

For Index of Sheets  
See Sheet 3

Dated: **OCT 26 1993**

**Pike Industries, Inc.**

Contractor

*[Signature]*  
Signature

Vice President

Title

*[Signature]*  
Transportation Secretary's Signature

# STATE OF VERMONT AGENCY OF TRANSPORTATION

## RUTLAND STATE AIRPORT TAXIWAY 'E'

CONSTRUCTION OF A PARALLEL TAXIWAY TO SERVE RUNWAY 1-19  
INCLUDING DRAINAGE, TAXIWAY LIGHTING AND ASSOCIATED PAVEMENT MARKINGS

FAA PROJECT NO. 04-3083-3084 -  
VAOT PROJECT NOS. AIR 04-3083/3084

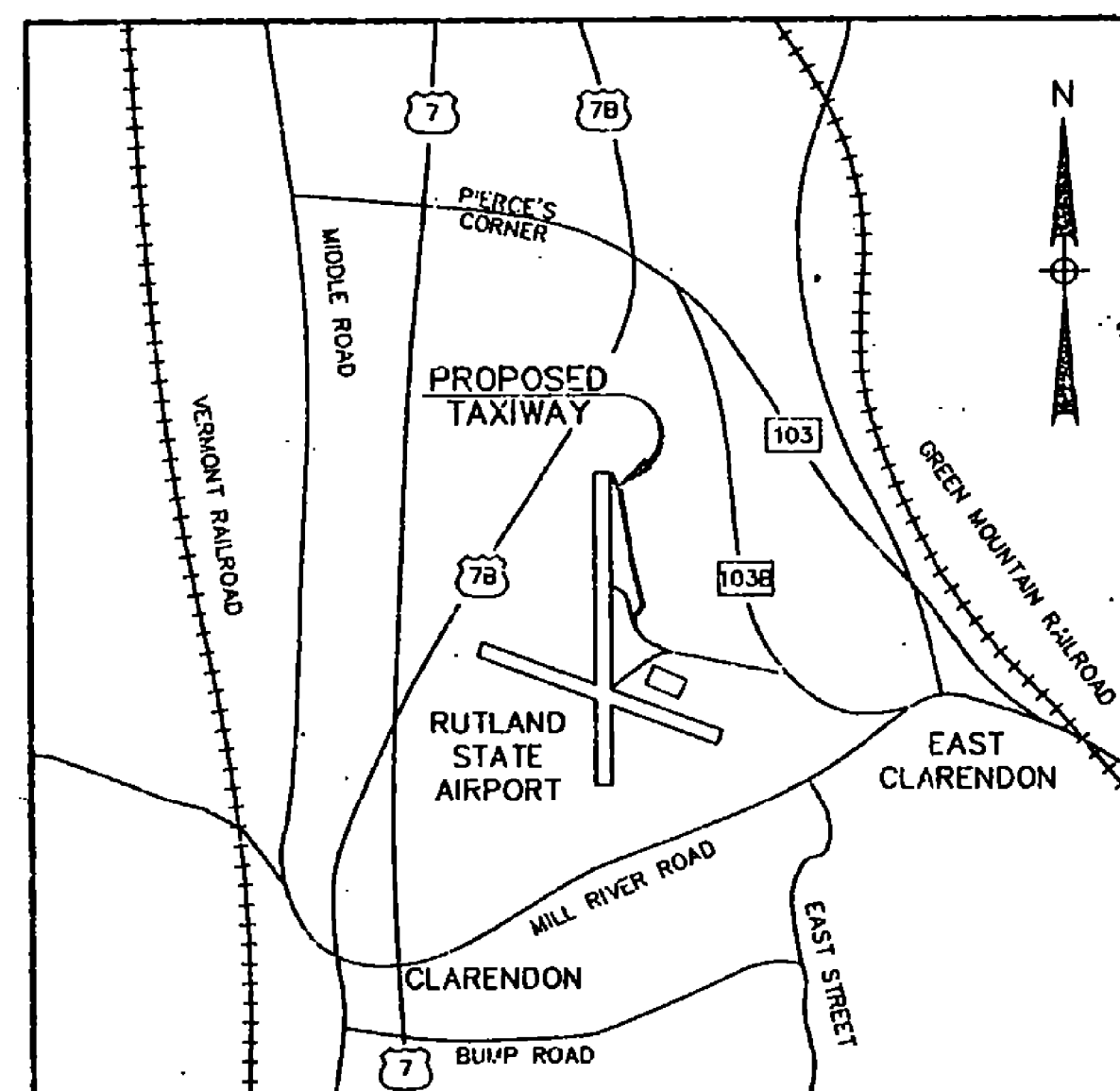
### CONTRACT PLANS

THESE PLANS DO NOT REFLECT  
CHANGES MADE ON THE PROJECT.

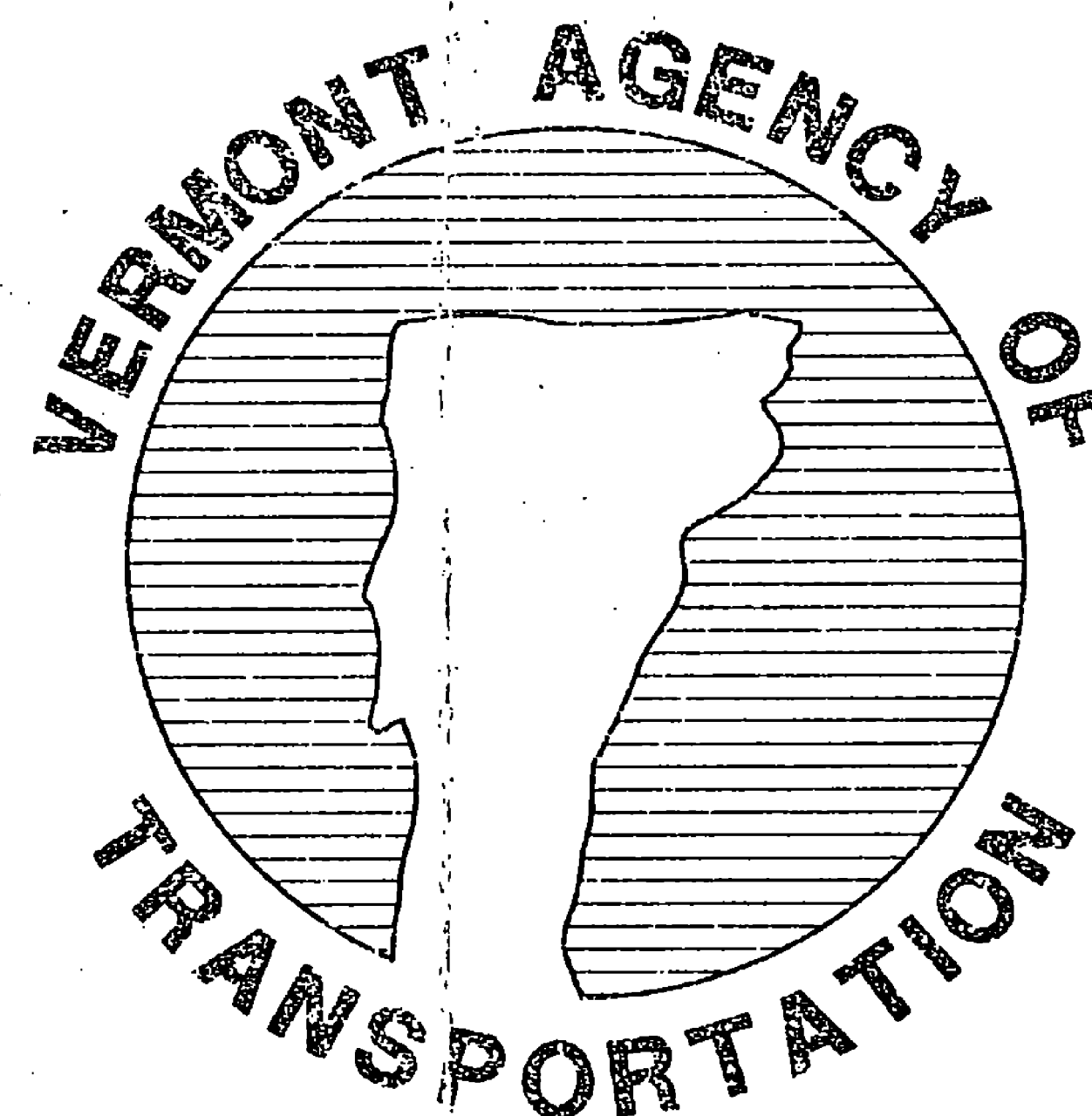
#### DESIGNERS STATEMENT REGARDING COMPLIANCE

These plans and specifications have been prepared to the best of my knowledge and belief in accordance with the list of current FAA Advisory Circulars for AIP projects provided by the FAA in a list dated February 26, 1992. Known deviations from FAA standards were approved by FAA letters dated February 8, 1993 and are discussed in the Project Engineering Report and/or other official project documents.

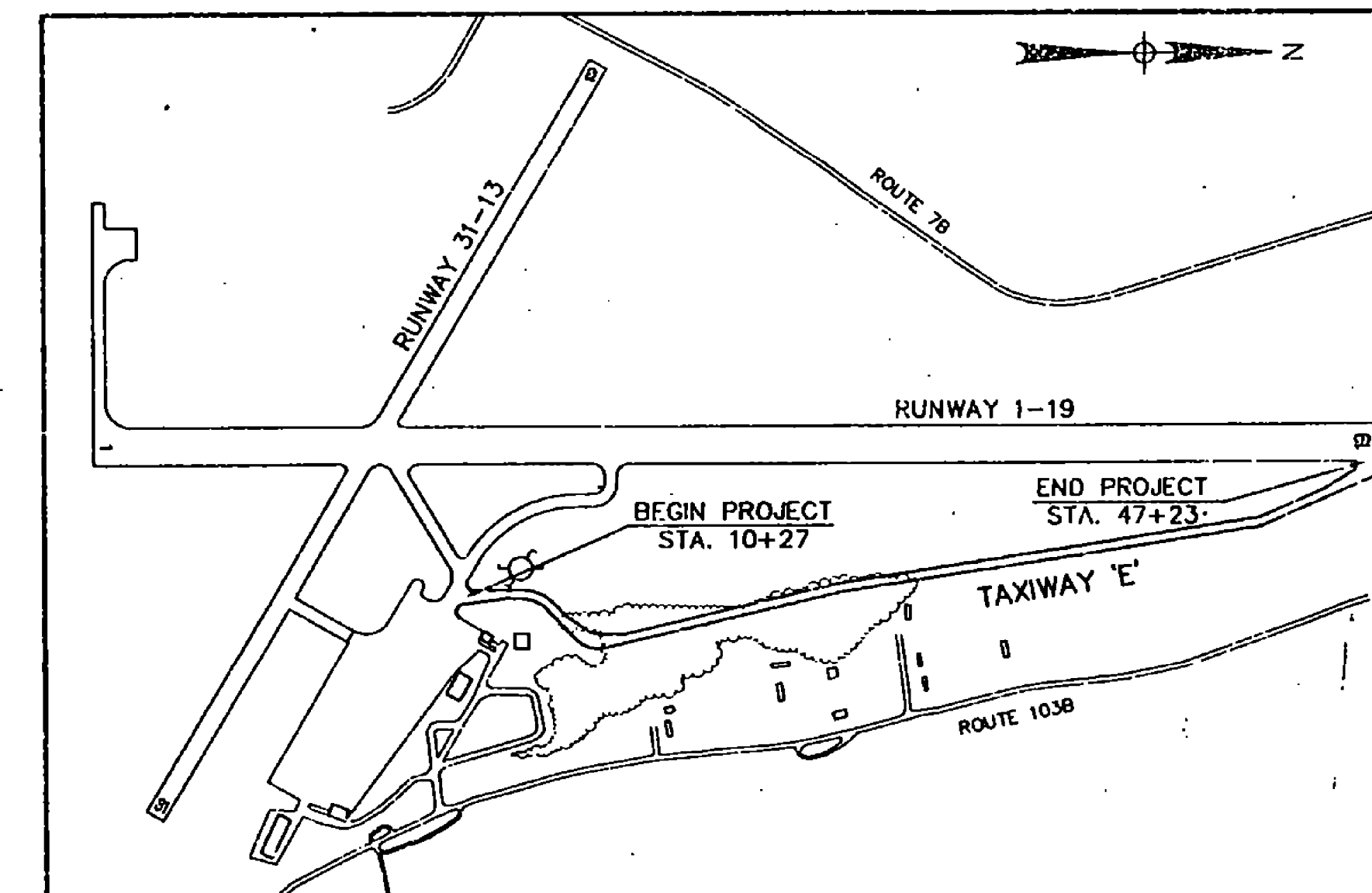
BY: *[Signature]* DATE: 8/24/93  
NEAL J. FORSHNER, P.E.



LOCATION PLAN



AUGUST 23, 1993



SITE PLAN

**ENVIRODYNE ENGINEERS, INC.**  
**CONSULTING ENGINEERS**  
**NEW YORK, NEW YORK**

ENVIRODYNE ENGINEERS, INC.

*[Signature]*

NEAL J. FORSHNER  
STATE OF VERMONT P.E. NO. 6446

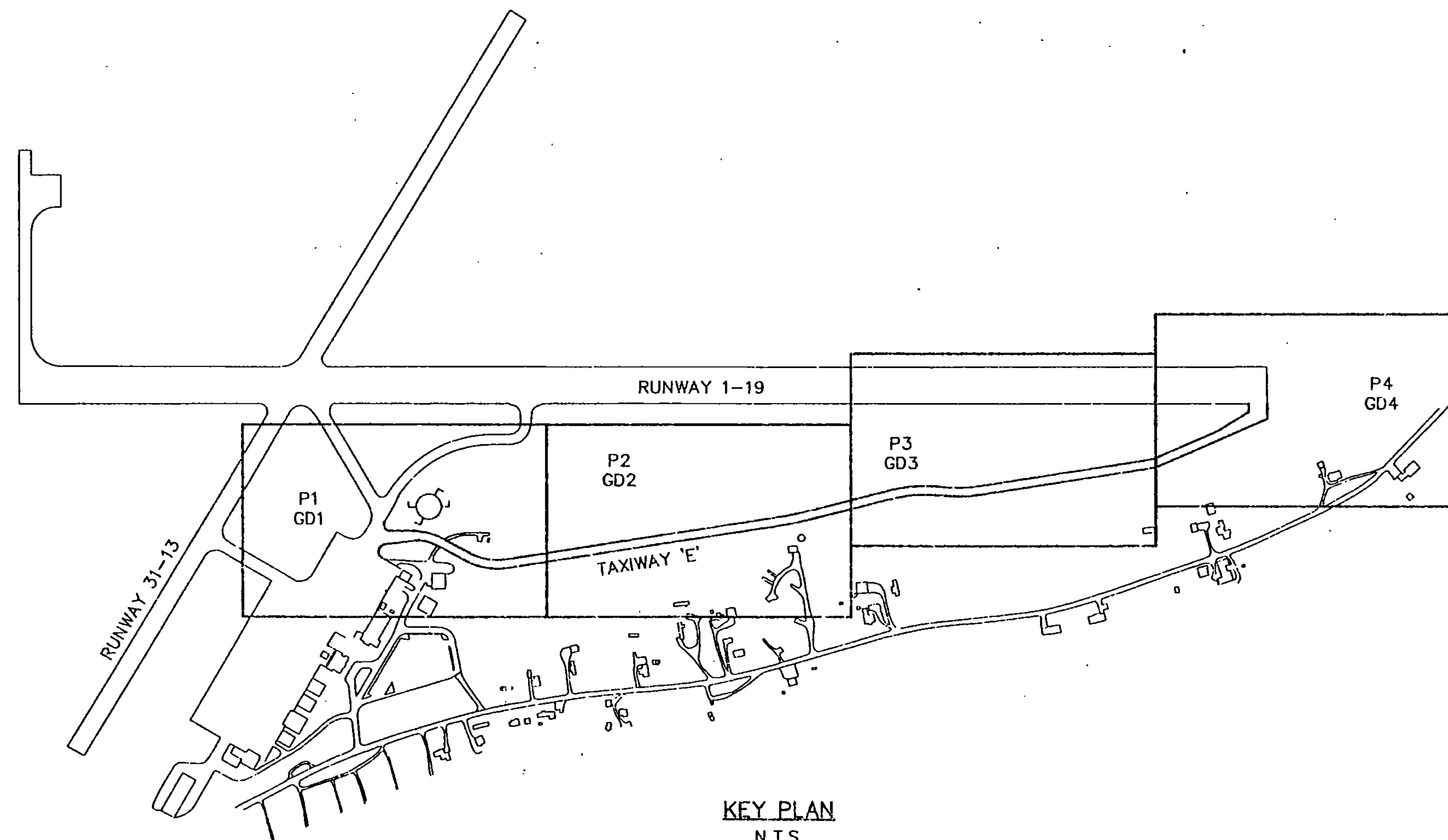
VERMONT AGENCY OF TRANSPORTATION  
APPROVED: *[Signature]* DATE: 9/22/93  
DIRECTOR OF TRANSPORTATION

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_  
CHIEF, AIRPORTS DIVISION

Sheet 1 of 41

| EXISTING | PROPOSED | DESCRIPTION         |
|----------|----------|---------------------|
|          |          | BORING              |
|          |          | TOP OF CUT          |
|          |          | TOP OF FILL         |
|          |          | CHAIN LINK FENCE    |
|          |          | WATER LINE          |
|          |          | BUILDING            |
|          |          | CONTOUR (1 FT.)     |
|          |          | CONTOUR (5 FT.)     |
|          |          | PROPERTY LINE       |
|          |          | NORTH ARROW         |
|          |          | MANHOLE             |
|          |          | CATCH BASIN         |
|          |          | TAXIWAY LIGHT       |
|          |          | UTILITY POLE        |
|          |          | PIPE                |
|          |          | END SECTION         |
|          |          | DRAINAGE FLOW       |
|          |          | PVC UNDERDRAINS     |
|          |          | UNDERDRAIN CLEANOUT |
|          |          | UNDERDRAIN END CAP  |
|          |          | OBJECT FREE AREA    |
|          |          | SAFETY AREA         |

1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE AIRPORT MANAGER 48 HOURS PRIOR TO ACTUAL WORK.
2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING UNDERGROUND UTILITIES WITHIN THE CONSTRUCTION SITE.
3. ALL UNSUITABLE EXCAVATED MATERIAL SHALL BE DISPOSED OF AT THE SELECTED ON SITE LOCATION OR WHERE DIRECTED BY THE ENGINEER.
4. WHERE CONNECTIONS TO EXISTING DRAINAGE STRUCTURES ARE TO BE MADE, THE CONTRACTOR SHALL BREAK INTO THE EXISTING STRUCTURE (MAX. SIZE OF OPENING TO BE 1.0.+3"), CONNECT NEW PIPE AND SEAL AROUND PIPE WITH CEMENT MORTAR.
5. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN WORKING ADJACENT TO POWER AND COMMUNICATION LINES TO PREVENT DAMAGE TO THESE LINES. THE CONTRACTOR SHALL HAND EXCAVATE TO EXPOSE THOSE LINES PRIOR TO PERFORMING ANY OTHER EXCAVATION WORK IN THE AREA. THE CONTRACTOR SHALL REPAIR ANY POWER OR COMMUNICATION INTERRUPTION IMMEDIATELY.
6. THE CONTRACTOR SHALL PROVIDE ADEQUATE SUPPORT, APPROVED BY THE ENGINEER FOR ALL UTILITIES THAT ARE EXPOSED DURING CONSTRUCTION TO INSURE AGAINST DAMAGE.
7. SEE ELECTRICAL DRAWINGS FOR COMPLETE LAYOUT OF EXISTING AND PROPOSED ELECTRICAL AND COMMUNICATION DUCTS AND CONDUIT SYSTEMS.
8. WHERE INTERFERENCES WITH OTHER UTILITIES OR CONSTRUCTION ARE ENCOUNTERED IN ANY SANITARY OR DRAINAGE SYSTEM, THE CONTRACTOR MAY ADJUST THE ALIGNMENT OR INVERT ELEVATIONS OF THAT SYSTEM ONLY AT THE DIRECTION OF THE ENGINEER.
9. WHERE CONSTRUCTION CROSSES, OR IS ADJACENT TO EXISTING UTILITY LINES (FUEL, WATER, TELEPHONE, GAS, ELECTRIC, COMMUNICATION), THE CONTRACTOR SHALL NOTIFY THE UTILITY INVOLVED PRIOR TO PROCEEDING, UPON NOTICE TO PROCEED THE CONTRACTOR SHALL CAREFULLY HAND EXCAVATE SO AS TO LOCATE, MARK, PROTECT THE UTILITY LINES AGAINST DISTURBANCE OR DAMAGE.
10. DURING THE COURSE OF CONSTRUCTION, EROSION CONTROL WILL BE PRACTICED. SEE DETAILS ON DRAWING NOS. WM1-WM4 AND DD2.
11. CONTRACTOR TO COORDINATE HIS/HER WORK WITH FAA PERSONNEL RESPONSIBLE FOR THE MAINTENANCE OF THE LOCALIZER.



KEY PLAN  
N.T.S.

SEAL

PROJECT NO.  
7804

Envirodyne Engineers, Inc.  
41 East 42nd St. Suite 1015  
New York, NY 10017

RUTLAND STATE AIRPORT  
CLARENDON, VERMONT

TAXIWAY E

## LEGEND, NOTES AND KEY PLAN

DRAWING NO.

G

SHEET 2 OF 4

# INDEX OF DRAWINGS

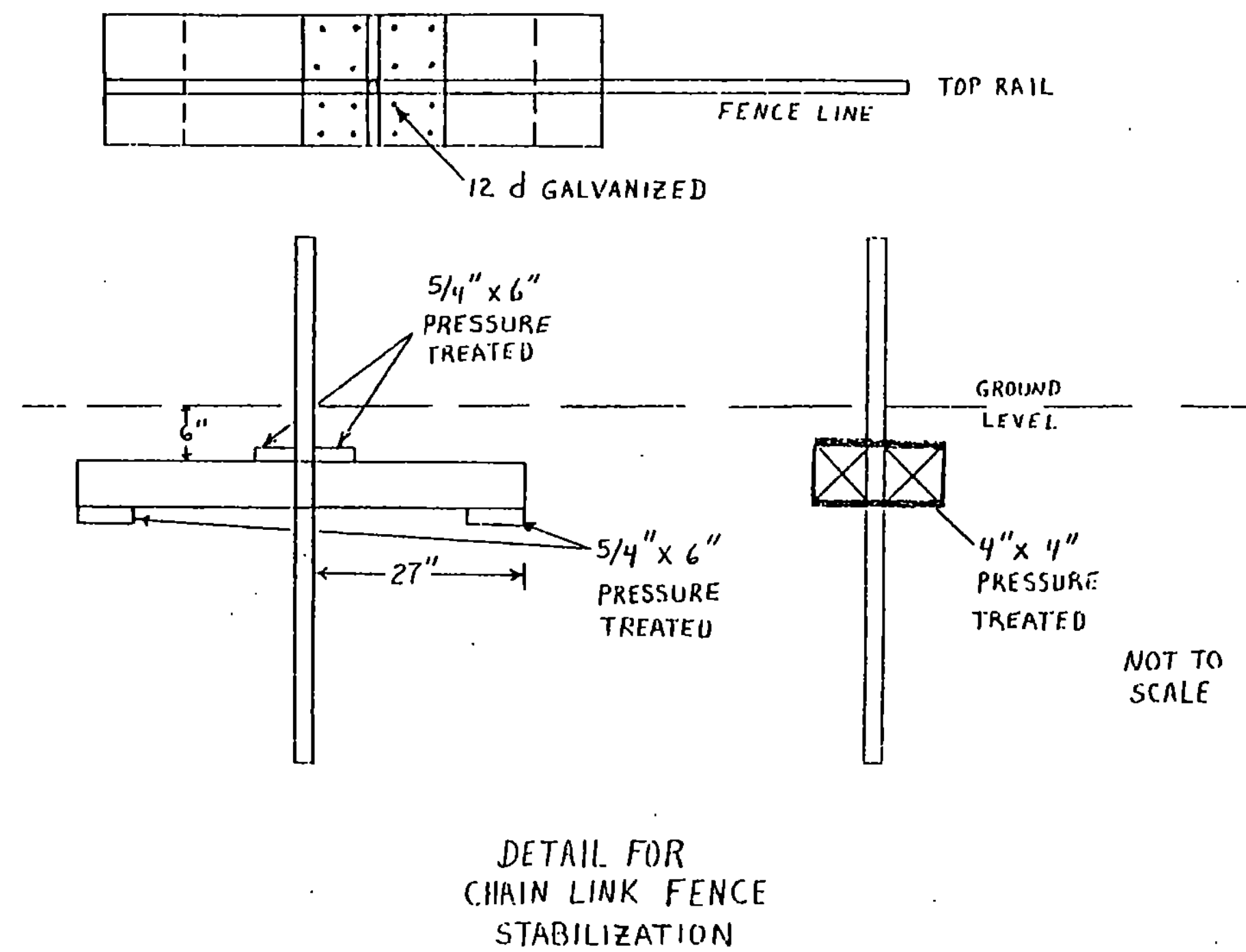
| SHEET NO. | DRAWING NO. | DRAWING TITLE                                            |
|-----------|-------------|----------------------------------------------------------|
| 1         |             | TITLE SHEET                                              |
| 2         | 01          | LEGEND, GENERAL NOTES, AND KEY PLAN                      |
| 3         | 02          | INDEX AND STANDARD DRAWINGS                              |
| 3A & 3B   |             | QUANTITY SHEETS                                          |
| 3D & 3C   |             | BORING LOGS                                              |
| 4         | SP1         | SAFETY PLAN                                              |
| 5         | C1          | HORIZONTAL AND VERTICAL CONTROL                          |
| 6         | TS1         | TYPICAL SECTION                                          |
| 7-10      | P1-4        | SITE PLANS                                               |
| 11-13     | DD1-3       | DRAINAGE AND DRAINAGE PLANS                              |
| 14        | PR1         | TAXIWAY PROFILE                                          |
| 17-20     | L1-4        | LIGHTING PLANS AND DETAILS                               |
| 21-22     | S1-2        | SIGNING AND STRIPING PLANS                               |
| 23-26     | WM1-4       | WETLAND MITIGATION AND EROSION CONTROL PLANS AND DETAILS |
| 27-28     | DD1-2       | DRAINAGE DETAILS                                         |
| 29        | HR1         | HAUL ROAD AND SPOIL AREA PLAN                            |
| 30        | BF1         | BLAST FENCE                                              |
| 31-41     |             | CROSS SECTIONS                                           |

## THE FOLLOWING DRAWINGS ARE TO BE REFERENCED AND APPLIED WHEN APPLICABLE:

|                         |                                   |
|-------------------------|-----------------------------------|
| V.A.O.T. STANDARD AP-2  | LIGHTING & ELECTRIC DETAILS       |
| V.A.O.T. STANDARD AP-3  | MISCELLANEOUS AIRPORT DETAILS     |
| V.A.O.T. STANDARD AP-9  | TRANSPORTATION VAULT DETAILS      |
| V.A.O.T. STANDARD AP-10 | RUNWAY MARKING DETAILS            |
| V.A.O.T. STANDARD AP-11 | TAXIWAY AND APRON MARKING DETAILS |
| V.A.O.T. STANDARD AP-12 | SIGN SYSTEMS                      |
| V.A.O.T. STANDARD D-4   | FLUSHING BASINS                   |
| V.A.O.T. STANDARD E-143 | REGULATORY SIGNS                  |
| V.A.O.T. STANDARD F-2   | CHAIN LINK FENCE                  |

## THE FOLLOWING FAA ADVISORY CIRCULARS ARE TO BE REFERRED TO AND APPLIED WHEN APPLICABLE:

|                       |                                                    |
|-----------------------|----------------------------------------------------|
| F.A.A. AC150/5370-2C  | OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION |
| F.A.A. AC150/5370-10A | STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS  |
| F.A.A. AC150/5345-44E | SPECIFICATIONS FOR TAXIWAY AND RUNWAY SIGNS        |



SEAL

PROJECT NO.  
7804

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New York, NY 10017



RUTLAND STATE AIRPORT  
CLARENDON, VERMONT

TAXIWAY E

INDEX AND STANDARD DRAWINGS

DRAWING NO.  
G2

SHEET 3 OF 41

REVISED 9-15-93 P&D

STATE OF VERMONT  
AGENCY OF TRANSPORTATION

[illegible][illegible]

# QUANTITY SHEET

STATE OF VERMONT  
AGENCY OF TRANSPORTATION

### APPROXIMATE SUMMARY OF QUANTITIES

[illegible]

### DETAILED SUMMARY OF QUANTITIES

[illegible]

### DETAILED SUMMARY OF QUANTITIES

[illegible][illegible]



| BORING NO. B-5 |       |                 |                      |               |          |                                      |
|----------------|-------|-----------------|----------------------|---------------|----------|--------------------------------------|
| ELEV.          | DEPTH | BLOWS ON CASING | STANDARD PENETRATION | SAMPLE NUMBER | MOISTURE | COLOR                                |
|                |       |                 |                      |               |          | LABORATORY CLASSIFICATION OF SOIL    |
|                |       |                 |                      |               |          | 0'-9" Top Soil                       |
|                |       |                 |                      |               |          | 9'-31" clay, silt, loam              |
|                |       |                 |                      |               |          | 31'-36" silt loam w/ 20% GRAVEL      |
|                |       |                 |                      |               |          | INCREASING GRAVEL CONTENT WITH DEPTH |
|                | 10    |                 |                      |               |          | Hole terminated At 36"               |
|                |       |                 |                      |               |          | water At 35"                         |
|                | 20    |                 |                      |               |          |                                      |
|                |       |                 |                      |               |          |                                      |
|                | 30    |                 |                      |               |          |                                      |
|                |       |                 |                      |               |          |                                      |
|                | 40    |                 |                      |               |          |                                      |
|                |       |                 |                      |               |          |                                      |
|                | 50    |                 |                      |               |          |                                      |
|                |       |                 |                      |               |          |                                      |
|                | 60    |                 |                      |               |          |                                      |

| BORING NO. <i>B-7</i> |                                                                                                                                                                                        |
|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ELEV.                 | <div>DEPTH</div> <div>BLOWS ON CASING</div> <div>STANDARD PENETRATION</div> <div>SAMPLE NUMBER</div> <div>MOISTURE</div> <div>COLOR</div> <div>LABORATORY CLASSIFICATION OF SOIL</div> |
|                       | <div>5</div> <div></div> <div></div> <div>SS-1</div> <div></div> <div>BR.</div> <div>Moist, SAND, silt 0" - 9"</div>                                                                   |
|                       | <div>32</div> <div></div> <div></div> <div>SS-2</div> <div></div> <div>BR.</div> <div>9" - 2'4" moist</div>                                                                            |
|                       | <div>50</div> <div></div> <div></div> <div>SS-3</div> <div></div> <div></div> <div>Fine to coarse sandy silt</div>                                                                     |
| 10                    | <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div>2'4" to 4' moist, very dense Lt. Brown, fine sand, some silt little gravel</div>                          |
|                       | <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div>4' to 4'7" wet very dense fine sand, trace of gravel, rock fragments.</div>                               |
|                       | <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div>Hole terminated at 4'7"</div>                                                                             |
| 20                    | <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div>Ground water level recorded at 1'-0" after 30 minutes</div>                                               |
| 30                    | <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div>                                                                                                    |
| 40                    | <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div>                                                                                                    |
| 50                    | <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div>                                                                                                    |
| 60                    | <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div>                                                                                                    |

| BORING NO. 8-9 |       |                 |                      |               |          |       |                                                          |
|----------------|-------|-----------------|----------------------|---------------|----------|-------|----------------------------------------------------------|
| ELEV.          | DEPTH | BLOWS ON CASING | STANDARD PENETRATION | SAMPLE NUMBER | MOISTURE | COLOR | LABORATORY CLASSIFICATION OF SOIL                        |
|                |       | 7               |                      | SS-1A         |          | BR.   | Moist SAND silt                                          |
|                |       |                 |                      | SS-1B         |          | BR.   | 9" 2' moist compact FINE SAND silt Fractured Rock        |
|                |       |                 |                      |               |          |       |                                                          |
|                |       | 22              |                      | SS-2          |          | BR.   | 2'-4' Dense SAND silt Fractured Rock                     |
|                |       |                 |                      |               |          |       |                                                          |
|                |       | 32              |                      | SS-3          |          | BR.   | Very dense Fine SAND, silt Fractured Rock 4'-6'          |
|                |       |                 |                      |               |          |       |                                                          |
|                |       | 26              |                      | SS-4          |          | BR.   | 6'-8' very dense Fine SAND, silt Fractured Rock          |
|                |       |                 |                      |               |          |       |                                                          |
|                |       | 50              |                      | SS-5          |          | OR    | 8'-8' 3" Moist very dense Fine SAND, silt Fractured Rock |
|                |       |                 |                      |               |          |       | Hole terminated At 9'-0"                                 |
|                |       |                 |                      |               |          |       | Ground water level recorded At 7'-0" After 30 minutes    |
|                |       |                 |                      |               |          |       |                                                          |
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SURVEYED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 DRAWN BY \_\_\_\_\_ DATE \_\_\_\_\_  
 SQUAD LEADER \_\_\_\_\_  
 DESIGN FILE NO. \_\_\_\_\_  
 IPARM FILE \_\_\_\_\_ DATE PLOTTED \_\_\_\_\_  
 PROJ. NAME Rutland Airport  
 PROJ. NO. \_\_\_\_\_  
 SHEET 30 OF 41 SHEETS

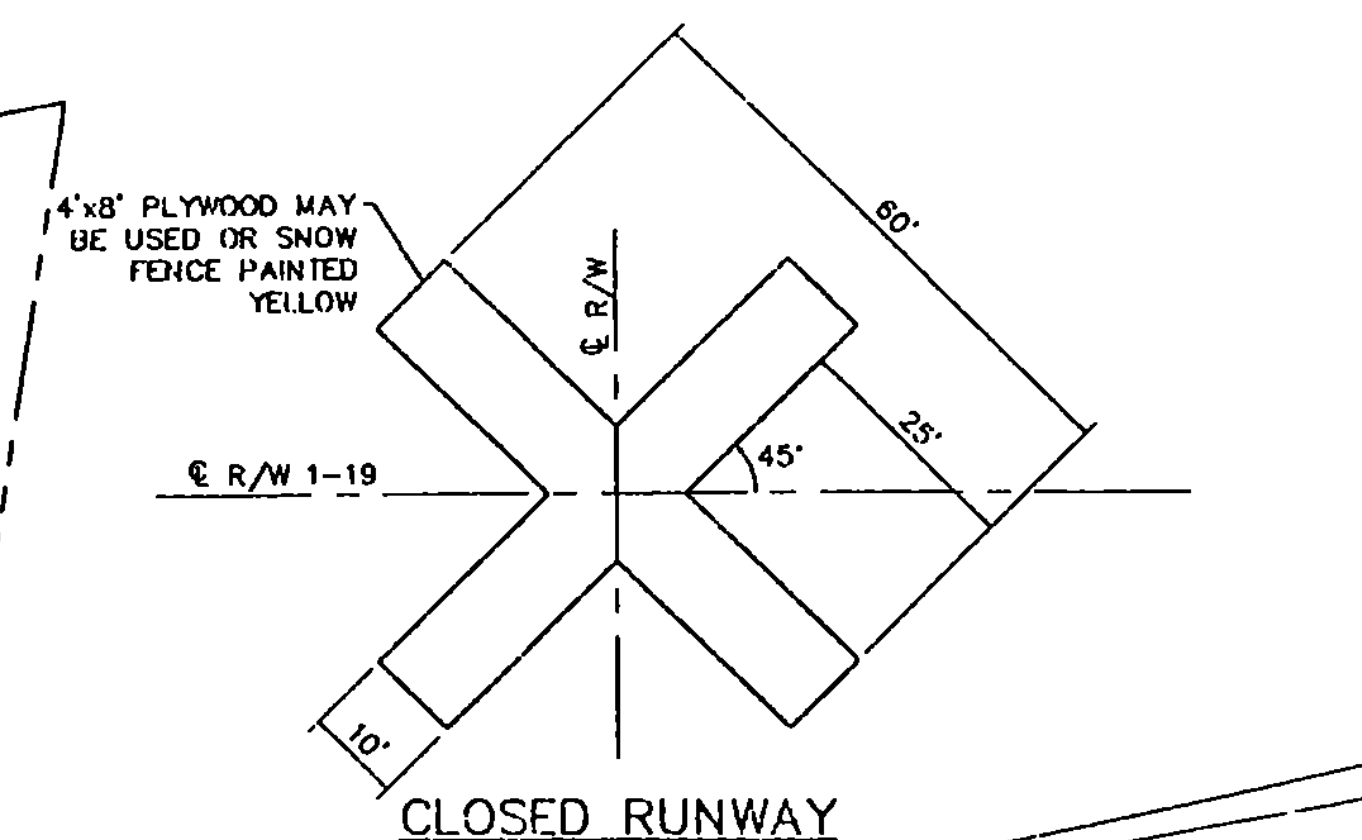


NOTES:

1. LUMBER USED SHALL BE YELLOWPINE OR FIR NO. 1 COMMON S4S. EXCEPT 12"x12" TIMBERS
2. RAILS ARE TO BE PAINTED ALTERNATE ORANGE AND WHITE STRIPES 6". OTHER PARTS ARE TO BE PAINTED WHITE, 3 COATS OR REFLECTORIZED SHEETS MAY BE UTILIZED. BARRICADES SHALL BE FABRICATED OF WOOD OR METAL EXCEPT THAT RAILS MAY BE CONSTRUCTED OF WOOD, METAL OR PLASTIC
3. THE ORANGE AND WHITE STRIPES SHALL BE REFLECTORIZED SO AS TO BE VISIBLE UNDER NORMAL ATMOSPHERIC CONDITIONS FROM A MINIMUM DISTANCE OF 1,000 FEET WHEN ILLUMINATED.
4. CONTRACTOR MAY SUBSTITUTE AN APPROVED EQUAL.

4. BAGS SHALL BE FILLED WITH SAND AND SHALL BE OF CLOTH, BURLAP OR COARSE FIBER AND SHALL BE OF A QUALITY APPROVED BY THE ENGINEER AND SHALL HAVE A MINIMUM CAPACITY OF ONE (1) CUBIC FOOT.
5. IF WOOD IS USED, SPACERS BRACES, SILL AND DECK TO BE FASTENED WITH 4" SPIKES. HOLES TO BORED IN PLANKS FOR ALL SPIKES.

RUNWAY 1-19 (150'x5000') EFFECTIVE LENGTH  
(150'x4500') EFFECTIVE LENGTH WITH THRESHOLD RELOCATION



RUNWAY 1-19

ROUTE 7B

TEMPORARY THRESHOLD LIGHTS  
4 EA. / EAST SIDE, WEST SIDE

STANDARD R/W  
MARKING TO REMAIN

✓ SPOIL AREA  
MAX. ELEV. 755.0

PROPOSED TAXIWAY

ROUTE 103B  
(PORT ROAD).

ROUTE 103

GENERAL  
AVIATION AREA

ALTERNATE  
EMERGENCY  
CONSTRUCTION  
ACCESS  
(SEE GENERAL NOTE #8)

GENERAL NOTES:

1. CONTRACTOR IS SHALL TO FAMILIARIZE HIMSELF WITH FAA AC 150/5370-2C - OPERATIONAL/SAFETY ON AIRPORTS DURING CONSTRUCTION.
2. WHEN WORKING WITHIN 200' OF RUNWAY 1-19 CENTERLINE, RUNWAY 19 THRESHOLD MUST BE RELOCATED. CONTRACTOR WILL BE ALLOWED TO DISPLACE THE THRESHOLD FOR THE DURATION OF CONSTRUCTION TO MINIMIZE THE IMPACT TO SCHEDULED SERVICE. THE CONTRACTOR WILL COORDINATE THIS RELOCATION WITH THE AIRPORT MANAGER AND INSPECTOR. THE CONTRACTOR MAY RELOCATE THE THRESHOLD ONE TIME DURING THIS CONTRACT.
3. NO EQUIPMENT SHALL BE PARKED WITHIN 250' OF RUNWAY 1-19 DURING NON-WORKING HOURS.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO MOVE EQUIPMENT ACROSS RUNWAY 1-19 WITHOUT THE PERMISSION OF THE ENGINEER AND PRIOR COORDINATION OF THE AIRPORT MANAGER. IN ORDER TO MOVE THE EQUIPMENT ACROSS THIS RUNWAY THE CONTRACTOR WILL HAVE TO PROVIDE A FLAGMAN EQUIPPED WITH A RADIO CAPABLE OF COMMUNICATING WITH AIRCRAFT ON UNICOM FREQUENCY OF 122.8 MHZ.
5. ANY WORK THAT WILL REQUIRE THE CONTRACTOR TO ENTER THE LOCALIZER CRITICAL AREA WILL REQUIRE PRIOR NOTIFICATION TO THE AIRPORT MANAGER AND : : : AA. WORK TO BE COORDINATED WITH THE FAA.
6. DISTANCE REMAINING SIGNS ARE TO BE SUFFICIENTLY BLOCKED OUT SO AS NOT TO CONVEY TO PILOTS WRONG INFORMATION DURING THE DURATION THAT THE DISPLACED THRESHOLD IS IN USE.
7. THE CONTRACTOR IS REQUIRED TO MAINTAIN ALL ROADS ON SITE WHICH HE MAY USE DURING CONSTRUCTION.
8. CONTRACTOR TO MEET WITH THE AIRPORT MANAGER TO DEVELOP A CONSTRUCTION VEHICLE TRAFFIC PLAN PRIOR TO BEGINNING PROJECT.
9. CONTRACTOR WILL SUBMIT TO THE VDOT & THE AIRPORT MANAGER A LISTING OF ALL CONSTRUCTION EQUIPMENT TO BE USED ON THE SITE. INCLUDED WILL BE THE HEIGHT OF EACH PIECE OF EQUIPMENT.

MARKER NOTES:

1. CLOSED RUNWAY MARKER TO BE PLACED OVER EXISTING RUNWAY 19 NUMERAL DURING THE TIME THE THRESHOLD IS DISPLACED.
2. CLOSED RUNWAY MARKER MAY BE EITHER SNOW FENCE OR PLYWOOD PAINTED YELLOW AND SECURELY FASTENED IN PLACE. MATERIAL TO BE PROPERTY OF AIRPORT MAINTENANCE DIVISION UPON COMPLETION OF PROJECT. CONTRACTOR TO CONTACT RESIDENT ENGINEER.
3. COST OF PLACING AND MAINTAINING THE CLOSED RUNWAY MARKER IS CONSIDERED NECESSARY AND INCIDENTAL TO CONSTRUCTION AND IS NOT A SEPARATE PAY ITEM.

