

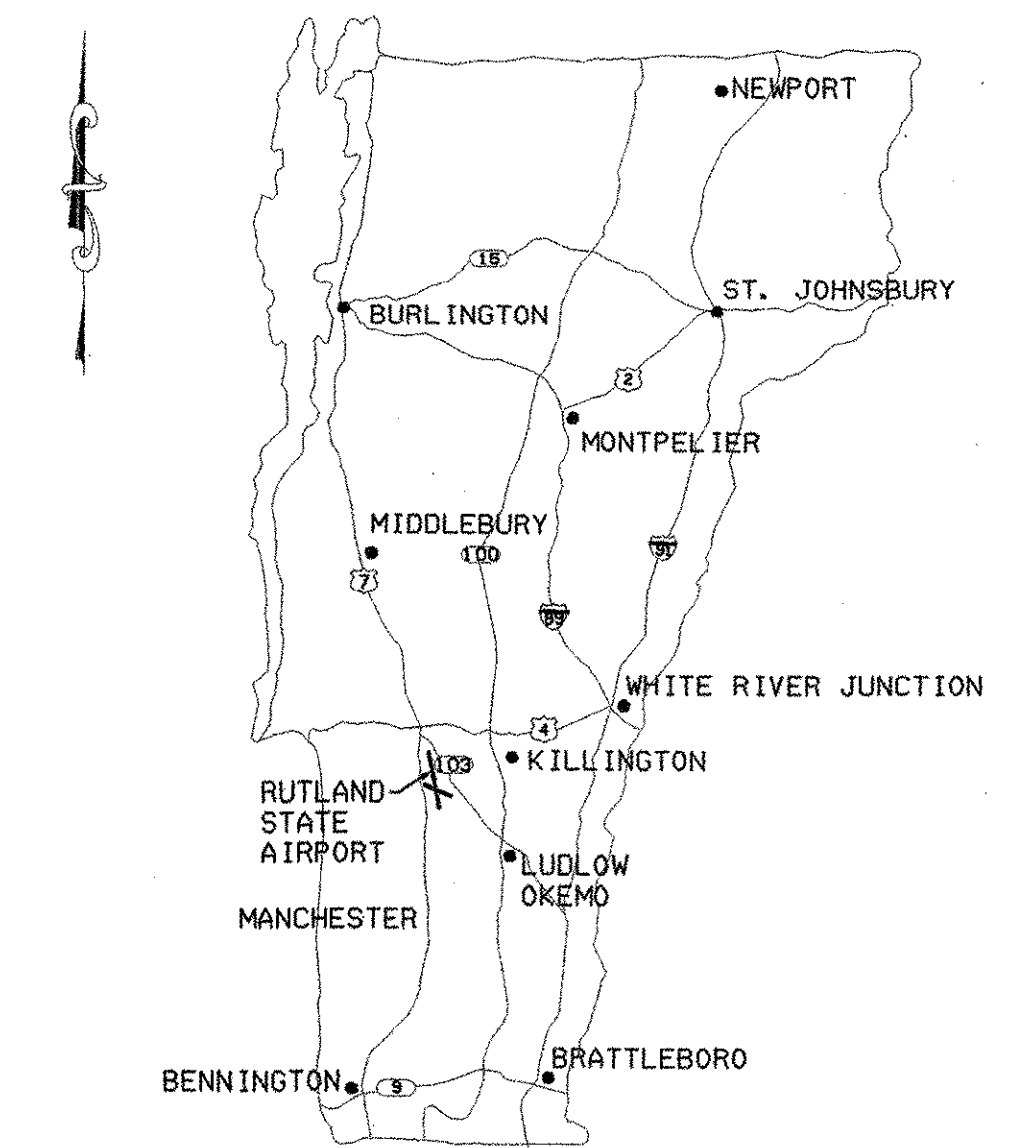
# STATE OF VERMONT AGENCY OF TRANSPORTATION



## PROPOSED IMPROVEMENTS RUTLAND STATE AIRPORT CLARENDON, VERMONT AIR 04-3172 A.I.P. 3-50-0015-19

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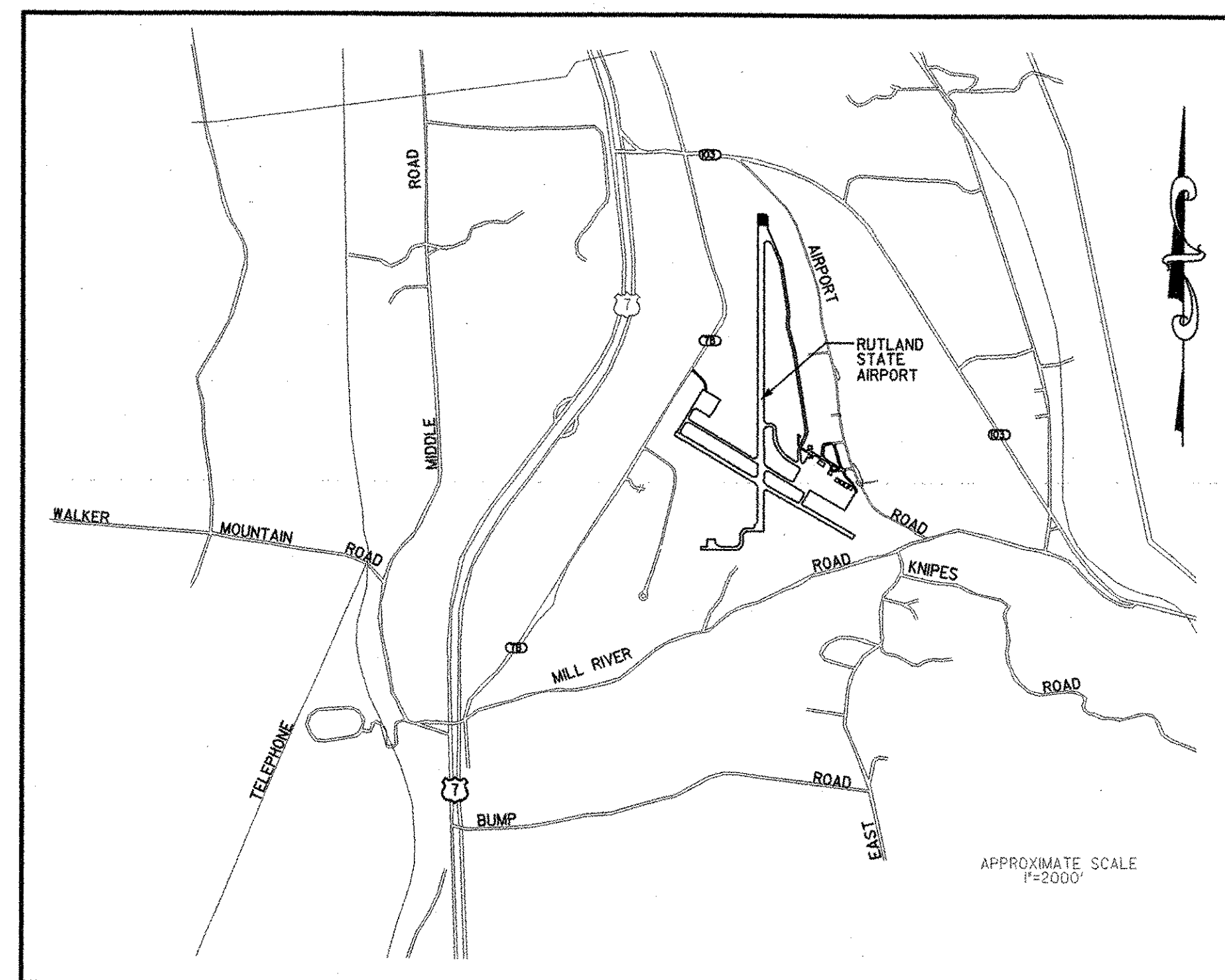
### PROJECT DESCRIPTION:

- (1) INSTALL AIRFIELD FENCE (APPROX. 12,200 LINEAR FEET)
- (2) INSTALL MITLS AND SIGNS ON TAXIWAYS A AND B-EAST
- (3) RELOCATE SIGNS ON TAXIWAYS B-WEST AND F

RECORD PLANS	
CONTRACTOR:	ROUND HILL FENCE - IRASBURG, VT
RESIDENT ENGINEER:	MARK MACKINTOSH
CONSTRUCTION BEGAN:	JULY 11, 2005
CONSTRUCTION COMPLETE:	JUNE 23, 2006
RECORD PLANS BY:	M. MACKINTOSH & J. GILMORE
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY	RESIDENT ENGINEER
DATE	Jan 31, 2008
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.	

### VAOT STANDARD DRAWINGS

- AP-II TAXIWAY AND APRON MARKING DETAILS (06/01/94)
- E-100 CONSTRUCTION APPROACH SIGNS (01/02/04)
- E-121 STANDARD SIGN PLACEMENTS (08/08/95)
- F-2 CHAIN LINK FENCE (TYPE I) (06/01/94)



LOCATION MAP  
NTS

DESIGN CERTIFICATION	
THESE PLANS AND SPECIFICATIONS HAVE BEEN PREPARED IN ACCORDANCE WITH CURRENT FAA STANDARDS IDENTIFIED IN ADVISORY CIRCULAR CHECKLIST, AC 00-2.12, DATED JULY, 2004. DEVIATIONS FROM FAA STANDARDS ARE DISCUSSED IN THE ENGINEER'S REPORT, DATED FEBRUARY 2005.	
	April 8, 2005 DATE
URS CORPORATION	

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.	

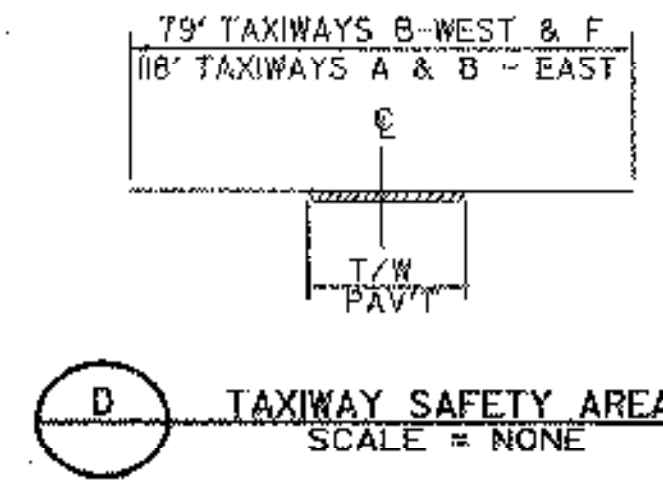
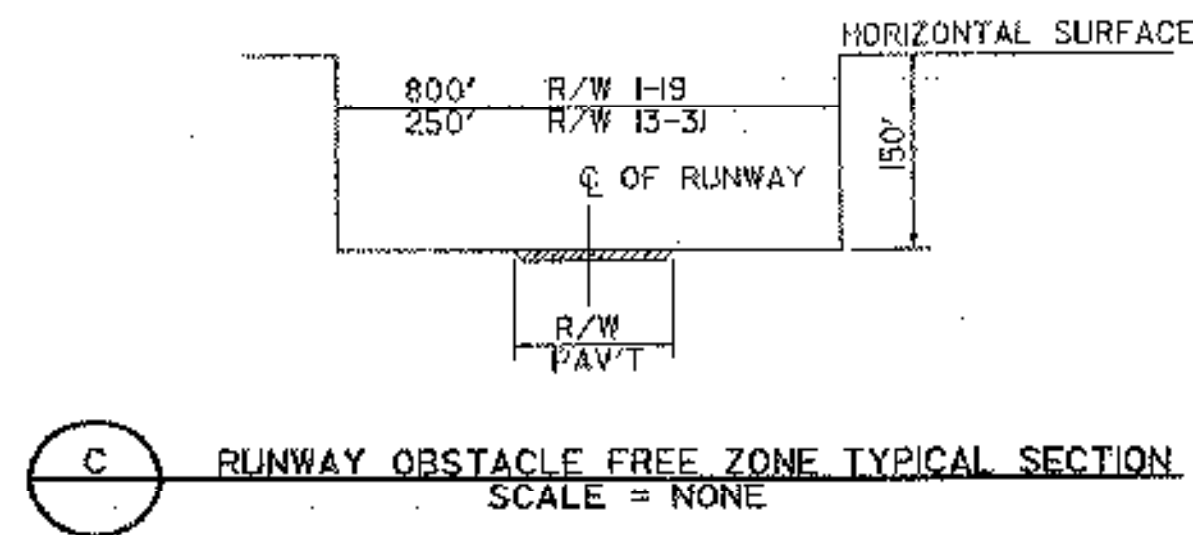
	STATE OF VERMONT APPROVED   DIRECTOR, OPERATIONS DIVISION 4/14/05 DATE
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**PROJECT DESCRIPTION**

- PROJECT "A"**  
 (1) INSTALL AIRFIELD FENCE (APPROX. 12,200 LINEAR FEET)  
 (2) INSTALL MTLs AND SIGNS ON TAXIWAYS A AND B-EAST  
 (3) RELOCATE SIGNS ON TAXIWAYS B-WEST AND F

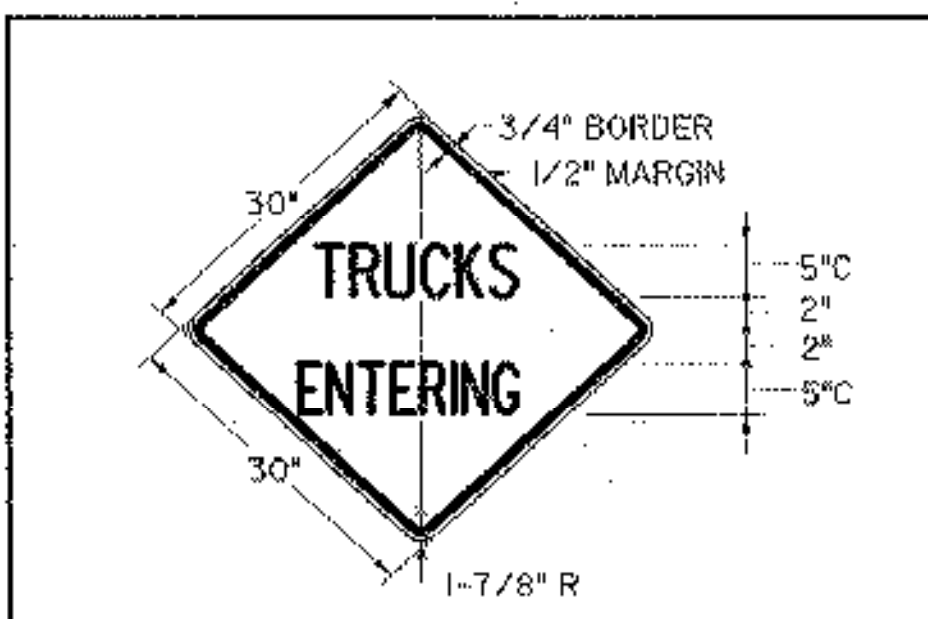
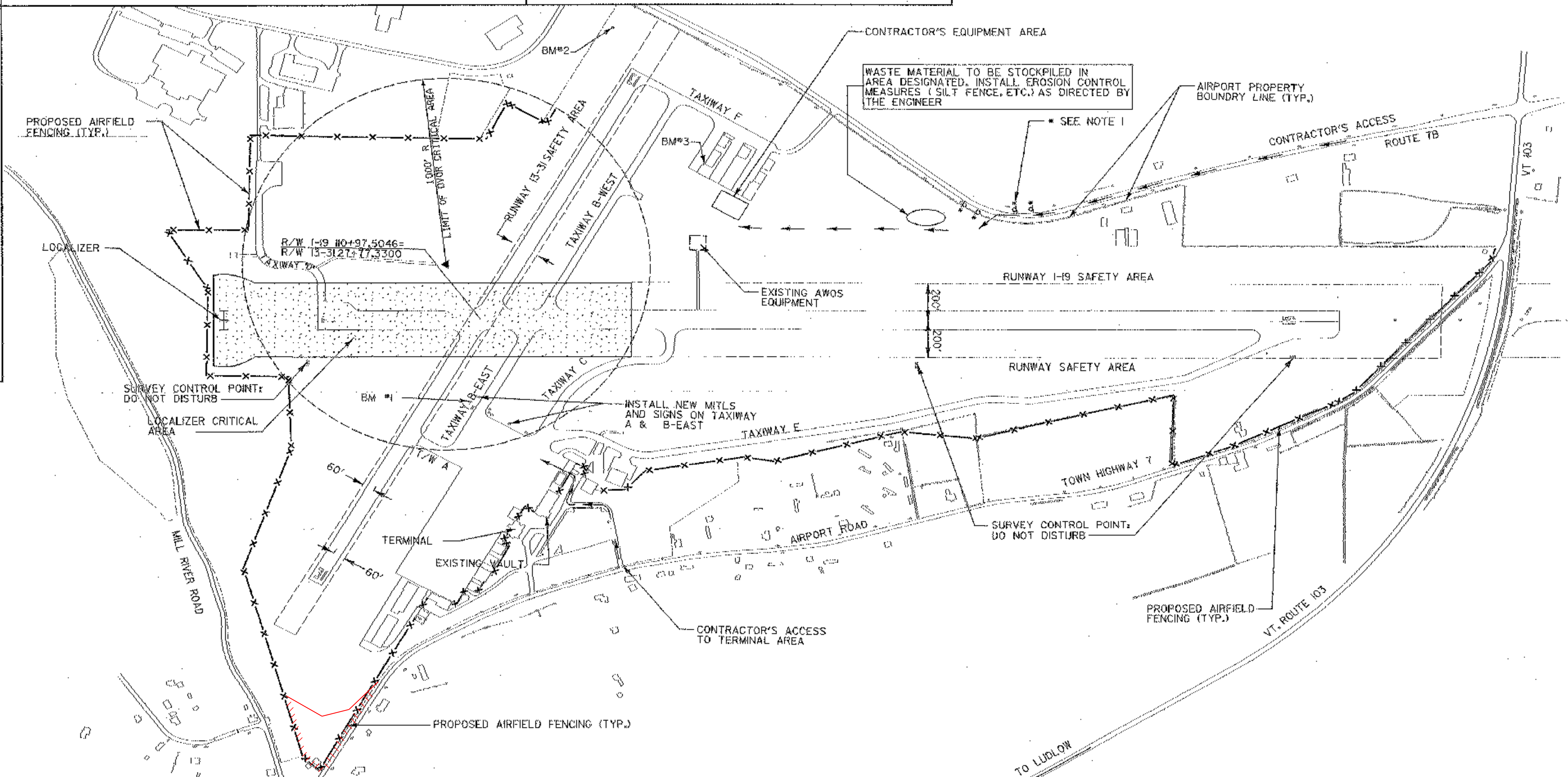
ALL WORK ON ITEMS (2) AND (3) ABOVE WILL HAVE TO BE COMPLETED WITHIN 21 CALENDAR DAYS FROM THE START OF WORK ON THESE ITEMS.



