA. SHOWN ON THE PLAN ARE THE MIN. DIA. THAT MAY BE USED AT EACH LOCATION. THESE DIA. ARE BASED ON CENTER BARREL SECTIONS WHICH ARE USUALLY AVAILABLE FROM THE FABRICATOR. THE CONTRACTOR MAY PROVIDE BARREL SECTIONS OF LARGER DIA. THAN SHOWN ON THE PLAN. NO ADDITIONAL PAYMENT SHALL BE MADE FOR BARREL SECTIONS OF A LARGER DIA. THAN SHOWN ON THE PLANS.
9. EACH SECTION SHALL BE SET IN A FRESH BED OF MORTAR AND POINTED UP INSIDE AND OUT, OR A COLD FORMED JOINT MATERIAL CONFORMING TO FEDERAL SPECIFICATIONS SS-S-00210.
10. THE CONTRACTOR MAY, AT HIS OPTION, CAST-IN-PLACE THE FIRST SECTION OF THE MANHOLE WHEN THE STANDARD KNOCKOUTS ARE NOT AVAILABLE. THE CONCRETE WALL THICKNESS AND REINFORCING STEEL AREA SHALL BE AS SHOWN FOR THE RESPECTIVE "H" DIMENSION IN CHART NO. 1 FOR MANHOLE TYPE C. THE MIN. LS AND SS DIMENSION SHALL BE OF SUFFICIENT DIMENSION TO ACCOMMODATE PIPES ENTERING THE RESPECTIVE WALL. THE TOP OF THE CAST-IN-PLACE SECTION SHALL BE FORMED TO THE SAME DIA. AS THE RESPECTIVE PRECAST SECTION.
11. UNLESS SPECIFIED IN THE PLANS, THE CONTRACTOR MAY DETERMINE THE TYPE MANHOLE TO BE CONSTRUCTED.
12. THE CONTRACTOR MAY, AT HIS OPTION, USE TRANSITION SECTIONS TO REDUCE THE BARREL SIZE OF THE MANHOLE. DIMENSION "A" CANNOT EXCEED 2'-0" ON THE 26" DIA. RISER SECTION.
13. WHEN USING BRICK FOR THE FINAL ADJUSTMENT OF THE FLANGE SECTION, A DOUBLE ROW OF BRICK PLASTERED ½" THICK INSIDE AND OUT SHALL BE USED. THE BRICK SHALL CONFORM TO REQUIREMENTS OF A.S.T.M. C32.
14. PRECAST MANHOLE SECTIONS MAY BE SET WITH EITHER THE TONGUE END UP OR THE GROOVE END UP.

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MANHOLE DETAILS SHEET 1 OF 2

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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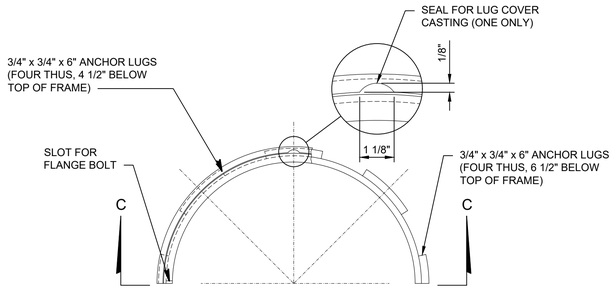
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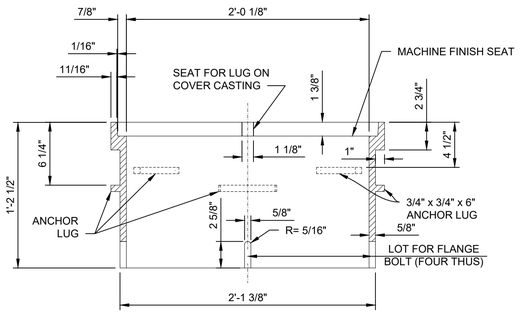
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SHEET
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HALF TOP VIEW

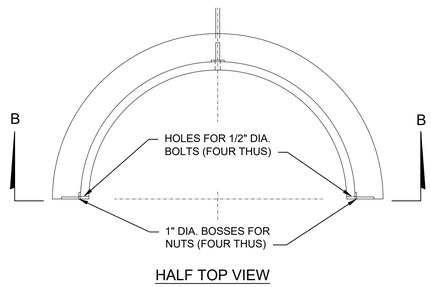


SECTION C-C

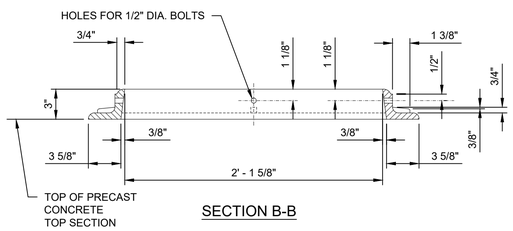
DURING PAVEMENT CONSTRUCTION, FRAME CASTING TO BE TEMPORARILY HELD IN POSITION BY BOLTING TO FLANGE CASTING. BOLTS TO BE REMOVED AFTER CONCRETE HAS HARDENED.

1 FRAME

SCALE: NOT TO SCALE



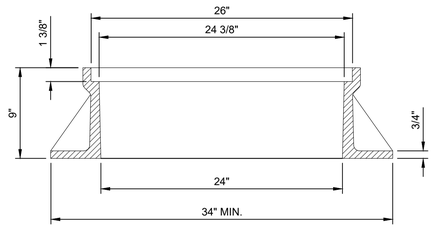
HALF TOP VIEW



SECTION B-B

2 TYPE 1 DETAILS OF FRAME (TELESCOPIC TYPE (CAST IRON

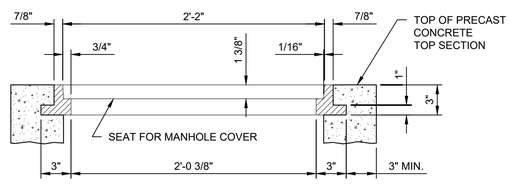
SCALE: NOT TO SCALE



SECTION

3 TYPE II DETAILS OF RING (NON-TELESCOPIC TYPE (CAST IRON)

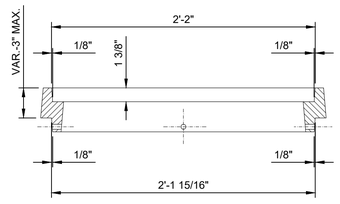
SCALE: NOT TO SCALE



SECTION

4 TYPE III DETAILS OF RING (NON-TELESCOPIC TYPE (CAST IRON)

SCALE: NOT TO SCALE



SECTION

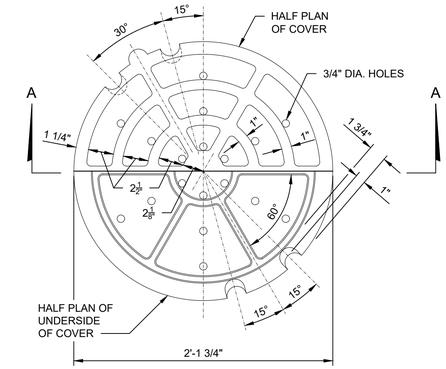
ADJUSTING RINGS MAY BE USED IN ORDER TO OBTAIN THE REQUIRED ELEVATION OF EITHER NEW OR EXISTING MANHOLES. THE RINGS ARE SUBSIDIARY TO BUILD MANHOLE, ADJUST MANHOLE TO GRADE OR RECONSTRUCT MANHOLE.

THE ADJUSTING RINGS SHALL BE HELD RIGIDLY TO THE FRAME AND TO EACH OTHER BY USE OF FOUR SET SCREWS IN THE BEARING LEG OF THE RING. ADJUSTING RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES.

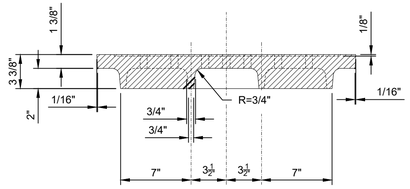
THE CONTRACTOR SHALL INSPECT THE CONDITION AND VERIFY THE DIMENSIONS OF EXISTING MANHOLE PRIOR TO USING ADJUSTING RINGS.

5 DETAILS OF ADJUSTING RING

SCALE: NOT TO SCALE



HALF PLAN



SECTION A-A

6 DETAILS OF COVER (CAST IRON)

SCALE: NOT TO SCALE

WEIGHTS
(CAST IRON)

TYPE A COVER	225 POUNDS
TYPE B COVER	230 POUNDS
FRAME (TYPE I)	260 POUNDS
FLANGE (TYPE I)	95 POUNDS
FRAME (TYPE II)	275 POUNDS
RING FOR COVER (TYPE III)	120 POUNDS

NOTES

1. TYPE I AND II ASSEMBLIES NORMALLY USED IN PAVEMENT.
2. TYPE III ASSEMBLY IS NORMALLY USED OUTSIDE OF PAVEMENT.
3. FOR TYPE A COVER (STORM SEWER), USE DETAILS AS SHOWN.
4. FOR TYPE B COVER (SANITARY SEWER), OMIT ¾" DIA. HOLES IN COVER.

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MANHOLE DETAILS SHEET 2 OF 2

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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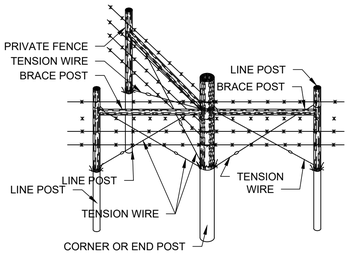
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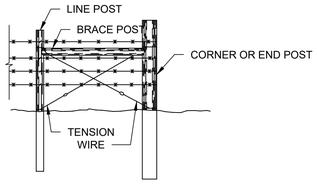
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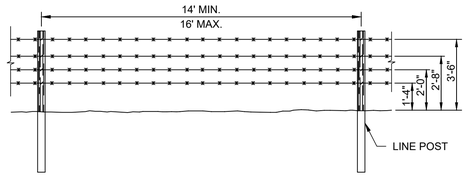
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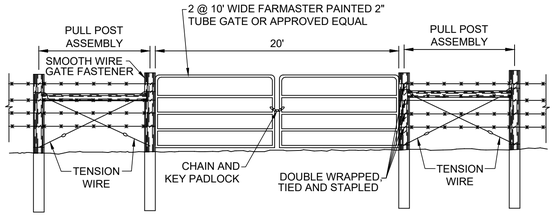
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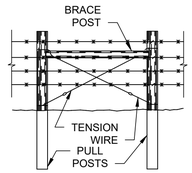




(CORNER POSTS TO HAVE EQUAL SPACING ON BOTH SIDES)







MINIMUM DEPTH TO SET POST INTO THE GROUND

PULL POST	- 3'
WOOD LINE POST	- 3'
CORNER OR END POSTS	- 3'-6"

PULL POSTS SHALL BE USED AT SHARP BREAKS IN VERTICAL GRADES OR AT APPROXIMATELY 500' CENTERS ON STRAIGHT RUNS OR AS DIRECTED BY THE ENGINEER.

ALL POSTS SHALL BE CONSTRUCTED WITH WOOD.

NOTES

PULL POST	- 6" x 7' TREATED ROUND WOOD
CORNER OR END POSTS	- 8" x 8' TREATED ROUND WOOD
BRACE POST	- 4" x 5'-6" TREATED ROUND WOOD
LINE POST	- 4" x 7' TREATED ROUND WOOD
GATE POST	- PER MANUFACTURER'S RECOMMENDATION TO SUPPORT GATE SIZE

FENCE NOTES

1. FENCE SHALL BE INSTALLED 1' OUTSIDE OF PROPOSED RIGHT-OF-WAY DEDICATION LINE.
2. FENCE SHALL TIE INTO EXISTING FENCE LINE WHERE SHOWN.
3. SIZE OF POSTS ADJACENT TO 20-FOOT VEHICLE GATE SHALL BE AS REQUIRED BY GATE MANUFACTURER.
4. ALL MATERIAL, LABOR, AND TOOLS NECESSARY FOR INSTALLATION OF FENCE, VEHICLE GATE, AND CONNECTIONS TO EXISTING FENCE LINE IS CONSIDERED SUBSIDIARY TO FENCE BID ITEMS.
5. VEHICLE GATE SHALL CONSIST OF 2-10' GATE PANELS AND SHALL BE MEASURED AND PAID AS A SINGLE ITEM.
6. CHAIN AND KEY PADLOCK FOR THE NEW 20' VEHICLE GATE IS CONSIDERED SUBSIDIARY TO THE GATE BID ITEM.
7. INSTALL PULL POST AND/OR CORNER/END POST AT BEGINNING AND TERMINATION LOCATIONS AS NECESSARY TO CONSTRUCT FENCE.
8. FENCE INSTALLATION ALONG CURVE SHALL BE SEGMENTED TO MAINTAIN ALIGNMENT ALONG PROPOSED RIGHT-OF-WAY DEDICATION LINE.
9. ALL POSTS (LINE, PULL, CORNER, OR END) SHALL BE SUBSIDARY TO THE FENCE ITEM.

1 FENCE DETAILS

SCHEDULE 1

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AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

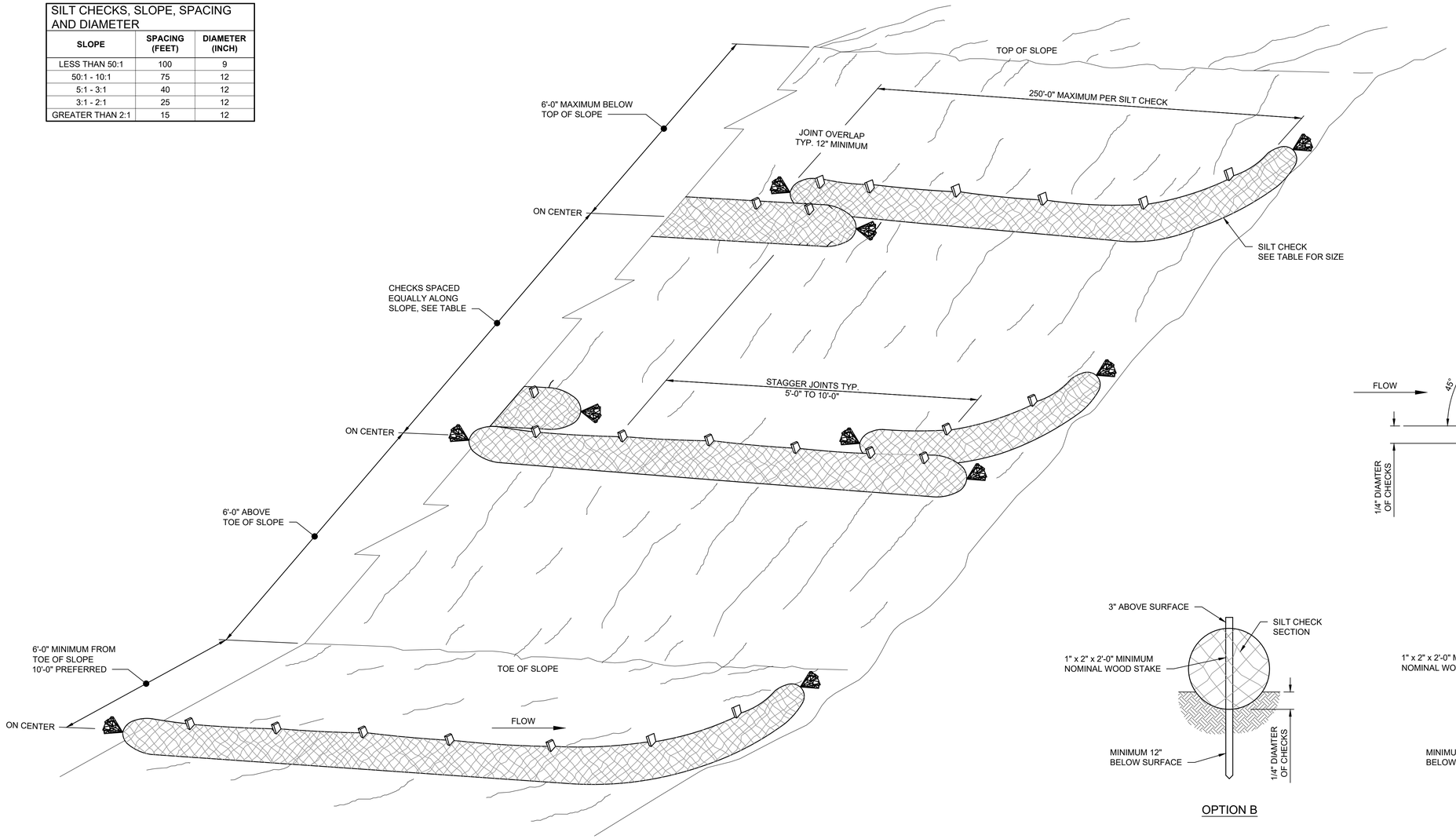
2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

SHEET
164

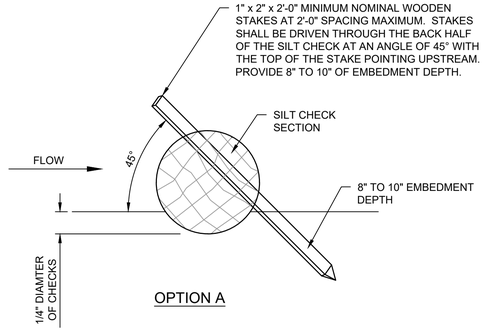
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DATE: Mar 02, 2026 8:31am USER: jolson

SILT CHECKS, SLOPE, SPACING AND DIAMETER		
SLOPE	**SPACING (FEET)**	**DIAMETER (INCH)**
LESS THAN 50:1	100	9
50:1 - 10:1	75	12
5:1 - 3:1	40	12
3:1 - 2:1	25	12
GREATER THAN 2:1	15	12



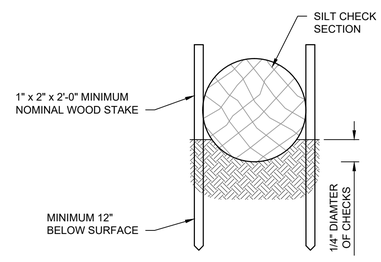
1 SLOPE APPLICATION - PERSPECTIVE VIEW

SCALE: NOT TO SCALE



OPTION A

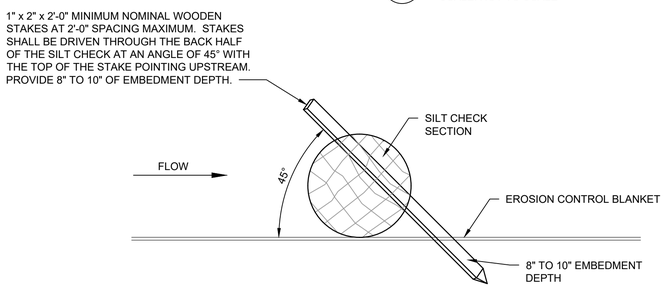
OPTION B



OPTION C

2 SILT STAKE DETAILS (WITH TRENCH)

SCALE: NOT TO SCALE



OPTION D

3 SILT STAKE DETAIL (NO TRENCH)

SCALE: NOT TO SCALE

GENERAL SHEET NOTES

1. TRENCHING IS OPTIONAL FOR CHECKS ON BACKSLOPES AND FORESLOPES

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PRELIMINARY NOT FOR CONSTRUCTION OR RECORDING
ANTHONY TROY EGELHOFF E-11484
5 - 8 - 2026
STATE OF NEBRASKA
REGISTERED PROFESSIONAL ENGINEER

REVISIONS		
REV. NO.	DATE	DESCRIPTION

EROSION CONTROL DETAILS - SHEET 1 OF 4

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

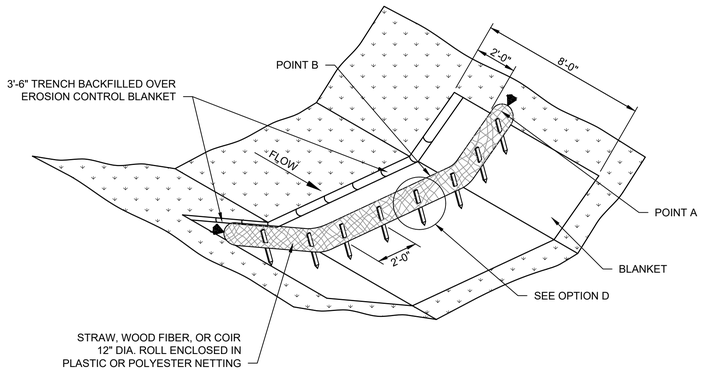
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

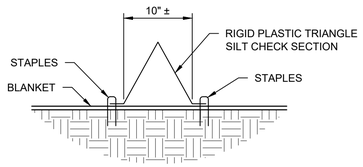
SHEET 165

SCHEDULE 1

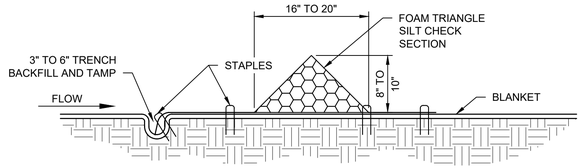
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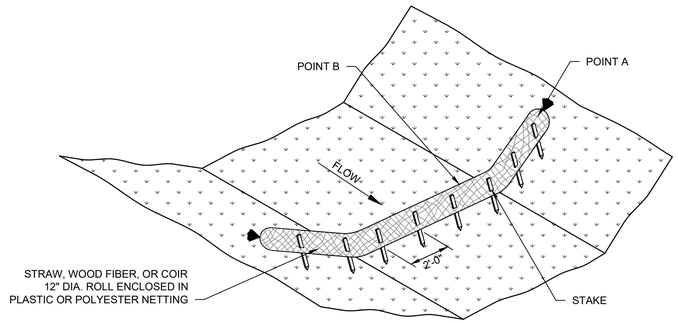
TYPE 2 AND 3: HIGH AND LOW
WITH EROSION CONTROL



TYPE 4 SECTION



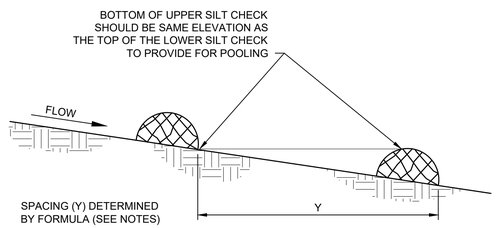
TYPE 4 SECTION



TYPE 1, 2 AND 3: HIGH AND LOW
USE ON ROUGH GRADED AND BARE SOIL AREAS

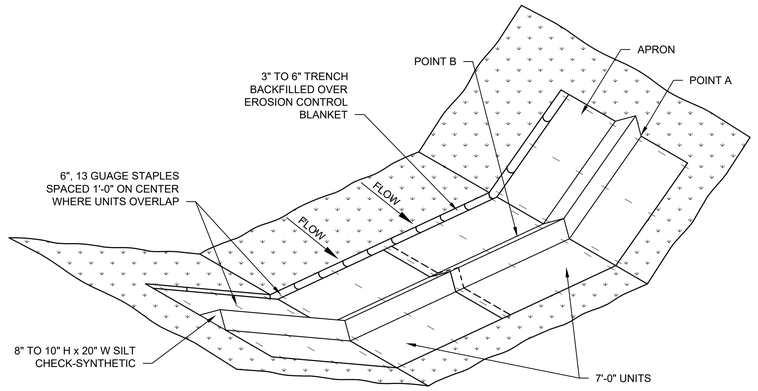
1 SILT CHECK SPACING DITCH DETAIL

SCALE: NOT TO SCALE

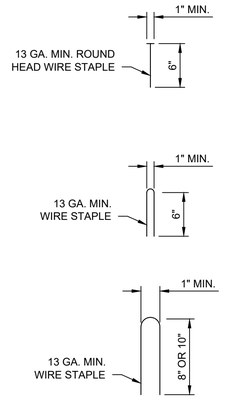


2 SILT CHECK SPACING DITCH DETAIL

SCALE: NOT TO SCALE



SILT CHECK: TYPE 4



3 WIRE STAPLE DETAIL

SCALE: NOT TO SCALE

GENERAL SHEET NOTES

1. APPROXIMATE SPACING BETWEEN EACH DITCH CHECK SHOULD BE DETERMINED FROM THE FOLLOWING SPACING FORMULA:

   1.1. APPROXIMATE SPACING OF DITCH CHECKS (FT.) = Y = $\frac{\text{SILT CHECK HIEGHT (FT.)}}{\text{\% CHANNEL SLOPE}}$ x 100

2. POINT A MUST BE A MINIMUM OF 6" HIGHER THAN POINT B TO ENSURE THAT WATER FLOWS OVER THE CHECK AND NOT AROUND THE ENDS.
3. PERMANENT ROCK CHECKS PLACED WITHIN THE CLEAR ZONE WILL NEED TO BE 18" OR LESS IN HEIGHT. A 10:1 APPROACH AND DEPARTURE SLOPE SHALL BE PROVIDED.
4. THE TRENCH ON THE UPSTREAM SIDE OF THE SILT CHECK IS NOT REQUIRE IF THE EROSION CONTROL BLANKET CONTINUES IN THE ENTIRE LENGTH OF THE DITCH.
5. THE MANUFACTURERS RECOMMENDED INSTALLATION DETAILS SHALL GOVERN OVER THE PLANS.
6. SEE STAKING DETAIL ON SHEET 165.

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E-11484
3 - 6 - 2026
STATE OF NEBRASKA

REV. NO.	DESCRIPTION	DATE

REVISIONS

EROSION CONTROL DETAILS - SHEET 2 OF 4

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

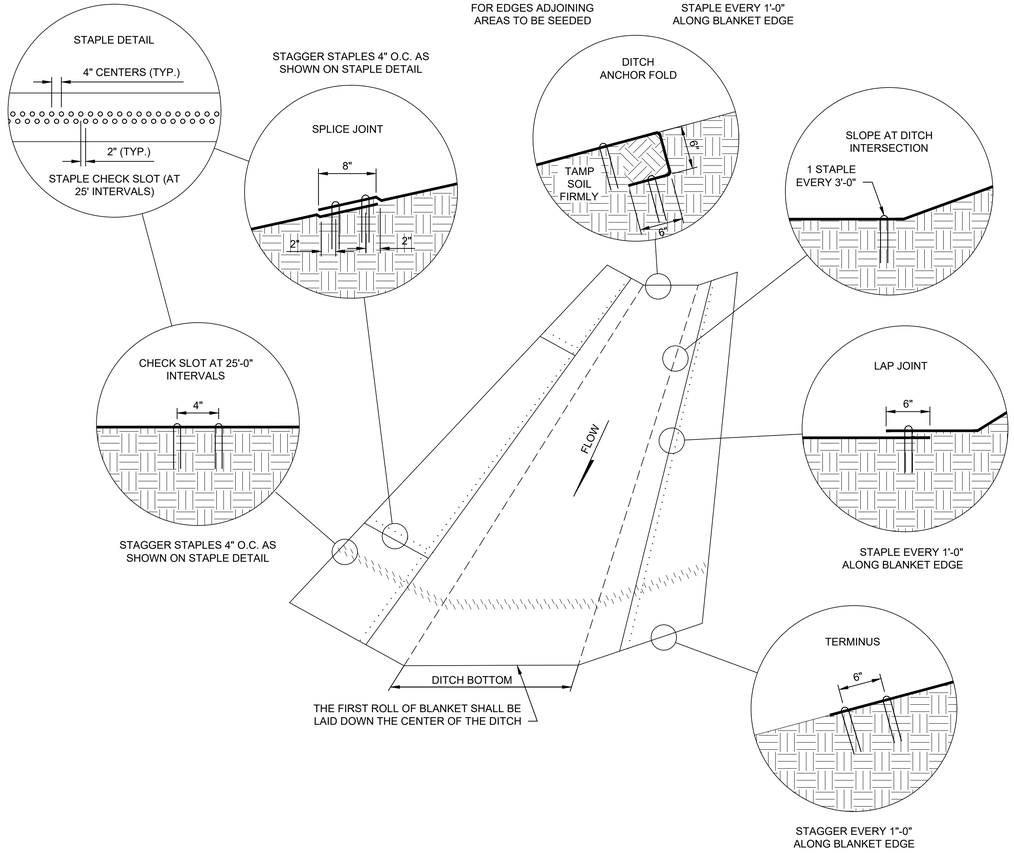
2026

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designed by: ATE
project no.: 025-01216
date: 03.06.2025

SCHEDULE 1

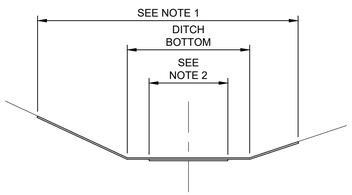
SHEET
166

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DATE: Mar 02, 2026 8:32am USER: jolson



1 TYPICAL SOIL RETENTION BLANKET INSTALLATION

SCALE: NOT TO SCALE

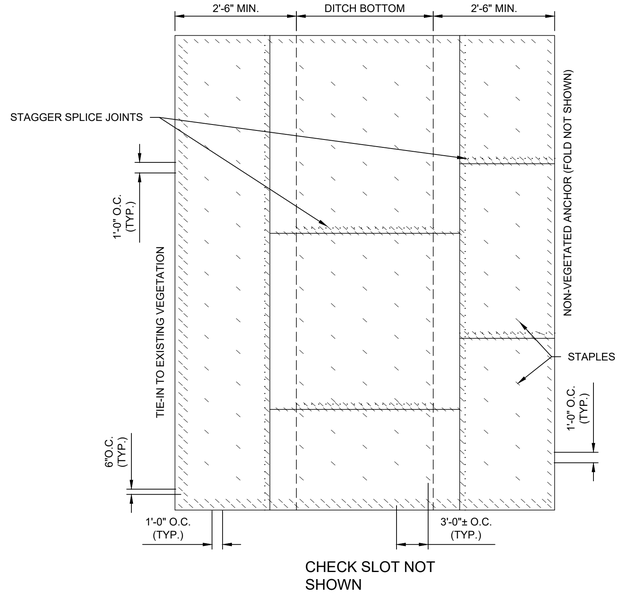


NOTES

1. SOIL RETENTION BLANKET SHALL BE LAID A MINIMUM OF 2'-6" UP THE BACKSLOPE AND FORESLOPE.
2. THE FIRST ROLL OF BLANKET SHALL BE LAID DOWN THE CENTER OF THE DITCH.
2. EROSION CONTROL BLANKET SHALL BE INSPECTED AND REPAIRED AS REQUIRED AND DIRECTED BY ENGINEER OR AS REQUIRED BY NPDES PERMIT. ASSOCIATED COSTS ARE CONSIDERED SUBSIDIARY TO THE RESPECTIVE BID ITEM.

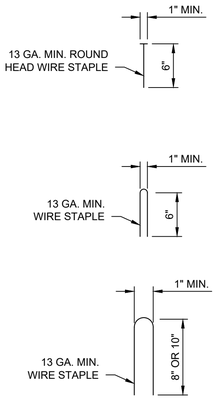
4 DRAINAGE SWALE STABILIZATION DETAIL

SCALE: NOT TO SCALE



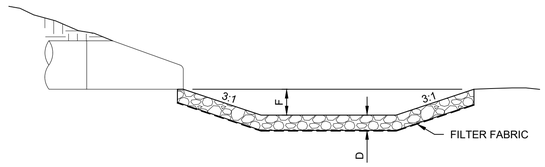
2 PLAN VIEW STAPLING DIAGRAM

SCALE: NOT TO SCALE

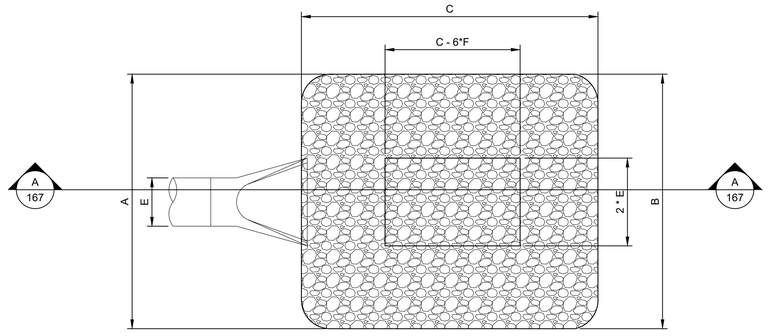


3 WIRE STAPLE DETAIL

SCALE: NOT TO SCALE



SECTION A-A



PLAN

ROCK RIPRAP SCOUR HOLE DIMENSIONS

STATION	A/B	C	D	F	NOTES
109+60	19	19	2.5	1.9	SEE SHEETS 143 AND 148
209+25	19	15	1.9	1.5	SEE SHEETS 143 AND 154
229+06	13	15	1.9	1.5	SEE SHEETS 145 AND 265
211+85	14	15	1.9	1.5	SEE SHEETS 144 AND 155

5 ROCK RIPRAP SCOUR HOLE DETAIL

SCALE: NOT TO SCALE

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REVISIONS

REV. NO.	DATE	DESCRIPTION

EROSION CONTROL DETAILS - SHEET 3 OF 4

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

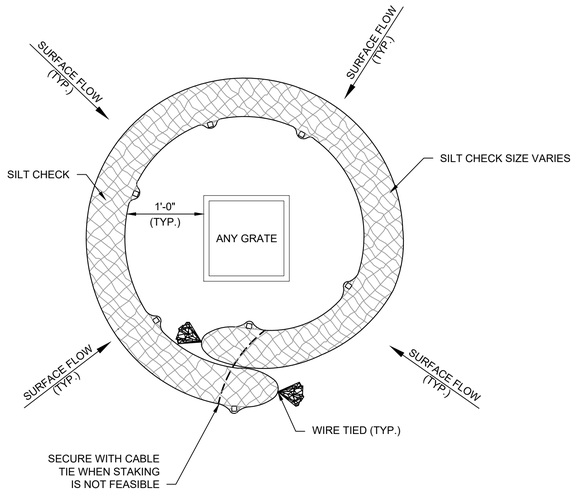
2026

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project no.: 025-01216
date: 03.06.2025

SHEET 167

SCHEDULE 1

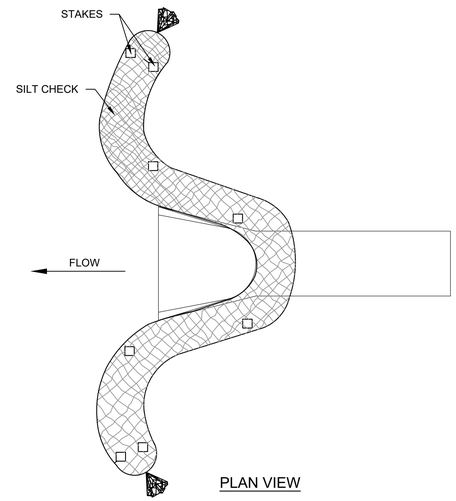
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PLAN VIEW

1 SILT CHECK INLET FILTER - PERSPECTIVE VIEW

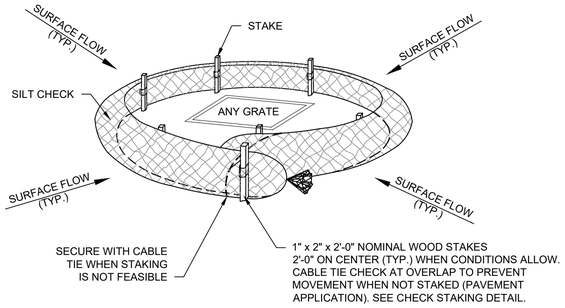
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PLAN VIEW

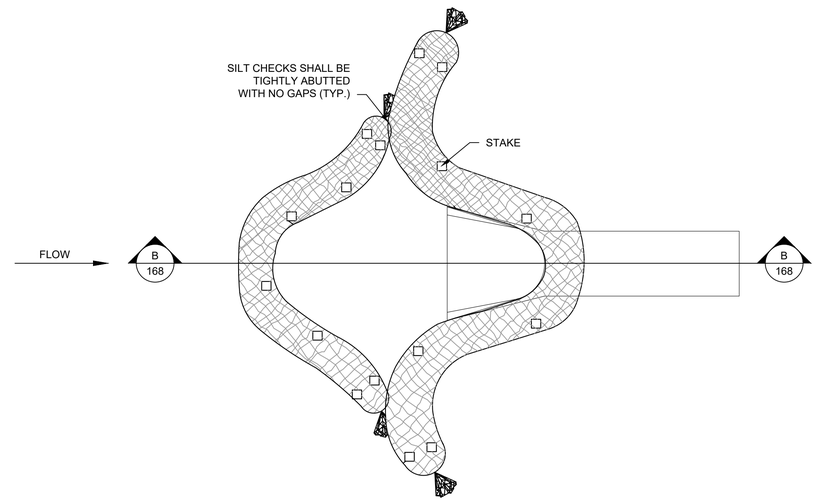
2 SILT CHECK OUTLET PROTECTION

SCALE: NOT TO SCALE

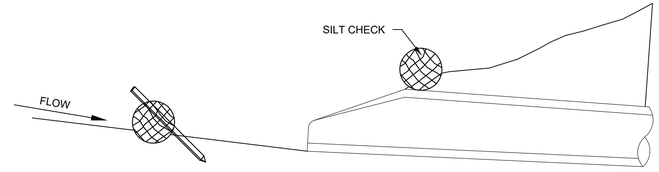


3 SILT CHECK INLET PROTECTION

SCALE: NOT TO SCALE



PLAN VIEW



SECTION B-B

SCHEDULE 1

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REVISIONS

REV. NO.	DATE	DESCRIPTION

EROSION CONTROL DETAILS - SHEET 4 OF 4

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

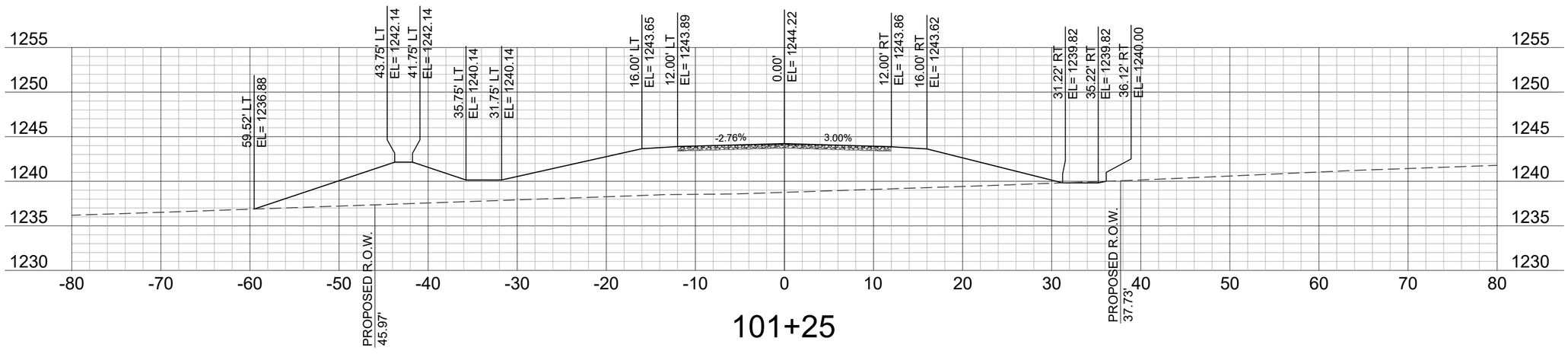
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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date: 03.06.2025

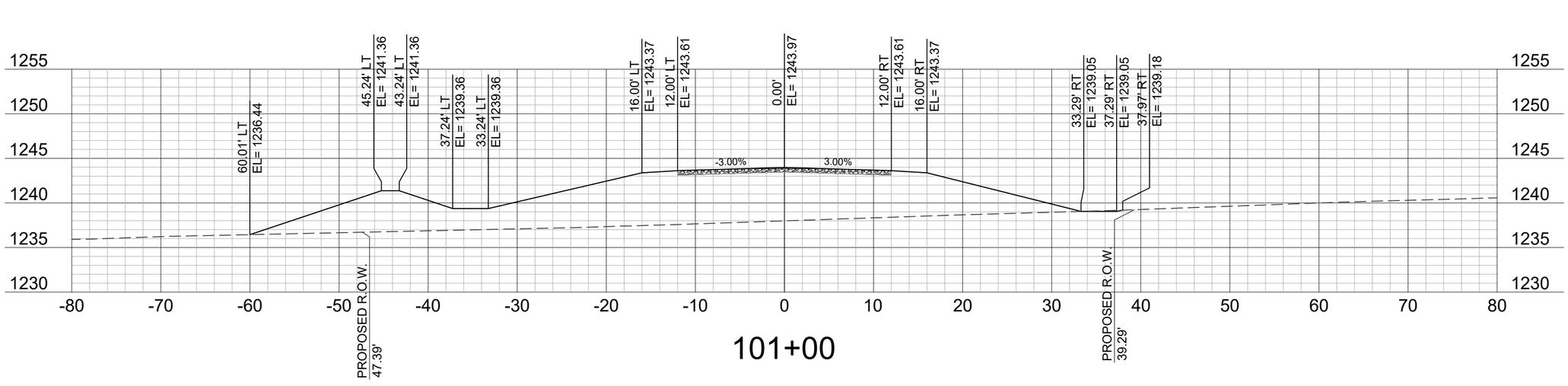
SHEET
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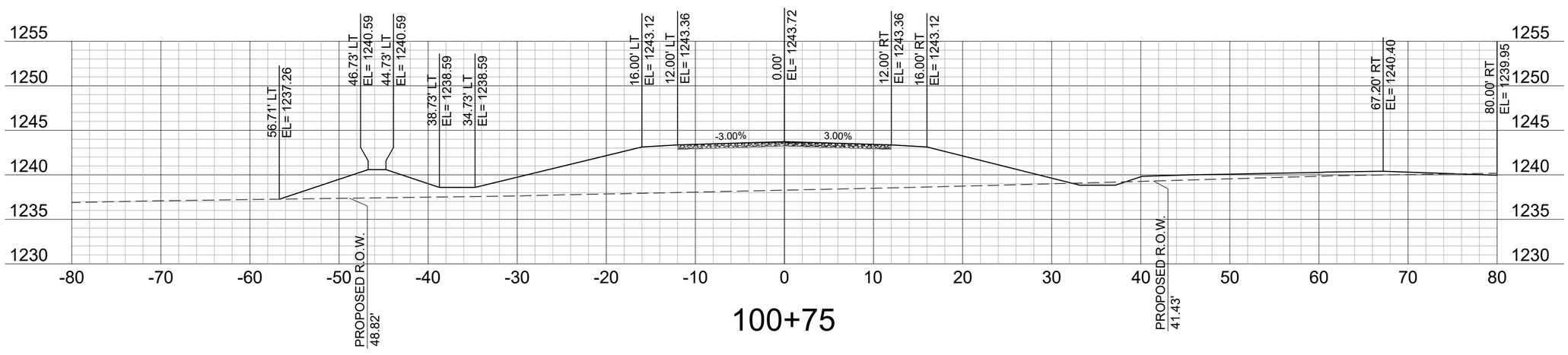
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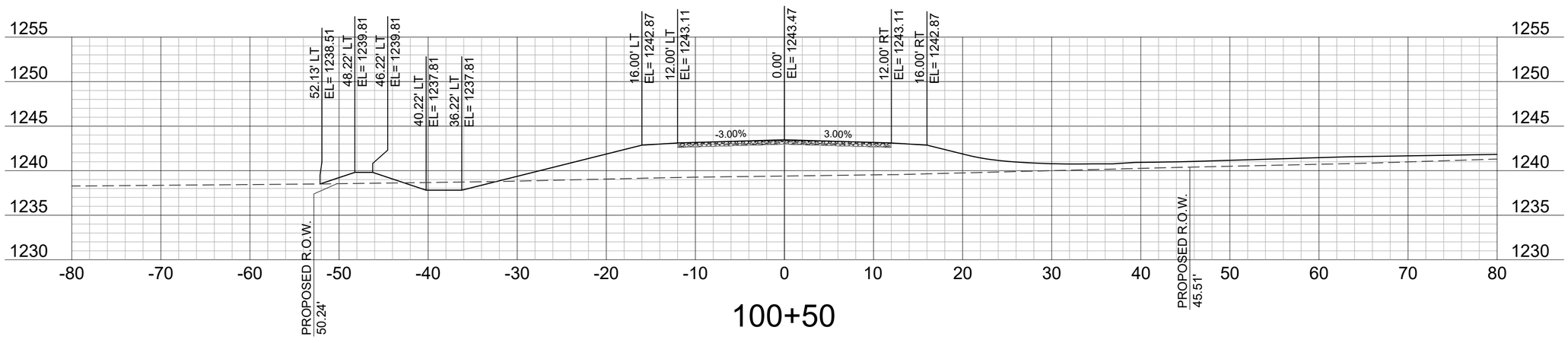
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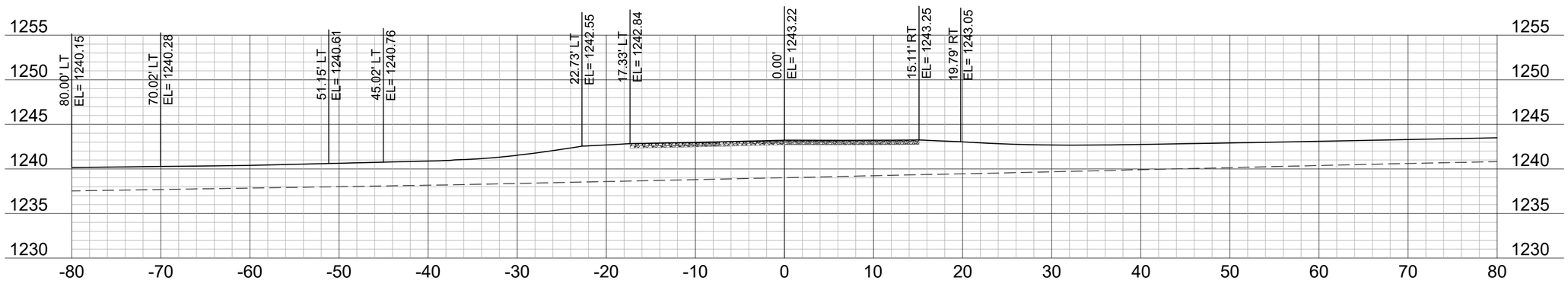
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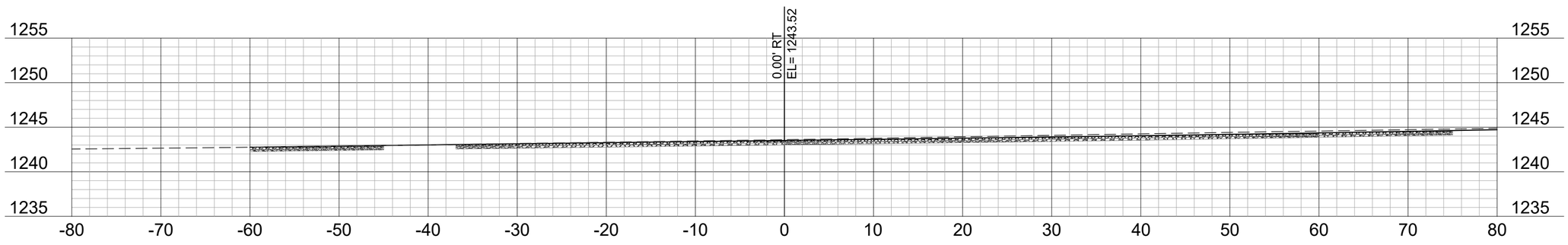
100+75



100+50



100+25



100+00

SCHEDULE 1

SHEET XS-101

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 1 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

REV. NO.	DATE	DESCRIPTION

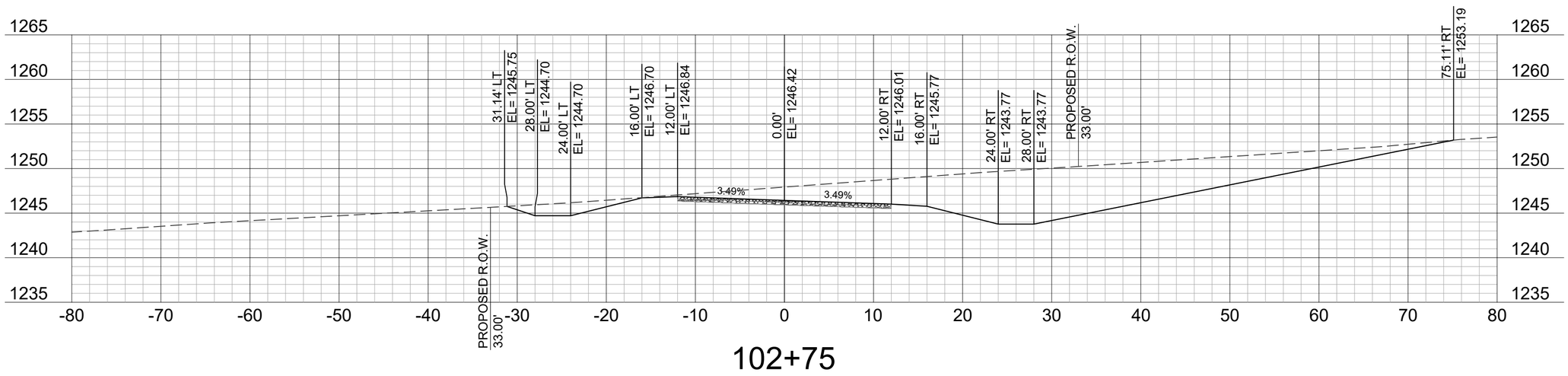
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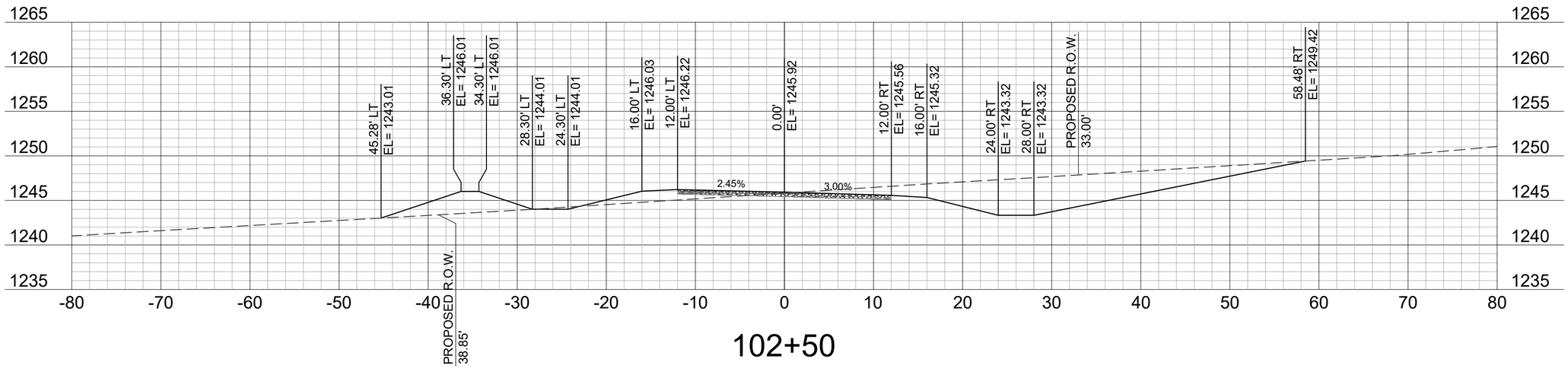
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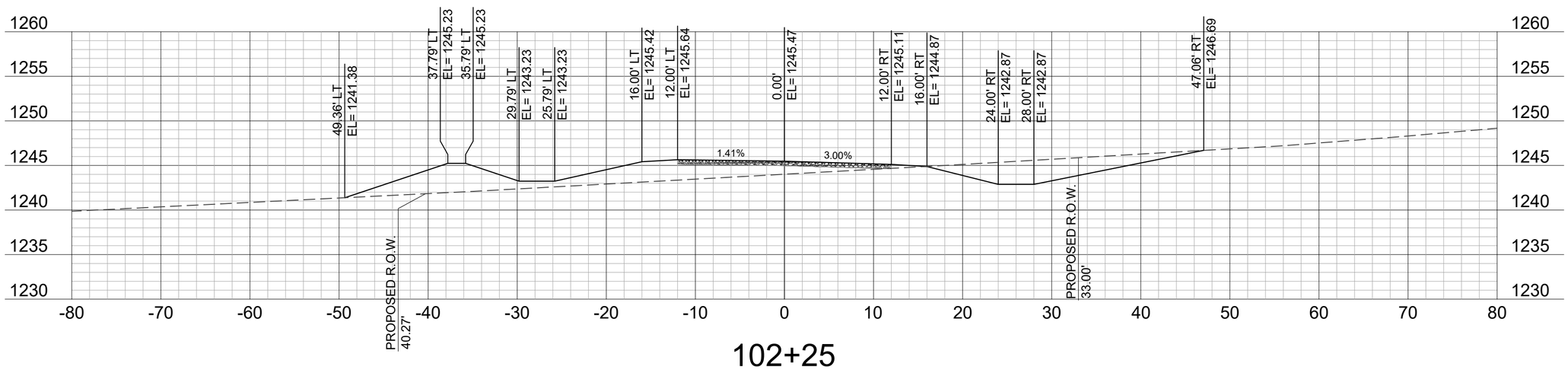
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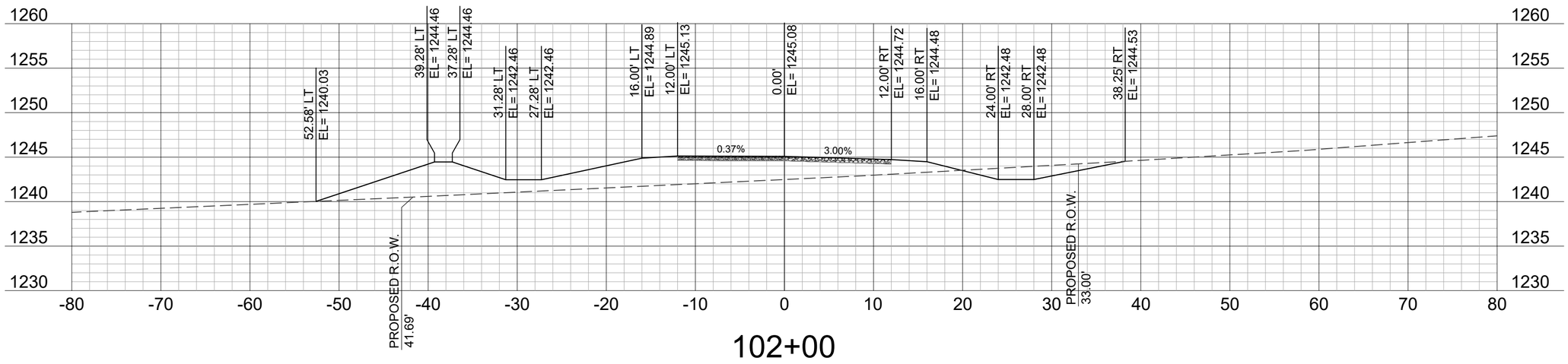
102+75



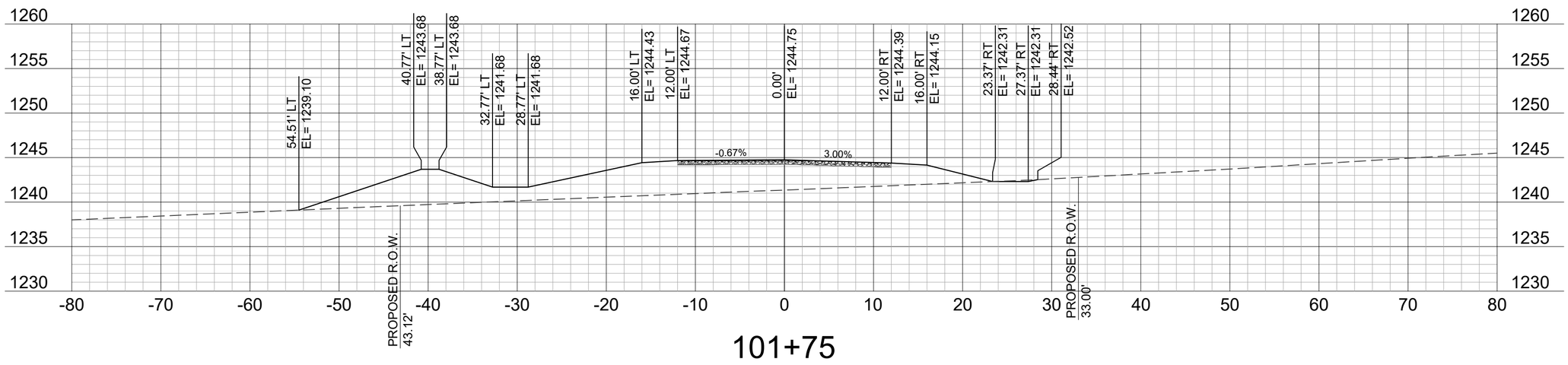
102+50



102+25



102+00



101+75

101+50

SCHEDULE 1

SHEET XS-102

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 2 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
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AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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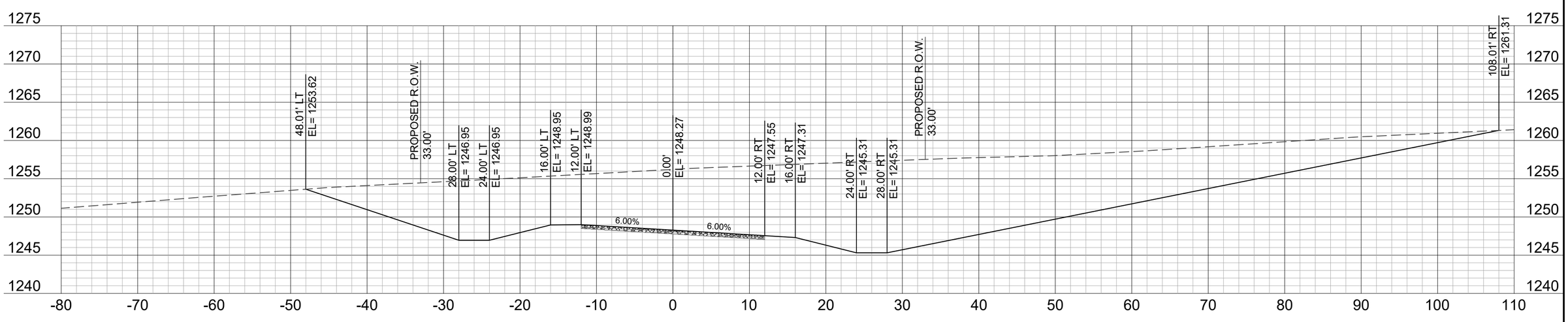
REVISIONS

PROFESSIONAL ENGINEER ANTHONY TROY EGELHOFF E-11484 STATE OF NEBRASKA 3-6-2026

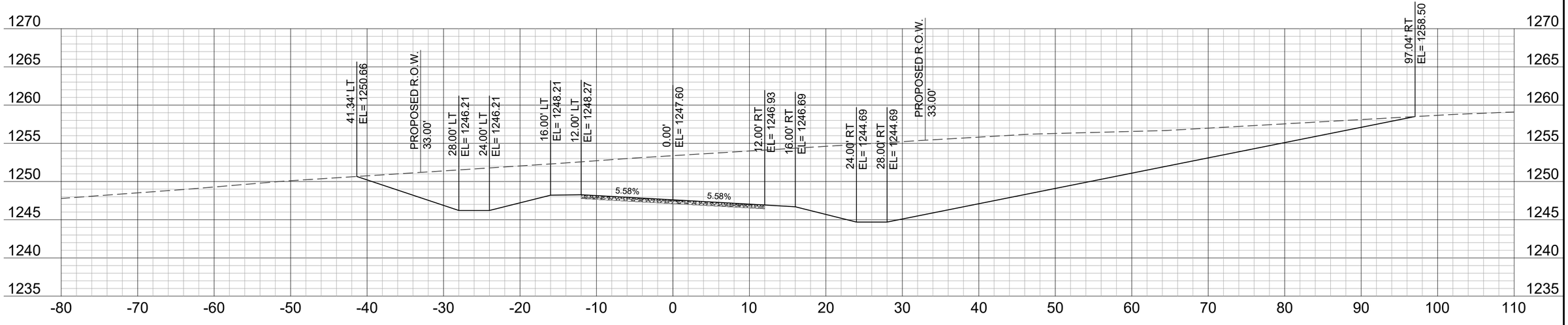
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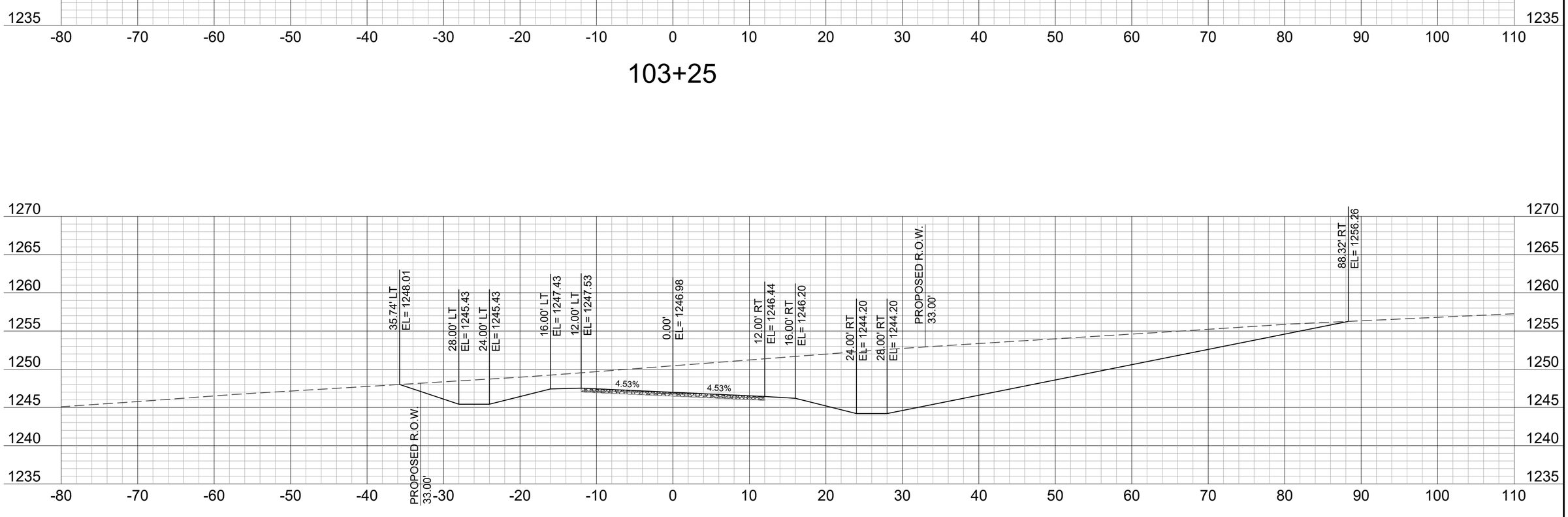
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103+50



103+25



103+00

SCHEDULE 1

SHEET
XS-103

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 3 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

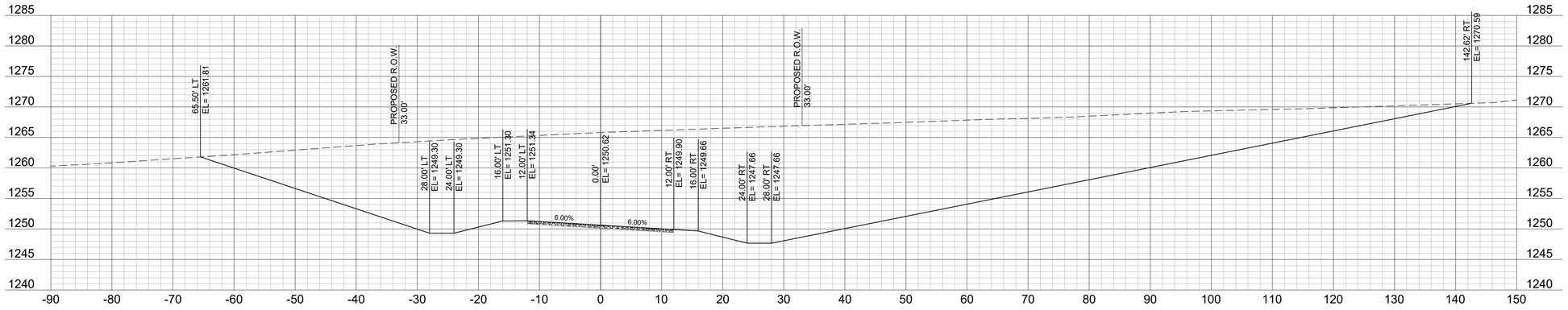
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REVISIONS

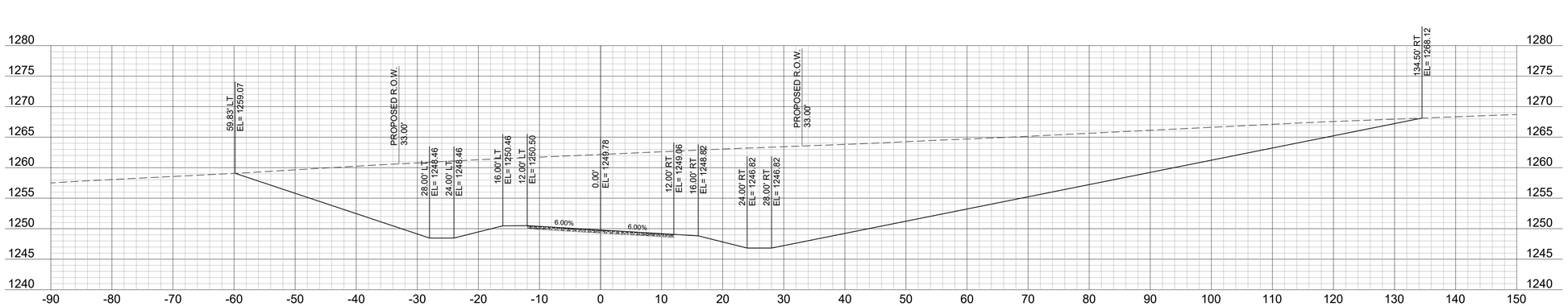
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E-11484
STATE OF NEBRASKA
3 - 6 - 2026

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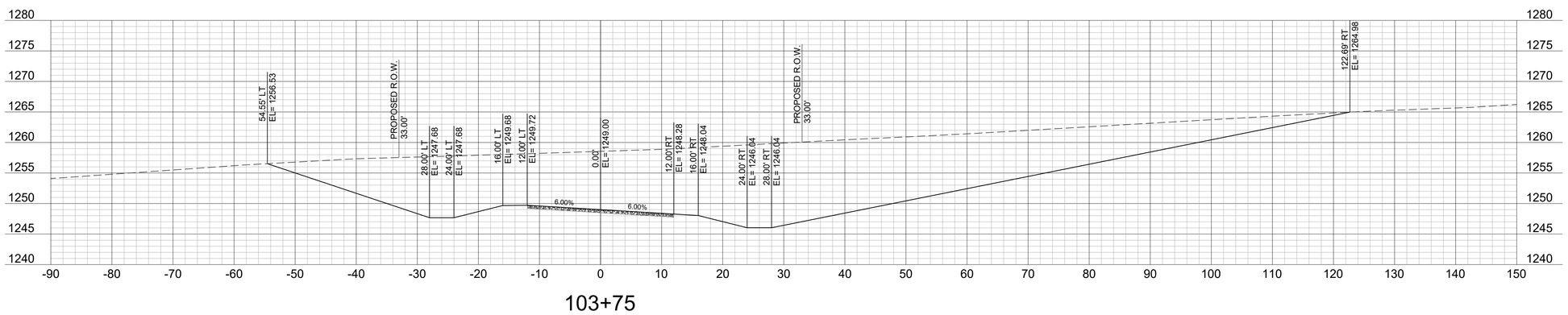
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104+25



104+00



103+75

SCHEDULE 1

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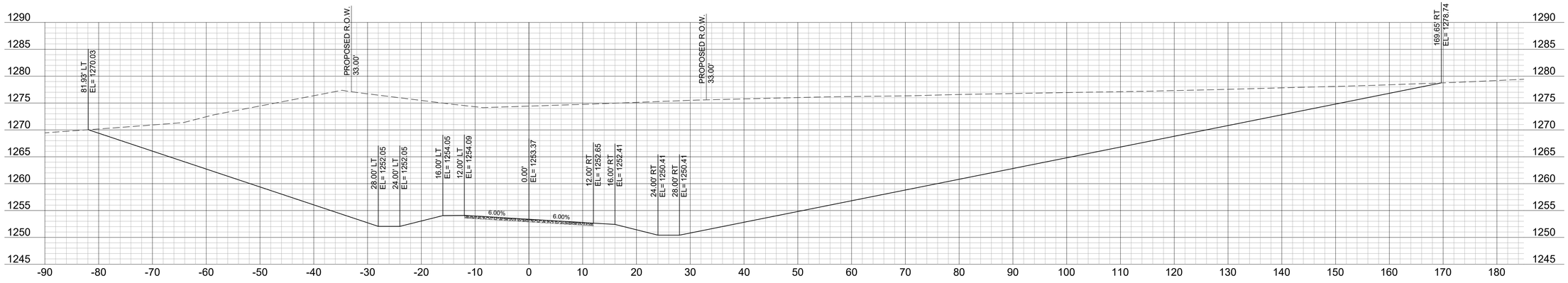
COUNTY ROAD 35 CROSS SECTIONS
SHEET 4 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

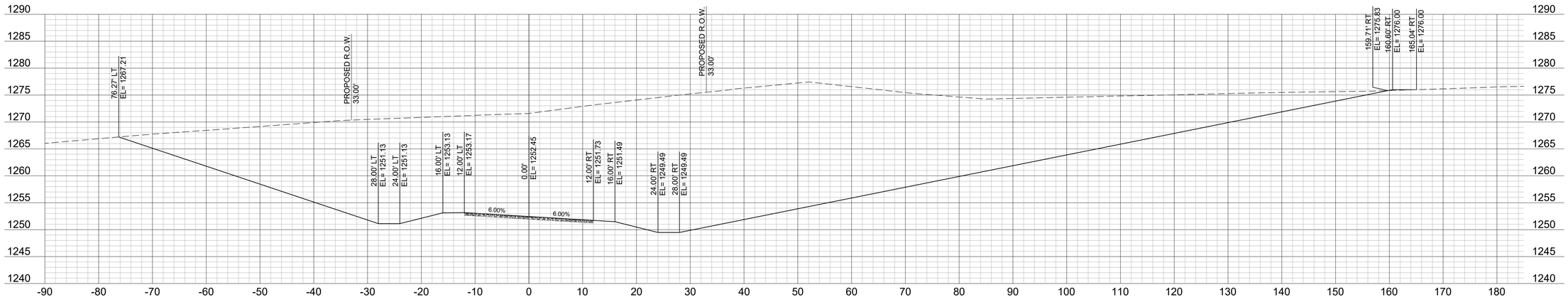
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE | 2785 STATE HIGHWAY 133, 68110 | 2026

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

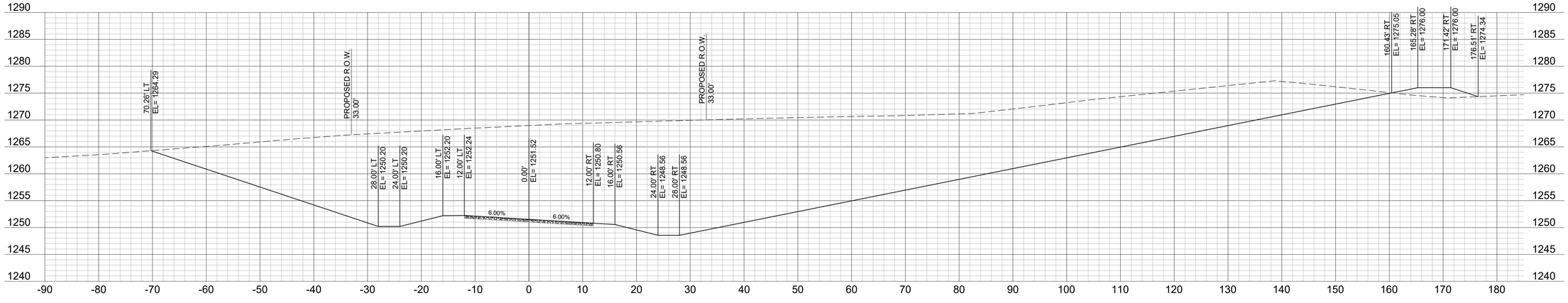
SHEET
XS-104



105+00



104+75



104+50

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REVISIONS

REV NO.	DATE	DESCRIPTION

COUNTY ROAD 35 CROSS SECTIONS
SHEET 5 OF 24

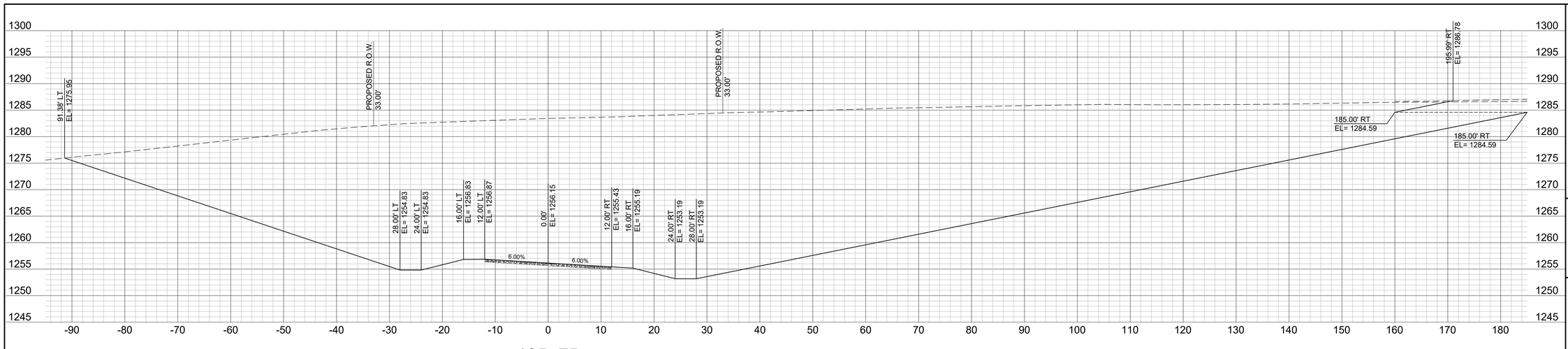
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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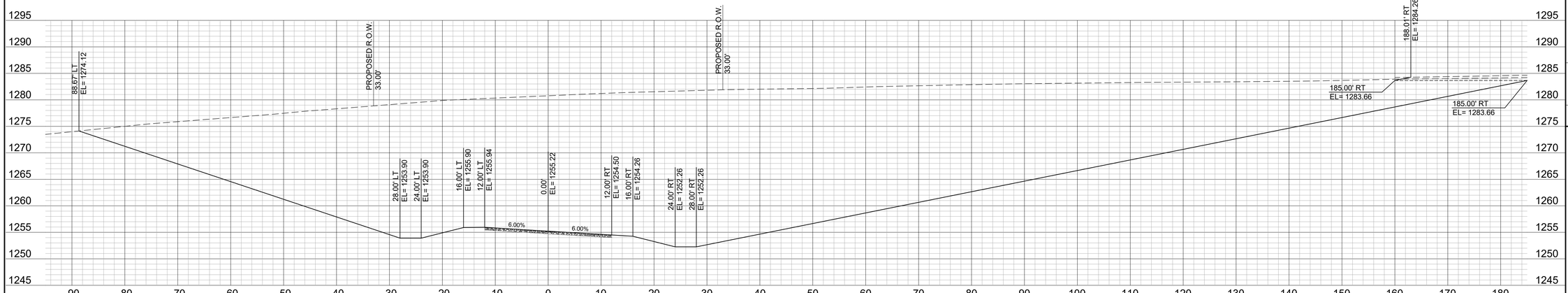
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SHEET
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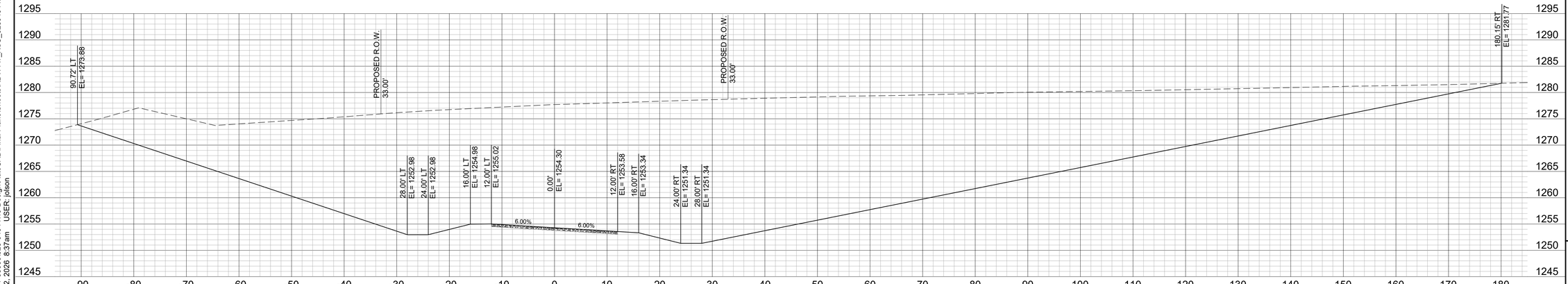
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REVISIONS

REV. NO.	DATE	DESCRIPTION

COUNTY ROAD 35 CROSS SECTIONS
SHEET 6 OF 24

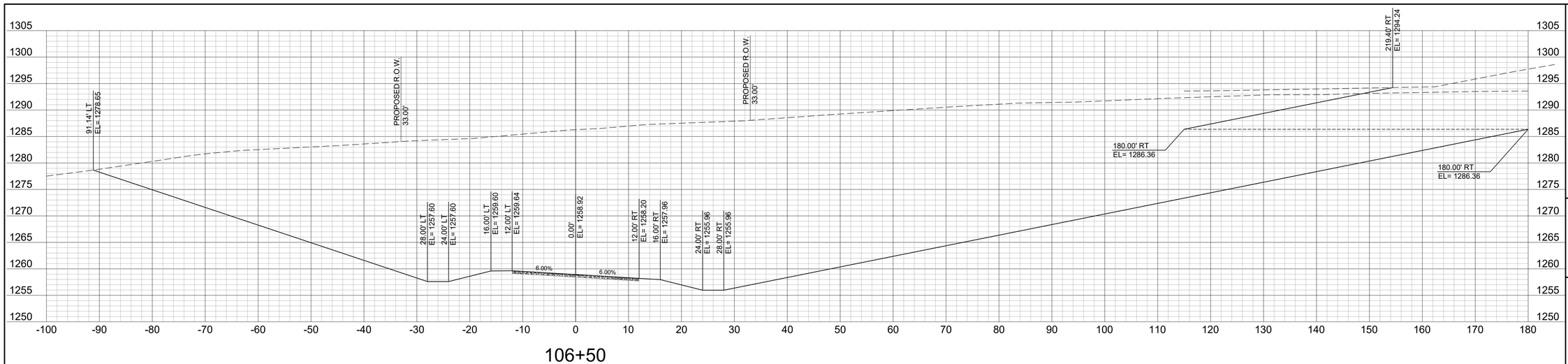
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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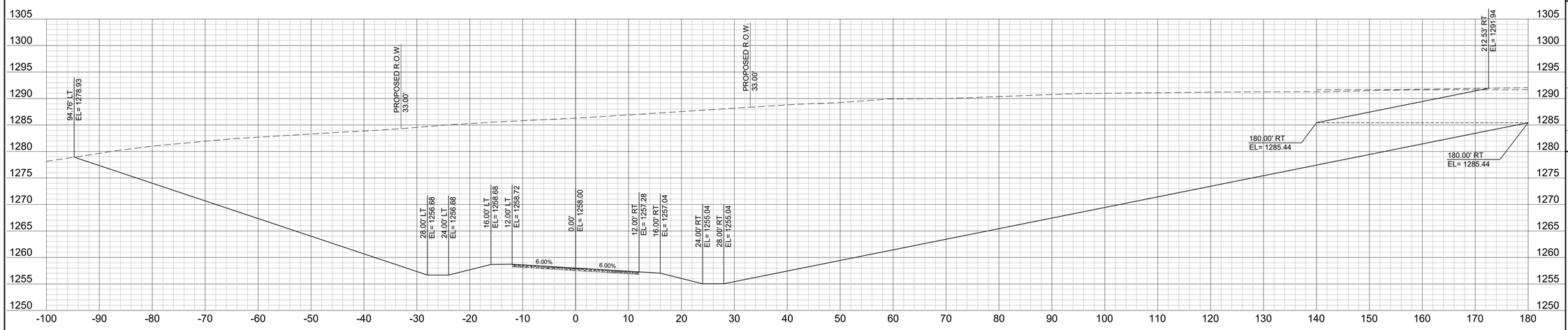
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SHEET
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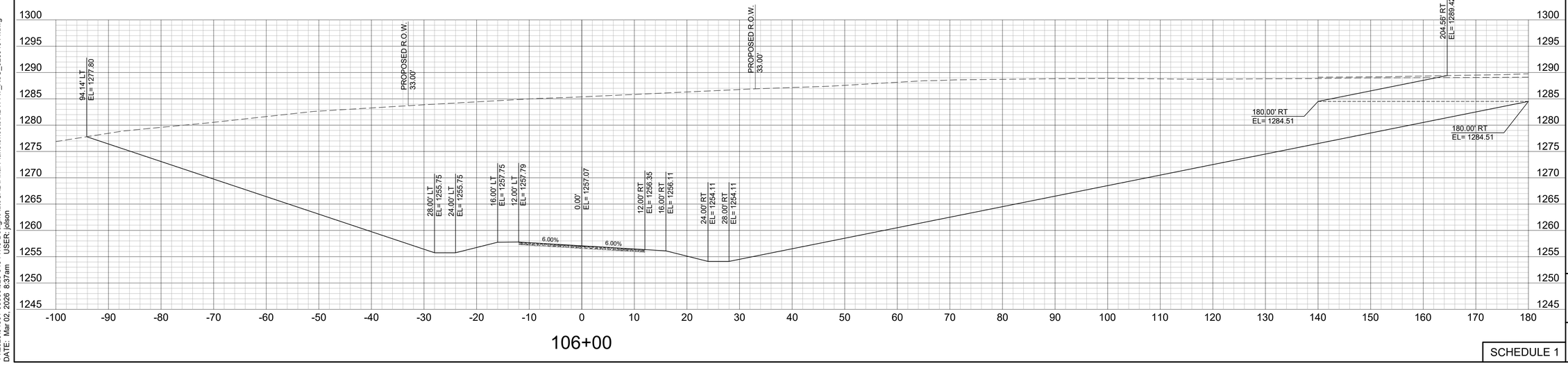
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COUNTY ROAD 35 CROSS SECTIONS
SHEET 7 OF 24

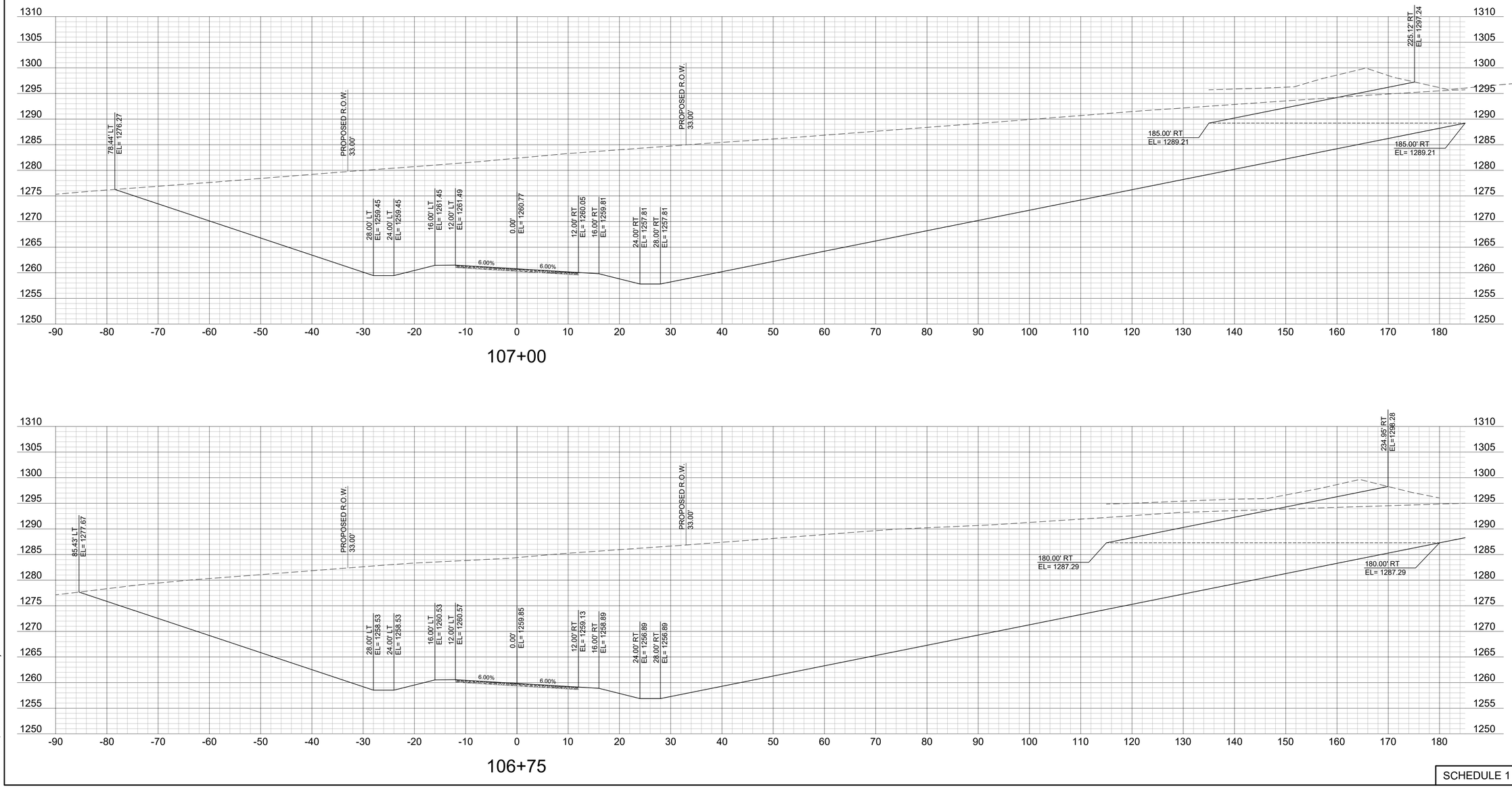
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
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AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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SHEET
XS-107

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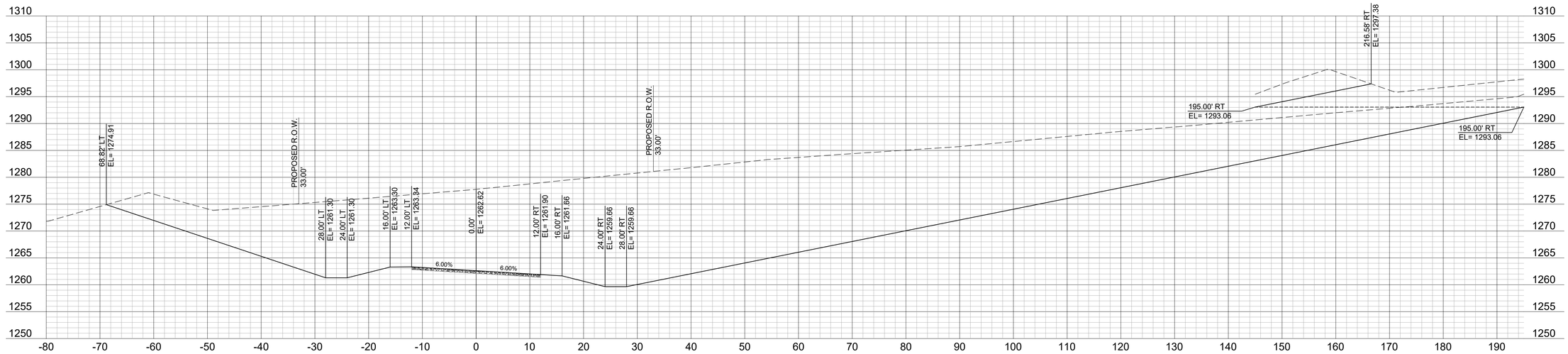
COUNTY ROAD 35 CROSS SECTIONS
SHEET 8 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

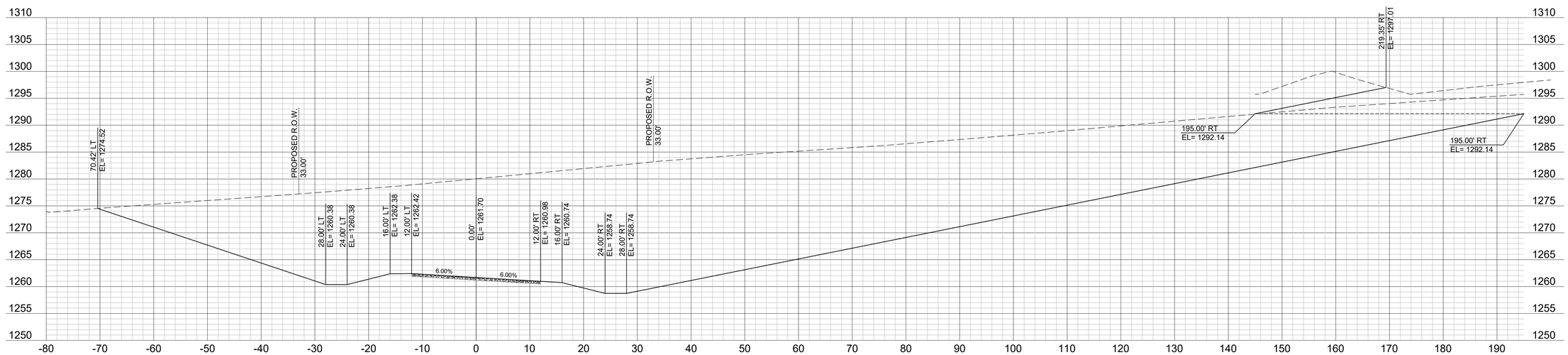
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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designed by: ATE
project no.: 025-01216
date: 03.06.2025

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XS-108



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REV. NO.	DATE	DESCRIPTION

COUNTY ROAD 35 CROSS SECTIONS
SHEET 9 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

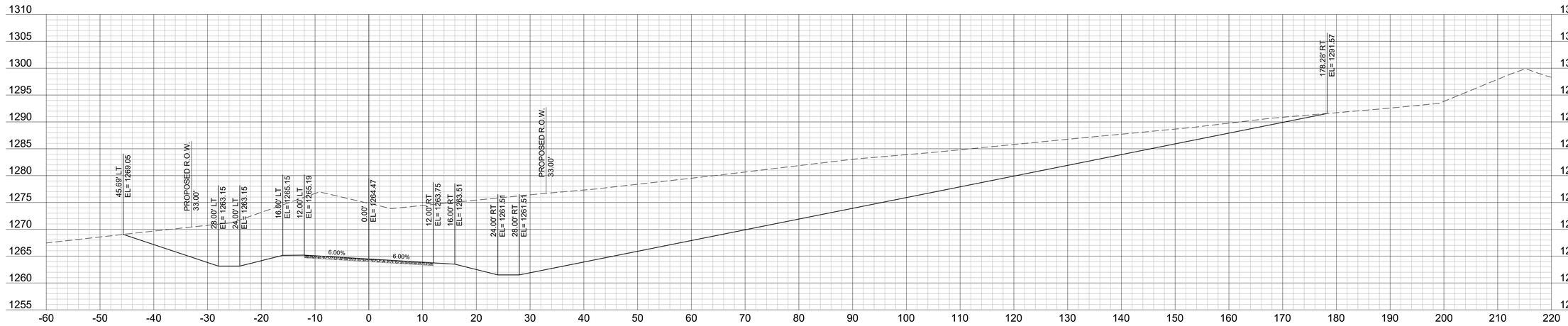
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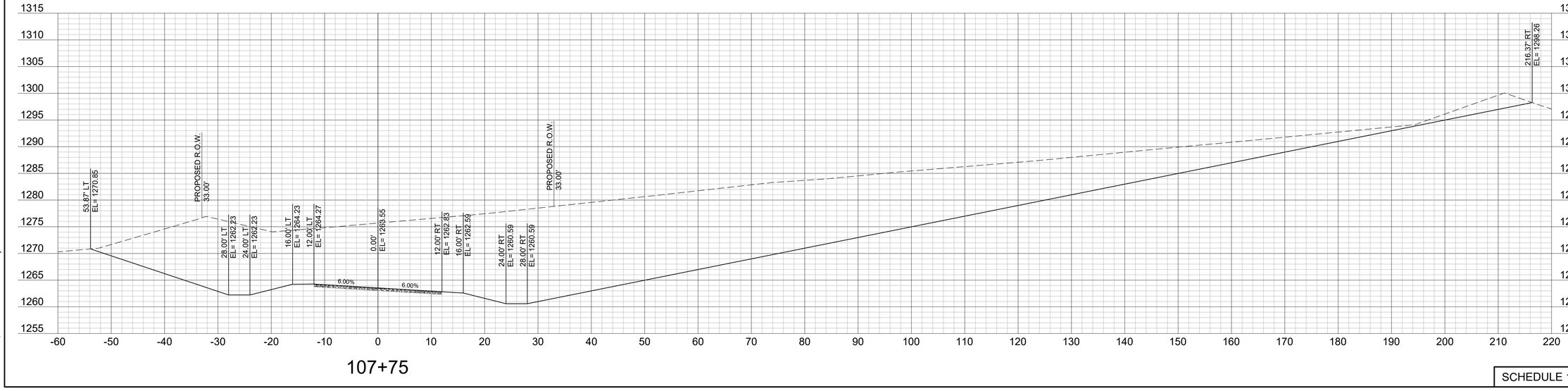
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STATE OF NEBRASKA

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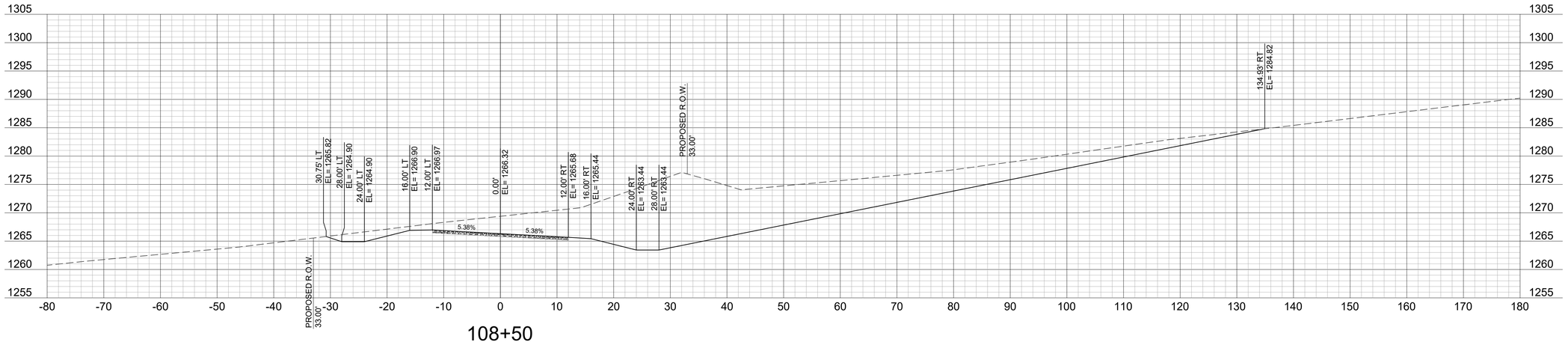
COUNTY ROAD 35 CROSS SECTIONS
SHEET 10 OF 24

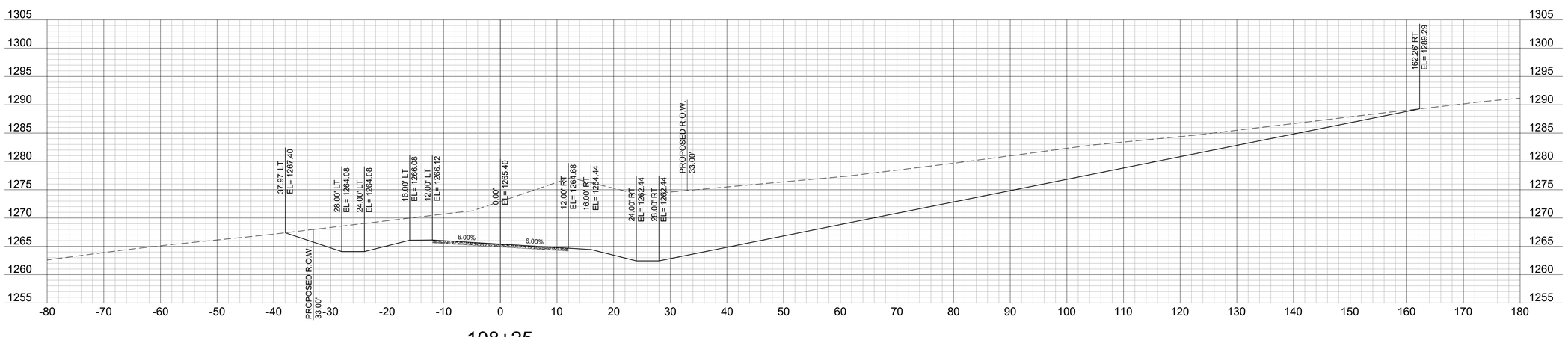
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
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BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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SHEET
XS-110





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STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

COUNTY ROAD 35 CROSS SECTIONS
SHEET 11 OF 24

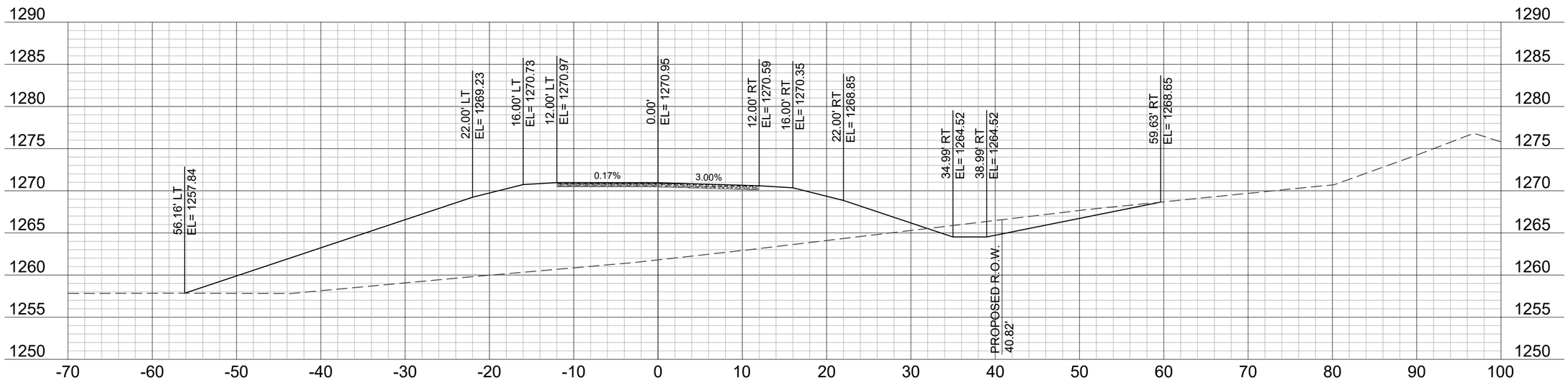
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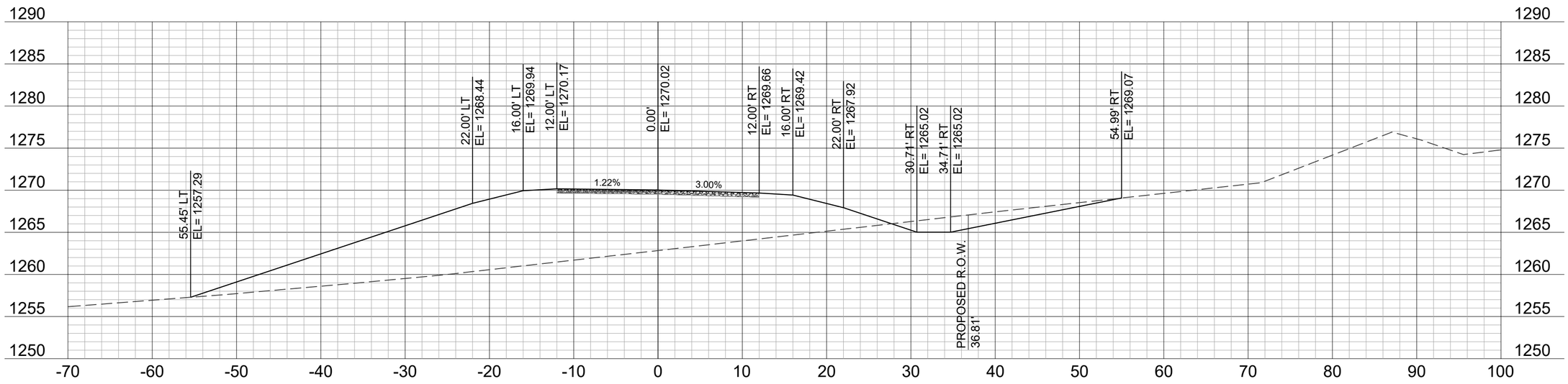
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SHEET
XS-111

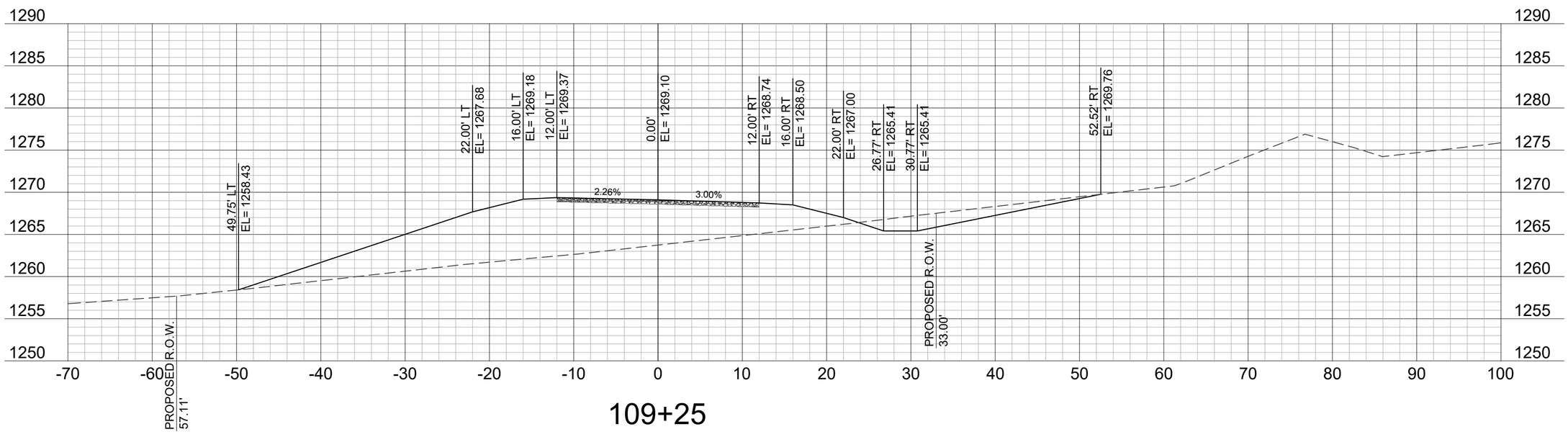
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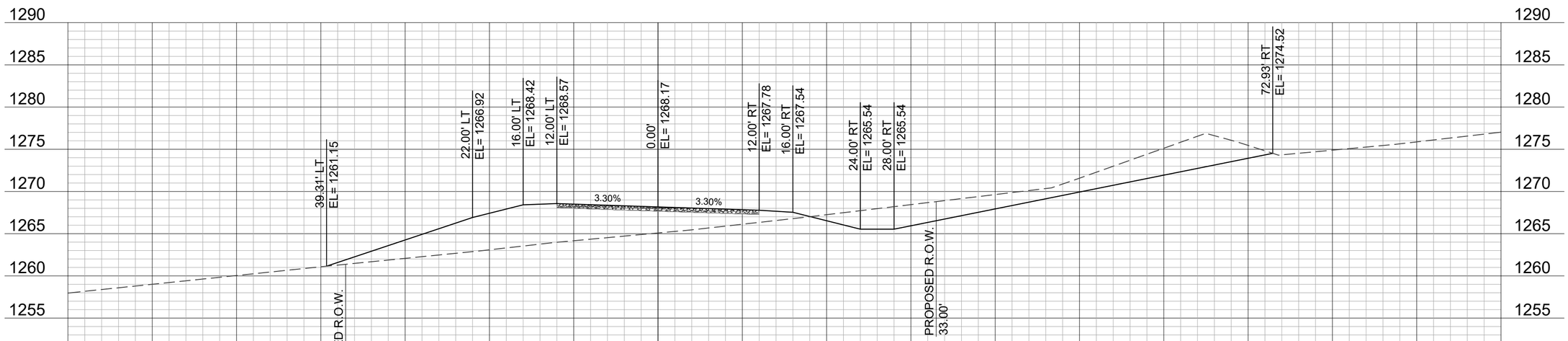
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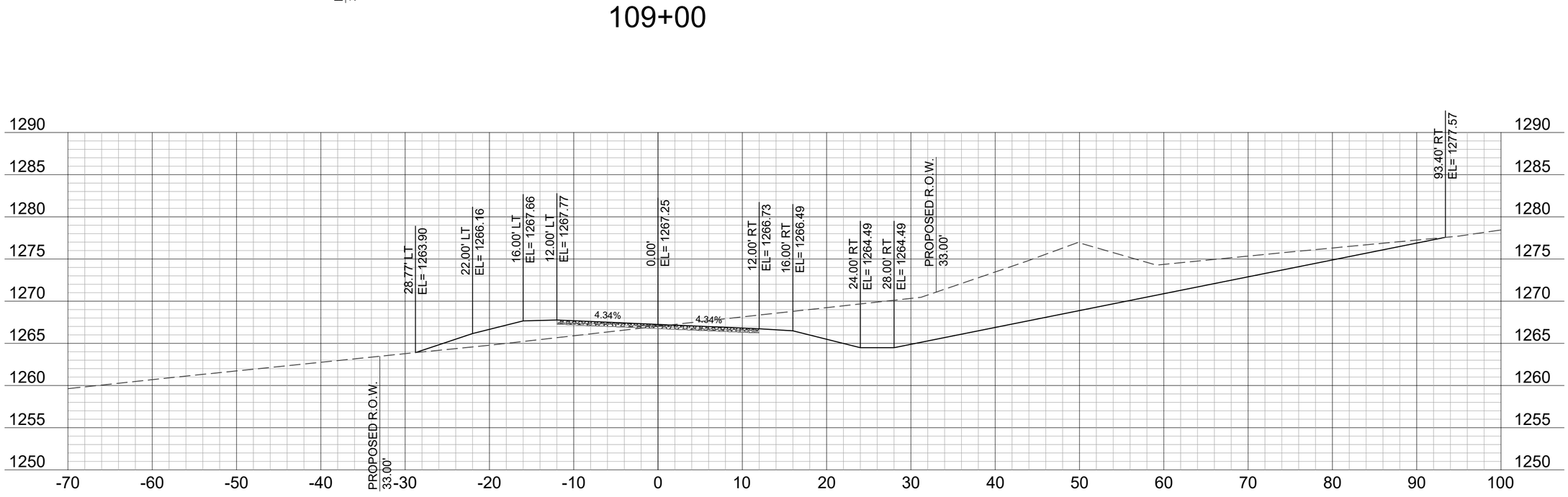
109+50



109+25



109+00



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SCHEDULE 1

SHEET XS-112

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designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 12 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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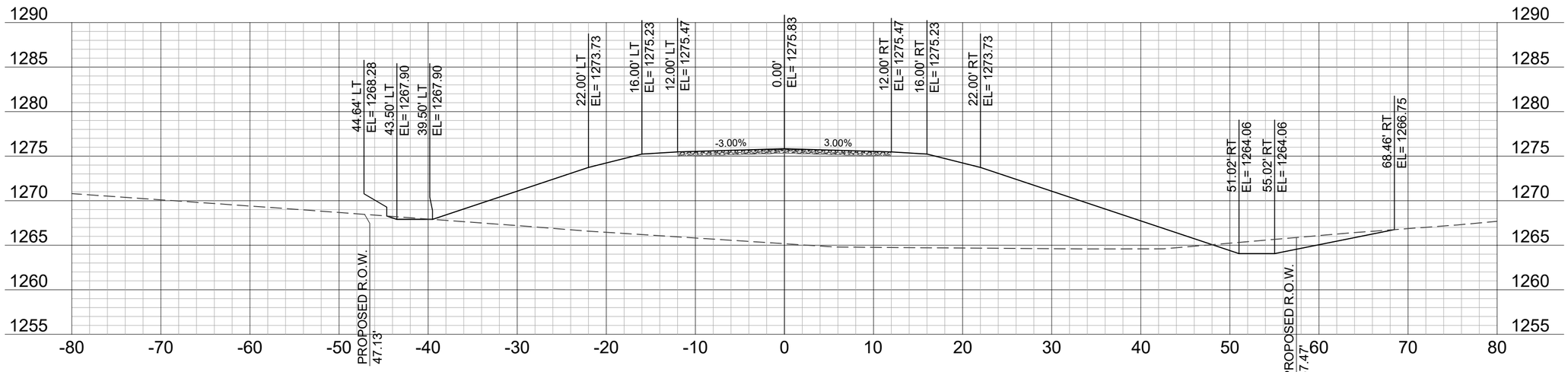
REVISIONS

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ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

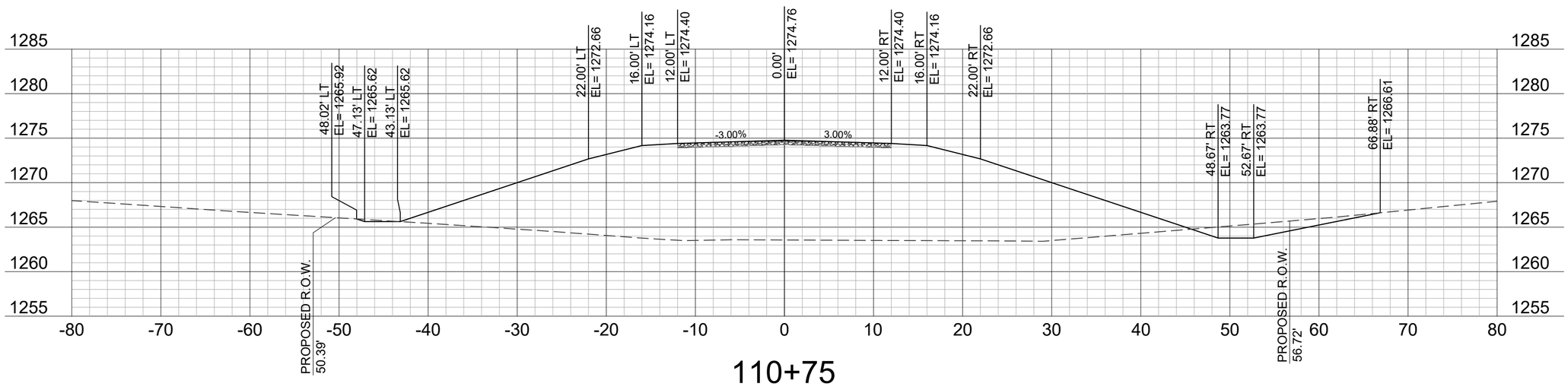
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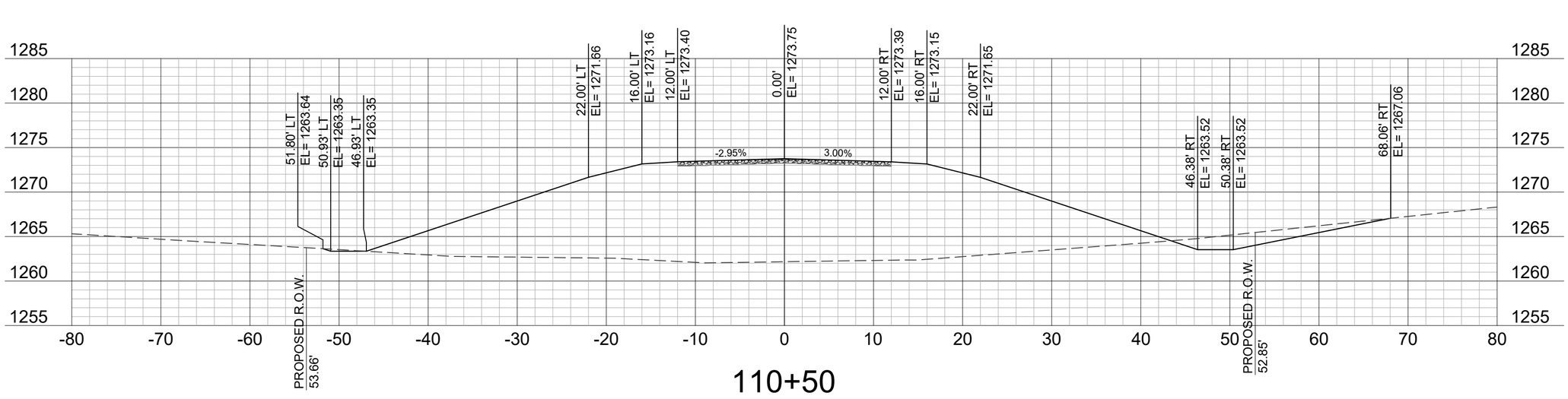
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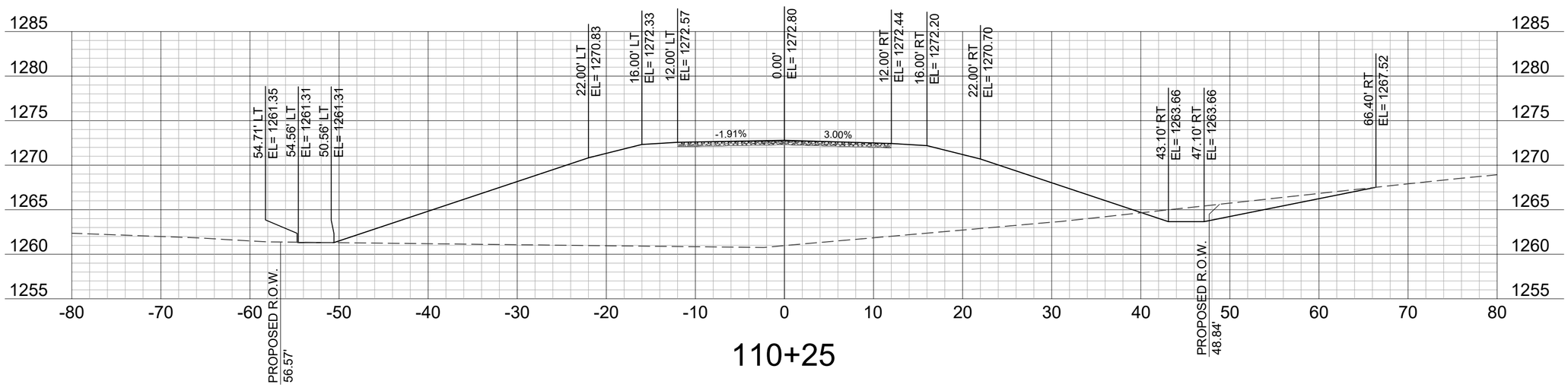
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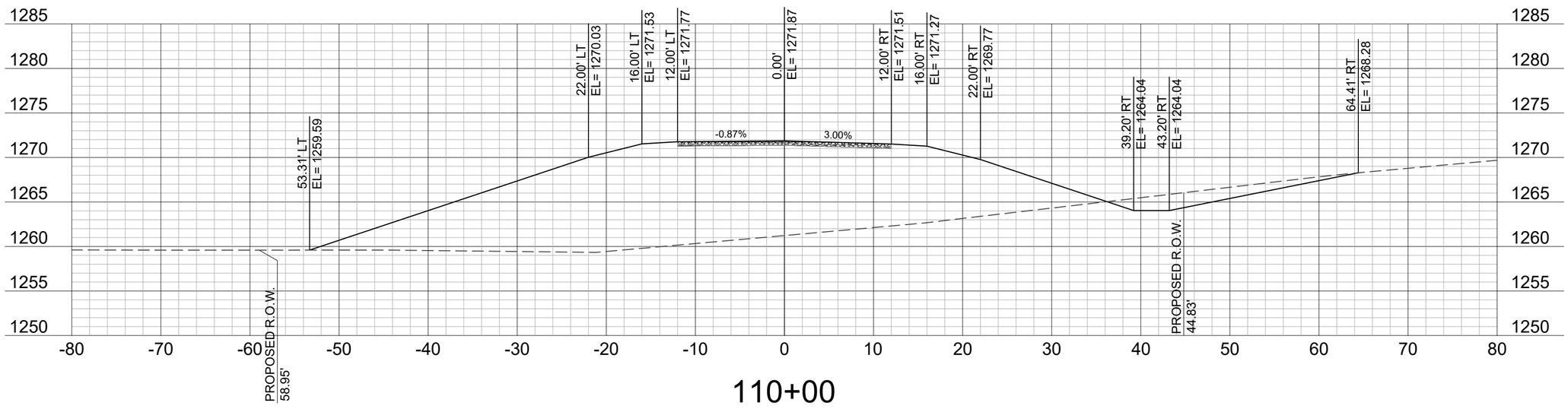
110+75



110+50



110+25



110+00

SCHEDULE 1

SHEET XS-113

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 13 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

REV. NO.	DATE	DESCRIPTION

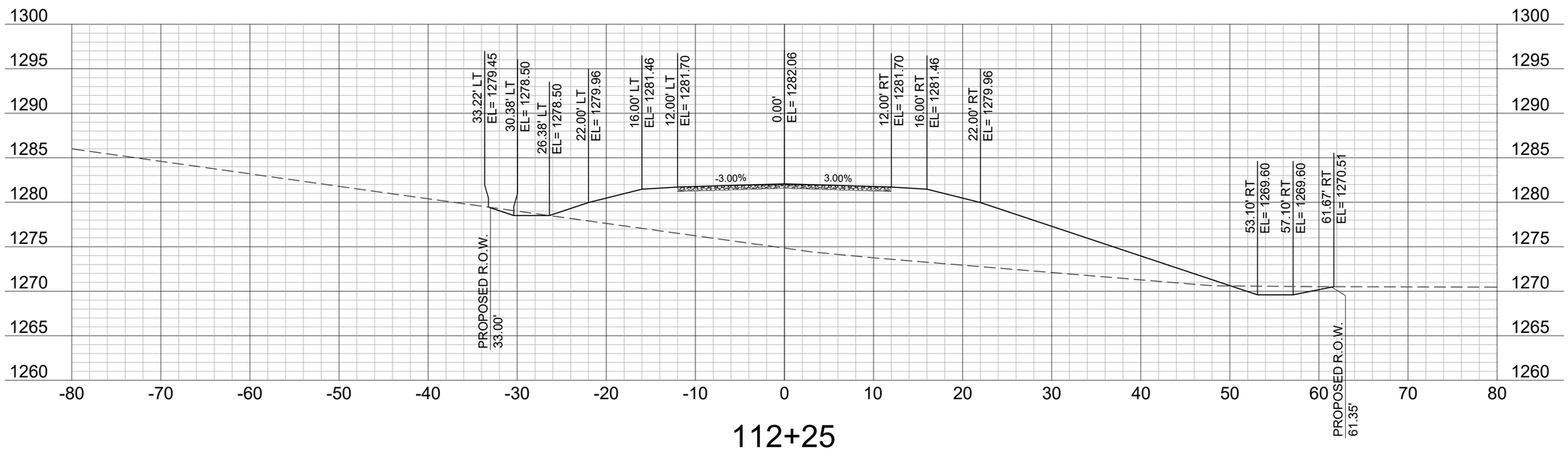
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ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

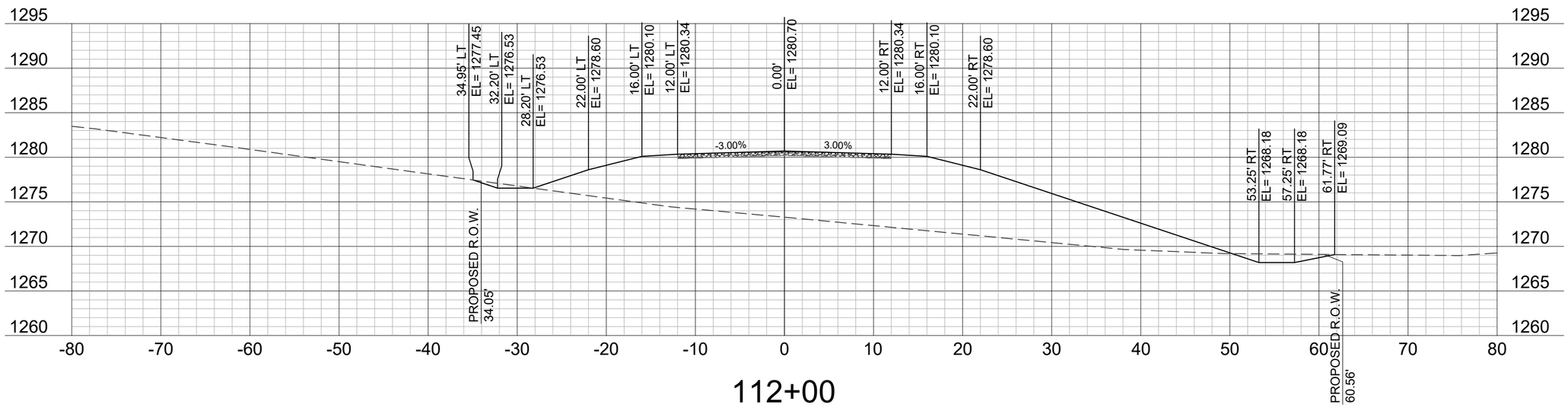
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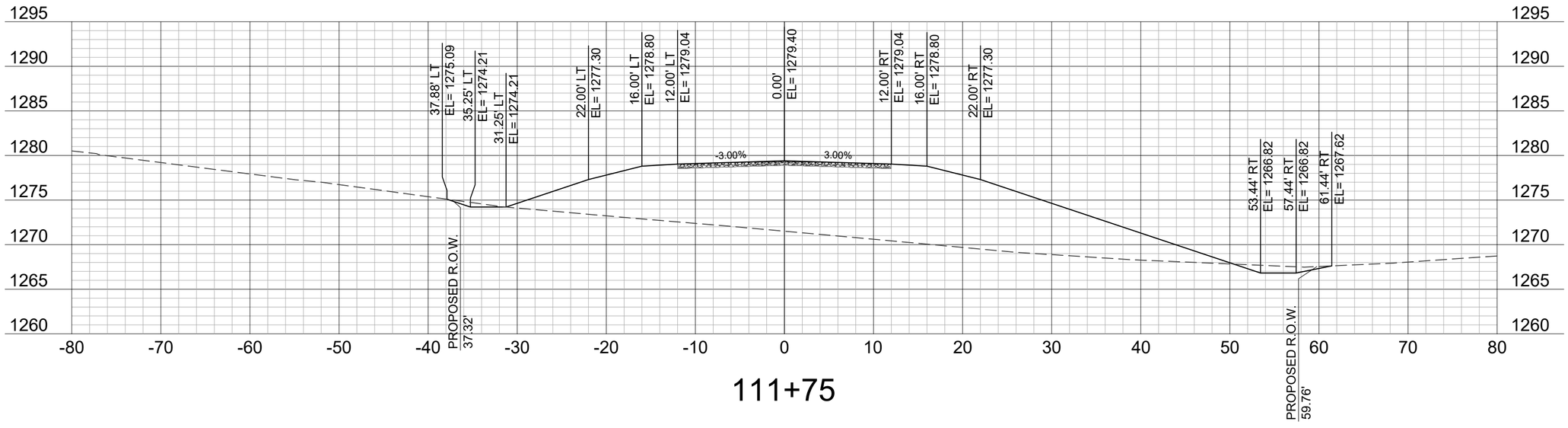
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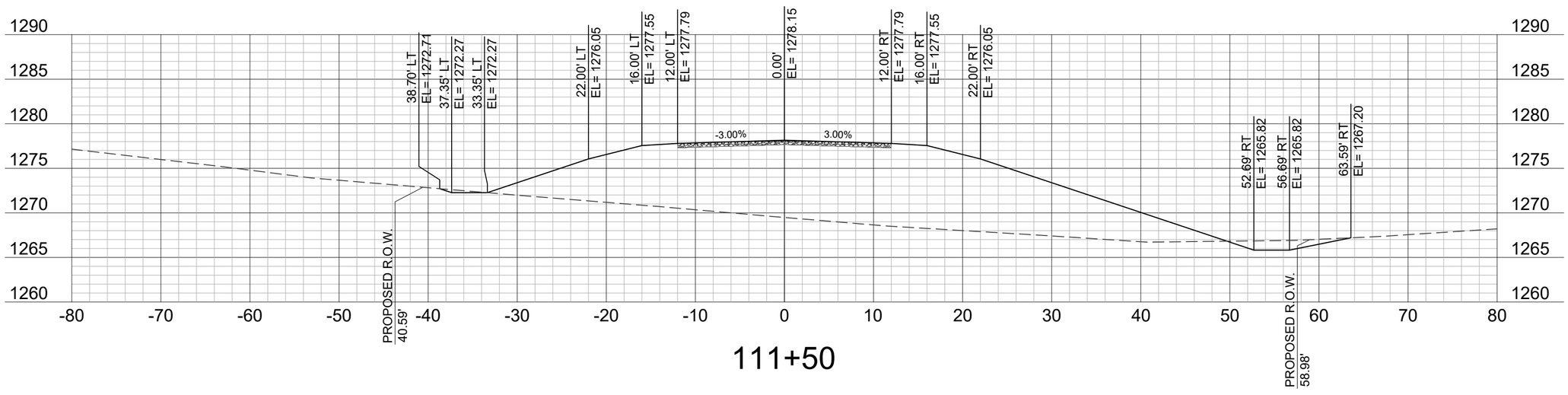
112+25



112+00



111+75



111+50

111+25

SCHEDULE 1

SHEET XS-114

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 14 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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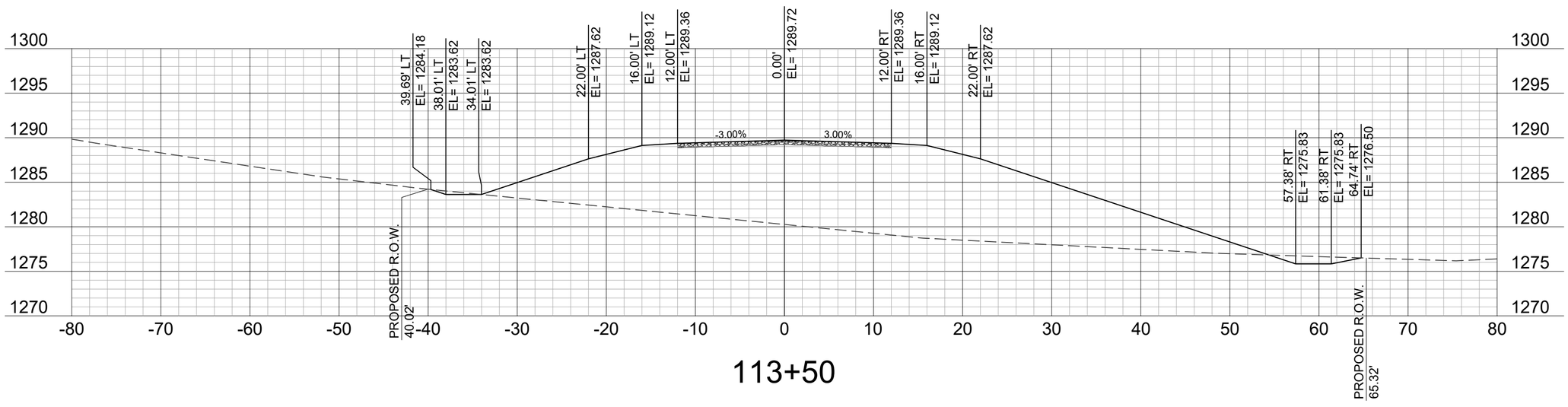
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PROFESSIONAL ENGINEER ANTHONY TROY EGELHOFF E-11484 STATE OF NEBRASKA 3-9-2026

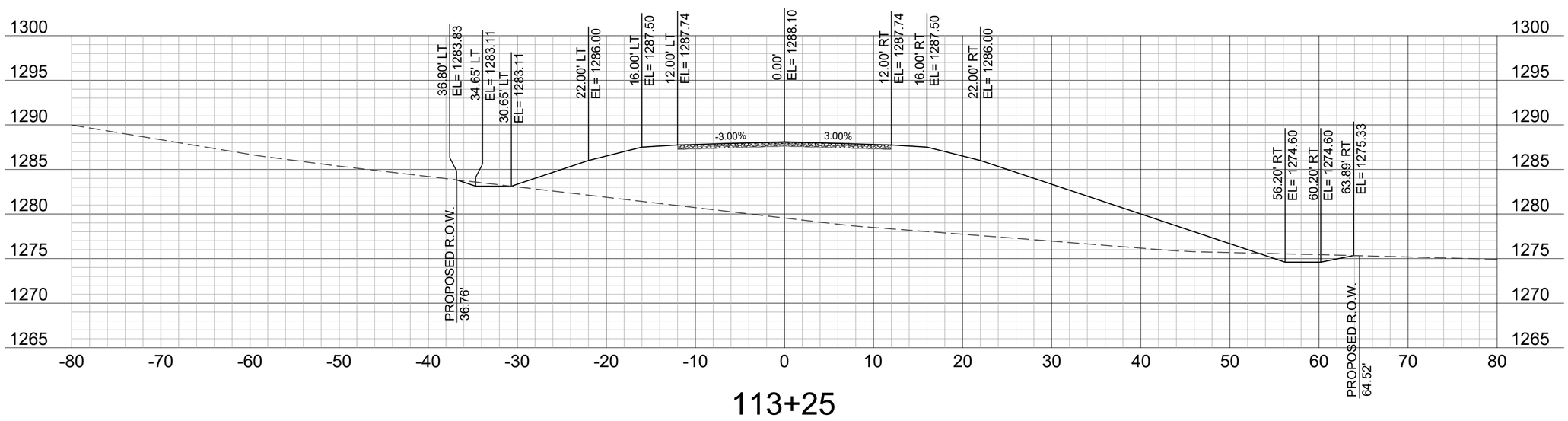
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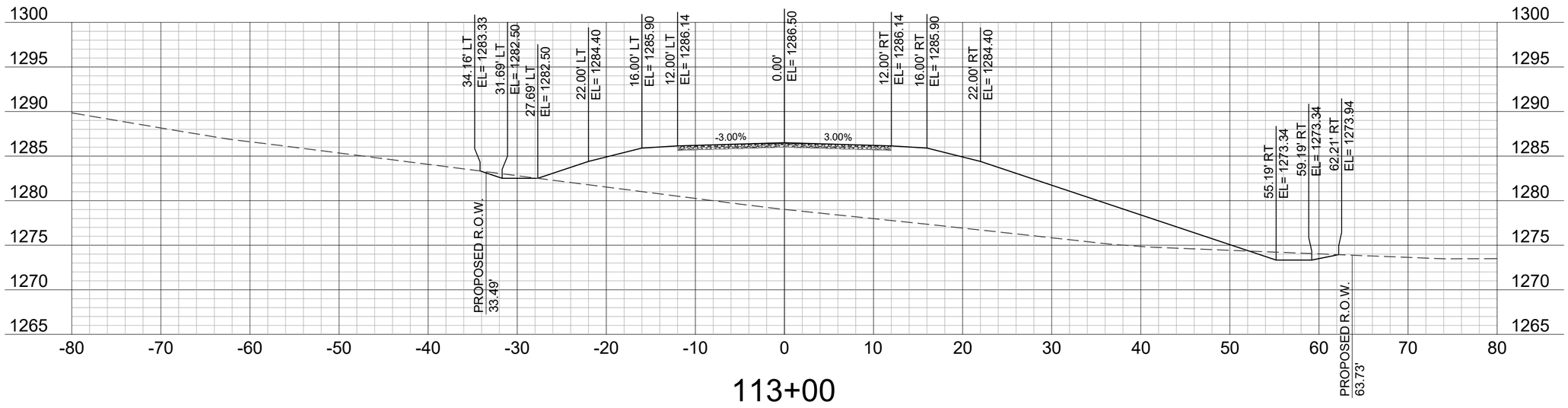
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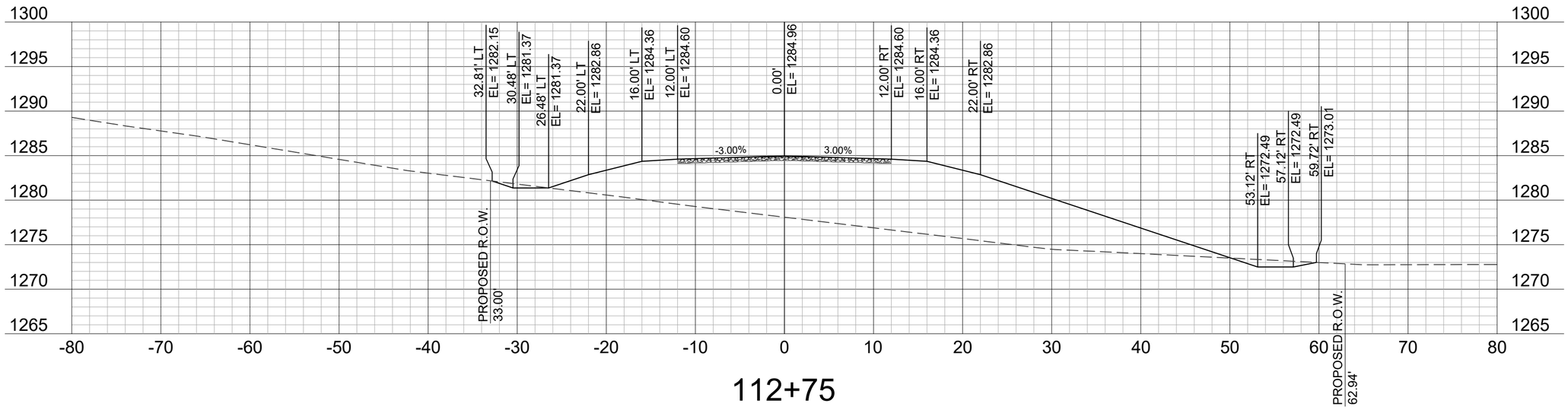
113+50



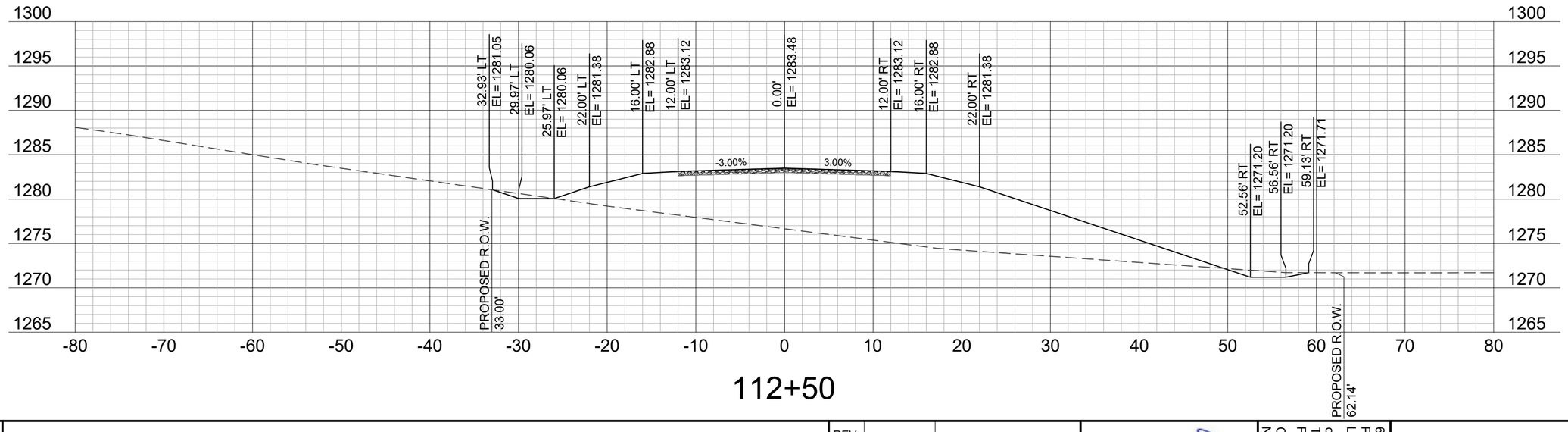
113+25



113+00



112+75



112+50

SCHEDULE 1

SHEET
XS-115

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 15 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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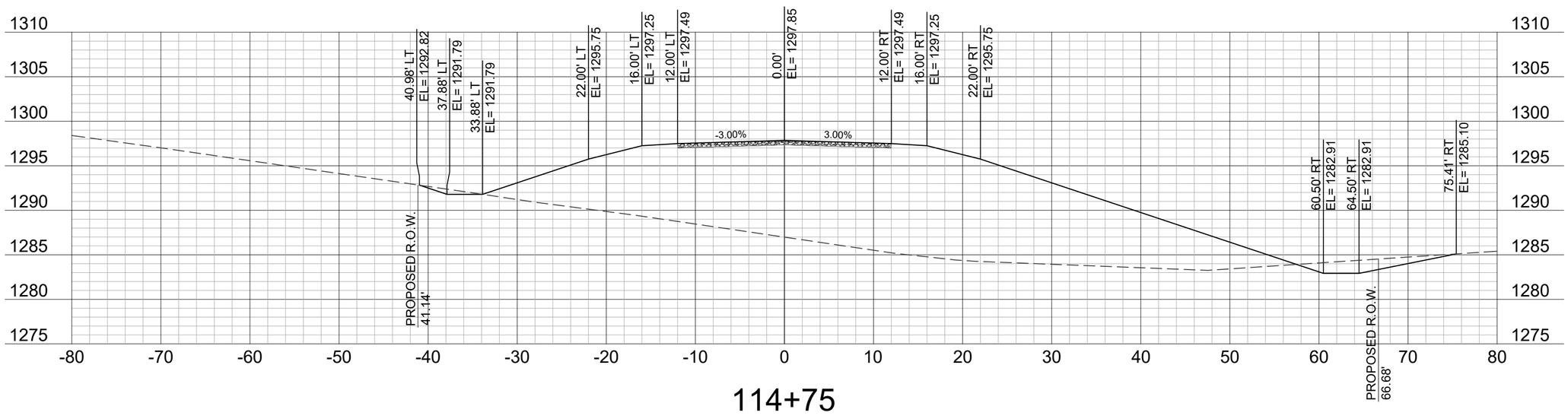
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PROFESSIONAL ENGINEER
ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

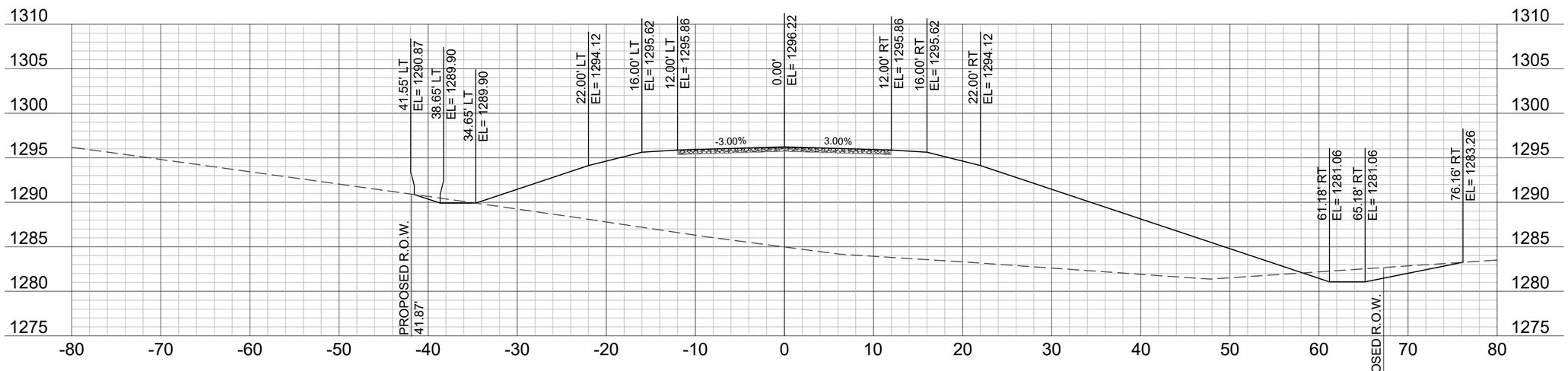
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olsson.com
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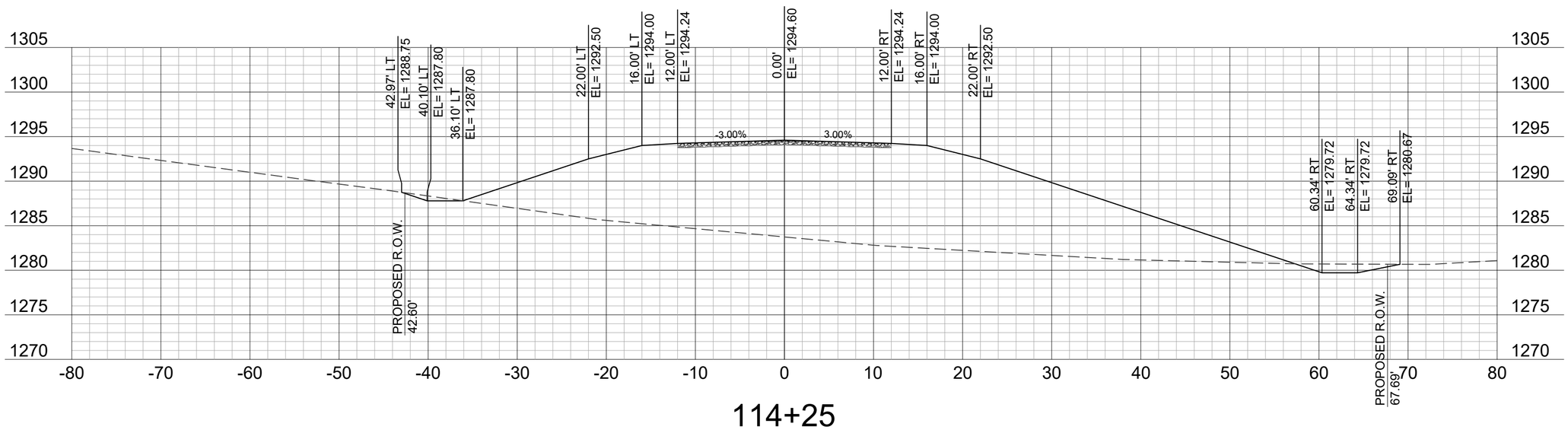
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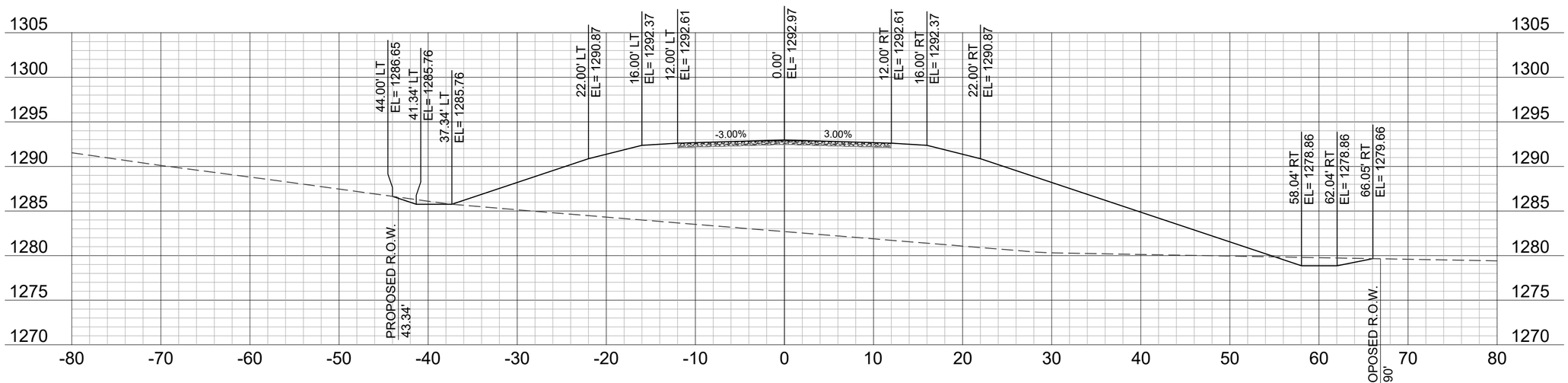
114+75



114+50



114+25



114+00

113+75

SCHEDULE 1

SHEET XS-116

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 16 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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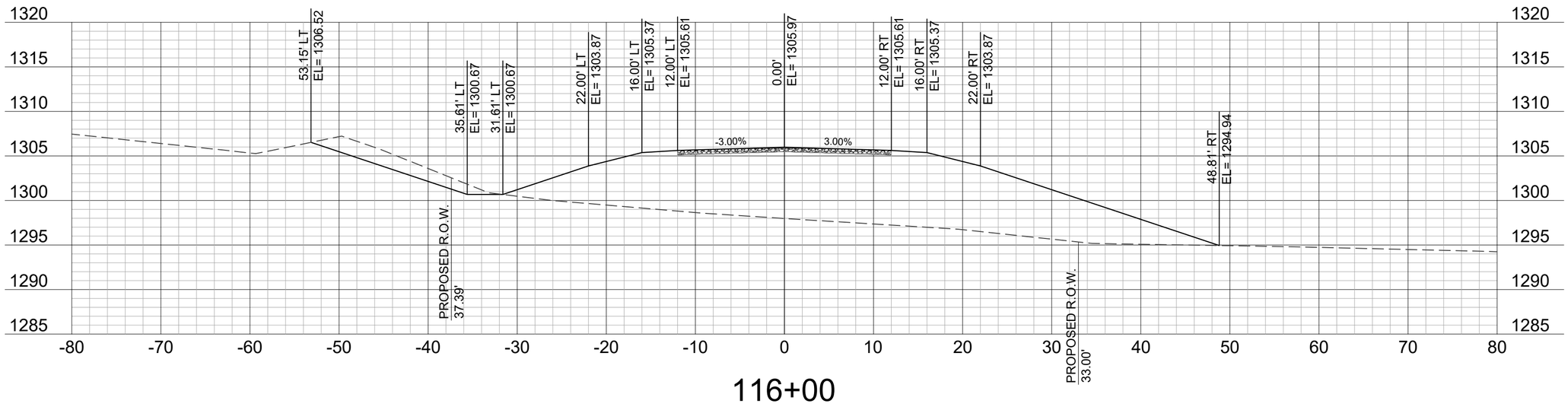
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ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

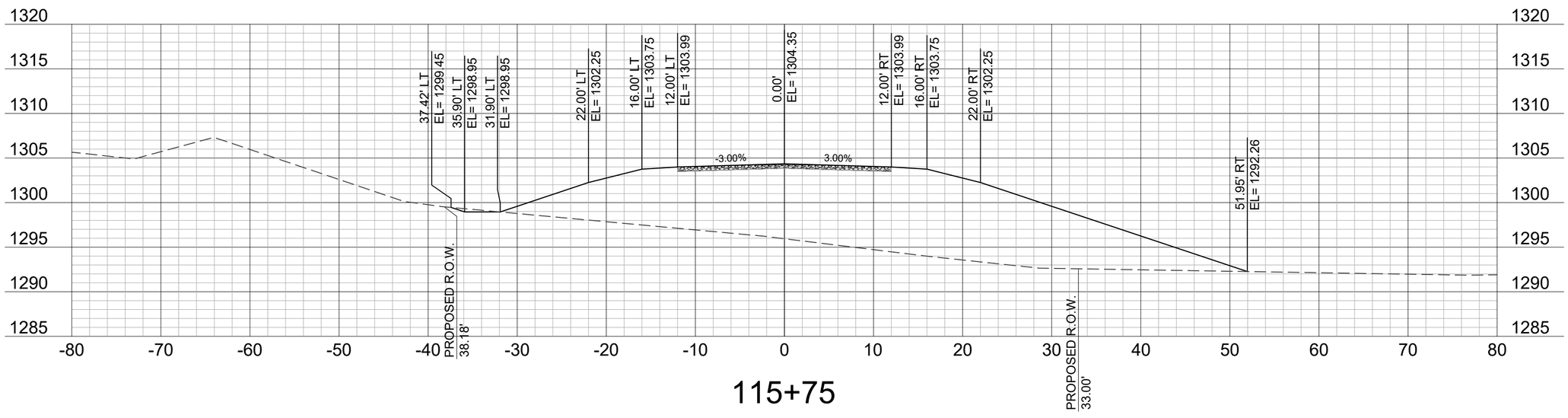
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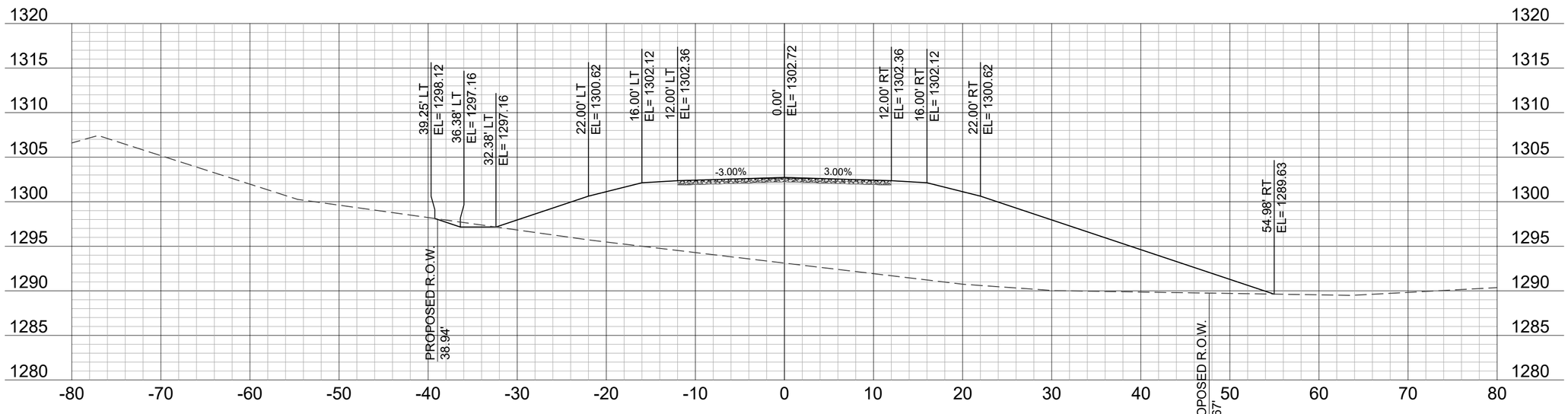
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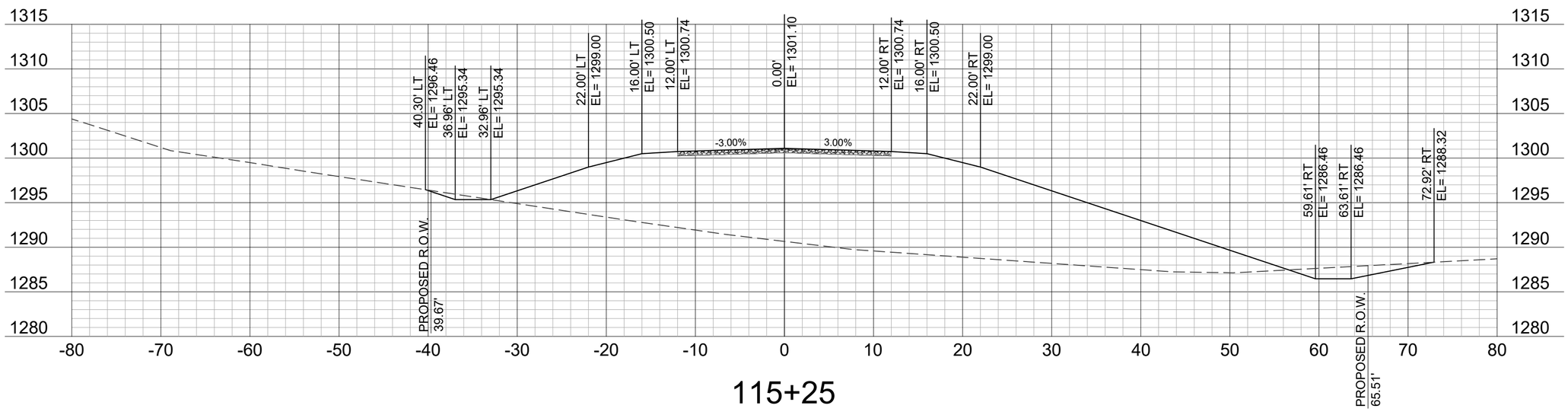
116+00



115+75



115+50



115+25

115+00

SCHEDULE 1

SHEET
XS-117

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 17 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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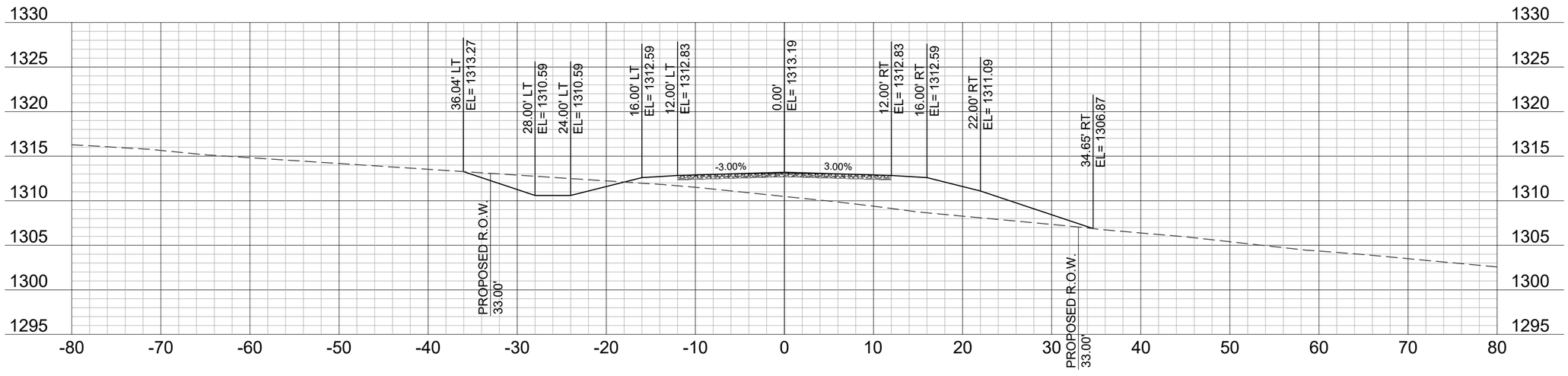
REVISIONS

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ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 9 - 2026

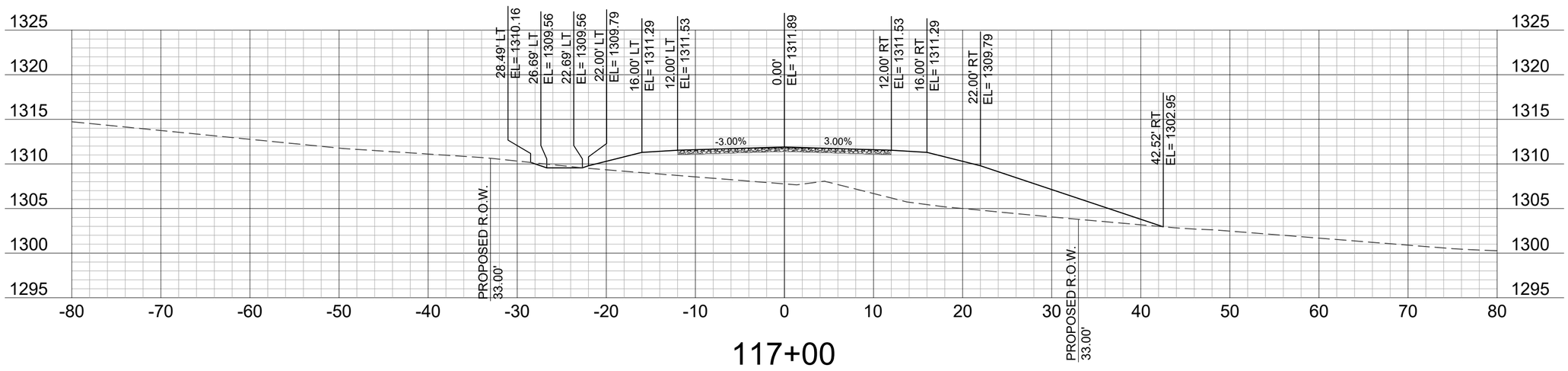
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Lincoln, NE 68508

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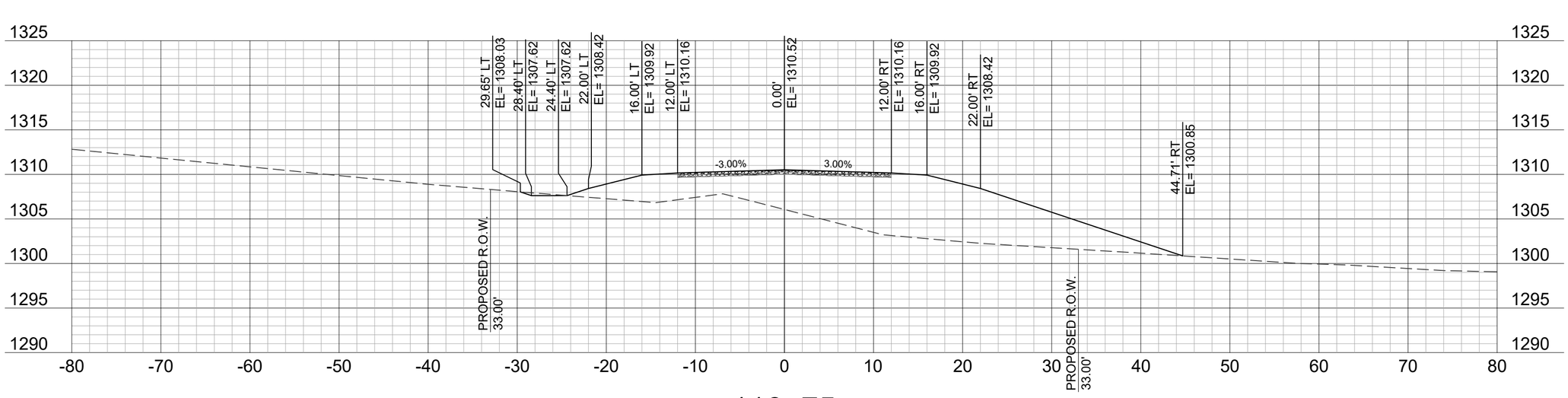
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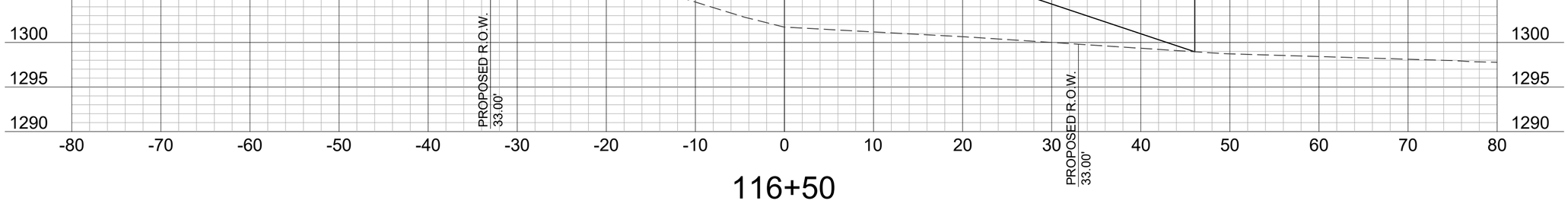
117+25



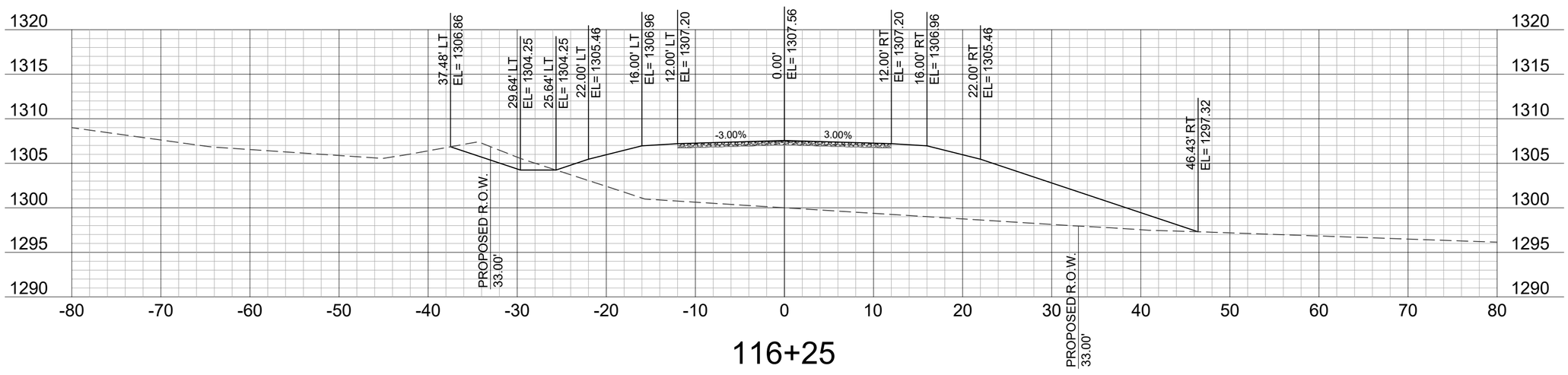
117+00



116+75



116+50



116+25

SCHEDULE 1

SHEET XS-118

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 18 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

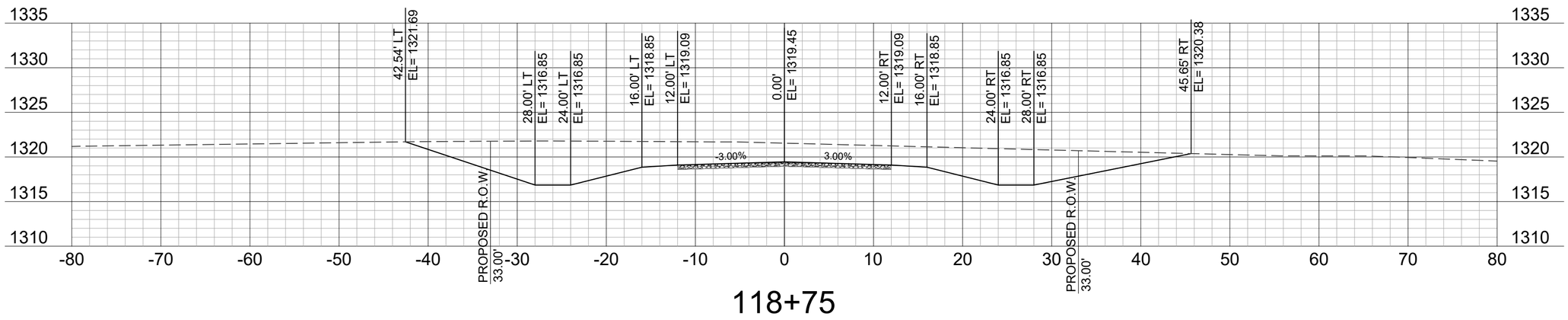
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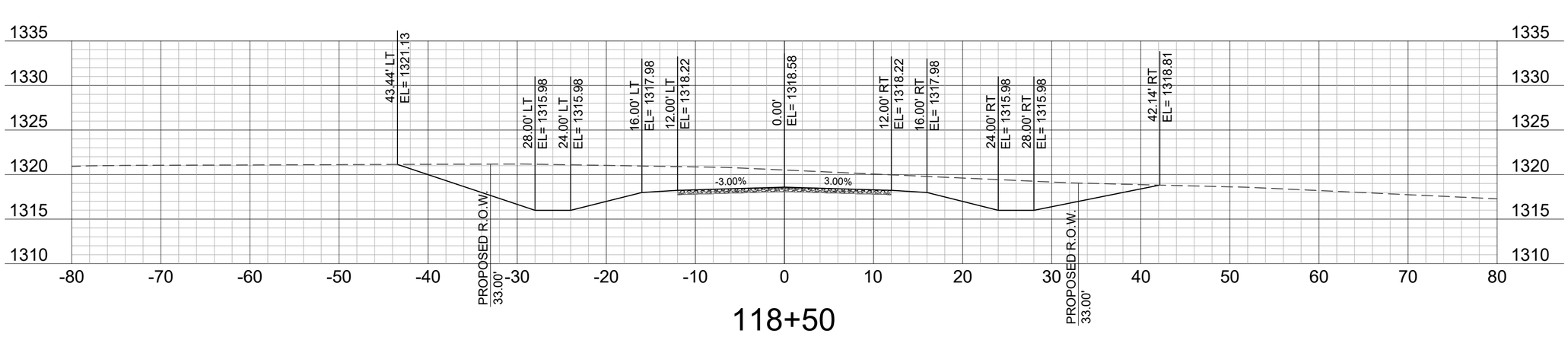
PROFESSIONAL ENGINEER ANTHONY TROY EGELHOFF E-11484 STATE OF NEBRASKA 3-6-2026

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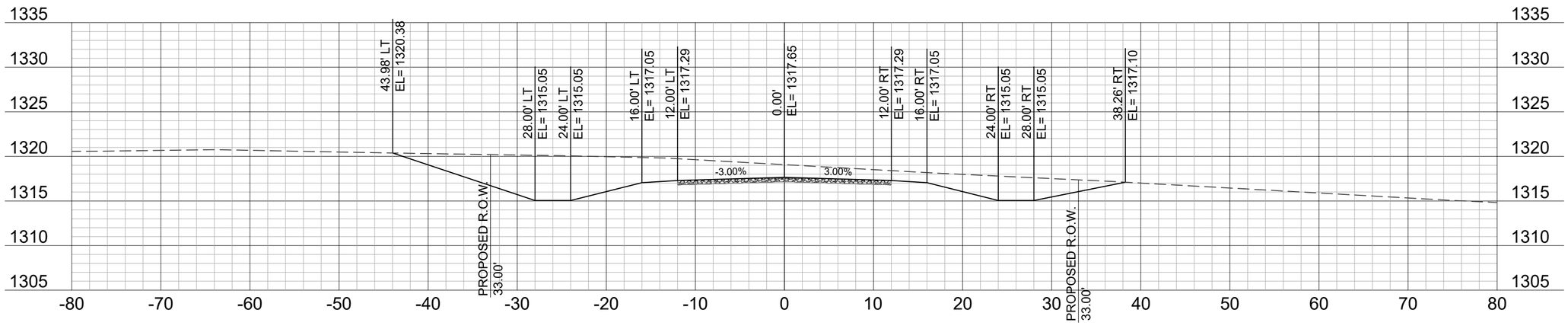
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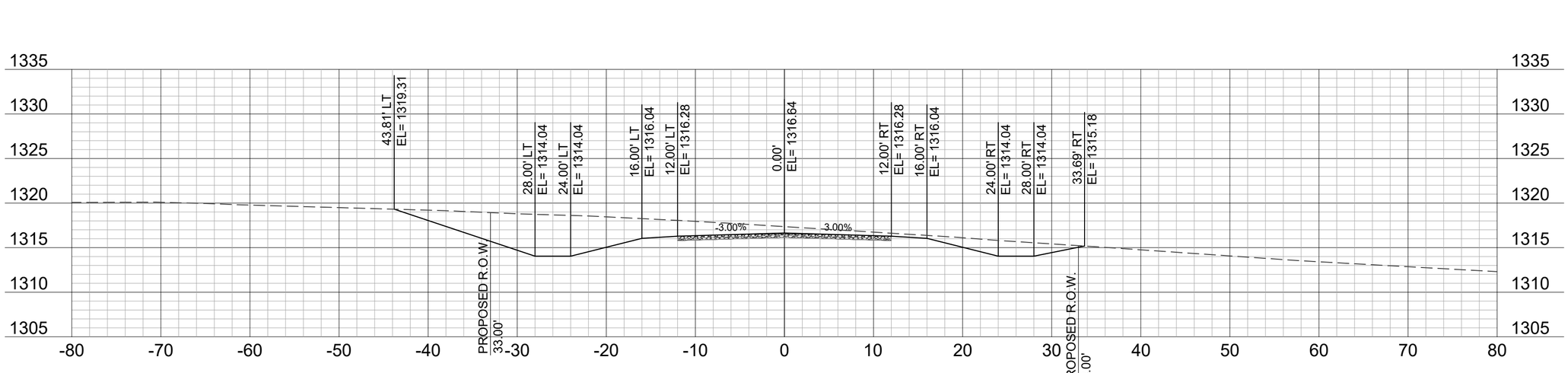
118+75