**LEGEND:**

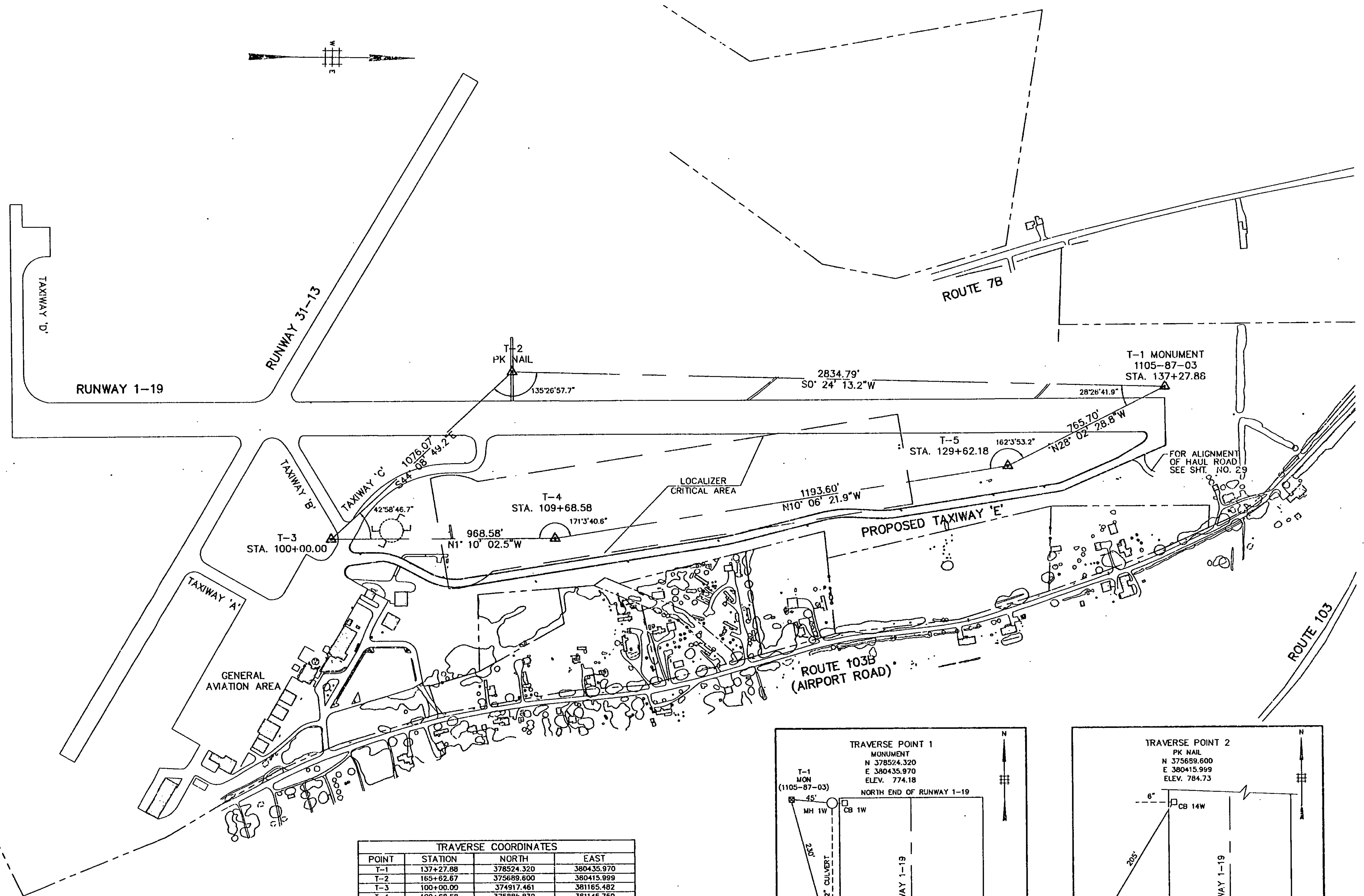
⊕ EXISTING DISTANCE REMAINING SIGN

●● LIGHTED BARRICADE IN ACCORDANCE WITH  
AC 150/5340-1F CHG 1

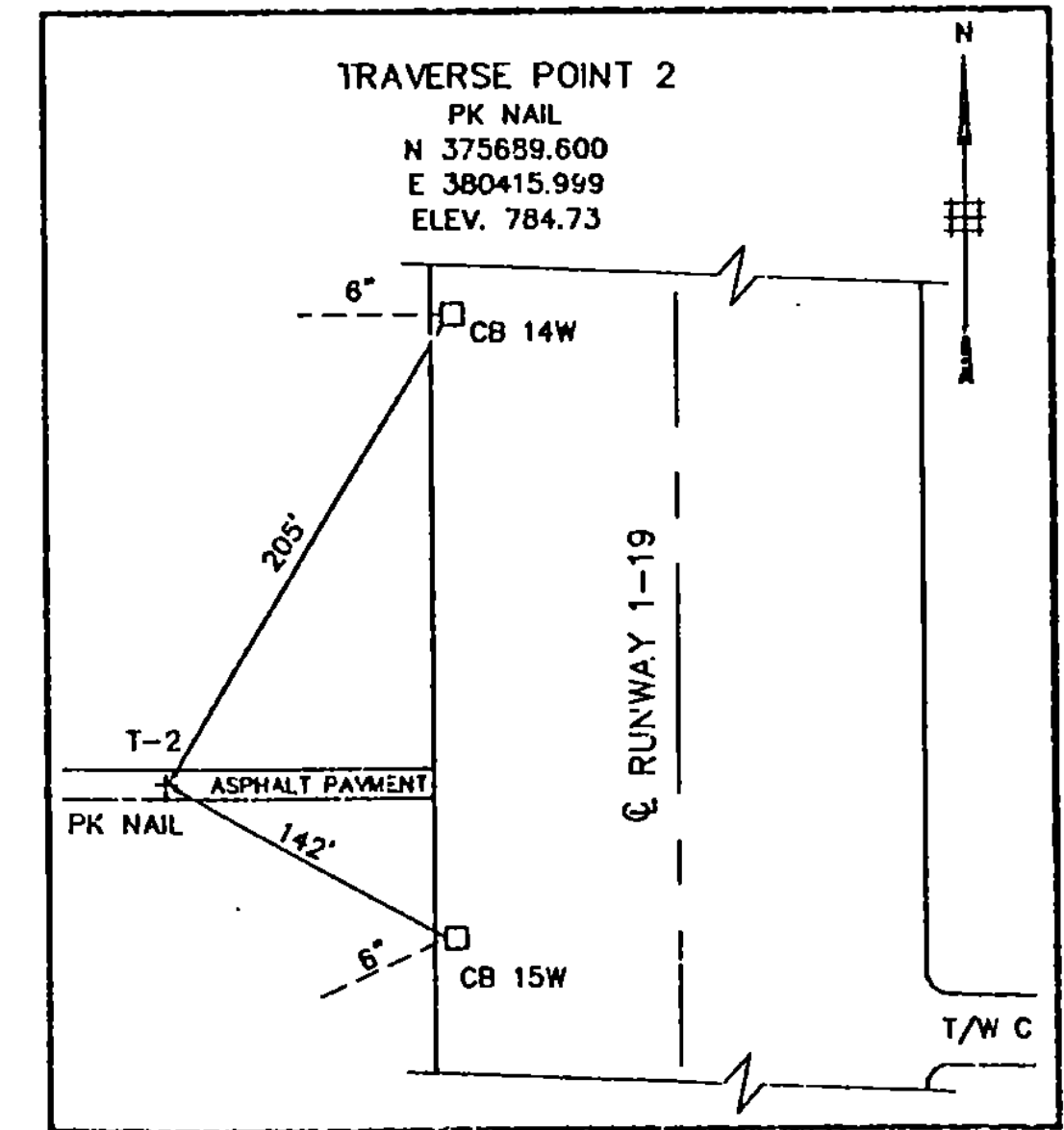
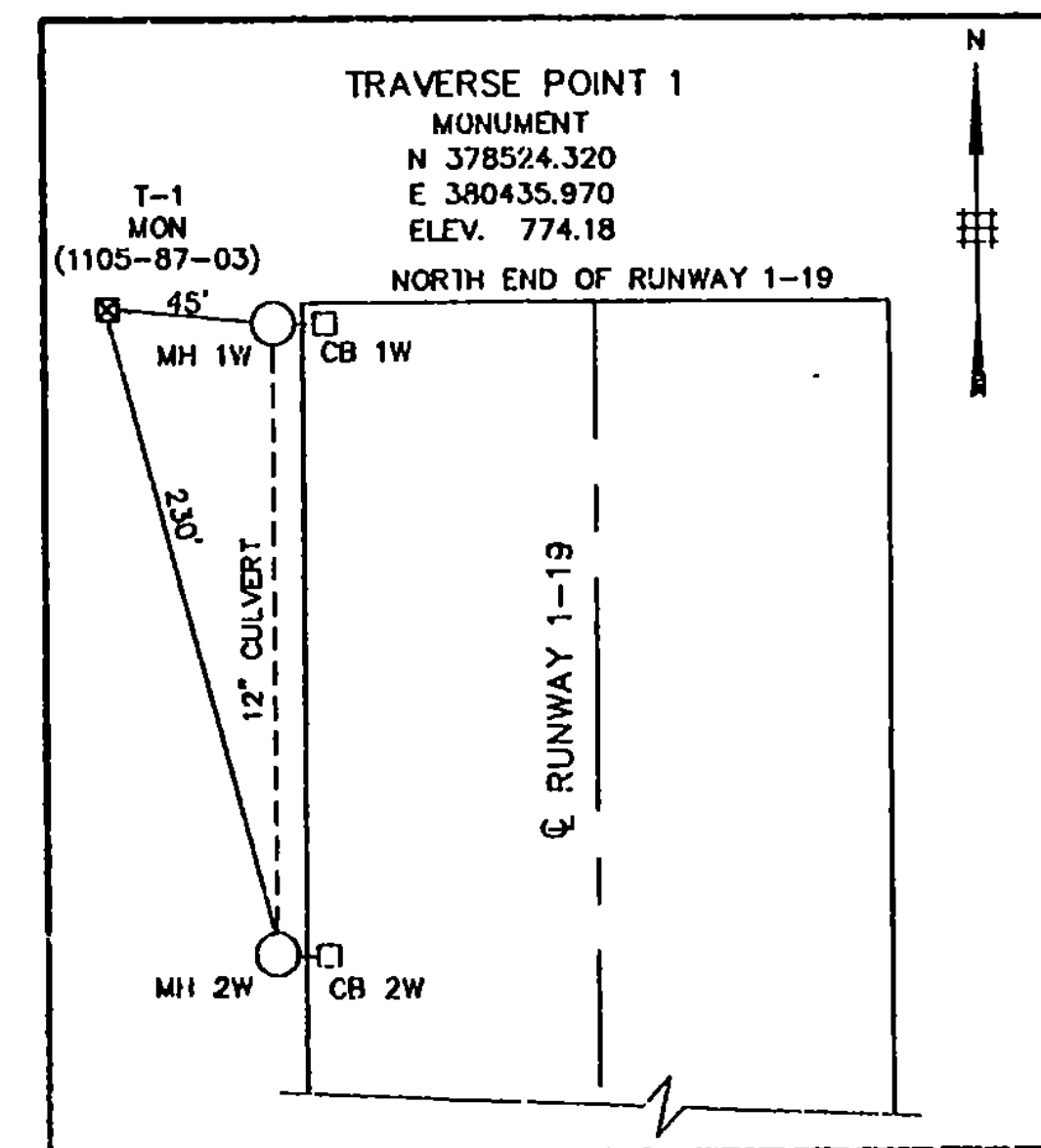
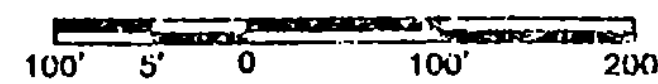
## NOTES

1. EIGHT TEMPORARY THRESHOLD LIGHTS ARE TO BE INSTALLED AS SHOWN.
2. EACH LIGHT TO BE BATTERY OPERATED, STEADY BURNING W/180° RED/GREEN LENS AS MANUFACTURED, BY WIELAN ENGINEERING (DEEP RIVER, CT.) OR EQUAL.
3. THE CONTRACTOR SHALL FURNISH ALL BATTERIES TO BE USED DURING THE CONSTRUCTION PERIOD.
4. THE CARE AND MAINTENANCE OF THE TEMPORARY LIGHTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. THE MAINTENANCE DIVISION OF THE VDOT SHALL RETAIN POSSESSION OF THE LIGHTS AFTER COMPLETION OF CONSTRUCTION CONTACT RESIDENT ENGINEER.
6. THE COST OF THE TEMPORARY LIGHTS AND BATTERIES IS NOT INCLUDED AS A SEPARATE PAY ITEM. THIS WORK IS NECESSARY AND INCIDENTAL TO THE COST OF THE PROJECT.
7. THE CONTRACTOR MAY AT HIS OPTION, INSTALL 8 MEDIUM INTENSITY THRESHOLD LIGHTS, CONFORMING TO FAA SPEC. L-861E IN LIEU OF BATTERY OPERATED LIGHTS.
8. LIGHTS FOR SIGNS AND OR TAXIWAYS AT T/Y B AND C SHALL BE DISENGAGED FOR THE DURATION OF THE TIME THESE TAXIWAYS ARE CLOSED TO AIR TRAFFIC. LIGHTS AT THE DISPLACED THRESHOLD AREA ARE TO BE DISENGAGED.
9. ALL MARKINGS IN THE RELOCATED THRESHOLD AREA ARE YELLOW EXCEPT THE THRESHOLD BAR WHICH IS WHITE.

|                                                                             |                                                                                     |                                                              |  |                                    |  |                                                                                 |                     |                     |  |  |  |  |  |
|-----------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------|--|------------------------------------|--|---------------------------------------------------------------------------------|---------------------|---------------------|--|--|--|--|--|
| RUTLAND STATE AIRPORT<br>CLARENDON, VERMONT<br><br>TAXIWAY E<br>SAFETY PLAN |  | SCALE: 1" = 200'<br>DATE: AUG. 23, 1993<br>DESIGNED BY: C.S. |  | DRAWN BY: J.M.<br>CHECKED BY: J.C. |  | Envirodyne Engineers, Inc.<br>41 East 42nd St. Suite 1015<br>New York, NY 10017 | PROJECT NO.<br>7304 | PROJECT NO.<br>7304 |  |  |  |  |  |
|                                                                             |                                                                                     | SCALE: 1" = 200'<br>DATE: AUG. 23, 1993<br>DESIGNED BY: C.S. |  | DRAWN BY: J.M.<br>CHECKED BY: J.C. |  |                                                                                 |                     | PROJECT NO.<br>7304 |  |  |  |  |  |



| TRAVERSE COORDINATES |           |            |            |
|----------------------|-----------|------------|------------|
| POINT                | STATION   | NORTH      | EAST       |
| T-1                  | 137+27.88 | 378524.320 | 380435.970 |
| T-2                  | 165+62.67 | 375689.600 | 380415.899 |
| T-3                  | 100+00.00 | 374917.461 | 381165.482 |
| T-4                  | 109+68.58 | 375885.839 | 381145.750 |
| T-5                  | 129+62.18 | 377848.510 | 380795.930 |



PROJECT NO. 7804

Envirodyne Engineers, Inc.  
41 East 42nd St. Suite 1015  
New York, NY 10017

DATE: AUG. 23, 1993  
SCALE: 1" = 200'

SEAL

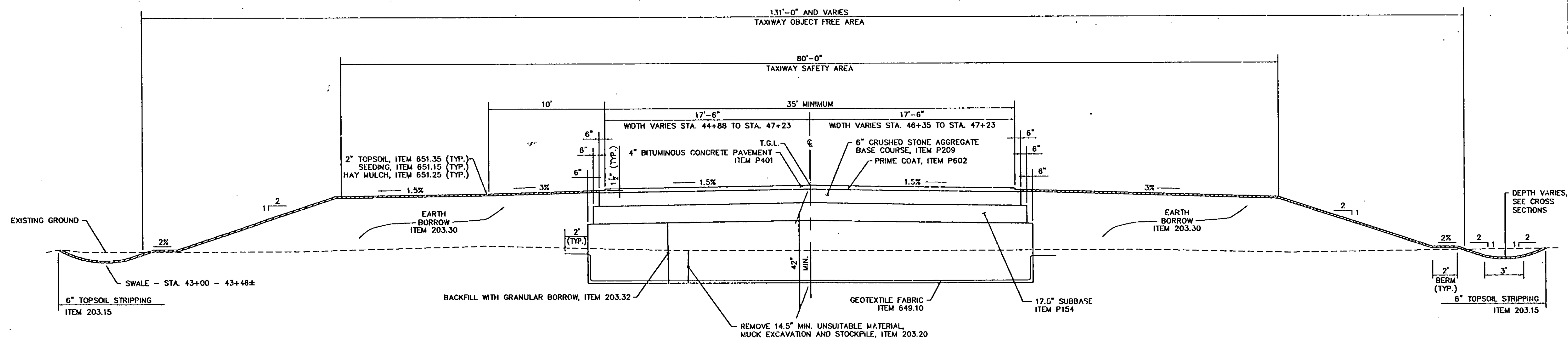
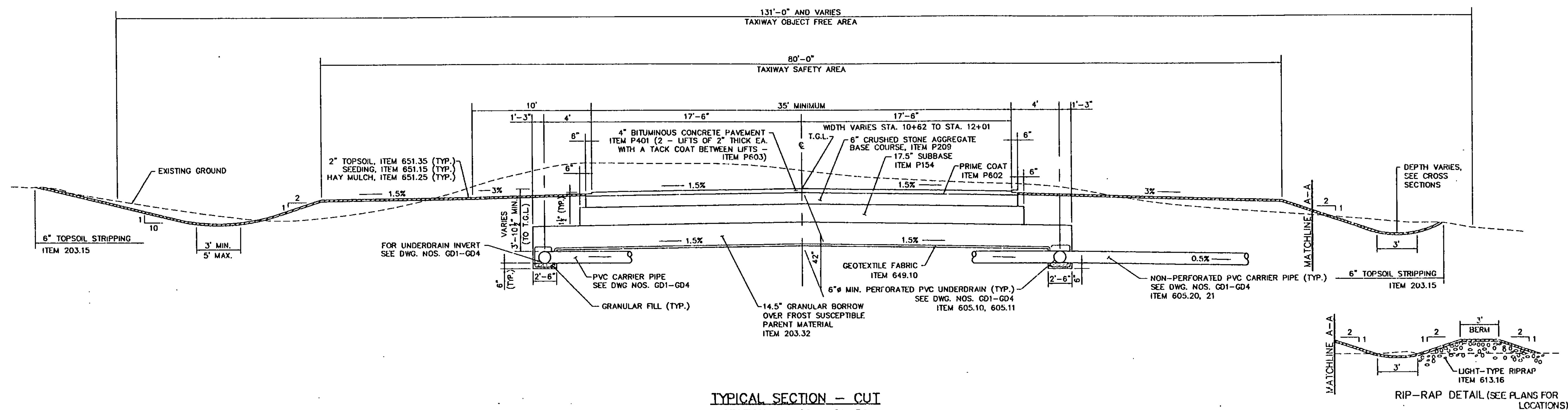
DESIGNED BY: F.S.  
DRAWN BY: D.W.  
CHECKED BY: L.G.

RUTLAND STATE AIRPORT  
CLARENDON, VERMONT

TAXIWAY E  
HORIZONTAL AND VERTICAL CONTROL

DRAWING NO. C1

SHEET 5 OF 41



TYPICAL SECTION - FILL

|         |       |   |       |
|---------|-------|---|-------|
| STATION | 21+50 | - | 26+50 |
| STATION | 28+50 | - | 33+50 |
| STATION | 39+50 | - | 44+00 |
| STATION | 45+00 | - | 47+23 |

NOTES:

1. FOR UNDERDRAIN DETAIL AND LOCATIONS SEE TABLE ON DWG. NO. DD1.
2. FOR SEDIMENTATION BASIN LOCATIONS SEE DWG. NOS. GD1-GD4 AND DD2.
3. REMOVAL OF UNSUITABLE MATERIAL AND 6" TOPSOIL STRIPPING IS CONSIDERED MUCK EXCAVATION AND COMMON EXCAVATION.
4. FOR DEVIATIONS FROM THE TYPICAL SECTIONS, SEE CROSS SECTIONS.
5. ALL EXCAVATED MATERIAL TO BE STOCK PILED ACCORDING TO HYDRIC SOIL AND TOP SOIL. OR AS DIRECTED BY ENGINEER.

BRUTLAND STATE AIRPORT  
CLARENDON, VERMONT

TAXIWAY E

TYPICAL SECTION

DRAWING NO.

TS

SHEET 6 OF 41

Envirodyne Engineers, Inc.  
41 East 42nd St., Suite 1015  
New York, NY 10017

Envirodyne Engineers, Inc.  
41 East 42nd St., Suite 1015  
New York, NY 10017

Envirodyne Engineers, Inc.  
41 East 42nd St., Suite 1015  
New York, NY 10017

PROJECT NO. 7804.

PROJECT NO. 7804.

|                                                                                     |                                                                                          |                              |                             |                             |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|------------------------------|-----------------------------|-----------------------------|
|  | <p>Envirodyne Engineers, Inc.<br/>41 East 42nd St. Suite 1015<br/>New York, NY 10017</p> | <p>DESIGNED BY:<br/>F.S.</p> | <p>DRAWN BY:<br/>A.F.B.</p> | <p>CHECKED BY:<br/>L.G.</p> |
| <p>NOT TO SCALE</p>                                                                 | <p>DATE: AUG. 23, 1993</p>                                                               |                              |                             |                             |

|                                                                                     |                                                                                          |                              |                             |                             |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|------------------------------|-----------------------------|-----------------------------|
|  | <p>Envirodyne Engineers, Inc.<br/>41 East 42nd St. Suite 1015<br/>New York, NY 10017</p> | <p>DESIGNED BY:<br/>F.S.</p> | <p>DRAWN BY:<br/>A.F.B.</p> | <p>CHECKED BY:<br/>L.G.</p> |
| <p>NOT TO SCALE</p>                                                                 | <p>DATE: AUG. 23, 1993</p>                                                               |                              |                             |                             |

|                                                                                     |                                                                                          |                              |                             |                             |
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| <p>NOT TO SCALE</p>                                                                 | <p>DATE: AUG. 23, 1993</p>                                                               |                              |                             |                             |

|                                                                                     |                                                                                          |                            |                              |                             |                             |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|----------------------------|------------------------------|-----------------------------|-----------------------------|
|  | <p>Envirodyne Engineers, Inc.<br/>41 East 42nd St. Suite 1015<br/>New York, NY 10017</p> | <p>DATE: AUG. 23, 1993</p> | <p>DESIGNED BY:<br/>F.S.</p> | <p>DRAWN BY:<br/>A.F.B.</p> | <p>CHECKED BY:<br/>L.G.</p> |
| <p>NOT TO SCALE</p>                                                                 |                                                                                          |                            |                              |                             |                             |

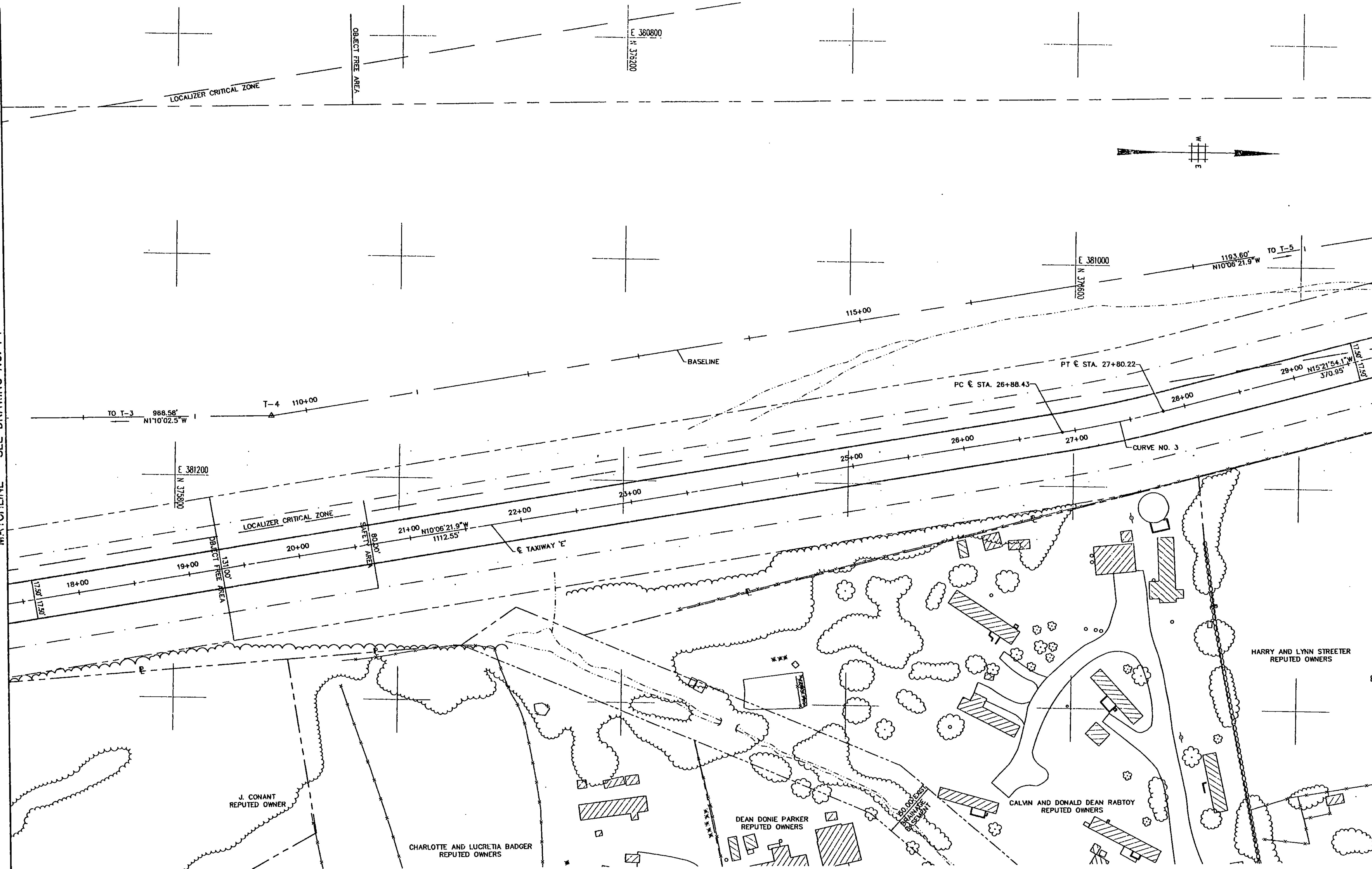
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|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|------------------------------|-----------------------------|-----------------------------|
|  | <p>Envirodyne Engineers, Inc.<br/>41 East 42nd St. Suite 1015<br/>New York, NY 10017</p> | <p>DESIGNED BY:<br/>F.S.</p> | <p>DRAWN BY:<br/>A.F.B.</p> | <p>CHECKED BY:<br/>L.G.</p> |
| <p>NOT TO SCALE</p>                                                                 | <p>DATE: AUG. 23, 1993</p>                                                               |                              |                             |                             |

|                                                                                     |                                                                                          |                              |                             |                             |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|------------------------------|-----------------------------|-----------------------------|
|  | <p>Envirodyne Engineers, Inc.<br/>41 East 42nd St. Suite 1015<br/>New York, NY 10017</p> | <p>DESIGNED BY:<br/>F.S.</p> | <p>DRAWN BY:<br/>A.F.B.</p> | <p>CHECKED BY:<br/>L.G.</p> |
| <p>NOT TO SCALE</p>                                                                 | <p>DATE: AUG. 23, 1993</p>                                                               |                              |                             |                             |



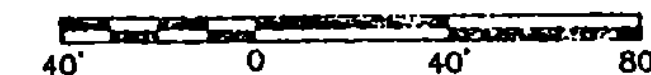
MATCHLINE - SEE DRAWING NO. P1

MATCHLINE - SEE DRAWING NO. P3



| CENTERLINE CURVE DATA |          |        |         |             |
|-----------------------|----------|--------|---------|-------------|
| CURVE                 | RADIUS   | LENGTH | TANGENT | DELTA       |
| 3                     | 1000.00' | 91.79' | 45.93'  | 05°15'32.2" |

| CENTERLINE COORDINATE TABLE |          |       |            |            |           |
|-----------------------------|----------|-------|------------|------------|-----------|
| CURVE                       | STATION  | POINT | NORTH      | EAST       | STATION   |
| 3                           | 26+88.43 | PC3   | 376589.635 | 381151.083 | 116+60.52 |
|                             | 27+80.22 | PT3   | 376679.131 | 381130.656 | 117+52.18 |



PROJECT NO.  
7804

Envirodyne Engineers, Inc.  
41 East 42nd St. Suite 1015  
New York, NY 10017

DESIGNED BY:  
F.S.

DRAWN BY:  
D.W.

CHECKED BY:  
L.G.

DATE:  
AUG. 23, 1993

SCALE:  
1" = 40'

RUTLAND STATE AIRPORT  
CLARENDON, VERMONT

TAXIWAY E  
SITE PLAN

DRAWING NO.  
P2

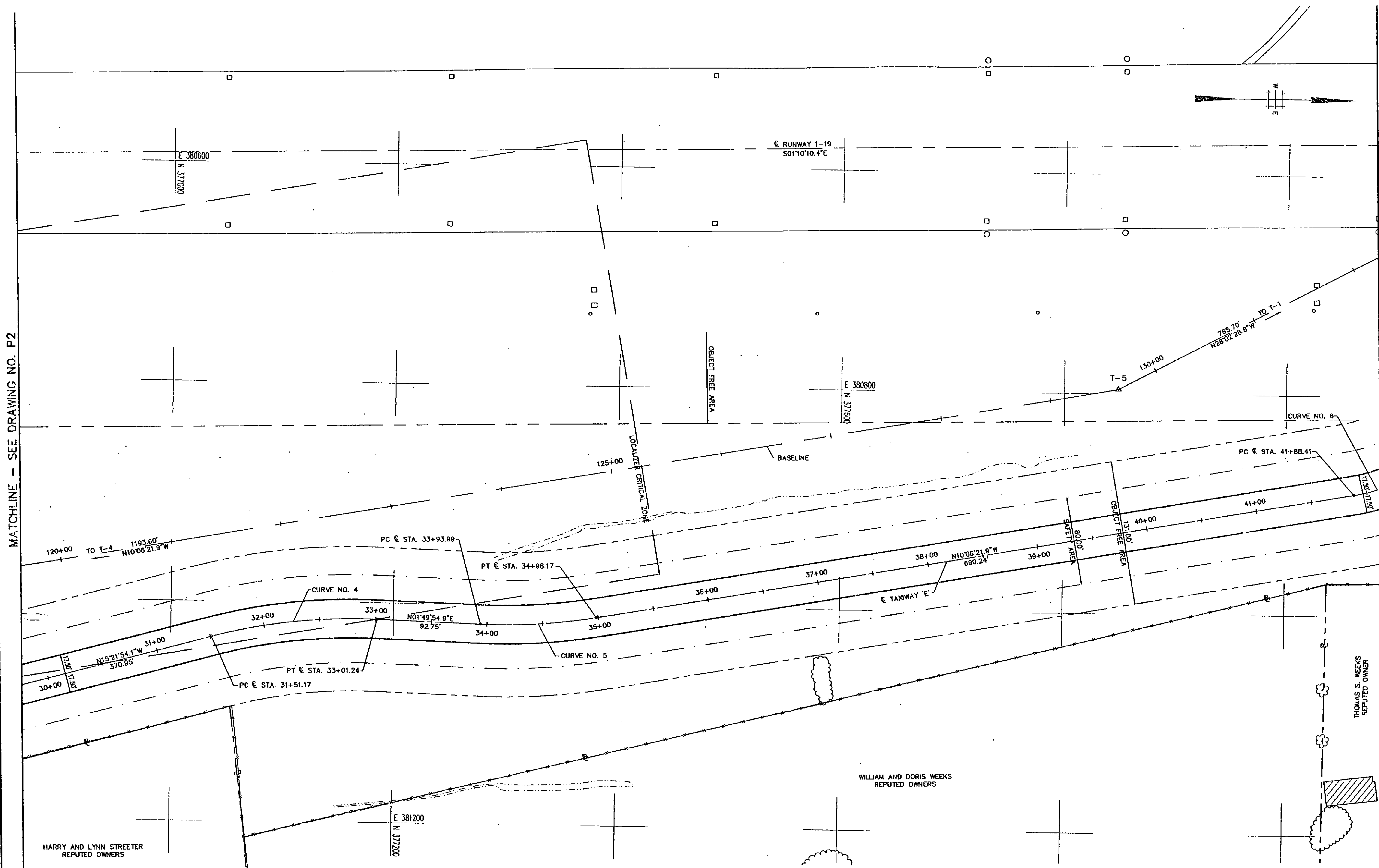
SHEET 8 OF 11

SEAL

DATE  
BY  
DATE  
BY  
DATE  
BY  
DATE  
BY

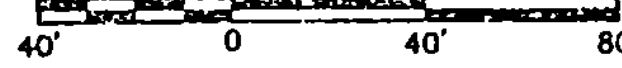
MATCHLINE - SEE DRAWING NO. P2

MATCHLINE - SEE DRAWING NO. P4



| CENTERLINE CURVE DATA |         |         |         |             |
|-----------------------|---------|---------|---------|-------------|
| CURVE                 | RADIUS  | LENGTH  | TANGENT | DELTA       |
| 4                     | 500.00' | 150.07' | 75.60'  | 17°11'49.0" |
| 5                     | 500.00' | 104.18' | 52.28'  | 11°56'16.8" |
| 6                     | 150.00' | 38.71'  | 19.48'  | 14°47'06.2" |

| CENTERLINE COORDINATE TABLE |          |       |            |            |                       |
|-----------------------------|----------|-------|------------|------------|-----------------------|
| CURVE                       | STATION  | POINT | NORTH      | EAST       | OFFSET                |
| 4                           | 31+51.17 | PC4   | 377036.820 | 361032.567 | 121+21.58 30.54' RT.  |
|                             | 33+01.24 | PT4   | 377185.287 | 381014.951 | 122+70.82 99.25' RT.  |
|                             | 33+93.99 | PC5   | 377277.992 | 381017.916 | 123+61.56 118.43' RT. |
| 5                           | 34+98.17 | PT5   | 377381.711 | 381010.414 | 124+64.99 129.25' RT. |
|                             | 41+88.41 | PC6   | 378061.244 | 380889.297 | 131+05.05 182.41' RT. |



SEAL

PROJECT NO.

7804

Envirodyne Engineers, Inc.

41 East 42nd St. Suite 1015

New York, NY 10017

RUTLAND STATE AIRPORT

CLARENDON, VERMONT

TAXIWAY E

SITE PLAN

DRAWING NO.

P3

SHEET 9 OF 47

DESIGNED BY: F. S.

DATE: AUG. 23, 1993

SCALE: 1" = 40'

CHECKED BY: L. G.

DRAWN BY: D. W.

REVISION

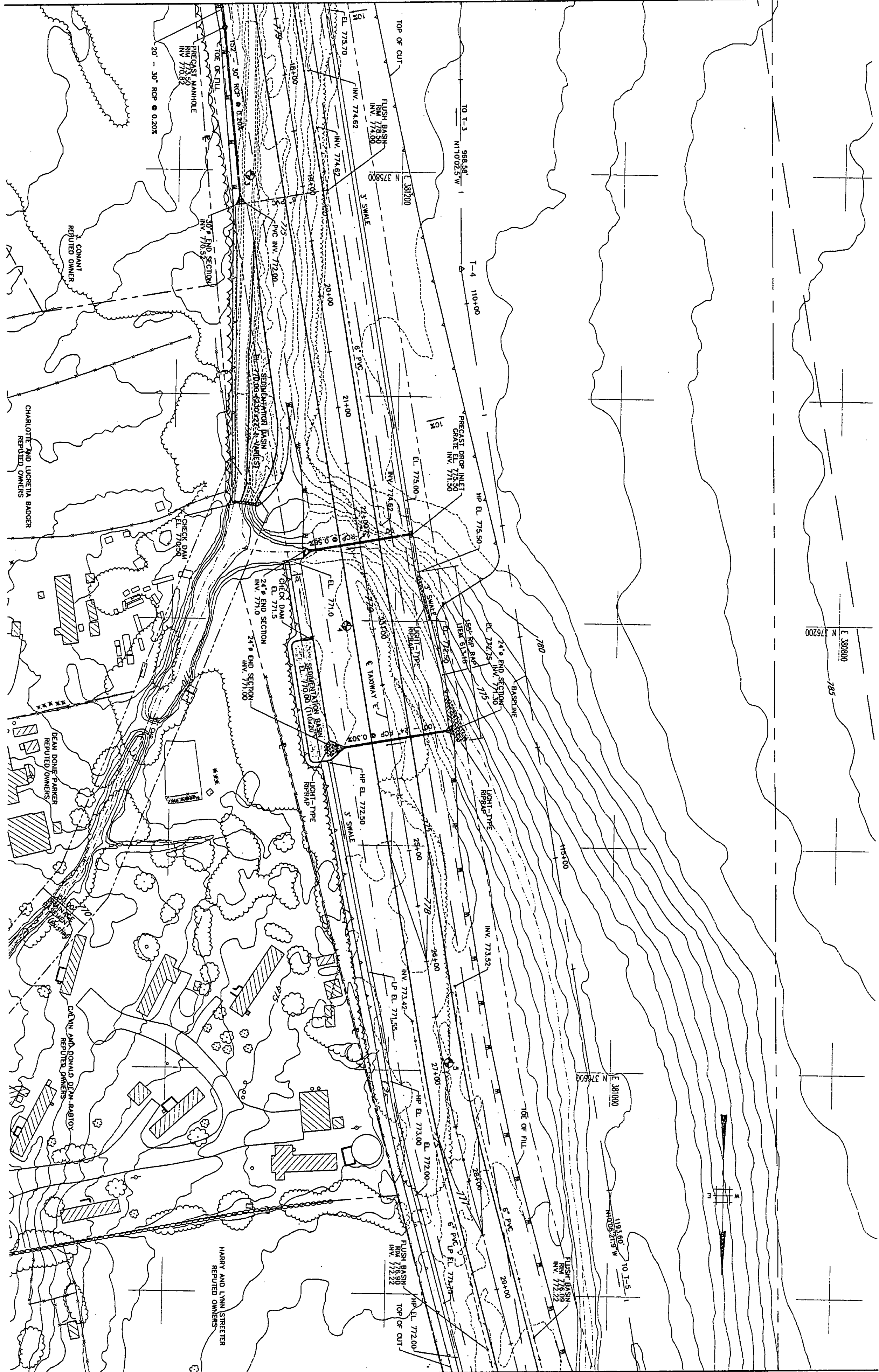
DESCRIPTION

DATE





MATCHLINE - SEE DRAWING NO. GD1



MATCHLINE - SEE DRAWING NO. GD3

- NOTES:
1. ALL PVC UNDERDRAINS ARE PERFORATED EXCEPT FOR TRANSVERSE CARRIED PIPES.
  2. FOR TABLE OF UNDERDRAINS, SEE DWG. NO. D01.
  3. FOR DRAINAGE STRUCTURE DETAILS, SEE DWG. NO. D01.

40' 0 40'

|                                             |                                                                                               |                                                                                     |                                                                                 |                     |                      |      |
|---------------------------------------------|-----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|---------------------|----------------------|------|
| DRAWING NO.<br><b>GD2</b><br>SHEET 12 OF 17 | RUTLAND STATE AIRPORT<br>CLARENDON, VERMONT<br><br>TAXIWAY E<br><br>GRADING AND DRAINAGE PLAN |  | Envirodyne Engineers, Inc.<br>41 East 42nd St. Suite 1015<br>New York, NY 10017 |                     | PROJECT NO.<br>7804  | SE 4 |
|                                             |                                                                                               |                                                                                     | SCALE: 1" = 40'                                                                 | DATE: AUG. 23, 1993 | DESIGNED BY:<br>F.S. |      |
|                                             |                                                                                               |                                                                                     |                                                                                 | REVISION            | DESCRIPTION          | DATE |

MATCHLINE - SEE DRAWING NO. GD2

MATCHLINE - SEE DRAWING NO. GD4

- NOTES:
1. ALL P.C. UNDERDRAINS ARE PERFORMED EXCEPT FOR TRANSVERSE CARRIER PIPES.
  2. FOR TABLE OF UNDERDRAINS, SEE DWG. NO. DD1.
  3. FOR DRAINAGE STRUCTURE DETAILS, SEE DWG. NO. DD1.

Envirodyne Engineers, Inc.  
41 East 42nd St. Suite 1015  
New York, NY 10017

PROJECT NO.  
7804

| REVISION | DESCRIPTION | DATE |
|----------|-------------|------|
|          |             |      |
|          |             |      |
|          |             |      |
|          |             |      |

SCALE: 1" = 40'  
DATE: AUG. 23, 1993  
DESIGNED BY: F.S.  
DRAWN BY: D.W.  
CHECKED BY: L.G.

RUTLAND STATE AIRPORT  
CLARENDON, VERMONT

TAXIWAY E

GRADING AND DRAINAGE PLAN

SEAL

DATE

BY

DATE

BY

DATE

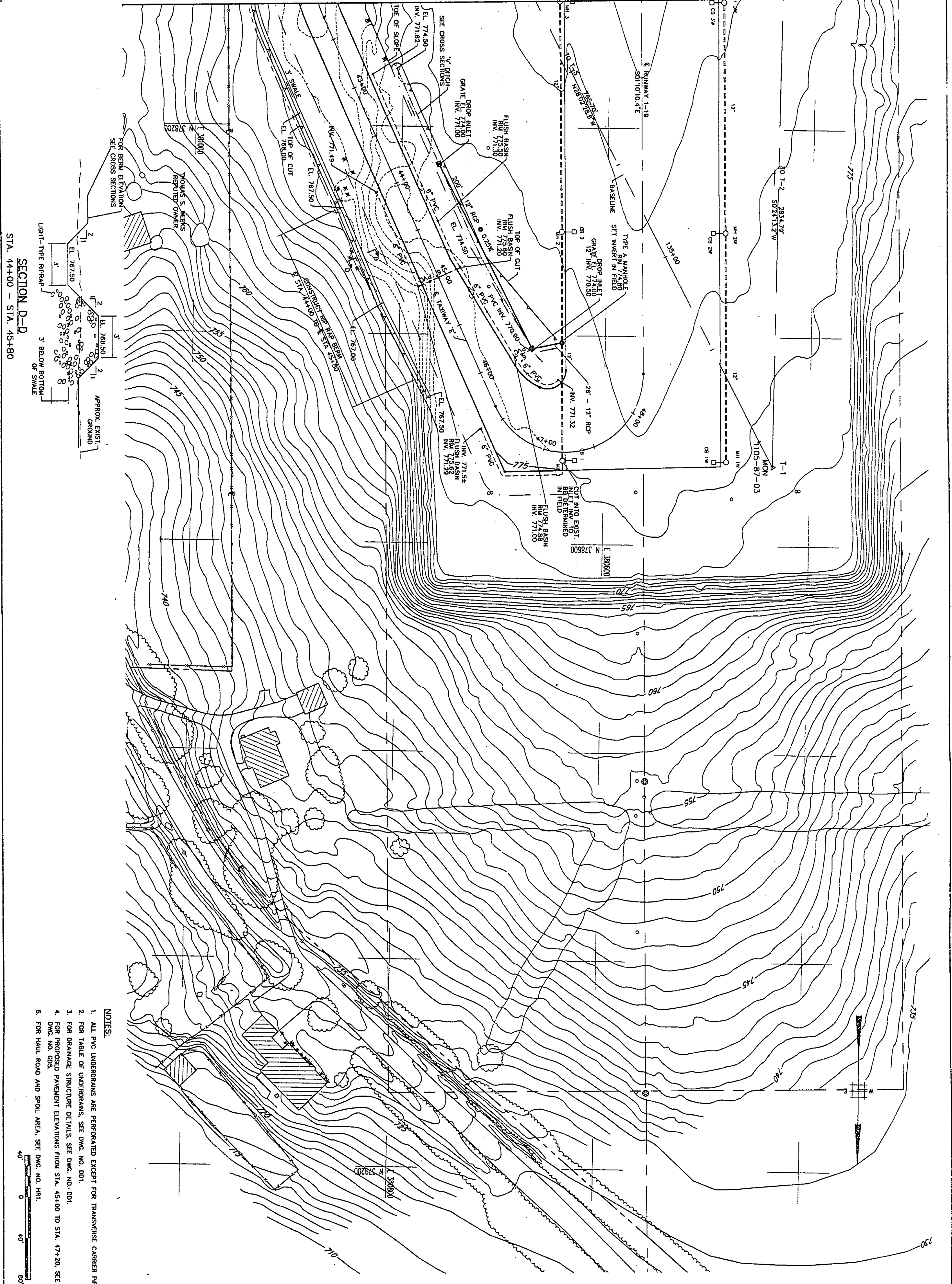
BY

DATE

DRAWING NO.  
SHEET 13 OF 17

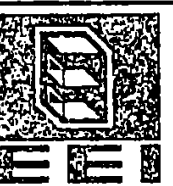
GD3

MATCHLINE - SEE DRAWING NO. GD3

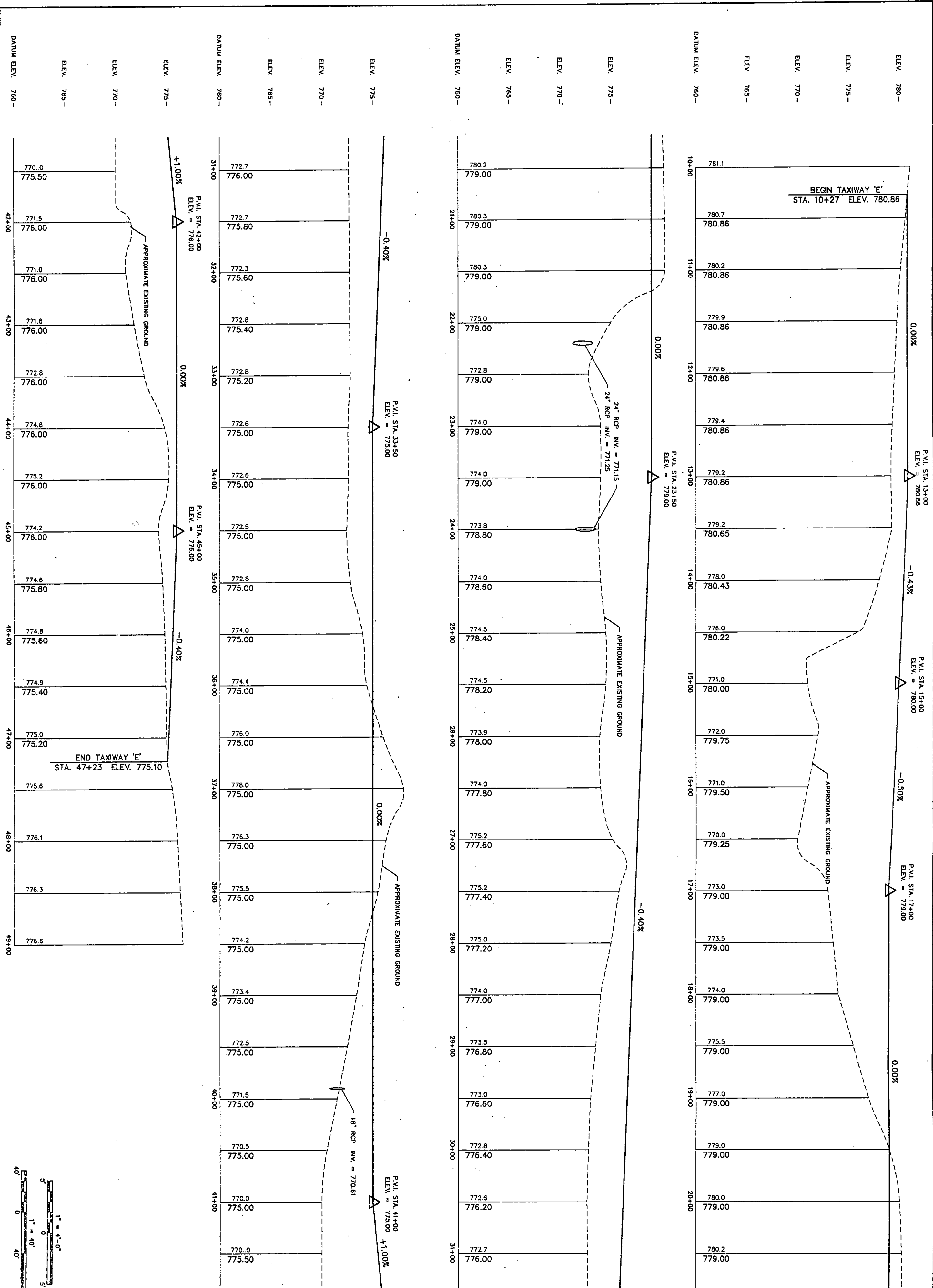


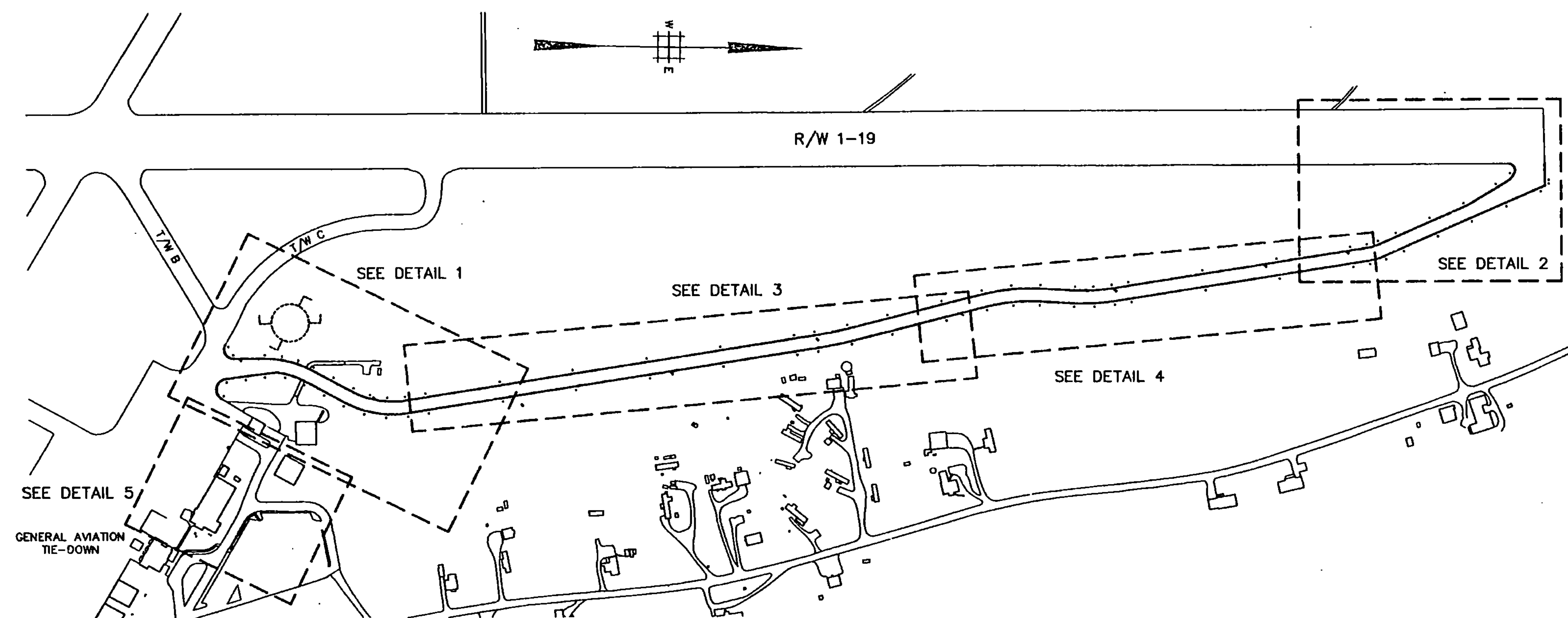
SECTION D-D  
STA. 44+00 - STA. 45+80

- NOTES:
1. ALL PAVEMENT UNDERDRAINS ARE PERFORMED EXCEPT FOR TRANSVERSE CORNER PAVES.
  2. FOR TABLE OF UNDERDRAINS, SEE DWG. NO. D-01.
  3. FOR DRAINAGE STRUCTURE DETAILS, SEE DWG. NO. D-02.
  4. FOR PROPOSED PAVEMENT ELEVATIONS FROM STA. 45+00 TO STA. 47+20, SEE DWG. NO. D-03.
  5. FOR HALL ROAD AND SPOL AREA, SEE DWG. NO. D-04.

