



NONRESIDENTIAL SITE PLAN APPLICATION

City of Rochester, New Hampshire

[office use only. Check # _____ Amount \$ _____ Date paid _____]

Date: 1.13.14 Is a conditional use needed? Yes: x No: _____ Unclear: _____

(If so, we encourage you to submit an application as soon as possible.)

Property information

Tax map #: 243 & 255; Lot #(s): 18 (*Map 243*) & 17 (*Map 255*) & ; Zoning district: Agr/Res. 1
Property address/location: 238 Rochester Hill Rd; 290 Rochester Hill Rd. and City parcel
south of Innovation Drive adjacent to 290 Rochester Hill Rd.

Name of project (if applicable): Reconstruct 4001' Runway 15-33; Extend Runway 15 and
Taxiway A 200'; Install Runway 33 ODALS

Size of site: 181.7 [both lots] acres; overlay zoning district(s)? Airport Approach

Property owner

Name (include name of individual): Pease Development Authority (Maria Stowell, PE)

Mailing address: 55 International Drive Portsmouth, NH 03801

Telephone #: 603.433.6088 Email: M.Stowell@peasedev.org

Applicant/developer (if different from property owner)

Name (include name of individual): Property owner

Mailing address: _____

Telephone #: _____ Email: _____

Engineer/designer

Name (include name of individual): Jacobs Engineering Group, Inc. (John Gorham, PE)

Mailing address: 2 Executive Park Dr. Bedford, NH 03110

Telephone #: 603.518.1773 Fax #: 603.666.7185

Email address: John.Gorham@Jacobs.com Professional license #: 12001

Proposed activity (check all that apply)

New building(s): X Site development (other structures, parking, utilities, etc.): X

Addition(s) onto existing building(s): _____ Demolition: _____ Change of use: _____

Describe proposed activity/use: Refer to the enclosed cover letter for details.

Describe existing conditions/use (vacant land?): Map/lot 243/18 is an Airport. Map/lot 255/17 is a residence (house recently demolished).

Utility information

City water? yes ___ no ___; How far is City water from the site? Project does not need water.

City sewer? yes ___ no ___; How far is City sewer from the site? Project does not need sewer.

If City water, what are the estimated total daily needs? _____ gallons per day

If City water, is it proposed for anything other than domestic purposes? yes ___ no ___

If City sewer, do you plan to discharge anything other than domestic waste? yes ___ no ___

Where will stormwater be discharged? Multiple outfalls after attenuation and required treatment.

Building information

Type of building(s): Precast concrete, slab on grade. Electrical utility vault.

Building height: 12'+/- Finished floor elevation: TBD

Other information

parking spaces: existing: ___ total proposed: ___; Are there pertinent covenants? ___

Number of cubic yards of earth being removed from the site Project requires filling.

Number of existing employees: ___; number of proposed employees total: ___

Check any that are proposed: variance ___; special exception ___; conditional use x

Wetlands: Is any fill proposed? Yes; area to be filled: 1.28 ac.; buffer impact? 1.56 ac.

Proposed <u>post-development</u> disposition of site (should total 100%)		
	Square footage	% overall site
Building footprint(s) – give for each building	54000	1
Parking and vehicle circulation	927000	12
Planted/landscaped areas (excluding drainage)	2826000	35
Natural/undisturbed areas (excluding wetlands)	1216000	15
Wetlands	2960000	37
Other – drainage structures, outside storage, etc.	0	100

(Continued Nonresidential Site Plan application Tax Map: 243/255 Lot: 18/17 Zone Ag-1/RS1)

Comments

Please feel free to add any comments, additional information, or requests for waivers here:

Refer to attached waiver requests.

Submission of application

This application must be signed by the property owner, applicant/developer (if different from property owner), and/or the agent.

I (we) hereby submit this Site Plan application to the City of Rochester Planning Board pursuant to the City of Rochester Site Plan Regulations and attest that to the best of my knowledge all of the information on this application form and in the accompanying application materials and documentation is true and accurate. As applicant/developer (if different from property owner)/as agent, I attest that I am duly authorized to act in this capacity.

Signature of property owner: _____

Date: _____

Signature of applicant/developer: _____

Date: _____

Signature of agent: _____

Date: _____

Authorization to enter subject property

I hereby authorize members of the Rochester Planning Board, Zoning Board of Adjustment, Conservation Commission, Planning Department, and other pertinent City departments, boards and agencies to enter my property for the purpose of evaluating this application including performing any appropriate inspections during the application phase, review phase, post-approval phase, construction phase, and occupancy phase. This authorization applies specifically to those particular individuals legitimately involved in evaluating, reviewing, or inspecting this specific application/project. It is understood that these individuals must use all reasonable care, courtesy, and diligence when entering the property.

Signature of property owner: _____

Date: _____



Two Executive Park Drive
Bedford, NH 03110
Phone 1.603.666.7181
Fax 1.603.666.7185

January 13, 2014

Mr. James B. Campbell
Chief Planner
31 Wakefield St.
Rochester, NH 03867-1917

RE: Skyhaven Airport Runway Project
Nonresidential Site Plan Application

Dear Mr. Campbell:

On behalf of the Pease Development Authority (PDA), please find enclosed the Nonresidential Site Plan Application. Thank you for meeting with the staff of the PDA and Jacobs Engineering to review the project on December 20, 2013. We appreciate the Planning Department's input on the project.

As discussed at the December meeting, PDA is a state agency. Therefore, RSA 674:54 "Governmental Land Uses" applies to the project. Please consider this letter as the written notification required by this statute.

The project is currently at approximately the 60% design stage. We are currently preparing local and state permit applications as well as public bidding documents.

The below is intended to be the Letter of Intent and Narrative required by the Nonresidential Site Plan Checklist and Memorandum, respectively. The project can be described by its 4 main features as follows:

1. Reconstruction of the existing 4001' x 100' wide runway pavements. The existing pavements are 30-45 years old depending on their location and are in need of replacement. The existing runway crown and width require adjustments to bring the runway into conformance with the current FAA design criteria. The reconstructed runway will have a paved width of 75'. This change results in decreases the impervious surfaces by 2.3 acres. The reconstruction limits will fall within the footprint of the existing runway and side slopes resulting in minimal impacts.

On the south-west corner of the runway there is ponding water in front of the Precision Approach Path Indicator (PAPI) lights. The 4 PAPI lights guide landing aircraft to the end of the runway. The PAPI lights reflect off the standing water in front of the lights when observed by the pilots flying to the end of the runway. This area of wetlands is proposed to be filled or re-graded to remove the standing water. This work will require local and state environmental permits.

An Environmental Assessment completed in 2004 included a wetlands mitigation program involving wetlands banking. Based on the successful implementation of that mitigation program, the NH Department of Environmental Services (NH DES) approved the improvement projects shown on the Airport Layout Plan (ALP), including the installation of the ODALS and reconstruction and extension of the runway and taxiway.

2. Extension of the north end of the runway (Runway 15) by 200' x 75' wide. The extension will be paved. The 2010 Airport Master Plan recommended a 500' extension to Runway 15 to enhance aircraft performance by small business aircraft as activity increased. The 200' extension is an incremental improvement towards the Master Plan recommendation. The extension will also assist in the construction phasing by providing additional available runway length for takeoffs and landings during the construction.

The 200' extension will include 2 new Runway End Identifier Lights (REILS) to the north end of the runway. Each REIL is a white strobe light that serves to identify the north end of the runway (Runway 15) at night and in low visibility conditions. The REILS and runway lights are normally off and are turned on by the pilot controlled lighting system. The REILS and runway lights are then turned off automatically by a timer in 15 minutes. There are no REILS on the existing end of the north runway at this time. Therefore, the Runway 15 REILS will create a new light source on the north end of the Runway.

3. The existing parallel taxiway will be extended to serve the extended Runway 15. The taxiway will be paved and new taxiway edge lights will be added. The taxiway extension impacts wetlands and will require local and state environmental permits.
4. Omni-Directional Approach Light System (ODALS) are planned to be installed to the south of Runway 33. The ODALS are an FAA-approved approach light system that assists pilots in identifying the runway and guiding aircraft to the runway during low visibility conditions during day and night. With the installation of the ODALS the FAA will reduce the pilot's requirement to see the runway environment by ¼-mile from the current 1-mile to a proposed ¾-mile minimum. That will increase the utility of the airport, particularly by aircraft flown for business.

The ODALS consists of 7 sequenced white flashing strobe lights: 2 strobe lights near the Runway 33 threshold, and 5 lights spaced approximately 300' apart on the centerline and to the south of the runway. It should be noted that two of the strobe lights adjacent to the Runway 33 threshold, known as Runway End Identifier Lights (REILS), have been in place and operational for almost 20 years. One approach light pole will be located south of Innovation Drive on PDA's property at 290 Rochester Hill Rd. The elevations of the lights are fixed by the FAA light plane criteria. The rate of the FAA allowable ODALS slope is less than the existing land slope. This slope difference situates the 5 lights on poles ranging in height from 10' to 25' above the existing ground level.

