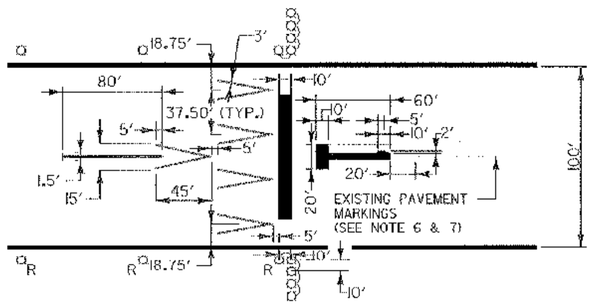


SCALE: 1"=50'

NOTES:

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

TEMPORARY THRESHOLD NOT USED

TEMPORARY RELOCATED THRESHOLD DETAIL

ITEM 864.15

CONSTRUCTION NOTES

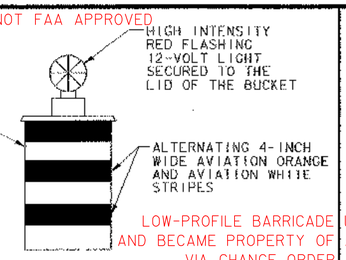
1. ALL WORK MUST BE COORDINATED WITH THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. RUNWAY CLOSURES REQUIRE NOTIFICATION TO FAA/AIR TRAFFIC. ONLY ONE RUNWAY MAY BE CLOSED AT ANY ONE TIME.
2. WHENEVER LARGE AIRCRAFT ARE USING RUNWAY 1-19, THE CONTRACTOR WILL BE DIRECTED TO REMOVE MEN AND EQUIPMENT A MINIMUM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

CONSTRUCTION PHASING

PROJECT "A"

PROJECT "B"

NOT FAA APPROVED

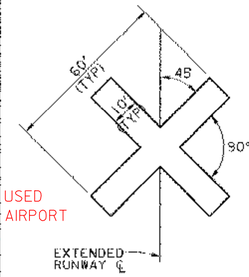


LOW-PROFILE BARRICADE USED AND BECAME PROPERTY OF AIRPORT VIA CHANGE ORDER.

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

~~BUCKET-TYPE~~ LOW PROFILE BARRICADE

SCALE: N.T.S.



CLOSED RUNWAY MARKER

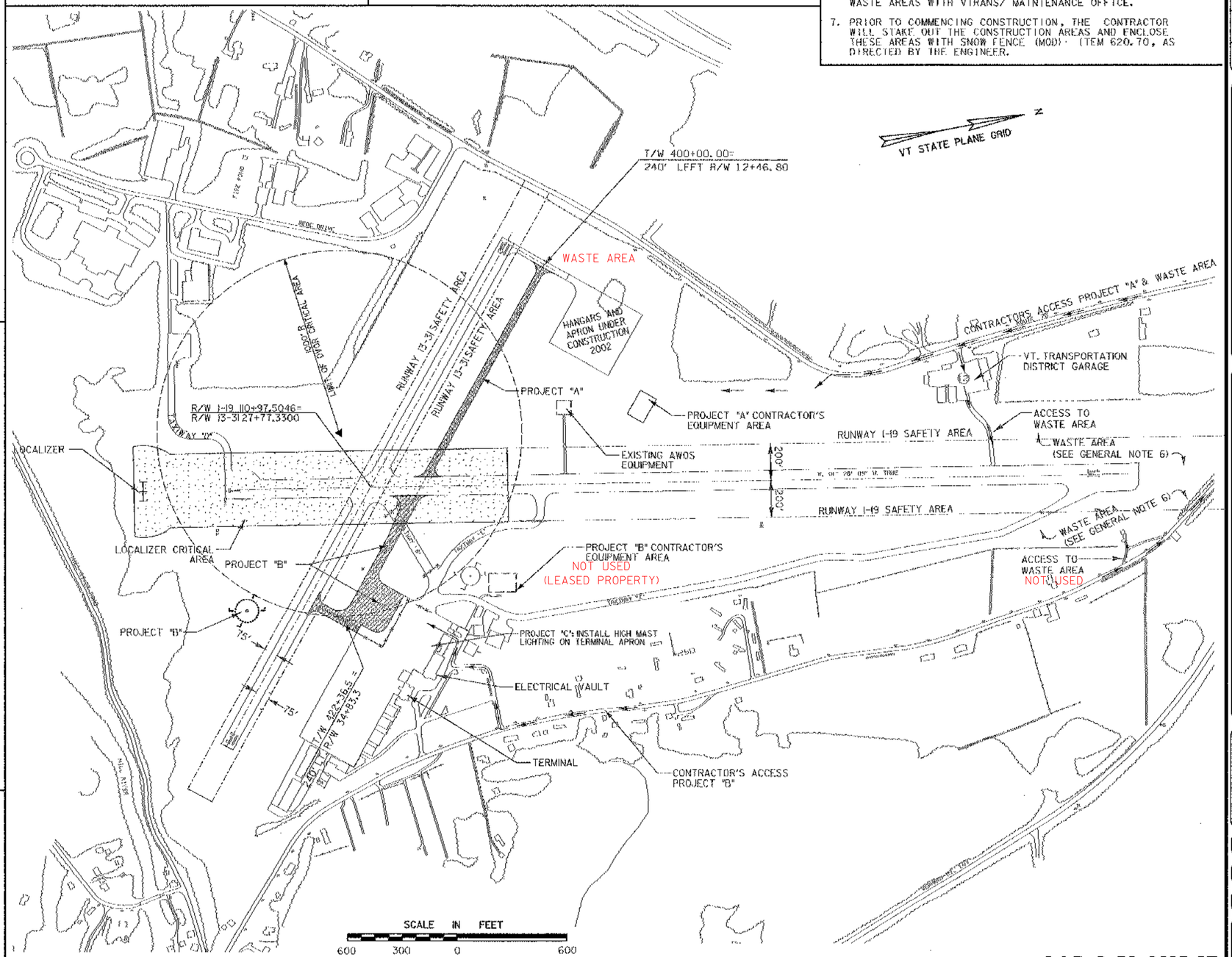
SCALE: N.T.S.

MARKER NOTES

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

GENERAL NOTES

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



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

REV.	DATE	DESCRIPTION

Job No. F200002046.00

File No.F202046000E5

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY IMPROVEMENTS CONSTRUCTION PHASING PLAN

URS
1 NORTHWAY LN.
LATHAM, NEW YORK

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

Scale:

Date: FEB., 2003

Sheet 5 OF 40

Sheet No 5