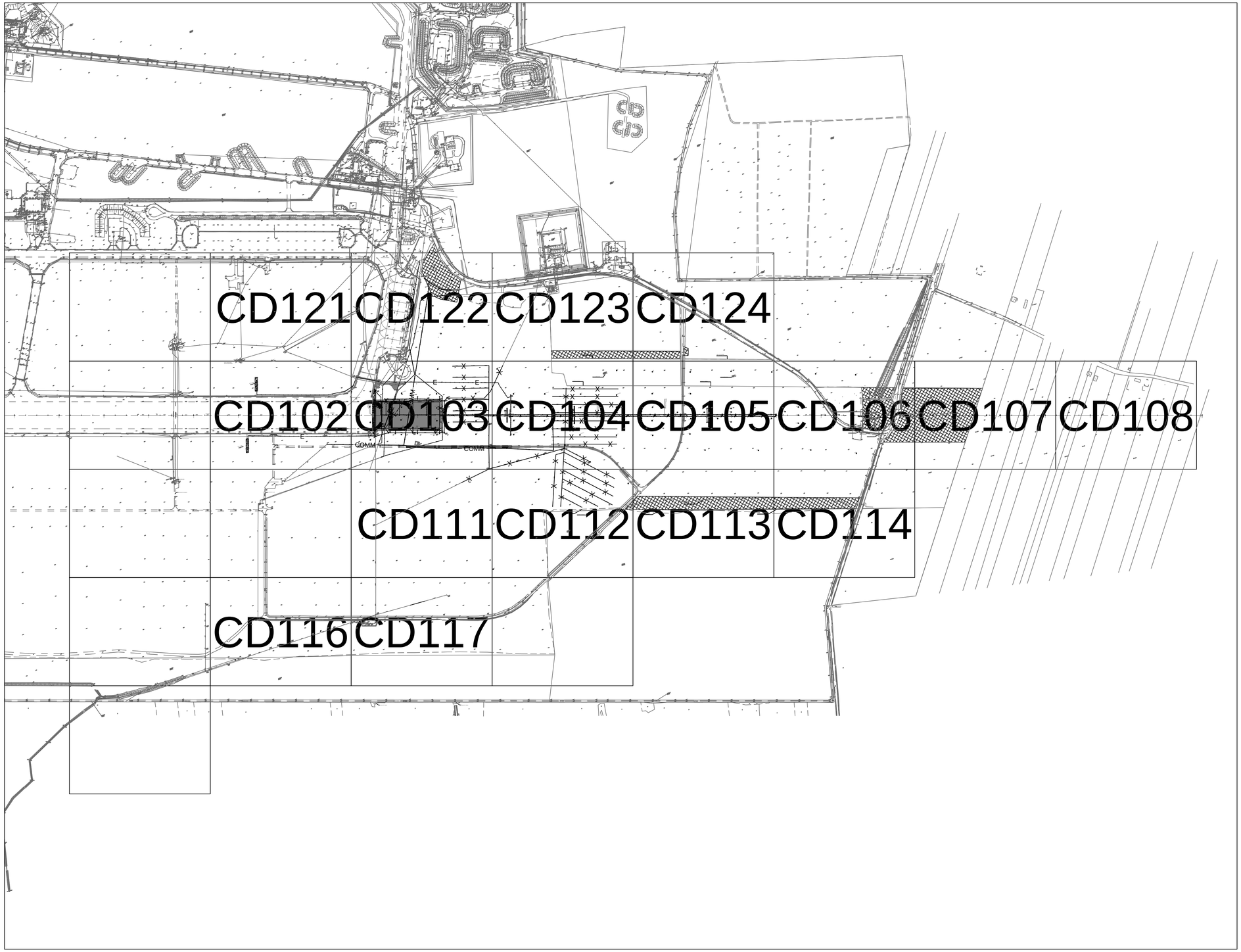



N

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAÈE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

DEMOLITION PLAN - SHEET ARRANGEMENT
ROZBIÓRKI I WYBURZENIA - ROZKŁAD ARKUSZY

SHEET ID
CD100

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CCD101.DWG
3/2/2017 JACEK.GACZKOWSKI NOT TO SCALE
100%

MATCHLINE (SEE SHEET CD121)

UTILITY POLES WITH WEATHER EQUIPMENT

MAST

MAST

PAPI LIGHTS

lampy PAPI

1

N=5713450

E=6582300

ASPHALT

RWY

CONCRETE

2+200

2+300

2+400

ASPHALT

N=5713350

E=6582350

PAPI LIGHTS

lampy PAPI

1

CONCRETE PAVEMENT

COMM

ROAD 3.0

END OF COMM. DEMOLITION

KONIEC DEMONTAŻU TELEKOM.

MATCHLINE (SEE SHEET CD103)

N

PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE. DEMONTAŻ W CAŁOŚCI

TELECOMM CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA TELE. DEMONTAŻ W CAŁOŚCI

MANHOLE/ HANDHOLE/ JUNCTION BOX TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA STUDNIA ELE./ SKRZYNKA PRZYŁĄCZENIOWA DEMONTAŻ W CAŁOŚCI

THRESHOLD AND RUNWAY END BIDIRECTIONAL LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO DWUKIERUNKOWE PROGU/ KOŃCA DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

RUNWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE KRAWĘDZI DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

TAXIWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE KRAWĘDZI DROGI KOŁOWANIA DEMONTAŻ W CAŁOŚCI

BARRETTE OR SINGLE ELEVATED APPROACH LIGHT TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA POPRZECZKA LUB POJEDYCZNE ŚWIATŁO PODEJŚCIA DEMONTAŻ W CAŁOŚCI

ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE DEMONTAŻ W CAŁOŚCI

PAPI UNIT TO BE REMOVED IN ITS ENTIRETY
JEDNOSTKA PAPI DEMONTAŻ W CAŁOŚCI

STORMWATER PIPE OR DRAINAGE PIPE TO BE REMOVED
SIEĆ KANALIZACJI DESZCZOWEJ I DRENAŻOWEJ DO ROZBIÓRKI

STORMWATER/ DRAINAGE MANHOLE TO BE REMOVED
STUDNIA KANALIZACYJNA / DRENAŻOWA DO ROZBIÓRKI

C_24
EN_9
W28
GEOPHYSICAL BORING LOCATION
LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

## DRAWING NOTES:

1. REMOVE EXISTING 4 BOX PAPI UNITS AND ASSOCIATED EQUIPMENT. SAFELY STORE FOR RELOCATION. REMOVE FOUNDATIONS IN THEIR ENTIRETY AND RESTORE GRASS AREA

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | CD121 | CD122 | CD123 | CD124 | | | |
| | CD102 | CD103 | CD104 | CD105 | CD106 | CD107 | CD108 |
| | | CD111 | CD112 | CD113 | CD114 | | |
| | CD116 | CD117 | | | | | |

0 25
SCALE IN METERS

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|

ISSUE DATE: 20170206
SOLICITATION NO.: W912GB-17-B-0003
PROJECT NO.: 15-D-0008-0003

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRASE 10
NEU-ISENBURG, 63263

32 AIR EXPEDITIONARY WING (USAFE) (SUPPORTING USAFE-AFRICA) / 52 CES/CEC, UNIT 3050 BOX 1, APO AE 09094-0001, GERMANY
PREPARED FOR: 52 CES/CEC, UNIT 3050 BOX 1, APO AE 09094-0001, GERMANY
RUNWAY EXTENSION ŁASK AFB POLAND

DEMOLITION PLAN
ROZBIÓRKI I WYBURZENIA

SHEET ID
CD102

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CCD101.DWG
3/2/2017 JACEK.GACZKOWSKI 1:500

100%

MATCHLINE (SEE SHEET CD122)

LEAVE INACTIVE CABLE UNDER PAVED AREA
POZOSTAWIĆ NIECZYNNY PRZEWÓD POD DROGĄ

REMOVE PAVEMENT MARKING
USUNIĘCIE OZNAKOWANIA POZIOMEGO

REMOVE EXISTING CABLE FROM DUCT
DUCT UNDER PAVED AREA SHALL REMAIN INTACT
USUNĄĆ KABEL Z PRZEPUSTU
BEZ DEMONTAŻU KANALIZACJI
NIE NARUSZAĆ NAWIERZCHNI DROGI

DEMOLITION OF ASPHALT PAVEMENT A=45 m2
ROZBIÓRKA NAWIERZCHNI ASFALTOWEJ A=45 m2
PAVEMENTS RESTORATION ACC. TO DRAWING C303
ODTWORZENIE NAWIERZCHNI WG RYSUNKU C303

LEAVE INACTIVE CABLE UNDER PAVED AREA
POZOSTAWIĆ NIECZYNNY PRZEWÓD POD DROGĄ

N=5713391.19
E=6582994.27

CONCRETE TILES

DEMOLITION OF AC SHOULDER
ROZBIÓRKA OPASKI BITUMICZNEJ
OORDINATE WITH POLAF CONTRACTOR
WYMAGA KOORDYNACJI Z WYKONAWCĄ
REMONTU DS

DEMOLITION OF OVERRUN ASPHALT PAVEMENT
ROZBIÓRKA WYBIEGU ASFALTOWEGO

DEMOLITION OF CONCRETE PAVING BLOCKS
ROZBIÓRKA NAWIERZCHNI BETONOWEJ

N=5713311.89
E=6583125.04

CONCRETE PAVEMENT

EXISTING RWY POE
RWY EXTENSION POB
2+499.16

N=5713296.63
E=6582964.03

N=5713247.62
E=6583120.27

DEMOLITION OF CONCRETE UNDERGROUND TANK N.I.C.
ROZBIÓRKA PODZIEMNEGO ZBIORNIKA BETONOWEGO
POZA KONTRAKTEM

DEMOLITION OF CONCRETE PAVING BLOCKS
ROZBIÓRKA NAWIERZCHNI BETONOWEJ

CONCRETE SLAB

END OF ELEC. DEMOLITION
KONIEC DEMONTAŻU ELE.

N=5713237.29
E=6583024.53

LEAVE INACTIVE CABLE UNDER PAVED AREA
POZOSTAWIĆ NIECZYNNY PRZEWÓD POD DROGĄ

END OF ELEC. DEMOLITION
KONIEC DEMONTAŻU ELE.

MATCHLINE (SEE SHEET CD102)

MATCHLINE (SEE SHEET CD104)

MATCHLINE (SEE SHEET CD111)

N=5713300

N=5713350

E=6583200

E=6582950

PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE.
DEMONTAŻ W CAŁOŚCI

TELECOMM CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA TELE.
DEMONTAŻ W CAŁOŚCI

MANHOLE/ HANDHOLE/ JUNCTION BOX TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA STUDNIA ELE./ SKRZYNKA
PRZYŁĄCZENIOWA DEMONTAŻ W CAŁOŚCI

THRESHOLD AND RUNWAY END BIDIRECTIONAL LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO DWUKIERUNKOWE PROGU/ KOŃCA DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

RUNWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE KRAWĘDZI DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

TAXIWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE KRAWĘDZI DROGI KOŁOWANIA DEMONTAŻ W CAŁOŚCI

BARRETTE OR SINGLE ELEVATED APPROACH LIGHT TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA POPRZECZKA LUB POJEDYCZNE ŚWIATŁO PODEJŚCIA DEMONTAŻ W CAŁOŚCI

ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE DEMONTAŻ W CAŁOŚCI

PAPI UNIT TO BE REMOVED IN ITS ENTIRETY
JEDNOSTKA PAPI DEMONTAŻ W CAŁOŚCI

STORMWATER PIPE OR DRAINAGE PIPE TO BE REMOVED
SIEĆ KANALIZACJI DESZCZOWEJ I DRENAŻOWEJ DO ROZBIÓRKI

STORMWATER/ DRAINAGE MANHOLE TO BE REMOVED
STUDNIA KANALIZACYJNA / DRENAŻOWA DO ROZBIÓRKI

C_24
EN_9
W28
GEOPHYSICAL BORING LOCATION
LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

CD121 CD122 CD123 CD124
CD102 CD103 CD104 CD105 CD106 CD107 CD108
CD111 CD112 CD113 CD114
CD116 CD117

0 25
SCALE IN METERS

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|

ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRABE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

DEMOLITION PLAN
ROZBIÓRKI I WYBURZENIA

SHEET ID
CD103

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CCD101.DWG
3/2/2017 JACEK.GACZKOWSKI 1:500

100%

MATCHLINE (SEE SHEET CD123)

MATCHLINE (SEE SHEET CD103)

MATCHLINE (SEE SHEET CD105)

MATCHLINE (SEE SHEET CD112)

PLOT NUMBER/AREA

3,258/12
1.6597 ha

PROPERTY BORDER

RWY EXTENSION POE
3+000.01

END OF COMM. DEMOLITION
KONIEC DEMONTAŻU TELEKOM.

DEMOLITION OF CONCRETE PAVING BLOCKS
ROZBIÓRKA NAWIERZCHNI BETONOWEJ

DEMOLITION OF ASPHALT PAVEMENT
ROZBIÓRKA NAWIERZCHNI ASFALTOWEJ

CONCRETE SLAB

ASPHALT

siatka zatrzymująca

W20 W21 W22

C_22 C_23 (CPTU) C_24 C_25 (CPTU) C_26 (CPTU) C_27 C_28 (CPTU) C_29 C_30 C_31 (CPTU) C_32 C_33 (CPTU) C_34 (CPTU) C_35 C_36 (CPTU) C_37

PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE. DEMONTAŻ W CAŁOŚCI

TELECOMM CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA TELE. DEMONTAŻ W CAŁOŚCI

MANHOLE/ HANDHOLE/ JUNCTION BOX TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA STUDNIA ELE./ SKRZYNKA PRZYŁĄCZENIOWA DEMONTAŻ W CAŁOŚCI

THRESHOLD AND RUNWAY END BIDIRECTIONAL LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO DWUKIERUNKOWE PROGU/ KOŃCA DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

RUNWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE KRAWĘDZI DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

TAXIWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE KRAWĘDZI DROGI KOŁOWANIA DEMONTAŻ W CAŁOŚCI

BARRETTE OR SINGLE ELEVATED APPROACH LIGHT TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA POPRZECZKA LUB POJEDYCZNE ŚWIATŁO PODEJŚCIA DEMONTAŻ W CAŁOŚCI

ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE DEMONTAŻ W CAŁOŚCI

PAPI UNIT TO BE REMOVED IN ITS ENTIRETY
JEDNOSTKA PAPI DEMONTAŻ W CAŁOŚCI

STORMWATER PIPE OR DRAINAGE PIPE TO BE REMOVED
SIEĆ KANALIZACJI DESZCZOWEJ I DRENAŻOWEJ DO ROZBIÓRKI

STORMWATER/ DRAINAGE MANHOLE TO BE REMOVED
STUDNIA KANALIZACYJNA / DRENAŻOWA DO ROZBIÓRKI

C_24
EN_9
W28
GEOPHYSICAL BORING LOCATION
LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

| | | | | |
|---|---|---|---|---|
| | CD121 | CD122 | CD123 | CD124 |
| | CD102 | CD103 | CD104 | CD105 | CD106 | CD107 | CD108 |
| | | CD111 | CD112 | CD113 | CD114 |
| | CD116 | CD117 | | |

0 25
SCALE IN METERS

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|
| | | |

ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAYZ15002A

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAAE 10
NEU-ISENBURG, 63263

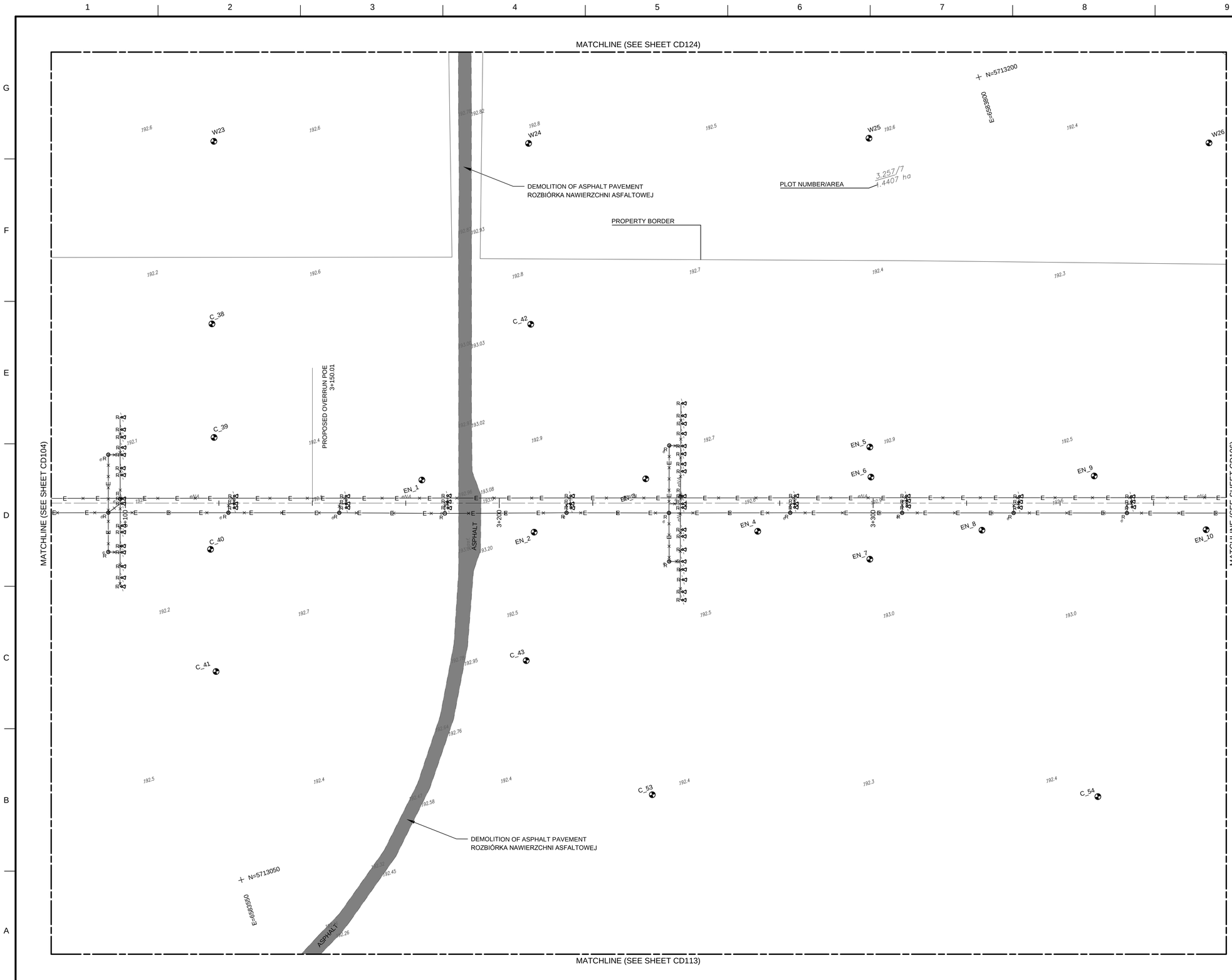
ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

DEMOLITION PLAN
ROZBIÓRKI I WYBURZENIA

SHEET ID
CD104

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CCD101.DWG
3/2/2017 JACEK.GACZKOWSKI 1:500

100%




PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE. DEMONTAŻ W CAŁOŚCI

TELECOMM CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA TELE. DEMONTAŻ W CAŁOŚCI

MANHOLE/ HANDHOLE/ JUNCTION BOX TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA STUDNIA ELE./ SKRZYNKA PRZYŁĄCZENIOWA DEMONTAŻ W CAŁOŚCI

THRESHOLD AND RUNWAY END BIDIRECTIONAL LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO DWUKIERUNKOWE PROGU/ KOŃCA DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

RUNWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE KRAWĘDZI DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

TAXIWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE KRAWĘDZI DROGI KOŁOWANIA DEMONTAŻ W CAŁOŚCI

BARRETTE OR SINGLE ELEVATED APPROACH LIGHT TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA POPRZECZKA LUB POJEDYCZNE ŚWIATŁO PODEJŚCIA DEMONTAŻ W CAŁOŚCI

ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE DEMONTAŻ W CAŁOŚCI

PAPI UNIT TO BE REMOVED IN ITS ENTIRETY
JEDNOSTKA PAPI DEMONTAŻ W CAŁOŚCI

STORMWATER PIPE OR DRAINAGE PIPE TO BE REMOVED
SIEĆ KANALIZACJI DESZCZOWEJ I DRENAŻOWEJ DO ROZBIÓRKI

STORMWATER/ DRAINAGE MANHOLE TO BE REMOVED
STUDNIA KANALIZACYJNA / DRENAŻOWA DO ROZBIÓRKI

C_24
EN_9
W28
GEOPHYSICAL BORING LOCATION
LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | CD121 | CD122 | CD123 | CD124 | | | |
| | CD102 | CD103 | CD104 | CD105 | CD106 | CD107 | CD108 |
| | | CD111 | CD112 | CD113 | CD114 | | |
| | CD116 | CD117 | | | | | |

0 25
SCALE IN METERS

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ISSUE DATE: MARCH 2017
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DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
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SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

DEMOLITION PLAN
ROZBIÓRKI I WYBURZENIA

SHEET ID
CD105

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CCD101.DWG
3/2/2017 JACEK.GACZKOWSKI 1:500

100%

N

PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

E — ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE. DEMONTAŻ W CAŁOŚCI

COMM — TELECOMM CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA TELE. DEMONTAŻ W CAŁOŚCI

MANHOLE/ HANDHOLE/ JUNCTION BOX TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA STUDNIA ELE./ SKRZYNKA PRZYŁĄCZENIOWA DEMONTAŻ W CAŁOŚCI

THRESHOLD AND RUNWAY END BIDIRECTIONAL LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO DWUKIERUNKOWE PROGU/ KOŃCA DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

RUNWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE KRAWĘDZI DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

TAXIWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE KRAWĘDZI DROGI KOŁOWANIA DEMONTAŻ W CAŁOŚCI

BARRETTE OR SINGLE ELEVATED APPROACH LIGHT TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA POPRZECZKA LUB POJEDYCZNE ŚWIATŁO PODEJŚCIA DEMONTAŻ W CAŁOŚCI

ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE DEMONTAŻ W CAŁOŚCI

PAPI UNIT TO BE REMOVED IN ITS ENTIRETY
JEDNOSTKA PAPI DEMONTAŻ W CAŁOŚCI

STORMWATER PIPE OR DRAINAGE PIPE TO BE REMOVED
SIEĆ KANALIZACJI DESZCZOWEJ I DRENAŻOWEJ DO ROZBIÓRKI

STORMWATER/ DRAINAGE MANHOLE TO BE REMOVED
STUDNIA KANALIZACYJNA / DRENAŻOWA DO ROZBIÓRKI

C_24
EN_9
W28
GEOPHYSICAL BORING LOCATION
LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

## DRAWING NOTES:

1. CAREFULLY REMOVE FAR FIELD MONITOR AND POLE FOR RELOCATION, REMOVE FOUNDATION AND RESTORE SITE
2. EXISTING NDB SITE SUPPORT STRUCTURE BUILDING, NDB ANTENNA EQUIPMENT, MIDDLE MARKER ANTENNA EQUIPMENT, POWER SUPPLY EQUIPMENT AND COMMUNICATION PEDESTALS AND EQUIPMENT TO BE REMOVED AND RELOCATED BY THE POLISH ARMY REPRESENTATIVE NIC. COORDINATE WITH POLISH ARMY REPRESENTATIVE AND ASSOCIATED CONTRACTOR AS REQUIRED.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | CD121 | CD122 | CD123 | CD124 | | | |
| | CD102 | CD103 | CD104 | CD105 | CD106 | CD107 | CD108 |
| | | CD111 | CD112 | CD113 | CD114 | | |
| | CD116 | CD117 | | | | | |

0 25
SCALE IN METERS

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|
| | | |

DESIGNED BY: A. WISCZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

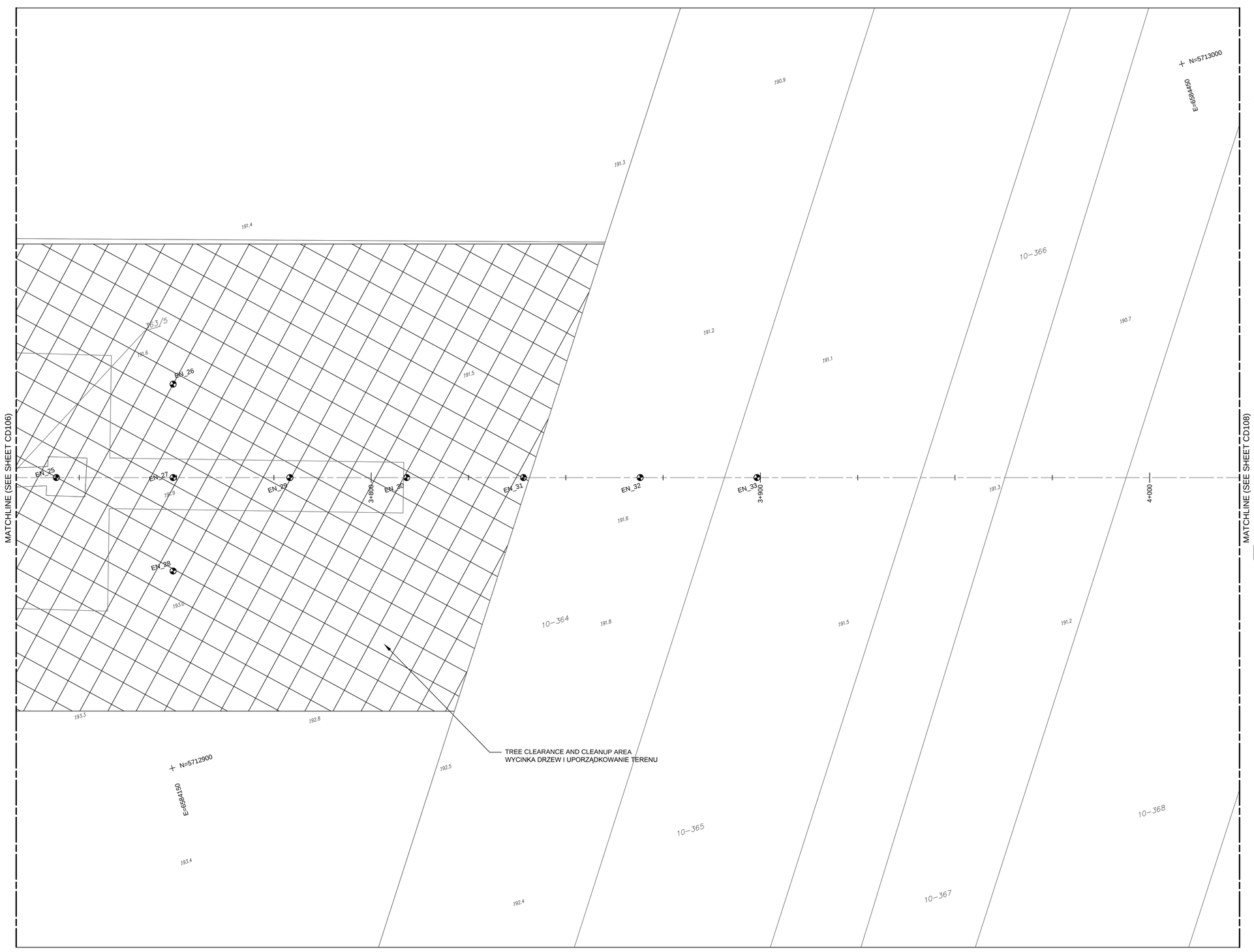
ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

# DEMOLITION PLAN
# ROZBIÓRKI I WYBURZENIA

SHEET ID
CD106

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\ID0159402\15-D-0008-0003CCD101.DWG
3/2/2017 JACEK.GACZKOWSKI 1:500

100%

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PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

E
ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE. DEMONTAŻ W CAŁOŚCI

COMM
TELECOMM CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA TELE. DEMONTAŻ W CAŁOŚCI

MANHOLE/ HANDHOLE/ JUNCTION BOX TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA STUDNIA ELE./ SKRZYNKA PRZYŁĄCZENIOWA DEMONTAŻ W CAŁOŚCI

THRESHOLD AND RUNWAY END BIDIRECTIONAL LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO DWUKIERUNKOWE PROGU/ KOŃCA DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

RUNWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE KRAWĘDZI DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

TAXIWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE KRAWĘDZI DROGI KOŁOWANIA DEMONTAŻ W CAŁOŚCI

BARRETTE OR SINGLE ELEVATED APPROACH LIGHT TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA POPRZECZKA LUB POJEDYCZNE ŚWIATŁO PODEJŚCIA DEMONTAŻ W CAŁOŚCI

ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE DEMONTAŻ W CAŁOŚCI

P
PAPI UNIT TO BE REMOVED IN ITS ENTIRETY
JEDNOSTKA PAPI DEMONTAŻ W CAŁOŚCI

STORMWATER PIPE OR DRAINAGE PIPE TO BE REMOVED
SIEĆ KANALIZACJI DESZCZOWEJ I DRENAŻOWEJ DO ROZBIÓRKI

STORMWATER/ DRAINAGE MANHOLE TO BE REMOVED
STUDNIA KANALIZACYJNA / DRENAŻOWA DO ROZBIÓRKI

C_24
EN_9
W28
GEOPHYSICAL BORING LOCATION
LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

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| | CD121 | CD122 | CD123 | CD124 | | | |
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| | CD116 | CD117 | | | | | |

0 25
SCALE IN METERS

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRABE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

# DEMOLITION PLAN
# ROZBIÓRKI I WYBURZENIA

SHEET ID
CD107

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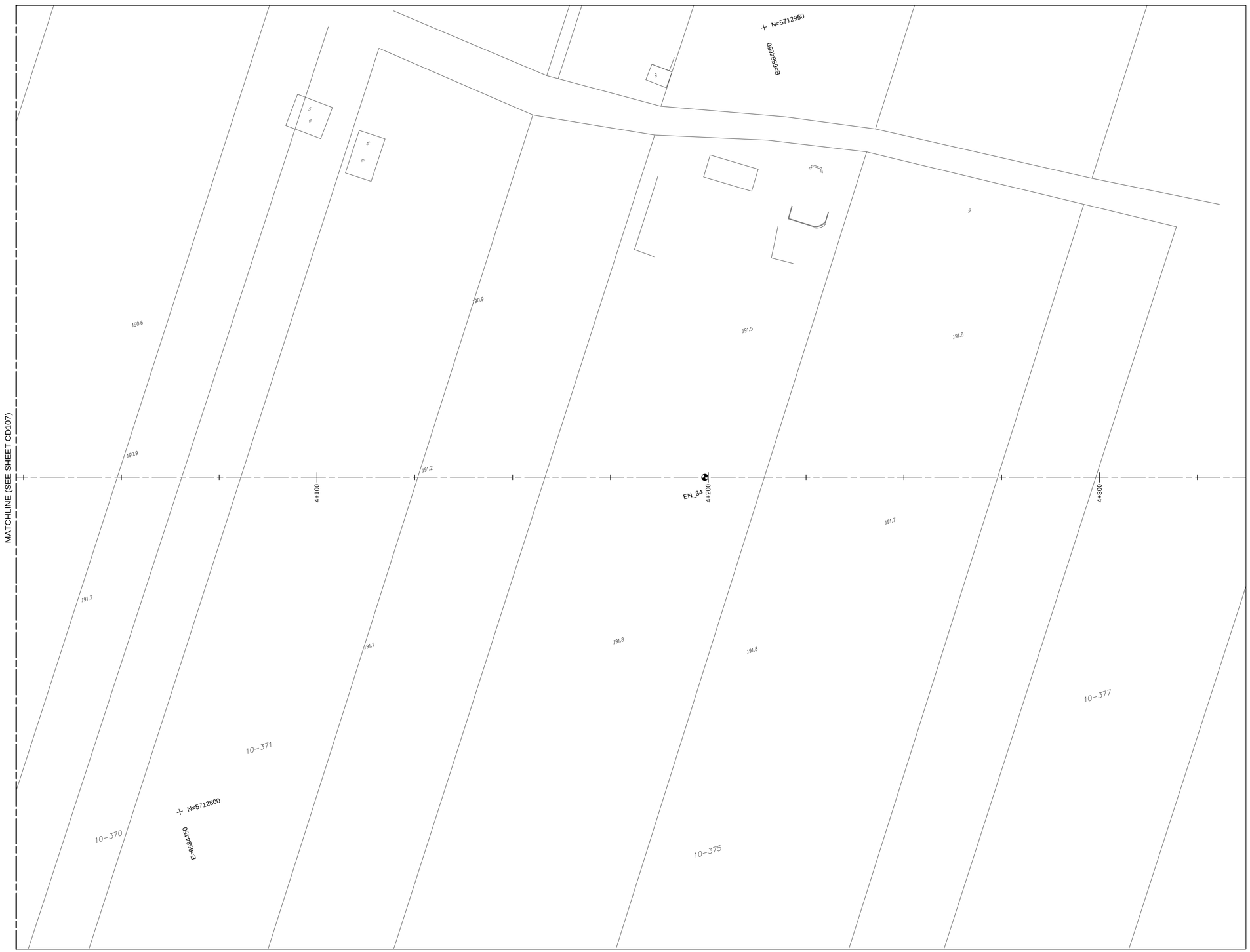


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PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE.
DEMONTAŻ W CAŁOŚCI

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STUDNIA KANALIZACYJNA / DRENAŻOWA DO ROZBIÓRKI

C_24
EN_9
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GEOPHYSICAL BORING LOCATION
LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

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AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

# DEMOLITION PLAN
# ROZBIÓRKI I WYBURZENIA

SHEET ID
CD108

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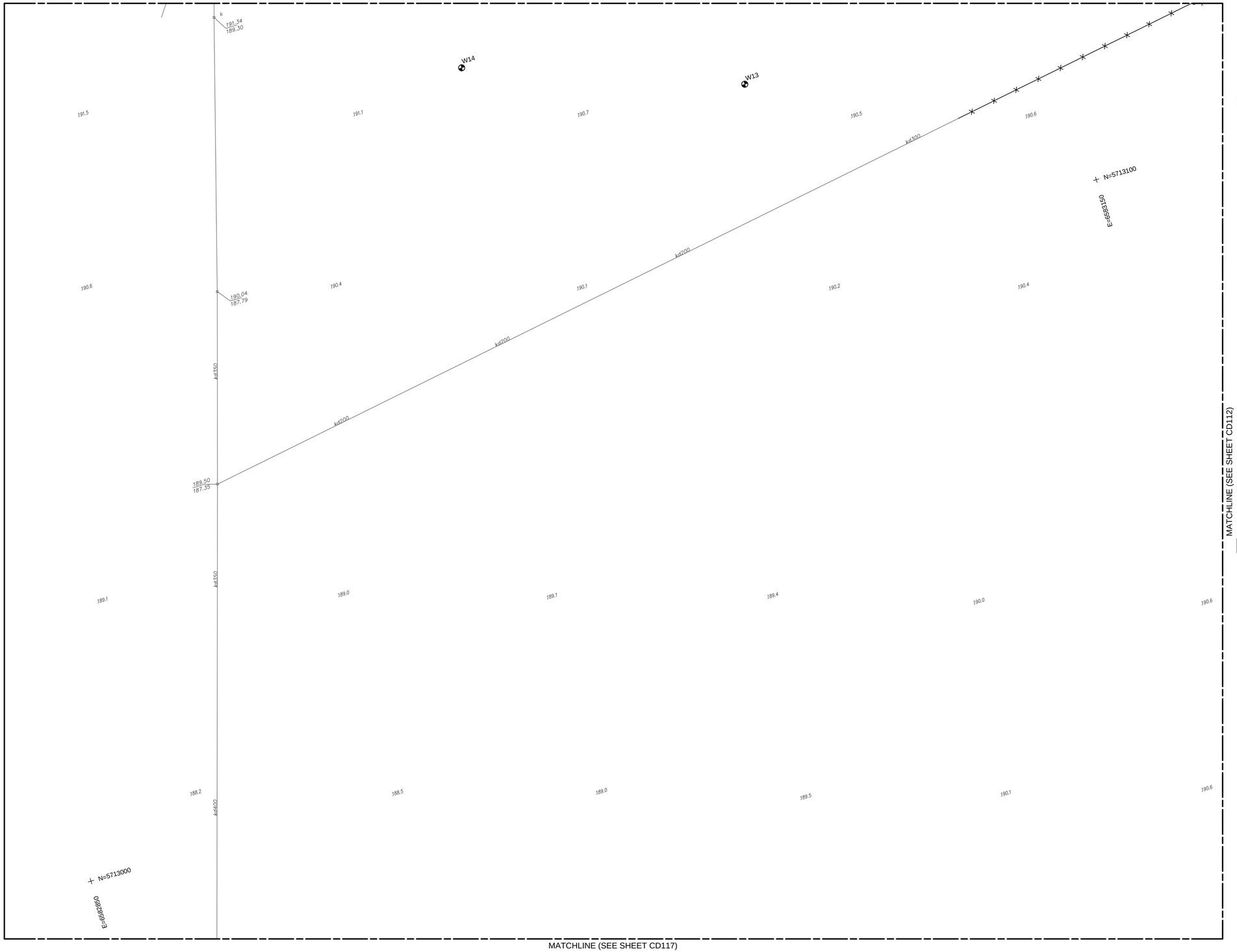
3/2/2017 JACEK.GACZKOWSKI 1:500

100%

MATCHLINE (SEE SHEET CD103)




MATCHLINE (SEE SHEET CD117)

MATCHLINE (SEE SHEET CD112)

N

PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE. DEMONTAŻ W CAŁOŚCI

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STUDNIA KANALIZACYJNA / DRENAŻOWA DO ROZBIÓRKI

C_24
EN_9
W28
GEOPHYSICAL BORING LOCATION
LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

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AECOM INTERNATIONAL, INC.
SIEMENSSTRASE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

# DEMOLITION PLAN
# ROZBIÓRKI I WYBURZENIA

SHEET ID
CD111

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\ID0159402\15-D-0008-0003CCD101.DWG
3/2/2017 JACEK.GACZKOWSKI 1:500

100%

MATCHLINE (SEE SHEET CD104)

MATCHLINE (SEE SHEET CD111)

MATCHLINE (SEE SHEET CD113)

W12 W15 W16 W17 W11 W10

DEMOLITION OF ASPHALT PAVEMENT
ROZBIÓRKA NAWIERZCHNI ASFALTOWEJ
N=5713031.54
E=6583479.26

LAND TYPE CHANGE
TREE AREA/NON-TREE AREA

PROPERTY BORDER

TREE CLEARANCE AND CLEANUP AREA
WYCINKA DRZEW I UPORZĄDKOWANIE TERENU

ASPHALT

3.261/2
1.1100

3.261/4
25.5338

N

PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE. DEMONTAŻ W CAŁOŚCI

TELECOMM CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
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STUDNIA KANALIZACYJNA / DRENAŻOWA DO ROZBIÓRKI

C_24
EN_9
W28
GEOPHYSICAL BORING LOCATION
LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

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| | CD116 | CD117 | | | | | |

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U.S. ARMY CORPS OF ENGINEERS
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WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

DEMOLITION PLAN
ROZBIÓRKI I WYBURZENIA

SHEET ID
CD112

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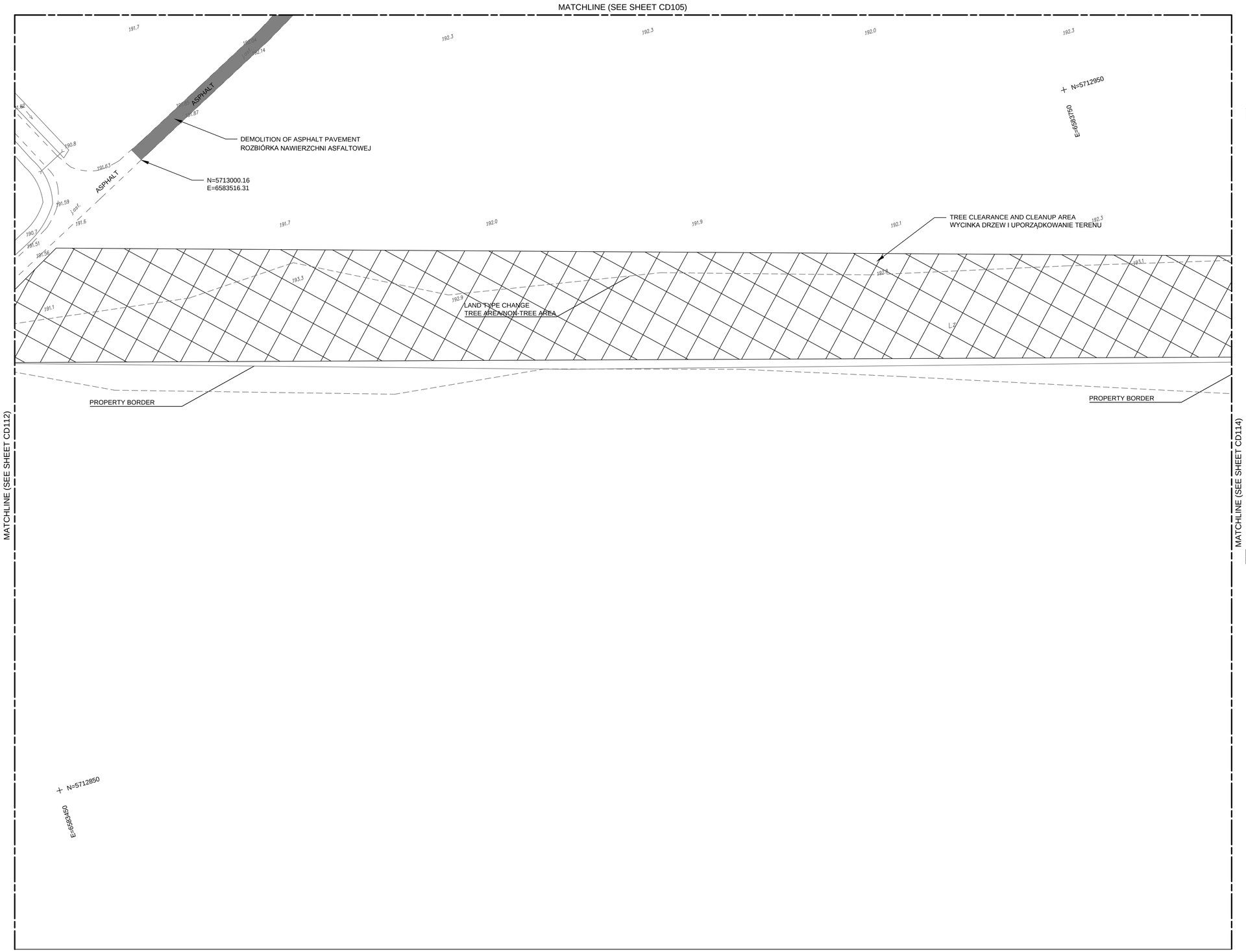


PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE. DEMONTAŻ W CAŁOŚCI

TELECOMM CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
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LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

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AECOM INTERNATIONAL, INC.
SIEMENSSTRASSE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB; POLAND

DEMOLITION PLAN
ROZBIÓRKI I WYBURZENIA

SHEET ID
CD113

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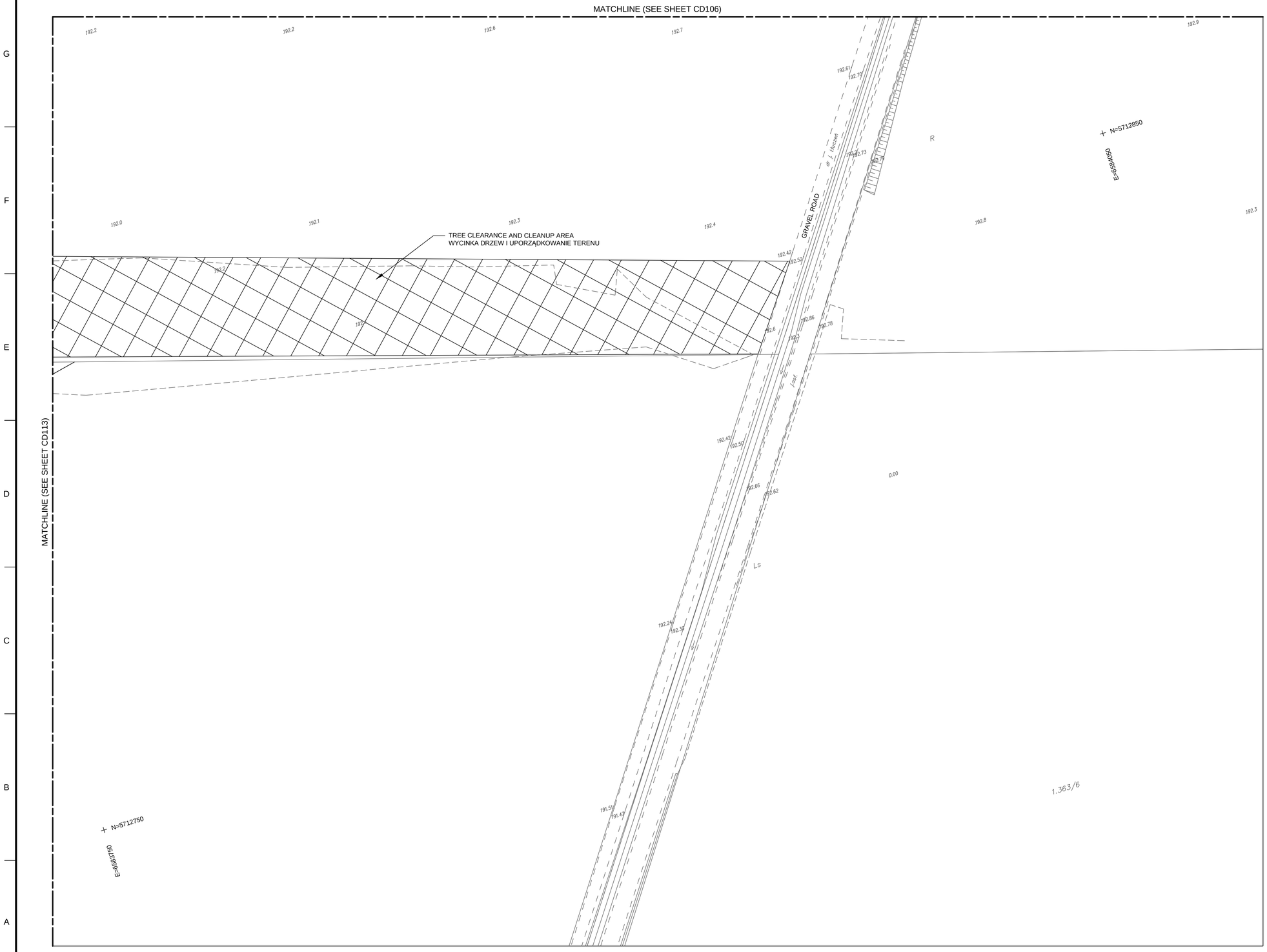


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NAWIERZCHNIA DO ROZBIÓRKI

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TELECOMM CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
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TREE CLEARANCE
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DEMOLITION PLAN
ROZBIÓRKI I WYBURZENIA

SHEET ID
CD114

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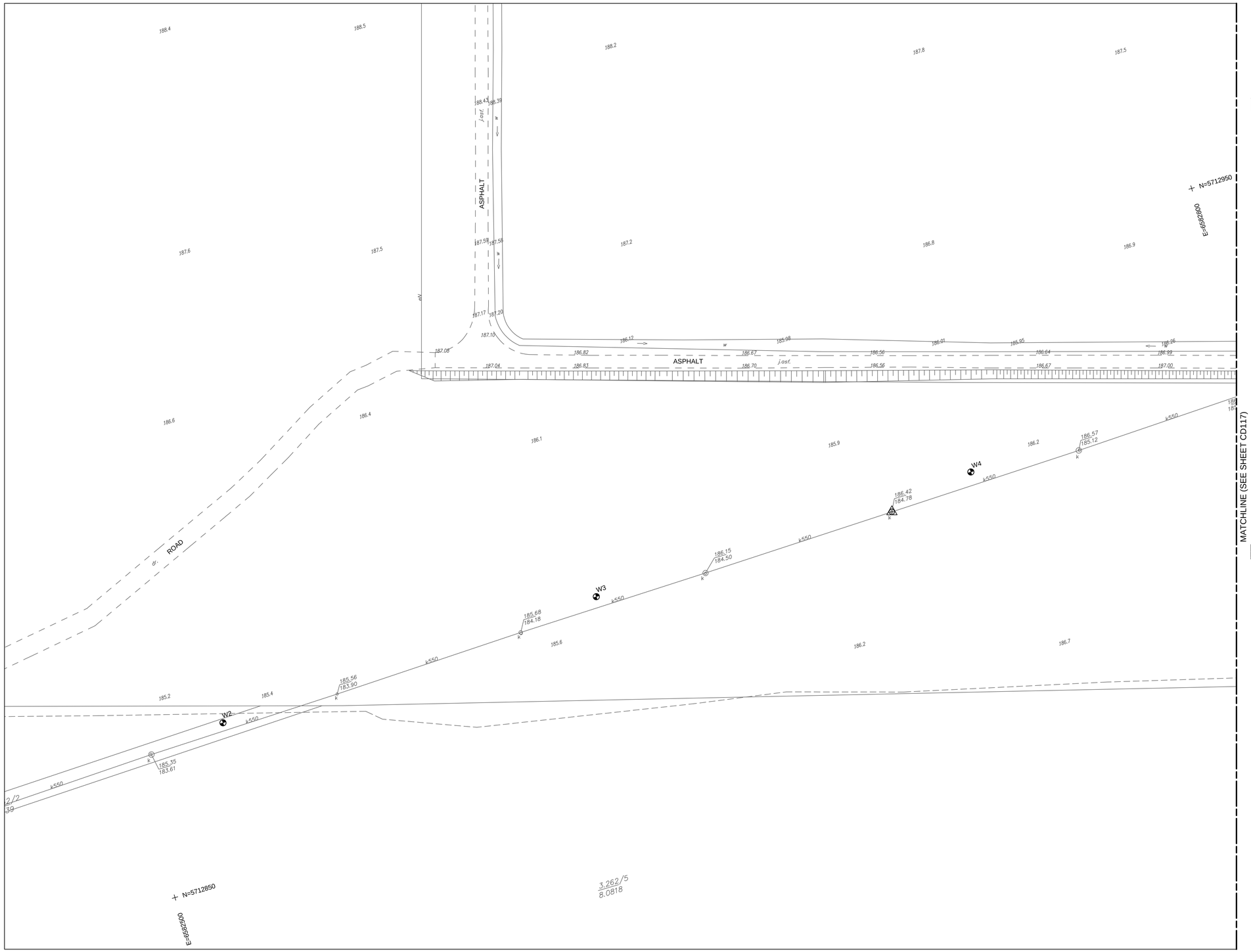


PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE. DEMONTAŻ W CAŁOŚCI

TELECOMM CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA TELE. DEMONTAŻ W CAŁOŚCI

MANHOLE/ HANDHOLE/ JUNCTION BOX TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA STUDNIA ELE./ SKRZYNKA PRZYŁĄCZENIOWA DEMONTAŻ W CAŁOŚCI

THRESHOLD AND RUNWAY END BIDIRECTIONAL LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO DWUKIERUNKOWE PROGU/ KOŃCA DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

RUNWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE KRAWĘDZI DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

TAXIWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE KRAWĘDZI DROGI KOŁOWANIA DEMONTAŻ W CAŁOŚCI

BARRETTE OR SINGLE ELEVATED APPROACH LIGHT TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA POPRZECZKA LUB POJEDYCZNE ŚWIATŁO PODEJŚCIA DEMONTAŻ W CAŁOŚCI

ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO NAZIEMNE DEMONTAŻ W CAŁOŚCI

PAPI UNIT TO BE REMOVED IN ITS ENTIRETY
JEDNOSTKA PAPI DEMONTAŻ W CAŁOŚCI

STORMWATER PIPE OR DRAINAGE PIPE TO BE REMOVED
SIEĆ KANALIZACJI DESZCZOWEJ I DRENAŻOWEJ DO ROZBIÓRKI

STORMWATER/ DRAINAGE MANHOLE TO BE REMOVED
STUDNIA KANALIZACYJNA / DRENAŻOWA DO ROZBIÓRKI

C_24
EN_9
W28
GEOPHYSICAL BORING LOCATION
LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

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SCALE IN METERS

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| MARK | DESCRIPTION | DATE |
|---|---|---|

ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAAE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

# DEMOLITION PLAN
# ROZBIÓRKI I WYBURZENIA

SHEET ID
CD116

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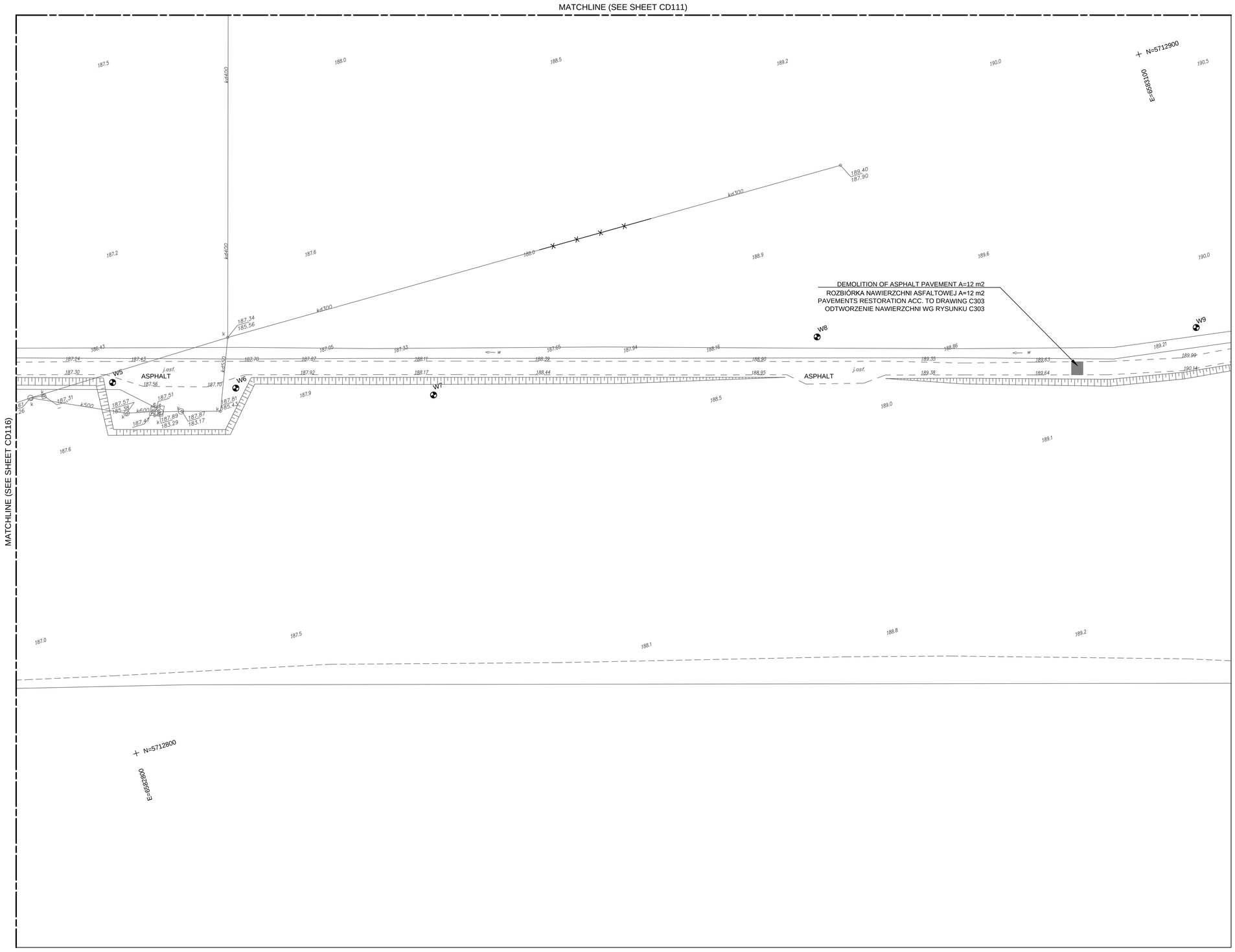


PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE. DEMONTAŻ W CAŁOŚCI

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STORMWATER/ DRAINAGE MANHOLE TO BE REMOVED
STUDNIA KANALIZACYJNA / DRENAŻOWA DO ROZBIÓRKI

C_24
EN_9
W28
GEOPHYSICAL BORING LOCATION
LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

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ISSUE DATE: MARCH 2017
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PROJECT NO.: PAYZ150028

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CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

DEMOLITION PLAN
ROZBIÓRKI I WYBURZENIA

SHEET ID
CD117

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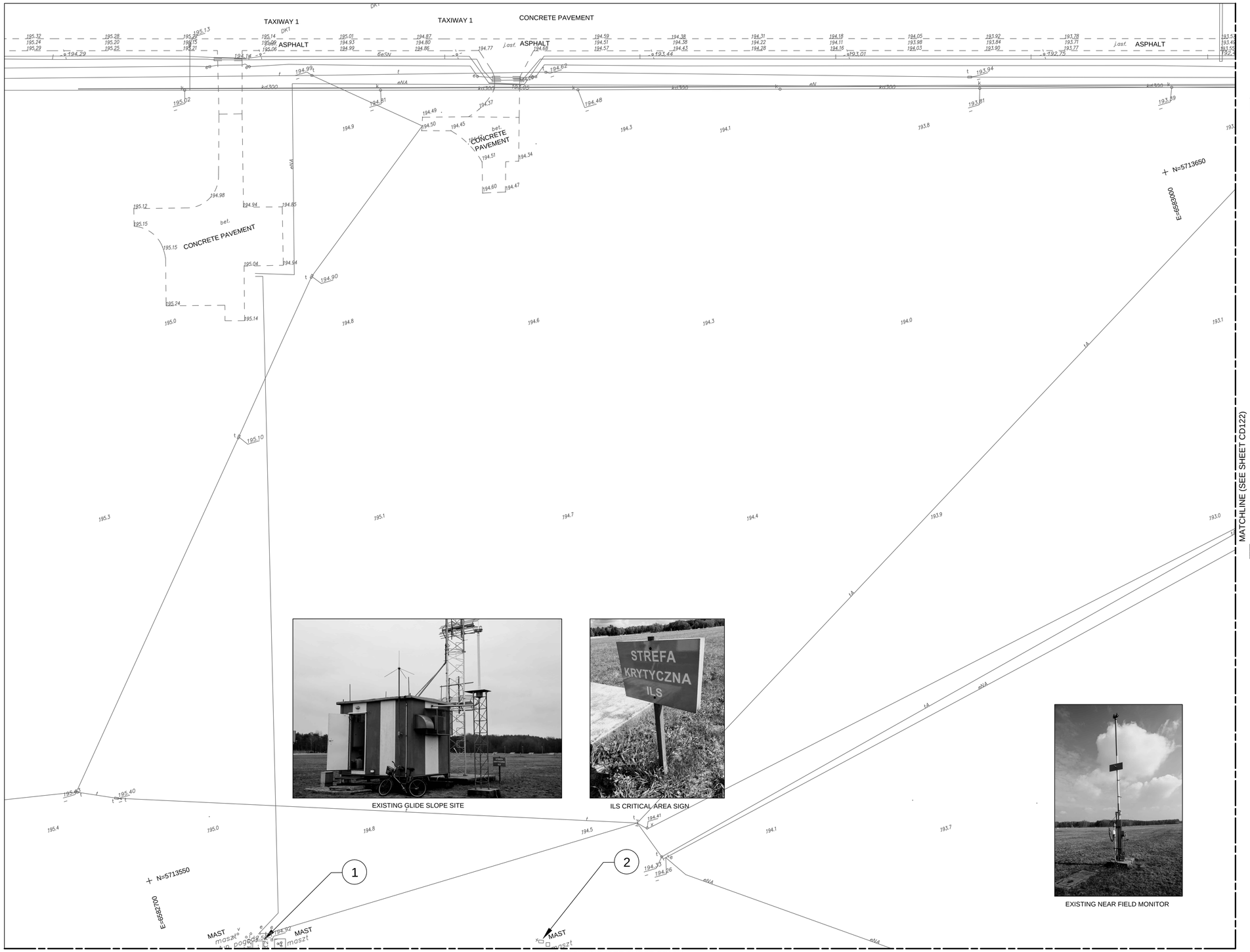




EXISTING GLIDE SLOPE SITE




ILS CRITICAL AREA SIGN



EXISTING NEAR FIELD MONITOR

PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE. DEMONTAŻ W CAŁOŚCI

TELECOMM CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
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SIEĆ KANALIZACJI DESZCZOWEJ I DRENAŻOWEJ DO ROZBIÓRKI

STORMWATER/ DRAINAGE MANHOLE TO BE REMOVED
STUDNIA KANALIZACYJNA / DRENAŻOWA DO ROZBIÓRKI

C_24
EN_9
W28
GEOPHYSICAL BORING LOCATION
LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

## DRAWING NOTES:

1. CAREFULLY REMOVE FOR RELOCATION EXISTING GLIDE SLOPE SHELTER, TOWER AND ANTENNAS, 28 DME, REMOVE ALL FOUNDATIONS AND RESTORE GRASS AREA. CAREFULLY REMOVE ALL ILS CRITICAL AREA AND ILS SENSITIVE AREA SIGNS AND GROUND STAKE FOR REINSTALLATION AROUND THE PERIMETER OF THE PROPOSED CRITICAL AREA LIMITS. MAINTAIN NECESSARY POWER AND CONTROL CIRCUITS AS REQUIRED.
2. CAREFULLY REMOVE NEAR FIELD MONITOR FOR RELOCATION, REMOVE FOUNDATION AND RESTORE GRASS AREA.

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US Army Corps of Engineers®

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DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

DEMOLITION PLAN
ROZBIÓRKI I WYBURZENIA

SHEET ID
CD121

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TAXIWAY 1
CONCRETE PAVEMENT

N=5713658.09
E=6583118.65
CONCRETE PAVEMENT

N=5713659.74
E=6583081.94

N=5713600
E=6583300

END OF ELEC. DEMOLITION
KONIEC DEMONTAŻU ELE.

END OF COMM. DEMOLITION
KONIEC DEMONTAŻU TELEKOM.

REMOVE PAVEMENT MARKING
USUNIĘCIE OZNAKOWANIA POZIOMEGO

END OF COMM. DEMOLITION
KONIEC DEMONTAŻU TELEKOM.

END OF ELEC. DEMOLITION
KONIEC DEMONTAŻU ELE.

DEMOLITION OF BLAST PROTECTION
ROZBIÓRKA OSŁONY

TREE CLEARANCE AND CLEANUP AREA
WYCINKA DRZEW I UPORZĄDKOWANIE TERENU

MATCHLINE (SEE SHEET CD121)

MATCHLINE (SEE SHEET CD123)

REMOVE PAVEMENT MARKING
USUNIĘCIE OZNAKOWANIA POZIOMEGO

DEMOLITION OF BLAST PROTECTION
ROZBIÓRKA OSŁONY

END OF ELEC. DEMOLITION
KONIEC DEMONTAŻU ELE.

