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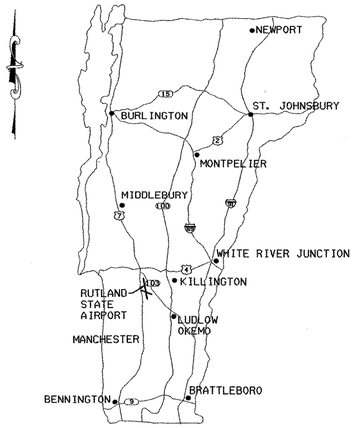
A.I.P. 3-50-0015-17

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PROPOSED IMPROVEMENTS
RUTLAND STATE AIRPORT
CLARENDON, VERMONT
AIR 04-3154 CONTRACT 1



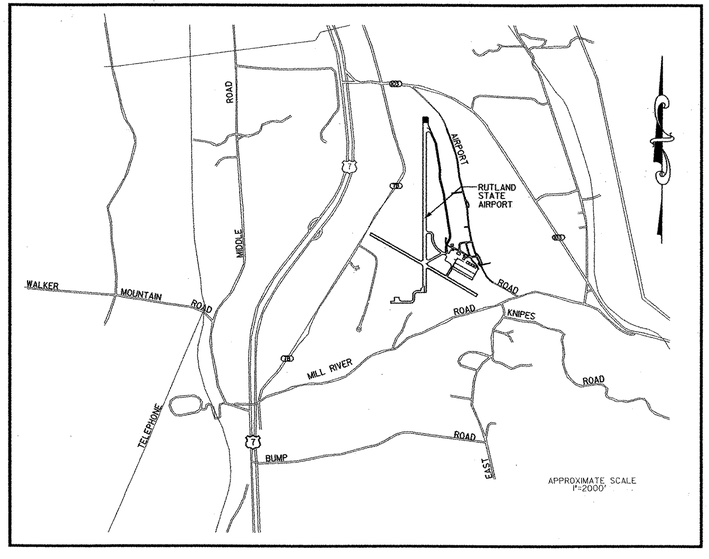
PROJECT DESCRIPTION:

PROJECT "A"

(1) CONSTRUCT, MARK AND LIGHT PARTIAL PARALLEL TAXIWAY "F" (WEST) TO RUNWAY 13 (35' X 1314 L.F.)

PROJECT "B"

(1) CONSTRUCT, MARK AND LIGHT PARTIAL PARALLEL TAXIWAY "F" (EAST) BETWEEN TAXIWAY "A" AND RUNWAY 1-19 (50' X 763 L.F.)
(2) RECONSTRUCT TAXIWAY "A" (50' X 240 L.F).
(3) EXPAND TERMINAL APRON (5100 S.Y.)
(4) NEW WIND CONE AND SEGMENTED CIRCLE.



LOCATION MAP
NTS

RECORD PLANS

CONTRACTOR: MUNSON EARTH MOVING CORP.

RESIDENT ENGINEER: CHRIS BUMP

CONSTRUCTION BEGAN: JUNE 23, 2003

CONSTRUCTION COMPLETE:

RECORD PLANS BY: K. NORTH , N. GARBACIK

I HEREBY CERTIFY THAT ALL THE CONSTUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY _____ RESIDENT ENGINEER

DATE 01-07-2005

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.

DESIGN CERTIFICATION

THESE PLANS AND SPECIFICATIONS HAVE BEEN PREPARED IN ACCORDANCE WITH CURRENT FAA STANDARDS IDENTIFIED IN ADVISORY CIRCULAR CHECKLIST, AC 00-2.12, DATED JULY, 1999. DEVIATIONS FROM FAA STANDARDS ARE DISCUSSED IN THE ENGINEERS REPORT, DATED FEBRUARY 2002.

_____ 18 February 2003
URS CORPORATION DATE

STANDARD NOTE

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL AVIATION ADMINISTRATION OR THE DIRECTOR OF OPERATIONS DIVISION.

CONSTRUCTION IS TO CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATION FOR CONSTRUCTION, DATED 2001, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JANUARY 3, 2001 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

STATE OF VERMONT
APPROVED

_____
DIRECTOR, OPERATIONS DIVISION

2/20/03
DATE

P:\C\VIN\Sheet\UCT2002\V2920460\dwg\dwg.dgn

QUANTITY SHEET

SUMMARY OF ESTIMATED QUANTITIES

QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	PROJECT A	PROJECT B
1	EA	DEMOLITION AND DISPOSAL OF BUILDING	202.10	-----	1
28,500	CY	COMMON EXCAVATION	203.15	10,500	18,000
1,500	CY	SOLID ROCK EXCAVATION	203.16	1,000	500
1,000	CY	EXCAVATION OF SURFACES & PAVEMENTS	203.28	-----	1,000
14,300	CY	GRANULAR BORROW (P-154)	203.32	5,500	8,800
15,500	SY	FINE GRADE- SUBGRADE	203.40	5,700	9,800
5,200	CY	TRENCH EXCAVATION OF EARTH	204.20	1,800	3,400
250	CY	TRENCH EXCAVATION OF ROCK	204.21	200	50
1,150	SY	COLD PLANING- BITUMINOUS PAVEMENT	210.10	400	750
100	CY	SUBBASE OF CRUSHED AGGREGATE (FINE GRADED)	301.26	50	50
1	LU	PRICE ADJUSTMENT ASPHALT CEMENT (NABI)	406.50	0.5	0.5
1,210	LF	JOINT SEALER, HOT POURED	524.11	310	900
24	LF	15" RCP, CLASS IV	601.0811	-----	24
570	LF	24" RCP, CLASS V	601.0827	240	330
1350	LF	30" RCP, CLASS V	601.0837	-----	1,350
1	EA	24" RCP END SECTION, CLASS III	601.6825	1	-----
3	EA	CONCRETE MANHOLES WITH CAST IRON COVER (MOD) (ELECTRIC HANDHOLES)	604.11	-----	3
10	EA	PRECAST RE-INFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE	604.20	2	8
10	EA	PRECAST RE-INFORCED CONCRETE MANHOLE WITH CAST IRON COVER (MOD) (ELECTRIC MANHOLES)	604.21	6	4
1	EA	CHANGING ELEVATION OF D.I./C.B./M.H.'S	604.40	-----	1
1	EA	CAST IRON GRATE WITH FRAME, TYPE D (MOD)	604.47	-----	1
2,500	LF	6" UNDERDRAIN	605.10	1,700	800
300	LF	6" UNDERDRAIN CARRIER PIPE	605.20	70	230
13	EA	UNDERDRAIN FLUSHING BASINS	605.95	10	3
48	HOUR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	24	24
300	MGAL	DUST CONTROL WITH WATER	609.10	100	200
60	CY	STONE FILL, TYPE I	613.10	30	30
14,000	LF	SNOW FENCE (MOD.)	620.70	8,000	6,000
1	LS	TESTING EQUIPMENT - CONCRETE	631.16	0.3	0.7
1	LS	TESTING EQUIPMENT - BITUMINOUS	631.17	0.3	0.7
1	LS	FIELD OFFICE - TELEPHONE (NABI)	631.25	0.3	0.7
1	LS	MOBILIZATION	635.10	0.4	0.6
8,200	LF	6" YELLOW LINE (P-620)	646.215	2,700	5,500
300	SF	REMOVAL OF EXIST. PAV'T MARKING	646.85	50	250
19,500	SY	GEOTEXTILE FOR ROADBED SUBGRADE SEPARATOR	649.11	7,500	12,000
2,700	SY	GEOTEXTILE FOR UNDERDRAIN TRENCH LINING	649.41	1,800	900
950	SY	GEOTEXTILE FOR SILT FENCE	649.51	450	500
850	LB	SEED	651.15	350	500
6,300	LB	FERTILIZER	651.18	2,300	4,000
25	TON	AGRICULTURAL LIMESTONE	651.20	10	15
25	TON	MULCH	651.25	10	15
100	EA	HAY BALES FOR EROSION CONTROL	651.26	50	50
5,400	SY	SODDING	651.30	3,000	2,400
4,700	CY	TOPSOIL	651.35	1,700	3,000
1	LS	EROSION & SEDIMENT CONTROL PLAN	652.10	0.3	0.7
80	HR	MONITORING EROSION & SEDIMENT CONTROL PLAN	652.20	24	56
1	LU	FIELD MAINTENANCE OF EROSION & SEDIMENT CONTROL PLAN (NABI)	652.30	0.3	0.7
22,000	SY	EROSION MATTING	654.10	8,500	13,500
8,700	LF	ELECTRICAL CONDUIT, (MOD)	678.21	4,200	4,500
1	EA	LUMINAIRE (L-107) (WINDCONE)	679.50	-----	1
1	EA	TRAVEL INFORMATION SYMBOL (SEGMENTED CIRCLE)	680.70	-----	1
2,500	GAL	P-602, BITUMINOUS PRIME COAT	854.01	1,000	1,500
4,000	CY	P-209, CRUSHED AGGREGATE BASE COURSE	854.04	1,200	2,800
4,500	TON	P-401, BITUMINOUS CONCRETE PAVEMENT	864.02	1,400	3,100
8,000	LF	L-108, CABLE TRENCH	864.04	4,200	3,800
13,000	LF	L-108, I/C #8 L-824 TYPE C, 5KV	864.05	7,000	6,000
2,500	LF	L-108, I/C #8 L-824 TYPE C, 5KV * (MOD) (#2 AWG/ 600V)	864.05	-----	2,500
8,200	LF	L-108, #8 COUNTERPOISE WIRE	864.06	4,200	4,000
1	LS	L-109, INSTALLATION OF AIRPORT TRANSFORMER VAULT EQUIPMENT	864.07	-----	1
270	LF	L-110, 4 -WAY x 4" DIA. UG ELECTRICAL DUCT	864.09	170	100
2	EA	L-125 MEDIUM INTENSITY R/W LIGHTS, BASE MOUNTED	864.10	1	1
61	EA	L-125, MEDIUM INTENSITY TAXIWAY LIGHTS, BASE MOUNTED	864.11	36	25
6	EA	L-125, MEDIUM INTENSITY TAXIWAY LIGHTS, BASE MOUNTED (RELOCATED)	864.11	-----	6
18	EA	L-125, TAXIWAY GUIDANCE SIGN	864.14	12	6
4	EA	L-125, TAXIWAY GUIDANCE SIGN (RELOCATED)	864.14	-----	4
2	EA	L-125, THRESHOLD LIGHTS (TEMPORARY THRESHOLD)	864.15	1	1

PROJECT "A": TAXIWAY "F " (WEST)
PROJECT "B": TAXIWAY "F " (EAST) AND TAXIWAY "A"

ADDITIONAL ITEMS ADDED TO CONTRACT VIA CHANGE OF DESIGN

ITEM	UNIT	ITEM	PROJECT A	PROJECT B
205.20	SY	DRILLING AND BLASTING OF SOLID ROCK	0	867
204.30	CY	GRANULAR BACKFILL FOR STRUCTURES	68.2	926.3
301.35	CY	SUBBASE OF DENSE GRADED CRUSHED ROCK	1088	556
601.2625	LF	30" CORRUGATED POLY. PIPE (SL)	0	992
649.31	SY	GEOTEXTILE UNDER STONE	276	0
900.122	EA	AUTHORIZED WORK (FAA BARRICADES)	30	0
900.125	CY	AUTHORIZED WORK (HAULING WASTE MATERIAL)	2470	0

FINAL QUANTITIES ARE ARCHIVED WITH THE FIELD BOOKS

A.I.P. 3-50-0015-17

DESCRIPTION | DATE | REV.

Fils No.F2020460DE2

Job No. F200002045.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
QUANTITY SHEET

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.M.D.
Drawn by: M.C.M.
Checked by: M.K.O.
Approved by: G.M.D.

Scale: N/A

Date: FEB., 2003

Sheet 2 OF 40

Sheet No
2

DRAINAGE QUANTITY SHEET

PROJECT "A" TAXIWAY "F " (WEST)

CULVERTS AND STORM DRAINS

LOCATION BEGIN	LOCATION END	SIZE & TYPE	LENGTH	FLOW LINE @ INLET	FLOW LINE @ OUTLET	TRENCH EXCAVATION CY	REMARKS
85' LT	85' LT	24" Ø RCP	~~90~~ LF 88	775.40	775.10	~~64~~ 39.11	WITH RCPES @ INLET & STONE FILL @INLET & OUTLET
405+17.5	406+07.5	CLASS V					
40' RT	90' LT	24" Ø RCP	130 LF	773.00	772.35	~~104~~ 77	STONE FILL, TYPE I @ OUTLET
401+50	401+50	CLASS V					
	401+50					~~13~~ 18	DI 100
40' RT	40' RT	24" RCP	20 LF	773.10	773.00	~~20~~ 7	
401+50	401+70	CLASS V					
	401+70					~~11~~ 16	DI 99

UNDERDRAIN

LOCATION	SIZE & TYPE	LENGTH	FLOW LINE @ INLET	FLOW LINE @ OUTLET	TRENCH EXCAVATION CY	REMARKS
57.5' LT. R/W 113+32+/-	6" U.D.			778.1 +/-		INSTALL FB 24 A IN EXISTING U.D.
21' RT 412+00	6" U.D.			777.67	150	FB 24B
21' RT 409+50	6" U.D.	170 LF		776.24	143	FB 24C
21' RT 407+00	6" U.D.	250 LF		775.15	210	FB 24D
21' RT 404+50	6" U.D.	250 LF		774.08	210	FB 24E
21' RT 402+00	6" U.D.	250 LF		773.10	210	FB 24F
40' RT 401+70	6" U.D.	40 LF		773.00	210	TERMINATE @ DI 99
57.5' LT. R/W 114+92. +/-	6" U.D.			778.50		CONNECT TO EXISTING UD. INSTALL FB 25A
23.5' LT 412+62.5	6" U.D.	66 LF		778.40	55	INSTALL FB 25B
21' LT 410+50	6" U.D.	212 LF		777.90	178	INSTALL FB 25C
21' LT 409+00	6" U.D.	150 LF		777.60	126	INSTALL FB 25D
85' LT 409+00	6" CARRIER PIPE	54 ~~60~~ LF		777.50	~~50~~ 45 CY	PLACE STONE FILL @ OUTLET IN DITCH

PROJECT "B" TAXIWAY "F " (EAST) AND TAXIWAY "A"

CULVERTS AND STORM DRAINS

LOCATION BEGIN	LOCATION END	SIZE & TYPE	LENGTH	FLOW LINE @ INLET	FLOW LINE OUTLET	TRENCH FXCAVATION CY	REMARKS
183' LT	183' LT	15" RCP	24 LF	775.80	775.80	~~15~~ 12	BETWEEN DI109 AND DI110
420+48	420+72						
183' LT	125' RT	24" RCP	~~330~~ LF	775.54	774.20	~~272~~ 356	BETWEEN DI111 AND DI112
420+48	421+80		328				
114' LT	114' LT	30" RCP	~~360~~ LF	773.70	772.60	~~600~~ 599	BETWEEN DI112 AND DI113
34+20	37+80		351				
114' LT	114' LT	30" ~~RCP~~	~~360~~ LF	772.60	771.50	~~620~~ 605	BETWEEN DI113 AND DI114
37+80	41+40	CPEP (SL)	368				
114' LT	114' LT	30" ~~RCP~~	~~360~~ LF	771.50	770.40	~~600~~ 658	BETWEEN DI114 AND DI115
41+40	45+00	CPEP (SL)	359				
114' LT	75' RT	30" ~~RCP~~	~~266~~ LF	770.40	769.60	~~200~~ 353	DI115 TO OUTLET
45+00	47+00	CPEP (SL)	265				PLACE STONE FILL AT OUTLET

UNDERDRAIN

LOCATION	SIZE & TYPE	LENGTH	FLOW LINE @ INLET	FLOW LINE @ OUTLET	TRENCH EXCAVATION CY	REMARKS
FB 6						
57' +/- RT. 114+35	6" U.D.		778.50			CONNECT TO EXIST 6" CPEP UNDERDRAIN
28.5' LT. 416+00	6" U.D.	204 ~~210~~ LF	777.99		180	INSTALL FB 6A
28.5' LT. 418+50	6" U.D.	280 ~~250~~ LF	777.01		210	INSTALL FB 6B
230' LT. 419+50+/-	6" U.D.	189 ~~220~~ LF	776.00		185	INSTALL FB 6C
	6" CARRIER					
250' LT. 419+80+/-	PIPE	~~100~~ LF 93		774.0+/-	~~85~~ 0	TERMINATE @ DI109
WASTE AREA #2	6" CARRIER PIPE	200 LF				

FINAL QUANTITIES ARE ARCHIVED WITH THE FIELD BOOKS

A.I.P. 3-50-0015-17

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
DRAINANGE SUMMARY

File No.F2002460D3

Job No. F200002045.00

REV.	DATE	DESCRIPTION

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: N/A

Date: FEB., 2003

Sheet 3 OF 40

Sheet No 3

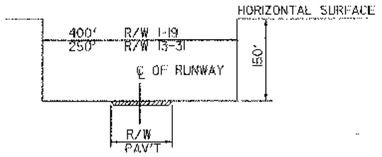
PROJECT DESCRIPTION

PROJECT "A"

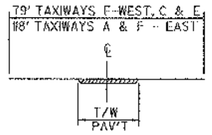
(1) CONSTRUCT, MARK AND LIGHT PARTIAL PARALLEL TAXIWAY. "F" (WEST) TO RUNWAY 13 (35' x 1314 L.F.)

PROJECT "B"

(1) CONSTRUCT, MARK AND LIGHT PARTIAL PARALLEL TAXIWAY "F" (EAST) BETWEEN TAXIWAY "A" AND RUNWAY 1-19 (50' X 763 L.F.)
(2) RECONSTRUCT TAXIWAY "A" (50' X 240 L.F.).
(3) EXPAND TERMINAL APRON (5100 S.Y.)
(4) NEW WIND CONE AND SEGMENTED CIRCLE.



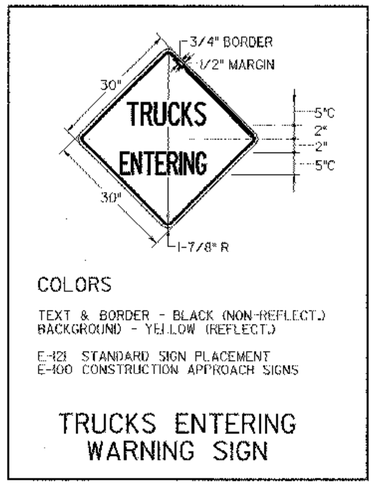
C/4 RUNWAY OBSTACLE FREE ZONE TYP SECTION
SCALE = NONE



D/4 TAXIWAY SAFETY AREA
SCALE = NONE

NOTES

1. TWO (2) TRUCK ENTERING SIGNS TO BE PLACED ON ROUTE 7B AND AIRPORT ROAD APPROXIMATELY 150' AND 75' FROM THE CONTRACTOR'S ENTRANCES TO THE AIRPORT AND WASTE AREA. IN EACH DIRECTION. SIGNS TO BE PLACED AT LEAST 8' OFF ROADWAY EDGE OF PAVEMENT.
2. BENCHMARK "1 DISK 650M, 1979
   374614.055N, 1521821.019E
   ELEVATION 782.54
3. BENCHMARK "2 DISK 1105, 1987
   378552.173N, 1520976.989E.
   ELEVATION 773.79
   783.36 - DISK 100E

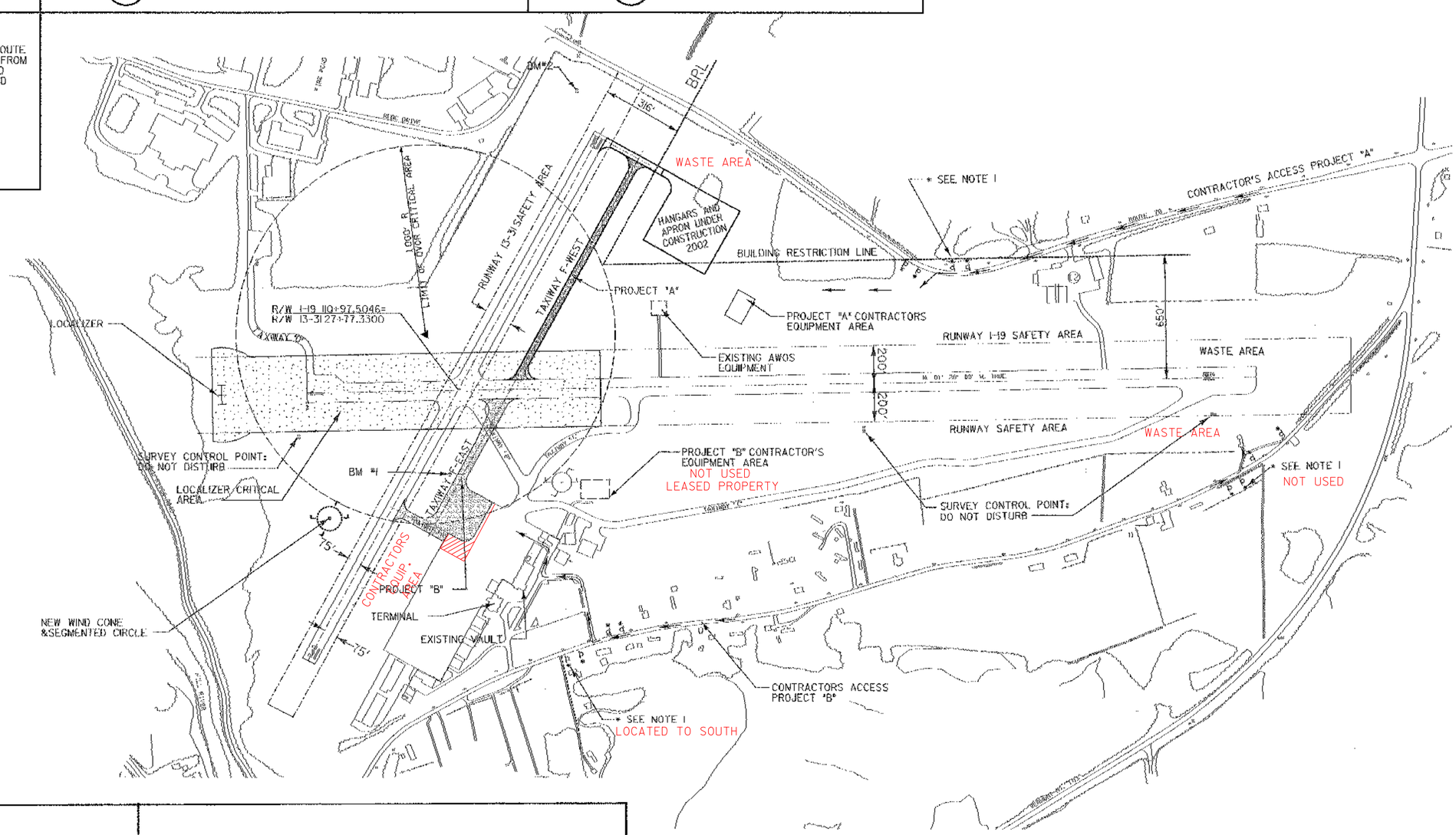


COLORS

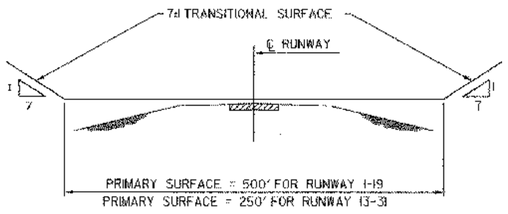
TEXT & BORDER - BLACK (NON-REFLECT.)
BACKGROUND - YELLOW (REFLECT.)

E-121 STANDARD SIGN PLACEMENT
E-100 CONSTRUCTION APPROACH SIGNS

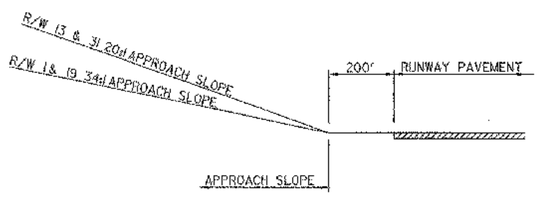
TRUCKS ENTERING WARNING SIGN



SCALE IN FEET
600 300 0 600



A/4 TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES
NOT TO SCALE



B/4 TYPICAL PROFILE F.A.R. PART 77 IMAGINARY SURFACES
NOT TO SCALE

A.I.P. 3-50-0015-17

STATE OF VERMONT — REGISTERED ENGINEER

REV.	DATE	DESCRIPTION

File No.-F2020460000de4

Job No. F2000002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
GENERAL PROJECT LAYOUT

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

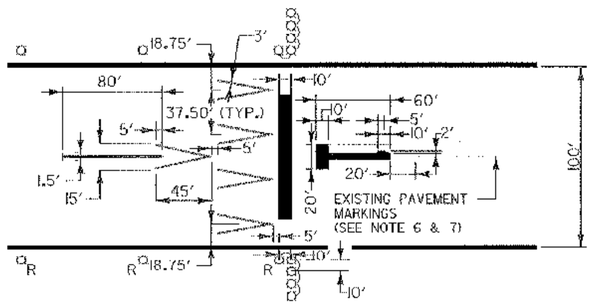
Designed by: G.M.D. | Drawn by: M.M. | Checked by: | Approved by:

Scale: 1" = 300'

Date: FEB., 2003

Sheet 4 OF 40

Sheet No 4



SCALE: 1"=50'

NOTES:

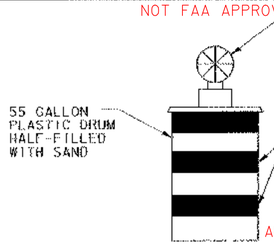
1. ALL MARKINGS TO BE PAINTED WHITE.
2. EIGHT (8) MEDIUM INTENSITY RUNWAY THRESHOLD LIGHTS (CONFORMING TO FAA SPECIFICATIONS L-861E) TO BE INSTALLED AS SHOWN.
3. TEMPORARY THRESHOLD LIGHTS TO BE STAKE OR CAN MOUNTED AT CONTRACTOR'S OPTION.
4. WHILE PREPARING TEMPORARY THRESHOLD, CLOSED CLOSED RUNWAY MARKERS TO BE IN PLACE OVER NUMERALS "1" AND "19". RUNWAY 13-31 TO BE OPEN.
5. REMOVE EXISTING PAINT WHICH CONTRASTS WITH TEMPORARY PLAN BY SANDBLAST OR WATERBLAST TO THE SATISFACTION OF THE ENGINEER.
6. THE COST OF THE TEMPORARY MARKINGS TO BE INCLUDED IN THIS ITEM.
7. TEMPORARY RELOCATED THRESHOLD WILL BE USED IF A TEMPORARY DISPLACED THRESHOLD IS NECESSARY, AS DETERMINED BY THE ENGINEER. IF THE TEMPORARY RELOCATED THRESHOLD IS REQUIRED DUE TO THE CONTRACTOR, THERE WILL BE NO PAYMENT FOR THIS ITEM. IF THE TEMPORARY RELOCATED THRESHOLD IS REQUIRED BY THE AIRPORT, AS DETERMINED BY THE ENGINEER, THE WORK WILL BE PAID FOR UNDER (ITEM 864.15).

TEMPORARY THRESHOLD NOT USED

TEMPORARY RELOCATED THRESHOLD DETAIL

ITEM 864.15

NOT FAA APPROVED

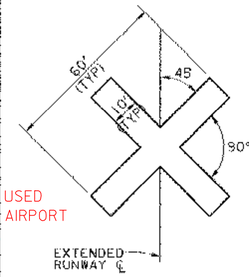


LOW-PROFILE BARRICADE USED AND BECAME PROPERTY OF AIRPORT VIA CHANGE ORDER.

TO BE PLACED WHERE DIRECTED BY THE ENGINEER. NOT A SEPARATE PAY ITEM. SHOWN AS THE SYMBOL "X-X-X" ON PLAN BELOW.

BUCKET-TYPE CONSTRUCTION LOW PROFILE BARRICADE

SCALE: N.T.S.



CLOSED RUNWAY MARKER

SCALE: N.T.S.

MARKER NOTES

1. CLOSED RUNWAY MARKERS TO BE IN PLACE DURING CONSTRUCTION WHENEVER A RUNWAY IS CLOSED, AS DIRECTED BY ENGINEER.
2. CLOSED RUNWAY MARKER TO BE DURABLE YELLOW VINYL COATED WINDSCREEN MATERIAL. RE-USEABLE TEMPORARY "X" MARKERS ARE AVAILABLE FROM NACCI-877-NAC-ARP1 OR WWW.AIRPORTNAC.COM. SECURELY FASTENED IN PLACE.
3. COST OF PLACING AND MAINTAINING THE CLOSED RUNWAY MARKER IS CONSIDERED NECESSARY AND INCIDENTAL TO CONSTRUCTION AND IS NOT A SEPARATE PAY ITEM.
4. CLOSED RUNWAY MARKER TO BE PLACED OVER NUMERALS, OR IN R/W OVERRUN AREA, JUST OFF THRESHOLD, AS DIRECTED BY THE ENGINEER.
5. AT COMPLETION OF CONTRACT, THE TEMPORARY X-MARKERS WILL BECOME THE PROPERTY OF THE AIRPORT.

GENERAL NOTES

1. CONTRACTOR'S MAIN ACCESS TO SITE TO BE FROM EITHER ROUTE 7B OR AIRPORT ROAD.
2. CONTRACTOR TO PROVIDE FLAG PERSON AT HAUL / ACCESS ROUTE WHEN CROSSING RUNWAYS, ACTIVE APRONS, TAXIWAYS, OR WHEN WORKING WITHIN THE LOCALIZER CRITICAL AREA WHEN DIRECTED BY THE ENGINEER.
3. FLAGPERSON TO CONTROL ACCESS WITHIN RUNWAY AND TAXIWAY SAFETY AREAS, NO GROUND VEHICLE TRAFFIC WILL BE ALLOWED TO ENTER RUNWAY SAFETY AREAS WHEN AIRCRAFT ARE APPROACHING OR DEPARTING RUNWAY 1-19.
4. FLAGPERSON IS TO HAVE AN AERONAUTICAL RADIO CAPABLE OF TRANSMITTING AND RECEIVING ON UNICOM FREQUENCY 122.8 MHZ.
5. HAUL ROUTES TO BE GRADED AND RETURNED TO ORIGINAL COONDITION UPON COMPLETION OF PROJECT.
6. WASTE AREA TO BE GRADED, SEEDED, LIMED & MULCHED. PROVIDE EROSION CONTROL AS DIRECTED BY THE ENGINEER. NO WASTE MATERIALS TO BE PLACED IN WETLANDS. REFER TO SHEET 37 FOR PLACEMENT LIMITS. COORDINATE ACCESS TO WASTE AREAS WITH VTRANS/ MAINTENANCE OFFICE.
7. PRIOR TO COMMENCING CONSTRUCTION, THE CONTRACTOR WILL STAKE OUT THE CONSTRUCTION AREAS AND ENCLOSE THESE AREAS WITH SNOW FENCE (MOD). (ITEM 620.70, AS DIRECTED BY THE ENGINEER.

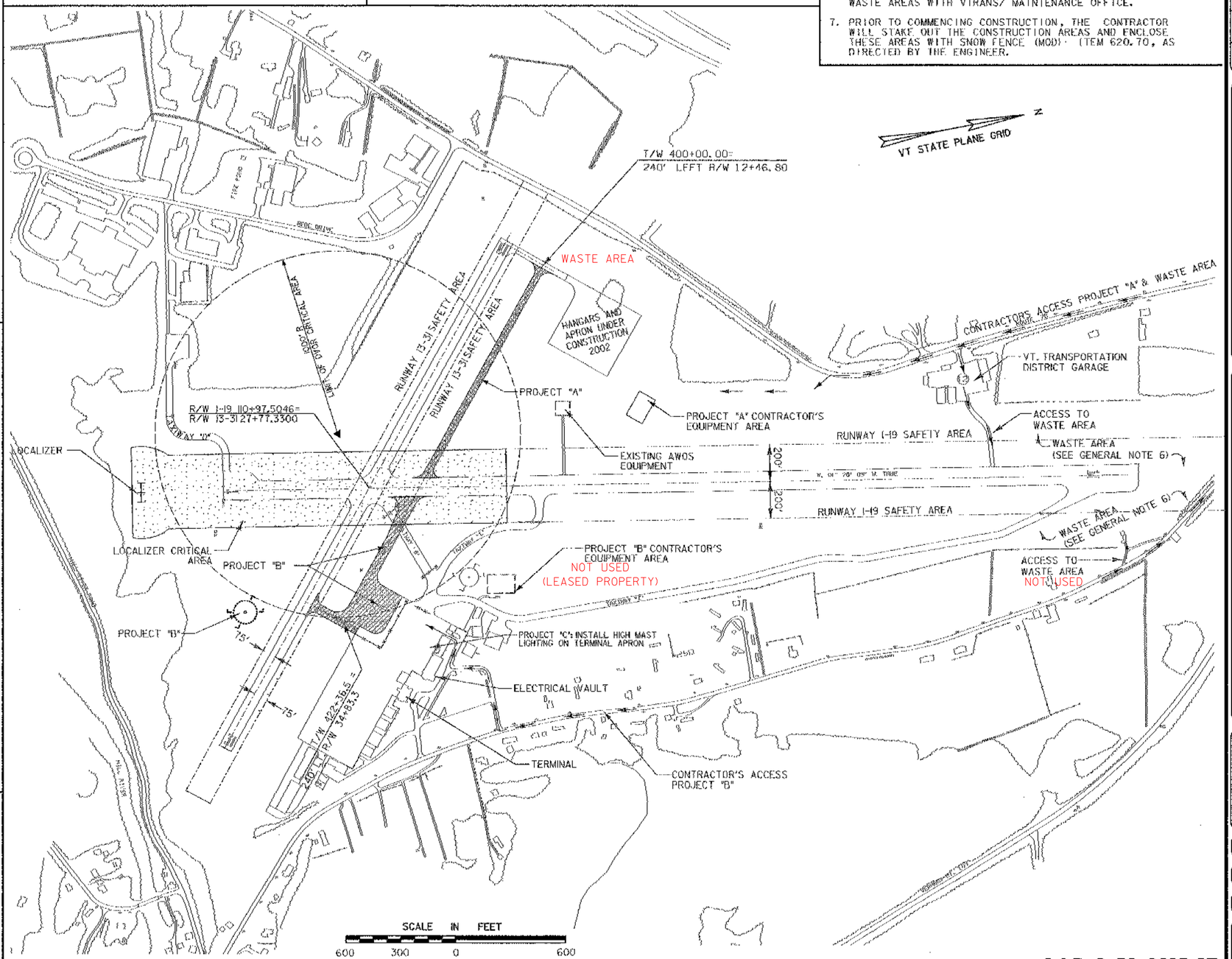
CONSTRUCTION NOTES

1. ALL WORK MUST BE COORDINATED WITH THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. RUNWAY CLOSURES REQUIRE NOTIFICATION TO FAA/AIR TRAFFIC. ONLY ONE RUNWAY MAY BE CLOSED AT ANY ONE TIME.
2. WHENEVER LARGE AIRCRAFT ARE USING RUNWAY 1-19, THE CONTRACTOR WILL BE DIRECTED TO REMOVE MEN AND EQUIPMENT A MINIMUM OF 150 FEET OFF THE RUNWAY EDGE OF PAVEMENT.
3. WHEN EXCAVATING WITHIN THE RUNWAY SAFETY AREA, THE RUNWAY WILL HAVE TO BE CLOSED OR A TEMPORARY DISPLACED THRESHOLD (L-100) WILL BE INSTALLED, AS DIRECTED BY THE ENGINEER. ALL EXCAVATION FOR THE PAVEMENT SECTION WILL REQUIRE THAT THIS RUNWAY BE CLOSED. RUNWAY CLOSURE WILL BE LIMITED BETWEEN FRIDAY EVENING AT 20:00 HOURS TO SUNDAY 12:00 NOON FOR THIS WORK. THIS WORK WILL REQUIRE 21 DAYS PRIOR NOTICE. RUNWAY 1-19 MUST BE OPEN AT ALL OTHER TIMES BETWEEN 7:00 AM AND 8:00 PM DAILY. OTHER WORK SUCH AS PAVING, TRENCHING, PLACING AND COMPACTING BASE COURSE, ETC. CAN BE PERFORMED DURING THE HOURS OF 8:00 PM AND 7:00 AM WITH PRIOR APPROVAL FROM THE AIRPORT MANAGER. REFER TO SHEET 6, GENERAL CONSTRUCTION AND SAFETY NOTES FOR ADDITIONAL REQUIREMENTS.
4. CONTRACTOR TO MINIMIZE SIMULTANEOUS CLOSING OF BOTH TAXIWAYS "A" AND "B".
5. CONSTRUCTION EQUIPMENT WILL NOT BE ALLOWED TO CROSS RUNWAY 1-19, UNLESS APPROVED BY THE AIRPORT MANAGER.
6. COORDINATE WORK ALONG TAXIWAYS "C" AND "E" WITH AIRPORT MANAGER. THESE TAXIWAYS WILL HAVE TO BE CLOSED WHEN WORK IS ONGOING WITHIN THE TAXIWAY SAFETY AREA.
7. WORK ON DRAINAGE AND PAVING ADJACENT TO TAXIWAY E MUST BE COMPLETED PRIOR TO CLOSING TAXIWAY "A".
8. WORK WITHIN THE LOCALIZER AND DVOR CRITICAL AREA WILL REQUIRE COORDINATION WITH FAA/FLIGHT PROCEDURES DIVISION. CONTRACTOR TO COORDINATE WORK IN THESE AREAS WITH RESIDENT ENGINEER AND AIRPORT MANAGER.

CONSTRUCTION PHASING

PROJECT "A"

PROJECT "B"



A.I.P. 3-50-0015-17

REV.	DATE	DESCRIPTION
		File No.F202046005
		Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS CONSTRUCTION PHASING PLAN

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.C.M.
Checked by:
Approved by:

Scale:

Date: FEB., 2003

Sheet 5 OF 40

Sheet No
5

GENERAL CONSTRUCTION AND SAFETY NOTES

GENERAL NOTES

1. THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS AND ANY RULES, REGULATIONS, STANDARDS OR SPECIFICATIONS REFERENCED THEREIN. THE PROJECT IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE VERMONT AGENCY OF TRANSPORTATION (VTRANS), AND THE FEDERAL AVIATION ADMINISTRATION (FAA).

2. THE PROJECT IS TO BE COMPLETED IN CONFORMANCE WITH THE "CONSTRUCTION PHASING PLANS AND NOTES," AS CONTAINED IN THE PLANS, AND SHALL BE CONSTRUCTED IN A TIMELY MANNER IN ACCORDANCE WITH THE CONTRACTOR'S APPROVED PROJECT SCHEDULE. THE SCHEDULE SHALL PROVIDE FOR COMPLETION OF THE PHASES AS SHOWN ON THE PLANS AND DESCRIBED IN THE CONTRACT SPECIFICATIONS.

3. THE CONTRACTOR IS EXPECTED TO MEET COMPLETION OF CRITICAL PORTIONS OF THE PROJECT AND OPEN THOSE SEGMENTS TO TRAFFIC BY THE SPECIFIED TIMES AND TO COMPLETE THE ENTIRE PROJECT ON TIME.

4. RUTLAND STATE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF ALL WORK WITH THE AIRPORT MANAGER & THE PROJECT RESIDENT ENGINEER IS MANDATORY TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.

5. CONSTRUCTION AND MAINTENANCE OPERATIONS BY OTHERS MAY OCCUR CONCURRENTLY AND AT TIMES IN THE VICINITY OF CONSTRUCTION ASSOCIATED WITH THIS PROJECT. THE CONTRACTOR SHALL COORDINATE HIS OPERATIONS AND COOPERATE WITH MAINTENANCE CREWS AND OTHER CONTRACTORS WORKING ON THE AIRPORT.

6. ACCESS TO THE SITE - THE CONTRACTOR'S ACCESS POINTS TO THE SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL VEHICLES AND PERSONNEL WHO ENTER THROUGH THESE ACCESS POINTS. THE CONTRACTOR SHALL MAINTAIN A SECURITY GUARD AT EACH GATE BEING USED AT ALL TIMES WHILE CONSTRUCTION IS UNDERWAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL ACCESS POINTS BEING USED AT THE END OF EACH CONSTRUCTION DAY OR WHEN ACCESS POINTS ARE UNATTENDED.

7. HAUL ROUTES - APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE PHASING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE OR TOWN HIGHWAYS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO COMMENCING THE WORK. EXISTING ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.

8. CONTRACTOR'S STAGING AREAS - AN AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE. THIS AREA IS SHOWN ON THE GENERAL PROJECT LAYOUT. THE CONTRACTOR'S STAGING AREA SHALL BE GRADED, TOPSOILED, SEEDED, AND MULCHED UPON COMPLETION OF USE, AT THE CONTRACTOR'S EXPENSE.

9. DISPOSAL AREA - WASTE AREAS WILL BE MADE AVAILABLE FOR THE DISPOSAL OF THE CONTRACTOR'S SPOIL MATERIALS. THE MANNER IN WHICH MATERIALS ARE PLACED IN EMBANKMENTS SHALL BE AS SPECIFIED AND APPROVED BY THE ENGINEER. WASTE MATERIALS INCLUDE THOSE ITEMS WHICH ARE A DIRECT RESULT OF CONSTRUCTION. TRASH (I.E. CUPS, CANS, ETC.) SHALL BE DISPOSED OF THROUGH PROPER SANITARY METHODS.

10. SAFETY - THE CONTRACTOR SHALL CONDUCT HIS ACTIVITIES IN A SAFE MANNER AS SPECIFIED IN THE SECTION TITLED, "SAFETY REQUIREMENTS DURING CONSTRUCTION" ON THIS SHEET.

11. PROTECTION OF AND REPAIR OF DAMAGE TO EXISTING CABLES - LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF CABLES DAMAGED DUE TO CONTRACTOR'S OPERATIONS MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND SHALL BE AT THE CONTRACTOR'S EXPENSE. WHEN FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF AN FAA REPRESENTATIVE. THE FAA MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.

12. EXISTING AIRFIELD LIGHTING SYSTEMS - INTERRUPTION OF EXISTING AIRFIELD LIGHTING SYSTEMS NOT INCLUDED IN THIS PROJECT SHALL NOT BE PERMITTED. ALL AIRFIELD LIGHTING CIRCUITS AFFECTED BY THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR DURING OPERATIONAL PERIODS IN ACCORDANCE WITH THE SPECIFICATIONS AND/OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL TEST THE RUNWAY LIGHTING SYSTEM EACH DAY PRIOR TO ENDING WORK TO ENSURE THAT ALL SYSTEMS ARE IN WORKING ORDER.