The ODALS lights will be normally off. When needed a pilot will turn them on via their aircraft radio. The lights will be automatically shut off by a timer in 15 minutes.

The ODALS will include a paved access driveway aligned with the ODAL lights. A curb cut is requested at Innovation Drive. A short access drive is planned for the last light on PDA's property. Access is required for maintenance purposes. A portion of the access road will cross existing wetlands that will require local and state permits.

The FAA criteria requires obstructions within the light plane to be cleared. Obstructions are natural or manmade objects that are above the light plane and would interfere with a pilot's view of the lights while approaching the runway. The light plane is a 400' wide by 1700' long rectangle starting at the beginning of the runway. The light plane elevation follows the height of the lights. A portion of the existing trees south of Innovation Drive, the utility poles with wires on the 290 Rochester Road property and a stand of trees on the property line of 290 and 294 Rochester Hill Road are obstructions to the light plane and will require removal. The removal of the trees will result in a line of sight onto the airport when viewed from the south of 290 Rochester Hill Rd and Route 108.

The ODALS will create new light impacts south of the airport during periods when they are activated. To reduce the new light created, the project has considered the following:

- The addition of shrubs that grow below the light plane in the area cleared south of Innovation Drive.
- Minimizing the length of the ODALS from the runway end within the FAA criteria.
- Minimizing the height of the ODALS lights within the FAA criteria.
- Installing 180 degree shields to block the light behind and partly on the sides of the ODALS.
- Limiting the intensity of the approach lights to low and medium, and not allowing high intensity level.
- Tie the approach lights into the existing pilot controlled light system thereby limiting the amount of time the lights will be on.
- Adding fabric to the existing airport perimeter fence to screen a portion of the light from Route 108 and Rochester Hill Rd. residences.

In addition to the obstruction removal necessitated by the ODALS, there are additional tree penetrations that will be removed as part of this project. PDA holds avigation easements that allow for the removal of obstructions on abutting properties including the property owned by the City. In the case of the existing easement on the City parcel directly south of Innovation Drive, PDA is seeking the right to expand the level of removal. The easement currently allows removal above a slope of 34:1. PDA would extend this removal to ground level for the reasons explained in paragraph 4 above.

The project is planned to have construction start in May 2014 with completion anticipated in November 2014. The project is funded by PDA, the NHDOT and the FAA.

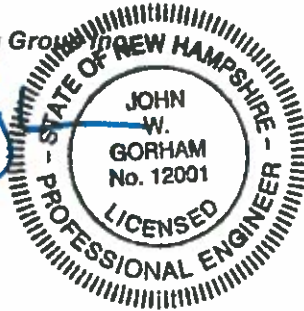
Please find enclosed the Nonresidential Site Plan Application, Checklist and attachments. Please call 603.518.1773 should you have any additional questions.

Respectfully,

Jacobs Engineering Group Inc.



John Gorham, PE
Project Manager



C: M. Stowell – PDA

Attachments: Nonresidential Site Plan Application, Checklist and Attachments

**SKYHAVEN AIRPORT, ROCHESTER, NH
SURFACE AND OVERHEAD AVIGATION EASEMENT**

WHEREAS, the City of Rochester, NH, hereinafter called the Grantors are the fee owners of the following specifically described parcel of land situated in City of Rochester, Strafford County, State of New Hampshire:

-Metes & bounds description of easement parcel (to be inserted)-

hereinafter called "Grantors' property" and outlined on an attached Exhibit A map (attached below).

NOW, THEREFORE, in consideration of the sum of \$0 and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Grantors, for themselves, their heirs, administrators, executors, successors and assigns do hereby grant the following appurtenant rights and benefits to the Pease Development Authority, hereinafter called the "Grantee", for the use and benefit of the public.

The appurtenant rights and benefits include the uses, rights and restrictions described as follows:

The perpetual right of the Grantee to have ingress/egress in the easement area.

The unobstructed use and passage of all types of aircraft in and through the airspace at any height or altitude above the surface of the parcel of land.

The right of said aircraft to cause noise, vibrations, fumes, deposits of dust, fuel particles (incidental to the normal operation of aircraft); interference with sleep or communication, and any other effects associated with the normal operation of aircraft taking off, landing or operating in the vicinity of Skyhaven Airport is hereby granted; and Grantors do hereby fully waive, remise, and release any right or cause of action which they may now have or which they may have in the future against Grantee, its successor and assigns, due to such noise, vibrations, fumes, dust, fuel particles and all other effects that may be caused or may have been caused by the operation of aircraft landing at, or taking off from, or operating at or on said Skyhaven Airport. As used herein, the term "aircraft" shall mean any and all types of aircraft, whether now in existence or hereafter manufactured and developed, to include jet, propeller-driven, civil, military or commercial aircraft; helicopters, regardless of existing or future noise levels, for the purpose of transporting persons or property through the air, by whoever owned or operated.

The continuing right of the Grantee to prevent the construction, erection, growth, of any structure, object, vegetation, or trees on the surface of the burdened property that is or will be in violation of pertinent Federal Aviation Administration regulations, orders, and standards.

The continuing right of the Grantee to remove or cause to be removed any structure, object, vegetation, or trees on the surface of the burdened property that is, or will be, in violation of pertinent Federal Aviation Administration regulations and standards.

The continuing right of the Grantee to erect any structure or object, or install (or cause to be grown) vegetation and or trees on the burdened property, in support of the Airport, and that is not, or will not be, in violation of pertinent Federal Aviation Administration regulations and standards.

The continuing right of the Grantee to construct underground electrical and communication infrastructure in support of the Airport.

In addition:

The Grantor, for themselves, their heirs, administrators, executors, successors, and assigns, do hereby agree not to permit any places of public assembly or gatherings within the easement area (examples include but are not limited to: churches, schools, day care facilities, hospitals, restaurants, stadiums, office buildings, etc.).

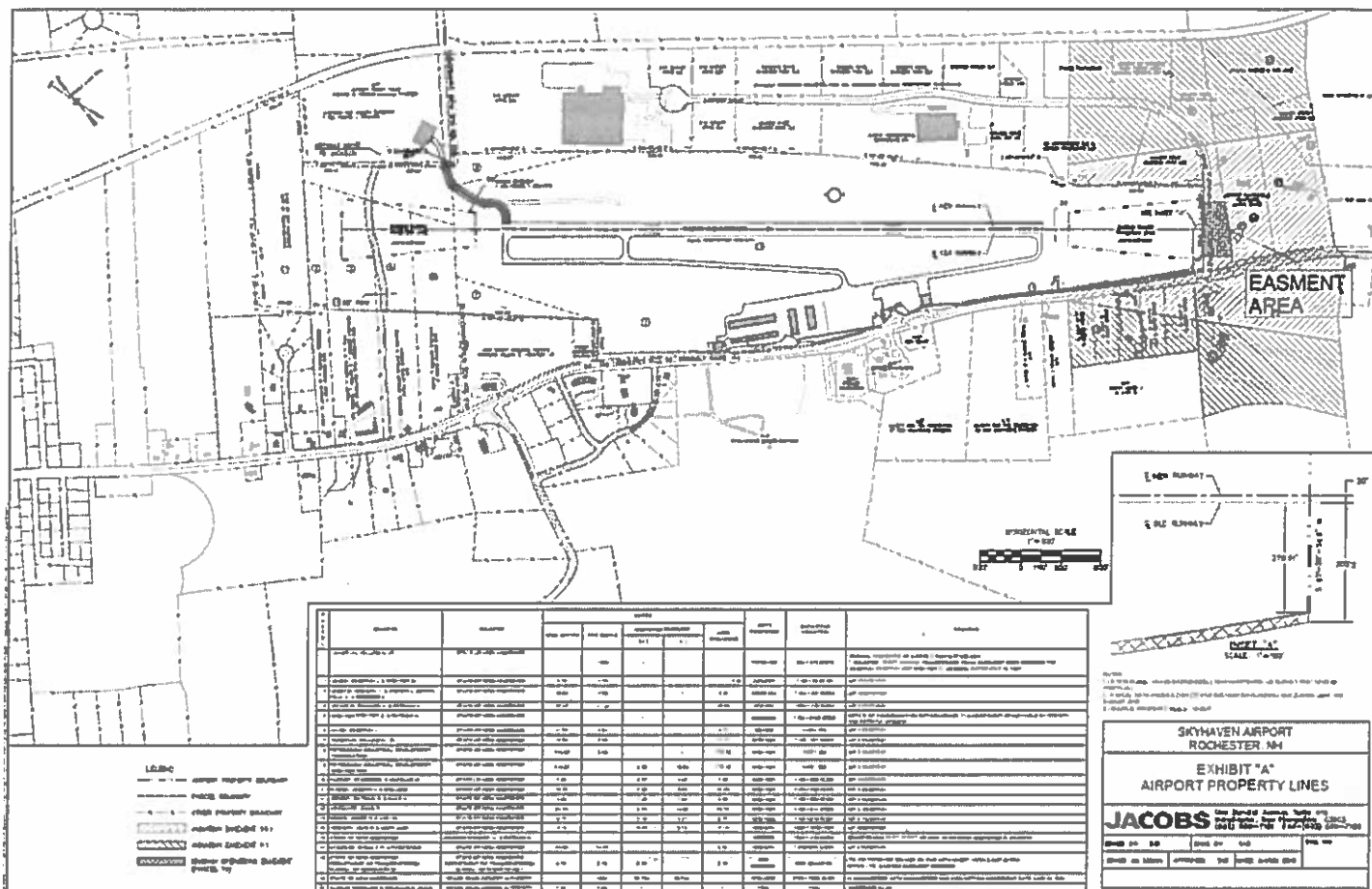
The Grantor, for themselves, their heirs, administrators, executors, successors, and assigns, do hereby agree to keep the easement area free of the following: structures (permanent or temporary) that might create glare or contain misleading lights that would interfere with aircraft operations; residences; fuel handling and storage facilities; smoke generating activities; creation of any means of electrical interference that could adversely impact aircraft operations.