|                                             |                                                                                               |                                                                                                                                                                         |                                                                                                   |                                                                                       |
|---------------------------------------------|-----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| DRAWING NO.<br><b>GD4</b><br>SHEET 14 OF 17 | RUTLAND STATE AIRPORT<br>CLARENDON, VERMONT<br><br>TAXIWAY E<br><br>GRADING AND DRAINAGE PLAN | <br>Envirodyne Engineers, Inc.<br>41 East 42nd St., Suite 1015<br>New York, NY 10017 | PROJECT NO.<br>7804                                                                               |  |
|                                             |                                                                                               |                                                                                                                                                                         | SCALE: 1" = 40'<br>DATE: AUG. 23, 1993<br>DESIGNED BY: F.S.<br>DRAWN BY: D.W.<br>CHECKED BY: L.G. |                                                                                       |

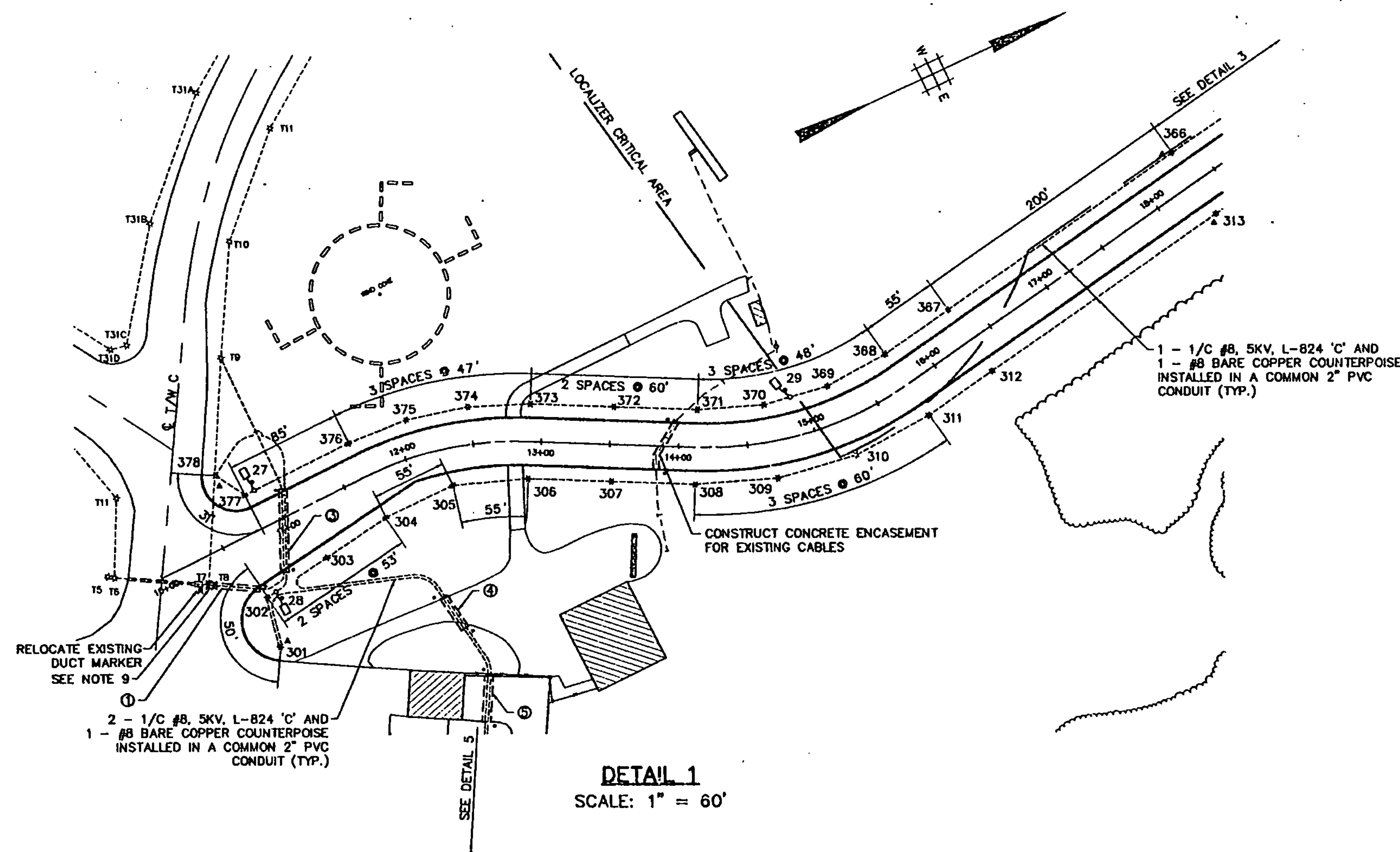




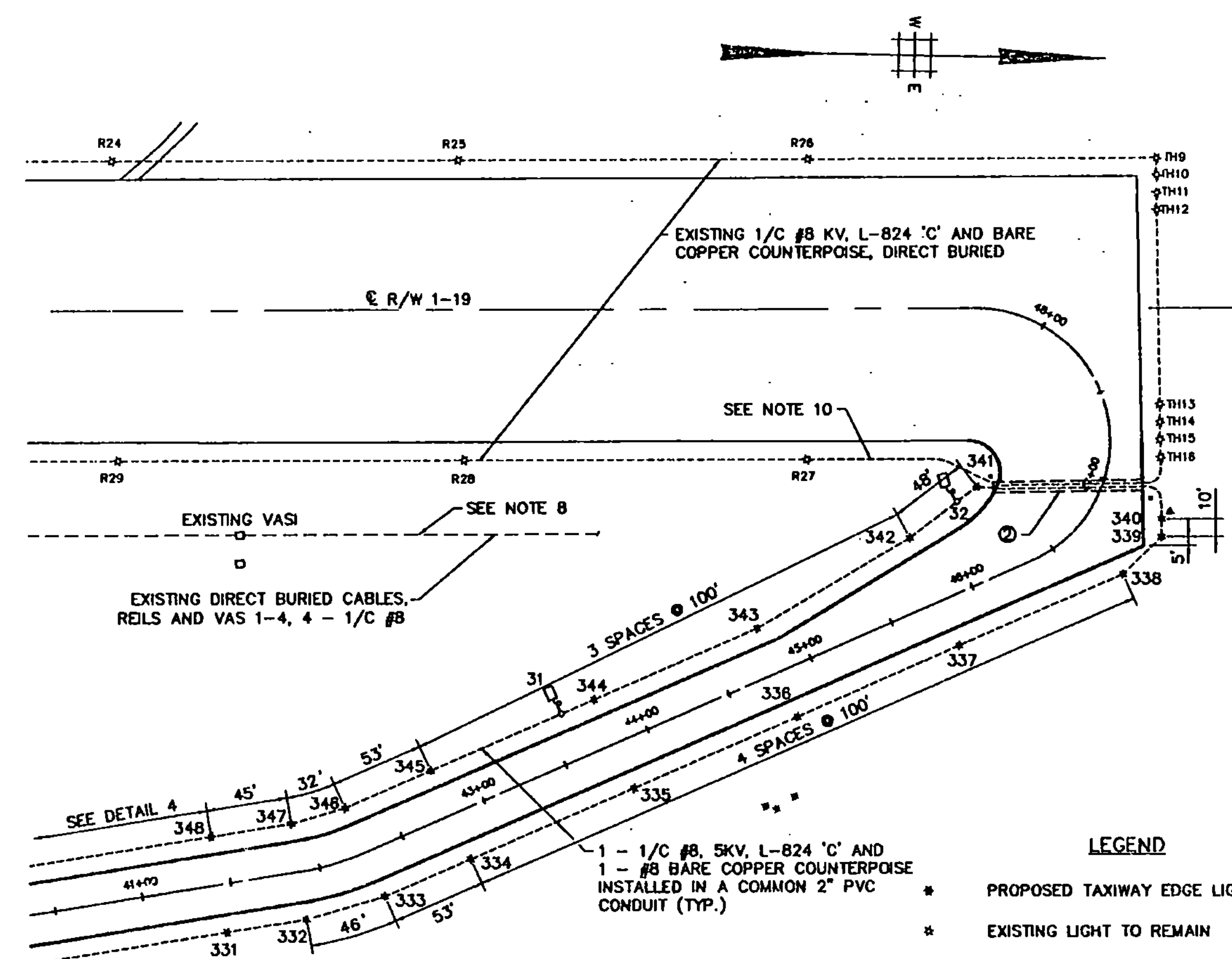


GENERAL LIGHTING PLAN  
SCALE: 1" = 200'

- GENERAL NOTES**
1. T/W EDGE LIGHTS TO BE BASE MOUNTED UNITS. 24" IN HEIGHT. BLUE FIXTURE.
  2. LAMP FIXTURE TO BE BLUE AND OF MEDIUM INTENSITY (8.6A, 30W).
  3. ELECTRIC CIRCUITRY TO BE IN SERIES.
  4. REFER TO VAOT STANDARD DRAWING AP-2 FOR BASE MOUNTED UNIT DETAILS, AND CABLE AND SPLICE MARKERS. REFER TO VAOT STANDARD DRAWING AP-3 FOR DUCT BANK DETAILS.
  5. REFER TO DRAWING L3 FOR TRENCH DETAILS.
  6. MAXIMUM SPACING OF LIGHTS TO BE 200' O.C. DISTANCE FROM TAXIWAY PAVEMENT EDGE TO LIGHTS, 10'-0".
  7. EXISTING R/W EDGE LIGHTS AND VASI TO REMAIN.
  8. EXISTING REILS CABLES TO BE INSTALLED IN A NEW 4-WAY DUCT UNDER TAXIWAY AS DIRECTED BY THE ENGINEER.
  9. REMOVE EXISTING TAXIWAY LIGHTS T7 AND T8. REMOVE EXISTING WIRING FROM TAXIWAY LIGHT T6 TO LIGHT T7 AND ABANDON EXISTING WIRING FROM LIGHT T8 TO LIGHT T9. PROVIDE NEW 1/C #8, 5KV, L824 'C' CABLE AND #8 BARE COUNTERPOISE FROM LIGHT T6 TO LIGHT T9 VIA DUCT BANKS 1 AND 3, AND SPLICE AT LIGHTS T8 AND T9. CONNECT NEW TAXIWAY LIGHTS 301 THRU 378 CONSECUTIVELY IN SERIES.
  10. ABANDON EXISTING WIRING FROM RUNWAY LIGHTS R27 TO THRESHOLD LIGHT TH16. PROVIDE NEW 1/C #8, 5KV, L824 'C' CABLE AND #8 BARE COUNTERPOISE FROM LIGHT R27 TO THRESHOLD LIGHT TH16 VIA A NEW 4-WAY DUCTBANK AND SPLICE AT LIGHTS R27 AND TH16.
  11. EXACT LOCATIONS OF ALL DUCT BANKS AND CABLE CONDUITS MUST BE APPROVED IN ADVANCE BY THE VAOT ELECTRICIAN CONTRACTOR TO CONTACT RESIDENT ENGINEER.



DETAIL 1  
SCALE: 1" = 60'



DETAIL 2  
SCALE: 1" = 60'

**DUCT SCHEDULE**

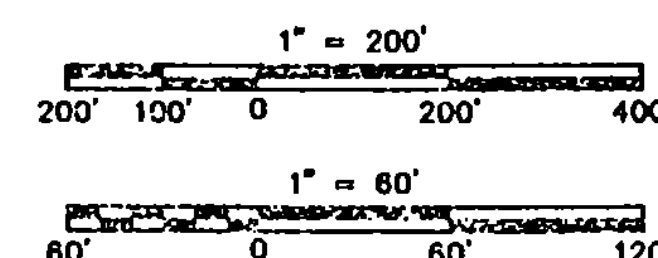
- 1 2 WAY 4" CONCRETE ENCASED 48 L.F. EXTENSION
- 2 4 WAY 4" CONCRETE ENCASED, 78 L.F.
- 3 4 WAY 4" CONCRETE ENCASED, 81 L.F.
- 4 4 WAY 4" CONCRETE ENCASED, 28 L.F.
- 5 4 WAY 4" CONCRETE ENCASED, 35 L.F.
- 6 4 WAY 4" CONCRETE ENCASED, 24 L.F.

**LEGEND**

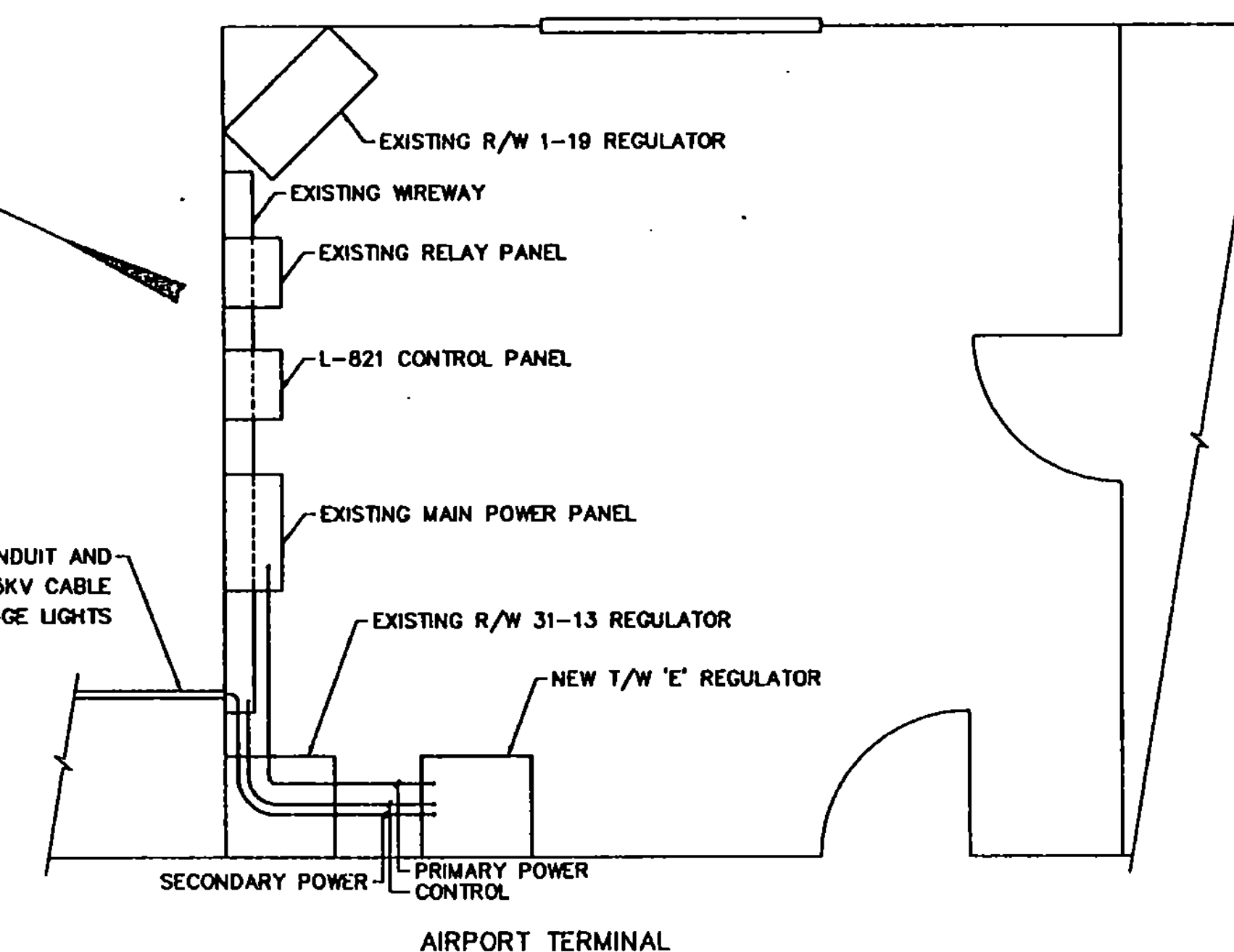
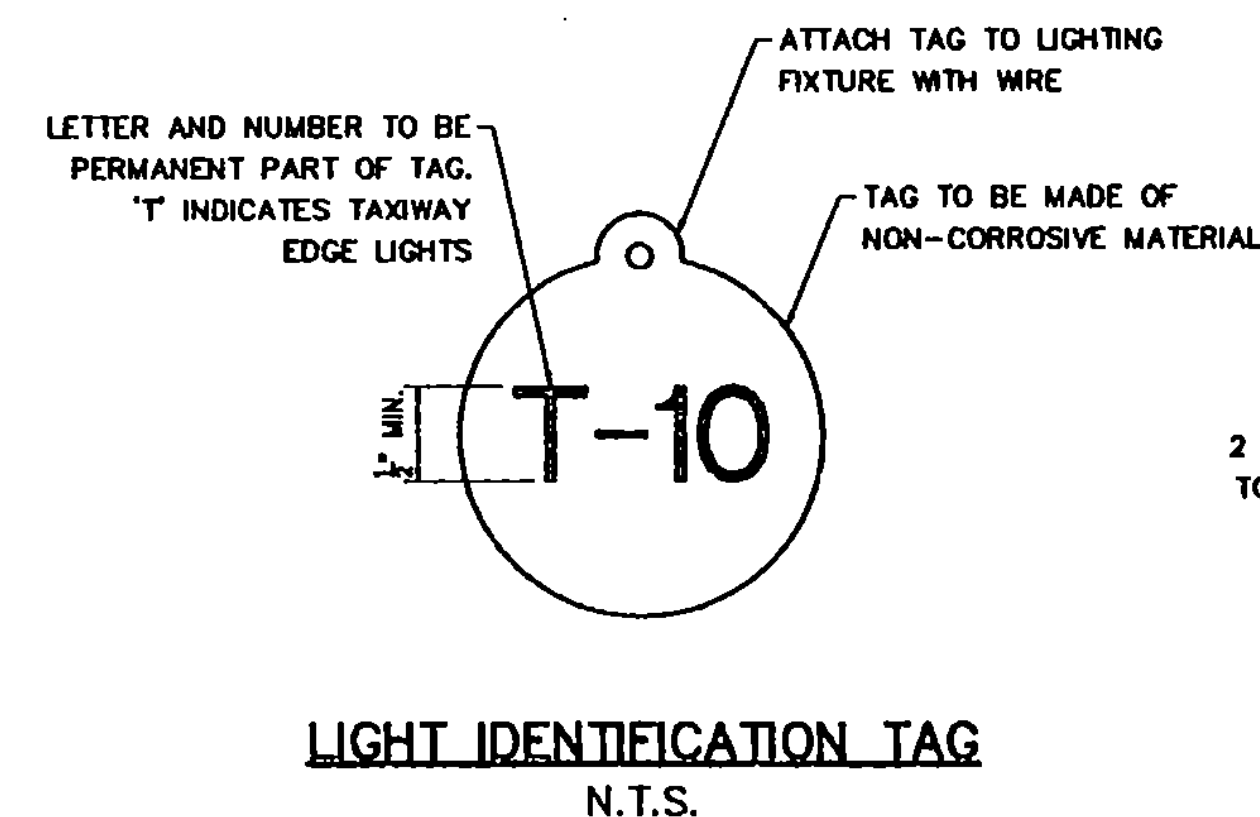
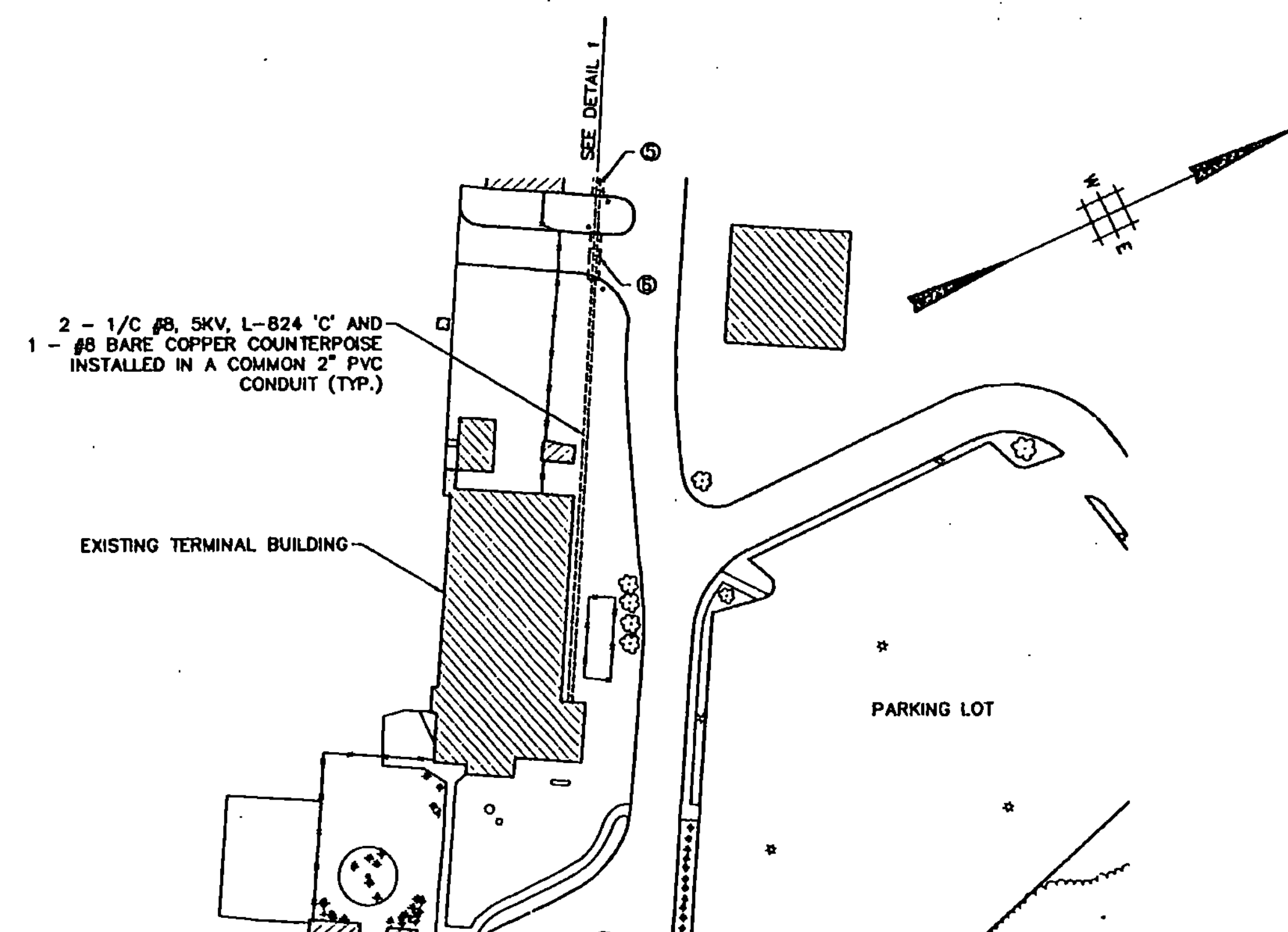
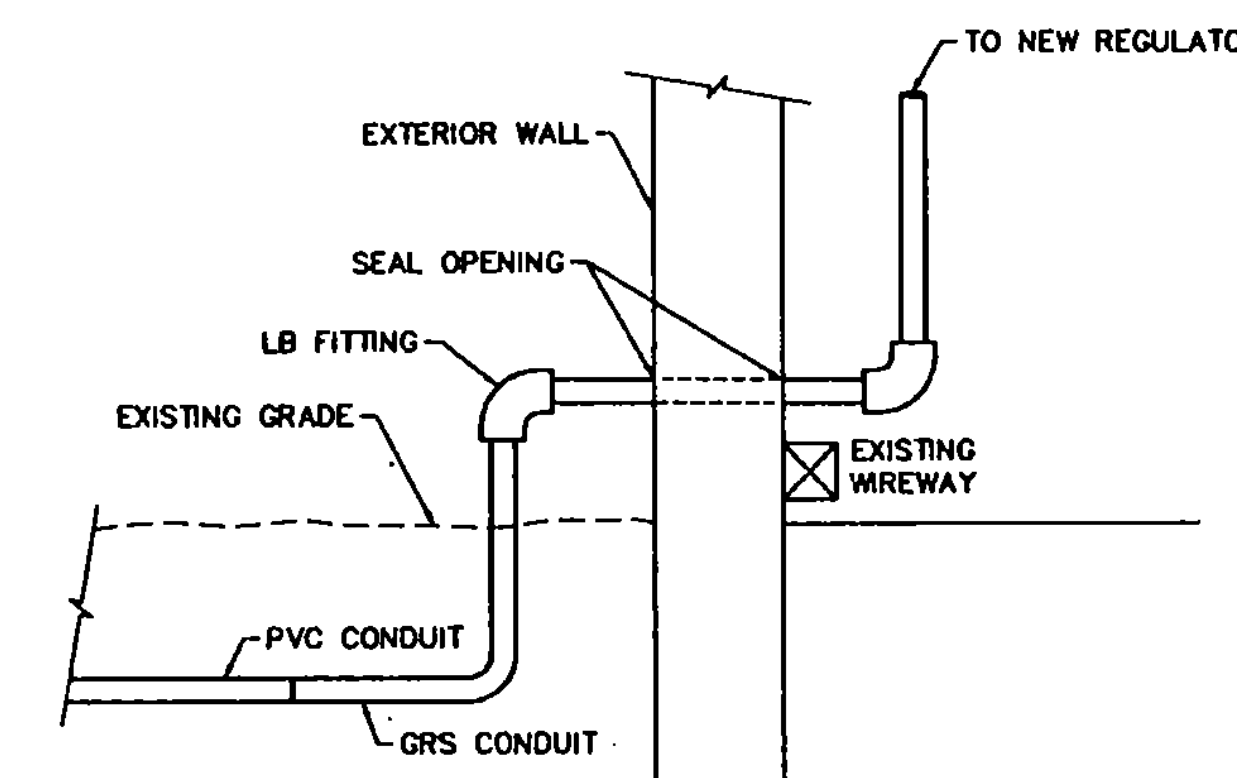
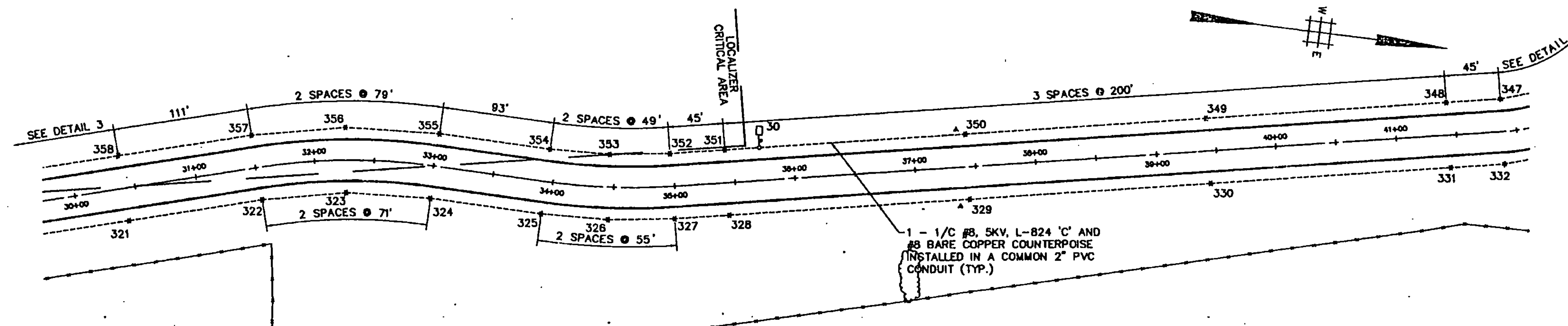
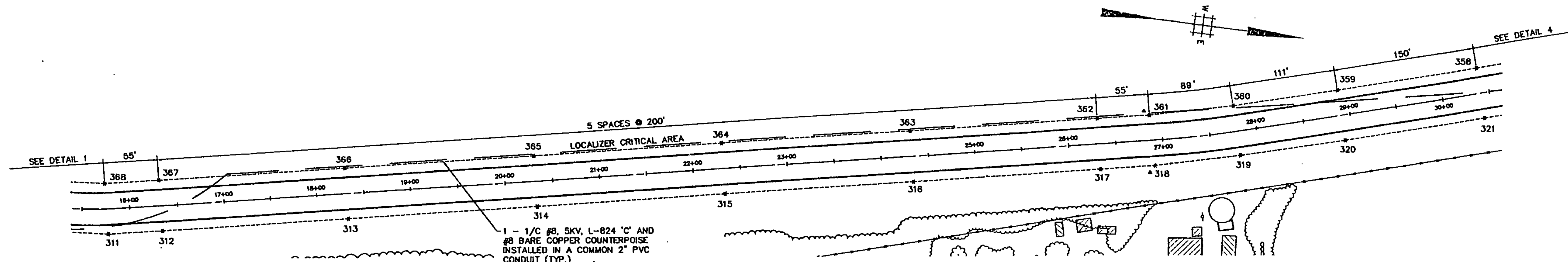
- \* PROPOSED TAXIWAY EDGE LIGHT
- \* EXISTING LIGHT TO REMAIN
- \* EXISTING LIGHT TO BE REMOVED OR RELOCATED
- \* EXISTING DUCT MARKER TO REMAIN
- \* EXISTING DUCT MARKER TO BE REMOVED OR RELOCATED
- TAXIWAY SIGN AND LIGHTING CONNECTION
- ▲ PROPOSED 5/8" x 8' COPPERCLAD GROUND ROD
- PROPOSED DUCT WITH CONDUIT AND MARKERS
- ① DUCT DESIGNATION - SEE DUCT SCHEDULE

**CROSS REFERENCES**

DETAILS 3, 4, 5 DRAWING NO. L2  
SIGN PLANS DRAWING NOS. S1, S2



|                                                                                 |  |                     |  |                     |  |                                             |  |                   |  |
|---------------------------------------------------------------------------------|--|---------------------|--|---------------------|--|---------------------------------------------|--|-------------------|--|
| SEAL                                                                            |  | PROJECT NO.<br>7804 |  | DESIGNED BY<br>F.S. |  | DATE<br>AUG. 23, 1993                       |  | SCALE<br>AS SHOWN |  |
| Envirodyne Engineers, Inc.<br>41 East 42nd St. Suite 1015<br>New York, NY 10017 |  | DRAWN BY<br>D.W.    |  | CHECKED BY<br>L.G.  |  | RUTLAND STATE AIRPORT<br>CLARENDON, VERMONT |  | TAXIWAY E         |  |
| LIGHTING PLAN AND DETAILS                                                       |  | DRAWING NO.<br>L1   |  | SHEET 17 OF 17      |  |                                             |  |                   |  |



#### DUCT SCHEDULE

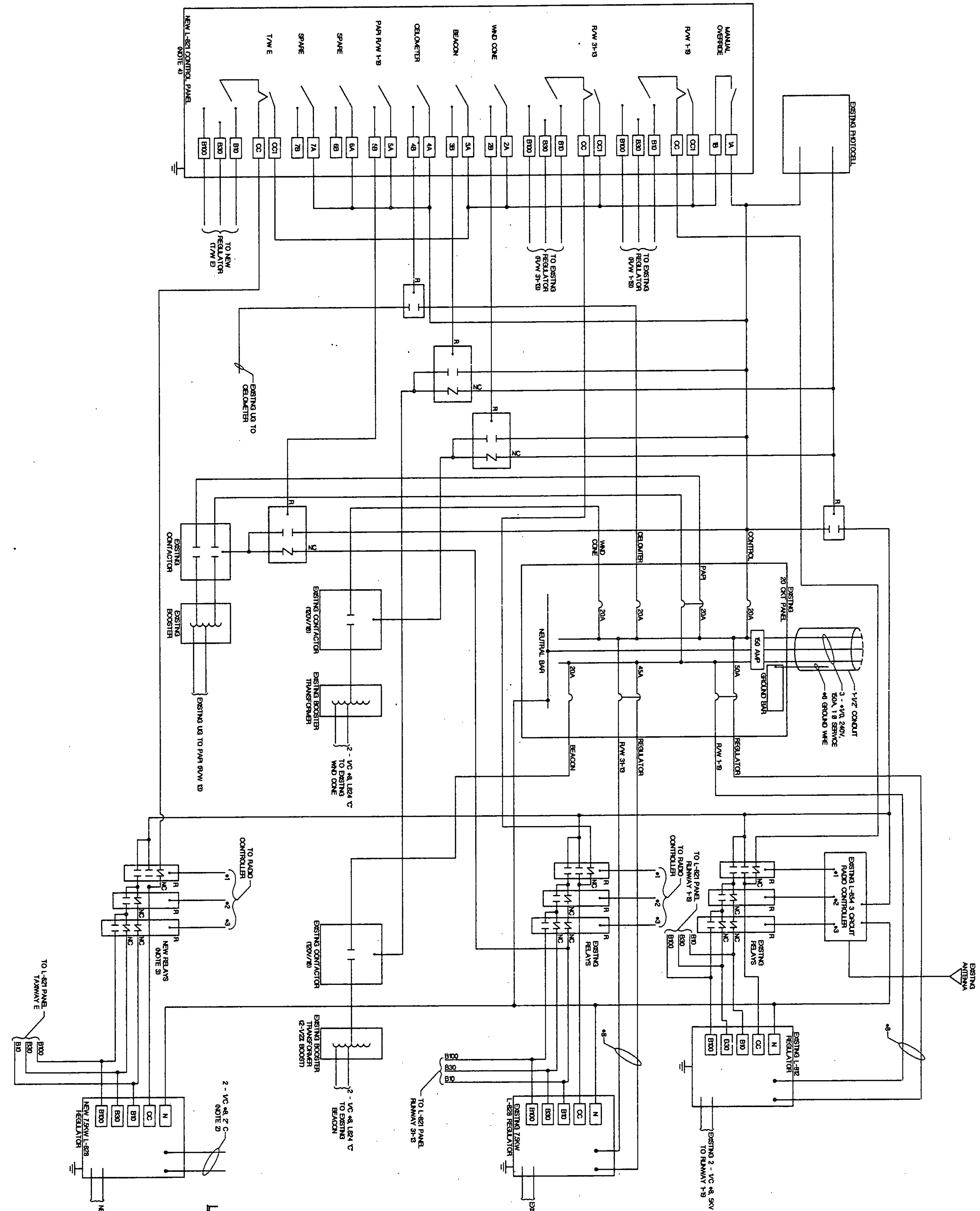
- ⑤ 4 WAY 4"Ø CONCRETE ENCASED, 35 L.F.
- ⑥ 4 WAY 4"Ø CONCRETE ENCASED, 24 L.F.

#### CROSS REFERENCES

- |                           |                     |
|---------------------------|---------------------|
| GENERAL LIGHTING PLAN     | DRAWING NO. L1      |
| DETAILS 1, 2 AND 3        | DRAWING NO. L1      |
| LIGHTING NOTES AND LEGEND | DRAWING NO. L1      |
| SIGN PLANS                | DRAWING NOS. S1, S2 |



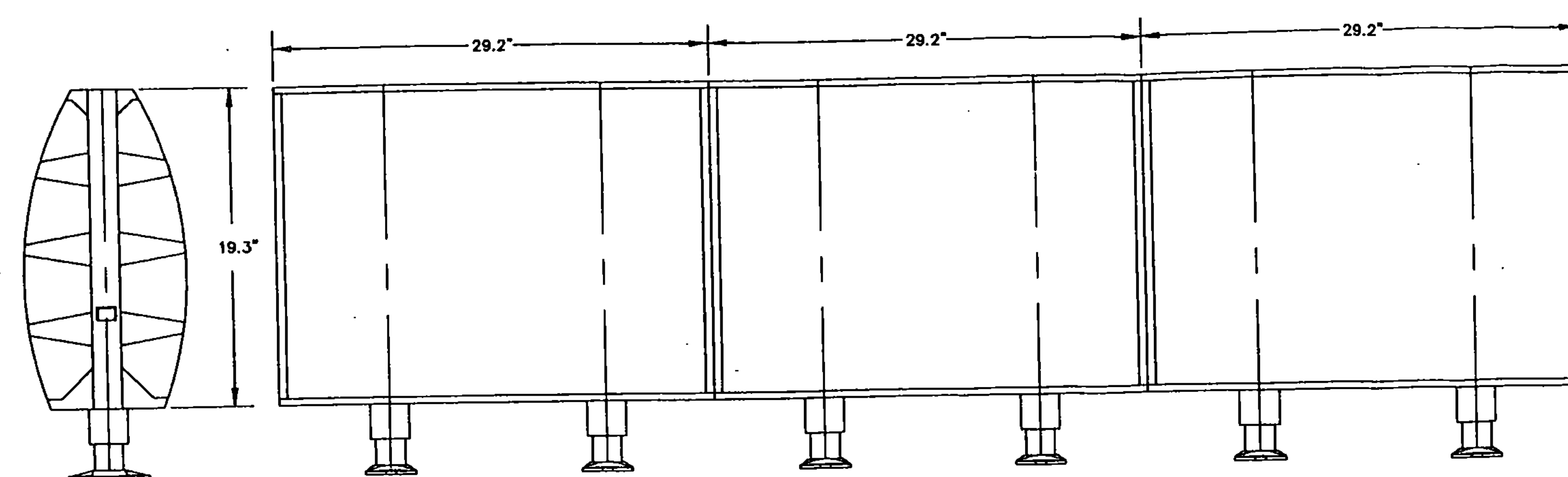
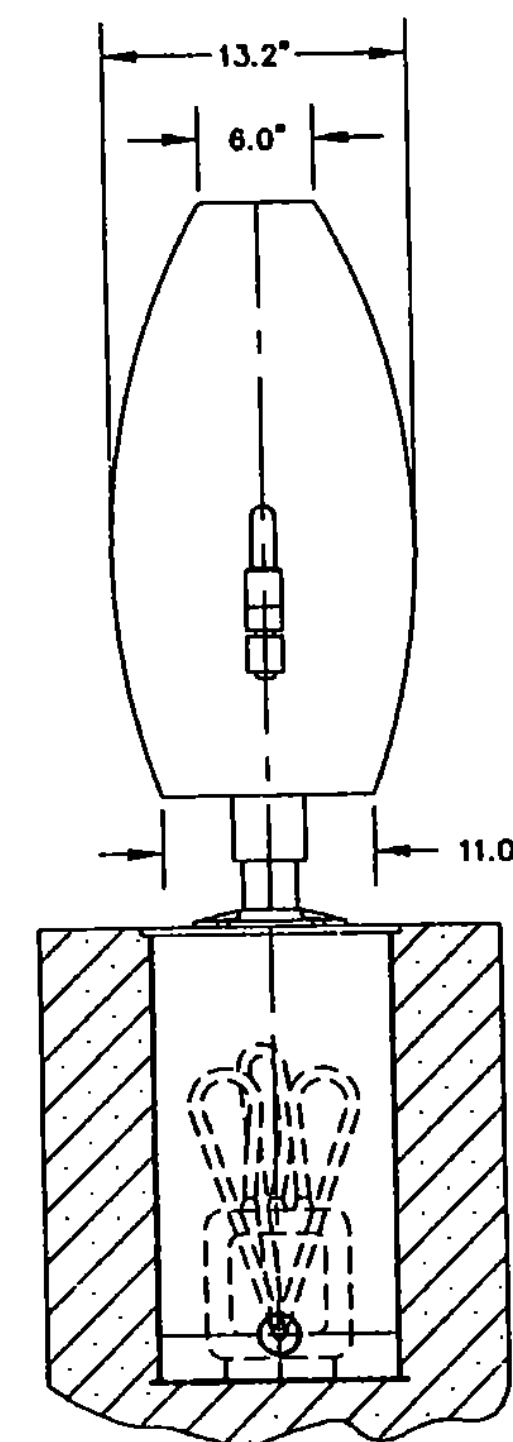
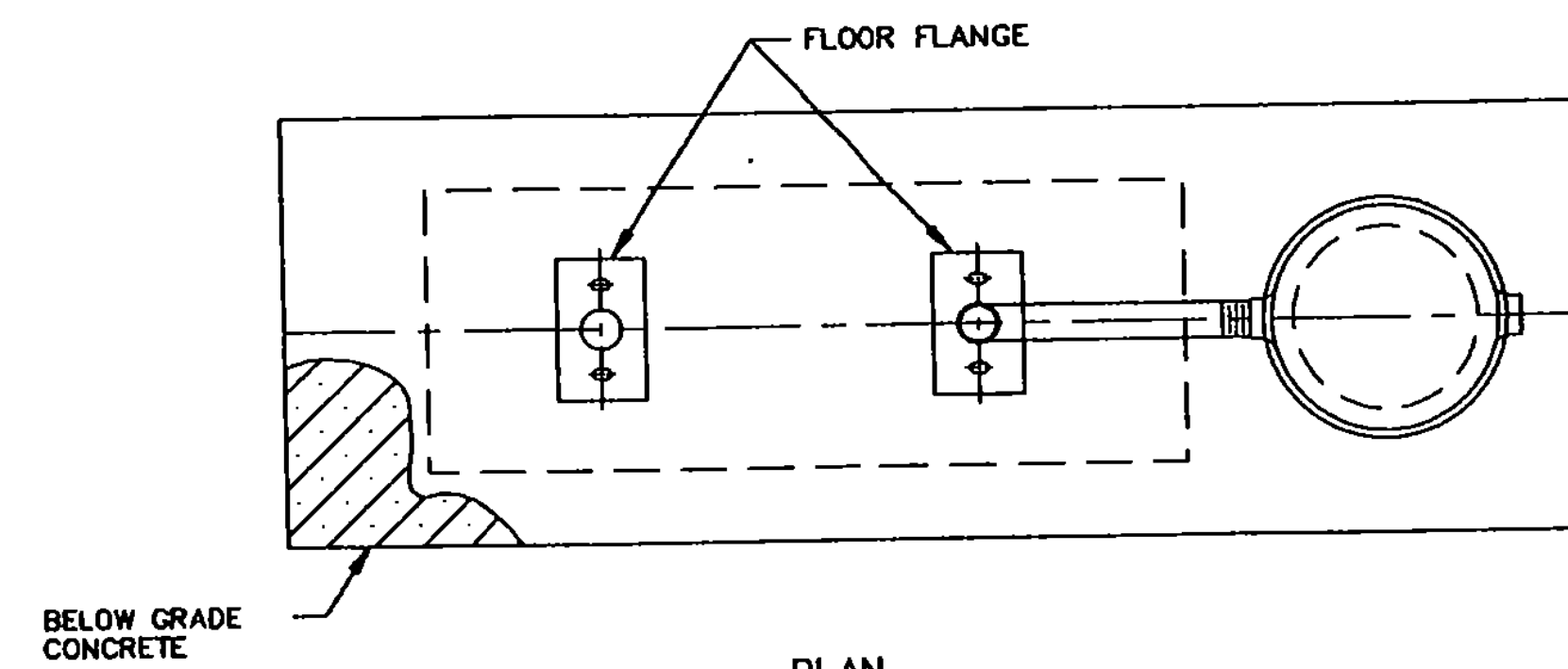
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|--------------------------|---------------------------------------------------------------------------------|
| SEAL                     |                                                                                 |
| PROJECT NO.<br>7804      | Envirodyne Engineers, Inc.<br>41 East 42nd St. Suite 1015<br>New York, NY 10017 |
| DRAWING NO.<br><b>L2</b> | SHEET 18 OF 47                                                                  |