**NOTES**

- TWO (2) TRUCK ENTERING SIGNS TO BE PLACED ON ROUTE 7B APPROXIMATELY 150' AND 75' FROM THE CONTRACTOR'S ENTRANCE TO THE AIRPORT. IN EACH DIRECTION, SIGNS TO BE PLACED AT LEAST 8' OFF ROADWAY EDGE OF PAVEMENT.
- NORTH REFERS TO THE VERMONT COORDINATE SYSTEM BASED NGS MONUMENTS RUTLAND CBL 100 E AND RUTLAND CBL 650.
- ELEVATIONS REFER TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) BASED UPON NGS BENCH MARK RUTLAND CBL 100 E HOLDING THE PUBLISHED ELEVATION OF 783.36.
- COORDINATES SHIFTED FROM NAD 83 VERMONT STATE PLANE (VSP) U.S. FT. ADD 1,500,000 TO THE X COORDINATE AND 300,000 TO THE Y COORDINATE TO RETURN TO THE VSP COORDINATE SYSTEM

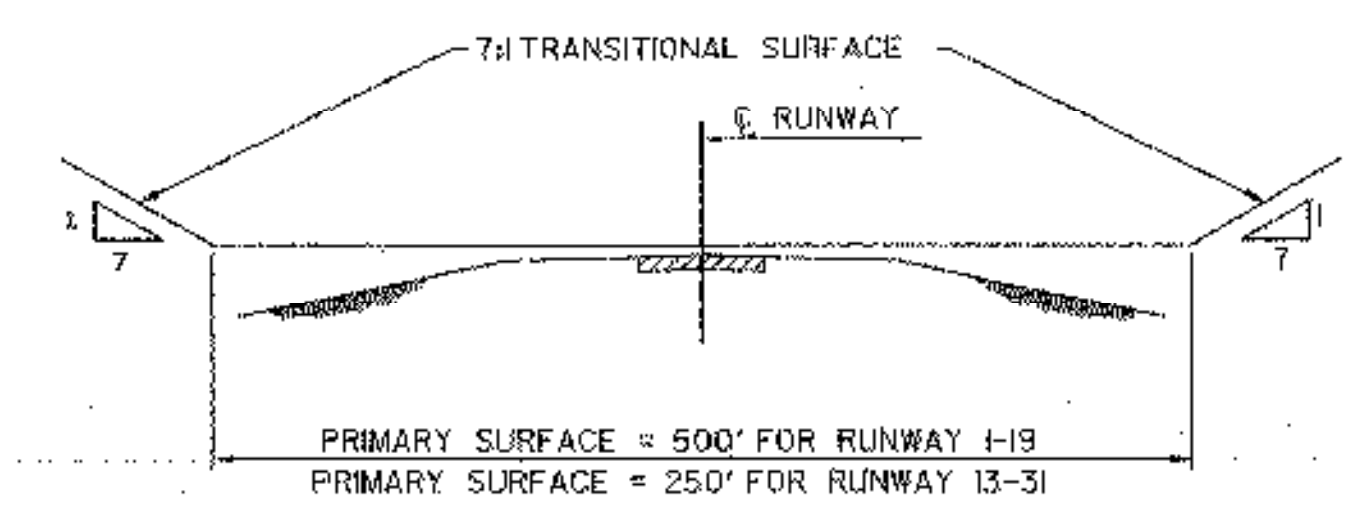
- BENCHMARK #1**  
 DISK 650M, 1979  
 374614.055N, 1521821.019E  
 ELEVATION 782.54
- BENCHMARK #2**  
 DISK 1105, 1987  
 378552.773N, 1520976.989E  
 ELEVATION 773.79
- BENCHMARK #3**  
 R.R. SPIKE IN PAVEMENT  
 375740.432N, 1520314.989E  
 ELEVATION 780.22



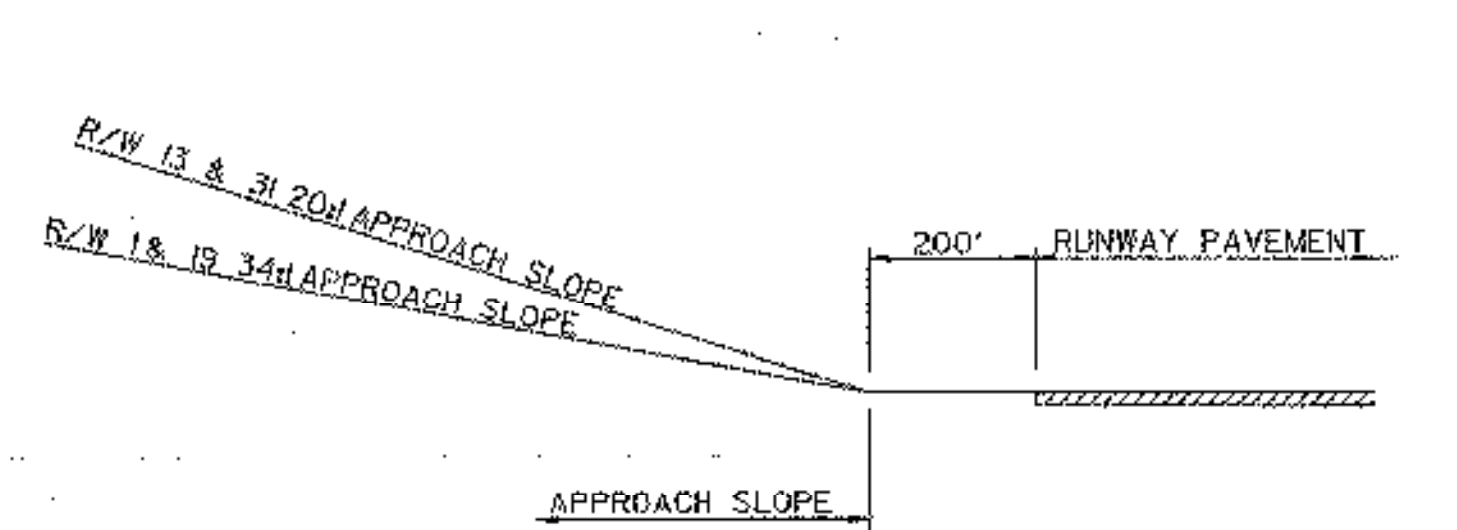
**COLORS**

TEXT & BORDER - BLACK (NON-REFLECT.)  
 BACKGROUND - YELLOW (REFLECT.)  
 E-121 STANDARD SIGN PLACEMENT  
 E-100 CONSTRUCTION APPROACH SIGNS

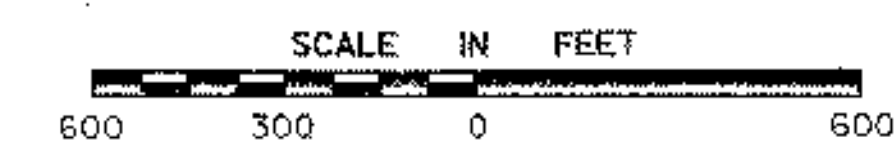
**TRUCKS ENTERING WARNING SIGN**



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



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



NOTE:  
 CLEARING & GRUBBING ADDED FOR TAXIWAY D & E. SEE C.O. #3.



REV.	DATE	DESCRIPTION

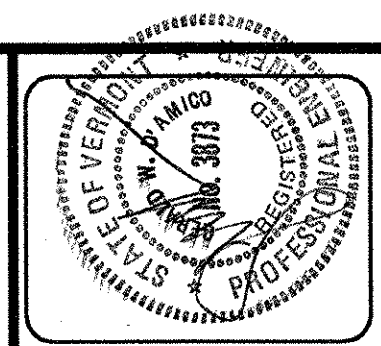
Job No. 38397036  
 File No. 3839703663

**RUTLAND STATE AIRPORT**  
 CLARENDON, VERMONT  
**GENERAL PROJECT LAYOUT**

**URS**  
 28 CORPORATE DRIVE  
 CLIFTON PARK, NEW YORK

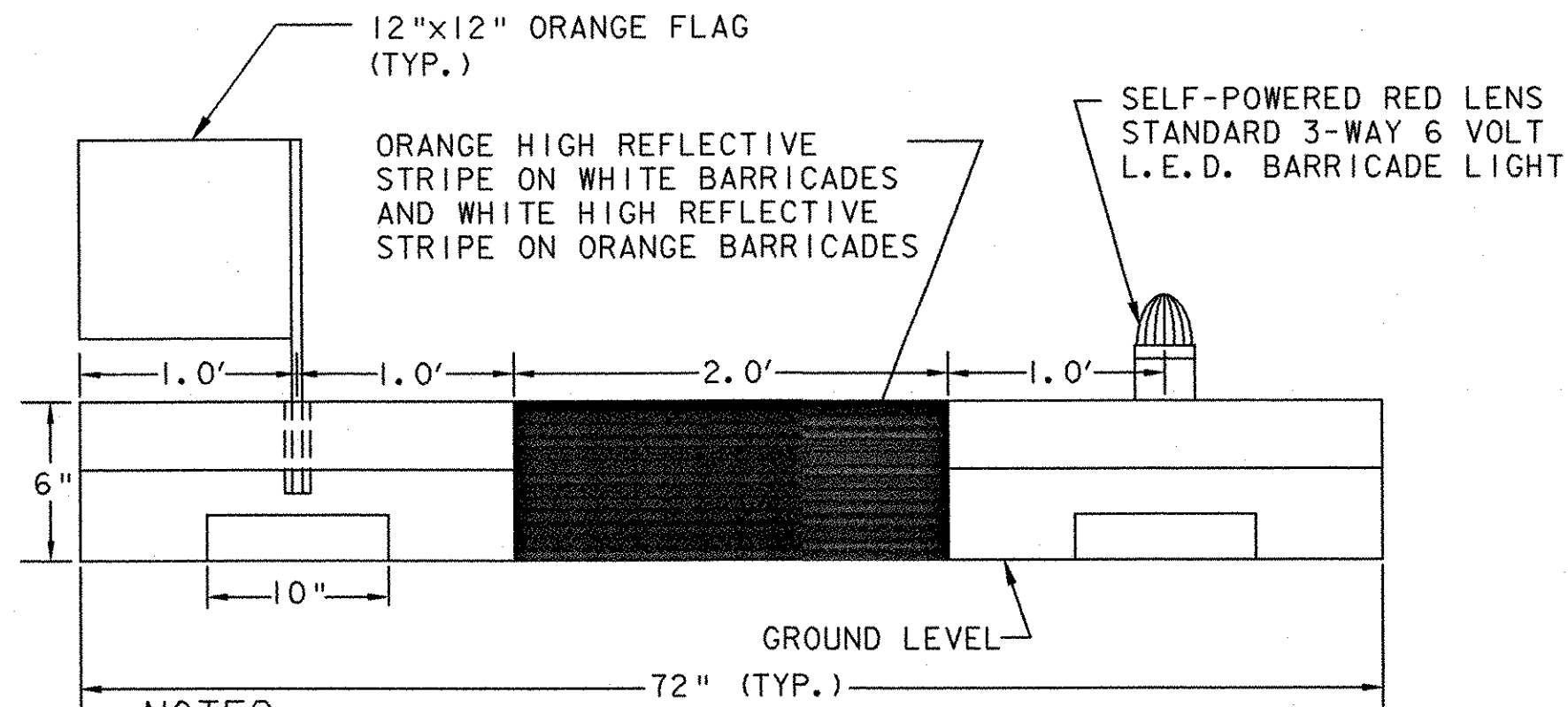
Designed by G.H.D.	Checked by G.H.D.
Drawn by M.M.	Approved by G.H.D.
Scale: 1" = 300'	
Date: MARCH, 2005	
Sheet 3 of 13	
Sheet No. <b>3</b>	

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



### 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

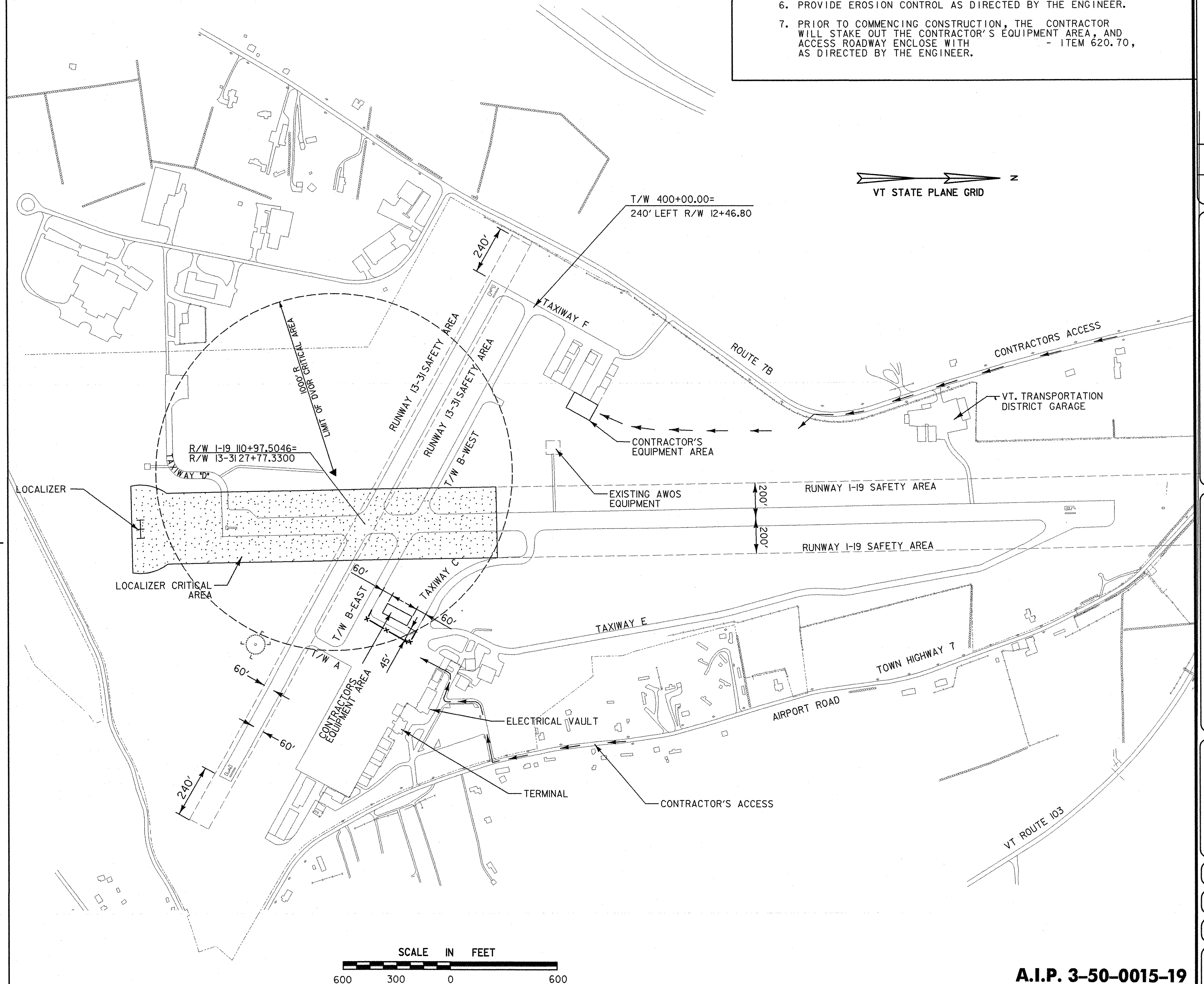
### LOW PROFILE CONSTRUCTION BARRICADE

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.



**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  
Sheet 4 of 13  
Sheet No **4**

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

P:\38397036\Civil\Sheet\Project A Sheets\38397036de4.dgn 4/8/2005

# GENERAL CONSTRUCTION AND SAFETY NOTES

## GENERAL NOTES

1. THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS AND ANY RULES, REGULATIONS, STANDARDS OR SPECIFICATIONS REFERENCED THEREIN. THE PROJECT IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE VERMONT AGENCY OF TRANSPORTATION (VTRANS), AND THE FEDERAL AVIATION ADMINISTRATION (FAA).
2. THE PROJECT IS TO BE COMPLETED IN CONFORMANCE WITH THE "CONSTRUCTION PHASING PLANS AND NOTES," AS CONTAINED IN THE PLANS, AND SHALL BE CONSTRUCTED IN A TIMELY MANNER IN ACCORDANCE WITH THE CONTRACTOR'S APPROVED PROJECT SCHEDULE. THE SCHEDULE SHALL PROVIDE FOR COMPLETION OF THE PHASES AS SHOWN ON THE PLANS AND DESCRIBED IN THE CONTRACT SPECIFICATIONS.
3. THE CONTRACTOR IS EXPECTED TO MEET COMPLETION OF CRITICAL PORTIONS OF THE PROJECT AND OPEN THOSE SEGMENTS TO TRAFFIC BY THE SPECIFIED TIMES AND TO COMPLETE THE ENTIRE PROJECT ON TIME.
4. RUTLAND STATE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF ALL WORK WITH THE AIRPORT MANAGER & THE PROJECT RESIDENT ENGINEER IS MANDATORY TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
5. CONSTRUCTION AND MAINTENANCE OPERATIONS BY OTHERS MAY OCCUR CONCURRENTLY AND AT TIMES IN THE VICINITY OF CONSTRUCTION ASSOCIATED WITH THIS PROJECT. THE CONTRACTOR SHALL COORDINATE HIS OPERATIONS AND OPERATE 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 SECURITY AT EACH GATE BEING USED AT ALL TIMES WHILE CONSTRUCTION IS UNDERWAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL ACCESS POINTS BEING USED BY THE CONTRACTOR AT THE END OF EACH CONSTRUCTION DAY OR WHEN ACCESS POINTS ARE UNATTENDED.
7. HAUL ROUTES - APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE PHASING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE OR TOWN HIGHWAYS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO COMMENCING THE WORK. EXISTING ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
8. CONTRACTOR'S STAGING AREAS - AN AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE. THIS AREA IS SHOWN ON THE GENERAL PROJECT LAYOUT. THE CONTRACTOR'S STAGING AREA SHALL BE GRADED, TOPSOILED, SEEDED, AND MULCHED UPON COMPLETION OF USE, AT THE CONTRACTOR'S EXPENSE.
9. DISPOSAL AREA - WASTE AREAS WILL BE MADE AVAILABLE FOR THE DISPOSAL OF THE CONTRACTOR'S SOIL MATERIALS. THE MANNER IN WHICH MATERIALS ARE PLACED IN EMBANKMENTS SHALL BE AS SPECIFIED AND APPROVED BY THE ENGINEER. WASTE MATERIALS INCLUDE THOSE ITEMS WHICH ARE A DIRECT RESULT OF CONSTRUCTION. TRASH (I.E. CLIPS, CANS, ETC.) SHALL BE DISPOSED OF THROUGH PROPER SANITARY METHODS.
10. SAFETY - THE CONTRACTOR SHALL CONDUCT HIS ACTIVITIES IN A SAFE MANNER AS SPECIFIED IN THE SECTION TITLED, "SAFETY REQUIREMENTS DURING CONSTRUCTION" ON THIS SHEET.
11. PROTECTION OF AND REPAIR OF DAMAGE TO EXISTING CABLES - LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF CABLES DAMAGED DUE TO CONTRACTOR'S OPERATIONS MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND SHALL BE AT THE CONTRACTOR'S EXPENSE. WHEN FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF AN FAA REPRESENTATIVE. THE FAA MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.
12. EXISTING AIRFIELD LIGHTING SYSTEMS - INTERRUPTION OF EXISTING AIRFIELD LIGHTING SYSTEMS NOT INCLUDED IN THIS PROJECT SHALL NOT BE PERMITTED. ALL AIRFIELD LIGHTING CIRCUITS AFFECTED BY THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR DURING OPERATIONAL PERIODS IN ACCORDANCE WITH THE SPECIFICATIONS AND/OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL TEST THE RUNWAY LIGHTING SYSTEM EACH DAY PRIOR TO ENDING WORK TO ENSURE THAT ALL SYSTEMS ARE IN WORKING ORDER.
13. CONSTRUCTION LIMITS - ALL CONTRACTOR VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED) SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES. CONSTRUCTION, STORAGE AND STOCKPILING LIMITS ARE FURTHER DEFINED IN THE SECTION TITLED, "SAFETY REQUIREMENTS DURING CONSTRUCTION" ON THIS SHEET.

