

REV.	DATE	DESCRIPTION

Job No. 38397036
File No. 38397036.dwg

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

CONSTRUCTION PHASING PLAN

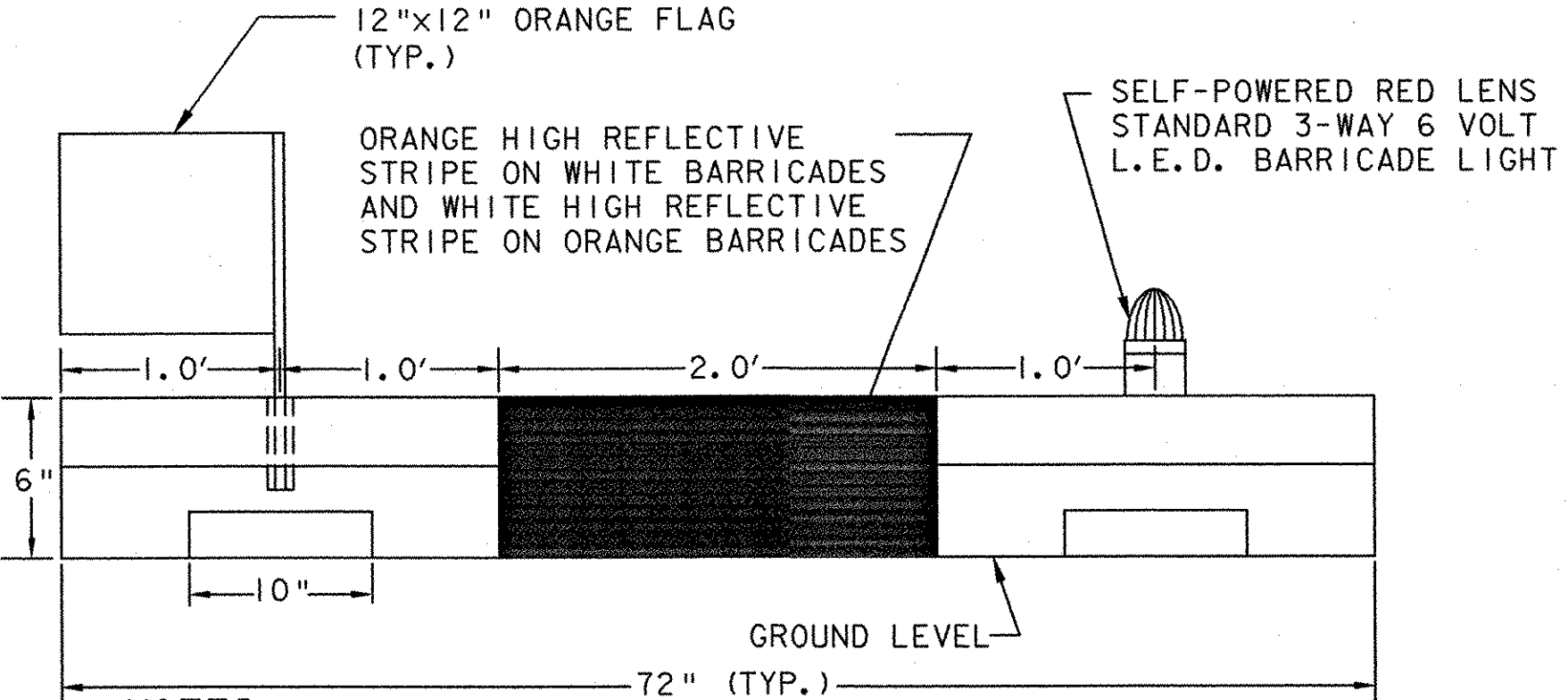
URS
28 CORPORATE DRIVE
CLIFTON PARK, NEW YORK

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

Scale: 1" = 300'
Date: MARCH, 2005
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GENERAL NOTES