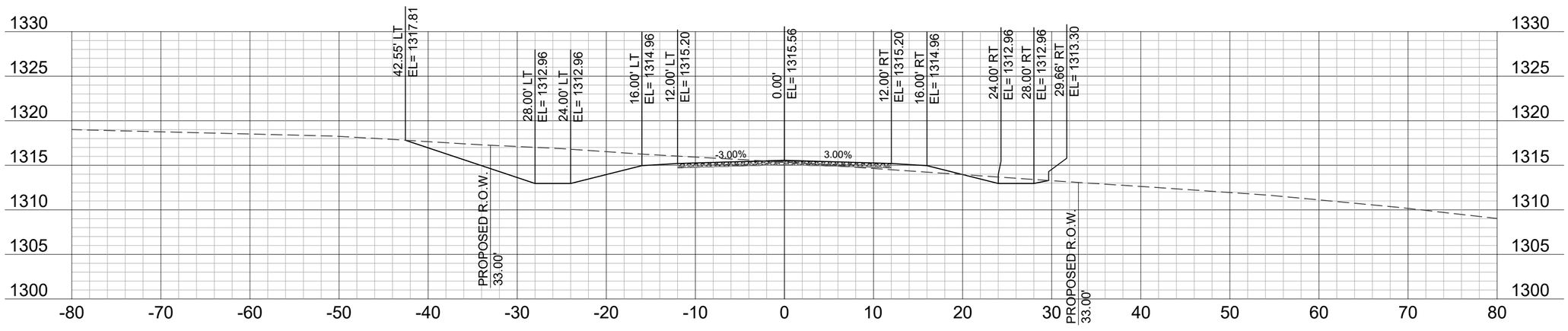
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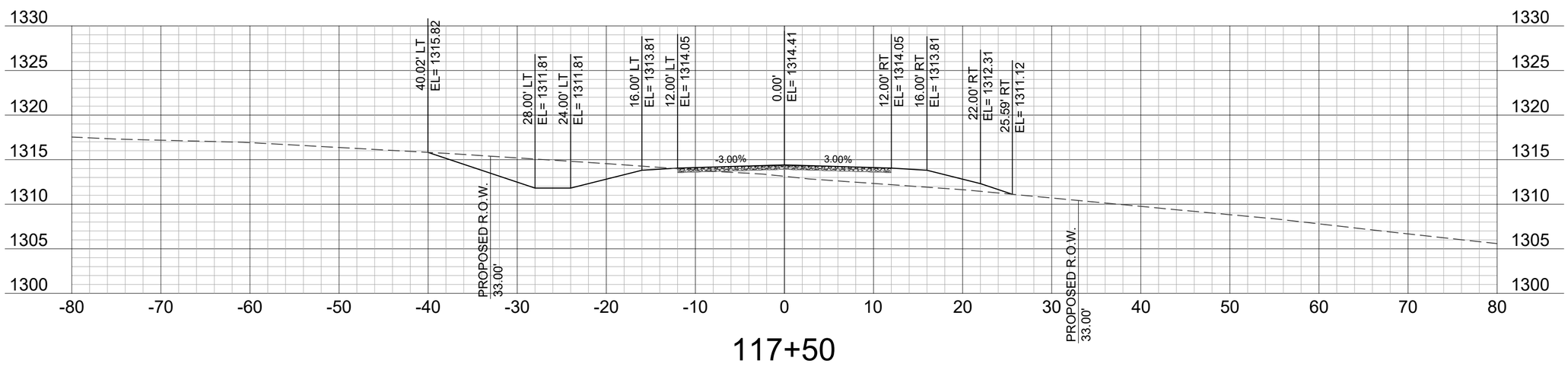
118+25



118+00



117+75



117+50

SCHEDULE 1

SHEET XS-119

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 19 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

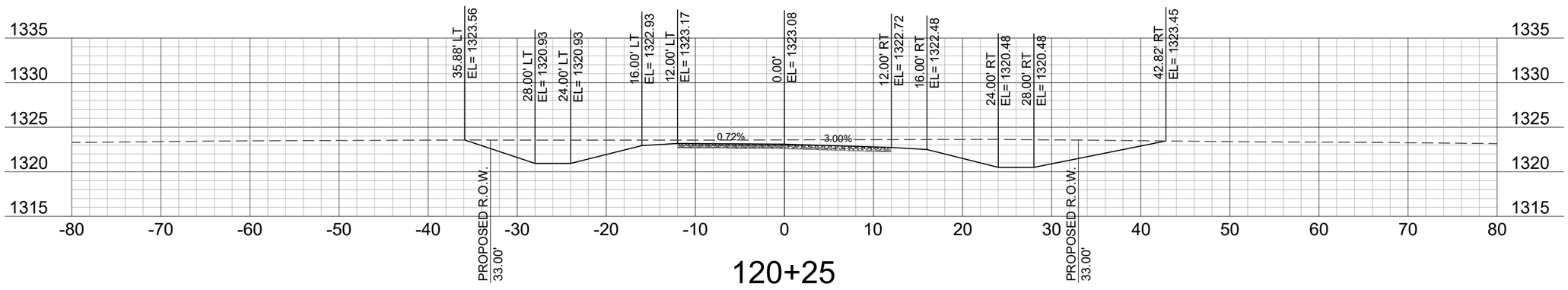
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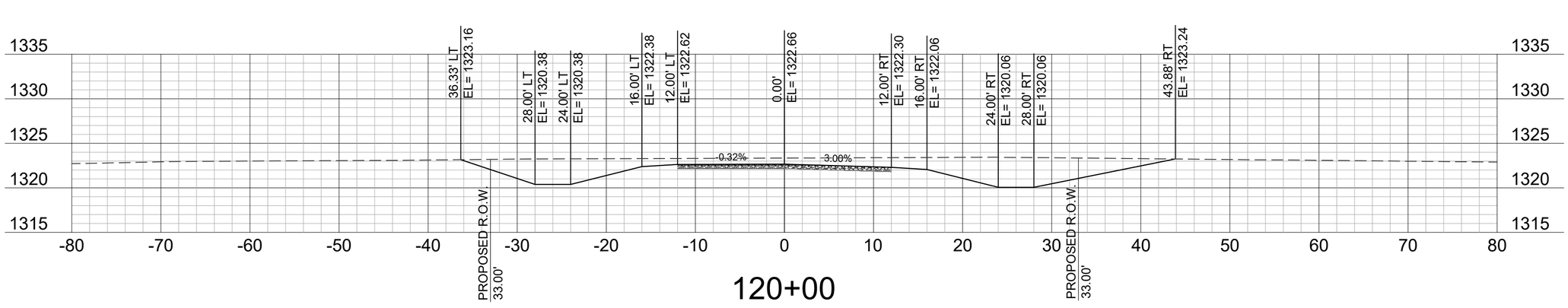
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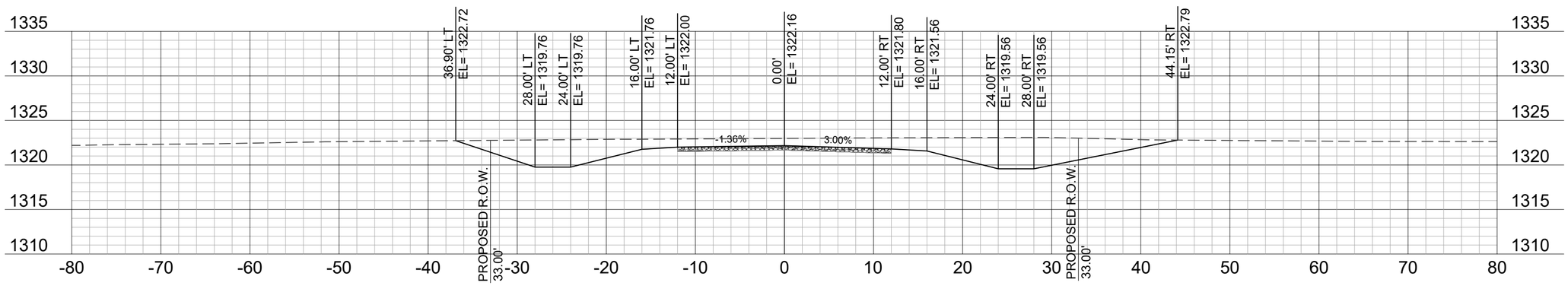
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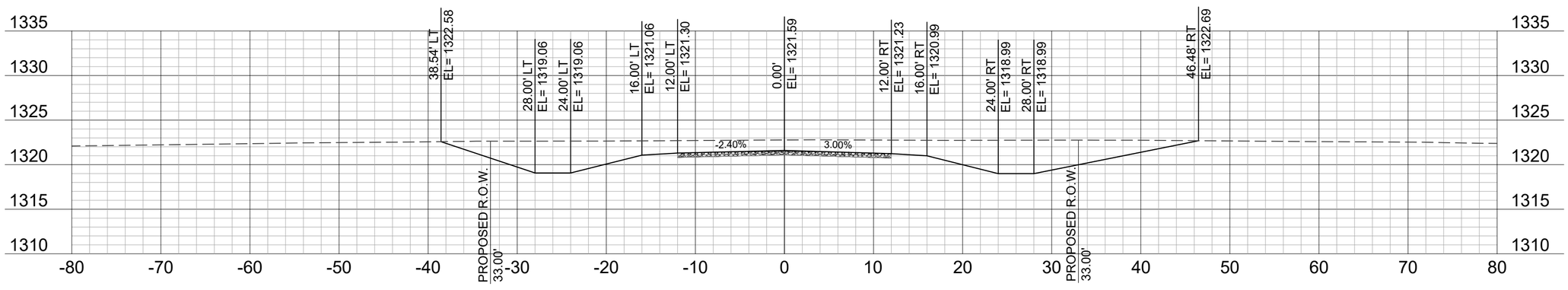
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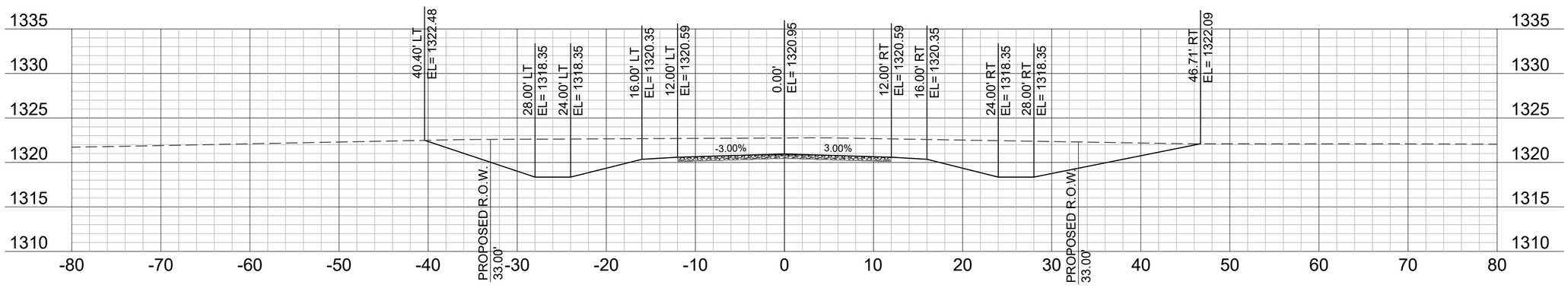
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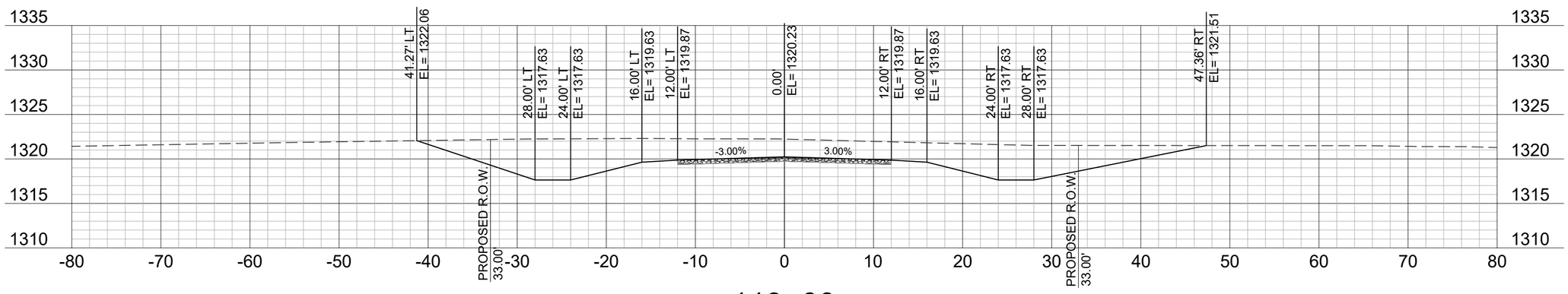
119+75



119+50



119+25



119+00

SCHEDULE 1

SHEET
XS-120

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 20 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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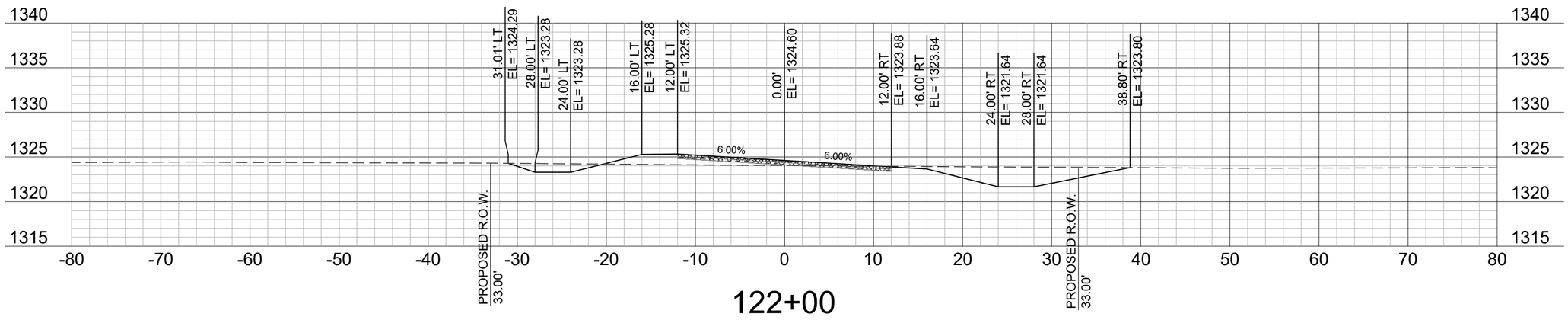
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PROFESSIONAL ENGINEER
ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3-6-2026

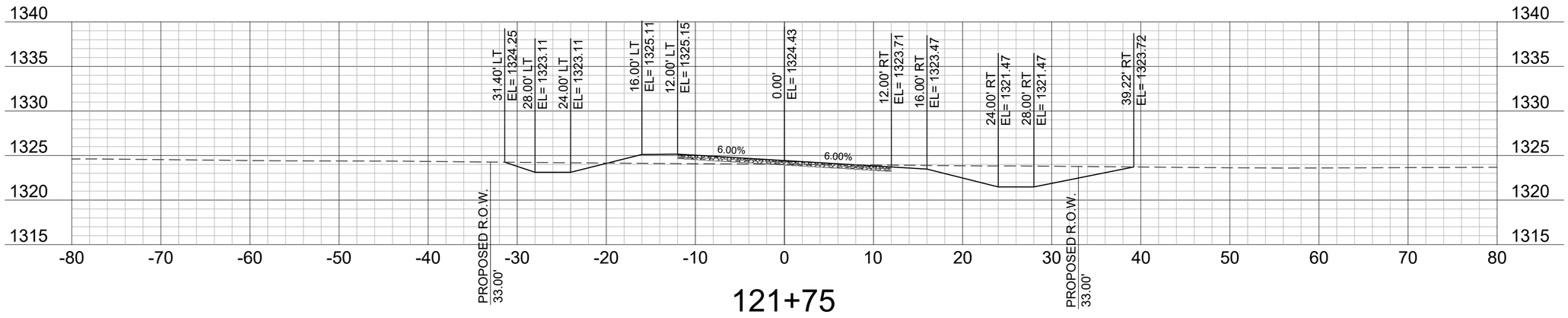
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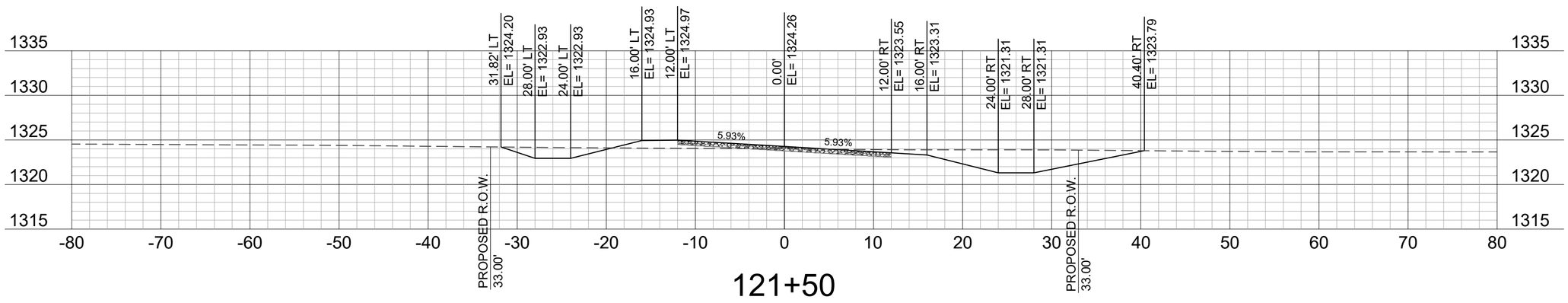
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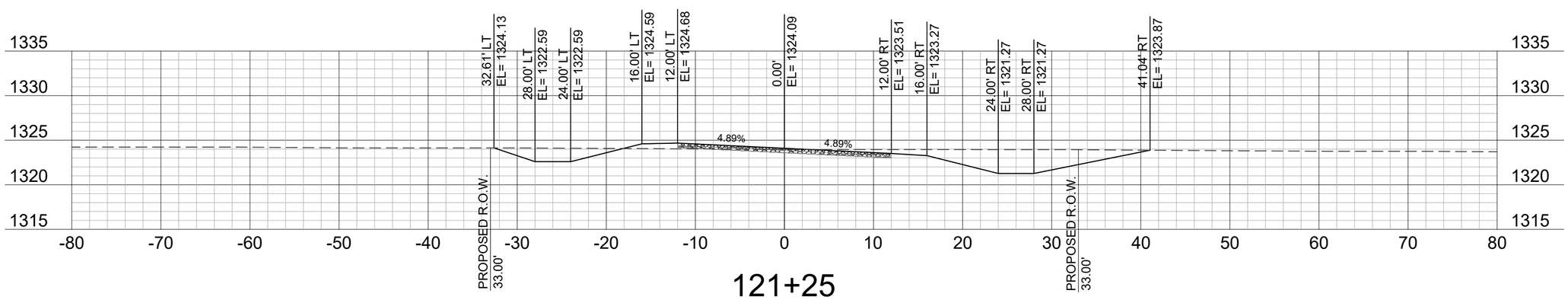
122+00



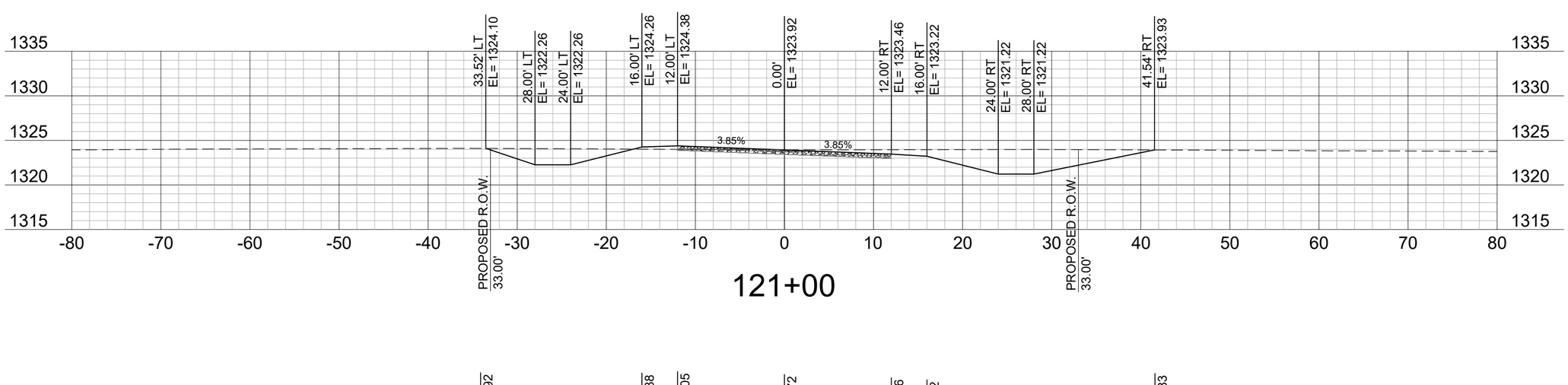
121+75



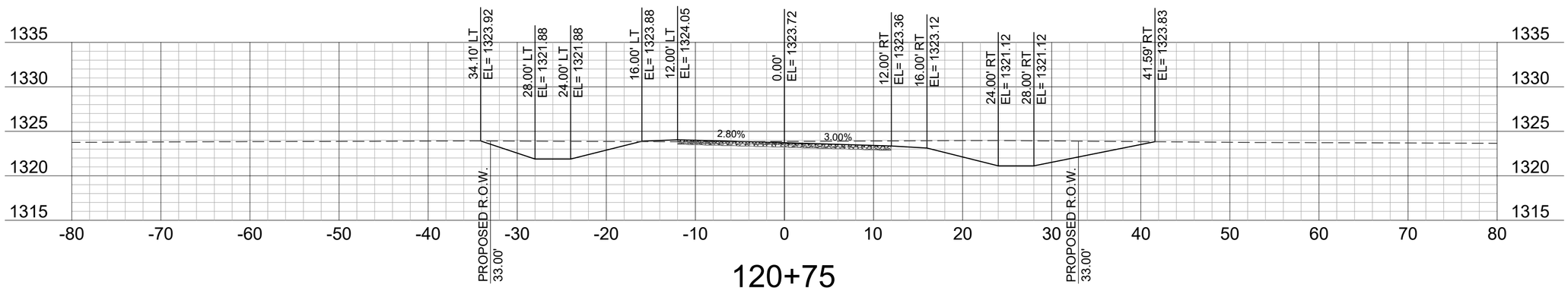
121+50



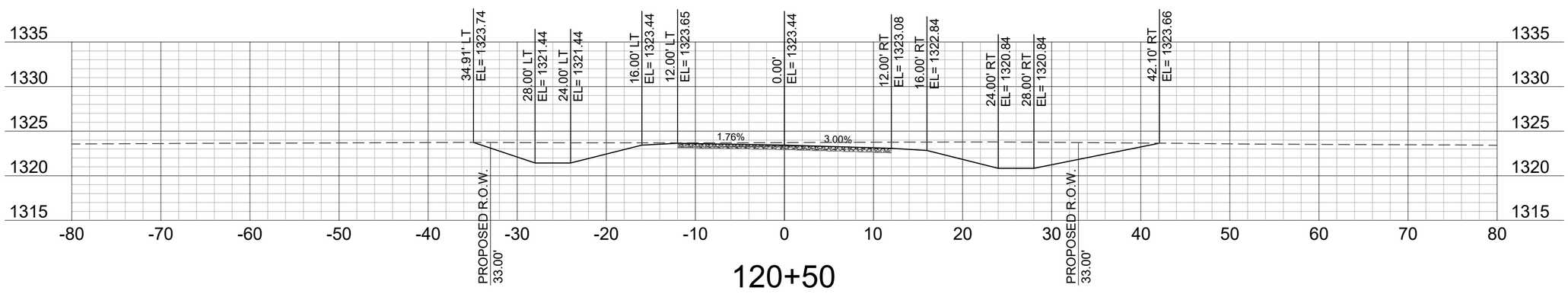
121+25



121+00



120+75



120+50

SCHEDULE 1

SHEET
XS-121

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 21 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

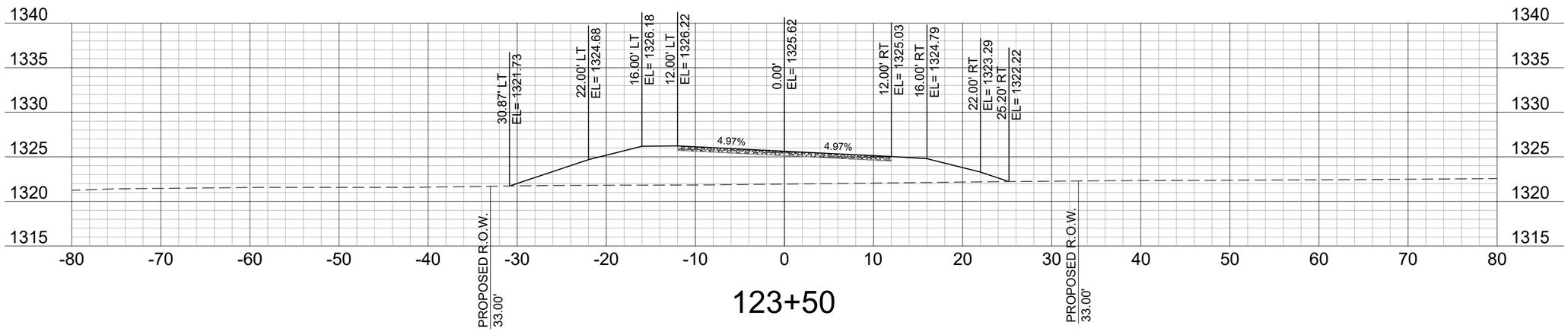
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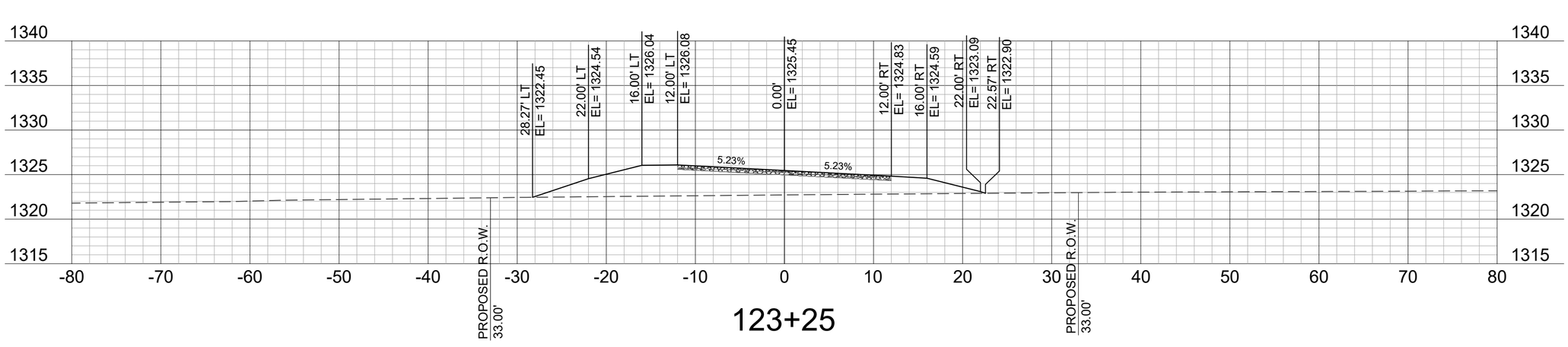
REVISIONS

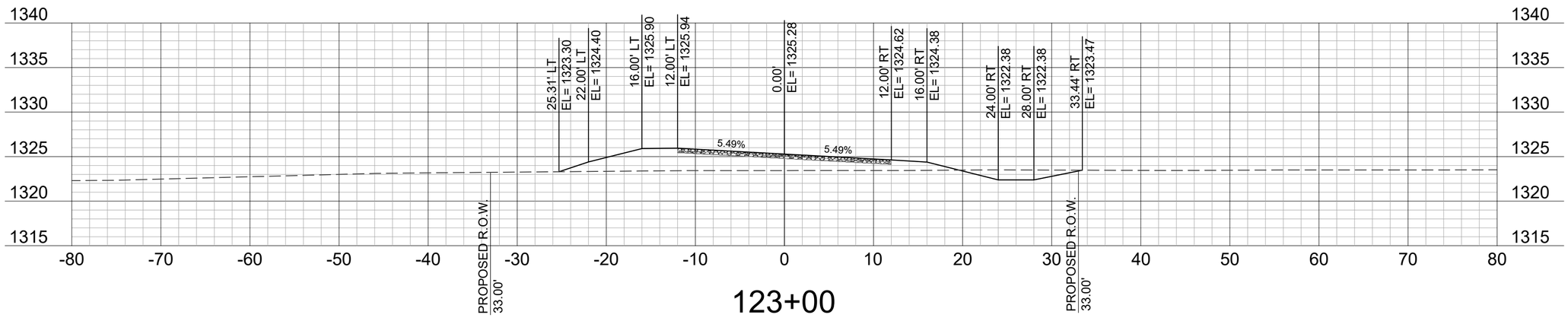
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ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

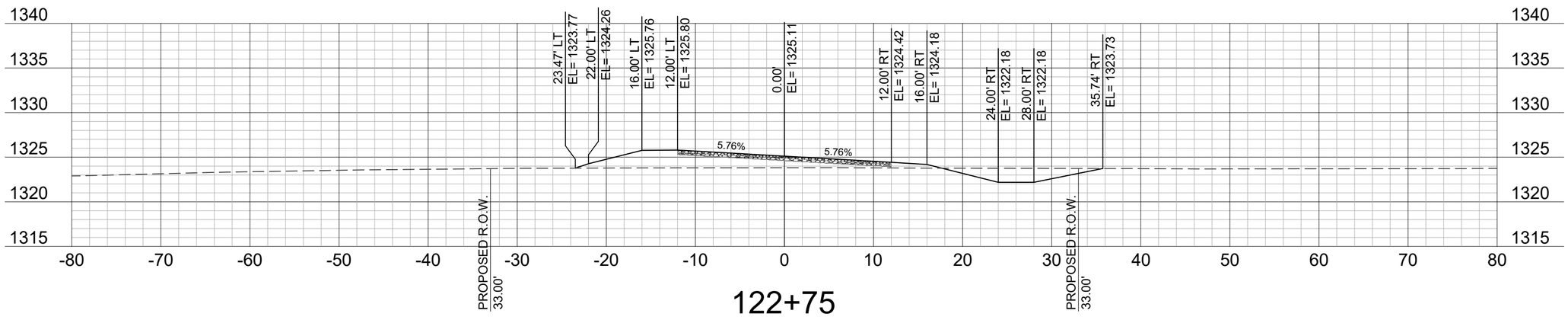
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601 P Street, Suite 200
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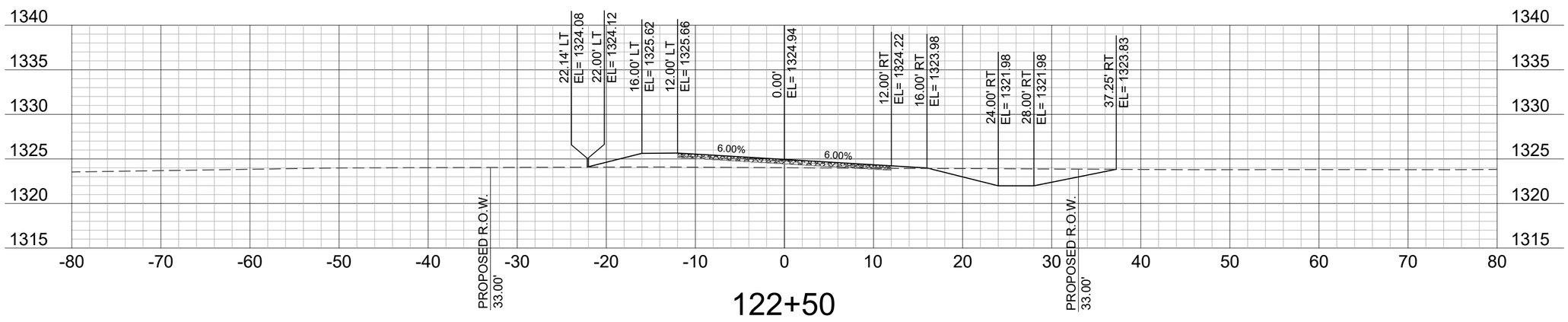
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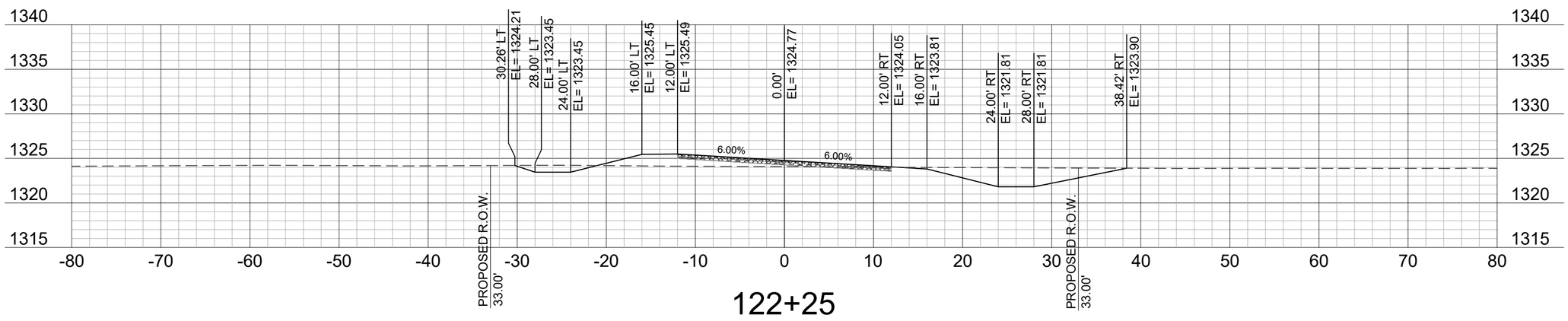












SCHEDULE 1

SHEET
XS-122

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 22 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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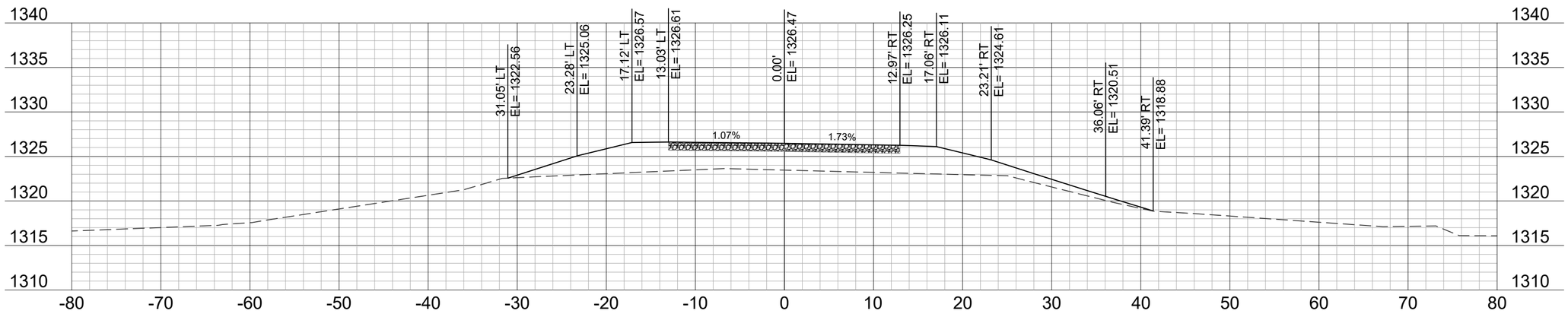
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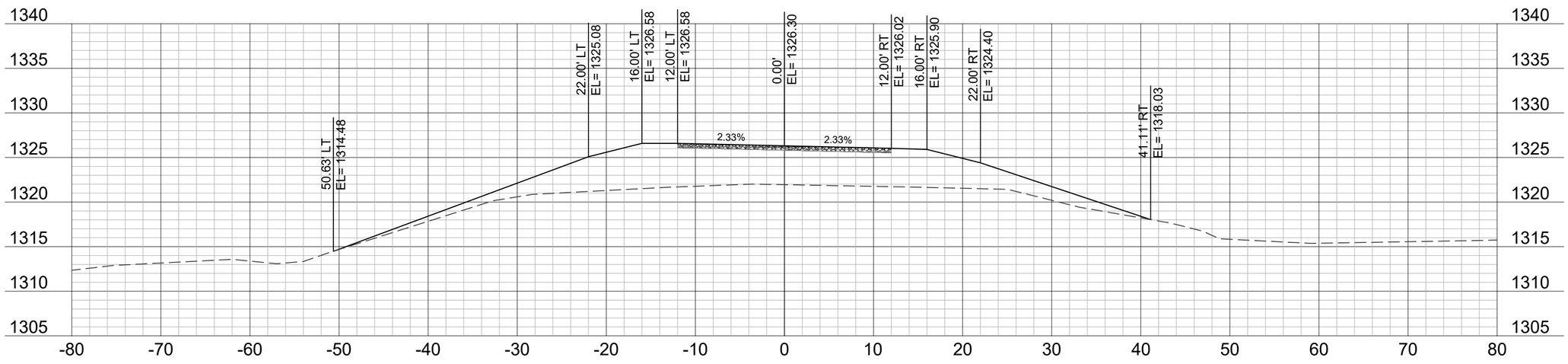
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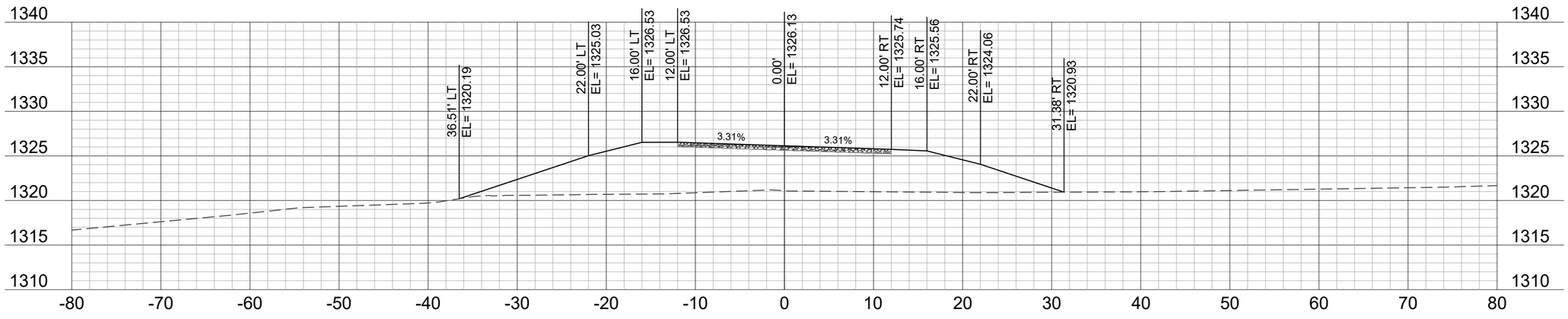
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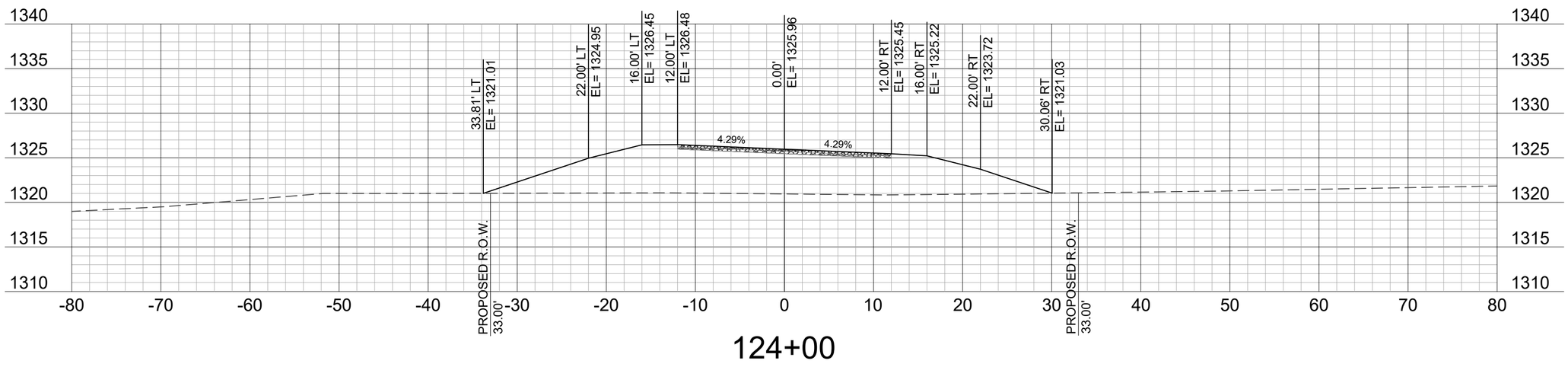
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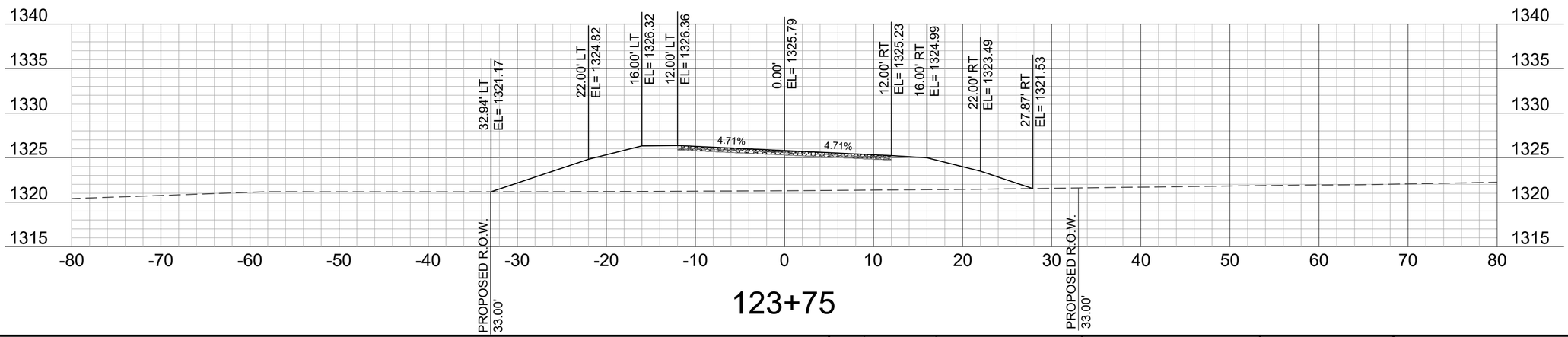
124+50



124+25



124+00



123+75

SCHEDULE 1

SHEET
XS-123

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 23 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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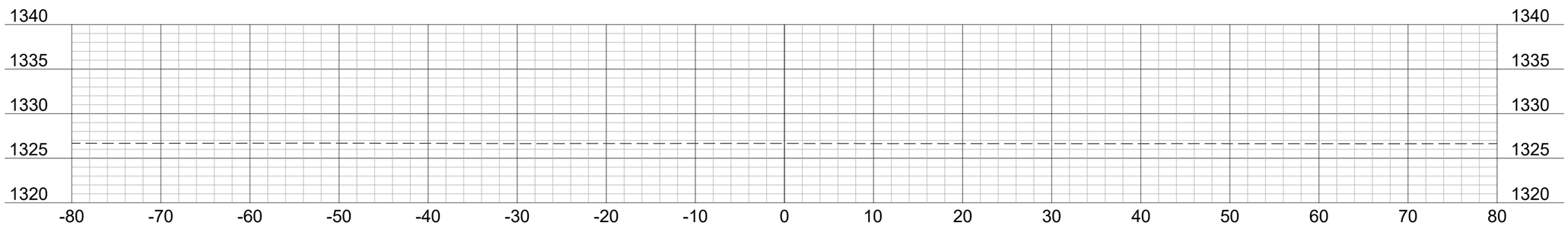
REVISIONS

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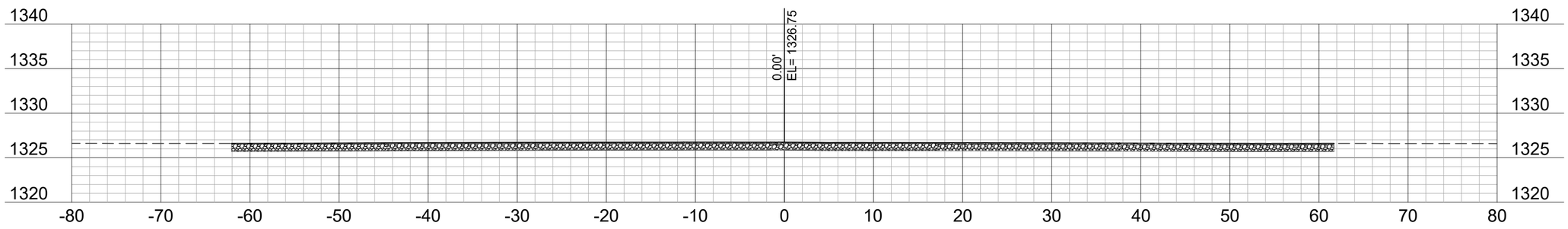
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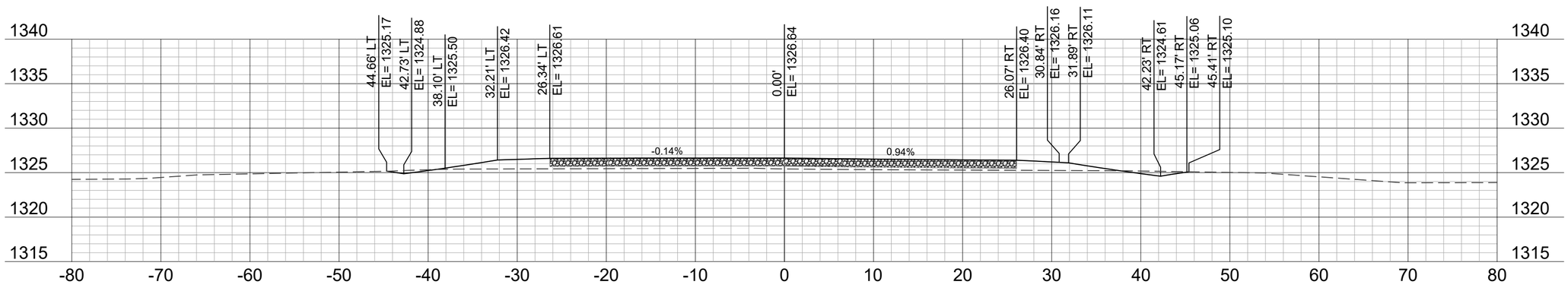
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DATE: Mar 02, 2026 8:41am USER: jolson



125+25



125+15.24



125+00

SCHEDULE 1

SHEET
XS-124

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 35 CROSS SECTIONS
SHEET 24 OF 24

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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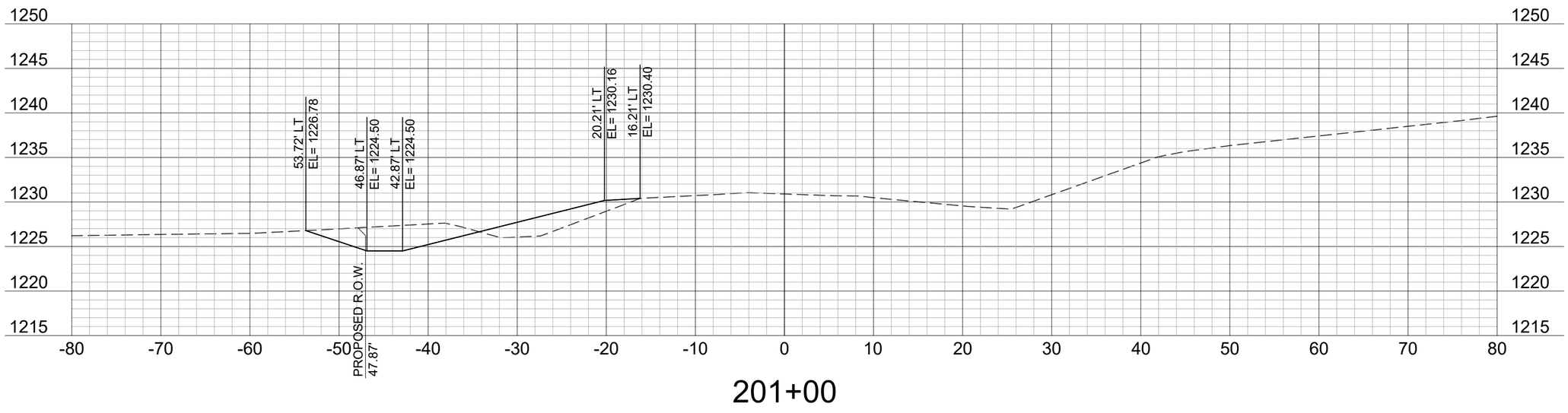
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ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

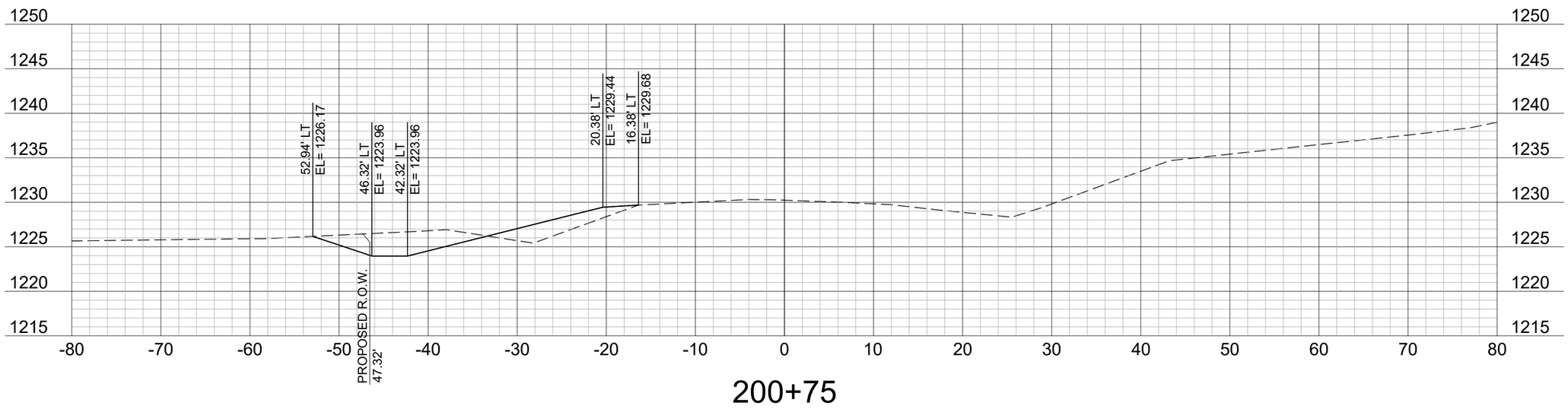
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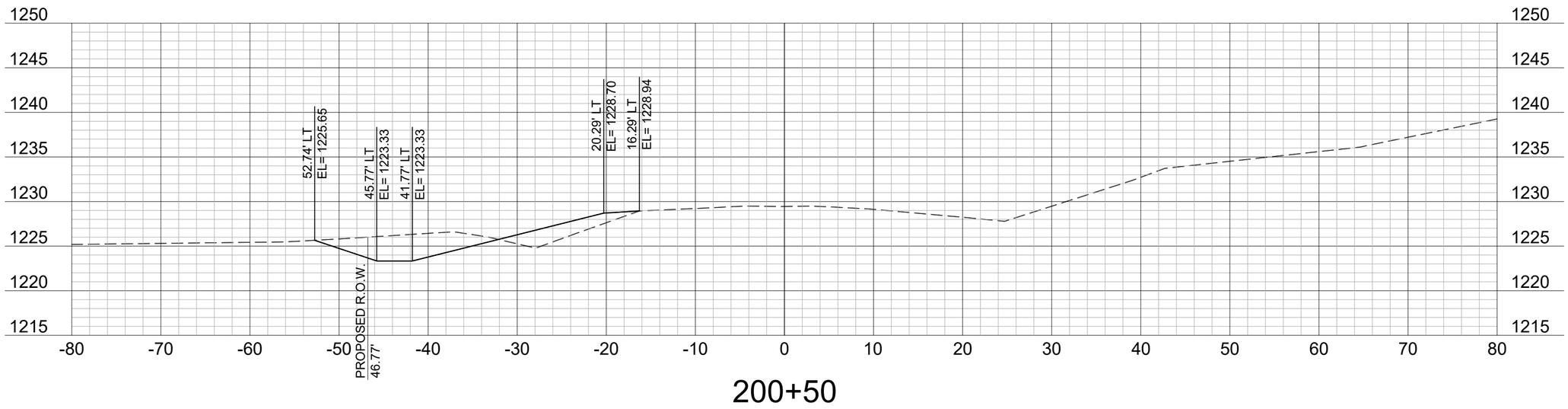
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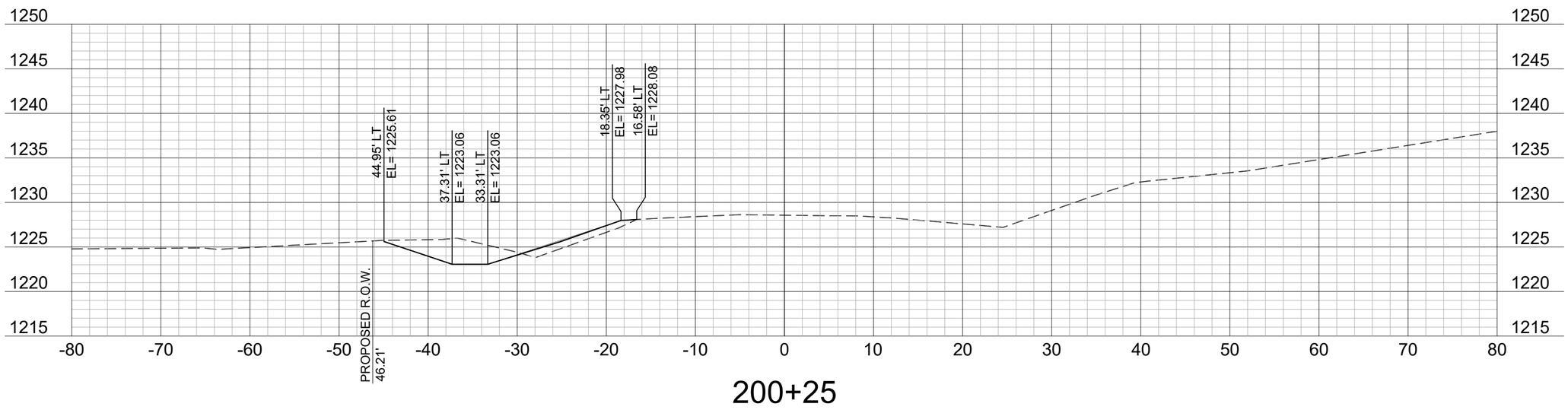
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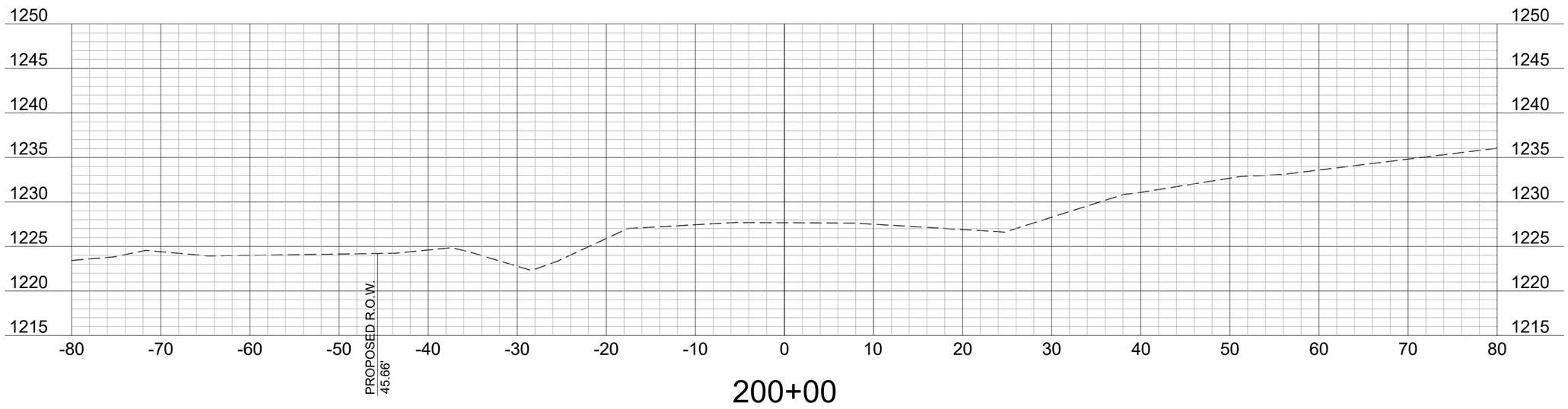
200+75



200+50



200+25



200+00

SCHEDULE 1

SHEET
XS-125

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 1 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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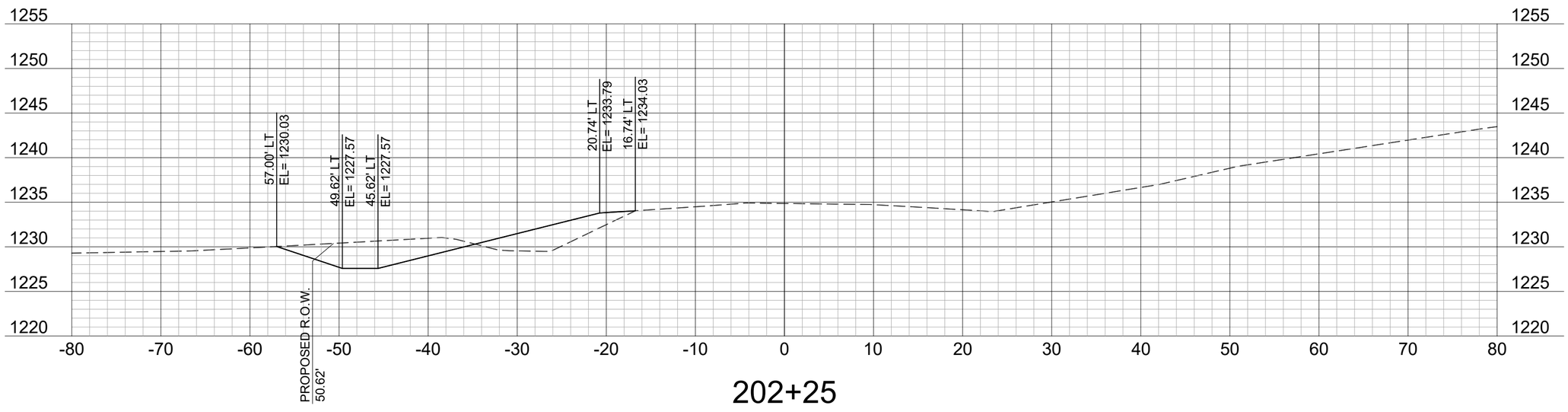
REVISIONS

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ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

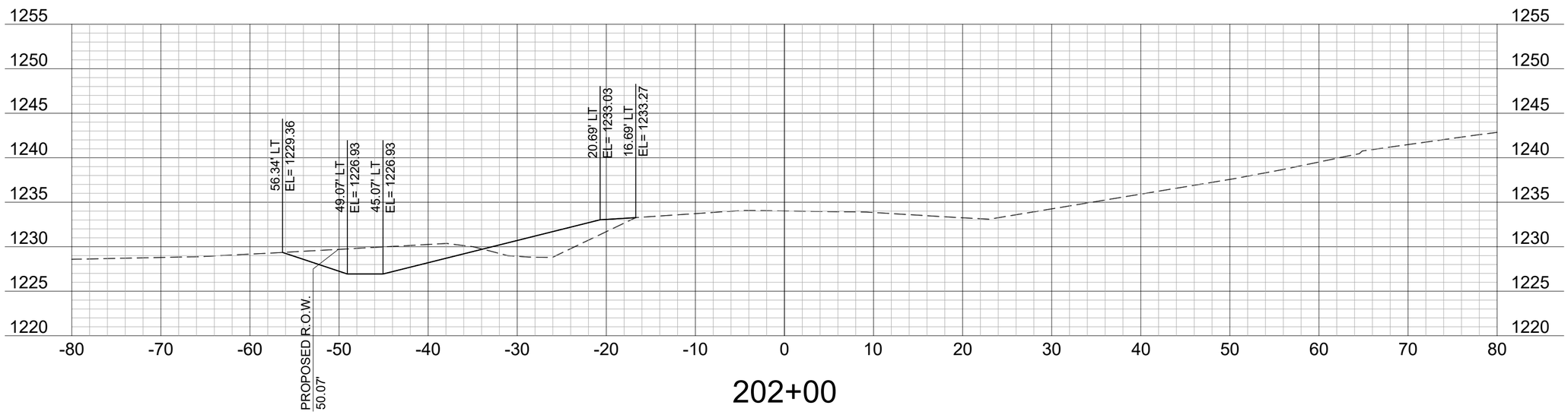
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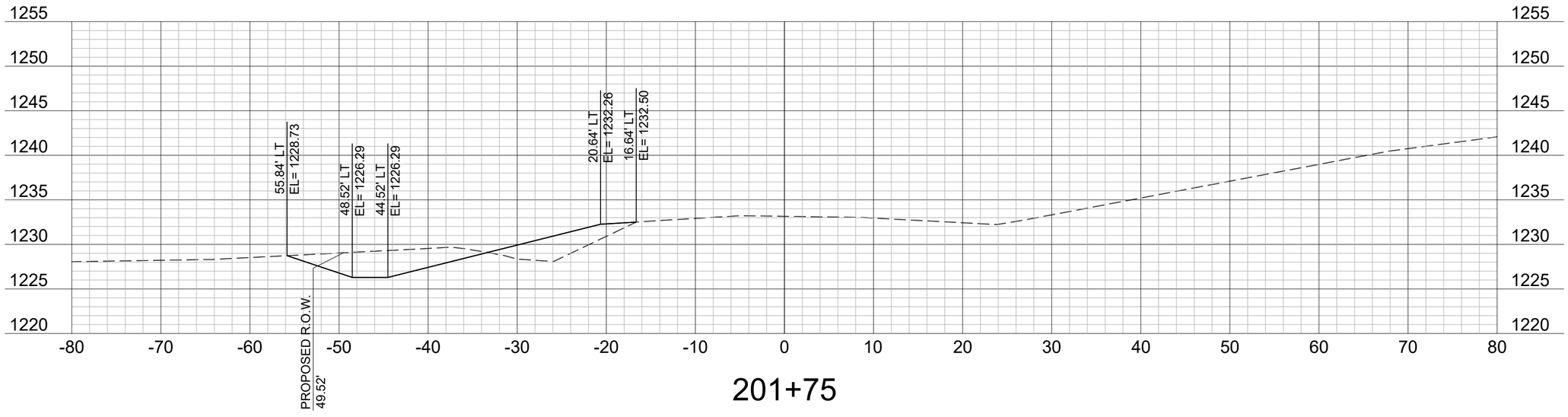
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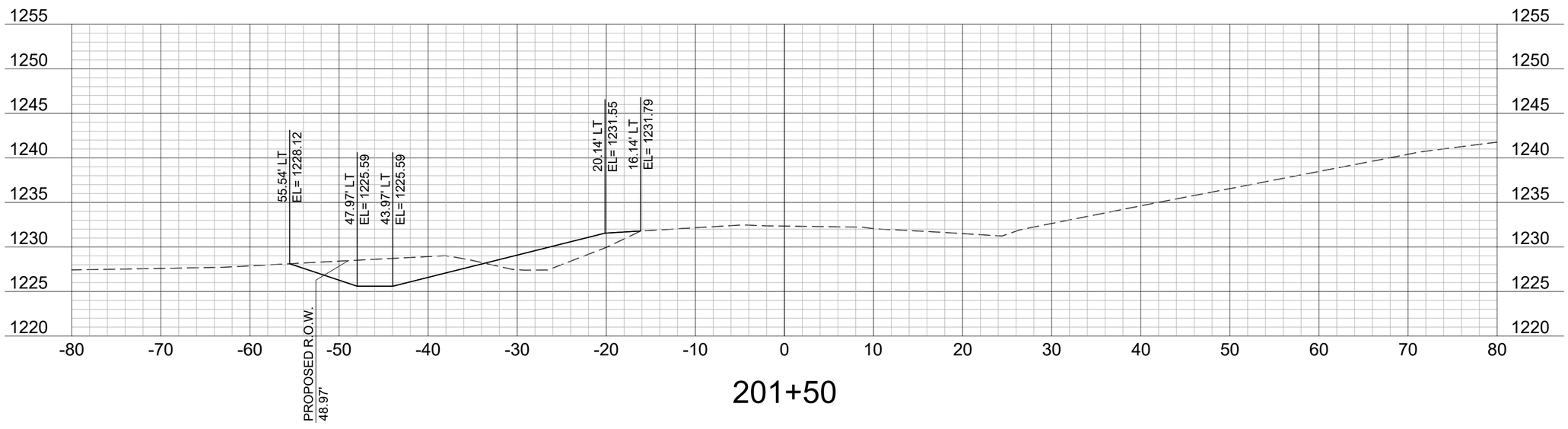
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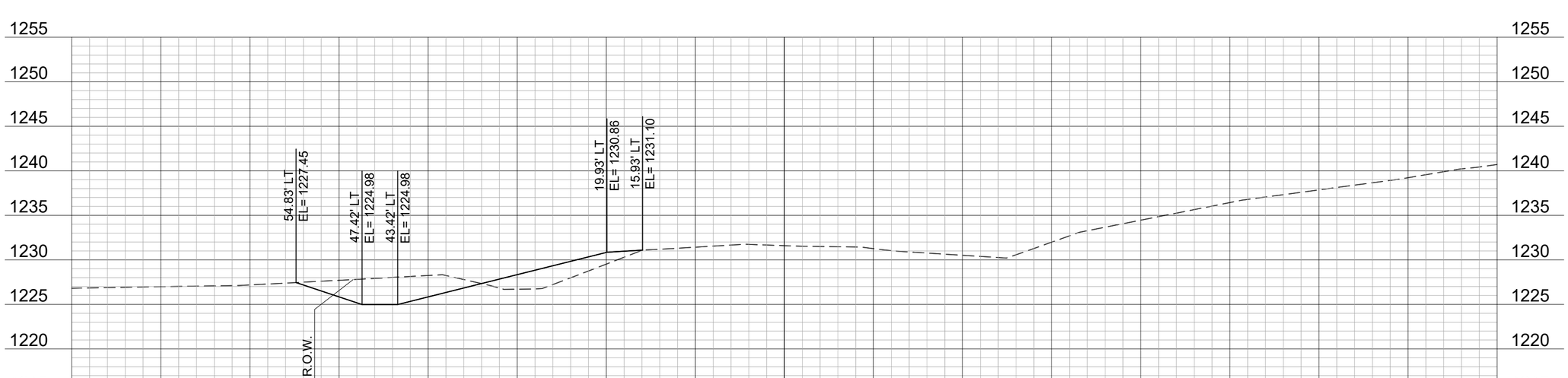
202+00



201+75



201+50



201+25

SCHEDULE 1

SHEET
XS-126

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 2 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

REV. NO.	DATE	DESCRIPTION

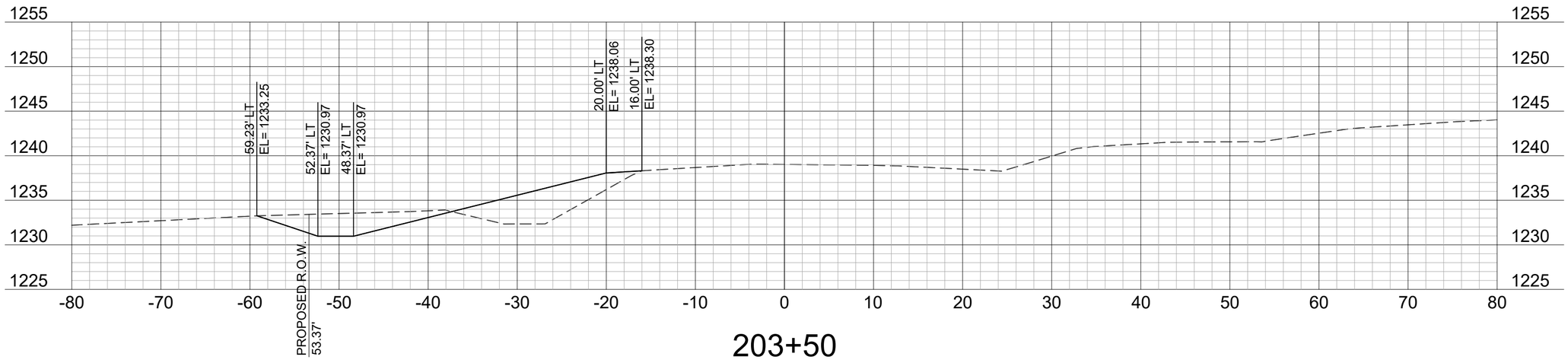
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ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

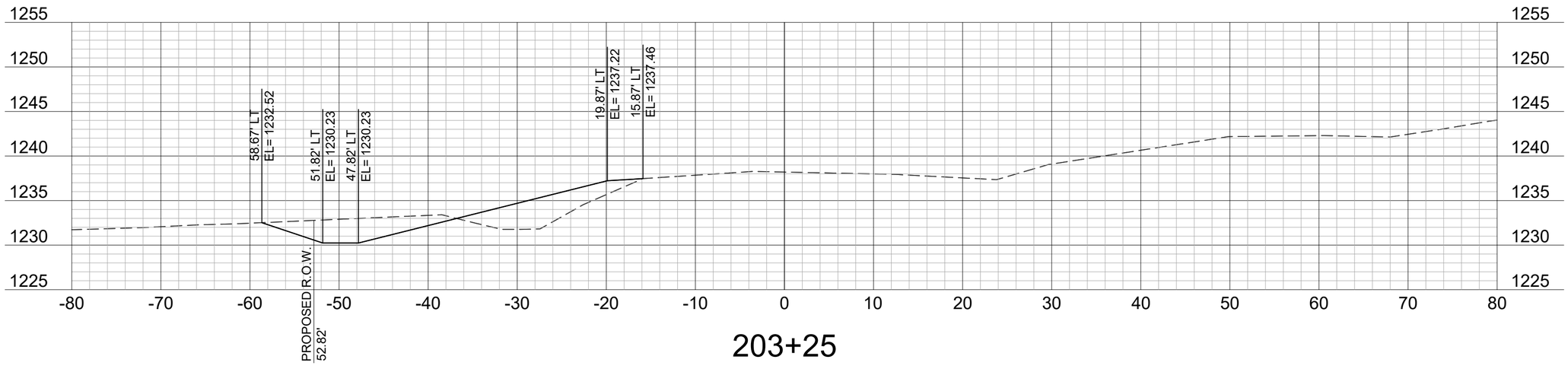
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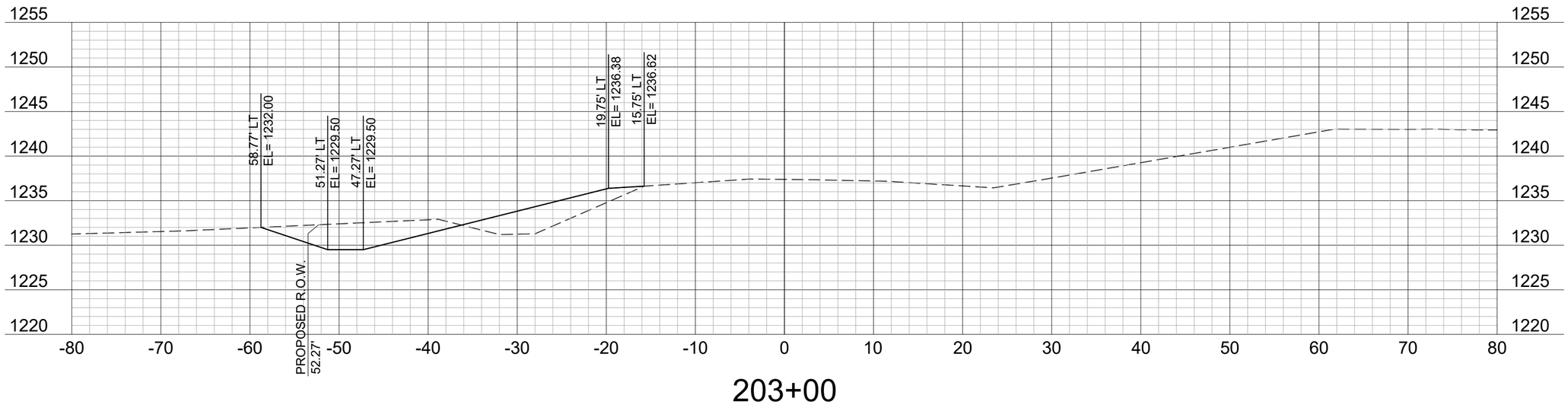
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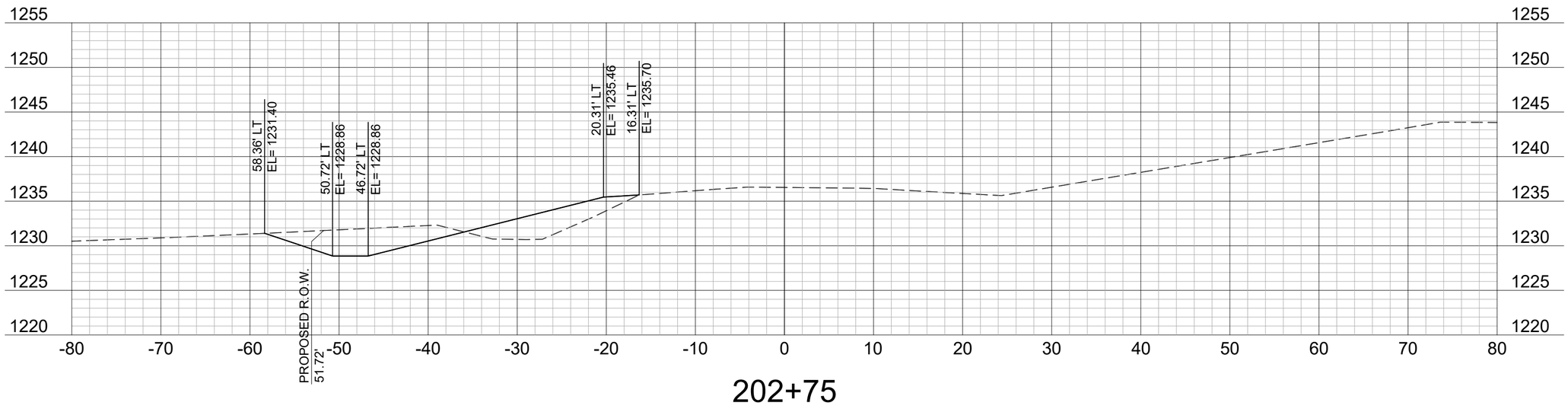
203+50



203+25



203+00



202+75

202+50

SCHEDULE 1

SHEET
XS-127

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 3 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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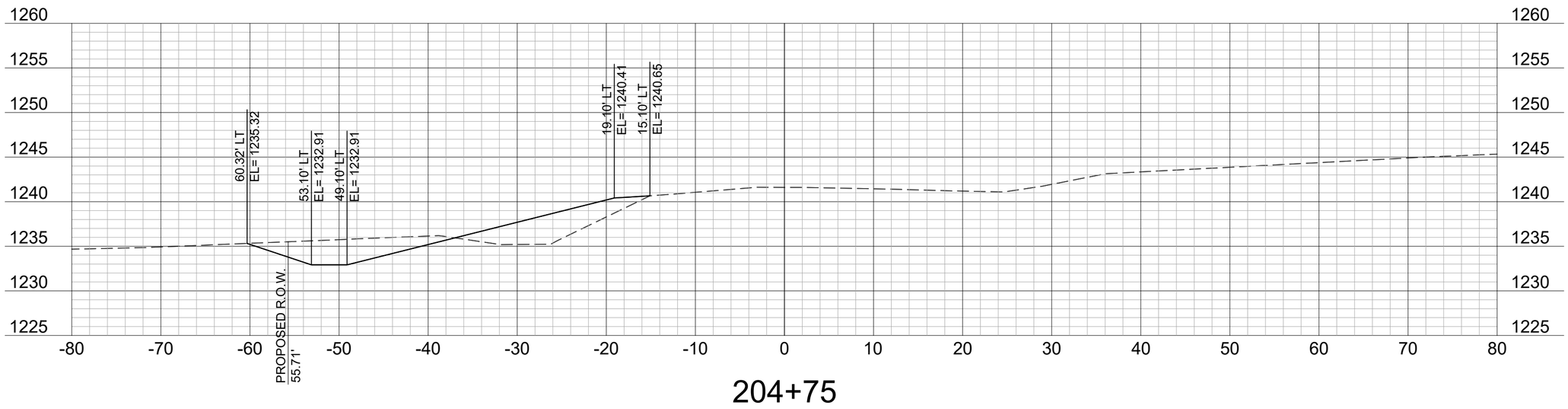
REVISIONS

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ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

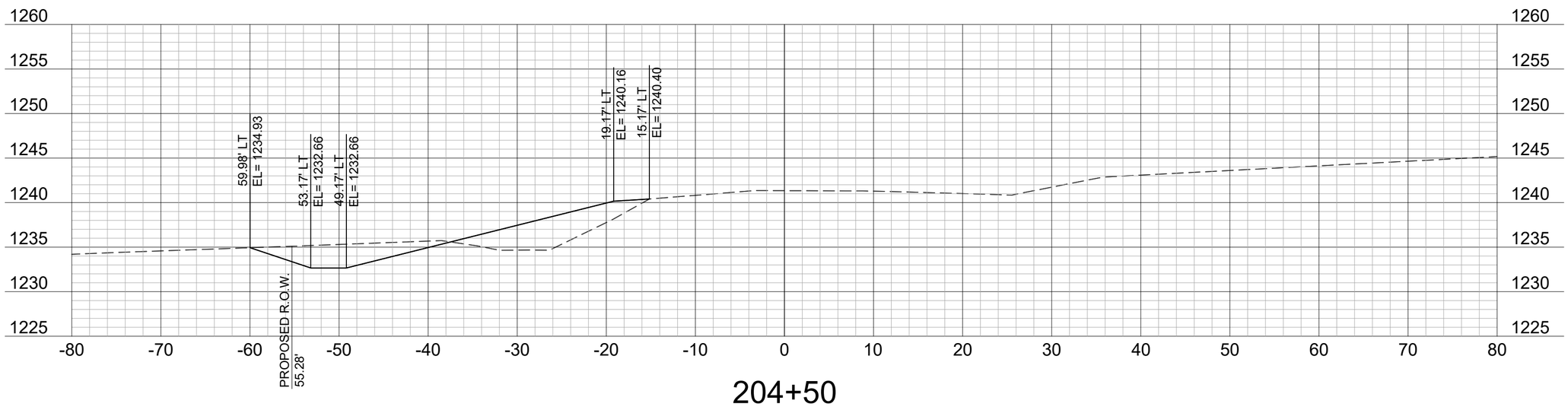
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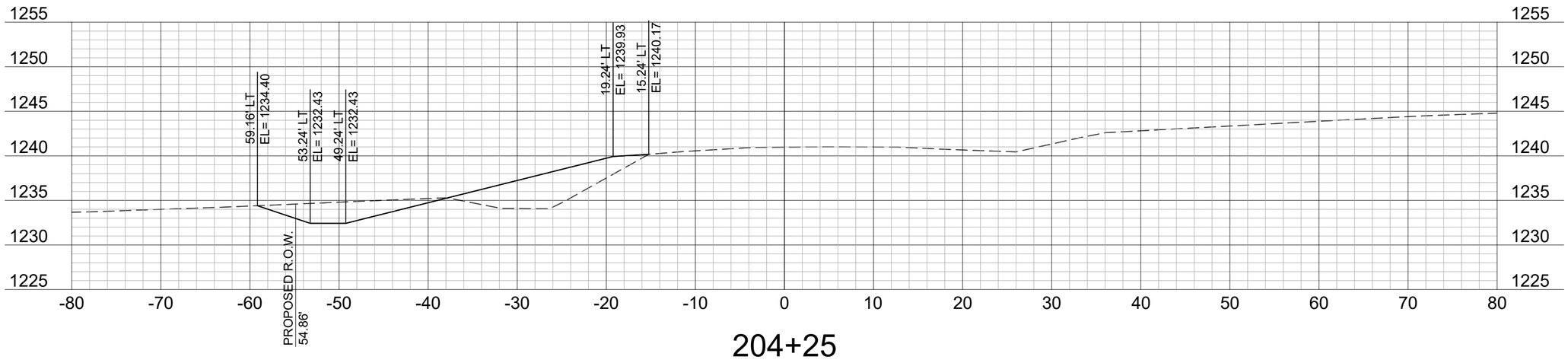
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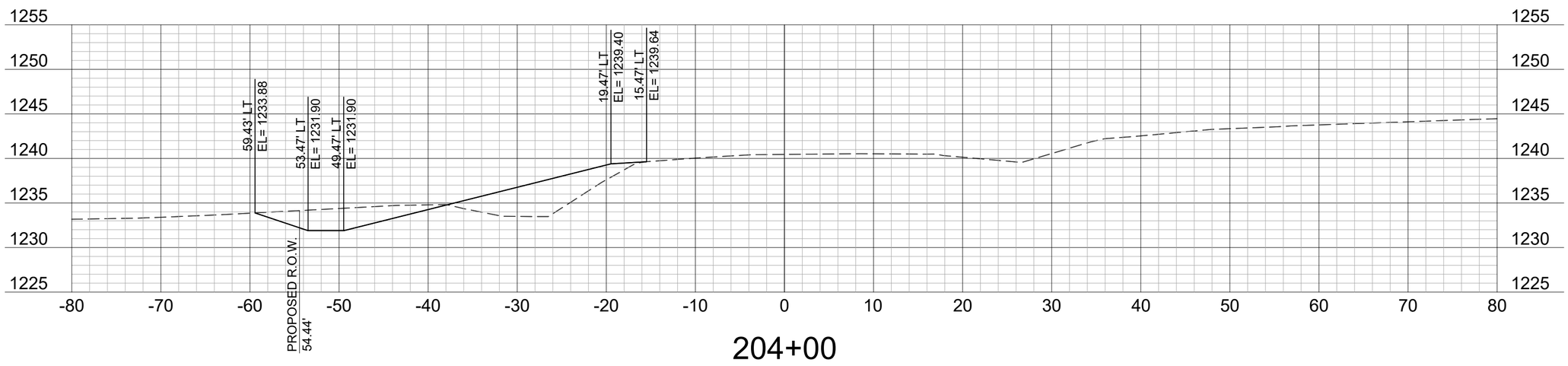
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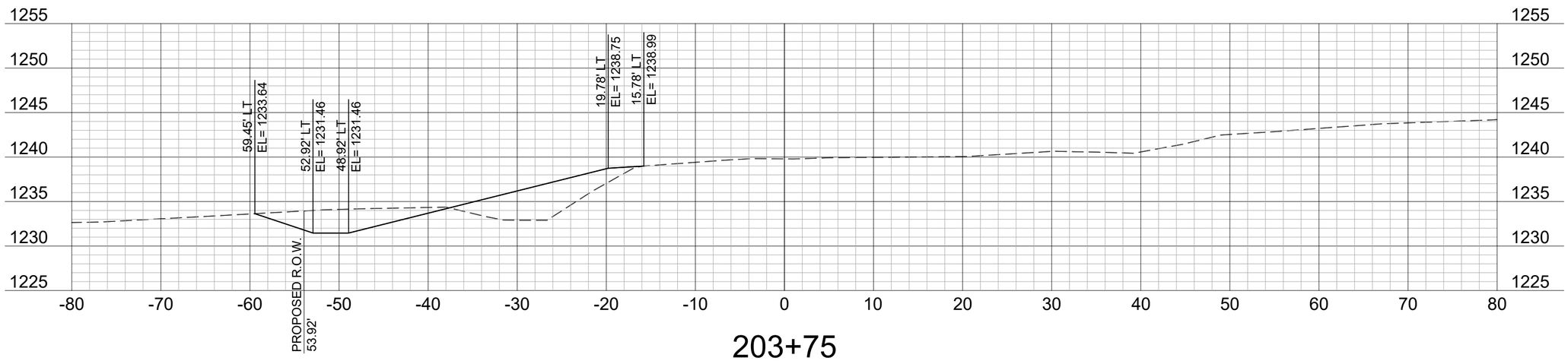
204+50



204+25



204+00



203+75

SCHEDULE 1

SHEET
XS-128

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 4 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

REV. NO.	DATE	DESCRIPTION

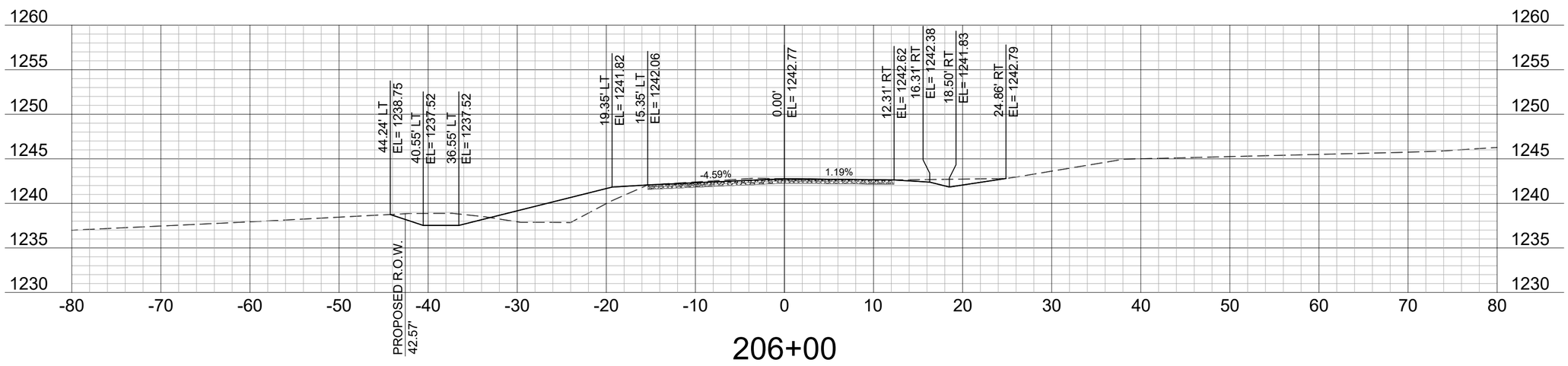
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ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

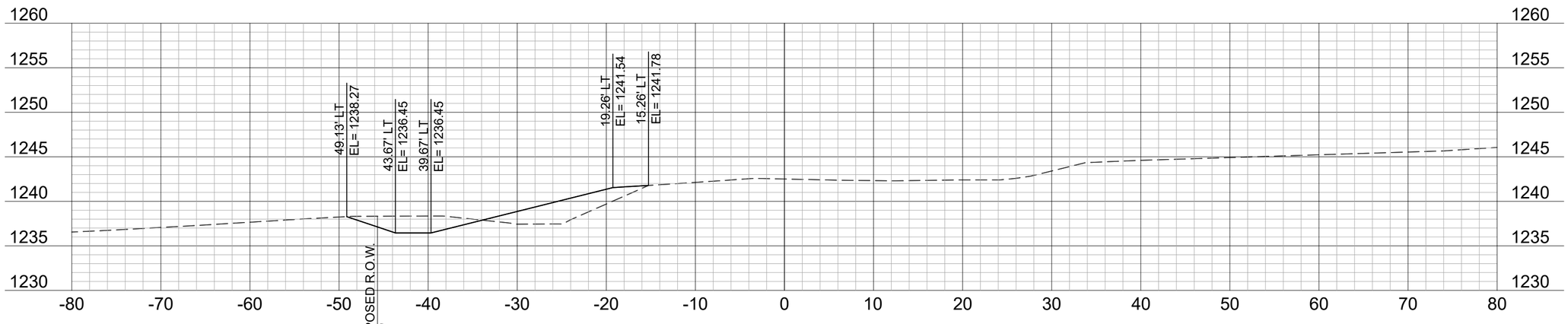
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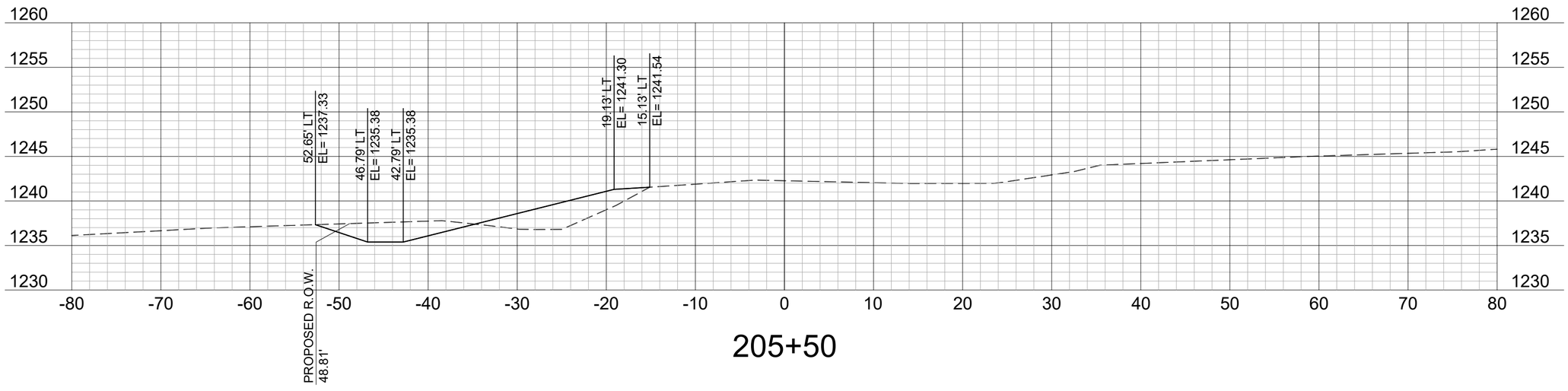
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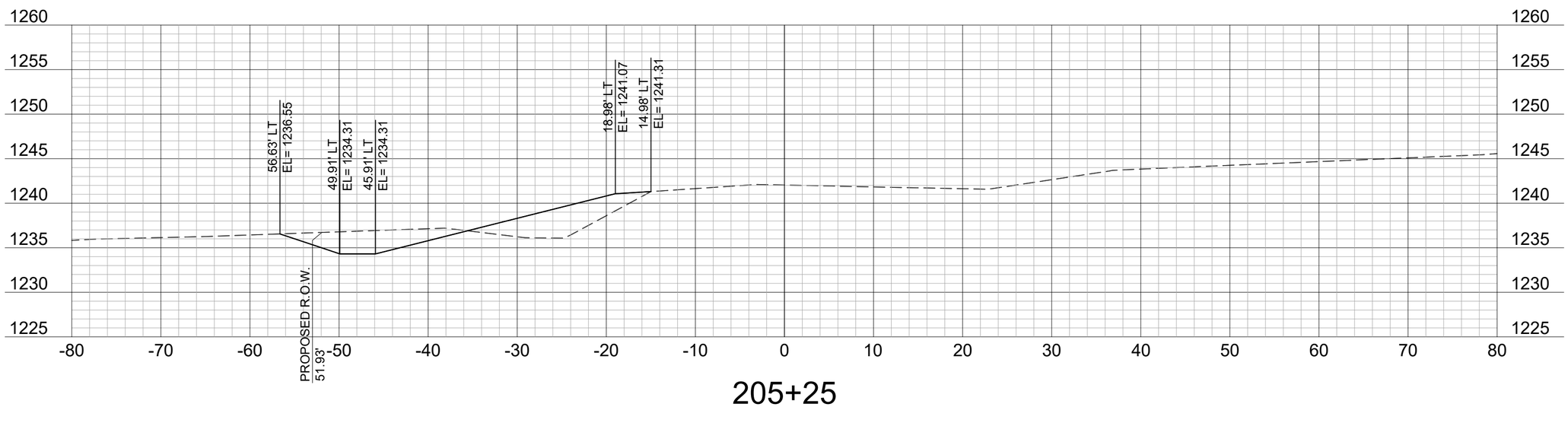
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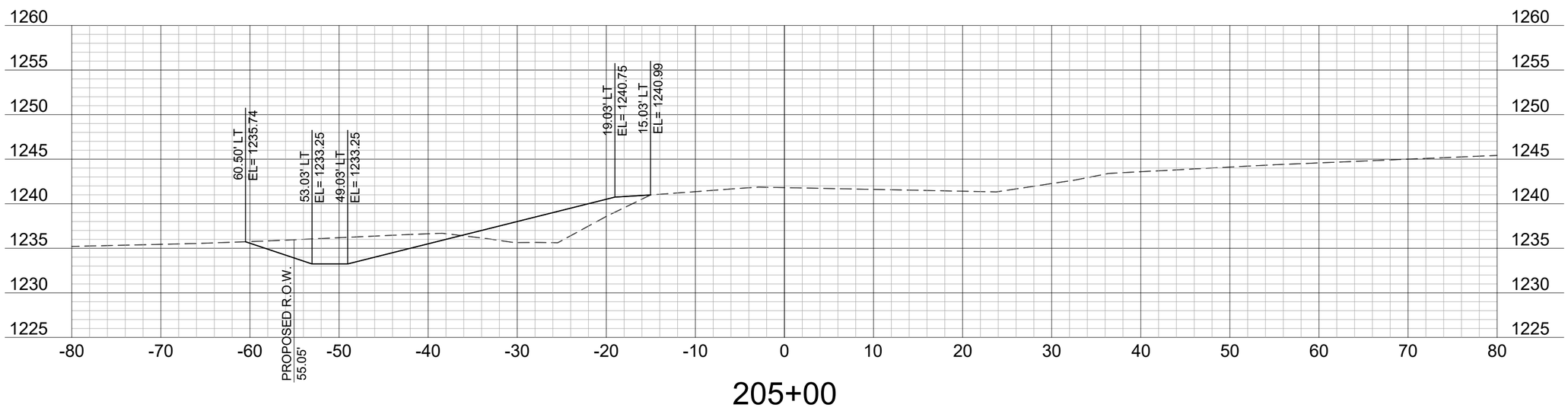
205+75



205+50



205+25



205+00

SCHEDULE 1

SHEET XS-129

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 5 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

REV. NO.	DATE	DESCRIPTION

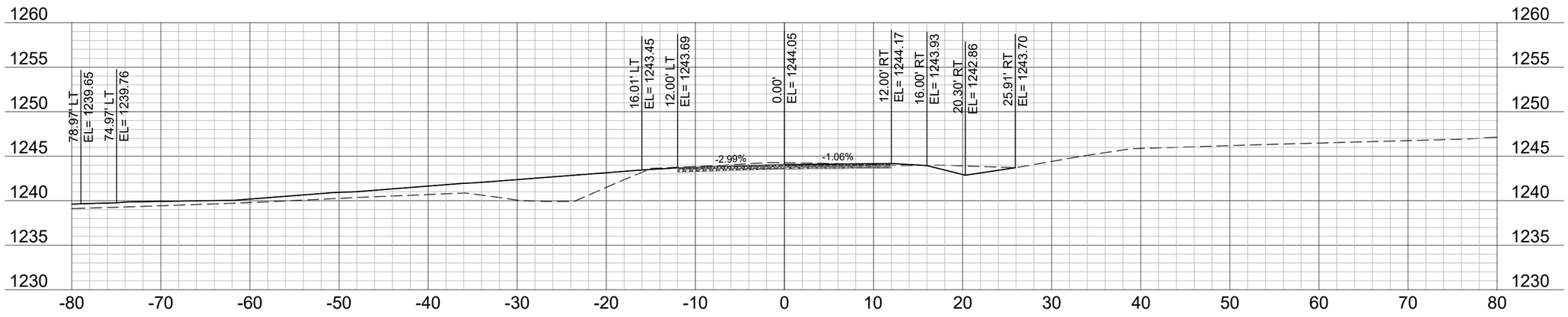
REVISIONS

PROFESSIONAL ENGINEER
ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

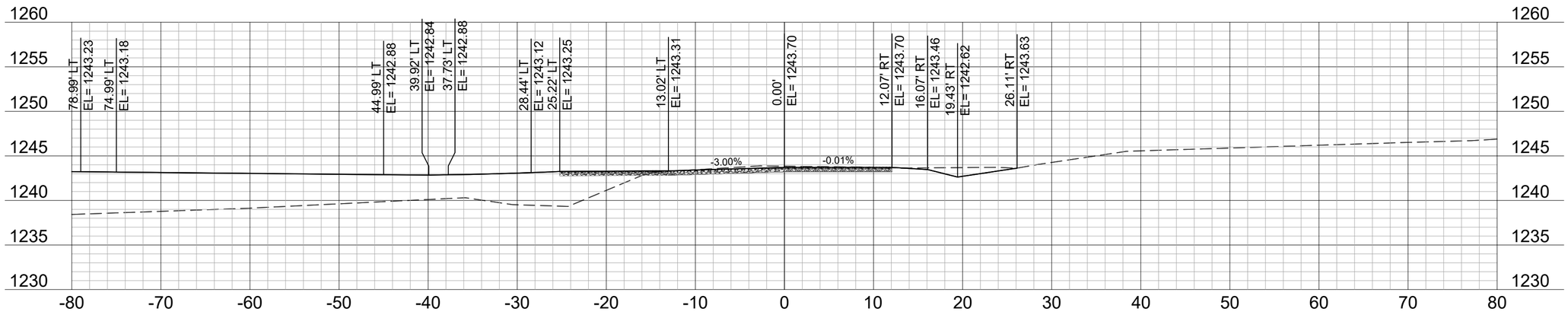
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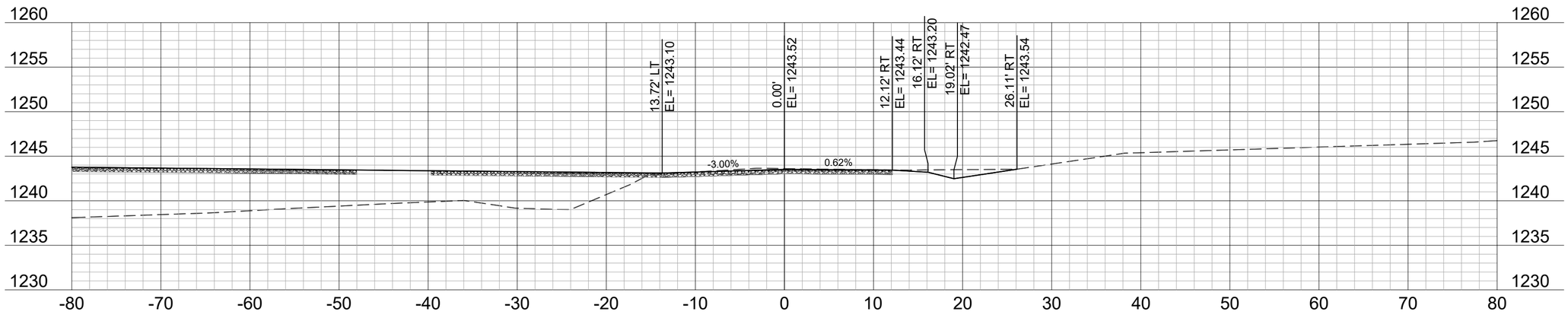
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207+00



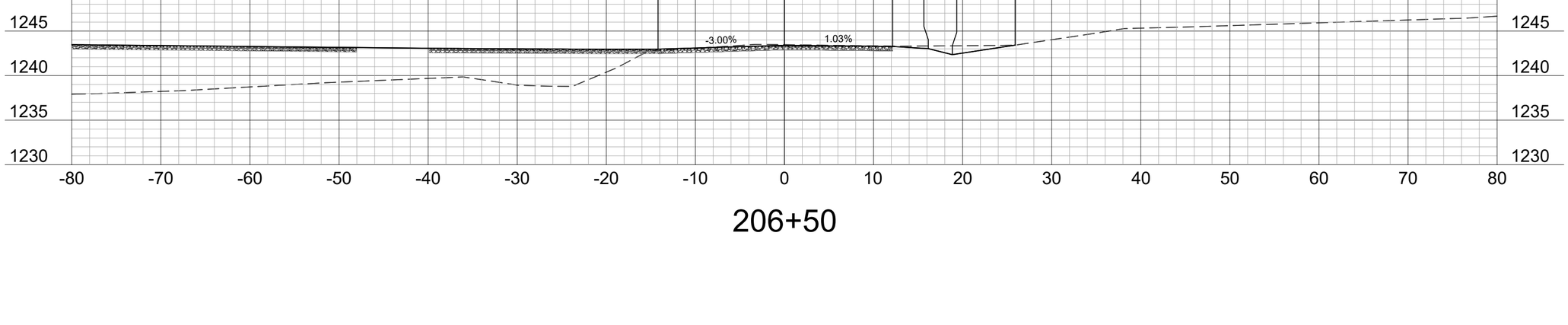
206+75



206+60

206+50

206+25



206+22.95

SCHEDULE 1

SHEET
XS-130

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 6 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

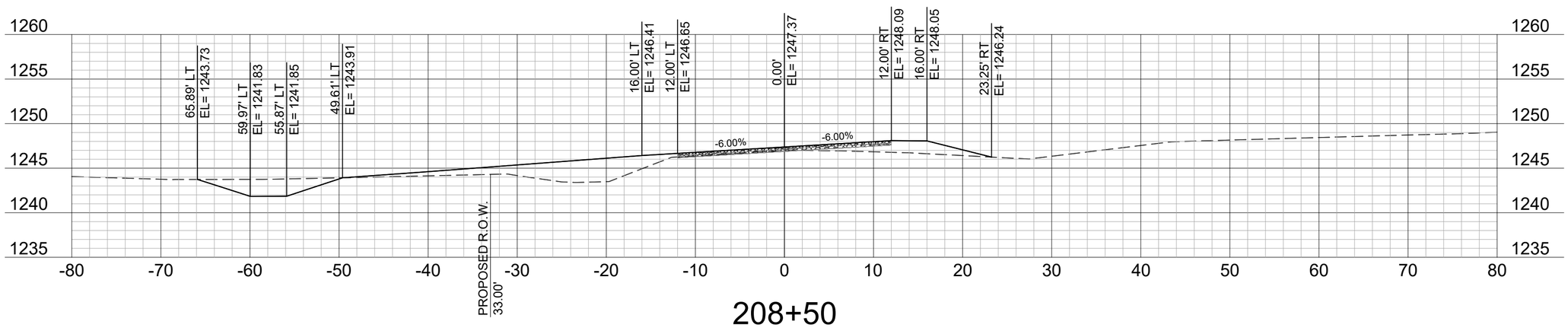
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REVISIONS

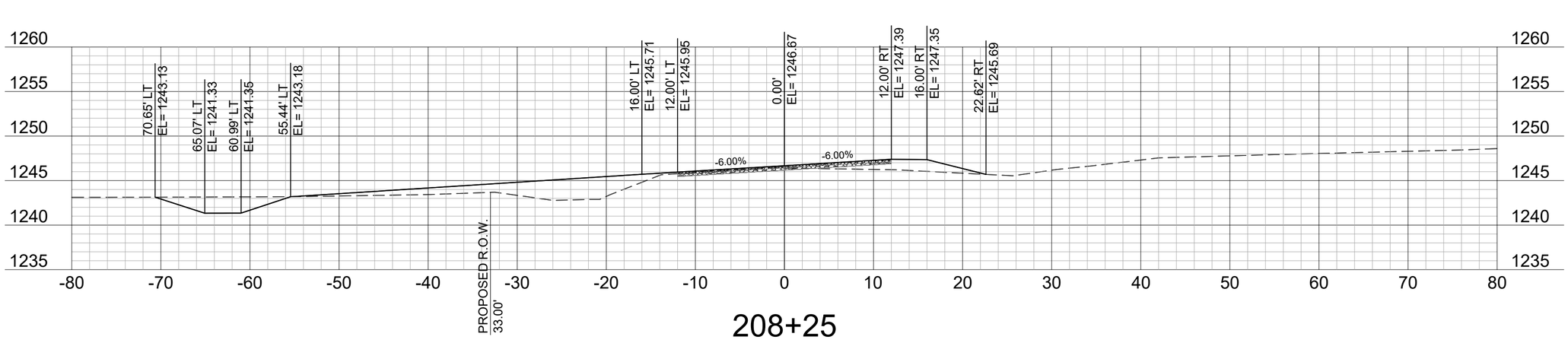
PROFESSIONAL ENGINEER
ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

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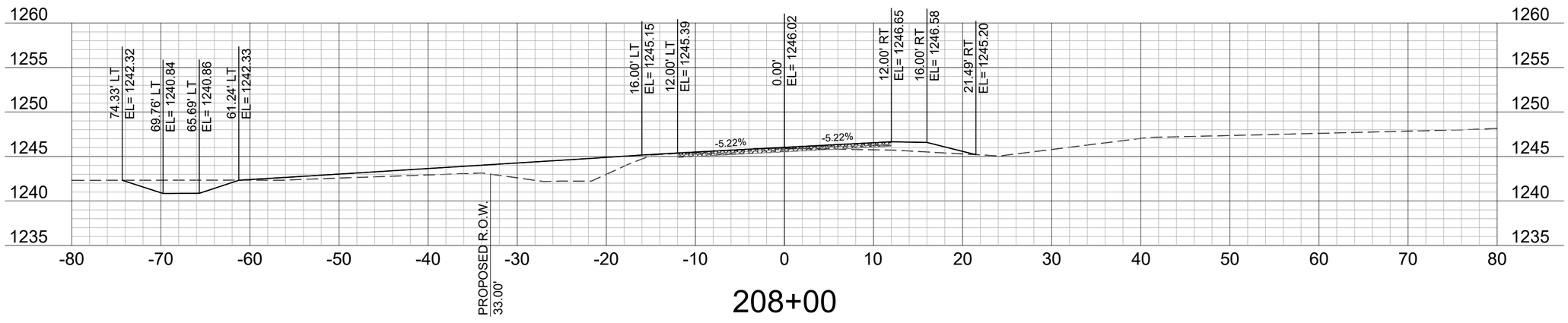
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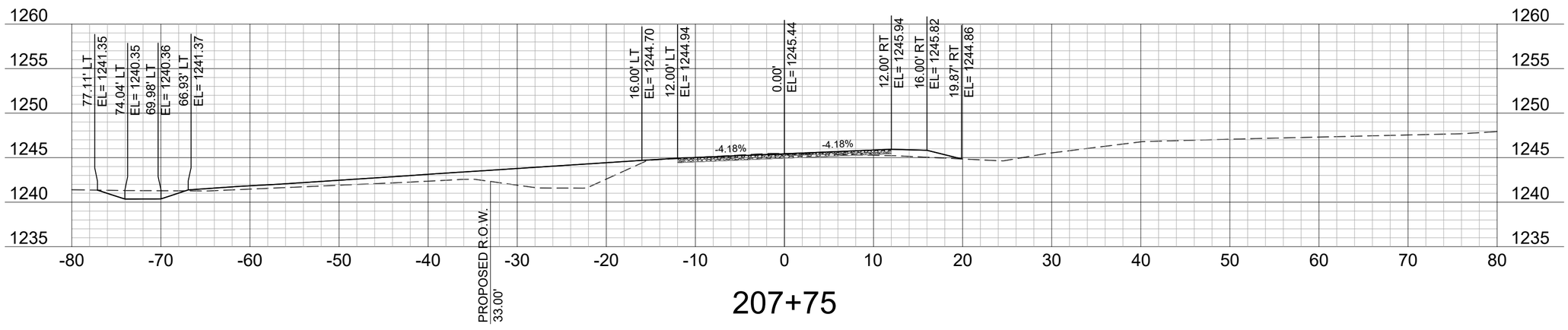
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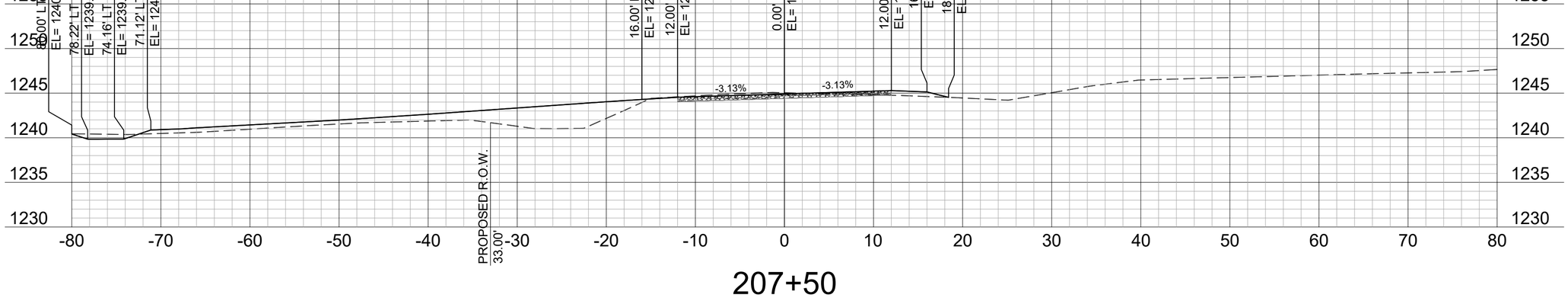
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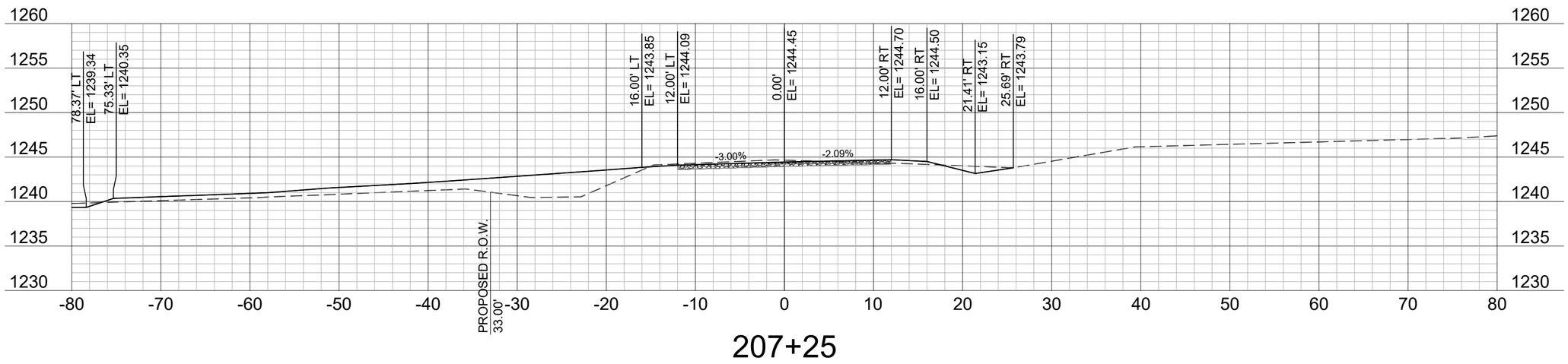
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207+75



207+50



207+25

SCHEDULE 1

SHEET XS-131

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 7 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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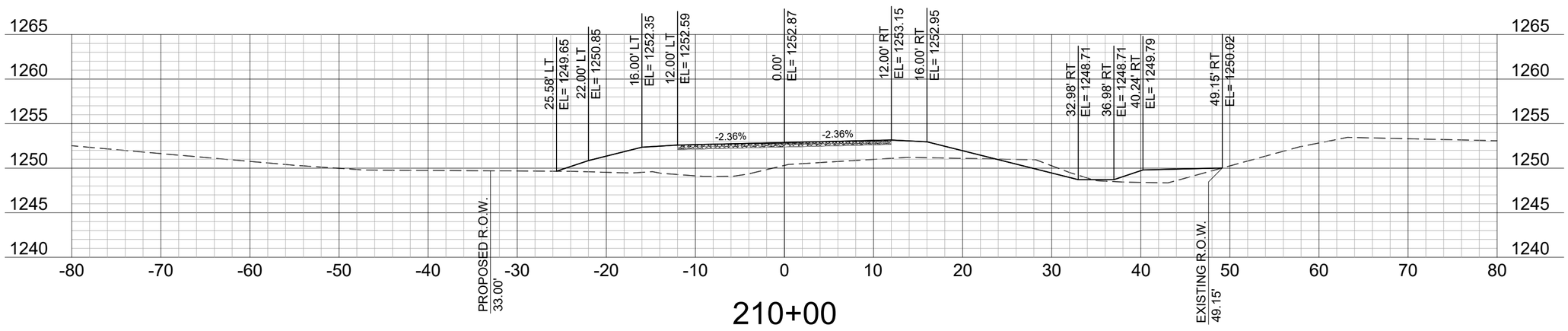
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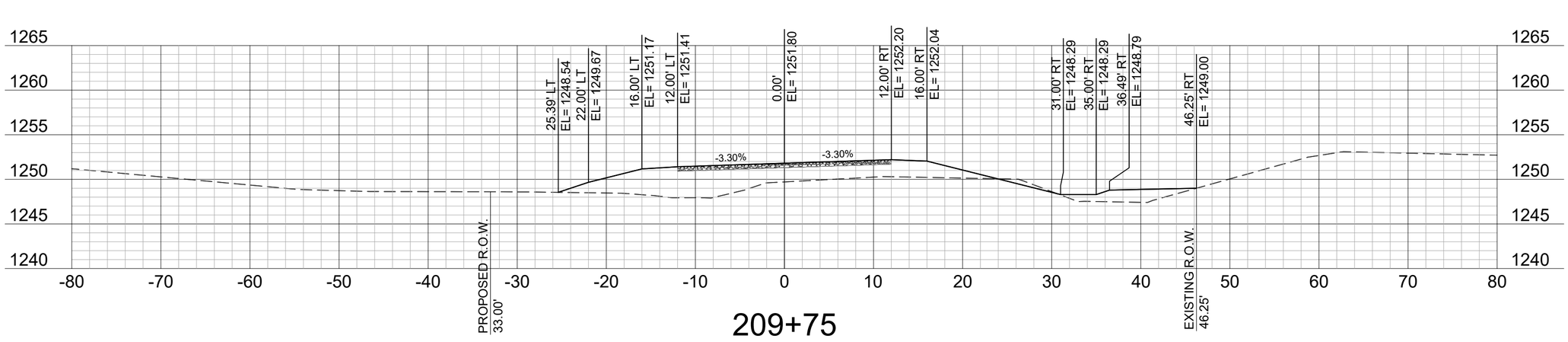
PROFESSIONAL ENGINEER ANTHONY TROY EGELHOFF E-11484 STATE OF NEBRASKA
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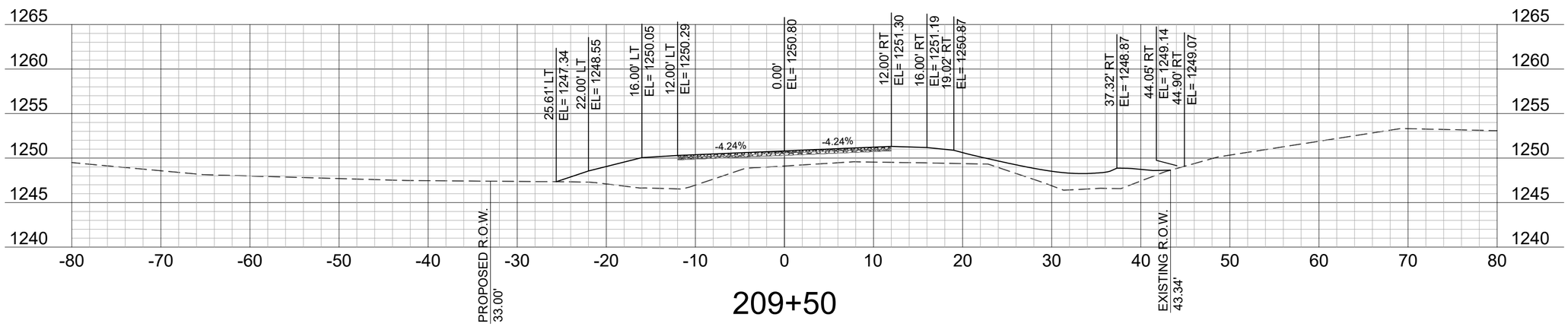
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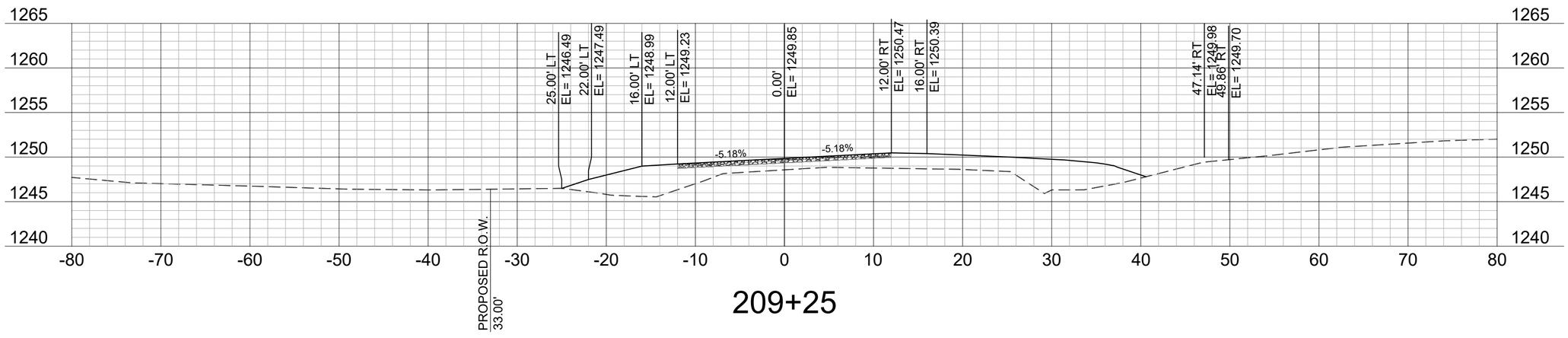
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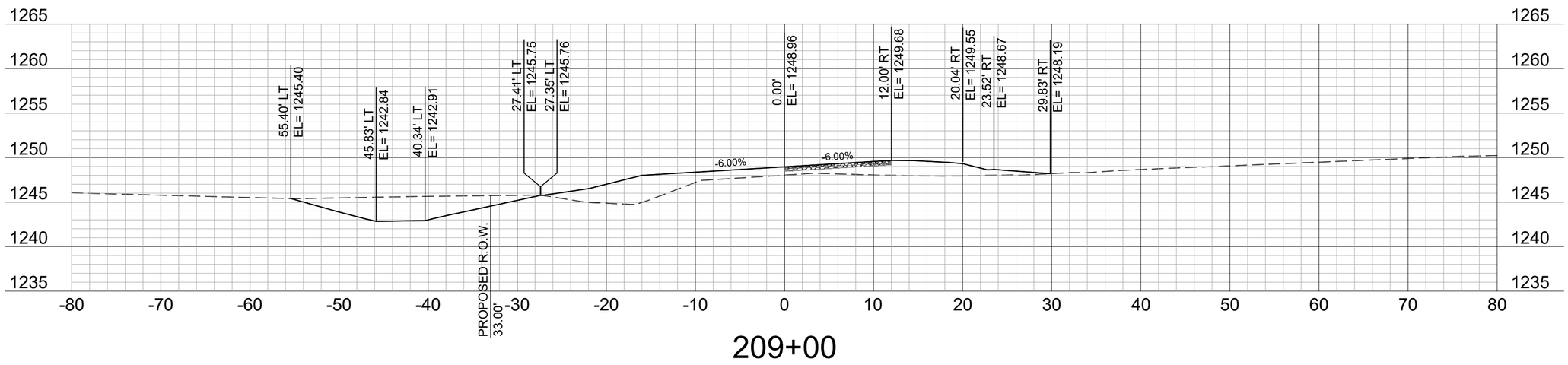
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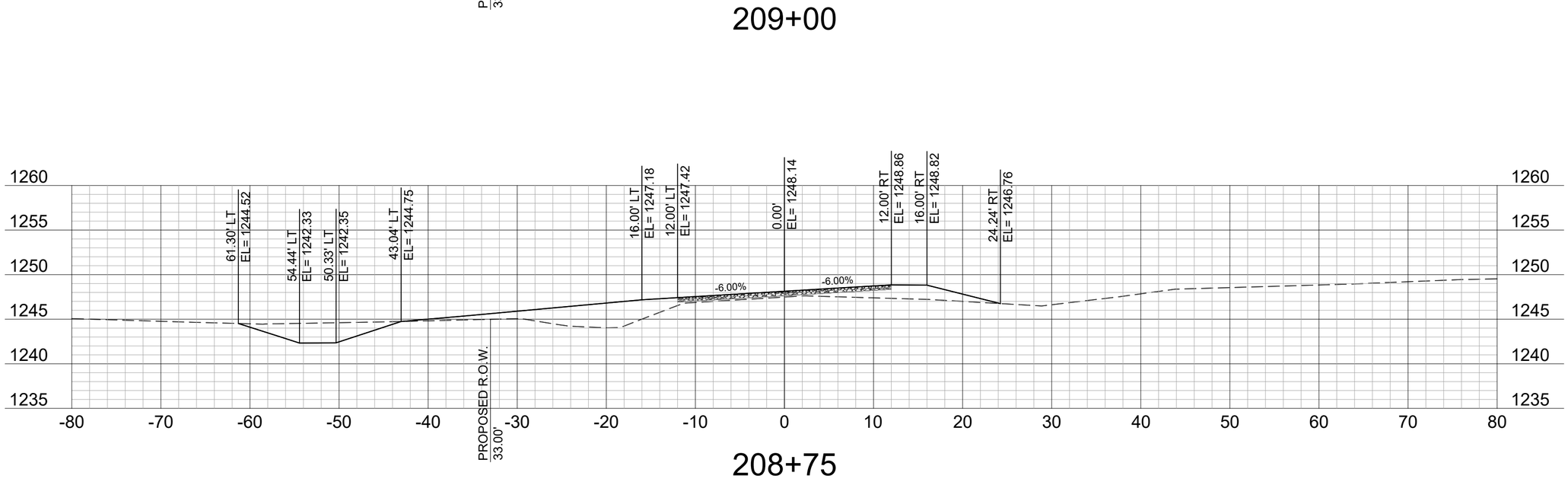












SCHEDULE 1

SHEET XS-132

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 8 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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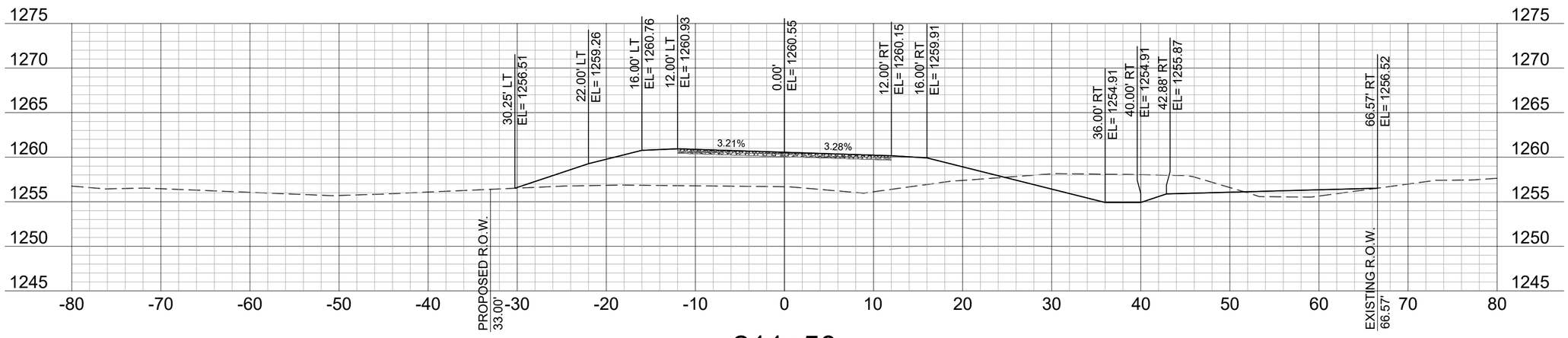
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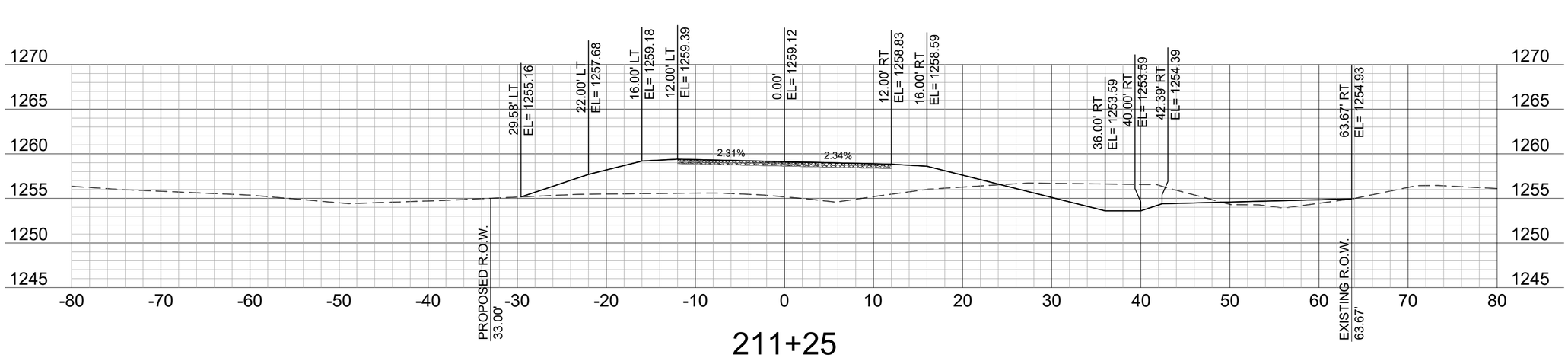
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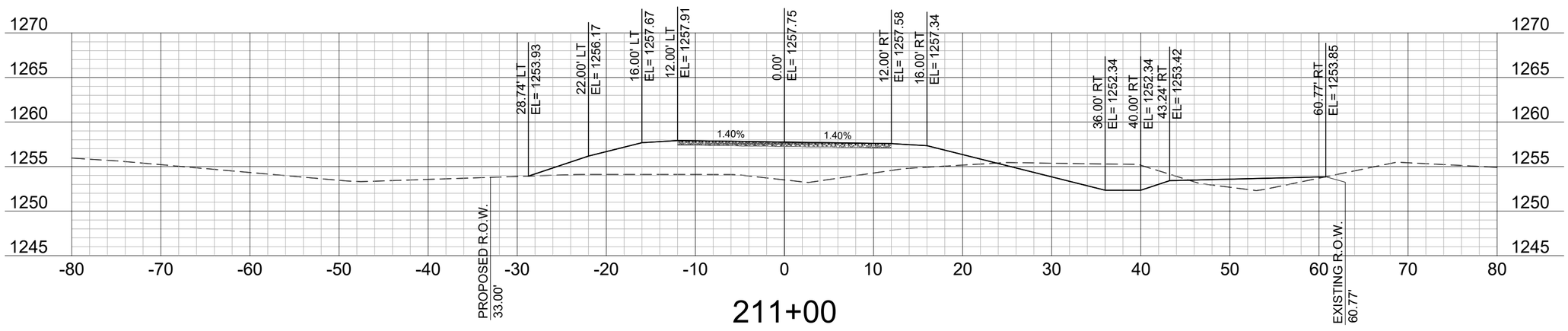
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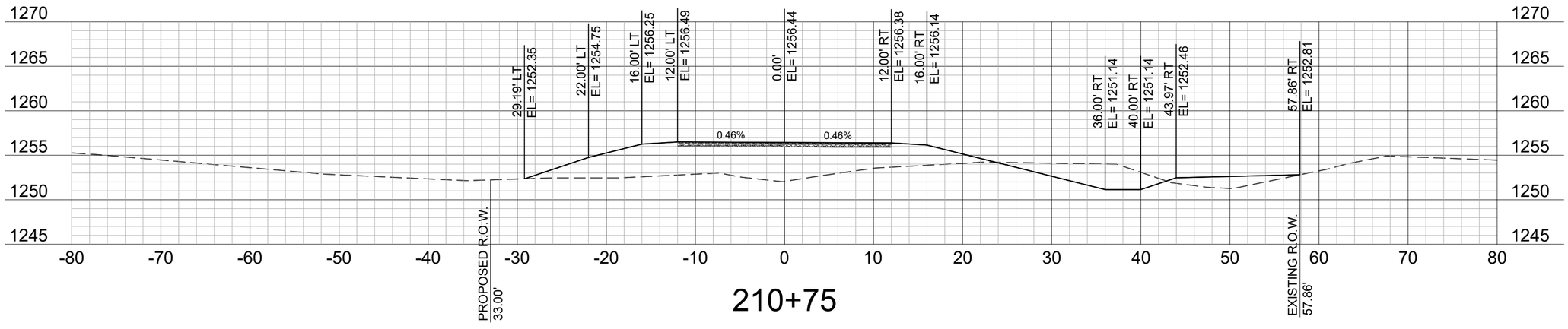
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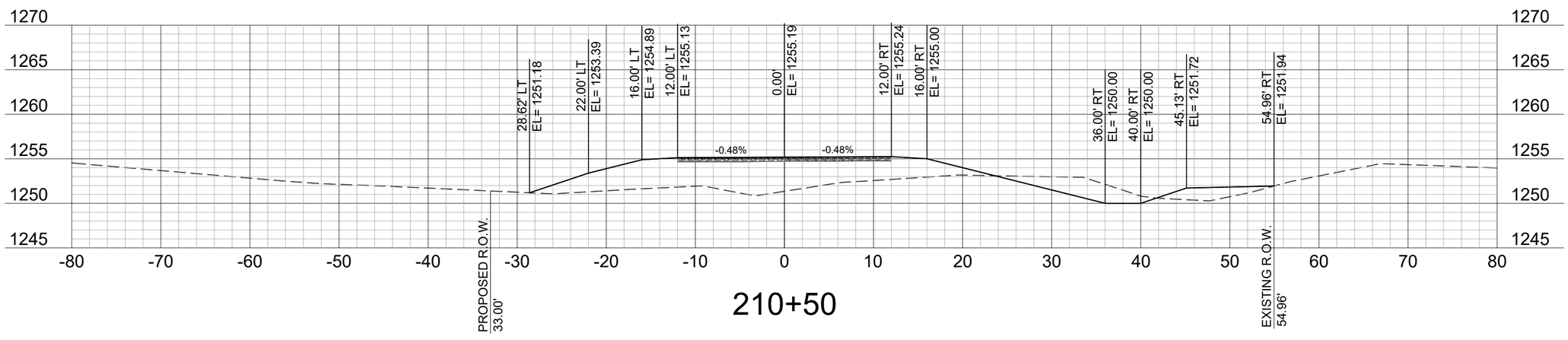
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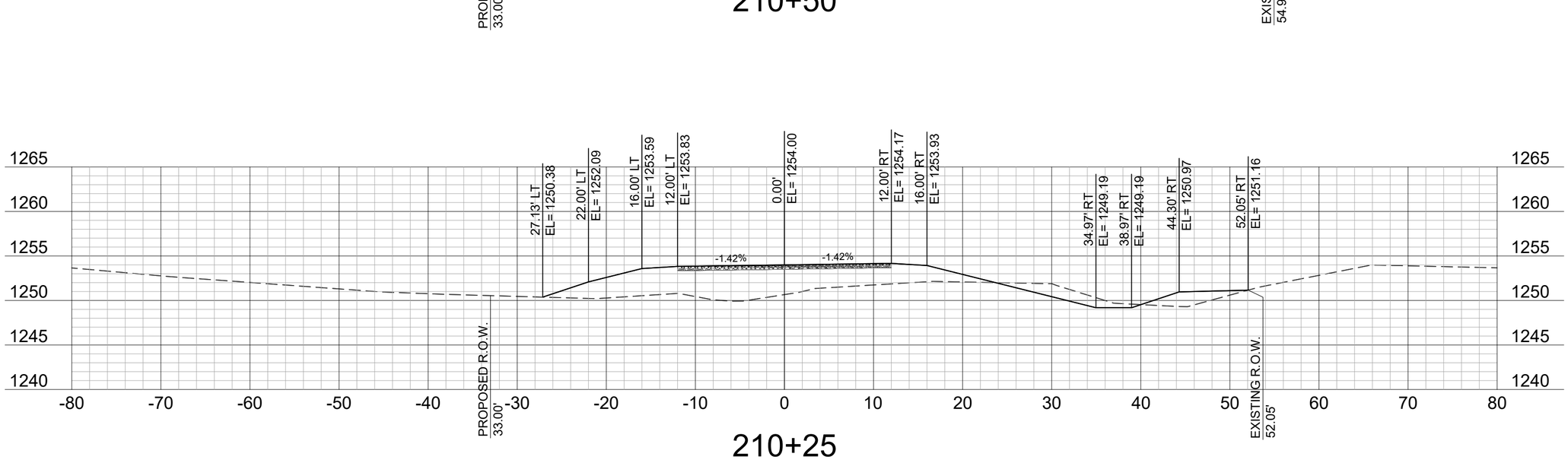
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210+75



210+50



210+25

SCHEDULE 1

SHEET
XS-133

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 9 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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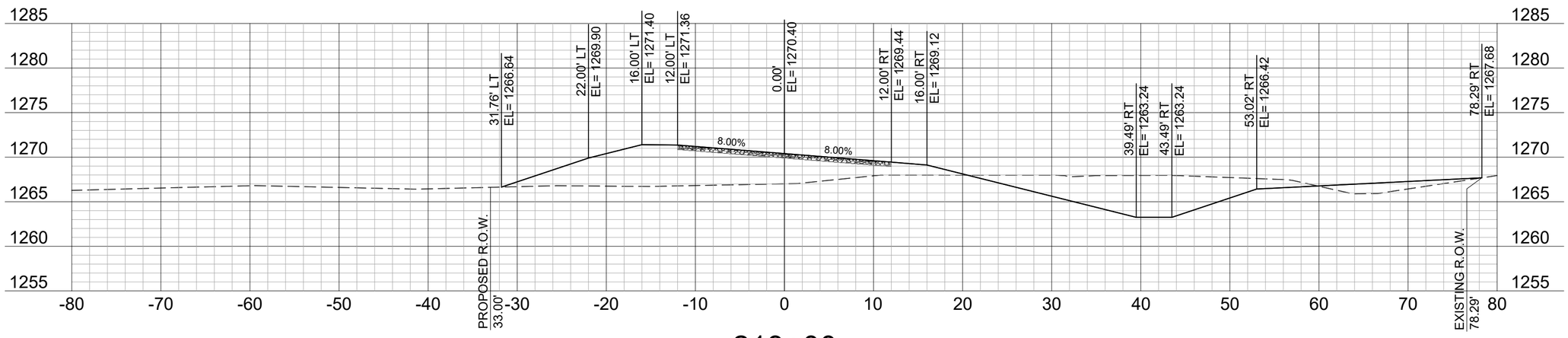
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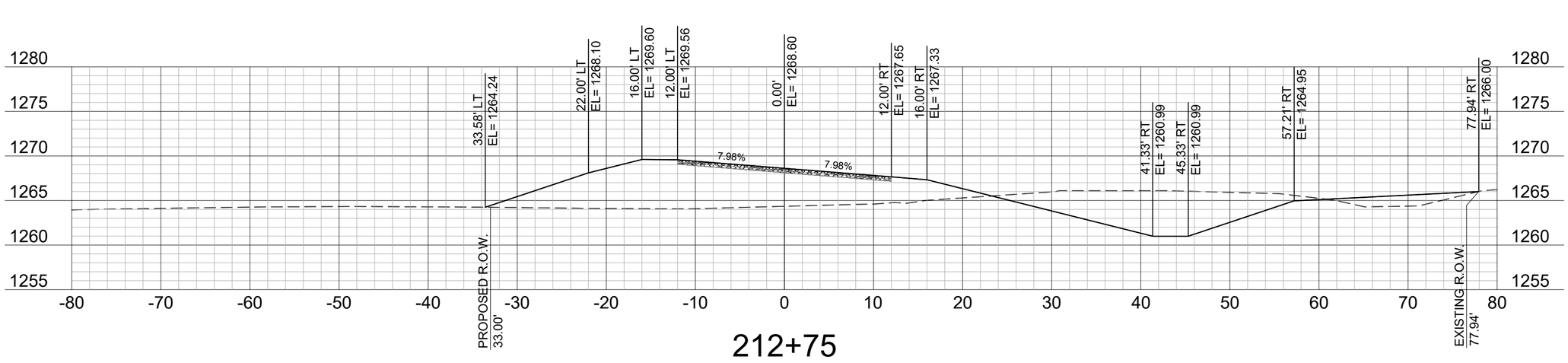
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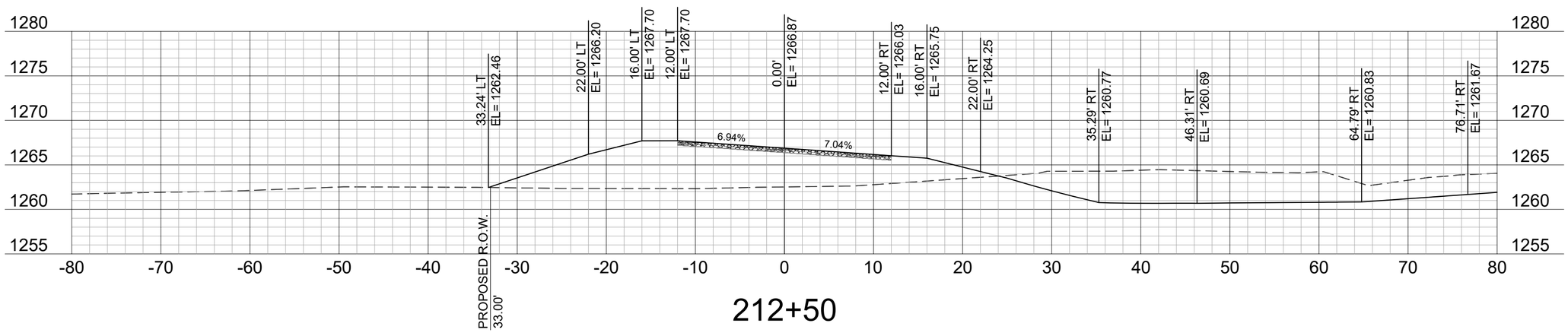
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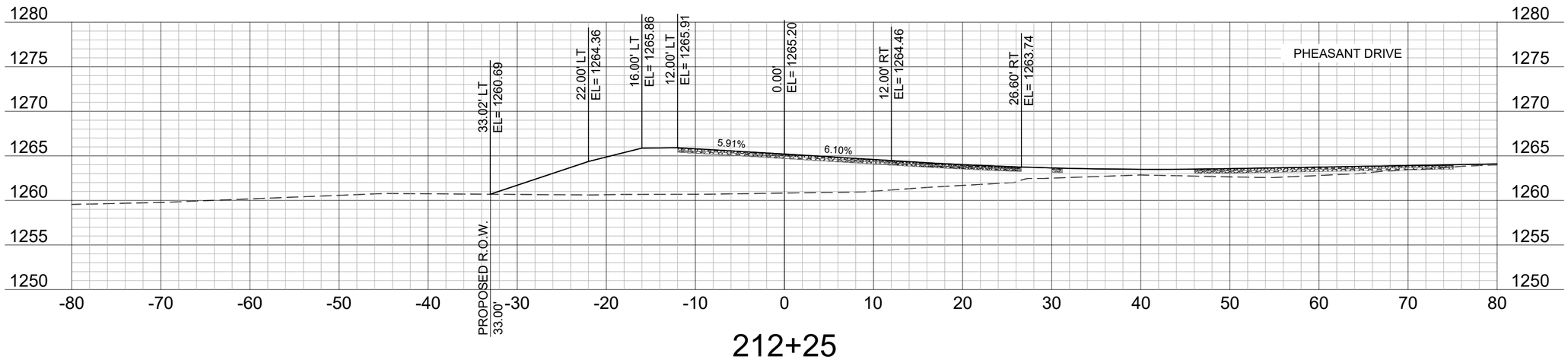
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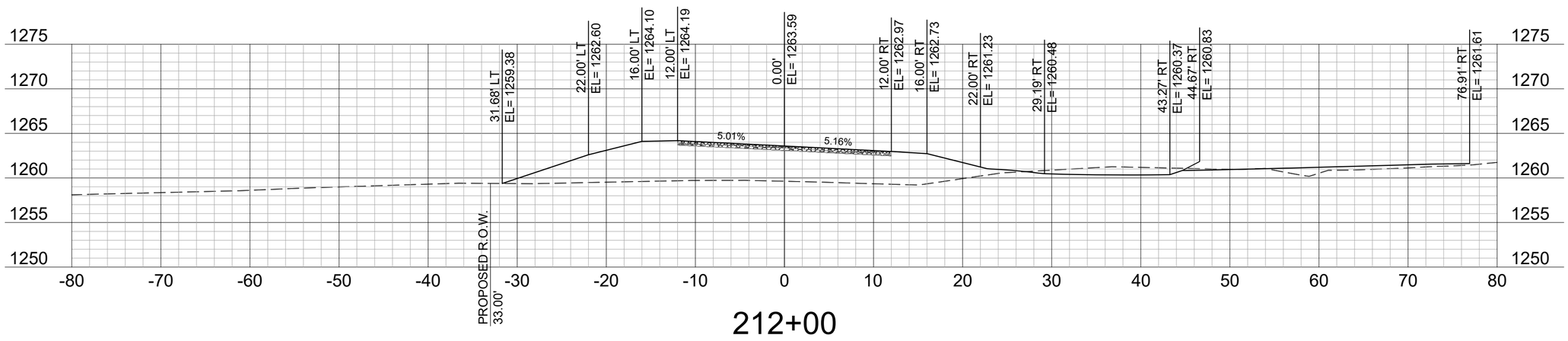
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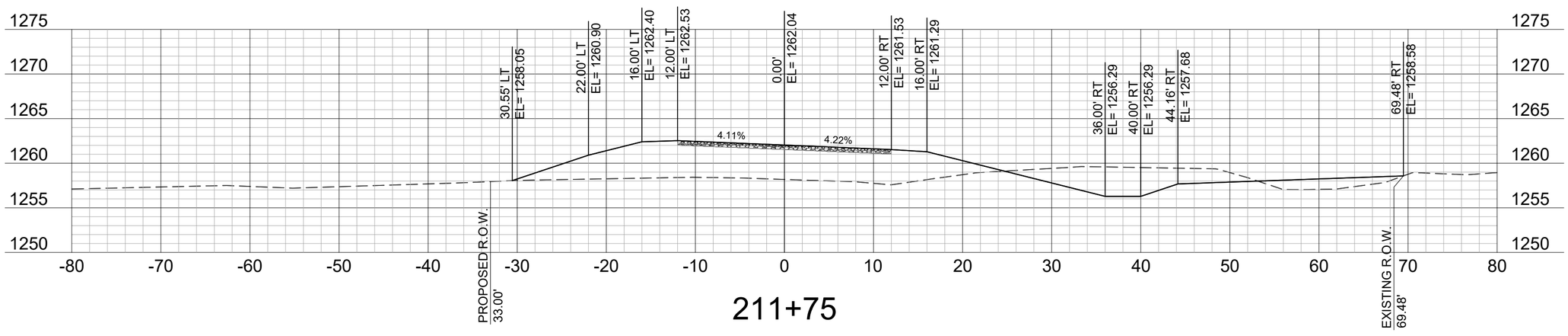
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212+25



212+00



211+75

SCHEDULE 1

SHEET XS-134

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 10 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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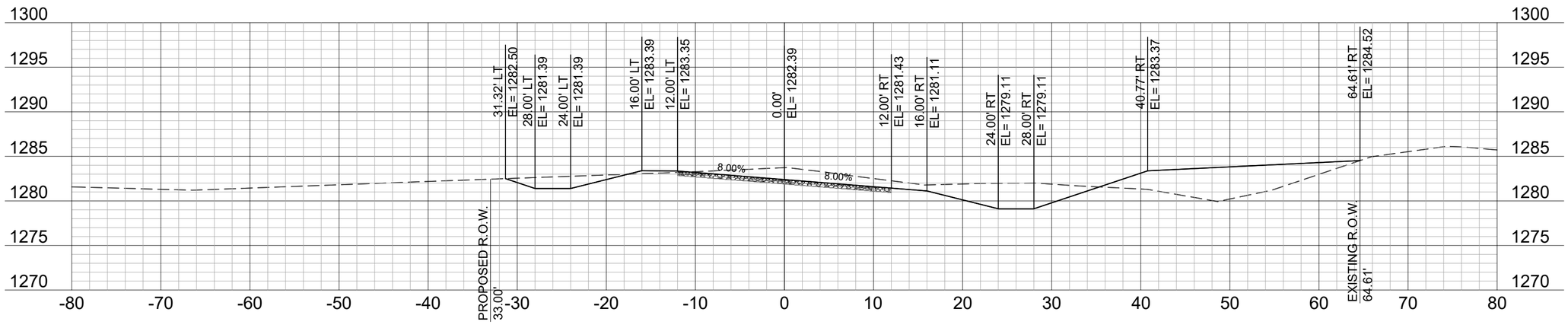
REVISIONS

PROFESSIONAL ENGINEER ANTHONY TROY EGELHOFF E-11484 STATE OF NEBRASKA 3-6-2026

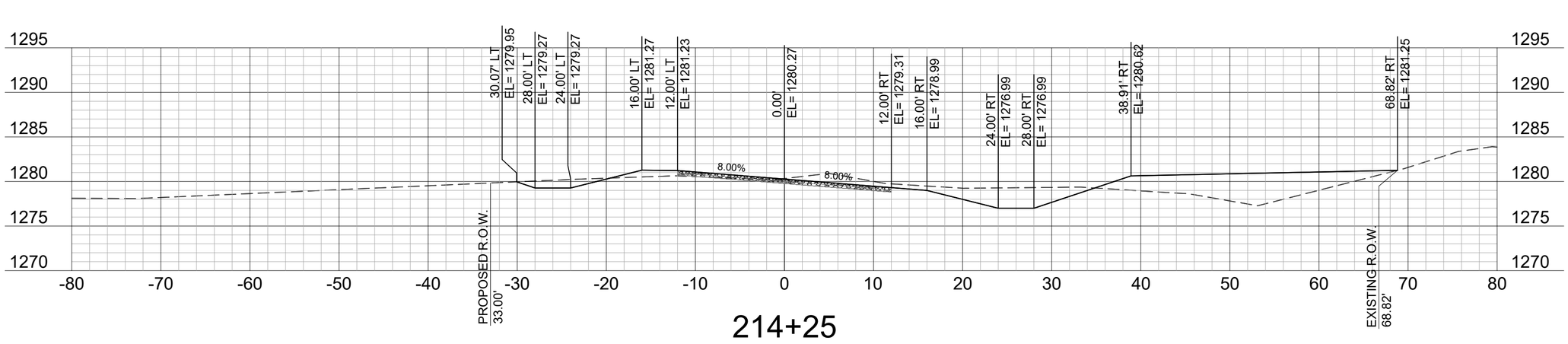
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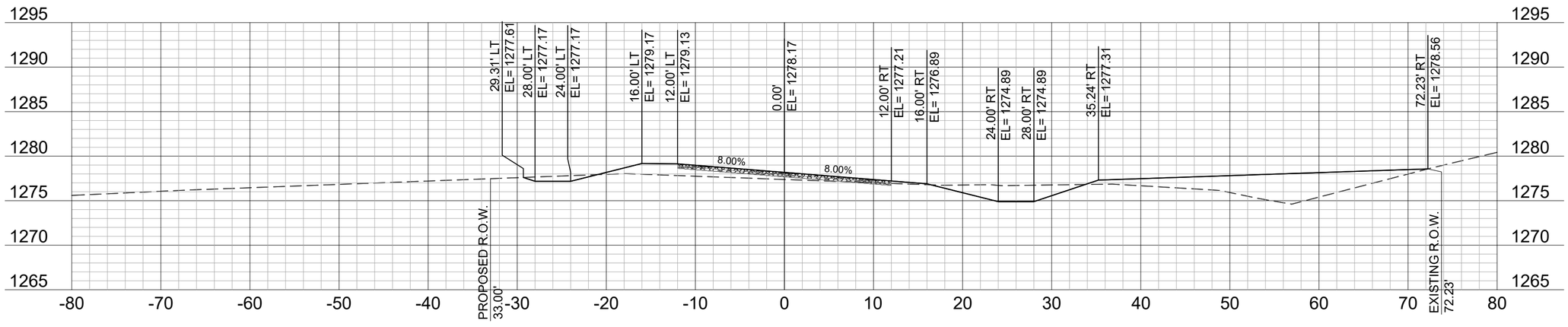
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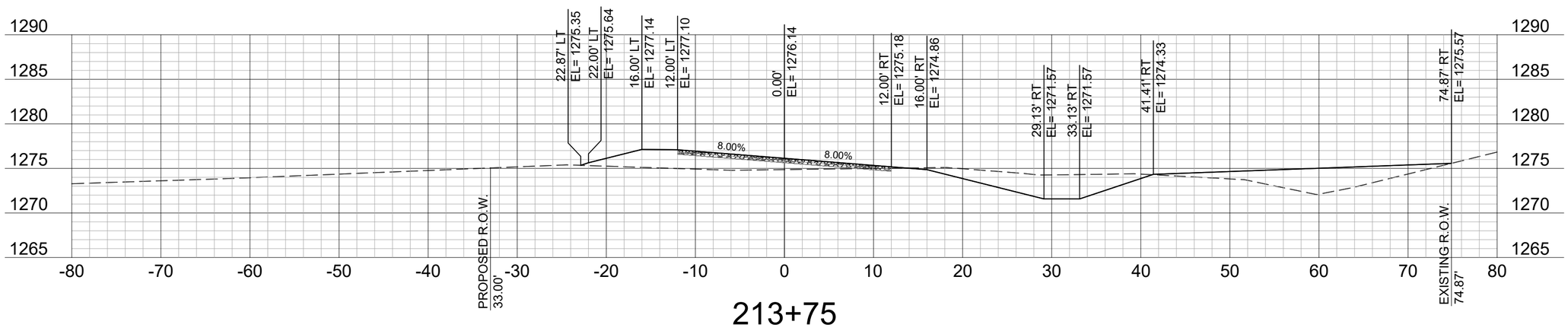
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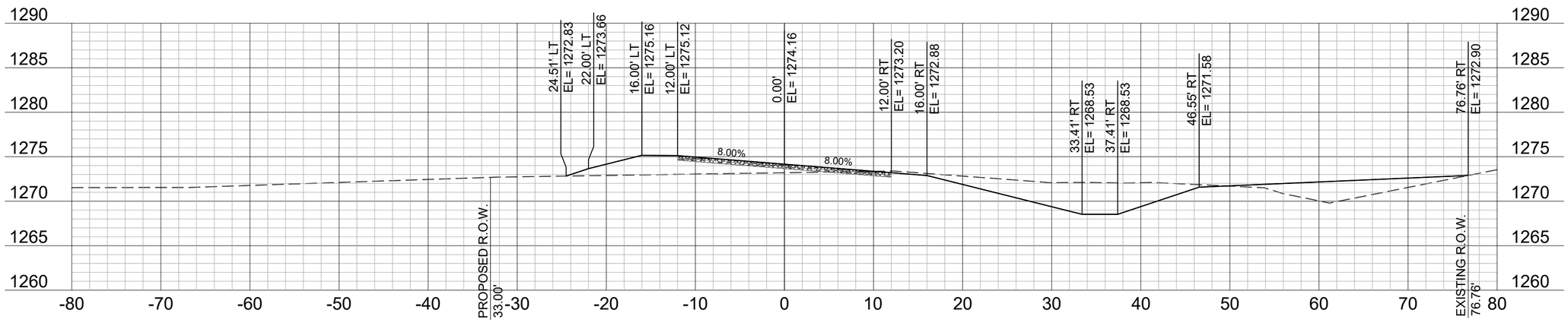
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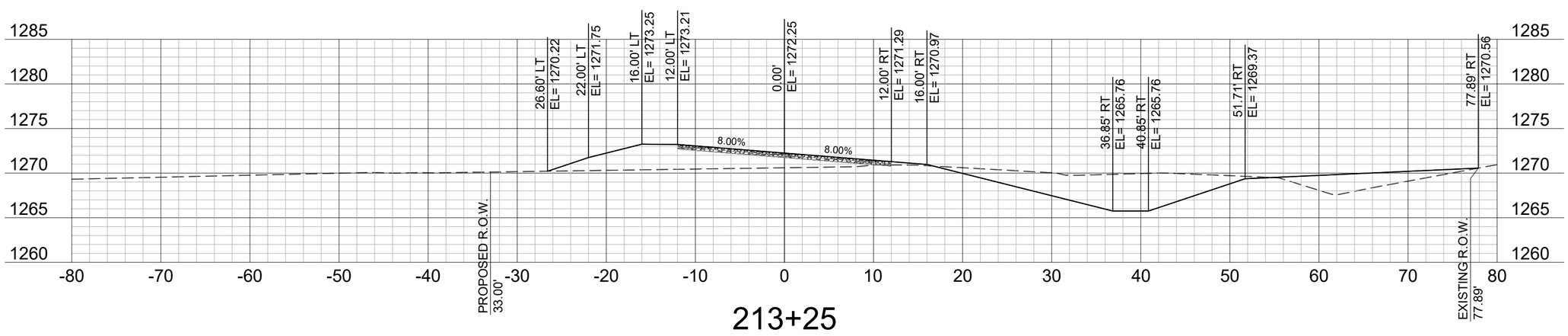
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213+75



213+50



213+25

SCHEDULE 1

SHEET XS-135

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 11 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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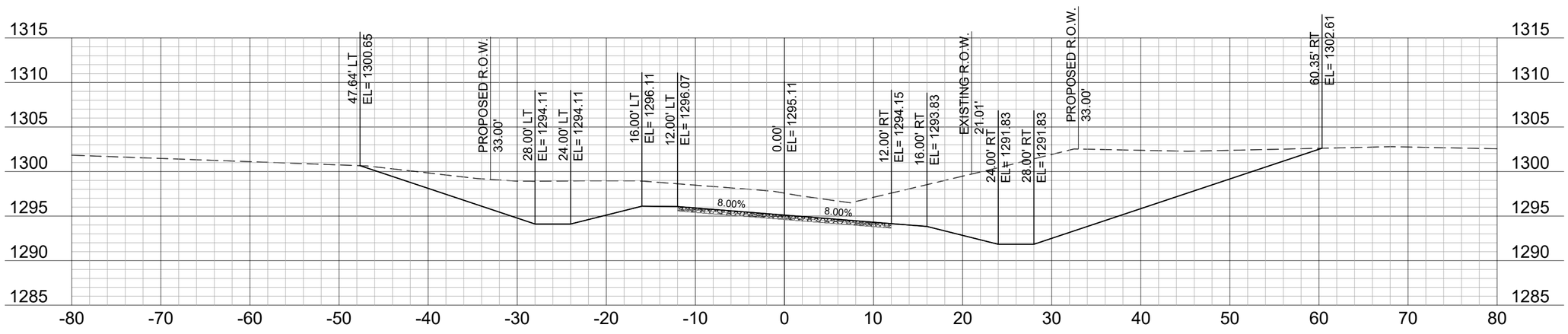
REVISIONS

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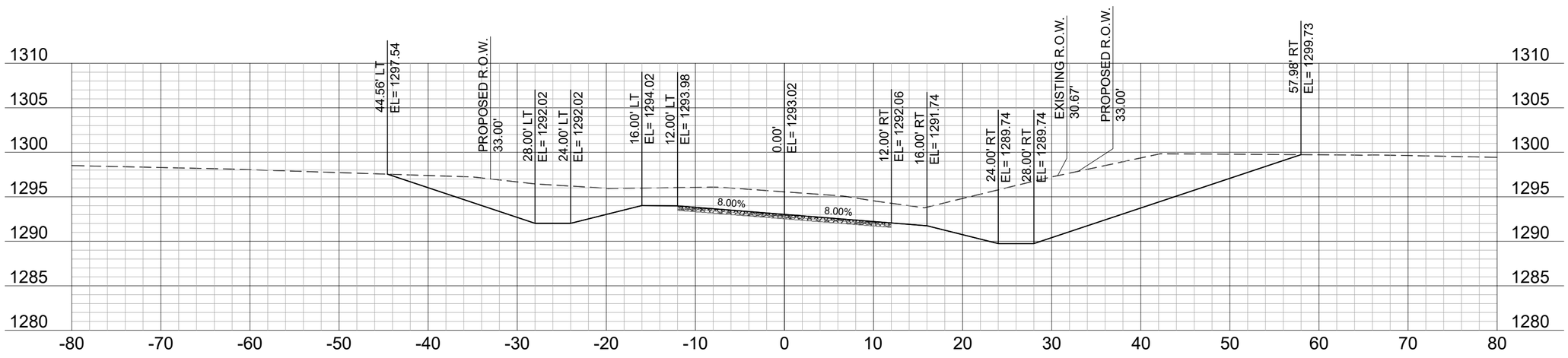
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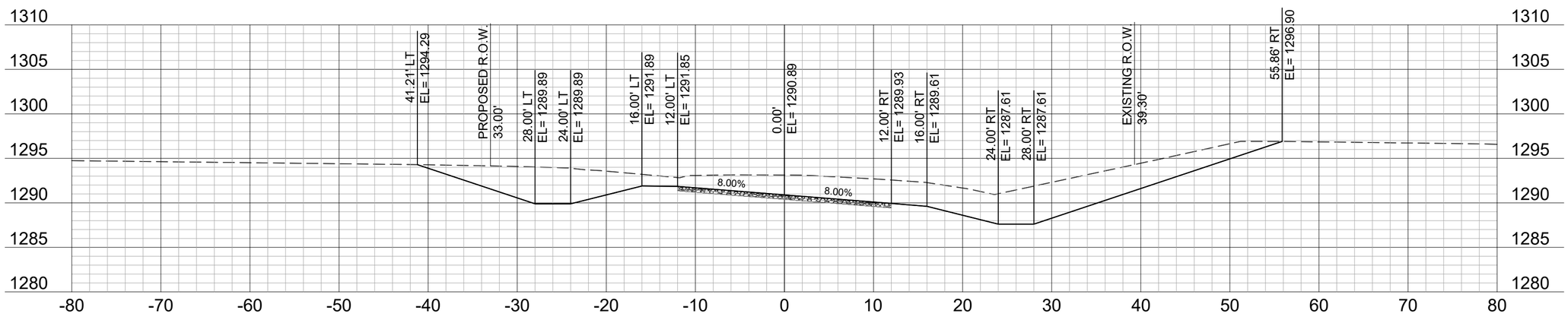
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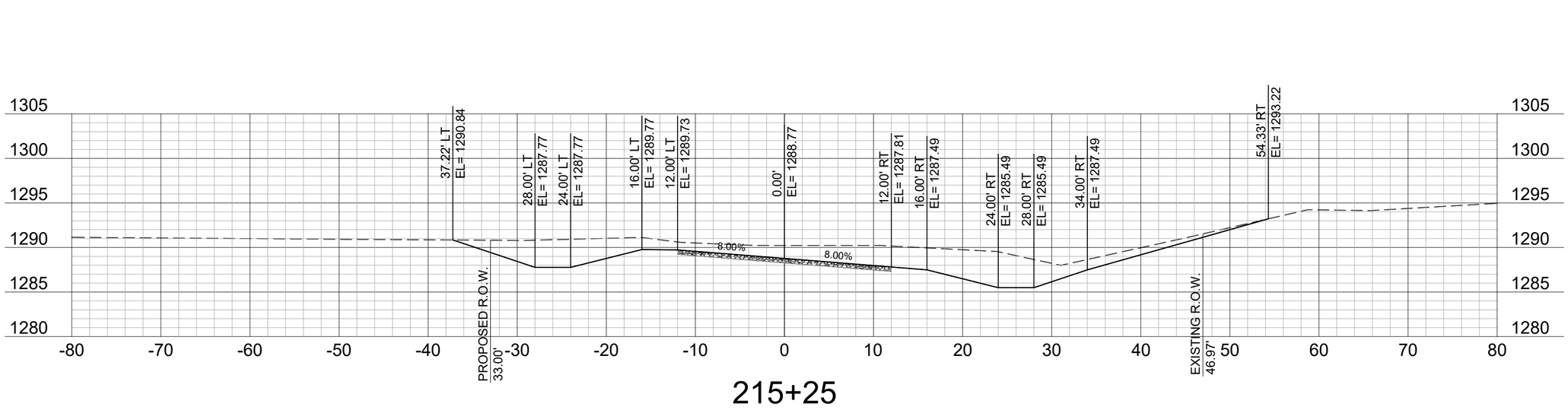
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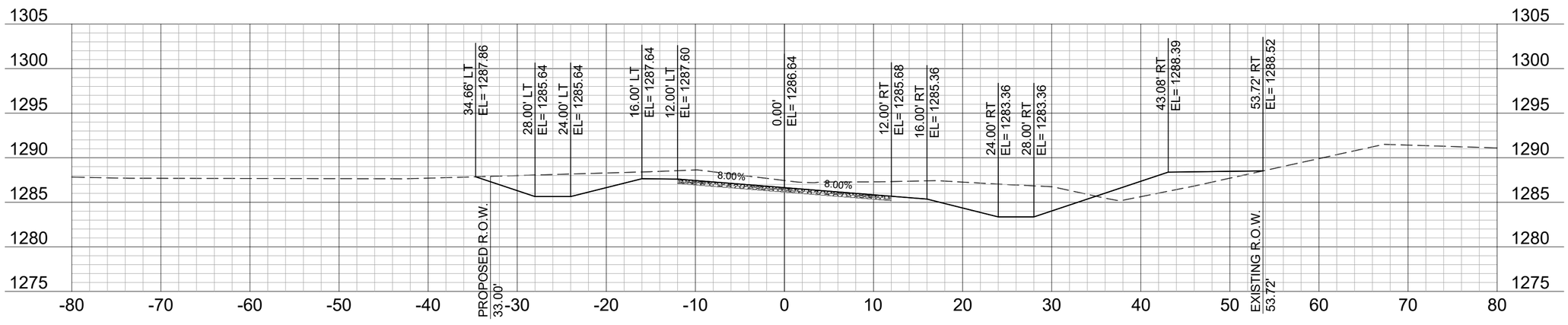
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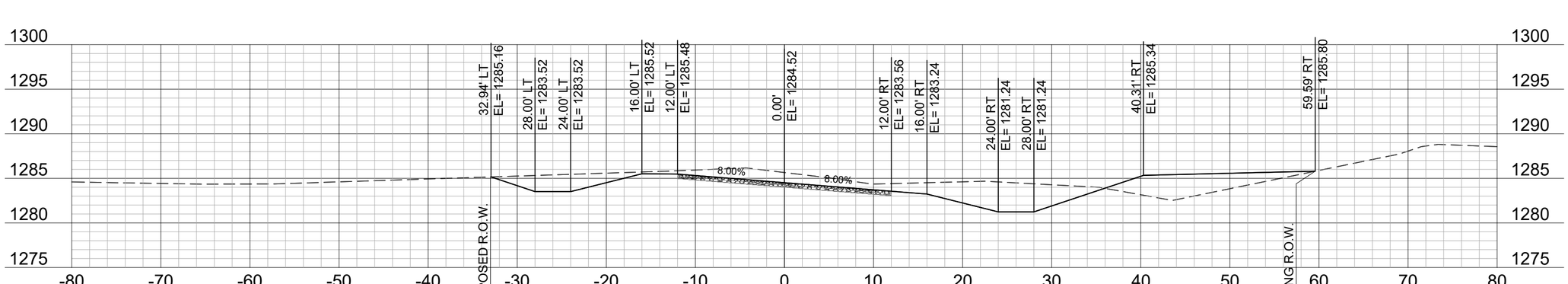
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215+25



215+00



214+75

SCHEDULE 1

SHEET XS-136

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 12 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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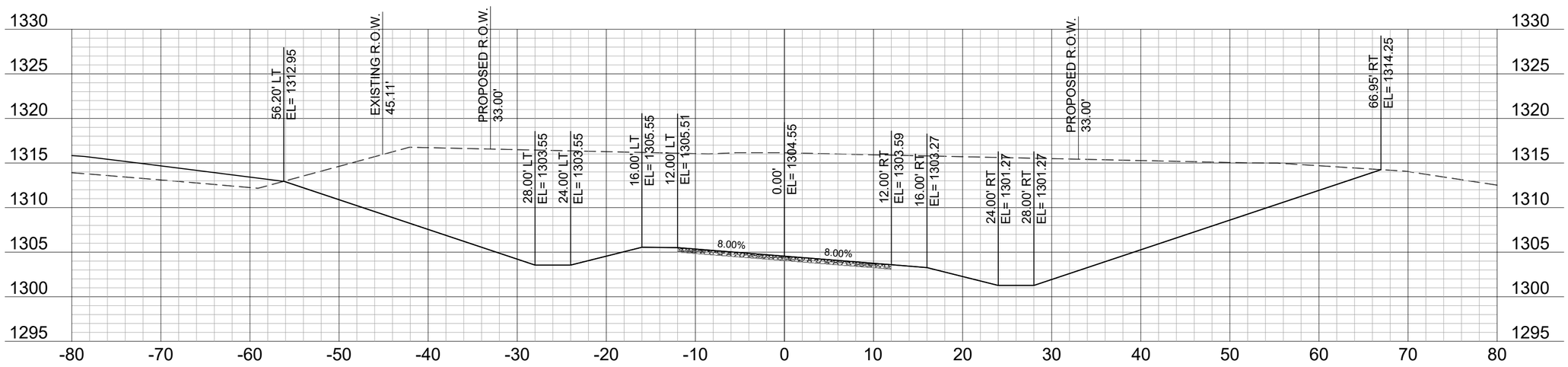
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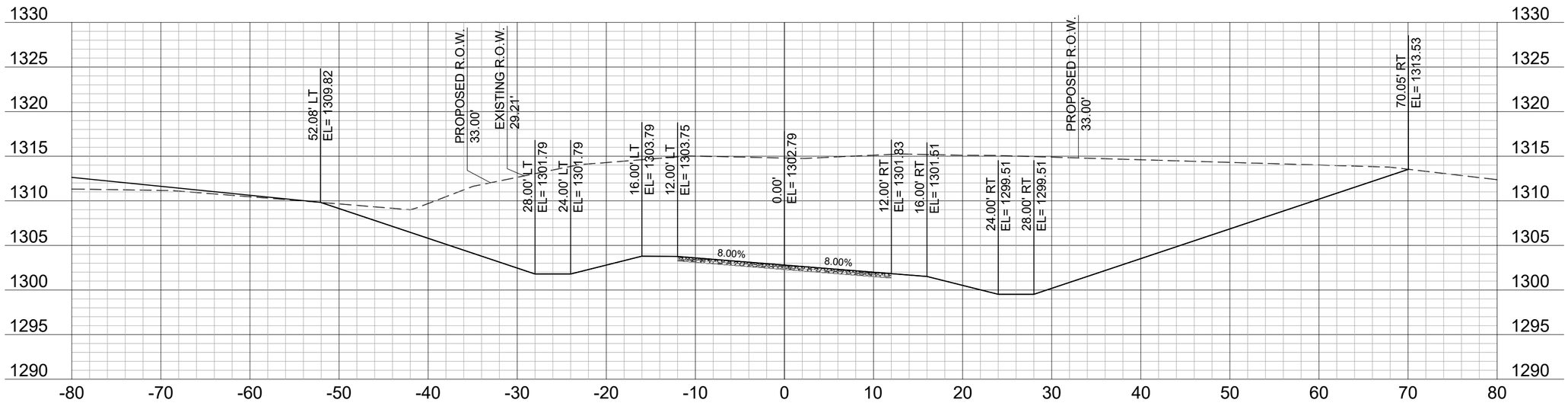
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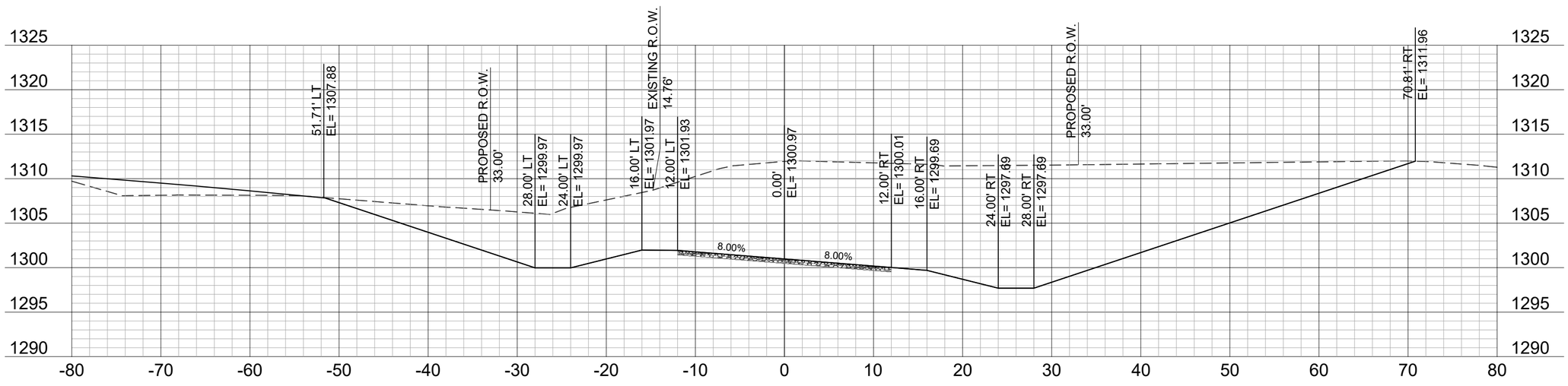
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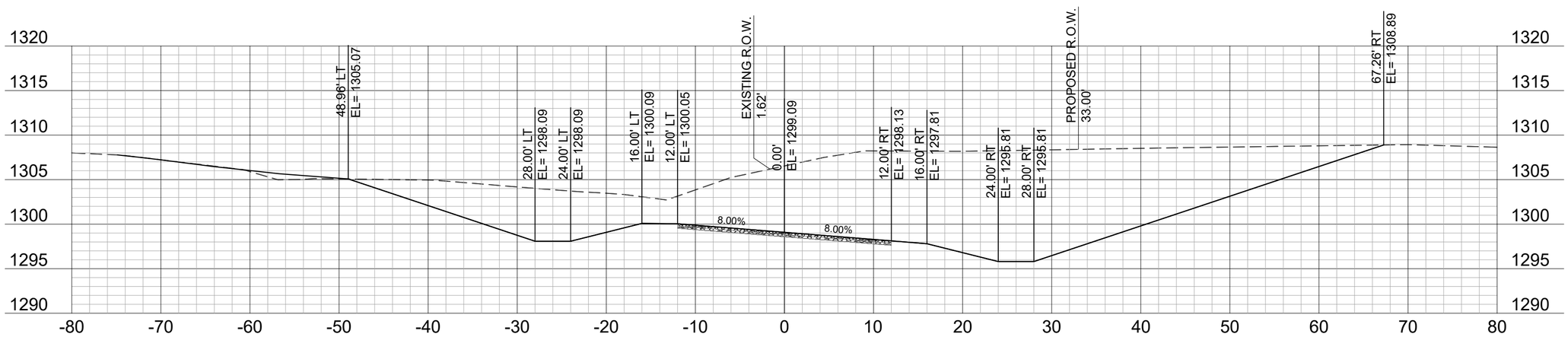
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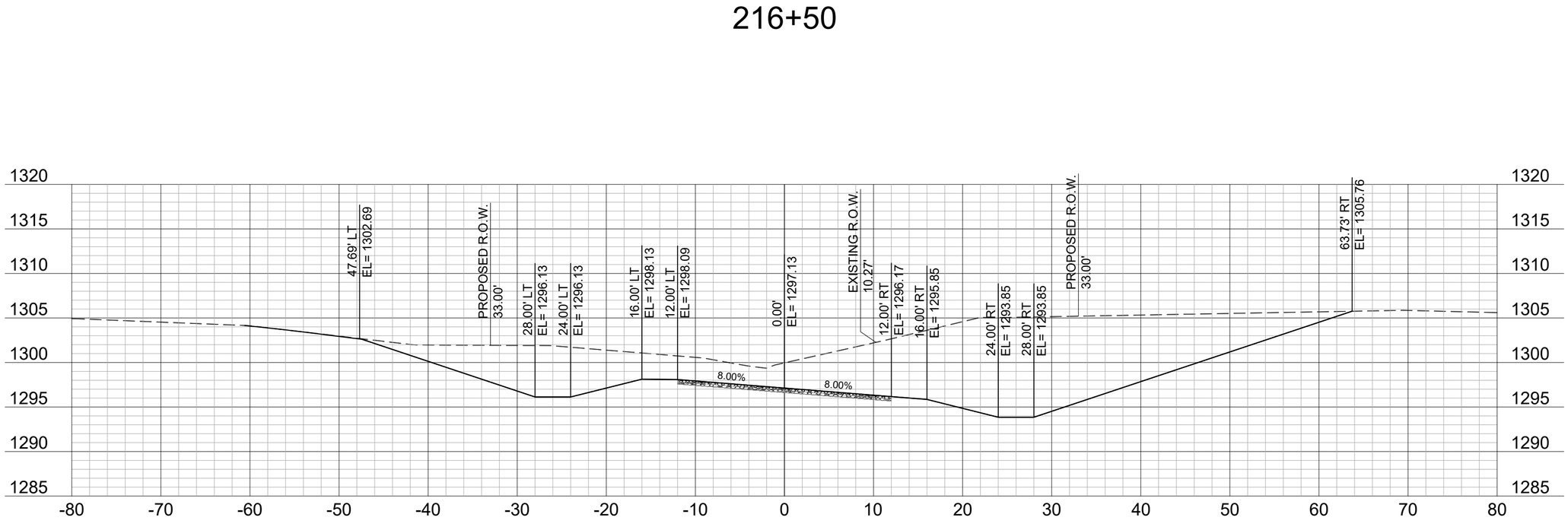
217+00