13. CONSTRUCTION LIMITS - ALL CONTRACTOR VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED) SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES. CONSTRUCTION, STORAGE AND STOCKPILING LIMITS ARE FURTHER DEFINED IN THE SECTION TITLED, "SAFETY REQUIREMENTS DURING CONSTRUCTION" ON THIS SHEET.

14. PORTABLE FLOODLIGHTING - THE CONTRACTOR SHALL PROVIDE PORTABLE FLOODLIGHTING WHEN REQUIRED FOR CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL PROVIDE SUFFICIENT UNITS SO THAT ALL WORK AREAS ARE ILLUMINATED TO A LEVEL OF 5 HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY.

15. THE CONTRACTOR SHALL OBTAIN ALL THE PERMITS AND LICENSES REQUIRED FOR THE PROJECT WORK AT HIS OWN EXPENSE.

16. EXISTING TOPOGRAPHIC FIELD SURVEYS FOR THIS PROJECT AREA WERE PERFORMED BY LITTLE RIVER SURVEY CO. IN MAY, 2001.

17. THE HORIZONTAL CONTROL ON THIS PROJECT IS TIED TO THE 1983 AND 1988 NATIONAL GEODETIC HORIZONTAL AND VERTICAL DATUM, RESPECTIVELY.

18. ELECTRICAL WORK MUST BE PERFORMED BY A VERMONT LICENSED MASTER ELECTRICAN OR JOURNEYMAN TYPE-S WITH PROPER ENDORSEMENT. A WORK NOTICE MUST BE OBTAINED AND THE COMPLETED WORK MUST BE IN COMPLIANCE WITH NFPA 70-1999 AND THE 1999 VERMONT ELECTRICAL SAFETY RULES. UPON COMPLETION OF THE WORK, CONTACT THE VERMONT ELECTRICAL INSPECTOR @ 802-786-0071 TO SCHEDULE A FINAL INSPECTION.

SAFETY REQUIREMENTS DURING CONSTRUCTION

(A) FEDERAL AVIATION ADMINISTRATION (FAA) ADVISORY CIRCULARS (AC), ORDERS AND FEDERAL AVIATION REGULATIONS (FAR).

THE FOLLOWING PUBLICATIONS CONTAIN DEFINITIONS/DESCRIPTIONS OF CRITICAL AIRPORT OPERATING AREAS. THE AREAS DEFINED BELOW PERTAIN TO AIRFIELD SAFETY REQUIREMENTS AND ARE REFERENCED THROUGHOUT THE CONTRACT DOCUMENTS. COPIES OF THESE PUBLICATIONS ARE AVAILABLE THROUGH THE FAA OR CAN BE ORDERED BY MAIL FROM:

U.S. DEPARTMENT OF TRANSPORTATION
SUBSEQUENT DISTRIBUTION OFFICE
ARDMORE EAST BUSINESS CENTER
3341 Q 75TH AVE.
LANDOVER, MD. 20785

AND CAN BE REVIEWED AT THE OFFICES OF THE VERMONT AGENCY OF TRANSPORTATION.

(1) AC 150/5370-2, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", CURRENT EDITION.

(2) FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE, CURRENT EDITION;

(3) AC 150/5300-13, "AIRPORT DESIGN", CURRENT EDITION, ESTABLISHES DESIGN, OPERATIONAL, AND MAINTENANCE STANDARDS FOR AIRPORTS. STANDARD TERMS USED IN THE CONTRACT PLANS AND SPECIFICATIONS ARE DEFINED BELOW:

(A) OBSTACLE FREE ZONE (OFZ) - A VOLUME OF SPACE WHICH IS FREE OF ALL FIXED OBJECTS AND CLEAR OF VEHICLES IN THE PROXIMITY OF AN AIRPLANE CONDUCTING AN APPROACH, MISSED APPROACH, LANDING, TAKEOFF, OR DEPARTURE. AN OFZ TYPICAL SECTION IS SHOWN ON THE GENERAL PROJECT LAYOUT PLAN.

(B) RUNWAY PROTECTION ZONE (RPZ): A TRAPEZOIDAL AREA CENTERED ON THE RUNWAY BEGINNING AT A POINT 200 FEET BEYOND THE END OF THE AREA USEABLE FOR TAKEOFF OR LANDING.

(C) OBJECT FREE AREA (OFA): A TWO DIMENSIONAL GROUND AREA SURROUNDING RUNWAYS, TAXIWAYS, AND TAXILANES WHICH IS CLEAR OF OBJECTS EXCEPT FOR OBJECTS WHOSE LOCATION IS FIXED BY FUNCTION.

(D) SAFETY AREA - THE SURFACE ADJACENT TO RUNWAYS, TAXIWAYS, AND TAXILANES OVER WHICH AIRCRAFT SHOULD, IN DRY WEATHER, BE ABLE TO CROSS AT NORMAL SPEEDS WITHOUT INCURRING SIGNIFICANT DAMAGE. A SAFETY AREA IS GRADED, DRAINED AND COMPACTED. IT IS FREE OF ANY HOLES, TRENCHES, BUMPS OR OTHER SIGNIFICANT SURFACE VARIATIONS OR OBJECTS OTHER THAN THOSE WHICH MUST BE THERE BECAUSE OF THEIR ESSENTIAL AERONAUTICAL FUNCTION. THE SAFETY AREA REQUIRES THE CAPABILITY OF SUPPORTING MAINTENANCE VEHICLES AND AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLES UNDER NORMAL (DRY) CONDITIONS.

(B) GENERAL SAFETY REQUIREMENTS

(1) THE CONTRACTOR SHALL ACQUAINT HIS SUPERVISORS AND EMPLOYEES WITH THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO RUTLAND STATE AIRPORT AND SHALL CONDUCT HIS CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES FOR SAFETY SPECIFIED HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL SAFETY DEVICES AS REQUIRED FOR THE PROTECTION OF HIS PERSONNEL.

(2) PROTECTION OF ALL PERSONS SHALL BE PROVIDED THROUGHOUT THE PROGRESS OF THE WORK. THE WORK SHALL PROCEED IN SUCH A MANNER AS TO PROVIDE SAFE CONDITIONS FOR ALL WORKERS AND AGENCY PERSONNEL. THE SEQUENCE OF OPERATION SHALL BE SUCH THAT MAXIMUM PROTECTION IS AFFORDED TO INSURE THAT PERSONNEL AND WORKERS IN THE WORK AREA ARE NOT SUBJECT TO ANY DANGEROUS CONDITIONS.

(3) DURING PERFORMANCE OF THIS CONTRACT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. ALL AIRCRAFT TRAFFIC ON THESE AREAS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC. THE OWNER RESERVES THE RIGHT TO ORDER THE CONTRACTOR AT ANY TIME TO VACATE ANY AREA NECESSARY TO MAINTAIN SAFE AIRCRAFT OPERATIONS. USE OF AREAS NEAR THE CONTRACTOR'S WORK WILL BE CONTROLLED TO MINIMIZE DISTURBANCE TO THE CONTRACTOR'S OPERATION. THE CONTRACTOR SHALL NOT ALLOW EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, OR ANY OTHER UNAUTHORIZED PERSON TO ENTER OR REMAIN IN ANY AIRPORT AREA WHICH WOULD BE HAZARDOUS TO PERSONS OR TO AIRCRAFT OPERATIONS.

(4) ALL WORK TO BE PERFORMED WHICH IS CLOSE TO AN ACTIVE RUNWAY, TAXIWAY OR APRON SHALL BE PERFORMED WHEN THE RUNWAY, TAXIWAY OR APRON IS NOT IN USE. SUCH WORK SHALL BE ACCOMPLISHED ONLY WITH PRIOR PERMISSION FROM THE ENGINEER AND AIRPORT MANAGER. REQUESTED CLOSINGS SHALL BE DIRECTED TO THE ENGINEER AT LEAST 48 HOURS IN ADVANCE.

(C) CONSTRUCTION AND FACILITIES MAINTENANCE

(1) THE FOLLOWING ARE CONSIDERED SAFETY PROBLEMS AND/OR HAZARDS:

(A) TRENCHES, HOLES, OR EXCAVATION ON OR ADJACENT TO AN ACTIVE RUNWAY TAXIWAY, TAXIWAY OR APRON OR PUBLIC ROADWAY.

(B) UNMARKED/UNLIGHTED HOLES OR EXCAVATION IN ANY APRON, OPEN TAXIWAY, OPEN TAXILANE, OR RELATED SAFETY AREA.

(C) MOUNDS OR PILES OF EARTH, CONSTRUCTION MATERIALS, TEMPORARY STRUCTURES, OR OTHER OBJECTS IN THE VICINITY OF ANY OPEN RUNWAY, TAXIWAY, TAXILANE, OR IN ANY RELATED SAFETY, APPROACH, OR DEPARTURE AREA.

(D) VEHICLES OR EQUIPMENT, WHETHER OPERATING OR IDLE, ON ANY OPEN RUNWAY, TAXIWAY, TAXILANE, OR IN ANY RELATED SAFETY, APPROACH, OR DEPARTURE AREA.

(E) VEHICLES, EQUIPMENT, EXCAVATION, STOCKPILES, OR OTHER MATERIALS WHICH COULD INTERFERE WITH ELECTRONIC SIGNALS FROM RADIOS OR ELECTRONIC NAVIGATIONAL AIDS (NAVAIDS).

(F) PAVEMENT DROP-OFFS - LIPS (EITHER PERMANENT OR TEMPORARY, WHICH COULD CAUSE DAMAGE TO AIRCRAFT IF CROSSED AT NORMAL OPERATING SPEEDS. THE NORMAL MAXIMUM DROP-OFF OR LIP IS 1-1/2 INCHES.

(G) UNMARKED UTILITY, NAVAID, WEATHER SERVICE, RUNWAY LIGHTING, OR OTHER POWER OR SIGNAL CABLES THAT COULD BE DAMAGED DURING CONSTRUCTION.

(H) OBJECTS, WHETHER OR NOT MARKED OR FLAGGED, OR ACTIVITIES ANYWHERE ON OR IN THE VICINITY OF THE AIRPORT WHICH COULD BE DISTRACTING, CONFUSING, OR ALARMING TO PILOTS DURING AIRCRAFT OPERATIONS.

(I) UNFLAGGED/UNLIGHTED LOW VISIBILITY ITEMS SUCH AS TALL CRANES, DRILLS, AND THE LIKE ANYWHERE IN THE VICINITY OF ACTIVE RUNWAYS, OR IN ANY APPROACH OR DEPARTURE AREA.

(J) MISLEADING OR MALFUNCTIONING OBSTRUCTION LIGHTS OR UNLIGHTED/UNMARKED OBSTRUCTIONS IN THE APPROACH TO ANY ACTIVE RUNWAY.

(K) WATER, SNOW, DIRT, DEBRIS, OR OTHER TRANSIENT ACCUMULATION WHICH TEMPORARILY OBSCURES PAVEMENT MARKINGS OR PAVEMENT EDGES, OR DEROGATES VISIBILITY OF RUNWAY/TAXIWAY MARKINGS OR LIGHTING.

(L) INADEQUATE OR IMPROPER METHODS OF MARKING, BARRICADING, AND LIGHTING OF TEMPORARILY CLOSED PORTIONS OF THE AIRPORT OPERATIONS AREA.

(M) TRASH OR OTHER MATERIALS WITH FOREIGN OBJECT DAMAGE (FOD) POTENTIAL; WHETHER ON RUNWAYS, TAXIWAYS, OR APRONS; OR IN RELATED SAFETY AREAS.

(N) INADEQUATE BARRICADING OR OTHER MARKING WHICH IS PLACED TO SEPARATE CONSTRUCTION OR MAINTENANCE AREAS FROM OPEN AIRCRAFT OPERATING AREAS.

(O) FAILURE TO CONTROL UNAUTHORIZED VEHICLE AND HUMAN ACCESS TO ACTIVE AIRCRAFT OPERATING AREAS.

(P) FAILURE TO MAINTAIN RADIO COMMUNICATION BETWEEN CONSTRUCTION/MAINTENANCE VEHICLES AND RUTLAND UNICOM.

(Q) CONSTRUCTION/MAINTENANCE ACTIVITIES OR MATERIALS WHICH COULD HAMPER THE RESPONSE OF AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) EQUIPMENT FROM REACHING ALL AIRCRAFT OR ANY PART OF THE RUNWAY/TAXIWAY SYSTEM, RUNWAY APPROACH AND DEPARTURE AREAS AND AIRCRAFT PARKING LOCATIONS.

(R) BIRD ATTRACTANTS ON AIRPORT SUCH AS: EDIBLES (FOOD SCRAPS, ETC.), MISCELLANEOUS TRASH, OR PONDED WATER.

(2) THE CONTRACTOR SHALL CONDUCT ACTIVITIES SO AS NOT TO VIOLATE ANY SAFETY STANDARDS CONTAINED HEREIN. THE CONTRACTOR SHALL INSPECT ALL CONSTRUCTION AND STORAGE AREAS AS OFTEN AS NECESSARY AND PROMPTLY TAKE ALL STEPS NECESSARY TO PREVENT/REMEDY ANY UNSAFE OR POTENTIALLY UNSAFE CONDITIONS OR ACTIVITIES DISCOVERED.

(3) VTRANS WILL BE RESPONSIBLE FOR ISSUING APPROPRIATE NOTICE TO AIRMEN (NOTAM) CONCERNING CONSTRUCTION ACTIVITY ON THE AIRFIELD.

(D) MOTORIZED VEHICLES

THIS PROJECT INCLUDES WORK WITHIN THE AIRCRAFT OPERATIONS AREA (AOA). ONLY THOSE VEHICLES AND EQUIPMENT NECESSARY FOR THE WORK TO PROGRESS MAY ENTER THE A.O.A. ALL PERMITTED VEHICLES SHALL BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME-TYPE LIGHT, MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES. ALL VEHICLES OPERATING WITHIN THE AIRFIELD BOUNDARY SHALL BE IDENTIFIED WITH A SIGN ON EACH SIDE OF THE VEHICLE BEARING THE CONTRACTOR'S NAME IN 12-INCH MINIMUM LETTER HEIGHT.

VEHICLES MAKING ONLY OCCASIONAL VISITS TO THE JOB SITE ARE EXEMPT FROM THE IDENTIFICATION REQUIREMENTS CONTAINED HEREIN ABOVE PROVIDED THAT THEY ARE ESCORTED INTO, THROUGH, AND OUT OF THE AIRPORT AREA BY A PROPERLY IDENTIFIED VEHICLE.

(E) RADIO COMMUNICATIONS

RADIO COMMUNICATIONS ARE REQUIRED BETWEEN THE CONTRACTOR'S REPRESENTATIVE AND RUTLAND UNICOM. RADIO CONTACT IS REQUIRED AT ALL TIMES WHILE THE CONTRACTOR HAS PERSONNEL AND EQUIPMENT ON THE PROJECT SITE AND WHILE THEY ARE IN AN ACTIVE AIR OPERATIONS AREA (AOA) OF THE AIRPORT. RADIOS SHALL BE FURNISHED BY THE CONTRACTOR AND SHALL BE CAPABLE OF TRANSMITTING AND RECEIVING AT A GROUND CONTROL FREQUENCY OF 122.8 MHZ. THIS FREQUENCY IS TO BE UTILIZED WHEN CROSSING ACTIVE FACILITIES. SUFFICIENT RADIOS SHALL BE ON SITE AND OPERATING AT ALL TIMES SO THAT INSTRUCTIONS OR COMMUNICATIONS MAY BE DISPATCHED TO ALL CREWS AND/OR EQUIPMENT WORKING IN AN ACTIVE AOA.

THE CONRACTOR WILL SUPPLY THE RESIDENT ENGINEER WITH TWO (2) HANDHELD RECHARGEABLE PORTABLE AERONAUTICAL RADIOS, CAPABLE OF TRANSMITTING AND RECEIVING ON THE UNICOM FREQUENCY OF 122.8 MHZ AT THE START OF THIS PROJECT. THESE RADIOS WILL HAVE A MINIMUM OF 3 WATTS OF TRANSMITTING POWER, SIMILAR TO ICOM MODEL IC-3A. THESE RADIOS WILL BECOME PROPERTY OF THE VERMONT AGENCY OF TRANSPORTATION.

(F) DEBRIS

DEBRIS, WASTE, AND LOOSE MATERIAL (INCLUDING DUST AND DIRT) CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEAR OR PROPELLERS, OR BEING INGESTED IN JET ENGINES, SHALL NOT BE ALLOWED ON ACTIVE AIRCRAFT MOVEMENT AREAS OR ADJACENT GRASSED AREAS. MATERIALS OBSERVED TO BE WITHIN THESE AREAS SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR. THE CONTRACTOR SHALL BE REQUIRED TO HAVE A SWEEPING MACHINE AND OPERATOR ON SITE AND READY AT ALL TIMES DURING CONSTRUCTION ACTIVITY. WHERE TRAVEL ON OR ACROSS RUNWAYS, RAMP AREAS, TAXIWAYS, OR AIRCRAFT APRONS IS REQUIRED, THE CONTRACTOR SHALL PROVIDE ADEQUATE PERSONNEL AND EQUIPMENT TO KEEP SUCH SURFACES CLEAR OF DEBRIS.

(G) FLAGMEN

IN ACCORDANCE WITH THE SPECIFICATIONS, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, FURNISH FLAGMEN AS NECESSARY TO CONTROL HIS TRAFFIC.

ALL CONTRACTOR VEHICLES THAT ARE REQUIRED TO CROSS ACTIVE RUNWAYS, RUNWAY SAFETY AREAS, TAXIWAYS AND APRONS SHALL DO SO UNDER THE DIRECT CONTROL OF A COMPETENT FLAGMAN WHO IS IN DIRECT RADIO CONTACT WITH GROUND CONTROL. ALL AIRCRAFT TRAFFIC ON RUNWAYS, TAXIWAYS, AND APRONS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC. AT NO TIME SHALL THE CONTRACTOR'S VEHICLES OR PERSONNEL

BE ALLOWED TO ENTER OR CROSS ACTIVE RUNWAYS OR CLEAR ZONES WITHOUT PROPER AUTHORIZATION.

(H) MISCELLANEOUS

(1) OPEN FLAME, WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS HAVE BEEN TAKEN AND THE PROCEDURE PREVIOUSLY APPROVED BY THE ENGINEER.

(2) EQUIPMENT AND STOCKPILED MATERIAL SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT JET BLAST OR WIND CONDITIONS IN EXCESS OF 10 KNOTS.

(3) THE CONTRACTOR SHALL PROVIDE BUCKET TYPE CONSTRUCTION BARRICADES WITH FLASHING YELLOW LIGHTS AS SHOWN ON THE DRAWINGS TO DELINEATE THE WORK AREAS WHEN CLOSED TO AIRPORT TRAFFIC. OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL LOCATED IN THE AOA SHALL BE PROMINENTLY MARKED WITH ORANGE FLAGS AND LIGHTED BY APPROVED LIGHT UNITS DURING HOURS OF LIMITED VISIBILITY AND DARKNESS.

(4) ALL MATERIALS AND EQUIPMENT WHEN NOT IN USE SHALL BE PLACED IN APPROVED AREAS WHERE THEY WILL NOT CONSTITUTE A HAZARD TO AIRCRAFT OPERATIONS AND NOT PENETRATE CLEARANCE SURFACES. EQUIPMENT SHALL BE PARKED AT THE STAGING AREA WHEN NOT IN USE.

(5) MAXIMUM EQUIPMENT HEIGHT SHALL NOT EXCEED 15 FEET UNLESS PRIOR APPROVAL IS OBTAINED FROM THE ENGINEER.

(6) UPON COMPLETION OF ANY STAGE/PHASE OF WORK, THE ENGINEER WILL ARRANGE A PHYSICAL INSPECTION OF THE AREA WITH AIRPORT OPERATIONS PERSONNEL PRIOR TO OPENING ANY PORTION OF A RUNWAY, RAMP AREA OR AIRPORT ROADWAY THAT HAS BEEN CLOSED FOR WORK OR USED FOR A CROSSING POINT OR HAUL ROUTE BY THE CONTRACTOR.

(7) ENTRANCE TO THE AIRFIELD IS SUBJECT TO SECURITY REQUIREMENTS.

(8) THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A CURRENT LIST OF ALL EMPLOYEES WORKING ON THE AIRPORT. THE LIST SHALL BE MAINTAINED CURRENT BY THE CONTRACTOR AND APPLIES TO ALL SUBCONTRACTORS.

(9) EXCEPT FOR EMERGENCIES, ALL CONTACT WITH AIRPORT PERSONNEL SHALL BE MADE THROUGH THE RESIDENT ENGINEER. FOR EMERGENCIES INVOLVING SAFETY (INJURIES, FIRES, SECURITY BREACHES, ETC.) THE CONTRACTOR SHALL MAKE DIRECT CONTACT WITH AIRPORT OPERATIONS FOLLOWED BY NOTIFICATION TO THE RESIDENT ENGINEER AS SOON AS POSSIBLE.

(10) THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.

(11) IN ACCORDANCE WITH THE SPECIFICATIONS, FEDERAL WAGE RATES SHALL BE POSTED OUTSIDE THE SITE FIELD OFFICE IN A WEATHERPROOF ENCLOSURE.

(I) UTILITIES

(1) UNDERGROUND UTILITIES: THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE CONSIDERED TO BE ONLY ESTIMATED LOCATIONS. ALL UTILITY LOCATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION. IN THE EVENT ANY UTILITY IS DAMAGED THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING FOR INCURRED COSTS OF REPAIRS.

(2) UTILITIES NOTIFICATION: AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE UNDERGROUND UTILITY FACILITIES, THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER, AND THE OWNER OF EACH UNDERGROUND UTILITY FACILITY AFFECTED.

(3) THE FOLLOWING IS A LIST OF COMPANIES WITH POSSIBLE UTILITIES WITHIN THE CONSTRUCTION LIMITS.

UTILITY	PHONE NUMBER
DIGSAFE	1-888-DIG-SAFE
CVPS	1-800-649-2877
VTRANS: SEWER LINE (FORCE MAIN)	1-802-786-8881

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
GENERAL CONSTRUCTION & SAFETY NOTES

REV.	DATE	DESCRIPTION

Job No. F200002046.00
File No.F202046ODE6

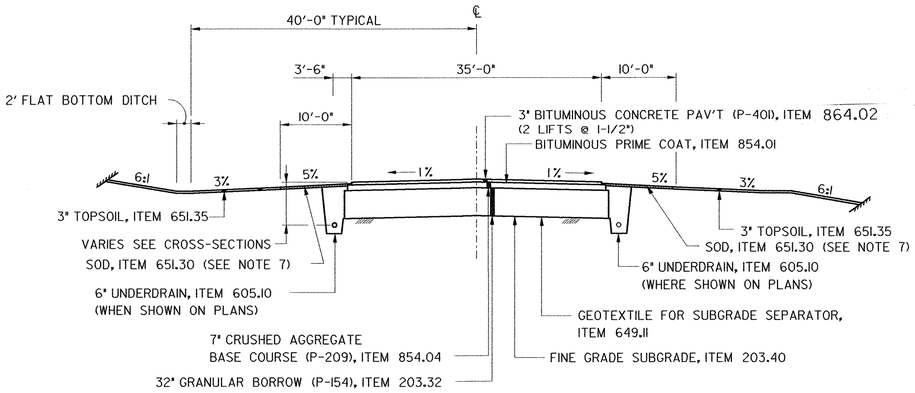
Designed by: G.W.D.
Drawn by: C.L.S.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: NTS

Date: FEB., 2003

Sheet 6 OF 40

Sheet No 6



PARALLEL TAXIWAY "F" (WEST) TYPICAL

STA. 400+17.5 TO 413+31

GENERAL NOTES

1. SUBGRADE UNDER AREAS TO BE PAVED TO BE COMPACTED TO 100% DENSITY, AASHTO T-180, ASTM D 1557.
2. BITUMINOUS TACK COAT (EMULSIFIED ASPHALT, RS-1) TO BE APPLIED BETWEEN LIFTS OF BITUMINOUS CONCRETE PAVEMENT AT A RATE OF 0.01 TO 0.03 GAL/SY WHEN DIRECTED BY THE ENGINEER. (NOT A SEPARATE PAY ITEM).
3. BITUMINOUS PRIME COAT, ITEM 854.01 (SS-1) TO BE APPLIED AT A RATE OF 0.15 GALLON/SY (MAX) BETWEEN CRUSHED AGGREGATE BASE COURSE AND NEW BITUMINOUS CONCRETE PAV'T.
4. SEED, ITEM 651.15 TO BE APPLIED AS DIRECTED BY ENGINEER. THE SEED MIXTURE, SHALL CONFORM TO:

% WT	LBS / A		PUR %	GERM
20	14	TALL FESCUE (K-31)	95	85
10	7	PERIENIAL RYE GRASS	95	85
1	1	MEDIUM RED CLOVER	95	85
2	2	EMPIRE BIRDS FOOT TREFOIL	98	85
22	15	CLIMAX TIMOTHY	95	85
25	17	CREEPING RED FESCUE	98	85
10	7	ANNUAL RYE	95	85
10	7	ORCHARD GRASS	95	85
100	70			

THE SEED MIXTURE SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS WEED SEED.

5. FERTILIZER, ITEM 651.18, FORMULA 10-20-10 TO BE USED WITH SEED. ITEM 651.15, APPLIED AT THE RATE OF 500 LBS / ACRE.

   AGRICULTURAL LIMESTONE, ITEM 651.20, TO BE APPLIED AT RATE OF 2 TONS/ACRE OR AS DIRECTED BY ENGINEER.

   HAY MULCH, ITEM 651.25, TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE.

   TOPSOIL, ITEM 651.35, TO BE USED WITH SEED, ITEM 651.15, AS DIRECTED BY THE ENGINEER.
6. EROSION CONTROL MATTING, ITEM 654.10, TO BE PLACED ON SLOPES OVER 5% WHEN DIRECTED BY THE ENGINEER.
7. SOD TO BE PLACED ALONG SIDE TAXIWAY FROM E.P. TO 10' OFF PAVEMENT, ITEM 651.30.
8. ALLOWABLE THICKNESS TOLERANCES:

SUBGRADE	± 1/2"
CONTROLLED MATERIAL	± 1/2"
PAVEMENT	± 3/16"
BASE COURSE	± 1/2"

9. PAY LIMITS FOR SEED, LIME, FERTILIZER & MULCH ARE EQUAL TO THE APPROVED CONSTRUCTION LIMITS.
10. GRANULAR BORROW (P-154), ITEM 203.32, LIMIT % PASSING .02MM TO 3 % (NON FROST SUSCEPTIBLE) ; COMPACTION REQUIREMENT IS 100% DENSITY, ASTM D 1557.

A.I.P. 3-50-0015-17

STATE OF VERMONT — GREGORY W. DICO — 10573 — REGISTERED PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION

File No.F202046IDE7

Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
TYPICAL SECTIONS PROPOSED

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

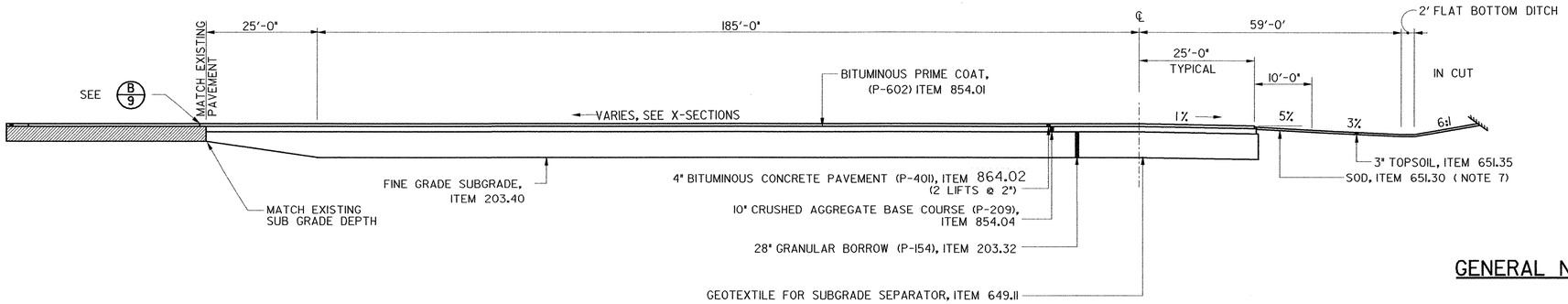
Designed by: G.W.D. | Drawn by: M.C.M. | Checked by: M.K.C. | Approved by: G.W.D.

Scale: AS SHOWN

Date: FEB., 2003

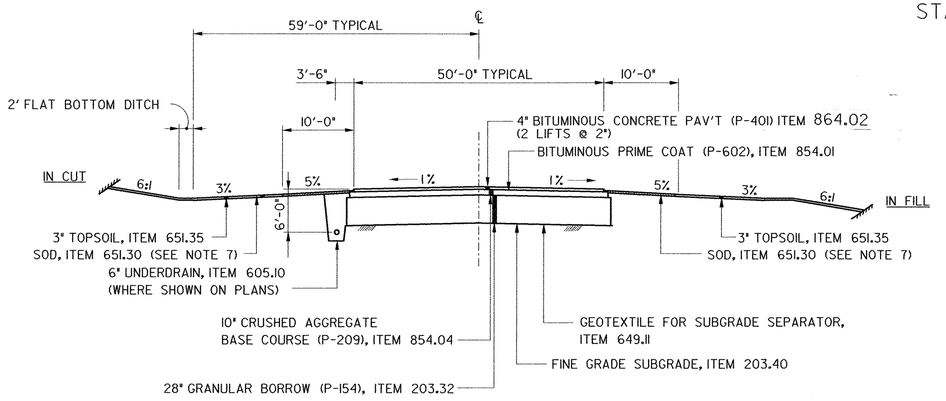
Sheet 7 OF 40

Sheet No **7**



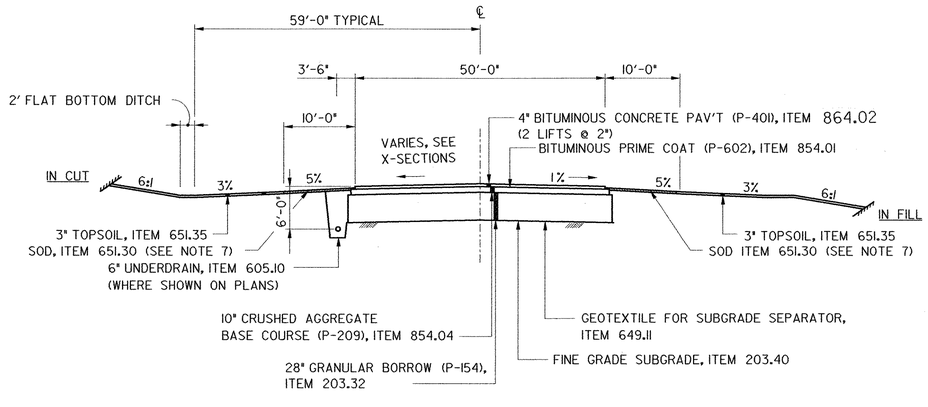
TAXIWAY/APRON - TYPICAL

STA. 419+60 TO 422+11



PARALLEL TAXIWAY "F" (EAST) TYPICAL

STA. 414+50 TO 419+60



TAXIWAY "A" TYPICAL

GENERAL NOTES

1. SUBGRADE UNDER AREAS TO BE PAVED TO BE COMPACTED TO 100% DENSITY, ASTM D 1557.
2. BITUMINOUS TACK COAT (EMULSIFIED ASPHALT, RS-1) TO BE APPLIED BETWEEN LIFTS OF BITUMINOUS CONCRETE PAVEMENT AT A RATE OF 0.01 TO 0.03 GAL/SY WHEN DIRECTED BY THE ENGINEER. (NOT A SEPARATE PAY ITEM.)
3. BITUMINOUS PRIME COAT (SS-1), ITEM 854.01, TO BE APPLIED AT A RATE OF 0.15 GALLON/SY BETWEEN CRUSHED AGGREGATE BASE COURSE AND NEW BITUMINOUS CONCRETE PAV'T.
4. SEED, ITEM 651.15 TO BE APPLIED AS DIRECTED BY ENGINEER. THE SEED MIXTURE, SHALL CONFORM TO:

% WT	LBS / A		PUR %	GERM
20	14	TALL FESCUE (K-31)	95	85
10	7	PERIENIAL RYE GRASS	95	85
1	1	MEDIUM RED CLOVER	95	85
2	2	EMPIRE BIRDS FOOT TREFOIL	98	85
22	15	CLIMAX TIMOTHY	95	85
25	17	CREEPING RED FESCUE	98	85
10	7	ANNUAL RYE	95	85
10	7	ORCHARD GRASS	95	85
100	70			

5. FERTILIZER, ITEM 651.18, FORMULA 10-20-10, ITEM 651.15, TO BE APPLIED AT THE RATE OF 500 LBS / ACRE.

   AGRICULTURAL LIMESTONE, ITEM 651.20, TO BE APPLIED AT RATE OF 2 TONS/ACRE OR AS DIRECTED BY ENGINEER.

   HAY MULCH, ITEM 651.25, TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE.

   TOPSOIL, ITEM 651.35, TO BE USED WITH SEED, ITEM 651.15, AS DIRECTED BY THE ENGINEER.
6. EROSION CONTROL MATTING, ITEM 654.10, TO BE PLACED ON SLOPES OVER 5% WHEN DIRECTED BY THE ENGINEER.
7. SOD, ITEM 651.30 TO BE PLACED ALONG SIDE TAXIWAY FROM E.P. TO 10' OFF PAVEMENT.
8. ALLOWABLE THICKNESS TOLERANCES:

SUBGRADE	± 1/2"
CONTROLLED MATERIAL	± 1/2"
PAVEMENT	± 3/16"
BASE COURSE	± 1/2"

9. PAY LIMITS FOR SEED, LIME, FERTILIZER & MULCH ARE EQUAL TO THE APPROVED CONSTRUCTION LIMITS.
10. GRANULAR BORROW (P-154), ITEM 203.32, LIMIT % PASSING .02MM TO 3 % (NON FROST SUSCEPTIBLE); COMPACTION REQUIREMENT IS 100% DENSITY, ASTM D 1557.
11. EXISTING BITUMINOUS PAVEMENT FROM TAXIWAY "B" AREA TO BE REMOVED TO A DEPTH OF 8", PAYMENT TO BE MADE UNDER ITEM 203.28, EXCAVATION OF SURFACES AND PAVEMENTS. REGRADE DISTURBED AREA TO DRAW, USE PARENT MATERIAL AS FILL, WHERE REQUIRED (NOT A SEPARATE PAY ITEM) DISTURBED AREA TO BE SEEDED, LIMED, FERTILIZED, TOPSOILED, AND MULCHED.

PROJECT "B"
A.I.P. 3-50-0015-17

STATE OF VERMONT ENGINEER No. 3873 REGISTERED PROFESSIONAL

REV.	DATE	DESCRIPTION

File No. F202046ODEB

Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
TYPICAL SECTIONS PROPOSED

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

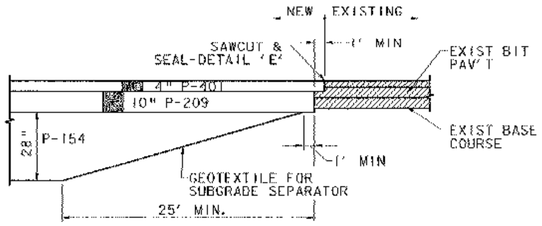
Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: AS SHOWN

Date: FEB., 2003

Sheet 8 OF 40

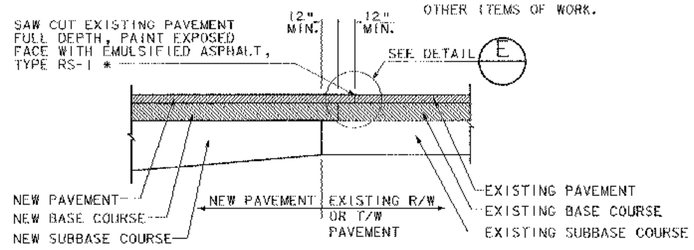
Sheet No
8



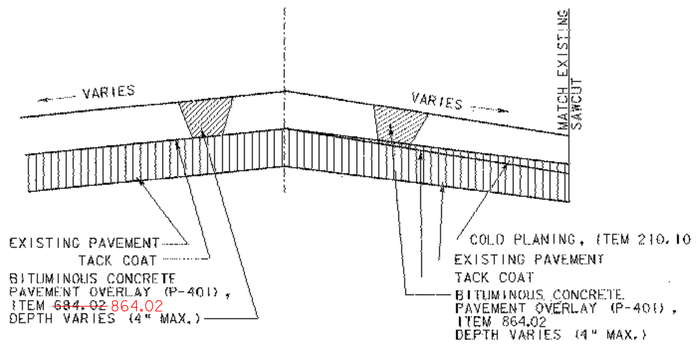
A PROPOSED SUBGRADE TRANSITION
SCALE: NONE

NOTE:

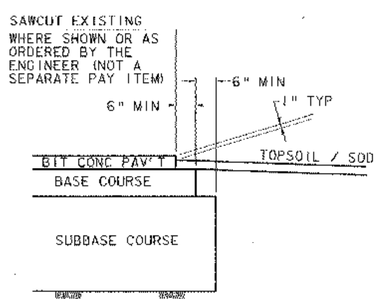
*THE COST OF THE PAVEMENT SAW CUT AND TACK COAT ARE NOT A SEPARATE PAY ITEM. IT IS CONSIDERED AS INCIDENTAL TO THE OTHER ITEMS OF WORK.



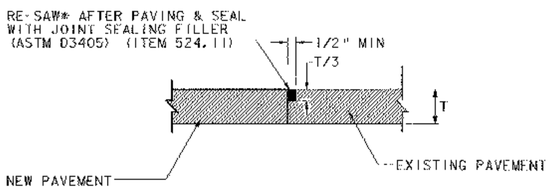
B BUTT JOINT DETAIL
SCALE: NONE



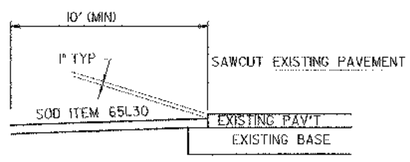
C TYPICAL OVERLAY SECTION
SCALE: NONE



D PAVEMENT SECTION EDGE
SCALE: NONE



E SAWCUT DETAIL
SCALE: NONE



F SAW CUT - PAVEMENT EDGE
SCALE: NONE

A.I.P. 3-50-0015-17

DESCRIPTION | DATE | REV.
File No. F2020460lc09
Job No. F200002046.00

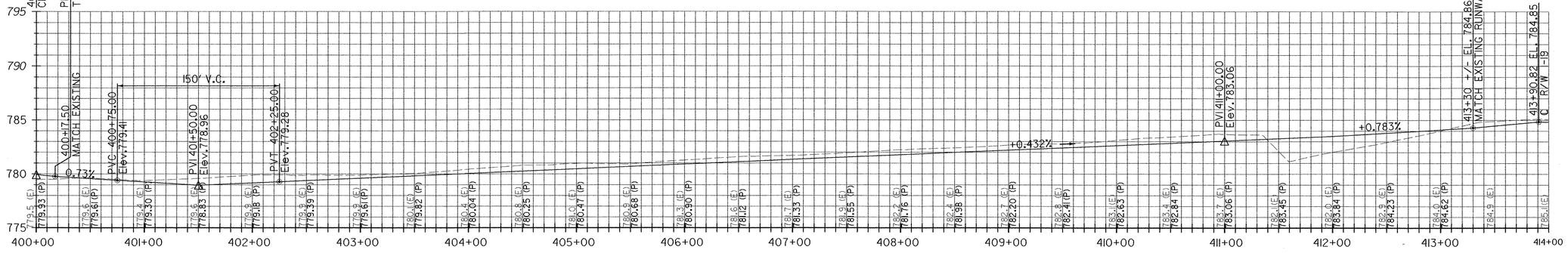
RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
PAVEMENT DETAILS

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.M.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: NTS
Date: FEB., 2003
Sheet 9 OF 40
Sheet No 9

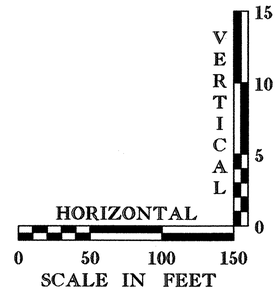


PARALLEL TAXIWAY "F" WEST PROFILE

STA. 400+00 TO 414+00

NOTE:

TAXIWAY "G" WAS UNDER CONSTRUCTION BY THE AGENCY OF TRANSPORTATION IN THE FALL OF 2002. THE CENTERLINE ELEVATION OF TAXIWAY "G" STA. 312+40 IS BASED ON THE DESIGN GRADE FROM PLANS BY McFARLAND- JOHNSON, INC. CONTRACTOR TO VERIFY THE AS-BUILT ELEVATION OF THIS POINT PRIOR TO CONSTRUCTION. VARIATION FROM THE DESIGN GRADE MAY REQUIRE A MINOR CHANGE IN THE PROPOSED GRADES FROM TAXIWAY "F" (WEST).



