

PLANS FOR

AIRPORT IMPROVEMENTS

TO INCLUDE: (1) RECONSTRUCT/REHABILITATE, MARK, AND LIGHT RUNWAY 13-31 (75' X 3260')
(2) INSTALL REILS AND PAPI ON RUNWAY 13

Date NOV 6 1987

J.A. McDonald, Inc.
Contractor

James McDonald
Signature
Title

ACTING Transportation Secretary's Signature

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

CONTRACT PLANS

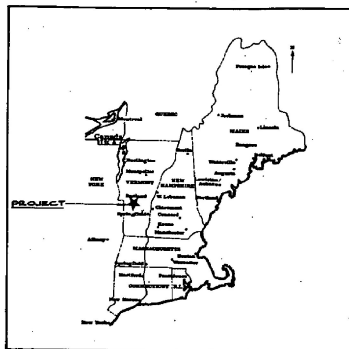
THESE PLANS DO NOT REFLECT
CHANGES MADE ON THE PROJECT.

A.I.P. PROJECT NO. 3-50-0015-04

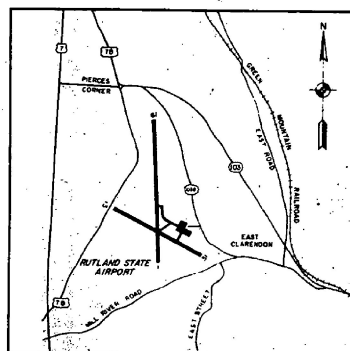
A.I.R. 03-2043

JULY-1985

REVISED BY VAQT
MAY 1987



LOCATION MAP



VICINITY MAP

VERMONT AGENCY OF TRANSPORTATION

APPROVED: [Signature]
DATE: 08/23/85
DIRECTOR OF ENGINEERING AND CONSTRUCTION

FEDERAL AVIATION ADMINISTRATION

APPROVED: [Signature]
DATE: [Blank]
CHIEF, AIRPORT ENGINEERING AND SAFETY BRANCH

INDEX OF SHEETS

NO. DESCRIPTION

- 1 TITLE SHEET
- 2 SITE PLAN
- 3 PLAN & PROFILE-STA. 0+50 TO STA. 22+00
- 4 PLAN & PROFILE-STA. 22+00 TO STA. 39+00
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- 15 CROSS SECTIONS STA. -15+00 TO STA. 18+00
- 16 CROSS SECTIONS STA. -18+00 TO STA. 22+00
- 17 CROSS SECTIONS STA. -22+00 TO STA. 25+00
- 18 CROSS SECTION STA. -25+00 TO STA. 28+00
- 19 CROSS SECTION STA. -29+00 TO STA. 31+00
- 20 CROSS SECTIONS STA. -32+00 TO STA. 34+00
- 21 CROSS SECTION STA. -35+00 TO STA. 37+00
- 22 CROSS SECTIONS STA. -38+00 TO STA. 40+00
- 23 CROSS SECTIONS STA. -41+00 TO STA. 43+00
- 24 CROSS SECTIONS STA. -43+00 TO STA. 45+00
- 25-28 CROSS SECTIONS- STA. 45+00 TO STA. 50+00
- 29 PROFILE
- 30 EARTHWORK SHEET
- D-6 VT. STANDARDS REINFORCED CONCRETE DROP INLET WITH GRATE (4/73R)
- D-11 VT. STANDARDS CAST IRON GRATE AND COVER (8-81R)

ITEM NO.	DESCRIPTION	QUANTITY	ITEM NO.	DESCRIPTION	QUANTITY
201.10	Clearing and Grubbing	Lump Sum	804.01	Cold Mixed Recycled Base Course	6820 c.y.
203.28	Excavation of Surfaces and Pavements	3,100 c.y.	804.02	Miscellaneous Concrete Pavement (2-101)	4,400 tons
203.17	Unclassified Excavation	1,162 c.y.	804.03	Runway and Taxiway	11,010 s.f.
203.30	Earth Borrow	11,120 c.y.	804.04	Cable Trench (L-108)	7,909 l.f.
203.32	Granular Borrow	19,040 s.y.	804.05	1/2" to 3/4" dia. 1/2" SET (L-108)	17,900 l.f.
203.40	Fine Grading Subgrade	3,260 c.y.	804.06	80 New Counterpoise (L-108)	8,400 l.f.
204.20	Trench Excavation, Earth	322 c.y.	804.07	Installation of Airport Transverse Walk Equipment (L-109)	Lump Sum
204.21	Trench Excavation, Rock	91 c.y.	804.08	8 Bay x 4" dia., Duct (L-110)	457 l.f.
404.55	Cutback Asphalt	2.1 c.y.	804.09	4 Bay x 4" dia., Duct (L-110)	51 l.f.
501.25	Concrete, Class B	193 lbs.	804.10	Medium Intensity Runway Lights, Base Mounted (L-125)	45 each
501.15	Reinforcing steel	160 l.f.	804.11	Medium Intensity Taxiway Lights, Base Mounted (L-125)	5 each
601.0026	BEGIN OPTION ITEMS		804.12	Runway End Identifier Lights, Class 2 (L-881)	1 each
601.0025	2" CAP .060	380 l.f.	804.13	Runway End Identifier Lights, Class 1, Style 2, Class 2 (L-125)	2 each
601.0025	2" PCCSP .064	380 l.f.			
601.0025	2" RCP CL. III	380 l.f.			
	END OPTION ITEMS				
604.40	Clanging Elevations of Drop Inlets	20 each			
604.45	Cast Iron Grate w/Frame Type A	1 each			
605.10	6" dia. Underdrain	2,250 l.f.			
605.20	6" dia. Carrier Pipe	200 l.f.			
605.55	Underdrain Flushing Basins	10 each			
608.25	All Purpose Excavator Rental T.I.	24 hours			
613.10	Stone FILL Type II	15 c.y.			
631.10	Engineer's Field Office	Lump Sum			
635.10	Refertilizer	4715 lb.			
651.15	Seed	19 tons			
651.20	Agricultural Limestone	19 tons			
651.25	Hay Mulch	2205 c.y.			
651.35	Topsoil				

QUANTITIES

Consulting Engineers

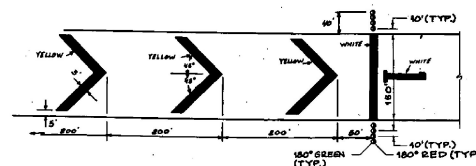
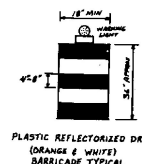
Dufresne-Henry, Inc. certifies that the plans and specifications for the project were prepared in accordance with criteria contained in the current edition of F.A.A. Advisory Circulars.

Walter B. Lovett, Jr., P.E. Director of Aviation Services





1. CLOSED RUNWAY MARKER TO BE IN PLACE DURING CONSTRUCTION PERIOD AS DIRECTED BY ENGINEER.
2. CLOSED RUNWAY MARKERS MAY BE EITHER, SLOW FENCE OR PL-YWOOD PAINTED YELLOW & SECURELY FASTENED IN PLACE.
3. COST OF PLACING & MAINTAINING THE CLOSED RUNWAY MARKERS IS CONSIDERED NECESSARY & INCIDENTAL TO CONSTRUCTION & IS NOT A SEPARATE PAY ITEM.
4. CLOSED RUNWAY MARKERS TO BE PLACED OVER EXISTING RUNWAY LUMINAL DURING RUNWAY RESURFACING.

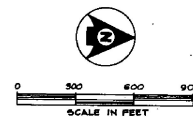


NOTES:

1. EIGHT TEMPORARY THRESHOLD LIGHTS ARE TO BE INSTALLED AS SHOWN.
2. EACH LIGHT TO BE BATTERY OPERATED. STAGY BUENIA W/ 180° RED/80° GREEN LENS. POWERED BY 12V BATTERY. (SEE ENGINEERING (DESI RIVER, CT.) OF EQUAL.
3. THE CONTRACTOR SHALL FURNISH ALL BATTERIES TO BE USED DURING THE CONSTRUCTION PERIOD.
4. THE CARE & MAINTENANCE OF THE TEMPORARY LIGHTS SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
5. THE MAINTENANCE DIVISION OF THE VAST SHALL OBTAIN POSSESSION OF THE SITES AFTER COMPLETION OF CONSTRUCTION.
6. THE COST OF THE TEMPORARY LIGHTS & BATTERIES IS NOT INCLUDED AS A LUMP SUM. IT IS NECESSARY & INCIDENTAL TO THE COST OF THE PROJECT.
7. CONTRACTOR MAY AT HIS OPTION, INSTALL A MEDIUM INTENSITY THRESHOLD LIGHTS. (SEE DESIGNED DRAWING FOR SIZE). IN LIEU OF BATTERY OPERATED LIGHTS.
8. WASTE AREA, TO BE GRADED, "TOPSOILED", SEEDED & MULCHED AS REQUIRED BY VAST. THE USE OF THIS WASTE AREA WILL REQUIRE A PERMIT FROM VAST. ALL WASTE SHALL BE PLACED IN THE DESIGNED AREA & COVERED BY THE ENGINEER.
9. ALL MARKINGS IN THE RELOCATED THRESHOLD AREA ARE YELLOW EXCEPT THE THRESHOLD

GENERAL NOTES

1. WHEN WORKING WITHIN 200' OF RUNWAY 1-19, CENTRELINE, THE RUNWAY 1 THRESHOLD MUST BE MAINTAINED CLEAR OF ALL OBSTACLES. ALLOWED TO DISPLACE THRESHOLD FOR 7 DAYS (MAXIMUM) TO THE SOUTH OF THE THRESHOLD. THE CONTRACTOR WILL COORDINATE THIS RELOCATION. THE THRESHOLD WILL BE RELOCATED TO THE CONTRACTOR'S MAY REQUEST. THE THRESHOLD ONE TIME DURING THIS CONTRACT.
2. NO EQUIPMENT SHALL BE PARKED WITHIN 200' OF RUNWAY 1-19 DURING ALL WORKING HOURS.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO MOVE EQUIPMENT ACROSS RUNWAY 1-19 WITHOUT THE PERMISSION OF THE AIRPORT SUPERVISOR. TO MOVE EQUIPMENT ACROSS THIS RUNWAY, THE CONTRACTOR SHALL BE PROVIDED A FLAGMAN, EQUIPPED WITH ALL RADIO COMMUNICATIONS, COMMUNICATING WITH AIRCRAFT ON UNIFORM FREQUENCY.



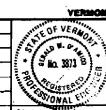
A.I.P. PROJECT NO. 3-50-0015-04
RUTLAND STATE AIRPORT

SITE PLAN

CLARENDON



Client No.	88-0162
Proj. Manager	G.W. D'AMICO
Proj. Designer	E.B. SAWYER
Drawn By	C.W. SMITH
Checked By	G.W. D'AMICO
Scale	AS SHOWN
Approved	
Date	

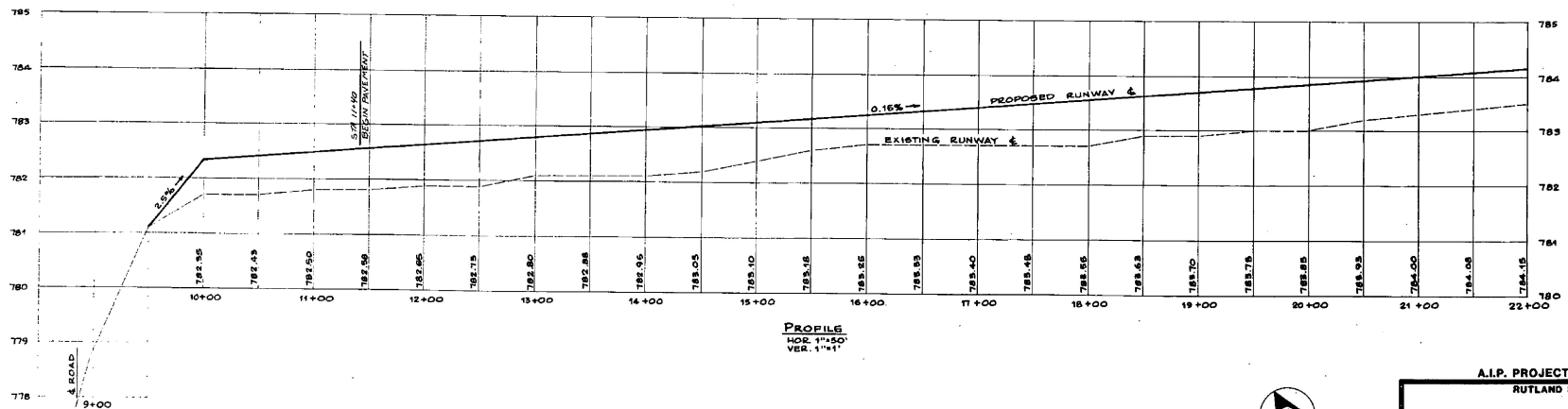
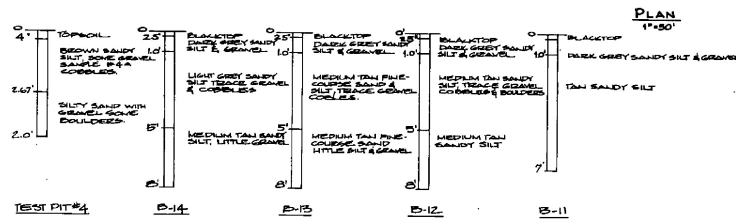
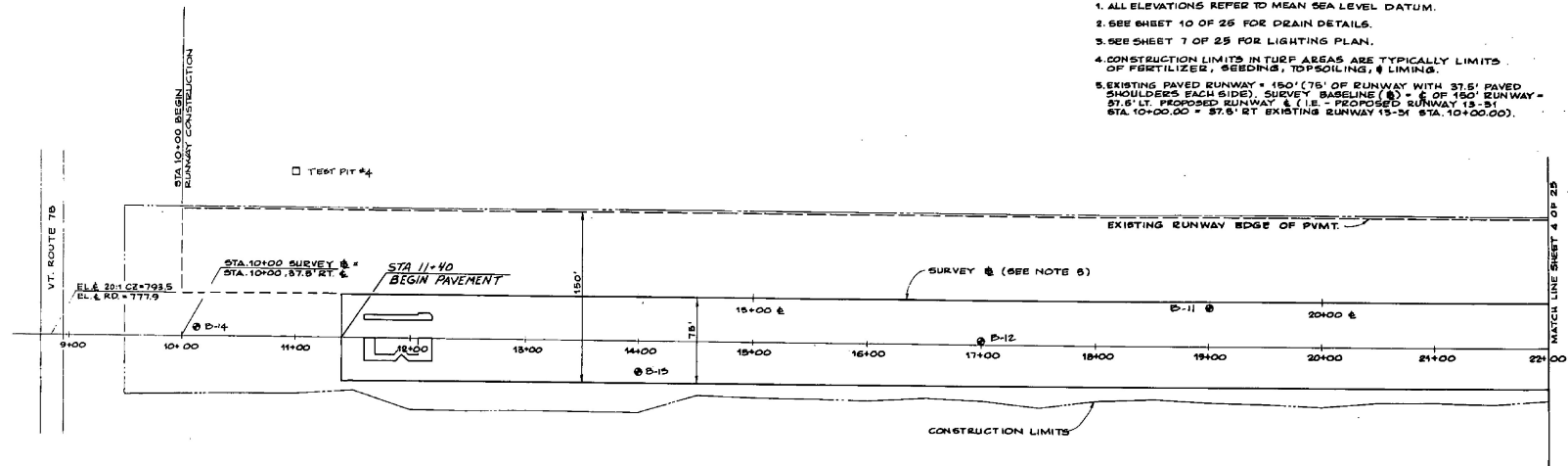


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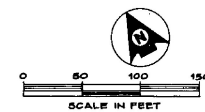
Rev.	Description	Rv	Date
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PLAN & PROFILE NOTES:

1. ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM.
2. SEE SHEET 10 OF 25 FOR DRAIN DETAILS.
3. SEE SHEET 7 OF 25 FOR LIGHTING PLAN.
4. CONSTRUCTION LIMITS IN TURF AREAS ARE TYPICALLY LIMITS OF FERTILIZER, SEEDING, TOPSOILING, & LIMING.
5. EXISTING PAVED RUNWAY = 150' (75' OF RUNWAY WITH 37.5' PAVED SHOULDERS EACH SIDE). SURVEY BASELINE (S) = E. OF 150' RUNWAY = 37.5' LT. PROPOSED RUNWAY & (I.E. - PROPOSED RUNWAY 15-51 STA. 10+00.00 = 37.5' RT. EXISTING RUNWAY 15-51 STA. 10+00.00).



PROFILE
HOR. 1"=50'
VER. 1"=1'



A.I.P. PROJECT NO. 3-50-0015-04

RUTLAND STATE AIRPORT

PLAN & PROFILE - STA. 8+50 TO STA. 22+00

CLARENDON,

DH
Dufresne-Henry
INC.