END OF ELEC. DEMOLITION
KONIEC DEMONTAŻU ELE.

N=5713500
E=6583000

MATCHLINE (SEE SHEET CD103)

BLAST PROTECTION

PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE.
DEMONTAŻ W CAŁOŚCI

TELECOMM CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA TELE.
DEMONTAŻ W CAŁOŚCI

MANHOLE/ HANDHOLE/ JUNCTION BOX TO BE REMOVED IN ITS ENTIRETY
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THRESHOLD AND RUNWAY END BIDIRECTIONAL LIGHT TO BE REMOVED IN ITS ENTIRETY
ŚWIATŁO DWUKIERUNKOWE PROGU/ KOŃCA DROGI STARTOWEJ DEMONTAŻ W CAŁOŚCI

RUNWAY EDGE ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
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BARRETTE OR SINGLE ELEVATED APPROACH LIGHT TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCA POPRZECZKA LUB POJEDYCZNE ŚWIATŁO PODEJŚCIA DEMONTAŻ W CAŁOŚCI

ELEVATED LIGHT TO BE REMOVED IN ITS ENTIRETY
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JEDNOSTKA PAPI DEMONTAŻ W CAŁOŚCI

STORMWATER PIPE OR DRAINAGE PIPE TO BE REMOVED
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STORMWATER/ DRAINAGE MANHOLE TO BE REMOVED
STUDNIA KANALIZACYJNA / DRENAŻOWA DO ROZBIÓRKI

C_24
EN_9
W28
GEOPHYSICAL BORING LOCATION
LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

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DRAWN BY: J. GACZKOWSKI
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SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

DEMOLITION PLAN
ROZBIÓRKI I WYBURZENIA

SHEET ID
CD122

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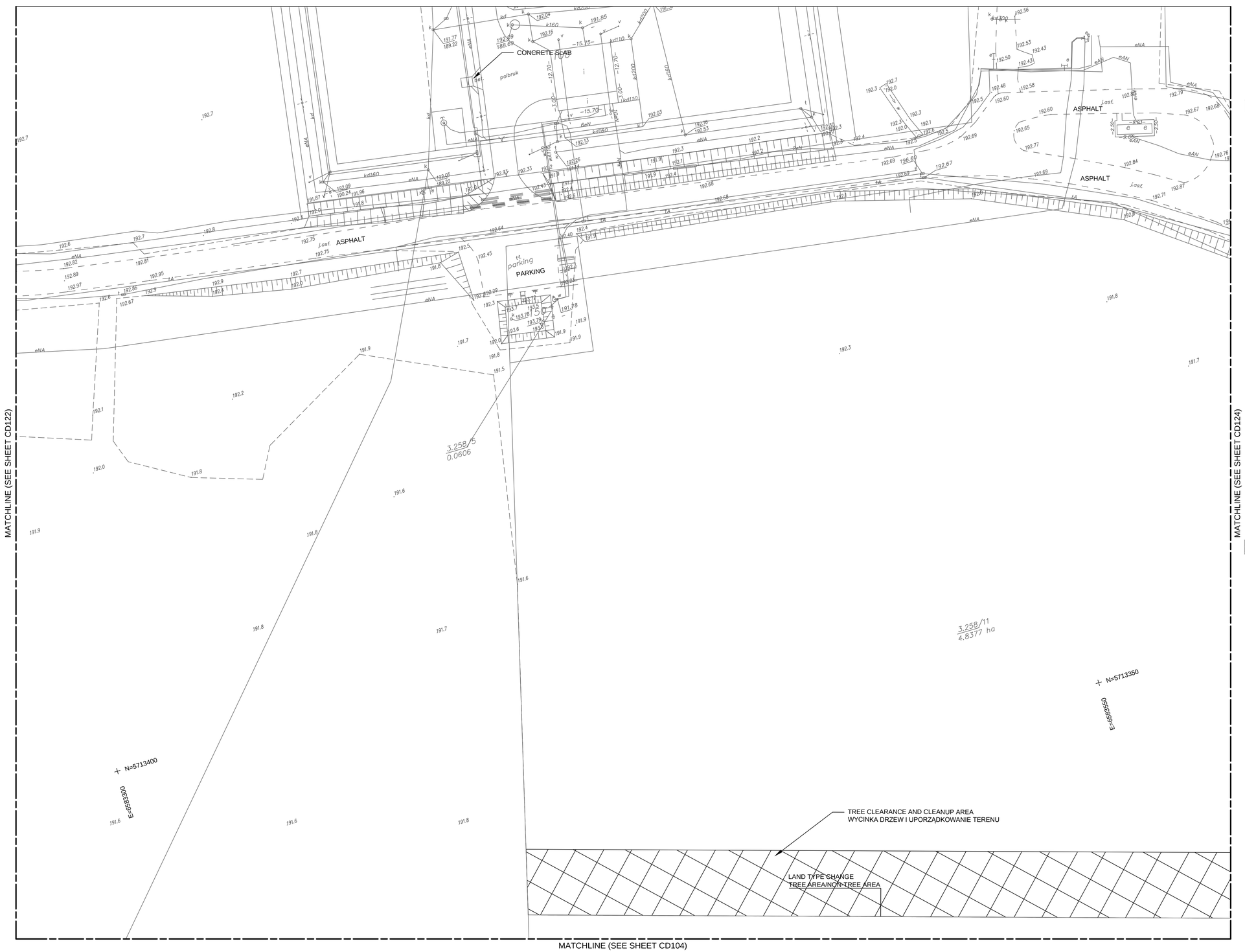


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PAVEMENT TO BE DEMOLISHED
NAWIERZCHNIA DO ROZBIÓRKI

ELEC CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
ISTNIEJĄCY OBWÓD/ KANALIZACJA ELE. DEMONTAŻ W CAŁOŚCI

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TELECOMM CIRCUIT AND DUCTBANK TO BE REMOVED IN ITS ENTIRETY
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C_24
EN_9
W28
GEOPHYSICAL BORING LOCATION
LOKALIZACJA ODWIERTU GEOTECH.

TREE CLEARANCE
WYCINKA DRZEW

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SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
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AECOM INTERNATIONAL, INC.
SIEMENSSTRASE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

# DEMOLITION PLAN
# ROZBIÓRKI I WYBURZENIA

SHEET ID
CD123

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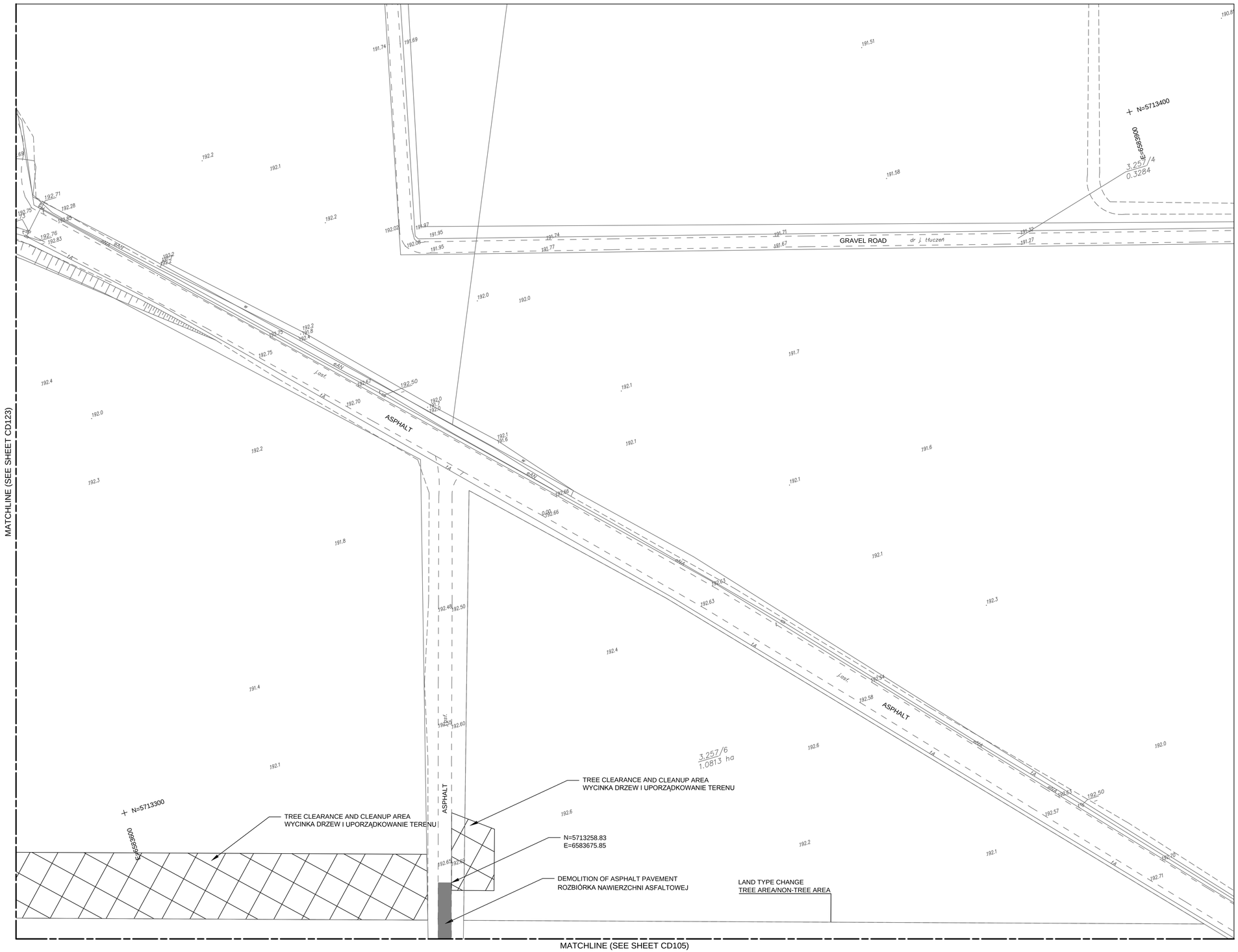


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NAWIERZCHNIA DO ROZBIÓRKI

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DEMONTAŻ W CAŁOŚCI

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PROJECT NO.: PAY215002A

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

# DEMOLITION PLAN
# ROZBIÓRKI I WYBURZENIA

SHEET ID
CD124

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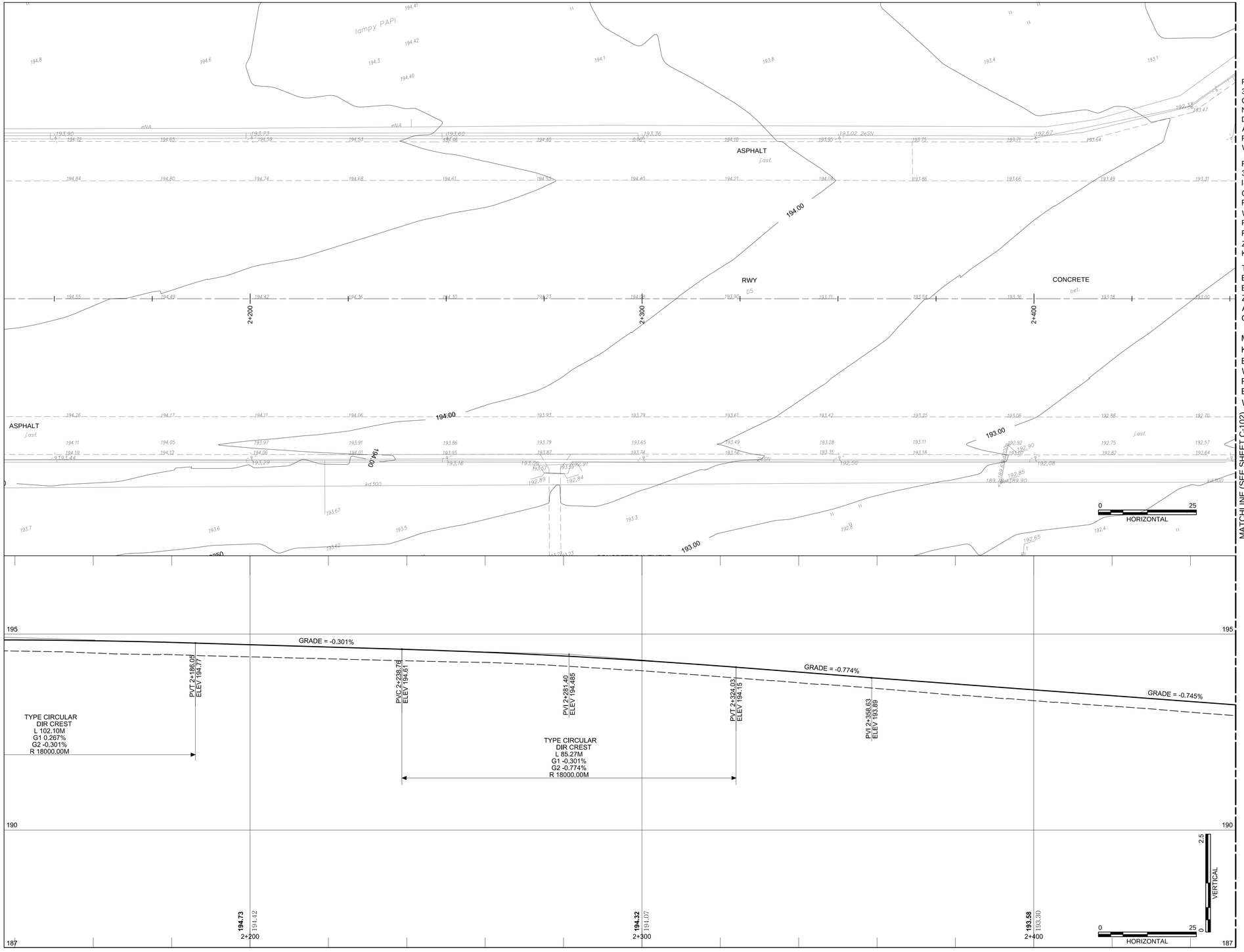
3/2/2017 JACEK.GACZKOWSKI 1:500

100%

WBPB RUNWAY REHABILITATION PROJECT, NOT IN CONTRACT - FOR INFORMATION ONLY / PROJEKT MODERNIZACJ DS - POZA KONTRAKTEM - ARKUSZ INFORMACYJNY

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NOTE THERE IS 45 MM DIFFERENCE IN ELEVATION DATUM BETWEEN ELEVATION DATUMS OF POLAF AND USAF PROJECTS. LEVELS IN POLAF (WBPB) PROJECT NEED TO BE RAISED BY 45 MM TO COMPLY WITH KRONSZTADT'86 ELEVATION DATUM.

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| C-101 | C-102 | C-103 | C-104 |
|---|---|---|---|

RUNWAY 10/28 CENTERLINE PROFILE

WBPB RUNWAY REHABILITATION PROJECT, NOT IN CONTRACT - FOR INFORMATION ONLY / PROJEKT MODERNIZACJ DS - POZA KONTRAKTEM - ARKUSZ INFORMACYJNY

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| MARK | DESCRIPTION | DATE |
|---|---|---|

ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

DESIGNED BY: A. KWIECIEREK
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SUBMITTED BY: D. DIEHL
SIZE: ANSI D

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ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

RUNWAY 10/28 PLAN & PROFILE
PLAN I PROFIL DROGI STARTOWEJ

SHEET ID
C-101

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3/2/2017 JACEK.GACZKOWSKI 1:500 & 1:50/500

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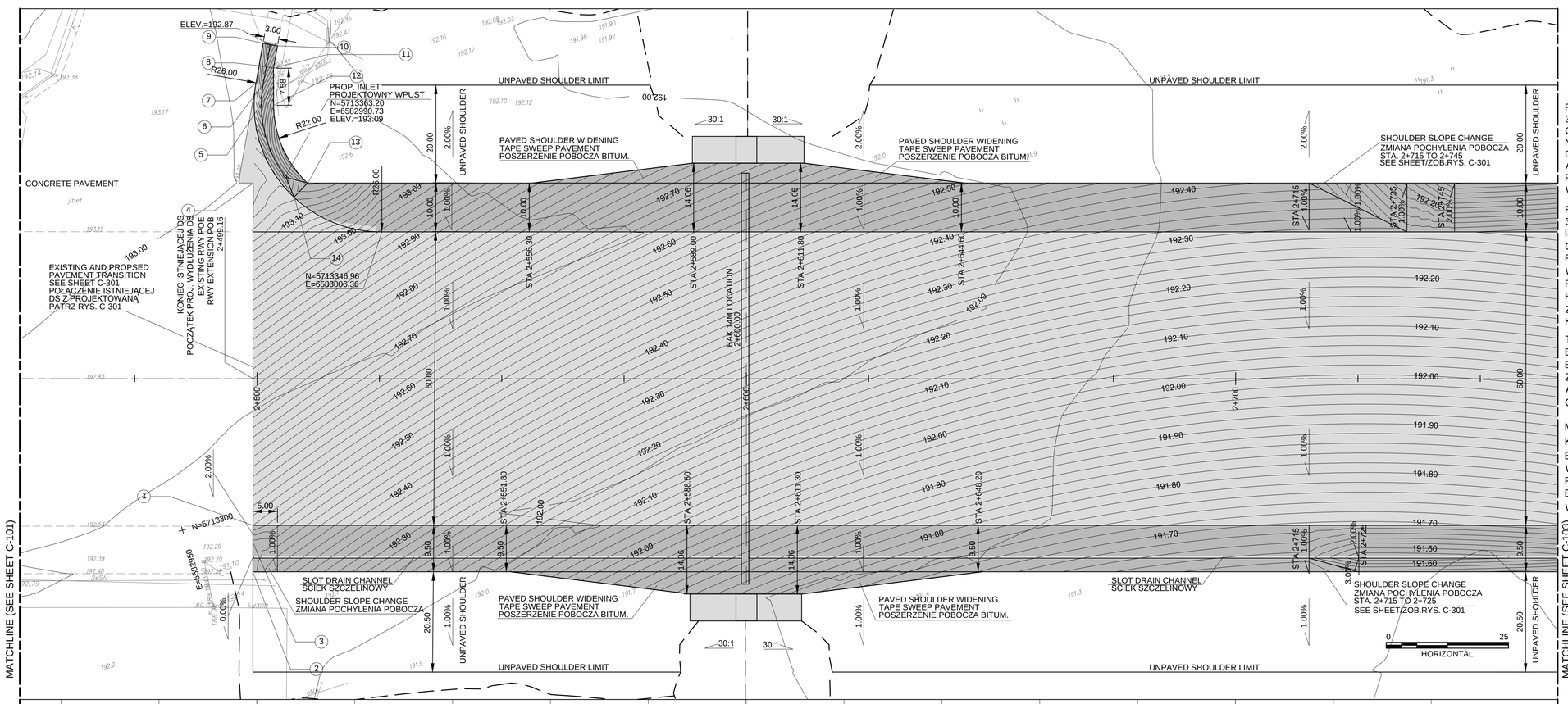


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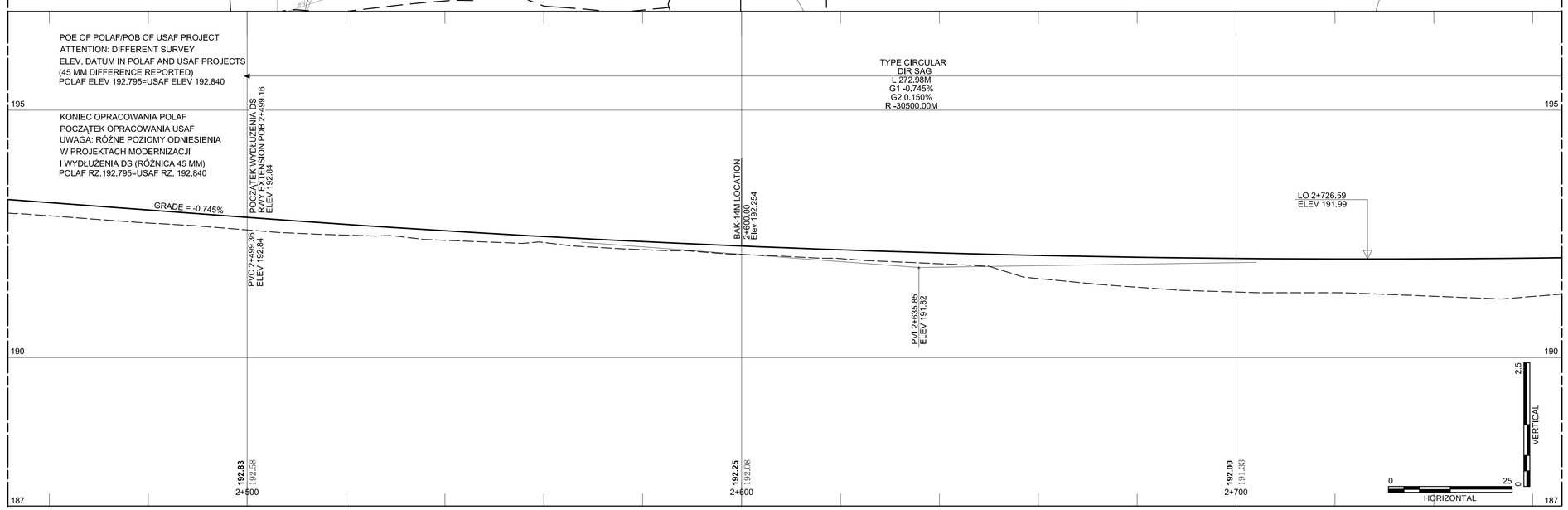


RUNWAY 10/28 CENTERLINE PROFILE

LIST OF ADDITIONAL COORDINATES

| POINT NUMBER | COORINATE N | COORDINATE E | ELEVATION |
|---|---|---|---|
| 1 | 5713296.87 | 6582964.11 | 192.54 |
| 2 | 5713287.77 | 6582961.41 | 192.46 |
| 3 | 5713293.52 | 6582963.11 | 192.46 |
| 4 | 5713363.99 | 6582983.99 | 193.22 |
| 5 | 5713381.89 | 6582993.61 | 193.04 |
| 6 | 5713382.84 | 6582991.70 | 192.96 |
| 7 | 5713383.51 | 6582990.36 | 193.02 |
| 8 | 5713386.66 | 6582991.92 | 192.98 |
| 9 | 5713390.83 | 6582993.99 | 192.93 |
| 10 | 5713389.49 | 6582996.68 | 192.93 |
| 11 | 5713385.33 | 6582994.60 | 192.98 |
| 12 | 5713377.81 | 6582992.43 | 193.12 |
| 13 | 5713360.82 | 6582994.71 | 193.18 |
| 14 | 5713358.84 | 6582991.16 | 193.15 |

C-101 | C-102 | C-103 | C-104

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DRAWN BY: J. GACZKOWSKI
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U.S. ARMY CORPS OF ENGINEERS
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WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

RUNWAY 10/28 PLAN & PROFILE
PLAN I PROFIL DROGI STARTOWEJ

SHEET ID
C-102

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CC-101.DWG
3/2/2017 JACEK.GACZKOWSKI 1:500 & 1:50/500

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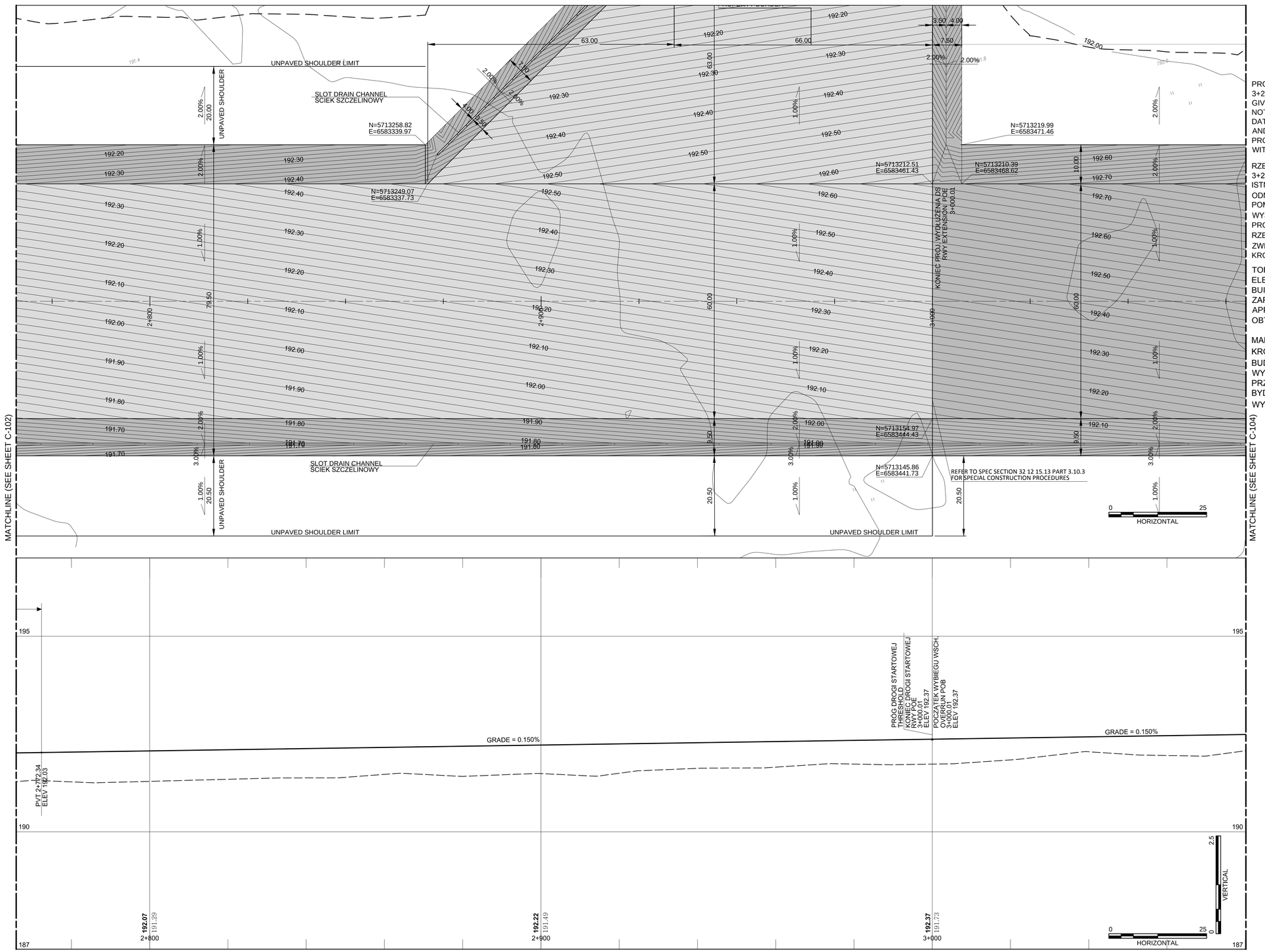


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RUNWAY 10/28 CENTERLINE PROFILE

| C-101 | C-102 | C-103 | C-104 |
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U.S. ARMY CORPS OF ENGINEERS
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AECOM INTERNATIONAL, INC.
SIEMENSSTRAŒE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

RUNWAY 10/28 PLAN & PROFILE
PLAN I PROFIL DROGI STARTOWEJ

SHEET ID
C-103

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CC-101.DWG
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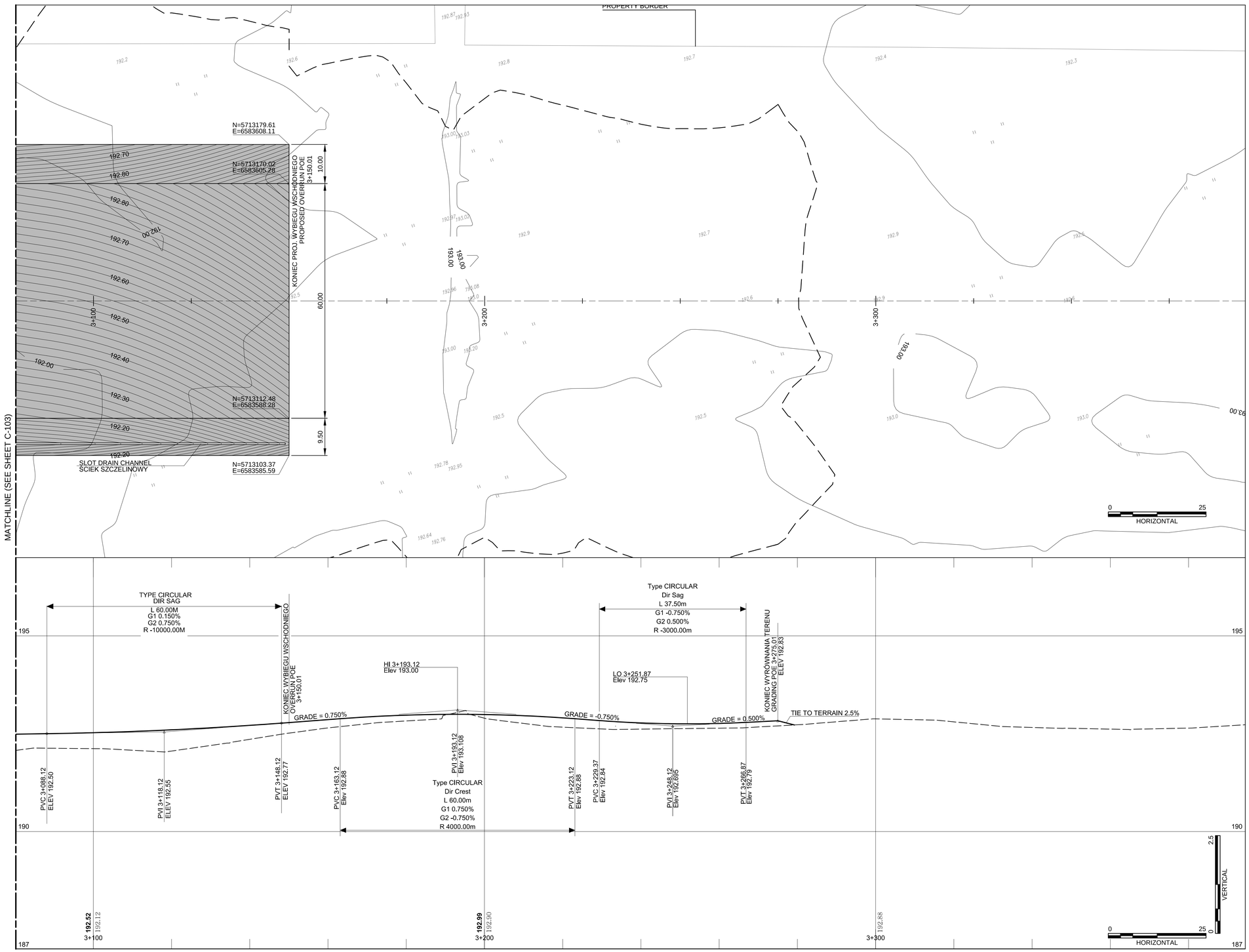


RUNWAY 10/28 CENTERLINE PROFILE

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| C-101 | C-102 | C-103 | C-104 |
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U.S. ARMY CORPS OF ENGINEERS
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AECOM INTERNATIONAL, INC.
SIEMENSSTRAE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

RUNWAY 10/28 PLAN & PROFILE
PLAN I PROFIL DROGI STARTOWEJ

SHEET ID
C-104

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CC-101.DWG
3/2/2017 JACEK.GACZKOWSKI 1:500 & 1:50/500

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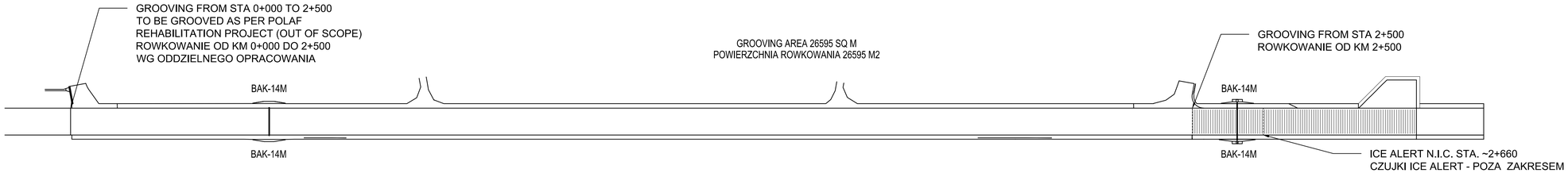
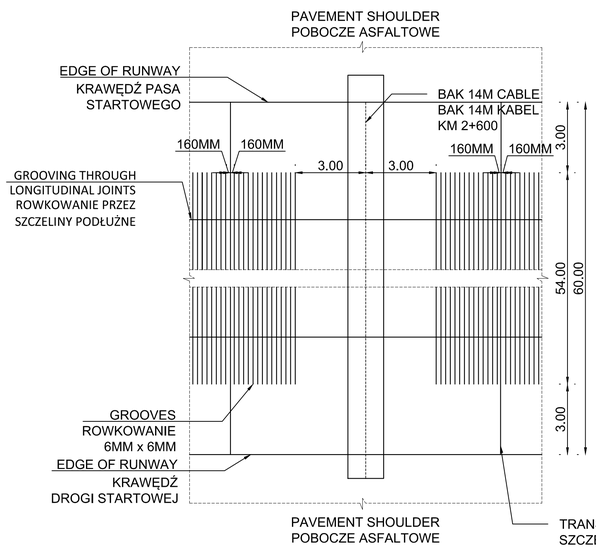
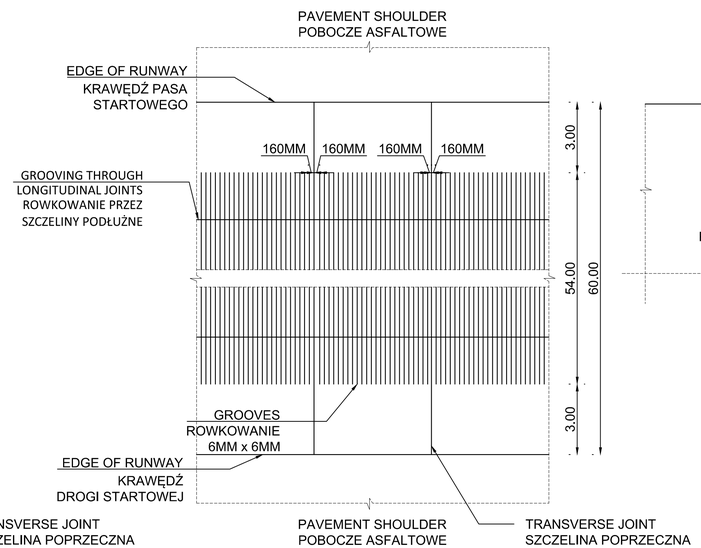


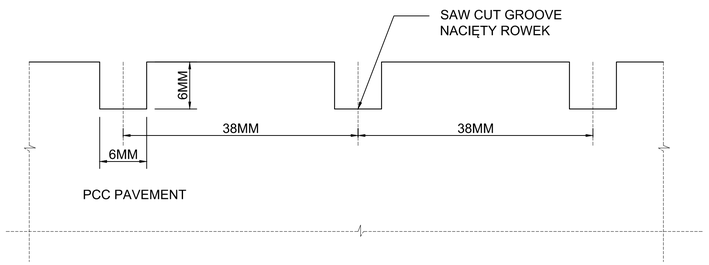

RUNWAY GROOVING DETAIL - BAK AREA
NOT TO SCALE
ROWKOWANIE DROGI STARTOWEJ - SZCZEGÓŁ - OKOLICE BAK
BEZ SKALI




RUNWAY GROOVING DETAIL
NOT TO SCALE
ROWKOWANIE PASA STARTOWEGO - SZCZEGÓŁ
BEZ SKALI




TYPICAL CROSS SECTION
NOT TO SCALE
PRZEKRÓJ NORMALNY
BEZ SKALI




PAVEMENT GROOVING NOTES:

1. THE GROOVES SHALL BE CONTINUOUS FROM STA 2+500 - 3+000. GROOVING FROM 0+000 TO 2+500 WILL BE IN SEPARATE DOCUMENTATION - POLAF REHABILITATION PROJECT.
2. GROOVES SHALL TERMINATE WITHIN 3 METERS OF CONCRETE PAVEMENT EDGE.
3. GROOVES SHALL NOT BE CLOSER THEN 160MM FROM TRANSVERSE JOINTS IN CONCRETE PAVEMENT.
4. GROOVES TO BE CONTINUED THROUGH LONGITUDINAL CONTRACTION JOINTS PROVIDING JOINTS SEALANT IS RECESSED BELOW THE MAXIMUM GROOVING DEPTH. GROOVING BEFORE SEALANT IS APPLIED WOULD REQUIRE INSTALLATION OF A TEMPORARY BACKER ROD TO PREVENT SLURRY INTRUSION INTO THE SEALANT RESERVOIRS.
5. CLEANING IS OBLIGATORY AND SHOULD BE CONTINUOUS THROUGHOUT THE GROOVING OPERATIONS. REMOVE WASTE MATERIAL DURING THE GROOVING OPERATION. GROOVED PAVEMENT TO BE CLEANED AT THE END OF EACH WORKING DAY.
6. GROOVING SHALL NOT BE SAWED UNTIL PAVEMENT HAS CURED FOR A MINIMUM OF 28 DAYS.
7. DO NOT GROOVE WITHIN 150 MM OF ICE-ALERT DETECTION SYSTEM

UWAGI DOTYCZĄCE ROWKOWANIA NAWIERZCHNI

1. ROWKOWANIE WYKONAĆ OD KM 2+500 DO 3+000. ROWKOWANIE OD KM 0+000 DO KM 2+500 BĘDZIE PROWADZONE WG ODDZIELNEGO OPRACOWANIA WYKONANEGO PRZEZ WOJSKOWE BIURO PROJEKTÓW BUDOWLANYCH - PRZEBUDOWA DROGI STARTOWEJ.
2. ZACHOWAĆ ODSUNIĘCIE 3M ROWKOWANIA OD PODŁUŻNYCH KRAWĘDZI NAWIERZCHNI BETONOWEJ.
3. ZACHOWAĆ ODSTĘP 160 MM ROWKOWANIA OD SZCZELIN POPRZECZNYCH.
4. ROWKOWANIE KONTYNUOWAĆ PRZEZ SZCZELINY PODŁUŻNE POD WARUNKIEM, ŻE WYPEŁENIENIE NIE ZOSTANIE USZKODZONE (ZOSTAŁO OBNIZONE PONIŻEJ MAKSYMALNEJ GŁĘBOKOŚCI ROWKOWANIA). ROWKOWANIE NAWIERZCHNI PRZED WYPEŁNIENIEM SZCZELIN WYMAGA ICH ZABEZPIECZENIA PRZED ZANIECZYSZCZENIEM DESTRUKTEM POPRZEZ ZAINSTALOWANIE TYMCZASOWEGO KORDU USZCZELNIAJĄCEGO.
5. WYMAGANE JEST CIAGŁE OCZYSZCZANIE NAWIERZCHNI W TRAKCIE ROWKOWANIA ORAZ USUWANIE DESTRUKTU Z ROWKOWANIA. NA KONIEC KAŻDEGO DNIA ROBOCZEGO NALEZY OCZYŚCIĆ CAŁĄ ROWKOWANĄ NAWIERZCHNIĘ.
6. ROWKOWANIE MOŻNA ROZPOCZĄĆ NAJWCZESNIEJ 28 DNI OD UŁOŻENIA NAWIERZCHNI BETONOWEJ.
7. ZACHOWAĆ ODSTĘP 150 MM OD SYSTEMU ICE-ALERT

US Army Corps of Engineers®

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U.S. ARMY CORPS OF ENGINEERS
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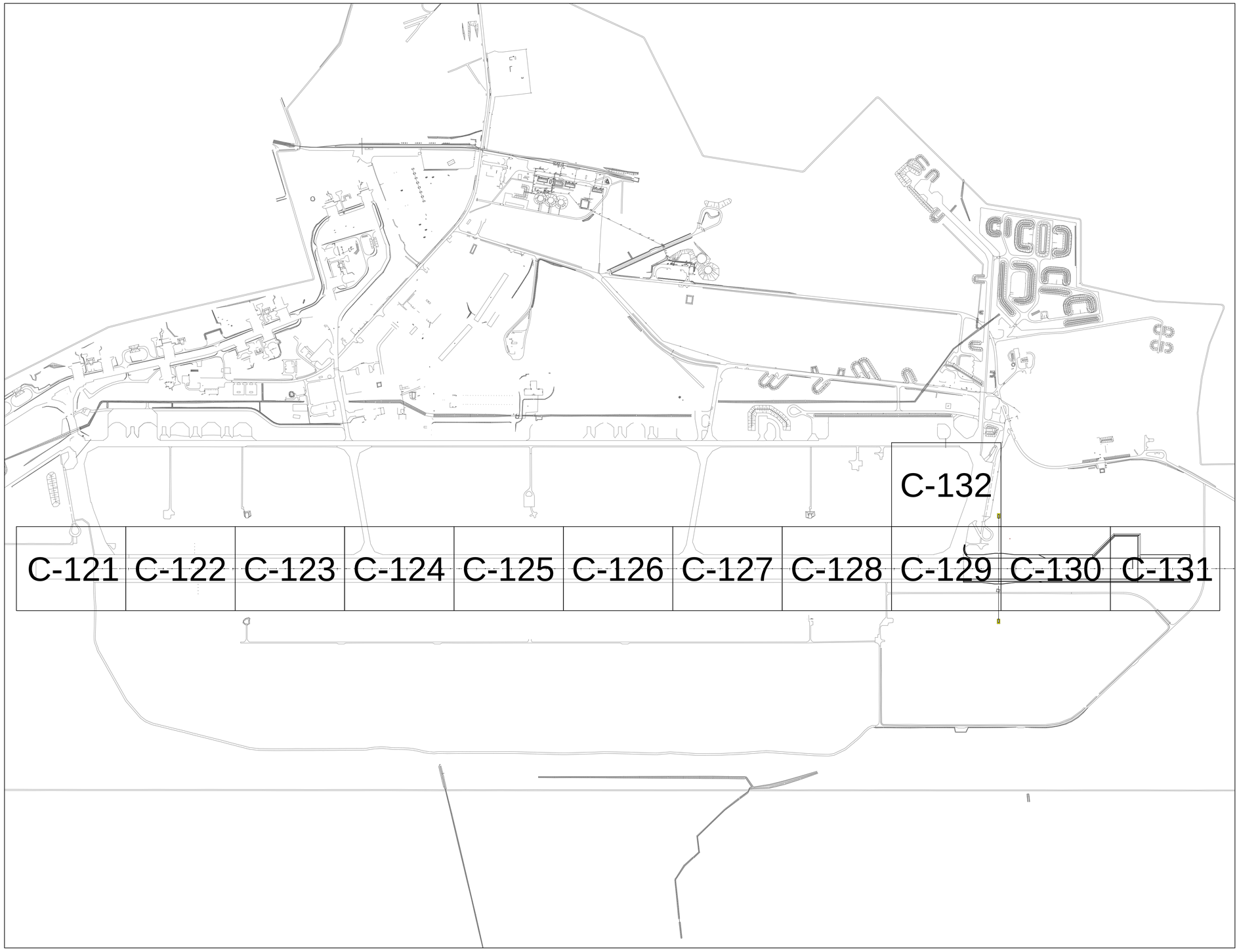
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAAE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

GROOVING PLAN AND DETAILS
ROWKOWANIE NAWIERZCHNI ORAZ SZCZEGOLY

SHEET ID
C-110

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AECOM INTERNATIONAL, INC.
SIEMENSSTRAÈE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

MARKING PLAN - SHEET ARRANGEMENT
OZNAKOWANIE DS - ROZKŁAD ARKUSZY

SHEET ID
C-120

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CC-121.DWG
10/5/2016 JACEK.GACZKOWSKI NOT TO SCALE

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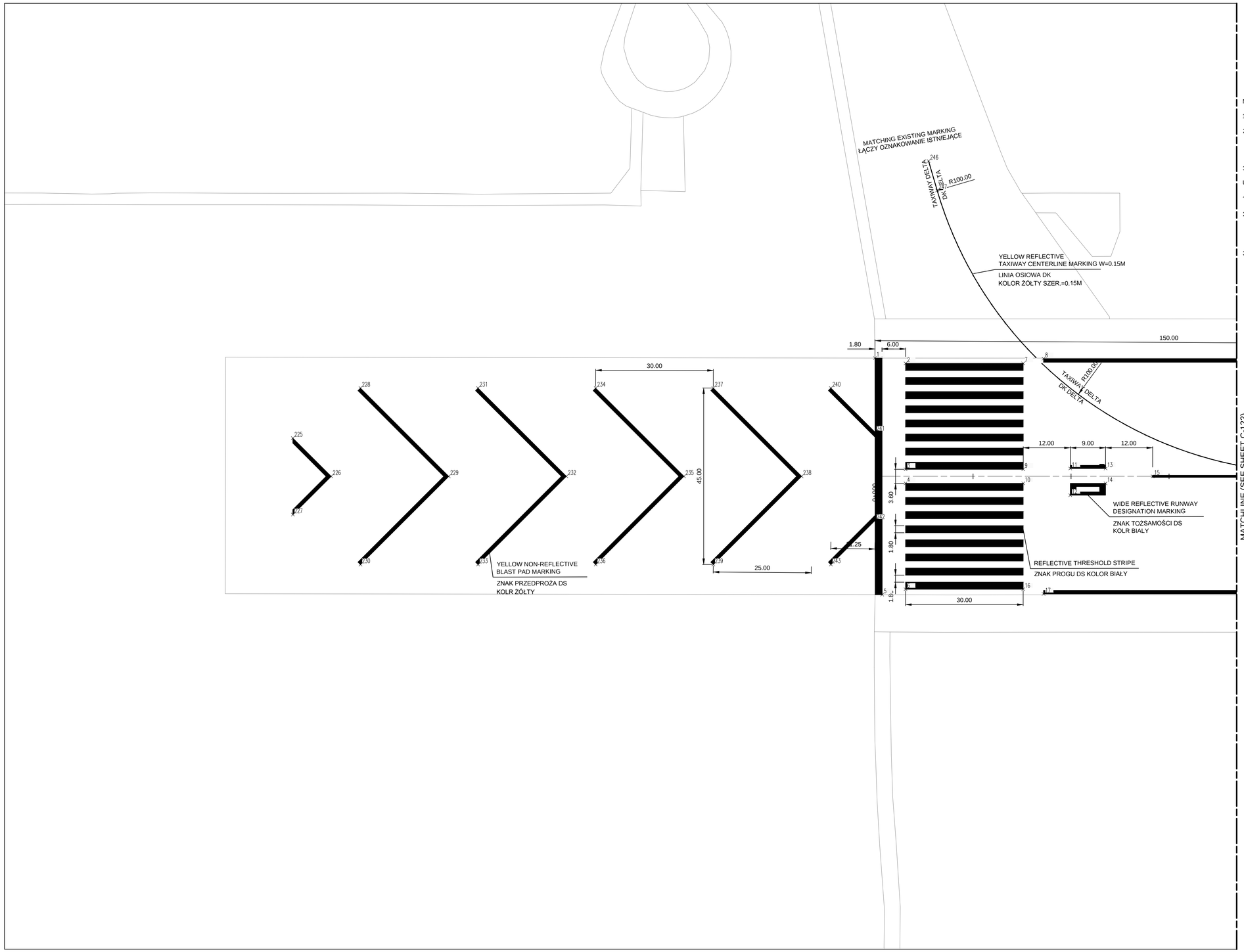


NOTES:

1. PAVEMENT MARKINGS TO BE PAINTED AFTER GROOVING IS COMPLETED
2. FOR COLORS USE RAL COLOR STANDARD:
   WHITE (RAL 9016)
   YELLOW(RAL 1003)
   RED (RAL 3002)
   BLACK (RAL 9011)
3. COLORS TO BE CONFIRMED WITH AFB OFFICIALS

UWAGI:

1. OZNAKOWANIE POZIOME WYKONAĆ PO ZAKOŃCZENIU ROWKOWANIA
2. KOLORY WG PALETY KOLORÓW RAL
   BIAŁY (RAL 9016)
   ŻÓŁTY (RAL 1003)
   CZERWONY (RAL 3002)
   CZARNY (RAL 9011)
3. KOLORY OZNAKOWANIA POWIERDZIĆ Z UŻYTKOWNIKIEM LOTNISKA

C-121 | C-122 | C-123 | C-124 | C-125 | C-126 | C-127 | C-128 | C-129 | C-130 | C-131 | C-132

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ISSUE DATE: MARCH 2017
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SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRABE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

MARKING PLAN
OZNAKOWANIE DS

SHEET ID
C-121

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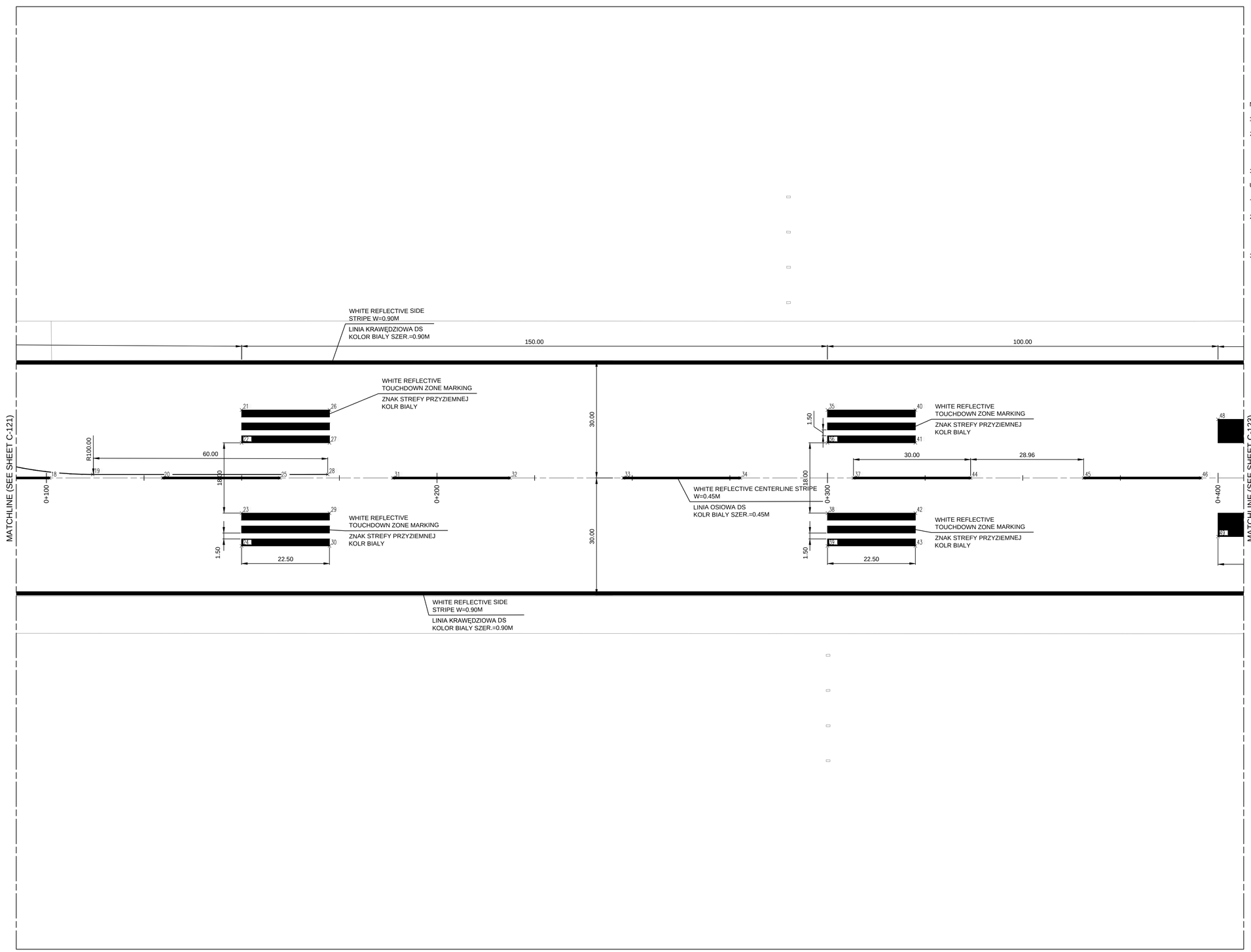


NOTES:

1. PAVEMENT MARKINGS TO BE PAINTED AFTER GROOVING IS COMPLETED
2. FOR COLORS USE RAL COLOR STANDARD:
   WHITE (RAL 9016)
   YELLOW(RAL 1003)
   RED (RAL 3002)
   BLACK (RAL 9011)
3. COLORS TO BE CONFIRMED WITH AFB OFFICIALS

UWAGI:

1. OZNAKOWANIE POZIOME WYKONAĆ PO ZAKOŃCZENIU ROWKOWANIA
2. KOLORY WG PALETY KOLORÓW RAL
   BIAŁY (RAL 9016)
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| C-121 | C-122 | C-123 | C-124 | C-125 | C-126 | C-127 | C-128 | C-129 | C-130 | C-131 |
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CHECKED BY: D. HUGHES
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SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
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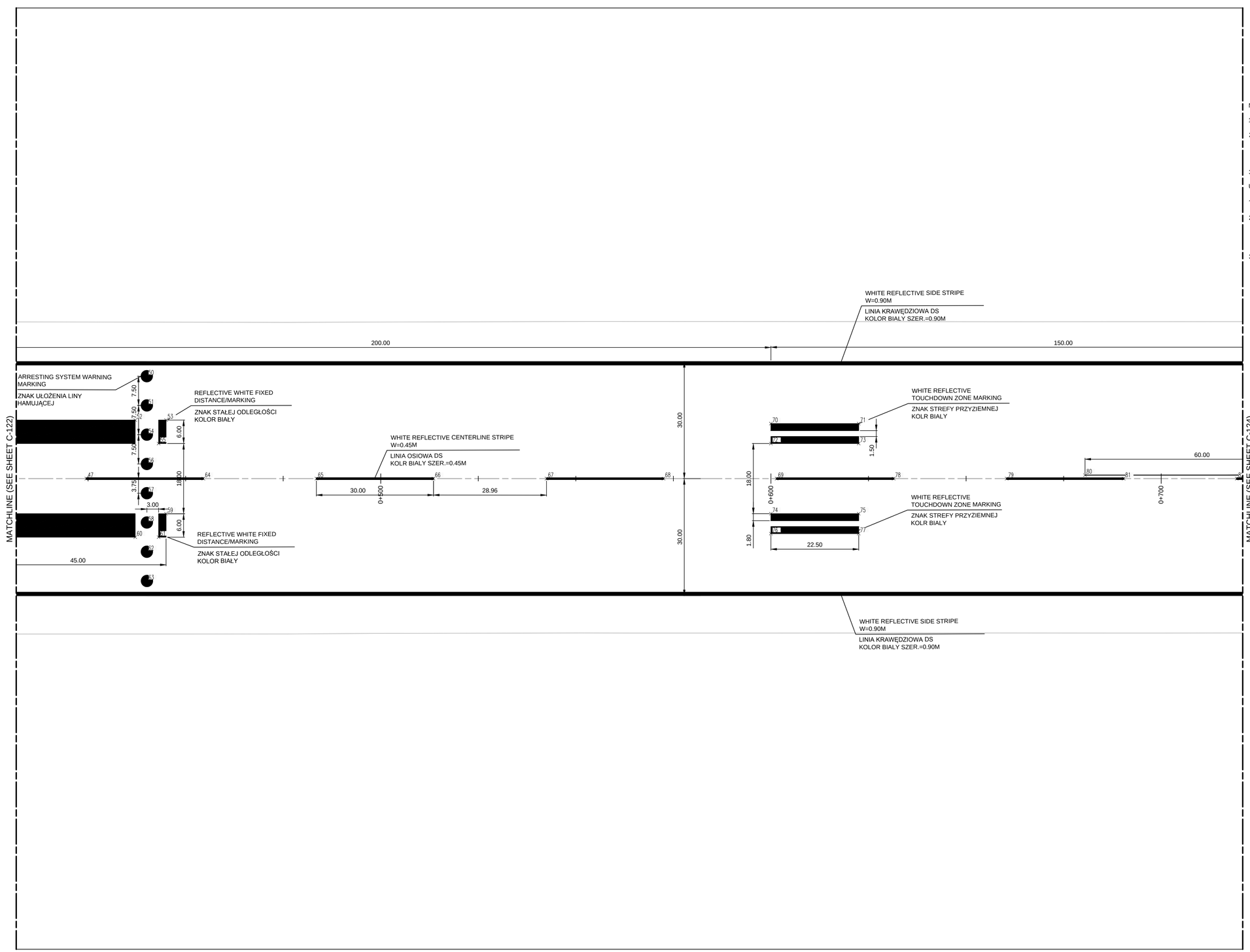


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| C-121 | C-122 | C-123 | C-124 | C-125 | C-126 | C-127 | C-128 | C-129 | C-130 | C-131 |
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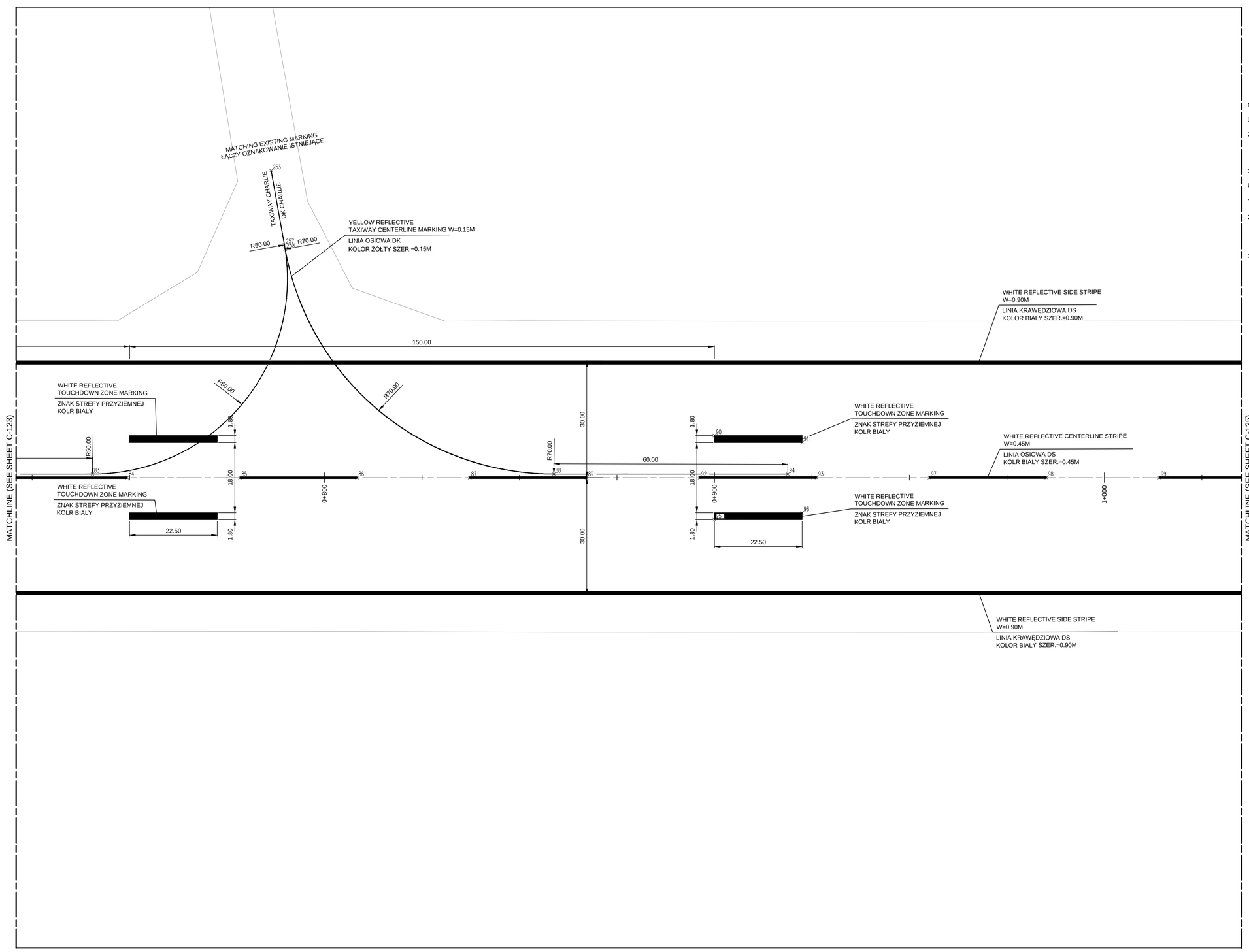


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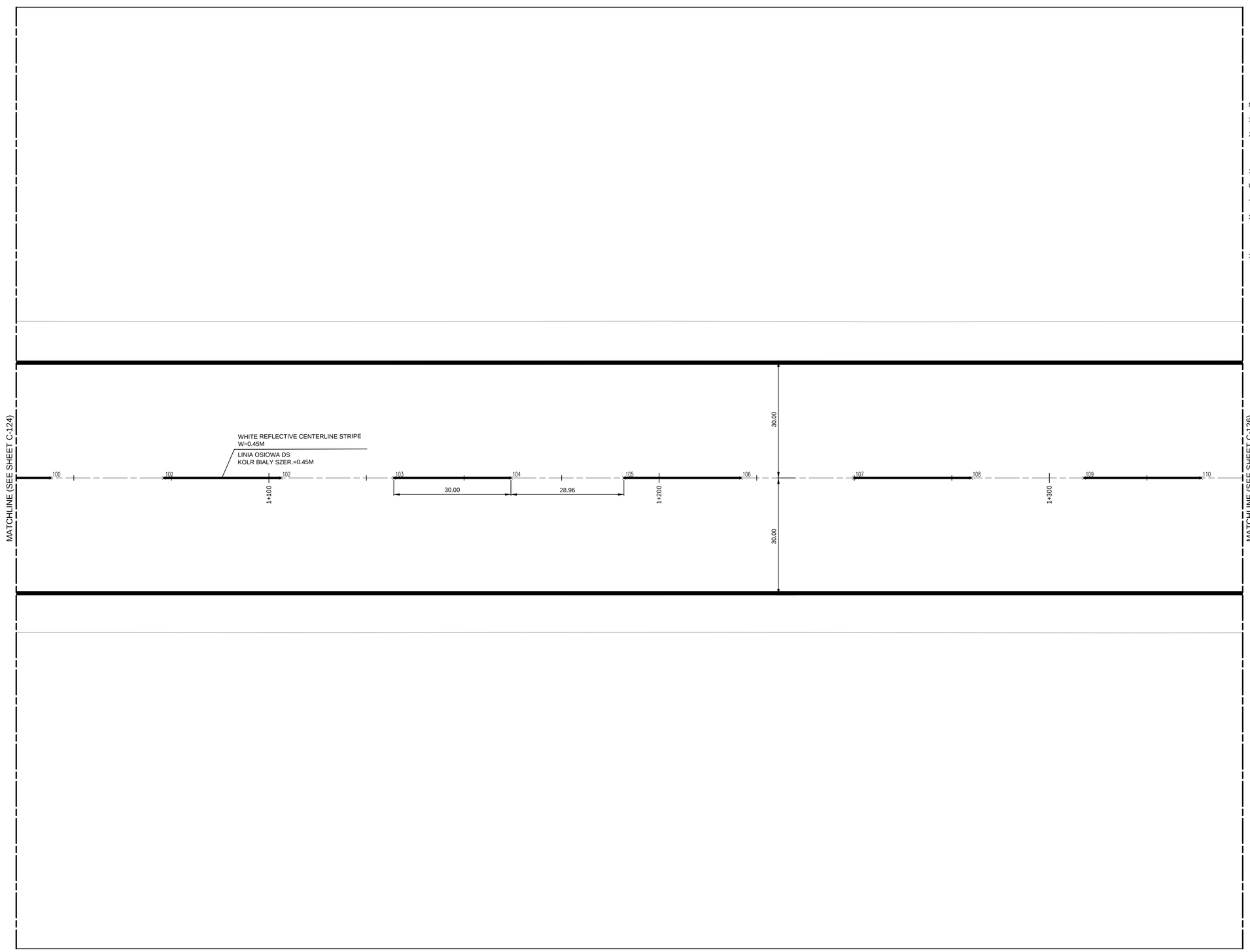


