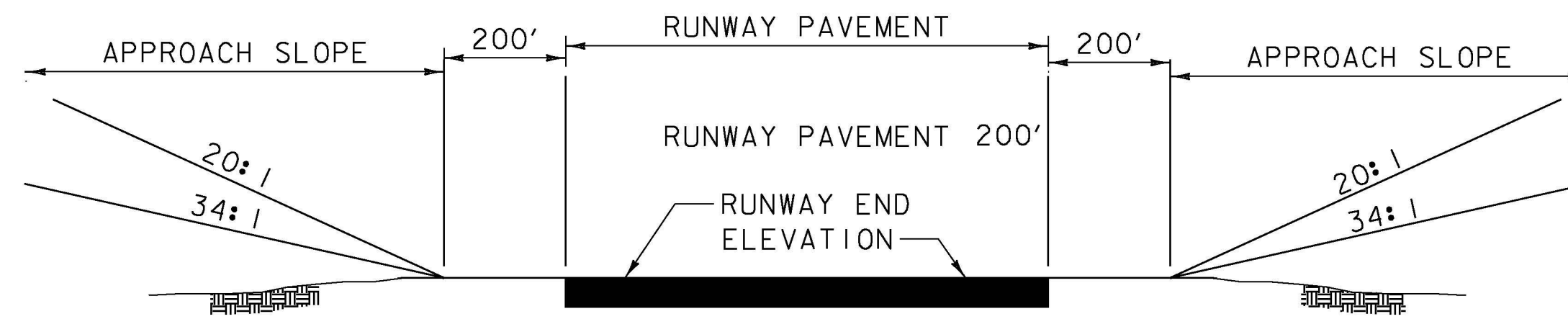
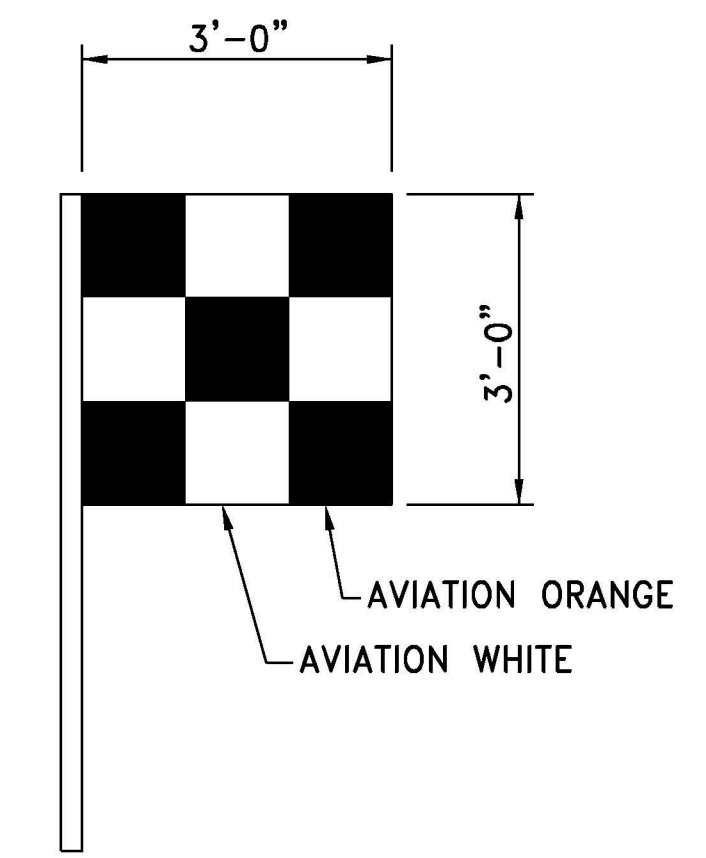