Client No. 80-0102
Proj. Manager G.W. D'AMICO
Proj. Designer E.D. DAWES
Drawn By C.W. BELL
Checked By G.W. D'AMICO
Scale AS SHOWN
Approved
Date

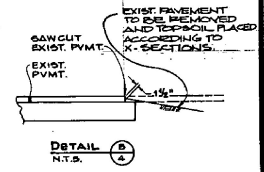
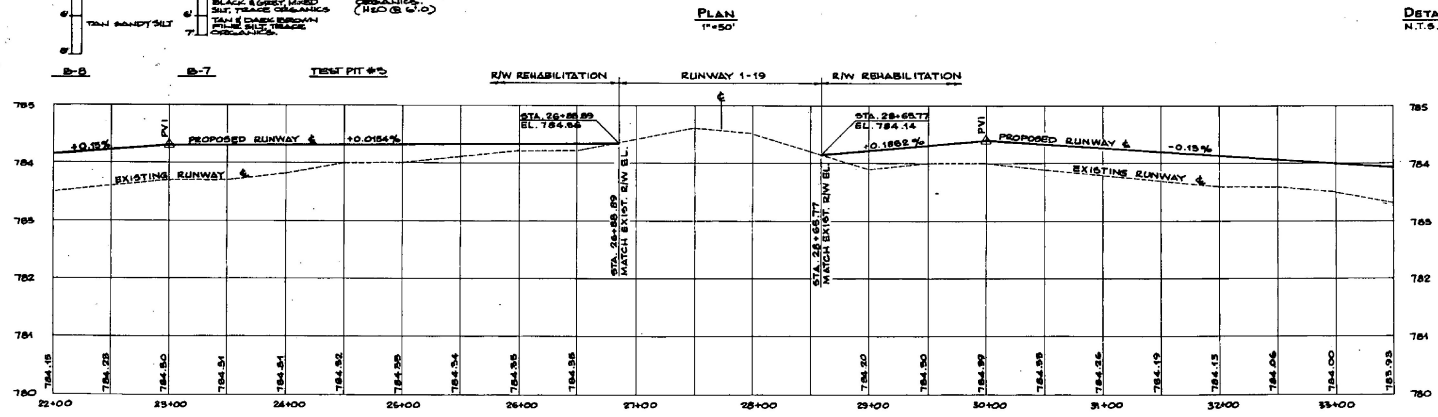
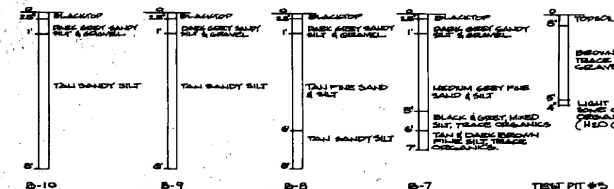
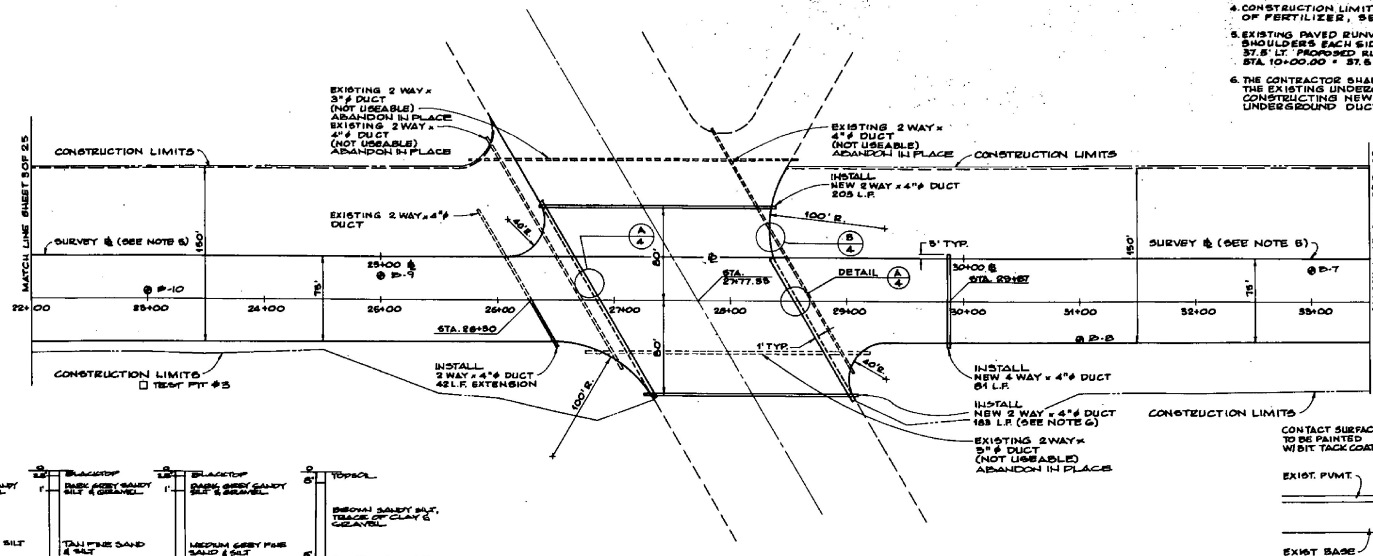
STATE OF VERMONT
REGISTERED PROFESSIONAL ENGINEER
No. 3713
Sheet 8 of 30
D

Rev.	Description	By	Date

PLAN & PROFILE NOTES

1. ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM.
2. SEE SHEET 10 OF 25 FOR DRAIN DETAILS.
3. SEE SHEET 7 OF 25 FOR LIGHTING PLAN.
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5. EXISTING PAVED RUNWAY = 150' (75' OF RUNWAY WITH 37.5' PAVED SHOULDERS EACH SIDE). SURVEY BASELINE (B) = E OF 150' RUNWAY - 37.5' LT. PROPOSED RUNWAY & (L) = PROPOSED RUNWAY 15-31 STA. 10+00.00 = 37.5' RT. EXISTING RUNWAY 15-31 STA. 10+00.00.
6. THE CONTRACTOR SHALL ASCERTAIN THE LOCATION & CONDITION OF THE EXISTING UNDERGROUND DUCTS IN THE FIELD. PRIOR TO CONSTRUCTING NEW DUCTS. THE CONSTRUCTION OF NEW UNDERGROUND DUCTS SHALL BE DETERMINED BY THE ENGINEER.

7. PAVING ON RUNWAY 15-31 TO TERMINATE @ STA. 26+00.00 & 28+00.00 AT WHICH POINTS THE PAVEMENT WILL ABUT EXISTING PAVEMENT ON RUNWAY 1-19.



A.L.P. PROJECT NO. 3-50-0015-04
OUTLAND STATE AIRPORT
PLAN & PROFILE - STA. 22+00 TO STA. 33+50

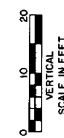
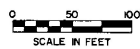
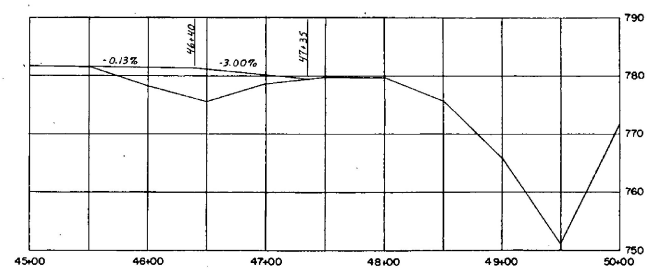
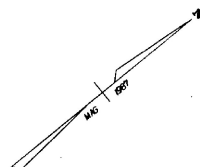
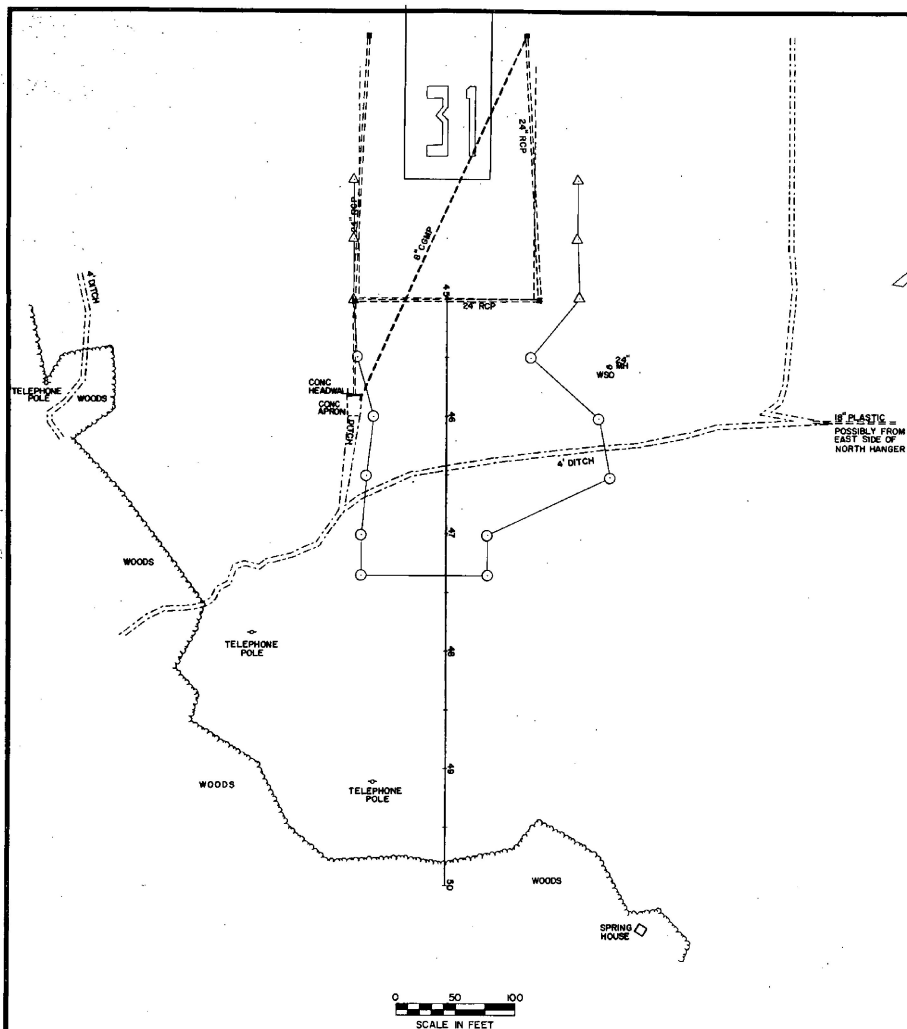
CLARKSON
 Client No. 20-0182
 Proj. Manager: G.W. D'AMICO
 Proj. Designer: G.W. D'AMICO
 Drawn By: G.W. D'AMICO
 Checked By: G.W. D'AMICO
 Scale: AS SHOWN
 Approved: [Signature]
 Date: [Date]

PH
 Professional Engineer
 No. 217
 State of New York

Rev. **Description** **By** **Date**

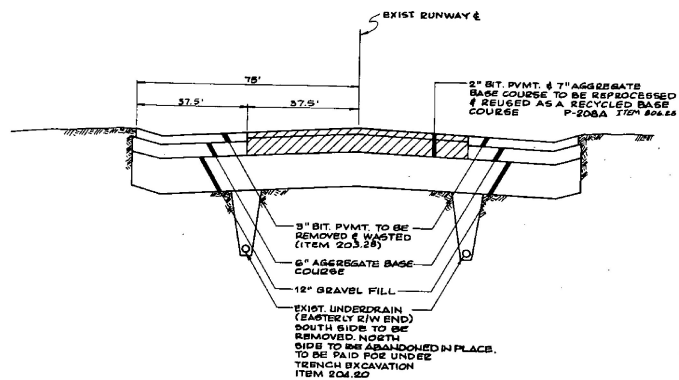
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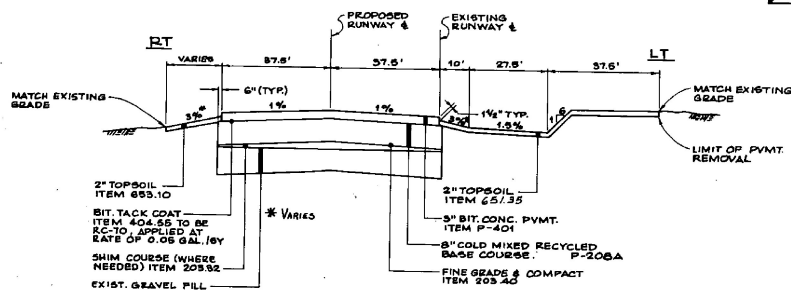


DATUM
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 HORIZONTAL _____

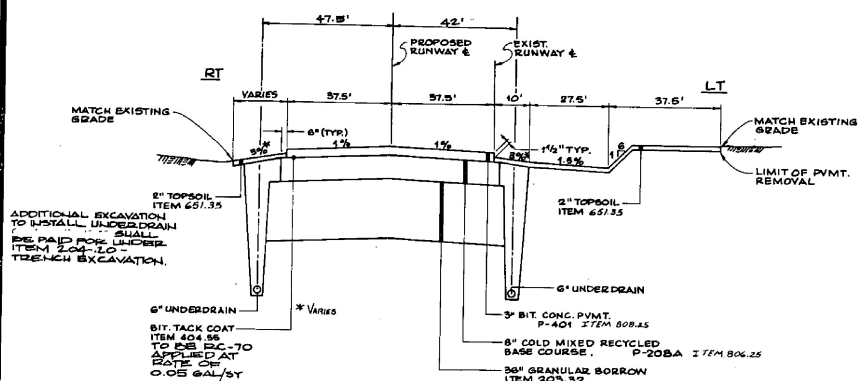
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 DRAWN BY DAYE DATE 6-87
 TRACED BY MURDOCK DATE 6-87
 PROJ. AIR NO 03-2043
 SHEET 5A OF 30



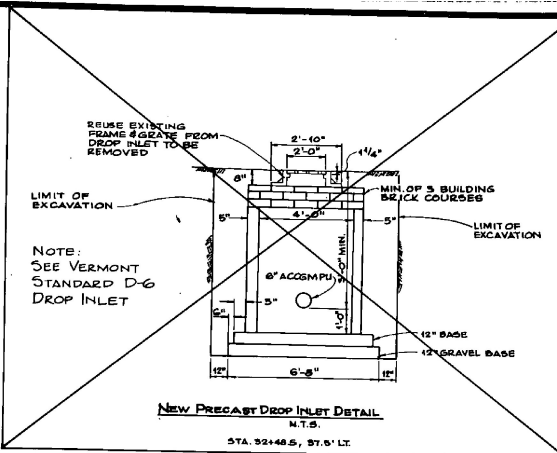
EXISTING TYPICAL SECTION
N.T.S.



NOTE: TRANSITION SECTION FROM
STATION 35+60 TO 34+10

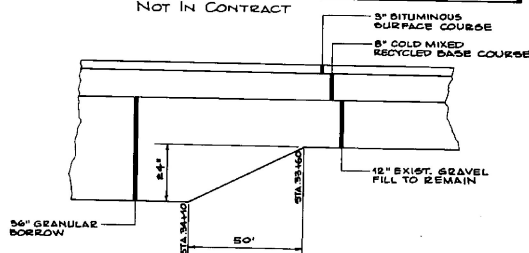


TYPICAL CROSS SECTION - STA. 34+10 TO 44+00
N.T.S.



NEW PRECAST DROP INLET DETAIL
N.T.S.

NOT IN CONTRACT



SUBGRADE TRANSITION SECTION
N.T.S.

GENERAL NOTES
Seed, Item 651.16 to be applied as directed by Engineer.

QTY	LN/A	NAME	PER 1000
3.33	2	Crown Vetch	97 75
50.00	30	Cresting Red Pines	98 85
8.33	5	Timothy	99 85
16.67	10	Forr-Rye Grass (Var. Pennine)	99 85
8.33	5	Alfalfa (Var. Nevada)	99 85
8.33	5	Birdsfoot Trefoil (Var. Napier)	99 85
5.00	3	Highland Best Grass	92 85
100.00	60		

The seed mixture shall not have a weed content exceeding 0.40% by weight and shall be free of all noxious weed seed.

Fertilizer, Item 651.18
Formula 10-20-10 to be used with seed, Item 651.15, applied at the rate of 500 lbs/acre.

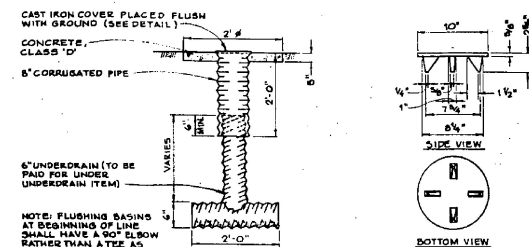
Agriculture Limestone, Item 651.20
To be applied at rate of 2 tons/acre or as directed by Engineer.

Hay mulch, Item 651.25
To be placed on earth slopes at the rate of 2 tons/acre.

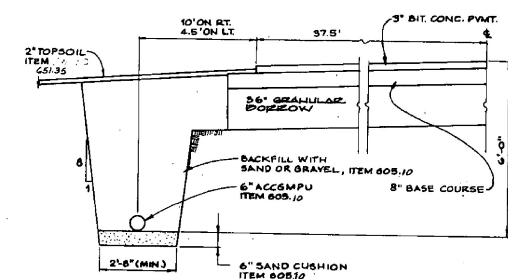
Topsoil, Item 651.35
To be used with seed, Item 651.10, as directed by the Engineer.