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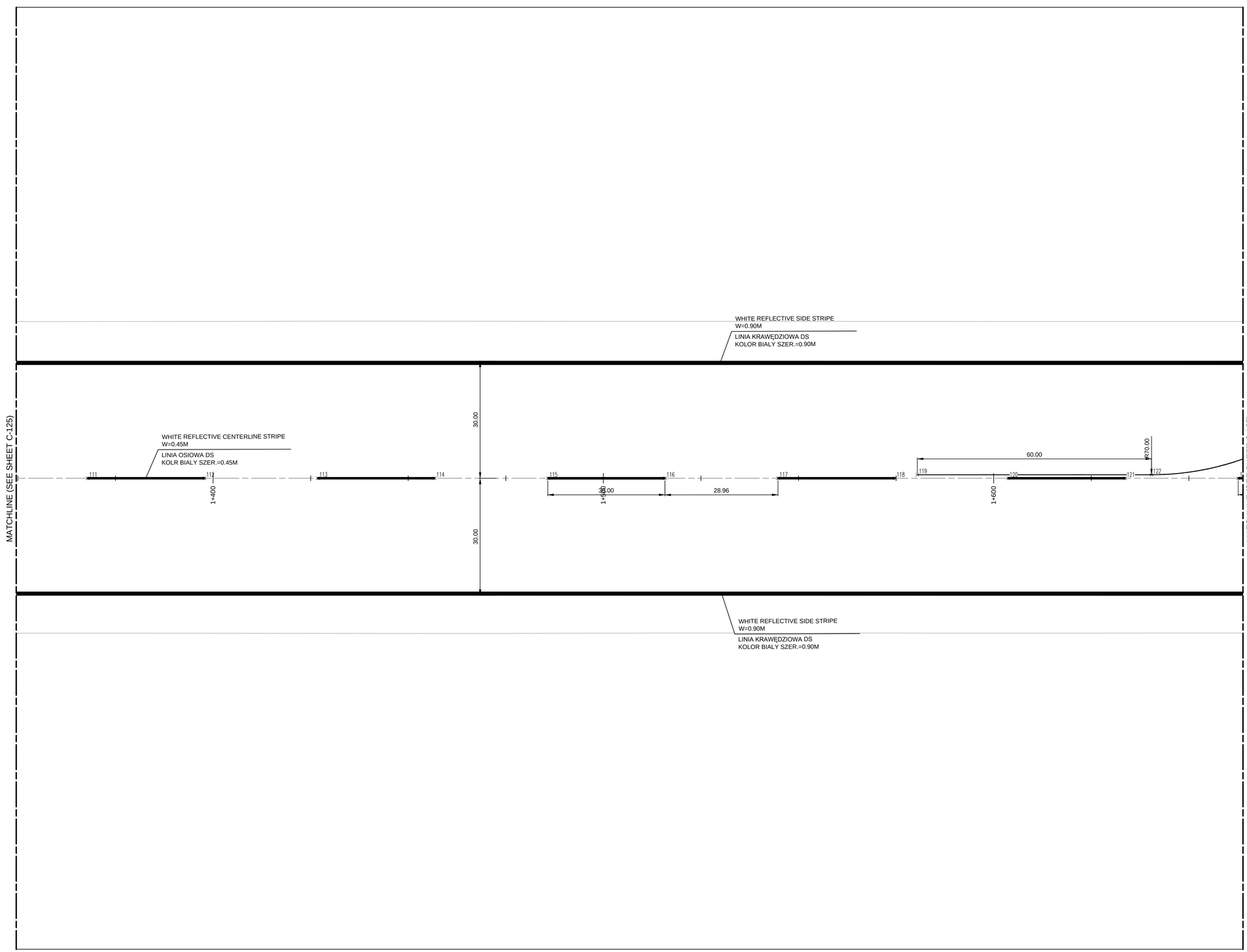


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SIEMENSSTRASE 10
NEU-ISENBURG, 63263

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MARKING PLAN
OZNAKOWANIE DS

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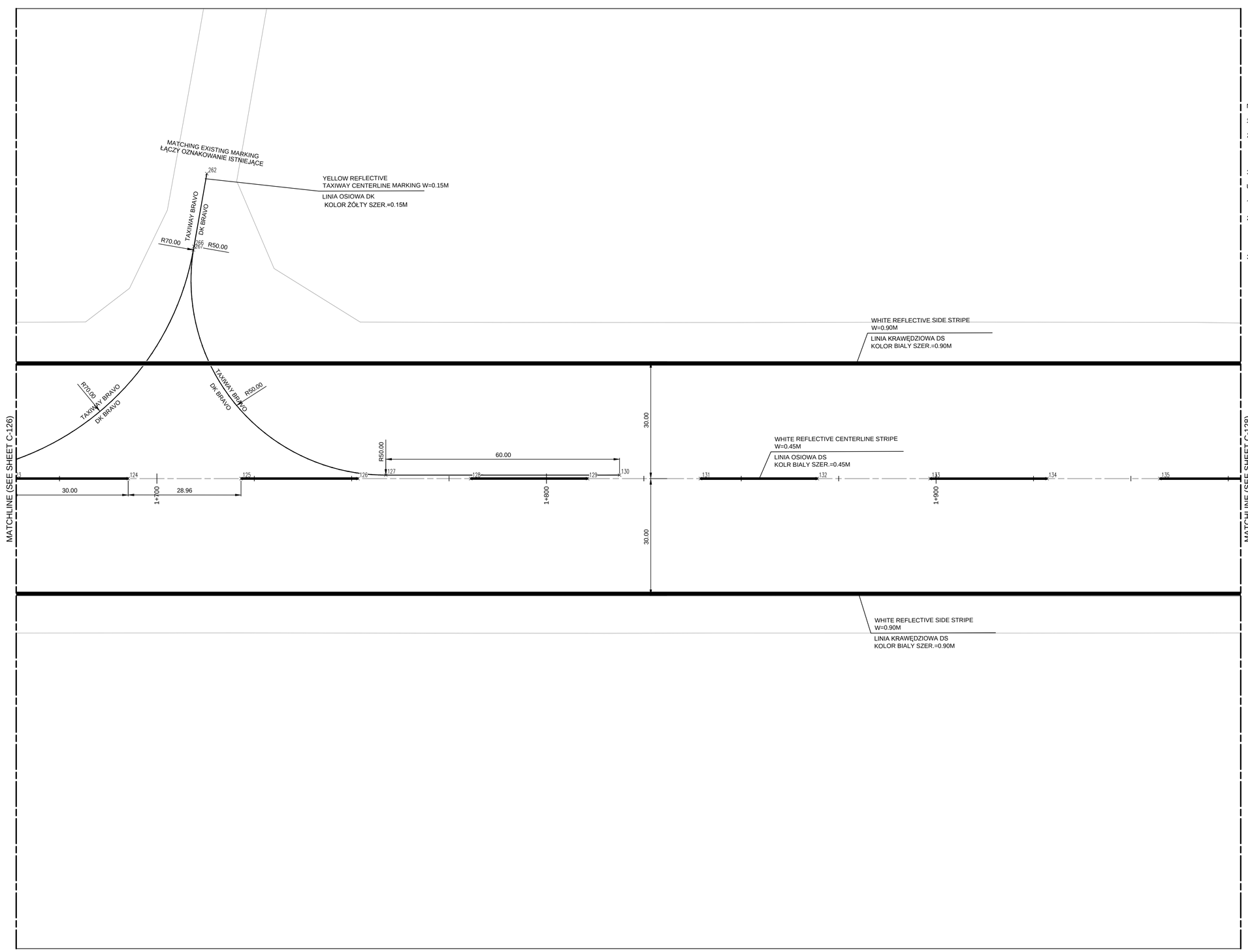


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| C-121 | C-122 | C-123 | C-124 | C-125 | C-126 | C-127 | C-128 | C-129 | C-130 | C-131 |
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AECOM INTERNATIONAL, INC.
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NEU-ISENBURG, 63263

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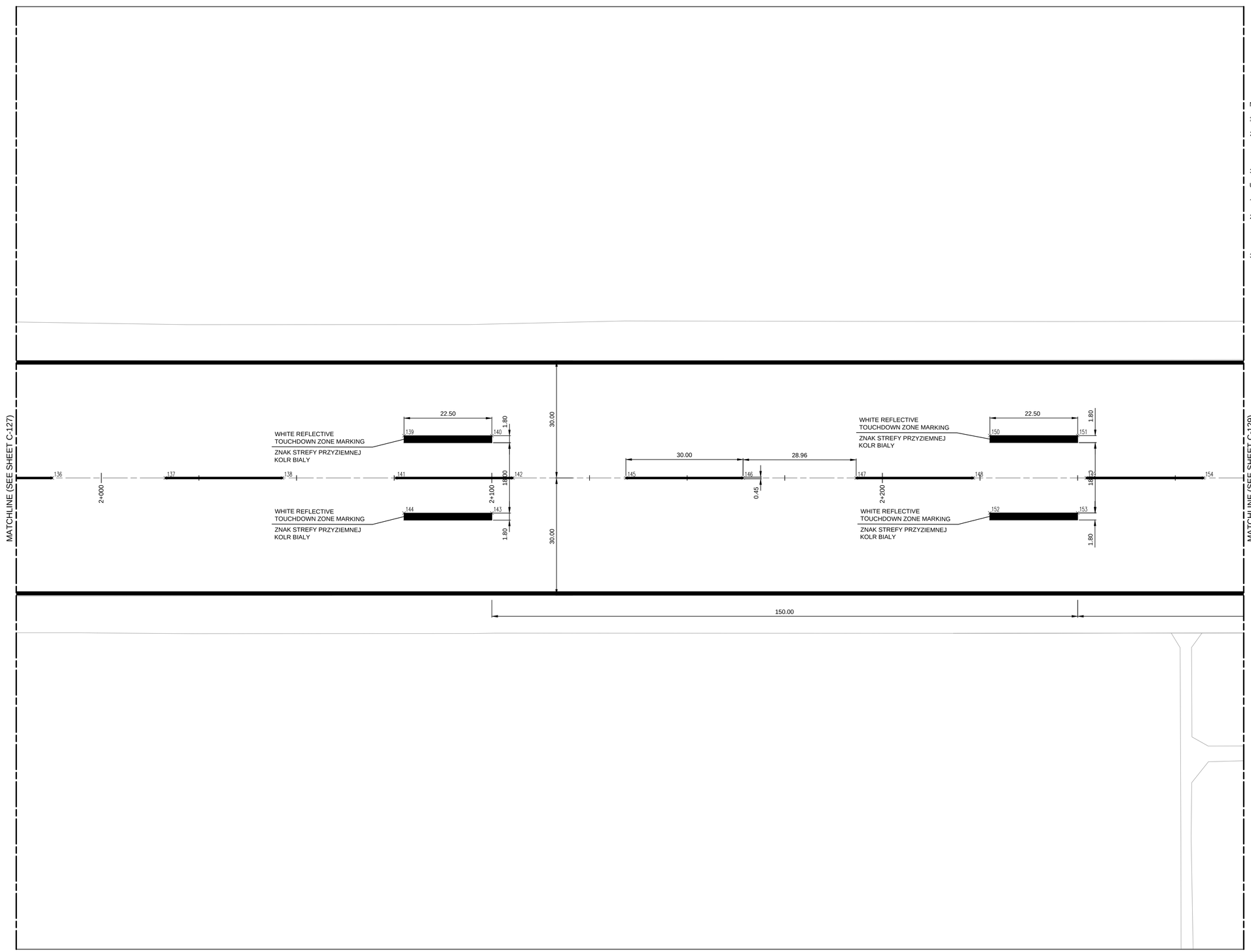


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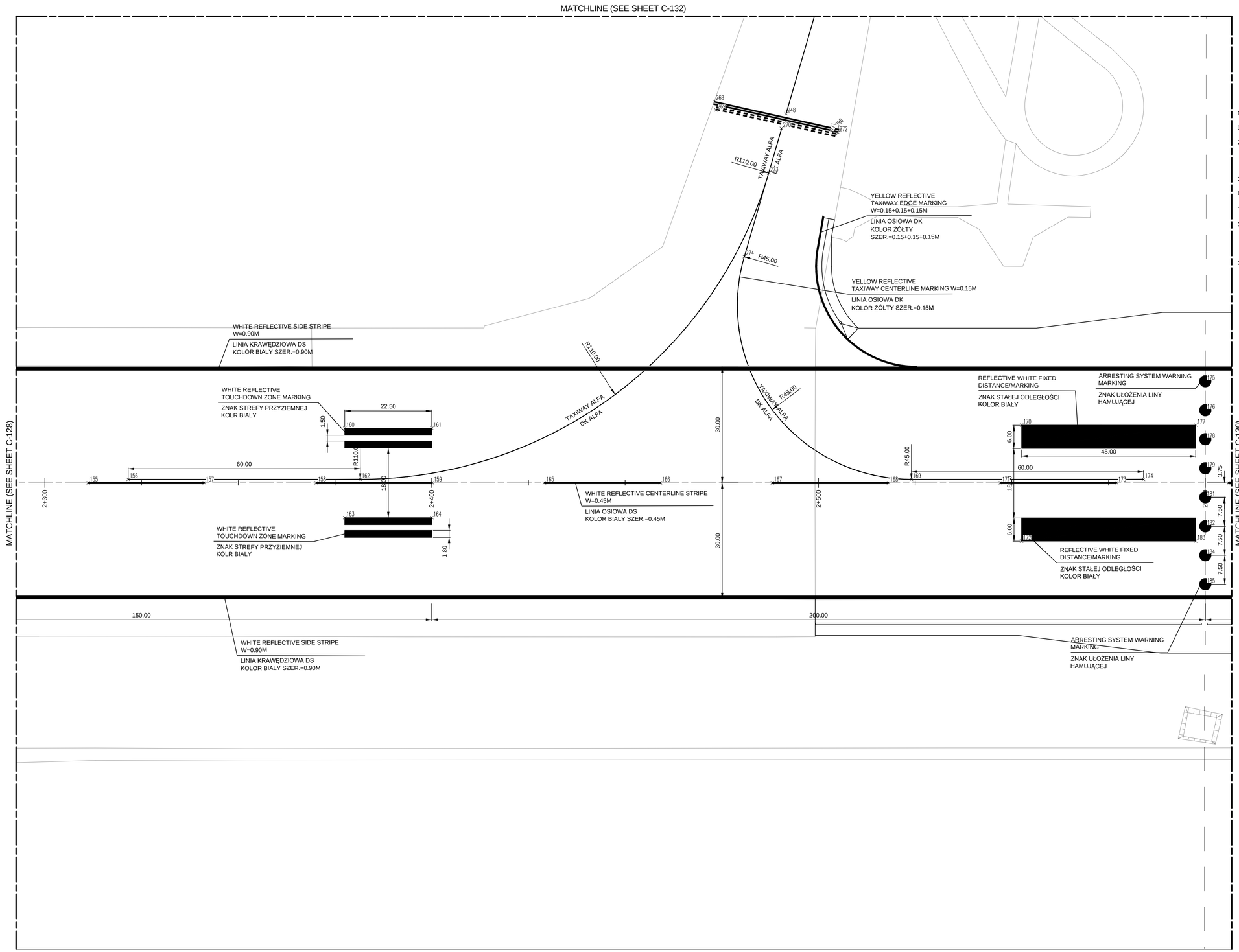


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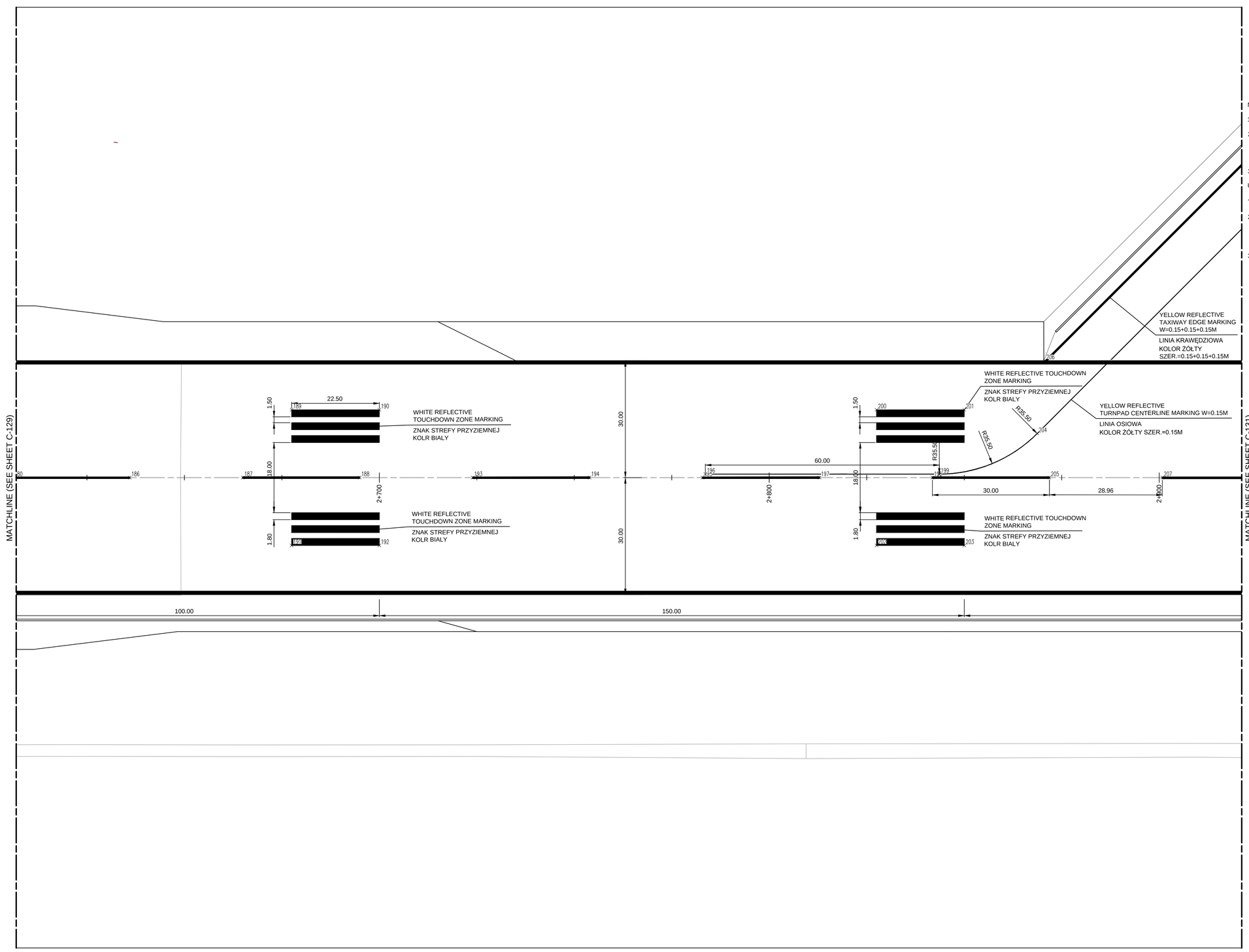


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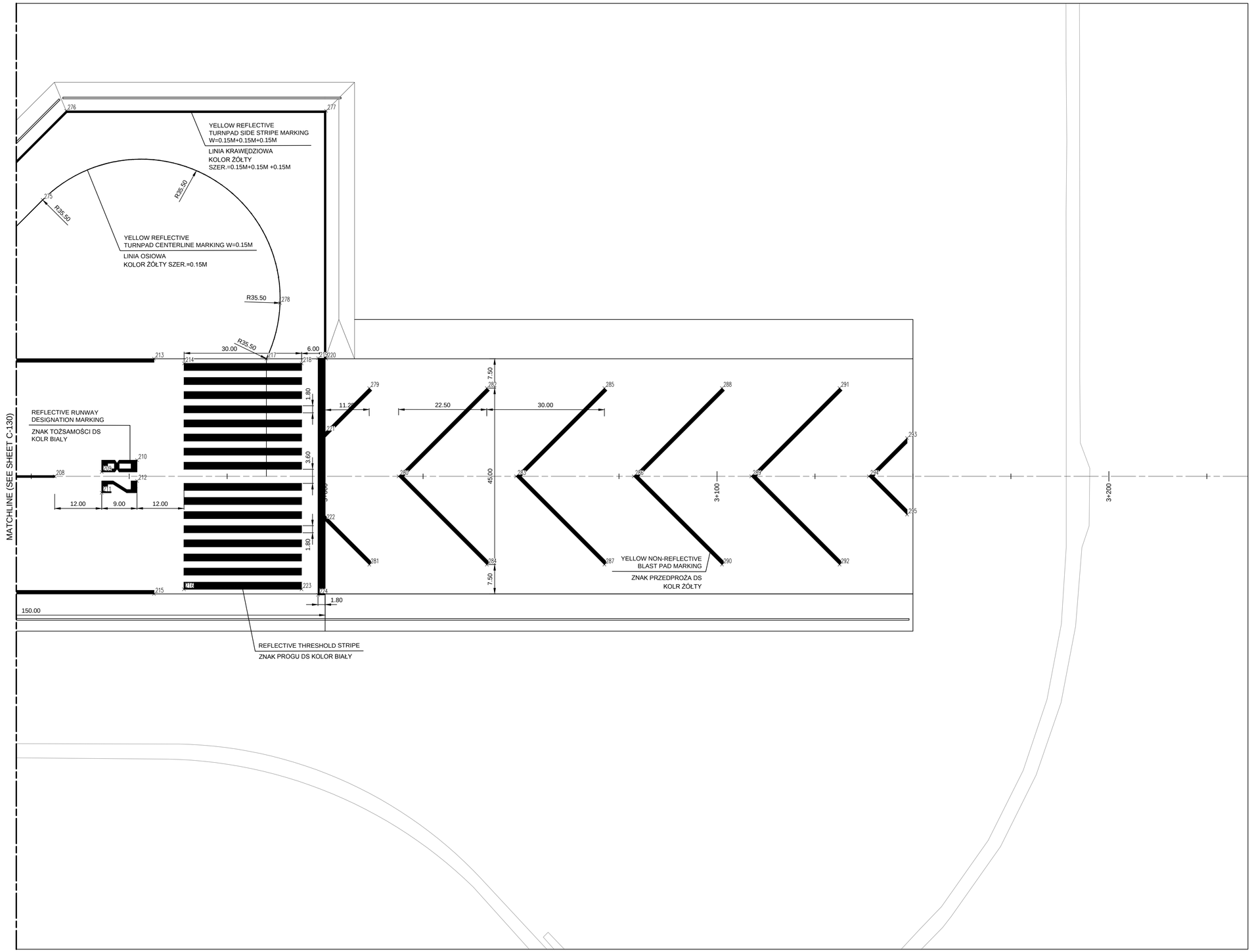


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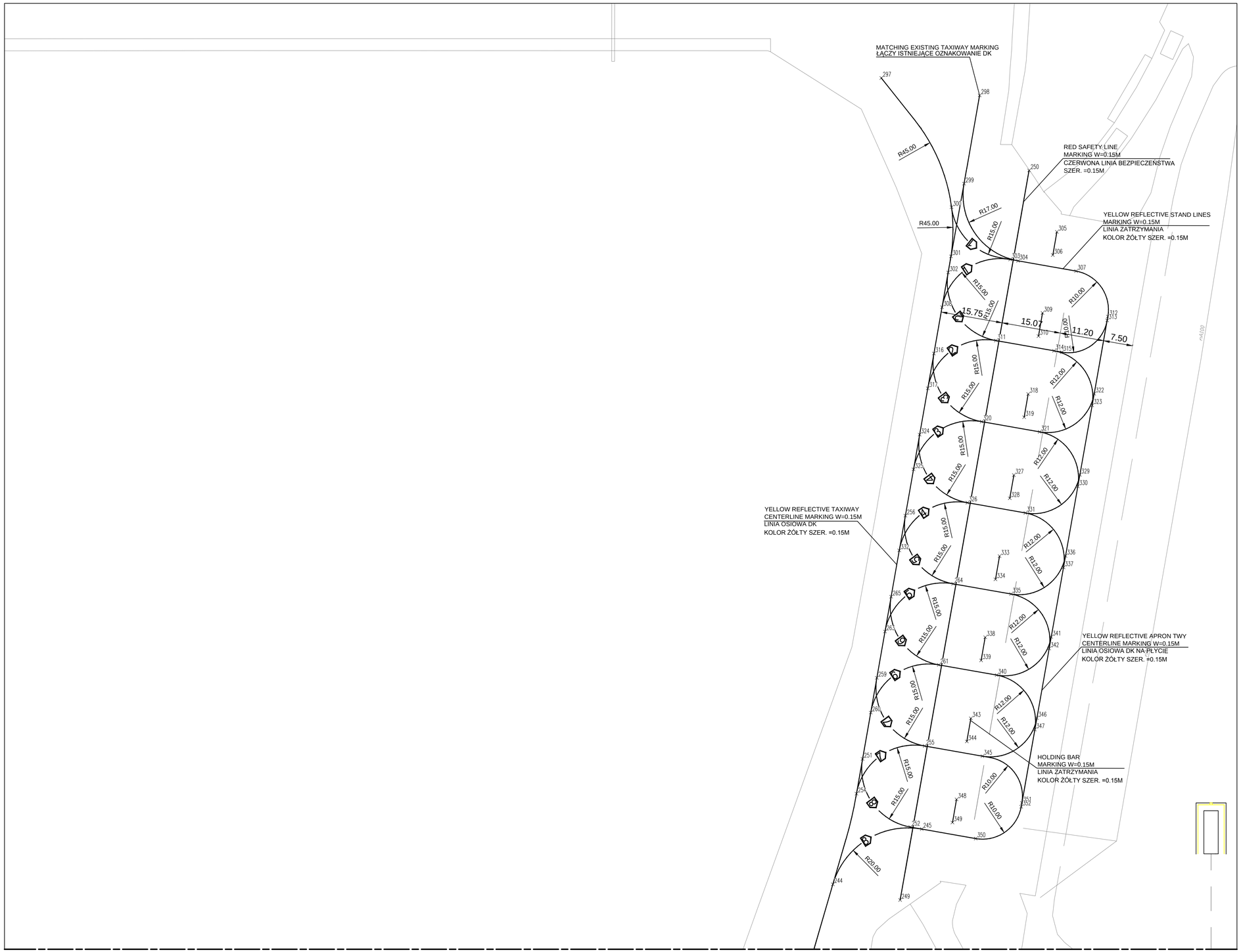


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3. COLORS TO BE CONFIRMED WITH AFB OFFICIALS

UWAGI:

1. OZNAKOWANIE POZIOME WYKONAĆ PO ZAKOŃCZENIU ROWKOWANIA
2. KOLORY WG PALETY KOLORÓW RAL
   BIAŁY (RAL 9016)
   ŻÓŁTY (RAL 1003)
   CZERWONY (RAL 3002)
   CZARNY (RAL 9011)
3. KOLORY OZNAKOWANIA POWIERDZIĆ Z UŻYTKOWNIKIEM LOTNISKA

| C-121 | C-122 | C-123 | C-124 | C-125 | C-126 | C-127 | C-128 | C-129 | C-130 | C-131 |
|---|---|---|---|---|---|---|---|---|---|---|

C-132

0 25
SCALE IN METERS

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRABE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

MARKING PLAN
OZNAKOWANIE DS

SHEET ID
C-132

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CC-121.DWG
10/5/2016 JACEK.GACZKOWSKI 1:500

100%

| NR PUNKTU/ POINT NR | WSPOLRZEDNA Y/ EASTING | WSPOLRZEDNA X/ NORTHING | KM/ODLEGLOSC/ KM/OFFSET | |
|---|---|---|---|---|
| 1 | 6580584.380 | 5714062.638 | 0+000,00 | -30.00 |
| 2 | 6580591.475 | 5714059.120 | 0+007,80 | -28.80 |
| 3 | 6580583.839 | 5714033.222 | 0+007,80 | -1.80 |
| 4 | 6580582.811 | 5714029.775 | 0+007,80 | 5.40 |
| 5 | 6580569.039 | 5714004.234 | 0+001,80 | 30.00 |
| 6 | 6580575.153 | 5714003.883 | 0+007,80 | 28.80 |
| 7 | 6580620.246 | 5714050.620 | 0+037,80 | -28.80 |
| 8 | 6580625.579 | 5714050.296 | 0+043,00 | -30.00 |
| 9 | 6580612.610 | 5714024.722 | 0+037,80 | -1.80 |
| 10 | 6580611.582 | 5714021.274 | 0+037,80 | 5.40 |
| 11 | 6580624.175 | 5714021.514 | 0+049,80 | -2.00 |
| 12 | 6580622.248 | 5714014.993 | 0+049,80 | 4.80 |
| 13 | 6580632.806 | 5714018.964 | 0+058,80 | -2.00 |
| 14 | 6580631.729 | 5714015.320 | 0+058,80 | 1.80 |
| 15 | 6580643.748 | 5714013.647 | 0+070,80 | 0.00 |
| 16 | 6580603.924 | 5713995.382 | 0+037,80 | 28.80 |
| 17 | 6580608.580 | 5713992.754 | 0+043,00 | 30.00 |
| 18 | 6580672.519 | 5714005.147 | 0+100,80 | 0.00 |
| 19 | 6580683.373 | 5714002.879 | 0+111,85 | -0.90 |
| 20 | 6580700.292 | 5713996.942 | 0+129,76 | 0.00 |
| 21 | 6580724.613 | 5714007.901 | 0+150,00 | -17.40 |
| 22 | 6580722.232 | 5713999.846 | 0+150,00 | -9.00 |
| 23 | 6580717.131 | 5713982.583 | 0+150,00 | 9.00 |
| 24 | 6580714.751 | 5713974.527 | 0+150,00 | 17.40 |
| 25 | 6580729.062 | 5713988.441 | 0+159,76 | 0.00 |
| 26 | 6580746.191 | 5714001.525 | 0+172,50 | -17.40 |
| 27 | 6580743.810 | 5713993.470 | 0+172,50 | -9.00 |
| 28 | 6580741.071 | 5713985.834 | 0+172,02 | -0.90 |
| 29 | 6580738.709 | 5713976.207 | 0+172,50 | 9.00 |
| 30 | 6580736.329 | 5713968.151 | 0+172,50 | 17.40 |
| 31 | 6580756.836 | 5713980.238 | 0+188,72 | 0.00 |
| 32 | 6580785.607 | 5713971.738 | 0+218,72 | 0.00 |
| 33 | 6580813.380 | 5713963.533 | 0+247,68 | 0.00 |
| 34 | 6580842.151 | 5713955.033 | 0+277,68 | 0.00 |
| 35 | 6580868.485 | 5713965.397 | 0+300,00 | -17.40 |
| 36 | 6580866.106 | 5713957.341 | 0+300,00 | -9.00 |
| 37 | 6580869.923 | 5713946.822 | 0+300,00 | 0.00 |
| 38 | 6580861.006 | 5713940.079 | 0+300,00 | 9.00 |
| 39 | 6580858.626 | 5713932.023 | 0+300,00 | 17.40 |
| 40 | 6580890.063 | 5713959.022 | 0+322,50 | -17.40 |
| 41 | 6580887.684 | 5713950.967 | 0+322,50 | -9.00 |
| 42 | 6580882.584 | 5713933.704 | 0+322,50 | 9.00 |
| 43 | 6580880.204 | 5713925.648 | 0+322,50 | 17.40 |
| 44 | 6580898.693 | 5713938.322 | 0+336,64 | 0.00 |
| 45 | 6580926.469 | 5713930.124 | 0+365,60 | 0.00 |
| 46 | 6580955.240 | 5713921.624 | 0+395,60 | 0.00 |
| 47 | 6580983.013 | 5713913.419 | 0+424,56 | 0.00 |
| 48 | 6580963.696 | 5713934.767 | 0+399,99 | -15.00 |
| 49 | 6580955.195 | 5713905.993 | 0+399,99 | 15.00 |
| 50 | 6581005.321 | 5713934.201 | 0+440,07 | -26.25 |
| 51 | 6581003.210 | 5713927.004 | 0+440,08 | -18.75 |
| 52 | 6580999.270 | 5713924.256 | 0+437,08 | -15.00 |
| 53 | 6581006.852 | 5713922.017 | 0+444,99 | -15.00 |
| 54 | 6581001.085 | 5713919.811 | 0+440,08 | -11.25 |
| 55 | 6581003.324 | 5713916.804 | 0+443,08 | -9.00 |
| 56 | 6580998.957 | 5713912.619 | 0+440,08 | -3.75 |
| 57 | 6580996.835 | 5713905.426 | 0+440,08 | 3.75 |
| 58 | 6580994.710 | 5713898.233 | 0+440,08 | 11.25 |
| 59 | 6581000.051 | 5713898.995 | 0+444,99 | 9.01 |
| 60 | 6580990.769 | 5713895.482 | 0+437,08 | 15.00 |
| 61 | 6580996.522 | 5713893.780 | 0+443,08 | 15.01 |
| 62 | 6580992.585 | 5713891.040 | 0+440,08 | 18.75 |
| 63 | 6580990.470 | 5713883.845 | 0+440,09 | 26.25 |
| 64 | 6581011.784 | 5713904.920 | 0+454,56 | 0.00 |
| 65 | 6581039.557 | 5713896.715 | 0+483,52 | 0.00 |
| 66 | 6581068.328 | 5713888.215 | 0+513,52 | 0.00 |
| 67 | 6581096.101 | 5713880.010 | 0+542,48 | 0.00 |
| 68 | 6581124.872 | 5713871.511 | 0+572,48 | 0.00 |
| 69 | 6581152.645 | 5713863.306 | 0+601,44 | 0.00 |
| 70 | 6581155.243 | 5713877.236 | 0+599,99 | -14.10 |
| 71 | 6581176.822 | 5713870.862 | 0+622,49 | -14.10 |
| 72 | 6581153.799 | 5713872.345 | 0+599,99 | -9.00 |
| 73 | 6581175.377 | 5713865.971 | 0+622,49 | -9.00 |
| 74 | 6581148.699 | 5713855.087 | 0+599,99 | 9.00 |
| 75 | 6581170.277 | 5713848.712 | 0+622,49 | 9.00 |

| NR PUNKTU/ POINT NR | WSPOLRZEDNA Y/ EASTING | WSPOLRZEDNA X/ NORTHING | KM/ODLEGLOSC/ KM/OFFSET | |
|---|---|---|---|---|
| 76 | 6581147.254 | 5713850.196 | 0+599,98 | 14.10 |
| 77 | 6581168.832 | 5713843.821 | 0+622,48 | 14.10 |
| 78 | 6581181.416 | 5713854.806 | 0+631,44 | 0.00 |
| 79 | 6581209.189 | 5713846.601 | 0+660,40 | 0.00 |
| 80 | 6581228.701 | 5713841.775 | 0+680,48 | -0.90 |
| 81 | 6581237.960 | 5713838.102 | 0+690,40 | 0.00 |
| 82 | 6581265.734 | 5713829.897 | 0+719,36 | 0.00 |
| 83 | 6581286.243 | 5713824.776 | 0+740,48 | -0.90 |
| 84 | 6581294.504 | 5713821.397 | 0+749,36 | 0.00 |
| 85 | 6581322.278 | 5713813.192 | 0+778,32 | 0.00 |
| 86 | 6581351.048 | 5713804.693 | 0+808,32 | 0.00 |
| 87 | 6581378.748 | 5713796.509 | 0+837,20 | 0.00 |
| 88 | 6581399.721 | 5713791.252 | 0+858,81 | -0.90 |
| 89 | 6581407.519 | 5713788.012 | 0+867,20 | 0.00 |
| 90 | 6581442.017 | 5713789.080 | 0+899,99 | -10.80 |
| 91 | 6581463.085 | 5713780.980 | 0+922,49 | -9.00 |
| 92 | 6581435.292 | 5713779.805 | 0+896,16 | 0.00 |
| 93 | 6581464.063 | 5713771.305 | 0+926,16 | 0.00 |
| 94 | 6581457.260 | 5713774.253 | 0+918,80 | -0.90 |
| 95 | 6581435.896 | 5713768.365 | 0+899,98 | 10.80 |
| 96 | 6581457.984 | 5713763.717 | 0+922,48 | 9.00 |
| 97 | 6581491.836 | 5713763.100 | 0+955,12 | 0.00 |
| 98 | 6581520.607 | 5713754.601 | 0+985,12 | 0.00 |
| 99 | 6581548.380 | 5713746.396 | 1+014,08 | 0.00 |
| 100 | 6581577.151 | 5713737.896 | 1+044,08 | 0.00 |
| 101 | 6581604.924 | 5713729.691 | 1+073,04 | 0.00 |
| 102 | 6581633.695 | 5713721.192 | 1+103,04 | 0.00 |
| 103 | 6581661.469 | 5713712.987 | 1+132,00 | 0.00 |
| 104 | 6581690.239 | 5713704.487 | 1+162,00 | 0.00 |
| 105 | 6581718.013 | 5713696.282 | 1+190,96 | 0.00 |
| 106 | 6581746.783 | 5713687.783 | 1+220,96 | 0.00 |
| 107 | 6581774.557 | 5713679.578 | 1+249,92 | 0.00 |
| 108 | 6581803.328 | 5713671.078 | 1+279,92 | 0.00 |
| 109 | 6581831.101 | 5713662.873 | 1+308,88 | 0.00 |
| 110 | 6581859.872 | 5713654.373 | 1+338,88 | 0.00 |
| 111 | 6581887.645 | 5713646.169 | 1+367,84 | 0.00 |
| 112 | 6581916.416 | 5713637.669 | 1+397,84 | 0.00 |
| 113 | 6581944.189 | 5713629.464 | 1+426,80 | 0.00 |
| 114 | 6581972.960 | 5713620.964 | 1+456,80 | 0.00 |
| 115 | 6582000.733 | 5713612.759 | 1+485,76 | 0.00 |
| 116 | 6582029.504 | 5713604.260 | 1+515,76 | 0.00 |
| 117 | 6582057.277 | 5713596.055 | 1+544,72 | 0.00 |
| 118 | 6582086.048 | 5713587.555 | 1+574,72 | 0.00 |
| 119 | 6582091.778 | 5713586.801 | 1+580,43 | -0.90 |
| 120 | 6582113.822 | 5713579.350 | 1+603,68 | 0.00 |
| 121 | 6582142.592 | 5713570.851 | 1+633,68 | 0.00 |
| 122 | 6582149.319 | 5713569.802 | 1+640,43 | -0.90 |
| 123 | 6582170.366 | 5713562.646 | 1+662,64 | 0.00 |
| 124 | 6582199.137 | 5713554.146 | 1+692,64 | 0.00 |
| 125 | 6582226.910 | 5713545.941 | 1+721,60 | 0.00 |
| 126 | 6582255.681 | 5713537.442 | 1+751,60 | 0.00 |
| 127 | 6582262.796 | 5713536.278 | 1+758,76 | -0.90 |
| 128 | 6582283.454 | 5713529.237 | 1+780,56 | 0.00 |
| 129 | 6582312.225 | 5713520.737 | 1+810,56 | 0.00 |
| 130 | 6582320.337 | 5713519.279 | 1+818,76 | -0.90 |
| 131 | 6582339.998 | 5713512.532 | 1+839,52 | 0.00 |
| 132 | 6582368.769 | 5713504.033 | 1+869,52 | 0.00 |
| 133 | 6582396.542 | 5713495.828 | 1+898,48 | 0.00 |
| 134 | 6582425.313 | 5713487.328 | 1+928,48 | 0.00 |
| 135 | 6582453.086 | 5713479.123 | 1+957,44 | 0.00 |
| 136 | 6582481.857 | 5713470.624 | 1+987,44 | 0.00 |
| 137 | 6582509.631 | 5713462.419 | 2+016,40 | 0.00 |
| 138 | 6582538.401 | 5713453.919 | 2+046,40 | 0.00 |
| 139 | 6582571.302 | 5713455.475 | 2+077,52 | -10.80 |
| 140 | 6582592.879 | 5713449.097 | 2+100,02 | -10.80 |
| 141 | 6582566.175 | 5713445.714 | 2+075,36 | 0.00 |
| 142 | 6582594.945 | 5713437.214 | 2+105,36 | 0.00 |
| 143 | 6582587.263 | 5713430.110 | 2+100,01 | 9.00 |
| 144 | 6582565.685 | 5713436.486 | 2+077,51 | 9.00 |
| 145 | 6582622.719 | 5713429.009 | 2+134,32 | 0.00 |
| 146 | 6582651.490 | 5713420.510 | 2+164,32 | 0.00 |
| 147 | 6582679.263 | 5713412.305 | 2+193,28 | 0.00 |
| 148 | 6582708.034 | 5713403.805 | 2+223,28 | 0.00 |
| 149 | 6582735.807 | 5713395.600 | 2+252,24 | 0.00 |
| 150 | 6582715.162 | 5713413.013 | 2+227,51 | -10.85 |

| NR PUNKTU/ POINT NR | WSPOLRZEDNA Y/ EASTING | WSPOLRZEDNA X/ NORTHING | KM/ODLEGLOSC/ KM/OFFSET | |
|---|---|---|---|---|
| 151 | 6582736.739 | 5713406.635 | 2+250,01 | -10.85 |
| 152 | 6582709.546 | 5713394.025 | 2+227,51 | 8.95 |
| 153 | 6582731.123 | 5713387.649 | 2+250,00 | 8.95 |
| 154 | 6582764.578 | 5713387.101 | 2+282,24 | 0.00 |
| 155 | 6582792.351 | 5713378.896 | 2+311,20 | 0.00 |
| 156 | 6582802.501 | 5713376.836 | 2+321,52 | -0.90 |
| 157 | 6582821.122 | 5713370.396 | 2+341,20 | 0.00 |
| 158 | 6582848.895 | 5713362.191 | 2+370,16 | 0.00 |
| 159 | 6582877.666 | 5713353.692 | 2+400,16 | 0.00 |
| 160 | 6582859.936 | 5713373.625 | 2+377,51 | -14.09 |
| 161 | 6582881.514 | 5713367.247 | 2+400,01 | -14.09 |
| 162 | 6582860.043 | 5713359.837 | 2+381,52 | -0.90 |
| 163 | 6582853.390 | 5713351.471 | 2+377,51 | 9.01 |
| 164 | 6582874.968 | 5713345.095 | 2+400,01 | 9.01 |
| 165 | 6582905.440 | 5713345.487 | 2+429,12 | 0.00 |
| 166 | 6582934.210 | 5713336.987 | 2+459,12 | 0.00 |
| 167 | 6582961.984 | 5713328.782 | 2+488,08 | 0.00 |
| 168 | 6582990.754 | 5713320.283 | 2+518,08 | 0.00 |
| 169 | 6582996.702 | 5713319.464 | 2+524,02 | -0.90 |
| 170 | 6583027.997 | 5713324.829 | 2+552,51 | -14.91 |
| 171 | 6583018.528 | 5713312.078 | 2+547,04 | 0.00 |
| 172 | 6583019.479 | 5713296.064 | 2+552,49 | 15.09 |
| 173 | 6583047.299 | 5713303.578 | 2+577,04 | 0.00 |
| 174 | 6583054.243 | 5713302.465 | 2+584,02 | -0.90 |
| 175 | 6583076.761 | 5713322.246 | 2+600,01 | -26.25 |
| 176 | 6583074.636 | 5713315.053 | 2+600,01 | -18.75 |
| 177 | 6583071.149 | 5713312.079 | 2+597,51 | -14.91 |
| 178 | 6583072.511 | 5713307.860 | 2+600,01 | -11.25 |
| 179 | 6583070.386 | 5713300.668 | 2+600,01 | -3.75 |
| 180 | 6583075.072 | 5713295.373 | 2+606,00 | 0.00 |
| 181 | 6583068.261 | 5713293.475 | 2+600,01 | 3.75 |
| 182 | 6583066.136 | 5713286.282 | 2+600,01 | 11.25 |
| 183 | 6583062.634 | 5713283.312 | 2+597,49 | 15.09 |
| 184 | 6583064.012 | 5713279.090 | 2+600,01 | 18.75 |
| 185 | 6583061.887 | 5713271.897 | 2+600,01 | 26.25 |
| 186 | 6583103.843 | 5713286.874 | 2+636,00 | 0.00 |
| 187 | 6583131.614 | 5713278.669 | 2+664,96 | 0.00 |
| 188 | 6583160.387 | 5713270.169 | 2+694,96 | 0.00 |
| 189 | 6583148.580 | 5713291.801 | 2+677,51 | -17.40 |
| 190 | 6583170.158 | 5713285.425 | 2+700,01 | -17.40 |
| 191 | 6583138.715 | 5713258.429 | 2+677,51 | 17.40 |
| 192 | 6583160.292 | 5713252.053 | 2+700,01 | 17.40 |
| 193 | 6583188.160 | 5713261.964 | 2+723,92 | 0.00 |
| 194 | 6583216.931 | 5713253.464 | 2+753,92 | 0.00 |
| 195 | 6583244.704 | 5713245.259 | 2+782,88 | 0.00 |
| 196 | 6583245.655 | 5713245.917 | 2+783,61 | -0.90 |
| 197 | 6583273.475 | 5713236.760 | 2+812,88 | 0.00 |
| 198 | 6583301.249 | 5713228.555 | 2+841,84 | 0.00 |
| 199 | 6583303.196 | 5713228.918 | 2+843,61 | -0.90 |
| 200 | 6583292.434 | 5713249.303 | 2+827,51 | -17.40 |
| 201 | 6583314.011 | 5713242.927 | 2+850,01 | -17.40 |
| 202 | 6583282.568 | 5713215.930 | 2+827,51 | 17.40 |
| 203 | 6583304.146 | 5713209.555 | 2+850,01 | 17.40 |
| 204 | 6583330.216 | 5713231.778 | 2+868,71 | -11.30 |
| 205 | 6583330.019 | 5713220.055 | 2+871,84 | 0.00 |
| 206 | 6583337.414 | 5713249.153 | 2+870,69 | -30.00 |
| 207 | 6583357.793 | 5713211.850 | 2+900,80 | 0.00 |
| 208 | 6583386.741 | 5713203.298 | 2+930,99 | 0.00 |
| 209 | 6583398.565 | 5713200.967 | 2+942,99 | -1.11 |
| 210 | 6583408.047 | 5713201.290 | 2+951,99 | -4.11 |
| 211 | 6583397.063 | 5713195.884 | 2+942,99 | 4.19 |
| 212 | 6583406.544 | 5713196.211 | 2+951,99 | 1.19 |
| 213 | 6583419.536 | 5713224.892 | 2+956,32 | -30.00 |
| 214 | 6583426.568 | 5713221.563 | 2+964,01 | -28.80 |
| 215 | 6583402.533 | 5713167.351 | 2+956,32 | 30.00 |
| 216 | 6583410.213 | 5713166.333 | 2+963,97 | 28.80 |
| 217 | 6583447.039 | 5713216.766 | 2+985,00 | -30.00 |
| 218 | 6583455.339 | 5713213.063 | 2+994,01 | -28.80 |
| 219 | 6583459.756 | 5713213.138 | 2+998,20 | -30.00 |
| 220 | 6583461.649 | 5713212.450 | 3+000,23 | -30.00 |
| 221 | 6583456.120 | 5713194.523 | 3+000,01 | -11.24 |
| 222 | 6583449.732 | 5713172.929 | 3+000,00 | 11.28 |
| 223 | 6583438.983 | 5713157.834 | 2+993,97 | 28.80 |
| 224 | 6583442.616 | 5713155.265 | 2+998,18 | 30.00 |
| 225 | 6580436.200 | 5714085.136 | - | - |

| NR PUNKTU/ POINT NR | WSPOLRZEDNA Y/ EASTING | WSPOLRZEDNA X/ NORTHING | KM/ODLEGLOSC/ KM/OFFSET | |
|---|---|---|---|---|
| 226 | 6580442.798 | 5714073.012 | - | - |
| 227 | 6580430.673 | 5714066.418 | - | - |
| 228 | 6580456.347 | 5714092.487 | - | - |
| 229 | 6580471.569 | 5714064.513 | - | - |
| 230 | 6580443.594 | 5714049.302 | - | - |
| 231 | 6580485.119 | 5714083.991 | - | - |
| 232 | 6580500.340 | 5714056.013 | - | - |
| 233 | 6580472.366 | 5714040.806 | - | - |
| 234 | 6580513.890 | 5714075.494 | - | - |
| 235 | 6580529.111 | 5714047.513 | - | - |
| 236 | 6580501.138 | 5714032.309 | - | - |
| 237 | 6580542.662 | 5714066.998 | - | - |
| 238 | 6580557.882 | 5714039.014 | - | - |
| 239 | 6580529.910 | 5714023.813 | - | - |
| 240 | 6580571.434 | 5714058.502 | - | - |
| 241 | 6580579.040 | 5714044.527 | - | - |
| 242 | 6580572.674 | 5714022.927 | 0+000,01 | 11.24 |
| 243 | 6580558.681 | 5714015.317 | - | - |
| 244 | 6583015.925 | 5713455.939 | - | - |
| 245 | 6583041.668 | 5713463.029 | - | - |
| 246 | 6580611.734 | 5714106.970 | - | - |
| 247 | 6580611.706 | 5714099.148 | - | - |
| 248 | 6582992.397 | 5713419.323 | - | - |
| 249 | 6583031.241 | 5713447.252 | - | - |
| 250 | 6583115.516 | 5713616.405 | - | - |
| 251 | 6583032.254 | 5713484.463 | - | - |
| 252 | 6583038.998 | 5713464.359 | - | - |
| 253 | 6581352.240 | 5713886.442 | - | - |
| 254 | 6583028.248 | 5713476.404 | - | - |
| 255 | 6583048.367 | 5713483.153 | - | - |
| 256 | 6583060.299 | 5713540.876 | - | - |
| 257 | 6581350.103 | 5713867.206 | - | - |
| 258 | 6581349.982 | 5713866.114 | - | - |
| 259 | 6583041.602 | 5713503.267 | - | - |
| 260 | 6583037.596 | 5713495.208 | - | - |
| 261 | 6583057.695 | 5713501.968 | - | - |
| 262 | 6582240.663 | 5713623.490 | - | - |
| 263 | 6583046.944 | 5713514.013 | - | - |
| 264 | 6583067.064 | 5713520.762 | - | - |
| 265 | 6583050.951 | 5713522.072 | - | - |
| 266 | 6582232.211 | 5713606.531 | - | - |
| 267 | 6582231.802 | 5713605.710 | - | - |
| 268 | 6582975.548 | 5713427.671 | - | - |
| 269 | 6582975.327 | 5713425.392 | - | - |
| 270 | 6582990.181 | 5713416.024 | - | - |
| 271 | 6583003.294 | 5713410.861 | - | - |
| 272 | 6583003.904 | 5713410.866 | - | - |
| 273 | 6582983.525 | 5713405.710 | - | - |
| 274 | 6582971.492 | 5713387.067 | - | - |
| 275 | 6583403.776 | 5713271.787 | - | - |
| 276 | 6583415.962 | 5713291.874 | - | - |
| 277 | 6583479.563 | 5713273.085 | - | - |
| 278 | 6583454.427 | 5713229.407 | - | - |
| 279 | 6583470.097 | 5713202.125 | 3+011,26 | -22.49 |
| 280 | 6583470.900 | 5713178.436 | 3+018,74 | 0.00 |
| 281 | 6583457.347 | 5713158.939 | 3+011,27 | 22.54 |
| 282 | 6583498.869 | 5713193.630 | 3+041,26 | -22.50 |
| 283 | 6583499.671 | 5713169.936 | 3+048,74 | 0.00 |
| 284 | 6583486.119 | 5713150.445 | 3+041,27 | 22.53 |
| 285 | 6583527.642 | 5713185.135 | 3+071,26 | -22.50 |
| 286 | 6583528.442 | 5713161.436 | 3+078,74 | 0.00 |
| 287 | 6583514.891 | 5713141.950 | 3+071,27 | 22.53 |
| 288 | 6583556.414 | 5713176.641 | 3+101,26 | -22.51 |
| 289 | 6583557.213 | 5713152.937 | 3+108,74 | 0.00 |
| 290 | 6583543.663 | 5713133.455 | 3+101,27 | 22.52 |
| 291 | 6583585.186 | 5713168.146 | 3+131,26 | -22.51 |
| 292 | 6583572.436 | 5713124.960 | 3+131,27 | 22.52 |
| 293 | 6583598.108 | 5713151.030 | 3+148,50 | -9.76 |
| 294 | 6583585.983 | 5713144.437 | 3+138,74 | 0.00 |
| 295 | 6583592.582 | 5713132.313 | 3+148,51 | 9.76 |
| 296 | 6583004.341 | 5713411.652 | - | - |
| 297 | 6583086.052 | 5713649.694 | - | - |
| 298 | 6583108.841 | 5713638.340 | - | - |
| 299 | 6583098.649 | 5713617.857 | - | - |
| 300 | 6583093.880 | 5713613.006 | - | - |

| NR PUNKTU/ POINT NR | WSPOLRZEDNA Y/ EASTING | WSPOLRZEDNA X/ NORTHING | KM/ODLEGLOSC/ KM/OFFSET | |
|---|---|---|---|---|
| 301 | 6583090.199 | 5713601.016 | - | - |
| 302 | 6583088.344 | 5713597.290 | - | - |
| 303 | 6583104.457 | 5713595.980 | - | - |
| 304 | 6583106.290 | 5713595.067 | - | - |
| 305 | 6583117.869 | 5713599.354 | - | - |
| 306 | 6583115.194 | 5713593.983 | - | - |
| 307 | 6583119.727 | 5713588.374 | - | - |
| 308 | 6583084.338 | 5713589.231 | - | - |
| 309 | 6583108.505 | 5713580.558 | - | - |
| 310 | 6583105.830 | 5713575.187 | - | - |
| 311 | 6583095.109 | 5713577.175 | - | - |
| 312 | 6583124.219 | 5713574.964 | - | - |
| 313 | 6583123.773 | 5713574.069 | - | - |
| 314 | 6583108.572 | 5713570.470 | - | - |
| 315 | 6583110.364 | 5713569.577 | - | - |
| 316 | 6583078.996 | 5713578.485 | - | - |
| 317 | 6583074.989 | 5713570.426 | - | - |
| 318 | 6583099.140 | 5713561.761 | - | - |
| 319 | 6583096.465 | 5713556.391 | - | - |
| 320 | 6583085.760 | 5713558.371 | - | - |
| 321 | 6583099.209 | 5713551.672 | - | - |
| 322 | 6583115.300 | 5713557.062 | - | - |
| 323 | 6583113.962 | 5713554.377 | - | - |
| 324 | 6583069.647 | 5713559.681 | - | - |
| 325 | 6583065.641 | 5713551.622 | - | - |
| 326 | 6583076.412 | 5713539.566 | - | - |
| 327 | 6583089.775 | 5713542.965 | - | - |
| 328 | 6583087.100 | 5713537.594 | - | - |
| 329 | 6583105.936 | 5713538.266 | - | - |
| 330 | 6583104.598 | 5713535.581 | - | - |
| 331 | 6583089.845 | 5713532.876 | - | - |
| 332 | 6583056.293 | 5713532.817 | - | - |
| 333 | 6583080.411 | 5713524.169 | - | - |
| 334 | 6583077.736 | 5713518.798 | - | - |
| 335 | 6583080.480 | 5713514.079 | - | - |
| 336 | 6583096.571 | 5713519.470 | - | - |
| 337 | 6583095.233 | 5713516.784 | - | - |
| 338 | 6583071.046 | 5713505.372 | - | - |
| 339 | 6583068.371 | 5713500.002 | - | - |
| 340 | 6583071.116 | 5713495.283 | - | - |
| 341 | 6583087.206 | 5713500.673 | - | - |
| 342 | 6583085.869 | 5713497.988 | - | - |
| 343 | 6583061.682 | 5713486.576 | - | - |
| 344 | 6583059.007 | 5713481.205 | - | - |
| 345 | 6583061.751 | 5713476.487 | - | - |
| 346 | 6583077.842 | 5713481.877 | - | - |
| 347 | 6583076.504 | 5713479.192 | - | - |
| 348 | 6583052.317 | 5713467.779 | - | - |
| 349 | 6583049.642 | 5713462.409 | - | - |
| 350 | 6583054.176 | 5713456.799 | - | - |
| 351 | 6583068.031 | 5713462.186 | - | - |
| 352 | 6583067.585 | 5713461.291 | - | - |

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAYZ150102A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

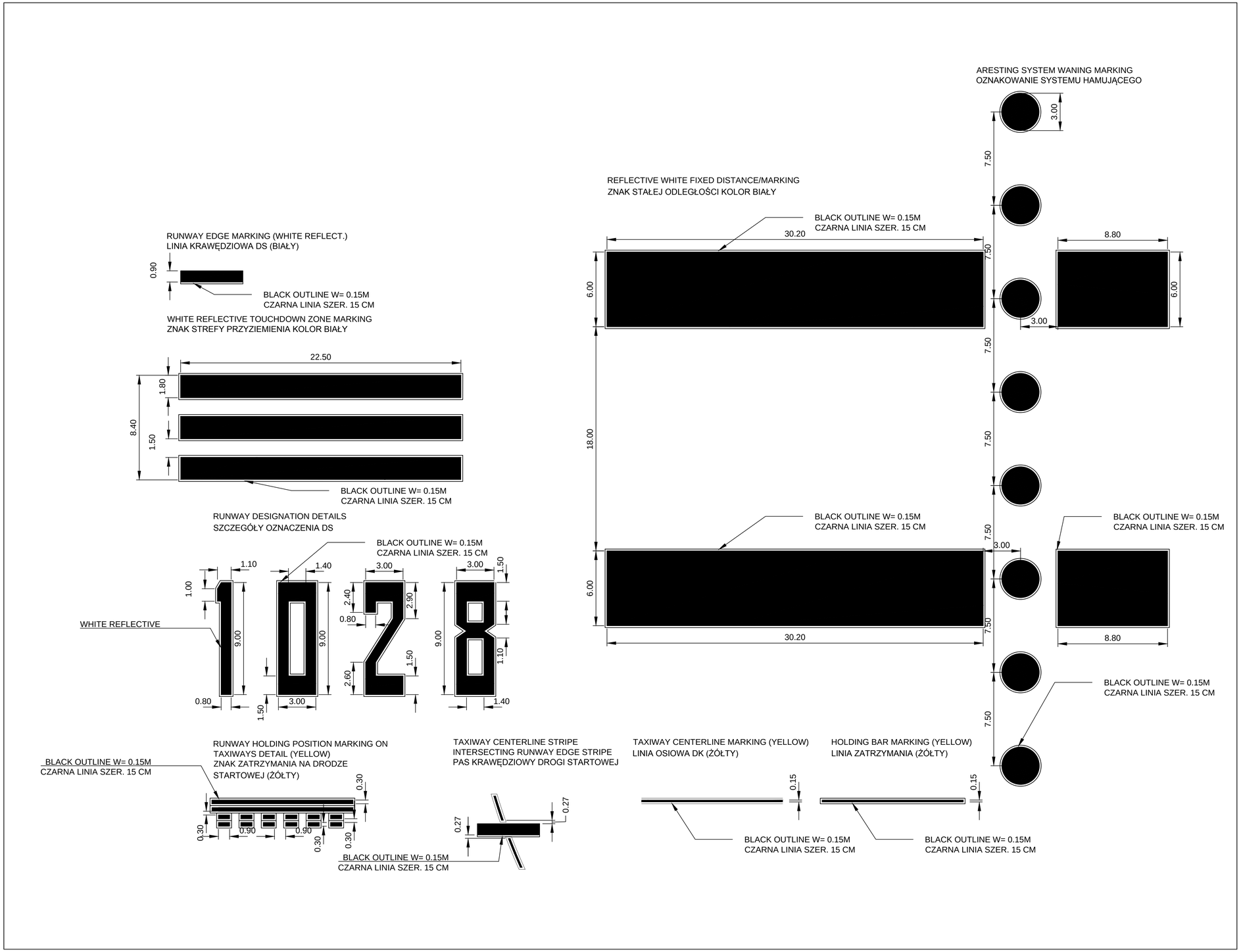
AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

MARKING PLAN - COORDINATES TABLE
TABELA DO WYTYCZENIA ZNAKÓW

SHEET ID
C-133

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CC-121.DWG
10/5/2016 JACEK.GACZKOWSKI NOT TO SCALE
100%




NOTES:

1. PAVEMENT MARKINGS TO BE PAINTED AFTER GROOVING IS COMPLETED
2. FOR COLORS USE RAL COLOR STANDARD:
   - WHITE (RAL 9016)
   - YELLOW(RAL 1003)
   - RED (RAL 3002)
   - BLACK (RAL 9011)
3. COLORS TO BE CONFIRMED WITH AFB OFFICIALS

UWAGI:

1. OZNAKOWANIE POZIOME WYKONAĆ PO ZAKOŃCZENIU ROWKOWANIA
2. KOLORY WG PALETY KOLORÓW RAL
   - BIAŁY (RAL 9016)
   - ŻÓŁTY (RAL 1003)
   - CZERWONY (RAL 3002)
   - CZARNY (RAL 9011)
3. KOLORY OZNAKOWANIA POWIERDZIĆ Z UŻYTKOWNIKIEM LOTNISKA

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ISSUE DATE: MARCH 2017
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AECOM INTERNATIONAL, INC.
SIEMENSSTRABE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

