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**STATE OF VERMONT  
AGENCY OF TRANSPORTATION**



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

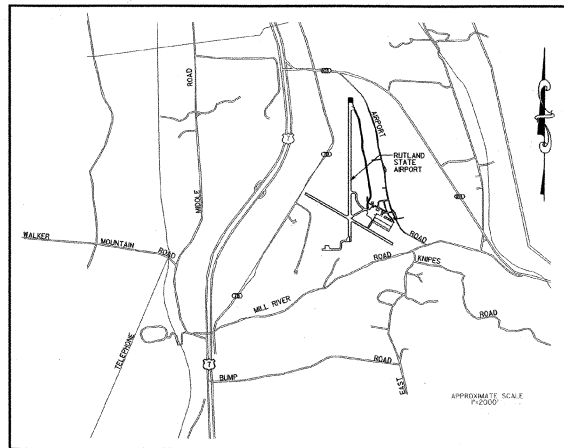
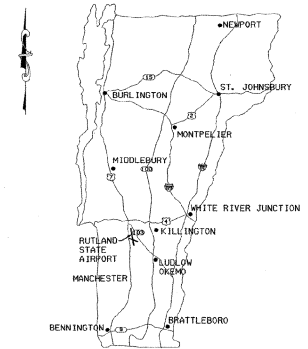
**PROJECT DESCRIPTION:**

**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 CONSTRUCTION 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 00-212, DATED JULY 1999. DEVIATIONS FROM FAA STANDARDS ARE DISCUSSED IN THE ENGINEERS REPORT, DATED FEBRUARY 2002.	
 CHRS CORPORATION	18 February 2003 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
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# 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)	301.25	50	50
1	LU	PRICE ADJUSTMENT ASPHALT CEMENT (NAB)	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	601.0821	240	330
1,350	LF	30" RCP, CLASS V	601.0831	---	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	HR	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 (NAB)	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 (NAB)	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, 1/2" #8 L-824 TYPE C, 5KV	864.05	7,000	6,000
2,500	LF	L-108, 1/2" #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-109, 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

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

RUTLAND STATE AIRPORT  
CAIROTON, VERMONT  
TAXIWAY IMPROVEMENTS  
QUANTITY SHEET

Designated by: S.H.K.  
 Drawn by: M.L.C.  
 Checked by: M.L.C.  
 Approved by: S.H.K.

Scale: N/A  
 Date: FEB, 2003

Sheet 2 OF 40  
2

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

# DRAINAGE QUANTITY SHEET

PROJECT "A" TAXIWAY "F" (WEST)

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

CULVERTS AND STORM DRAINS							
LOCATION BEGIN	END	SIZE & TYPE	LENGTH	FLOW LINE		TRENCH EXCAVATION CY	REMARKS
				@ INLET	@ OUTLET		
85' LT 406+47.5	85' LT 406+07.5	24" RCP CLASS V	90 LF	775.40	775.40	64.39	WITH ROPS @ INLET & STONE FILL @ INLET & OUTLET
40' RT 40+50	90' LT 40+50	24" RCP CLASS V	130 LF	773.00	772.35	49.77	STONE FILL TYPE I @ OUTLET
40' RT 40+50	40+50					15.18	DI 100
40' RT 40+50	40+70	24" RCP CLASS V	20 LF	773.00	773.00	20.7	
	40+70					14.16	DI 99
UNDERDRAIN							
LOCATION	SIZE & TYPE	LENGTH	FLOW LINE		TRENCH EXCAVATION CY	REMARKS	
			@ INLET	@ OUTLET			
57.5' LT. R/W 83+32+/-	6" U.D.			778.17		150	INSTALL FB 24 A IN EXISTING U.D.
2' RT 402+00	6" U.D.			776.24		143	FB 24C
2' RT 409+50	6" U.D.	170 LF		776.24		143	FB 24C
2' RT 407+00	6" U.D.	250 LF		775.25		210	FB 24D
2' RT 404+50	6" U.D.	250 LF		774.08		210	FB 24E
2' RT 402+50	6" U.D.	250 LF		773.10		210	FB 24F
40' RT 40+70	6" U.D.	40 LF		773.00		210	TERMINATE @ DI 99
57.5' LT. R/W 84+92 +/-	6" U.D.			778.50			CONNECT TO EXISTING U.D. INSTALL FB 25A
23.5' LT 412+62.5	6" U.D.	65 LF		776.40		55	INSTALL FB 25B
2' LT 40+50	6" U.D.	212 LF		777.90		178	INSTALL FB 25C
2' LT 403+00	6" U.D.	150 LF		777.60		126	INSTALL FB 25D
85' LT 409+00	6" CARRIER PIPE	64 LF		777.50		50.45	PLACE STONE FILL @ OUTLET IN DITCH

CULVERTS AND STORM DRAINS							
LOCATION BEGIN	END	SIZE & TYPE	LENGTH	FLOW LINE		TRENCH EXCAVATION CY	REMARKS
				@ INLET	@ OUTLET		
420+48	420+72	15" RCP	24 LF	775.80	775.60	15.12	BETWEEN DI09 AND DI10
420+48	420+80	24" RCP	328 LF	775.54	774.20	272.356	BETWEEN DI08 AND DI02
44' LT 37+20	44' LT 37+80	30" RCP	360 LF	773.70	772.60	600.599	BETWEEN DI02 AND DI03
44' LT 37+80	44' LT 41+40	30" RCP CPEP (SL)	360 LF	772.60	771.50	620.605	BETWEEN DI03 AND DI04
44' LT 41+40	44' LT 45+00	30" RCP CPEP (SL)	360 LF	771.50	770.40	600.658	BETWEEN DI04 AND DI05
44' LT 45+00	75' RT 47+00	30" RCP CPEP (SL)	266 LF	770.40	769.60	200.353	DITCH TO OUTLET PLACE STONE FILL AT OUTLET
UNDERDRAIN							
LOCATION	SIZE & TYPE	LENGTH	FLOW LINE		TRENCH EXCAVATION CY	REMARKS	
			@ INLET	@ OUTLET			
FB 6	6" U.D.			778.50			CONNECT TO EXIST 6" CPEP UNDERDRAIN
25' +/- RT. 84+35	6" U.D.	204 LF		777.99		180	INSTALL FB 6A
28.5' LT. 46+50	6" U.D.	280 LF		777.04		210	INSTALL FB 6B
240' LT. 49+50 +/-	6" U.D.	189 LF		776.00		185	INSTALL FB 6C
250' LT. 49+80 +/-	6" CARRIER PIPE	100 LF		774.0 +/-		85.0	TERMINATE @ DI09
WASTE AREA #2	6" CARRIER PIPE	200 LF					

FINAL QUANTITIES ARE ARCHIVED  
WITH THE FIELD BOOKS



REV.	DATE	DESCRIPTION
Job No. F2002046-A0		File No. F2002046-03

RUTLAND STATE AIRPORT  
CARRIAGEWAY, VERMONT  
TAXIWAY IMPROVEMENTS  
DRAINAGE SUMMARY

URS  
1 NORTHWAY LN.  
LATHAM, NEW YORK

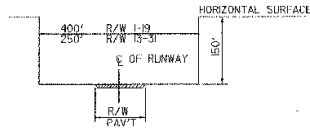
Designed by G.M.C.  
Drawn by M.C.C.  
Checked by M.C.C.  
Approved by G.M.C.

Scale: N/A  
Date: FEB., 2003  
Sheet: 3 OF 40  
Sheet No.  
**3**

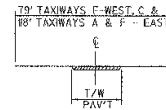
**PROJECT DESCRIPTION**

**PROJECT "A"**  
 (1) CONSTRUCT, MARK AND LIGHT PARTIAL PARALLEL TAXIWAY "A" (WEST) TO RUNWAY 13 (35' x 134' L.F.)

**PROJECT "B"**  
 (1) CONSTRUCT, MARK AND LIGHT PARTIAL PARALLEL TAXIWAY "B" (EAST) BETWEEN TAXIWAY "A" AND RUNWAY 1-B (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** RUNWAY OBSTACLE FREE ZONE TYP SECTION  
 SCALE = NONE

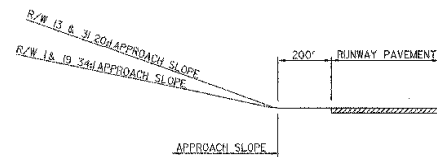
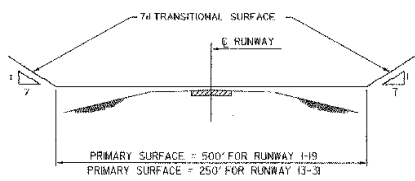
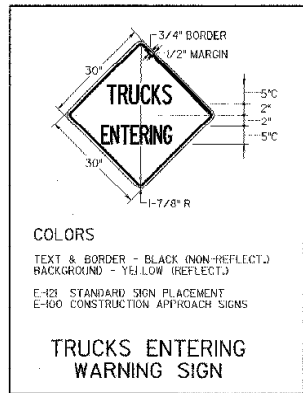
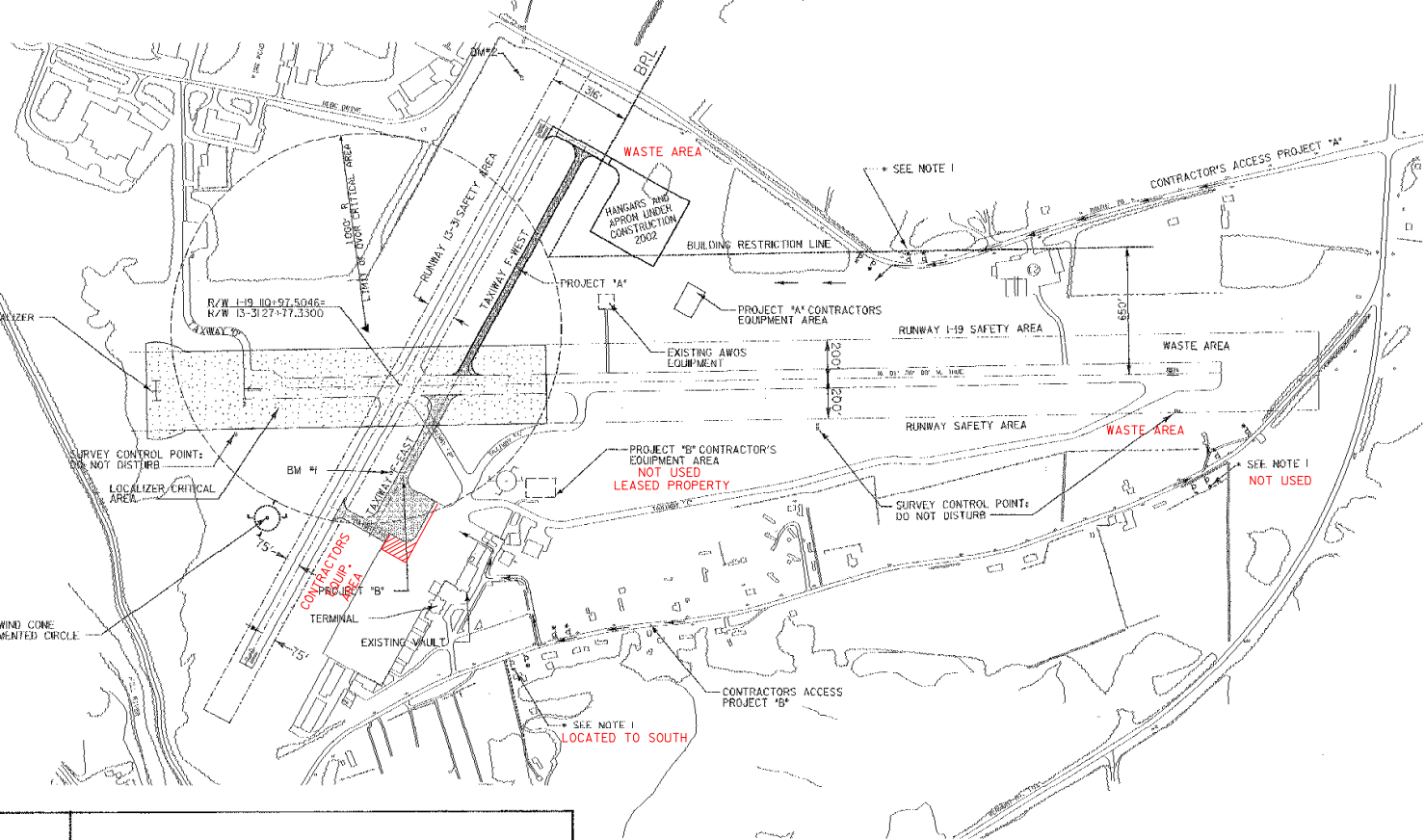


**D** TAXIWAY SAFETY AREA  
 SCALE = NONE



**NOTES**

- 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.
- BENCHMARK #1 DISK 650M, 1979  
 374614.055N, 1521021.018E  
 ELEVATION 782.54
- BENCHMARK #2 DISK 1105, 1987  
 378552.173N, 1520976.989E  
 ELEVATION 773.79  
 783.36 - DISK 100E



REV.	DATE	DESCRIPTION

Job No. VT000202046.03  
 File No. VT000202046.03

**RUTLAND STATE AIRPORT**  
 CLAIRBORN, VERMONT  
**TAXIWAY IMPROVEMENTS**  
**GENERAL PROJECT LAYOUT**

**URS**  
 1 NORTHWAY LN.  
 LATHAM, NEW YORK

Designed by G.A.D.  
 Drawn by M.H.  
 Checked by:  
 Approved by:

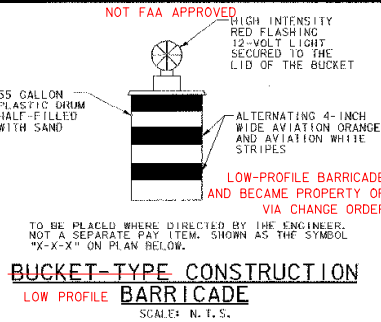
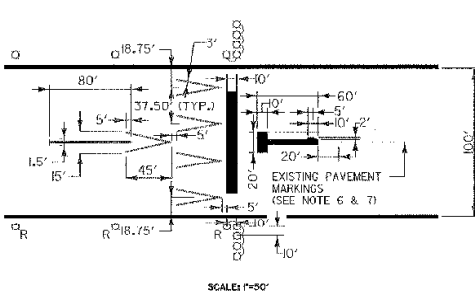
Scale: 1" = 300'

Date: FEB, 2003

SHEET 4 OF 40

SHEET No

**4**



**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 NAACCI-877-NAC-ARPT 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.

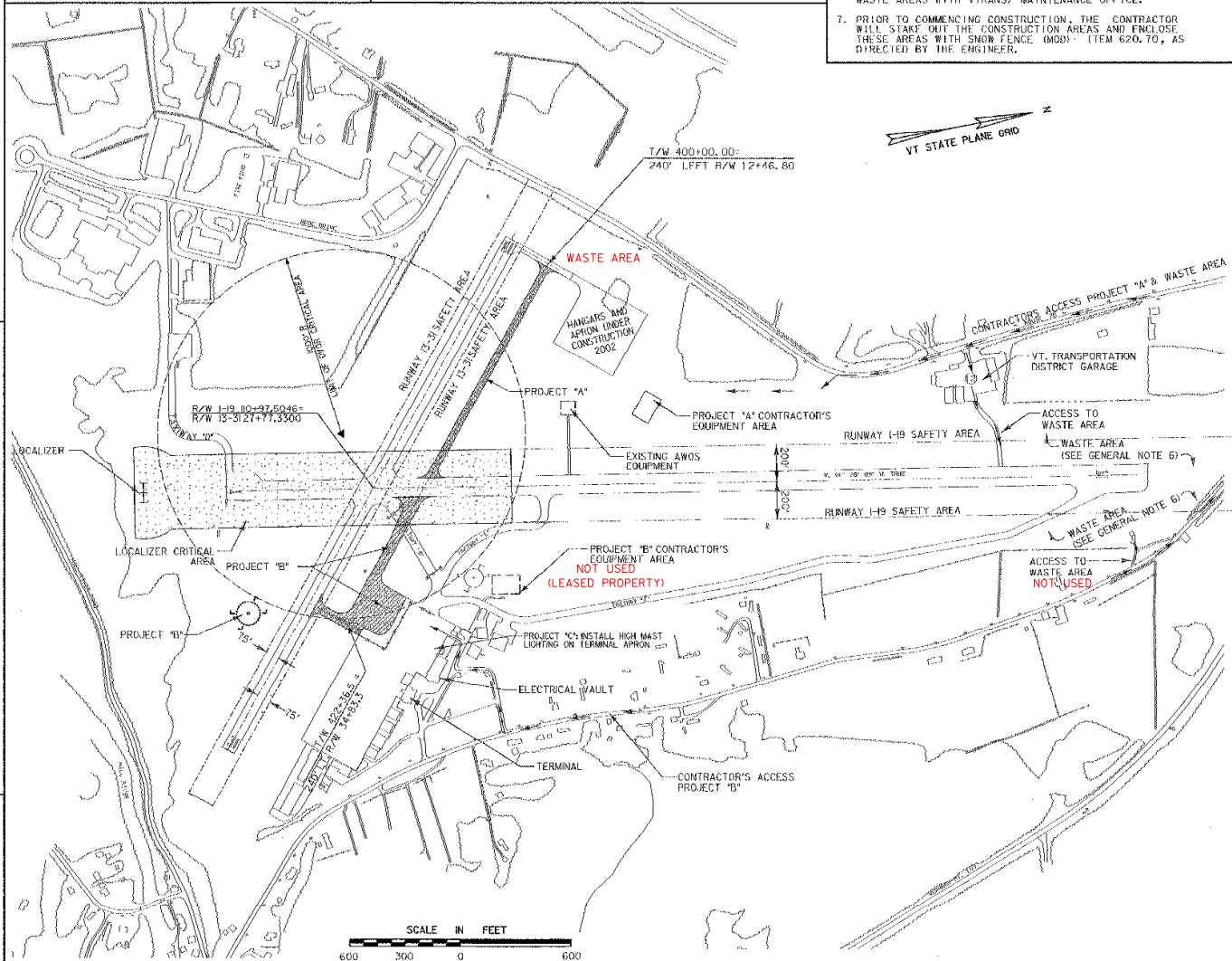
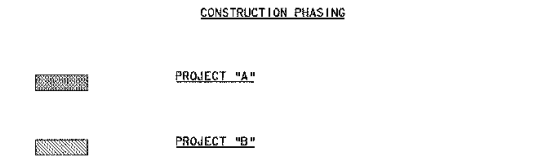
**GENERAL NOTES**

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 CONDITION 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 START OFF THE CONSTRUCTION AREAS AND ENCLOSE THESE AREAS WITH SNOW FENCE (MOD) ITEM 620.70, AS DIRECTED BY THE ENGINEER.

- 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 864.5

- 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 2 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 "A" 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.



REV.	DATE	DESCRIPTION

Job No. F200002046.00  
File No. F20020460025

**RUTLAND STATE AIRPORT**  
CALVERDON, VERMONT

**TAXIWAY IMPROVEMENTS  
CONSTRUCTION PHASING PLAN**

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

Designed by: G.W.	Scale:
Drawn by: M.C.L.	Date: FEB. 2003
Checked by:	Sheet 6 OF 40
Approved by:	Sheet No. <b>5</b>

# 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 (VTARND), AND THE FEDERAL AVIATION ADMINISTRATION (FAA).
2. THE PROJECT IS TO BE COMPLETED IN CONFORMANCE WITH THE "CONSTRUCTION PHASE 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 WHO 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. CONSTRUCTION UNCLEANNESS 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 PAVING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, INTERSTATES, ETC.) WITH THE APPROPRIATE OWNER AND 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. 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 SOIL MATERIALS. THE CONTRACTOR SHALL BE AS SPECIFIED AND APPROVED BY THE ENGINEER. WASTE MATERIALS INCLUDE THOSE ITEMS WHICH ARE A DIRECT RESULT OF CONSTRUCTION (WASTE, I.E. CURBS, CANES, 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. PROTECT CABLES DURING CONSTRUCTION. IF ANY CABLES ARE DAMAGED, REPAIRS 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 FIBER CABLES ARE DAMAGED, REPAIRS SHALL BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS 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. AIRFIELD LIGHTING SYSTEMS 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 CONDUCT LIGHTING INSPECTIONS 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 IN THE 1983 AND 1988 NATIONAL GEODETIC HORIZONTAL AND VERTICAL DATUM, RESPECTIVELY.
18. ELECTRICAL WORK MUST BE PERFORMED BY A VERMONT LICENSED MASTER ELECTRICIAN OR JOURNEYPERMAN TYPE-S WITH PROPER ENDORSMENT. A WORK NOTICE MUST BE OBTAINED AND THE COMPLETED WORK MUST BE IN COMPLIANCE WITH NEPA 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.

19. 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.

### SAFETY REQUIREMENTS DURING CONSTRUCTION

#### (A) FEDERAL AVIATION ADMINISTRATION LEGAL ADVISORY CIRCULARS (LAC), 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  
BUSINESS CENTER  
1344 O 75TH AVE.  
LANDOVER, MA 02078

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

- (1) AC 150/2370-2, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", CURRENT EDITION.
- (2) FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", CURRENT EDITION.
- (3) AC 150/2000-13, "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 VICINITY 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 USABLE 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 DAMAGE. THIS AREA IS GRADED, DRAINAGE AND COMPACTED. IT IS FREE OF ANY OBSTACLES EXCEPT FOR THOSE WHICH ARE NECESSARY VARIATIONS OR OBJECTS OTHER THAN THOSE WHICH MUST BE THERE BECAUSE OF THEIR ESSENTIAL AIRFIELD FUNCTION. THE SAFETY AREA REQUIRES THE CAPABILITY OF SUPPORTING AIRCRAFT 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 CONSTRUCTION OPERATIONS TO CONFORM TO ALL ROUTING AND EMERGENCY AIR TRAFFIC REQUIREMENTS AFFECTING CONSTRUCTION OPERATIONS HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL SAFETY MEASURES 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 BE PROVIDED IN SUCH A MANNER AS TO PROVIDE SAFE CONDITIONS FOR ALL PERSONNEL AND AGENCY PERSONNEL. PERSONNEL ON THE 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 IN THESE AREAS SHALL MOVE PRIORITY OVER CONSTRUCTION ACTIVITY. 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 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.

#### 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 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, NAVID, 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 FALL CONES, 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 ANY ACTIVE RUNWAY.
  - (K) WATER, SNOW, DIRT, DEBRIS, OR OTHER TRANSIENT ACCUMULATION WHICH TEMPORARILY OBSCURES PAVEMENT MARKINGS OR PAVEMENT EDGES, OR DEGRADES VISIBILITY OF RUNWAYS/TAXIWAYS OR LIGHTING.
  - (L) INADEQUATE OR IMPROPER METHOD OF MARKING, BARRICADING, AND LIGHTING OF TEMPORARILY CLOSED PORTIONS OF THE AIRPORT OPERATIONS AREA.
  - (M) TRASH OR OTHER MATERIALS WITH FOREIGN OBJECT DAMAGE POTENTIAL LOCATED 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 RADAR COMMUNICATION BETWEEN CONSTRUCTION/MAINTENANCE VEHICLES AND RUTLAND UNICOM.
  - (Q) CONSTRUCTION/MAINTENANCE ACTIVITIES OR MATERIALS WHICH COULD IMPAIR 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 ATTRACTIONS ON AIRPORT SUCH AS EDIBLES (FOOD SCRAPS, ETC.), MISCELLANEOUS TRASH, OR POUNDED 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/REMOVE ANY UNSAFE OR POTENTIALLY UNSAFE CONDITIONS OR ACTIVITIES DISCOVERED.
- (3) VTARND WILL BE RESPONSIBLE FOR ISSUING APPROPRIATE NOTICE TO AIRRND/NOTAM CONCERNING CONSTRUCTION ACTIVITY ON THE AIRFIELD.

#### (D) HAZARDOUS 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. A BOUNDARY SHALL BE IDENTIFIED WITH A SIGN ON EACH SIDE OF THE VEHICLE BEARING THE CONTRACTOR'S NAME IN 1 1/2-INCH MINIMUM LETTER HEIGHT.

VEHICLES MAKING ONLY OCCASIONAL VISITS TO THE JOB SITE ARE EXEMPT FROM THE IDENTIFICATION REQUIREMENTS CONTAINED HEREIN EXCEPT PROVIDED THAT THEY ARE EQUIPPED WITH, THROUGH, AND IN THE VICINITY OF THE CONTRACTOR AND 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 PERMITTED 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 AREA. THE CONTRACTOR 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-36. THESE RADIOS WILL BECOME PROPERTY OF THE VERMONT AGENCY OF TRANSPORTATION.

#### (F) DEBRIS

DEBRIS, WASTE, AND LOSS 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 GRADED AREAS. MATERIALS OBSERVED TO BE WITHIN THESE AREAS SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE TO HAVE A SWEEPING MACHINE AND OPERATOR ON SITE AND READY AT ALL TIMES DURING CONSTRUCTION ACTIVITY. WASTE 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 CONSTRUCTION ACTIVITY.

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 AND 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.

UTILITY PHONE NUMBER  
DISPOSE 1-888-016-SAFE  
CVPS 1-800-649-2887  
VTARND 1-802-786-8871  
SENIOR ENGINEER (FORC FWH)

#### (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 CONFINED 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 AIRCRAFT 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 EXERCISED 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 AIRCRAFT OPERATIONS PERSONNEL PRIOR TO OPENING ANY PORTION OF A RUNWAY, RAMP AREA OR AIRCRAFT 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 AIRCRAFT PERSONNEL SHALL BE MADE THROUGH THE RESIDENT ENGINEER. FOR EMERGENCIES INVOLVING SAFETY (INJURIES, FIRES, SECURITY BREACHES, ETC.) THE CONTRACTOR SHALL MAKE DIRECT CONTACT WITH AIRCRAFT 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 AIRCRAFT HAZARDOUS 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
DISPOSE	1-888-016-SAFE
CVPS	1-800-649-2887
VTARND	1-802-786-8871
SENIOR ENGINEER (FORC FWH)	



DESIGNED BY (c.d.b.)	DATE
DRAWN BY (c.l.s.)	DATE
CHECKED BY (M.A.C.)	DATE
APPROVED BY (c.d.b.)	DATE

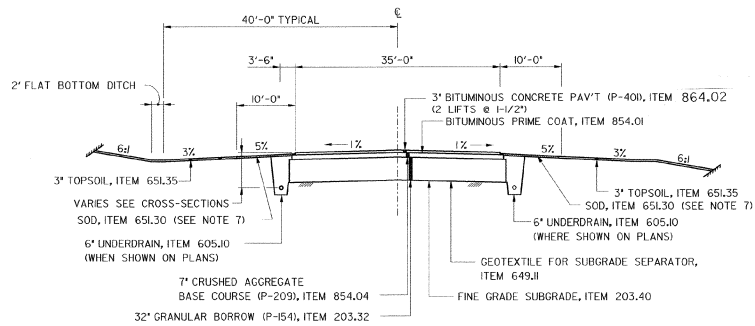
RUTLAND STATE AIRPORT  
CLAREMONT, VERMONT

TAXIWAY IMPROVEMENTS  
GENERAL CONSTRUCTION  
& SAFETY NOTES

Job No. F2000006100

URS  
1 NORTHAM LN.  
LATHAM, NEW YORK

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

- SUBGRADE UNDER AREAS TO BE PAVED TO BE COMPACTED TO 100% DENSITY, AASHTO T-180, ASTM D 1557.
- 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).
- 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.
- 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	PERENNIAL RYE GRASS	95	85
1	1	MEDIUM RED CLOVER	95	85
2	2	EMPIRE BIRDS FOOT TREFLOIL	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.

- 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.
- EROSION CONTROL MATTING, ITEM 654.10, TO BE PLACED ON SLOPES OVER 5% WHEN DIRECTED BY THE ENGINEER.
- SOD TO BE PLACED ALONG SIDE TAXIWAY FROM E.P. TO 10' OFF PAVEMENT, ITEM 651.30.
- ALLOWABLE THICKNESS TOLERANCES:  
SUBGRADE ± 1/2"  
CONTROLLED MATERIAL ± 1/2"  
PAVEMENT ± 3/16"  
BASE COURSE ± 1/2"
- PAY LIMITS FOR SEED, LIME, FERTILIZER & MULCH ARE EQUAL TO THE APPROVED CONSTRUCTION LIMITS.
- GRANULAR BORROW (P-154), ITEM 203.32, LIMIT % PASSING .02MM TO 3 % (NON FROST SUSCEPTIBLE) ; COMPACTION REQUIREMENT IS 100% DENSITY, ASTM D 1557.



REV.	DATE	DESCRIPTION

Job No. F20002616.00 File No. F200464616ET

RUTLAND STATE AIRPORT  
CLARENDON, VERMONT  
TAXIWAY IMPROVEMENTS  
TYPICAL SECTIONS PROPOSED

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

Designed by: R.L.D.  
Drawn by: M.C.M.  
Checked by: M.A.C.  
Approved by: C.A.B.

