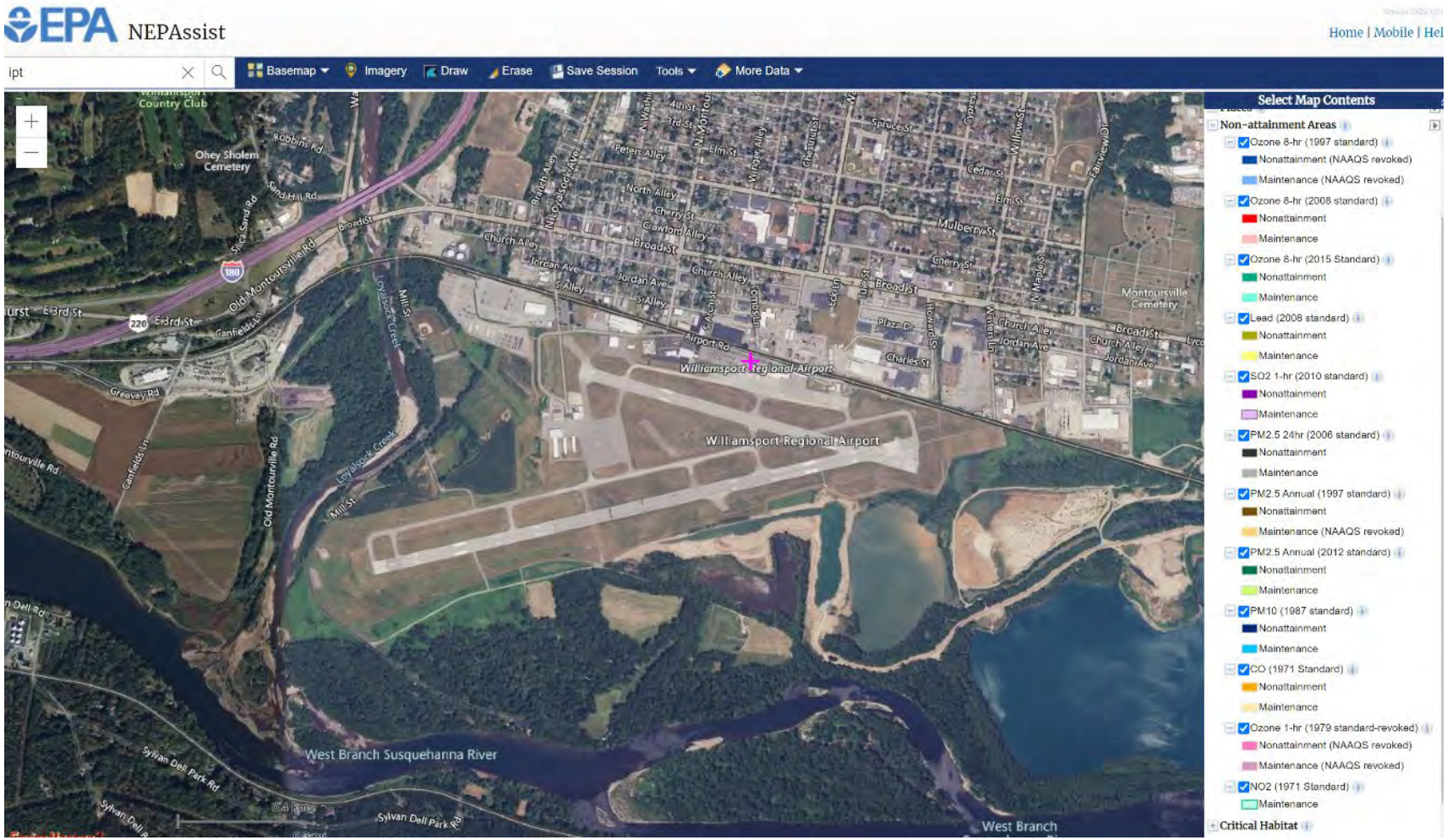
Attachments

Attachment 1 – Image showing Airport in "Attainment" for NAAQS



Source: https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=williamsport

Pennsylvania Department of Conservation and Natural Resources
PNDI Receipt: project_receipt_ipt_20_unit_nested_t_hang_764903_FINAL_2.pdf

Project Search ID: PNDI-764903

1. PROJECT INFORMATION

Project Name: **IPT-20 Unit Nested T-Hangar**
Date of Review: **7/26/2022 08:31:22 AM**
Project Category: **Development, Other**
Project Area: **12.78 acres**
County(s): **Lycoming**
Township/Municipality(s): **MONTOURSVILLE**
ZIP Code:
Quadrangle Name(s): **MONTOURSVILLE SOUTH**
Watersheds HUC 8: **Lower West Branch Susquehanna**
Watersheds HUC 12: **Little Bear Creek-Loyalsock Creek; Wolf Run**
Decimal Degrees: **41.242772, -76.923895**
Degrees Minutes Seconds: **41° 14' 33.9797" N, 76° 55' 26.202" W**

2. SEARCH RESULTS

Agency	Results	Response
PA Game Commission	No Known Impact	No Further Review Required
PA Department of Conservation and Natural Resources	No Known Impact	No Further Review Required
PA Fish and Boat Commission	No Known Impact	No Further Review Required
U.S. Fish and Wildlife Service	No Known Impact	No Further Review Required

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate no known impacts to threatened and endangered species and/or special concern species and resources within the project area. Therefore, based on the information you provided, no further coordination is required with the jurisdictional agencies. This response does not reflect potential agency concerns regarding impacts to other ecological resources, such as wetlands.

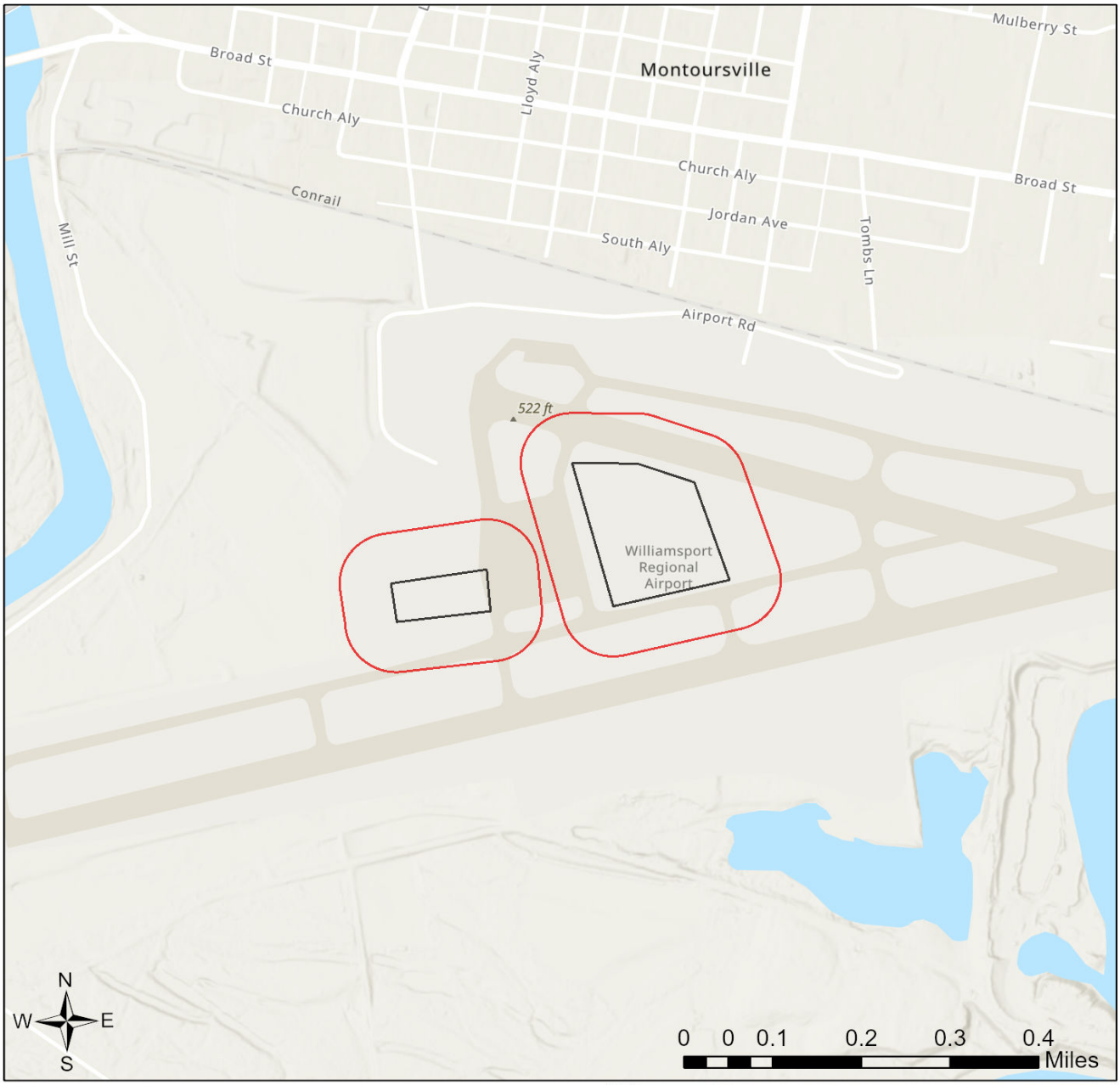
IPT-20 Unit Nested T-Hangar

Buffered Project Boundary

Project Boundary

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

IPT-20 Unit Nested T-Hangar



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

3. AGENCY COMMENTS

Regardless of whether a DEP permit is necessary for this proposed project, any potential impacts to threatened and endangered species and/or special concern species and resources must be resolved with the appropriate jurisdictional agency. In some cases, a permit or authorization from the jurisdictional agency may be needed if adverse impacts to these species and habitats cannot be avoided.

These agency determinations and responses are **valid for two years** (from the date of the review), and are based on the project information that was provided, including the exact project location; the project type, description, and features; and any responses to questions that were generated during this search. If any of the following change: 1) project location, 2) project size or configuration, 3) project type, or 4) responses to the questions that were asked during the online review, the results of this review are not valid, and the review must be searched again via the PNDI Environmental Review Tool and resubmitted to the jurisdictional agencies. The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer impacts than what is listed on this PNDI receipt. The jursidictional agencies **strongly advise against** conducting surveys for the species listed on the receipt prior to consultation with the agencies.

PA Game Commission

RESPONSE:

No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Department of Conservation and Natural Resources

RESPONSE:

No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Fish and Boat Commission

RESPONSE:

No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

U.S. Fish and Wildlife Service

RESPONSE:

No impacts to **federally** listed or proposed species are anticipated. Therefore, no further consultation/coordination under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq. is required. Because no take of federally listed species is anticipated, none is authorized. This response does not reflect potential Fish and Wildlife Service concerns under the Fish and Wildlife Coordination Act or other authorities.

4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. Two review options are available to permit applicants for handling PNDI coordination in conjunction with DEP's permit review process involving either T&E Species or species of special concern. Under sequential review, the permit applicant performs a PNDI screening and completes all coordination with the appropriate jurisdictional agencies prior to submitting the permit application. The applicant will include with its application, both a PNDI receipt and/or a clearance letter from the jurisdictional agency if the PNDI Receipt shows a Potential Impact to a species or the applicant chooses to obtain letters directly from the jurisdictional agencies. Under concurrent review, DEP, where feasible, will allow technical review of the permit to occur concurrently with the T&E species consultation with the jurisdictional agency. The applicant must still supply a copy of the PNDI Receipt with its permit application. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. The applicant and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at https://conservationexplorer.dcnr.pa.gov/content/resources.

5. ADDITIONAL INFORMATION

The PNDI environmental review website is a preliminary screening tool. There are often delays in updating species status classifications. Because the proposed status represents the best available information regarding the conservation status of the species, state jurisdictional agency staff give the proposed statuses at least the same consideration as the current legal status. If surveys or further information reveal that a threatened and endangered and/or special concern species and resources exist in your project area, contact the appropriate jurisdictional agency/agencies immediately to identify and resolve any impacts.

For a list of species known to occur in the county where your project is located, please see the species lists by county found on the PA Natural Heritage Program (PNHP) home page (www.naturalheritage.state.pa.us). Also note that the PNDI Environmental Review Tool only contains information about species occurrences that have actually been reported to the PNHP.

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources
Bureau of Forestry, Ecological Services Section
400 Market Street, PO Box 8552
Harrisburg, PA 17105-8552
Email: RA-HeritageReview@pa.gov

U.S. Fish and Wildlife Service
Pennsylvania Field Office
Endangered Species Section
110 Radnor Rd; Suite 101
State College, PA 16801
Email: IR1_ESPenn@fws.gov
NO Faxes Please

PA Fish and Boat Commission
Division of Environmental Services
595 E. Rolling Ridge Dr., Bellefonte, PA 16823
Email: RA-FBPACENOTIFY@pa.gov

PA Game Commission
Bureau of Wildlife Management
Division of Environmental Review
2001 Elmerton Avenue, Harrisburg, PA 17110-9797
Email: RA-PGC_PNDI@pa.gov
NO Faxes Please

7. PROJECT CONTACT INFORMATION

Name: Chad Ackley
Company/Business Name: RS&H
Address: 2600 Park Tower Drive, Suite 101
City, State, Zip: Vienna, VA 22180
Phone: (703) 997-3806 Fax: ( )
Email: Chad.Ackley@rsandh.com

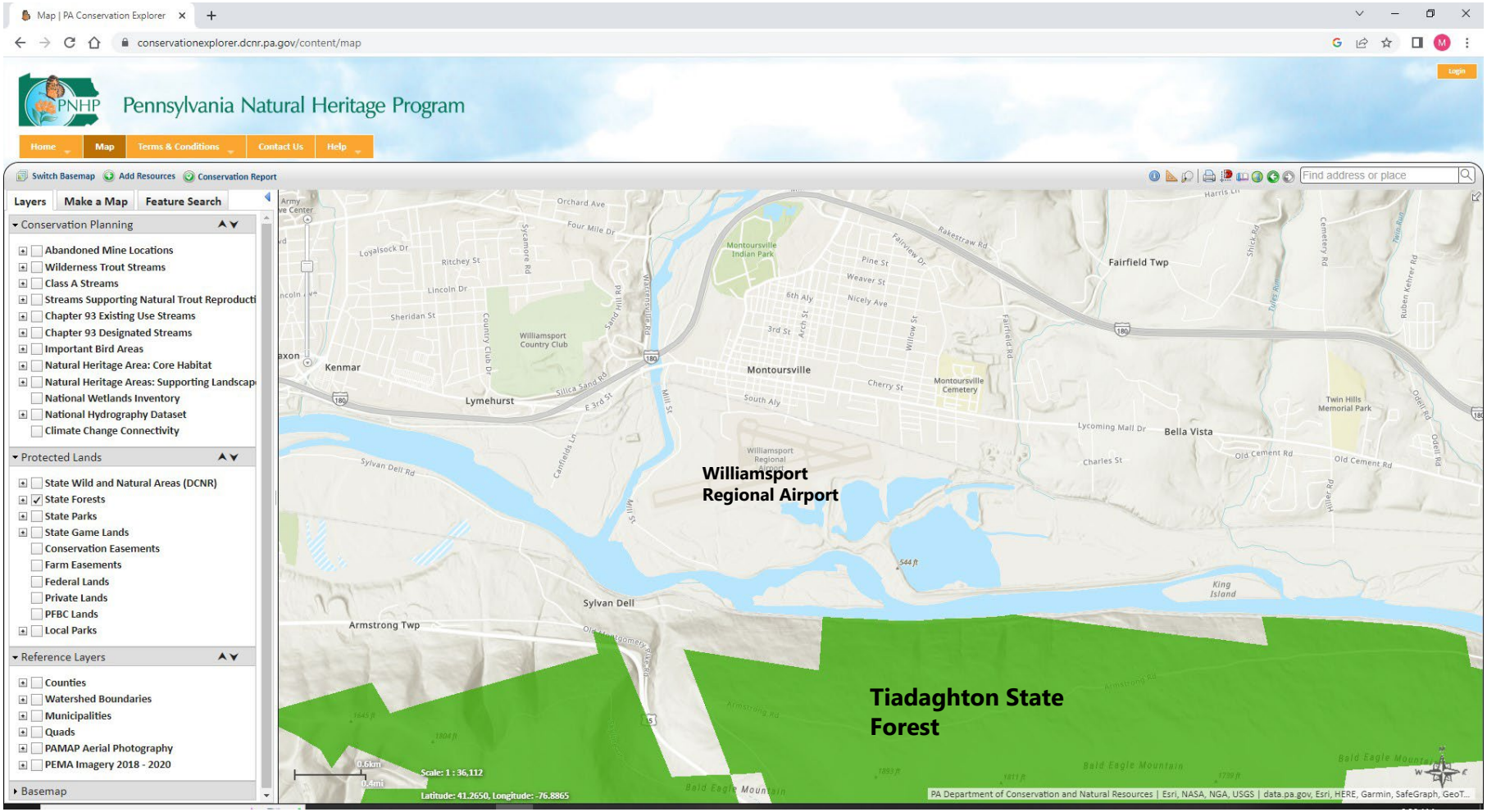
8. CERTIFICATION

I certify that ALL of the project information contained in this receipt (including project location, project size/configuration, project type, answers to questions) is true, accurate and complete. In addition, if the project type, location, size or configuration changes, or if the answers to any questions that were asked during this online review change, I agree to re-do the online environmental review.

Chad Ackley 7/26/2022

applicant/project proponent signature date

Attachment 3 – Section 4(f) Tiadaghton State Forest



Attachment 4 - Pennsylvania State Historic Preservation Office Correspondence

Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

June 16, 2022

Michael Alberts
RS&H, Inc
1715 N Westshore Blvd
Suite 600
Tampa PA 336070000

RE: ER Project # 2022PR02651.001, Williamsport Regional Airport 20-Unit Hangar Development Environmental Assessment, Federal Aviation Administration, Montoursville Borough, Lycoming County

Dear Michael Alberts:

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources
No Above Ground Concerns - Environmental Review - No Effect - Above Ground

Based on the information received and available within our files, it is our opinion that the proposed project will have No Effect on above ground historic properties, including historic buildings, districts, structures, and/or objects, should they exist. Should the scope of the project change and/or should you be made aware of historic property concerns, you will need to reinitiate consultation with our office using PA-SHARE.

For questions concerning above ground resources, please contact Cheryl Nagle at chnagle@pa.gov.