The Grantor agrees to waive all damages and claims for damages caused or alleged to be caused by the Grantee's violation of any aspect of this easement document.

TO HAVE AND TO HOLD said easement and right of way, and all rights appertaining thereto unto the Grantee, its successors, and assigns, until said Skyhaven Airport shall be abandoned and shall cease to be used for public airport purposes. It is understood and agreed that all provisions herein shall run with the land and shall be binding upon the Grantors, their heirs, administrators, executors, successors and assigns until said Skyhaven Airport shall be abandoned and shall cease to be used for public airport purposes.

IN WITNESS WHEREOF, the grantors have hereunto set their hands and seals this _____ day of _____, 20____.

_____(SEAL)
Grantor(s)



Non-residential Site Plan Application

January 2014

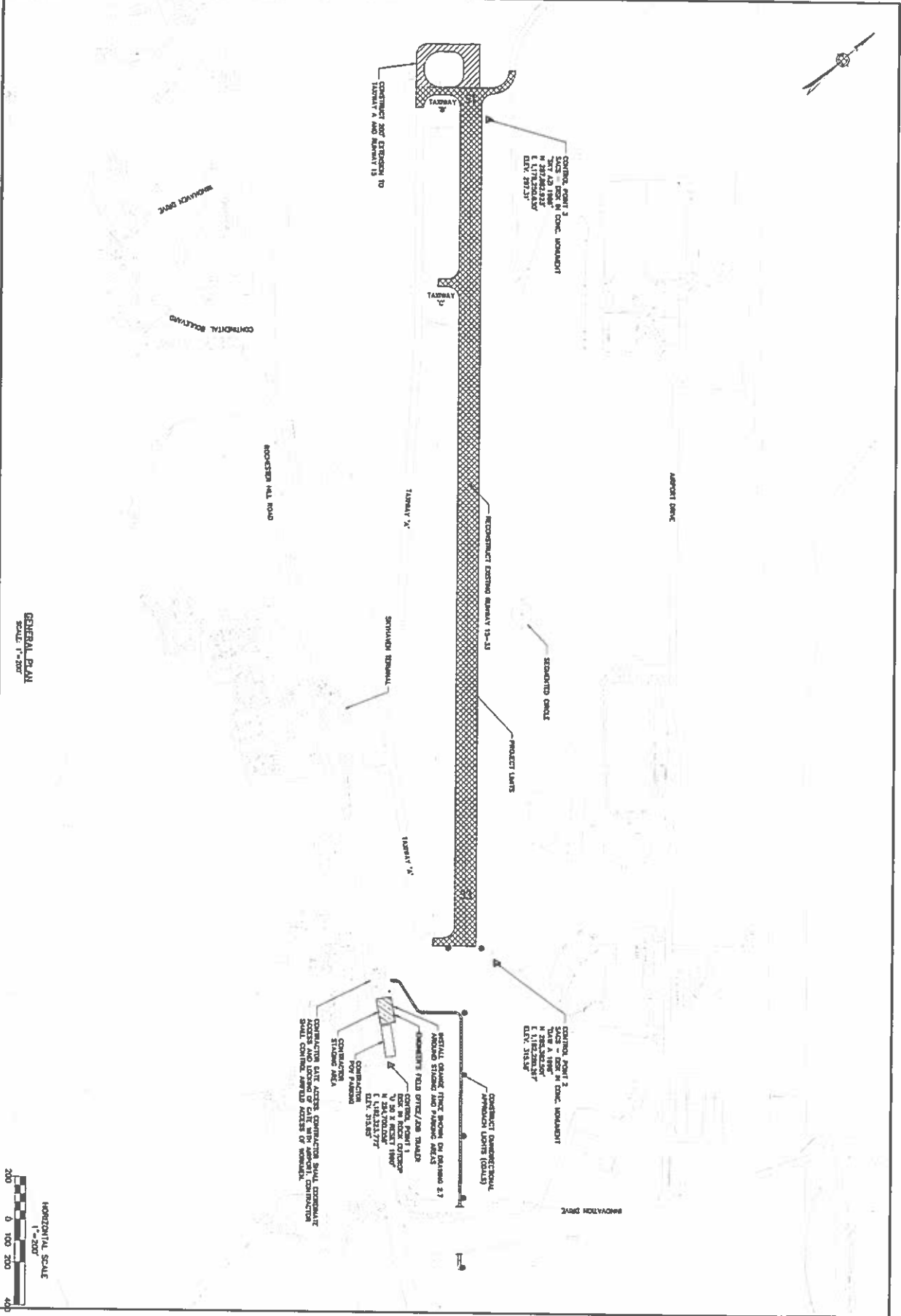
Project: **Reconstruct 4001' Runway 15-33; Extend Runway 15 and Taxiway A 200'; Install Runway 33 ODALS**

Subject: Waiver request

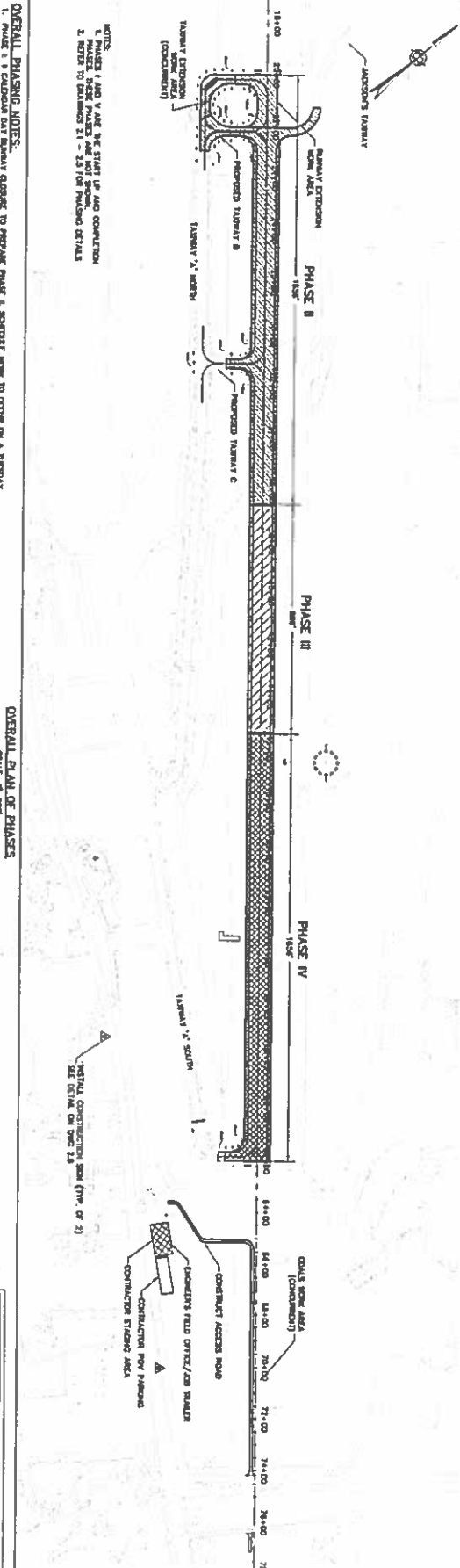
Waiver requested for Omni-directional Approach Lights (ODALS) due the FAA specification requirements. Applicable Site Plan Regulations are as follows:

- Section 6 (E) (2) Glare
- Section 6 (E) (3) Shielding
- Section 6 (E) (4) Maximum Illuminance. Footcandle data is not available to determine need for a waiver request. We contacted the local manufacturer who stated the photometrics are proprietary.
- Section 6 (E) (5) Property Line. Footcandle data is not available to determine need for a waiver request. We contacted the local manufacturer who stated the photometrics are proprietary.
- Section 6 (E) (6) (a) Mounting heights
- Section 6 (E) (10) Flashing lights

[illegible]