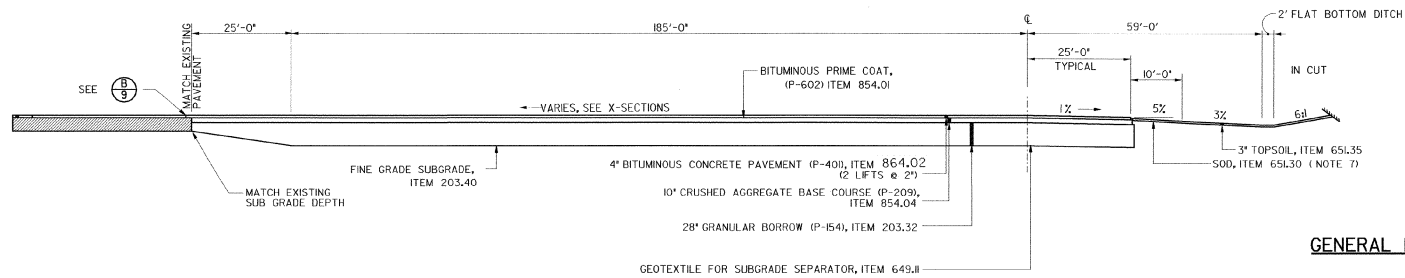
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Date: FEB. 2003

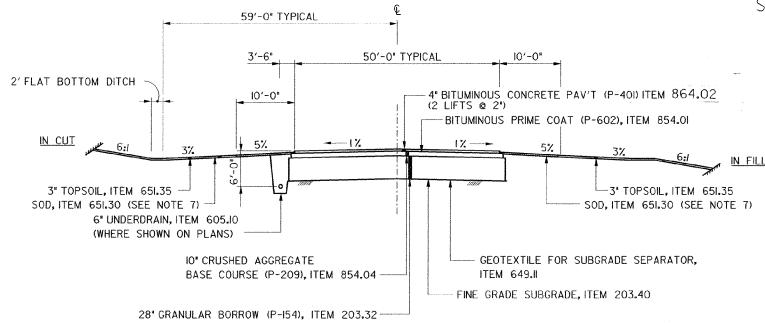
Sheet 7 OF 40

Sheet No

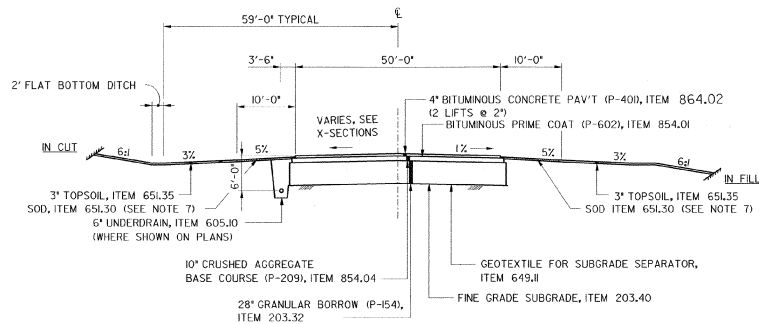
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**TAXIWAY/APRON - TYPICAL**  
STA. 419+60 TO 422+11



**PARALLEL TAXIWAY "F" (EAST) TYPICAL**  
STA. 414+50 TO 419+60



**TAXIWAY "A" TYPICAL**

**GENERAL NOTES**

- SUBGRADE UNDER AREAS TO BE PAVED TO BE COMPACTED TO 100% DENSITY, ASTM D 1557.
- BITUMINOUS TACK COAT (EMULSIFIED ASPHALT, RS-D) TO BE APPLIED BETWEEN LIFTS OF BITUMINOUS CONCRETE PAVEMENT AT A RATE OF 0.010 TO 0.03 GAL/SY WHEN DIRECTED BY THE ENGINEER, NOT A SEPARATE PAY ITEM.
- BITUMINOUS PRIME COAT (SS-H), ITEM 854.01, TO BE APPLIED AT A RATE OF 0.05 GALLONS/SY BETWEEN CRUSHED AGGREGATE BASE COURSE AND NEW BITUMINOUS CONCRETE PAVT.
- SEED, ITEM 6515, 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	PERENNIAL RYE GRASS	95	85
1	1	MEDIUM RED CLOVER	95	85
2	2	EMPIRE BIRDS FOOT TREFOLI	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			

- FERTILIZER, ITEM 6518, FORMULA 10-20-10, ITEM 6515, TO BE APPLIED AT THE RATE OF 500 LBS / ACRE.  
AGRICULTURAL LIMESTONE, ITEM 65120, TO BE APPLIED AT RATE OF 2 TONS/ACRE OR AS DIRECTED BY ENGINEER.  
HAY MULCH, ITEM 65125, TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE.  
TOPSOIL, ITEM 65135, TO BE USED WITH SEED, ITEM 6515, AS DIRECTED BY THE ENGINEER.
- EROSION CONTROL MATTING, ITEM 65410, TO BE PLACED ON SLOPES OVER 5% WHEN DIRECTED BY THE ENGINEER.
- SOD, ITEM 65130 TO BE PLACED ALONG SIDE TAXIWAY FROM E.P. TO 10' OFF PAVEMENT.
- ALLOWABLE THICKNESS TOLERANCES:  
SUBGRADE ± 1/2"  
CONTROLLED MATERIAL ± 1/2"  
PAVEMENT ± 3/16"  
BASE COURSE ± 1/2"
- PAY LIMITS FOR SEED, LIME, FERTILIZER & MULCH ARE EQUAL TO THE APPROVED CONSTRUCTION LIMITS.
- GRANULAR BORROW (P-154), ITEM 203.32, LIMIT 3% PASSING .02MM TO 3% (NON FROST SUSCEPTIBLE); COMPACTION REQUIREMENT IS 100% DENSITY, ASTM D 1557.
- 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.



REV.	DATE	DESCRIPTION

Job No. F2020460106  
File No. F2020460106

**RUTLAND STATE AIRPORT**  
CLAREMONT, VERMONT  
**TAXIWAY IMPROVEMENTS**  
**TYPICAL SECTIONS PROPOSED**

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

Designed by: G.R.B.	Checked by: M.A.C.
Drawn by: M.C.M.	Approved by: G.R.B.

Scales: AS SHOWN

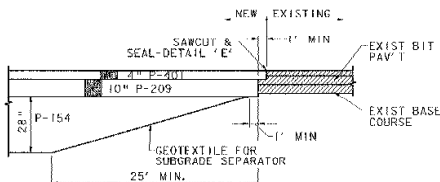
Date: FEB, 2003

Sheet 8 OF 40

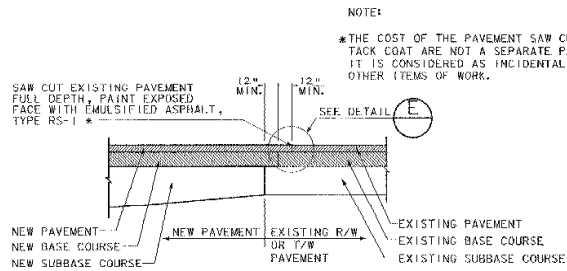
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**PROJECT "B"**  
**A.I.P. 3-50-0015-17**

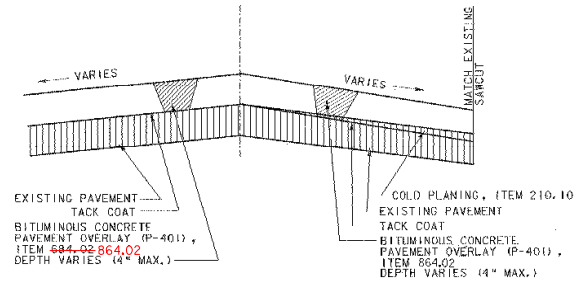
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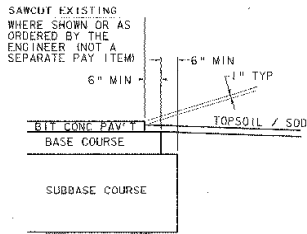
**A** PROPOSED SUBGRADE TRANSITION  
SCALE: NONE



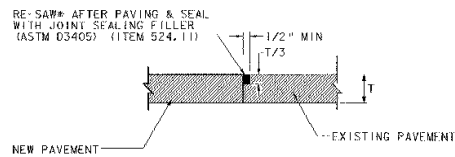
**B** BUTT JOINT DETAIL  
SCALE: NONE



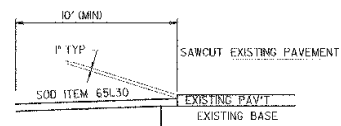
**C** TYPICAL OVERLAY SECTION  
SCALE: NONE



**D** PAVEMENT SECTION EDGE  
SCALE: NONE



**E** SAWCUT DETAIL  
SCALE: NONE



**F** SAW CUT - PAVEMENT EDGE  
SCALE: NONE

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.



REV.	DATE	DESCRIPTION

Job No. F700002046-00  
File No. 1202048089

**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT  
**TAXIWAY IMPROVEMENTS**  
**PAVEMENT DETAILS**

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

Designed by G.M.D.  
Drawn by R.M.M.  
Checked by S.L.C.  
Approved by G.M.D.

Scales: HTS

Date: FEB. 2005

Sheet 5 OF 40

Sheet No  
**9**



REV.	DATE	DESCRIPTION

Job No. F20000206.00 File Ver2004000FD

**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT  
**TAXIWAY IMPROVEMENTS**  
PROFILES



Designed by G.L.B.  
Drawn by M.M.  
Checked by M.K.C.  
Approved by G.L.B.

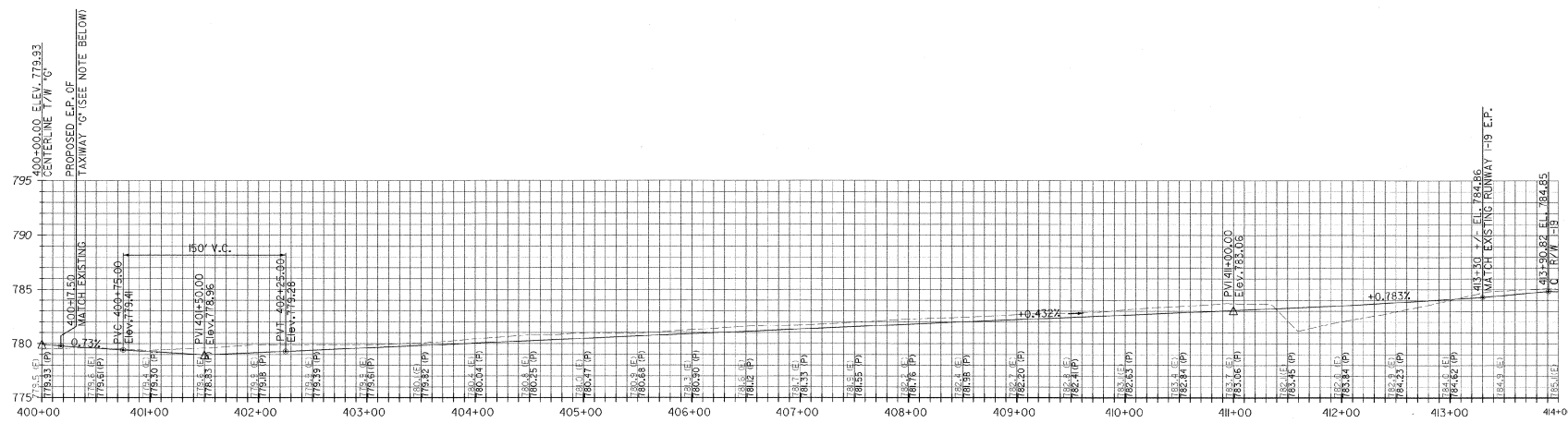
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Date: FEB., 2003

Sheet ID OF 40

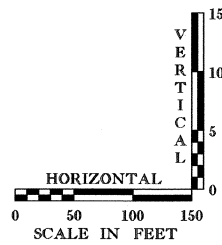
Sheet No

**10**

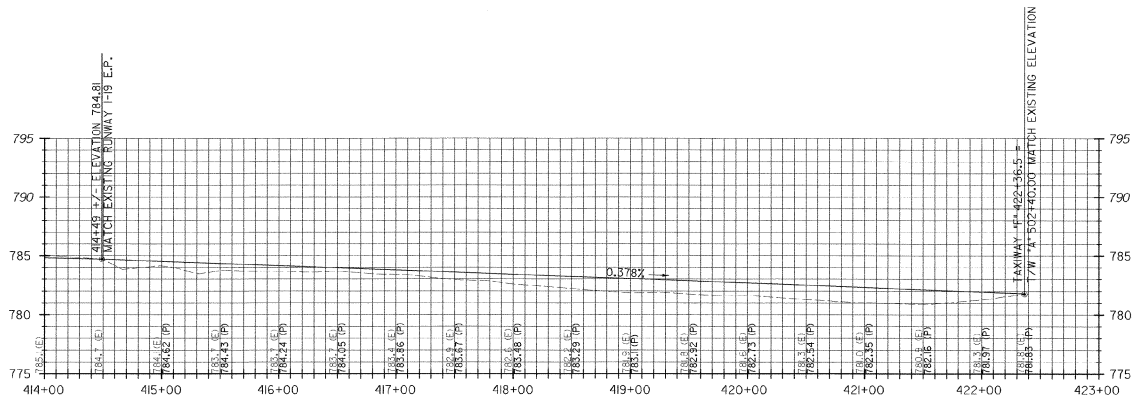


**PARALLEL TAXIWAY "F" WEST PROFILE**  
STA. 400+00 TO 414+00

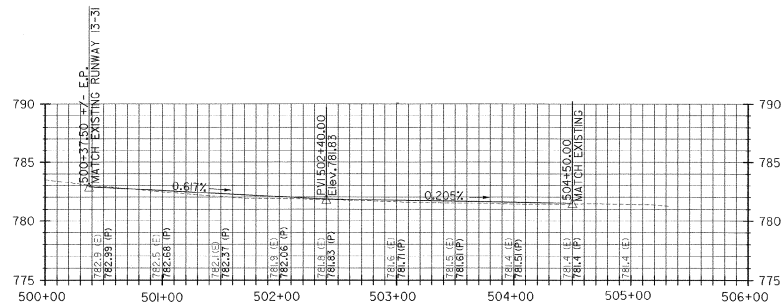
**NOTE:**  
TAXIWAY "C" WAS UNDER CONSTRUCTION BY THE AGENCY OF TRANSPORTATION IN THE FALL OF 2002. THE CENTERLINE ELEVATION OF TAXIWAY "C" STA. 312+40 IS BASED ON THE DESIGN GRADE FROM PLANS BY MCFARLAND-JOHNSON, INC. CONTRACTOR TO VERIFY THE AS-BUILT ELEVATION OF THIS POINT PRIOR TO CONSTRUCTION. VARIATION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



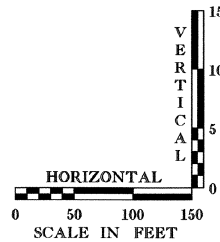
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PARALLEL TAXIWAY "F" EAST PROFILE  
STA. 414+00 TO 422+36.5



TAXIWAY "A" PROFILE  
STA. 500+37.50 TO 505+00



REV.	DATE	DESCRIPTION

Job No. F200002016.00 File No. R20104600E1

RUTLAND STATE AIRPORT  
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS  
PROFILES

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

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

Scale: AS SHOWN

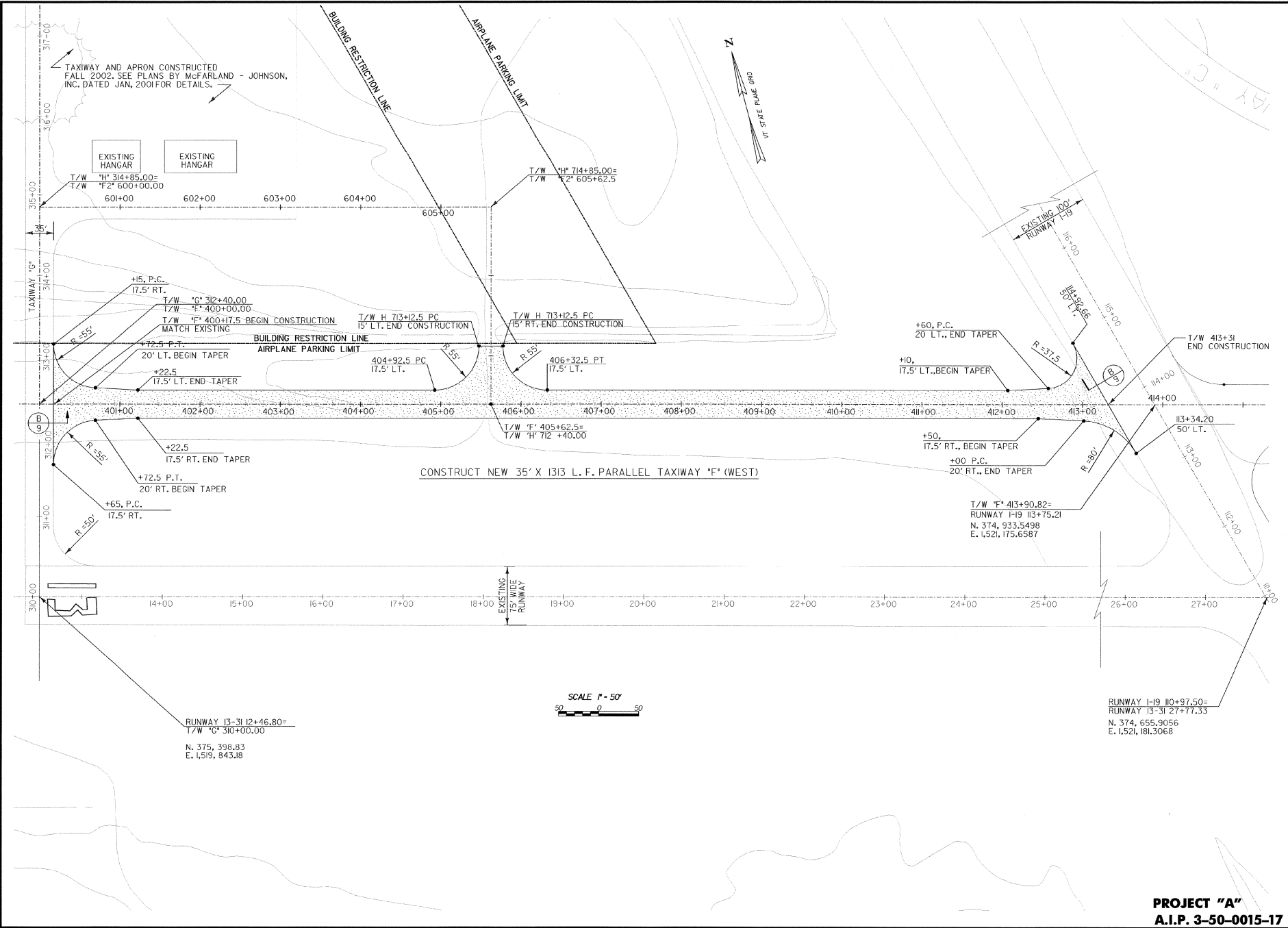
Date: FEB, 2003

Sheet 11 OF 40

Sheet No.

11

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



REV.	DATE	DESCRIPTION

Job No. F200204600  
File No. F2002046002

**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.L.C.  
Approved by G.W.D.

Scales: 1"=50'

Date: FEB, 2003

Sheet 12 OF 40

Sheet No

**12**

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

F:\CV\1\Steam\0272003\F2022460.dwg



REV.	DATE	DESCRIPTION

Job No. F202046063  
File No. F202046063

**RUTLAND STATE AIRPORT**  
CLAREMONT, VERMONT

**TAXIWAY IMPROVEMENTS  
PAVING & GEOMETRIC LAYOUT**

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

Designed by C.R.B.  
Drawn by M.C.M.  
Checked by M.C.C.  
Approved by S.W.D.

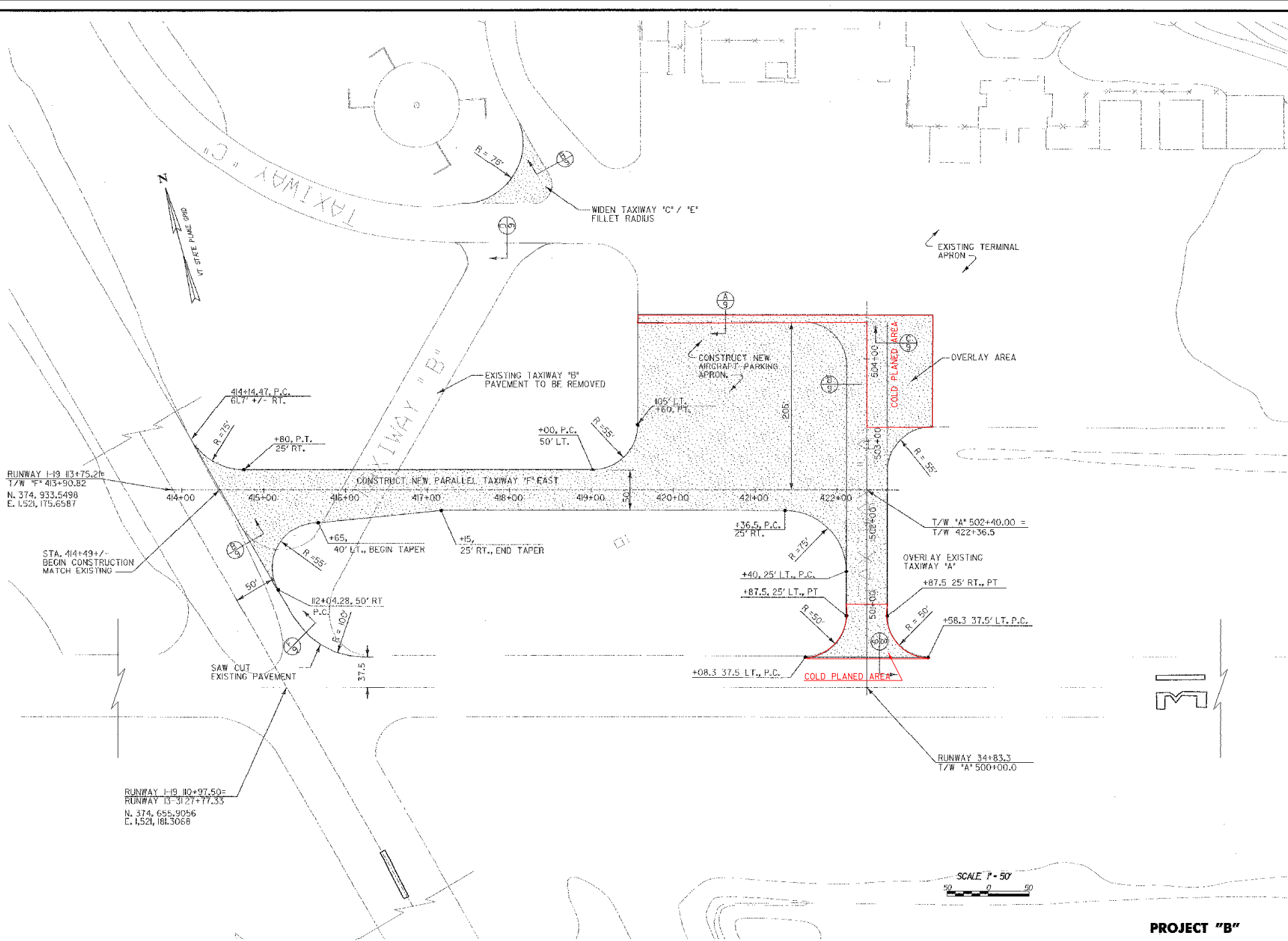
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Date: FEB., 2003

Sheet 15 of 40

Sheet No.

**13**



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



REV.	DATE	DESCRIPTION

**RUTLAND STATE AIRPORT**  
CLAREMONT, VERMONT  
**TAXIWAY IMPROVEMENTS**  
**GRADING AND DRAINAGE PLAN**

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

Designed by: C.W.O.  
Drawn by: M.K.L.  
Checked by: M.A.C.  
Approved by: G.R.D.

Scale: 1"=50'

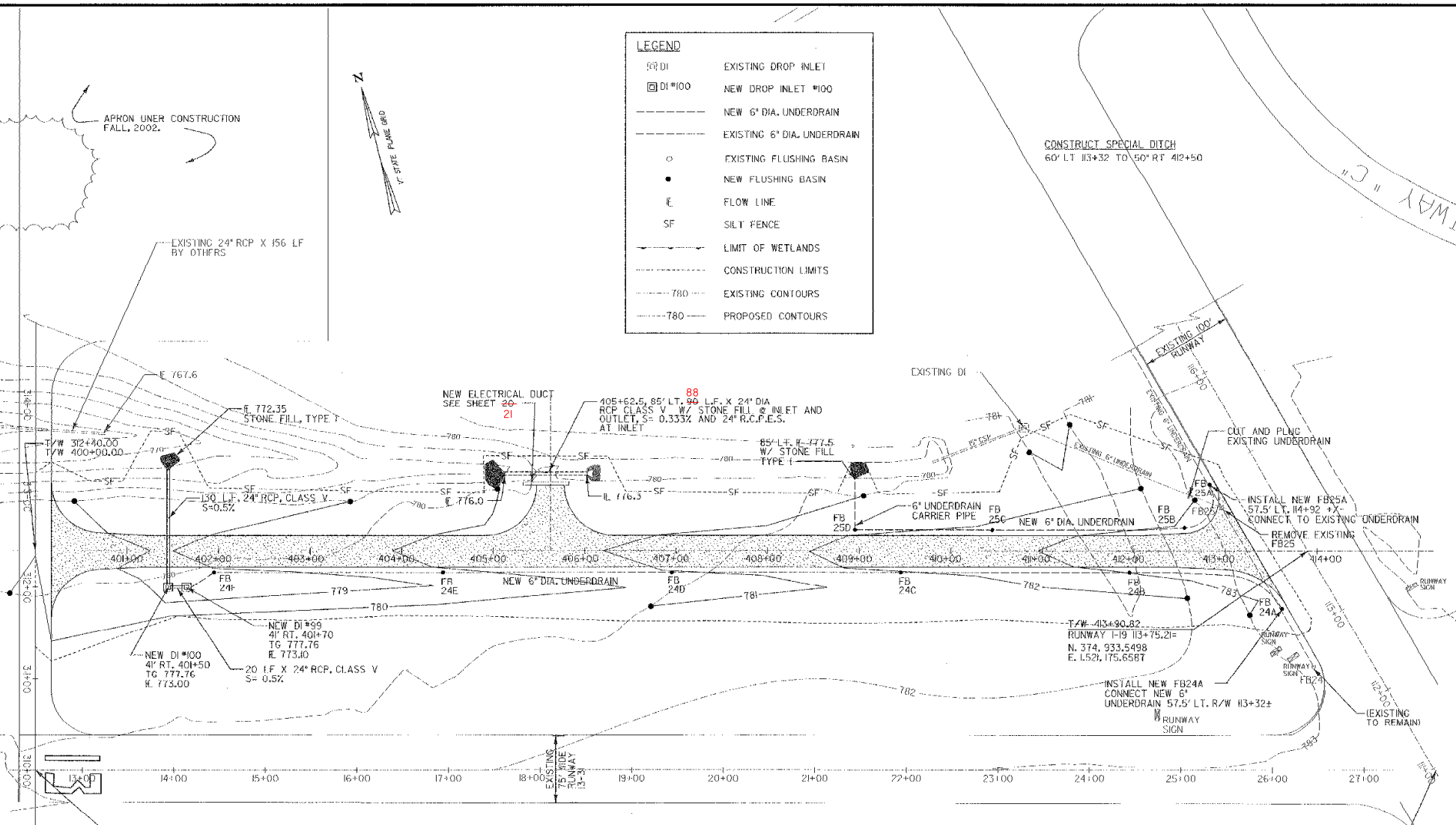
Date: FEB, 2003

Sheet 14 of 40

Sheet No. **14**

**LEGEND**

Ø DI	EXISTING DROP INLET
□ DI #100	NEW DROP INLET #100
---	NEW 6" DIA. UNDERDRAIN
- - - -	EXISTING 6" DIA. UNDERDRAIN
○	EXISTING FLUSHING BASIN
●	NEW FLUSHING BASIN
E	FLOW LINE
SF	SILT FENCE
---	LIMIT OF WETLANDS
---	CONSTRUCTION LIMITS
- - - -	EXISTING CONTOURS
---	PROPOSED CONTOURS



CONSTRUCT SPECIAL DITCH  
60' LT. I13+32 TO 50' RT. 412+50

APRON UNDER CONSTRUCTION  
FALL, 2002.



RUNWAY 13-312+46.80=  
T/W 310+00.00  
N. 375, 398.83  
E. 1,519, 843.8

SCALE 1" = 50'

RUNWAY 1-19 I10+97.50=  
RUNWAY 13-31 27+77.33  
N. 374, 655.3056  
E. 1,521, 181.3068

- NOTES :**
- ALL ELEVATIONS REFERENCE MEAN SEA LEVEL (NAVD-1988)
  - 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.
  - EROSION MATTING TO BE PLACED ON SLOPES GREATER THAN 5% OR WHEN DIRECTED BY THE ENGINEER.
  - 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.
  - CONSTRUCTION LIMITS ARE GENERALLY 10' (TYP.) BEYOND TOE OF SLOPE/TOP OF CUT.
  - REMOVE EXISTING 6" UNDERDRAIN BETWEEN FB24A AND FB25A

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

REPLACE EXISTING FRAME AND GRATE ON DI#08 WITH NEW FRAME AND GRATE CAPABLE OF SUPPORTING AIRCRAFT WITH A GROSS WEIGHT OF 80,000 LBS. USE LEXARON RECTANGULAR AIRPORT CATCH BASIN FRAMES. ADJUST F&G ELEVATION TO 780.5'. (ITEM 203.47)

CHANGE ELEVATIONS OF DROP-INLETS DI# 102

EXISTING 48" X 48" ELECTRICAL MI

**LEGEND**

- EXISTING DROP INLET
- NEW DROP INLET #100
- NEW 6" DIA. UNDERDRAIN
- EXISTING 6" DIA. UNDERDRAIN
- EXISTING FLUSHING BASIN
- NEW FLUSHING BASIN
- FLOW LINE
- SIFT
- LIMIT OF WETLANDS
- CONSTRUCTION LIMITS
- 780 EXISTING CONTOURS
- 780 PROPOSED CONTOURS



REV.	DATE	DESCRIPTION	FILE NO.
			F20204600B
			Job No. F202002046.00

**RUTLAND STATE AIRPORT**  
CLAREBORO, VERMONT

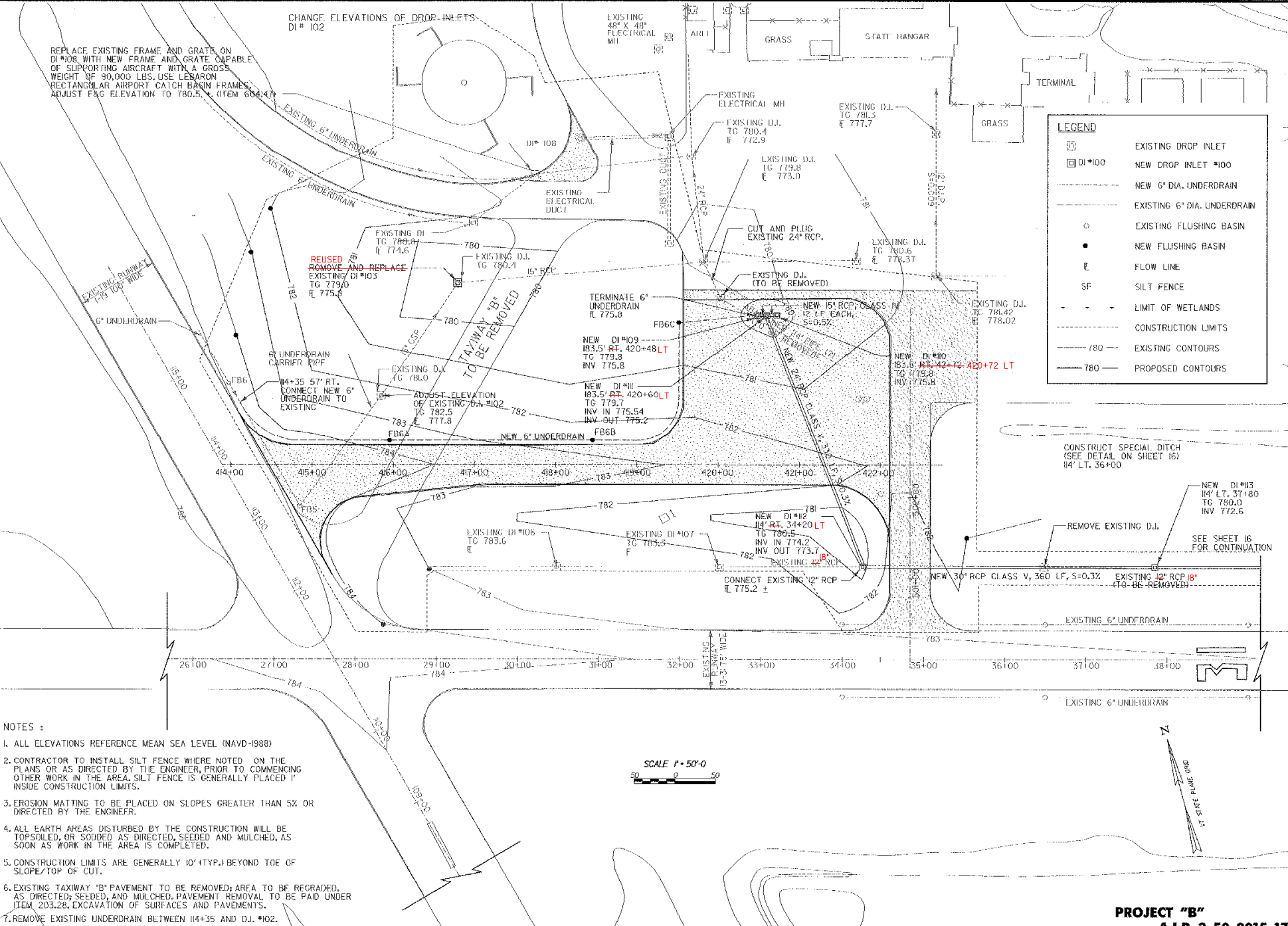
**TAXIWAY IMPROVEMENTS  
GRADING AND DRAINAGE PLAN**

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

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

Scale: 1"=50'  
Date: FEB, 2003  
Sheet 15 OF 40

Sheet No. **15**



- NOTES :**
- ALL ELEVATIONS REFERENCE MEAN SEA LEVEL (NAVD-1988)
  - 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.
  - EROSION MATTING TO BE PLACED ON SLOPES GREATER THAN 5% OR DIRECTED BY THE ENGINEER.
  - 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.
  - CONSTRUCTION LIMITS ARE GENERALLY 10' (TYP.) BEYOND TOE OF SLOPE/TOP OF CUT.
  - 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.
  - REMOVE EXISTING UNDERDRAIN BETWEEN I14+35 AND D.I. #102.