MARKING DETAILS
SZCZEGÓŁY OZNAKOWANIA

SHEET ID
C-134

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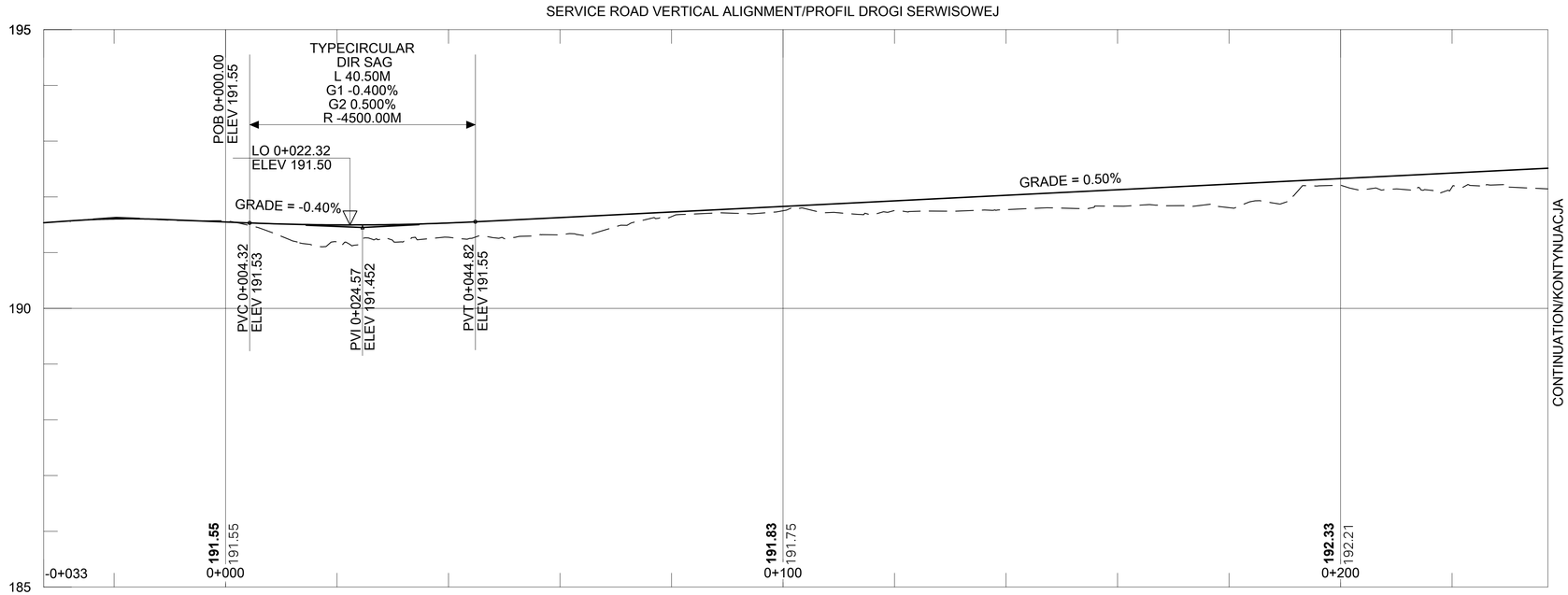


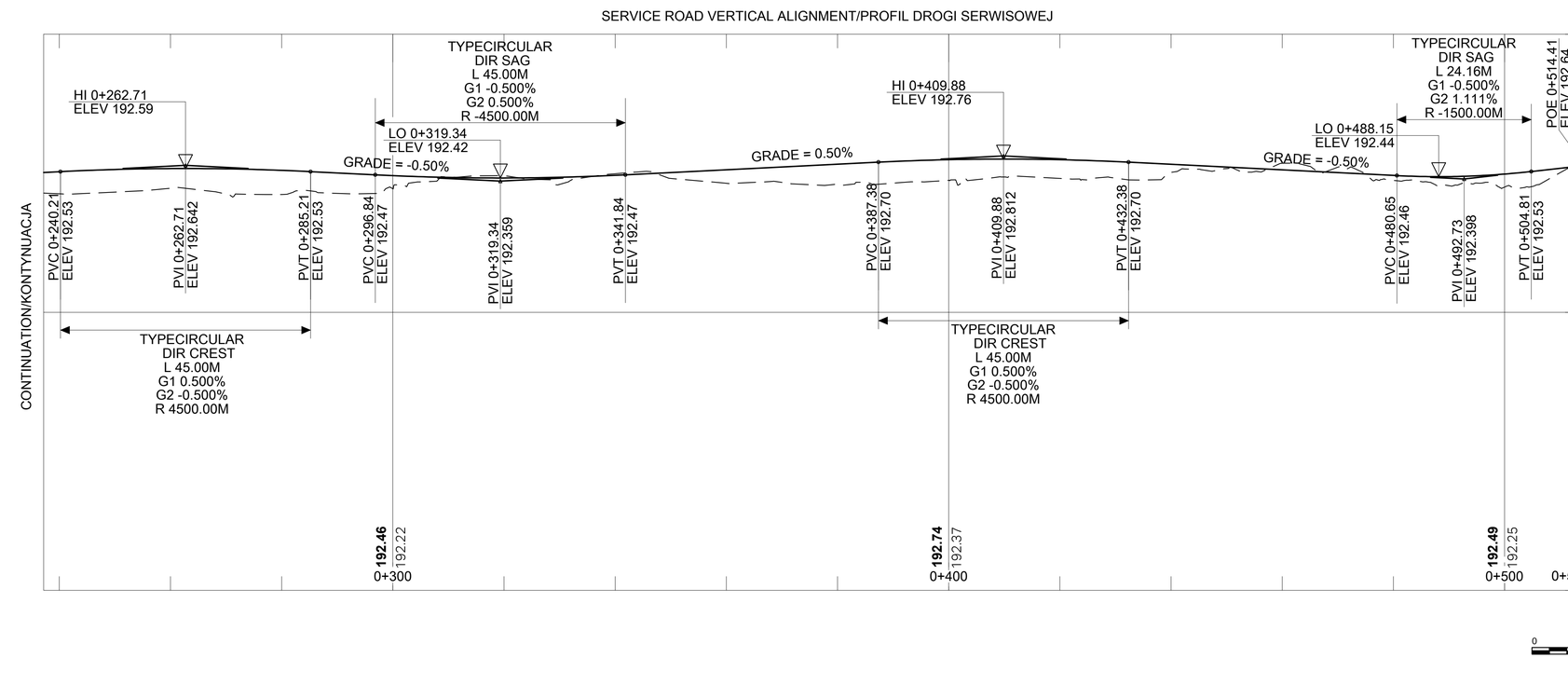


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U.S. ARMY CORPS OF ENGINEERS
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WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAÜE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

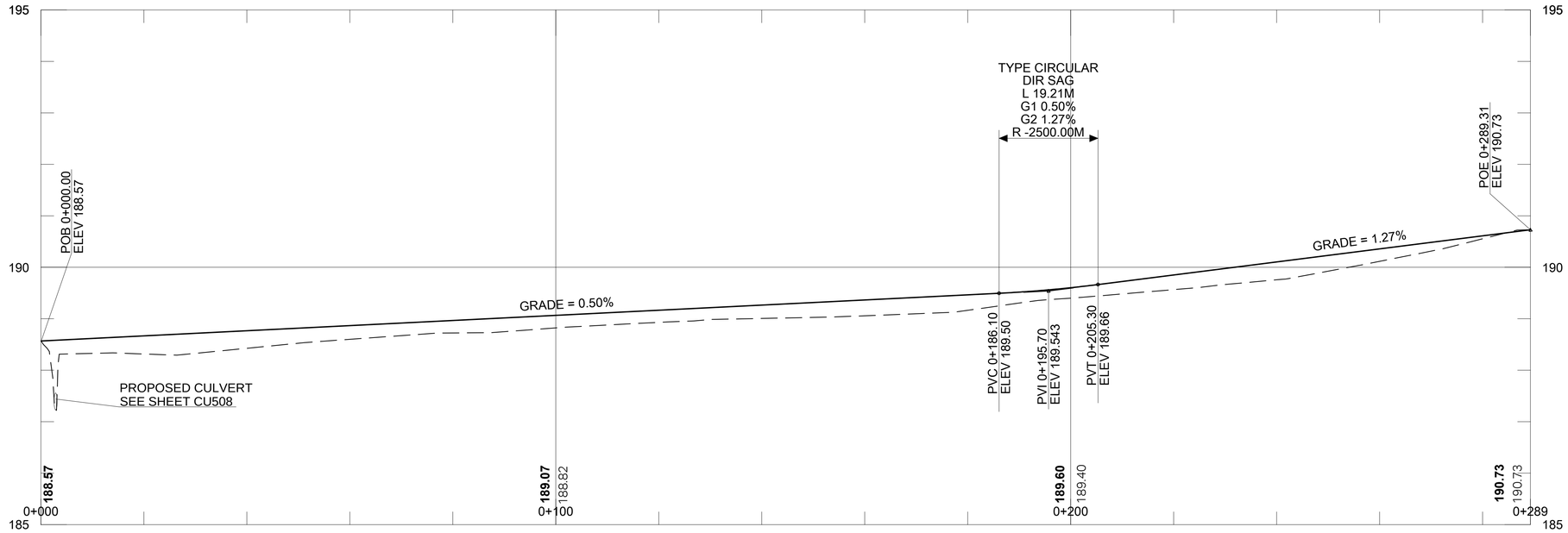
SERVICE AND ACCESS ROADS PROFILES
PROFILE DROGI SERWISOWEJ
I DRÓG DOJAZDOWYCH

SHEET ID
C-201

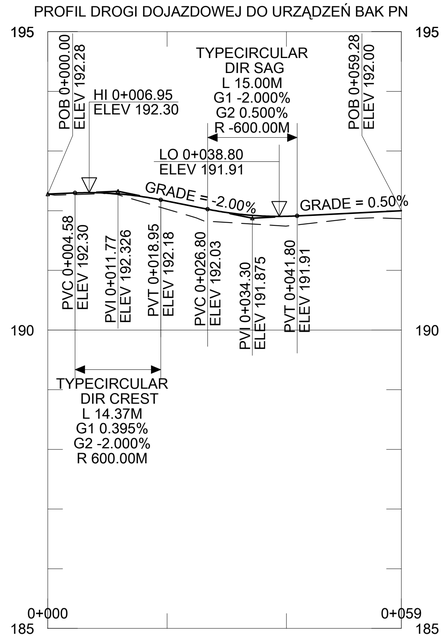
C:\PWWORKING\AECOM_EU\JGACZKOWSKI\ID0159402\15-D-0008-0003CC-201.DWG
3/2/2017 JACEK.GACZKOWSKI 1:50/500

100%

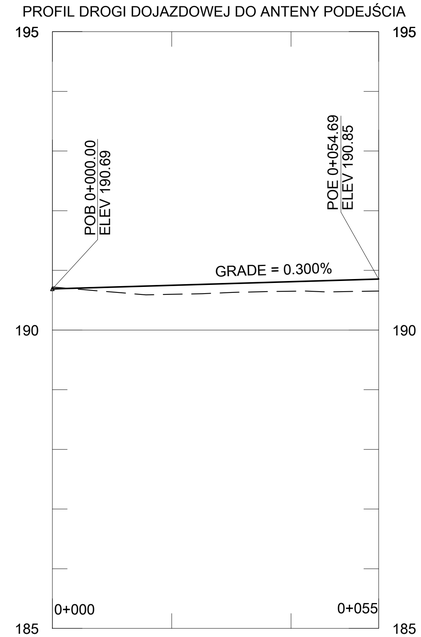
## SOUTH BAK ACCESS ROAD VERTICAL ALIGNMENT/PROFIL DROGI DOJAZDOWEJ DO URZĄDZEŃ BAK PD

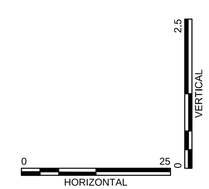



## NORTH BAK ACCESS ROAD VERTICAL ALIGNMENT
## PROFIL DROGI DOJAZDOWEJ DO URZĄDZEŃ BAK PN




## GS ANTENNA ACCESS ROAD VERTICAL ALIGNMENT
## PROFIL DROGI DOJAZDOWEJ DO ANTENY PODEJŚCIA

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DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

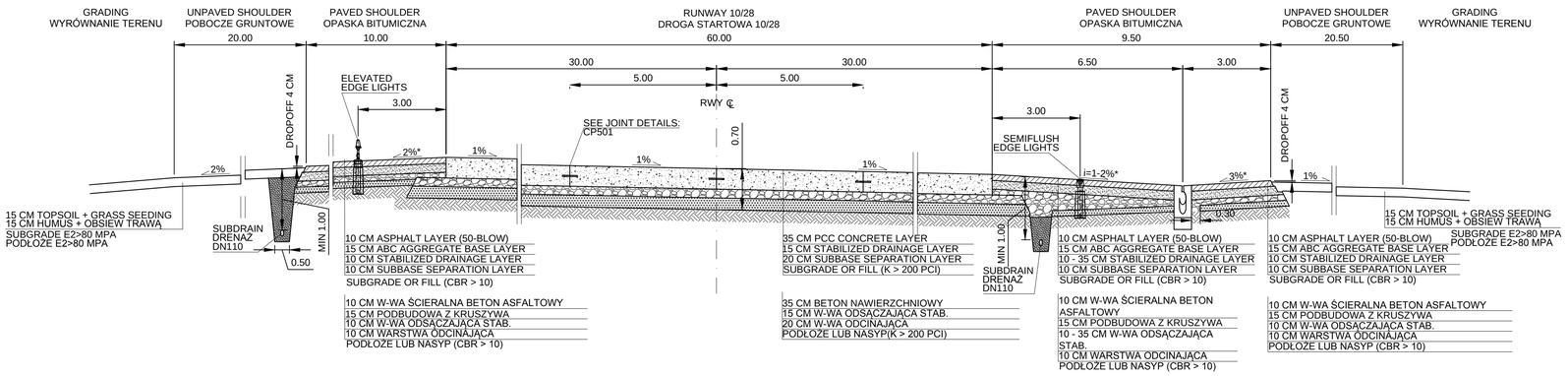
ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

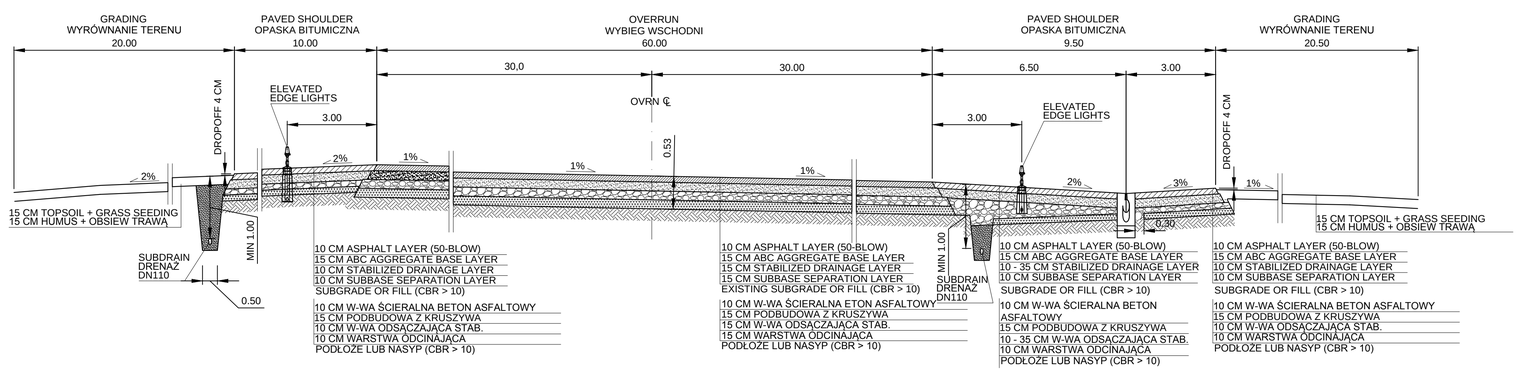
SERVICE AND ACCESS ROADS PROFILES
PROFILE DROGI SERWISOWEJ
I DRÓG DOJAZDOWYCH

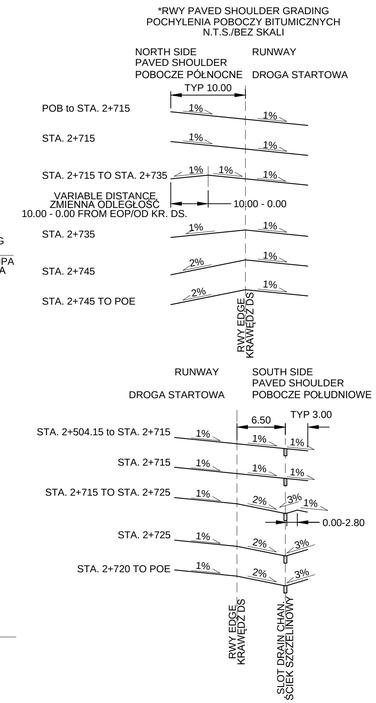
SHEET ID
C-202

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\ID0159402\15-D-0008-0003CC-201.DWG
3/2/2017 JACEK.GACZKOWSKI 1:50/500

100%



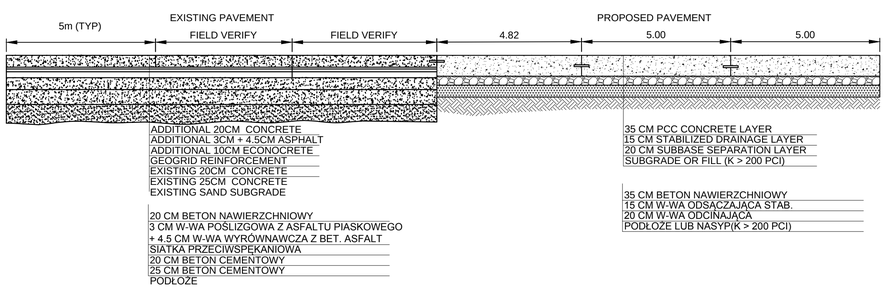



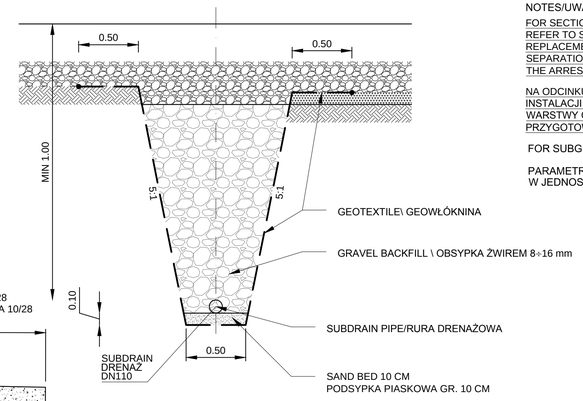




ABOVE SHOULDERS' GRADING IS PROPOSED TO MEET SINGLE 1% SLOPE REQUIREMENT WITHIN BAK-14M TAPE CONTACT AREA

POWYŻSZE KSZTAŁTOWANIE OPASKI BITUM. WYNIA Z WYMAGAŃ SYTEMU HAMUJĄCEGO BAK-14M

EXISTING AND PROPOSED PAVEMENT CONNECTION
POŁĄCZENIE NAWIERZCHNI ISTNIEJĄCEJ Z PROJEKTOWANĄ




DRAIN - DETAIL
SZCZEGÓŁ UŁOŻENIA DRENAŻU

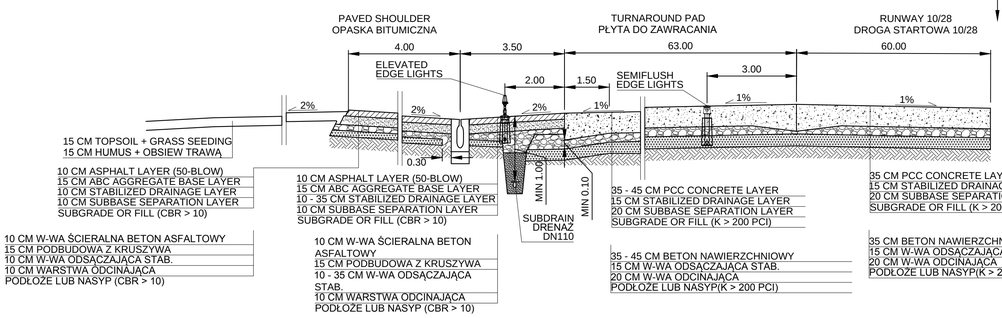
NOTES/UWAGI:

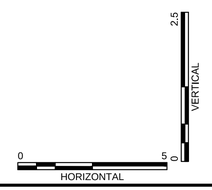
FOR SECTION STA. 2+595 TO 2+605
REFER TO SHEET C-510 FOR SUBGRADE
REPLACEMENT PRIOR TO PLACEMENT OF SUBBASE
SEPARATION LAYER WITHIN THE AREA OF
THE ARRESTING GEAR

NA ODCINKU KM 2+595 DO KM 2+605 W REJONIE
INSTALACJI SYSTEMUHAMUJACEGO PRZED WYKONANIEM
WARSTWY ODCINAJĄCEJPODŁOŻE NALEŻY
PRZYGOTOWAĆ WG RYSUNKU C-510

FOR SUBGRADE K PAREMETER IS GIVEN IN PCI UNITS

PARAMETR K DLA PODŁOŻA PODANO
W JEDNOSTCE PCI [ LB/IN^3]

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| MARK | DESCRIPTION | DATE |
|---|---|---|
| | | |

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

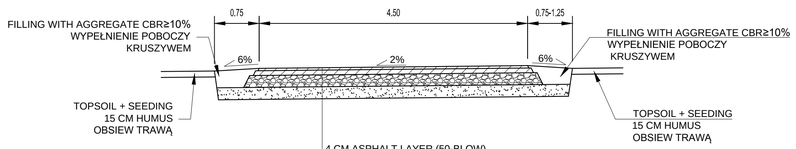
PROPOSOED TYPICAL SECTIONS
RUNWAY AND OVERRUN
PRZEKROJE KONSTR. - DROGA STARTOWA I WYBIEG

SHEET ID
C-301

C:\PWWORKING\AECOM_EU\AWIECZOREK\D0159402\15-D-0008-0003CC-301.DWG
3/2/2017 ADAM.WIECZOREK 1:50/100

100%

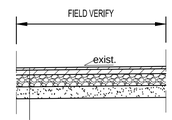
PUBLIC DRIVEWAY FROM COMMUNE ROAD 103103E WYMYSŁÓW-pIASKOWICE
TYPICAL SECTION
ZJAZD PUBLICZNY Z DROGI GMINNEJ 103103E WYMYSŁÓW-PIASKOWICE
PRZEKRÓJ KONSTRUKCYJNY




4 CM ASPHALT LAYER (50-BLOW)
6 CM ASPHALT LAYER
20 CM ABC AGGREGATE BASE LAYER
20 CM SUBBASE GROUND STABILIZED WITH CEMENT
EXISTING SUBGRADE OR FILL (E2>80MPA)

4 CM W-WA ŚCIERALNA Z BET. ASFALTOWEGO
6 CM W-WA WIĄZACA Z BET. ASFALTOWEGO
20 CM PODBUDOWA Z KRUSZYWA ŁAMANEGO STAB. MECH.
20 CM ULEPSZONE PODŁOŻE STAB. CEMENTEM Rm=2,5MPa
ISTNIEJĄCE PODŁOŻE LUB NASYP (E2>80MPA)

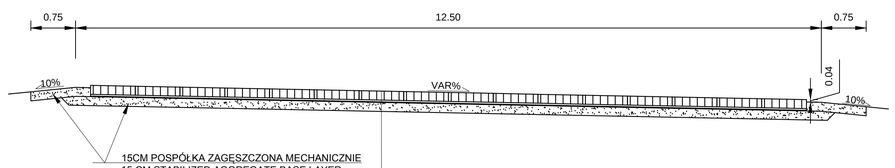
BITUMINOUS PAVEMENT RECONSTRUCTION
TO BE DONE AFTER UNDERGROUND UTILITIES DEMOLITIONS
OR PROPOSED UTILITIES INSTALLATION
ODTWORZENIE NAWIERZCHNI BITUMICZNEJ




4 CM ASPHALT LAYER (50-BLOW)
6 CM ASPHALT LAYER
20 CM ABC AGGREGATE BASE LAYER
20 CM SUBBASE GROUND STABILIZED WITH CEMENT
BACKFILL/SUBGRADE COMPACTED TO Is>0.97, E2>80MPA)

4 CM W-WA ŚCIERALNA Z BET. ASFALTOWEGO
6 CM W-WA WIĄZACA Z BET. ASFALTOWEGO
20 CM PODBUDOWA Z KRUSZYWA ŁAMANEGO STAB. MECH.
20 CM ULEPSZONE PODŁOŻE STAB. CEMENTEM Rm=2,5MPa
ZASYPKA/PODŁOŻE ZAGĘSZCZONE DO Is>0.97, E2>80MPA)

MANEUVERING AREA
PLAC DO ZAWRACANIA

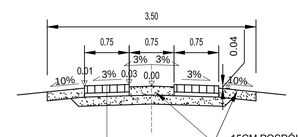



15CM POSPÓŁKA ZAGĘSZCZONA MECHANICZNIE
15 CM STABILIZED AGGREGATE BASE LAYER

CONCRETE SLAB (YOMB) 100x75x12,5CM
3 CM SAND BED
15 CM STABILIZED AGGREGATE BASE LAYER
EXISTING SUBGRADE OR FILL (E2>80MPA)

PŁYTY YOMB 100x75x12,5CM
3 CM PODSYPKA PIASKOWA
15 CM PODBUDOWA Z POSPÓŁKI ZAGĘSZCZONEJ MECH.
ISTNIEJĄCE PODŁOŻE LUB NASYP (E2>80MPA)

SERVICE ROAD, GS ANTENNA AND BAK ACCESS ROADS
DROGA SERWISOWA I DROGI DOJAZDOWE DO ANTENY GS
ORAZ URZĄDZEŃ BAK




15CM POSPÓŁKA ZAGĘSZCZONE MECHANICZNIE
15 CM STABILIZED AGGREGATE BASE LAYER

CONCRETE SLAB (YOMB) 100x75x12,5CM
3 CM SAND BED
15 CM STABILIZED AGGREGATE BASE LAYER
EXISTING SUBGRADE OR FILL (E2>80MPA)

PŁYTY YOMB 100x75x12,5CM
3 CM PODSYPKA PIASKOWA
15 CM PODBUDOWA Z POSPÓŁKI ZAGĘSZCZONEJ MECH.
ISTNIEJĄCE PODŁOŻE LUB NASYP (E2>80MPA)

US Army Corps of Engineers®

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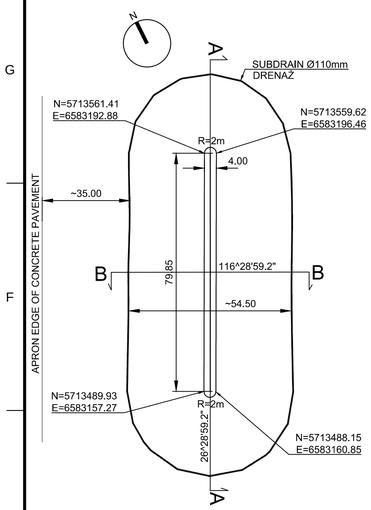
ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

PROPOSOED TYPICAL SECTIONS
SERVICE ROADS
PRZEKROJE KONSTR. - DROGI SERW. I DOJAZD.

SHEET ID
C-303

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CC-301.DWG
3/2/2017 JACEK.GACZKOWSKI 1:50

100%

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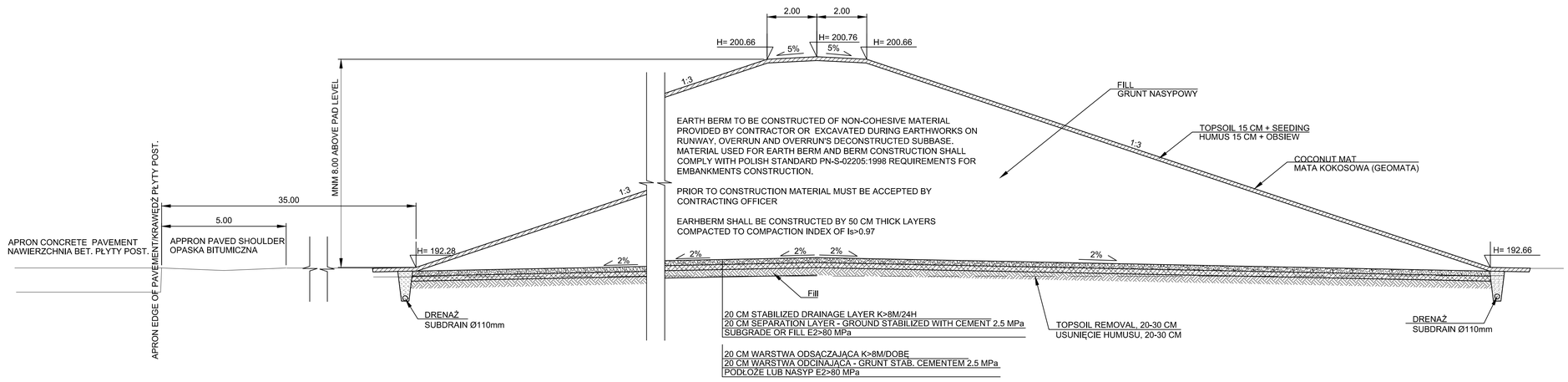


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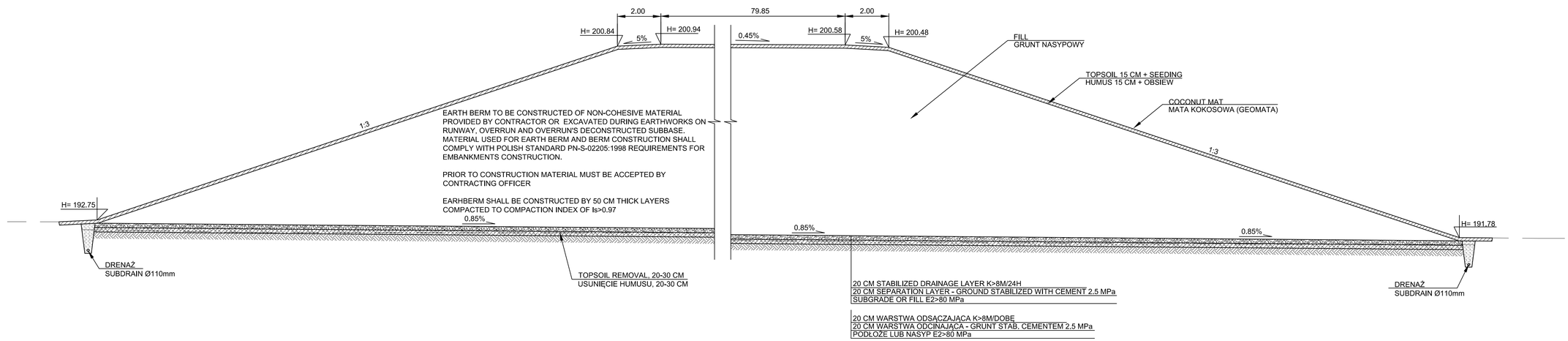
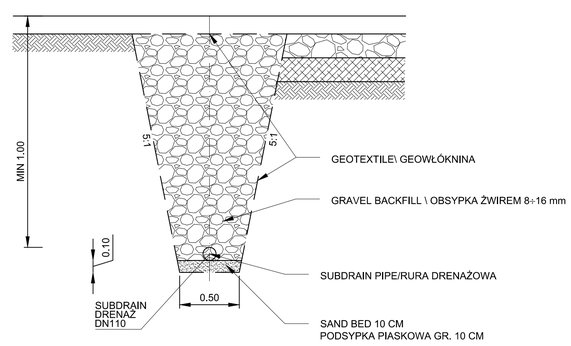



DRAIN - DETAIL
SZCZEGÓŁ UŁOŻENIA DRENAŻU

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|

ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
LASK AB, POLAND

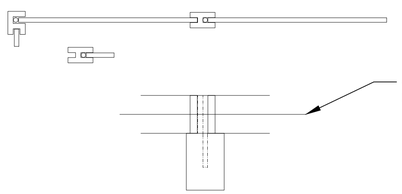
# PROPOSOED TYPICAL SECTIONS
# EARTHBERM
# PRZEKROJE KONSTR. - OBWAŁOWANIE ZIEMNE

SHEET ID
C-304

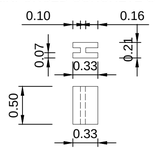
C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CC-301.DWG
3/2/2017 JACEK.GACZKOWSKI 1:100&1:1000

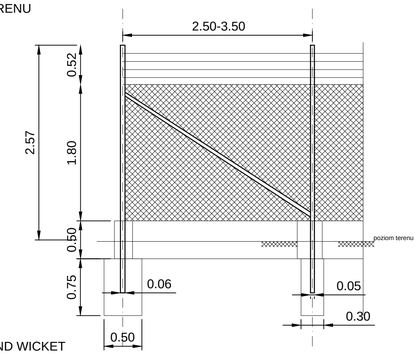
100%

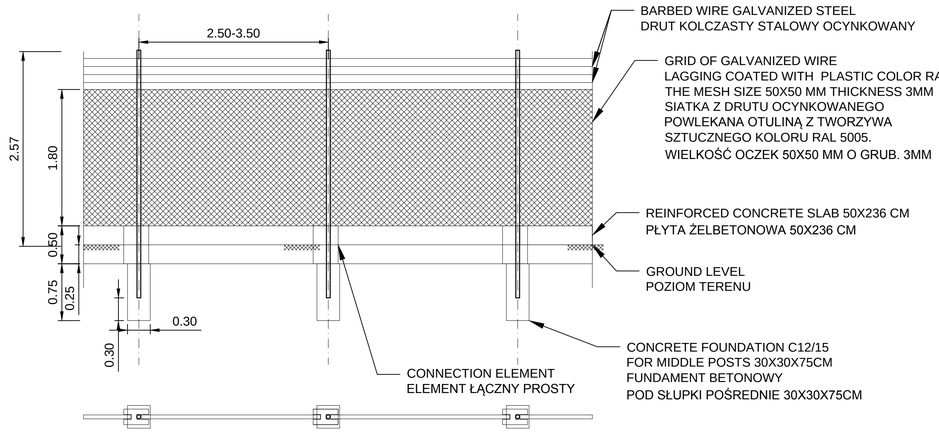
FOUNDATION OF PREFABRICATED ELEMENTS
PODMURÓWKA Z ELEMENTÓW PREFABRYKOWANYCH
REINFORCED CONCRETE C16/20

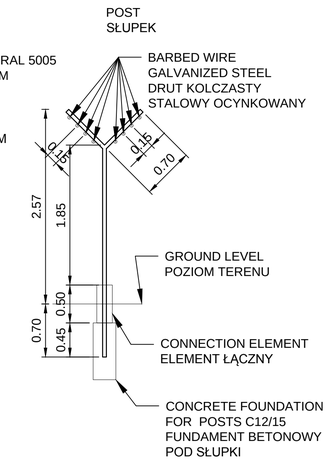



CONNECTING ELEMENT ON THE STRAIGHT SECTIONS
ELEMENT ŁĄCZNIKOWY NA PROSTYCH ODCINKACH
REINFORCED CONCRETE C16/20

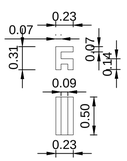


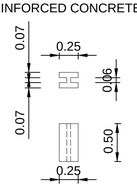



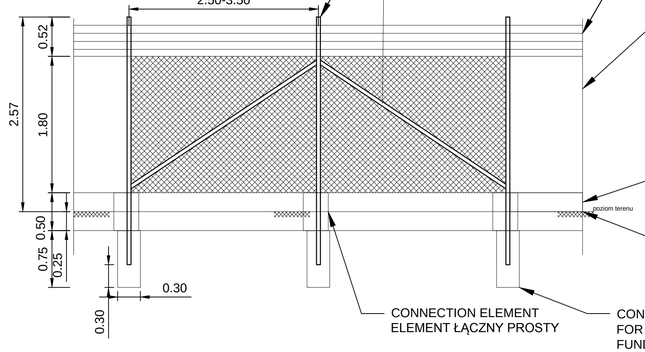

CORNER CONNECTING ELEMENT
ELEMENT ŁĄCZNIKOWY NAROŻNY
REINFORCED CONCRETE C16/20

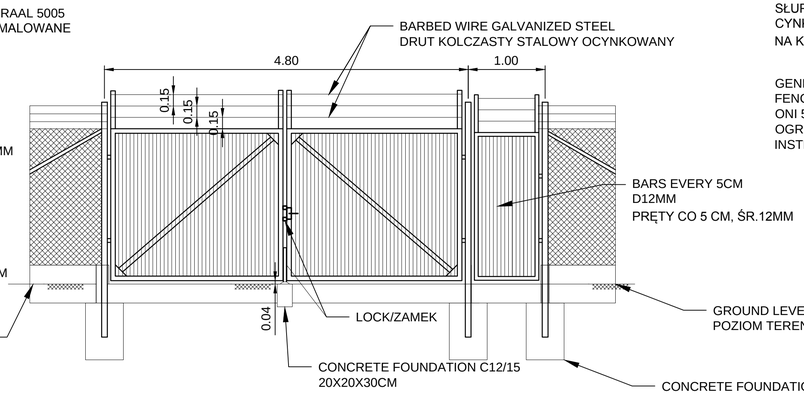



CONNECTING ELEMENT BY GATE AND WICKET
ELEMENT ŁĄCZNIKOWY PRZY BRAMIE I FURTCE
REINFORCED CONCRETE C16/20



STEEL GALVANIZED (INSIDE AND OUTSIDE) POSTS, D-51/3.2MM OR 60X40X3MM, L=
PAINTED WITH POLIESTER PAINT, THICKNESS OF COATING AT LEAST 80UM, COLOR RAAL 5005
SŁUPKI STALOWE Z RUR D-5/3.2MM LUB 60X40X3MM, CYNKOWANE WEWN. I ZEWN., MALOWANE
NA KOLOR RAL 5005, GRUBOŚĆ POWŁOKI MIN 80UM




ALL GATE LEMENTS (POSTS, BARS) MADE OF GALVANIZED STEEL
PAINTED WITH POLIESTER PAINT, THICKNESS OF COATING AT LEAST 80UM,
COLOR RAAL 5005
ELEMENTY BRAMY ZE STALI CYNKOWANEJ, MALOWANE FARBĄ POLIESTROWĄ
NA KOLOR RAL 5005, GRUBOŚĆ POWŁOKI MIN 80UM

STEEL GALVANIZED (INSIDE AND OUTSIDE) POSTS, D-51/3.2MM
OR 60X40X3MM PAINTED WITH POLIESTER PAINT, THICKNESS
OF COATING AT LEAST 80UM, COLOR RAAL 5005
SŁUPKI STALOWE Z RUR D-5/3.2MM LUB 60X40X3MM,
CYNKOWANE WEWN. I ZEWN., MALOWANE FARBĄ POLIESTROWĄ
NA KOLOR RAL 5005, GRUBOŚĆ POWŁOKI MIN 80UM

GENERAL NOTE:
FENCING AND GATE SHOULD COMPLY WITH DEFENSE SPECIFICATION
ONI 5/2011
OGRODZENIE ORAZ BRAMA POWINNY ODPOWIDAC WYMAGANIOM
INSTRUKCJI OBRONNEJ ONI 5/2011

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|

DESIGNED BY: A. WIERZBICKI
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

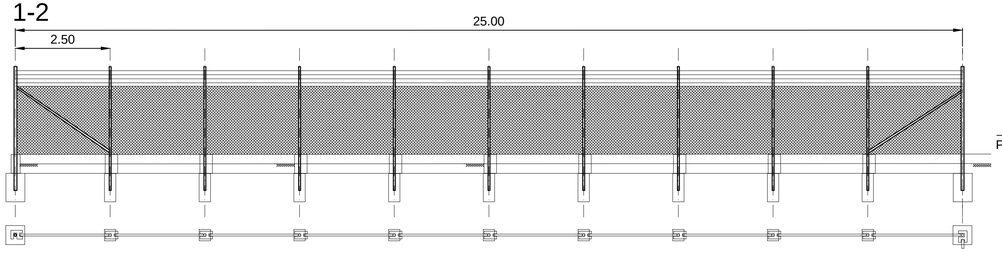
FENCING DETAILS
SZCZEGÓŁY OGRODZENIA

SHEET ID
C-305

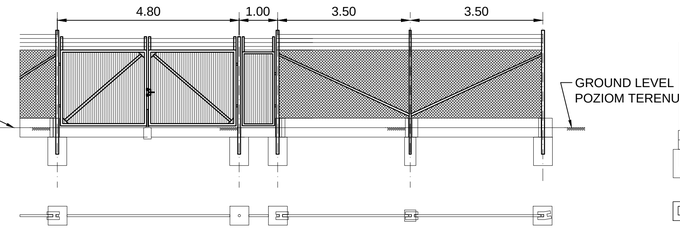
C:\PWWORKING\AECOM_EU\JGACZKOWSKI\ID0159402\15-D-0008-0003CC-305.DWG
3/2/2017 JACEK.GACZKOWSKI NOT TO SCALE

100%

## 1-2




## 1-4

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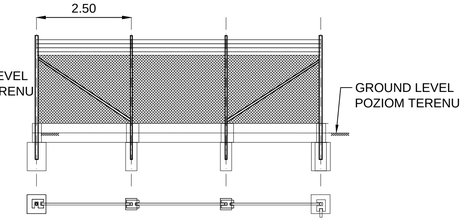


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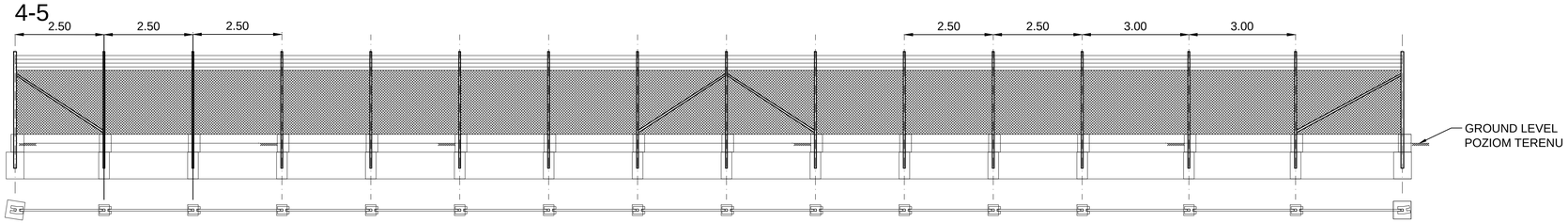
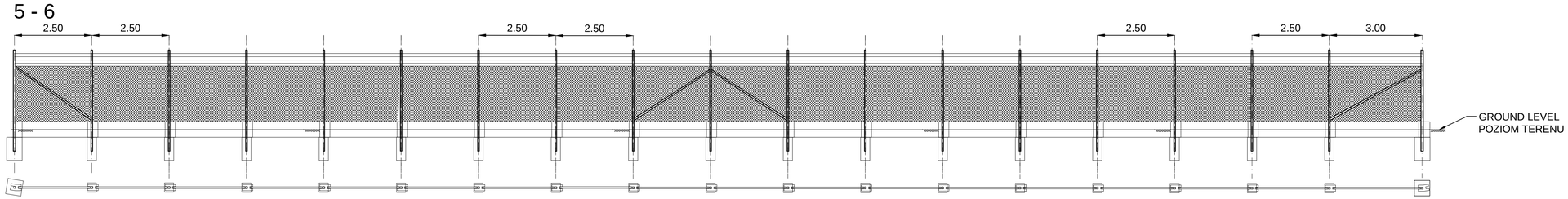



## 5 - 6




| POINT NUMBER | COORDINATE E | COORDINATE N |
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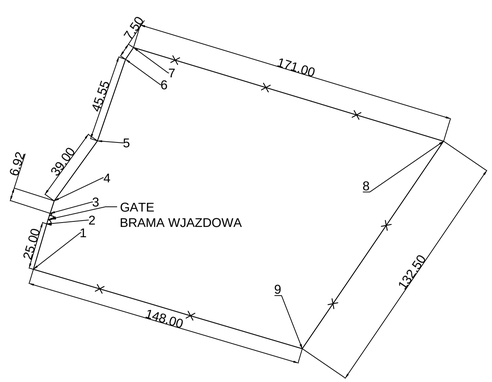
| 2 | 6584080,15 | 5712955,57 |
| 3 | 6584081,95 | 5712961,09 |
| 4 | 6584084,06 | 5712967,68 |
| 5 | 6584106,88 | 5712999,31 |
| 6 | 6584121,74 | 5713042,37 |
| 7 | 6584125,93 | 5713048,59 |
| 8 | 6584289,63 | 5712999,15 |
| 9 | 6584215,00 | 5712889,67 |

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| MARK | DESCRIPTION | DATE |
|---|---|---|
| | | |

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

FENCING SECTIONS
SEKCJE OGRODZENIA

SHEET ID
C-306

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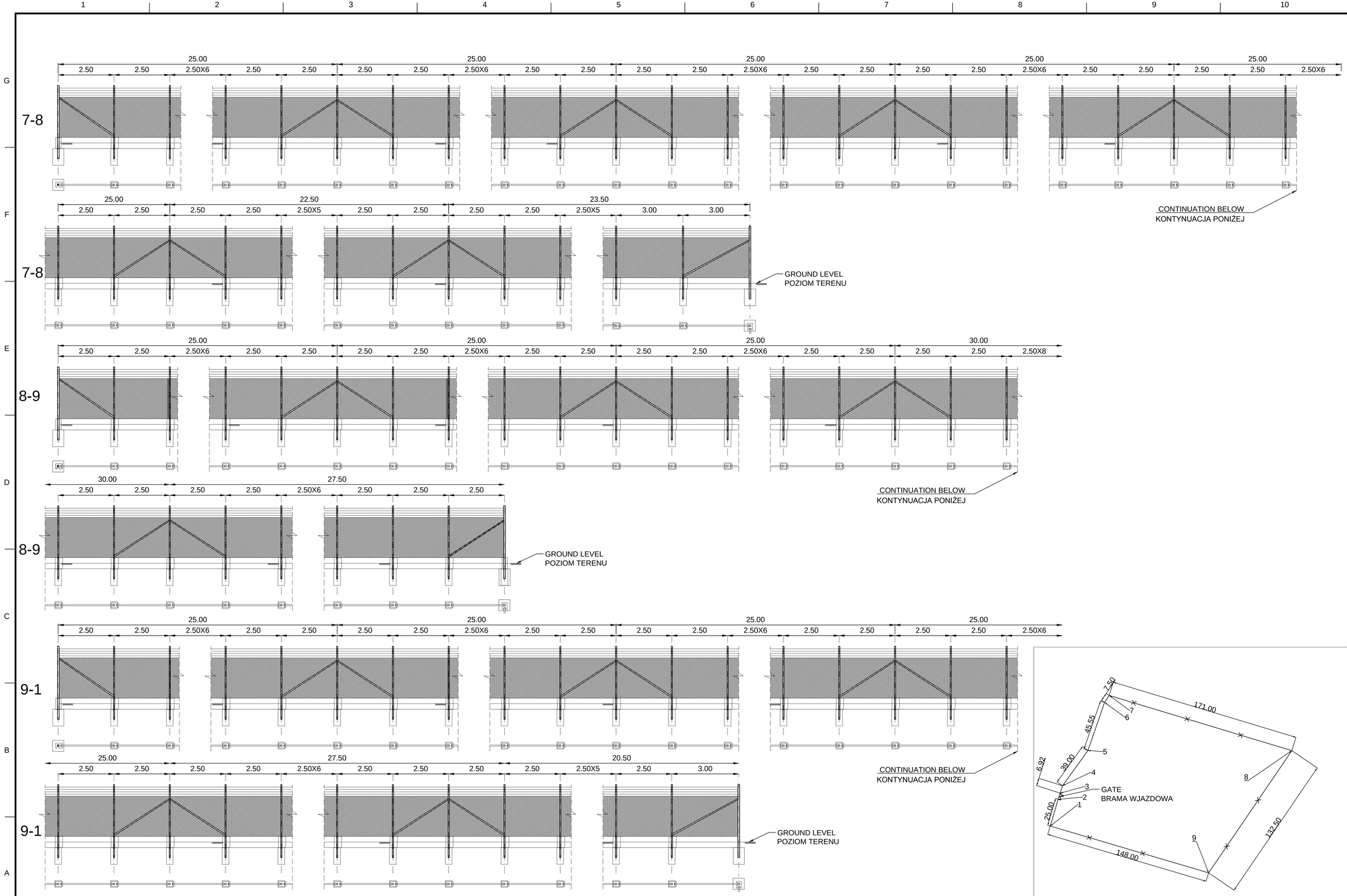
3/2/2017 JACEK.GACZKOWSKI NOT TO SCALE

100%

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| MARK | DESCRIPTION | DATE |
|---|---|---|

DESIGNED BY: A. KWIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

FENCING SECTIONS
SEKCJE OGRODZENIA

SHEET ID
C-307

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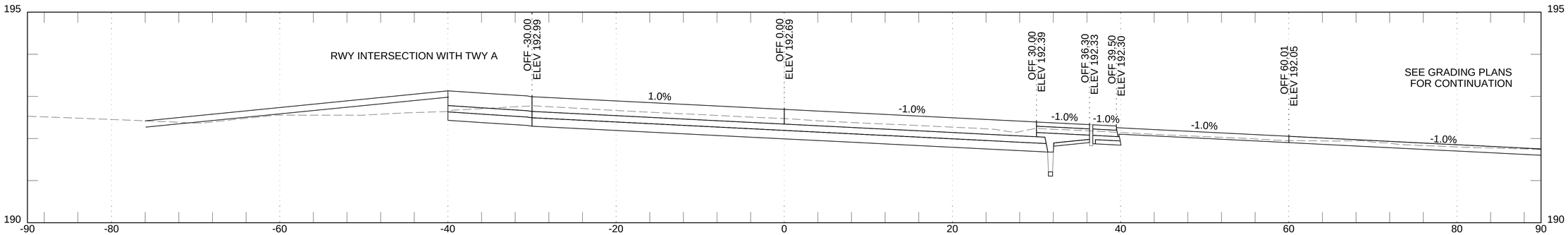
3/2/2017 JACEK.GACZKOWSKI NOT TO SCALE

100%

## STA. 2+499.16 TO STA. 2+520.00

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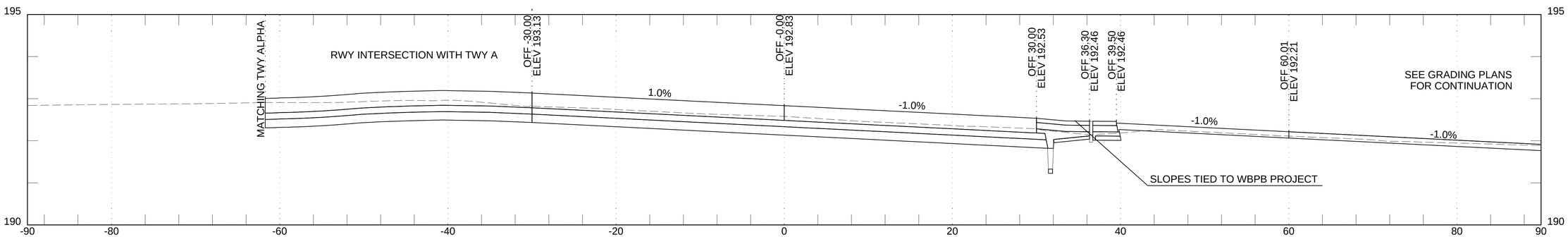


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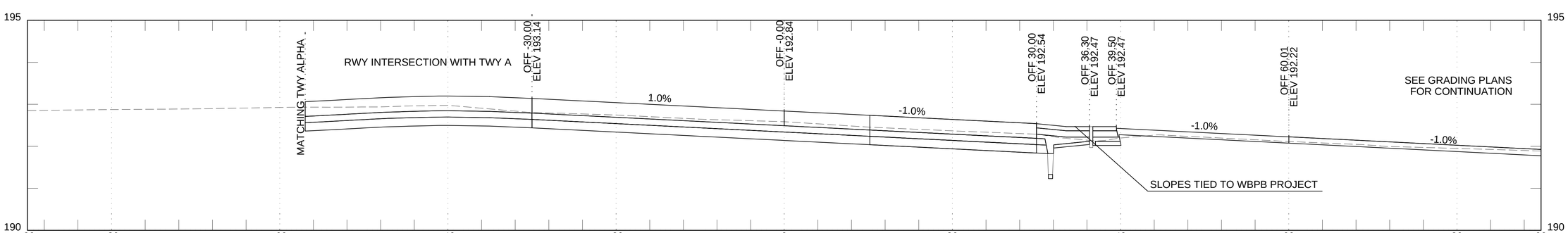


## STA. 2+499.16

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|

ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAYZ15002A

DESIGNED BY: A. WIECZOREK
DRAWN BY: A. WIECZOREK
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

PROPOSOED CROSS SECTIONS - RWY AND OVRN
PRZEKROJE POPRZ. DROGI STARTOWEJ I WYBIEGU
2+499.16 - 2+520.00

SHEET ID
C-310

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CC-310.DWG
7/7/2016 JACEK.GACZKOWSKI 1:50/250

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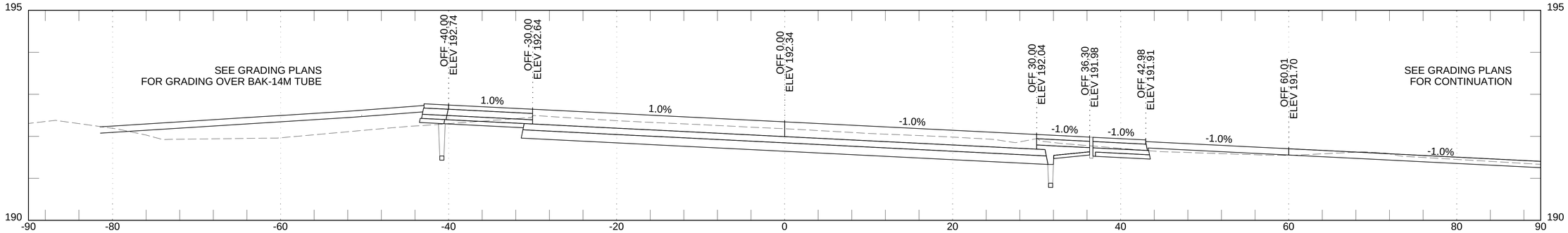
## STA. 2+540.00 TO STA. 2+580.00

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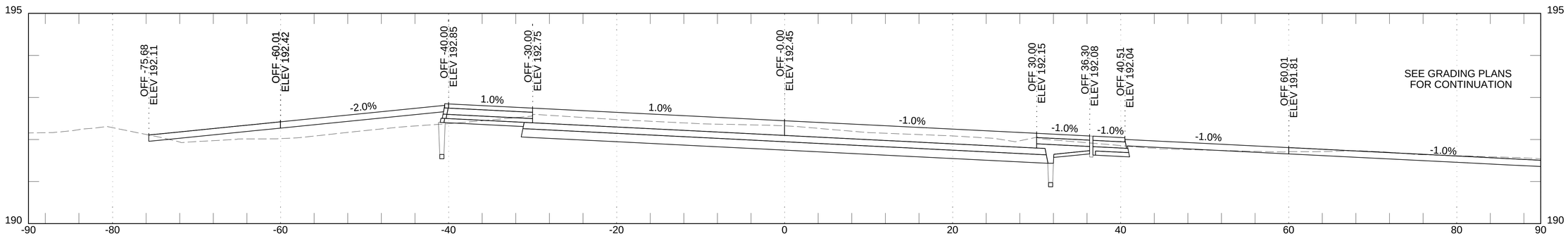


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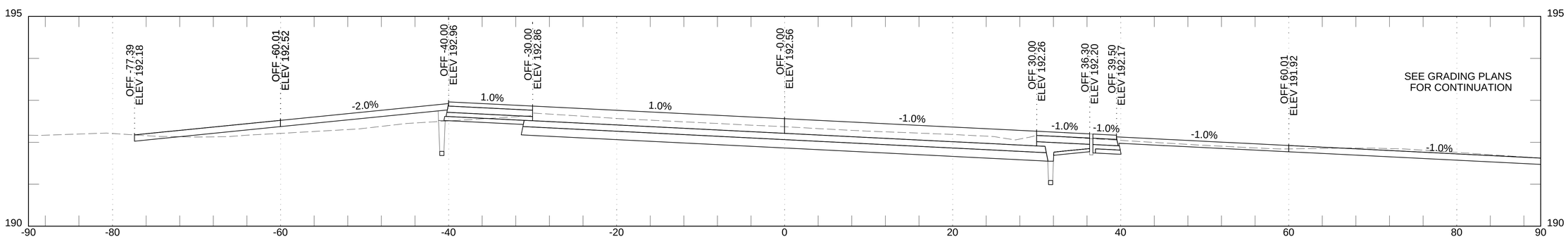


## STA. 2+540.00

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| MARK | DESCRIPTION | DATE |
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ISSUE DATE: MARCH 2017
SOLICITATION NO.:
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U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAAE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
LASK AB, POLAND

PROPOSOED CROSS SECTIONS - RWY AND OVRN
PRZEKROJE POPRZ. DROGI STARTOWEJ I WYBIEGU
2+540.00 - 2+580.00

SHEET ID
C-311

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\D0159402\15-D-0008-0003CC-310.DWG
7/7/2016 JACEK.GACZKOWSKI 1:50/250

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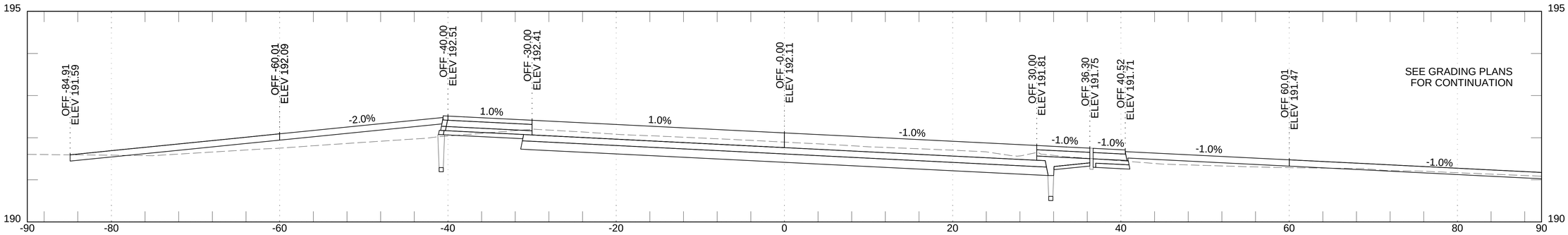
## STA. 2+600.00 TO STA. 2+640.00

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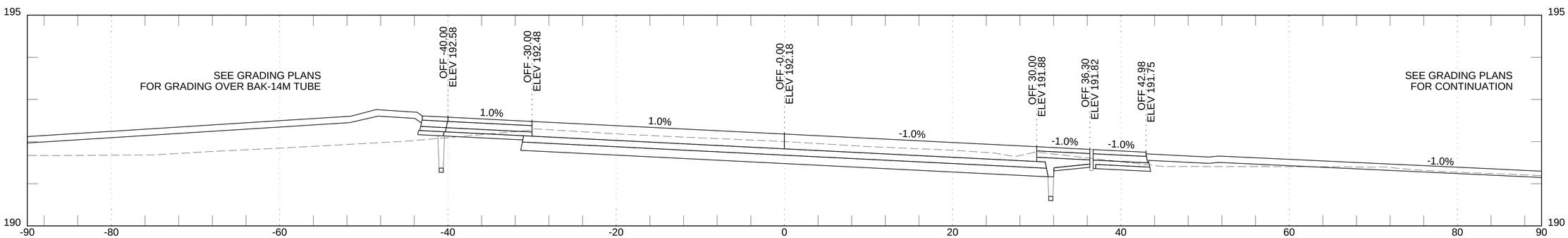


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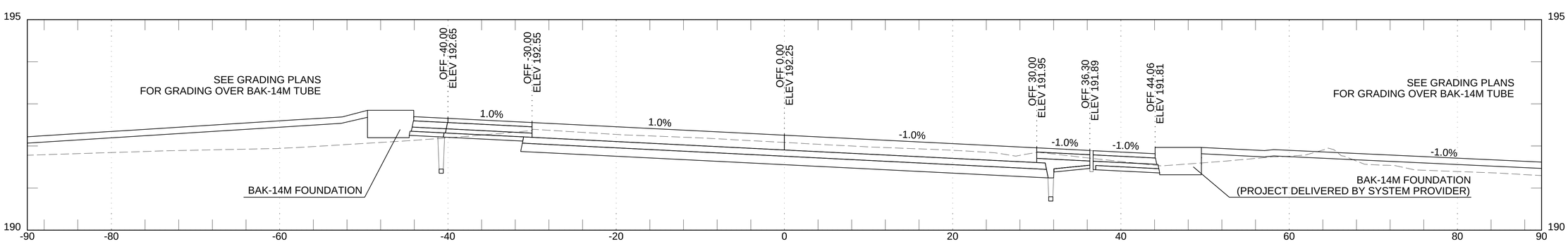


## STA. 2+600.00

US Army Corps of Engineers®

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U.S. ARMY CORPS OF ENGINEERS
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SIEMENSSTRABE 10
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ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

PROPOSOED CROSS SECTIONS - RWY AND OVRN
PRZEKROJE POPRZ. DROGI STARTOWEJ I WYBIEGU
2+600.00 - 2+640.00

SHEET ID

C-312

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7/7/2016 JACEK.GACZKOWSKI 1:50/250

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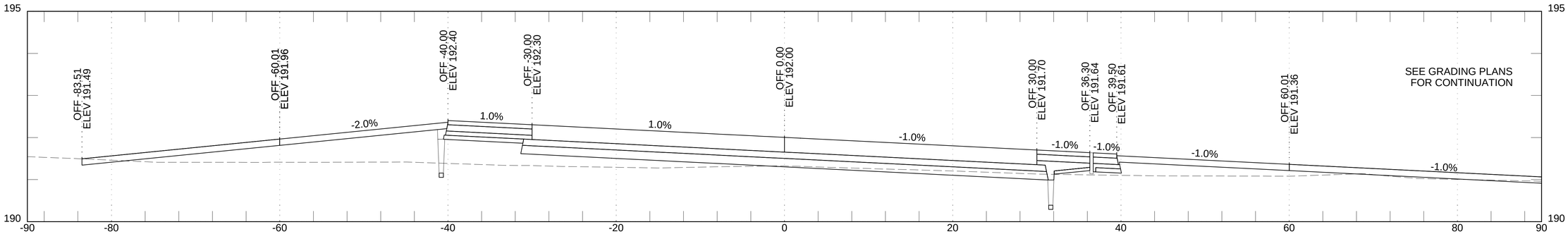
## STA. 2+660.00 TO STA. 2+700.00