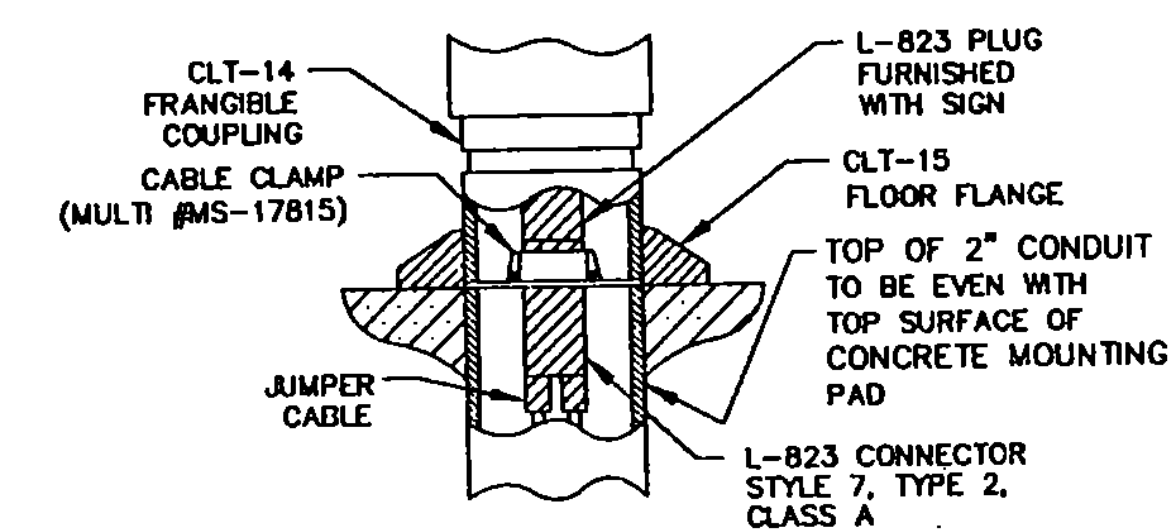
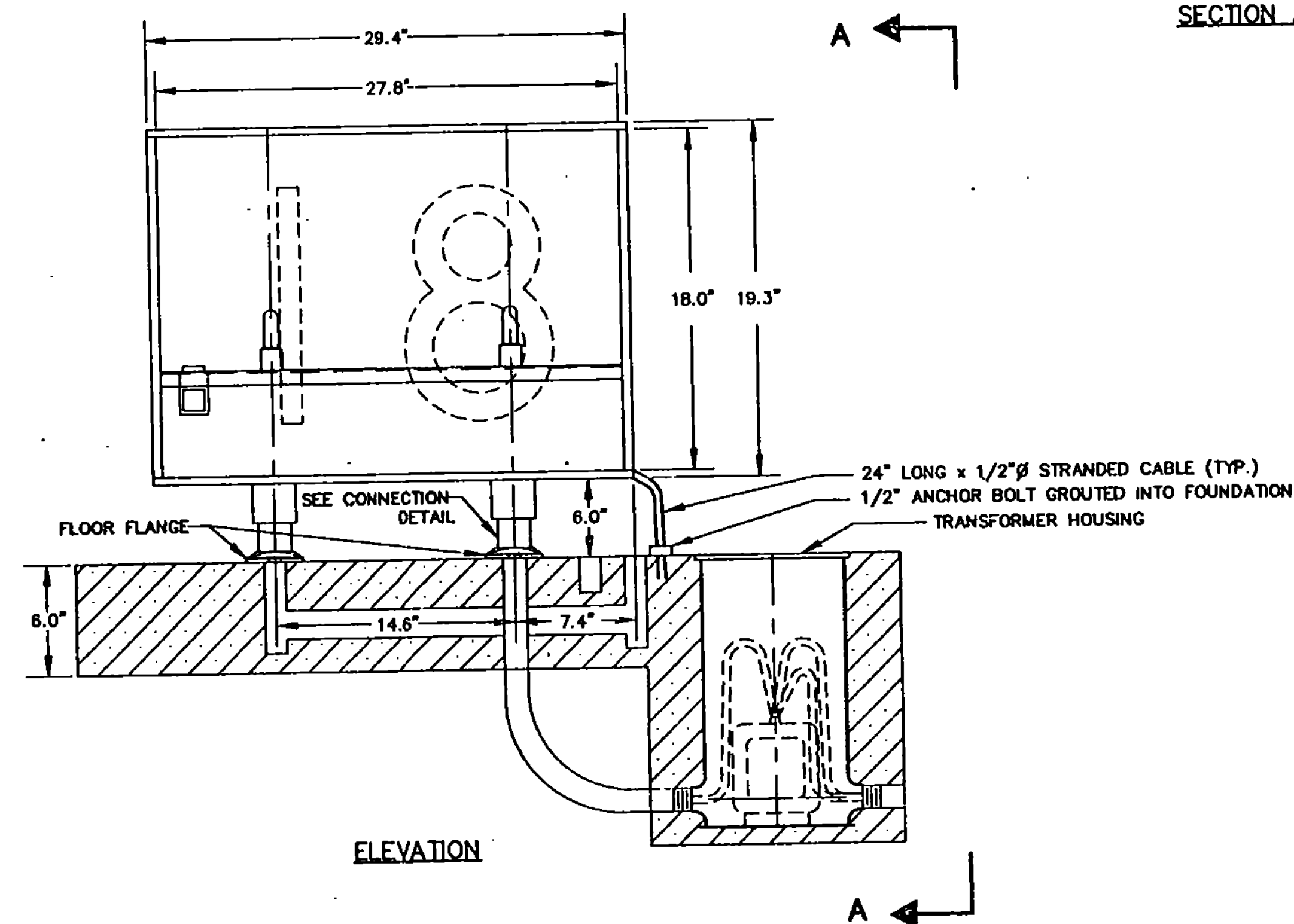
- NOTES:
1. ALL WIRING 1/2" #12 AWG UNLESS OTHERWISE NOTED.
  2. CONNECT TO NEW 2 POLE 40 AMPERE CIRCUIT BREAKER IN EXISTING 100 AMPERE PANEL.
  3. PROVIDE 120V AC RELAYS WITH NEON INDICATING LIGHT, SQUARE D TYPE W/13 OR APPROVED EQUAL.
  4. REPLACE EXISTING L-821 CONTROL PANEL WITH NEW CONTROL L-821 CONTROL PANEL.
  5. RELAYS SHALL BE MOUNTED IN EXISTING RELAY PANEL.
  6. NEUTRAL CONNECTIONS ARE NOT SHOWN.
  7. EXISTING ELECTRICAL EQUIPMENT NOT BEING REUSED SHALL BE STAMPED ON AIRPORT PROPERTY AS ORDERED BY THE ENGINEER.
  8. BY WHAT ELECTRICAL EQUIPMENT SHALL BE APPROVED.
  9. SET WHAT STANDARD DRAWINGS AP-2 AND AP-3 FOR DETAIL.
  10. FOR ELECTRICAL ROOM LAYOUT DETAILS, SEE DRAWING NO. 12.

| L-821 PANEL   |     |    |     |
|---------------|-----|----|-----|
| MASTER SWITCH |     |    |     |
| TAXWAY E      |     |    |     |
| ON            | OFF | ON | OFF |
| RW 1-9        |     |    |     |
| ON            | OFF | ON | OFF |
| RW 3-9        |     |    |     |
| ON            | OFF | ON | OFF |
| WIND CONE     |     |    |     |
| ON            | OFF | ON | OFF |
| BEACON        |     |    |     |
| ON            | OFF | ON | OFF |
| DELOMETER     |     |    |     |
| ON            | OFF | ON | OFF |
| SPARE         |     |    |     |
| ON            | OFF | ON | OFF |
| SPARE         |     |    |     |
| ON            | OFF | ON | OFF |

L-821 CONTROL PANEL LAYOUT



MULTIPLE PANEL TAXIWAY SIGN  
N.T.S.



ELECTRICAL CONNECTION DETAIL  
N.T.S.

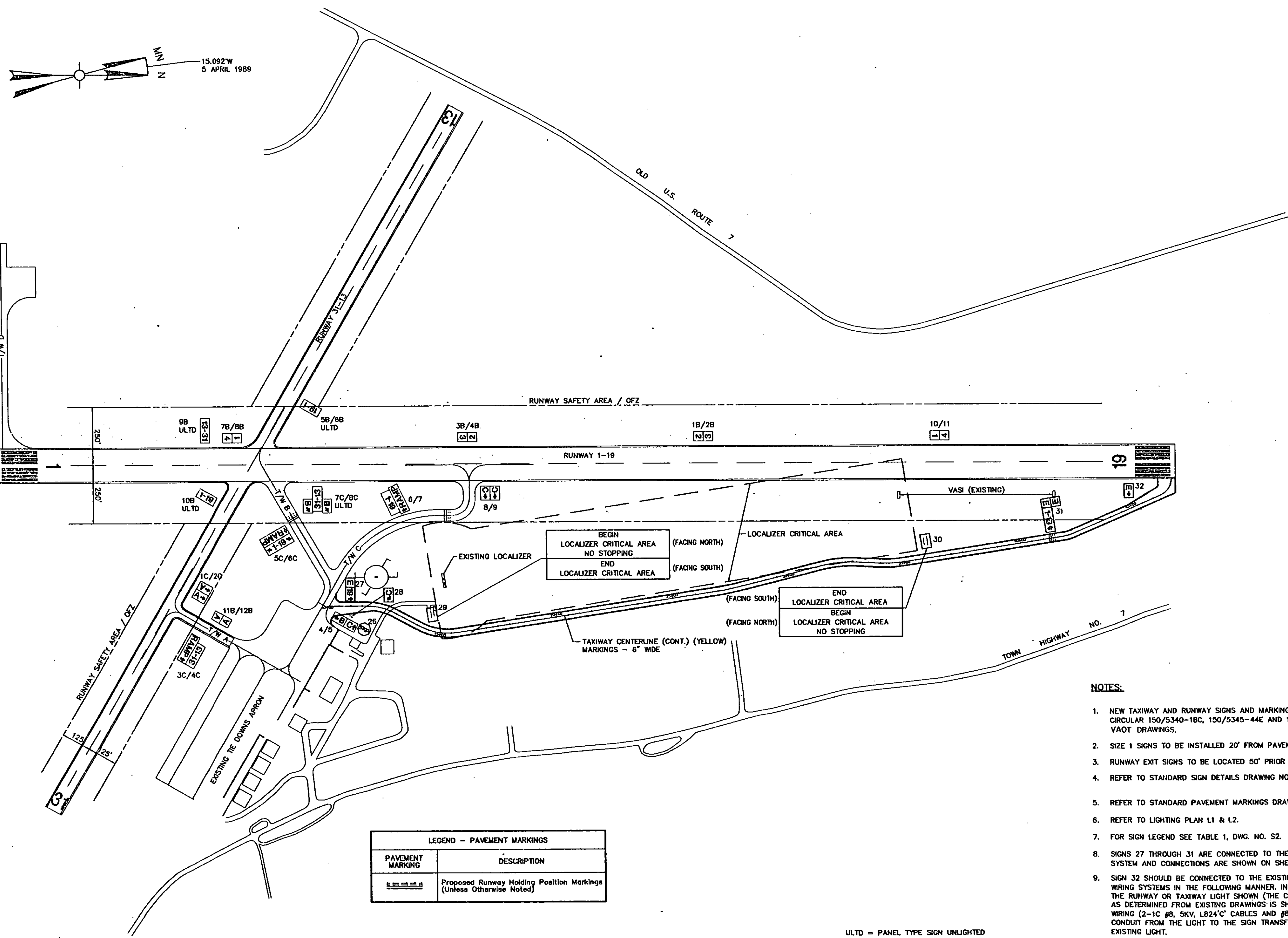
SINGLE PANEL TAXIWAY SIGN  
N.T.S.

N.T.S.

**NOTE:**  
ALL TAXIWAY SIGNS ARE LUMACURVE TAXIWAY GUIDANCE  
SIGNS OR APPROVED EQUAL.

|                          |                                             |  |              |  |                                                                                       |                                                                                        |                     |                     |                   |                |                  |                                                                                            |             |
|--------------------------|---------------------------------------------|--|--------------|--|---------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|---------------------|---------------------|-------------------|----------------|------------------|--------------------------------------------------------------------------------------------|-------------|
| DRAWING NO.<br><b>L4</b> | RUTLAND STATE AIRPORT<br>CLARENDON, VERMONT |  | TAXIWAY E    |  |  | <b>Envirodyne Engineers, Inc.</b><br>41 East 42nd St. Suite 1015<br>New York, NY 10017 | PROJECT NO.<br>7804 |                     |                   |                |                  | SEAL<br> |             |
|                          | ELECTRICAL DETAILS                          |  | NOT TO SCALE |  |                                                                                       |                                                                                        |                     | DATE: AUG. 23, 1983 | DESIGNED BY: F.S. | DRAWN BY: D.W. | CHECKED BY: L.G. | REVISION                                                                                   | DESCRIPTION |

CLARENCE, VERMONT 05742-0101 1000 400 20 15 10 5 11 1989



| LEGEND - PAVEMENT MARKINGS |                                                                    |
|----------------------------|--------------------------------------------------------------------|
| PAVEMENT MARKING           | DESCRIPTION                                                        |
|                            | Proposed Runway Holding Position Markings (Unless Otherwise Noted) |

ULTD = PANEL TYPE SIGN UNLIGHTED

- NOTES:
- NEW TAXIWAY AND RUNWAY SIGNS AND MARKINGS ARE TO CONFORM TO FAA ADVISORY CIRCULAR 150/5340-18C, 150/5345-44E AND 150/5340-1F. SEE ALSO STANDARD VAOT DRAWINGS.
  - SIZE 1 SIGNS TO BE INSTALLED 20' FROM PAVEMENT EDGE.
  - RUNWAY EXIT SIGNS TO BE LOCATED 50' PRIOR TO TURN ONTO TAXIWAY.
  - REFER TO STANDARD SIGN DETAILS DRAWING NO. AP-12 (STD VAOT)
  - REFER TO STANDARD PAVEMENT MARKINGS DRAWING NOS. AP10 & AP11.(STD VAOT)
  - REFER TO LIGHTING PLAN L1 & L2.
  - FOR SIGN LEGEND SEE TABLE 1, DWG. NO. S2.
  - SIGNS 27 THROUGH 31 ARE CONNECTED TO THE NEW TAXIWAY LIGHTING WIRING SYSTEM AND CONNECTIONS ARE SHOWN ON SHEETS 7 AND 8.
  - SIGN 32 SHOULD BE CONNECTED TO THE EXISTING RUNWAY AND TAXIWAY LIGHTING WIRING SYSTEMS IN THE FOLLOWING MANNER. INTERCEPT THE EXISTING WIRING AT THE RUNWAY OR TAXIWAY LIGHT SHOWN (THE CLOSEST RUNWAY OR TAXIWAY LIGHT AS DETERMINED FROM EXISTING DRAWINGS IS SHOWN ON THE PLAN). PROVIDE NEW WIRING (2-1C #8, 5KV, LB24'C CABLES AND #8 BARE COUNTERPOISE) IN A 2" PVC CONDUIT FROM THE LIGHT TO THE SIGN TRANSFORMER. SPLICE WIRING AT THE EXISTING LIGHT.

SEAL

PROJECT NO.  
7804

Envirodyne Engineers, Inc.  
41 East 42nd St. Suite 1015  
New York, NY 10017

RUTLAND STATE AIRPORT  
CLARENDON, VERMONT

TAXIWAY E  
SIGNING PLAN

DRAWING NO.  
S1

SHEET 21 OF 44

DATE  
5 APRIL 1989

DESIGNED BY  
F.S.

DATE  
AUG. 23, 1993

SCALE  
1" = 200'

DRAWN BY  
A.F.B.

DATE  
AUG. 23, 1993

CHECKED BY  
L.G.

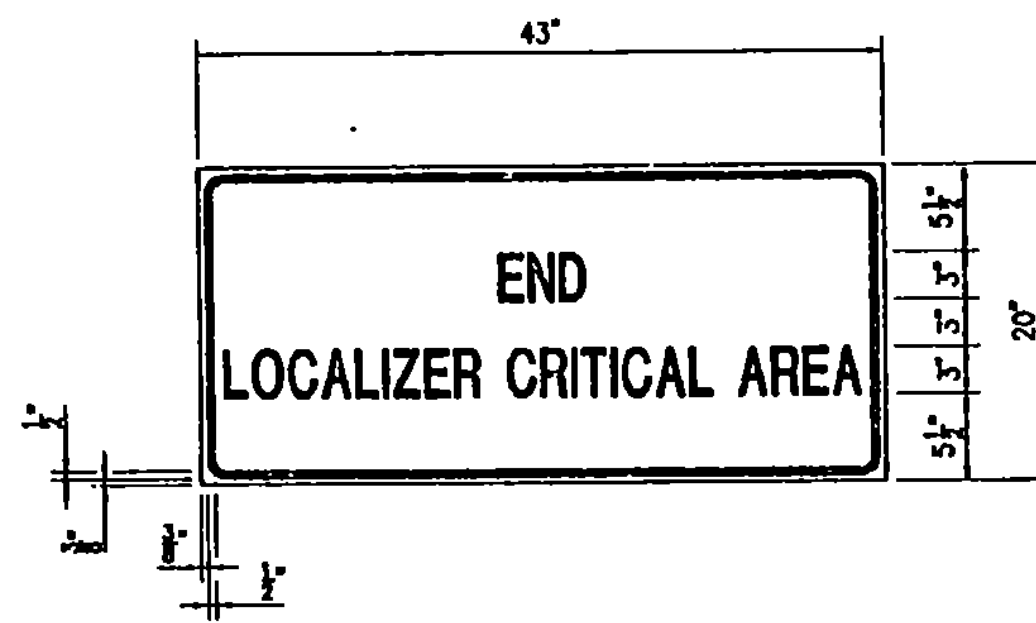
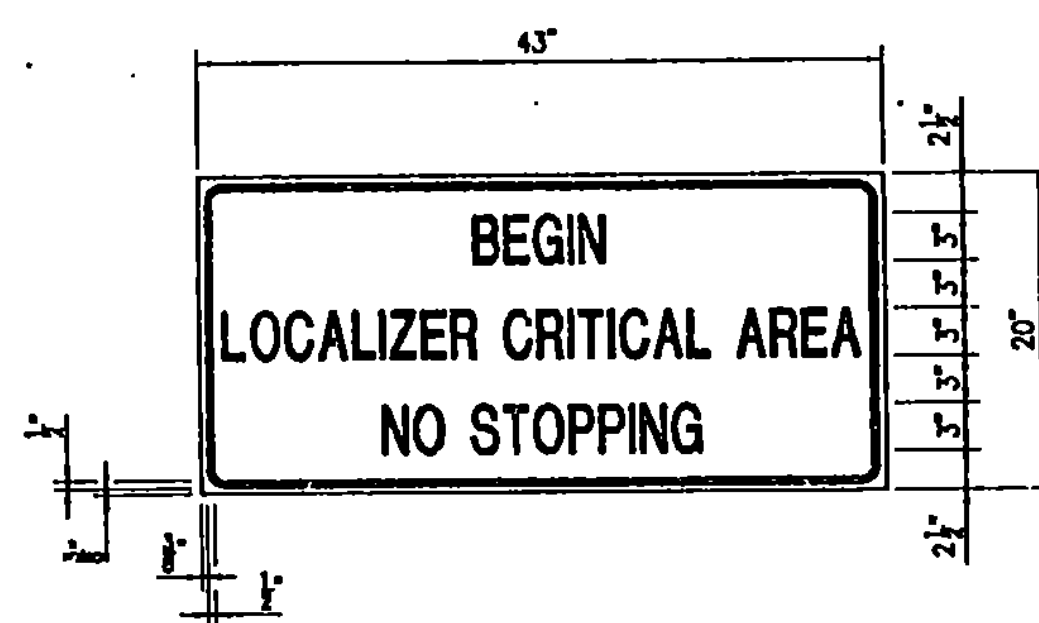
REVISION

DESCRIPTION

DATE

| TABLE 1                    |              |                    |             |            |        |          |      |            |
|----------------------------|--------------|--------------------|-------------|------------|--------|----------|------|------------|
| SIGN TYPE                  | ABBREVIATION | NAME               | COLOR       |            | SYMBOL | FAA SPEC | SIZE | POWERED BY |
|                            |              |                    | INSCRIPTION | BACKGROUND |        |          |      |            |
| MANDATORY INSTRUCTION SIGN | HP           | HOLD POSITION SIGN | WHITE       | RED        | 1-19   | L-858R   | 1    | 240 VA     |
|                            | ST           | STOP               | WHITE       | RED        | STOP   | -        | 18"  | -          |
|                            | IS           | INSTRUCTION SIGN   | BLACK       | YELLOW     | TEXT   |          |      |            |
| LOCATION SIGN              | TL           | TAXIWAY LOCATION   | YELLOW      | BLACK      | A      | L-858L   | 1    | 240 VA     |
| DIRECTION SIGN             | RE           | EXIT               | BLACK       | YELLOW     | — A    | L-858Y   | 1    | 241 VA     |
|                            | TD           | TAXIWAY DIRECTION  | BLACK       | YELLOW     | — B    | L-858Y   | 1    | 241 VA     |

| TABLE 2  |        |          |        |        |                    |                    | INSTRUCTIONS                                                             |
|----------|--------|----------|--------|--------|--------------------|--------------------|--------------------------------------------------------------------------|
| SIGN NO. | TYPE   | LOCATION | OFFSET | TEXT   | # PROPOSED MODULES | # EXISTING MODULES |                                                                          |
| 26       | ST     |          |        | STOP   | -                  | -                  | INSTALL (1) STOP SIGN PANEL (TRAFFIC TYPE) PER VADT E-143                |
| 27       | TL, TD |          |        | E - 19 | 2                  | 0                  | INSTALL (1) LOCATION SIGN                                                |
| 28       | TD     |          |        | — C    | 1                  | 0                  | INSTALL (1) TAXIWAY DIRECTION SIGN                                       |
| 29       | IS     |          |        | "TEXT" | 1                  | 0                  | INSTALL NEW INSTRUCTION SIGN "BEGIN LOCALIZER CRITICAL AREA NO STOPPING" |
| 30       | IS     |          |        | "TEXT" | 1                  | 0                  | INSTALL NEW INSTRUCTION SIGN "END LOCALIZER CRITICAL AREA"               |
| 31       | TL, HP |          |        | E 1-19 | 2                  | 0                  | INSTALL LOCATION SIGN AND (1) HOLD POSITION SIGN                         |
| 32       | RE     |          |        | EXIT   | 1                  | 0                  | RUNWAY EXIT SIGN                                                         |

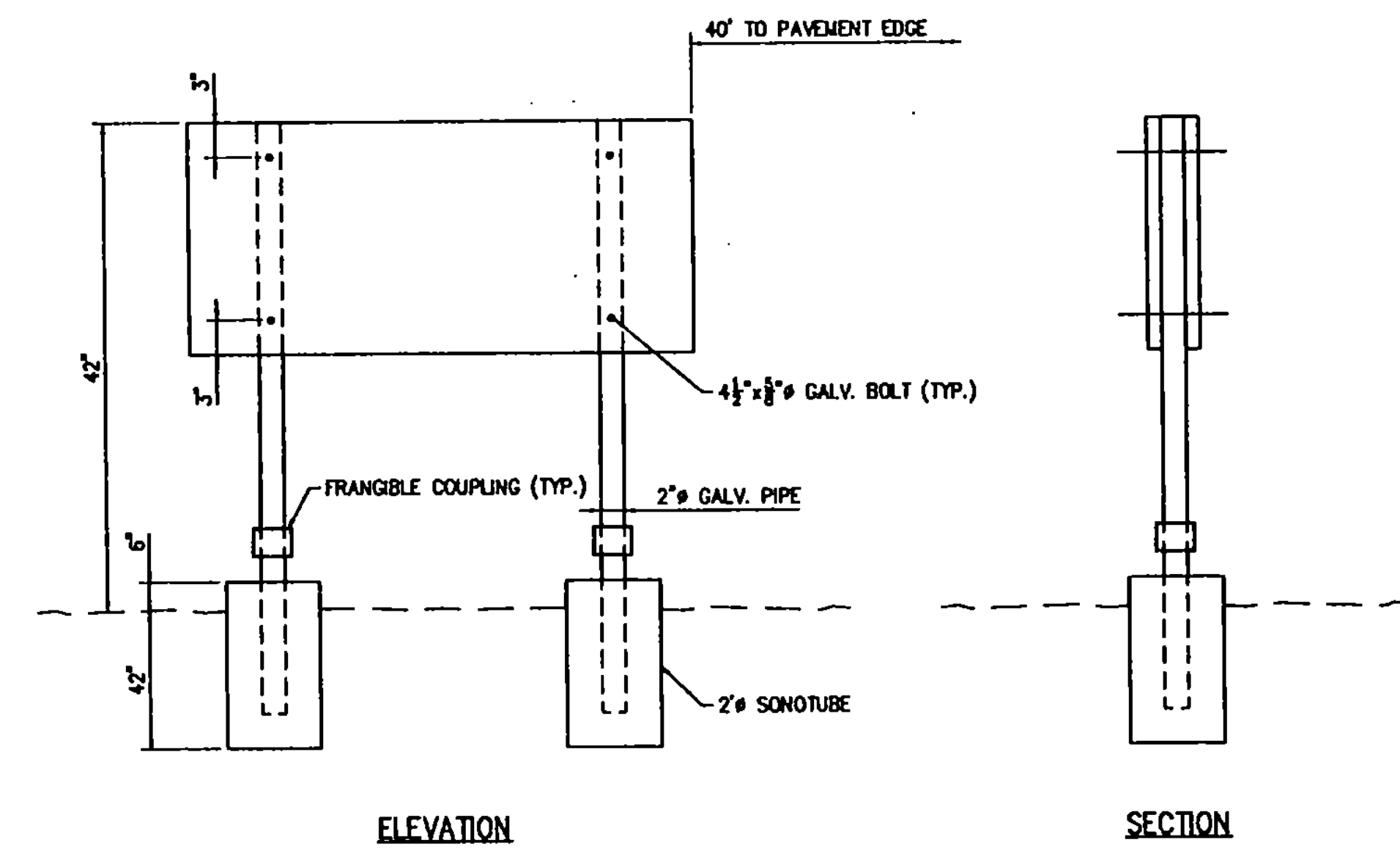


# LETTER WIDTH DIMENSIONS (ALL LETTERS 3" HIGH)

|                |   |        |
|----------------|---|--------|
| A,B,C          | = | 1 1/2" |
| D,E,G,L,M,P,R  | = | 1 1/2" |
| I              | = | 1 1/2" |
| LETTER SPACING | = | 1/2"   |
| WORD SPACING   | = | 1 1/2" |

## NOTE:

REFER TO SPECIAL PROVISIONS IN SPECIFICATION FOR SIGNS 29 AND 30.



SEAL

DATE

APPROVED BY

DESIGNED BY

REVISION

PROJECT NO.

7804

Envirodyne Engineers, Inc.

41 East 42nd St. Suite 1015

New York, NY 10017

DESIGNED BY

F.S.

DATE

AUG. 23, 1993

SCALE

N.T.S.

RUTLAND STATE AIRPORT

CLARENDON, VERMONT

TAXIWAY E

SIGN TABLES AND DETAILS

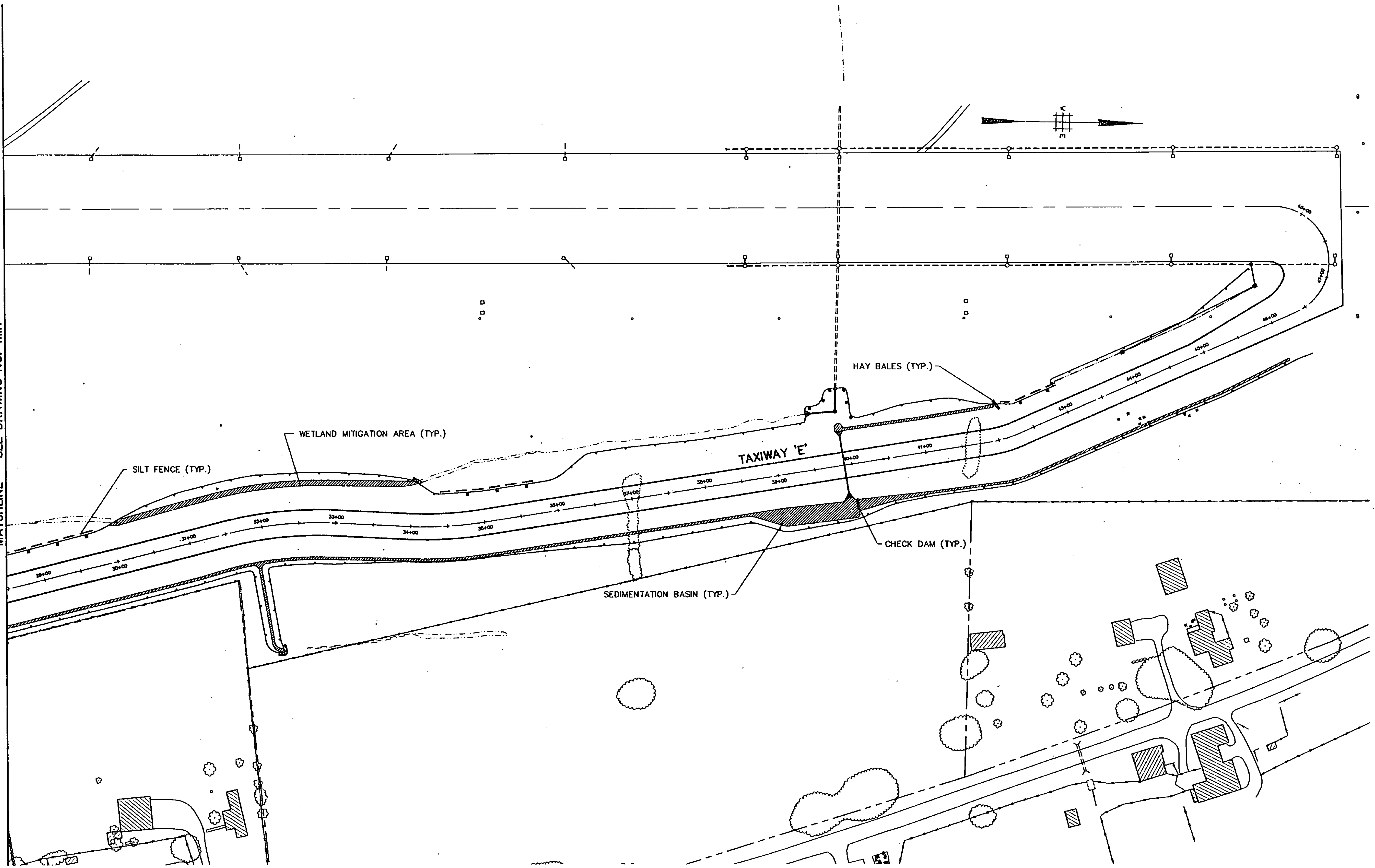
DRAWING NO.

32

SHEET 22 OF 47

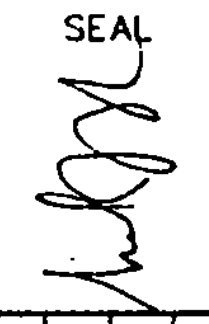


MATCHLINE - SEE DRAWING NO. WM1



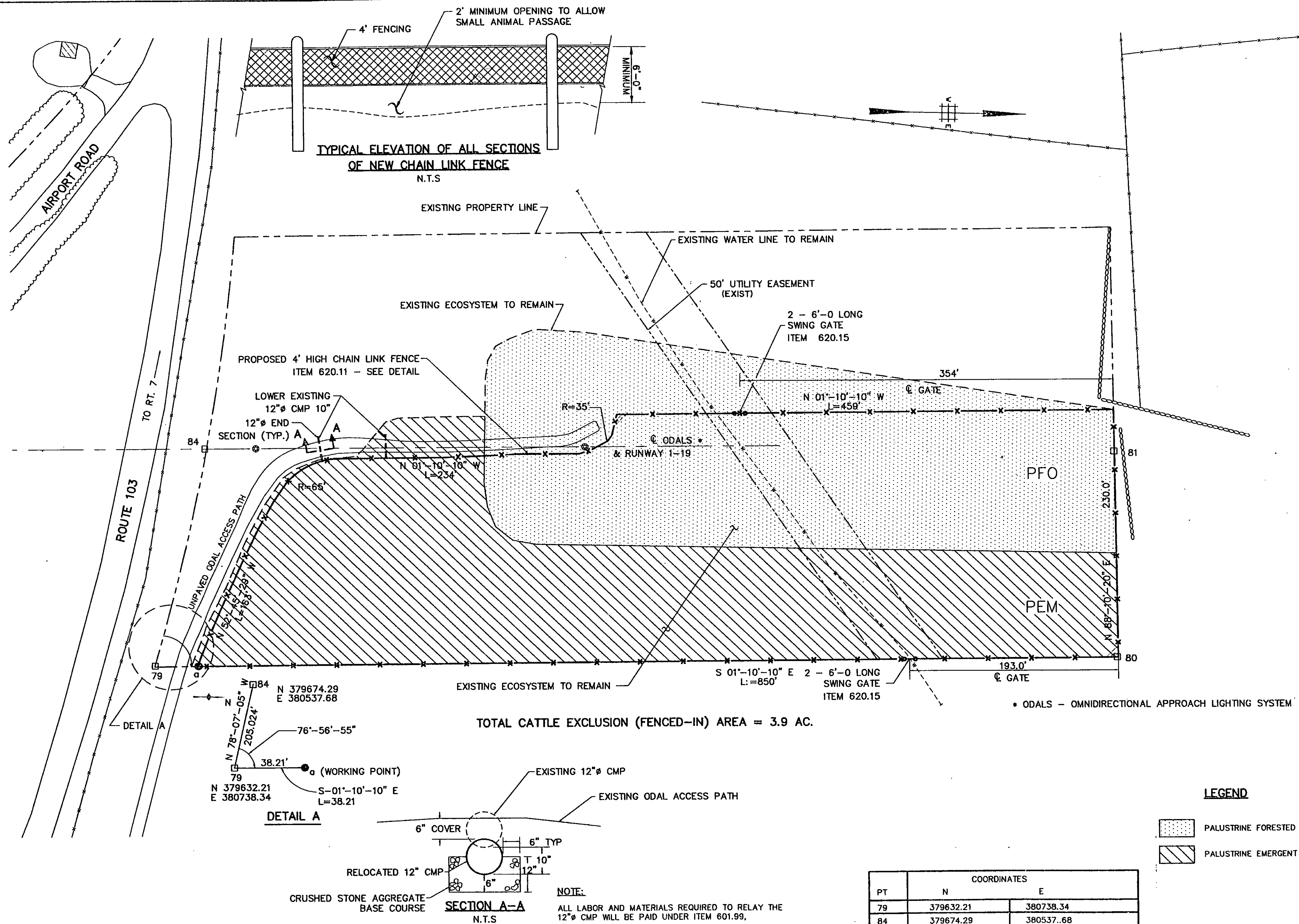
LEGEND:

- REED/CANARY GRASS (PHALARIS ARUNDINACEA)
- SILT FENCE (ITEM 649.10)
- HAY BALES (ITEM 651.26)
- LIMIT OF EXISTING BRUSH REMOVAL

|                                                |  |                                                                                 |  |                                                                                            |  |
|------------------------------------------------|--|---------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------|--|
| RUTLAND STATE AIRPORT<br>CLARENDON, VERMONT    |  | PROJECT NO.<br>7804                                                             |  | SEAL<br> |  |
| TAXIWAY E<br>WETLAND MITIGATION PLAN<br>AREA 1 |  | Envirodyne Engineers, Inc.<br>41 East 42nd St. Suite 1015<br>New York, NY 10017 |  | DATE<br>AUG. 23, 1993                                                                      |  |
| DRAWING NO.<br>WM2                             |  | CHECKED BY:<br>L.G.                                                             |  | SCALE: 1" = 60'                                                                            |  |
| SHEET 24 OF 44                                 |  | DESIGNED BY:<br>F.S.                                                            |  | DRAWN BY:<br>D.W.                                                                          |  |



C:\USER\DESIGN\PROJECTS\WETLAND\WETLAND.MXD Aug 23 10:26:51 1993



SEAL

PROJECT NO.  
7804

PROJECT NO.  
7804

Envirodyne Engineers, Inc.  
41 East 42nd St. Suite 1015  
New York, NY 10017

DESIGNED BY: F.S.  
DRAWN BY: D.W.  
CHECKED BY: L.G.

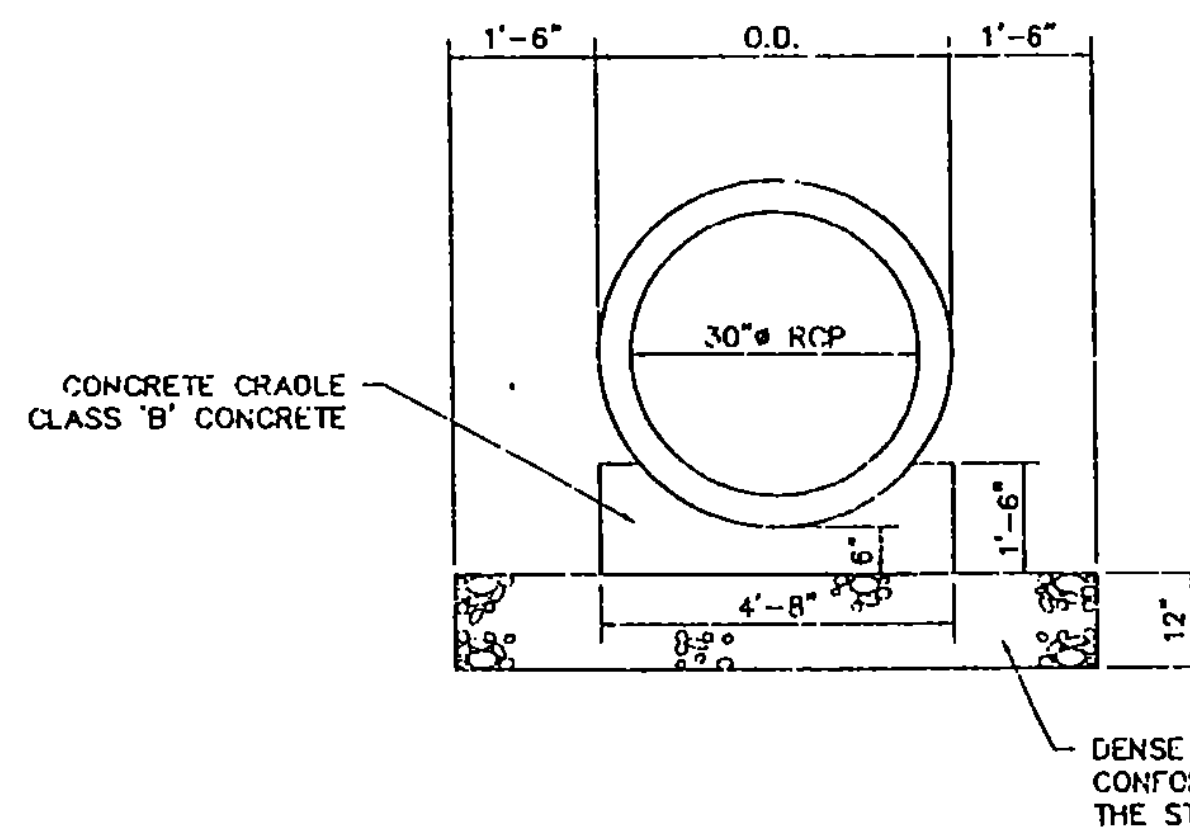
RUTLAND STATE AIRPORT  
CLARENDON, VERMONT

TAXIWAY E

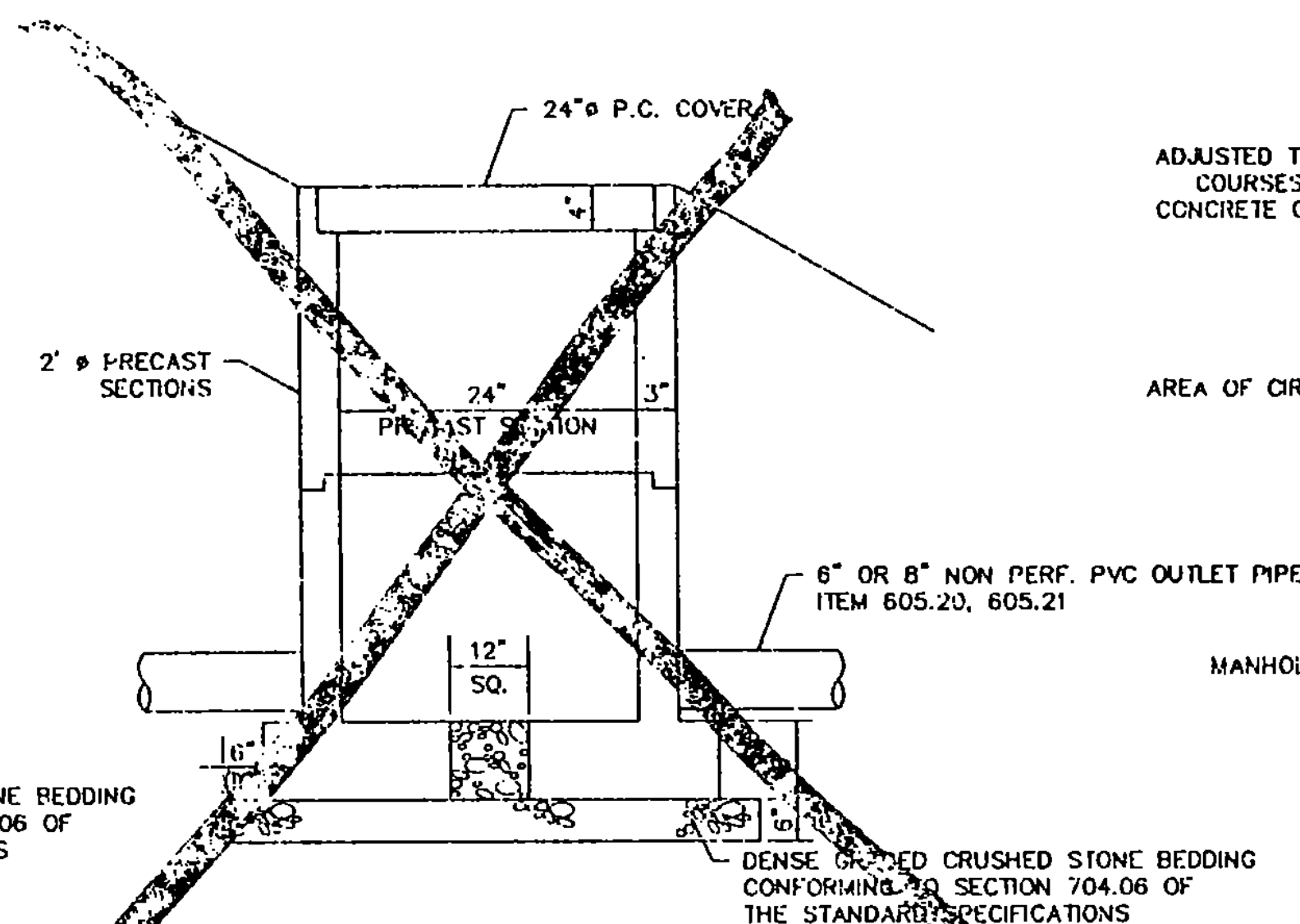
WETLAND MITIGATION PLAN  
AREA 3

DRAWING NO.  
WM4

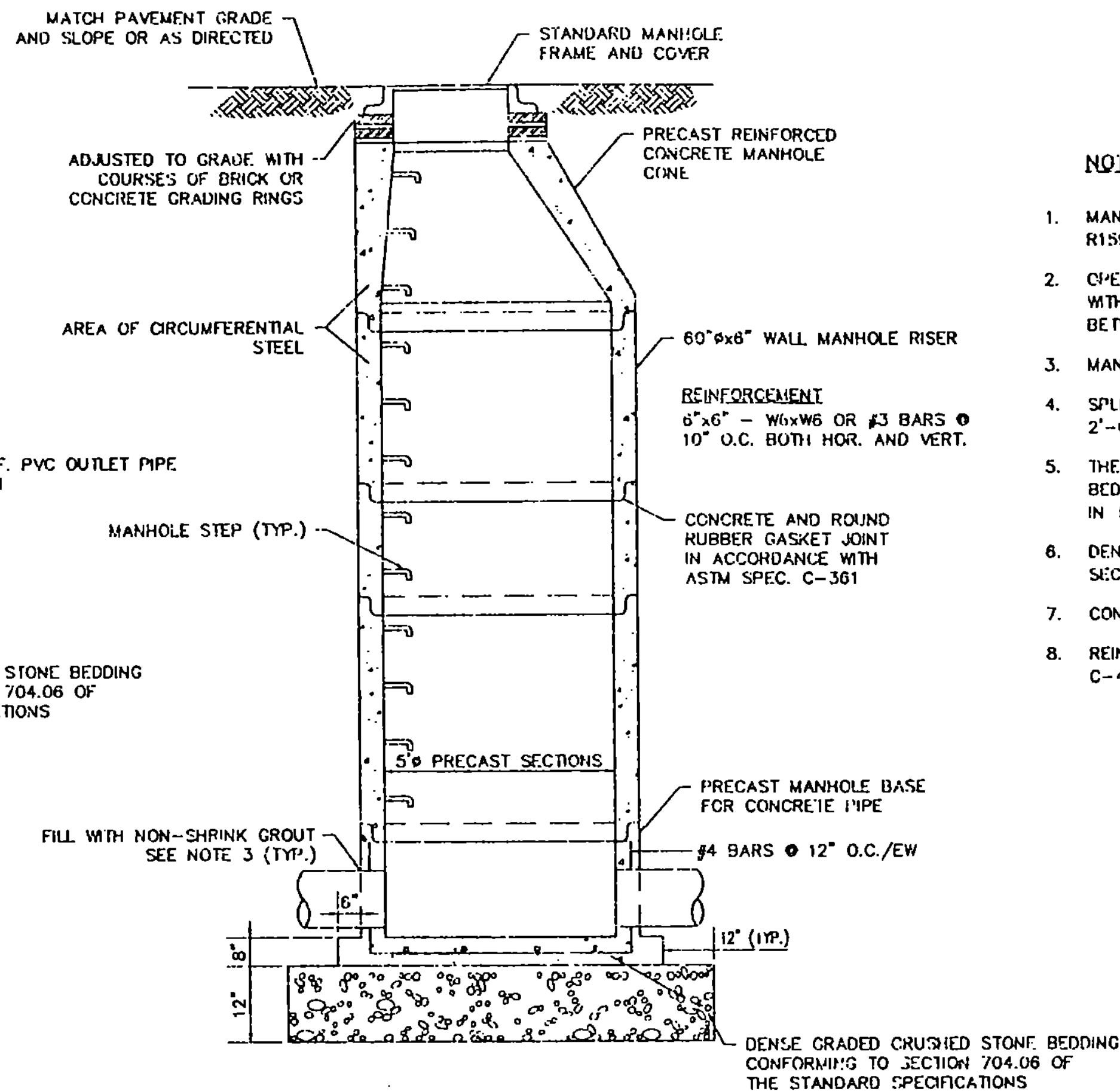
SHEET 26 OF 41



**CULVERT, CRADLE AND STORM SEWER BEDDING**  
ITEM 601.0801  
N.T.S.



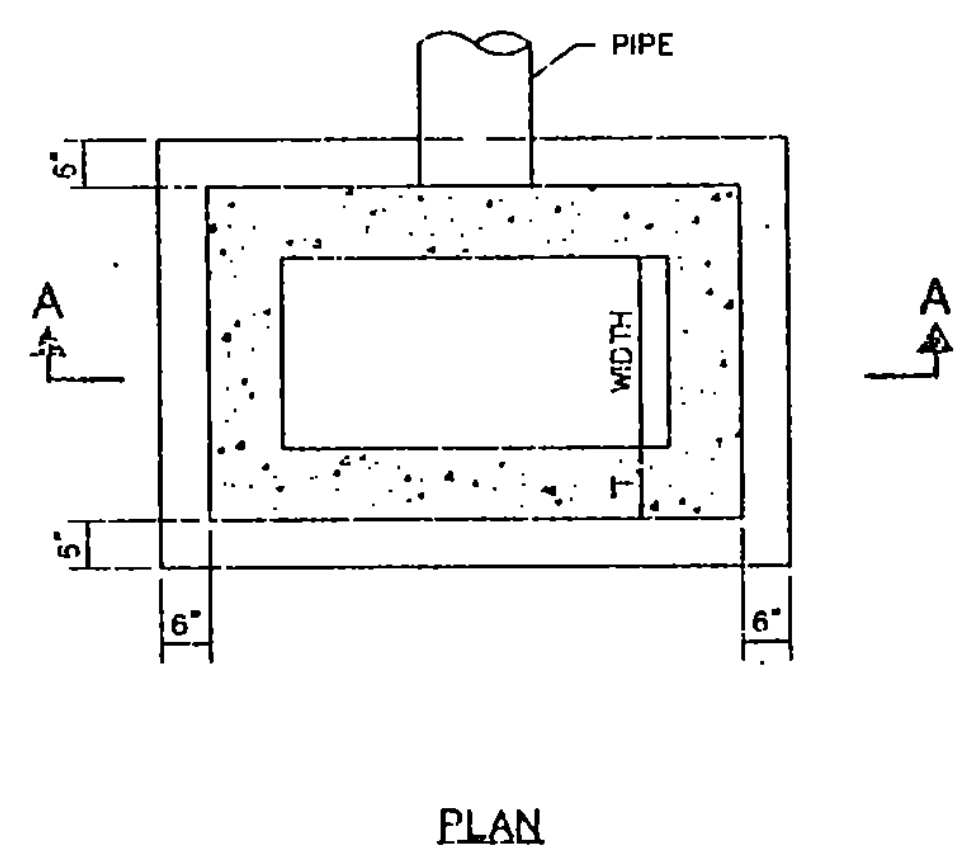
**FLUSHING BASIN**  
FOR 6" OR 8" UNDERDRAIN  
ITEM 605.95  
N.T.S.