RUTLAND STATE AIRPORT  
 CLARENDON, VERMONT  
 TAXIWAY IMPROVEMENTS  
 GRADING AND DRAINAGE PLAN  
 Job No. F200206-06-00  
 File No. F200206/0018  
 REV. DATE DESCRIPTION  
 1 1/2 1/2 1/2

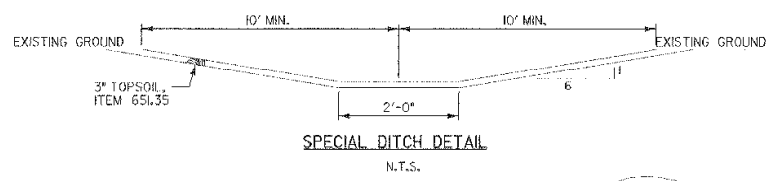
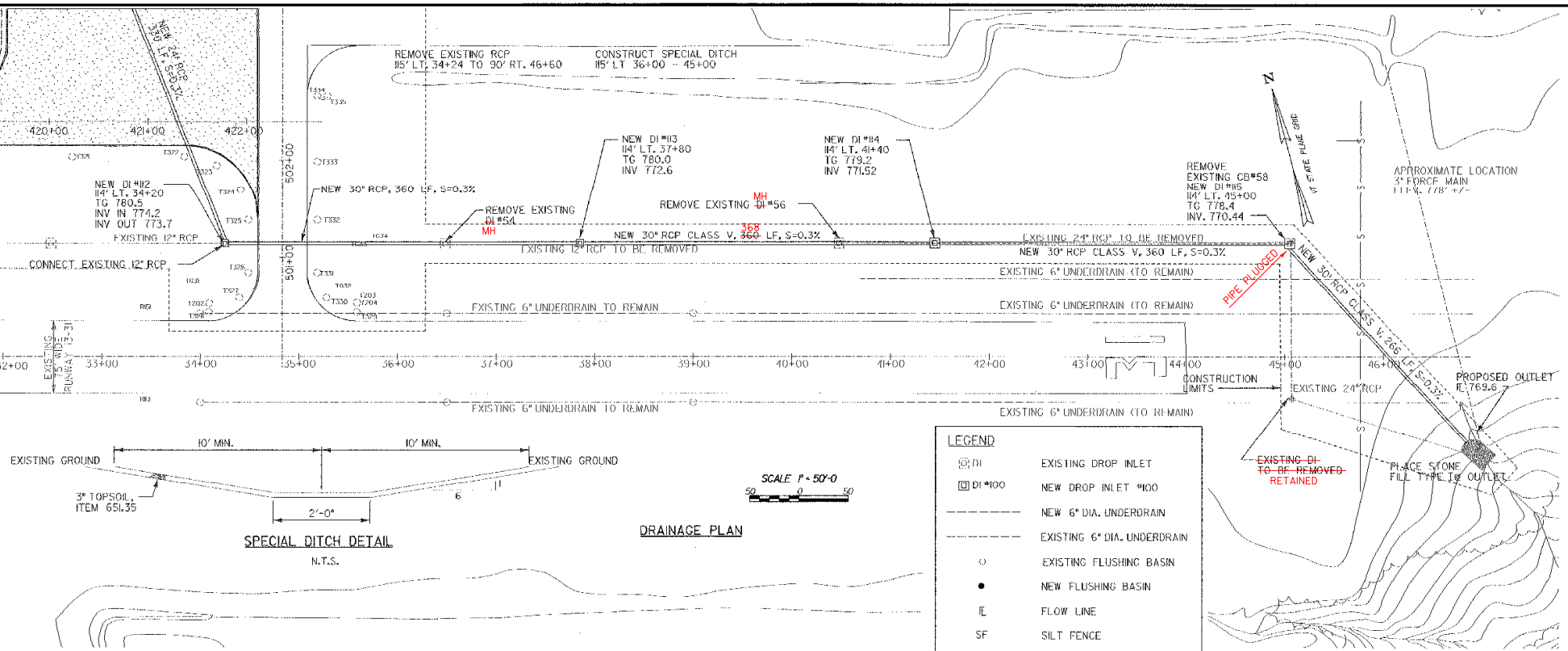
RUTLAND STATE AIRPORT  
 CLARENDON, VERMONT  
 TAXIWAY IMPROVEMENTS  
 GRADING AND DRAINAGE PLAN

**URS**  
 1 NORTHWAY LN.  
 LATHAM, NEW YORK

Designed by: B.W.L.  
 Drawn by: M.C.L.  
 Checked by: M.C.L.  
 Approved by: B.W.L.

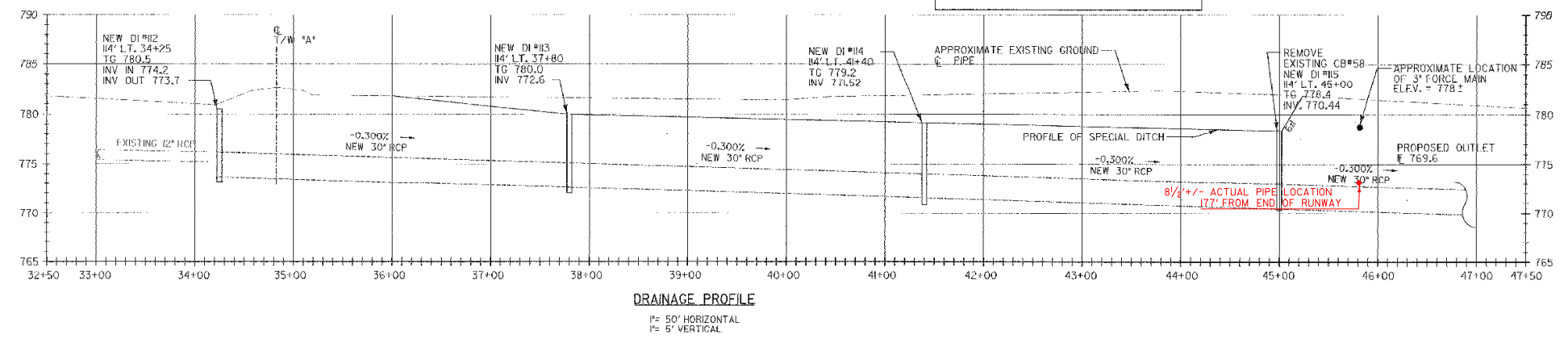
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 Sheet: 16 OF 40  
 Sheet No.

**16**

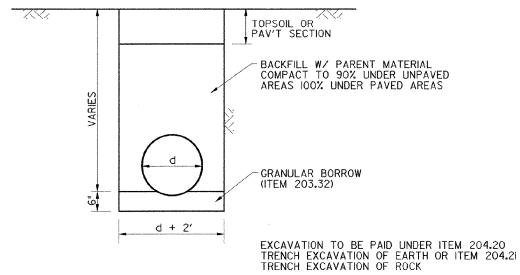


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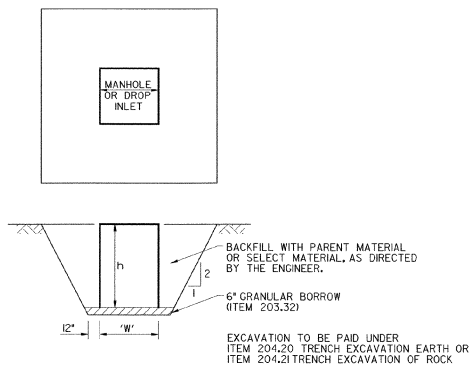
	EXISTING DROP INLET
	NEW DROP INLET #100
	EXISTING FLUSHING BASIN
	NEW FLUSHING BASIN
	FLOW LINE
	SILT FENCE
	LIMIT OF WETLANDS
	CONSTRUCTION LIMITS
	EXISTING CONTOURS
	PROPOSED CONTOURS



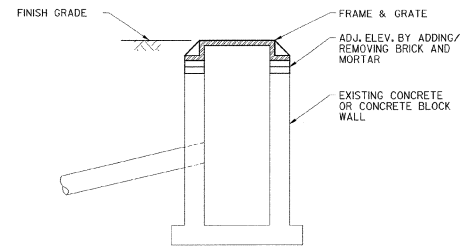
**PROJECT "B"**  
**A.I.P. 3-50-0015-17**



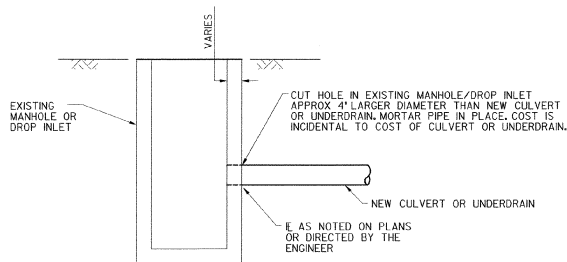
**A** CULVERT IN TRENCH - TYPICAL  
SCALE: NONE



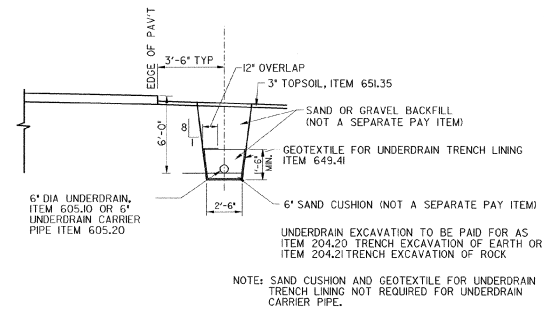
**B** DROP INLET/MANHOLE PLACEMENT (TYPICAL)  
SCALE: NONE



**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



**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 80,000 LBS. USE LABORON FOUNDRY (OR EQUAL) RECTANGULAR CATCH BASIN FRAMES, RATED FOR AIRCRAFT LOADING.



REV.	DATE	DESCRIPTION

Job No. F20000206.00  
File No. F200046000E7

**RUTLAND STATE AIRPORT**  
CABERDISH, VERMONT  
**TAXWAY IMPROVEMENTS**  
DRAINAGE DETAILS

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

Designed by C.M.D.  
Drawn by M.C.M.  
Checked by M.A.C.  
Approved by C.M.D.

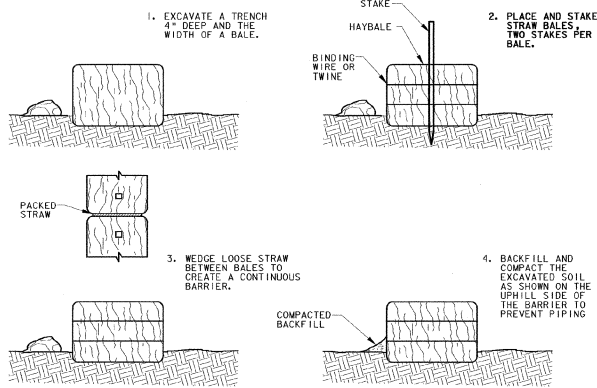
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Date: FEB, 2003

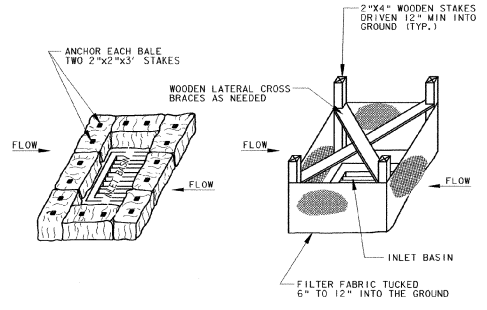
Sheet 17 OF 40

Sheet No

**17**

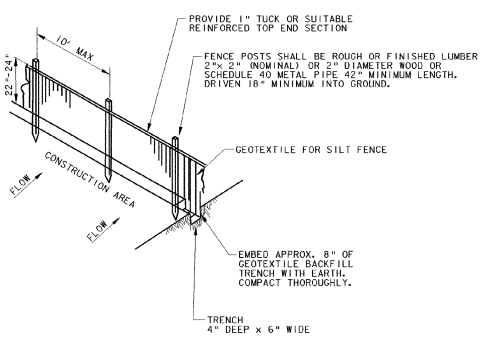


**SEDIMENTATION BARRIER - HAYBALE**  
ITEM 651.26  
NOT TO SCALE



**HAY BALE INSTALLATION** ITEM 651.26  
**SILT FENCE INSTALLATION** ITEM 649.51

**SEDIMENTATION CONTROL INLET PROTECTION**  
NOT TO SCALE

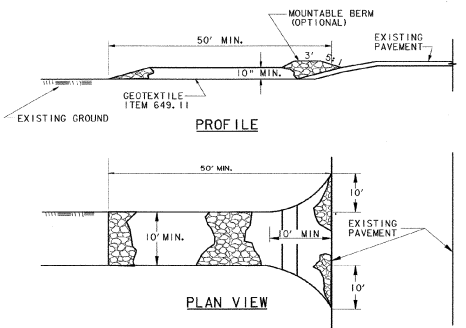


- NOTE:**
1. GEOTEXTILE FABRIC TO BE FASTENED SECURELY TO FENCE POST BY USE OF WIRE TIES, 3 FASTENERS PER POST.
  2. ENDS OF INDIVIDUAL ROLLS OF GEOTEXTILE SHALL BE SECURELY FASTENED TO A COMMON POST OR OVERLAPPED 3' (MIN).
  3. TO BE PLACED AT LOCATIONS SHOWN ON PLANS OR AS ORDERED BY THE ENGINEER.

**PLAN VIEW SYMBOL**



**SILT FENCE**  
NOT TO SCALE



**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 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 ON 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 DISTURBED 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 SITES 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

Job No. F200000616.00  
File No. F200040001E

**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT

**TAXIWAY IMPROVEMENTS / EROSION CONTROL DETAILS**

**1 NORTHWAY LN.**  
**LATHAM, NEW YORK**

Designed by: C.A.D.	Drawn by: M.C.H.	Checked by: M.A.C.	Approved by: C.A.D.

Scale: \_\_\_\_\_

Date: FEB. 2003

Sheet 18 of 40

Sheet No. **18**



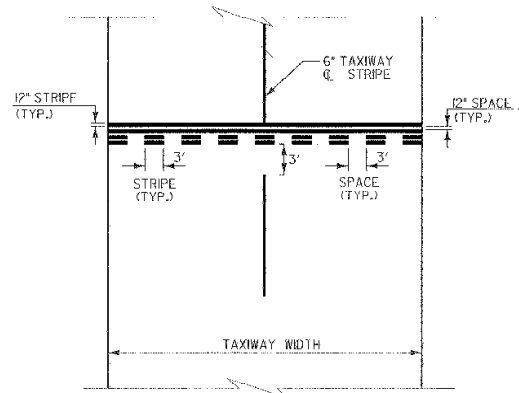
DESIGNER	FILE NO.
REV.	DATE
JOB NO. F200002046.00	

**RUTLAND STATE AIRPORT**  
 CARRIDON, VERMONT  
**TAXIWAY IMPROVEMENTS**  
**MARKING PLAN-TAXIWAY "F" WEST**

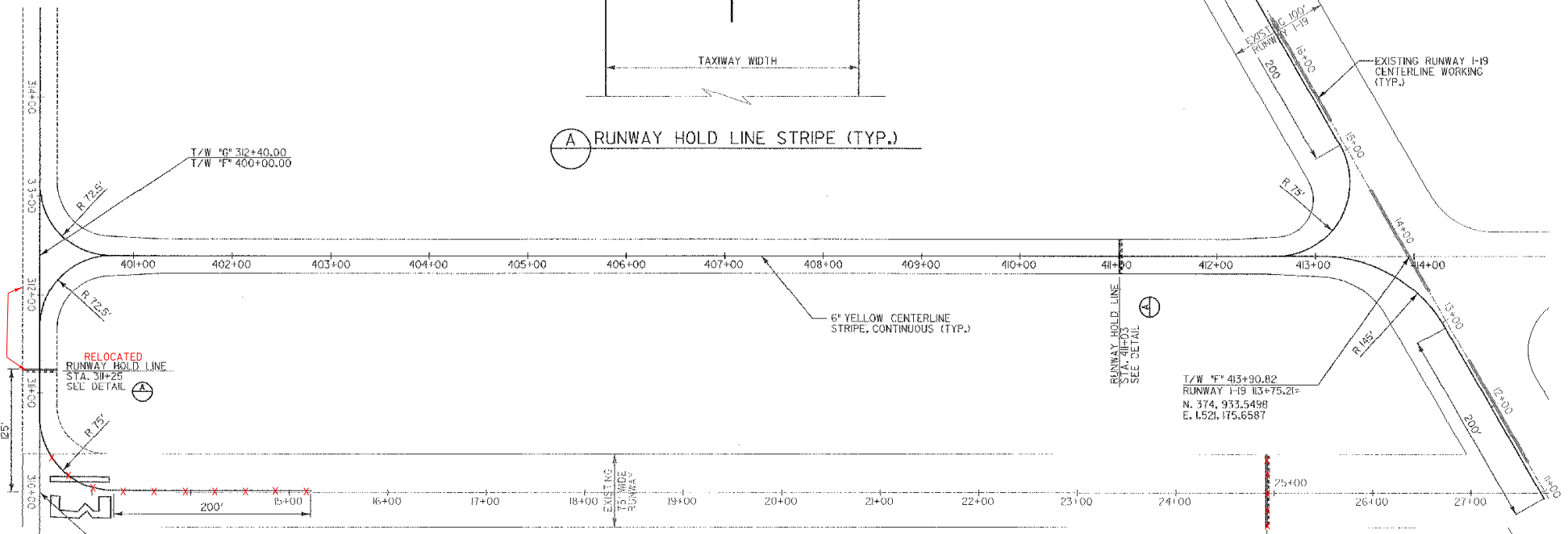
**URS**  
 1 NORTHWAY LN.  
 LATHAM, NEW YORK

Designed by G.M.D.	Scale: 1"=50'
Drawn by M.C.M.	Date: FEB. 2003
Checked by M.K.C.	Sheet 19 OF 40
Approved by G.B.P.	Sheet No.

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



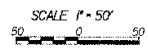
**(A) RUNWAY HOLD LINE STRIPE (TYP.)**



**RUNWAY 13-31 12+46.80±**  
 T/W 310+00.00  
 N. 375, 398.83  
 E. 1,519, 843.18

**NOTES**

1. REFER TO VT STANDARD DRAWING, AP-II, TAXIWAY MARKING DETAILS FOR ADDITIONAL INFORMATION
2. TAXIWAY MARKINGS TO CONFORM TO A.C. 150/5340-IH 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



**ELIMINATED**  
 RUNWAY HOLD LINE  
 STA. 24+80±  
 SEE DETAIL

**ELIMINATED**  
 RUNWAY HOLD LINE  
 STA. 41+00±  
 SEE DETAIL

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

6" YELLOW CENTERLINE STRIPE, CONTINUOUS (TYP.)

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

EXISTING RUNWAY 1-19 CENTERLINE WORKING (TYP.)

TAXIWAY WIDTH

00+00±  
 00+15±  
 00+30±  
 00+45±  
 00+60±

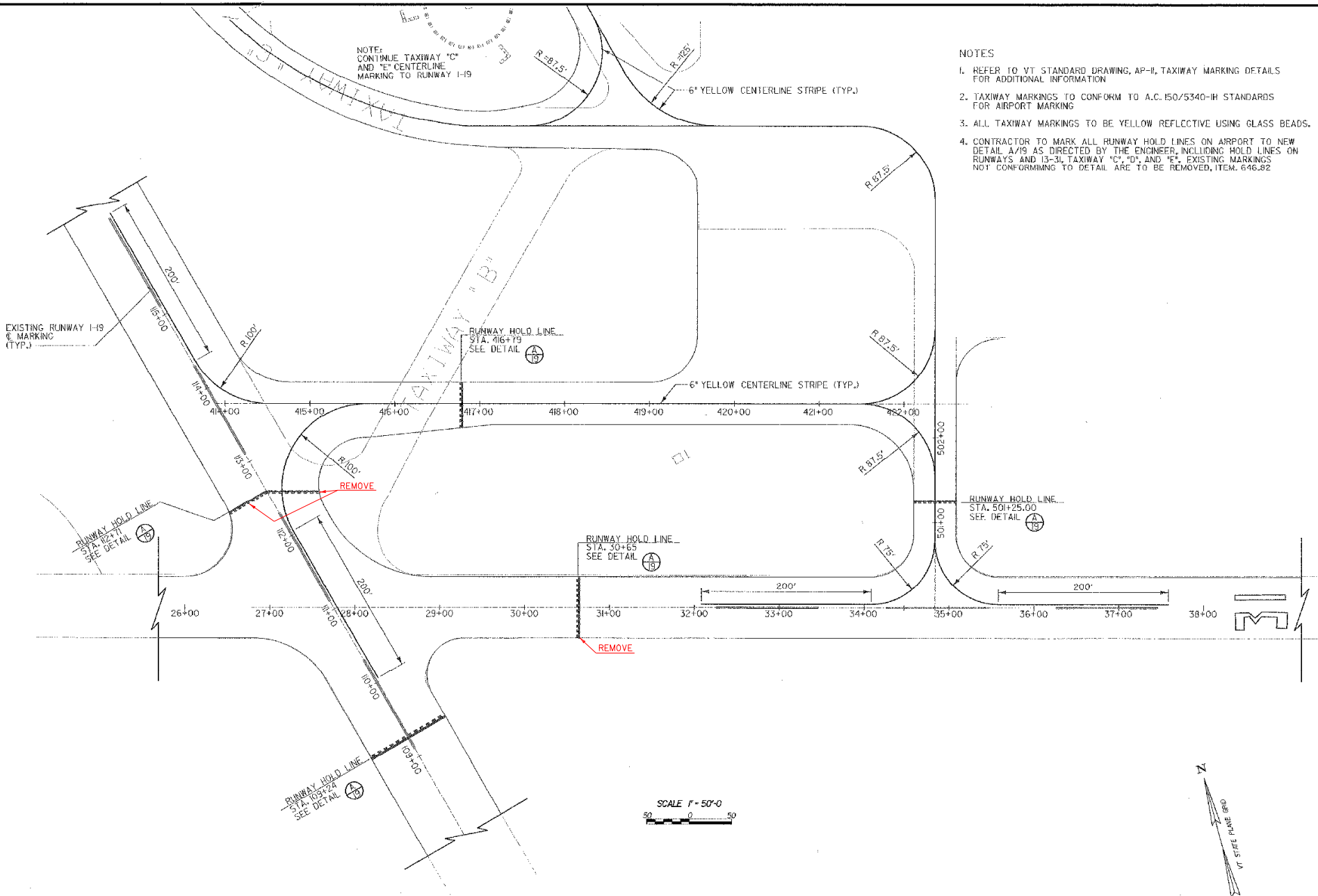
125'

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  
 300+00 310+00 320+00 330+00 340+00 350+00 360+00 370+00 380+00 390+00 400+00  
 15+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 28+00 29+00

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

NOTES

1. REFER TO VT STANDARD DRAWING, AP-II, TAXIWAY MARKING DETAILS FOR ADDITIONAL INFORMATION
2. TAXIWAY MARKINGS TO CONFORM TO A.C.150/5340-IH 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



REV.	DATE	DESCRIPTION	FILE NO.

**RUTLAND STATE AIRPORT**  
CHARLESTON, VERMONT

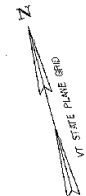
**TAXIWAY IMPROVEMENTS  
MARKING PLAN-TAXIWAY "B" EAST**

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

Designed by: G.W.J.  
Drawn by: M.C.L.  
Checked by: M.L.C.  
Approved by: S.R.B.

Scale: 1"=50'  
Date: FEB., 2003  
Sheet: 20 OF 40

Sheet No. **20**



SCALE 1" = 50'-0"  
50 0 50



PROJECT NO.	2002-06002E
DESCRIPTION	TAXIWAY IMPROVEMENTS TAXIWAY LIGHTING LAYOUT
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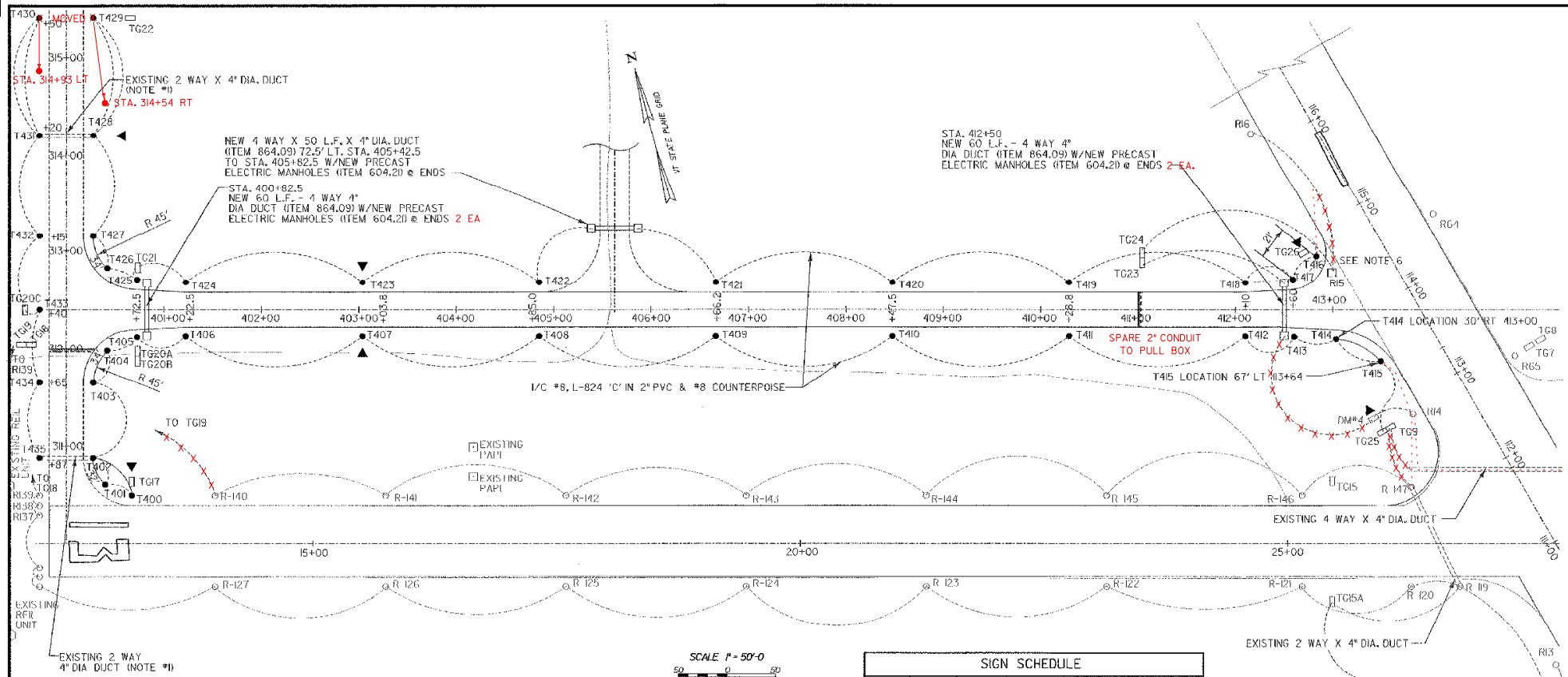
**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT

**TAXIWAY IMPROVEMENTS  
TAXIWAY LIGHTING LAYOUT**

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

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

Scale: 1"=50'  
Date: FEB. 2003  
Sheet 21 of 40  
Sheet No. **21**



- NOTES**
- REFER TO PLANS FOR APRON DEVELOPMENT, PHASE I BY McFARLAND - JOHNSON, INC. DATED JANUARY, 2001.
  - TAXIWAY LIGHTING (MITLS) TO BE 6.6 AMP SERIES CIRCUIT, 3 STEP MEDIUM INTENSITY. W/ INCANDESCENT LAMPS (BLUE FILTERS).
  - NEW CABLES TO BE PLACED IN THE SAME CONDUIT AND TRENCH WHEN POSSIBLE. NEW MITLS TO BE PLACED 10' OFF EDGE OF PAVEMENT. NEW CABLES AND CABLE TRENCH TO BE PLACED 10' OFF EDGE OF PAVEMENT.
  - RUNWAY I-19 LIGHTING MUST BE OPERATIONAL, WHENEVER INSTRUMENT FLYING RULES OR LOW VISIBILITY (NIGHTTIME) CONDITIONS ARE IN EFFECT. CONTRACTOR TO PLAN HIS WORK TO ENSURE THAT THESE LIGHTS ARE OPERATIONAL WHEN REQUIRED.
  - ALL TAXIWAY GUIDANCE SIGNS (TG-) TO BE PLACED 20' OFF EDGE OF PAVEMENT.

- REPLACE EXISTING BASE MOUNTED MIRL, RIS, WITH NEW IN PAVEMENT MIRL, L-850-C (ITEM 864.10). USE MIRLS SIMILAR TO EXISTING (HUGHEY & PHILLIPS) LOW PROFILE, OR APPROVED EQUAL.
- NEW PRECAST ELECTRICAL MANHOLES TO BE CAPABLE OF SUPPORTING A 30,000# AIRCRAFT. USE HEAVY DUTY ELECTRICAL MANHOLE COVER, LB 328, AS MANUFACTURED BY LABARON FOUNDRY OR EQUAL.