Archaeological Resources
No Archaeological Concerns - Environmental Review - No Historic Properties - Archaeological

Based on the information received and available within our files, it is our opinion that there are no archaeological historic properties (resources listed in or eligible for listing in the National Register) present within the area of potential effect. Should the scope of the project change and/or should you be made aware of historic property concerns, you will

need to reinitiate consultation with our office using PA-SHARE.

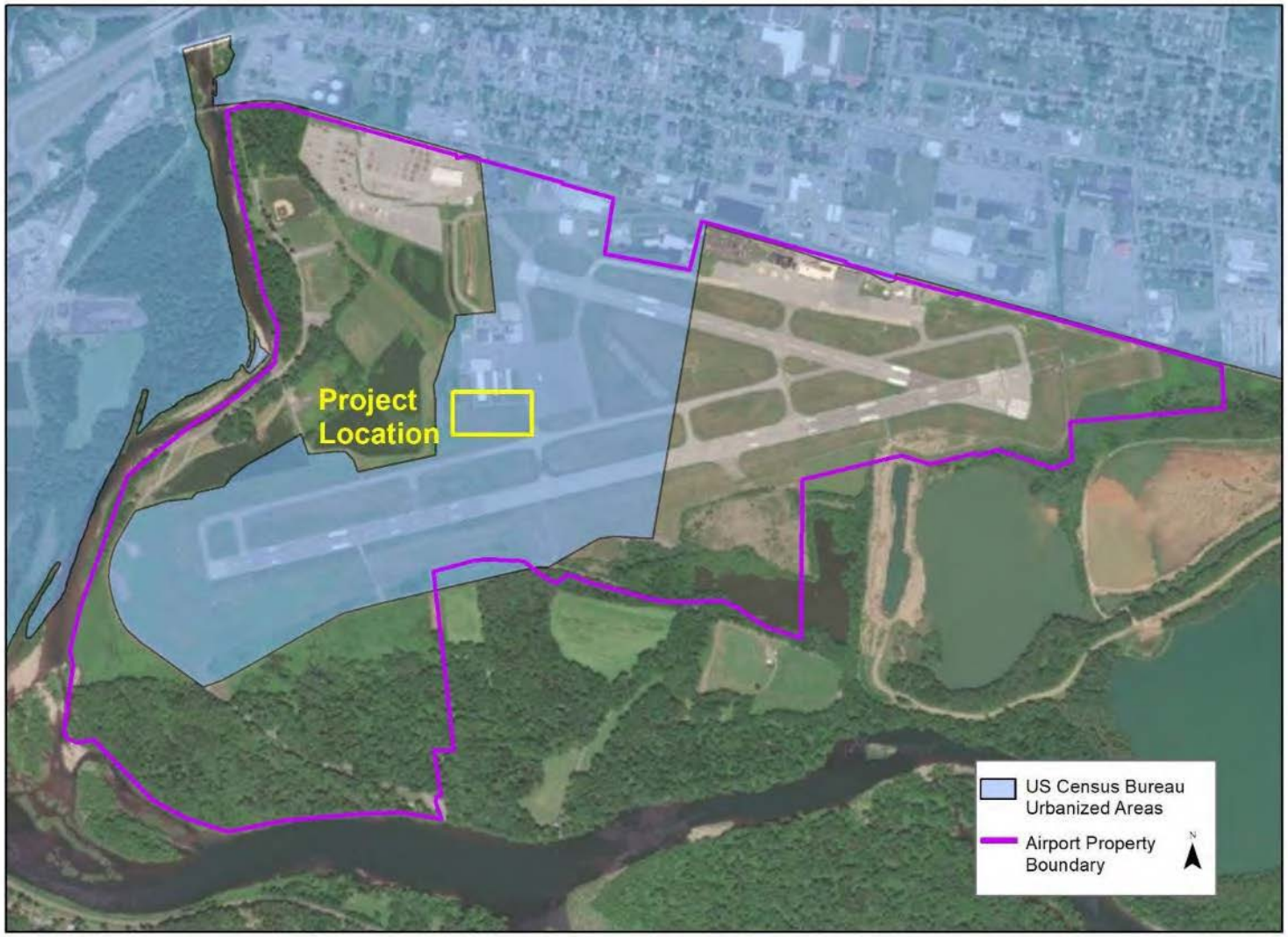
For questions concerning archaeological resources, please contact Casey Hanson at chanson@pa.gov.

Sincerely,

Emma Diehl

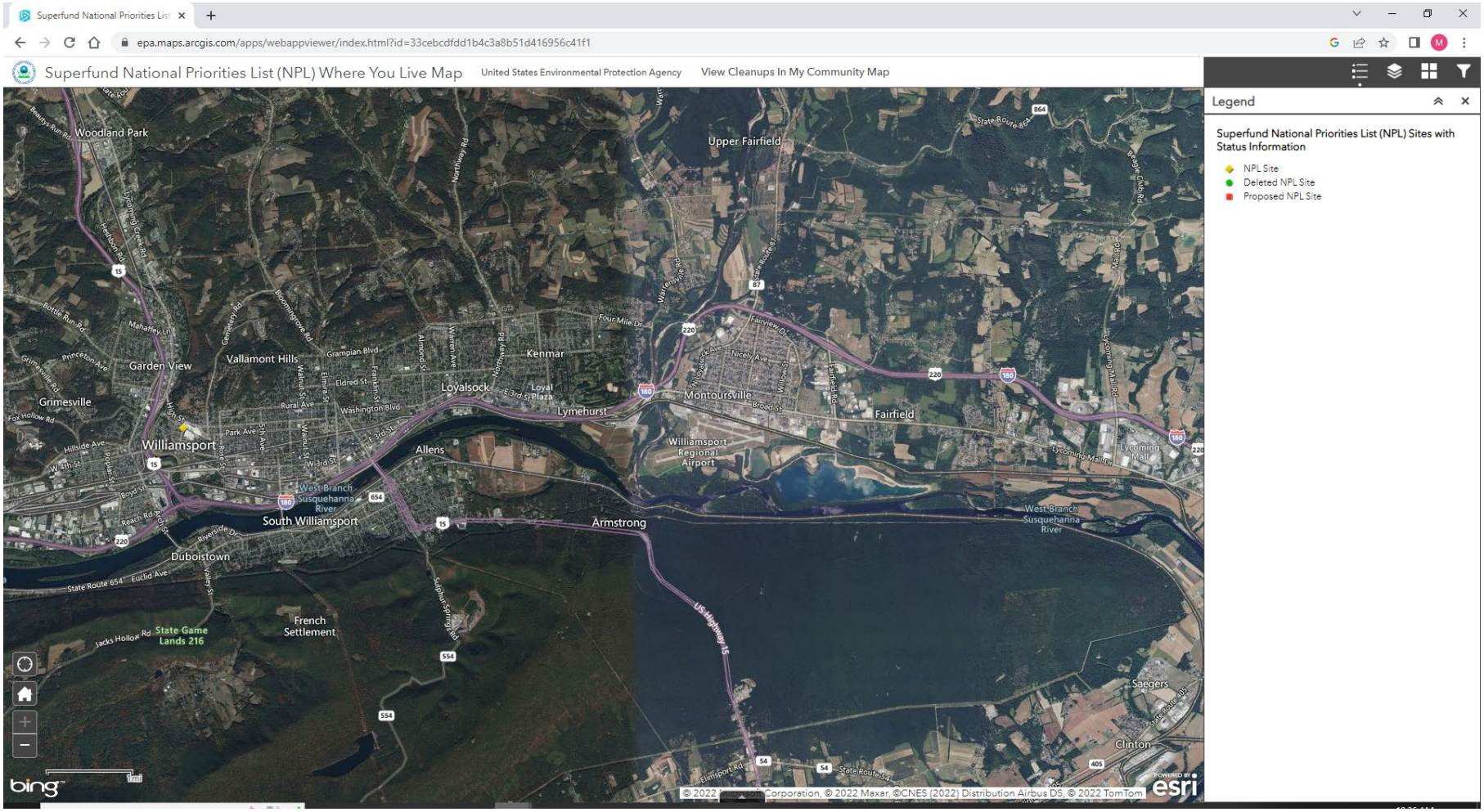
Emma Diehl
Environmental Review Division Manager

Attachment 5 - U.S. Census Bureau Urbanized Areas



Source: https://services.arcgis.com/P3ePLMYs2RVChkJx/arcgis/rest/services/USA_Urban_Areas/FeatureServer/3

Attachment 6 – USEPA Superfund NPL Site



Attachment 7 – Noise Analysis

Introduction

As part of the 20-Unit Nested T-Hangar Development EA, a noise screening analysis was prepared to evaluate the potential changes in noise levels associated with the planned new development at the Airport. The noise analysis was prepared to meet the requirements of the Federal Aviation Administration (FAA) Order 1050.1F Environmental Impacts: Policies and Procedures and accompanying Desk Reference. Order 1050.1F contains the FAA's procedures for complying with the National Environmental Policy Act (NEPA).

Methodology

The potential for changes in noise exposure due to the Proposed Project was assessed based on the forecast changes to aircraft operations and fleet mix for the future years 2024 and 2029. For projects in which the planned changes involve only operations and fleet mix (and not flight tracks, flight profiles, or runway modifications), the procedure for assessing noise exposure for an airport NEPA assessment is two-steps:

1. Conduct a noise screening analysis using the FAA's Area Equivalent Method (AEM) model. If the potential for significant noise impact results, proceed to step 2.
2. Conduct detailed noise contour modeling and develop DNL contours using the FAA's Aviation Environmental Design Tool (AEDT).

For step 1, FAA regulations stipulate that a 17% or greater increase in the 65 DNL contour area could result in a 1.5 DNL increase, therefore the development noise contours using AEDT is required under step 2. If AEM computes an increase of less than 17%, then there are no significant noise impacts, and no further noise analysis is required.

The AEM does not produce noise contours, only an estimate (in square miles) of the area potentially impacted. The most recent available version of AEM, Version 2c SP2, was used for this analysis.

Forecast Aircraft Operations

The forecast operations were obtained from the FAA's Terminal Area Forecast (TAF), issued March 2022, and show 16,823 annual operations at IPT in 2024 and 17,046 in 2029.

For the purposes of preparing the AEM analysis, operational data were segregated by aircraft type. FAA's Traffic Flow Management System Count (TFMSC) data was used to develop the AEM aircraft fleet mix. TFMSC data provides information on traffic counts by airport and includes the aircraft types operating at that airport. The TFMSC data for IPT for calendar year 2021 was reviewed and each aircraft type was assigned the corresponding AEM aircraft type. The fleet data were then upgauged to develop the AEM operations and fleet mix for the years 2024 and 2029. As required for use in the AEM, aircraft operations were converted to daily landing-takeoff cycles (LTO's). One LTO equals two operations. The time-of-day percentage was based on a sample of recent operations at IPT.

For conservative noise planning purposes, it has been estimated that the additional hangars would generate 1,252 annual operations in 2024 and 1,269 annual operations in 2029. The fleet of aircraft for these additional operations was based on common single engine and light multi-engine piston aircraft currently operating at IPT. These aircraft included the Cessna 172, Cirrus SR-20/22, Beech Baron, Mooney

M20 and Piper Cherokee. These aircraft, or the AEM pre-approved substitute aircraft, have been used to model the aircraft operations with the Proposed Project (Alternative Case).

AEM Noise Assessment Results

The 2024 and 2029 AEM results indicate that there would be a small increase in the 65 DNL contour area of 3.5% in both years. The 3.5% increase is well below the FAA's noise criterion of 17% and therefore the Proposed Project does not result in a significant noise impact and no further analysis is necessary. The 2024 and 2029 AEM input and results are shown in Tables 1 and 2 respectively.

Table 1 – 2024 AEM Results

Federal Aviation Administration

Office of Environment and Energy

http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/aem_model/

Area Equivalent Method (AEM) Version 2c SP2

Airport Name/Code:		IPT 2024	
DNL (dBA)	Baseline Area (Sq. Mi.)	Alternative Area (Sq. Mi.)	Percent Change in Area
65	0.1	0.1	3.5%

	BASE Case		ALTERNATIVE Case	
Aircraft Type	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
737800	0.01	0.00	0.01	0.00
BEC58P	1.06	0.06	1.16	0.06
C130E	0.33	0.02	0.33	0.02
CIT3	0.01	0.00	0.01	0.00
CL600	0.11	0.01	0.11	0.01
CNA172	2.75	0.14	3.00	0.16
CNA208	1.04	0.05	1.04	0.05
CNA20T	0.08	0.00	0.08	0.00
CNA441	0.02	0.00	0.02	0.00
CNA500	0.49	0.03	0.49	0.03
CNA510	0.11	0.01	0.11	0.01
CNA55B	0.09	0.00	0.09	0.00
CNA560U	0.04	0.00	0.04	0.00
CNA560XL	0.09	0.00	0.09	0.00
CNA680	0.10	0.01	0.10	0.01
CNA750	0.04	0.00	0.04	0.00
COMSEP	4.18	0.22	4.55	0.24
DHC6	0.25	0.01	0.25	0.01
EMB145	0.61	0.03	0.61	0.03
GASEPF	3.05	0.16	3.32	0.17
GASEPV	7.11	0.37	7.75	0.41
GIV	0.01	0.00	0.01	0.00
GV	0.02	0.00	0.02	0.00
IA1125	0.03	0.00	0.03	0.00
LEAR35	0.13	0.01	0.13	0.01
PA42	0.12	0.01	0.12	0.01
Total LTOs	21.89	1.15	23.52	1.24

Source: RS&H, Inc. 2022

Table 2 – 2029 AEM Results

Federal Aviation Administration

Office of Environment and Energy

http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/aem_model/

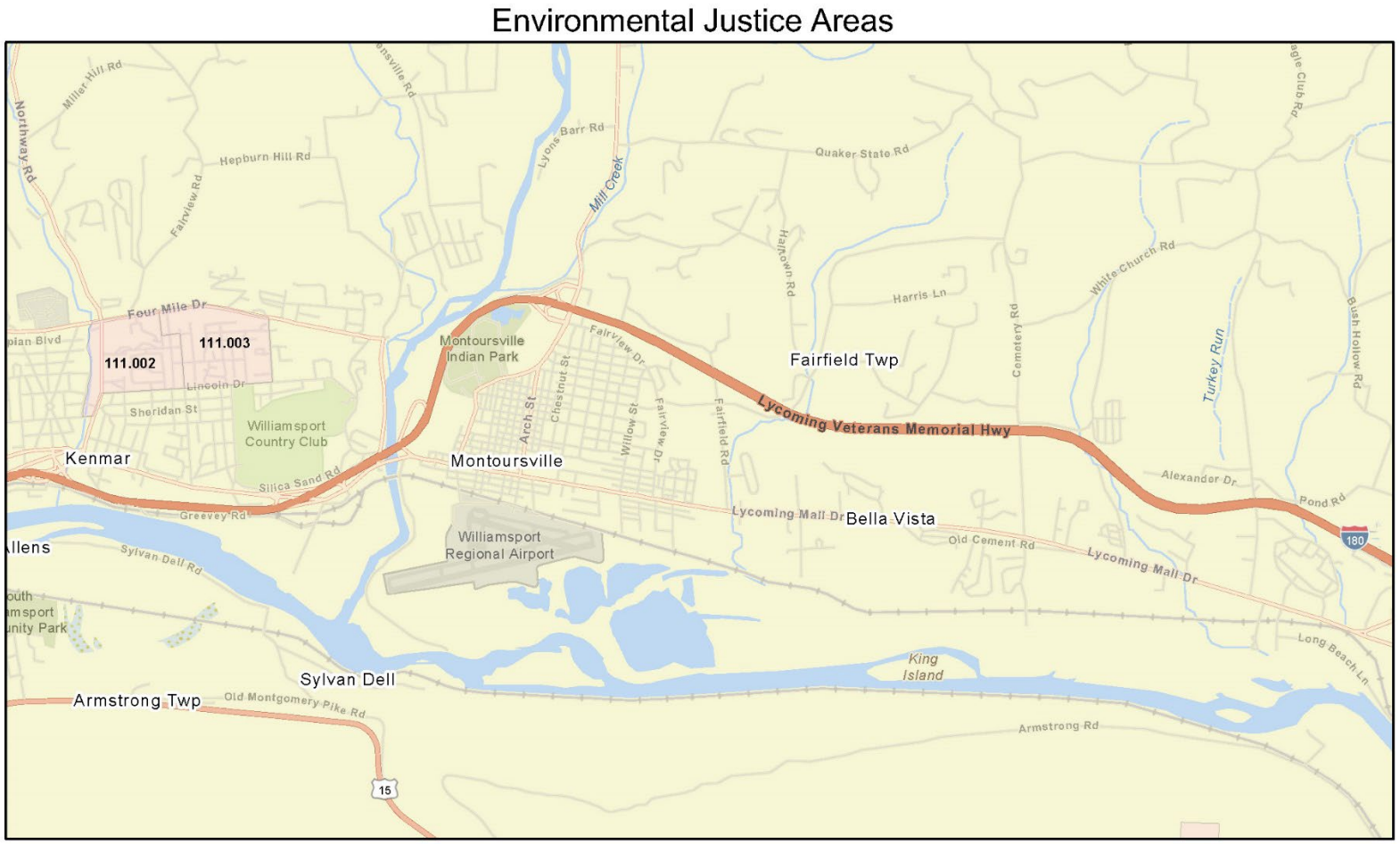
Area Equivalent Method (AEM) Version 2c SP2

Airport Name/Code:		IPT 2029	
DNL (dBA)	Baseline Area (Sq. Mi.)	Alternative Area (Sq. Mi.)	Percent Change in Area
65	0.1	0.1	3.5%

	BASE Case		ALTERNATIVE Case	
Aircraft Type	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
737800	0.01	0.00	0.01	0.00
BEC58P	1.08	0.06	1.18	0.06
C130E	0.33	0.02	0.33	0.02
CIT3	0.01	0.00	0.01	0.00
CL600	0.11	0.01	0.11	0.01
CNA172	2.79	0.15	3.04	0.16
CNA208	1.06	0.06	1.06	0.06
CNA20T	0.08	0.00	0.08	0.00
CNA441	0.03	0.00	0.03	0.00
CNA500	0.50	0.03	0.50	0.03
CNA510	0.11	0.01	0.11	0.01
CNA55B	0.09	0.00	0.09	0.00
CNA560U	0.04	0.00	0.04	0.00
CNA560XL	0.09	0.00	0.09	0.00
CNA680	0.10	0.01	0.10	0.01
CNA750	0.04	0.00	0.04	0.00
COMSEP	4.23	0.22	4.61	0.24
DHC6	0.25	0.01	0.25	0.01
EMB145	0.61	0.03	0.61	0.03
GASEPF	3.09	0.16	3.36	0.18
GASEPV	7.20	0.38	7.85	0.41
GIV	0.01	0.00	0.01	0.00
GV	0.03	0.00	0.03	0.00
IA1125	0.03	0.00	0.03	0.00
LEAR35	0.13	0.01	0.13	0.01
PA42	0.13	0.01	0.13	0.01
Total LTOs	22.18	1.17	23.83	1.25