REVISIONS			SKYHAVEN AIRPORT ROCHESTER, NEW HAMPSHIRE		SCALE: 1"=200'	JACOBS 100 EXCLUSIVE PARK DRIVE BOSTON, MA 02110 (617) 552-7100 FAX (617) 552-7125
NO.	DATE	DESCRIPTION	BY	RECONSTRUCT RUNWAY 15-33, EXTEND RUNWAY 15 AND TAXIWAY A, INSTALL RUNWAY 33 GOALS	DATE: JAN 2014	
1				GENERAL PLAN	DESIGNED BY: JWC	
2					DRAWN BY: JWC	
10						



NOTES:
 1. PHASES I AND II ARE THE START UP AND COMPLETION
 2. NOTES TO DRAWING 15-33 FOR PHASING DETAILS

OVERALL PHASING NOTES:

1. PHASING I AND II ARE THE START UP AND COMPLETION
 2. NOTES TO DRAWING 15-33 FOR PHASING DETAILS

OVERALL PLAN OF PHASES
 SCALE: 1"=200'

1. RUNWAY SAFETY AREA (RSA) AND RUNWAY OBSTACLE FREE AREA (ORFA) ARE INDICATED
 2. TAXIWAY SAFETY AREA (TSA) AND TAXIWAY OBSTACLE FREE AREA (TOFA) ARE INDICATED
 3. FROM THE TAXIWAY OBSTACLE

REVISIONS

NO.	DATE	DESCRIPTION
1	12/11/2014	ISSUED FOR CONSTRUCTION

SKYHAVEN AIRPORT
 ROCHESTER, NEW HAMPSHIRE

SAFETY AND PHASING PLAN
 (SHEET 1 OF 6)

SCALE: 1"=200'

DATE: JAN 2014

DRAWN BY: JMC

CHECKED BY: JMC

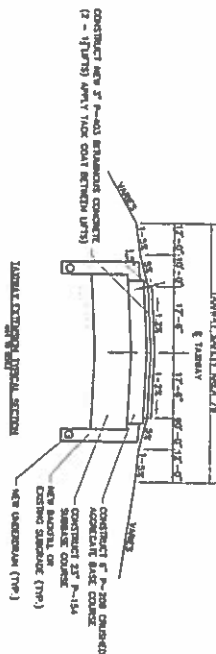
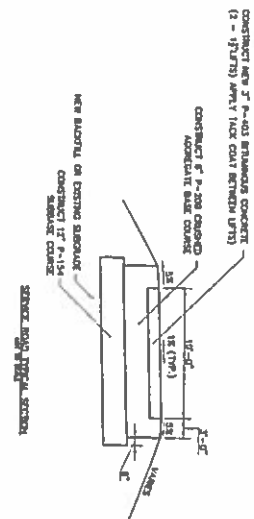
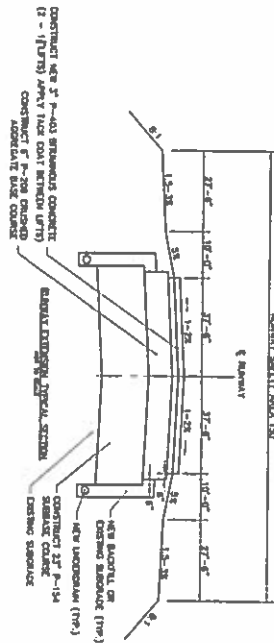
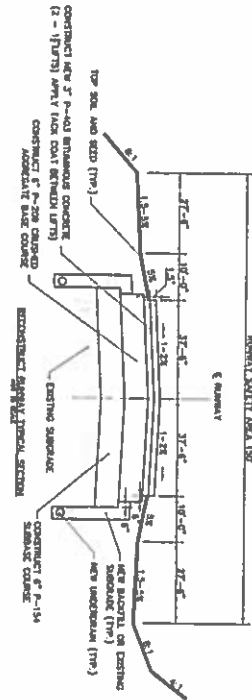
APPROVED BY: JMC

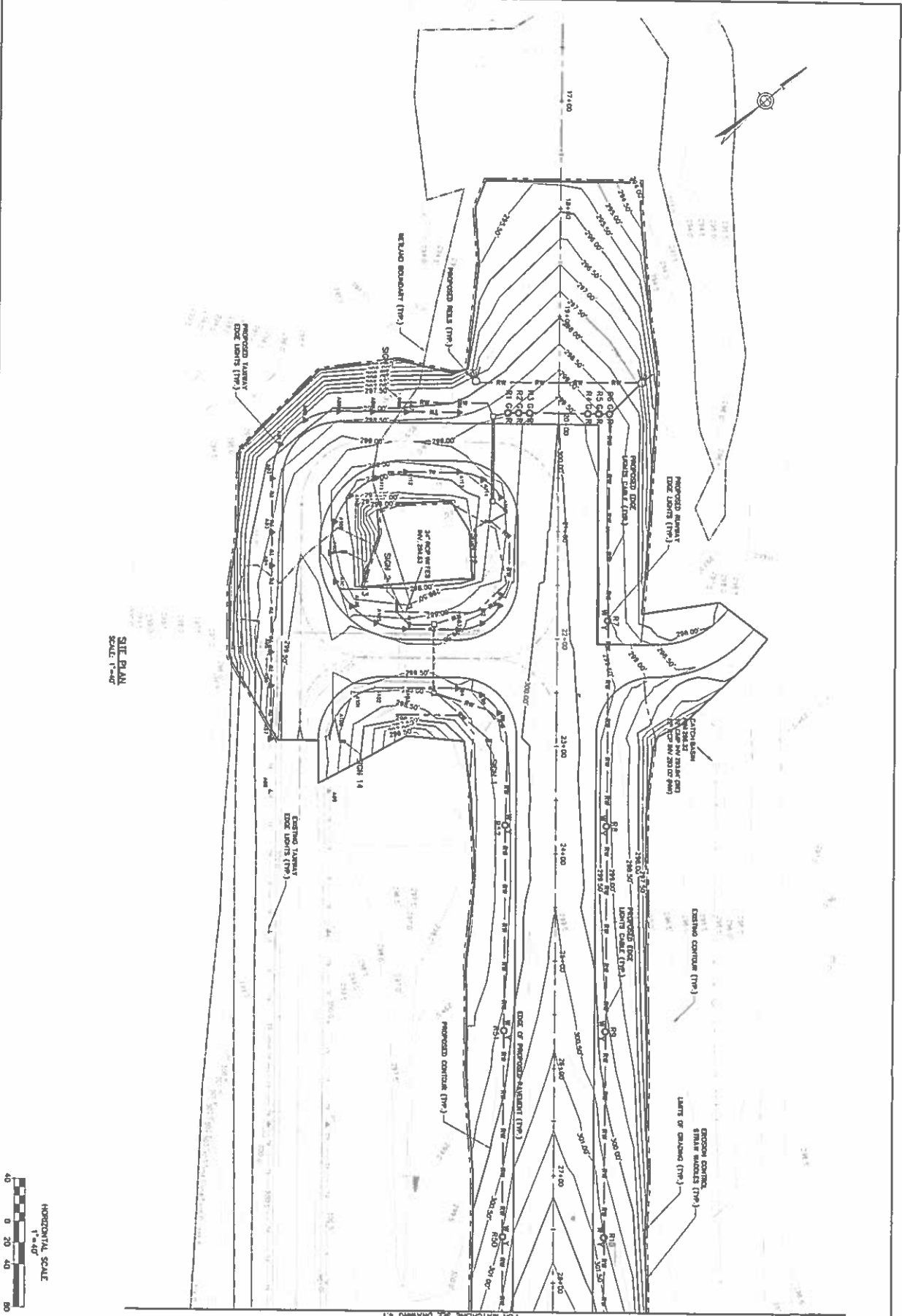
PHASE	STATION - CLOSURE DATE	STATUS
I	70	CLOSED
II	10	PARTIAL CLOSURE
III	60	CLOSED
IV	3	PARTIAL CLOSURE
V		CLOSED
GOALS	CONCURRENT	SEE NOTES

CONSTRUCTION SCHEDULE:
 (PHASE I) 15-33 ON 12/11/2014
 (PHASE II) 15-33 ON 12/11/2014
 (PHASE III) 15-33 ON 12/11/2014
 (PHASE IV) 15-33 ON 12/11/2014
 (PHASE V) 15-33 ON 12/11/2014
 (GOALS) 15-33 ON 12/11/2014



2.0
 X OF XX

[illegible]



REVISIONS

NO.	DATE	DESCRIPTION
1	01/13/14	ISSUED FOR PERMIT

SKYHAVEN AIRPORT
ROCHESTER, NEW HAMPSHIRE

RECONSTRUCT RUNWAY 15-33, EXTEND RUNWAY 15 AND TAXIWAY A, INSTALL RUNWAY 33 GOALS

SITE PLAN
(1 OF 7)