EXISTING WIRING CIRCUITS	PROPOSED WIRING CIRCUITS
<b>RUNWAY I-19</b>	<b>RUNWAY I-19</b>
... RI2-RI3-TG15A-TG15-R14-DM#1-R15 ...	... R14-DM4-TG23-TG24-R15-R16 ...
<b>RUNWAY I3-31</b>	<b>RUNWAY I3-31</b>
... RI18-TG4-TG3-RI9-R120 ...	... RI41-RI40-TG19-TG18-RI39 ...
... RI40-RI39-RI38 ...	
... RI46-RI47-TG9-TG7-RI48 ...	<b>TAXIWAY "E"</b>
... EAST OF RUNWAY I-19	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. <b>SPLIT LENS AMBER/WHITE</b>
○ 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 3/8" dia. X 8' COPPER CLAD GROUND ROD

**SIGN SCHEDULE**

SIGN	LEGEND	COLOR	TYPE	LOCATION	REMARKS
DM#4	[Symbol]	(W/R) (BLANK)	L-858B SIZE 4	85' LT. 103+00	TO REMAIN
TG9	[Symbol]	(W/R) (BLANK)	MANDATORY	70' LT. 112+86	TO REMAIN
TG15	[Symbol]	(W/R) (BLANK)	MANDATORY	57.5' LT. 25+46	TO REMAIN
TG15A	[Symbol]	(W/R) (BLANK)	MANDATORY	57.5' RT. 25+46	TO REMAIN
TG17	[Symbol]	(B/Y) (BLANK)	DIRECTION	57.5' LT. 15+14.3	NEW
TG18	[Symbol]	(W/R) (Y/B)	MANDATORY LOCATION	37.5' LT. 312+00	NEW
TG19	[Symbol]	(Y/B) (B/Y)	LOCATION DIRECTION	42.5' LT. 25+46	NEW
TG20A	[Symbol]	(B/Y) (B/Y)	DIRECTION DIRECTION	40' RT. 400+72.5	NEW
TG20B	[Symbol]	(Y/B) (Y/B)	LOCATION LOCATION	45' RT. 400+72.5	NEW
TG20C	[Symbol]	(BLANK) (Y/B)	DIRECTION	20' RT. 312+40	NEW
TG21	[Symbol]	(B/Y) (BLANK)	DIRECTION	40' LT. 410+72.5	NEW
TG22	[Symbol]	(Y/B) (Y/B)	LOCATION LOCATION	37.5' RT. 316+50	NEW

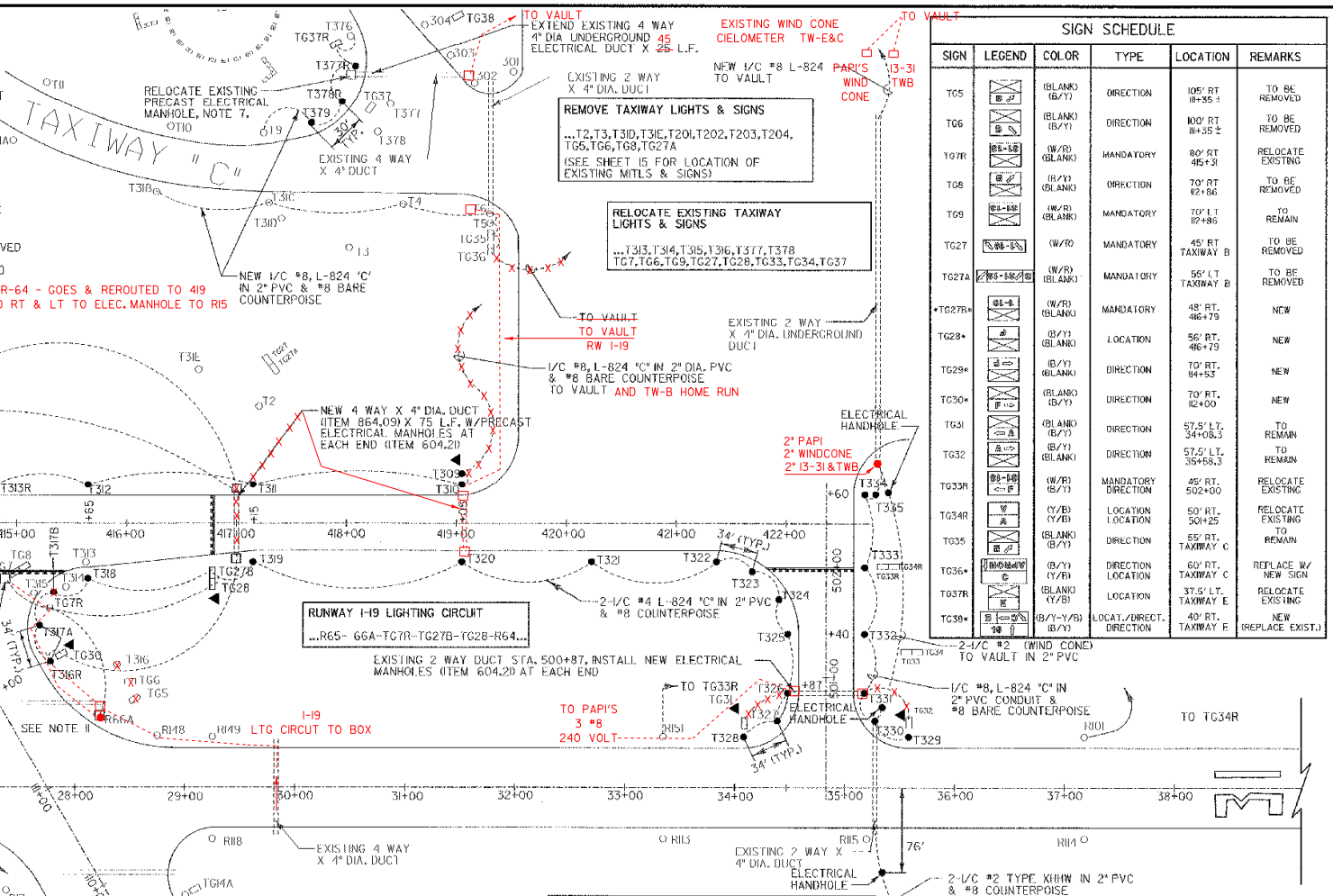
**SIGN SCHEDULE**

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

**NOTES:**

- ALL SIGNS TO BE L-858, SIZE 108" PANEL WITH 12" LEGEND, STYLE 2, CLASS 2.
- COLORS  
W/R = WHITE LEGEND ON RED BACKGROUND  
Y/B = YELLOW LEGEND ON BLACK BACKGROUND  
B/Y = BLACK LEGEND ON YELLOW BACKGROUND

- NOTES
- TAXIWAY LIGHTING (MITLS) TO BE 6.6 A SERIES CIRCUIT, 3 STEP MEDIUM INTENSITY, W/ INCANDESCENT LAMPS (BLUE FILTERS).
  - NFW CABLES TO BE PLACED IN THE SAME TRENCH WHEN POSSIBLE. NEW MITLS TO BE PLACED 10' OFF EDGE OF PAVEMENT NEW CABLES AND CABLE TRENCH TO BE PLACED 10' OFF EDGE OF PAVEMENT.
  - RUNWAY I-19 LIGHTING MUST BE OPERATIONAL, WHENEVER INSTRUMENT FLYING RULES OR LOW VISIBILITY (NIGHTTIME) CONDITIONS ARE IN EFFECT. CONTRACTOR TO PLAN HIS WORK TO ENSURE THAT THESE LIGHTS ARE OPERATIONAL WHEN REQUIRED.
  - ALL TAXIWAY GUIDANCE SIGNS (TG-) TO BE PLACED 20' OFF EDGE OF PAVEMENT.
  - 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
  - REMOVAL OF EXISTING TAXIWAY & RUNWAY LIGHTS TO BE INCIDENTAL TO ITEM 864.11
  - RELOCATION OF EXISTING ELECTRICAL MANHOLES IS NOT A SEPARATE PAY ITEM, BUT IS INCIDENTAL TO ITEM 864.09.



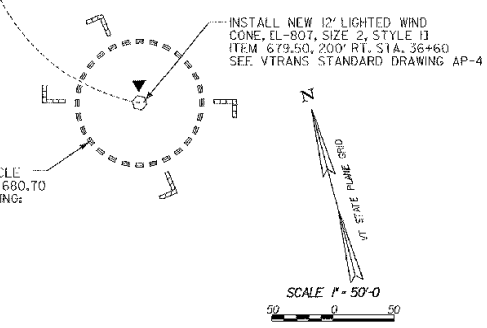
SIGN SCHEDULE					
SIGN	LEGEND	COLOR	TYPE	LOCATION	REMARKS
TG5	[Symbol]	(BLANK) (B/Y)	DIRECTION	105' RT 18+35.1	TO BE REMOVED
TG6	[Symbol]	(BLANK) (B/Y)	DIRECTION	100' RT 18+35.2	TO BE REMOVED
TG7R	[Symbol]	(W/R) (BLANK)	MANDATORY	80' RT 45+31	RELOCATE EXISTING
TG8	[Symbol]	(B/Y) (BLANK)	DIRECTION	70' RT 42+66	TO BE REMOVED
TG9	[Symbol]	(W/R) (BLANK)	MANDATORY	70' LT 12+86	TO REMAIN
TG27	[Symbol]	(W/R)	MANDATORY	45' RT TAXIWAY B	TO BE REMOVED
TG27A	[Symbol]	(W/R) (BLANK)	MANDATORY	55' LT TAXIWAY B	TO BE REMOVED
TG27B	[Symbol]	(W/R) (BLANK)	MANDATORY	48' RT 46+79	NEW
TG28	[Symbol]	(B/Y) (BLANK)	LOCATION	85' RT 46+79	NEW
TG29	[Symbol]	(B/Y) (BLANK)	DIRECTION	70' RT 44+52	NEW
TC30	[Symbol]	(BLANK) (B/Y)	DIRECTION	70' RT 42+00	NEW
TG31	[Symbol]	(BLANK) (B/Y)	DIRECTION	57.5' LT, 34+08.3	TO REMAIN
TG32	[Symbol]	(BLANK) (B/Y)	DIRECTION	57.5' LT, 35+58.3	TO REMAIN
TG33R	[Symbol]	(W/R) (B/Y)	MANDATORY DIRECTION	45' RT, 502+00	RELOCATE EXISTING
TG34R	[Symbol]	(Y/B) (Y/B)	LOCATION	50' RT, 304+25	RELOCATE EXISTING
TG35	[Symbol]	(BLANK) (B/Y)	DIRECTION	55' RT, TAXIWAY C	TO REMAIN
TG36	[Symbol]	(B/Y) (Y/B)	DIRECTION	60' RT, TAXIWAY C	REPLACE W/ NEW SIGN
TG37R	[Symbol]	(BLANK) (Y/B)	LOCATION	37.5' LT, TAXIWAY E	RELOCATE EXISTING
TG39	[Symbol]	(B/Y) (Y/B)	LOCAT./DIRECTION	40' RT, TAXIWAY E	NEW (REPLACE EXIST.)

- 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.
- 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.
- REMOVE EXISTING MRL 65. REPLACE WITH NEW FLUSH MOUNTED IN-PAVEMENT MRL (ITEM 864.10)
- REMOVE EXISTING IN PAVEMENT MRL 66A. REPLACE WITH ELEVATED MRL FIXTURE 65. (NOT A SEPARATE PAY ITEM.)

LEGEND	
○ R 126	EXISTING RUNWAY LIGHTING (MRLS) BASE MOUNTED ELEVATED.
□ R-66A	EXISTING RUNWAY LIGHTS (MRLS) 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 3/8" d x 8' COPPER CLAD GROUND ROD

- TAXIWAY 'C' LIGHTING CIRCUIT**  
...T318-T31C-T4-T6-T5-1G35-TG36-VAULT
- TAXIWAY 'E' LIGHTING CIRCUIT**  
...VAULT-T301-T302-T303...  
...T376-TG34-T377R-1378R-1379-T9-T10...
- TAXIWAY 'F' LIGHTING CIRCUIT**  
...T315R-TG29-TG30-T316R...
- TAXIWAY 'A' LIGHTING CIRCUIT**  
...T328-TG8R-TG5R-T320...
- RUNWAY I3-31 LIGHTING CIRCUIT**  
...R151-T33R-TG34R-R101...  
...R148-TG7R-TG9R-R147...
- RUNWAY I-19 LIGHTING CIRCUIT**  
...R66-R66A-R65-R64...

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



UTAH STATE AIRPORT  
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS  
TAXIWAY LIGHTING LAYOUT

REV. DATE DESCRIPTION  
FILE NO. P2020-0600282  
JOB NO. F200002045.00

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

Designed BY: M.D.  
Checked BY: M.A.M.  
Checked BY: L.A.M.  
Approved BY: R.W.D.

Scale: 1"=50'

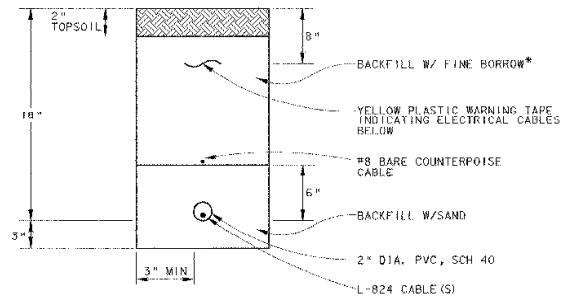
Date: FEB, 2003

Sheet 22 OF 40

Sheet No. **22**

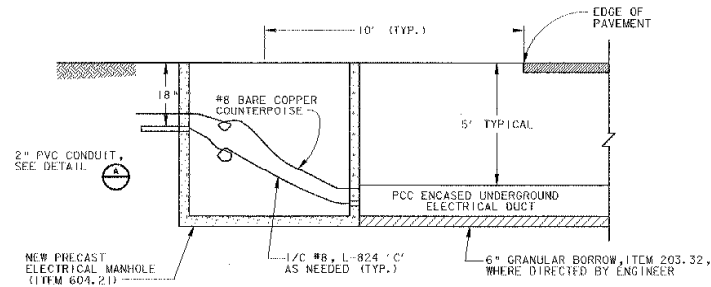
**PROJECT "B"**  
**A.I.P. 3-50-0015-17**





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"

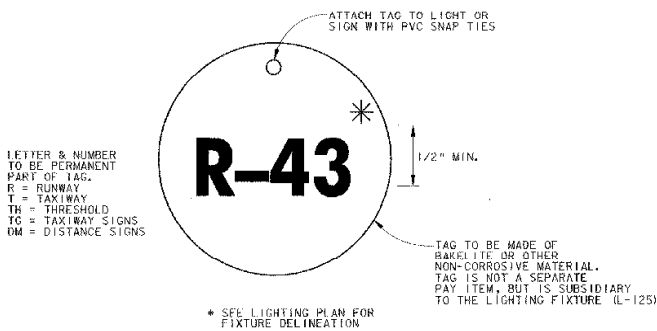
**A** CONDUIT TRENCH DETAIL (TYP)  
 SCALE: NONE L-108



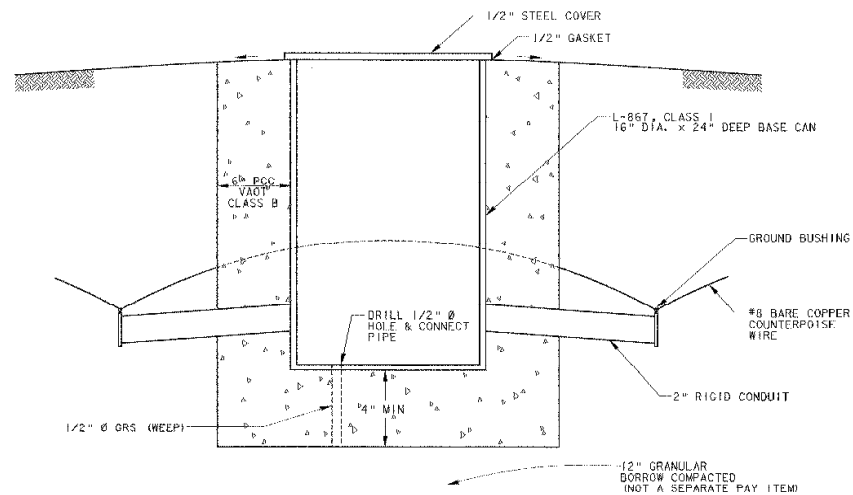
NOTES:

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

**B** CONDUIT DUCT DETAIL (TYP)  
 SCALE: NONE



**C** FIXTURE IDENTIFICATION TAG (TYP)  
 SCALE: NONE



**D** CONCRETE MANHOLE WITH CAST IRON COVER (TYP)  
 SCALE: NONE ITEM 604.11  
 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.



PROJECT NO.	720002046.00
DESCRIPTION	TAXIWAY IMPROVEMENTS AIRFIELD LIGHTING DETAILS
REV.	DATE
FILE NO.	720002046.00

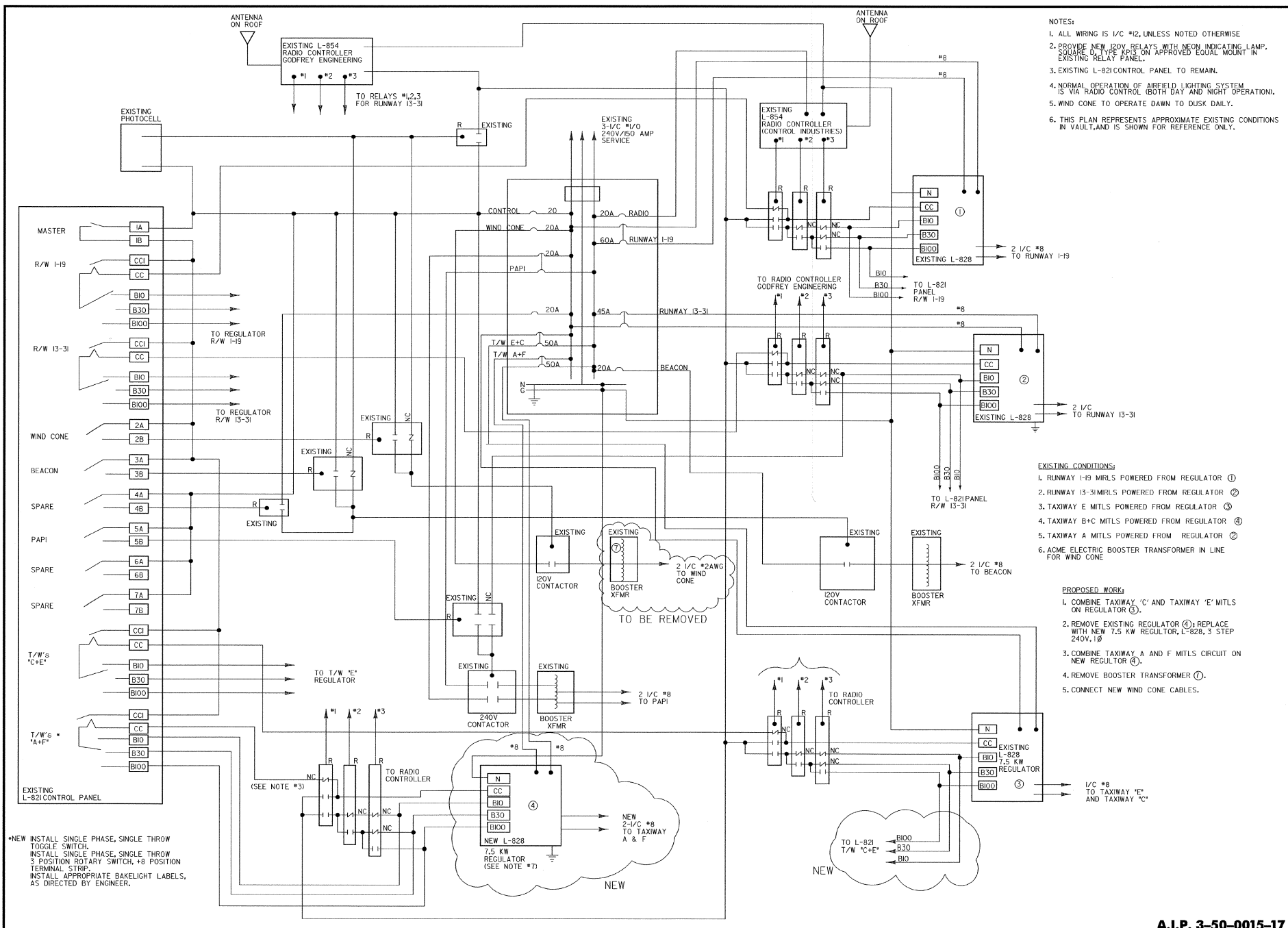
**RUTLAND STATE AIRPORT**  
 CARRINGTON, VERMONT  
**TAXIWAY IMPROVEMENTS**  
**AIRFIELD LIGHTING DETAILS**

**URS**  
 1 NORTHWAY LN.  
 LATHAM, NEW YORK

Designed by: DMH	Checked by: DMH
Drawn by: DMH	Approved by: DMH

Scale: NONE
Date: FEB. 2003
Sheet: 24 OF 40
Sheet No. <b>24</b>





- NOTES:
1. ALL WIRING IS 1/2 #2, UNLESS NOTED OTHERWISE
  2. PROVIDE NEW 120V RELAYS WITH NEON INDICATING LAMP, SQUARE O. TYPE KEYS 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 DOWN TO DUSK DAILY.
  6. THIS PLAN REPRESENTS APPROXIMATE EXISTING CONDITIONS IN VAULT, AND IS SHOWN FOR REFERENCE ONLY.

- EXISTING CONDITIONS:
1. RUNWAY I-19 MITLS POWERED FROM REGULATOR ①
  2. RUNWAY I3-31 MITLS POWERED FROM REGULATOR ②
  3. TAXIWAY E MITLS POWERED FROM REGULATOR ③
  4. TAXIWAY B+C MITLS POWERED FROM REGULATOR ③
  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 REGULATOR, L-828, 3 STEP 240V, 1ϕ
  3. COMBINE TAXIWAY A AND F MITLS CIRCUIT ON NEW REGULATOR ④
  4. REMOVE BOOSTER TRANSFORMER ⑦
  5. CONNECT NEW WIND CONE CABLES.

\*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.



REV.	DATE	DESCRIPTION

Proj. No. F200002046.00  
 Job No. F200002046.00

**RUTLAND STATE AIRPORT**  
 CLARENDON, VERMONT  
**TAXIWAY IMPROVEMENTS**  
**VAULT WIRING DIAGRAM**



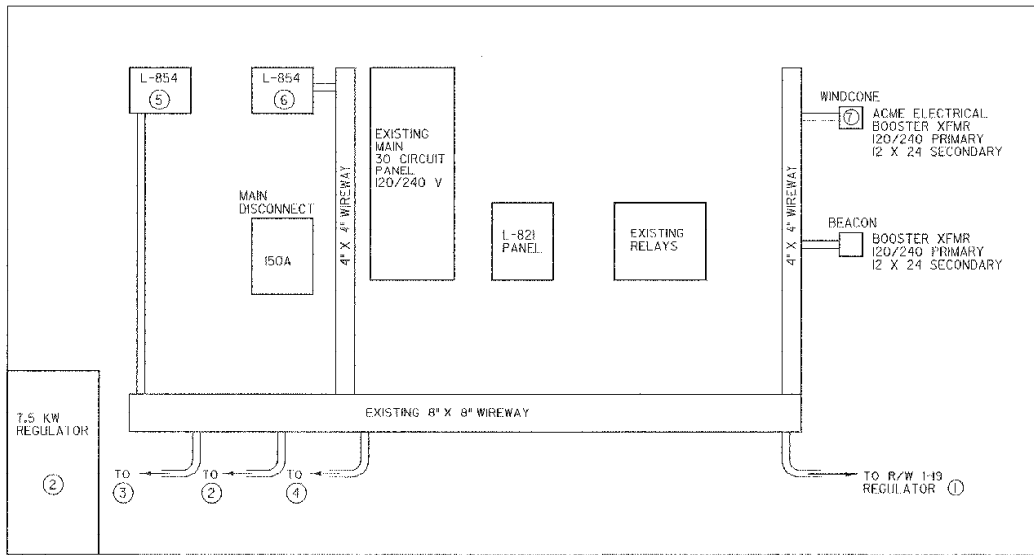
Designed by: B.W.D.  
 Drawn by: M.C.M.  
 Checked by: L.A.U.  
 Approved by: G.D.D.

Scale: NTS

Date: FEB. 2003

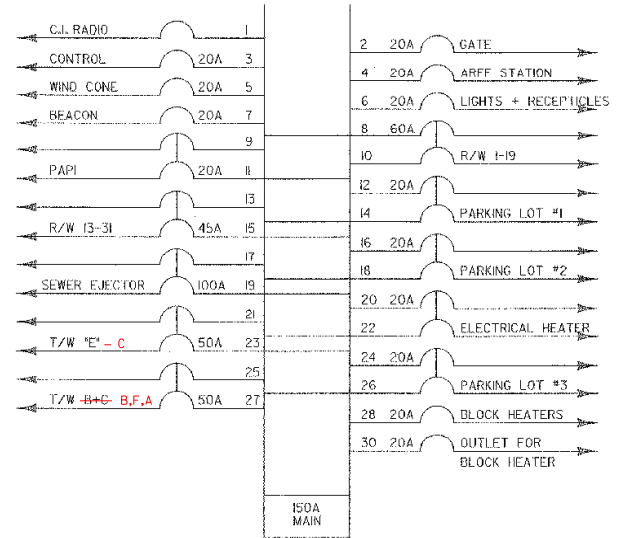
Sheet 26 OF 40

Sheet No



SECTION C-C EXISTING VAULT WALL ELEVATION

N.T.S.

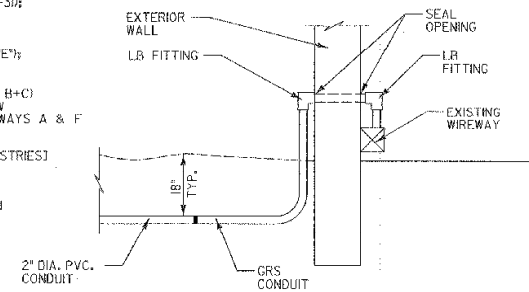


EXISTING MAIN PANEL

N.T.S.

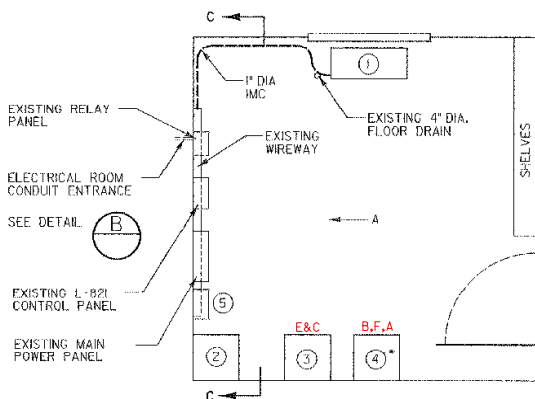
EQUIPMENT SCHEDULE

- ① L-828, 10KW, 6.6 AMP (240V) REGULATOR MANARCO (RUNWAY I-19); EXISTING TO REMAIN
- ② L-828 7.5 KV, 6.6 AMP (240 V) HEVY DUTY REGULATOR (RUNWAY I3-31); 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 I-19 ONLY - CONTROL INDUSTRIES) EXISTING TO REMAIN
- ⑥ L-854 (RADIO CONTROLLER (GODFREY ENGINEERING RUNWAY I3-31 & TAXIWAY) EXISTING TO REMAIN
- ⑦ EXISTING BOOSTER TRANSFORMER TO BE REMOVED



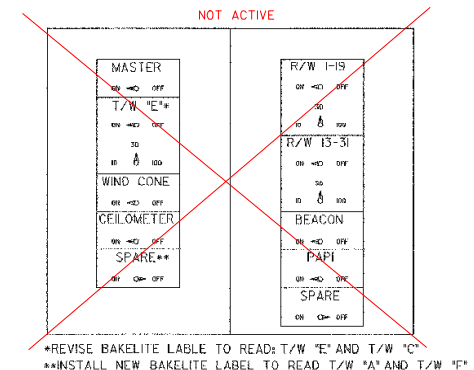
EXISTING ELECTRICAL ROOM CONDUIT ENTRANCE

N.T.S.



ELECTRICAL VAULT LAYOUT

N.T.S.



EXISTING L-821 PANEL

N.T.S.

\*REVISE BAKELITE LABEL TO READ T/W 'E' AND T/W 'C'  
 \*\*INSTALL NEW BAKELITE LABEL TO READ T/W 'A' AND T/W 'F'



DATE	DESCRIPTION	BY

RUTLAND STATE AIRPORT  
 CULVERSON, VERMONT

TAXIWAY IMPROVEMENTS  
 VAULT WIRING DETAILS

**URS**  
 1 NORTHWAY LN.  
 LATHAM, NEW YORK

Designed by G.M.D.  
 Drawn by: M.C.C.  
 Created by: J.M.H.  
 Approved by G.M.D.