Allowable thickness tolerances
Subbase 2 1/4"
Controlled Material 2 1/4"
Pavement 2 1/4"
Base Course 2 1/4"

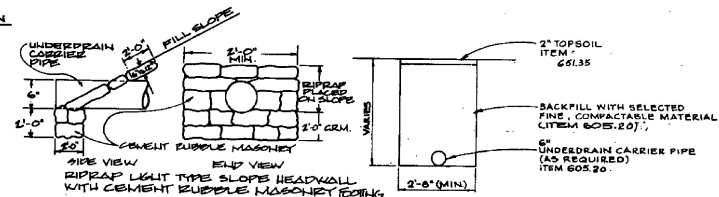
- Sub-grade under areas to be paved to be compacted to 100% density as per FAA T-611 (AASHTO T-99).
- Bituminous tack coat to be applied as per Item 404, Subsection 404.06, Type I First Application using RC-250.
- Top of subbase under runway pavement to be fine graded and compacted to 100% density as per FAA T-611 (AASHTO T-99).



UNDERDRAIN FLUSHING BASIN
NOT TO SCALE
ITEM 605.95



UNDERDRAIN DETAIL
NOT TO SCALE



UNDERDRAIN CARRIER PIPE
NOT TO SCALE

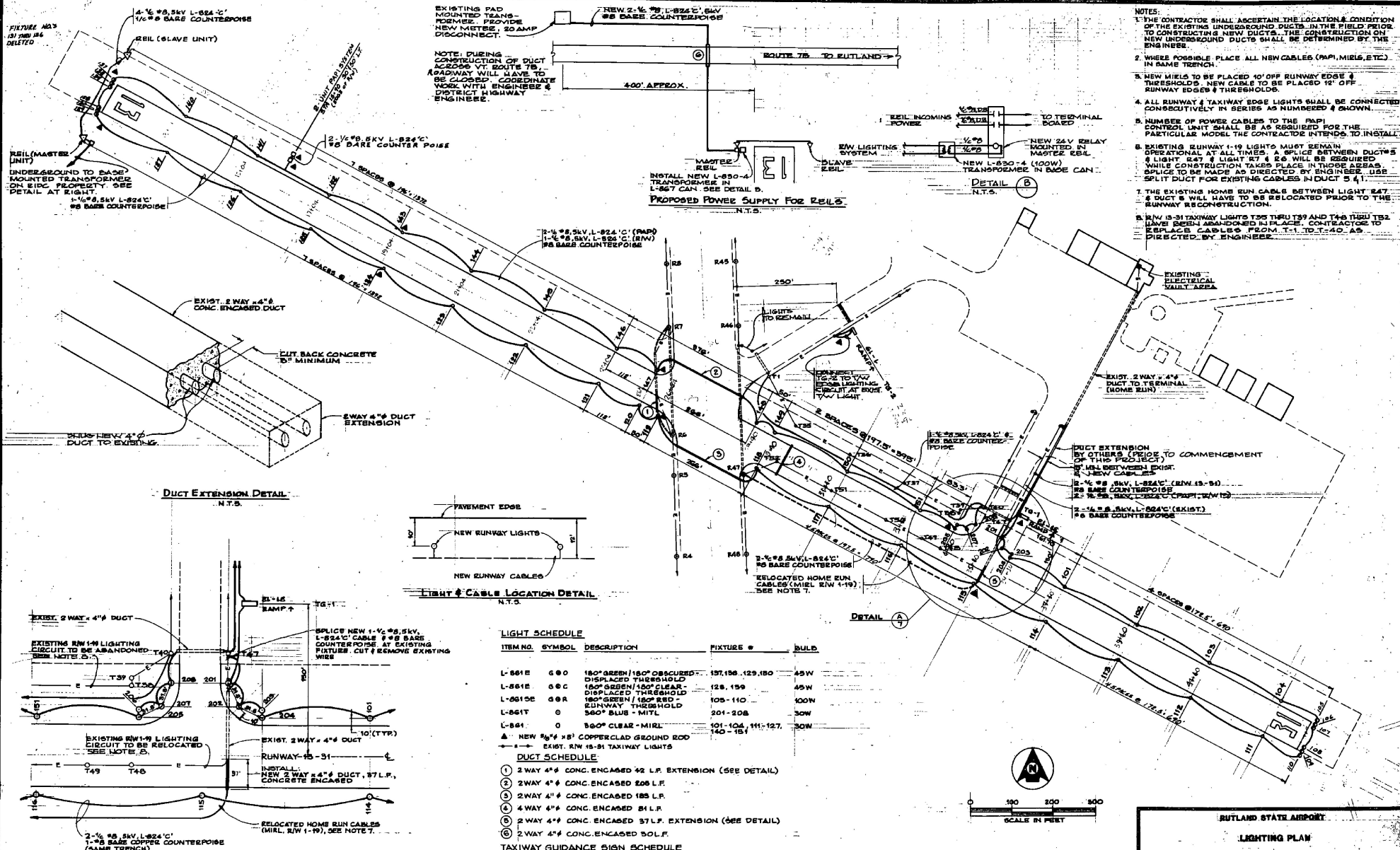
A.I.P. PROJECT NO. 3-50-0015-04

RUTLAND STATE AIRPORT.

TYPICAL SECTIONS

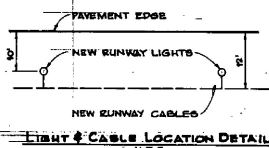
 1251 Washington Ave. Portland, Maine 04103	Client No. 20-0123	 VERMONT 2000 No. 2013 PROFESSIONAL
	Proj. Manager G.W. D'AMICO	
	Proj. Designer S.B. DAWES	
	Drawn By C.W. HALL	
	Checked By G.W. D'AMICO	
	Scale AS SHOWN	
	Approved	Sheet 8 of 30
	Date	D

FIGURE NO. 3
ON 100-104
DELETED



- NOTES:
1. THE CONTRACTOR SHALL ASCERTAIN THE LOCATION & CONDITION OF THE EXISTING UNDERGROUND DUCTS IN THE FIELD PRIOR TO THE CONSTRUCTION OF NEW UNDERGROUND DUCTS. THE CONSTRUCTION OF NEW UNDERGROUND DUCTS SHALL BE DETERMINED BY THE ENGINEER.
 2. WHERE POSSIBLE, PLACE ALL NEW CABLES (PAPI, MIELS, ETC.) IN SAME TRENCH.
 3. NEW MIELS TO BE PLACED 10' OFF RUNWAY EDGE & THRESHOLDS. NEW CABLE TO BE PLACED 12' OFF RUNWAY EDGES & THRESHOLDS.
 4. ALL RUNWAY & TAXIWAY EDGE LIGHTS SHALL BE CONNECTED CONSECUTIVELY IN SERIES AS NUMBERED & SHOWN.
 5. NUMBER OF POWER CABLES TO THE PAPI CONTROL UNIT SHALL BE AS REQUIRED FOR THE PARTICULAR MODEL THE CONTRACTOR INTENDS TO INSTALL.
 6. EXISTING RUNWAY 1-19 LIGHTS MUST REMAIN OPERATIONAL AT ALL TIMES. A SPLICE BETWEEN DUCTS & LIGHT & 27 & 28 WILL BE REQUIRED WHILE CONSTRUCTION TAKES PLACE IN THOSE AREAS. SPLICE TO BE MADE AS DIRECTED BY ENGINEER. USE SPLIT DUCT FOR EXISTING CABLES IN DUCT 5 & 1.
 7. THE EXISTING HOME RUN CABLE BETWEEN LIGHT 247 & DUCT 5 WILL HAVE TO BE RELOCATED PRIOR TO THE RUNWAY RECONSTRUCTION.
 8. RUN 13-31 TAXIWAY LIGHTS T25 THRU T29 AND T46 THRU T52 HAVE BEEN ABANDONED IN PLACE. CONTRACTOR TO REPLACE CABLES FROM T-1 TO T-40 AS DIRECTED BY ENGINEER.

DUCT EXTENSION DETAIL
N.T.S.



LIGHT & CABLE LOCATION DETAIL
N.T.S.

LIGHT SCHEDULE

ITEM NO.	SYMBOL	DESCRIPTION	PICTURE #	BUILD
L-561E	GEO	180° GREEN / 180° OBSCURED	137, 138, 129, 130	45W
L-561E	GOC	180° GREEN / 180° CLEAR	128, 159	45W
L-561DE	GOR	180° GREEN / 180° RED	105-110	100W
L-561T	O	360° BLUE - MITL	201-208	30W
L-561	O	360° CLEAR - MIEL	101-104, 111-127	30W

A: NEW 1/4" x 1/2" COPPER CLAD GROUND ROD
 → EXIST. RUN 13-31 TAXIWAY LIGHTS

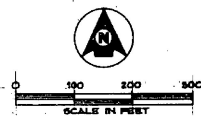
DUCT SCHEDULE

1. 2 WAY 4" CONC. ENCASED 42 L.F. EXTENSION (SEE DETAIL)
2. 2 WAY 4" CONC. ENCASED 208 L.F.
3. 2 WAY 4" CONC. ENCASED 185 L.F.
4. 2 WAY 4" CONC. ENCASED 51 L.F.
5. 2 WAY 4" CONC. ENCASED 37 L.F. EXTENSION (SEE DETAIL)
6. 2 WAY 4" CONC. ENCASED 50 L.F.

TAXIWAY GUIDANCE SIGN SCHEDULE

NO.	TYPE	LOCATION	FRONT	REAR
T3-1	5 PANEL, L-5682W	STA. 50+35.5, 180° LT. OF R-1	01-13	RAIMP+
T3-2	5 PANEL, L-5682W	30' RT. OF TW 4	1-12	RAIMP+

TAXIWAY SIGNS TO BE SIZE 1, CLASS 2, STYLE 2.



SUTLAND STATE AIRPORT

LIGHTING PLAN

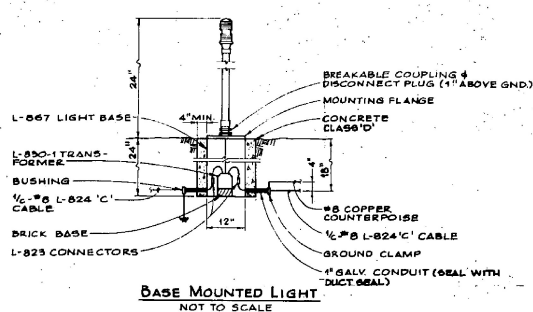
A.P. PROJECT NO. 9-60-0018-04

DELETE VASI, INJECT PAPI, 120' x 14-00'

ADD: EXIST. POWER VIA 2" D.C. BOND 7-15' x 6'

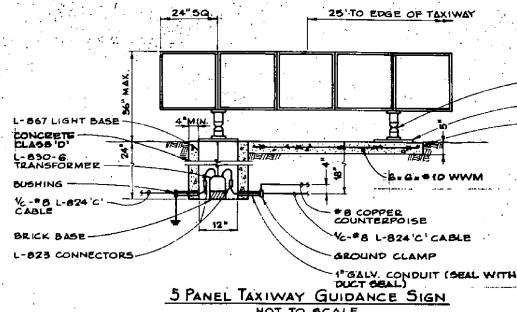
Rev. Description By Date

	Client No.	100-104	
	Proj. Manager	J.M. Durston	
	Proj. Designer	J.M. Durston	
	Drawn By	J.M. Durston	
	Checked By	J.M. Durston	
Scale	1" = 100'		
Approved			
Date			



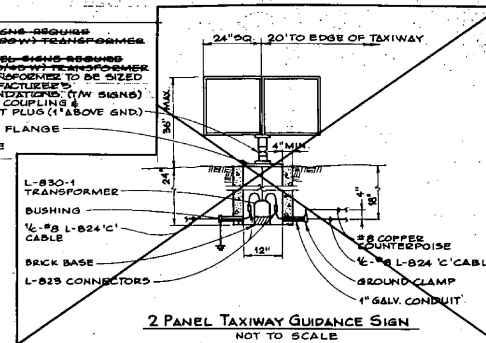
BASE MOUNTED LIGHT
NOT TO SCALE

NOTE:
PROVIDE A 3\"/>



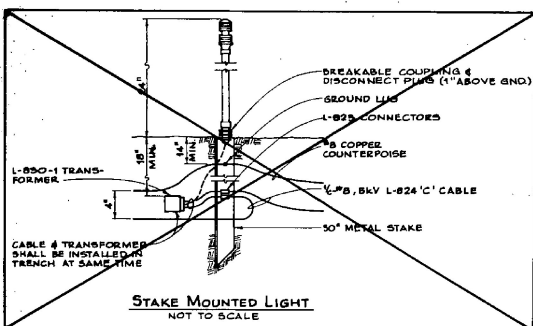
5 PANEL TAXIWAY GUIDANCE SIGN
NOT TO SCALE

NOTE:
3-PANEL SIGNS-REQUIRE
L-850-6 (300W) TRANSFORMER
4-PANEL SIGNS-REQUIRE
L-850-1 TRANSFORMER
L-850 TRANSFORMER TO BE SIZED
PER MANUFACTURER'S
RECOMMENDATIONS (1/4\"/>



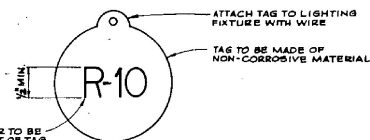
2 PANEL TAXIWAY GUIDANCE SIGN
NOT TO SCALE

NOT IN CONTRACT

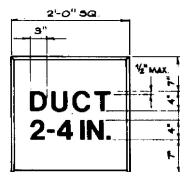


STAKE MOUNTED LIGHT
NOT TO SCALE

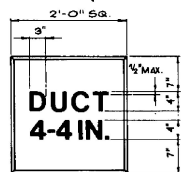
NOT IN CONTRACT



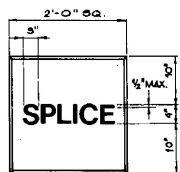
LIGHT IDENTIFICATION TAG
NOT TO SCALE



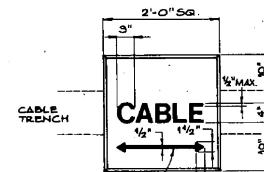
2-WAY DUCT MARKER
NOT TO SCALE



4-WAY DUCT MARKER
NOT TO SCALE

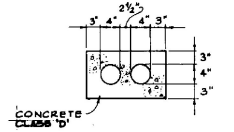


SPLICE MARKER
NOT TO SCALE

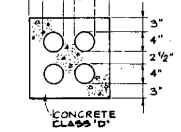


CABLE MARKER
NOT TO SCALE

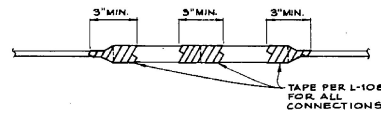
MARKER NOTES:
1. HAND LETTERING NOT ALLOWED ON MARKERS. LETTERING IS TO BE IMPRESSED.
2. ARROW ON CABLE MARKER TO INDICATE DIRECTION OF CABLES.
3. PAYMENT FOR CABLE, SPLICE OR DUCT MARKER TO BE SUBSIDIARY TO OTHER PAY ITEMS.