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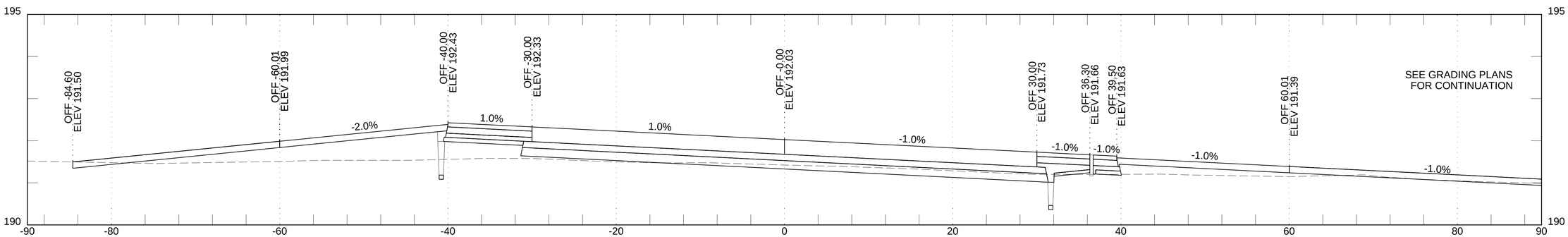


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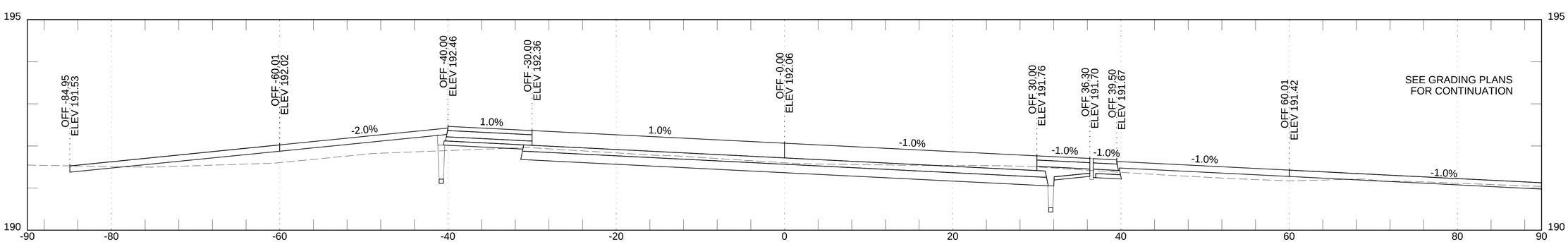


## STA. 2+660.00

US Army Corps of Engineers®

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PROJECT NO.: PAY215002A

DESIGNED BY: A. WIECZOREK
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U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

PROPOSOED CROSS SECTIONS - RWY AND OVRN
PRZEKROJE POPRZ. DROGI STARTOWEJ I WYBIEGU
2+660.00 - 2+700.00

SHEET ID
C-313

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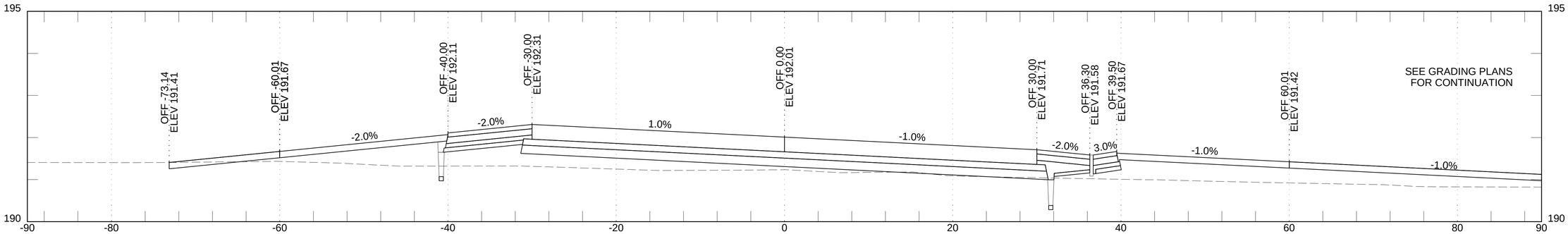
7/7/2016 JACEK.GACZKOWSKI 1:50/250

100%

## STA. 2+720.00 TO STA. 2+760.00

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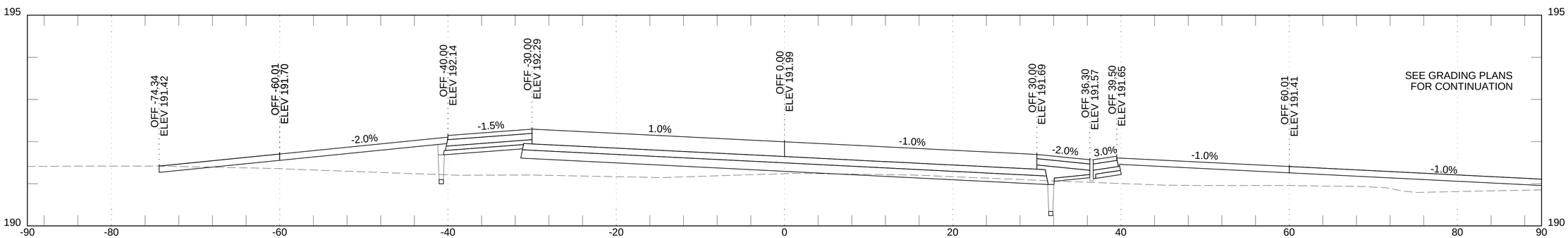


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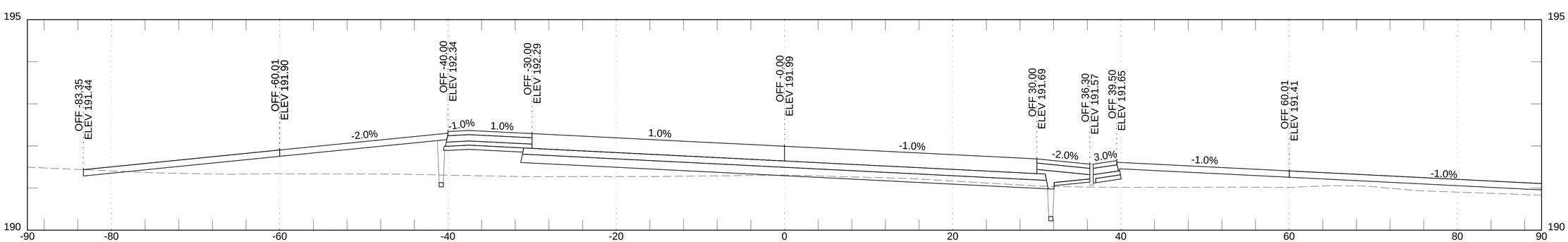


## STA. 2+720.00

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DESIGNED BY: A. WIECZOREK
DRAWN BY: A. WIECZOREK
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

PROPOSOED CROSS SECTIONS - RWY AND OVRN
PRZEKROJE POPRZ. DROGI STARTOWEJ I WYBIEGU
2+720.00 - 2+760.00

SHEET ID

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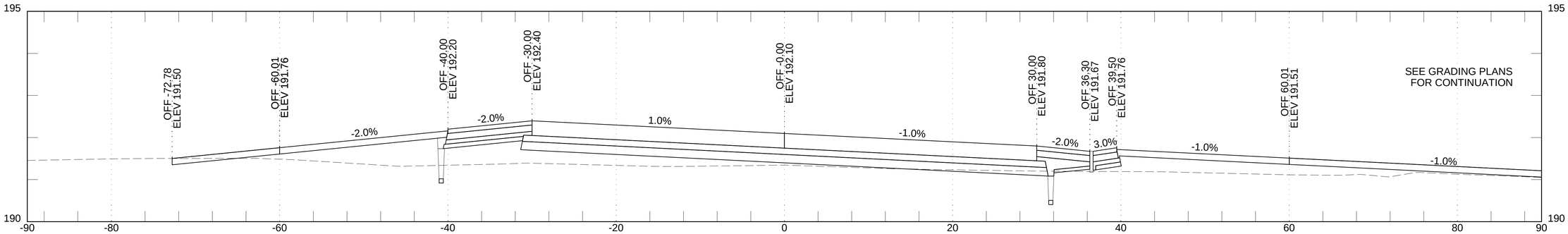


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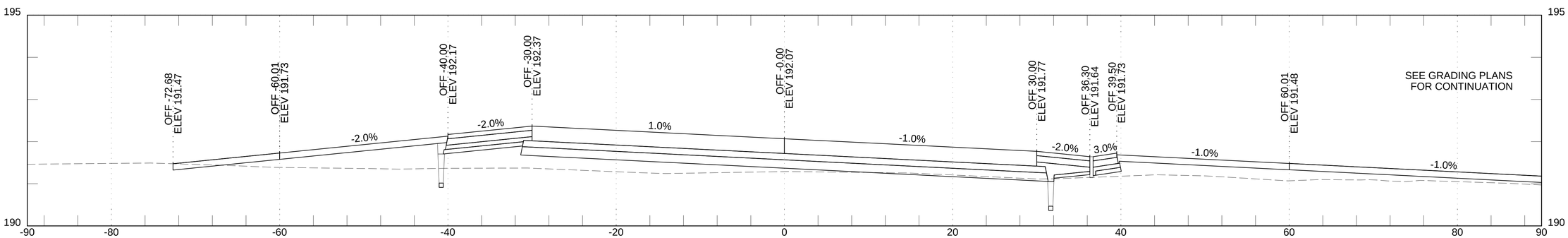


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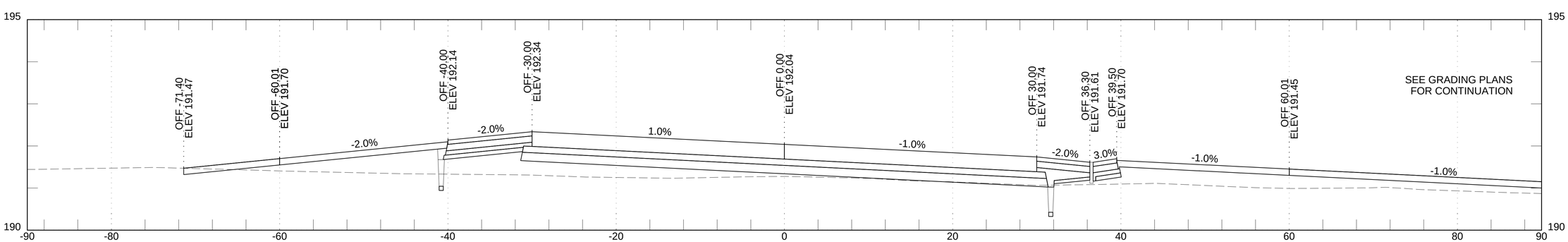


## STA. 2+780.00

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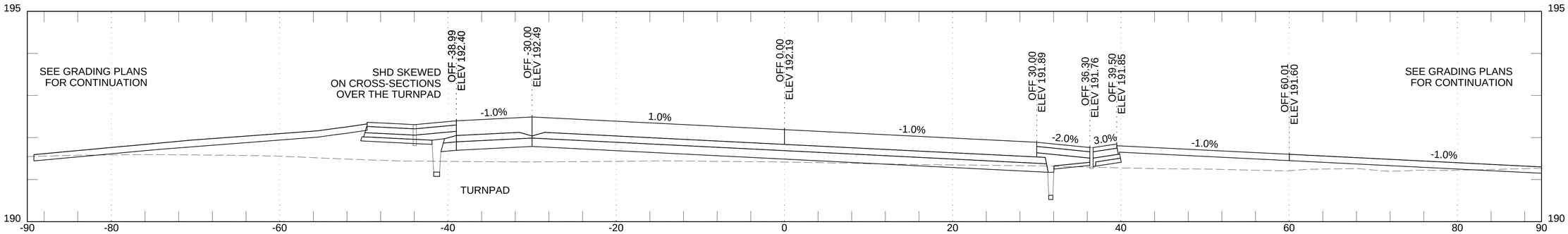


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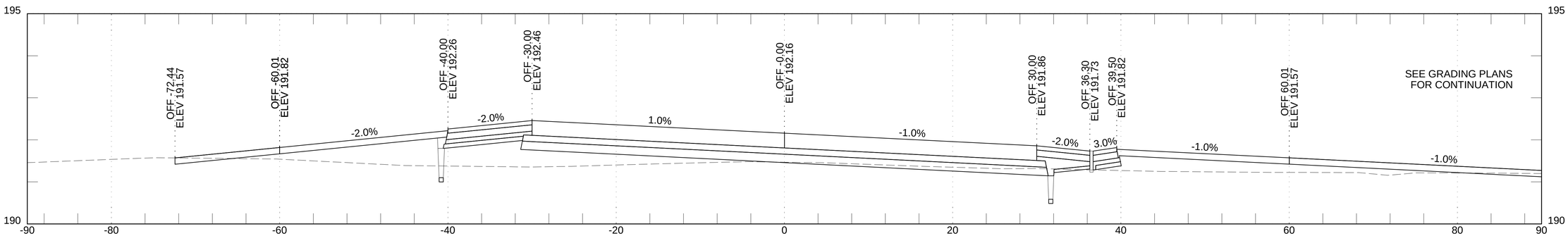


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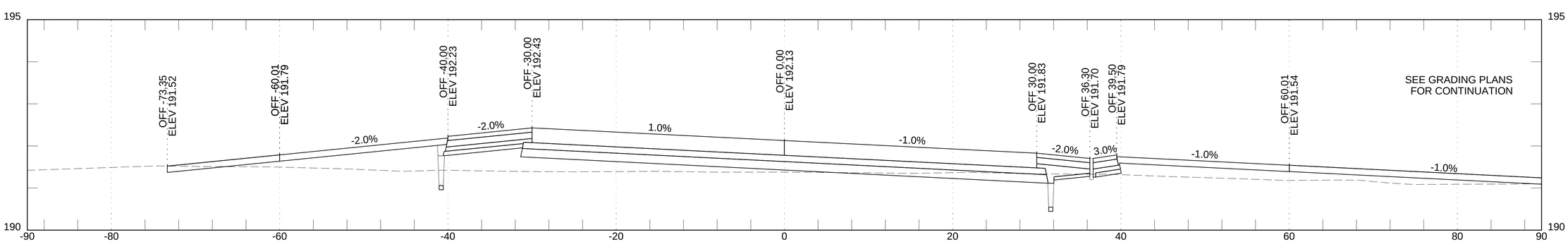


## STA. 2+840.00

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2+840.00 - 2+880.00

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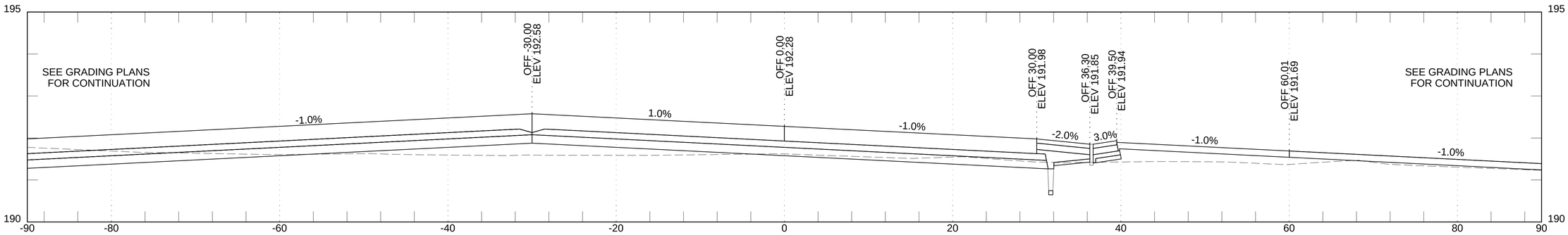


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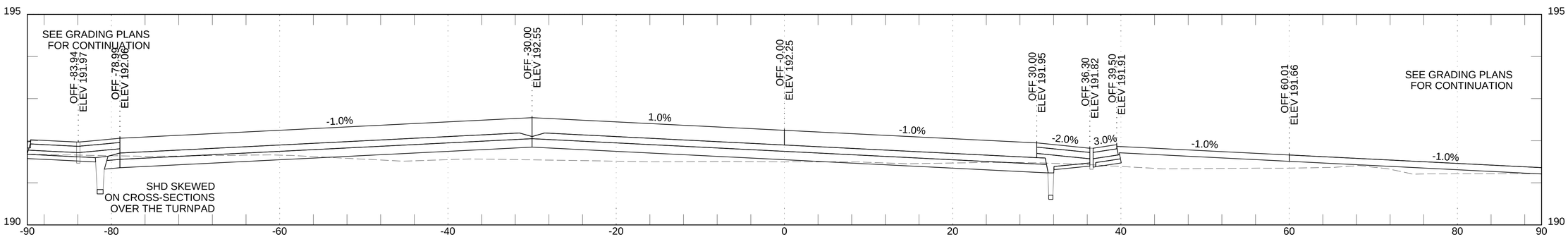


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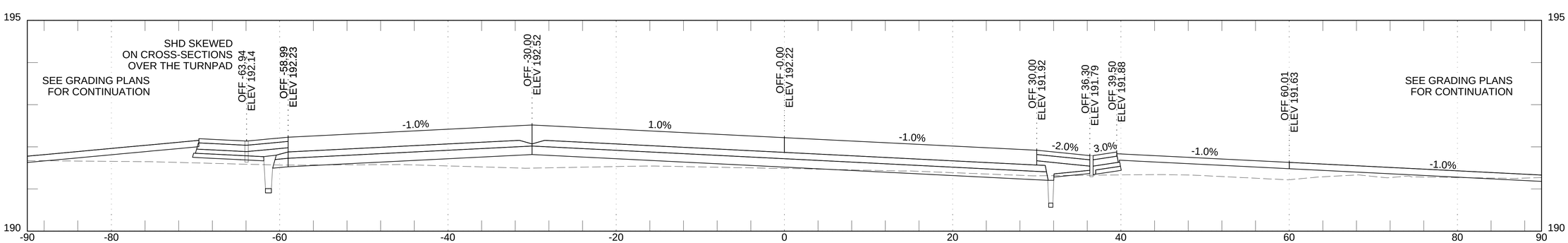


## STA. 2+900.00

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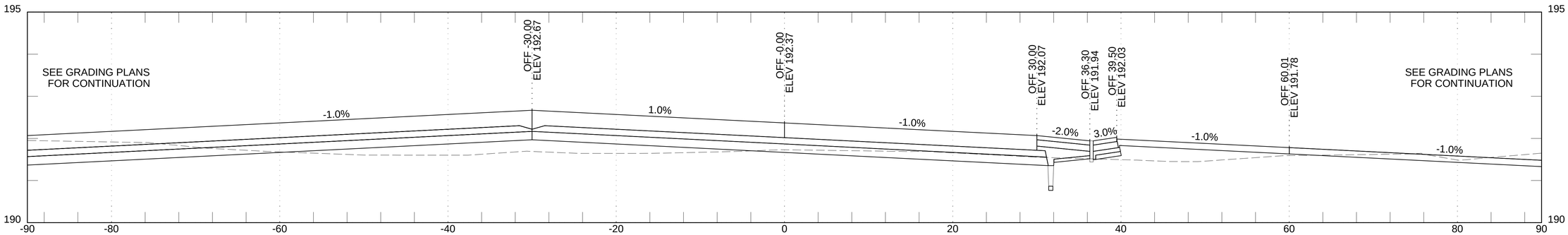
## STA. 2+960.00 TO STA. 3+000.00

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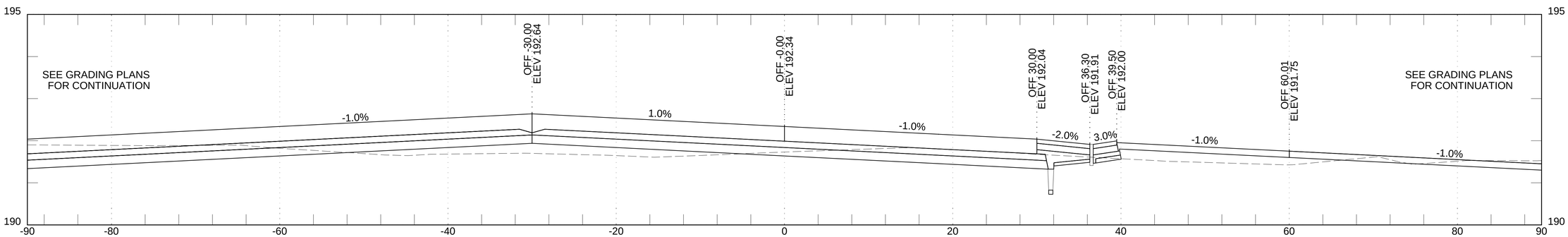


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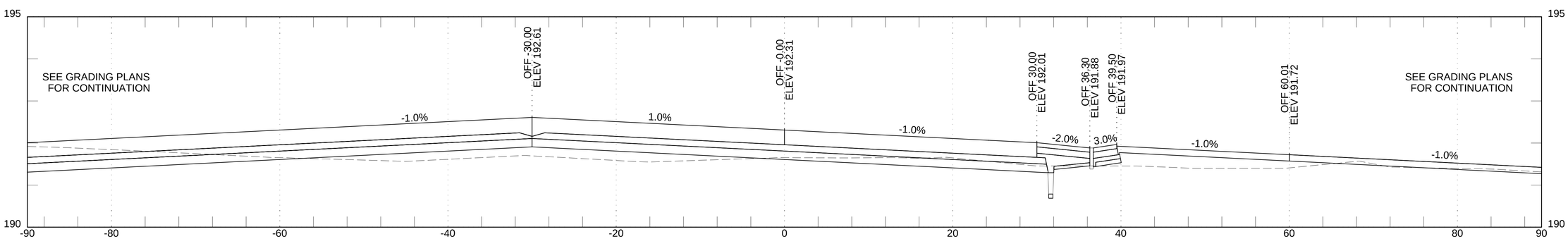


## STA. 2+960.00

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2+960.00 - 3+000.00

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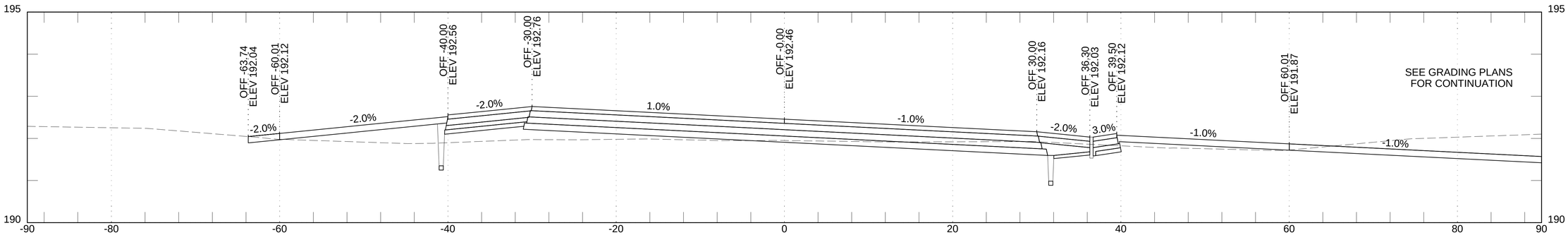
## STA. 3+020.00 TO STA. 3+060.00

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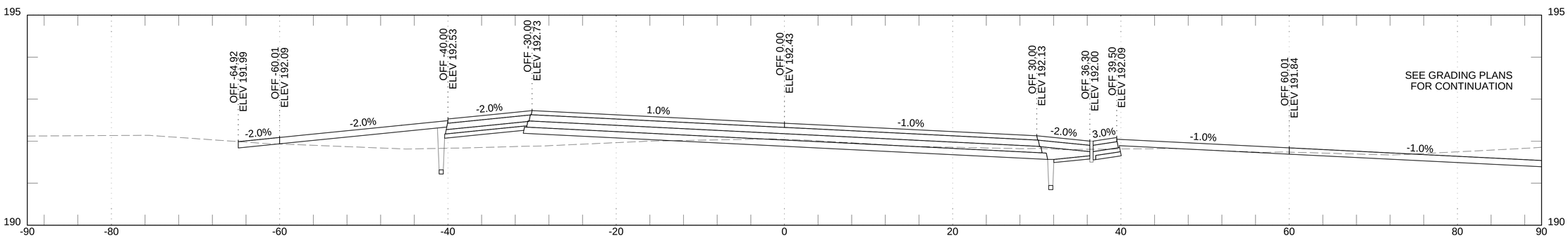


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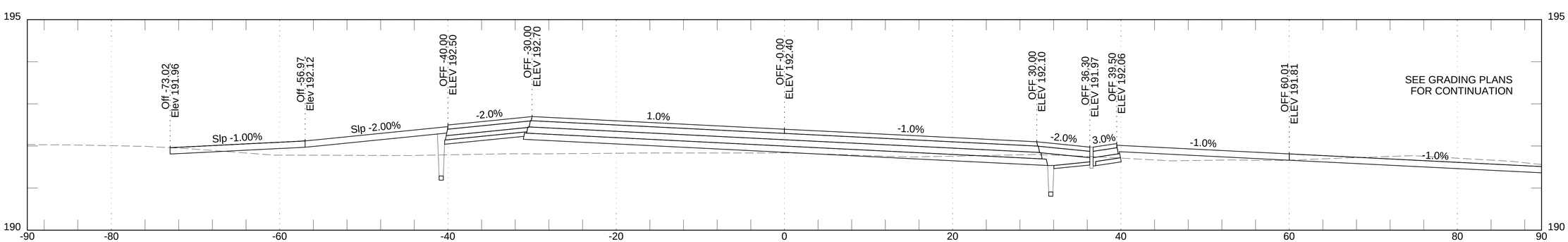


## STA. 3+020.00

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3+020.00 - 3+060.00

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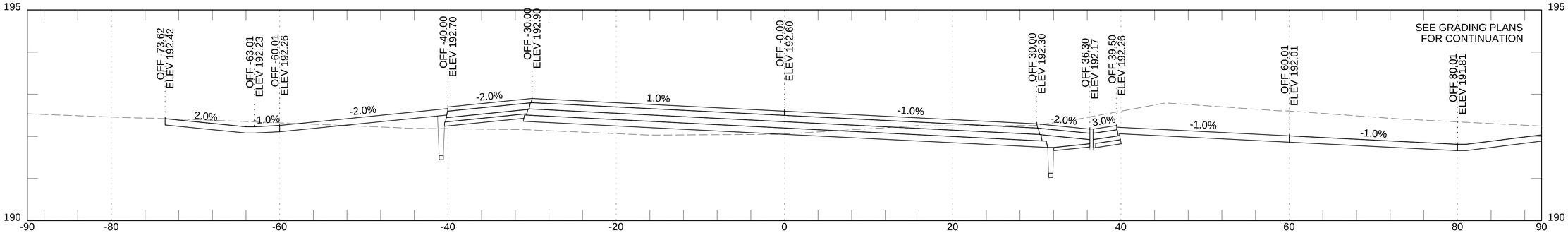


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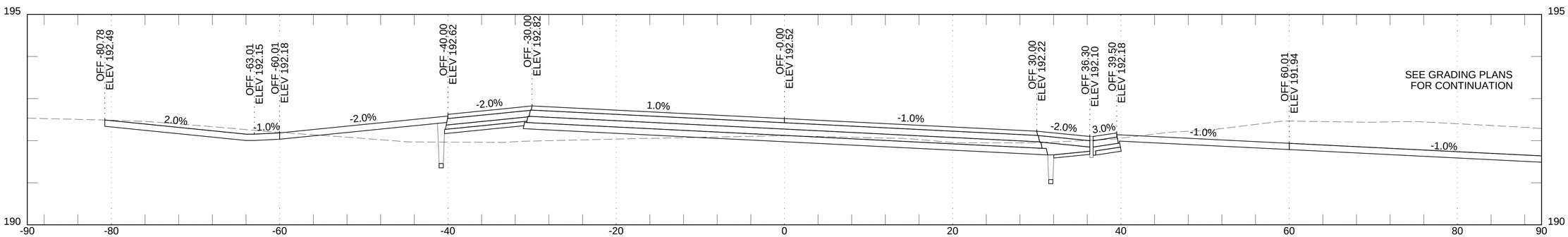


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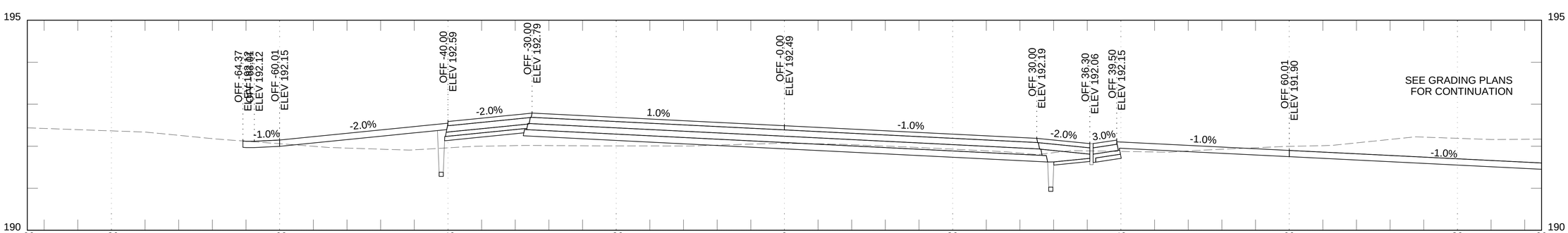


## STA. 3+080.00

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3+080.00 - 3+120.00

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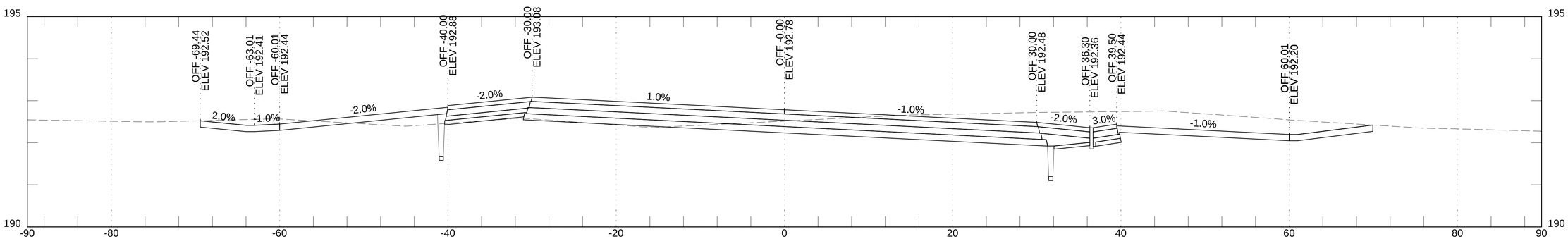
## STA. 3+140.00 TO STA. 3+150.00

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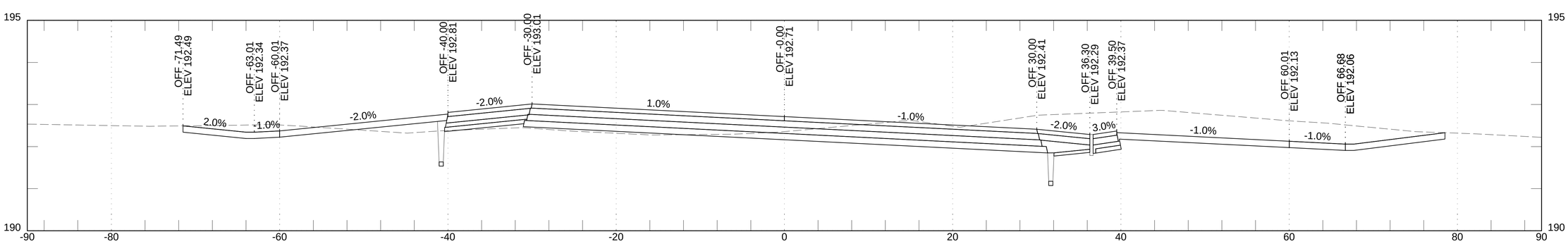


## STA. 3+140.00

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NOTES:

1. THE DETAILS IN THIS SET OF DOCUMENTS ARE BASED ON A SITE ADAPTATION OF USAF STANDARD DETAILS AND PRELIMINARY DESIGN INFORMATION FROM A SPECIFIC ARRESTING GEAR MANUFACTURER.
2. THE CONTRACTOR SHALL EMPLOY THE ARRESTING GEAR MANUFACTURER SUPPLYING THE GFE TO COMPLETE DETAILED SHOP DRAWINGS FOR THE ARRESTING GEAR INSTALLATION AND SUBMIT FOR REVIEW.
3. THE ARRESTING GEAR MANUFACTURER SHALL PERFORM ON-SITE QUALITY ASSURANCE AND FINAL CERTIFICATION TESTING FOR THE RELOCATED ARRESTING GEAR SYSTEM (BAK 12/14).
4. THE CONTRACTOR IS REPONSIBILE FOR SUPPLYING ALL MATERIALS NOT SHOWN AS GF/CI NECESSARY TO PROVIDE A FULLY OPERATIONAL AND CERTIFIED SYSTEM
5. CONTRACTOR SHALL COORDINATE INSTALLATION WITH ARRESTING GEAR MANUFACTURER PROVIDED SHOP DRAWINGS AND DETAILS CONTAINED WITHIN THIS DESIGN PACKAGE TO ENSURE THE ARRESTING GEAR IS INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS REQUIREMENTS.

BAK 12 SHELTER

BAK 12 ENERGY ABSORBER

TYPICAL INTERIOR SHELTER WALL VIEW

TYPICAL INTERIOR SHELTER CEILING VIEW

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BAK 12/14 EXISTING CONDITIONS

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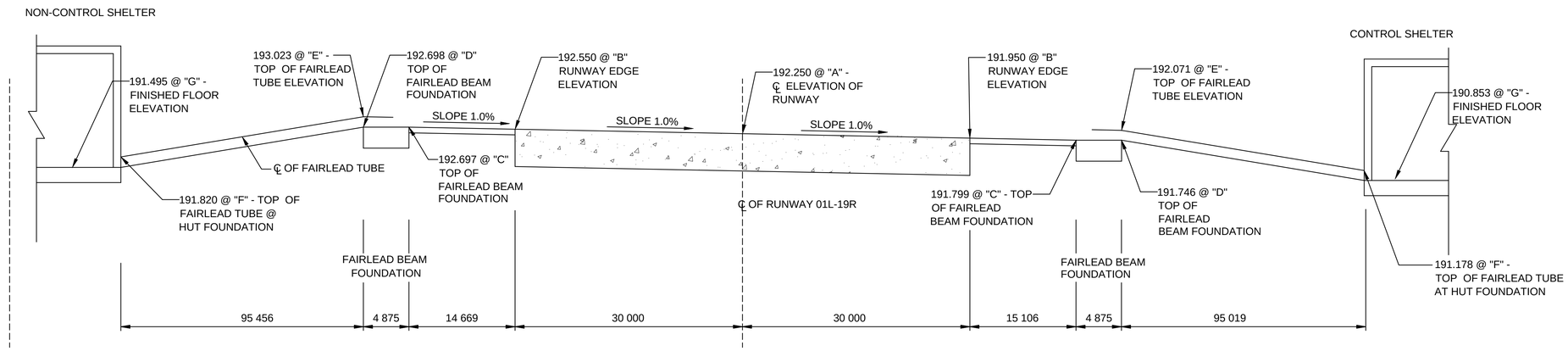
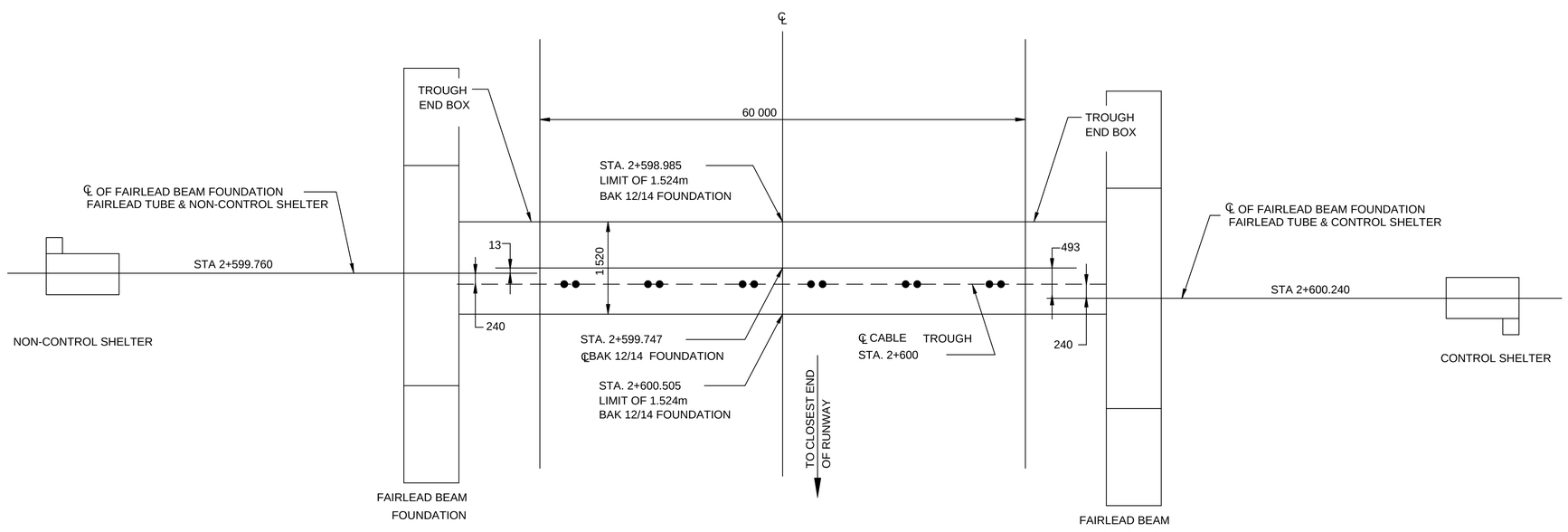



## BAK 12/14 FACING EAST

SCALE: NO SCALE

NOTE:
A 9 9/16" OFFSET EXISTS BETWEEN THE ℄ CABLE AND ℄ FAIRLEAD TUBE EACH SIDE




## FAIRLEAD TUBE OFFSET DETAIL

SCALE: NONE

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DRAWN BY: T. OATMAN
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BAK 12/14 ELEVATION SECTION

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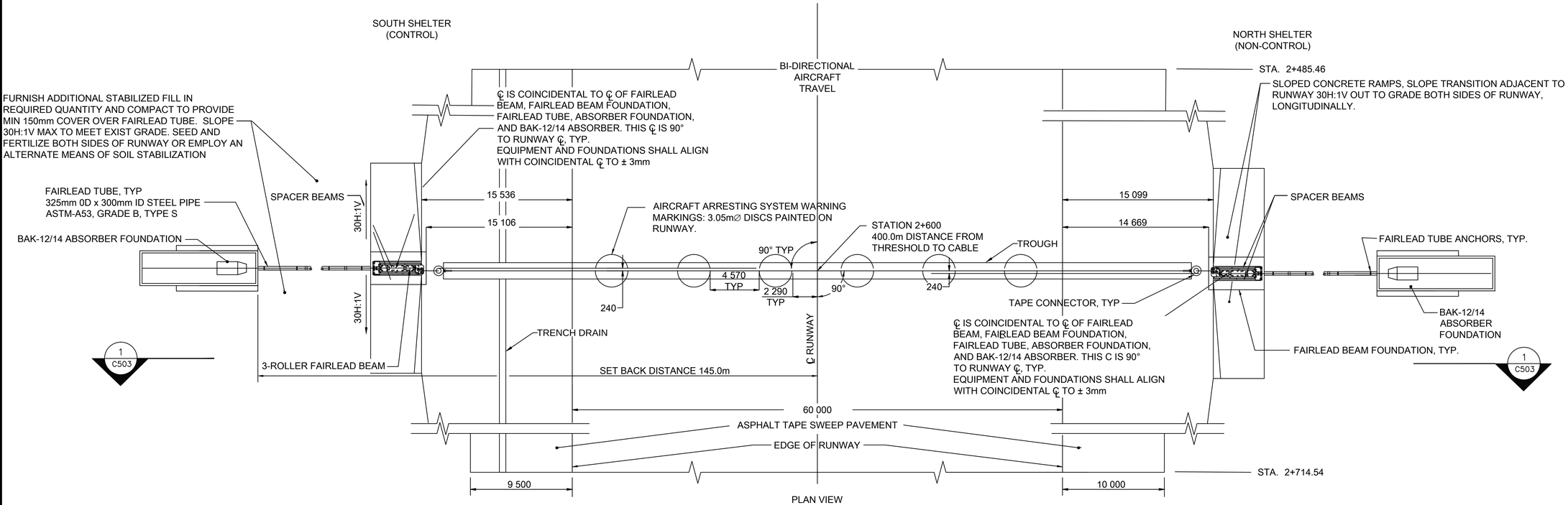
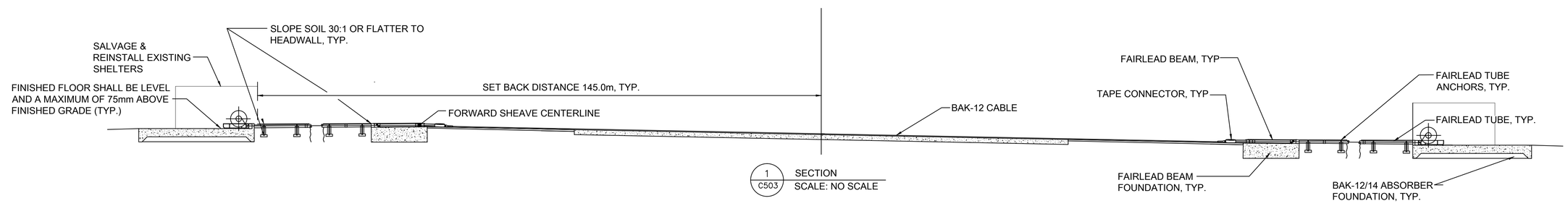



PLAN VIEW

TYPICAL BAK-12/14 PERMANENT SHELTER INSTALLATION WITH 3-ROLLER FAIRLEAD BEAMS
SCALE: NO SCALE




1 C503 SECTION
SCALE: NO SCALE

NOTES:

1. COMPACTED UNCLASSIFIED MATERIAL SHALL BE PLACED AROUND ALL FOUNDATIONS ON SIDES NOT FINISHED WITH ASPHALT.
2. TO PREVENT ACCUMULATED MOISTURE FROM ENTERING THE ENGINE, A MOISTURE TRAP WITH A SUITABLE DRAIN VALVE SHALL BE PROVIDED IN THE ENGINE EXHAUST SYSTEM AS CLOSE AS PRACTICAL TO THE ENGINE MANIFOLD.
3. FAIRLEAD TUBE CENTERLINE SLOPE SHALL NOT DEVIATE MORE THAN +/- 3 mm OVER THE LENGTH OF THE TUBE.
4. ELEVATION OF FAIRLEAD BEAM TO BE INSTALLED ON THE SAME SLOPE AS THE FAIRLEAD TUBE (MAX. SLOPE OF 5%)
5. ALIGNMENT OF THE BAK 12/14 ABSORBER DEFLECTOR SHEAVES, TUBES FAIRLEAD BEAMS AND BAK 14 TROUGH IS CRITICAL TO THE PROPER OPERATION OF THE AAS CONTRACTOR SHALL ENSURE PROPER POSITIONING AND STRAIGHTNESS.
6. CONTRACTOR SHALL PLACE ENGINE BRAKING ASSEMBLY, FAIRLEAD BEAM, SPACER BEAMS AND DEFLECTOR SHEAVES. GOVERNMENT WILL APPROVE ALIGNMENT. CONTRACTOR WILL THEN GROUT WITH A NON-METALLIC NON-SHRINK GROUT.
7. THE FAIRLEAD TUBE SHALL NOT BE DISTORTED BY THE SECURING STRAP PLACEMENT.
8. CONTRACTOR SHALL NOT INSTALL BAK 12 ABSORBER IN THE SHELTER UNTIL THE SITE GRADING IS COMPLETED AND POSITIVE DRAINAGE AWAY FROM THE SHELTER. DAMAGE TO THE BAK 12 ABSORBER WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
9. CONTRACTOR TO FURNISH AND INSTALL DEFLECTOR SHEAVES.
10. THE BAK-12 ABSORBERS, FLOOR AND WALL DEFLECTOR SHEAVES, AND FAIRLEAD BEAMS ARE GOVERNMENT FURNISHED AND CONTRACTOR INSTALLED. THEY MUST BE ON SITE PRIOR TO CONSTRUCTION START ALL CONSTRUCTION MATERIALS ARE CONTRACTOR FURNISHED AND INSTALLED.
11. EQUIPMENT CENTERLINES ON OPPOSITE SIDES OF RUNWAY ARE OFFSET A TOTAL OF 480mm.

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|---|---|---|

DESIGNED BY: T. ALLYN
DRAWN BY: T. OATMAN
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAYZ15002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

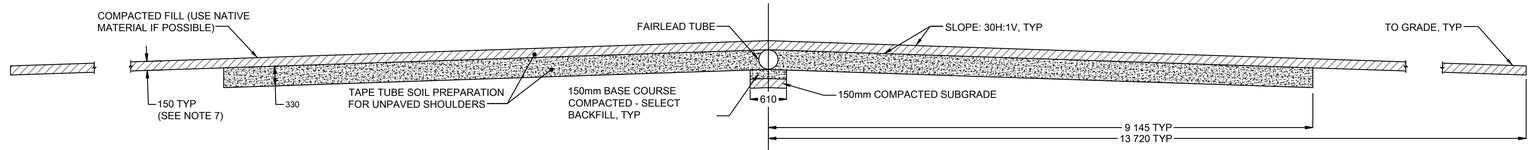
AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

BAK 12/14 TYPICAL INSTALLATION

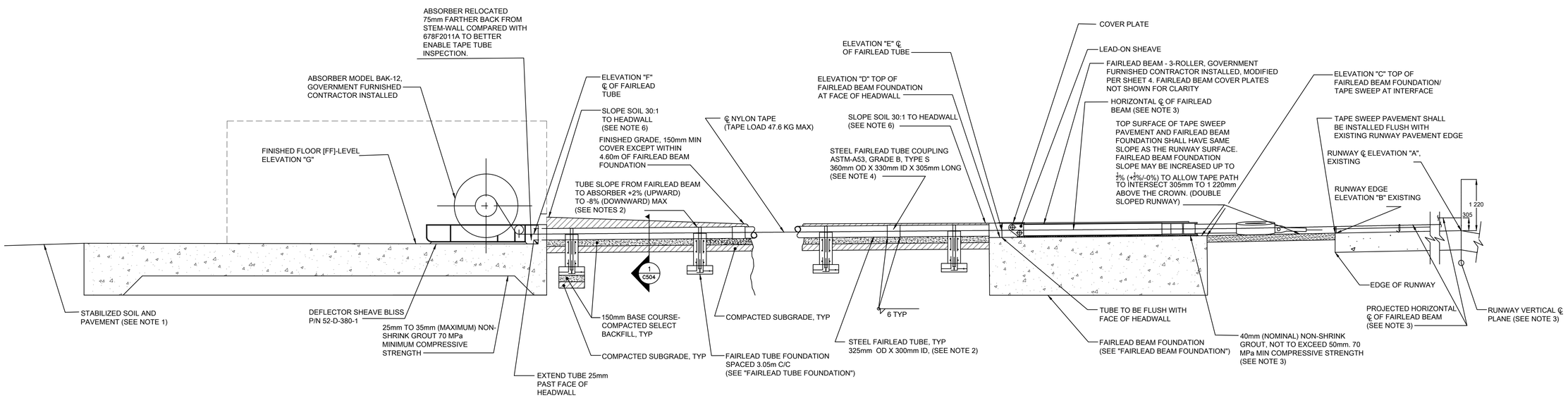
SHEET ID
C-503

100%




## SECTION

SCALE: 1:50




## ENLARGED ELEVATION

SCALE: 1:50

## NOTES:

1. COMPACTED AND STABILIZED SOIL RAMPS SHALL BE PLACED AROUND ALL FOUNDATIONS AND SHELTER ON SIDES NOT FINISHED WITH PAVEMENT. SLOPE 30H:1V INSIDE RUNWAY SHOULDER AREA.
2. FAIRLEAD TUBE CENTERLINE SHALL NOT DEVIATE MORE THAN ± 3mm OVER THE LENGTH OF THE TUBE. CONTRACTOR SHALL INSTALL PULL ROPE THROUGH FAIRLEAD TUBE.
3. ADJUST SLOPE OF FAIRLEAD BEAM AS REQUIRED WITH SHIMS AND GROUT TO ENSURE THAT THE PROJECTED HORIZONTAL CENTERLINE OF THE FAIRLEAD BEAM PASSES THROUGH THE RUNWAY VERTICAL CENTERLINE PLANE 305mm TO 1 220mm ABOVE THE RUNWAY CENTERLINE ELEVATION. PROJECTED CENTERLINES DO NOT HAVE TO INTERSECT AT SAME ELEVATION ABOVE RUNWAY CENTERLINE. THICKNESS OF GROUT BED MAY VARY FROM "0"mm AT OUTBOARD END OF FAIRLEAD BEAM TO 50mm MAXIMUM AT RUNWAY END OF BEAM.
4. THE FAIRLEAD TUBE IS 300mm ID X 325mm OD STEEL PIPE AND COUPLINGS ARE 330mm ID X 360mm OD, MAKE SURE THAT TUBE ENDS ARE CENTERED IN THE COUPLING TO ENSURE THERE IS NOT A 3mm OFFSET OF THE INNER SURFACE OF THE TUBE ENDS. DO NOT WELD THE BUTT ENDS OF THE TUBING TOGETHER. ENSURE THAT SHARP EDGES ARE REMOVED FROM THE INNER SURFACE OF TUBING ENDS PRIOR TO INSTALLING THE COUPLINGS. DUCTILE IRON PIPE MAY BE USED IN LIEU OF STEEL PIPE FOR THE FAIRLEAD TUBE. DUCTILE IRON PIPE, FITTINGS, AND ACCESSORIES, AS DELINEATED IN "EN 545:2002", ARE A SUITABLE SUBSTITUTE FOR STEEL PIPE FITTINGS, AND ACCESSORIES.
5. PRIOR TO USAF ACCEPTANCE, THE CONTRACTOR SHALL PERFORM TWO SUCCESSFUL 243.85m PULL OUTS OF THE TAPES IN EACH DIRECTION WITH 0.3 MPa PRESSURE APPLIED TO THE BAK-12 BRAKES. IN ADDITION, THE USAF WILL ACCOMPLISH A CERTIFICATION ENGAGEMENT WITH AN AIRCRAFT. THE TAPES MUST TRACK PROPERLY ON THE ABSORBER, WALL AND FLOOR DEFLECTOR SHEAVES, AND FAIRLEAD BEAM SHEAVES. SHOULD TRACKING PROBLEMS OCCUR, THEY SHALL BE CORRECTED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
6. GRADUALLY TRANSITION TOP OF STABILIZED FILL TO HEADWALLS WITHIN 4.60m, 30H:1V, OR FLATTER.
7. SOIL DEPTH VARIES IN GRADUALLY TRANSITIONED AREAS WITHIN 4.60m OF HEADWALLS.

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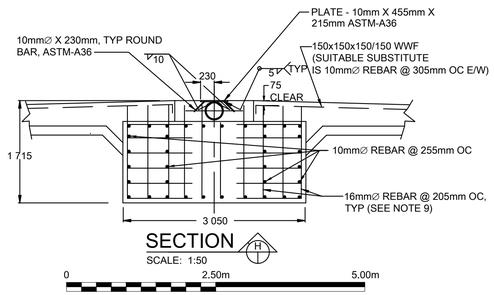
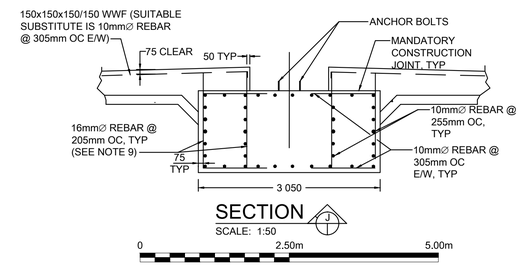
# FOUNDATION NOTES FOR "FAIRLEAD BEAM FDN", "ABSORBER SHELTER", AND "FAIRLEAD TUBE FDN":

1. ALL ANCHORS SHALL BE ASTM-A325, ASTM-A449 OR EQUAL.
2. FAIRLEAD BEAM AND TUBE FOUNDATIONS CONCRETE SHALL BE 20 mPa AND SHELTER CONCRETE 35 mPa, CONFORMING TO UNIFIED FACILITIES GUIDE SPECIFICATION SECTION 03 30 04, "CONCRETE FOR MINOR STRUCTURES".
3. REBAR SHALL BE ASTM-A615, GRADE 60.
4. WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ASTM-A185.
5. GROUT SHALL BE 70 MPa, NON-SHRINK MACHINERY GROUT.
6. THE EXACT LOCATION OF FAIRLEAD BEAM AND ABSORBER ANCHORS SHALL BE TEMPLATED FROM THE BASE OF EACH EQUIPMENT ITEM. USE A 10mm THICK PLYWOOD TEMPLATE THAT CAN BE USED TO SECURE THE ANCHORS IN PLACE WHILE CONCRETE IS POURED. FAIRLEAD BEAMS AND ABSORBERS WILL BE MADE AVAILABLE FROM THE POWER PRODUCTION SHOP. BAK-12 ABSORBERS, FAIRLEAD BEAMS, AND DEFLECTOR SHEAVES SHALL BE ON BASE PRIOR TO CONSTRUCTION COMMENCING.
7. ANCHOR BOLT HOLES IN FAIRLEAD BEAM AND ABSORBER BASE PLATES SHALL NOT BE CUT OVERSIZE TO MATCH ANCHORS CAST IN CONCRETE FOUNDATION. IF BASE PLATE HOLES AND ANCHORS DO NOT PROPERLY ALIGN CONTACT YOUR MAJCOM AAS OPR FOR AN APPROVED STRUCTURAL FIX.
8. RAMP FACE IS VERTICAL ADJACENT TO FAIRLEAD BEAM, ON 28° ANGLE AT MID-SPAN, AND 3° ANGLE AT END OF RAMP.
9. REBAR AT REAR OF FOUNDATION EXTENDS TO WITHIN 75mm OF TOP OF VERTICAL WALL EXCEPT WHERE INTERFERING WITH FAIRLEAD TUBE. REBAR EXTENDS TO WITHIN 75mm OF TOP SURFACE OF RAMP AT ALL OTHER LOCATIONS. REBAR IS 1.60m LONG.
10. JOINTING SHALL FOLLOW THE GUIDELINES IN CHAPTER 12 OF UFC3-260-2. ANY ODD SHAPED (I.E., NON-RECTANGULAR) SLABS SHOULD BE REINFORCED.
11. OMIT CHAMFERED EDGE ON LATERAL EDGES OF RAMPS WHEN THE ADJACENT SURFACE IS PAVED.
12. ALL NEW PAVEMENT MUST CONTINUE EXISTING JOINTS OR BE ISOLATED FROM EXISTING PAVEMENT.
13. FOUR EPOXY RESIN SPACER BEAM ANCHORS MAY BE SUBSTITUTED FOR TYPE "Y" ANCHORS, TO BE INSTALLED AFTER FAIRLEAD BEAM FOUNDATION HAS CURED. EPOXY RESIN ANCHORS SHALL BE 25mm∅, INSTALLED IN ACCORDANCE WITH APPLICABLE MANUFACTURERS INSTALLATION INSTRUCTIONS. REQUIRED EMBEDMENT DEPTH IS 315mm, ANCHOR LENGTH REQUIRED 405mm, INSTALL A HILTI "HAS SUPER" ANCHOR OR EQUAL.



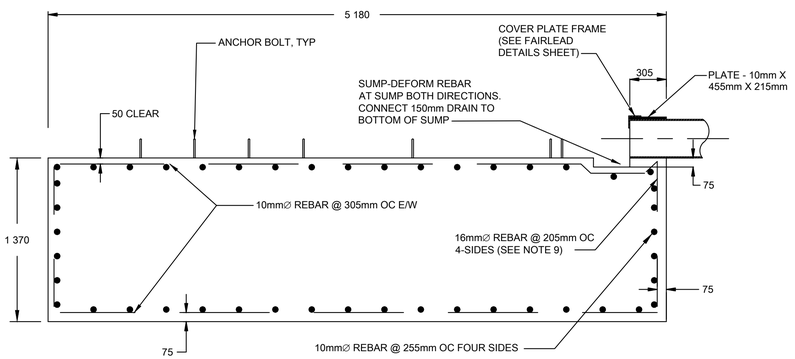

SECTION H
SCALE: 1:50



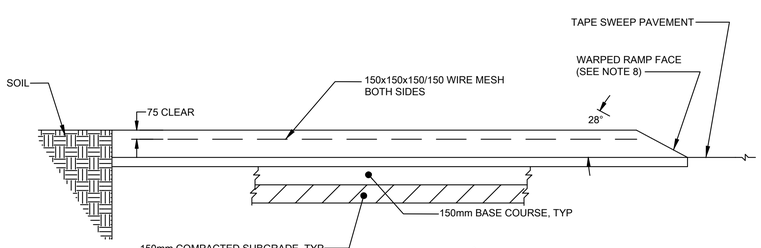

SECTION J
SCALE: 1:50

## GENERAL NOTE:

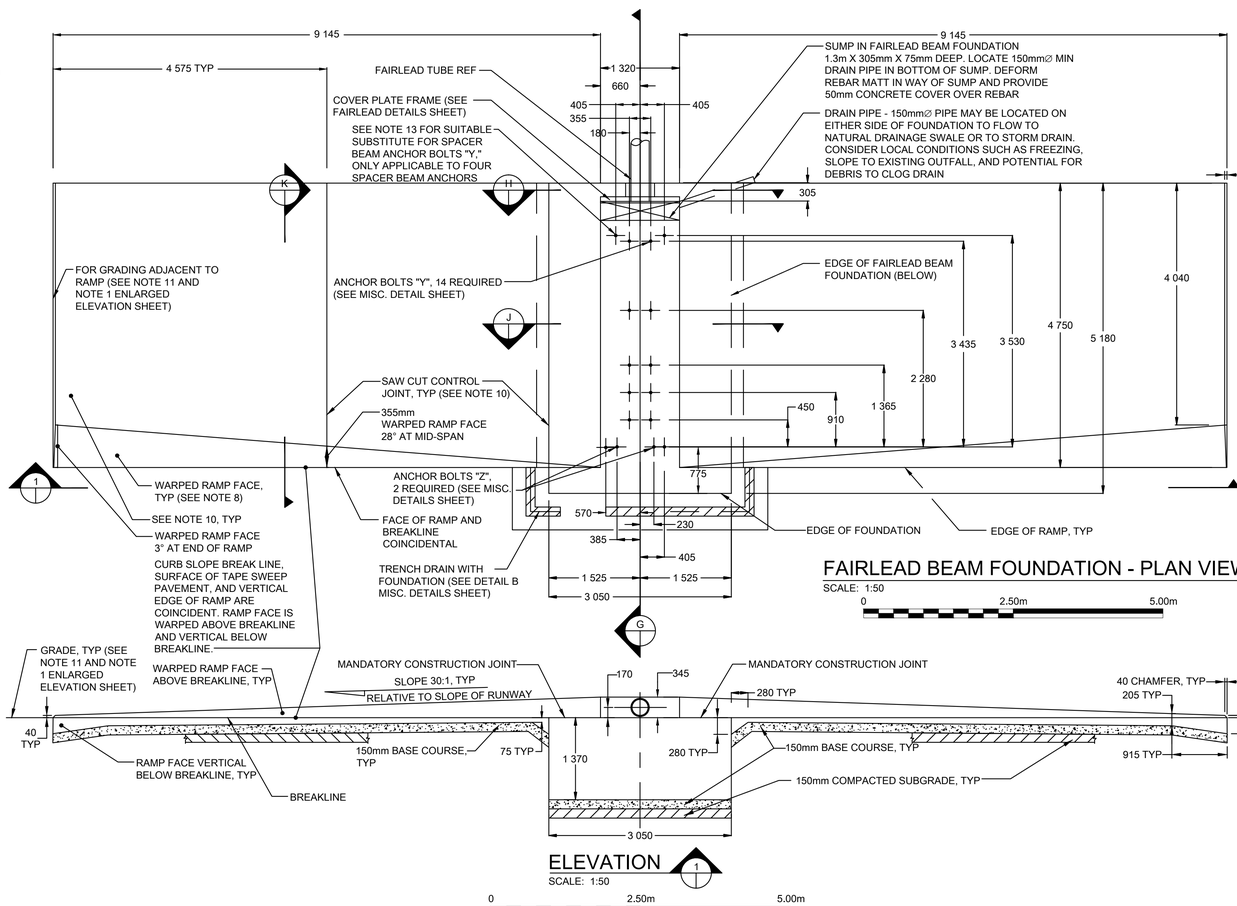
VIEWS DO NOT DEPICT ACTUAL NUMBER OF REBAR REQUIRED, FOLLOW REBAR CALLOUT GUIDANCE




SECTION G
SCALE: 1:25




SECTION K
SCALE: 1:25




FAIRLEAD BEAM FOUNDATION - PLAN VIEW
SCALE: 1:50

ELEVATION 1
SCALE: 1:50

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DRAWN BY: T. OATMAN
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SUBMITTED BY: S. OREHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRASE 10
NEU-ISENBURG, 63263

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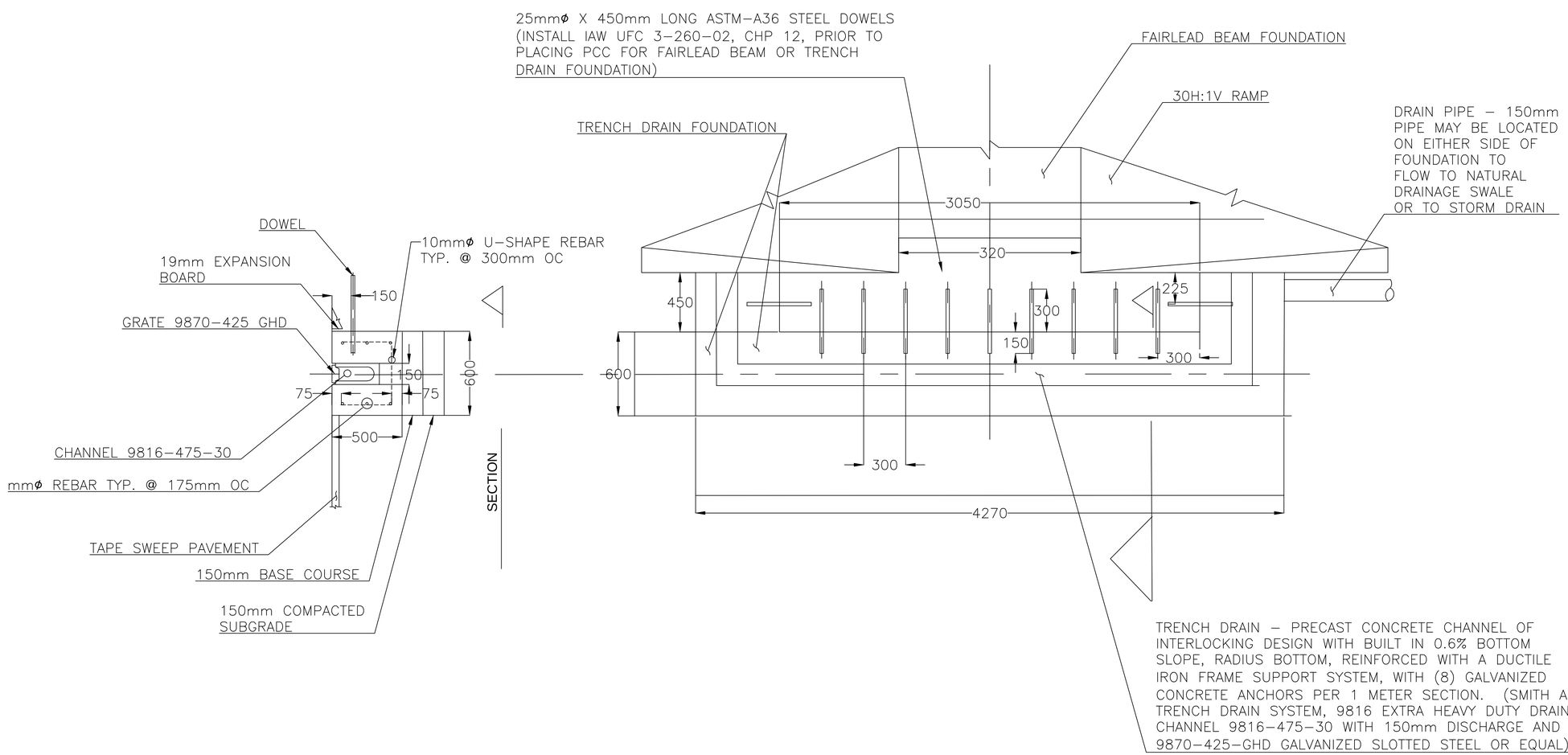
ŁASK AB, POLAND

BAK 12/14 FAIRLEAD BEAM FOUNDATION DETAILS

SHEET ID
C-505

100%

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U.S. ARMY CORPS OF ENGINEERS
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NEU-ISENBURG, 63263

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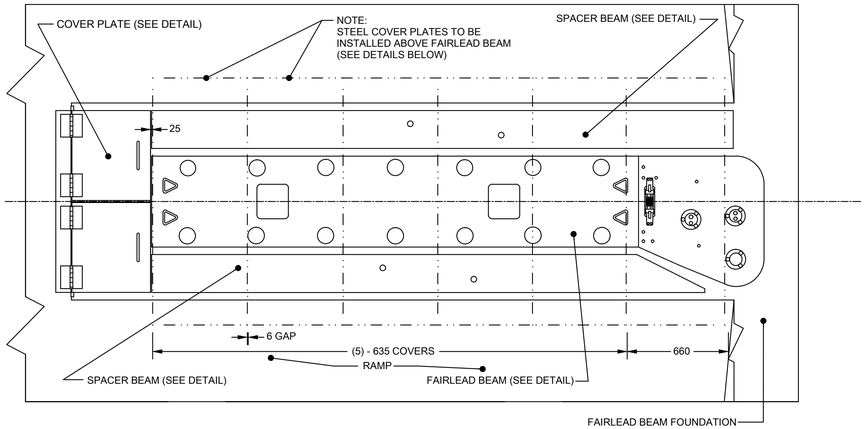
LASK AB, POLAND

BAK 12/14 FAIRLEAD BEAM FOUNDATION
TRENCH DRAIN DETAILS

SHEET ID
C-506

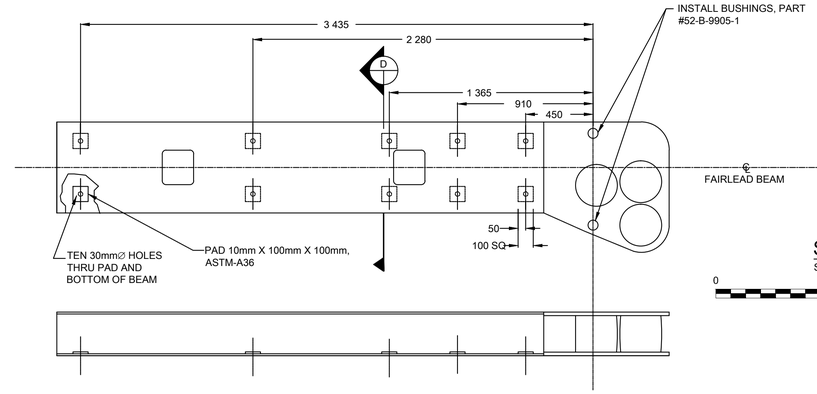
100%




## FAIRLEAD BEAM COMPONENTS

SCALE: 1:20

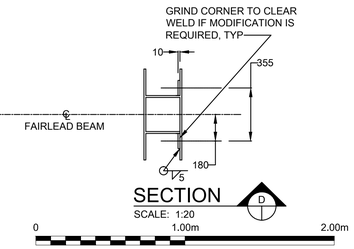
0 1.00m 2.00m




## THREE SHEAVE FAIRLEAD BEAM MODIFICATION

SCALE: 1:20

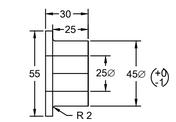
0 1.00m 2.00m




## SECTION

SCALE: 1:20

0 1.00m 2.00m

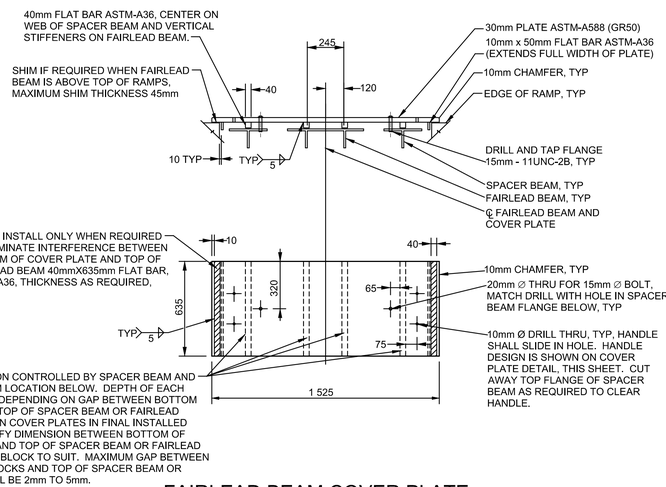



1. OBTAIN FROM ESCO OR LOCALLY MANUFACTURE IF NOT PROVIDED.
2. CADIUM PLATE IAW QQ-P-416A, CLASS 3, TYPE 1.
3. BREAK ALL SHARP EDGES.
4. MATERIAL IS ASTM-A108 (1015-1025) STEEL ROUND 55mm∅ HOT ROLLED.
   IDENTIFY PER MIL-STD-130.