14. PORTABLE FLOODLIGHTING - THE CONTRACTOR SHALL PROVIDE PORTABLE FLOODLIGHTING WHEN REQUIRED FOR CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL PROVIDE SUFFICIENT UNITS SO THAT ALL WORK AREAS ARE ILLUMINATED TO A LEVEL OF 5 HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY.
15. THE CONTRACTOR SHALL OBTAIN ALL THE PERMITS AND LICENSES REQUIRED FOR THE PROJECT WORK AT HIS OWN EXPENSE.
16. TOPOGRAPHIC FIELD SURVEYS FOR THIS PROJECT AREA WERE PERFORMED BY URS CORPORATION, IN DECEMBER, 2004.
17. THE HORIZONTAL CONTROL ON THIS PROJECT IS TIED TO THE 1983 AND 1988 NATIONAL GEODETIC HORIZONTAL AND VERTICAL DATUM, RESPECTIVELY.
18. ELECTRICAL WORK MUST BE PERFORMED BY A VERMONT LICENSED MASTER ELECTRICIAN OR JOURNEYMAN TYPE-S WITH PROPER ENDORSEMENT. A WORK NOTICE MUST BE OBTAINED AND THE COMPLETED WORK MUST BE IN COMPLIANCE WITH NFPA 70-1999 AND THE 1999 VERMONT ELECTRICAL SAFETY RULES. UPON COMPLETION OF THE WORK, CONTACT THE VERMONT ELECTRICAL INSPECTOR @ 802-786-0071 TO SCHEDULE A FINAL INSPECTION.

### SAFETY REQUIREMENTS DURING CONSTRUCTION

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

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

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

AND CAN BE REVIEWED AT THE FAA WEB SITE (WWW.FAA.GOV)

- (1) AC 150/5370-2, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", CURRENT EDITION.
- (2) FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE, CURRENT EDITION."
- (3) AC 150/5300-13, "AIRPORT DESIGN", CURRENT EDITION, ESTABLISHES DESIGN, OPERATIONAL, AND MAINTENANCE STANDARDS FOR AIRPORTS. STANDARD TERMS USED IN THE CONTRACT PLANS AND SPECIFICATIONS ARE DEFINED BELOW:
  - (A) OBSTACLE FREE ZONE (OFZ) - A VOLUME OF SPACE WHICH IS FREE OF ALL FIXED OBJECTS AND CLEAR OF VEHICLES IN THE 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 USEABLE FOR TAKEOFF OR LANDING.
  - (C) OBJECT FREE AREA (OFA): A TWO DIMENSIONAL GROUND AREA SURROUNDING RUNWAYS, TAXIWAYS, AND TAXILANES WHICH IS CLEAR OF OBJECTS EXCEPT FOR OBJECTS WHOSE LOCATION IS FIXED BY FUNCTION.
  - (D) SAFETY AREA - THE SURFACE ADJACENT TO RUNWAYS, TAXIWAYS, AND TAXILANES OVER WHICH AIRCRAFT SHOULD, IN DRY WEATHER, BE ABLE TO CROSS AT NORMAL SPEEDS WITHOUT INCURRING SIGNIFICANT DAMAGE. A SAFETY AREA IS GRADED, DRAINED AND COMPACTED. IT IS FREE OF ANY HOLES, TRENCHES, BUMPS OR OTHER SIGNIFICANT SURFACE VARIATIONS OR OBJECTS OTHER THAN THOSE WHICH MUST BE THERE BECAUSE OF THEIR ESSENTIAL AERONAUTICAL FUNCTION. THE SAFETY AREA REQUIRES THE CAPABILITY OF SUPPORTING MAINTENANCE VEHICLES AND AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLES UNDER NORMAL (DRY) CONDITIONS.

#### (B) GENERAL SAFETY REQUIREMENTS

- (1) THE CONTRACTOR SHALL ACQUAINT HIS SUPERVISORS AND EMPLOYEES WITH THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO RUTLAND STATE AIRPORT AND SHALL CONDUCT HIS CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES FOR SAFETY SPECIFIED HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL SAFETY DEVICES AS REQUIRED FOR THE PROTECTION OF HIS PERSONNEL.
- (2) PROTECTION OF ALL PERSONS SHALL BE PROVIDED THROUGHOUT THE PROGRESS OF THE WORK. THE WORK SHALL PROCEED IN SUCH A MANNER AS TO PROVIDE SAFE CONDITIONS FOR ALL WORKERS AND AGENCY PERSONNEL. THE SEQUENCE OF OPERATION SHALL BE SUCH THAT MAXIMUM PROTECTION IS AFFORDED TO INSURE THAT PERSONNEL AND WORKERS IN THE WORK AREA ARE NOT SUBJECT TO ANY DANGEROUS CONDITIONS.

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

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

#### (C) CONSTRUCTION AND FACILITIES MAINTENANCE

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

- (A) TRENCHES, HOLES, OR EXCAVATION ON OR ADJACENT TO AN ACTIVE RUNWAY TAXIWAY, TAXIWAY OR APRON OR PUBLIC ROADWAY.
- (B) UNMARKED/UNLIGHTED HOLES OR EXCAVATION IN ANY APRON, OPEN TAXIWAY, OPEN TAXILANE, OR RELATED SAFETY AREA.
- (C) MOUNDS OR PILES OF EARTH, CONSTRUCTION MATERIALS, TEMPORARY STRUCTURES, OR OTHER OBJECTS IN THE VICINITY OF ANY OPEN RUNWAY, TAXIWAY, TAXILANE, OR IN ANY RELATED SAFETY, APPROACH, OR DEPARTURE AREA.
- (D) VEHICLES OR EQUIPMENT, WHETHER OPERATING OR IDLE, ON ANY OPEN RUNWAY, TAXIWAY, TAXILANE, OR IN ANY RELATED SAFETY, APPROACH, OR DEPARTURE AREA.
- (E) VEHICLES, EQUIPMENT, EXCAVATION, STOCKPILES, OR OTHER MATERIALS WHICH COULD INTERFERE WITH ELECTRONIC SIGNALS FROM RADIOS OR ELECTRONIC NAVIGATIONAL AIDS (NAVAIDS).
- (F) PAVEMENT DROP-OFFS - LIPS (EITHER PERMANENT OR TEMPORARY) WHICH COULD CAUSE DAMAGE TO AIRCRAFT IF CROSSED AT NORMAL OPERATING SPEEDS. THE NORMAL MAXIMUM DROP-OFF OR LIP IS 1-1/2 INCHES.
- (G) UNMARKED UTILITY, NAVAID, WEATHER SERVICE, RUNWAY LIGHTING, OR OTHER POWER OR SIGNAL CABLES THAT COULD BE DAMAGED DURING CONSTRUCTION.
- (H) OBJECTS, WHETHER OR NOT MARKED OR FLAGGED, OR ACTIVITIES ANYWHERE ON OR IN THE VICINITY OF THE AIRPORT WHICH COULD BE DISTRACTING, CONFUSING, OR ALARMING TO PILOTS DURING AIRCRAFT OPERATIONS.
  - (1) UNFLAGGED/UNLIGHTED LOW VISIBILITY ITEMS SUCH AS TALL CRANES, DRILLS, AND THE LIKE ANYWHERE IN THE VICINITY OF ACTIVE RUNWAYS, OR IN ANY APPROACH OR DEPARTURE AREA.
  - (2) MISLEADING OR MALFUNCTIONING OBSTRUCTION LIGHTS OR UNLIGHTED/UNMARKED OBSTRUCTIONS IN THE APPROACH TO ANY ACTIVE RUNWAY.
  - (3) WATER, SNOW, DIRT, DEBRIS, OR OTHER TRANSIENT ACCUMULATION WHICH TEMPORARILY OBSCURES PAVEMENT MARKINGS OR PAVEMENT EDGES, OR DEGRADATES VISIBILITY OF RUNWAY/TAXIWAY MARKINGS OR LIGHTING.
- (I) INADEQUATE OR IMPROPER METHODS OF MARKING, BARRICADING, AND LIGHTING OF TEMPORARILY CLOSED PORTIONS OF THE AIRPORT OPERATING AREA.
- (M) TRASH OR OTHER MATERIALS WITH FOREIGN OBJECT DAMAGE (FOD) POTENTIAL, WHETHER ON RUNWAYS, TAXIWAYS, OR APRONS, OR IN RELATED SAFETY AREAS.
- (N) INADEQUATE BARRICADING OR OTHER MARKING WHICH IS PLACED TO SEPARATE CONSTRUCTION OR MAINTENANCE AREAS FROM OPEN AIRCRAFT OPERATING AREAS.
- (O) FAILURE TO CONTROL UNAUTHORIZED VEHICLE AND HUMAN ACCESS TO ACTIVE AIRCRAFT OPERATING AREAS.
- (P) FAILURE TO MAINTAIN RADIO COMMUNICATION BETWEEN CONSTRUCTION/MAINTENANCE VEHICLES AND RUTLAND UNICOM.
- (Q) CONSTRUCTION/MAINTENANCE ACTIVITIES OR MATERIALS WHICH COULD HAMPER THE RESPONSE OF AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) EQUIPMENT FROM REACHING ALL AIRCRAFT OR ANY PART OF THE RUNWAY/TAXIWAY SYSTEM, RUNWAY APPROACH OR DEPARTURE AREAS AND AIRCRAFT PARKING LOCATIONS.
- (R) BIRD ATTRACTANTS ON AIRPORT SUCH AS: EDIBLES (FOOD SCRAPS, ETC.), MISCELLANEOUS TRASH, OR PONDED WATER.

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

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

#### (D) MOTORIZED VEHICLES

THIS PROJECT INCLUDES WORK WITHIN THE AIRCRAFT OPERATIONS AREA (AOA) ONLY THOSE VEHICLES AND EQUIPMENT NECESSARY FOR THE WORK TO PROGRESS MAY ENTER THE A.O.A. ALL PERMITTED VEHICLES SHALL BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME-TYPE LIGHT, MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES. ALL VEHICLES OPERATING WITHIN THE AIRFIELD BOUNDARY SHALL BE IDENTIFIED WITH A SIGN ON EACH SIDE OF THE VEHICLE BEARING THE CONTRACTOR'S NAME IN 12-INCH MINIMUM LETTER HEIGHT. VEHICLES MAKING ONLY OCCASIONAL VISITS TO THE JOB SITE ARE EXEMPT FROM THE IDENTIFICATION REQUIREMENTS CONTAINED HEREIN ABOVE PROVIDED THAT THEY ARE ESCORTED INTO, THROUGH, AND OUT OF THE AIRPORT AREA BY A PROPERLY IDENTIFIED VEHICLE.

#### (E) RADIO COMMUNICATIONS

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

#### (F) DEBRIS

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

#### (G) FLAGMEN

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

ALL CONTRACTOR VEHICLES THAT ARE REQUIRED TO CROSS ACTIVE RUNWAYS, RUNWAY SAFETY AREAS, TAXIWAYS AND APRONS SHALL DO SO UNDER THE DIRECT CONTROL OF A COMPETENT FLAGMAN WHO IS IN DIRECT RADIO CONTACT WITH GROUND CONTROL. ALL AIRCRAFT TRAFFIC ON RUNWAYS, TAXIWAYS, AND APRONS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC. AT NO TIME SHALL THE CONTRACTOR'S VEHICLES OR PERSONNEL BE ALLOWED TO ENTER OR CROSS ACTIVE RUNWAYS OR CLEAR ZONES WITHOUT PROPER AUTHORIZATION.

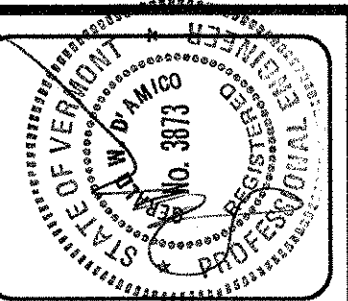
#### (H) MISCELLANEOUS

- (1) OPEN FLAME, WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS HAVE BEEN TAKEN AND THE PROCEDURE PREVIOUSLY APPROVED BY THE ENGINEER.
- (2) EQUIPMENT AND STOCKPILED MATERIAL SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT JET BLAST OR WIND CONDITIONS IN EXCESS OF 10 KNOTS.
- (3) THE CONTRACTOR SHALL PROVIDE LOW PROFILE CONSTRUCTION BARRICADES WITH FLASHING RED LIGHTS AS SHOWN ON THE DRAWINGS TO DELINEATE THE WORK AREAS WHEN CLOSED TO AIRPORT TRAFFIC. OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL LOCATED IN THE AOA SHALL BE PROMINENTLY MARKED WITH ORANGE FLAGS AND LIGHTED BY APPROVED LIGHT UNITS DURING HOURS OF LIMITED VISIBILITY AND DARKNESS.
- (4) ALL MATERIALS AND EQUIPMENT WHEN NOT IN USE SHALL BE PLACED IN APPROVED AREAS WHERE THEY WILL NOT CONSTITUTE A HAZARD TO AIRCRAFT OPERATIONS AND NOT PENETRATE CLEARANCE SURFACES. EQUIPMENT SHALL BE PARKED AT THE STAGING AREA WHEN NOT IN USE.
- (5) MAXIMUM EQUIPMENT HEIGHT SHALL NOT EXCEED 15 FEET UNLESS PRIOR APPROVAL IS OBTAINED FROM THE ENGINEER.
- (6) UPON COMPLETION OF ANY STAGE/PHASE OF WORK, THE ENGINEER WILL ARRANGE A PHYSICAL INSPECTION OF THE AREA WITH AIRPORT OPERATIONS PERSONNEL PRIOR TO OPENING ANY PORTION OF A RUNWAY, RAMP AREA OR AIRPORT ROADWAY THAT HAS BEEN CLOSED FOR WORK OR USED FOR A CROSSING POINT OR HAUL ROUTE BY THE CONTRACTOR.
- (7) ENTRANCE TO THE AIRFIELD IS SUBJECT TO SECURITY REQUIREMENTS.
- (8) THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A CURRENT LIST OF ALL EMPLOYEES WORKING ON THE AIRPORT. THE LIST SHALL BE MAINTAINED CURRENT BY THE CONTRACTOR AND APPLIES TO ALL SUBCONTRACTORS.
- (9) EXCEPT FOR EMERGENCIES, ALL CONTACT WITH AIRPORT PERSONNEL SHALL BE MADE THROUGH THE RESIDENT ENGINEER. FOR EMERGENCIES INVOLVING SAFETY (INCLUDING FIRES, SECURITY BREACHES, ETC.) THE CONTRACTOR SHALL MAKE DIRECT CONTACT WITH AIRPORT OPERATIONS FOLLOWED BY NOTIFICATION TO THE RESIDENT ENGINEER AS SOON AS POSSIBLE.
- (10) THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- (11) IN ACCORDANCE WITH THE SPECIFICATIONS, FEDERAL WAGE RATES SHALL BE POSTED OUTSIDE THE SITE FIELD OFFICE IN A WEATHERPROOF ENCLOSURE.

#### (I) UTILITIES

- (1) UNDERGROUND UTILITIES: THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE CONSIDERED TO BE ONLY ESTIMATED LOCATIONS. ALL UTILITY LOCATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION. IN THE EVENT ANY UTILITY IS DAMAGED THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING FOR INCURRED COSTS OF REPAIRS.
- (2) UTILITIES NOTIFICATION: AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE UNDERGROUND UTILITY FACILITIES, THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER, AND THE OWNER OF EACH UNDERGROUND UTILITY FACILITY AFFECTED.
- (3) THE FOLLOWING IS A LIST OF COMPANIES WITH POSSIBLE UTILITIES WITHIN THE CONSTRUCTION LIMITS.

UTILITY	PHONE NUMBER
DIGSAFE	1-888-DIG-SAFE
CVPS	1-800-649-2877
VTRANS SEWER LINE (FORCE MAIN) RUNWAY AND TAXIWAY LIGHTING AND CABLES	1-802-786-8881
FAA/FACILITIES	1-802-951-6704



REV.	DATE	DESCRIPTION

**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT

**GENERAL CONSTRUCTION & SAFETY NOTES**

File No. 38397036e6  
Job No. 38397036

**URS**  
28 CORPORATE DRIVE  
CLIFTON PARK, NEW YORK

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

Scale: NTS  
Date: MARCH, 2005  
Sheet 5 of 13  
Sheet No. **5**

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

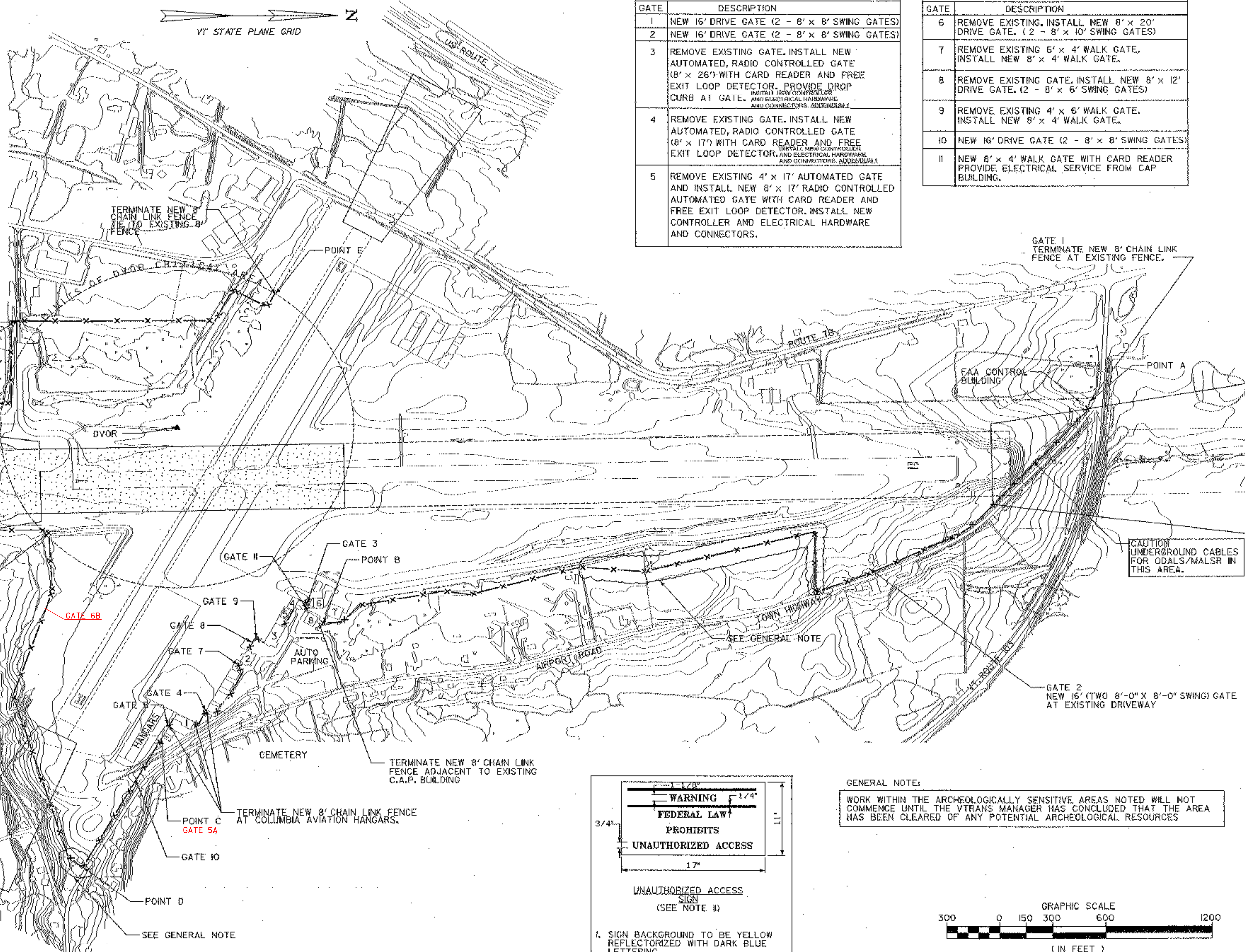
FENCE NOTES:

- WHERE NEW FENCE IS INSTALLED ALONG AN ADJOINING PROPERTY LINE, THE FENCE WILL BE PLACED AT LEAST 4 FEET INSIDE THE AIRPORT PROPERTY. SEE SHEET 13 FOR THE METES AND BOUNDS DESCRIPTION OF THE AIRPORT PROPERTY. WHERE A NEW FENCE IS INSTALLED OUTSIDE WETLAND LIMITS, THE SITE SHALL BE CLEARED AND GRUBBED TO A WIDTH OF 8 FEET. WHERE FENCE IS INSTALLED WITHIN WETLAND LIMITS, THE SITE WILL BE CLEARED ONLY CLEARING AND GRUBBING TO BE PERFORMED IN ACCORDANCE WITH SECTION 201 "CLEARING" STUMPS SHALL NOT EXCEED 3 INCHES ABOVE THE ADJACENT GROUND SURFACE.
- THE FENCE CONTRACTOR WILL BE RESPONSIBLE FOR ENSURING THAT THE FENCE IS LOCATED ON AIRPORT PROPERTY. LAYOUT TO BE PROVIDED BY A LICENSED LAND SURVEYOR.
- FENCE START AND TERMINATION WILL BE AS DIRECTED BY THE ENGINEER.
- FENCE SHALL BE PLACED A MINIMUM OF 40 FEET FROM THE CENTER OF AIRPORT ROAD.
- FENCE TO BE PLACED BENEATH RUNWAY ELEVATION, WHERE FENCE IS SHOWN WITHIN THE RUNWAY SAFETY AREA OR RUNWAY PRIMARY SURFACE.
- NO MOTORIZED VEHICLES WILL BE ALLOWED WITHIN WETLANDS. ALL EXCAVATION OF FENCE POST HOLES WILL HAVE TO BE HAND EXCAVATED AND EXCAVATED MATERIAL TO BE DEPOSITED OUTSIDE WETLAND AREAS.
- UNDERGROUND CABLES EXTEND BETWEEN THE FAA CONTROL BUILDING AND THE ODALS/MALSIR INSTALLATION
- SEE ADDITIONAL FENCE NOTES ON SHEET 7
- COORDINATE FENCE LOCATION WITHIN TERMINAL AREA WITH AIRPORT MANAGEMENT
- 8' CHAINLINK FENCE AND GATE BETWEEN POINTS A & B, B & C AND C & D TO BE VINYL CLAD (GREEN)
- SIGNS TO BE SECURELY FASTENED TO AIRFIELD SIDE OF FENCE FACING OUTWARD. SIGNS TO BE APPROXIMATELY FIVE FEET ABOVE GROUND LEVEL PLACED AT 200 FEET INTERVALS.