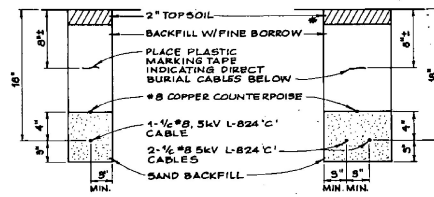
2 WAY ELECTRICAL DUCT
NOT TO SCALE



4 WAY ELECTRICAL DUCT
NOT TO SCALE

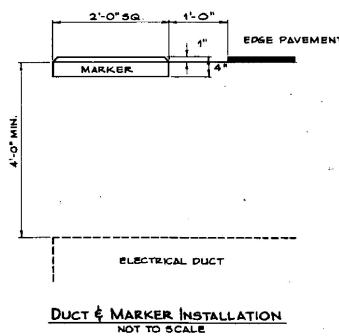


L-823 CABLE CONNECTOR
NOT TO SCALE



DIRECT BURIAL CABLE TRENCH DETAILS
NOT TO SCALE

PIPE BORROW - MATERIAL REASONABLY FREE FROM LOAM, CLAY OR ORGANIC MATERIAL. MAXIMUM SIZE = 1/4\"/>



DUCT & MARKER INSTALLATION
NOT TO SCALE

LIGHT LOCATION SCHEDULE																																																																																																																																																																																																													
STATION	NO.	OFFSET (ft.)	STATION	NO.	OFFSET (ft.)																																																																																																																																																																																																								
IN-106 DELETED																																																																																																																																																																																																													
11+00	128	67.38	29+30	118	67.38																																																																																																																																																																																																								
	129	67.38		130	67.38	131	67.38	132	67.38	12+00	133	67.38	30+27.3	117	67.38	134	67.38	135	67.38	136	67.38	137	67.38	13+00	138	67.38	33+25.5	116	67.38	139	67.38	140	67.38	141	67.38	142	67.38	14+00	143	67.38	34+08.3	205	67.38	144	67.38	206	67.38	207	67.38	208	67.38	15+00	145	67.38	34+22.3	207	61.38	146	67.38	209	67.38	210	67.38	211	67.38	16+00	147	67.38	35+08.3	212	67.38	148	67.38	213	67.38	214	67.38	215	67.38	17+00	149	67.38	35+08.3	213	61.38	150	67.38	214	67.38	215	67.38	216	67.38	18+00	151	67.38	35+08.3	254	67.38	152	67.38	255	67.38	256	67.38	257	67.38	19+00	153	67.38	37+20	101	67.38	154	67.38	119	67.38	120	67.38	121	67.38	20+00	155	67.38	IN-108S-02	122	67.38	156	67.38	123	67.38	124	67.38	125	67.38	21+00	157	67.38	40+08S-02	103	67.38	158	67.38	104	67.38	105	67.38	106	67.38	22+00	159	67.38	42+08S-02	141	67.38	160	67.38	142	67.38	143	67.38	144	67.38	23+00	161	67.38	44+00S-02	103	67.38	162	67.38	104	67.38	105	67.38	106	67.38	24+00	163	67.38	110	110	67.38	164	67.38	165	67.38	166	67.38	167	67.38	25+00	168	67.38	110	110	67.38	169	67.38	170	67.38	171	67.38	172	67.38
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	144	67.38		206	67.38	207	67.38	208	67.38	15+00	145	67.38	34+22.3	207	61.38	146	67.38	209	67.38	210	67.38	211	67.38	16+00	147	67.38	35+08.3	212	67.38	148	67.38	213	67.38	214	67.38	215	67.38	17+00	149	67.38	35+08.3	213	61.38	150	67.38	214	67.38	215	67.38	216	67.38	18+00	151	67.38	35+08.3	254	67.38	152	67.38	255	67.38	256	67.38	257	67.38	19+00	153	67.38	37+20	101	67.38	154	67.38	119	67.38	120	67.38	121	67.38	20+00	155	67.38	IN-108S-02	122	67.38	156	67.38	123	67.38	124	67.38	125	67.38	21+00	157	67.38	40+08S-02	103	67.38	158	67.38	104	67.38	105	67.38	106	67.38	22+00	159	67.38	42+08S-02	141	67.38	160	67.38	142	67.38	143	67.38	144	67.38	23+00	161	67.38	44+00S-02	103	67.38	162	67.38	104	67.38	105	67.38	106	67.38	24+00	163	67.38	110	110	67.38	164	67.38	165	67.38	166	67.38	167	67.38	25+00	168	67.38	110	110	67.38	169	67.38	170	67.38	171	67.38	172	67.38																																										
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	146	67.38		209	67.38	210	67.38	211	67.38	16+00	147	67.38	35+08.3	212	67.38	148	67.38	213	67.38	214	67.38	215	67.38	17+00	149	67.38	35+08.3	213	61.38	150	67.38	214	67.38	215	67.38	216	67.38	18+00	151	67.38	35+08.3	254	67.38	152	67.38	255	67.38	256	67.38	257	67.38	19+00	153	67.38	37+20	101	67.38	154	67.38	119	67.38	120	67.38	121	67.38	20+00	155	67.38	IN-108S-02	122	67.38	156	67.38	123	67.38	124	67.38	125	67.38	21+00	157	67.38	40+08S-02	103	67.38	158	67.38	104	67.38	105	67.38	106	67.38	22+00	159	67.38	42+08S-02	141	67.38	160	67.38	142	67.38	143	67.38	144	67.38	23+00	161	67.38	44+00S-02	103	67.38	162	67.38	104	67.38	105	67.38	106	67.38	24+00	163	67.38	110	110	67.38	164	67.38	165	67.38	166	67.38	167	67.38	25+00	168	67.38	110	110	67.38	169	67.38	170	67.38	171	67.38	172	67.38																																																								
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	148	67.38		213	67.38	214	67.38	215	67.38	17+00	149	67.38	35+08.3	213	61.38	150	67.38	214	67.38	215	67.38	216	67.38	18+00	151	67.38	35+08.3	254	67.38	152	67.38	255	67.38	256	67.38	257	67.38	19+00	153	67.38	37+20	101	67.38	154	67.38	119	67.38	120	67.38	121	67.38	20+00	155	67.38	IN-108S-02	122	67.38	156	67.38	123	67.38	124	67.38	125	67.38	21+00	157	67.38	40+08S-02	103	67.38	158	67.38	104	67.38	105	67.38	106	67.38	22+00	159	67.38	42+08S-02	141	67.38	160	67.38	142	67.38	143	67.38	144	67.38	23+00	161	67.38	44+00S-02	103	67.38	162	67.38	104	67.38	105	67.38	106	67.38	24+00	163	67.38	110	110	67.38	164	67.38	165	67.38	166	67.38	167	67.38	25+00	168	67.38	110	110	67.38	169	67.38	170	67.38	171	67.38	172	67.38																																																																						
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	152	67.38		255	67.38	256	67.38	257	67.38	19+00	153	67.38	37+20	101	67.38	154	67.38	119	67.38	120	67.38	121	67.38	20+00	155	67.38	IN-108S-02	122	67.38	156	67.38	123	67.38	124	67.38	125	67.38	21+00	157	67.38	40+08S-02	103	67.38	158	67.38	104	67.38	105	67.38	106	67.38	22+00	159	67.38	42+08S-02	141	67.38	160	67.38	142	67.38	143	67.38	144	67.38	23+00	161	67.38	44+00S-02	103	67.38	162	67.38	104	67.38	105	67.38	106	67.38	24+00	163	67.38	110	110	67.38	164	67.38	165	67.38	166	67.38	167	67.38	25+00	168	67.38	110	110	67.38	169	67.38	170	67.38	171	67.38	172	67.38																																																																																																		
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	154	67.38		119	67.38	120	67.38	121	67.38	20+00	155	67.38	IN-108S-02	122	67.38	156	67.38	123	67.38	124	67.38	125	67.38	21+00	157	67.38	40+08S-02	103	67.38	158	67.38	104	67.38	105	67.38	106	67.38	22+00	159	67.38	42+08S-02	141	67.38	160	67.38	142	67.38	143	67.38	144	67.38	23+00	161	67.38	44+00S-02	103	67.38	162	67.38	104	67.38	105	67.38	106	67.38	24+00	163	67.38	110	110	67.38	164	67.38	165	67.38	166	67.38	167	67.38	25+00	168	67.38	110	110	67.38	169	67.38	170	67.38	171	67.38	172	67.38																																																																																																																
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	156	67.38		123	67.38	124	67.38	125	67.38	21+00	157	67.38	40+08S-02	103	67.38	158	67.38	104	67.38	105	67.38	106	67.38	22+00	159	67.38	42+08S-02	141	67.38	160	67.38	142	67.38	143	67.38	144	67.38	23+00	161	67.38	44+00S-02	103	67.38	162	67.38	104	67.38	105	67.38	106	67.38	24+00	163	67.38	110	110	67.38	164	67.38	165	67.38	166	67.38	167	67.38	25+00	168	67.38	110	110	67.38	169	67.38	170	67.38	171	67.38	172	67.38																																																																																																																														
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21+00	157	67.38	40+08S-02	103	67.38																																																																																																																																																																																																								
	158	67.38		104	67.38	105	67.38	106	67.38	22+00	159	67.38	42+08S-02	141	67.38	160	67.38	142	67.38	143	67.38	144	67.38	23+00	161	67.38	44+00S-02	103	67.38	162	67.38	104	67.38	105	67.38	106	67.38	24+00	163	67.38	110	110	67.38	164	67.38	165	67.38	166	67.38	167	67.38	25+00	168	67.38	110	110	67.38	169	67.38	170	67.38	171	67.38	172	67.38																																																																																																																																												
	104	67.38																																																																																																																																																																																																											
	105	67.38																																																																																																																																																																																																											
	106	67.38																																																																																																																																																																																																											
22+00	159	67.38	42+08S-02	141	67.38																																																																																																																																																																																																								
	160	67.38		142	67.38	143	67.38	144	67.38	23+00	161	67.38	44+00S-02	103	67.38	162	67.38	104	67.38	105	67.38	106	67.38	24+00	163	67.38	110	110	67.38	164	67.38	165	67.38	166	67.38	167	67.38	25+00	168	67.38	110	110	67.38	169	67.38	170	67.38	171	67.38	172	67.38																																																																																																																																																										
	142	67.38																																																																																																																																																																																																											
	143	67.38																																																																																																																																																																																																											
	144	67.38																																																																																																																																																																																																											
23+00	161	67.38	44+00S-02	103	67.38																																																																																																																																																																																																								
	162	67.38		104	67.38	105	67.38	106	67.38	24+00	163	67.38	110	110	67.38	164	67.38	165	67.38	166	67.38	167	67.38	25+00	168	67.38	110	110	67.38	169	67.38	170	67.38	171	67.38	172	67.38																																																																																																																																																																								
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	165	67.38																																																																																																																																																																																																											
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25+00	168	67.38	110	110	67.38																																																																																																																																																																																																								
	169	67.38																																																																																																																																																																																																											
	170	67.38																																																																																																																																																																																																											
	171	67.38																																																																																																																																																																																																											
	172	67.38																																																																																																																																																																																																											

A.P.D. PROJECT NO. 3-80-0016-004

RUTLAND STATE AIRPORT
ELECTRICAL DETAILS

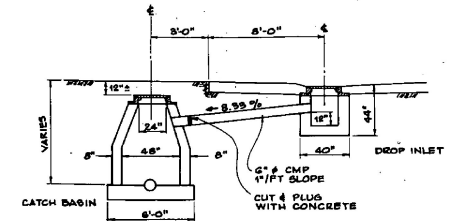
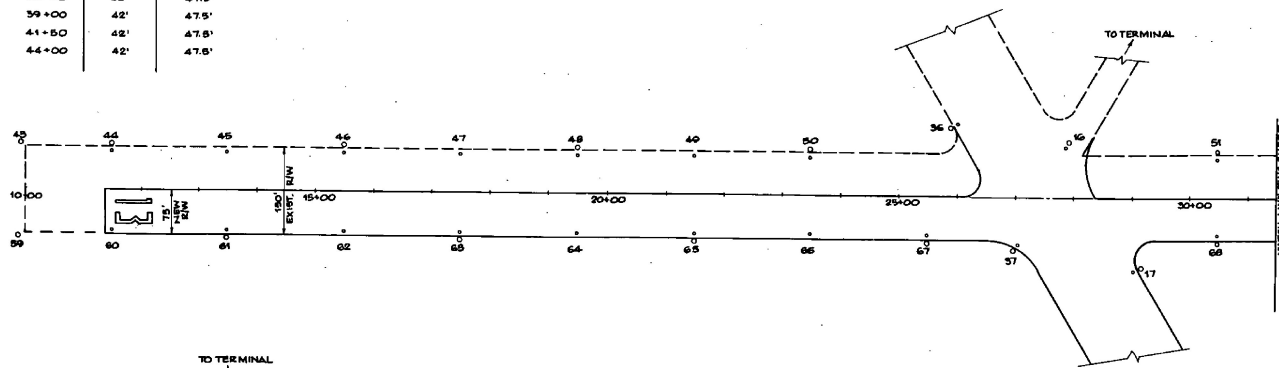
Client No. 888888
Proj. Manager: R.M. Dubois
Proj. Designer: R.M. Dubois
Drawn By: R.M. Dubois
Checked By: R.M. Dubois
Scale: 1\"/>

State of Vermont
Seal of the State of Vermont
1792-1992
37th
Seal of the State of Vermont

Rev.	Description	By	Date

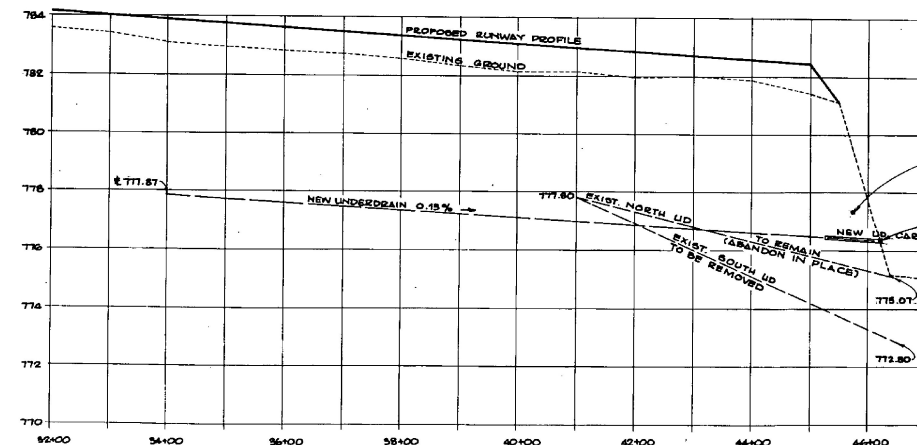
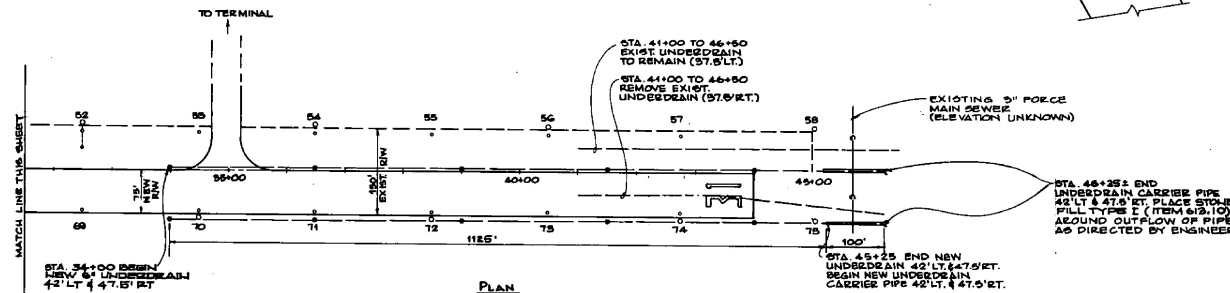
NEW FLUSHING BASIN SCHEDULE

STATION	OFFSET LT.	OFFSET RT.
34+00	42'	47.5'
36+50	42'	47.5'
39+00	42'	47.5'
41+50	42'	47.5'
44+00	42'	47.5'



EXIST. CATCH BASIN & DROP INLET DETAIL
N.T.S.

NOTE:
IF DROP INLET IS TO BE REMOVED, THE CONTRACTOR WILL CUT
AND PLUG THE 6\"/>



LEGEND

- EXIST. CATCH BASIN
- EXIST. DROP INLET
- EXIST. UNDERDRAIN
- NEW FLUSHING BASIN
- NEW DROP INLET
- NEW UNDERDRAIN
- NEW UNDERDRAIN CARRIER PIPE

EXISTING 3\"/>

SCALE IN FEET
0 100 200 300

A.L.P. PROJECT NO. 3-50-0018-04

Rev.	Description	By	Date

RUTLAND STATE AIRPORT

DRAINAGE DETAILS

CLARIDON

Client No. 80-0182

Proj. Manager G.W. D'AMICO

Proj. Designer G.W. D'AMICO

Drawn By G.W. D'AMICO

Checked By G.W. D'AMICO

Scale AS SHOWN

Approved

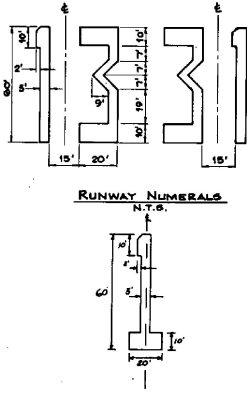
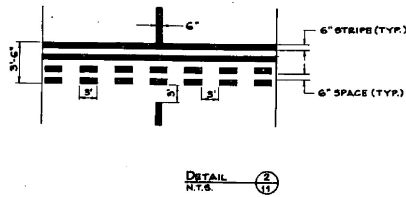
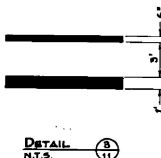
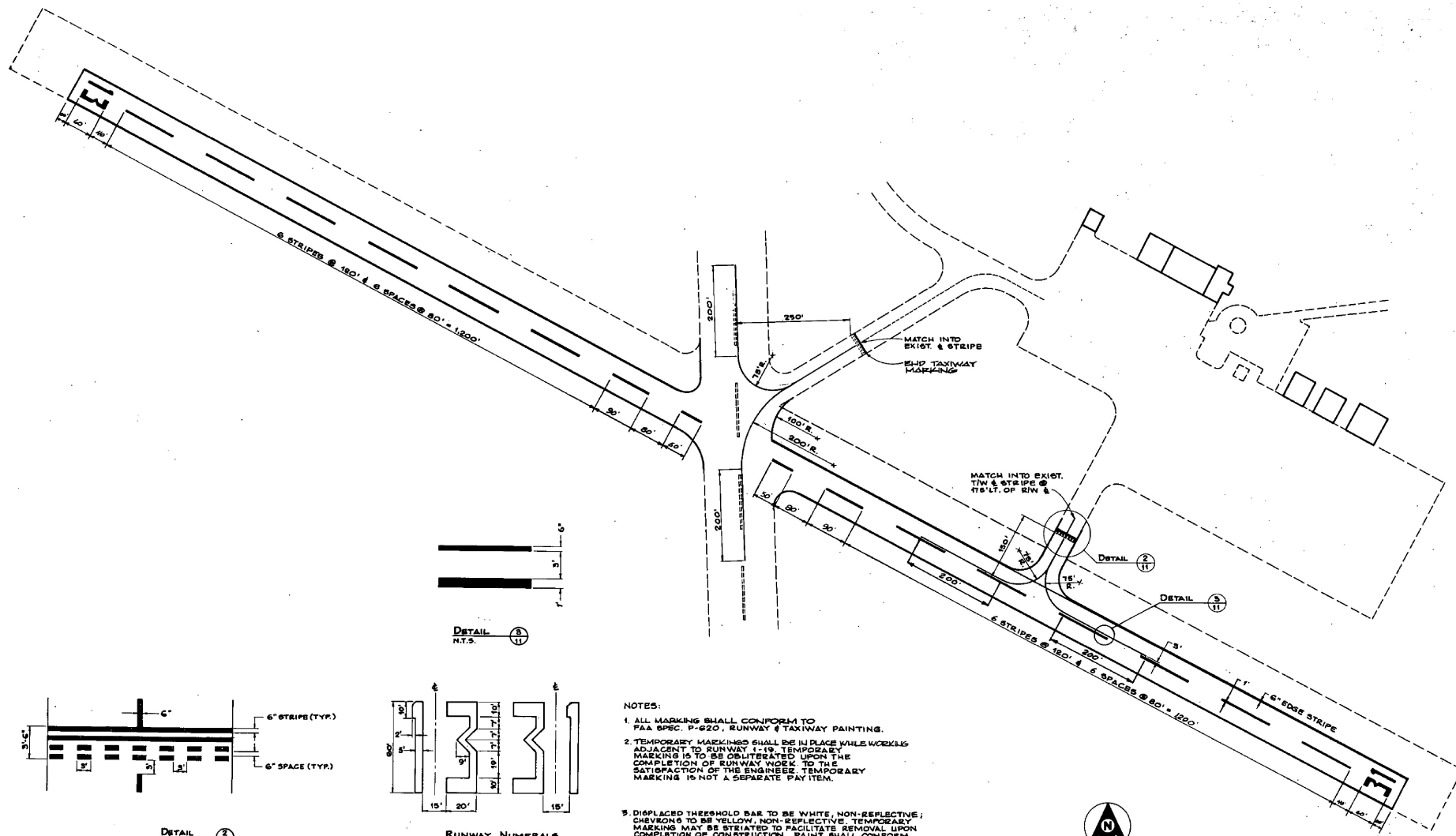
STATE OF VERMONT