Source: RS&H, Inc. 2022

Attachment 8 – Environmental Justice Census Blocks and USEPA EJScreen Reports



EJScreen Report (Version 2.1)

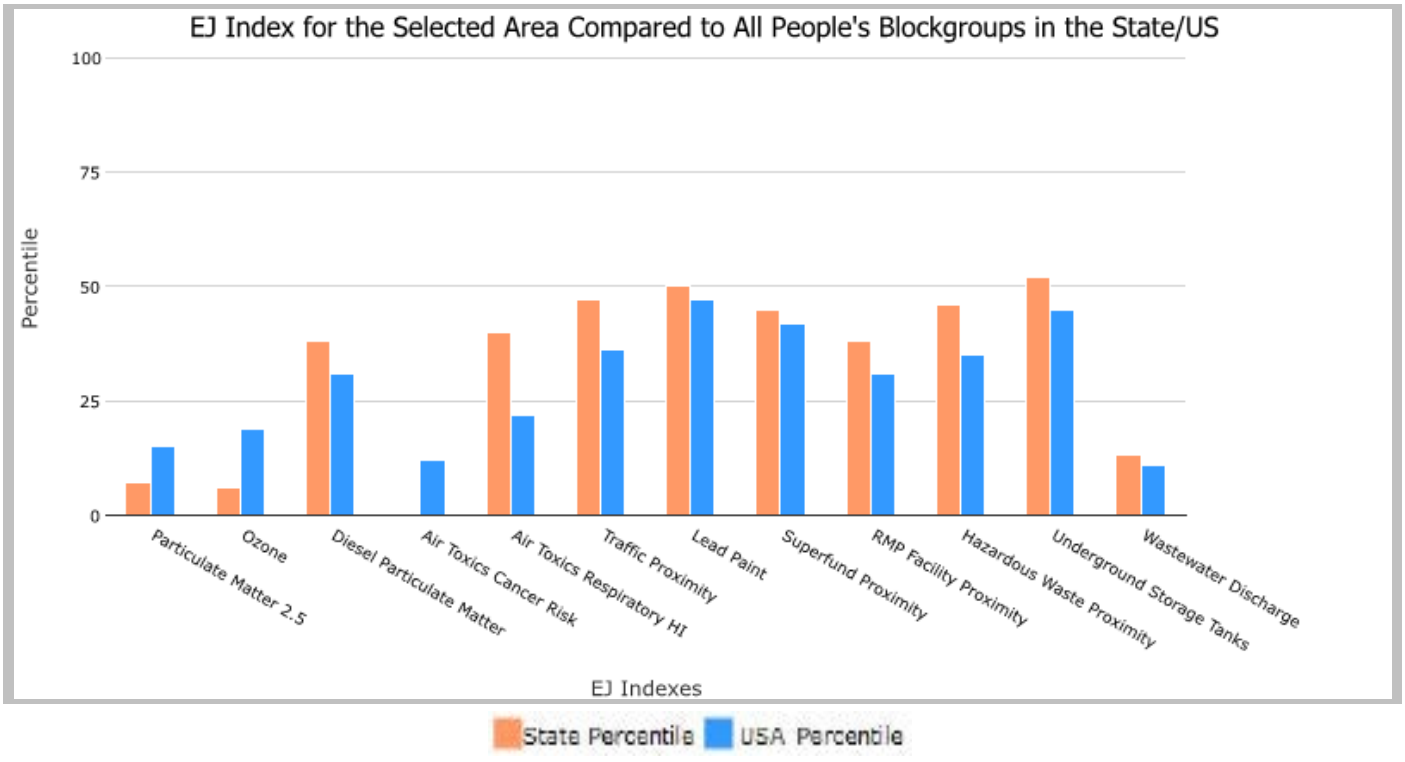
1 mile Ring Centered at 41.245353,-76.918888, PENNSYLVANIA, EPA Region 3

Approximate Population: 3,273

Input Area (sq. miles): 3.14

IPT

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	7	15
EJ Index for Ozone	6	19
EJ Index for Diesel Particulate Matter*	38	31
EJ Index for Air Toxics Cancer Risk*	0	12
EJ Index for Air Toxics Respiratory HI*	40	22
EJ Index for Traffic Proximity	47	36
EJ Index for Lead Paint	50	47
EJ Index for Superfund Proximity	45	42
EJ Index for RMP Facility Proximity	38	31
EJ Index for Hazardous Waste Proximity	46	35
EJ Index for Underground Storage Tanks	52	45
EJ Index for Wastewater Discharge	13	11



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

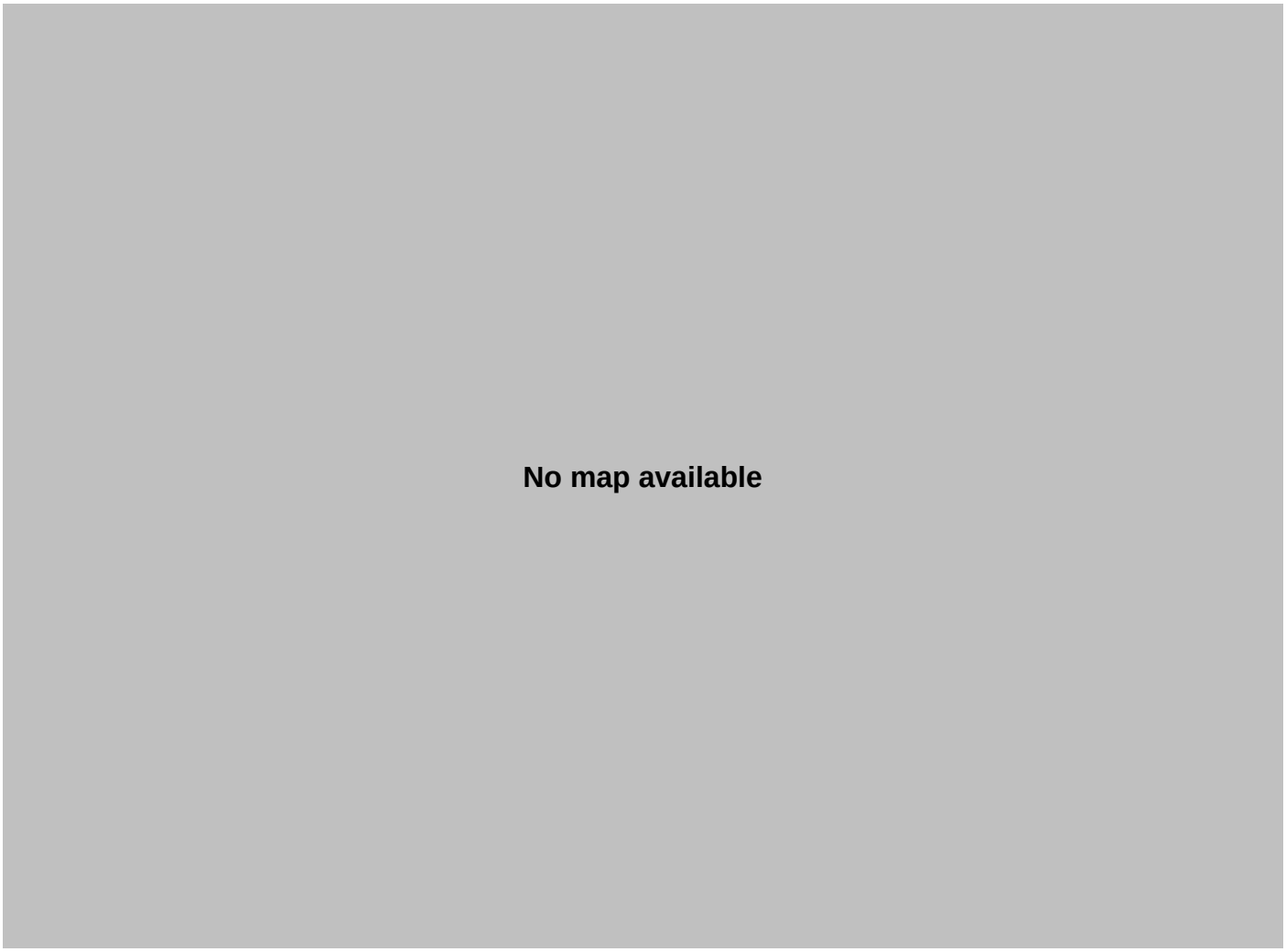
EJScreen Report (Version 2.1)

1 mile Ring Centered at 41.245353,-76.918888, PENNSYLVANIA, EPA Region 3

Approximate Population: 3,273

Input Area (sq. miles): 3.14

IPT



Sites reporting to EPA	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

EJScreen Report (Version 2.1)

1 mile Ring Centered at 41.245353,-76.918888, PENNSYLVANIA, EPA Region 3

Approximate Population: 3,273

Input Area (sq. miles): 3.14

IPT

Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 (µg/m^3)	7.33	8.7	6	8.67	18
Ozone (ppb)	39.1	42.1	5	42.5	27
Diesel Particulate Matter* (µg/m^3)	0.209	0.27	35	0.294	<50th
Air Toxics Cancer Risk* (lifetime risk per million)	20	31	0	28	<50th
Air Toxics Respiratory HI*	0.3	0.32	66	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	460	660	63	760	65
Lead Paint (% Pre-1960 Housing)	0.59	0.47	59	0.27	79
Superfund Proximity (site count/km distance)	0.095	0.18	51	0.13	65
RMP Facility Proximity (facility count/km distance)	0.26	0.82	39	0.77	45
Hazardous Waste Proximity (facility count/km distance)	0.72	1.5	50	2.2	50
Underground Storage Tanks (count/km^2)	3.7	3.6	68	3.9	71
Wastewater Discharge (toxicity-weighted concentration/m distance)	8.8E-05	77	24	12	30
Socioeconomic Indicators					
Demographic Index	13%	26%	30	35%	17
People of Color	3%	24%	23	40%	10
Low Income	23%	28%	46	30%	42
Unemployment Rate	4%	5%	52	5%	52
Limited English Speaking Households	1%	2%	67	5%	57
Less Than High School Education	6%	9%	43	12%	39
Under Age 5	5%	5%	54	6%	50
Over Age 64	21%	18%	65	16%	71

*Diesel particular matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

For additional information, see: www.epa.gov/environmentaljustice

EJSCREEN Census 2010 Summary Report

Location: User-specified point center at 41.245353, -76.918888
Ring (buffer): 1-miles radius
Description: IPT

Summary	Census 2010
Population	3,950
Population Density (per sq. mile)	1,499
People of Color Population	156
% People of Color Population	4%
Households	1,786
Housing Units	1,850
Land Area (sq. miles)	2.64
% Land Area	87%
Water Area (sq. miles)	0.39
% Water Area	13%

Population by Race	Number	Percent
Total	3,950	-------
Population Reporting One Race	3,900	99%
White	3,831	97%
Black	16	0%
American Indian	5	0%
Asian	33	1%
Pacific Islander	0	0%
Some Other Race	15	0%
Population Reporting Two or More Races	50	1%
Total Hispanic Population	55	1%
Total Non-Hispanic Population	3,895	99%
White Alone	3,794	96%
Black Alone	16	0%
American Indian Alone	5	0%
Non-Hispanic Asian Alone	33	1%
Pacific Islander Alone	0	0%
Other Race Alone	2	0%
Two or More Races Alone	46	1%

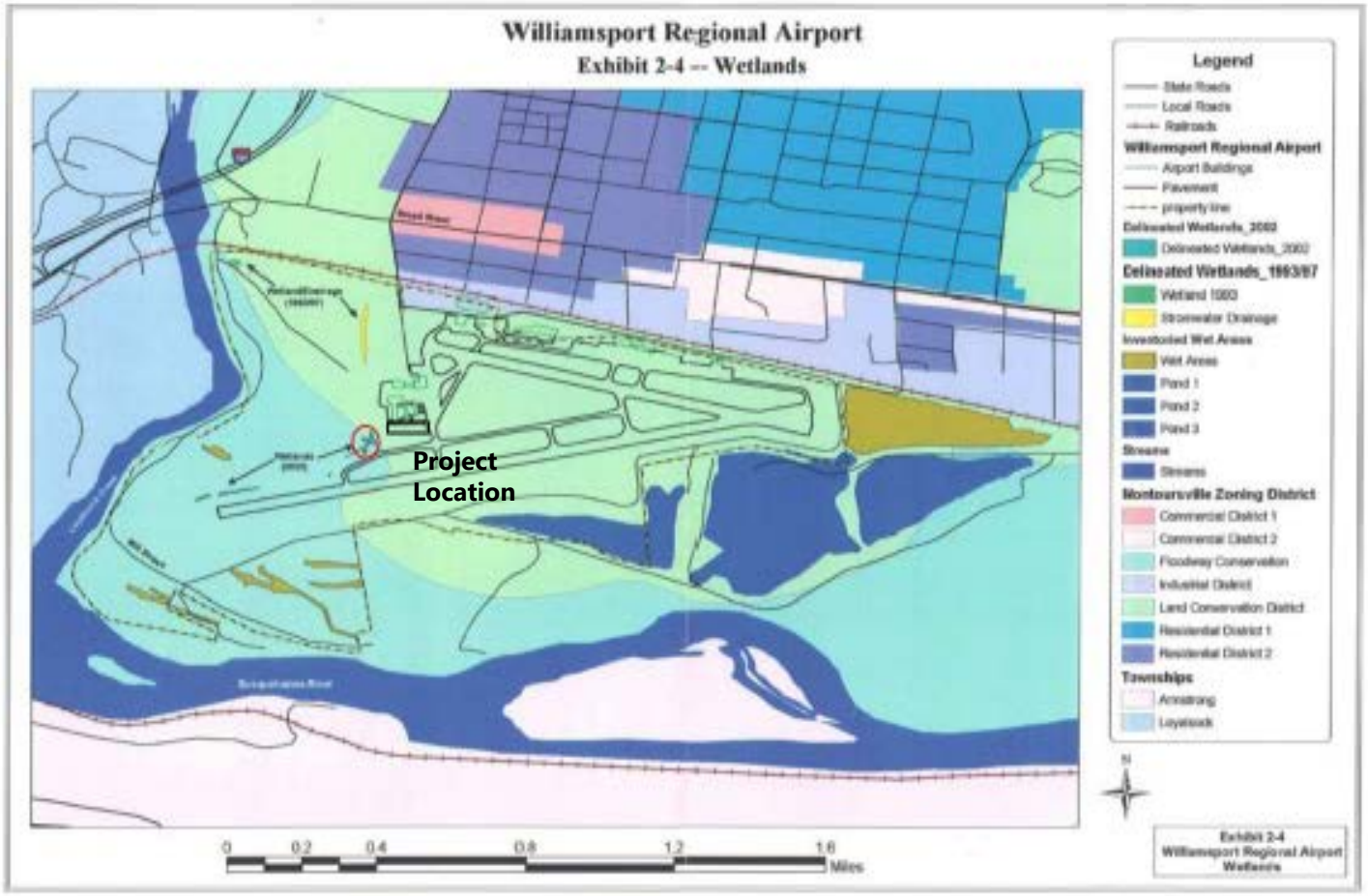
Population by Sex	Number	Percent
Male	1,869	47%
Female	2,081	53%

Population by Age	Number	Percent
Age 0-4	205	5%
Age 0-17	839	21%
Age 18+	3,111	79%
Age 65+	868	22%

Households by Tenure	Number	Percent
Total	1,786	
Owner Occupied	1,155	65%
Renter Occupied	631	35%

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, Census 2010 Summary File 1.