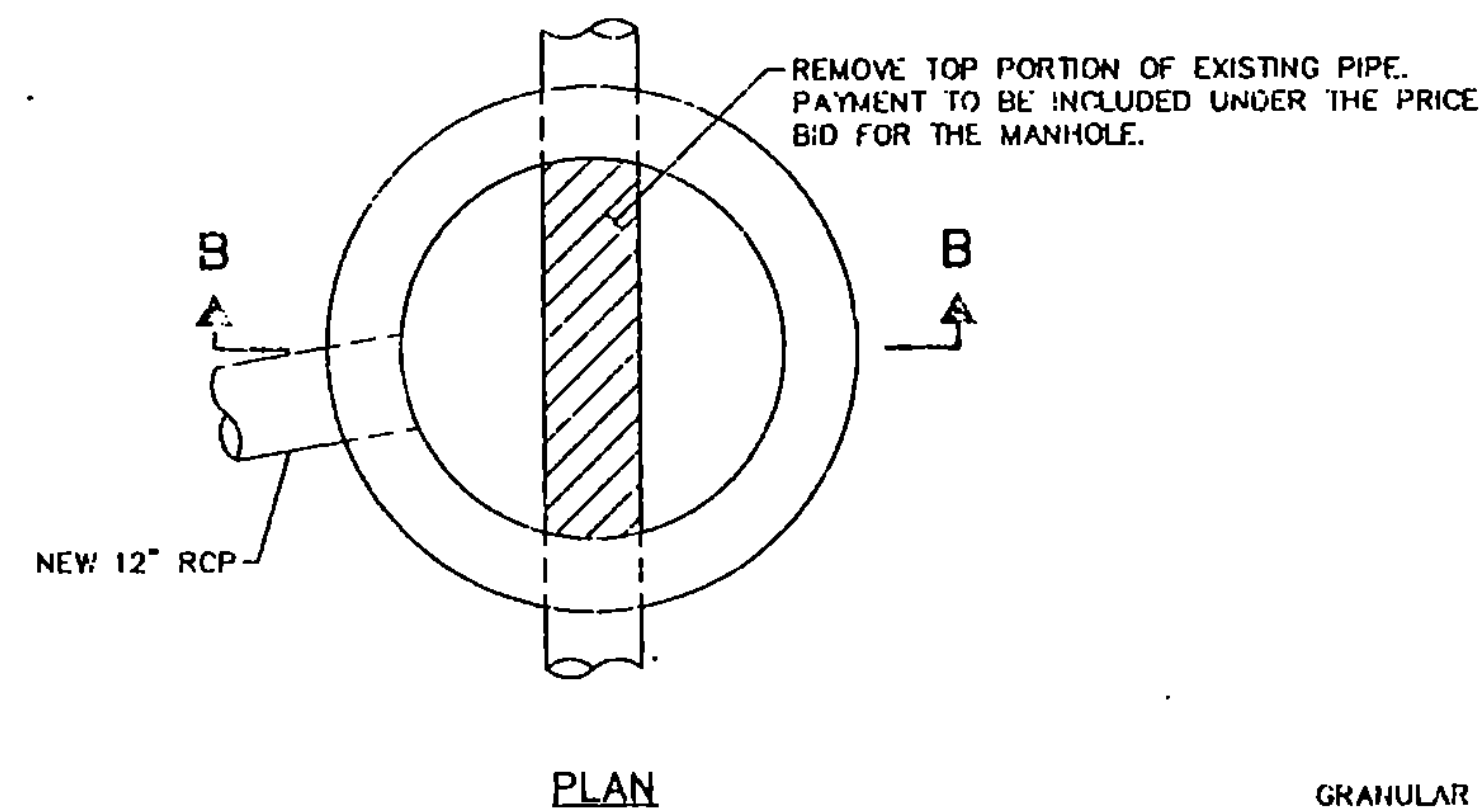
**PRECAST MANHOLE**  
ITEM 604.21  
N.T.S.

**NOTES:**

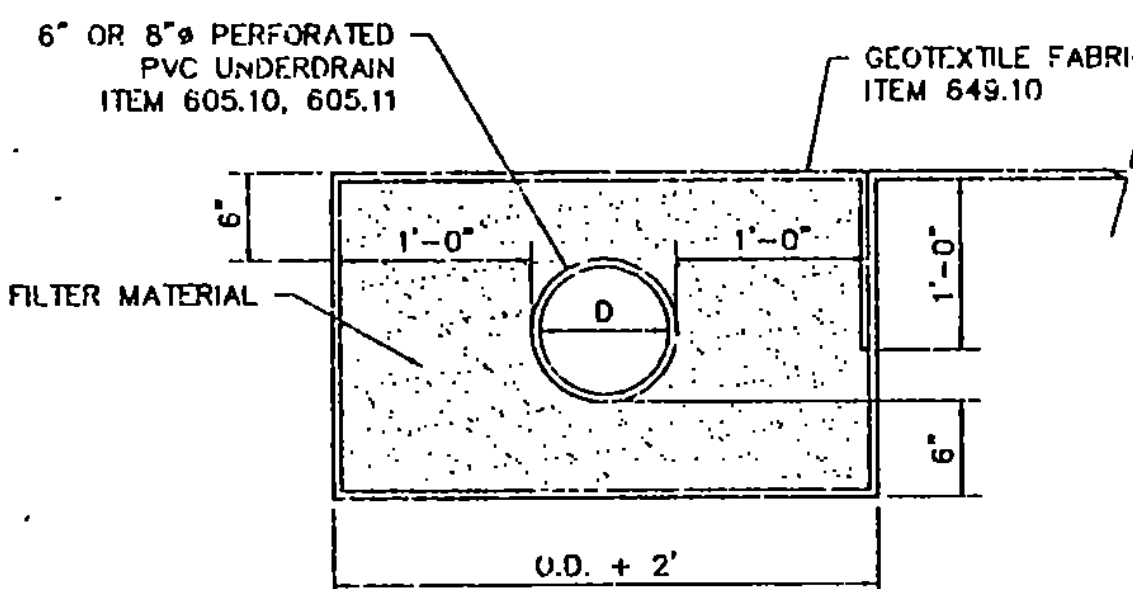
- MANHOLE FRAME AND COVER AT STA. 46+00 SHALL BE NEENAH FOUNDRY CO. R1590 OR APPROVED EQUAL.
- OPENINGS IN WALLS FOR PIPE SHALL BE CAST-IN-PLACE OR CUT CLEANLY AND WITHOUT PERCUSSION TO A MAXIMUM DIAMETER OF O.D. + 3". THE SPACE BETWEEN PIPE AND WALL SHALL THEN BE FILLED WITH NON-SHRINK GROUT.
- MANHOLE RUNGS SHALL BE NEENAH NO. R-1581-N DUCTILE IRON PIPE.
- SPLICE LENGTHS REQUIRED FOR REINFORCING BARS: #4 BAR, 1'-4"; #6 BAR, 2'-0"; AND #8 BAR, 3'-5".
- THERE WILL BE NO SEPARATE PAYMENT FOR DENSE GRADED CRUSHED STONE BEDDING, AS SHOWN UNDER THE DRAINAGE STRUCTURES, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE SPECIFIC DRAINAGE STRUCTURE.
- DENSE GRADED CRUSHED STONE BEDDING SHALL MEET THE REQUIREMENTS OF SECTION 704.06 OF THE STANDARD SPECIFICATIONS.
- CONCRETE FOR MANHOLES AND INLET STRUCTURES TO BE 4000 PSI AIR-ENTRAINED.
- REINFORCED PRECAST PRODUCTS TO BE IN ACCORDANCE WITH ASTM SPECIFICATIONS C-478.



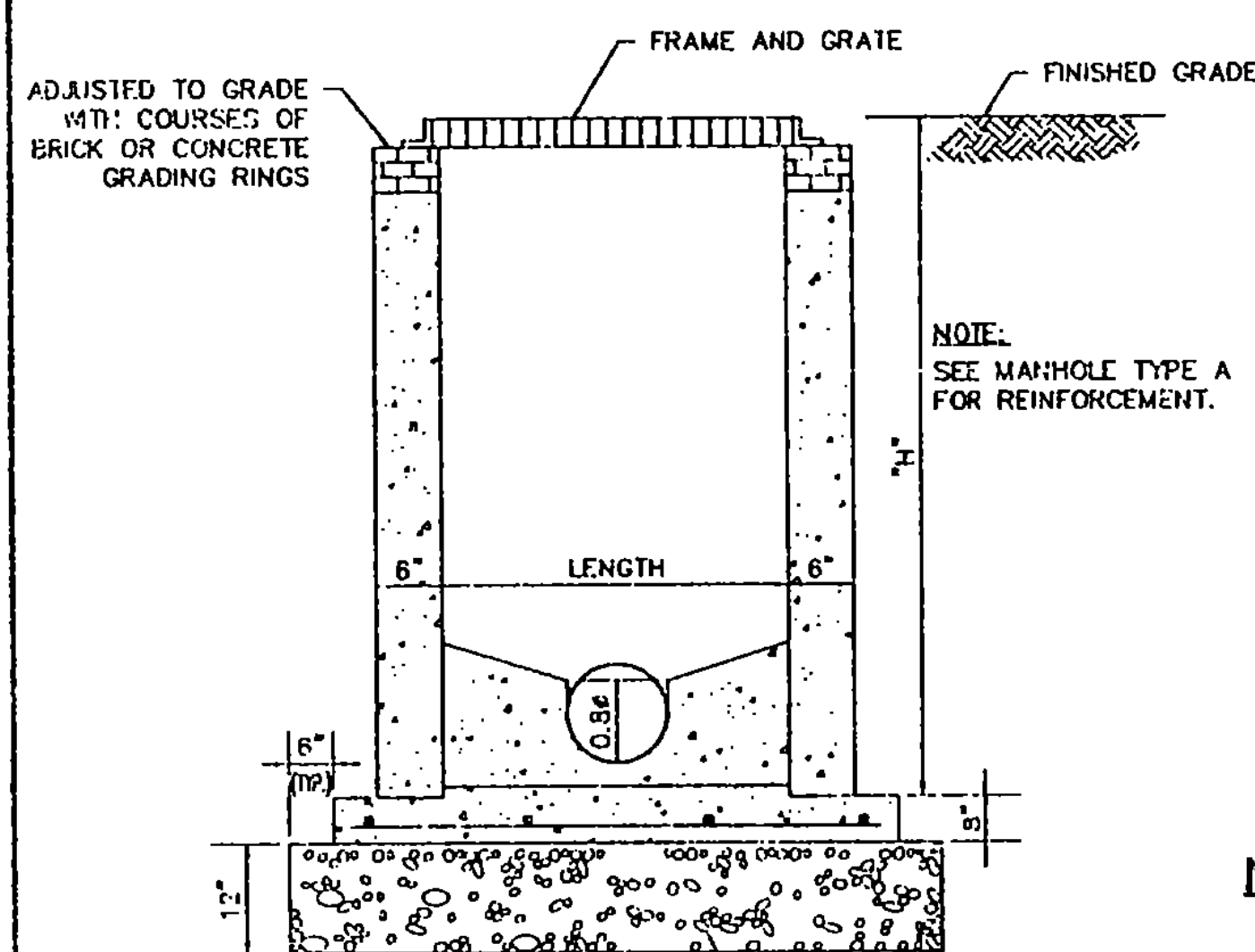
**PLAN**



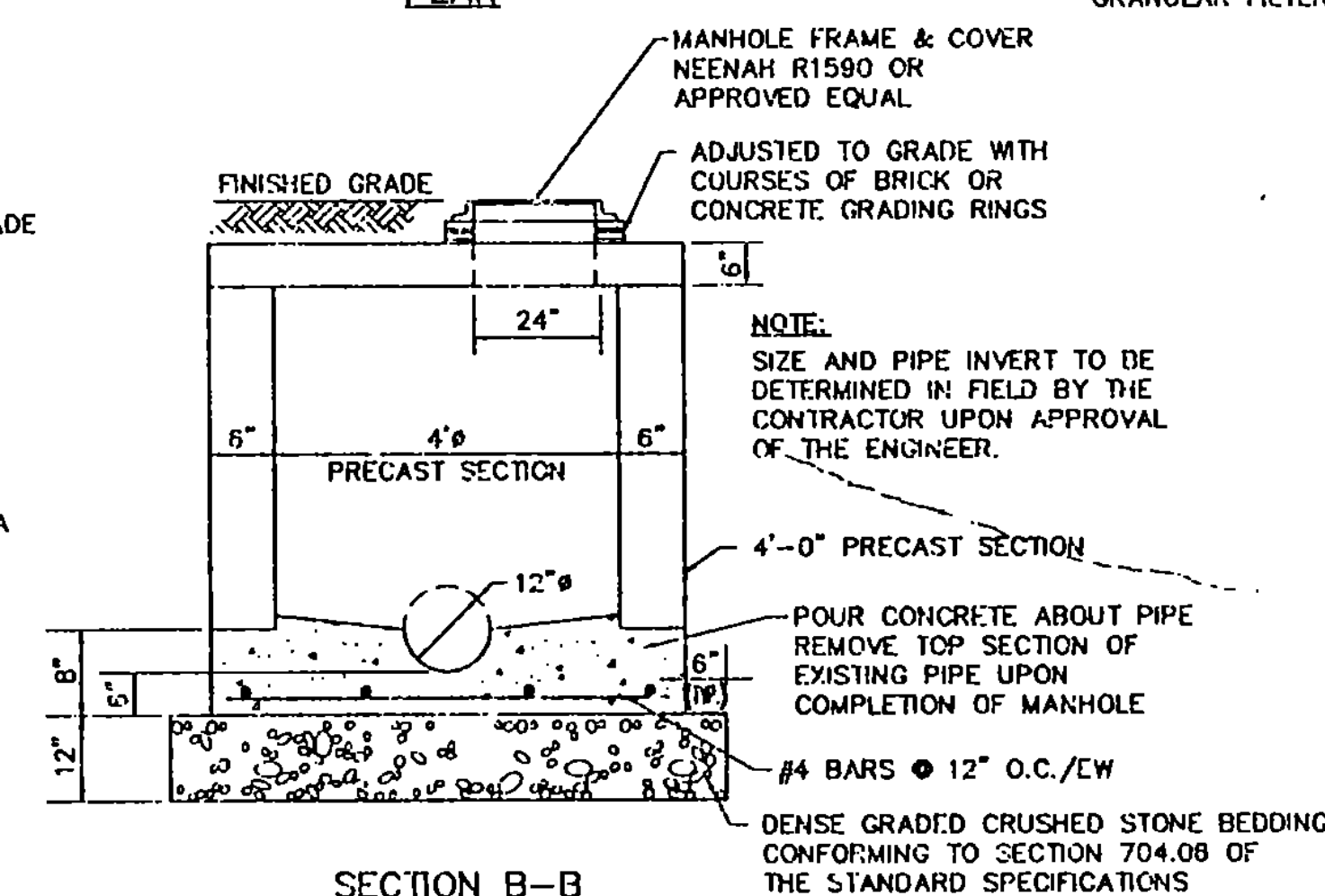
**PLAN**



**UNDERDRAIN DETAIL**  
N.T.S.



**PRE-CAST DROP INLET**  
ITEM 604.25  
N.T.S.



**SECTION B-B**  
**MANHOLE TYPE A**  
**NEW MANHOLE AT EXISTING 12" PIPE**  
STA. 46+00, 100'± LEFT  
ITEM 604.31  
N.T.S.

| DRAINAGE INLETS |                |        |        |                |       |                 |
|-----------------|----------------|--------|--------|----------------|-------|-----------------|
| NO.             | LOCATION       | LENGTH | WIDTH  | WALL THICKNESS | DEPTH | FRAME AND GRATE |
| 1               | 13+10, 65' RT. | 3'-0"  | 2'-0"  | 6"             | 7'    | R-3475          |
| 2               | 22+20, 45' LT. | 3'-4"  | 1'-11" | 6"             | 4'    | R-3362          |
| 3               | 46+00, 60' LT. | 2'-5"  | 2'-5"  | 6"             | 3.5'  | R-3350          |
| 4               | 44+00, 44' LT. | 2'-5"  | 2'-5"  | 6"             | 3.0'  | R-3350          |

\* NEENAH FOUNDRY COMPANY OR APPROVED EQUAL.  
\*\* DOES NOT INCLUDE WALL THICKNESS

| LOCATION STA. - STA. | OFFSET    |           | UNDERDRAINS       |                    |                   |                    | COMMENTS                                              |
|----------------------|-----------|-----------|-------------------|--------------------|-------------------|--------------------|-------------------------------------------------------|
|                      | EAST SIDE | WEST SIDE | 6" PERFOR. LENGTH | 6" NONPERF. LENGTH | 6" PERFOR. LENGTH | 6" NONPERF. LENGTH |                                                       |
| 11+00 - 14+50        | -         | 22'       | 350'              | -                  | -                 | -                  |                                                       |
| 11+00 - 14+50        | 22'       | -         | 350'              | -                  | -                 | -                  |                                                       |
| 14+50 - 15+55        | 22'       | -         | 110'              | -                  | -                 | -                  |                                                       |
| 14+50                | 22'       | 22'       | -                 | 44'                | -                 | -                  | CARRIER PIPE CROSSOVER                                |
| 15+55                | 44'       | 22'       | -                 | 56'                | -                 | -                  | CARRIER PIPE CROSSOVER                                |
| 14+53 - 17+35        | -         | 22'       | 275'              | -                  | -                 | -                  |                                                       |
| 17+35 - 18+00        | -         | 22'       | 60'               | -                  | -                 | -                  |                                                       |
| 18+50 - 22+10        | -         | 22'       | 330'              | -                  | -                 | -                  |                                                       |
| 19+10                | 46'       | 22'       | -                 | 68'                | -                 | -                  | CARRIER PIPE CROSSOVER, OUTLET TO HEADWALL            |
| 19+10 - 22+10        | -         | 22'       | 300'              | -                  | -                 | -                  |                                                       |
| 26+25 - 29+50        | -         | 22'       | 325'              | -                  | -                 | -                  |                                                       |
| 26+50 - 29+50        | 22'       | -         | 300'              | -                  | -                 | -                  |                                                       |
| 29+50 - 35+00        | -         | 22'       | 545'              | -                  | -                 | -                  |                                                       |
| 29+50 - 35+00        | 22'       | -         | 545'              | -                  | -                 | -                  |                                                       |
| 35+00 - 39+50        | -         | 22'       | -                 | -                  | 455'              | -                  |                                                       |
| 35+00 - 39+50        | -         | 22'       | -                 | -                  | 455'              | -                  |                                                       |
| 39+50                | -         | -         | -                 | -                  | -                 | 44'                | CARRIER PIPE CROSSOVER                                |
| 39+50                | -         | -         | -                 | -                  | -                 | 68'                | CARRIER PIPE CROSSOVER, OUTLET TO MANHOLE             |
| 39+85 - 39+50        | -         | 22'       | 35'               | -                  | -                 | -                  |                                                       |
| 43+00 - 44+50        | -         | 22'       | 150'              | -                  | -                 | -                  |                                                       |
| 44+00 - 45+00        | 22'       | -         | 100'              | 44'                | -                 | -                  | CARRIER PIPE CROSSOVER                                |
| 44+50 - 45+00        | -         | 22'       | 50'               | -                  | -                 | -                  |                                                       |
| 45+00 - 46+00        | -         | 22'       | 100'              | 40'                | -                 | -                  | CARRIER PIPE CROSSOVER, OUTLET TO EXISTING DROP INLET |
| 46+50 - 47+15        | 22'       | -         | 110'              | -                  | -                 | -                  |                                                       |
| 47+00 - 46+00        | -         | VARIES    | 100'              | 20'                | -                 | -                  | CARRIER PIPE CROSSOVER                                |
| TOTAL                |           |           | 4145 L.F.         | 282 L.F.           | 910 L.F.          | 112 L.F.           |                                                       |

SEAL

PROJECT NO. 7804

Envirodyne Engineers, Inc.  
41 East 42nd St. Suite 1015  
New York, NY 10017

CHECKED BY: L.G.  
DRAWN BY: E.M.  
DESIGNED BY: F.S.  
DATE: AUG. 23, 1993  
SCALE: AS SHOWN

RUTLAND STATE AIRPORT  
CLARENDON, VERMONT

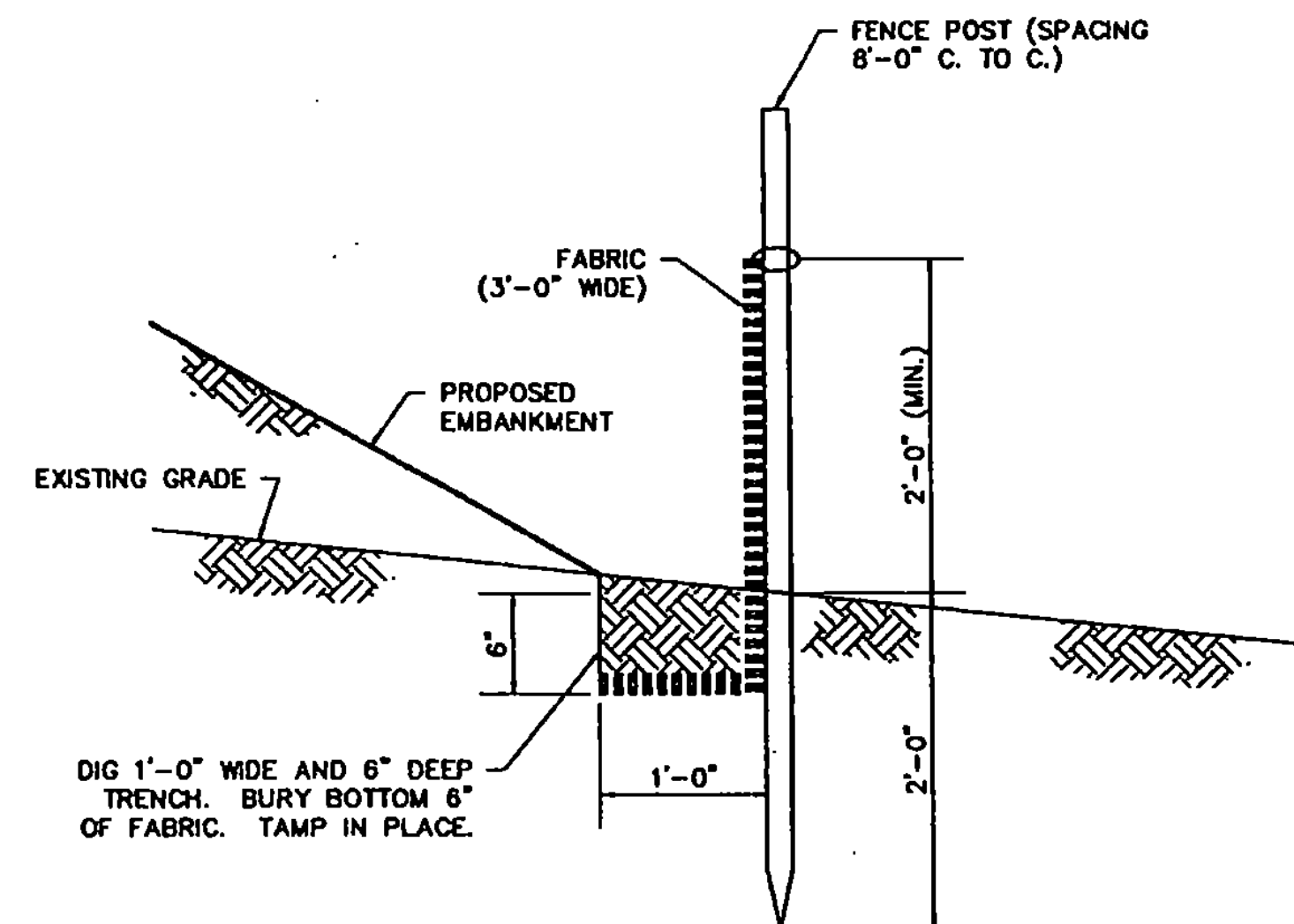
TAXIWAY E

**DRAINAGE STRUCTURE DETAILS**

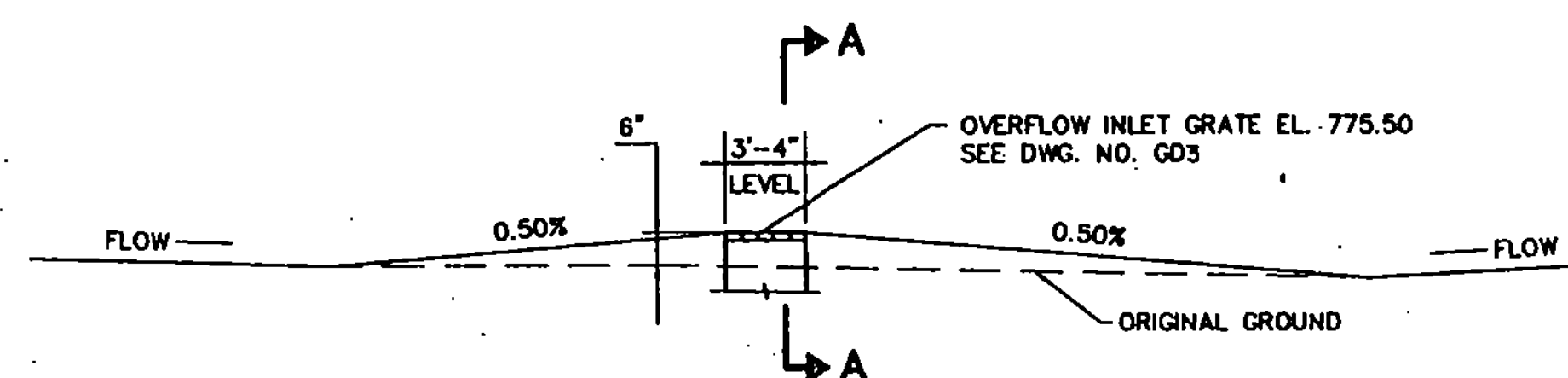
DRAWING NO. DD1

SHEET 27 OF 41

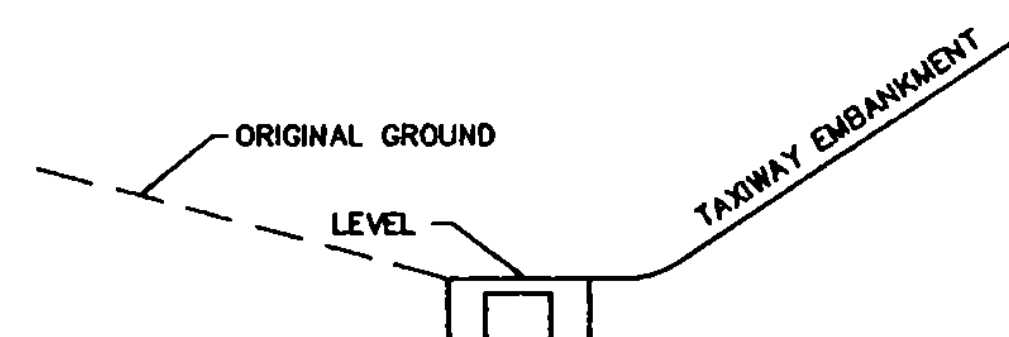
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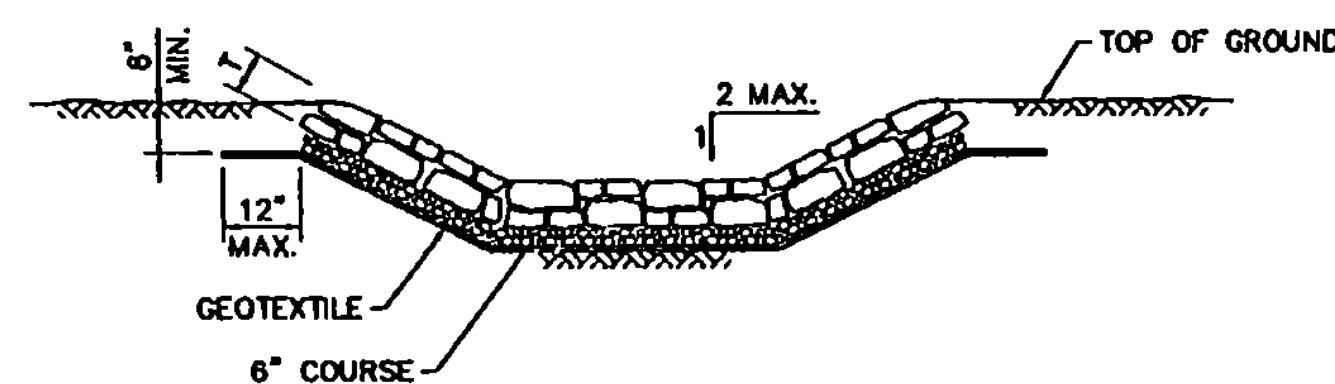
**SILT FENCE DETAIL**  
ITEM 649.20  
N.T.S.



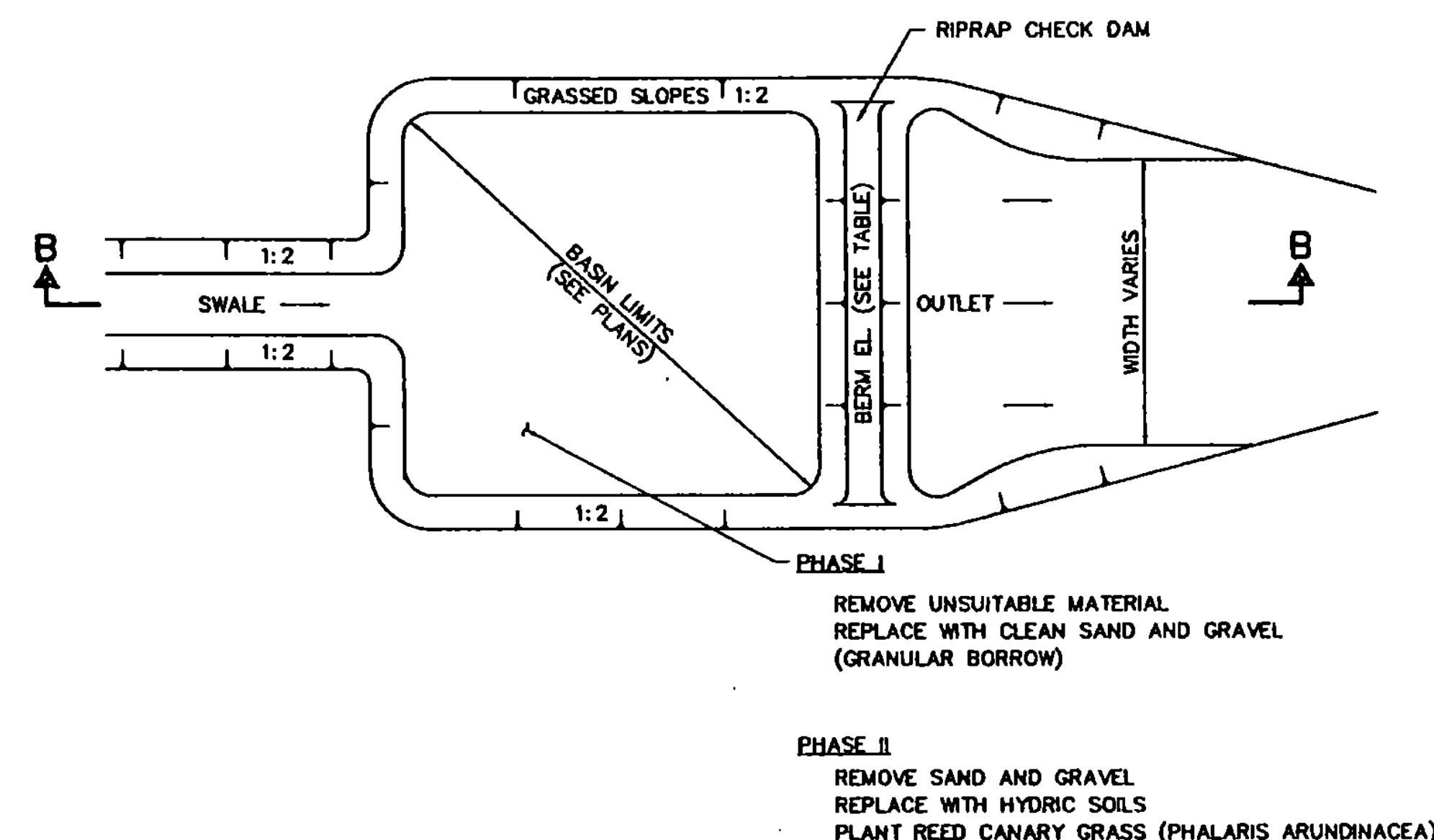
**CHECK DAM AND DROP INLET**  
STA. 22+20.45' LEFT  
N.T.S.



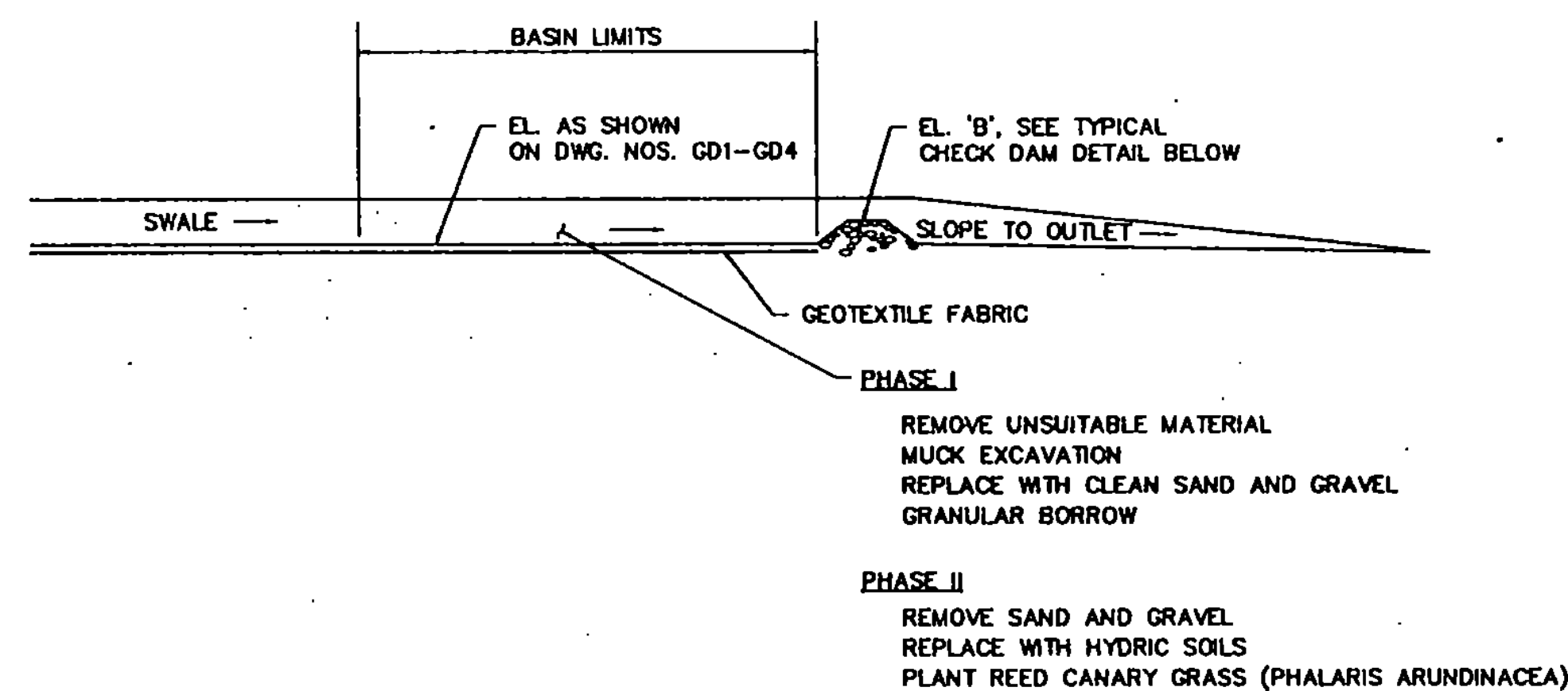
**SECTION A-A**  
N.T.S.



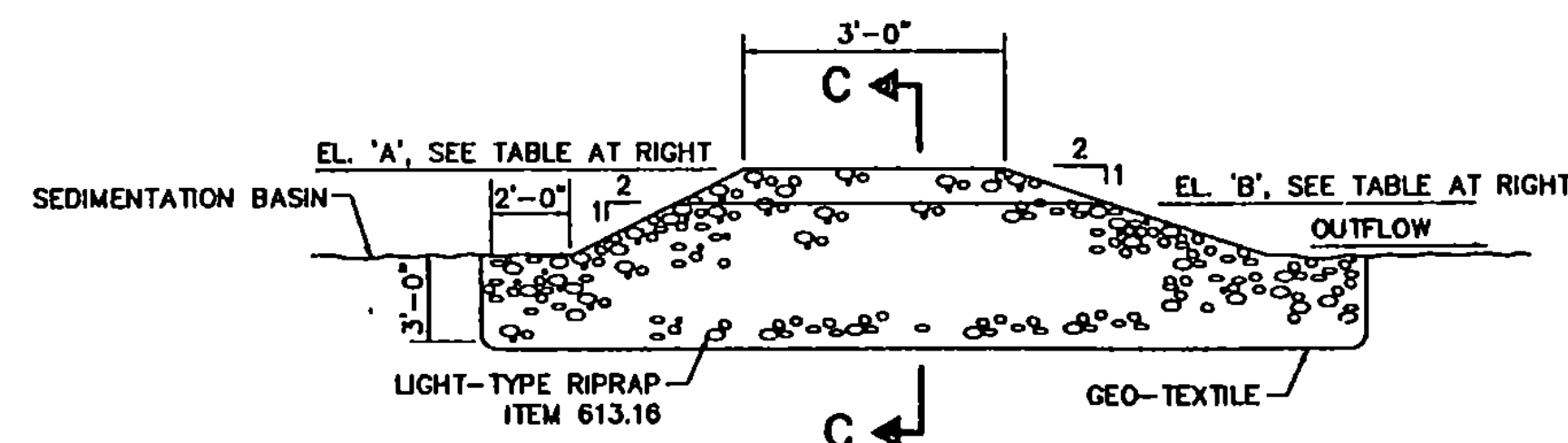
**RIP-RAP @ SWALES**  
ITEM 613.16  
N.T.S.



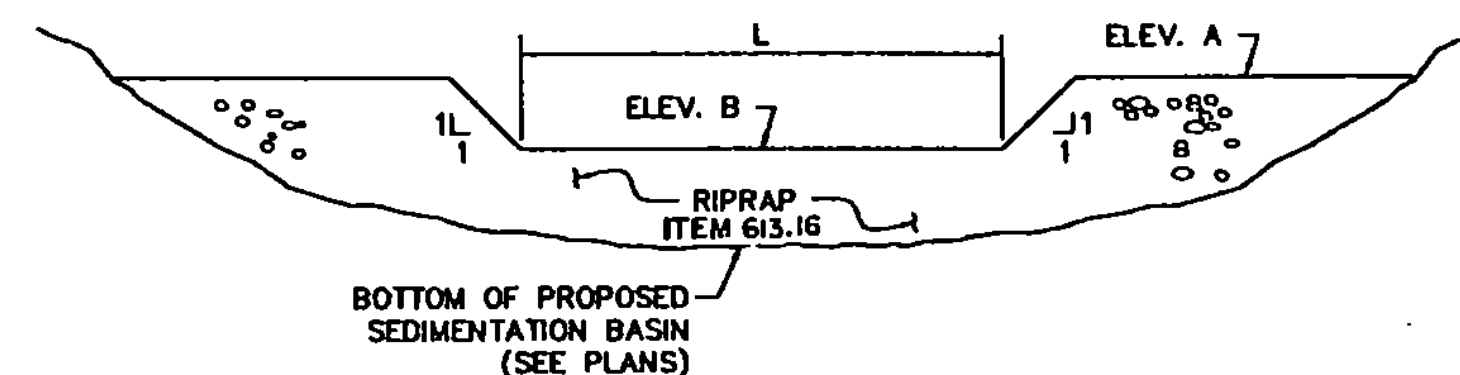
**SEDIMENTATION BASIN / WETLAND POOL**  
N.T.S.



**SECTION B-B**  
N.T.S.



**TYPICAL CHECK DAM DETAIL**  
N.T.S.



**SECTION C-C**  
N.T.S.

**REQUIREMENTS FOR SEDIMENT BARRIER**

**DESIGN CRITERIA**

- A. ALL TYPES OF SEDIMENT BARRIERS:
1. THE BARRIER SHALL BE CONSTRUCTED SO WATER CANNOT BYPASS THE BARRIER AROUND THE ENDS.
  2. INSPECTION SHALL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
  3. THE BARRIER SHALL BE REMOVED WHEN IT HAS SERVED ITS USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE. APPROVAL FROM RESIDENT ENGINEER REQUIRED.
- B. REQUIREMENTS FOR BALE BARRIER (E.G., STRAW, HAY OR OTHER ACCEPTABLE VEGETATIVE MATERIAL):
1. BALES TO BE PLACED AT LOCATIONS NOTED ON THE PLANS.
  2. ALL BALES SHALL BE SECURELY TIED AND STAKED ON THE CONTOUR. SEE SHEET 23 FOR DETAILS.
  3. BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
  4. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4 INCHES.
  5. BALES SHALL BE SECURELY ANCHORED IN PLACE BY TWO STAKES OR RE-BARS DRIVEN THROUGH EACH BALE. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD PREVIOUSLY LAID BALE TO FORCE BALES TOGETHER.
- C. REQUIREMENTS FOR SILT FENCE (SEE DETAIL ON THIS SHEET):
1. SILT FENCES TO BE PLACED AT LOCATIONS NOTED ON THE PLANS.
  2. FENCE POSTS SHALL BE SPACED 8 FEET CENTER TO CENTER OR CLOSER. THEY SHALL EXTEND AT LEAST 2 FEET INTO THE GROUND. THEY SHALL EXTEND AT LEAST 2 FEET ABOVE GROUND.
  3. A FILTER FABRIC, RECOMMENDED FOR SUCH USE BY THE MANUFACTURER, SHALL BE BURIED AT LEAST 6 INCHES DEEP IN THE GROUND. THE FILTER FABRIC SHALL EXTEND AT LEAST 2 FEET ABOVE THE GROUND. FILTER FABRIC MAY BE FASTENED IN PLACE BY STAKE OR OTHER MEANS ACCEPTED BY THE RESIDENT ENGINEER.