1. CONTRACTOR'S MAIN ACCESS TO SITE TO BE FROM ROUTE 7B.
2. CONTRACTOR TO PROVIDE FLAG PERSON AT HAUL / ACCESS ROUTE WHEN CROSSING ACTIVE APRONS, OR TAXIWAYS, OR WHEN WORKING WITHIN THE LOCALIZER CRITICAL AREA OR 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. (NOT A SEPARATE PAY ITEM)
6. PROVIDE EROSION CONTROL AS DIRECTED BY THE ENGINEER.
7. PRIOR TO COMMENCING CONSTRUCTION, THE CONTRACTOR WILL STAKE OUT THE CONTRACTOR'S EQUIPMENT AREA, AND ACCESS ROADWAY ENCLOSE WITH - ITEM 620.70, AS DIRECTED BY THE ENGINEER.



NOTES:

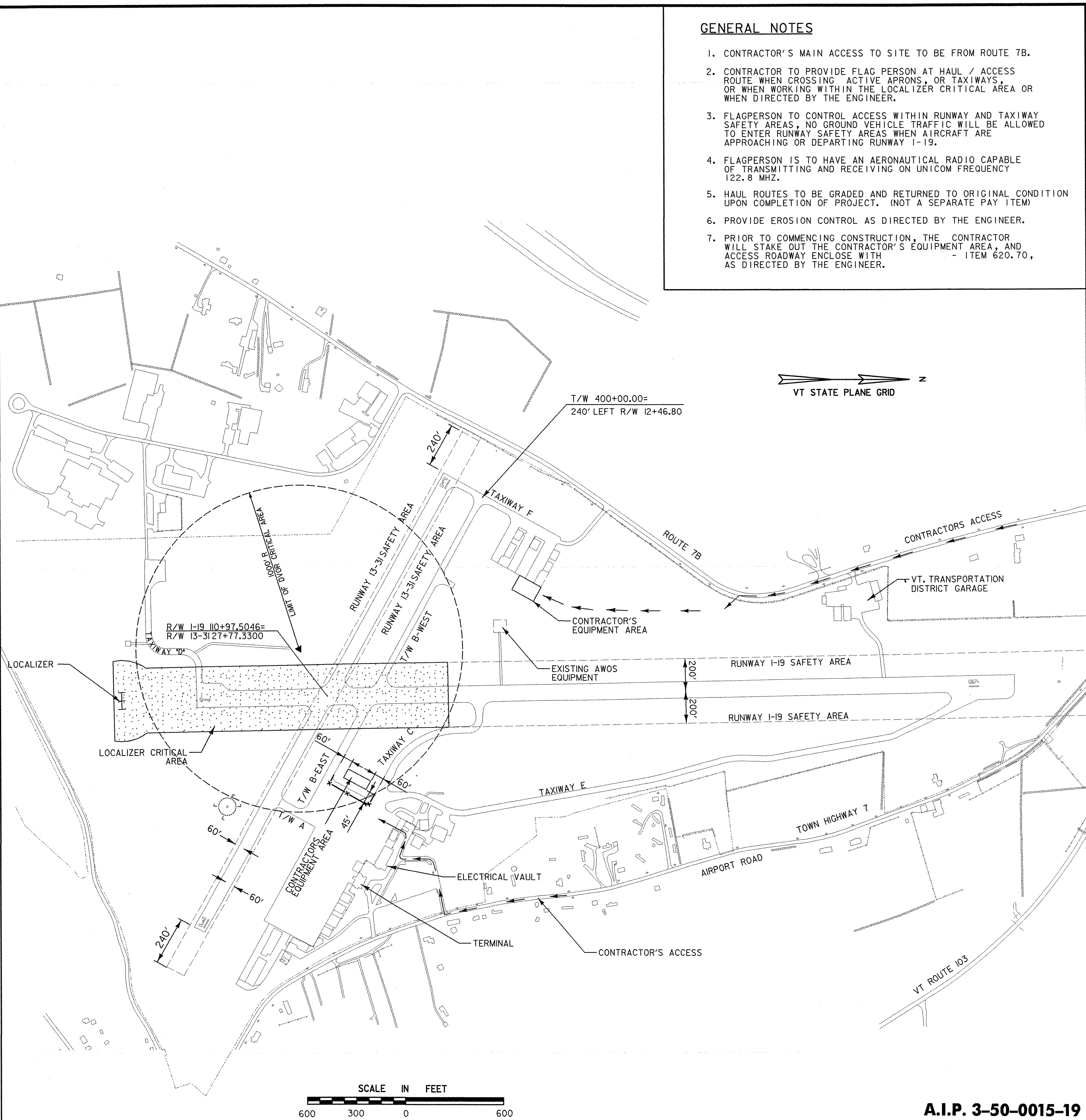
1. BARRICADE CONSTRUCTED OF HIGH IMPACT, UV-RESISTANT POLYETHYLENE.
2. EACH UNIT SHALL INCLUDE RED STANDARD 3-WAY LIGHT, 12" ORANGE FLAG AND 3M HIGH REFLECTIVE ORANGE TAPE.
3. BARRICADES SHALL BE PLACED AS SHOWN UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
4. FOR ADDITIONAL INFORMATION ON CLOSED RUNWAY MARKERS AND LOW PROFILE BARRICADES, REFER TO THE FOLLOWING:
 - a. WWW.AIRPORTNAC.COM
 - b. WWW.TMCSAFETY.COM
 - c. WWW.TRAFFICSAFETYEQUIPMENT.COM
 - d. WWW.EMEDCO.COM
 - e. WWW.MULTI-BARRIER.COM