NO. 3073

PROFESSIONAL ENGINEER

VERMONT

Sheet 18 of 30



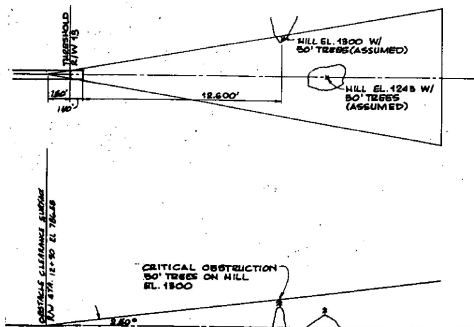
- NOTES:
1. ALL MARKING SHALL CONFORM TO FAA SPEC. P-620, RUNWAY & TAXIWAY PAINTING.
 2. TEMPORARY MARKINGS SHALL BE IN PLACE WHILE WORKS ARE ADJACENT TO RUNWAY 1-19. TEMPORARY MARKING IS TO BE OBLITERATED UPON THE COMPLETION OF RUNWAY WORK TO THE SATISFACTION OF THE ENGINEER. TEMPORARY MARKING IS NOT A SEPARATE PAY ITEM.
 3. DISPLACED THRESHOLD BAR TO BE WHITE, NON-REFLECTIVE; CHEVRONS TO BE YELLOW, NON-REFLECTIVE. TEMPORARY MARKING MAY BE STREIATED TO FACILITATE REMOVAL UPON COMPLETION OF CONSTRUCTION. PAINT SHALL CONFORM TO FAA SPEC. TT-P-86 (NON-REFLECTIVE).
 4. TEMPORARY MARKING MAY BE SNOW FENCE, LIMESTONE, TARPULIN OR OTHER MEANS SATISFACTORY TO THE ENGINEER.
 5. RUNWAY CENTERLINE & NUMERALS ARE TO BE WHITE. TAXIWAY CENTERLINE & HOLDLINE ARE TO BE AVIATION YELLOW, CONFORMING TO FEDERAL SPEC. TT-P-DS (NON-REFLECTIVE).
 6. THE NUMERAL ONE, WHEN USED ALONE, CONTAINS A 20" x 10" HORIZONTAL BAR TO DIFFERENTIATE IT FROM THE RUNWAY CENTERLINE MARKINGS.



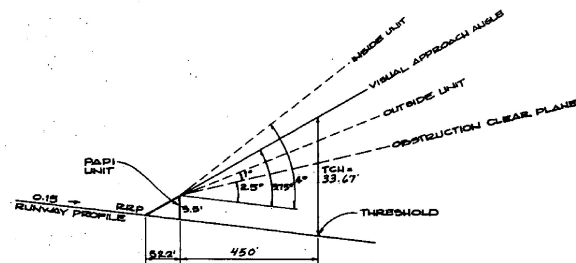
A.L.P. PROJECT NO. 3-50-0015-04

Rev.	Description	By	Date

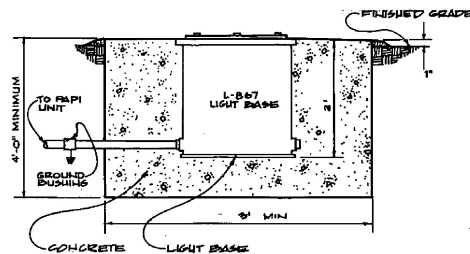
RUTLAND STATE AIRPORT		
MARKING DIAGRAM		
CLARENDON	Client No. 80-0183	
	Proj. Manager S.W. D'AMICO Proj. Designer S.B. DAVIES Drawn By C.W. HALL Checked By S.W. D'AMICO Scale AS SHOWN Approved _____ Date _____	
Sheet 11 of 30		



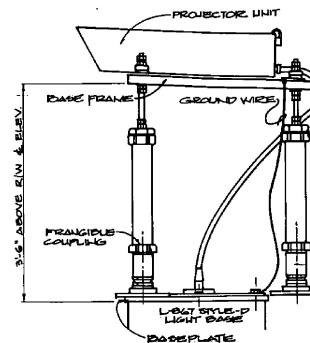
CRITICAL OBSTRUCTION
80' TRESS ON HILL
EL. 1800



PAPI AIMING ANGLE
N.T.S.



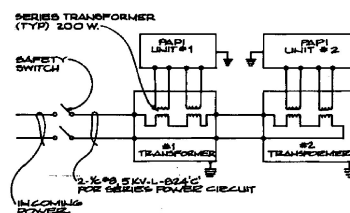
PAPI CAN INSTALLATION
N.T.S.



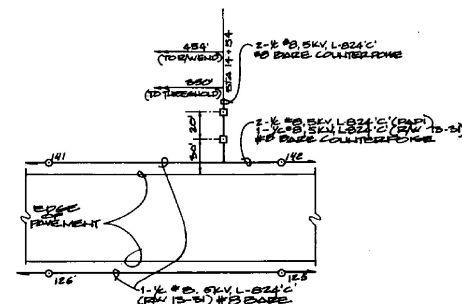
2 WAY PAPI MOUNTING DETAIL
N.T.S.

PAPI NOTES

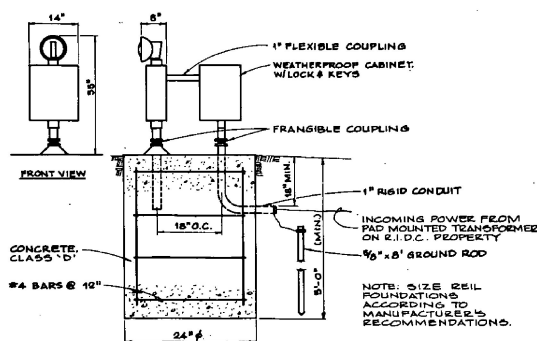
1. CONTRACTOR TO ENSURE THE AIMING ANGLE ON THE PROJECTOR UNITS
2. PAPI TO CONFORM TO FAA SPEC. L-851, STYLE A (VOLTAGE POWERED) CLASS 2 (OPERATION TO 1500'C)
3. REFER TO MANUFACTURER'S SPECIFICATION FOR DIMENSIONS AND FOUNDATION



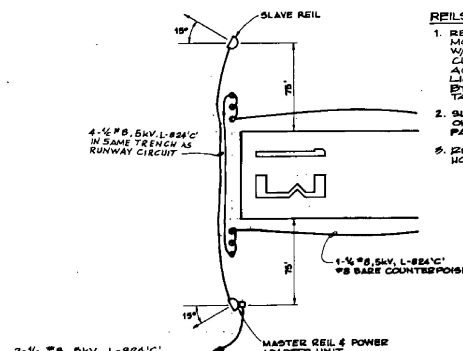
PAPI WIRING DIAGRAM
N.T.S.



PAPI SITING & WIRING DIAGRAM
1\"/>



MASTER REIL UNIT
N.T.S.



REILS SITING & WIRING DIAGRAM
N.T.S.

REILS NOTES

1. REILS TO BE AMBASSADORE MODEL LC 600A 20-100 PS EQUAL W/120V, 6.6A POWER ADAPTER & CURRENT RELAY TO BE ACTIVATED OFF RUNWAY LIGHTING CIRCUIT AS HANDLED BY GODFREY ENGINEERING, TAMPA, FL.
2. SLAVE REIL TO BE MOUNTED ON FOUNDATION SIMILAR TO PAPI FOUNDATION SHOWN ABOVE
3. REILS SHALL BE AIMED 15° HORIZONTAL & 10° VERTICAL

A.I.P. PROJECT NO. 3-50-0015-04

RUTLAND STATE AIRPORT

APPROACH AIDS

CLARENDON,

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CLARENDON,

Client No. 30-0182

Proj. Manager: G.W. D'AMICO

Proj. Designer: E.B. DAWES

Drawn By: C.W. HALLS

Checked By: G.W. D'AMICO

Scale: 1/8\"/>

Approved: [Signature]

Date: [Date]

Sheet 12 of 30

D

CLARENDON,

CLARENDON,

CLARENDON,

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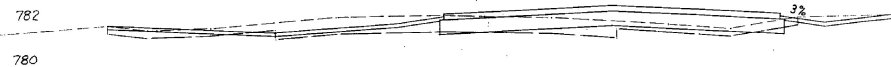
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CLARENDON,

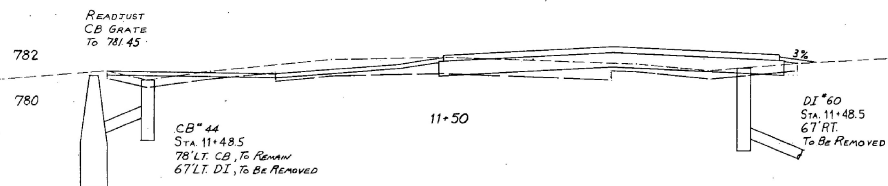
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CLARENDON,

CLARENDON,



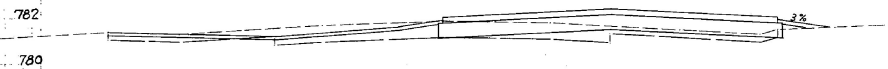
12+00



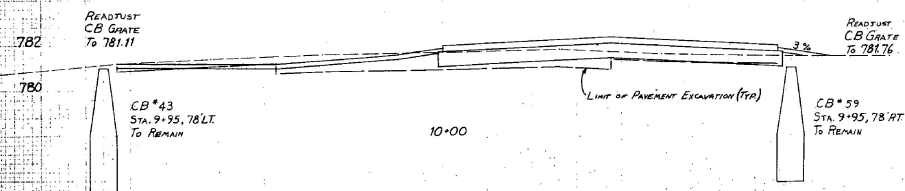
11+50



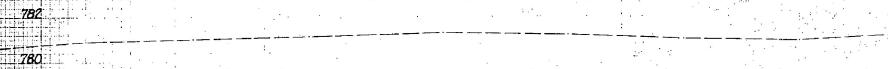
11+00



10+50



10+00



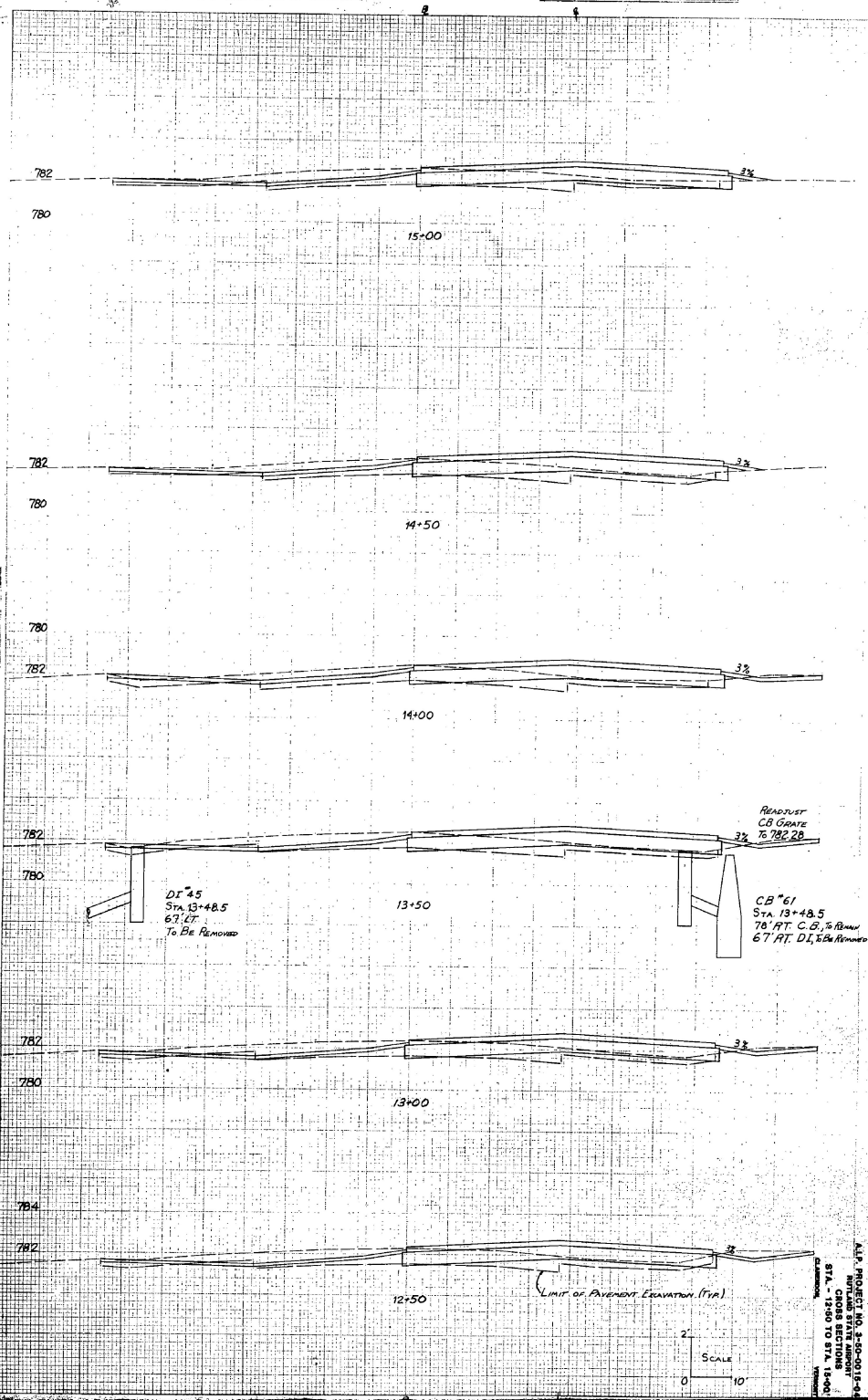
9+50



ALP PROJECT NO. 3-00-018-04
NO. 100-018-04
CROSS SECTIONS
STA. 9+40 TO STA. 10+00
DATE: 10/1/00
BY: [signature]

DATE	BY	CHKD	APP'D

DATE	BY	CHKD	APP'D



2
SCALE
0 10'

ALP PROJECT NO. 2-10-0018-04
BURLINGAME STATE HIGHWAY
STATION 12+50 TO STA 14+00
C. J. HARRIS
DESIGNED

NO.	DATE	REVISION
1		DESIGNED
2		CHECKED

NO.	DATE	REVISION
1		DESIGNED
2		CHECKED

784

782

18+50

784

782

18+00

784

782

17+50

DI #47
Sta. 17+48.5
6' LT
TO BE REMOVED

ROADTUST
CB GRATE
To 782.85

CB #63
Sta. 17+48.5
6' RT DI, TO BE REMOVED
78' RT CB, TO REMAIN

784

782

17+00

784

782

16+50

784

782

16+00

784

782

15+50

ROADTUST
CB GRATE
To 781.98

CB #46
Sta. 15+48.5
6' LT DI, TO BE REMOVED
78' LT CB, TO REMAIN

DI #62
Sta. 15+48.5
6' RT DI
TO BE REMOVED

(LIMIT OF PAVEMENT
EXCAVATION (TYP))

2'
SCALE
0 10'