Scale: NONE

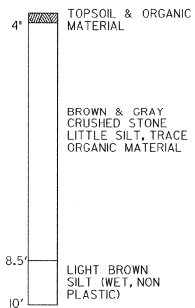
Date: FEB., 2003

Sheet 21 OF 40

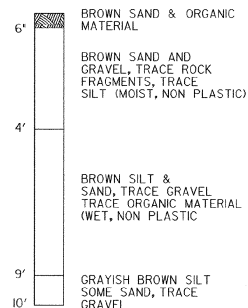
Sheet No

**27**

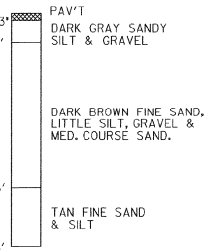
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T/W G 31+60 +/-  
E



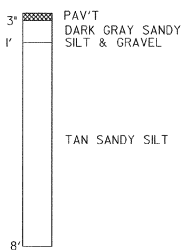
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T/W G 31+60 +/-  
E



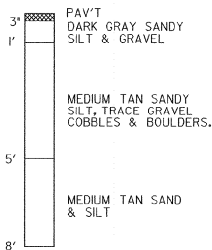
B-6  
35+00  
E



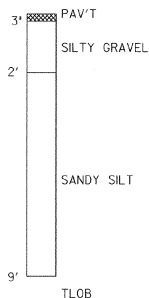
B-9  
25+00  
E



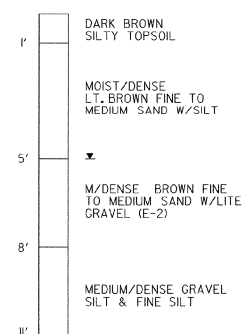
B-12  
20+00  
E



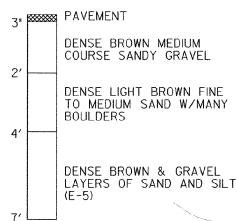
B-40  
30+00  
E



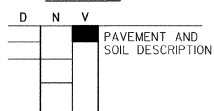
B-60A  
100+ +/- LT.  
417+00



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

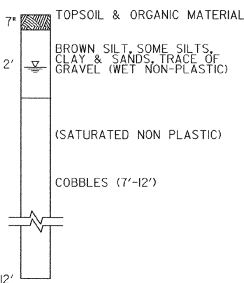


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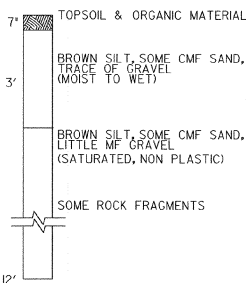


N - BLOWS PER 6-INCH INCREMENTS OF PENETRATION OF SAMPLING SPOON OR PENETRATION IN INCHES FOR THE INDICATED BLOWS OF A 140 LB. HAMMER FALLING 30".  
V - SYMBOLS INDICATE EXTENT OF SOIL LAYERS  
D - DEPTHS

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

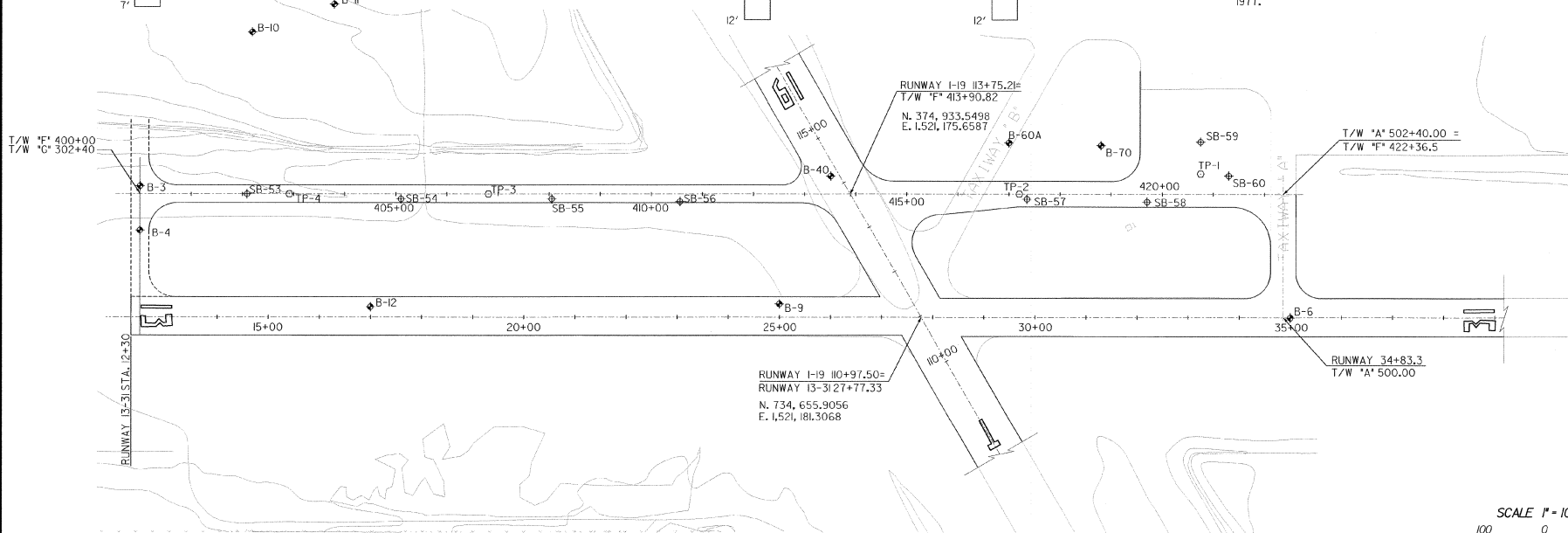


B-11  
380' RT.  
'G' 316+10



**NOTES:**

- BORINGS #B-3, #B-4, #B-10 & #B-11 WERE REPORTED ON PLANS FOR PROPOSED IMPROVEMENTS, BY McFARLAND-JOHNSON, DATED JANUARY, 2001.
- BORINGS #B-6, B-9, B-12 WERE REPORTED ON PLANS FOR ADP 3-50-0015-04, BY DUFRESNE-HENRY, INC., DATED JULY, 1995.
- BORING #B-40 WAS REPORTED ON PLANS FOR ADAP 8-50-0015-03 BY DUFRESNE-HENRY, INC., DATED AUGUST, 1973.
- BORINGS #B-60 & B-70 WERE REPORTED ON PLANS FOR ADAP 6-50-0015-06 BY DUFRESNE-HENRY, INC., DATED SEPTEMBER, 1977.
- BORINGS #B-60 & B-70 WERE REPORTED ON PLANS FOR ADAP 6-50-0015-06 BY DUFRESNE-HENRY, INC., DATED SEPTEMBER, 1977.



REV.	DATE	DESCRIPTION

Job No. F20000206.00  
E No. F200046002E28

**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT  
**TAXIWAY IMPROVEMENTS**  
**BORING LOGS**

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

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

Scale: 1"=100'  
Date: FEB. 2003  
Sheet 28 of 40  
Sheet No. **28**

SCALE 1" = 100'  
A.I.P. 3-50-0015-17



FILE NO.	FILE NO. F200460025
DESCRIPTION	
REV.	DATE
JOB NO.	F200003046.00

**RUTLAND STATE AIRPORT**  
CLARENCE, VERMONT  
**TAXIWAY IMPROVEMENTS**  
**BORING LOGS**

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

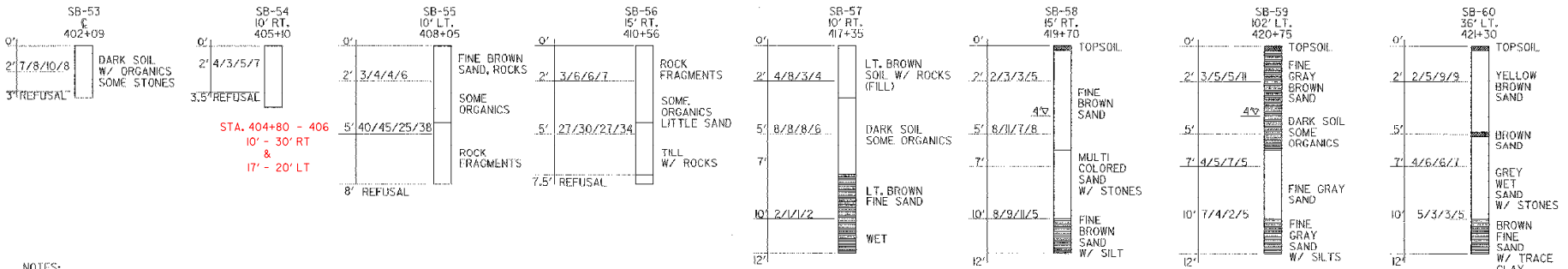
Designed by	DAJ
Drawn by	ML
Checked by	DAJ
Approved by	JJA

Scale 1"=20'

Date: FEB., 2003

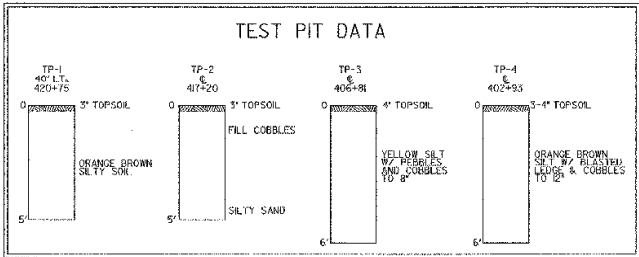
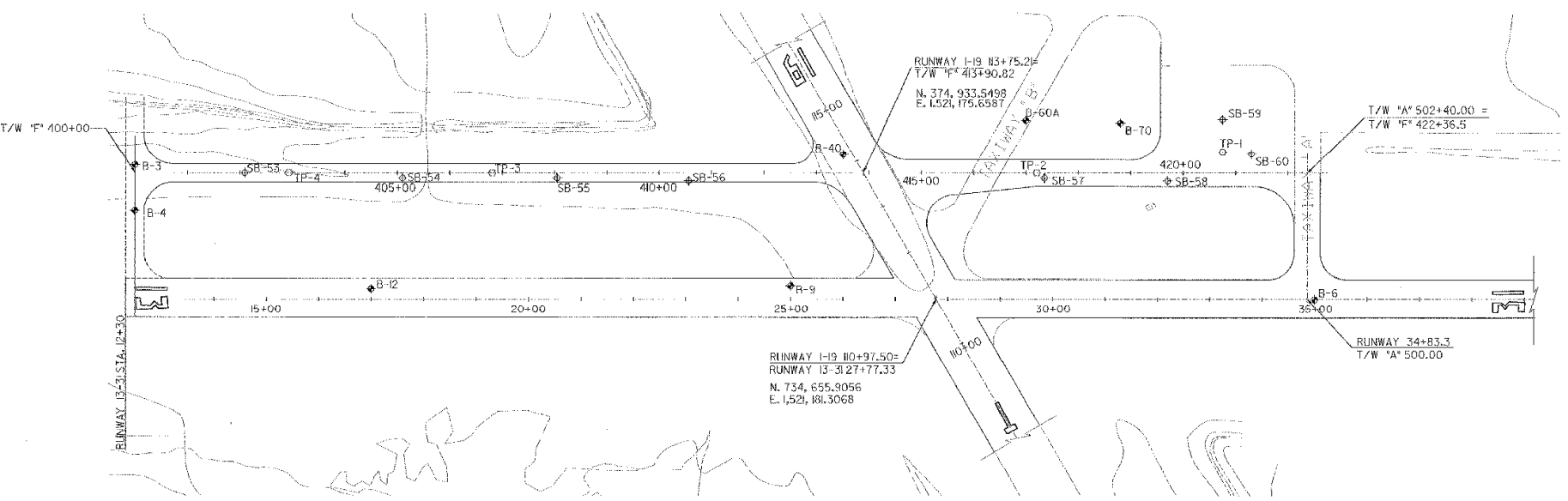
Sheet 25 of 40

Sheet No  
**29**

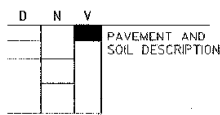


**NOTES:**

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



**LEGEND:**

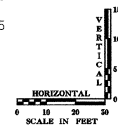
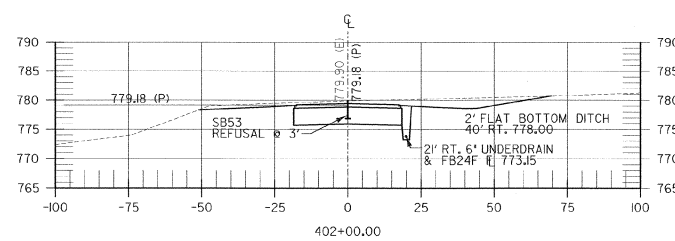
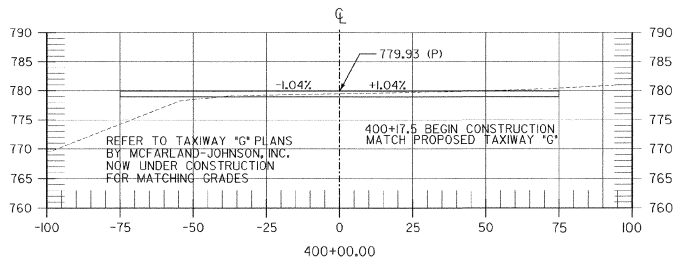
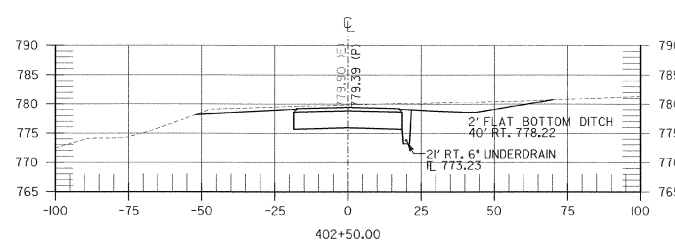
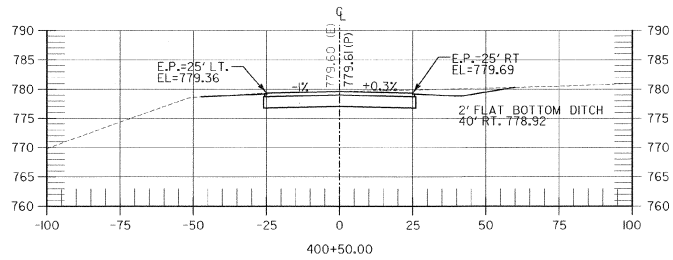
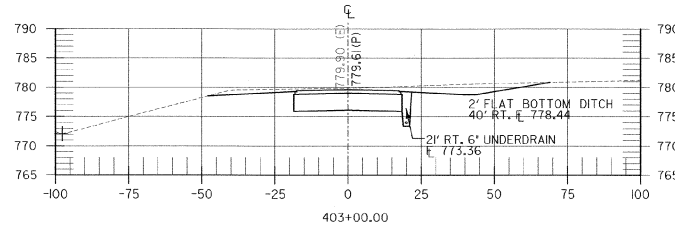
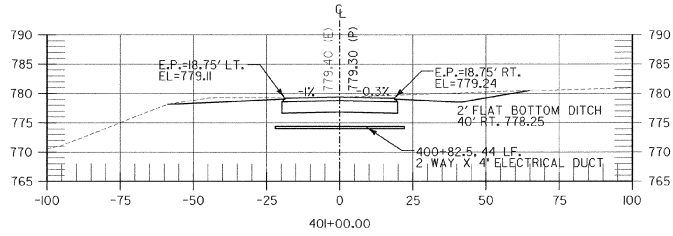
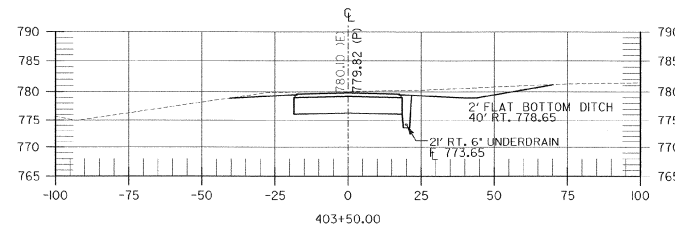
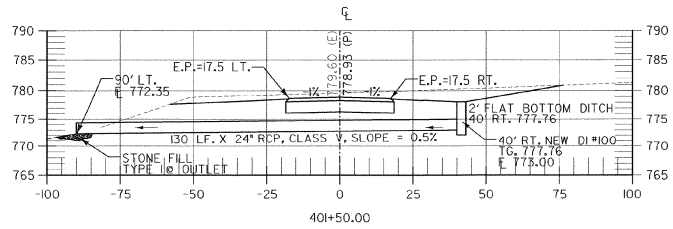


N - BLOWS PER 6-INCH INCREMENTS OF PENETRATION OF SAMPLING SPOON OR PENETRATION IN INCHES FOR THE INDICATED BLOWS OF A 140 LB. HAMMER FALLING 30".

V - SYMBOLS INDICATE EXTENT OF SOIL LAYERS

D - DEPTHS

SCALE 1" = 100'  
100 0 100  
**A.I.P. 3-50-0015-17**



REV.	DATE	DESCRIPTION

Job No. F200002016.00  
File No. R2024E0430

**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT

**CROSS SECTIONS**  
TAXIWAY "P"

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

Designed by: c.m.b.	Drawn by: M.K.M.	Checked by: M.K.C.	Approved by: c.m.b.
---------------------	------------------	--------------------	---------------------

Scale: AS SHOWN

Date: FEB, 2003

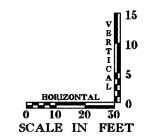
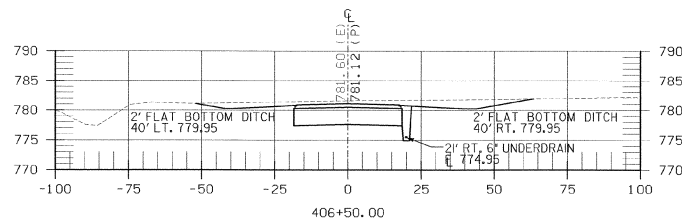
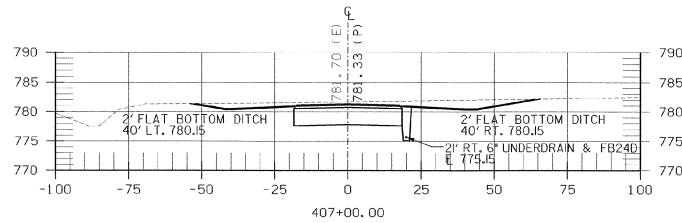
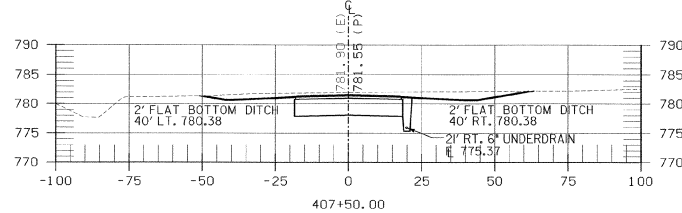
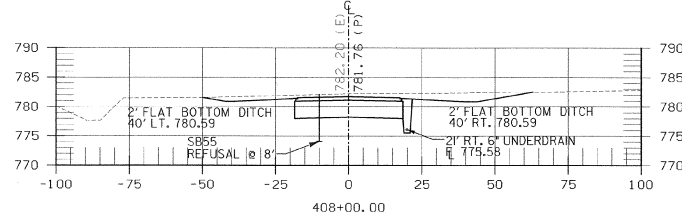
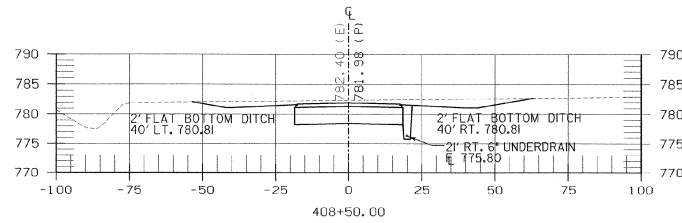
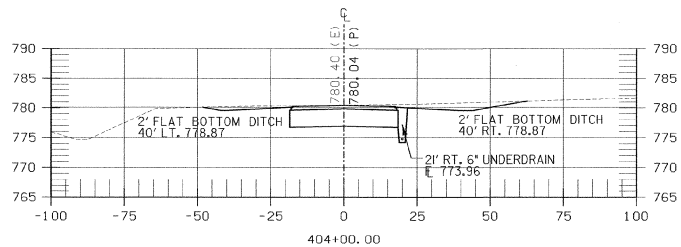
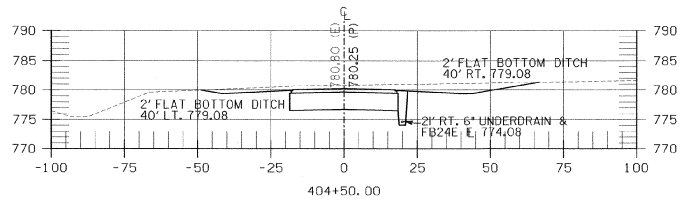
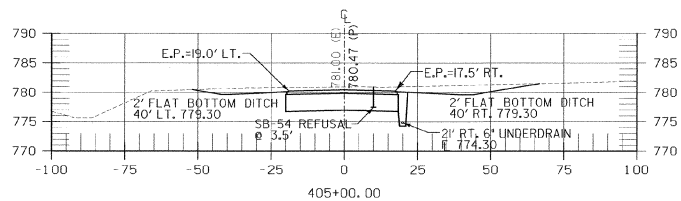
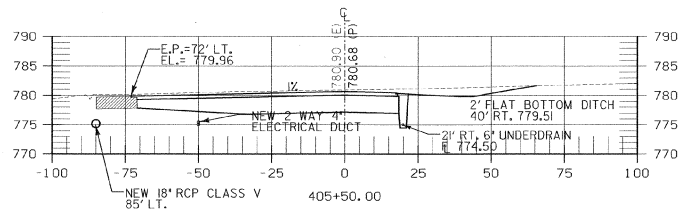
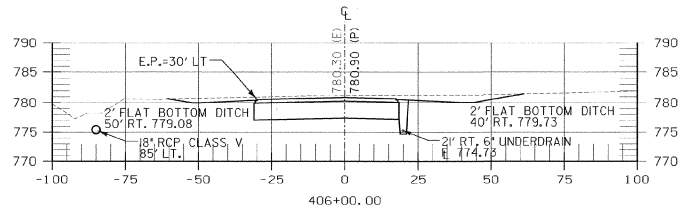
Sheet 30 OF 40

Sheet No.

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

**30**

P:\CADD\Sheets\027002\A\F200002016.dwg



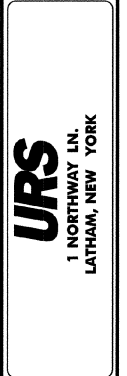
PROJECT "A"  
A.I.P. 3-50-0015-17



REV.	DATE	DESCRIPTION

Job No. F20000206.00  
File No. F20000206.03

**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT  
**CROSS SECTIONS**  
TAXIWAY "P"



Designed by G.A.B.  
Drawn by M.C.A.  
Checked by M.K.C.  
Approved by G.A.B.

Scale AS SHOWN  
Date: FEB, 2003  
Sheet 31 of 40  
Sheet No.



REV.	DATE	DESCRIPTION

RUTLAND STATE AIRPORT  
CLARENDON, VERMONT

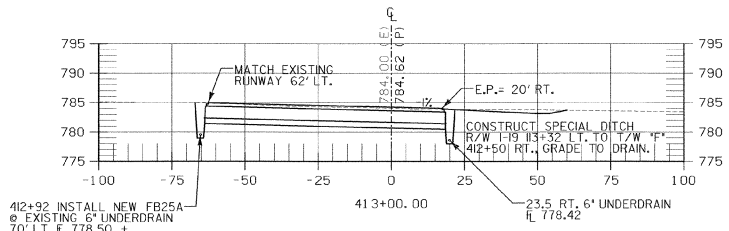
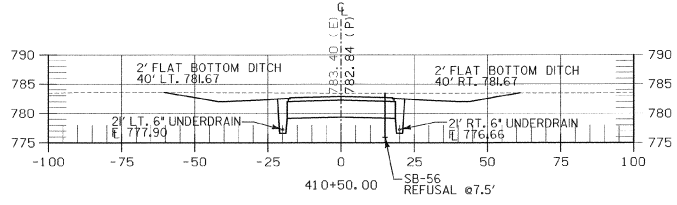
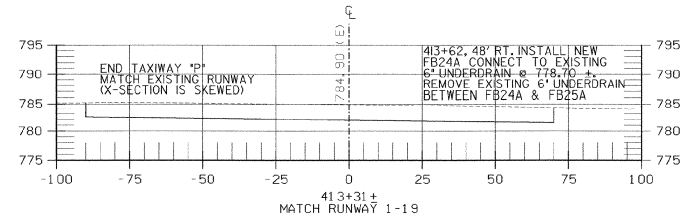
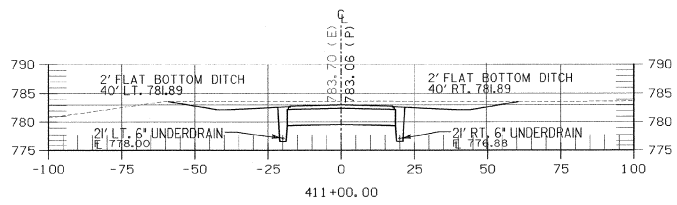
CROSS SECTIONS  
TAXIWAY "P"

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

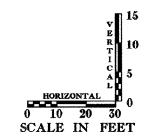
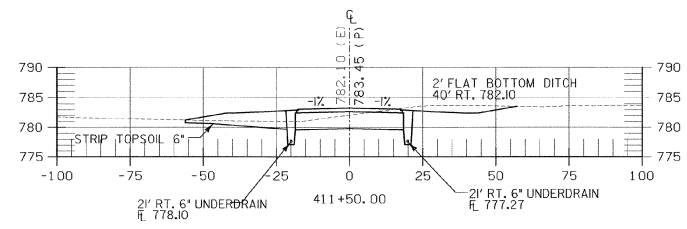
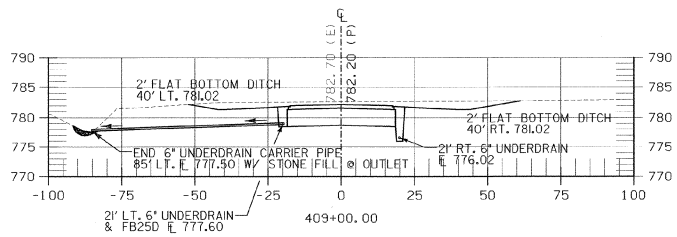
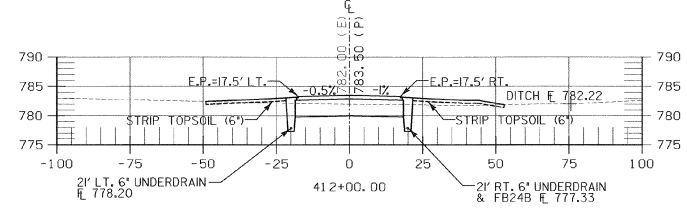
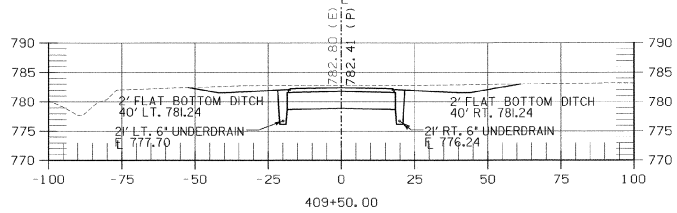
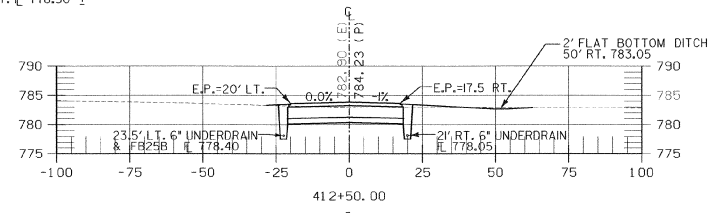
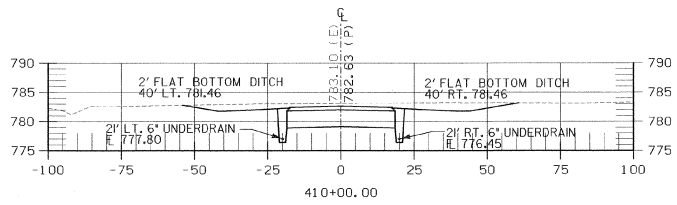
Designed by G.A.D.  
Drawn by M.C.M.  
Checked by M.K.C.  
Approved by G.A.D.

Scales AS SHOWN  
Date: FEB. 2003  
Sheet 32 OF 40

Sheet No. **32**



412+92 INSTALL NEW FB25A @ EXISTING 6' UNDERDRAIN 70' LT. E 778.50 ±



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

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REV.	DATE	DESCRIPTION

Job No. F200002046.00  
File No. F200002046.03

**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT

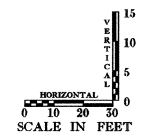
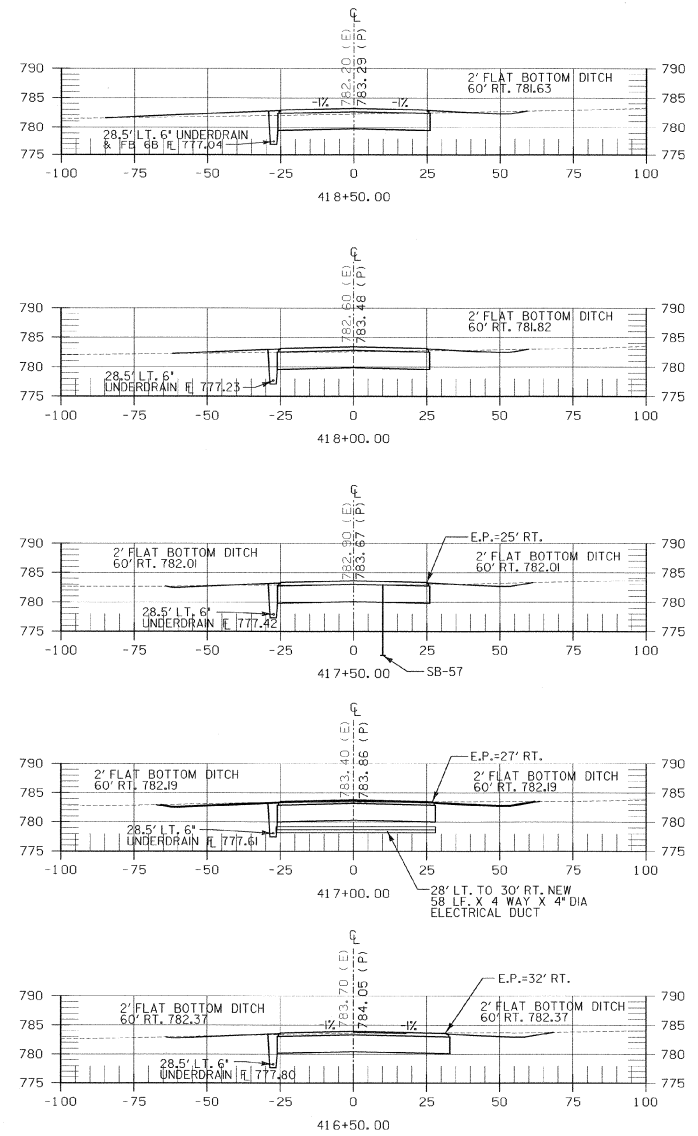
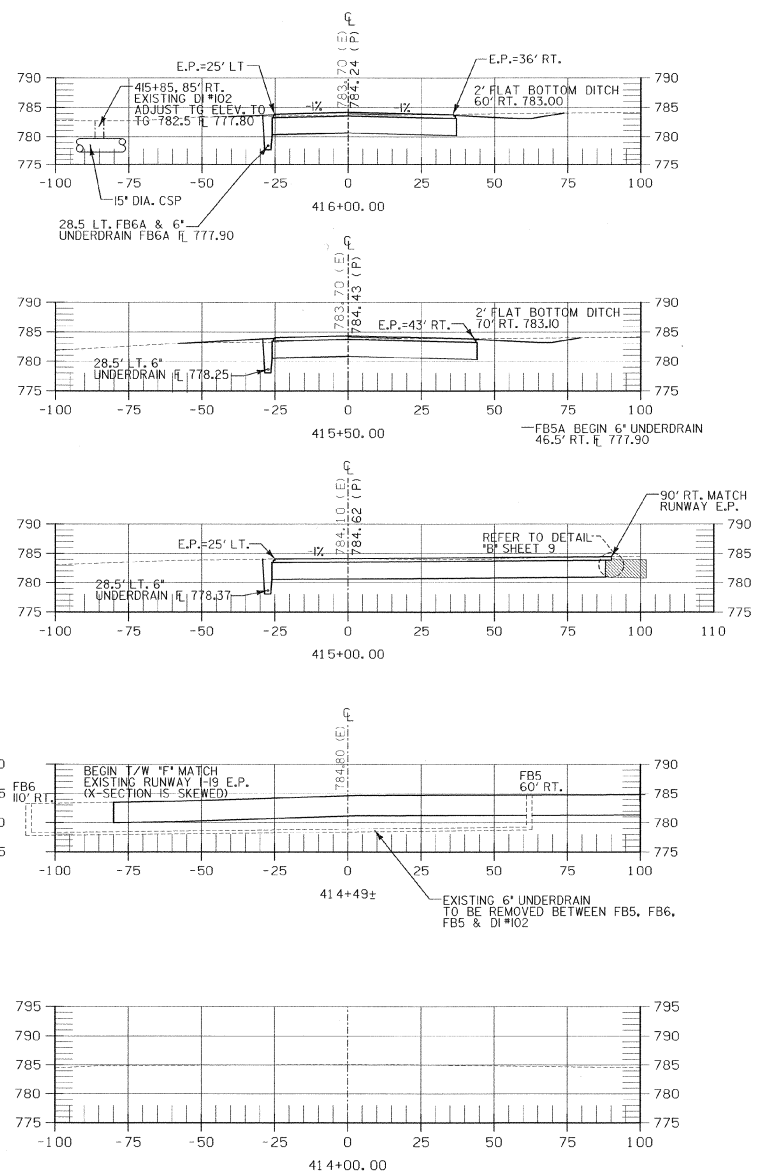
**CROSS SECTIONS**  
TAXIWAY "B"