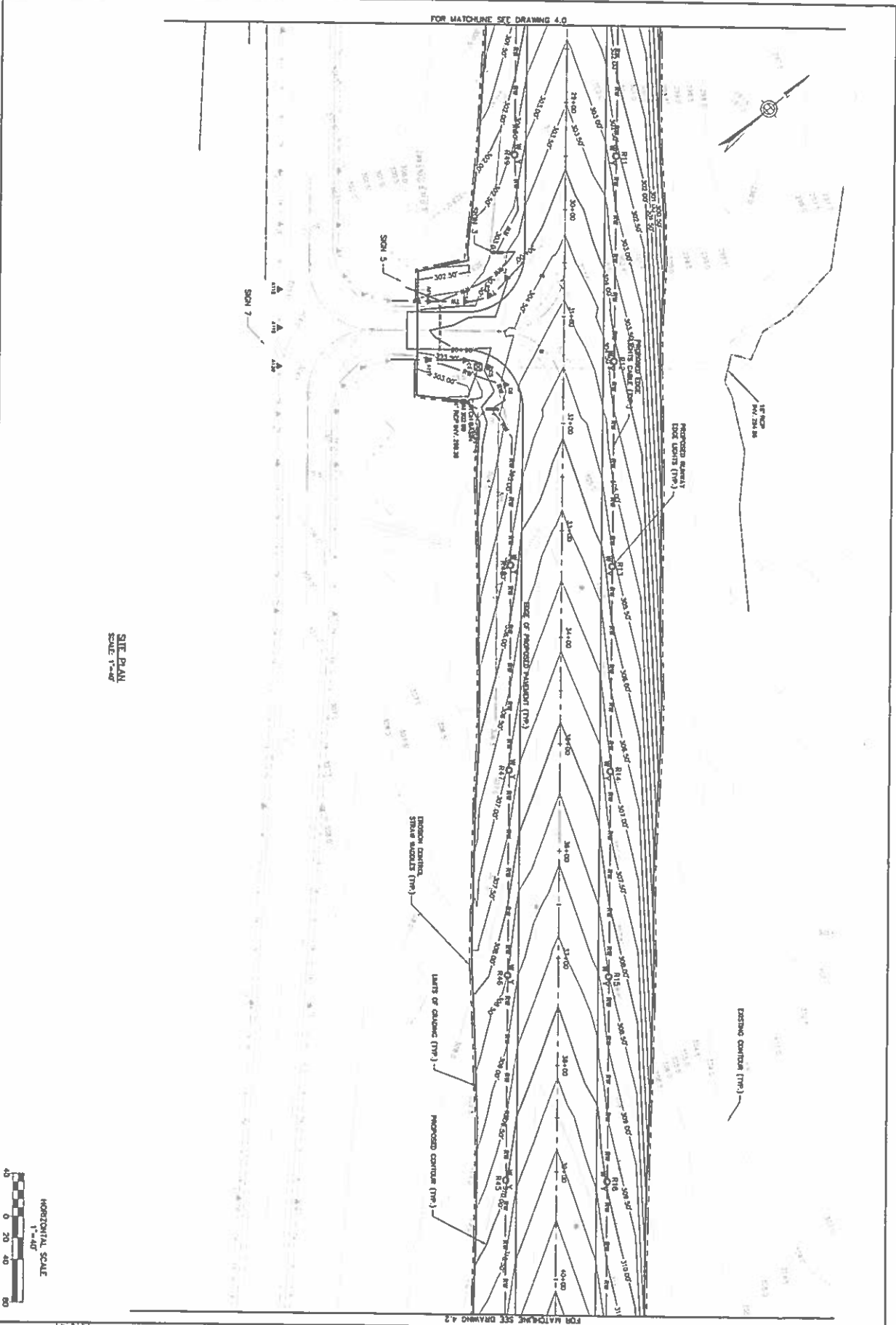
4.0

HORIZONTAL SCALE
1"=40'

0 20 40 60

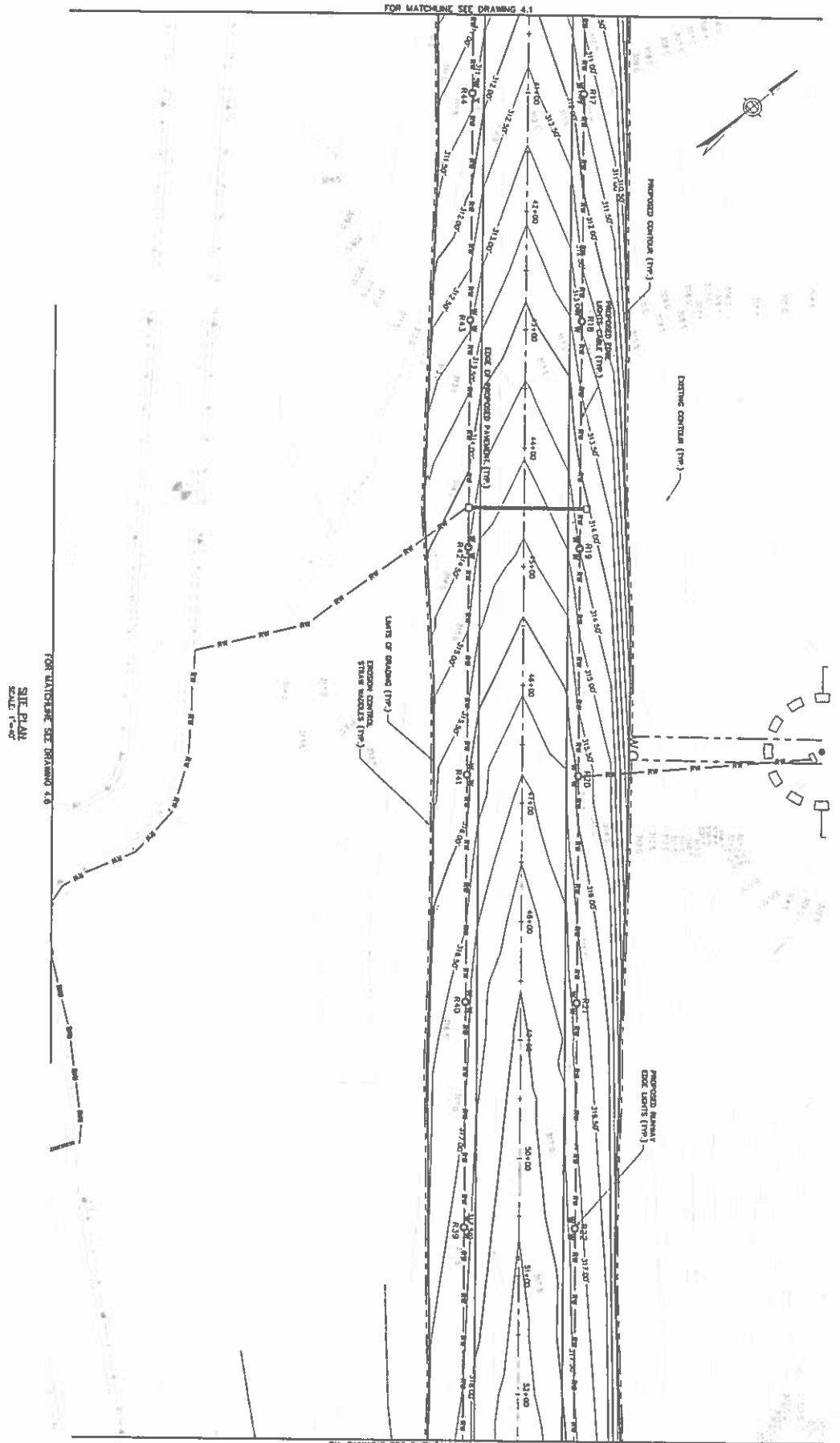
JACOBS

Two Executive Suite Drive
Rochester, New Hampshire 03065
(603) 886-7145
jacob@jacobs.com



4.1	DRAWING NO. 13-0-0-003	REVISIONS REV NO. DATE DESCRIPTION BY			SKYHAVEN AIRPORT ROCHESTER, NEW HAMPSHIRE RECONSTRUCT RUNWAY 15-33, EXTEND RUNWAY 15 AND TAXIWAY A, INSTALL RUNWAY 33 GDSLS SITE PLAN (2 OF 7)	SCALE: DATE: JAN 2014	JACOBS TWO EXISTING ADJACENT EXISTING 100' x 150' (001) 888-7100 P.O. BOX 000000
		RECONSTRUCT RUNWAY 15-33, EXTEND RUNWAY 15 AND TAXIWAY A, INSTALL RUNWAY 33 GDSLS				DESIGNED BY: DRAWING BY:	

FOR MATCHLINE SEE DRAWING 4.1



SITE PLAN
SCALE: 1"=60'

FOR WATCHING SEE DRAWING 4.6

HORIZONTAL SCALE
1"=40'