**SEDIMENTATION BASIN / WETLAND POOL NOTES**

1. CONTRACTOR TO CONSTRUCT SEDIMENTATION BASINS AS HIS FIRST OPERATION.
2. CONTRACTOR TO REMOVE ACCUMULATED SEDIMENT AS NECESSARY DURING CONSTRUCTION OF TAXIWAY FOR EFFICIENT BASIN OPERATION.
3. UPON COMPLETION OF THE PROJECT, ESTABLISHMENT OF GRASSED SIDESLOPES AND UPON THE FINAL CLEANING OF THE BASIN OF SILT, THE CONTRACTOR MAY THEN COMPLETE THE FINAL PHASE OF BASIN CONSTRUCTION BY PLACING THE REQUIRED SOILS IN THE BASIN AND PLANTING THE RECOMMENDED VEGETATION (SEE DETAIL, PHASE II).

| SEDIMENTATION BASINS |          |       |         |         |                  |
|----------------------|----------|-------|---------|---------|------------------|
| LOCATION             | OFFSET   | DIM L | ELEV. A | ELEV. B |                  |
| STA. 21+80           | 100' RT. | 13.0  | 771.00  | 770.50  | SEE DWG. NO. GD2 |
| STA. 23+00           | 60' RT.  | 10.0  | 772.00  | 771.50  | SEE DWG. NO. GD2 |
| STA. 40+00           | 60' RT.  | 10.0  | 771.20  | 770.70  | SEE DWG. NO. GD3 |

SEAL

PROJECT NO. 7804

Envirodyne Engineers, Inc.  
41 East 42nd St. Suite 1015  
New York, NY 10017

DESIGNED BY: F.S.  
CHECKED BY: E.M.  
DATE: AUG. 23, 1993  
SCALE: AS SHOWN

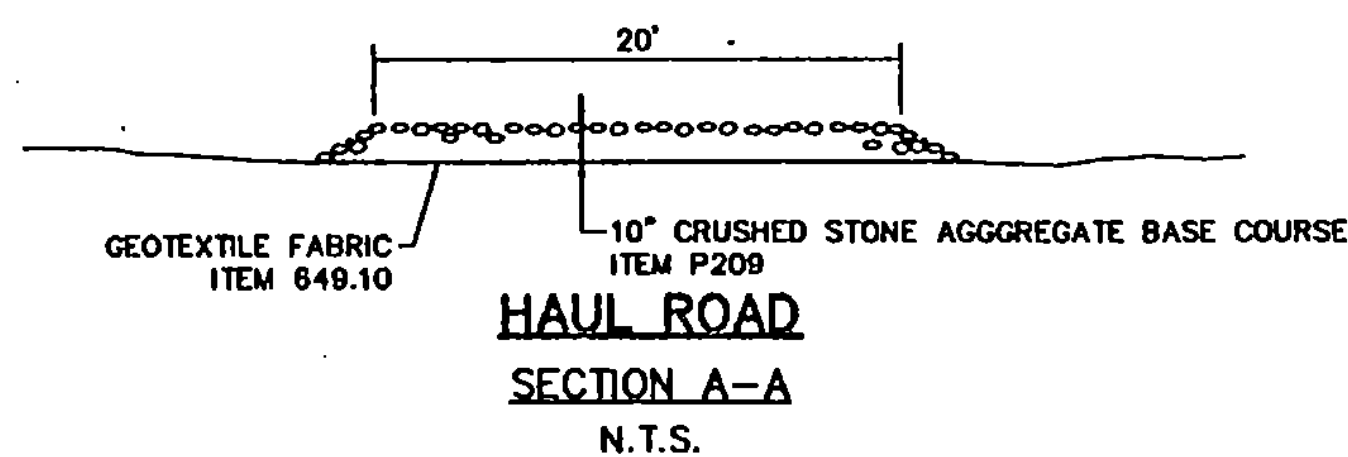
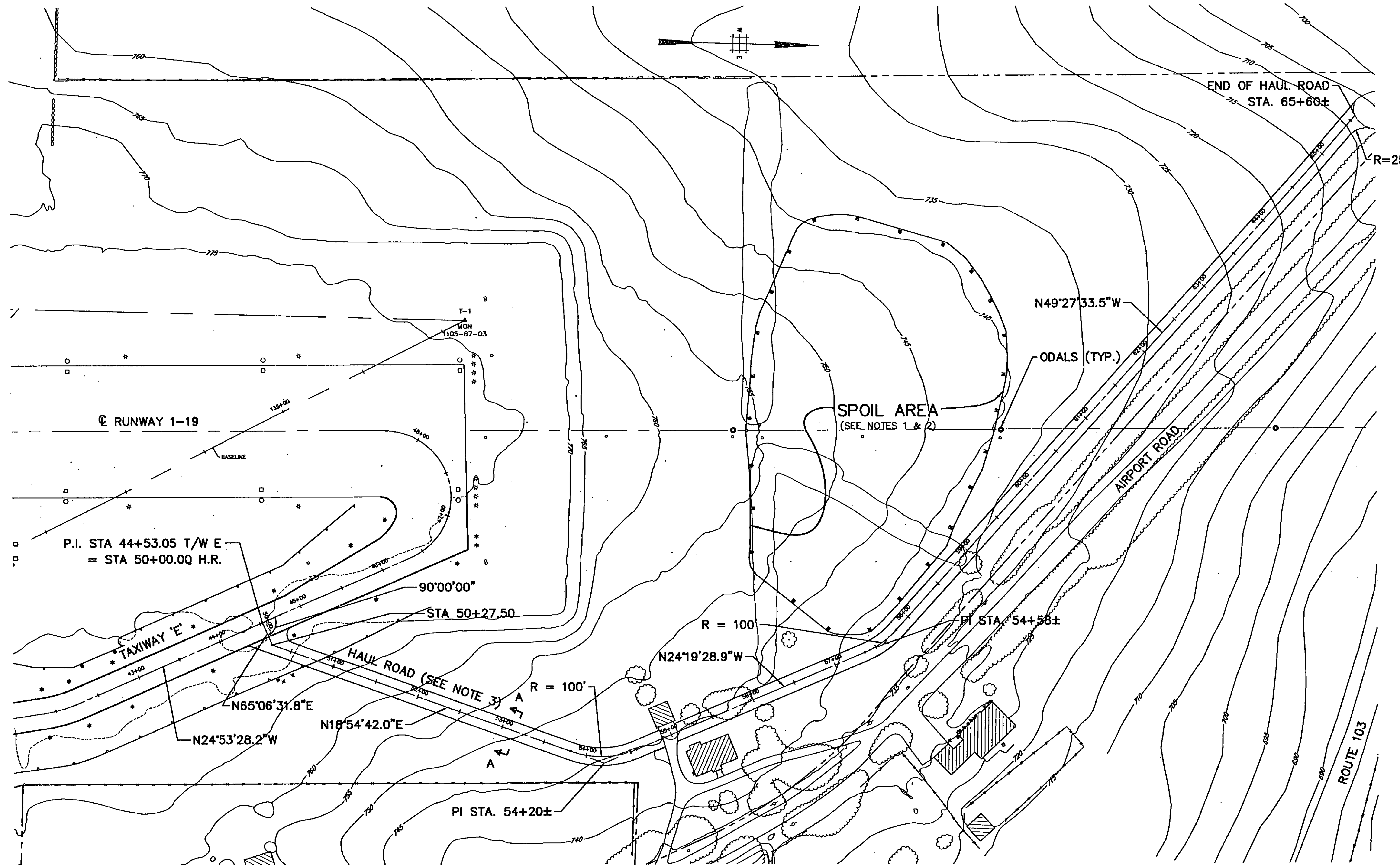
RUTLAND STATE AIRPORT  
CLARENDON, VERMONT

TAXIWAY E  
EROSION CONTROL AND  
WETLAND MITIGATION DETAILS

DRAWING NO.  
**DD2**

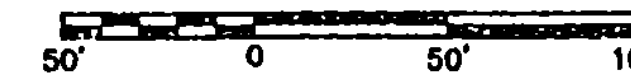
SHEET 28 OF 41

C:\USER\DWESSEL\PROJECTS\CLARENDON\10017\10017.DWG Mon Aug 23 15:36:35 1993

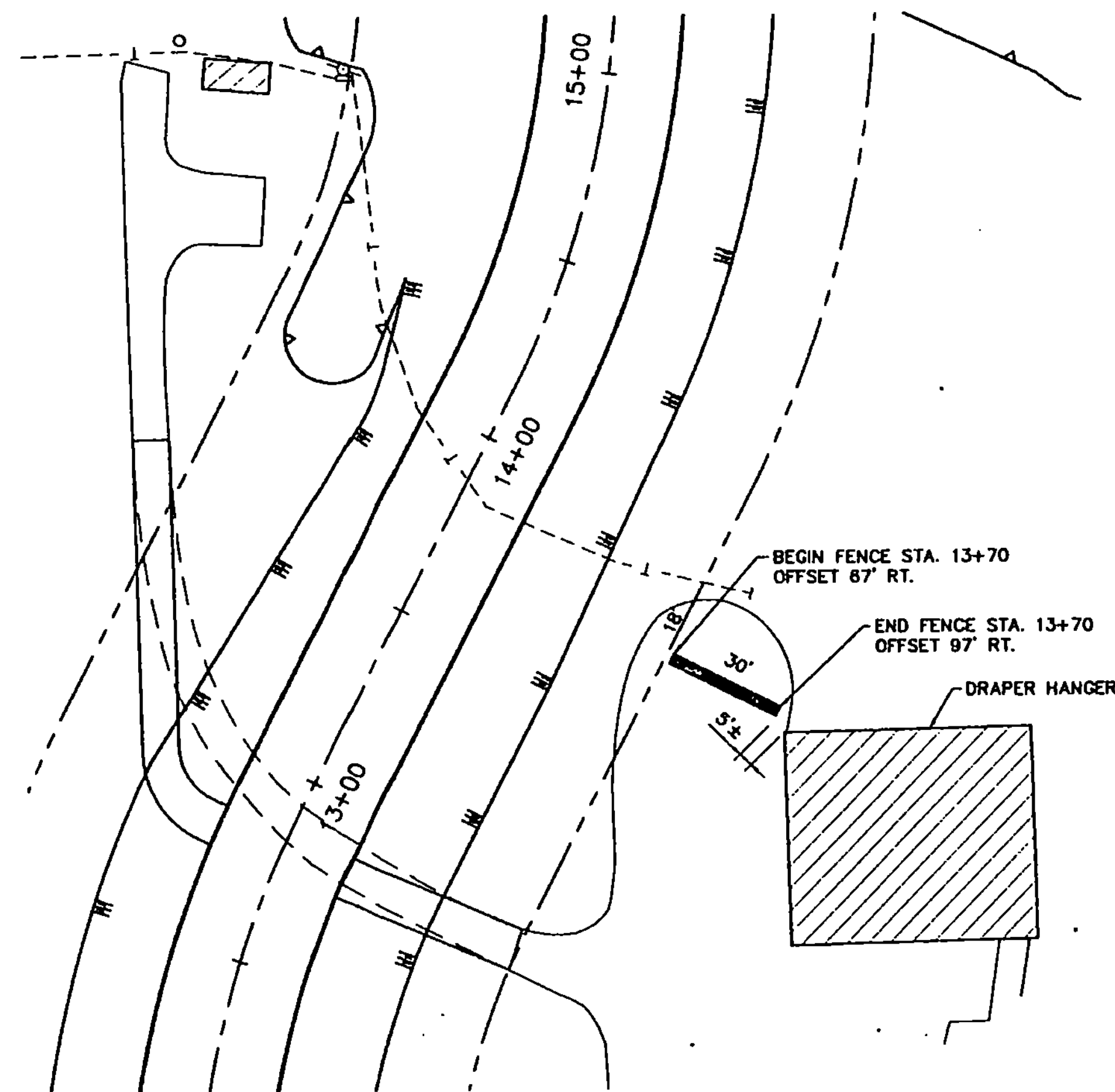


**NOTE:**

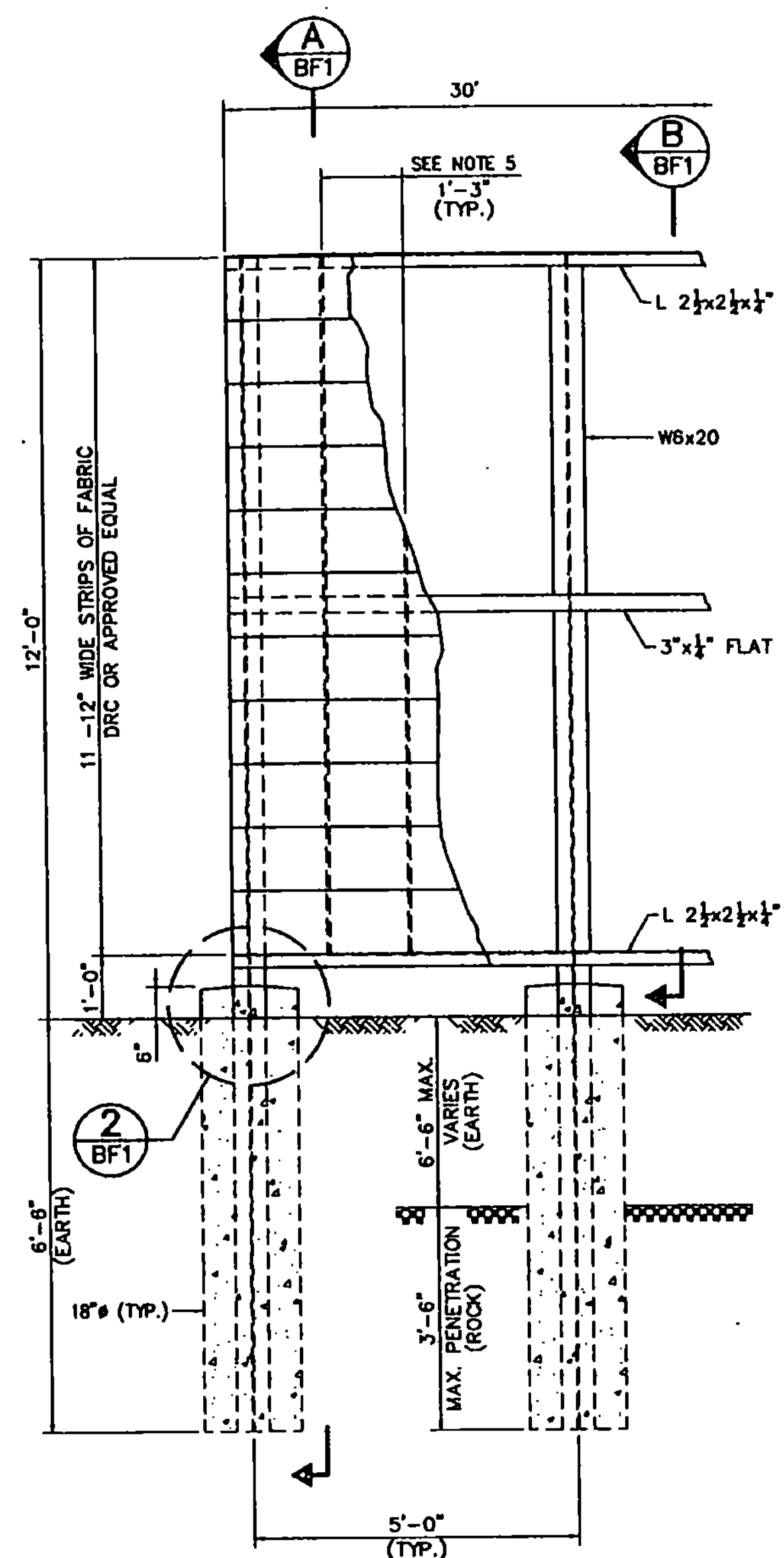
1. EXCAVATED MATERIAL FROM THE CONSTRUCTION OF THE TAXIWAY SHOULD BE STOCKPILED IN THE DESIGNATED SPOIL AREA ACCORDING TO THEIR DESCRIPTION AND FUTURE USE (AS DIRECTED BY THE ENGINEER). NO SEPARATE PAYMENT WILL BE MADE BUT SHALL BE INCLUDED IN THE CUBIC YARD PRICE BID IN THE CONTRACT FOR EXCAVATION ITEM 203.15.
2. MAXIMUM ELEVATION OF STOCKPILED MATERIAL TO BE 755.00. STOCKPILE SLOPES TO BE 1:3. SURFACE TO BE SEEDED UPON COMPLETION. NO SEPARATE PAYMENT TO BE MADE. BUT SHALL BE INCLUDED IN THE CUBIC YARD BID IN THE CONTRACT FOR ITEM 203.15 EXCAVATION.
3. CONTRACTOR IS FREE TO ALTER THE ALIGNMENT OF THE HAUL ROAD WHEN NECESSARY, BUT ONLY UPON PRIOR APPROVAL FROM THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.



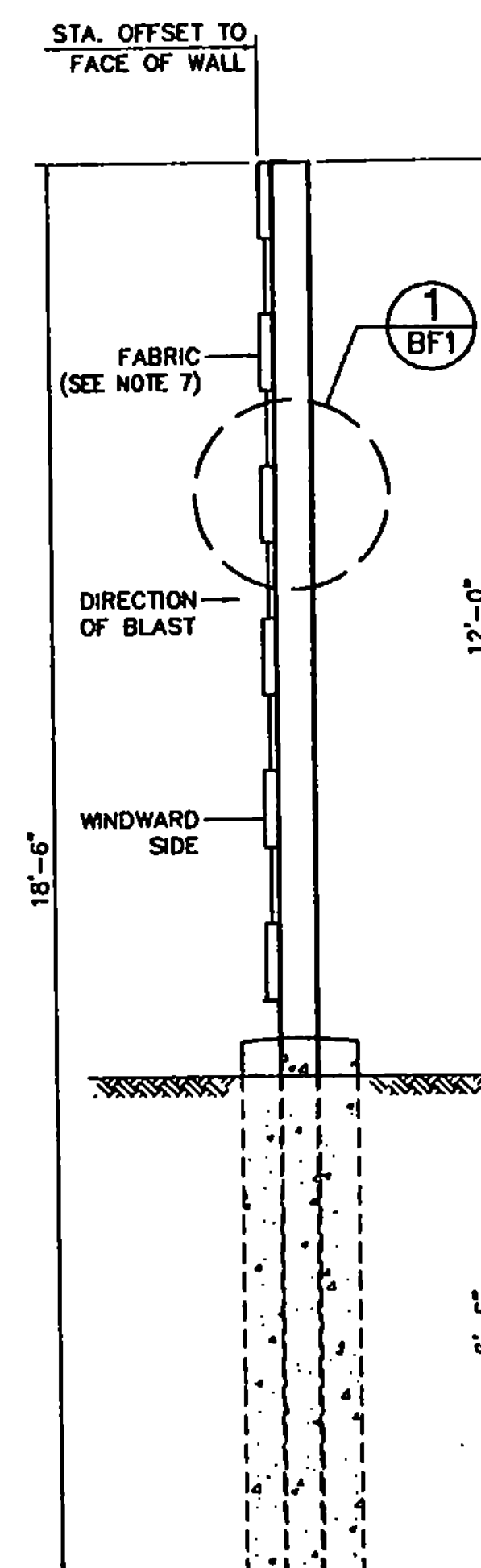
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|---------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------|--|
| PROJECT NO.<br>7804                                                             |  | PROJECT NO.<br>7804                                                             |  | PROJECT NO.<br>7804                                                             |  |
| Envirodyne Engineers, Inc.<br>41 East 42nd St. Suite 1015<br>New York, NY 10017 |  | Envirodyne Engineers, Inc.<br>41 East 42nd St. Suite 1015<br>New York, NY 10017 |  | Envirodyne Engineers, Inc.<br>41 East 42nd St. Suite 1015<br>New York, NY 10017 |  |
| DATE: AUG. 23, 1993                                                             |  | DATE: AUG. 23, 1993                                                             |  | DATE: AUG. 23, 1993                                                             |  |
| DESIGNED BY: F.S.                                                               |  | DESIGNED BY: F.S.                                                               |  | DESIGNED BY: F.S.                                                               |  |
| DRAWN BY: D.W.                                                                  |  | DRAWN BY: D.W.                                                                  |  | DRAWN BY: D.W.                                                                  |  |
| CHECKED BY: L.G.                                                                |  | CHECKED BY: L.G.                                                                |  | CHECKED BY: L.G.                                                                |  |
| SCALE: 1" = 50'                                                                 |  | SCALE: 1" = 50'                                                                 |  | SCALE: 1" = 50'                                                                 |  |
| RUTLAND STATE AIRPORT<br>CLARENDON, VERMONT                                     |  | RUTLAND STATE AIRPORT<br>CLARENDON, VERMONT                                     |  | RUTLAND STATE AIRPORT<br>CLARENDON, VERMONT                                     |  |
| TAXIWAY E<br>HAUL ROAD AND<br>SPOIL AREA PLAN                                   |  | TAXIWAY E<br>HAUL ROAD AND<br>SPOIL AREA PLAN                                   |  | TAXIWAY E<br>HAUL ROAD AND<br>SPOIL AREA PLAN                                   |  |
| DRAWING NO.<br><b>HR1</b>                                                       |  | DRAWING NO.<br><b>HR1</b>                                                       |  | DRAWING NO.<br><b>HR1</b>                                                       |  |
| SHEET 29 OF 47                                                                  |  | SHEET 29 OF 47                                                                  |  | SHEET 29 OF 47                                                                  |  |



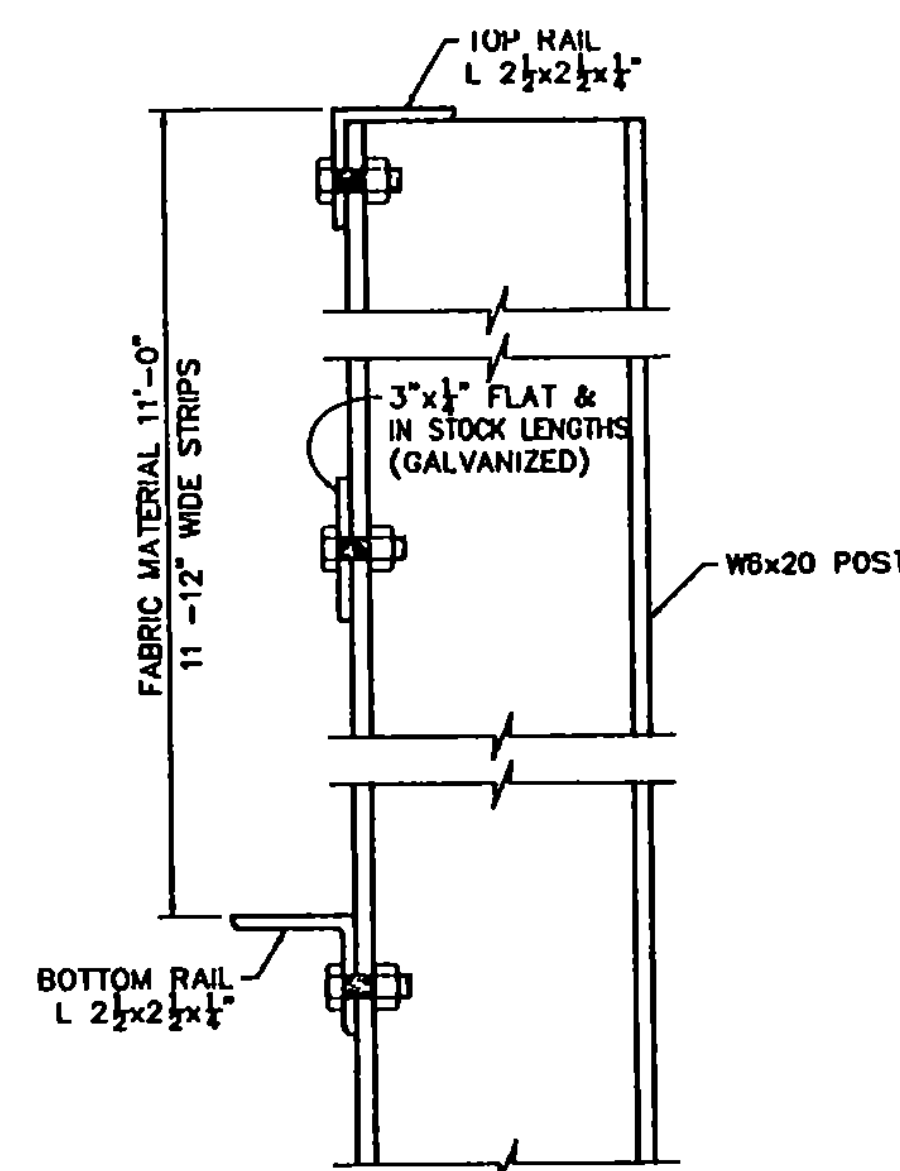
PLAN  
N.T.S.



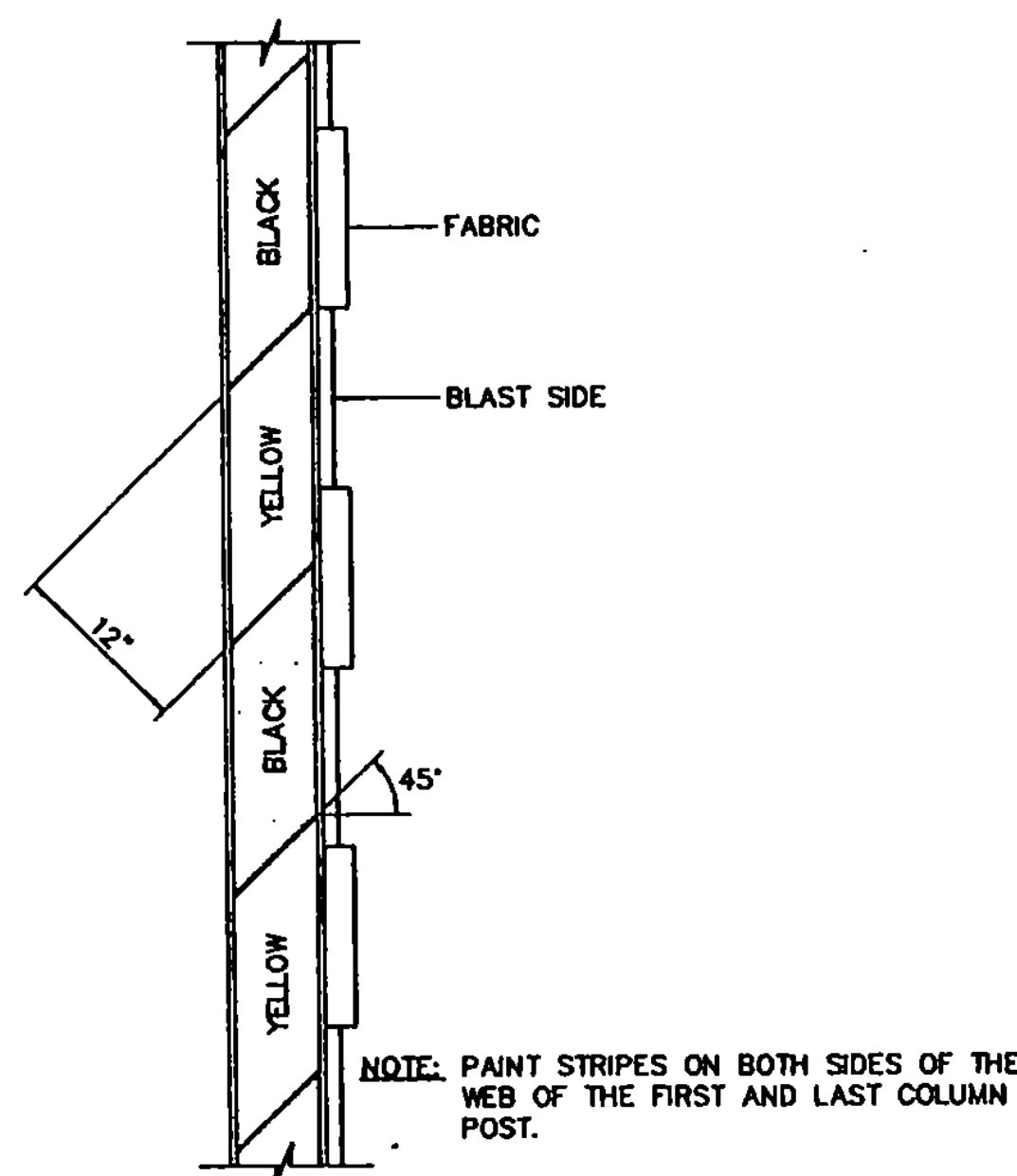
ELEVATION  
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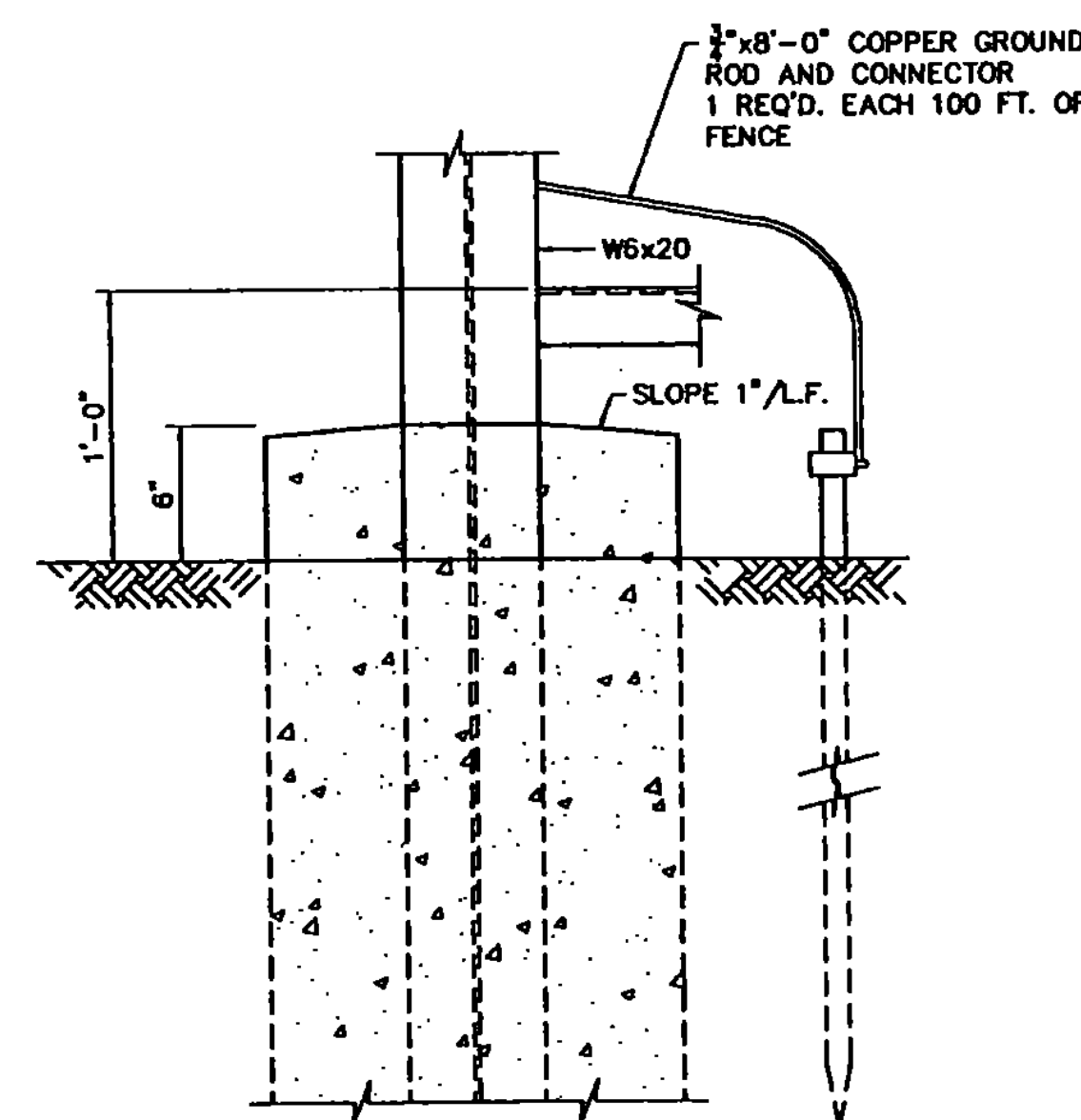
SECTION  
Scale:  $\frac{1}{2}'' = 1'-0''$



SECTION  
Scale:  $3'' = 1'-0''$



DETAIL  
Scale:  $1'' = 1'-0''$

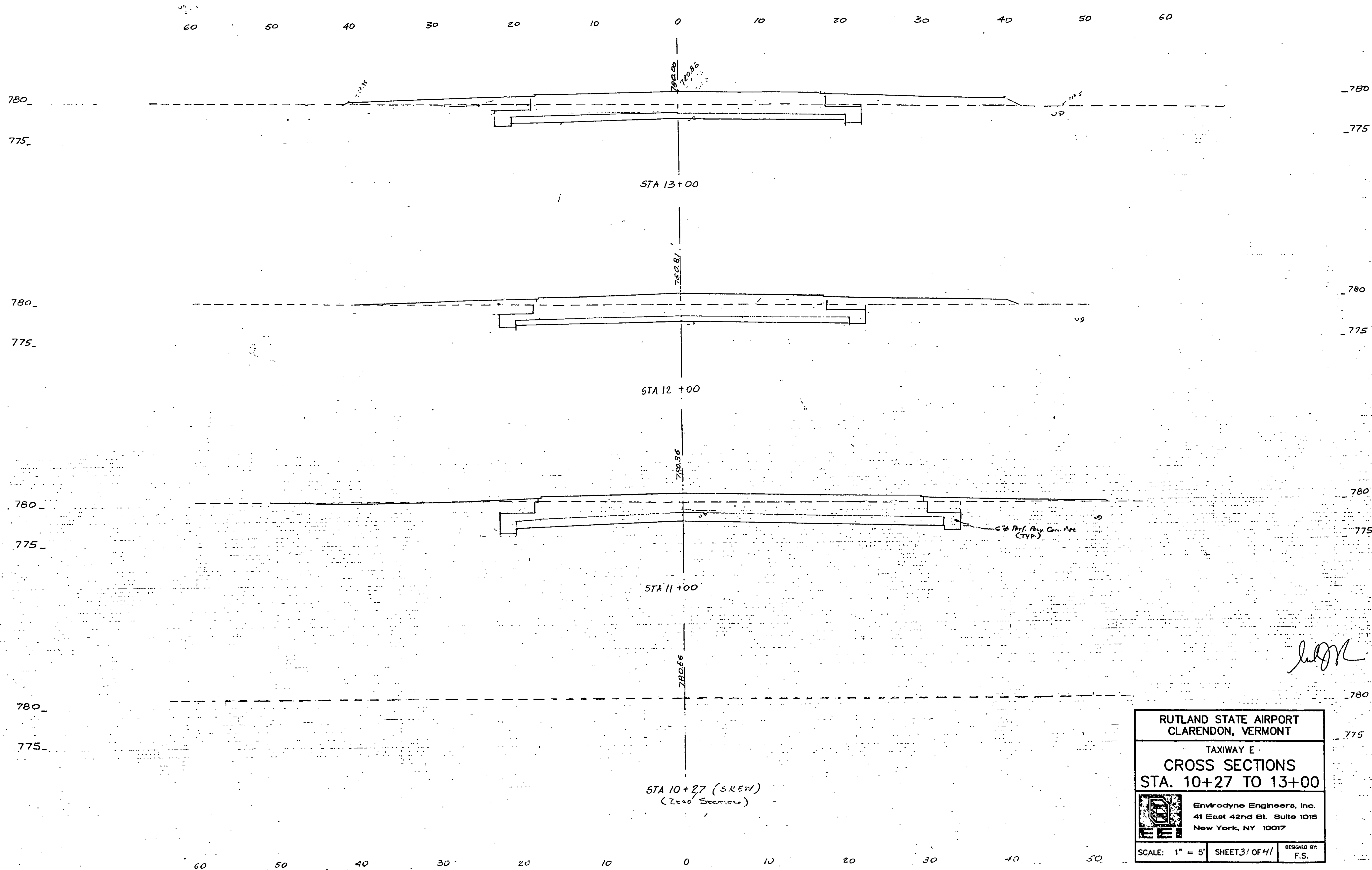


DETAIL  
Scale:  $3'' = 1'-0''$

#### INSTALLATION PROCEDURE

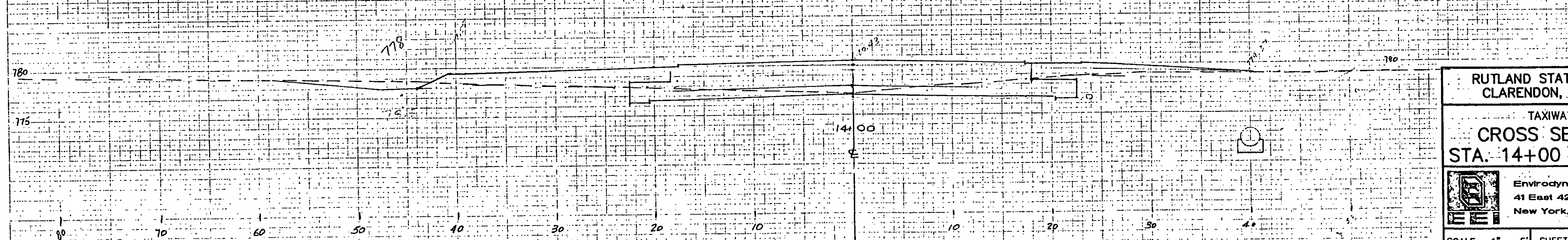
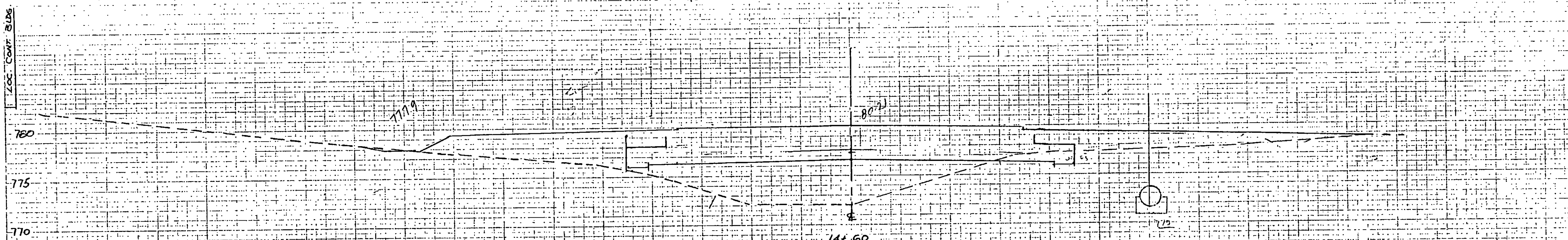
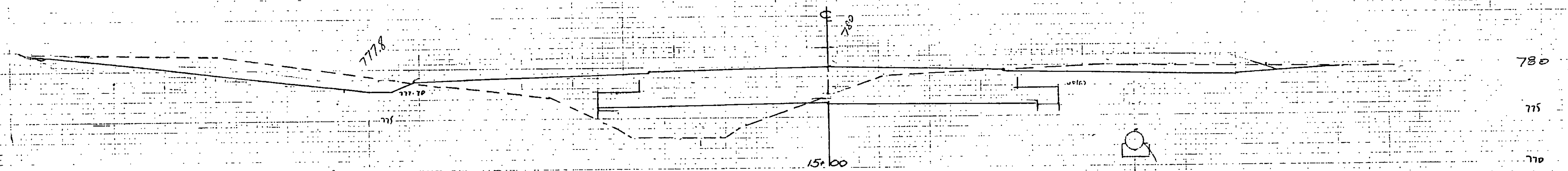
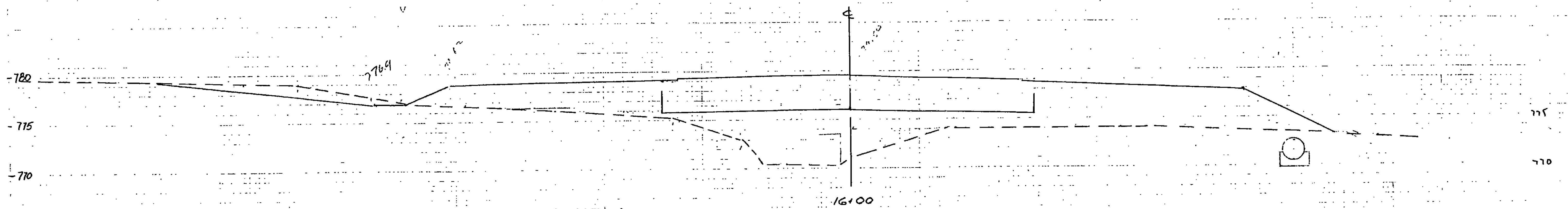
1. INSTALL 18'-6" LONG - 6" WIDE FLANGE BEAM POSTS AT 5'-0" CENTERS IN 18" DIA. CONCRETE FOOTINGS.
2. FASTEN TOP AND BOTTOM RAILS TO "WF" BEAM POSTS WITH 3/8" X 16 UNC TYPE "FA" NUTS AND 3/8" X 16 X 1/2 HEX. HEAD BOLTS S.A.E. GRADE 2.
3. FASTEN FIRST ROLL OF 24 GAUGE FABRIC, MATERIAL 12" WIDE BY SPECIFIED LENGTH AT END POST - WIDE HANGERS TO HOLD TO TOP RAIL.
4. USE A 1/2" X 1 1/2" FOOT PIPE THRU THE END OF THE FABRIC MATERIAL AND USE A STANDARD CYCLONE OR CHAIN LINK FENCE STRETCHER TO LAST POST - WHEN TIGHT FASTEN WITH TEKS (12-24 X 7/8 HEX. WASHER HEAD WITH TWIN SEAL WASHER - ILLINOIS TOOL WORKS - BUILDDEX DIV).
5. INSERT A 11 FOOT X 1 1/2" DIA. GALVANIZED PIPE WOVEN THRU FABRIC AT 1'-3" INTERVALS FOR ADDITIONAL STRENGTH - NO CONCRETE IS NECESSARY FOR THESE POSTS.
6. INSTALL SUCCESSIVE FABRIC MATERIAL IN THE SAME MANNER.
7. FABRIC MUST BE INSTALLED ON WINDWARD SIDE OF BARRIER. FABRIC TO BE AS MANUFACTURED BY D.R.C. FABRICATED PRODUCTS, DIVISION OF LANGENAU MFG. CO. OR APPROVED EQUAL.
8. FIRST AND LAST POST TO BE PAINTED ALTERNATE BLACK AND YELLOW DIAGONAL STRIPES (SEE DETAIL 1).

|                                             |  |                                                                                 |  |                           |                  |                    |
|---------------------------------------------|--|---------------------------------------------------------------------------------|--|---------------------------|------------------|--------------------|
| PROJECT NO.<br>7804                         |  | Envirodyne Engineers, Inc.<br>41 East 42nd St. Suite 1015<br>New York, NY 10017 |  | DESIGNED BY<br>F.S.       | DRAWN BY<br>E.M. | CHECKED BY<br>L.G. |
| DATE<br>AUG. 23, 1993                       |  | SCALE<br>AS SHOWN                                                               |  | DRAWING NO.<br><b>BF1</b> |                  |                    |
| RUTLAND STATE AIRPORT<br>CLARENDON, VERMONT |  | TAXIWAY E                                                                       |  | BLAST FENCE               |                  |                    |
| SHEET 30 OF 44                              |  | SEAL                                                                            |  |                           |                  |                    |



*Signature*

|                                                           |                                                                                 |              |
|-----------------------------------------------------------|---------------------------------------------------------------------------------|--------------|
| <b>RUTLAND STATE AIRPORT</b><br>CLARENDON, VERMONT        |                                                                                 |              |
| TAXIWAY E<br><b>CROSS SECTIONS</b><br>STA. 10+27 TO 13+00 |                                                                                 |              |
|                                                           | Envirodyne Engineers, Inc.<br>41 East 42nd St. Suite 1015<br>New York, NY 10017 |              |
|                                                           | SCALE: 1" = 5'                                                                  | SHEET 3 OF 4 |



**RUTLAND STATE AIRPORT  
CLARENDON, VERMONT**

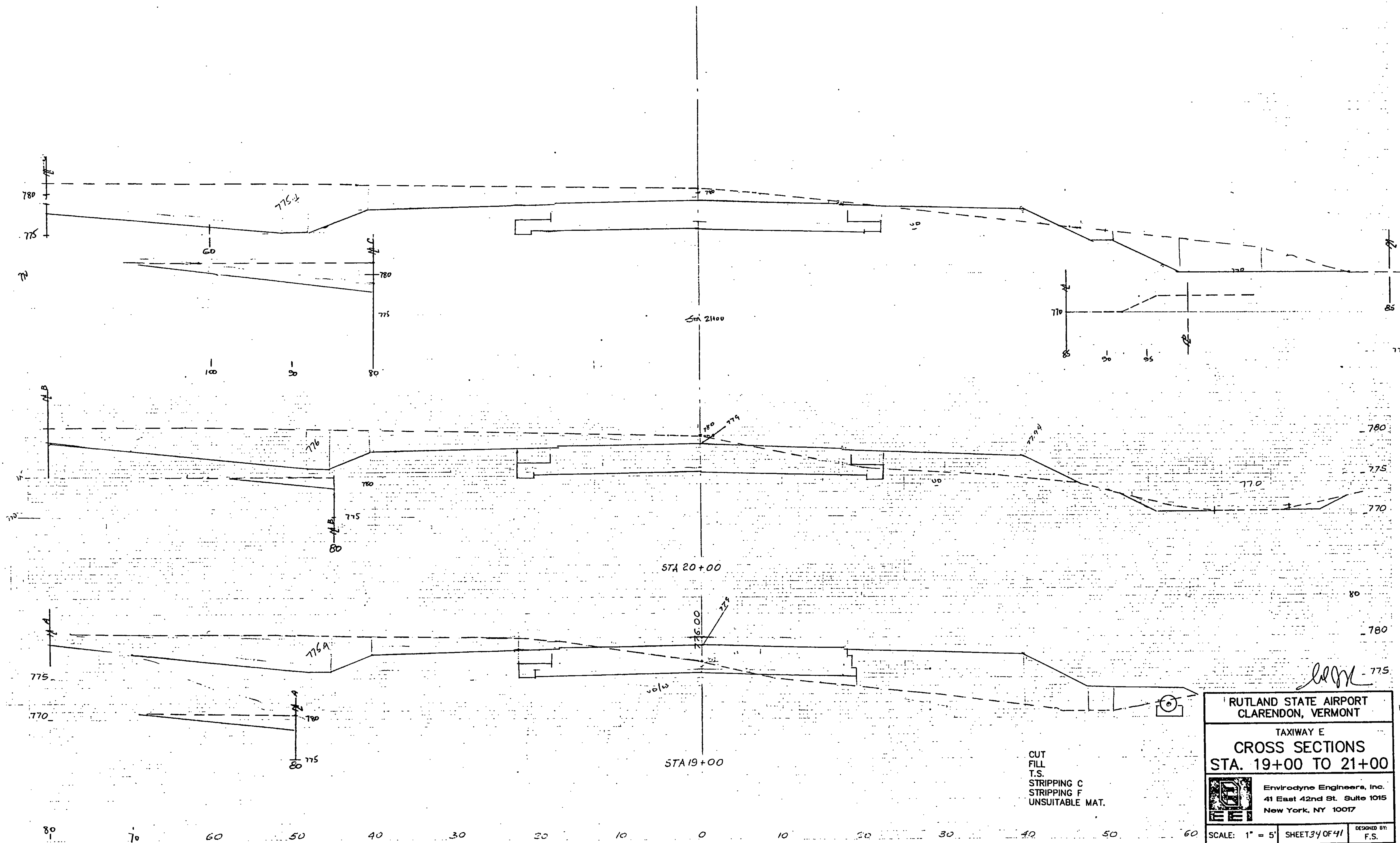
**TAXIWAY E**

**CROSS SECTIONS  
STA. 14+00 TO 16+00**

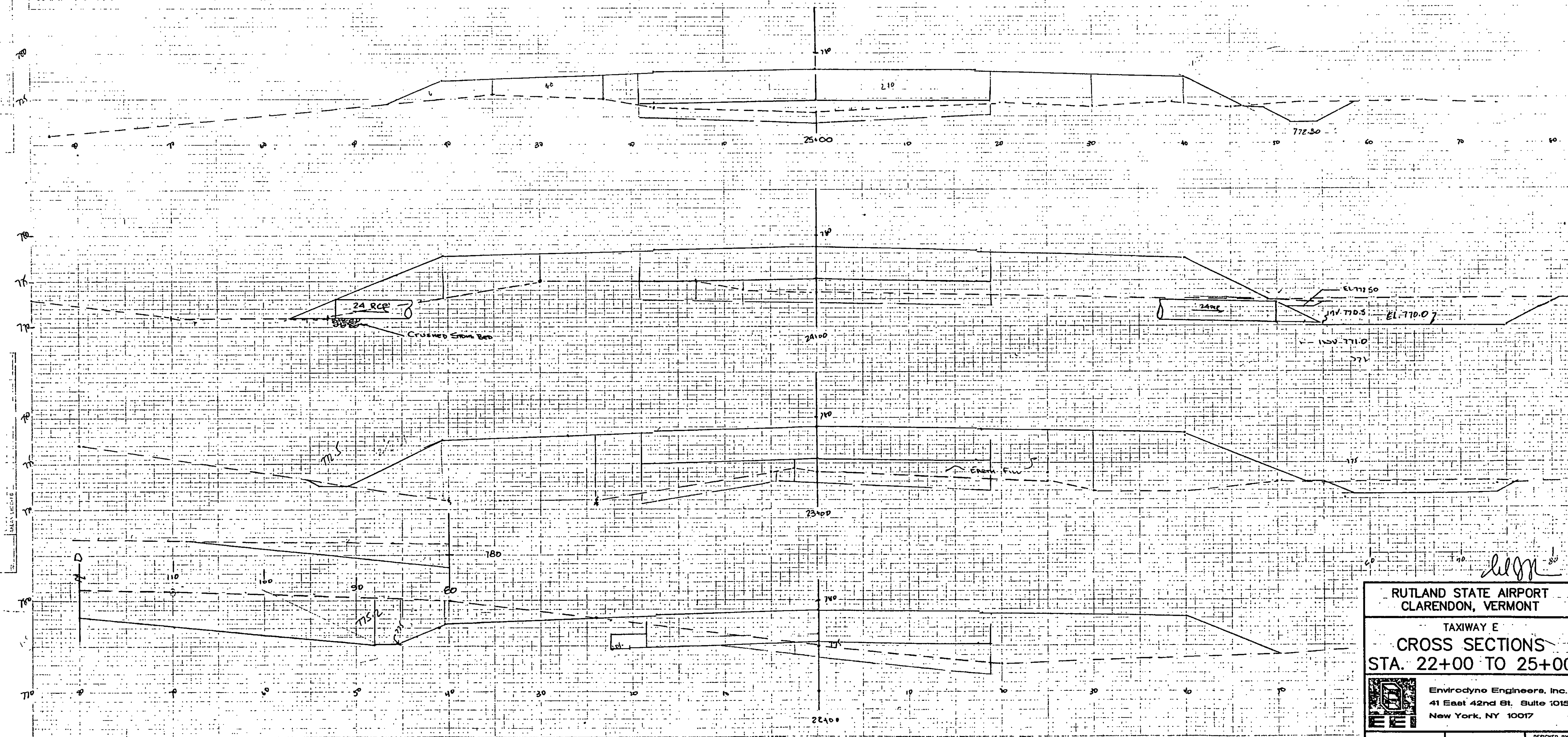
 Envirodyne Engineers, Inc.  
41 East 42nd St. Suite 1015  
New York, NY 10017

SCALE: 1" = 5' SHEET 32 OF 41 DESIGNED BY: F.S.