216+75



216+50



216+25

SCHEDULE 1

SHEET XS-137

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 13 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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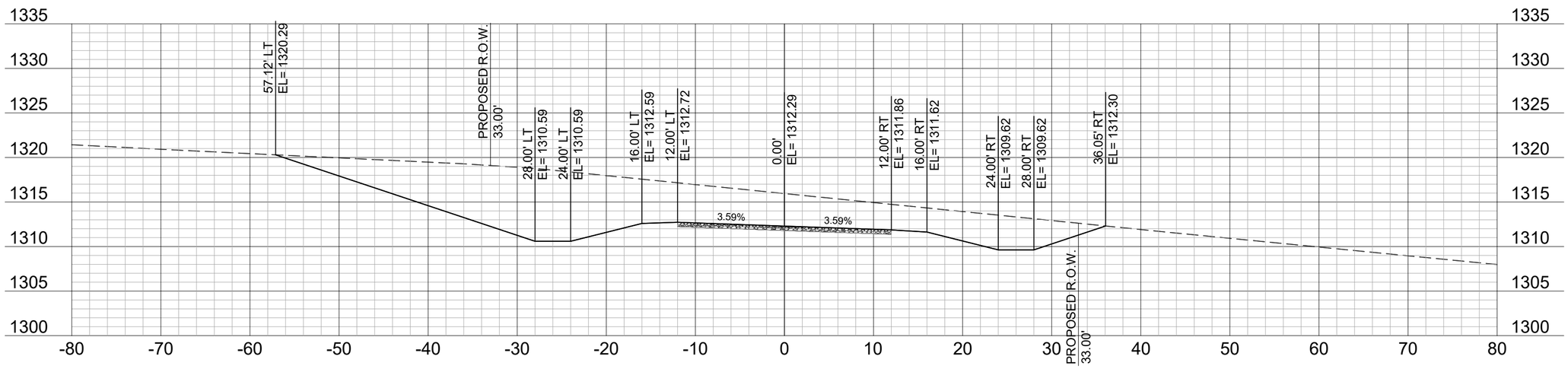
REVISIONS

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E-11484
STATE OF NEBRASKA
3 - 9 - 2026

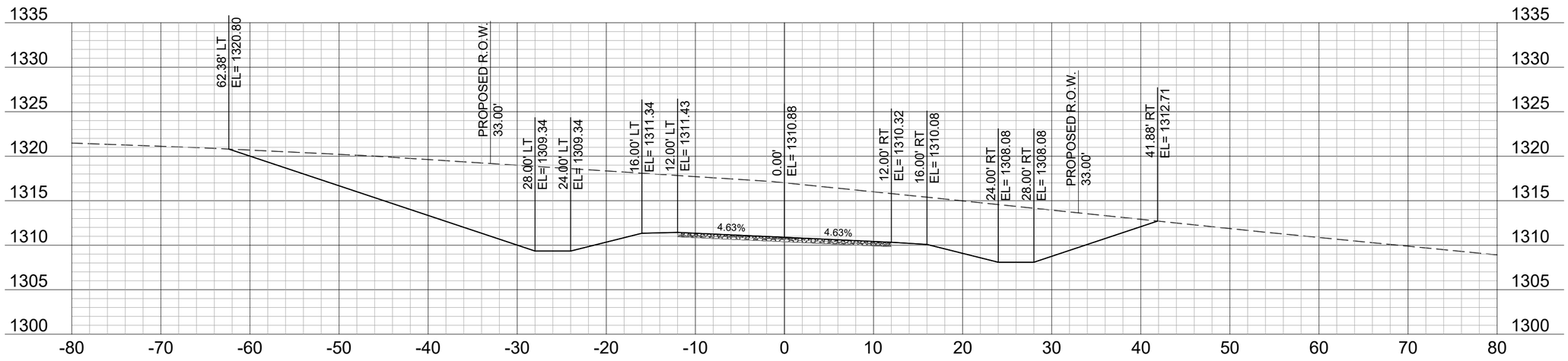
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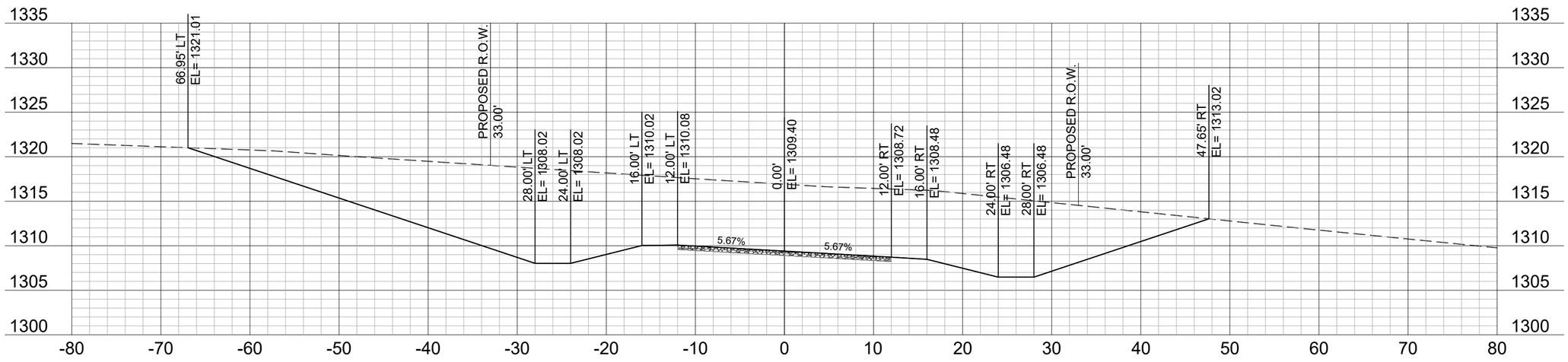
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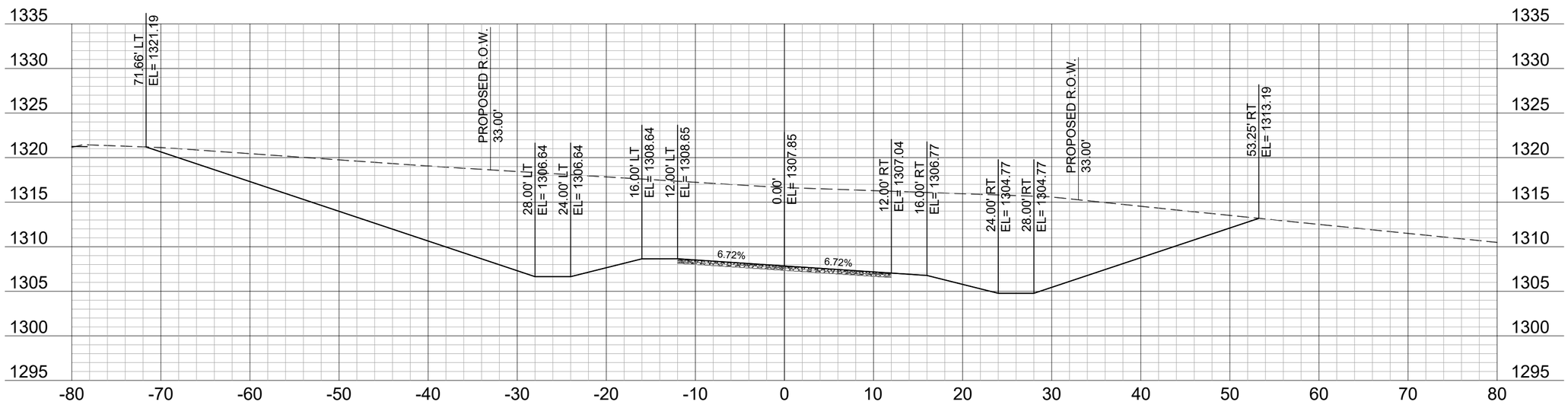
218+50



218+25



218+00



217+75

217+50

SCHEDULE 1

SHEET
XS-138

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 14 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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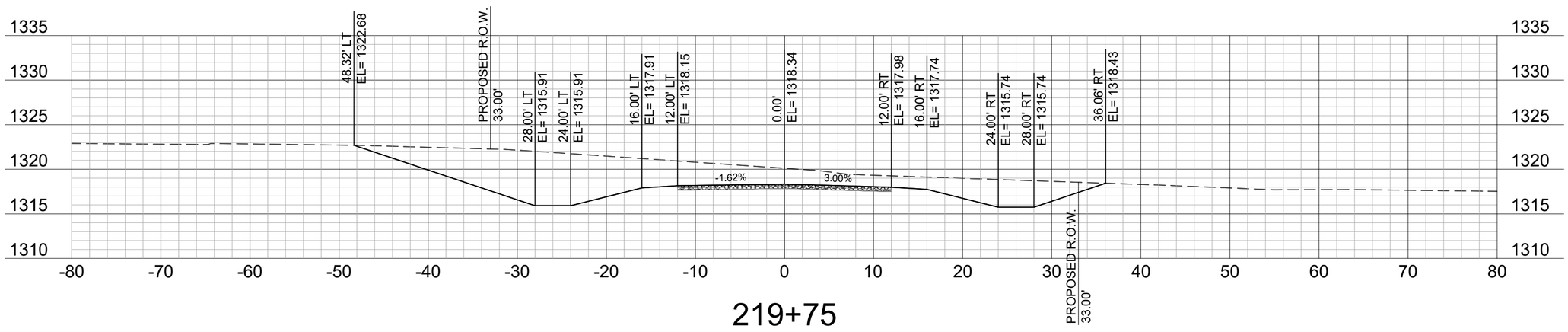
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STATE OF NEBRASKA
3 - 6 - 2026

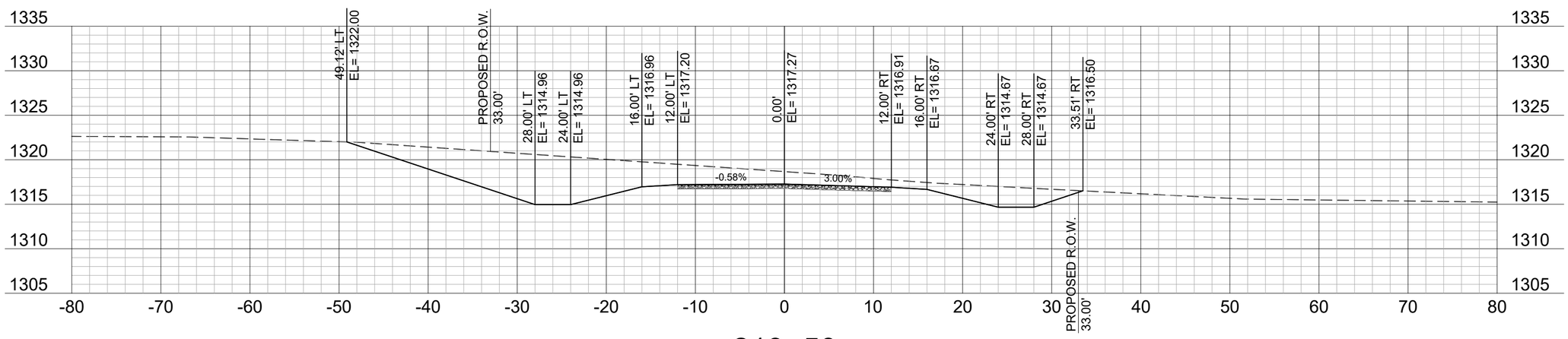
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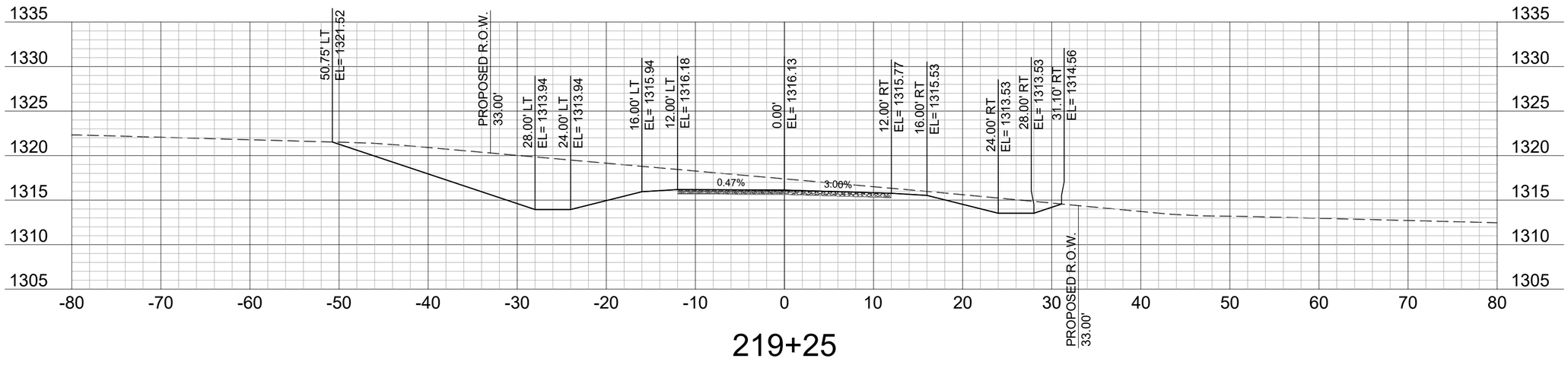
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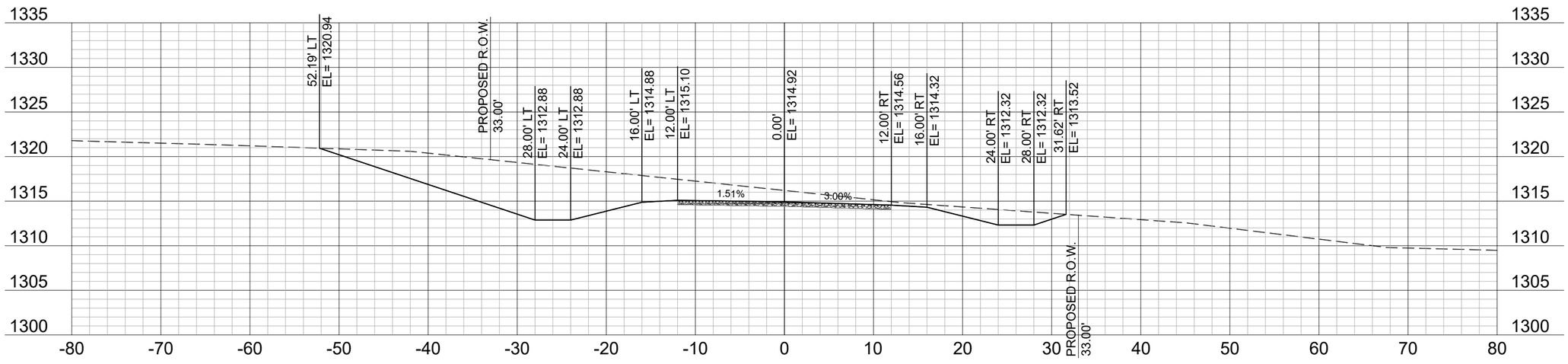
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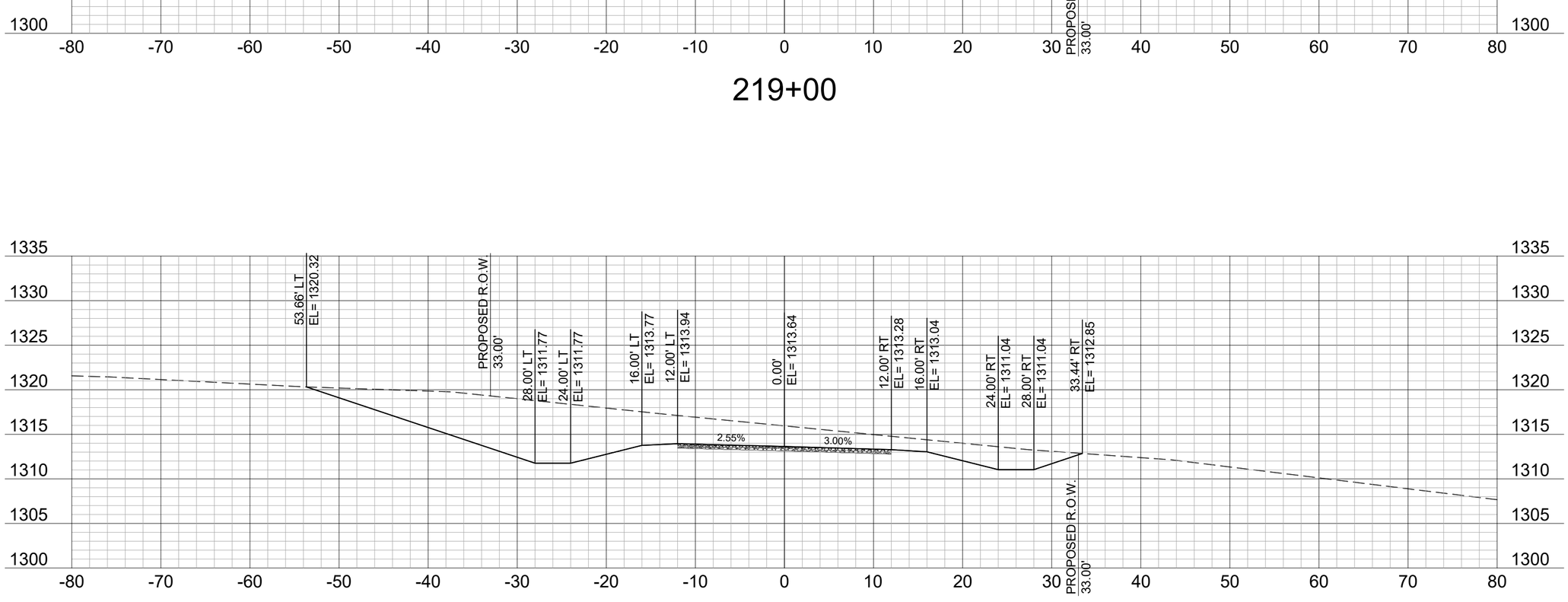
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219+25



219+00



218+75

SCHEDULE 1

SHEET
XS-139

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 15 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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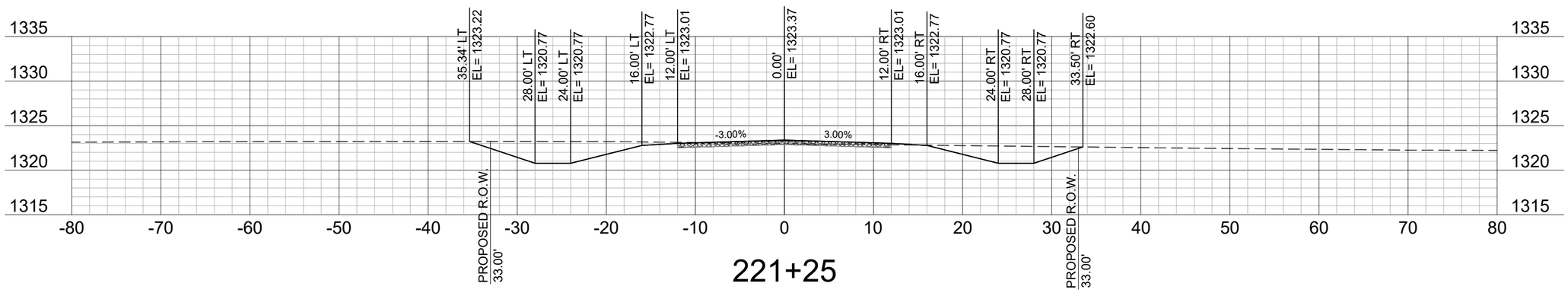
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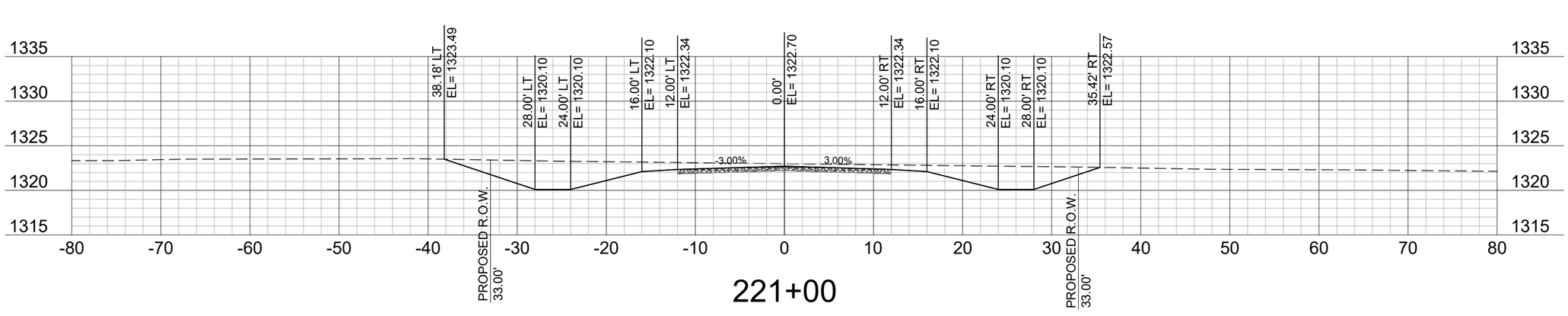
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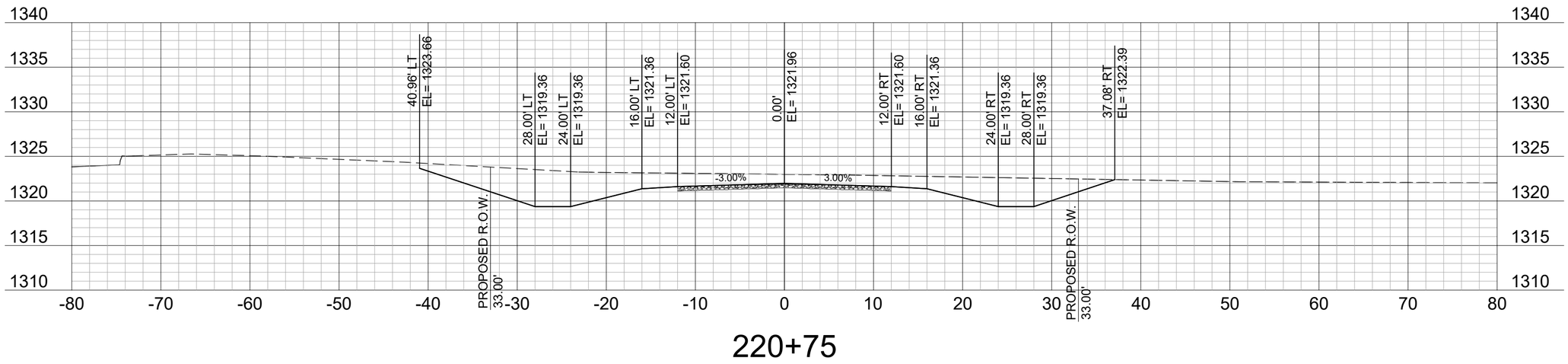
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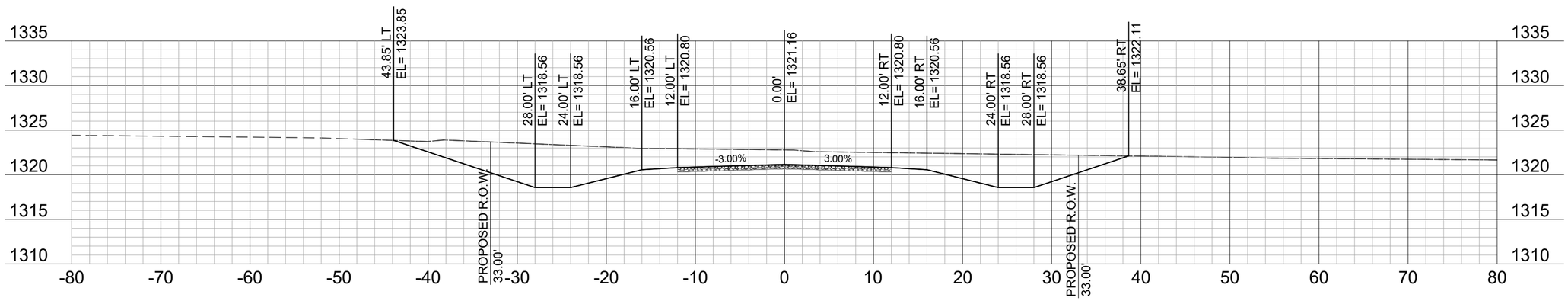
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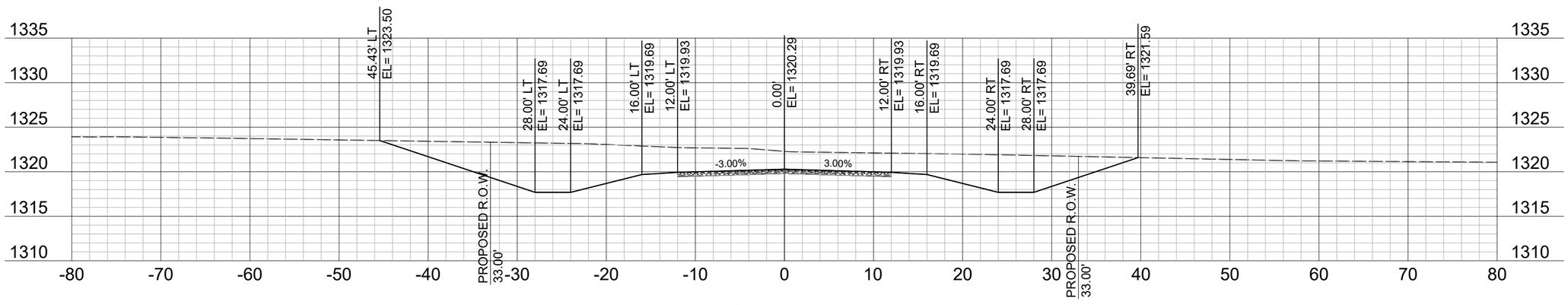
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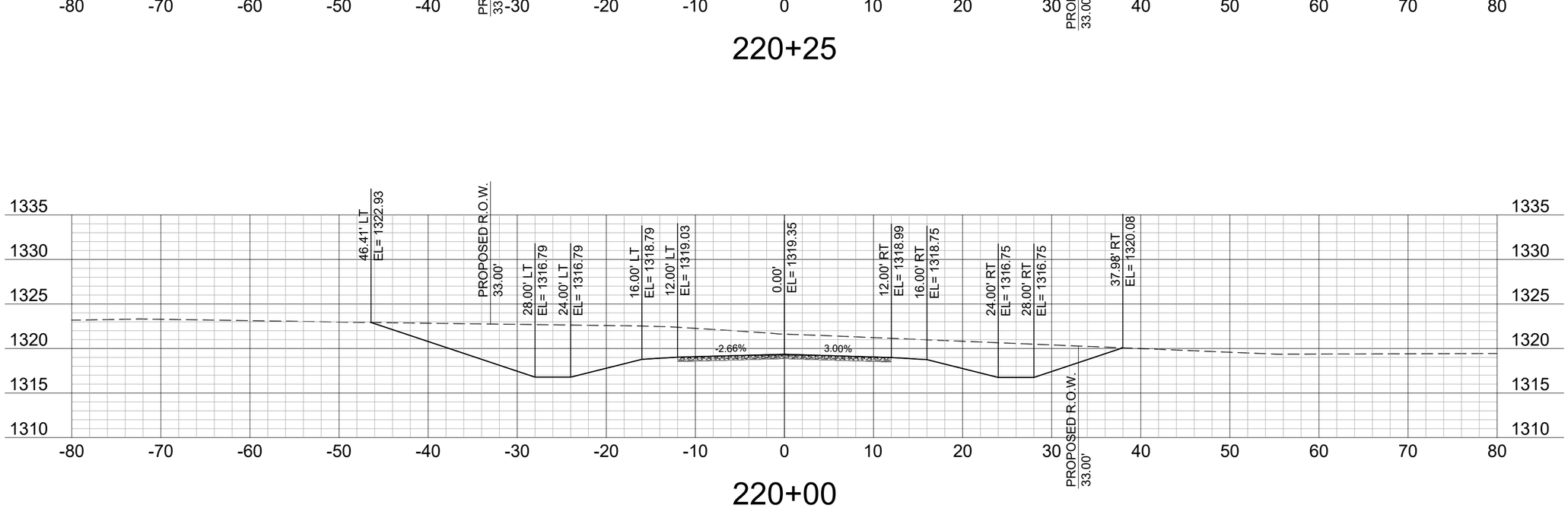












SCHEDULE 1

SHEET XS-140

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designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 16 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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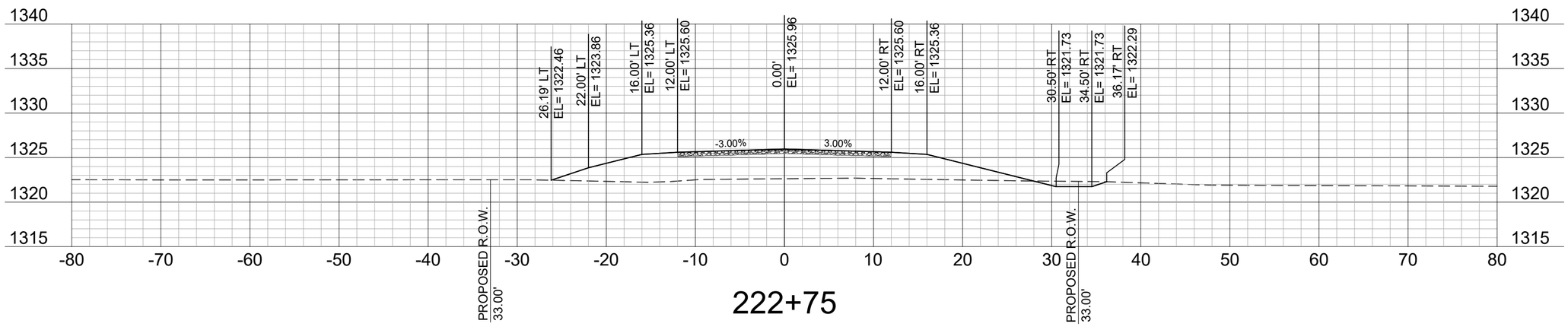
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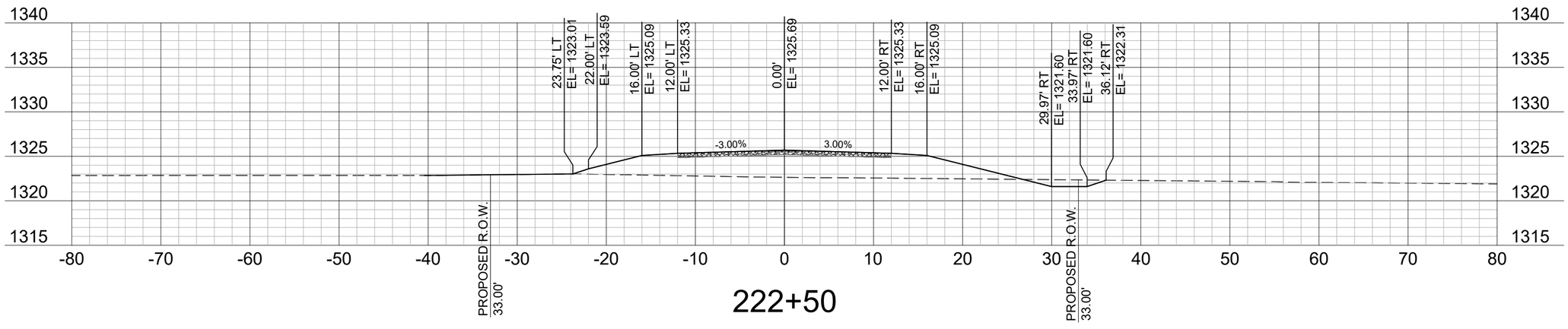
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E-11484
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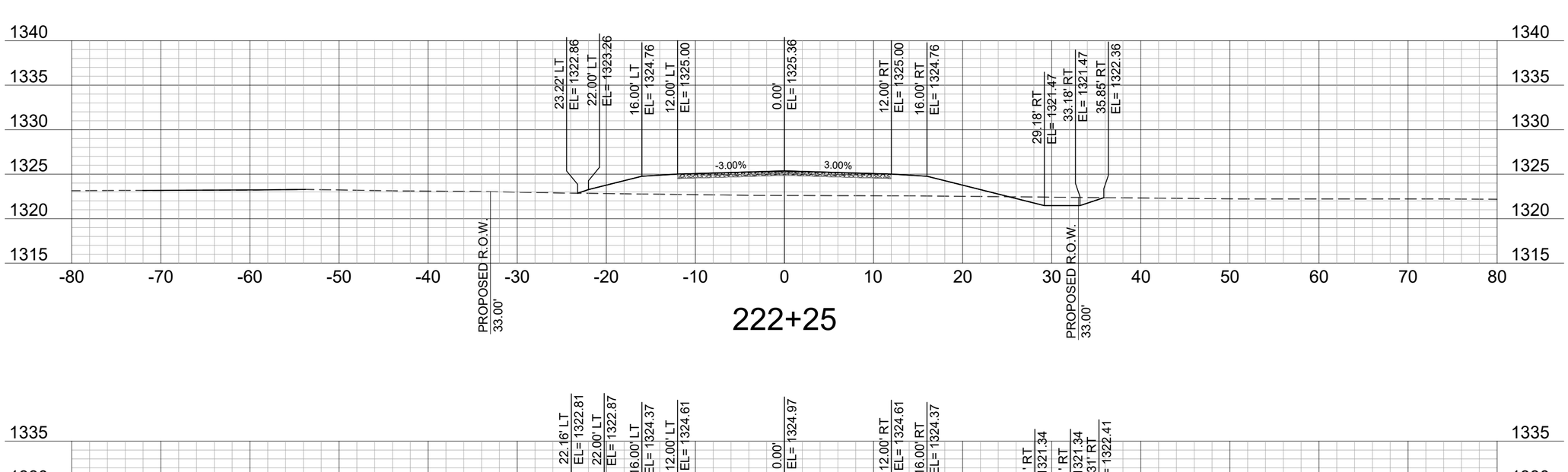
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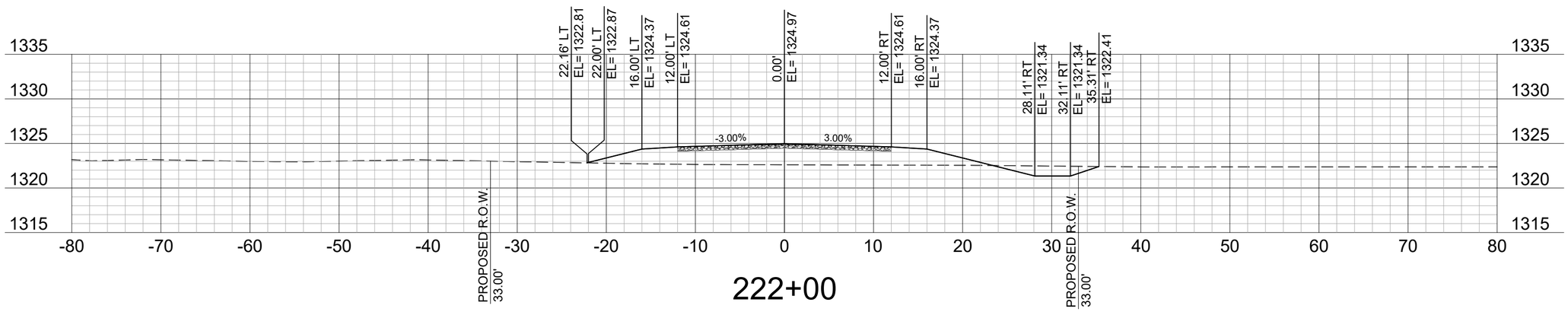
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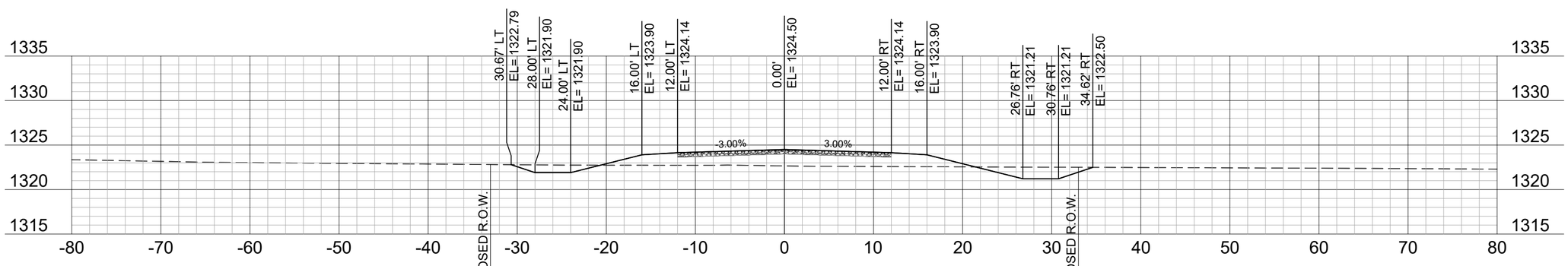
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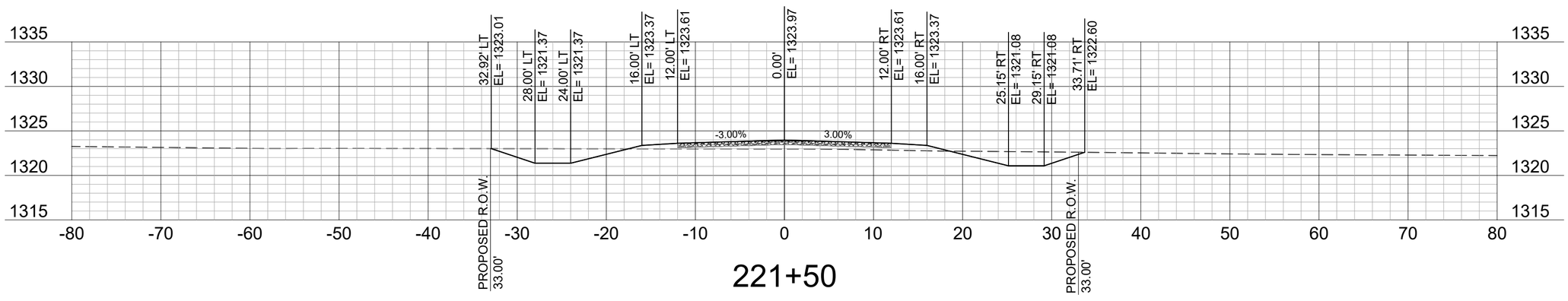












SCHEDULE 1

SHEET
XS-141

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 17 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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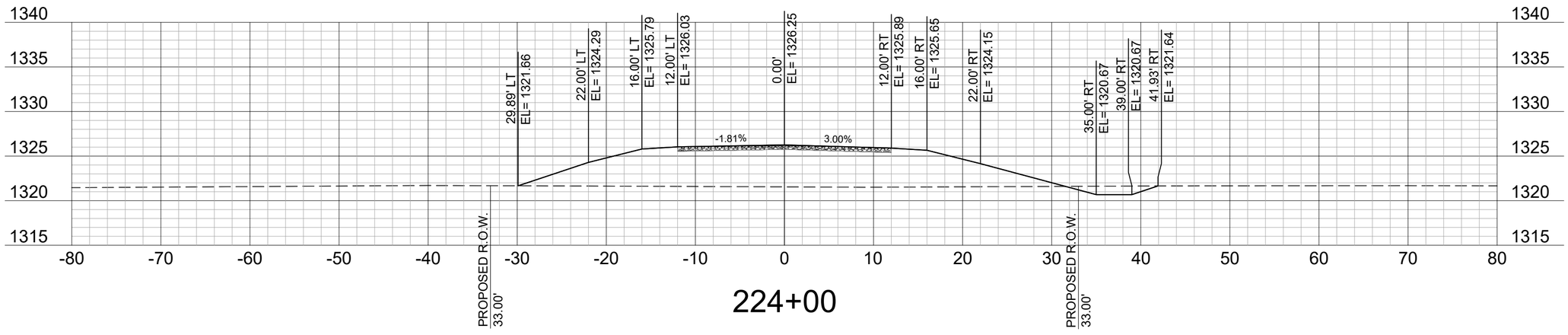
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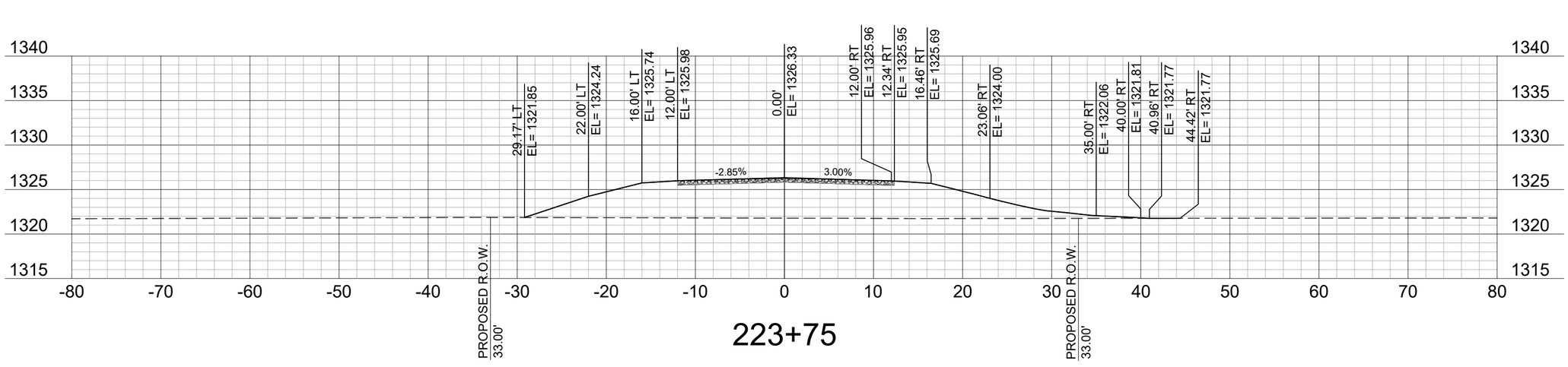
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3 - 6 - 2026

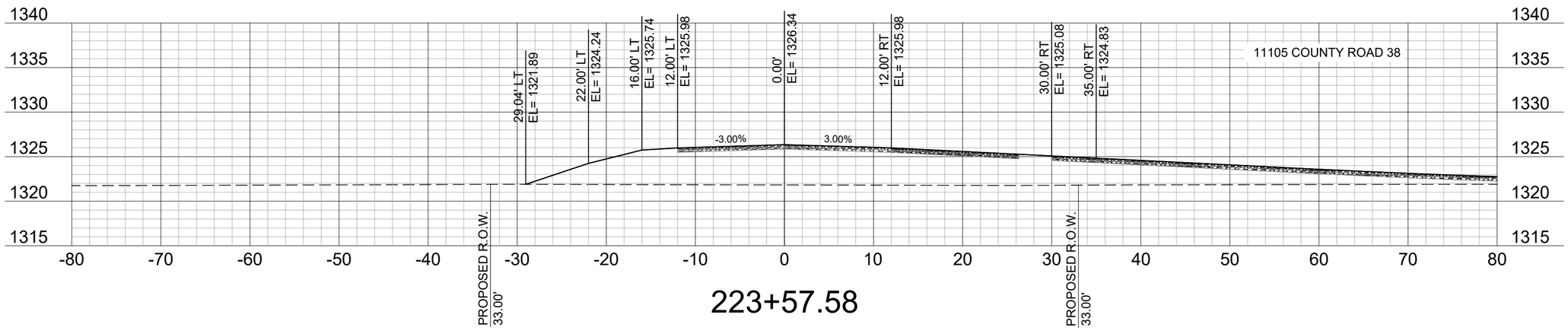
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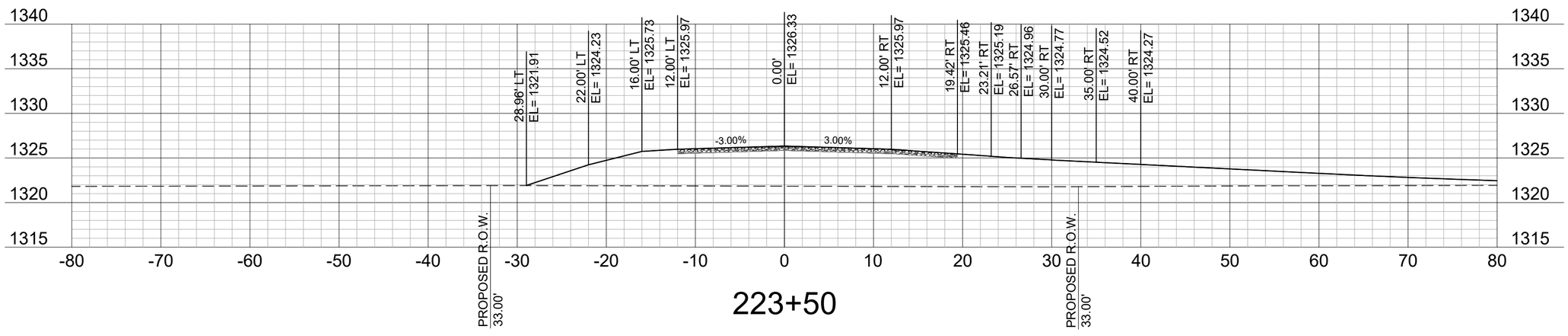
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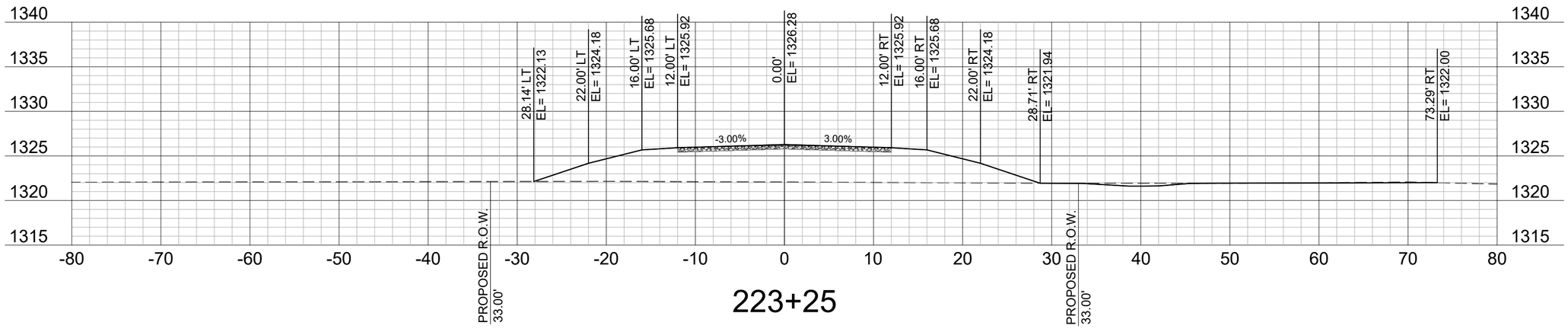
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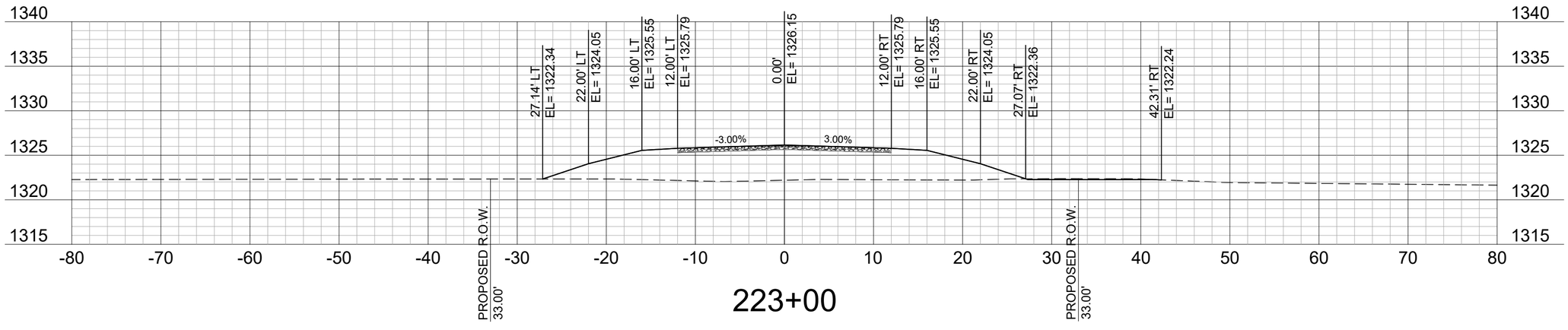












SCHEDULE 1

SHEET
XS-142

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 18 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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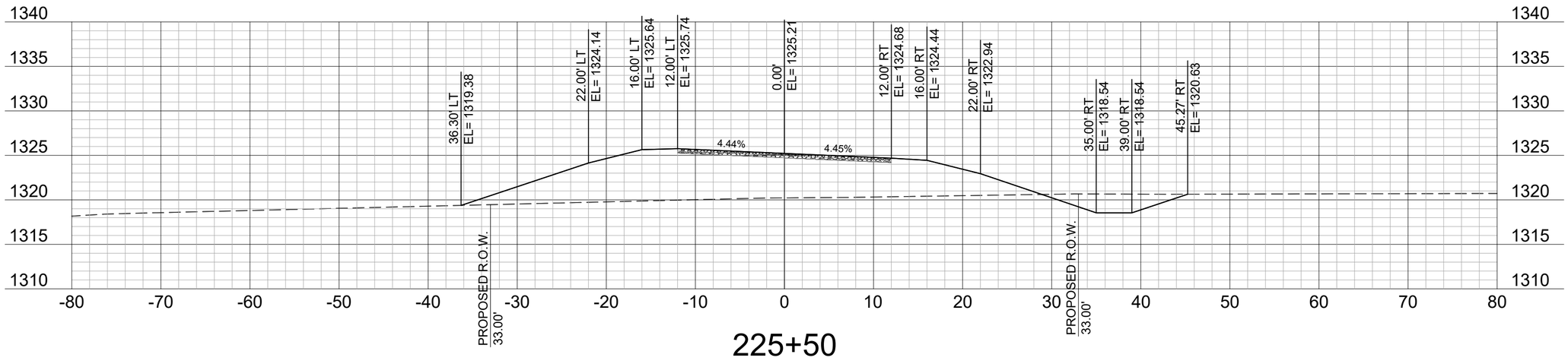
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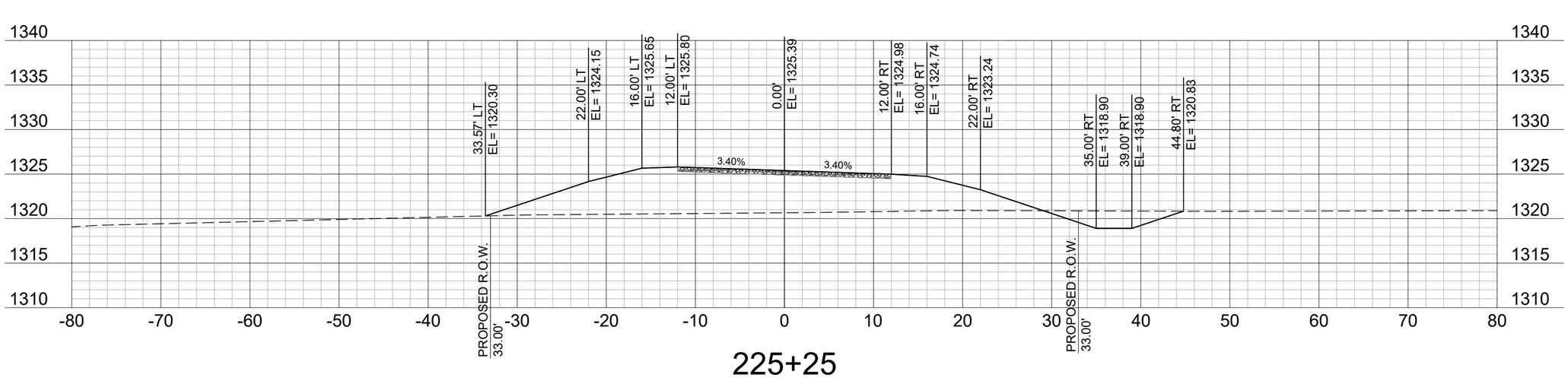
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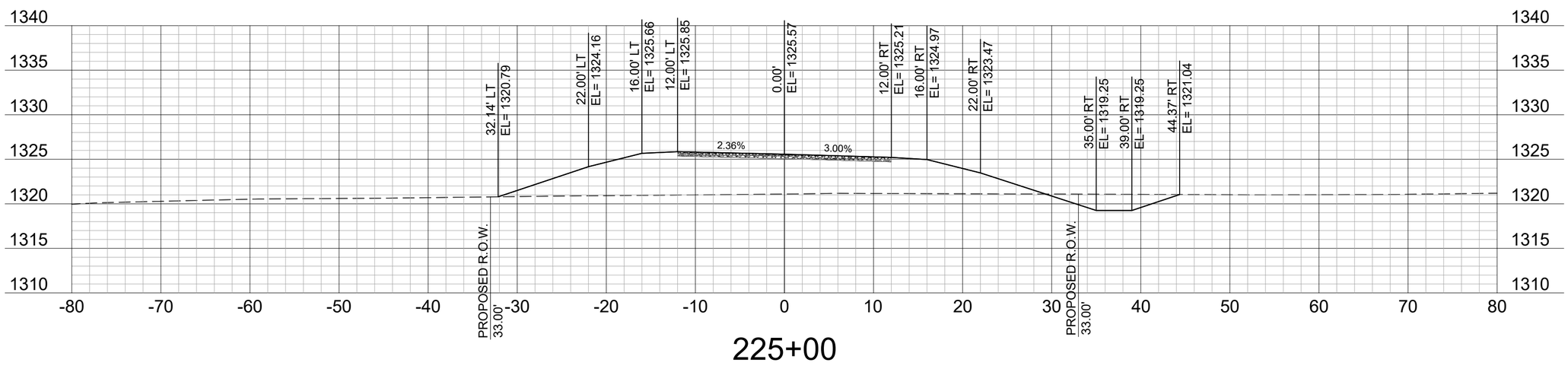
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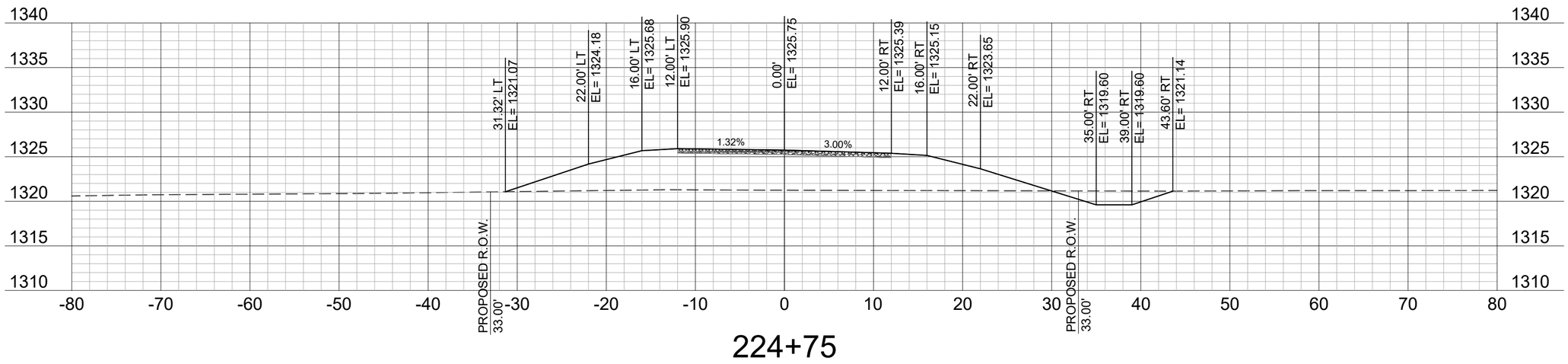
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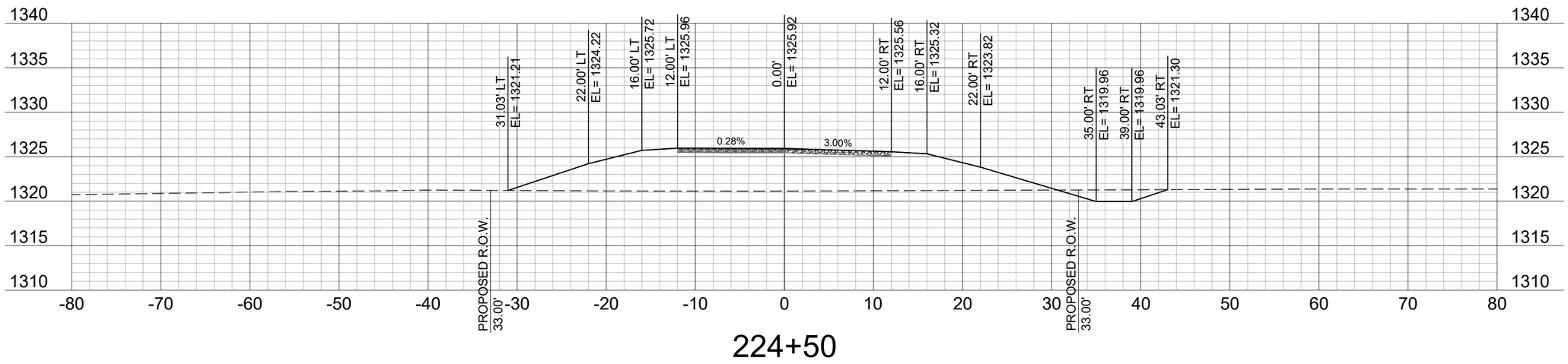
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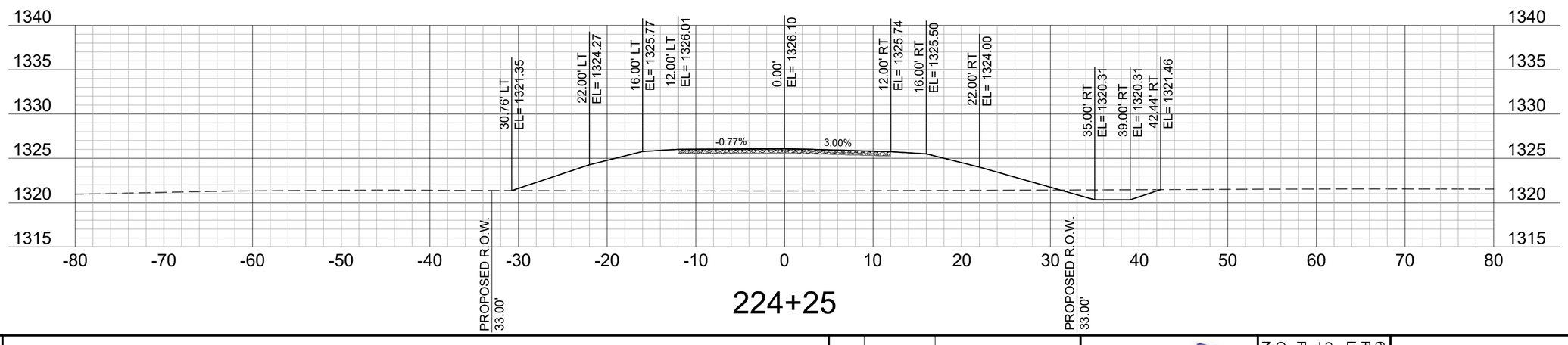
225+00



224+75



224+50



224+25

SCHEDULE 1

SHEET
XS-143

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 19 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

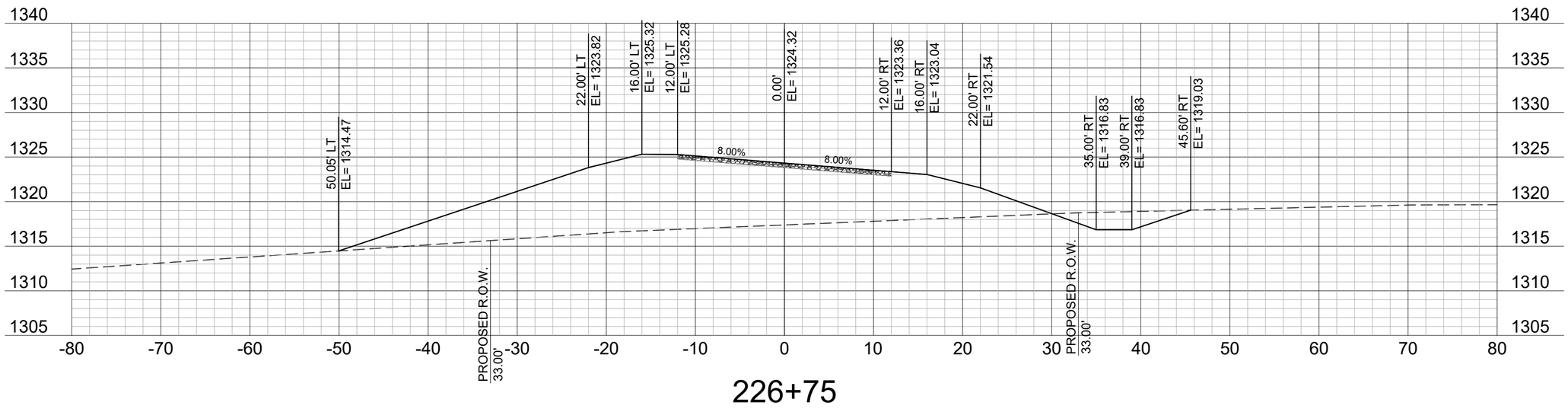
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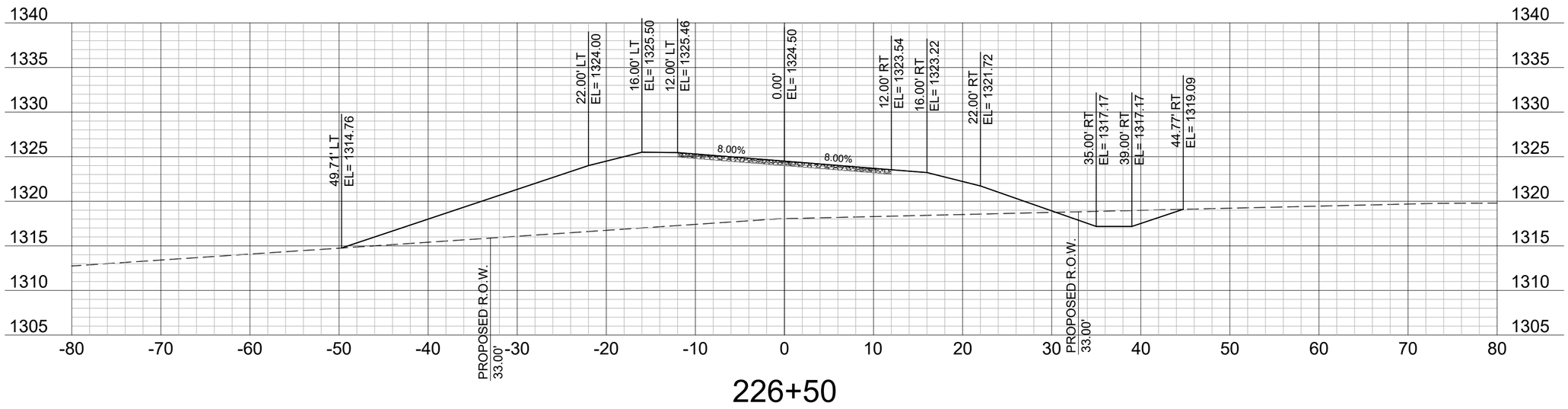
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ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

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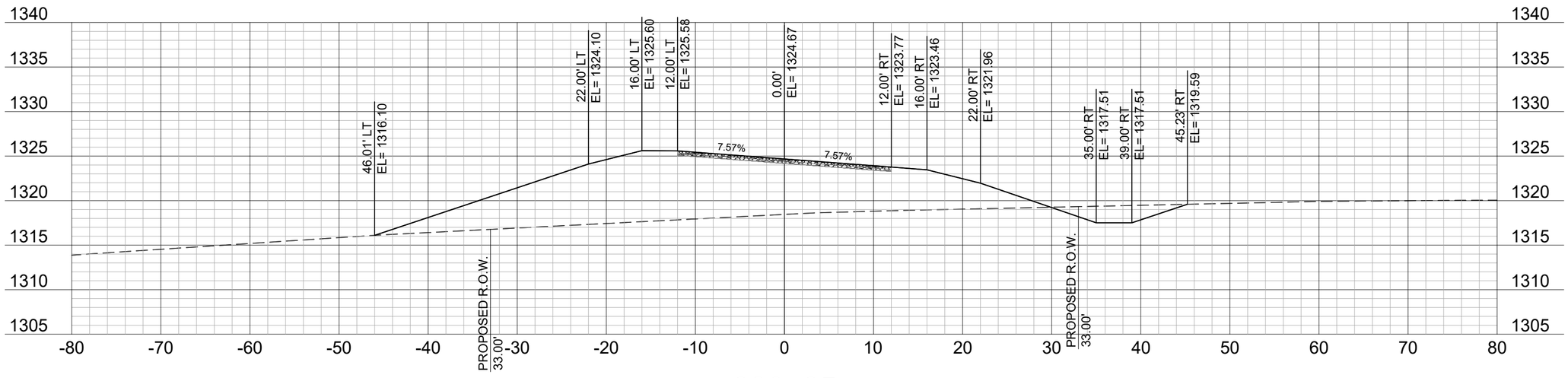
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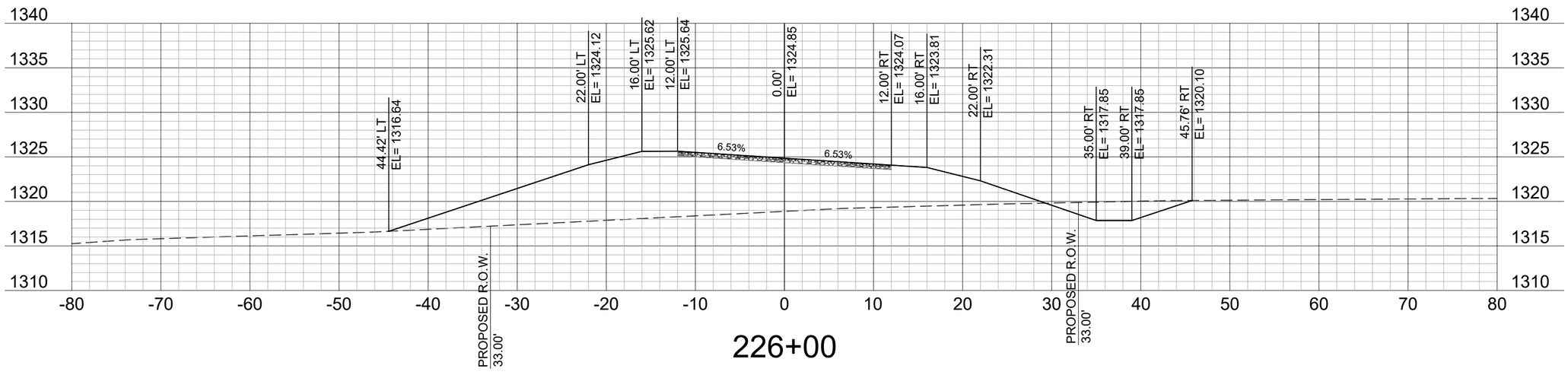
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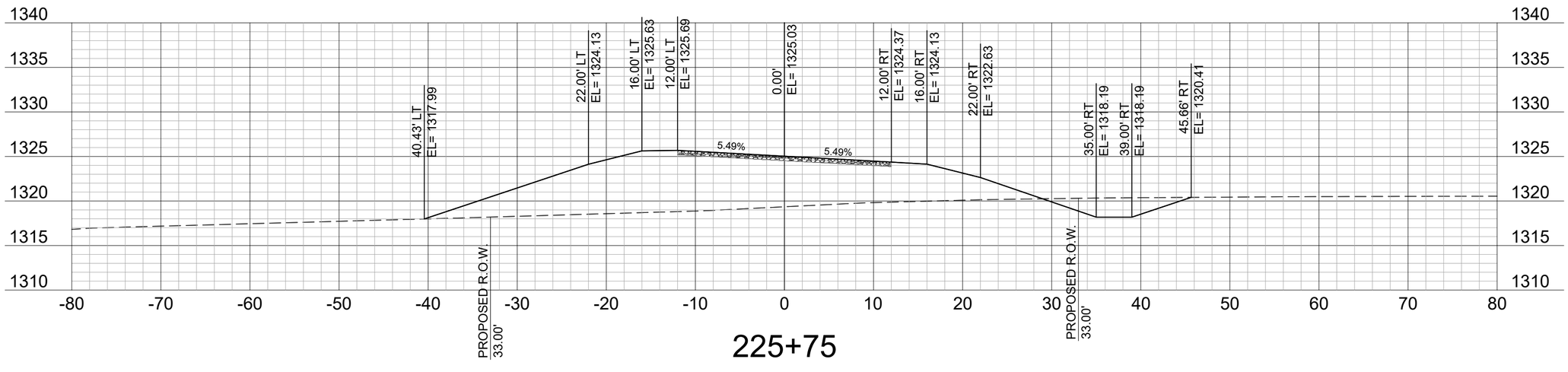
226+50



226+25



226+00



225+75

SCHEDULE 1

SHEET
XS-144

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 20 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

REV. NO.	DATE	DESCRIPTION

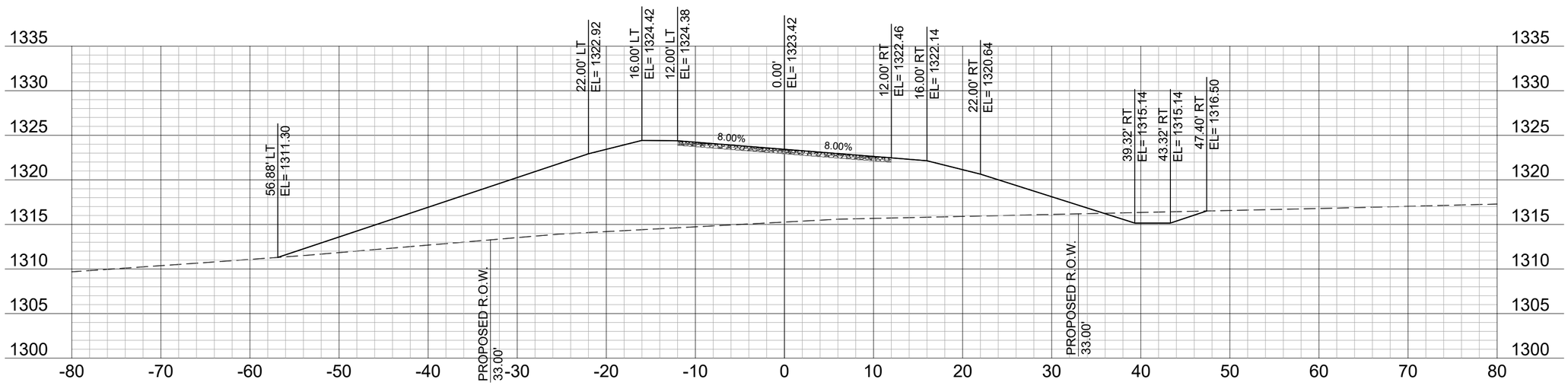
REVISIONS

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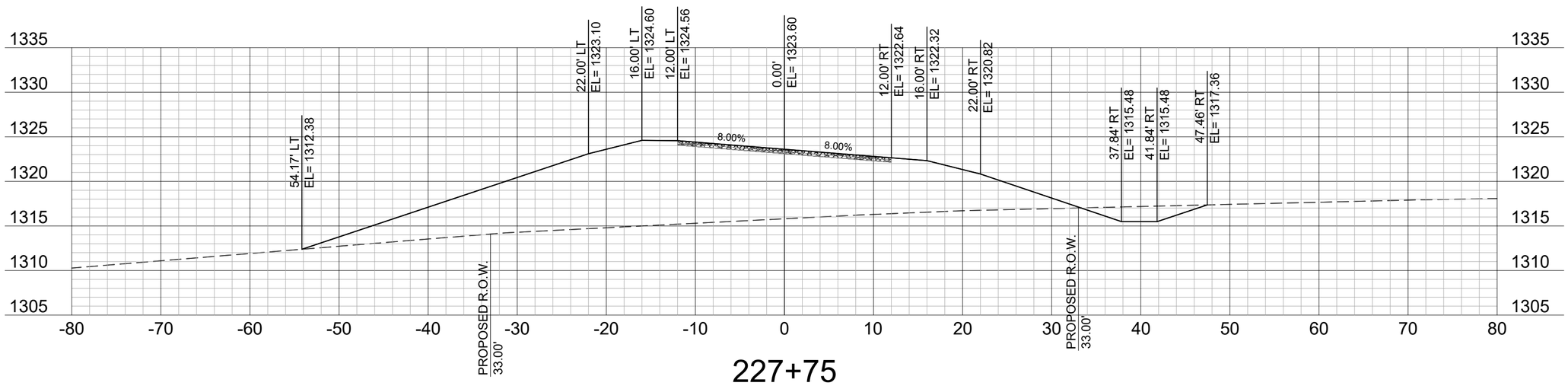
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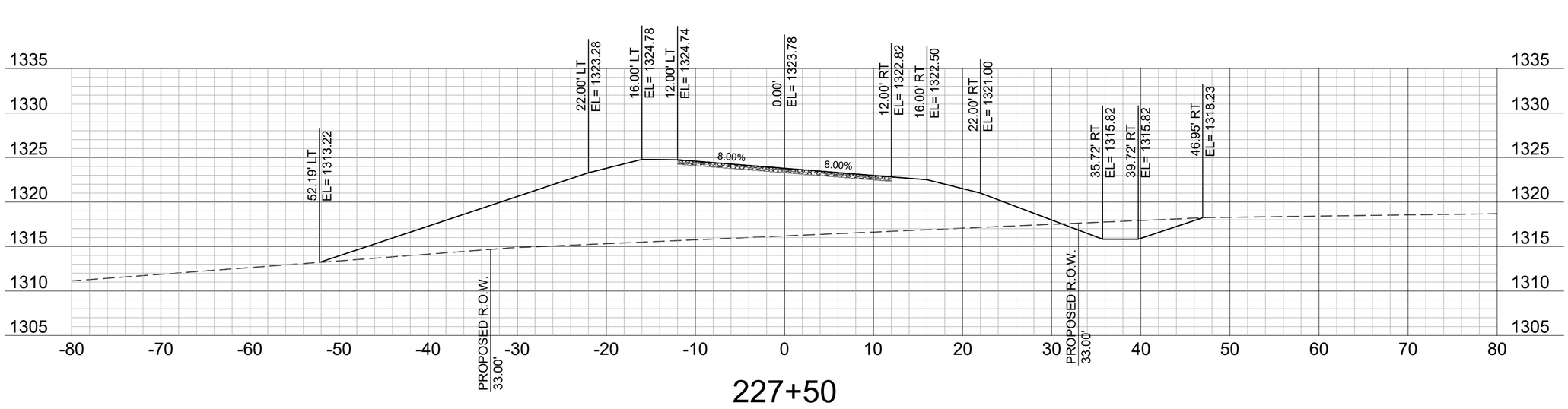
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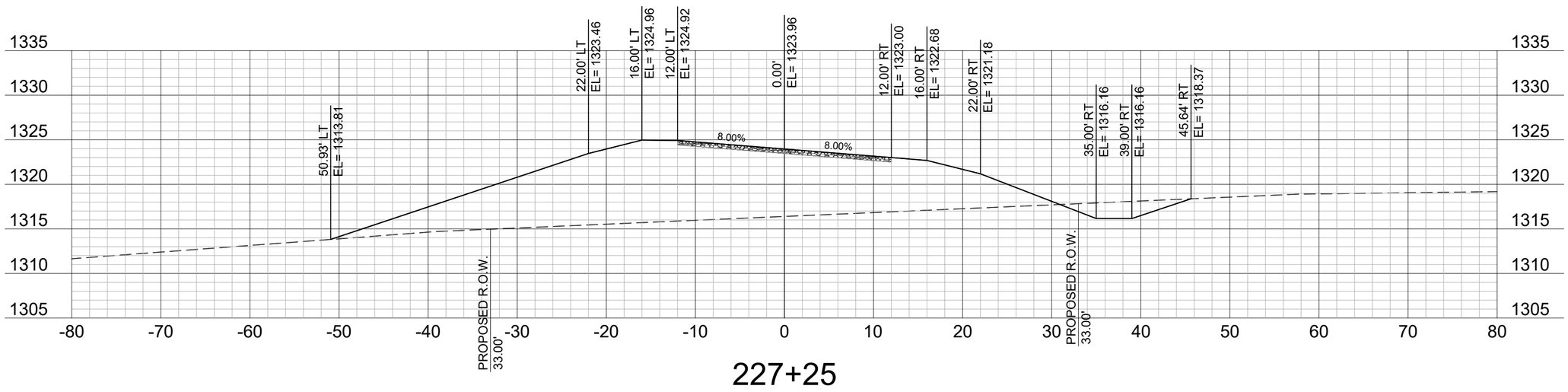
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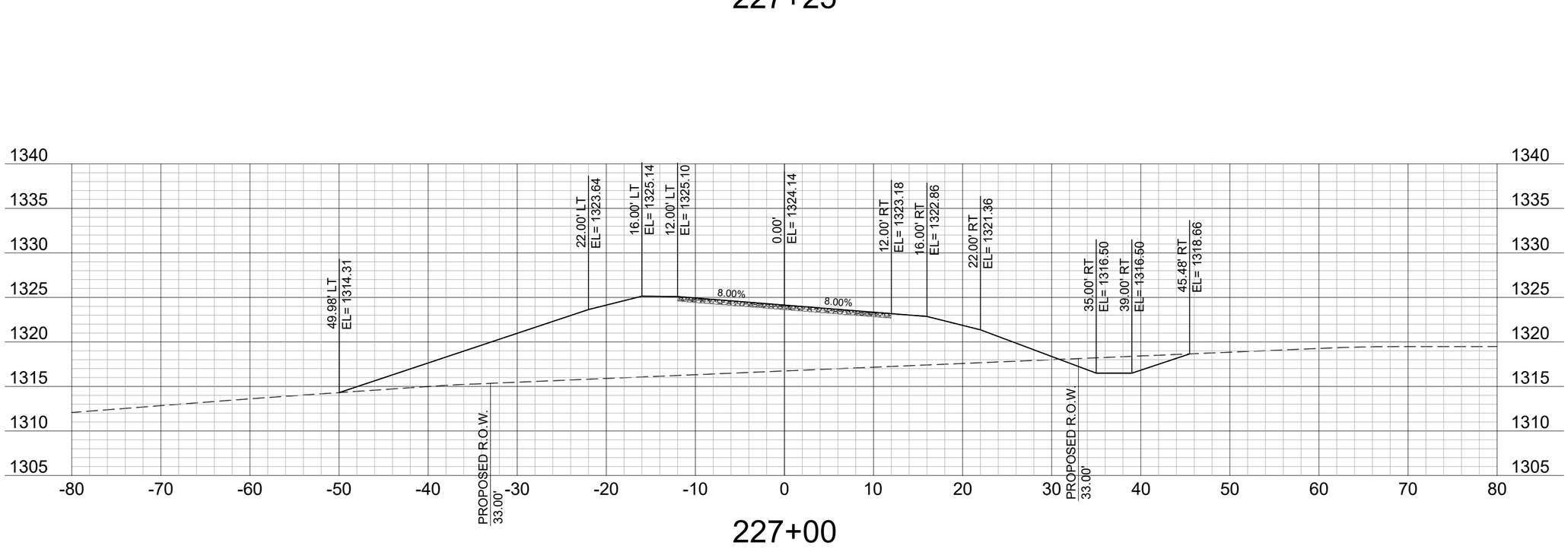
227+75



227+50



227+25



227+00

SCHEDULE 1

SHEET
XS-145

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 21 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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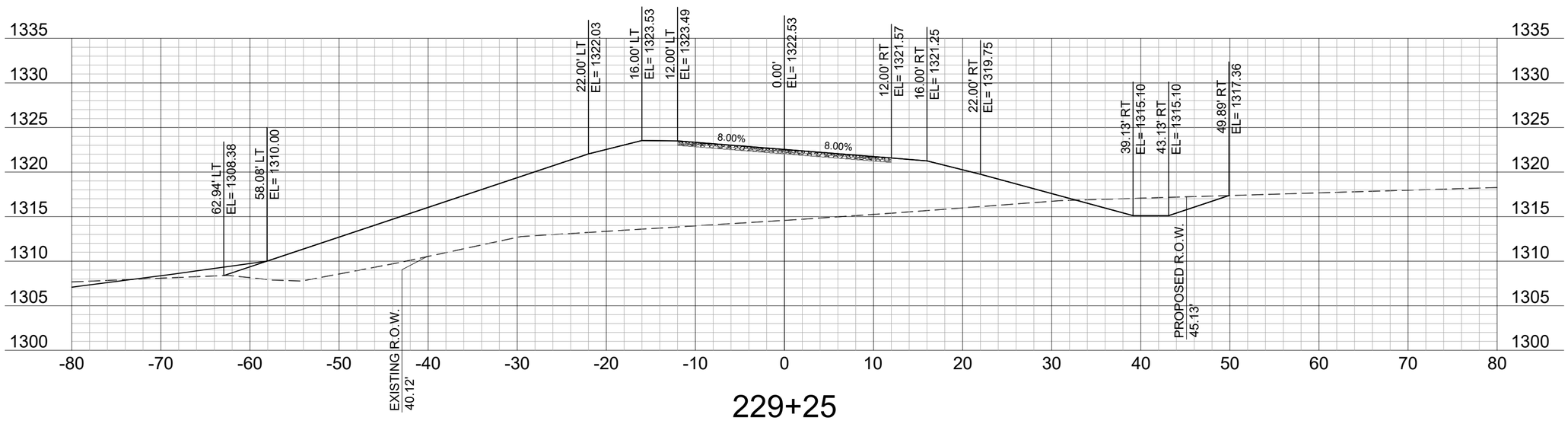
REVISIONS

PROFESSIONAL ENGINEER
ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

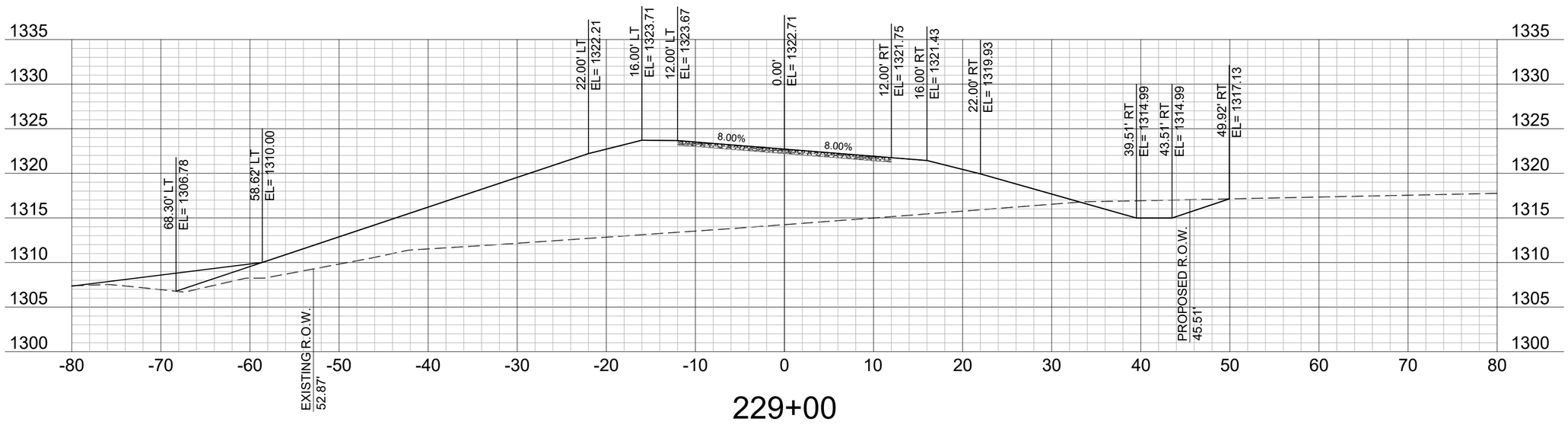
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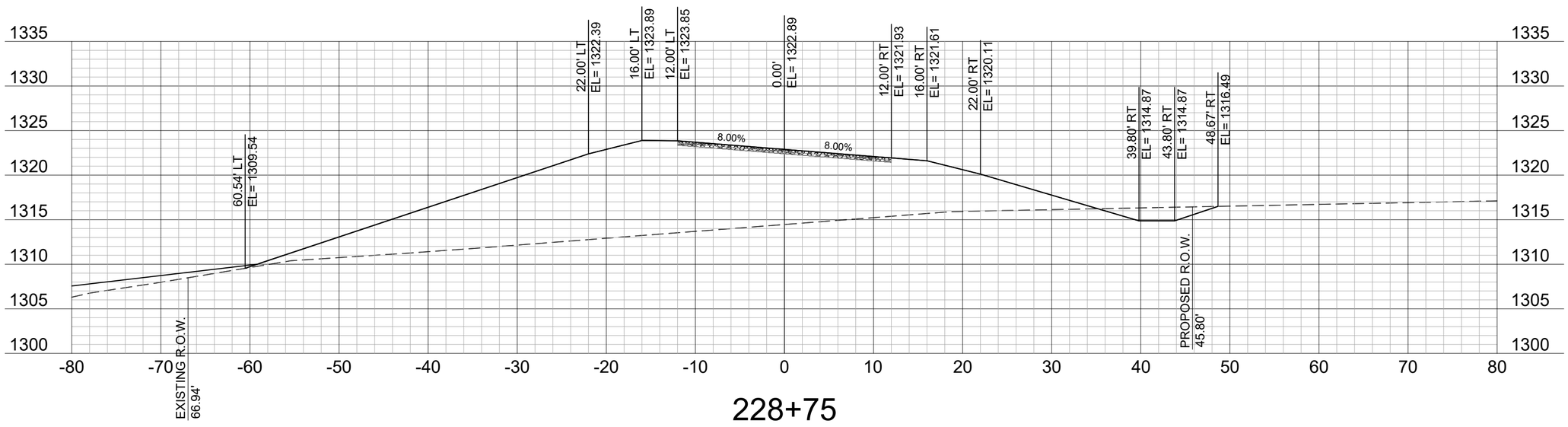
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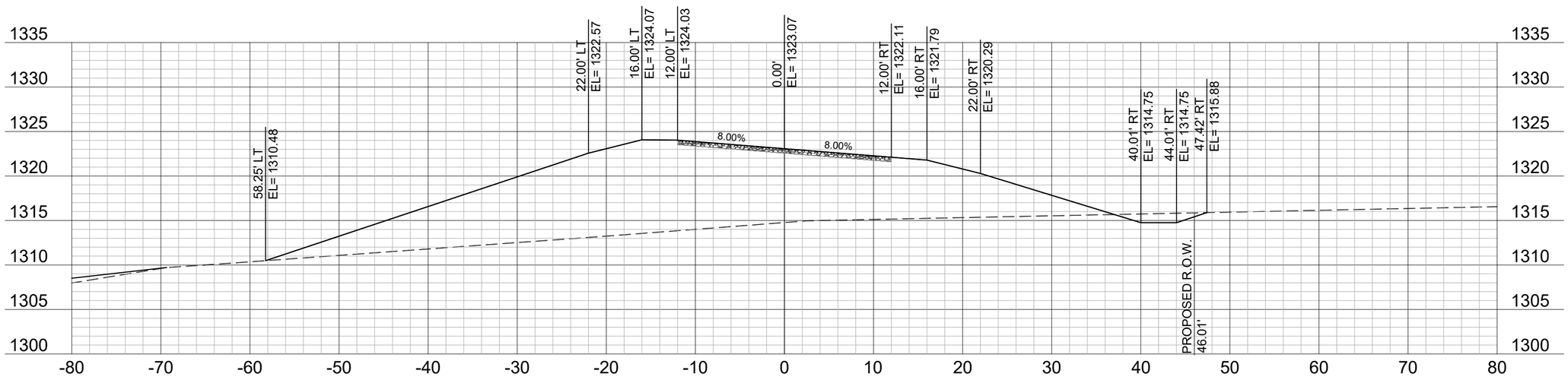
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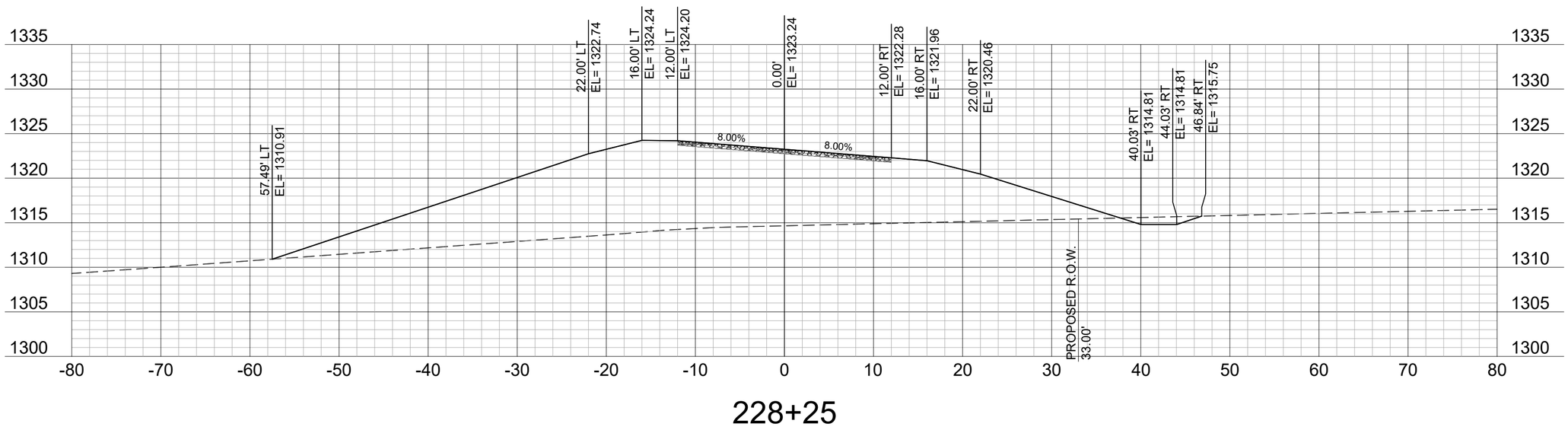
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228+75



228+50



228+25

SCHEDULE 1

SHEET XS-146

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 22 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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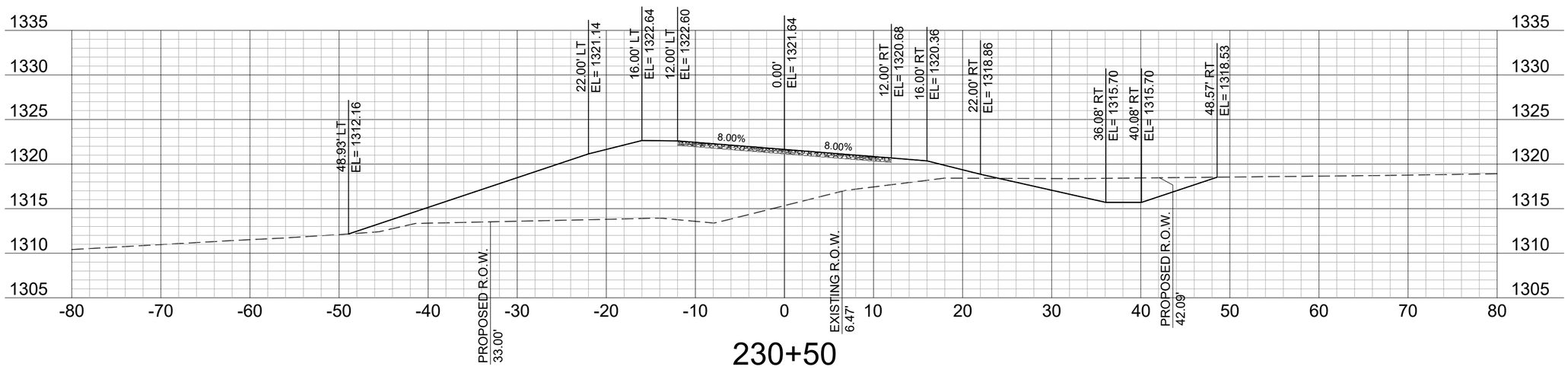
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ANTHONY TROY EGELHOFF
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STATE OF NEBRASKA
3 - 6 - 2026

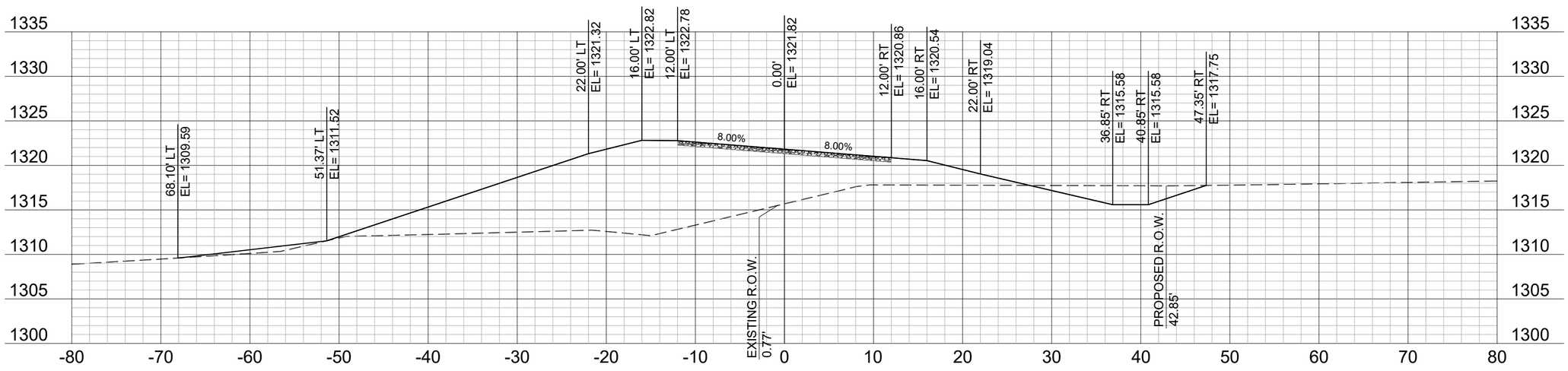
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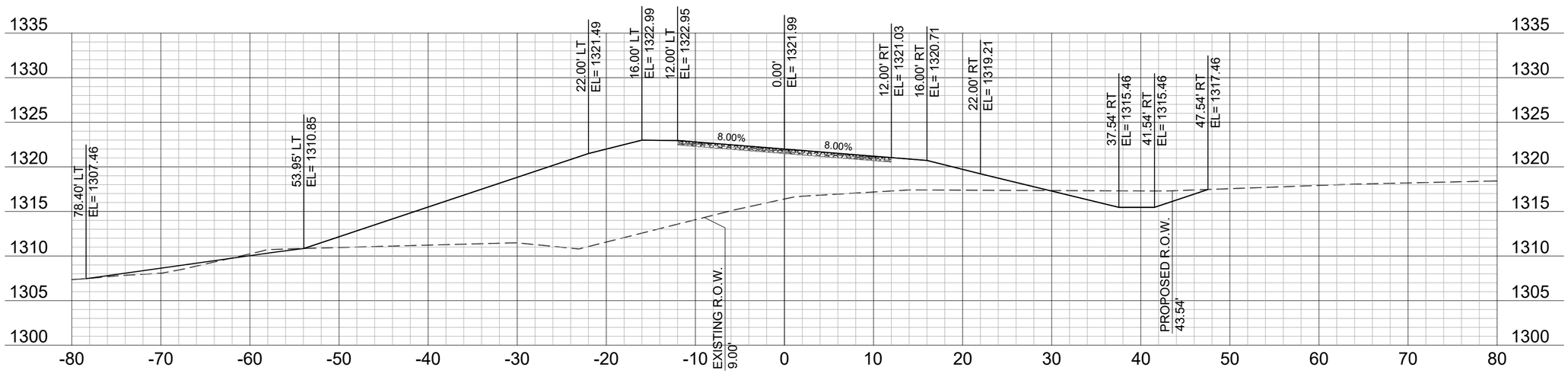
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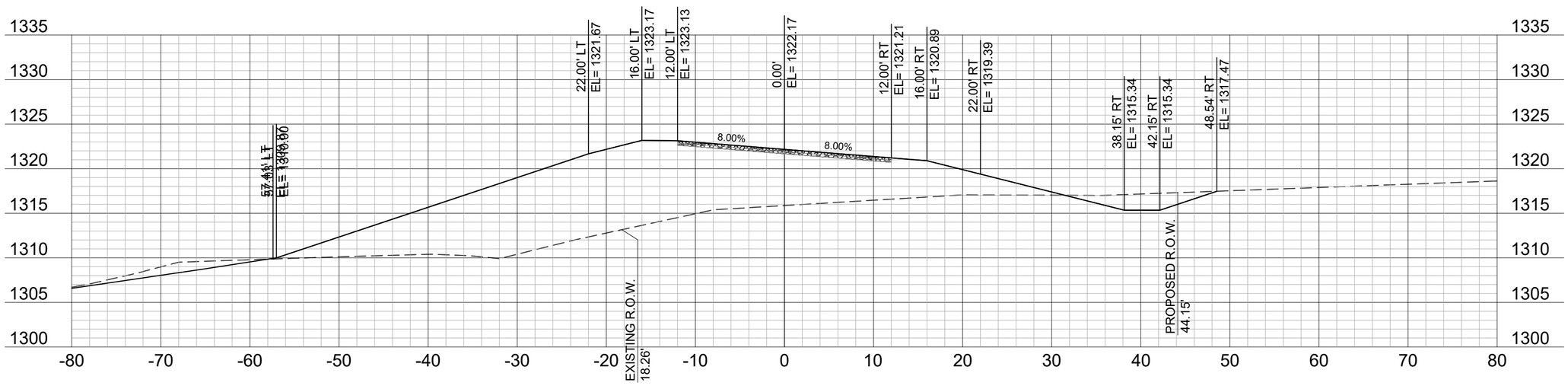
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230+25



230+00



229+75

229+50

SCHEDULE 1

SHEET
XS-147

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 23 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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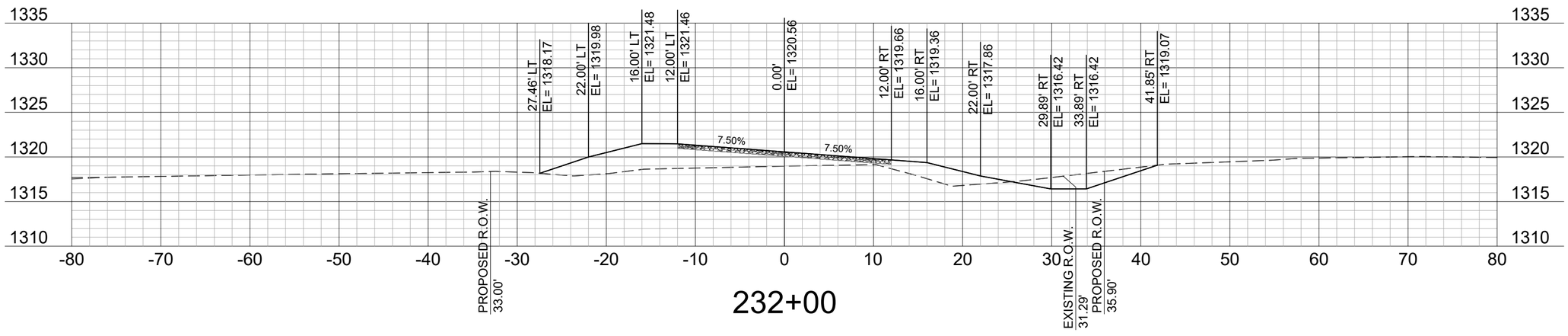
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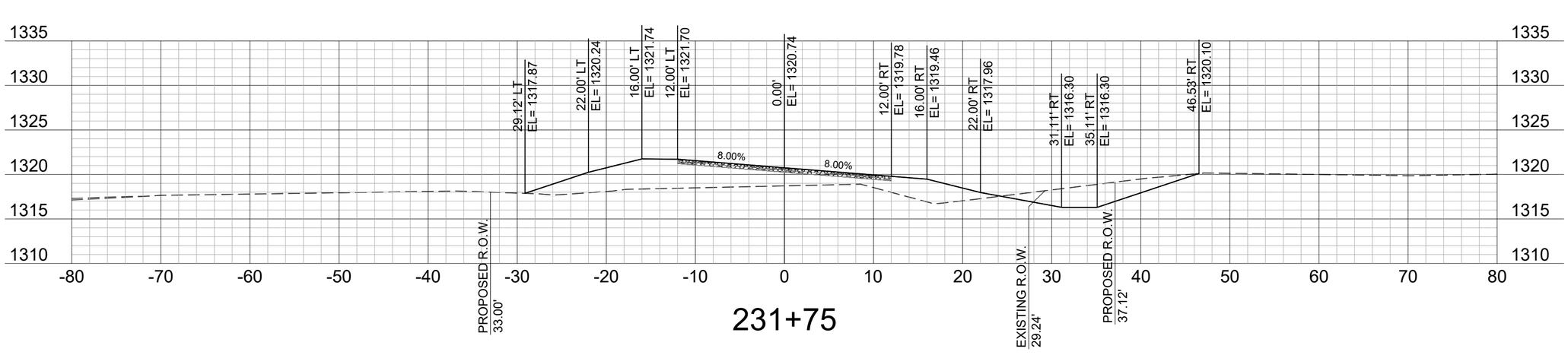
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E-11484
STATE OF NEBRASKA
3 - 6 - 2026

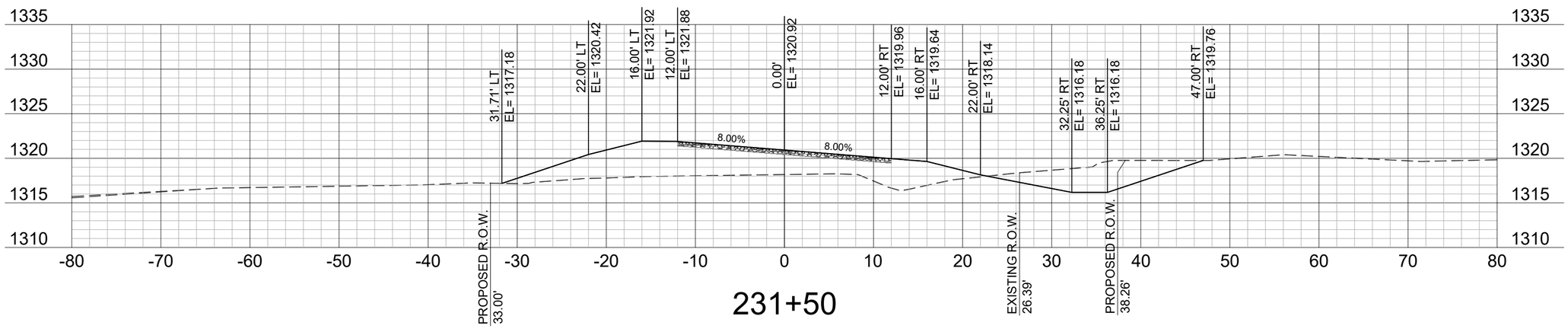
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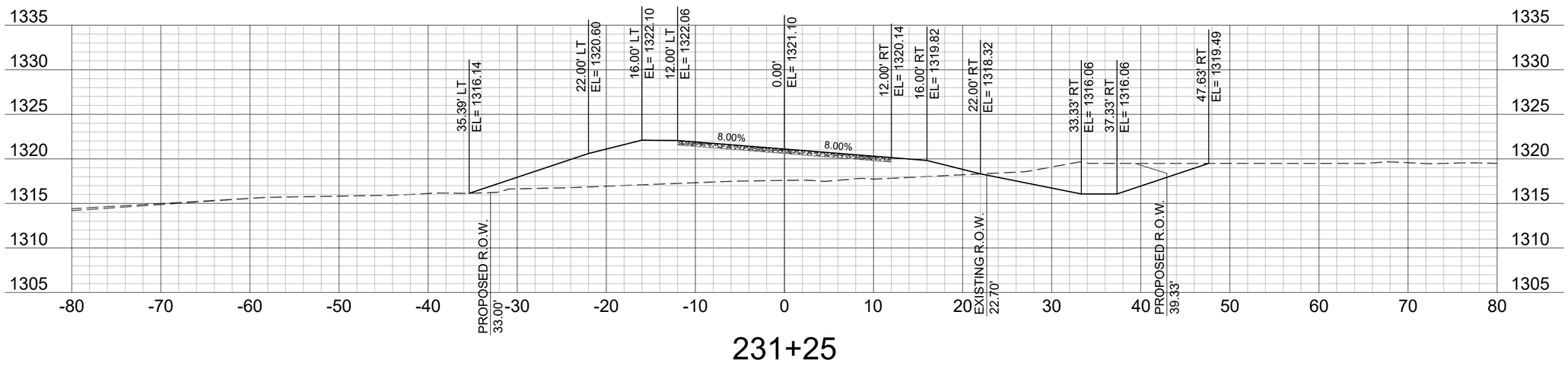
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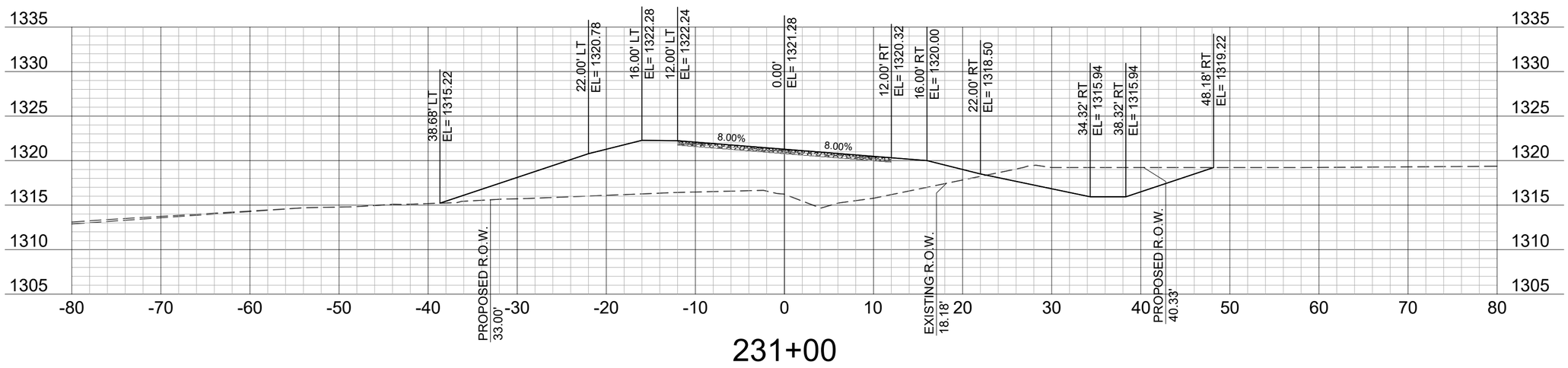
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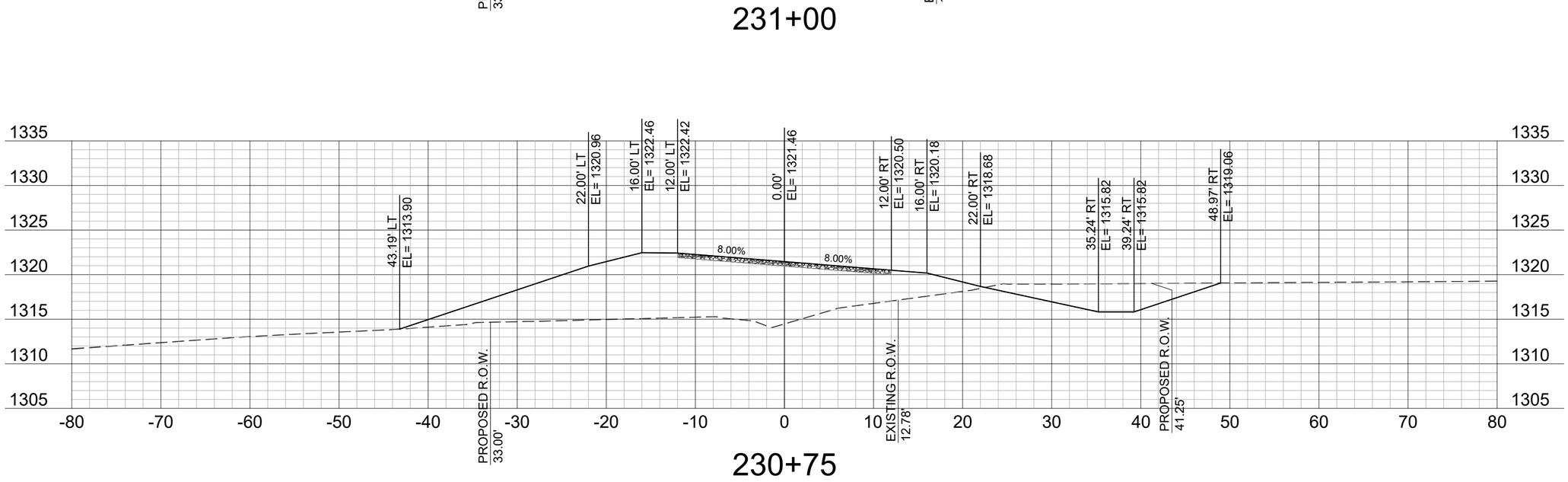












SCHEDULE 1

SHEET
XS-148

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 24 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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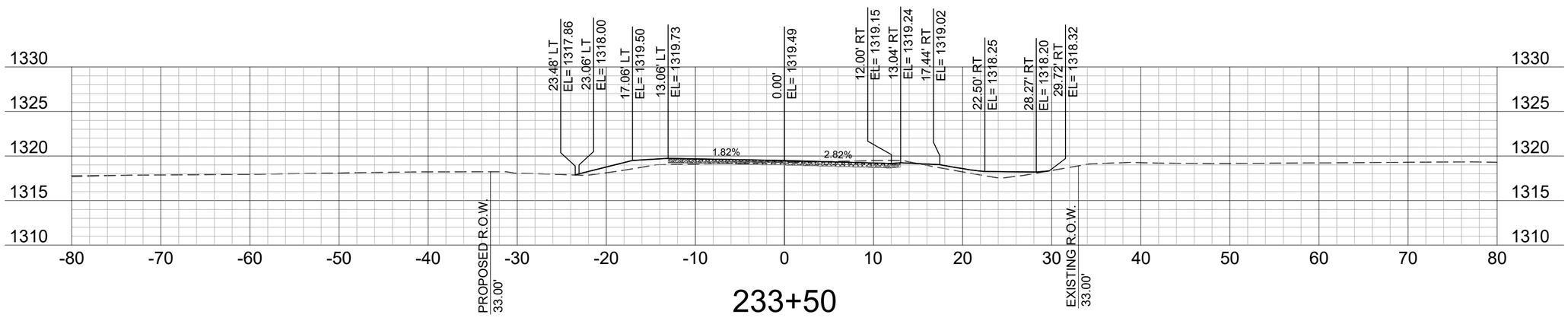
REVISIONS

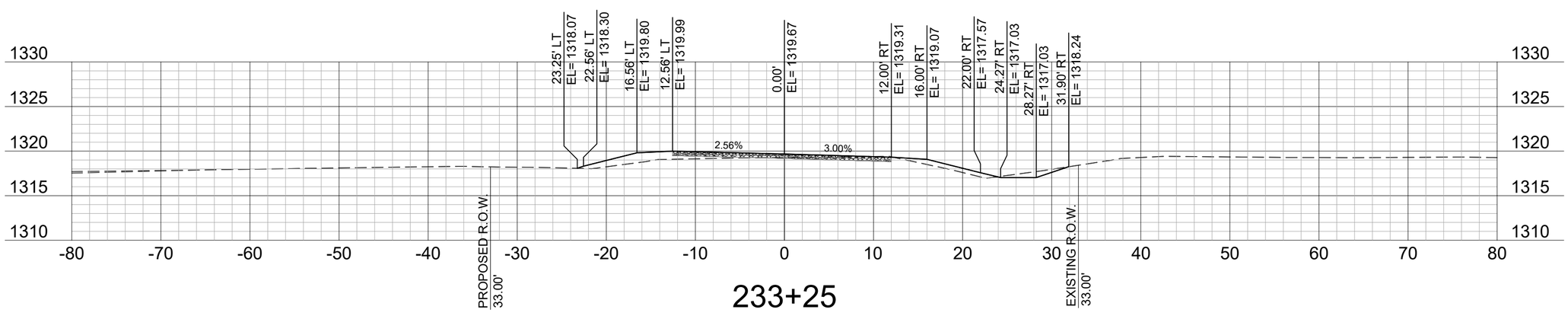
PROFESSIONAL ENGINEER
ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3-6-2026

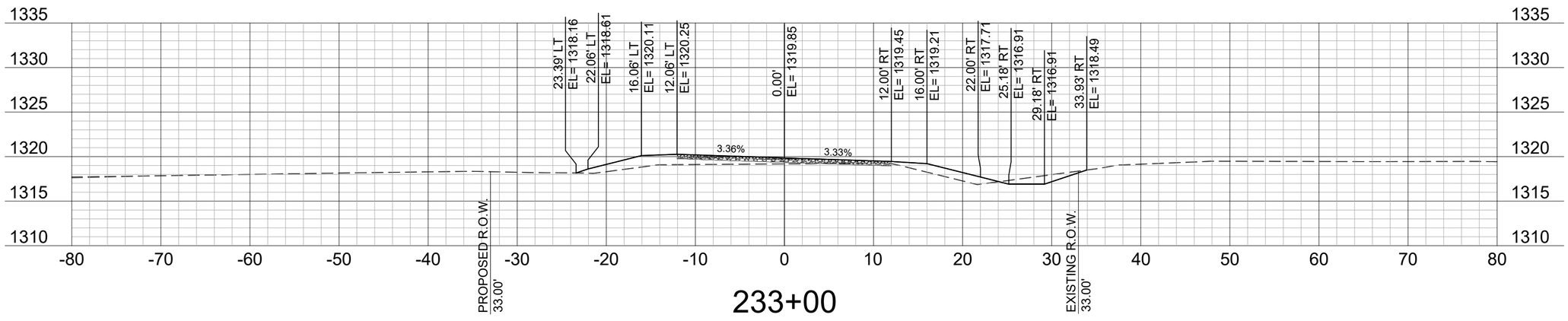
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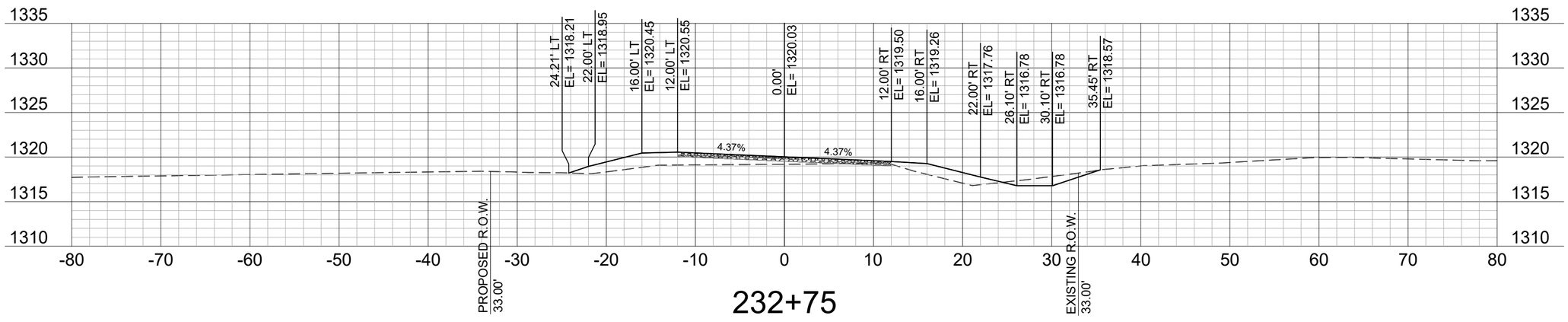
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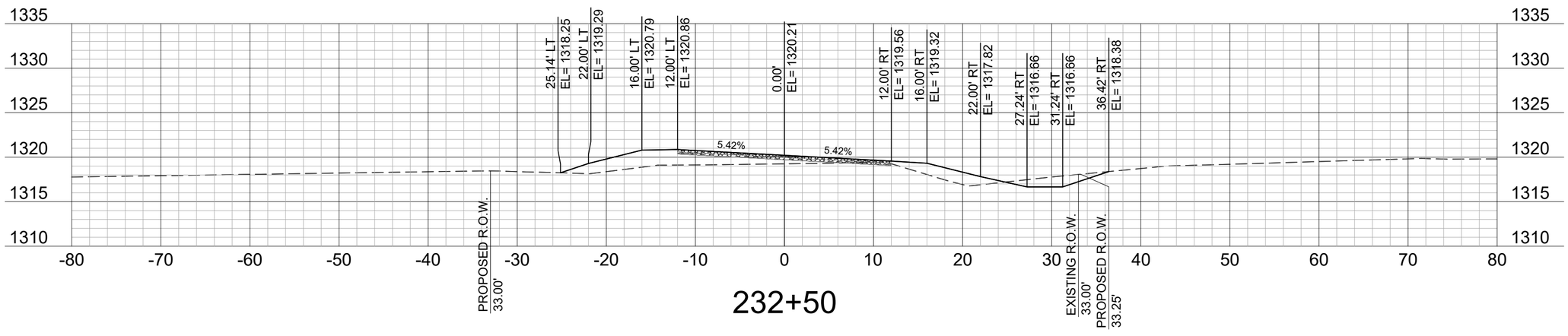
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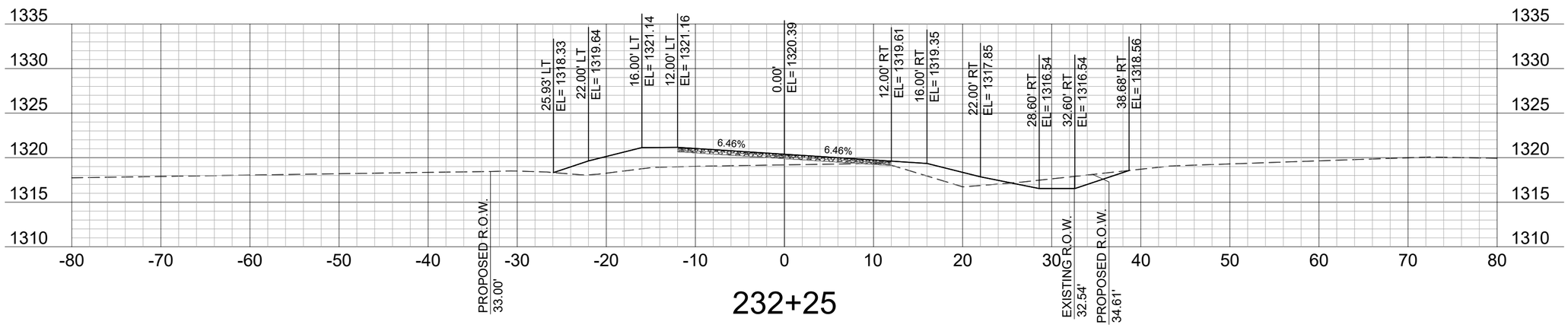












SCHEDULE 1

SHEET
XS-149

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 25 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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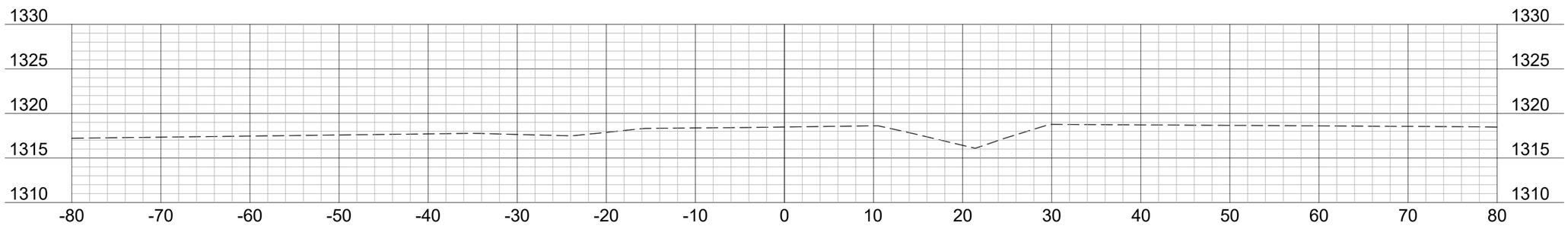
REVISIONS

PROFESSIONAL ENGINEER
ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

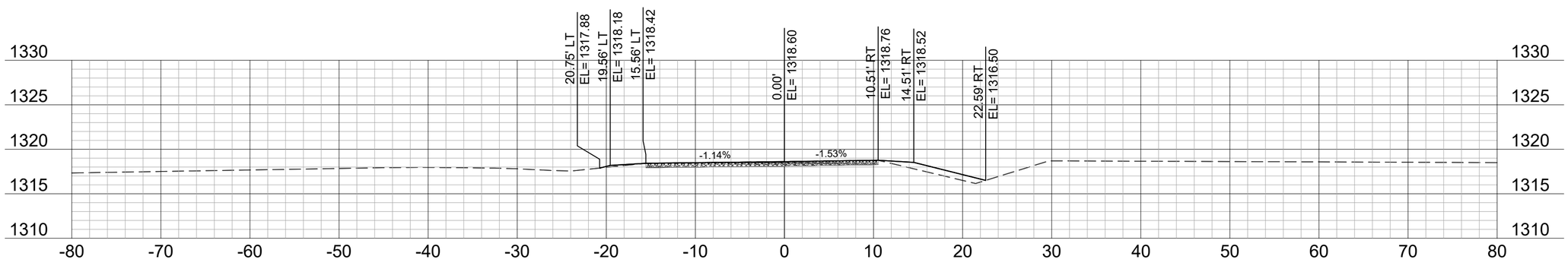
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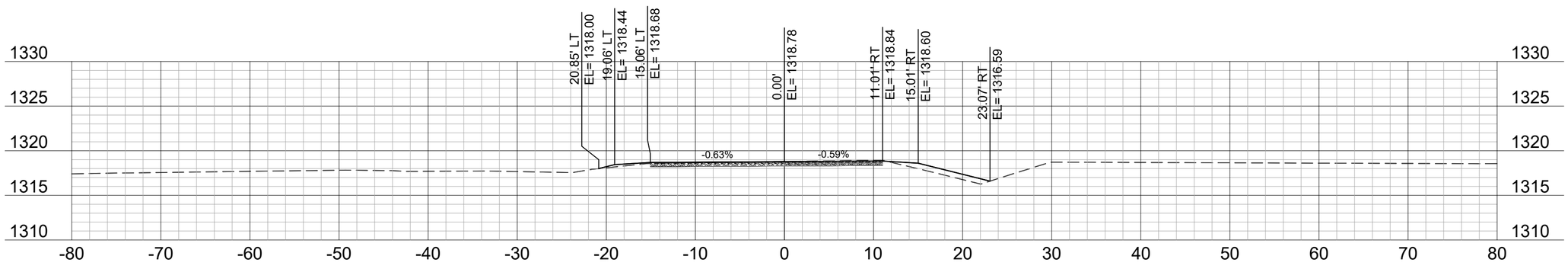
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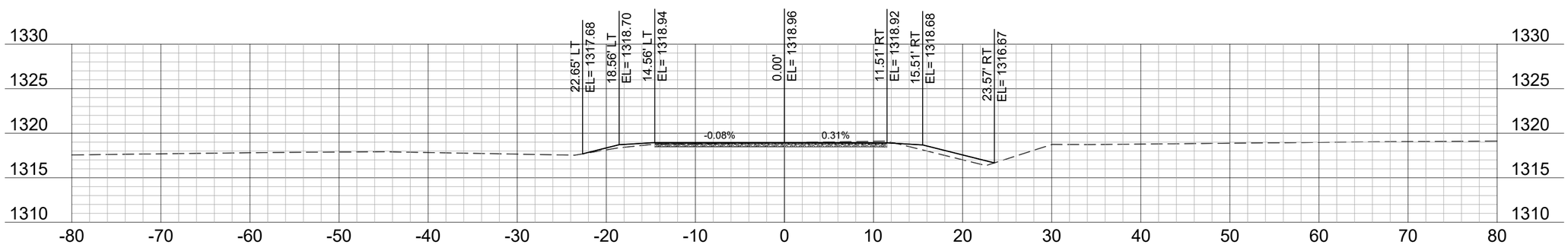
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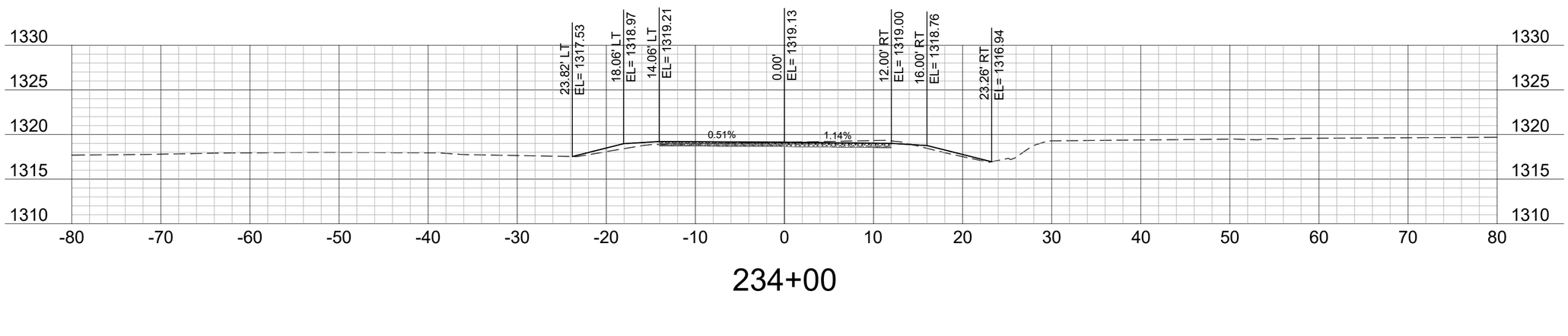
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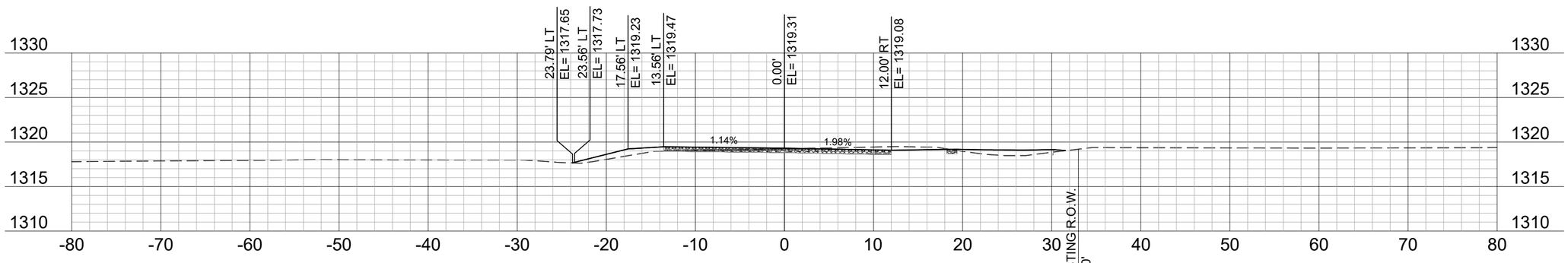
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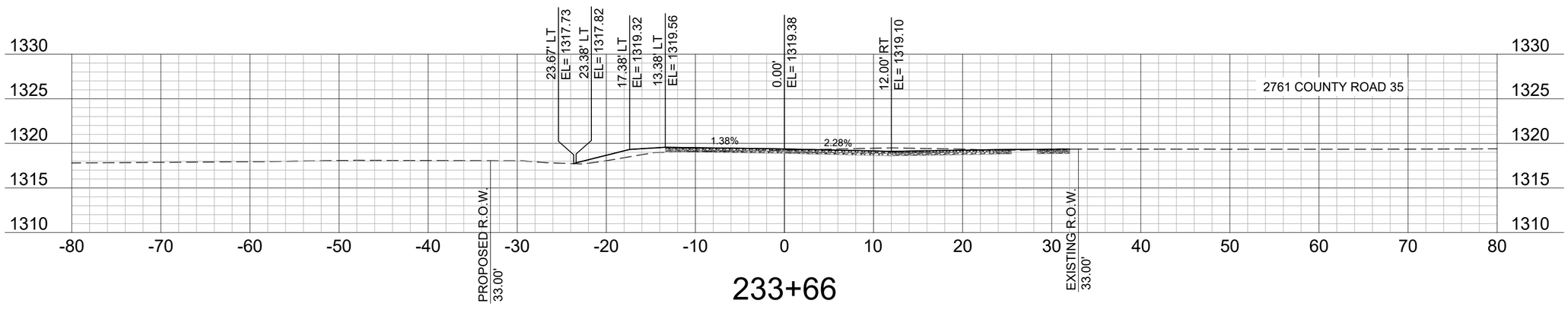
234+25



234+00



233+75



233+66

SCHEDULE 1

SHEET
XS-150

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

COUNTY ROAD 38-35 CROSS SECTIONS
SHEET 26 OF 26

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

REV. NO.	DATE	DESCRIPTION

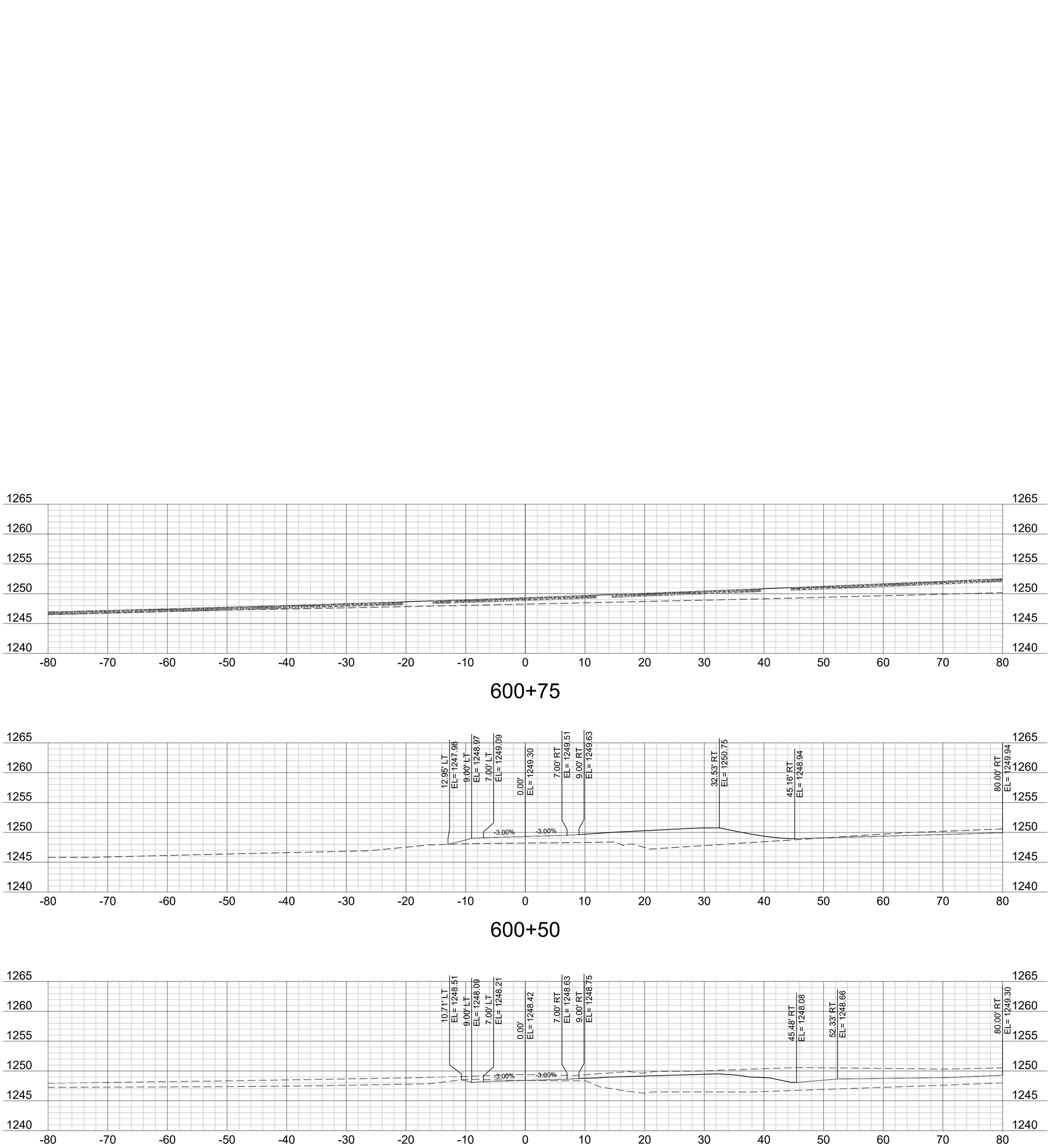
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E-11484
STATE OF NEBRASKA
E - 6 - 2026

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DATE: Mar 02, 2026 8:49am USER: jolson



SCHEDULE 1

SHEET
XS-151

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

2855 PHEASANT DRIVE FIELD ACCESS
CROSS SECTIONS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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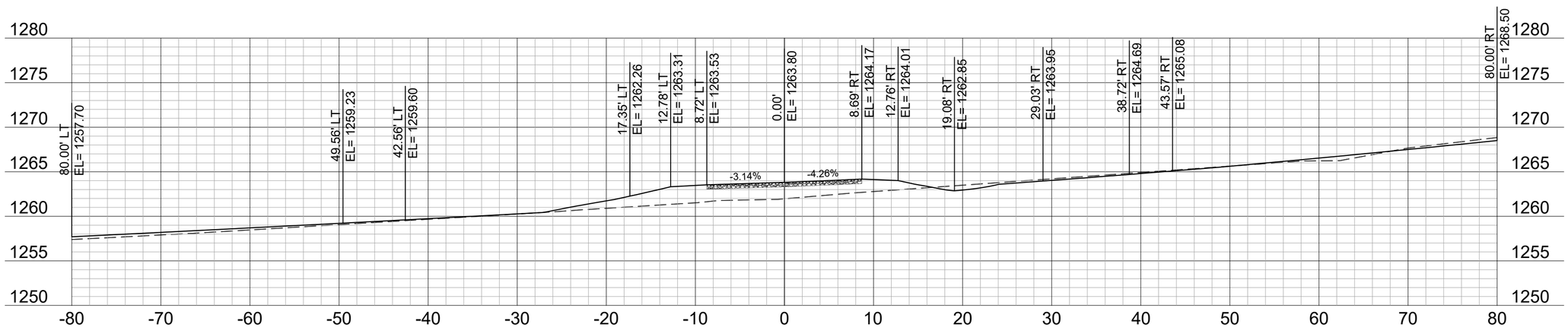
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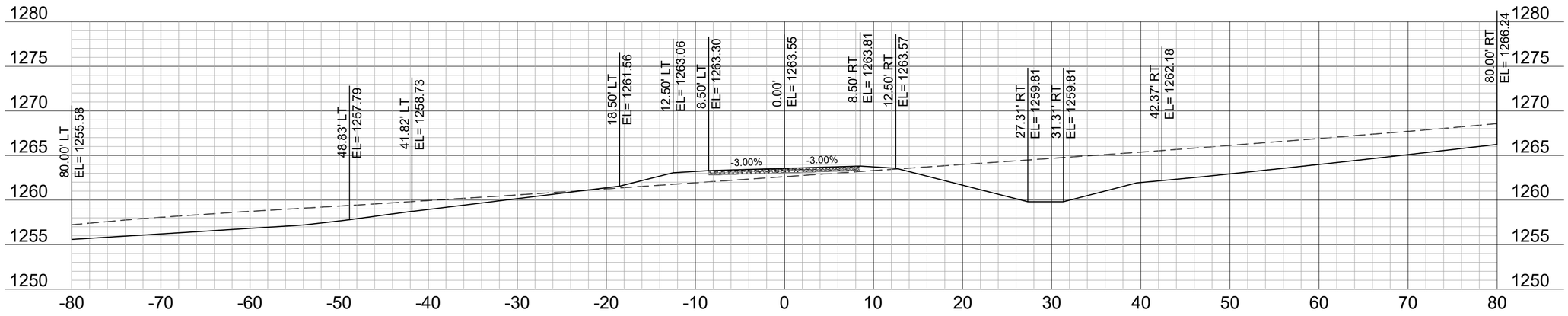
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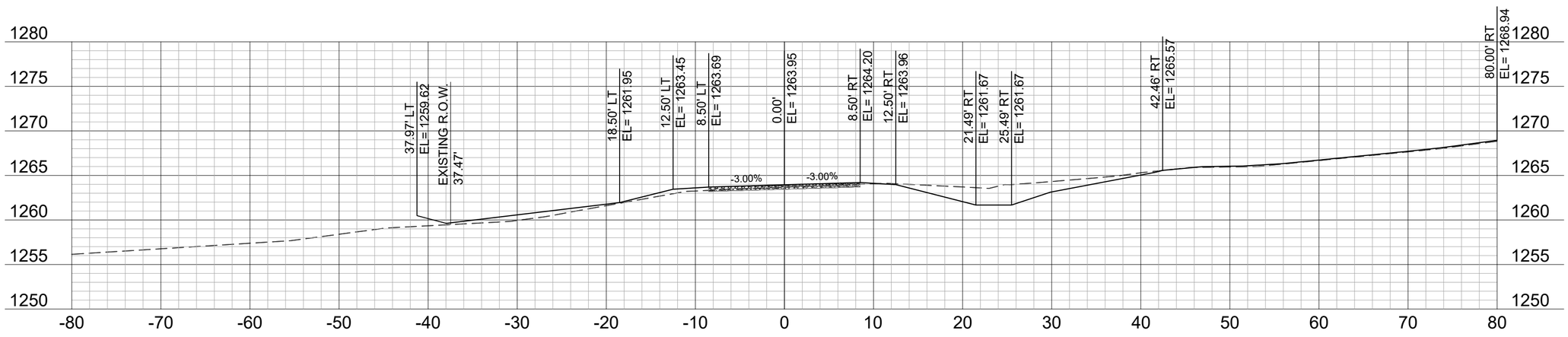
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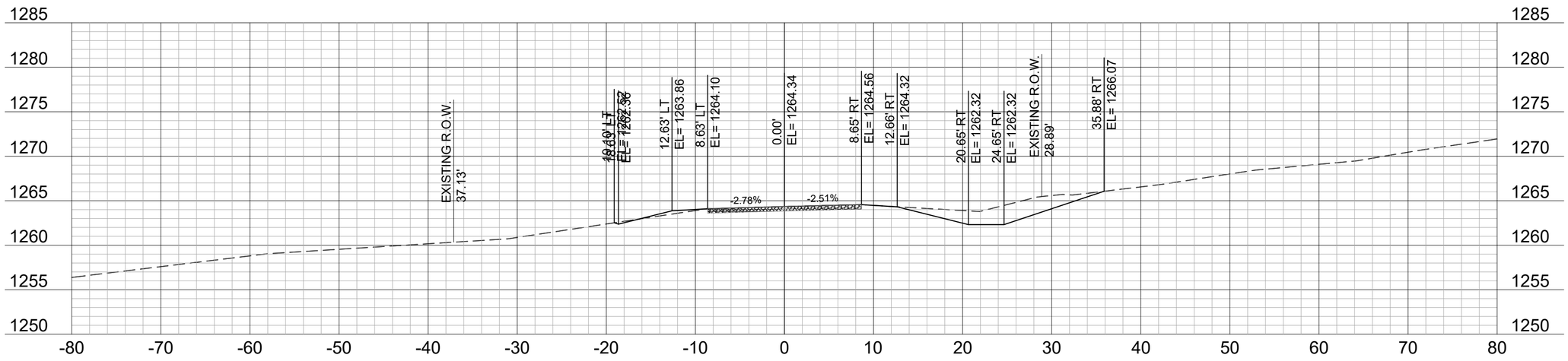
301+25



301+00



300+75



300+50

300+25

SCHEDULE 1

SHEET
XS-152

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

PHEASANT DRIVE CROSS SECTIONS
SHEET 1 OF 2

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

REV. NO.	DATE	DESCRIPTION

REVISIONS

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DATE: Mar 02, 2026 8:50am USER: jolson

301+50

SCHEDULE 1

SHEET
XS-153

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

PHEASANT DRIVE CROSS SECTIONS
SHEET 2 OF 2

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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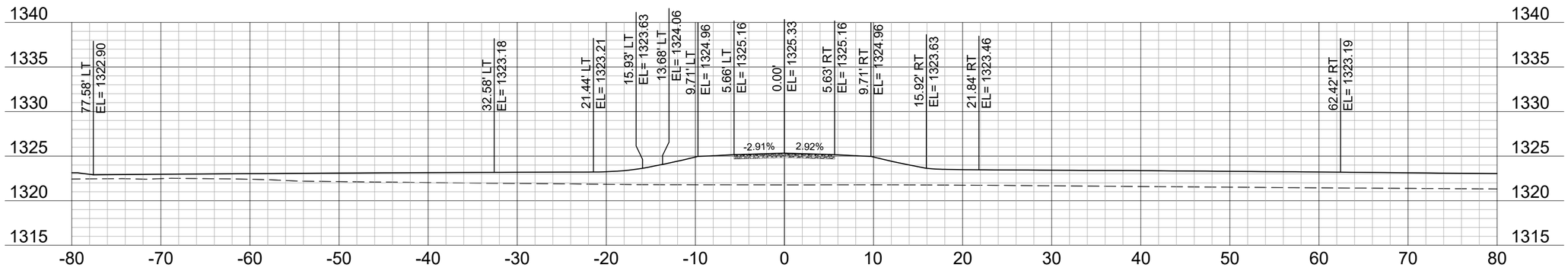
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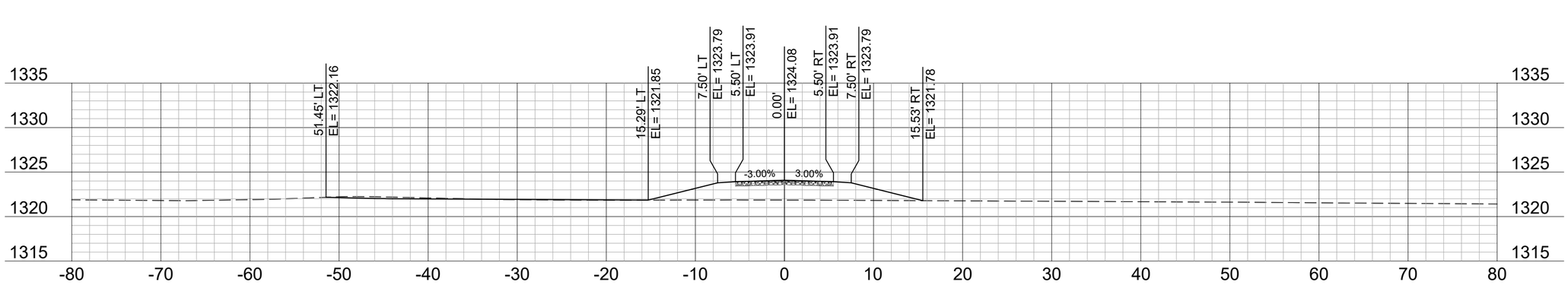
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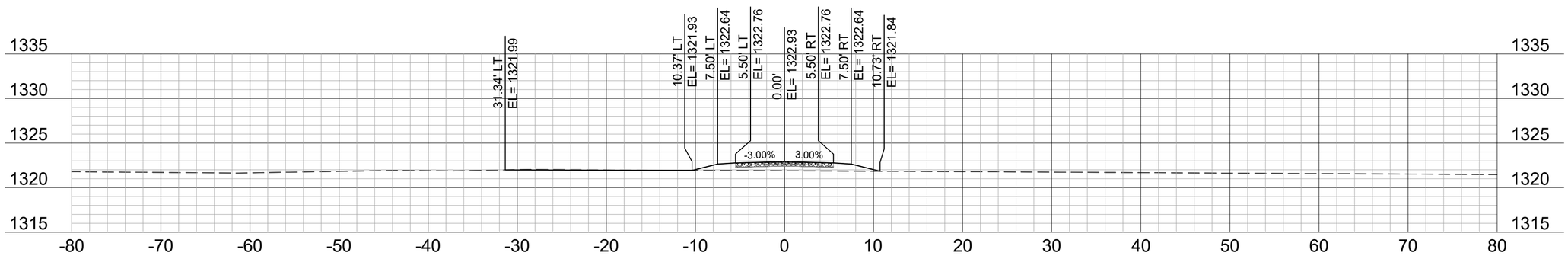
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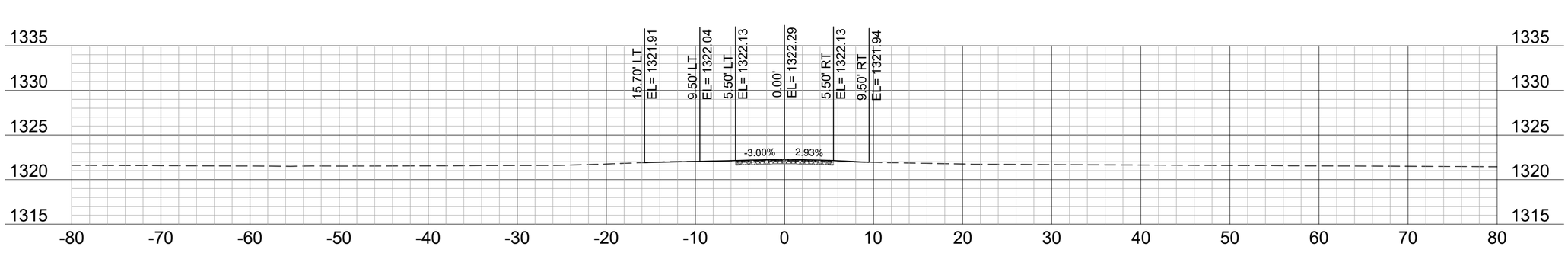
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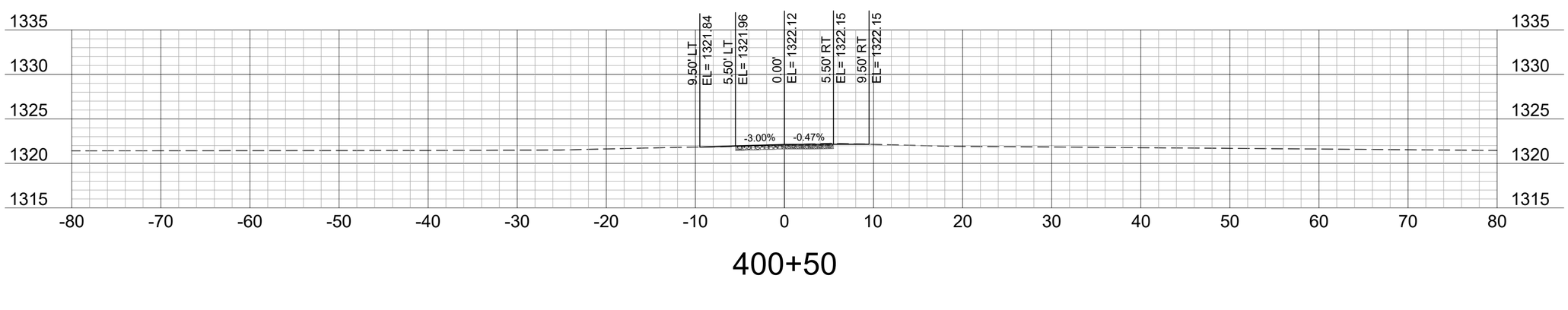
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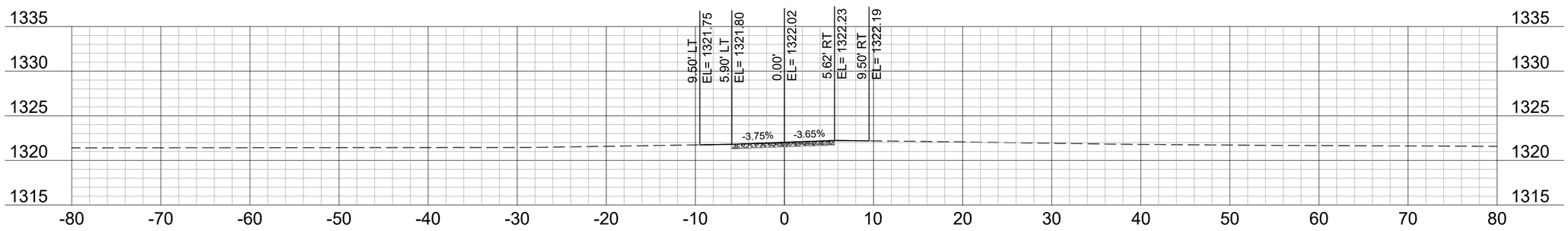
401+00



400+75



400+50



400+30



400+25

SCHEDULE 1

SHEET XS-154

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

11105 COUNTY ROAD 38 CROSS SECTIONS
SHEET 1 OF 2

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

REV. NO.	DATE	DESCRIPTION

REVISIONS

PROFESSIONAL ENGINEER ANTHONY TROY EGELHOFF E-11484 STATE OF NEBRASKA
3 - 6 - 2026

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DATE: Mar 02, 2026 8:50am USER: jolson

401+75

SCHEDULE 1

SHEET
XS-155

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

11105 COUNTY ROAD 38 CROSS SECTIONS
SHEET 2 OF 2

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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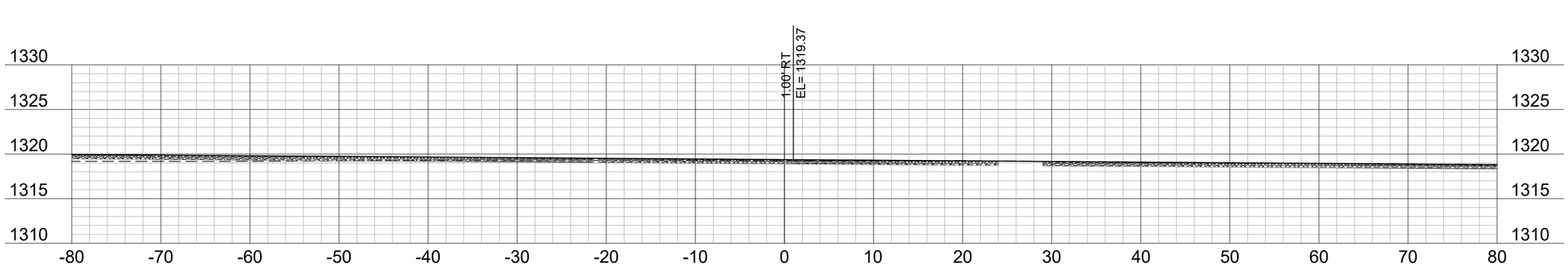
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E-11484
STATE OF NEBRASKA
3 - 6 - 2026

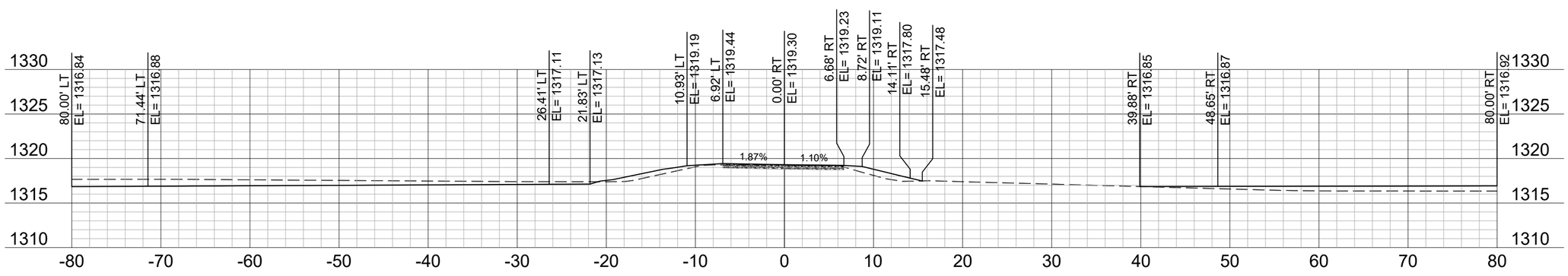
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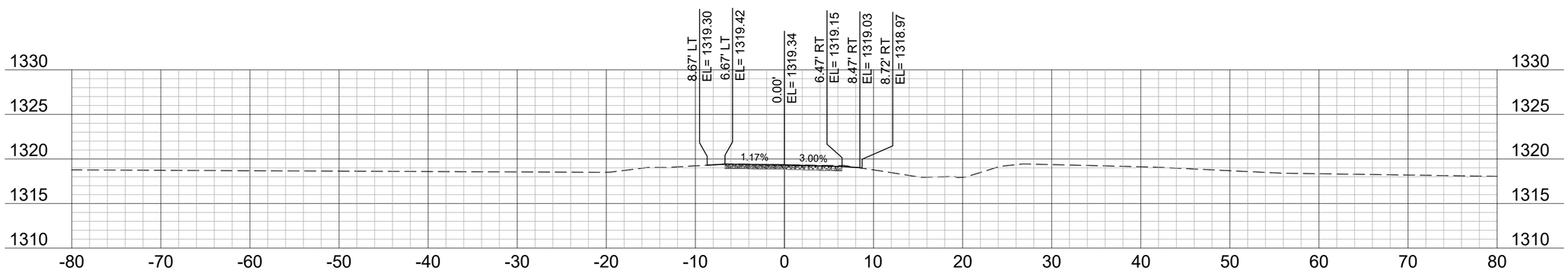
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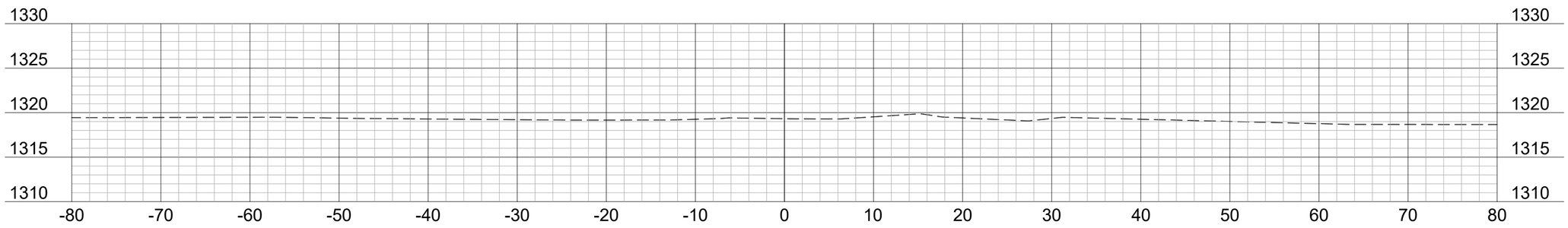
500+75



500+50



500+43



500+25

SCHEDULE 1

SHEET
XS-156

drawn by: ARJ
designed by: ATE
project no.: 025-01216
date: 03.06.2025

2761 COUNTY ROAD 35 CROSS SECTIONS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

REV. NO.	DATE	DESCRIPTION

REVISIONS

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ANTHONY TROY EGELHOFF
E-11484
STATE OF NEBRASKA
3 - 6 - 2026

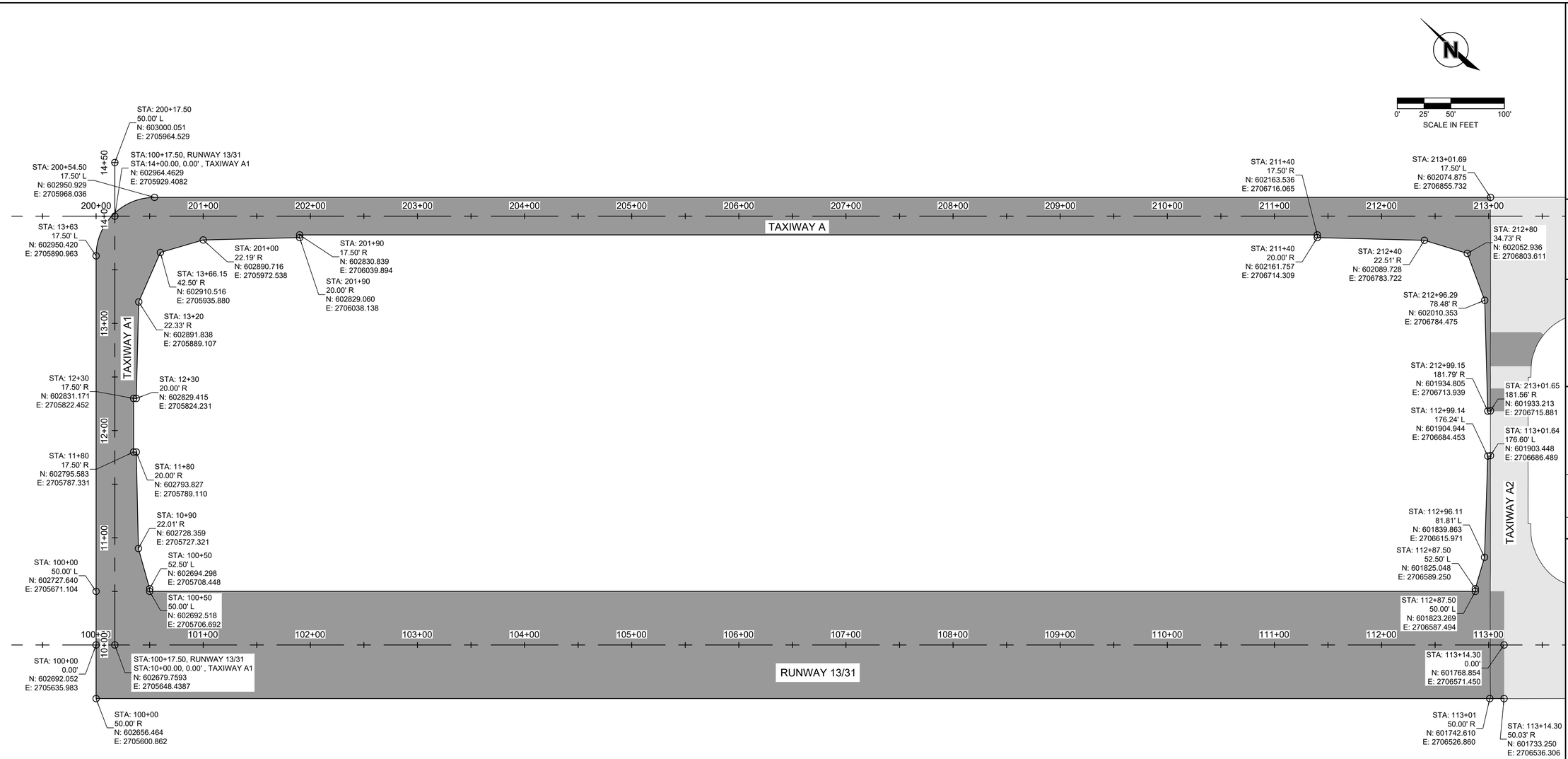
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SCHEDULE 2

Schedule 2:

Runway 13 and Parallel Taxiway Extension, RW Lighting, PAPIs, REILs, and Wind Cone and Pavement Marking



1 GEOMETRIC HORIZONTAL CONTROL PLAN

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PROFESSIONAL CIVIL ENGINEER
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E-11074
03/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

GEOMETRIC HORIZONTAL CONTROL PLAN

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

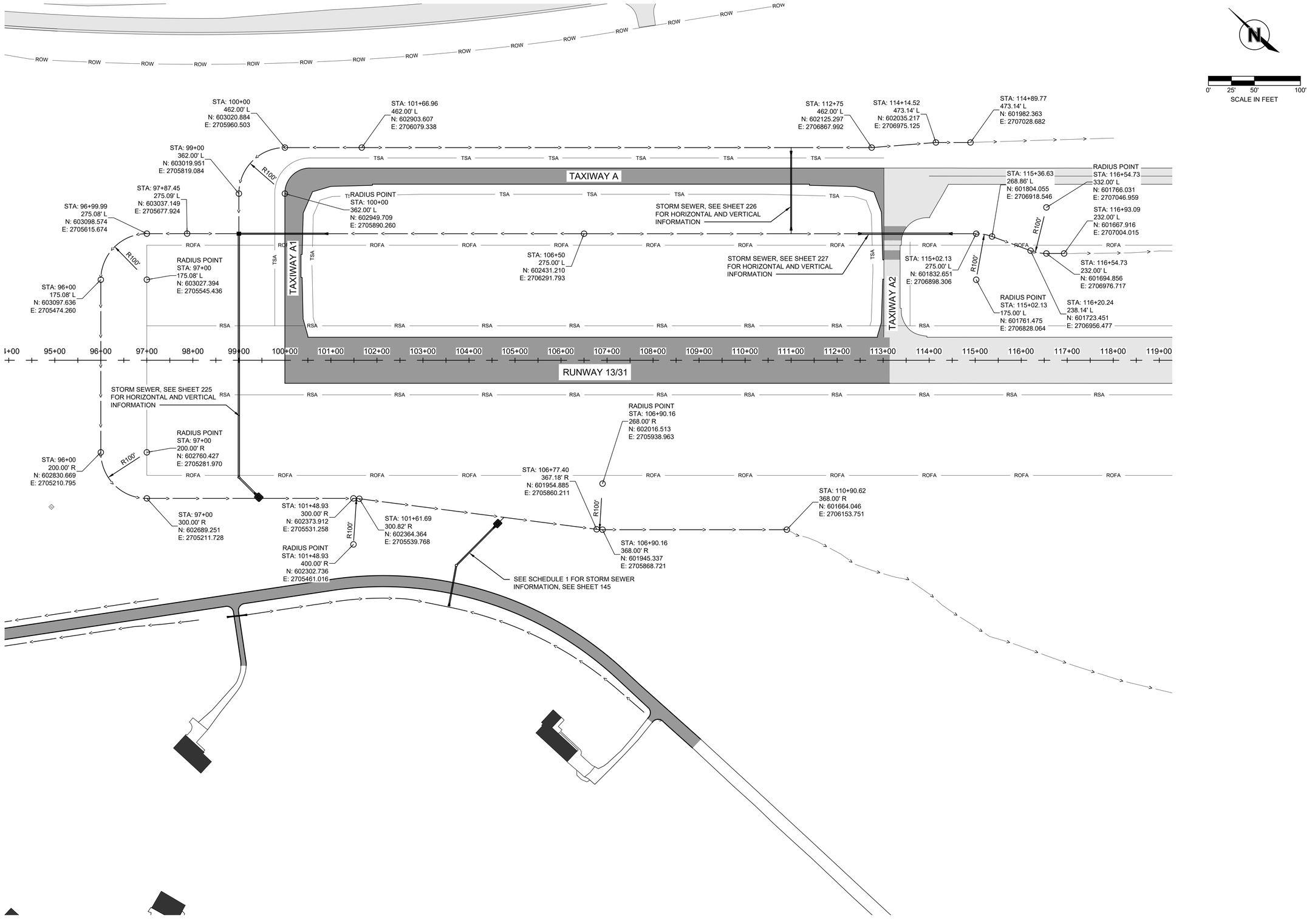
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

SHEET
200

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1 DRAINAGE HORIZONTAL CONTROL PLAN

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E-11074
03/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

DRAINAGE HORIZONTAL CONTROL PLAN

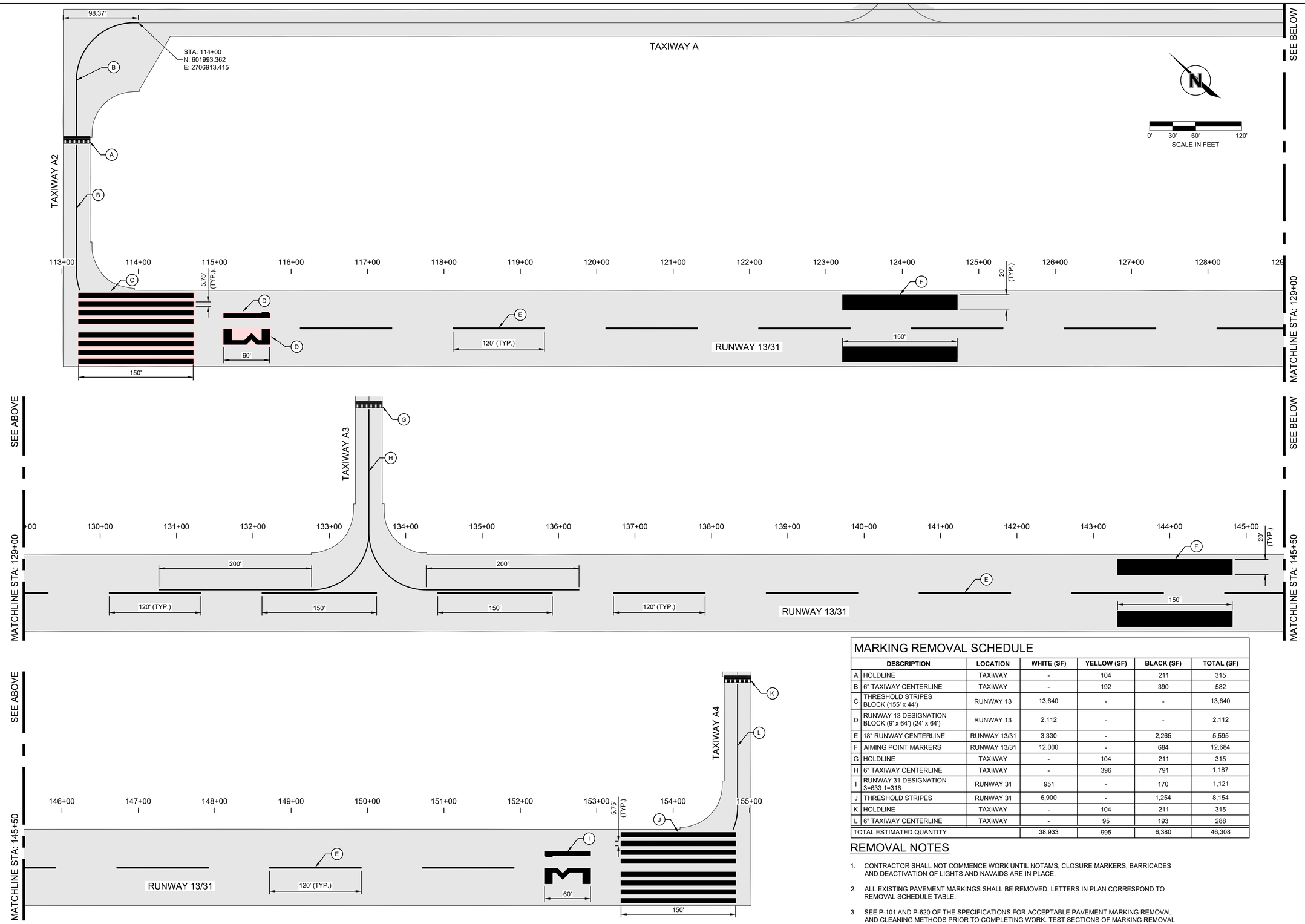
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

SHEET
201



1 MARKING REMOVAL PLAN - STA: 112+00 TO STA: 156+00

MARKING REMOVAL SCHEDULE

	DESCRIPTION	LOCATION	WHITE (SF)	YELLOW (SF)	BLACK (SF)	TOTAL (SF)
A	HOLDLINE	TAXIWAY	-	104	211	315
B	6" TAXIWAY CENTERLINE	TAXIWAY	-	192	390	582
C	THRESHOLD STRIPES BLOCK (155' x 44')	RUNWAY 13	13,640	-	-	13,640
D	RUNWAY 13 DESIGNATION BLOCK (9' x 64') (24' x 64')	RUNWAY 13	2,112	-	-	2,112
E	18" RUNWAY CENTERLINE	RUNWAY 13/31	3,330	-	2,265	5,595
F	AIMING POINT MARKERS	RUNWAY 13/31	12,000	-	684	12,684
G	HOLDLINE	TAXIWAY	-	104	211	315
H	6" TAXIWAY CENTERLINE	TAXIWAY	-	396	791	1,187
I	RUNWAY 31 DESIGNATION 3=633 1=318	RUNWAY 31	951	-	170	1,121
J	THRESHOLD STRIPES	RUNWAY 31	6,900	-	1,254	8,154
K	HOLDLINE	TAXIWAY	-	104	211	315
L	6" TAXIWAY CENTERLINE	TAXIWAY	-	95	193	288
TOTAL ESTIMATED QUANTITY			38,933	995	6,380	46,308

REMOVAL NOTES

1. CONTRACTOR SHALL NOT COMMENCE WORK UNTIL NOTAMS, CLOSURE MARKERS, BARRICADES AND DEACTIVATION OF LIGHTS AND NAVAIDS ARE IN PLACE.
2. ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED. LETTERS IN PLAN CORRESPOND TO REMOVAL SCHEDULE TABLE.
3. SEE P-101 AND P-620 OF THE SPECIFICATIONS FOR ACCEPTABLE PAVEMENT MARKING REMOVAL AND CLEANING METHODS PRIOR TO COMPLETING WORK. TEST SECTIONS OF MARKING REMOVAL MUST BE COMPLETED AND CHECKED FOR DAMAGE TO EXISTING PAVEMENT PRIOR TO COMPLETING OVERALL PROJECT.
4. DO NOT DISTURB EXISTING TAXIWAY LIGHTS AND APPURTENANCES. REPAIRS ASSOCIATED WITH DAMAGED ELECTRICAL EQUIPMENT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

SCHEDULE 2

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PROFESSIONAL CIVIL ENGINEER
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OLSON
E-11074
03/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

MARKING REMOVAL PLAN

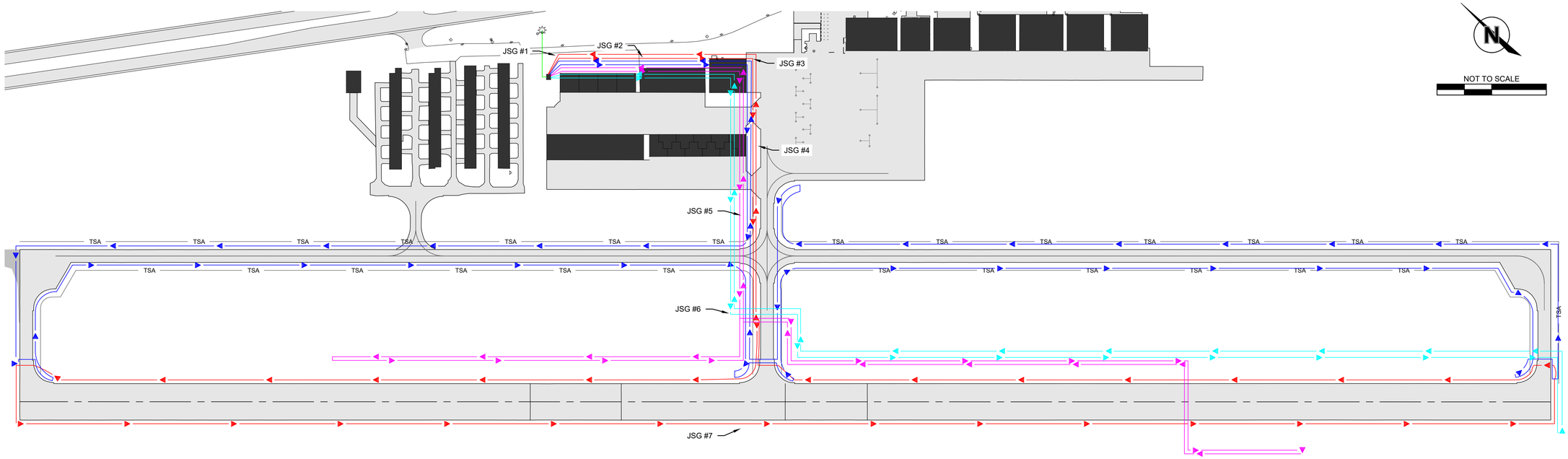
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

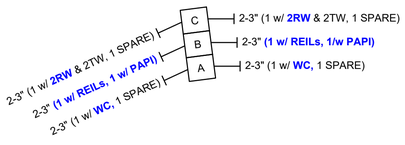
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designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET
202

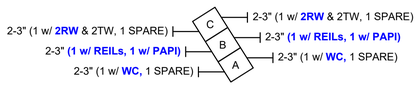
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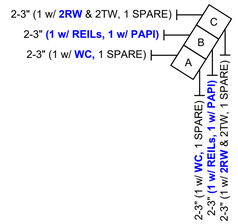
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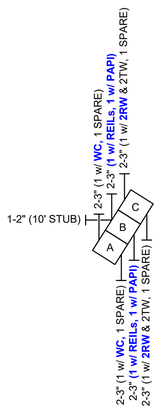
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SCALE: NOT TO SCALE



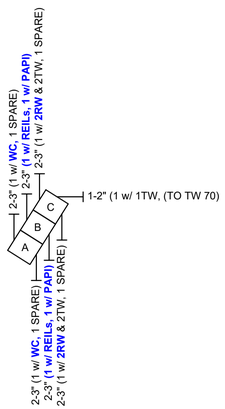
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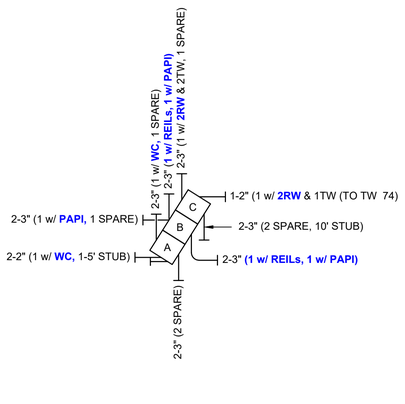
4 JUNCTION CAN GROUP 3
SCALE: NOT TO SCALE



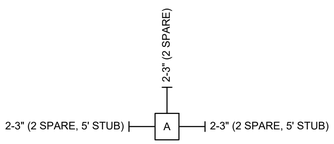
5 JUNCTION CAN GROUP 4
SCALE: NOT TO SCALE



6 JUNCTION CAN GROUP 5
SCALE: NOT TO SCALE



7 JUNCTION CAN GROUP 6
SCALE: NOT TO SCALE



8 JUNCTION CAN GROUP 7
SCALE: NOT TO SCALE

ELECTRICAL SCHEMATIC LEGEND	EXISTING
BUILDINGS	
PAVEMENT	
RUNWAY 13/31 ELECTRICAL CIRCUIT	
TAXIWAY ELECTRICAL CIRCUIT	
WIND CONE ELECTRICAL CIRCUIT	
REIL CIRCUIT	
BEACON CIRCUIT	

DUCT AND JUNCTION CAN GROUP NOTES

1. ALL JUNCTION CAN GROUP DATA PROVIDED IS BASED OFF AS-BUILT DRAWINGS. CONTRACTOR IS RESPONSIBLE FOR VERIFYING CIRCUITS AND WIRE MATERIAL
2. WIRES TO BE REMOVED FROM EXISTING DUCTS; FROM VAULT TO JUNCTION CAN GROUP 6 ARE SHOWN IN BLUE TEXT.
3. ANY DAMAGE CAUSED TO THE EXISTING JUNCTION CAN GROUPS DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.
4. EXISTING DUCT CROSSINGS DATA PROVIDED IS BASED ON AS-BUILT DRAWINGS. ANY DAMAGE CAUSED TO THE DUCT CROSSINGS DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO OWNER.