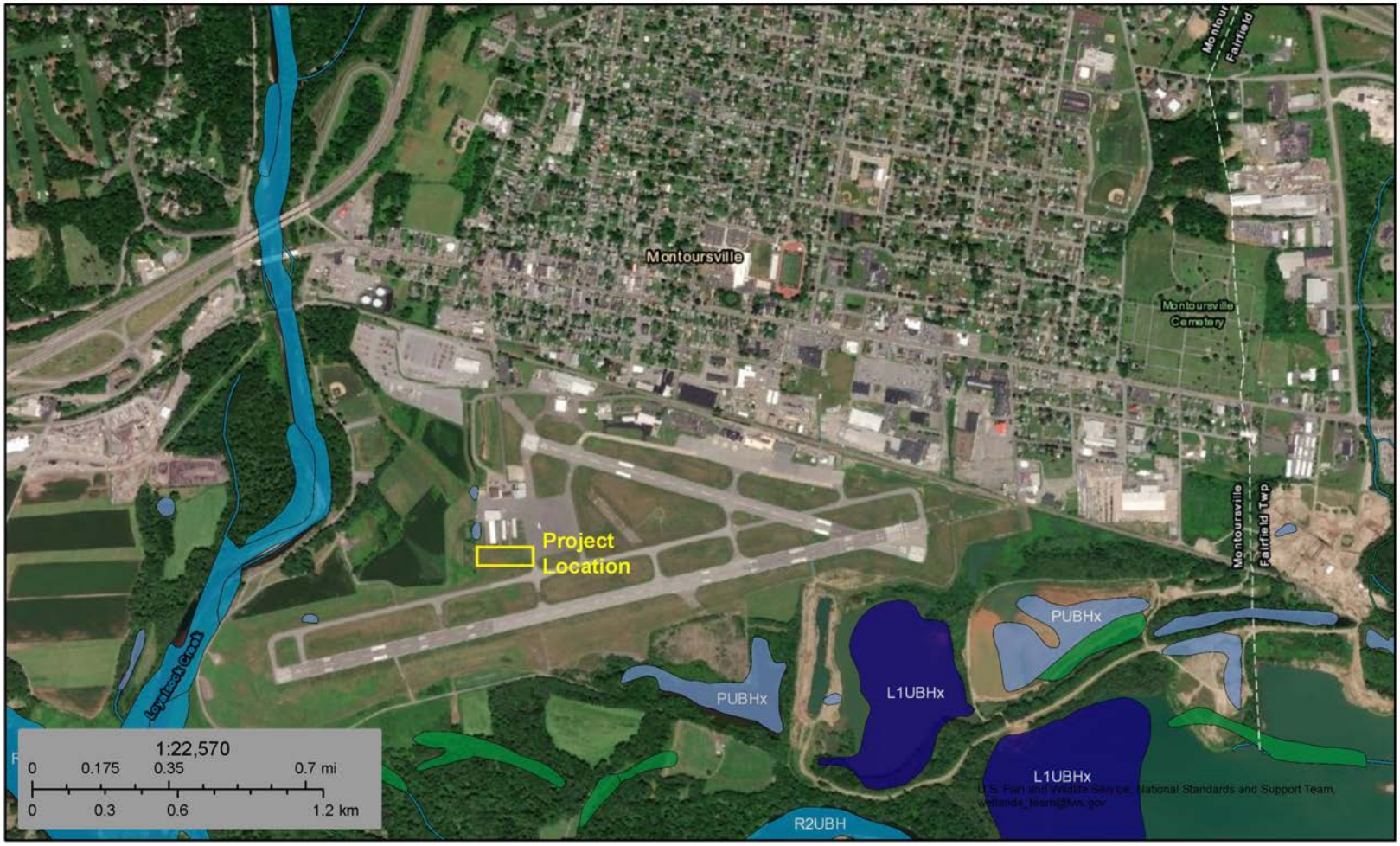
Attachment 9 – 2002 Airport Wetlands Map and USFWS National Wetlands Inventory Map



U.S. Fish and Wildlife Service

National Wetlands Inventory

Williamsport Regional Airport



February 28, 2023

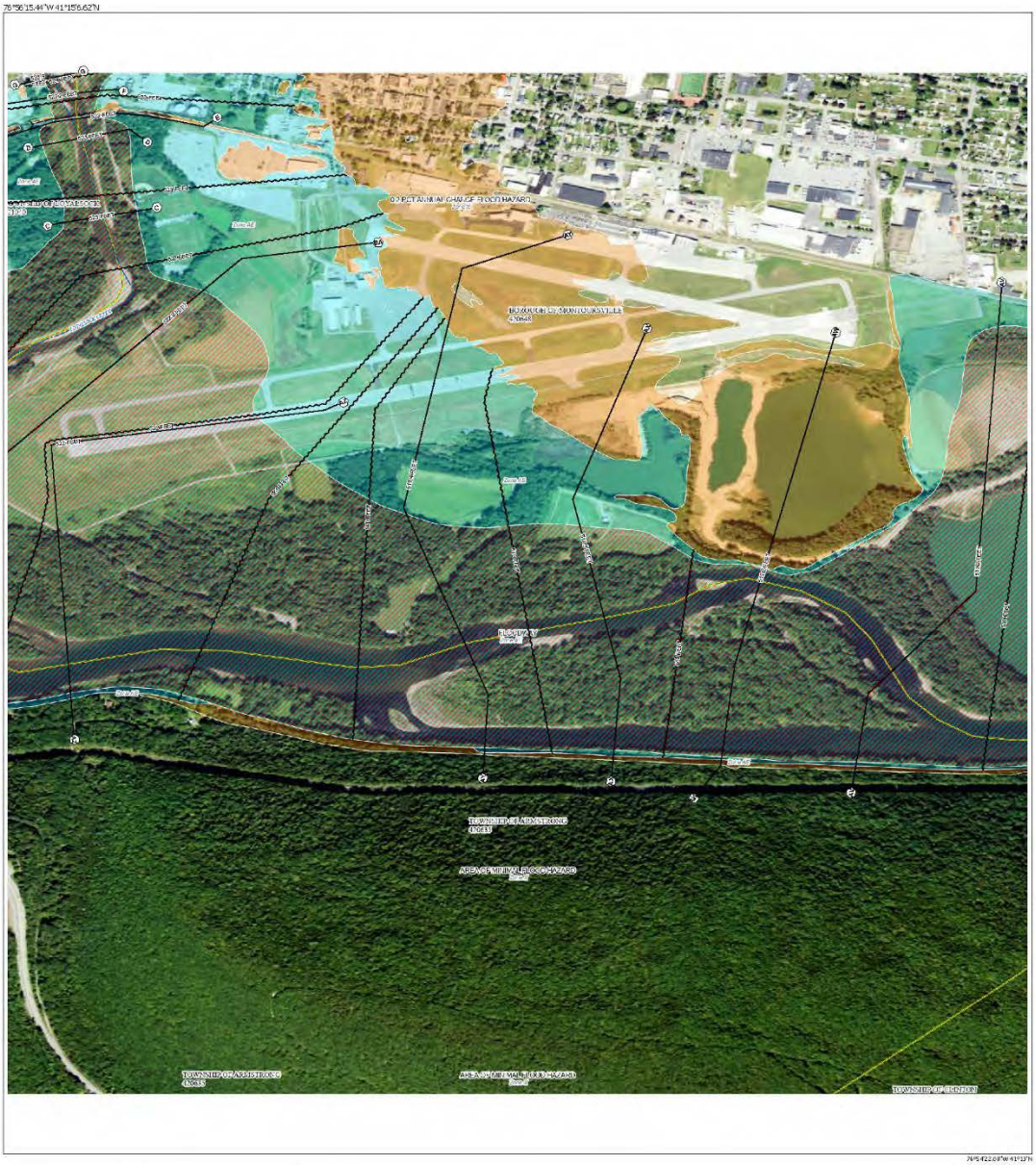
Wetlands

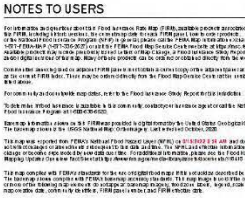
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

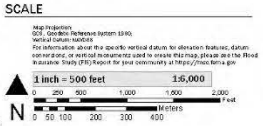
This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

Attachment 10 - FEMA Flood Insurance Rate Map

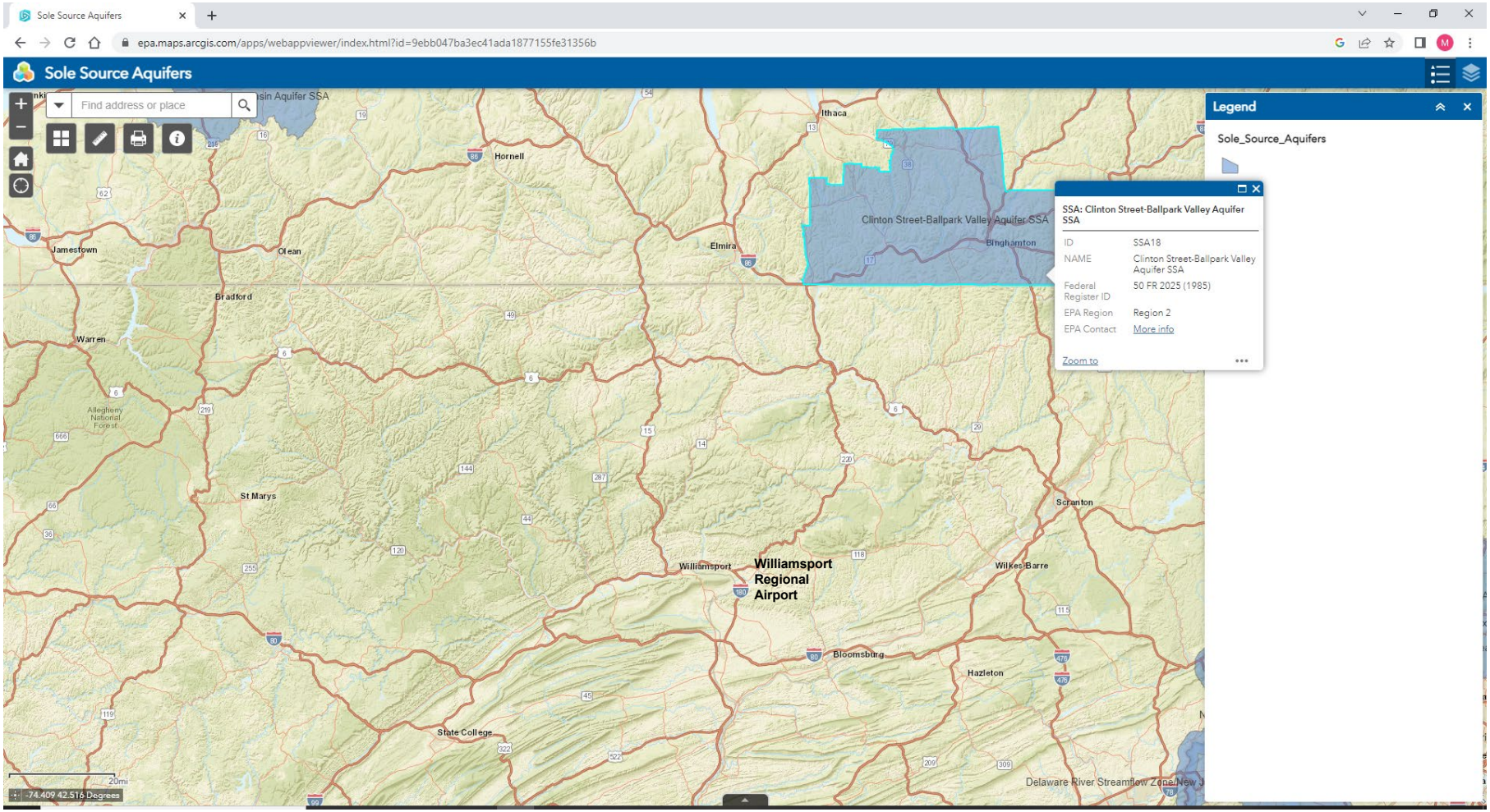




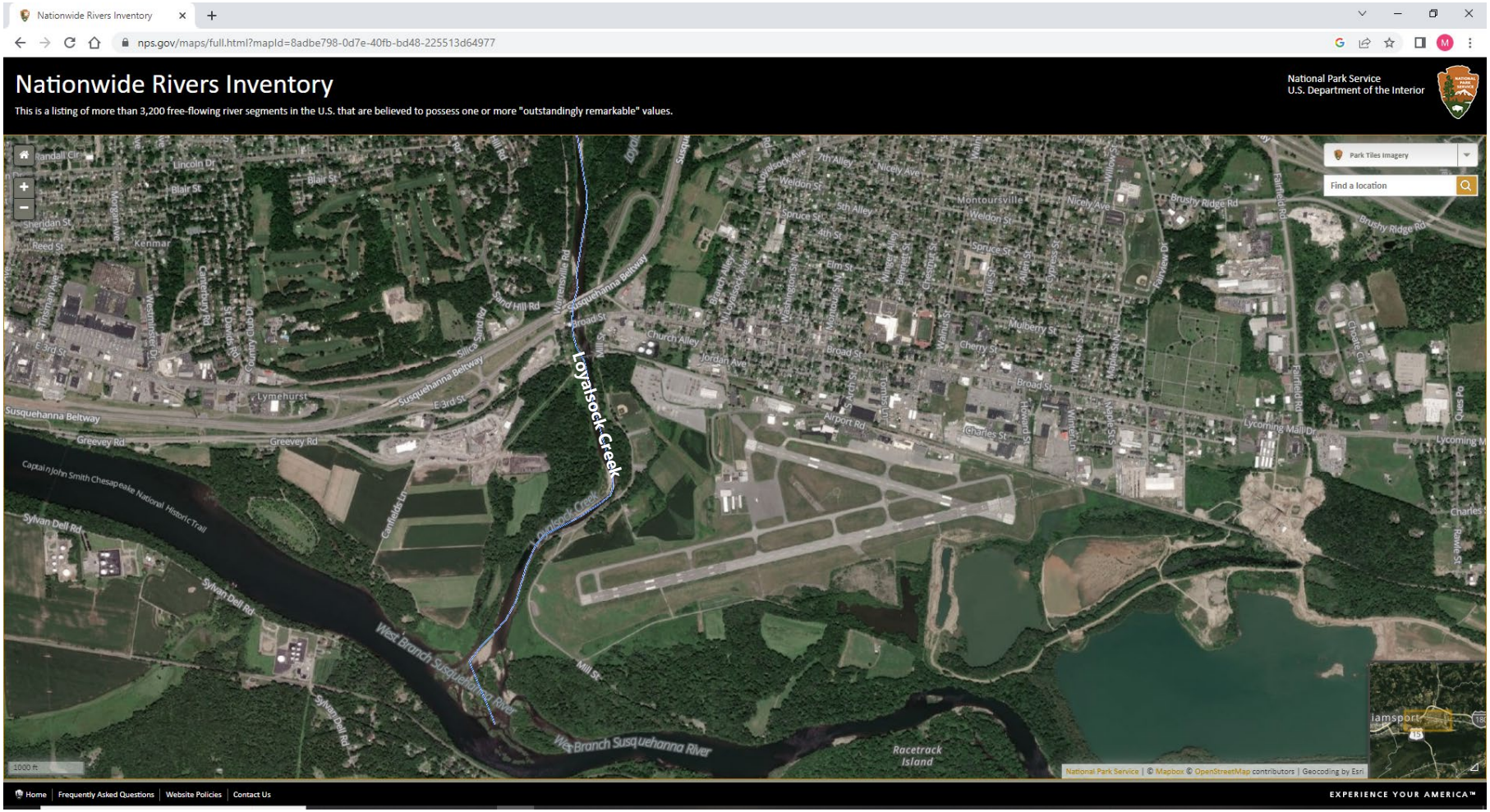


Source: https://msc.fema.gov/portal/home

Attachment 11 – Clinton Street-Ballpark Valley Aquifer



Attachment 12 – Nationwide River Inventory



Attachment 13 – Flood Barrier Implementation Plan and Borough Correspondence

FLOOD BARRIER IMPLEMENTATION PLAN – 20-UNIT NESTED T-HANGAR

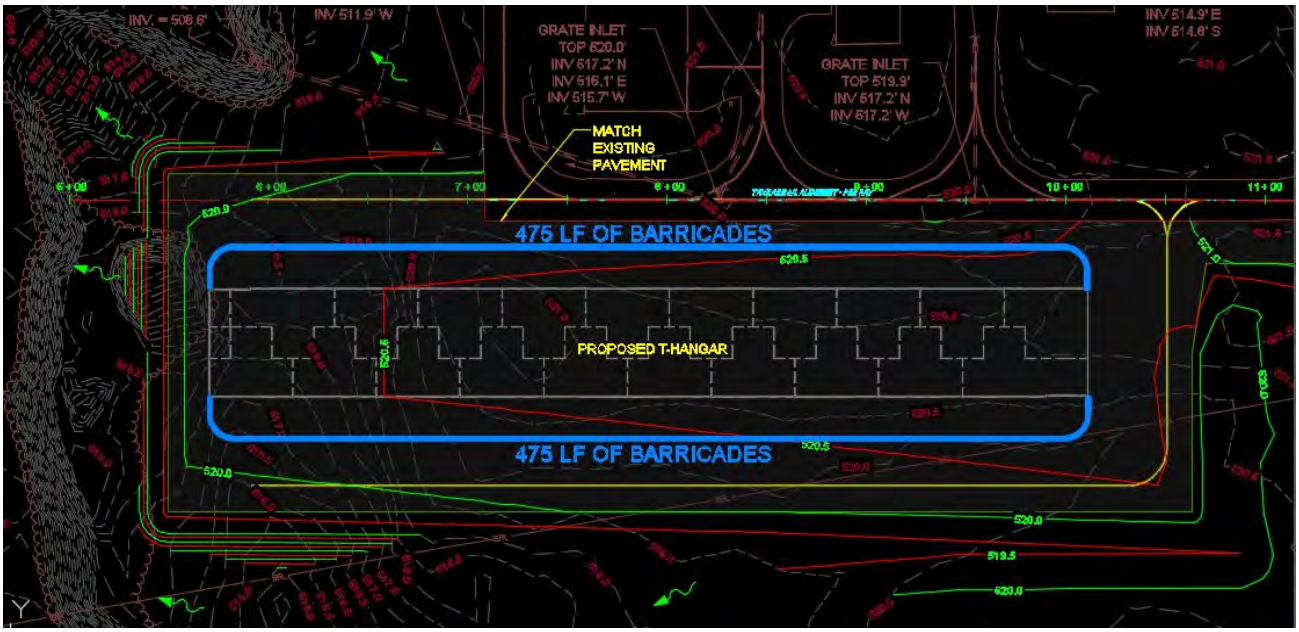
WILLIAMSPORT REGIONAL AIRPORT

INTRODUCTION

The proposed site (shown in red) lies within the 100-year floodplain as denoted in Figure 4-1. Local requirements require a structure of this size to be "dry" floodproofed. A meeting with County and Borough Officials took place on July 14, 2022 to discuss solutions to meeting the Borough's floodplain "dry" floodproofing requirements. As a hangar is essentially a large garage, it is not practical to keep water completely out of the structure. Therefore, it was suggested at the meeting that a potential solution would be for the airport to purchase and deploy flood barriers around the hangar in advance of large flooding. An implementation plan for deploying these barriers can be found in Appendix X. The flood barriers are 30-inches tall and the proposed finished floor elevation is 520.9 feet. The base flood elevation is 522 feet at the proposed t-hangar site. The barrier system meets the Borough's requirement of 1-foot of freeboard between the base flood elevation and the finished floor of the structure. The top of the barriers would have an elevation of 523.4 feet (520.9+30-inches).

A plan of the site below shows the layout of the barriers in Figure 1. The barriers would connect to "dry" flood-proofed wingwalls of the hangar facility. The wingwall design is included in the architectural plans. The barriers would be installed a distance of 20 feet from the proposed t-hangar.