ALP PROJECT NO. 3-10-0018-0
BUTLER STREET
STATION
STA. 15+50 TO STA. 16+00

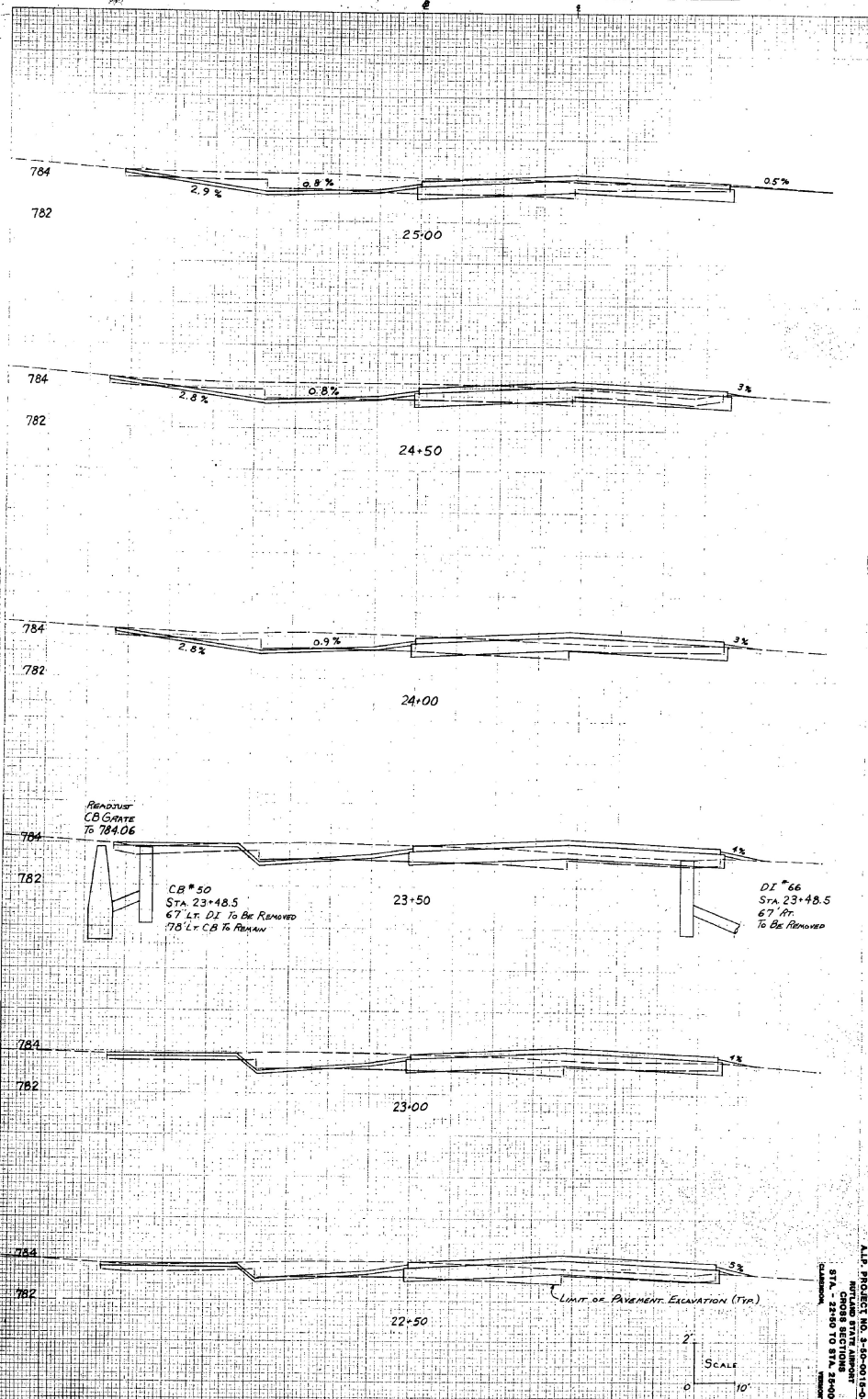
SURVEY					
NOTE BOOK	SURVEYED				
	PLOTTED				
	TEMPLATE				
	AREAS				
	AREAS CHECKED				



ALP. PROJECT NO. 3-50-0015-0
NITL AND STATE AIRPORT

DATE	DESIGN
NO.	REVISION
DATE	BY
DATE	BY

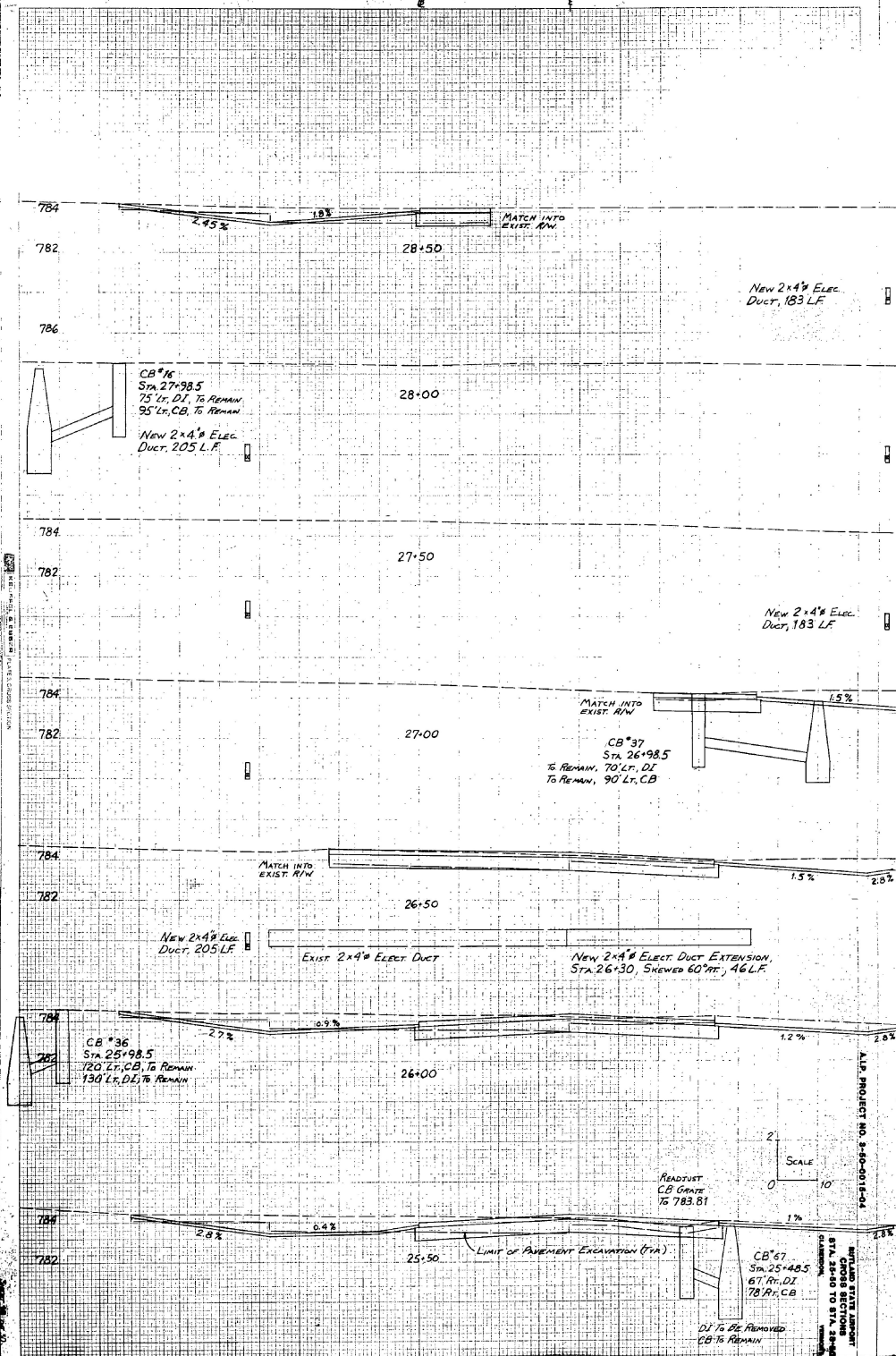
DATE	DESIGN
NO.	REVISION
DATE	BY
DATE	BY



ALP PROJECT NO. 3-10-0018-04
 BUTLER STATE AVENUE
 STA. - 22+50 TO 23+00
 DRAWING NO. 3-10-0018-04

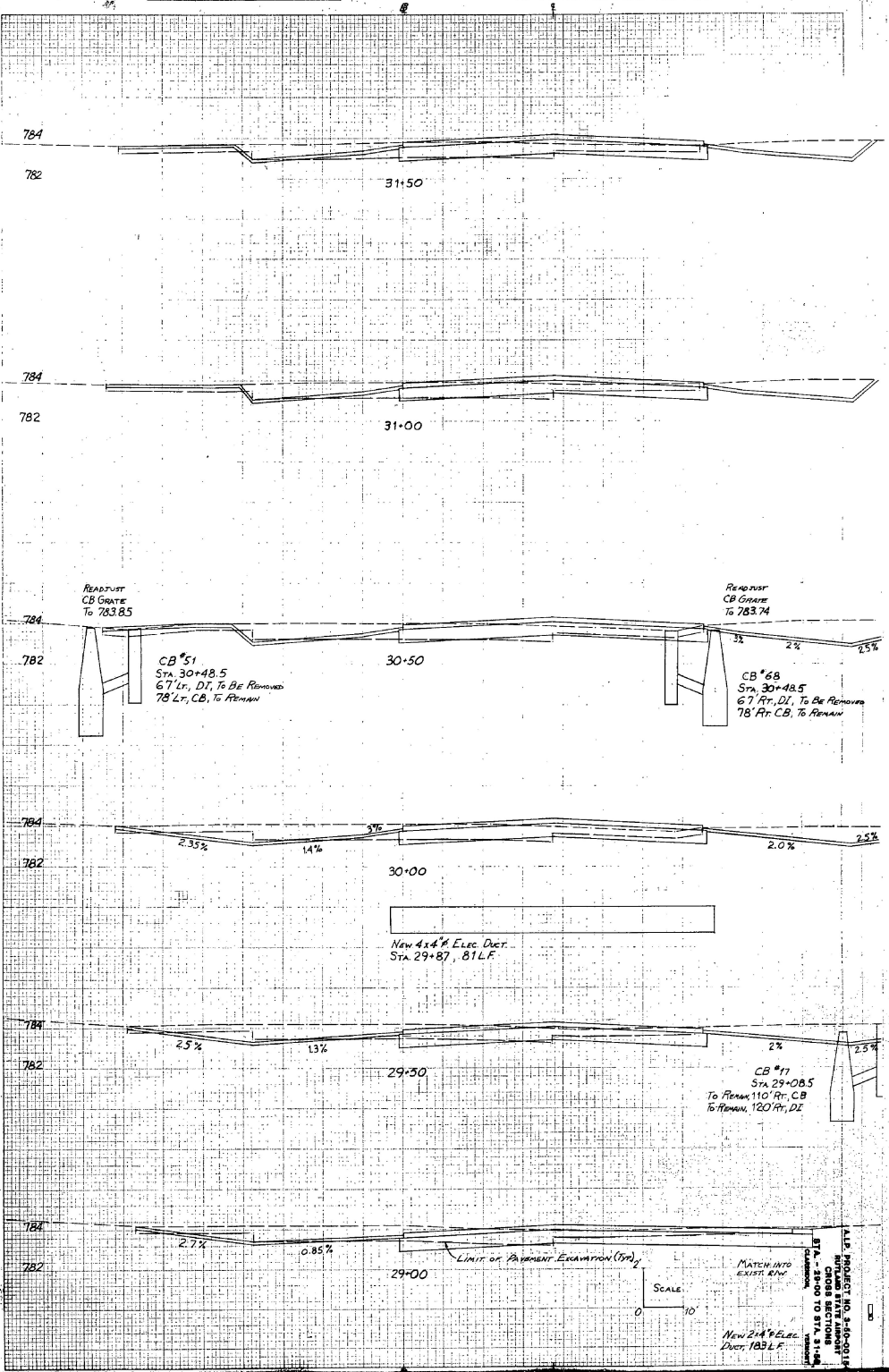
DATE	REVISION	BY	CHKD
10/1/80	1	WJH	WJH
10/1/80	2	WJH	WJH
10/1/80	3	WJH	WJH

DATE	REVISION	BY	CHKD
10/1/80	1	WJH	WJH
10/1/80	2	WJH	WJH
10/1/80	3	WJH	WJH



DATE	BY	REVISION	REMARKS

DATE	BY	REVISION	REMARKS



READJUST
CB GRATE
TO 783.74

CB #51
STA. 30+48.5
67' Lt. DI. To Be Removed
78' Lt. CB. To Remain

CB #68
STA. 30+48.5
67' Rt. DI. To Be Removed
78' Rt. CB. To Remain

New 4x4\"/>

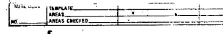
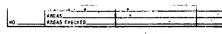
CB #11
STA. 29+08.5
To Remain 110' Rt. CB
To Remain 120' Rt. DI

LIMIT OF PERMANENT EXCAVATION (TOP)

SCALE
0 10'

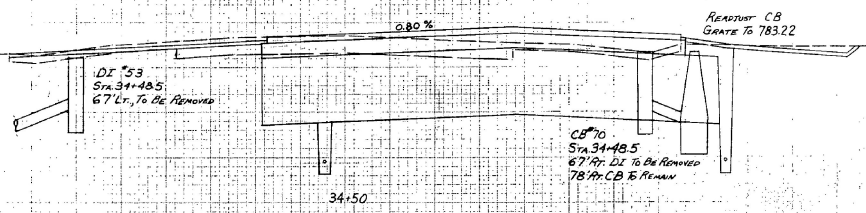
New 24\"/>

ALSO PRODUCE 3\"/>



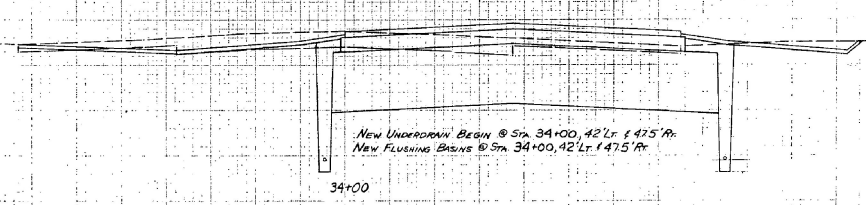
784

782



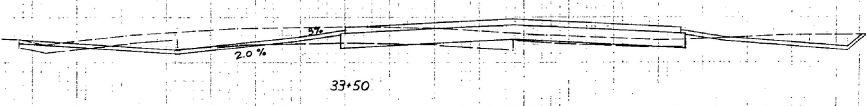
784

782



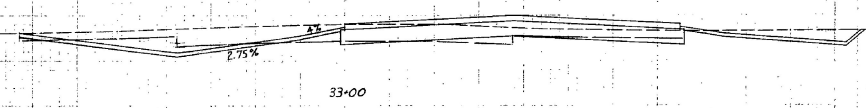
784

782



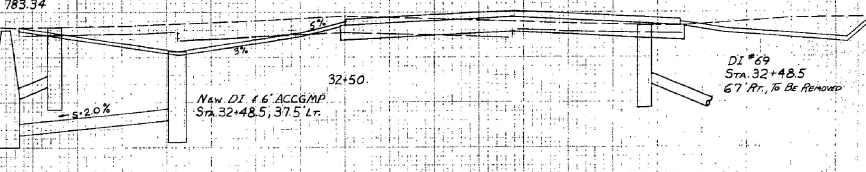
784

782



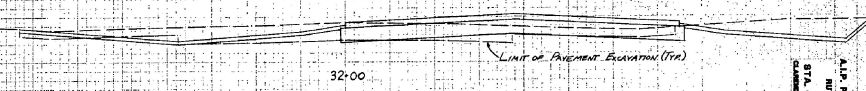
784

782



784

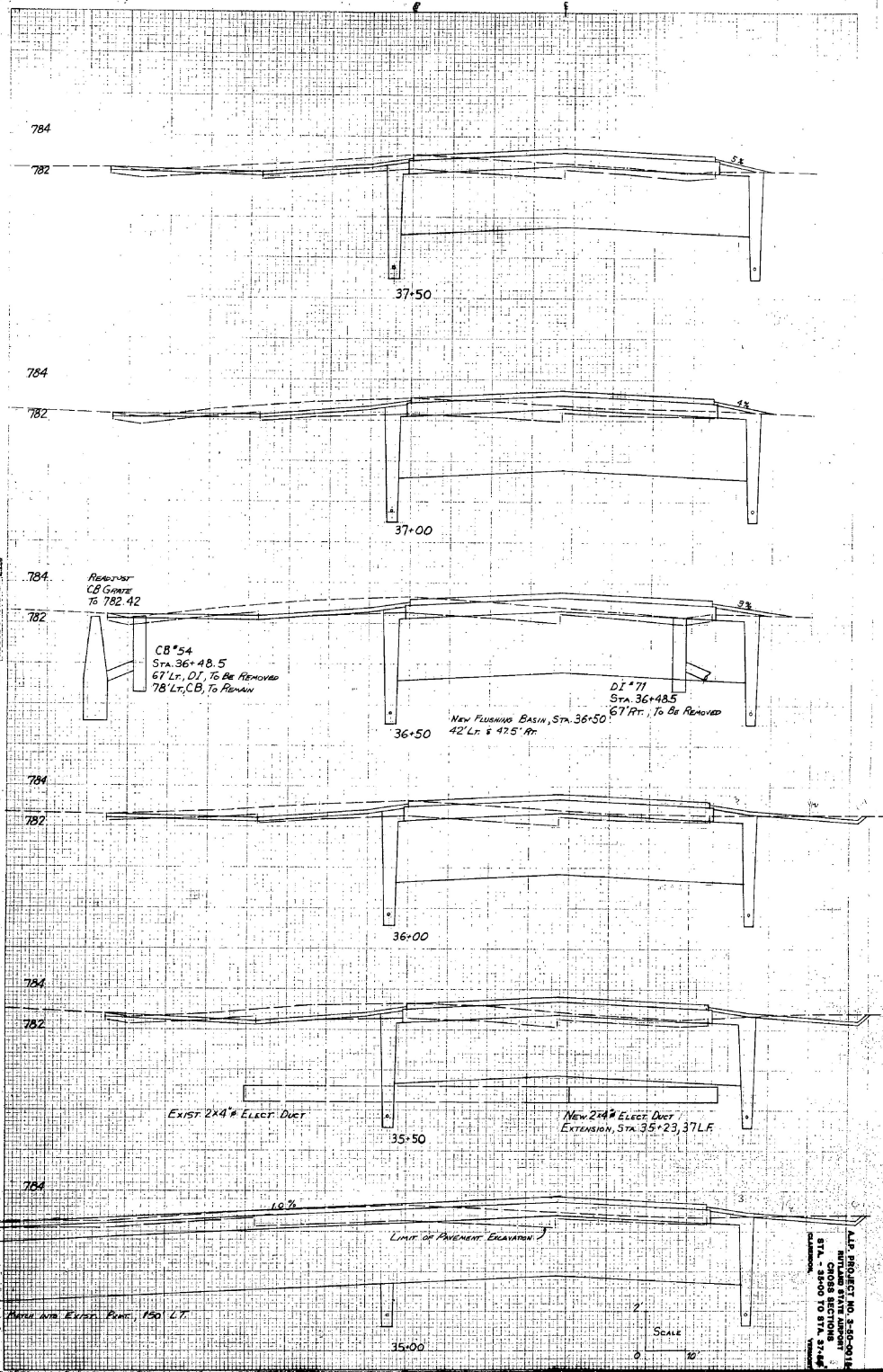
782



ALL PROJECT NO. 1-80-015-4
NO CROSS SECTIONS
STA. 32+00 TO STA. 34+50
1/2" = 10'