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09/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

EXISTING ELECTRICAL SCHEMATIC AND JUNCTION STRUCTURE GROUP DETAILS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

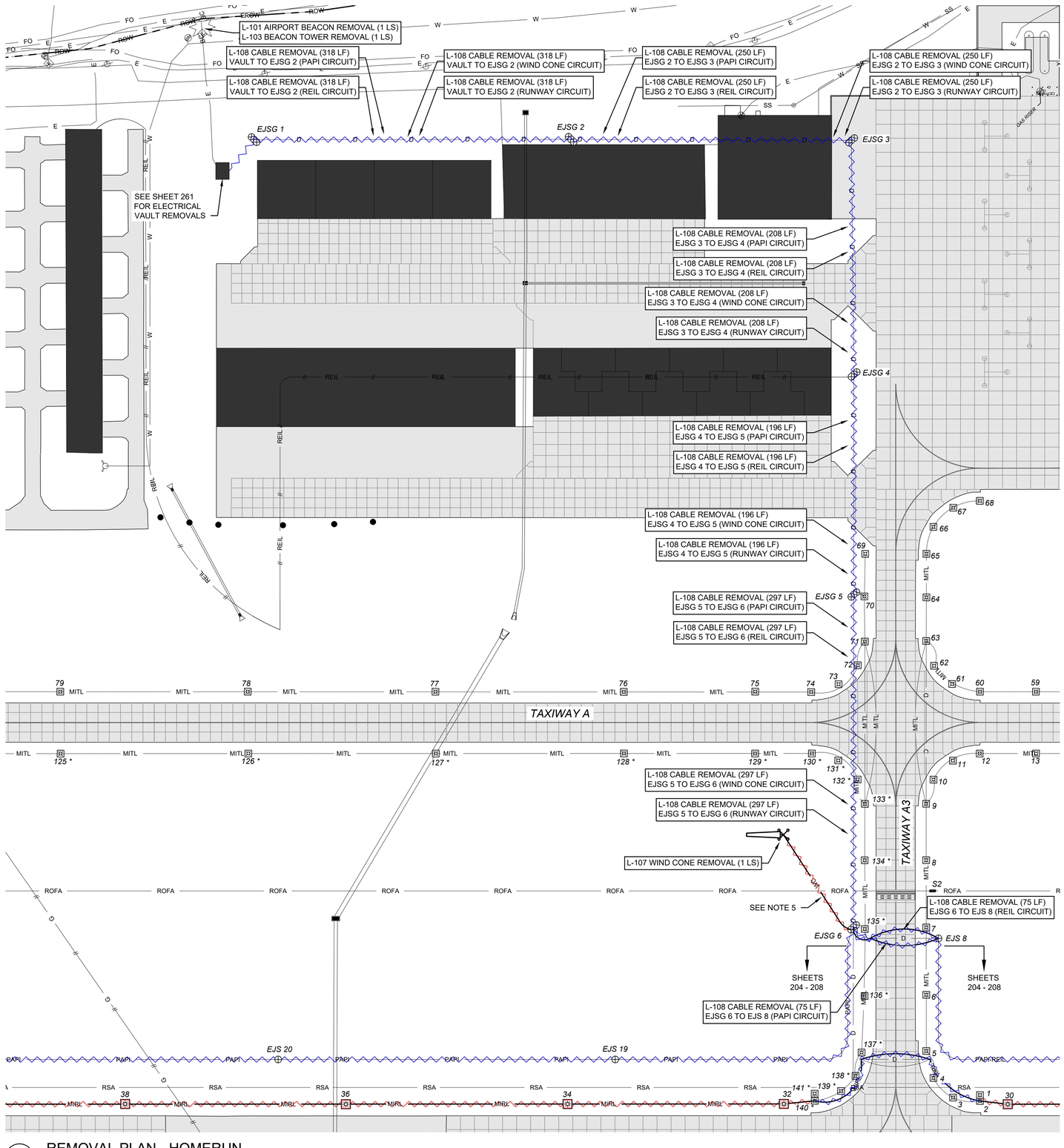
2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 203

SCHEDULE 2

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DATE: Mar 02, 2026 8:55am USER: jolson



1 REMOVAL PLAN - HOMERUN

N

0' 25' 50' 100'

SCALE IN FEET

REMOVAL LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PAVEMENT TO BE REMOVED	
SAW CUT	
BASE-MOUNTED LIGHT TO BE REMOVED	RWY TWY
BASE-MOUNTED LIGHT TO BE ADJUSTED	RWY TWY
JUNCTION CAN STRUCTURE TO BE REMOVED	
CABLE TO BE REMOVED	
CABLE AND CONDUIT TO BE REMOVED	
EXISTING LIGHTS TO BE RENUMBERED	## *

GENERAL SHEET NOTES

1. EXISTING UTILITIES SHOWN ARE APPROXIMATE LOCATIONS FROM PUBLIC RECORDS AND AS-BUILT PLANS. VERIFICATION OF EXACT LOCATIONS AND DEPTHS SHALL BE COMPLETED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
2. EXISTING LIGHTS 102 - 141 WILL BE RENUMBERED. SEE SHEETS 242 - 246 FOR NEW NUMBERS AND QUANTITIES.
3. WIND CONE REMOVAL SHALL CONSIST OF REMOVING THE WIND CONE, CONCRETE FOOTING, CONDUIT AND ELECTRICAL APPURTENANCES. ALL WORK INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CONCRETE FOOTING REMOVAL SHALL BE SUBSIDIARY TO WIND CONE REMOVAL BID ITEM.
4. BEACON AND BEACON TOWER REMOVAL SHALL CONSIST OF REMOVING THE BEACON, BEACON TOWER, CONCRETE FOOTINGS, CONDUIT AND ELECTRICAL APPURTENANCES. ALL WORK INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CONCRETE FOOTING REMOVAL SHALL BE SUBSIDIARY TO BEACON AND BEACON TOWER BID ITEM.
5. THE EXISTING WIND CONE ELECTRICAL CONDUIT BETWEEN EJSG 6 TO THE WIND CONE SHALL BE REMOVED. REMOVALS ARE CONSIDERED SUBSIDIARY TO WIND CONE BID ITEMS.
6. CABLE REMOVAL LENGTH IS CALCULATED AS ONE LENGTH NO MATTER HOW MANY CABLES ARE IN CONDUIT FOR THE CIRCUIT TO BE REMOVED.
7. DO NOT DISTURB EXISTING TAXIWAY LIGHTING CIRCUIT. ANY DAMAGES TO THE SYSTEM SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
8. THE OWNER HAS FIRST RIGHT TO ALL ITEMS BEING REMOVED. CONTRACTOR SHALL COORDINATE ITEMS TO BE SALVAGED WITH RPR / OWNER. CONTRACTOR SHALL DISPOSE OF ALL EQUIPMENT AND MATERIALS THAT THE OWNER DOES NOT SALVAGE OFFSITE.
9. SEE SHEET 261 FOR ELECTRICAL VAULT REMOVALS.

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STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

REMOVAL PLAN - HOMERUN

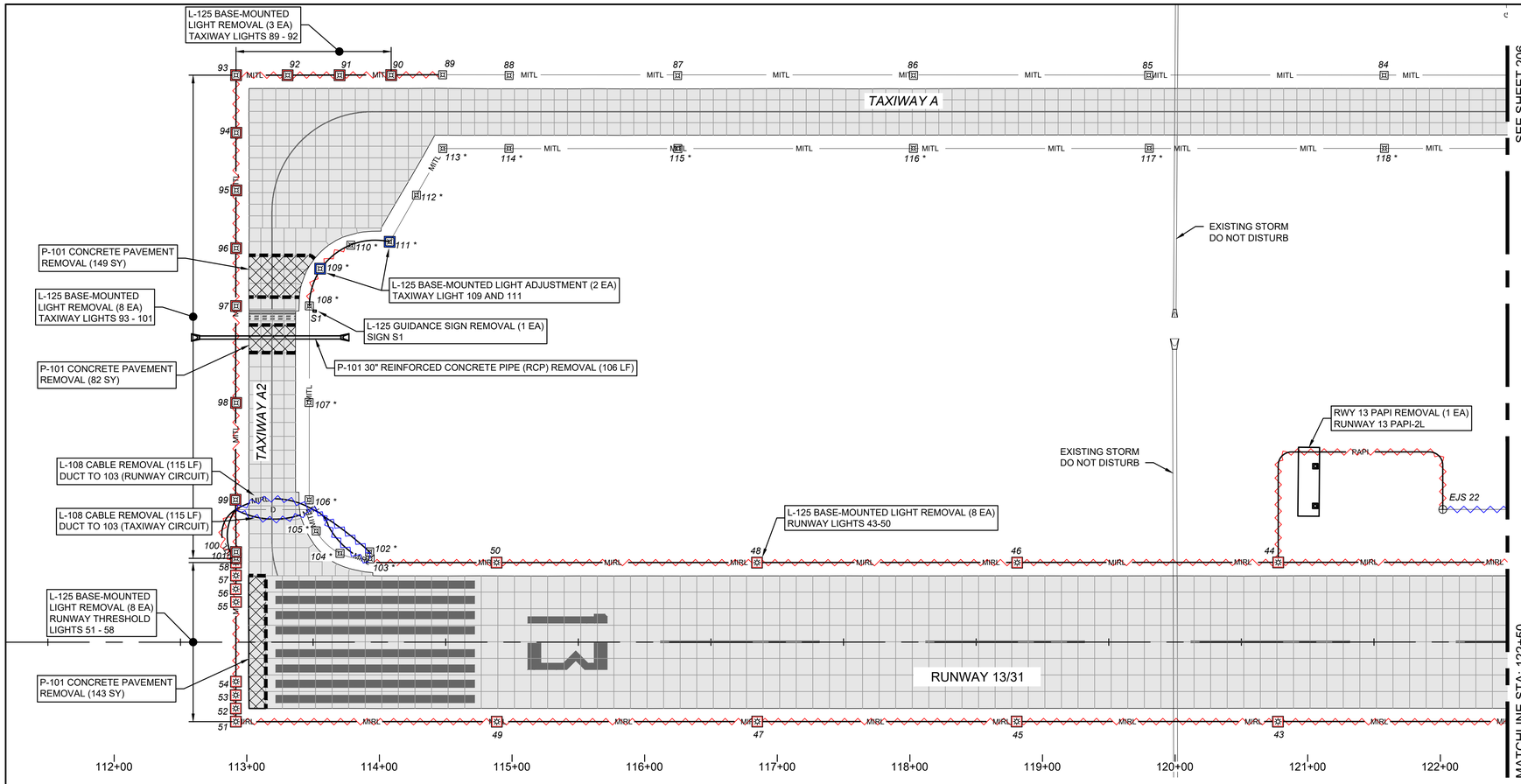
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

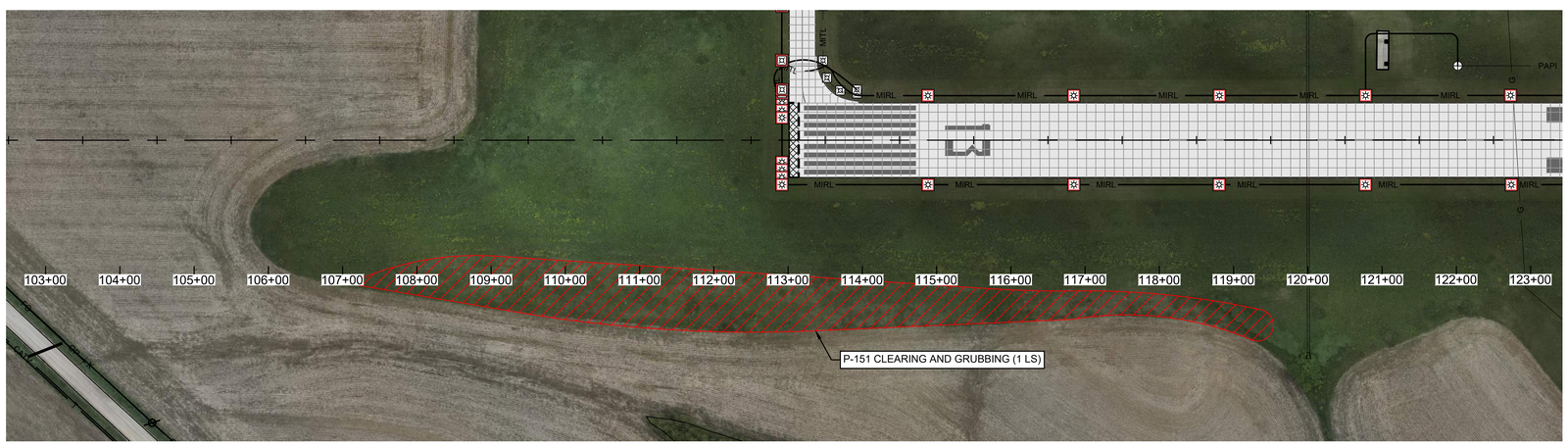
drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 204

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DATE: Mar 02, 2026 8:57am USER: jolson



1 REMOVAL PLAN - STA: 112+50 TO STA: 122+50



2 P-151 CLEARING AND GRUBBING PLAN - STA: 107+00 TO STA: 119+50

REMOVAL LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PAVEMENT TO BE REMOVED	
SAW CUT	
BASE-MOUNTED LIGHT TO BE REMOVED	RWY / TWY
BASE-MOUNTED LIGHT TO BE ADJUSTED	RWY / TWY
JUNCTION CAN STRUCTURE TO BE REMOVED	
CABLE TO BE REMOVED	
CABLE AND CONDUIT TO BE REMOVED	
EXISTING LIGHTS TO BE RENUMBERED	## *

GENERAL SHEET NOTES

1. EXISTING UTILITIES SHOWN ARE APPROXIMATE LOCATIONS FROM PUBLIC RECORDS AND AS-BUILT PLANS. VERIFICATION OF EXACT LOCATIONS AND DEPTHS SHALL BE COMPLETED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
2. EXISTING LIGHTS 102 - 141 WILL BE RENUMBERED. SEE SHEETS 242 - 246 FOR NEW NUMBERS AND QUANTITIES.
3. BASE-MOUNTED LIGHT REMOVAL SHALL CONSIST OF REMOVING BASE CAN, CONCRETE, CONDUIT AND ALL ELECTRICAL COMPONENTS. ALL WORK, INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CAN/CONCRETE REMOVAL SHALL BE SUBSIDIARY TO SPECIFIC BID ITEM.
4. RUNWAY 13 PAPI REMOVAL SHALL CONSIST OF REMOVING THE PAPI, JUNCTION STRUCTURE, CONCRETE FOOTING, AND ELECTRICAL APPURTENANCES. ALL WORK INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CONCRETE FOOTING REMOVAL SHALL BE SUBSIDIARY TO PAPI REMOVAL BID ITEM.
5. JUNCTION STRUCTURE REMOVAL SHALL CONSIST OF REMOVING BASE CAN, CONCRETE, CONDUIT AND ALL ELECTRICAL COMPONENTS. ALL WORK, INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CAN/CONCRETE REMOVAL SHALL BE SUBSIDIARY TO SPECIFIC BID ITEM.
6. LIGHTED SIGN REMOVAL SHALL CONSIST OF REMOVING THE SIGN, BASE CAN, CONCRETE, CONDUIT AND ALL ELECTRICAL COMPONENTS. ALL WORK, INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CAN/CONCRETE REMOVAL SHALL BE SUBSIDIARY TO SPECIFIC BID ITEM.
7. LIGHT ADJUSTMENT SHALL CONSIST OF SALVAGING THE LIGHT FIXTURE TO BE UTILIZED IN THE PROPOSED LOCATION WITH NEW BASE CAN AND NEW ELECTRICAL COMPONENTS, INCLUDING NEW TRANSFORMER. ALL NEW BASE CANS, TRANSFORMERS, AND ELECTRICAL COMPONENTS SHALL BE FURNISHED BY THE CONTRACTOR AS PART OF THIS BID ITEM. BACKFILL VOIDS PER P-152.
8. CABLE REMOVAL LENGTH IS CALCULATED AS ONE LENGTH NO MATTER HOW MANY CABLES ARE IN CONDUIT FOR THE CIRCUIT TO BE REMOVED.
9. RUNWAY 13/31 AND TAXIWAY A2 CABLE, COUNTERPOISE AND CONDUIT SHALL BE REMOVED AND SALVAGED TO THE CONTRACTOR. ALL CABLES SHALL BE REMOVED FROM EXISTING CONDUIT. REMOVAL OF EXISTING CONDUIT AND COUNTERPOISE IS REQUIRED ONLY WHERE THE DUCT IS WITHIN 24 INCHES OF THE SURFACE AND WITHIN THE VICINITY OF THE NEW CONDUIT. REMOVAL IS SUBSIDIARY TO LIGHT REMOVAL.
10. DO NOT DISTURB EXISTING TAXIWAY LIGHTING CIRCUIT. ANY DAMAGES TO THE SYSTEM SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
11. REMOVALS ADJACENT TO PAVEMENT TO REMAIN SHALL BE FULL DEPTH SAW CUT. SAW CUT CONSIDERED SUBSIDIARY TO PAVEMENT REMOVAL BID ITEM.
12. WHERE PAVEMENT REMOVAL OCCURS, THE UNDERLYING AGGREGATE BASE REMOVAL IS CONSIDERED SUBSIDIARY TO THE PAVEMENT REMOVAL BID ITEM.
13. THE RUNWAY AND TAXIWAY LIGHTS TO BE REMOVED SHALL BECOME PROPERTY OF THE OWNER.
14. THE OWNER HAS FIRST RIGHT TO ALL OTHER ITEMS BEING REMOVED. CONTRACTOR SHALL COORDINATE ITEMS TO BE SALVAGED WITH RPR / OWNER. CONTRACTOR SHALL DISPOSE OF ALL EQUIPMENT AND MATERIALS THAT THE OWNER DOES NOT SALVAGE OFFSITE.

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PROFESSIONAL CIVIL ENGINEER HEATHER ANNE OLSON E-11074 03/06/2026 STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

REMOVAL PLAN - STA 112+50 TO STA: 122+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

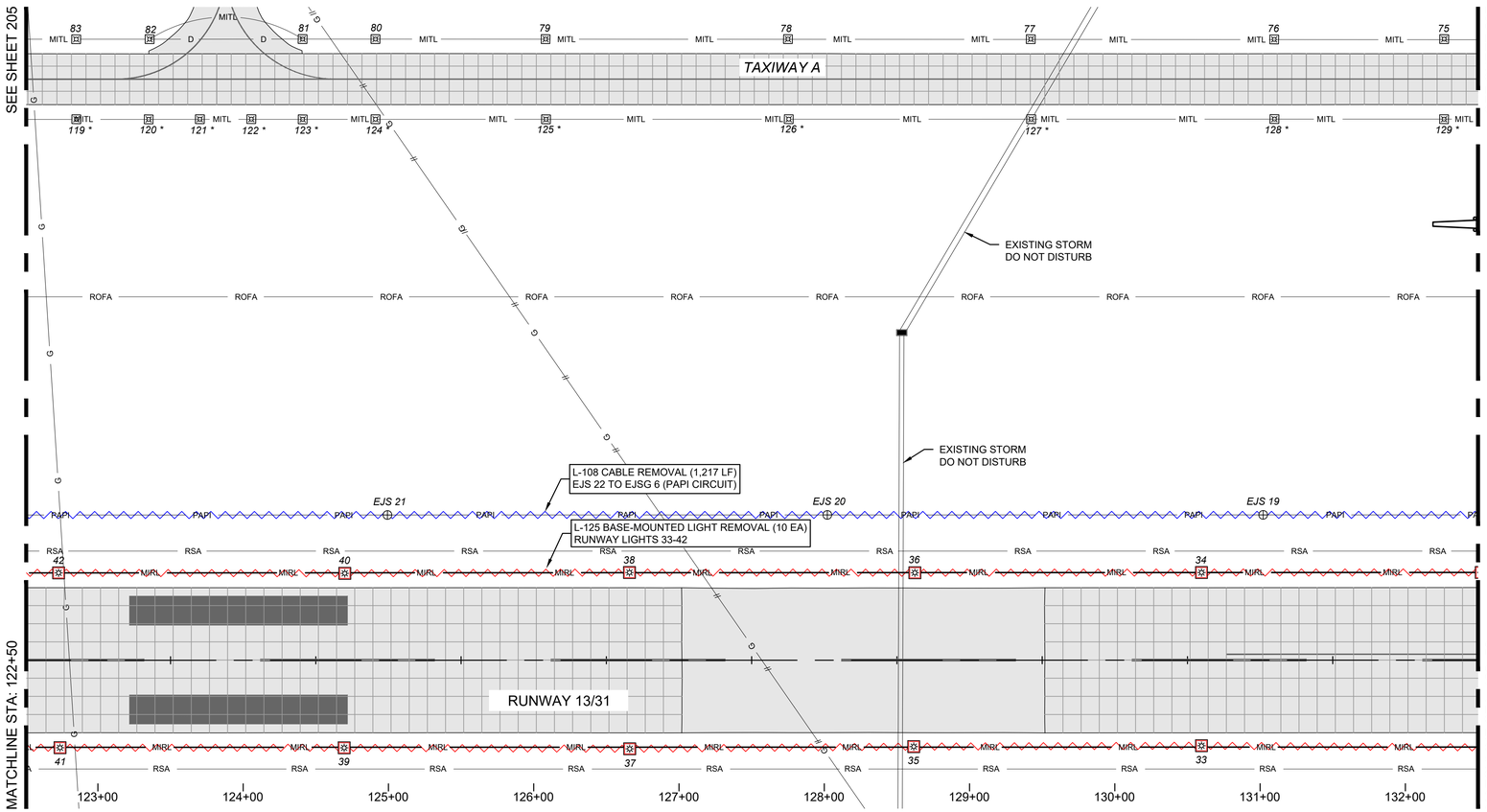
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

SHEET 205

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DATE: Mar 02, 2026 8:59am USER: jolson



1 REMOVAL PLAN - STA: 122+50 TO STA: 132+50

0' 25' 50' 100'
SCALE IN FEET

REMOVAL LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PAVEMENT TO BE REMOVED	
SAW CUT	
BASE-MOUNTED LIGHT TO BE REMOVED	RWY TWY
BASE-MOUNTED LIGHT TO BE ADJUSTED	RWY TWY
JUNCTION CAN STRUCTURE TO BE REMOVED	
CABLE TO BE REMOVED	
CABLE AND CONDUIT TO BE REMOVED	
EXISTING LIGHTS TO BE RENUMBERED	## *

GENERAL SHEET NOTES

1. EXISTING UTILITIES SHOWN ARE APPROXIMATE LOCATIONS FROM PUBLIC RECORDS AND AS-BUILT PLANS. VERIFICATION OF EXACT LOCATIONS AND DEPTHS SHALL BE COMPLETED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
2. EXISTING LIGHTS 102 - 141 WILL BE RENUMBERED. SEE SHEETS 242 - 246 FOR NEW NUMBERS AND QUANTITIES.
3. BASE-MOUNTED LIGHT REMOVAL SHALL CONSIST OF REMOVING BASE CAN, CONCRETE, CONDUIT AND ALL ELECTRICAL COMPONENTS. ALL WORK, INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CAN/CONCRETE REMOVAL SHALL BE SUBSIDIARY TO SPECIFIC BID ITEM.
4. RUNWAY 13 PAPI REMOVAL SHALL CONSIST OF REMOVING THE PAPI, JUNCTION STRUCTURE, CONCRETE FOOTING, AND ELECTRICAL APPURTENANCES. ALL WORK INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CONCRETE FOOTING REMOVAL SHALL BE SUBSIDIARY TO PAPI REMOVAL BID ITEM.
5. CABLE REMOVAL LENGTH IS CALCULATED AS ONE LENGTH NO MATTER HOW MANY CABLES ARE IN CONDUIT FOR THE CIRCUIT TO BE REMOVED.
6. RUNWAY 13/31 CABLE, COUNTERPOISE AND CONDUIT SHALL BE REMOVED AND SALVAGED TO THE CONTRACTOR. ALL CABLES SHALL BE REMOVED FROM EXISTING CONDUIT. REMOVAL OF EXISTING CONDUIT AND COUNTERPOISE IS REQUIRED ONLY WHERE THE DUCT IS WITHIN 24 INCHES OF THE SURFACE AND WITHIN THE VICINITY OF THE NEW CONDUIT. REMOVAL IS SUBSIDIARY TO LIGHT REMOVAL.
7. DO NOT DISTURB EXISTING TAXIWAY LIGHTING CIRCUIT. ANY DAMAGES TO THE SYSTEM SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
8. THE RUNWAY AND TAXIWAY LIGHTS TO BE REMOVED SHALL BECOME PROPERTY OF THE OWNER.
9. THE OWNER HAS FIRST RIGHT TO ALL OTHER ITEMS BEING REMOVED. CONTRACTOR SHALL COORDINATE ITEMS TO BE SALVAGED WITH RPR / OWNER. CONTRACTOR SHALL DISPOSE OF ALL EQUIPMENT AND MATERIALS THAT THE OWNER DOES NOT SALVAGE OFFSITE.

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REVISIONS

REV. NO.	DATE	DESCRIPTION

REMOVAL PLAN - STA: 122+50 TO STA: 132+50

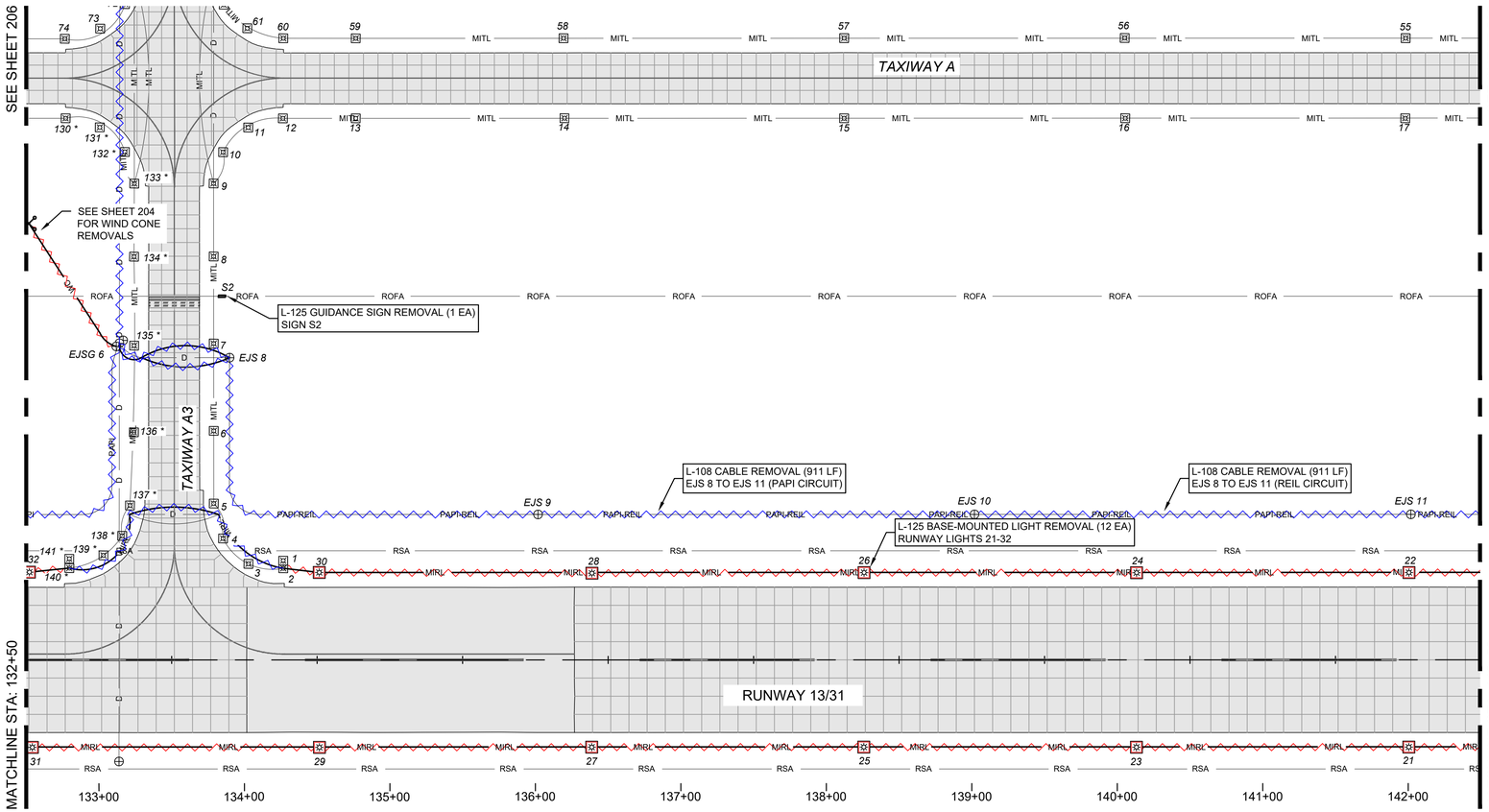
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

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DATE: Mar 02, 2026 8:39am USER: jolson



1 REMOVAL PLAN - STA: 132+50 TO STA: 142+50

0' 25' 50' 100'
SCALE IN FEET

REMOVAL LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PAVEMENT TO BE REMOVED	
SAW CUT	
BASE-MOUNTED LIGHT TO BE REMOVED	RWY TWY
BASE-MOUNTED LIGHT TO BE ADJUSTED	RWY TWY
JUNCTION CAN STRUCTURE TO BE REMOVED	
CABLE TO BE REMOVED	
CABLE AND CONDUIT TO BE REMOVED	
EXISTING LIGHTS TO BE RENUMBERED	## *

GENERAL SHEET NOTES

1. EXISTING UTILITIES SHOWN ARE APPROXIMATE LOCATIONS FROM PUBLIC RECORDS AND AS-BUILT PLANS. VERIFICATION OF EXACT LOCATIONS AND DEPTHS SHALL BE COMPLETED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
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4. RUNWAY 13/31 PAPI REMOVAL SHALL CONSIST OF REMOVING THE PAPI, JUNCTION STRUCTURE, CONCRETE FOOTING, AND ELECTRICAL APPURTENANCES. ALL WORK INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CONCRETE FOOTING REMOVAL SHALL BE SUBSIDIARY TO PAPI REMOVAL BID ITEM.
5. LIGHTED SIGN REMOVAL SHALL CONSIST OF REMOVING THE SIGN, BASE CAN, CONCRETE, CONDUIT AND ALL ELECTRICAL COMPONENTS. ALL WORK, INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CAN/CONCRETE REMOVAL SHALL BE SUBSIDIARY TO SPECIFIC BID ITEM.
6. CABLE REMOVAL LENGTH IS CALCULATED AS ONE LENGTH NO MATTER HOW MANY CABLES ARE IN CONDUIT FOR THE CIRCUIT TO BE REMOVED.
7. RUNWAY 13/31 CABLE, COUNTERPOISE AND CONDUIT SHALL BE REMOVED AND SALVAGED TO THE CONTRACTOR. ALL CABLES SHALL BE REMOVED FROM EXISTING CONDUIT. REMOVAL OF EXISTING CONDUIT AND COUNTERPOISE IS REQUIRED ONLY WHERE THE DUCT IS WITHIN 24 INCHES OF THE SURFACE AND WITHIN THE VICINITY OF THE NEW CONDUIT. REMOVAL IS SUBSIDIARY TO LIGHT REMOVAL.
8. DO NOT DISTURB EXISTING TAXIWAY LIGHTING CIRCUIT. ANY DAMAGES TO THE SYSTEM SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
9. THE RUNWAY AND TAXIWAY LIGHTS TO BE REMOVED SHALL BECOME PROPERTY OF THE OWNER.
10. THE OWNER HAS FIRST RIGHT TO OTHER ALL ITEMS BEING REMOVED. CONTRACTOR SHALL COORDINATE ITEMS TO BE SALVAGED WITH RPR / OWNER. CONTRACTOR SHALL DISPOSE OF ALL EQUIPMENT AND MATERIALS THAT THE OWNER DOES NOT SALVAGE OFFSITE.

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STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

REMOVAL PLAN - STA 132+50 TO STA: 142+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/0227/028

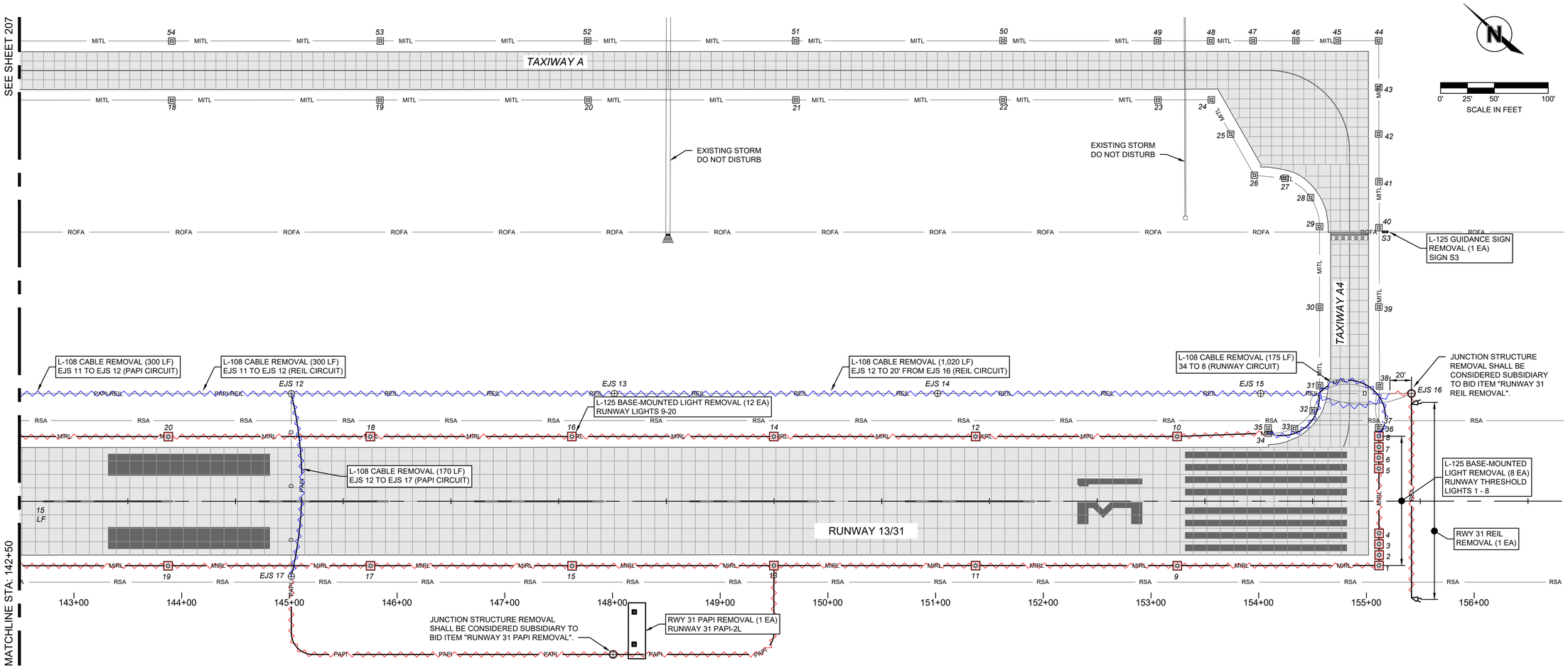
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

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DATE: Mar 02, 2026 8:39am USER: jolson



1 REMOVAL PLAN - STA: 142+50 TO STA: 155+50

GENERAL SHEET NOTES

1. EXISTING UTILITIES SHOWN ARE APPROXIMATE LOCATIONS FROM PUBLIC RECORDS AND AS-BUILT PLANS. VERIFICATION OF EXACT LOCATIONS AND DEPTHS SHALL BE COMPLETED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
2. BASE-MOUNTED LIGHT REMOVAL SHALL CONSIST OF REMOVING BASE CAN, CONCRETE, CONDUIT AND ALL ELECTRICAL COMPONENTS. ALL WORK, INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CAN/CONCRETE REMOVAL SHALL BE SUBSIDIARY TO SPECIFIC BID ITEM.
3. RUNWAY 31 PAPI REMOVAL SHALL CONSIST OF REMOVING THE PAPI, JUNCTION STRUCTURE, CONCRETE FOOTING, CONCRETE PAVEMENT / MOW STRIP AND ELECTRICAL APPURTENANCES. ALL WORK INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CONCRETE FOOTING REMOVAL SHALL BE SUBSIDIARY TO PAPI REMOVAL BID ITEM.
4. RUNWAY 31 REIL REMOVAL SHALL CONSIST OF REMOVING THE BOTH REIL UNITS, JUNCTION STRUCTURE, COMMUNICATION CABLE, CONCRETE FOOTINGS, AND ELECTRICAL APPURTENANCES. ALL WORK INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CONCRETE FOOTING REMOVAL SHALL BE SUBSIDIARY TO REIL REMOVAL BID ITEM.
5. JUNCTION STRUCTURE REMOVAL SHALL CONSIST OF REMOVING BASE CAN, CONCRETE, CONDUIT AND ALL ELECTRICAL COMPONENTS. ALL WORK, INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CAN/CONCRETE REMOVAL SHALL BE SUBSIDIARY TO SPECIFIC BID ITEM.
6. LIGHTED SIGN REMOVAL SHALL CONSIST OF REMOVING THE SIGN, BASE CAN, CONCRETE, CONDUIT AND ALL ELECTRICAL COMPONENTS. ALL WORK, INCLUDING MATERIAL REQUIRED TO FILL VOID, PER P-152, CREATED BY CAN/CONCRETE REMOVAL SHALL BE SUBSIDIARY TO SPECIFIC BID ITEM.
7. CABLE REMOVAL LENGTH IS CALCULATED AS ONE LENGTH NO MATTER HOW MANY CABLES ARE IN CONDUIT FOR THE CIRCUIT TO BE REMOVED.
8. RUNWAY 13/31 CABLE, COUNTERPOISE AND CONDUIT SHALL BE REMOVED AND SALVAGED TO THE CONTRACTOR. ALL CABLES SHALL BE REMOVED FROM EXISTING CONDUIT. REMOVAL OF EXISTING CONDUIT AND COUNTERPOISE IS REQUIRED ONLY WHERE THE DUCT IS WITHIN 24 INCHES OF THE SURFACE AND WITHIN THE VICINITY OF THE NEW CONDUIT. REMOVAL IS SUBSIDIARY TO LIGHT REMOVAL.
9. DO NOT DISTURB EXISTING TAXIWAY LIGHTING CIRCUIT. ANY DAMAGES TO THE SYSTEM SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
10. THE OWNER HAS FIRST RIGHT TO ALL ITEMS BEING REMOVED. CONTRACTOR SHALL COORDINATE ITEMS TO BE SALVAGED WITH RPR / OWNER. CONTRACTOR SHALL DISPOSE OF ALL EQUIPMENT AND MATERIALS THAT THE OWNER DOES NOT SALVAGE OFFSITE.

REMOVAL LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PAVEMENT TO BE REMOVED	
SAW CUT	
BASE-MOUNTED LIGHT TO BE REMOVED	RWY TWY
BASE-MOUNTED LIGHT TO BE ADJUSTED	RWY TWY
JUNCTION CAN STRUCTURE TO BE REMOVED	
CABLE TO BE REMOVED	
CABLE AND CONDUIT TO BE REMOVED	
EXISTING LIGHTS TO BE RENUMBERED	## *

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REVISIONS

REV. NO.	DATE	DESCRIPTION

REMOVAL PLAN - STA 142+50 TO STA: 155+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

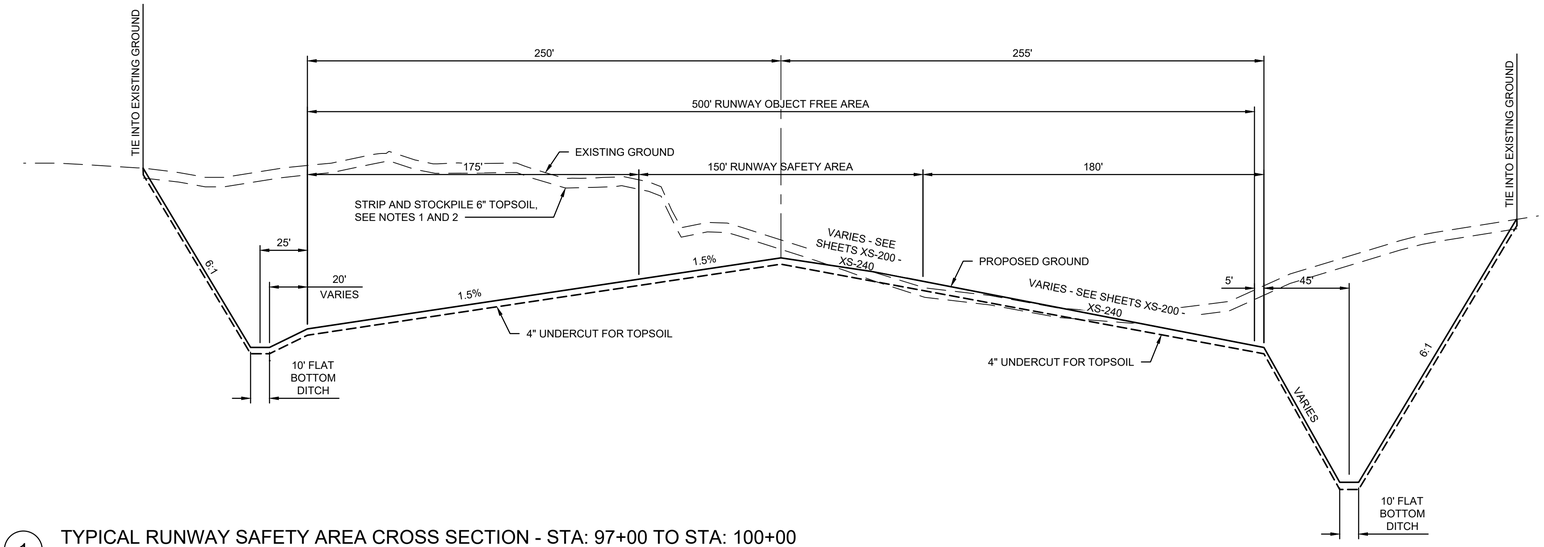
2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

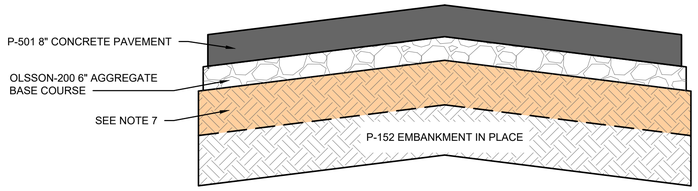
SHEET 208

SCHEDULE 2

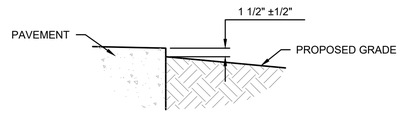
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DATE: Mar 02, 2026 9:00am USER: jolson



1 TYPICAL RUNWAY SAFETY AREA CROSS SECTION - STA: 97+00 TO STA: 100+00

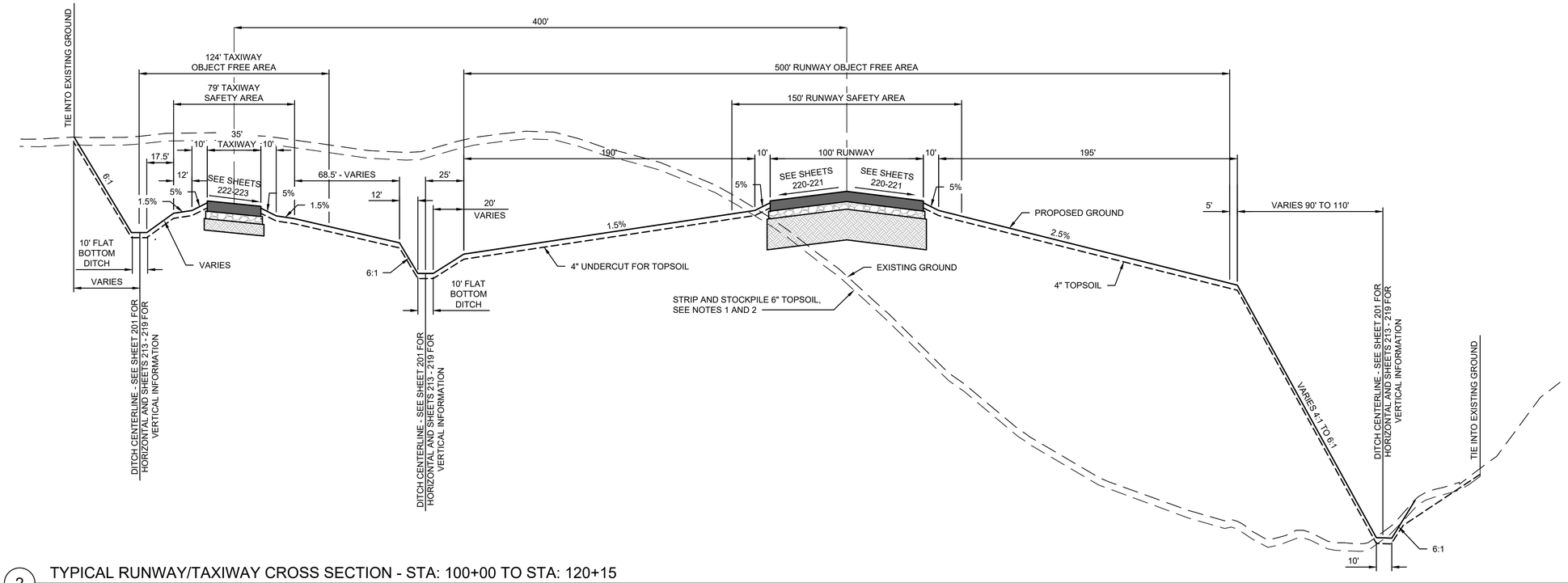


3 TYPICAL PAVEMENT SECTION



4 PAVEMENT EDGE DETAIL

SCALE: NOT TO SCALE



2 TYPICAL RUNWAY/TAXIWAY CROSS SECTION - STA: 100+00 TO STA: 120+15

GENERAL SHEET NOTES

1. STRIP TOPSOIL TO THE LIMITS OF CONSTRUCTION AT A DEPTH OF 6-INCHES. ALL EQUIPMENT, LABOR, MATERIALS AND INCIDENTALS REQUIRED TO STRIP, STOCKPILE AND REPLACE MATERIAL SHALL BE PAID FOR UNDER THE BID ITEM "P-152 EMBANKMENT IN PLACE (ESTABLISHED QUANTITY)". NO ADDITIONAL PAYMENT WILL BE MADE FOR THE RE-HANDLING AND REPLACEMENT OF THE TOPSOIL.
2. STRIP TOPSOIL TO THE LIMITS OF CONSTRUCTION AT A DEPTH OF 8-INCHES FROM STA: 202+00 TO STA:208+00, TO A DISTANCE OF 2 FOOT FROM EDGE OF PAVEMENT. ALL EQUIPMENT, LABOR, MATERIALS AND INCIDENTALS REQUIRED TO STRIP, STOCKPILE AND REPLACE MATERIAL SHALL BE PAID FOR UNDER THE BID ITEM "P-152 EMBANKMENT IN PLACE (ESTABLISHED QUANTITY)". NO ADDITIONAL PAYMENT WILL BE MADE FOR THE RE-HANDLING AND REPLACEMENT OF THE TOPSOIL.
3. COMPLETE GRADING OPERATIONS PER PLANS AND SPECIFICATIONS. ALL EXCAVATION OPERATIONS REQUIRED TO COMPLETE THE PROJECT SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM "P-152 EMBANKMENT IN PLACE (ESTABLISHED QUANTITY)". EARTHWORK SUMMARY TABLES (FOR INFORMATIONAL PURPOSES) HAVE BEEN PROVIDE ON SHEET 4.
4. DUE TO THE NATIVE SOILS AND FILL REQUIREMENTS, CONSOLIDATION OF THE UNDERLYING SOILS IS EXPECTED. OVERBUILD AND SETTLEMENT PLATE PLACEMENT AND MONITORING IS REQUIRED WITHIN THE SAFETY AREA SLOPE AND RUNWAY FOOTPRINT. SEE SHEET 211 FOR SETTLEMENT PLATE PLACEMENT AND MONITORING REQUIREMENTS. SEE SHEET 210 FOR BENCHING REQUIREMENTS.
5. TO ENSURE A CONSISTENT SUBGRADE FOR THE RUNWAY EXTENSION, THE TOP 24-INCHES OF THE P-152 EMBANKMENT IN PLACE WITHIN THE RUNWAY TYPICAL PAVEMENT SECTION (2 FEET OUTSIDE OF PAVEMENT EDGE) SHALL CONSIST OF STRUCTURAL FILL WITH A LIQUID LIMIT LESS THAN 45 AND PLASTICITY INDEX LESS THAN 25.
6. TO ENSURE A CONSISTENT SUBGRADE FOR THE TAXIWAY EXTENSION, THE TOP 9-INCHES OF SUBGRADE SHALL BE MOISTURE CONDITIONED AND COMPACTED TO THE MOISURE AND DENSITY REQUIREMENTS IN P-152. THE COMPACTED SUBGRADE AS DESCRIBED SHALL EXTEND 2-FOOT OUTSIDE OF THE PAVEMENT FOOTPRINT. ALL EQUIPMENT, LABOR, WATER, MATERIALS, AND INCIDENTALS REQUIRED SHALL BE CONSIDERED SUBSIDIARY TO THE BID ITEM "P-152 EMBANKMENT IN PLACE (ESTABLISHED QUANTITY).
7. AFTER SETTLEMENT REQUIREMENTS HAVE BEEN MET AND PRIOR TO COMPLETING THE REQUIRED AGGREGATE BASE COURSE, THE TOP 9-INCHES OF SUBGRADE SHALL BE SCARIFIED, MOISTURE CONDITIONED AND COMPACTED TO THE MOISURE AND DENSITY REQUIREMENTS IN P-152 TO ENSURE A UNIFORM SOIL BASE. THE COMPACTED SUBGRADE AS DESCRIBED SHALL EXTEND 2-FOOT OUTSIDE OF THE PAVEMENT FOOTPRINT. ALL EQUIPMENT, LABOR, WATER, MATERIALS, AND INCIDENTALS REQUIRED SHALL BE CONSIDERED SUBSIDIARY TO THE BID ITEM "P-152 EMBANKMENT IN PLACE (ESTABLISHED QUANTITY).
8. TOPSOIL AND VEGETATION HAS ACCUMULATED ALONG THE EXISTING RUNWAY 13/31 PAVEMENT EDGES RESTRICTING DRAINAGE. GRADING IS REQUIRED ALONG THE EXISTING PAVEMENT AND WITHIN THE RUNWAY SAFETY AREA, AND THIS WILL ADDRESS THE AREAS NOT IN COMPLIANCE WITH FAA GRADIANT STANDARDS. TOPSOIL MAY BE USED AS EMBANKMENT MATERIAL 2.5 FEET OUTSIDE THE PAVEMENT EDGE.
9. EXISTING PAVEMENT SECTION AT TIE-IN LOCATIONS CONSISTS OF 8-INCHES OF PCC, 6-INCHES OF AGGREGATE BASE ON COMPACTED SUBGRADE.
10. SEE SHEETS XS-200 - XS-240 FOR CROSS SECTIONS.

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09/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

TYPICAL SECTIONS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

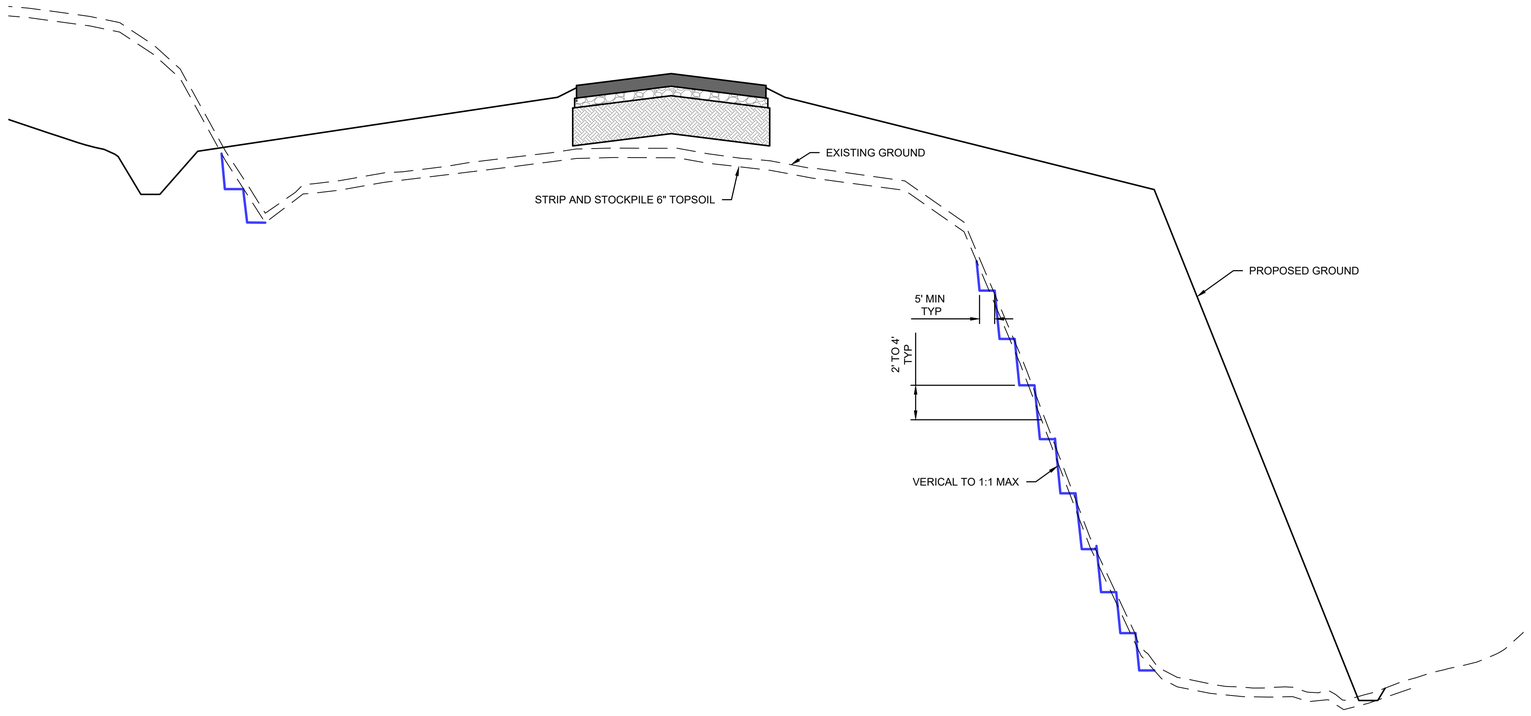
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

SHEET 209

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DATE: Mar 02, 2026 9:04am USER: jolson



1 TYPICAL BENCH DETAIL
SCALE: NOT TO SCALE

GENERAL SHEET NOTES

1. FILL MATERIAL PLACED ON EXISTING SLOPED AREAS SHALL BE BENCHED HORIZONTALLY A MINIMUM OF 5 FEET INTO THE SIDES OF THE SLOPE, SUCH THAT LIFTS OF FILL ARE PLACED AND COMPACTED TO ALLOW OVERLYING LIFTS TO INTERLOCK WITH THE UNDERLYING SOILS PROPERLY.

2. BEFORE PLACING FILL MATERIAL, PROOF ROLL THE AREA WHERE FILL WILL BE PLACED. PROOF ROLLING SHALL BE PER P-152. ALL UNSTABLE AREAS SHALL BE CORRECTED PRIOR TO PLACING ANY FILL MATERIAL. UNSUITABLE SOILS IDENTIFIED SHALL BE REMOVED AND REPLACED WITH ACCEPTABLE FILL MATERIAL. COORDINATION WITH RPR IS REQUIRED FOR MEASUREMENT FOR PAYMENT AS P-152 "MUCK EXCAVATION" ALL EQUIPMENT AND LABOR, MATERIALS AND INCIDENTALS REQUIRED TO REMOVE UNSUITABLE SOIL, REPLACE WITH ACCEPTABLE SOIL IS CONSIDERED SUBSIDIARY TO THE BID ITEM. ALL BENCHING IS REQUIRED TO START FILLS ON EXISTING SIDE SLOPES SHALL BE CONSIDERED SUBSIDIARY TO EMBANKMENT IN PLACE.

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REV. NO.	DATE	DESCRIPTION

TYPICAL SECTIONS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

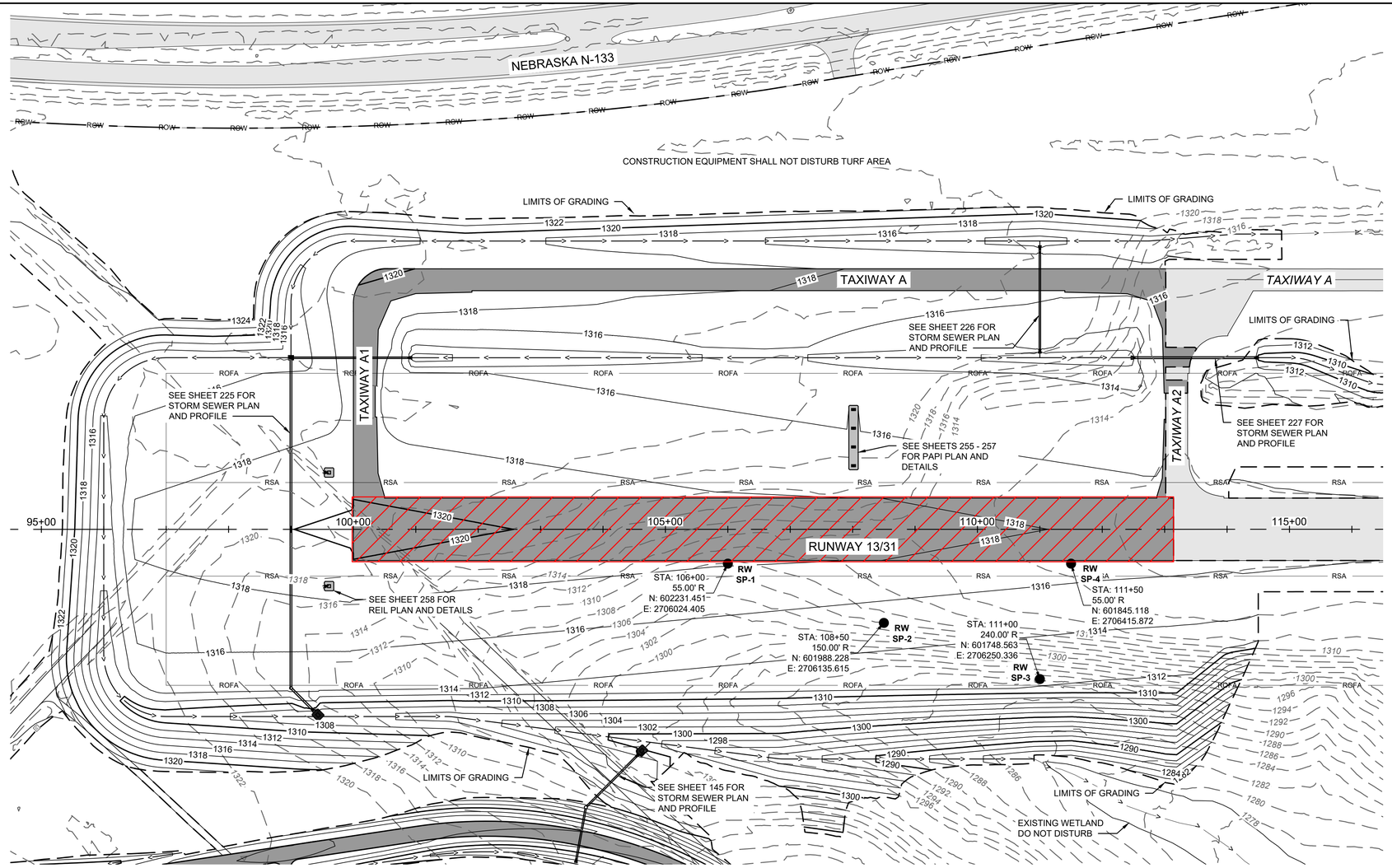
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
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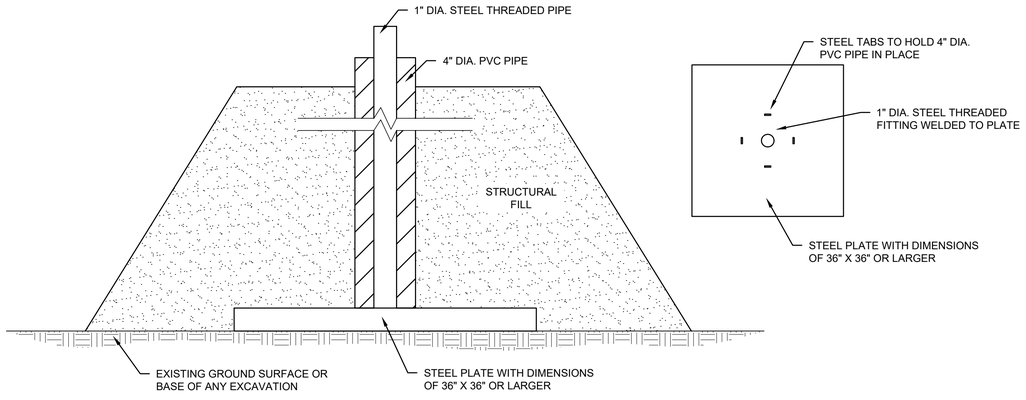
SHEET
210

SCHEDULE 2

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DATE: Mar 02, 2026 9:05am USER: jolson



1 RUNWAY 13/31 SETTLEMENT PLATE PLAN



2 SETTLEMENT PLATE DETAIL

SCALE: NOT TO SCALE

N

0' 30' 60' 120'

SCALE IN FEET

LEGEND	THIS PROJECT
SETTLEMENT PLATE LOCATION	SP-1
PAVEMENT SETTLEMENT AREA	
LIMITS OF GRADING	

GENERAL SETTLEMENT PLATE NOTES

1. ENGINEER WILL PROVIDE AND INSTALL SETTLEMENT PLATES. PLATES SHALL BE INSTALLED AT THE EXISTING GROUND SURFACE ELEVATION AFTER TOPSOIL HAS BEEN REMOVED.
2. CONTRACTOR SHALL ALLOW ENGINEER TO RECORD BASE PLATE ELEVATIONS PRIOR TO LOADING AREA.
3. CONTRACTOR SHALL PROTECT THE SETTLEMENT PLATES WITH LATHE AND FLAG MARKINGS.
4. ELEVATIONS OF THE SETTLEMENT PLATES SHALL BE MONITORED AND SURVEYED BY OLSSON INC. TO THE NEAREST 100TH OF A FOOT AT LEAST TWICE A WEEK. DURING FILL PLACEMENT AND AT LEAST ONCE PER WEEK AFTER THE FILL PLACEMENT IS COMPLETE UNTIL THE CONSOLIDATION IS DEEMED AS COMPLETE BY THE GEOTECHNICAL ENGINEER.
5. THE ANTICIPATED PRIMARY CONSOLIDATION SHOULD BE COMPLETED IN APPROXIMATELY 60 TO 90 DAYS AFTER COMPLETION OF GRADING.
6. CONTRACTOR SHALL CUT PIPE FLUSH WITH BOTTOM OF PROPOSED 24-INCH COMPACTED SUBGRADE AND SHALL BE FILLED WITH CLSM PRIOR TO SUBGRADE CONSTRUCTION.

GENERAL SETTLEMENT PLAN NOTES

1. THE PROPOSED FILL MATERIAL IS ESTIMATED TO PRODUCE A TOTAL SETTLEMENT OF APPROXIMATELY 9-INCHES WITHIN THE 24 FOOT FILL AREA AND APPROXIMATELY 3-INCHES OF SETTLEMENT IN THE RUNWAY PAVEMENT AREA. SEE GEOTECHNICAL REPORT FOR FURTHER DETAILS.
2. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR ESTIMATED SETTLEMENT/CONSOLIDATED MATERIAL. CONTRACTOR WILL BE REQUIRED TO GENERATE ADDITIONAL FILL MATERIAL ON-SITE TO ACCOUNT FOR VOLUME LOST DUE TO CONSOLIDATION. THIS MATERIAL HAS NOT BEEN QUANTIFIED IN THE EARTHWORK SUMMARIES. ALL WORK REQUIRED TO GENERATE, PLACE, AND COMPACT THIS ADDITIONAL MATERIAL SHALL NOT BE MEASURED SEPARATELY AND SHALL BE CONSIDERED SUBSIDIARY TO P-152 EMBANKMENT IN PLACE (ESTABLISHED QUANTITY). MATERIAL IS CONSIDERED SUBSIDIARY TO P-152 EMBANKMENT IN PLACE (ESTABLISHED QUANTITY).
3. THE EMBANKMENT NECESSARY FOR THE OVERBUILD SECTION SHALL BE COMPLETED IN 2026 AND THE CONTRACTOR SHALL SUBMIT A WORK SCHEDULE MEETING THIS DEADLINE.

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NATIONAL CIVIL ENGINEERING REGISTRATION BOARD
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09/06/2006
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

OVERBUILD / SETTLEMENT PLAN AND DETAILS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

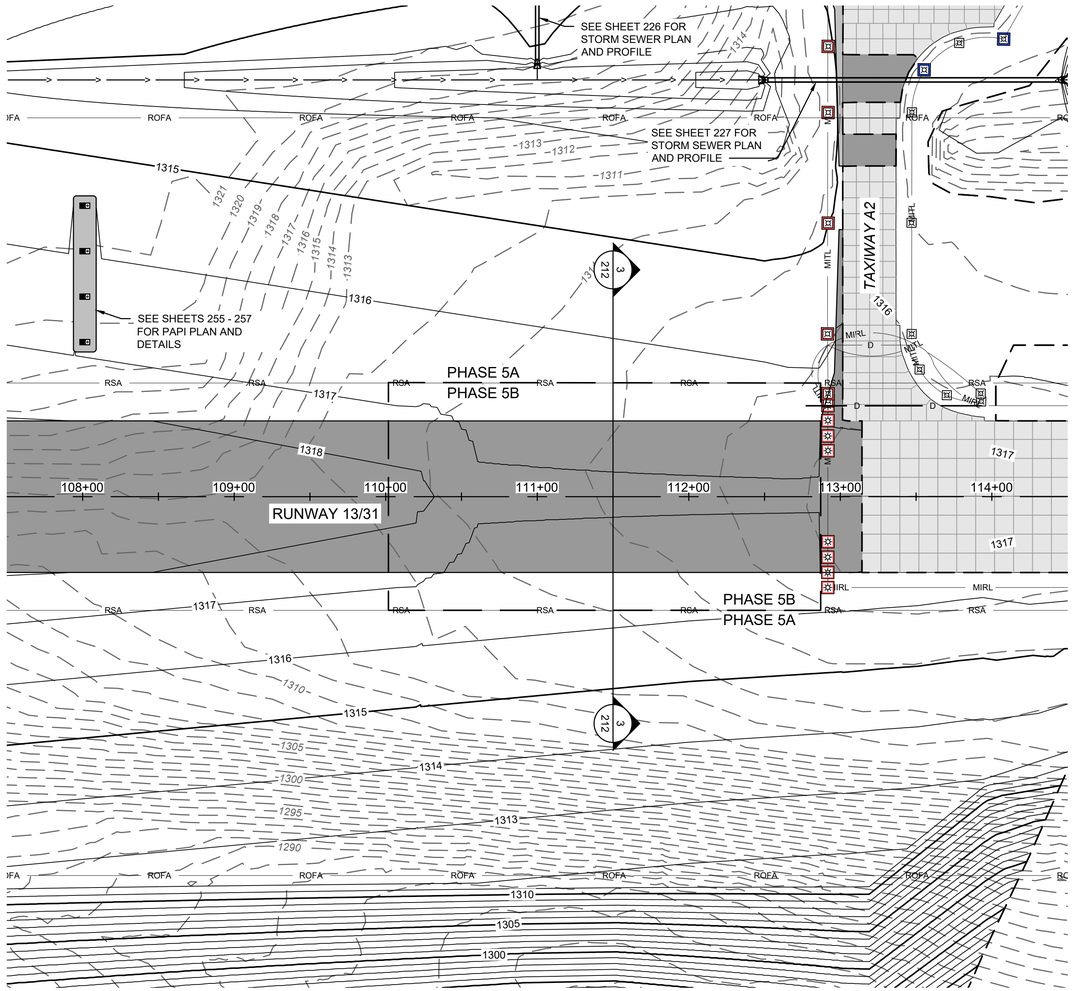
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

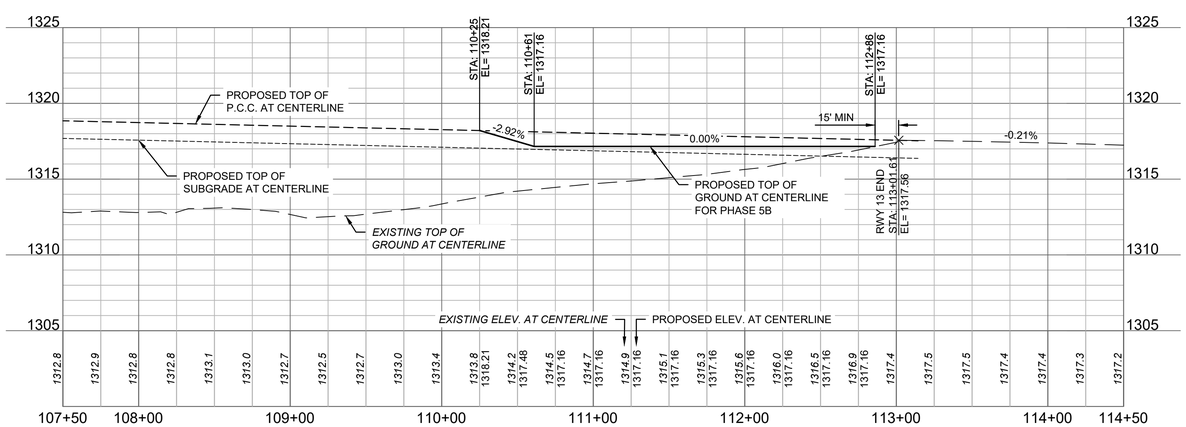
SCHEDULE 2

SHEET 211

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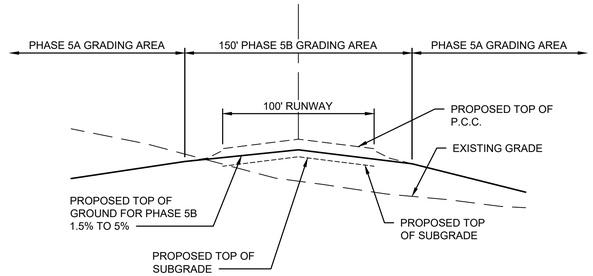
1 RUNWAY 13/31 PLAN - STA: 107+50 TO STA: 113+14.30



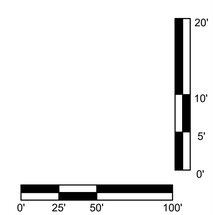
2 RUNWAY 13/31 PROFILE - STA: 107+50 TO STA: 113+14.30

GENERAL SHEET NOTES

1. PHASE 5B GRADING CONSISTS OF GRADING WITHIN THE EXISTING RUNWAY SAFETY AREA TO A DISTANCE OF 15 FEET FROM THE EXISTING RUNWAY 13 END.
2. DO NOT DISTURB EXISTING RUNWAY AND TAXIWAY CIRCUIT, BASE MOUNTED LIGHTS, JUNCTION STRUCTURES AND ALL APPURTENANCES ASSOCIATED WITH THE TAXIWAY CIRCUIT. IF ANY DAMAGE IS DONE TO THE TAXIWAY CIRCUIT IT SHALL BE FIXED TO A COMPLETE FUNCTIONING CIRCUIT AT NO ADDITIONAL COST TO THE OWNER.
3. SEE SHEET 2 FOR VERTICAL CONTROL. SEE SHEETS 200 - 201 FOR HORIZONTAL CONTROL.
4. SEE SHEETS 209 - 210 FOR TYPICAL SECTIONS.
5. SEE SHEET 211 FOR SETTLEMENT PLATE PLAN AND DETAILS.
6. SEE SHEETS 213 - 219 FOR OVERALL GRADING PLAN.
7. SEE SHEETS 241 - 260 FOR ELECTRICAL PLANS.



3 TYPICAL RUNWAY SECTION FOR PHASE 5B GRADING



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RUNWAY PLAN AND PROFILE - STA: 107+50 TO STA: 114+50 - PHASE 5B

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

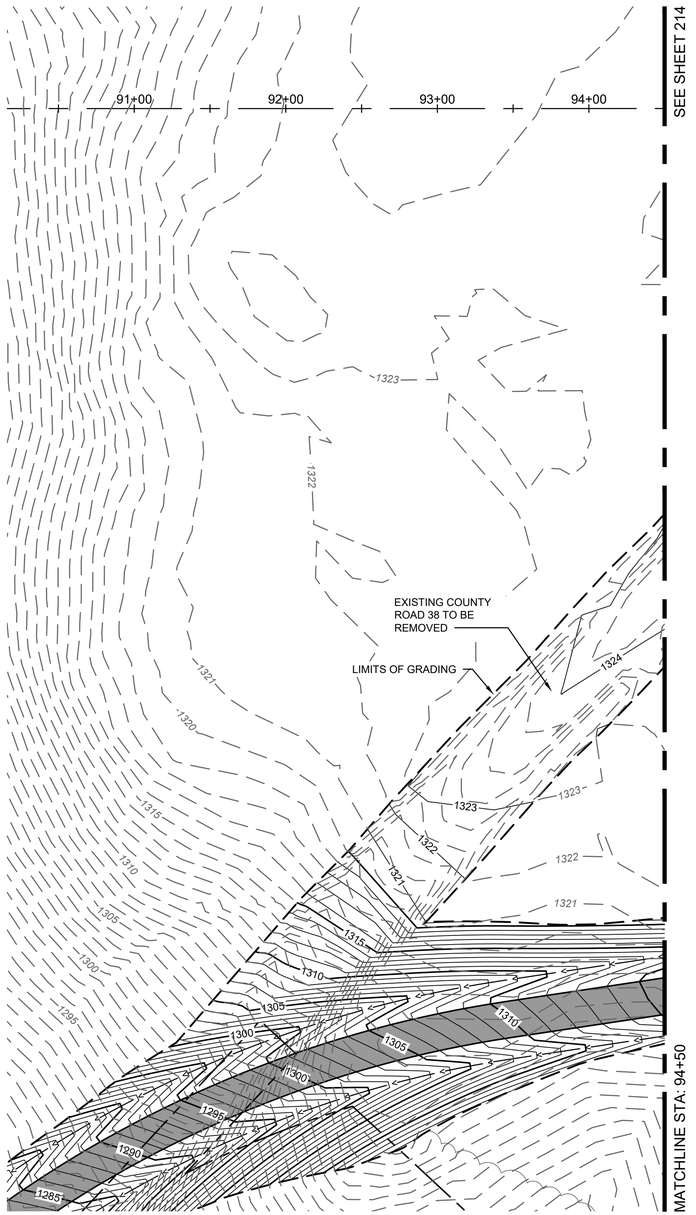
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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project no.: 025-01994
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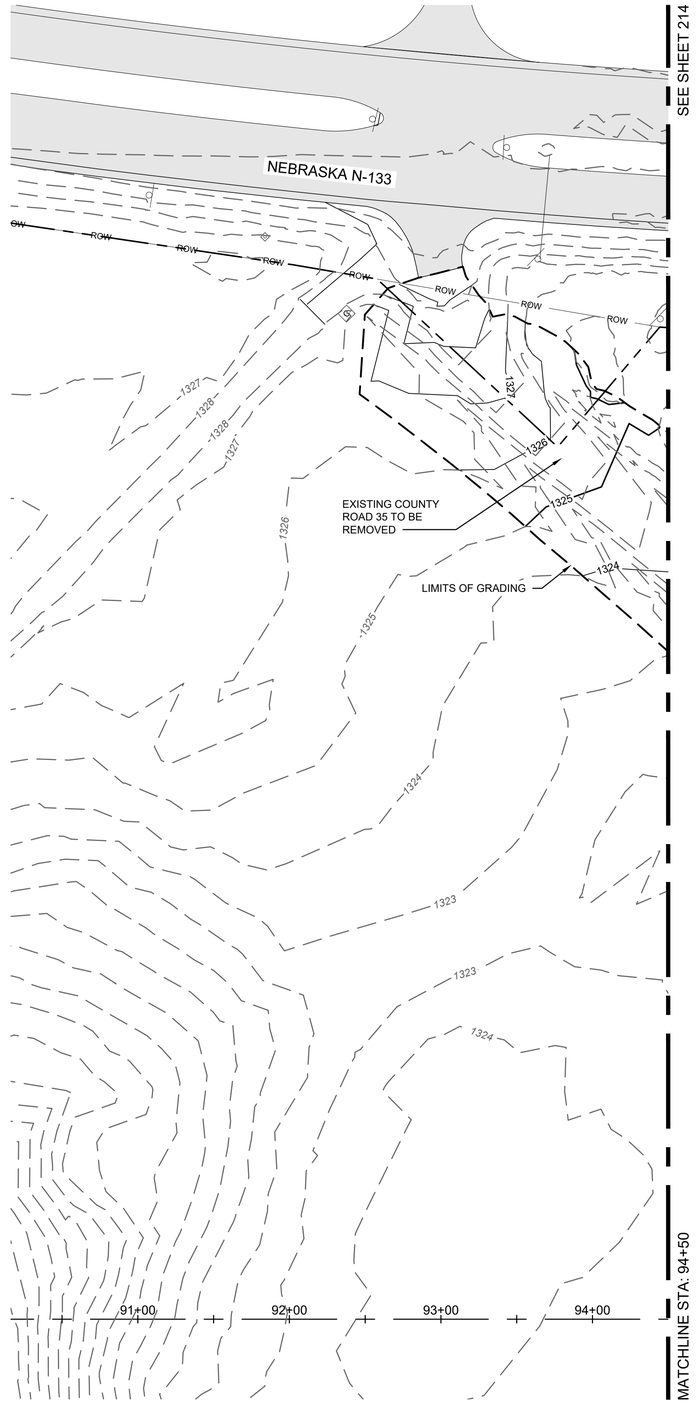
SHEET 212

SCHEDULE 2

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DATE: Mar 02, 2026 9:10am USER: jolson



1 RUNWAY 13/31 GRADING PLAN - STA: 90+00 TO STA: 94+50



2 RUNWAY 13/31 GRADING PLAN - STA: 90+00 TO STA: 94+50

0' 30' 60' 120'
SCALE IN FEET

LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PROPOSED PAVEMENT	
EXISTING CONTOUR	XXXX
PROPOSED CONTOUR	XXXX
APPROXIMATE LIMITS OF GRADING	
PROPOSED FLOW LINE	
EMBANKMENT BENCHING	

GENERAL SHEET NOTES

1. SEE SCHEDULE 1 FOR SECTIONS OF EXISTING COUNTY ROAD 35 AND 38 TO REMOVED. ALL GRAVEL SHALL BE REMOVED PRIOR TO P-152 EMBANKMENT IN PLACE IS COMPLETED. SEE SHEET 2 FOR VERTICAL CONTROL. SEE SHEET 200 - 201 FOR HORIZONTAL CONTROL.
2. CONTRACTOR SHALL LOCATE AND PROTECT ALL PRIVATE UTILITIES, INCLUDING BUT NOT LIMITED TO OPPD, FASTWYRE, AND COX PRIOR TO CONSTRUCTION. SEE SHEET 20 FOR UTILITY COORDINATION.
3. SEE SHEETS 209 - 210 FOR TYPICAL SECTIONS.
4. SEE SHEETS 241 - 246 FOR ELECTRICAL PLAN AND DETAILS.
5. SEE SHEETS 264 - 271 FOR EROSION CONTROL PLAN AND DETAILS.
6. SEE SHEETS XS-200 - XS-240 FOR CROSS SECTIONS.

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RUNWAY 13/31 GRADING PLAN - STA: 90+00 TO STA: 94+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 213

SCHEDULE 2

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DATE: Mar 02, 2026 9:15am USER: jolson

SEE SHEET 213

SEE SHEET 215

LIMITS OF GRADING

EXISTING COUNTY ROAD 35 TO BE REMOVED

SEE NOTE 1

TAXIWAY A

TAXIWAY A1

RUNWAY 13/31

B-01 B-02 B-03 B-10 B-12 B-101 B-102 B-104

SEE SHEET 225 FOR STORM SEWER PLAN AND PROFILE

SEE SHEET 258 FOR REIL PLAN AND DETAILS

SEE SHEET 145 FOR STORM SEWER PLAN AND PROFILE

EXISTING COUNTY ROAD 38 TO BE REMOVED

MATCHLINE STA: 94+50

MATCHLINE STA: 105+50

MATCHLINE SEE RIGHT

MATCHLINE SEE LEFT

SEE SHEET 131 FOR COUNTY ROAD 38 PLAN AND PROFILE

COUNTY ROAD 38

1 RUNWAY 13/31 GRADING PLAN - STA: 94+50 TO STA: 105+50

2 RUNWAY 13/31 GRADING PLAN

N

0' 25' 50' 100'

SCALE IN FEET

LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PROPOSED PAVEMENT	
EXISTING CONTOUR	XXXX
PROPOSED CONTOUR	XXXX
APPROXIMATE LIMITS OF GRADING	
PROPOSED FLOW LINE	
EMBANKMENT BENCHING	
BOREHOLE	

GENERAL SHEET NOTES

1. STRIP TOPSOIL TO THE LIMITS OF CONSTRUCTION AT A DEPTH OF 8-INCHES FROM STA: 202+00 TO STA:208+00, TO A DISTANCE OF 2 FOOT FROM EDGE OF PAVEMENT. ALL EQUIPMENT, LABOR, MATERIALS AND INCIDENTALS REQUIRED TO STRIP, STOCKPILE AND REPLACE MATERIAL SHALL BE PAID FOR UNDER THE BID ITEM "P-152 EMBANKMENT IN PLACE (ESTABLISHED QUANTITY)". NO ADDITIONAL PAYMENT WILL BE MADE FOR THE RE-HANDLING AND REPLACEMENT OF THE TOPSOIL.
2. SEE SCHEDULE 1 FOR SECTIONS OF EXISTING COUNTY ROAD 35 AND 38 TO REMOVED. ALL GRAVEL SHALL BE REMOVED PRIOR TO P-152 EMBANKMENT IN PLACE IS COMPLETED. SEE SHEET 2 FOR VERTICAL CONTROL. SEE SHEET 200 - 201 FOR HORIZONTAL CONTROL.
3. CONTRACTOR SHALL LOCATE AND PROTECT ALL PRIVATE UTILITIES, INCLUDING BUT NOT LIMITED TO OPPD, FASTWYRE, AND COX PRIOR TO CONSTRUCTION. SEE SHEET 20 FOR UTILITY COORDINATION.
4. SEE SPECIFICATIONS FOR GEOTECHINAL ENGINEERS REPORT FOR BORING LOG DATA.
5. SEE SHEETS 209 - 210 FOR TYPICAL SECTIONS.
6. SEE SHEETS 241 - 246 FOR ELECTRICAL PLAN AND DETAILS.
7. SEE SHEETS 264 - 271 FOR EROSION CONTROL PLAN AND DETAILS.
8. SEE SHEETS XS-200 - XS-240 FOR CROSS SECTIONS.

SCHEDULE 2

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REV. NO.	DATE	DESCRIPTION

RUNWAY 13/31 GRADING PLAN - STA: 94+50 TO STA: 105+50

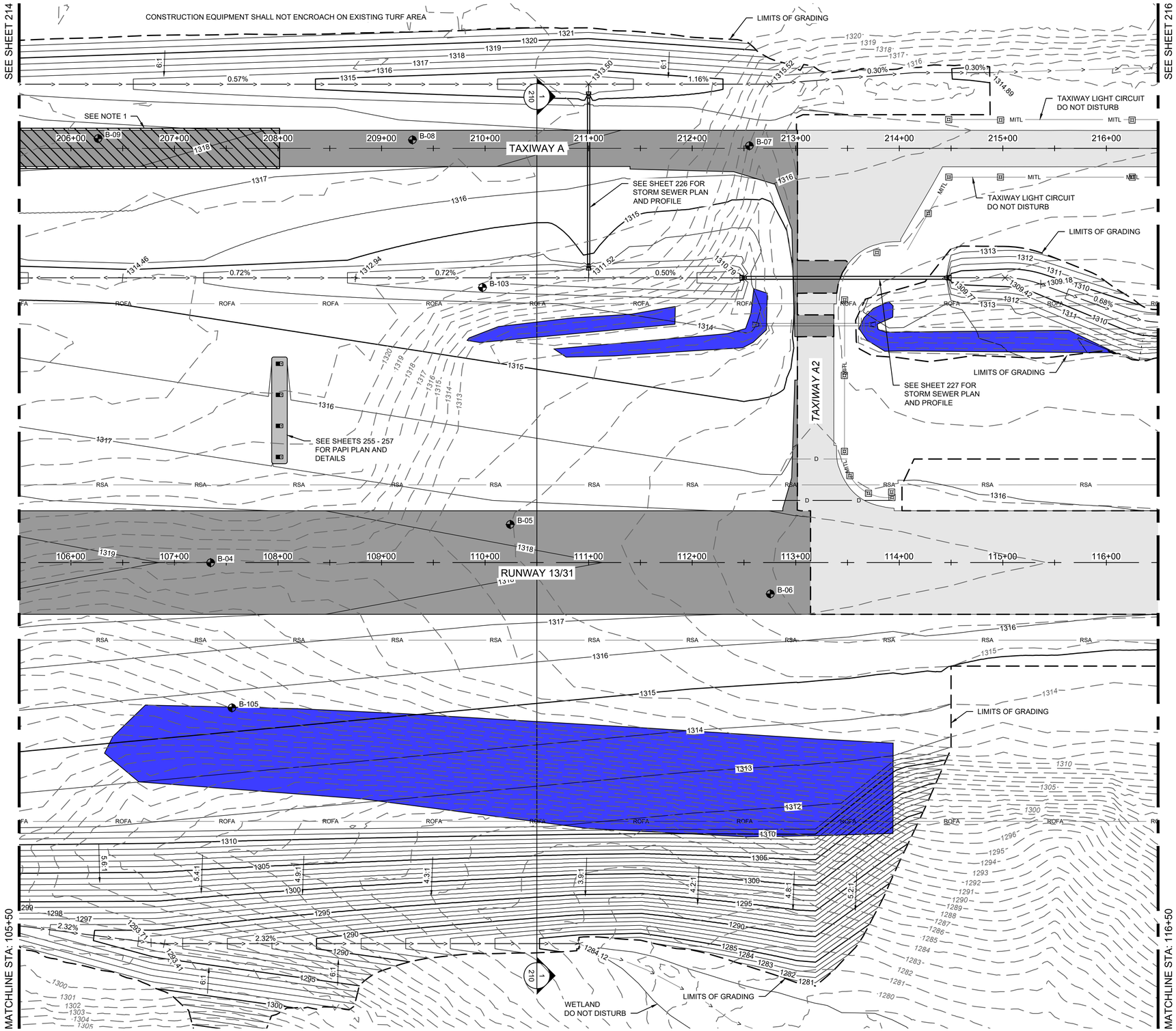
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 214

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DATE: Mar 02, 2026 9:18am USER: jolson



1 RUNWAY 13/31 GRADING PLAN - STA: 105+50 TO STA: 116+50

N

0' 25' 50' 100'

SCALE IN FEET

LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PROPOSED PAVEMENT	
EXISTING CONTOUR	XXXX
PROPOSED CONTOUR	XXXX
APPROXIMATE LIMITS OF GRADING	
PROPOSED FLOW LINE	
EMBANKMENT BENCHING	
BOREHOLE	

GENERAL SHEET NOTES

1. STRIP TOPSOIL TO THE LIMITS OF CONSTRUCTION AT A DEPTH OF 8-INCHES FROM STA: 202+00 TO STA:208+00, TO A DISTANCE OF 2 FOOT FROM EDGE OF PAVEMENT. ALL EQUIPMENT, LABOR, MATERIALS AND INCIDENTALS REQUIRED TO STRIP, STOCKPILE AND REPLACE MATERIAL SHALL BE PAID FOR UNDER THE BID ITEM "P-152 EMBANKMENT IN PLACE (ESTABLISHED QUANTITY)". NO ADDITIONAL PAYMENT WILL BE MADE FOR THE RE-HANDLING AND REPLACEMENT OF THE TOPSOIL.
2. SEE SCHEDULE 1 FOR SECTIONS OF EXISTING COUNTY ROAD 35 AND 38 TO REMOVED. ALL GRAVEL SHALL BE REMOVED PRIOR TO P-152 EMBANKMENT IN PLACE IS COMPLETED. SEE SHEET 2 FOR VERTICAL CONTROL. SEE SHEET 200 - 201 FOR HORIZONTAL CONTROL.
3. TOPSOIL AND VEGETATION HAS ACCUMULATED ALONG THE EXISTING PAVEMENT EDGES RESTRICTING DRAINAGE. IN ADDITION THE RUNWAY SAFETY AREA GRADING IS NOT IN COMPLIANCE WITH WITH CURRENT FAA STANDARDS. TOPSOIL MAY BE USED AS EMBANKMENT MATERIAL 2.5 FEET OUTSIDE THE PAVEMENT EDGE.
4. CONTRACTOR SHALL LOCATE AND PROTECT ALL PRIVATE UTILITIES, INCLUDING BUT NOT LIMITED TO OPPD, FASTWYRE, AND COX PRIOR TO CONSTRUCTION. SEE SHEET 20 FOR UTILITY COORDINATION.
5. SEE SPECIFICATIONS FOR GEOTECHNICAL ENGINEER'S REPORT FOR BORING LOG DATA.
6. SEE SHEETS 209 - 210 FOR TYPICAL SECTIONS.
7. SEE SHEETS 241 - 246 FOR ELECTRICAL PLAN AND DETAILS.
8. SEE SHEETS 264 - 271 FOR EROSION CONTROL PLAN AND DETAILS.
9. SEE SHEETS XS-200 - XS-240 FOR CROSS SECTIONS.

SCHEDULE 2

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OLSON
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03/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

RUNWAY 13/31 GRADING PLAN - STA: 105+50 TO STA: 116+50

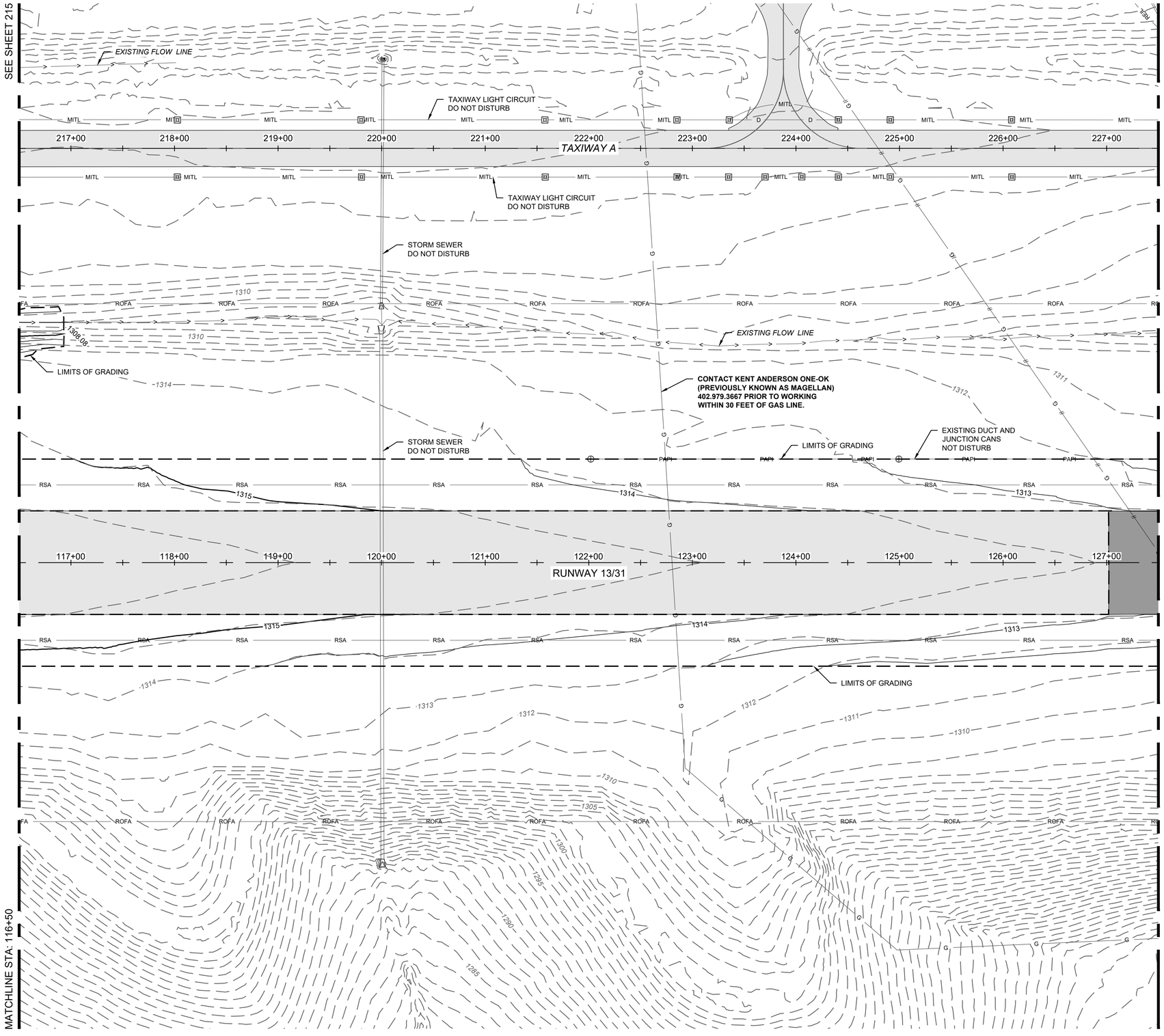
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 215

F:\2025\01501-02000\025-01994\40-design\AutoCAD\final plans\Sheets\AEDIC_GRD_02501994.dwg
DATE: Mar 02, 2026 9:20am USER: jolson



1 RUNWAY 13/31 GRADING PLAN - STA: 116+50 TO STA: 127+50

N

0' 25' 50' 100'
SCALE IN FEET

LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PROPOSED PAVEMENT	
EXISTING CONTOUR	XXXX
PROPOSED CONTOUR	XXXX
APPROXIMATE LIMITS OF GRADING	
PROPOSED FLOW LINE	
EMBANKMENT BENCHING	

GENERAL SHEET NOTES

1. TOPSOIL AND VEGETATION HAS ACCUMULATED ALONG THE EXISTING PAVEMENT EDGES RESTRICTING DRAINAGE. IN ADDITION THE RUNWAY SAFETY AREA GRADING IS NOT IN COMPLIANCE WITH WITH CURRENT FAA STANDARDS. TOPSOIL MAY BE USED AS EMBANKMENT MATERIAL 2.5 FEET OUTSIDE THE PAVEMENT EDGE.
2. CONTRACTOR SHALL LOCATE AND PROTECT ALL UTILITIES, INCLUDING BUT NOT LIMITED TO ONE OK GAS LINE AIRFIELD LIGHTING PRIOR TO CONSTRUCTION. SEE SHEET 20 FOR UTILITY COORDINATION.
3. CONTRACTOR SHALL ADJUST GRADING EFFORTS AROUND EXISTING JUNCTION CANS TO ENSURE NO DAMAGE IS DONE.
4. SEE SHEETS 209 - 210 FOR TYPICAL SECTIONS.
5. SEE SHEETS 241 - 246 FOR ELECTRICAL PLAN AND DETAILS.
6. SEE SHEETS 264 - 271 FOR EROSION CONTROL PLAN AND DETAILS.
7. SEE SHEETS XS-200 - XS-240 FOR CROSS SECTIONS.

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STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

RUNWAY 13/31 GRADING PLAN - STA: 116+50 TO STA: 127+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

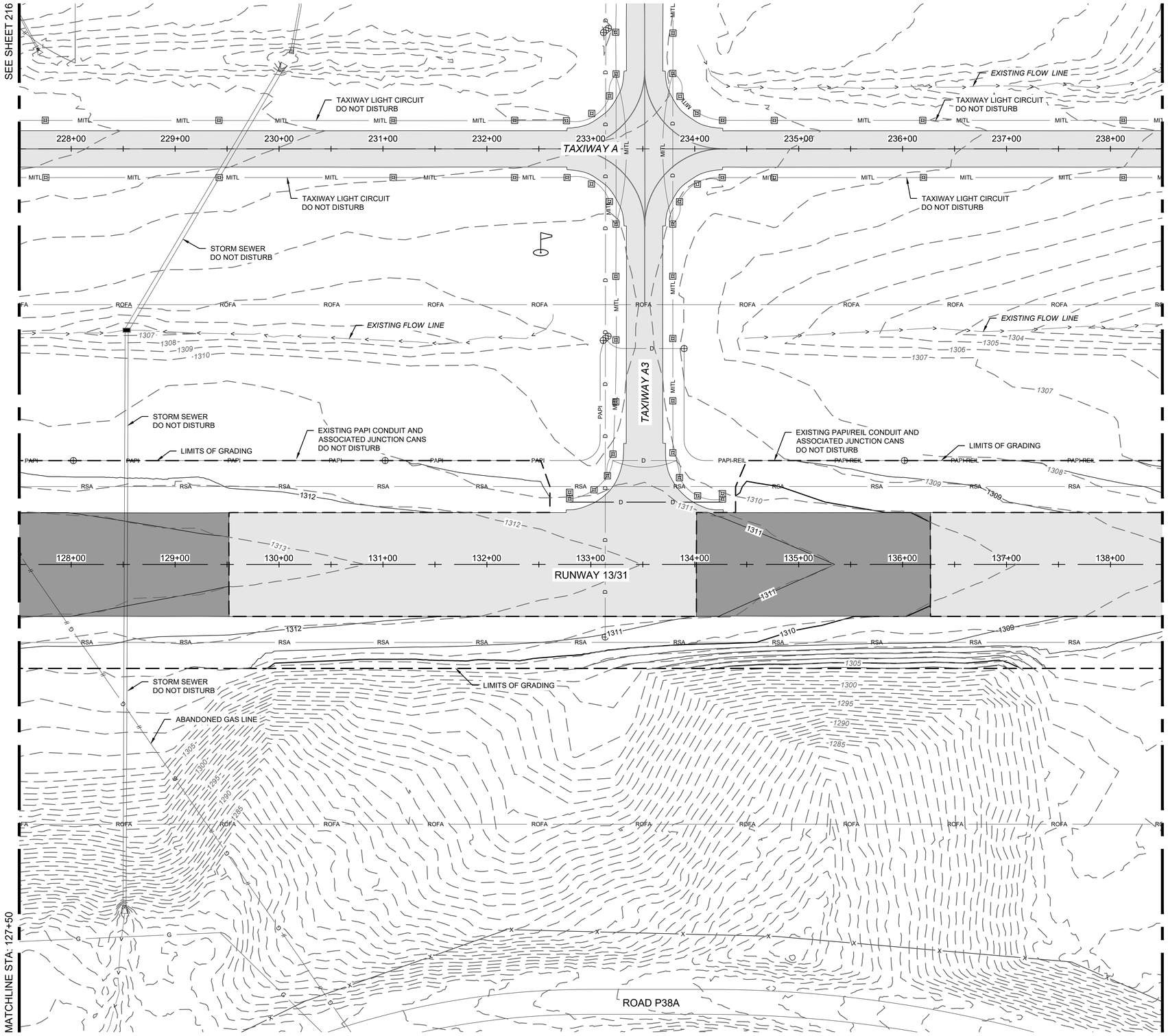
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

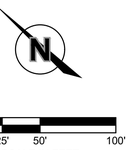
SHEET
216

SCHEDULE 2

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DATE: Mar 02, 2026 9:22am USER: jolson



1 RUNWAY 13/31 GRADING PLAN - STA: 127+50 TO STA: 138+50



LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PROPOSED PAVEMENT	
EXISTING CONTOUR	XXXX
PROPOSED CONTOUR	XXXX
APPROXIMATE LIMITS OF GRADING	
PROPOSED FLOW LINE	
EMBANKMENT BENCHING	

GENERAL SHEET NOTES

1. TOPSOIL AND VEGETATION HAS ACCUMULATED ALONG THE EXISTING PAVEMENT EDGES RESTRICTING DRAINAGE. IN ADDITION THE RUNWAY SAFETY AREA GRADING IS NOT IN COMPLIANCE WITH WITH CURRENT FAA STANDARDS. TOPSOIL MAY BE USED AS EMBANKMENT MATERIAL 2.5 FEET OUTSIDE THE PAVEMENT EDGE.
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3. CONTRACTOR SHALL ADJUST GRADING EFFORTS AROUND EXISTING JUNCTION CANS TO ENSURE NO DAMAGE IS DONE.
4. SEE SHEETS 209 - 210 FOR TYPICAL SECTIONS.
5. SEE SHEETS 241 - 246 FOR ELECTRICAL PLAN AND DETAILS.
6. SEE SHEETS 264 - 271 FOR EROSION CONTROL PLAN AND DETAILS.
7. SEE SHEETS XS-200 - XS-240 FOR CROSS SECTIONS.

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REVISIONS

REV. NO.	DATE	DESCRIPTION

RUNWAY 13/31 GRADING PLAN - STA: 127+50 TO STA: 138+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

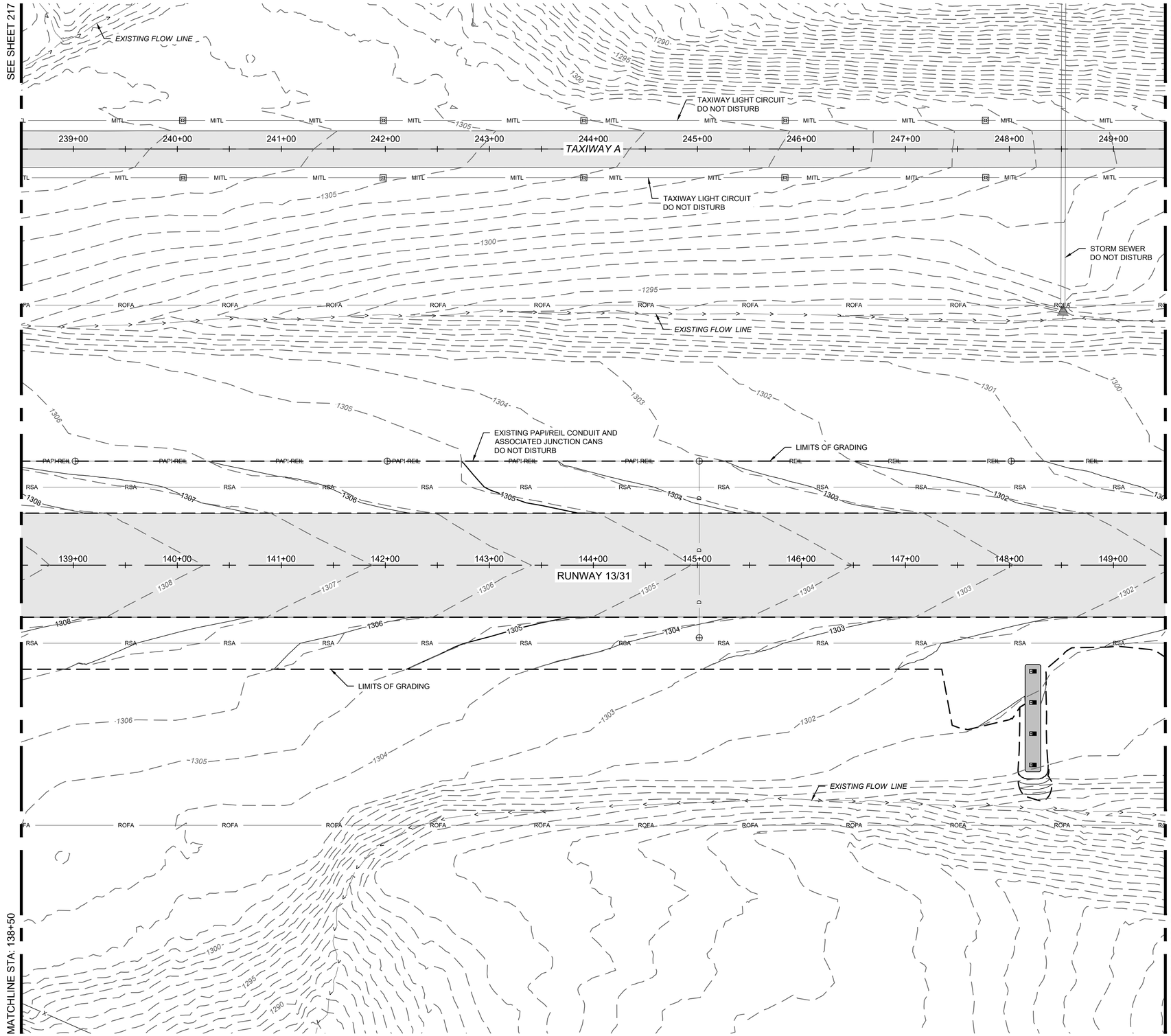
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

SHEET 217

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DATE: Mar 02, 2026 9:23am USER: jolson



1 RUNWAY 13/31 GRADING PLAN - STA: 138+50 TO STA: 149+50

0' 25' 50' 100'
SCALE IN FEET

LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PROPOSED PAVEMENT	
EXISTING CONTOUR	XXXX
PROPOSED CONTOUR	XXXX
APPROXIMATE LIMITS OF GRADING	
PROPOSED FLOW LINE	
EMBANKMENT BENCHING	

GENERAL SHEET NOTES

1. TOPSOIL AND VEGETATION HAS ACCUMULATED ALONG THE EXISTING PAVEMENT EDGES RESTRICTING DRAINAGE. IN ADDITION THE RUNWAY SAFETY AREA GRADING IS NOT IN COMPLIANCE WITH WITH CURRENT FAA STANDARDS. TOPSOIL MAY BE USED AS EMBANKMENT MATERIAL 2.5 FEET OUTSIDE THE PAVEMENT EDGE.
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REV. NO.	DATE	DESCRIPTION
		REVISIONS

RUNWAY 13/31 GRADING PLAN - STA: 138+50 TO STA: 149+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

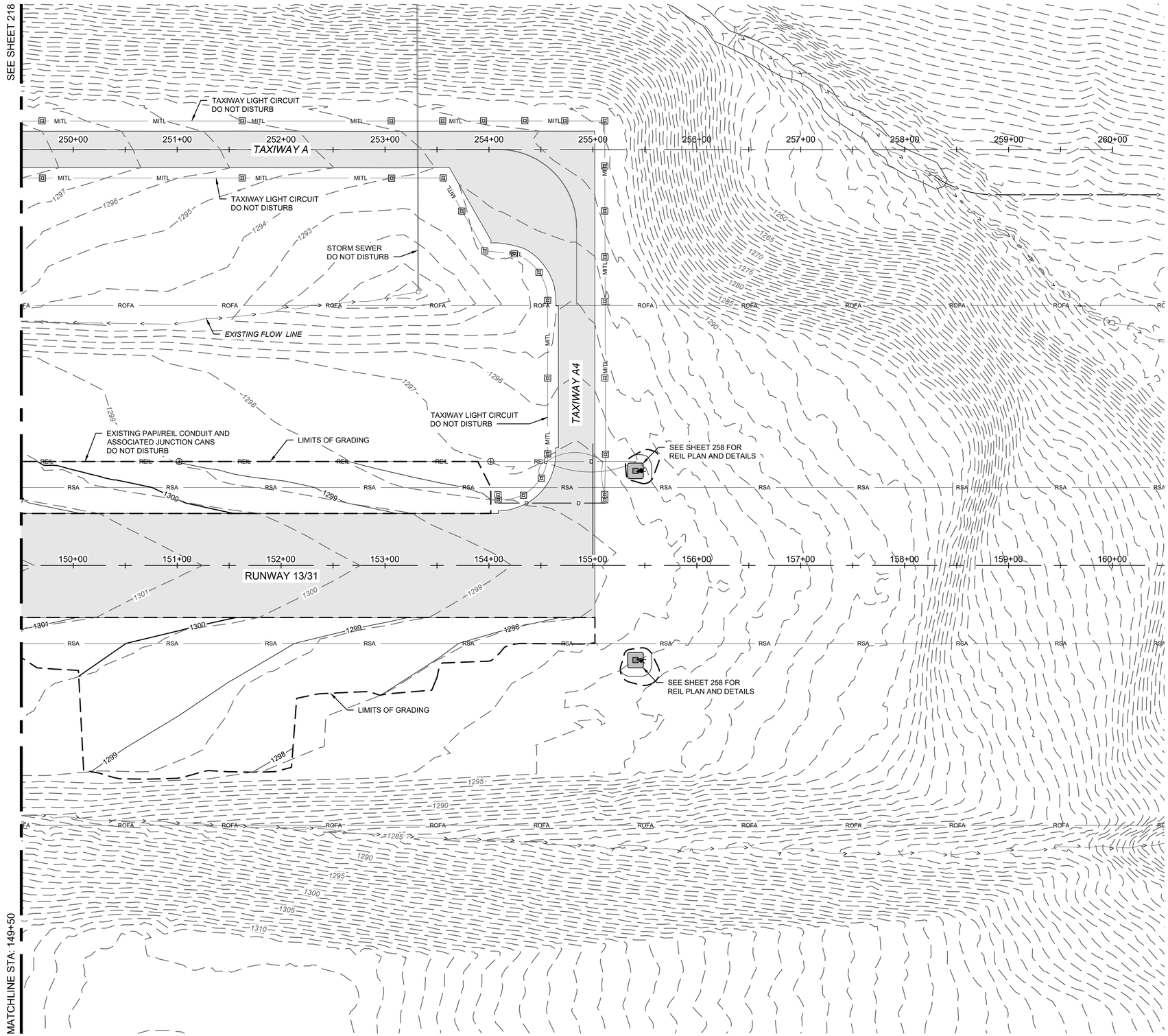
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE | 2785 STATE HIGHWAY 133, 68110 | 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

SHEET
218

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DATE: Mar 02, 2026 9:25am USER: jolson



1 RUNWAY 13/31 GRADING PLAN - STA: 149+50 TO STA: 160+50

0' 25' 50' 100'
SCALE IN FEET

LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PROPOSED PAVEMENT	
EXISTING CONTOUR	XXXX
PROPOSED CONTOUR	XXXX
APPROXIMATE LIMITS OF GRADING	
PROPOSED FLOW LINE	
EMBANKMENT BENCHING	

GENERAL SHEET NOTES

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09/06/2006
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REVISIONS

REV. NO.	DATE	DESCRIPTION

RUNWAY 13/31 GRADING PLAN - STA: 149+50 TO STA: 160+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

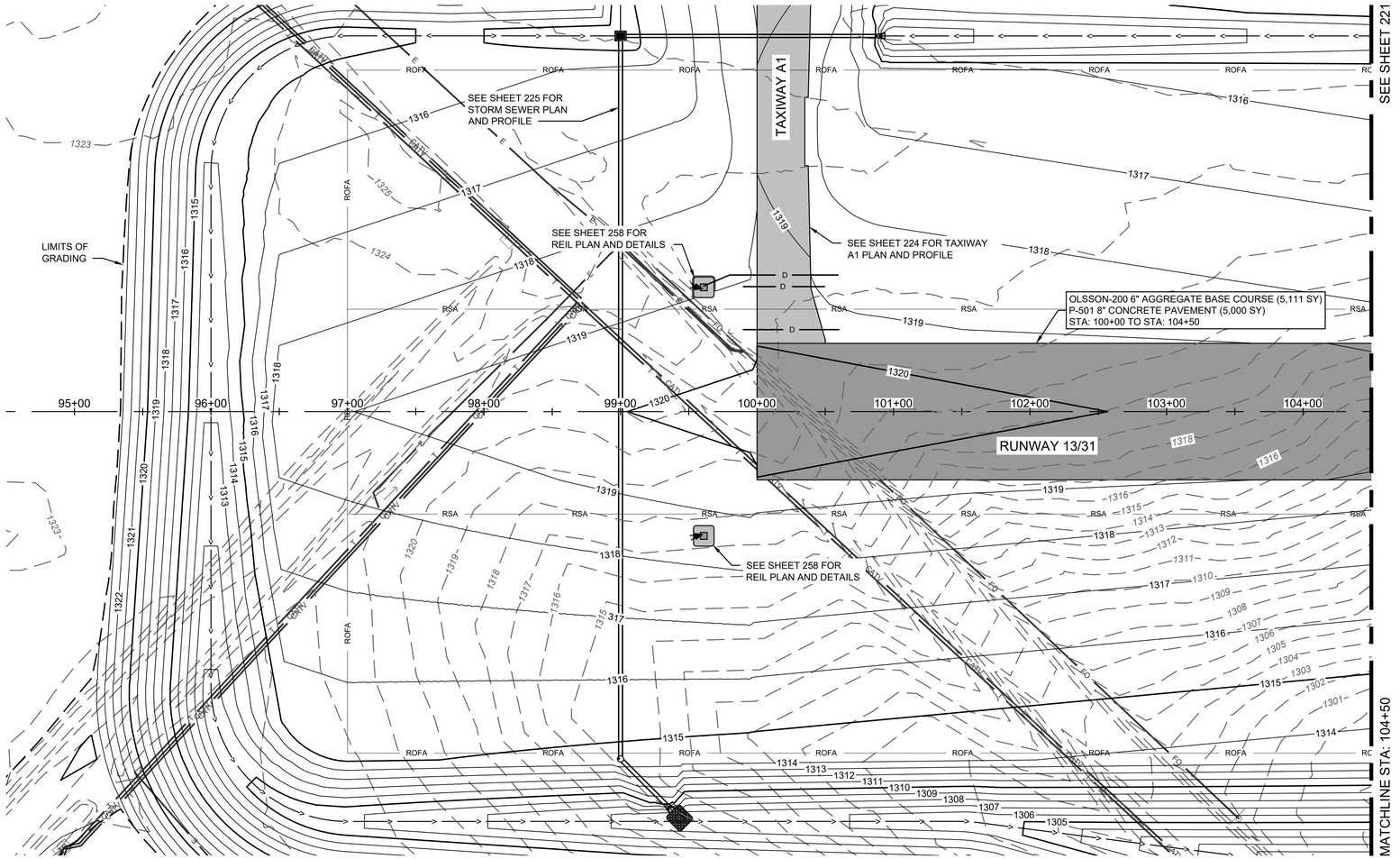
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
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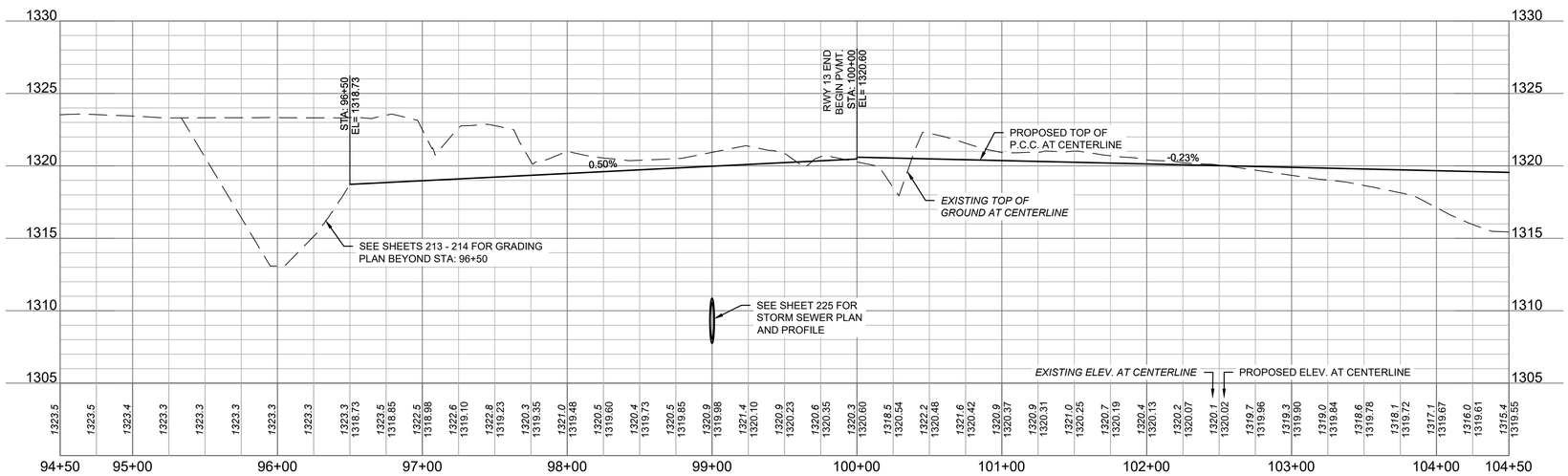
SCHEDULE 2

SHEET 219

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DATE: Mar 02, 2026 9:26am USER: jolson



1 RUNWAY 13/31 PLAN - STA: 94+50 TO STA: 104+50



2 RUNWAY 13/31 PROFILE - STA: 94+50 TO STA: 104+50

GENERAL SHEET NOTES

1. SEE SHEET 2 FOR VERTICAL CONTROL. SEE SHEETS 200 - 201 FOR HORIZONTAL CONTROL.
2. SEE SHEETS 209 - 210 FOR TYPICAL SECTIONS.
3. SEE SHEET 211 FOR SETTLEMENT PLATE PLAN AND DETAILS.
4. SEE SHEETS 213 - 219 FOR OVERALL GRADING PLAN.
5. SEE SHEETS 241 - 260 FOR ELECTRICAL PLANS.

PAVEMENT CROSS SLOPE TRANSITION TABLE		
LEFT	**STATION**	**RIGHT**
-1.25%	100+00	-1.25%
-1.25%	104+50	-1.25%

0' 25' 50' 100'
SCALE IN FEET

0' 5' 10' 20'
SCALE IN FEET

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REV. NO.	DATE	DESCRIPTION

RUNWAY 13/31 PLAN AND PROFILE - STA: 94+50 TO STA: 104+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

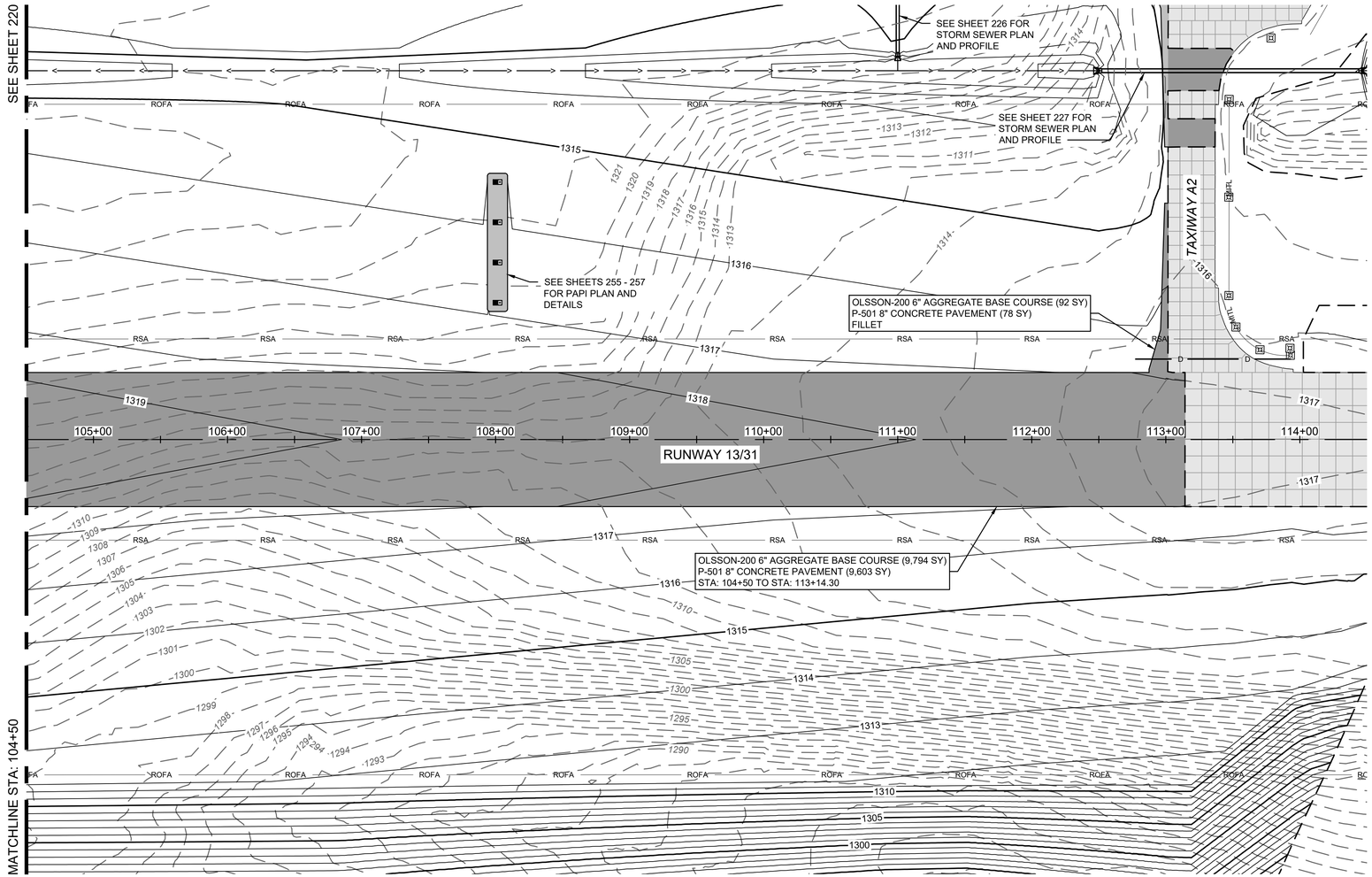
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
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project no.: 025-01994
date: 03.06.2026

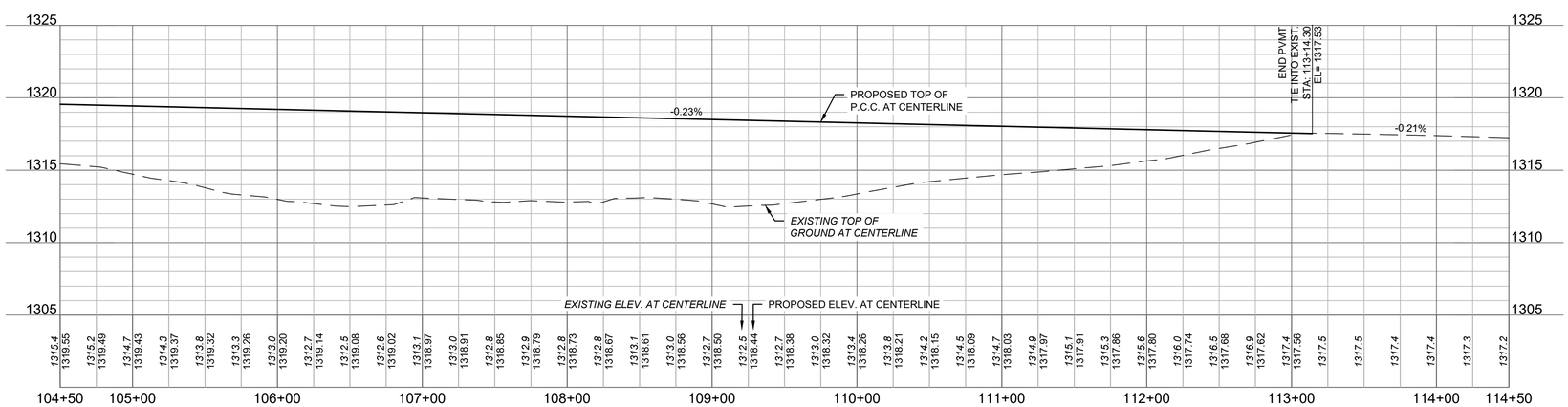
SCHEDULE 2

SHEET 220

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DATE: Mar 02, 2026 9:30am USER: jolson



1 RUNWAY 13/31 PLAN - STA: 104+50 TO STA: 113+14.30



2 RUNWAY 13/31 PROFILE - STA: 104+50 TO STA: 113+14.30

0' 25' 50' 100'
SCALE IN FEET

GENERAL SHEET NOTES

1. DO NOT DISTURB EXISTING TAXIWAY CIRCUIT, BASE MOUNTED LIGHTS, JUNCTION STRUCTURES AND ALL APPURTENANCES ASSOCIATED WITH THE TAXIWAY CIRCUIT. IF ANY DAMAGE IS DONE TO THE TAXIWAY CIRCUIT IT SHALL BE FIXED TO A COMPLETE FUNCTIONING CIRCUIT AT NO ADDITIONAL COST TO THE OWNER.
2. SEE SHEET 2 FOR VERTICAL CONTROL. SEE SHEETS 200 - 201 FOR HORIZONTAL CONTROL.
3. SEE SHEETS 209 - 210 FOR TYPICAL SECTIONS.
4. SEE SHEET 211 FOR SETTLEMENT PLATE PLAN AND DETAILS.
5. SEE SHEETS 213 - 219 FOR OVERALL GRADING PLAN.
6. SEE SHEETS 241 - 260 FOR ELECTRICAL PLANS.

PAVEMENT CROSS SLOPE TRANSITION TABLE		
LEFT	**STATION**	**RIGHT**
-1.25%	104+50	-1.25%
-1.24%	113+01.40	-1.10%
-1.21%	113+14.30	-1.08%

0' 25' 50' 100'
SCALE IN FEET

20' 10' 5' 0'

SCHEDULE 2

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09/06/2006
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

RUNWAY PLAN AND PROFILE - STA: 104+50 TO STA: 114+50

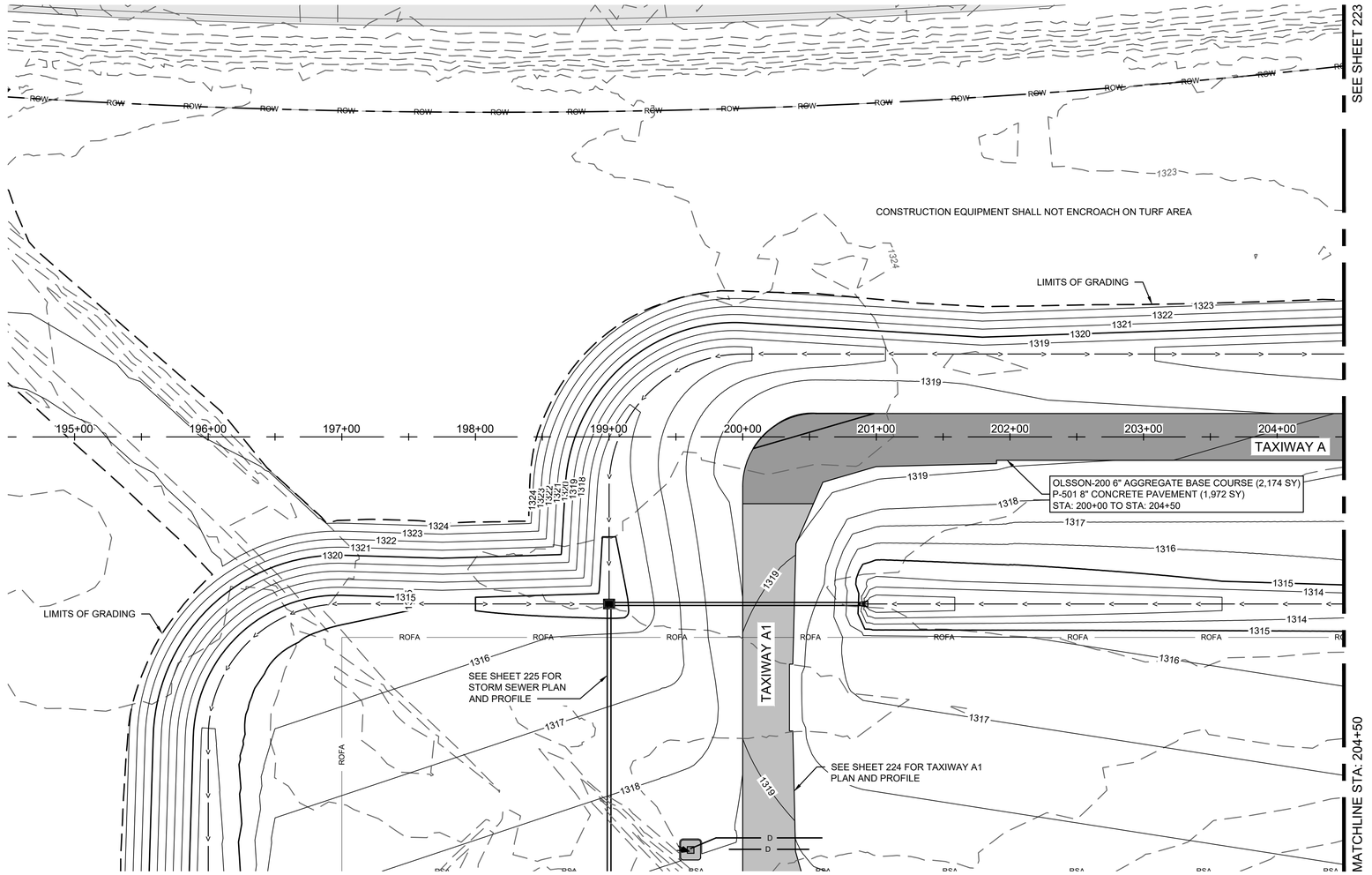
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

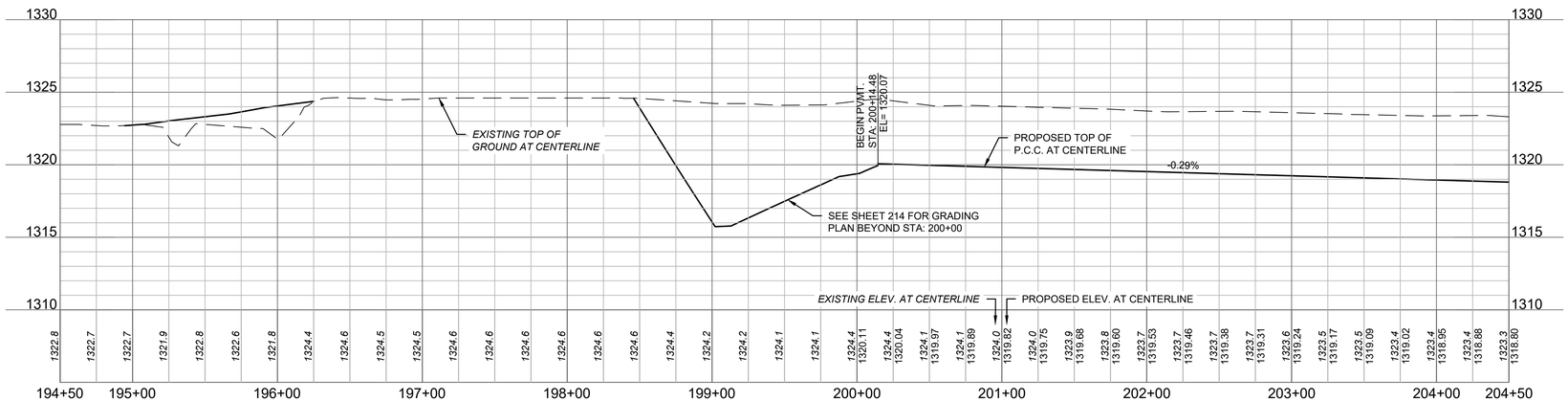
drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET
221

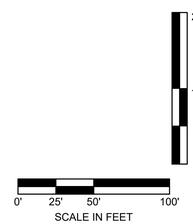
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DATE: Mar 02, 2026 9:32am USER: jolson



1 TAXIWAY A PLAN - STA: 194+50 TO STA: 204+50



2 RUNWAY 13/31 PROFILE - STA: 194+50 TO STA: 204+50





GENERAL SHEET NOTES

1. SEE SHEET 2 FOR VERTICAL CONTROL. SEE SHEETS 200 - 201 FOR HORIZONTAL CONTROL.
2. SEE SHEETS 209 - 210 FOR TYPICAL SECTIONS.
3. SEE SHEET 211 FOR SETTLEMENT PLATE PLAN AND DETAILS.
4. SEE SHEETS 213 - 219 FOR OVERALL GRADING PLAN.
5. SEE SHEETS 241 - 260 FOR ELECTRICAL PLANS.

PAVEMENT CROSS SLOPE TRANSITION TABLE		
LEFT	**STATION**	**RIGHT**
1.00%	201+00	-1.00%
1.00%	204+50	-1.00%

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09/06/2006
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REVISIONS

REV. NO.	DATE	DESCRIPTION

TAXIWAY A PLAN AND PROFILE - STA: 194+50 TO STA: 204+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

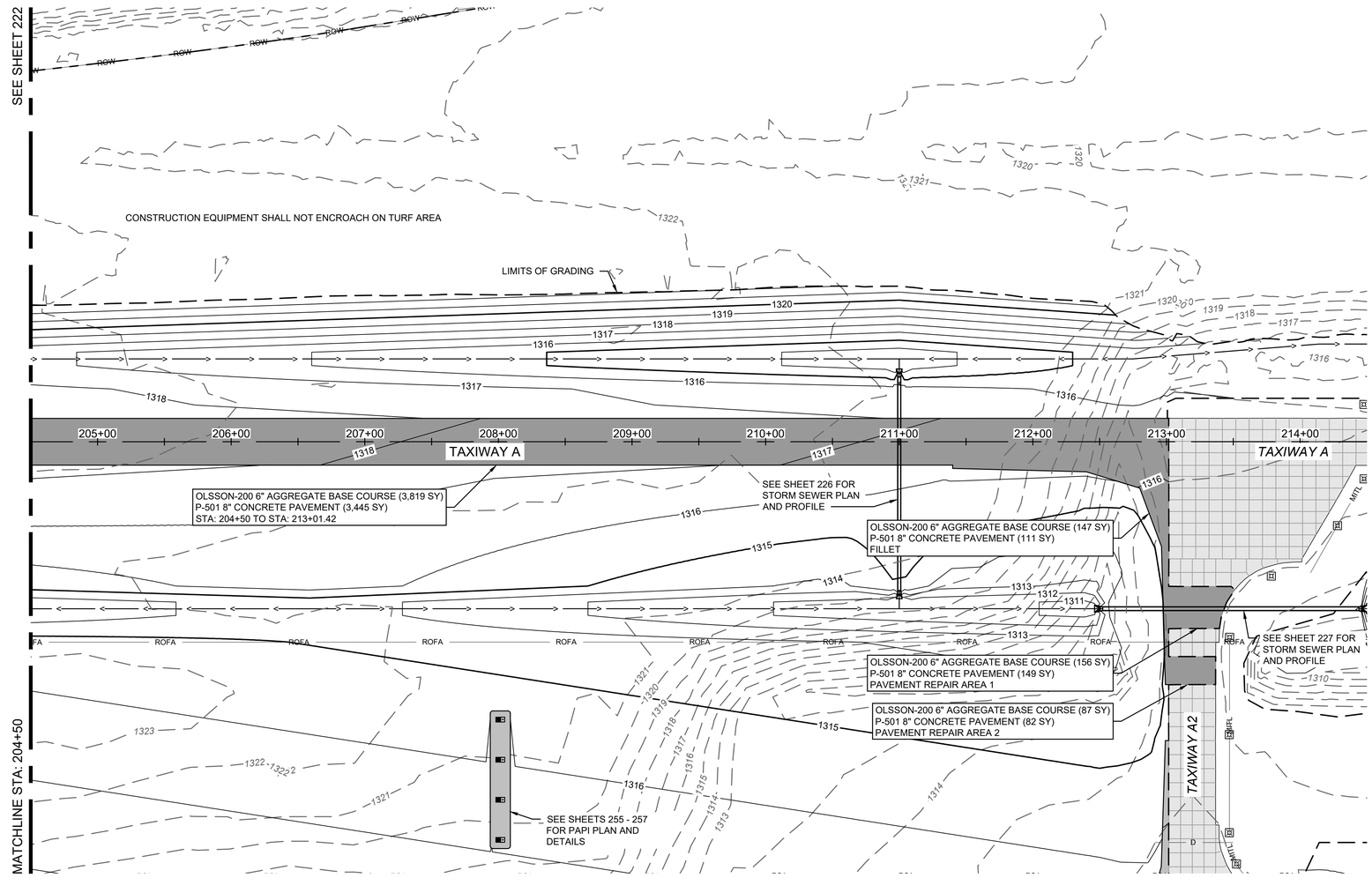
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
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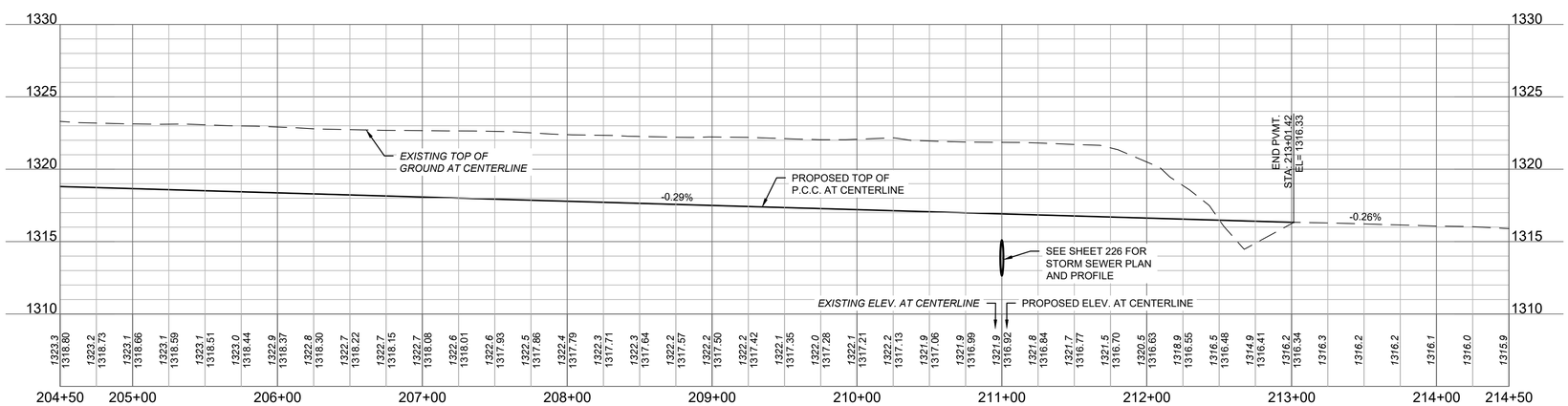
SCHEDULE 2

SHEET
222

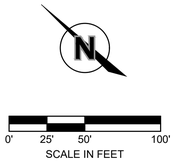
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DATE: Mar 02, 2026 9:37am USER: jolson



1 TAXIWAY A PLAN - STA: 204+50 TO STA: 214+50



2 TAXIWAY A PROFILE - STA: 204+50 TO STA: 214+50



GENERAL SHEET NOTES

1. DO NOT DISTURB EXISTING TAXIWAY CIRCUIT, BASE MOUNTED LIGHTS, JUNCTION STRUCTURES AND ALL APPURTENANCES ASSOCIATED WITH THE TAXIWAY CIRCUIT. IF ANY DAMAGE IS DONE TO THE TAXIWAY CIRCUIT IT SHALL BE FIXED TO A COMPLETE FUNCTIONING CIRCUIT AT NO ADDITIONAL COST TO THE OWNER.
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4. SEE SHEET 211 FOR SETTLEMENT PLATE PLAN AND DETAILS.
5. SEE SHEETS 213 - 219 FOR OVERALL GRADING PLAN.
6. SEE SHEETS 241 - 260 FOR ELECTRICAL PLANS.

PAVEMENT TRANSITION TABLE		
LEFT	**STATION**	**RIGHT**
1.00%	204+50	-1.00%
1.00%	212+50	-1.00%
1.15%	213+01.42	-1.30%

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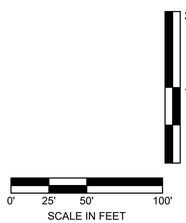
REVISIONS

REV. NO.	DATE	DESCRIPTION

TAXIWAY A PLAN AND PROFILE - STA: 204+50 TO STA: 214+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

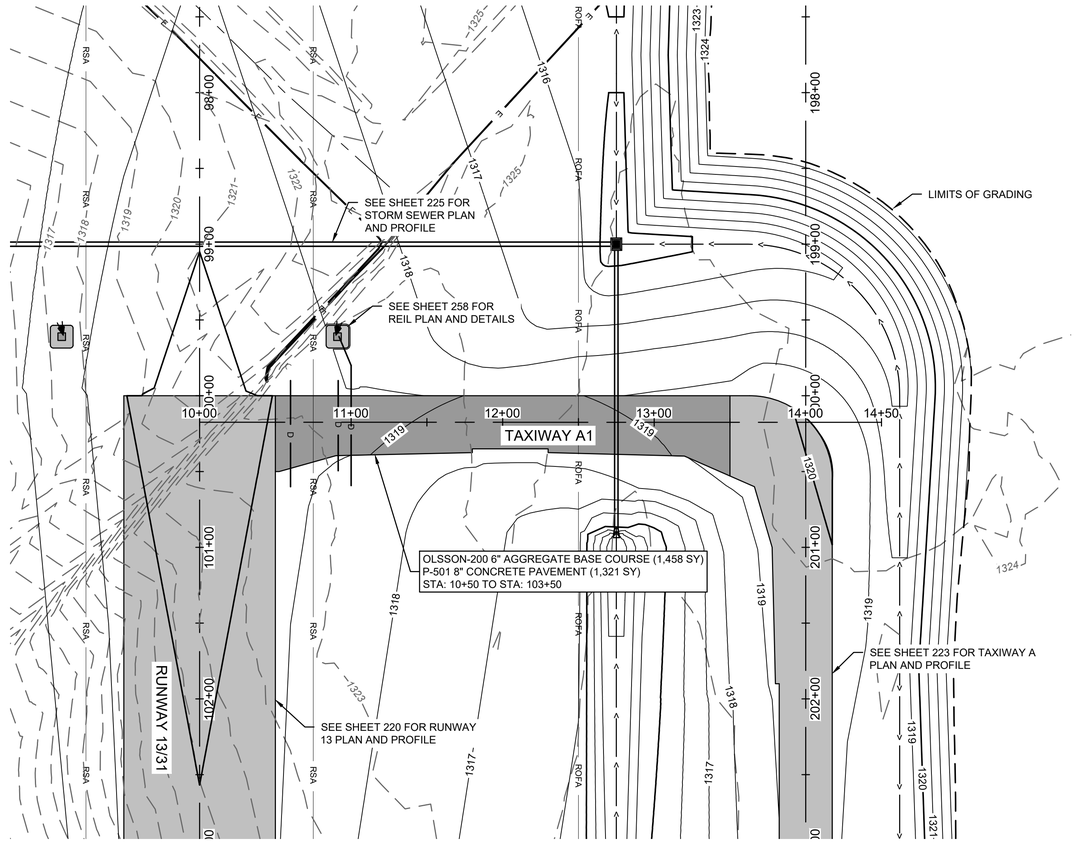


drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

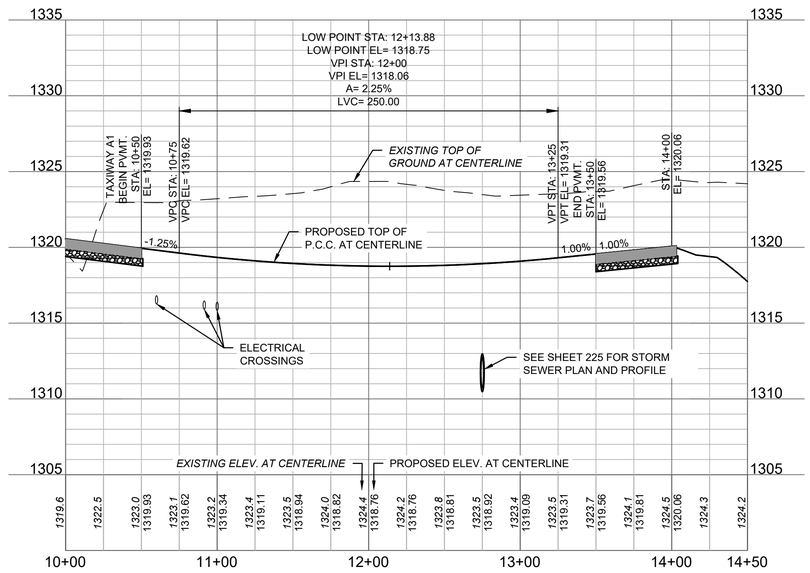
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SHEET 223

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DATE: Mar 02, 2026 9:39am USER: jolson



1 TAXIWAY A1 PLAN - STA: 10+50 TO STA: 13+50



2 TAXIWAY A1 PROFILE - STA: 10+50 TO STA: 13+50

GENERAL SHEET NOTES

1. SEE SHEET 2 FOR VERTICAL CONTROL. SEE SHEETS 200 - 201 FOR HORIZONTAL CONTROL.
2. SEE SHEETS 209 - 210 FOR TYPICAL SECTIONS.
3. SEE SHEET 211 FOR SETTLEMENT PLATE PLAN AND DETAILS.
4. SEE SHEETS 213 - 219 FOR OVERALL GRADING PLAN.
5. SEE SHEETS 241 - 260 FOR ELECTRICAL PLANS.

PAVEMENT CROSS SLOPE TRANSITION TABLE		
LEFT	**STATION**	**RIGHT**
0.23%	10+50.00	-0.23%
1.00%	11+00.00	-1.00%
1.00%	13+00.00	-1.00%
0.28%	13+50.00	-0.28%

0' 25' 50' 100'
SCALE IN FEET

0' 25' 50' 100'
SCALE IN FEET

0' 5' 10' 20'

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REV. NO.	DATE	DESCRIPTION

TAXIWAY A1 PLAN AND PROFILE - STA: 10+50 TO STA: 13+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

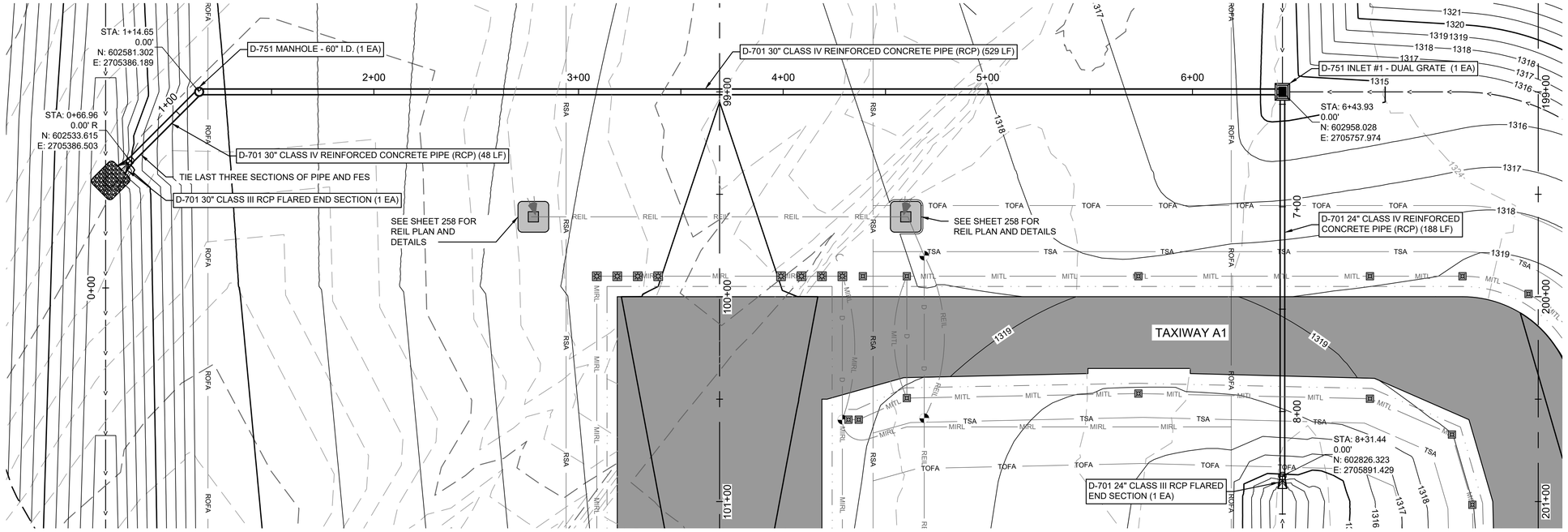
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

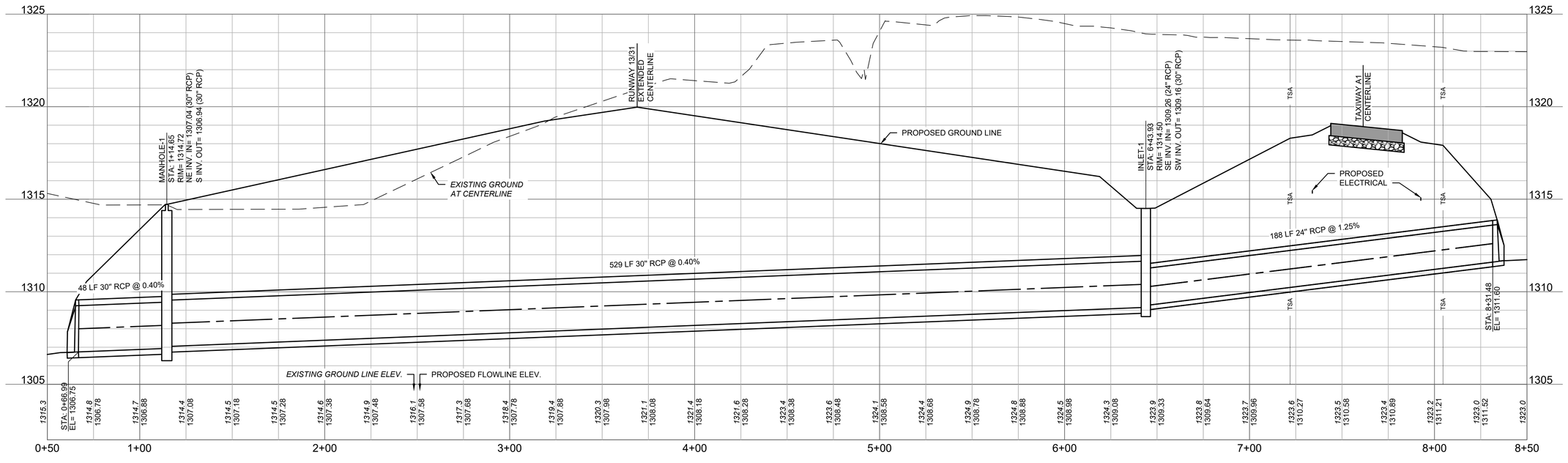
SCHEDULE 2

SHEET 224

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DATE: Mar 02, 2026 9:43am USER: jolson



1 RUNWAY 13/31 STORM SEWER PLAN



2 RUNWAY 13/31 STORM SEWER PROFILE

GENERAL SHEET NOTES

1. SEE SHEET 2 FOR VERTICAL CONTROL. SEE SHEET 201 FOR HORIZONTAL CONTROL.
2. SEE SHEETS 209 - 210 FOR TYPICAL SECTIONS.
3. SEE SHEET 227 FOR STORM SEWER BEDDING DETAIL.
4. SEE SHEETS 241 - 263 FOR ELECTRICAL PLAN AND DETAILS.

SCALE IN FEET: 0' 15' 30' 60'

SCALE IN FEET: 0' 15' 30' 60'

10' 5' 2.5' 0'

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REV. NO.	DATE	DESCRIPTION
		REVISIONS

RUNWAY 13/31 STORM SEWER PLAN AND PROFILE

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

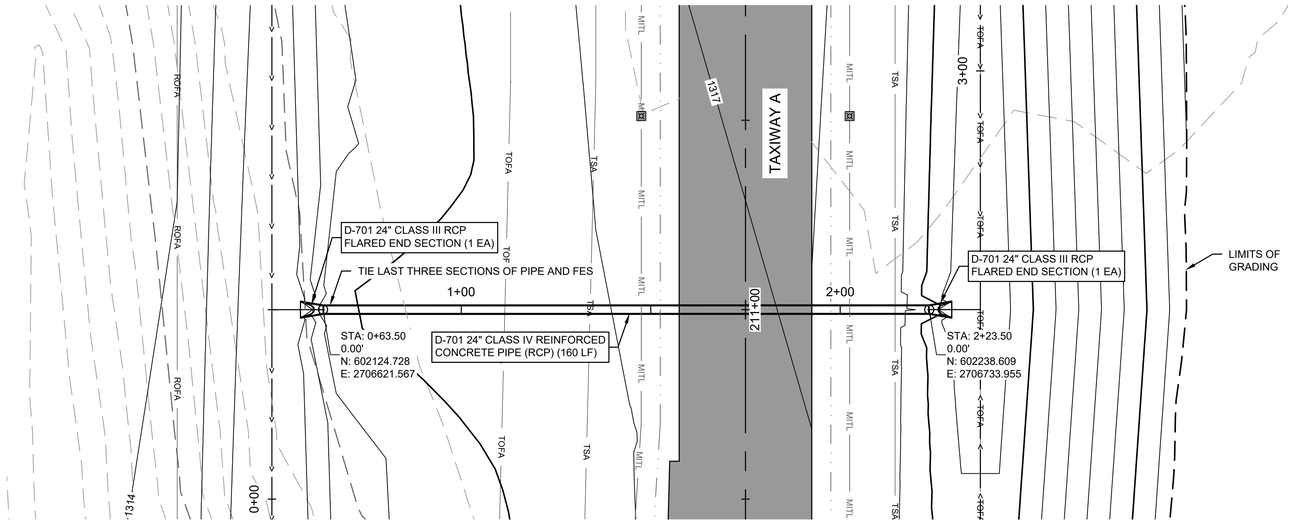
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

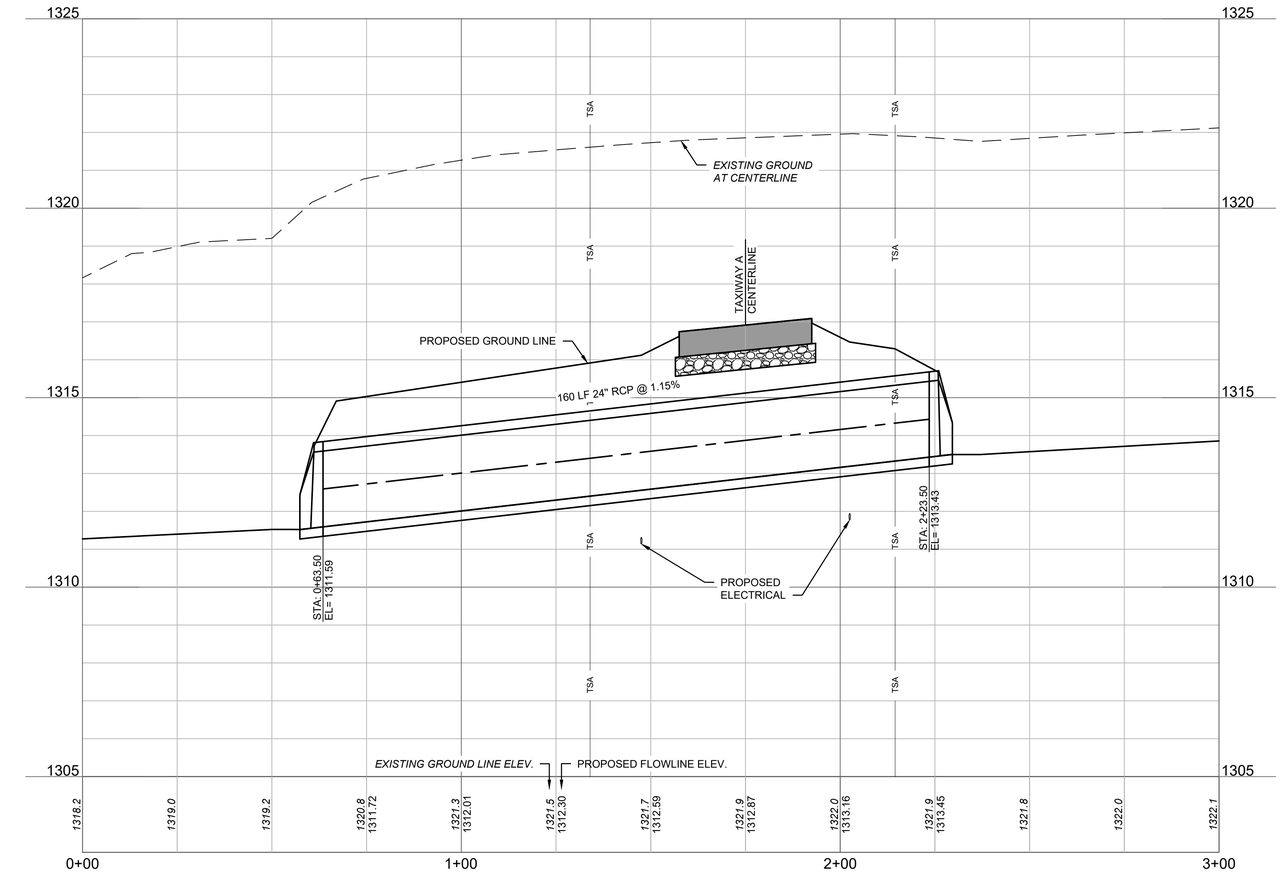
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SCHEDULE 2

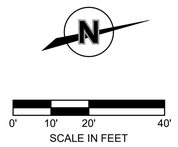
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DATE: Mar 02, 2026 9:47am USER: jolson



1 TAXIWAY A STORM SEWER PLAN

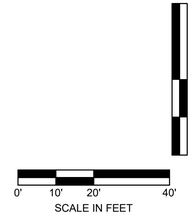


2 TAXIWAY A STORM SEWER PROFILE



GENERAL SHEET NOTES

1. SEE SHEET 2 FOR VERTICAL CONTROL. SEE SHEET 201 FOR HORIZONTAL CONTROL.
2. SEE SHEETS 209 - 210 FOR TYPICAL SECTIONS.
3. SEE SHEET 227 FOR STORM SEWER BEDDING DETAIL.
4. SEE SHEETS 241 - 263 FOR ELECTRICAL PLAN AND DETAILS.