LOW PROFILE CONSTRUCTION BARRICADE

NO SCALE
TO BE PLACED WHERE DIRECTED BY THE ENGINEER. NOT A SEPARATE PAY ITEM. SHOWN AS THE SYMBOL "X-X-X" ON PLAN.

CONSTRUCTION NOTES

1. ALL WORK MUST BE COORDINATED WITH THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. RUNWAY CLOSURES REQUIRE COORDINATION WITH AIRLINE AND NOTIFICATION TO FAA/AIR TRAFFIC. ONLY ONE RUNWAY MAY BE CLOSED AT ANY ONE TIME. SEE DETAIL (D/12) FOR RUNWAY CLOSURE MARKING.
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. WHENEVER EXCAVATION IS REQUIRED WITHIN THE RUNWAY SAFETY AREAS, THE RUNWAY WILL HAVE TO BE CLOSED AS DIRECTED BY THE ENGINEER. RUNWAY 1-19 MUST BE OPEN WHEN EVER THE AIRLINE OR LARGE AIRCRAFT ARE LANDING OR TAKING OFF. COORDINATE ANY TEMPORARY CLOSURES WITH AIRPORT MANAGEMENT AND THE FBO. REFER TO SHEET 5, GENERAL CONSTRUCTION AND SAFETY NOTES FOR ADDITIONAL REQUIREMENTS. RUNWAY 13-31 WILL HAVE TO BE CLOSED WHEN THE RUNWAY HOLD SIGNS TG17, TG18, TG35 & TG36 ARE RELOCATED. CLOSED RUNWAY X's WILL HAVE TO BE IN PLACE AND THE RUNWAY 13-31 LIGHTS TURNED OFF AND BARRICADES IN PLACE.
4. CONSTRUCTION EQUIPMENT WILL NOT BE ALLOWED TO CROSS RUNWAY 1-19, UNLESS APPROVED BY THE AIRPORT MANAGER.
5. COORDINATE WORK ALONG TAXIWAYS "A", "B" AND "F" WITH AIRPORT MANAGER. THESE TAXIWAYS WILL HAVE TO BE CLOSED WHEN WORK IS ONGOING WITHIN THE TAXIWAY SAFETY AREA.
6. 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.



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4/8/2005

A.I.P. 3-50-0015-19