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

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

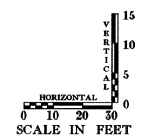
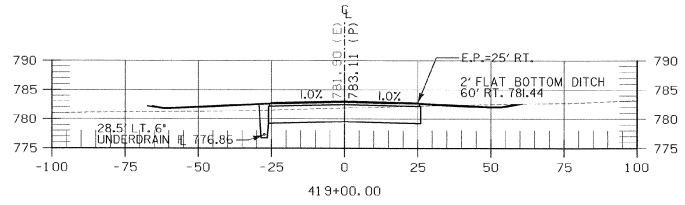
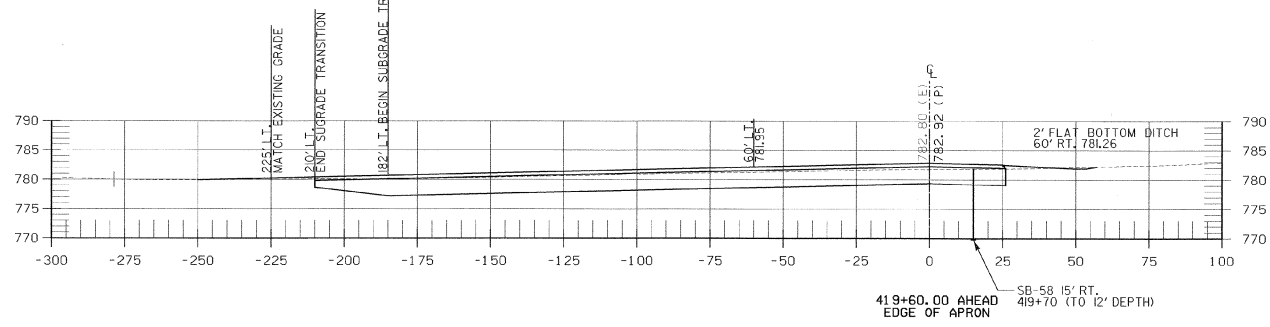
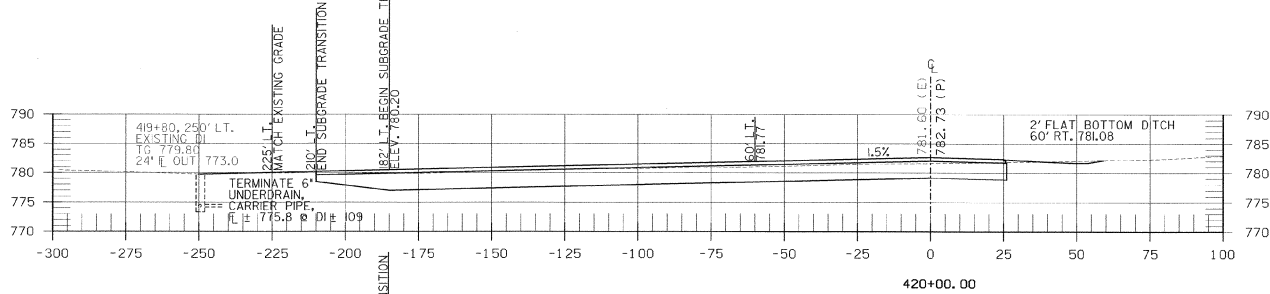
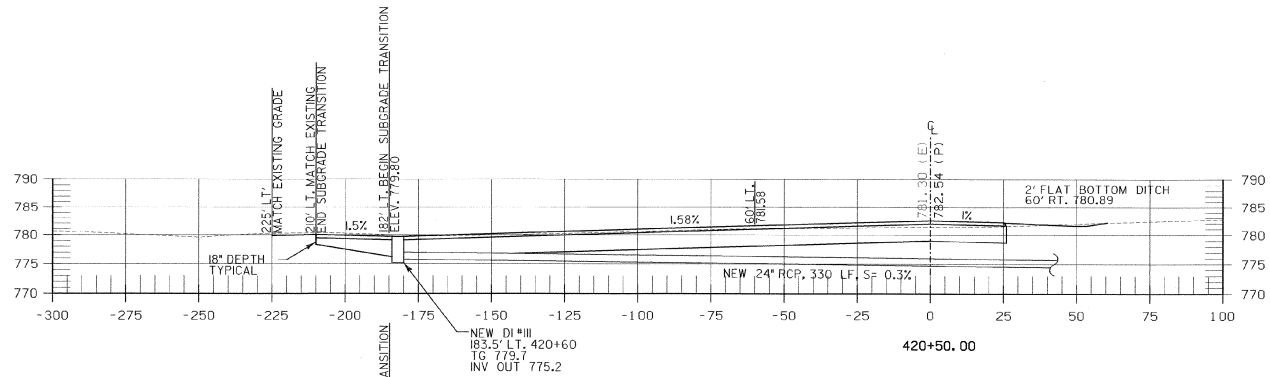
Scale: AS SHOWN  
Date: FEB, 2003  
Sheet 33 OF 40  
Sheet No.

**33**



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

F:\CADD\Sheet\1071800A\F200002046\03.dgn



REV.	DATE	DESCRIPTION

Job No. F200002016.00 File No. F200002016.04

**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT

**CROSS SECTIONS**  
TAXIWAY "P"

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

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

Scale: AS SHOWN

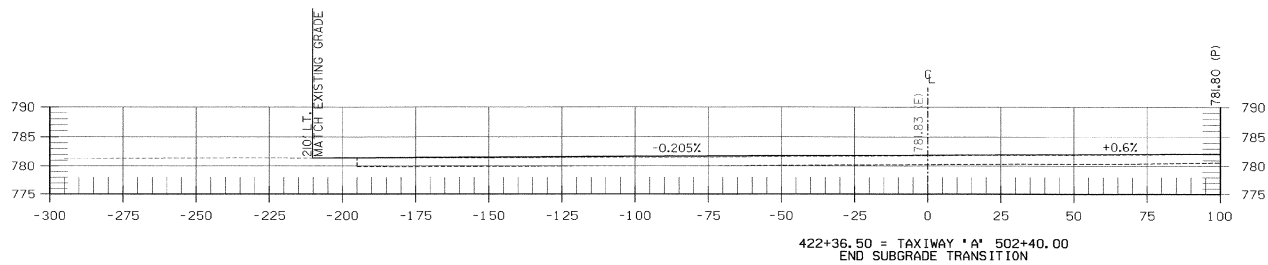
Date: FEB., 2003

Sheet 34 OF 40

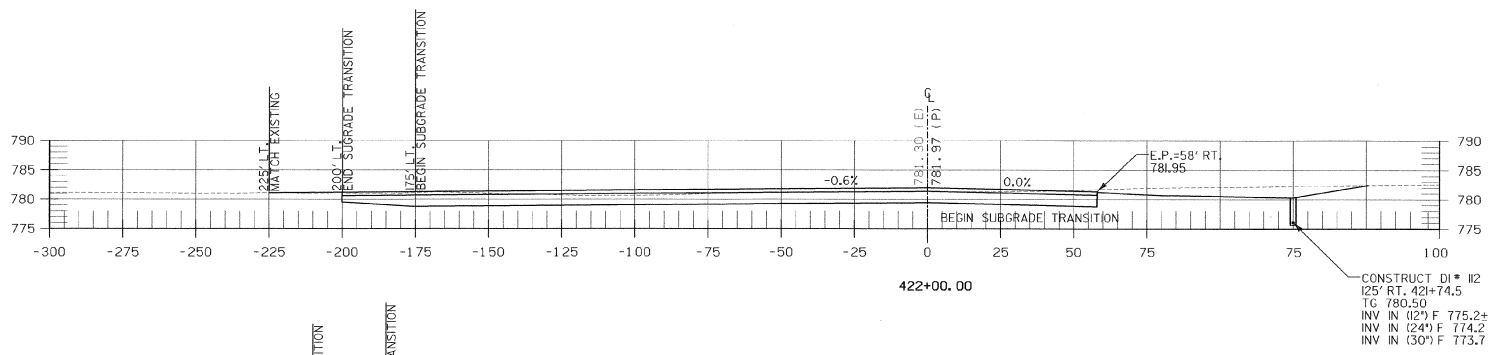
Sheet No.

**34**

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

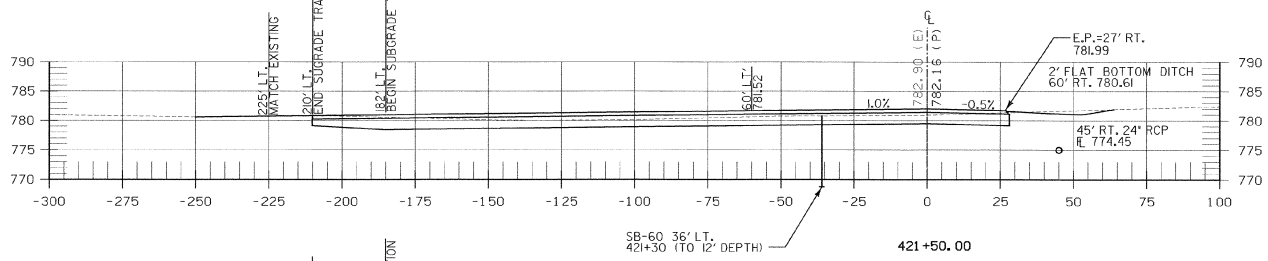


422+36.50 = TAXIWAY 'A' 502+40.00  
END SUBGRADE TRANSITION



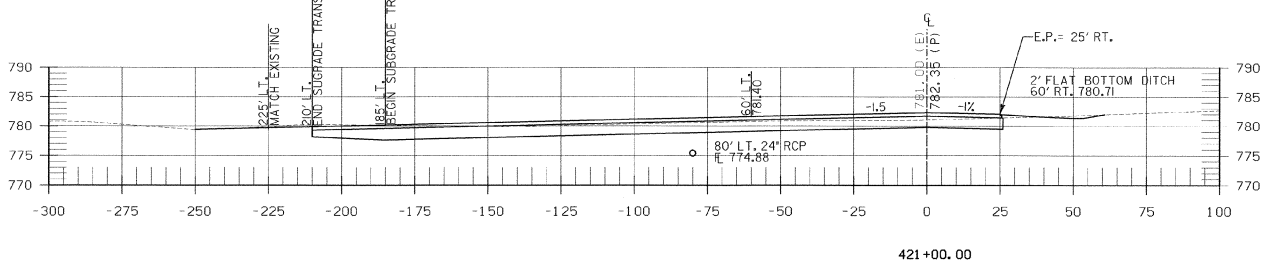
422+00.00

CONSTRUCT DI # 112  
125' RT. 421+74.5  
TG 780.50  
INV IN (12') F 775.2+  
INV IN (24') F 774.2  
INV IN (30') F 773.7

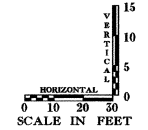


421+50.00

58-60 36' LT.  
421+30 (TO 12' DEPTH)



421+00.00



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



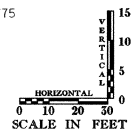
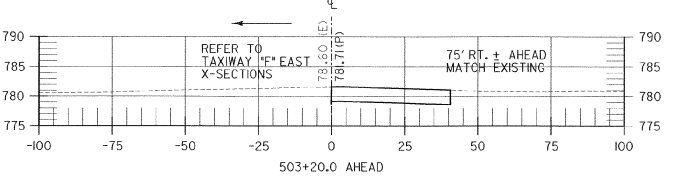
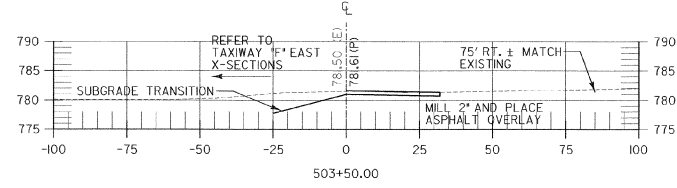
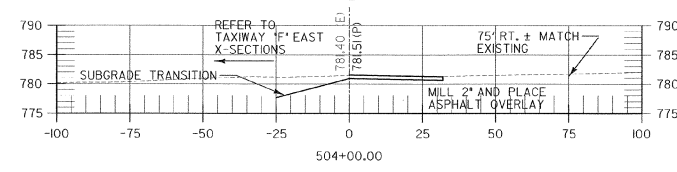
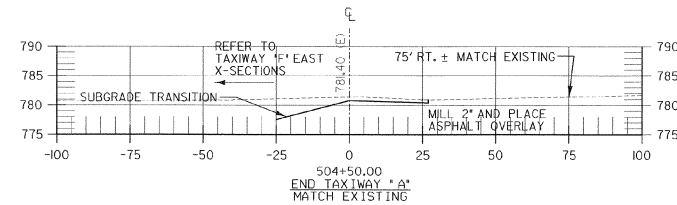
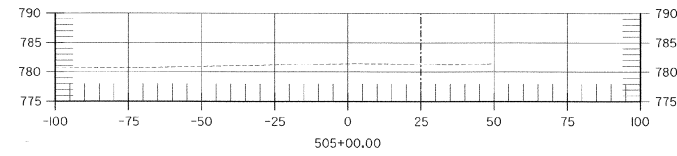
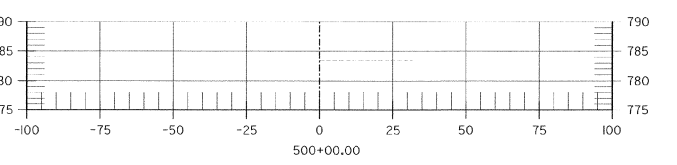
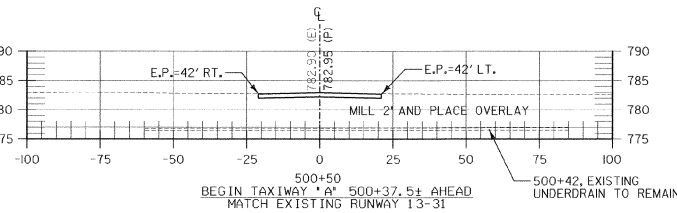
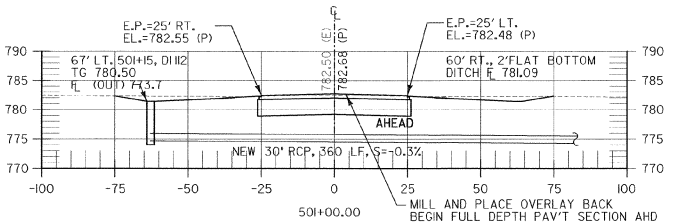
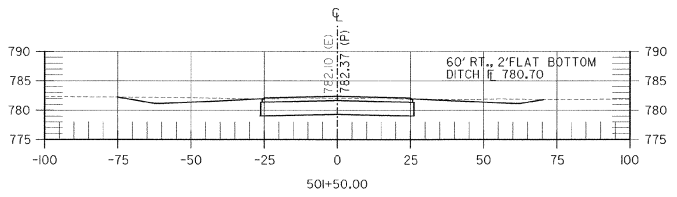
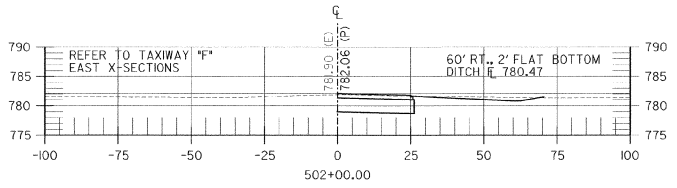
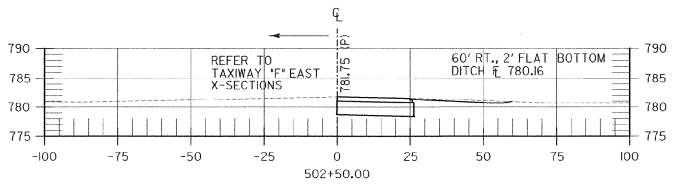
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RUTLAND STATE AIRPORT  
CLARENDON, VERMONT  
CROSS SECTIONS  
TAXIWAY "P"

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

Designed by G.A.B.	Scale AS SHOWN
Drawn by M.A.M.	Date: FEB., 2003
Checked by M.A.C.	Sheet 35 OF 40
Approved by G.A.B.	Sheet No
	<b>35</b>

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REV.	DATE	DESCRIPTION

Job No. F200002016.00  
File No. F2024604935

**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT

**CROSS SECTIONS**  
**TAXIWAY 'A'**

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

Designed by G.A.B.  
Drawn by M.C.M.  
Checked by M.K.C.  
Approved by G.A.B.

Scale: AS SHOWN  
Date: FEB, 2003  
Sheet 36 OF 40

Sheet No  
**36**

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

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REV.	DATE	DESCRIPTION

**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT

**TAXIWAY IMPROVEMENTS**  
**WASTE AREA CROSS SECTIONS**

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

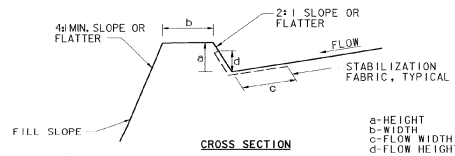
Designed by G.L.D.  
Drawn by M.C.M.  
Checked by M.A.C.  
Approved by G.L.D.

Scale: AS SHOWN

Date: FEB. 2003

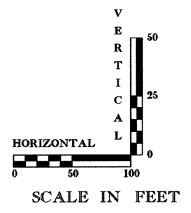
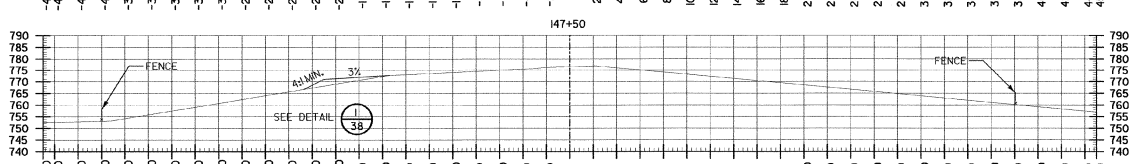
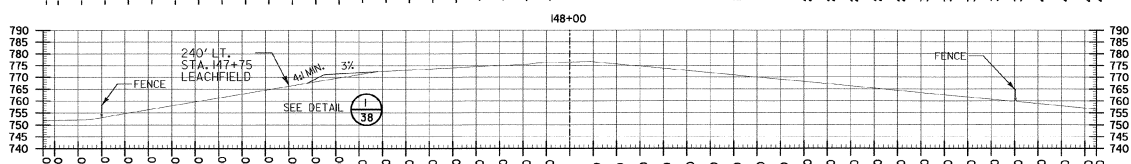
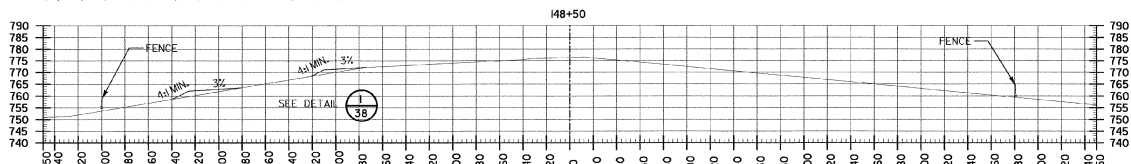
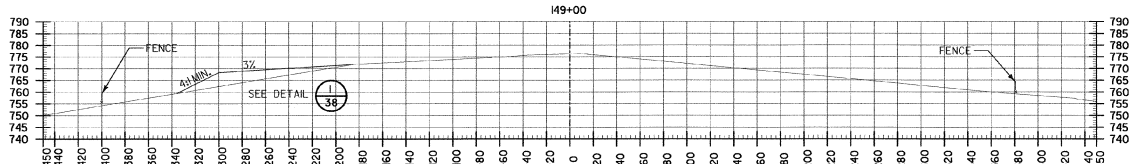
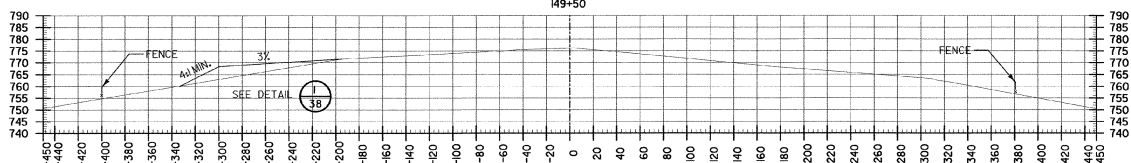
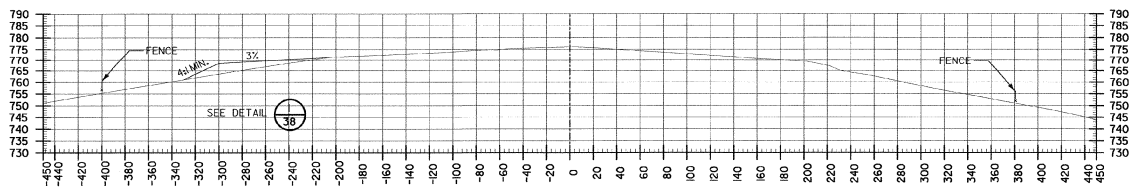
Sheet 38 OF 40

Sheet No  
**38**



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

**1**  
**38** EARTH BERM  
SCALE: NONE



F:\CV\1\Sheet\10212003\12320460038.dgn  
 1/25/03 10:58:34 AM



REV.	DATE	DESCRIPTION	File No. F20000206.00

**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT  
**TAXIWAY IMPROVEMENTS**  
**WASTE AREA CROSS SECTIONS**

**URS**  
1 NORTHWAY LN.  
LATHAM, NEW YORK

Designed by G.M.B.  
Drawn by M.C.M.  
Checked by M.A.C.  
Approved by G.M.B.

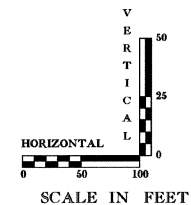
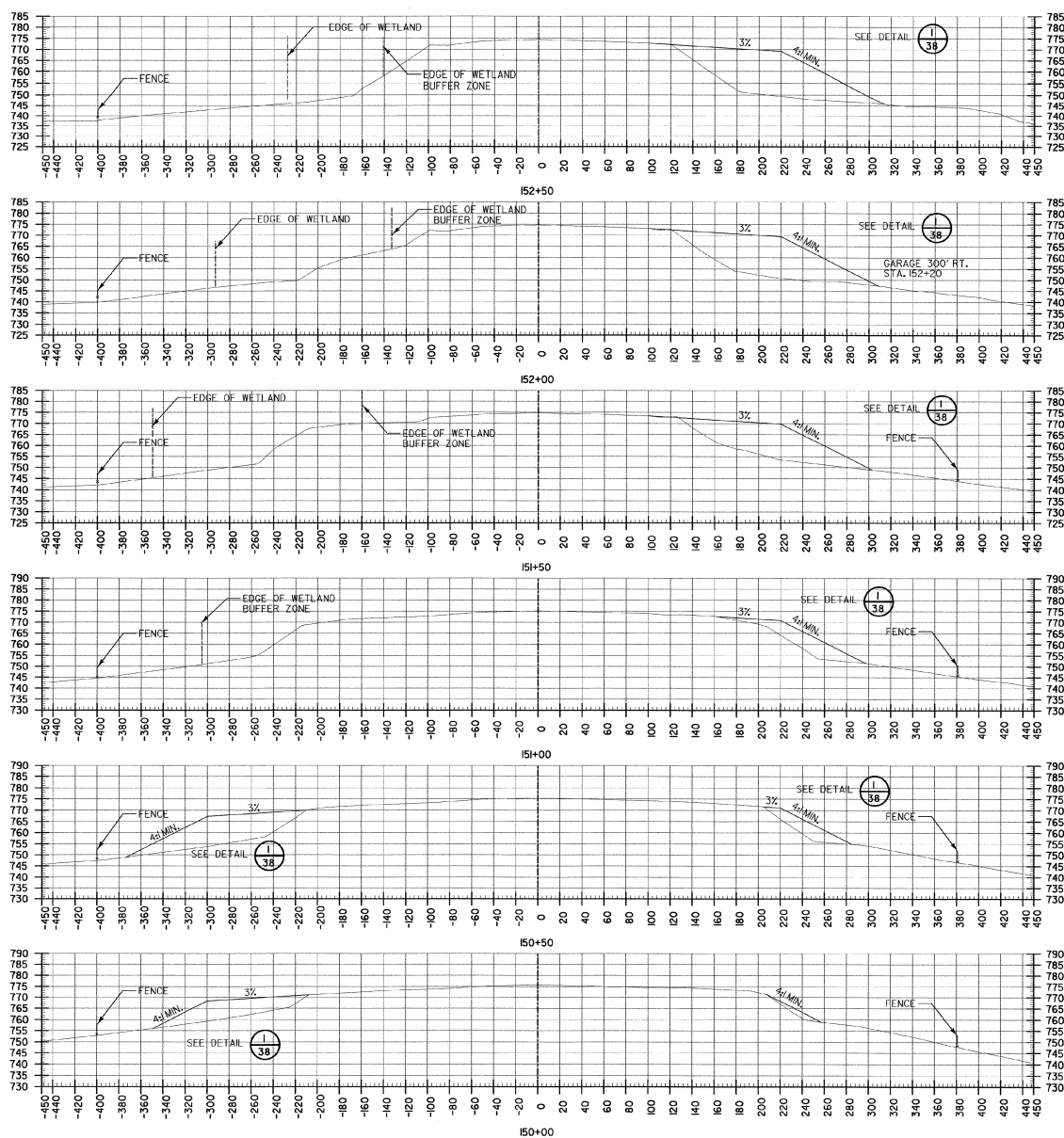
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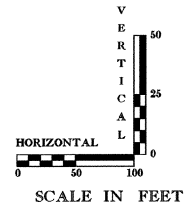
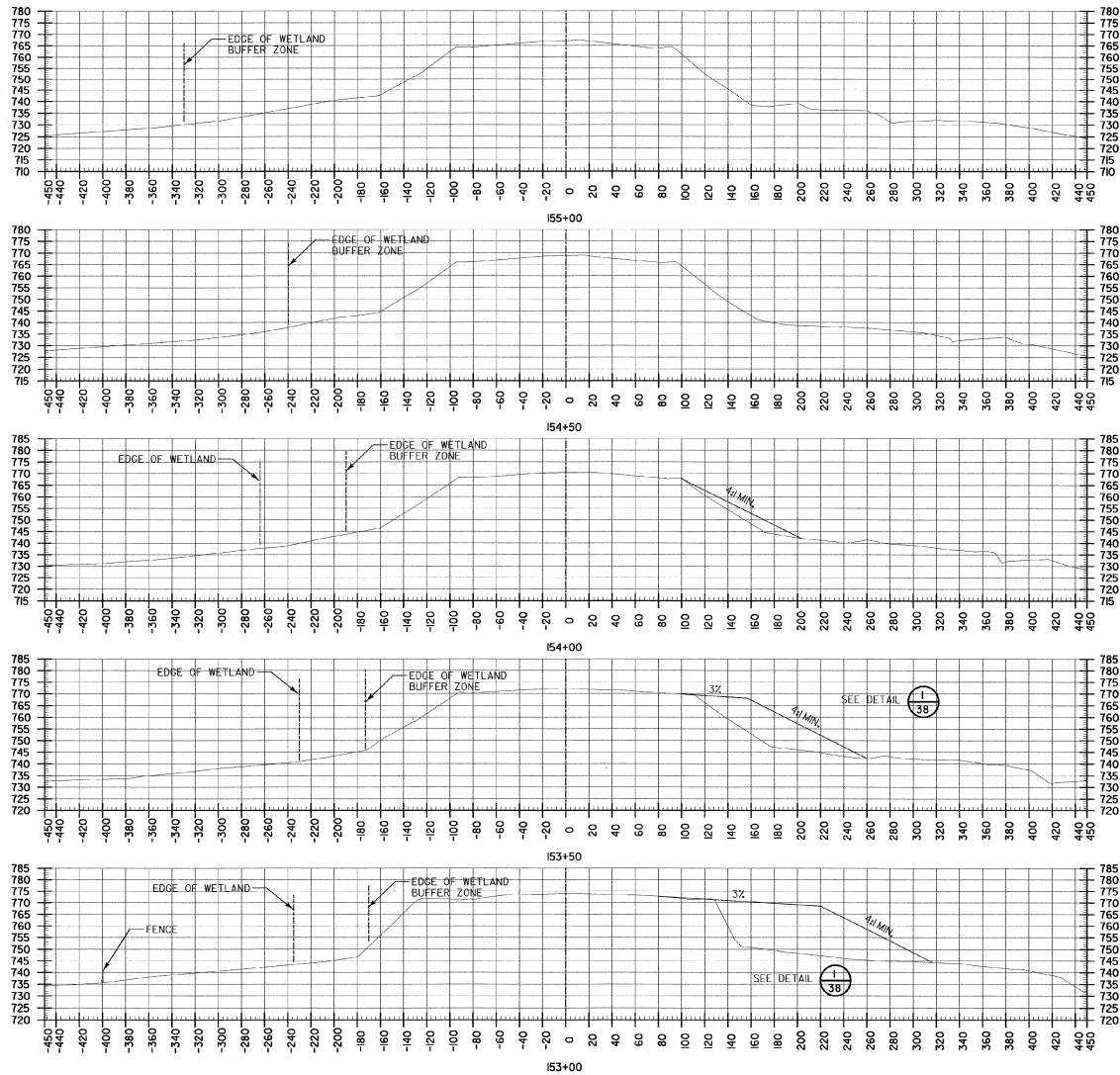
Date: FEB. 2003

Sheet 39 OF 40

Sheet No.

**39**





REV.	DATE	DESCRIPTION

Job No. F200002016.00  
 File No. R2004000E-0

**RUTLAND STATE AIRPORT**  
 CLARENDON, VERMONT  
**TAXIWAY IMPROVEMENTS**  
**WASTE AREA CROSS SECTIONS**

**URS**  
 1 NORTHWAY LN.  
 LATHAM, NEW YORK

Designed by: c.m.d.  
 Drawn by: M.C.M.  
 Checked by: M.A.C.  
 Approved by: c.m.d.