TEMPORARY BARRICADE LIGHT DETAIL
NOT TO SCALE

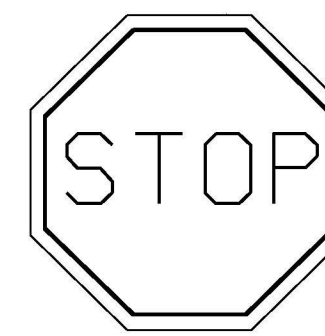
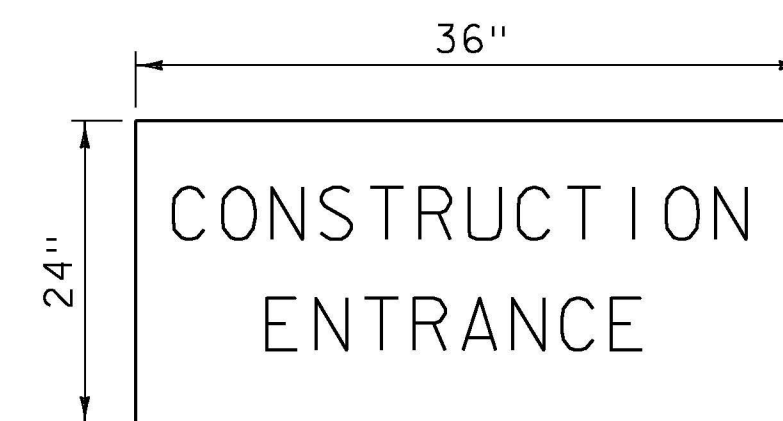
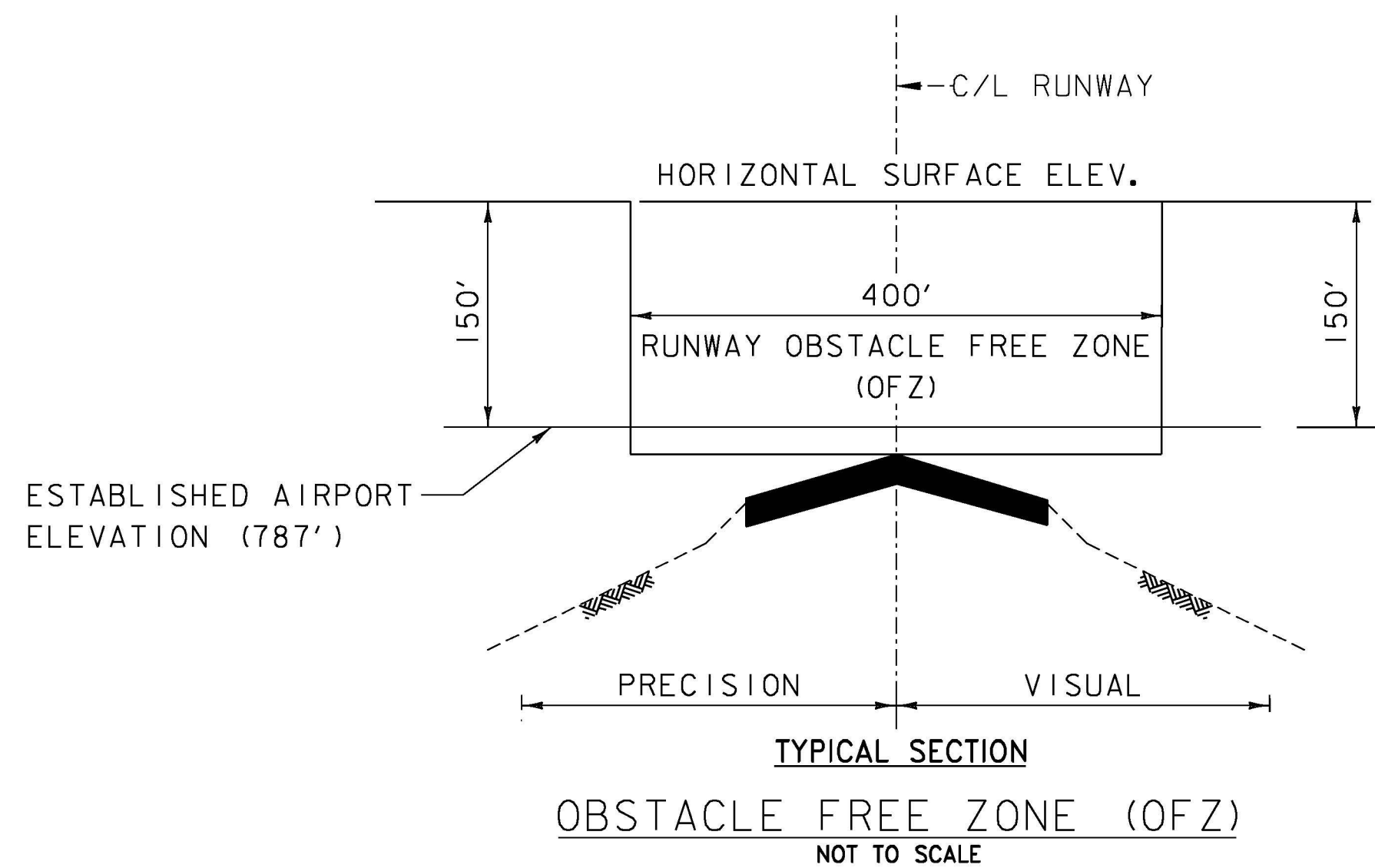