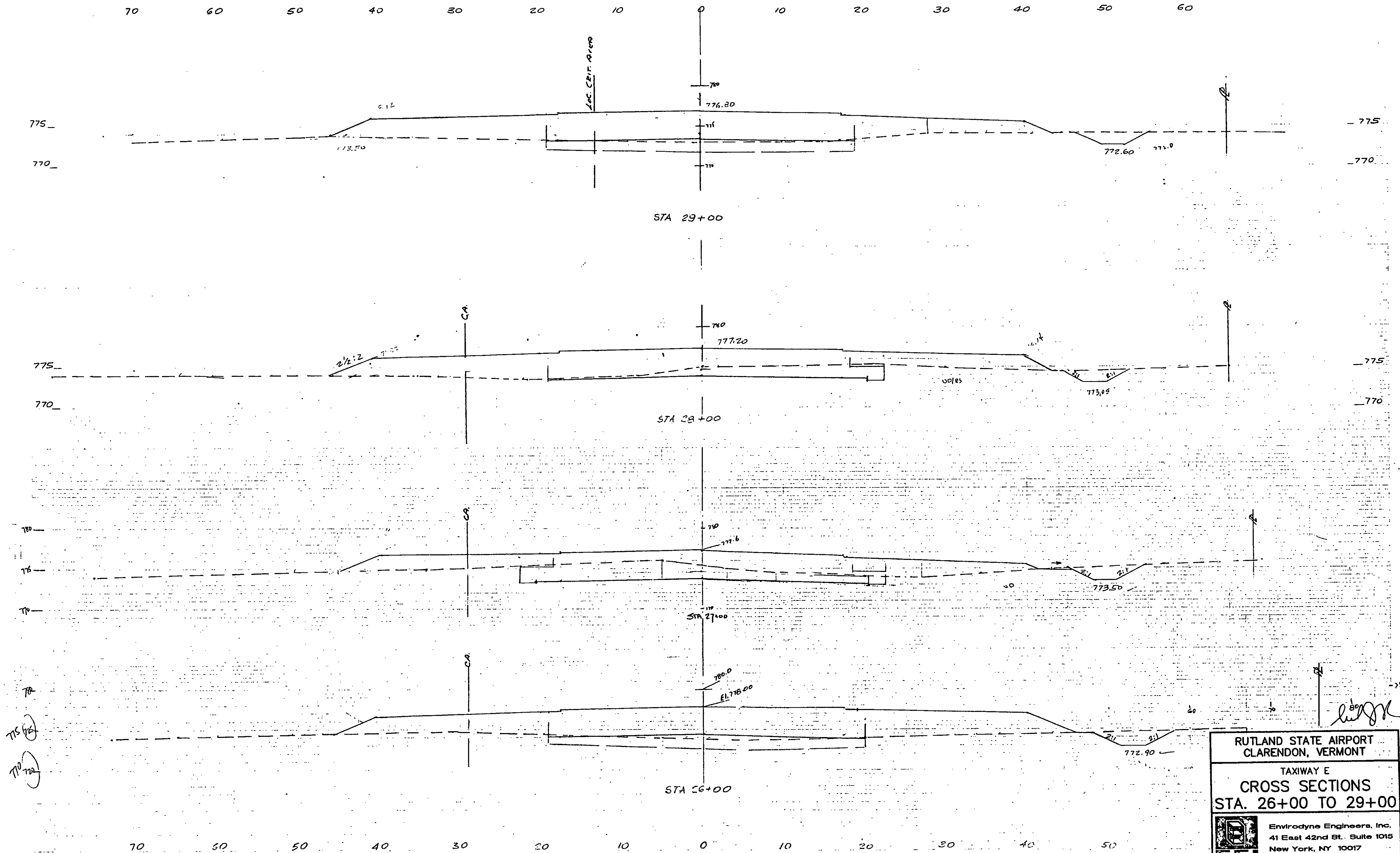




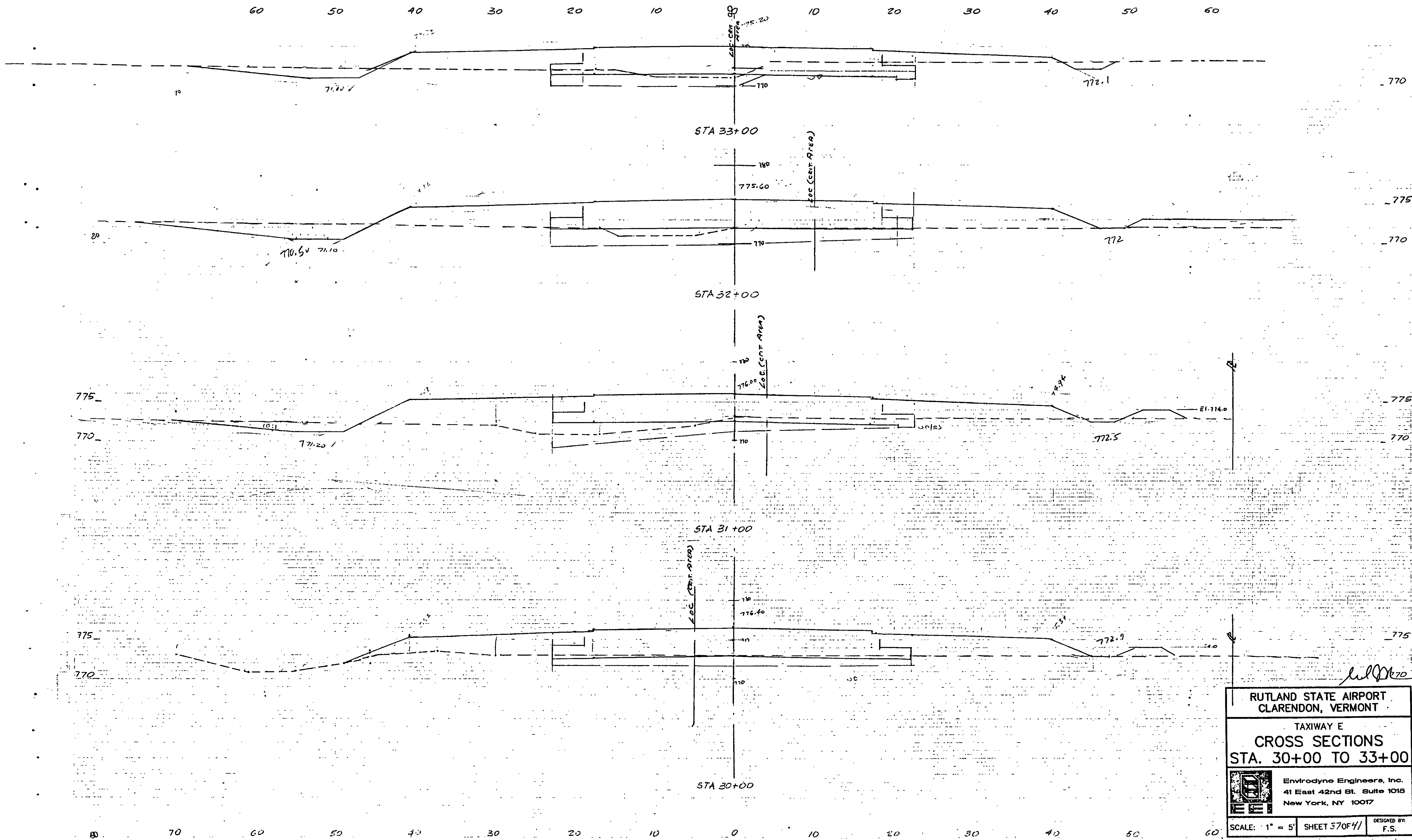
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| <b>RUTLAND STATE AIRPORT</b><br><b>CLARENDON, VERMONT</b>                             |                                                                                        |
| <b>TAXIWAY E</b><br><b>CROSS SECTIONS</b><br><b>STA. 19+00 TO 21+00</b>               |                                                                                        |
|  | <b>Envirodyne Engineers, Inc.</b><br>41 East 42nd St. Suite 1015<br>New York, NY 10017 |
| SCALE: 1" = 5'                                                                        | SHEET 34 OF 41<br>DESIGNED BY: F.S.                                                    |



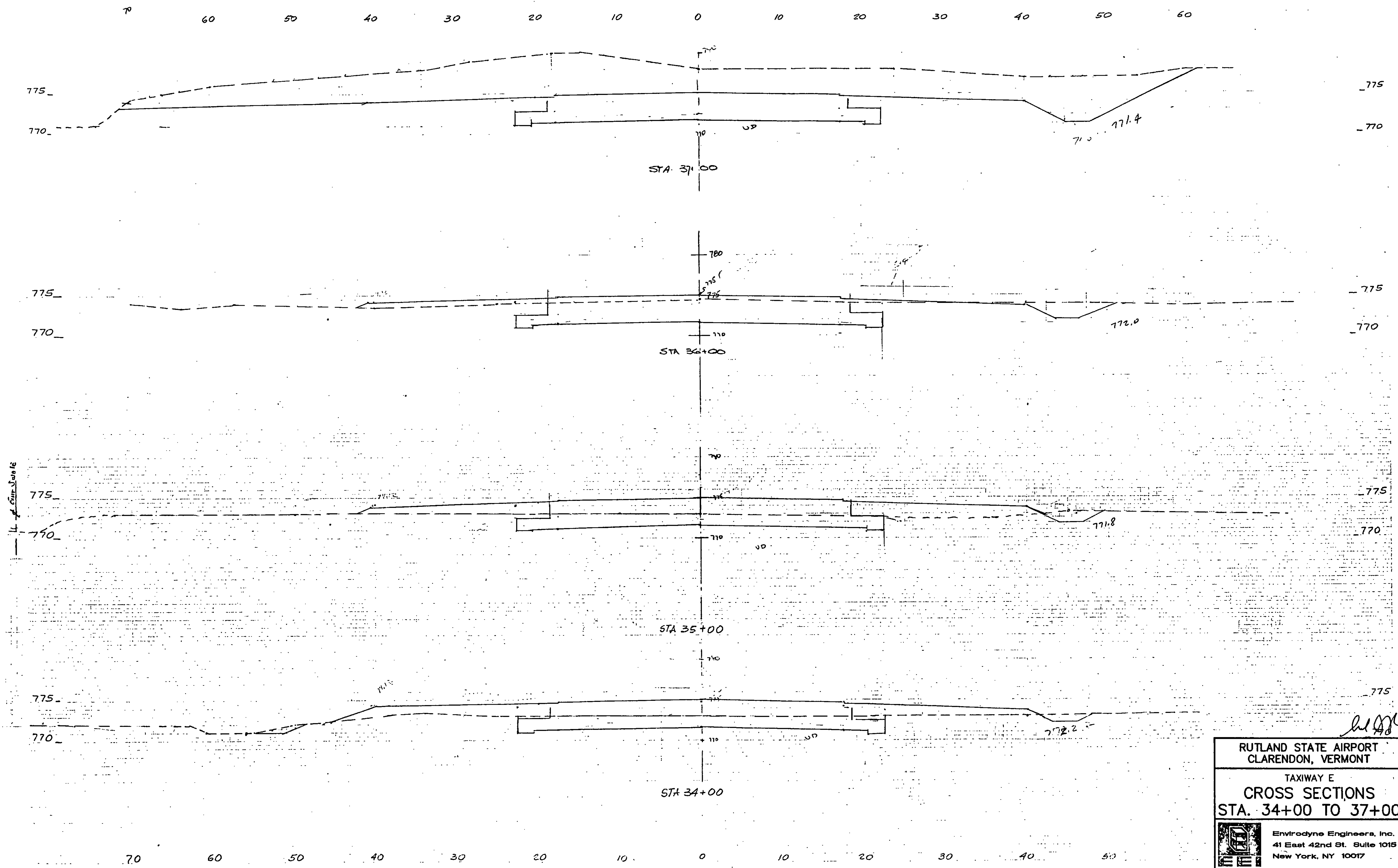
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|---------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|----------------|
| <b>RUTLAND STATE AIRPORT</b><br><b>CLARENDON, VERMONT</b>                             |                                                                                        |                |
| <b>TAXIWAY E</b><br><b>CROSS SECTIONS</b><br><b>STA. 22+00 TO 25+00</b>               |                                                                                        |                |
|  | <b>Envirodyne Engineers, Inc.</b><br>41 East 42nd St. Suite 1015<br>New York, NY 10017 |                |
|                                                                                       | SCALE: 1" = 5'                                                                         | SHEET 35 OF 41 |



|                                                           |                                                                                  |
|-----------------------------------------------------------|----------------------------------------------------------------------------------|
| <b>RUTLAND STATE AIRPORT</b><br>CLARENDON, VERMONT        |                                                                                  |
| TAXIWAY E<br><b>CROSS SECTIONS</b><br>STA. 26+00 TO 29+00 |                                                                                  |
|                                                           | Envirodyne Engineers, Inc.<br>41 East 42nd St., Suite 1015<br>New York, NY 10017 |
| SCALE: 1" = 5'                                            | SHEET 36 OF 41<br>DESIGNED BY:<br>F.S.                                           |

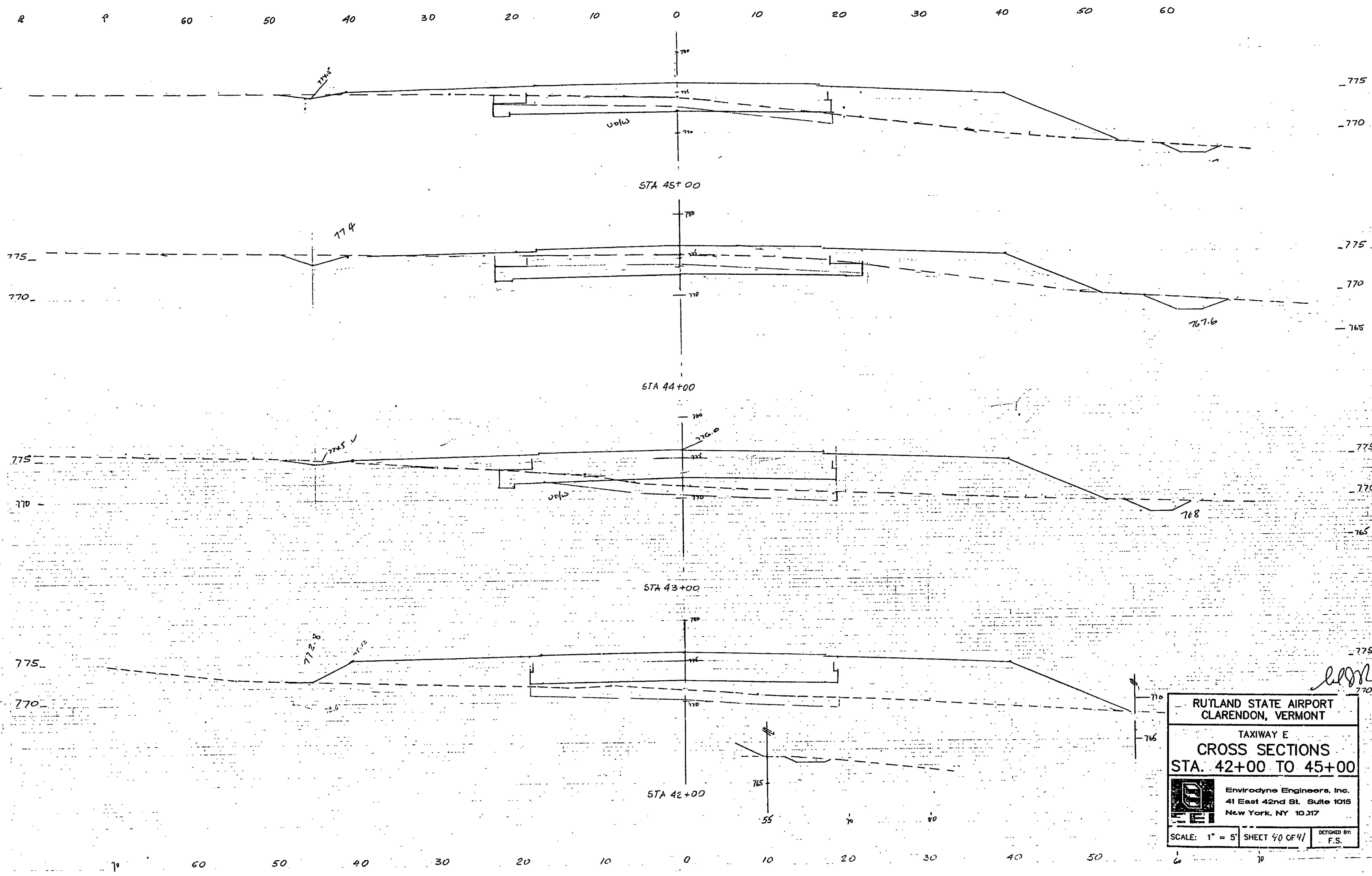


|                                                                                       |                                                                                 |
|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| RUTLAND STATE AIRPORT<br>CLARENDON, VERMONT                                           |                                                                                 |
| TAXIWAY E                                                                             |                                                                                 |
| CROSS SECTIONS<br>STA. 30+00 TO 33+00                                                 |                                                                                 |
|  | Envirodyne Engineers, Inc.<br>41 East 42nd St. Suite 1015<br>New York, NY 10017 |
| SCALE: 1" = 5'                                                                        | SHEET 370F41                                                                    |
| DESIGNED BY:                                                                          | F.S.                                                                            |



|                                                                                       |                                                                                 |
|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| <b>RUTLAND STATE AIRPORT</b><br>CLARENDON, VERMONT                                    |                                                                                 |
| TAXIWAY E<br><b>CROSS SECTIONS</b><br>STA. 34+00 TO 37+00                             |                                                                                 |
|  | Envirodyne Engineers, Inc.<br>41 East 42nd St. Suite 1015<br>New York, NY 10017 |
| SCALE: 1" = 5'                                                                        | SHEET 38 OF 41<br>DESIGNED BY:<br>F.S.                                          |



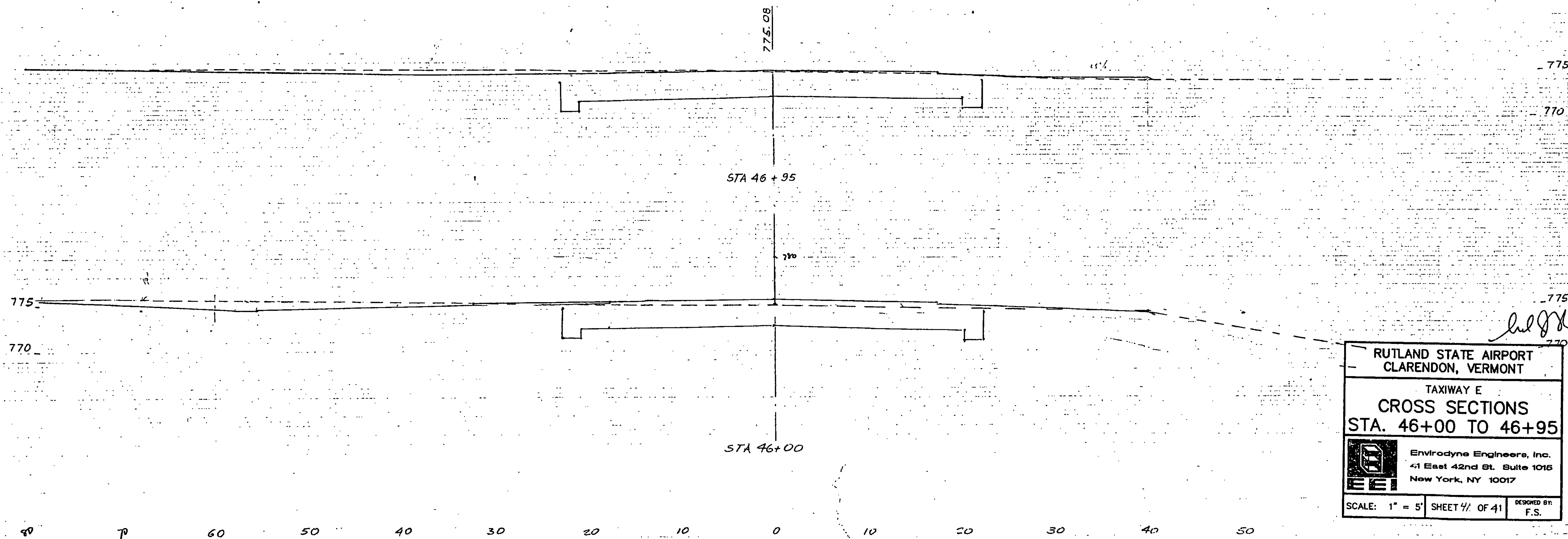


**RUTLAND STATE AIRPORT  
CLARENDON, VERMONT**

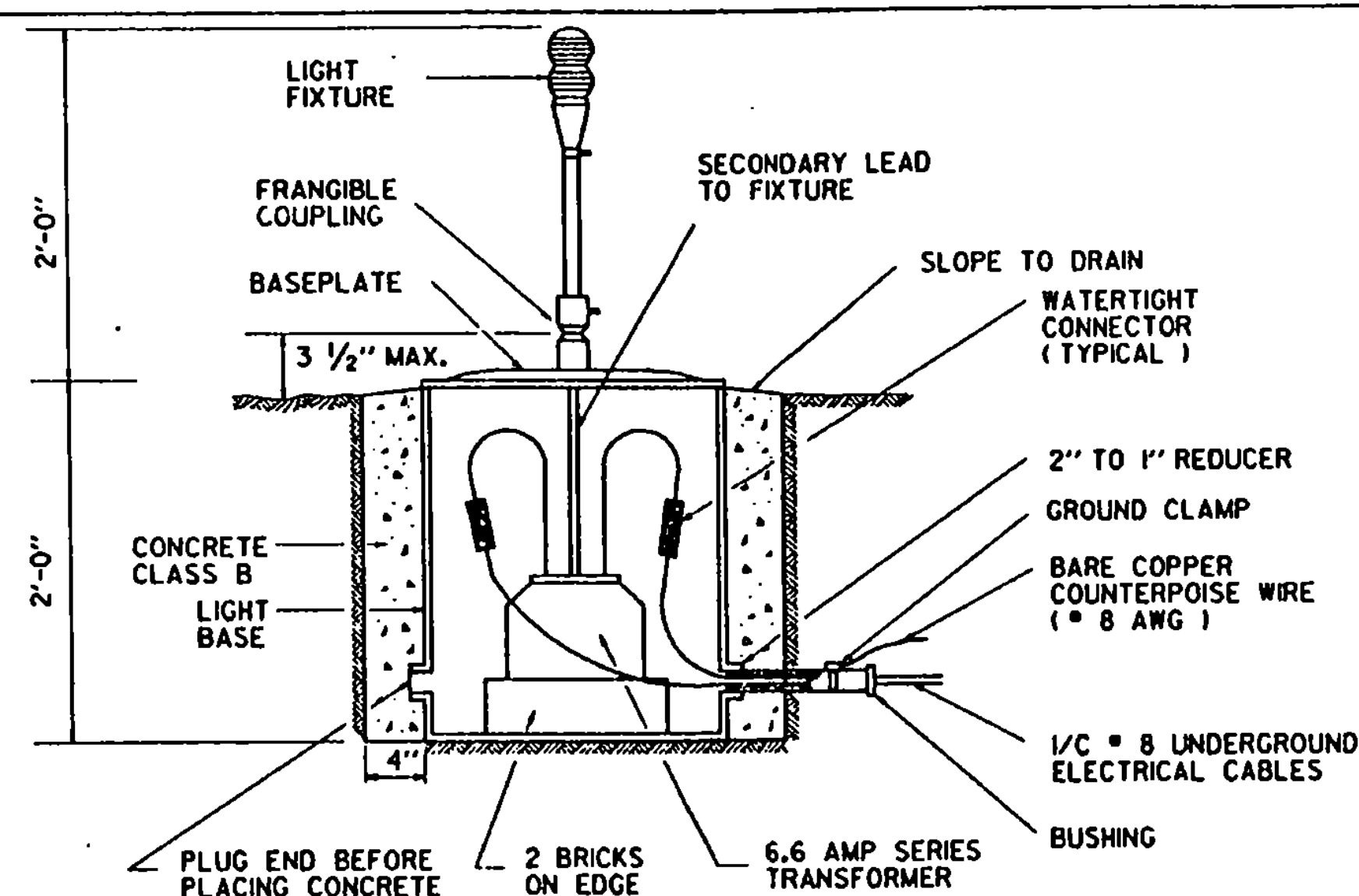
TAXIWAY E  
**CROSS SECTIONS  
STA. 42+00 TO 45+00**

 **Envirodyne Engineers, Inc.**  
41 East 42nd St. Suite 1015  
New York, NY 10017

SCALE: 1" = 5' SHEET 40 OF 41 DESIGNED BY: F.S.



|                                                                                       |                                                                                 |                      |
|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|----------------------|
| RUTLAND STATE AIRPORT<br>CLARENDON, VERMONT                                           |                                                                                 |                      |
| TAXIWAY E<br>CROSS SECTIONS<br>STA. 46+00 TO 46+95                                    |                                                                                 |                      |
|  | Envirodyne Engineers, Inc.<br>41 East 42nd St. Suite 1015<br>New York, NY 10017 |                      |
| SCALE: 1" = 5'                                                                        | SHEET 4/ OF 41                                                                  | DESIGNED BY:<br>F.S. |

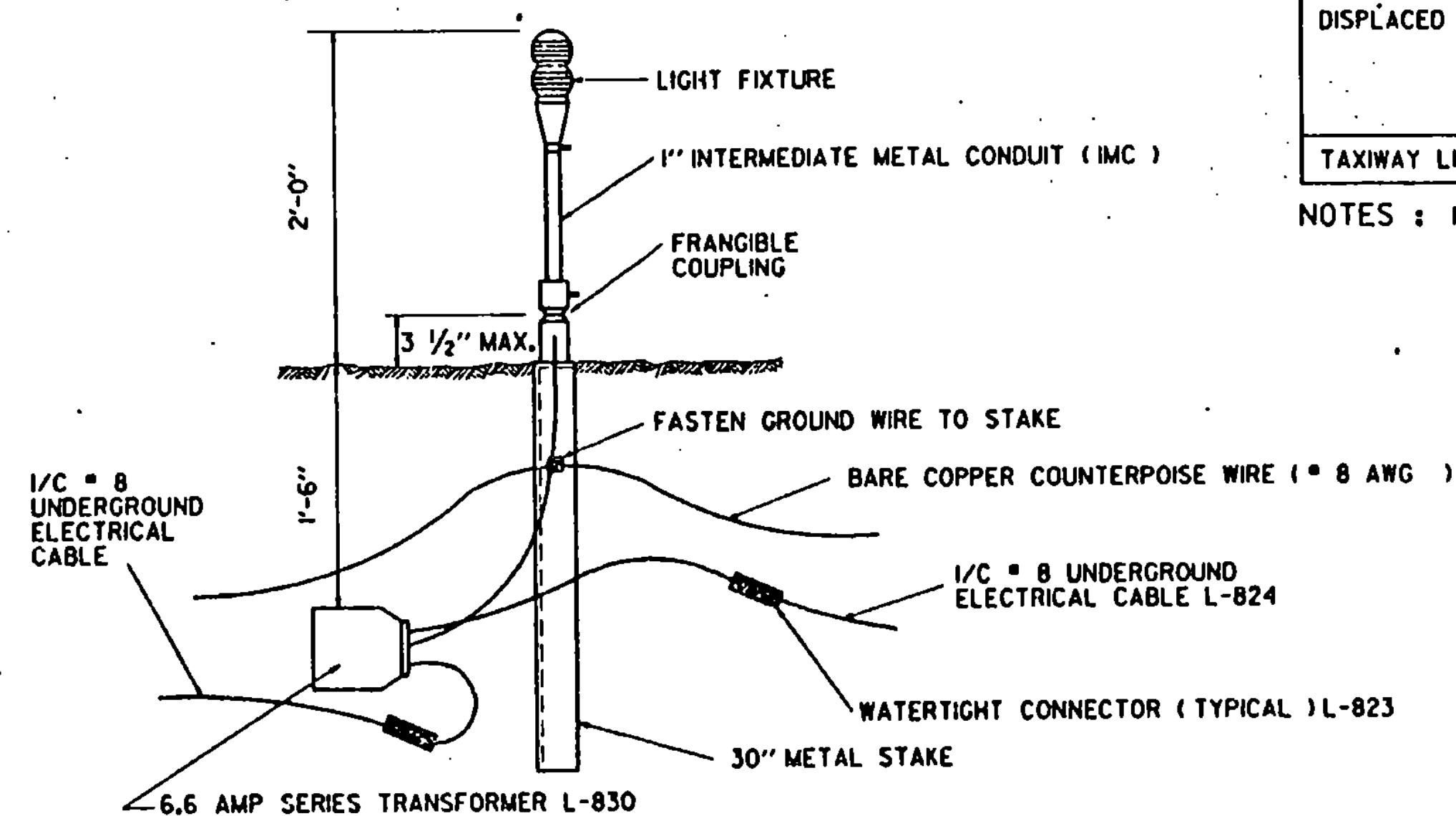


#### NOTES :

1. PROVIDE 3 FEET OF SLACK IN CABLES AT TRANSFORMER.
2. SEAL END OF CONDUIT (DUCT SEAL)
3. PROVIDE 1/2" PER FT. PITCH ON ALL CONDUITS

#### BASE MOUNTED UNIT

ELEVATED LIGHT  
NO SCALE

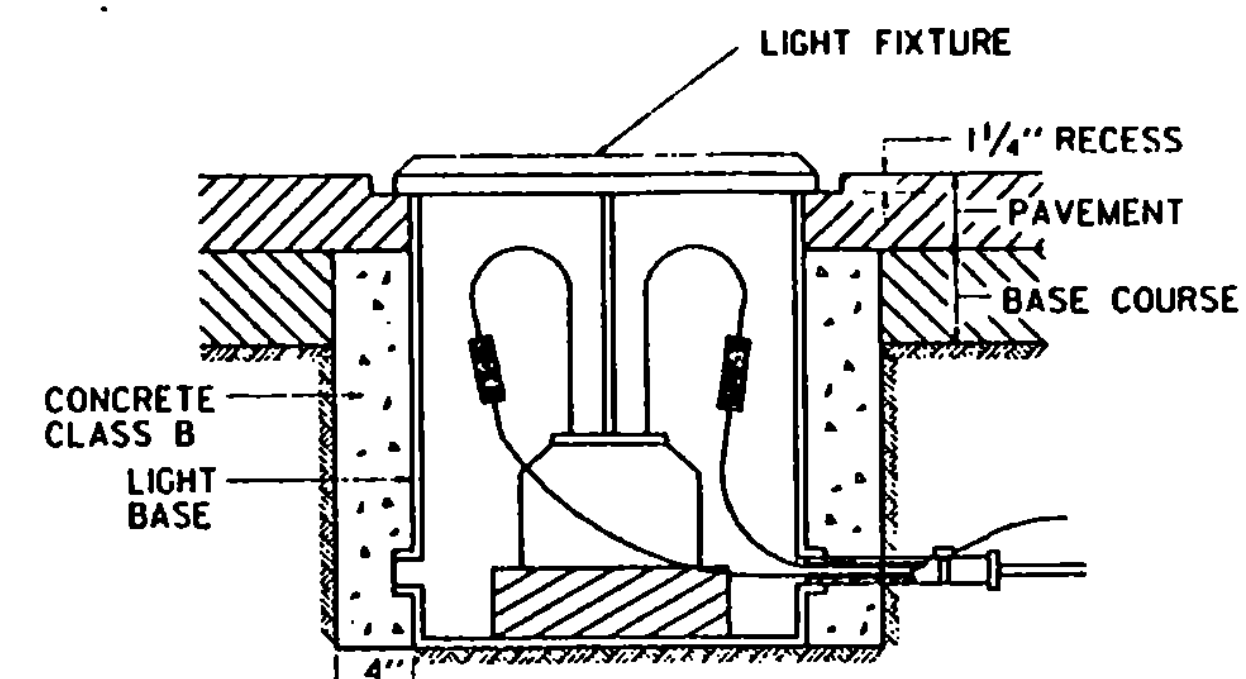


#### NOTES :

1. PROVIDE 3 FEET OF SLACK IN CABLES AT TRANSFORMER.
2. 30" METAL STAKE SHALL BE MADE OF GALVANIZED STEEL ANGLE 2" x 2" x 1/8" WITH A SUITABLE TAPPED FITTING BOLTED AT THE TOP TO RECEIVE THE FRANGIBLE COUPLING.

#### STAKE MOUNTED UNIT

ELEVATED LIGHT  
NO SCALE



NOTE : FOR ALL OTHER DETAILS, SEE  
BASE MOUNTED UNIT FOR  
ELEVATED LIGHT.

#### BASE MOUNTED UNIT

SEMI-FLUSH LIGHT  
NO SCALE

| LIGHT LOCATION            | LAMP             |                | LENS                                                                     |
|---------------------------|------------------|----------------|--------------------------------------------------------------------------|
|                           | MEDIUM INTENSITY | HIGH INTENSITY |                                                                          |
| RUNWAY EDGE LIGHT         | 6.6A, 30W        | 6.6A, 15-20W   | 360° CLEAR<br>180° CLEAR/180° YELLOW                                     |
| RUNWAY THRESHOLD LIGHT    | 6.6A, 45W        | 6.6A, 15-20W   | 180° RED/180° GREEN<br>360° RED                                          |
| DISPLACED THRESHOLD LIGHT | 6.6A, 30/45W     |                | 180° RED/180° CLEAR<br>180° OBSCURED/180° GREEN<br>180° CLEAR/180° GREEN |
| TAXIWAY LIGHT             | 6.6A, 30W        |                | 360° BLUE                                                                |

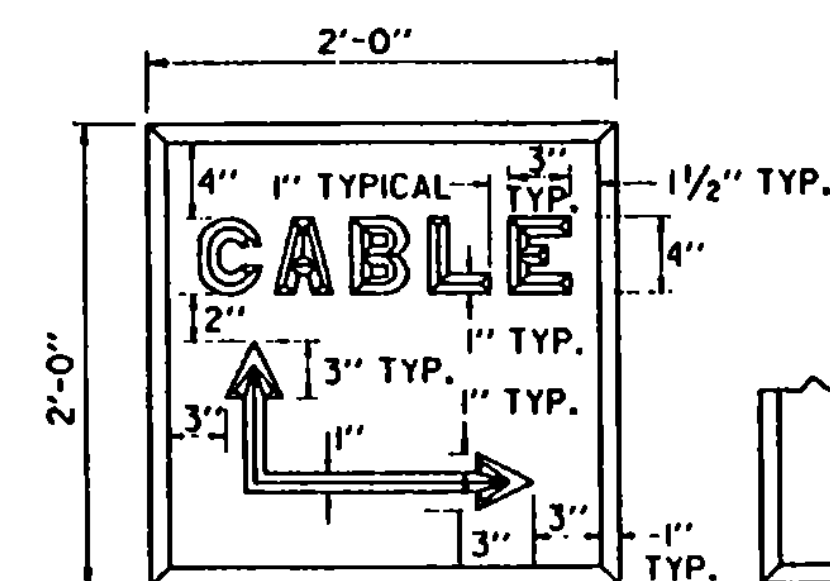
NOTES : 1. SEE PLAN SHEET FOR LENS/LIGHT TYPE.

NOTE : AIRPORT LIGHT BASES SHOULD BE CONSTRUCTED TO FAA SPECIFICATIONS. SEE CURRENT ADVISORY CIRCULAR.

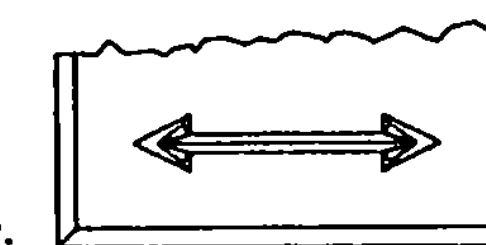
#### NOTES

HAND LETTERING NOT ALLOWED ON CABLE OR SPLICE MARKERS. LETTERING WILL BE EMBOSSED (V-CUT 1/2" DEEP).

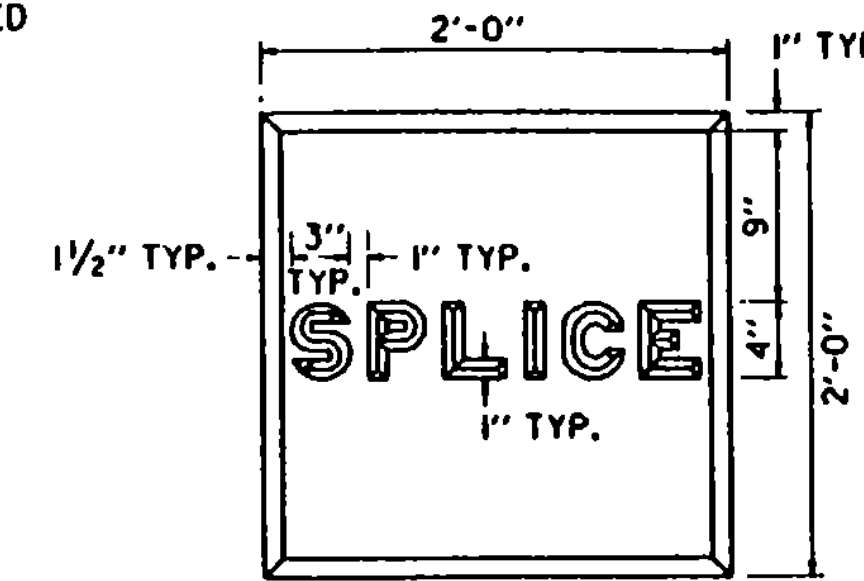
ARROW ON CABLE MARKERS WILL INDICATE DIRECTION OF CABLE, AS SHOWN ON PLAN VIEWS BELOW.



PLAN VIEW WITH ARROW INDICATING CHANGE IN DIRECTION OF CABLE.



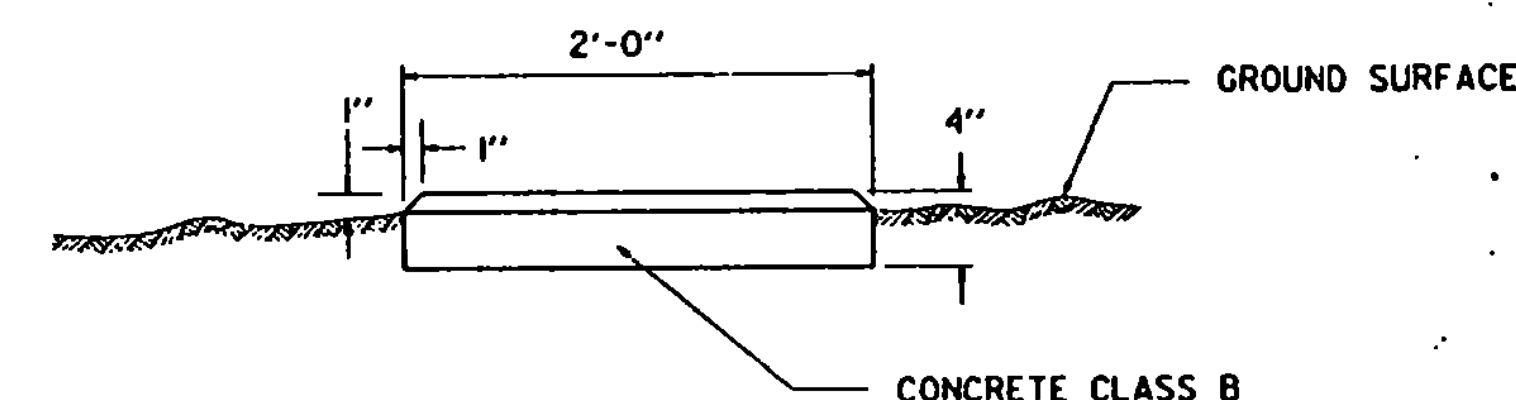
PARTIAL PLAN VIEW WITH ARROW INDICATING STRAIGHT-LINE CABLE INSTALLATION.