PROJECT "A"
A.I.P. 3-50-0015-17

STATE OF VERMONT
GREGORY W. DAVIS
No. 10,169
REGISTERED PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION

Job No. F200002046.00

File No F202046000EID

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
PROFILES

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.M.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: AS SHOWN

Date: FEB., 2003

Sheet 10 OF 40

Sheet No
10

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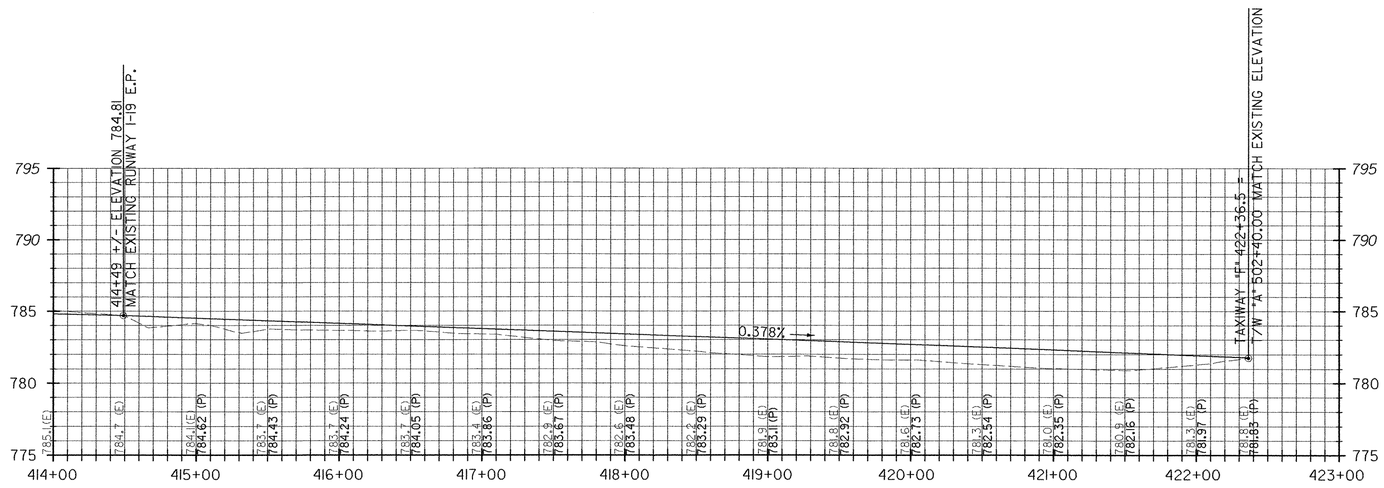
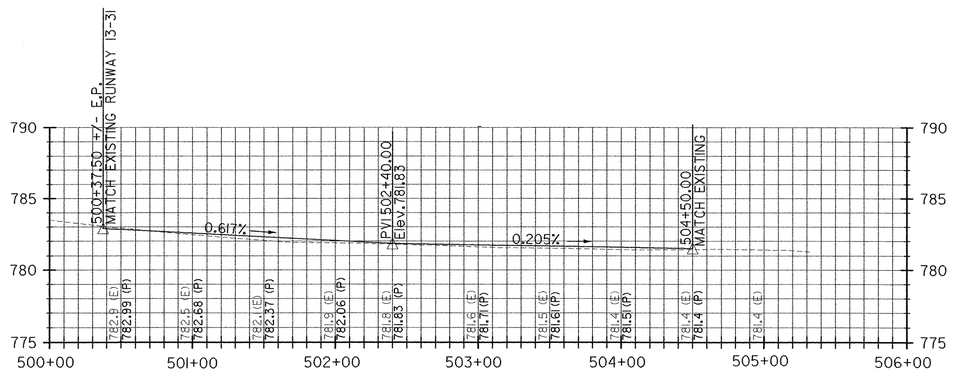


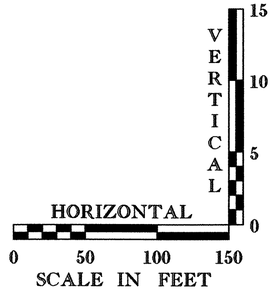
PARALLEL TAXIWAY "F" EAST PROFILE

STA. 414+00 TO 422+36.5



TAXIWAY "A" PROFILE

STA. 500+37.50 TO 505+00



PROJECT "B"
A.I.P. 3-50-0015-17

REV.	DATE	DESCRIPTION

Job No. F200002046.00

File No F2020460IDEII

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
PROFILES

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.M.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: AS SHOWN

Date: FEB., 2003

Sheet II OF 40

Sheet No
11

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TAXIWAY AND APRON CONSTRUCTED FALL 2002. SEE PLANS BY McFARLAND - JOHNSON, INC. DATED JAN, 2001FOR DETAILS.

BUILDING RESTRICTION LINE

AIRPLANE PARKING LIMIT

N

VT STATE PLANE GRID

EXISTING HANGAR

EXISTING HANGAR

T/W "H" 314+85.00=
T/W "F2" 600+00.00

T/W "H" 714+85.00=
T/W "E2" 605+62.5

EXISTING 100' RUNWAY 1-19

TAXIWAY "G"

+15, P.C.
17.5' RT.

T/W "G" 312+40.00
T/W "F" 400+00.00

T/W "F" 400+17.5 BEGIN CONSTRUCTION
MATCH EXISTING

+72.5 P.T.
20' LT. BEGIN TAPER

+22.5
17.5' LT. END TAPER

BUILDING RESTRICTION LINE
AIRPLANE PARKING LIMIT

T/W H 713+12.5 PC
15' LT. END CONSTRUCTION

T/W H 713+12.5 PC
15' RT. END CONSTRUCTION

404+92.5 PC
17.5' LT.

406+32.5 PT
17.5' LT.

+60, P.C.
20 LT., END TAPER

+10,
17.5' LT.,BEGIN TAPER

1144+92.66
50' LT.

T/W 413+31
END CONSTRUCTION

B/9

+22.5
17.5' RT. END TAPER

+72.5 P.T.
20' RT. BEGIN TAPER

+65, P.C.
17.5' RT.

T/W 'F' 405+62.5=
T/W 'H' 712 +40.00

+50,
17.5' RT., BEGIN TAPER

+00 P.C.
20' RT., END TAPER

113+34.20
50' LT.

T/W "F" 413+90.82=
RUNWAY 1-19 113+75.21

N. 374, 933.5498
E. 1,521, 175.6587

CONSTRUCT NEW 35' X 1313 L. F. PARALLEL TAXIWAY "F" (WEST)

EXISTING 75' WIDE RUNWAY

SCALE 1" = 50'

50 0 50

RUNWAY 13-31 12+46.80=
T/W "G" 310+00.00

N. 375, 398.83
E. 1,519, 843.18

RUNWAY 1-19 110+97.50=
RUNWAY 13-31 27+77.33

N. 374, 655.9056
E. 1,521, 181.3068

PROJECT "A"
A.I.P. 3-50-0015-17

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
PAVING & GEOMETRIC LAYOUT

REV.	DATE	DESCRIPTION

Job No. F200002046.00

File No. F200204601DEI2

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: 1"=50'

Date: FEB., 2003

Sheet 12 OF 40

Sheet No 12

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TAXIWAY "C"

TAXIWAY "B"

N

VT STATE PLANE GRID

R = 75'

WIDEN TAXIWAY "C" / "E" FILLET RADIUS

EXISTING TERMINAL APRON

CONSTRUCT NEW AIRCRAFT PARKING APRON.

EXISTING TAXIWAY "B" PAVEMENT TO BE REMOVED

OVERLAY AREA

414+14.47, P.C.
61.7' +/- RT.

R =75'

+80, P.T.
25' RT.

+00, P.C.
50' LT.

R =55'

105' LT.
+60, P.T.

205'

504+00

COLD PLANED AREA

503+00

R = 55'

RUNWAY 1-19 113+75.21=
T/W "F" 413+90.82

N. 374, 933.5498
E. 1,521, 175.6587

414+00 | 415+00 | 416+00 | 417+00 | 418+00 | 419+00 | 420+00 | 421+00 | 422+00

CONSTRUCT NEW PARALLEL TAXIWAY "F" EAST

50'

T/W "A" 502+40.00 =
T/W 422+36.5

+36.5, P.C.
25' RT.

R =75'

502+00

OVERLAY EXISTING TAXIWAY "A"

+40, 25' LT., P.C.

+87.5 25' RT., PT

+87.5, 25' LT., PT

R =50'

R = 50'

+58.3 37.5' LT. P.C.

501+00

STA. 414+49+/-
BEGIN CONSTRUCTION
MATCH EXISTING

+65,
40' LT., BEGIN TAPER

+15,
25' RT., END TAPER

R =55'

50'

112+04.28, 50' RT
P.C.

R = 100'

SAW CUT
EXISTING PAVEMENT

37.5

+08.3 37.5 LT., P.C.

COLD PLANED AREA

RUNWAY 34+83.3
T/W "A" 500+00.0

RUNWAY 1-19 110+97.50=
RUNWAY 13-3127+77.33

N. 374, 685.9056
E. 1,521, 181.3068

SCALE 1" = 50'

50 0 50

PROJECT "B"
A.I.P. 3-50-0015-17

REV.	DATE	DESCRIPTION

Job No. F200002046.00

File No. F202046ODE3

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
PAVING & GEOMETRIC LAYOUT

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

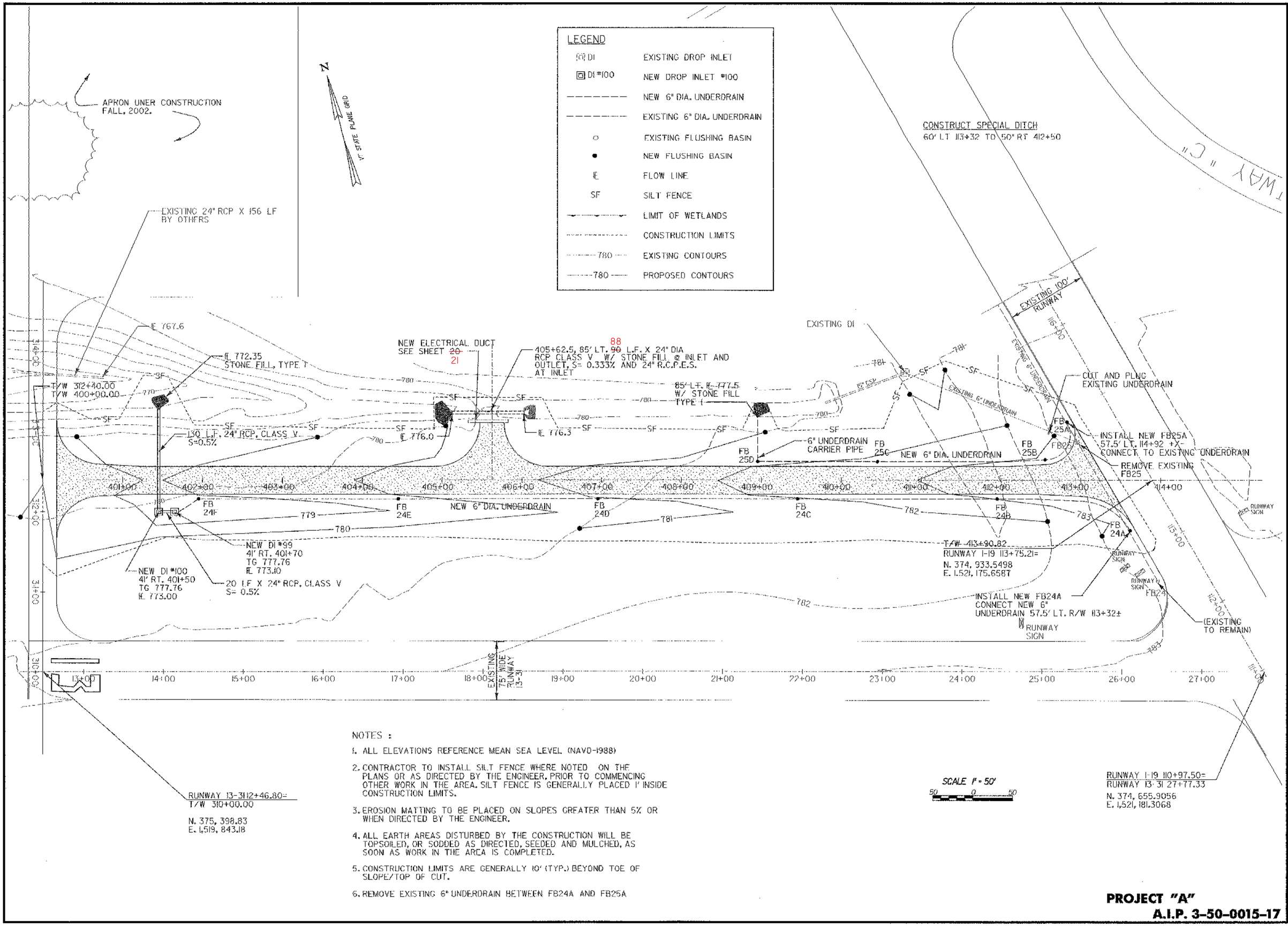
Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: 1"=50'

Date: FEB., 2003

Sheet 13 OF 40

Sheet No. 13



NOTES :

1. ALL ELEVATIONS REFERENCE MEAN SEA LEVEL (NAVD-1988)
2. CONTRACTOR TO INSTALL SILT FENCE WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. PRIOR TO COMMENCING OTHER WORK IN THE AREA. SILT FENCE IS GENERALLY PLACED 1' INSIDE CONSTRUCTION LIMITS.
3. EROSION MATTING TO BE PLACED ON SLOPES GREATER THAN 5% OR WHEN DIRECTED BY THE ENGINEER.
4. ALL EARTH AREAS DISTURBED BY THE CONSTRUCTION WILL BE TOPSOILED, OR SODDED AS DIRECTED, SEEDED AND MULCHED, AS SOON AS WORK IN THE AREA IS COMPLETED.
5. CONSTRUCTION LIMITS ARE GENERALLY 10' (TYP.) BEYOND TOE OF SLOPE/TOP OF CUT.
6. REMOVE EXISTING 6" UNDERDRAIN BETWEEN FB24A AND FB25A

PROJECT "A"
A.I.P. 3-50-0015-17

REV. | DATE | DESCRIPTION
File No. F200002046DEM
Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
GRADING AND DRAINAGE PLAN

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: 1"=50'
Date: FEB., 2003
Sheet 14 OF 40
Sheet No 14

CHANGE ELEVATIONS OF DROP INLETS
DI # 102

REPLACE EXISTING FRAME AND GRATE ON DI #108 WITH NEW FRAME AND GRATE CAPABLE OF SUPPORTING AIRCRAFT WITH A GROSS WEIGHT OF 90,000 LBS. USE LEBARON RECTANGULAR AIRPORT CATCH BASIN FRAMES. ADJUST F&G ELEVATION TO 780.5 ± (ITEM 604.47)

EXISTING 48" X 48" ELECTRICAL MH

ANT

GRASS

STATE HANGAR

TERMINAL

GRASS

EXISTING ELECTRICAL MH

EXISTING D.I.
TG 780.4
E 772.9

EXISTING D.I.
TG 781.3
E 777.7

EXISTING D.I.
TG 779.8
E 773.0

EXISTING 6" UNDERDRAIN

EXISTING 6" UNDERDRAIN

DI # 108

EXISTING ELECTRICAL DUCT

EXISTING DUCT

24" RCP

12 L.F. D.I. TO D.I. S=0.00%

CUT AND PLUG EXISTING 24" RCP.

EXISTING D.I.
TG 780.6
E 778.37

EXISTING D.I.
(TO BE REMOVED)

EXISTING D.I.
TG 781.42
E 778.02

EXISTING D.I.
TG 781.8
E 774.6

REUSED
REMOVE AND REPLACE
EXISTING DI #103
TG 779.0
E 775.8

EXISTING D.I.
TG 780.4

15" RCP

TERMINATE 6" UNDERDRAIN
E 775.8

FB6C

NEW 15" RCP, CLASS IV
12 L.F. EACH
S=0.5%

REMOVE EXISTING 24" PIPE (2)

NEW 24" RCP CLASS V, 310 LF, S=0.3%

NEW DI #109
183.5' RT. 420+48 LT
TG 779.8
INV 775.8

NEW DI #110
183.5' RT. 421+72 420+72 LT
TG 779.8
INV 775.8

NEW DI #111
183.5' RT. 420+60 LT
TG 779.7
INV IN 775.54
INV OUT 775.2

EXISTING RUNWAY 1-19 100' WIDE

6" UNDERDRAIN

6" UNDERDRAIN CARRIER PIPE

EXISTING D.I.
TG 781.0

114+35 57' RT.
CONNECT NEW 6" UNDERDRAIN TO EXISTING

ADJUST ELEVATION OF EXISTING D.I. #102
TG 782.5
E 777.8

TAXIWAY "B" TO BE REMOVED

FB6A

NEW 6" UNDERDRAIN

FB6B

CONSTRUCT SPECIAL DITCH
(SEE DETAIL ON SHEET 16)
114' LT. 36+00

NEW DI #113
114' LT. 37+80
TG 780.0
INV 772.6

REMOVE EXISTING D.I.

SEE SHEET 16
FOR CONTINUATION

EXISTING DI #106
TC 783.6
E

EXISTING DI #107
TC 783.3
F

NEW DI #112
114' RT. 34+20 LT
TG 780.5
INV IN 774.2
INV OUT 773.7

EXISTING 12" RCP

CONNECT EXISTING 12" RCP
IE 775.2 ±

NEW 30" RCP CLASS V, 360 LF, S=0.3%

EXISTING 12" RCP 18"
(TO BE REMOVED)

EXISTING 6" UNDERDRAIN

EXISTING 6" UNDERDRAIN

EXISTING RUNWAY 13-31 75' WIDE

414+00 415+00 416+00 417+00 418+00 419+00 420+00 421+00 422+00

26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

SCALE 1" = 50'-0
50 0 50

N
VT STATE PLANE GRID

LEGEND

- EXISTING DROP INLET
- DI #100 — NEW DROP INLET #100
- NEW 6" DIA. UNDERDRAIN
- EXISTING 6" DIA. UNDERDRAIN
- EXISTING FLUSHING BASIN
- NEW FLUSHING BASIN
- FL — FLOW LINE
- SF — SILT FENCE
- LIMIT OF WETLANDS
- CONSTRUCTION LIMITS
- 780 — EXISTING CONTOURS
- 780 — PROPOSED CONTOURS

NOTES :

1. ALL ELEVATIONS REFERENCE MEAN SEA LEVEL (NAVD-1988)
2. CONTRACTOR TO INSTALL SILT FENCE WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER, PRIOR TO COMMENCING OTHER WORK IN THE AREA. SILT FENCE IS GENERALLY PLACED 1' INSIDE CONSTRUCTION LIMITS.
3. EROSION MATTING TO BE PLACED ON SLOPES GREATER THAN 5% OR DIRECTED BY THE ENGINEER.
4. ALL EARTH AREAS DISTURBED BY THE CONSTRUCTION WILL BE TOPSOILED, OR SODDED AS DIRECTED, SEEDED AND MULCHED, AS SOON AS WORK IN THE AREA IS COMPLETED.
5. CONSTRUCTION LIMITS ARE GENERALLY 10' (TYP.) BEYOND TOE OF SLOPE/TOP OF CUT.
6. EXISTING TAXIWAY "B" PAVEMENT TO BE REMOVED; AREA TO BE REGRADED, AS DIRECTED; SEEDED, AND MULCHED. PAVEMENT REMOVAL TO BE PAID UNDER ITEM 203.28, EXCAVATION OF SURFACES AND PAVEMENTS.
7. REMOVE EXISTING UNDERDRAIN BETWEEN 114+35 AND D.I. #102.

PROJECT "B"
A.I.P. 3-50-0015-17

REV.	DATE	DESCRIPTION

File No. F202046.00E(B)

Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
GRADING AND DRAINAGE PLAN

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

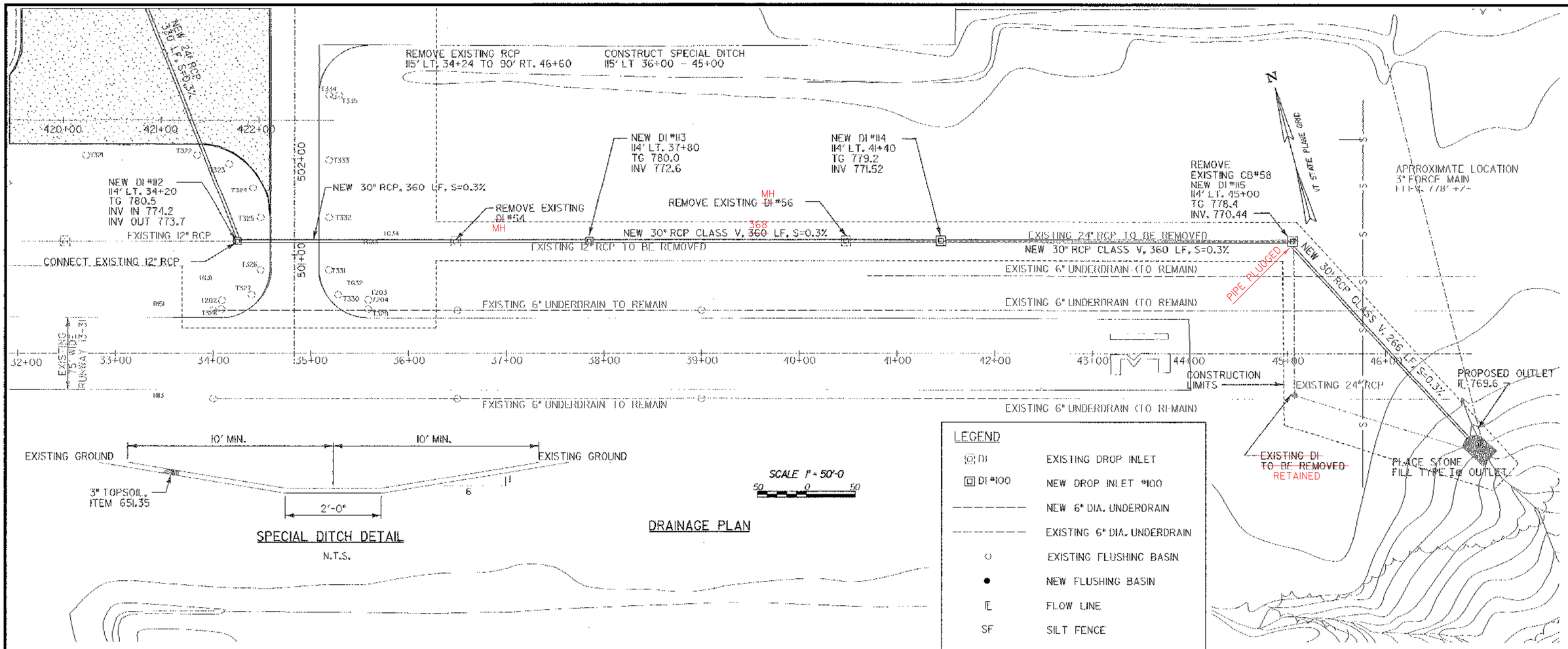
Designed by: G.M.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: 1"=50'

Date: FEB., 2003

Sheet 15 OF 40

Sheet No
15



SPECIAL DITCH DETAIL

N.T.S.

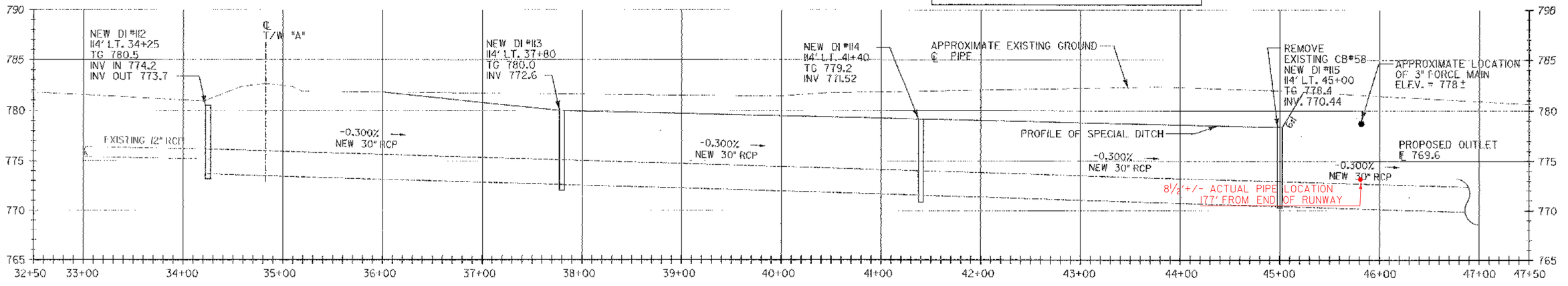
SCALE 1" = 50'-0

50 0 50

DRAINAGE PLAN

LEGEND

DI	EXISTING DROP INLET
DI #100	NEW DROP INLET #100
	NEW 6" DIA. UNDERDRAIN
	EXISTING 6" DIA. UNDERDRAIN
	EXISTING FLUSHING BASIN
	NEW FLUSHING BASIN
℄	FLOW LINE
SF	SILT FENCE
	LIMIT OF WETLANDS
	CONSTRUCTION LIMITS
780	EXISTING CONTOURS
780	PROPOSED CONTOURS



DRAINAGE PROFILE

1"= 50' HORIZONTAL
1"= 5' VERTICAL

PROJECT "B"
A.I.P. 3-50-0015-17

STATE OF VERMONT — DEPARTMENT OF TRANSPORTATION — AVIATION

REV.	DATE	DESCRIPTION

File No. F2020460IDEIA

Job No. F2000020460.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
GRADING AND DRAINAGE PLAN

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

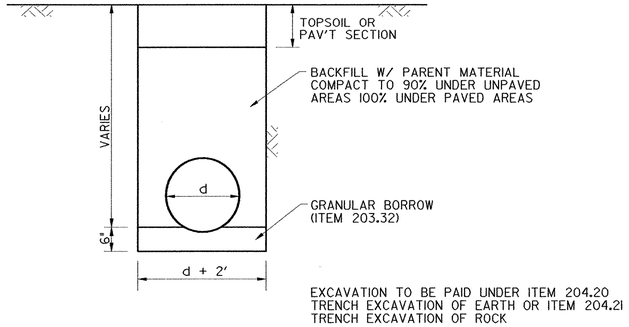
Designed by: B.W.E.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: C.W.D.

Scale: 1"=50'

Date: FEB., 2003

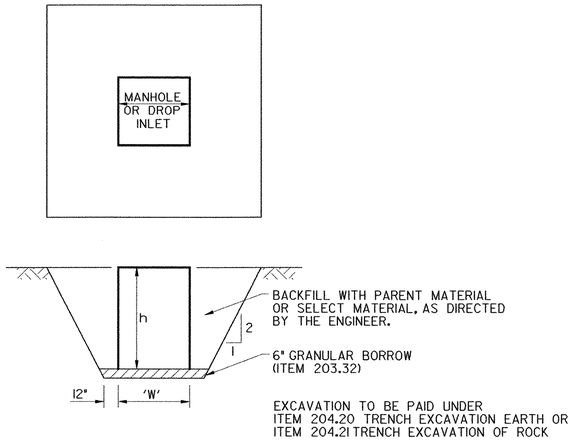
Sheet 15 OF 40

Sheet No
16



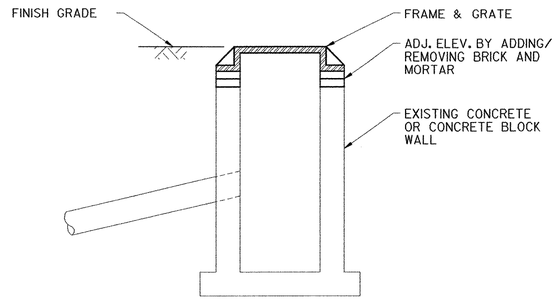
A CULVERT IN TRENCH - TYPICAL

SCALE: NONE



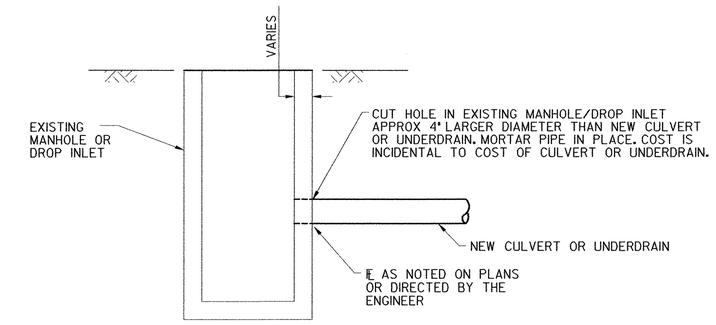
B DROP INLET/MANHOLE PLACEMENT (TYPICAL)

SCALE: NONE



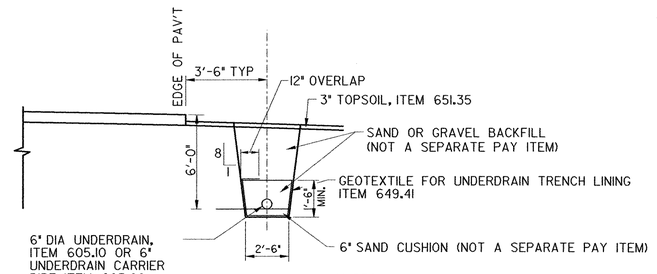
C CHANGING ELEVATIONS OF DROP INLETS, CATCH BASINS OR MANHOLES, ITEM 604.40

SCALE: NONE



D CULVERT OR UNDERDRAIN INSTALLATION IN EXISTING MANHOLE OR DROP INLET

SCALE: NONE



NOTE: SAND CUSHION AND GEOTEXTILE FOR UNDERDRAIN TRENCH LINING NOT REQUIRED FOR UNDERDRAIN CARRIER PIPE.

E 6" DIA. UNDERDRAIN AND 6" UNDERDRAIN CARRIER PIPE

SCALE: NONE

NOTE:

ALL NEW FRAMES AND GRATES ON ALL MANHOLES, CATCH BASINS AND DROP INLETS TO BE CAPABLE OF SUPPORTING AIRCRAFT WEIGHING UP TO 90,000 LBS. USE LABARON FOUNDRY (OR EQUAL) RECTANGULAR CATCH BASIN FRAMES, RATED FOR AIRCRAFT LOADING.

STATE OF VERMONT * REGISTERED * GEORGE W. DAMIKO * 05544 * PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION

File No.F202046000E17

Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
DRAINAGE DETAILS

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: AS SHOWN

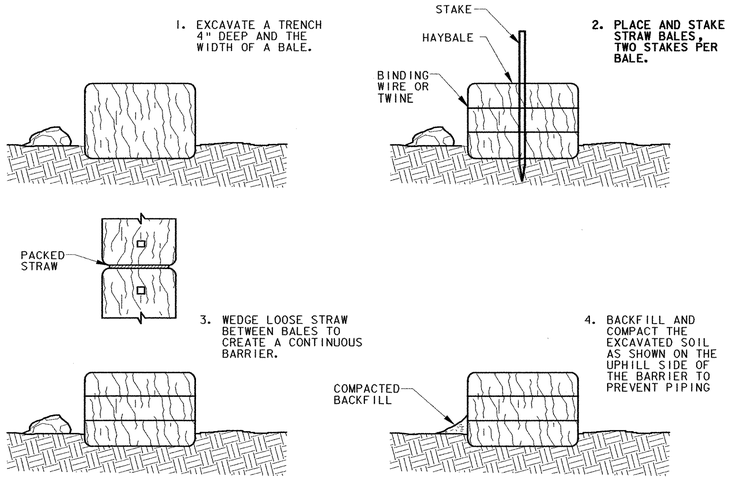
Date: FEB., 2003

Sheet 17 OF 40

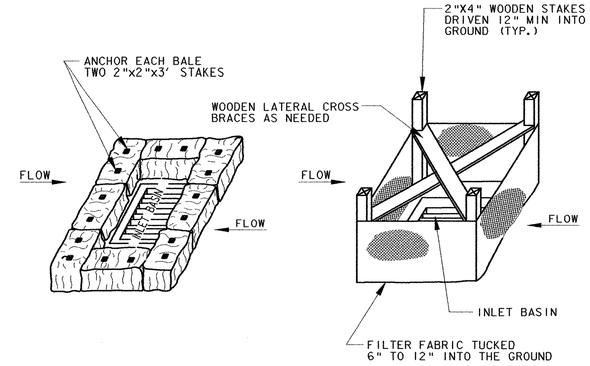
Sheet No **17**

A.I.P. 3-50-0015-17

P:\CIVIL\Sheet\OCT2002\F202046017e17.dgn



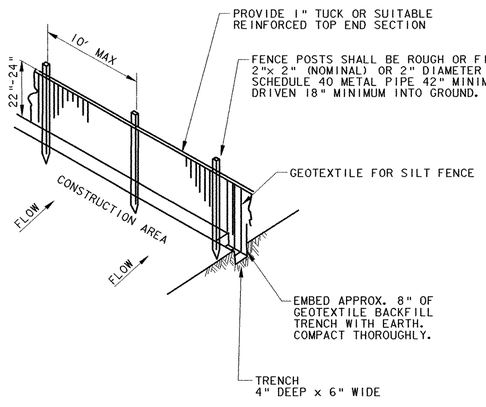
SEDIMENTATION BARRIER - HAYBALE
ITEM 651.26
NOT TO SCALE



HAY BALE INSTALLATION
ITEM 651.26

SILT FENCE INSTALLATION
ITEM 649.51

SEDIMENTATION CONTROL
INLET PROTECTION
NOT TO SCALE



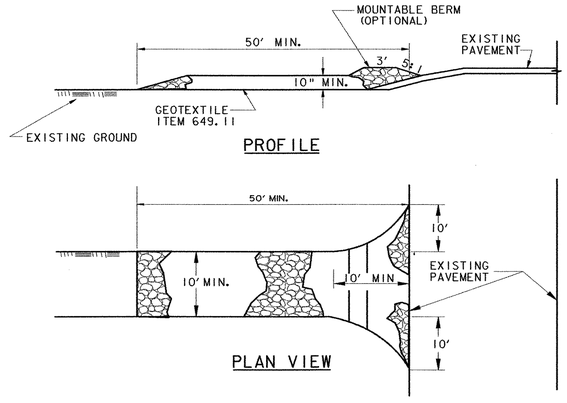
NOTE:

1. GEOTEXTILE FABRIC TO BE FASTENED SECURELY TO FENCE POST BY USE OF WIRE TIES. 3 FASTENERS PER POST.
2. ENDS OF INDIVIDUAL ROLLS OF GEOTEXTILE SHALL BE SECURELY FASTENED TO A COMMON POST OR OVERLAPPED 3' (MIN).
3. TO BE PLACED AT LOCATIONS SHOWN ON PLANS OR AS ORDERED BY THE ENGINEER.

PLAN VIEW SYMBOL

——— SF ——— SF ———

SILT FENCE
NOT TO SCALE



PROFILE

PLAN VIEW

CONSTRUCTION SPECIFICATIONS

1. STONE - SUBBASE OF CRUSHED AGGREGATE, FINE GRADED (704.05) (ITEM 301.26).
2. LENGTH - AS REQUIRED, BUT NOT LESS THAN 50 FEET.
3. THICKNESS - NOT LESS THAN TEN (10) INCHES.
4. WIDTH - TEN (10) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
5. GEOTEXTILE - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED UNDER THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. PERIODIC INSPECTION AND MAINTENANCE SHALL BE PROVIDED AFTER HEAVY USE AND/OR RAIN.
9. THIS ENTRANCE WILL BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS AND/OR WHERE ORDERED BY THE ENGINEER.
10. THE LOCATION AND NUMBERS OF STABILIZED CONSTRUCTION ENTRANCES WILL BE APPROVED BY THE ENGINEER.

STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

EROSION AND SEDIMENT CONTROL NOTES

1. THE CONTRACTOR SHALL CONSTRUCT ALL EROSION AND SEDIMENT CONTROL MEASURES PER THE APPROVED PLAN AND CONSTRUCTION SEQUENCE AND SHALL HAVE THEM INSPECTED BY THE ENGINEER PRIOR TO BEGINNING ANY OTHER LAND DISTURBANCES. MINOR SEDIMENT CONTROL DEVICE LOCATION ADJUSTMENTS MAY BE MADE IN THE FIELD WITH THE APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL ENSURE THAT ALL RUNOFF FROM DISTURBED AREAS IS DIRECTED TO THE SEDIMENT CONTROL DEVICES, AND SHALL NOT REMOVE ANY EROSION OR SEDIMENT CONTROL MEASURE WITHOUT PRIOR PERMISSION FROM THE ENGINEER. THE CONTRACTOR MUST OBTAIN PRIOR APPROVAL FOR CHANGES TO THE SEDIMENT CONTROL PLAN AND/OR SEQUENCE OF CONSTRUCTION.
2. THE CONTRACTOR SHALL MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES UNTIL THEY ARE REMOVED.
3. THE CONTRACTOR SHALL APPLY SEED AND MULCH, OR OTHER APPROVED STABILIZATION MEASURES TO ALL DISTURBED AREAS AND STOCKPILES WITHIN FOURTEEN (14) CALENDAR DAYS AFTER STRIPPING AND GRADING ACTIVITIES HAVE CEASED IN THE AREA. MAINTENANCE SHALL BE PERFORMED AS NECESSARY TO ENSURE CONTINUED STABILIZATION. PERMANENT SOIL STABILIZATION SHALL BE PROVIDED WITHIN SEVEN (7) DAYS OF ESTABLISHMENT OF FINAL GRADE.
4. THIS EROSION CONTROL PLAN SHALL BE IMPLEMENTED ON ALL DISTURED AREAS WITHIN THE CONSTRUCTION SITE. ALL MEASURES INVOLVING EROSION CONTROL PRACTICES SHALL BE INSTALLED IN CONFORMANCE WITH "THE VERMONT HANDBOOK FOR SOIL EROSION AND SEDIMENT CONTROL ON CONSTRUCTION SITES" AS PUBLISHED BY THE VT. GEOLOGICAL SURVEY.
5. DURING THE PERIOD OF CONSTRUCTION ACTIVITY, ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED BY THE CONTRACTOR. AT THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL COORDINATE THE TRANSFER OF MAINTENANCE RESPONSIBILITIES, IF REQUIRED, TO THE VT AGENCY OF TRANSPORTATION.
6. ALL TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE REMOVED AND DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY PRACTICES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE STABILIZED OR REMOVED TO PREVENT FURTHER EROSION.
7. EROSION CONTROL DEVICES REMOVED DURING GRADING OPERATIONS SHALL BE PUT BACK IN PLACE AT THE END OF THE DAY OR DURING INCLEMENT WEATHER AS DIRECTED BY THE ENGINEER.
8. STREAMS, INCLUDING BED AND BANKS, SHALL BE RESTABILIZED IMMEDIATELY AFTER CHANNEL WORK IS COMPLETED, INTERRUPTED, OR STOPPED.
9. NO SOIL, ROCK, DEBRIS, OR ANY OTHER MATERIAL SHALL BE DUMPED OR PLACED INTO A WATER COURSE OR INTO SUCH PROXIMITY THAT IT MAY READILY SLOUGH, SLIP, OR ERODE INTO A WATER COURSE UNLESS SUCH DUMPING OR PLACING IS AUTHORIZED BY THE ENGINEER AND, WHEN APPLICABLE, THE U.S. ARMY CORPS OF ENGINEERS, FOR SUCH PURPOSES AS, BUT NOT LIMITED TO, CONSTRUCTION OF BRIDGES, CULVERTS, AND EROSION CONTROL STRUCTURES.
10. PERMANENT SEEDING SHALL BE DONE BETWEEN APRIL 30 AND SEPTEMBER 15. IF SEEDING IS DONE AT OTHER TIMES, IT SHALL BE CLASSIFIED AS "TEMPORARY SEEDING." PERMANENT SEED SHALL CONFORM TO THE SEEDING MIXTURE STATED ON SHEET 8. TEMPORARY AND PERMANENT SEEDING SHALL CONSIST OF FERTILIZING, LIMING, MULCHING AND SEEDING PLACED AT RATES IN ACCORDANCE WITH THE SPECIFICATIONS. PERMANENT SEEDING, FERTILIZING, LIMING AND MULCHING SHALL BE PAID FOR UNDER 651.15, 651.18, 651.20 AND 651.25 RESPECTIVELY. TEMPORARY SEED, MULCH AND FERTILIZER FOR EROSION AND SEDIMENT CONTROL SHALL BE PLACED IN ACCORDANCE WITH THE SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR TEMPORARY SEEDING OR MULCHING.
11. SURFACE DRAINAGE FLOWS OVER UNSTABILIZED CUT AND FILL SLOPES SHALL BE CONTROLLED BY EITHER PREVENTING DRAINAGE FLOWS TRAVERSING THE SLOPES OR BY INSTALLING PROTECTIVE DEVICES TO LOWER THE WATER DOWNSLOPE WITHOUT CAUSING EROSION. DIKES SHALL BE INSTALLED AND MAINTAINED AT THE TOP OF CUT OR FILL SLOPES UNTIL THE SLOPE AND DRAINAGE AREA TO IT ARE FULLY STABILIZED, AT WHICH TIME THEY MUST BE REMOVED AND FINAL GRADING DONE TO PROMOTE SHEET FLOW DRAINAGE. PROTECTIVE METHODS MUST BE PROVIDED AT POINTS OF CONCENTRATED FLOW WHERE EROSION IS LIKELY TO OCCUR.
12. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS IN UNPAVED AREAS SHALL BE STABILIZED AND PROTECTED TO PREVENT TRACKING OF MUD ONTO PUBLIC OR PRIVATE ROADWAYS. (INCIDENTAL TO ITEM 203.15)
13. IF ROADWAYS ACCUMULATE DEBRIS, THE CONTRACTOR SHALL USE A POWER BROOM TO REMOVE THE SEDIMENT TO THE SATISFACTION OF THE ENGINEER (INCIDENTAL TO ITEM 203.15).
14. TOPSOIL (TO BE STOCKPILED ON SITE) WILL BE PLACED ON WELL DRAINED LAND AWAY FROM STREAMS IN ACCORDANCE WITH APPROVED EROSION AND SEDIMENT CONTROL MEASURES. IT SHALL BE PLACED IN NEAT PILES. THE CONTRACTOR WILL PROVIDE AN ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE. THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER, MAY CONSTRUCT AN EARTH DIKE IN LIEU OF SILT FENCE.

SITE DATA

PROJECT DESCRIPTION:
AIRPORT DEVELOPMENT TO INCLUDE PAVING, CLEARING AND GRUBBING, EARTHWORK, STORM DRAINAGE, AND UTILITIES.

TOTAL SITE AREA:
AREA WITHIN LIMITS OF WORK APPROX. 6 ACRES.

EXISTING SOIL TYPES:
-BROWN SILTY LOAM, UDORTHENTS
-INFORMATION OBTAINED FROM HISTORICAL BORINGS & SOIL CONSERVATION SERVICE DATA SHEETS.
-APPROXIMATELY 3" OF TOPSOIL

REV.	DATE	DESCRIPTION

File No.F202046000E18

Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS SEDIMENTATION /EROSION CONTROL DETAILS

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.M.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.M.D.

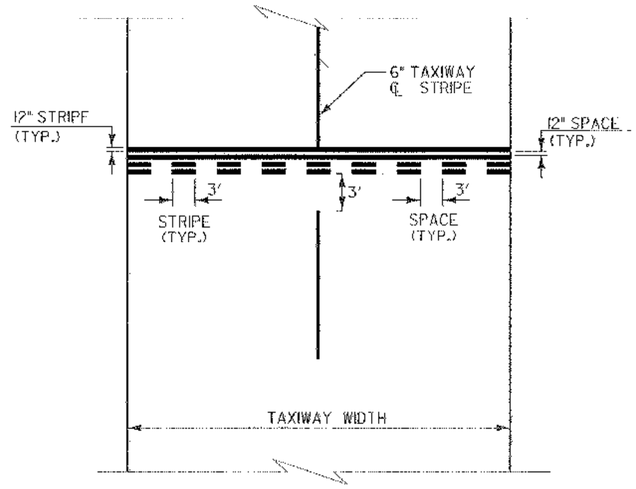
Scale:

Date: FEB., 2003

Sheet 18 OF 40

Sheet No
18

A.I.P. 3-50-0015-17



A RUNWAY HOLD LINE STRIPE (TYP.)