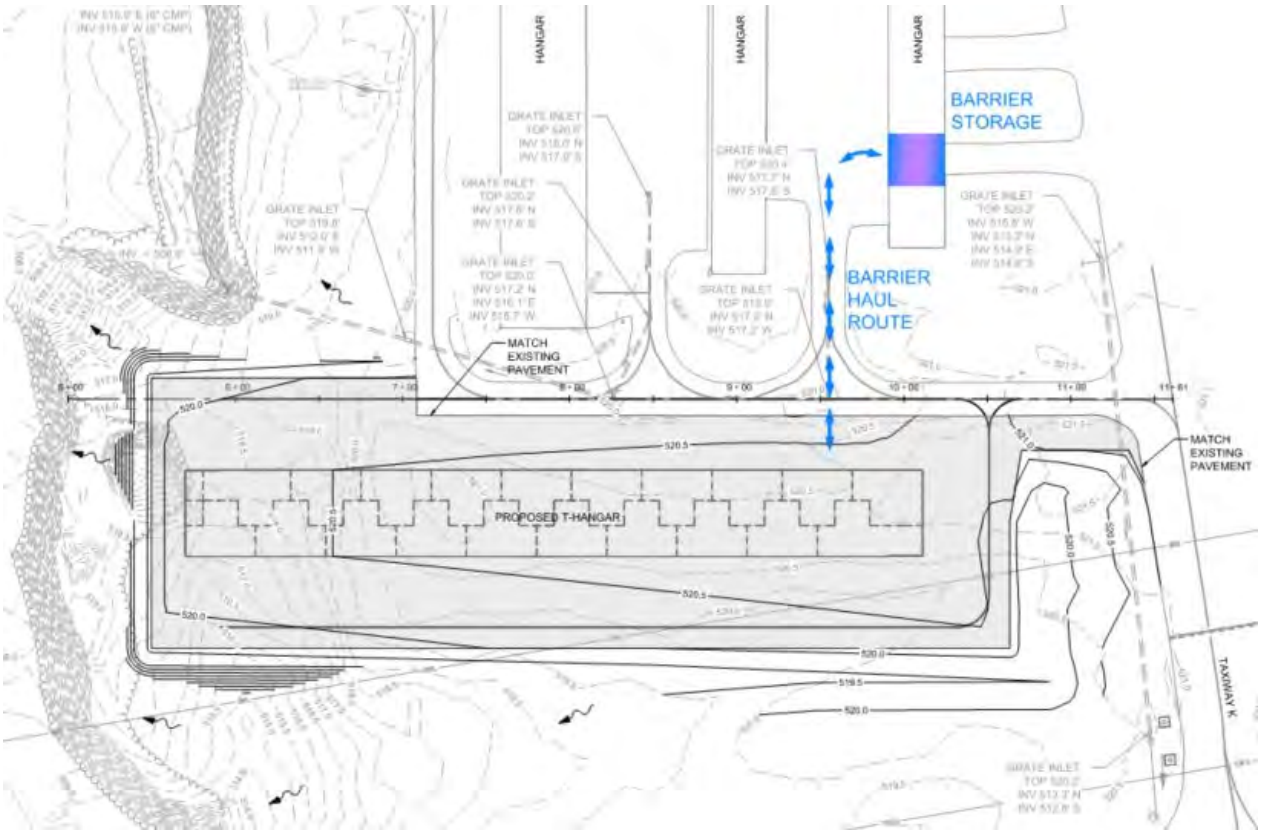
Figure 1 – Barrier Placement Plan



IMPLEMENTATION

The flood barriers would be purchased by the contractor as a part of the project similar to the 30" Garrison Flood Barriers found at the end of this report, or an approved equal, and stored in the unused hangar space in Figure 2.

Figure 2 – Storage Area and Haul Route



A trailer will be provided by the airport to transport the barriers the short distance from the existing t-hangar to the site. After conversations with a flood barrier manufacturer, a 396-barrier system would take three people about six hours to set up. As the site is 1,900 feet from the Loyal Sock Creek and 3,300 feet from the Susquehanna River, for floodwaters to reach the site, there would be more than ample time to install the barriers in advance of a significant flood event.

TRAINING

RS&H discussed what type of training would be required to install the temporary flood barrier system. As a courtesy, the manufacturer would lead a training for airport staff on the proper installation, storage, and use of the barriers. Each 30" tall by 36" wide barrier is approximately 20 pounds.

Enclosures: Flood Barrier Installation Guide and Specifications

MAYIM
MODULAR FLOOD BARRIER

PECIFICATION SHEET

The Mayim™ flood control barrier is an easy to deploy flood control system that installs quickly and stores compactly. Sections are simply laid next to each other and connected using our unique insert and lock connection system.

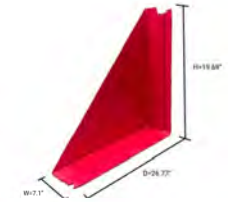
When the Mayim Barrier is ballasted by water, rising waters increase the ability of Mayim Barriers to hold back flood waters, providing damming and water diversion abilities.

Mayim™ Flood Barrier (MB1) - 20" Height

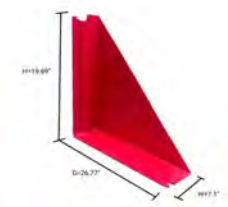
MB1-S: Straight Flood Barrier
20" H x 27.6" W x 26.8" D
8.4lbs.
*Approx 24.0” of Usable Length

MB1-IC: Inward Curve Barrier
20" H x 22.8" W x 26.8" D
(8.7" W2)
6.1 lbs.

MB1-OC: Outward Curve Barrier
20" H x 13.8" W x 26.8" D
(26.4"" W2)
6.0 lbs.



MB1-GER: Gable End Right
20" H x 7.1" W x 26.8" D
7.7 lbs.



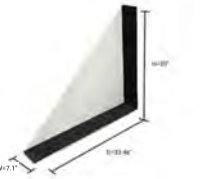
MB1-GEL: Gable End Left
20" H x 7.1" W x 26.8" D
7.7 lbs.

Mayim™ Flood Barrier (MB2) - 30" Height

MB2-S: Straight Flood Barrier
30" H x 39.4" W x 33.5" D
20.3 lbs.
*Approx 36” of Usable Length

MB2-IC: Inward Curve Barrier
30" H x 23.3" W x 33.5" D
(8.3” W2)
8.2 lbs.

MB2-OC: Outward Curve Barrier
30" H x 13.4" W x 33.5" D
(28.0" W2)
8.3 lbs.



MB2-GER: Gable End Right
30" H x 7.1" W x 33.5" D
9.9 lbs.

MB2-GEL: Gable End Left
30" H x 7.1" W x 33.5" D
9.9 lbs.

How Many Barriers Do I Need?

When connected, each Mayim™ panel overlaps roughly 2-4”, depending on the specific angle utilized. Though angled pieces do add some length, they are typically used to round an obstacle or make a turn and shouldn’t be considered when calculating the quantities for your barrier.

100ft Long Barrier → 50 Pieces MB1 or 34 Pieces MB2
250ft Long Barrier → 125 Pieces MB1 or 84 Pieces MB2
500ft Long Barrier → 500 Pieces MB1 or 3344 Pieces MB2

roduct M teria Specs

Material: High Quality ABS Plastic
Construction: Injection Molded with UV Protection
Usage Temperature: -10° to 115°F
Warranty: Standard 2-year warranty against manufacturer’s defects

Protect & Prevent Flooding At:

- Residential & Commercial Property
- Educational Buildings & Facilities
- City Municipalities & Public Works
- Streets, Highways & Roadways
- Stairwells & Access Locations
- Metro & Transit Stations
- Factories & Storage Warehouses
- Electrical Equipment & Power Plants
- Underground Parking Garages & Lots
- National Parks & Parklands

Deployment | Transport | Storage

Mayim™ Barriers are designed to be deployed by unskilled personnel. Each barrier weighs between 6 and 21lbs., allowing nearly anyone to move sections into position.

There are no tools required for assembly, the locking mechanism is easy and intuitive, allowing for deployment of approximately 3 sections per minute, or roughly 15 minutes for 100ft of protection.

Mayim™ Barriers nest and save space for transport and storage. Simply hose down after use and stack for future deployment. Each section takes up another ¾" of height and widens the stack by ¾".

Conn ction M thod

Each Mayim Barrier has a female receiver at the bottom right and a male connecting tab on the bottom left. Each barrier also has a female receiver at the top right and a male connecting tab on the top left.

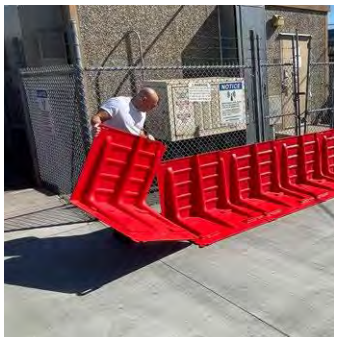
To connect the panels, tip the barrier at an angle and insert the bottom male connecting tab into the female receiver. Set the panel down, press the male connecting tab into the female receiver.

Bottom Male Connector Tab

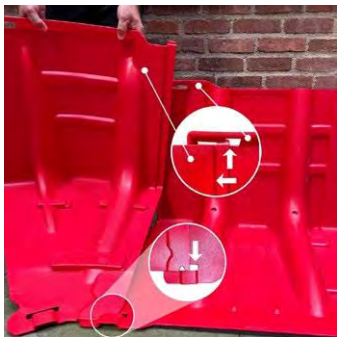
Bottom Female Receiver

Top Male Connector Tab

Top Female Receiver



Positioning Barriers



Connecting and Locking Sections

Damming Ability

We recommend damming to within 1" of the top height of the barrier, so that our 20.0" tall barrier is suitable to protect against floods of roughly 18.7" and our 30.0" barrier is capable of protecting against 28.5” water levels.

Seal Off Neoprene Strip

- Add closed cell neoprene strips to the backside of the final Mayim™ barrier closest to the wall to enable a seal.
- Recommend 1.5” wide x 1” thick peel and stick rolls.
- Trim as needed so neoprene is flush with the end of the bottom of the barrier.
- Press against the wall to ensure a good seal.

Gable End Pieces

- (GEL - Left, GER - Right)
- Connects using the same process standard Mayim™ panels do.
- Use End Gables to seal off against a wall.

Turns & Additio al Flexibility

The Mayim™ Barrier has built in flexibility, allowing it to turn slightly, even when using only Straight (MB1/MB2) sections. There is a 3 degree flexibility in the design, in either direction, meaning you can use the connection system to slightly turn sections.

Inward Curve | Outward Curve | Flexible Design

Use the Mayim Inward and Outward Curved sections to create turns or corners. Connect 3 sections to create a 90° turn.

Shipping Qu tity D tails

Mayim™ Flood Barrier (MB1)

- **Standard Height Pallet:**
  48”L x 40”W x 35”H
  - Holds 40 pieces MB1-S / 380lbs.
- **Double Height/Stacked Pallet:**
  48”L x 40”W x 68”H
  - Holds 80 pieces MB1-S / 715lbs.
- **53ft Trailer Load (pinwheeled):**
  - 30 double stacked pallets or 2400 pieces MB1-S
- **20ft Container (pinwheeled):**
  - 10 double stacked pallets or 800 pieces MB1-S
- **40ft/40ft HC Container (pinwheeled):**
  - 20 double stacked pallets or 1600 pieces MB1-S

Mayim™ lood Barrier (MB2)

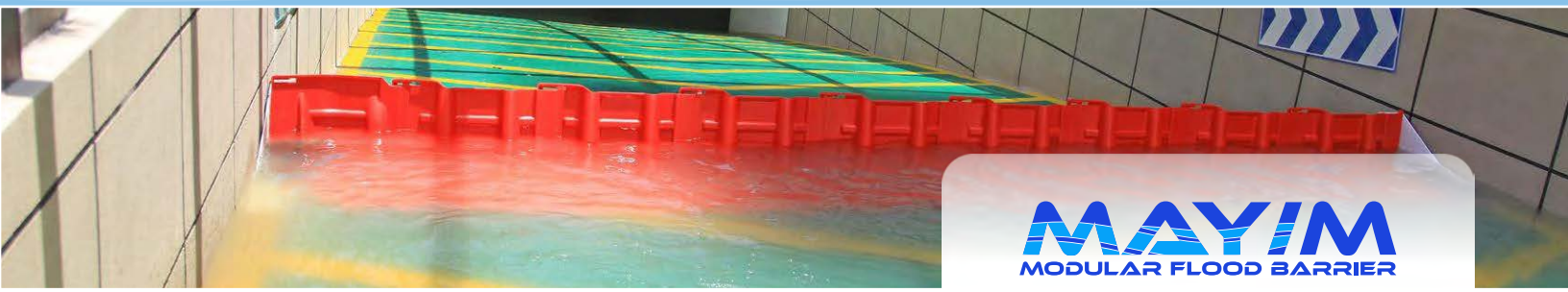
- **Standard Height Pallet:**
  48”L x 40”W x 46”H
  - Holds 20 pieces MB2-S / 450lbs.
- **Double H ight/Stacked Pallet:**
  48”L x 40”W x 86”H
  - Holds 40 pieces MB2-S / 865lbs.
- **53ft Trai r Load (pinwheeled):**
  - 30 double stacked pallets or 1200 pieces MB2-S
- **20ft Container (inwheel d):**
  - 10 double stacked pallets or 400 pieces MB2-S
- **40ft/40ft HC Co tainer (pinwheeled):**
  - 20 double stacked pallets or 800 pieces MB2-S

GARRISON FLOOD CONTROL

or Addition H or Sup ort -
Contact sales@garrisonflood.com
(929) 299-2099 | www.garrisonflood.com

GARRISON
FLOOD CONTROL

Installation Instructions

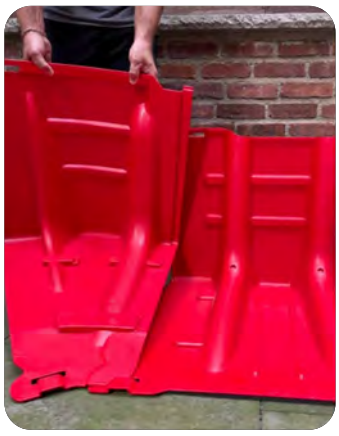


Staging Barriers

- Transport barriers using a dolly or transport cart for rapid installation.
- If no dolly is available, units are lightweight and several barriers can be carried by a single person.

Positioning

- Remove individual barriers from the staging stack and position in a row.
- "L" Shape of the barrier should always be facing outwards.
- Position panels so that you are connecting left to right when standing behind the barriers.



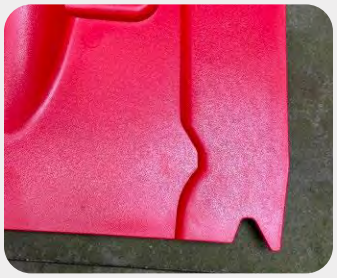
Connecting

- To connect, simply tip the newest barrier at an angle and insert the bottom male connecting tab into the female receiver.
- Set the panel down and press the male connecting tab into the female receiver.

Locking Sections

- Top male piece should be positioned just outside the widest portion of the top female receiver.
- Press down on the male connecting tab to insert it into the female receiver.

Connection Components



Bottom Male Connector Tab

Bottom Female Receiver

Top Male Connector Tab

Top Female Receiver

Adjusting Angles

- Angles can be adjusted 3 degrees in either direction which allows for a gradual adjustment along the direction of the run of barriers.

Locking Mechanism

Bias 3 Degree Inward

Parallel / Straight

Bias 3 Degree Outward

Adding Turns

- Requires use of our MB1/MB2 - IC or OC Sections
  - IC = Inward Curve
  - OC = Outward Curve
- Connect 3 Curve Panels to create a 30 degree section for turns (inward/outward). Connect 3 sections to create a 90 degree turn.
- Sections attach just like standard Mayim panels.
- Use turns to curve around a building perimeter, turn a straight run towards a fixed wall or to create a complete pool for retaining water.

Connect & Seal Off

There are several ways you can connect with a fixed wall or structure. Choose from the methods below, depending on your specific needs.

Gable End Pieces

- (GEL - Left, GER - Right)
- Connects using the same process standard Mayim panels do.
- Gable end piece should be pressed firmly against the fixed wall.

Neoprene Strip

- Add closed cell neoprene strips to the backside of the final Mayim barrier closest to the wall to enable a seal.
- Recommend 1.5” wide x 1” thick peel and stick rolls.
- Trim as needed so neoprene is flush with the end of the bottom of the barrier.
- Press against the wall to ensure a good seal.

Poly Sheeting

- Use Standard poly sheeting and duct tape to create a seal between panels and adjacent wall.
- Cut to size so it runs the full depth and height of barriers.
- This method is only recommended for areas where Mayim straight barriers overlap side walls, such as bay doors.