## BUSHING PIN 52-B-9905-1

SCALE: 1:2

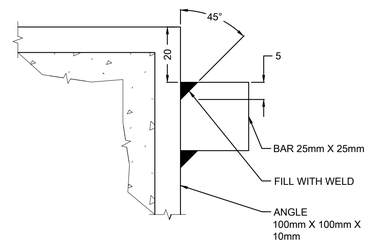
0 100mm 200mm




## FAIRLEAD BEAM COVER PLATE

SCALE: 1:20

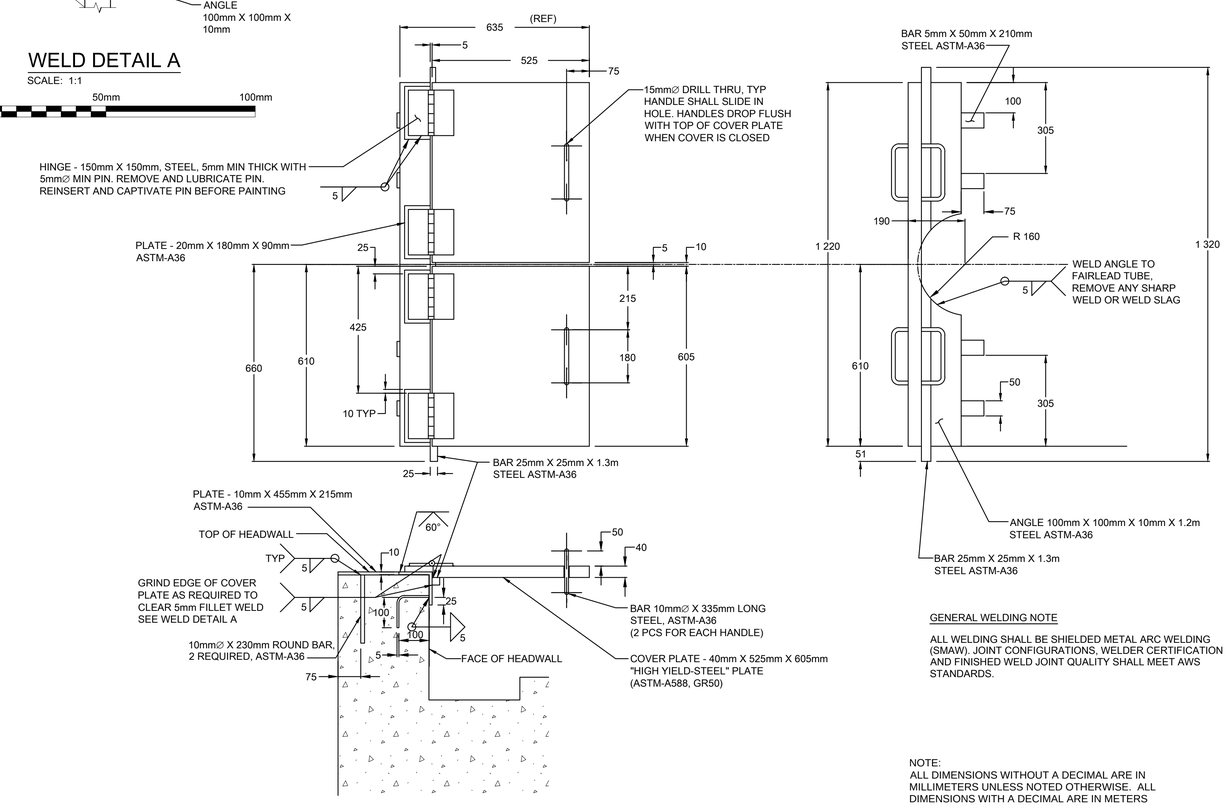
0 1.00m 2.00m




## WELD DETAIL A

SCALE: 1:1

0 50mm 100mm




## COVER PLATE DETAIL

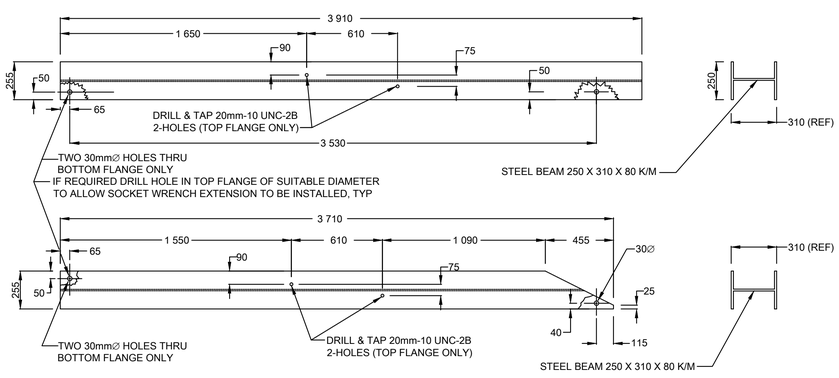
SCALE: 1:10

0 0.50m 1.00m

GENERAL WELDING NOTE

ALL WELDING SHALL BE SHIELDED METAL ARC WELDING (SMAW). JOINT CONFIGURATIONS, WELDER CERTIFICATION AND FINISHED WELD JOINT QUALITY SHALL MEET AWS STANDARDS.

NOTE:
ALL DIMENSIONS WITHOUT A DECIMAL ARE IN MILLIMETERS UNLESS NOTED OTHERWISE. ALL DIMENSIONS WITH A DECIMAL ARE IN METERS UNLESS NOTED OTHERWISE.




## SPACER BEAM DETAIL

SCALE: 1:20

0 1.00m 2.00m

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ISSUE DATE: MARCH 2017
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DESIGNED BY: T. ALLYN
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SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
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BAK 12/14 FAIRLEAD DETAILS

SHEET ID

C-507

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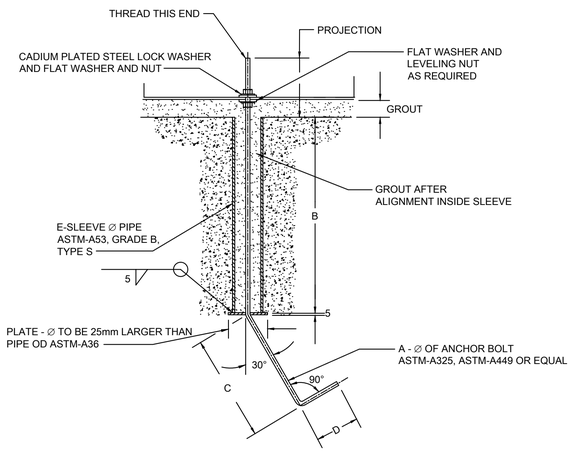
ANCHOR TORQUE NOTE:
TORQUE ANCHORS X, Y, AND Z AS FOLLOWS:
FULLY COMPRESS LOCK WASHER AND TIGHTEN NUT
AN ADDITIONAL 120 DEGREES.

## ANCHOR BOLT SCHEDULE

| BOLT | A | B | C | D | E | PROJ | QUAN |
|---|---|---|---|---|---|---|---|
| Y | 30 | 355 | 255 | 100 | 50 | 145 | 14 |
| Z | 30 | 610 | 305 | 125 | 75 | 155 | 2 |

(QUANTITIES SHOWN ARE FOR ONE FAIRLEAD BEAM INSTALLATION) ANCHOR MATERIAL: ASTM-A325, ASTM-A449, OR EQUAL. NUT & WASHER TO MATCH BOLT MATERIAL. TORQUE ANCHORS W, X, Y AND Z AS FOLLOWS: FULLY COMPRESS LOCK WASHER AND TIGHTEN NUT AN ADDITIONAL 120°. THREADED ROD WITH PROPERTIES MEETING A325 OR A449 SPECIFICATIONS MAY BE OBTAINED BY USING AN APPROPRIATE STEEL (SUCH AS AISI C1040 OR C4140), QUENCHED AND TEMPERED AFTER FABRICATION. DO NOT WELD OR HEAT FINISHED QUENCHED OR TEMPERED ANCHORS.

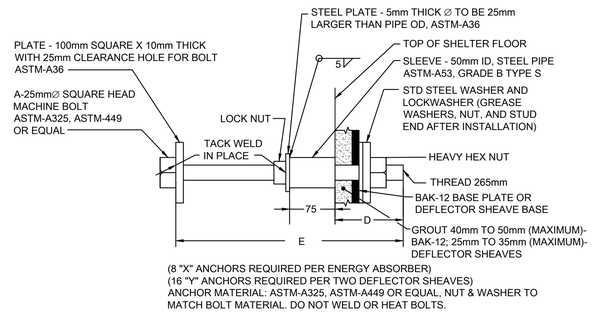



## ANCHOR BOLT ("Y", "Z")- FAIRLEAD BEAM

NO SCALE

## ANCHOR BOLT SCHEDULE

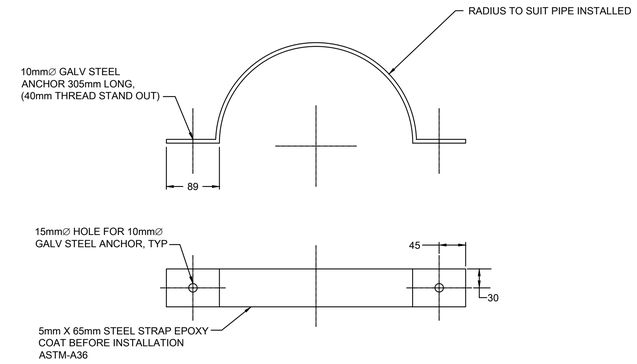
| BOLT | A | QUAN | GROUT | D | E |
|---|---|---|---|---|---|
| "X" | 25 | 8 | 50 | 140 | 380 |
| "W" | 25 | 16 | 35 | 115 | 355 |




(8 "X" ANCHORS REQUIRED PER ENERGY ABSORBER)
(16 "Y" ANCHORS REQUIRED PER TWO DEFLECTOR SHEAVES)
ANCHOR MATERIAL: ASTM-A325, ASTM-A449 OR EQUAL, NUT & WASHER TO MATCH BOLT MATERIAL. DO NOT WELD OR HEAT BOLTS.

## ANCHOR BOLT "X" ENGINE FOUNDATION
## ANCHOR BOLT "W" FLOOR DEFLECTOR SHEAVES

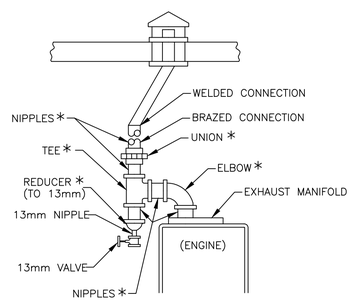
NO SCALE




## FAIRLEAD TUBE ANCHOR STRAP DETAIL

SCALE: 1:5

0 250mm 500mm



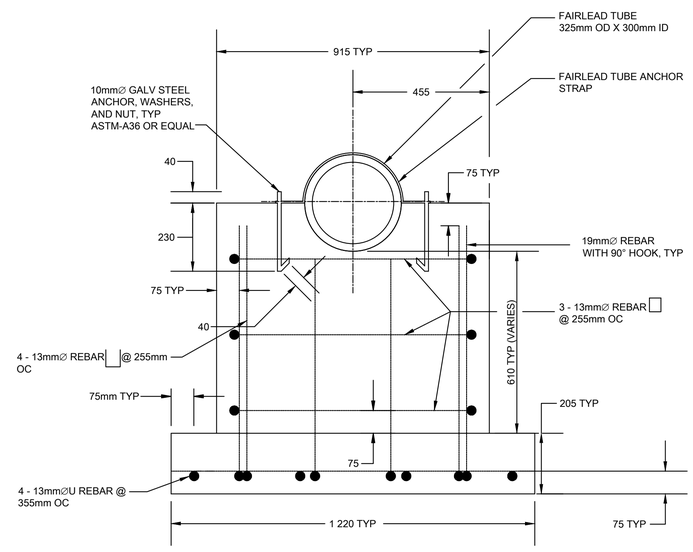

ALL MATERIAL TO BE GALVANIZED MATERIAL

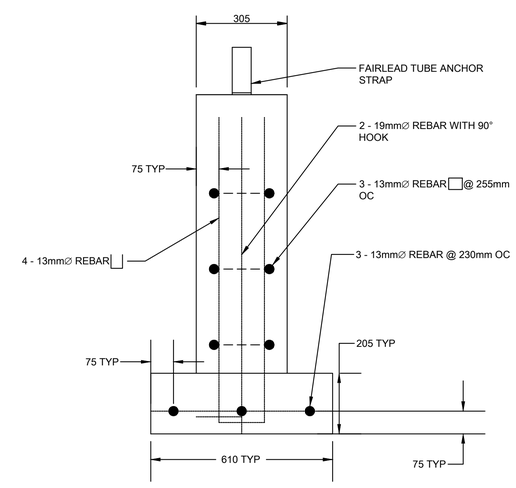
| *ENGINE | SIZE FITTINGS |
|---|---|
| ALL MVG4D WISCONSIN ENGINES AND PACKETTE ENGINES | 38mm FITTING AND FLEX LINE |
| FOR V-465D WISCONSIN ENGINE | 50mm FITTING AND FLEX LINE |

## ENGINE EXHAUST SYSTEM MOISTURE TRAP INSTALLATION

NO SCALE

GENERAL WELDING NOTE (ALUMINUM):
ALL ALUMINUM WELDING SHALL BE TUNGSTEN INERT GAS (TIG) WELDING. JOINT CONFIGURATION WELDER CERTIFICATIONS, AND FINISHED WELD JOINT QUALITY SHALL MEET AWS D1.2 STANDARDS.




## FAIRLEAD TUBE FOUNDATION

SCALE: 1:10

0 0.5m 1.0m

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BAK 12/14 MISC DETAILS

SHEET ID
C-508

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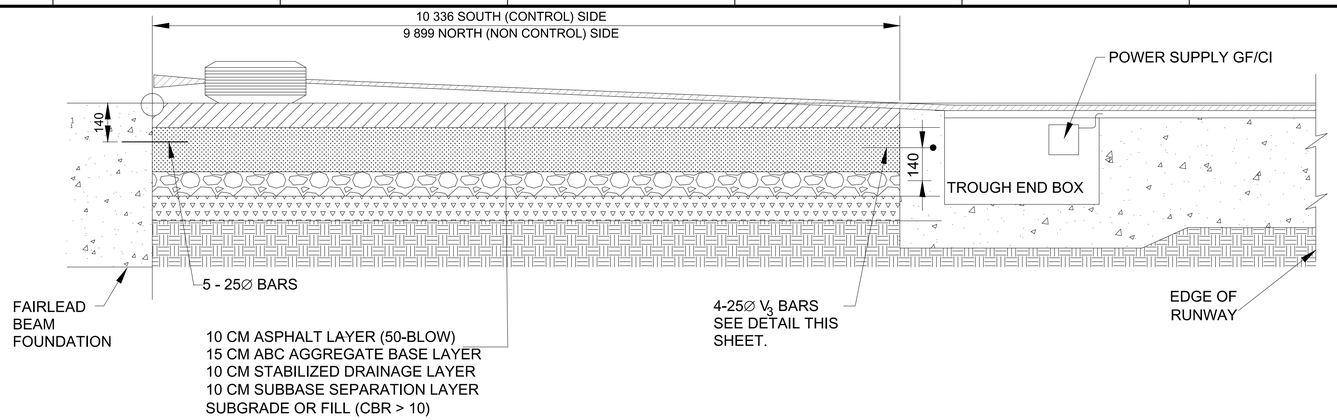


## SECTION THRU TAPE SWEEP

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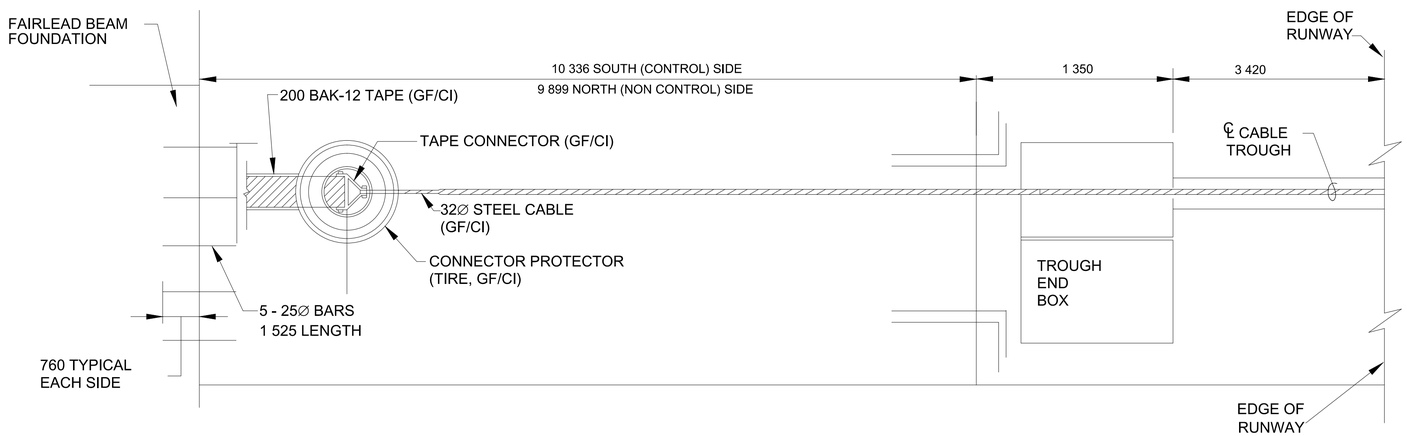


## TAPE SWEEP TOP VIEW

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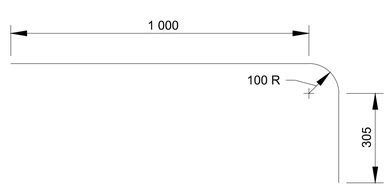


## BAR V 3

N.T.S.

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BAK 12/14 TAPE SWEEP DETAILS

SHEET ID

C-509

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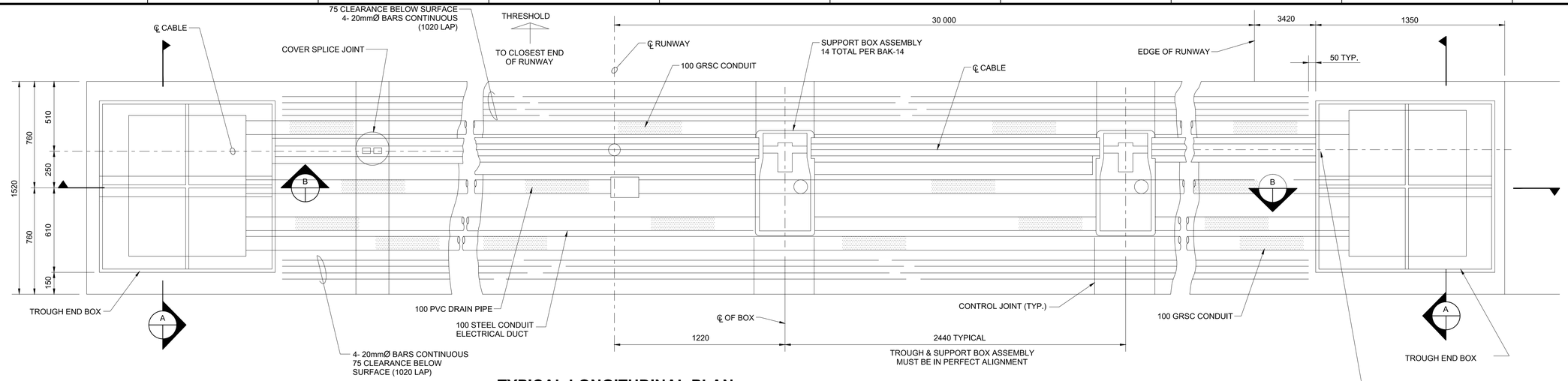
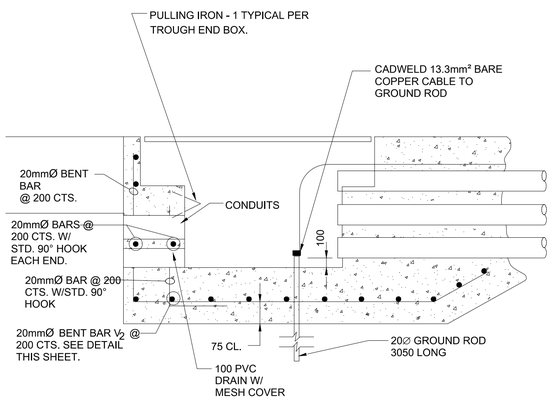
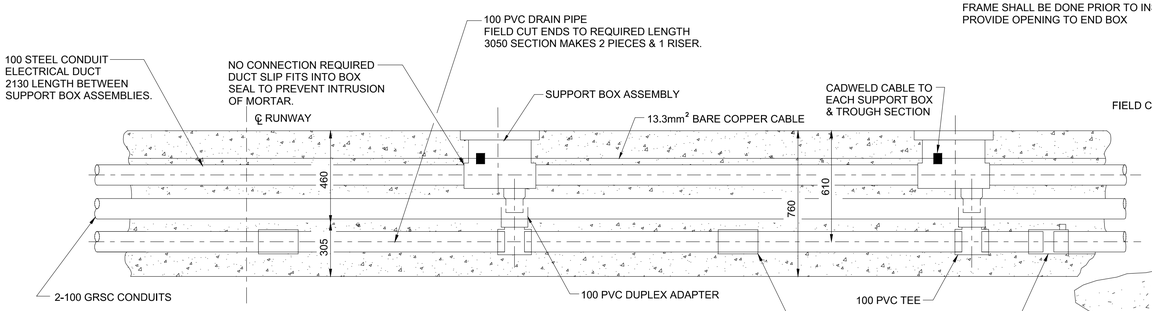



## TYPICAL LONGITUDINAL PLAN

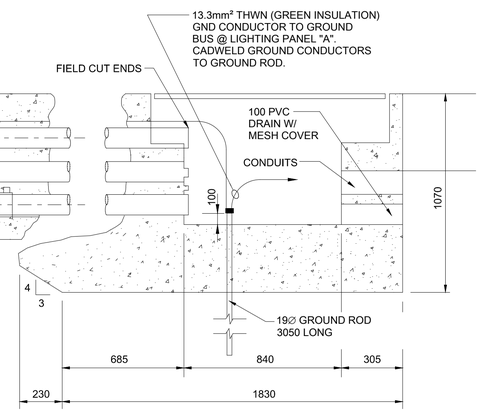
NO SCALE

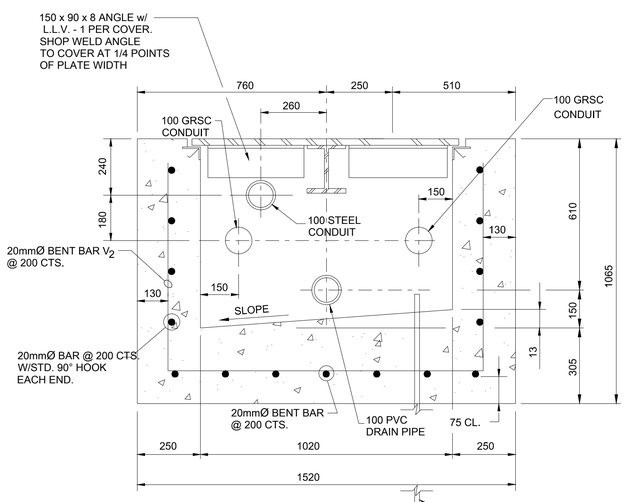



## TYPICAL LONGITUDINAL SECTION

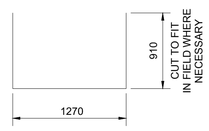
NO SCALE




## SECTION A

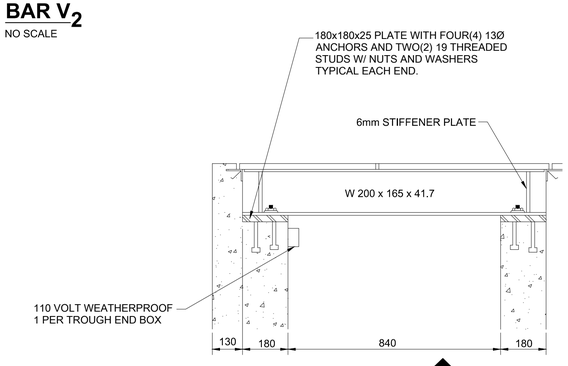
NO SCALE




## BAR $V_2$

NO SCALE

NOTE:
ALL ELECTRICAL CONDUIT SHALL BE PREFITTED
BY CONTRACTOR FOR EASE OF INSTALLATION.




## SECTION B

NO SCALE

NOTES:

1. CONTRACTOR SHALL PROVIDE AND PLACE WEDGES EVERY 610 IN TROUGH SECTION TO PREVENT TROUGH DISTORTION OR COLLAPSE DURING PLACING AND FINISHING OF CONCRETE.
2. CONTRACTOR SHALL GREASE AND TAPE ALL BOLT HOLES, ENTIRE TROUGH, SUPPORT BOXES, AND ALL JOINTS PRIOR TO PLACING CONCRETE.
3. CONTRACTOR SHALL REMOVE AIR LINES, AND TROUGH COVERS BEFORE INSTALLATION OF CABLE TROUGH.
4. CONTRACTOR SHALL TAPE AND COVER SUPPORT BOXES AND LIDS DURING CONCRETE PLACEMENT.
5. CONTRACTOR SHALL PROVIDE THREADED ENDS ON ALL CONDUITS.
6. ALL EQUIPMENT SHALL BE FIRMLY ANCHORED TO ASSURE NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT. 3mm MAXIMUM ALLOWABLE DEVIATION.
7. CONTRACTOR SHALL WORK AND MONITOR CONCRETE TO ASSURE THAT CONCRETE IS WORKED UNDER THE TROUGH AND AROUND ALL ITEMS UNTIL CONCRETE BEGINS TO DRAW AWAY FROM METAL. NO VOIDS SHALL BE ACCEPTED.
8. ALL STEEL SHALL HAVE A FACTORY PRIME COAT.
9. ALL CONCRETE SHALL BE FLUSH WITH THE CABLE TROUGH. 3mm MAXIMUM DEVIATION AS MEASURED WITH STRAIGHTEDGE.
10. EMPTY CONDUITS, DRAINS AND RACEWAYS SHALL HAVE PULL STRINGS INSTALLED.
11. ALL DETAILS IN REFERENCE TO A TROUGH END BOX ARE APPLICABLE TO EACH THROUGH END BOX. (1 EACH SIDE)

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| MARK | DESCRIPTION | DATE |
|---|---|---|

ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAYZ15002A

DESIGNED BY: T. ALLYN
DRAWN BY: T. OATMAN
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

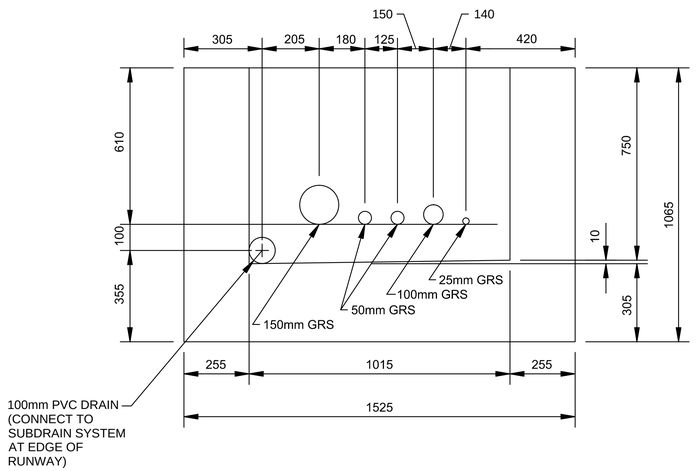
BAK 12/14 TROUGH DETAILS

SHEET ID
C-510

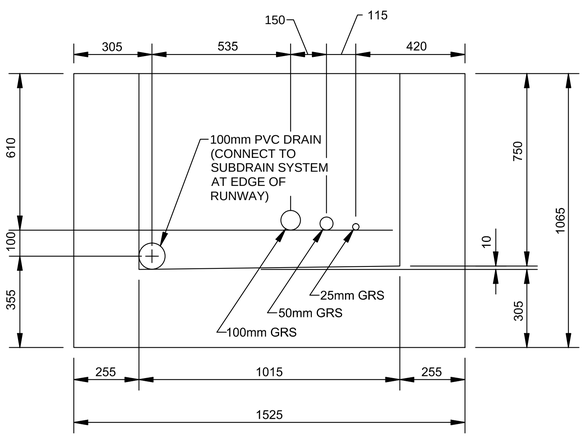
100%

NOTE:

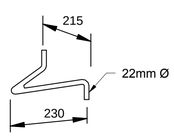
ALL CONDUITS SHOWN IN SECTIONS C & D SHALL BE GALVANIZED RIGID STEEL (GRS) W/2-65mm THREADED PROJECTION EACH END AND CAPPED. (CF/CI)



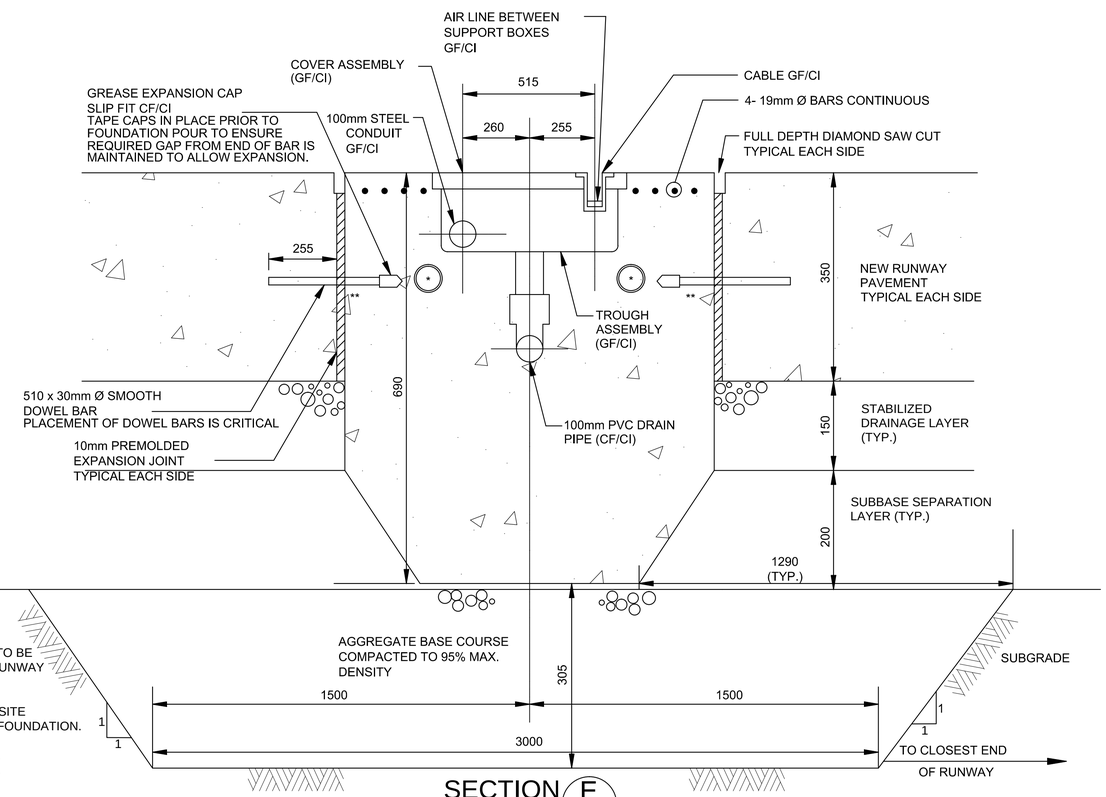

SECTION C
SCALE: NTS
C509




SECTION D
SCALE: NTS
C509




DETAIL - PULLING-IN IRONS
SCALE: NONE




NOTE:
AGGREGATE BASE COURSE REPLACEMENT AREA TO BE INSTALLED PRIOR TO INITIAL CONSTRUCTION OF RUNWAY PAVEMENT LAYERS.

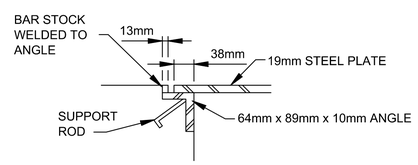
CONTRACTOR TO PAVE STRAIGHT THROUGH AAS SITE AND REMOVE 1520mm WIDE PORTION FOR BAK-14 FOUNDATION. DOUBLE SAWCUT SHALL BE USED FOR PAVEMENT REMOVAL TO PROTECT RUNWAY FROM SPALLING. INITIAL SAWCUT FOR JOINT SHALL BE FULL DEPTH.

SECTION E
SCALE: NTS
C509

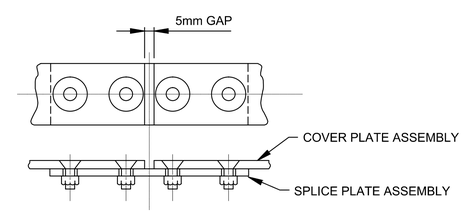
TYPICAL SECTION THRU BAK-14 TROUGH

* 100mm GRSC CONDUIT CF/CI

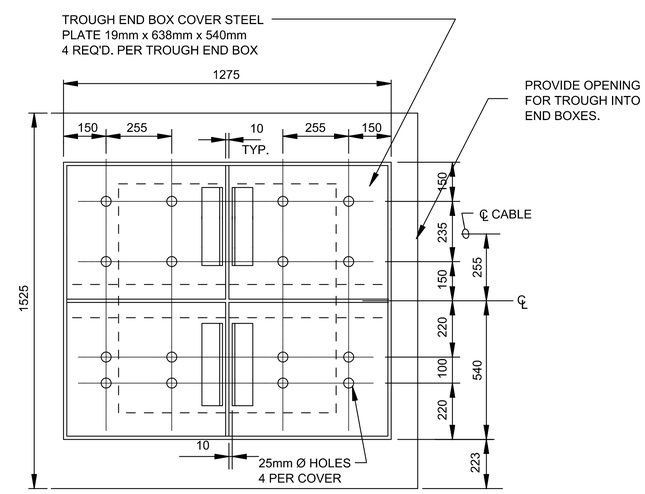
** DRILL & GROUT 32mm Ø DOWELS @ 460mm CTS. 510mm LONG, TYPICAL BOTH SIDES




TROUGH END BOX COVER FRAME DETAIL
SCALE: NONE




COVER SPLICE JOINT DETAIL
SCALE: NONE




TROUGH END BOX COVER DETAIL
SCALE: NTS

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ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

DESIGNED BY: T. ALVIN
DRAWN BY: T. OATMAN
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

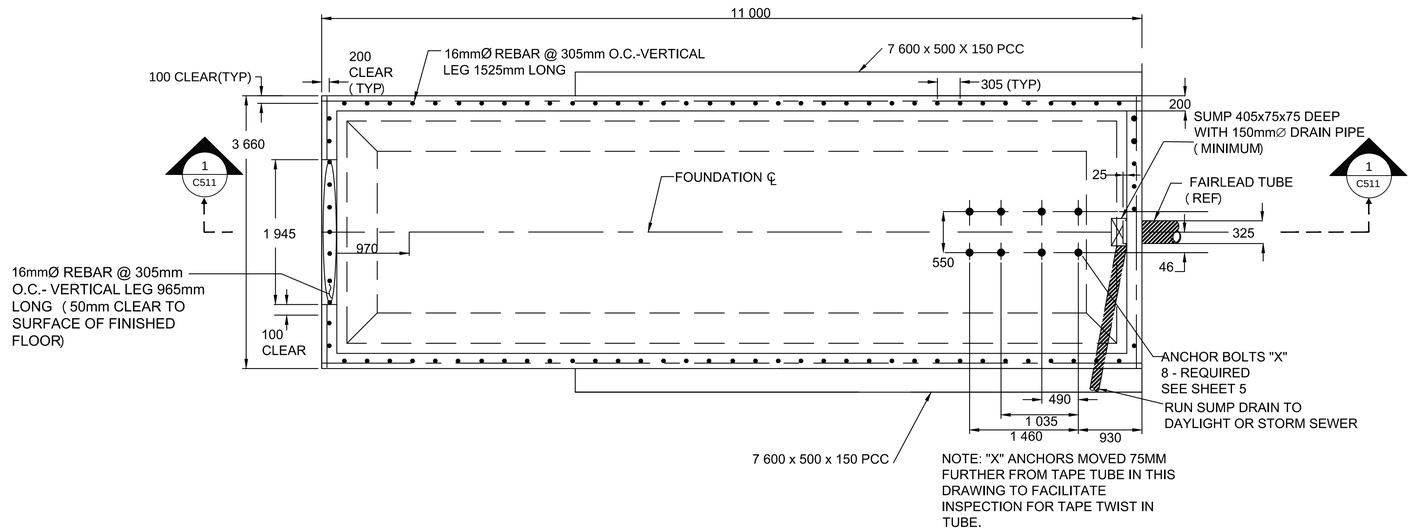
AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

BAK 12/14 MISC. TROUGH DETAILS

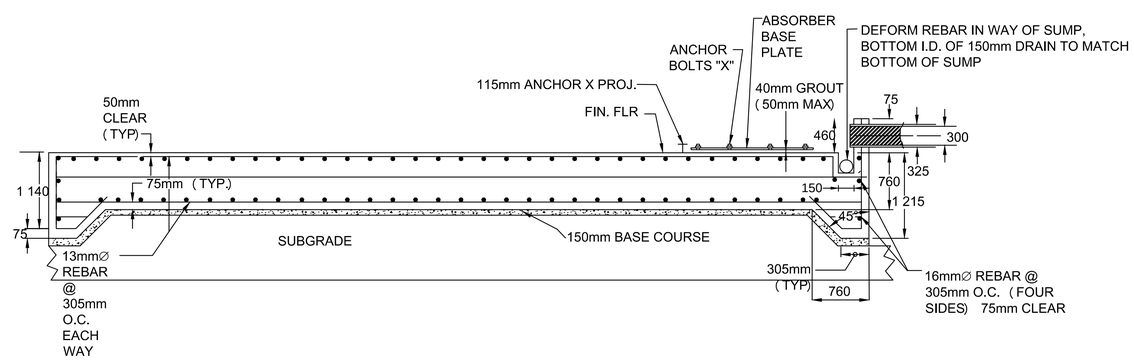
SHEET ID
C-511

100%




## PLAN VIEW

## BAK-12/14 ABSORBER FOUNDATION




1
C511

## BAK-12/14 ABSORBER FOUNDATION

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|---|---|---|

DESIGNED BY: T. ALLVIN
DRAWN BY: T. OATMAN
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAYZ15002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
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SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

BAK 12/14 ABSORBER FOUNDATION

SHEET ID
C-512

100%

## NOTES

1.) BRANCH CIRCUIT CONDUCTORS SHALL BE SIZED AS REQUIRED PER NEC (MOST CURRENT ISSUE) FOR THE RESPECTIVE CIRCUIT BREAKER AND SHALL NOT BE LESS THAN #12 THWN.

2.) ALL ELECTRICAL RACEWAYS AND CONDUITS TO HAVE BUSHINGS INSTALLED AT TERMINATIONS.

3.) INCLUDE SURGE ARRESTER FOR EACH LIGHTING PANEL, SQUARE D CAT. # Q02175SB SURGEBREAKER, OR EQUAL. INSTALL IN CONFORMANCE WITH MANUFACTURERS DIRECTIONS.

4.) PROVIDE OVERSIZED LUGS FOR CONDUCTORS AS REQUIRED AND PROVIDE OVERSIZED ENCLOSURE FOR PANELS C & D.

## LIGHTING PANEL "D" SCHEDULE

| CKT. NO. | POLE NO. | BREAKER SIZE | USAGE |
|---|---|---|---|
| D-1 | 1 | 20A,1P | NON-CONTROL SHELTER LIGHTS |
| D-2 | 2,4 | Q02175SB | SURGE ARRESTER |
| D-3 | 3 | 20A,1P | NON-CONTROL SHELTER CONVIENCE RECEPTACLES |
| D-4 | 5 | 15A,1P | EXHAUST FAN |
| D-5 | 6,8 | 20A,2P | SPARE |
| D-6 | 7 | 40A,1P | DUPLEX SUMP PUMP CONTROL PANEL |
| D-7 | 9 | 20A, 1P | SPARE |
| D-8 | 10,12 | 20A,1P | SPARE |
| D-9 | 11 | 20A,1P | SPARE |
| D-10 | 13 | 20A,1P | TROUGH END BOX RECEPT. (NON-CONTROL SIDE) |
| D-11 | 14,16 | 20A,2P | SPARE |
| D-11 | 15,17 | 30A,2P | SPARE |
| -- | 18-24 | -- | BLANK |

100A, 24 POLE, 120/240VAC, 1Ø, 3 WIRE, NEMA 1 ENCLOSURE.
240VAC, 100A, 2 POLE MAIN BREAKER. LOCATED IN THE NON-CONTROL SHELTER.

NOTES:

1.) BRANCH CIRCUIT BREAKERS SHALL BE BOLT ON TYPE, SIZED AS REQUIRED PER NEC (MOST CURRENT ISSUE) TO PROTECT THE RESPECTIVE MOTOR OR EQUIPMENT.

2.) GROUND WIRES ARE REQUIRED FOR ALL BRANCH CIRCUITS. CONDUIT CONNECTORS WILL NOT BE CONSIDERED AS ADEQUATE GROUNDING.

## LIGHTING PANEL "C" SCHEDULE

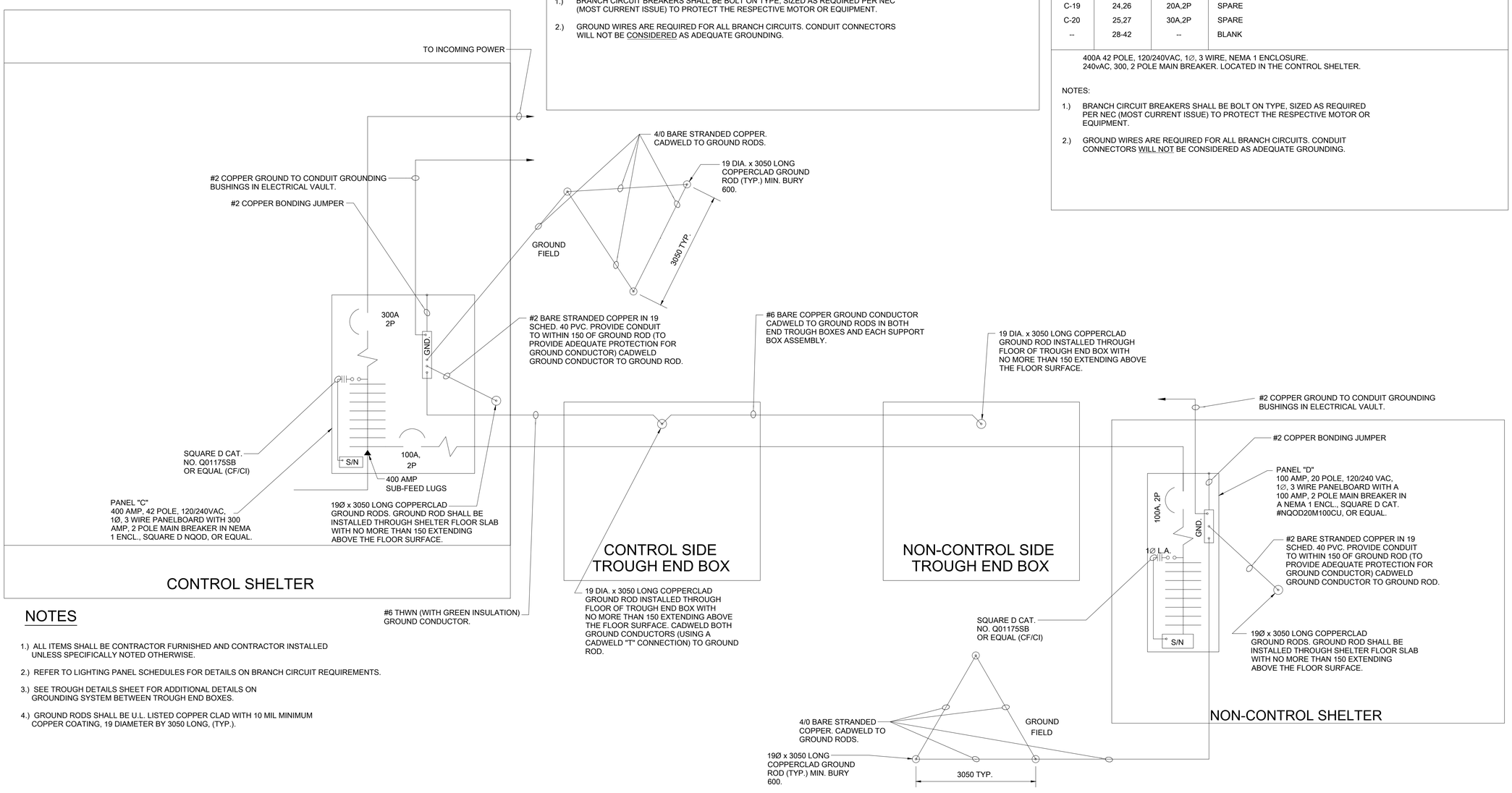
| CKT. NO. | POLE NO. | BREAKER SIZE | USAGE |
|---|---|---|---|
| C-1 | 1 | 20A,1P | CONTROL SHELTER RECEPTACLES |
| C-2 | 2,4 | Q02175SB | SURGE ARRESTER |
| C-3 | 3 | 20A,1P | CONTROL SHELTER LIGHTS |
| C-4 | 5 | 15A,1P | EXHAUST FAN |
| C-5 | 6,8 | 20A,2P | SPARE |
| C-6 | 7 | 40A,1P | DUPLEX SUMP PUMP CONTROL PANEL |
| C-7 | 9 | 15A,1P | SPARE |
| C-8 | 10,12 | 100A,2P | FEEDER BREAKER FOR PANEL IN NON-CONTROL PIT |
| C-9 | 11 | 20A,1P | SPARE |
| C-10 | 13 | 20A,1P | SPARE |
| C-11 | 14 | 20A,1P | SPARE |
| C-12 | 15,17 | 30A,2P | AIR COMPRESSOR |
| C-13 | 16 | 20A,1P | SPARE |
| C-14 | 18 | 20A,1P | SPARE |
| C-15 | 19 | 20A,1P | TROUGH END BOX RECEPT. (CONTROL SIDE) |
| C-16 | 20,22 | 20A,2P | SPEAR |
| C-17 | 21 | 20A,1P | SPARE |
| C-18 | 23 | 15A,1P | SPARE |
| C-19 | 24,26 | 20A,2P | SPARE |
| C-20 | 25,27 | 30A,2P | SPARE |
| -- | 28-42 | -- | BLANK |

400A 42 POLE, 120/240VAC, 1Ø, 3 WIRE, NEMA 1 ENCLOSURE.
240vAC, 300, 2 POLE MAIN BREAKER. LOCATED IN THE CONTROL SHELTER.

NOTES:

1.) BRANCH CIRCUIT BREAKERS SHALL BE BOLT ON TYPE, SIZED AS REQUIRED PER NEC (MOST CURRENT ISSUE) TO PROTECT THE RESPECTIVE MOTOR OR EQUIPMENT.

2.) GROUND WIRES ARE REQUIRED FOR ALL BRANCH CIRCUITS. CONDUIT CONNECTORS WILL NOT BE CONSIDERED AS ADEQUATE GROUNDING.




## NOTES

1.) ALL ITEMS SHALL BE CONTRACTOR FURNISHED AND CONTRACTOR INSTALLED UNLESS SPECIFICALLY NOTED OTHERWISE.

2.) REFER TO LIGHTING PANEL SCHEDULES FOR DETAILS ON BRANCH CIRCUIT REQUIREMENTS.

3.) SEE TROUGH DETAILS SHEET FOR ADDITIONAL DETAILS ON GROUNDING SYSTEM BETWEEN TROUGH END BOXES.

4.) GROUND RODS SHALL BE U.L. LISTED COPPER CLAD WITH 10 MIL MINIMUM COPPER COATING, 19 DIAMETER BY 3050 LONG, (TYP.).

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DESIGNED BY: T. ALLYN
DRAWN BY: T. OATMAN
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAYZ15002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

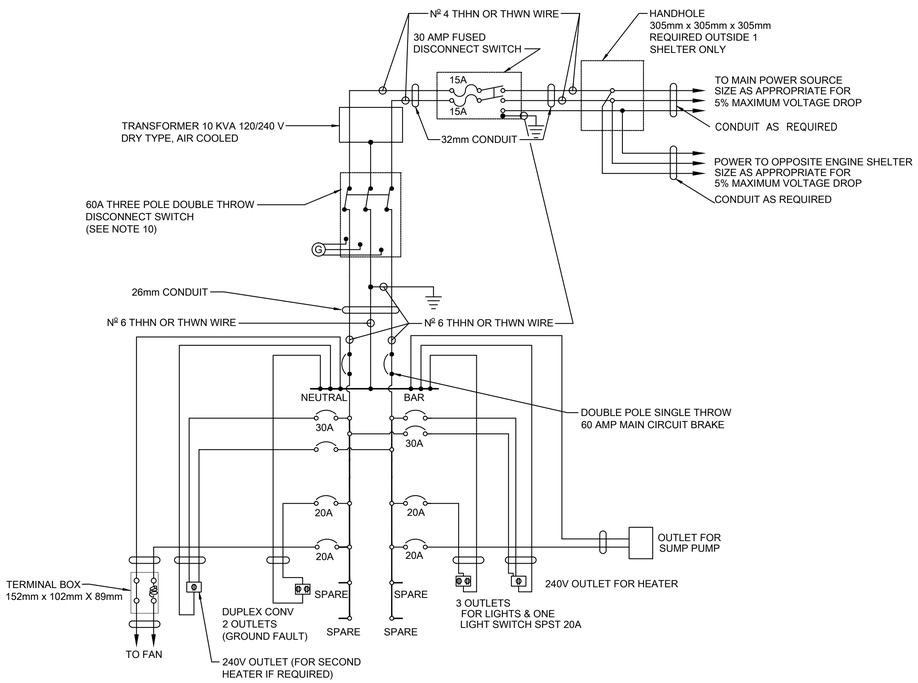
AECOM INTERNATIONAL INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
LASK AB, POLAND

BAK 12/14 ELECTRICAL ONE-LINE DIAGRAMS

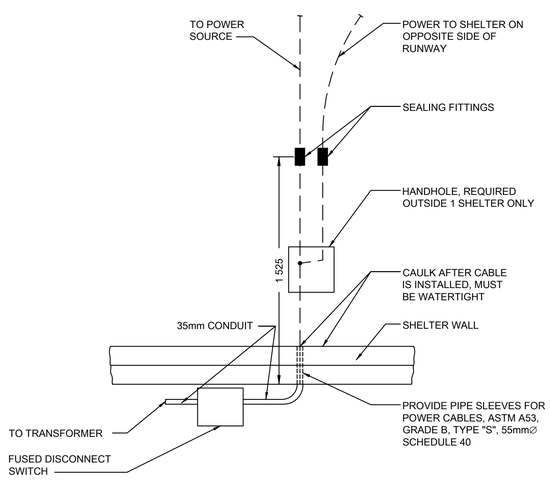
SHEET ID
C-513

100%




## ENGINE SHELTER WIRING DIAGRAM, TYP

NO SCALE




## INCOMING POWER DETAIL, TYP

SCALE: 1:20

0 1.00m 2.00m

## PANEL SCHEDULE, BAK-12 SHELTER

120/240V, 1 PHASE, 3 WIRE, 60 AMP MAIN BREAKER

| POLE | DESCRIPTION | BREAKER SIZE | WIRE SIZE | AMPS | POLE | DESCRIPTION | BREAKER SIZE | WIRE SIZE | AMPS |
|---|---|---|---|---|---|---|---|---|---|
| 1 | HEATER | 30 | 8 | 20.8 | 2 | HEATER | 30 | 8 | 20.8 |
| 3 | | | | | 4 | | | | |
| 5 | DUPLEX OUTLETS | 20 | 12 | 4.5 | 6 | OUTLET FOR LIGHTS | 20 | 12 | 6 |
| 7 | EXHAUST FAN | 20 | 12 | 4.0 | 8 | SUMP PUMP | 20 | 12 | 4 |
| 9 | SPARE | | | | 10 | SPARE | | | |
| 11 | SPARE | | | | 12 | SPARE | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | TOTAL AMPS | | | 39.3 | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

NOTE: PANEL SCHEDULE X 2 ONE PER BARRIER SHELTER.

## NOTES:

1. WIRING DIAGRAM AND QUANTITIES REQUIRED ARE FOR 1 ENGINE SHELTER. TWO SHELTERS ARE REQUIRED FOR A COMPLETE BAK-12/14 SYSTEM.
2. FASTEN 155mm x 305mm 18 GA DUCT TO SHELTER WALL OVER 55mm THICK GALVANIZED STEEL SPACERS.
3. SEAL AROUND ALL CONDUIT ENTERING ENGINE SHELTER BELOW GROUND LEVEL WITH "DUXSEAL" OR EQUIVALENT.
4. ALL CONDUIT SHALL BE GALVANIZED RIGID STEEL AMERICAN STANDARD (IRON PIPE) SIZES, SURFACE MOUNTED.
5. UNLESS OTHERWISE SPECIFIED, WIRE SHALL BE № 12 AWG STRANDED COPPER CONDUCTOR, 600V MIN, LOW WATER ABSORPTION THERMOPLASTIC INSULATION.
6. TYPE RH-RW WIRE SHALL BE 600V MIN, LOW WATER ABSORPTION RUBBER WITH NEOPRENE JACKET.
7. TAKE POWER FROM MANHOLE BY HV SWITCH SPLICE INTO LV CONDUCTOR. GET FINAL DIRECTION FOR SPLICING FROM SHOP AT TIME OF CONSTRUCTION.
8. CONTRACTOR SHALL NOT INSTALL BAK-12 ENERGY ABSORBER IN SHELTER UNTIL SITE GRADING HAS BEEN COMPLETED. DAMAGE TO BAK-12 RESULTING FROM SHELTER FLOODING CAUSED BY INSTALLATION OF EQUIPMENT BEFORE POSITIVE DRAINAGE IS ESTABLISHED WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
9. WHEN FLUORESCENT LIGHTING IS USED, IT WILL BE INSTALLED SO AS TO ELIMINATE ANY STROBOSCOPIC EFFECT WITH MOVING MACHINERY. BASE GROUND SAFTEY SHALL OBSERVE EQUIPMENT DURING REWIND, SYNCHRONIZATION, AND PROOF TESTING PROCEDURES TO ENSURE STROBOSCOPIC EFFECT IS NOT PRESENT.
10. PLACE PLACARD ON DISCONNECT SWITCH STATING: GENERATOR CONNECTED TO THIS SYSTEM MUST HAVE ITS GENERATOR NEUTRAL AND GROUND BONDED TOGETHER. USE CAMLOCK STYLE CONNECTORS CROUSE HINDS OR EQUAL.