DATE	10/1/54
BY	W. H. B. / J. H. B.
PROJECT	ST. LOUIS BRIDGE

DATE	10/1/54
BY	W. H. B. / J. H. B.
PROJECT	ST. LOUIS BRIDGE



DATE	DESIGNED BY	CHECKED BY
10/1/58	W. H. HARRIS	W. H. HARRIS

DATE	DESIGNED BY	CHECKED BY
10/1/58	W. H. HARRIS	W. H. HARRIS

784

782

REARREST
CB GRATE
TO 781.88

CB #56
Sta. 40+48.5
67' Lr., DI, To Be Removed
78' Lr., CB, To Remain

DI #73
Sta. 40+48.5
67' Lr.
To Be Removed

40+50

784

782

40+00

784

782

39+50

784

782

39+00

NEW FLESHING BASINS @ Sta. 39+00, 42' Lr., 42.5' Ht.

784

782

REARREST
CB GRATE
TO 782.64

DI #55
Sta. 38+48.5
67' Lr.
To Be Removed

CB #72
Sta. 38+48.5
67' Lr., DI, To Be Removed
78' Lr., CB, To Remain

38+50

784

782

LIMITS OF PAVEMENT EXCAVATION
(TYP.)

38+00

2
SCALE
0 10'

ALL PROJECT NO. 1-58-011-04
SUTHERLAND STATE HIGHWAY
CROSS SECTIONS
STATION 38+00 TO STA. 40+00
DESIGNED BY W. H. HARRIS
CHECKED BY W. H. HARRIS

784

782

REARREST
CB GRADE
TO 782.14DI #57
Sta 42+75.5
67' Lf
To Be RemovedCB #74
Sta 42+75.5
67' Rr, DI, 15' Be Removed
75' Rr, CB, 15' RemainEXIST UNDERDRAIN
TO REMAIN

43+00

EXIST UNDERDRAIN
TO BE REMOVED

784

782

42+50

784

782

42+00

784

782

41+50

NEW FLUSHING BASINS @
Sta 41+50, 42 Lf, 47.5 Rr

784

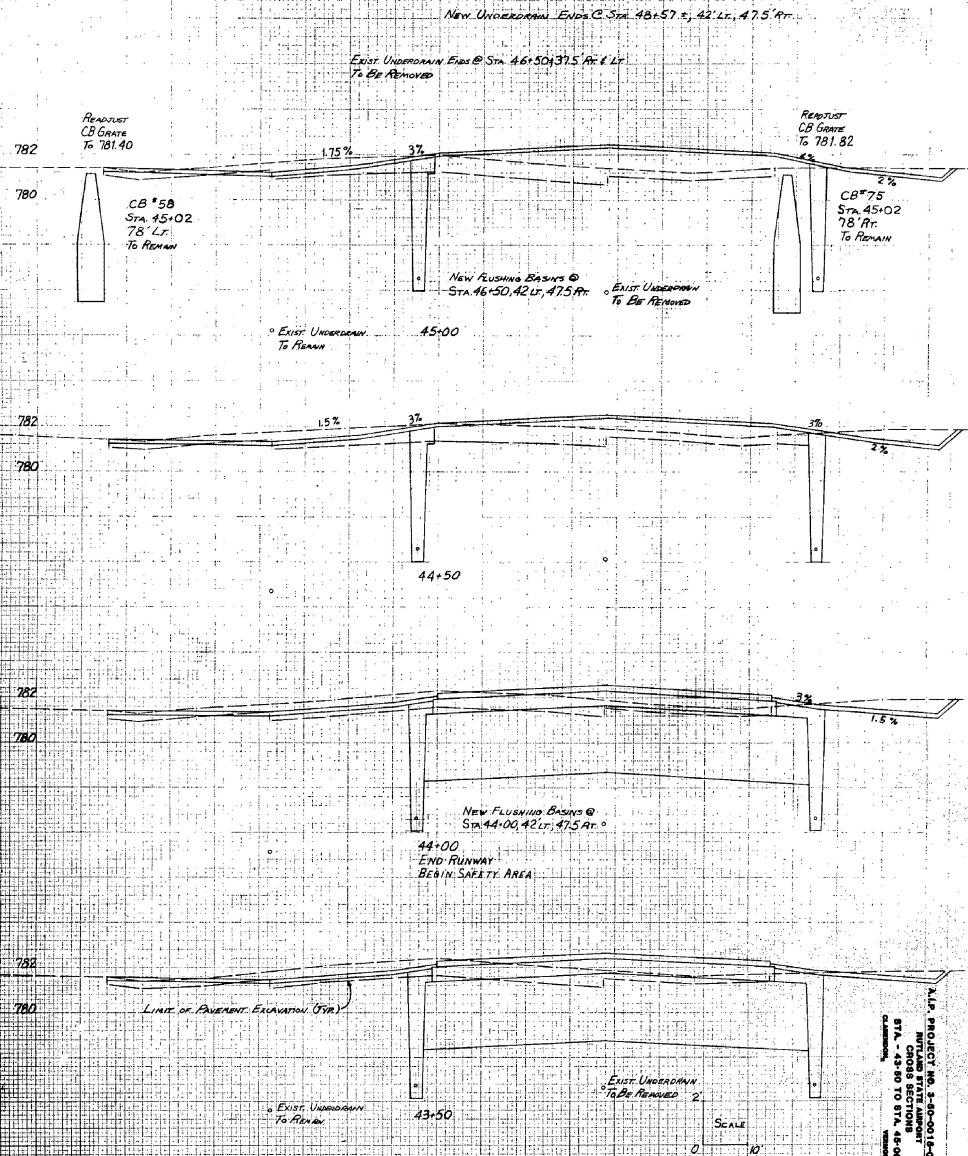
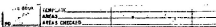
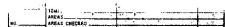
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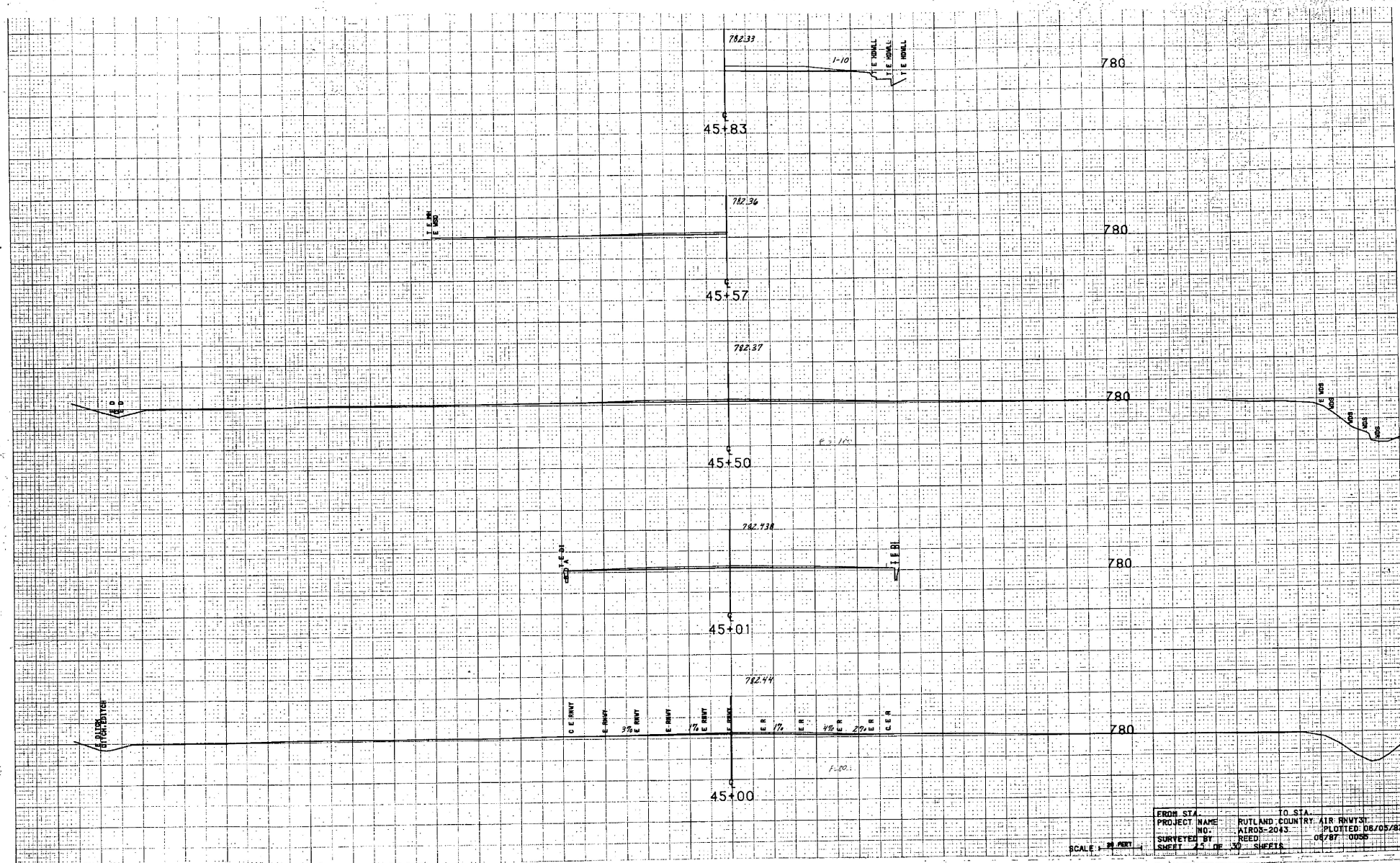
LIMIT OF PAVEMENT EXCAVATION (50')

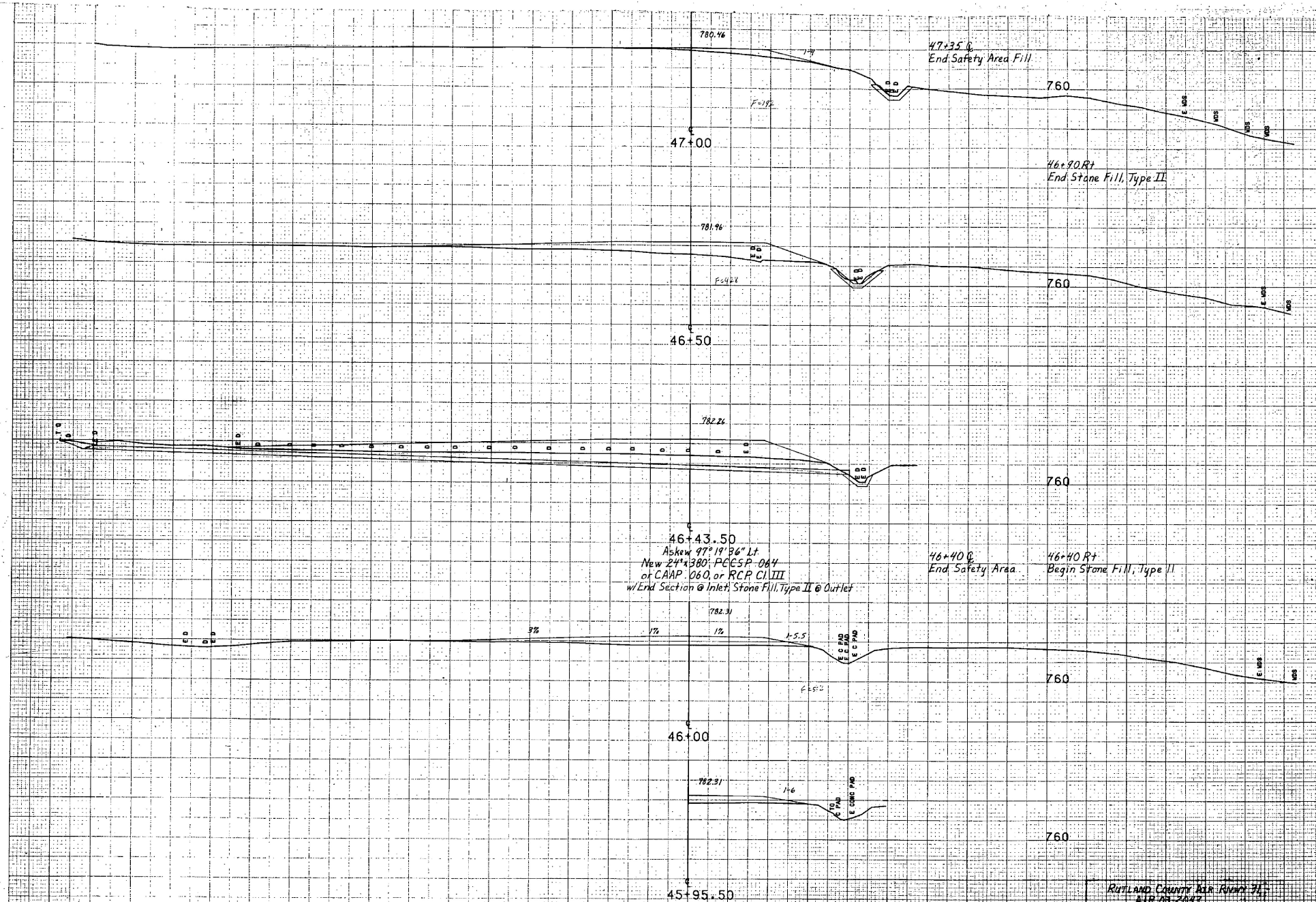
EXIST UNDERDRAIN
TO REMAIN

41+00

EXIST UNDERDRAIN
TO BE REMOVEDSCALE
0 2 4 6 8 10ALP PROJECT NO. 1-80-0011-04
MILLING STATE HIGHWAY
STA. 41+00 TO STA. 44+00
COLUMBIA, MISSOURI