GARRISON FLOOD CONTROL

For Additional Help or Support -
Contact sales@garrisonflood.com
(929) 299-2099 | www.garrisonflood.com

RS&H

1515 Market St
Suite 1130
Philadelphia, PA 19102

O 215-563-3618
F 215-689-4818
rsandh.com

Meeting Minutes

Project: **Williamsport Regional Airport (IPT) - 20-Unit Nested T-Hangar**

Meeting Date / Time: July 13, 2022 @ 1:30pm EDT

Meeting Location: Zoom call hosted by RS&H

Participants: Todd Pysher, PE (Township Engineer), Dave Hines (CKOG), (Richard Howell (IPT), Nick Ryan, PMP (RS&H), Ray Yankey, PE (RS&H), Steven Wilson, PE (RS&H), Mike Alberts (RS&H), Grace Harr (RS&H), Nick Hopkins (RS&H), Tim Wilson (Erect-A-Tube)

Subject: T-Hangar Floodplain Coordination

Date Prepared: July 14, 2022

Following are the minutes of the meeting, which will be considered approved and final if attendee comments are not received by RS&H within one (1) week from the above date

1. Welcome/Introductions – Ray Yankey
2. Discussion Topics
    - Site Alternatives Analysis – Ray Yankey and Mike Alberts
    - Site Constraints – Ray Yankey and Steven Wilson
    - Floodplain Construction Requirements – Steven Wilson
    - “Wet” Floodproofing (Flood Vents) – Nick Hopkins and Tim Wilson
    - Accessory Structures and possible variance on size – Ray Yankey and Steven Wilson

- The T-Hangar is not able to be raised above the floodplain elevation as the pavement would then not be able to meet grading criteria for apron and taxiways and there would also be airspace issues
- Two options are wet flood proofing (for accessory structures) and dry flood proofing (other types of buildings)
- T-Hangar could fall into the category of an accessory structure except the size (accessory structures cannot exceed 600 square feet)
    - Unable to get a variance – Borough of Montoursville ordinance (ordinance number 491) says there can be no variance for a floor structure that exceeds 600 square feet
    - Structures over 600 square feet need to be dry proofed
    - Current T-Hangar structure cannot have watertight bi-fold doors (per manufacturer)

        - The doors have a boot seal at the bottom, but this is mainly to keep out dirt and debris
        - No current data on how waterproof the hangars are
    - Anything that cannot be elevated, or flood proofed will be an issue
- Potential solution to this is to build a dike around the building
    - Has airside issues and concerns and also needing to have planes come into and out of the apron
    - Could run dike around 2.5 to 3 of the sides
    - Can not have anything protruding or interfering with the taxiway, taxilane, or apron
- Potentially reconsider alternative #2 (hangar building located in the middle of the airfield)
    - ATCT visibility concerns as well as vehicle access (would need to cross taxiway to access)
    - **Action Item: RS&H will reanalyze and confirm that Alternative 2 creates a line of sight issue for the tower.**
- In 2011 and 2013 there was flooding all the way up to TW F.
- Current hangars located at IPT are not flood proofed
- Pavilion Style Hangar?
    - Just walls and roof (shade port)
    - Not as much security as an enclosed structure, less protection from the weather
    - Airport could not charge as much for a unit
- Refurbished T-Hangar project – Nicholas Hopkins
    - Hangar had flood vents (help regulate water pressure)
    - Hangar doors not waterproof
    - Got variance to wet flood proof the door
- Look into paneling that is temporary and can be brought in in preparation for a storm
    - Have a gate stored on a cart for quick access
    - May need to look into liability concerns if the gate fails
    - Should be noted that the flood protection does not need to be built into a unit – there are many days warning when the river might flood so there is time in advance to take action
- **Submit an emergency management plan and then the airport could purchase as part of the project**
    - **Action Item: RS&H to gather quotes/put together estimate for barricade/floodproofing system to be used during significant storm events.**
    - Need to make sure the flood proofing product is high enough

3. Next Steps/Schedule

- 30% Submittal to Airport – Thursday, July 14, 2022
- 90% Land Development Submittal to Borough and County – Monday, August 8, 2022
- NPDES Submittal and 90% Submittal to Airport – Monday, September 5, 2022
- 90% Review with Airport – Tuesday, September 13, 2022
- Bid Document Submittal to Airport – Friday, November 4, 2022
- Bid Document Review with Airport – Friday, November 18, 2022
- Bid Advertisement – Thursday, December 1, 2022
- Latest Land Development and NPDES Comments by – December 5, 2022
- Bid Award – January 6, 2022
- Order T-Hangar from Manufacturer and Make 15% Down Payment – January 14, 2022
- Site Work Completion – September 30, 2023
- Latest Anticipated T-Hangar Delivery – October 31, 2023

4. Questions/Comments

Compiled By: Grace Harr, EIT
Distribution: Meeting Participants

Wilson, Steven

From: Wilson, Steven
Sent: Tuesday, June 21, 2022 2:24 PM
To: Todd Pysher; Dave Hines
Cc: Ginny Gardner (ggardner@montoursvilleborough.org); Ackley, Chad; Yankey, Raymond; Ryan, Nick
Subject: RE: Requested Information
Attachments: subdivision_land develop app.pdf; Floodplain Application.pdf; NPDES APPLICATION.pdf; ZONING PERMIT APPLICATION.pdf; Building permit application.pdf

Todd and Dave,

Thank you for talking with us Friday about the IPT T-Hangar project and providing the additional floodplain information from the call. Below is a summary of my notes and take-aways from the discussion. Please review and revise if any of the points are misunderstood.

1. Required permits: Zoning, Land Development, Building, Floodplain, and E&S (NPDES)
2. Zoning, Land Development, Building, and Floodplain permits through Montoursville Borough
3. Land Development Plan
    a. "Preliminary" to get approval for site work (grading, stormwater, paving) and follow up with final and building permit for hangar construction
    b. "Final" for all construction but requires 110% bond
    c. Submitted to borough 10 days prior to commission meeting on the first Wednesday of every month and to Lycoming County 30 days prior to borough commission meeting
    d. Borough has 90 days to review once application is complete
4. Stormwater Management Plan and application submitted with Land Development Plan
    a. Impervious area can be offset with removal of existing runway if draining to same outlet
    b. Coordinate with borough engineer prior to submittal to schedule review period
5. Floodplain Requirements (Ordinance 491)
    a. Structures located or floodproofed 1.5' above published BFE
    b. Variance may be requested if team can prove floodproofing is physically not feasible
6. NPDES Construction Stormwater
    a. submitted to PaDEP and Lycoming County
    b. typically takes a minimum of 3 months for initial review and comments

To meet our November bid schedules, we are planning on submitting borough permits for the August 3 Commission Meeting. With that in mind, we plan to submit the land development application and plans to the county in early July and to the borough by July 20. All other permits will be submitted around this time as well, with priority on PaDEP as lkely the longest review time. We understand that comments could prevent permits from being issued prior to bidding, but does this seem like a reasonable schedule to have at least one round of comments backs to incorporate prior to bidding? Additionally, I have attached the blank applications we pulled from the Borough and DEP websites. Can you please check that these are the latest forms and will be acceptable for submittal. If you have any questions feel free to reach out to myself or Ray Yankey (Cced) for clarification.

Thank you,

From: Todd Pysher <todd@pysherinc.com>
Sent: Friday, June 17, 2022 2:15 PM
To: Wilson, Steven <Steven.Wilson@rsandh.com>
Cc: Dave Hines <dhines@ckcog.com>; Ginny Gardner (ggardner@montoursvilleborough.org) <ggardner@montoursvilleborough.org>
Subject: Requested Information

Steven,

Per your request during our virtual pre-application meeting today, the requested information appears below:

1. Montoursville Borough Floodplain Management Ordinance (un-signed copy).
2. Permit documents for projects in the SFHA.
3. PA DEP contact – Curtis Barrick, P.E. – office telephone number 570.321.6523, email address cubarrick@pa.gov.
4. Lycoming County Conservation District – Kellen Krape – office telephone number 570-433-3003, email address kkrape@lyco.org.
5. Lycoming County Planning office – telephone number 570-320-2130.

Please feel free to contact David or me if you have any further questions, or if you will need any more information from the Borough regarding the proposed hanger project.

Thanks, and have a great weekend!

Todd R. Pysher, P.E.
PYSHER & ASSOCIATES, INC.
603 Old Road
Montgomery, Pennsylvania 17752
Telephone: 570-547-6122
Fax: 570-547-7986
Mobile: 570-279-1377
Email: todd@pysherinc.com
(P.E. registration is in Pennsylvania)

Application Number:_____

FLOODPLAIN DEVELOPMENT PERMIT APPLICATION
BOROUGH OF MONTOURSVILLE, LYCOMING COUNTY, PENNSYLVANIA

Contact Information

	Name	Address	Telephone
Applicant	Chad Ackley	2600 Park Tower Drive Vienna, VA 22180	(703) 997-3806
Property Owner	Williamsport Municipal Airport Authority	724 Airport Road Montoursville, PA 17754	(570) 368-2444
Contractor			
Engineer	Chad Ackley	2600 Park Tower Drive Vienna, VA 22180	(703) 997-3806
Appraiser			

Project Location Williamsport Regional Airport - 724 Airport Road, Montoursville, PA 17754

Description of Work (check all applicable boxes)

Structural Development

Activity		Structure Type		
[X]	New Structure	[ ]	Single-Family Residential	
[ ]	Addition	[ ]	Multi-Family Residential	
[ ]	Alteration	[ ]	Non-Residential	[ ] Floodproofing
[ ]	Relocation	[ ]	Mixed Use	
[ ]	Demolition	[ ]	Manufactured Home	
[ ]	Replacement/Restoration	[ ]	Accessory (Describe)	
[ ]	Other	[X]	Other (Describe)	20-Unit Nested T-Hangar

Description of Work - Continued (check all applicable boxes)

Other Development Activities

- [ ] Clearing
- [ ] Fill
- [ ] Drilling
- [X] Grading
- [ ] Non-Structural Excavation
- [X] Drainage Improvement(s)
- [ ] Road Construction
- [ ] Subdivision
- [ ] Water or Sewer
- [X] Other (Please Specify) Pavement Removal, Apron Construction

Financial

Estimated Cost of Project: _____

For Projects Involving Improvement(s) to Existing Structure

Market Value of Existing Structure (Do Not Include Land Value): N/A

For Projects Involving Replacement/Restoration of Damaged Structures

Market Value of Pre-Damaged Structure (Do Not Include Land Value): N/A

I HEREBY CERTIFY THAT ALL STATEMENTS ABOVE, AND IN ATTACHMENTS TO THIS APPLICATION, ARE, TO THE BEST OF MY KNOWLEDGE, TRUE AND ACCURATE.

Signature of Applicant — Date: 09/07/2022

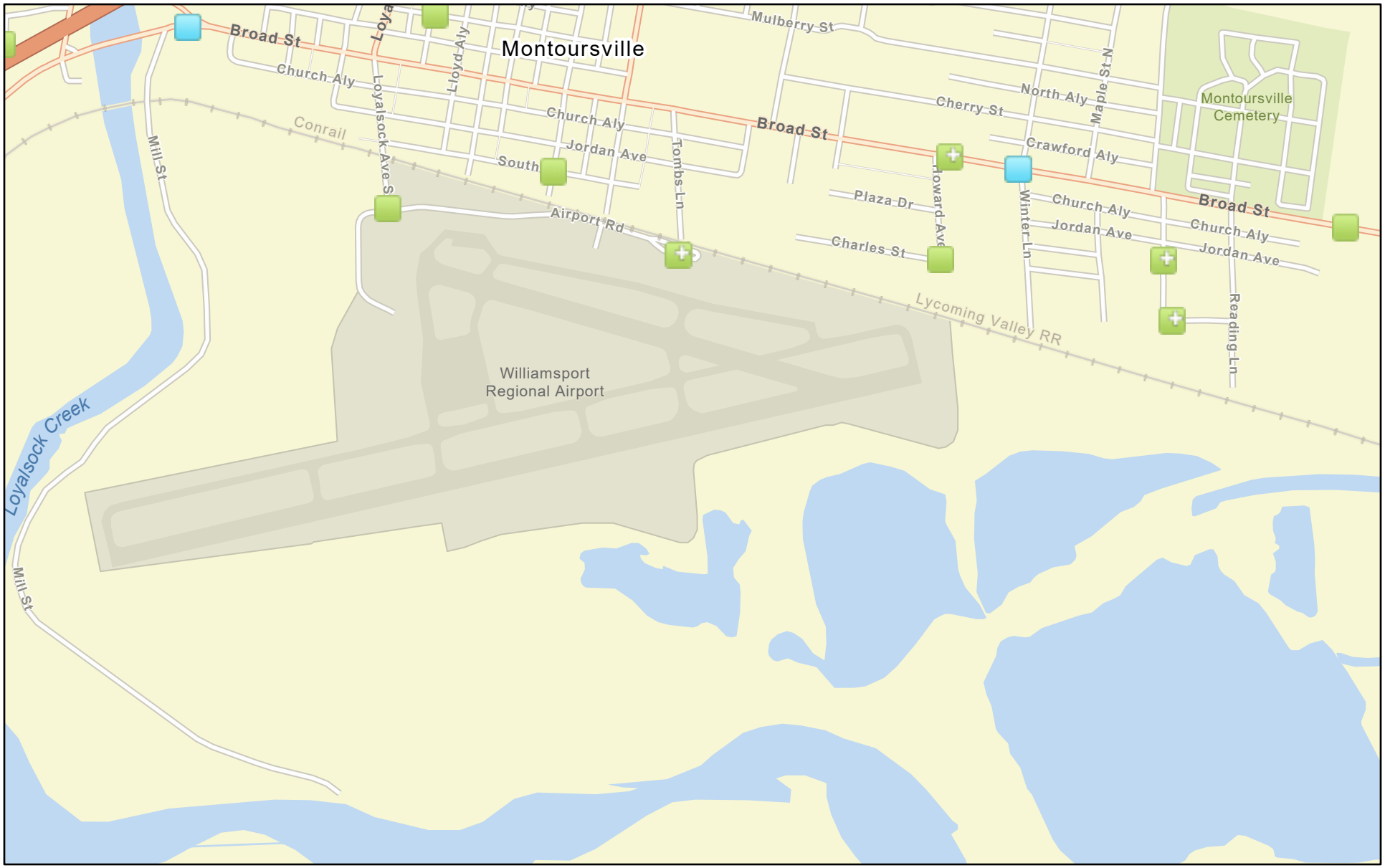
PERMIT DETERMINATION (to be completed by Borough Official)

(Check applicable box)

- [ ] I have determined that the proposed activity **is** in conformance with the Floodplain Management Regulations of the Borough of Montoursville.
- [ ] I have determined that the proposed activity **is not** in conformance with the Floodplain Management Regulations of the Borough of Montoursville.

Signature of Borough Official — Date

Attachment 14 – USEPA NEPA Assist Hazardous Waste Sites



Toxic Releases (TRI)

Hazardous Waste (RCRAInfo)

Hazardous Waste (RCRAInfo)

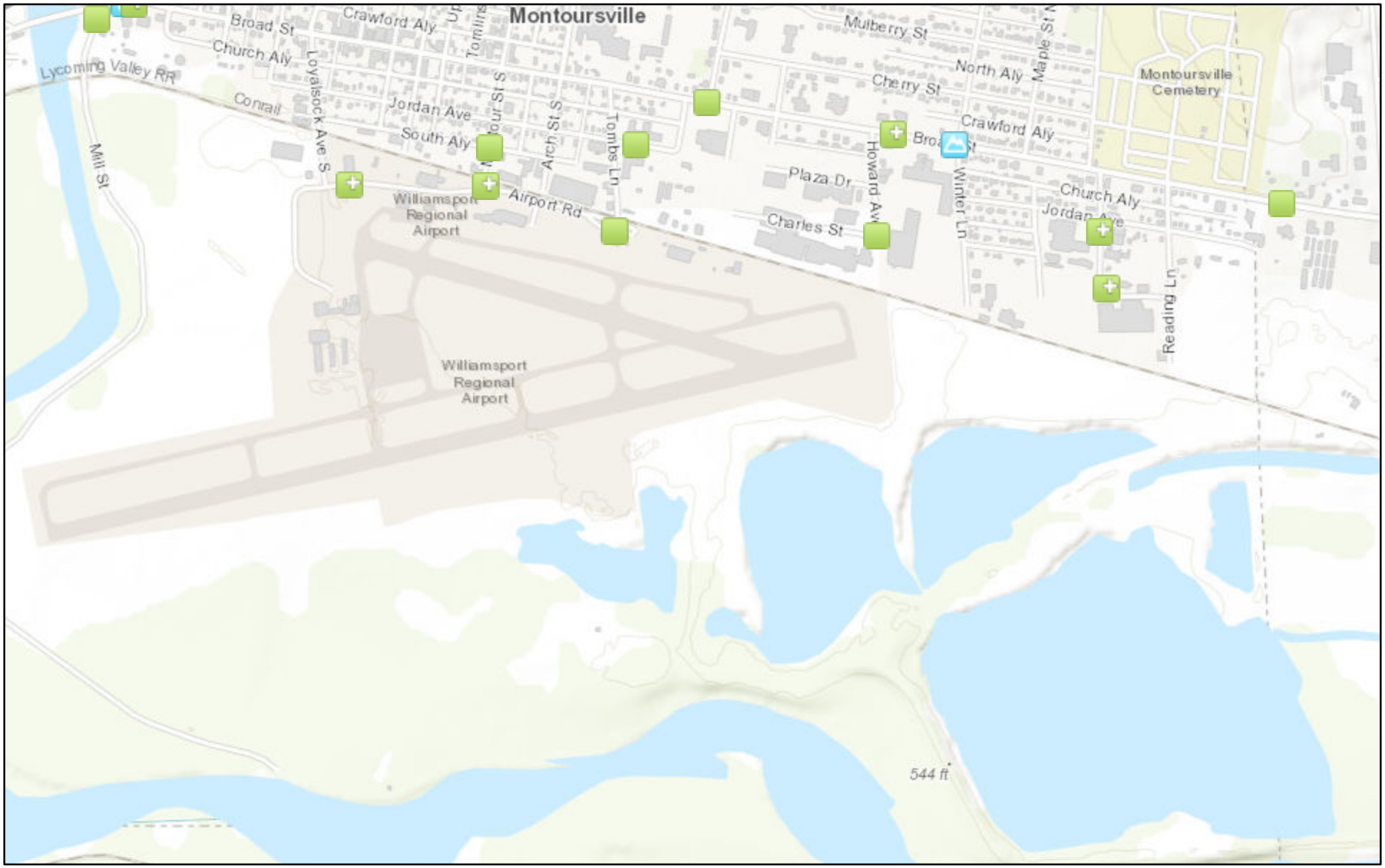
1:18,056

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

Esri Community Maps Contributors, data.pa.gov, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US

Attachment 15 – USEPA My Environment Mapper Hazardous Waste Sites



Toxic Releases to Land (TRI)(Single)

Hazardous Waste (RCRAInfo)(Cluster)

Hazardous Waste (RCRAInfo)(Single)

Toxic Releases to Water (TRI)(Single)