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TAXIWAY A STORM SEWER PLAN AND PROFILE

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

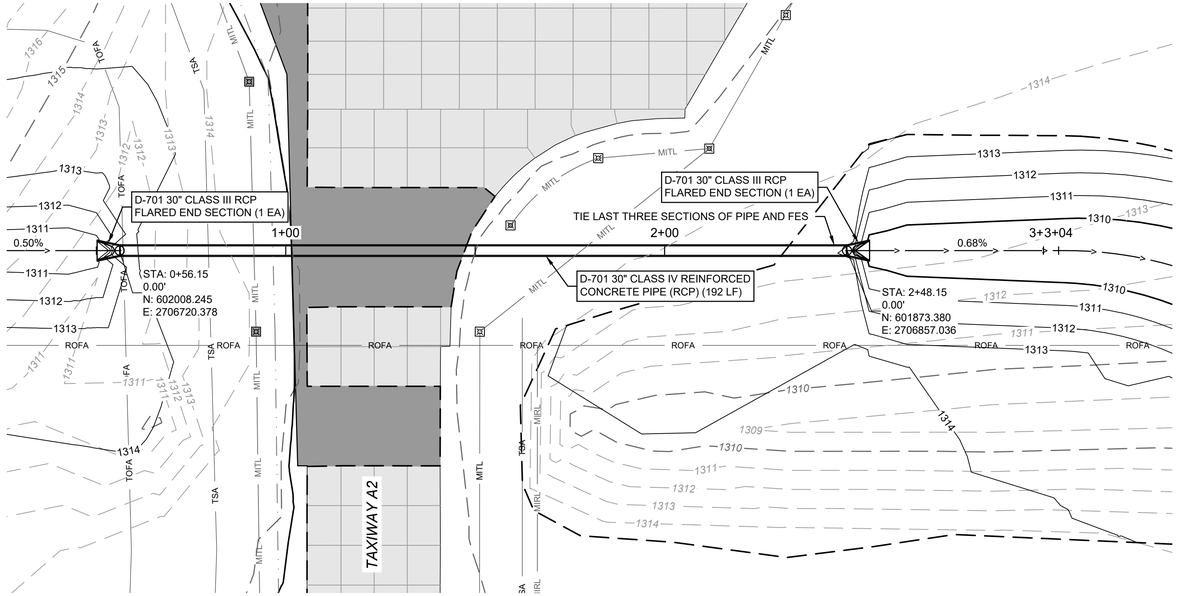
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

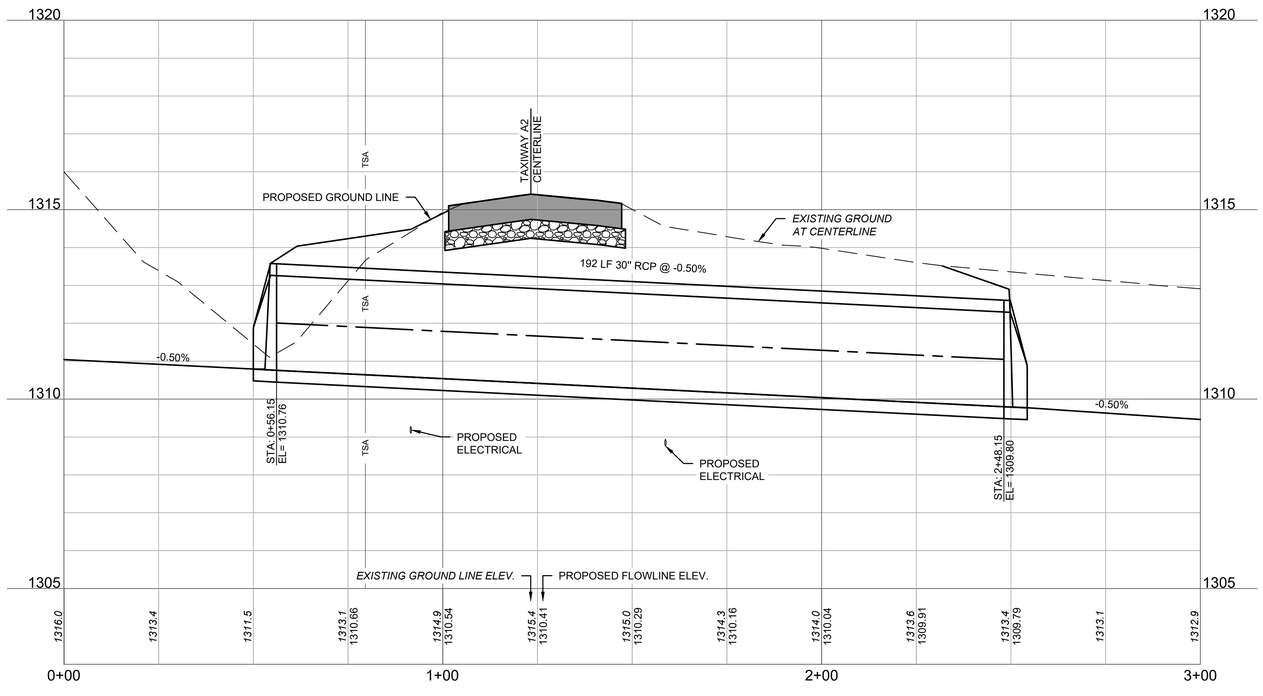
SCHEDULE 2

SHEET
226

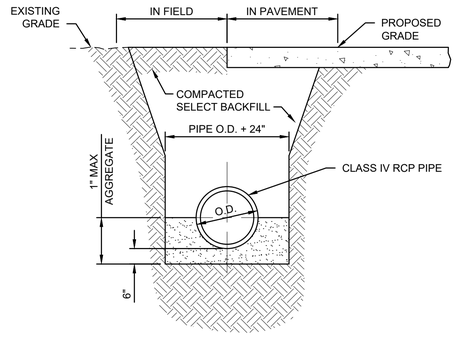
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DATE: Mar 02, 2026 9:49am USER: jolson



1 TAXIWAY A2 STORM SEWER PLAN



2 TAXIWAY A2 STORM SEWER PROFILE



3 D-701 STORM SEWER BEDDING

SCALE: NOT TO SCALE

GENERAL SHEET NOTES

1. SEE SHEET 2 FOR VERTICAL CONTROL. SEE SHEET 201 FOR HORIZONTAL CONTROL.
2. SEE SHEETS 209 - 210 FOR TYPICAL SECTIONS.
3. SEE SHEETS 241 - 263 FOR ELECTRICAL PLAN AND DETAILS.

0' 10' 20' 40'
SCALE IN FEET

0' 10' 20' 40'
SCALE IN FEET

4' 2' 1' 0'

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TAXIWAY A2 STORM SEWER PLAN AND PROFILE

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

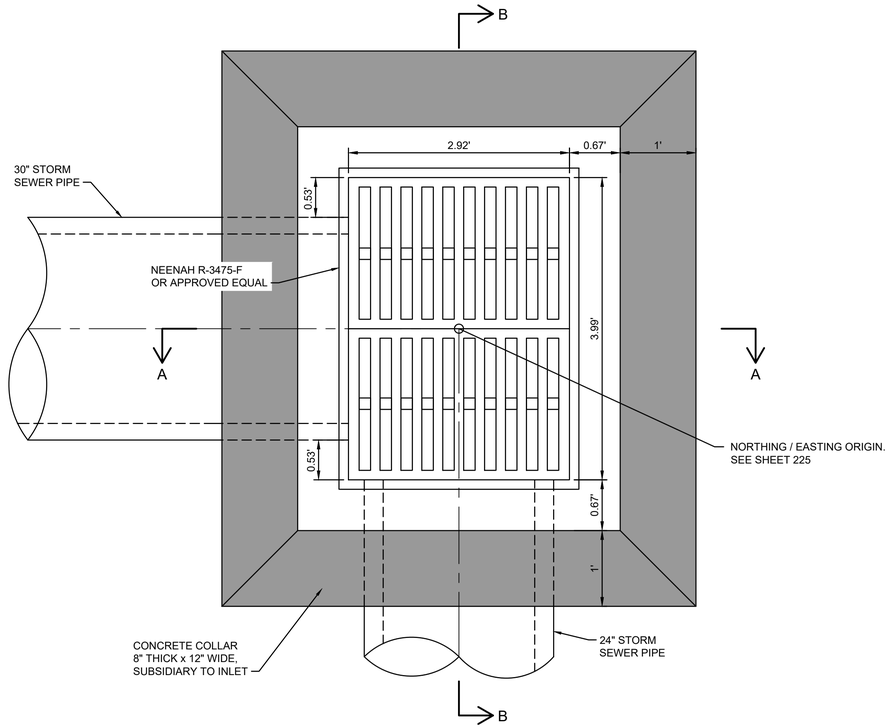
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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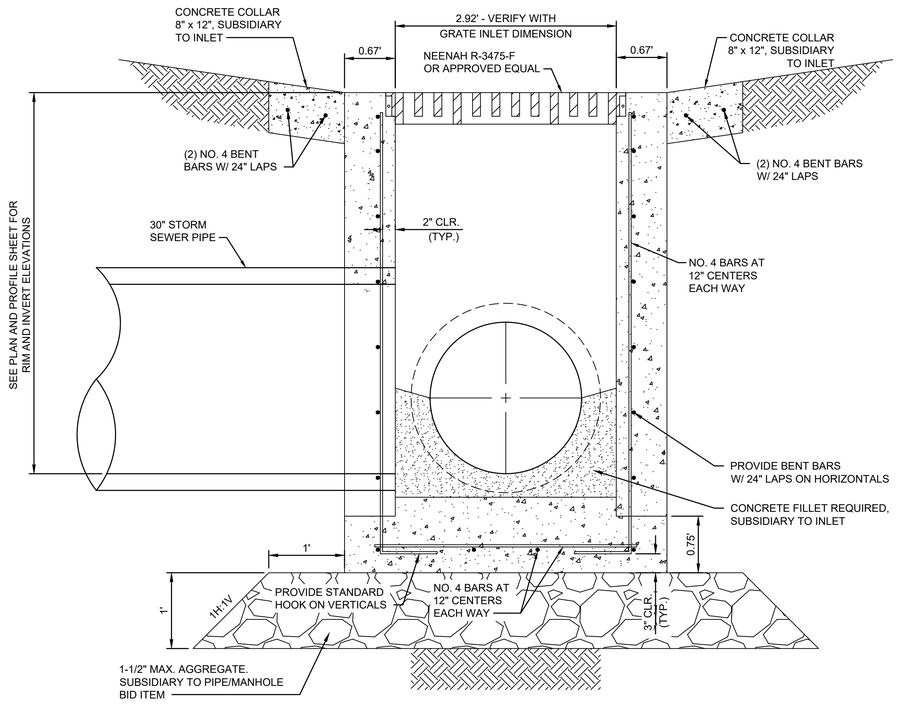
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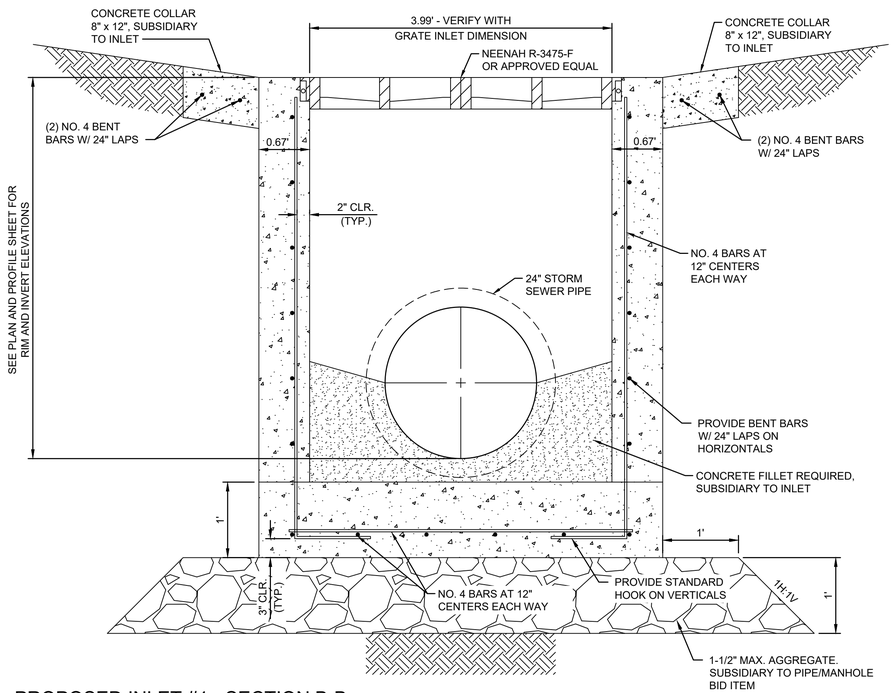
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DATE: Mar 02, 2026 9:50am USER: jolson



1 PROPOSED INLET #1 - DUAL GRATE STORM DRAIN DETAIL



2 PROPOSED INLET #1 - SECTION A-A



3 PROPOSED INLET #1 - SECTION B-B

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REV. NO.	DATE	DESCRIPTION

INLET NO. 1 DETAILS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

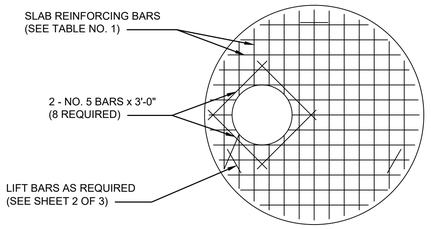
2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

SHEET
228

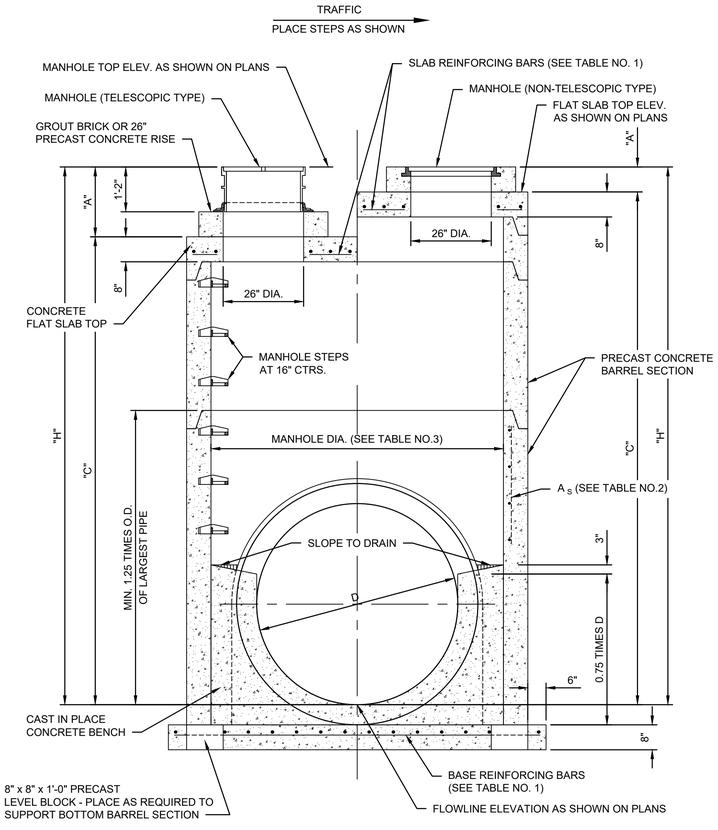
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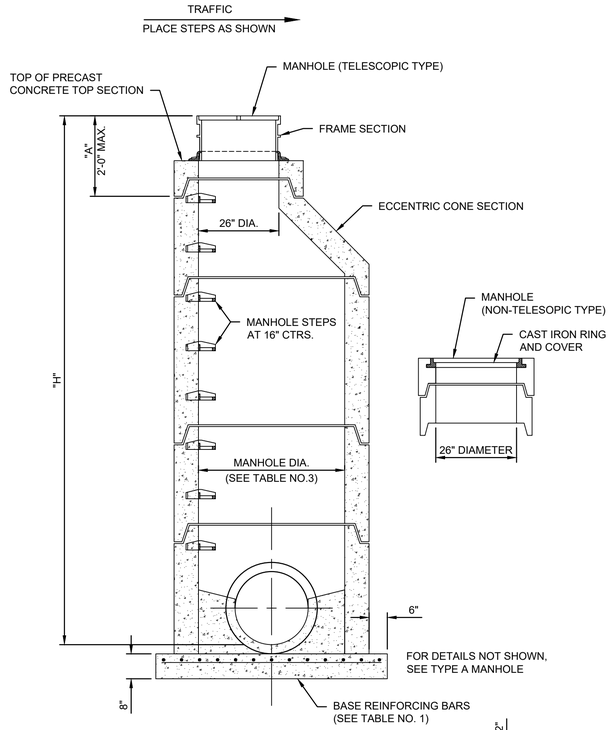
FLAT SLAB BASE

TABLE NO. 1 (BASE AND TOP SLAB FOR ROUND MANHOLE)	
MANHOLE DIAMETER	**SLAB REINFORCING BAR SIZE AND SPACING**
48" - 60"	NO. 4 AT 6" CENTERS
66" AND 72"	NO. 5 AT 7 1/2" CENTERS
84" AND 96"	NO. 5 AT 6 1/2" CENTERS
120"	NO. 5 AT 5 1/2" CENTERS

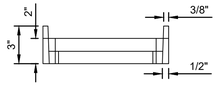
TABLE NO. 2 (CIRCUMFERENTIAL REINFORCEMENT PER FOOT OF BARREL)	
DIAMETER BARREL SECTION	**AREA OF STEEL A_S (SQ. IN./FT.)**
84"	0.37
96"	0.47
120"	0.70



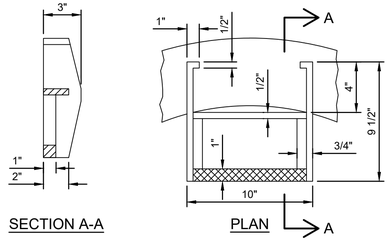
TYPE A



TYPE B

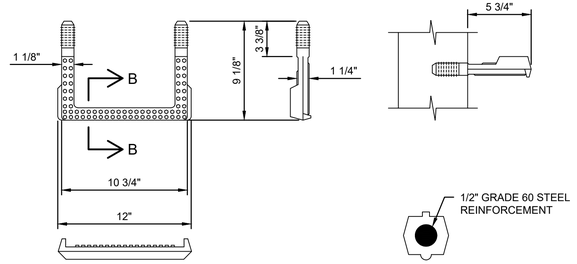


END ELEVATION



SECTION A-A

PLAN



SECTION B-B

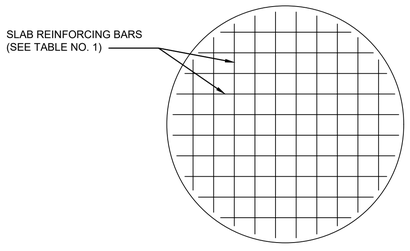


TABLE NO. 3 (MANHOLE SIZE BASED ON LARGEST PIPE INTO MANHOLE)	
LARGEST PIPE DIAMETER	**MINIMUM MANHOLE DIAMETER**
24" OR LESS	48"
30"	54"
36"	60"
42"	66"
48"	72"
54"	84"
66"	96"
84"	120"

GENERAL SHEET NOTES

1. DIMENSION "A" SHALL BE THE DIFFERENCE BETWEEN THE MANHOLE TOP ELEVATION AND THE FLAT TOP ELEVATION FOR TYPE A MANHOLE. DIMENSION "A" SHALL BE THE DIFFERENCE BETWEEN THE TOP MANHOLE ELEVATION AND THE TOP OF THE ECCENTRIC TRANSITION SECTION FOR TYPE B MANHOLE. THE MIN. DIMENSION A SHALL BE 9" UNDER PAVEMENT AND 1'-4" OUTSIDE THE PAVEMENT. DIMENSION "A" SHALL NOT EXCEED 2'-0". WHEN RECONSTRUCTING OR ADJUSTING TO GRADE AN EXISTING MANHOLE, TYPE A OR B, DIMENSION "A" MAY BE INCREASED TO 5'-0" MAX., IF THE RECONSTRUCTION WOULD REQUIRE DIMENSION "A" TO BE IN EXCESS OF 5'-0", THEN THE CONE SECTION OF THE FLAT SLAB TOP MUST BE RAISED AND THE 2'-0" MAX. DIMENSION "A" WILL AGAIN APPLY.
2. DIMENSION "C" SHALL BE THE DIFFERENCE BETWEEN THE FLOWLINE ELEVATION SHOWN ON THE PLANS AND THE FLAT SLAB TOP ELEVATION WHEN SHOWN ON THE PLANS. ONE OR MORE PRECAST CONCRETE BARREL SECTIONS MAY BE PROVIDED TO OBTAIN THE REQUIRED HEIGHT. THE CONTRACTOR MAY PROVIDE ANY COMBINATION OF STANDARD LENGTH PRECAST CONCRETE SECTIONS THAT WILL EQUAL OR EXCEED DIMENSION "C". IF ADDITIONAL LENGTH IS PROVIDED, THE LEVEL BLOCKS SHALL BE SET AT THE PROPER ELEVATION BELOW THE FLOWLINE SO THAT THE FLAT SLAB TOP ELEVATION SHOWN ON THE PLANS WILL BE OBTAINED. ALL ADDITIONAL MATERIAL OR WORK REQUIRED SHALL BE AT THE CONTRACTOR'S EXPENSE.
3. DIMENSION "H" SHALL BE THE DIFFERENCE BETWEEN THE FLOWLINE ELEVATION SHOWN ON THE PLANS AND THE MANHOLE TOP ELEVATION SHOWN ON THE PLANS.
4. THE FURNISHING AND PLACING OF MANHOLE STEPS AND LIFT BARS SHALL BE SUBSIDIARY TO THE MANHOLE.
5. MATCH TOP INSIDE SURFACES OF THE PIPES COMING INTO THE MANHOLE WHENEVER POSSIBLE. THE MANHOLE
6. BENCH SHALL COME UP TO ¾ THE DIA. OF THE LARGEST PIPE AND SLOPE UP 3" TO THE SIDE. CONTOUR THE BENCH TO DRAIN.
7. THE MIN. CLEARANCE OF REINFORCING STEEL SHALL BE 2".
8. BARREL DIA. SHOWN ON THE PLAN ARE THE MIN. DIA. THAT MAY BE USED AT EACH LOCATION. THESE DIA. ARE BASED ON CENTER BARREL SECTIONS WHICH ARE USUALLY AVAILABLE FROM THE FABRICATOR. THE CONTRACTOR MAY PROVIDE BARREL SECTIONS OF LARGER DIA. THAN SHOWN ON THE PLAN. NO ADDITIONAL PAYMENT SHALL BE MADE FOR BARREL SECTIONS OF A LARGER DIA. THAN SHOWN ON THE PLANS.
9. EACH SECTION SHALL BE SET IN A FRESH BED OF MORTAR AND POINTED UP INSIDE AND OUT, OR A COLD FORMED JOINT MATERIAL CONFORMING TO FEDERAL SPECIFICATIONS SS-S-00210.
10. THE CONTRACTOR MAY, AT HIS OPTION, CAST-IN-PLACE THE FIRST SECTION OF THE MANHOLE WHEN THE STANDARD KNOCKOUTS ARE NOT AVAILABLE. THE CONCRETE WALL THICKNESS AND REINFORCING STEEL AREA SHALL BE AS SHOWN FOR THE RESPECTIVE "H" DIMENSION IN CHART NO. 1 FOR MANHOLE TYPE C. THE MIN. LS AND SS DIMENSION SHALL BE OF SUFFICIENT DIMENSION TO ACCOMMODATE PIPES ENTERING THE RESPECTIVE WALL. THE TOP OF THE CAST-IN-PLACE SECTION SHALL BE FORMED TO THE SAME DIA. AS THE RESPECTIVE PRECAST SECTION.
11. UNLESS SPECIFIED IN THE PLANS, THE CONTRACTOR MAY DETERMINE THE TYPE MANHOLE TO BE CONSTRUCTED.
12. THE CONTRACTOR MAY, AT HIS OPTION, USE TRANSITION SECTIONS TO REDUCE THE BARREL SIZE OF THE MANHOLE. DIMENSION "A" CANNOT EXCEED 2'-0" ON THE 26" DIA. RISER SECTION.
13. WHEN USING BRICK FOR THE FINAL ADJUSTMENT OF THE FLANGE SECTION, A DOUBLE ROW OF BRICK PLASTERED ½" THICK INSIDE AND OUT SHALL BE USED. THE BRICK SHALL CONFORM TO REQUIREMENTS OF A.S.T.M. C32.
14. PRECAST MANHOLE SECTIONS MAY BE SET WITH EITHER THE TONGUE END UP OR THE GROOVE END UP.

2 TYPE A AND B BASE
SCALE: NOT TO SCALE

3 CAST IRON STEP DETAILS
SCALE: NOT TO SCALE

4 POLYPROPYLENE ENCAPSULATED STEEL ROD STEP DETAILS (ALTERNATE DESIGN)
SCALE: NOT TO SCALE

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REVISIONS

REV. NO.	DATE	DESCRIPTION

MANHOLE DETAILS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

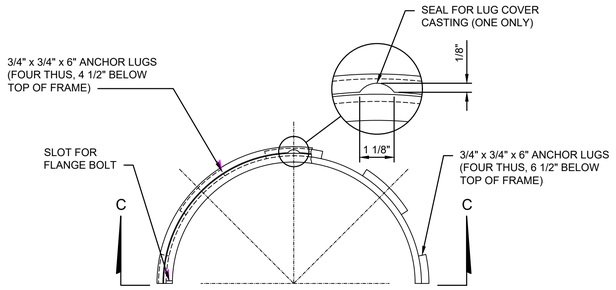
2026

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designed by: JTO
project no.: 025-01994
date: 03.06.2026

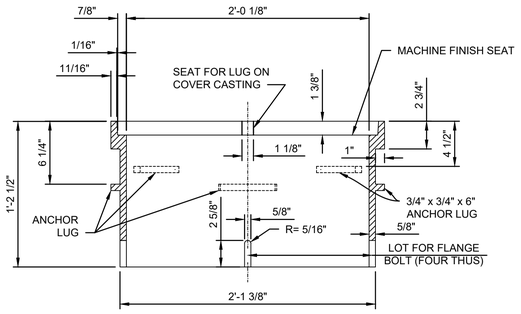
SCHEDULE 2

SHEET
229

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DATE: Mar 02, 2026 9:50am USER: jolson



HALF TOP VIEW

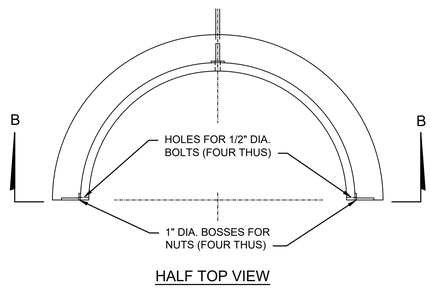


SECTION C-C

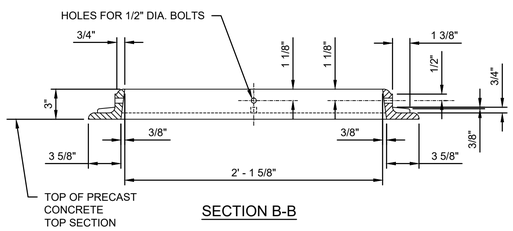
DURING PAVEMENT CONSTRUCTION, FRAME CASTING TO BE TEMPORARILY HELD IN POSITION BY BOLTING TO FLANGE CASTING. BOLTS TO BE REMOVED AFTER CONCRETE HAS HARDENED.

1 FRAME

SCALE: NOT TO SCALE



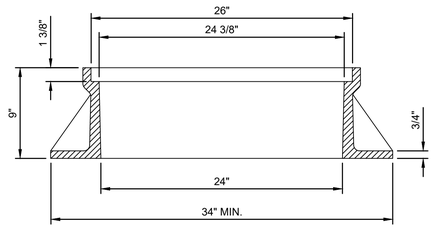
HALF TOP VIEW



SECTION B-B

2 TYPE 1 DETAILS OF FRAME (TELESCOPIC TYPE (CAST IRON

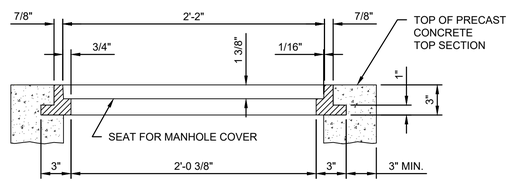
SCALE: NOT TO SCALE



SECTION

3 TYPE II DETAILS OF RING (NON-TELESCOPIC TYPE (CAST IRON)

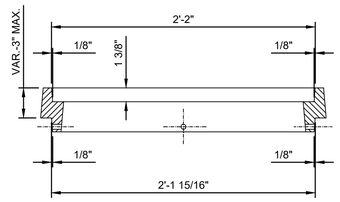
SCALE: NOT TO SCALE



SECTION

4 TYPE III DETAILS OF RING (NON-TELESCOPIC TYPE (CAST IRON)

SCALE: NOT TO SCALE



SECTION

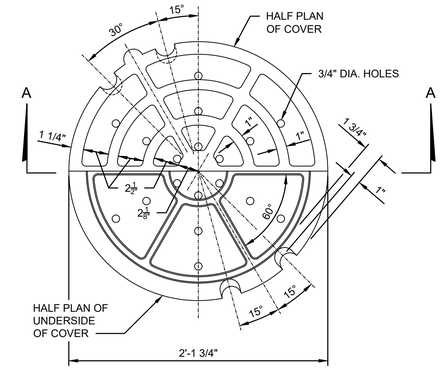
ADJUSTING RINGS MAY BE USED IN ORDER TO OBTAIN THE REQUIRED ELEVATION OF EITHER NEW OR EXISTING MANHOLES. THE RINGS ARE SUBSIDIARY TO BUILD MANHOLE, ADJUST MANHOLE TO GRADE OR RECONSTRUCT MANHOLE.

THE ADJUSTING RINGS SHALL BE HELD RIGIDLY TO THE FRAME AND TO EACH OTHER BY USE OF FOUR SET SCREWS IN THE BEARING LEG OF THE RING. ADJUSTING RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES.

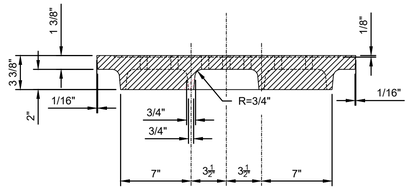
THE CONTRACTOR SHALL INSPECT THE CONDITION AND VERIFY THE DIMENSIONS OF EXISTING MANHOLE PRIOR TO USING ADJUSTING RINGS.

5 DETAILS OF ADJUSTING RING

SCALE: NOT TO SCALE



HALF PLAN



SECTION A-A

6 DETAILS OF COVER (CAST IRON)

SCALE: NOT TO SCALE

WEIGHTS
(CAST IRON)

TYPE A COVER	225 POUNDS
TYPE B COVER	230 POUNDS
FRAME (TYPE I)	260 POUNDS
FLANGE (TYPE I)	95 POUNDS
FRAME (TYPE II)	275 POUNDS
RING FOR COVER (TYPE III)	120 POUNDS

NOTES

1. TYPE I AND II ASSEMBLIES NORMALLY USED IN PAVEMENT.
2. TYPE III ASSEMBLY IS NORMALLY USED OUTSIDE OF PAVEMENT.
3. FOR TYPE A COVER (STORM SEWER), USE DETAILS AS SHOWN.
4. FOR TYPE B COVER (SANITARY SEWER), OMIT ¾" DIA. HOLES IN COVER.

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REVISIONS

REV. NO.	DATE	DESCRIPTION

MANHOLE DETAILS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

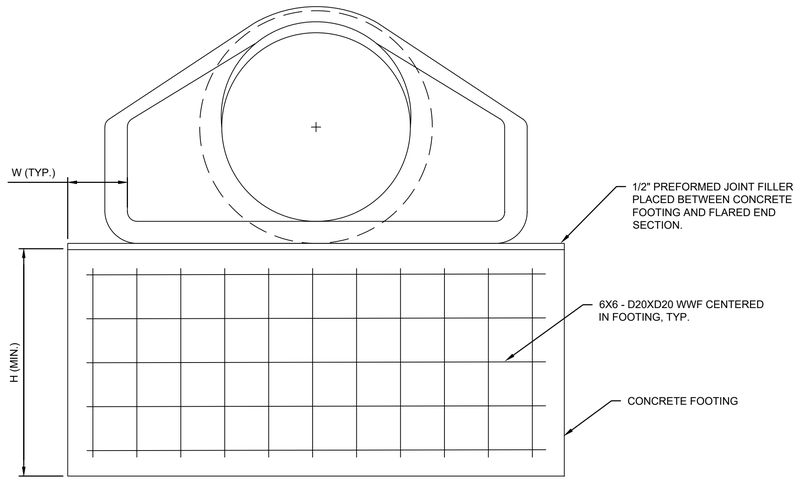
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

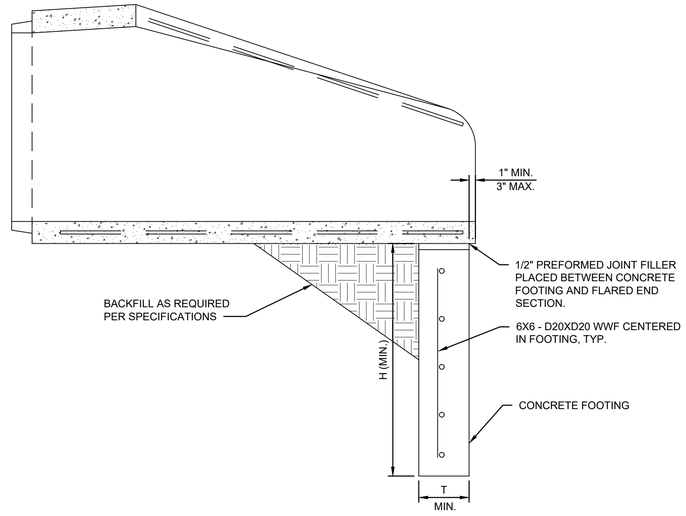
SHEET 230

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DATE: Mar 02, 2026 9:50am USER: jolson



1 END ELEVATION OF CONCRETE FOOTING

SCALE: NOT TO SCALE



2 SECTION OF CONCRETE FOOTING

SCALE: NOT TO SCALE

CONCRETE FOOTING			
PIPE DIAMETER	H (FT)	T (IN)	W (IN)
12"	4.5	8.0	6.0
15"	4.5	8.0	6.0
18"	4.5	8.0	6.0
24"	4.5	8.0	6.0
30"	4.5	8.0	6.0
36"	4.5	8.0	6.0
42"	5.0	8.0	6.0
48"	5.0	8.0	6.0
54"	5.0	10.0	6.0
60"	5.0	10.0	9.0
66"	5.0	12.0	9.0
72"	5.0	12.0	9.0

GENERAL SHEET NOTES

1. ALL FLARED END SECTION SHALL BE SUPPORTED ON A FOUNDATION AT THE ENDS. THE CONTRACTOR SHALL USE THE CONCRETE FOOTING SHOWN.
2. FOUNDATIONS SHALL BE SUBSIDIARY TO THE FLARED END SECTION PAY ITEMS.
3. CONCRETE SHALL BE 47B-4000.
4. STEEL WELDED WIRE REINFORCEMENT, DEFORMED, FOR CONCRETE SHALL CONFORM TO ASTM A497 OR AASHTO M221M/M221 WITH A MINIMUM YIELD STRENGTH OF 70 KSI, WITH CORRESPONDING STRAINS LESS THAN A MAXIMUM OF 35%.
5. THE MINIMUM CLEARANCE, MEASURED FROM THE FACE OF THE CONCRETE TO THE SURFACE OF ANY WELDED WIRE REINFORCEMENT, SHALL BE 3".

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REVISIONS		
REV. NO.	DATE	DESCRIPTION

FLARED-END SECTION CONCRETE FOOTING DETAILS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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SCHEDULE 2

SHEET 231

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DATE: Mar 02, 2026 9:50am USER: jolson

JOINT LEGEND	SYMBOL
TYPE 'A' - THICKENED EDGE ISOLATION	
TYPE 'A-1' - REINFORCED ISOLATION	
TYPE 'B' - HINGED CONTRACTION	
TYPE 'C' - DOWELED CONTRACTION	
TYPE 'D' - DUMMY CONTRACTION	
TYPE 'E' - DOWELED CONSTRUCTION	
TYPE 'E1' - TIED-DOWELED CONSTRUCTION	
REINFORCED SLAB	

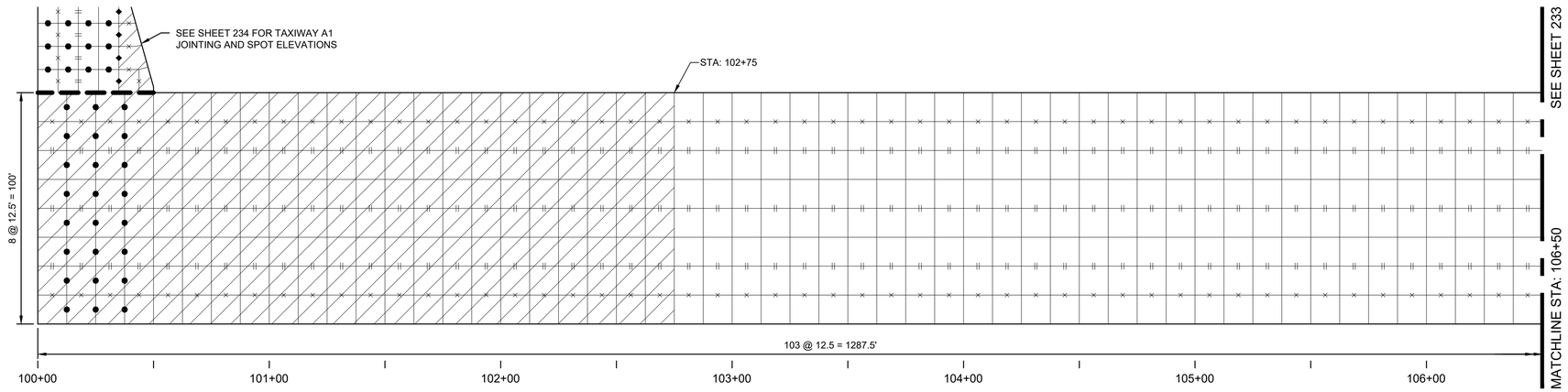
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SCALE IN FEET

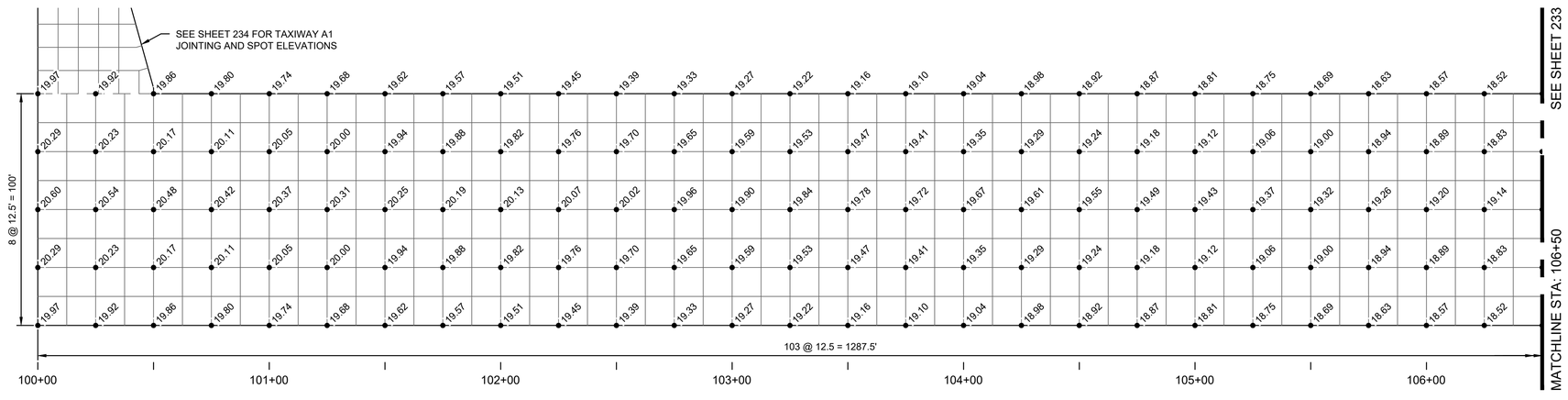
GENERAL SHEET NOTES

1. ALL ELEVATIONS ARE TOP OF SLAB. ALL OFFSETS AND DIMENSIONS ARE TO EDGE OF PAVEMENT. ADD 1300.00 TO ALL ELEVATIONS

2. ALTERNATE JOINT/PAVING PLANS MAY BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL. MODIFICATIONS MUST BE SUBMITTED IN WRITING A MINIMUM OF 4 WEEKS PRIOR TO PAVING OPERATIONS.



1 RUNWAY 13/31 JOINTING PLAN - STA: 100+00 TO STA: 106+50



2 RUNWAY 13/31 SPOT ELEVATION PLAN - STA: 100+00 TO STA: 106+50

SCHEDULE 2

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REVISIONS

REV. NO.	DATE	DESCRIPTION

JOINTING AND SPOT ELEVATION PLAN - STA: 100+00 TO STA: 106+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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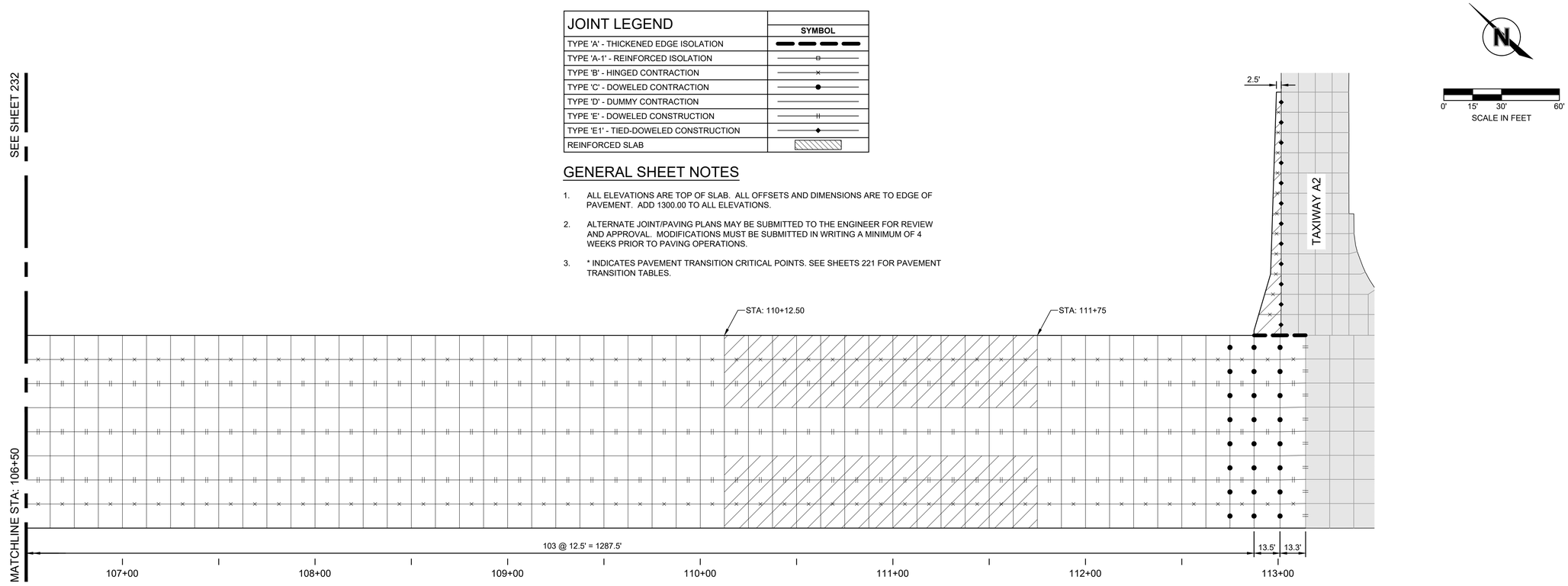
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232

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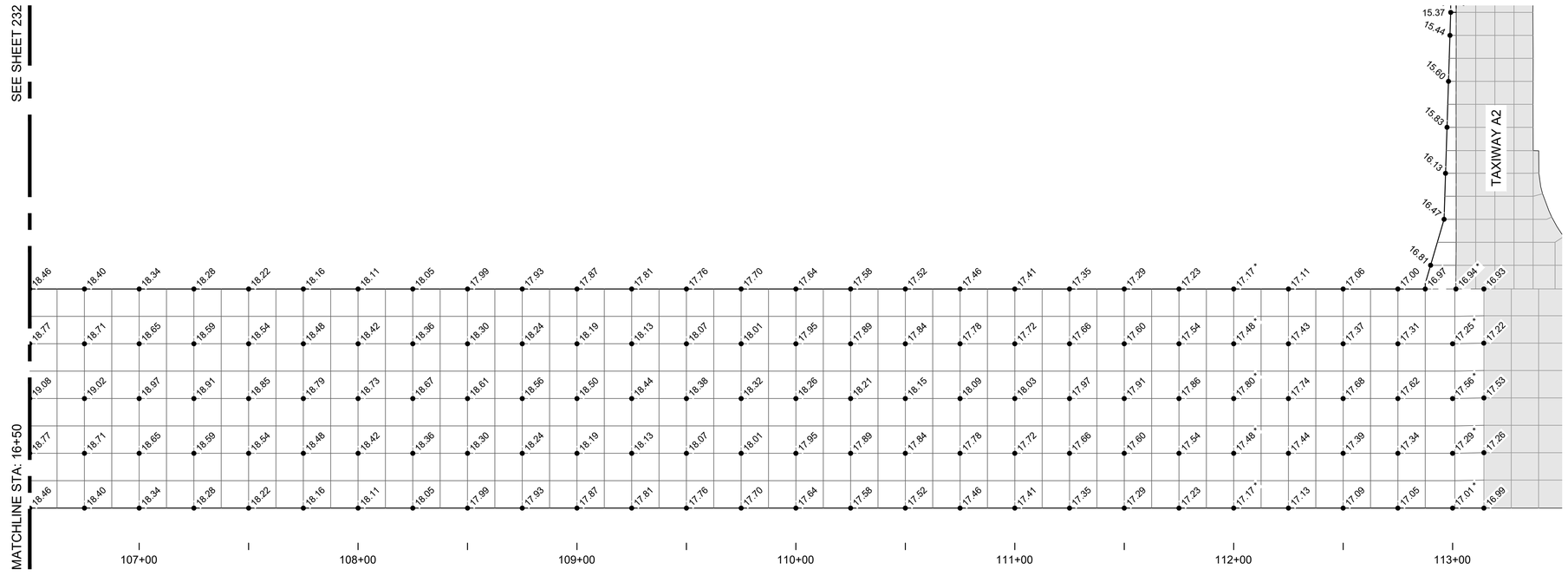
JOINT LEGEND	SYMBOL
TYPE 'A' - THICKENED EDGE ISOLATION	
TYPE 'A-1' - REINFORCED ISOLATION	
TYPE 'B' - HINGED CONTRACTION	
TYPE 'C' - DOWELED CONTRACTION	
TYPE 'D' - DUMMY CONTRACTION	
TYPE 'E' - DOWELED CONSTRUCTION	
TYPE 'E1' - TIED-DOWELED CONSTRUCTION	
REINFORCED SLAB	

GENERAL SHEET NOTES

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3. * INDICATES PAVEMENT TRANSITION CRITICAL POINTS. SEE SHEETS 221 FOR PAVEMENT TRANSITION TABLES.



1 RUNWAY 13/31 JOINTING PLAN - STA: 106+50 TO STA: 113+50



2 RUNWAY 13/31 SPOT ELEVATION PLAN - STA: 106+50 TO STA: 113+50

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REV. NO.	DATE	DESCRIPTION

REVISIONS

JOINTING AND SPOT ELEVATION PLAN - STA: 106+50 TO STA: 113+50

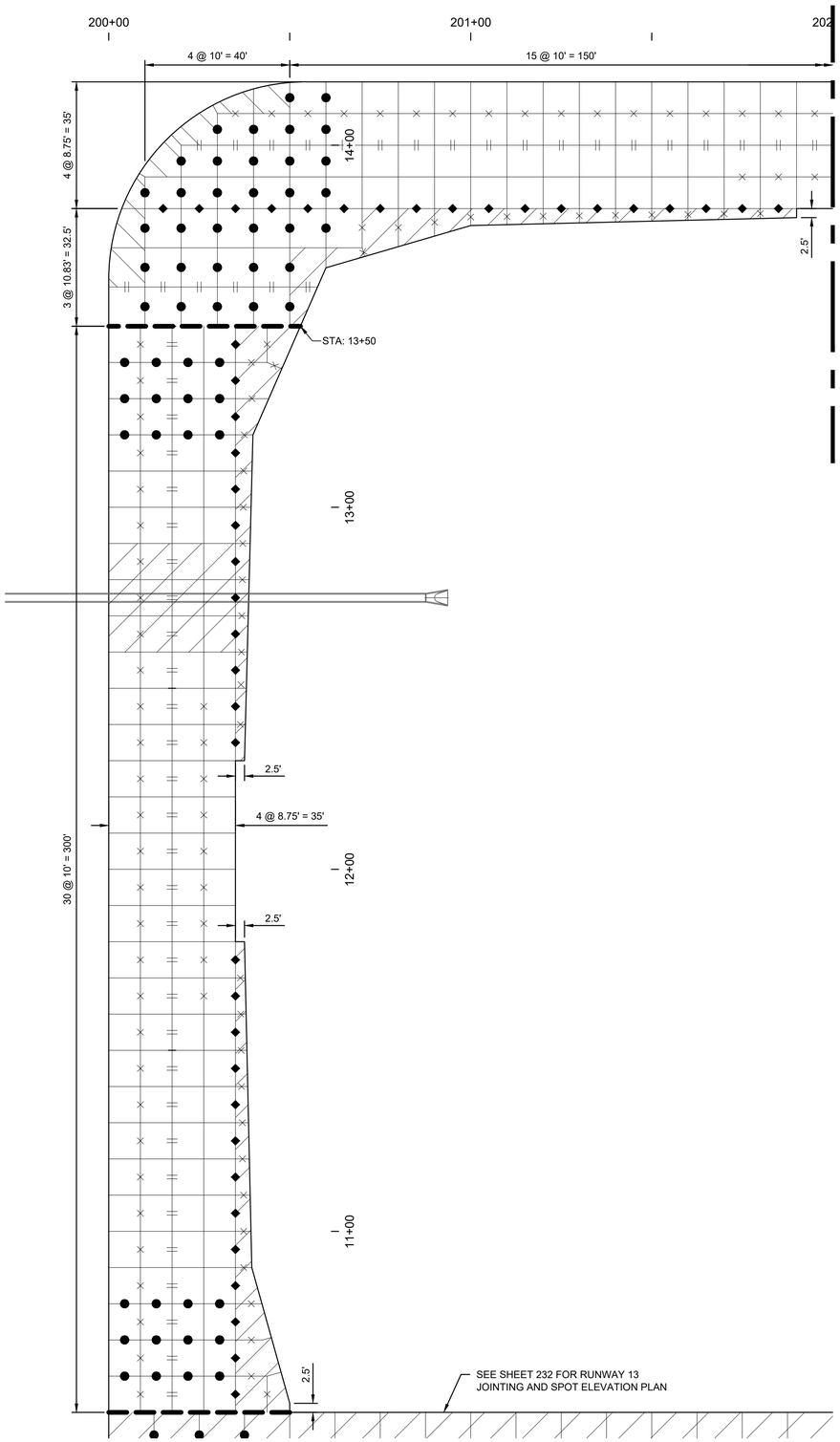
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

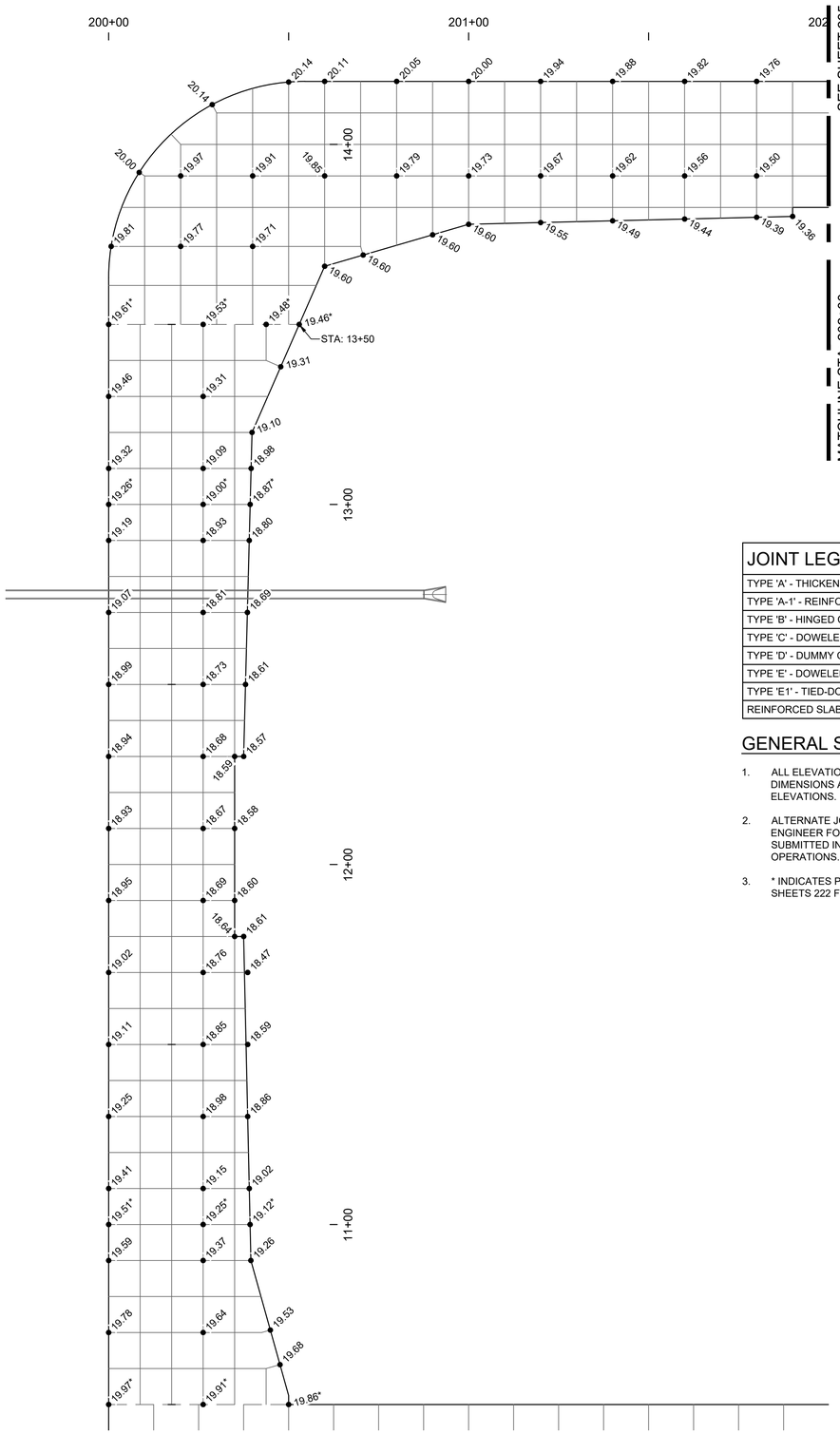
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SHEET 233

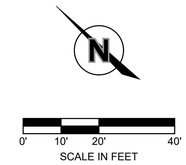
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DATE: Mar 02, 2026 9:51am USER: jolson



1 TAXIWAY A1 JOINTING ELEVATION PLAN - STA: 10+50 TO STA: 14+00



2 TAXIWAY A1 SPOT ELEVATION PLAN - STA: 10+50 TO STA: 14+00



JOINT LEGEND	SYMBOL
TYPE 'A' - THICKENED EDGE ISOLATION	
TYPE 'A-1' - REINFORCED ISOLATION	
TYPE 'B' - HINGED CONTRACTION	
TYPE 'C' - DOWELED CONTRACTION	
TYPE 'D' - DUMMY CONTRACTION	
TYPE 'E' - DOWELED CONSTRUCTION	
TYPE 'E1' - TIED-DOWELED CONSTRUCTION	
REINFORCED SLAB	

GENERAL SHEET NOTES

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REVISIONS

REV. NO.	DATE	DESCRIPTION

JOINTING AND SPOT ELEVATION PLAN - STA: 10+50 TO STA: 14+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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SCHEDULE 2

SHEET 234

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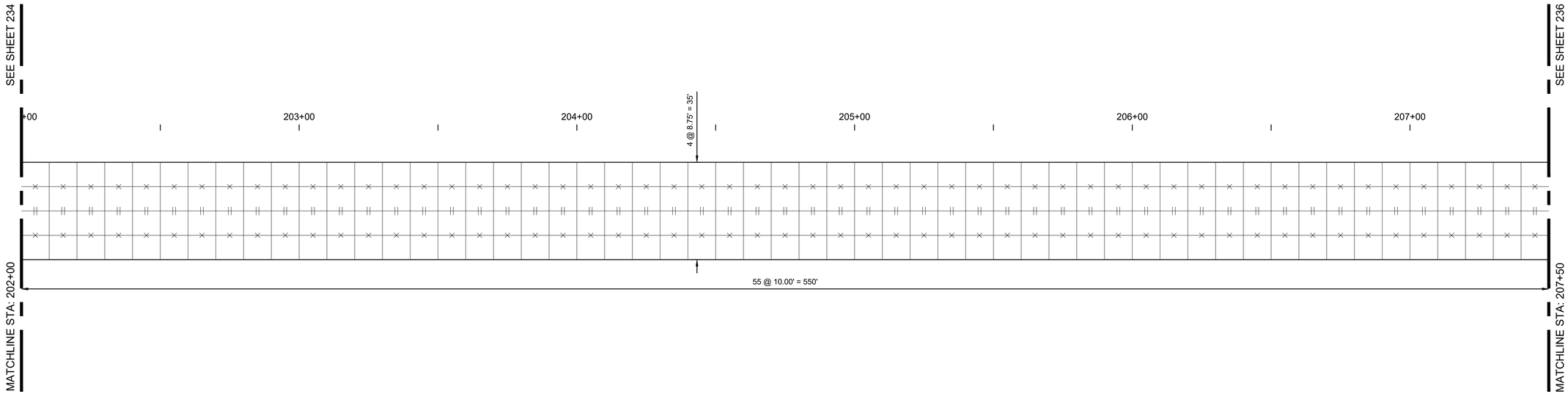
JOINT LEGEND	SYMBOL
TYPE 'A' - THICKENED EDGE ISOLATION	
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REINFORCED SLAB	

N

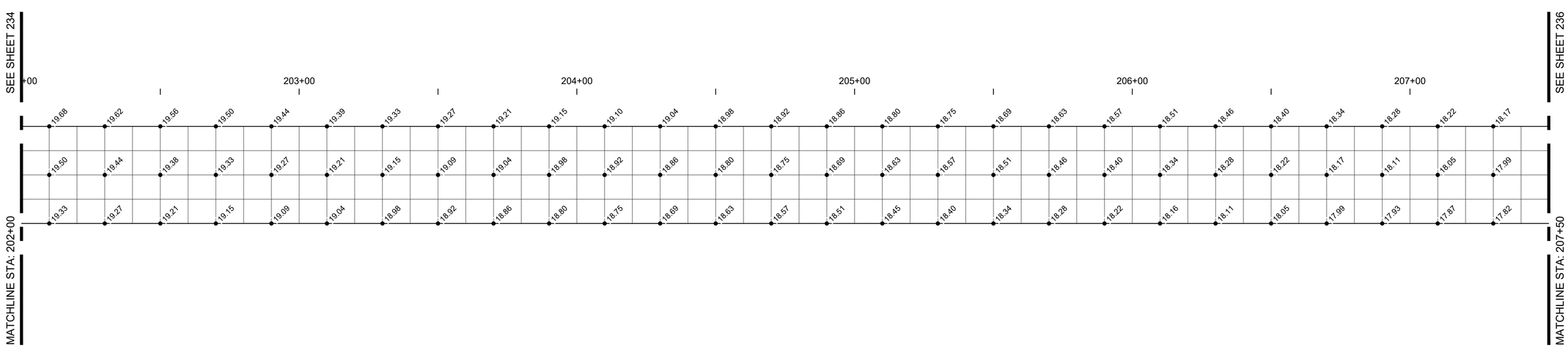
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GENERAL SHEET NOTES

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1 TAXIWAY A JOINTING ELEVATION PLAN - STA: 202+00 TO STA: 207+50



2 TAXIWAY A SPOT ELEVATION PLAN - STA: 202+00 TO STA: 207+50

SCHEDULE 2

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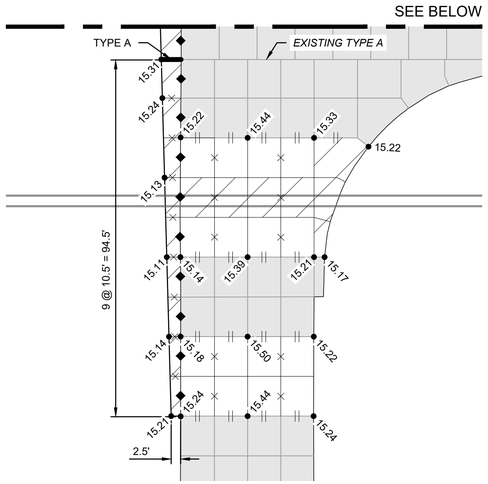
JOINTING AND SPOT ELEVATION PLAN - STA: 202+00 TO STA: 207+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

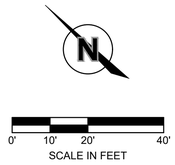
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
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SHEET
235

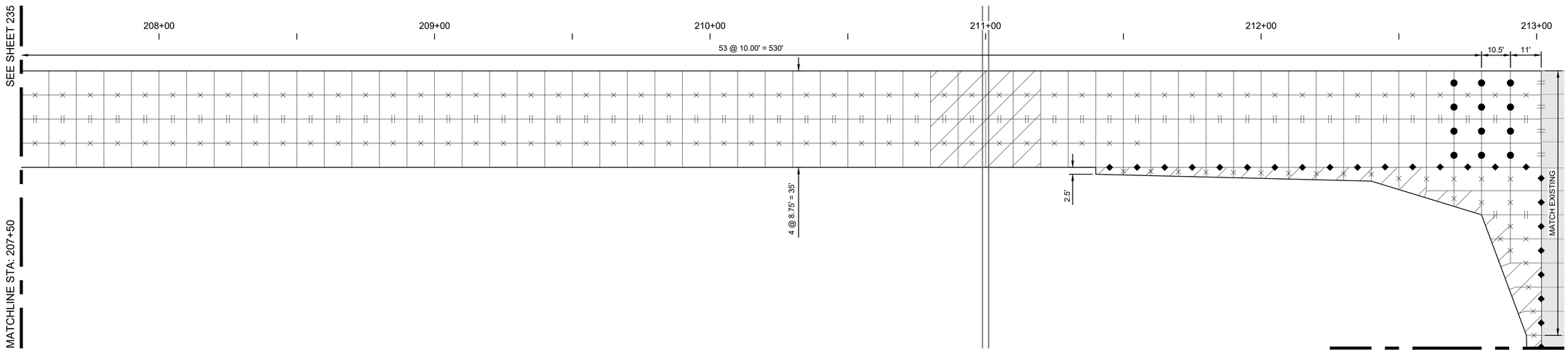


JOINT LEGEND	SYMBOL
TYPE 'A' - THICKENED EDGE ISOLATION	
TYPE 'A-1' - REINFORCED ISOLATION	
TYPE 'B' - HINGED CONTRACTION	
TYPE 'C' - DOWELED CONTRACTION	
TYPE 'D' - DUMMY CONTRACTION	
TYPE 'E' - DOWELED CONSTRUCTION	
TYPE 'E1' - TIED-DOWELED CONSTRUCTION	
REINFORCED SLAB	

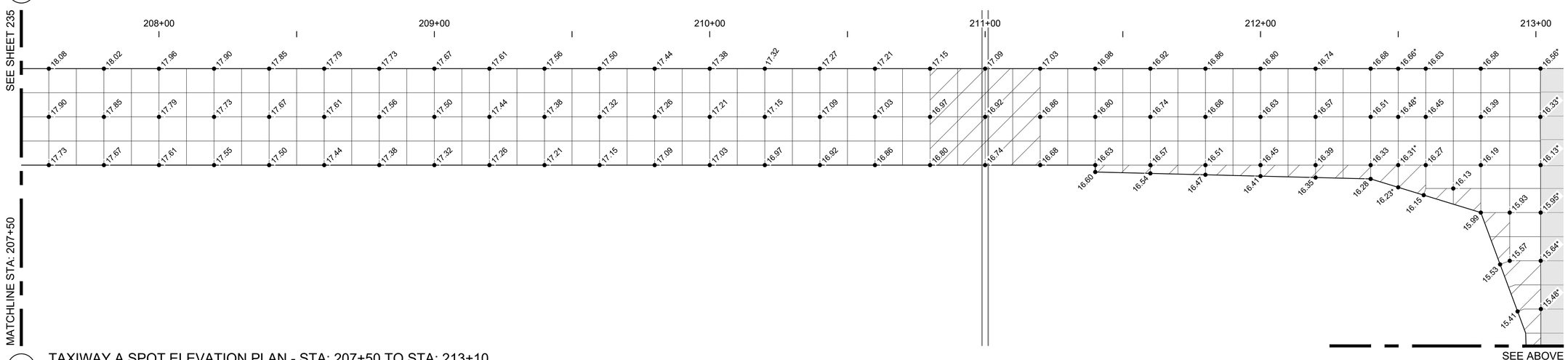


GENERAL SHEET NOTES

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3. * INDICATES PAVEMENT TRANSITION CRITICAL POINTS. SEE SHEETS 223 FOR PAVEMENT TRANSITION TABLES.



1 TAXIWAY A JOINTING ELEVATION PLAN - STA: 207+50 TO STA: 213+10



2 TAXIWAY A SPOT ELEVATION PLAN - STA: 207+50 TO STA: 213+10

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REV. NO.	DATE	DESCRIPTION
		REVISIONS

JOINTING AND SPOT ELEVATION PLAN - STA: 207+50 TO STA: 213+10

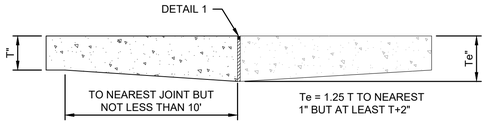
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

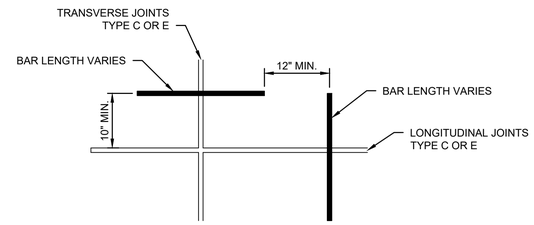
SHEET 236

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DATE: Mar 02, 2026 9:52am USER: jolson



1 TYPE 'A' THICKENED EDGE

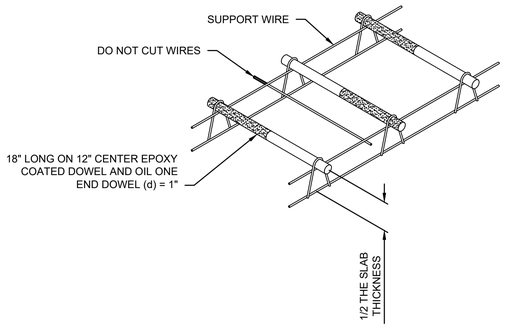
SCALE: NOT TO SCALE



(PLAN VIEW)

2 POSITION OF DOWELS AT JOINTS

SCALE: NOT TO SCALE



3 DOWEL BASKET DETAIL

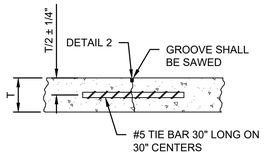
SCALE: NOT TO SCALE

JOINT LEGEND	SYMBOL
TYPE 'A' - THICKENED EDGE ISOLATION	
TYPE 'B' - HINGED CONTRACTION	
TYPE 'C' - DOWELED CONTRACTION	
TYPE 'D' - DUMMY CONTRACTION	
TYPE 'E' - DOWELED CONSTRUCTION	
TYPE 'E1' - TIED-DOWELED CONSTRUCTION	
REINFORCED SLAB	

GENERAL SHEET NOTES

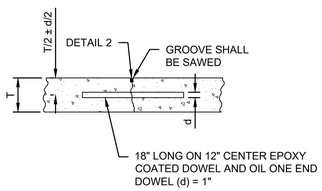
1. AFTER FINAL CLEANING, INSTALL A BACKER ROD. BACKER RODS SHALL BE PLACED WITH A DOUBLE-WHEELED STEEL ROLLER OR ANY SMOOTH, BLUNT TOOL THAT WILL FORCE IT INTO THE JOINT UNIFORMLY TO THE REQUIRED DEPTH WITHOUT DAMAGE OR PUNCTURING.
2. HOT-POURED JOINT SEALANT SHALL BE APPLIED UNIFORMLY SOLID FROM BOTTOM TO TOP AND SHALL BE FILLED WITHOUT FORMATION OF ENTRAPPED AIR OR VOIDS. THE SEALANT SHALL BE HEATED PER THE MANUFACTURER'S RECOMMENDATIONS. A DIRECT CONNECTING PRESSURE TYPE EXTRUDING DEVICE WITH NOZZLES SHAPED FOR INSERTION INTO THE JOINT SHALL BE PROVIDED. ANY SEALANT SPILLED ON THE SURFACE OF THE PAVEMENT, STRUCTURES AND/OR LIGHTING FIXTURES SHALL BE REMOVED IMMEDIATELY.
3. SEALANT RESERVOIR SIZED TO PROVIDE PROPER SHAPE FACTOR, W/D. FIELD POURED AND PREFORMED SEALANTS REQUIRE DIFFERENT SHAPE FACTORS FOR OPTIMUM PERFORMANCE.
4. ROD BACKUP MATERIAL MUST BE COMPATIBLE WITH THE TYPE OF LIQUID SEALANT USED AND SIZED TO PROVIDE THE DESIRED SHAPE FACTOR.
5. D = 1/2"
6. W = 1/2"
7. T = 8"

CONTRACTION JOINTS



4 TYPE 'B' HINGED

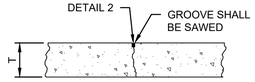
SCALE: NOT TO SCALE



5 TYPE 'C' DOWELED

SCALE: NOT TO SCALE

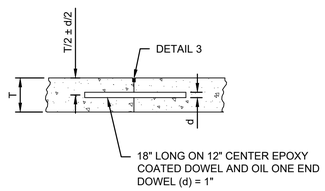
DOWEL BASKETS ARE REQUIRED TO BE USED AT ALL TYPE C LOCATIONS.



6 TYPE 'D' DUMMY

SCALE: NOT TO SCALE

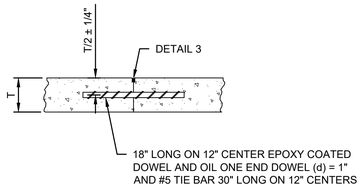
CONSTRUCTION JOINT



7 TYPE 'E' DOWELED

SCALE: NOT TO SCALE

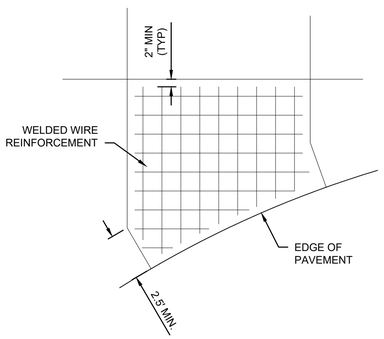
USE AT LOCATIONS WHERE PAVING OPERATIONS ARE DELAYED OR STOPPED AT A PLANNED JOINT



8 TYPE 'E1' TIED-DOWELED

SCALE: NOT TO SCALE

TYPE E1 CONSISTS OF REPLACING EVERY 3RD DOWEL WITH A TIE BAR.

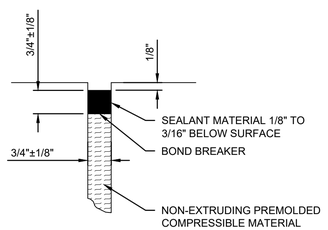


NOTES

1. PANEL WITH HATCH SHALL BE REINFORCED WITH STEEL WELDED WIRE REINFORCEMENT (WWR).
2. FOR FILLETS AND OTHER IRREGULAR AREAS, WWR SHALL NOT EXTEND ACROSS ANY CONSTRUCTION/ CONTRACTION JOINT.
3. STEEL WIRE MESH SHALL BE 6" x 6" W2.9 x 2.9 AND SHALL CONFORM TO REQUIREMENTS OF ASTM A1064.
4. END LAPS SHALL BE AT LEAST 12" & 30 TIMES DIAMETER LONGITUDINAL MEMBER.
5. SIDE LAPS SHALL BE AT LEAST 6" & 20 TIMES DIAMETER TRANSVERSE MEMBER.
6. STEEL WWR SHALL BE PLACED AT T/2 AND SHALL BE FURNISHED IN FLAT SHEETS ONLY.
7. CHAIRS FOR STEEL WWR SHALL BE SLAB BOLSTER UPPER TYPE SPACED ADEQUATELY TO INSURE WWR IS KEPT AT T/2.

9 WELDED WIRE REINFORCEMENT (WWR) DETAIL

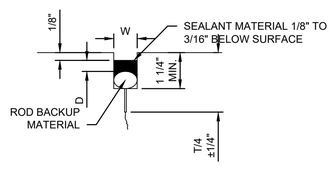
SCALE: NOT TO SCALE



10 DETAIL 1 - EXPANSION JOINT

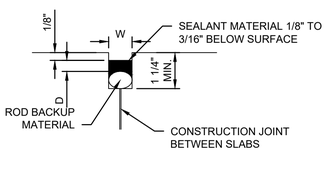
SCALE: NOT TO SCALE

DETAILS



12 DETAIL 2 - CONTRACTION JOINT

SCALE: NOT TO SCALE



14 DETAIL 3 - CONSTRUCTION JOINT

SCALE: NOT TO SCALE

SCHEDULE 2

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PROFESSIONAL CIVIL ENGINEER
HEATHER ANNE OLSON
E-11074
03/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

JOINTING DETAILS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/0227/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 237

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DATE: Mar 02, 2026 9:32am USER: jolson

RUNWAY 13/31 AND TAXIWAY MARKING SCHEDULE

	DESCRIPTION	LOCATION	MARKING WITH REFLECTIVE MEDIA (SF)		MARKING WITHOUT REFLECTIVE MEDIA (SF)	TEMPORARY MARKING (SF)
			YELLOW (SF)	WHITE (SF)	BLACK * (SF)	
A	6" TAXIWAY CENTERLINE	PARALLEL TAXIWAY	857	-	1,705	857
B	HOLDLINE	TAXIWAY	114	-	227	114
C	6" TAXIWAY CENTERLINE	TAXIWAY	95	-	192	95
D	THRESHOLD STRIPES	RUNWAY 13	-	6,900	1,254	6,900
E	RUNWAY 13 DESIGNATION 1=318 3=633	RUNWAY 13	-	951	170	951
F	18" RUNWAY CENTERLINE	RUNWAY 13	-	2,670	1,818	2,670
G	AIMING POINT MARKERS	RUNWAY 13	-	6,000	342	6,000
H	HOLDLINE	TAXIWAY	116	-	233	116
I	6" TAXIWAY CENTERLINE	TAXIWAY	358	-	712	358
TOTAL ESTIMATED QUANTITY			1,540	16,521	6,653	18,061

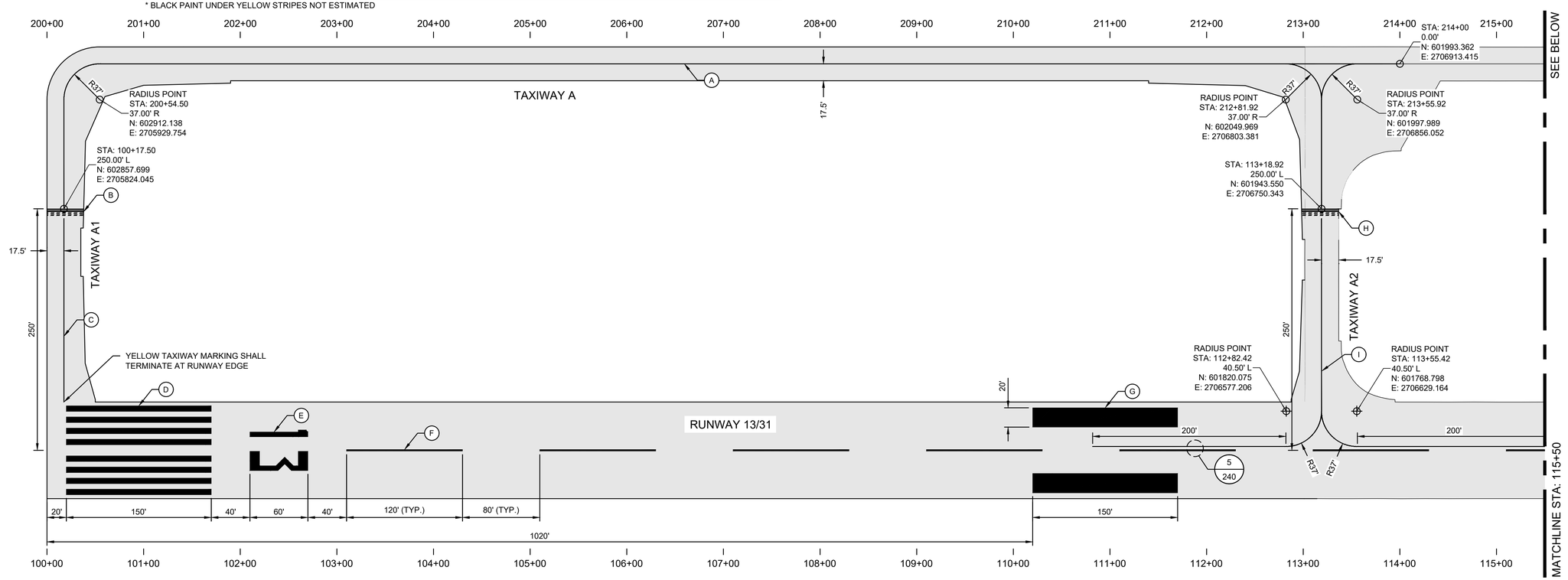
* BLACK PAINT UNDER YELLOW STRIPES NOT ESTIMATED

GENERAL SHEET NOTES

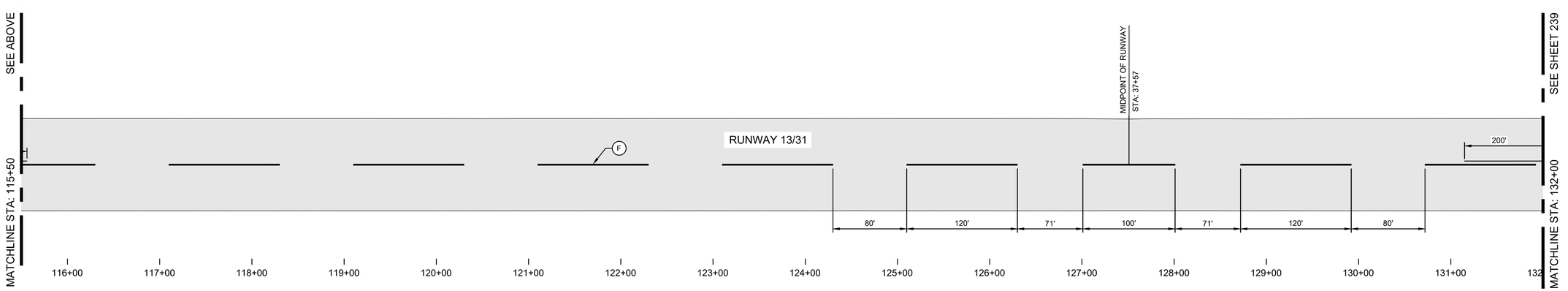
1. ALL PERMANENT MARKING SHALL BE OUTLINED IN 6" BLACK BORDER.
2. REFLECTIVE GLASS BEADS SHALL BE APPLIED TO ONLY WHITE AND YELLOW PAVEMENT MARKING.
3. TEMPORARY PAVEMENT MARKING SHALL NOT BE OUTLINED IN BLACK AND SHALL NOT RECEIVE REFLECTIVE GLASS BEADS.
4. COST FOR MARKING LAYOUT SHALL BE INCLUDED IN PERMANENT MARKING UNIT PRICE.
5. ALL DIMENSIONS ARE TO WHITE OR YELLOW MARKING. ALL BLACK OUTLINE SHALL BE TO THE OUTSIDE OF ALL WHITE OR YELLOW MARKING.
6. ALL RUNWAY MARKING SHALL BE WHITE AND ALL TAXIWAY MARKINGS SHALL BE YELLOW UNLESS OTHERWISE NOTED.
7. ALL SURFACE PREPARATION OF PAVEMENT MARKINGS SHALL BE CONSIDERED SUBSIDIARY TO THE SPECIFIC MARKING BID ITEM. REFER TO P-620 FOR SURFACE PREPARATION REQUIREMENTS.

N

0' 30' 60' 120'
SCALE IN FEET



1 MARKING PLAN - STA: 90+00 TO STA: 115+50



2 MARKING REMOVAL PLAN - STA: 115+50 TO STA: 132+00

SCHEDULE 2

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03/06/2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

RUNWAY 13/31 MARKING PLAN - STA: 90+00 TO STA: 132+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
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SHEET
238

F:\2025\01501-02000\025-01994\40-design\AutoCAD\final plans\Sheets\AED\C_STP_02501994.dwg
DATE: Mar 02, 2026 9:53am USER: jolson

RUNWAY 13/31 AND TAXIWAY MARKING SCHEDULE

	DESCRIPTION	LOCATION	MARKING WITH REFLECTIVE MEDIA (SF)		MARKING WITHOUT REFLECTIVE MEDIA (SF)	TEMPORARY MARKING (SF)
			YELLOW (SF)	WHITE (SF)	BLACK * (SF)	
J	HOLDLINE	TAXIWAY	104	-	210	104
K	6" TAXIWAY CENTERLINE	TAXIWAY	358	-	712	358
L	18" RUNWAY CENTERLINE	RUNWAY 31	-	1,800	1,225	1,800
M	AIMING POINT MARKERS	RUNWAY 31	-	6,000	342	6,000
N	RUNWAY 31 DESIGNATION 3=633 1=318	RUNWAY 31	-	951	170	951
O	THRESHOLD STRIPES	RUNWAY 31	-	6,900	1,254	6,900
P	HOLDLINE	TAXIWAY	105	-	214	105
Q	6" TAXIWAY CENTERLINE	TAXIWAY	95	-	192	95
TOTAL ESTIMATED QUANTITY			662	15,651	4,319	16,313

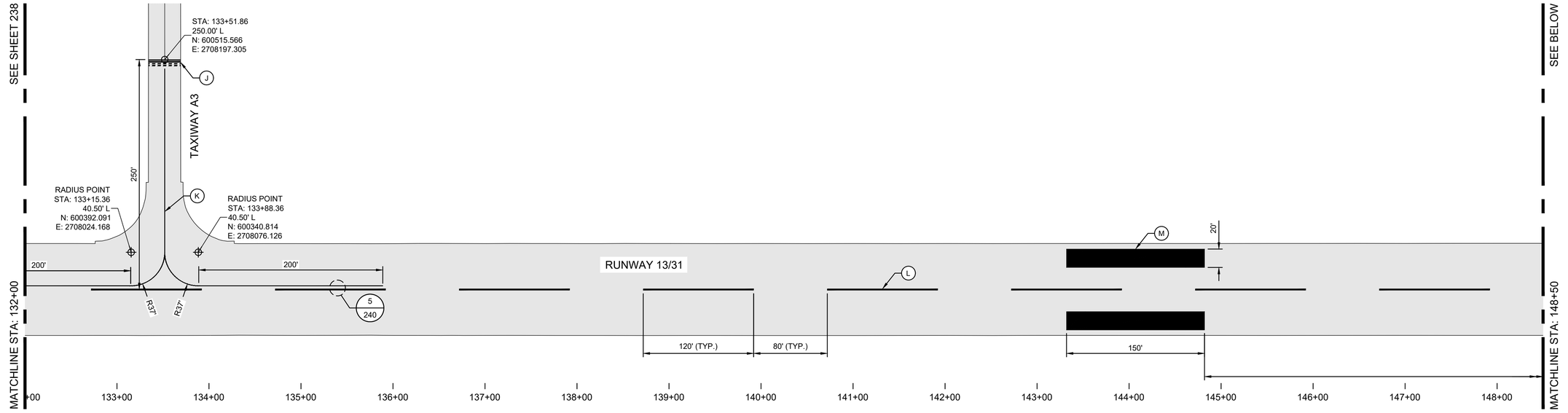
* BLACK PAINT UNDER YELLOW STRIPES NOT ESTIMATED

GENERAL SHEET NOTES

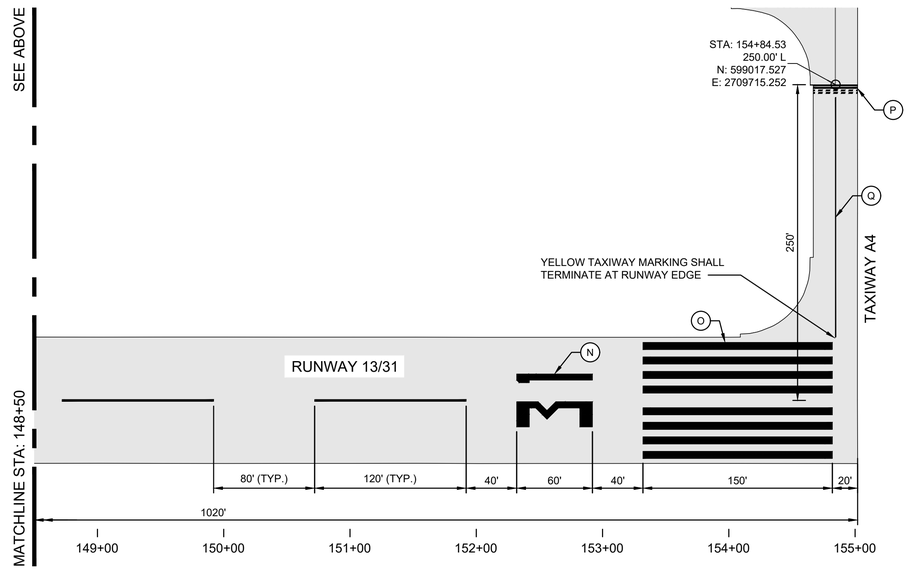
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N

0' 30' 60' 120'
SCALE IN FEET



1 MARKING PLAN - STA: 132+00 TO STA: 148+50



2 MARKING REMOVAL PLAN - STA: 148+50 TO STA: 160+00

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03/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

RUNWAY 13/31 MARKING PLAN - STA: 132+00 TO STA: 160+00

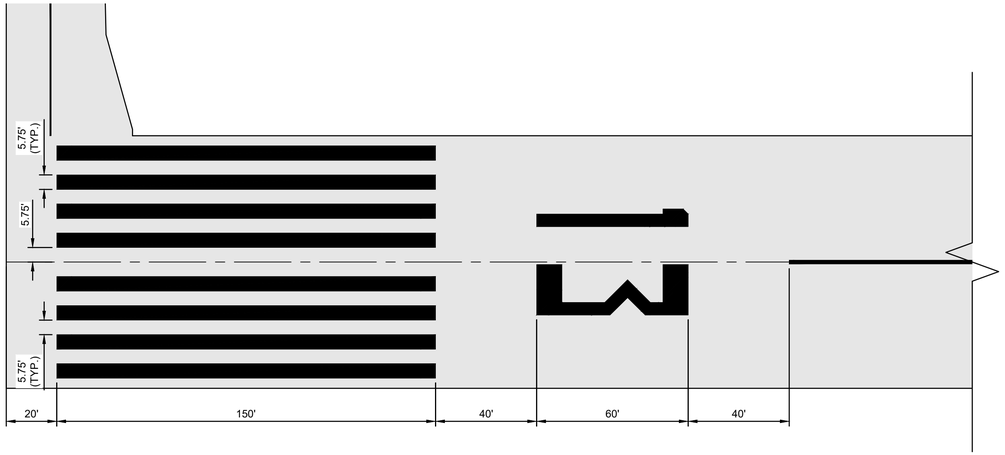
RUNWAY 13 AND TAXIWAY EXTENSION: RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

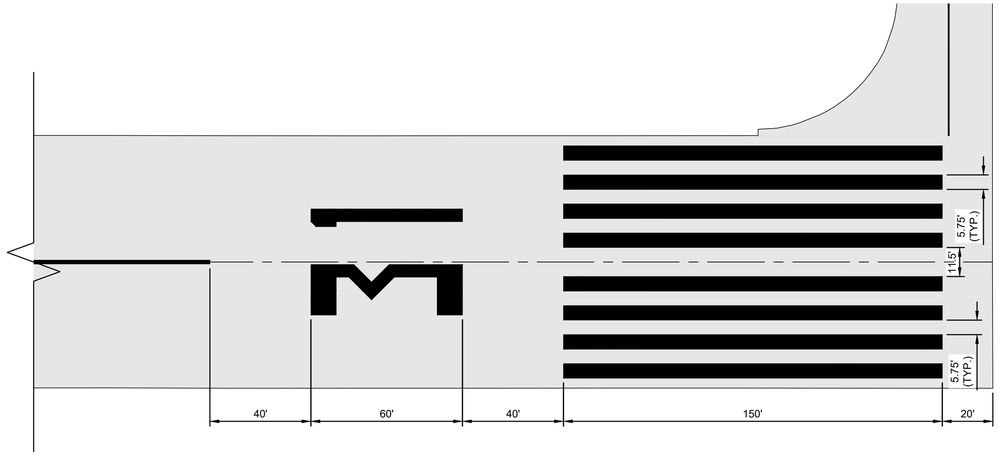
drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET
239

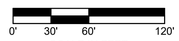
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DATE: Mar 02, 2026 9:53am USER: jolson

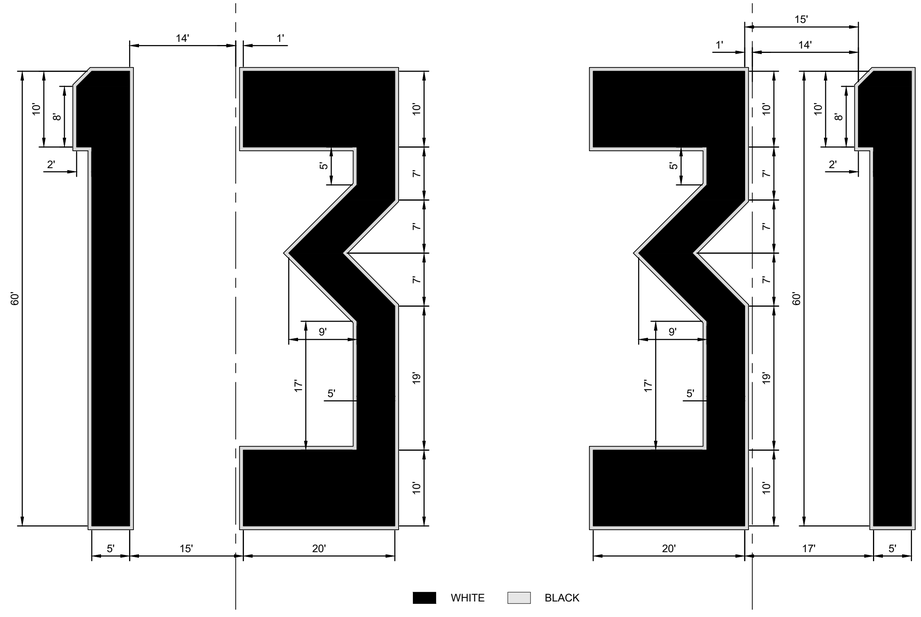


1 RUNWAY 13 MARKING PLAN



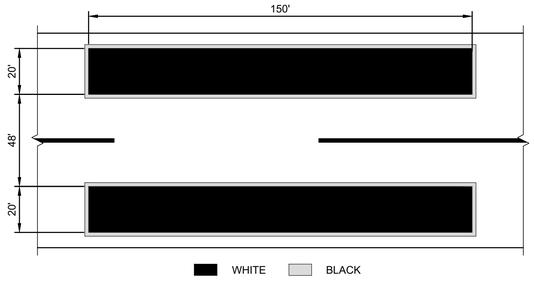
2 RUNWAY 31 MARKING PLAN





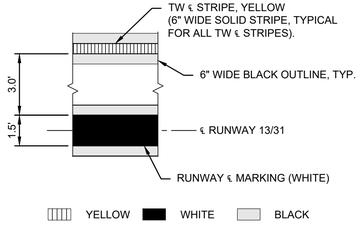
3 RUNWAY NUMERAL DETAIL

SCALE: NOT TO SCALE



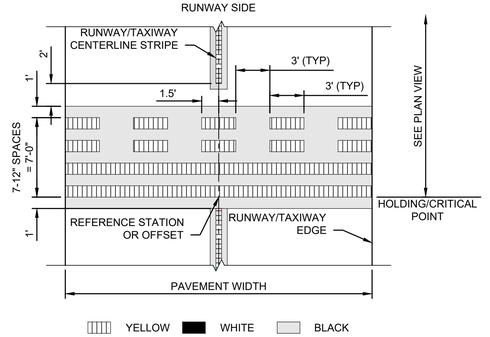
4 P-620 RUNWAY AIMING POINT MARKING

SCALE: NOT TO SCALE



5 P-620 RUNWAY AND TAXIWAY CENTERLINE MARKING

SCALE: NOT TO SCALE



6 P-620 RUNWAY HOLDING POSITION MARKING

SCALE: NOT TO SCALE

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REVISIONS

REV. NO.	DATE	DESCRIPTION

MARKING DETAILS

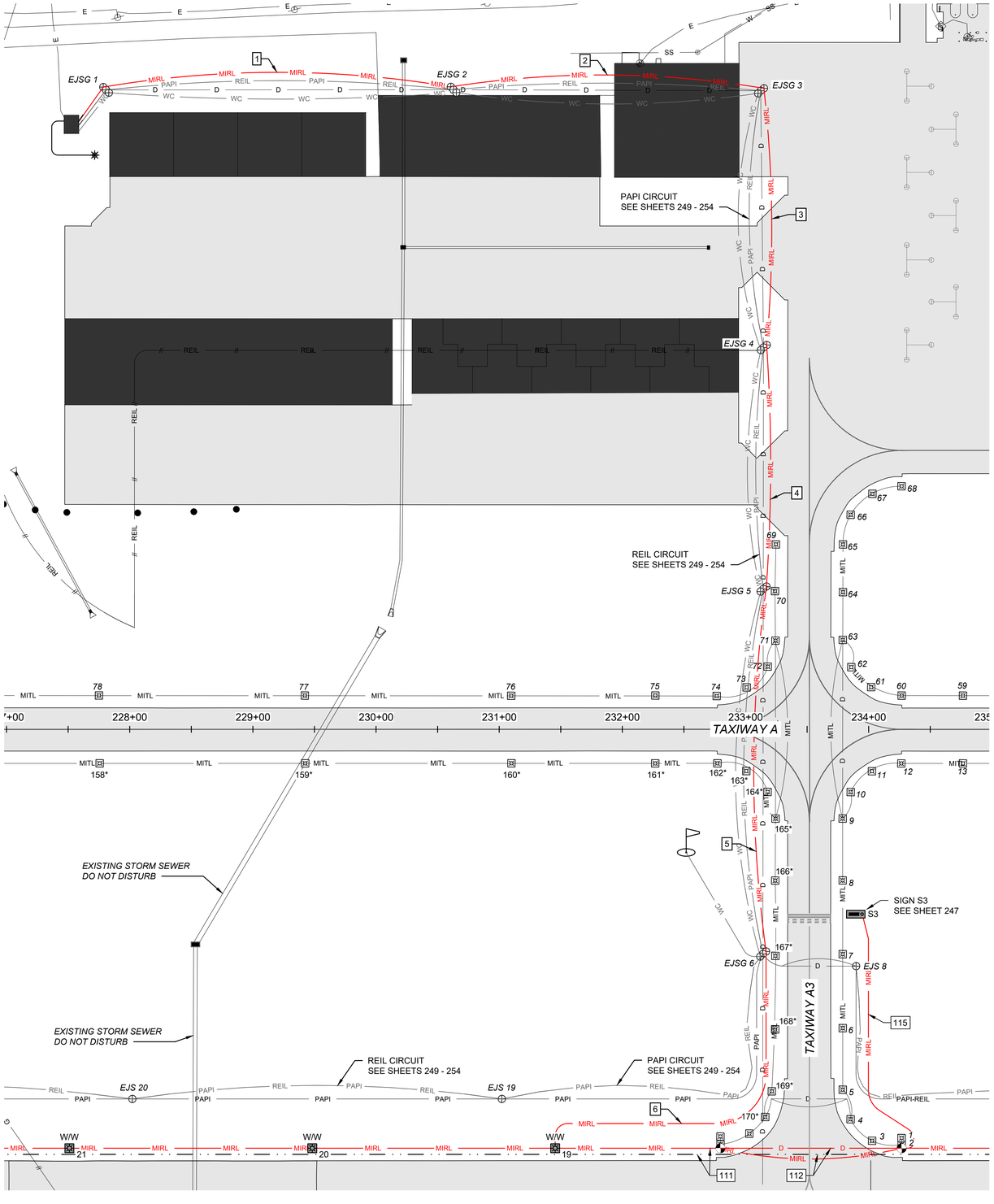
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BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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SHEET
240

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DATE: Mar 02, 2026 9:53am USER: jolson



1 ELECTRICAL HOMERUN PLAN

LEGEND	EXISTING	THIS PROJECT
BASE-MOUNTED RUNWAY LIGHT		
BASE-MOUNTED TAXIWAY LIGHT		
JUNCTION STRUCTURE		
COUNTERPOISE		
RWY 13/31 MIRL CIRCUIT		MIRL
TAXIWAY MITL CIRCUIT	MITL	MITL
PAPI CIRCUIT	PAPI	PAPI
REIL CIRCUIT	REIL	REIL
WIND CONE CIRCUIT	WC	WC
SCHEDULE 80 DUCT RWY	D	D
SCHEDULE 80 DUCT TWY	D	D

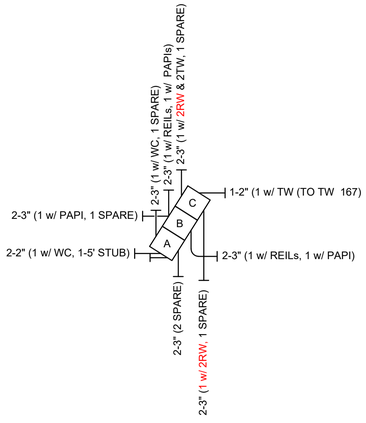
0' 25' 50' 100'
SCALE IN FEET

ELECTRICAL CABLE TABLE

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 3" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)	
1	VAULT	EJSG2	2	2	RUNWAY	318	636	70	706	EXISTING 3" DUCT
2	EJSG2	EJSG3	1	2	RUNWAY	250	500	20	520	EXISTING 3" DUCT
3	EJSG3	EJSG4	1	2	RUNWAY	208	416	20	436	EXISTING 3" DUCT
4	EJSG4	EJSG5	1	2	RUNWAY	196	392	20	412	EXISTING 3" DUCT
5	EJSG5	EJSG6	1	2	RUNWAY	297	594	20	614	EXISTING 3" DUCT
6	EJSG6	19	1	2	RUNWAY	310	620	20	640	310
TOTAL									3,328	310

GENERAL SHEET NOTES

1. SEE SHEET 203 FOR JUNCTION STRUCTURE GROUP CIRCUIT DETAILS.
2. SEE SHEETS 204 - 208 FOR ELECTRICAL REMOVAL PLAN.
3. CONTRACTOR SHALL INSTALL 5-FEET OF SLACK FOR EACH CABLE ENTERING AND 5' OF SLACK FOR EACH CABLE EXITING A LIGHT BASE OR JUNCTION STRUCTURE. 10-FEET OF SLACK WILL BE PAID FOR EACH LIGHT BASE OR JUNCTION STRUCTURE FOR L-108 5KV CABLE.
4. 30-FEET OF SLACK OF L-108 5KV CABLE WAS ESTIMATED FOR INSIDE THE VAULT.
5. SEE SPECIFICATIONS FOR DUCT, CABLE AND LIGHT REQUIREMENTS.



2 JUNCTION CAN GROUP 6
SCALE: NOT TO SCALE

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PROFESSIONAL CIVIL ENGINEER
HEATHER ANNE OLSON
E-11074
03/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

RUNWAY HOMERUN ELECTRICAL PLAN

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

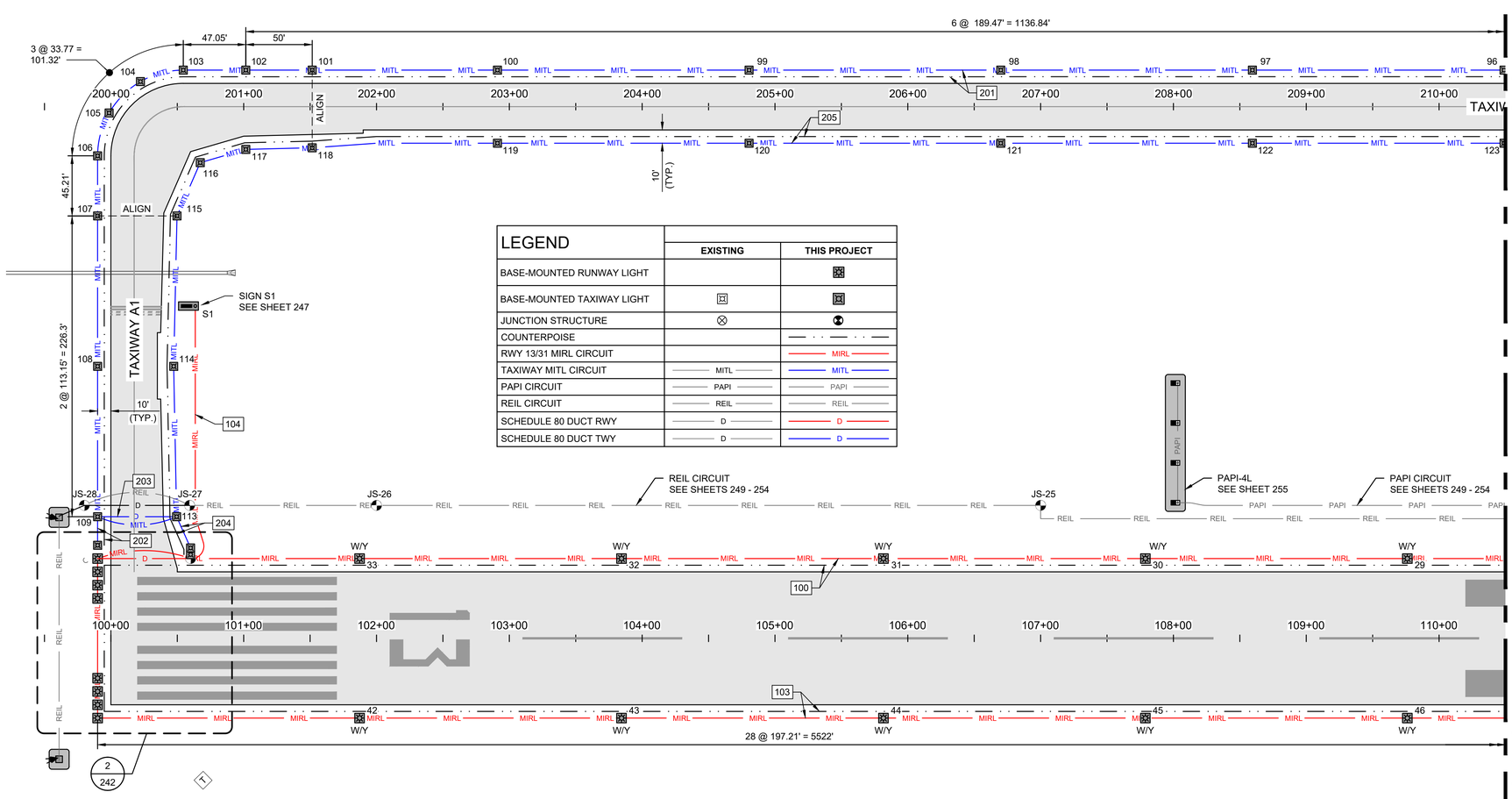
2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

SHEET 241

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DATE: Mar 02, 2026 9:56am USER: jolson



LEGEND	EXISTING	THIS PROJECT
BASE-MOUNTED RUNWAY LIGHT		
BASE-MOUNTED TAXIWAY LIGHT		
JUNCTION STRUCTURE		
COUNTERPOISE		
RWY 13/31 MIRL CIRCUIT		MIRL
TAXIWAY MITL CIRCUIT	MITL	MITL
PAPI CIRCUIT	PAPI	PAPI
REIL CIRCUIT	REIL	REIL
SCHEDULE 80 DUCT RWY	D	D
SCHEDULE 80 DUCT TWY	D	D

LIGHT SCHEDULE

FIXTURE	STATION	OFFSET
29	109+76.07	-60.00
30	107+78.86	-60.00
31	105+81.64	-60.00
32	103+84.43	-60.00
33	101+87.21	-60.00
34	99+90.00	-60.00
35	99+90.00	-50.00
36	99+90.00	-40.00
37	99+90.00	-30.00
38	99+90.00	30.00
39	99+90.00	40.00
40	99+90.00	50.00
41	99+90.00	60.00
42	101+87.21	60.00
43	103+84.43	60.00
44	105+81.64	60.00
45	107+78.86	60.00
46	109+76.07	60.00

LIGHT SCHEDULE

FIXTURE	STATION	OFFSET
96	210+48.91	-27.50
97	208+59.44	-27.50
98	206+69.97	-27.50
99	204+80.49	-27.50
100	202+91.02	-27.50
101	201+51.55	-27.50
102	201+01.55	-27.50
103	200+54.50	-27.50
104	200+22.25	-18.86
105	199+98.64	4.75
106	199+90.00	37.00
116	200+67.29	42.14
117	201+01.55	32.16
118	201+51.55	30.94
119	202+91.02	27.50
120	204+80.49	27.50
121	206+69.97	27.50
122	208+59.44	27.50
123	210+48.91	27.50

LIGHT SCHEDULE

FIXTURE	STATION	OFFSET
107	13+17.79	-27.50
108	12+04.63	-27.50
109	10+91.48	-27.50
110	10+70.00	-27.50
111	10+63.00	42.50
112	10+68.00	42.50
113	10+91.48	31.98
114	12+04.63	29.76
115	13+17.79	32.27

1 ELECTRICAL PLAN - STA: 99+50 TO STA: 110+50

ELECTRICAL CABLE TABLE

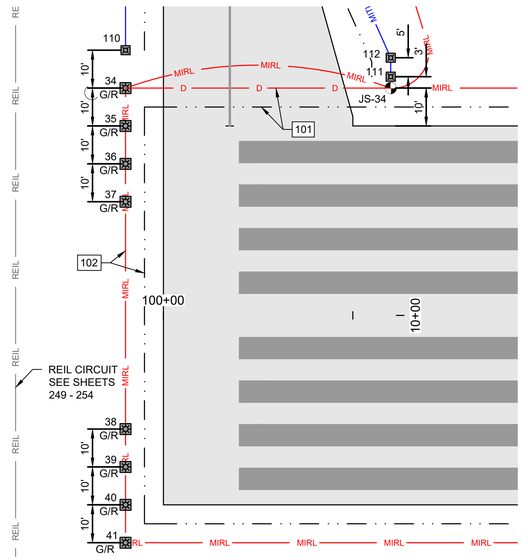
SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT					L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 80 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)		
100	29	JS-34	5	1	RUNWAY	916	916	50	966	916	916	-
101	JS-34	34	1	1	RUNWAY	70	70	10	80	70	-	70
102	34	41	7	1	RUNWAY	120	120	70	190	120	120	-
103	41	46	5	1	RUNWAY	986	986	50	1,036	986	986	-
104	JS-34	S1	1	2	RUNWAY	197	394	20	414	197	197	-
201	96	109	13	1	TAXIWAY	1,367	1,367	130	1,497	1,367	1,367	-
202	109	110	1	2	TAXIWAY	21	42	20	62	21	21	-
203	109	113	1	1	TAXIWAY	60	60	10	70	60	-	60
204	113	111	2	2	TAXIWAY	31	62	40	102	31	31	-
205	113	123	10	1	TAXIWAY	1,253	1,253	100	1,353	1,253	1,253	-
TOTAL									5,770	5,021	4,891	130

FIXTURE TABLE

NO.	L-125 L-861(L) BASE-MOUNTED RUNWAY LIGHT (EA)	L-125 L-861SE(L) BASE-MOUNTED THRESHOLD LIGHT (EA)	L-115 ELECTRICAL JUNCTION STRUCTURE (L-867B) (EA)	L-125 L-861T(L) BASE-MOUNTED TAXIWAY LIGHT (EA)
29-33	5	-	-	-
34-41	-	8	-	-
42-46	5	-	-	-
96-123	-	-	-	28
JS-34	-	-	1	-
TOTAL	10	8	1	28

GENERAL SHEET NOTES

1. SEE SHEETS 203 - 208 FOR ELECTRICAL REMOVAL PLAN.
2. CONTRACTOR SHALL INSTALL 5-FEET OF SLACK FOR EACH CABLE ENTERING AND 5' OF SLACK FOR EACH CABLE EXITING A LIGHT BASE OR JUNCTION STRUCTURE. 10-FEET OF SLACK WILL BE PAID FOR EACH LIGHT BASE OR JUNCTION STRUCTURE FOR L-108 5KV CABLE.
3. SEE SPECIFICATIONS FOR DUCT, CABLE AND LIGHT REQUIREMENTS.
4. CONNECT NEW CONDUIT TO EXISTING TAXIWAY LIGHT AND SPLICE INTO TAXIWAY CIRCUIT. ALL MATERIALS AND WORK REQUIRED TO MAKE CONNECTIONS SHALL BE SUBSIDIARY TO THE CONDUIT BID ITEMS.
5. EXISTING COUNTERPOISE LOCATION IS UNKNOWN. CONTRACTOR SHALL TIE NEW COUNTERPOISE TO EXISTING COUNTERPOISE OR TERMINATE WITH A GROUND ROD IF EXISTING COUNTERPOISE CANNOT BE FOUND.



2 DETAIL

SCALE: 1" = 20'

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PROFESSIONAL CIVIL ENGINEER
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09/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

ELECTRICAL PLAN - STA: 99+50 TO STA: 110+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/0227028

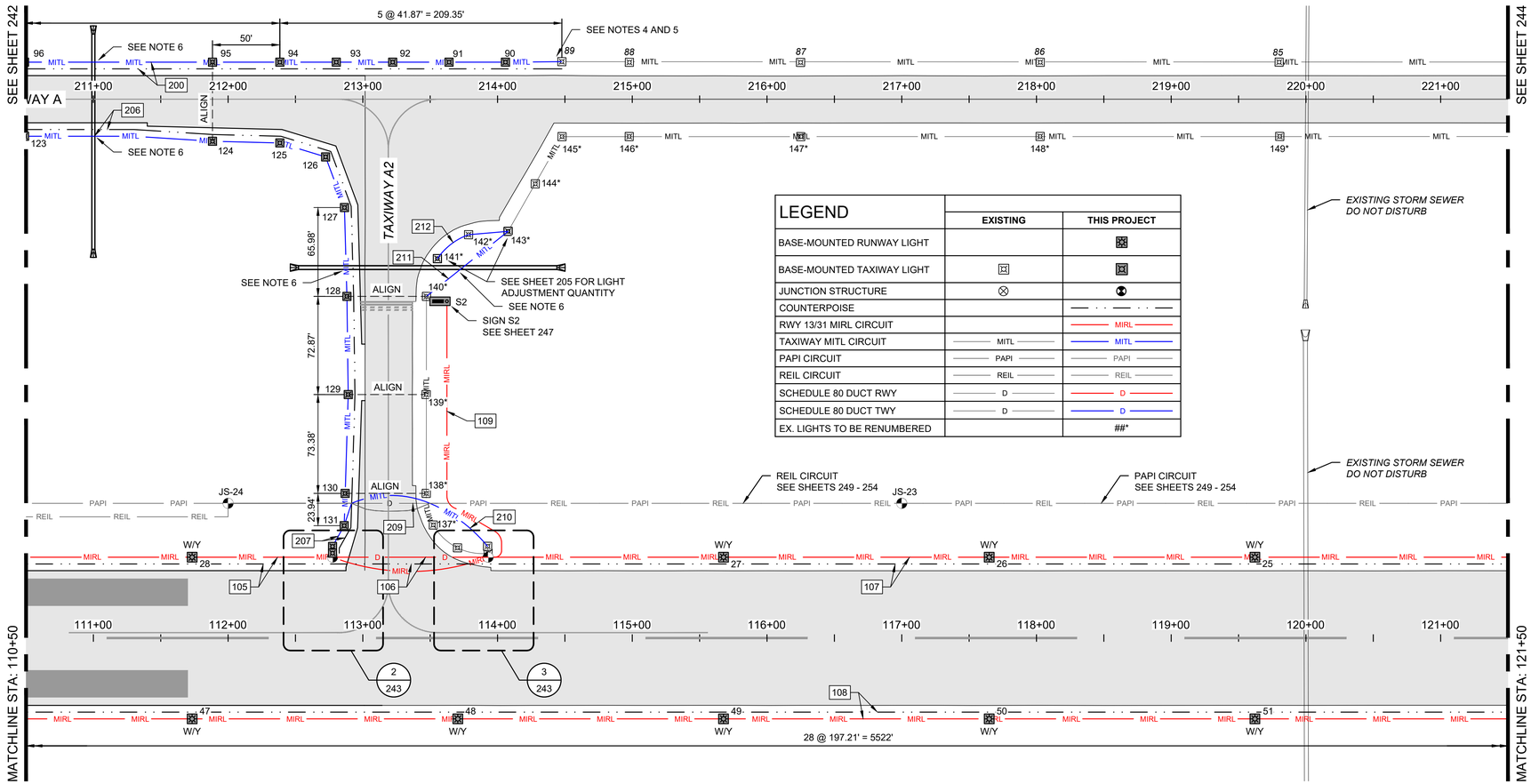
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

SHEET 242

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DATE: Mar 02, 2026 9:58am USER: jdson



LEGEND	EXISTING	THIS PROJECT
BASE-MOUNTED RUNWAY LIGHT		
BASE-MOUNTED TAXIWAY LIGHT		
JUNCTION STRUCTURE		
COUNTERPOISE		
RWY 13/31 MIRL CIRCUIT		MIRL
TAXIWAY MITL CIRCUIT	MITL	MITL
PAPI CIRCUIT	PAPI	PAPI
REIL CIRCUIT	REIL	REIL
SCHEDULE 80 DUCT RWY	D	D
SCHEDULE 80 DUCT TWY	D	D
EX. LIGHTS TO BE RENUMBERED		##*

LIGHT SCHEDULE

FIXTURE	STATION	OFFSET
25	119+62.14	-60.00
26	117+64.93	-60.00
27	115+67.71	-60.00
28	111+73.29	-60.00
47	111+73.29	60.00
48	113+70.50	60.00
49	115+67.71	60.00
50	117+64.93	60.00
51	119+62.14	60.00

LIGHT SCHEDULE

FIXTURE	STATION	OFFSET
90	214+05.87	-27.50
91	213+64.00	-27.50
92	213+22.13	-27.50
93	212+80.26	-27.50
94	212+38.38	-27.50
95	211+88.38	-27.50
124	211+88.38	31.22
125	212+38.38	32.47
126	212+72.35	42.85
127	212+86.34	80.41
128	212+88.17	146.40
129	212+89.14	219.27
130	212+86.86	292.65
131	212+86.16	316.59
132	212+77.50	332.00
133	212+77.50	337.00

1 ELECTRICAL PLAN - STA: 110+50 TO STA: 121+50

ELECTRICAL CABLE TABLE

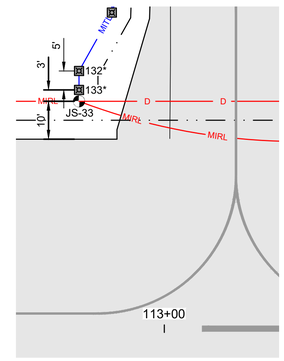
SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)	L-110 PUSHED OR DIRECTIONAL BORED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 80 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)			
105	29	JS-33	2	1	RUNWAY	302	302	20	322	302	302	-
106	JS-33	JS-32	1	1	RUNWAY	116	116	10	126	116	-	116
107	JS-32	24	4	1	RUNWAY	766	766	40	806	766	766	-
108	46	52	6	1	RUNWAY	1,183	1,183	60	1,243	1,183	1,183	-
109	JS-32	S2	1	2	RUNWAY	220	440	20	460	220	220	-
200	89	96	7	1	TAXIWAY	399	399	70	469	399	399	-
206	123	131	8	1	TAXIWAY	501	501	80	581	501	501	-
207	131	133	2	2	TAXIWAY	21	42	40	82	21	21	-
208	131	DUCT	1	1	TAXIWAY	17	17	10	27	17	17	-
209	DUCT	DUCT	1	1	TAXIWAY	60	60	10	70	EXISTING 2" DUCT	-	EXISTING 2" DUCT
210	DUCT	135	1	2	TAXIWAY	54	108	20	128	54	54	-
211	140	143	1	1	TAXIWAY	77	77	10	87	77	77	-
212	143	141	2	2	TAXIWAY	60	120	40	160	60	60	-
TOTAL									4,561	3,716	3,600	116

FIXTURE TABLE

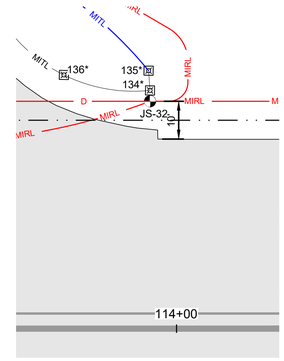
NO.	L-125 L-861(L) BASE-MOUNTED RUNWAY LIGHT (EA)	L-115 ELECTRICAL JUNCTION STRUCTURE (L-867B) (EA)	L-125 L-861T(L) BASE-MOUNTED TAXIWAY LIGHT (EA)	L-125 TAXIWAY LIGHT RE-NUMBERING (EA)
25-28	4	-	-	-
47-51	5	-	-	-
90-95	-	-	6	-
124-133	-	-	10	-
JS-32, JS-33	-	2	-	-
134-149	-	-	-	16
TOTAL	9	2	16	16

GENERAL SHEET NOTES

1. SEE SHEETS 203 - 208 FOR ELECTRICAL REMOVAL PLAN.
2. CONTRACTOR SHALL INSTALL 5-FEET OF SLACK FOR EACH CABLE ENTERING AND 5' OF SLACK FOR EACH CABLE EXITING A LIGHT BASE OR JUNCTION STRUCTURE. 10-FEET OF SLACK WILL BE PAID FOR EACH LIGHT BASE OR JUNCTION STRUCTURE FOR L-108 5KV CABLE.
3. SEE SPECIFICATIONS FOR DUCT, CABLE AND LIGHT REQUIREMENTS.
4. CONNECT NEW CONDUIT TO EXISTING TAXIWAY LIGHT AND SPLICE INTO TAXIWAY CIRCUIT. ALL MATERIALS AND WORK REQUIRED TO MAKE CONNECTIONS SHALL BE SUBSIDIARY TO THE CONDUIT BID ITEMS.
5. EXISTING COUNTERPOISE LOCATION IS UNKNOWN. CONTRACTOR SHALL TIE NEW COUNTERPOISE TO EXISTING COUNTERPOISE OR TERMINATE WITH A GROUND ROD IF EXISTING COUNTERPOISE CANNOT BE FOUND.
6. CONTRACTOR ADJUST DEPTH OF ELECTRICAL DUCT TO BE 1 FOOT BELOW THE PROPOSED STORM SEWER.



2 DETAIL
SCALE: 1" = 20'



3 DETAIL
SCALE: 1" = 20'

SCHEDULE 2

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STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

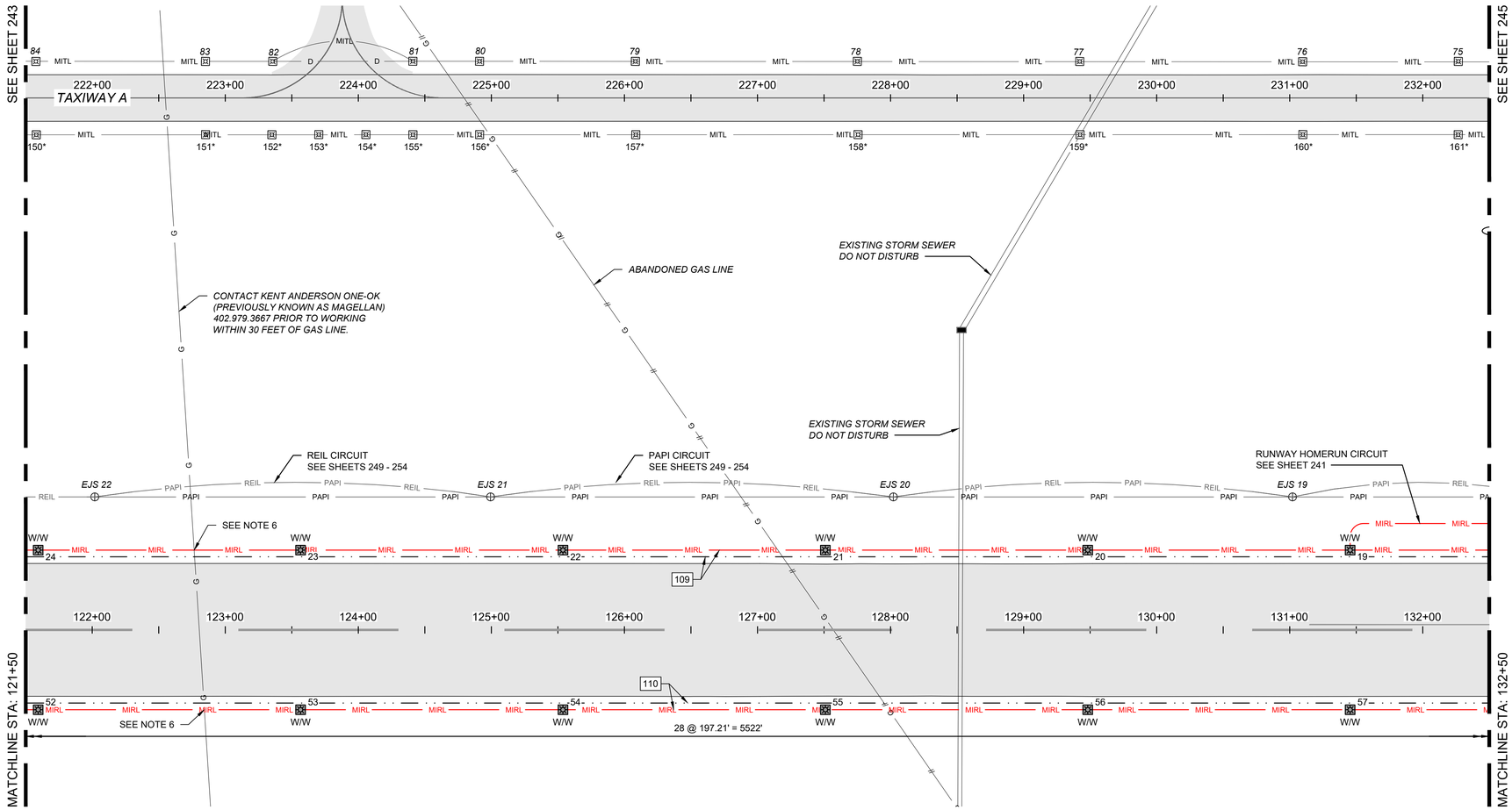
ELECTRICAL PLAN - STA: 110+50 TO STA: 121+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

SHEET 243

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DATE: Mar 02, 2026 9:57am USER: jolson



1 ELECTRICAL PLAN - STA: 121+50 TO STA: 132+50

ELECTRICAL CABLE TABLE

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)		
109	19	24	5	1	RUNWAY	986	986	50	1,036	986	986
110	52	57	5	1	RUNWAY	986	986	50	1,036	986	986
TOTAL									2,072	1,972	1,972

FIXTURE TABLE

NO.	L-125 L-861(L) BASE-MOUNTED RUNWAY LIGHT (EA)	L-125 TAXIWAY LIGHT RE-NUMBERING (EA)
24-19	6	-
52-57	6	-
150-161	-	12
TOTAL	12	12

GENERAL SHEET NOTES

1. SEE SHEETS 203 - 208 FOR ELECTRICAL REMOVAL PLAN.
2. CONTRACTOR SHALL INSTALL 5-FEET OF SLACK FOR EACH CABLE ENTERING AND 5' OF SLACK FOR EACH CABLE EXITING A LIGHT BASE OR JUNCTION STRUCTURE. 10-FEET OF SLACK WILL BE PAID FOR EACH LIGHT BASE OR JUNCTION STRUCTURE FOR L-108 5KV CABLE.
3. SEE SPECIFICATIONS FOR DUCT, CABLE AND LIGHT REQUIREMENTS.
4. CONNECT NEW CONDUIT TO EXISTING TAXIWAY LIGHT AND SPLICE INTO TAXIWAY CIRCUIT. ALL MATERIALS AND WORK REQUIRED TO MAKE CONNECTIONS SHALL BE SUBSIDIARY TO THE CONDUIT BID ITEMS.
5. EXISTING COUNTERPOISE LOCATION IS UNKNOWN. CONTRACTOR SHALL TIE NEW COUNTERPOISE TO EXISTING COUNTERPOISE OR TERMINATE WITH A GROUND ROD IF EXISTING COUNTERPOISE CANNOT BE FOUND.
6. COORDINATION WITH ONE-OK GAS COMPANY WHEN WORKING WITHIN 30 FEET OF EXISTING GAS MAIN.

LIGHT SCHEDULE

FIXTURE	STATION	OFFSET
19	131+45.43	-60.00
20	129+48.21	-60.00
21	127+51.00	-60.00
22	125+53.79	-60.00
23	123+56.57	-60.00
24	121+59.36	-60.00
52	121+59.36	60.00
53	123+56.57	60.00
54	125+53.79	60.00
55	127+51.00	60.00
56	129+48.21	60.00
57	131+45.43	60.00

LEGEND

	EXISTING	THIS PROJECT
BASE-MOUNTED RUNWAY LIGHT		
BASE-MOUNTED TAXIWAY LIGHT		
JUNCTION STRUCTURE		
COUNTERPOISE		
RWY 13/31 MIRL CIRCUIT		MIRL
TAXIWAY MITL CIRCUIT	MITL	MITL
PAPI CIRCUIT	PAPI	PAPI
REIL CIRCUIT	REIL	REIL
SCHEDULE 80 DUCT RWY	D	D
SCHEDULE 80 DUCT TWY	D	D
EX. LIGHTS TO BE RENUMBERED		##*

N

0' 25' 50' 100'
SCALE IN FEET

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Nebraska COA #CA-0638

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E-11074
03/06/2026
STATE OF NEBRASKA

REVISIONS
REV. NO. | DATE | DESCRIPTION

ELECTRICAL PLAN - STA: 121+50 TO STA: 132+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

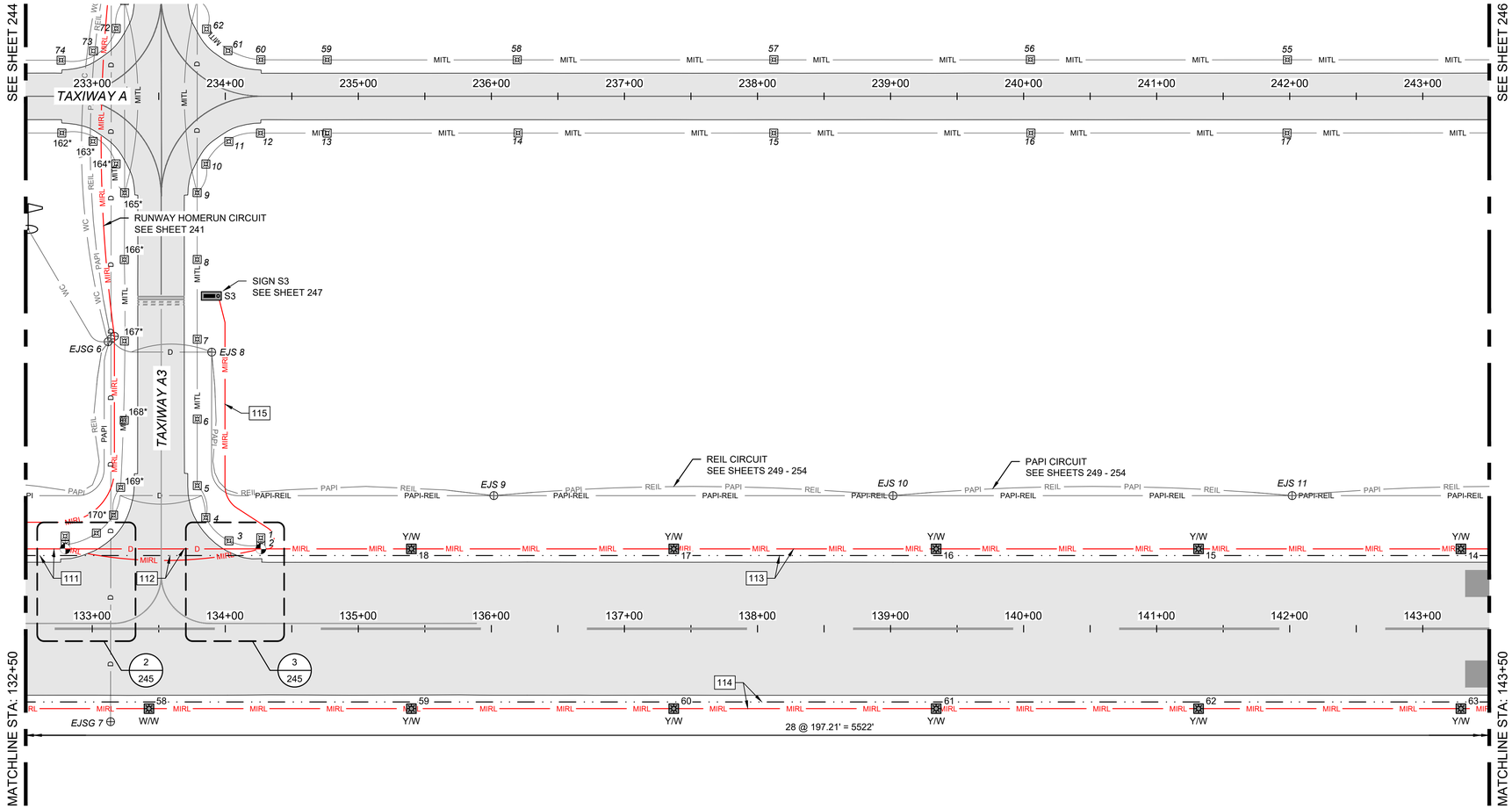
2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

SHEET 244

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DATE: Mar 02, 2026 9:58am USER: jolson



1 ELECTRICAL PLAN - STA: 132+50 TO STA: 143+50

ELECTRICAL CABLE TABLE

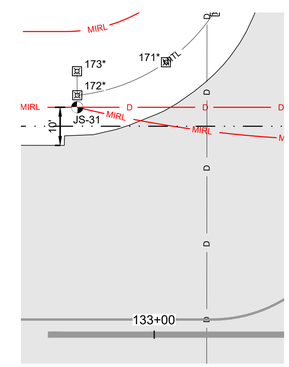
SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)	L-110 PUSHED OR DIRECTIONAL BORED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 80 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)			
111	19	JS-31	1	1	RUNWAY	134	134	10	144	134	134	-
112	JS-31	JS-30	1	1	RUNWAY	147	147	10	157	147	-	147
113	JS-30	14	5	1	RUNWAY	902	902	50	952	902	902	-
114	57	63	6	1	RUNWAY	1,183	1,183	60	1,243	1,183	1,183	-
115	JS-30	S3	1	2	RUNWAY	215	430	20	450	215	215	-
TOTAL									2,946	2,581	2,434	147

FIXTURE TABLE

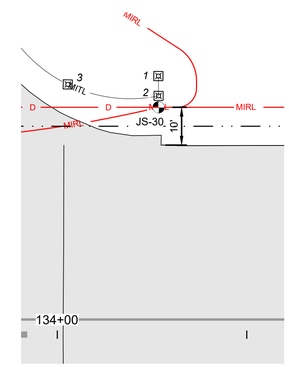
NO.	L-125 L-861(L) BASE-MOUNTED RUNWAY LIGHT (EA)	L-115 ELECTRICAL JUNCTION STRUCTURE (L-867B) (EA)	L-125 TAXIWAY LIGHT RE-NUMBERING (EA)
18-14	5	-	-
58-63	6	-	-
JS-30, JS-31	-	2	-
162-172	-	-	12
TOTAL	11	2	12

GENERAL SHEET NOTES

1. SEE SHEETS 203 - 208 FOR ELECTRICAL REMOVAL PLAN.
2. CONTRACTOR SHALL INSTALL 5-FEET OF SLACK FOR EACH CABLE ENTERING AND 5' OF SLACK FOR EACH CABLE EXITING A LIGHT BASE OR JUNCTION STRUCTURE. 10-FEET OF SLACK WILL BE PAID FOR EACH LIGHT BASE OR JUNCTION STRUCTURE FOR L-108 5KV CABLE.
3. SEE SPECIFICATIONS FOR DUCT, CABLE AND LIGHT REQUIREMENTS.
4. CONNECT NEW CONDUIT TO EXISTING TAXIWAY LIGHT AND SPLICE INTO TAXIWAY CIRCUIT. ALL MATERIALS AND WORK REQUIRED TO MAKE CONNECTIONS SHALL BE SUBSIDIARY TO THE CONDUIT BID ITEMS.
5. EXISTING COUNTERPOISE LOCATION IS UNKNOWN. CONTRACTOR SHALL TIE NEW COUNTERPOISE TO EXISTING COUNTERPOISE OR TERMINATE WITH A GROUND ROD IF EXISTING COUNTERPOISE CANNOT BE FOUND.



2 DETAIL
SCALE: 1" = 20'



3 DETAIL
SCALE: 1" = 20'

0' 25' 50' 100'
SCALE IN FEET

LEGEND

	EXISTING	THIS PROJECT
BASE-MOUNTED RUNWAY LIGHT		
BASE-MOUNTED TAXIWAY LIGHT		
JUNCTION STRUCTURE		
COUNTERPOISE		
RWY 13/31 MIRL CIRCUIT		MIRL
TAXIWAY MITL CIRCUIT	MITL	MITL
PAPI CIRCUIT	PAPI	PAPI
REIL CIRCUIT	REIL	REIL
SCHEDULE 80 DUCT RWY	D	D
SCHEDULE 80 DUCT TWY	D	D
EX. LIGHTS TO BE RENUMBERED		##*

LIGHT SCHEDULE

FIXTURE	STATION	OFFSET
14	143+28.71	-60.00
15	141+31.50	-60.00
16	139+34.29	-60.00
17	137+37.07	-60.00
18	135+39.86	-60.00
58	133+42.64	60.00
59	135+39.86	60.00
60	137+37.07	60.00
61	139+34.29	60.00
62	141+31.50	60.00
63	143+28.71	60.00

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03/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

ELECTRICAL PLAN - STA: 132+50 TO STA: 143+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

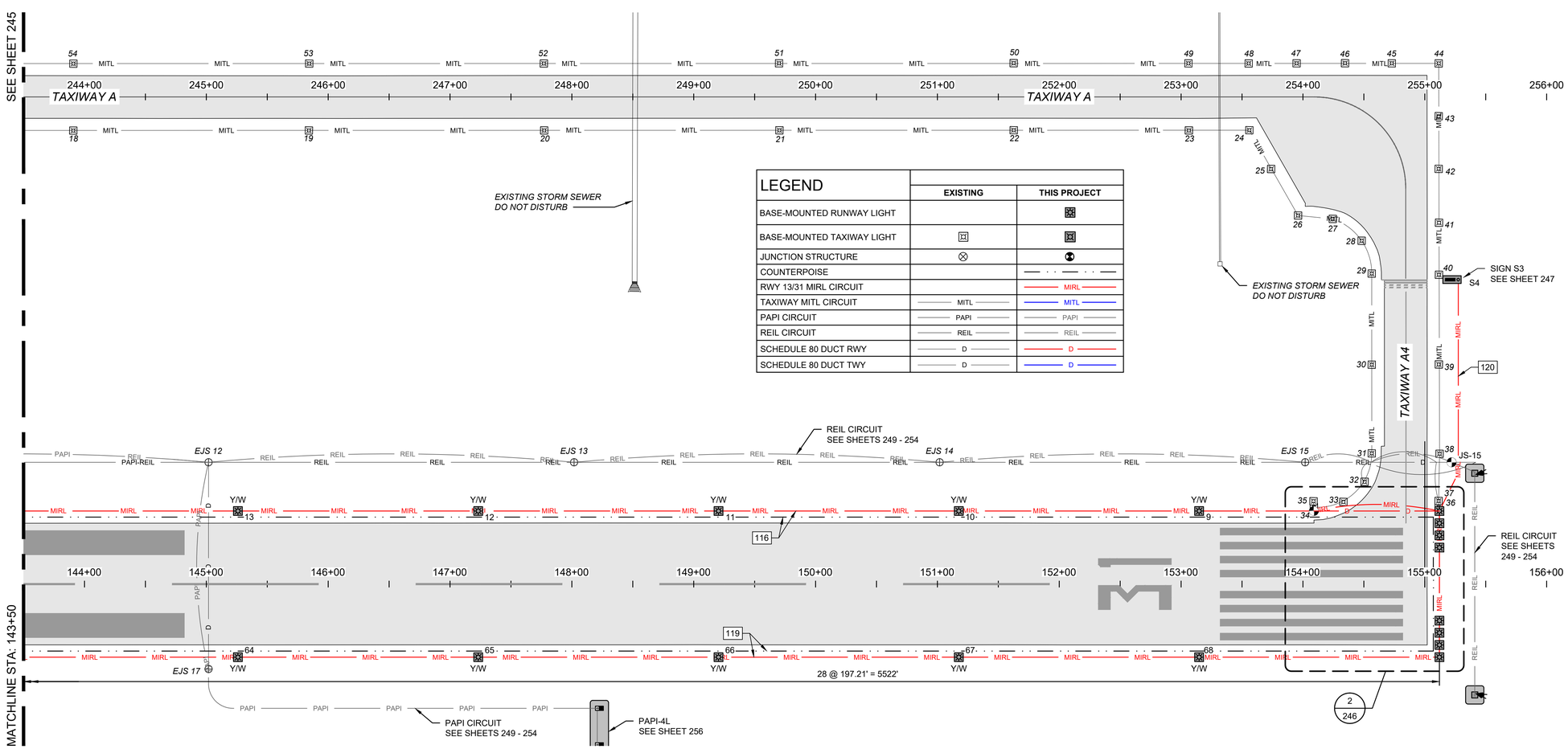
2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

SHEET 245

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DATE: Mar 02, 2026 9:58am USER: jolson



LEGEND	EXISTING	THIS PROJECT
BASE-MOUNTED RUNWAY LIGHT		
BASE-MOUNTED TAXIWAY LIGHT		
JUNCTION STRUCTURE		
COUNTERPOISE		
RWY 13/31 MIRL CIRCUIT		MIRL
TAXIWAY MITL CIRCUIT	MITL	MITL
PAPI CIRCUIT	PAPI	PAPI
REIL CIRCUIT	REIL	REIL
SCHEDULE 80 DUCT RWY	D	D
SCHEDULE 80 DUCT TWY	D	D

LIGHT SCHEDULE

FIXTURE	STATION	OFFSET
1	155+12.00	60.00
2	155+12.00	50.00
3	155+12.00	40.00
4	155+12.00	30.00
5	155+12.00	-30.00
6	155+12.00	-40.00
7	155+12.00	-50.00
8	155+12.00	-60.00
9	153+14.79	-60.00
10	151+17.57	-60.00
11	149+20.36	-60.00
12	147+23.14	-60.00
13	145+25.93	-60.00
64	145+25.93	60.00
65	147+23.14	60.00
66	149+20.36	60.00
67	151+17.57	60.00
68	153+14.79	60.00

1 ELECTRICAL PLAN - STA: 143+50 TO STA: 155+50

ELECTRICAL CABLE TABLE

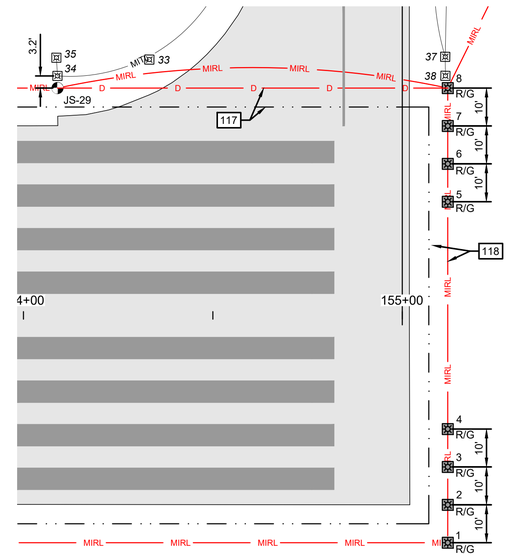
SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)	L-110 PUSHED OR DIRECTIONAL BORED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 80 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)			
116	14	JS-29	6	1	RUNWAY	1,080	1,080	60	1,140	1,080	1,080	-
117	JS-29	8	1	1	RUNWAY	103	103	10	113	103	-	103
118	8	1	7	1	RUNWAY	120	120	70	190	120	120	-
119	1	63	6	1	RUNWAY	1,183	1,183	60	1,243	1,183	1,183	-
120	8	S4	1	2	RUNWAY	195	390	20	410	195	195	-
TOTAL									3,096	2,681	2,578	103

FIXTURE TABLE

NO.	L-125 L-861(L) BASE-MOUNTED RUNWAY LIGHT (EA)	L-125 L-861SE(L) BASE-MOUNTED THRESHOLD LIGHT (EA)	L-115 ELECTRICAL JUNCTION STRUCTURE (L-867B) (EA)
9-13	5	-	-
1-8	-	8	-
64-68	5	-	-
JS-29	-	-	1
TOTAL	10	8	1

GENERAL SHEET NOTES

1. SEE SHEETS 203 - 208 FOR ELECTRICAL REMOVAL PLAN.
2. CONTRACTOR SHALL INSTALL 5-FEET OF SLACK FOR EACH CABLE ENTERING AND 5' OF SLACK FOR EACH CABLE EXITING A LIGHT BASE OR JUNCTION STRUCTURE. 10-FEET OF SLACK WILL BE PAID FOR EACH LIGHT BASE OR JUNCTION STRUCTURE FOR L-108 5KV CABLE.
3. SEE SPECIFICATIONS FOR DUCT, CABLE AND LIGHT REQUIREMENTS.
4. CONNECT NEW CONDUIT TO EXISTING TAXIWAY LIGHT AND SPLICE INTO TAXIWAY CIRCUIT. ALL MATERIALS AND WORK REQUIRED TO MAKE CONNECTIONS SHALL BE SUBSIDIARY TO THE CONDUIT BID ITEMS.
5. EXISTING COUNTERPOISE LOCATION IS UNKNOWN. CONTRACTOR SHALL TIE NEW COUNTERPOISE TO EXISTING COUNTERPOISE OR TERMINATE WITH A GROUND ROD IF EXISTING COUNTERPOISE CANNOT BE FOUND.



2 DETAIL

SCALE: 1" = 20'

SCHEDULE 2

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REVISIONS

REV. NO.	DATE	DESCRIPTION

ELECTRICAL PLAN - STA: 143+50 TO STA: 155+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

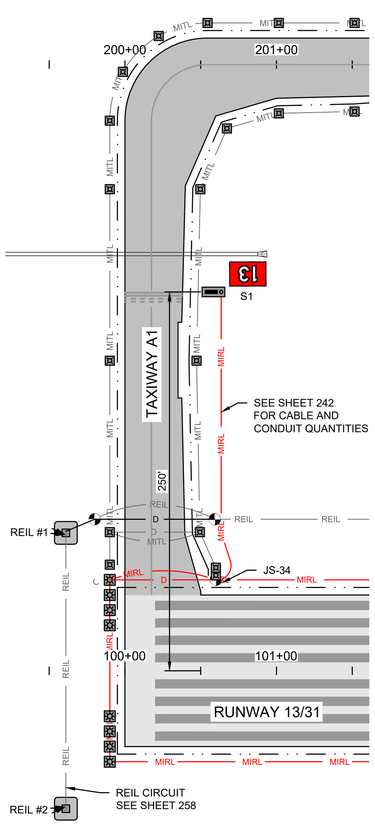
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

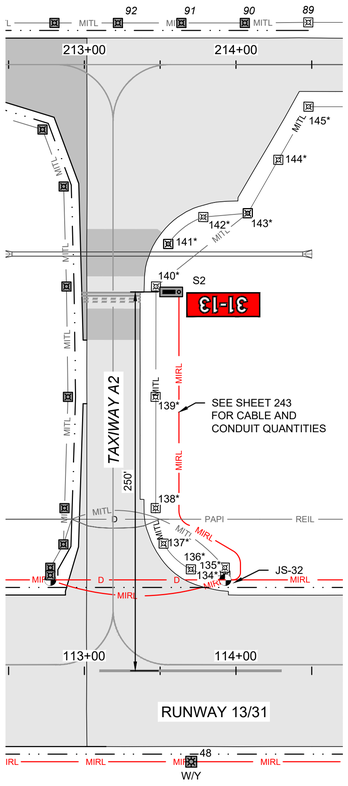
2026

SHEET 246

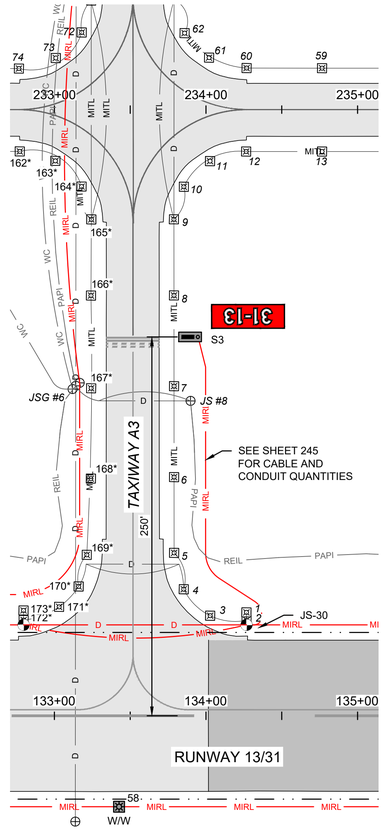
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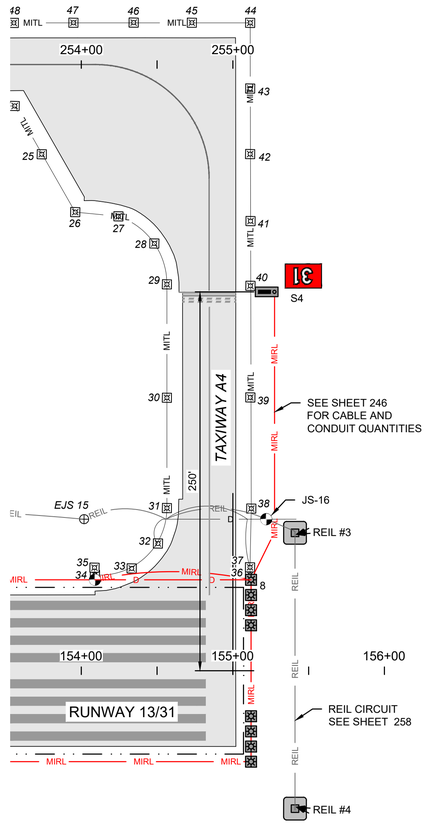
1 TAXIWAY A1 SIGN PLAN



2 TAXIWAY A2 SIGN PLAN



3 TAXIWAY A3 SIGN PLAN



4 TAXIWAY A4 SIGN PLAN

SIGN SCHEDULE

SIGN	STATION [1]	OFFSET [1]	FACE	COLOR	FACE	COLOR	NO. OF MODULES	CLASS	MODE	SIZE	STYLE	CIRCUIT
S1	100+50.32	250' LT	13	R		O	1	2	2	1	2	RWY 13-31
S2	113+51.86	250' LT	31 - 13	R		O	2	2	2	1	2	RWY 13-31
S3	133+84.11	250' LT	31 - 13	R		O	2	2	2	1	2	RWY 13-31
S4	155+16.92	250' LT	31	R		O	1	2	2	1	2	RWY 13-31

[1] RUNWAY 13/31 ALIGNMENT

GENERAL SIGN NOTES

1. SIGNS SHALL CONFORM TO FAA AC 150/5345-44K.
2. SIGN LAYOUT SHALL BE APPROVED BY THE ENGINEER PRIOR TO FABRICATION.
3. TYPE:
   R: L-858R (MANDATORY INSTRUCTION SIGN) - RED BACKGROUND WITH WHITE LEGEND AND BLACK OUTLINE ON OUTSIDE EDGE OF LEGEND.

   O: BLANK PANEL.
4. THE NUMBER OF MODULES INDICATED IS AN ESTIMATE ONLY FOR BID PURPOSES. ACTUAL NUMBER OF MODULES/WIDTH TO BE USED FOR EACH SIGN WILL BE DETERMINED BY THE SIGN MANUFACTURER.
5. SIGN LENGTHS MAY VARY BASED ON MANUFACTURER.
6. CONFIRM LENGTH WITH MANUFACTURER PRIOR TO BID AND ADJUST FOUNDATION ACCORDINGLY.
7. ALL SIGN LOCATIONS SHALL BE VERIFIED BY THE RPR/ENGINEER.
8. SEE SHEETS 241 - 246 FOR RUNWAY AND TAXIWAY ELECTRICAL PLAN.
9. SEE SHEETS 241 - 246 FOR CABLE, COUNTERPOISE AND DUCT QUANTITIES PER SIGN LOCATION.
10. SEE SHEET 248 FOR SIGN DETAILS.

LEGEND	EXISTING	THIS PROJECT
BASE-MOUNTED RUNWAY LIGHT		
BASE-MOUNTED TAXIWAY LIGHT		
JUNCTION STRUCTURE		
SIGN		
COUNTERPOISE		
RWY 13/31 MIRL CIRCUIT		MIRL
TAXIWAY MITL CIRCUIT	MITL	MITL
SCHEDULE 80 DUCT RWY	D	D
SCHEDULE 80 DUCT TWY	D	D

SCHEDULE 2

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09/06/2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

SIGN LAYOUT PLAN

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

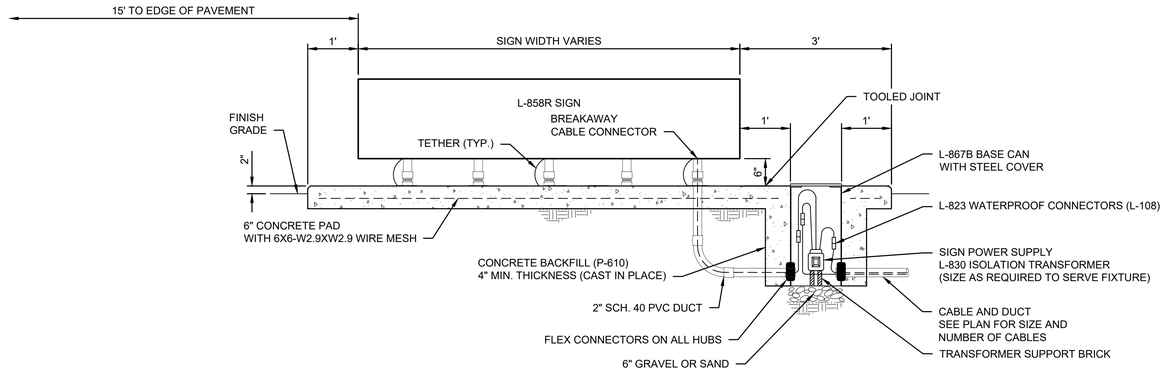
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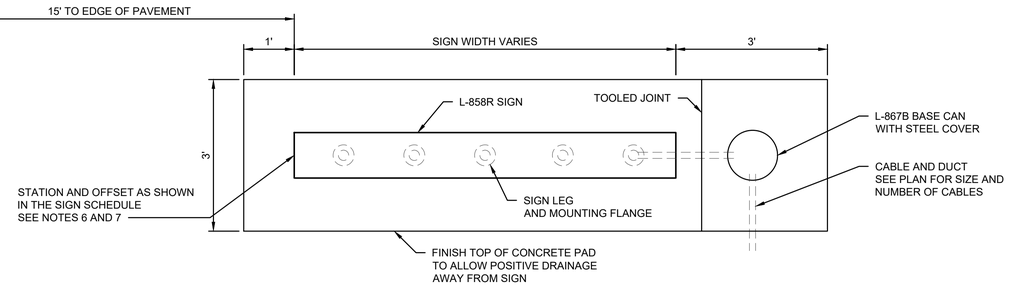
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designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET
247

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ELEVATION



PLAN

NOTES

1. PROVIDE 10' SLACK IN EACH PRIMARY CABLE AND SECONDARY EXTENSION.
2. SIGN SHALL INCLUDE AN EXTERNAL ON/OFF SWITCH WITH COVER.
3. NUMBER AND SPACING OF LEGS AS PER MANUFACTURER'S REQUIREMENTS.
4. BASE CAN AND DUCT FROM BASE CAN TO SIGN ARE SUBSIDIARY TO SIGN.
5. POWER TO SIGN MUST BE PROVIDED THROUGH BREAKAWAY CABLE CONNECTORS INSTALLED WITHIN THE FRANGIBLE POINT PORTION OF THE SIGN'S MOUNTING LEGS.
6. SIGNS S1 THROUGH S4 SHALL BE ALIGNED WITH THE HOLDING POSITION MARKING ON THE PAVEMENT.
7. SEE SIGN SCHEDULE ON LIGHTING PLAN FOR LEGEND, LOCATION, TYPE, SIZE, STYLE AND CLASS.
8. CONCRETE PAD AND APPURTENANCES CONSIDERED SUBSIDIARY TO SIGN BID ITEM.

1 L-125 L-858R LIGHTED GUIDANCE SIGN

SCALE: NOT TO SCALE

SCHEDULE 2

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REVISIONS

REV. NO.	DATE	DESCRIPTION

SIGN DETAILS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

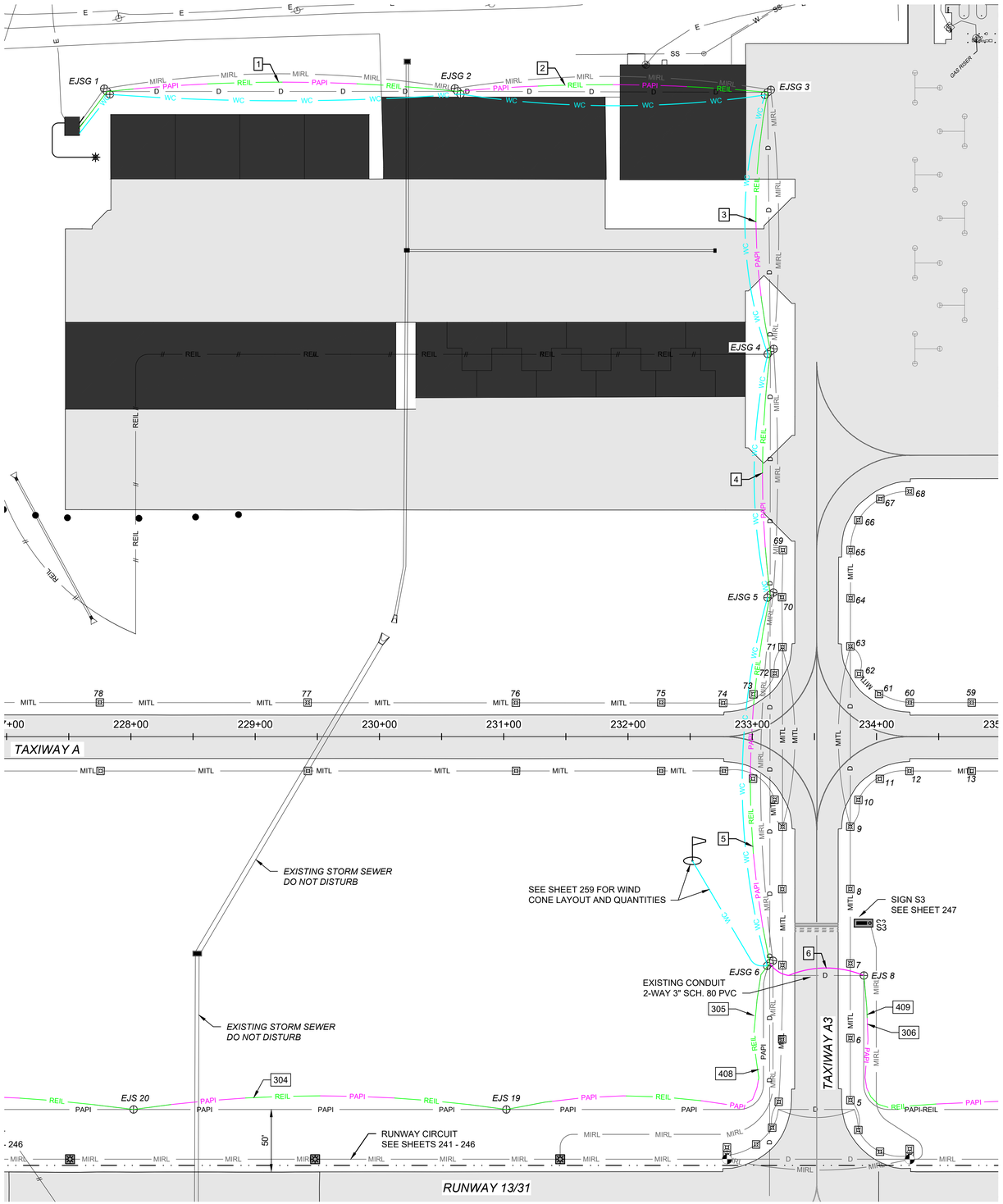
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

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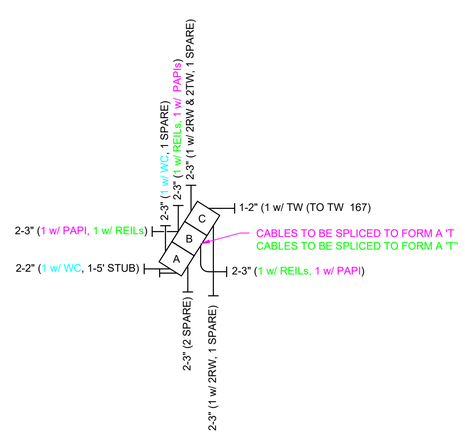
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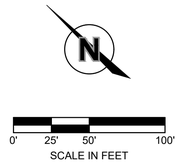
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1 PAPIs, REILs AND WIND CONE ELECTRICAL HOMERUN PLAN



2 JUNCTION CAN GROUP 6
SCALE: NOT TO SCALE



ELECTRICAL CABLE TABLE - PAPIs CIRCUIT

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						EXISTING 3" SCH 40 CONDUIT
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)	
1	VAULT	EJSG 2	2	2	PAPI	318	636	70	706	EXISTING 3" CONDUIT
2	EJSG 2	EJSG 3	1	2	PAPI	250	500	20	520	EXISTING 3" CONDUIT
3	EJSG 3	EJSG 4	1	2	PAPI	208	416	20	436	EXISTING 3" CONDUIT
4	EJSG 4	EJSG 5	1	2	PAPI	196	392	20	412	EXISTING 3" CONDUIT
5	EJSG 5	EJSG 6	1	2	PAPI	297	594	20	614	EXISTING 3" CONDUIT
6	EJSG 6	EJS 8	1	2	PAPI	75	150	20	170	EXISTING 3" CONDUIT
TOTAL									2,858	-

ELECTRICAL CABLE TABLE - REILs CIRCUIT

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						EXISTING 3" SCH 40 CONDUIT
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)	
1	VAULT	EJSG 2	2	2	REIL	318	636	70	706	EXISTING 3" CONDUIT
2	EJSG 2	EJSG 3	1	2	REIL	250	500	20	520	EXISTING 3" CONDUIT
3	EJSG 3	EJSG 4	1	2	REIL	208	416	20	436	EXISTING 3" CONDUIT
4	EJSG 4	EJSG 5	1	2	REIL	196	392	20	412	EXISTING 3" CONDUIT
5	EJSG 5	EJSG 6	1	2	REIL	297	594	20	614	EXISTING 3" CONDUIT
6	EJSG 6	EJS 8	1	2	REIL	75	150	20	170	EXISTING 3" CONDUIT
TOTAL									2,858	-

ELECTRICAL CABLE TABLE - WIND CONE CIRCUIT

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 2 - #10 AWG, #10 GND						L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)	
1	VAULT	EJSG 2	2	1	WIND CONE	318	318	50	368	EXISTING 3" CONDUIT
2	EJSG 2	EJSG 3	1	1	WIND CONE	250	250	10	260	EXISTING 3" CONDUIT
3	EJSG 3	EJSG 4	1	1	WIND CONE	208	208	10	218	EXISTING 3" CONDUIT
4	EJSG 4	EJSG 5	1	1	WIND CONE	196	196	10	206	EXISTING 3" CONDUIT
5	EJSG 5	EJSG 6	1	1	WIND CONE	297	297	10	307	EXISTING 3" CONDUIT
6	EJSG 6	WINDCONE	1	1	WIND CONE	110	110	10	120	110
TOTAL									1,479	110

GENERAL SHEET NOTES

1. SEE SHEETS 203 - 208 FOR ELECTRICAL REMOVAL PLAN.
2. SEE SHEET 203 FOR JUNCTION STRUCTURE GROUP CIRCUIT DETAILS.
3. CONTRACTOR SHALL INSTALL 5-FEET OF SLACK FOR EACH CABLE ENTERING AND 5' OF SLACK FOR EACH CABLE EXITING A LIGHT BASE OR JUNCTION STRUCTURE. 10-FEET OF SLACK WILL BE PAID FOR EACH LIGHT BASE OR JUNCTION STRUCTURE FOR L-108 5KV CABLE.
4. 30-FEET OF SLACK OF CABLE WAS ESTIMATED FOR INSIDE THE VAULT.
5. SEE SPECIFICATIONS FOR DUCT, CABLE AND PAPI, REIL AND WIND CONE REQUIREMENTS.

LEGEND	EXISTING	THIS PROJECT
BASE-MOUNTED RUNWAY LIGHT		
BASE-MOUNTED TAXIWAY LIGHT		
JUNCTION STRUCTURE		
COUNTERPOISE		
RWY 13/31 MIRL CIRCUIT		MIRL
TAXIWAY MITL CIRCUIT	MITL	MITL
PAPI CIRCUIT	PAPI	PAPI
REIL CIRCUIT	REIL	REIL
WIND CONE CIRCUIT	WC	WC
SCHEDULE 80 DUCT RWY	D	D
SCHEDULE 80 DUCT TWY	D	D

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REV. NO.	DATE	DESCRIPTION
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PAPIS, REILS, AND WIND CONE ELECTRICAL HOMERUN PLAN

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

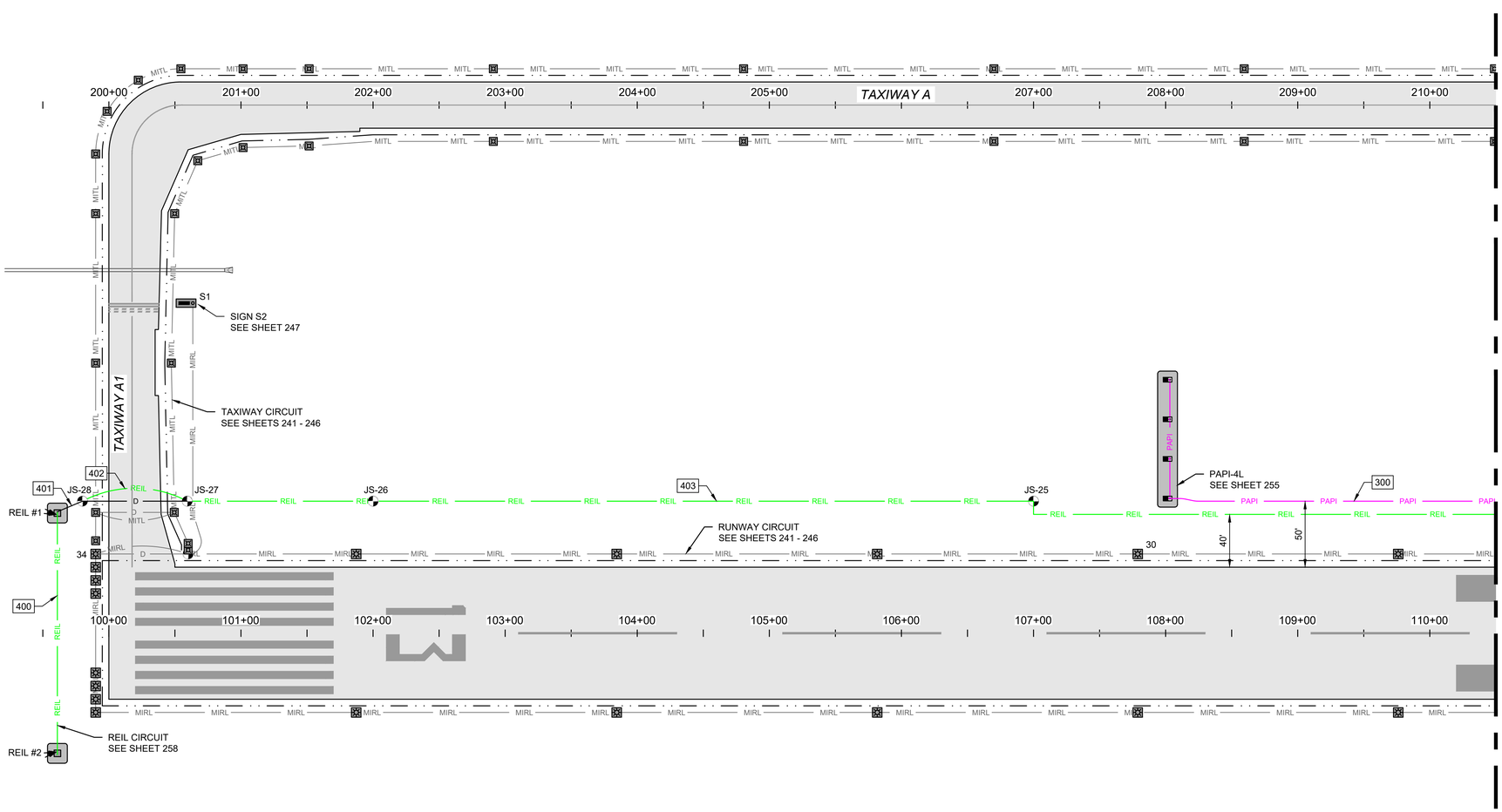
2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 249

SCHEDULE 2

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1 PAPIs AND REILs ELECTRICAL PLAN - STA: 99+50 TO STA: 110+50

ELECTRICAL CABLE TABLE - PAPI CIRCUIT

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)		
300	PAPI	JS-24	1	2	PAPI	400	800	20	820	400	400
TOTAL									820	400	400

ELECTRICAL CABLE TABLE - REIL CIRCUIT

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT					L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)		
400	REIL #2	REIL #1	1	2	REIL	185	370	20	390	185	185
401	REIL #1	JS-28	1	2	REIL	20	40	20	60	20	20
402	JS-28	JS-27	1	2	REIL	79	158	20	178	79	79
403	JS-27	JS-24	3	2	REIL	1163	2,326	60	2,386	1,163	1163
TOTAL									3,014	1,447	1,447

FIXTURE TABLE

NO.	L-115 ELECTRICAL JUNCTION STRUCTURE (L-867B) (EA)
JS-25 THROUGH JS-28	4
TOTAL	4

JUNCTION STRUCTURE SCHEDULE

FIXTURE	STATION	OFFSET
JS-25	107+00.00	-100.00
JS-26	102+00.00	-100.00
JS-27	100+59.28	-100.00
JS-28	99+80.00	-100.00

LEGEND

	EXISTING	THIS PROJECT
BASE-MOUNTED RUNWAY LIGHT		
BASE-MOUNTED TAXIWAY LIGHT		
JUNCTION STRUCTURE		
COUNTERPOISE		
RWY 13/31 MIRL CIRCUIT		MIRL
TAXIWAY MITL CIRCUIT	MITL	MITL
PAPI CIRCUIT	PAPI	PAPI
REIL CIRCUIT	REIL	REIL
SCHEDULE 80 DUCT RWY	D	D
SCHEDULE 80 DUCT TWY	D	D

GENERAL SHEET NOTES

1. SEE SHEETS 203 - 208 FOR ELECTRICAL REMOVAL PLAN.
2. CONTRACTOR SHALL INSTALL 5-FEET OF SLACK FOR EACH CABLE ENTERING AND 5' OF SLACK FOR EACH CABLE EXITING A LIGHT BASE OR JUNCTION STRUCTURE. 10-FEET OF SLACK WILL BE PAID FOR EACH LIGHT BASE OR JUNCTION STRUCTURE FOR L-108 5KV CABLE.
3. SEE SPECIFICATIONS FOR DUCT, CABLE AND PAPI AND REIL REQUIREMENTS.