RUNWAY END	C/L ELEVATION	APPROACH SLOPE
1	782	20:1
19	774	34:1
13	782	20:1
31	782	20:1

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



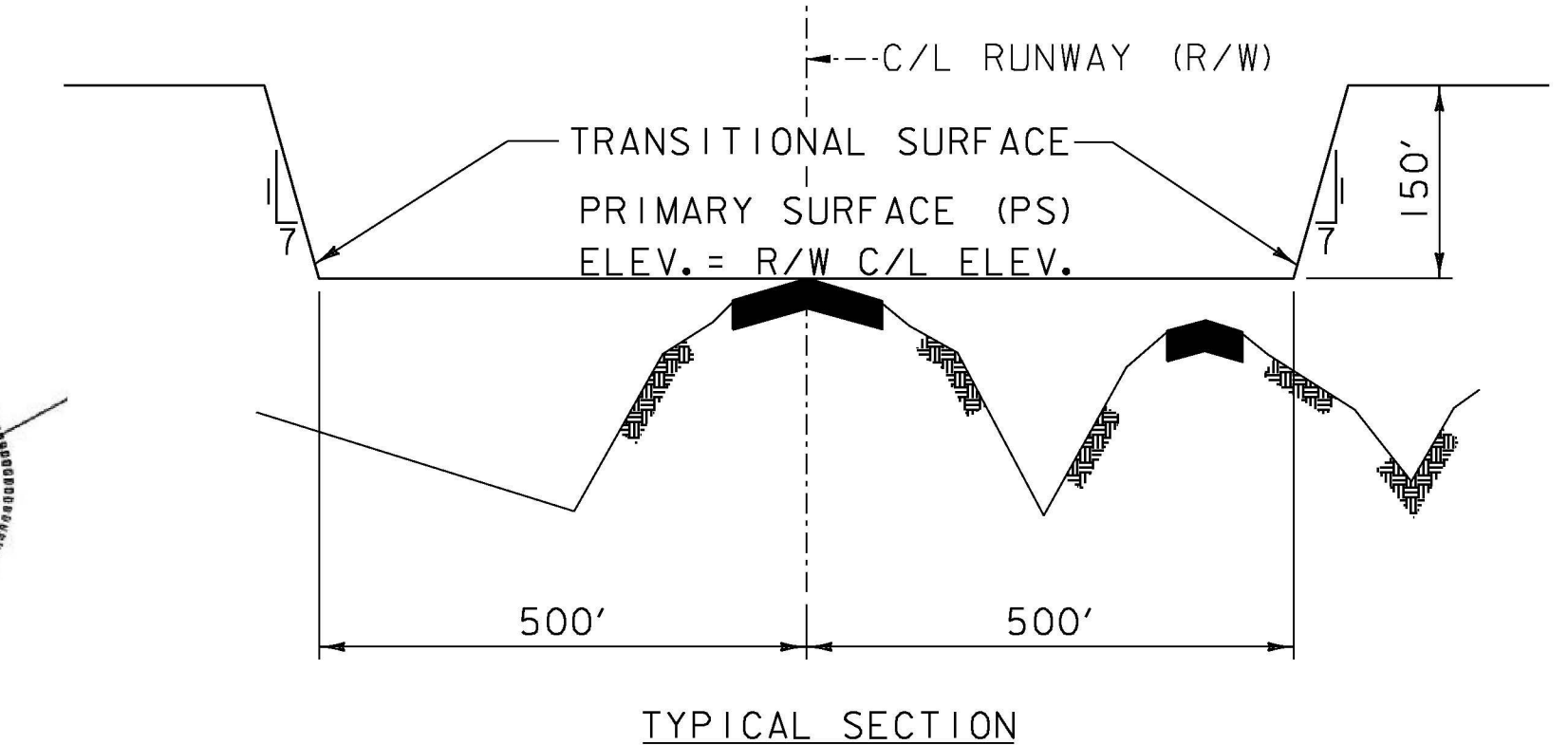
VEHICLE/EQUIPMENT FLAG
NOT TO SCALE



RI-1
SEE VTRANS STANDARD DETAIL E-143



W20-7a
SEE VTRANS STANDARD DETAIL E-119



F A R PART 77 IMAGINARY SURFACES
NOT TO SCALE

PHASING NOTES:

- THE INTENT OF THE PHASING PLANS IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATION OF THE AIRPORT. THE CONTRACTOR SHALL CONSTRUCT THE PROJECT AS OUTLINED IN THE PLANS UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER AND THE VT AGENCY OF TRANSPORTATION [VTRANS]. ADJUSTMENTS TO THE PHASING PLAN MAY BE NECESSARY AT TIMES TO ACCOMMODATE AIRPORT OPERATIONS.
- THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR NIGHTTIME CONSTRUCTION. SUFFICIENT UNITS SHALL BE PROVIDED SO THAT WORK AREAS ARE ILLUMINATED TO A LEVEL OF FIVE HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION SOCIETY. LIGHTS SHALL BE POSITIONED IN SUCH A WAY THAT THEY WILL NOT INTERFERE WITH AIRPORT OPERATIONS OR AIR TRAFFIC OR ROADWAY TRAFFIC.
- ALL RUNWAY CLOSURES MUST BE COORDINATED WITH THE RESIDENT ENGINEER AND AIRPORT MANAGEMENT AT LEAST 72 HOURS IN ADVANCE. THE CLOSURE WILL BE CONTINGENT UPON A NATIONAL WEATHER SERVICE FORECAST FOR ACCEPTABLE WEATHER AT THE PROPOSED CLOSURE TIME.
- SAFETY ZONES - THE FAA HAS DESIGNATED SAFETY ZONES SURROUNDING RUNWAYS AND TAXIWAYS. RUNWAY SAFETY AREAS (RSA) AND TAXIWAY OBJECT FREE AREAS (TOFA) DIMENSIONS ARE 200' AND 66' FROM CENTERLINE RESPECTIVELY. NO MEN OR EQUIPMENT ARE PERMITTED WITHIN AN RSA OR TOFA WHILE THE RUNWAY OR TAXIWAY IS OPEN.
- PRIOR TO OPENING A CLOSED RUNWAY OR TAXIWAY THE SAFETY AREA MUST MEET FAA CRITERIA LISTED BELOW. FOR RUNWAY AND TAXIWAY SAFETY AREAS FAA CRITERIA REQUIRES THAT THERE WILL BE NO OPEN EXCAVATIONS OR TRENCHES, THE MAXIMUM DROP-OFF IS 3-INCHES, ALL GRADES IN ANY DIRECTION BE LESS THAN 5 PERCENT AND THE GROUND TO BE CAPABLE OF SUPPORTING THE WEIGHT OF AN AIRCRAFT. THERE WILL BE NO RUTS, STONES LARGER THAN 3/4", OR ANY DEBRIS THAT MAY AFFECT AIRCRAFT DIRECTIONAL CONTROL. THE CONTRACTOR SHALL NOT BE PERMITTED TO LEAVE ANY TRENCHES OR OTHER EXCAVATIONS OPEN AT NIGHT OR ON WEEKENDS OR AT ANY OTHER TIME WHEN HE IS NOT ON SITE.
- THE CONTRACTOR SHALL SUBMIT A DETAILED CONSTRUCTION SCHEDULE FOR REVIEW AND APPROVAL BY THE RESIDENT ENGINEER AND VTRANS AT LEAST 10 DAYS PRIOR TO STARTING CONSTRUCTION. STRICT ADHERENCE TO THE APPROVED SCHEDULE WILL BE ENFORCED TO AVOID CONFLICTS WITH OTHER CONSTRUCTION ACTIVITIES AND ADVERSE EFFECTS ON AIRPORT OPERATIONS.
- BEFORE ANY WORK IS STARTED ON ANY PHASE OF THIS PROJECT AND ALSO BEFORE FINAL ACCEPTANCE BY VTRANS AND THE RESIDENT ENGINEER, REPRESENTATIVES OF THE AIRPORT AND THE RESIDENT ENGINEER SHALL MAKE AN INSPECTION OF THE EXISTING STORM SEWERS, CATCH BASINS, MANHOLES, HANDHOLES, DUCTBANKS, TAXIWAY AND RUNWAY LIGHTS WHICH ARE TO REMAIN IN SERVICE AND EXISTING PAVEMENTS WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF EXISTING CONDUITS, FIXTURES AND THEIR RELATED APPURTENANCES SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION WILL BE KEPT BY THE RESIDENT ENGINEER. ALL EXISTING FACILITIES, INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES, SHALL BE PROTECTED, MAINTAINED, AND LEFT IN A GOOD CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGES IN THE CONDITION RESULTING FROM EITHER THE PRIME OR SUBCONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE PRIME CONTRACTOR AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND RUT.