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|

DESIGNED BY: T. ALLVIN
DRAWN BY: T. OATMAN
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
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U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 33
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

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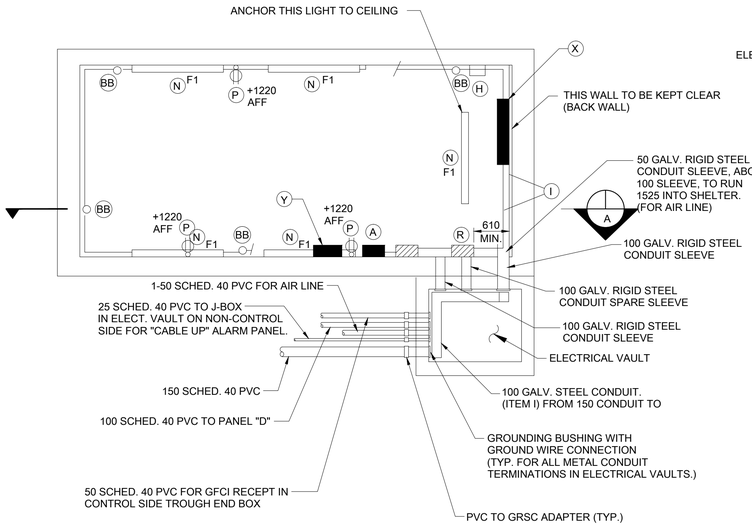
BAK 12/14 PANEL SCHEDULES

SHEET ID

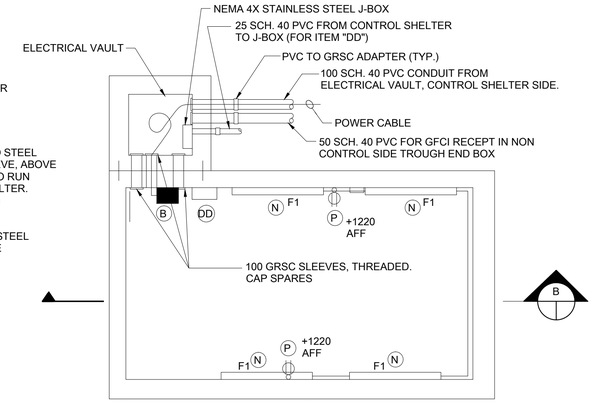
C-514

100%




## CONTROL SHELTER ELEC. PLAN

NO SCALE



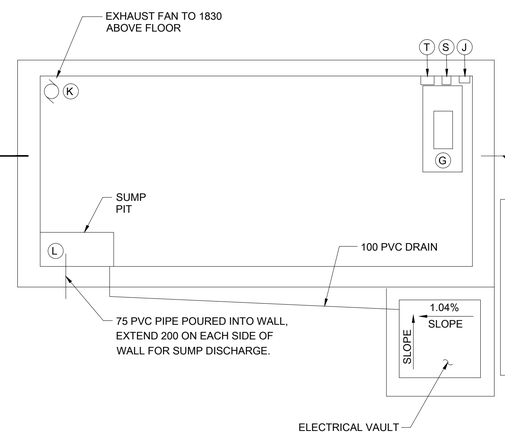

## NON-CONTROL SHELTER ELEC. PLAN

NO SCALE

NOTE:
ALL CONDUIT PENETRATIONS INTO THE SHELTERS AND ELECTRICAL VAULTS SHALL EXTEND 65 AND SHALL BE THREADED, GALV. RIGID STEEL.

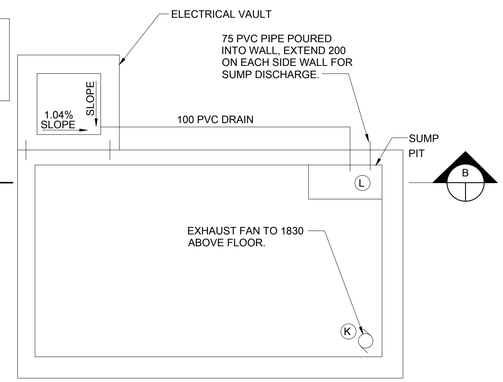
NOTE:
ALL CONDUIT TERMINATIONS SHALL HAVE BUSHINGS. CONDUIT TERMINATIONS IN ELECTRICAL VAULTS SHALL HAVE GROUNDING BUSHINGS WITH GROUND WIRE CONNECTIONS.

NOTE:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUIT ROUTING AND WIRING OF EQUIPMENT, AS SHOWN ON THE PLANS, IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS, AS DETAILED ON THE LIGHTING PANEL SCHEDULES, IN COMFORMANCE WITH NEC (MOST CURRENT ISSUE), AND AS REQUIRED TO MAKE A COMPLETE AND OPERATIONAL ELECTRICAL SYSTEM. CONDUITS SHALL NOT BE INSTALLED DIRECTLY ABOVE THE BAK 12/14 ARRESTING ENGINE.




## CONTROL SHELTER MECH. PLAN

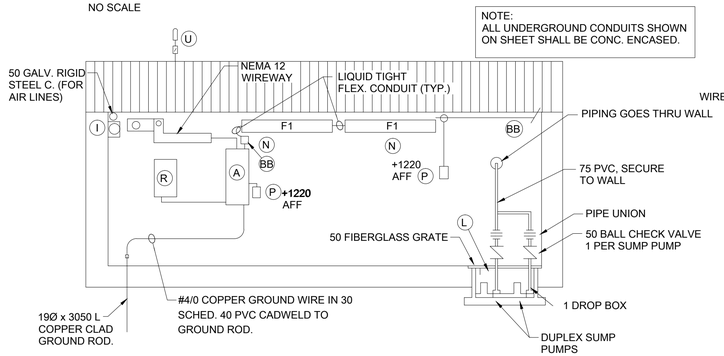
NO SCALE




## NON-CONTROL SHELTER MECH. PLAN

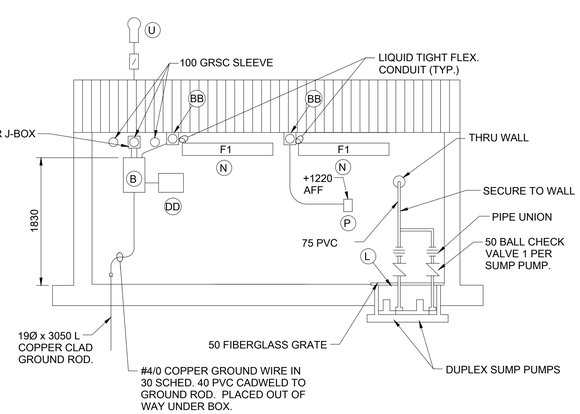
NO SCALE

NOTE:
ALL UNDERGROUND CONDUITS SHOWN ON SHEET SHALL BE CONC. ENCASED.




## SECTION A

NO SCALE




## SECTION B

NO SCALE

# PARTS LIST

| SYMBOL | DESCRIPTION | REMARKS |
|---|---|---|
| A | DISTRIBUTION PANEL - 120/240V, 1∅, 3 WIRE 400A WITH MAIN BREAKER | NEMA 1 SQUARE D NQOD OR EQUAL. |
| B | DISTRIBUTION PANEL - 120/240V, 1∅, 3 WIRE 100A WITH MAIN BREAKER. | NEMA 1 SQUARE D NQOD OR EQUAL. |
| D | | |
| E | CABLE POSITION CONTROL BOX # 52-D-2622-1 | |
| G | AIR COMPRESSOR | MIN. 200 SPACE BETWEEN AIR COMP. & WALL FOR SERVICE & MAINT. |
| H | HEAVY DUTY SAFETY SWITCH - 240VAC, 30A, 2P, SINGLE THROW FUSIBLE, SQUARE D CAT. NO. H221N OR EQUAL, WITH CLASS R FUSE KIT, SQUARE D CAT. NO. HRK30, OR EQUAL. | FOR AIR COMPRESSOR. INCLUDE 2 CLASS R FUSES AND 2 SPARES, SIZED AS REQUIRED, PER NEC. |
| I | NEMA 12, 200x200 ENCLOSED METAL WIREWAY, HOFFMAN OR EQUAL. | TO RUN ENTIRE LENGTH OF REAR WALL LEAVE ADEQUATE CLEARANCE BETWEEN WIREWAY |
| J | DELIQUESCENT DRYER, MODEL D-4, FILTER MODEL 605-4W & 25# BAG OF PELLETS ALL ITEMS | DRYER TO BE PLACED ON AIR LINE CONTRACTOR |
| K | EXHAUST FAN, 427 CFM @ 0.375" S.P., 0.18 BP, 1400 RPM, 120VAC, SINGLE PHASE, JENNFAN# SQD8251AS OR EQUAL. | SECURE DUCTWORK TO WALL. EXHAUST FAN SHALL BE ACTIVATED BY LIMIT SWITCH OR THERMOSTAT. PROVIDE 20 AMP SINGLE POLE BREAKER FOR POWER FOR FAN IN PANELS "C" AND "D". |
| L | SUMP PUMP, SUBMERSIBLE TYPE, 45 GPM, @ 10' HEAD, 115V, 60 CYCLE. (1/3 HP) INCLUDE FLOAT SYSTEM FOR OFF/LEAD/LAG AND HIGH LEVEL ALARM OPERATION AS REQUIRED. SEE SPECS. RADIO CONTROL HAS OWN ALARM. | LEAD PUMP WILL SWITCH ON WHEN THE WATER LEVEL IN THE SUMP REACHES A DEPTH OF 10". THE LAG PUMP WILL COME ON WHEN THE WATER LEVEL REACHES 330. THE SYSTEM SHALL ALSO BE WIRED TO FACILITATE AUTOMATIC ALTERATIONS BETWEEN THE LEAD & LAG PUMP AFTER EACH CYCLE. USE GOULD PUMPS, AND COMPATIBLE DUPLEX SUMP CONTROL MODEL A6-1012 OR EQUAL. CONTROL MUST SIGNAL A HIGH WATER ALARM. |
| | | |
| N | F1 - LIGHT FIXTURE - U.L. LISTED, CLEAR GLASS LENS, FLUORESCENT, MOUNTED ON WALL WITH 45° BRACKETS - SEE "EXHAUST FAN & LIGHTING CONTROL SCHEMATIC". | TEMPERED GLASS (3)-BULBS, 1220 FIXTURES, USE GENLYTE, KLP HAZZARDLINE HPFWT340120V-CW, OR EQUAL. |
| P | DUPLEX RECEPTACLE, 120 VAC, 60HZ, 20 AMP | |
| R | SAFETY SWITCH, 30A, 240V, FUSED 2 POLE. | CONTRACTOR SHALL PROVIDE 2-CLASS R, 30A FUSES & 2 SPARES. |
| T | LIGHTING CONTACTOR AND RELATED OPERATORS, IN A NEMA 1 ENCLOSURE, TO FEED ALARM PANEL. MOUNT ABOVE ITEM "H". | OPERATED BY PRESSURE SWITCH "S". FIELD VERIFY LOCATION. |
| U | WEATHERPROOF OBSTRUCTION LIGHT - HUBBELL CAT. #BYMB-3600-AHQ OR EQUAL, WITH RED FRESNEL LENS, HUBBELL CAT. #7-AP-53-R, OR EQUAL. INCLUDE 3-WAY WP SWITCH. | TIED TO RESPECTIVE EXHAUST FAN AND LIGHTS. |
| | | |
| W | | |
| X | | |
| Y | | |
| BB | JUNCTION BOX, SIZED AS REQUIRED. | |
| DD | ALARM PANEL WITH ALARM PILOT LIGHT AND BUZZER. | ONE UNIT SHALL BE SUPPLIED FOR THE NON-CONTROL SHELTER & WILL BE CONNECTED TO BAK 14 EQUIPMENT IN CONTROL PIT. LIGHT AND BUZZER SHALL BE ACTIVATED WHEN THE BAK 14 CABLE IS "UP". PROVIDE A SILENCER FOR THE BUZZER. THE ALARM BUZZER SHALL RESET ITSELF WHEN THE BAK 14 CABLE RETURNS (IS LOWERED) TO THE CABLE TROUGH. |

NOTES:
THERE IS 1 CONTROL SHELTER AND 1 NON-CONTROL SHELTER REQUIRED FOR EACH BAK 12/14 SITE.

PROVIDE AND INSTALL PHOENIX AIRCRAFT ARRESTING CONTROL SYSTEM PART NUMBER PL1714 TO ALLOW RADIO CONTROL OF BAK 12/14 SITES FOR BOTH RUNWAYS FROM THE TOWER. TO CONVERT THE CURRENT 1-RUNWAY SYSTEM TO A 2-RUNWAY SYSTEM, THE FOLLOWING MODIFICATIONS ARE MADE:

1) TOWER ACE 3600 UNIT IS MODIFIED TO ACCOMMODATE ADDITIONAL I/O MODULES. THIS INCLUDES INSTALLING THE MODULES, ADDING THE CONNECTOR FOR THE ADDITIONAL PANEL SECTION, AND WIRING THE CONNECTOR TO THE NEW MODULES. THE PROGRAMMING IN THE TOWER CPU MODULES IS SLIGHTLY DIFFERENT ALSO.
2) NEW PANEL SECTIONS ARE ADDED TO THE EXISTING TOWER PANELS FOR THE SECOND RUNWAY.
3) ANOTHER CABLE IS ADDED AT THE TOWER TO CONNECT THE NEW PANEL SECTION WITH THE NEW CONNECTOR AT THE ACE 3600 UNIT.
4) FOUR ACE 3600 STATIONS, 1 PER PIT, ARE INSTALLED AT THE CONTROL AND NIN-CONTROL PITS OF BOTH BAK-12/14 INSTALLATIONS ON RUNWAY 17R-35L.
5) LIGHTING PANELS C AND D - SEE ONE-LINE DIAGRAM NOTES NO. 12 FOR ADDITIONAL REQUIREMENTS.

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| MARK | DESCRIPTION | DATE |
|---|---|---|

DESIGNED BY: T. ALLVIN
DRAWN BY: T. OATMAN
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAYZ15002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

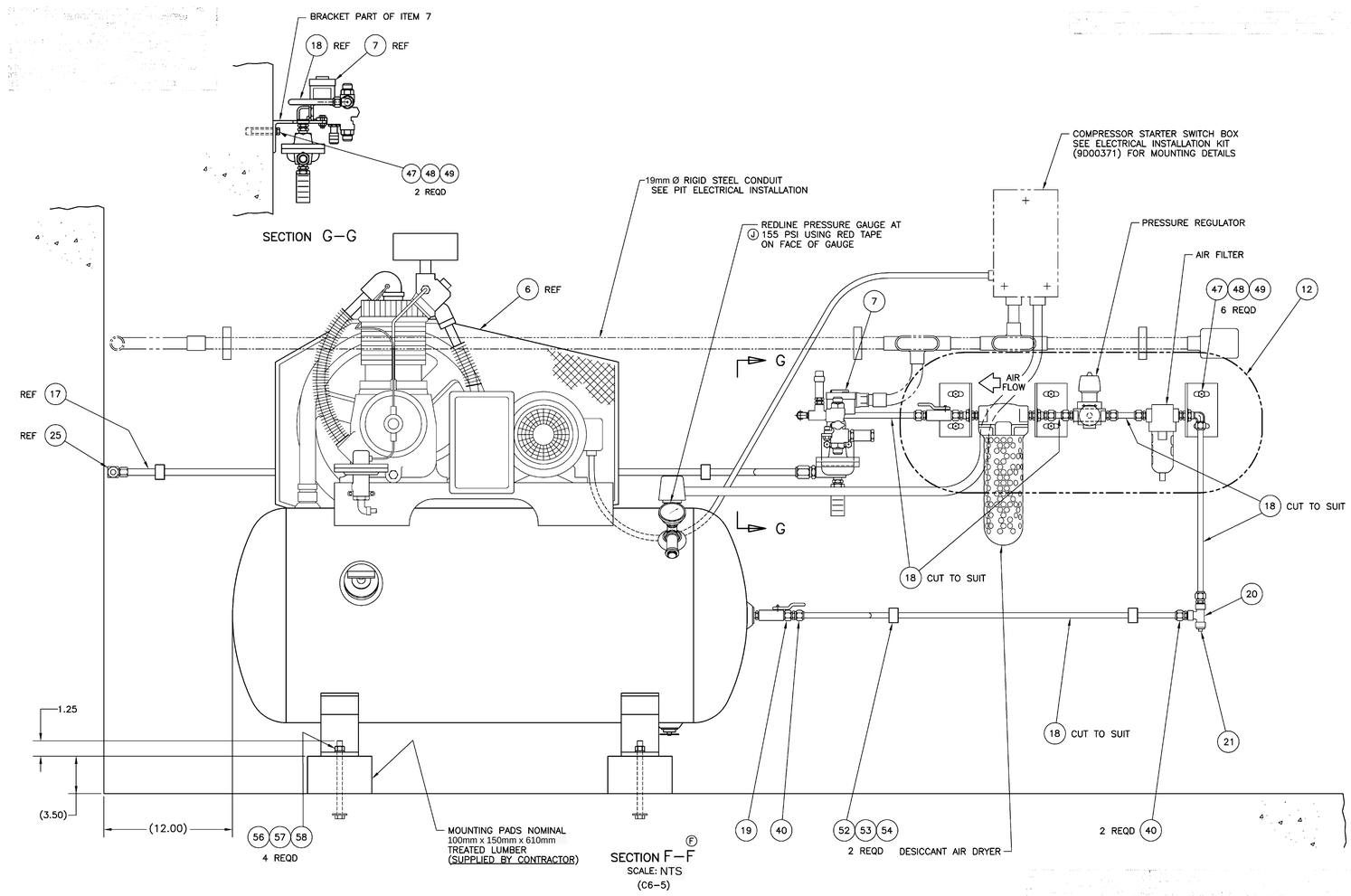
AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
LASK AB, POLAND

BAK 12/14 SHELTER LAYOUT

SHEET ID
C-515

100%




# AIR COMPRESSOR DETAIL

6 AIR COMPRESSOR, 220V, 50/60 HZ, 1 PH, 2 HP
7 SOLENOID OPERATED VALVE ASSEMBLY, 120V, 60 HZ, 1 PH
12 AIR DRYER/FILTER/REGULATOR KIT
17 TUBING, COPPER (SOFT), 16mm O.D. x 0.9 WALL x 15.250m LONG
18 TUBING, COPPER (SOFT), 10mm O.D. x 0.8mm WALL x 3.000m LONG
19 REDUCER, HYDRAULIC-PIPE, 12.70mm NPT MALE x 6.35mm NPT FEMALE (BRASS)
20 TEE, HYDRAULIC-PIPE, 6.35mm NPT FEMALE (BRASS)
21 PLUG, PIPE, 6.35mm NPT HEX HD (BRASS)
25 ELBOW, HYDRAULIC-TUBE, 16mm TUBE, MALE 16mm TUBE MALE UNION (BRASS)
40 ADAPTOR, HYDRAULIC TUBE TO PIPE, 10mm TUBE MALE, 6.35mm NPT MALE (BRASS)
47 DOUBLE EXPANSION SHIELD, 10mm (INCLUDES 2 SPARES)
48 SCREW, HEX HD CAP 10mm-16 UNC-2A x 50mm LG (INCLUDES 2 SPARES)
49 WASHER, FLAT, 10mm Ø (INCLUDES 2 SPARES)
52 SCREW, ANCHOR, NO. 10 (5mm) - 24 UNC (INCLUDES 3 SPARES)
53 TUBE CLAMP, CUSHIONED 10mm TUBE (INCLUDES 4 SPARES)
54 SCREW, MACHINE, PAN HEAD, CROSS RECESSED, NO. 10 (5mm) - 24 UNC (INCLUDES 5 SPARES)
56 BOLT, HEX HEAD, 12.70mm-13 UNC x 180mm LG (INCLUDES 2 SPARES)
57 WASHER, FLAT, 12.70mm Ø MED (INCLUDES 2 SPARES)
58 WASHER, LOCK, 12.70mm Ø MED (INCLUDES 2 SPARES)

NOTE:

ALL ITEMS LISTED TO LEFT SHALL BE GOVERNMENT FURNISHED AND CONTRACTOR INSTALLED.

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|---|---|---|

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ISSUE DATE: MARCH 2017
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U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRASE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

BAK 12/14 AIR COMPRESSOR

SHEET ID
C-516

100%

RUNWAY 10/28 EXTENSION HORIZONTAL ALIGNMENT/TRASA WYDŁUŻENIA DROGI STARTOWEJ

| POINT PUNKT | STATION KILOMETRAŻ | NORTHING WSP. PN | NORTHING WSP. WSCH. | ELEMENT | LENGTH DŁUGOŚĆ |
|---|---|---|---|---|---|
| POB | 2+499.16 | 5713325.645 | 6582972.603 | | |
| | | | | STRAIGHT/PROSTA | 500.850 |
| RWY POE | 3+000.01 | 5713183.744 | 6583452.931 | | |
| | | | | STRAIGHT/PROSTA | 150.000 |
| OVRN POE | 3+150.01 | 5713141.246 | 6583596.785 | | |
| | | | | STRAIGHT/PROSTA | 125.000 |
| CWY POE | 3+275.01 | 5713105.831 | 6583716.663 | | |

RUNWAY 10/28 EXTENSION VERTICAL ALIGNMENT/PROFIL WYDŁUŻENIA DROGI STARTOWEJ

| ELEMENT | POINT TYPE RODZAJ PUNKTU | START STATION KM POCZĄTKU | START ELEVATION RZĘDNA POCZĄTKU | START GRADIENT POCHYLENIE POCZĄTKOWE | POINT TYPE RODZAJ PUNKTU | END STATION KM KOŃCA | END ELEVATION RZĘDNA KOŃCA | END GRADIENT POCHYLENIE KOŃCOWE | LENGTH DŁUGOŚĆ | RADIUS PROMIEŃ |
|---|---|---|---|---|---|---|---|---|---|---|
| Linear | RWY POB | 2+499.16 | 192.840 | -0.745% | PVC | 2+499.36 | 192.838 | -0.745% | 0.20 (140.73 from last WBPB PVI) | |
| Circular | PVC | 2+499.36 | 192.838 | -0.745% | PVT | 2+772.34 | 192.026 | 0.150% | 272.980 | -30500.000 |
| Linear | PVT | 2+772.34 | 192.026 | 0.150% | POE/THRESHOLD | 3+000.01 | 192.368 | 0.150% | 227.670 | |
| | | | | | | | | | | |
| Linear | OVRN POB | 3+000.01 | 192.368 | 0.150% | PVC | 3+088.12 | 192.500 | 0.150% | 88.115 | |
| Circular | PVC | 3+088.12 | 192.500 | 0.150% | PVT | 3+148.12 | 192.770 | 0.750% | 59.998 | -10000.000 |
| Linear | PVT | 3+148.12 | 192.770 | 0.750% | PVC | 3+163.12 | 192.883 | 0.750% | 15.001 | |
| Circular | PVC | 3+163.12 | 192.883 | 0.750% | PVT | 3+223.13 | 192.883 | -0.750% | 59.998 | 4000.000 |
| Linear | PVT | 3+223.12 | 192.883 | -0.750% | PVC | 3+229.37 | 192.836 | -0.750% | 6.251 | |
| Circular | PVC | 3+229.37 | 192.836 | -0.750% | PVT | 3+266.88 | 192.789 | 0.500% | 37.499 | -3000.000 |
| Linear | PVT | 3+266.87 | 192.789 | 0.500% | POE | 3+275.01 | 192.829 | 0.500% | 8.127 | |

SERVICE ROAD HORIZONTAL ALIGNMENT/TRASA DROGI SERWISOWEJ

| POINT PUNKT | STATION KILOMETRAŻ | NORTHING WSP. PN | NORTHING WSP. WSCH. | ELEMENT | LENGTH DŁUGOŚĆ |
|---|---|---|---|---|---|
| POB/PC | 0+000.00 | 5712974.80 | 6583465.92 | | |
| | | | | R=30 | 12.482 |
| PT | 0+012.48 | 5712973.83 | 6583478.27 | | |
| | | | | STRAIGHT/PROSTA | 503.457 |
| POE | 0+515.94 | 5712831.72 | 6583961.26 | | |

SERVICE ROAD VERTICAL ALIGNMENT/PROFIL DROGI SERWISOWEJ

| ELEMENT | POINT TYPE RODZAJ PUNKTU | START STATION KM POCZĄTKU | START ELEVATION RZĘDNA POCZĄTKU | START GRADIENT POCHYLENIE POCZĄTKOWE | POINT TYPE RODZAJ PUNKTU | END STATION KM KOŃCA | END ELEVATION RZĘDNA KOŃCA | END GRADIENT POCHYLENIE KOŃCOWE | LENGTH DŁUGOŚĆ | RADIUS PROMIEŃ |
|---|---|---|---|---|---|---|---|---|---|---|
| Linear | POB | 0+000.00 | 191.550 | -0.40% | PVC | 0+004.32 | 191.533 | -0.400% | 4.320 | |
| Circular | PVC | 0+004.32 | 191.533 | -0.40% | PVT | 0+044.82 | 191.553 | 0.500% | 40.500 | -4500.000 |
| Linear | PVT | 0+044.82 | 191.553 | 0.50% | PVC | 0+240.21 | 192.530 | 0.500% | 195.391 | |
| Circular | PVC | 0+240.21 | 192.530 | 0.50% | PVT | 0+285.21 | 192.530 | -0.500% | 44.999 | 4500.000 |
| Linear | PVT | 0+285.21 | 192.530 | -0.50% | PVC | 0+296.84 | 192.472 | -0.500% | 11.631 | |
| Circular | PVC | 0+296.84 | 192.472 | -0.50% | PVT | 0+341.84 | 192.472 | 0.500% | 44.999 | -4500.000 |
| Linear | PVT | 0+341.84 | 192.472 | 0.50% | PVC | 0+387.38 | 192.699 | 0.500% | 45.536 | |
| Circular | PVC | 0+387.38 | 192.699 | 0.50% | PVT | 0+432.38 | 192.699 | -0.500% | 44.999 | 4500.000 |
| Linear | PVT | 0+432.38 | 192.699 | -0.50% | PVC | 0+480.65 | 192.458 | -0.500% | 48.274 | |
| Circular | PVC | 0+480.65 | 192.458 | -0.50% | PVT | 0+504.81 | 192.532 | 1.111% | 24.160 | -1500.000 |
| Linear | PVT | 0+504.81 | 192.532 | 1.11% | POE | 0+514.41 | 192.638 | 1.111% | 9.602 | |

NORTH BAK ACCESS ROAD HORIZONTAL ALIGNMENT/TRASA DROGI DOJAZDOWEJ DO URZĄDZEŃ BAK PN

| POINT PUNKT | STATION KILOMETRAŻ | NORTHING WSP. PN | NORTHING WSP. WSCH. | ELEMENT | LENGTH DŁUGOŚĆ |
|---|---|---|---|---|---|
| POB | 0+000.000 | 5713393.89 | 6583079.48 | | |
| | | | | STRAIGHT/PROSTA | 59.275 |
| POE | 0+059.275 | 5713450.73 | 6583096.27 | | |

NORTH BAK ACCESS ROAD VERTICAL ALIGNMENT/PROFIL DROGI DOJAZDOWEJ DO URZĄDZEŃ BAK PN

| ELEMENT | POINT TYPE RODZAJ PUNKTU | START STATION KM POCZĄTKU | START ELEVATION RZĘDNA | START GRADIENT POCHYLENIE POCZĄTKOWE | POINT TYPE RODZAJ PUNKTU | END STATION KM | END ELEVATION RZĘDNA KOŃCA | END GRADIENT POCHYLENIE | LENGTH DŁUGOŚĆ | RADIUS PROMIEŃ |
|---|---|---|---|---|---|---|---|---|---|---|
| Linear | POB | 0+000.00 | 192.279 | 0.39% | PVC | 0+004.58 | 192.297 | 0.395% | 4.581 | |
| Circular | PVC | 0+004.58 | 192.297 | 0.39% | PVT | 0+018.95 | 192.182 | -2.000% | 14.367 | 600.000 |
| Linear | PVT | 0+018.95 | 192.182 | -2.00% | PVC | 0+026.80 | 192.025 | -2.000% | 7.854 | |
| Circular | PVC | 0+026.80 | 192.025 | -2.00% | PVT | 0+041.80 | 191.913 | 0.500% | 14.998 | -600.000 |
| Linear | PVT | 0+041.80 | 191.913 | 0.50% | POE | 0+059.27 | 192.000 | 0.500% | 17.476 | |

SOUTH BAK ACCESS ROAD HORIZONTAL ALIGNMENT/TRASA DROGI DOJAZDOWEJ DO URZĄDZEŃ BAK PD

| POINT PUNKT | STATION KILOMETRAŻ | NORTHING WSP. PN | NORTHING WSP. WSCH. | ELEMENT | LENGTH DŁUGOŚĆ |
|---|---|---|---|---|---|
| POB | 0+000.000 | 5712863.696 | 6582942.567 | | |
| | | | | STRAIGHT/PROSTA | 289.305 |
| POE | 0+289.31 | 5713141.15 | 6583024.53 | | |

SOUTH BAK ACCESS ROAD VERTICAL ALIGNMENT/PROFIL DROGI DOJAZDOWEJ DO URZĄDZEŃ BAK PD

| ELEMENT | POINT TYPE RODZAJ PUNKTU | START STATION KM POCZĄTKU | START ELEVATION RZĘDNA | START GRADIENT POCHYLENIE POCZĄTKOWE | POINT TYPE RODZAJ PUNKTU | END STATION KM | END ELEVATION RZĘDNA KOŃCA | END GRADIENT POCHYLENIE | LENGTH DŁUGOŚĆ | RADIUS PROMIEŃ |
|---|---|---|---|---|---|---|---|---|---|---|
| Linear | POB | 0+000.00 | 188.568 | 0.50% | PVC | 0+186.10 | 189.495 | 0.499% | 186.035 | |
| Circular | PVC | 0+186.10 | 189.495 | 0.50% | PVT | 0+205.30 | 189.665 | 1.267% | 19.206 | -2500.000 |
| Linear | PVT | 0+205.30 | 189.665 | 1.27% | POE | 0+289.31 | 190.729 | 1.267% | 84.001 | |

GS ANTENNA ACCESS ROAD HORIZONTAL ALIGNMENT/TRASA DROGI DOJAZDOWEJ DO ANTENY PODEJŚCIA

| POINT PUNKT | STATION KILOMETRAŻ | NORTHING WSP. PN | NORTHING WSP. WSCH. | ELEMENT | LENGTH DŁUGOŚĆ |
|---|---|---|---|---|---|
| POB | 0+000.000 | 5713138.55 | 6583023.77 | | |
| | | | | STRAIGHT/PROSTA | 54.693 |
| POE | 0+054.69 | 5713145.93 | 6583077.96 | | |

GS ANTENNA ACCESS ROAD VERTICAL ALIGNMENT/PROFIL DROGI DOJAZDOWEJ DO ANTENY PODEJŚCIA

| ELEMENT | POINT TYPE RODZAJ PUNKTU | START STATION KM POCZĄTKU | START ELEVATION RZĘDNA | START GRADIENT POCHYLENIE POCZĄTKOWE | POINT TYPE RODZAJ PUNKTU | END STATION KM | END ELEVATION RZĘDNA KOŃCA | END GRADIENT POCHYLENIE | LENGTH DŁUGOŚĆ | RADIUS PROMIEŃ |
|---|---|---|---|---|---|---|---|---|---|---|
| Linear | POB | 0+000.00 | 190.690 | 0.30% | POE | 0+054.69 | 190.854 | 0.300% | 54.690 | - |

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| MARK | DESCRIPTION | DATE |
|---|---|---|

ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

DESIGNED BY: A. WIERZBICKI
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

PROJECT ALIGNMENT TABLE
TABELA GEOMETRII DS I INNYCH DRÓG

SHEET ID
C-701

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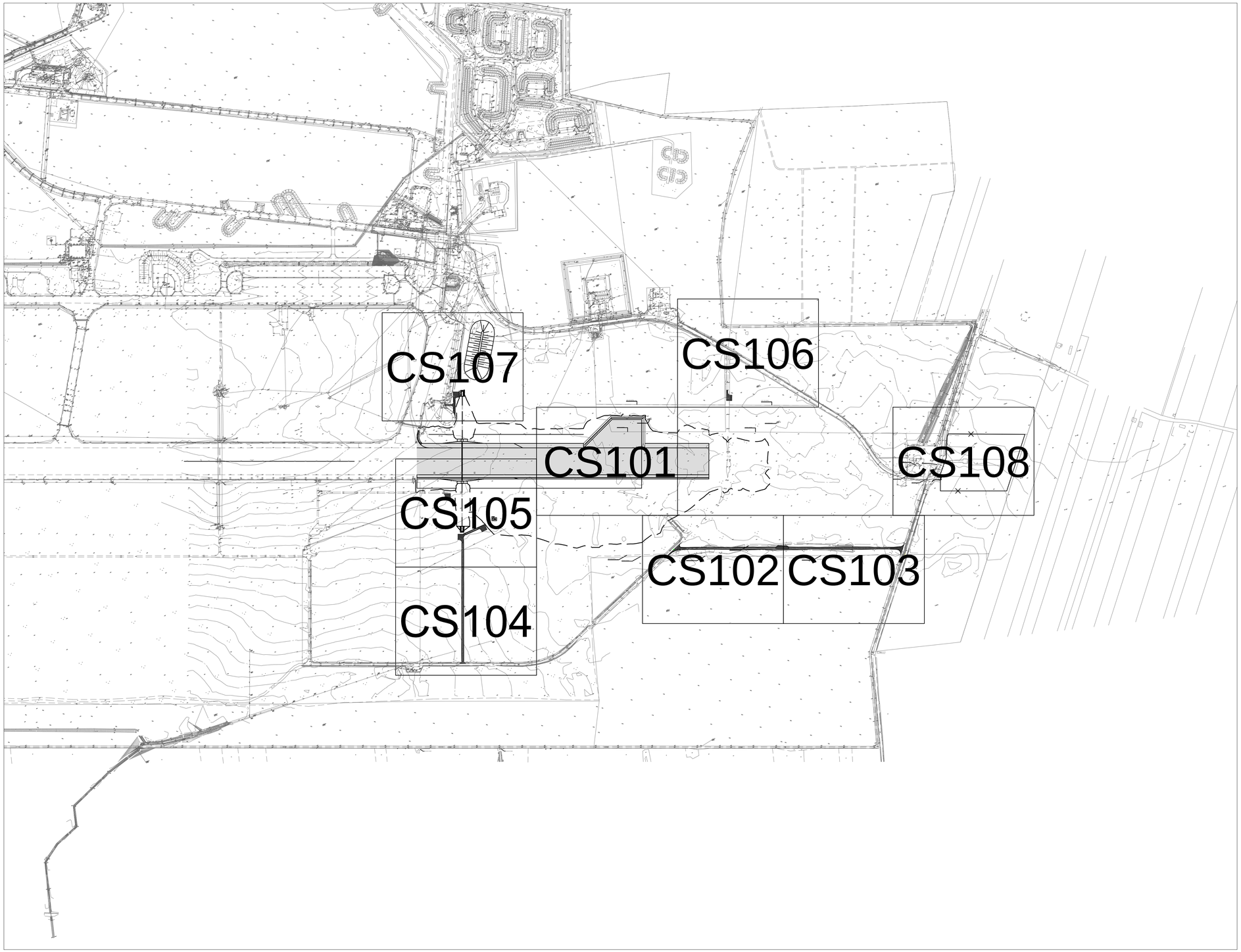


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| MARK | DESCRIPTION | DATE |
|---|---|---|
| | | |

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
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U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAAE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

SITE PLAN HAMMERHEAD TURNAROUND
SHEET ARRANGEMENT
PLAN SYT. WYS. PŁYTA DO ZAWRACANIA - ARKUSZE

SHEET ID
CS100

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\ID0159402\15-D-0008-0003CCS101.DWG
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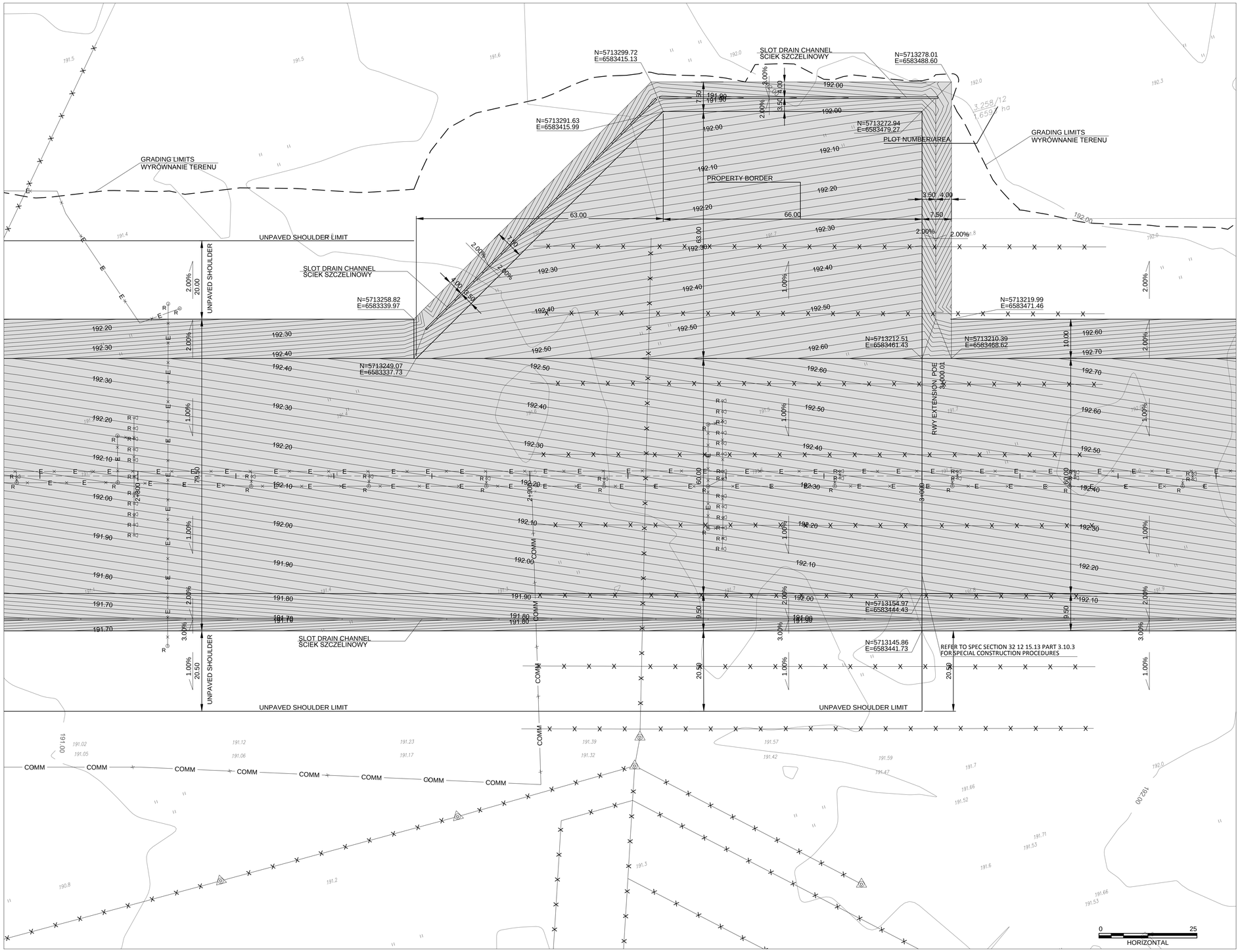


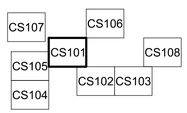


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|---|---|---|
| | | |

DESIGNED BY: A. WICZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

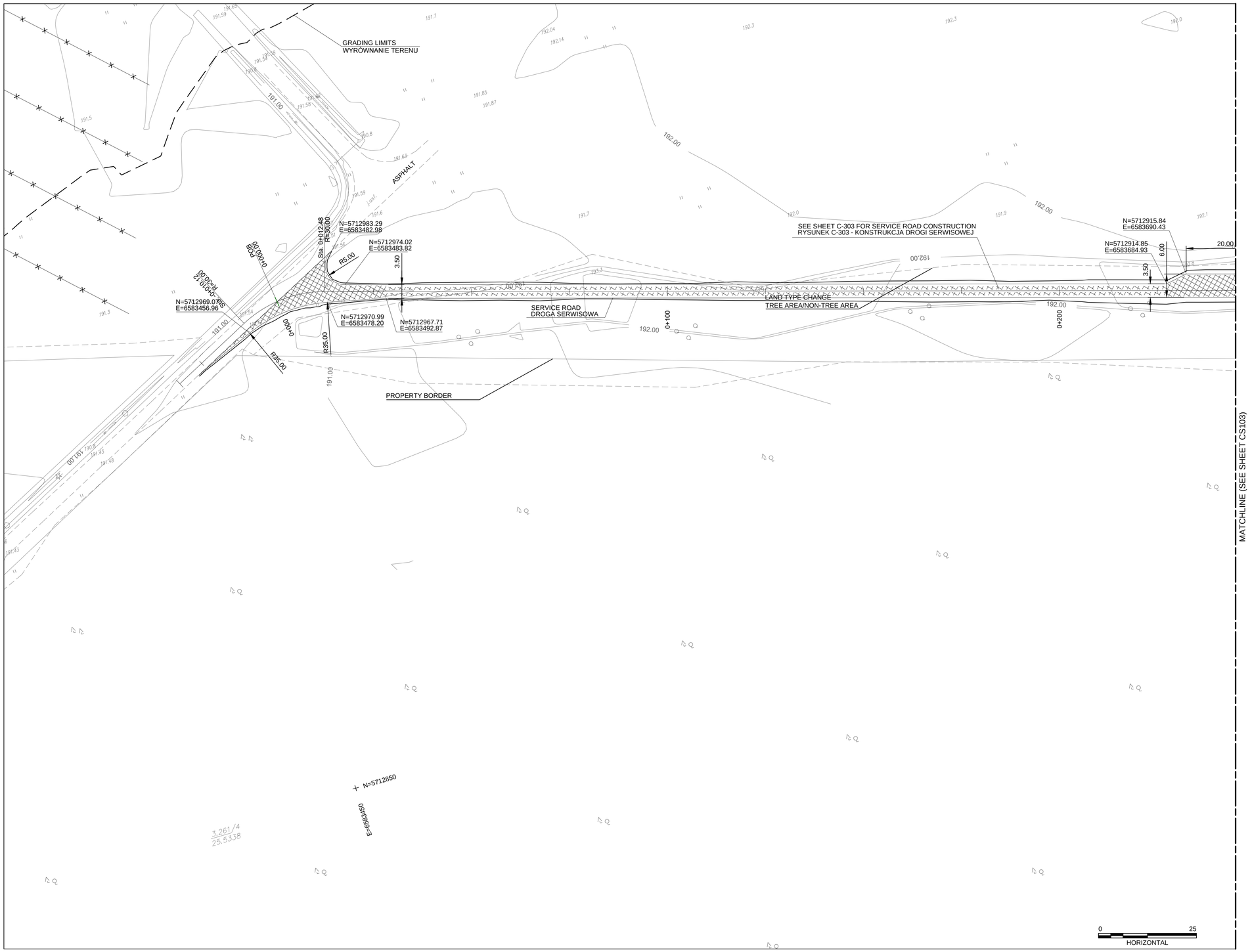
ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

SITE PLAN HAMMERHEAD TURNAROUND
PLAN SYTUACYJNO WYSOKOŚCIOWY
PŁYTA DO ZAWRACANIA

SHEET ID
CS101

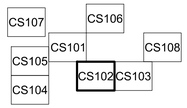
C:\PWWORKING\AECOM_EU\JGACZKOWSKI\ID0159402\15-D-0008-0003CCS101.DWG
10/5/2016 JACEK.GACZKOWSKI 1:500

100%




LEGEND
LEGENDA

CONCRETE PAVING BLOCK
NAWIERZCHNIA Z PŁYT

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AECOM INTERNATIONAL, INC.
SIEMENSSTRAE 10
NEU-ISENBURG, 63263

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ŁASK AB, POLAND

SITE PLAN SERVICE ROAD 01
PLAN SYTUACYJNO WYSOKOŚCIOWY
DROGA SERWISOWA 01

SHEET ID
CS102

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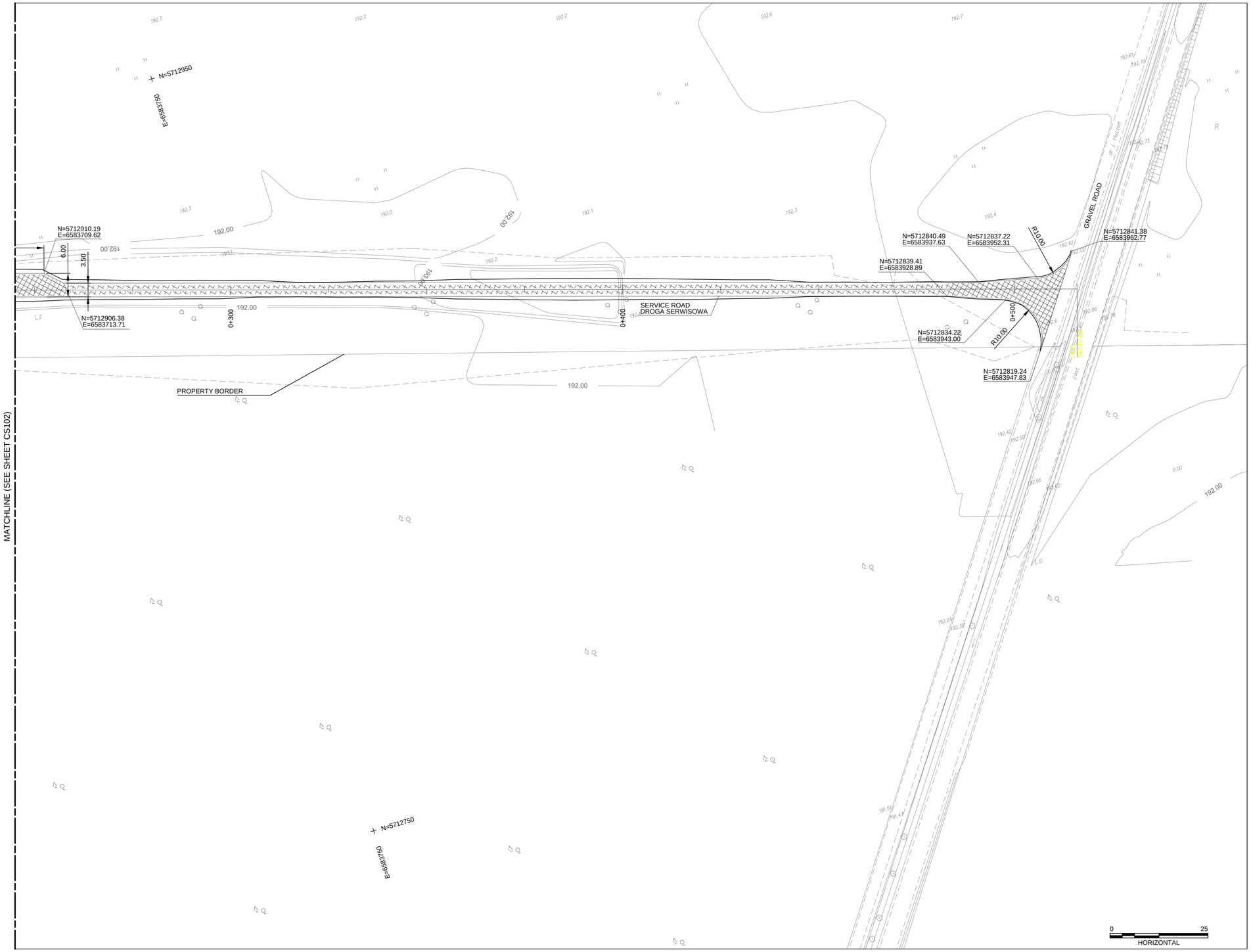


LEGEND
LEGENDA

CONCRETE PAVING BLOCK
NAWIERZCHNIA Z PŁYT

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CS107 CS106 CS101 CS108 CS105 CS102 CS103 CS104

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| MARK | DESCRIPTION | DATE |
|---|---|---|

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

SITE PLAN SERVICE ROAD 01
PLAN SYTUACYJNO WYSOKOŚCIOWY
DROGA SERWISOWA 01

SHEET ID
CS103

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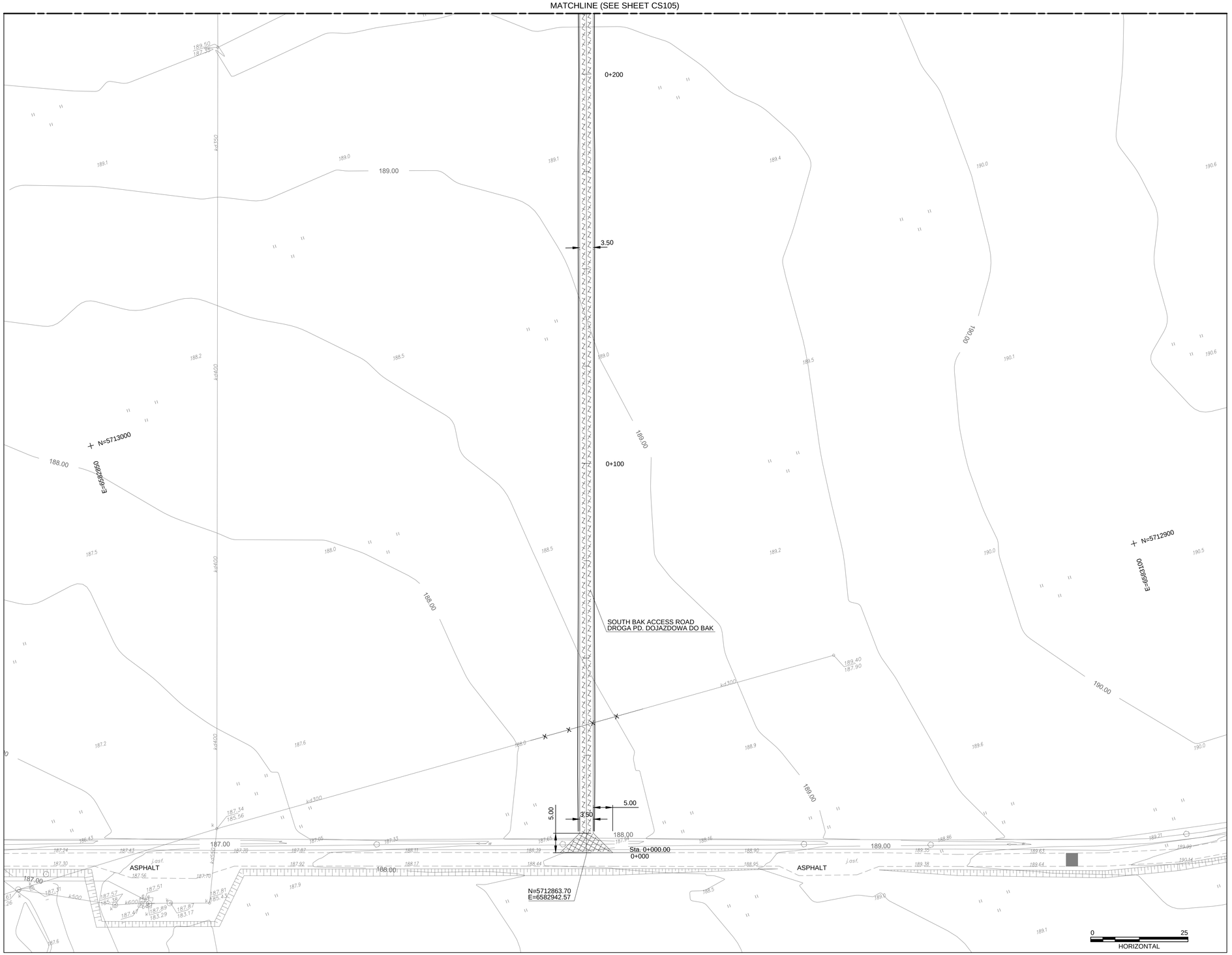
MATCHLINE (SEE SHEET CS105)

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CONCRETE PAVING BLOCK
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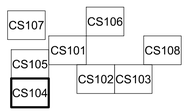


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U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
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AECOM INTERNATIONAL, INC.
SIEMENSSTRAE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

SITE PLAN ACCESS ROAD BAK
PLAN SYTUACYJNO WYSOKOŚCIOWY
DROGI DOJAZDOWE BAK

SHEET ID

CS104

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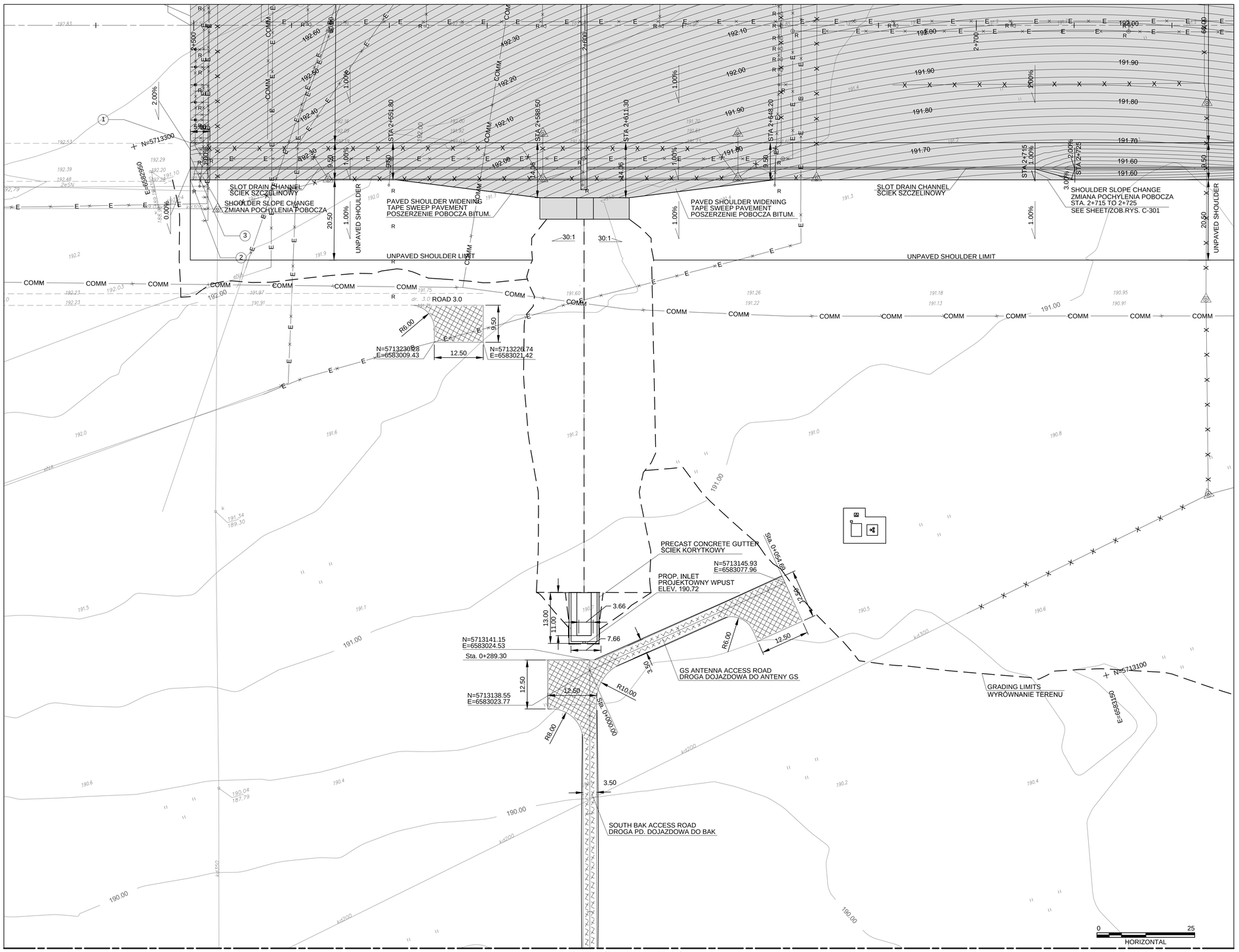


MATCHLINE (SEE SHEET CS104)

LEGEND
LEGENDA

CONCRETE PAVING BLOCK
NAWIERZCHNIA Z PŁYT

| CS107 | CS106 | |
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| CS105 | CS101 | CS108 |
| CS104 | CS102 | CS103 |

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ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRASE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

SITE PLAN ACCESS ROAD BAK
PLAN SYTUACYJNO WYSOKOŚCIOWY
DROGI DOJAZDOWE BAK

SHEET ID

CS105

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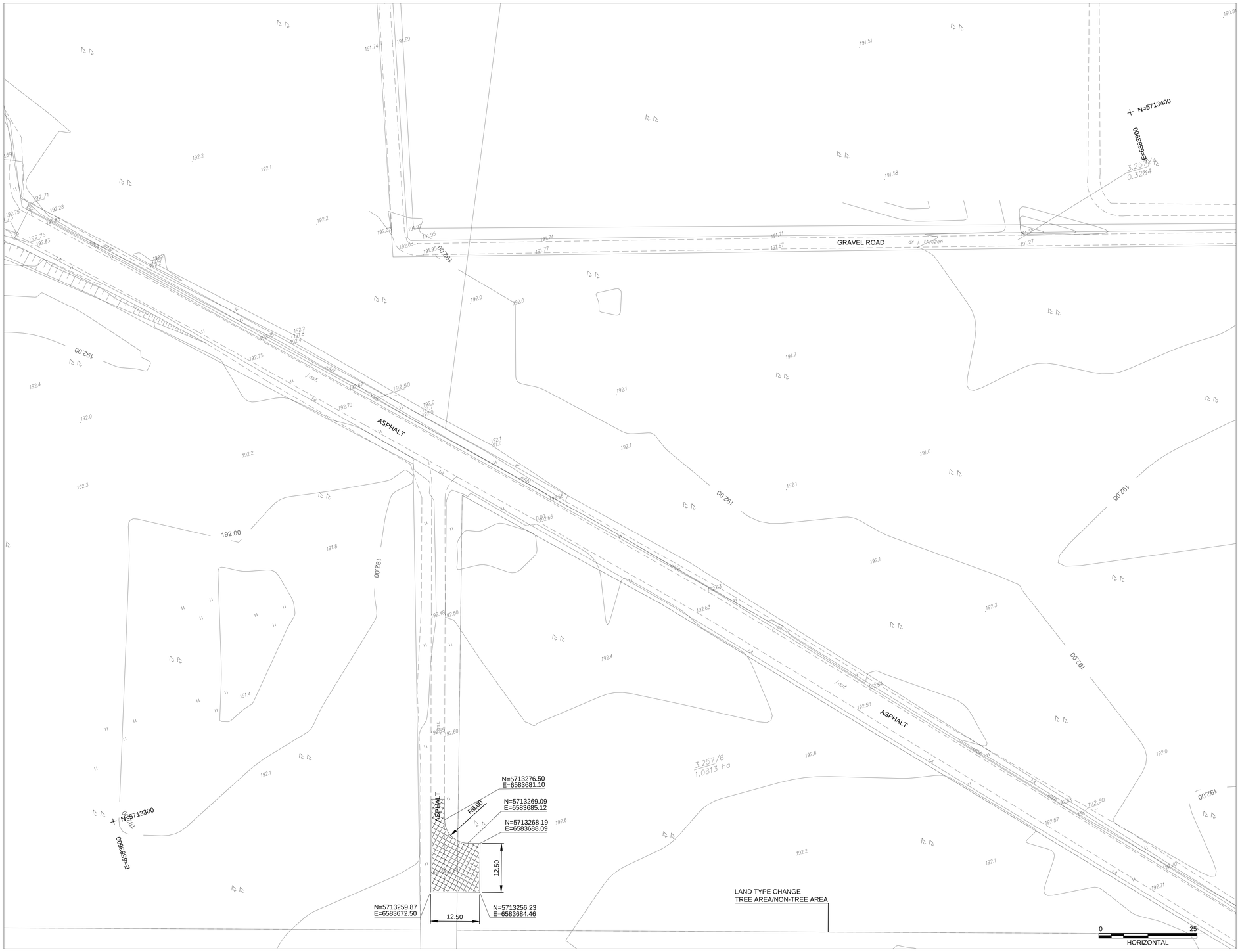
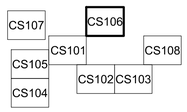



LEGEND
LEGENDA

CONCRETE PAVING BLOCK
NAWIERZCHNIA Z PŁYT

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U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

SITE PLAN - SERVICE ROAD TURNAROUND
PLAN SYTUACYJNO WYSOKOŚCIOWY
DROGI DOJAZDOWE BAK

SHEET ID

CS106

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10/5/2016 JACEK.GACZKOWSKI 1:500

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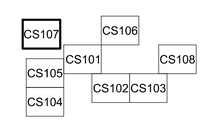
LEGEND
LEGENDA

CONCRETE PAVING BLOCK
NAWIERZCHNIA Z PŁYT

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KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

SITE PLAN - ARM/DISAM PAD EARTHBERM
PLAN SYTUACYJNO WYSOKOŚCIOWY
OBWAŁOWANIE PRZY STANOWISKACH UZBRAJNANIA

SHEET ID
CS107

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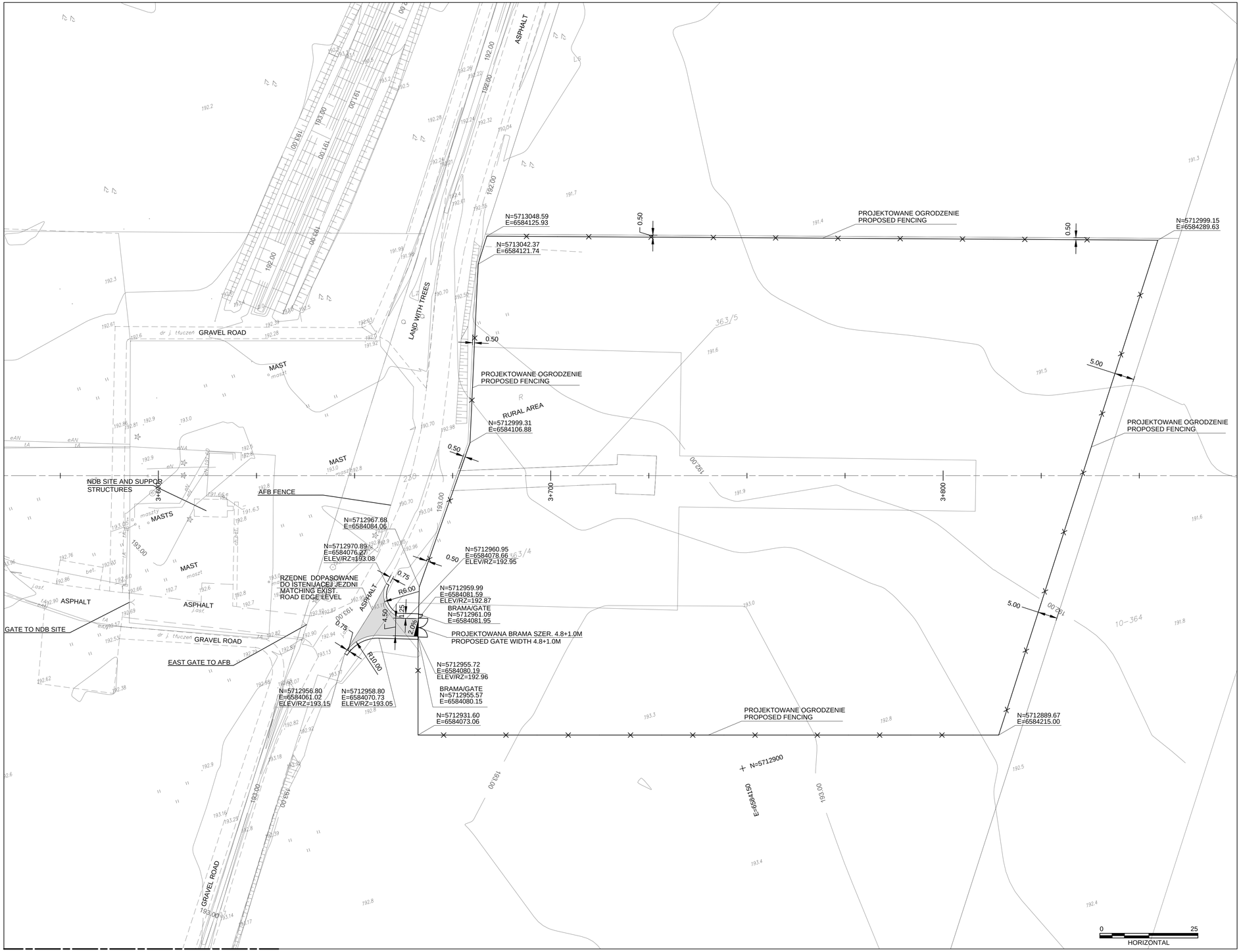
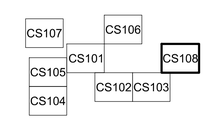