- AIRPORT BUILDINGS**
- COLUMBIA AVIATION HANGAR
  - AIRPORT TERMINAL BUILDING
  - STATE STORAGE HANGAR
  - ARFF HANGAR
  - CAP HANGAR
  - DRAPER HANGAR
  - OMYA HANGAR
  - CIVIL AIR PATROL

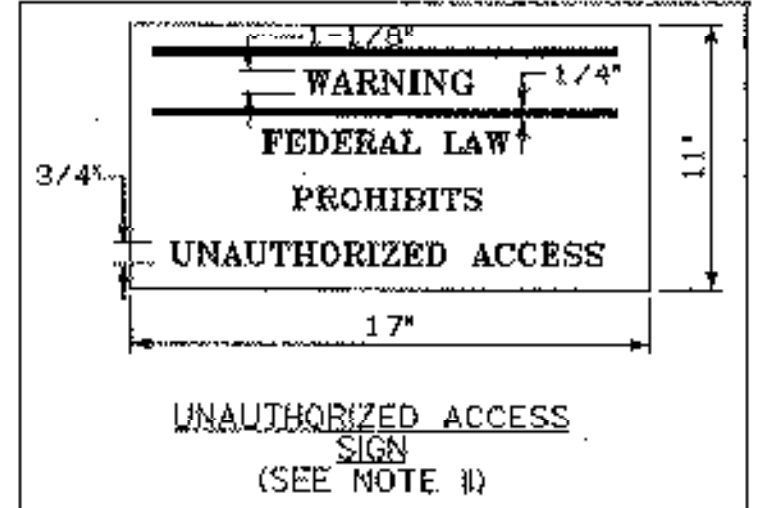
INSTALL NEW 40LF x 24" DIA. CPEP IN DRAINAGE DITCH APPROX. 300' RT. FROM R/W I-19 CENTERLINE. BACKFILL WITH WASTE MATERIAL FROM PROJECT B. SEE DETAIL 12

- GATE NOTES:**
- COORDINATE PLACEMENT OF 12 FOOT DRIVE GATE AT FAA CONTROL BUILDING WITH FAA TEL: (802-951-6704)
  - EXISTING DRIVE GATES TO BE REMOVED AND STOCKPILED ON AIRPORT, AS DIRECTED BY THE ENGINEER.
  - INSTALL NEW RADIO CONTROLLED AUTOMATED SLIDE GATES WITH CARD READER AND FREE EXIT LOOP AT THE LOCATIONS SHOWN. CARD READER TO BE COMPATIBLE WITH EXISTING AIRPORT FENCE CONTROL SYSTEM. CARD READER TO BE MANUFACTURED BY SECURITY ASD, OR EQUAL. CONTRACTOR TO SUPPLY 25 CARDS FOR USE WITH CARD READER.
  - GATE OPENER TO USE 1 HP, 240V, 1PHASE MOTOR.
  - INSTALL NEW WIRING FOR MOTOR AND CARD READER IN 1/2" PVC (UNDERGROUND) TO COLUMBIA AVIATION HANGAR. INSTALL NEW WIRING, BREAKERS, AND ELECTRICAL HARDWARE, WHERE REQUIRED INSIDE HANGAR.
  - THE CONTRACTOR SHALL MAINTAIN ELECTRICAL CONTINUITY AT ALL GATE CROSSINGS. A # 2 AWC BARE COPPER CABLE TO BE INSTALLED 24 INCHES BELOW GRADE AT GATES. PAYMENT IS INCIDENTAL TO THE GATE, ITEM # 620.17 SEE DETAIL F ON SHEET 12.
  - REFER TO GATE SCHEDULE ON THIS SHEET



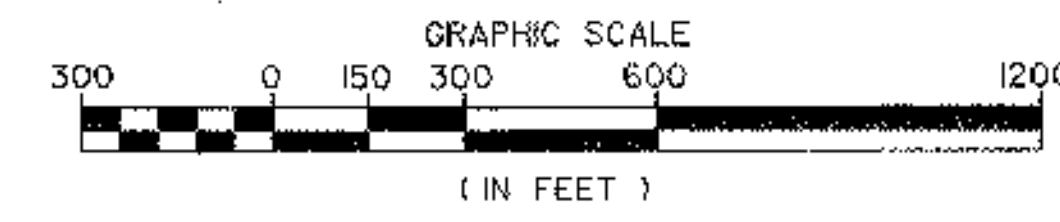
AIRPORT GATE SCHEDULE	
GATE	DESCRIPTION
1	NEW 16' DRIVE GATE (2 - 8' x 8' SWING GATES)
2	NEW 16' DRIVE GATE (2 - 8' x 8' SWING GATES)
3	REMOVE EXISTING GATE. INSTALL NEW AUTOMATED, RADIO CONTROLLED GATE (8' x 26') WITH CARD READER AND FREE EXIT LOOP DETECTOR. PROVIDE DROP CURB AT GATE. <small>INSTALL NEW CONTROLLER AND ELECTRICAL HARDWARE AND CONNECTORS. ADDENDUM 1.</small>
4	REMOVE EXISTING GATE. INSTALL NEW AUTOMATED, RADIO CONTROLLED GATE (8' x 17') WITH CARD READER AND FREE EXIT LOOP DETECTOR. <small>INSTALL NEW CONTROLLER AND ELECTRICAL HARDWARE AND CONNECTORS. ADDENDUM 1.</small>
5	REMOVE EXISTING 4' x 17' AUTOMATED GATE AND INSTALL NEW 8' x 17' RADIO CONTROLLED AUTOMATED GATE WITH CARD READER AND FREE EXIT LOOP DETECTOR. <small>INSTALL NEW CONTROLLER AND ELECTRICAL HARDWARE AND CONNECTORS.</small>

AIRPORT GATE SCHEDULE	
GATE	DESCRIPTION
6	REMOVE EXISTING. INSTALL NEW 8' x 20' DRIVE GATE. (2 - 8' x 10' SWING GATES)
7	REMOVE EXISTING 5' x 4' WALK GATE. INSTALL NEW 8' x 4' WALK GATE.
8	REMOVE EXISTING GATE. INSTALL NEW 8' x 12' DRIVE GATE. (2 - 8' x 6' SWING GATES)
9	REMOVE EXISTING 4' x 6' WALK GATE. INSTALL NEW 8' x 4' WALK GATE.
10	NEW 16' DRIVE GATE (2 - 8' x 8' SWING GATES)
11	NEW 8' x 4' WALK GATE WITH CARD READER PROVIDE ELECTRICAL SERVICE FROM CAP BUILDING.



- SIGN BACKGROUND TO BE YELLOW REFLECTORIZED WITH DARK BLUE LETTERING
- SIGNS TO BE PLACED AT 200' (MAX.) INTERVALS 5' ABOVE THE GROUND LEVEL
- ATTACH SIGNS TO INSIDE OF FENCE FACING OUT.

**GENERAL NOTE:**  
WORK WITHIN THE ARCHEOLOGICALLY SENSITIVE AREAS NOTED WILL NOT COMMENCE UNTIL THE VTRANS MANAGER HAS CONCLUDED THAT THE AREA HAS BEEN CLEARED OF ANY POTENTIAL ARCHEOLOGICAL RESOURCES



**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT

**PROPOSED FENCE PLAN**

**URS**  
28 CORPORATE DRIVE  
CLIFTON PARK, NEW YORK

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

Scale: AS SHOWN






Date: MARCH, 2005

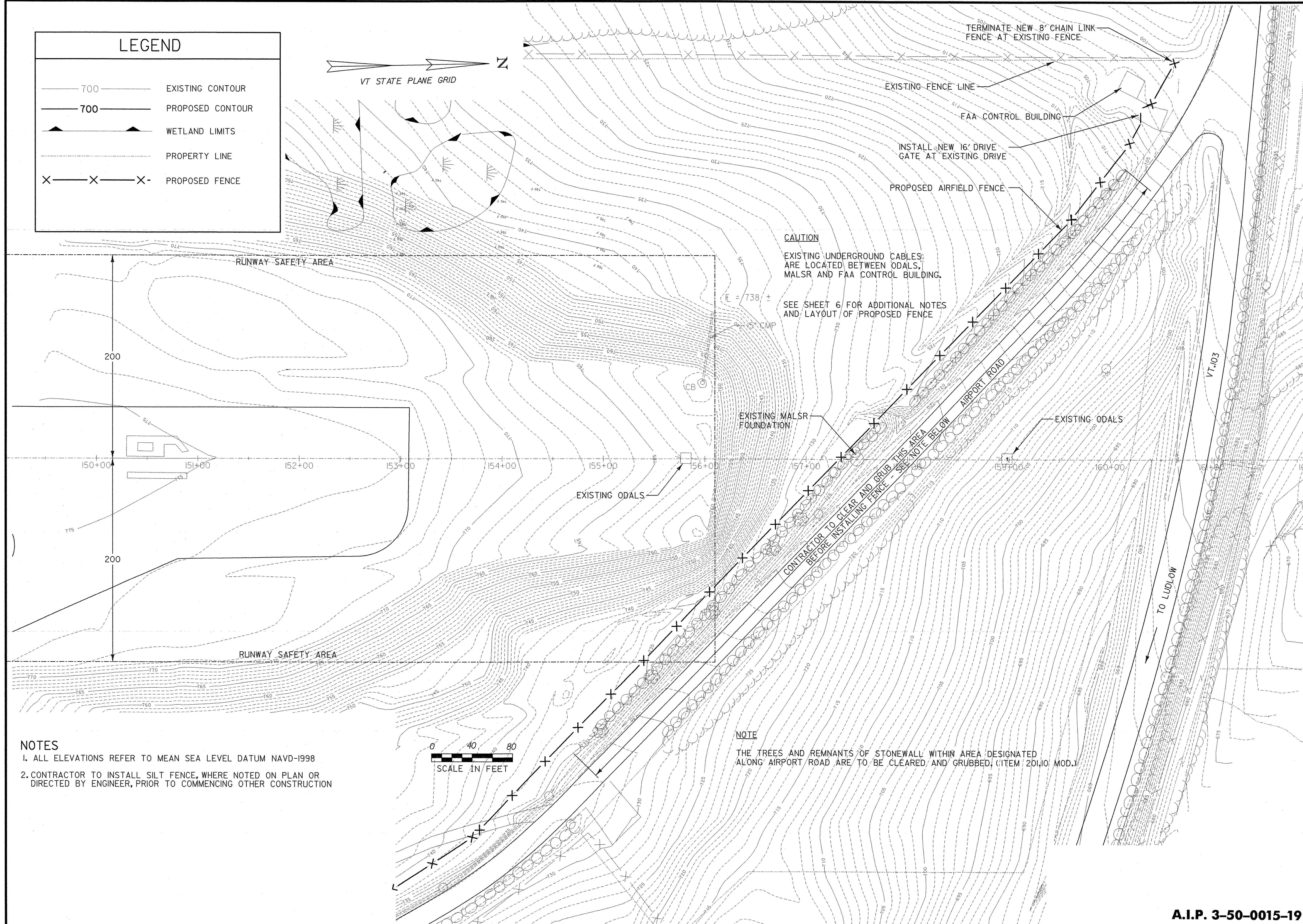
Sheet 6 of 13

Sheet No. **6**

Job No. 38397036  
File No. 38397036-06

**LEGEND**

-  700 EXISTING CONTOUR
-  700 PROPOSED CONTOUR
-  WETLAND LIMITS
-  PROPERTY LINE
-  PROPOSED FENCE

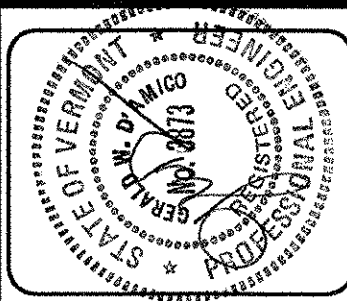


**CAUTION**  
 EXISTING UNDERGROUND CABLES ARE LOCATED BETWEEN ODALS, MALS AND FAA CONTROL BUILDING.  
 SEE SHEET 6 FOR ADDITIONAL NOTES AND LAYOUT OF PROPOSED FENCE

**CONTRACTOR TO CLEAR AND GRUB THIS AREA BEFORE INSTALLING FENCE - SEE NOTE BELOW**

**NOTE**  
 THE TREES AND REMNANTS OF STONEWALL WITHIN AREA DESIGNATED ALONG AIRPORT ROAD ARE TO BE CLEARED AND GRUBBED. (ITEM 20.10 MOD.)

- NOTES**
- ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM NAVD-1998
  - CONTRACTOR TO INSTALL SILT FENCE, WHERE NOTED ON PLAN OR DIRECTED BY ENGINEER, PRIOR TO COMMENCING OTHER CONSTRUCTION