N

VT STATE PLANE GRID

T/W "G" 312+40.00
T/W "F" 400+00.00

R 72.5'

R 75'

R 72.5'

RELOCATED
RUNWAY HOLD LINE
STA. 311+25
SEE DETAIL A

R 75'

125'

200'

RUNWAY 13-31 312+46.80±
T/W 310+00.00

N. 375, 398.83
E. 1,519, 843.18

6" YELLOW CENTERLINE
STRIPE, CONTINUOUS (TYP.)

EXISTING 100'
RUNWAY 1-19

200'

EXISTING RUNWAY 1-19
CENTERLINE WORKING
(TYP.)

R 75'

R 145'

RUNWAY HOLD LINE
STA. 411+03
SEE DETAIL A

T/W "F" 413+90.82
RUNWAY 1-19 113+75.21±
N. 374, 933.5498
E. 1,521, 175.6587

200'

ELIMINATED
RUNWAY HOLD LINE
STA. 24+83
SEE DETAIL A

314+00 313+00 312+00 310+50 310+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00 25+00 26+00 27+00 401+00 402+00 403+00 404+00 405+00 406+00 407+00 408+00 409+00 410+00 411+00 412+00 413+00 414+00 15+00 15+00 14+00 13+00 12+00 11+00

EXIST'G 150' WIDE RUNWAY

NOTES

1. REFER TO VT STANDARD DRAWING, AP-11, TAXIWAY MARKING DETAILS FOR ADDITIONAL INFORMATION
2. TAXIWAY MARKINGS TO CONFORM TO A.C. 150/5340-1H STANDARDS FOR AIRPORT MARKING
3. ALL TAXIWAY MARKINGS TO BE YELLOW REFLECTIVE USING GLASS BEADS.
4. CONTRACTOR TO MARK ALL RUNWAY HOLD LINES ON AIRPORT TO NEW DETAIL A/18 AS DIRECTED BY THE ENGINEER, INCLUDING HOLD LINES ON RUNWAYS 1-19 AND 13-31, TAXIWAY "C", "D", AND "E". EXISTING MARKINGS NOT CONFORMING TO DETAIL ARE TO BE REMOVED, ITEM. 646.82

SCALE 1" = 50'
50 0 50

PROJECT "A"
A.I.P. 3-50-0015-17

STATE OF VERMONT — REGISTERED PROFESSIONAL ENGINEER — No. 10,000

REV.	DATE	DESCRIPTION

Job No. F200020460.00
File No. F200204001(19)

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
MARKING PLAN-TAXIWAY "F" WEST

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.M.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.M.D.

Scale: 1"=50'

Date: FEB., 2003

Sheet 19 OF 40

Sheet No
19

NOTE:
CONTINUE TAXIWAY "C"
AND "E" CENTERLINE
MARKING TO RUNWAY 1-19

TAXIWAY "C"

R=87.5'

R=125'

6" YELLOW CENTERLINE STRIPE (TYP.)

R 87.5'

EXISTING RUNWAY 1-19
℄ MARKING
(TYP.)

200'

115+00

R100'

TAXIWAY "B"

RUNWAY HOLD LINE
STA. 416+79
SEE DETAIL A/19

R 87.5'

6" YELLOW CENTERLINE STRIPE (TYP.)

114+00

414+00 415+00 416+00 417+00 418+00 419+00 420+00 421+00 422+00

R100'

113+00

REMOVE

R 87.5'

502+00

RUNWAY HOLD LINE
STA. 501+25.00
SEE DETAIL A/19

RUNWAY HOLD LINE
STA. 112+71
SEE DETAIL A/19

112+00

200'

RUNWAY HOLD LINE
STA. 30+65
SEE DETAIL A/19

R 75'

501+00

R 75'

200'

200'

111+00

26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

REMOVE

110+00

RUNWAY HOLD LINE
STA. 109+24
SEE DETAIL A/19

103+00

SCALE 1" = 50'-0
50 0 50

N

VT STATE PLANE GRID

NOTES

1. REFER TO VT STANDARD DRAWING, AP-11, TAXIWAY MARKING DETAILS FOR ADDITIONAL INFORMATION
2. TAXIWAY MARKINGS TO CONFORM TO A.C. 150/5340-1H STANDARDS FOR AIRPORT MARKING
3. ALL TAXIWAY MARKINGS TO BE YELLOW REFLECTIVE USING GLASS BEADS.
4. CONTRACTOR TO MARK ALL RUNWAY HOLD LINES ON AIRPORT TO NEW DETAIL A/19 AS DIRECTED BY THE ENGINEER, INCLUDING HOLD LINES ON RUNWAYS AND 13-31, TAXIWAY "C", "D", AND "E". EXISTING MARKINGS NOT CONFORMING TO DETAIL ARE TO BE REMOVED, ITEM. 646.82

STATE OF VERMONT DEPARTMENT OF TRANSPORTATION ENGINEER

REV.	DATE	DESCRIPTION

File No. F020045000E20

Job No. F020002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
MARKING PLAN-TAXIWAY "F" EAST

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

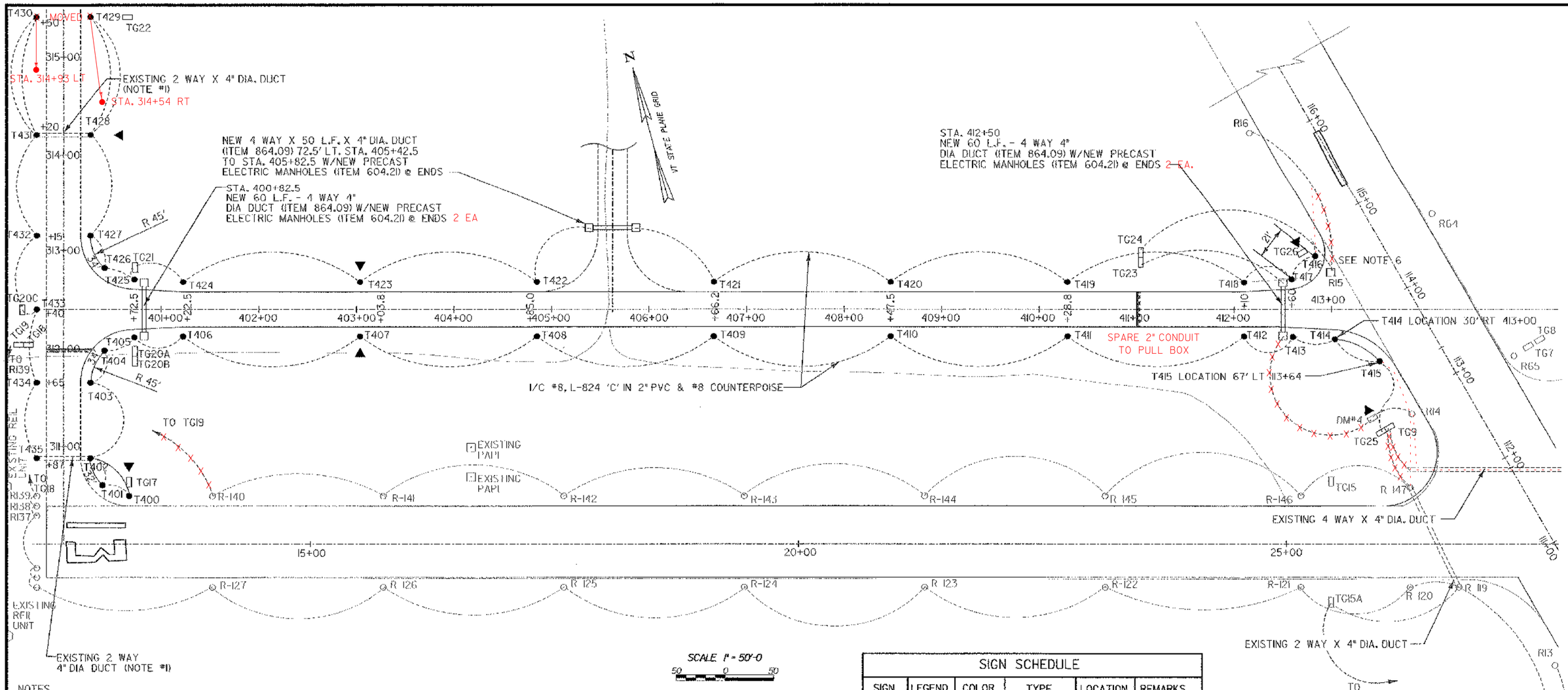
Scale: 1"=50'

Date: FEB., 2003

Sheet 20 OF 40

Sheet No
20

PROJECT "B"
A.I.P. 3-50-0015-17



SCALE 1" = 50'-0

50 0 50

NOTES

1. REFER TO PLANS FOR APRON DEVELOPMENT, PHASE I BY McFARLAND - JOHNSON, INC. DATED JANUARY, 2001.
2. TAXIWAY LIGHTING (MITLS) TO BE 6.6 AMP SERIES CIRCUIT, 3 STEP MEDIUM INTENSITY, W/ INCANDESCENT LAMPS (BLUE FILTERS).
3. NEW CABLES TO BE PLACED IN THE SAME CONDUIT AND TRENCH WHEN POSSIBLE. NEW MITL'S TO BE PLACED 10' OFF EDGE OF PAVEMENT NEW CABLES AND CABLE TRENCH TO BE PLACED 10' OFF EDGE OF PAVEMENT.
4. RUNWAY 1-19 LIGHTING MUST BE OPERATIONAL, WHENEVER INSTRUMENT FLYING RULES OR LOW VISIBILTY (NIGHTIME) CONDITIONS ARE IN EFFECT. CONTRACTOR TO PLAN HIS WORK TO ENSURE THAT THESE LIGHTS ARE OPERATIONAL WHEN REQUIRED.
5. ALL TAXIWAY GUIDANCE SIGNS (TG-) TO BE PLACED 20' OFF EDGE OF PAVEMENT.
6. REPLACE EXISTING BASE MOUNTED MIRL, RI5, WITH NEW IN PAVEMENT MIRL, L-850-C (ITEM 864.10). USE MIRLS SIMILAR TO EXISTING (HUGHEY & PHILLIPS) LOW PROFILE, OR APPROVED EQUAL.
7. NEW PRECAST ELECTRICAL MANHOLES TO BE CAPABLE OF SUPPORTING A 90,000# AIRCRAFT. USE HEAVY DUTY ELECTRICAL MANHOLE COVER, LB 328, AS MANUFACTURED BY LABARON FOUNDRY OR EQUAL.

EXISTING WIRING CIRCUITS	PROPOSED WIRING CIRCUITS
RUNWAY 1-19	RUNWAY 1-19
... RI2-RI3-TGI5A-TGI5-RI4-DM#4-RI5 ...	... RI4-DM4-TG23-TG24-RI5-RI6 ...
RUNWAY 13-31	RUNWAY 13-31
... RII8*-TG4*-TG3-RII9-RI20 ... ... RI40-RI39-RI38 ... ... RI46-RI47-TG9-TG7*-RI48* ...	::: RI41-RI40-TGI9-TGI8-RI39 ...
* = EAST OF RUNWAY 1-19	TAXIWAY "E"
	HOME RUN →TG25-T415-T414-T413-T412 ... ... T418-T417-T416-TG26 ←HOME RUN
	... T403-T402-T401-T400-T435-T434 ... ... T431-T430-T429-T428-TG22-T427 ...

LEGEND

○ R-146	EXISTING RUNWAY LIGHTING (MIRLS) BASE MOUNTED, ELEVATED.	
□ R-15	NEW RUNWAY LIGHT (MIRL) FLUSH MOUNTED IN PAVEMENT.	SPLIT LENS AMBER/WHITE
○ T-301	EXISTING TAXIWAY LIGHTING (MITLS)	
● T-409	NEW TAXIWAY LIGHTS (MITLS)	
○ T-316R	RELOCATED TAXIWAY LIGHTS BASE MOUNTED, ELEVATED.	
▭ TG-21	NEW TAXIWAY GUIDANCE SIGN	
▭ IG-8	EXISTING TAXIWAY GUIDANCE SIGN (TYPICAL)	
▲	NEW 5/8" dia. X 8' COPPER CLAD GROUND ROD	

SIGN SCHEDULE

SIGN	LEGEND	COLOR	TYPE	LOCATION	REMARKS
DM#4	1 / 4		L-858B SIZE 4	85' LT. 113+00	TO REMAIN
TG9	9L-18 / (BLANK)	(W/R) (BLANK)	MANDATORY	70' LT. 112+86	TO REMAIN
TGI5	(BLANK) / 18-1	(BLANK) (W/R)	MANDATORY	57.5' LT. 25+46	TO REMAIN
TGI5A	(BLANK) / 18-1	(BLANK) (W/R)	MANDATORY	57.5' RT. 25+46	TO REMAIN
TGI7	⇦ 5 / (BLANK)	(B/Y) (BLANK)	DIRECTION	57.5 LT. 13+14.3	NEW
TGI8	6L / G	(W/R) (Y/B)	MANDATORY LOCATION	37.5' ~~RT.~~ LT 312+00	NEW
TGI9	5 / F ⇨	(Y/B) (B/Y)	LOCATION DIRECTION	42.5' LT. 312+00	NEW
TG20A	6L ⇨ / 18-1	(B/Y) (B/Y)	DIRECTION DIRECTION	40' RT. 400+72.5	NEW
TG20B	4 / F	(Y/B) (Y/B)	LOCATION LOCATION	45' RT. 400+72.5	NEW
TG20C	(BLANK) / ⇦G⇨	(BLANK) (Y/B)	DIRECTION	20' ~~RT.~~ LT 312+40	NEW
TG21	RAMP / (BLANK)	(B/Y) (BLANK)	DIRECTION	40' LT. 410+72.5	NEW
TG22	5 / RAMP	(Y/B) (Y/B)	LOCATION LOCATION	37.5' RT. 315+50	NEW

SIGN SCHEDULE

SIGN	LEGEND	COLOR	TYPE	LOCATION	REMARKS
TG23	(BLANK) / 18-1	(BLANK) (W/R)	MANDATORY	37.5' RT. 411+00	NEW
TG24	4 / F	(Y/B) (Y/B)	LOCATION LOCATION	42.5' LT. 411+00	NEW
TG25	⇦ F / (BLANK)	(BLANK) (B/Y)	DIRECTION	75' LT. 112+86	NEW
TG26	⇦ 4 / (BLANK)	(B/Y) (BLANK)	DIRECTION	70' LT. 114+88	NEW

NOTES:

1. ALL SIGNS TO BE L-858, SIZE 1 (18" PANEL WITH 12" LEGEND), STYLE 2, CLASS 2.
2. COLORS
   W/R = WHITE LEGEND ON RED BACKGROUND
   Y/B = YELLOW LEGEND ON BLACK BACKGROUND
   B/Y = BLACK LEGEND ON YELLOW BACKGROUND

PROJECT "A"
A.I.P. 3-50-0015-17

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
TAXIWAY LIGHTING LAYOUT

REV.	DATE	DESCRIPTION

File No. F20024600021
Job No. F20900026.00

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: L.M.M.
Approved by: G.W.D.

Scale: 1"=50'
Date: FEB., 2003
Sheet 21 OF 40
Sheet No 21

NOTES

1. TAXIWAY LIGHTING (MITLS) TO BE 6.6 A SERIES CIRCUIT, 3 STEP MEDIUM INTENSITY. W/ INCANDESCENT LAMPS (BLUE FILTERS).
2. NEW CABLES TO BE PLACED IN THE SAME TRENCH WHEN POSSIBLE. NEW MITL'S TO BE PLACED 10' OFF EDGE OF PAVEMENT NEW CABLES AND CABLE TRENCH TO BE PLACED 10' OFF EDGE OF PAVEMENT.
3. RUNWAY 1-19 LIGHTING MUST BE OPERATIONAL, WHENEVER INSTRUMENT FLYING RULES OR LOW VISIBILTY (NIGHTIME) CONDITIONS ARE IN EFFECT. CONTRACTOR TO PLAN HIS WORK TO ENSURE THAT THESE LIGHTS ARE OPERATIONAL WHEN REQUIRED.
4. ALL TAXIWAY GUIDANCE SIGNS (TG-) TO BE PLACED 20' OFF EDGE OF PAVEMENT.
5. EXISTING WIND CONE TO REMAIN, SEGMENTED CIRCLE TO BE REMOVED AND DISPOSED AS DIRECTED BY THE ENGINEER; PAYMENT TO BE INCIDENTAL TO INSTALLATION OF SEGMENTED CIRCLE, ITEM 680.70
6. REMOVAL OF EXISTING TAXIWAY & RUNWAY LIGHTS TO BE INCIDENTAL TO ITEM 864.11
7. RELOCATION OF EXISTING ELECTRICAL MANHOLES IS NOT A SEPARATE PAY ITEM, BUT IS INCIDENTAL TO ITEM, 864.09.
8. NEW PRECAST ELECTRICAL MANHOLES TO BE CAPABLE OF SUPPORTING A 90,0000# AIRCRAFT, USE HEAVYDUTY ELECTRICAL MANHOLE COVER, LB 328, AS MANUFACTURED BY LABARON FOUNDRY OR EQUAL.
9. THE CONTRACTOR WILL BE RESPONSIBLE FOR ACQUIRING AN ELECTRICAL PERMIT FOR NEW VAULT WIRING. VERMONT DEPARTMENT OF LABOR AND INDUSTRY REQUIRES THAT WORKING ELECTRICIANS HOLD APPROPRIATE LICENSES.
10. REMOVE EXISTING MIRL 65. REPLACE WITH NEW FLUSH MOUNTED IN-PAVEMENT MIRL (ITEM 864.10)
11. REMOVE EXISTING IN PAVEMENT MIRL 66A. REPLACE WITH ELEVATED MIRL FIXTURE 65. (NOT A SEPARATE PAY ITEM.)

TAXIWAY "C"

RELOCATE EXISTING PRECAST ELECTRICAL MANHOLE, NOTE 7.

EXISTING 4 WAY X 4" DUCT

TO VAULT
EXTEND EXISTING 4 WAY 4" DIA UNDERGROUND 45 ELECTRICAL DUCT X ~~25~~ L.F.

EXISTING 2 WAY X 4" DIA. DUCT

EXISTING WIND CONE CIELOMETER TW-E&C

NEW I/C #8 L-824 TO VAULT

PAPI'S WIND CONE

I3-31 TWB

TO VAULT

REMOVE TAXIWAY LIGHTS & SIGNS

...T2,T3,T3ID,T3IE,T20I,T202,T203,T204, TG5,TG6,TG8,TG27A

(SEE SHEET 15 FOR LOCATION OF EXISTING MITLS & SIGNS)

RELOCATE EXISTING TAXIWAY LIGHTS & SIGNS

...T313,T314,T315,T316,T377,T378 TG7,TG6,TG9,TG27,TG28,TG33,TG34,TG37

NEW I/C #8, L-824 'C' IN 2" PVC & #8 BARE COUNTERPOISE

R-64 - GOES & REROUTED TO 419 TO RT & LT TO ELEC. MANHOLE TO RI5

~~TO VAULT~~ TO VAULT RW 1-19

EXISTING 2 WAY X 4" DIA. UNDERGROUND DUCT

I/C #8, L-824 "C" IN 2" DIA. PVC & #8 BARE COUNTERPOISE TO VAULT AND TW-B HOME RUN

NEW 4 WAY X 4" DIA. DUCT (ITEM 864.09) X 75 L.F. W/PRECAST ELECTRICAL MANHOLES AT EACH END (ITEM 604.21)

ELECTRICAL HANDHOLE

2" PAPI
2" WINDCONE
2" I3-31 & TWB

2-I/C #4 L-824 "C" IN 2" PVC & #8 COUNTERPOISE

RUNWAY 1-19 LIGHTING CIRCUIT

...R65- 66A-TG7R-TG27B-TG28-R64...

EXISTING 2 WAY DUCT STA. 500+87, INSTALL NEW ELECTRICAL MANHOLES (ITEM 604.20 AT EACH END

TO PAPI'S 3 #8 240 VOLT

TO TG33R

TO TG34R

2-I/C #2 (WIND CONE) TO VAULT IN 2" PVC

I/C #8, L-824 "C" IN 2" PVC CONDUIT & #8 BARE COUNTERPOISE

ELECTRICAL HANDHOLE

I-19 LTG CIRCUIT TO BOX

EXISTING 4 WAY X 4" DIA. DUCT

EXISTING 2 WAY X 4" DIA. DUCT

EXISTING 2 WAY X 4" DIA. DUCT

ELECTRICAL HANDHOLE

2-I/C #2 TYPE XHHW IN 2" PVC & #8 COUNTERPOISE

INSTALL NEW 12' LIGHTED WIND CONE, EL-807, SIZE 2, STYLE 13 ITEM 679.50, 200' RT. STA. 36+60 SEE VTRANS STANDARD DRAWING AP-4

INSTALL NEW SEGMENTED CIRCLE AND DIRECTIONAL ARMS, ITEM 680.70 SEE VTRANS STANDARD DRAWING: AP-3

SEE NOTE 10

SEE NOTE 11

34' (TYP.)

38' (TYP.)

76'

SIGN SCHEDULE

SIGN	LEGEND	COLOR	TYPE	LOCATION	REMARKS
TG5		(BLANK) (B/Y)	DIRECTION	105' RT 118+35 ±	TO BE REMOVED
TG6		(BLANK) (B/Y)	DIRECTION	100' RT 114+35 ±	TO BE REMOVED
TG7R		(W/R) (BLANK)	MANDATORY	80' RT 415+31	RELOCATE EXISTING
TG8		(B/Y) (BLANK)	DIRECTION	70' RT 412+86	TO BE REMOVED
TG9		(W/R) (BLANK)	MANDATORY	70' LT 112+86	TO REMAIN
TG27		(W/R)	MANDATORY	45' RT TAXIWAY B	TO BE REMOVED
TG27A		(W/R) (BLANK)	MANDATORY	55' LT TAXIWAY B	TO BE REMOVED
TG27R		(W/R) (BLANK)	MANDATORY	48' RT. 416+79	NEW
TG28*		(B/Y) (BLANK)	LOCATION	56' RT. 416+79	NEW
TG29*		(B/Y) (BLANK)	DIRECTION	70' RT. 114+53	NEW
TG30*		(BLANK) (B/Y)	DIRECTION	70' RT. 112+00	NEW
TG31		(BLANK) (B/Y)	DIRECTION	57.5' LT. 34+08.3	TO REMAIN
TG32		(B/Y) (BLANK)	DIRECTION	57.5' LT. 35+58.3	TO REMAIN
TG33R		(W/R) (B/Y)	MANDATORY DIRECTION	45' RT. 502+00	RELOCATE EXISTING
TG34R		(Y/B) (Y/B)	LOCATION LOCATION	50' RT. 501+25	RELOCATE EXISTING
TG35		(BLANK) (B/Y)	DIRECTION	55' RT. TAXIWAY C	TO REMAIN
TG36*		(B/Y) (Y/B)	DIRECTION LOCATION	60' RT. TAXIWAY C	REPLACE W/ NEW SIGN
TG37R		(BLANK) (Y/B)	LOCATION	37.5' LT. TAXIWAY E	RELOCATE EXISTING
TG38*		(B/Y-Y/B) (B/Y)	LOCAT./DIRECT. DIRECTION	40' RT. TAXIWAY E	NEW (REPLACE EXIST.)

SIGN SCHEDULE NOTES:

1. ALL SIGNS TO BE L-858, SIZE I (18" PANEL WITH 12" LEGEND), STYLE 2, CLASS 2.
2. COLORS
   W/R = WHITE LEGEND ON RED BACKGROUND
   Y/B = YELLOW LEGEND ON BLACK BACKGROUND
   B/Y = BLACK LEGEND ON YELLOW BACKGROUND
3. * INDICATES NEW SIGN.

LEGEND

○ R 126	EXISTING RUNWAY LIGHTING (MIRLS) BASE MOUNTED ELEVATED.
□ R-66A	EXISTING RUNWAY LIGHTS (MIRLS) FLUSH MOUNTED IN PAVEMENT.
○ T-301	EXISTING TAXIWAY LIGHTING (MITLS)
● T-409	NEW TAXIWAY LIGHTS (MITLS)
○ T-316R	RELOCATED TAXIWAY LIGHTS BASE MOUNTED, ELEVATED.
▭ TG-21	NEW TAXIWAY GUIDANCE SIGN
▭ TG-8	EXISTING TAXIWAY GUIDANCE SIGN
▭ TG-8R	RELOCATED TAXIWAY GUIDANCE SIGN
▲	NEW ⅝" d X 8' COPPER CLAD GROUND ROD

TAXIWAY "C" LIGHTING CIRCUIT
...T3IB-T3IC-T4-T6-T5-TG35-TG36-VAULT

TAXIWAY "E" LIGHTING CIRCUIT
...VAULT-T30I-T302-T303...
...T376-TG34-T377R-T378R-T379-T9-TI0...

TAXIWAY "F" LIGHTING CIRCUIT
...T3I5R-TG29-TG30-T3I6R...

TAXIWAY "A" LIGHTING CIRCUIT
...T328-TG8R-TG5R-T320...

RUNWAY I3-3I LIGHTING CIRCUIT
...RI5I-T33R-TG34R-RI0I...
...RI48-TG7R-TG9R-RI47...

RUNWAY 1-19 LIGHTING CIRCUIT
...R66-R66A-R65-R64...

SCALE 1" = 50'-0
50 0 50

PROJECT "B"
A.I.P. 3-50-0015-17

STATE OF VERMONT — DEPARTMENT OF TRANSPORTATION — PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION

Job No. P200002045.00
File No. P2020460DE22

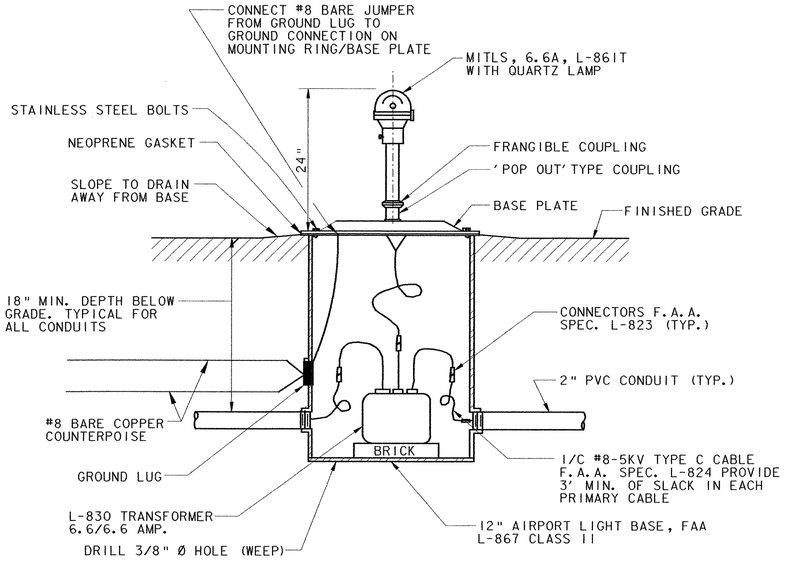
RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
TAXIWAY LIGHTING LAYOUT

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

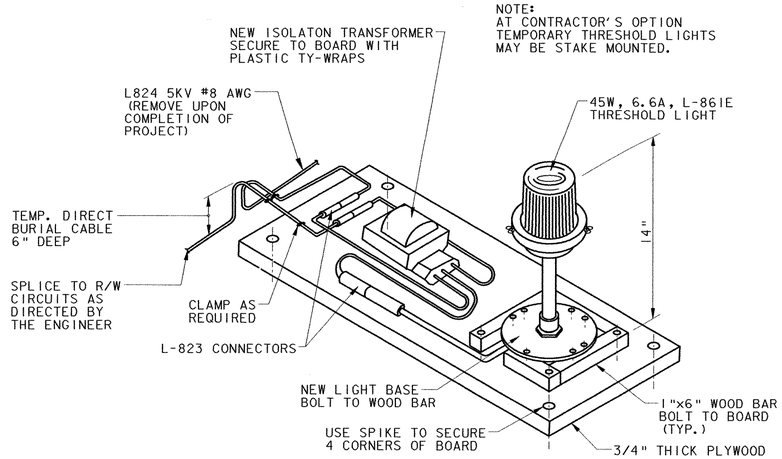
Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: L.M.W.
Approved by: G.W.D.

Scale: 1"=50'
Date: FEB., 2003
Sheet 22 OF 40
Sheet No 22



TYPICAL ELEVATED EDGE LIGHT (L-861T)

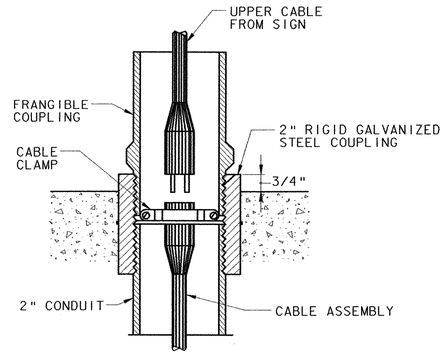
NOT TO SCALE



TEMPORARY THRESHOLD LIGHT

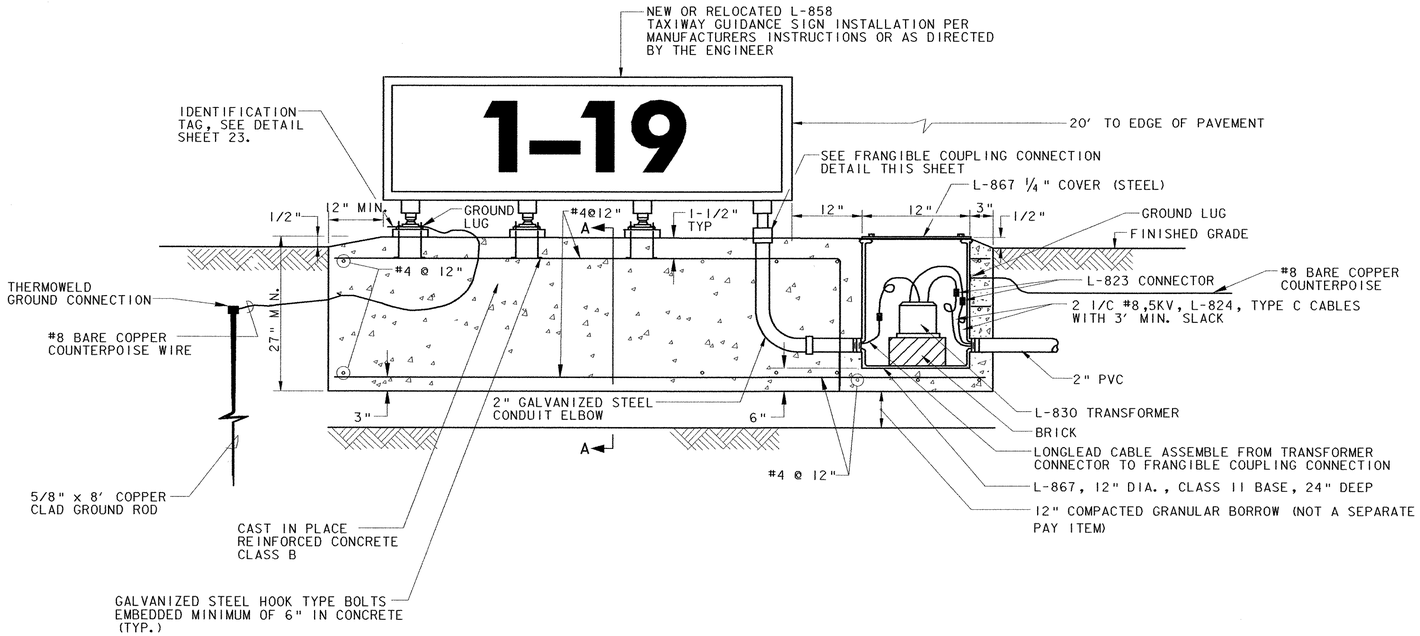
NOT TO SCALE

TO BE USED IN CONJUCTION WITH ITEM L-100 TEMPORARY THRESHOLD, WHEN DIRECTED BY THE ENGINEER.



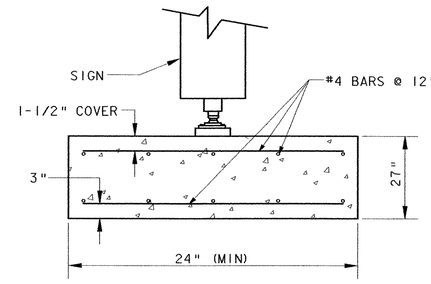
FRANGIBLE COUPLING CONNECTION DETAIL

NOT TO SCALE



L-858 TAXIWAY GUIDANCE SIGN

NOT TO SCALE



TAXIWAY GUIDANCE SIGN SECTION A-A

NOT TO SCALE

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
AIRFIELD LIGHTING DETAILS

REV. | DATE | DESCRIPTION
File No.F202046000E23
Job No. F200002046.00

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: L.M.M.
Approved by: G.W.D.

Scale: NTS
Date: FEB., 2003
Sheet 23 OF 40
Sheet No 23

A.I.P. 3-50-0015-17

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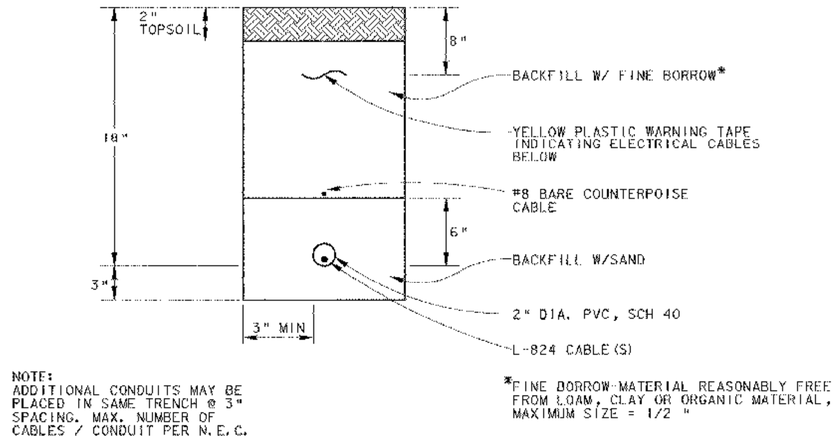


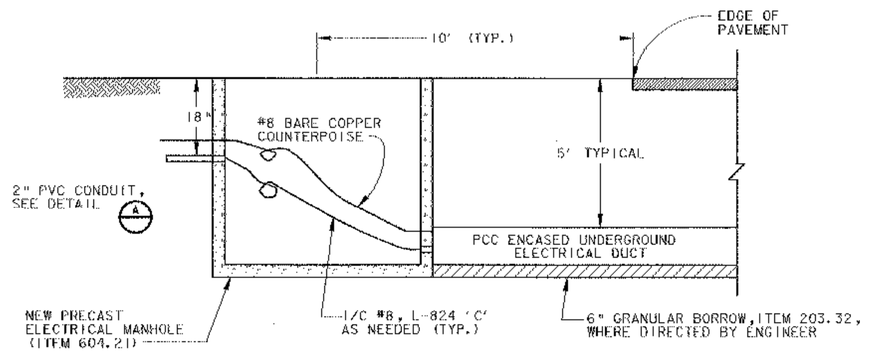
NOTE:
ADDITIONAL CONDUITS MAY BE PLACED IN SAME TRENCH @ 3" SPACING. MAX. NUMBER OF CABLES / CONDUIT PER N.E.C.

*FINE BORROW-MATERIAL REASONABLY FREE FROM LOAM, CLAY OR ORGANIC MATERIAL, MAXIMUM SIZE = 1/2 "

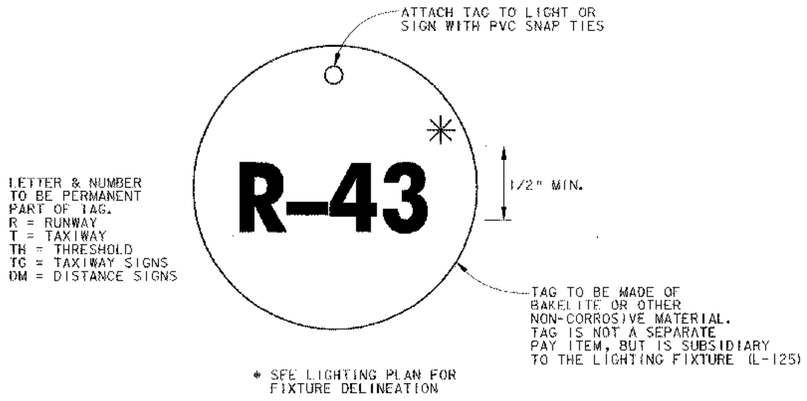
A CONDUIT TRENCH DETAIL (TYP)
SCALE: NONE L-108

NOTES:

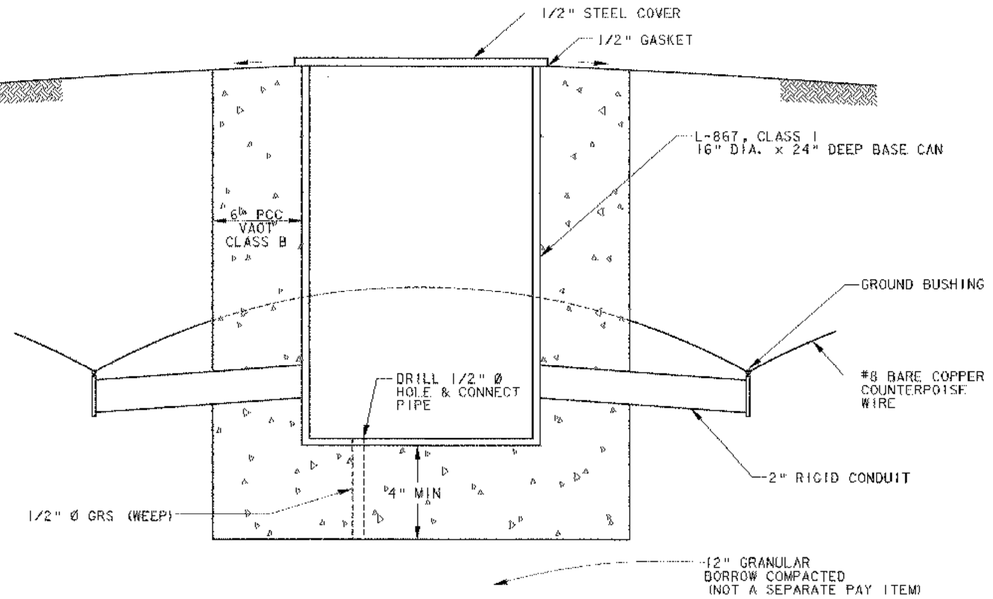
1. WHERE NECESSARY, HAND EXCAVATE AROUND EXISTING DUCT. EXISTING CABLES MAY BE DIRECT BURIAL.
2. SEE VTRANS STANDARD DRAWING AP-3 FOR ELECTRICAL DUCT DETAIL.
3. SEE VTRANS STANDARD DRAWING D-15 FOR PRE-CAST ELECTRICAL MANHOLE DETAILS.



B CONDUIT DUCT DETAIL (TYP)
SCALE: NONE



C FIXTURE IDENTIFICATION TAG (TYP)
SCALE: NONE



ELECTRICAL HANDHOLES TO BE PLACED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR MAY OPT TO USE A MANUFACTURED HANDHOLE SUCH AS "QUAZITE" OR SIMILAR, OUTSIDE THE RUNWAY AND TAXIWAY SAFETY AREA, WHEN APPROVED BY THE ENGINEER.

D CONCRETE ~~MAN~~HAND HOLE WITH CAST IRON COVER (TYP)
SCALE: NONE ITEM 604.11

A.I.P. 3-50-0015-17

REV.	DATE	DESCRIPTION

File No. F202046DE24
Job No. F200002046.00

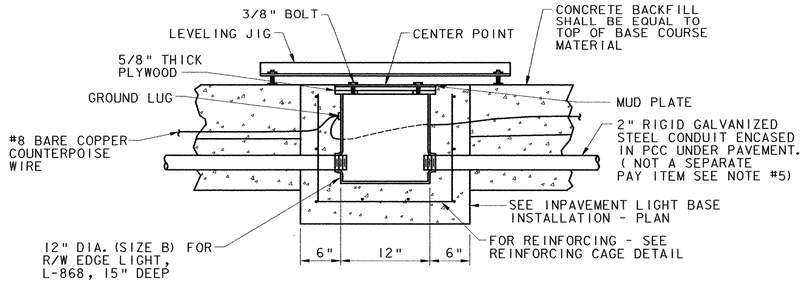
RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
AIRFIELD LIGHTING DETAILS

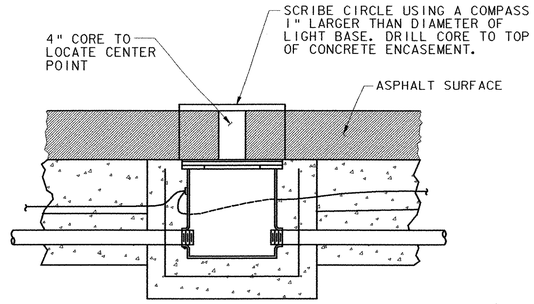
URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.G.M.
Checked by: L.M.M.
Approved by: G.W.D.