- POSITIVE DRAINAGE SHALL BE PROVIDED AT ALL TIMES. SEDIMENT AND EROSION CONTROL DEVICES MUST BE IN PLACE PRIOR TO THE START OF GRADING OPERATIONS.
- THE CONTRACTOR SHALL NOT PLACE EQUIPMENT AND PERSONNEL WITHIN THE RUNWAY OR TAXIWAY SAFETY AREAS WITHOUT PRIOR APPROVAL FROM THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL PROVIDE, MAINTAIN, MOVE, AND REMOVE CONSTRUCTION BARRICADES (AS DIRECTED) TO DELINEATE AREAS CLOSED TO AIRCRAFT TRAFFIC.
- PAVEMENTS, OPEN TO USE BY EITHER AIRCRAFT OR VEHICLES, BOTH ON AIRFIELD AND NON-AIRFIELD, MUST BE CLEAR AND FREE OF DEBRIS AT ALL TIMES. THE CONTRACTOR MUST PROVIDE A VACUUM SWEEPING MACHINE AND OPERATOR ON-SITE AND READY AT ALL TIMES DURING CONSTRUCTION ACTIVITY. ALL ROCKS, MUD, AND OTHER DEBRIS CARRIED ONTO AIRPORT PAVEMENTS BY THE CONTRACTOR'S EQUIPMENT MUST BE REPORTED TO THE ENGINEER OR THE AIRPORT MANAGER. THE AIRPORT MANAGER WILL THEN CLOSE THE AFFECTED AREA TO AIR TRAFFIC AND THE CONDUCTOR WILL IMMEDIATELY SWEEP THE AREA TO THE SATISFACTION OF THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL HAVE BOTH A WATER TRUCK AND A POWER BROOM, AND OPERATORS ON SITE AND READY AT ALL TIMES DURING OPERATIONS FOR DUST AND FOD CONTROL.
- THE CONTRACTOR MUST PROVIDE A GATE GUARD AT THE DESIGNATED AOA ACCESS GATE AT ALL TIMES WHEN THE CONTRACTOR'S PERSONNEL ARE ON THE AIRFIELD. THE GATE GUARD WILL BE TRAINED IN AIRPORT SECURITY REQUIREMENTS. ACCESS TO THE AIRFIELD IS NOT PERMITTED DURING NON-WORKING HOURS OR WHEN A GUARD IS NOT PRESENT.
- COORDINATE ANY NECESSARY UTILITY EFFORTS WITH THE CORRESPONDING UTILITY COMPANY, THE FAA AND VTRANS.
- INTENTIONALLY LEFT BLANK.
- THE CONTRACTOR MUST COMPLY WITH ALL APPLICABLE FAA ADVISORY CIRCULARS AND FEDERAL AVIATION REGULATIONS. [WWW.FAA.GOV]
- MAXIMUM EQUIPMENT HEIGHTS IN WORK AREAS AND STAGING AREA ARE LIMITED BY FAR PART 77 AND OBSTACLE FREE ZONE (OFZ) SURFACES AS SHOWN IN DETAILS ON THIS SHEET.
- THE OBSTACLE FREE ZONE (OFZ) SHALL GOVERN EQUIPMENT CLEARANCE DURING CONSTRUCTION ADJACENT TO AN ACTIVE RUNWAY. IN NO CIRCUMSTANCES SHALL ANY MEN OR EQUIPMENT PENETRATE THESE SURFACES UNLESS PRIOR ARRANGEMENTS HAVE BEEN MADE WITH AIRPORT OPERATIONS.
- THE FAR PART 77 SURFACES (PRIMARY AND TRANSITIONAL) GOVERN STOCKPILE AND PARKED EQUIPMENT. UNDER NO CIRCUMSTANCES SHALL PARKED EQUIPMENT, STOCKPILES, OR OTHER ITEMS PENETRATE THESE SURFACES.

AIP 3-50-0018-34

VERMONT AGENCY OF TRANSPORTATION



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PROJECT NAME: RUTLAND SOUTHERN VERMONT REGIONAL AIRPORT
CLARENDON, VERMONT
PROJECT NUMBER: AVI4-8018-300

FILE NAME: z07h124cspp.dwt.dgn PLOT DATE: 6/2/2013
PROJECT LEADER: F. WALSH DRAWN BY: M. KEMP
DESIGNED BY: G. D'AMICO CHECKED BY:
SAFETY PHASING PLAN, NOTES & DETAILS (I) SHEET 11 OF 36