REV.	DATE	DESCRIPTION

**RUTLAND STATE AIRPORT**  
 CLARENDON, VERMONT

**SUPPLEMENTAL FENCE LAYOUT**

**URS**  
 28 CORPORATE DRIVE  
 CLIFTON PARK, NEW YORK

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

Scale: AS SHOWN  
 Date: MARCH, 2005  
 Sheet 7 of 13  
 Sheet No. **7**

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

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 4/8/2005



DESCRIPTION	FILE NO. 3837036B
REV.	DATE
Job No.	3837036

**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT

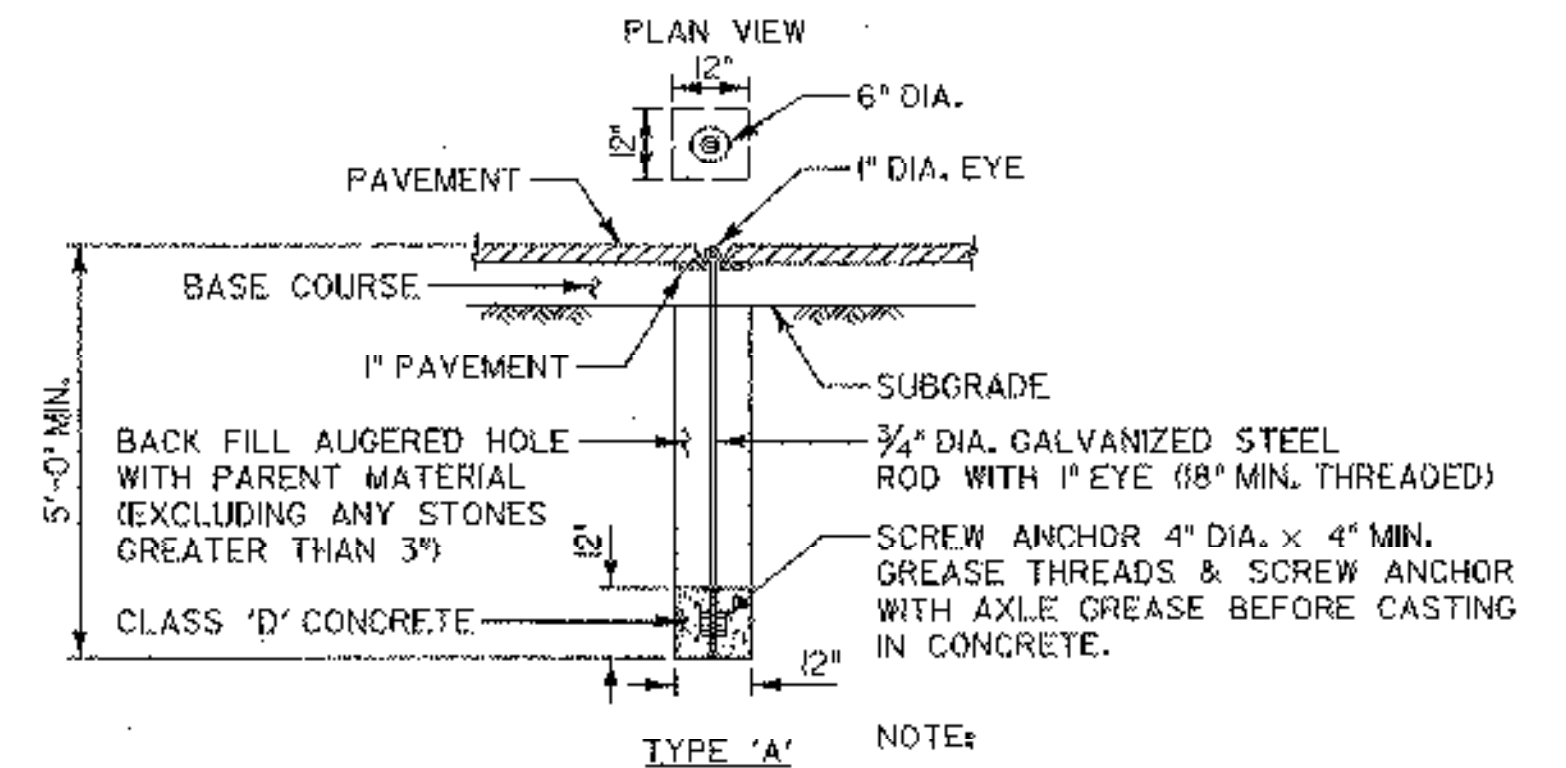
**TAXIWAY F MARKING & SIGN PLAN**

**URS**  
28 CORPORATE DRIVE  
CLIFTON PARK, NEW YORK

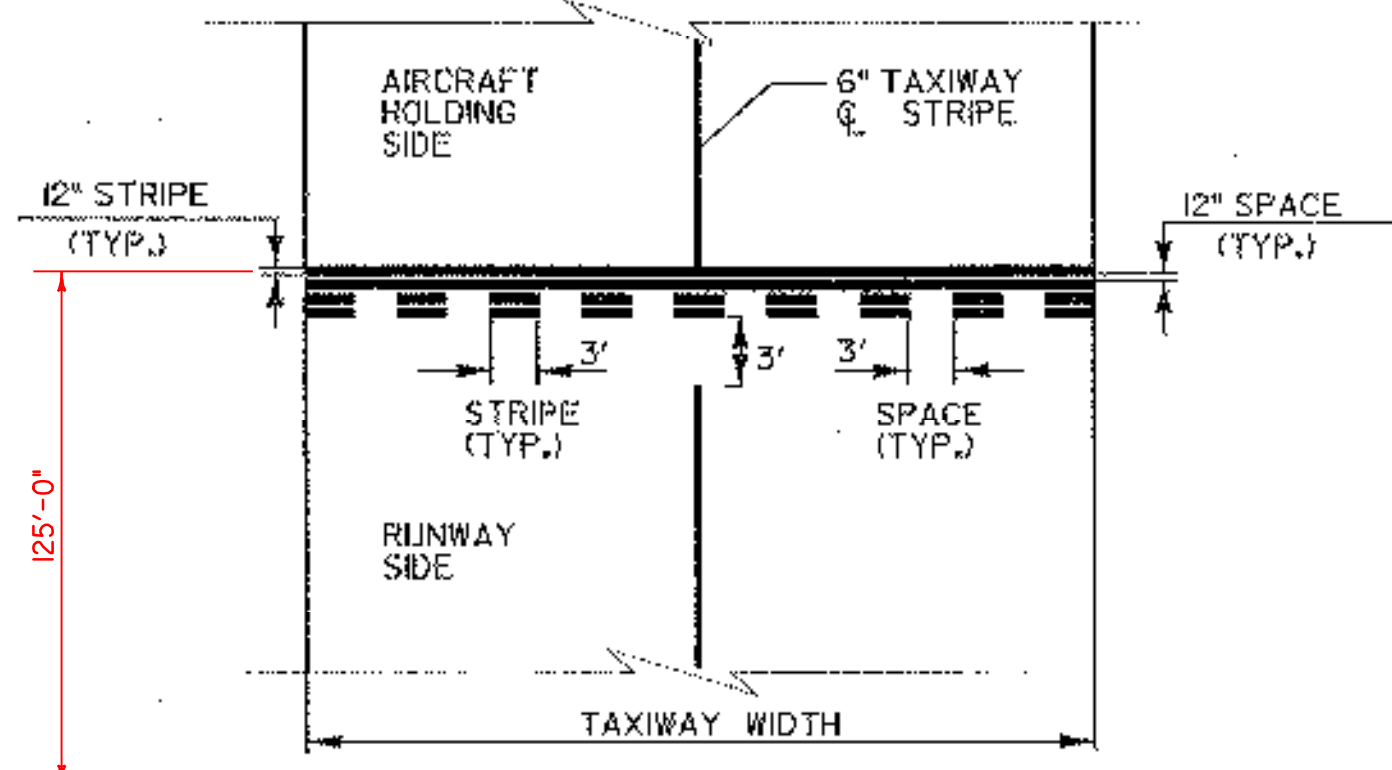
Designed by: R.P.D.	Approved by: G.M.D.
Drawn by: P.P.D.	
Checked by: G.W.D.	
Scale: 1"=50'	
Date: MARCH, 2005	
Sheet 8 of 13	
Sheet No. <b>8</b>	

SIGN SCHEDULE						
SIGN	LEGEND	COLOR	TYPE	LOCATION	REMARKS	PAY ITEM
TG18R		(W/R) (BLANK)	MANDATORY	45' RT. 311+25	RELOCATE TG18	864.14
TG19R		(Y/B) (BLANK)	LOCATION	48' RT. 311+25	RELOCATE TG19	864.14
TG20		(BLANK) (B/Y)	DESTINATION	40' RT. 400+72.5	TO BE REMOVED	NOT A SEPARATE PAY ITEM
TG20B		(BLANK) (Y/B)	LOCATION	45' RT. 400+72.5	TO REMAIN	
TG20C		(BLANK) (B/Y)	DIRECTION	40' LT. 312+40	RELOCATE TO 40' RT. 400+72.5	864.14
TG21		(BLANK) (B/Y)	DIRECTION	40' LT. 400+72.5	TO BE REMOVED	NOT A SEPARATE PAY ITEM

NOTES:  
 1. ALL SIGNS TO BE L-858, SIZE 118" PANEL WITH 12" LEGEND, STYLE 2, CLASS 2.  
 2. COLORS  
 Y/B = YELLOW LEGEND ON BLACK BACKGROUND  
 B/Y = BLACK LEGEND ON YELLOW BACKGROUND



**A AIRCRAFT TIE DOWN ANCHOR, TYPE A**  
ITEM 854.07  
N.T.S.

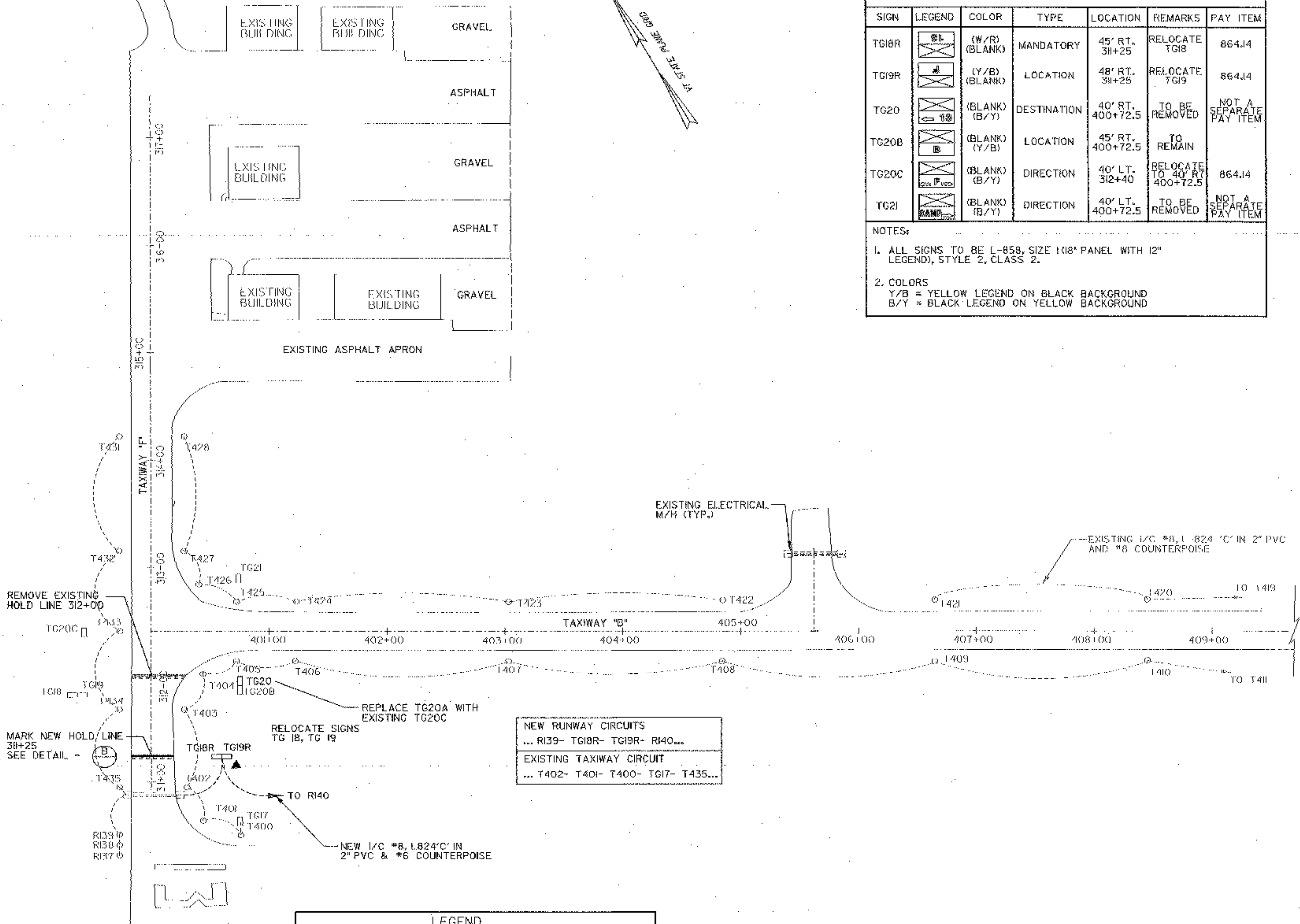


**B RUNWAY HOLD LINE STRIPE (TYP.)**  
N.T.S.

- NOTES
- TAXIWAY MARKINGS SHALL CONFORM TO AC 150/5340-1H AND VTRANS STANDARD DRAWING AP-6.
  - ALL TAXIWAY MARKINGS SHALL BE YELLOW, REFLECTIVE USING GLASS BEADS.
  - WHEN DIRECTED BY THE ENGINEER, THE EXISTING SIGN BASES CAN BE LEFT IN PLACE AND CABLES SPLICED IN EXISTING LIGHT BASE CANS, NEW SOLID STEEL COVERS TO BE PLACED ON THE CAN (NOT A SEPARATE PAY ITEM).



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



LEGEND	
	EXISTING TAXIWAY LIGHTS (MITLS)
	EXISTING TAXIWAY GUIDANCE SIGN
	RELOCATED TAXIWAY GUIDANCE SIGN
	NEW 5/8" dia. X 8' COPPER CLAD GROUND ROD
	EXISTING UNDERGROUND ELECTRICAL
	PROPOSED UNDERGROUND ELECTRICAL

NEW RUNWAY CIRCUITS  
 ... R139- TG18R- TG19R- R140...  
 EXISTING TAXIWAY CIRCUIT  
 ... T402- T401- T400- TG17- T435...

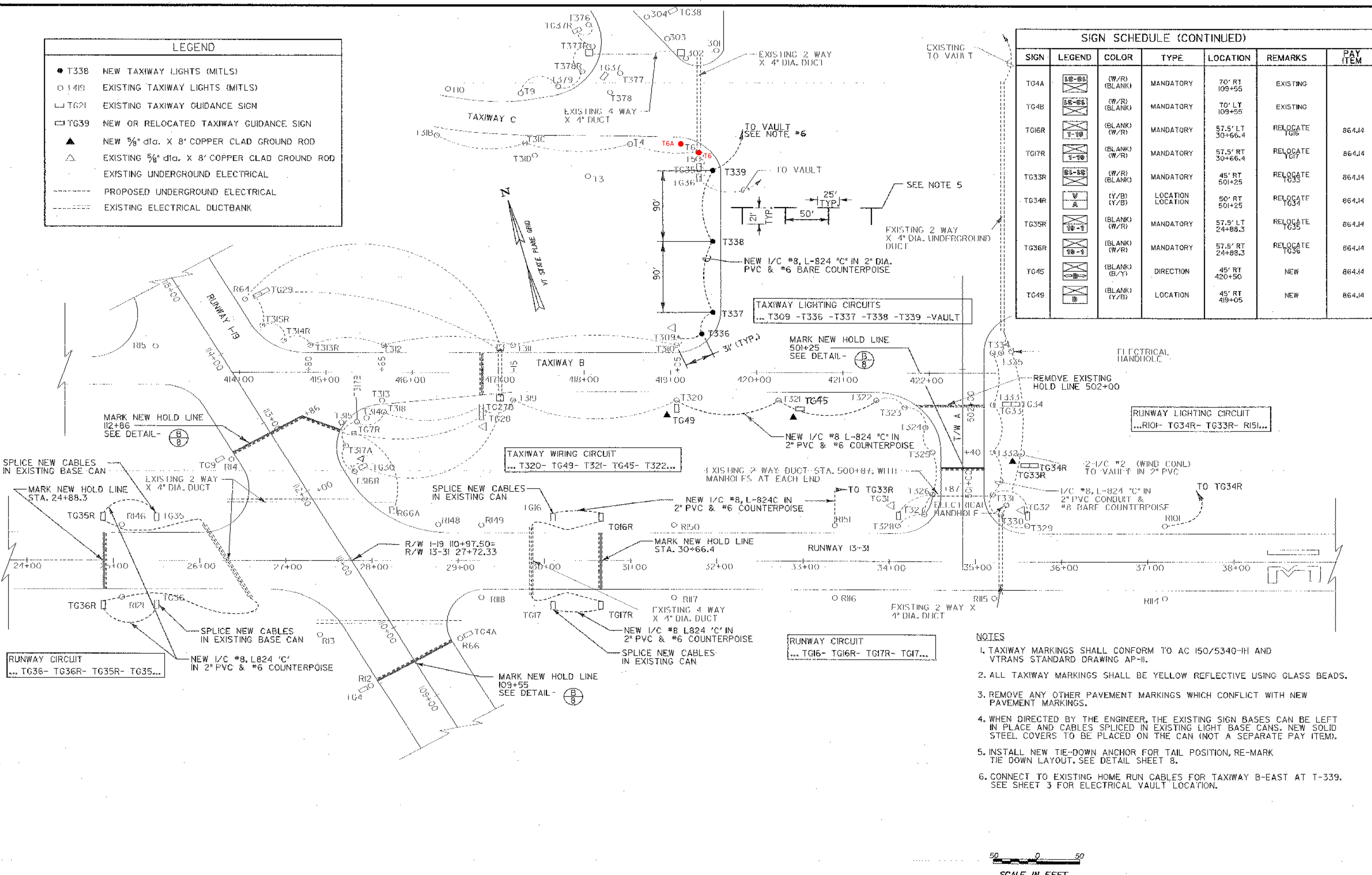
REMOVE EXISTING HOLD LINE 312+00  
 MARK NEW HOLD LINE 311+25 SEE DETAIL

RELOCATE SIGNS TG 18, TG 19  
 REPLACE TG20A WITH EXISTING TG20C  
 NEW 1/2" #8, 1.824' C' IN 2" PVC & #6 COUNTERPOISE

EXISTING ELECTRICAL M/H (TYP.)  
 EXISTING 1/2" #8, 1.824' C' IN 2" PVC AND #6 COUNTERPOISE

LEGEND	
● T338	NEW TAXIWAY LIGHTS (MITLS)
○ T419	EXISTING TAXIWAY LIGHTS (MITLS)
□ TG21	EXISTING TAXIWAY GUIDANCE SIGN
□ TG39	NEW OR RELOCATED TAXIWAY GUIDANCE SIGN
▲	NEW 5/8" dia. X 8' COPPER CLAD GROUND ROD
△	EXISTING 5/8" dia. X 8' COPPER CLAD GROUND ROD
---	EXISTING UNDERGROUND ELECTRICAL
---	PROPOSED UNDERGROUND ELECTRICAL
---	EXISTING ELECTRICAL DUCTBANK

SIGN SCHEDULE (CONTINUED)						
SIGN	LEGEND	COLOR	TYPE	LOCATION	REMARKS	PAY ITEM
TG4A	[Symbol]	(W/R) (BLANK)	MANDATORY	70' RT 109+55	EXISTING	
TG4B	[Symbol]	(W/R) (BLANK)	MANDATORY	70' LT 109+55	EXISTING	
TG16R	[Symbol]	(BLANK) (W/R)	MANDATORY	57.5' LT 30+66.4	RELOCATE TG16	864.14
TG17R	[Symbol]	(BLANK) (W/R)	MANDATORY	57.5' RT 30+66.4	RELOCATE TG17	864.14
TG33R	[Symbol]	(W/R) (BLANK)	MANDATORY	45' RT 50+25	RELOCATE TG33	864.14
TG34R	[Symbol]	(Y/B) (Y/B)	LOCATION LOCATION	50' RT 50+25	RELOCATE TG34	864.14
TG35R	[Symbol]	(BLANK) (W/R)	MANDATORY	57.5' LT 24+88.3	RELOCATE TG35	864.14
TG36R	[Symbol]	(BLANK) (W/R)	MANDATORY	57.5' RT 24+88.3	RELOCATE TG36	864.14
TG45	[Symbol]	(BLANK) (Y/Y)	DIRECTION	45' RT 420+50	NEW	864.14
TG49	[Symbol]	(BLANK) (Y/B)	LOCATION	45' RT 419+05	NEW	864.14



- NOTES
1. TAXIWAY MARKINGS SHALL CONFORM TO AC 150/5340-1H AND VTRANS STANDARD DRAWING AP-11.
  2. ALL TAXIWAY MARKINGS SHALL BE YELLOW REFLECTIVE USING GLASS BEADS.
  3. REMOVE ANY OTHER PAVEMENT MARKINGS WHICH CONFLICT WITH NEW PAVEMENT MARKINGS.
  4. WHEN DIRECTED BY THE ENGINEER, THE EXISTING SIGN BASES CAN BE LEFT IN PLACE AND CABLES SPLICED IN EXISTING LIGHT BASE CANS. NEW SOLID STEEL COVERS TO BE PLACED ON THE CAN (NOT A SEPARATE PAY ITEM).
  5. INSTALL NEW TIE-DOWN ANCHOR FOR TAIL POSITION, RE-MARK THE DOWN LAYOUT. SEE DETAIL SHEET 8.
  6. CONNECT TO EXISTING HOME RUN CABLES FOR TAXIWAY B-EAST AT T-339. SEE SHEET 3 FOR ELECTRICAL VAULT LOCATION.