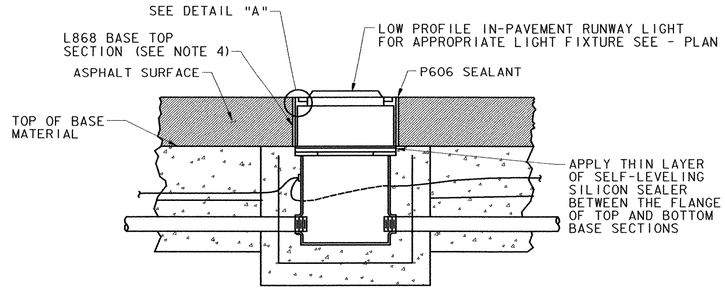
Scale: NTS
Date: FEB., 2003
Sheet 24 OF 40
Sheet No 24



STEP 1
SCALE: NONE



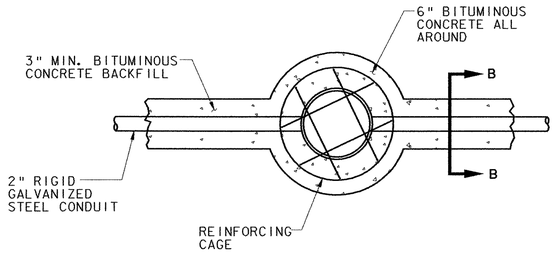
STEP 2
SCALE: NONE



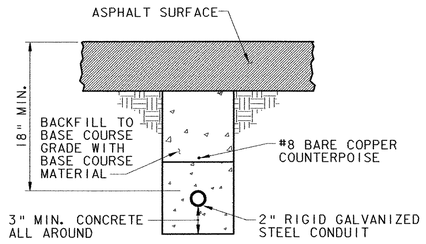
STEP 3
SCALE: NONE

GENERAL NOTES:

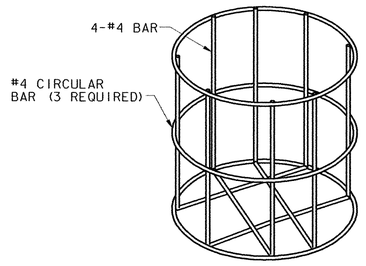
1. CONCRETE TO CONFORM TO VAOT SPECIFICATIONS SECTION 501, CLASS B, 3/4" MAX SIZE AGGREGATE.
2. PRIOR TO ASPHALT PAVING, COVER MUD PLATE WITH A SHINGLE OR ANOTHER THIN ARTICLE WHEN TACK COAT IS APPLIED PRIOR TO PAVING. BEFORE PAVING COMMENCES, REMOVE SHINGLE AND LIGHTLY WIPE DOWN MUD PLATE WITH VEGETABLE OIL.
3. TIGHTEN ALL BOLTS TO THE TORQUE SPECIFIED BY THE MANUFACTURER. DO NOT REUSE SHIPPING BOLTS TO INSTALL COVERS.
4. RUNWAY EDGE IN PAVEMENT LIGHTS TO CONFORM TO L-850 C, LOW PROFILE LIGHTS, AS MANUFACTURED BY HUGHEY & PHILIPS, WITH STAINLESS STEEL ADJUSTABLE RING.
5. THE COST OF THE 2" RIGID CONDUIT ENCASED IN CONCRETE TO BE INCLUDED IN THE BID PRICE FOR MIRLS (ITEM 864.10), BASE MOUNTED, IN PAVEMENT.



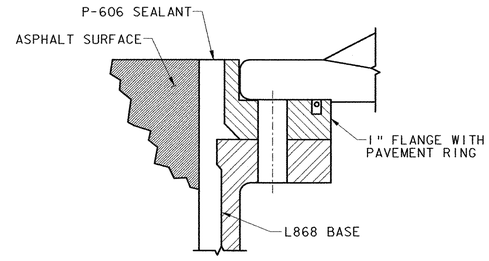
IN-PAVEMENT LIGHT BASE INSTALLATION - PLAN
SCALE: NONE



SECTION B-B
SCALE: NONE



REINFORCING CAGE DETAIL
SCALE: NONE



DETAIL "A"
SCALE: NONE

INSTALLATION OF IN-PAVEMENT LIGHT IN NEW PAVEMENT LOW PROFILE - L850 C

ITEM 864.10

A.I.P. 3-50-0015-17

STATE OF VERMONT
GERALD W. PALMER
No. 9855
REGISTERED PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION

File No. F202046ODE25

Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
AIRFIELD LIGHTING DETAILS

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

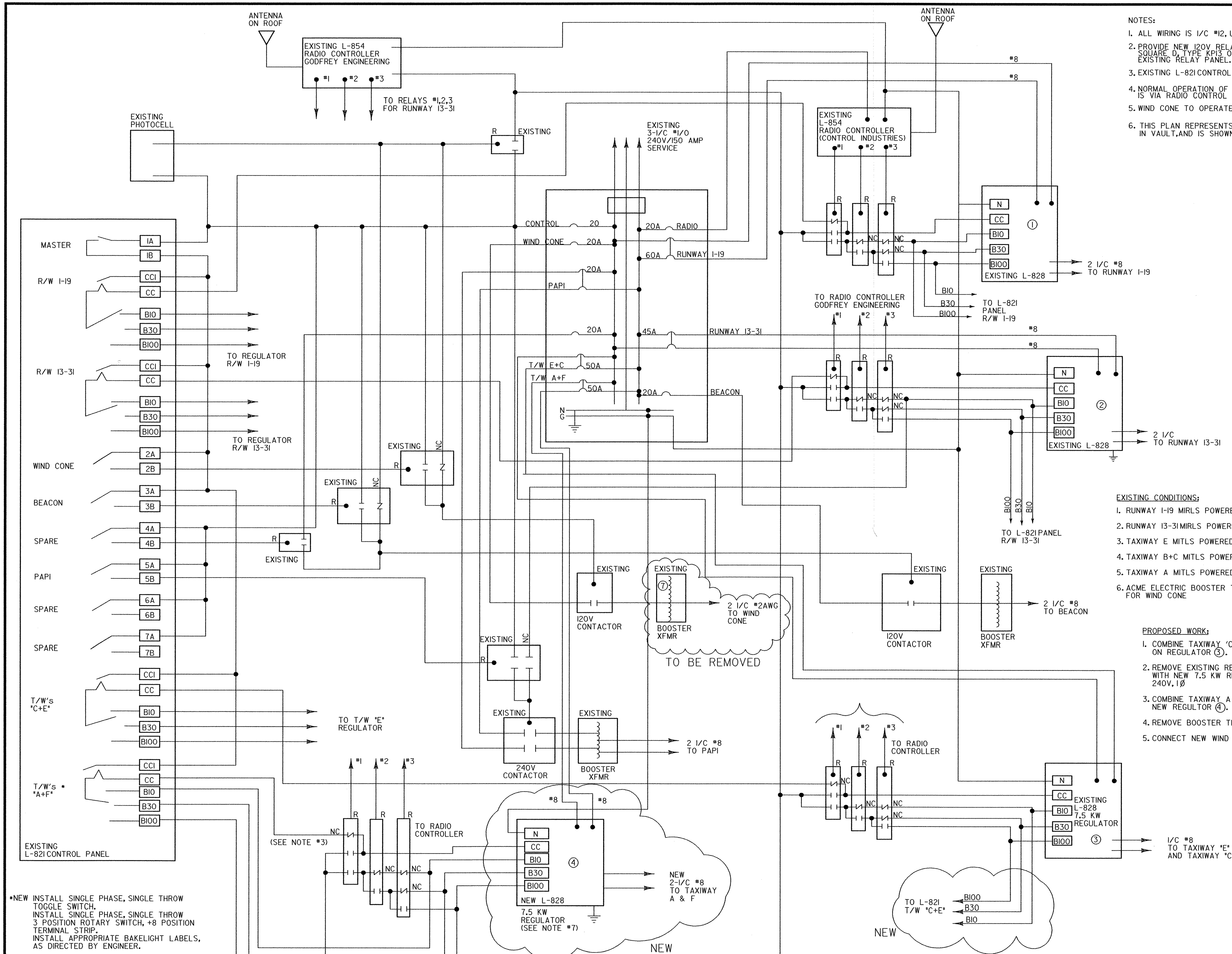
Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: L.M.M.
Approved by: G.W.D.

Scale: NTS

Date: FEB., 2003

Sheet 25 OF 40

Sheet No 25



*NEW INSTALL SINGLE PHASE, SINGLE THROW TOGGLE SWITCH.
INSTALL SINGLE PHASE, SINGLE THROW 3 POSITION ROTARY SWITCH, +8 POSITION TERMINAL STRIP.
INSTALL APPROPRIATE BAKELIGHT LABELS, AS DIRECTED BY ENGINEER.

NOTES:

1. ALL WIRING IS 1/C #12, UNLESS NOTED OTHERWISE
2. PROVIDE NEW 120V RELAYS WITH NEON INDICATING LAMP, SQUARE D, TYPE KP13 ON APPROVED EQUAL MOUNT IN EXISTING RELAY PANEL.
3. EXISTING L-821 CONTROL PANEL TO REMAIN.
4. NORMAL OPERATION OF AIRFIELD LIGHTING SYSTEM IS VIA RADIO CONTROL (BOTH DAY AND NIGHT OPERATION).
5. WIND CONE TO OPERATE DAWN TO DUSK DAILY.
6. THIS PLAN REPRESENTS APPROXIMATE EXISTING CONDITIONS IN VAULT, AND IS SHOWN FOR REFERENCE ONLY.

EXISTING CONDITIONS:

1. RUNWAY 1-19 MIRLS POWERED FROM REGULATOR ①
2. RUNWAY 13-31 MIRLS POWERED FROM REGULATOR ②
3. TAXIWAY E MITLS POWERED FROM REGULATOR ③
4. TAXIWAY B+C MITLS POWERED FROM REGULATOR ④
5. TAXIWAY A MITLS POWERED FROM REGULATOR ②
6. ACME ELECTRIC BOOSTER TRANSFORMER IN LINE FOR WIND CONE

PROPOSED WORK:

1. COMBINE TAXIWAY 'C' AND TAXIWAY 'E' MITLS ON REGULATOR ③.
2. REMOVE EXISTING REGULATOR ④; REPLACE WITH NEW 7.5 KW REGULTOR, L-828, 3 STEP 240V, 1Ø
3. COMBINE TAXIWAY A AND F MITLS CIRCUIT ON NEW REGULTOR ④.
4. REMOVE BOOSTER TRANSFORMER ⑦.
5. CONNECT NEW WIND CONE CABLES.

STATE OF VERMONT * GERALD W. D'AMICO No. 3873 REGISTERED PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION

Job No. F200002046.00 | File No. F20204600DE26

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS VAULT WIRING DIAGRAM

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D. | Drawn by: M.C.M. | Checked by: L.M.M. | Approved by: G.W.D.

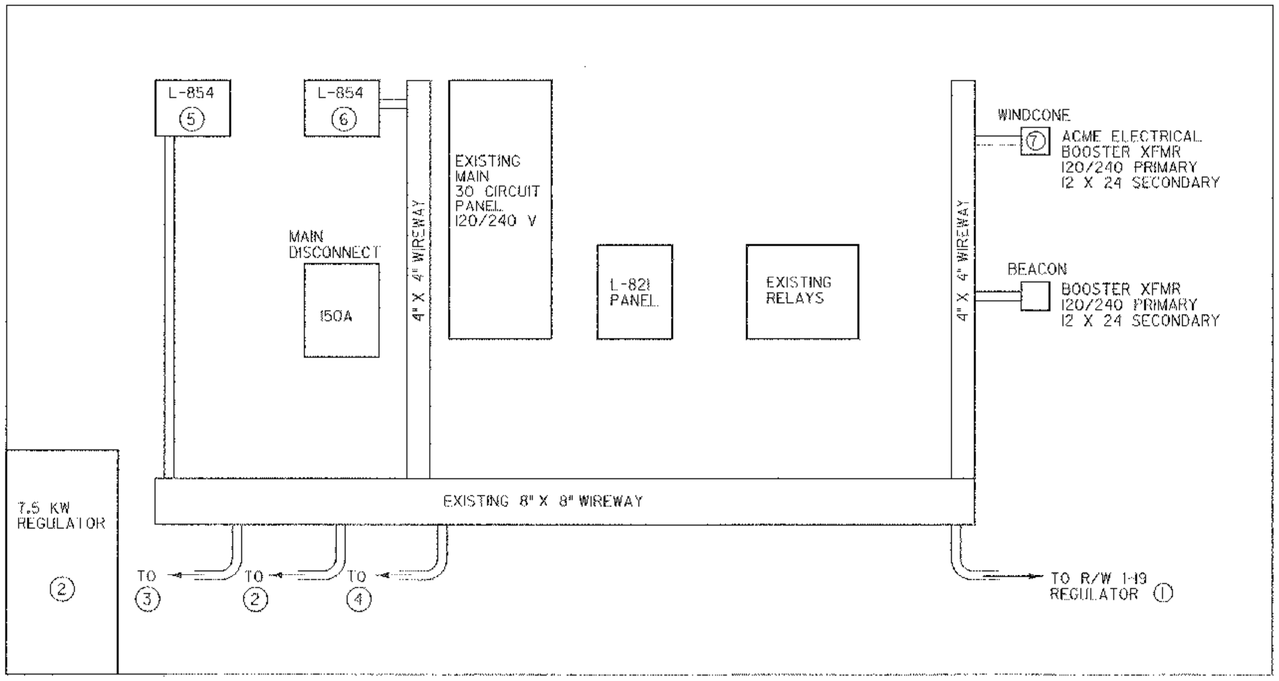
Scale: NTS

Date: FEB., 2003

Sheet 26 OF 40

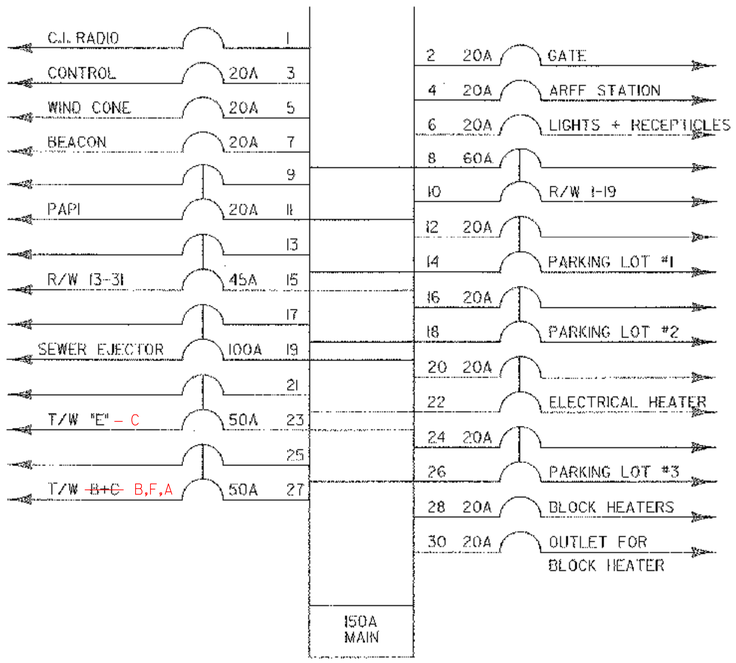
Sheet No 26

A.I.P. 3-50-0015-17



SECTION C-C EXISTING VAULT WALL ELEVATION

N.T.S.

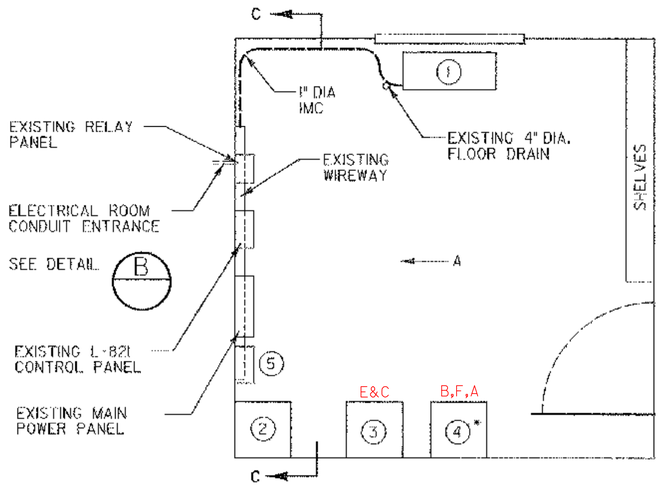


EXISTING MAIN PANEL

N.T.S.

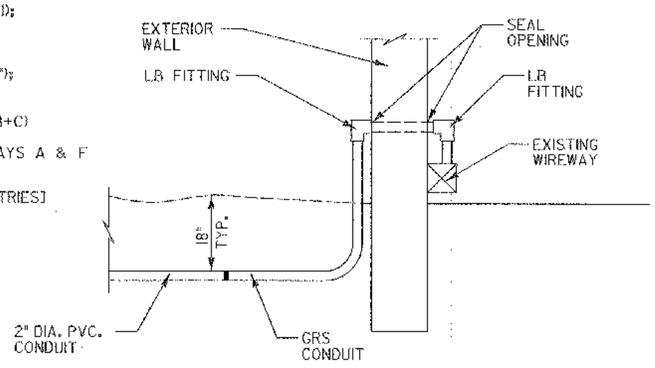
EQUIPMENT SCHEDULE

1. L-828, 10KW, 6.6 AMP (240V) REGULATOR MANAIRCO (RUNWAY 1-19); EXISTING TO REMAIN
2. L-828 7.5 KV, 6.6 AMP (240 V) HEVY DUTY RECULATOR (RUNWAY 13-31); EXISTING TO REMAIN
3. L-828, 7.5 KV, 6.6 AMP (240 V) ADB-ALNACO REGULATOR (TAXIWAY "E"); EXISTING TO REMAIN
4. L-828, 7.5 KV, 6.6 AMP (240 V) ADB-ALNACO REGULATOR (TAXIWAYS B+C) REMOVE EXISTING, REPLACE WITH NEW L-828,7.5 KW REGULATOR FOR TAXIWAYS A & F
5. L-854, RADIO CONTROLLER (RUNWAY 1-19 ONLY - CONTROL INDUSTRIES) EXISTING TO REMAIN
6. L-854 RADIO CONTROLLER (GODFREY ENGINEERING RUNWAY 13-31 & TAXIWAY) EXISTING TO REMAIN
7. EXISTING BOOSTER TRANSFORMER TO BE REMOVED



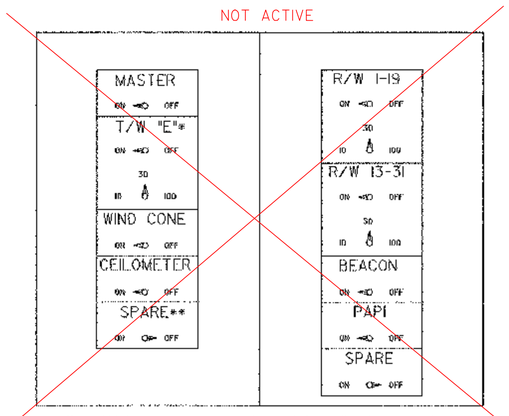
A ELECTRICAL VAULT LAYOUT

N.T.S.



B EXISTING ELECTRICAL ROOM CONDUIT ENTRANCE

N.T.S.



*REVISE BAKELITE LABLE TO READ: T/W "E" AND T/W "C"
**INSTALL NEW BAKELITE LABEL TO READ T/W "A" AND T/W "F"

EXISTING L-821 PANEL

N.T.S.

A.I.P. 3-50-0015-17

DESCRIPTION | DATE | REV.

File No. F200456008E27

Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
VAULT WIRING DETAILS

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.M.D.
Drawn by: M.C.M.
Checked by: L.M.N.
Approved by: G.M.D.

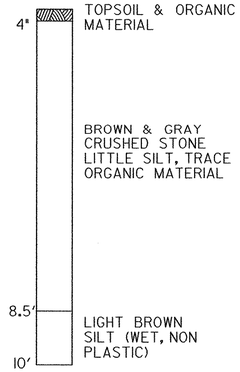
Scale: NONE

Date: FEB., 2003

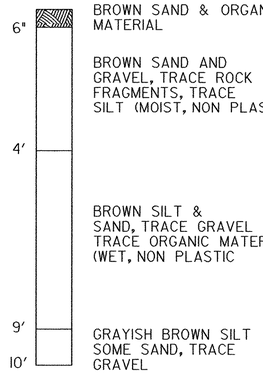
Sheet 27 OF 40

Sheet No
27

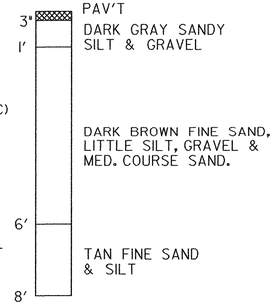
B-3
T/W G 311+60+/-
℄



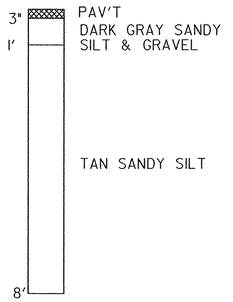
B-4
T/W G 312+60+/-
℄



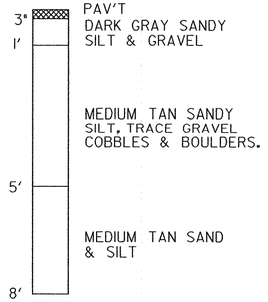
B-6
35+00
℄



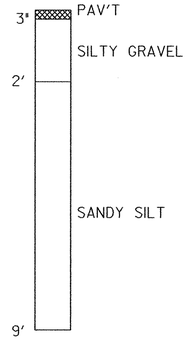
B-9
25' LT.
25+00



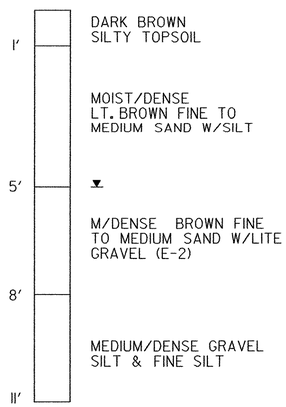
B-12
20' LT.
17+00



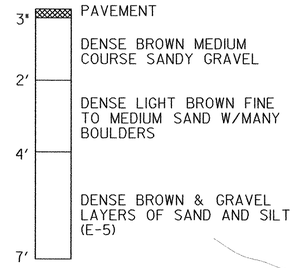
B-40
30' LT.
114+00



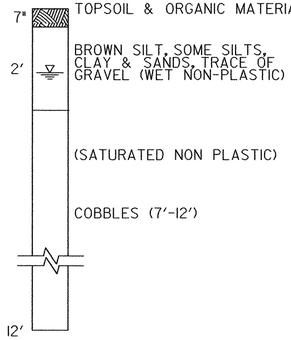
B-60A
100' +/- LT.
417+00



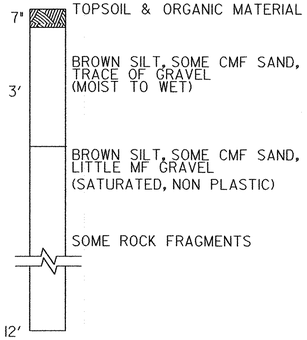
B-70
95' LT.
418+80 +/-



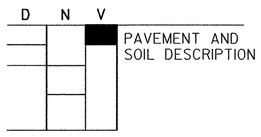
B-10
220' RT.
'G' 315+55



B-11
380' RT.
'G' 316+10



LEGEND:



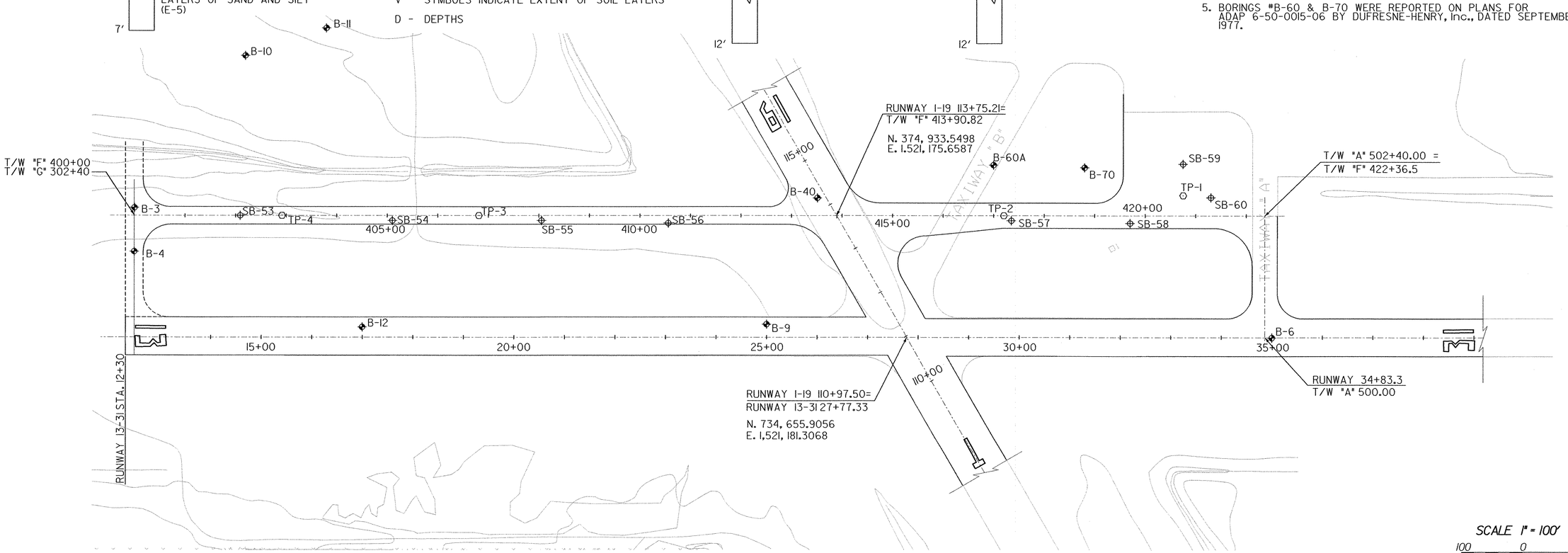
N - BLOWS PER 6-INCH INCREMENTS OF PENETRATION OF SAMPLING SPOON OR PENETRATION IN INCHES FOR THE INDICATED BLOWS OF A 140 lb. HAMMER FALLING 30".

V - SYMBOLS INDICATE EXTENT OF SOIL LAYERS

D - DEPTHS

NOTES:

1. BORINGS #B-3, #B-4, #B10 & #B11 WERE REPORTED ON PLANS FOR PROPOSED IMPROVEMENTS, BY McFARLAND-JOHNSON, DATED JANUARY, 2001.
2. BORINGS #B-6, B-9, B-12 WERE REPORTED ON PLANS FOR AIP 3-50-0015-04, BY DUFRESNE-HENRY, Inc., DATED JULY, 1985.
3. BORING #B-40 WAS REPORTED ON PLANS FOR ADAP 8-50-0015-03 BY DUFRESNE-HENRY, Inc., DATED AUGUST, 1973.
4. BORINGS #B-60 & B-70 WERE REPORTED ON PLANS FOR ADAP 6-50-0015-06 BY DUFRESNE-HENRY, Inc., DATED SEPTEMBER, 1977.
5. BORINGS #B-60 & B-70 WERE REPORTED ON PLANS FOR ADAP 6-50-0015-06 BY DUFRESNE-HENRY, Inc., DATED SEPTEMBER, 1977.



SCALE 1" = 100'

100 0 100

A.I.P. 3-50-0015-17

STATE OF VERMONT * GREGORY W. PAWLICK * 3571 * REGISTERED PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION

File No. F202046000E28

Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
BORING LOGS

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

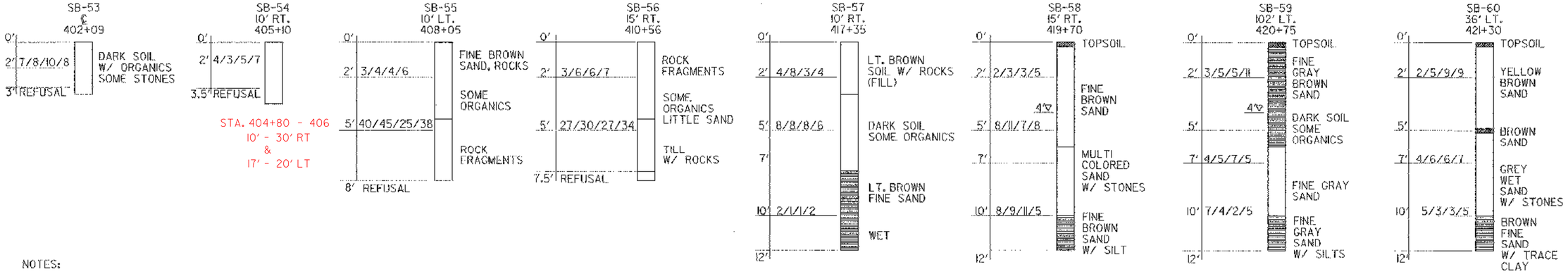
Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: G.W.D.
Approved by: F.J.A.

Scale: 1"=100'

Date: FEB., 2003

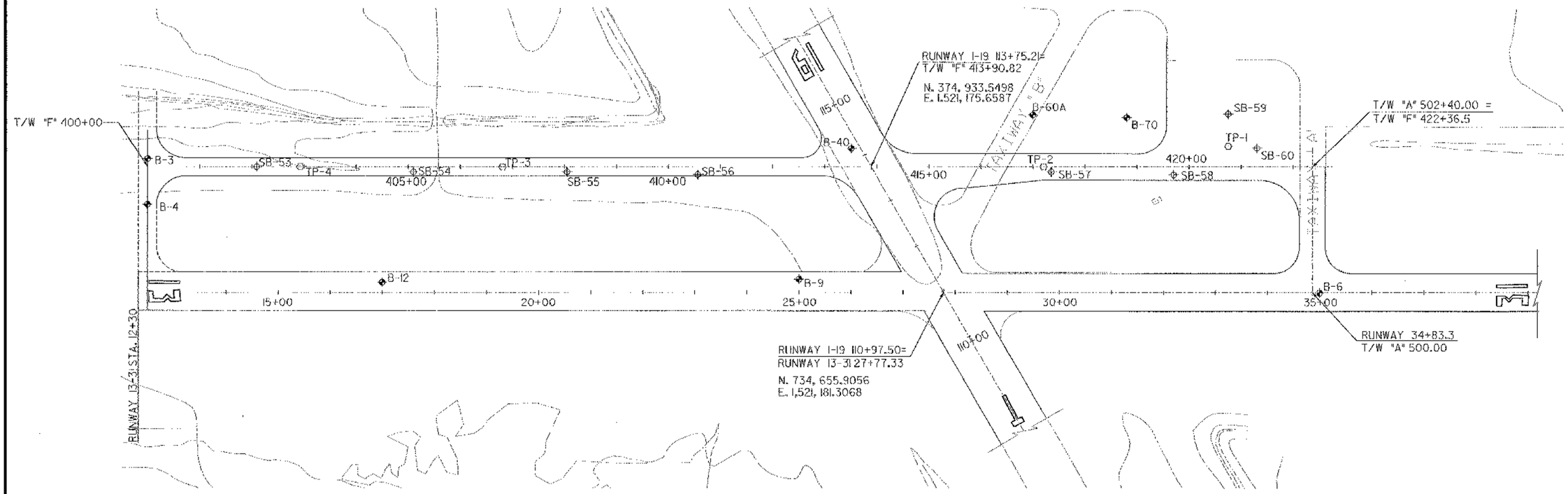
Sheet 28 OF 40

Sheet No
28

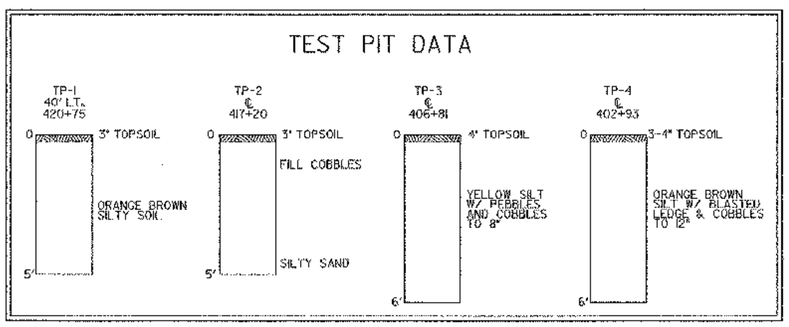


NOTES:

1. BORINGS SB-53, 54, 55, 56, 57, 58, 59 & 60 WERE TAKEN 23, APRIL 2001 BY GREEN MOUNTAIN BORINGS. TEST PITS #1, #2, #3, & #4 WERE SAMPLED 23, APRIL 2001, BY ATC.



TEST PIT DATA



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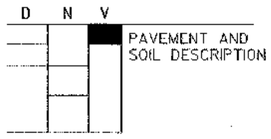


N – BLOWS PER 6-INCH INCREMENTS OF PENETRATION OF SAMPLING SPOON OR PENETRATION IN INCHES FOR THE INDICATED BLOWS OF A 140 lb. HAMMER FALLING 30".

V – SYMBOLS INDICATE EXTENT OF SOIL LAYERS

D – DEPTHS

SCALE 1" = 100'

100 0 100

A.I.P. 3-50-0015-17

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
BORING LOGS

REV.	DATE	DESCRIPTION

File No. F202046ODE23

Job No. F200002046.00

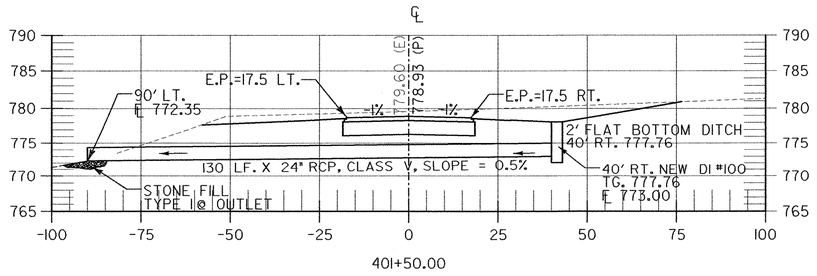
Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: G.W.D.
Approved by: F.J.A.

Scale: 1"=100'

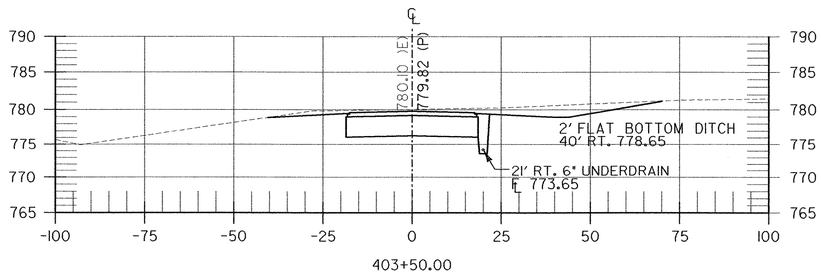
Date: FEB., 2003

Sheet 29 OF 40

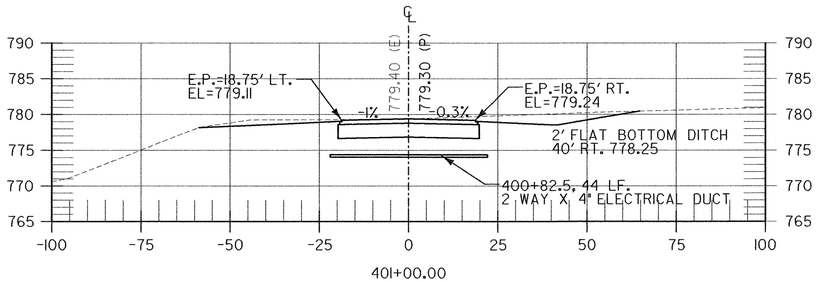
Sheet No 29



401+50.00



403+50.00



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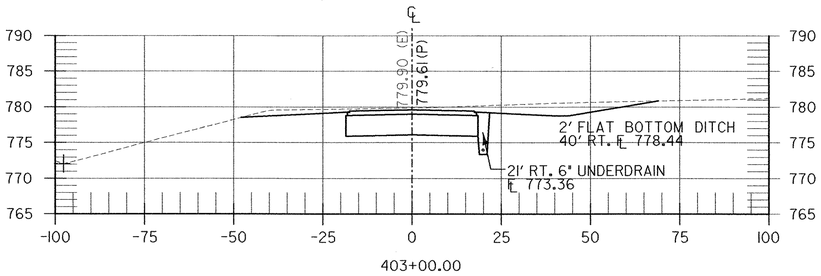
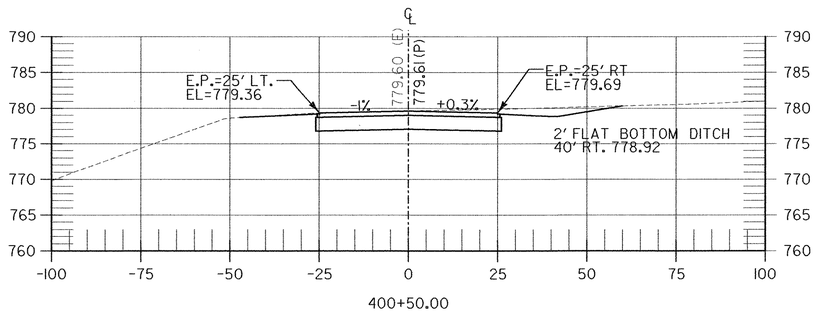


403+00.00



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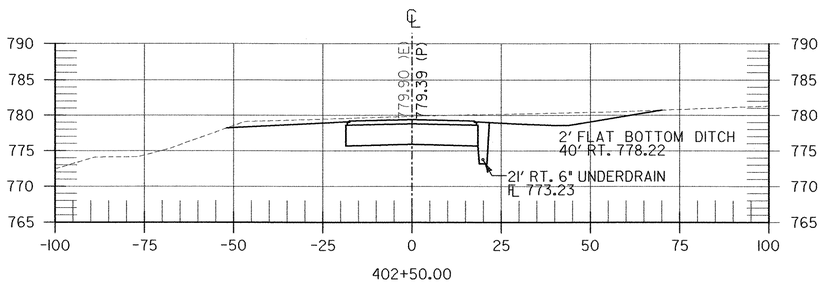
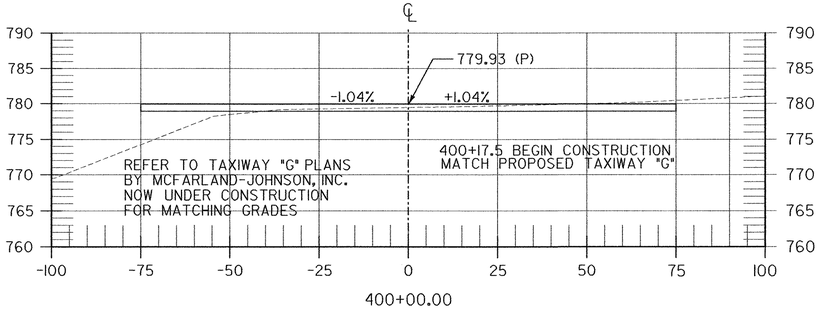
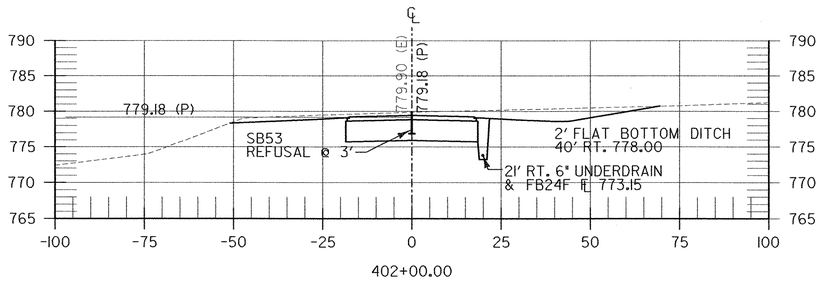


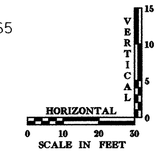
402+50.00



400+00.00



402+00.00



PROJECT "A"
A.I.P. 3-50-0015-17

REV.	DATE	DESCRIPTION

File No. F202046\de30

Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

CROSS SECTIONS
TAXIWAY "F"

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

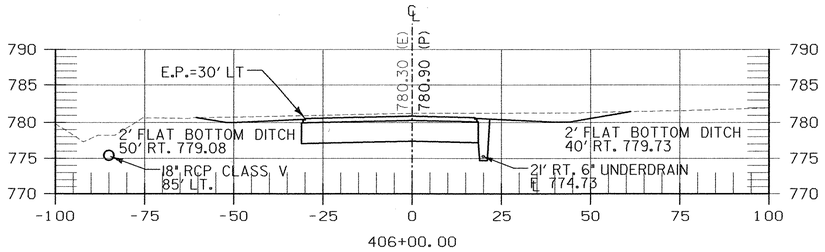
Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