N

0' 25' 50' 100'
SCALE IN FEET

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03/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

PAPIS AND REILS ELECTRICAL PLAN - STA: 99+50 TO STA: 110+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

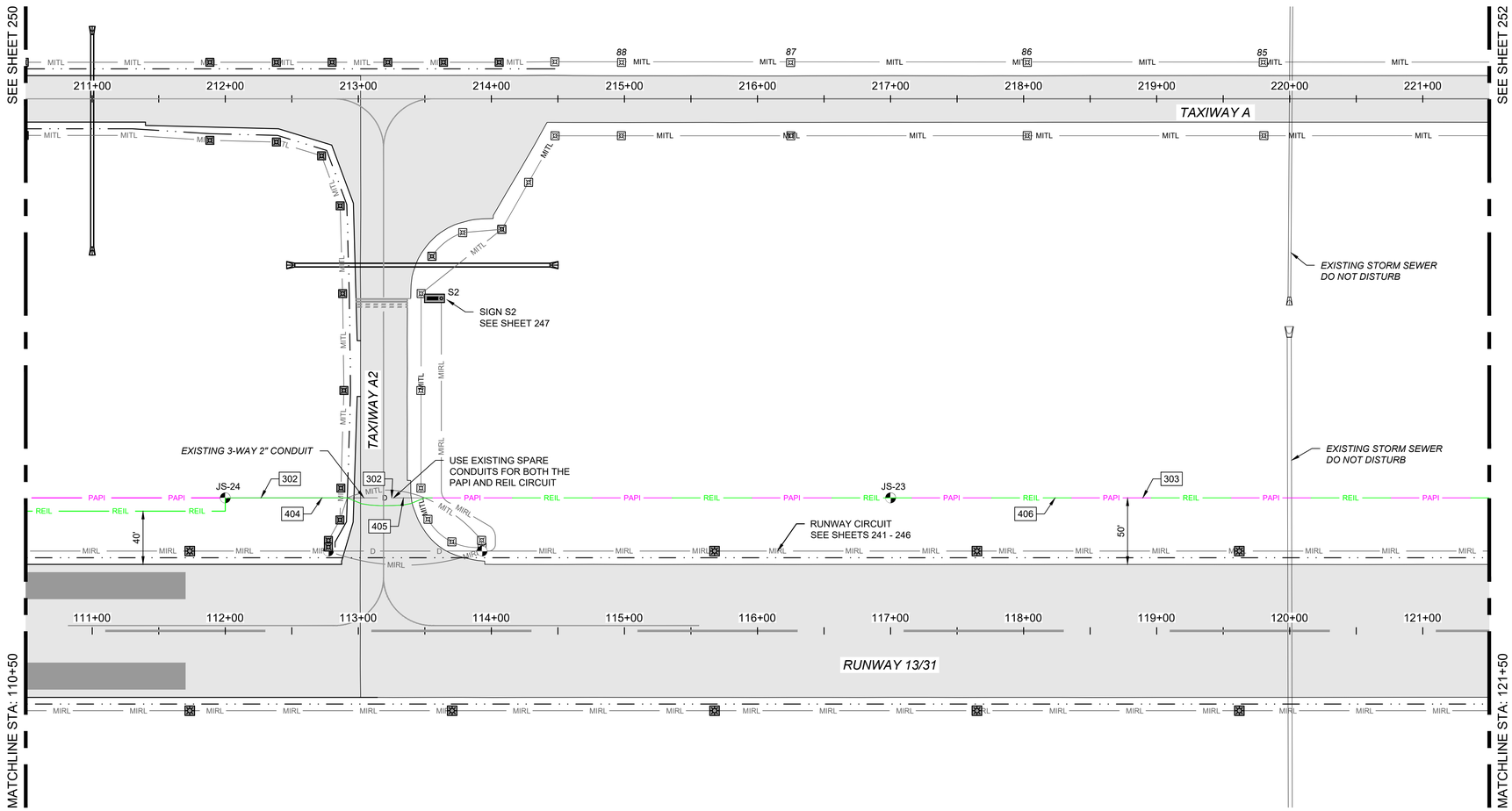
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SHEET 250

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1 PAPIs AND REILs ELECTRICAL PLAN - STA: 110+50 TO STA: 121+50

0' 25' 50' 100'
SCALE IN FEET

LEGEND	EXISTING	THIS PROJECT
BASE-MOUNTED RUNWAY LIGHT		
BASE-MOUNTED TAXIWAY LIGHT		
JUNCTION STRUCTURE		
COUNTERPOISE		
RWY 13/31 MIRL CIRCUIT		MIRL
TAXIWAY MITL CIRCUIT	MITL	MITL
PAPI CIRCUIT	PAPI	PAPI
REIL CIRCUIT	REIL	REIL
SCHEDULE 80 DUCT RWY	D	D
SCHEDULE 80 DUCT TWY	D	D

GENERAL SHEET NOTES

1. SEE SHEETS 203 - 208 FOR ELECTRICAL REMOVAL PLAN.
2. CONTRACTOR SHALL INSTALL 5-FEET OF SLACK FOR EACH CABLE ENTERING AND 5' OF SLACK FOR EACH CABLE EXITING A LIGHT BASE OR JUNCTION STRUCTURE. 10-FEET OF SLACK WILL BE PAID FOR EACH LIGHT BASE OR JUNCTION STRUCTURE FOR L-108 5KV CABLE.
3. SEE SPECIFICATIONS FOR DUCT, CABLE AND PAPI AND REIL REQUIREMENTS.

ELECTRICAL CABLE TABLE - PAPI CIRCUIT

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)		
301	JS-24	EXIST. CONDUIT	1	2	PAPI	90	180	20	200	90	90
302	EXIST. CONDUIT	EXIST. CONDUIT	1	2	PAPI	58	116	20	136	58	EXISTING 3-WAY 2" CONDUIT
303	EXIST. CONDUIT	EJS-22	2	2	PAPI	852	1,704	40	1,744	852	852
TOTAL									2,080	1,000	942

ELECTRICAL CABLE TABLE - REIL CIRCUIT

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 2" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)		
404	JS-24	EXIST. CONDUIT	1	2	REIL	90	180	20	200	90	90
405	EXIST. CONDUIT	EXIST. CONDUIT	1	2	REIL	58	116	20	136	58	EXISTING 3-WAY 2" CONDUIT
406	EXIST. CONDUIT	EJS-22	2	2	REIL	852	1,704	40	1,744	852	852
TOTAL									2,080	1,000	942

FIXTURE TABLE

NO.	L-115 ELECTRICAL JUNCTION STRUCTURE (L-867B) (EA)
JS-23, JS-24	2
TOTAL	2

JUNCTION STRUCTURE SCHEDULE

FIXTURE	STATION	OFFSET
JS-23	117+00.00	-100.00
JS-24	112+00.00	-100.00

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REVISIONS

REV. NO.	DATE	DESCRIPTION

PAPIS AND REILS ELECTRICAL PLAN - STA: 110+50 TO STA: 121+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

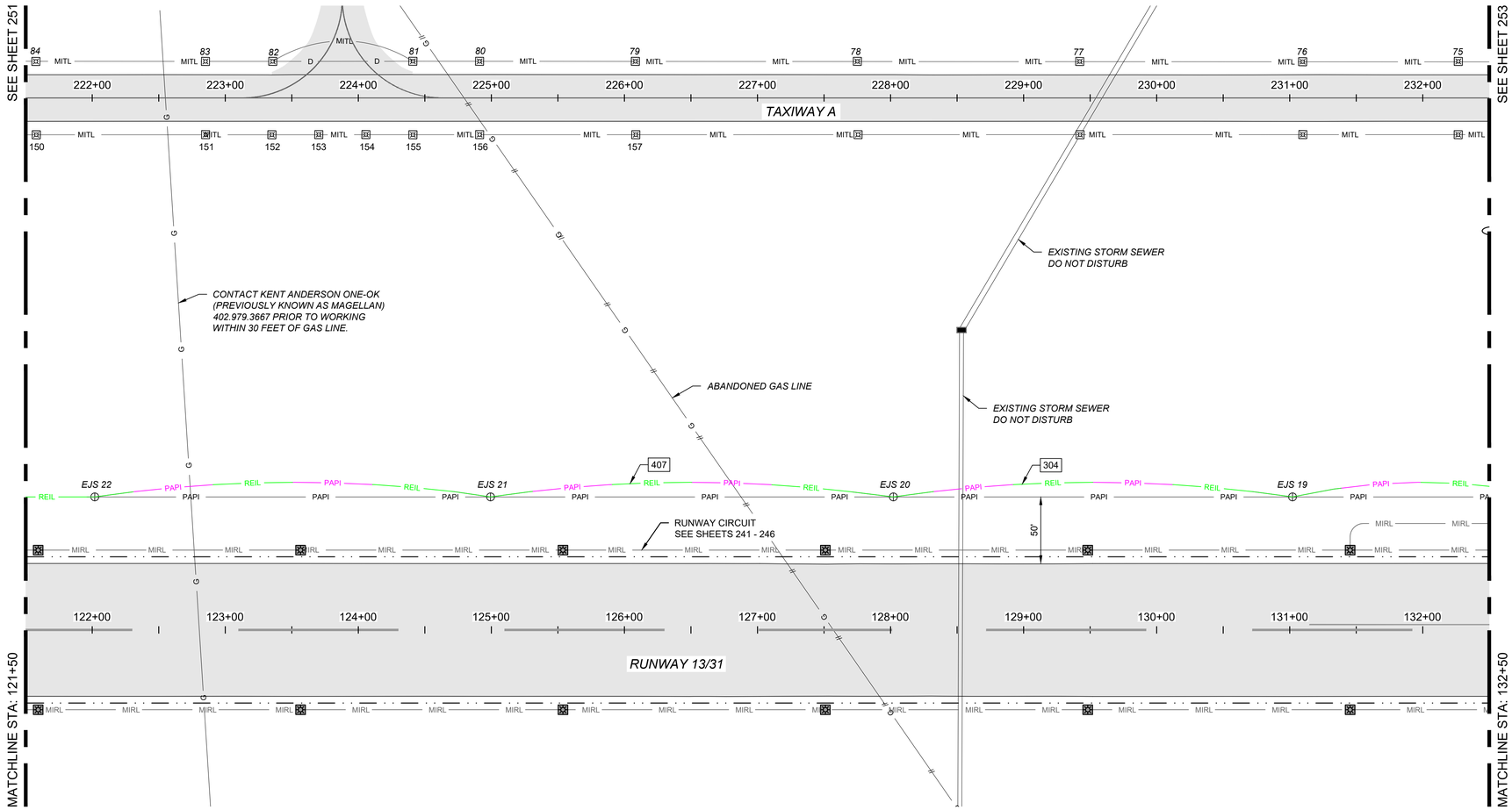
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1 PAPIs AND REILs ELECTRICAL PLAN - STA: 121+50 TO STA: 132+50

N

0' 25' 50' 100'
SCALE IN FEET

LEGEND	EXISTING	THIS PROJECT
BASE-MOUNTED RUNWAY LIGHT		
BASE-MOUNTED TAXIWAY LIGHT		
JUNCTION STRUCTURE		
COUNTERPOISE		
RWY 13/31 MIRL CIRCUIT		MIRL
TAXIWAY MITL CIRCUIT	MITL	MITL
PAPI CIRCUIT	PAPI	PAPI
REIL CIRCUIT	REIL	REIL
SCHEDULE 80 DUCT RWY	D	D
SCHEDULE 80 DUCT TWY	D	D

GENERAL SHEET NOTES

1. SEE SHEETS 203 - 208 FOR ELECTRICAL REMOVAL PLAN.
2. CONTRACTOR SHALL INSTALL 5-FEET OF SLACK FOR EACH CABLE ENTERING AND 5' OF SLACK FOR EACH CABLE EXITING A LIGHT BASE OR JUNCTION STRUCTURE. 10-FEET OF SLACK WILL BE PAID FOR EACH LIGHT BASE OR JUNCTION STRUCTURE FOR L-108 5KV CABLE.
3. SEE SPECIFICATIONS FOR DUCT, CABLE AND PAPI AND REIL REQUIREMENTS.

ELECTRICAL CABLE TABLE - PAPI CIRCUIT

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 3" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)		
304	EJS 22	EJS 19	3	2	PAPI	900	1,800	60	1,860	EXISTING	EXISTING 2-WAY 3" CONDUIT
TOTAL									1,860	-	-

ELECTRICAL CABLE TABLE - REIL CIRCUIT

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 3" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)		
407	EJS 22	EJS 19	3	2	REIL	900	1,800	60	1,860	EXISTING	EXISTING 2-WAY 3" CONDUIT
TOTAL									1,860	-	-

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REVISIONS

REV. NO.	DATE	DESCRIPTION

PAPIS AND REILS ELECTRICAL PLAN - STA: 121+50 TO STA: 132+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

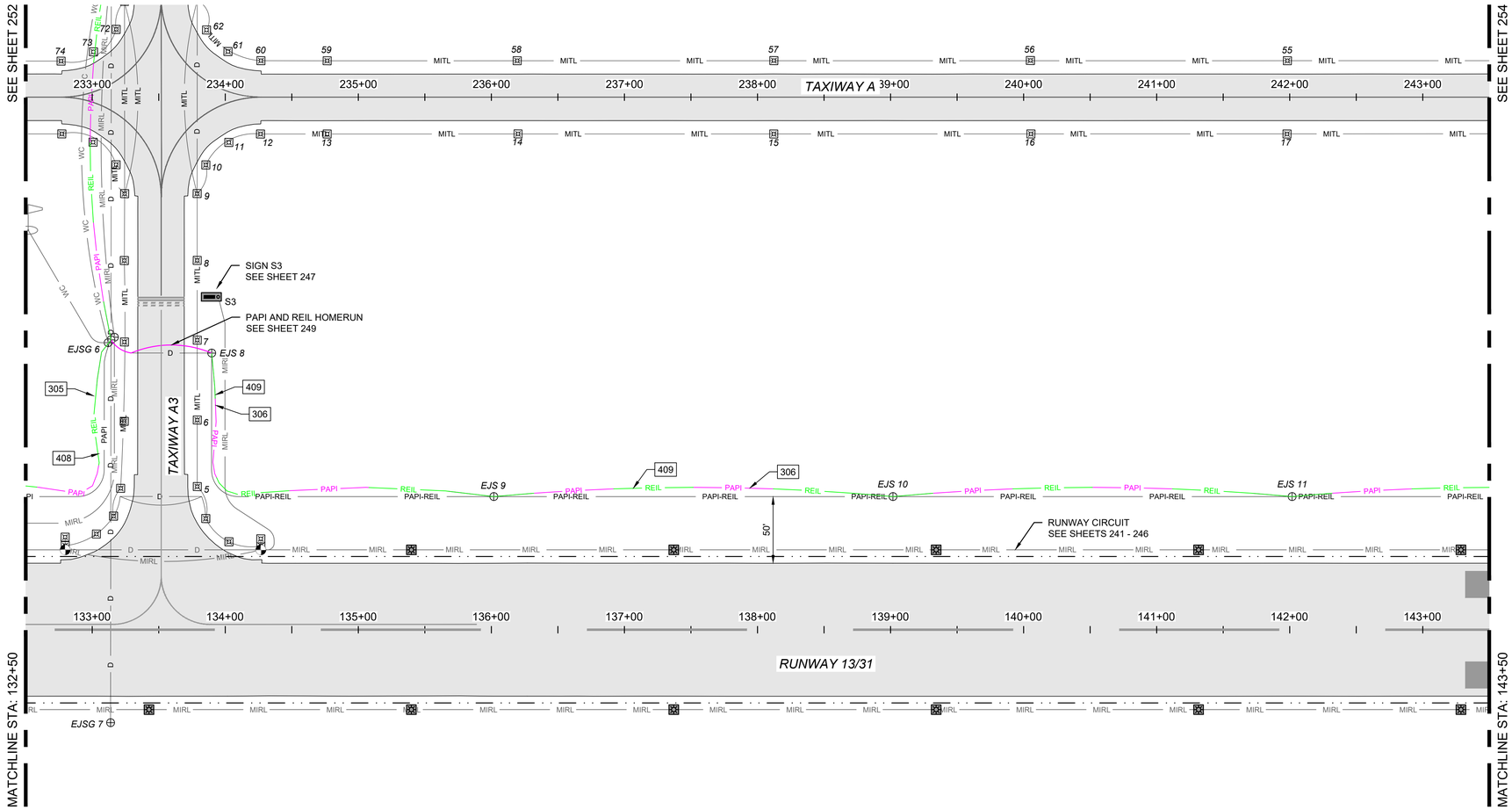
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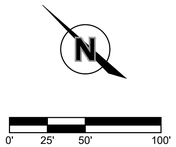
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1 PAPIs AND REILs ELECTRICAL PLAN - STA: 132+50 TO STA: 143+50



LEGEND	EXISTING	THIS PROJECT
BASE-MOUNTED RUNWAY LIGHT		
BASE-MOUNTED TAXIWAY LIGHT		
JUNCTION STRUCTURE		
COUNTERPOISE		
RWY 13/31 MIRL CIRCUIT		MIRL
TAXIWAY MITL CIRCUIT	MITL	MITL
PAPI CIRCUIT	PAPI	PAPI
REIL CIRCUIT	REIL	REIL
SCHEDULE 80 DUCT RWY	D	D
SCHEDULE 80 DUCT TWY	D	D

GENERAL SHEET NOTES

1. SEE SHEETS 203 - 208 FOR ELECTRICAL REMOVAL PLAN.
2. CONTRACTOR SHALL INSTALL 5-FEET OF SLACK FOR EACH CABLE ENTERING AND 5' OF SLACK FOR EACH CABLE EXITING A LIGHT BASE OR JUNCTION STRUCTURE. 10-FEET OF SLACK WILL BE PAID FOR EACH LIGHT BASE OR JUNCTION STRUCTURE FOR L-108 5KV CABLE.
3. SEE SPECIFICATIONS FOR DUCT, CABLE AND PAPI AND REIL REQUIREMENTS.

ELECTRICAL CABLE TABLE - PAPI CIRCUIT

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 3" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)		
305	EJS-19	EJSG 6	1	2	PAPI	317	634	20	654	EXISTING	EXISTING 2-WAY 3" CONDUIT
306	EJS-8	EJS 12	4	2	PAPI	1,211	2,422	80	2,502	EXISTING	EXISTING 2-WAY 3" CONDUIT
TOTAL									3,156	-	-

ELECTRICAL CABLE TABLE - REIL CIRCUIT

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 3" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)		
408	EJS-19	EJSG 6	1	2	REIL	317	634	20	654	EXISTING	EXISTING 2-WAY 3" CONDUIT
409	EJS-8	EJS 12	4	2	REIL	1,211	2,422	80	2,502	EXISTING	EXISTING 2-WAY 3" CONDUIT
TOTAL									3,156	-	-

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03/06/2026
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REVISIONS

REV. NO.	DATE	DESCRIPTION

PAPIS AND REILS ELECTRICAL PLAN - STA: 132+50 TO STA: 143+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

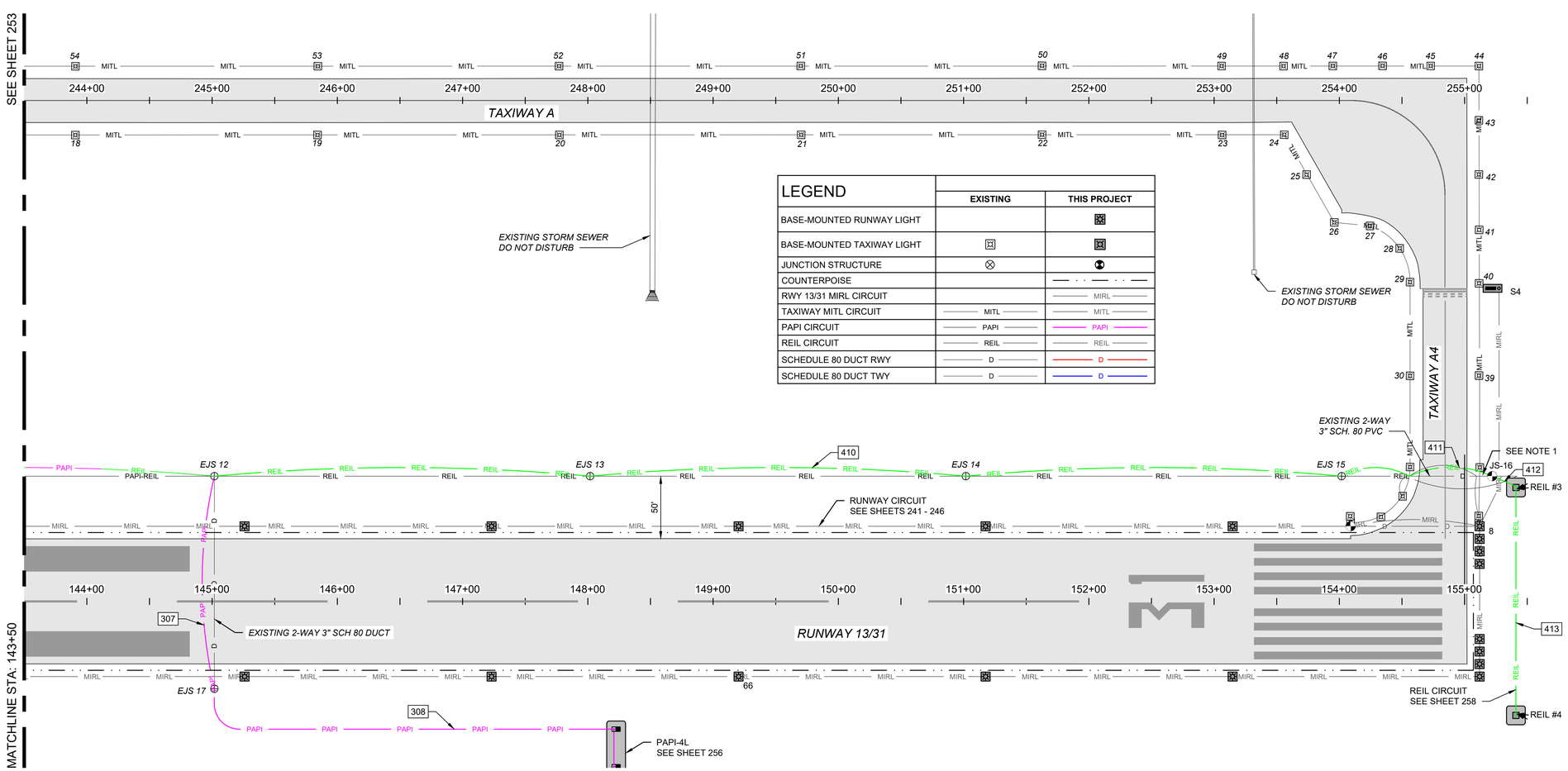
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SHEET 253

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1 PAPIs AND REILs ELECTRICAL PLAN - STA: 143+50 TO STA: 165+50

ELECTRICAL CABLE TABLE - PAPI CIRCUIT

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 3" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)		
307	EJS 12	EJS 17	1	2	PAPI	170	340	20	360	EXISTING	EXISTING 2-WAY 3" CONDUIT
308	EJS 17	PAPI	1	2	PAPI	343	686	20	706	343	343
TOTAL									1,066	343	343

ELECTRICAL CABLE TABLE - REIL CIRCUIT

SEGMENT	FROM	TO	NO. OF CABLE SEGMENTS	L-108 1/C NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN CONDUIT						L-108 NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS (LF)	L-110 NON-ENCASED ELECTRICAL CONDUIT, 1-WAY, 3" SCH 40 CONDUIT, MINIMUM 24" COVER (LF)
				NO. OF CABLES	CIRCUIT	LENGTH (LF)	TOTAL LENGTH (LF)	SLACK (LF)	TOTAL CABLE (LF)		
410	EJS 12	EXIST. CONDUIT	1	2	REIL	900	1,800	20	1,820	EXISTING	EXISTING 2-WAY 3" CONDUIT
411	EXIST. CONDUIT	JS-16	1	2	REIL	120	240	20	260	EXISTING	EXISTING 2-WAY 3" CONDUIT AND EXISTING 2-WAY2" CONDUIT
412	JS-16	REIL #3	1	2	REIL	21	42	20	62	21	21
413	REIL #3	REIL #4	1	2	REIL	185	370	20	390	185	185
TOTAL									2,532	206	206

FIXTURE TABLE

NO.	L-115 ELECTRICAL JUNCTION STRUCTURE (L-867B) (EA)
JS-16	1
TOTAL	1

JUNCTION STRUCTURE SCHEDULE

FIXTURE	STATION	OFFSET
JS-16	155+22.00	-100.00

GENERAL SHEET NOTES

1. CONNECTING EXISTING DUCT UNDER PAVEMENT TO JS-16.
2. SEE SHEETS 203 - 208 FOR ELECTRICAL REMOVAL PLAN.
3. CONTRACTOR SHALL INSTALL 5-FEET OF SLACK FOR EACH CABLE ENTERING AND 5' OF SLACK FOR EACH CABLE EXITING A LIGHT BASE OR JUNCTION STRUCTURE. 10-FEET OF SLACK WILL BE PAID FOR EACH LIGHT BASE OR JUNCTION STRUCTURE FOR L-108 5KV CABLE.
4. SEE SPECIFICATIONS FOR DUCT, CABLE AND PAPI AND REIL REQUIREMENTS.

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REVISIONS

REV. NO.	DATE	DESCRIPTION

PAPIS AND REILS ELECTRICAL PLAN - STA: 143+50 TO STA: 165+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

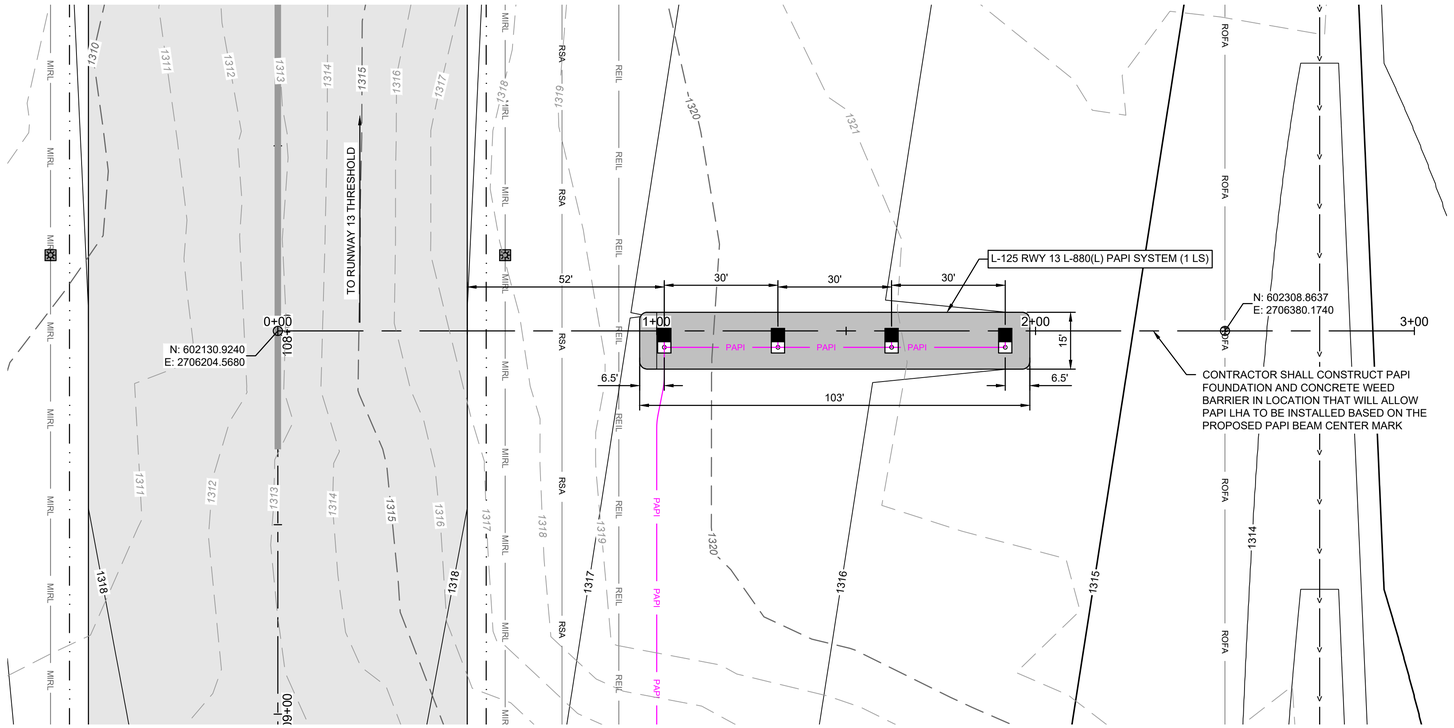
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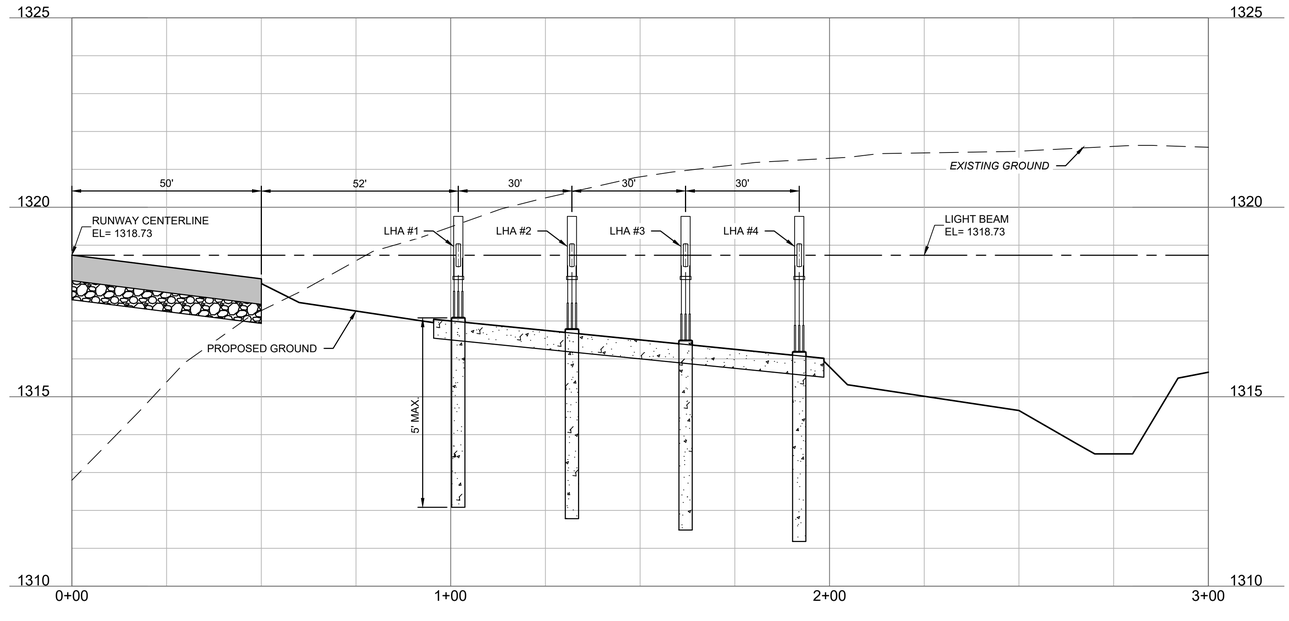
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SCHEDULE 2

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1 RUNWAY 13 PAPI PLAN



2 RUNWAY 13 PAPI PROFILE

RUNWAY PAPI DATA				
DESCRIPTION	**RUNWAY 13**			
	LHA #1	**LHA #2**	**LHA #3**	**LHA #4**
GLIDE PATH ANGLE	3° 00' (3.00°)			
AIMING ANGLE	3° 30' (3.50°)	3° 10' (3.17°)	2° 50' (2.83°)	2° 30' (2.50°)
LOCATION (CENTER OF LHA AT PAPI BEAM CENTER MARK)	N: 602203.5234 E: 2706276.2153	N: 602224.8762 E: 2706297.2880	N: 602246.2289 E: 2706318.3607	N: 602267.5817 E: 2706339.4334
RUNWAY THRESHOLD TO FACE OF LHA PAPI BEAM CENTER MARK	798.8'			
RUNWAY CL ELEVATION	1318.73			
PROPOSED FOOTING ELEVATION	1317.08	1316.78	1316.48	1316.18
THRESHOLD CROSSING HEIGHT	40.0'			
RUNWAY THRESHOLD ELEVATION	1320.6			

GENERAL SHEET NOTES

1. CONTRACTOR WILL FURNISH AND INSTALL THE LIGHT ASSEMBLIES FOR THE PAPI, L-880(L), STYLE B, CLASS II, WITH THREE LEGS. CONTRACTOR WILL PURCHASE ACCESSORIES SUCH AS BASE CANS, BASE PLATES, FRANGIBLE COUPLING, ISOLATION TRANSFORMERS, AND L-823 CONNECTOR KITS.
2. LHA: LIGHT HOUSING ASSEMBLY.
3. CENTER OF LIGHTS MUST BE WITHIN 12" OF THE RUNWAY CENTERLINE ELEVATION. GRADE AREA AS NEEDED. MAXIMUM ELEVATION DIFFERENCE BETWEEN CENTERS OF LHA'S IS 1". GRADING IS SUBSIDIARY TO PAPI SYSTEM. LHA'S SHALL BE INSTALLED IN THE LOCATIONS AND TO THE ELEVATIONS SHOWN IN THE PLANS.
4. LHA SHALL BE PARALLEL TO THE RUNWAY.
5. ATTACH LHA TO FOOTING PER MANUFACTURERS DIRECTIONS.
6. LEVEL AND AIM LHA PER MANUFACTURERS DIRECTIONS.
7. CONCRETE FOOTING ELEVATION SHALL BE NO MORE THAN 1" ABOVE SURROUNDING TERRAIN.
8. SEE SHEET 257 FOR PAPI LIGHT HOUSING ASSEMBLY (LHA) INSTALLATION DETAIL.
9. NEW PAPI SYSTEM SHALL NOT BE PUT INTO SERVICE UNTIL FAA FLIGHT CHECK HAS BEEN COMPLETED. ALL MATERIALS AND LABOR REQUIRED TO KEEP OUT OF SERVICE SHALL BE SUBSIDIARY TO PAPI SYSTEM BID ITEMS.
10. CONTRACTOR SHALL BE ON SITE DURING FAA FLIGHT CHECK AND IS CONSIDERED SUBSIDIARY TO PAPI SYSTEMS BID ITEM. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR ADDITIONAL TRIPS DUE TO SCHEDULE ADJUSTMENTS BY THE FAA FLIGHT CHECK FOR ANY REASON.

0' 10' 20' 40'
SCALE IN FEET

0' 25' 50' 100'
SCALE IN FEET

0' 5' 10' 20'

SCHEDULE 2

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03/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

RUNWAY 13 PAPI PLAN AND PROFILE

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

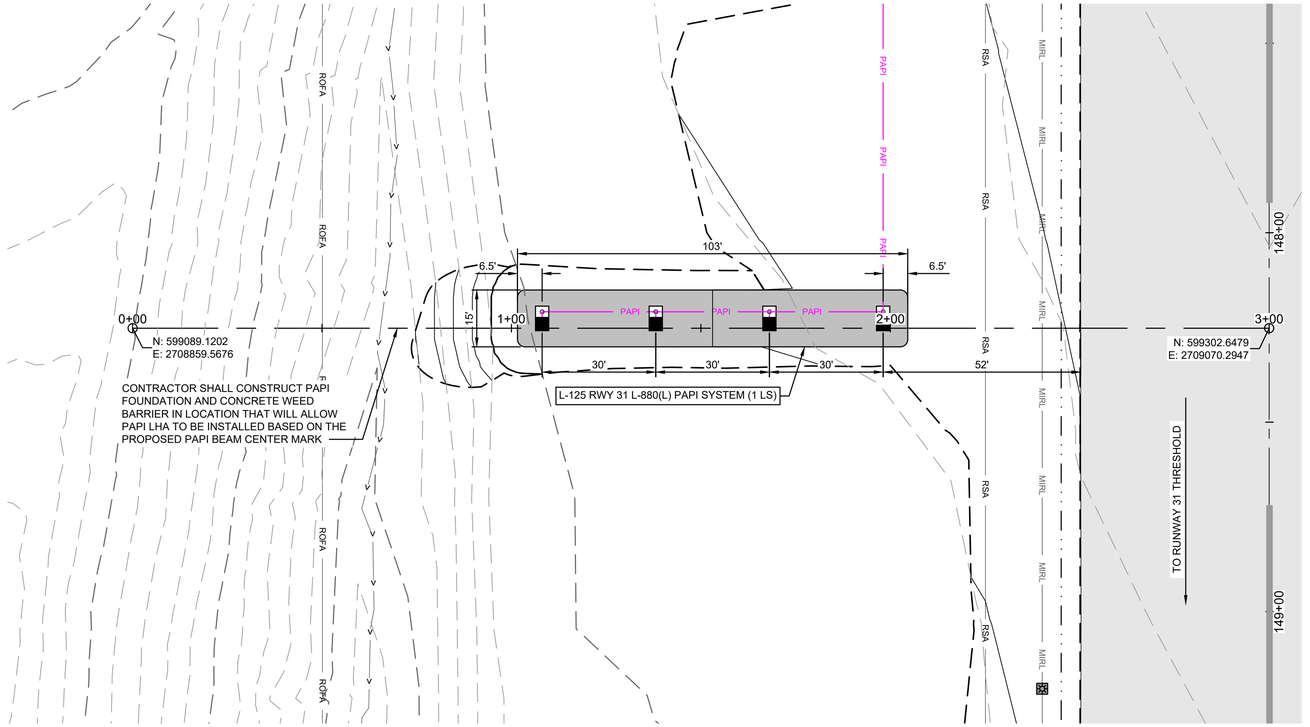
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

2026

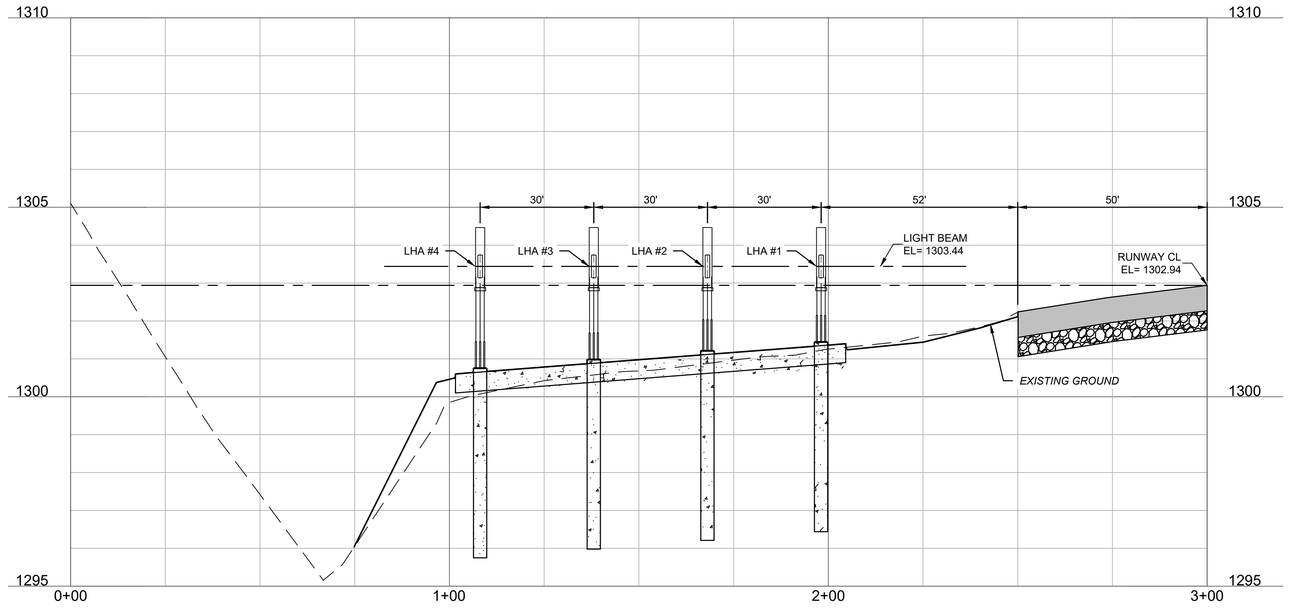
drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

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1 RUNWAY 31 PAPI PLAN



2 RUNWAY 31 PAPI PROFILE

SCALE IN FEET
0' 25' 50' 100'
20'
10'
5'
0'

SCALE IN FEET
0' 10' 20' 40'

RUNWAY PAPI DATA

DESCRIPTION	RUNWAY 31			
	LHA #1	LHA #2	LHA #3	LHA #4
GLIDE PATH ANGLE	3° 00' (3.00°)			
AIMING ANGLE	3° 30' (3.50°)	3° 10' (3.17°)	2° 50' (2.83°)	2° 30' (2.50°)
LOCATION (CENTER OF LHA AT PAPI BEAM CENTER MARK)	N: 599230.1172 E: 2708998.7152	N: 599208.7644 E: 2708977.6425	N: 599187.4116 E: 2708956.5698	N: 599166.0588 E: 2708935.4971
RUNWAY THRESHOLD TO FACE OF LHA PAPI BEAM CENTER MARK	676.6'			
RUNWAY CL ELEVATION	1302.94			
LIGHT BEAM ELEVATION	1303.44			
PROPOSED FOOTING ELEVATION	1301.44	1301.21	1300.98	1300.75
THRESHOLD CROSSING HEIGHT	40.0'			
RUNWAY THRESHOLD ELEVATION	1298.4			

GENERAL SHEET NOTES

1. CONTRACTOR WILL FURNISH AND INSTALL THE LIGHT ASSEMBLIES FOR THE PAPI, L-880(L), STYLE B, CLASS II, WITH THREE LEGS. CONTRACTOR WILL PURCHASE ACCESSORIES SUCH AS BASE CANS, BASE PLATES, FRANGIBLE COUPLING, ISOLATION TRANSFORMERS, AND L-823 CONNECTOR KITS.
2. LHA: LIGHT HOUSING ASSEMBLY.
3. CENTER OF LIGHTS MUST BE WITHIN 12" OF THE RUNWAY CENTERLINE ELEVATION. GRADE AREA AS NEEDED. MAXIMUM ELEVATION DIFFERENCE BETWEEN CENTERS OF LHA'S IS 1". GRADING IS SUBSIDIARY TO PAPI SYSTEM. LHA'S SHALL BE INSTALLED IN THE LOCATIONS AND TO THE ELEVATIONS SHOWN IN THE PLANS.
4. LHA SHALL BE PARALLEL TO THE RUNWAY.
5. ATTACH LHA TO FOOTING PER MANUFACTURERS DIRECTIONS.
6. LEVEL AND AIM LHA PER MANUFACTURERS DIRECTIONS.
7. CONCRETE FOOTING ELEVATION SHALL BE NO MORE THAN 1" ABOVE SURROUNDING TERRAIN.
8. SEE SHEET 257 FOR PAPI LIGHT HOUSING ASSEMBLY (LHA) INSTALLATION DETAIL.
9. NEW PAPI SYSTEM SHALL NOT BE PUT INTO SERVICE UNTIL FAA FLIGHT CHECK HAS BEEN COMPLETED. ALL MATERIALS AND LABOR REQUIRED TO KEEP OUT OF SERVICE SHALL BE SUBSIDIARY TO PAPI SYSTEM BID ITEMS.
10. CONTRACTOR SHALL BE ON SITE DURING FAA FLIGHT CHECK AND IS CONSIDERED SUBSIDIARY TO PAPI SYSTEMS BID ITEM. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR ADDITIONAL TRIPS DUE TO SCHEDULE ADJUSTMENTS BY THE FAA FLIGHT CHECK FOR ANY REASON.

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AIP NO. 3-31-0109-025/026/027/028

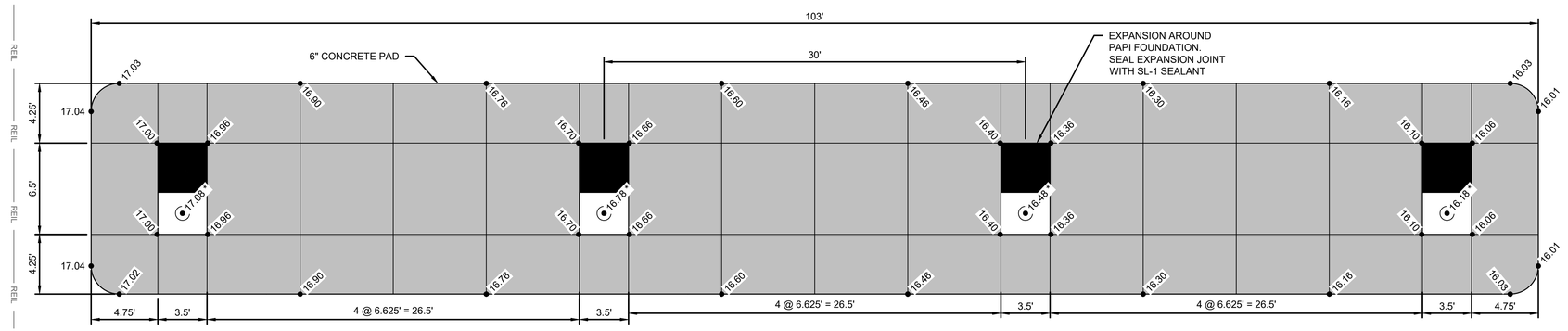
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

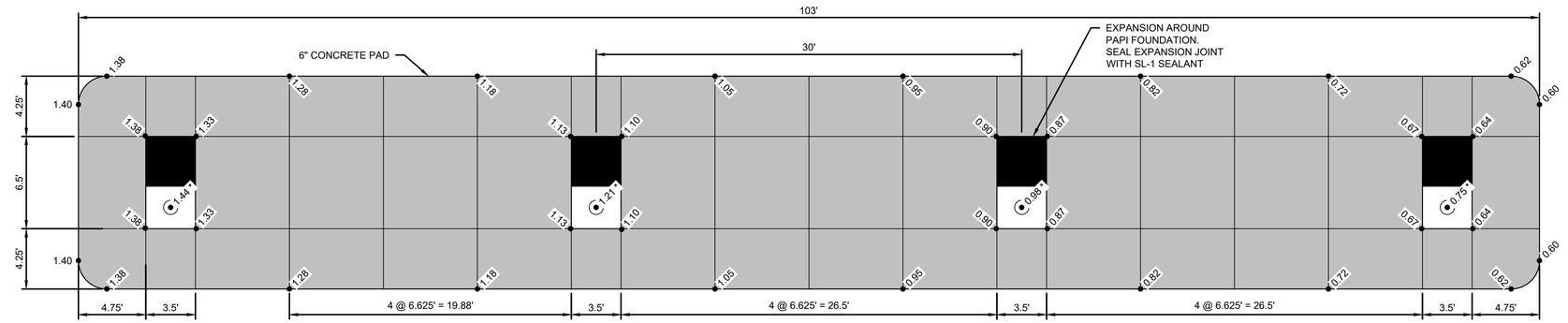
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1 RUNWAY 13 PAPI CONCRETE PAD DETAIL

SCALE: NOT TO SCALE

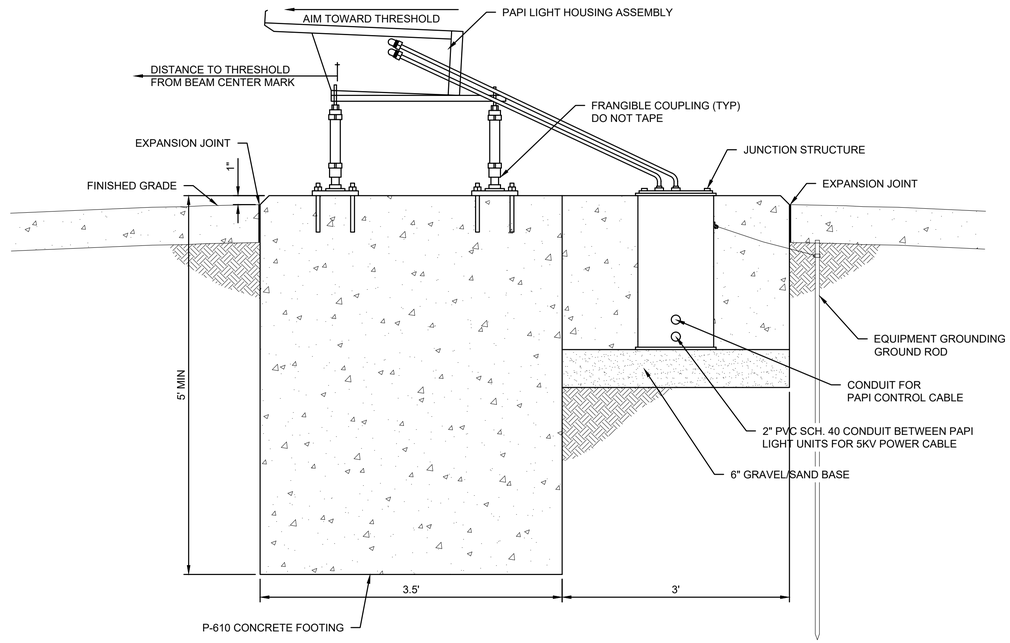


2 RUNWAY 31 PAPI CONCRETE PAD DETAIL

SCALE: NOT TO SCALE

GENERAL SHEET NOTES

1. ALL ELEVATIONS ARE TOP OF SLAB. ADD 1300.00 TO ALL ELEVATIONS
2. * INDICATES THE TOP OF FOOTING ELEVATION.
3. LOCATION OF L-867 LIGHT BASE SHALL BE BEHIND THE LHA.
4. PAPI FOOTING SHALL BE A MINIMUM OF 3.5' X 3.5' X 5'.
5. GROUND EACH LHA PER MANUFACTURER'S DIRECTIONS.
6. LHA SHALL CONSIST OF A THREE-LEG UNIT.
7. MAXIMUM HEIGHT SHALL BE 40" FROM GROUND TO TOP OF THE LHA. MATERIAL REQUIRED TO BRING THE LHA FOOTING TO GRADE IS CONSIDERED SUBSIDIARY TO THE PAPI CONSTRUCTION.
8. CONSTRUCT CONCRETE PAD AROUND FOOTINGS AS SHOWN ON DETAIL THIS SHEET.
9. CONDUIT FOR PAPI CONTROL CABLE AND POWER FEED BETWEEN THE LHAs IS SUBSIDIARY TO THE INSTALLATION OF THE PAPI. CONDUIT SHALL BE SIZED PER MANUFACTURER'S RECOMMENDATION.



3 L-125 PAPI LIGHT HOUSING ASSEMBLY (LHA) INSTALLATION DETAIL

SCALE: NOT TO SCALE

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PAPI DETAILS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

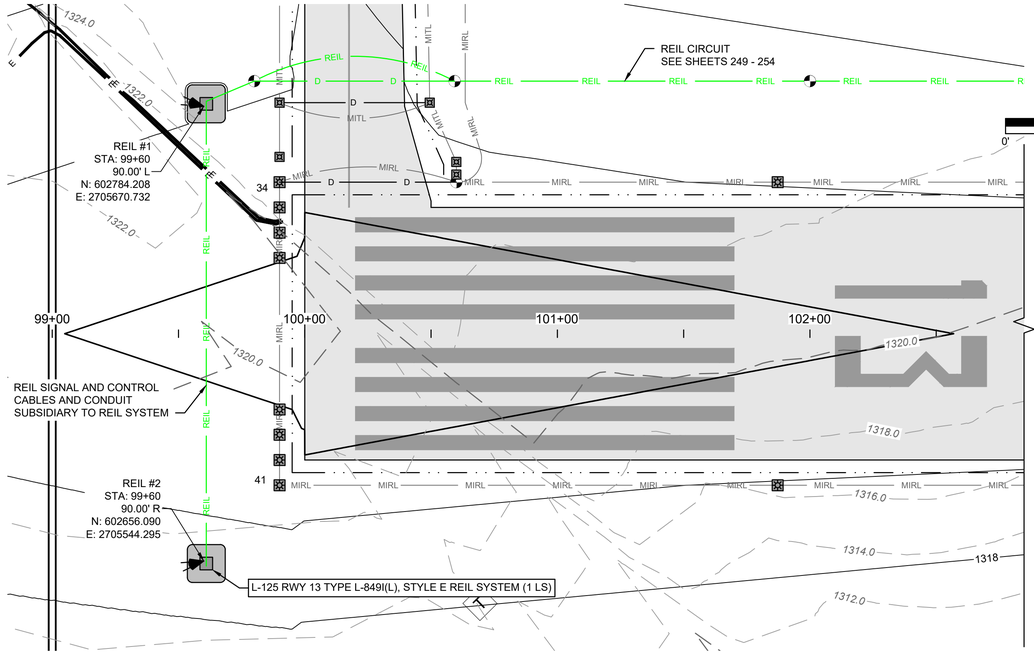
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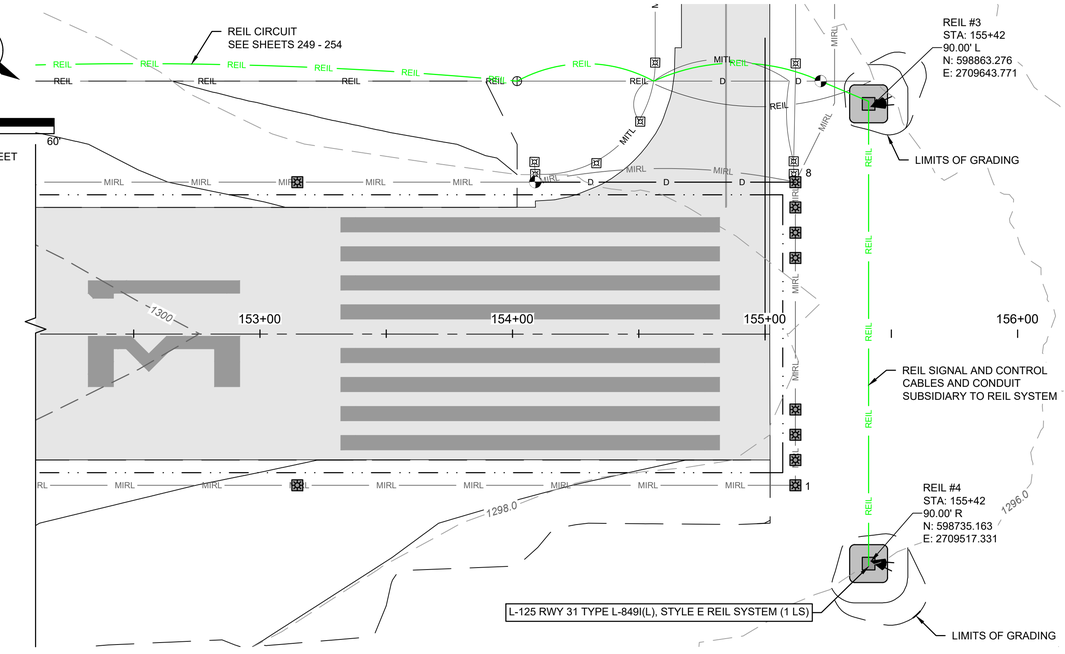
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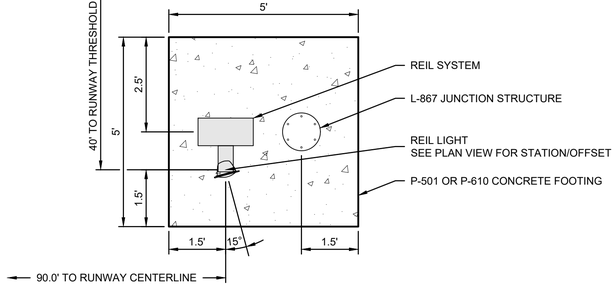
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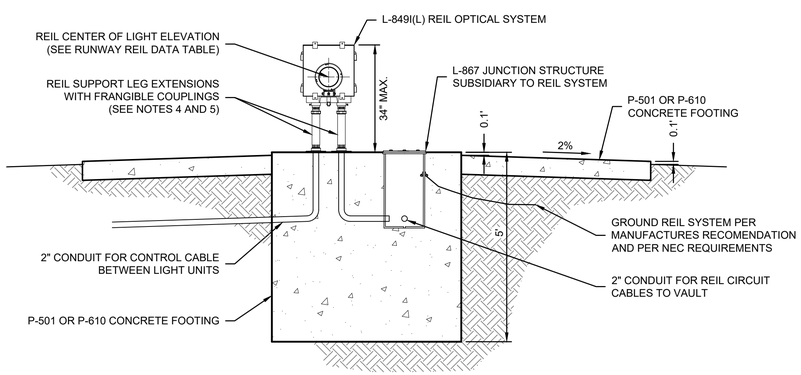
1 RUNWAY 13 REIL LAYOUT PLAN



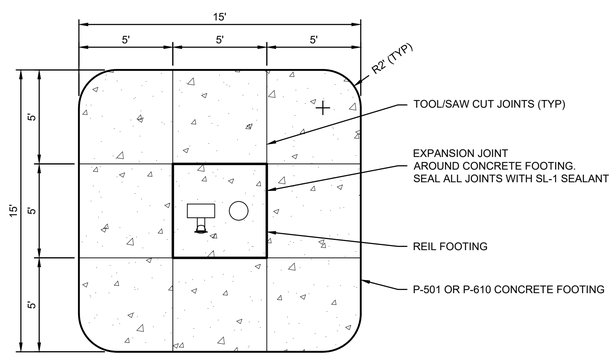
2 RUNWAY 31 REIL LAYOUT PLAN



REIL FOOTING



REIL FRONT VIEW



REIL CONCRETE PAD PLAN

3 RUNWAY END IDENTIFIER LIGHT (REIL) DETAIL

RUNWAY REIL DATA

	RUNWAY 13		RUNWAY 31	
	REIL #1	REIL #2	REIL #3	REIL #4
VERTICAL AIMING ANGLE	10°		10°	
HORIZONTAL AIMING ANGLE	15°		15°	
RUNWAY CL ELEVATION	1320.60'		1298.40'	
CENTER OF LIGHT ELEVATION	1321.00'		1299.00'	
FOUNDATION ELEVATION	1319.38'	1319.10'	1297.10'	1297.10'

GENERAL SHEET NOTES

1. REIL LAYOUT SHOWN IN THE DETAILS IS BASED ON THE ADB SAFEGATE RUNWAY END IDENTIFIED LIGHT LED SYSTEM L-849(L). CONTRACTOR SHALL COORDINATE WITH THE ENGINEER WHEN SUBMITTING SHOP DRAWINGS IF MODIFICATIONS TO THE LAYOUT ARE NEEDED FOR ANOTHER MANUFACTURER.
2. FOOTING SHALL BE A MINIMUM OF 5' X 5' X 5'.
3. THE TOP OF THE CONCRETE FOUNDATION SHALL BE SLOPED TO DRAIN TOWARD THE EDGE OF THE FOUNDATION. THE GROUND SURROUNDING SHALL BE NO MORE THAN THREE INCHES BELOW THE TOP OF THE FOUNDATION.
4. PROVIDE FRANGIBLE COUPLINGS FOR THE LIGHT UNIT AND SUPPLY. THE OUTSIDE DIAMETER OF THE SUPPORTS CAN BE 2.197 INCHES, OR 2.375 INCHES.
5. BREAKING POINT FRANGIBLE COUPLING SHALL BE NO MORE THAN 3 INCHES ABOVE GRADE.
6. THE BEAM CENTERLINE (AIMING ANGLE) OF EACH LIGHT UNIT IS AIMED 15 DEGREES OUTWARD FROM A LINE PARALLEL TO THE RUNWAY CENTERLINE AND INCLINED AT AN ANGLE 10 DEGREES ABOVE THE HORIZONTAL. IF ANGLE ADJUSTMENTS ARE NECESSARY, ADJUST THE ANGLES TO 10 DEGREES HORIZONTAL AND 20 DEGREES VERTICAL.
7. REIL LIGHT LOCATION: 40 FEET OUT FROM THE RUNWAY THRESHOLD AND 40 FEET FROM THE RUNWAY EDGE.
8. THE INSTALLATION OF POWER AND CONTROL WIRES SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF ITEM L-108 OF STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS. THE INSTALLATION OF THE REILS SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE NATIONAL ELECTRICAL CODE AND LOCAL CODES.
9. NEW REIL SYSTEM SHALL NOT BE PUT INTO SERVICE UNTIL FAA FLIGHT CHECK HAS BEEN COMPLETED. ALL LABOR AND MATERIALS TO KEEP OUT OF SERVICE IS SUBSIDIARY TO REIL SYSTEM BID ITEM.
10. REIL SUPPORT LEG EXTENSIONS/MODIFICATIONS/OPTICAL BAFFLES SHALL BE CONSIDERED SUBSIDIARY TO REIL INSTALLATION.
11. CONTRACTOR SHALL BE ON SITE DURING FAA FLIGHT CHECK AND IS CONSIDERED SUBSIDIARY TO REIL SYSTEMS BID ITEM. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR ADDITIONAL TRIPS DUE TO SCHEDULE ADJUSTMENTS BY THE FAA FLIGHT CHECK FOR ANY REASON.
12. SEE SHEETS 264 - 267 FOR SEEDING AND EROSION CONTROL QUANTITIES. ALL DISTURBED AREAS SHALL BE SEEDED IN ACCORDANCE WITH THE SPECIFICATIONS.

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REVISIONS

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RUNWAY 13/31 REIL LAYOUT PLAN AND DETAILS

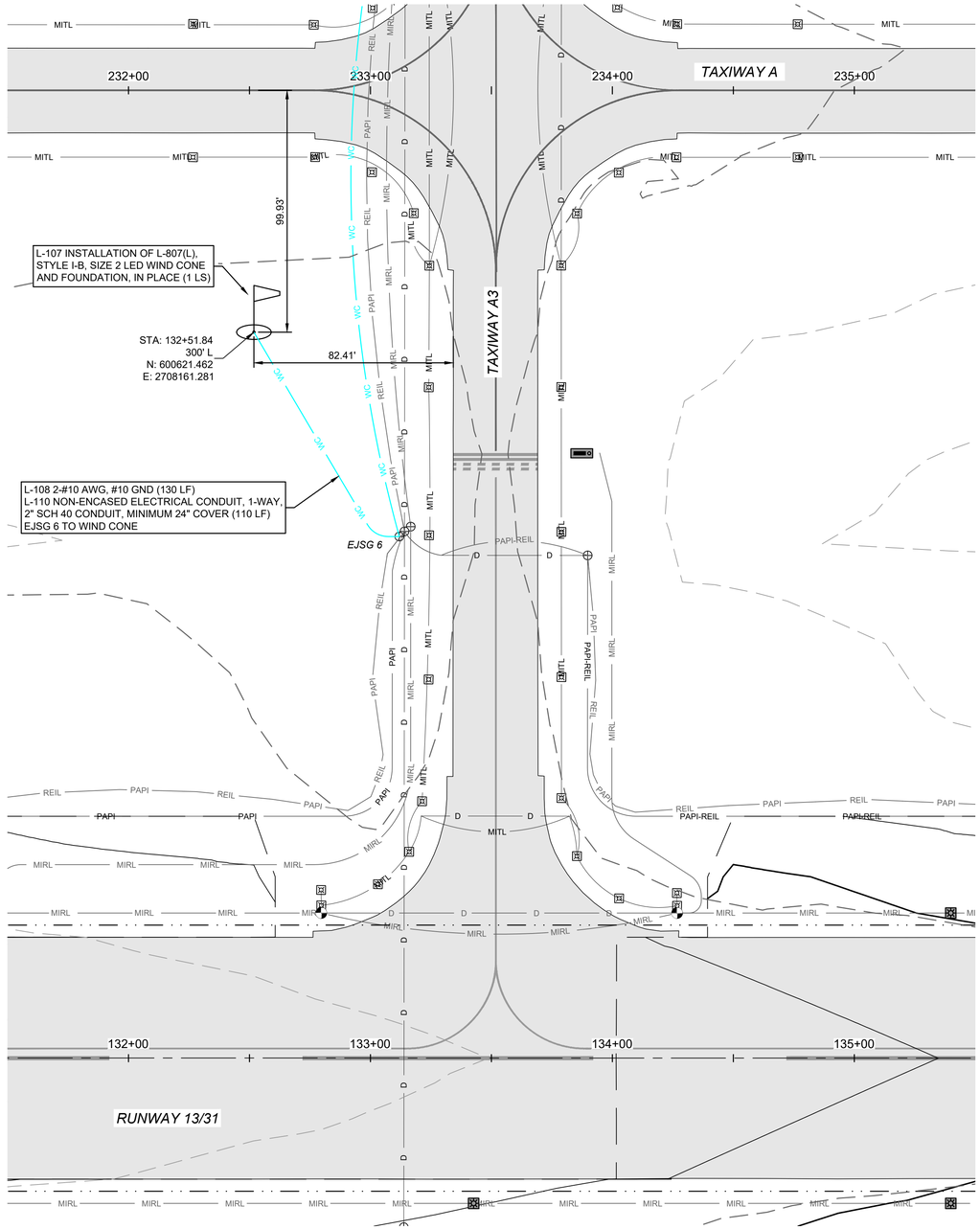
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

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drawn by: MK
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project no.: 025-01994
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SHEET
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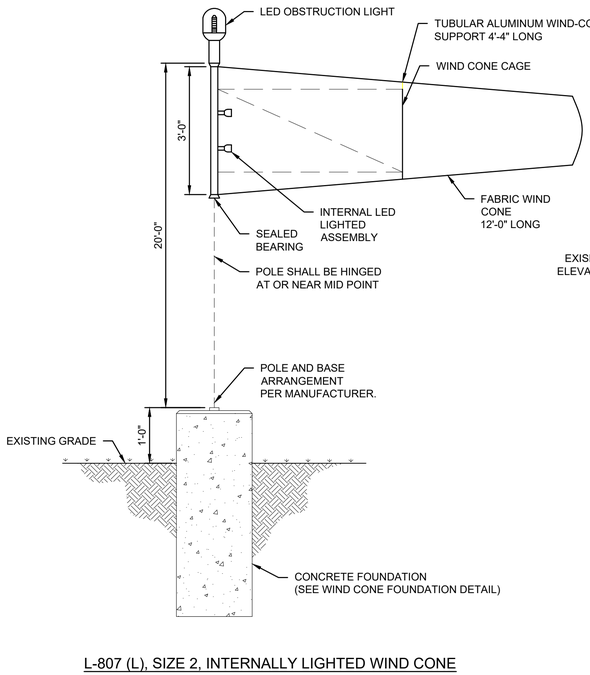
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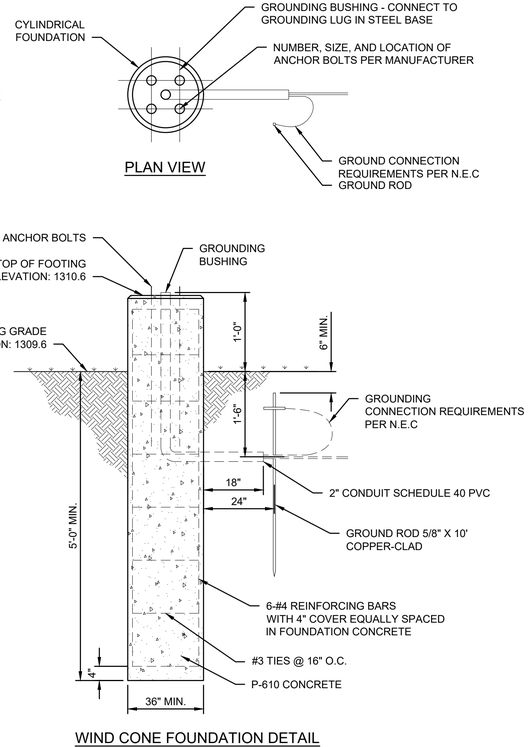
1 WIND CONE LAYOUT PLAN

GENERAL SHEET NOTES

1. OWNER WILL PURCHASE AND PROVIDE A L-807 (L), STYLE 1B, SIZE 2 WIND CONE. CONTRACTOR IS RESPONSIBLE FOR FOOTING, INSTALLATION AND CONNECTION TO VAULT. WIND CONE WILL BE LOW VOLTAGE DRIVEN.
2. WIND CONE SHALL BE PLACED AT NORTHING AND EASTING PROVIDED IN THE PLAN VIEW. CONTRACTOR SHALL VERIFY WITH RPR AND OWNER PRIOR TO PLACEMENT.
3. ALL MATERIALS, EQUIPMENT, LABOR AND INCIDENTALS TO COMPLETE GRADING REQUIRED SHALL BE CONSIDERED SUBSIDIARY TO THE RESPECTIVE BID ITEM.
4. PLACE SEEDING AND EROSION CONTROL BLANKET ON ALL DISTURBED AREAS CAUSED BY INSTALLATION PER SPECIFICATIONS. ALL WORK ASSOCIATED WITH SEEDING AND EROSION CONTROL SHALL BE CONSIDERED SUBSIDIARY TO BID ITEM "L-107 INSTALLATION OF L-807(L), STYLE I-B, SIZE 2 LED WIND CONE AND FOUNDATION, IN PLACE".



L-807 (L), SIZE 2, INTERNALLY LIGHTED WIND CONE



WIND CONE FOUNDATION DETAIL

2 L-107 WIND CONE DETAILS

SCALE: NOT TO SCALE

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WIND CONE LAYOUT PLAN AND DETAILS

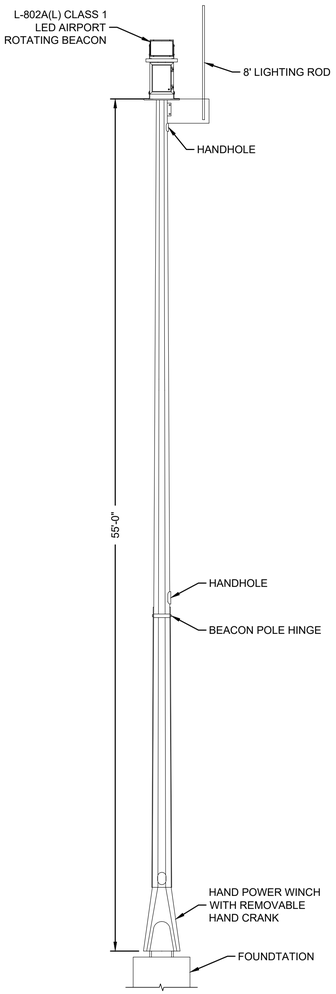
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

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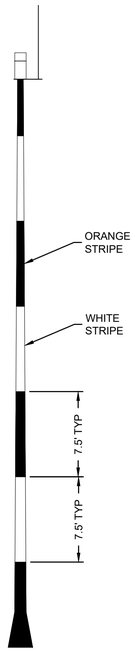
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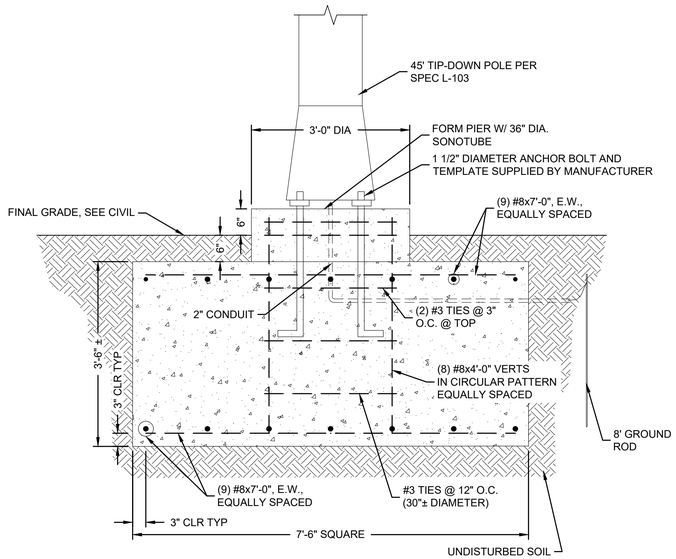
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TIP-DOWN POLE



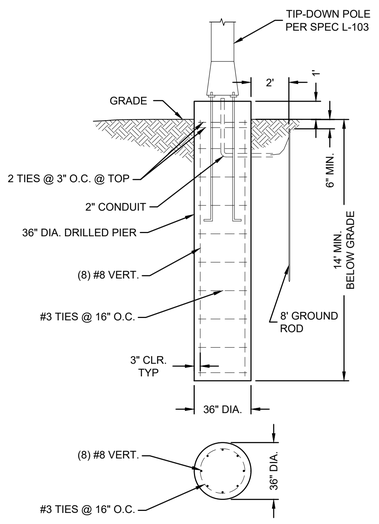
POLE PAINTING



SPREAD FOUNDATION

SPREAD FOUNDATION NOTES

1. POLE SHALL TIP TOWARD THE SOUTHWEST.
2. CONCRETE SHALL BE PER SPEC P-610, STRUCTURAL PORTLAND CEMENT CONCRETE..
3. REINFORCING STEEL SHALL CONFORM TO ASTM A615, GRADE 60.
4. ANCHOR BOLTS SHALL BE PER MANUFACTURERS RECOMMENDATION.
5. FOUNDATION DESIGN IS BASED ON THE FOLLOWING LOADINGS APPLIED AT THE MOUNTING SURFACE:
   A. OVERTURNING MOMENT = 55,870 FT-LBS.
   B. SHEAR = 2,800 LBS.
   C. AXIAL = 1,350 LBS.
6. DO NOT GROUT BETWEEN THE BASE PLATE AND FOUNDATION, AIR MUST BE ALLOWED TO FLOW THROUGH THE POLE TO PREVENT MOISTURE INSIDE THE POLE.
7. TOWER SHALL BE FACTORY FINISH PAINT PER SPECIFICATION L-103.
8. GROUNDING SHALL BE PER MANUFACTURERS RECOMMENDATION AND SPECIFICATION L-103.
9. FOUNDATION IS SUBSIDIARY TO L-103, TIP-DOWN BEACON POLE TOWER.



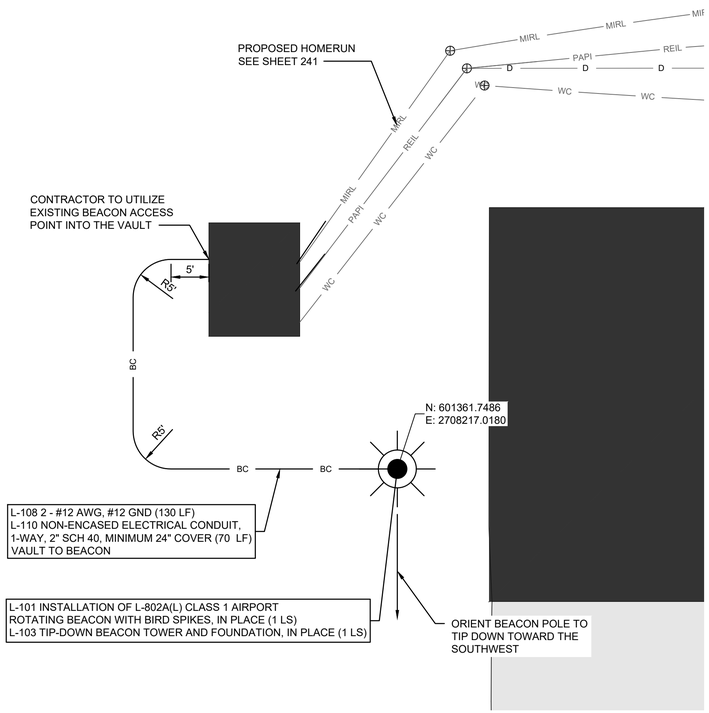
PIER FOUNDATION

PIER FOUNDATION NOTES

1. POLE SHALL TIP TOWARD THE SOUTHWEST.
2. CONCRETE SHALL BE PER SPEC P-610, STRUCTURAL PORTLAND CEMENT CONCRETE.
3. REINFORCING STEEL SHALL CONFORM TO ASTM A615, GRADE 60.
4. ANCHOR BOLTS SHALL BE PER MANUFACTURER'S RECOMMENDATION.
5. FOUNDATION DESIGN IS BASED ON THE FOLLOWING LOADINGS APPLIED AT THE MOUNTING SURFACE:
   A. OVERTURNING MOMENT = 85,870 FT-LBS.
   B. SHEAR = 2,800 LBS.
   C. AXIAL = 1,350 LBS.
6. DO NOT GROUT BETWEEN THE BASE PLATE AND FOUNDATION. AIR MUST BE ALLOWED TO FLOW THROUGH THE POLE TO PREVENT MOISTURE INSIDE THE POLE.
7. TOWER SHALL BE FACTORY FINISH PAINT PER SPECIFICATION L-103.
8. GROUNDING SHALL BE PER MANUFACTURER'S RECOMMENDATION AND SPECIFICATION L-103.
9. FOUNDATION IS SUBSIDIARY TO L-103, TIP-DOWN BEACON POLE TOWER.

2 L-103 TIP-DOWN BEACON POLE TOWER AND FOUNDATION

SCALE: NOT TO SCALE



GENERAL SHEET NOTES

1. EXISTING UTILITIES SHOWN ARE FROM APPROXIMATE LOCATIONS FROM PUBLIC RECORDS AND AS-BUILT PLANS. VERIFICATION OF EXACT LOCATIONS AND DEPTHS SHALL BE COMPLETED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES SHALL BE CORRECTED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.
2. OWNER WILL PURCHASE AND PROVIDE L-802A(L) CLASS 1 AIRPORT BEACON WITH BIRD SPIKES.
3. CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION AND CONNECTION TO THE L-103 TIP-DOWN BEACON TOWER. CONTRACTOR SHALL FURNISH AND INSTALL ALL ACCESSORIES, CONDUIT, CABLES, WIRE BUSSES, GROUND AND APPURTENANCE NECESSARY TO ENSURE A COMPLETE AND OPERABLE SYSTEM AS SPECIFIED AND SHOWN ON THE PLANS. ALL WORK AND MATERIALS REQUIRE IS CONSIDERED SUBSIDIARY TO THE BEACON SYSTEM INSTALLATION BID ITEMS.
4. ALL MATERIALS, EQUIPMENT, LABOR AND INCIDENTALS TO COMPLETE ANY GRADING REQUIRED SHALL BE CONSIDERED SUBSIDIARY TO THE RESPECTIVE BID ITEM.
5. CONTRACTOR SHALL IDENTIFY AND REPORT TO THE ENGINEER THE PROPOSED BEACON FOUNDATION ELEVATION. FOUNDATION ELEVATION SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION OF THE BEACON FOUNDATION.
6. MAKE ALL NECESSARY CONNECTIONS WITHIN THE ELECTRICAL VAULT. ALL TOOLS, MATERIALS, EQUIPMENT, LABOR AND INCIDENTALS REQUIRED FOR ALL WORK ASSOCIATES TO MAKE CONNECTIONS WITHIN THE VAULT SHALL BE CONSIDERED SUBSIDIARY TO THE RESPECTIVE BID ITEM.
7. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHING IN ACCORDANCE TO THE SPECIFICATIONS. ALL SEEDING AND MULCHING SHALL BE SUBSIDIARY TO BID ITEM "L-103 TIP-DOWN BEACON TOWER AND FOUNDATION, IN PLACE".
8. EXISTING BEACON SHALL REMAIN IN USE UNTIL PROPOSED BEACON IS INSTALLED AND OPERATIONAL.
9. 30-FEET OF SLACK FOR L-108 2 -#12 AWG, #12 GND WAS ESTIMATED FOR INSIDE THE VAULT AND AT THE BEACON.

1 BEACON LAYOUT PLAN

0' 5' 10' 20'
SCALE IN FEET

SCHEDULE 2

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PROFESSIONAL CIVIL ENGINEER
HEATHER ANNE
OLSON
E-11074
03/06/2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION

REVISIONS

BEACON LAYOUT PLAN

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET
260

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DATE: Mar 02, 2026 10:19am USER: jolson

TIME CLOCK SCHEDULE

ID	MANUFACTURER	MODEL #	CONTROLS
TC1	INTERMATIC	ET90215C	CONTACTOR C1

CONTACTOR SCHEDULE

ID	POLES	CONTROL VOLT	CONTACT AMP	CONTROLS
C1	4	120	30	WIND CONE
C2	4	120	30	BEACON

GENERAL SHEET NOTES

A. ALL OF THE ELECTRICAL EQUIPMENT AND DEVICES SHOWN ON THE EXISTING VAULT DEMO PLAN ARE EXISTING. THE LOCATIONS OF THE EXISTING EQUIPMENT AND DEVICES ARE SHOWN FOR CONVENIENCE OF THE CONTRACTOR. ACCURACY OF THE INFORMATION SHOWN IS NOT GUARANTEED. OTHER ELECTRICAL DEVICES MAY EXIST (EITHER IN SERVICE OR ABANDONED) AND THEIR LOCATION MAY NOT BE PRESENTLY KNOWN OR IDENTIFIED ON THE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR THE VERIFICATIONS OF ALL EXISTING CONDITIONS PRIOR TO SUBMITTING BIDS. SITE VISITS PRIOR TO SUBMISSION OF BIDS NEED TO BE FULLY COORDINATED WITH THE OWNER

B. SEE SPECIFICATION SECTION L-109 FOR EQUIPMENT.

C. SEE SPECIFICATION SECTION L-110 FOR DUCTBANKS AND CONDUIT.

D. ALL MATERIALS AND APPURTENANCES REQUIRED AS SHOWN TO CONSTRUCT/PREPARE ALL ELECTRICAL COMPONENTS WITHIN THE ELECTRICAL VAULT PER PLANS AND SPECIFICATIONS IS CONSIDERED SUBSIDIARY TO ELECTRICAL VAULT BID ITEMS.

E. INSTALL A DEDICATED EQUIPMENT GROUNDING CONDUCTOR WITH ALL 600V (OR LESS) BRANCH CIRCUITS. SIZE IN ACCORDANCE WITH THE N.E.C., NO. 12 CU MINIMUM.

F. ALL NEW INTERIOR CONDUIT SHALL BE RAN EXPOSED IN A WORKMAN LIKE MANNER; I.E. PERPENDICULAR AND PARALLEL TO STRUCTURE.

G. ALL IRON, STEEL, AND MANUFACTURED GOODS USED IN THIS PROJECT SHALL BE PRODUCED IN THE UNITED STATES, EXCEPT AS NOTED IN THE AID AGREEMENT (BUY AMERICAN ACT).

H. REGULATORS SHALL BE FERRORESONANT WITH THREE BRIGHTNESS STEPS AND AN S-1 CUTOUT.

I. WHERE CIRCUITS WILL NOT BE REUSED, REMOVE CONDUITS TO BEHIND FINISHED SURFACE, ALL WIRING ASSOCIATED WITH DEMOLISHED DEVICES SHALL BE REMOVED BACK TO ITS SOURCE. CONDUITS EMBEDDED IN CONCRETE SHALL BE CUT BACK AS FAR AS POSSIBLE AND PLUGGED WITH EPOXY.

J. ELECTRICAL CONTRACTOR SHALL PROTECT ALL EXISTING ELECTRICAL EQUIPMENT NOT DESIGNATED TO BE REMOVED.

K. ALL HATCHED AND DASHED DEVICES SHALL BE REMOVED BY THE CONTRACTOR. OWNER SHALL RETAIN OWNERSHIP OF REGULATOR. THE OWNER HAS THE FIRST RIGHT TO EQUIPMENT BEING DEMOLISHED. COORDINATE ITEMS TO BE SALVAGED WITH THE OWNER. ALL ITEMS NOT SALVAGED BY THE OWNER SHALL BE REMOVED FROM THE SITE AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

L. ALL PENETRATIONS THROUGH THE EXTERIOR WALL SHALL BE SEALED WEATHER TIGHT.

SHEET KEYNOTES

1. REMOVE EXISTING 20A/2P PAPIS BREAKER IN PANEL A AND REPLACE WITH NEW 30A/2P BREAKER FOR NEW 4KW REGULATOR. SERVE WITH 2-#10 AWG, #10 GND IN EXISTING WIREWAY AND 3/4" FLEX CONDUIT. PROVIDE CONDUCTORS AS REQUIRED TO MAKE SYSTEM FUNCTION AS REQUIRED/DESCRIBED ON THIS SHEET.
2. INSTALL NEW 30A/2P BREAKER IN AVAILABLE SPACE IN PANEL A FOR NEW 4KW REGULATOR FOR REILS. SERVE WITH 2-#10 AWG, #10 GND IN EXISTING WIREWAY AND 3/4" FLEX CONDUIT. PROVIDE CONDUCTORS AS REQUIRED TO MAKE SYSTEM FUNCTION AS REQUIRED/DESCRIBED ON THIS SHEET.
3. REMOVE EXISTING 15A/2P HEATER BREAKER IN PANEL A AND REPLACE WITH NEW 20A/2P TO FEED NEW HEATER. SERVE WITH 2-#12 AWG, #12 GND IN 1/2" CONDUIT..
4. UTILIZE EXISTING 20A/2P BREAKER THAT ONCE SERVED THE REILS IN PANEL A FOR NEW AIR CONDITIONING UNIT. SERVE WITH 2-#12 AWG, #12 GND IN 1/2" CONDUIT.. CONNECT CIRCUIT TO EXTERIOR CONDENSOR UNIT WITH LOCAL 30A NON-FUSED DISCONNECT ON EXTERIOR WALL. INDOOR EVAPORATOR IS SERVED FROM OUTDOOR CONDENSOR.
5. CONNECT NEW 7.5KW REGULATOR FOR THE TAXIWAY LIGHTING SYSTEM TO THE EXISTING 60/2 BREAKER. SERVE WITH 2-#6 AWG, #10 GND IN EXISTING WIREWAY AND 1" FLEX CONDUIT. PROVIDE CONDUCTORS AS REQUIRED TO MAKE SYSTEM FUNCTION AS REQUIRED/DESCRIBED ON THIS SHEET.
6. EXISTING BEACON AND WIND CONE CONTACTORS SHALL BE REMOVED AND REPLACED WITH NEW CONTACTORS AND CONNECTED INTO THE NEW CONTROL SYSTEM AND FUNCTION AS REQUIRED/DESCRIBED ON THIS SHEET.
7. A NEW L-821 PANEL, TIME CLOCK, PHOTOCELL, L-854 RADIO CONTROLLER AND ANTENNA SHALL BE INSTALLED AS REQUIRED TO ACHIEVE THE LIGHTING SEQUENCE AS REQUIRED/DESCRIBED ON THIS SHEET.
8. PROVIDE 1.5 TON SPLIT SYSTEM AIR CONDITIONER TO SERVE VAULT BUILDING. MOUNT INDOOR UNIT HIGH ON WALL AND OUTDOOR UNIT ON CONCRETE HOUSEKEEPING PAD IN LOCATIONS INDICATED. MAINTAIN MANUFACTURER'S REQUIRED CLEARANCES AND INSTALL PER MANUFACTURER'S RECOMMENDATIONS.
9. PROVIDE 3.6 KW ELECTRIC HEATER SURFACE MOUNTED TO INTERIOR WALL TO SERVE VAULT BUILDING. SET HEATER THERMOSTAT SETPOINT TO 50°F.
10. NEW AIR CONDITIONING UNIT THERMOSTAT TO BE SET AT 75°F. EXISTING THERMOSTAT CONTROLLING EXHAUST FAN TO BE SET AT 90°F.
11. REMOVE EXISTING 60/2P RUNWAY BREAKER IN PANEL A AND REPLACE WITH NEW 40/2P BREAKER FOR NEW 5KW REGULATOR. SERVE WITH 2-#6 AWG, #10 GND IN EXISTING WIREWAY AND 3/4" FLEX CONDUIT. PROVIDE CONDUCTORS AS REQUIRED TO MAKE SYSTEM FUNCTION AS REQUIRED/DESCRIBED ON THIS SHEET.

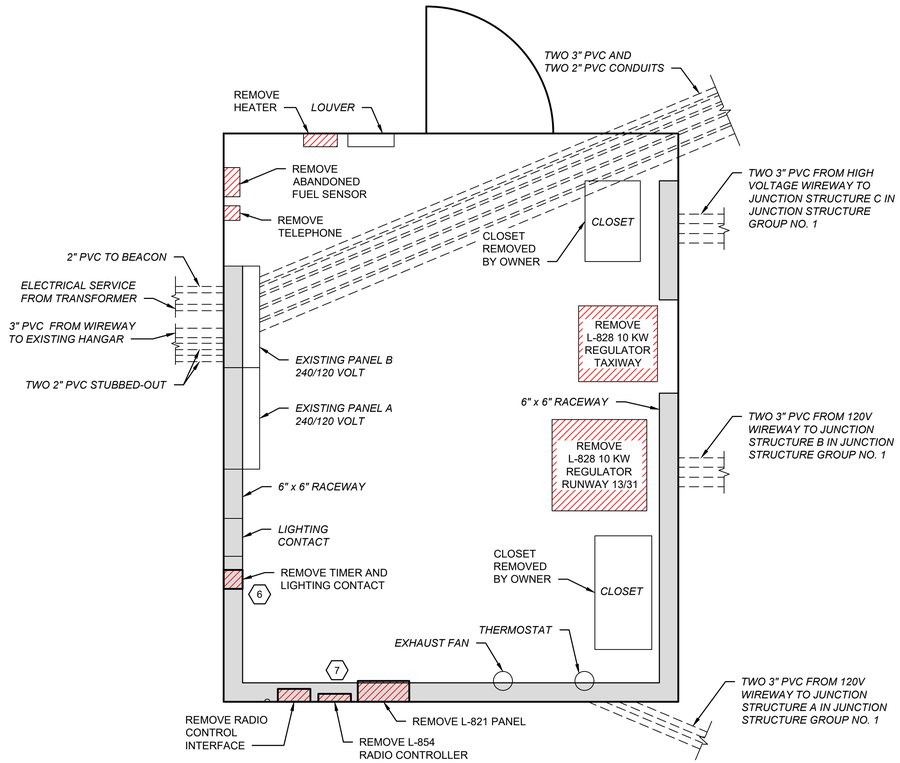
CIRCUIT LIGHTING SEQUENCE

MANUAL POSITION

- **RUNWAY 13/31** - MUST BE MANUALLY SWITCHED ON & OFF.
- **TAXIWAY LIGHTS** - MUST BE MANUALLY SWITCHED ON & OFF.
- **BEACON** - MUST BE MANUALLY SWITCHED ON & OFF.
- **WIND CONE** - MUST BE MANUALLY SWITCHED ON & OFF.
- **REILs** - MUST BE MANUALLY SWITCHED ON & OFF.
- **PAPIs** - MUST BE MANUALLY SWITCHED ON & OFF.

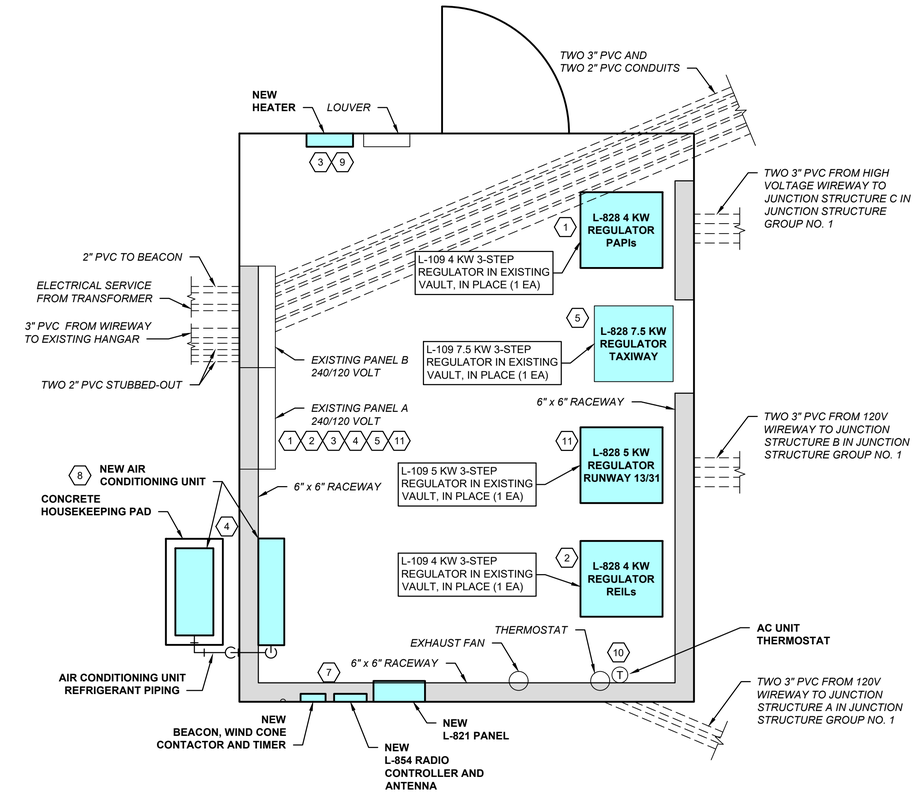
AUTOMATIC POSITION

- **RUNWAY 13/31 AND TAXIWAY LIGHTS** - PHOTO CELL TURNS LIGHTS ON (LOW INTENSITY) AT DUSK AND REMAINS ON UNTIL 10:00 PM. THE PILOT CAN TURN LIGHTS ON VIA RADIO CONTROL (3 CLICKS-LOW / 5 CLICK-MEDIUM / 7 CLICKS-HIGH INTENSITY). LIGHTS WILL REMAIN ON FOR A 15 MINUTE INTERVAL AND THEN AUTOMATICALLY SHUT OFF.
- **BEACON** - PHOTO CELL TURNS LIGHTS ON AT DUSK AND REMAIN ON UNTIL DAWN.
- **WIND CONE** - PHOTO CELL TURNS LIGHTS ON AT DUSK AND REMAIN ON UNTIL DAWN.
- **REILs** - THE PILOT CAN TURN ON VIA RADIO CONTROL (3 CLICKS-LOW / 5 CLICK-MEDIUM / 7 CLICKS-HIGH INTENSITY). LIGHTS WILL REMAIN ON FOR A 15 MINUTE INTERVAL AND THEN AUTOMATICALLY SHUT OFF.
- **PAPIs** - THE PILOT CAN TURN ON VIA RADIO CONTROL. PAPIs SHALL BE ON AT NIGHT ONLY WHEN THE RUNWAY LIGHTS ARE ON.



1 EXISTING ELECTRICAL VAULT FLOOR PLAN

SCALE: NOT TO SCALE



2 PROPOSED ELECTRICAL VAULT FLOOR PLAN

SCALE: NOT TO SCALE

SCHEDULE 2

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FRANK L. EGELHOFF
E-10542
3-6-26
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

ELECTRICAL VAULT DIAGRAM

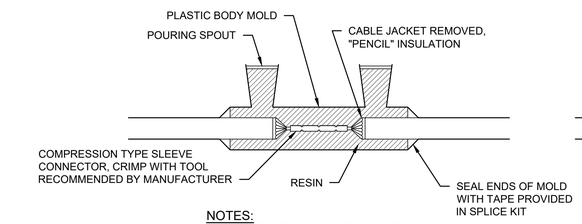
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

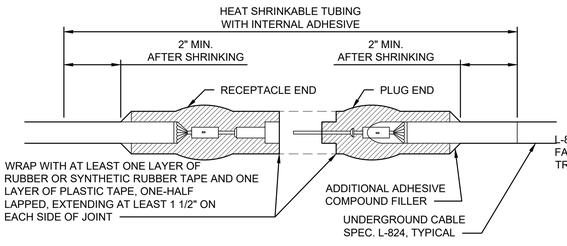
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NOTES:
1. FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY.

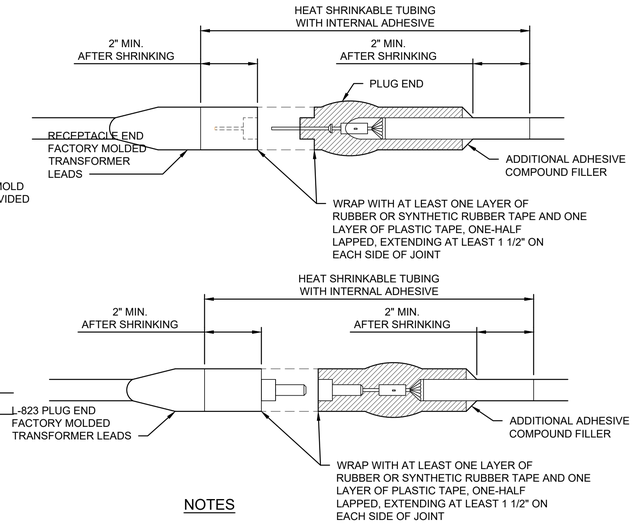
TYPE A



NOTES

1. FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT.

TYPE B



NOTES

1. FOR SPLICES AT LIGHT FIXTURES AND HANDHOLES.

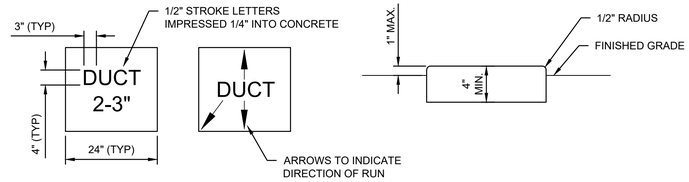
TYPE C

NOTES

1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE OF CABLE.
2. CONNECTION OF CONDUCTORS MUST BE MADE BY USING CRIMP CONNECTORS AND A CRIMPING TOOL APPROVED BY THE CONNNECTOR/LUG MANUFACTURER. THE TOOL MUST PRODUCE A COMPLETE CRIMP BEFORE IT CAN BE REMOVED. THE CRIMPING TOOL USED MUST BE LISTED BY THE L-823 KIT MANUFACTURER. MAKE THE NUMBER AND TYPE OF CRIMPS PER THE KIT MANUFACTURER'S INSTRUCTIONS.

1 L-108 CABLE SPLICE DETAILS

SCALE: NOT TO SCALE



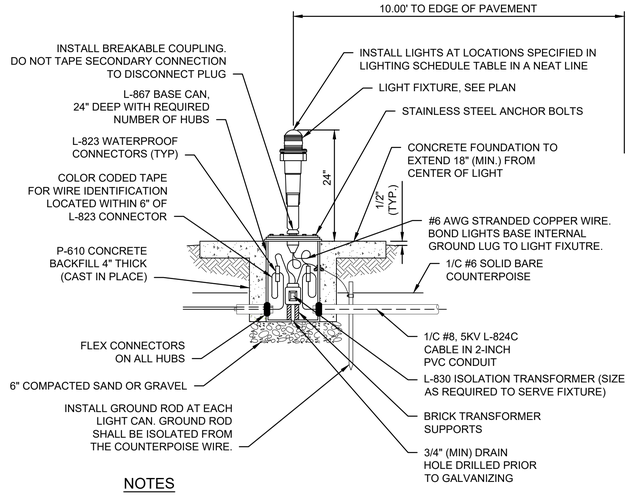
PLAN VIEW SECTION VIEW

NOTES

1. MARKERS SHALL BE PLACED AT LOCATIONS IDENTIFIED ON THE PLANS.
2. COST OF CONCRETE MARKERS IS INCIDENTAL TO THE ASSOCIATED LIGHTING CABLE.
3. EDGE EXPOSED CONCRETE WITH A ½" RADIUS TOOL.
4. WHERE ADDITIONAL SPACE TO FIT THE LEGEND IS REQUIRED, THE FOLLOWING METHODS MAY BE EMPLOYED:
   A. REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE.
   B. INCREASE THE MARKER SIZE TO 30" X 30" MAX.
   C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.
5. LETTERS/NUMBERS/ARROWS TO BE IMPRESSED INTO THE TOPS OF THE MARKERS SHALL BE PRE-ASSEMBLED AND SECURED IN THE MOLD BEFORE CONCRETE IS POURED. LEGEND INSCRIBED BY HAND IN WET CONCRETE SHALL NOT BE ACCEPTABLE.

2 L-108 DUCT MARKER

SCALE: NOT TO SCALE

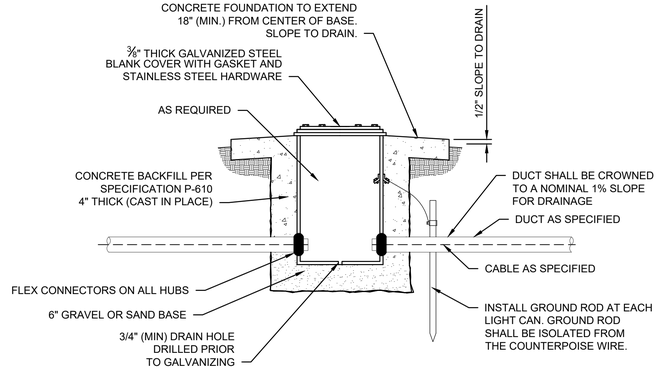


NOTES

1. L-125 L-861(L) BASE-MOUNTED RUNWAY LIGHTS SHALL BE 24" IN HEIGHT.
2. L-125 L-861SE(L) BASE-MOUNTED THRESHOLD LIGHTS SHALL BE 24" IN HEIGHT.
3. L-125 L-861T(L) BASE-MOUNTED TAXIWAY LIGHTS SHALL BE 24" IN HEIGHT.
4. PROVIDE 10' (MIN) SLACK (5' EACH SIDE) IN 5KV, L-824C CABLE AT EACH L-823 CONNECTOR AND L-830 TRANSFORMER.
5. PROVIDE ENOUGH SLACK IN #6 AWG STRANDED COPPER WIRE TO ALLOW LIGHT BASE REMOVAL.
6. NUMBER ALL LIGHTS BY AFFIXING NON-CORROSION TAG TO FIXTURE FACING PAVEMENT WITH SET SCREW, WIRE TIE, OR METAL BAND. NUMERALS SHALL BE ENGRAVED FOR PERMANENT READABILITY. TAGS SHALL FACE THE PAVEMENT EDGE.

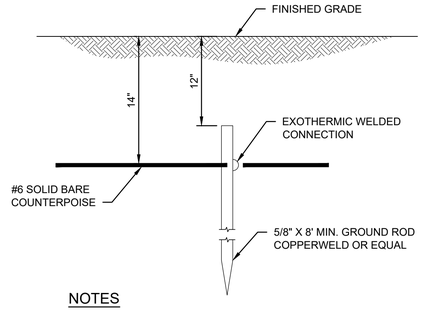
3 L-125 BASE MOUNTED LIGHT DETAIL

SCALE: NOT TO SCALE



4 L-115 L-867, SIZE B, CLASS I JUNCTION STRUCTURE

SCALE: NOT TO SCALE



NOTES

1. INSTALL GROUND RODS NOT MORE THAN 500' APART.
2. COST OF GROUND RODS IS INCIDENTAL TO THE ASSOCIATED ITEMS REQUIRING GROUNDING UNLESS OTHERWISE SPECIFIED.

5 L-125 GROUND ROD DETAIL

SCALE: NOT TO SCALE

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NEBRASKA PROFESSIONAL CIVIL ENGINEER HEATHER ANNE OLSON E-11074 09/06/2006 STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

ELECTRICAL DETAILS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

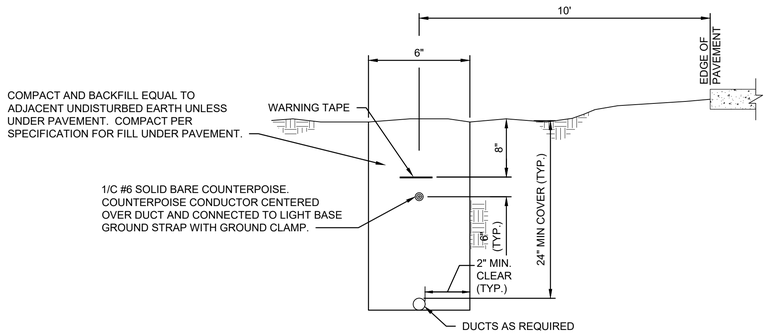
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

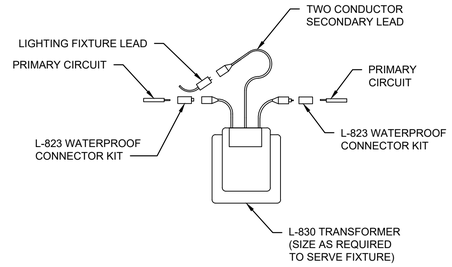
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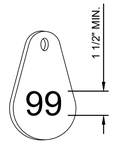
1 L-110 TYPICAL DUCT TRENCH DETAIL

SCALE: NOT TO SCALE



2 L-125 TRANSFORMER CONNECTION

SCALE: NOT TO SCALE

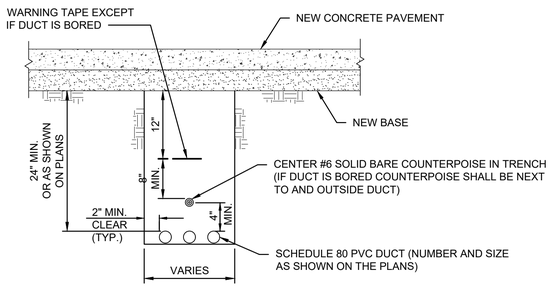


NOTE

1. AFFIX NON-CORROSION TAG TO FIXTURE FACING PAVEMENT WITH SET SCREW, WIRE TIE, OR METAL BAND. NUMERALS MUST BE ENGRAVED FOR PERMANENT READABILITY.

3 LIGHT TAG DETAIL

SCALE: NOT TO SCALE

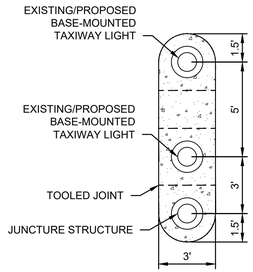


NOTE

1. COMPACT ALL BACKFILL EQUAL TO ADJACENT UNDISTURBED EARTH. RESTORE ALL DISTURBED TURF.

4 L-110 DUCT UNDER PAVEMENT

SCALE: NOT TO SCALE



NOTES

1. CONTRACTOR SHALL POUR JUNCTION STRUCTURE/DOUBLE TAXIWAY LIGHT WITH A 6 INCH DEPTH MONOLITHIC P-610 CONCRETE. COST OF P-610 CONCRETE SHALL BE CONSIDERED SUBSIDIARY TO RESPECTIVE TAXIWAY LIGHTS.

5 L-125 JUNCTION STRUCTURE / DOUBLE TAXIWAY LIGHT DETAIL

SCALE: NOT TO SCALE

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REVISIONS

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ELECTRICAL DETAILS

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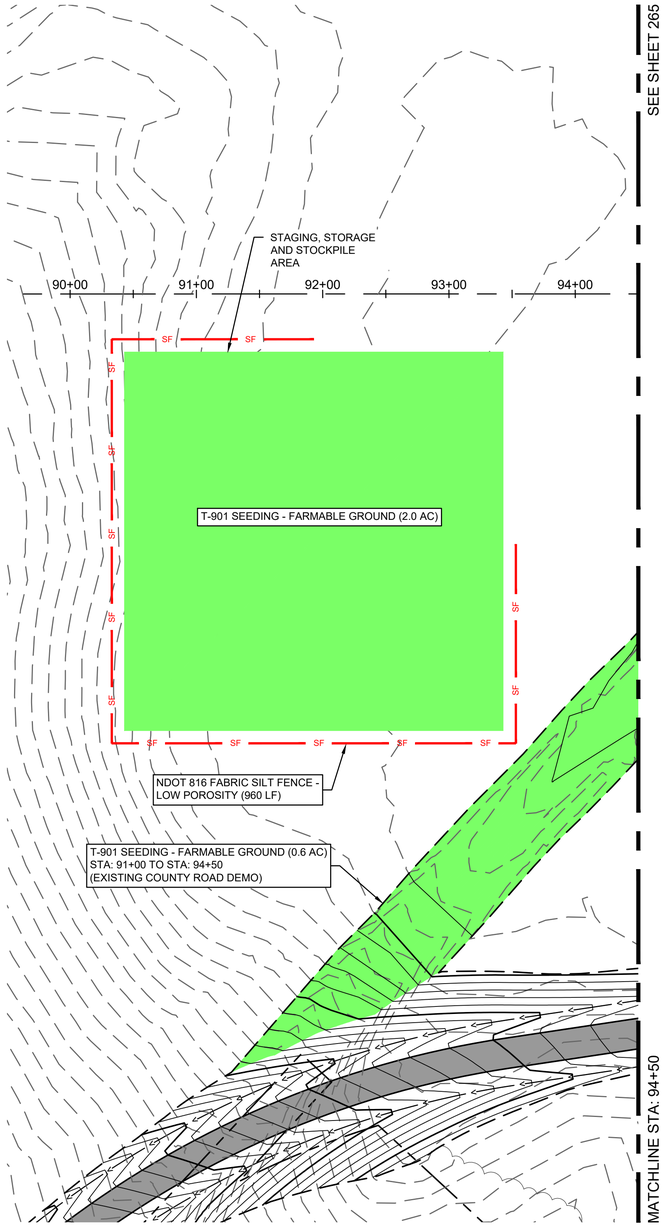
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

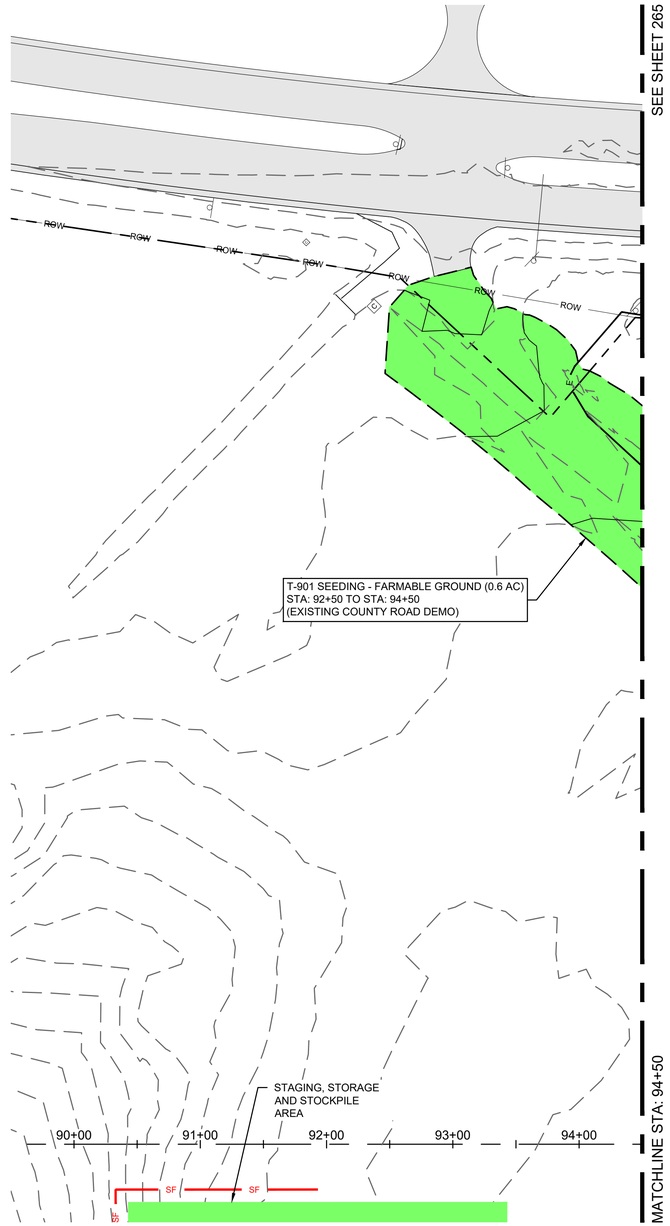
drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

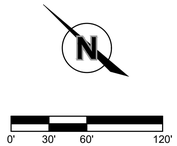
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DATE: Mar 04, 2026 1:55pm USER: jolson





1 RUNWAY 13/31 EROSION CONTROL PLAN - STA: 89+50 TO STA: 94+50



EROSION LEGEND	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1300	
PROPOSED CONTOUR		1300
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
SWALE EROSION CHECK (WATTLE) SWW-#		W
TEMPORARY SILT CHECK SLW-#		W
SEEDING / FERTILIZING / BONDED FIBER MATRIX STD-#		
SEEDING / FERTILIZING / FLEXIBLE GROWTH FIBER MATRIX STD-#		
EROSION CONTROL BLANKET (NDOT - CLASS 1D) STD-#		
FARMABLE GROUND STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

GENERAL SHEET NOTES

1. NPDES/SWPPP PERMIT AND REPORTING REQUIRED FOR THE DURATION OF THE PROJECT WILL BE COMPLETED BY THE CONTRACTOR. ALL MAINTENANCE OF EROSION CONTROL MEASURES IS CONSIDERED SUBSIDIARY TO MOBILIZATION OR RESPECTIVE BID ITEM. PROVIDE A COPY OF THE APPROVED NPDES/SWPPP PERMIT TO THE ENGINEER AND OWNER PRIOR TO THE START OF GRADING.
2. INSTALLATION, MAINTENANCE, AND REMOVAL OF THE CONSTRUCTION ENTRANCE, HAUL ROUTES, AND ASSOCIATED TEMPORARY CULVERTS SHALL BE CONSIDERED SUBSIDIARY TO MOBILIZATION. SEE SHEET 19 FOR THE CONSTRUCTION ENTRANCE DETAIL.
3. WATER HAUL ROUTES/GRADING AREAS AS REQUIRED TO CONTROL DUST. ALL REQUESTS SHALL BE COMPLETED IMMEDIATELY. ALL WORK, MATERIALS, AND EQUIPMENT REQUIRED IS CONSIDERED SUBSIDIARY TO EROSION CONTROL BID ITEMS.
4. IMMEDIATELY PRIOR TO PLACING TOPSOIL, LOOSEN THE SURFACE BY DISCS OR SPIKE TOOTH HARROWS, OR AS APPROVED BY THE ENGINEER, TO A MINIMUM DEPTH OF 2 INCHES. SPREAD THE TOPSOIL EVENLY TO A UNIFORM DEPTH OF 4 INCHES AFTER COMPACTION. SPREADING SHALL NOT BE DONE WHEN THE SOIL IS FROZEN, EXCESSIVELY WET, OR OTHERWISE IN A CONDITION DETRIMENTAL TO THE WORK.
5. AFTER SPREADING, BREAK UP ANY LARGE, STIFF CLODS AND HARD LUMPS WITH A PULVERIZER OR BY OTHER EFFECTIVE MEANS, AND RAKE UP ALL ROCKS (2 INCHES OR LARGER), ROOTS, LITTER, OR ANY FOREIGN MATTER. COMPACT TOPSOIL BY ROLLING WITH A CULTIPACKER OR BY OTHER MEANS APPROVED BY THE ENGINEER.
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8. INSTALL EROSION CONTROL BLANKET AS SHOWN ON THE PLANS. MATERIAL USED FOR OVERLAPPING REQUIREMENTS IS CONSIDERED SUBSIDIARY TO BID ITEM. MATERIAL WILL BE PAID AS MEASURED IN THE FIELD.
9. TEMPORARY HAUL ROUTES SHALL BE REMOVED, SCARIFIED TO A MIN. DEPTH OF 8 INCHES AND SEEDED. COORDINATE WITH RPR/ENGINEER PRIOR TO SEEDING TO DELINEATE TYPE OF SEED REQUIRED. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO WORK ALREADY BEING PERFORMED. NO DIRECT PAYMENT SHALL BE MADE FOR THIS WORK.
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Nebraska COA #CA-0638



REVISIONS

REV. NO.	DATE	DESCRIPTION

RUNWAY 13/31 EROSION CONTROL PLAN - STA: 89+50 TO STA: 94+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

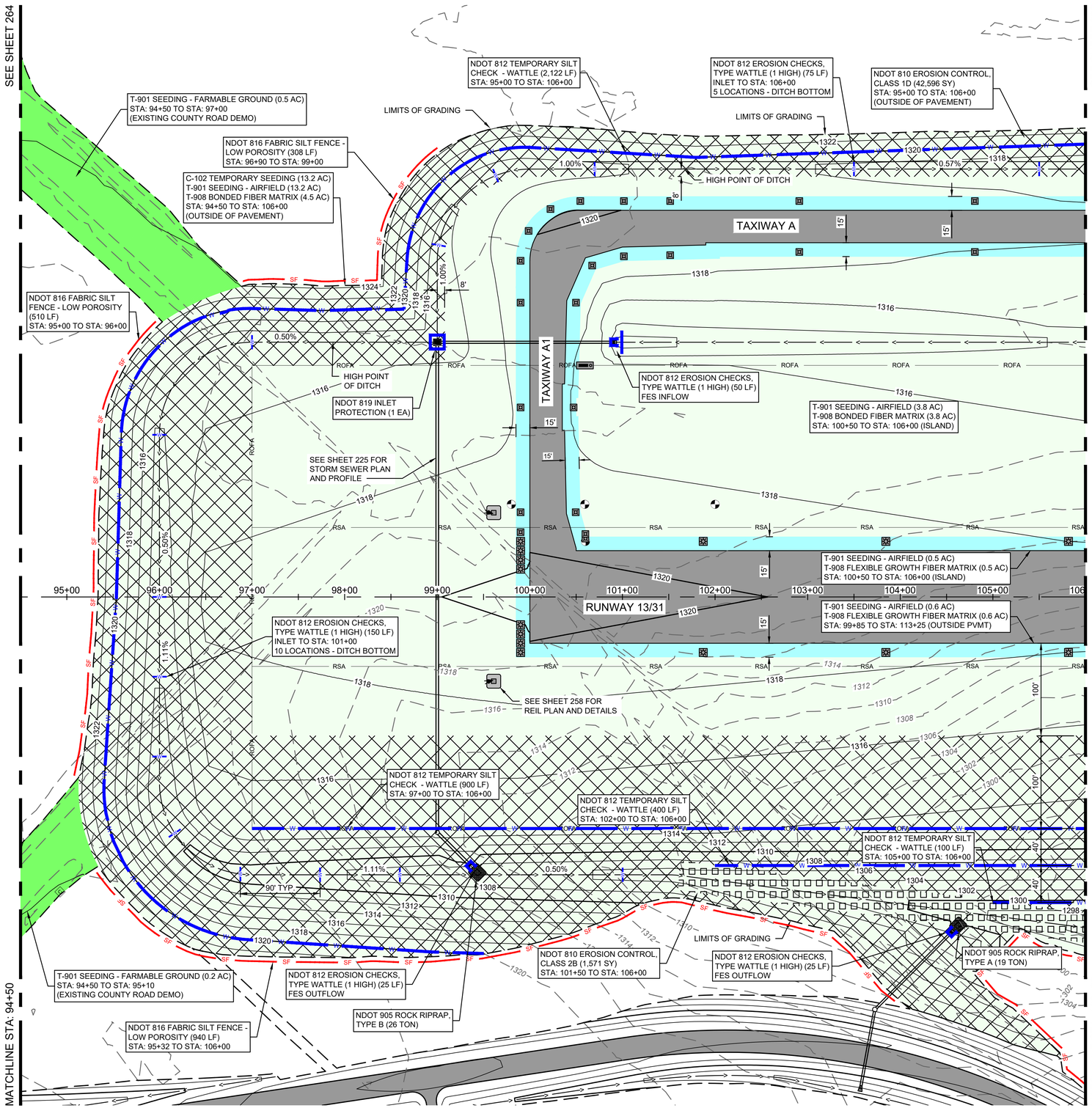
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 264

SCHEDULE 2

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DATE: Mar 02, 2026 10:25am USER: jolson



1 RUNWAY 13/31 EROSION CONTROL PLAN - STA: 94+50 TO STA: 106+00

N

0' 30' 60' 120'
SCALE IN FEET

EROSION LEGEND	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1300	
PROPOSED CONTOUR		1300
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
SWALE EROSION CHECK (WATTLE) SWW-#		W
TEMPORARY SILT CHECK SLW-#		W
SEEDING / FERTILIZING / BONDED FIBER MATRIX STD-#		
SEEDING / FERTILIZING / FLEXIBLE GROWTH FIBER MATRIX STD-#		
EROSION CONTROL BLANKET (NDOT - CLASS 1D) STD-#		
EROSION CONTROL BLANKET (NDOT - CLASS 2B) STD-#		
FARMABLE GROUND STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

GENERAL SHEET NOTES

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SCHEDULE 2

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Nebraska COA #CA-0638

PROFESSIONAL ENGINEER HEATHER ANNE OLSON E-11074 STATE OF NEBRASKA 03/06/2026

REV. NO.	DATE	DESCRIPTION
		REVISIONS

RUNWAY 13/31 EROSION CONTROL PLAN - STA: 94+50 TO STA: 106+00

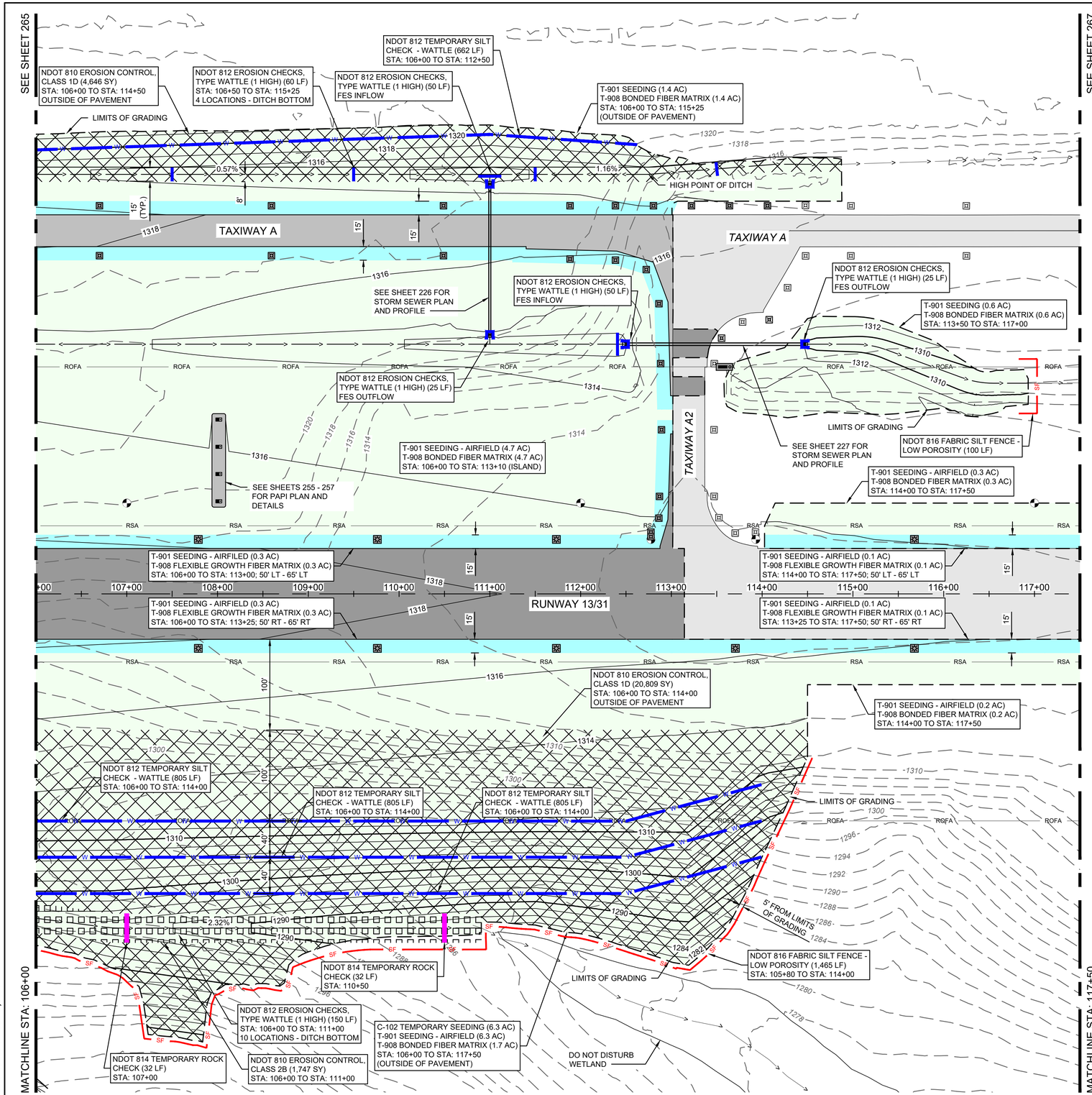
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 265

F:\2025\01501-02000\025-01994\40-design\AutoCAD\final plans\Sheets\AED\C_ERC_02501994.dwg
DATE: Mar 02, 2026 10:25am USER: jolson



1 RUNWAY 13/31 EROSION CONTROL PLAN - 106+00 TO STA 117+50

N

0' 30' 60' 120'
SCALE IN FEET

EROSION LEGEND	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1300	
PROPOSED CONTOUR		1300
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
SWALE EROSION CHECK (WATTLE) SWW-#		W
TEMPORARY SILT CHECK SLW-#		W
SEEDING / FERTILIZING / BONDED FIBER MATRIX STD-#		
SEEDING / FERTILIZING / FLEXIBLE GROWTH FIBER MATRIX STD-#		
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FARMABLE GROUND STD-#		
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SCHEDULE 2

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Nebraska COA #CA-0638

PROFESSIONAL CIVIL ENGINEER HEATHER LYNNE OLSON E-11074 03/06/2026 STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

RUNWAY 13/31 EROSION CONTROL PLAN - STA: 106+00 TO STA: 117+50

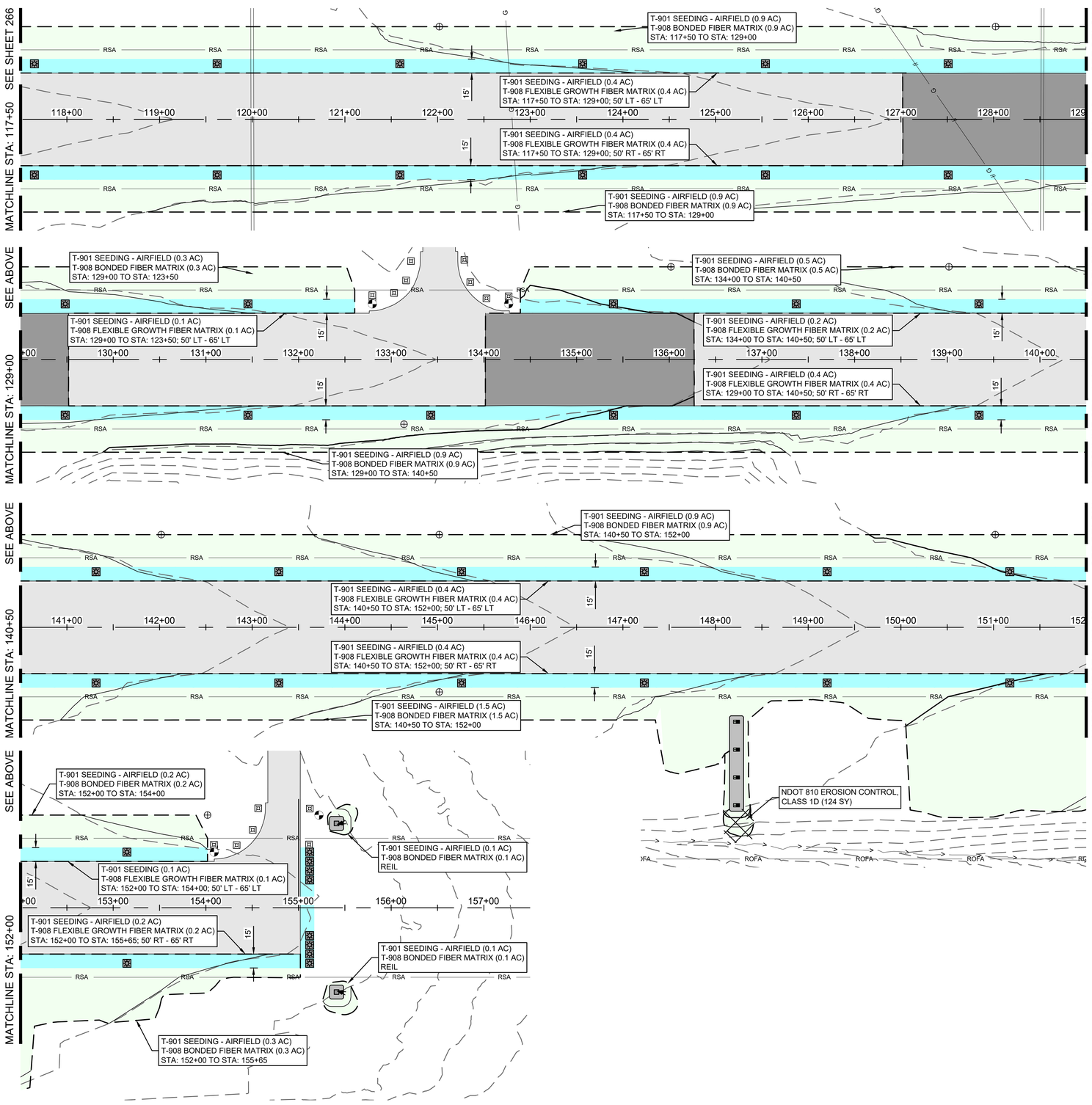
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

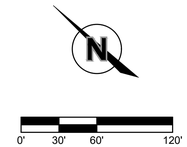
SHEET 266

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DATE: Mar 02, 2026 10:26am USER: jolson



1 RUNWAY 13/31 EROSION CONTROL PLAN - 117+50 TO STA 156+00

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DATE: Mar 02, 2026 10:28am USER: jolson



EROSION LEGEND

	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1300	
PROPOSED CONTOUR		1300
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
SWALE EROSION CHECK (WATTLE) SWW-#		W
TEMPORARY SILT CHECK SLW-#		W
SEEDING / FERTILIZING / BONDED FIBER MATRIX STD-#		
SEEDING / FERTILIZING / FLEXIBLE GROWTH FIBER MATRIX STD-#		
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FARMABLE GROUND STD-#		
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REVISIONS

REV. NO.	DATE	DESCRIPTION

RUNWAY 13/31 EROSION CONTROL PLAN - STA: 117+50 TO STA: 156+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

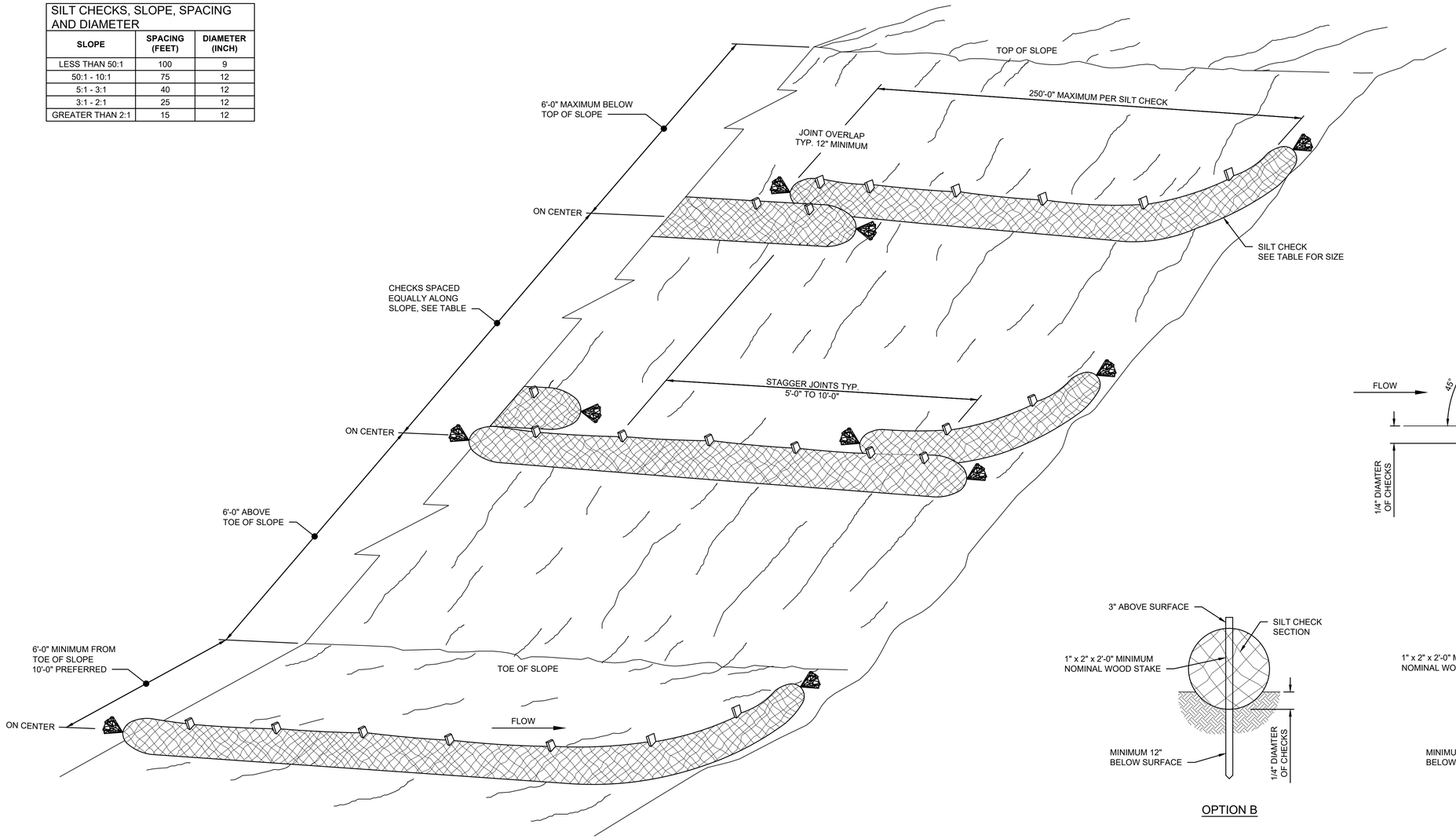
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
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project no.: 025-01994
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SCHEDULE 2

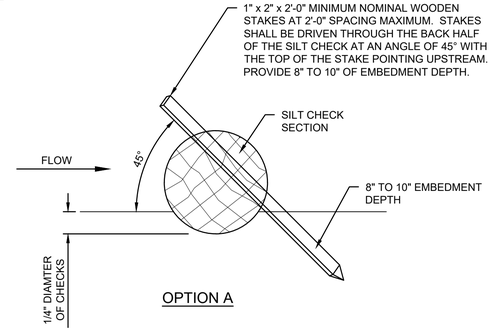
SHEET 267

SILT CHECKS, SLOPE, SPACING AND DIAMETER		
SLOPE	**SPACING (FEET)**	**DIAMETER (INCH)**
LESS THAN 50:1	100	9
50:1 - 10:1	75	12
5:1 - 3:1	40	12
3:1 - 2:1	25	12
GREATER THAN 2:1	15	12



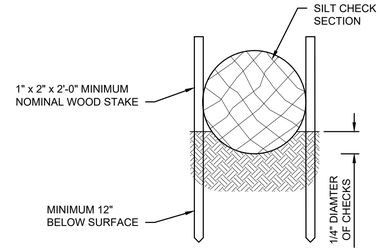
1 SLOPE APPLICATION - PERSPECTIVE VIEW

SCALE: NOT TO SCALE



OPTION A

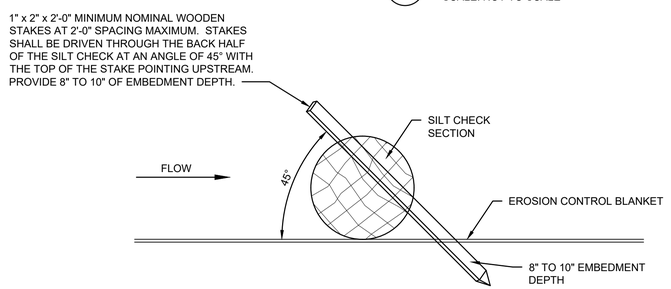
OPTION B



OPTION C

2 SILT STAKE DETAILS (WITH TRENCH)

SCALE: NOT TO SCALE



OPTION D

3 SILT STAKE DETAIL (NO TRENCH)

SCALE: NOT TO SCALE

GENERAL SHEET NOTES

1. TRENCHING IS OPTIONAL FOR CHECKS ON BACKSLOPES AND FORESLOPES

SCHEDULE 2

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REV. NO.	DATE	DESCRIPTION

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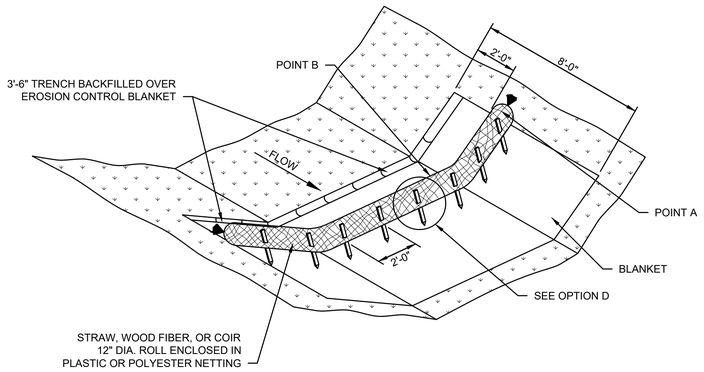
EROSION CONTROL DETAILS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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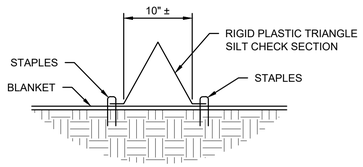
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

SHEET 268

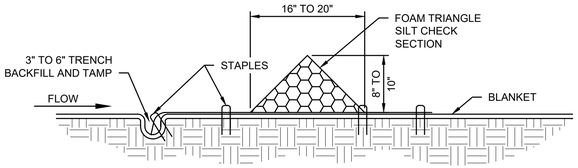
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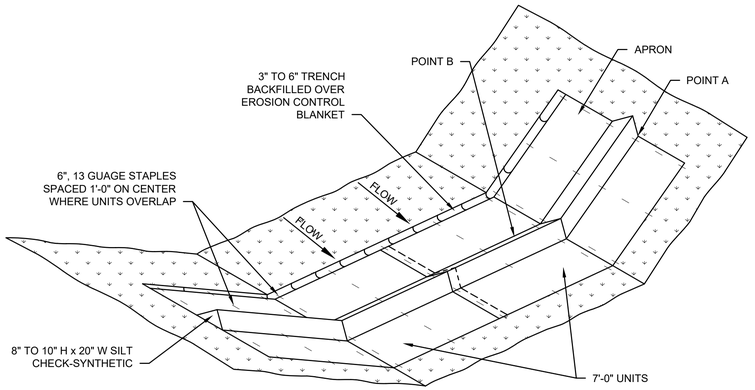
TYPE 2 AND 3: HIGH AND LOW
WITH EROSION CONTROL



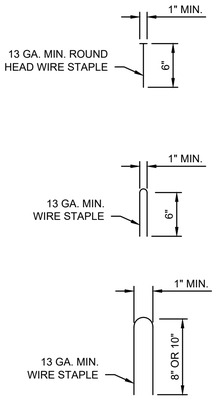
TYPE 4 SECTION



TYPE 4 SECTION

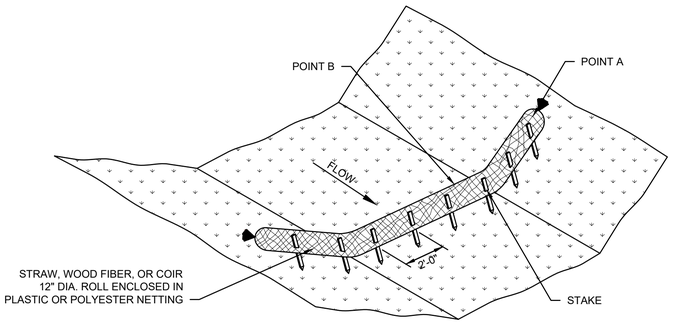


SILT CHECK: TYPE 4



1 C-102 WIRE STAPLE DETAIL

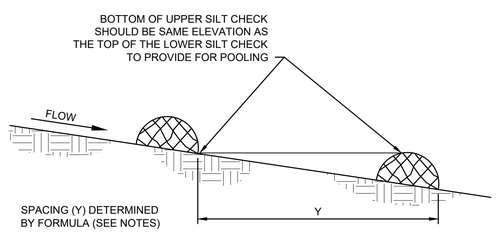
SCALE: NOT TO SCALE



TYPE 1, 2 AND 3: HIGH AND LOW
USE ON ROUGH GRADED AND BARE SOIL AREAS

1 C-102 SILT CHECK SPACING DITCH DETAIL

SCALE: NOT TO SCALE



1 C-102 SILT CHECK SPACING DITCH DETAIL

SCALE: NOT TO SCALE

GENERAL SHEET NOTES

1. APPROXIMATE SPACING BETWEEN EACH DITCH CHECK SHOULD BE DETERMINED FROM THE FOLLOWING SPACING FORMULA:

   1.1. APPROXIMATE SPACING OF DITCH CHECKS (FT.) = Y = $\frac{\text{SILT CHECK HIEGHT (FT.)}}{\text{\% CHANNEL SLOPE}}$ x 100

2. POINT A MUST BE A MINIMUM OF 6" HIGHER THAN POINT B TO ENSURE THAT WATER FLOWS OVER THE CHECK AND NOT AROUND THE ENDS.

3. PERMANENT ROCK CHECKS PLACED WITHIN THE CLEAR ZONE WILL NEED TO BE 18" OR LESS IN HEIGHT. A 10:1 APPROACH AND DEPARTURE SLOPE SHALL BE PROVIDED.

4. THE TRENCH ON THE UPSTREAM SIDE OF THE SILT CHECK IS NOT REQUIRE IF THE EROSION CONTROL BLANKET CONTINUES IN THE ENTIRE LENGTH OF THE DITCH.

5. THE MANUFACTURERS RECOMMENDED INSTALLATION DETAILS SHALL GOVERN OVER THE PLANS.

6. SEE STAKING DETAIL ON SHEET 268.

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REVISIONS

REV. NO.	DATE	DESCRIPTION

EROSION CONTROL DETAILS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

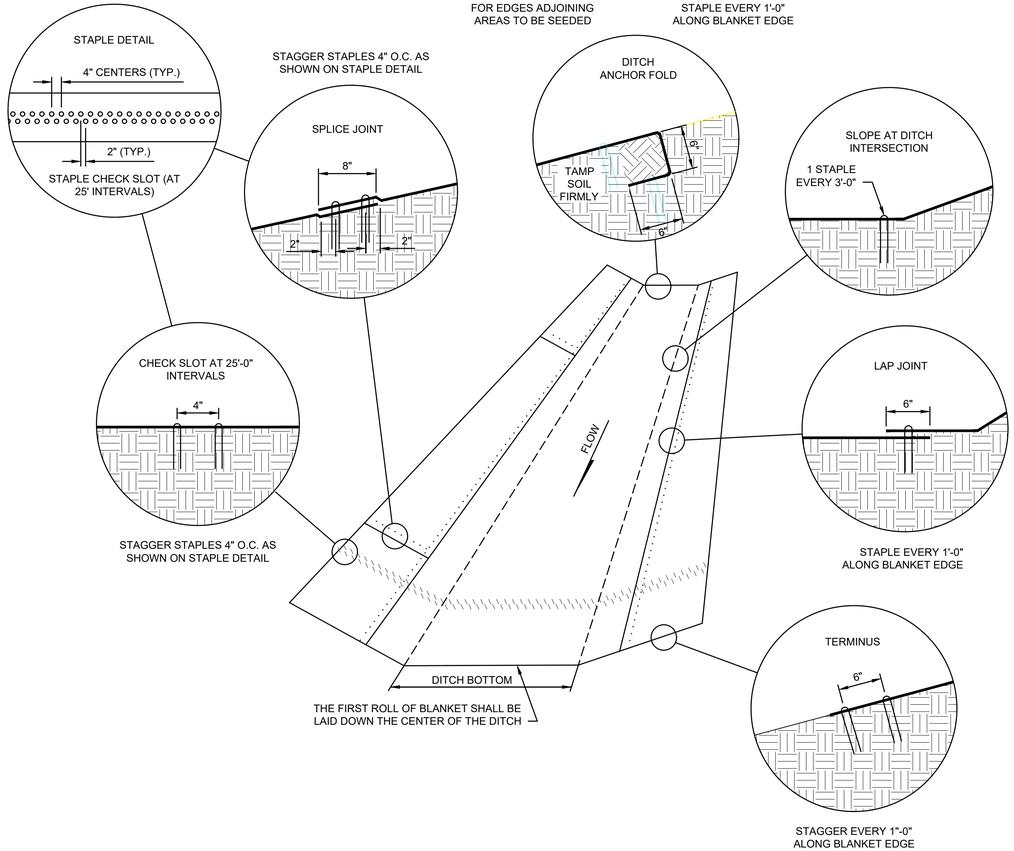
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drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

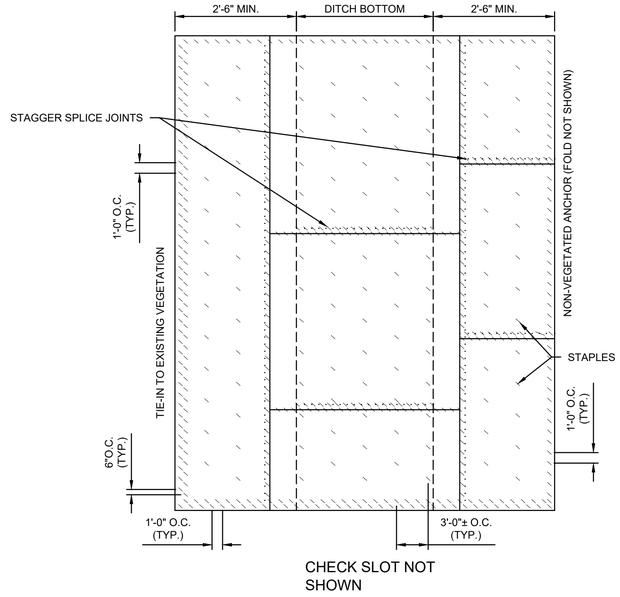
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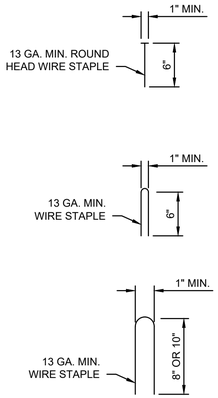
1 C-102 TYPICAL SOIL RETENTION BLANKET INSTALLATION

SCALE: NOT TO SCALE



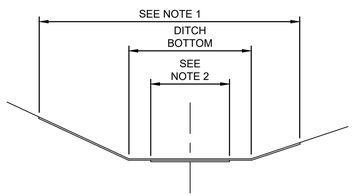
2 C-102 PLAN VIEW STAPLING DIAGRAM

SCALE: NOT TO SCALE



3 C-102 WIRE STAPLE DETAIL

SCALE: NOT TO SCALE



NOTES

1. SOIL RETENTION BLANKET SHALL BE LAID A MINIMUM OF 2'-6" UP THE BACKSLOPE AND FORESLOPE.
2. THE FIRST ROLL OF BLANKET SHALL BE LAID DOWN THE CENTER OF THE DITCH.
2. EROSION CONTROL BLANKET SHALL BE INSPECTED AND REPAIRED AS REQUIRED AND DIRECTED BY ENGINEER OR AS REQUIRED BY NPDES PERMIT. ASSOCIATED COSTS ARE CONSIDERED SUBSIDIARY TO THE RESPECTIVE BID ITEM.