**URS**  
28 CORPORATE DRIVE  
CLIFTON PARK, NEW YORK

**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT

**TAXIWAY B-EAST MARKING, LIGHTING & SIGN PLAN**

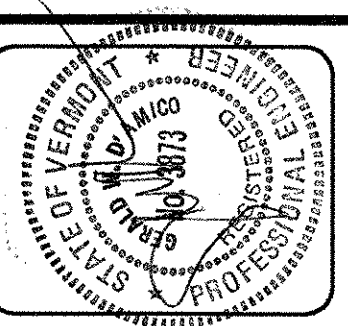
Designed by: G.W.D. Drawn by: M.C.M. Checked by: G.W.D. Approved by: G.W.D.	Description: Date: Rev. No.: Job No.: 38397036
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Scale: 1"=50'

Date: MARCH, 2005

Sheet 9 of 13

Sheet No. **9**



DESCRIPTION	File No. 38397056d45
REV.	DATE
Job No.	38397056

RUTLAND STATE AIRPORT  
CLAIRENDON, VERMONT

AIRFIELD LIGHTING DETAILS

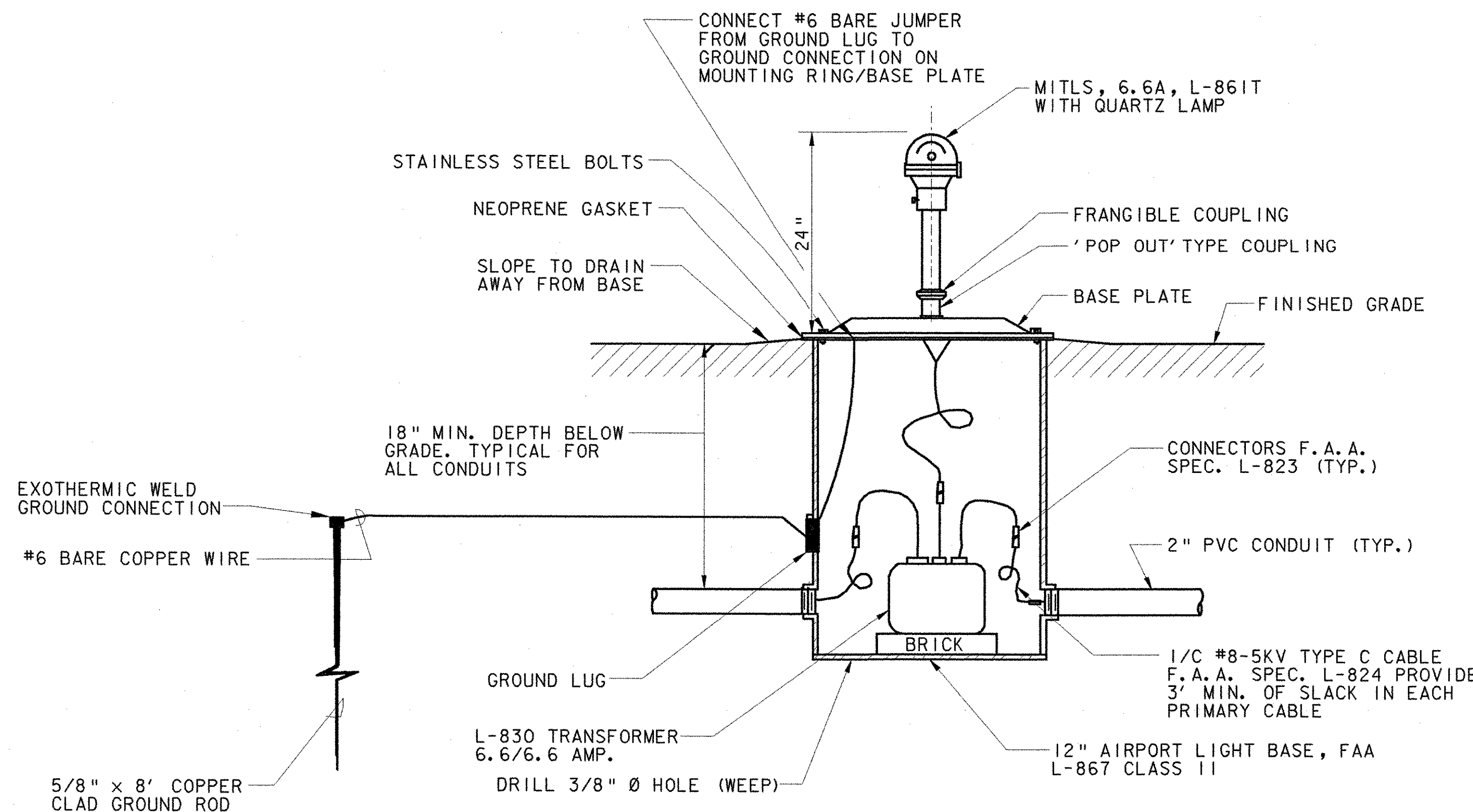
**URS**  
28 CORPORATE DRIVE  
CLIFTON PARK, NEW YORK

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

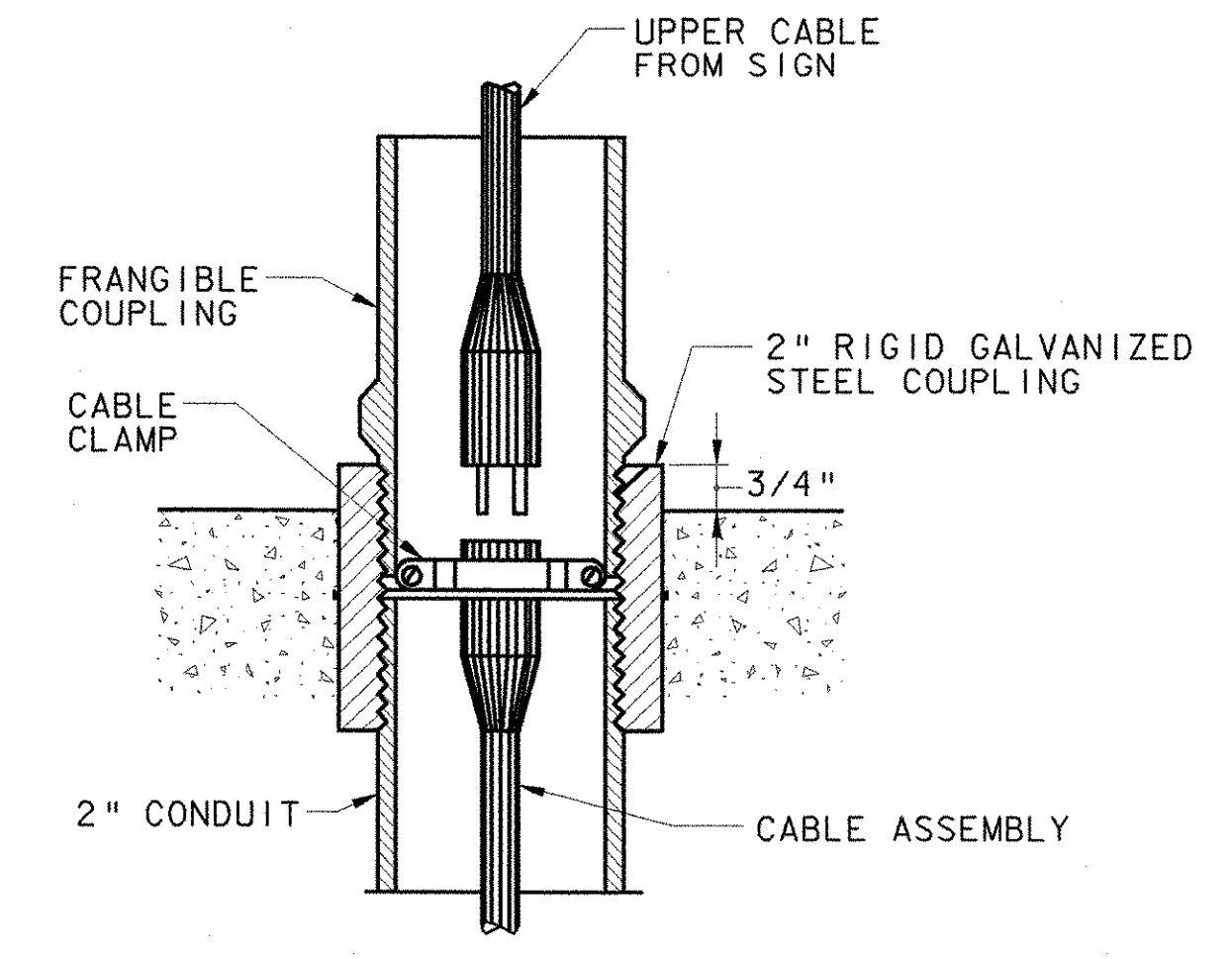
Scale: NTS  
Date: MARCH, 2005  
Sheet 10 of 13  
Sheet No. 10

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

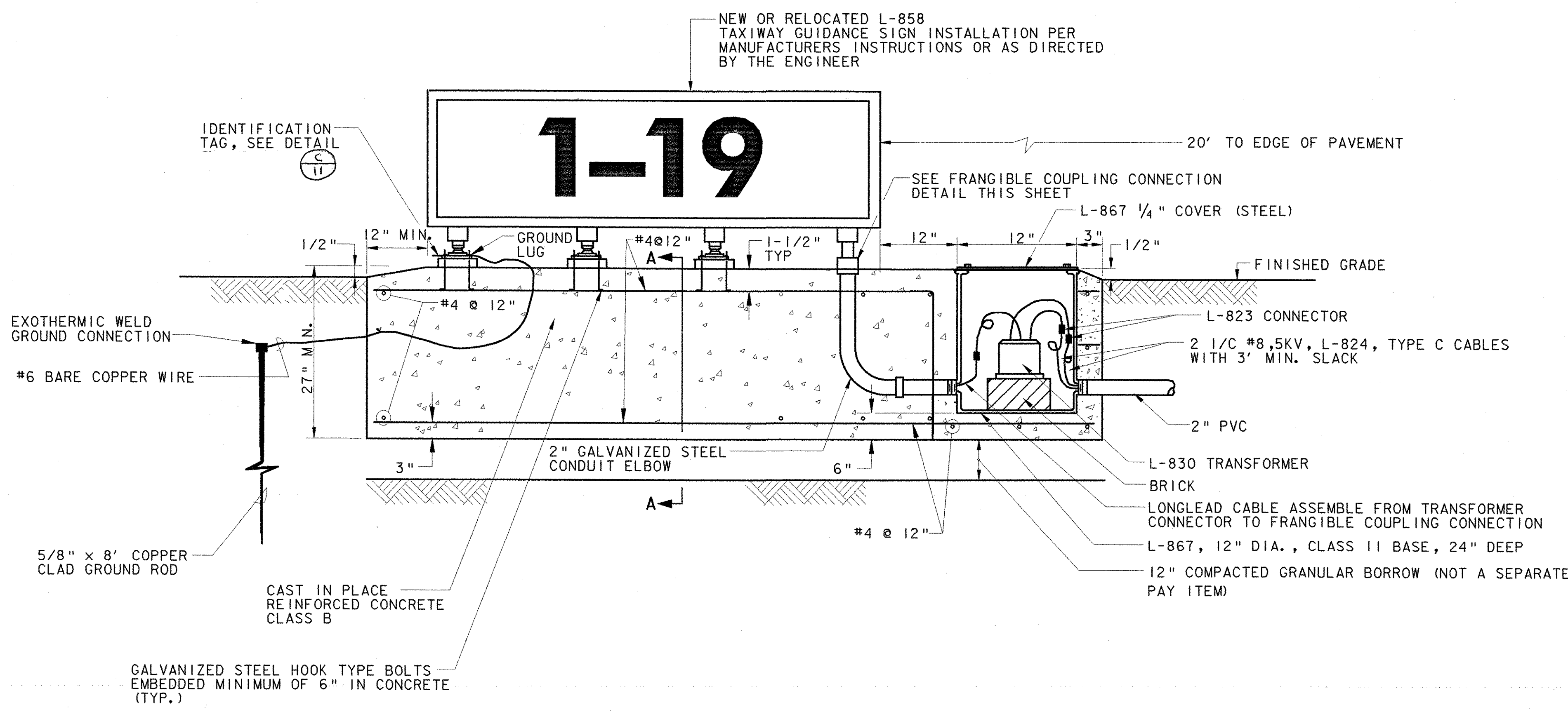
NOTE:  
DO NOT FASTEN COUNTERPOISE  
TO BASE CANS



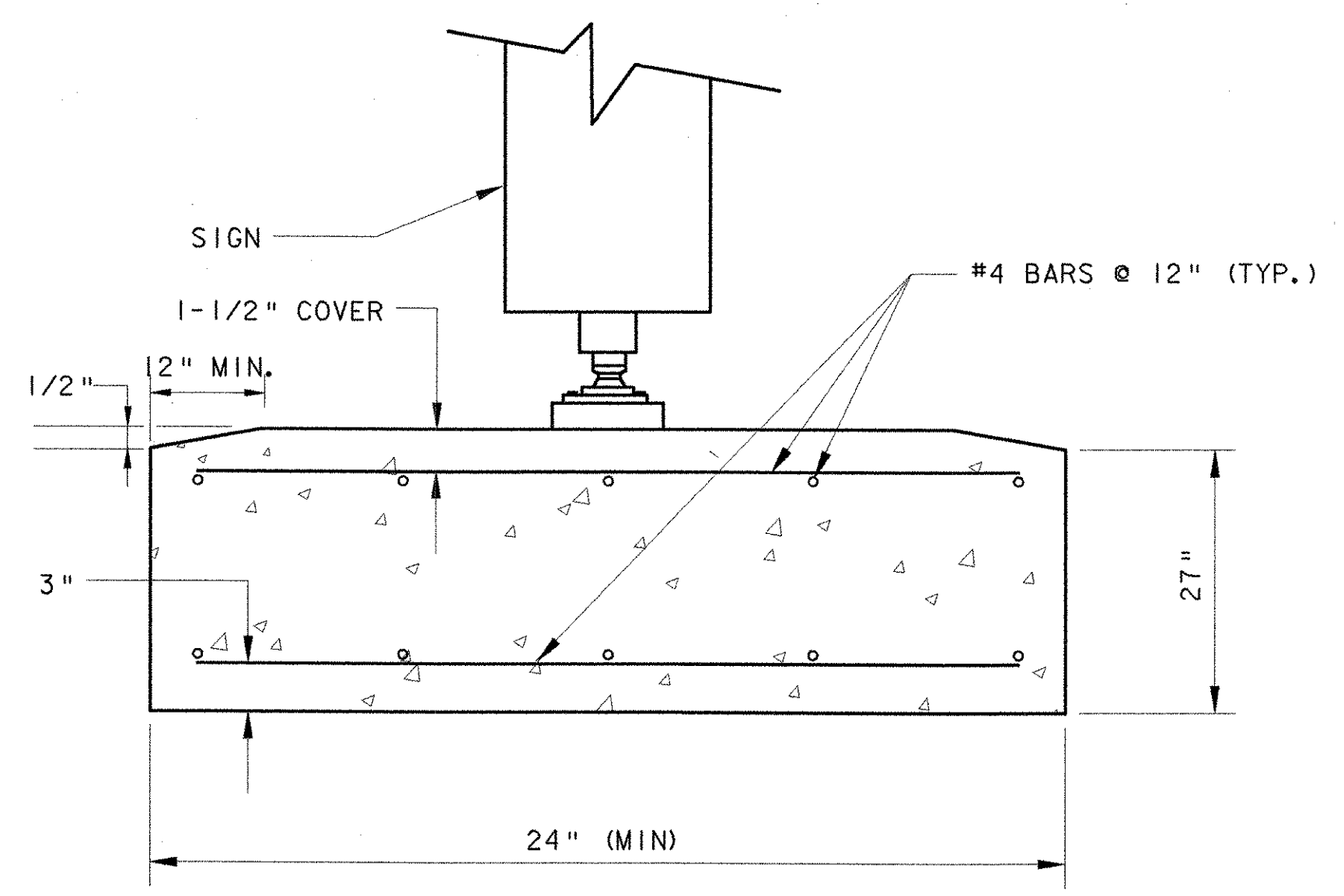
TYPICAL ELEVATED EDGE LIGHT (L-861T)  
NOT TO SCALE



FRANGIBLE COUPLING  
CONNECTION DETAIL  
NOT TO SCALE

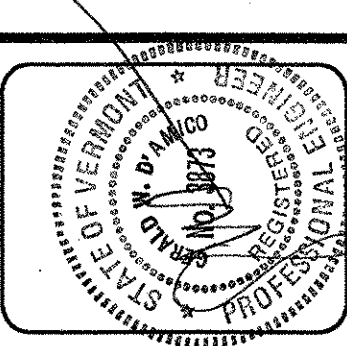


L-858 TAXIWAY GUIDANCE SIGN  
NOT TO SCALE



TAXIWAY GUIDANCE SIGN SECTION A-A  
NOT TO SCALE

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4/8/2005



REV.	DATE	DESCRIPTION

Job No. 38397036  
File No. 38397036d4

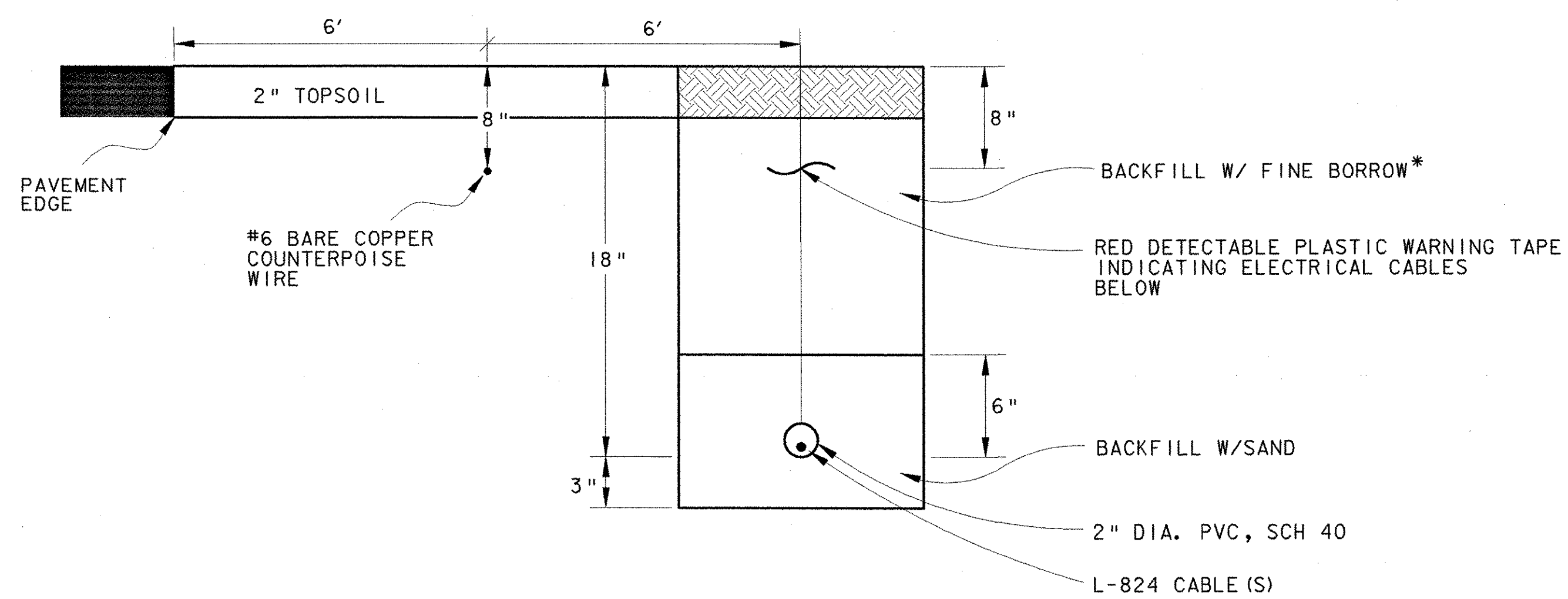
**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT