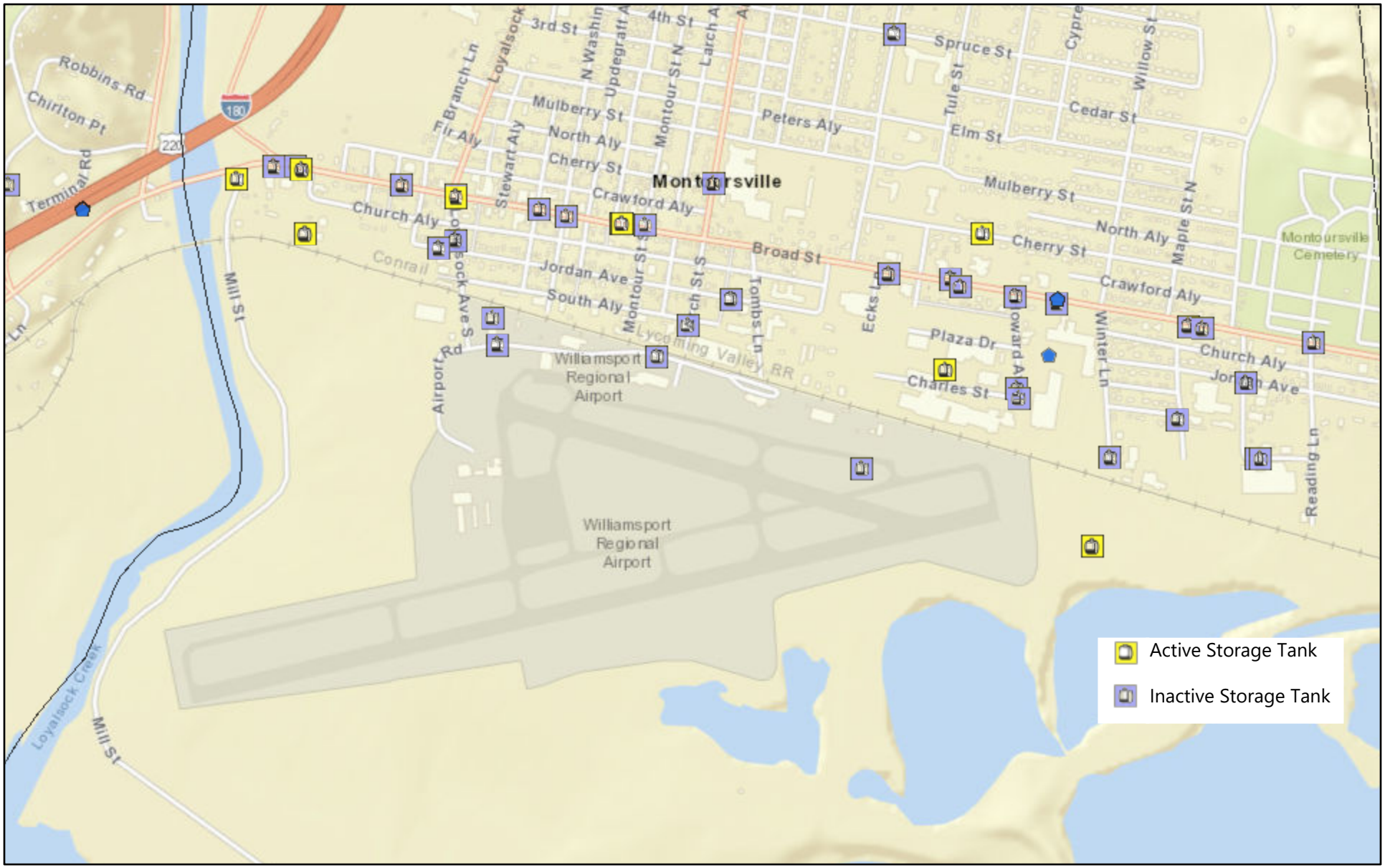
1:18,056

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, METI/NASA, EPA, USDA

Attachment 16 – PA DEP Storage Tank Locations



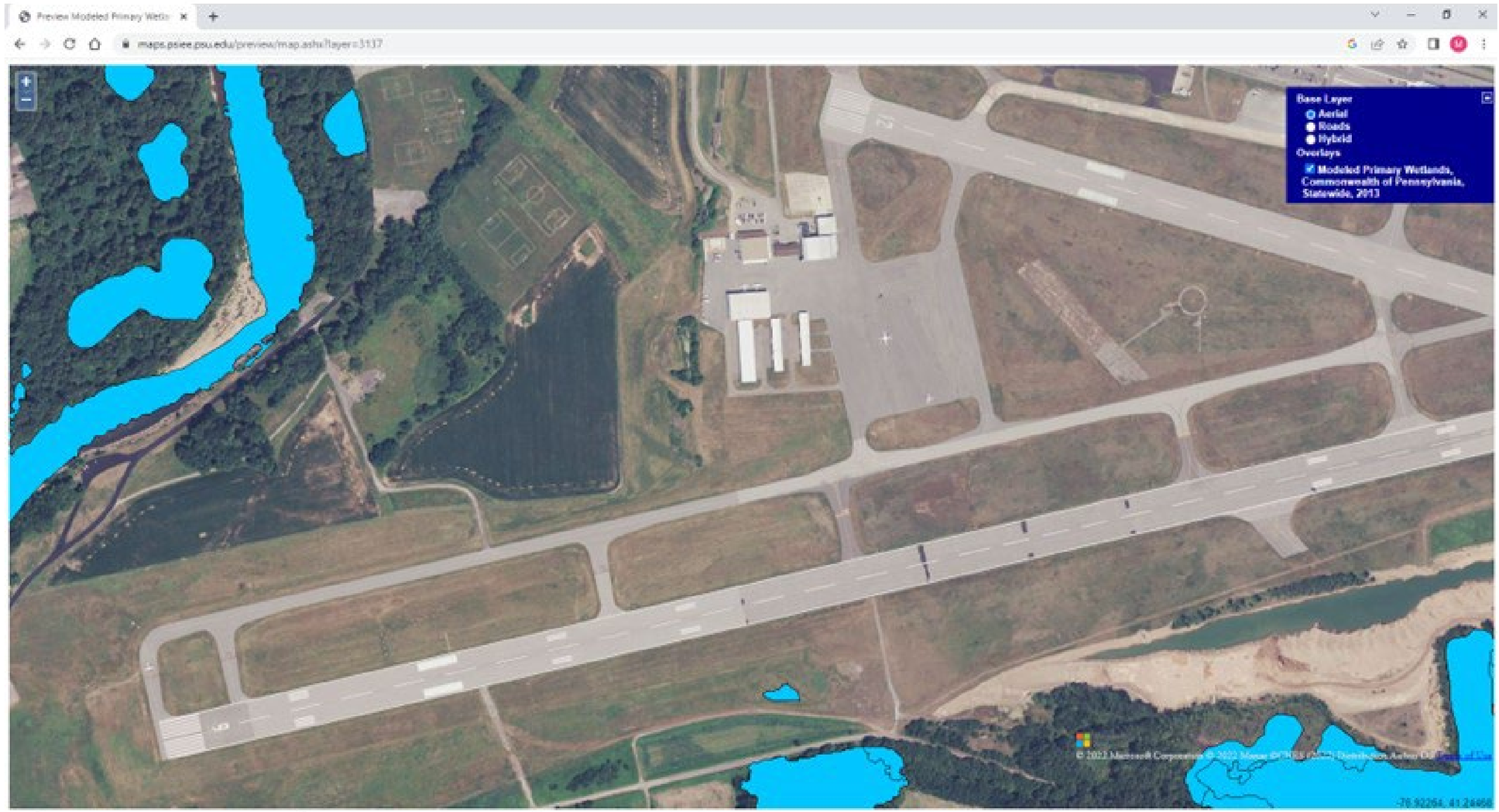
1:18,056

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand),

Attachment 17 – PADEP Wetlands Mapping



Source: https://maps.psiee.psu.edu/preview/map.ashx?layer=3137

WILLIAMSPORT AREA TRANSPORTATION STUDY MPO COORDINATING COMMITTEE PUBLIC MEETING

DATE: Monday, February 13, 2023
TIME: 1:00 PM
PLACE: Lycoming County Third Street Plaza, 6th Floor
33 W. Third Street
Williamsport, PA 17701

Virtual Option: Dial-in Number: 1 (267) 332-8737
Conference Code: 632 079 142#
Click here to join the meeting

AGENDA

CALL TO ORDER ..... Chair High

MINUTES:

October 17, 2022 Coordinating Committee Meeting Minutes ..... Chair High

December 5, 2022 no meeting minutes, the meeting was cancelled ..... Chair High

PUBLIC COMMENT ..... Chair High

ACTION ITEMS:

2023 Coordinating Committee meeting dates (re-affirm e-ballot).....Vitko
2023-26 WATS MPO TIP MOU updated language (re-affirm e-ballot) ..... Vitko
2023-26 WATS TIP Amendment adding HSIP project 118509 cable guiderail upgrade project (re-affirm e-ballot) ..... Vitko
PM-1 Targets for 2023, authorize WATS Secretary to Sign and Return.....Williams
WATS MPO Title VI Program, approve ..... Vitko
WATS MPO Public Participation Plan (PPP) Update, approve..... Vitko

DISCUSSION ITEMS:

Modal Updates..... Howell/Wright
Management Action Report .....King
Williamsport Regional Airport T-Hangar Update ..... Howell
Long Range Transportation Plan (LRTP)Update ..... Williams
CSVT Implementation Update..... Funkhouser
Automated Red-Light Enforcement (ARLE).....Murawski

OTHER BUSINESS / PUBLIC COMMENT..... Chair High

ADJOURN ..... Chair High

All meeting materials also available on WATS MPO Website (http://www.lyco.org/WATS-MPO/Committees)

Williamsport Regional Airport

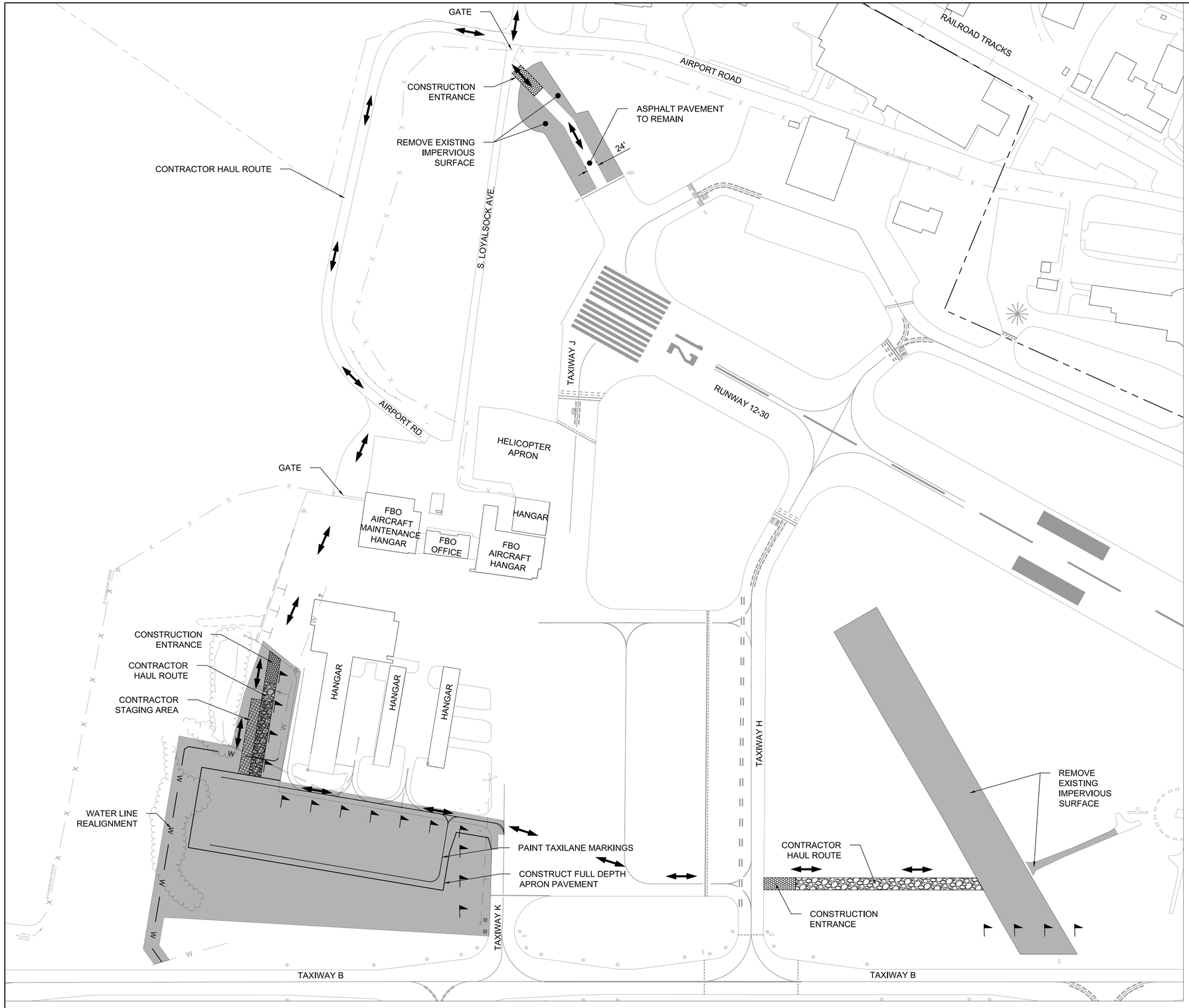
20 Nested T-Hangar Project

Richard C. Howell, AAE

Executive Director

T-Hangar Site

IPT Williamsport REGIONAL AIRPORT



LEGEND

- CONTRACTOR STAGING AREAS (PHASES 1 & 2 = 0.5 AC.) (PHASES 3 & 4 = 0.15 AC.)
- CONTRACTOR HAUL ROADS/CONSTRUCTION ENTRANCES
- PROJECT AREAS
- STAKED FLAG LINE
- ROFA — EXISTING RUNWAY OBJECT FREE AREA
- TOFA — EXISTING TAXIWAY OBJECT FREE AREA
- OFZ — EXISTING RUNWAY OBJECT FREE ZONE
- BRL — EXISTING BUILDING RESTRICTION LINE
- EXISTING SECURITY FENCE
- AIRPORT PROPERTY LINE
- W — PROPOSED WATER LINE

PROJECT DESCRIPTION

1. THIS PROJECT INCLUDES:
   - NEW 20-UNIT NESTED T-HANGARS (PRE-ENGINEERED METAL BUILDING)
   - NEW CONCRETE FLOOR SLAB AND FOUNDATIONS
   - PAVEMENT DEMOLITION
   - NEW APRON AND TAXILANE PAVEMENT
   - CRACK SEALING PRIOR TO OVERLAY
   - WATER LINE REALIGNMENT
   - INSTALLATION OF NEW ELECTRICAL AND EXTERIOR LIGHTING
   - PAINTING OF APRON AND TAXIWAY MARKINGS
2. CONSTRUCTION ACCESS TO THE SITE SHALL BE GATE ___ FROM AIRPORT ROAD. USE OF THIS ACCESS MUST BE REQUESTED AND APPROVED BY THE AIRPORT IN ADVANCE OF UTILIZING. REQUESTING USE OF THIS ACCESS DOES NOT GUARANTEE APPROVAL FROM THE AIRPORT. CONSTRUCTION ENTRANCES AND STAGING AREAS ARE TO BE REVIEWED BEFORE THE START OF CONSTRUCTION.
3. CONTRACTOR EQUIPMENT SHALL CROSS ACTIVE AIRFIELD PAVEMENT ONLY AT THE DESIGNATED ACCESS ROUTE SHOWN ON THE PHASING SHEETS. ALTERNATE ROUTES MUST RECEIVE ENGINEER/RPR APPROVAL PRIOR TO USE.
4. MATERIAL STOCKPILE AREA, HAUL ROAD, AND CONSTRUCTION ENTRANCE SHALL BE RESTORED TO THEIR ORIGINAL CONDITION, SEEDED, AND GRADED TO DRAIN AT NO ADDITIONAL COST TO THE OWNER, AND SHALL BE INCIDENTAL TO ITEM C-105-MOBILIZATION.
5. CONTRACTOR STAGING AREA: LOCATION OF STAGING AREA ON THE AIRPORT SITE SHALL BE AS SPECIFIED ON THE PLAN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE STAGING AREA WITH THE APPROPRIATE OWNERS WHO HAVE JURISDICTION. ON-SITE STAGING AREA SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED TO ITS ORIGINAL CONDITION OR TO THE SATISFACTION OF THE ENGINEER UPON COMPLETION OF BEING USED AS A STAGING AREA. THE BEFORE AND AFTER CONDITION OF THE STAGING AREA SHALL BE JOINTLY INSPECTED, DETERMINED, AND DOCUMENTED BY THE CONTRACTOR AND THE ENGINEER. MISCELLANEOUS CONSTRUCTION AND RESTORATION REQUIRED TO CONSTRUCT TEMPORARY STAGING AREA OR ACCESS POINTS TO THE CONTRACTOR'S STAGING AREA WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE START OF WORK. CONTRACTOR STAGING AREA IS INCIDENTAL TO ITEM C-105, MOBILIZATION.

RS&H
Reynolds, Smith and Hills, Inc.
1515 MARKET STREET | SUITE 1130
PHILADELPHIA, PA 19102
215.563.3618
www.rsandh.com

WILLIAMSPORT REGIONAL AIRPORT
724 Airport Road
Montoursville, PA 17754

IPT Williamsport REGIONAL AIRPORT Williamsport, Pennsylvania

IPT 20-UNIT NESTED T-HANGAR

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED:	DECEMBER 9, 2022
REVIEWED BY:	CCA
DRAWN BY:	LSB/GNH
DESIGNED BY:	RSY

RS&H PROJECT NUMBER
1032-1910-003

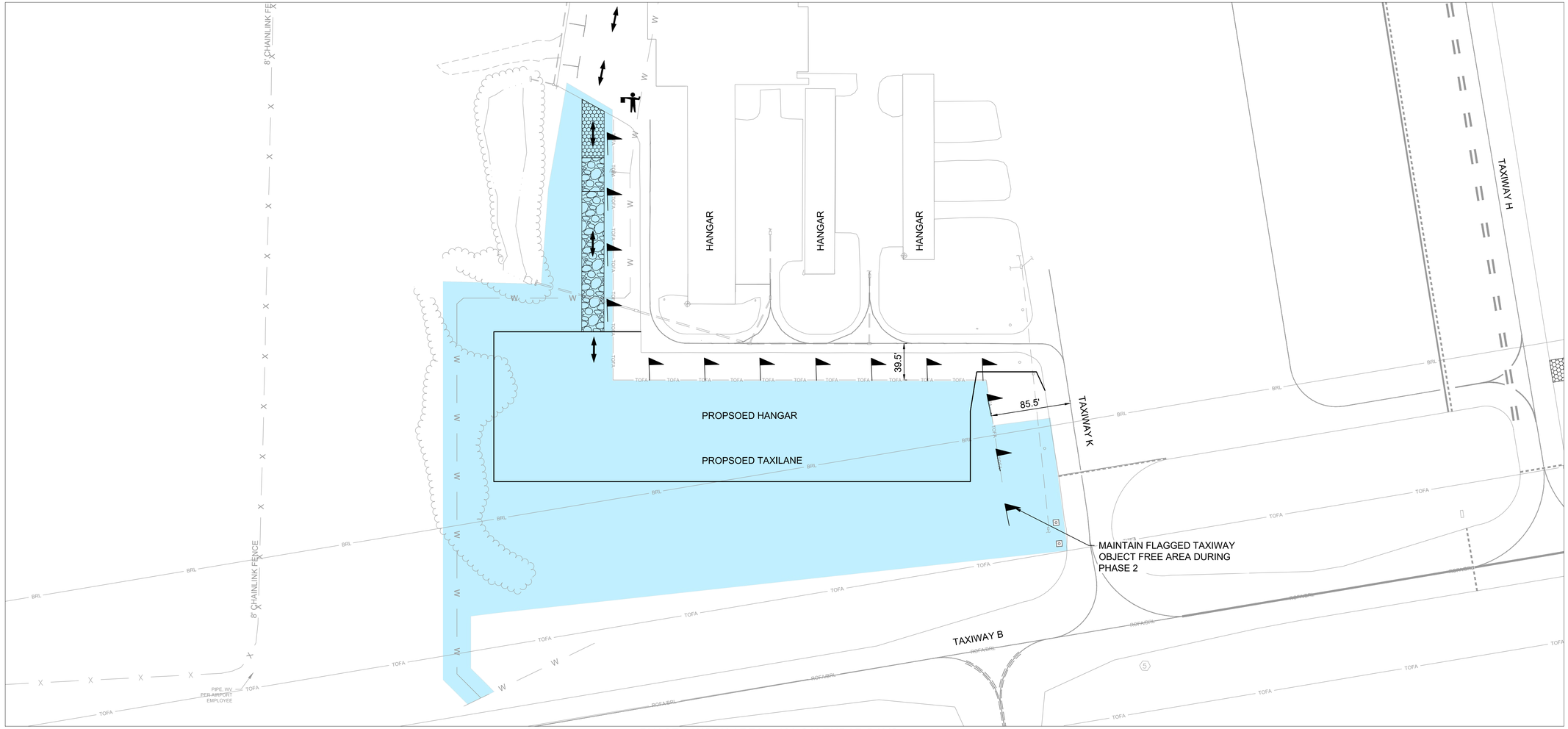
SHEET TITLE

PROJECT LAYOUT PLAN

SHEET NUMBER
G003
SHEET 3 OF 48

90% SUBMITTAL

Drawing: Z:\P\2321910.003 IPT 20-Unit Nested T-Hangar\Cad\C\IPT-T-HANGAR-Project Layout Plan.dwg – Plotted on: 12/9/22 – Plotted by: Bravo, Laura