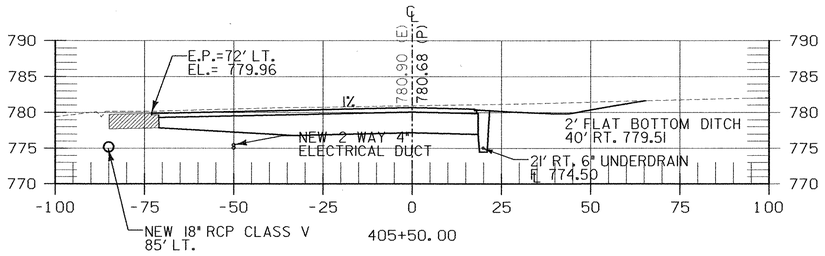
Scale: AS SHOWN

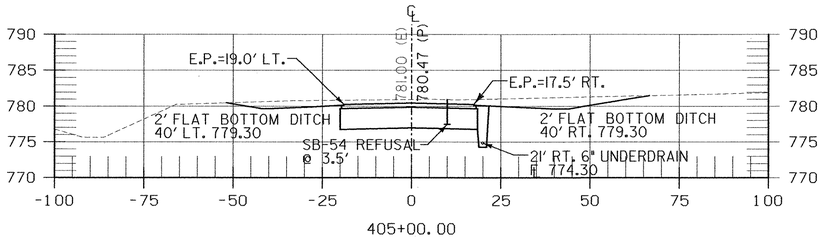
Date: FEB., 2003

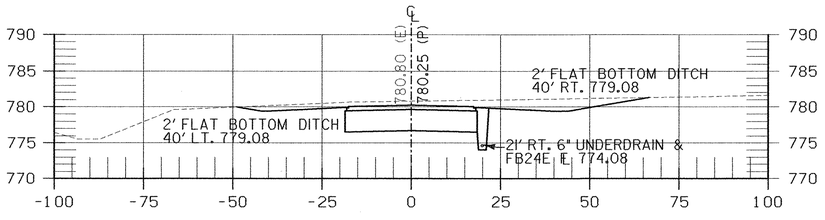
Sheet 30 OF 40

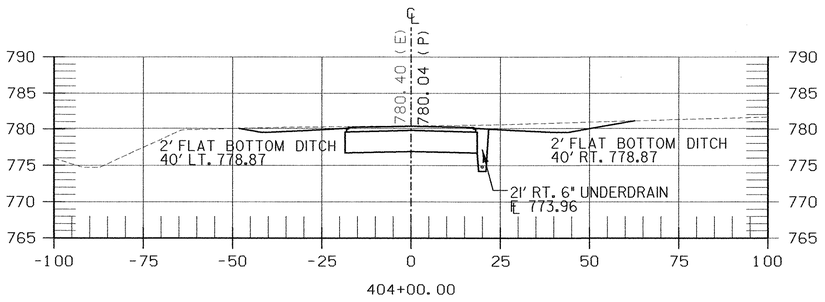
Sheet No
30

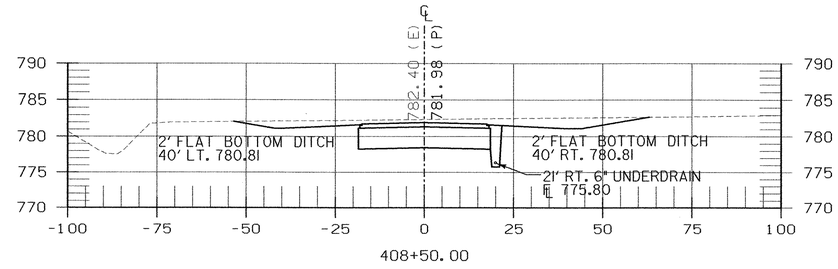


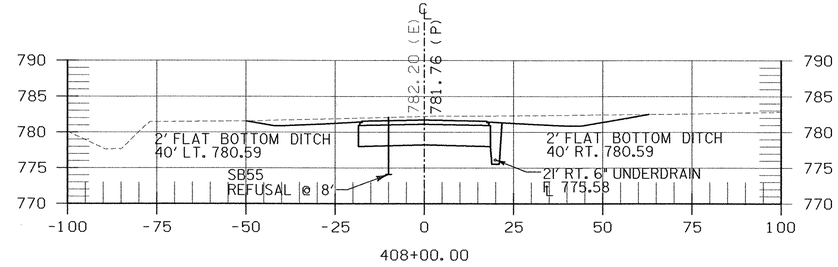


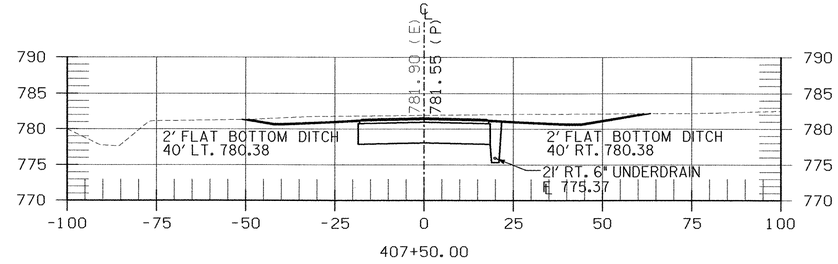


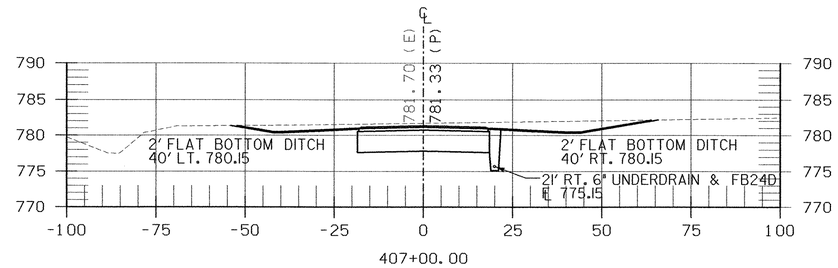


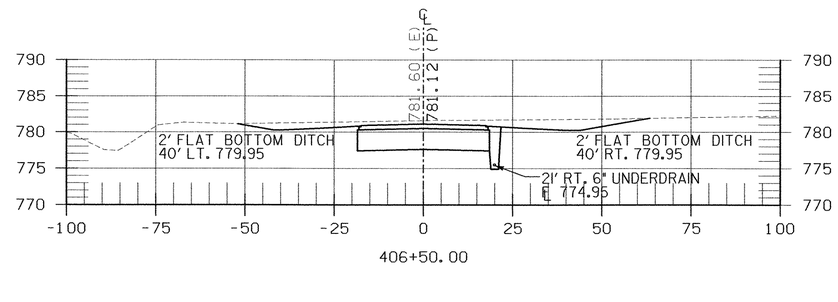












HORIZONTAL 0 10 20 30
VERTICAL 0 5 10 15
SCALE IN FEET

PROJECT "A"
A.I.P. 3-50-0015-17

REV.	DATE	DESCRIPTION

File No. f2020460de3l

Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

CROSS SECTIONS
TAXIWAY "F"

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

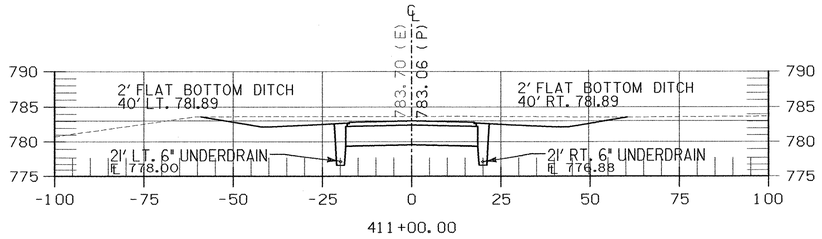
Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

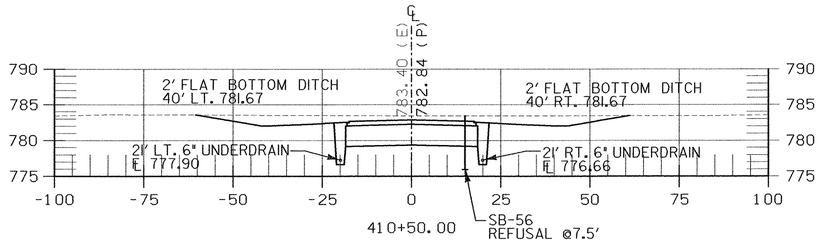
Scale: AS SHOWN

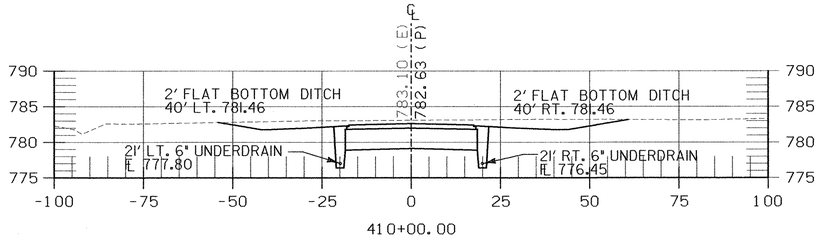
Date: FEB., 2003

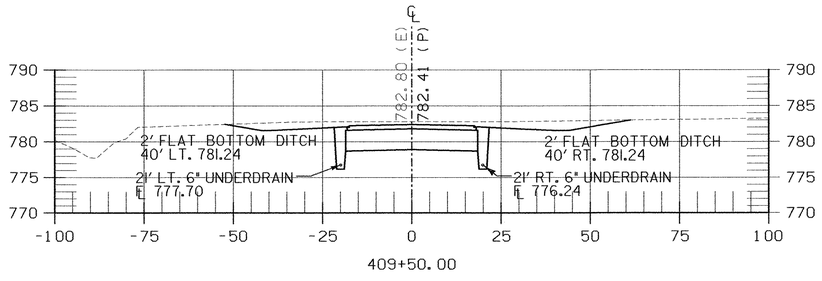
Sheet 31 OF 40

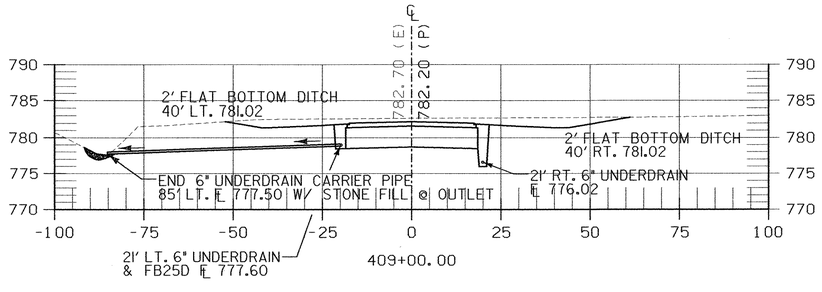
Sheet No
31

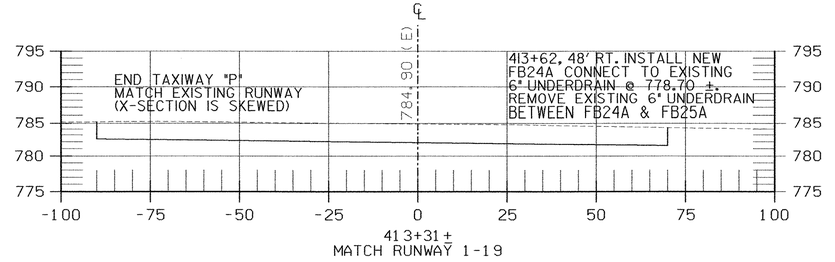


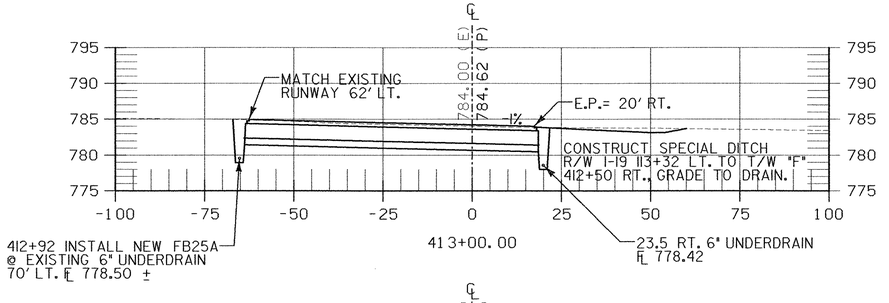


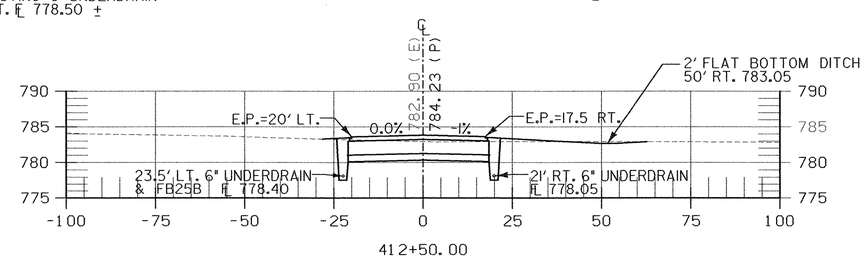


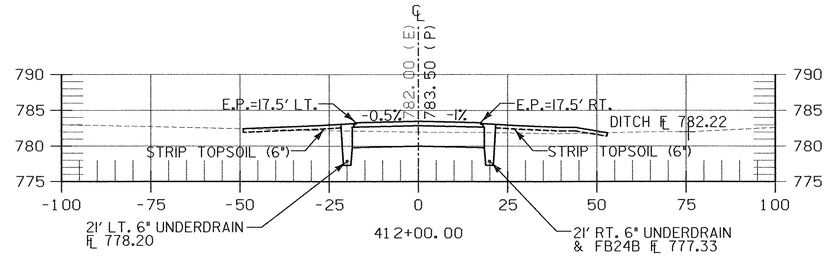


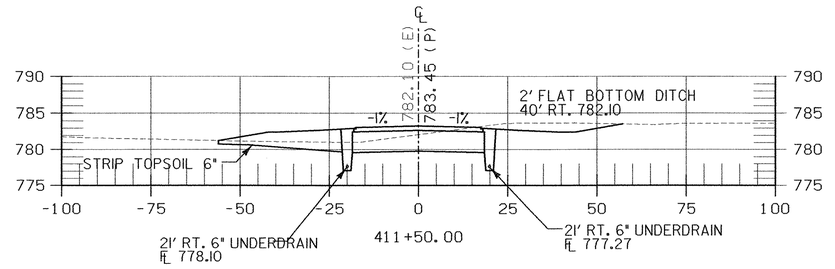












VERTICAL 15 10 5 0
HORIZONTAL 0 10 20 30
SCALE IN FEET

PROJECT "A"
A.I.P. 3-50-0015-17

STATE OF VERMONT
WILLIAM E. ICE
No. 3813
REGISTERED PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION

File No. f2020460d32

Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

CROSS SECTIONS
TAXIWAY "F"

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

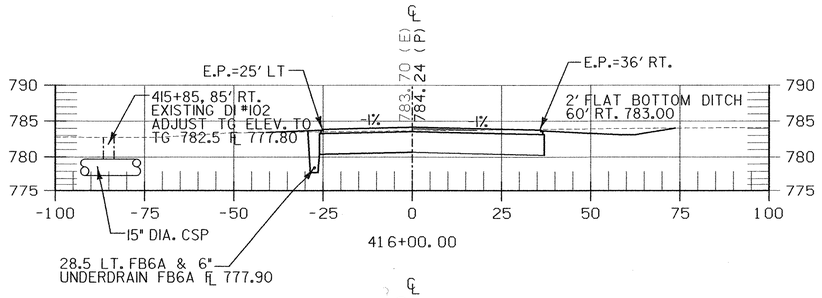
Scale: AS SHOWN

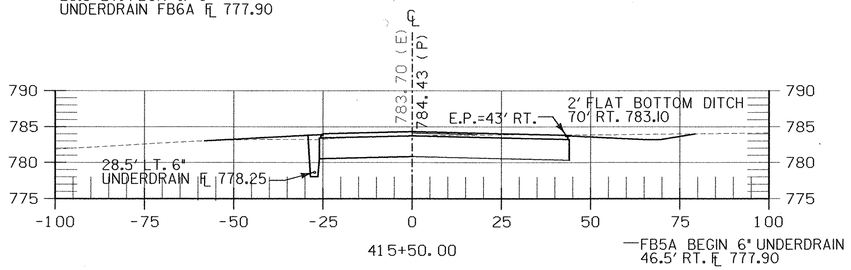
Date: FEB., 2003

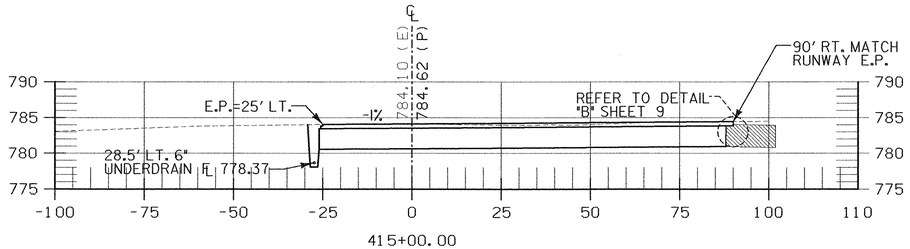
Sheet 32 OF 40

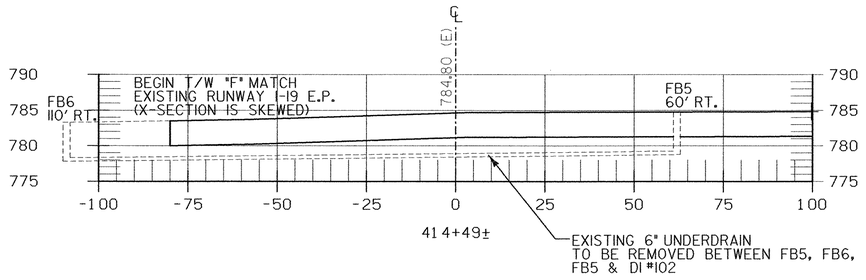
Sheet No
32

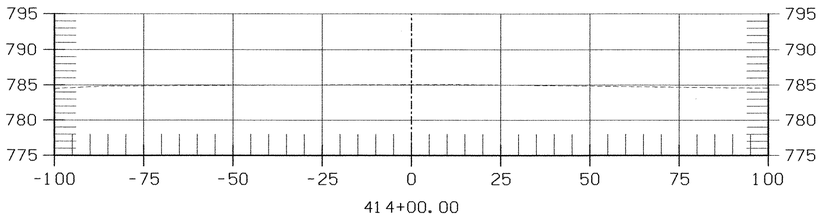
2/21/2003
F:\Civil\Sheet\OCT2002\f2020460d32.dgn

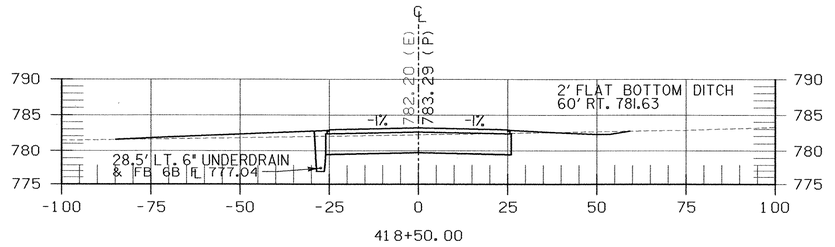


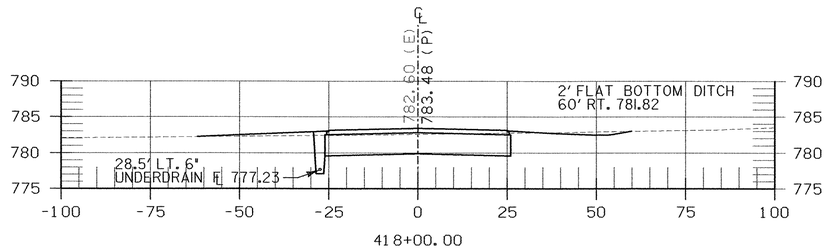


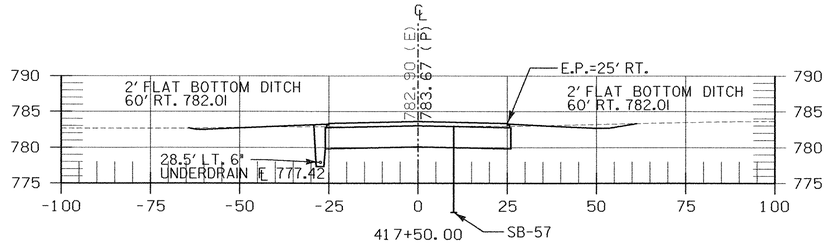


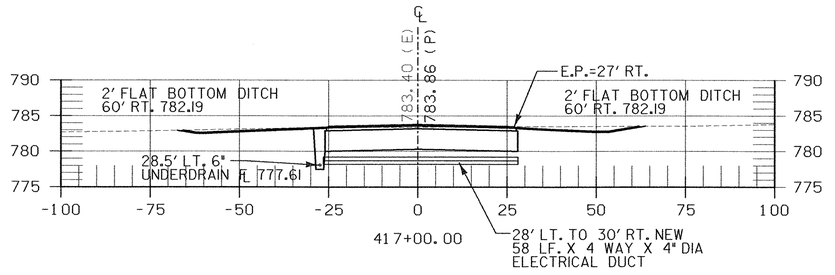


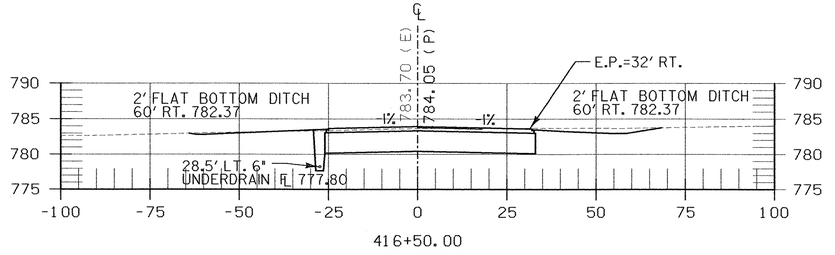


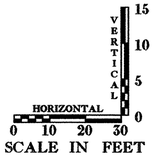












PROJECT "B"
A.I.P. 3-50-0015-17

STATE OF VERMONT * WESLEY D. MORRIS * NO. 3823 * REGISTERED PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION

File No. F20202460de33

Job No. F2000020046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

CROSS SECTIONS
TAXIWAY "F"

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

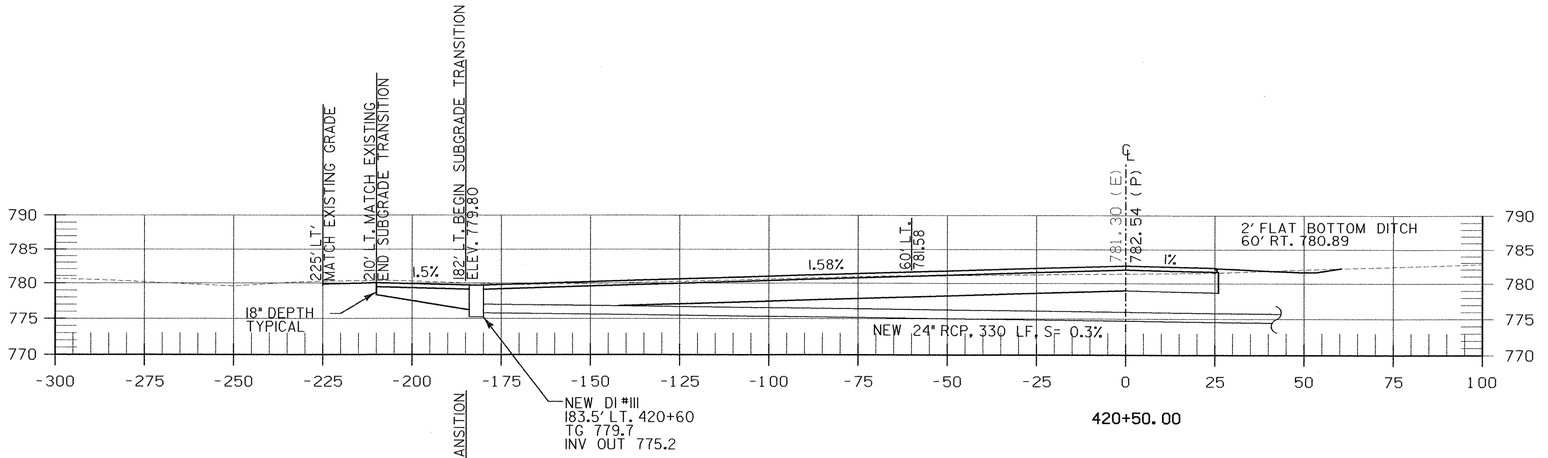
Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

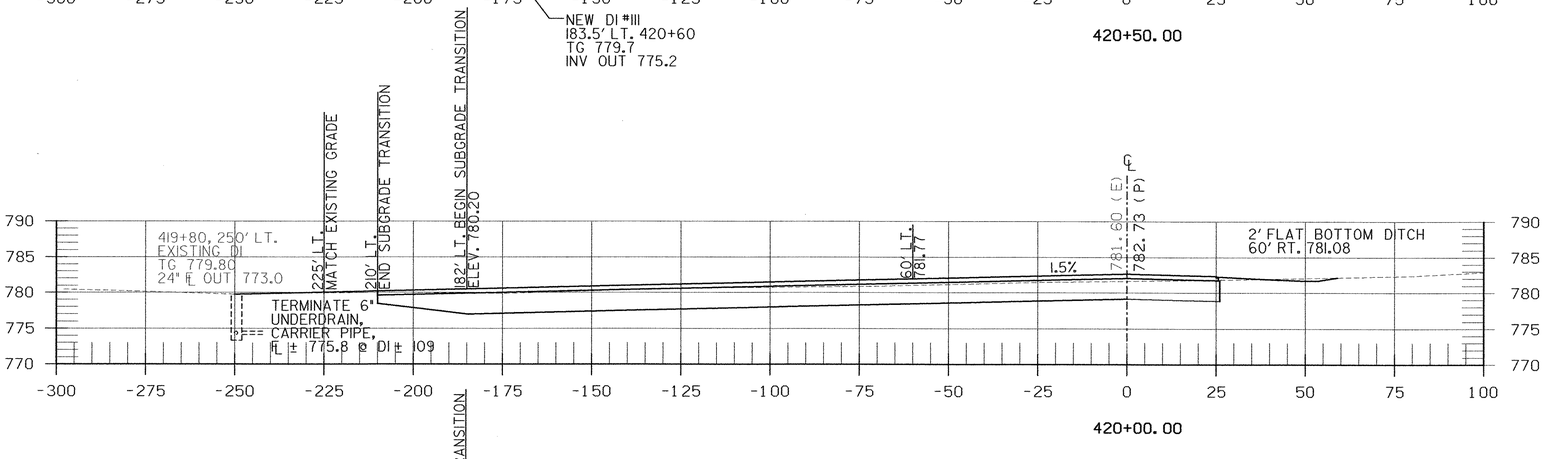
Scale: AS SHOWN

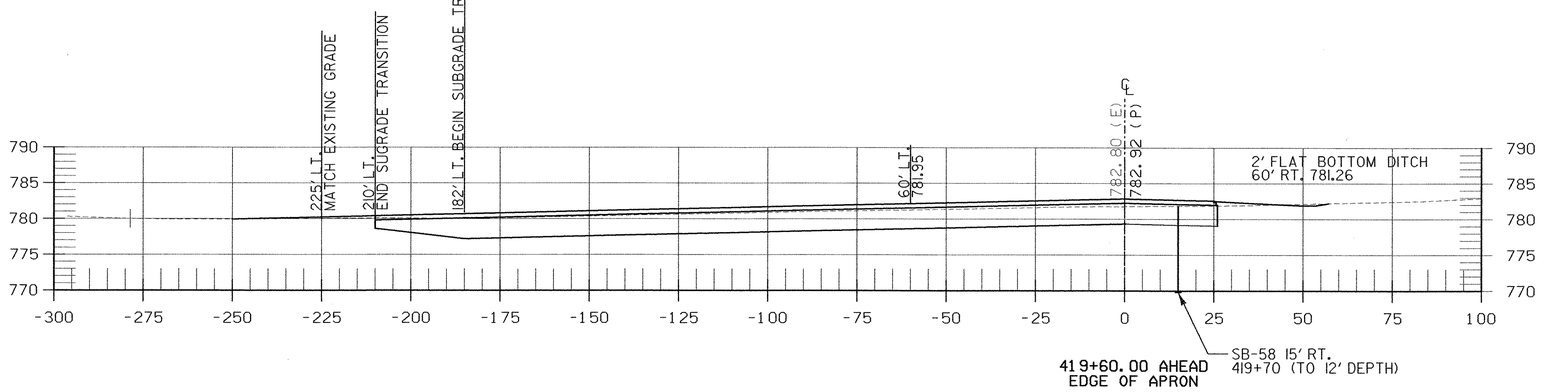
Date: FEB., 2003

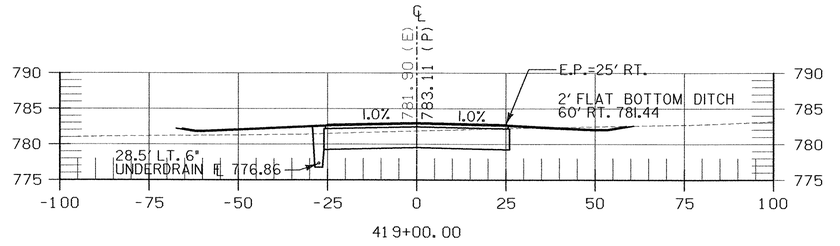
Sheet 33 OF 40

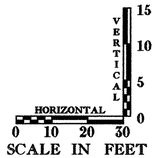
Sheet No
33











PROJECT "B"
A.I.P. 3-50-0015-17

REV.	DATE	DESCRIPTION

File No. f2020460de34

Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

CROSS SECTIONS
TAXIWAY "F"

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: AS SHOWN

Date: FEB., 2003

Sheet 34 OF 40

Sheet No
34

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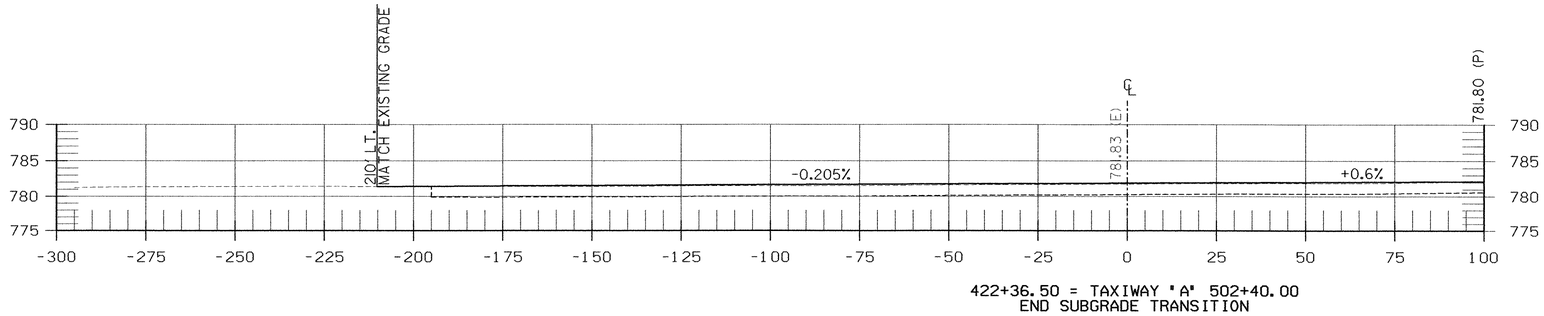
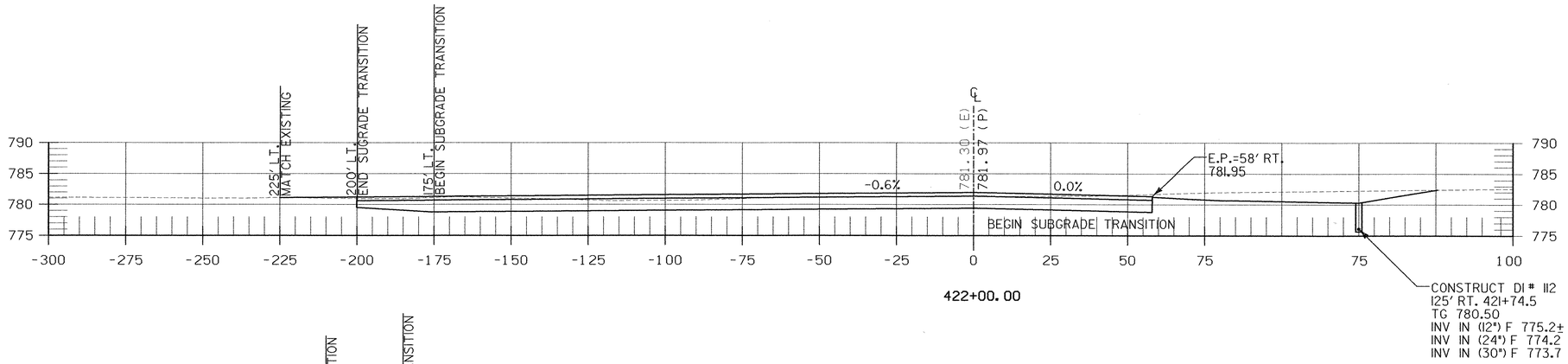
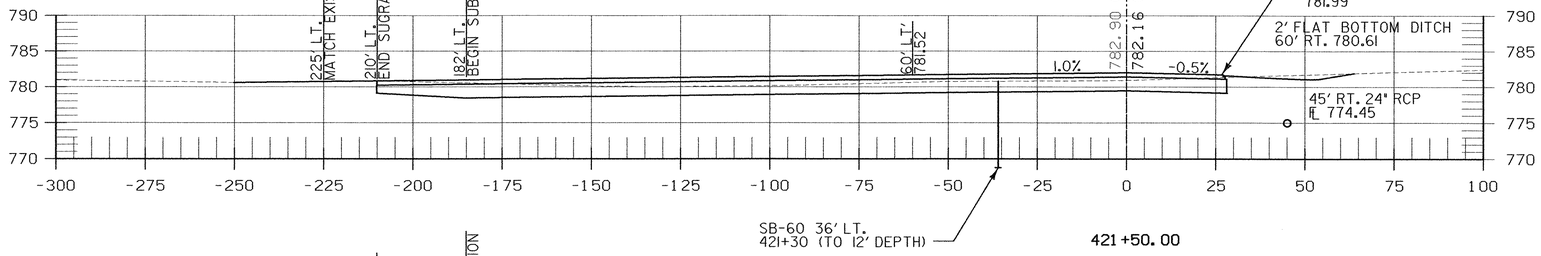


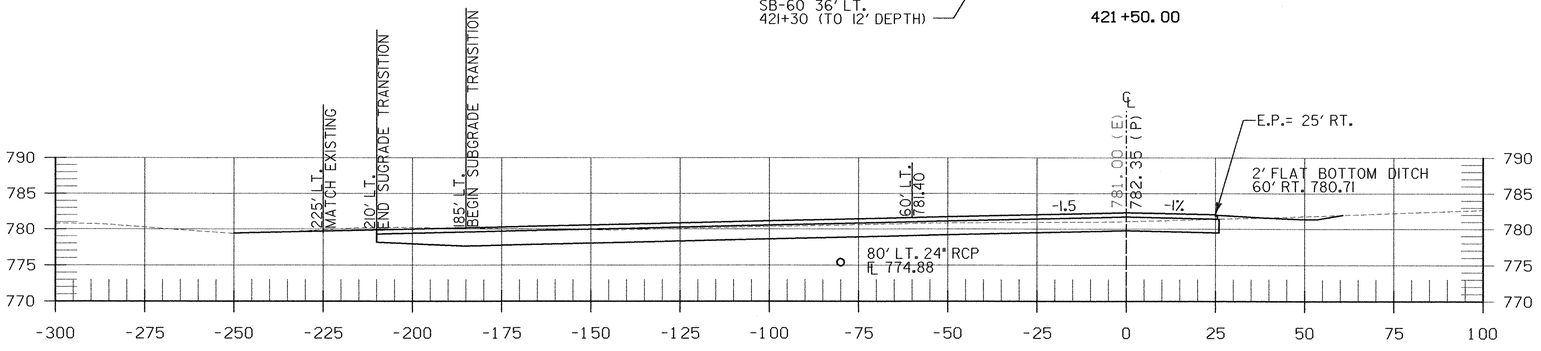
422+36.50 = TAXIWAY 'A' 502+40.00
END SUBGRADE TRANSITION



422+00.00



421+50.00



421+00.00

VERTICAL 15 10 5 0
HORIZONTAL 0 10 20 30
SCALE IN FEET

PROJECT "B"
A.I.P. 3-50-0015-17

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

REV.	DATE	DESCRIPTION

Job No. F200002046.00

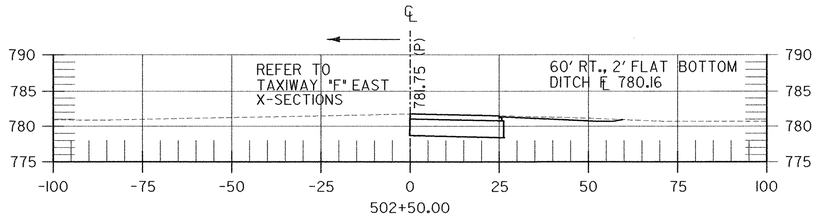
File No. f20204601de35

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

CROSS SECTIONS
TAXIWAY "F"

Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: AS SHOWN
Date: FEB., 2003
Sheet 35 OF 40
Sheet No **35**



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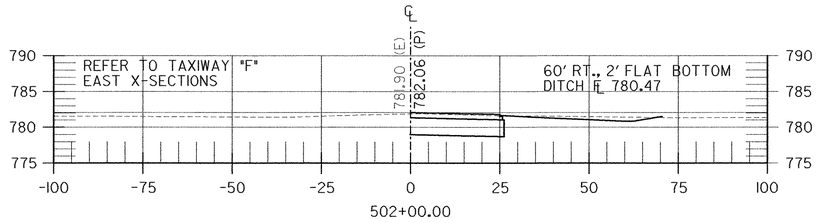
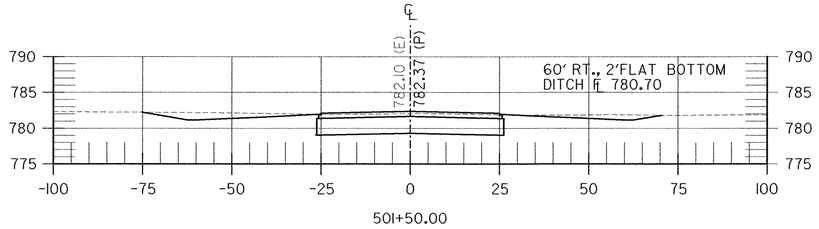
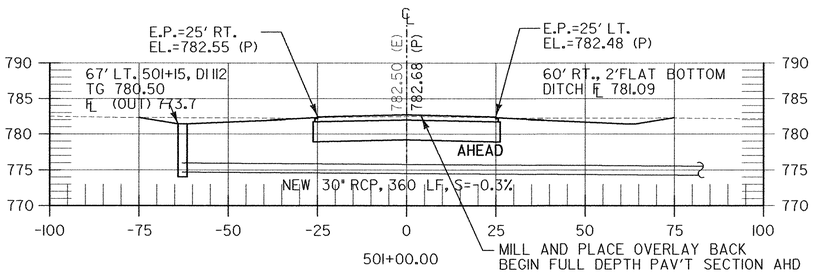


502+00.00

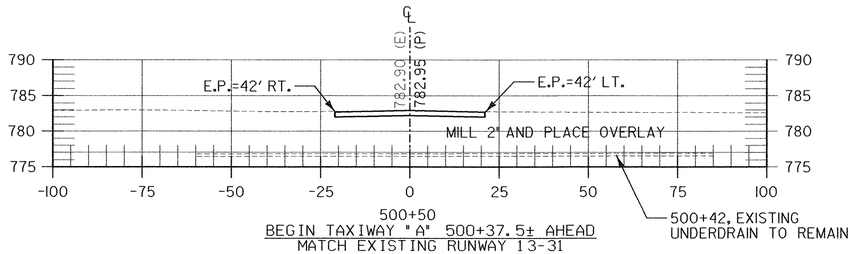


501+50.00



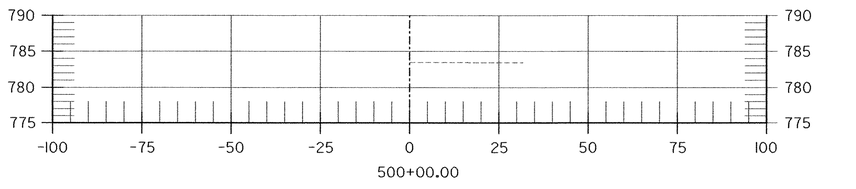
501+00.00

MILL AND PLACE OVERLAY BACK
BEGIN FULL DEPTH PAV'T SECTION AHD

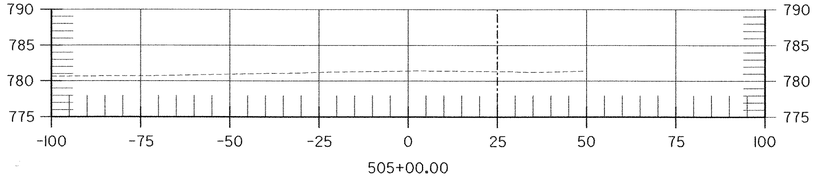


500+50
BEGIN TAXIWAY "A" 500+37.5± AHEAD
MATCH EXISTING RUNWAY 13-31

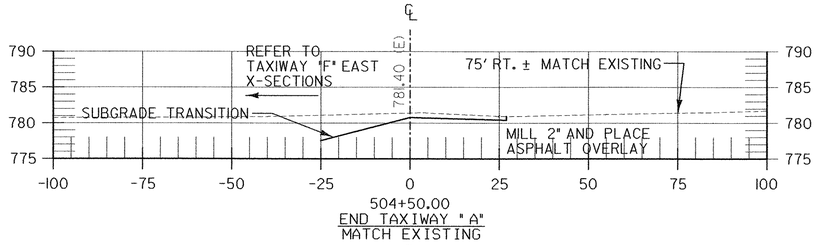
500+42, EXISTING UNDERDRAIN TO REMAIN



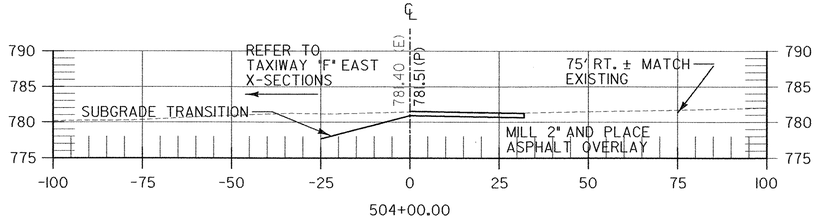
500+00.00



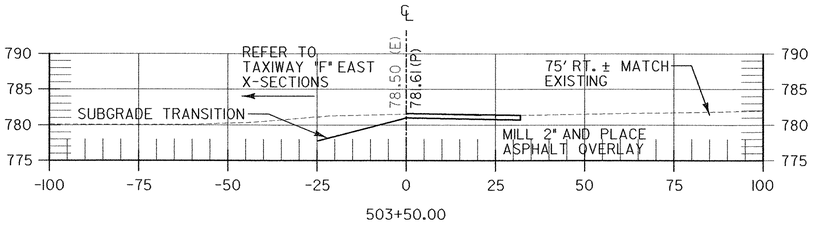
505+00.00



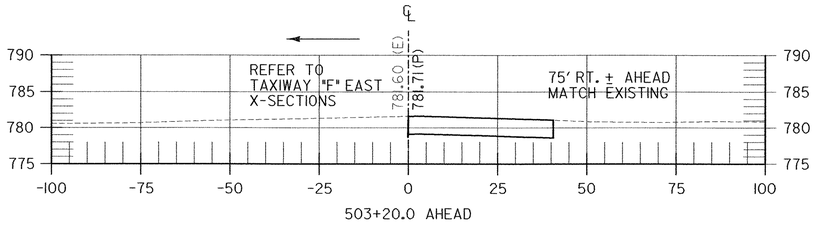
504+50.00
END TAXIWAY "A"
MATCH EXISTING



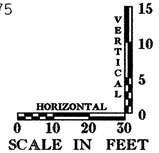
504+00.00



503+50.00



503+20.0 AHEAD



SCALE IN FEET

PROJECT "B"

A.I.P. 3-50-0015-17

REV.	DATE	DESCRIPTION

File No. f20204601de36

Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

CROSS SECTIONS TAXIWAY "A"

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: AS SHOWN

Date: FEB., 2003

Sheet 36 OF 40

Sheet No
36

PROPERTY LINE

VT STATE PLANE GRID

EXISTING LEACH FIELD FROM VTRANS MAINTENANCE GARAGE

WASTE AREA #1

SF

750

775

AIRPORT ROAD

VT RTE 100

146+00 147+00 148+00 149+00 150+00 151+00 152+00 153+00 154+00 155+00 156+00 157+00 158+00 159+00 160+00 161+00

℄ RUNWAY 1-19

STA. 151+50± , 150' RIGHT
EXISTING 6" UNDERDRAIN
OUTLET

SURVEY CONTROL POINTS:
DO NOT DISTURB

NEW 130 LF
6" UNDERDRAIN
CARRIER PIPE

WASTE AREA #2

STA. 152+05± , 265' RIGHT
PROPOSED 6" UNDERDRAIN
OUTLET

INV. ELEV. = 762±

GARAGE TO BE REMOVED

WASTE AREA NOTES

1. WASTE AREAS TO BE COMPACTED AS EMBANKMENT TO 90% MIN.

2. SEED ITEM 651.15 TO BE APPLIED AS DIRECTED BY ENGINEER, THE SEED MIXTURE SHALL CONFORM TO:

% WT.	LBS./A.	NAME	PUR %	GERM %
20	14	TALL FESCUE (K-31)	95	85
10	7	PERENNIAL RYE GRASS	95	85
1	1	MEDIUM RED CLOVER	95	85
2	2	EMPIRE BIRDS FOOT TREFOIL	98	85
22	15	CLIMAX TIMOTHY	95	85
25	17	CREEPING RED FESCUE	98	85
10	7	ANNUAL RYE GRASS	95	85
10	7	ORCHARD GRASS	95	85
100	70			

THE SEED MIXTURE SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS WEED SEED.