**AIRFIELD LIGHTING DETAILS**

**URS**  
28 CORPORATE DRIVE  
CLIFTON PARK, NEW YORK

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

Scales: NTS  
Date: MARCH, 2005  
Sheet 11 of 13  
Sheet No 11



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

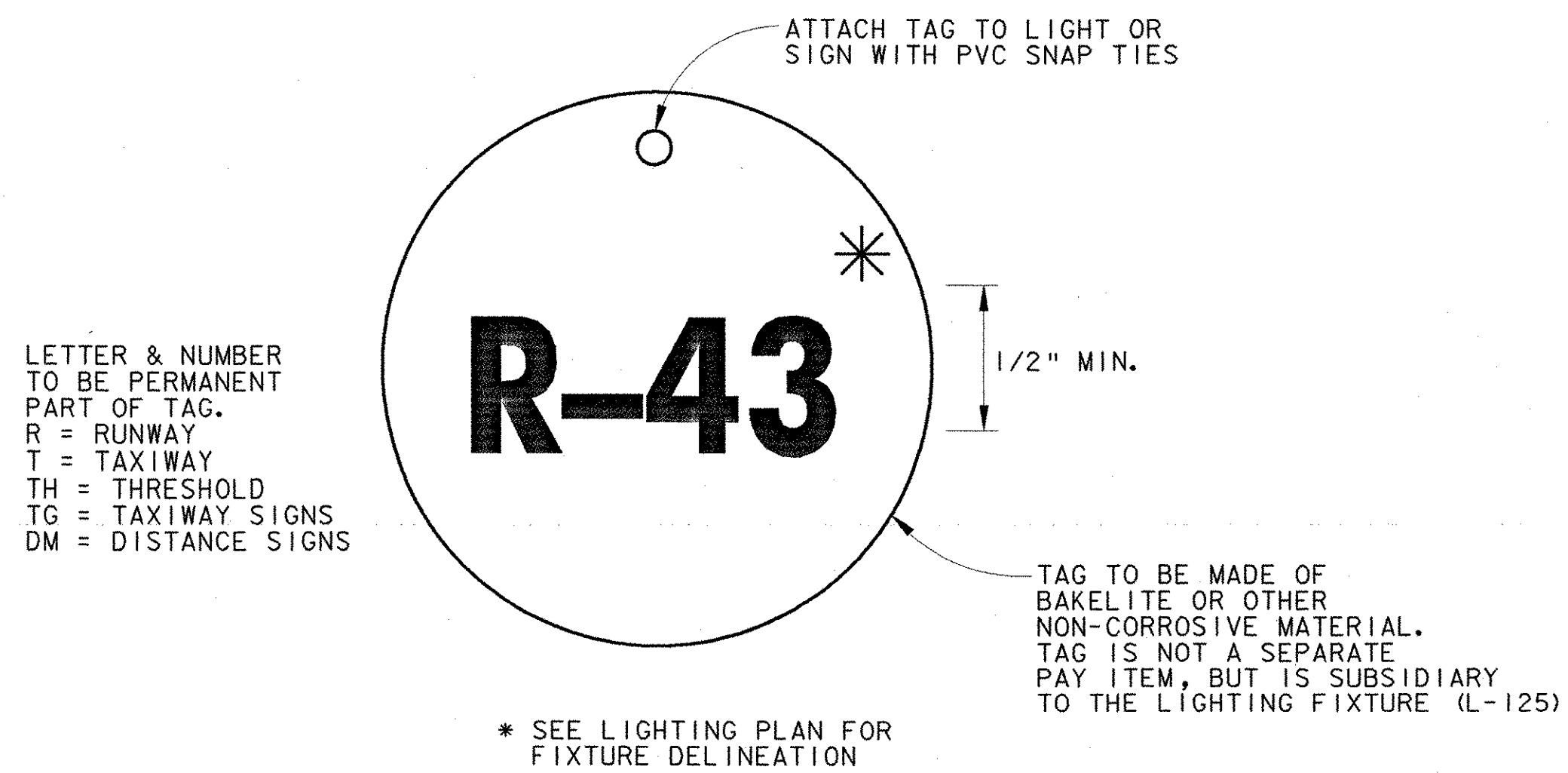
WHERE CABLE IS INSTALLED ADJACENT TO PAVEMENT, COUNTERPOISE IS INSTALLED 8-INCHES BELOW FINISHED GRADE AND INSTALLED HALF THE DISTANCE FROM THE EDGE OF PAVEMENT TO THE DUCT.

WHERE CABLE IS NOT INSTALLED ADJACENT TO PAVEMENT, COUNTERPOISE IS INSTALLED 4-INCHES MINIMUM ABOVE DUCT OR TO A HEIGHT WHERE THE DUCT IS PROTECTED WITH A 45 DEGREE ZONE OF PROTECTION BELOW THE COUNTERPOISE.

EXCAVATION FOR THE INSTALLATION OF COUNTERPOISE WIRE TO BE INCIDENTAL TO ITEM 864.06

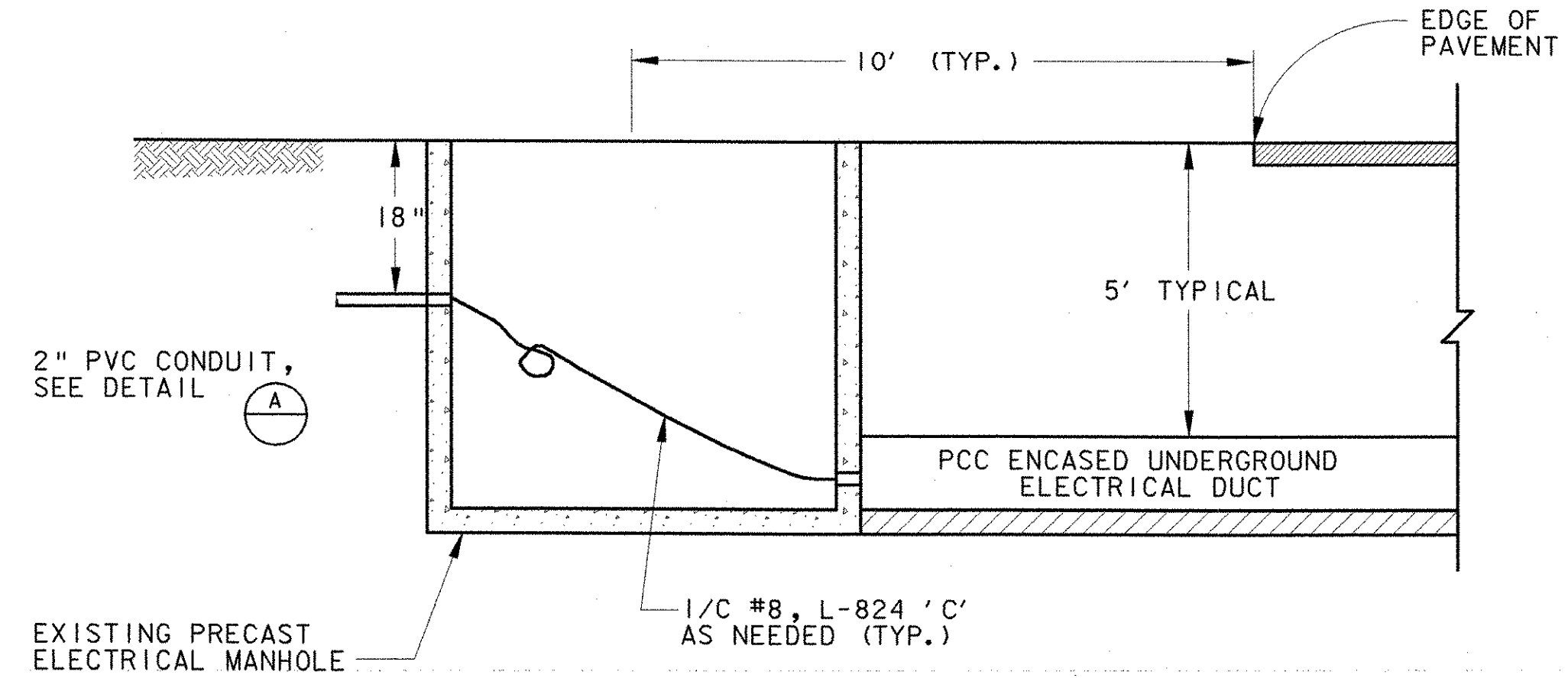
\* FINE BORROW-MATERIAL REASONABLY FREE FROM LOAM, CLAY OR ORGANIC MATERIAL, MAXIMUM SIZE = 1/2"

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

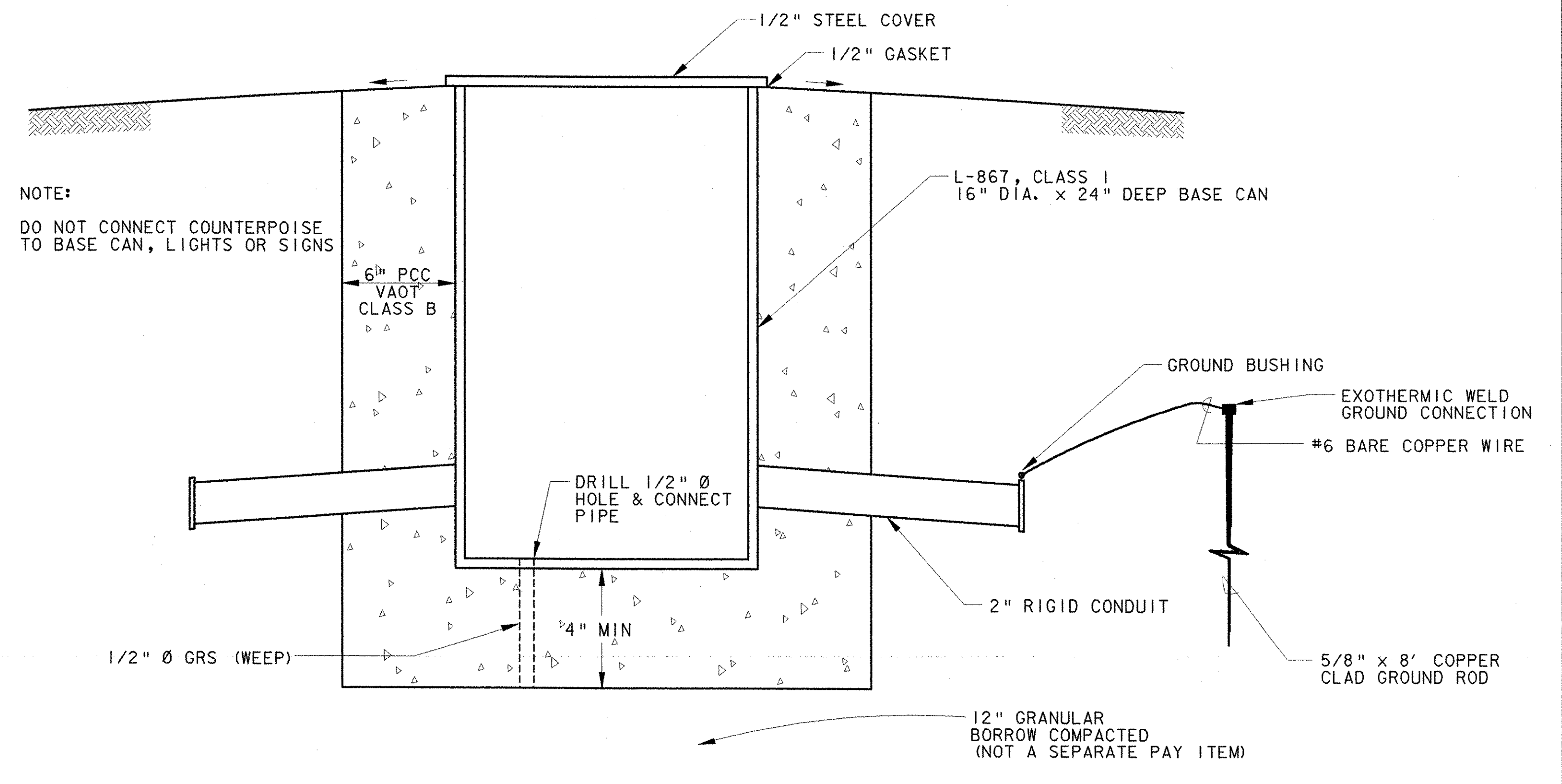


**C** FIXTURE IDENTIFICATION TAG (TYP)  
SCALE: NONE

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



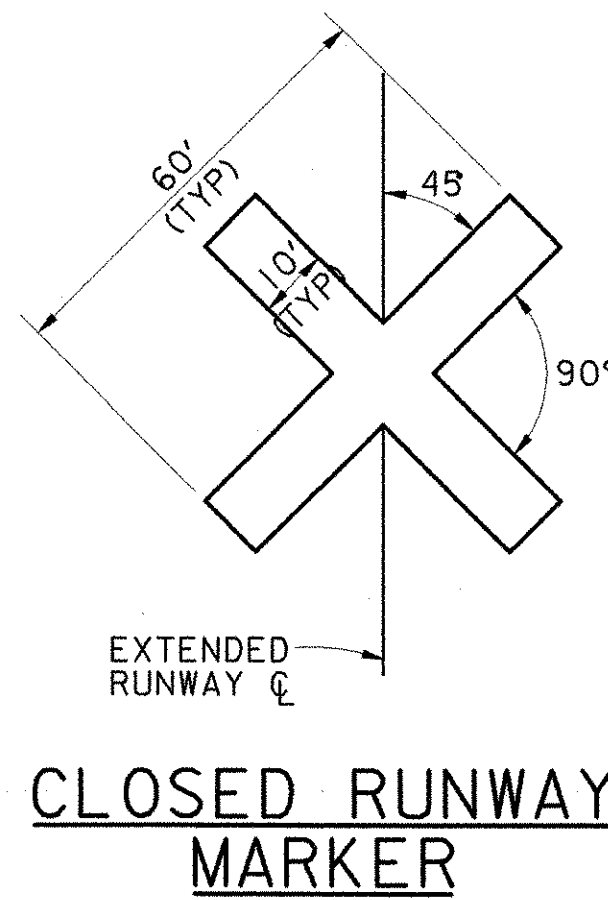
**B** CONDUIT DUCT DETAIL (TYP)  
SCALE: NONE



NOTE:  
DO NOT CONNECT COUNTERPOISE TO BASE CAN, LIGHTS OR SIGNS

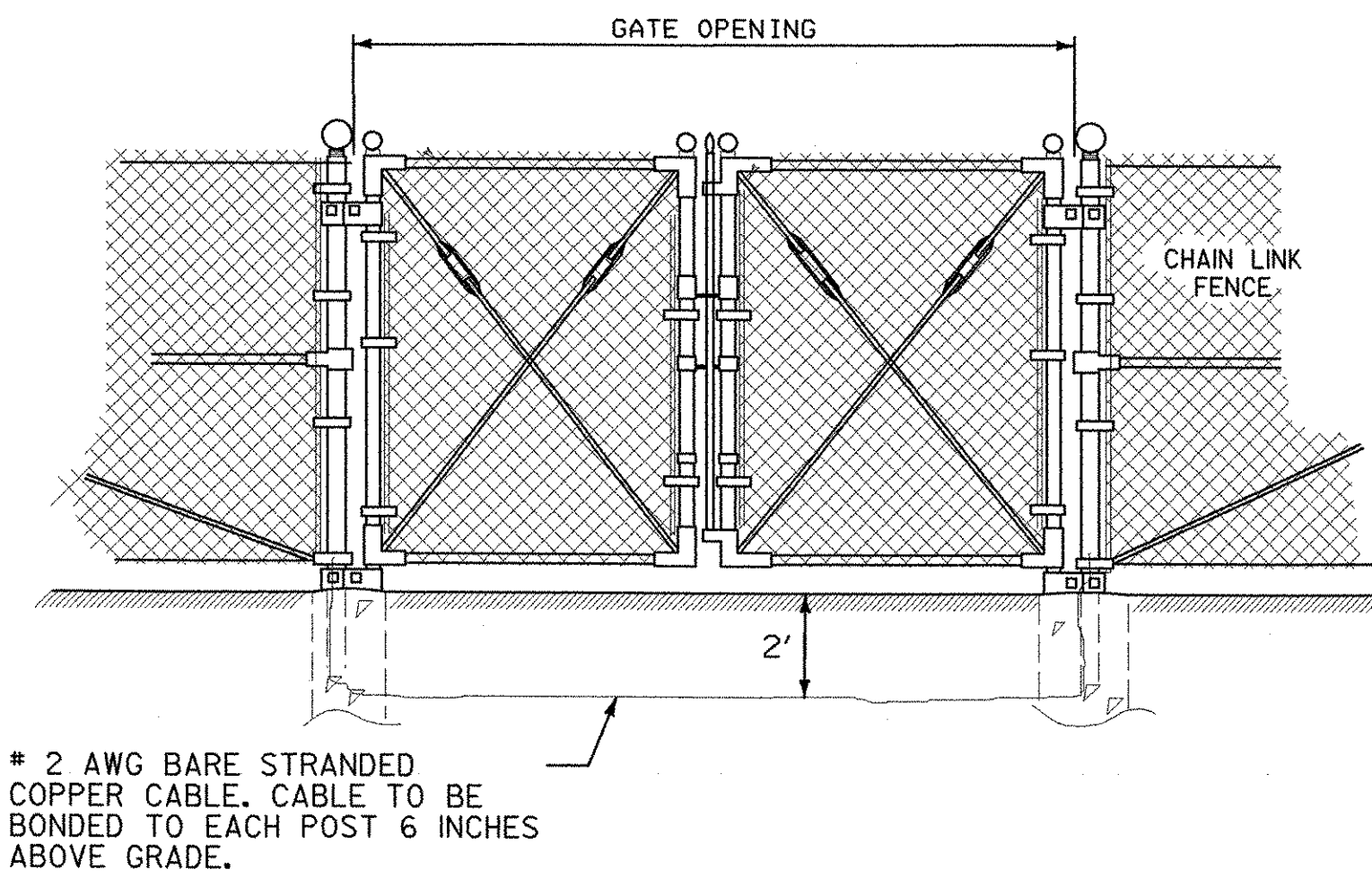
ELECTRICAL HANDHOLES TO BE PLACED WHERE DIRECTED BY THE ENGINEER. THE CONTRACTOR MAY OPT TO USE A MANUFACTURED HANDHOLE SUCH AS "QUAZITE" OR SIMILAR, OUTSIDE THE RUNWAY AND TAXIWAY SAFETY AREA, WHEN APPROVED BY THE ENGINEER.

**D** ELECTRIC HANDHOLE  
SCALE: NONE ITEM 604.11



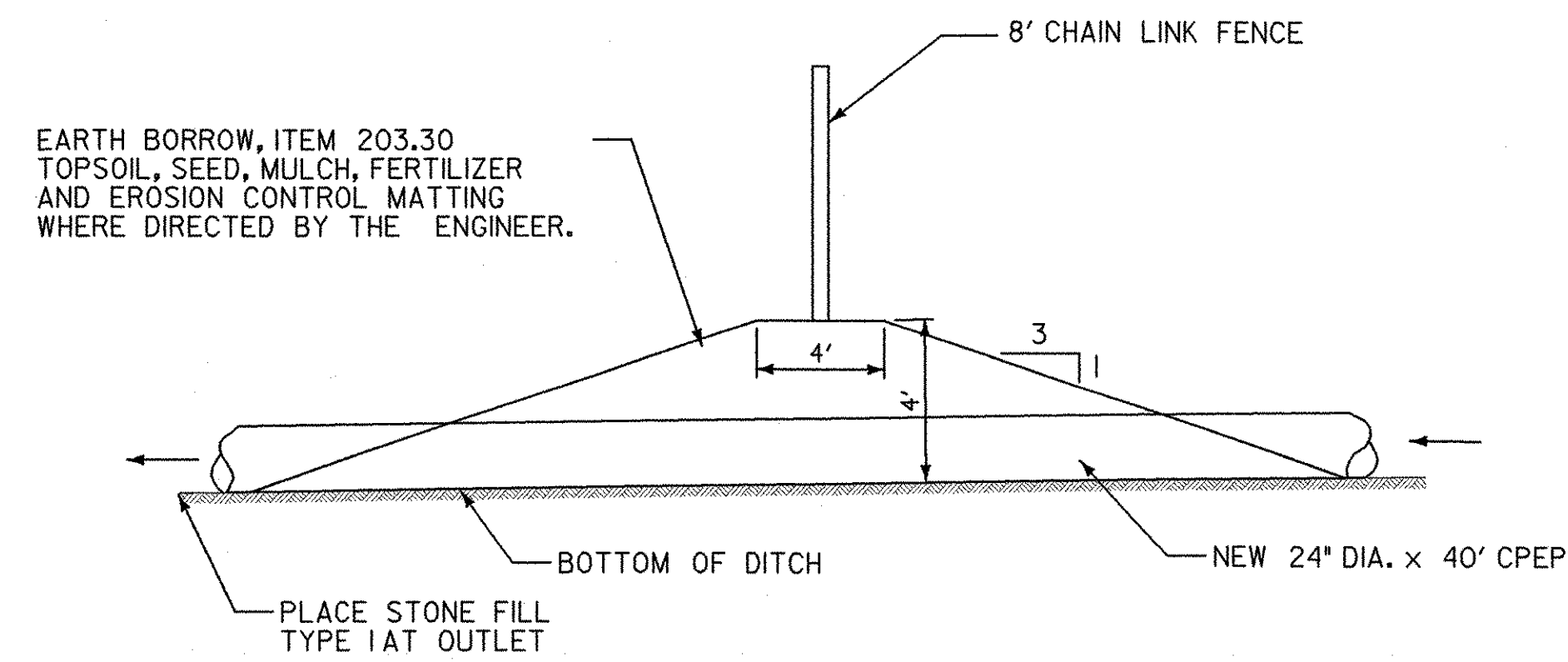
**MARKER NOTES**

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-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.