4 C-102 DRAINAGE SWALE STABILIZATION DETAIL

SCALE: NOT TO SCALE

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AIP NO. 3-31-0109-025/026/027/028

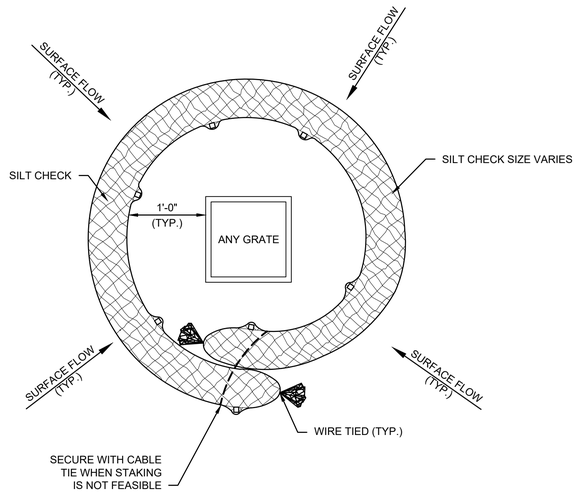
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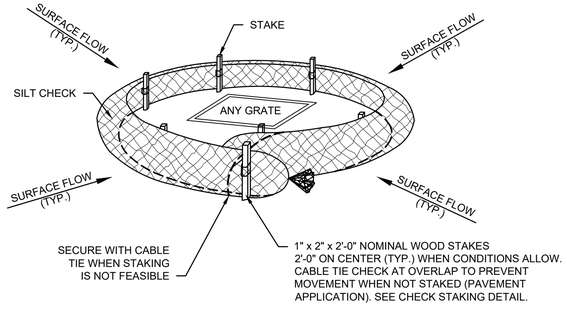
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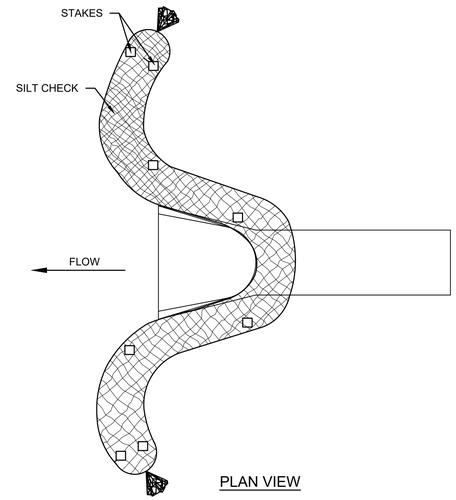


PLAN VIEW



1 C-102 SILT CHECK INLET FILTER PERSPECTIVE VIEW

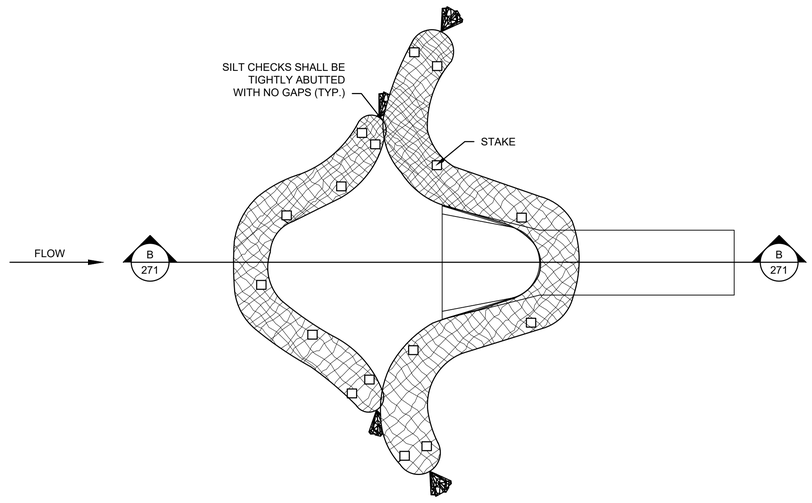
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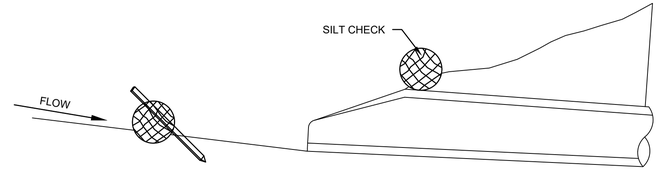
PLAN VIEW

1 C-102 SILT CHECK OUTLET PROTECTION

SCALE: NOT TO SCALE



PLAN VIEW



SECTION B-B

2 C-102 SILT CHECK INLET PROTECTION

SCALE: NOT TO SCALE

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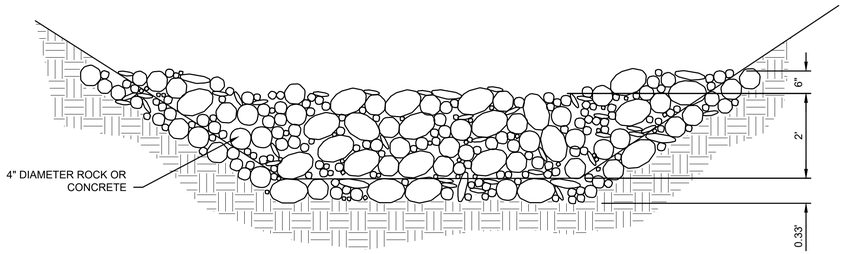
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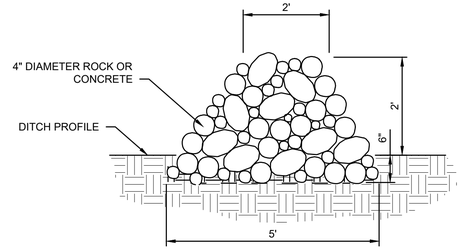
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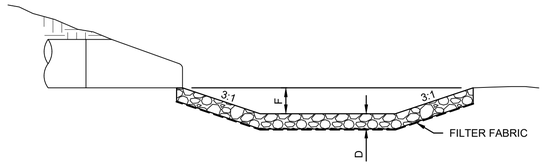
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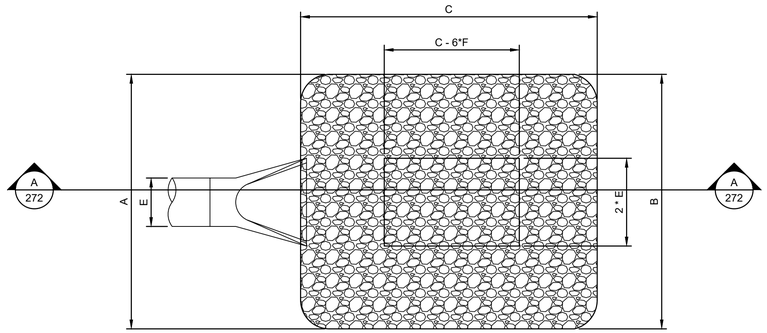
CROSS SECTION

1 C-102 ROCK CHECK DETAIL

SCALE: NOT TO SCALE



SECTION A-A



PLAN

ROCK RIPRAP SCOUR HOLE DIMENSIONS					
STATION	**A/B**	**C**	**D**	**F**	**NOTES**
99+50	14	15	2.4	1.5	SEE SHEET 225
229+00	13	15	1.9	1.5	SEE SHEETS 145 AND 265

2 ROCK RIPRAP SCOUR HOLE DETAIL

SCALE: NOT TO SCALE

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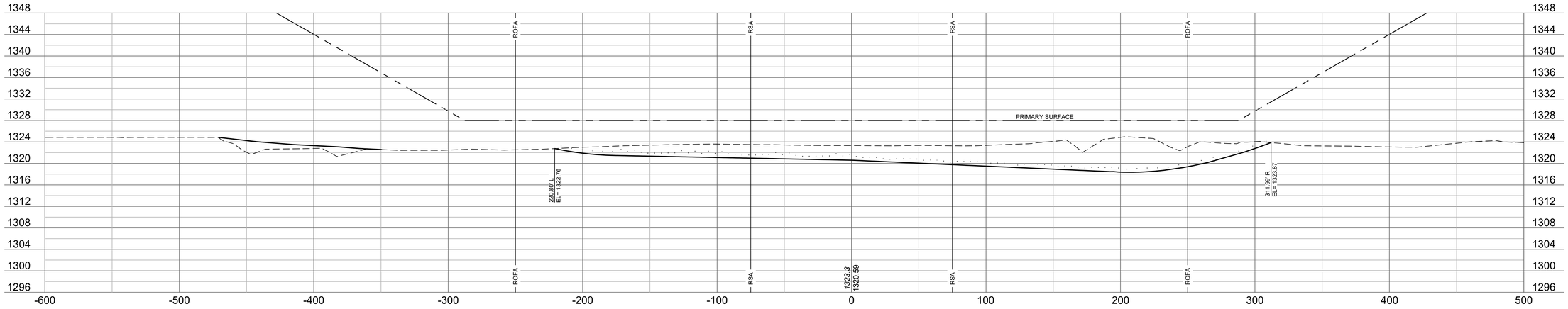
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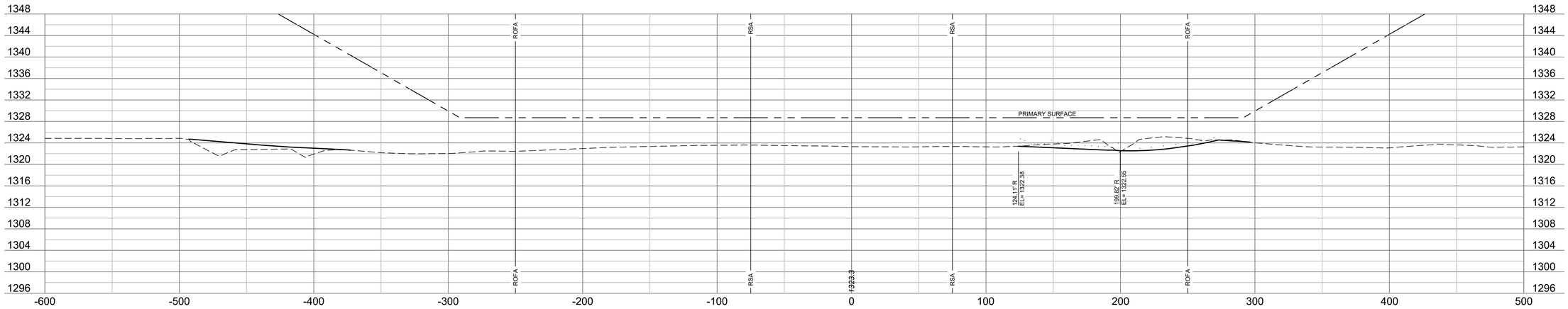
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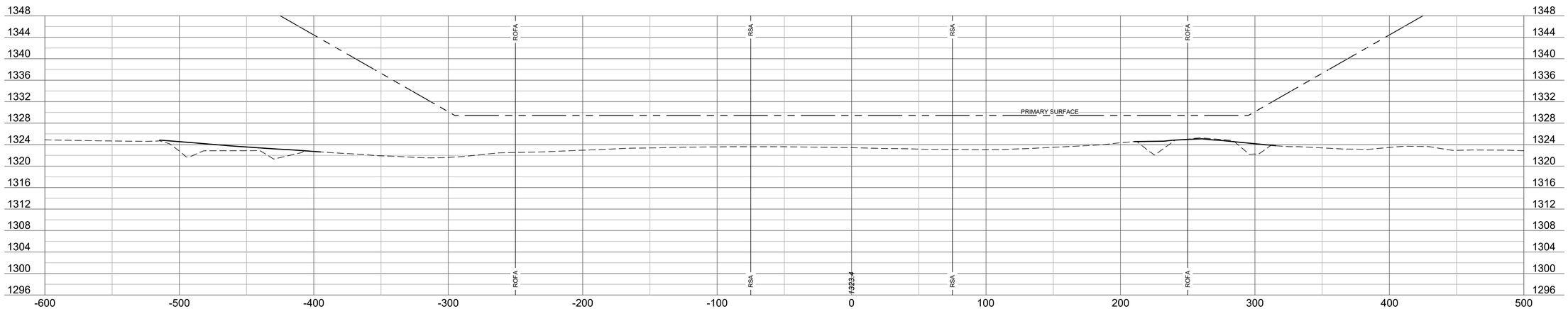
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95+50



95+25



95+00

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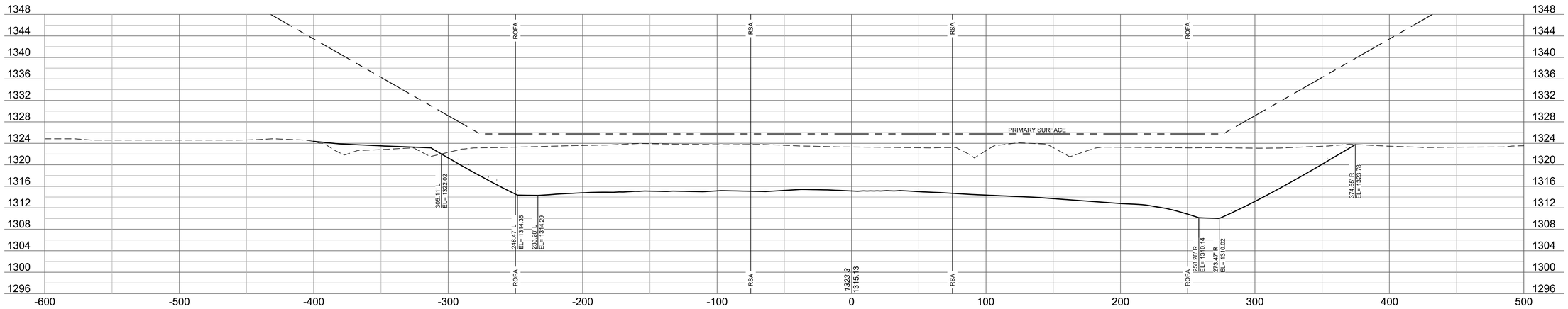
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AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

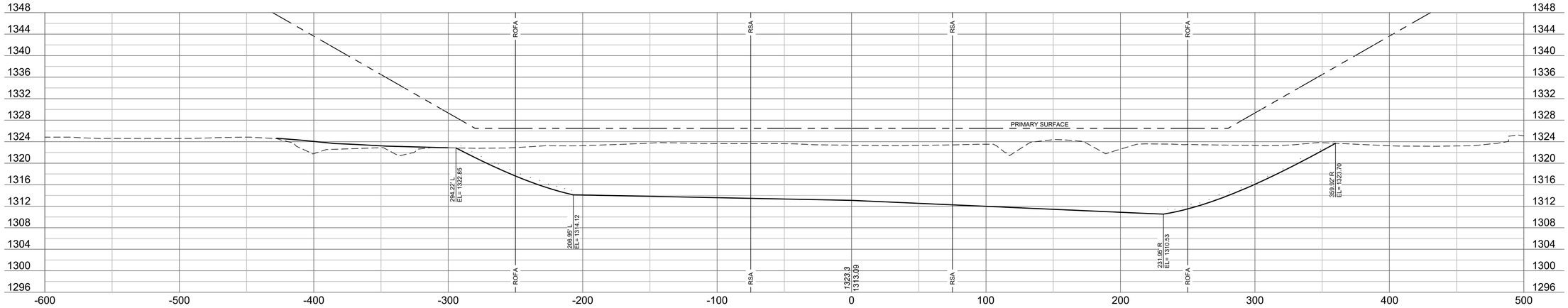
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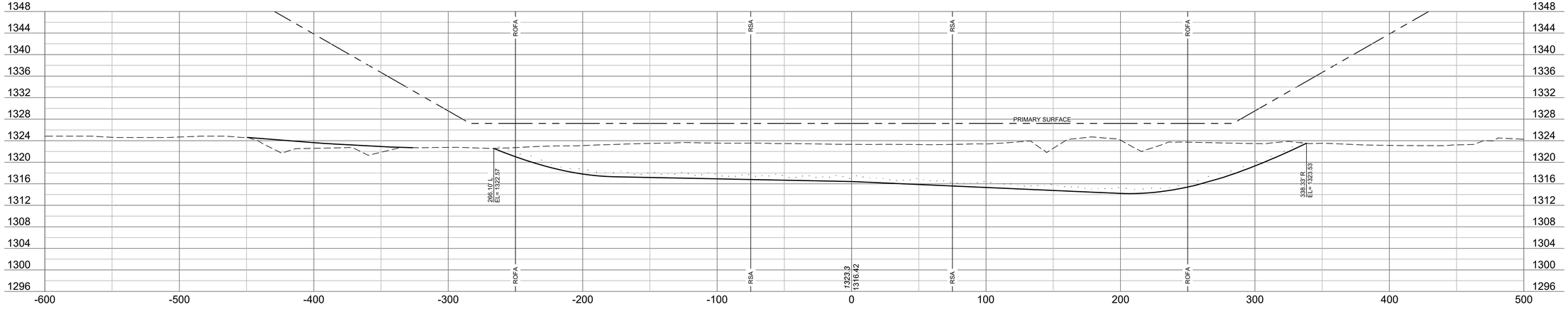
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96+25



96+00



95+75

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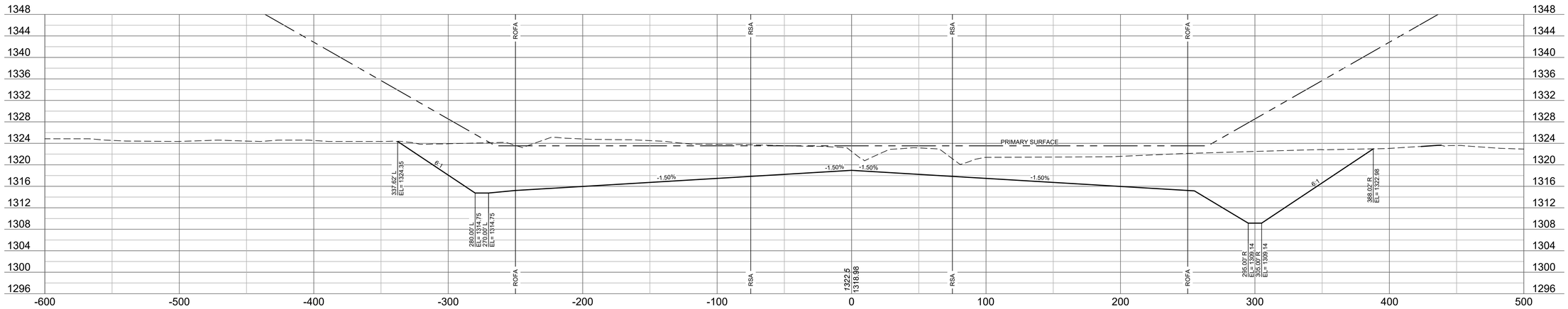
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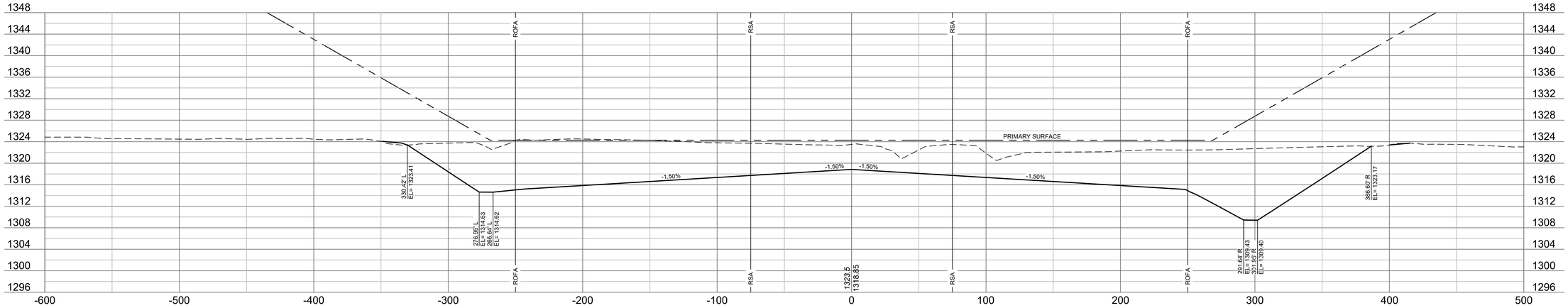
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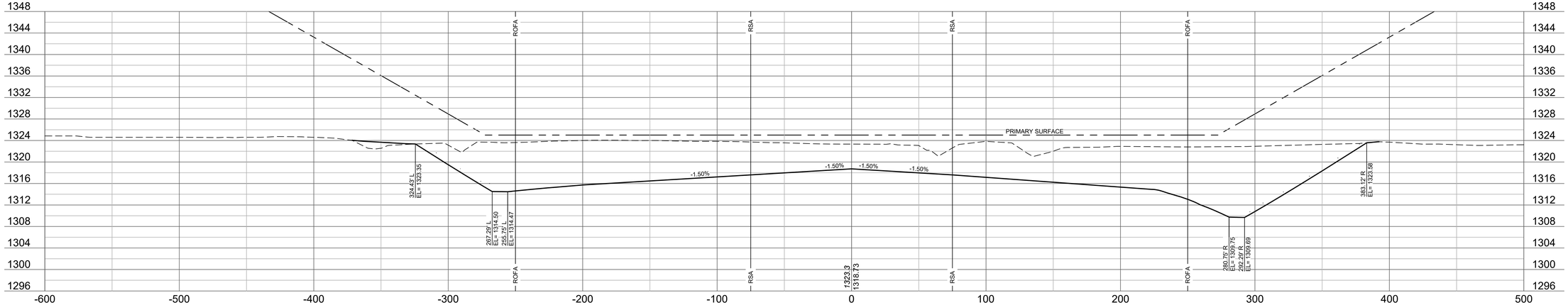
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96+75



96+50

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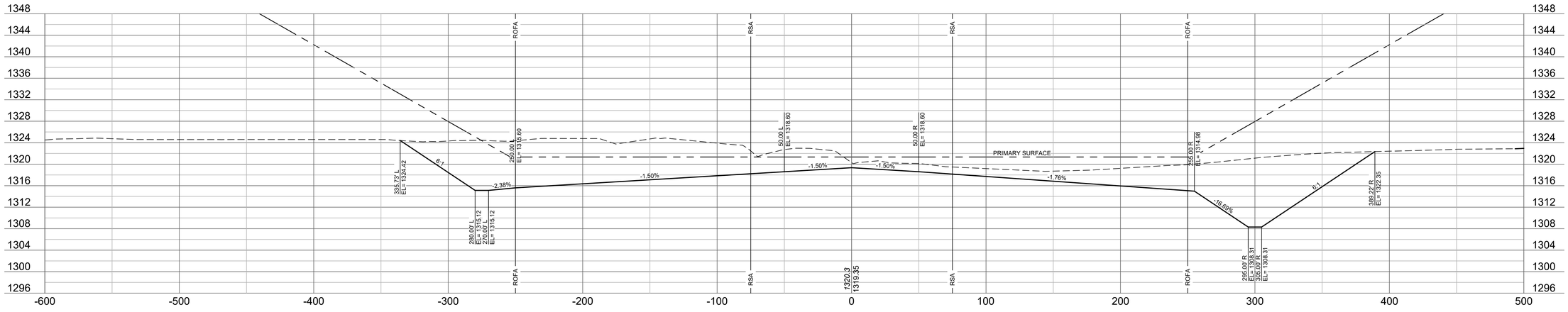
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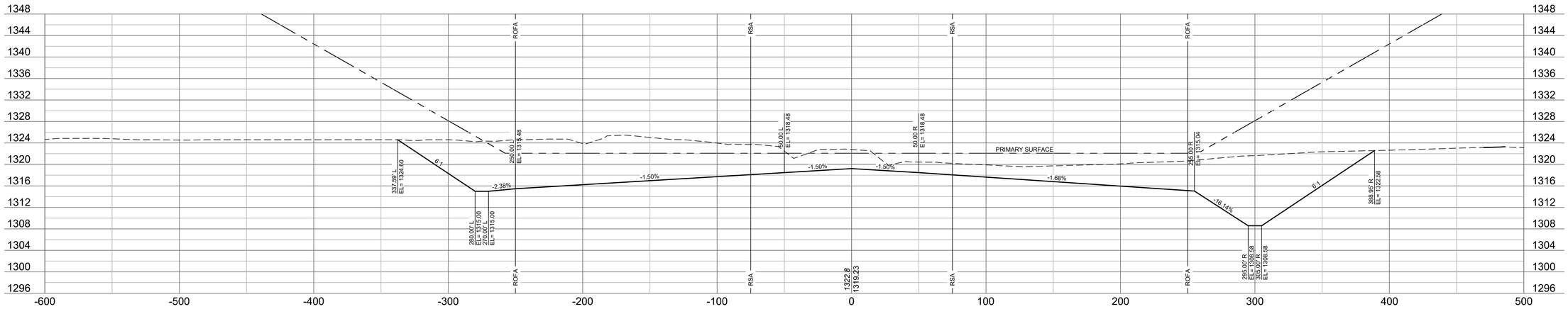
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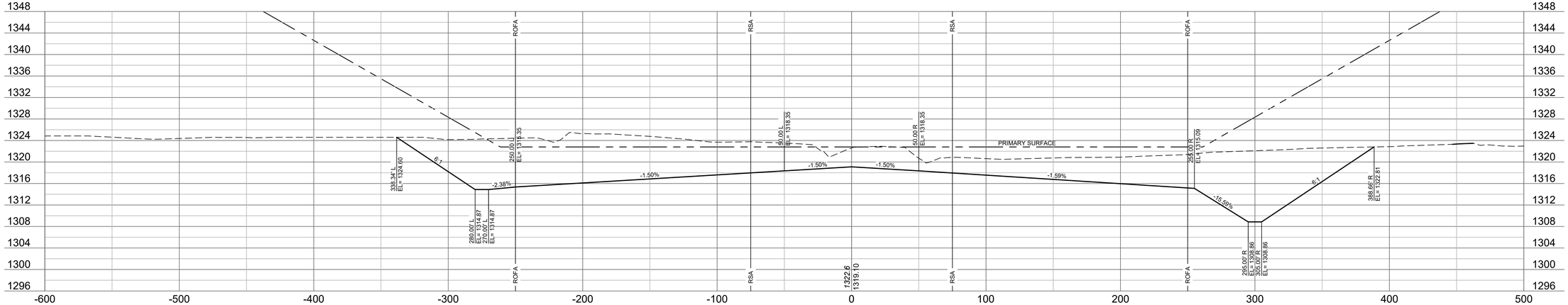
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97+75



97+50



97+25

SCHEDULE 2

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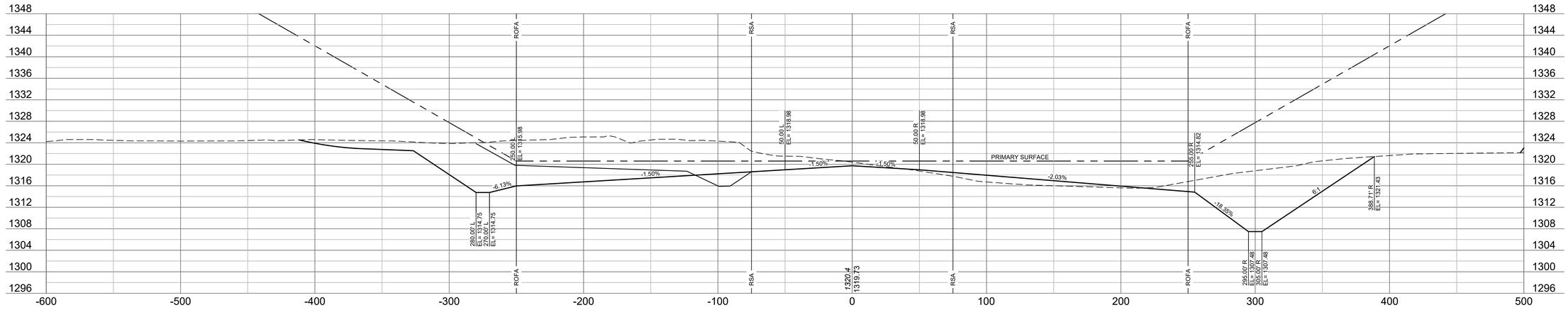
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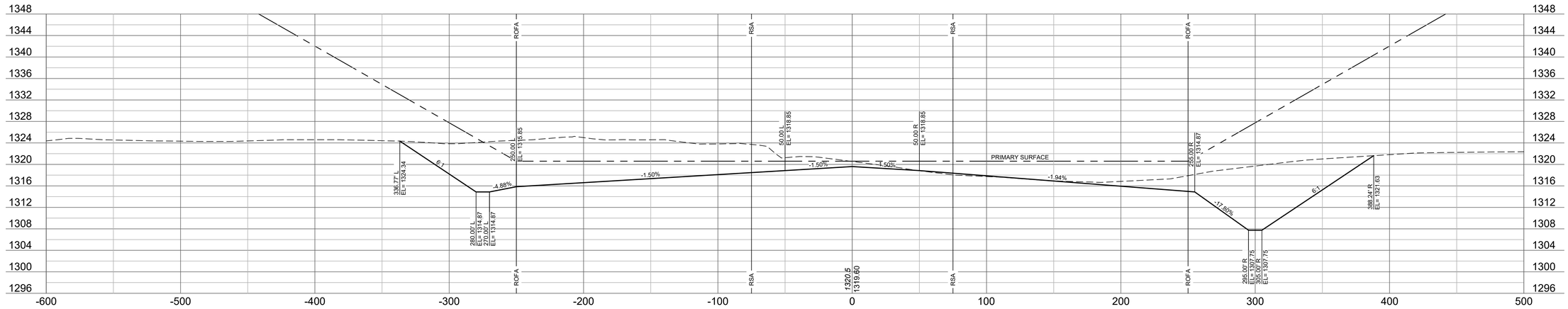
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

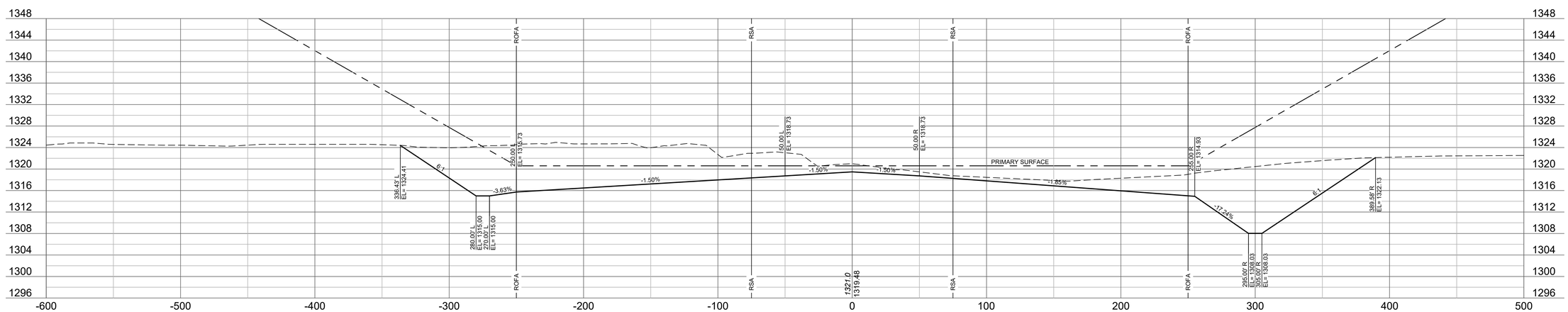
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drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

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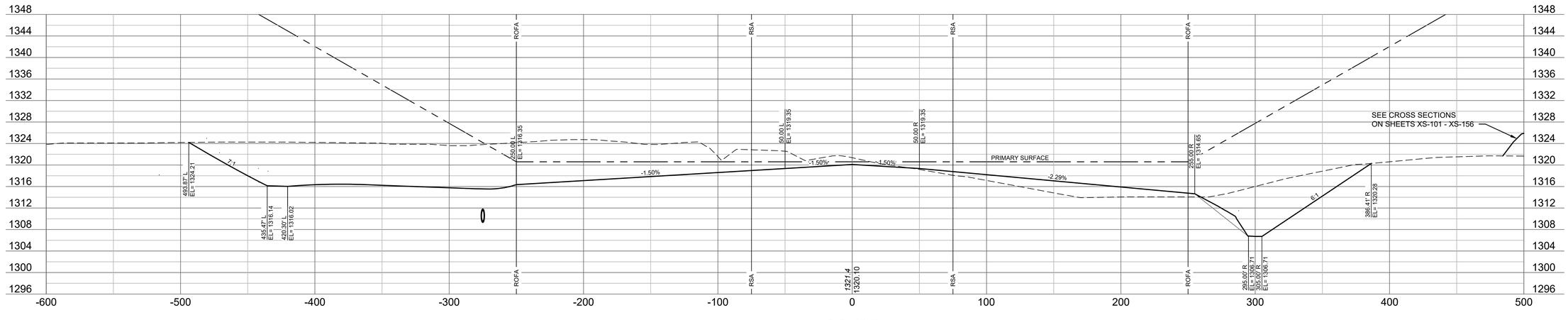
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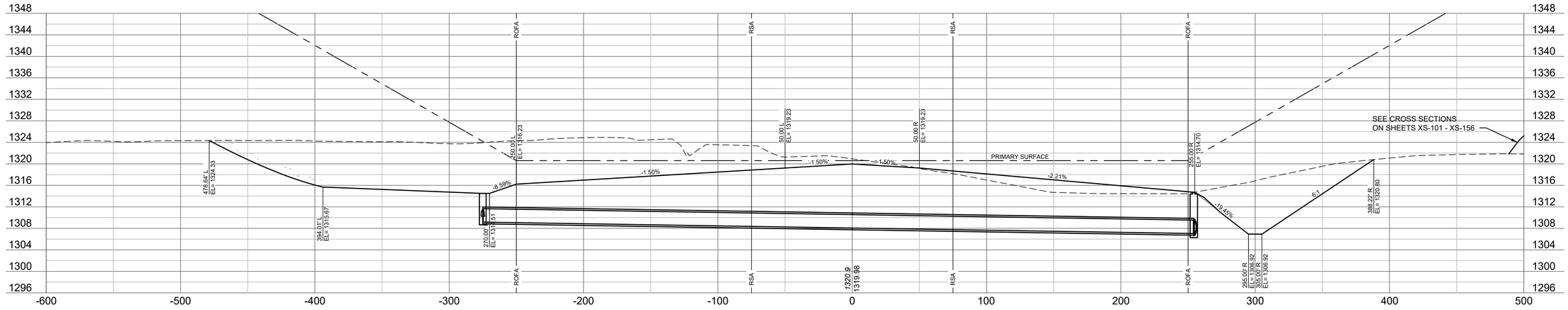
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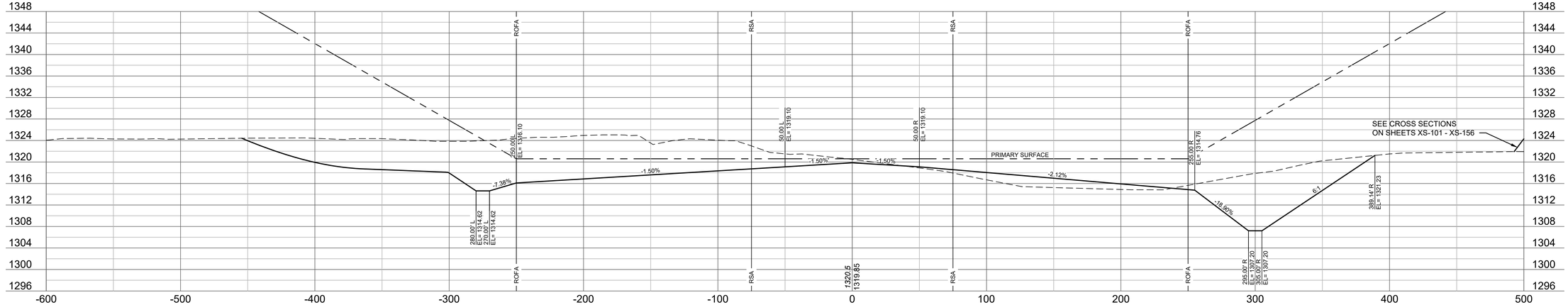
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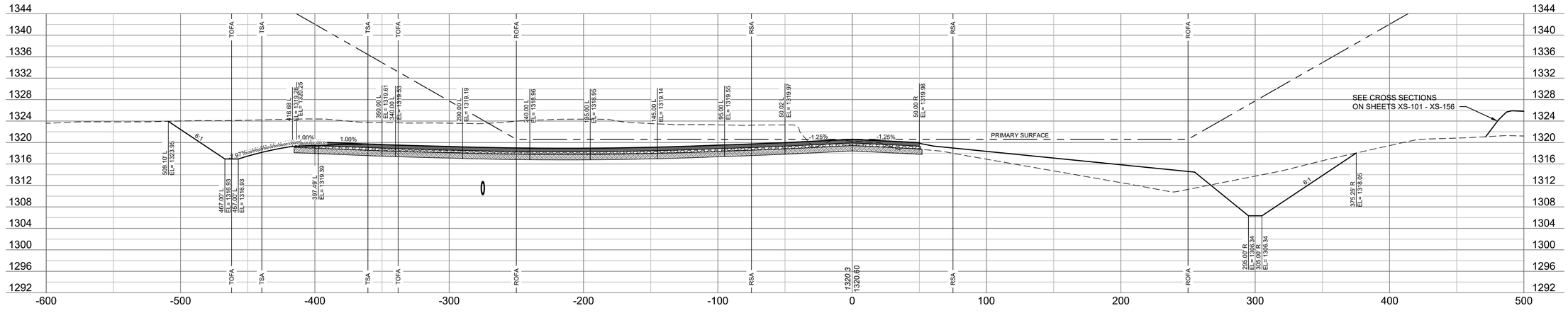
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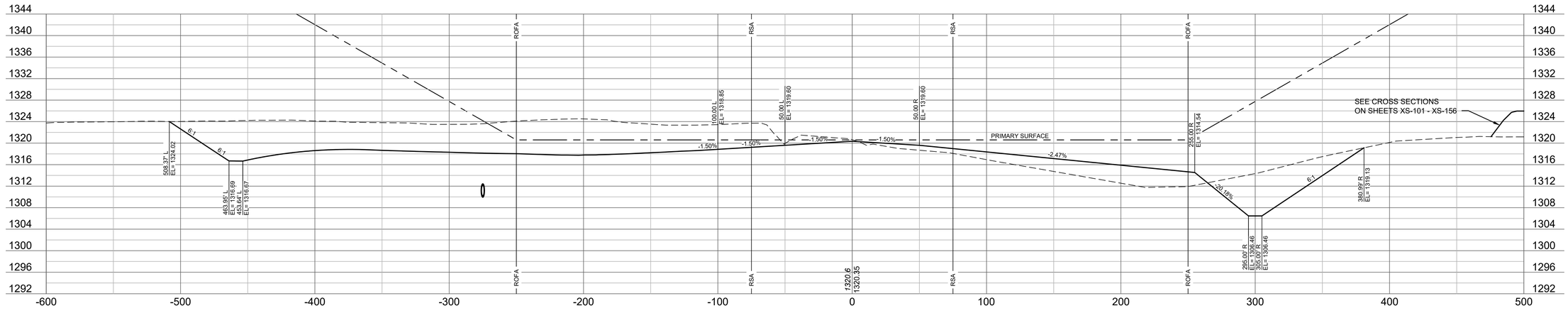
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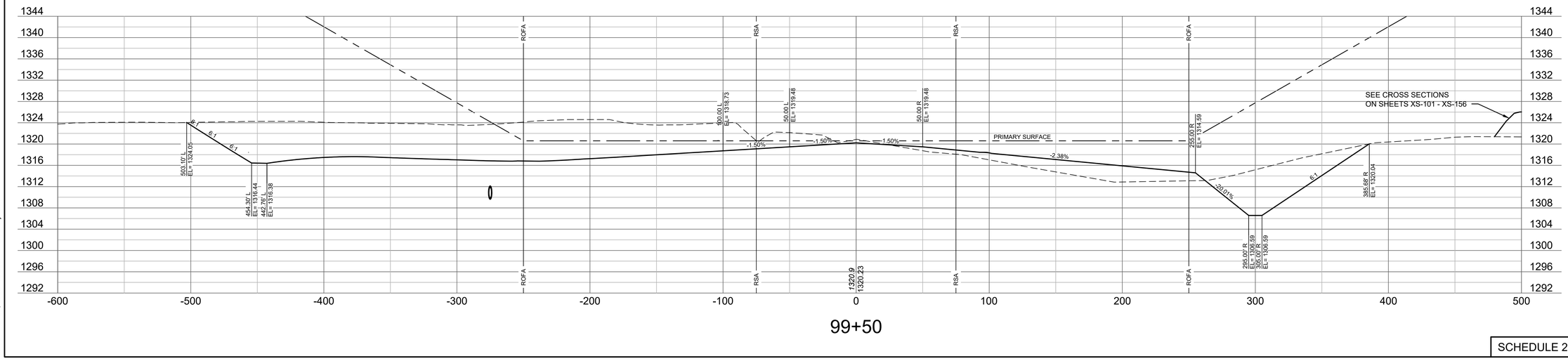
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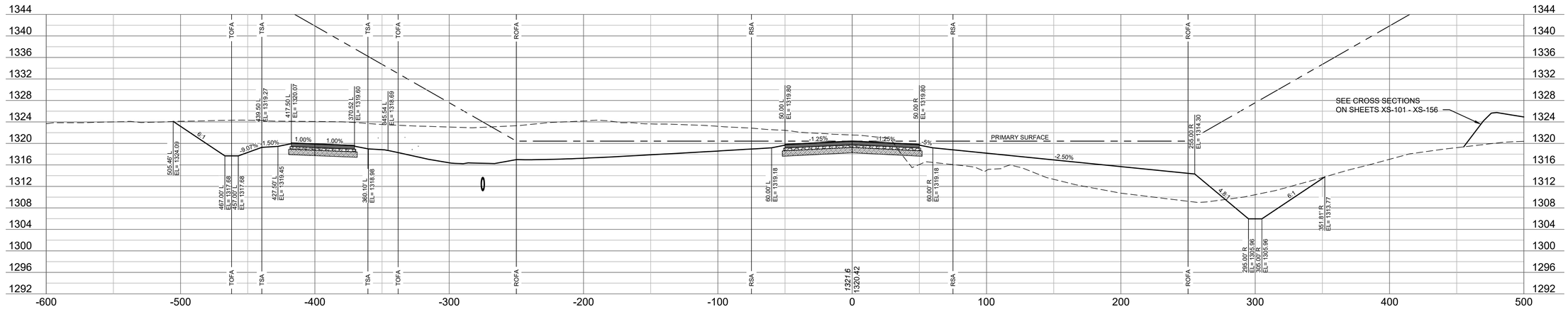
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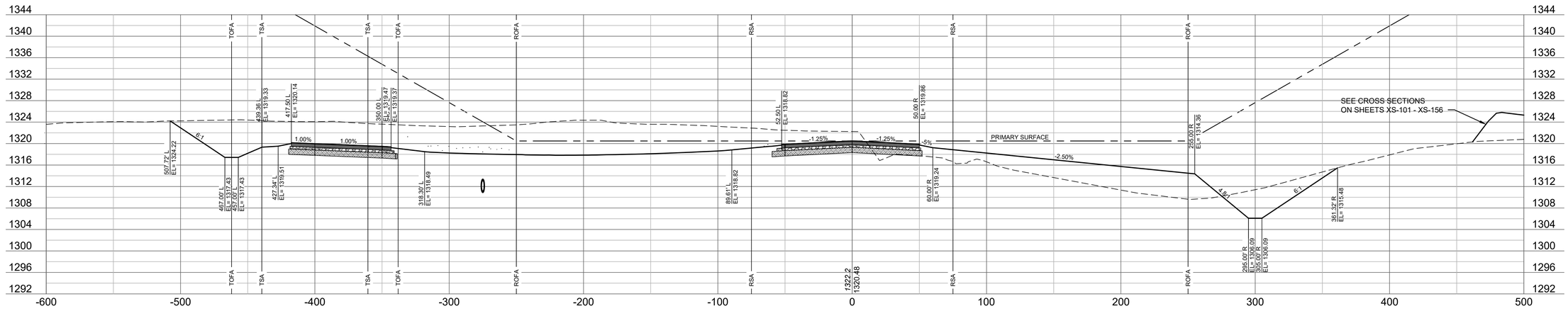
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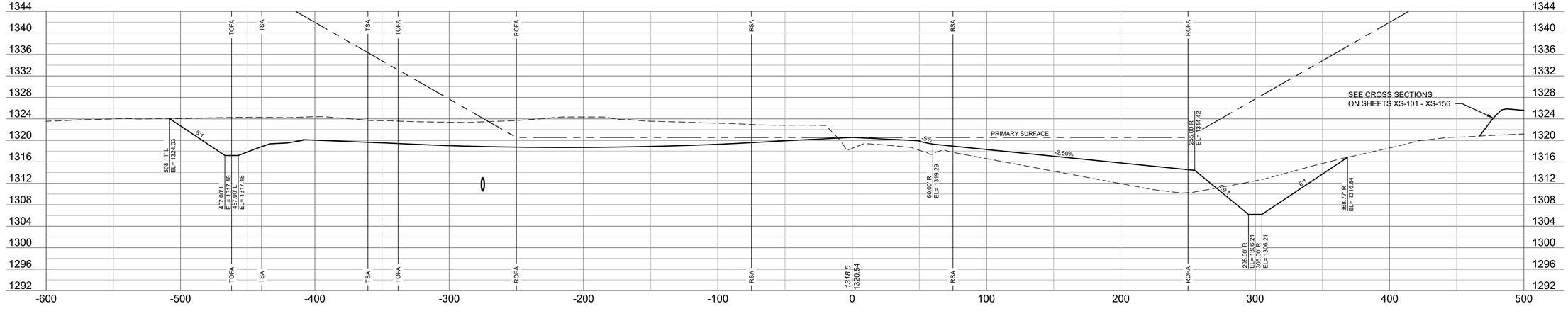
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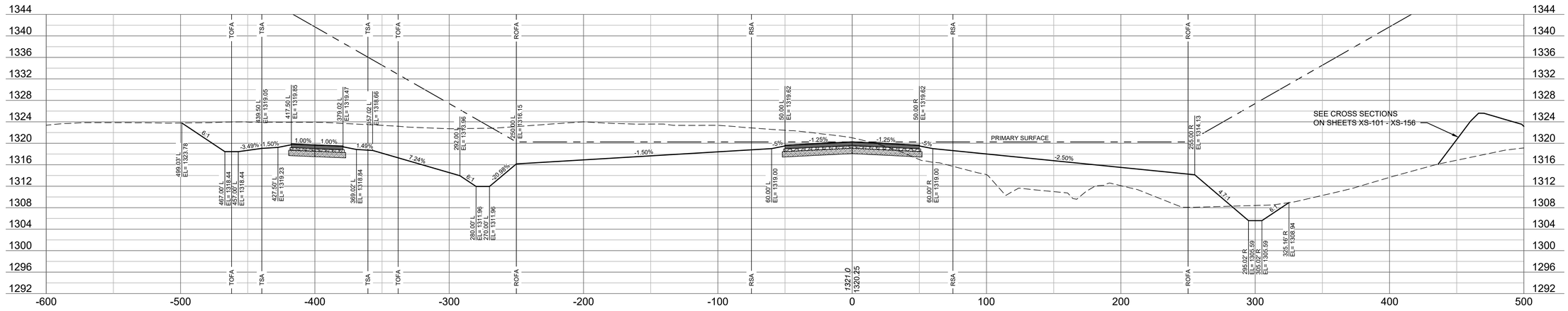
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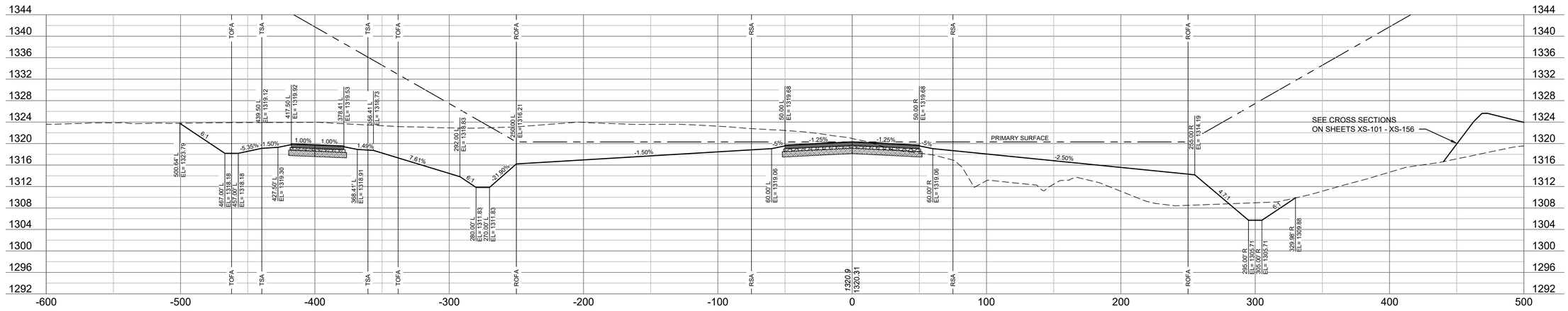
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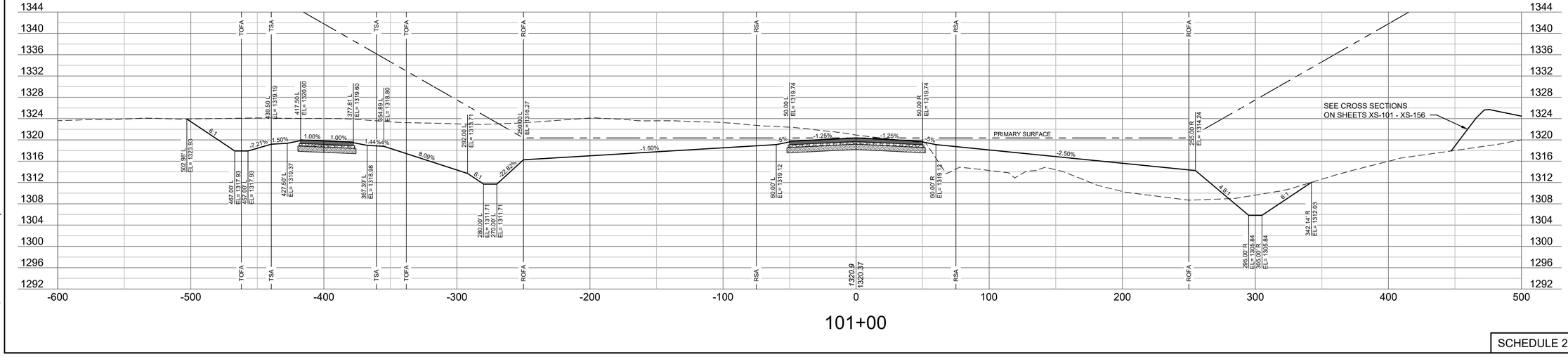
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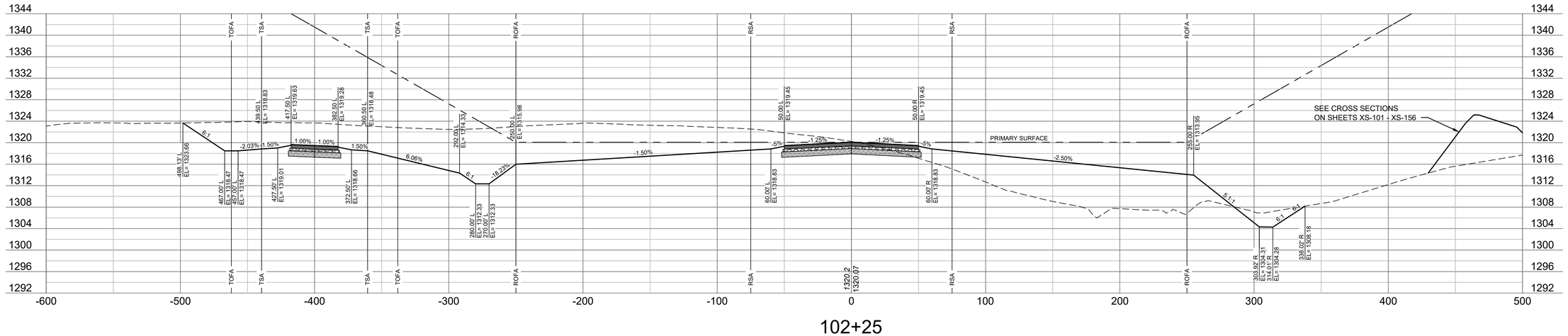
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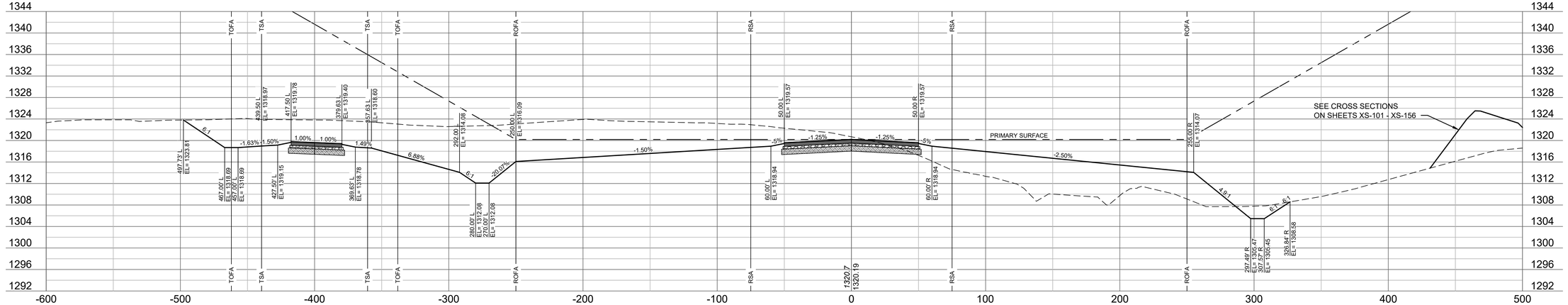
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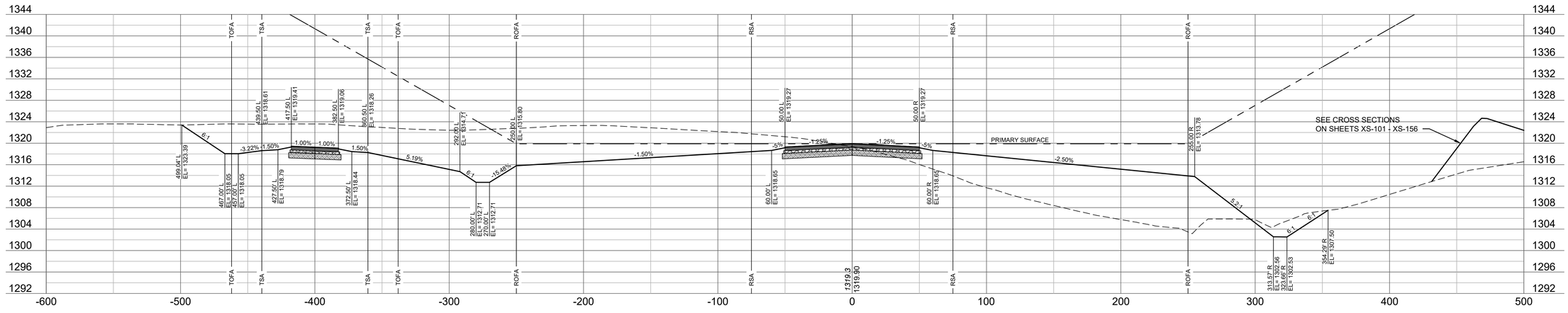
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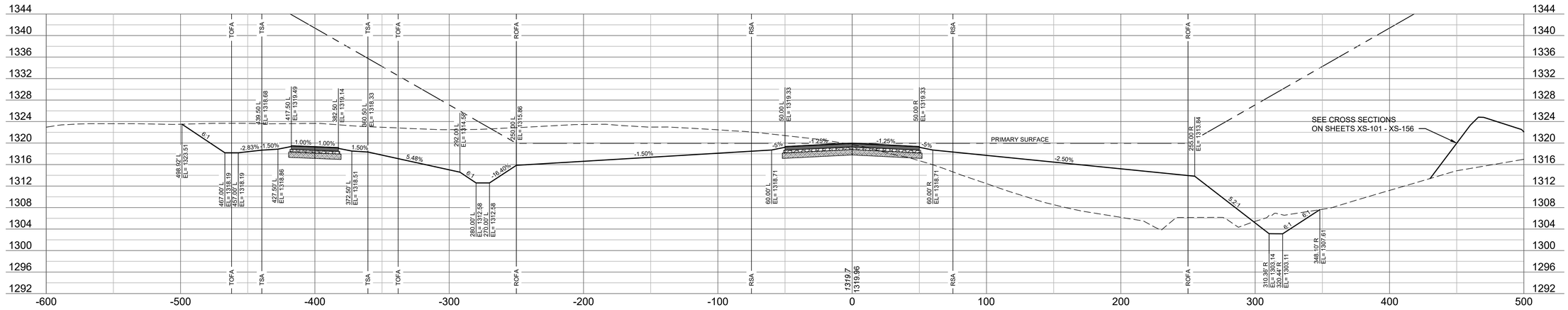
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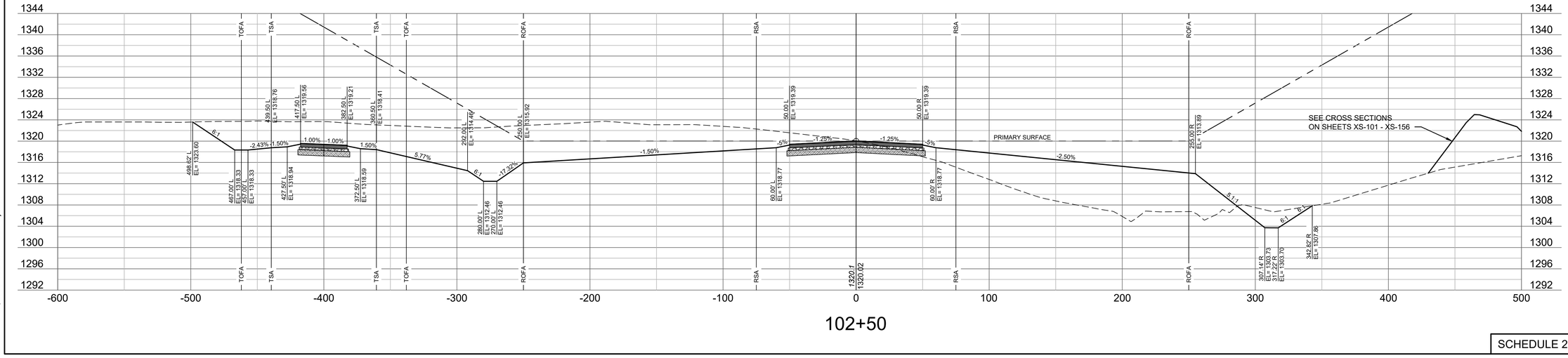
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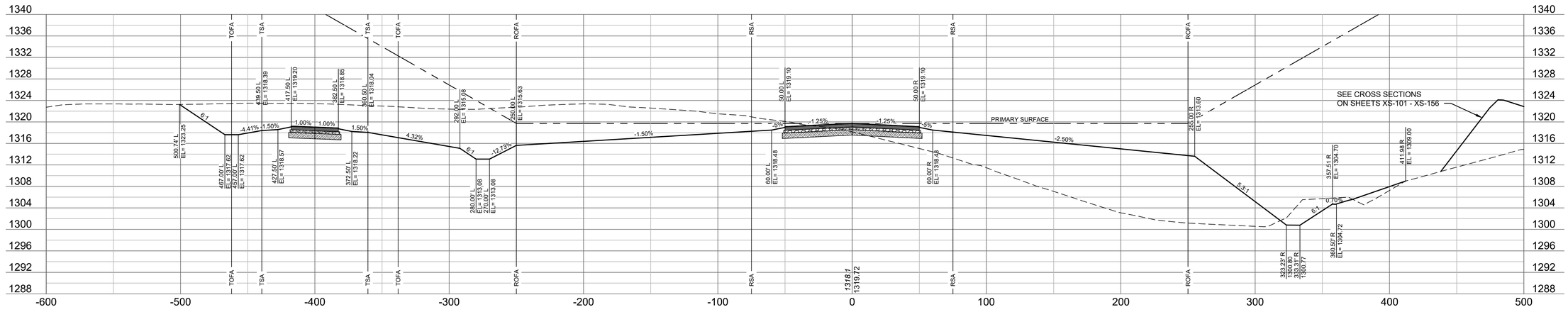
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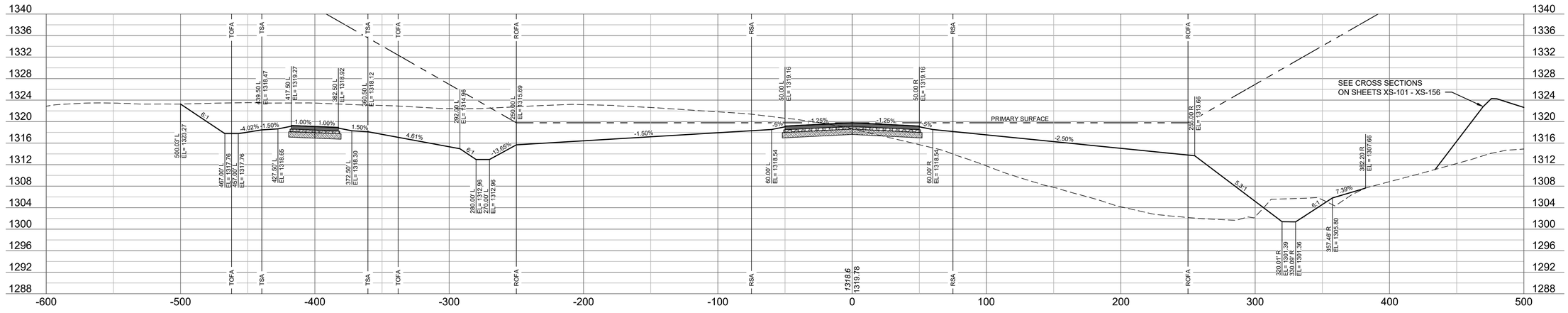
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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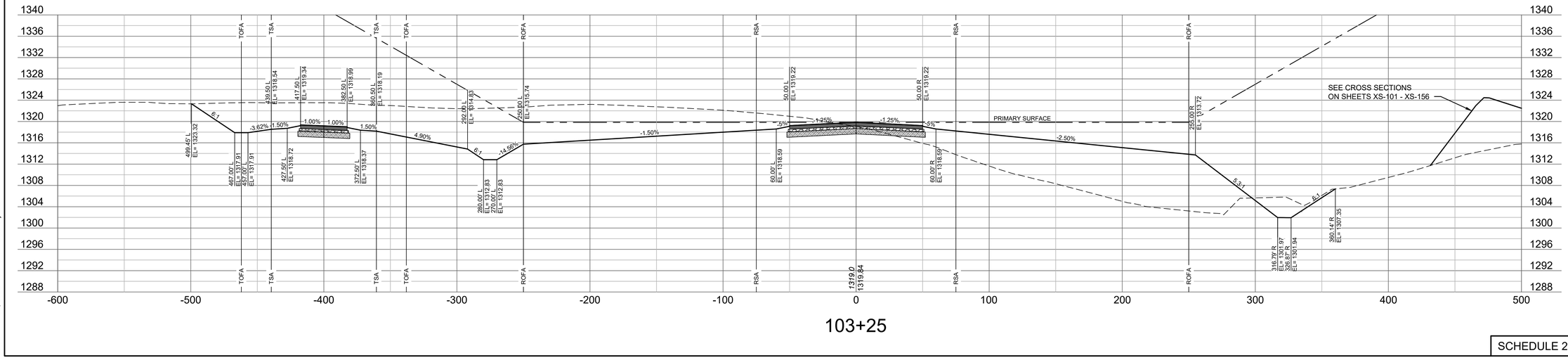
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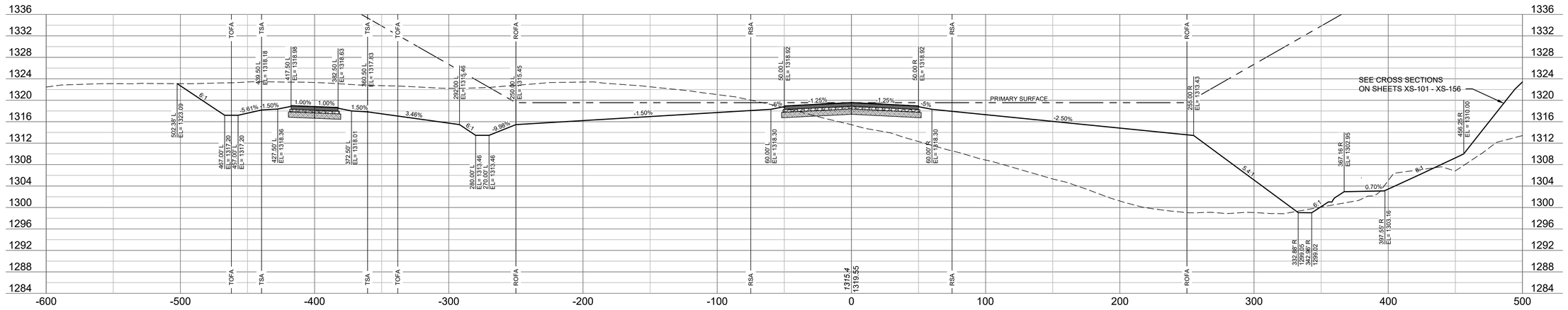
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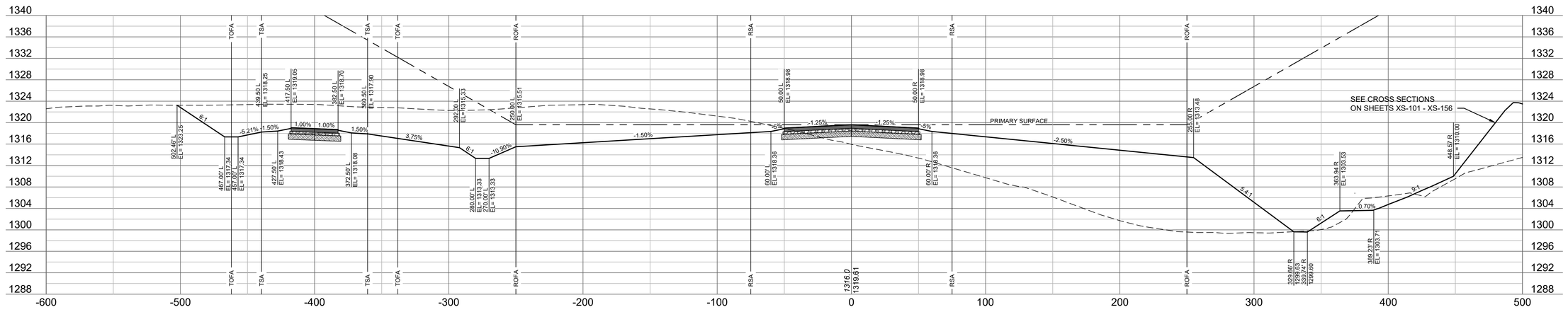
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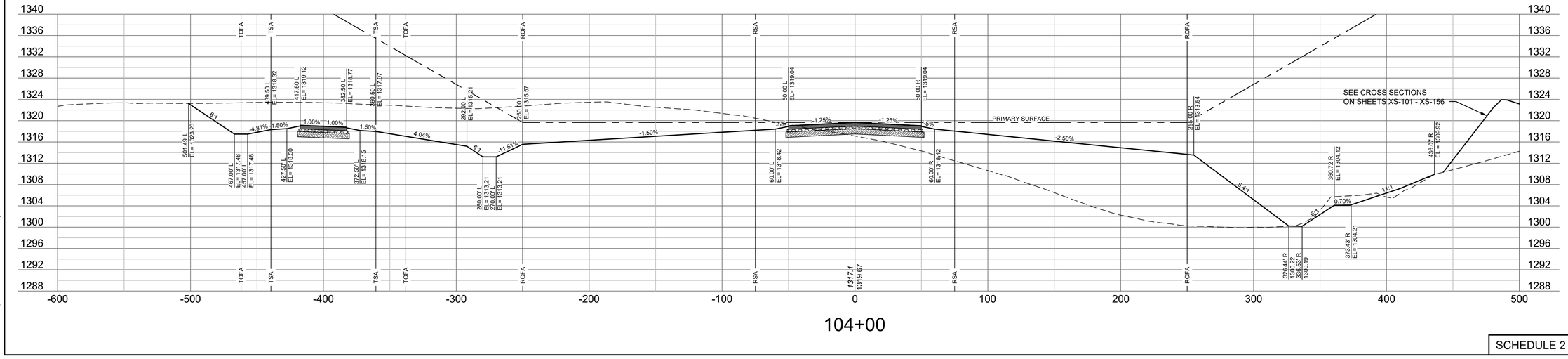
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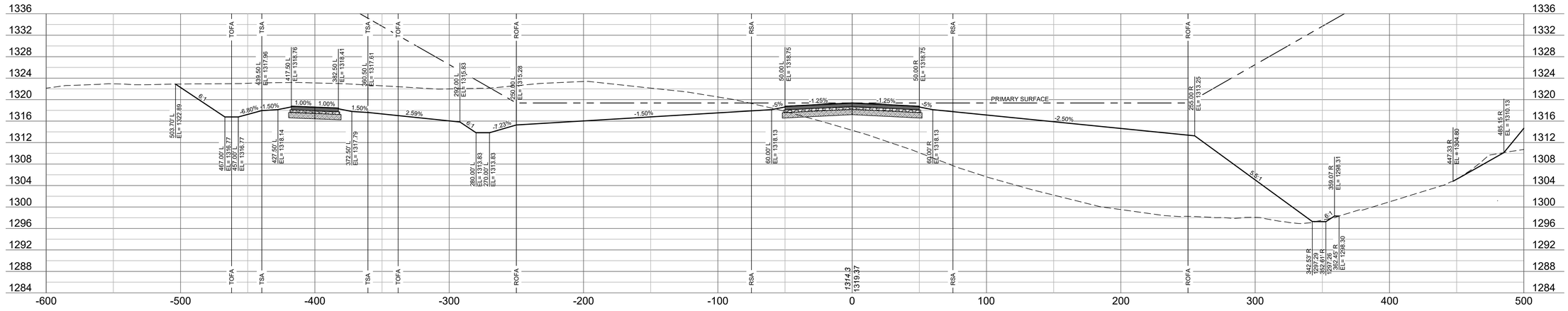
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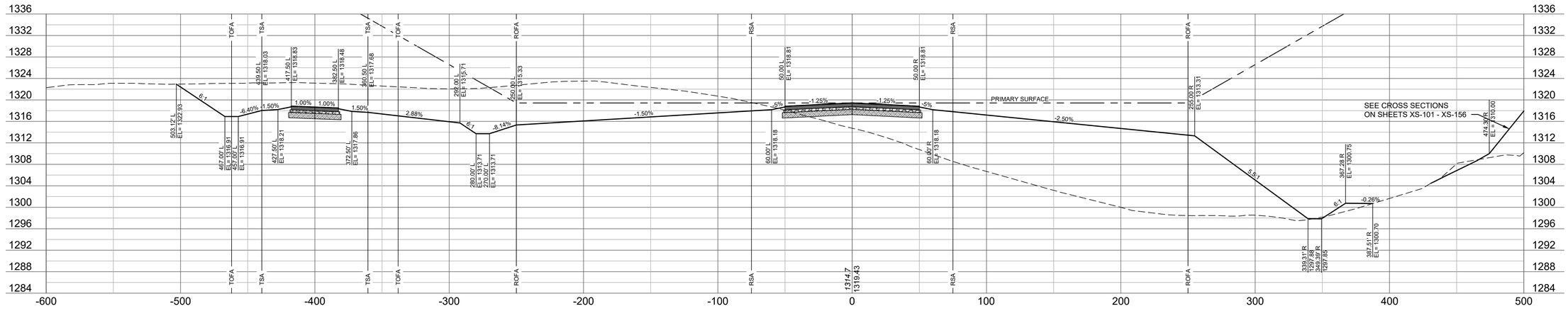
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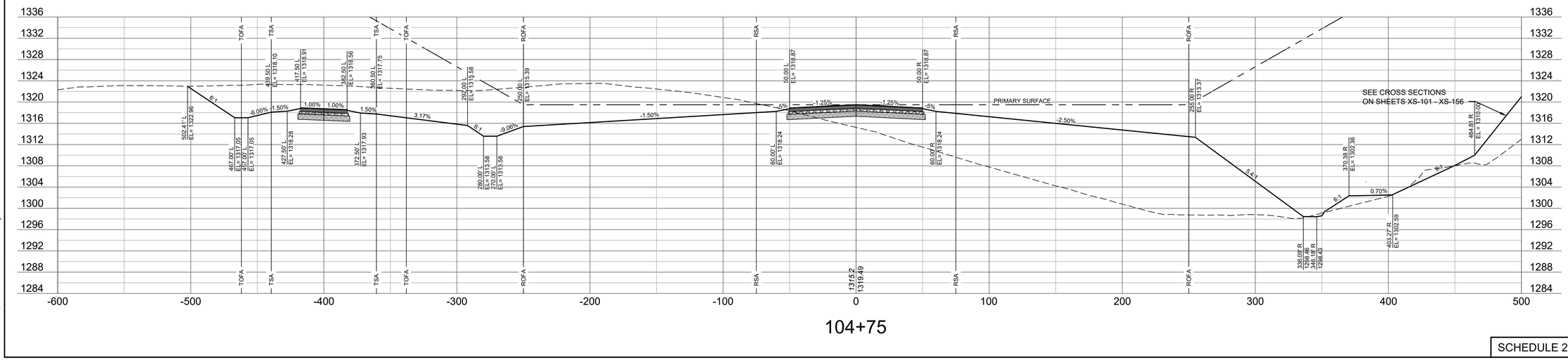
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XS-212

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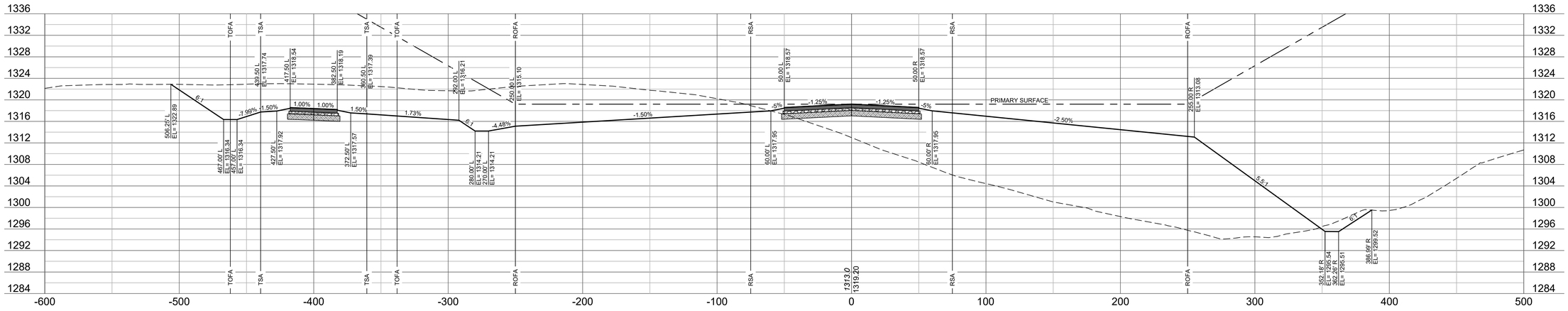
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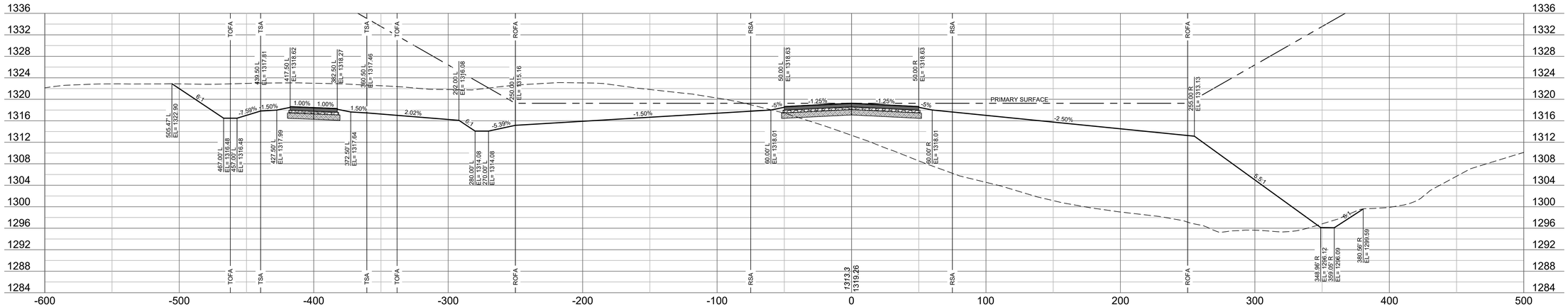
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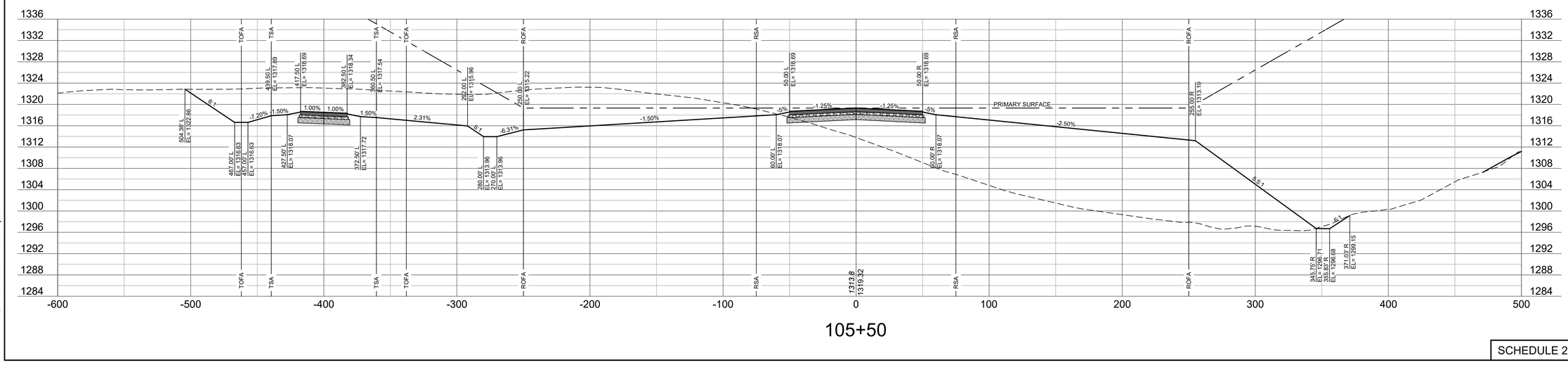
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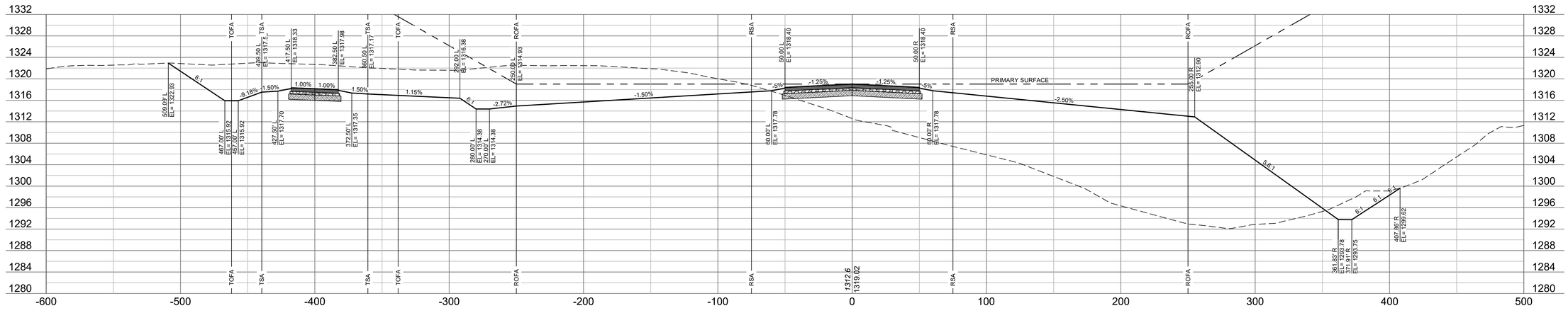
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AIP NO. 3-31-0109-025/026/027/028

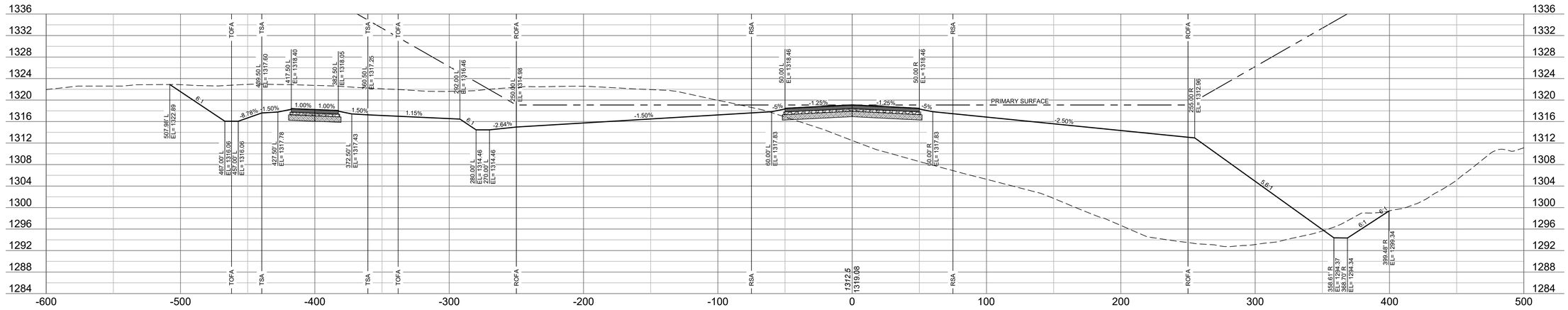
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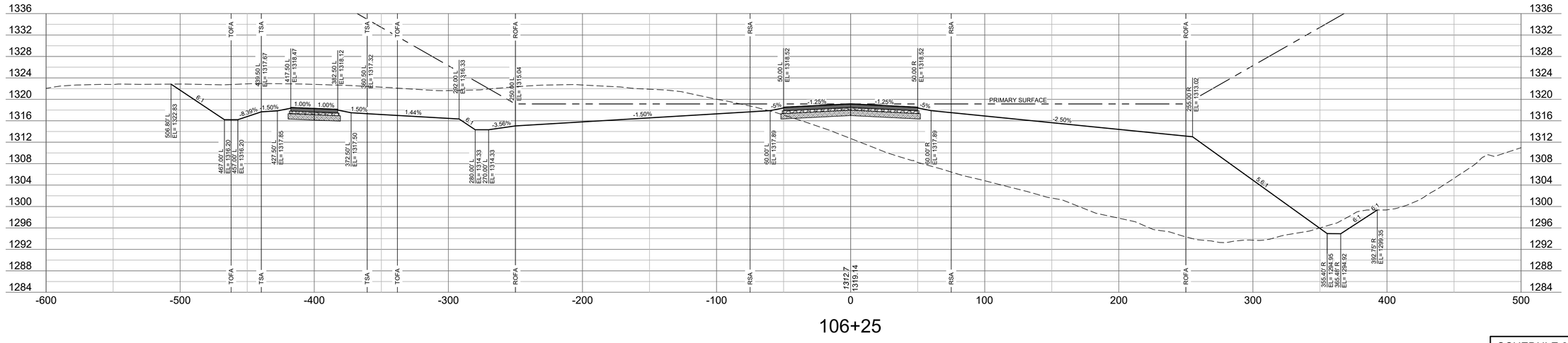
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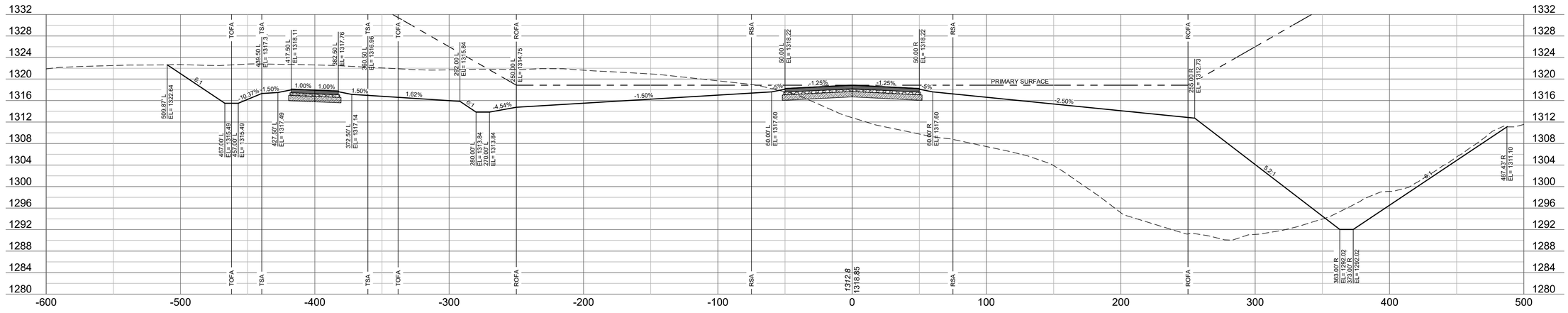
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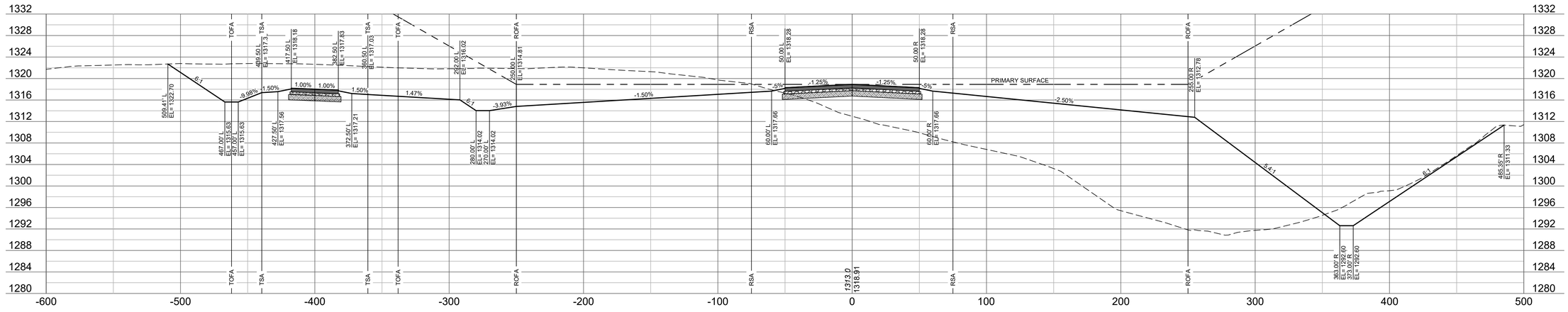
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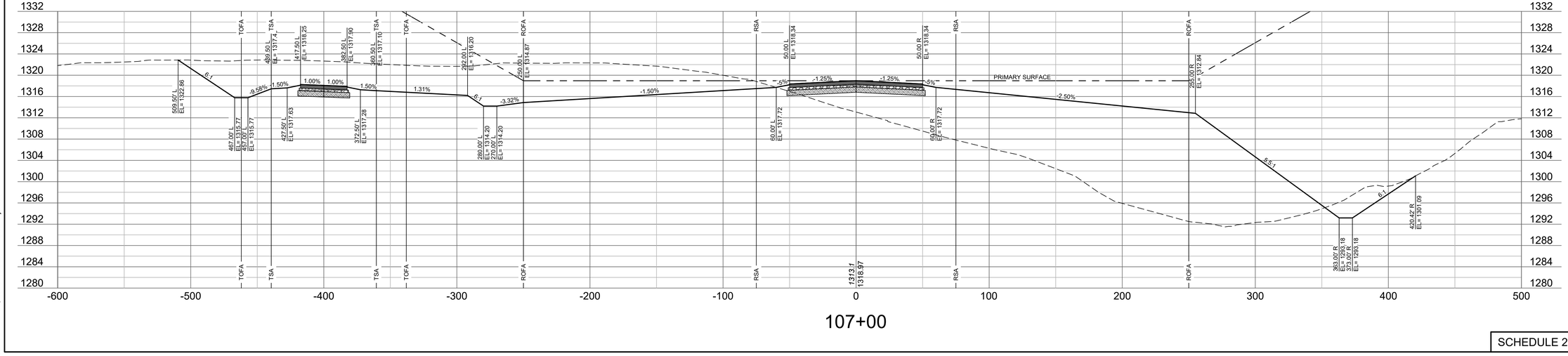
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107+50



107+25



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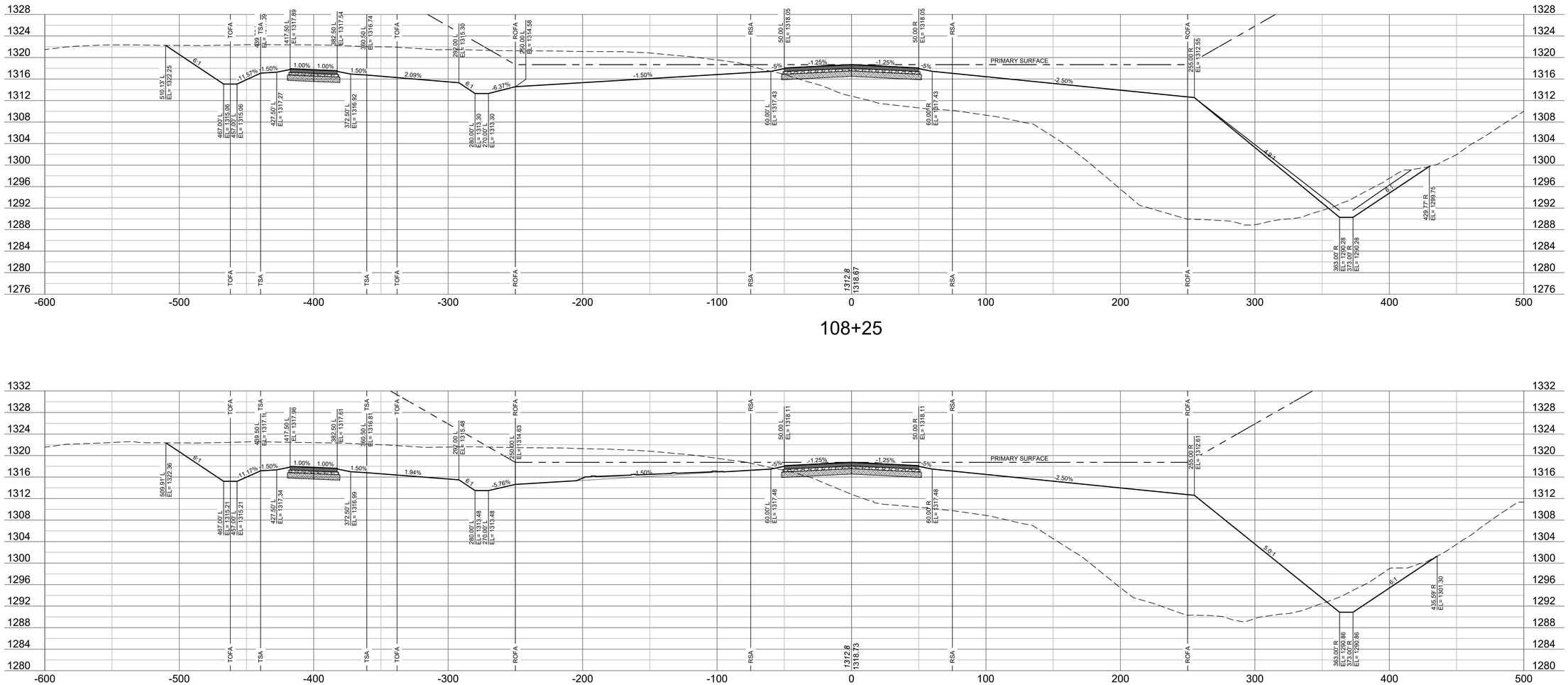
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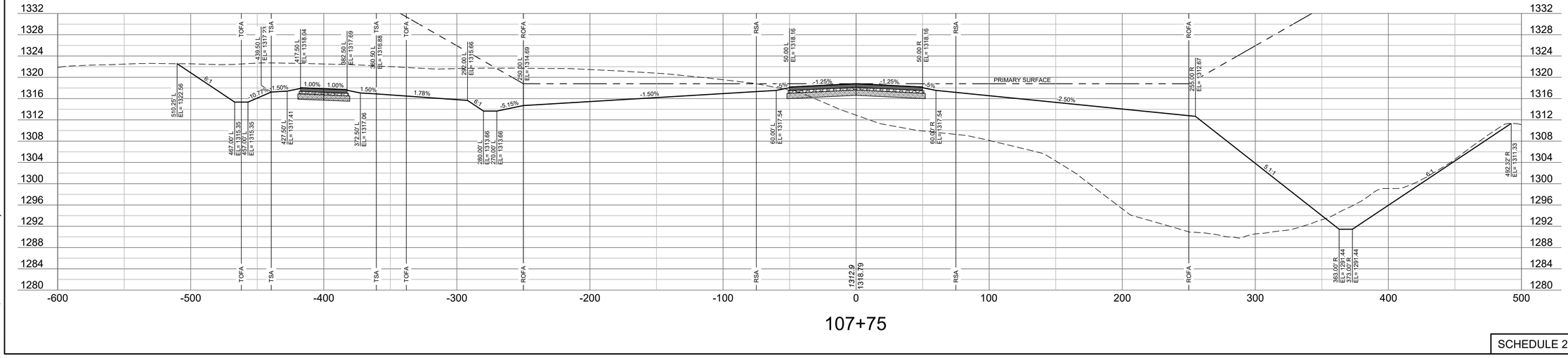
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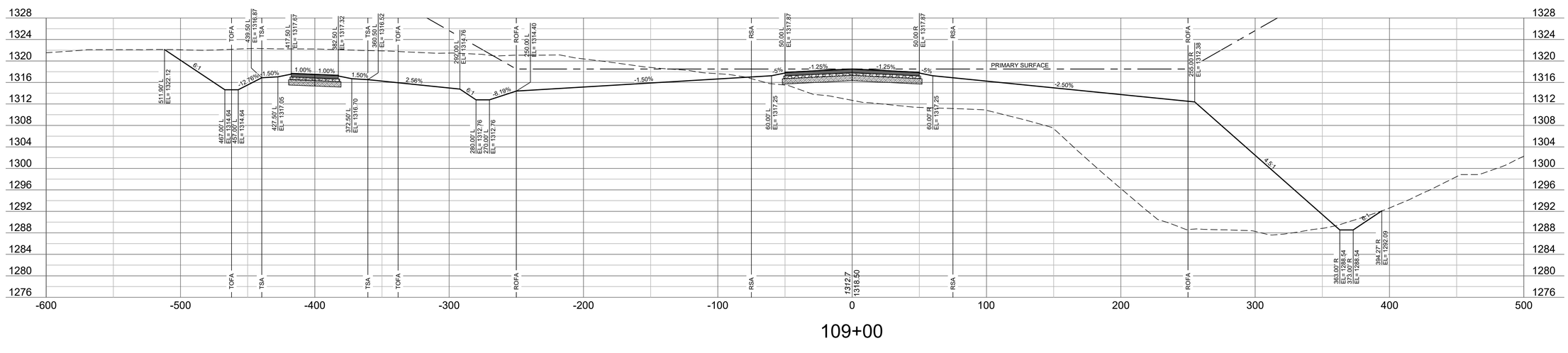
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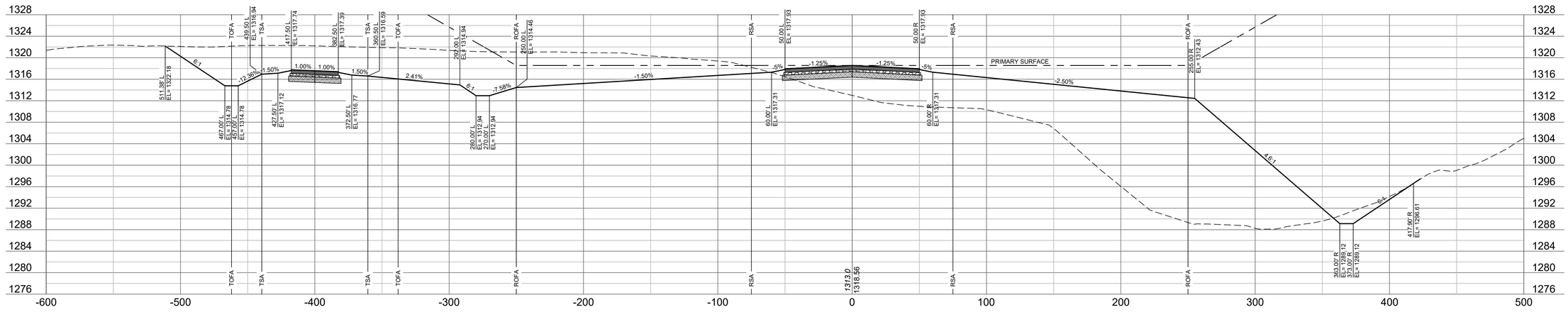
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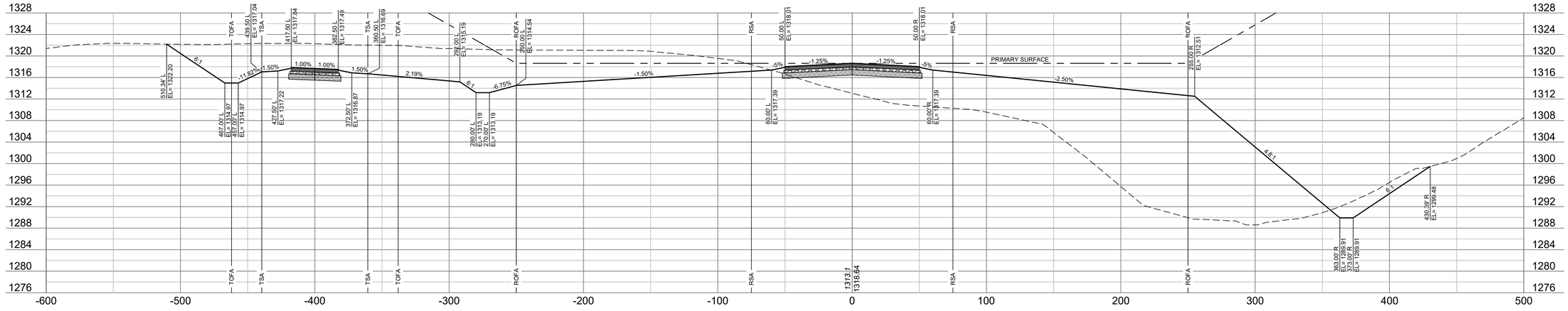
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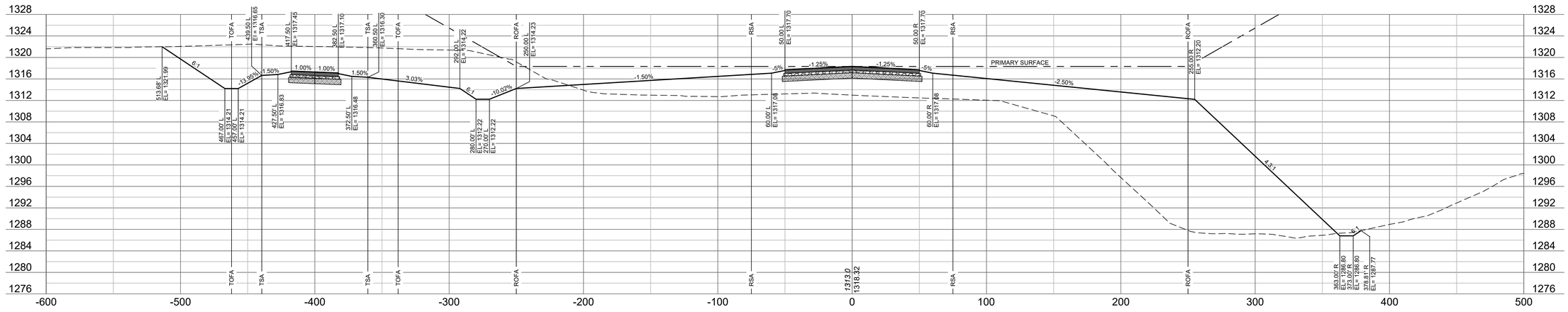
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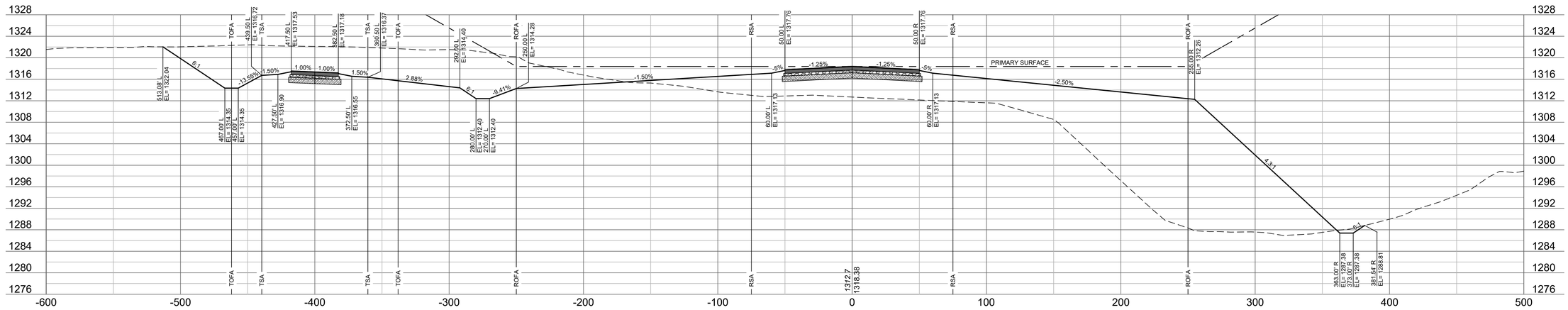
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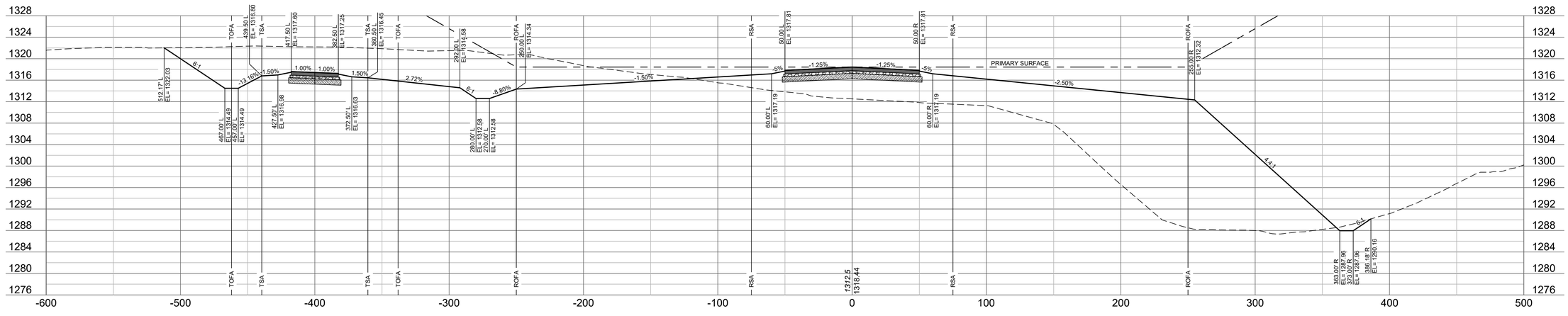
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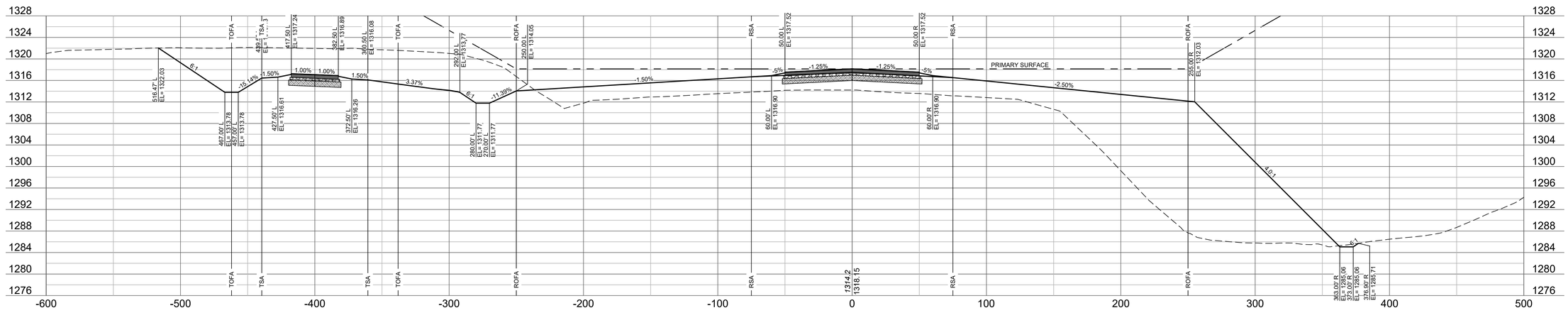
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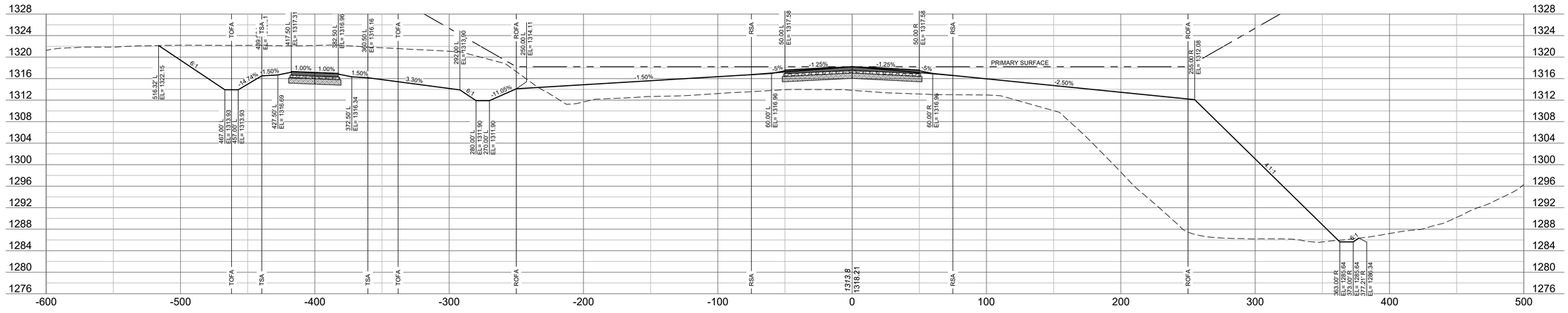
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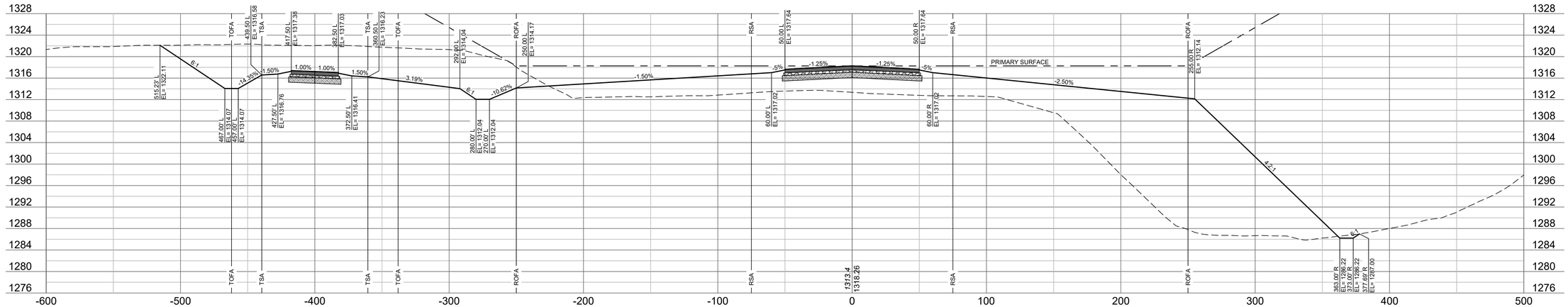
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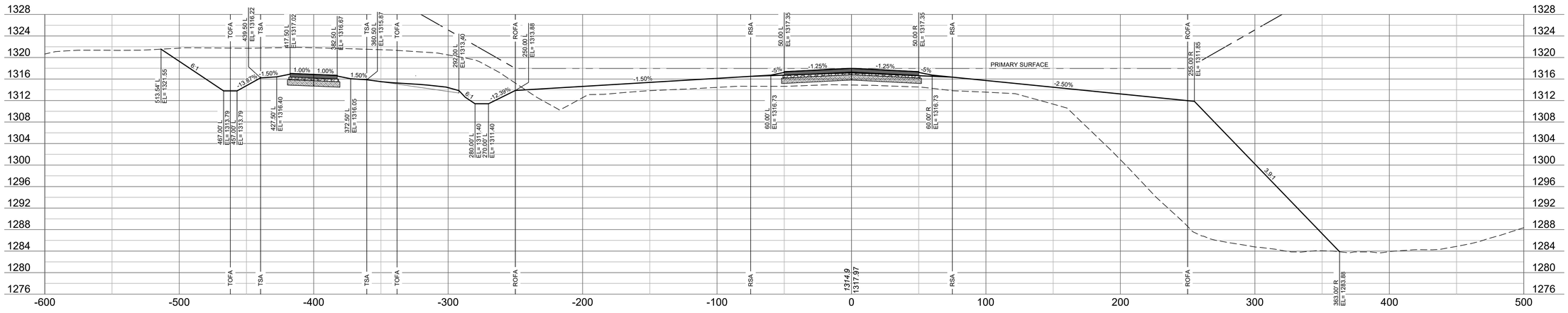
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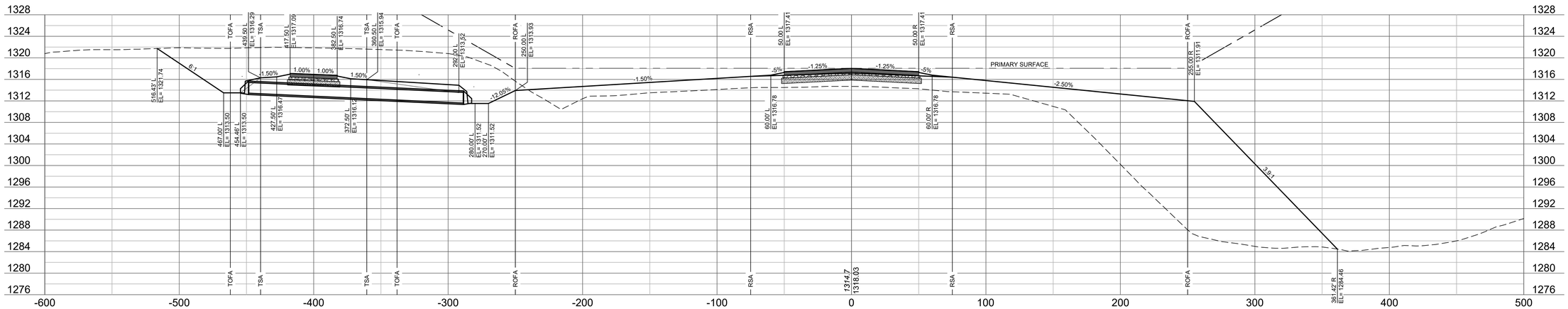
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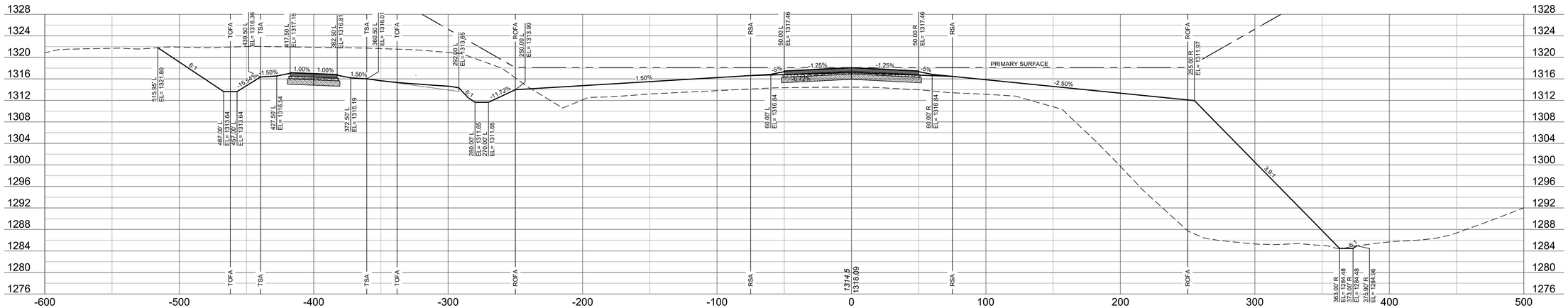
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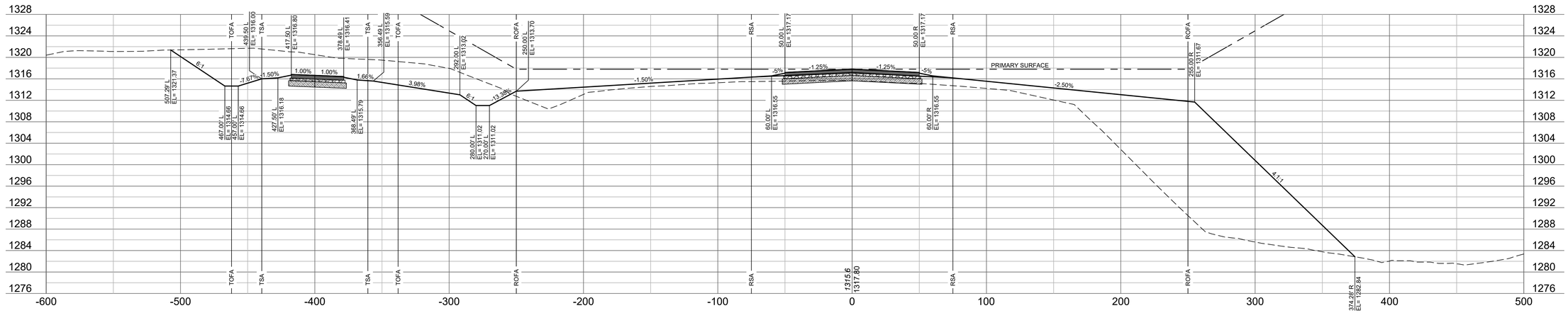
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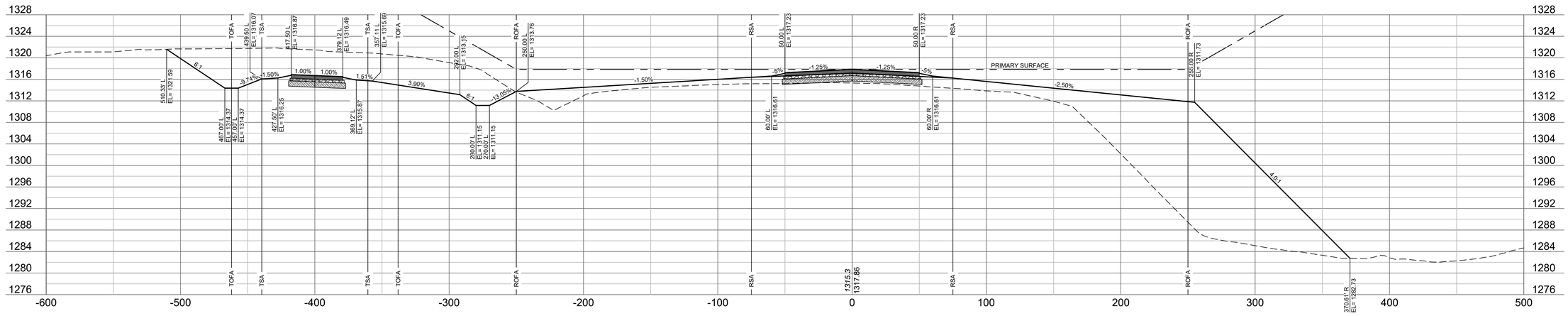
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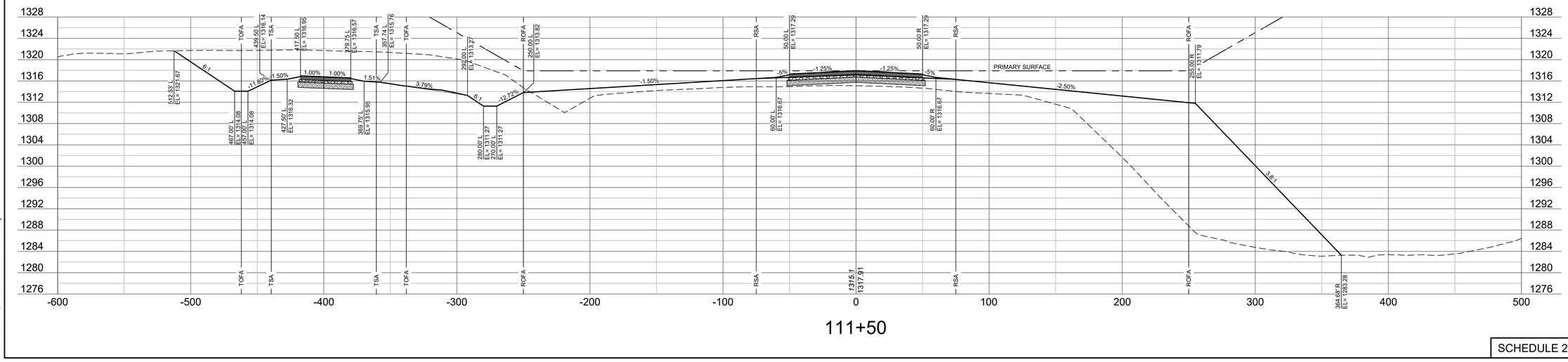
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CROSS SECTIONS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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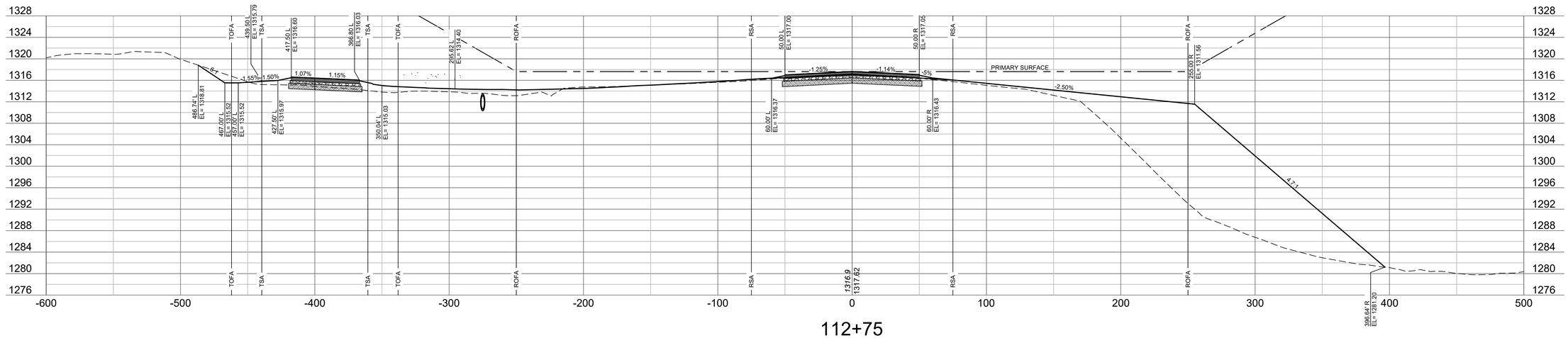
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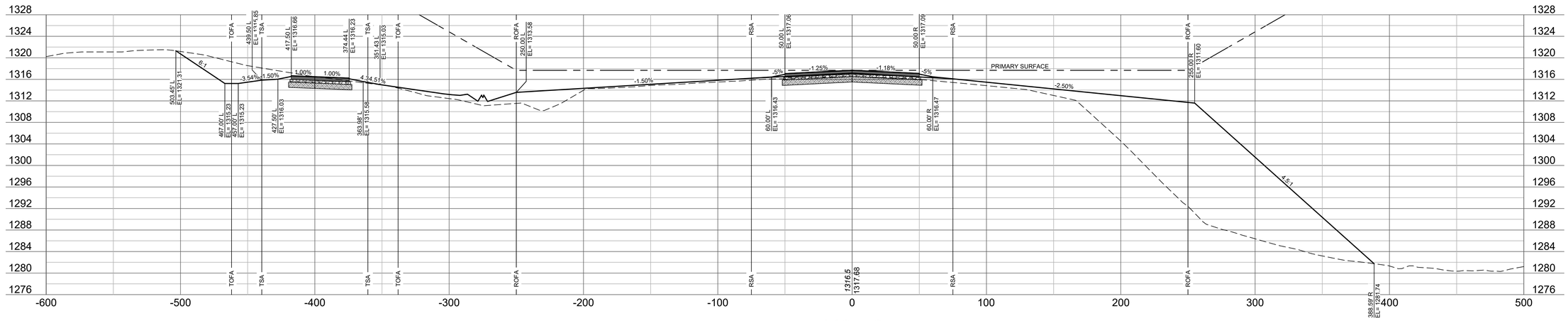
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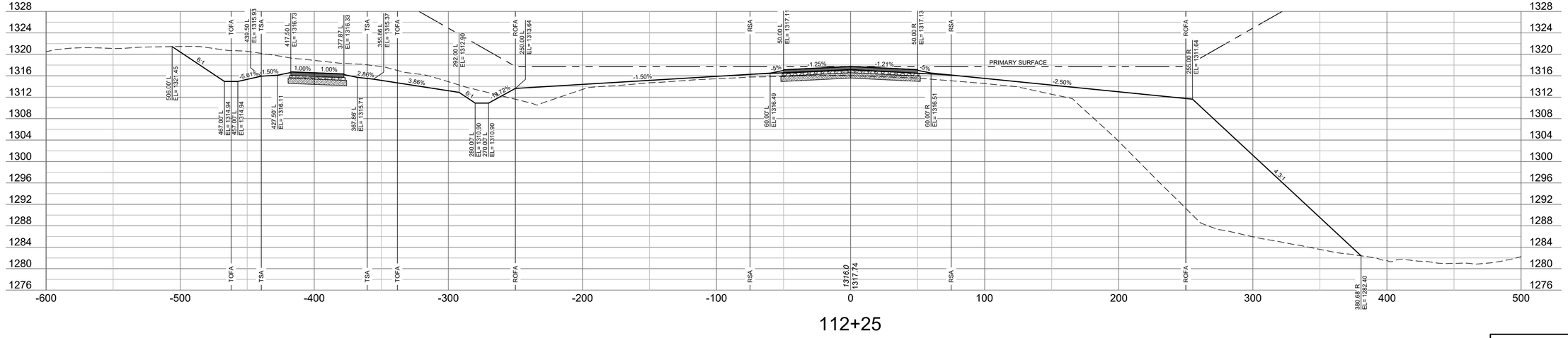
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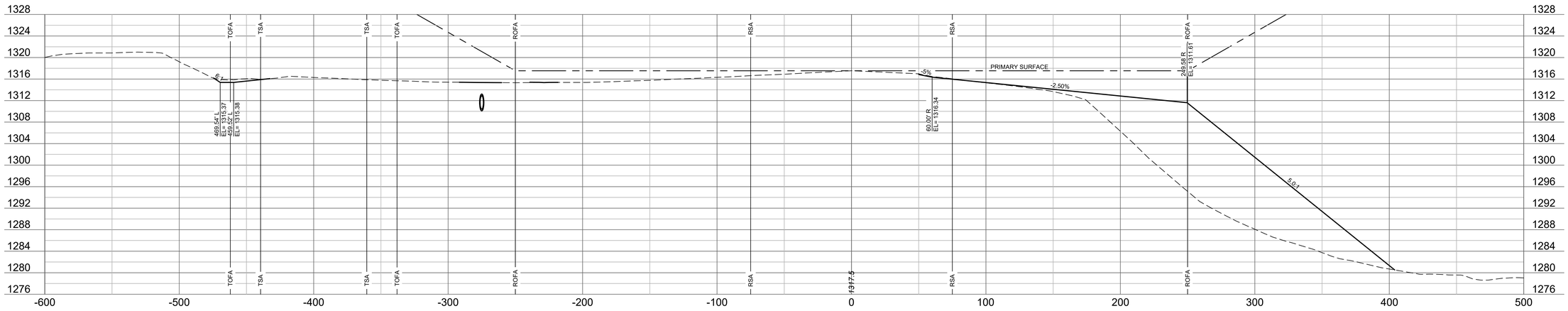
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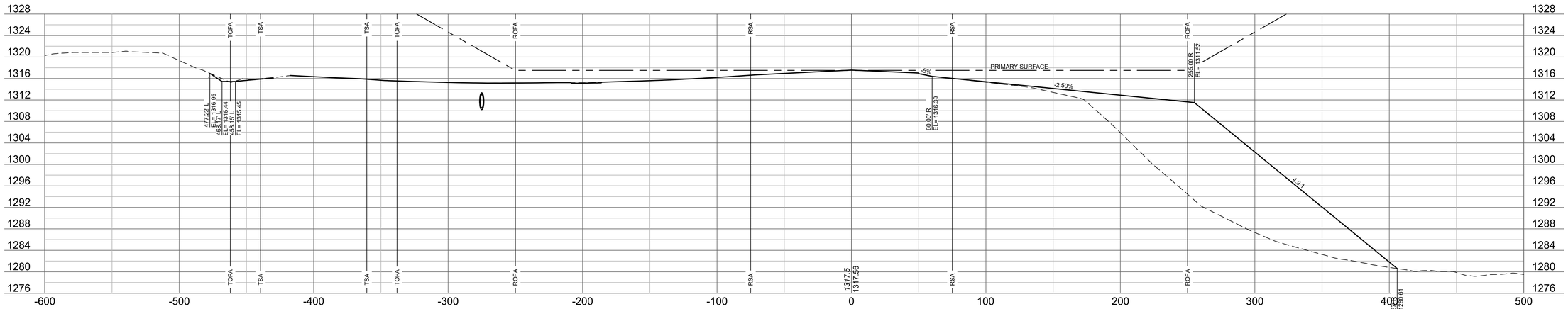
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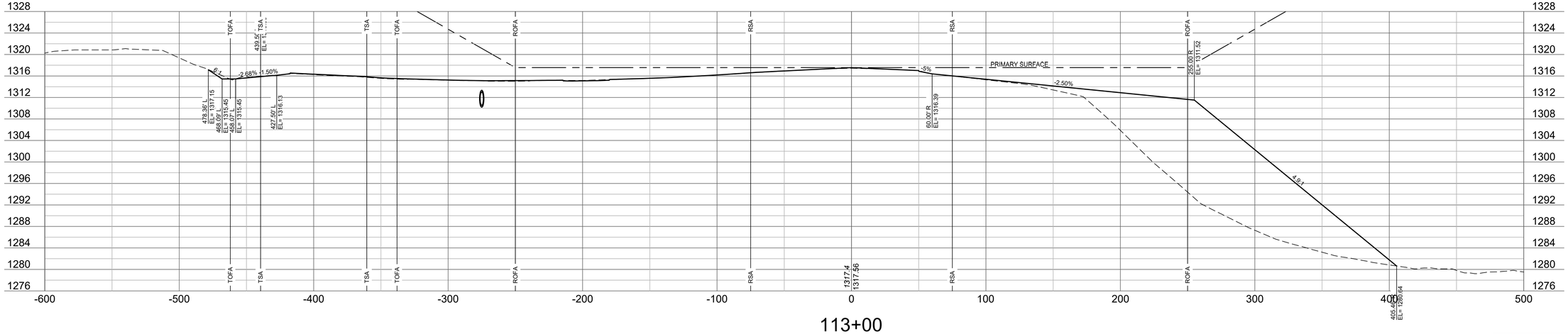
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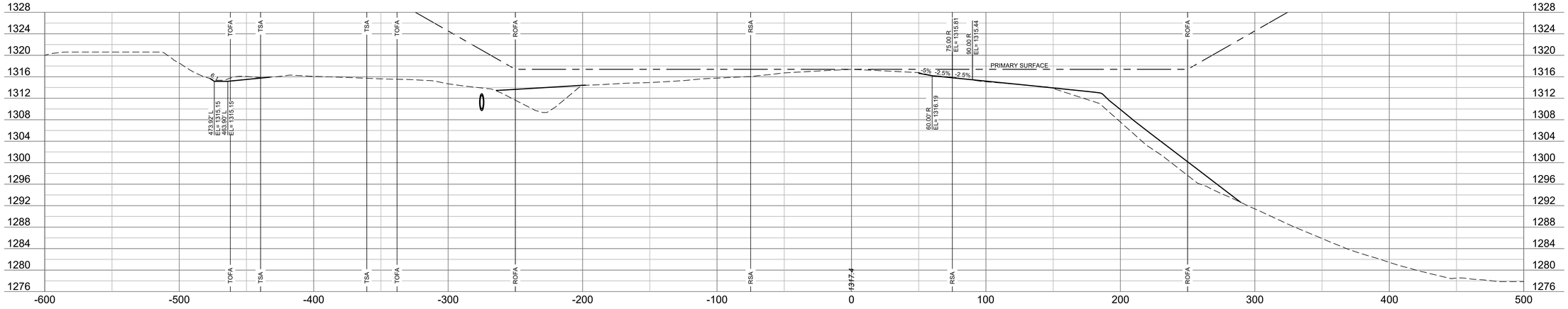
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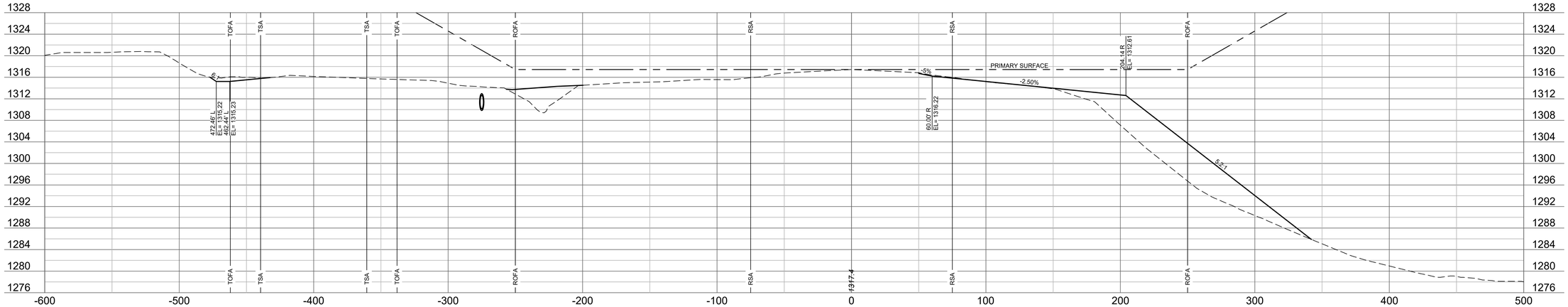
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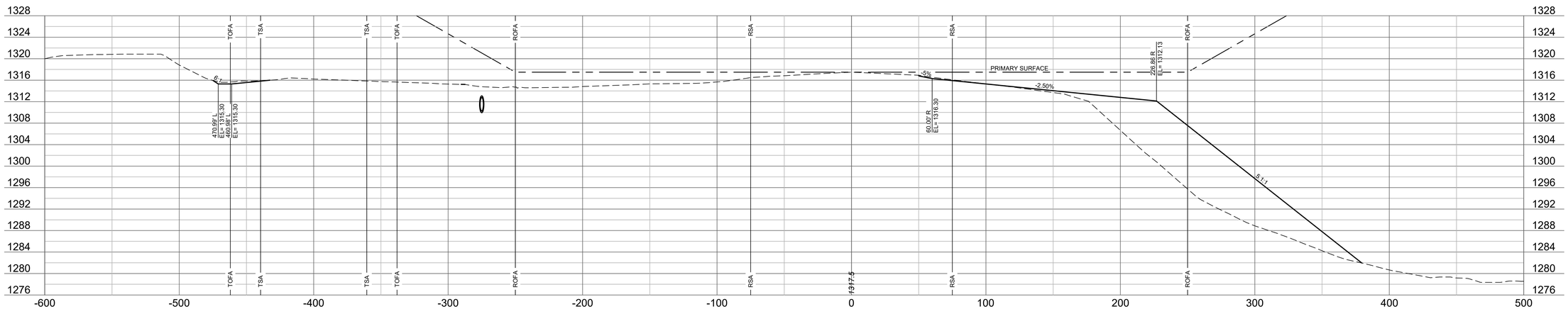
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XS-224



114+00



113+75



113+50

SCHEDULE 2

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PROFESSIONAL CIVIL ENGINEER
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E-11074
03/06/2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

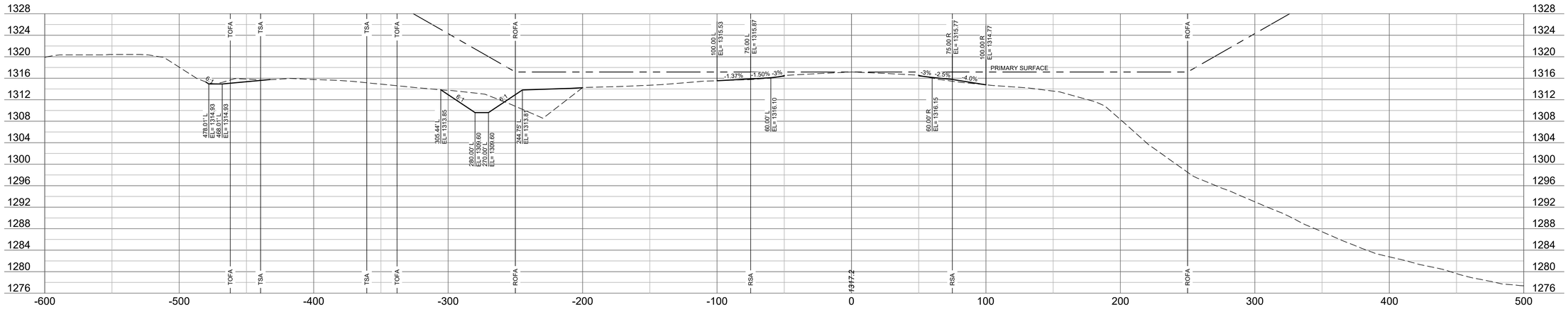
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AIP NO. 3-31-0109-025/026/027/028

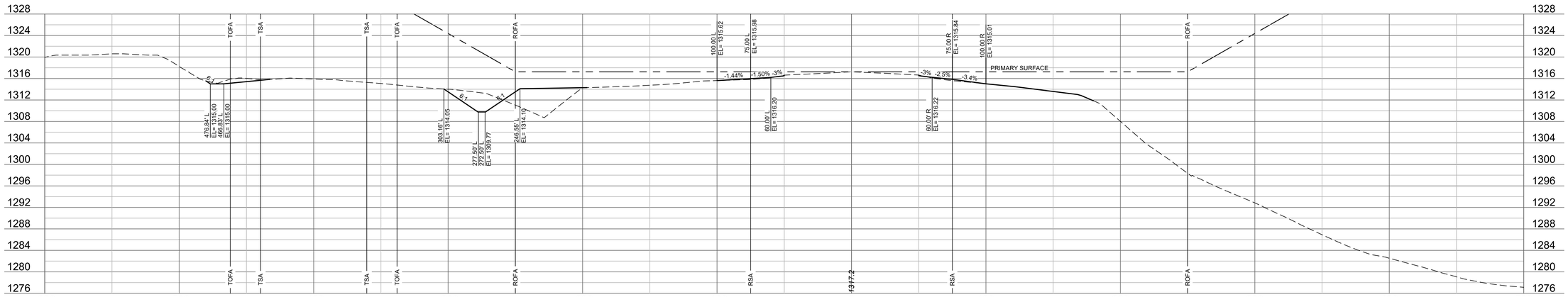
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drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

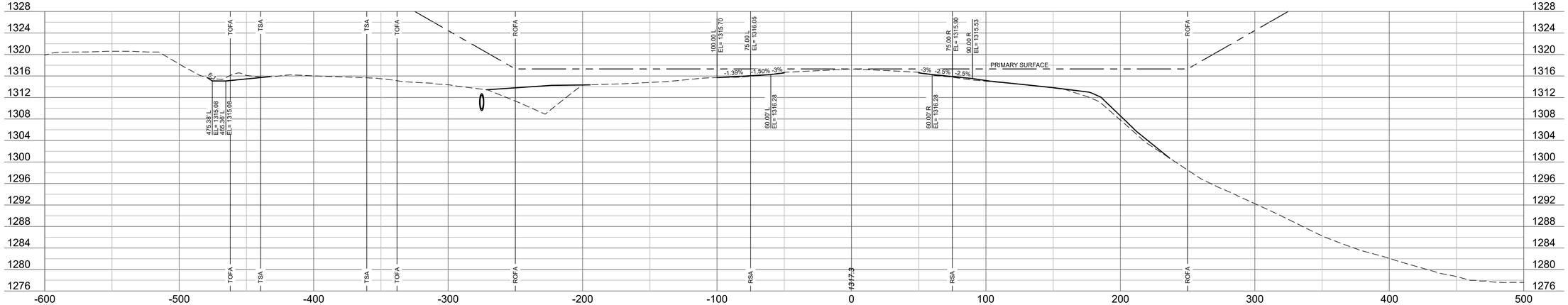
SHEET
XS-225



114+75



114+50



114+25

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RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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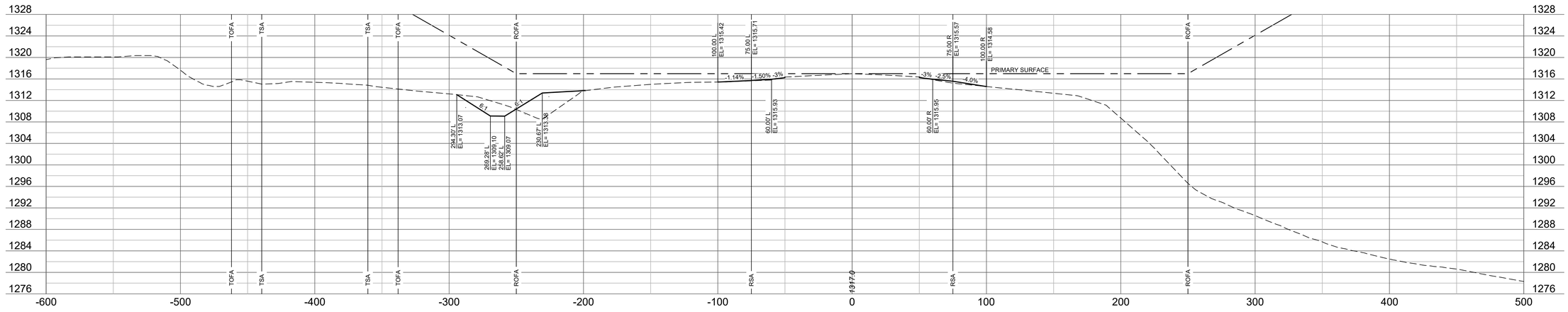
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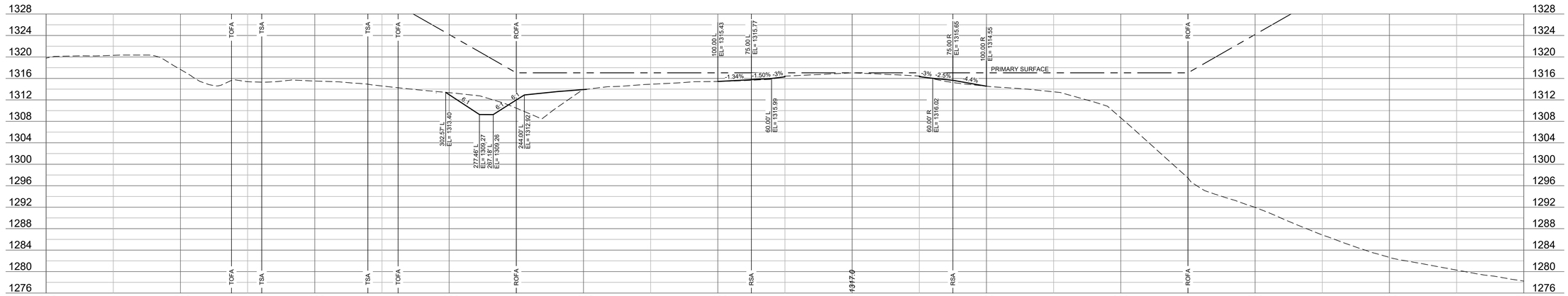
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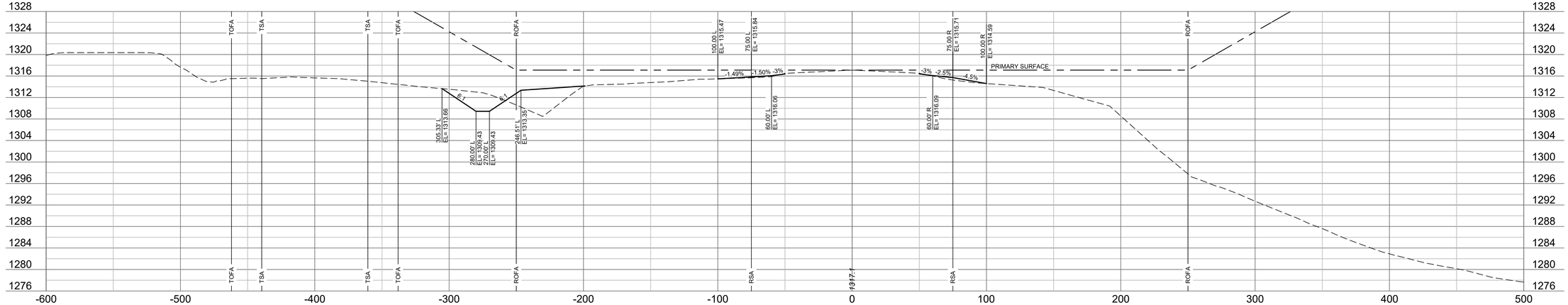
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115+50



115+25



115+00

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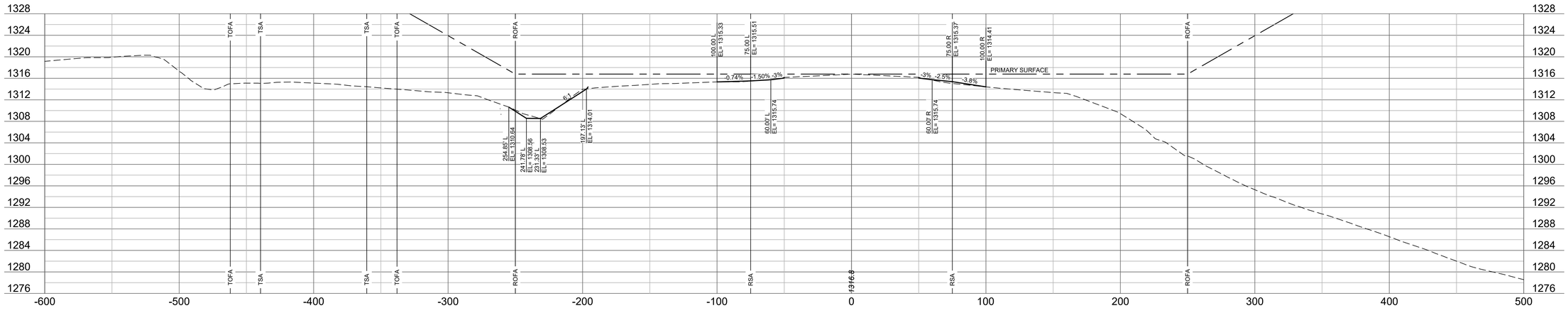
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF
COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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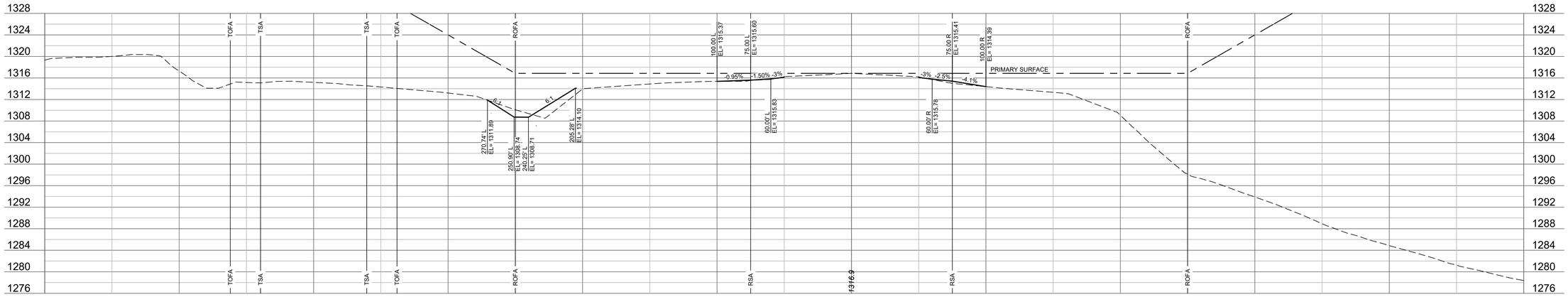
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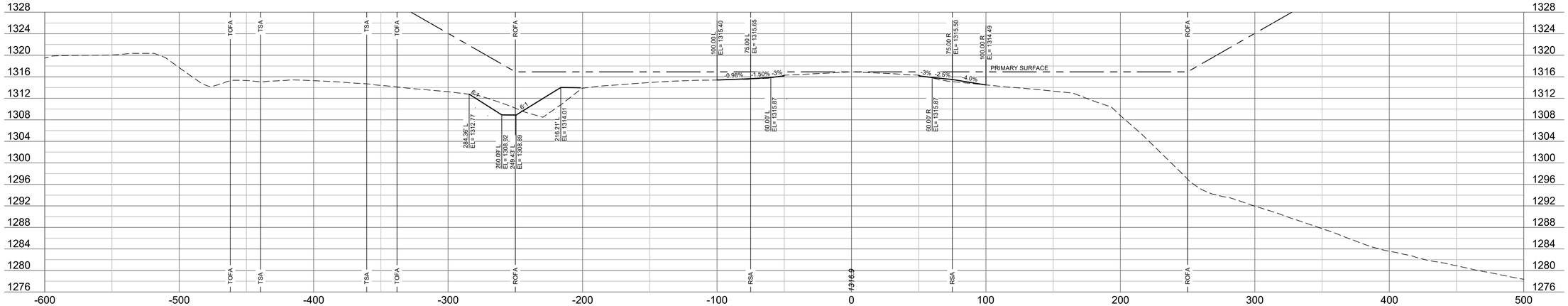
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116+25



116+00



115+75

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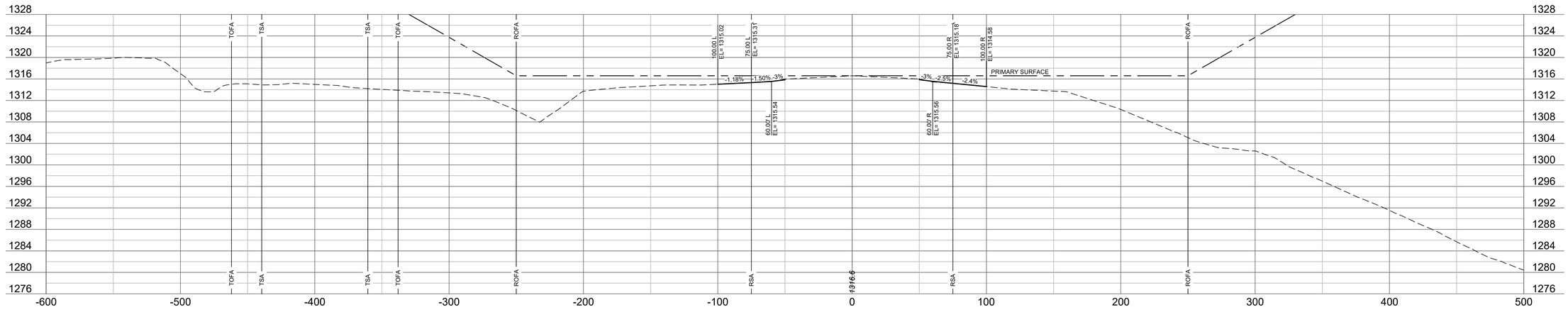
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RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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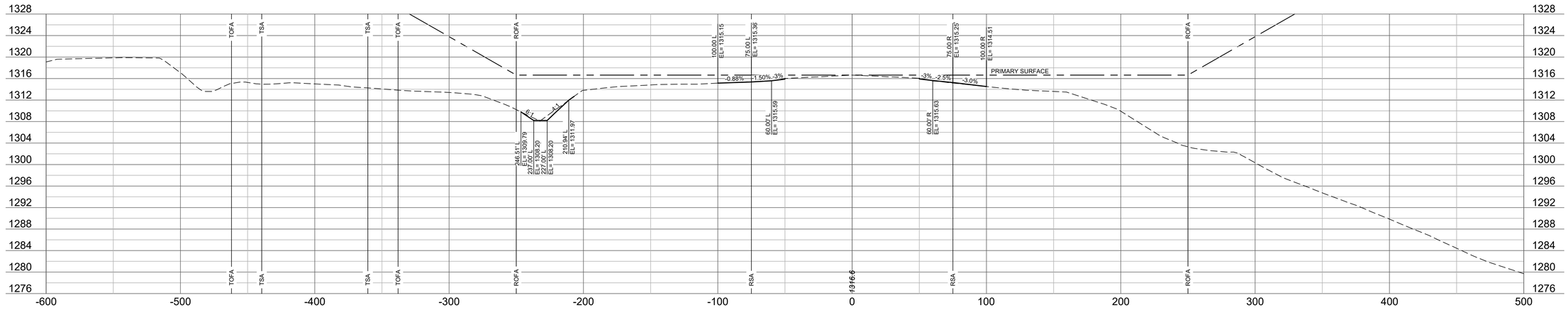
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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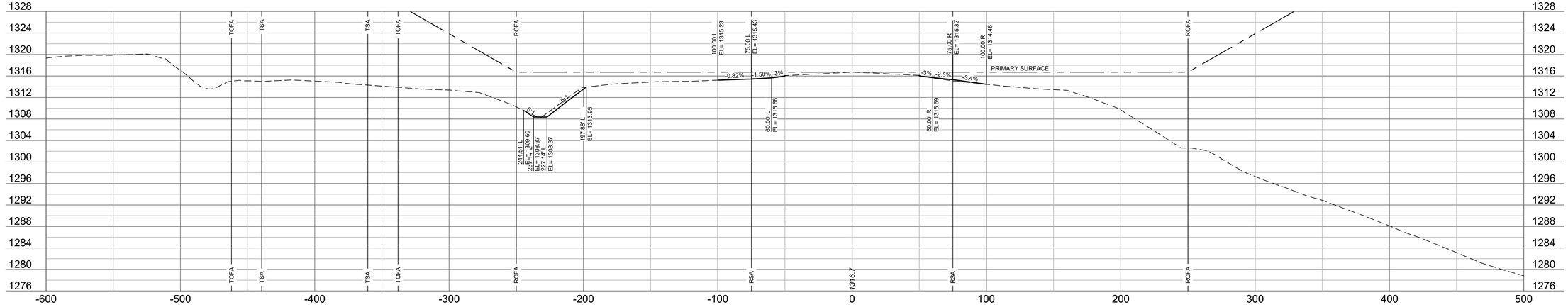
SHEET
XS-228



117+00



116+75



116+50

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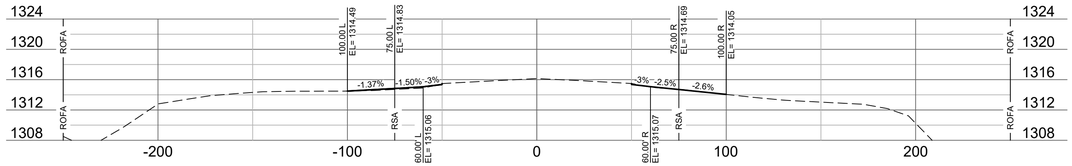
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BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

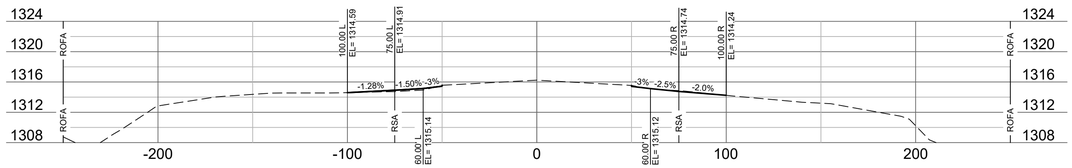
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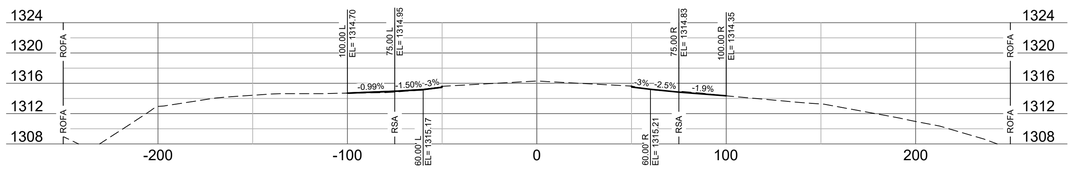
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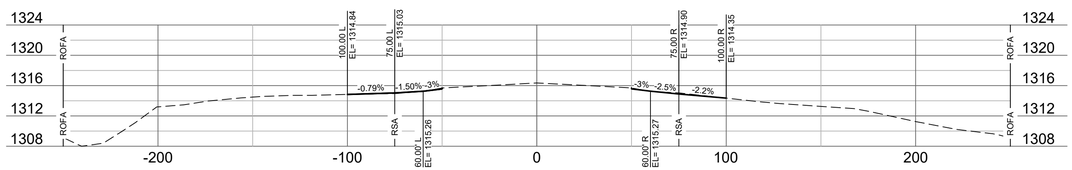
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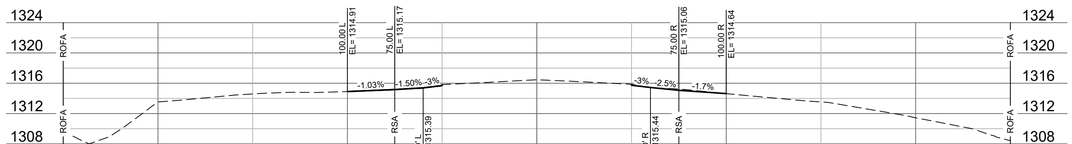
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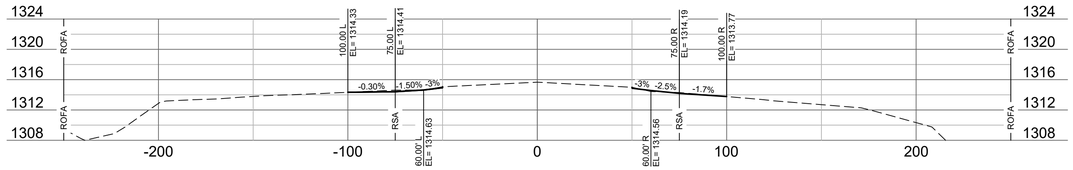
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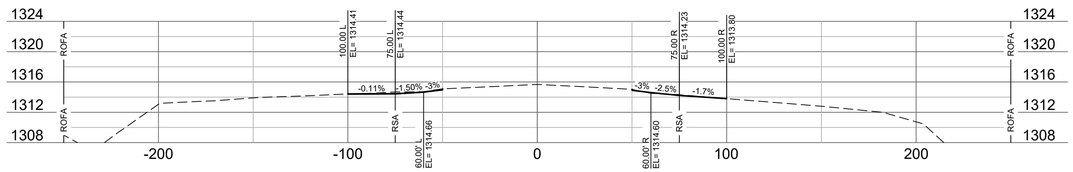
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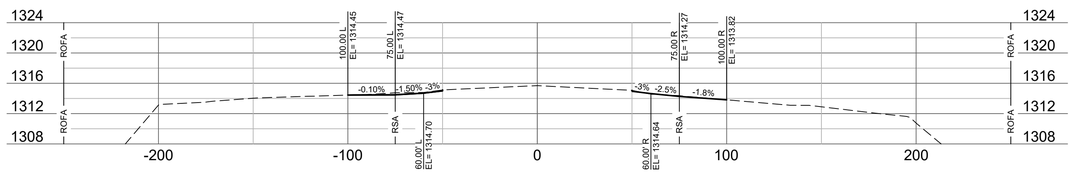
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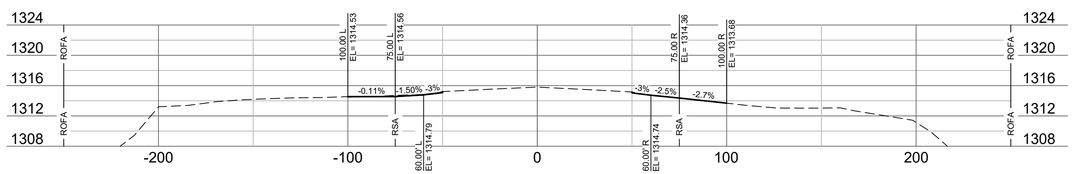
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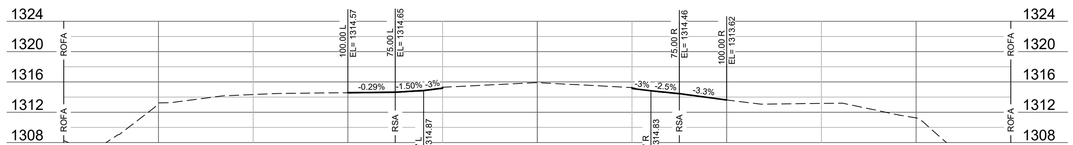
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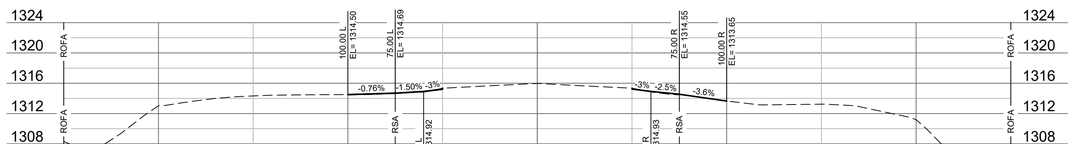
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119+75



119+50



119+25



119+00

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09/06/2006
STATE OF NEBRASKA

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CROSS SECTIONS

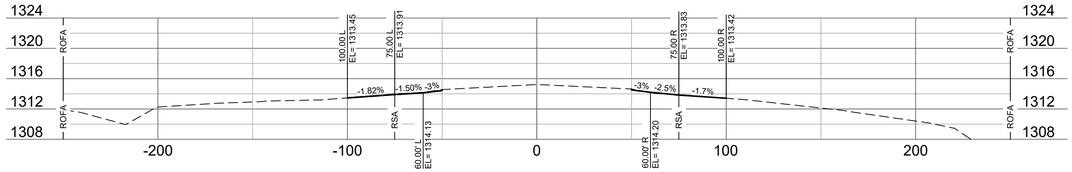
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

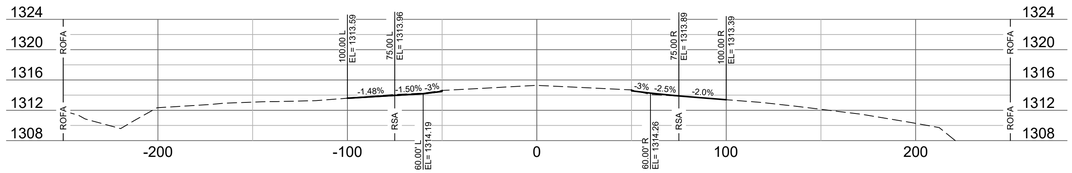
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SCHEDULE 2

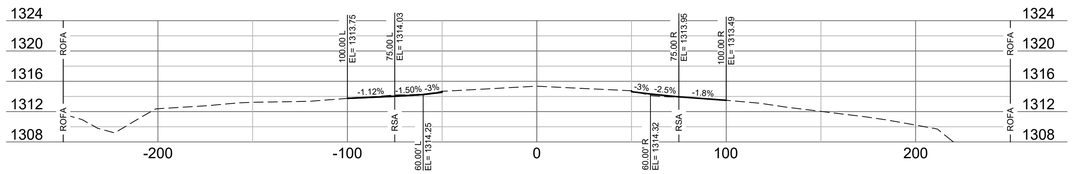
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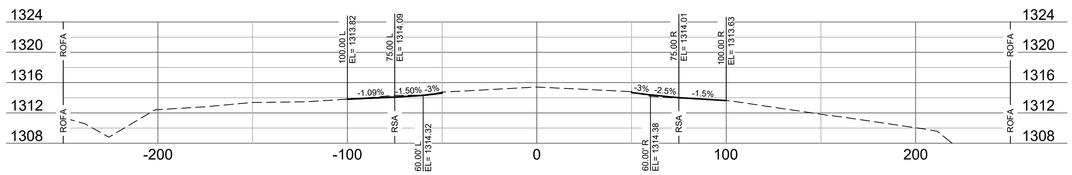
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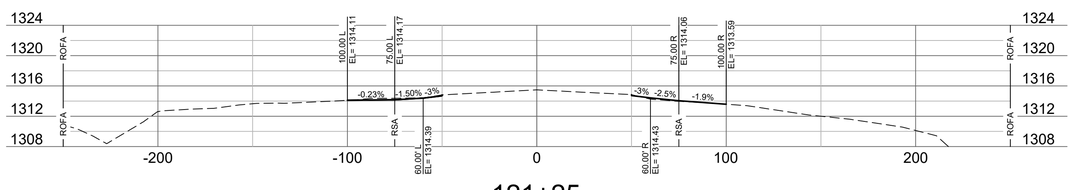
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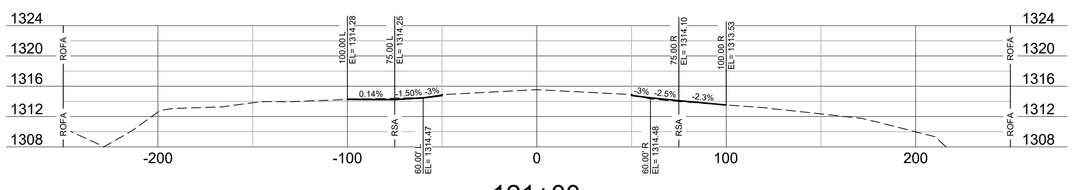
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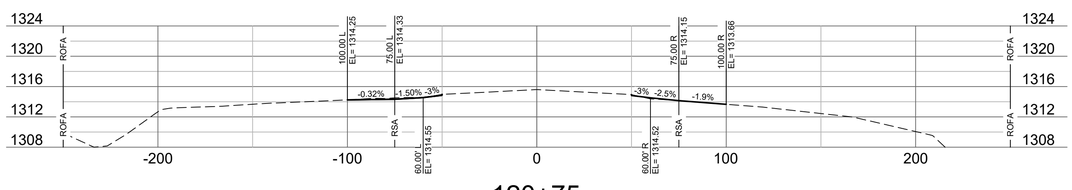
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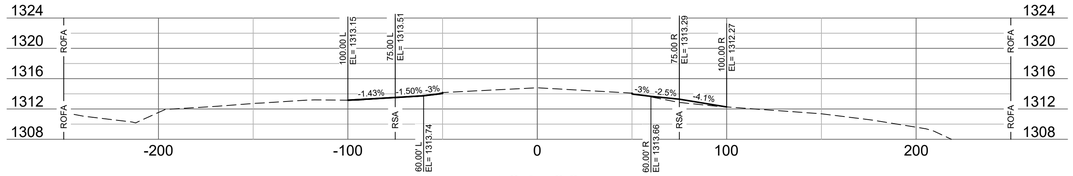
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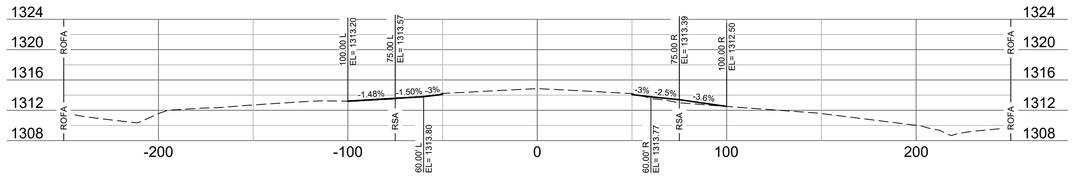
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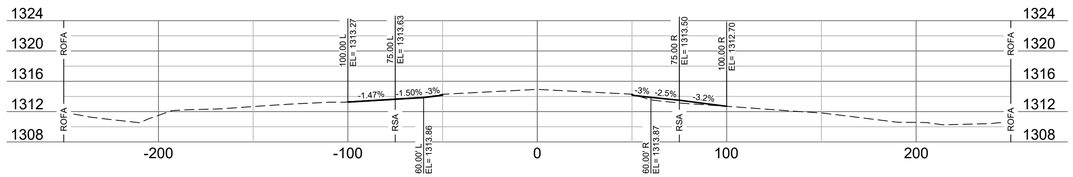
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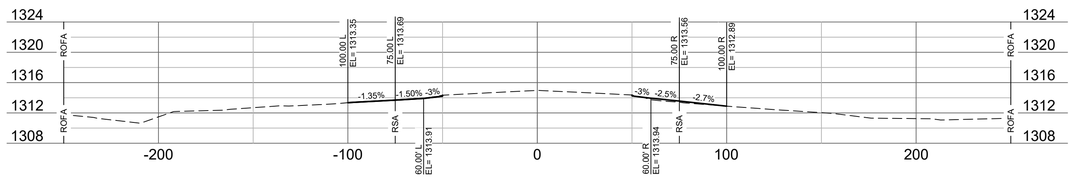
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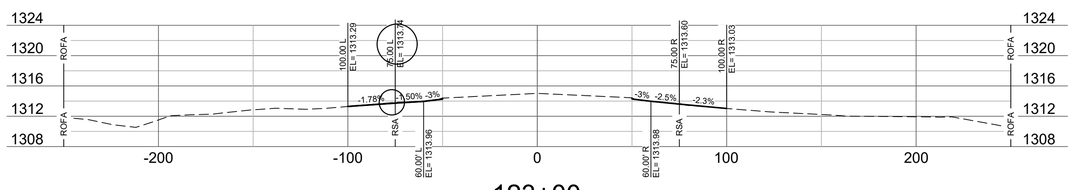
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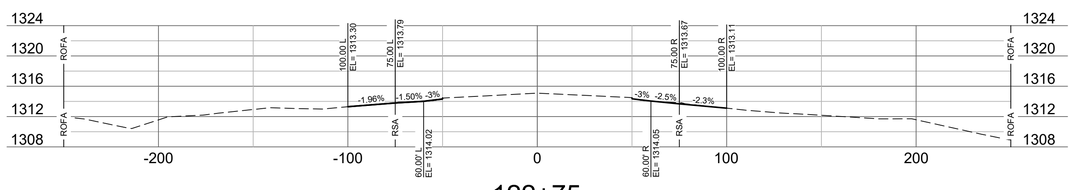
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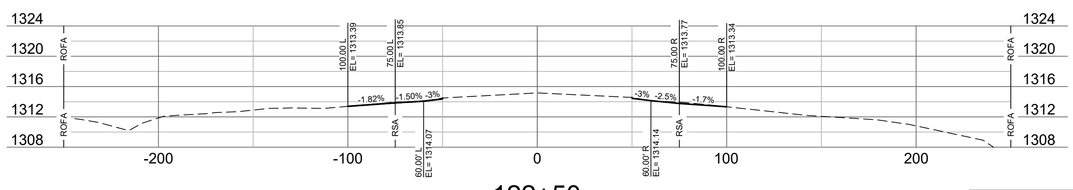
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123+00



122+75



122+50

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STATE OF NEBRASKA

REVISIONS

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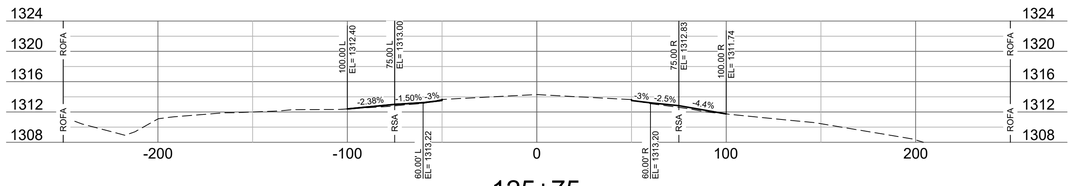
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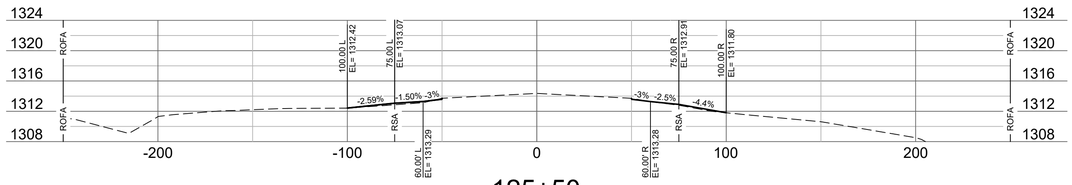
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SHEET
XS-231

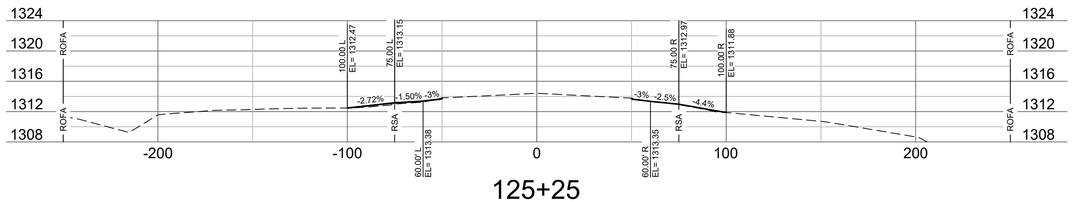
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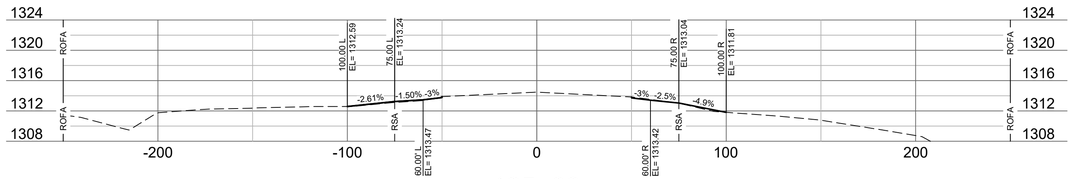
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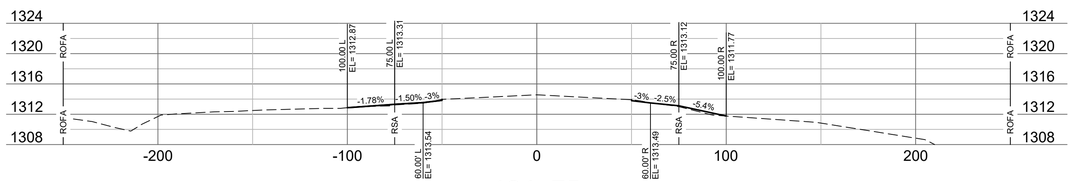
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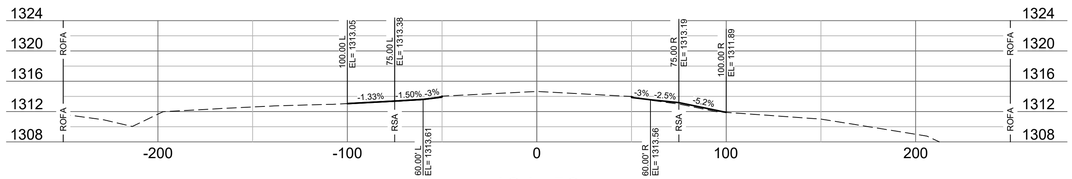
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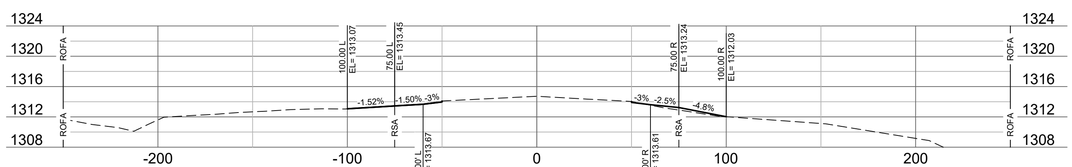
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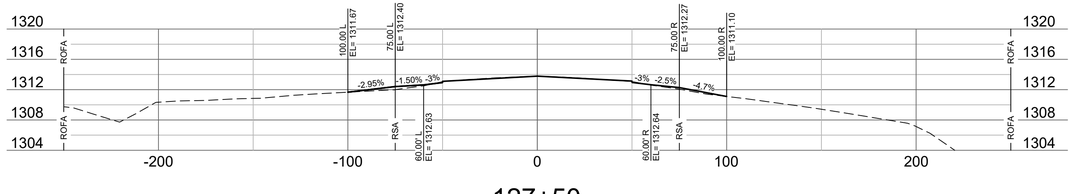
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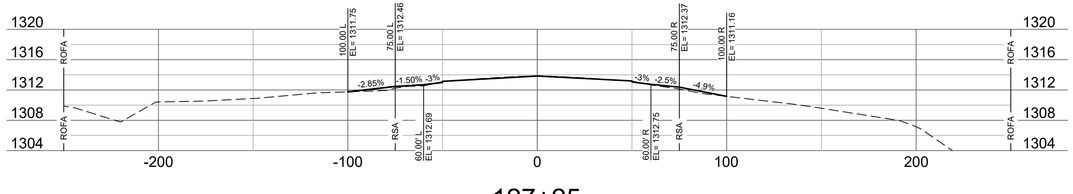
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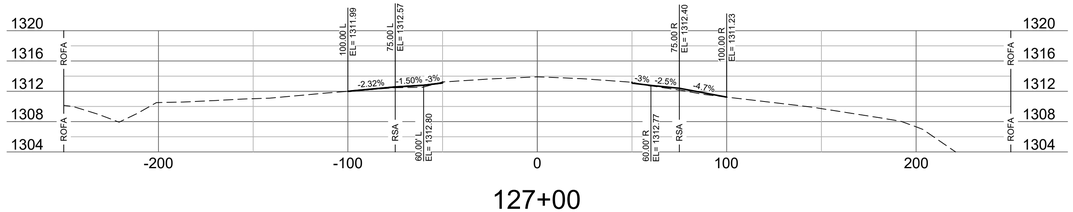
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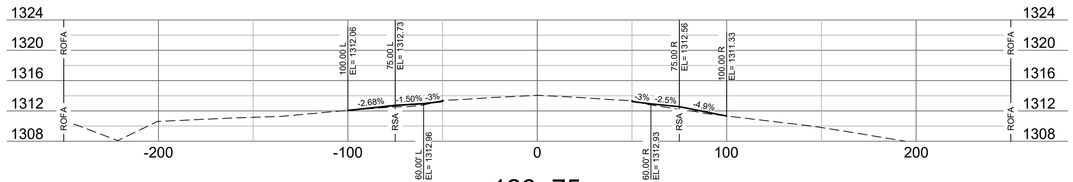
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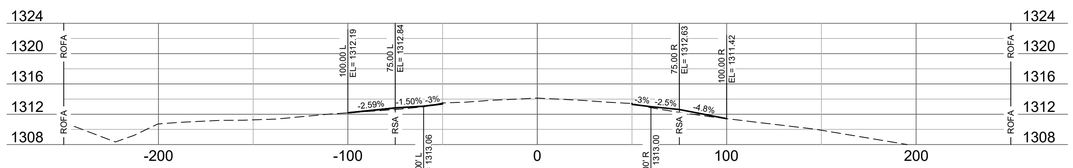
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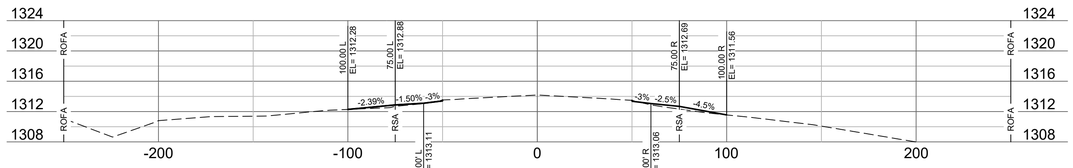
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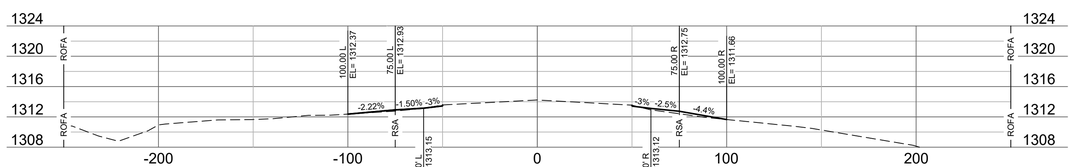
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126+00

SCHEDULE 2

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TEL 402.474.6311
FAX 402.474.5063

Olsson - Engineering
Nebraska COA #CA-0638

PROFESSIONAL CIVIL ENGINEER
HEATHER ANNE OLSON
E-11074
09/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

CROSS SECTIONS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

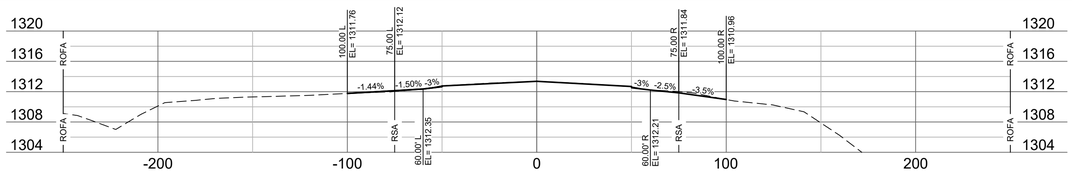
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

2026

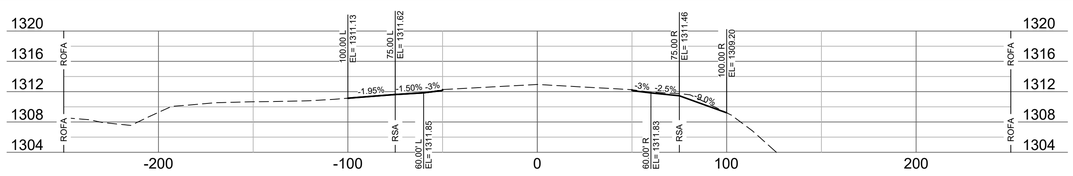
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designed by: ITO
project no.: 025-01994
date: 03.06.2026

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XS-232

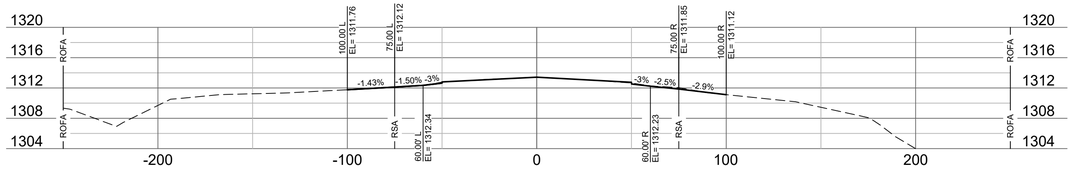
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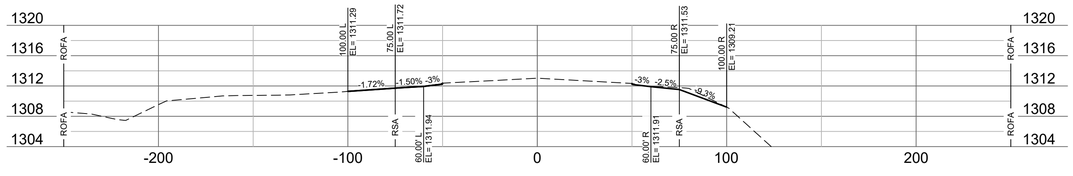
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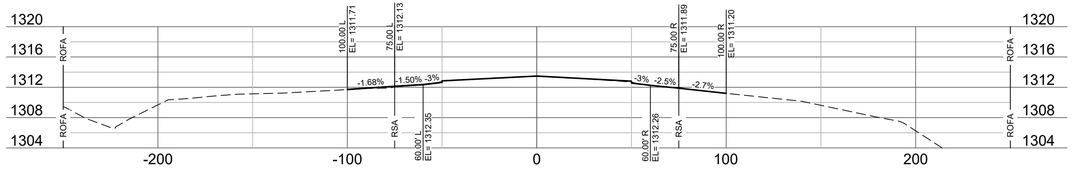
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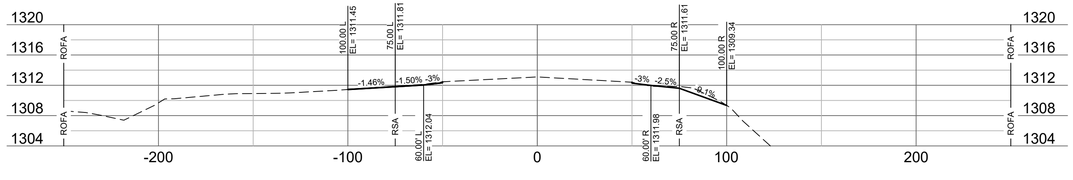
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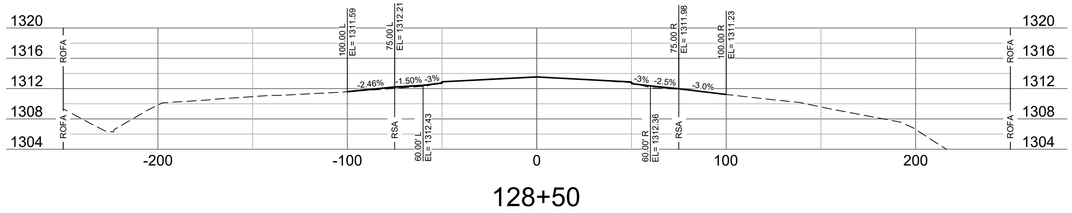
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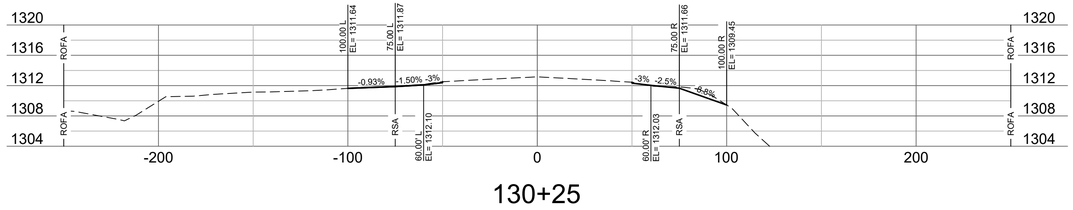
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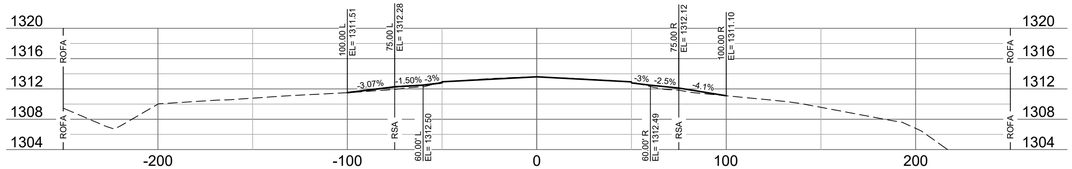
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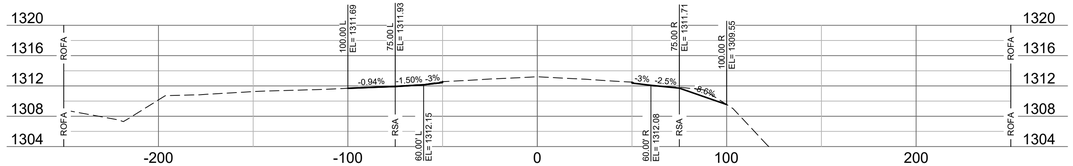
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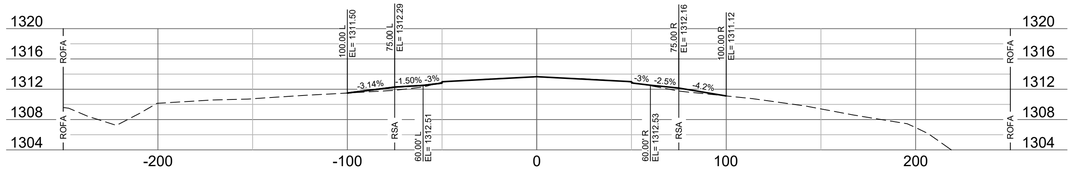
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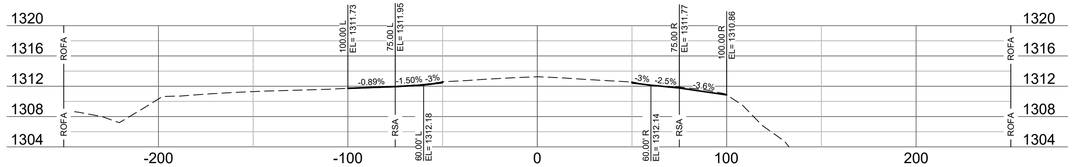
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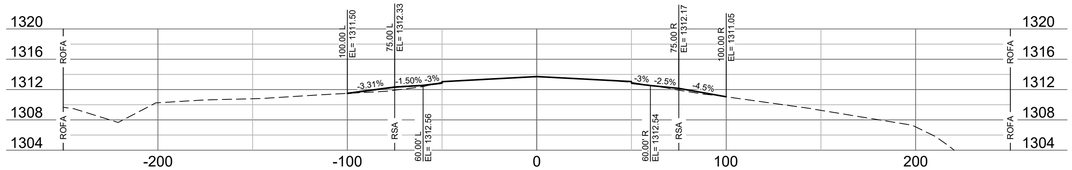
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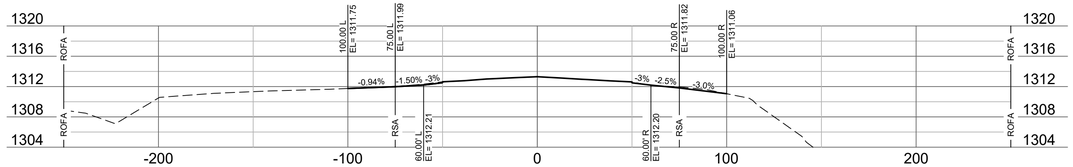
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Nebraska COA #CA-0638

PROFESSIONAL CIVIL ENGINEER
HEATHER ANNE
OLSON
E-11074
09/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

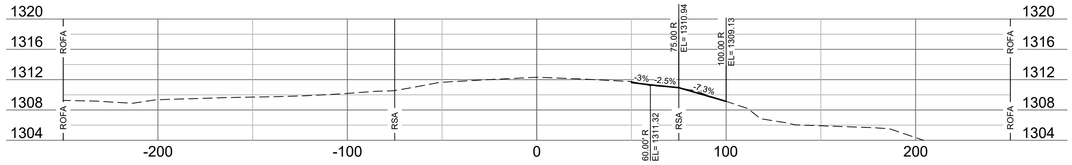
CROSS SECTIONS

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AIP NO. 3-31-0109-025/026/027/028

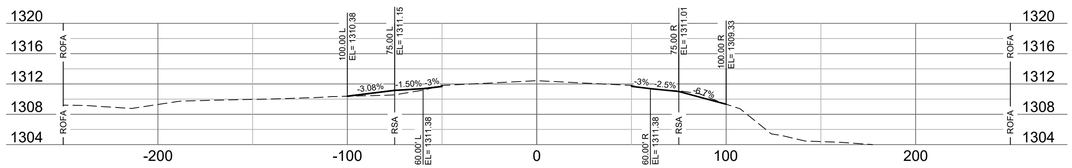
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

drawn by: MK
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project no.: 025-01994
date: 03.06.2026

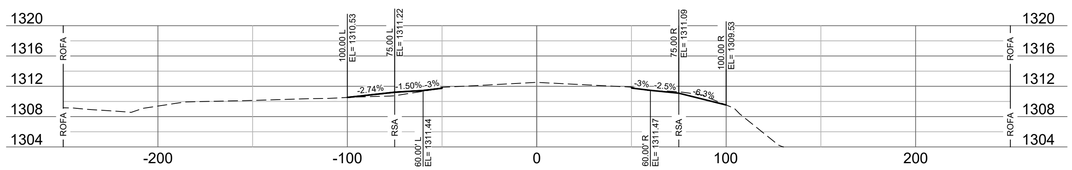
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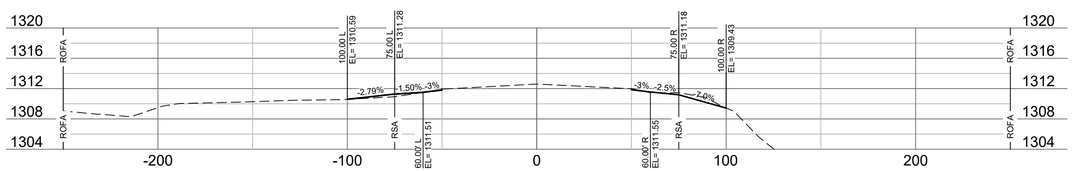
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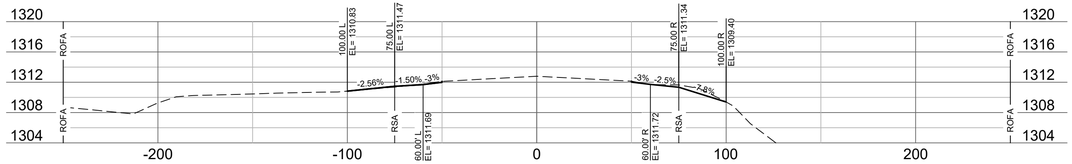
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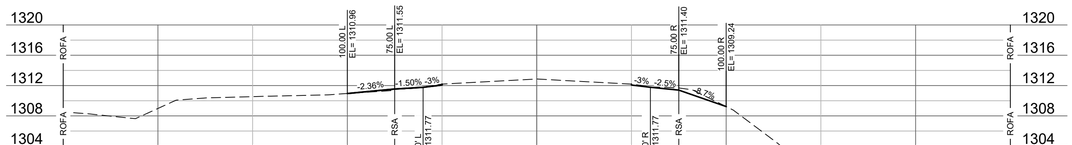
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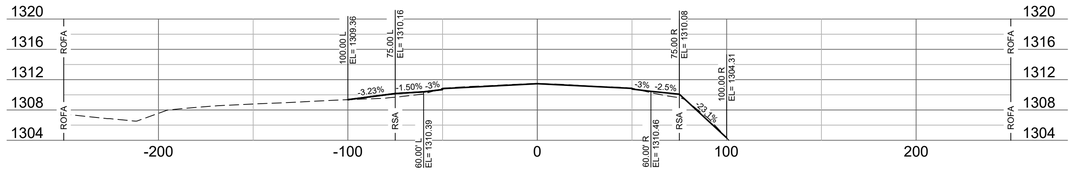
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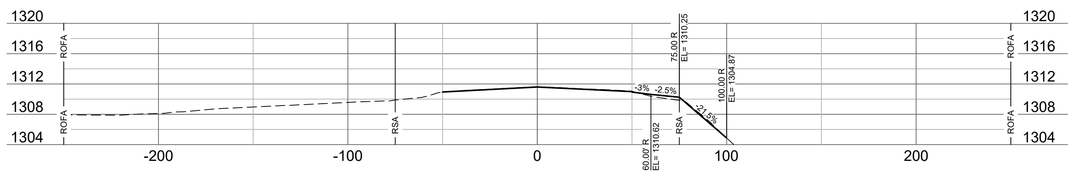
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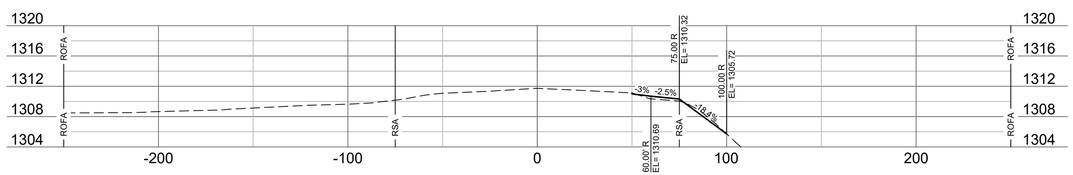
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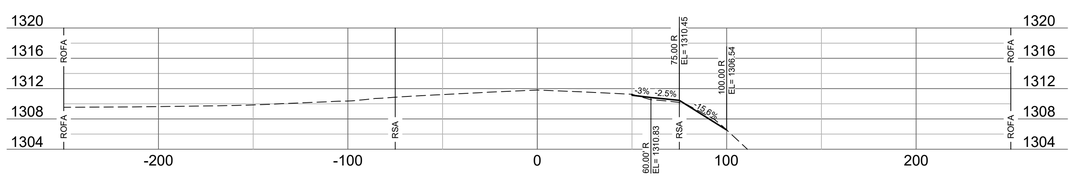
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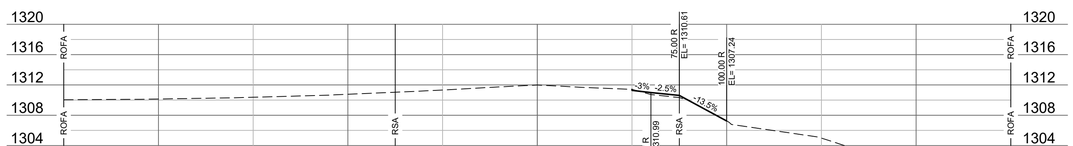
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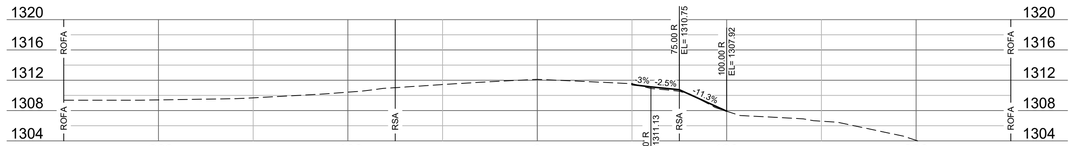
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SCHEDULE 2