3. FERTILIZER, ITEM 651.18, FORMULA 10-20-10, TO BE USED WITH SEED, ITEM 651.15, APPLIED AT THE RATE OF 500 LBS./ACRE.

AGRICULTURAL LIMESTONE, ITEM 651.20, TO BE APPLIED AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.

HAY MULCH, ITEM 651.25, TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE.

TOPSOIL, ITEM 651.35 TO BE USED WITH SEED, ITEM 651.15, AS DIRECTED BY THE ENGINEER.

4. EROSION CONTROL MATTING, ITEM 654.10, TO BE PLACED ON SLOPES OVER 5% WHEN DIRECTED BY THE ENGINEER.

5. PAY LIMITS FOR SEED, LIME , FERTILIZER & MULCH ARE EQUAL TO THE APPROVED CONSTRUCTION LIMITS.

LEGEND:

WETLAND LIMITS

---SF----------SF---- SILT FENCE

SCALE IN FEET

100 50 0 100

A.I.P. 3-50-0015-17

STATE OF VERMONT · REGISTERED · GERALD W. DAMIDO · 3813 · PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION

Job No. F200002046.00

File No.F202046000E37

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
WASTE AREA LAYOUT

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

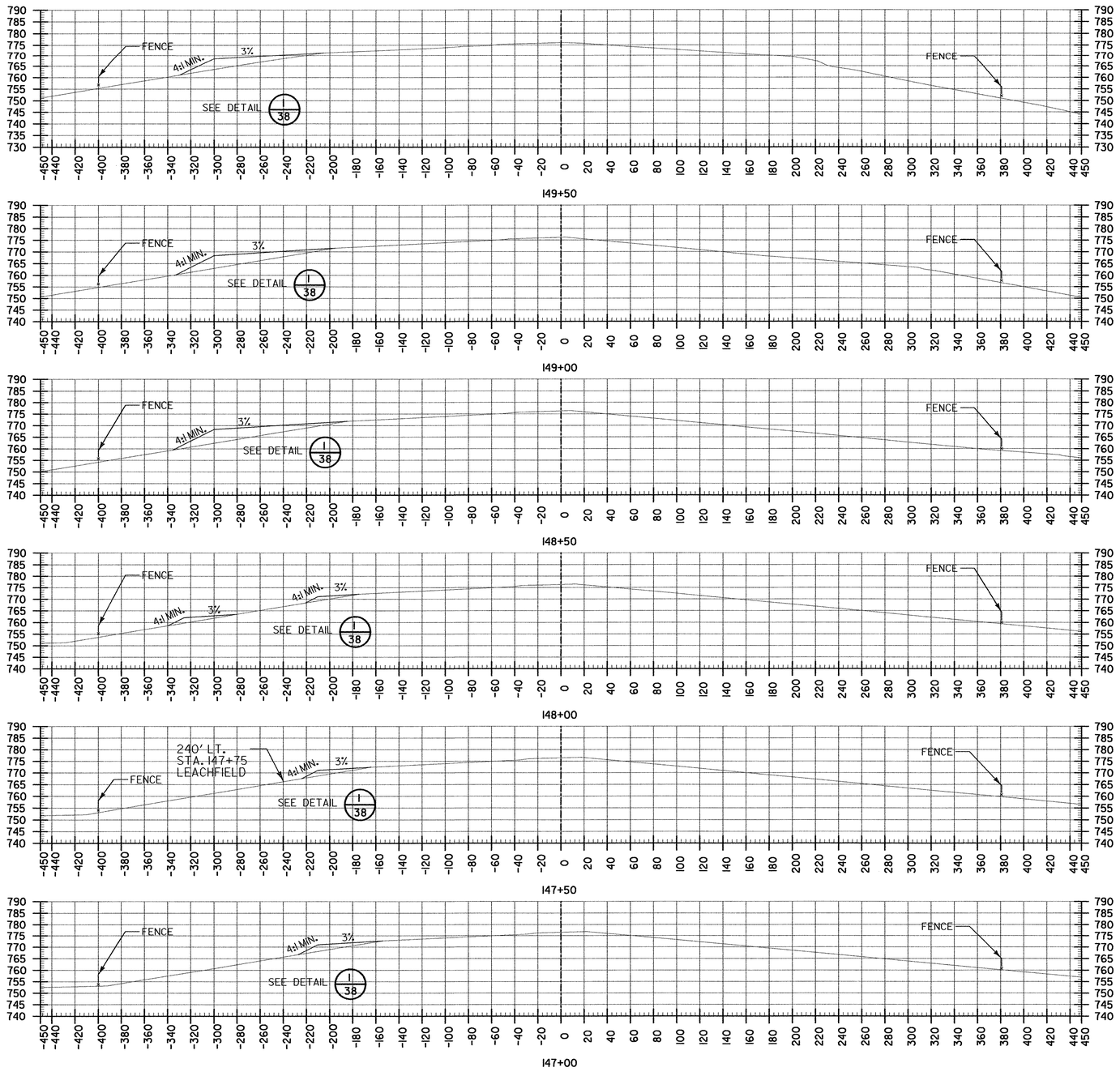
Designed by: G.W.D.
Drawn by: R.P.D.
Checked by: M.K.C.
Approved by: G.W.D.

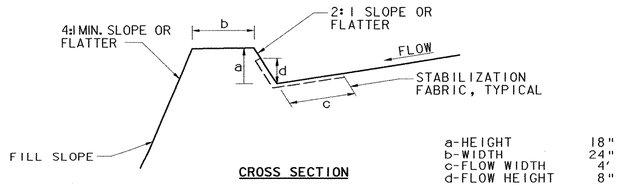
Scale:

Date: FEB., 2003

Sheet 37 OF 40

Sheet No 37



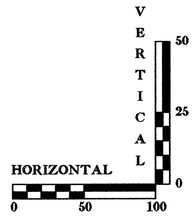


CROSS SECTION

a-HEIGHT	18"
b-WIDTH	24"
c-FLOW WIDTH	4'
d-FLOW HEIGHT	8"

1. BERMS TO BE COMPACTED BY EARTH-MOVING EQUIPMENT.
2. TOP MAY BE WIDER AND SIDE SLOPES MAY BE FLATTER.
3. BERMS TO BE CONSTRUCTED ALONG TOP OF SLOPE OUTSIDE RUNWAY SAFETY AREA OVERRUNS.

1/38 EARTH BERM
SCALE: NONE



SCALE IN FEET

A.I.P. 3-50-0015-17

STATE OF VERMONT * REGISTERED * GREGORY W. DAVIS 10823 * PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION

File No. F202046000E38

Job No. F200002046.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
WASTE AREA CROSS SECTIONS

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

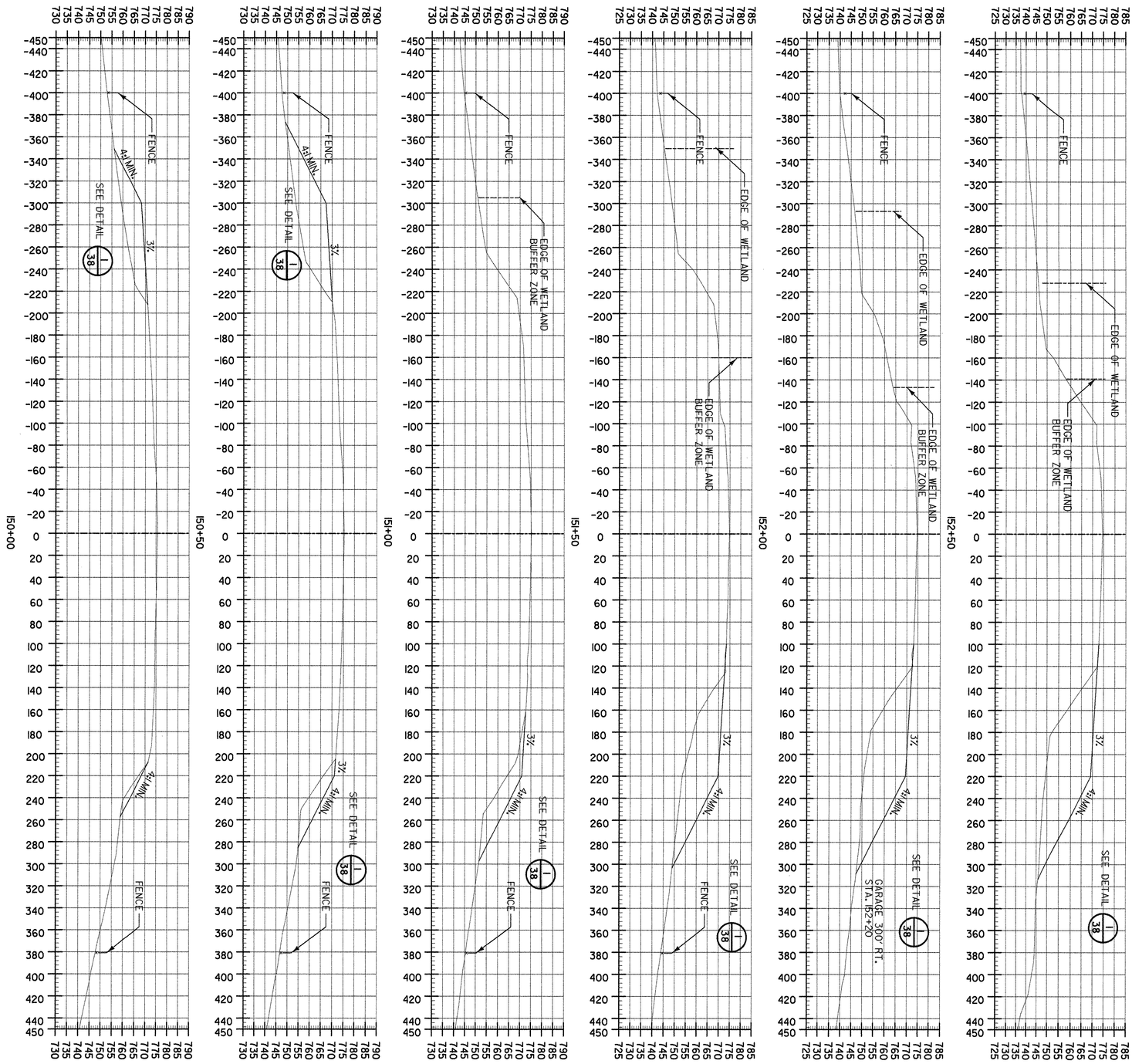
Scale: AS SHOWN

Date: FEB., 2003

Sheet 38 OF 40

Sheet No 38

P:\CIVIL\Sheet\OCT2002\F202046\01de38.dgn



SCALE IN FEET

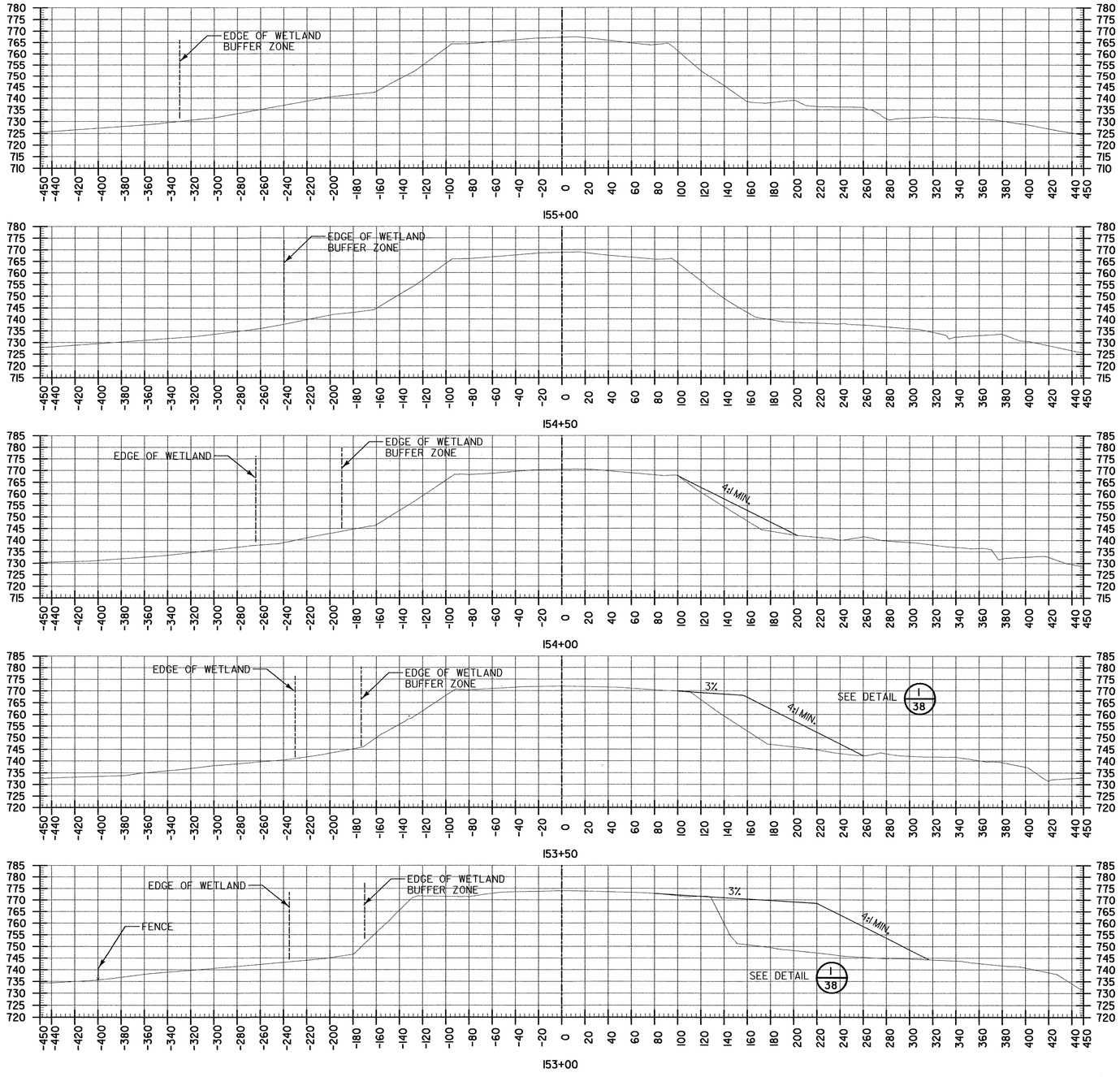
HORIZONTAL 0 50 100

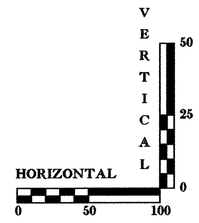
VERTICAL 0 25 50

A.I.P. 3-50-0015-17

Sheet No 39	Designed by: G.W.D.	**URS** 1 NORTHWAY LN. LATHAM, NEW YORK	**RUTLAND STATE AIRPORT** CLARENDON, VERMONT
Sheet 39 OF 40	Drawn by: M.K.C.		**TAXIWAY IMPROVEMENTS WASTE AREA CROSS SECTIONS**
Date: FEB. 2003	Checked by: M.K.C.		REV. | DATE | DESCRIPTION
Scale: AS SHOWN	Approved by: G.W.D.		Job No. F200002046.00 | File No.F202046OODE39

STATE OF VERMONT * GREGORY W. DAVIS * NO. 9873 * REGISTERED PROFESSIONAL ENGINEER





SCALE IN FEET

A.I.P. 3-50-0015-17

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS
WASTE AREA CROSS SECTIONS

REV.	DATE	DESCRIPTION

File No.F202046000E40

Job No. F200002046.00

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

Designed by: G.W.D.
Drawn by: M.C.M.
Checked by: M.K.C.
Approved by: G.W.D.

Scale: AS SHOWN

Date: FEB., 2003

Sheet 40 OF 40

Sheet No
40

18+00

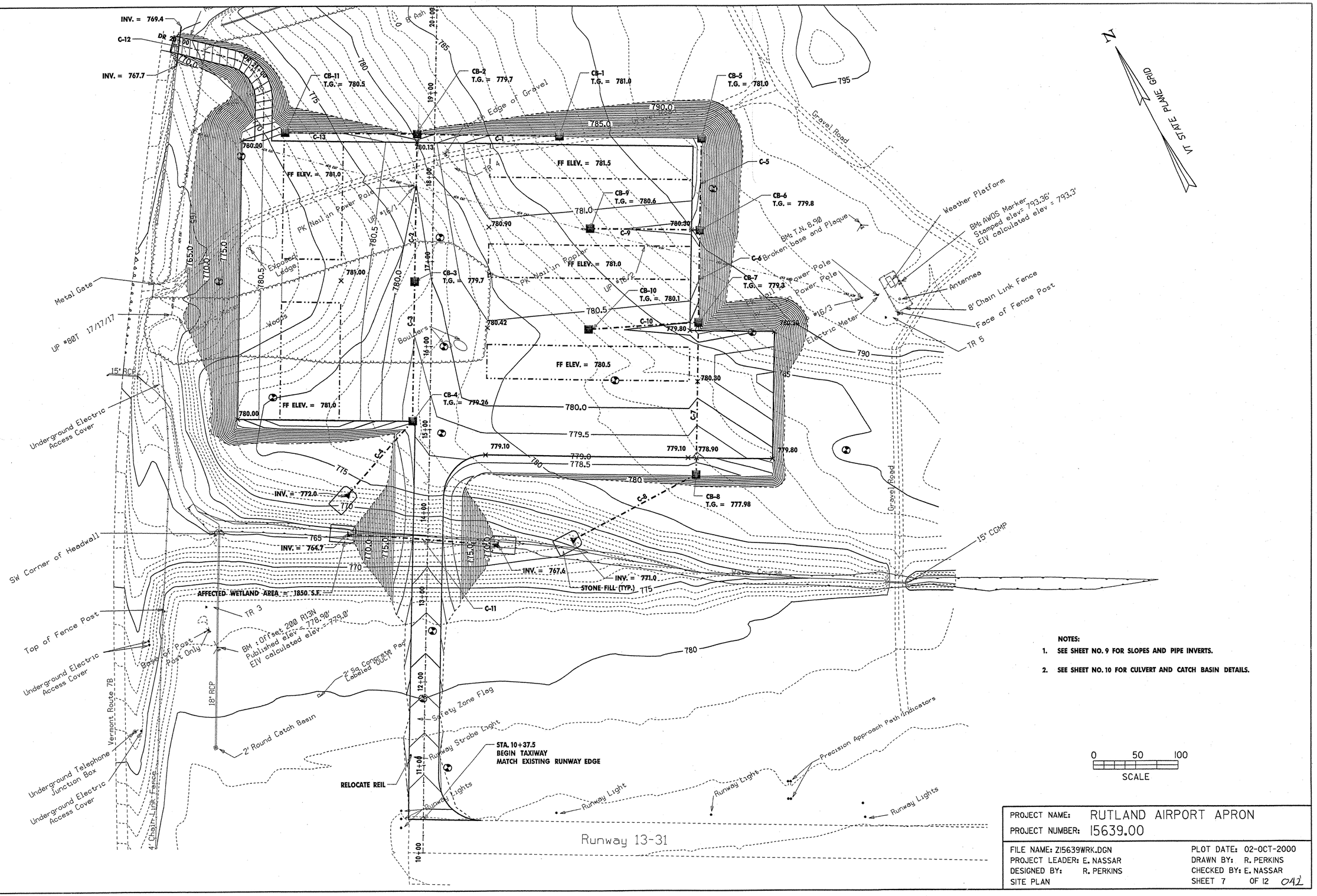
17+00

16+00

15+00

14+00

041



NOTES:

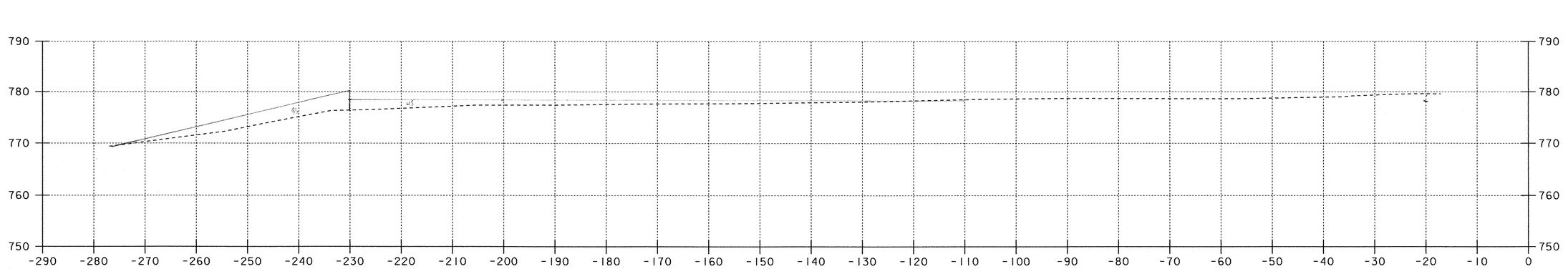
1. **SEE SHEET NO. 9 FOR SLOPES AND PIPE INVERTS.**
2. **SEE SHEET NO. 10 FOR CULVERT AND CATCH BASIN DETAILS.**

PROJECT NAME:	RUTLAND AIRPORT APRON
PROJECT NUMBER:	15639.00
FILE NAME: Z15639WRK.DGN	PLOT DATE: 02-OCT-2000
PROJECT LEADER: E. NASSAR	DRAWN BY: R. PERKINS
DESIGNED BY: R. PERKINS	CHECKED BY: E. NASSAR
SITE PLAN	SHEET 7 OF 12 042

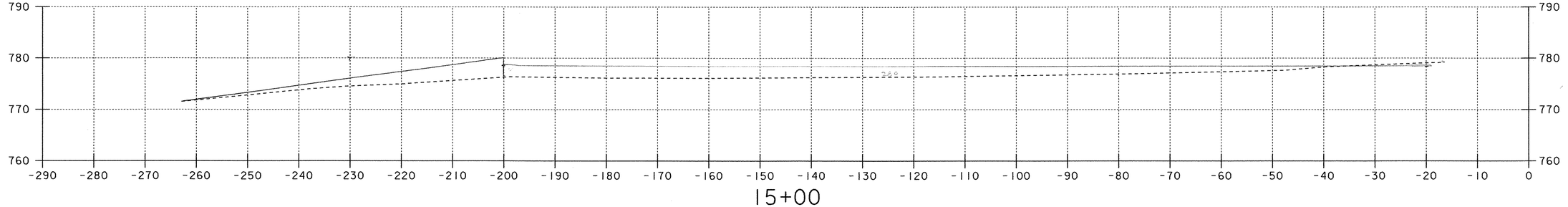
WASTE AREA #3

PAGE 1 OF 4

0 10 20
SCALE



15+50



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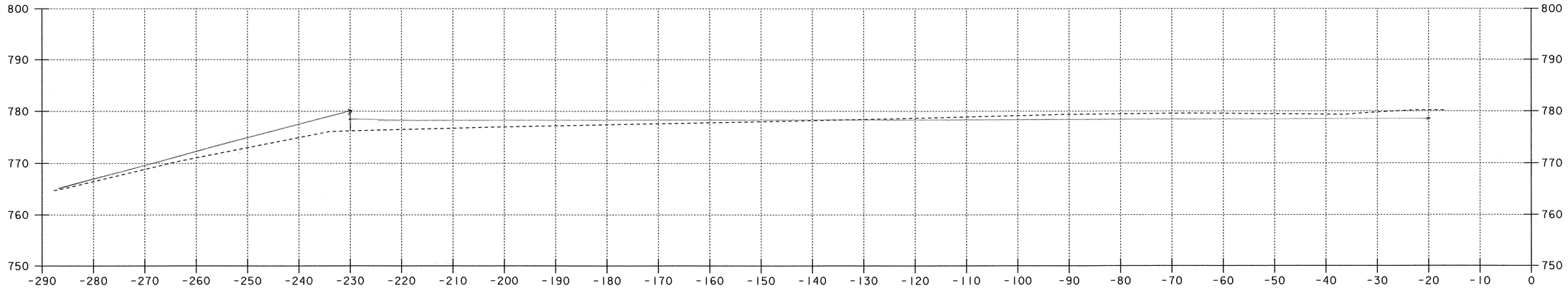
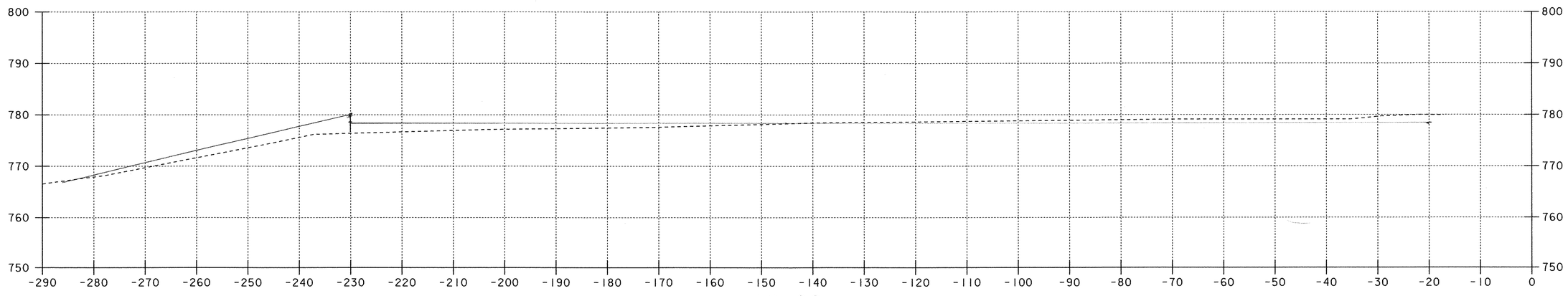
WASTE AREA #3

PAGE 2 OF 4

0 10 20
SCALE



16+50

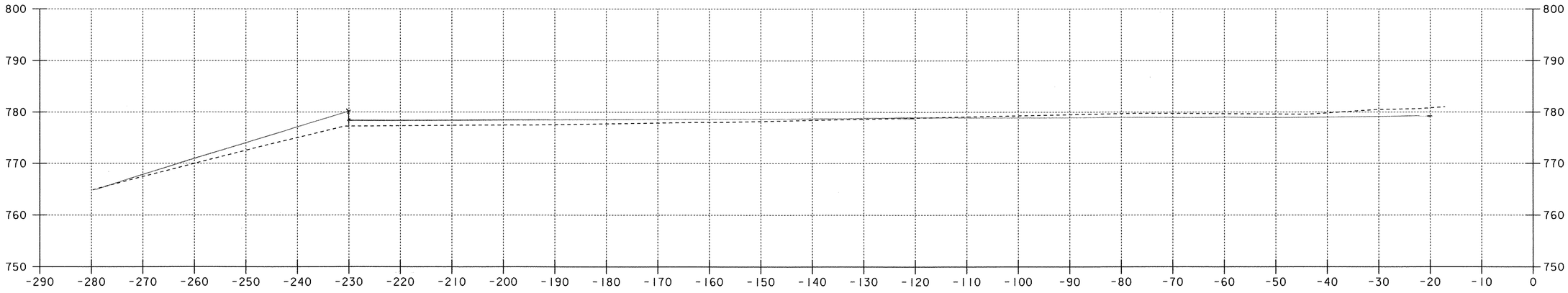


16+00

WASTE AREA #3

PAGE 3 OF 4

0 10 20
SCALE



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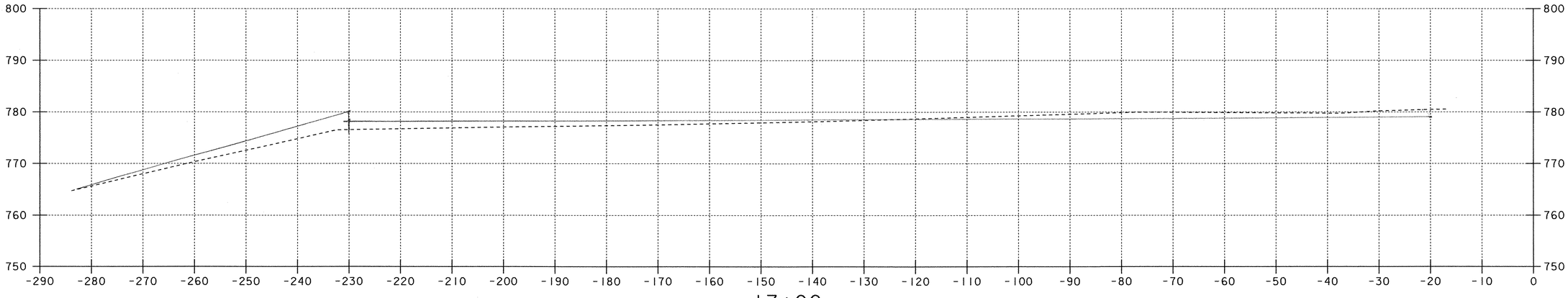


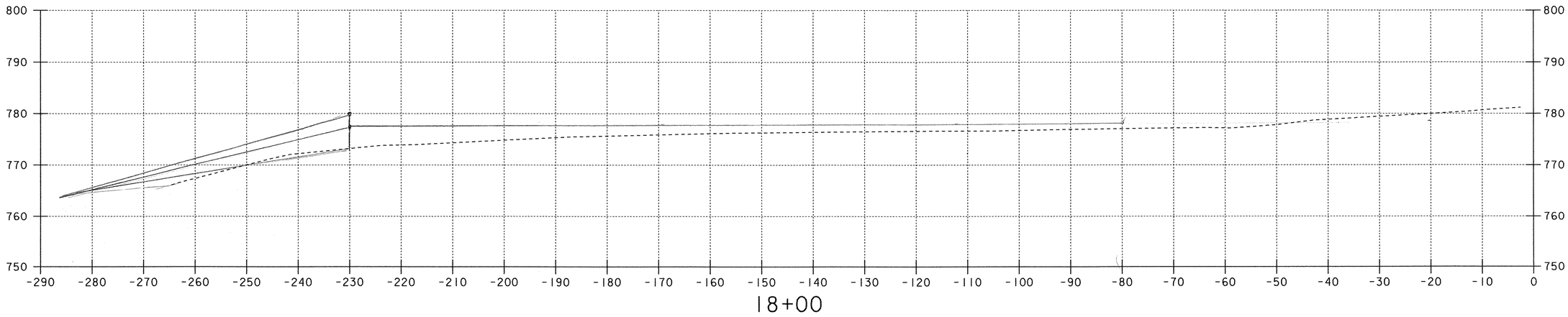
17+00

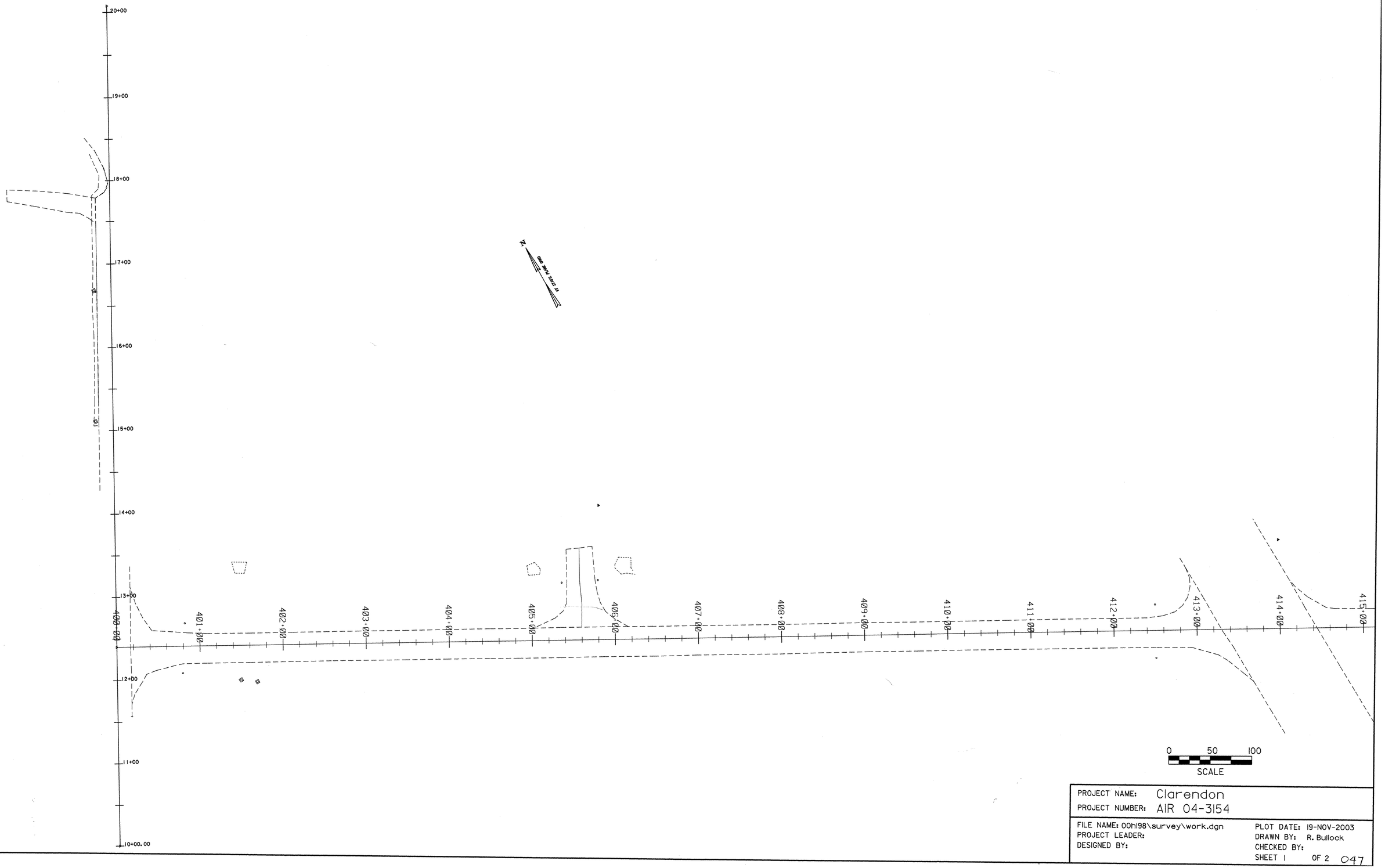
045

WASTE AREA #3

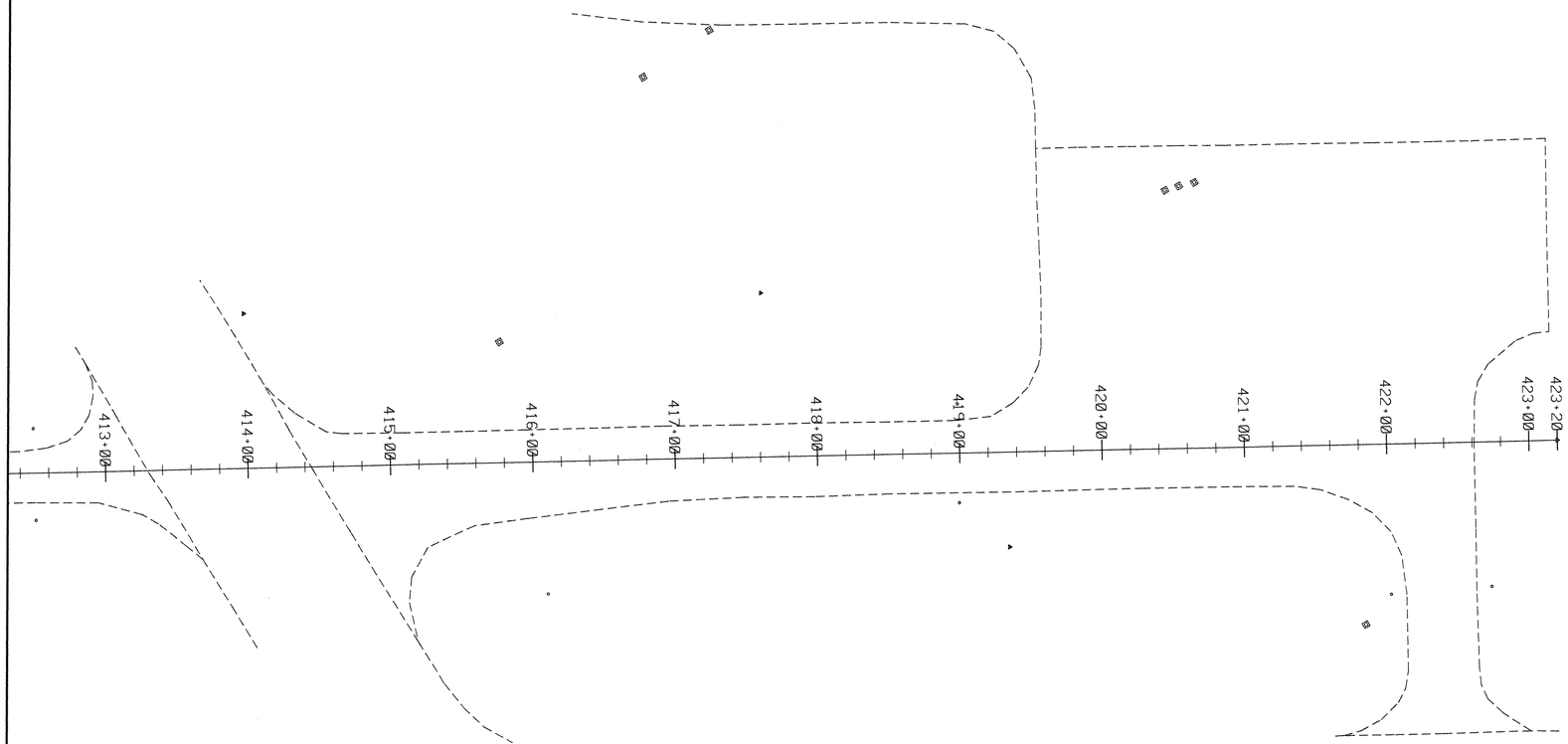
PAGE 4 OF 4

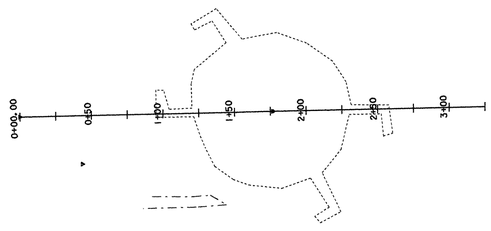
0 10 20
SCALE





PROJECT NAME: Clarendon	
PROJECT NUMBER: AIR 04-3154	
FILE NAME: 00hi98\survey\work.dgn	PLOT DATE: 19-NOV-2003
PROJECT LEADER:	DRAWN BY: R. Bullock
DESIGNED BY:	CHECKED BY:
	SHEET 1 OF 2 047





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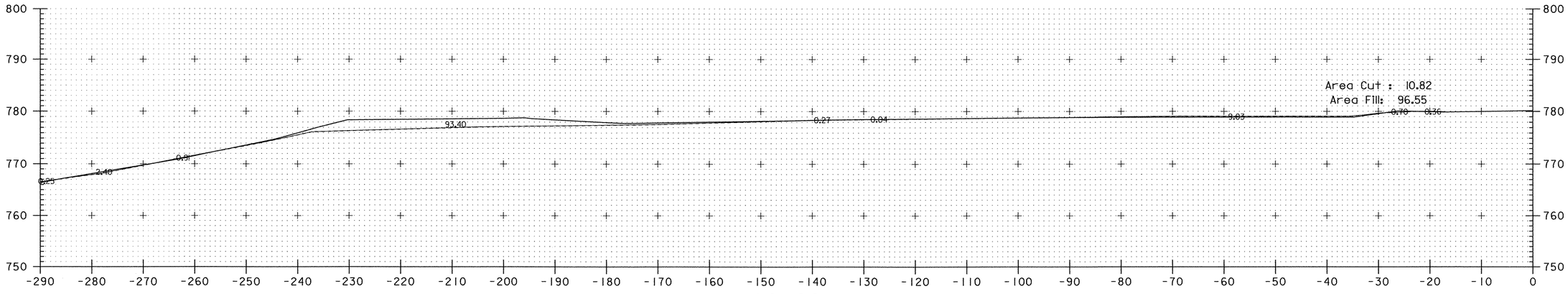
SCALE

PROJECT NAME: Clarendon	
PROJECT NUMBER: AIR 04-3154	
FILE NAME: 00h198\survey\work.dgn	PLOT DATE: 19-NOV-2003
PROJECT LEADER:	DRAWN BY: R. Bullock
DESIGNED BY:	CHECKED BY:
	SHEET 2 OF 2 048

Waste Area 3



16+00

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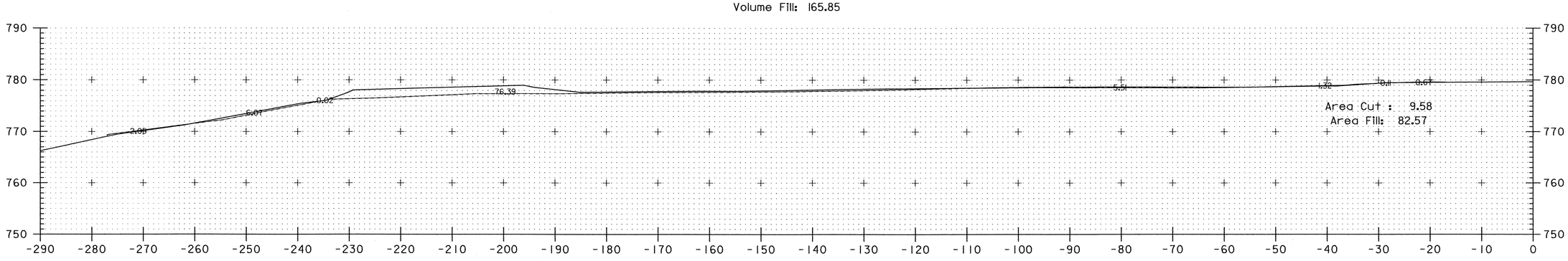