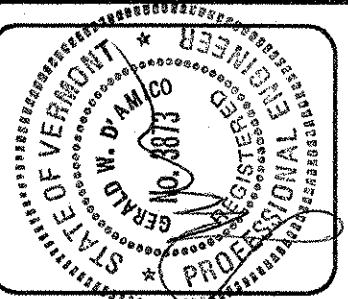


**D** CLOSED RUNWAY MARKER  
SCALE = NONE

**F** GROUNDING DETAIL AT GATE  
SCALE = NONE



**G** FENCE CROSSING DITCH DETAIL  
SCALE = NONE



REV.	DATE	DESCRIPTION

Job No. 38397036  
File No. 38397036d2

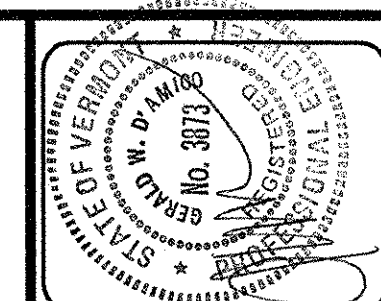
**RUTLAND STATE AIRPORT**  
CLARENDON, VERMONT

**MISCELLANEOUS DETAILS**

**URS**  
28 CORPORATE DRIVE  
CLIFTON PARK, NEW YORK

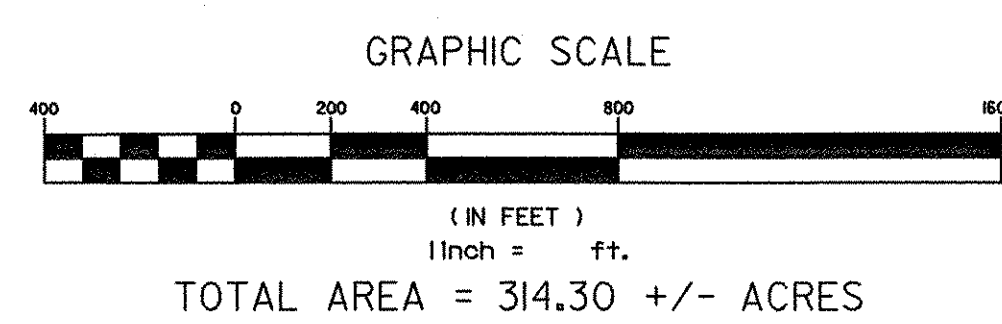
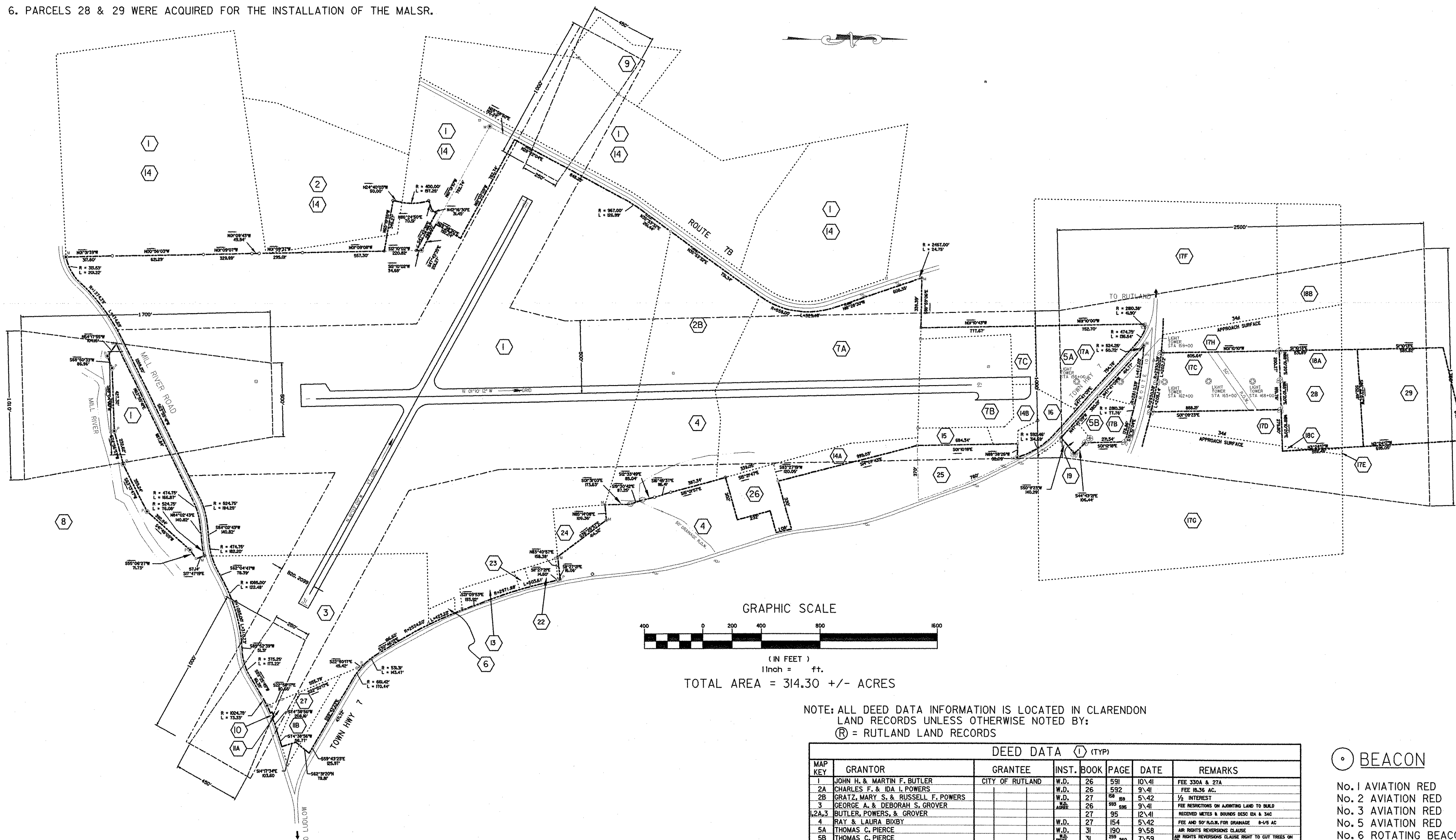
Designed by: G.W.D.  
Drawn by: M.C.M.  
Checked by: R.P.D.  
Approved by: G.W.D.

Scale: NOT TO SCALE  
Date: MARCH, 2005  
Sheet 12 of 13  
Sheet No. **12**



NOTES

1. BEARINGS REFERENCE STATE PLANE GRID NORTH
2. PROPERTY IS SUBJECT TO EXISTING EASEMENTS AND RIGHTS-OF-WAY OF RECORD
3. THIS PLAN IS AN UPDATE OF A PREVIOUS SURVEY AND EXHIBIT 'A' PREPARED BY BRUNO ASSOC., WOODSTOCK, VT DATED 8/8/94
4. PARCELS AND AVIATION EASEMENTS ACQUIRED WITH FEDERAL FUNDS AS A PART OF ADAP PROJECT 6-50-0015-07 ARE... 14A,14B,15,17A-H,18A-C,19, AND 22.
5. PARCELS 1,2A & 3 WERE PART OF AN A-P 4 AGREEMENT
6. PARCELS 28 & 29 WERE ACQUIRED FOR THE INSTALLATION OF THE MALS.R.



NOTE: ALL DEED DATA INFORMATION IS LOCATED IN CLARENDON LAND RECORDS UNLESS OTHERWISE NOTED BY:  
Ⓡ = RUTLAND LAND RECORDS

MAP KEY	GRANTOR	GRANTEE	INST.	BOOK	PAGE	DATE	REMARKS
1	JOHN H. & MARTIN F. BUTLER	CITY OF RUTLAND	W.D.	26	591	10/41	FEE 330A & 27A
2A	CHARLES F. & IDA I. POWERS		W.D.	26	592	9/41	FEE 8L36 AC.
2B	GRATZ, MARY S. & RUSSELL F. POWERS		W.D.	27	187	5/42	1/2 INTEREST
3	GEORGE A. & DEBORAH S. GROVER		W.D.	26	595	5/41	FEE RESTRICTIONS ON AIRPORT LAND TO BUILD
1,2A,3	BUTLER, POWERS, & GROVER		W.D.	27	95	12/41	RECEIVED METES & BOUNDS DESC 0A & 3AC
4	RAY & LAURA BIXBY		W.D.	27	154	5/42	FEE AND 50' PLUM. FOR DRAINAGE 8-1/2 AC
5A	THOMAS C. PIERCE		W.D.	31	190	9/58	AP RIGHTS REVERSION CLAUSE
5B	THOMAS C. PIERCE		W.D.	31	189	7/59	AP RIGHTS REVERSION CLAUSE RIGHT TO CUT TREES ON
6	CHAPEL ASSN. TRUSTEES		W.D.	28	43	4/45	FEE 0.8 AC
7A	JAMHERST B. & RACHEL C. WEEKS		W.D.	27	156	5/42	FEE 3-1/2 AC FAA GRANT 5902
7B&C	JAMHERST B. & RACHEL C. WEEKS		COND.	31	179	8/58	FORCE MAJEURE TO AP RIGHTS FAA GRANT 5902
8	WILLIAM D. & JOYCE C. LIND		RIGHT	31	261	8/59	RIGHT TO CUT TREES
9	VIRGINIA K. FRANTZ		W.D.	31	414	6/61	AP RIGHTS REVERSION CLAUSE 4.2 AC FAAP 803
10	CLIFFORD H. & MARY E. BROWN		COND.	31	49	8/61	AP RIGHTS REVERSION CLAUSE 0.8 AC
11A&B	ARTHUR S. & FRED E. HILL	STATE OF VERMONT	COND.	53	424	5/13/85	AP RIGHTS REVERSION CLAUSE FAAP 803
13	EUGENE A. & JUNE FREDETTE	STATE OF VERMONT	COND.	51	180	12/83	AP RIGHTS REVERSION CLAUSE 4.2 AC FAAP 803
14	CITY OF RUTLAND	STATE OF VERMONT	COND.	51	180	12/83	FAA APPROVED RELEASE 5/4/97
14A	WILLIAM A. & DORIS H. WEEKS	STATE OF VERMONT	COND.	53	424	5/13/85	2.0 AC FEE ADAP 6-50-0015-07
14B	WILLIAM A. & DORIS H. WEEKS	STATE OF VERMONT	COND.	53	424	5/13/85	2.0 AC FEE ADAP 6-50-0015-07
15	THOMAS S. WILLIAM A. & DORIS H. WEEKS	STATE OF VERMONT	COND.	53	424	5/13/85	2.0 AC FEE ADAP 6-50-0015-07
15	CARROLL C. WEEKS						2.0 AC FEE ADAP 6-50-0015-07
17A	GILBERT A. ET UX PIERCE						2.0 AC FEE ADAP 6-50-0015-07
17B	GILBERT A. ET UX PIERCE						2.0 AC FEE ADAP 6-50-0015-07
17C	GILBERT A. ET UX PIERCE						2.0 AC FEE ADAP 6-50-0015-07
17D-H	GILBERT A. ET UX PIERCE						2.0 AC FEE ADAP 6-50-0015-07
17A	HENRY & ILSE VERGI						2.0 AC FEE ADAP 6-50-0015-07
18A	HENRY & ILSE VERGI						2.0 AC FEE ADAP 6-50-0015-07
18B&C	HENRY & ILSE VERGI						2.0 AC FEE ADAP 6-50-0015-07
19	STEVEN H. & DENISE M. SEYFRIED		WARR	65	472	8/28/89	1/2 AC FEE ADAP 6-50-0015-07
19	STEVEN H. & DENISE M. SEYFRIED		WARR	65	472	8/28/89	1/2 AC FEE ADAP 6-50-0015-07
20	C.V.P.S.						UTILITY
21	NEW ENGLAND TEL.						UTILITY
22	CARL S. & RITA K. START ESTATE	STATE OF VERMONT	W.D.	55	399	11/23/86	2.0 AC FEE ADAP 6-50-0015-07
23	GEORGE L. JR. & MALDA B. MERRILL	STATE OF VERMONT	W.D.	55	399	11/23/86	2.0 AC FEE ADAP 6-50-0015-07
-	CITY OF RUTLAND	BUTLER BROTHERS	W.D.	34	264	8/69	27A DEEDED TO BUTLER BROTHERS
-	CITY OF RUTLAND	VT AERONAUTICS BD	W.D.	34	264	8/69	ALL OF AIRPORT & RIGHTS
-	DYER ESTATE	STATE OF VERMONT	T.D.	24	584	2/77	RESERVED FIRST REFUGAL BEACON SITE
-	C.V.P.S.	STATE OF VERMONT	LEASE	23	586	10/75	3.8 AC FEE AIR 04-3/74
24	JAYNE M. CONANT	STATE OF VERMONT	WARR	76	249	5/11/93	1.89 AC FEE
25	T.S. & M.A. WEEKS	STATE OF VERMONT	WARR	81	79	6/15/94	4.0 AC FEE
26	HAN & L.M. STREETER	STATE OF VERMONT	WARR	83	179	1/25/95	3.1 AC FEE
27	DONALD A. HILL	STATE OF VERMONT	WARR	93	545	12/9/98	3.8 AC FEE AIR 04-3/74
28	HENRY VERGI	STATE OF VERMONT	WARR	103	534	11/6/01	8.3 AC FEE
29	LED & KATHLEEN BRAUN	STATE OF VERMONT	WARR	104	51	11/6/01	9.5 AC FEE
-	ESTATE OF A.L. ANQUETTE	STATE OF VERMONT	WARR	105	458	3/28/02	2.0 AC BEACON LOT 10
30	JOHN A. RUSSELL CORP.	STATE OF VERMONT	WARR	105	453	3/28/02	3.8 AC BEACON LOT 10
31	STATE OF VERMONT	STATE OF VERMONT	WARR	105	453	3/28/02	3.8 AC BEACON LOT 10

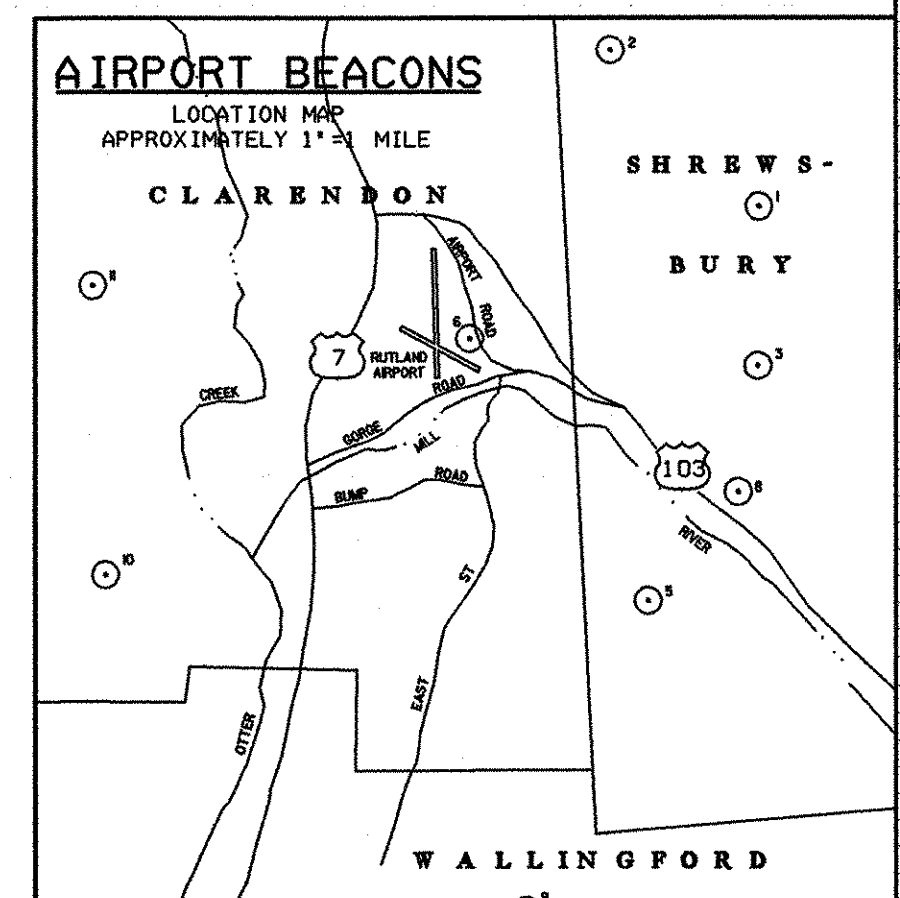
BEACON	ELEVATION	LOCATION
No. 1 AVIATION RED	2200	BURKE OR EAST MOUNTAIN
No. 2 AVIATION RED	1600	COLD RIVER ROAD SHREWSBURY
No. 3 AVIATION RED	1740	BEACON HILL SHREWSBURY
No. 4 AVIATION RED	1600	SPRING LAKE SHREWSBURY
No. 5 AVIATION RED	1600	AT AIRPORT
No. 6 ROTATING BEACON	800	ROUTE 103 SHREWSBURY
No. 8 AVIATION RED	1280	BEAR MOUNTAIN ROUTE 140 WALLINGFORD
No. 9 AVIATION RED	2262	CHIPPENHOOK CLARENDON
No. 10 AVIATION RED	1693	WALKER MOUNTAIN CLARENDON
No. 11 AVIATION RED		

BEACONS 2-9 ACQUIRED UNDER FAAP 201

- LEGEND
- EXISTING IRON PIN FOUND
  - EXISTING MONUMENT FOUND
  - EXISTING HWY DISK FOUND
  - BOUNDARY LINE
  - IRON PIN SET
  - TREES
  - STREAM/ EDGE OF WATER
  - BOUNDARY LINE
  - PARCEL REFERENCE LINE
  - OUT CONVEYANCE
  - DEED DATA
  - CONCRETE MONUMENT SET
  - AVIATION EASEMENT
  - BUILDING RESTRICTION LINE
  - RUNWAY PROTECTION ZONE

TABLE A  
ADDITIONAL REMARKS FROM DEED DATA

17D	3.65 Ac. EASEMENT
17E	0.10 Ac. EASEMENT
17F	22.30 Ac. EASEMENT
17G	22.30 Ac. EASEMENT
17H	3.34 Ac. EASEMENT
18B	7.60 Ac. EASEMENT
18C	0.08 Ac. EASEMENT



REV.	DATE	DESCRIPTION
8/04		PARCELS 30 & 31

Job No. 38397036  
File No. 38397036e20

RUTLAND STATE AIRPORT  
CLARENDON, VERMONT  
AIRPORT PROPERTY MAP  
(EXHIBIT A)

URS  
28 CORPORATE DRIVE  
CLIFTON PARK, NEW YORK

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

Scale: AS SHOWN  
Date: MARCH, 2005  
Sheet 13 of 13  
Sheet No. 13

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

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