Scale: AS SHOWN

Date: FEB. 2003

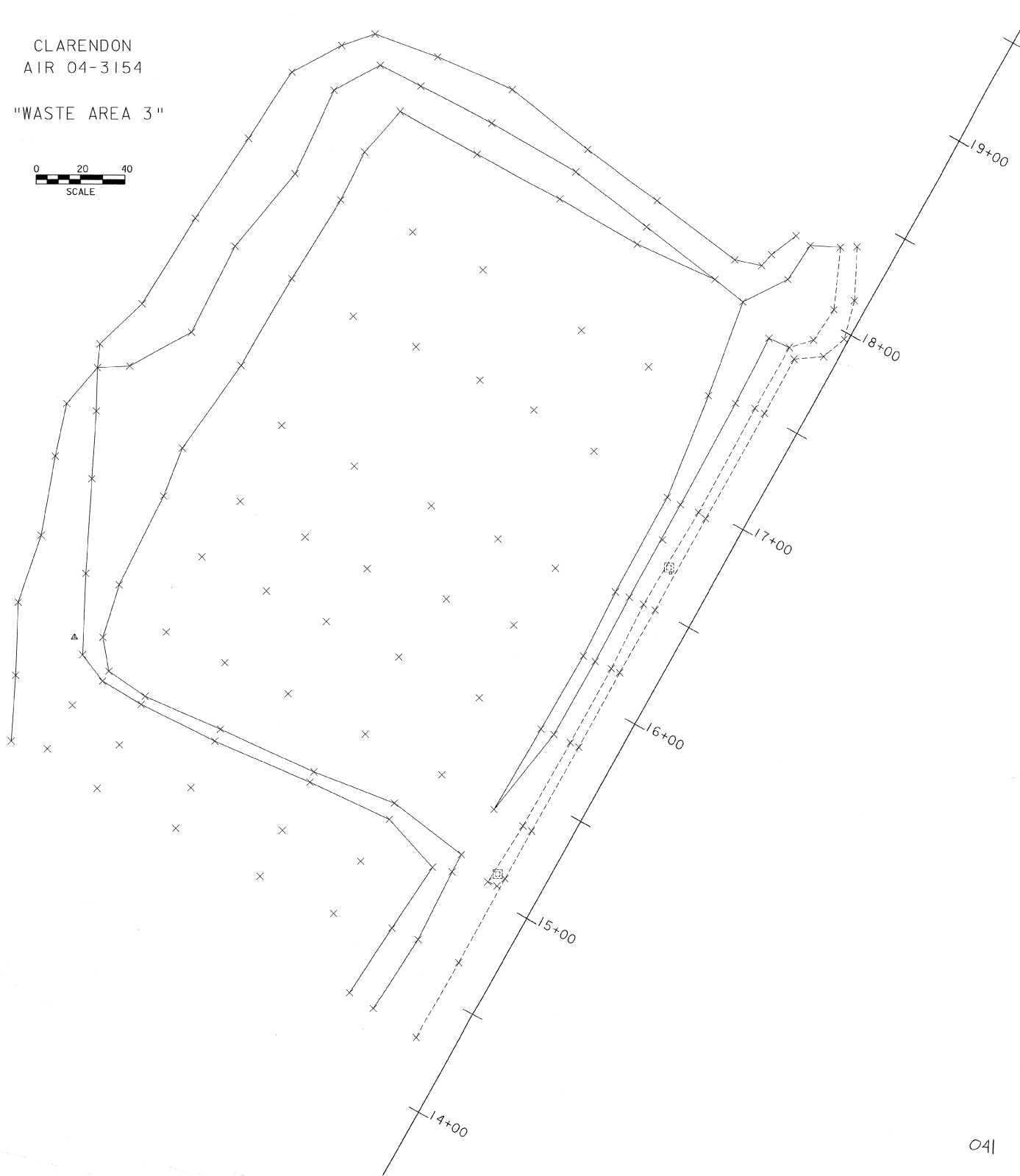
Sheet 40 OF 40

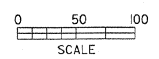
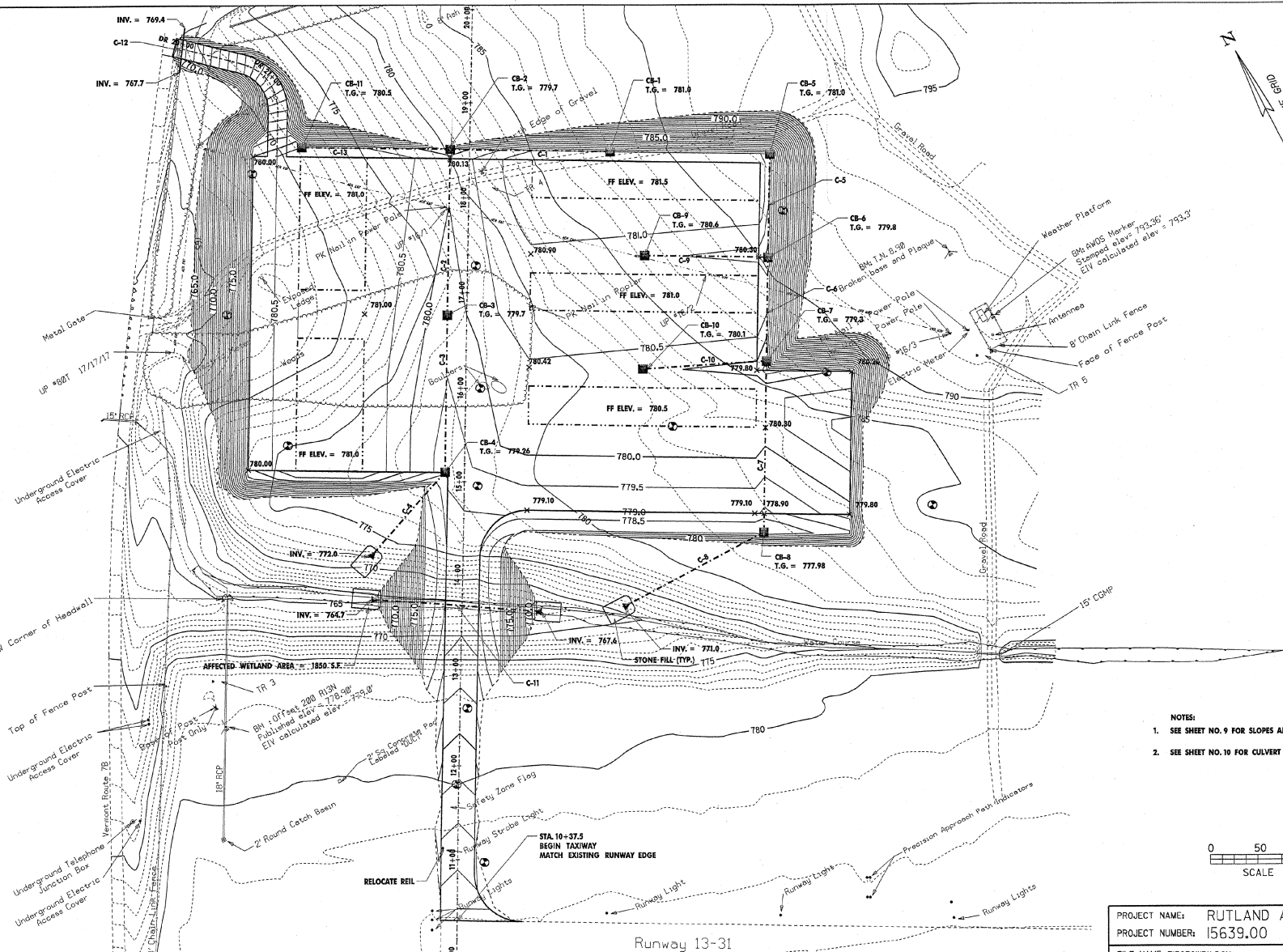
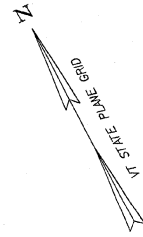
Sheet No.

**40**

CLARENDON  
AIR 04-3154

"WASTE AREA 3"



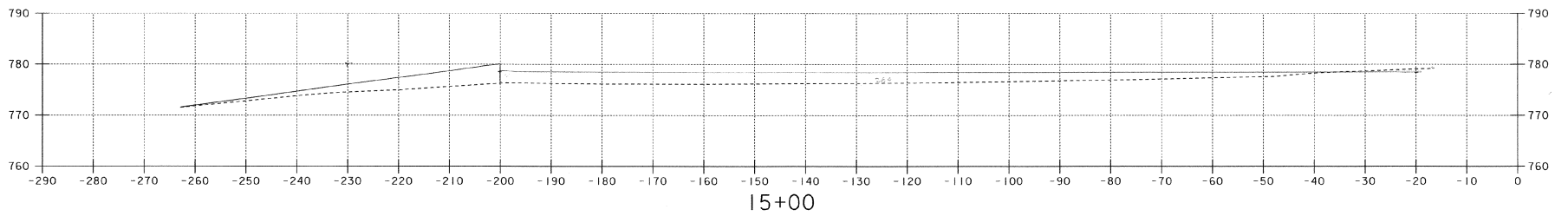
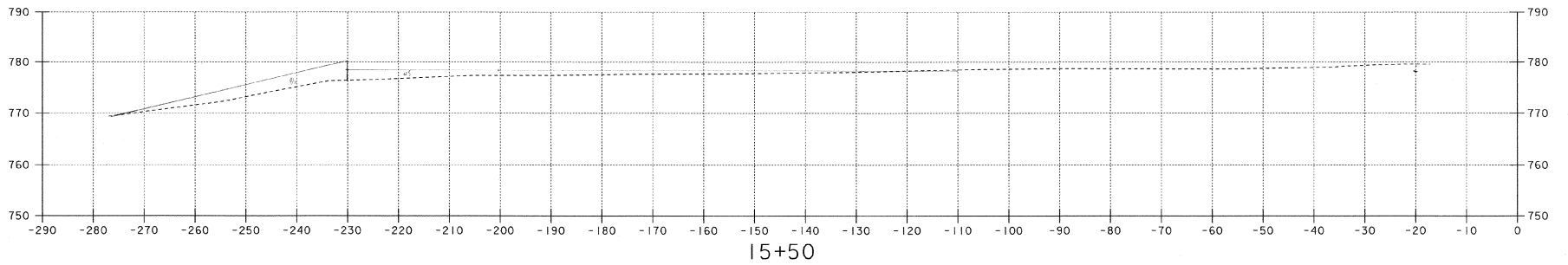


PROJECT NAME:	RUTLAND AIRPORT APRON	
PROJECT NUMBER:	15639.00	
FILE NAME:	75639WRK.DGN	PLOT DATE:
PROJECT LEADER:	E. NASSAR	DRAWN BY:
DESIGNED BY:	R. PERKINS	CHECKED BY:
SITE PLAN		SHEET 7
		OF 12

042

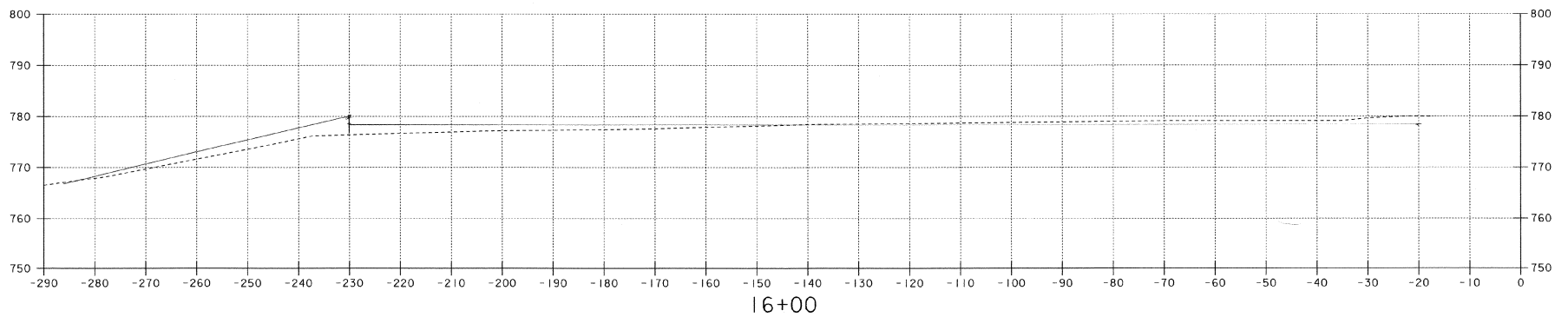
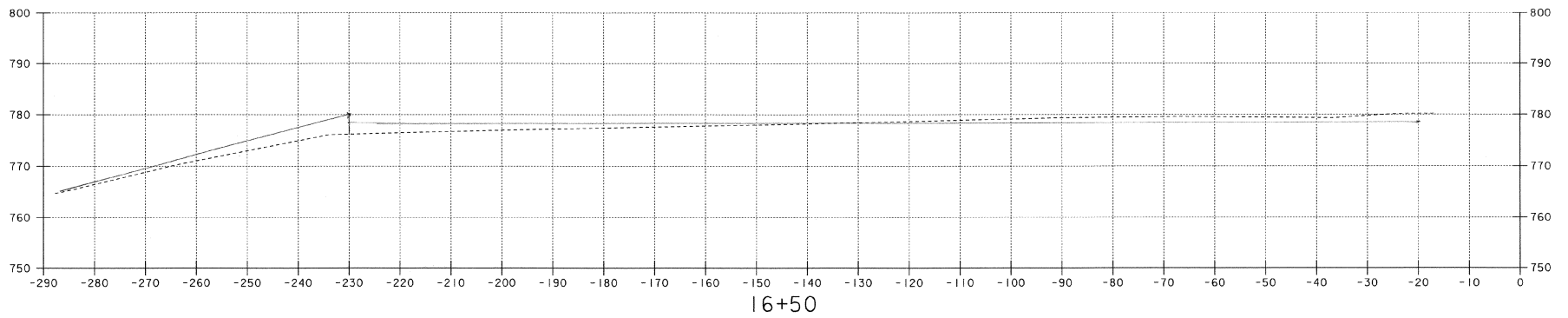
# WASTE AREA #3

PAGE 1 OF 4



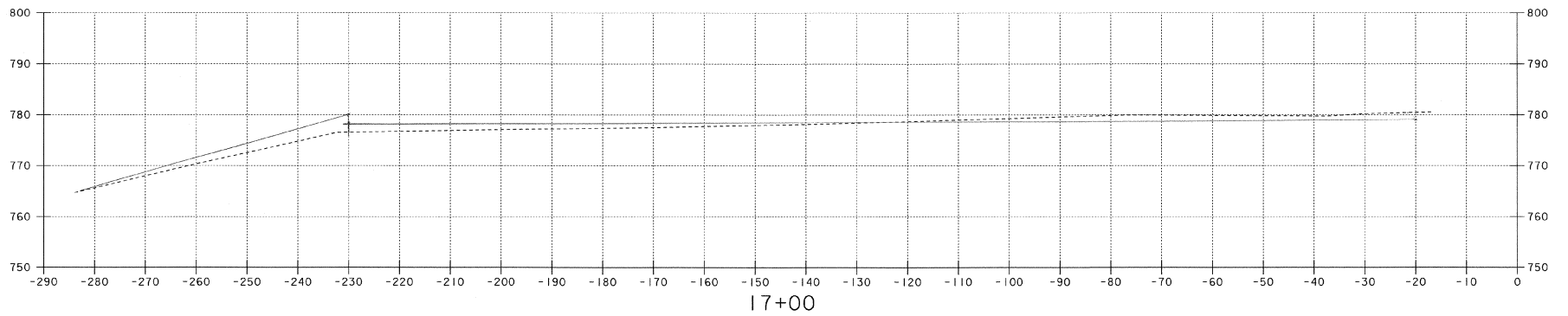
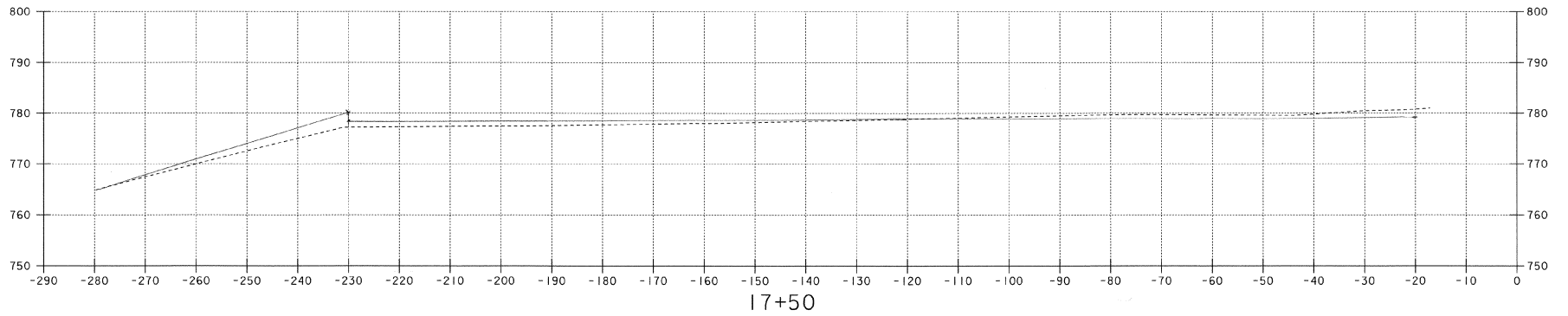
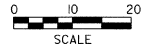
# WASTE AREA #3

PAGE 2 OF 4



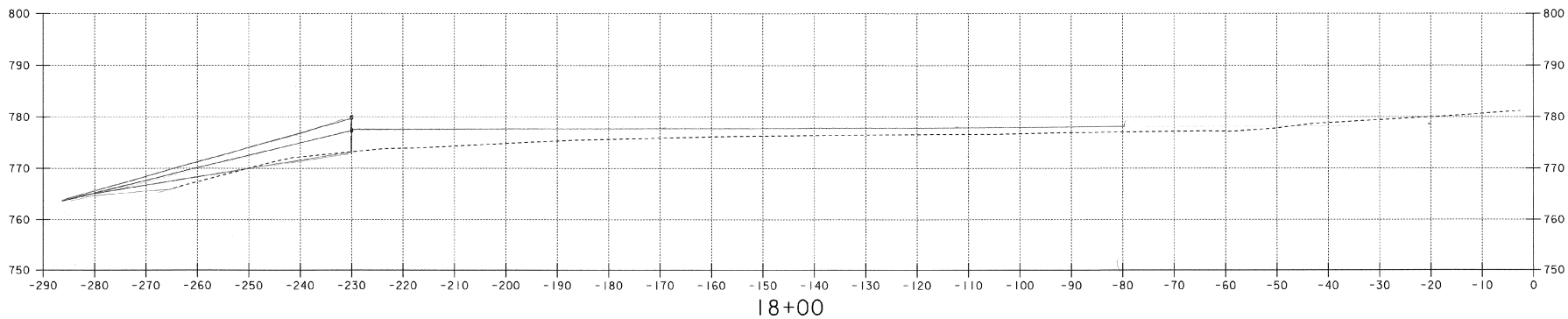
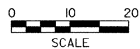
# WASTE AREA #3

PAGE 3 OF 4



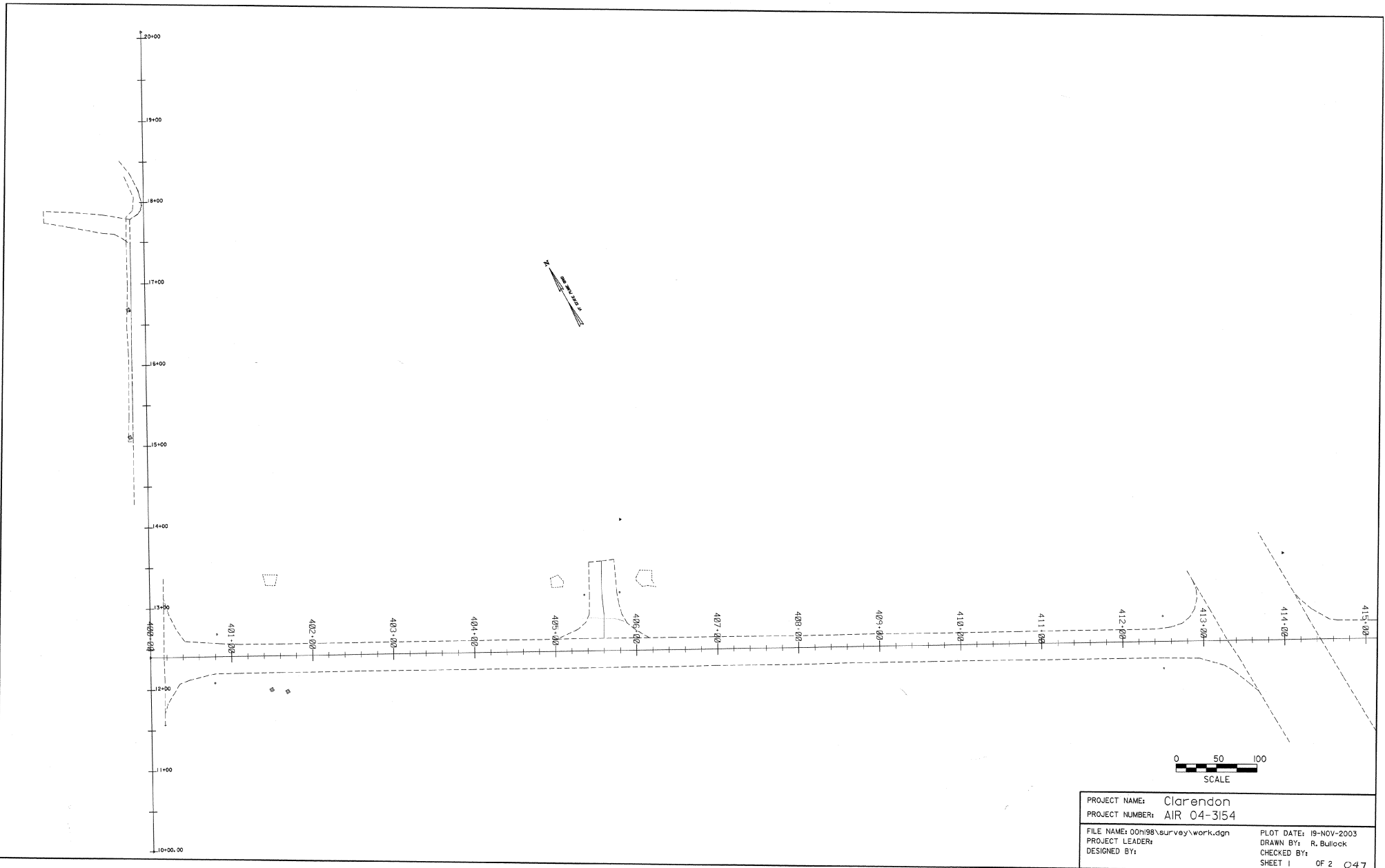
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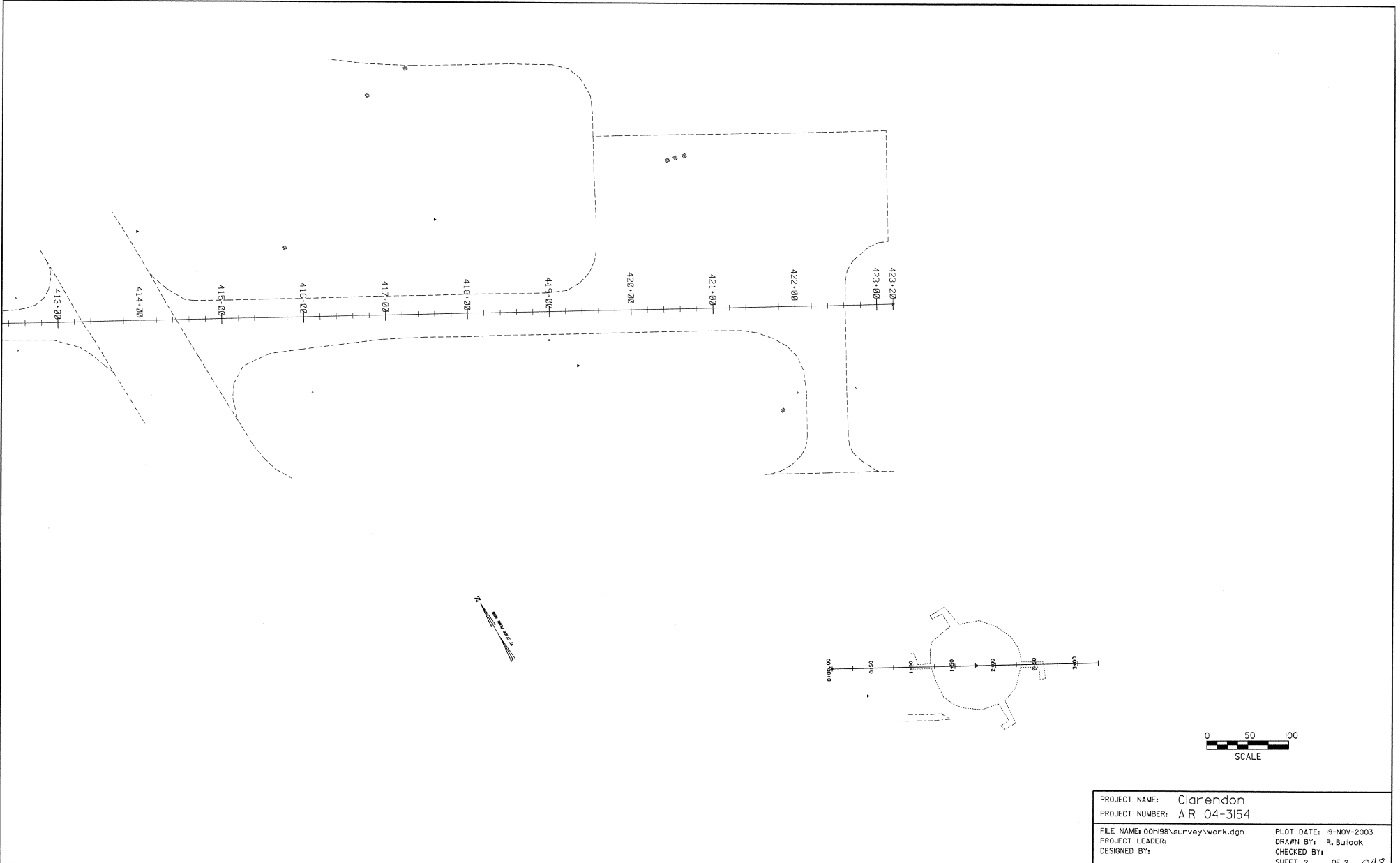
PAGE 4 OF 4



1/2 mile upstream

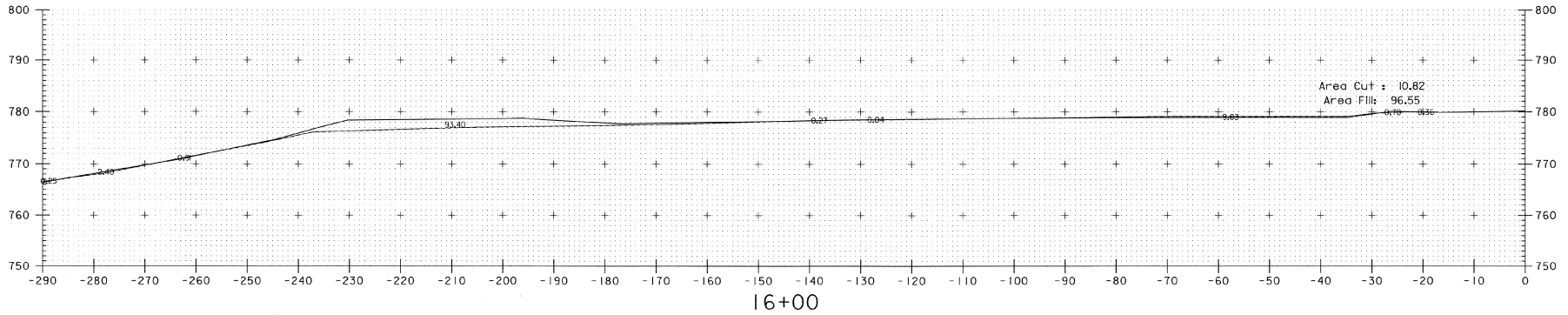
E. ASHA STREAM



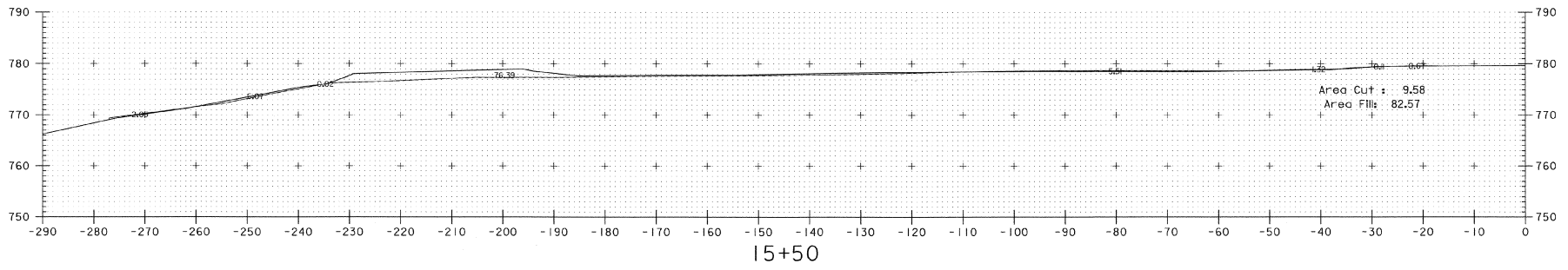


PROJECT NAME:	Clarendon	PLOT DATE:	19-NOV-2003
PROJECT NUMBER:	AIR 04-3154	DRAWN BY:	R. Bullock
FILE NAME:	00h99\survey\work.dgn	CHECKED BY:	
PROJECT LEADER:		SHEET 2	OF 2 048
DESIGNED BY:			

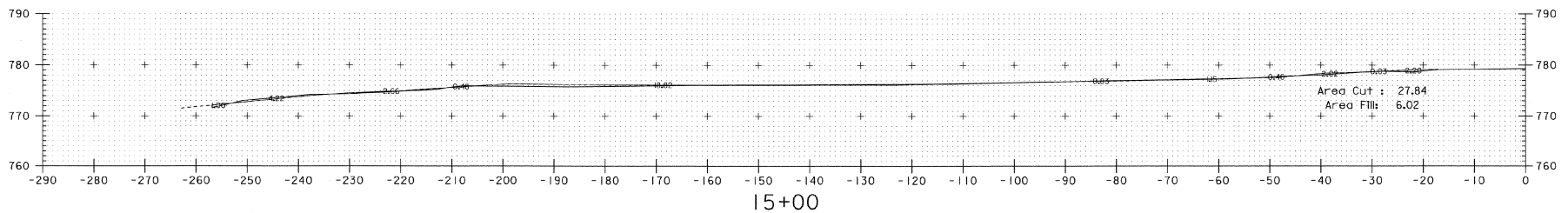
Waste Area 3



16+00  
Volume Cut : 18.89  
Volume Fill: 165.85

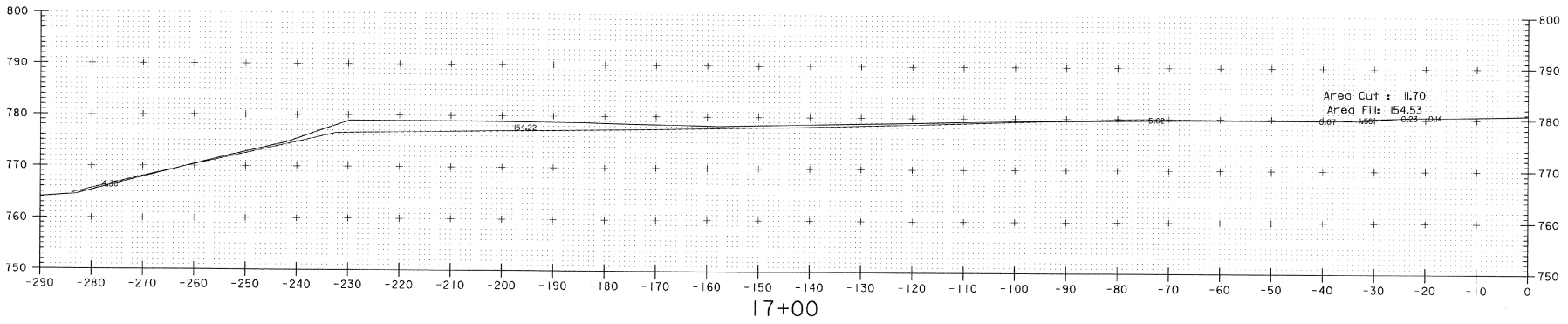


15+50  
Volume Cut : 34.65  
Volume Fill: 82.03

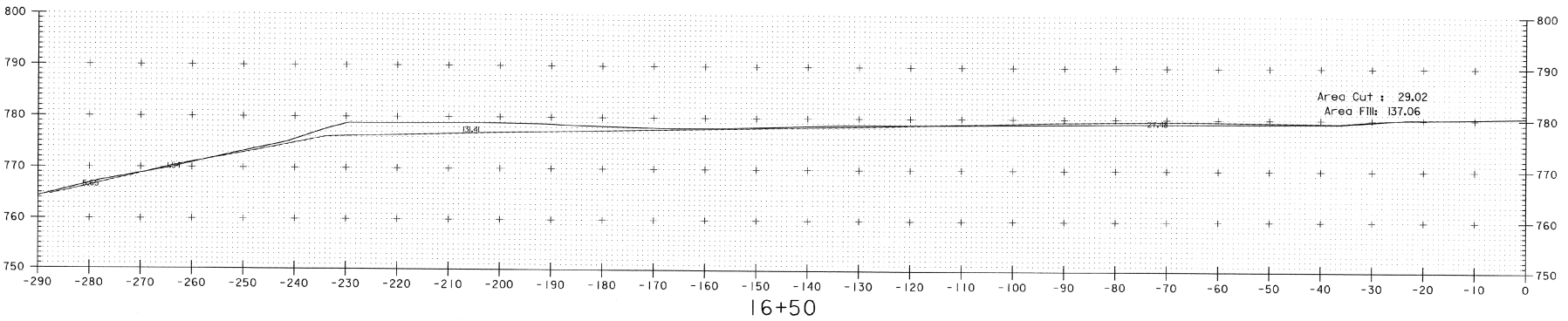


15+00  
Volume Cut : 0.00  
Volume Fill: 0.00

PROJECT NAME:	Clarendon	PLOT DATE:	19-NOV-2003
PROJECT NUMBER:	AIR 04-3154	DRAWN BY:	R. Bullock
FILE NAME:	00H98/survey/work.dgn	CHECKED BY:	
PROJECT LEADER:		SHEET 1	OF 3 049
DESIGNED BY:			
Waste Area			