MATCHLINE (SEE SHEET CS103)

LEGEND
LEGENDA

ASPHALT PAVEMENT
NAWIERZCHNIA ASFALTOWA

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PROJECT NO.: PAYZ15002A

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U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

SITE PLAN ACCESS ROAD AND FENCING
PLAN SYTUACYJNO - WYSOKOŚCIOWY
I OGRODZENIE - ZJAZD

SHEET ID
CS108

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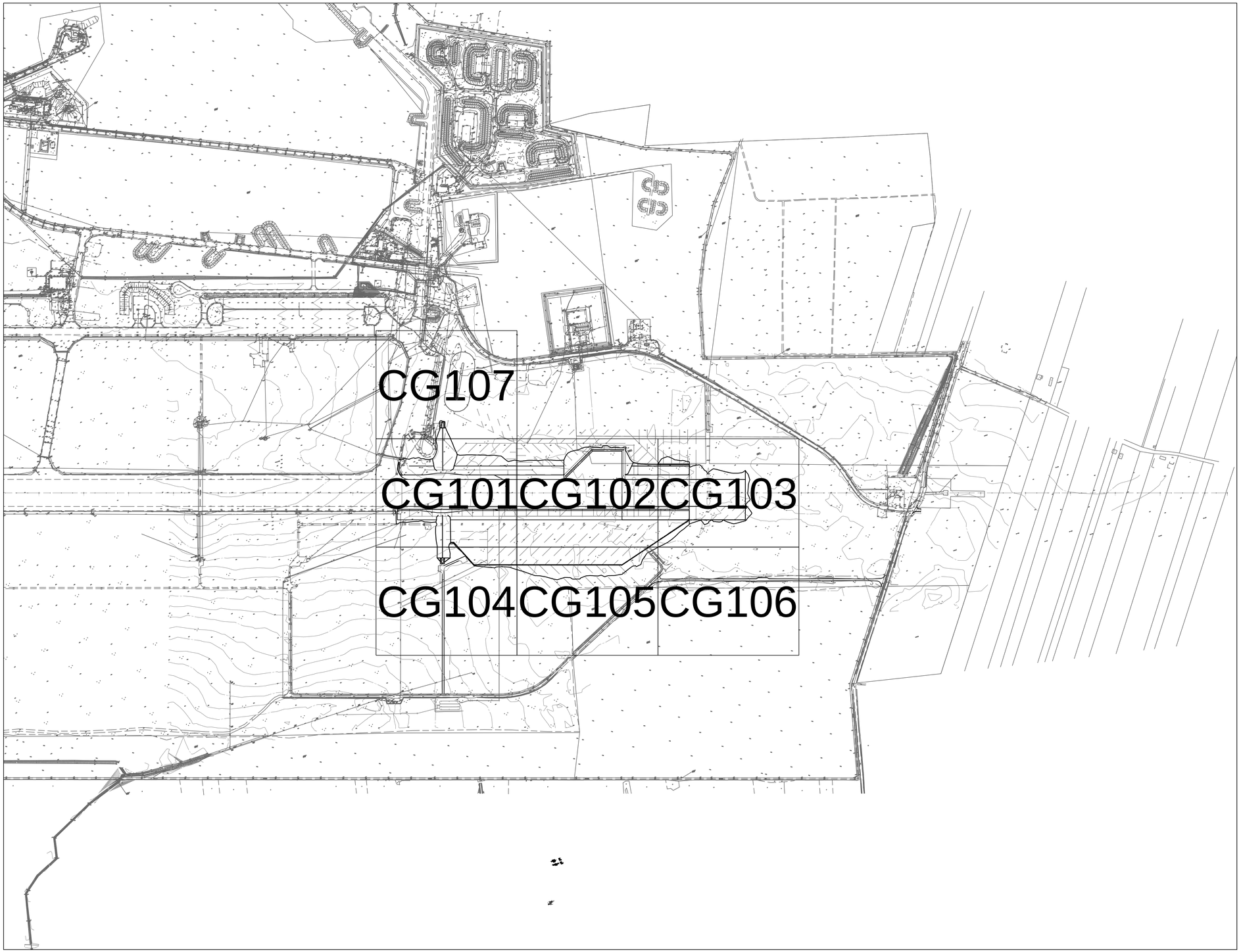


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DRAWN BY: J. GACZKOWSKI
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ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
LASK AB, POLAND

GRADING PLAN - SHEET ARRANGEMENT
PLAN UKSZTAŁTOWANIA TERENU - ROZ. ARKUSZY

SHEET ID

CG100

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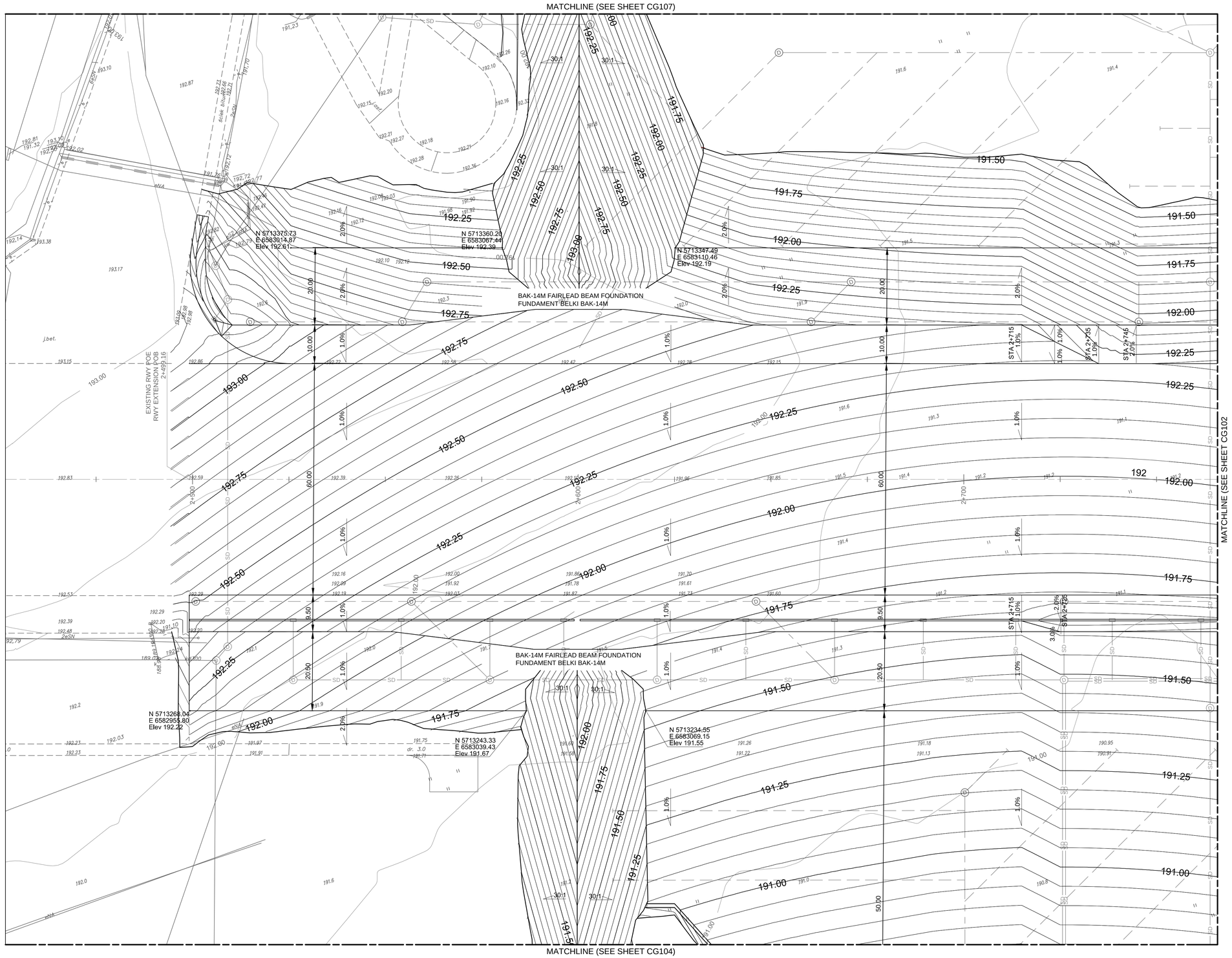


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| CG107 | | |
| CG101 | CG102 | CG103 |
| CG104 | CG105 | CG106 |

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SCALE IN METERS

US Army Corps of Engineers®

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ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAYZ15002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

GRADING PLAN
PLAN UKSZTAŁTOWANIA TERENU

SHEET ID
CG101

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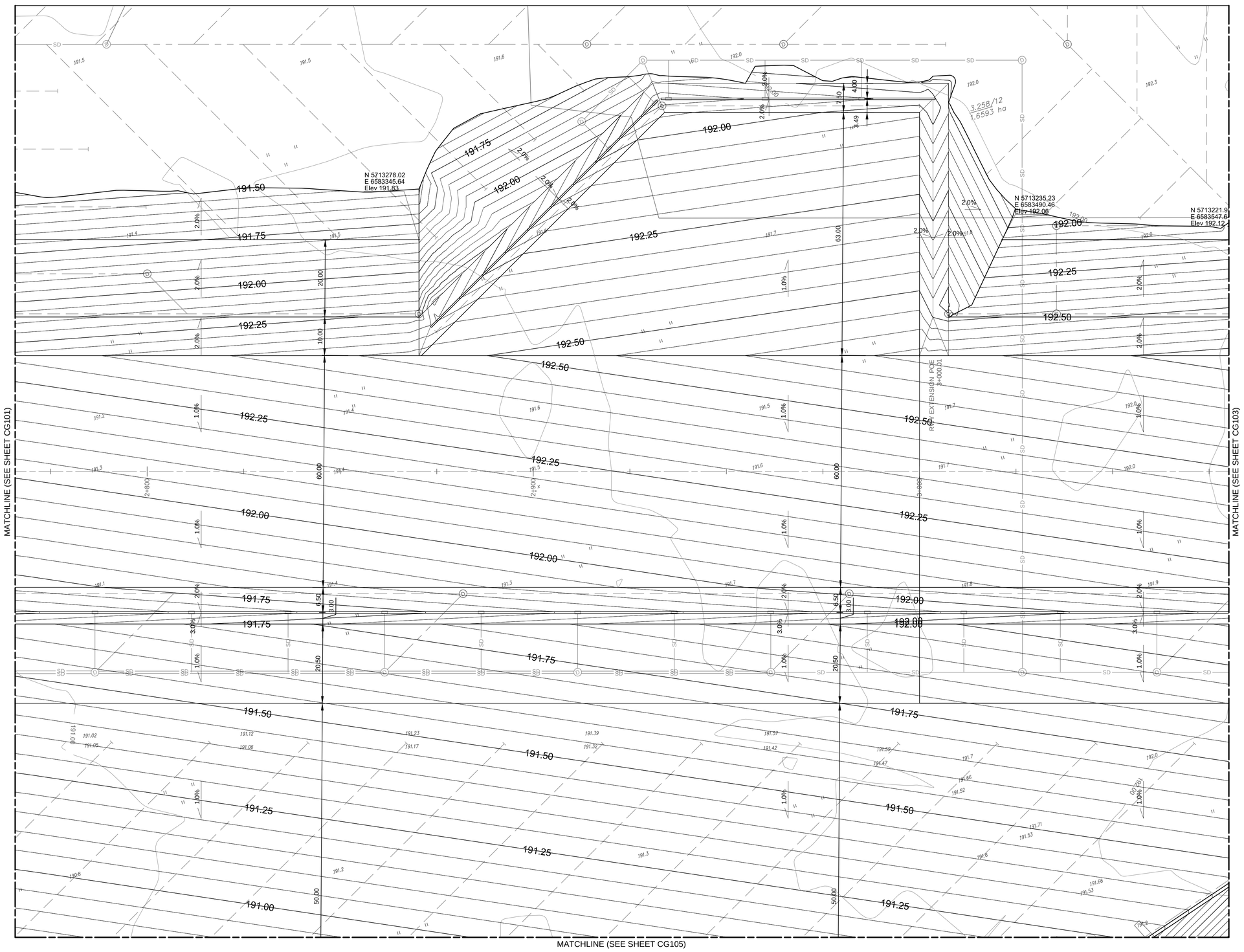


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SCALE IN METERS

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| CG107 | | |
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US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
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ISSUE DATE:
MARCH 2017
SOLICITATION NO.:

PROJECT NO.:
PAY215002A

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A. WIECZOREK
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J. GACZKOWSKI
CHECKED BY:
D. HUGHES
SUBMITTED BY:
D. DIEHL
SIZE:
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U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAßE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

# GRADING PLAN
# PLAN UKSZTAŁTOWANIA TERENU

SHEET ID

CG102

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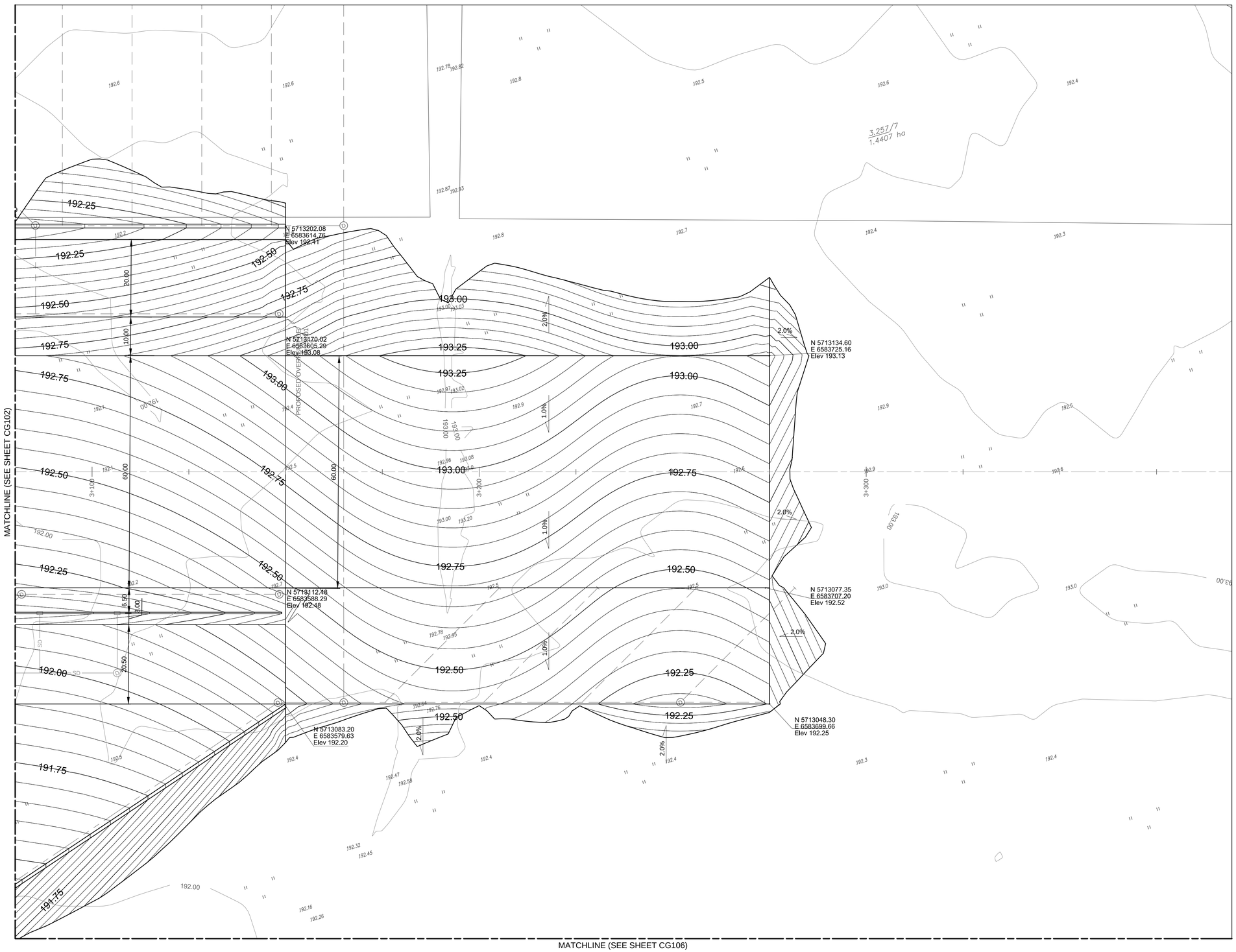


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| CG107 | | |
| CG101 | CG102 | CG103 |
| CG104 | CG105 | CG106 |

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SCALE IN METERS

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U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

# GRADING PLAN
# PLAN UKSZTAŁTOWANIA TERENU

SHEET ID
CG103

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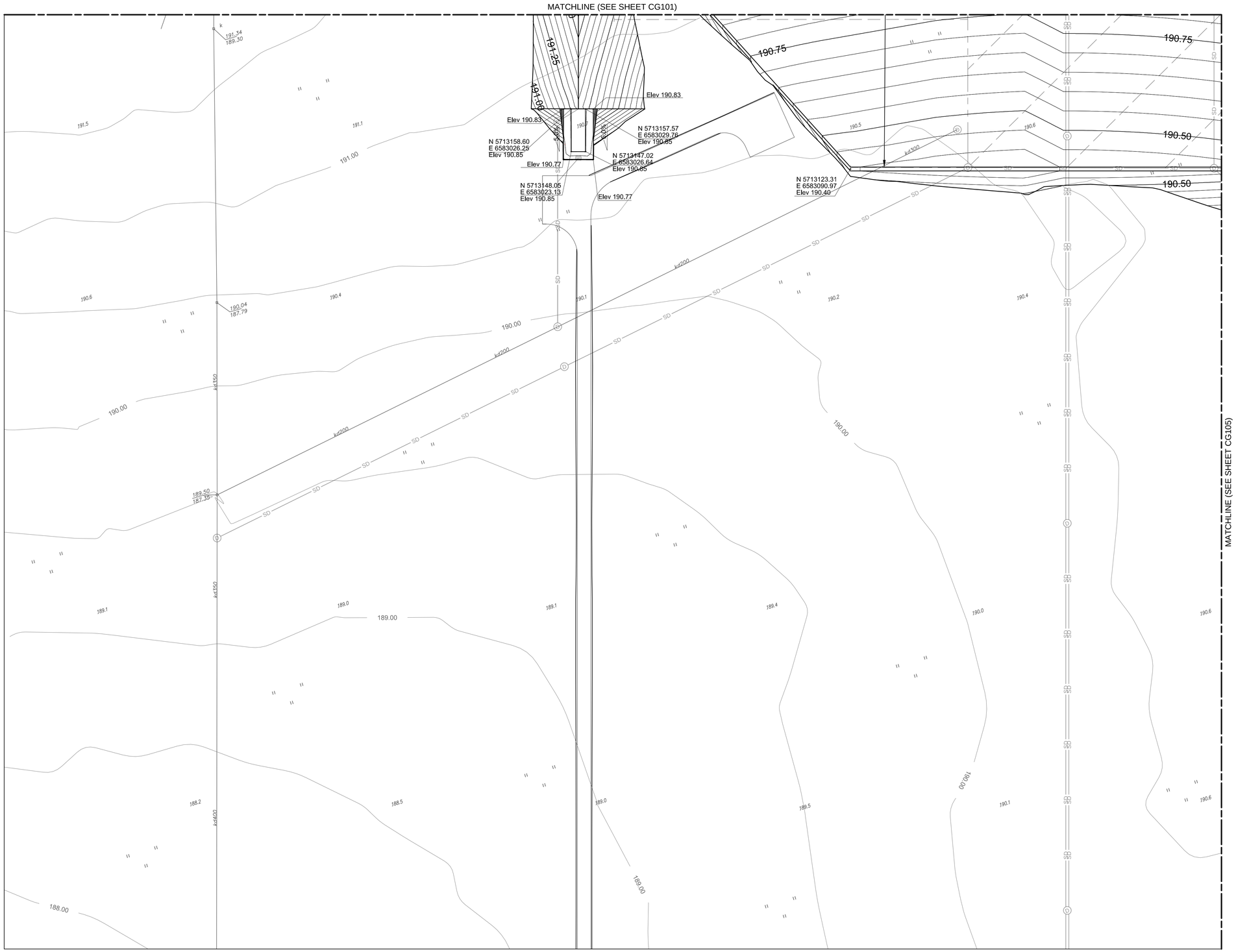


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| CG107 | | |
| CG101 | CG102 | CG103 |
| CG104 | CG105 | CG106 |

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SCALE IN METERS

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ISSUE DATE: MARCH 2017
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PROJECT NO.: PAY215002A

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
LASK AB, POLAND

GRADING PLAN
PLAN UKSZTAŁTOWANIA TERENU

SHEET ID
CG104

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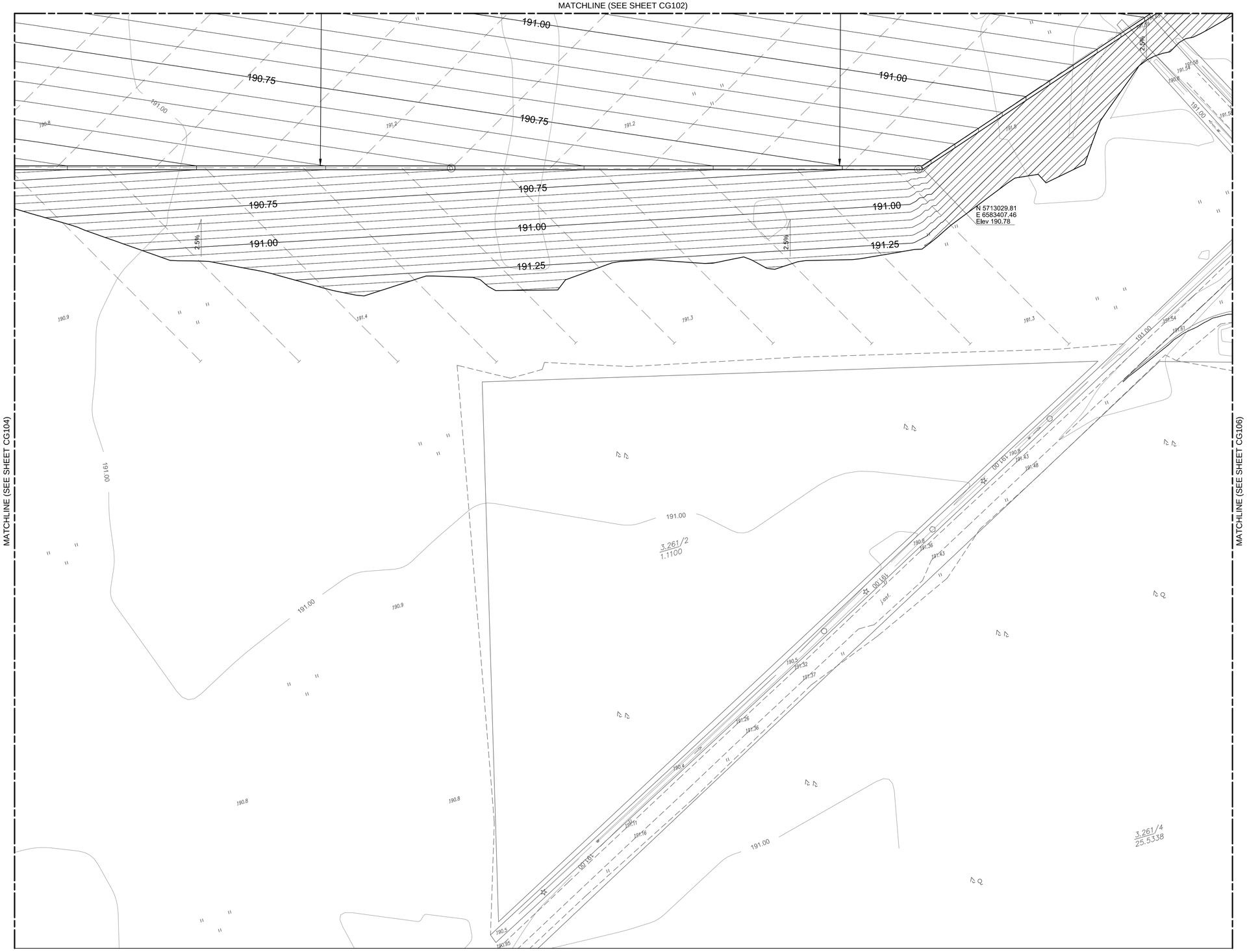
MATCHLINE (SEE SHEET CG102)




MATCHLINE (SEE SHEET CG104)

MATCHLINE (SEE SHEET CG106)

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| CG107 | | |
| CG101 | CG102 | CG103 |
| CG104 | CG105 | CG106 |

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SCALE IN METERS

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KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRASE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

GRADING PLAN
PLAN UKSZTAŁTOWANIA TERENU

SHEET ID
CG105

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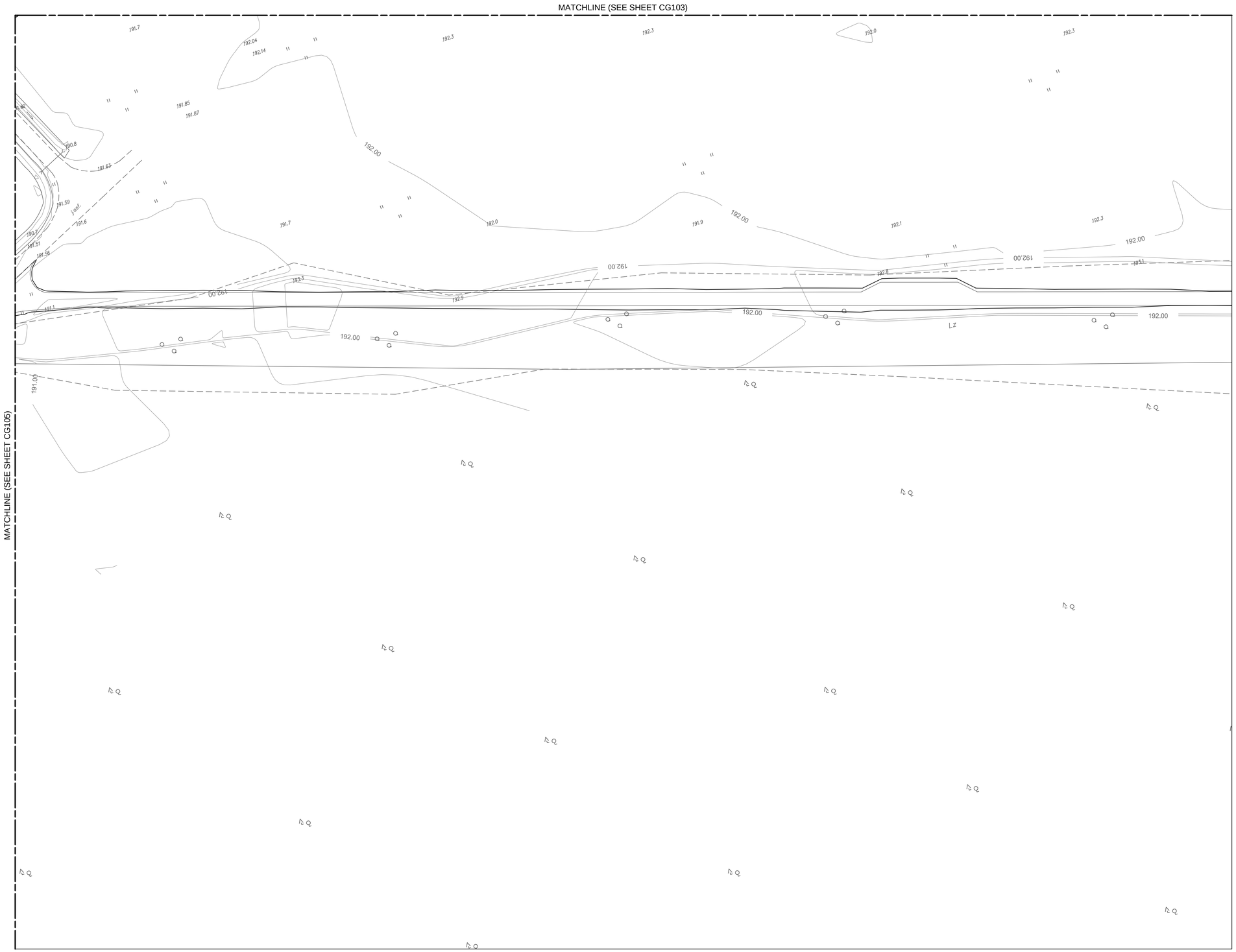


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| CG107 | | |
| CG101 | CG102 | CG103 |
| CG104 | CG105 | CG106 |

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WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

GRADING PLAN
PLAN UKSZTAŁTOWANIA TERENU

SHEET ID
CG106

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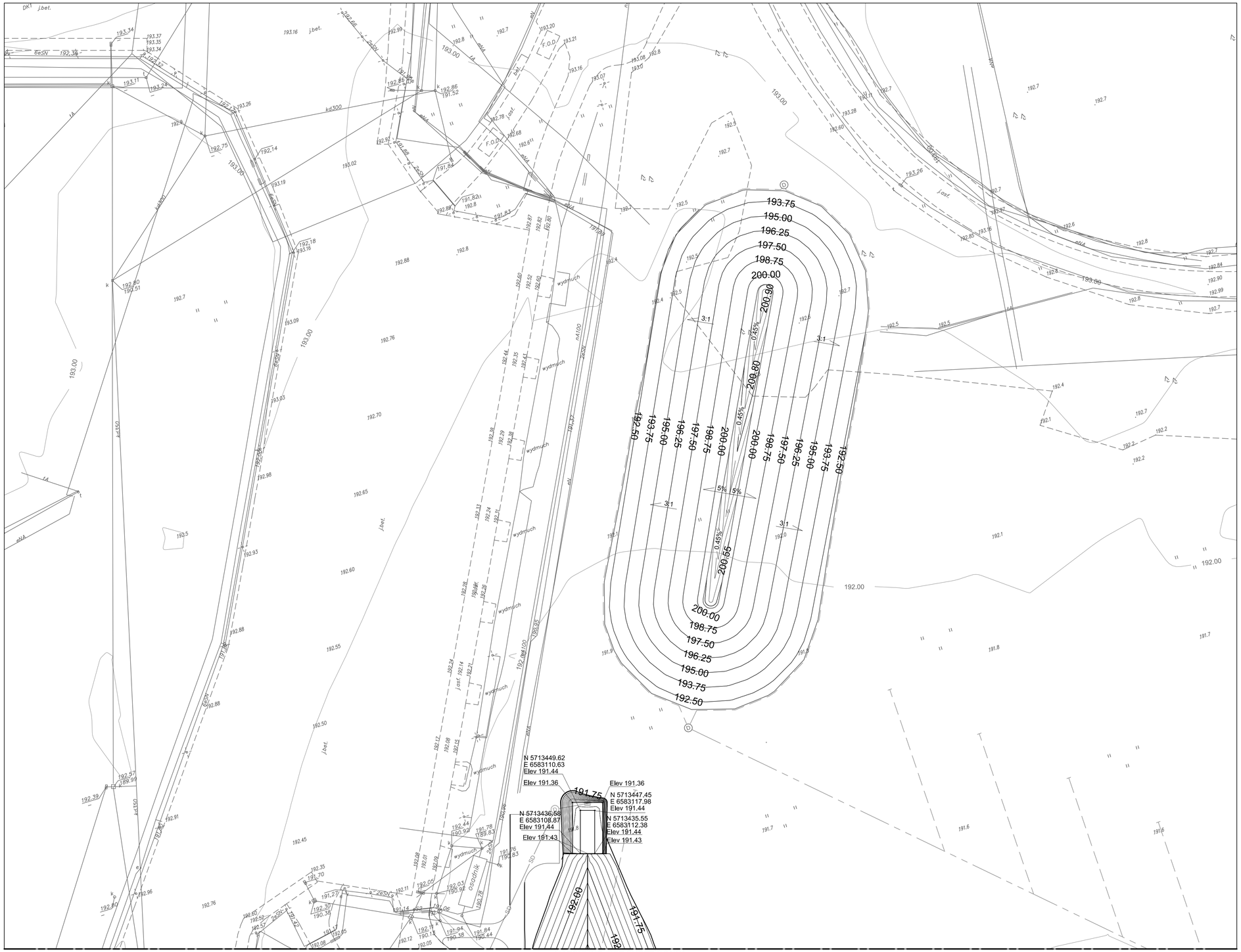


MATCHLINE (SEE SHEET CG101)

| | | |
|---|---|---|
| CG107 | | |
| CG101 | CG102 | CG103 |
| CG104 | CG105 | CG106 |

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SCALE IN METERS

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| MARK | DESCRIPTION | DATE |
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ISSUE DATE: MARCH 2017
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U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 29
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

GRADING PLAN
PLAN UKSZTAŁTOWANIA TERENU

SHEET ID
CG107

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3/2/2017 JACEK.GACZKOWSKI 1:500

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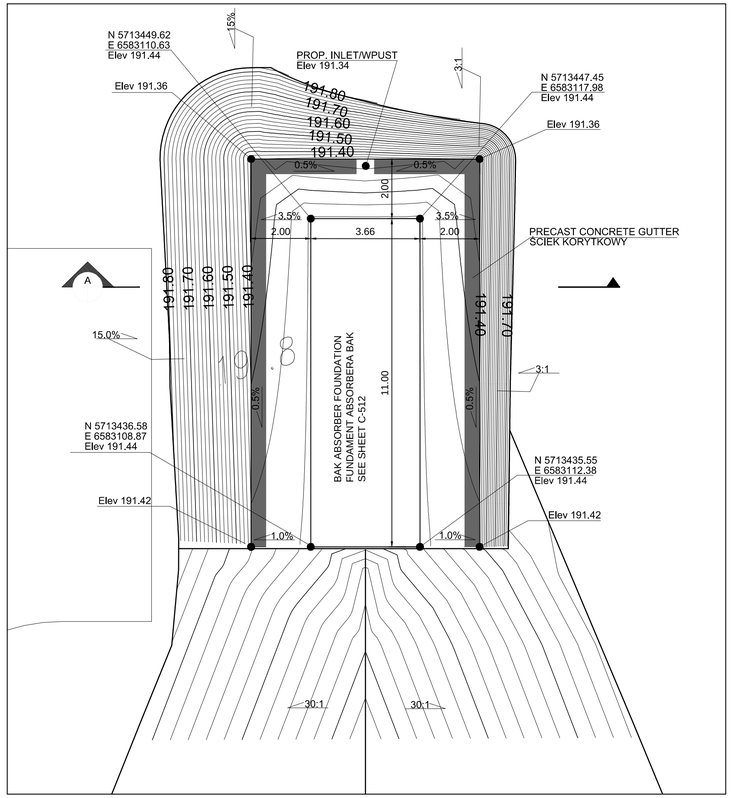
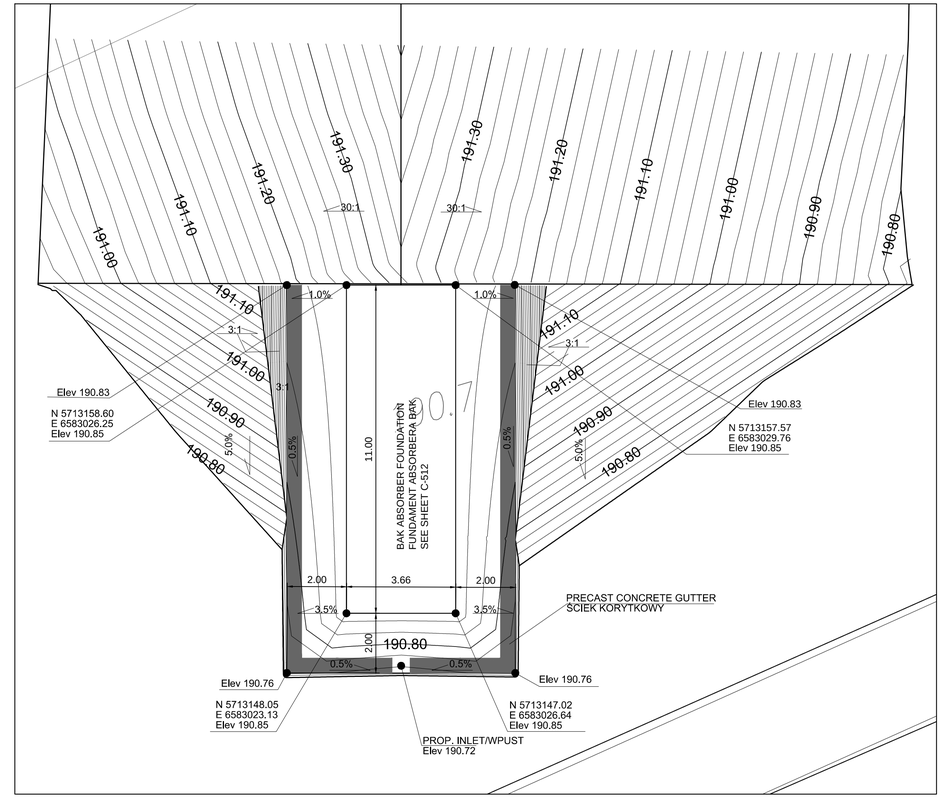
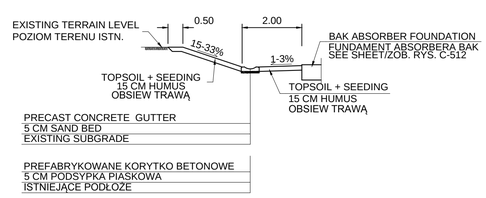
GRADING FOR NORTH BAK SCHELTER




GRADING FOR SOUTH BAK SCHELTER




GRADING AND DETAIL OF BAK SHELTERS PITS
UKSZTAŁTOWANIE TERENU DLA POSADOWIENIA ABSORBERA BAK




CROSS- SECTION A-A \ PRZEKRÓJ A-A

0 25
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KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAGE 10
NEU-ISENBURG, 63263

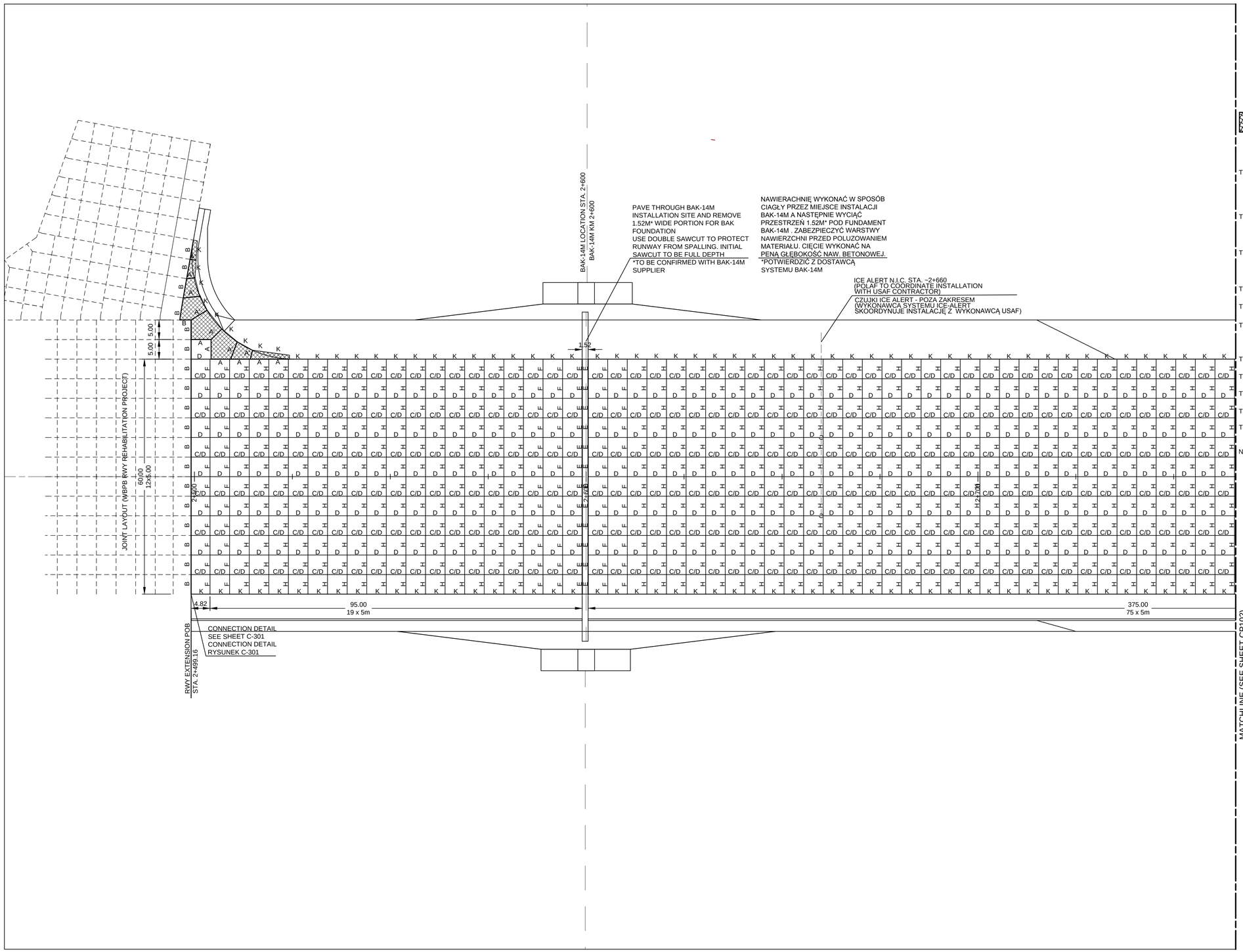
ERI: IMPROVE SUPPORT INFRASTRUCTURE
LASK AB, POLAND

GRADING FOR BAK SCHELTERS
PLAN UKSZTAŁTOWANIA TERENU - BAK

SHEET ID
CG108

C:\PWWORKING\AECOM_EU\JGACZKOWSKI\ID0159402\15-D-0008-0003CCG101.DWG
3/2/2017 JACEK.GACZKOWSKI 1:100

100%




CONTINUOUSLY REINFORCED CONCRETE SLABS
ZBROJONE PŁYTY BETONOWE

JOINTS' TYPES/RODZAJE SZCZELIN DYLATACYJNYCH

TYPE A - DOWELED JOINTS BETWEEN CONTINUOUSLY REINFORCED SLABS AND PROPOSED CONCRETE PAVEMENT
DYBLOWANE SZCZELINY POMIĘDZY PŁYTAMI O CIĄGŁYM ZBROJENIU I NAWIERZCHNIĄ BETONOWĄ

TYPE A' - DOWELED JOINTS BETWEEN CONTINUOUSLY REINFORCED SLABS
DYBLOWANE SZCZELINY POMIĘDZY PŁYTAMI O CIĄGŁYM ZBROJENIU

TYPE B - DOWELED JOINTS BETWEEN EXISTING AND PROPOSED PAVEMENT
DYBLOWANE SZCZELINY POMIĘDZY ISTNIEJĄCYMI I PROJEKTOWANYMI PŁYTAMI

TYPE C - LONGITUDINAL CONTRACTION JOINTS
SKURCZOWE SZCZELINY PODŁUŻNE

TYPE D - DOWELED LONGITUDINAL CONSTRUCTION JOINTS
DYBLOWANE PODŁUŻNE SZCZELINY KONSTRUKCYJNE

TYPE E - EXPANSION JOINT BETWEEN PROPOSED PAVEMENT AND BAK-14M FOUNDATION
SZCZELINA ROZSZERZANIA POMIĘDZY PROJ. NAWIERZCHNIA I FUNDAMENTEM BAK-14M

TYPE F - DOWELED TRANSVERSE CONTRACTION JOINTS
DYBLOWANE SKURCZOWE SZCZELINY POPRZECZNE

TYPE G - FULL DEPTH EXPANSION JOINT, THICKENED SLABS
SZCZELINA PEŁNA, ROZSZERZANIA, POGRUBIONE PŁYTY

TYPE H - TRANSVERSE CONTRACTION JOINTS
POPRZECZNE SZCZELINY SKURCZOWE

TYPE K - PCC TO ASPHALT
POŁĄCZENIE NAWIERZCHNI BETONOWEJ Z BITUMICZNĄ

TYPE K' - PCC TO ASPHALT, THICKENED EDGE
POŁĄCZENIE NAWIERZCHNI BETONOWEJ Z BITUMICZNĄ POGRUBIONA PŁYTA

NOTE:

DEPENDING ON CONTRACTOR'S OPERATING CAPABILITIES LONGITUDINAL CONTRACTION JOINT (TYPE C) CAN BE AN OPTIONAL DOWELED CONSTRUCTION JOINT (TYPE D)

W ZALEŻNOŚCI OD TECHNOLOGI PROWADZENIA ROBOT WYKONAWCA MOŻE ZASTĄPIĆ PODŁUŻNĄ SZCZELINĘ SKURCZOWĄ (TYP C), SZCZELINĄ KONSTRUKCYJNĄ (TYP D)

CONTRACTOR WILL PROVIDE PAVING AND FINISHING EQUIPMENT AND PROCEDURES CAPABLE OF CONSTRUCTING PAVING LANES OF SPECIFIED WIDTH AT A RATE OF AT LEAST 0.8M OF PAVING LANE PER MINUTE.

WYKONAWCA ZAPEWNI PREDKOŚĆ UKŁADANIA NAWIERZCHNI BETONOWEJ 0.8M/MINUTĘ DLA KAŻDEGO PASMA ROBOCZEGO.

JOINT DETAILS

| | |
|---|---|
| 1 / CP501 | TYPE A, A', B, D |
| 2 / CP501 | TYPE C, F, H |
| 3 / CP501 | TYPE G |
| 4 / CP501 | TYPE K, K' |
| E / C-510 | TYPE E |

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|
| | | |

ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GACZKOWSKI
REVIEWED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRAE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

JOINTING PLAN
PLAN PODZIAŁU PŁYT W NAWIERZCHNI

SHEET ID
CP101

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3/2/2017 ADAM.WIECZOREK 1:500

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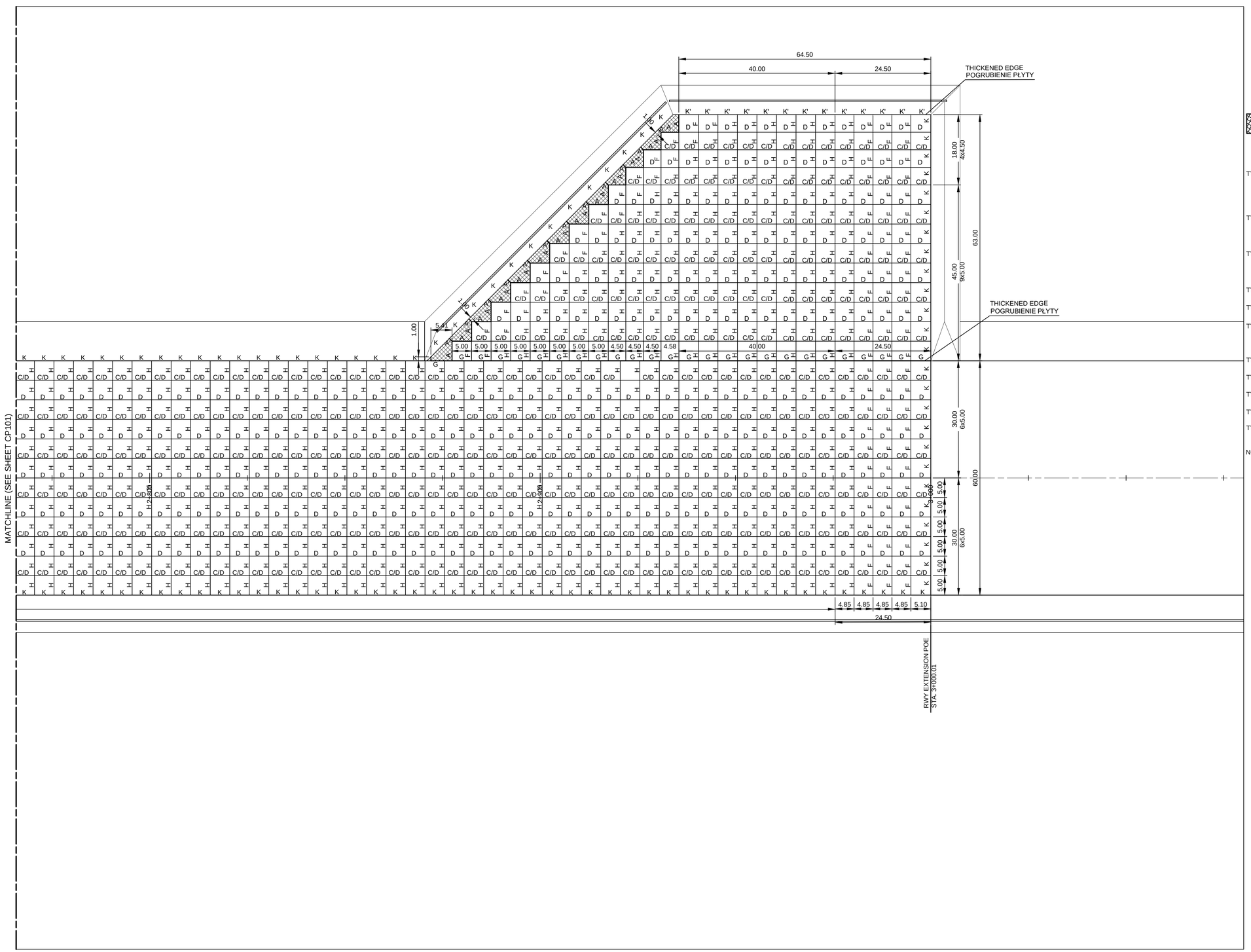


CONTINUOUSLY REINFORCED CONCRETE SLABS
ZBROJONE PŁYTY BETONOWE

JOINTS' TYPES/RODZAJE SZCZELIN DYLATACYJNYCH

TYPE A - DOWELED JOINTS BETWEEN CONTINUOUSLY REINFORCED SLABS AND PROPOSED CONCRETE PAVEMENT
DYBLOWANE SZCZELINY POMIĘDZY PŁYTAMI O CIĄGŁYM ZBROJENIU I NAWIERZCHNIĄ BETONOWĄ

TYPE A' - DOWELED JOINTS BETWEEN CONTINUOUSLY REINFORCED SLABS
DYBLOWANE SZCZELINY POMIĘDZY PŁYTAMI O CIĄGŁYM ZBROJENIU

TYPE B - DOWELED JOINTS BETWEEN EXISTING AND PROPOSED PAVEMENT
DYBLOWANE SZCZELINY POMIĘDZY ISTNIEJĄCYMI I PROJEKTOWANYMI PŁYTAMI

TYPE C - LONGITUDINAL CONTRACTION JOINTS
SKURCZOWE SZCZELINY PODŁUŻNE

TYPE D - DOWELED LONGITUDINAL CONSTRUCTION JOINTS
DYBLOWANE PODŁUŻNE SZCZELINY KONSTRUKCYJNE

TYPE E - EXPANSION JOINT BETWEEN PROPOSED PAVEMENT AND BAK-14M FOUNDATION
SZCZELINA ROZSZERZANIA POMIĘDZY PROJ. NAWIERZCHNIA I FUNDAMENTEM BAK-14M

TYPE F - DOWELED TRANSVERSE CONTRACTION JOINTS
DYBLOWANE SKURCZOWE SZCZELINY POPRZECZNE

TYPE G - FULL DEPTH EXPANSION JOINT, THICKENED SLABS
SZCZELINA PEŁNA, ROZSZERZANIA, POGRUBIONE PŁYTY

TYPE H - TRANSVERSE CONTRACTION JOINTS
POPRZECZNE SZCZELINY SKURCZOWE

TYPE K - PCC TO ASPHALT
POŁĄCZENIE NAWIERZCHNI BETONOWEJ Z BITUMICZNĄ

TYPE K' - PCC TO ASPHALT, THICKENED EDGE
POŁĄCZENIE NAWIERZCHNI BETONOWEJ Z BITUMICZNĄ POGRUBIONA PŁYTA

NOTE:

DEPENDING ON CONTRACTOR'S OPERATING CAPABILITIES LONGITUDINAL CONTRACTION JOINT (TYPE C) CAN BE AN OPTIONAL DOWELED CONSTRUCTION JOINT (TYPE D)

W ZALEŻNOŚCI OD TECHNOLOGI PROWADZENIA ROBOT WYKONAWCA MOŻE ZASTĄPIĆ PODŁUŻNĄ SZCZELINĘ SKURCZOWĄ (TYP C), SZCZELINĄ KONSTRUKCYJNĄ (TYP D)

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WYKONAWCA ZAPEWNI PREDKOŚC UKŁADANIA NAWIERZCHNI BETONOWEJ 0.8M/MINUTĘ DLA KAŻDEGO PASMA ROBOCZEGO.

JOINT DETAILS

1 / CP501 — TYPE A, A', B, D

2 / CP501 — TYPE C, F, H

3 / CP501 — TYPE G

4 / CP501 — TYPE K, K'

E / C-510 — TYPE E

CP101 CP102

0 25
SCALE IN METERS

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|
| | | |

ISSUE DATE: MARCH 2017
SOLICITATION NO.:
PROJECT NO.: PAY215002A

DESIGNED BY: A. WIECZOREK
DRAWN BY: J. GIECZKOWSKI
REVIEWED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D

U.S. ARMY CORPS OF ENGINEERS
KONRAD ADENAUER RING 39
WIESBADEN, D-65187 / GERMANY

AECOM INTERNATIONAL, INC.
SIEMENSSTRABE 10
NEU-ISENBURG, 63263

ERI: IMPROVE SUPPORT INFRASTRUCTURE
ŁASK AB, POLAND

JOINTING PLAN
PLAN PODZIAŁU PŁYT W NAWIERZCHNI

SHEET ID
CP102

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3/2/2017 ADAM.WIECZOREK 1:500

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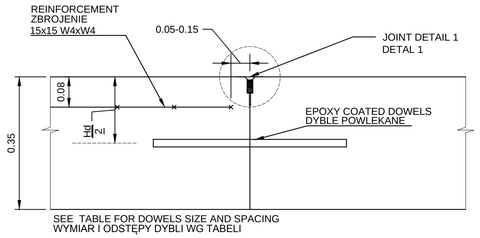
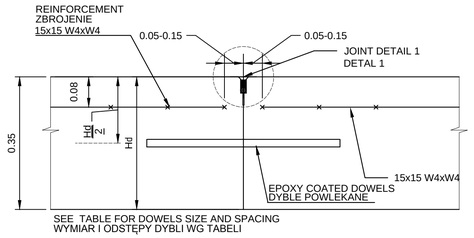


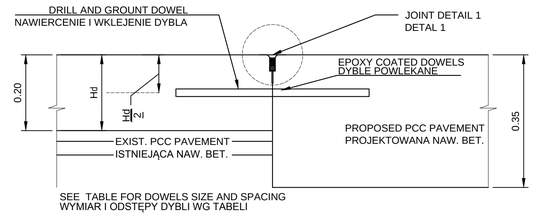

## TYPE A

NOT TO SCALE/BEZ SKALI




## TYPE A'

NOT TO SCALE/BEZ SKALI

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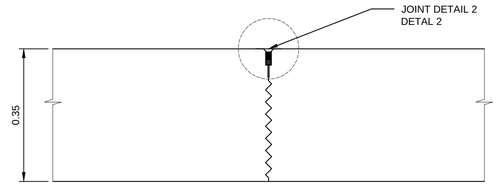


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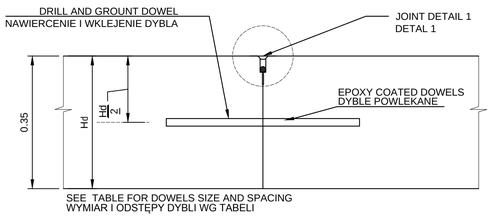


## TYPE D

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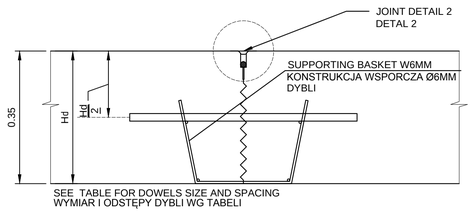
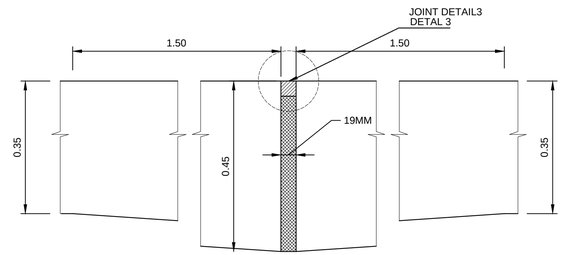



## TYPE F

NOT TO SCALE/BEZ SKALI

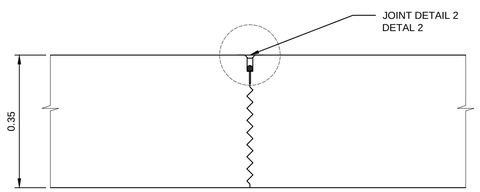



## TYPE G

NOT TO SCALE/BEZ SKALI

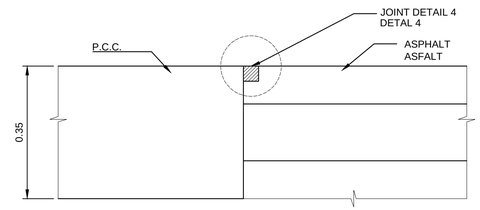
TYPE E JOINT IS EXIBITED ON SHEET C510. CONTRACTOR TO PAVE STRAIGHT THROUGH AAS SITE AND REMOVE 1520 MM WIDE PORTION FOR BAK-14M FOUNDATION. DOUBLE SAW CUT SHALL BE USED FOR PAVEMENT REMOVAL TO PROTECT RUNWAY FROM SPALLING. INITIAL SAWCUT FOR JOINT SHALL BE FULL DEPTH.

## TYPE E



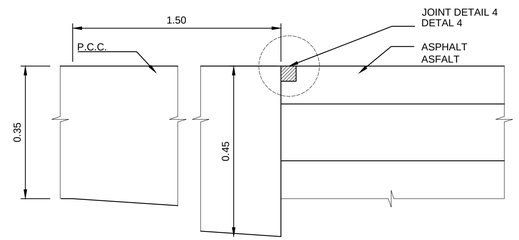

## TYPE H

NOT TO SCALE/BEZ SKALI




## TYPE K

NOT TO SCALE/BEZ SKALI




## TYPE K'

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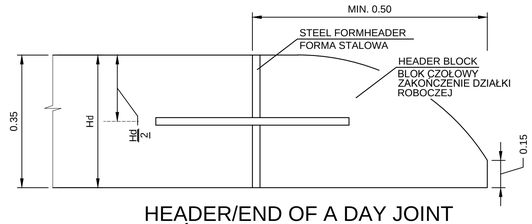
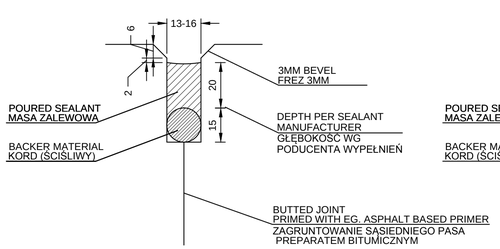


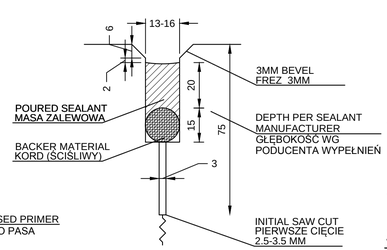

## HEADER/END OF A DAY JOINT
## ZAKOŃCZENIE DZIAŁKI ROBOCZEJ

NOT TO SCALE/BEZ SKALI



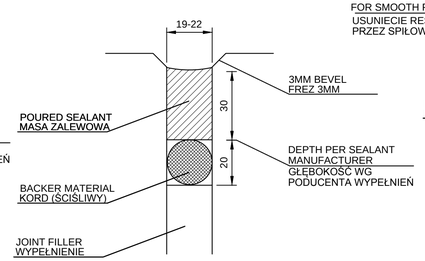

## DETAIL 1/SZCZEGÓŁ 1

NOT TO SCALE/BEZ SKALI



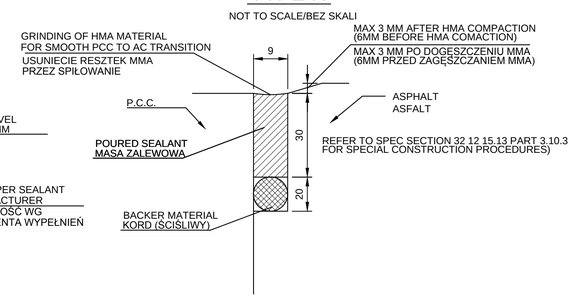

## DETAIL 2/SZCZEGÓŁ 2

NOT TO SCALE/BEZ SKALI



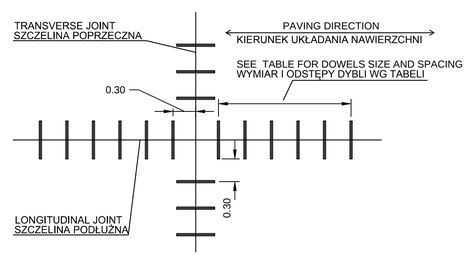

## DETAIL 3/SZCZEGÓŁ 3

NOT TO SCALE/BEZ SKALI




## DETAIL 4/SZCZEGÓŁ 4

NOT TO SCALE/BEZ SKALI




## TYPICAL DOWEL PLACEMENT

NOT TO SCALE/BEZ SKALI

| DOWEL SIZE TABLE | |
|---|---|
| DOWEL DIAMETER | 30 MM |
| MIN. DOWEL LENGTH | 510 MM |
| MAX. DOWEL SPACING | 350 MM |

US Army Corps of Engineers®

| MARK | DESCRIPTION | DATE |
|---|---|---|

DESIGNED BY: A.WIECZOREK
DRAWN BY: J. GACZKOWSKI
CHECKED BY: D. HUGHES
SUBMITTED BY: D. DIEHL
SIZE: ANSI D
ISSUE DATE: MARCH 2017
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U.S. ARMY CORPS OF ENGINEERS
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ŁASK AB, POLAND

JOINTING DETAILS
SZCZEGÓŁY PODZIAŁU PŁYT NAWIERZCHNI

SHEET ID
CP501

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3/2/2017 JACEK.GACZKOWSKI NOT TO SCALE

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