15+50

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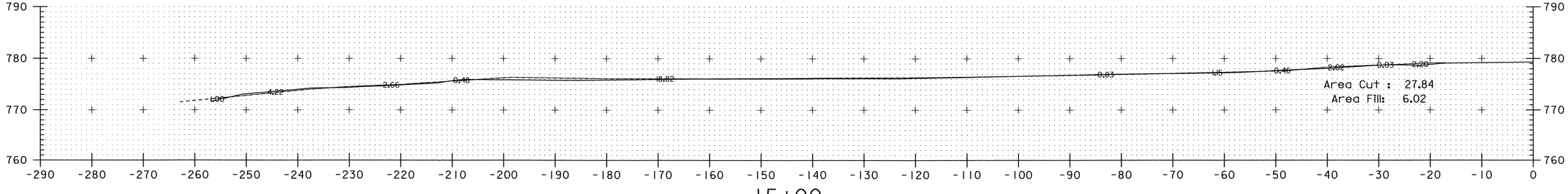

15+00

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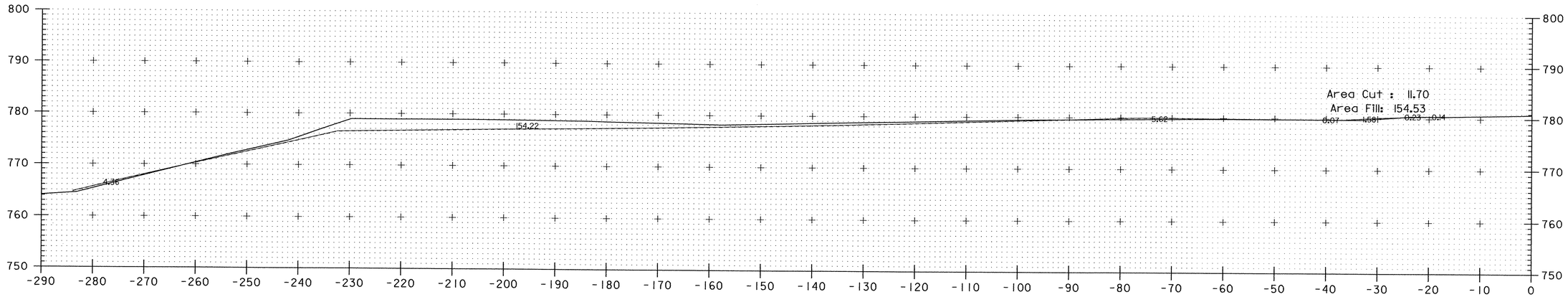
PROJECT NAME: Clarendon	
PROJECT NUMBER: AIR 04-3154	
FILE NAME: 00hl98/survey/work.dgn	PLOT DATE: 19-NOV-2003
PROJECT LEADER:	DRAWN BY: R. Bullock
DESIGNED BY:	CHECKED BY:
Waste Area	SHEET 1 OF 3 049

Waste Area 3



17+00

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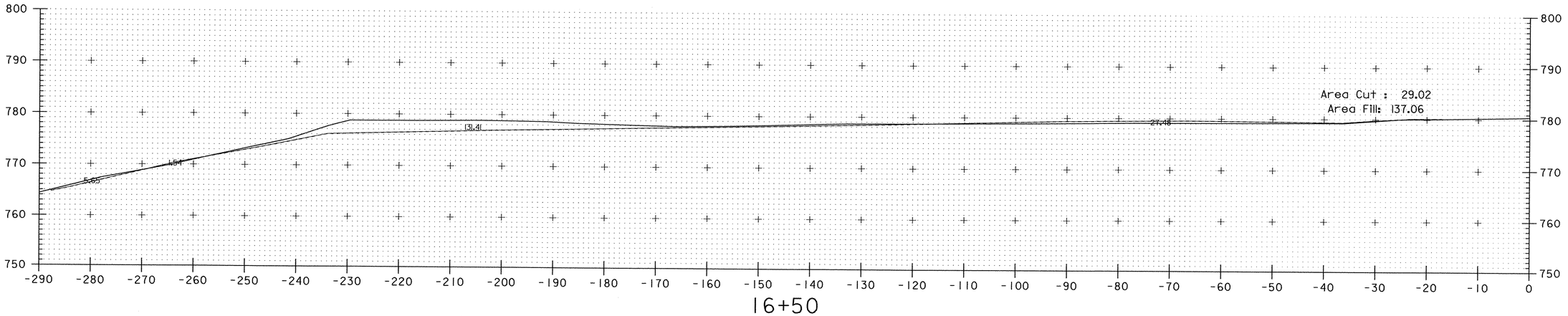

16+50

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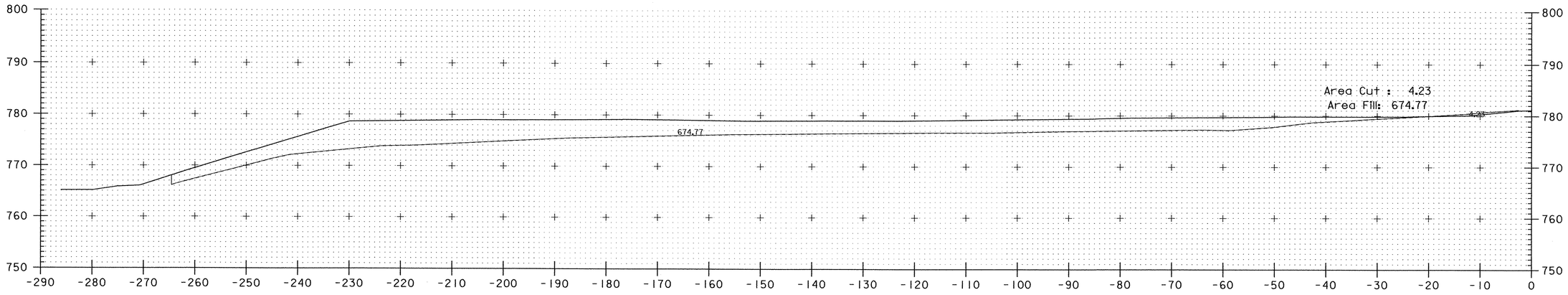
PROJECT NAME: Clarendon	
PROJECT NUMBER: AIR 04-3154	
FILE NAME: 00hl98/survey/work.dgn	PLOT DATE: 19-NOV-2003
PROJECT LEADER:	DRAWN BY: R. Bullock
DESIGNED BY:	CHECKED BY:
Waste Area	SHEET 2 OF 3 050

Waste Area 3



18+00

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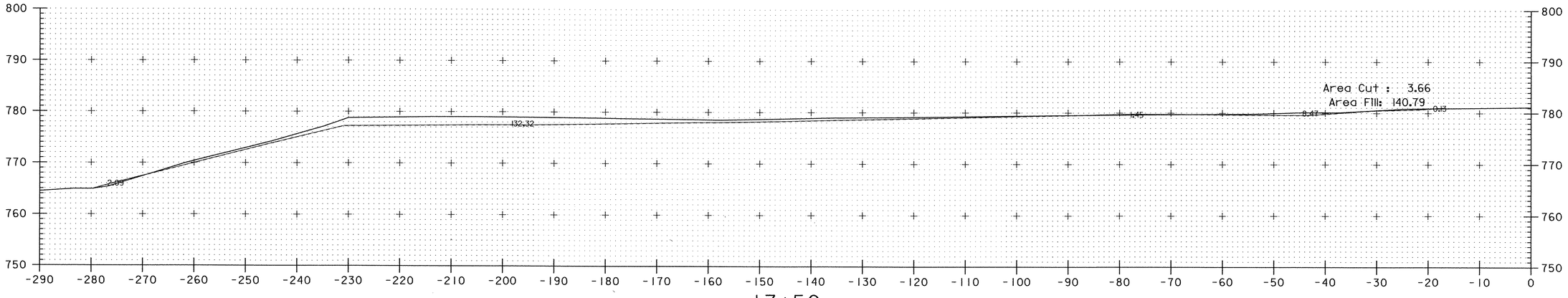
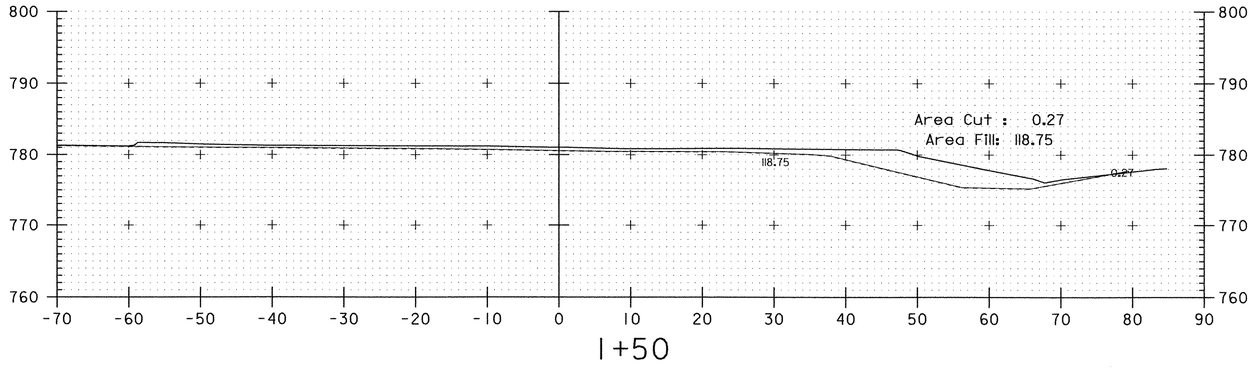


17+50

Volume Cut : 14.22
Volume Fill: 273.45

PROJECT NAME:	Clarendon
PROJECT NUMBER:	AIR 04-3154
FILE NAME: 00h198/survey/work.dgn	PLOT DATE: 19-NOV-2003
PROJECT LEADER:	DRAWN BY: R. Bullock
DESIGNED BY:	CHECKED BY:
Waste Area	SHEET 3 OF 3 051

Segmented Circle



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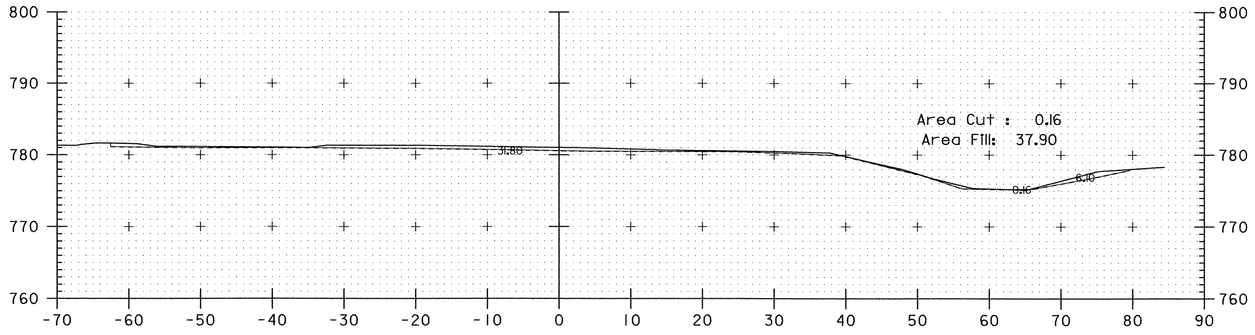

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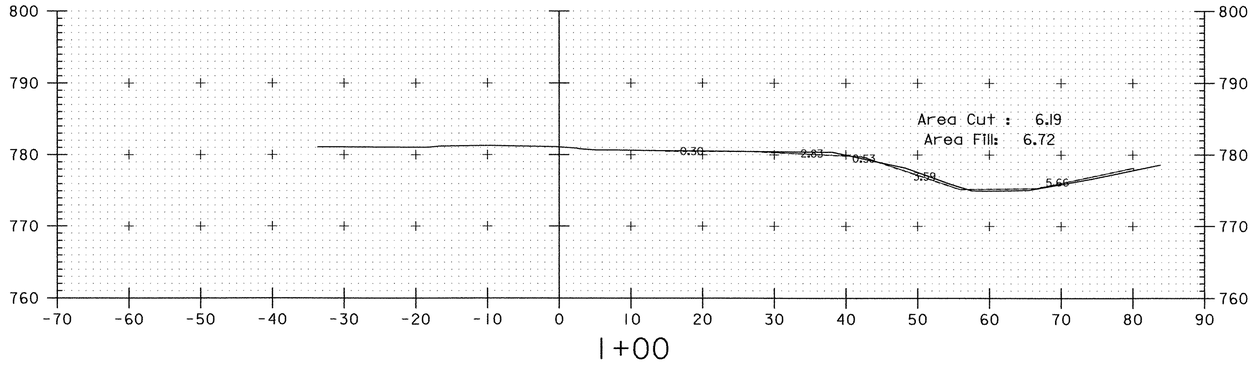
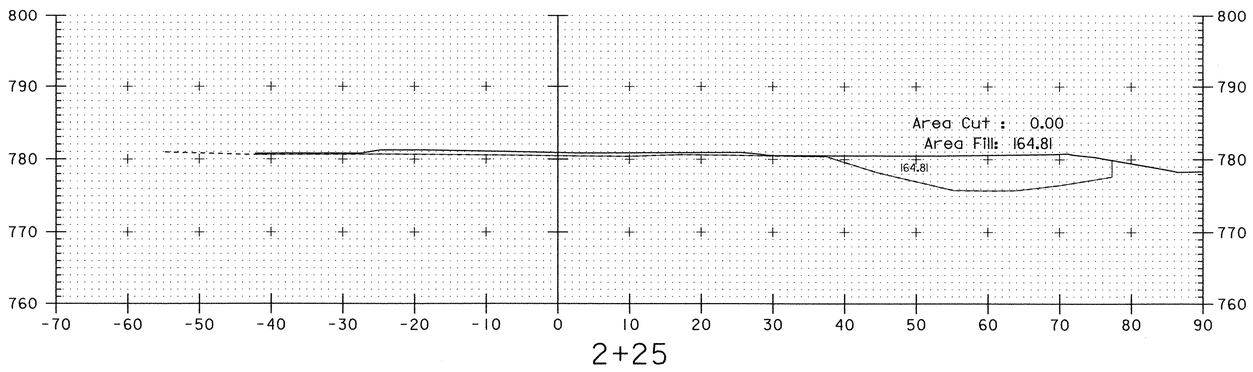


1+00

Volume Cut : 0.00
Volume Fill: 0.00

PROJECT NAME: Clarendon	
PROJECT NUMBER: AIR 04-3154	
FILE NAME: 00h198/survey/work.dgn	PLOT DATE: 19-NOV-2003
PROJECT LEADER:	DRAWN BY: R. Bullock
DESIGNED BY:	CHECKED BY:
Circle Segment	SHEET 1 OF 2 052

Segmented Circle



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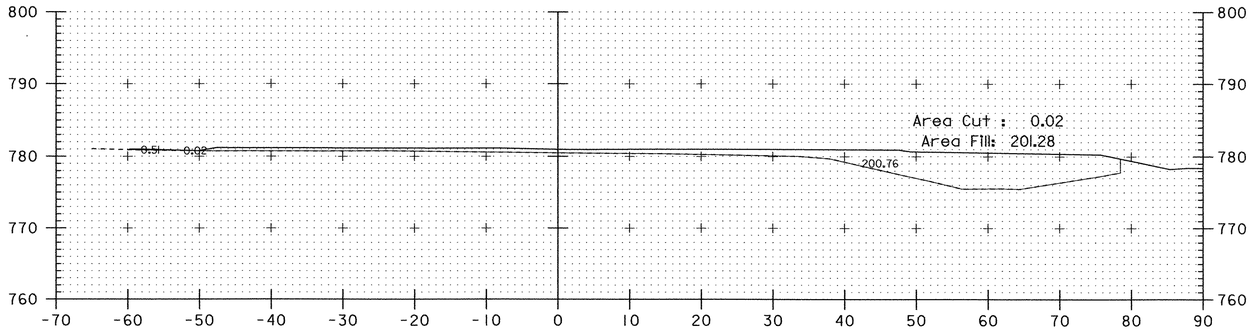

2+00

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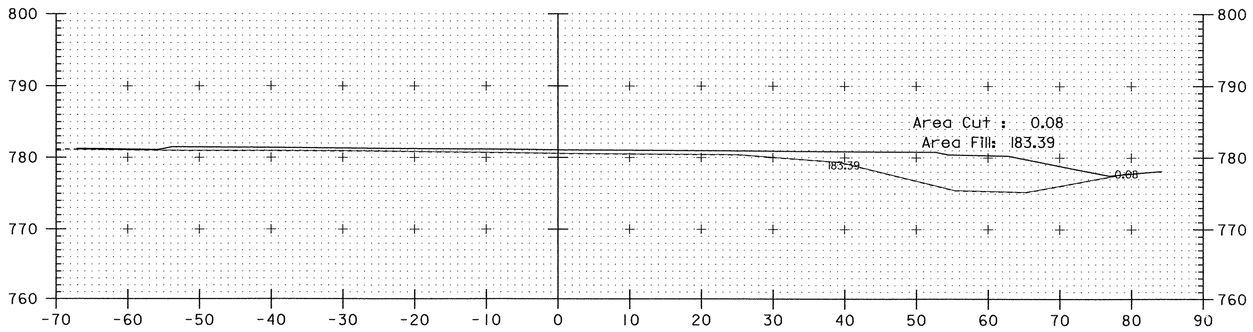

1+75

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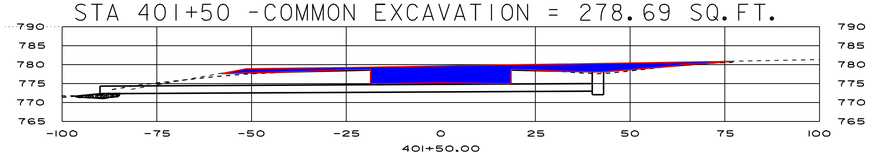
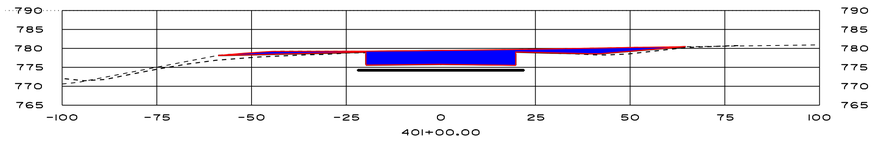
PROJECT NAME: Clarendon	
PROJECT NUMBER: AIR 04-3154	
FILE NAME: 00h198/survey/work.dgn	PLOT DATE: 19-NOV-2003
PROJECT LEADER:	DRAWN BY: R. Bullock
DESIGNED BY:	CHECKED BY:
Circle Segment	SHEET 2 OF 2 053

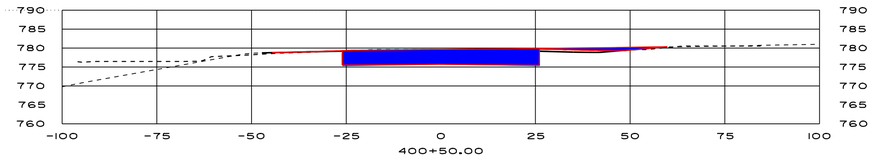
STA 401+50 -COMMON EXCAVATION = 278.69 SQ.FT.



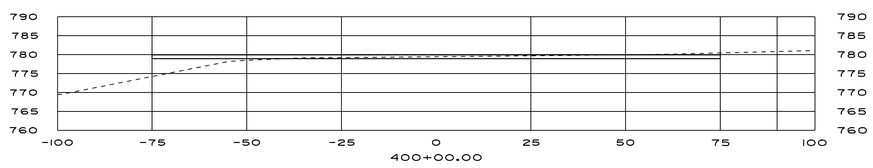
STA 401+00 -COMMON EXCAVATION = 209.55 SQ.FT.



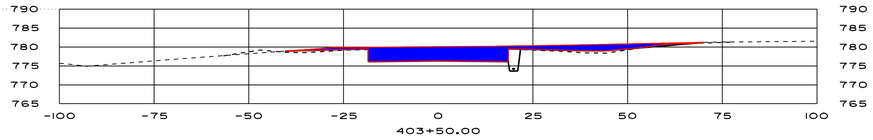
STA 400+50 -COMMON EXCAVATION = 227.09 SQ.FT.



STA 400+00



STA 403+50 -COMMON EXCAVATION = 201.80 SQ.FT.



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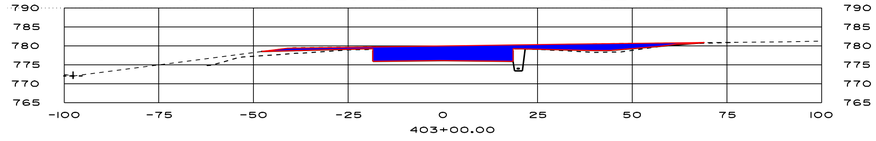

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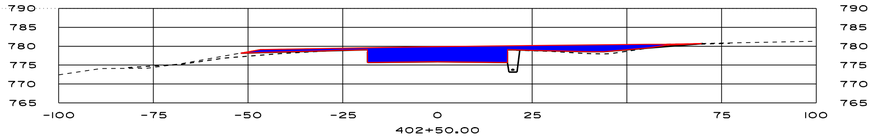
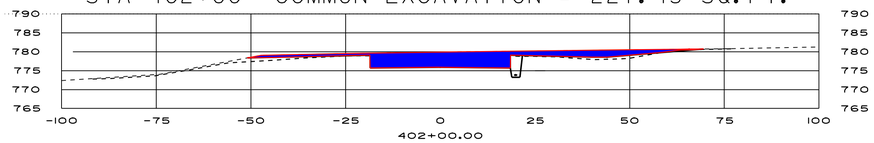
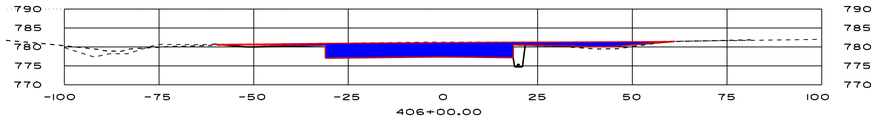


STA 402+00 -COMMON EXCAVATION = 227.43 SQ.FT.

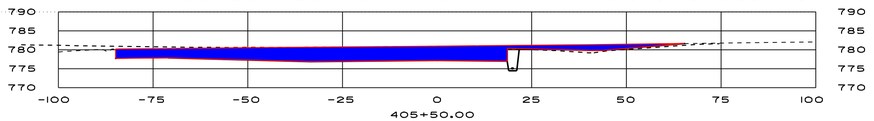


PROJECT: CLARENDON	PROJECT NO. : AIR 04-3154 C/I
DESIGN FILE NAME: IPARM FILE NAME: S 01	PLOT DATE:27-JUL-2005
CCOMMON EXCAVATION	

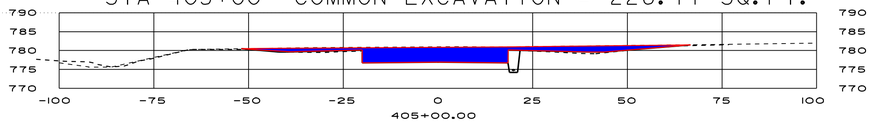
STA 406+00 -COMMON EXCAVATION = 237.48 SQ.FT.



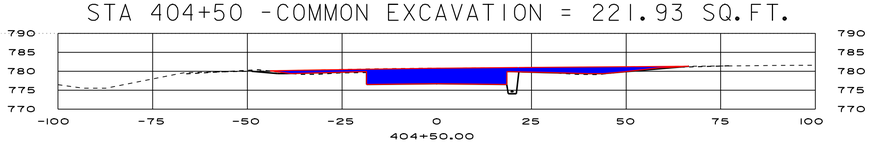
STA 405+50 -COMMON EXCAVATION = 397.79 SQ.FT.



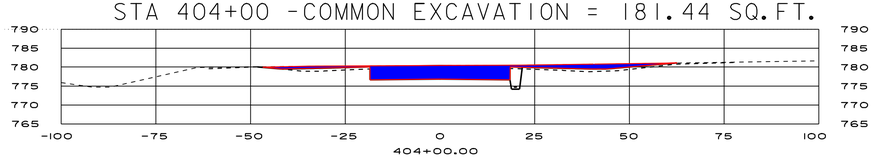
STA 405+00 -COMMON EXCAVATION = 226.77 SQ.FT.



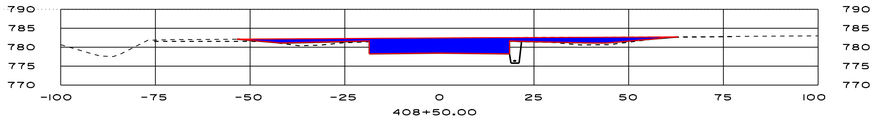
STA 404+50 -COMMON EXCAVATION = 221.93 SQ.FT.



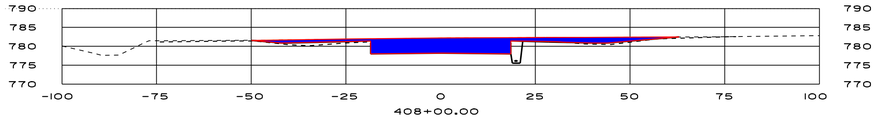
STA 404+00 -COMMON EXCAVATION = 181.44 SQ.FT.



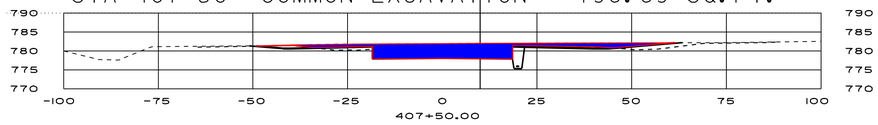
STA 408+50 -COMMON EXCAVATION = 220.16 SQ.FT.



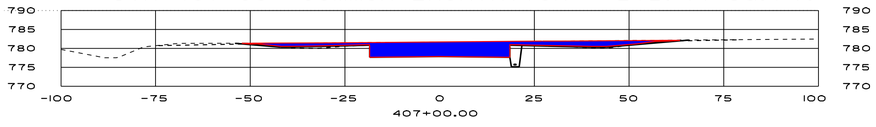
STA 408+00 -COMMON EXCAVATION = 212.41 SQ.FT.



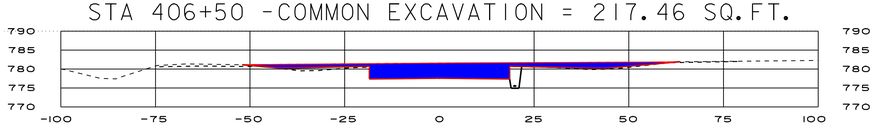
STA 407+50 -COMMON EXCAVATION = 196.69 SQ.FT.



STA 407+00 -COMMON EXCAVATION = 212.44 SQ.FT.

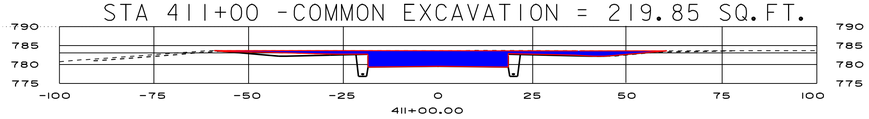


STA 406+50 -COMMON EXCAVATION = 217.46 SQ.FT.

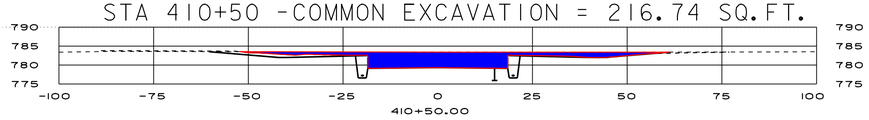


PROJECT: CLARENDON	PROJECT NO. : AIR 04-3154 C/I
DESIGN FILE NAME: IPARM FILE NAME: S 02	PLOT DATE:27-JUL-2005
CCOMMON EXCAVATION	

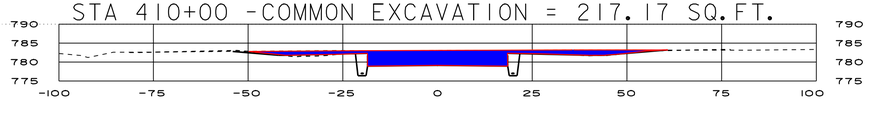
STA 411+00 -COMMON EXCAVATION = 219.85 SQ.FT.



STA 410+50 -COMMON EXCAVATION = 216.74 SQ.FT.

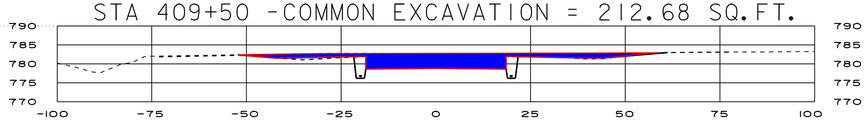


STA 410+00 -COMMON EXCAVATION = 217.17 SQ.FT.

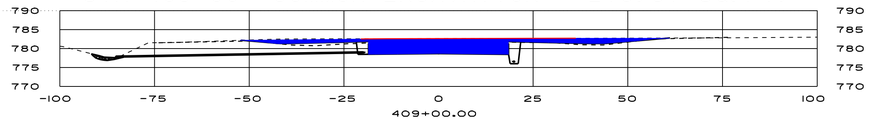


410+00.00

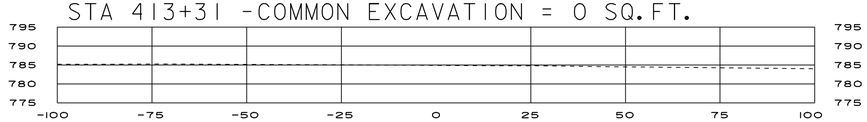
STA 409+50 -COMMON EXCAVATION = 212.68 SQ.FT.



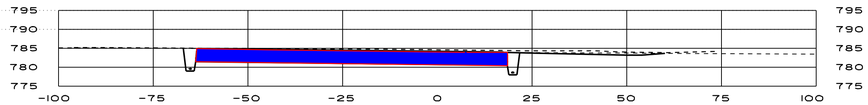
STA 409+00 -COMMON EXCAVATION = 216.87 SQ.FT.



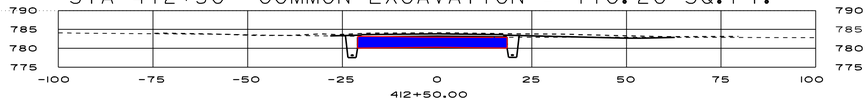
STA 413+31 -COMMON EXCAVATION = 0 SQ.FT.



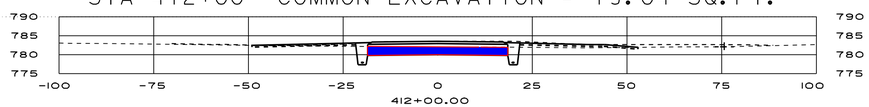
STA 413+00 -COMMON EXCAVATION = 279.38 SQ.FT.



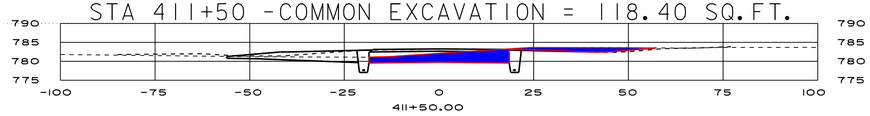
STA 412+50 -COMMON EXCAVATION = 110.20 SQ.FT.



STA 412+00 -COMMON EXCAVATION = 79.04 SQ.FT.

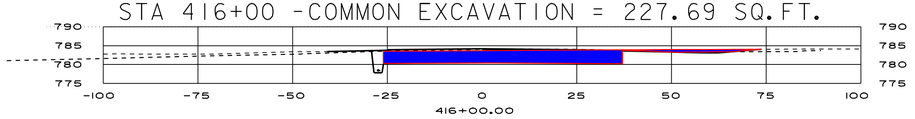


STA 411+50 -COMMON EXCAVATION = 118.40 SQ.FT.

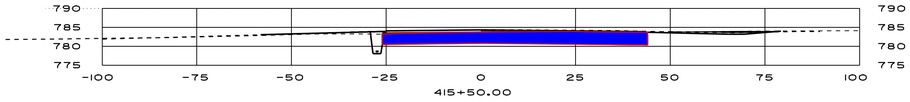


PROJECT: CLARENDON	PROJECT NO. : AIR 04-3154 C/I
DESIGN FILE NAME: IPARM FILE NAME: S 03	PLOT DATE:27-JUL-2005
CCOMMON EXCAVATION	

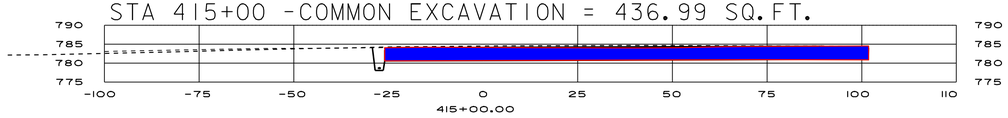
STA 416+00 -COMMON EXCAVATION = 227.69 SQ.FT.



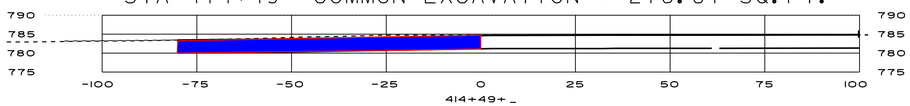
STA 415+50 -COMMON EXCAVATION = 223.82 SQ.FT.

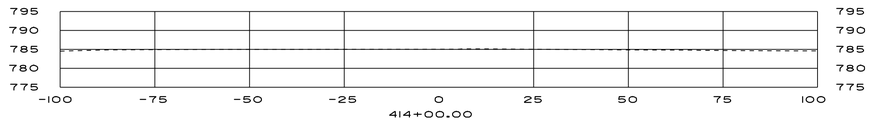


STA 415+00 -COMMON EXCAVATION = 436.99 SQ.FT.

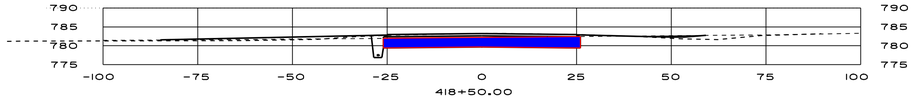


STA 414+49 -COMMON EXCAVATION = 276.81 SQ.FT.

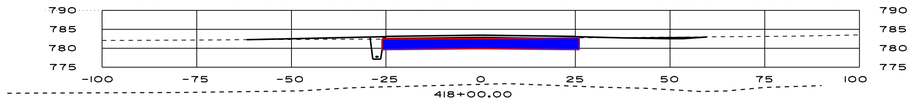




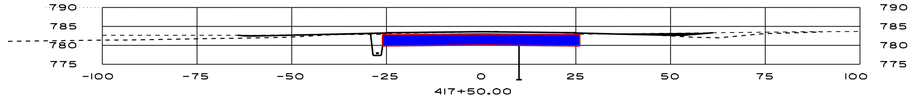
STA 418+50 -COMMON EXCAVATION = 141.62 SQ.FT.



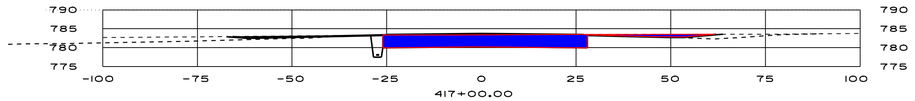
STA 418+00 -COMMON EXCAVATION = 152.67 SQ.FT.



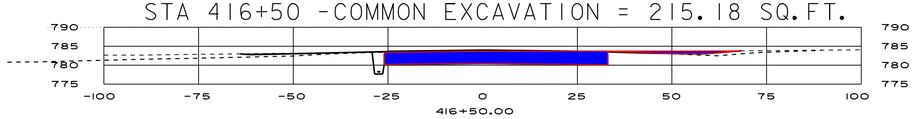
STA 417+50 -COMMON EXCAVATION = 164.23 SQ.FT.



STA 417+00 -COMMON EXCAVATION = 198.83 SQ.FT.

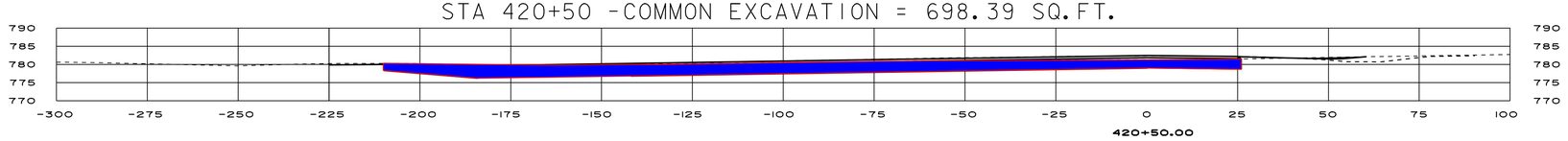


STA 416+50 -COMMON EXCAVATION = 215.18 SQ.FT.

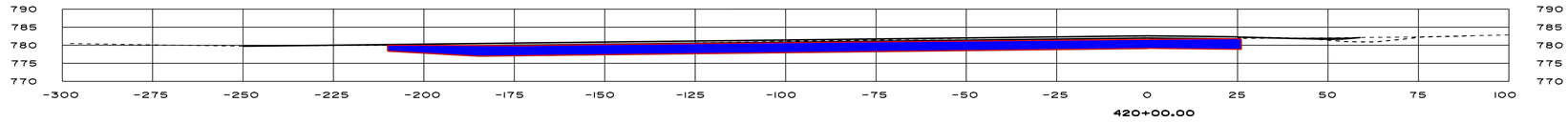


PROJECT: CLARENDON	PROJECT NO. : AIR 04-3154 C/I
DESIGN FILE NAME: IPARM FILE NAME: S 04	PLOT DATE:27-JUL-2005
CCOMMON EXCAVATION	

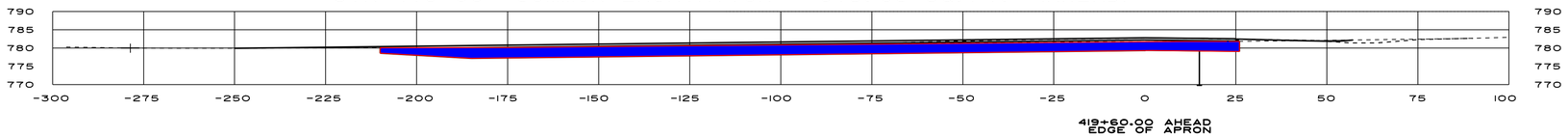
STA 420+50 -COMMON EXCAVATION = 698.39 SQ.FT.



STA 420+00 -COMMON EXCAVATION = 631.76 SQ.FT.

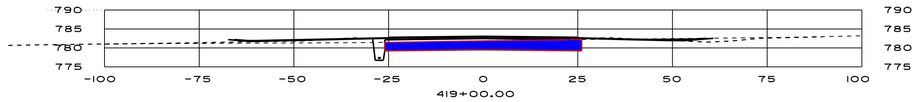


STA 419+60 -COMMON EXCAVATION = 613.08 SQ.FT. (AHEAD)

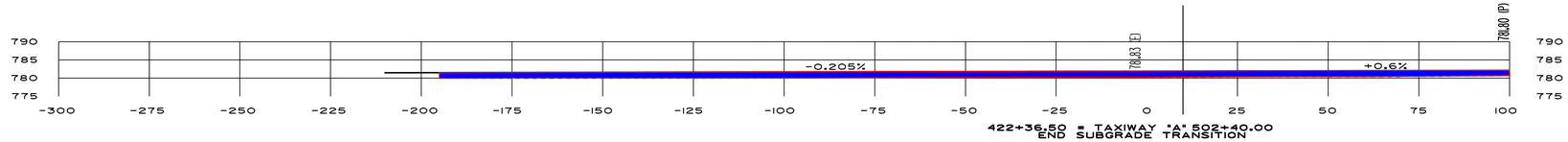


STA 419+60 -COMMON EXCAVATION = 253.20 SQ.FT. (BACK)

STA 419+00 -COMMON EXCAVATION = 131.14 SQ.FT.

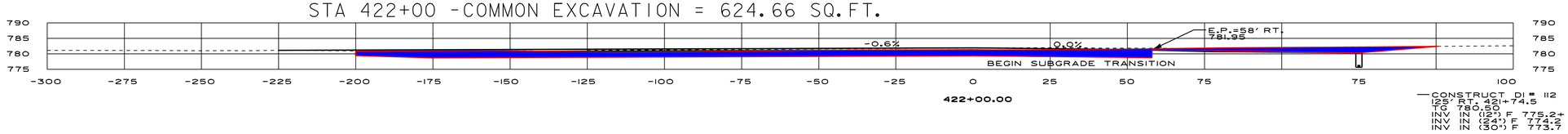


PROJECT: CLARENDON	PROJECT NO. : AIR 04-3154 C/I
DESIGN FILE NAME: IPARM FILE NAME: S05	PLOT DATE: 27-JUL-2005
CCOMMON EXCAVATION	

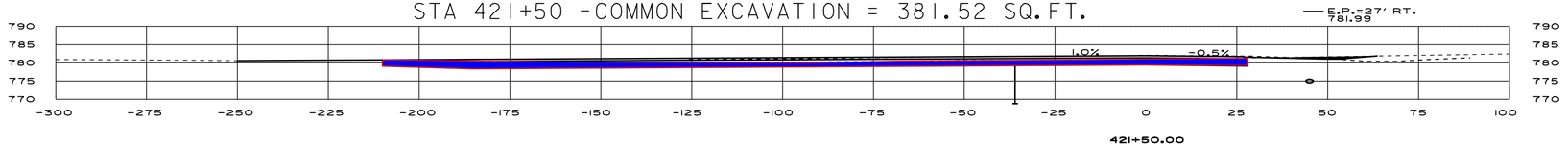


STA 422+36.5 -COMMON EXCAVATION = 476.01 SQ.FT.

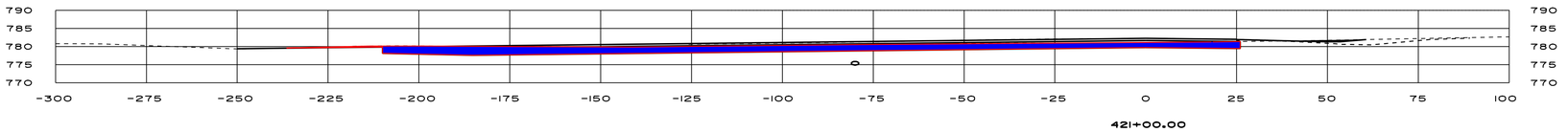
STA 422+00 -COMMON EXCAVATION = 624.66 SQ.FT.



STA 421+50 -COMMON EXCAVATION = 381.52 SQ.FT.



STA 421+00 -COMMON EXCAVATION = 435.59 SQ.FT.



PROJECT: CLARENDON	PROJECT NO. : AIR 04-3154 C/I
DESIGN FILE NAME: IPARM FILE NAME: S 06	PLOT DATE:27-JUL-2005
CCOMMON EXCAVATION	