PHASE 2 WORK AREA - 120 CALENDAR DAYS

PHASE 2 WORK AREA FEATURES

1. PHASE 2 WORK AREA A IS AVAILABLE TO CONTRACTOR THE ENTIRE 120 CALENDAR DAYS.
2. ALL CONTRACTOR EQUIPMENT SHALL ENTER WORK AREA A VIA GATE NO. _____.
3. WATER LINE RELOCATION SHALL BE COMPLETED PRIOR TO COMMENCEMENT OF SITE WORK IN PHASE 2. TAXILANE CLOSURE FOR WATER LINE RELOCATION WORK TO BE COORDINATED WITH THE AIRPORT.
4. ALL WORK IN THIS AREA WILL REMAIN OUTSIDE THE TAXIWAY OBJECT FREE AREAS OF TAXIWAY K AND THE HANGAR TAXILANES (EXCEPT FOR WATER LINE RELOCATION ACTIVITIES) AND SHALL INCLUDE:
   - SITE GRADING
   - PAVING
   - NEW CONCRETE BUILDING SLAB AND FOUNDATIONS
   - INSTALLATION OF UNDERGROUND UTILITY CONNECTIONS
   - HALF RATE PAINT MARKINGS
4. WATER LINE RELOCATION
5. WORK ACTIVITIES WITH PHASES 3 AND 4 MAY BE COMBINED WITH PHASE 2 WORK AT ANY TIME DURING THE 120 DAYS.

LEGEND

- CONTRACTOR STAGING AREA - PHASE 2
- CONTRACTOR HAUL ROAD/CONSTRUCTION ENTRANCE
- PHASE 2 WORK AREA
- ROFA — EXISTING RUNWAY OBJECT FREE AREA
- TOFA — EXISTING TAXIWAY OBJECT FREE AREA
- OFZ — EXISTING RUNWAY OBJECT FREE ZONE
- BRL — EXISTING BUILDING RESTRICTION LINE
- RPZ — EXISTING RUNWAY PROTECTION ZONE
- X — X — EXISTING SECURITY FENCE
- W — EXISTING WATER LINE
- STAKED FLAG LINE
- FLAG PERSON

0 50 100 Feet

PRINT IN COLOR

RS&H

Reynolds, Smith and Hills, Inc.
1515 MARKET STREET | SUITE 1130
PHILADELPHIA, PA 19102
215.563.3618
www.rsandh.com

WILLIAMSPORT
REGIONAL AIRPORT
724 Airport Road
Montoursville, PA 17754

IPT Williamsport REGIONAL AIRPORT Williamsport, Pennsylvania

IPT 20-UNIT
NESTED
T-HANGAR

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: DECEMBER 9, 2022
REVIEWED BY: CCA
DRAWN BY: LSB/GNH
DESIGNED BY: RSY

RS&H PROJECT NUMBER
1032-1910-003

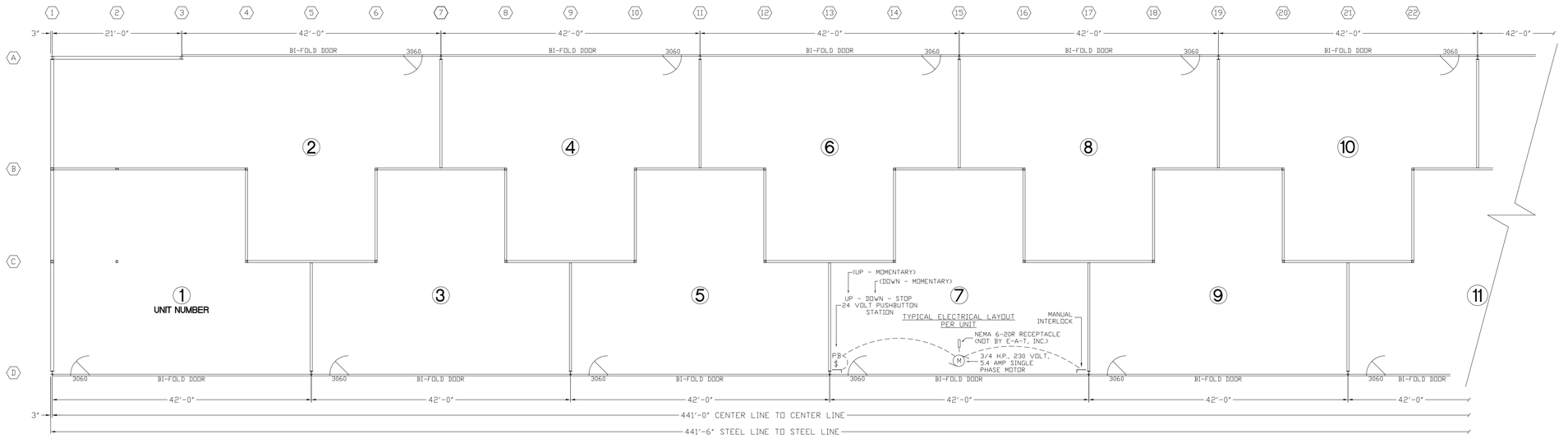
SHEET TITLE

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 2

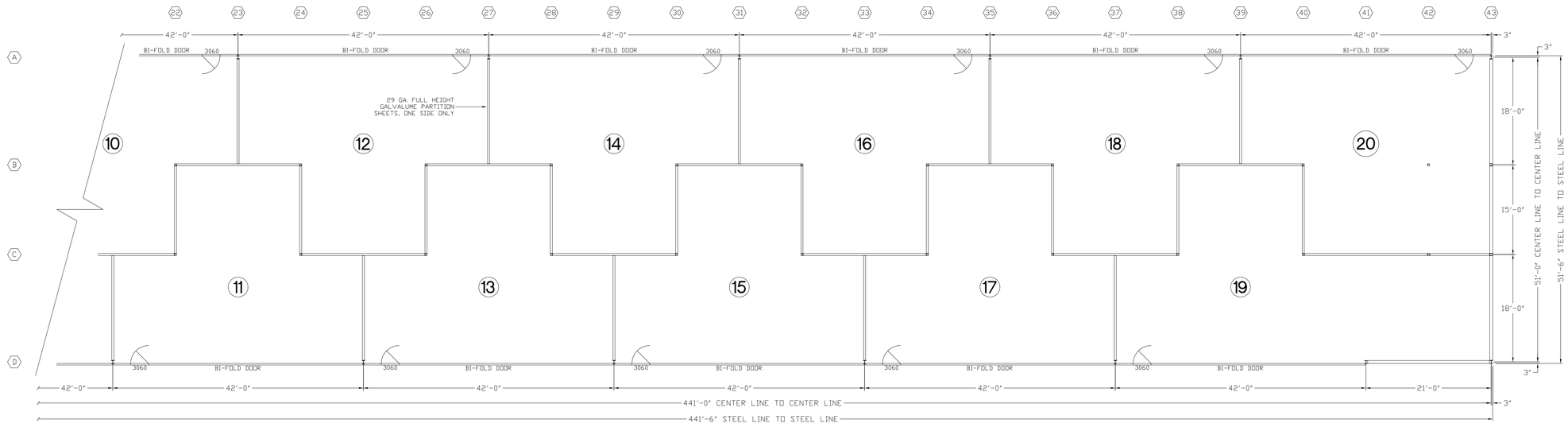
SHEET NUMBER
G013
SHEET 13 OF 48

90% SUBMITTAL

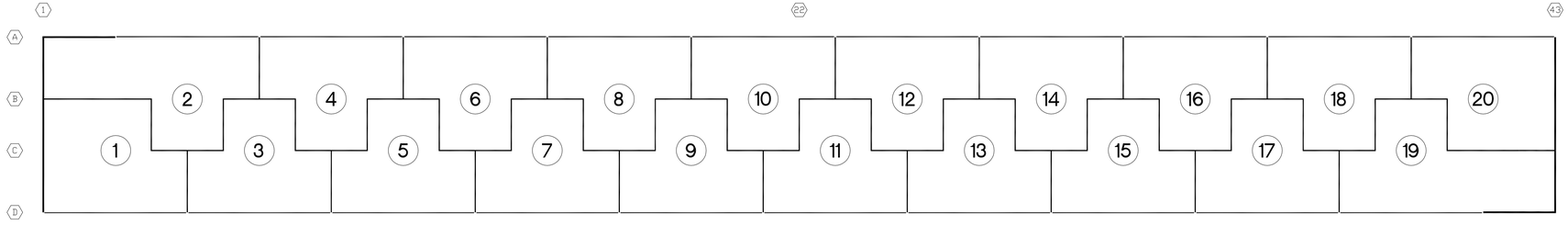
Drawing: Z:\P\232191O.003 IPT 20-Unit Nested T-Hangar\Cad\C\IPT-T-HANGAR-Construction Safety Phasing.dwg – Plotted on: 12/29/22 – Plotted by: Bravo, Laura



FLOOR PLAN SECTION A



FLOOR PLAN SECTION B



ADDITIONAL HANGAR PRE-FABRICATED CONSTRUCTION PLANS TO BE PROVIDED AFTER BID.

PRELIMINARY
NOT FOR APPROVAL, SUBMITTAL OR CONSTRUCTION
SEAL EXP. DATE:

No.	Revision/Issue	By	Date

VOLUME 2

ERECT-A-TUBE
Or Approved Equal
701 WEST PARK STREET
HARVARD IL 60033-0100
OFFICE 815-943-4091
FAX 815-943-7756

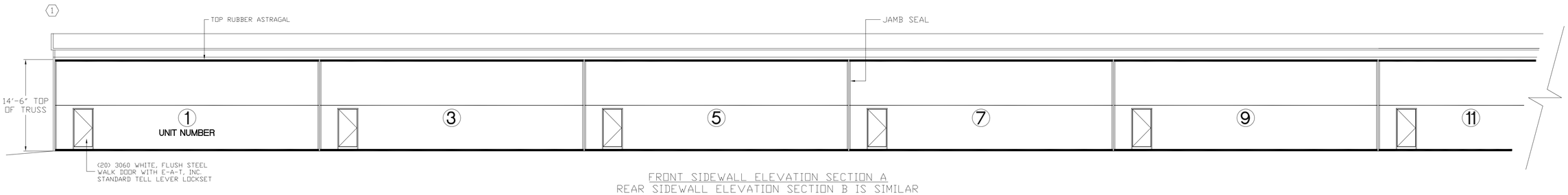
C.C.Name and Address
RS&H

Project Name and Address
WILLIAMSPORT REGIONAL AIRPORT
MOUNTOURSVILLE, PA

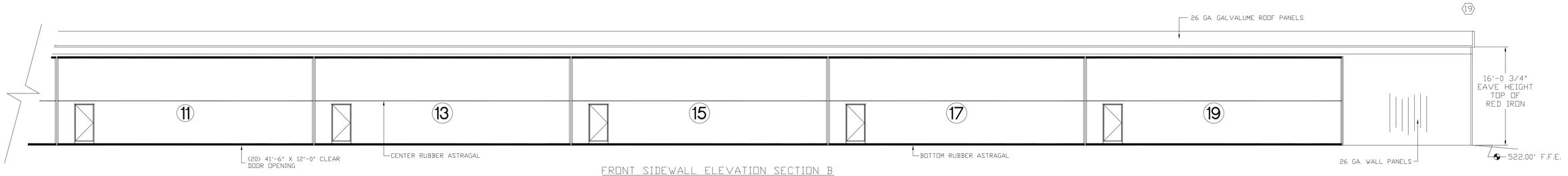
20 UNIT N51-42

FLOOR PLAN

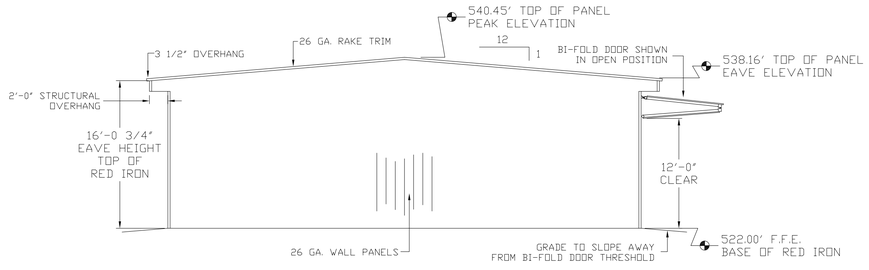
EAT Project S071822	Checked By
Date 07-22-22	Date
Drawn By ATN	Sheet 1 OF 4
Scale NONE	



FRONT SIDEWALL ELEVATION SECTION A
REAR SIDEWALL ELEVATION SECTION B IS SIMILAR



FRONT SIDEWALL ELEVATION SECTION B
REAR SIDEWALL ELEVATION SECTION A IS SIMILAR



R.H. ENDWALL ELEVATION
L.H. ENDWALL ELEVATION IS SIMILAR

KEY	
F.F.E.	FINISHED FLOOR ELEVATION

GENERAL NOTES

1. ALL PRIMARY AND SECONDARY STEEL TO BE RED PRIMED. (INTENDED FOR SHORT TERM EXPOSURE ONLY)
2. LOCKSETS TO BE "TELL" KEYED DIFFERENTLY AND MASTER KEYED. FIELD DRILL (2) 5/16" THRU HOLES FOR LOCKSET MOUNTING. DOOR LEAFS ARE SUPPLIED WITH A 2 1/8" BORE AND 1" THRU BOLT FOR CYLINDRICAL LOCKSET. BACKSET 2 3/4".
3. ROOF STRUCTURAL OVERHANG AT EAVES TO BE 24" FROM STEEL LINE.
4. ROOF PANEL OVERHANG TO BE 3 1/2" PAST EAVE.
5. EXTERIOR WALL PANELS AND TRIM COLORS TO BE DETERMINED BY OWNER.
6. WALK DOOR IN BI-FOLD DOORS, SIDE AND END WALLS WHERE APPLICABLE, TO BE FLUSH AND WHITE IN COLOR. (PER MANUFACTURERS STANDARD)
7. BI-FOLD DOOR PUSH BUTTON OPERATORS: MOMENTARY PRESSURE "DOOR DOWN" & "DOOR UP".
8. BI-FOLD DOOR EQUIPPED WITH SAFETY INTERLOCK SWITCHES AND MANUAL CAMLOCKS.
9. EACH BI-FOLD DOOR IS PROVIDED WITH A "COLD WEATHER" PACKAGE WHICH INCLUDES BOTTOM, CENTER, TOP RUBBER ASTRAGAL AND JAMB SEALS.

PRELIMINARY
NOT FOR APPROVAL, SUBMITTAL OR CONSTRUCTION
SEAL EXP. DATE:

No.	Revision/Issue	By	Date

ERECT-A-TUBE
Or Approved Equal
701 WEST PARK STREET
HARVARD IL 60033-0100
OFFICE 815-943-4091
FAX 815-943-7756

G.C.Name and Address: RS&H

Project Name and Address: WILLIAMSPORT REGIONAL AIRPORT MOUNTOURSVILLE, PA

20 UNIT N51-42

ELEVATIONS

EAT Project	S071822	Checked By	
Date	07-22-22	Date	
Drawn By	ATN	Sheet	2 OF 4
Scale	NONE		

Adjusting Angles

- Angles can be adjusted 3 degrees in either direction which allows for a gradual adjustment along the direction of the run of barriers.

Locking Mechanism

Bias 3 Degree Inward

Parallel / Straight

Bias 3 Degree Outward

Adding Turns

- Requires use of our MB1/MB2 - IC or OC Sections
  - IC = Inward Curve
  - OC = Outward Curve
- Connect 3 Curve Panels to create a 30 degree section for turns (inward/outward). Connect 3 sections to create a 90 degree turn.
- Sections attach just like standard Mayim panels.
- Use turns to curve around a building perimeter, turn a straight run towards a fixed wall or to create a complete pool for retaining water.

Connect & Seal Off

There are several ways you can connect with a fixed wall or structure. Choose from the methods below, depending on your specific needs.

Gable End Pieces

- (GEL - Left, GER - Right)
- Connects using the same process standard Mayim panels do.
- Gable end piece should be pressed firmly against the fixed wall.

Neoprene Strip

- Add closed cell neoprene strips to the backside of the final Mayim barrier closest to the wall to enable a seal.
- Recommend 1.5” wide x 1” thick peel and stick rolls.
- Trim as needed so neoprene is flush with the end of the bottom of the barrier.
- Press against the wall to ensure a good seal.

Poly Sheeting

- Use Standard poly sheeting and duct tape to create a seal between panels and adjacent wall.
- Cut to size so it runs the full depth and height of barriers.
- This method is only recommended for areas where Mayim straight barriers overlap side walls, such as bay doors.

GARRISON FLOOD CONTROL

For Additional Help or Support -
Contact sales@garrisonflood.com
(929) 299-2099 | www.garrisonflood.com