SCALE 20 FEET

Rutland County Ark. River 74
 AIR 03-2043
 SHEET 14 OF 30 SHEETS

48+50

48+36

48+25.50

48+00

47+50

SCALE 20 FEET

50+32

740

50+00

720

49+50

740

49+00

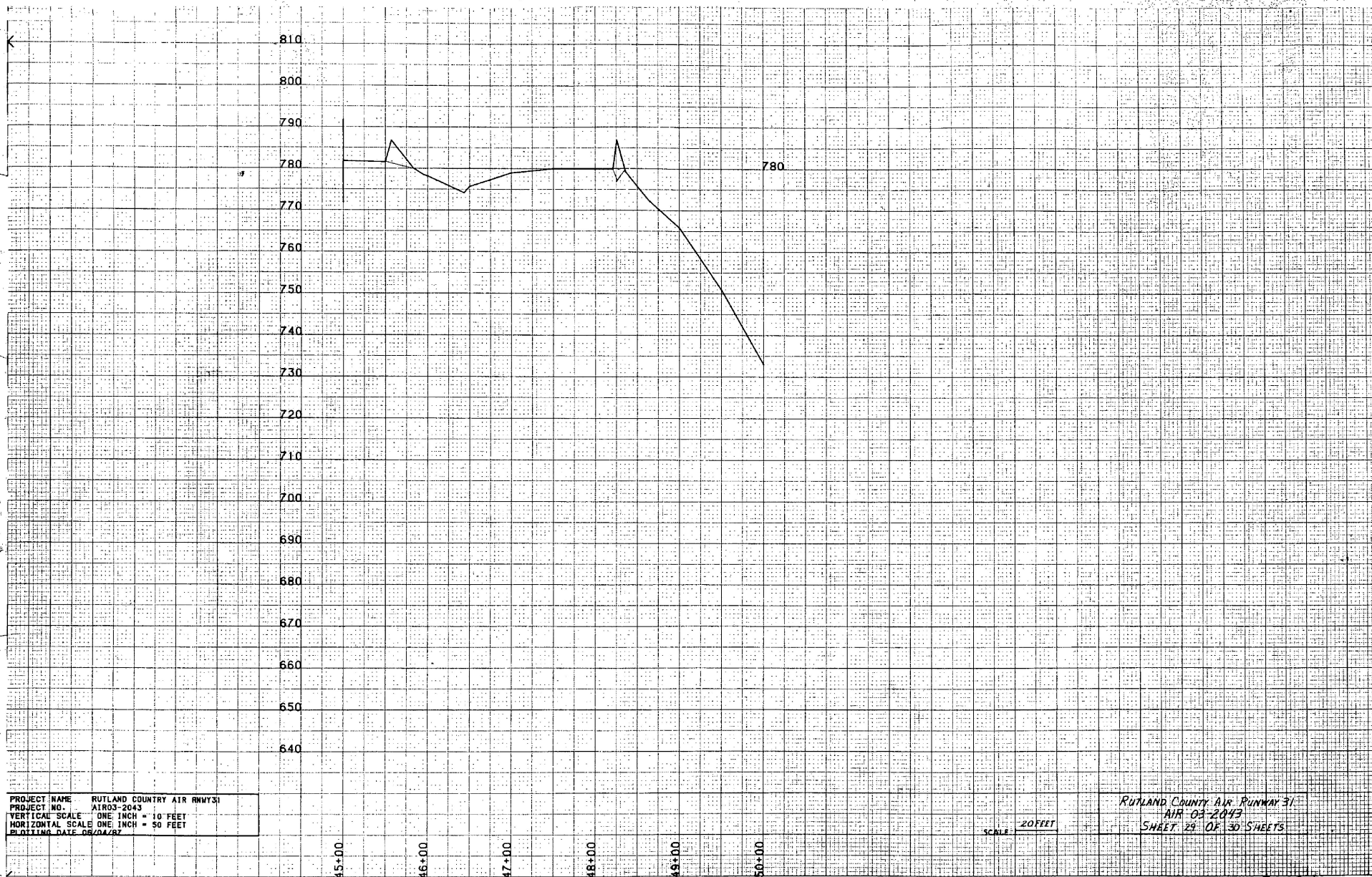
760

48+64

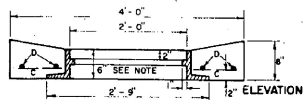
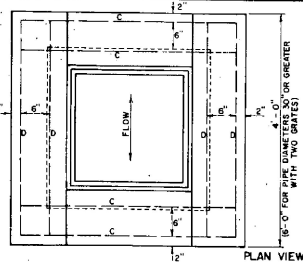
760

SCALE 20 FEET

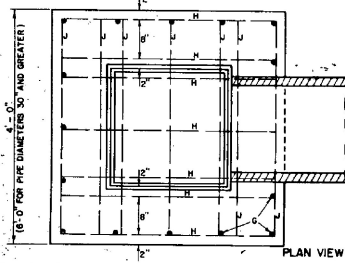
RUTLAND COUNTY AIR RWY 31
AIR 03-2043
SHEET 26 OF 30 SHEETS



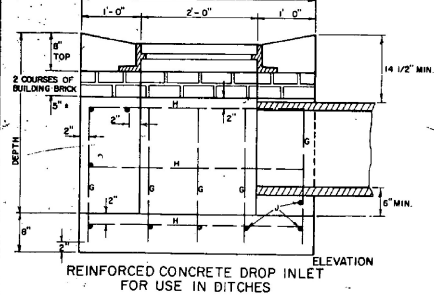
STATE OF VERMONT



NOTE—FRAME SHOWN IS FOR TYPE A GRATE, SEE SHEET D-11. FOR TYPE B GRATE AND FRAME, SEE SHEET D-16 (EXCEPT THE FRAME DEPTH DIMENSION SHALL BE 6'-0").
TOP FOR REINFORCED CONCRETE
DROP INLET WITH GRATE
FOR USE IN DITCHES



— TYPE A —

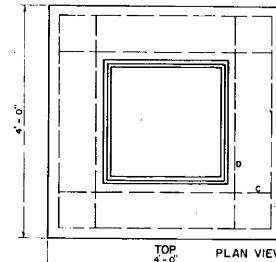


REINFORCED CONCRETE DROP INLET
FOR USE IN DITCHES

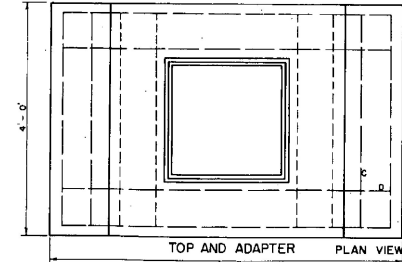
STEEL SCHEDULE											
4x6 DROP INLET WITH TWO GRATES						4x6 DROP INLET WITH ONE GRATE WITH 4x4 TOP					
DEPTH	G	LENGTH	H	J	LENGTH	G	LENGTH	H	J	LENGTH	DEPTH
3'-0"	15	2'-3"	22	3'-8"	8	3'-8"	15	2'-3"	22	3'-8"	8
3'-6"	15	2'-9"	22	3'-8"	8	3'-8"	15	2'-9"	22	3'-8"	8
4'-0"	15	3'-3"	29	3'-8"	8	3'-8"	15	3'-3"	29	3'-8"	8
4'-6"	15	3'-9"	29	3'-8"	8	3'-8"	15	3'-9"	29	3'-8"	8
5'-0"	15	4'-3"	35	3'-8"	8	3'-8"	15	4'-3"	35	3'-8"	8
5'-6"	15	4'-9"	35	3'-8"	8	3'-8"	15	4'-9"	35	3'-8"	8
6'-0"	15	5'-3"	41	3'-8"	8	3'-8"	15	5'-3"	41	3'-8"	8
6'-6"	15	5'-9"	41	3'-8"	8	3'-8"	15	5'-9"	41	3'-8"	8
7'-0"	15	6'-3"	47	3'-8"	8	3'-8"	15	6'-3"	47	3'-8"	8
7'-6"	15	6'-9"	47	3'-8"	8	3'-8"	15	6'-9"	47	3'-8"	8
8'-0"	15	7'-3"	53	3'-8"	8	3'-8"	15	7'-3"	53	3'-8"	8

STEEL AND CONCRETE QUANTITIES											
4x6 DROP INLET WITH TWO GRATES						4x6 DROP INLET WITH ONE GRATE WITH 4x4 TOP					
DEPTH	CONCRETE C.Y.	STEEL LBS.	CONCRETE C.Y.	STEEL LBS.	CONCRETE C.Y.	DEPTH	CONCRETE C.Y.	STEEL LBS.	CONCRETE C.Y.	STEEL LBS.	CONCRETE C.Y.
3'-0"	1.7	150	3.0	237	2.9	3'-0"	1.7	150	3.0	237	2.9
3'-6"	1.9	158	3.2	247	3.1	3'-6"	1.9	158	3.2	247	3.1
4'-0"	2.1	165	3.4	257	3.3	4'-0"	2.1	165	3.4	257	3.3
4'-6"	2.3	172	3.6	267	3.5	4'-6"	2.3	172	3.6	267	3.5
5'-0"	2.6	181	3.8	277	3.7	5'-0"	2.6	181	3.8	277	3.7
5'-6"	2.8	189	4.0	287	3.9	5'-6"	2.8	189	4.0	287	3.9
6'-0"	3.0	197	4.2	297	4.1	6'-0"	3.0	197	4.2	297	4.1
6'-6"	3.2	205	4.4	307	4.3	6'-6"	3.2	205	4.4	307	4.3
7'-0"	3.5	214	4.6	317	4.5	7'-0"	3.5	214	4.6	317	4.5
7'-6"	3.7	222	4.8	327	4.7	7'-6"	3.7	222	4.8	327	4.7
8'-0"	3.9	230	5.0	337	4.9	8'-0"	3.9	230	5.0	337	4.9

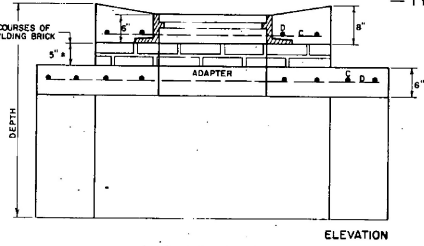
ALL REINFORCING STEEL TO BE NO. 5 DEFORMED BARS, EVENLY SPACED WITH A MAXIMUM SPACING OF 12" C/C.
ALL STEEL TO HAVE 2 INCH MIN. COVER.
DROP INLET TO BE CONSTRUCTED IN ACCORDANCE WITH STRUCTURAL CONCRETE, SECTION 501.
GRATES TO CONFORM TO DROP INLETS, CATCH BASINS, AND MANHOLES, SECTION 604.
FURNISHING AND LAYING OF BRICKS FOR ADJUSTING ELEVATION OF GRATE SHALL BE INCLUDED IN UNIT BID QUANTITIES.
PRICE FOR CONCRETE, CLASS B, PAY ITEM 501.05, AND THEIR VOLUME TO BE INCLUDED IN THE FINAL QUANTITIES.
MORTAR, TYPE II, TO BE USED AS JOINT FILLER AND LAYING OF BRICK.
FOR PIPES OF 30" OR MORE IN DIAMETER, ALLOWANCE SHALL BE MADE FOR THE OPENING IN COMPUTING CONCRETE VOLUMES. THIS DEDUCTION WILL BE BASED ON THE RATED DIAMETER OF THE PIPE USED, WITH THE SAME DEDUCTION FOR CONCRETE AND METAL PIPE. ABOVE TABLES INDICATE DEDUCTION FOR ONE PIPE.



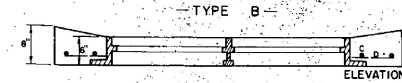
TOP PLAN VIEW



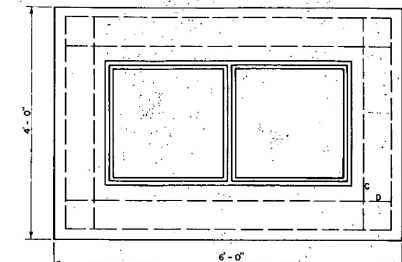
TOP AND ADAPTER PLAN VIEW



4'x6' DROP INLET
WITH 4'x4' TOP
TOP WITH ONE CAST IRON GRATE

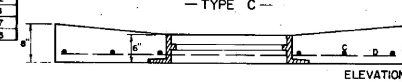


— TYPE B —

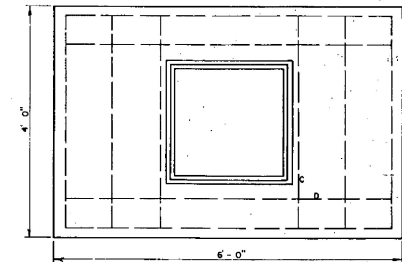


PLAN VIEW

4'x6' DROP INLET
TOP WITH TWO CAST IRON GRATES



— TYPE C —



PLAN VIEW

4'x6' DROP INLET
TOP WITH ONE CAST IRON GRATE

REVISIONS AND CORRECTIONS
APR. 2, 1973 - ORIGINAL D-6 REDRAWN.

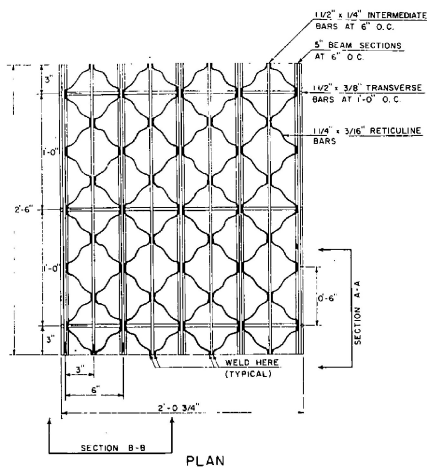
APPROVED
April 4, 1973
DATE
R. H. Penella
CHIEF ENGINEER
E. H. Steiner
ASST. CHIEF ENGINEER
M. J. Low
HIGHWAY ENGINEER

REINFORCED CONCRETE DROP INLET WITH GRATE
FOR USE IN DITCHES



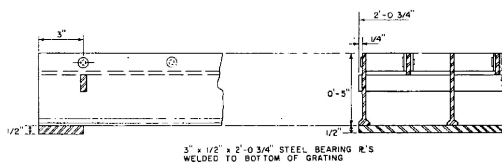
STANDARD
D-6

STEEL GRATE



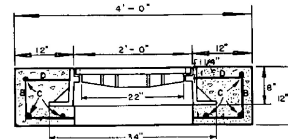
GRATE SIZE SINGLE 24 3/4" x 30"
DOUBLE 24 3/4" x 54"
WEIGHT 95 LBS OR MORE
GRATES SHALL BE CAPABLE OF SUPPORTING H-20 (32,000 LB. AXLE LOAD) INCLUDING 30% IMPACT.

UNIT STRESSES (LBS PER SQ. IN.)	8,000	20,000
MAIN BAR PARALLEL TO TRAFFIC	40	55
MAIN BAR PERPENDICULAR TO TRAFFIC	39	42



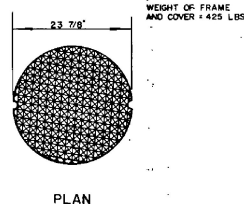
CAST IRON COVER WITH FRAME

BAR	NO.	LENGTH	REMARKS
B	4	3'-0"	STRAIGHT
C	6	3'-0"	STRAIGHT
D	4	3'-0"	STRAIGHT



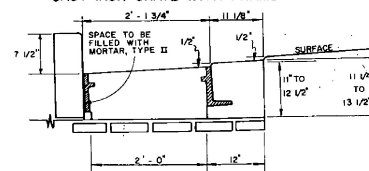
ELEVATION

ALL REINFORCING STEEL TO BE NO. 5 DEFORMED BARS



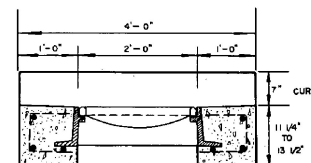
GENERAL NOTES:
WEIGHT OF FRAME
AND COVER = 425 LBS

CAST IRON GRATE WITH FRAME



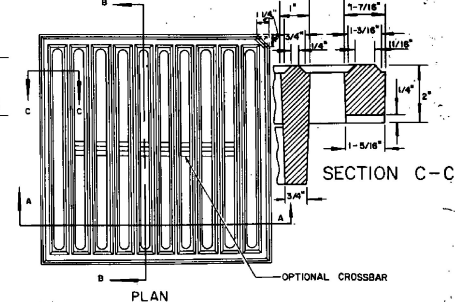
ELEVATION OF REINFORCED CONCRETE DROP INLET WITH VERTICAL GRANITE CURB AND 3 FLANGE CAST IRON FRAME FOR CAST IRON GRATE.

SEE STANDARD D-9 FOR CONCRETE VOLUME, REINFORCING STEEL SCHEDULE AND CURB JOINT DETAIL.



ELEVATION

SUBSTITUTION OF CUT CORNER ON GRATE MAY BE MADE.



SECTION C-C

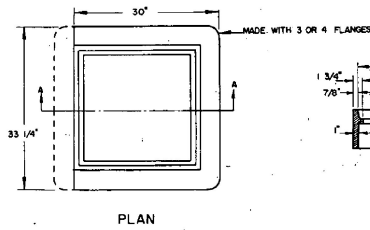
SECTION A-A

SECTION B-B

WEIGHT OF 3 FLANGED FRAME AND GRATE	
GRATE	220 LBS
FRAME	260 LBS
TOTAL	480 LBS

CAST IRON GRATE, TYPE A

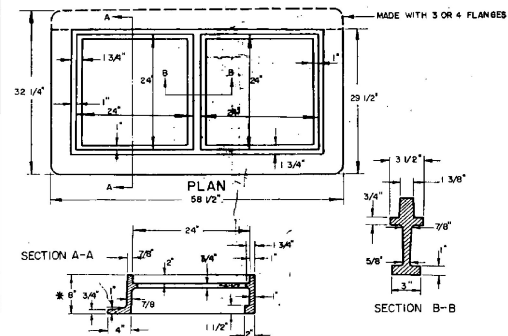
USE OF THE TYPE A GRATE IS PROHIBITED WHERE BICYCLE TRAFFIC IS EXPECTED.



SQUARE CAST IRON FRAME FOR CAST IRON GRATE TYPE A

* NOTE: FRAME DEPTH TO BE "6" WHEN USED IN CONJUNCTION WITH DROP INLET DETAILED ON STANDARD D-6.

RECTANGULAR CAST IRON FRAME FOR TWO 24" SQUARE CAST IRON GRATES



REVISIONS AND CORRECTIONS

APRIL 25, 1972 CAST IRON COVER CHANGED FROM SQUARE TO CIRCULAR
SEPT. 4, 1980 OPTIONAL CROSSBAR ADDED TO TYPE A GRATE
AUG 24, 1981 NOTE ADDED RESTRICTING USE OF TYPE A GRATE

APPROVED

DATE 10/6/92

R. W. Carroll
CHIEF ENGINEER
E. H. O'Connell
ASSISTANT CHIEF ENGINEER
G. M. Lane
HIGHWAY ENGINEER

DRAWN: S. A. A
CHECKED: A. J. A

STEEL GRATE CAST IRON GRATE TYPE A CAST IRON COVER



STANDARD
D-11