1-40



4.2

REVISIONS		DATE	BY
REV	DESCRIPTION		

DRAWING NO. 13-04-2011
 13-04-2011
 13-04-2011

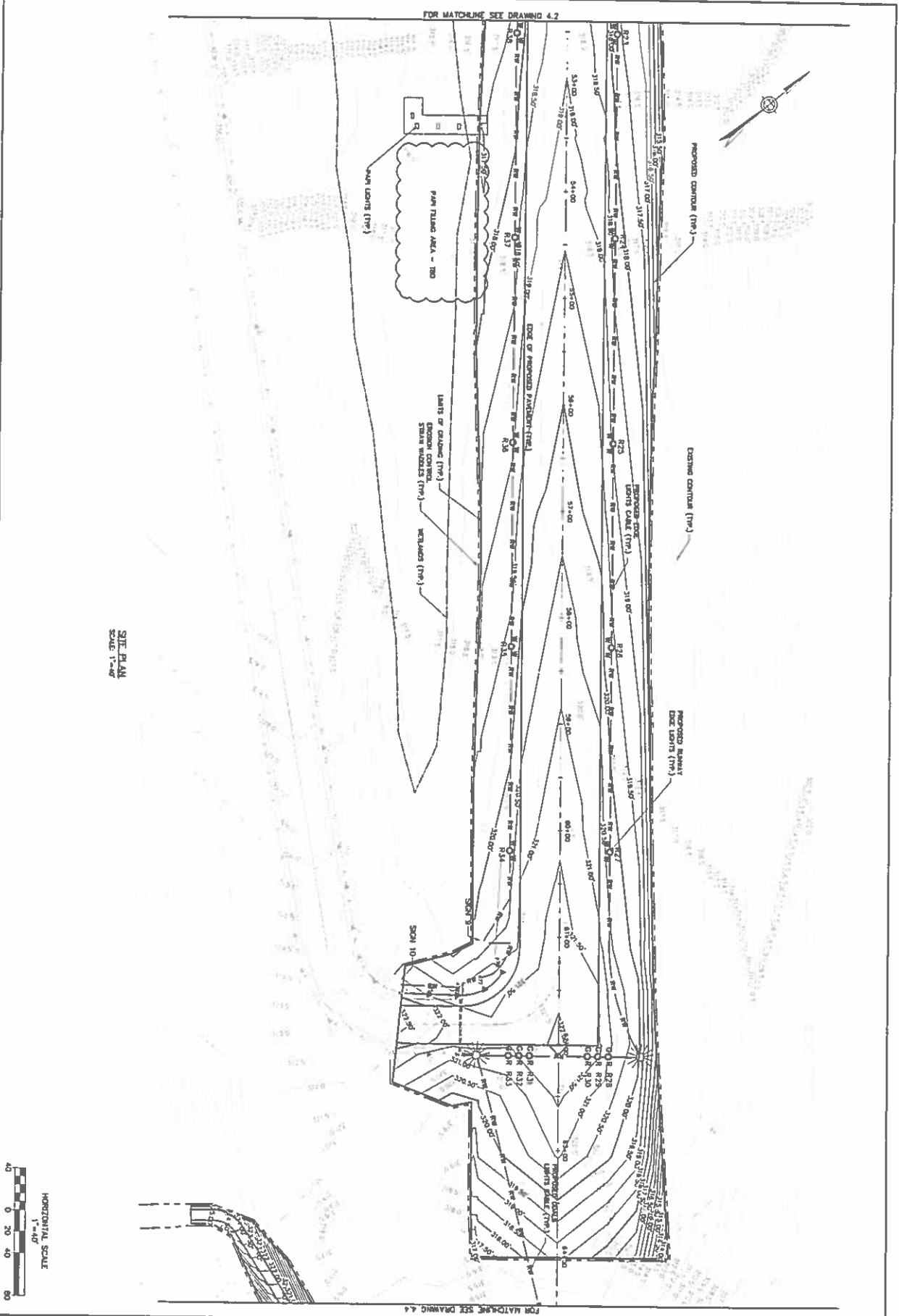
RECONSTRUCT RUNWAY 15-33, EXTEND RUNWAY 15 AND TAXIWAY A, INSTALL RUNWAY 33 GOALS

SITE PLAN
(3 OF 7)

SCALE: _____
DATE: JAN 2014
DESIGNED BY: _____
DRAWN BY: _____

JACOBS

702 EXCEL/VE PADM CDRG
 857/1000, 000 0.1/10
 (003) 000-7101
 704 (003) 000-7105

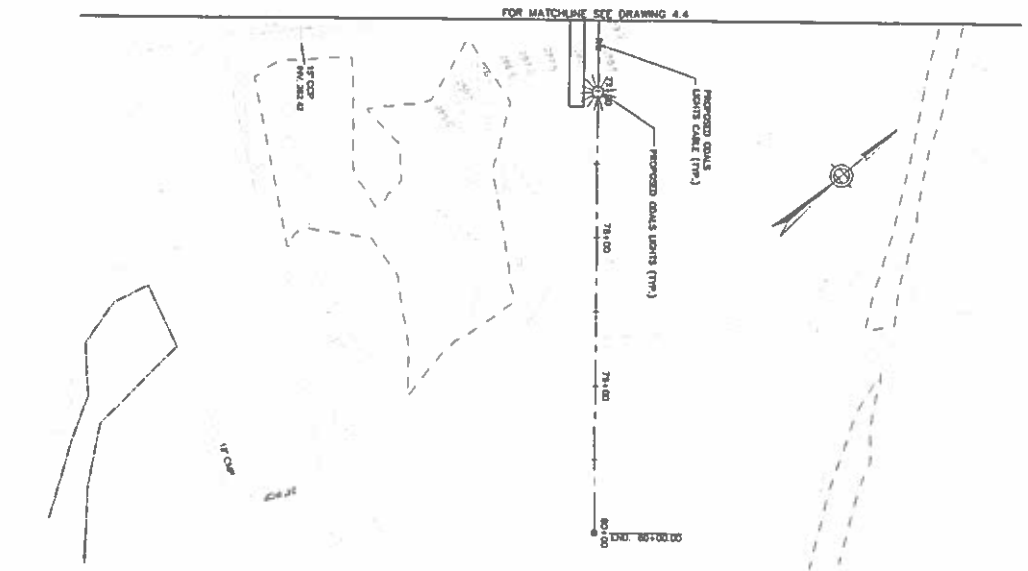


SITE PLAN
SCALE 1"=40'



4.3 DRAWING NO.		REVISIONS NO. DESCRIPTION 1. 12/13/2014 1:53:27 PM		SKYHAVEN AIRPORT ROCKEFELLER, NEW HAMPSHIRE RECONSTRUCT RUNWAY 15-33, EXTEND RUNWAY 15 AND TAXIWAY A, INSTALL RUNWAY 33 CLOSURE		SCALE DATE JAN 2014 DESIGNED BY DRAWN BY		JACOBS TWO E CROFTS PARK DRIVE BOSTON, MA 02116 (617) 552-7100 FAX (617) 552-7105	
SITE PLAN (4 OF 7)									

REVISIONS				SKYHAVEN AIRPORT ROXBOROUGH, NEW HAMPSHIRE		SCALE:	JACOBS TWO EIGHTY-ONE PAINE AVENUE BOSTON, MA 02114 (617) 666-1100 FAX (617) 666-7775
REV	DATE	DESCRIPTION	BY	RECONSTRUCT RUNWAY 15-33, EXTEND RUNWAY 15 AND TARMAC, & INSTALL RUNWAY 33 GDSLS		DATE: JAN 2014	
						DESIGNED BY:	
						DRAWN BY:	
01/14/2014 15-04-2012 D:\HATCH\N.H.				SITE PLAN (5 OF 7)			
4.4							



SITE PLAN
SCALE: 1"=40'



4.5

DRAWING NO.

REVISIONS			
REV NO.	DATE	DESCRIPTION	BY

SKYHAVEN AIRPORT
ROCHESTER, NEW HAMPSHIRE

RECONSTRUCT RUNWAY 13-33, EXTEND RUNWAY 13 AND TAXIWAY A, INSTALL RUNWAY 33 COALS

SITE PLAN
(6 OF 7)

SCALE:

DATE: JAN 2014

DESIGNED BY:

DRAWN BY:

JACOBS

TWO (EASTHE PARK DRIVE)
BEDFORD, NH 03110
(603) 886-1151
FAX (603) 886-7100

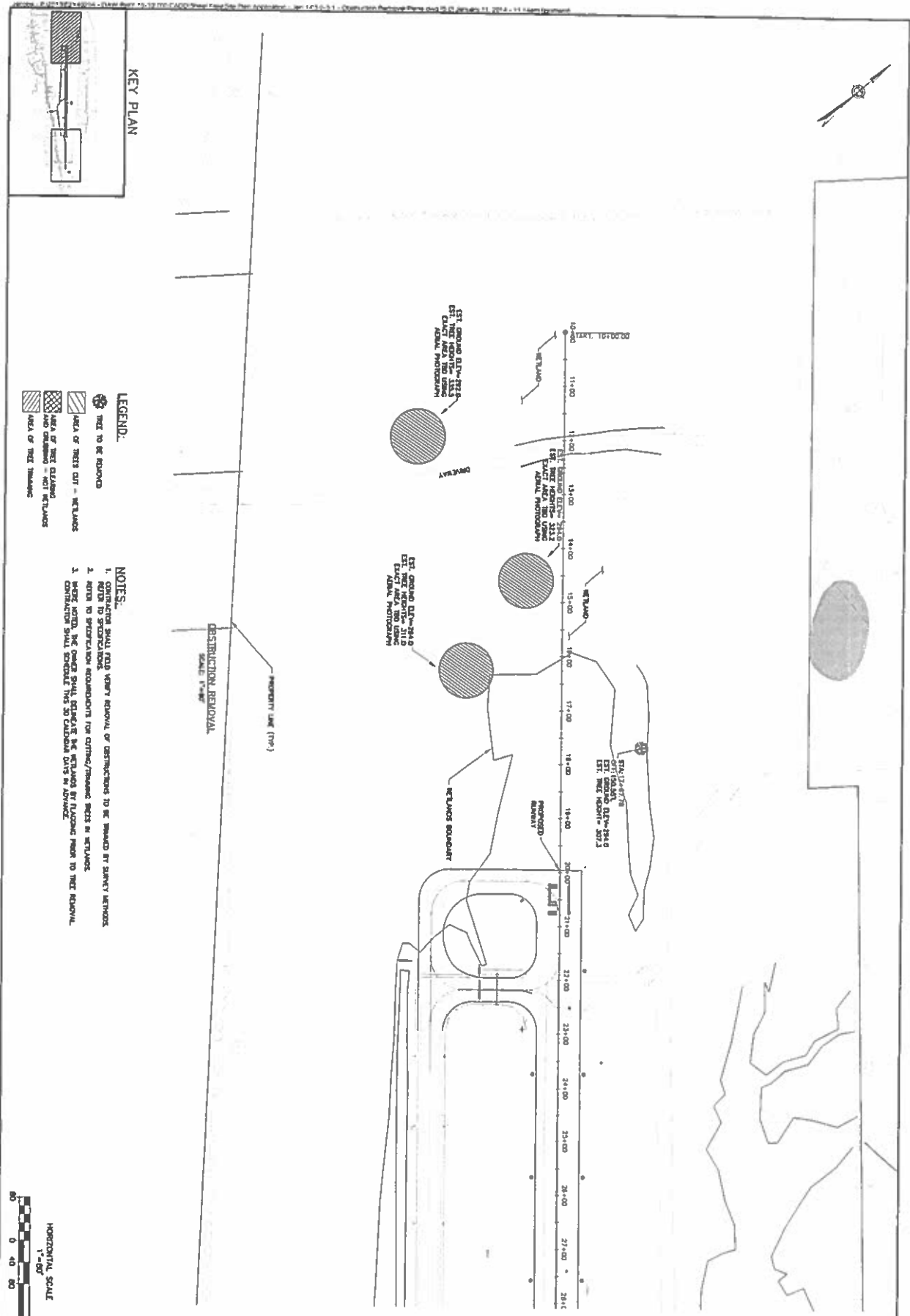
FOR MATCHING SET DRAWING 4.3

SITE PLAN
SCALE: 1"=40'

PROPOSED ELECTRICAL VAULT
5' x 3' x 3' 6"
17' ELEV. 100

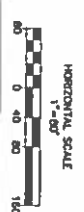


4.6 X 17 33		REVISIONS <table border="1"> <thead> <tr> <th>REV</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>01/13/14</td> <td>ISSUED FOR PERMIT</td> <td>JACOBSON</td> </tr> </tbody> </table>		REV	DATE	DESCRIPTION	BY	1	01/13/14	ISSUED FOR PERMIT	JACOBSON	SKYHAVEN AIRPORT ROCKETER, NEW HAMPSHIRE RECONSTRUCT RUNWAY 15-33, EXTEND RUNWAY 13 AND TADWAY A, INSTALL RUNWAY 33 DIALS SITE PLAN (7 OF 7)		SCALE: DATE: JAN 2014 DESIGNED BY: DRAWN BY:		JACOBS TWO ECHO/VE FIVE THREE ONE 6000 ORLEANS AVE (603) 886-7700 FAX (603) 886-7700	
REV	DATE	DESCRIPTION	BY														
1	01/13/14	ISSUED FOR PERMIT	JACOBSON														



- LEGEND:**
- Tree to be removed
 - Area of trees cut - wetlands
 - Area of trees cleared
 - Area of wetlands (not wetlands)
 - Area of tree planting

- NOTES:**
- CONTRACTOR SHALL FIELD VERIFY REMOVAL OF OBSTRUCTIONS TO BE REMOVED BY SURVEY METHODS.
 - NOTE TO SPECIFICATIONS: REMOVE TO SPECIFICATIONS FOR CUTTING/THINNING TREES IN WETLANDS.
 - WHERE NOTED, THE OWNER SHALL RELAY THE WETLANDS BY PLACING PILES TO TREE REMOVAL. CONTRACTOR SHALL PROVIDE THE 30 CALIBER DAYS IN ADVANCE.

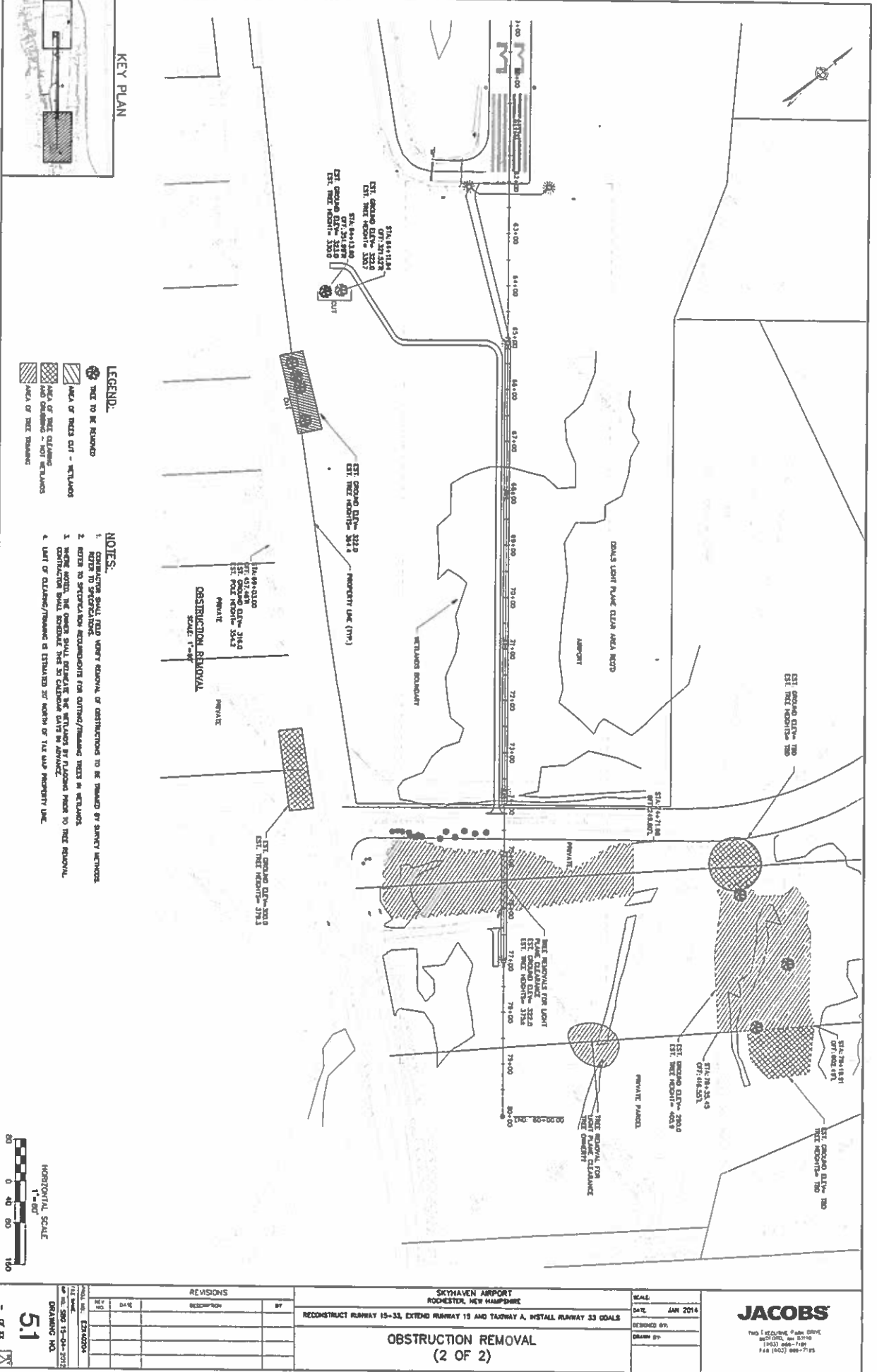


SKYWAY AIRPORT ROCHESTER, NEW HAMPSHIRE		SCALE: DATE: JAN 2014
RECONSTRUCT RUNWAY 13-33, EXTEND RUNWAY 15 AND TADWAY A, INSTALL RUNWAY 33 GRALS		DESIGNED BY:
OBSTRUCTION REMOVAL (1 OF 2)		DRAWN BY:
JACOBS TWO T WOODS PARK DRIVE ROCHESTER, NH 03060 (603) 596-7100 FAX (603) 596-7105		