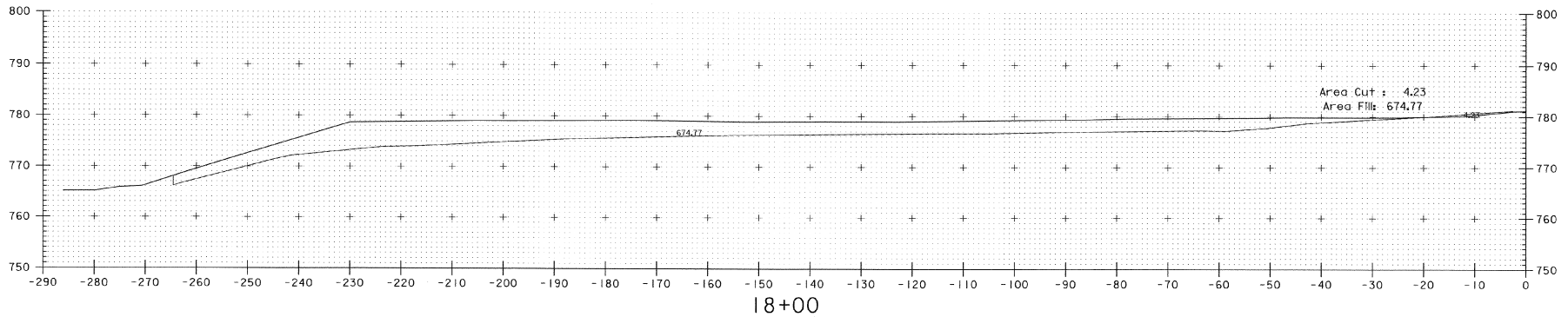


17+00  
Volume Cut : 37.70  
Volume Fill: 269.99

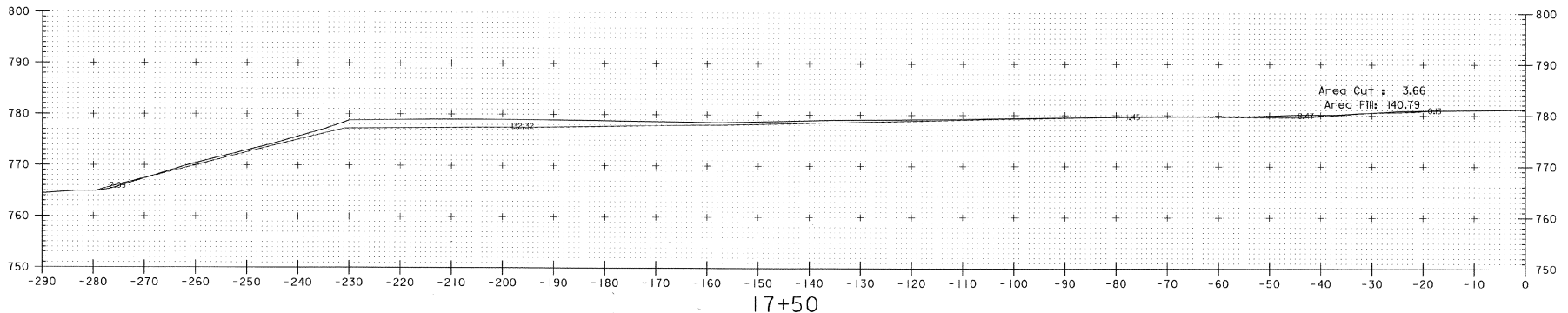


16+50  
Volume Cut : 36.88  
Volume Fill: 216.30

PROJECT NAME:	Clarendon	PLOT DATE:	19-NOV-2003
PROJECT NUMBER:	AIR 04-3154	DRAWN BY:	R. Bullock
FILE NAME:	00H198/survey/work.dgn	CHECKED BY:	
PROJECT LEADER:			
DESIGNED BY:			
Waste Area		SHEET 2	OF 3 050



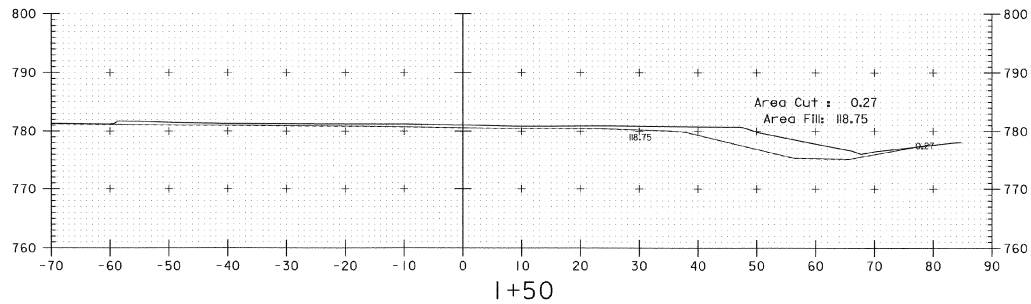
Volume Cut : 7.31  
Volume Fill: 755.45



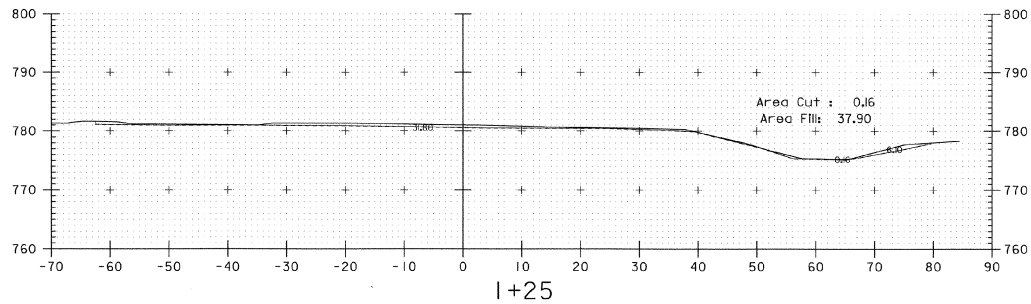
Volume Cut : 14.22  
Volume Fill: 273.45

PROJECT NAME:	Clarendon	PLOT DATE:	19-NOV-2003
PROJECT NUMBER:	AIR 04-3154	DRAWN BY:	R. Bullock
FILE NAME:	00H98/survey/work.dgn	CHECKED BY:	
PROJECT LEADER:		DESIGNED BY:	
DESIGNED BY:		Waste Area	
		SHEET 3	OF 3 051

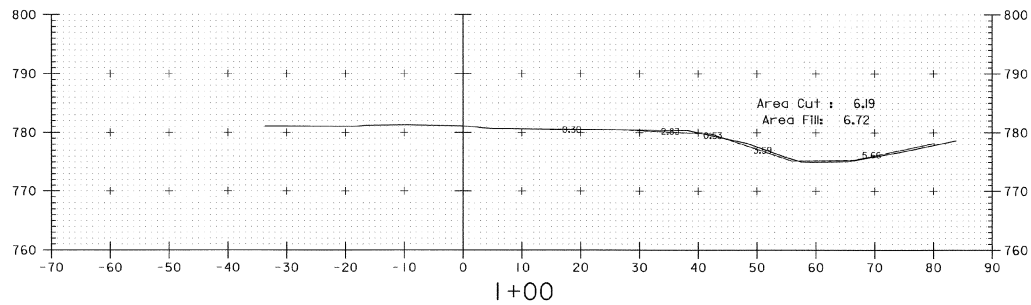
Segmented Circle



Volume Cut : 0.20  
Volume Fill: 72.52



Volume Cut : 2.94  
Volume Fill: 20.66



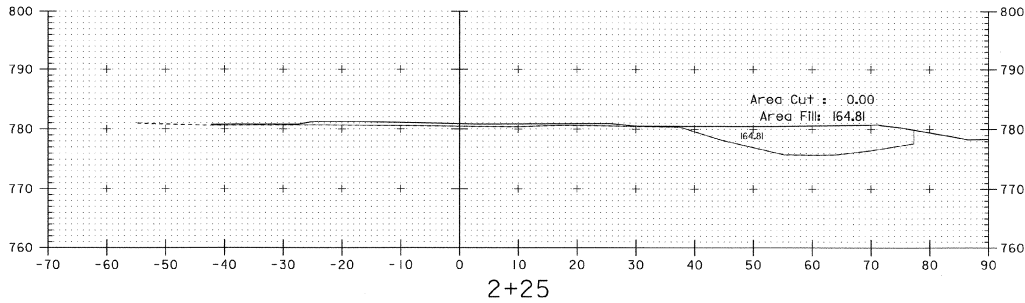
Volume Cut : 0.00  
Volume Fill: 0.00

PROJECT NAME: Clarendon	PLOT DATE: 19-NOV-2003
PROJECT NUMBER: AIR 04-3154	DRAWN BY: R. Bullock
FILE NAME: 00H98/survey/work.dgn	CHECKED BY:
DESIGNED BY:	SHEET 1 OF 2 052
Circle Segment	

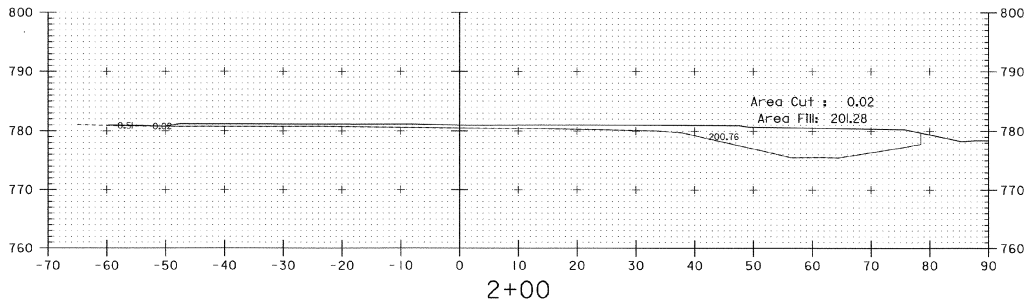
Segmented Circle

MAPS FROM E ROAD STATION

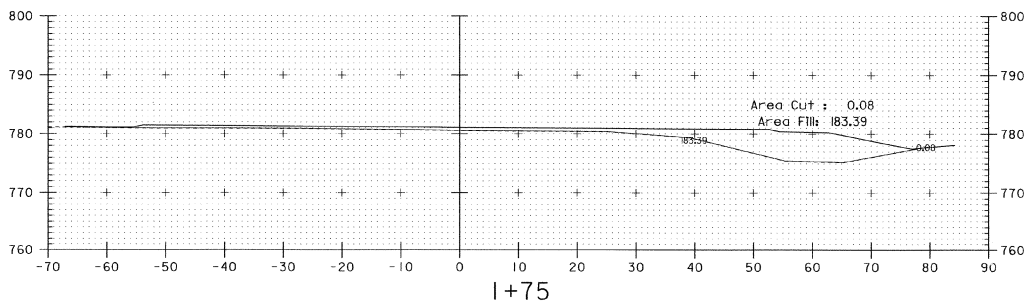
CLERENDON AIR 119



Volume Cut : 0.01  
Volume Fill: 169.48

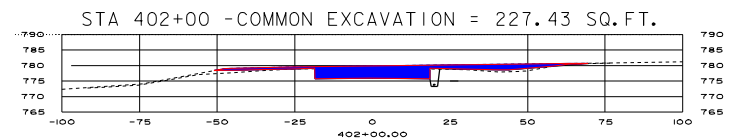
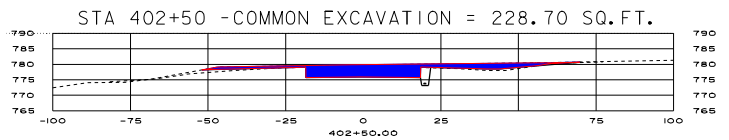
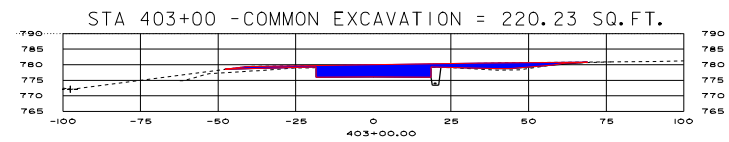
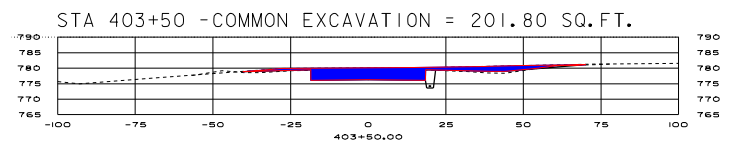
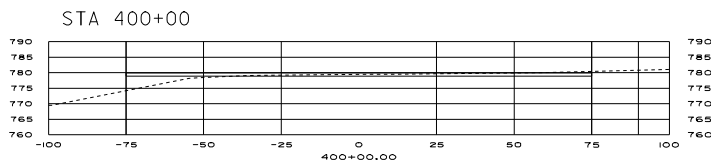
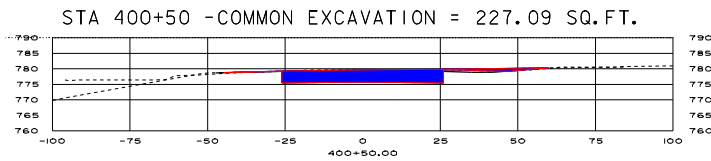
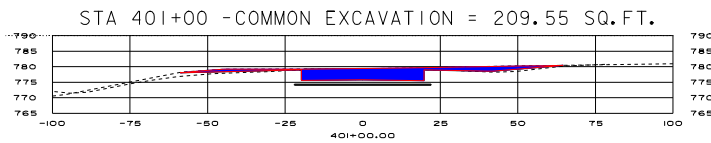
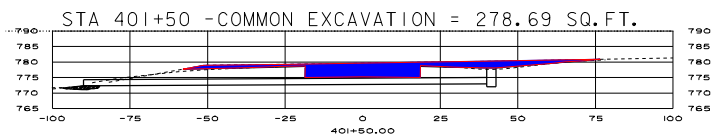


Volume Cut : 0.05  
Volume Fill: 178.09

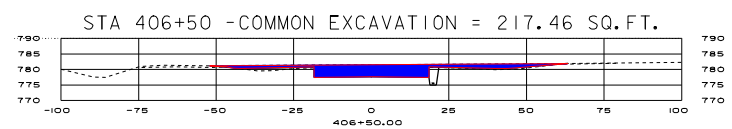
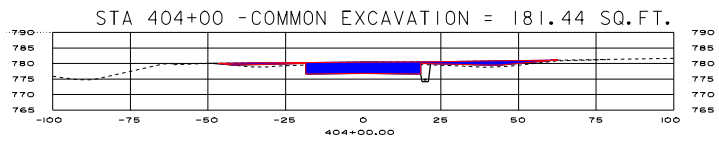
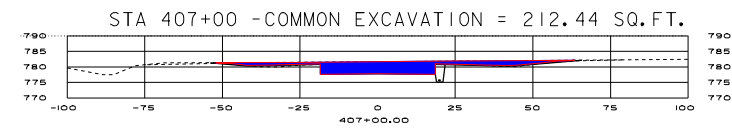
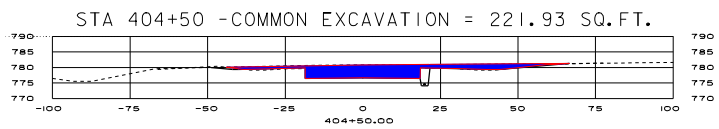
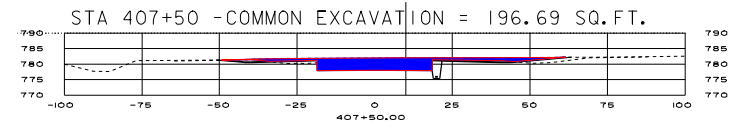
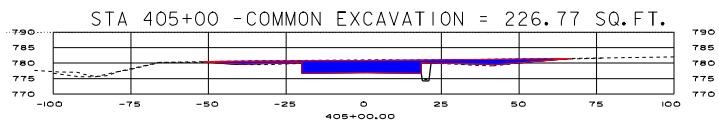
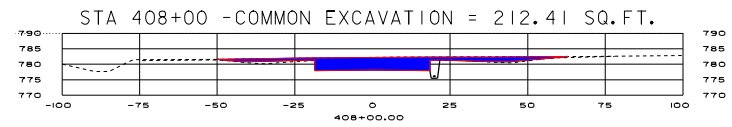
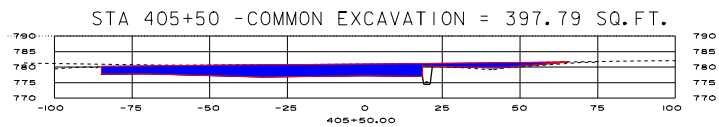
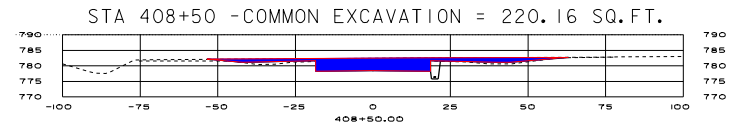
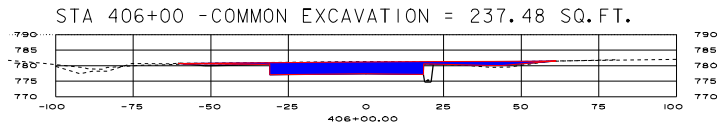


Volume Cut : 0.16  
Volume Fill: 139.88

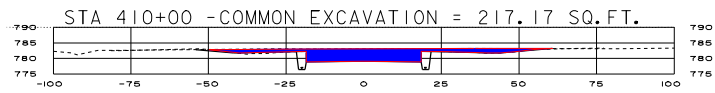
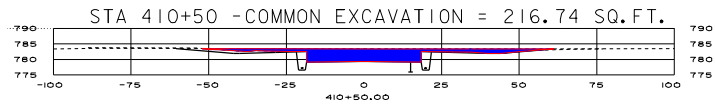
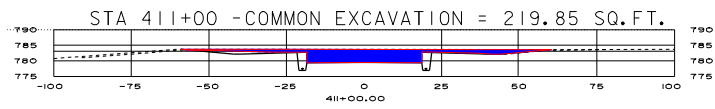
PROJECT NAME: Clarendon	PLOT DATE: 19-NOV-2003
PROJECT NUMBER: AIR 04-3154	DRAWN BY: R. Bullock
FILE NAME: 00h98/survey/work.dgn	CHECKED BY:
PROJECT LEADER:	SHEET 2 OF 2 053
DESIGNED BY:	
Circle Segment	



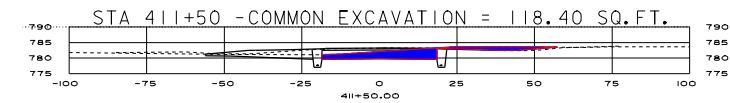
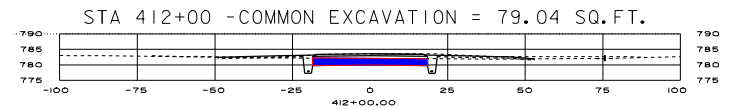
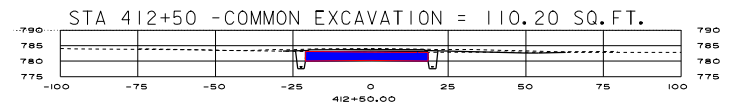
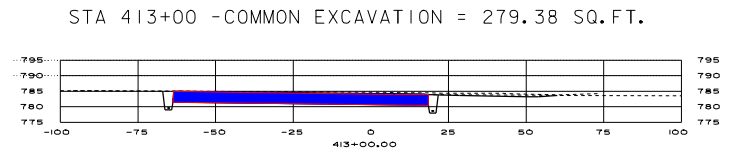
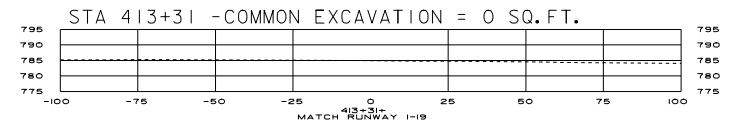
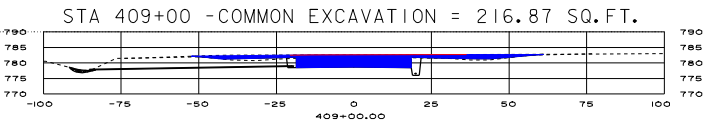
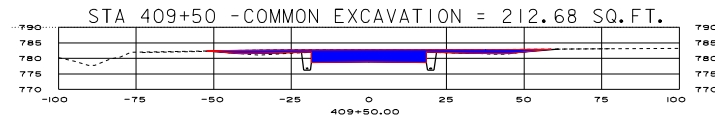
PROJECT:	CLARENDON	PROJECT NO.:	1
DESIGN FILE NAME:		IPARM FILE NAME:	AIR 04-3154 C/
COMMON EXCAVATION	S 01	PLOT DATE:	27-JUL-2005



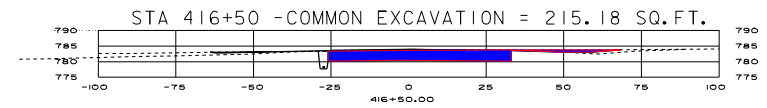
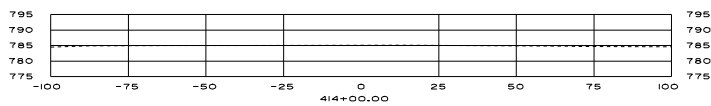
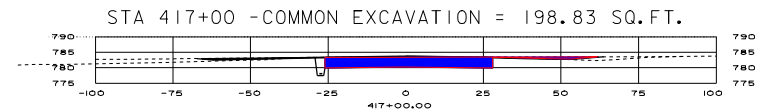
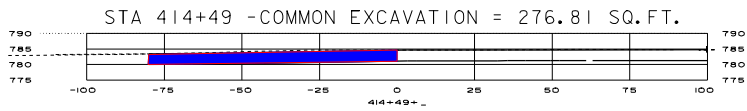
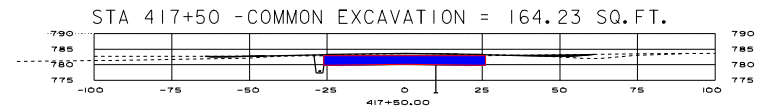
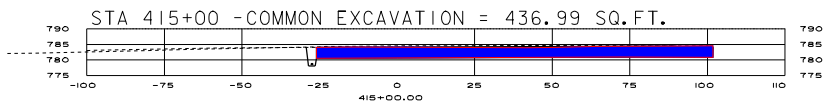
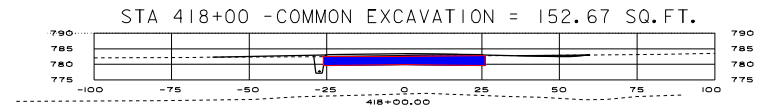
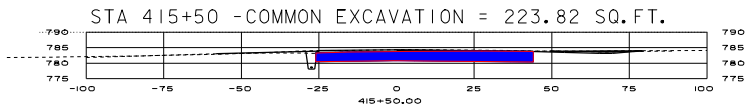
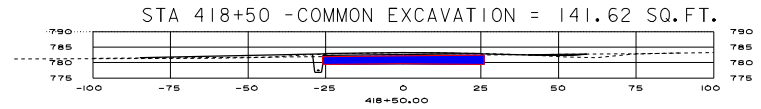
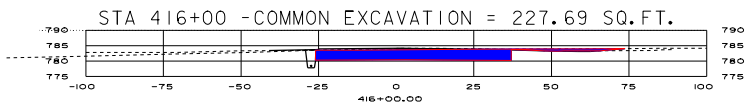
PROJECT:	CLARENDON	PROJECT NO. 1	AIR 04-3154 C/1
DESIGN FILE NAME:			
IPARM FILE NAME:	S_02		PLOT DATE: 27-JUL-2005
COMMON EXCAVATION			



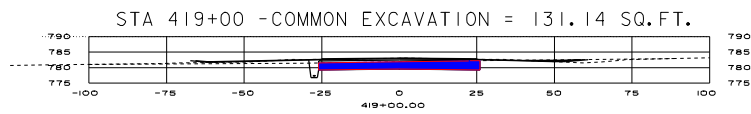
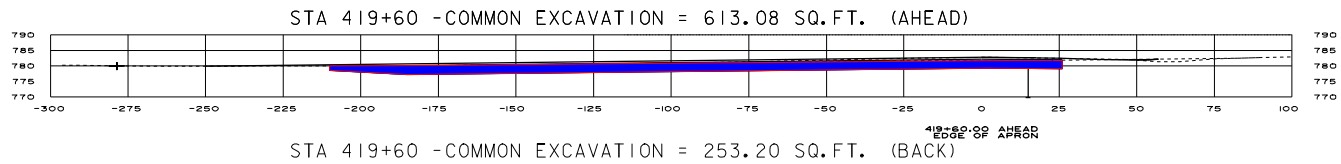
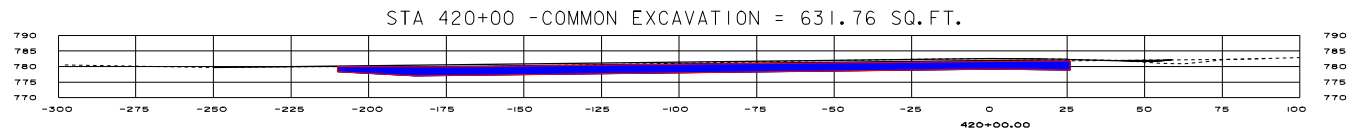
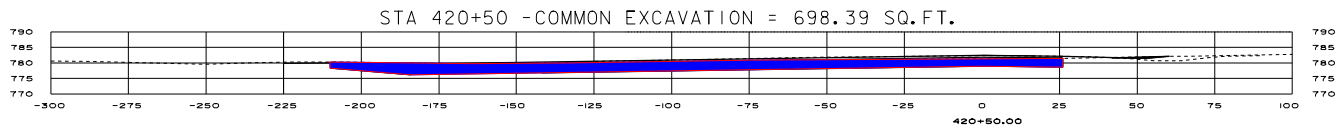
410+00.00



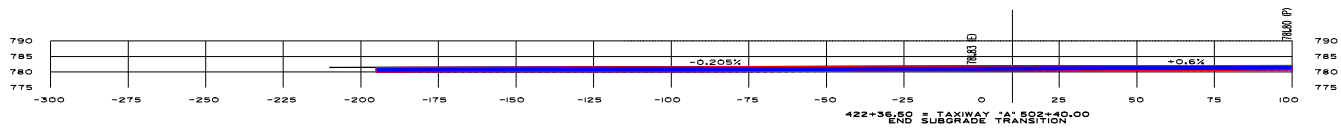
PROJECT:	CLARENDON	PROJECT NO.:	1
DESIGN FILE NAME:		IPARM FILE NAME:	AIR 04-3154 C/
		S 03	PLOT DATE: 27-JUL-2005
COMMON EXCAVATION			



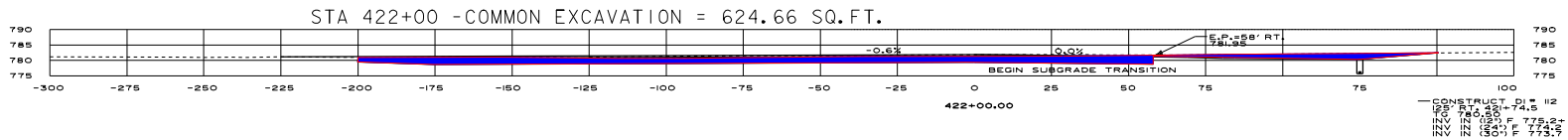
PROJECT:	CLARENDON	PROJECT NO. 1	AIR 04-3154 C/
DESIGN FILE NAME:			
IPARM FILE NAME:	S 04	PLOT DATE:	27-JUL-2005
COMMON EXCAVATION			



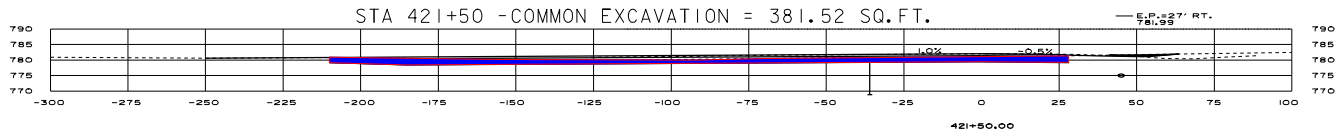
PROJECT:	CLARENDON	PROJECT NO. 1	AIR 04-3154 C/
DESIGN FILE NAME:		IPARM FILE NAME:	S05 PLOT DATE:27-JUL-2005
COMMON EXCAVATION			



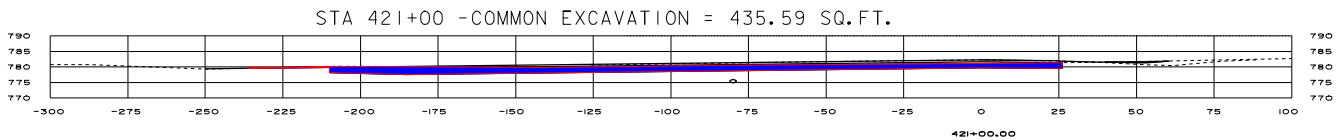
STA 422+36.5 -COMMON EXCAVATION = 476.01 SQ.FT.



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. 1	AIR 04-3154 C/
DESIGN FILE NAME:			
IPARM FILE NAME:	S 06	PLOT DATE:	27-JUL-2005
COMMON EXCAVATION			