CROSS SECTIONS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET
XS-234

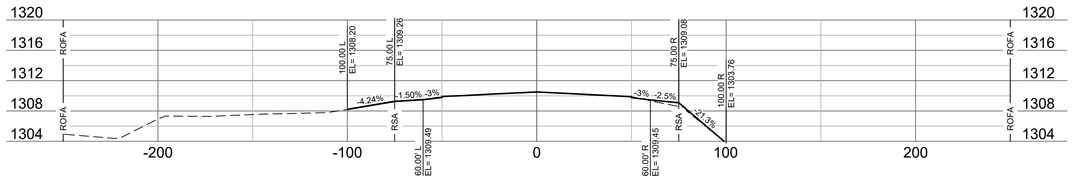
REVISIONS

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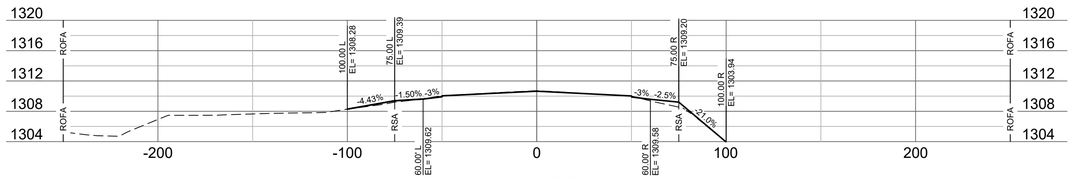
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601 P Street, Suite 200
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PROFESSIONAL CIVIL ENGINEER
HEATHER ANNE OLSON
E-11074
03/06/2026
STATE OF NEBRASKA

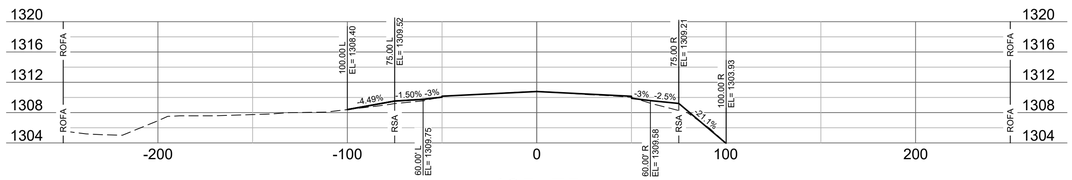
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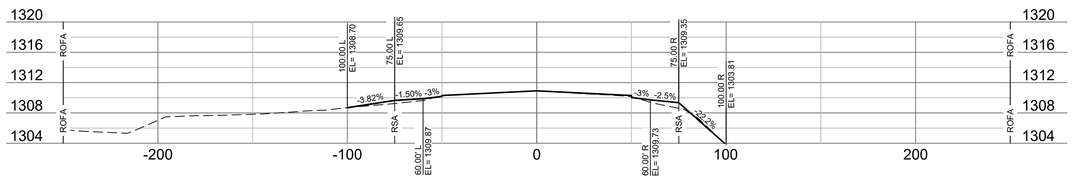
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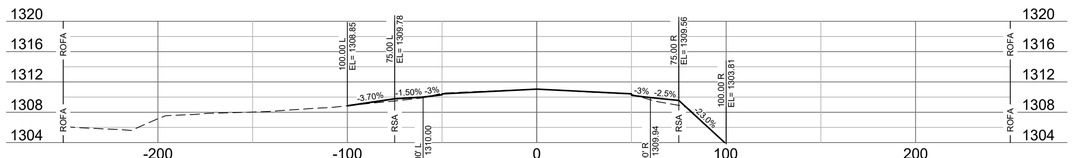
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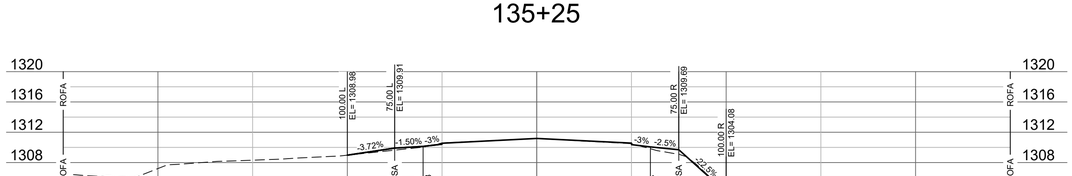
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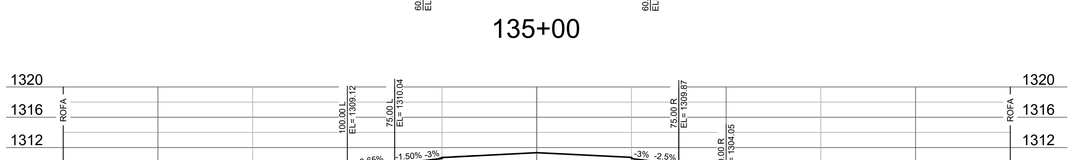
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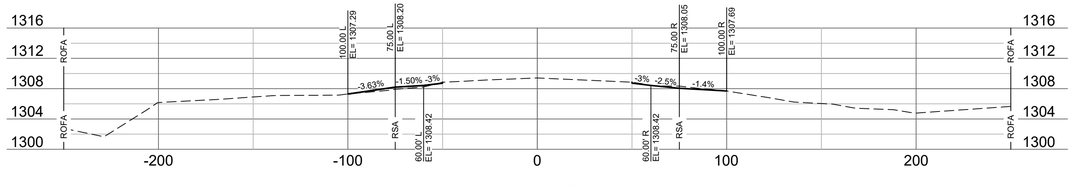
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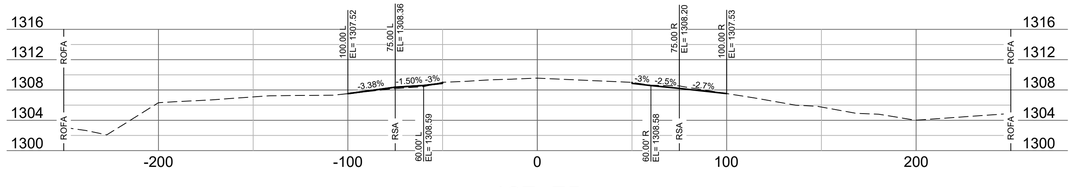
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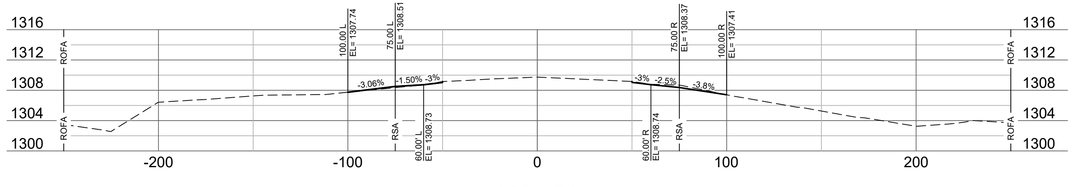
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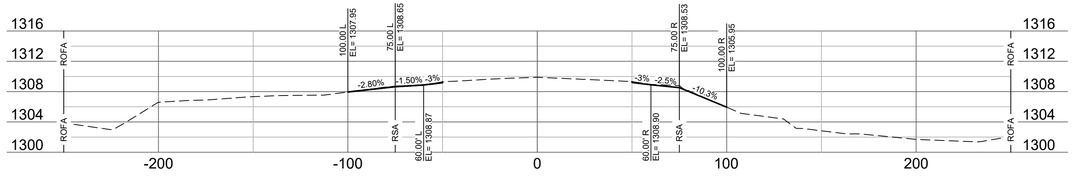
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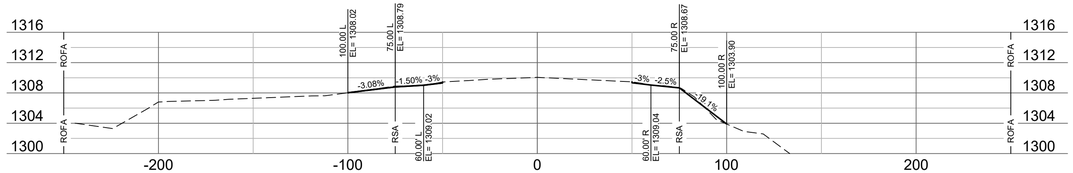
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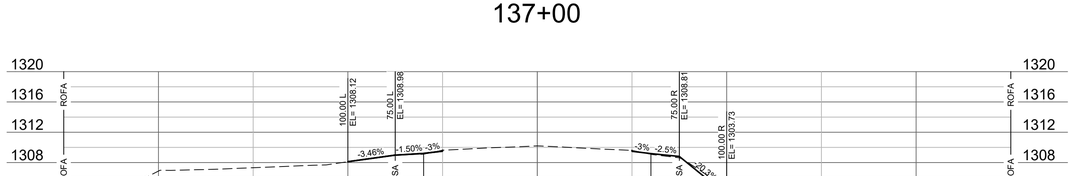
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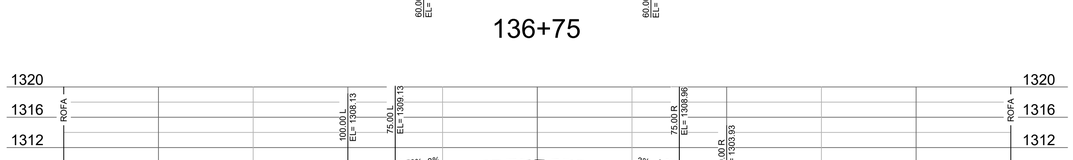
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136+50

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PROFESSIONAL CIVIL ENGINEER
HEATHER ANNE OLSON
E-11074
03/06/2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

CROSS SECTIONS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

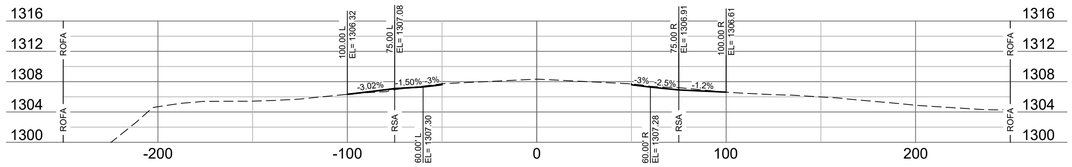
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

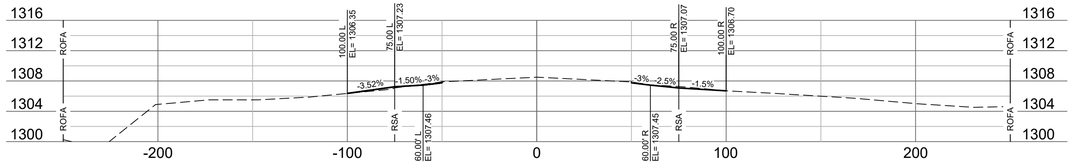
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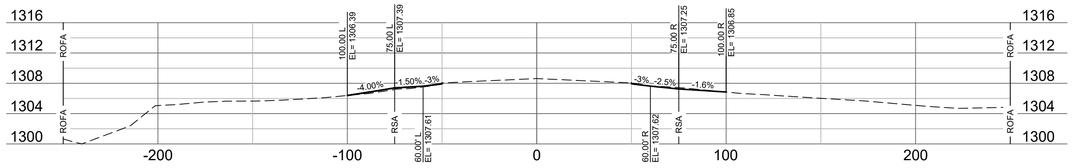
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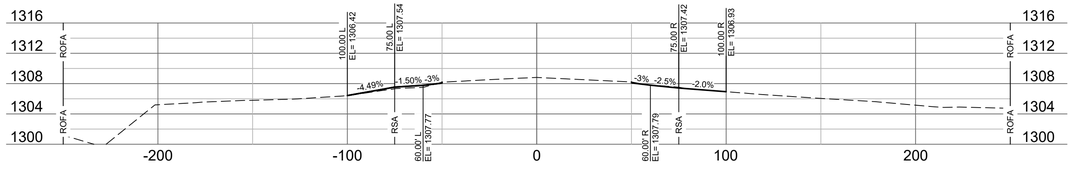
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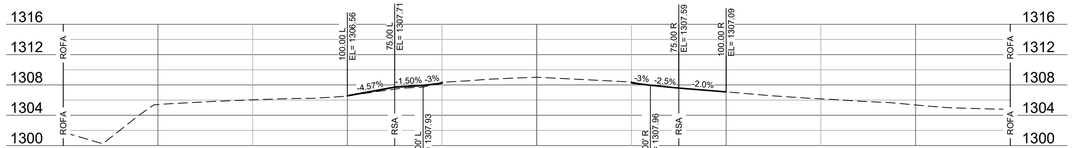
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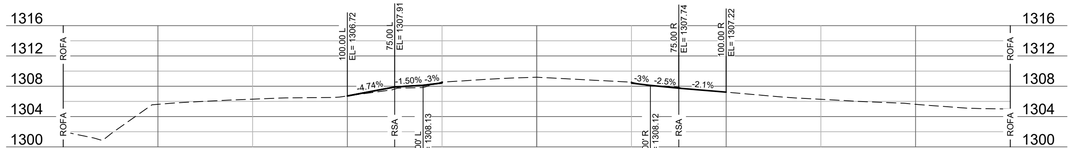
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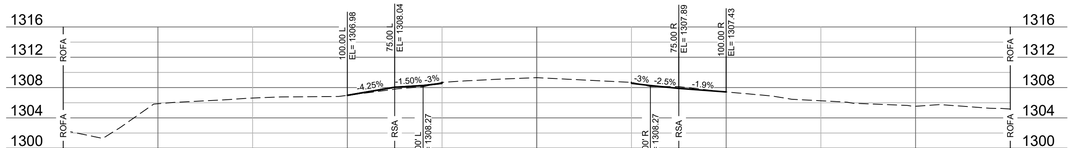
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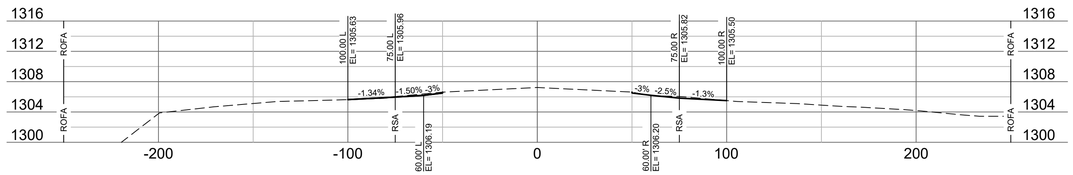
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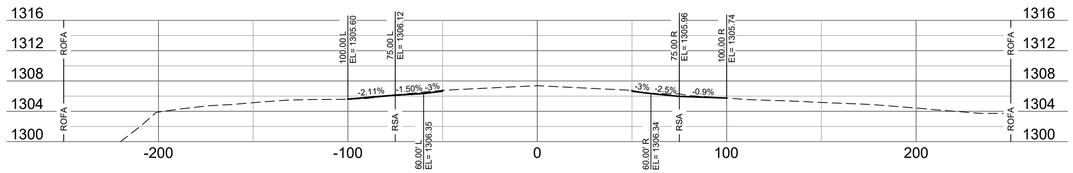
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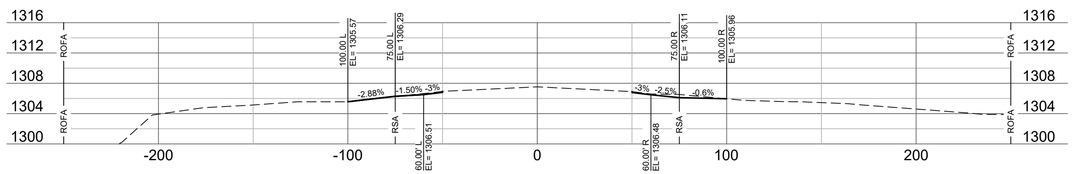
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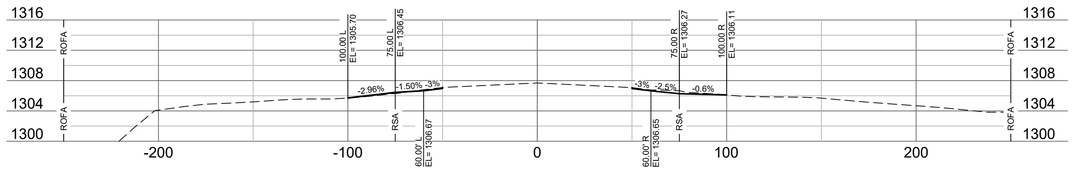
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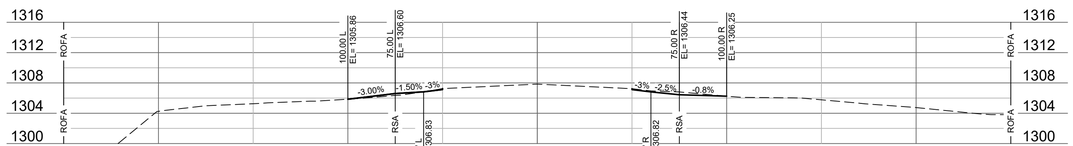
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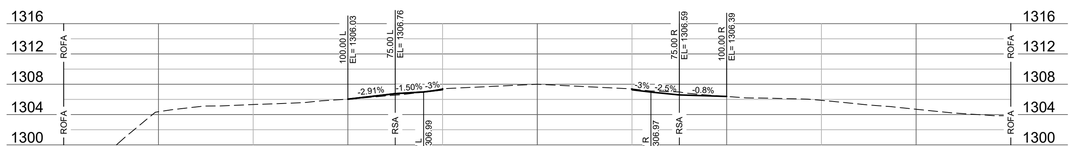
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OLSON
E-11074
09/06/2006
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

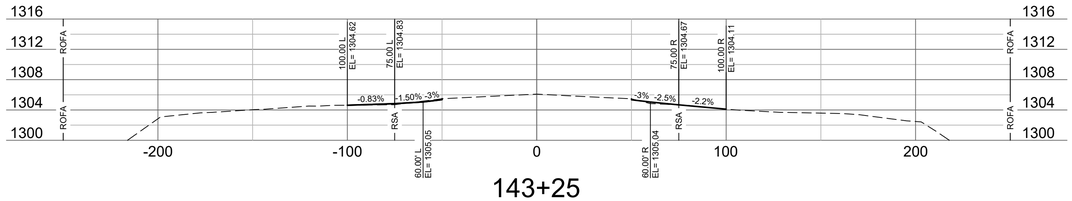
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RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

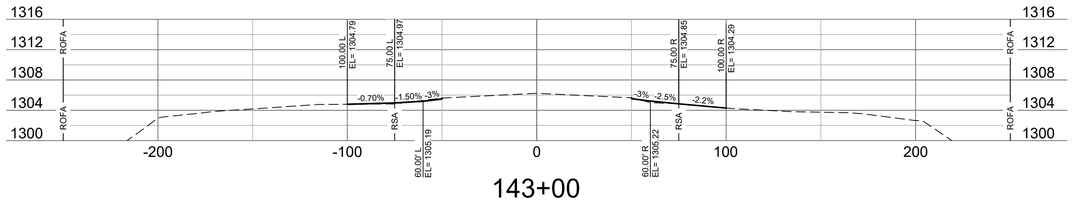
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

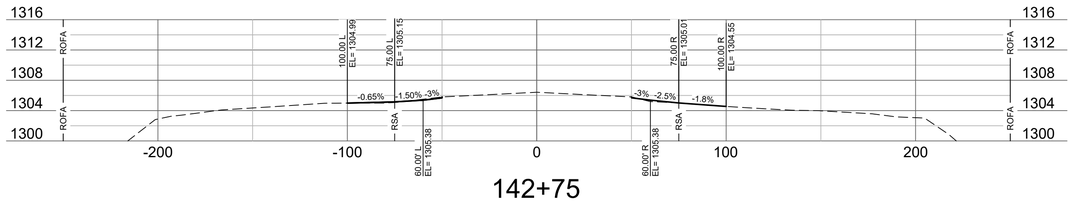
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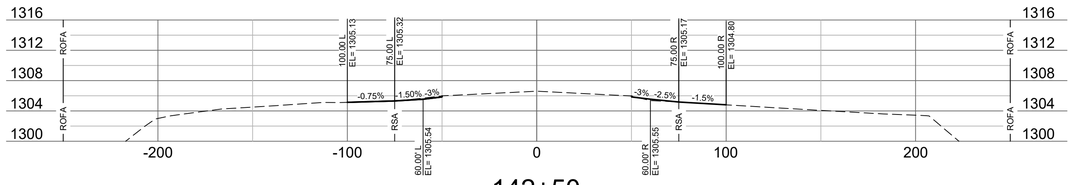
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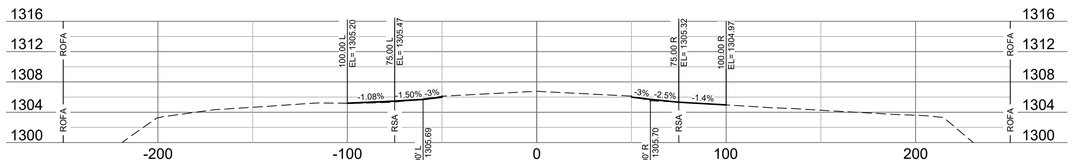
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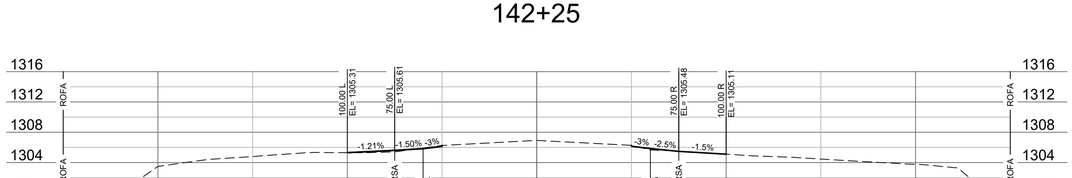
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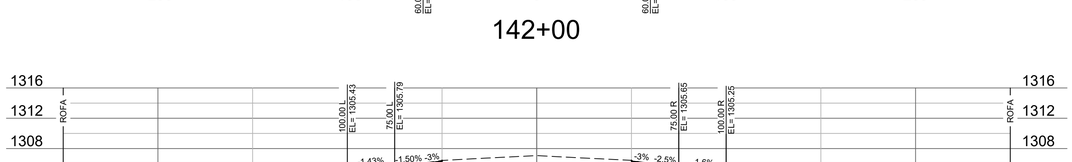
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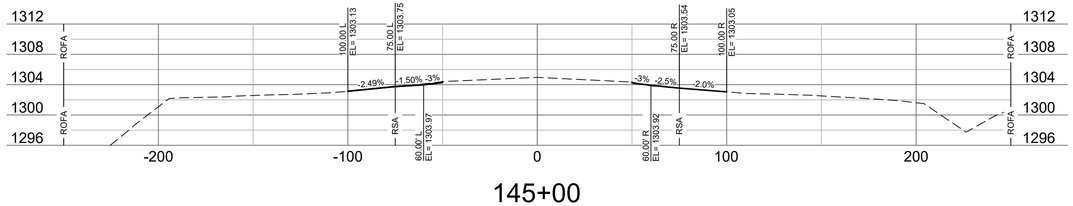
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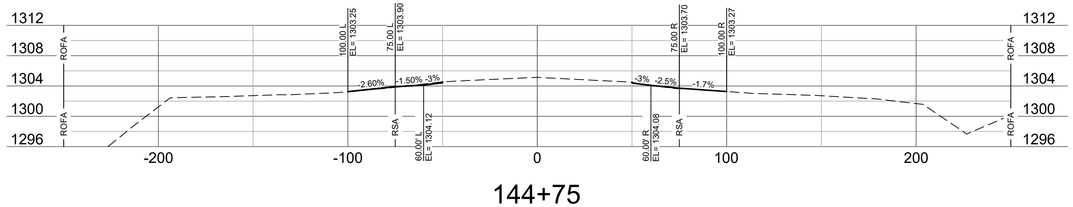
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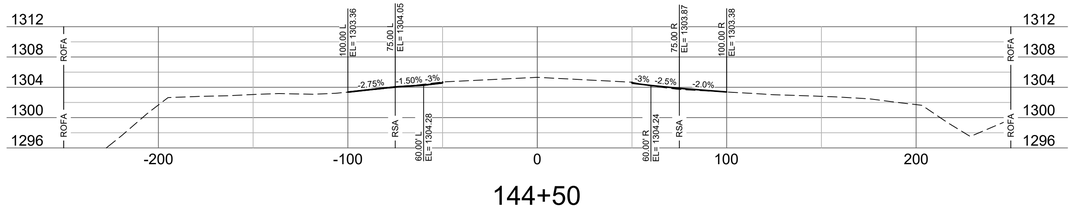
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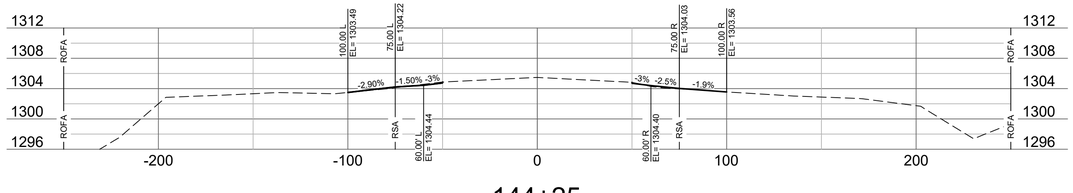
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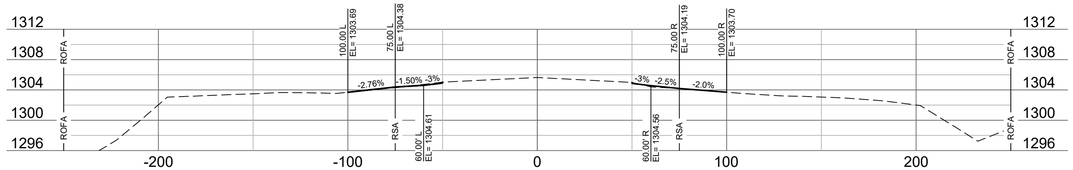
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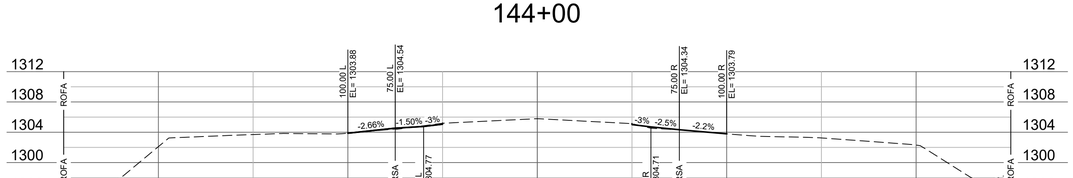
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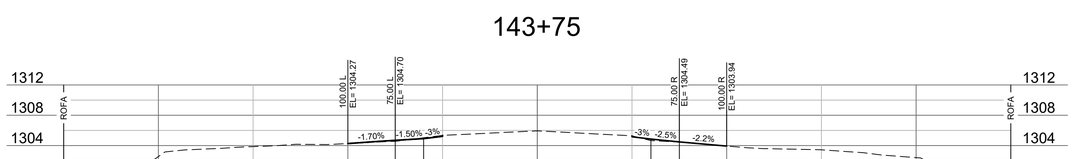
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RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/0227028

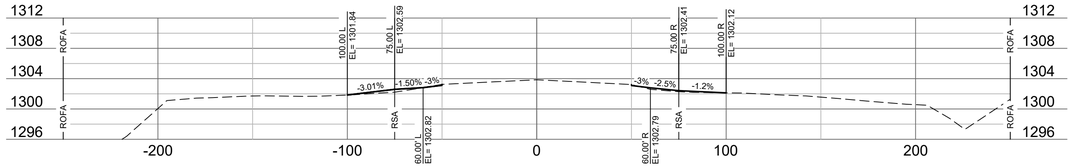
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

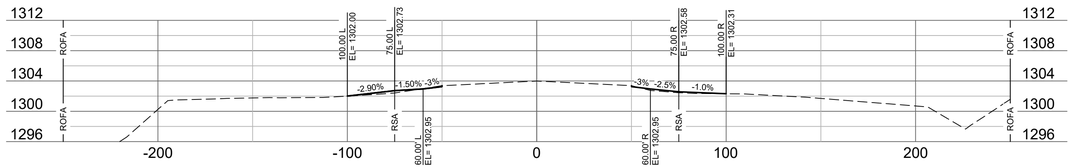
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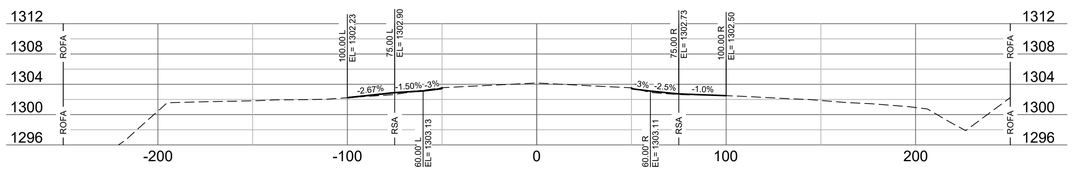
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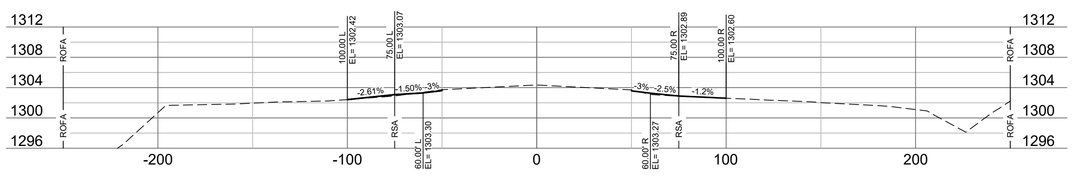
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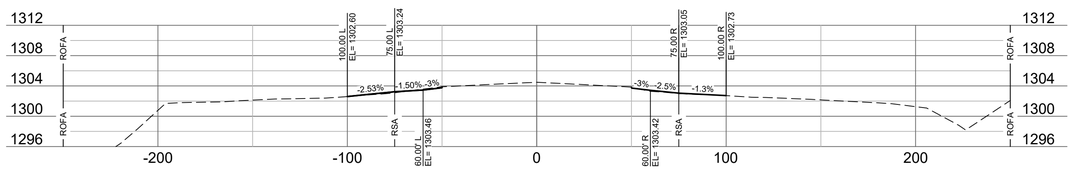
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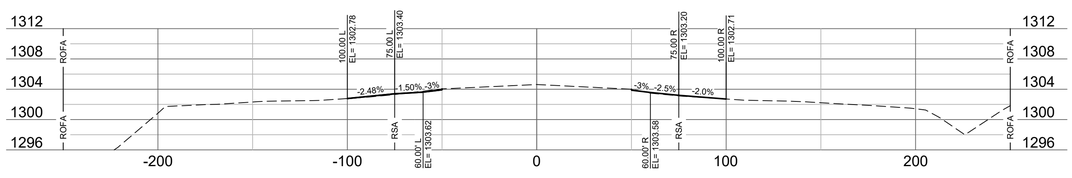
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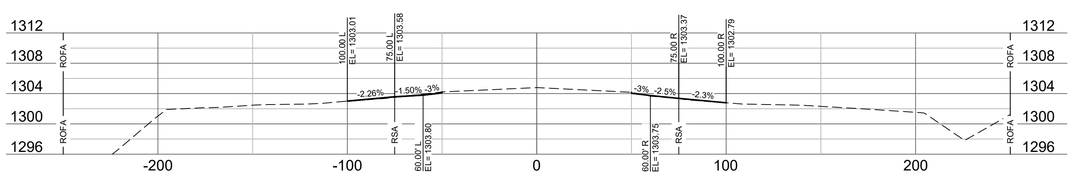
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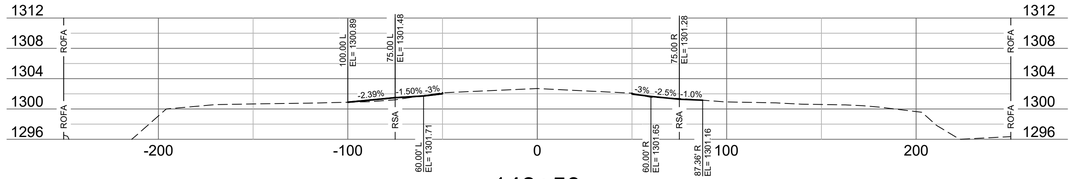
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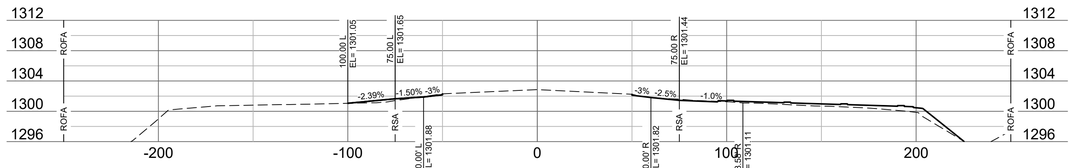
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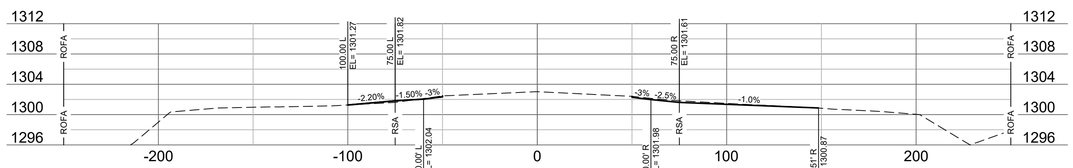
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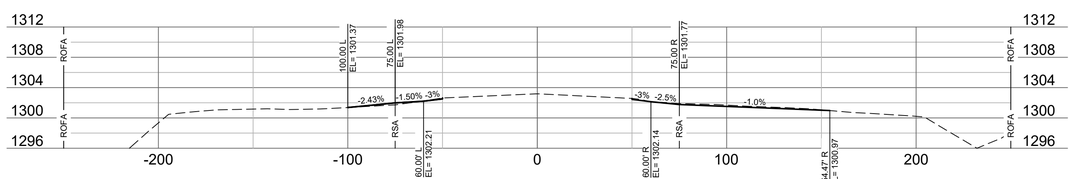
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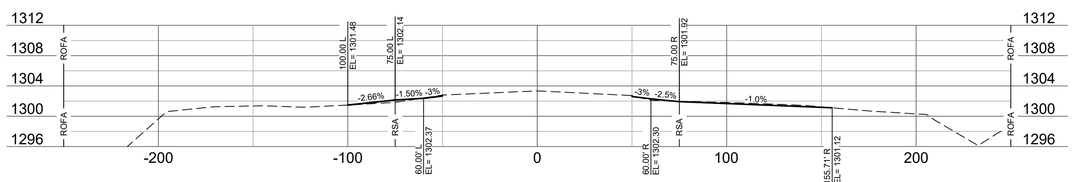
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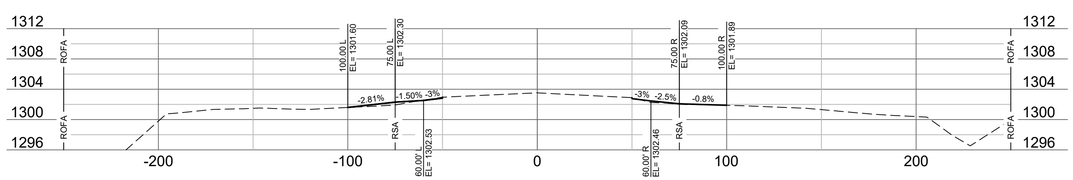
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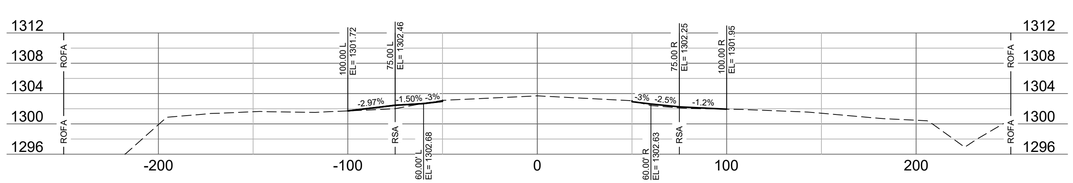
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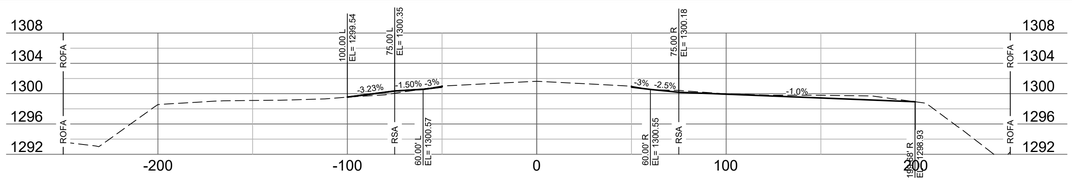
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
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BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

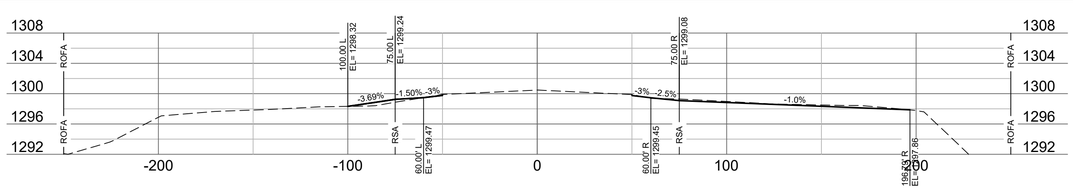
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designed by: JTO
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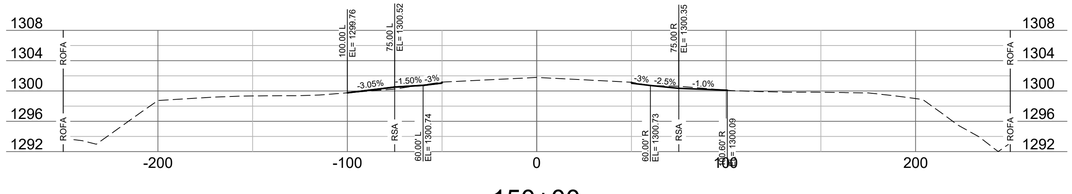
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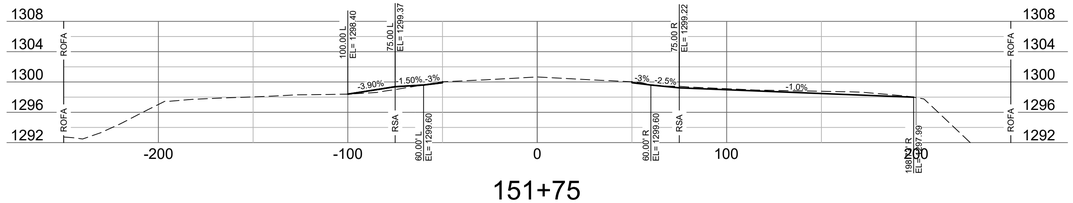
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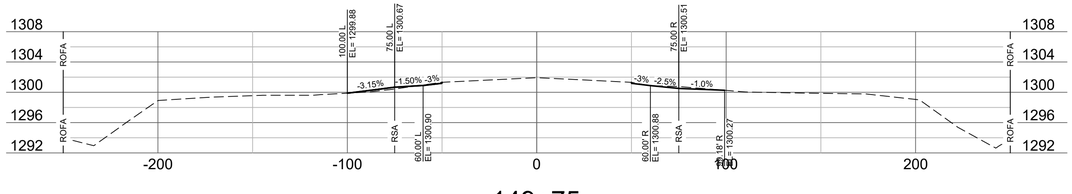
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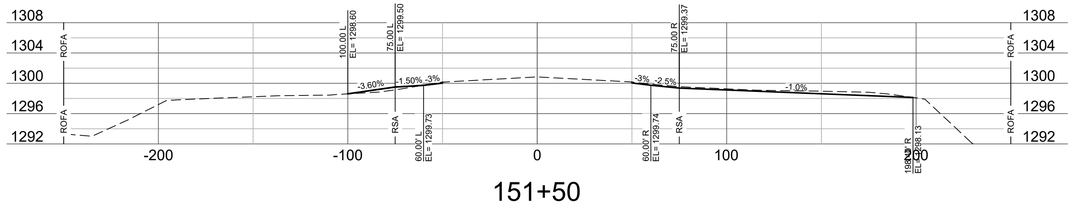
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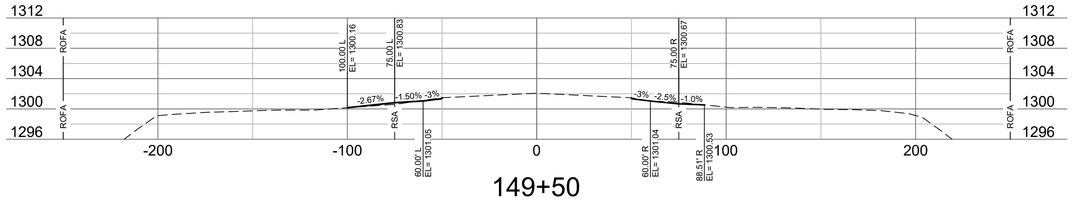
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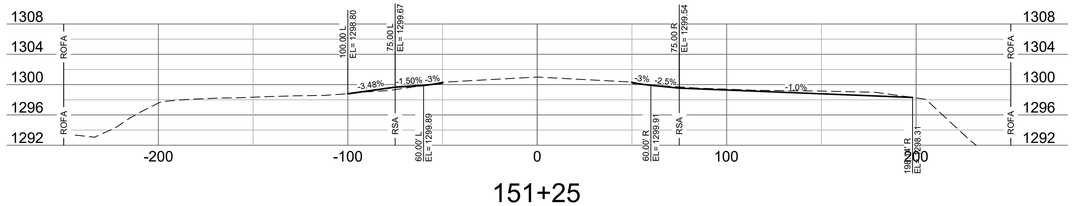
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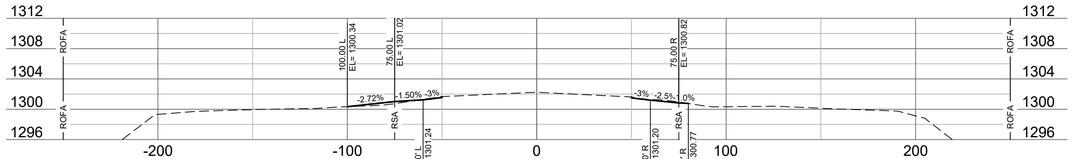
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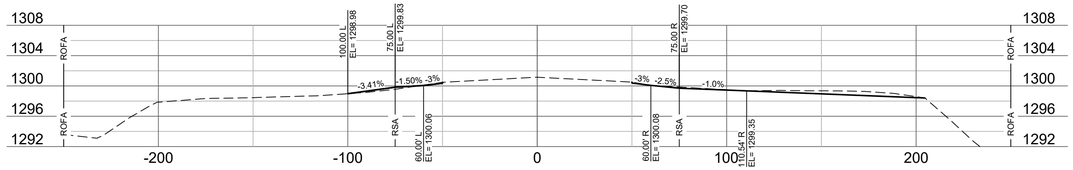
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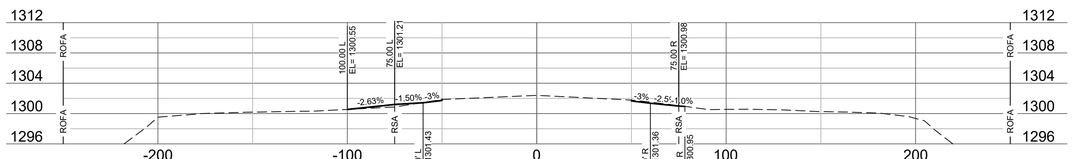
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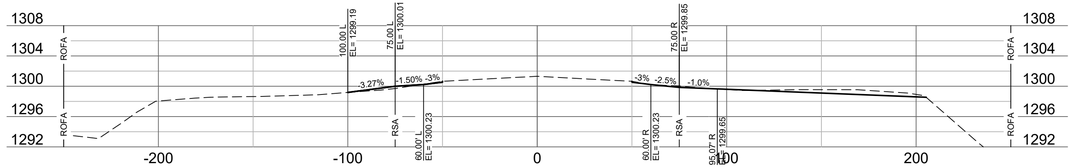
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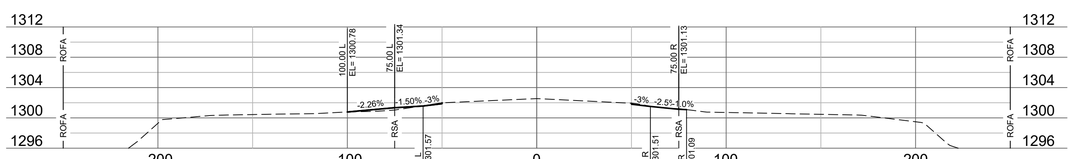
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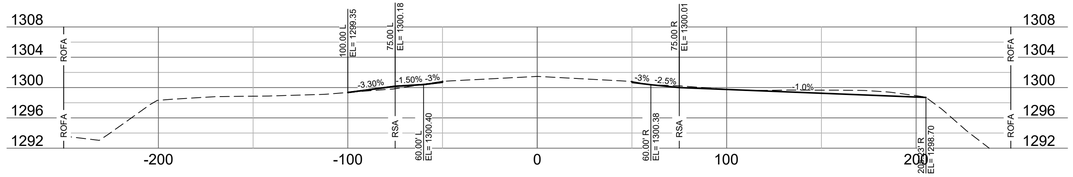
149+00



150+75



148+75



150+50

SCHEDULE 2

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Lincoln, NE 68508

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Olsson - Engineering
Nebraska COA #CA-0638

PROFESSIONAL CIVIL ENGINEER
HEATHER ANNE
OLSON
E-11074
09/06/2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

CROSS SECTIONS

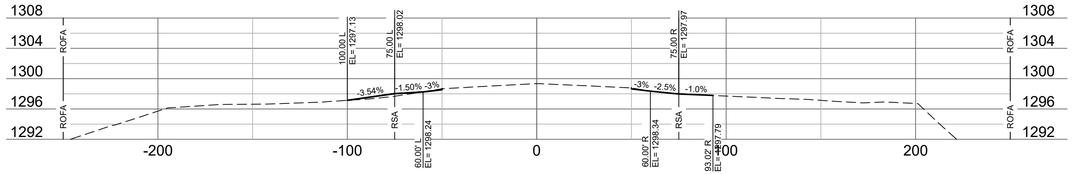
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

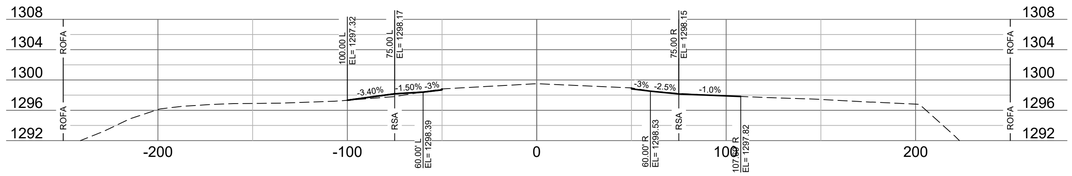
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designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET
XS-239

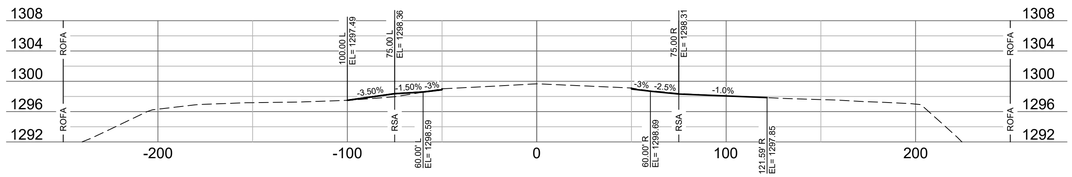
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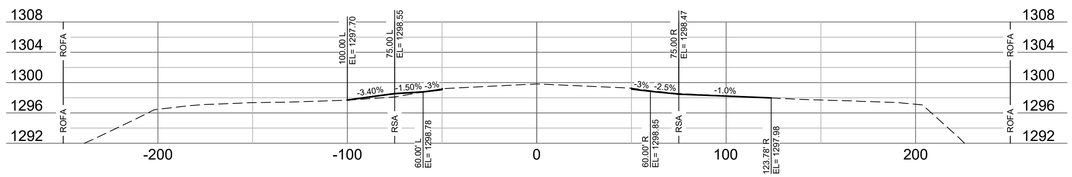
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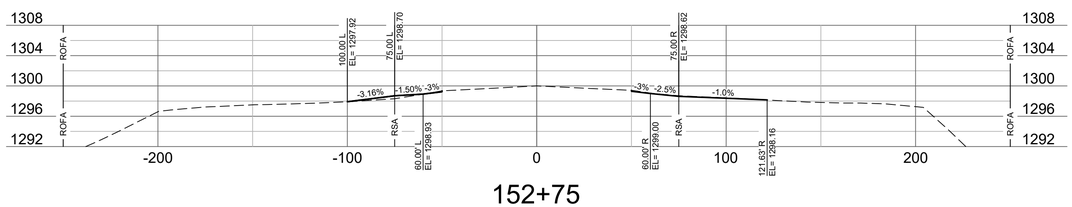
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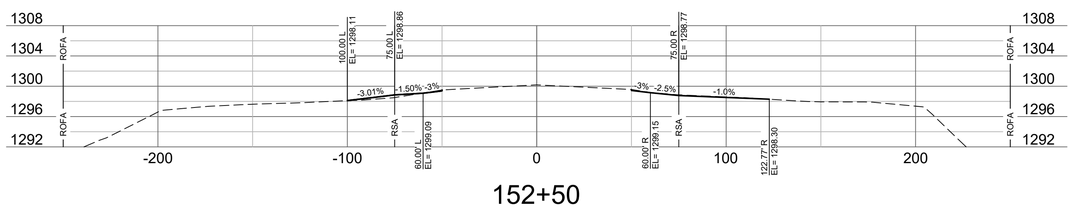
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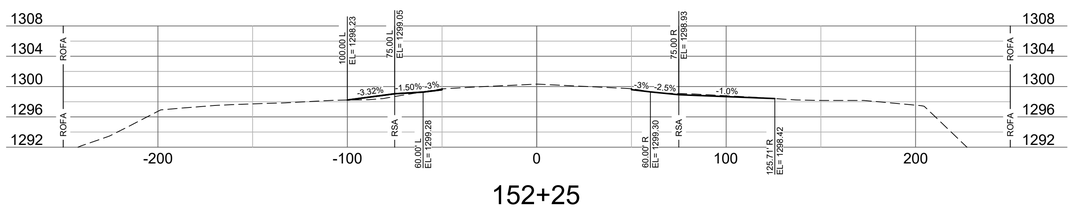
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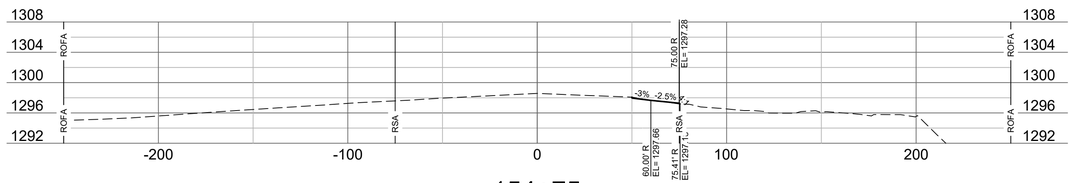
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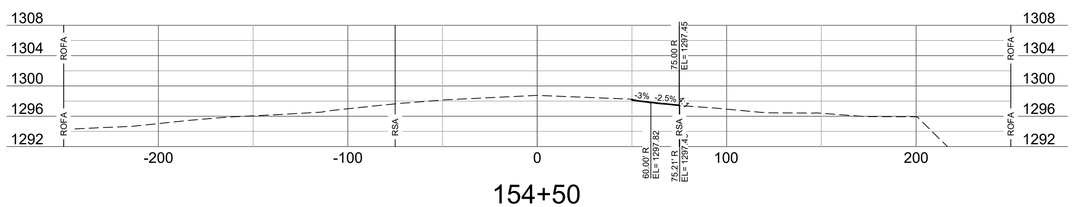
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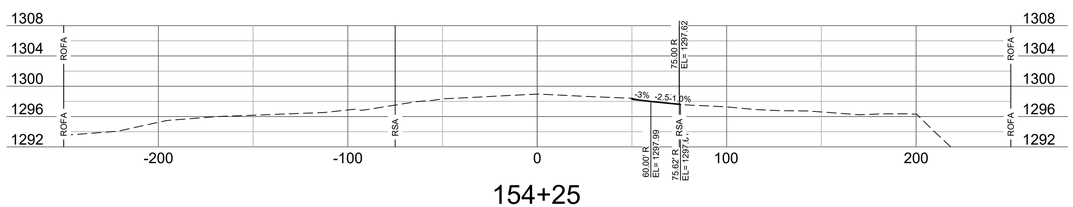
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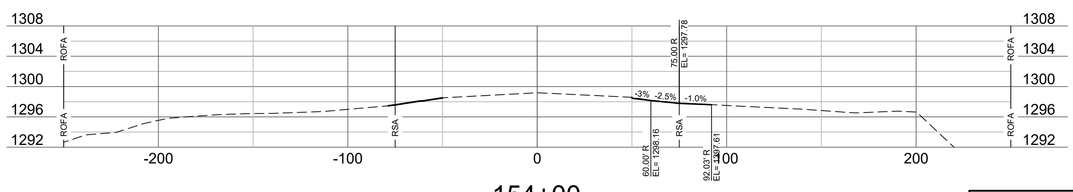
154+75



154+50



154+25



154+00

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PROFESSIONAL CIVIL ENGINEER
HEATHER ANNE OLSON
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09/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

CROSS SECTIONS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 2

SHEET
XS-240

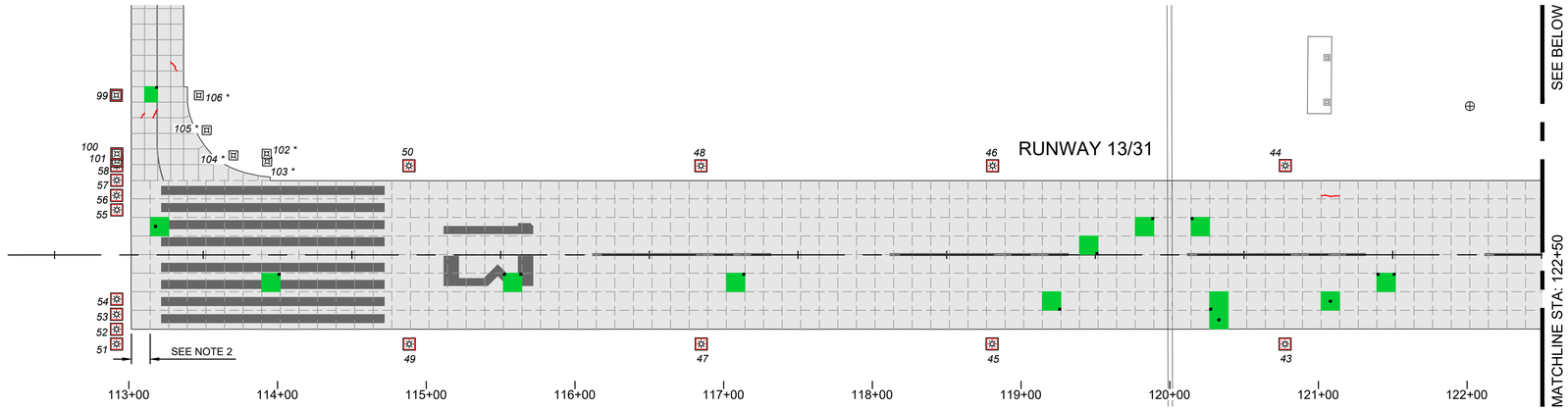
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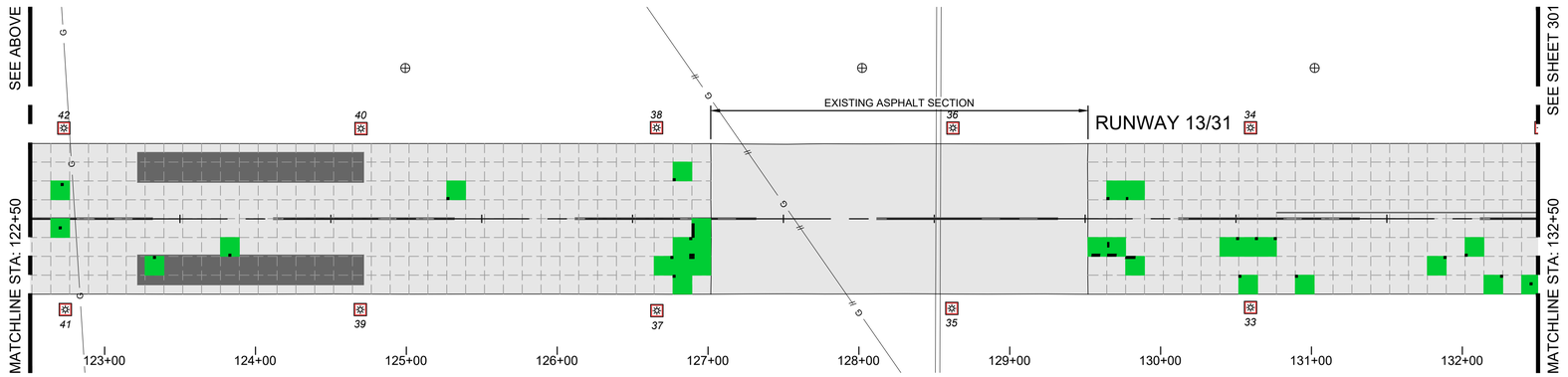
SCHEDULE 3

Schedule 3:

Runway 13/31 Pavement Rehabilitation



1 REMOVAL PLAN - STA: 113+00 TO STA: 122+50



2 REMOVAL PLAN - STA 122+50 TO STA: 132+50

N

0' 25' 50' 100'

SCALE IN FEET

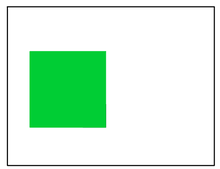
REMOVAL LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PAVEMENT TO BE REMOVED	
SAW CUT	
BASE-MOUNTED LIGHT TO BE REMOVED	
BASE-MOUNTED LIGHT TO BE ADJUSTED	
JUNCTION CAN STRUCTURE TO BE REMOVED	

GENERAL SHEET NOTES

1. EXISTING UTILITIES SHOWN ARE APPROXIMATE LOCATIONS FROM PUBLIC RECORDS AND AS-BUILT PLANS. VERIFICATION OF EXACT LOCATIONS AND DEPTHS SHALL BE COMPLETED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
2. SEE SCHEDULE 2 - SHEET 204 FOR PANEL REMOVAL.
3. SEE SCHEDULE 2 - SHEETS 204 - 208 FOR ELECTRICAL REMOVALS.
4. SEE SCHEDULE 4 - SHEETS 400 - 403 FOR ASPHALT PAVEMENT SECTION REMOVAL AND REPLACEMENT.

GENERAL PAVEMENT REPAIR NOTES

1. THE EXISTING PAVEMENT SECTIONS ARE SHOWN FROM PUBLIC RECORDS AND AS-BUILT PLANS. THE EXISTING 8" PAVEMENT SHALL BE REMOVED AND REPLACED IN KIND PER THE RESPECTIVE EXISTING SECTION. THE UNDERLYING BASE COURSE WILL BE EVALUATED BY THE ON-SITE RPR/ENGINEER AND IF FOUND TO BE ACCEPTABLE, SHALL BE LEVELED AND RECOMPACTED.
2. IF DETERMINED BY THE RPR/ENGINEER THAT THE UNDERLYING SUBBASE/AGGREGATE BASE COURSE IS TO BE UNSUITABLE IT SHALL BE REMOVED, REPLACED AND COMPACTED PER OLSSON-200 AGGREGATE BASE COURSE.
3. REMOVAL OF EXISTING JOINT SEALANT MATERIAL AND FILLER SHALL BE COMPLETED IN ACCORDANCE WITH P-101 OF THE SPECIFICATIONS. ALL OVERBAND FROM PAST RE-SEALING SHALL BE REMOVED IN ITS ENTIRETY. THE REMOVAL OF THE OVERBAND IS CONSIDERED SUBSIDIARY TO P-101 RE-SEAL/REPAIR CONCRETE JOINTS.
4. EXISTING EXPANSION JOINTS:
   - 4.1. REMOVE ONLY JOINT SEALING MATERIAL AND OTHER FOREIGN MATERIAL.
   - 4.2. EXPANSION MATERIAL SHALL REMAIN IN PLACE. HOWEVER, IF THE EXISTING MATERIAL IS DAMAGED OR DETERIORATED, IT SHALL BE REMOVED IN ITS ENTIRETY AND REPLACED WITH NEW EXPANSION FIBER BOARD MATERIAL. SUBSIDIARY TO SEALANT BID ITEMS.
5. REMOVAL OF EXISTING JOINT SEALANT MATERIAL AND FILLER SHALL BE REMOVED PRIOR TO OR IN CONJUNCTION WITH PAVEMENT MARKING REMOVAL.
6. PRIOR TO INSTALLING JOINT SEALANT MATERIAL AND FILLER, THE EXISTING JOINTS SHALL BE PREPARED IN ACCORDANCE WITH P-101 OF SPECIFICATIONS.
7. INSTALL JOINT SEALANT MATERIAL AND FILLER IN ACCORDANCE WITH THE PLANS AND P-605 OF THE SPECIFICATIONS.
8. NO ADDITIONAL PAYMENTS WILL BE MADE FOR VARYING THICKNESS OF CONCRETE OR BASE COURSE.
9. SEE SHEET 302 FOR CONCRETE PANEL REPLACEMENT/REPAIR DETAILS.
10. SEE SHEET 302 FOR CRACK REPAIR AND JOINT RE-SEAL/REPAIR DETAILS.
11. CONTRACTOR SHALL REMOVE EXISTING JOINT SEALANT THEN COMPLETE APPLICATION OF NEW JOINT SEALANT IN ACCORDANCE WITH BOTH SPECIFICATIONS P-101 AND P-605.
12. EXISTING JOINT WIDTHS MAY VARY AND CONTRACTOR SHALL VERIFY EXISTING JOINT WIDTHS AND PROVIDE CORRESPONDING BACKER ROD.
13. BACKER ROD INSTALLATION SHALL BE ADJUSTED AT INTERSECTIONS OF JOINTS TO ENSURE PROPER SEATING OF BACKER ROD AND APPROPRIATE AVAILABLE DEPTH OF NEW JOINT SEALANT. SUBSIDIARY TO SEALANT BID ITEMS.
14. SPALL AREAS AT THE TIME OF INSPECTION HAVE BEEN INDICATED ON THE PLANS FOR REPAIR. IT IS ANTICIPATED THAT ADDITIONAL AREAS ARE LIKELY TO BE DISCOVERED DURING CONSTRUCTION. APPROXIMATELY 10 ADDITIONAL SQUARE FEET (THIS SHEET) HAVE BEEN INCLUDED IN THE QUANTITIES FOR POTENTIAL REPAIRS. ADDITIONAL REPAIR AREAS SHALL BE APPROVED/MARKED BY RPR DURING CONSTRUCTION.
15. IT IS ANTICIPATED THAT AREAS IN NEED OF CRACK REPAIR ARE LIKELY TO BE DISCOVERED DURING CONSTRUCTION. APPROXIMATELY 50 ADDITIONAL LINEAR FEET (THIS SHEET) HAVE BEEN INCLUDED IN THE QUANTITIES FOR POTENTIAL REPAIRS. ADDITIONAL REPAIR AREAS SHALL BE APPROVED/MARKED BY RPR DURING CONSTRUCTION.
16. IT IS ANTICIPATED THAT ADDITIONAL AREAS OF PANEL REPLACEMENT, DUE TO FURTHER DEGRADATION, WILL BE DISCOVERED DURING CONSTRUCTION. APPROXIMATELY 42 ADDITIONAL SQUARE YARDS OF CONCRETE PAVEMENT REMOVAL, 8" CONCRETE AND 6" AGGREGATE BASE COURSE (THIS SHEET) HAVE BEEN INCLUDED IN THE QUANTITIES FOR POTENTIAL REPAIRS. ADDITIONAL REPAIR AREAS SHALL BE APPROVED/MARKED BY RPR DURING CONSTRUCTION.



3 SPALL REPAIR LOCATION

SCALE: NOT TO SCALE

PAVEMENT REPAIR ITEMS RUNWAY 13/31

AREA IDENTIFICATION	PAVEMENT REPAIR ITEMS	QUANTITY	AS-BUILT QUANTITY
	P-101 CONCRETE SPALL REPAIR	21 SF	
	P-101 CONCRETE PAVEMENT REMOVAL - SELECT PANEL REPLACEMENT	42 SY	
	OLSSON-200 6" AGGREGATE BASE COURSE - SELECT PANEL REPLACEMENT	42 SY	
	P-501 8" CONCRETE PAVEMENT - SELECT PANEL REPLACEMENT	42 SY	
	P-101 CONCRETE CRACK REPAIR	85 LF	
	P-101 RE-SEAL/REPAIR CONCRETE JOINTS	25,271 LF	

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PROFESSIONAL CIVIL ENGINEER
HEATHER ANNE
OLSON
E-11074
09/06/2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

REMOVAL AND REPAIR PLAN STA: 113+00 TO STA: 132+50

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

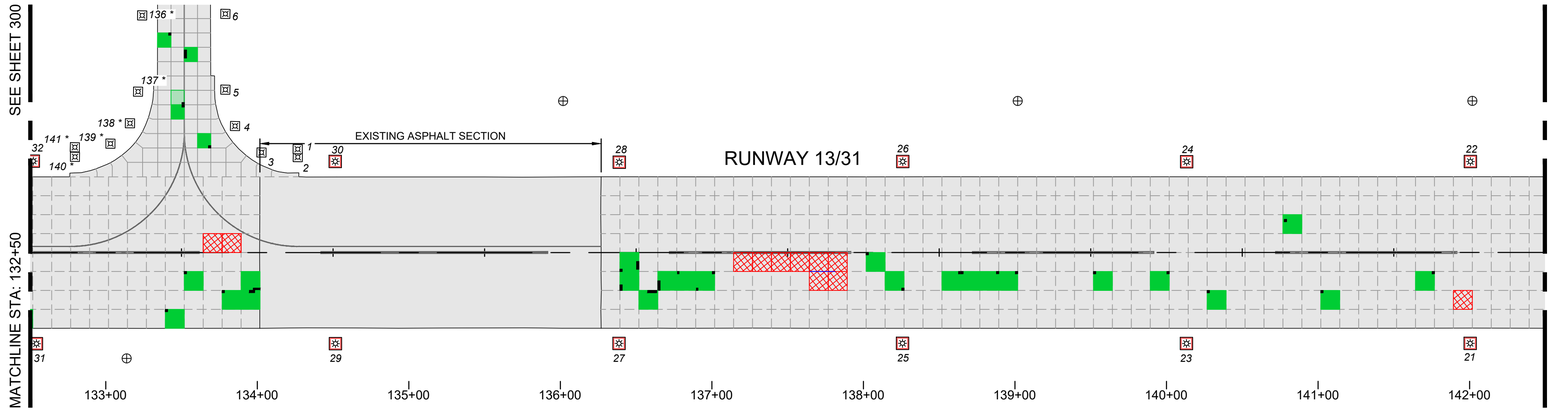
2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

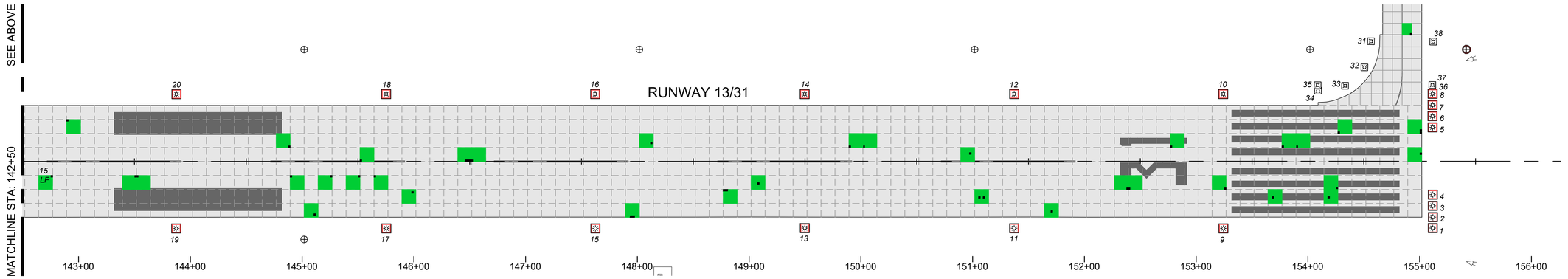
SCHEDULE 3

SHEET 300

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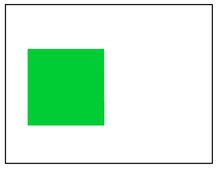
1 REMOVAL PLAN - STA 132+50 TO STA: 142+50



2 REMOVAL PLAN - STA 142+50 TO STA: 155+00

GENERAL PAVEMENT REPAIR NOTES

1. THE EXISTING PAVEMENT SECTIONS ARE SHOWN FROM PUBLIC RECORDS AND AS-BUILT PLANS. THE EXISTING 8" PAVEMENT SHALL BE REMOVED AND REPLACED IN KIND PER THE RESPECTIVE EXISTING SECTION. THE UNDERLYING BASE COURSE WILL BE EVALUATED BY THE ON-SITE RPR/ENGINEER AND IF FOUND TO BE ACCEPTABLE, SHALL BE LEVELED AND RECOMPACTED.
2. IF DETERMINED BY THE RPR/ENGINEER THAT THE UNDERLYING SUBBASE/AGGREGATE BASE COURSE IS TO BE UNSUITABLE IT SHALL BE REMOVED, REPLACED AND COMPACTED PER OLSSON-200 AGGREGATE BASE COURSE.
3. REMOVAL OF EXISTING JOINT SEALANT MATERIAL AND FILLER SHALL BE COMPLETED IN ACCORDANCE WITH P-101 OF THE SPECIFICATIONS. ALL OVERBAND FROM PAST RE-SEALING SHALL BE REMOVED IN ITS ENTIRETY. THE REMOVAL OF THE OVERBAND IS CONSIDERED SUBSIDIARY TO P-101 RE-SEAL/REPAIR CONCRETE JOINTS.
4. EXISTING EXPANSION JOINTS:
   - 4.1. REMOVE ONLY JOINT SEALING MATERIAL AND OTHER FOREIGN MATERIAL.
   - 4.2. EXPANSION MATERIAL SHALL REMAIN IN PLACE. HOWEVER, IF THE EXISTING MATERIAL IS DAMAGED OR DETERIORATED, IT SHALL BE REMOVED IN ITS ENTIRETY AND REPLACED WITH NEW EXPANSION FIBER BOARD MATERIAL. SUBSIDIARY TO SEALANT BID ITEMS.
5. REMOVAL OF EXISTING JOINT SEALANT MATERIAL AND FILLER SHALL BE REMOVED PRIOR TO OR IN CONJUNCTION WITH PAVEMENT MARKING REMOVAL.
6. PRIOR TO INSTALLING JOINT SEALANT MATERIAL AND FILLER, THE EXISTING JOINTS SHALL BE PREPARED IN ACCORDANCE WITH P-101 OF SPECIFICATIONS.
7. INSTALL JOINT SEALANT MATERIAL AND FILLER IN ACCORDANCE WITH THE PLANS AND P-605 OF THE SPECIFICATIONS.
8. NO ADDITIONAL PAYMENTS WILL BE MADE FOR VARYING THICKNESS OF CONCRETE OR BASE COURSE.
9. SEE SHEET 302 FOR CONCRETE PANEL REPLACEMENT/REPAIR DETAILS.
10. SEE SHEET 302 FOR CRACK REPAIR AND JOINT RE-SEAL/REPAIR DETAILS.
11. CONTRACTOR SHALL REMOVE EXISTING JOINT SEALANT THEN COMPLETE APPLICATION OF NEW JOINT SEALANT IN ACCORDANCE WITH BOTH SPECIFICATIONS P-101 AND P-605.
12. EXISTING JOINT WIDTHS MAY VARY AND CONTRACTOR SHALL VERIFY EXISTING JOINT WIDTHS AND PROVIDE CORRESPONDING BACKER ROD.
13. BACKER ROD INSTALLATION SHALL BE ADJUSTED AT INTERSECTIONS OF JOINTS TO ENSURE PROPER SEATING OF BACKER ROD AND APPROPRIATE AVAILABLE DEPTH OF NEW JOINT SEALANT. SUBSIDIARY TO SEALANT BID ITEMS.
14. SPALL AREAS AT THE TIME OF INSPECTION HAVE BEEN INDICATED ON THE PLANS FOR REPAIR. IT IS ANTICIPATED THAT ADDITIONAL AREAS ARE LIKELY TO BE DISCOVERED DURING CONSTRUCTION. APPROXIMATELY 20 ADDITIONAL SQUARE FEET (THIS SHEET) HAVE BEEN INCLUDED IN THE QUANTITIES FOR POTENTIAL REPAIRS. ADDITIONAL REPAIR AREAS SHALL BE APPROVED/MARKED BY RPR DURING CONSTRUCTION.
15. IT IS ANTICIPATED THAT AREAS IN NEED OF CRACK REPAIR ARE LIKELY TO BE DISCOVERED DURING CONSTRUCTION. APPROXIMATELY 75 ADDITIONAL LINEAR FEET (THIS SHEET) HAVE BEEN INCLUDED IN THE QUANTITIES FOR POTENTIAL REPAIRS. ADDITIONAL REPAIR AREAS SHALL BE APPROVED/MARKED BY RPR DURING CONSTRUCTION.
16. IT IS ANTICIPATED THAT ADDITIONAL AREAS OF PANEL REPLACEMENT, DUE TO FURTHER DEGRADATION, WILL BE DISCOVERED DURING CONSTRUCTION. APPROXIMATELY 42 ADDITIONAL SQUARE YARDS OF CONCRETE PAVEMENT REMOVAL, 8" CONCRETE AND 6" AGGREGATE BASE COURSE (THIS SHEET) HAVE BEEN INCLUDED IN THE QUANTITIES FOR POTENTIAL REPAIRS. ADDITIONAL REPAIR AREAS SHALL BE APPROVED/MARKED BY RPR DURING CONSTRUCTION.



3 SPALL REPAIR LOCATION

SCALE: NOT TO SCALE

PAVEMENT REPAIR ITEMS RUNWAY 13/31

AREA IDENTIFICATION	PAVEMENT REPAIR ITEMS	QUANTITY	AS-BUILT QUANTITY
	P-101 CONCRETE SPALL REPAIR	37 SF	
	P-101 CONCRETE PAVEMENT REMOVAL - SELECT PANEL REPLACEMENT	233 SY	
	OLSSON-200 6" AGGREGATE BASE COURSE - SELECT PANEL REPLACEMENT	233 SY	
	P-501 8" CONCRETE PAVEMENT - SELECT PANEL REPLACEMENT	233 SY	
	P-101 CONCRETE CRACK REPAIR	150 LF	
	P-101 RE-SEAL/REPAIR CONCRETE JOINTS	30,522 LF	



0' 25' 50' 100'

SCALE IN FEET

REMOVAL LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PAVEMENT TO BE REMOVED	
SAW CUT	
BASE-MOUNTED LIGHT TO BE REMOVED	
BASE-MOUNTED LIGHT TO BE ADJUSTED	
JUNCTION CAN STRUCTURE TO BE REMOVED	

GENERAL SHEET NOTES

1. EXISTING UTILITIES SHOWN ARE APPROXIMATE LOCATIONS FROM PUBLIC RECORDS AND AS-BUILT PLANS. VERIFICATION OF EXACT LOCATIONS AND DEPTHS SHALL BE COMPLETED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
2. SEE SCHEDULE 2 - SHEETS 204 - 208 FOR ELECTRICAL REMOVALS.
3. SEE SCHEDULE 4 - SHEETS 400 - 403 FOR ASPHALT PAVEMENT SECTION REMOVAL AND REPLACEMENT.

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09/06/2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

REMOVAL AND REPAIR PLAN STA: 132+50 TO STA: 155+00

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

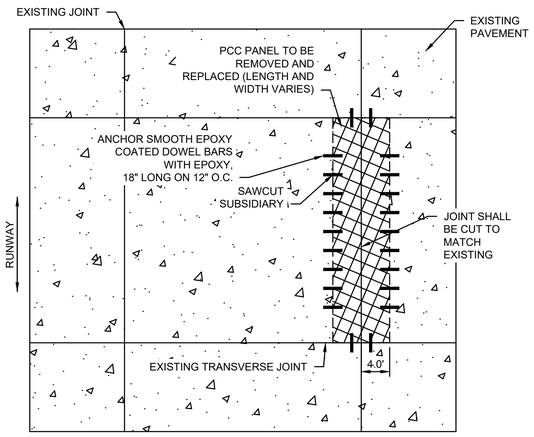
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 301

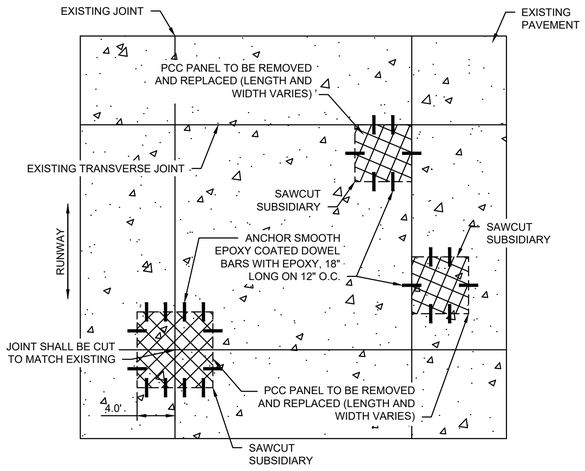
SCHEDULE 3

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DATE: Mar 02, 2026 10:49am USER: jolson



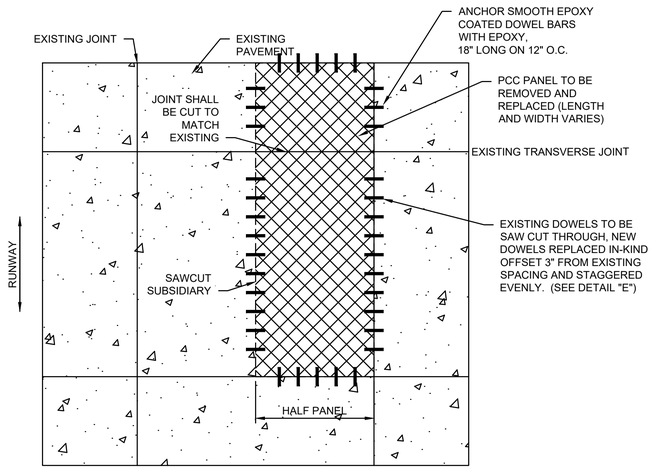
1 4' WIDTH PANEL PCC PATCH REPAIR - PLAN VIEW

SCALE: NOT TO SCALE



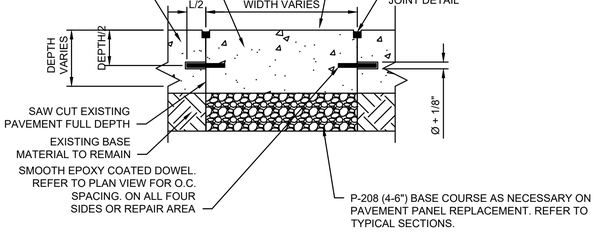
2 4' WIDTH PANEL PCC PATCH REPAIR - PLAN VIEW

SCALE: NOT TO SCALE



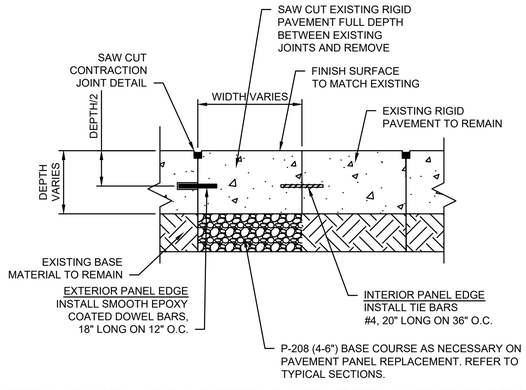
3 HALF WIDTH PANEL PCC PATCH REPAIR - PLAN VIEW

SCALE: NOT TO SCALE



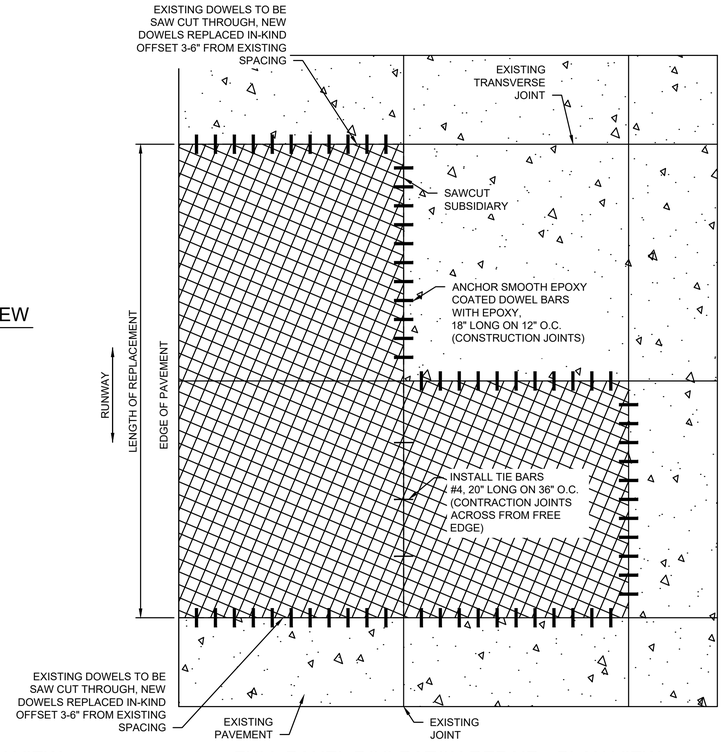
4 FULL PANEL - FULL DEPTH PANEL REPLACEMENT SECTION VIEW

SCALE: NOT TO SCALE



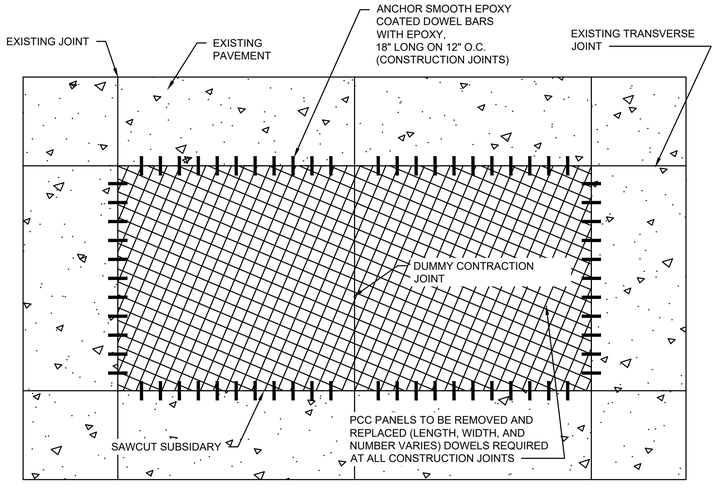
5 PARTIAL PANEL - FULL DEPTH PANEL REPLACEMENT SECTION VIEW

SCALE: NOT TO SCALE



6 FULL PANEL PCC PATCH REPAIR - PLAN VIEW

SCALE: NOT TO SCALE



7 FULL PANEL PCC PATCH REPAIR - PLAN VIEW

SCALE: NOT TO SCALE

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REVISIONS

REV. NO.	DATE	DESCRIPTION

CONCRETE PANEL REPLACEMENT / REPAIR DETAILS

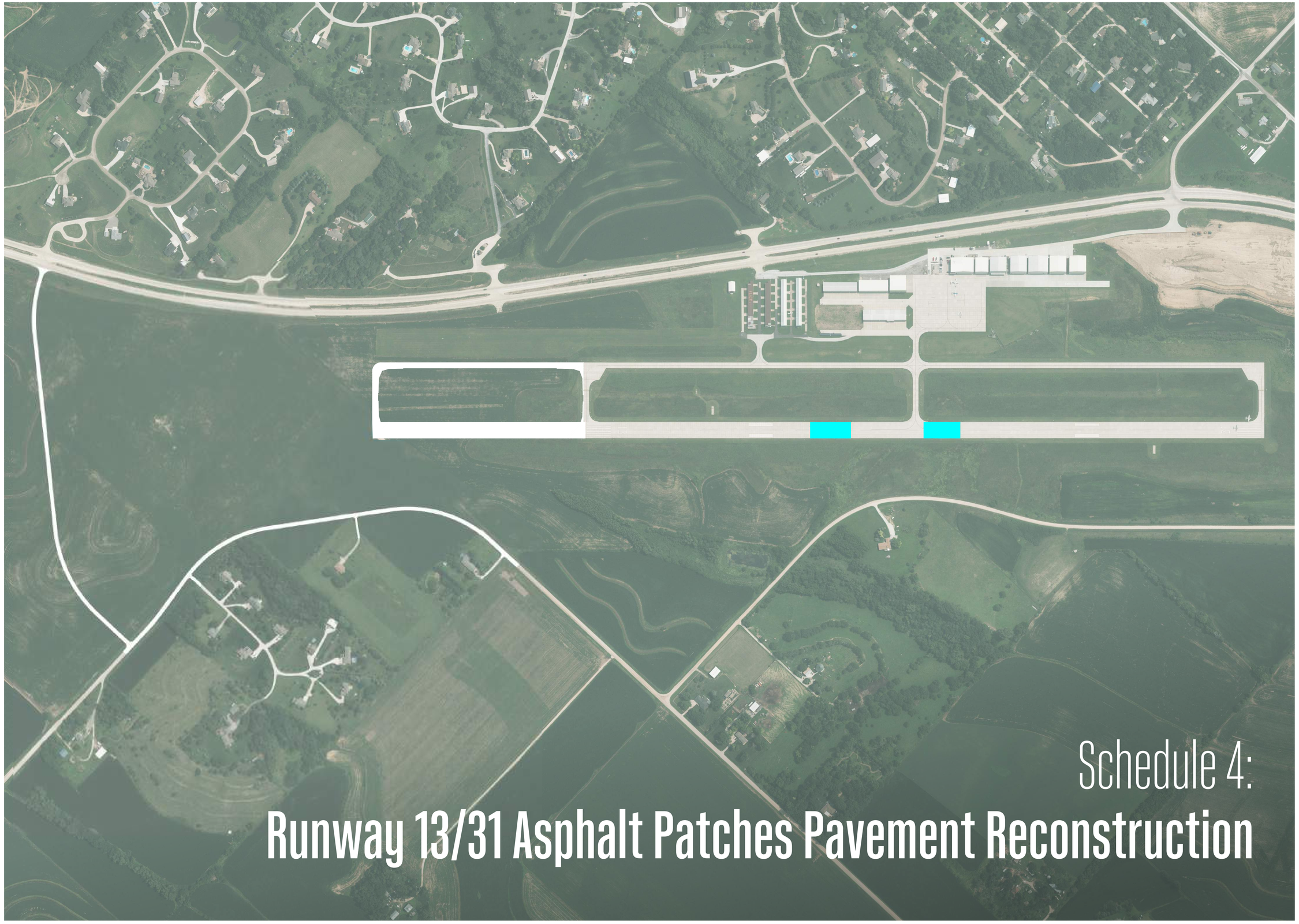
RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 3

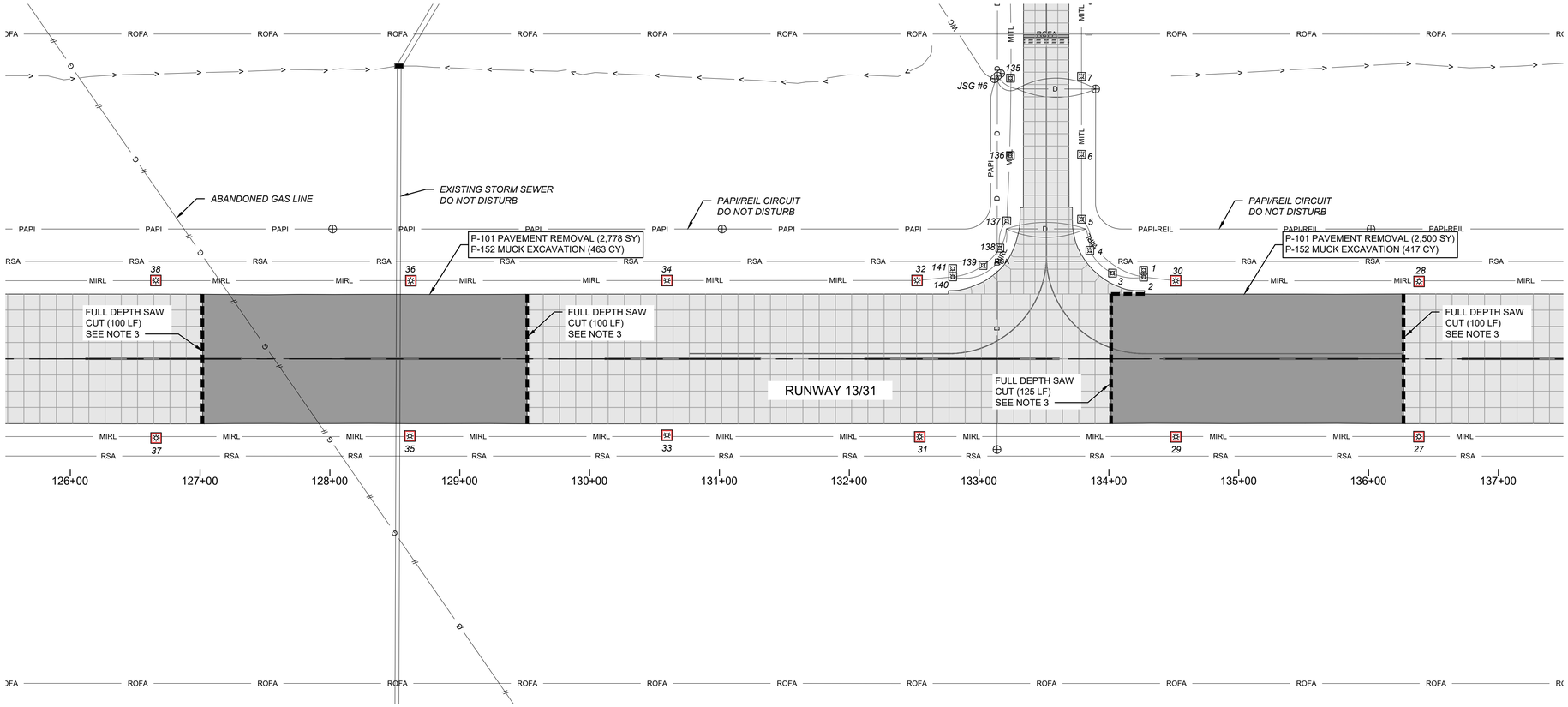
SHEET
302



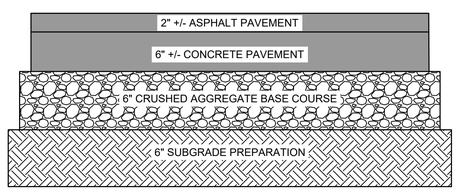
SCHEDULE 4

Schedule 4:

Runway 13/31 Asphalt Patches Pavement Reconstruction



1 RUNWAY 13/31 PATCH REMOVAL PLAN - STA: 127+02 TO STA 129+52 AND STA: 134+02 TO STA:136+27



2 EXISTING PAVEMENT SECTION

REMOVAL LEGEND	THIS PROJECT
EXISTING PAVEMENT	
PAVEMENT TO BE REMOVED	
SAW CUT	
BASE-MOUNTED LIGHT TO BE REMOVED	RWY ⊗ TWY ⊡

GENERAL SHEET NOTES

1. EXISTING UTILITIES SHOWN ARE APPROXIMATE LOCATIONS FROM PUBLIC RECORDS AND AS-BUILT PLANS. VERIFICATION OF EXACT LOCATIONS AND DEPTHS SHALL BE COMPLETED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
2. ALL REMOVED MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF-SITE IN A TIMELY AND LEGAL MANNER UNLESS OTHERWISE SPECIFIED.
3. REMOVALS ADJACENT TO PAVEMENT TO REMAIN SHALL BE FULL DEPTH SAW CUT. SAW CUT CONSIDERED SUBSIDIARY TO PAVEMENT REMOVAL BID ITEM.
4. THE EXISTING PAVEMENT SECTIONS ARE SHOWN FROM PUBLIC RECORDS AND AS-BUILT PLANS. THE EXISTING 8" PAVEMENT SHALL BE REMOVED AND REPLACED IN KIND PER THE RESPECTIVE EXISTING SECTION. THE UNDERLYING BASE COURSE WILL BE EVALUATED BY THE ON-SITE RPR/ENGINEER AND IF FOUND TO BE ACCEPTABLE, SHALL BE LEVELED AND RECOMPACTED.
5. IF DETERMINED BY THE RPR/ENGINEER THAT THE UNDERLYING SUBBASE/AGGREGATE BASE COURSE IS TO BE UNSUITABLE IT SHALL BE REMOVED, REPLACED AS MUCK EXCAVATION AND COMPACTED PER OLSSON-200 AGGREGATE BASE COURSE.
6. DO NOT DISTURB EXISTING TAXIWAY LIGHTING CIRCUIT. ANY DAMAGES TO THE SYSTEM SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.

SCHEDULE 4

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REV. NO.	DATE	DESCRIPTION

PAVEMENT REMOVAL PLAN

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

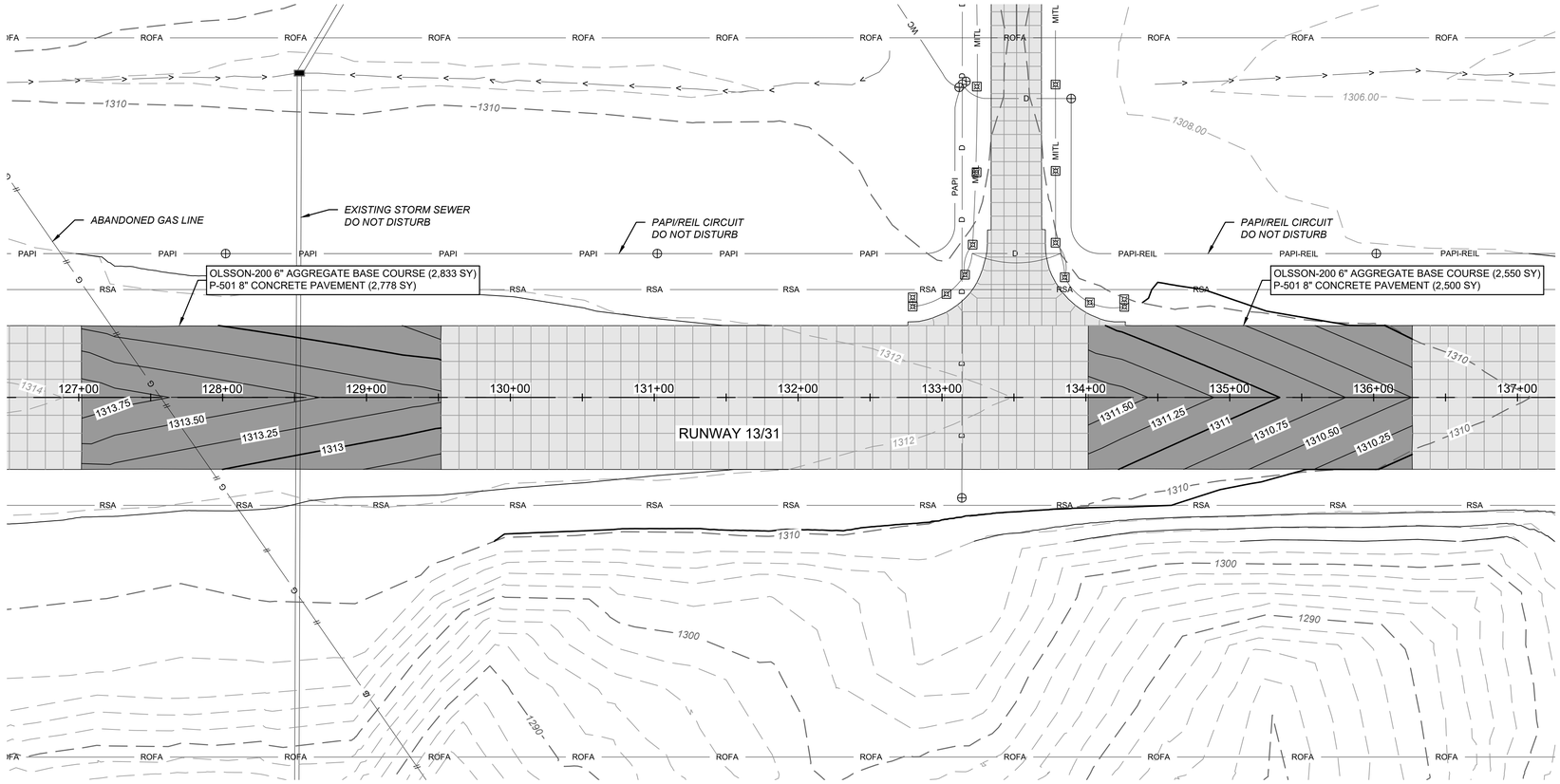
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

2026

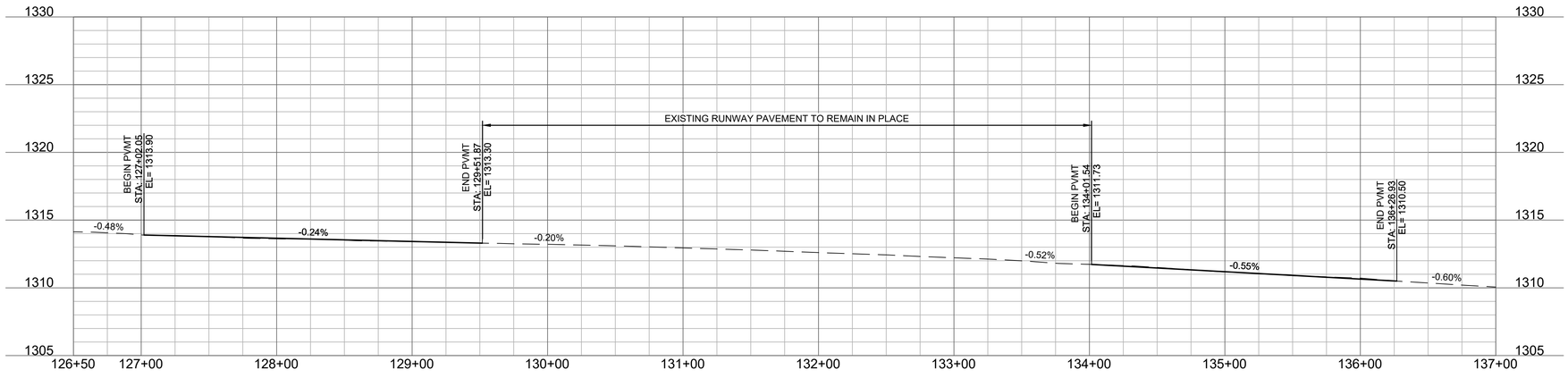
drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET
400

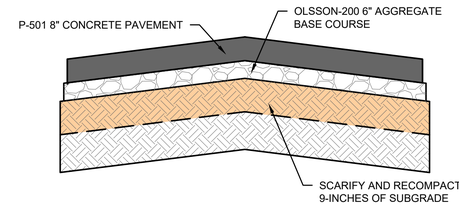
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DATE: Mar 02, 2026 10:50am USER: jolson



1 RUNWAY 13/31 PATCH REPLACEMENT PLAN - STA: 127+02 TO STA 129+52 AND STA: 134+02 TO STA:136+27



2 RUNWAY 13/31 PATCH REPLACEMENT PROFILE - STA: 127+02 TO STA: 129+52 AND STA: 134+02 TO STA:136+27



3 TYPICAL PAVEMENT SECTION



0' 25' 50' 100'
SCALE IN FEET

GENERAL SHEET NOTES

1. DO NOT DISTURB EXISTING RUNWAY, TAXIWAY, PAPI, AND REIL SYSTEMS, JUNCTION STRUCTURES AND ALL APPURTENANCES ASSOCIATED WITH THE TAXIWAY CIRCUIT. IF ANY DAMAGE IS DONE TO THE RUNWAY, TAXIWAY, PAPI OR REIL SYSTEM IT SHALL BE FIXED TO A COMPLETE FUNCTIONING CIRCUIT AT NO ADDITIONAL COST TO THE OWNER.
2. SEE SHEET 2 FOR VERTICAL CONTROL. SEE SHEET 200 FOR HORIZONTAL CONTROL.
3. SEE SHEET 402 FOR JOINTING LAYOUT AND SPOT ELEVATIONS.
4. SEE SHEET 403 FOR JOINTING DETAILS.

0' 25' 50' 100'
SCALE IN FEET

20' 10' 5' 0'

SCHEDULE 4

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REV. NO.	DATE	DESCRIPTION

PAVEMENT PLAN AND PROFILE

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET
401

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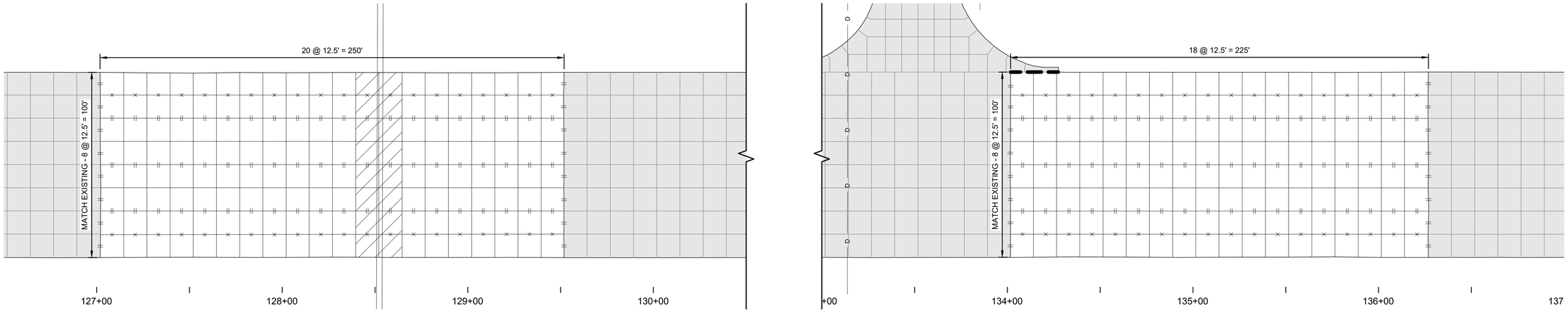
JOINT LEGEND	SYMBOL
TYPE 'A' - THICKENED EDGE ISOLATION	
TYPE 'A-1' - REINFORCED ISOLATION	
TYPE 'B' - HINGED CONTRACTION	
TYPE 'C' - DOWELED CONTRACTION	
TYPE 'D' - DUMMY CONTRACTION	
TYPE 'E' - DOWELED CONSTRUCTION	
TYPE 'E1' - TIED-DOWELED CONSTRUCTION	
REINFORCED SLAB	

N

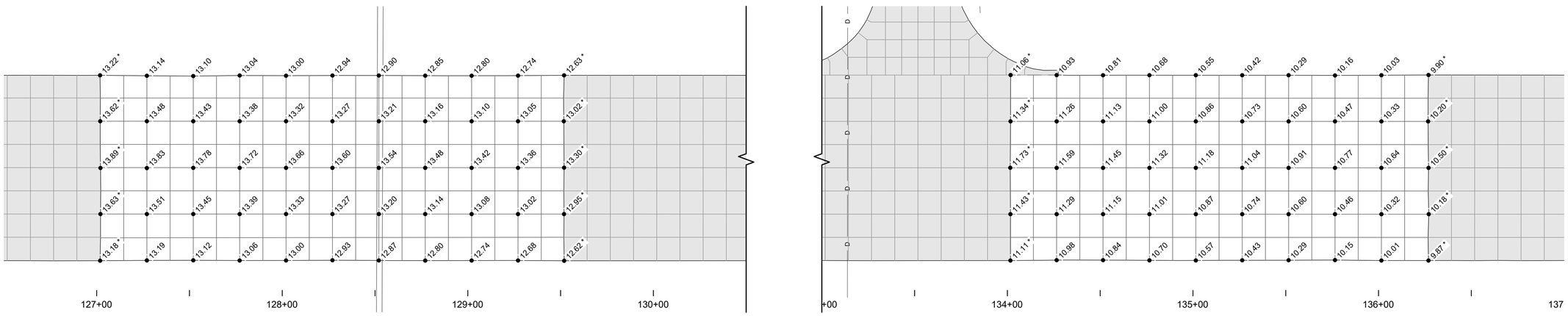
0' 15' 30' 60'
SCALE IN FEET

GENERAL SHEET NOTES

1. ALL ELEVATIONS ARE TOP OF SLAB. ALL OFFSETS AND DIMENSIONS ARE TO EDGE OF PAVEMENT. ADD 1300.00 TO ALL ELEVATIONS
2. ALTERNATE JOINT/PAVING PLANS MAY BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL. MODIFICATIONS MUST BE SUBMITTED IN WRITING A MINIMUM OF 4 WEEKS PRIOR TO PAVING OPERATIONS.
3. * = MATCH EXISTING PAVEMENT. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE RPR/ENGINEER PRIOR TO PAVING.



1 RUNWAY 13/31 PATCH REPLACEMENT JOINTING PLAN - STA: 127+02 TO STA 129+52 AND STA: 134+02 TO STA:136+27



2 RUNWAY 13/31 PATCH REPLACEMENT SPOT ELEVATION PLAN - STA: 127+02 TO STA 129+52 AND STA: 134+02 TO STA:136+27

SCHEDULE 4

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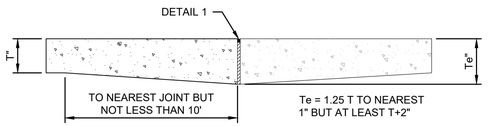
JOINTING AND SPOT ELEVATION PLAN

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

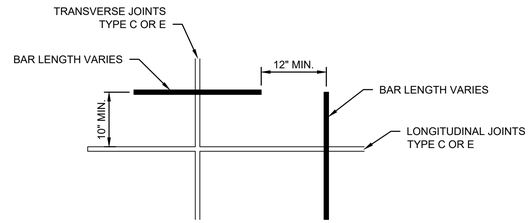
drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET
402



1 TYPE 'A' THICKENED EDGE

SCALE: NOT TO SCALE



(PLAN VIEW)

2 POSITION OF DOWELS AT JOINTS

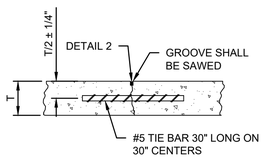
SCALE: NOT TO SCALE

JOINT LEGEND	SYMBOL
TYPE 'A' - THICKENED EDGE ISOLATION	
TYPE 'A-1' - REINFORCED ISOLATION	
TYPE 'B' - HINGED CONTRACTION	
TYPE 'C' - DOWELED CONTRACTION	
TYPE 'D' - DUMMY CONTRACTION	
TYPE 'E' - DOWELED CONSTRUCTION	
TYPE 'E1' - TIED-DOWELED CONSTRUCTION	
REINFORCED SLAB	

GENERAL SHEET NOTES

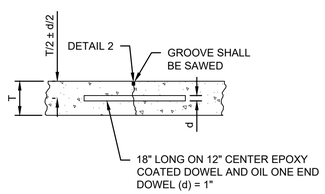
1. AFTER FINAL CLEANING, INSTALL A BACKER ROD. BACKER RODS SHALL BE PLACED WITH A DOUBLE-WHEELED STEEL ROLLER OR ANY SMOOTH, BLUNT TOOL THAT WILL FORCE IT INTO THE JOINT UNIFORMLY TO THE REQUIRED DEPTH WITHOUT DAMAGE OR PUNCTURING.
2. HOT-POURED JOINT SEALANT SHALL BE APPLIED UNIFORMLY SOLID FROM BOTTOM TO TOP AND SHALL BE FILLED WITHOUT FORMATION OF ENTRAPPED AIR OR VOIDS. THE SEALANT SHALL BE HEATED PER THE MANUFACTURER'S RECOMMENDATIONS. A DIRECT CONNECTING PRESSURE TYPE EXTRUDING DEVICE WITH NOZZLES SHAPED FOR INSERTION INTO THE JOINT SHALL BE PROVIDED. ANY SEALANT SPILLED ON THE SURFACE OF THE PAVEMENT, STRUCTURES AND/OR LIGHTING FIXTURES SHALL BE REMOVED IMMEDIATELY.
3. SEALANT RESERVOIR SIZED TO PROVIDE PROPER SHAPE FACTOR, W/D. FIELD POURED AND PREFORMED SEALANTS REQUIRE DIFFERENT SHAPE FACTORS FOR OPTIMUM PERFORMANCE.
4. ROD BACKUP MATERIAL MUST BE COMPATIBLE WITH THE TYPE OF LIQUID SEALANT USED AND SIZED TO PROVIDE THE DESIRED SHAPE FACTOR.
5. D = 1/2"
6. W = 1/2"
7. T = 8"

CONTRACTION JOINTS



3 TYPE 'B' HINGED

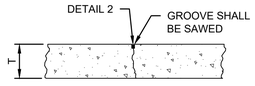
SCALE: NOT TO SCALE



4 TYPE 'C' DOWELED

SCALE: NOT TO SCALE

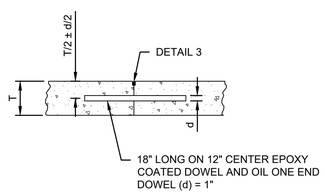
DOWEL BASKETS ARE REQUIRED TO BE USED AT ALL TYPE C LOCATIONS.



5 TYPE 'D' DUMMY

SCALE: NOT TO SCALE

CONSTRUCTION JOINT

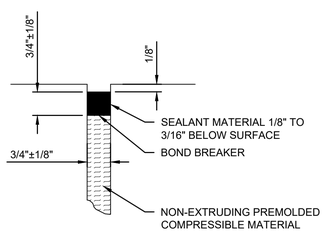


6 TYPE 'E' DOWELED

SCALE: NOT TO SCALE

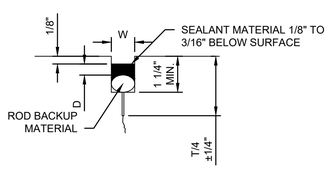
USE AT LOCATIONS WHERE PAVING OPERATIONS ARE DELAYED OR STOPPED AT A PLANNED JOINT

DETAILS



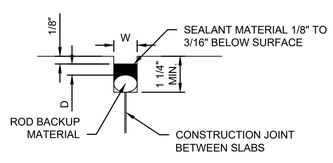
7 DETAIL 1 - EXPANSION JOINT

SCALE: NOT TO SCALE



8 DETAIL 2 - CONTRACTION JOINT

SCALE: NOT TO SCALE



9 DETAIL 3 - CONSTRUCTION JOINT

SCALE: NOT TO SCALE

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JOINTING DETAILS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
AIP NO. 3-31-0109-025/026/027/028

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SCHEDULE 4

SHEET
403

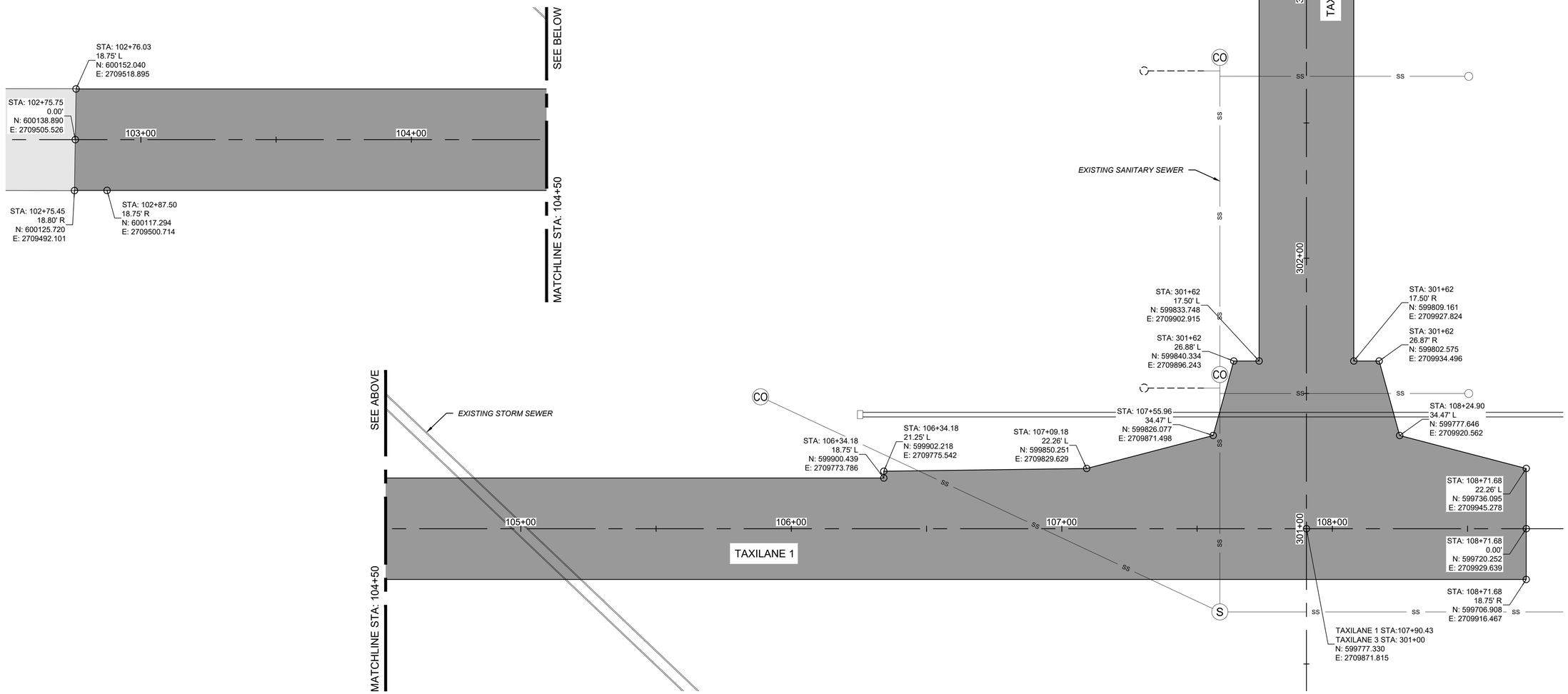
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SCHEDULE 5

Schedule 5:

Corporate Hangar Area: Pave Taxilanes 1 and 3



1 TAXILANE 1 AND TAXILANE 3 HORIZONTAL CONTROL PLAN

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PROFESSIONAL CIVIL ENGINEER
HEATHER ANNE
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03/06/2026
STATE OF NEBRASKA

REV. NO.	DATE	DESCRIPTION
		REVISIONS

TAXILANE 1 AND TAXILANE 3 HORIZONTAL CONTROL PLAN

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
NDOT NO. BTA SA 011

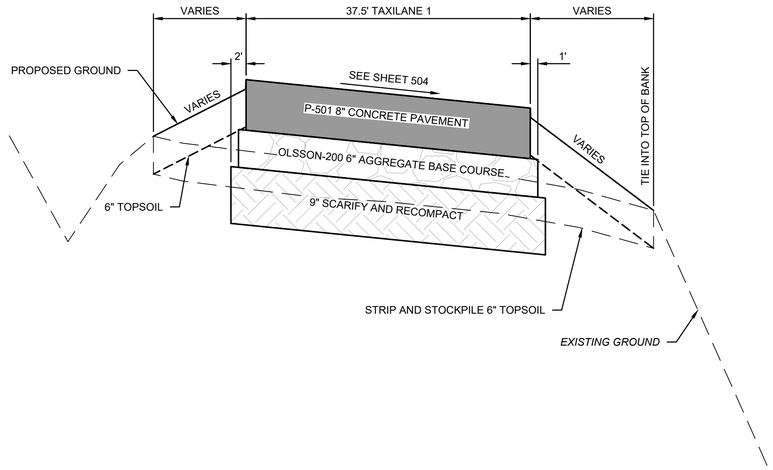
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

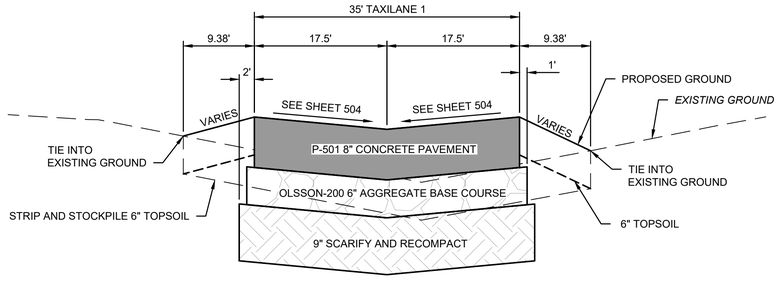
SCHEDULE 5

SHEET
500

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DATE: Mar 02, 2026 10:54am USER: jolson



1 TAXILANE 1 TYPICAL SECTION



2 TAXILANE 3 TYPICAL SECTION

GENERAL SHEET NOTES

1. STRIP TOPSOIL TO THE LIMITS OF CONSTRUCTION AT A DEPTH OF 6-INCHES. ALL EQUIPMENT, LABOR, MATERIALS AND INCIDENTALS REQUIRED TO STRIP, STOCKPILE AND REPLACE MATERIAL SHALL BE CONSIDERED SUBSIDIARY TO THE BID ITEM "P-152 EMBANKMENT IN PLACE (ESTABLISHED QUANTITY)". NO ADDITIONAL PAYMENT WILL BE MADE FOR THE RE-HANDLING AND REPLACEMENT OF THE TOPSOIL.

2. COMPLETE GRADING OPERATIONS PER THE PLANS AND SPECIFICATIONS. ALL EXCAVATION REQUIRED TO COMPLETE THE PROJECT SHALL BE CONSIDERED SUBSIDIARY TO THE BID ITEM "P-152 EMBANKMENT IN PLACE (ESTABLISHED QUANTITY)". BORROW MATERIAL SHALL BE OBTAINED NEAR STAGING AREA SOUTHEAST OF AIRPORT ACCESS ROAD FOR PAVEMENT SUBGRADE. BORROW AREA SHALL BE STRIPPED PRIOR TO EXCAVATION. MATERIAL SHALL BE OBTAINED IN A LINEAR MANNER, LARGE HOLES WILL NOT BE ACCEPTED, AND SHALL BE GRADED TO MAINTAIN POSITIVE DRAINAGE. ALL EQUIPMENT, LABOR AND INCIDENTALS REQUIRED TO OBTAIN AND PLACE BORROW MATERIAL SHALL BE CONSIDERED SUBSIDIARY TO THE BID ITEM "P-152 EMBANKMENT IN PLACE (ESTABLISHED QUANTITY).

3. PRIOR TO PLACEMENT OF BASE COURSE, THE TOP 9-INCHES OF SUBGRADE SHALL BE SCARIFIED, MOISTURE CONDITIONED AND RECOMPACTED. ALL EQUIPMENT, LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THE SUBGRADE PREPARATION SHALL BE CONSIDERED SUBSIDIARY TO THE BID ITEM "P-152 EMBANKMENT IN PLACE (ESTABLISHED QUANTITY)".

4. ANY MATERIAL DEEMED UNSUITABLE BY THE RPR/ENGINEER BELOW THE 9-INCH SUBGRADE SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL. ALL FILL MATERIAL REQUIRED TO BRING BACK TO GRADE SHALL BE CONSIDERED SUBSIDIARY TO "P-152 MUCK EXCAVATION".

EXCAVATION TABLE (CUT)
(SUBSIDIARY TO EMBANKMENT)
(FOR INFORMATIONAL PURPOSES ONLY)

AREA	EXCAVATION (CY)	UNDERCUT FOR TOPSOIL (CY)	TOTAL EXCAVATION (CY)
OUTSIDE PAVEMENT	0	0	0
PAVEMENT SECTION	28	0	28 *
TOTAL	28	0	28

ON-SITE EMBANKMENT MATERIAL TABLE (FILL)
(FOR INFORMATIONAL PURPOSES ONLY)

AREA	SUITABLE ON-SITE FILL MATERIAL		
	SUITABLE ON-SITE EMBANKMENT MATERIAL (CY)	ADD FOR BALANCE FACTOR / SHRINK (30%) (CY)	TOTAL SUITABLE MATERIAL REQUIRED (CY)
OUTSIDE PAVEMENT	309	93	402
PAVEMENT SECTION	217	65	282 *
TOTAL	526	158	684

STRIP AND TOPSOIL TABLE
(SUBSIDIARY TO EMBANKMENT)
(FOR INFORMATIONAL PURPOSES ONLY)

AREA	EXCAVATION	6" TOPSOIL		
	6" STRIP (CY)	IN-PLACE (CY)	ADD FOR BALANCE FACTOR / SHRINK (20%) (CY)	TOTAL SUITABLE MATERIAL REQUIRED (CY)
SITE	1,135	515	103	618
TOTAL	1,135	515	103	618

EARTHWORK SUMMARY

EXCAVATION (SUBSIDIARY TO EMBANKMENT IN PLACE)		EMBANKMENT IN PLACE		BORROW MATERIAL REQUIRED	UNSUITABLE MATERIAL / MUCK EXCAVATION
TOTAL EXCAVATION = 28 CY	TOPSOIL STRIP (6") = 1,135 CY	TOTAL SUITABLE MATERIAL REQUIRED = 684 CY	TOTAL TOPSOIL REQUIRED = 618 CY	BORROW MATERIAL = TOTAL EXCAVATION MINUS TOTAL EMBANKMENT IN PLACE MATERIAL REQUIRED	MUCK EXCAVATION (CY)
TOTAL EXCAVATION = 1,163 CY		TOTAL EMBANKMENT IN PLACE REQUIRED (FILL MATERIAL) = 1,302 CY		TOTAL BORROW MATERIAL TO WASTE = 139 CY*	100 C.Y.

*BORROW MATERIAL REQUIRED FOR SUITABLE FILL UNDER PAVEMENT. BORROW MATERIAL CAN BE OBTAINED NEAR THE CONTRACTOR'S STORAGE / STAGING AREA SOUTHEAST OF THE AIRPORT ACCESS ROAD. THIS BORROW MATERIAL EQUATES TO 254 CY TO CONSTRUCT THE PAVEMENT SUBGRADE. TOPSOIL MAY BE USED AS FILL OUTSIDE OF THE PAVEMENT SECTION. EXCESS TOPSOIL SHALL BE WASTED ALONG THE BACKSLOPE ON THE WEST SIDE OF TAXILANE 1.

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TYPICAL SECTIONS AND EARTHWORK QUANTITIES

RUNWAY 13 AND TAXIWAY EXTENSION: RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
NDOT NO. BTA SA 011

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110

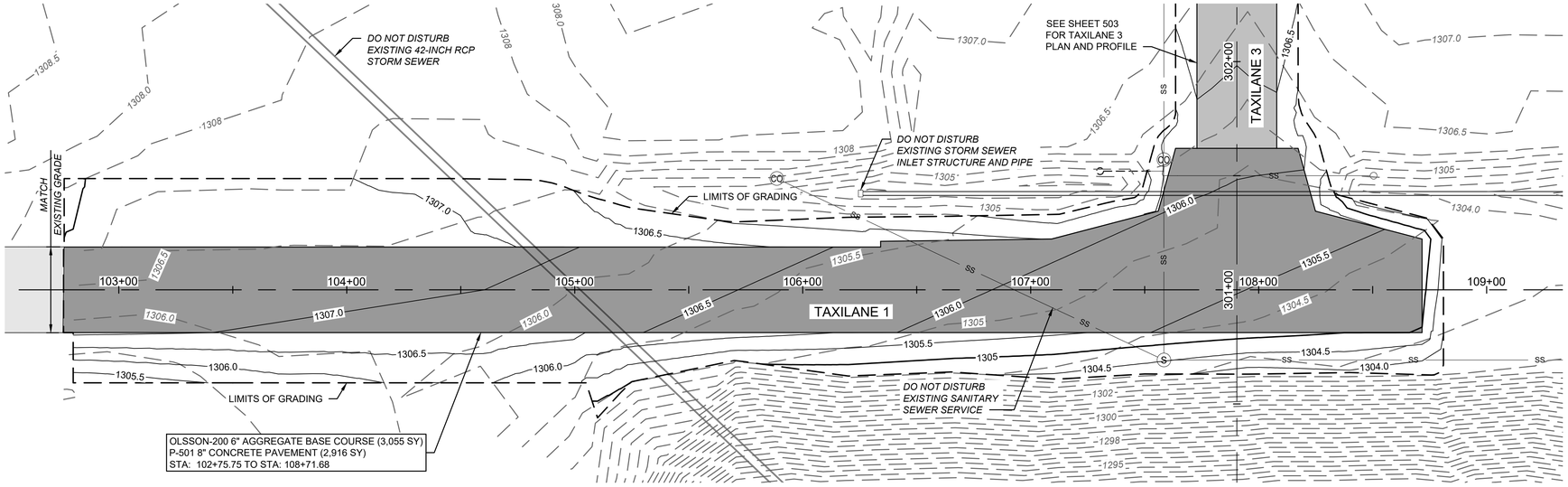
2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

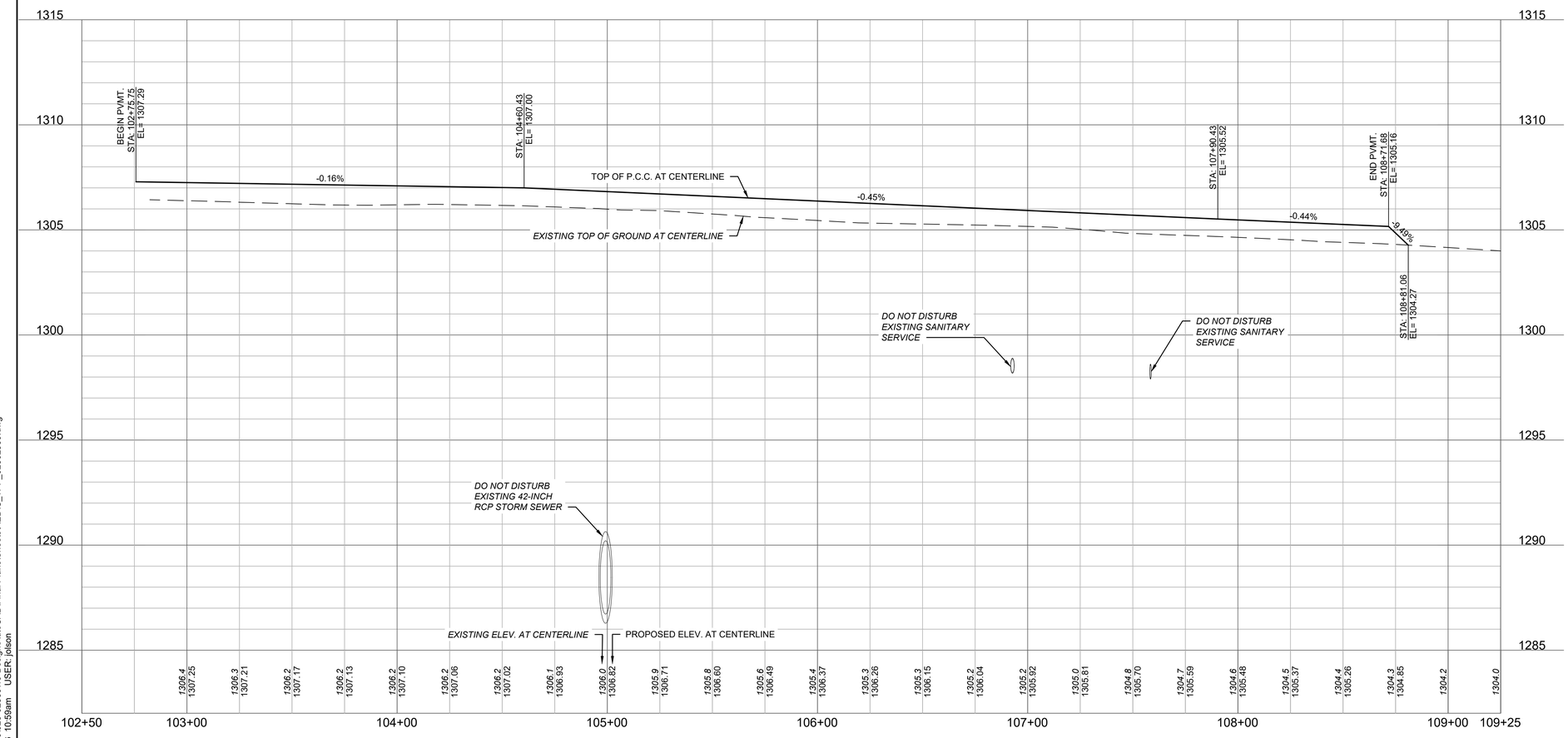
SHEET
501

SCHEDULE 5

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DATE: Mar 02, 2026 10:57am USER: jolson



1 TAXILANE 1 PLAN - STA: 102+75.75 TO STA: 108+71.68



2 TAXILANE 1 PROFILE - STA: 102+75.75 TO STA: 108+71.68

GENERAL SHEET NOTES

1. SEE SHEET 2 FOR VERTICAL CONTROL AND SHEET 500 FOR HORIZONTAL CONTROL.
2. SEE SHEET 501 FOR TYPICAL SECTIONS AND EARTHWORK TABLES.
3. SEE SHEETS 504 - 505 FOR JOINTING AND SPOT ELEVATION PLAN AND DETAILS.

PAVEMENT CROSS SLOPE TRANSITION TABLE		
LEFT	**STATION**	**RIGHT**
-1.00%	102+75.75	-1.00%
-1.00%	108+71.68	-1.00%

N

0' 15' 30' 60'
SCALE IN FEET

0' 15' 30' 60'
SCALE IN FEET

6'
3'
1.5'
0'

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TAXILANE 1 PLAN AND PROFILE

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
NDOT NO. BTA SA 011

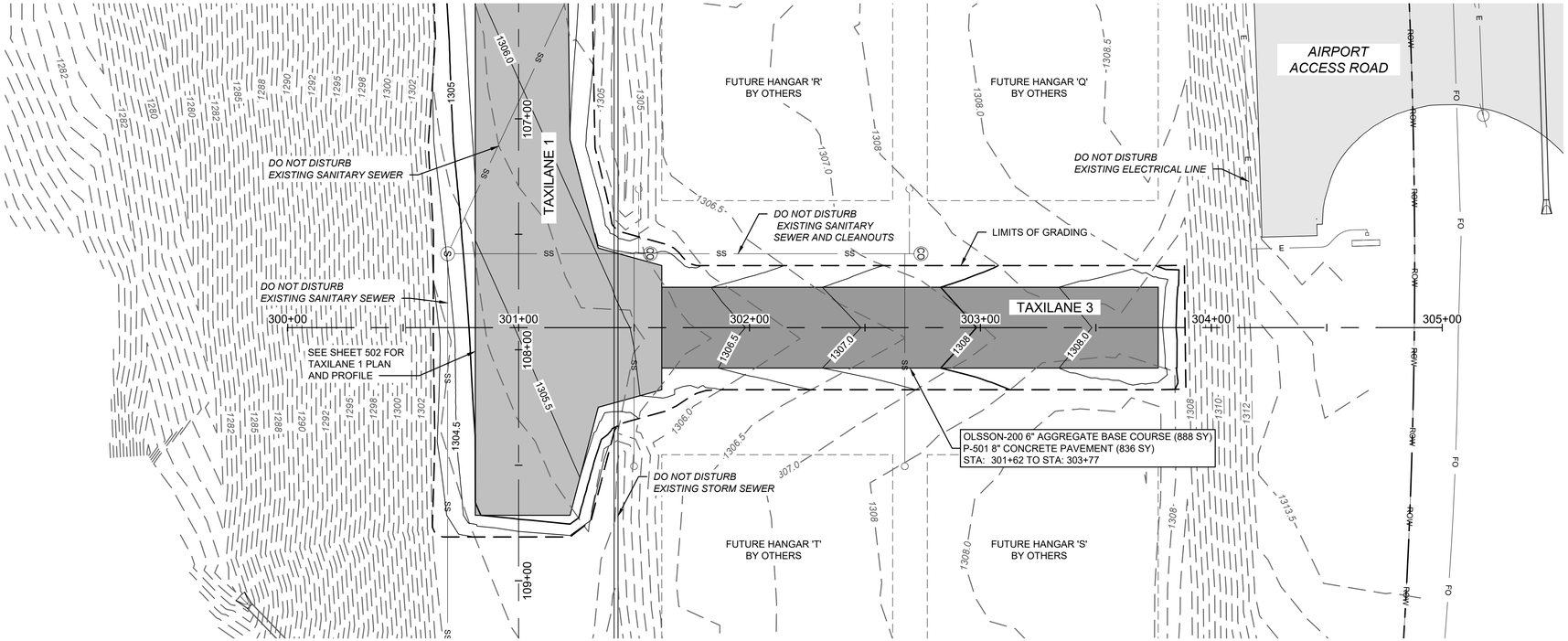
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
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project no.: 025-01994
date: 03.06.2026

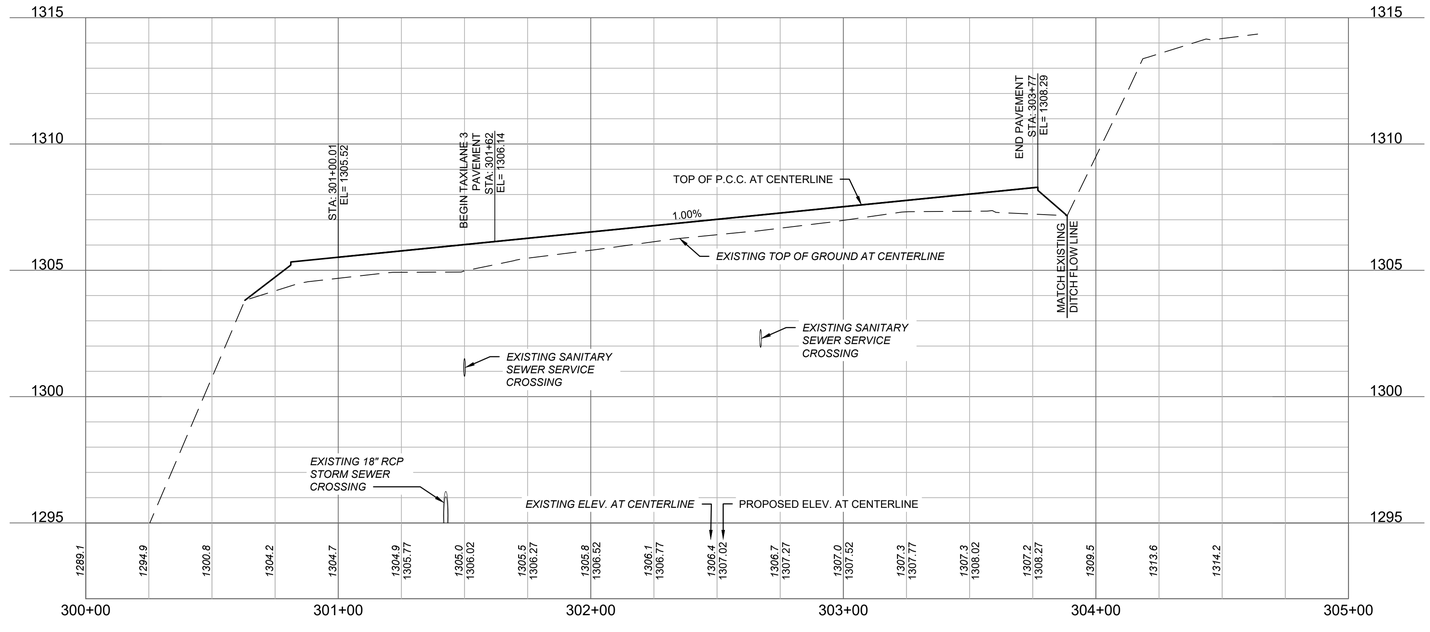
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SHEET
502

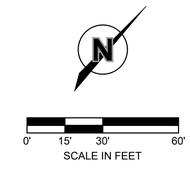
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1 TAXILANE 3 PLAN - STA: 301+62 TO STA: 303+77



2 TAXILANE 3 PROFILE - STA: 301+62 TO STA: 303+77



GENERAL SHEET NOTES

1. SEE SHEET 2 FOR VERTICAL CONTROL AND SHEET 500 FOR HORIZONTAL CONTROL.
2. SEE SHEET 501 FOR TYPICAL SECTIONS AND EARTHWORK TABLES.
3. SEE SHEETS 504 - 505 FOR JOINTING AND SPOT ELEVATION PLAN AND DETAILS.

PAVEMENT CROSS SLOPE TRANSITION TABLE		
LEFT	**STATION**	**RIGHT**
0.45%	301+40.37	-0.45%
1.00%	302+00	1.00%
0.75%	303+77	0.75%

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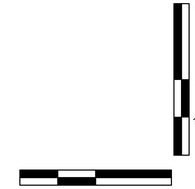
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TAXILANE 3 PLAN AND PROFILE

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
NDOT NO. BTA SA 011

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026



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date: 03.06.2026

SCHEDULE 5

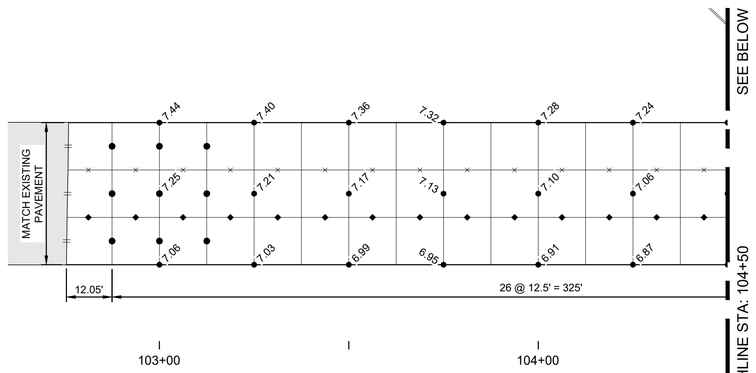
SHEET 503

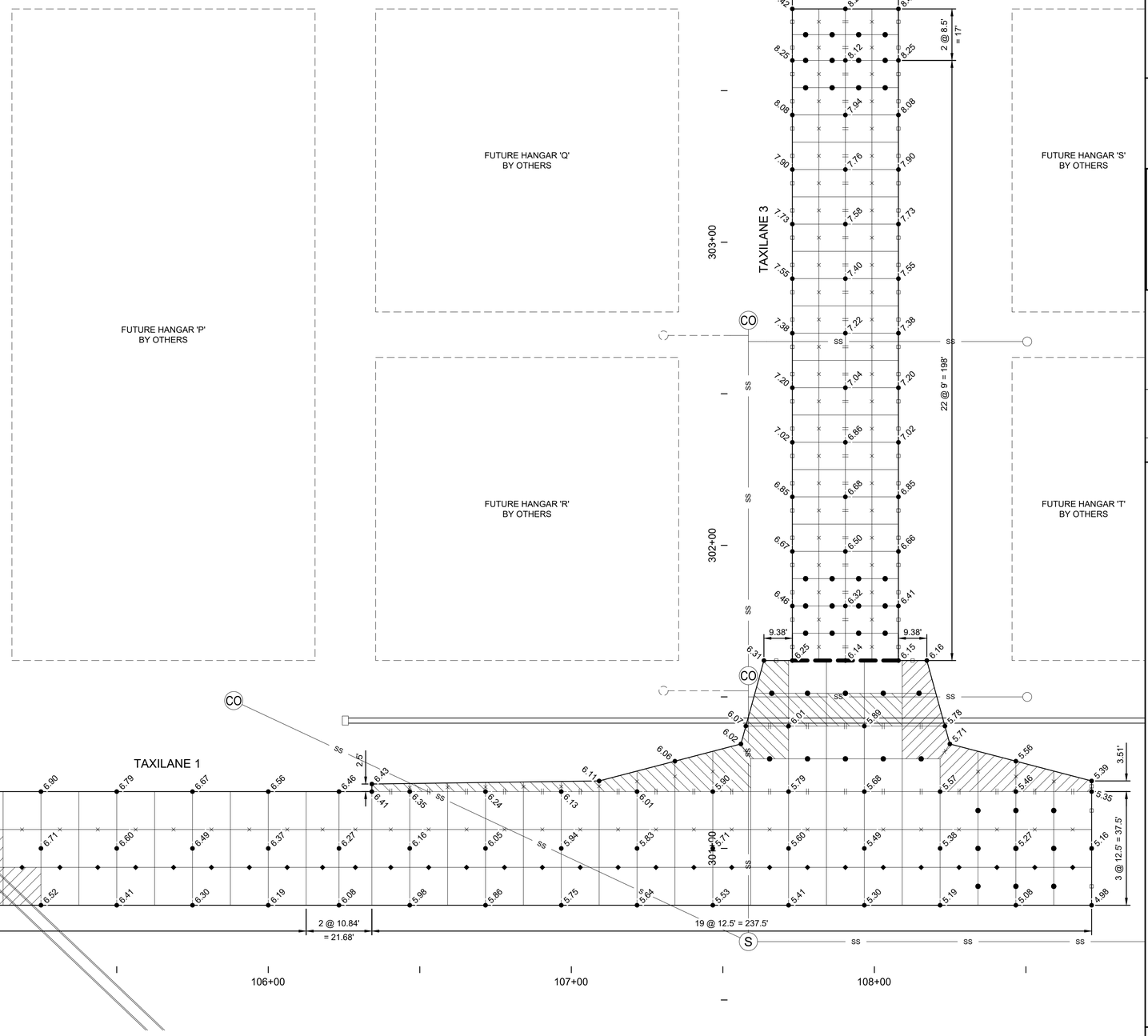
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JOINT LEGEND	SYMBOL
TYPE 'A' - THICKENED EDGE ISOLATION	
TYPE 'A-1' - THICKENED EDGE	
TYPE 'B' - HINGED CONTRACTION	
TYPE 'C' - DOWELED CONTRACTION	
TYPE 'D' - DUMMY CONTRACTION	
TYPE 'E' - DOWELED CONSTRUCTION	
TYPE 'E1' - TIED-DOWELED CONSTRUCTION	
REINFORCED SLAB	

GENERAL SHEET NOTES

1. ALL ELEVATIONS ARE TOP OF SLAB. ALL OFFSETS AND DIMENSIONS ARE TO EDGE OF PAVEMENT. ADD 1300.00 TO ALL ELEVATIONS
2. ALTERNATE JOINT/PAVING PLANS MAY BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL. MODIFICATIONS MUST BE SUBMITTED IN WRITING A MINIMUM OF 4 WEEKS PRIOR TO PAVING OPERATIONS.
3. MATCH EXISTING PAVEMENT ELEVATIONS ON PAVEMENT TO REMAIN IN PLACE.
4. SEE SHEET 2 FOR VERTICAL CONTROL AND SHEET 500 FOR HORIZONTAL CONTROL.
5. SEE SHEET 501 FOR TYPICAL SECTIONS AND EARTHWORK TABLES.
6. SEE SHEET 505 FOR JOINTING DETAILS.





1 TAXILANE 1 AND TAXILANE 3 JOINTING AND SPOT ELEVATION PLAN

0' 10' 20' 40'
SCALE IN FEET

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TAXILANE 1 AND TAXILANE 3 JOINTING AND SPOT ELEVATION PLAN

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
NDOT NO. BTA SA 011

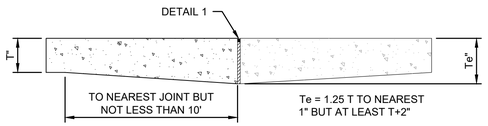
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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SCHEDULE 5

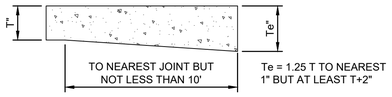
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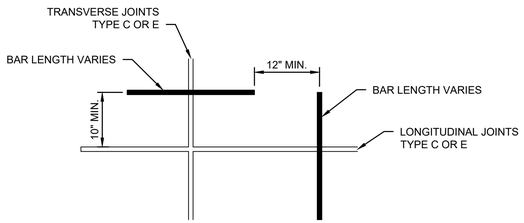
1 TYPE 'A' THICKENED EDGE

SCALE: NOT TO SCALE



2 TYPE 'A-1' THICKENED EDGE

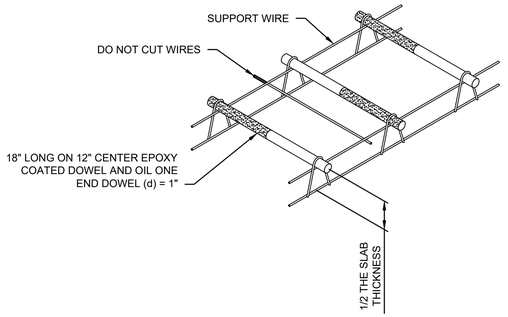
SCALE: NOT TO SCALE



(PLAN VIEW)

3 POSITION OF DOWELS AT JOINTS

SCALE: NOT TO SCALE



4 DOWEL BASKET DETAIL

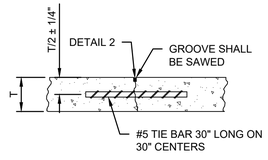
SCALE: NOT TO SCALE

JOINT LEGEND	SYMBOL
TYPE 'A' - THICKENED EDGE ISOLATION	
TYPE 'A-1' - THICKENED EDGE	
TYPE 'B' - HINGED CONTRACTION	
TYPE 'C' - DOWELED CONTRACTION	
TYPE 'D' - DUMMY CONTRACTION	
TYPE 'E' - DOWELED CONSTRUCTION	
TYPE 'E1' - TIED-DOWELED CONSTRUCTION	
REINFORCED SLAB	

GENERAL SHEET NOTES

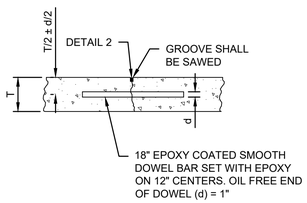
1. AFTER FINAL CLEANING, INSTALL A BACKER ROD. BACKER RODS SHALL BE PLACED WITH A DOUBLE-WHEELED STEEL ROLLER OR ANY SMOOTH, BLUNT TOOL THAT WILL FORCE IT INTO THE JOINT UNIFORMLY TO THE REQUIRED DEPTH WITHOUT DAMAGE OR PUNCTURING.
2. HOT-POURED JOINT SEALANT SHALL BE APPLIED UNIFORMLY SOLID FROM BOTTOM TO TOP AND SHALL BE FILLED WITHOUT FORMATION OF ENTRAPPED AIR OR VOIDS. THE SEALANT SHALL BE HEATED PER THE MANUFACTURER'S RECOMMENDATIONS. A DIRECT CONNECTING PRESSURE TYPE EXTRUDING DEVICE WITH NOZZLES SHAPED FOR INSERTION INTO THE JOINT SHALL BE PROVIDED. ANY SEALANT SPILLED ON THE SURFACE OF THE PAVEMENT, STRUCTURES AND/OR LIGHTING FIXTURES SHALL BE REMOVED IMMEDIATELY.
3. SEALANT RESERVOIR SIZED TO PROVIDE PROPER SHAPE FACTOR, W/D. FIELD POURED AND PREFORMED SEALANTS REQUIRE DIFFERENT SHAPE FACTORS FOR OPTIMUM PERFORMANCE.
4. ROD BACKUP MATERIAL MUST BE COMPATIBLE WITH THE TYPE OF LIQUID SEALANT USED AND SIZED TO PROVIDE THE DESIRED SHAPE FACTOR.
5. D = 1/2"
6. W = 1/2"
7. T = 8"

CONTRACTION JOINTS



5 TYPE 'B' HINGED

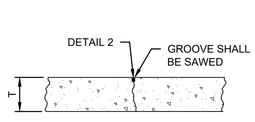
SCALE: NOT TO SCALE



6 TYPE 'C' DOWELED

SCALE: NOT TO SCALE

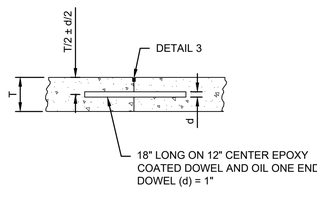
DOWEL BASKETS ARE REQUIRED TO BE USED AT ALL TYPE C LOCATIONS.



7 TYPE 'D' DUMMY

SCALE: NOT TO SCALE

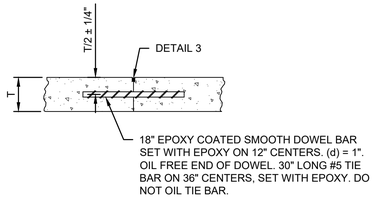
CONSTRUCTION JOINT



8 TYPE 'E' DOWELED

SCALE: NOT TO SCALE

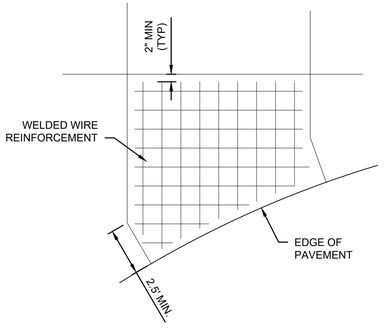
USE AT LOCATIONS WHERE PAVING OPERATIONS ARE DELAYED OR STOPPED AT A PLANNED JOINT



9 TYPE 'E1' TIED-DOWELED

SCALE: NOT TO SCALE

TYPE E1 CONSISTS OF REPLACING EVERY 3RD DOWEL WITH A TIE BAR.

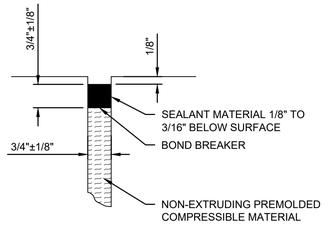


10 WELDED WIRE REINFORCEMENT (WWR) DETAIL

SCALE: NOT TO SCALE

NOTES

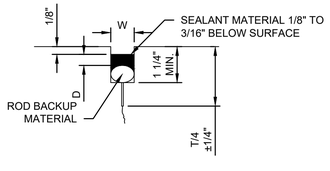
1. PANEL WITH HATCH SHALL BE REINFORCED WITH STEEL WELDED WIRE REINFORCEMENT (WWR).
2. FOR FILLETS AND OTHER IRREGULAR AREAS, WWR SHALL NOT EXTEND ACROSS ANY CONSTRUCTION/ CONTRACTION JOINT.
3. STEEL WIRE MESH SHALL BE 6" x 6" W2.9 x 2.9 AND SHALL CONFORM TO REQUIREMENTS OF ASTM A1064.
4. END LAPS SHALL BE AT LEAST 12" & 30 TIMES DIAMETER LONGITUDINAL MEMBER.
5. SIDE LAPS SHALL BE AT LEAST 6" & 20 TIMES DIAMETER TRANSVERSE MEMBER.
6. STEEL WWR SHALL BE PLACED AT T/2 AND SHALL BE FURNISHED IN FLAT SHEETS ONLY.
7. CHAIRS FOR STEEL WWR SHALL BE SLAB BOLSTER UPPER TYPE SPACED ADEQUATELY TO INSURE WWR IS KEPT AT T/2.



11 DETAIL 1 - EXPANSION JOINT

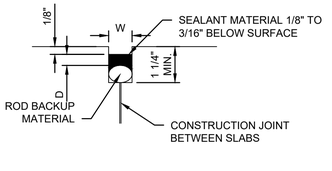
SCALE: NOT TO SCALE

DETAILS



12 DETAIL 2 - CONTRACTION JOINT

SCALE: NOT TO SCALE



13 DETAIL 3 - CONSTRUCTION JOINT

SCALE: NOT TO SCALE

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HEATHER ANNE OLSON
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06/06/2026
STATE OF NEBRASKA

REVISIONS

REV. NO.	DATE	DESCRIPTION

JOINT DETAILS

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
NDOT NO. BTA SA 011

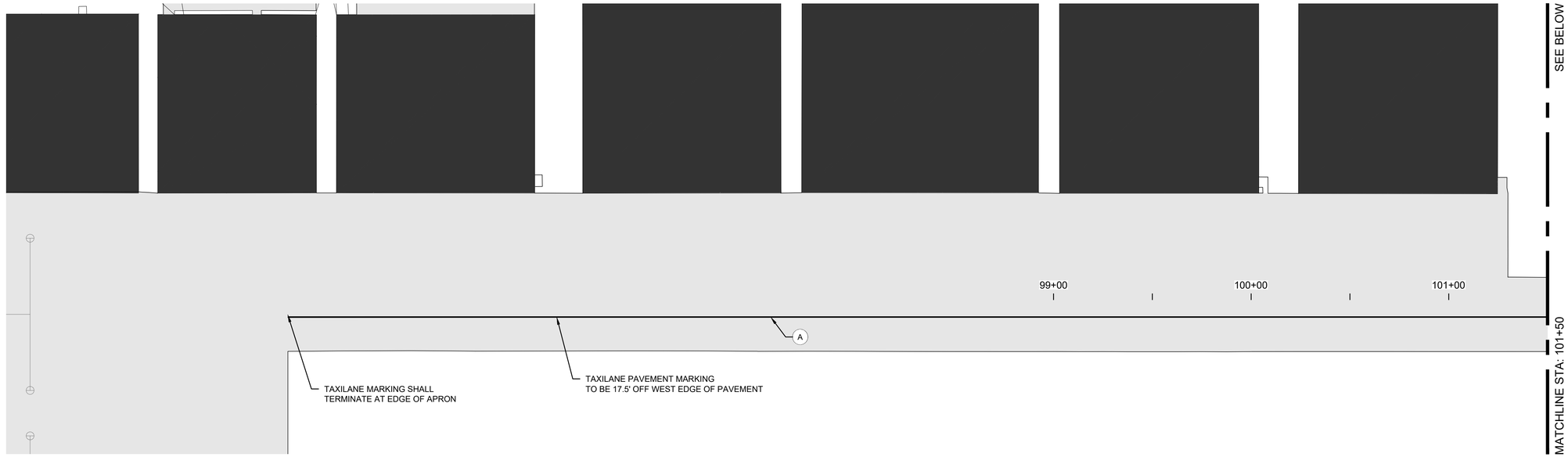
BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

drawn by: MK
designed by: JTO
project no.: 025-01994
date: 03.06.2026

SHEET 505

SCHEDULE 5

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DATE: Mar 02, 2026 11:03am USER: jolson



1 TAXILANE 1 PAVEMENT MARKING PLAN

TAXILANE 1 AND 3 MARKING SCHEDULE			
DESCRIPTION	LOCATION	MARKING WITH REFLECTIVE MEDIA (SF)	MARKING WITHOUT REFLECTIVE MEDIA (SF)
		YELLOW (SF)	BLACK * (SF)
A 6" TAXIWAY CENTERLINE	TAXILANE 1 AND 3	770	1,540
TOTAL ESTIMATED QUANTITY		770	1,540

* BLACK PAINT UNDER YELLOW STRIPES NOT ESTIMATED

GENERAL SHEET NOTES

1. ALL PERMANENT MARKING SHALL BE OUTLINED IN 6" BLACK BORDER.
2. REFLECTIVE GLASS BEADS SHALL BE APPLIED TO ONLY YELLOW PAVEMENT MARKING.
3. COST FOR MARKING LAYOUT SHALL BE INCLUDED IN PERMANENT MARKING UNIT PRICE.
4. ALL DIMENSIONS ARE TO YELLOW MARKING. ALL BLACK OUTLINE SHALL BE TO THE OUTSIDE OF ALL WHITE OR YELLOW MARKING.
5. ALL TAXIWAY MARKINGS SHALL BE YELLOW UNLESS OTHERWISE NOTED.
6. ALL SURFACE PREPARATION OF PAVEMENT MARKINGS SHALL BE CONSIDERED SUBSIDIARY TO THE SPECIFIC MARKING BID ITEM. REFER TO P-620 FOR SURFACE PREPARATION REQUIREMENTS.

3 P-620 TAXIWAY CENTERLINE MARKING

SCALE: NOT TO SCALE

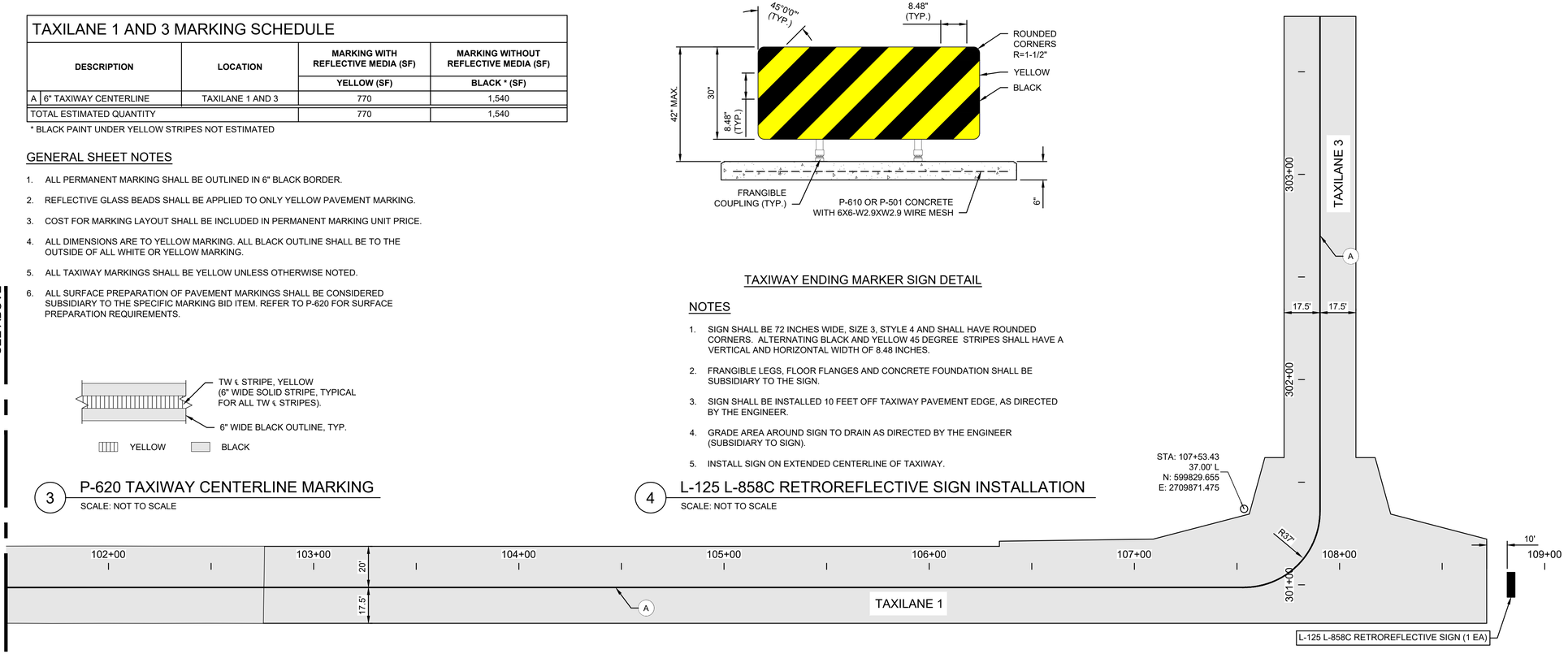
TAXIWAY ENDING MARKER SIGN DETAIL

NOTES

1. SIGN SHALL BE 72 INCHES WIDE, SIZE 3, STYLE 4 AND SHALL HAVE ROUNDED CORNERS. ALTERNATING BLACK AND YELLOW 45 DEGREE STRIPES SHALL HAVE A VERTICAL AND HORIZONTAL WIDTH OF 8.48 INCHES.
2. FRANGIBLE LEGS, FLOOR FLANGES AND CONCRETE FOUNDATION SHALL BE SUBSIDIARY TO THE SIGN.
3. SIGN SHALL BE INSTALLED 10 FEET OFF TAXIWAY PAVEMENT EDGE, AS DIRECTED BY THE ENGINEER.
4. GRADE AREA AROUND SIGN TO DRAIN AS DIRECTED BY THE ENGINEER (SUBSIDIARY TO SIGN).
5. INSTALL SIGN ON EXTENDED CENTERLINE OF TAXIWAY.

4 L-125 L-858C RETROREFLECTIVE SIGN INSTALLATION

SCALE: NOT TO SCALE



2 TAXILANE 1 AND TAXILANE 3 PAVEMENT MARKING PLAN

SCHEDULE 5

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TAXILANE 1 AND 3 PAVEMENT MARKING AND SIGNAGE PLAN

RUNWAY 13 AND TAXIWAY EXTENSION; RELOCATION OF COUNTY ROADS 35 AND 38; TAXILANES 1 AND 3
NDOT NO. BTA SA 011

BLAIR EXECUTIVE AIRPORT (BTA), BLAIR, NE 2785 STATE HIGHWAY 133, 68110 2026

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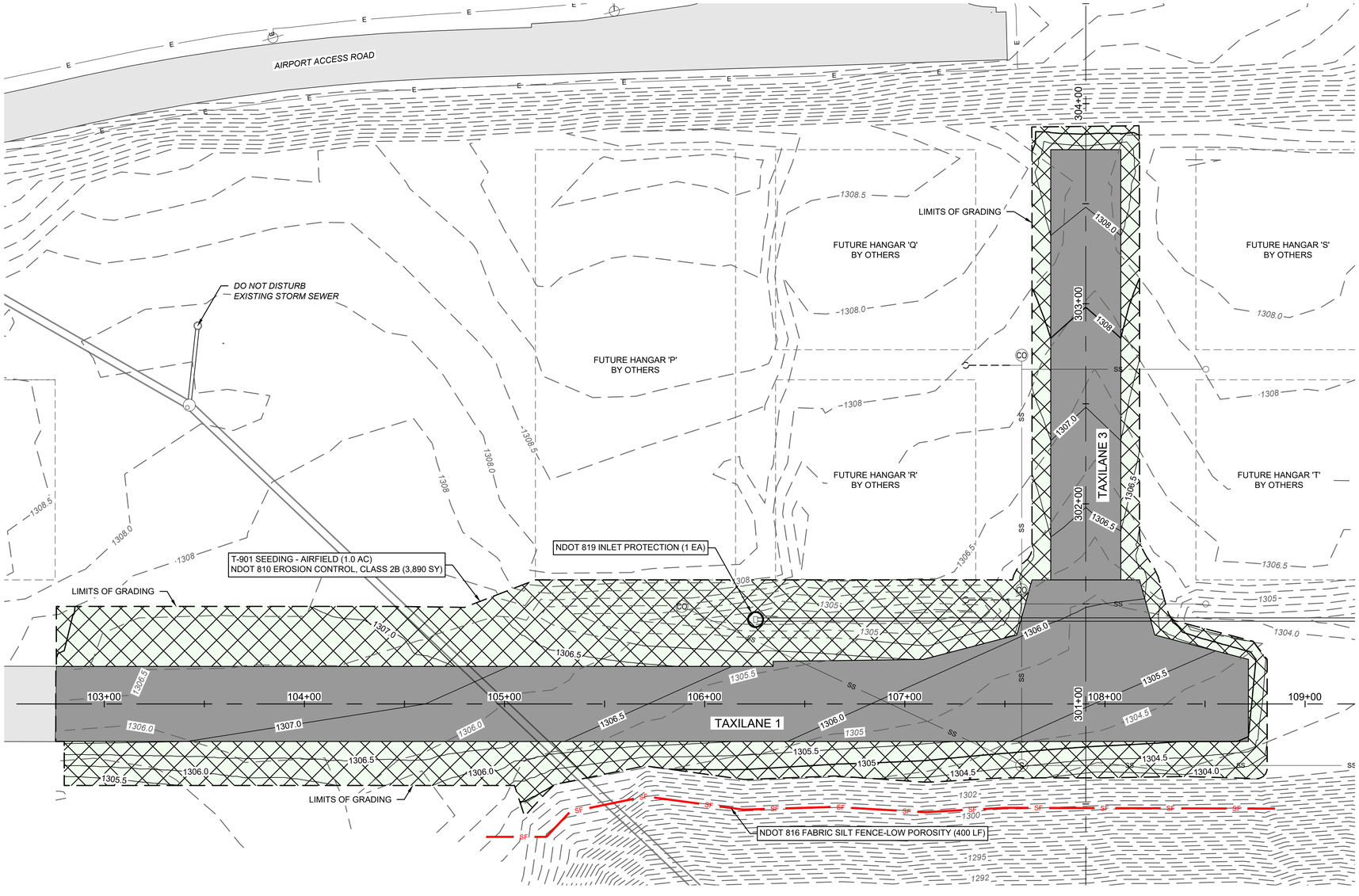
SHEET 506

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EROSION LEGEND		
	EXISTING	THIS PROJECT
PAVEMENT		
EXISTING CONTOUR	1300	
PROPOSED CONTOUR		1300
APPROXIMATE LIMITS OF GRADING		
PROPOSED FLOW LINE		
PROPOSED SILT FENCE SF-#		SF
SEEDING / FERTILIZING STD-#		
EROSION CONTROL BLANKET (NDOT - CLASS 2B) STD-#		
PROPOSED WATTLE BARRIER INLET PROTECTION IP-#		

GENERAL SHEET NOTES

1. NPDES/SWPPP PERMIT AND REPORTING REQUIRED FOR THE DURATION OF THE PROJECT WILL BE COMPLETED BY THE CONTRACTOR. ALL MAINTENANCE OF EROSION CONTROL MEASURES IS CONSIDERED SUBSIDIARY TO MOBILIZATION OR RESPECTIVE BID ITEM. PROVIDE A COPY OF THE APPROVED NPDES/SWPPP PERMIT TO THE ENGINEER AND OWNER PRIOR TO THE START OF GRADING.
2. WATER HAUL ROUTES/GRADING AREAS AS REQUIRED TO CONTROL DUST. ALL REQUESTS SHALL BE COMPLETED IMMEDIATELY. ALL WORK, MATERIALS, AND EQUIPMENT REQUIRED IS CONSIDERED SUBSIDIARY TO EROSION CONTROL BID ITEMS.
3. IMMEDIATELY PRIOR TO PLACING TOPSOIL, LOOSEN THE SURFACE BY DISCS OR SPIKE TOOTH HARROWS, OR AS APPROVED BY THE ENGINEER, TO A MINIMUM DEPTH OF 2 INCHES. SPREAD THE TOPSOIL EVENLY TO A UNIFORM DEPTH OF 4 INCHES AFTER COMPACTION. SPREADING SHALL NOT BE DONE WHEN THE SOIL IS FROZEN, EXCESSIVELY WET, OR OTHERWISE IN A CONDITION DETRIMENTAL TO THE WORK.
4. AFTER SPREADING, BREAK UP ANY LARGE, STIFF CLODS AND HARD LUMPS WITH A PULVERIZER OR BY OTHER EFFECTIVE MEANS, AND RAKE UP ALL ROCKS (2 INCHES OR LARGER), ROOTS, LITTER, OR ANY FOREIGN MATTER. COMPACT TOPSOIL BY ROLLING WITH A CULTIPACKER OR BY OTHER MEANS APPROVED BY THE ENGINEER.
5. SEEDING AND FERTILIZING SHALL BE COMPLETED AS SEPARATE ITEMS.
6. SILT FENCE AND WATTLE BARRIERS SHALL BE INSTALLED AS SHOWN ON THE PLANS. SILT FENCE AND WATTLE BARRIERS TO BE REMOVED PER THE REQUIREMENTS OF THE NPDES PERMIT/SWPPP PLAN.
7. INSTALL EROSION CONTROL BLANKET AS SHOWN ON THE PLANS. MATERIAL USED FOR OVERLAPPING REQUIREMENTS IS CONSIDERED SUBSIDIARY TO BID ITEM. MATERIAL WILL BE PAID AS MEASURED IN THE FIELD.
8. TEMPORARY HAUL ROUTES SHALL BE REMOVED, SCARIFIED TO A MIN. DEPTH OF 8 INCHES AND SEEDED. COORDINATE WITH RPR/ENGINEER PRIOR TO SEEDING TO DELINEATE TYPE OF SEED REQUIRED. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO WORK ALREADY BEING PERFORMED. NO DIRECT PAYMENT SHALL BE MADE FOR THIS WORK.
9. THE SEED FOR ALL SEEDING SHALL BE DELIVERED IN BAGS AND TAGGED WITH THE PURITY AND GERMINATION SHOWN ON THE TAG. BULK SEED MAY BE USED. BULK SEED SHALL HAVE A CURRENT PURITY AND GERMINATION TEST.
10. SEE SHEETS 268 - 272 FOR EROSION CONTROL DETAILS.



1 TAXILANE 1 AND TAXILANE 3 EROSION CONTROL PLAN

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TAXILANE 1 AND TAXILANE 3 EROSION CONTROL PLAN

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SCHEDULE 5

SHEET
507

0' 15' 30' 60'
SCALE IN FEET

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