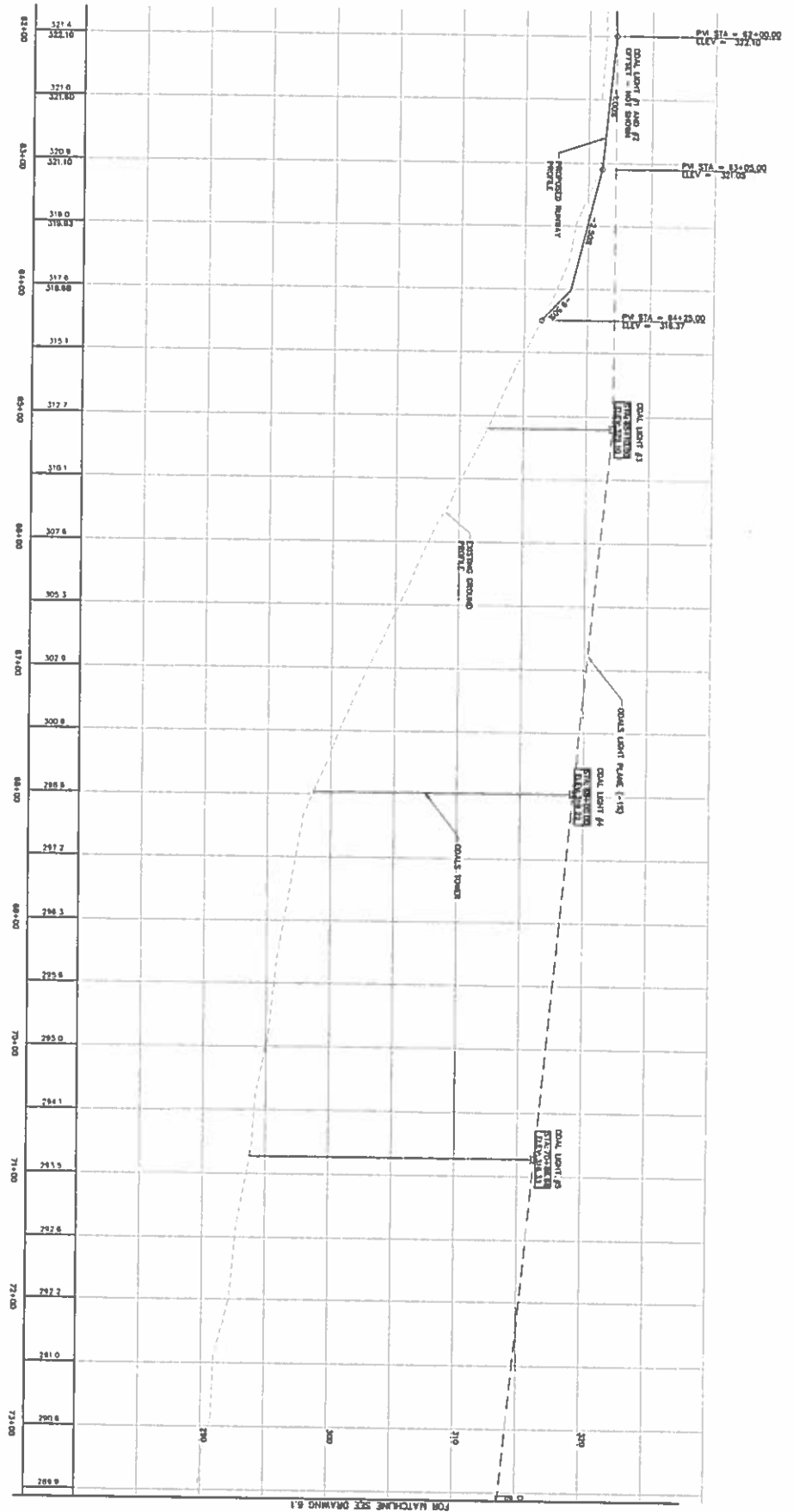
REVISIONS	DATE	DESCRIPTION
1	01/15/14	ISSUED FOR PERMIT

DATE: 01/15/14	BY: [Signature]
DATE: 01/15/14	BY: [Signature]

5.0
OR XX



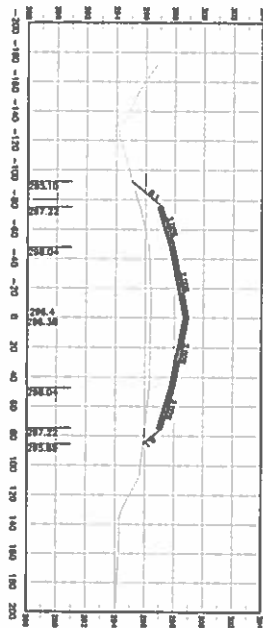
RUNWAY 15-33 PROFILE
HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=40'



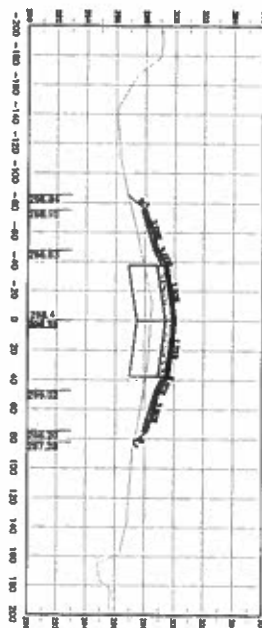
FOR MATCHLINE SEE DRAWING 8.19



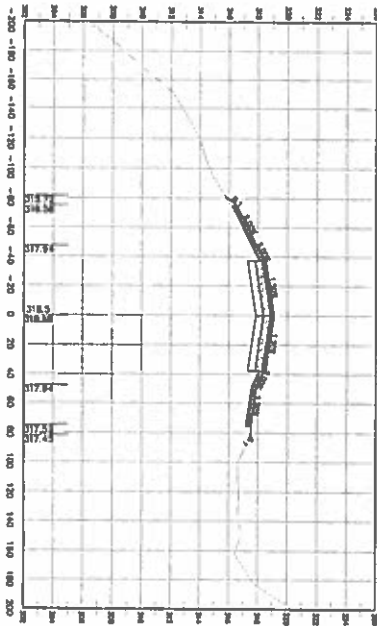
REVISIONS <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		NO.	DATE	DESCRIPTION	BY	1				SKYHAVEN AIRPORT ROCHESTER, NEW HAMPSHIRE RECONSTRUCT RUNWAY 15-33, EXTEND RUNWAY 15 AND TAXIWAY A, INSTALL RUNWAY 33 ODALS		SCALE: AS SHOWN DATE: JAN 2014 DESIGNED BY: SST DRAWN BY: HLC	
NO.	DATE	DESCRIPTION	BY										
1													
6.0 DRAWING NO.		ODALS PROFILE (1 OF 2)		JACOBS TWO TECHURME PARK DRIVE RICHMOND, NH 03315 (603) 886-1700 FAX (603) 886-1702									



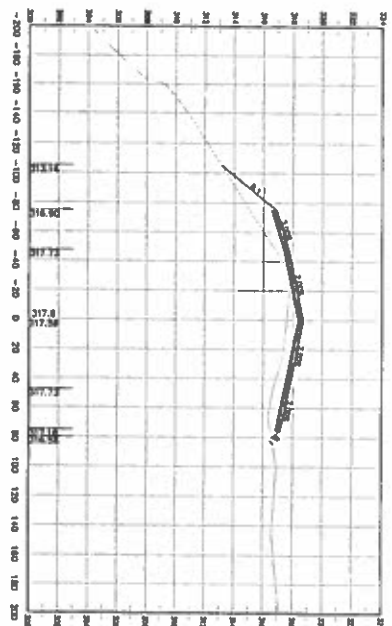
19+50.00



21+00.00



53+40.36



64+00.00

TYPICAL CROSS SECTIONS
HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=4'

REVISIONS DATE DESCRIPTION BY		SKYHAVEN AIRPORT ROCHESTER, NEW HAMPSHIRE RECONSTRUCT RUNWAY 15-33, EXTEND RUNWAY 19 AND TAXIWAY A, INSTALL RUNWAY 33 DOLS		SCALE: AS SHOWN DATE: JAN 2016 DESIGNED BY: ESI DRAWN BY: HLC	JACOBS TWO ELLIOTT PARK DRIVE ROCHESTER, NH 03106 (603) 586-7131 FAX (603) 586-7125
7.0 DRAWING NO.		TYPICAL CROSS SECTIONS			