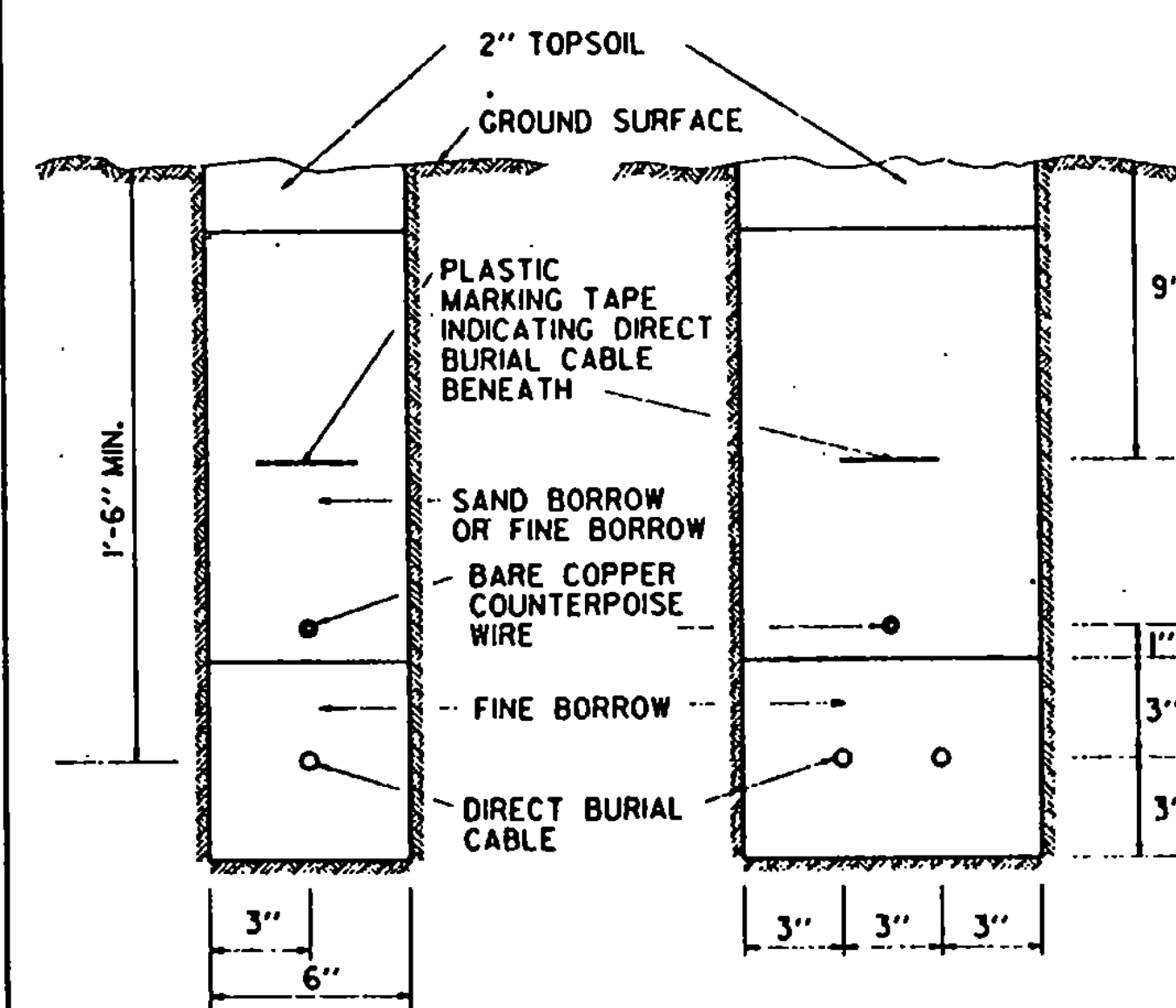
PLAN VIEW  
SPLICE MARKER

#### CABLE MARKER

NOTE : SEE STANDARD AP-3 FOR UNDERGROUND ELECTRICAL DUCT DETAILS.



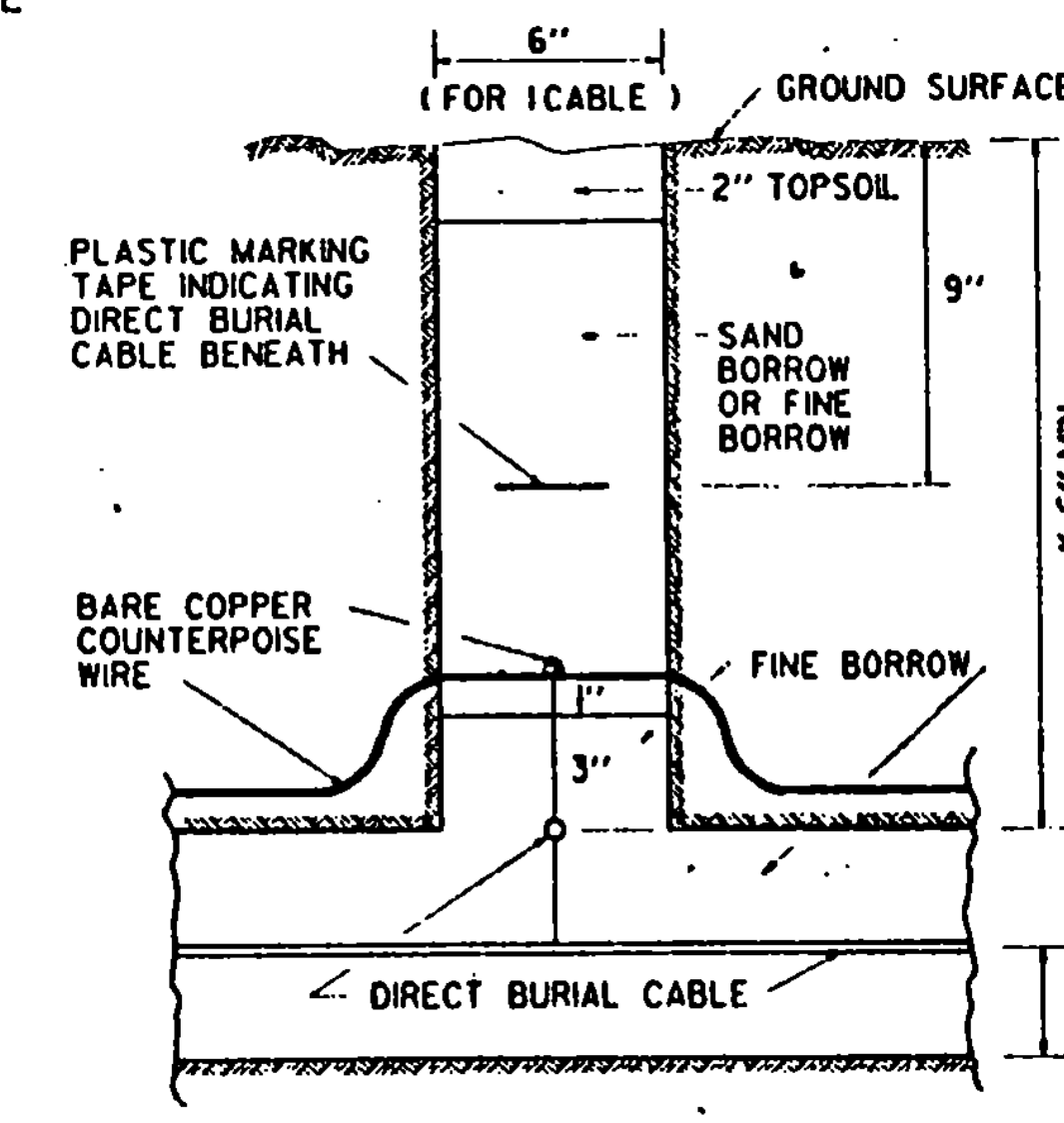
ELEVATION VIEW (TYPICAL FOR CABLE AND SPLICE MARKERS)  
CABLE AND SPLICE MARKERS  
NO SCALE



SINGLE CABLE INSTALLATION

TWO CABLE INSTALLATION

NOTE : FOR MULTIPLE-CABLE INSTALLATIONS, PROVIDE 3" ADDITIONAL TRENCH WIDTH FOR EACH ADDITIONAL CABLE.



CABLE TRENCH WITH CABLE CROSSING

NOTE : UNDERGROUND ELECTRICAL CABLE SHOULD BE CONSTRUCTED TO FAA SPECIFICATION. SEE CURRENT ADVISORY CIRCULAR.

#### UNDERGROUND ELECTRICAL CABLE INSTALLATION TRENCH DETAILS

(IN EARTH OR ROCK)  
NO SCALE

REVISIONS AND CORRECTIONS  
SHEET UPDATED MARCH 1, 1990

APPROVED

March 13, 1990  
DATE

Director, Planning and  
Preconstruction  
Director, Design Division

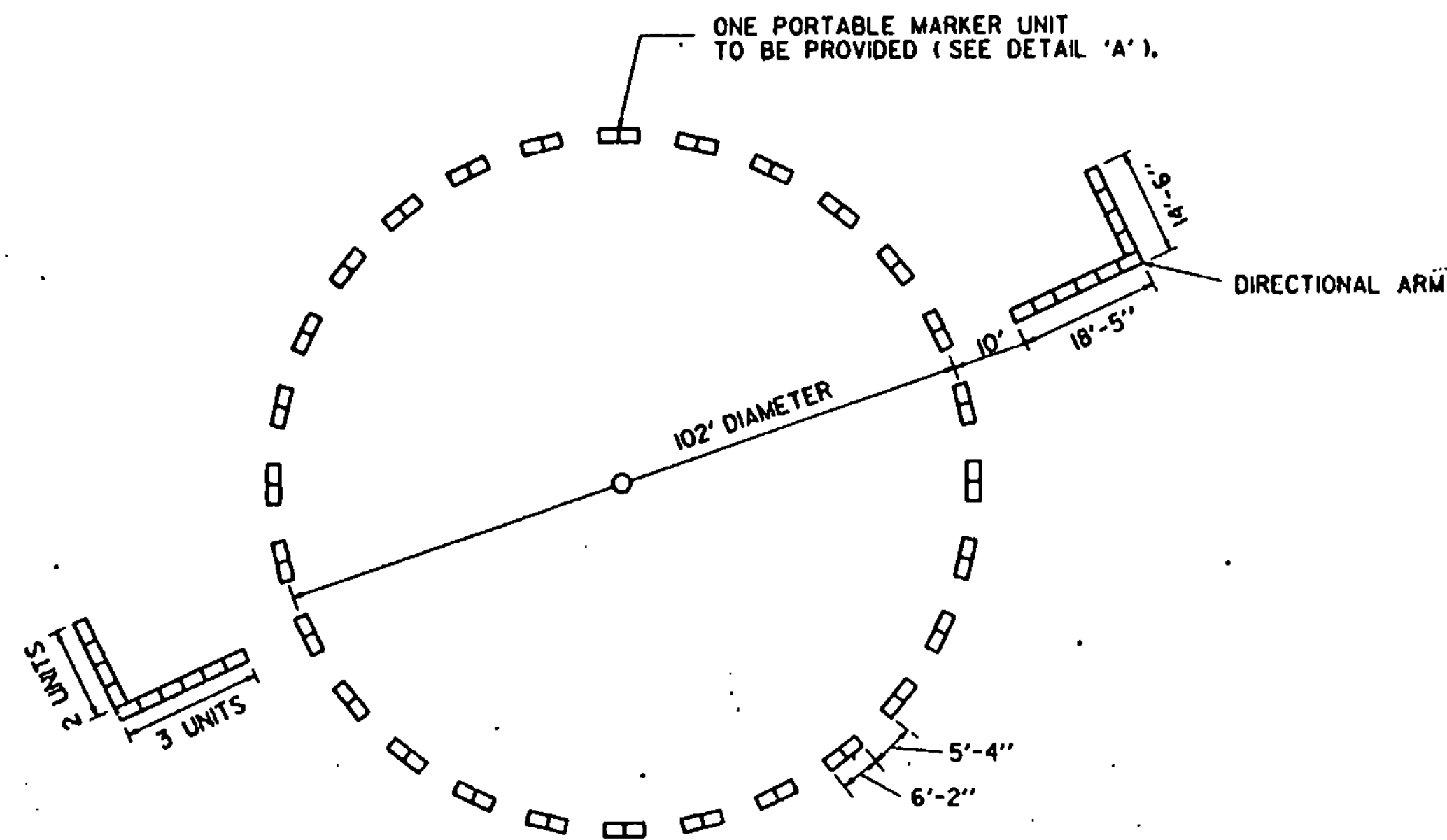
## LIGHTING & ELECTRICAL DETAILS



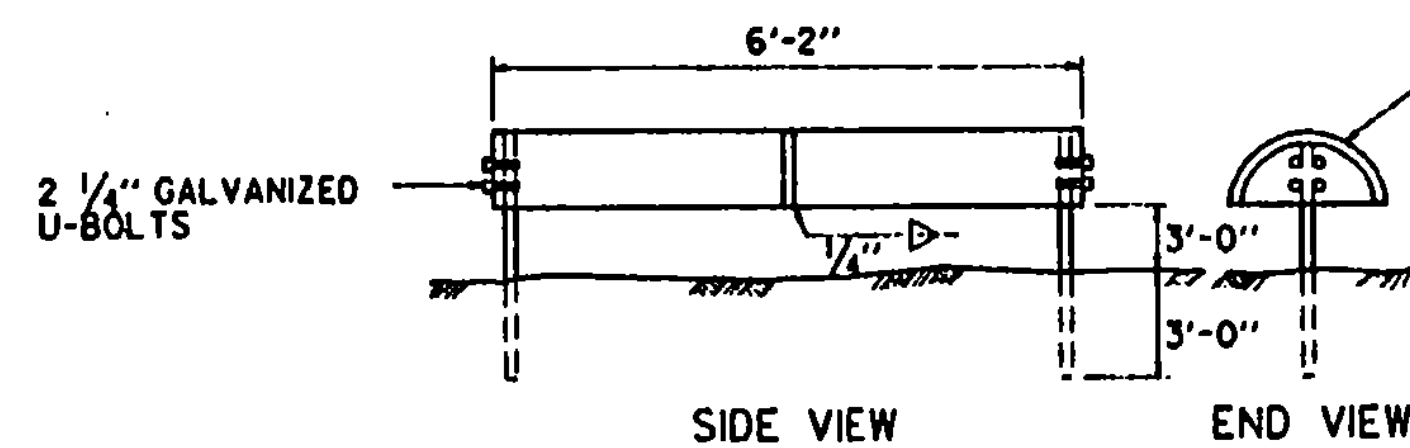
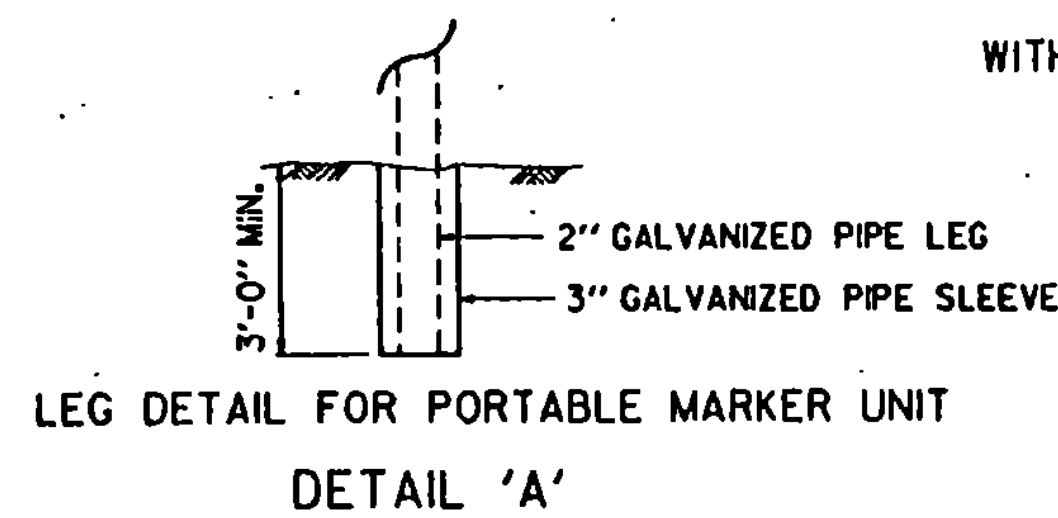
STANDARD  
AP-2

# NOTES

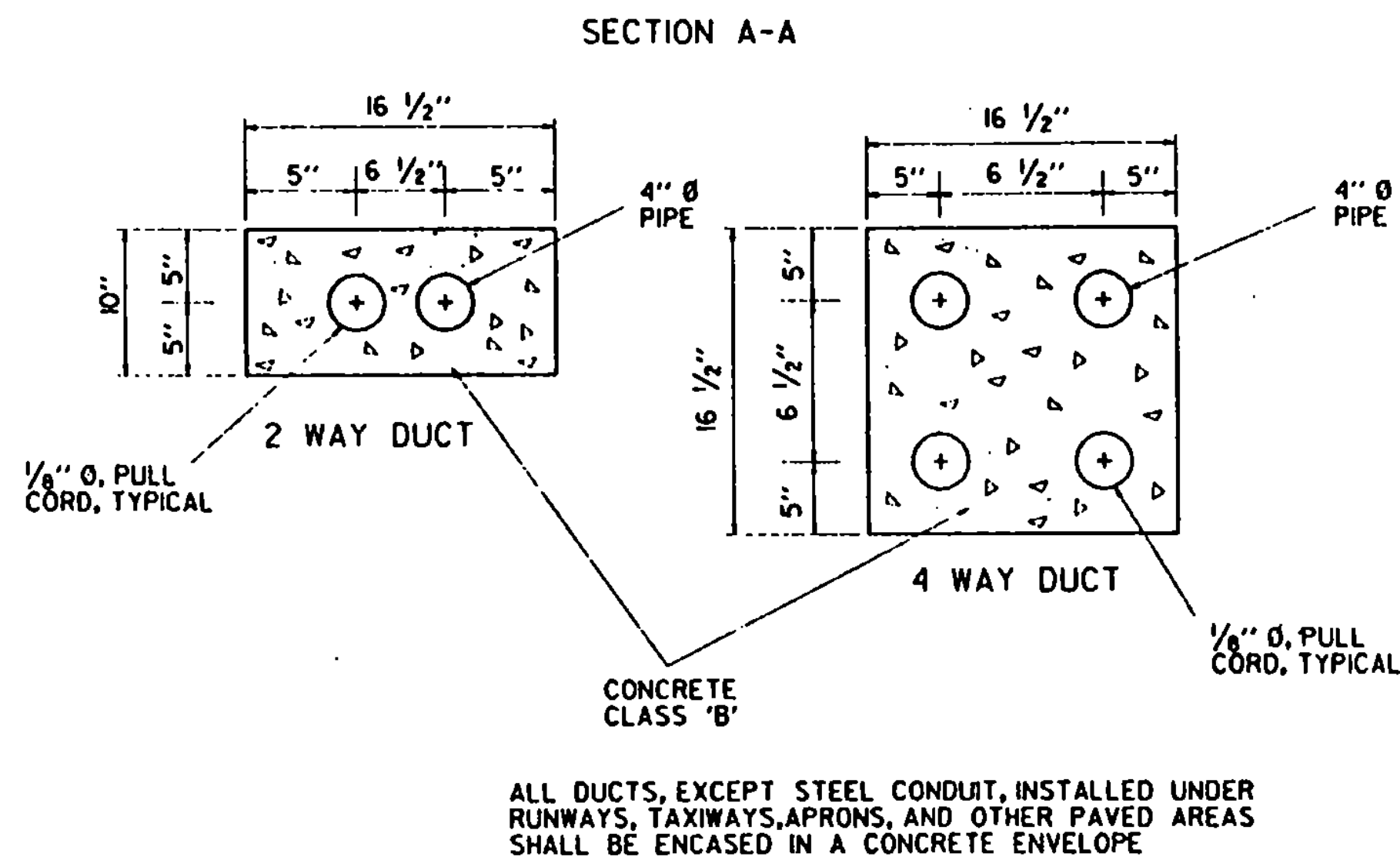
1. THE LOCATION OF THE PORTABLE MARKER UNIT SHALL BE AS ORDERED BY THE ENGINEER.
2. DIRECTIONAL ARMS ARE INSTALLED ONLY ON AIRPORTS WITH A NON-STANDARD TRAFFIC PATTERN (RIGHT-HAND PATTERN). WHEN INSTALLED, DIRECTIONAL ARMS WILL BE MAGNETICALLY ORIENTED TO THE RUNWAY AND WILL SHOW TRAFFIC PATTERN ON EACH RUNWAY.



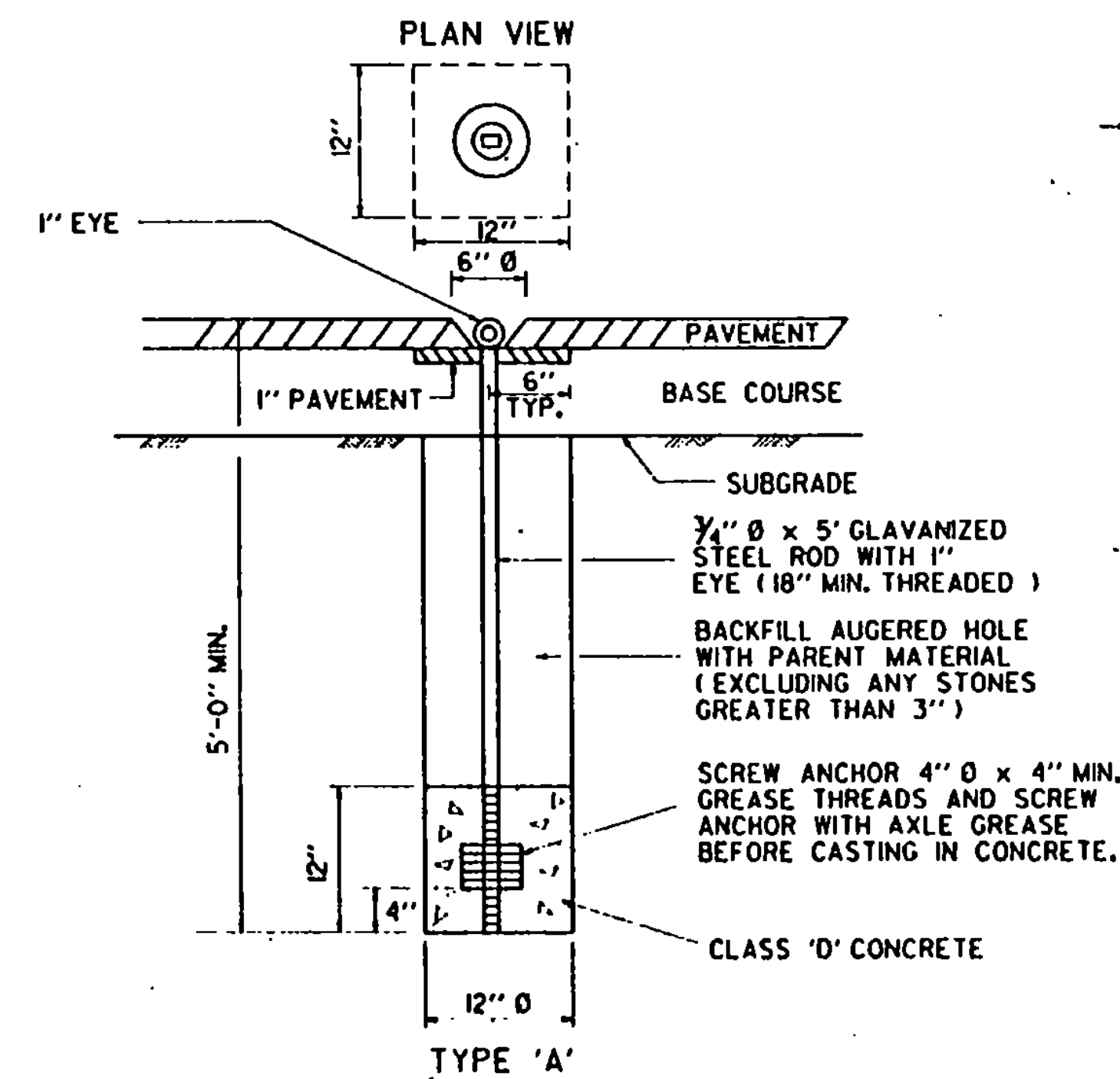
SEGMENTED CIRCLE LAYOUT  
WITH DIRECTIONAL ARMS



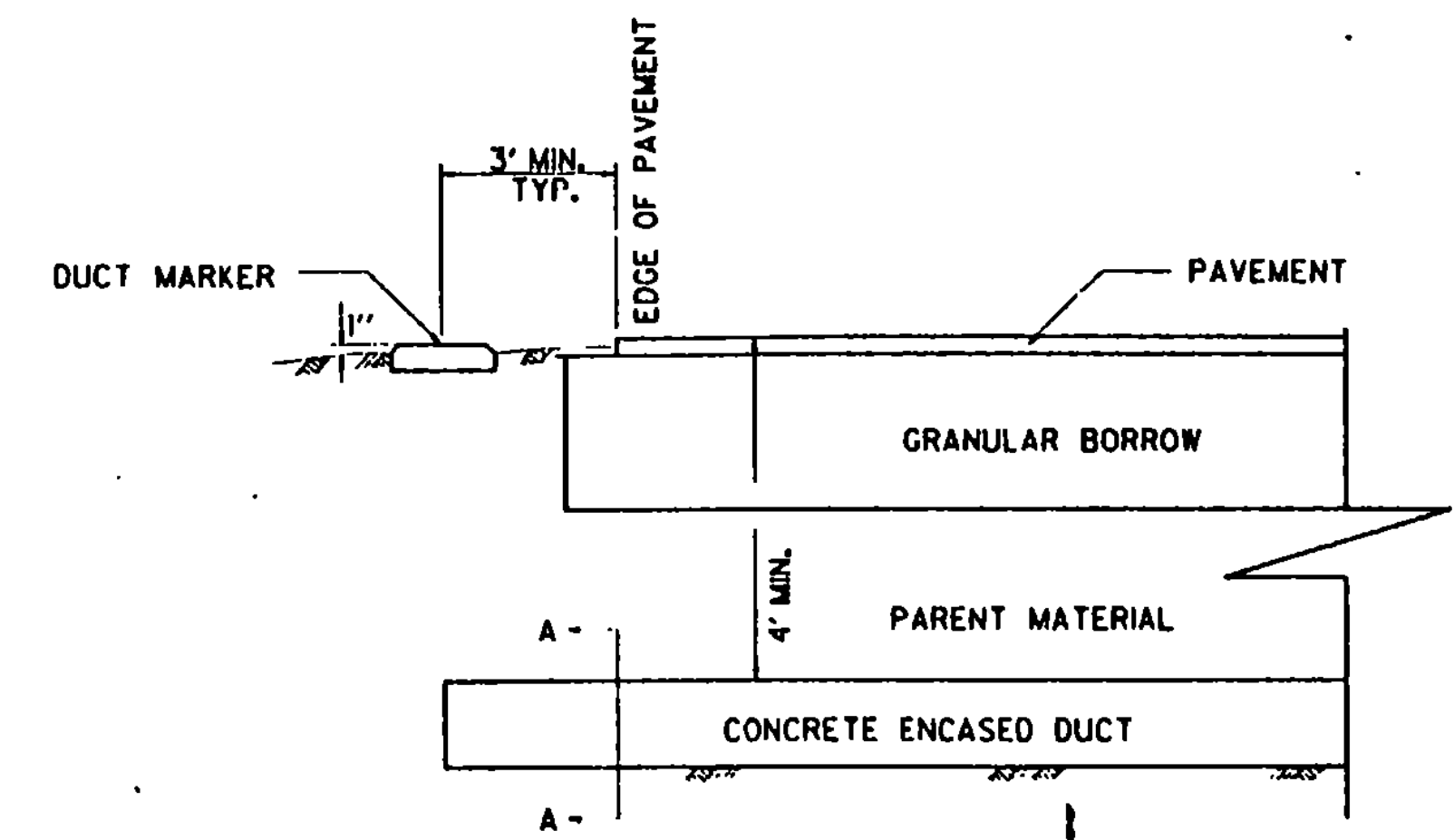
SEGMENTED CIRCLE MARKER UNIT



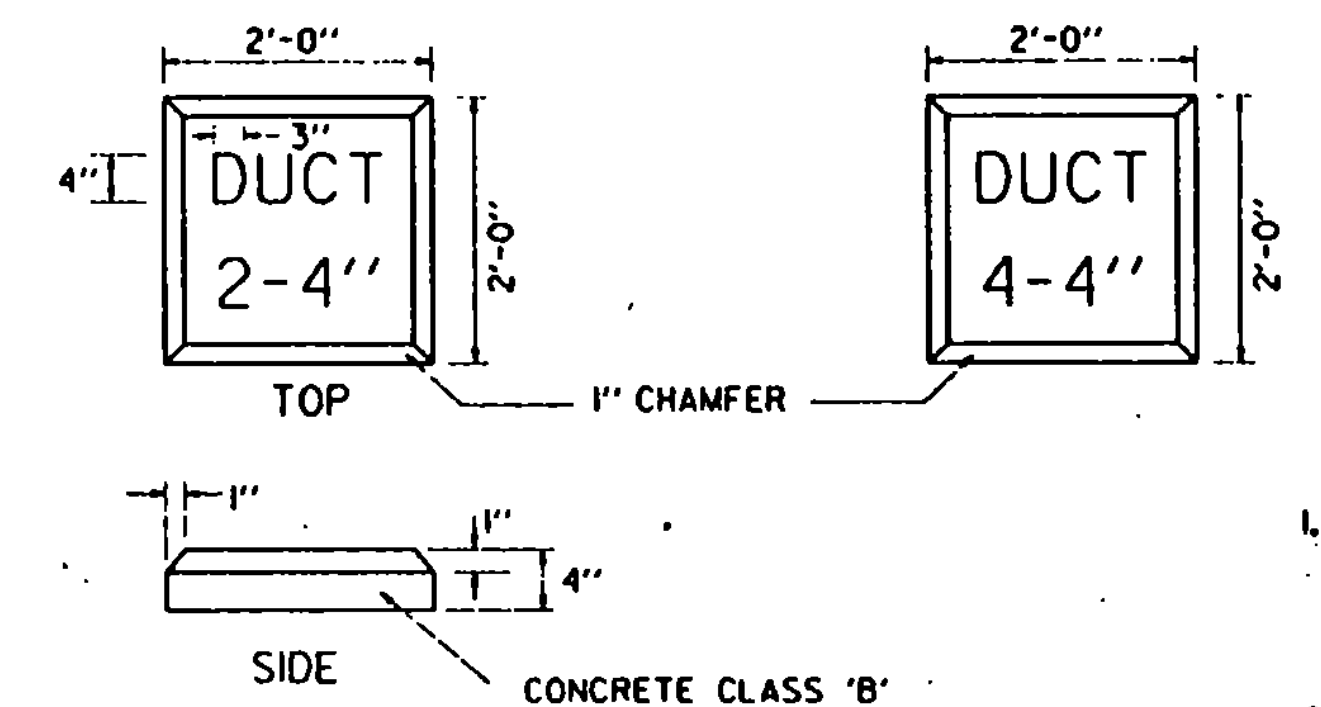
SEE STANDARD AP-2 FOR  
DIRECT BURIAL CABLE DETAILS.



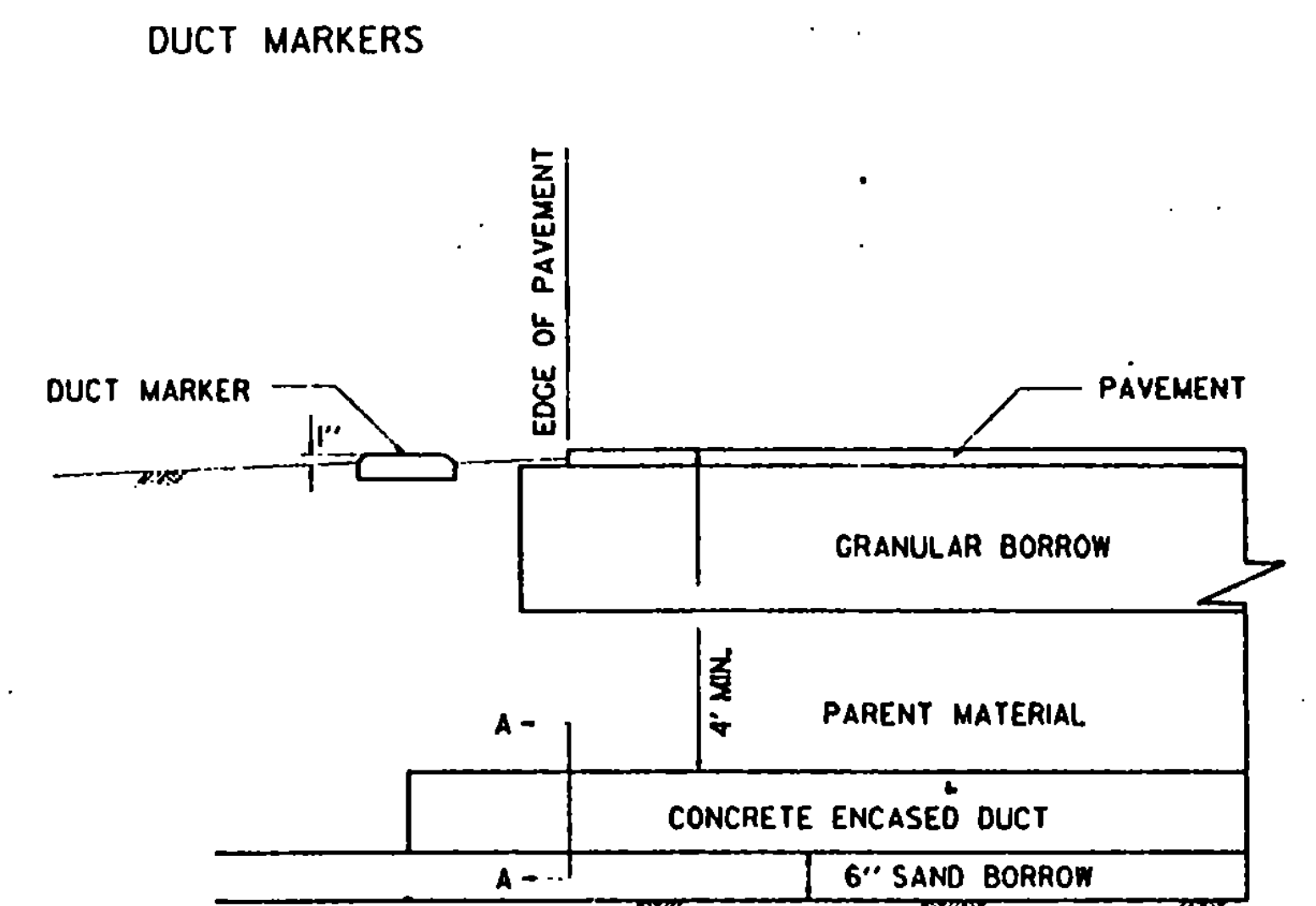
AIRCRAFT TIE DOWN ANCHOR



AIRPORT UNDERGROUND ELECTRICAL DUCT  
(IN EARTH)



- NOTES
1. LETTERING ON DUCT MARKERS TO BE EMBOSSED, 'V' CUT, 1/2" DEEP.
  2. HAND LETTERING NOT ALLOWED



AIRPORT UNDERGROUND ELECTRICAL DUCT  
(IN ROCK)

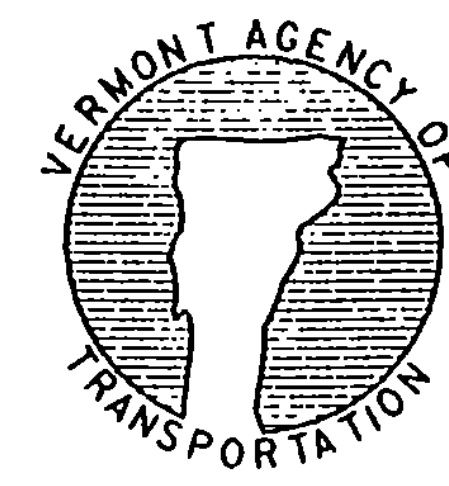
REVISIONS AND CORRECTIONS  
SHEET UPDATED MARCH 5, 1990

APPROVED

March 18, 1990  
DATE

For the Office of the  
DIRECTOR, PLANNING AND  
RECONSTRUCTION  
Director, Design Division

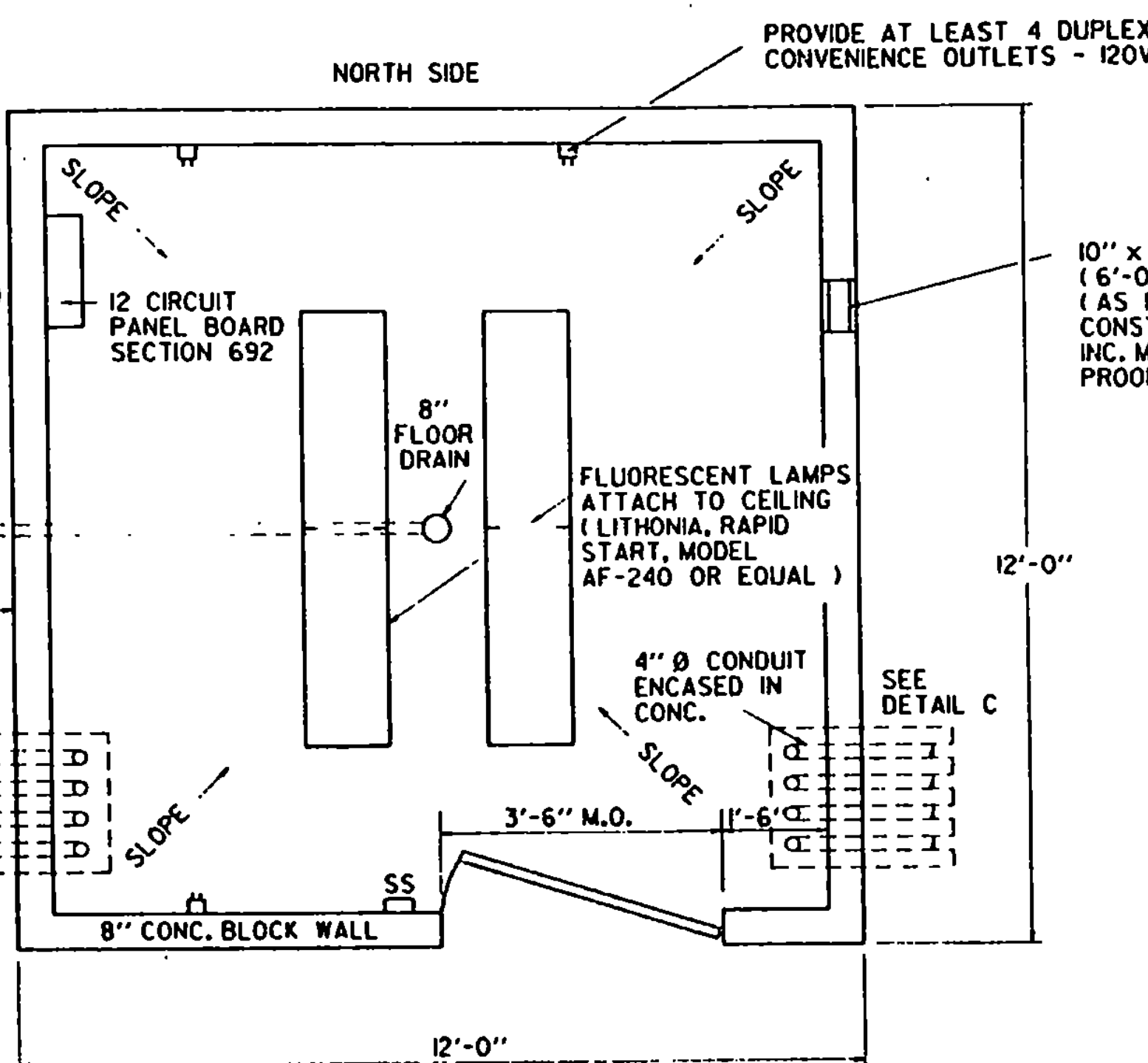
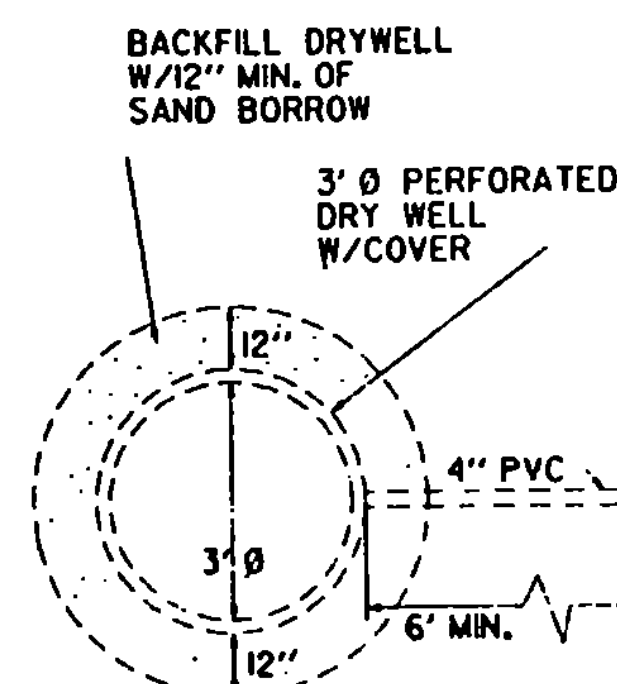
## MISCELLANEOUS AIRPORT DETAILS



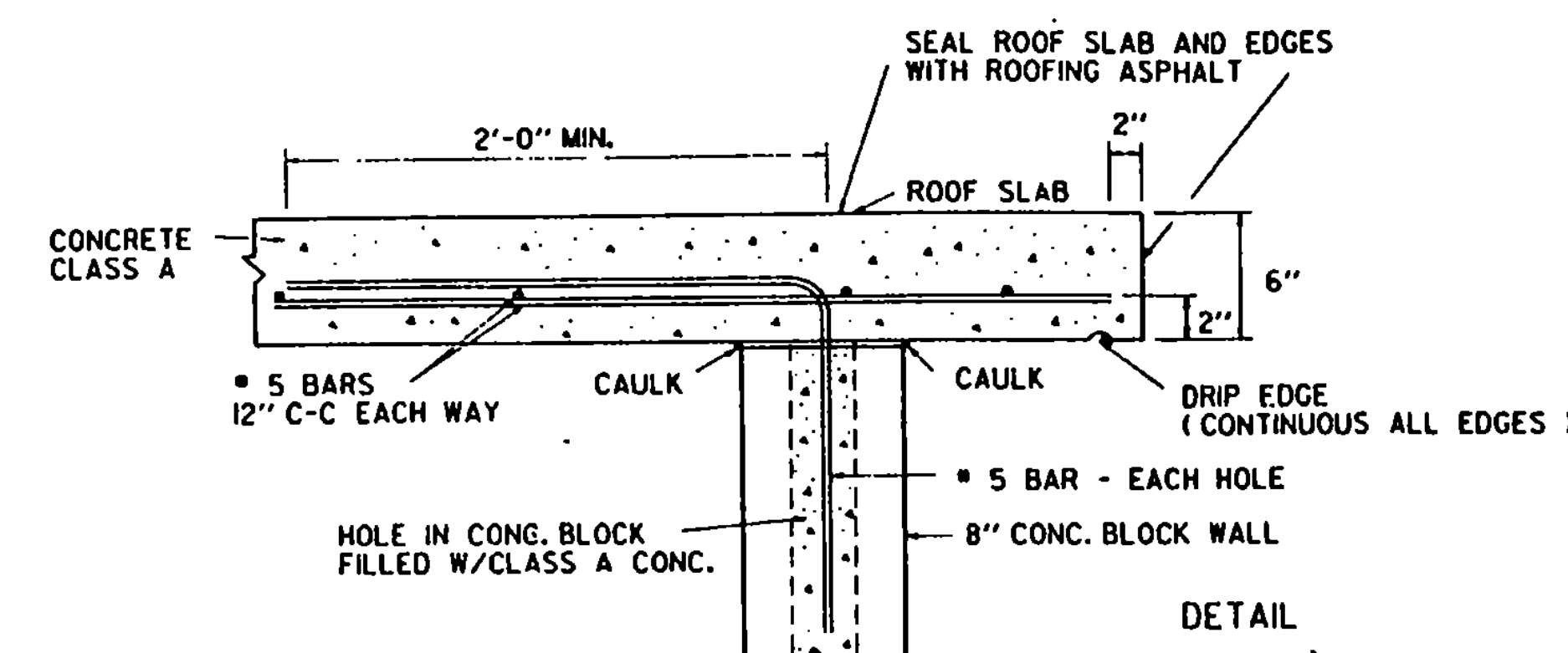
STANDARD  
AP-3

# NOTES

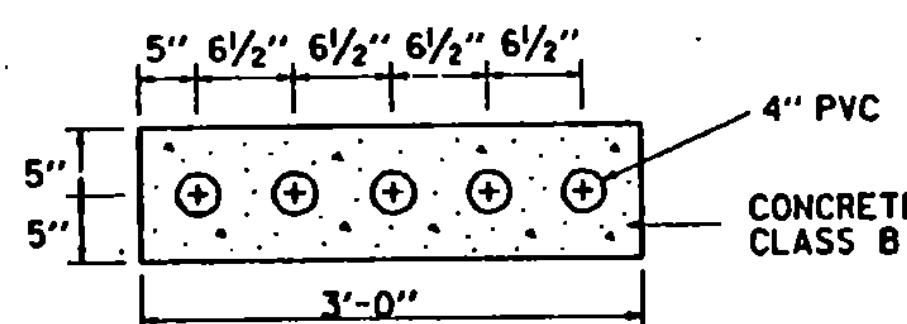
- 1 MOUNT CONTACTORS, BOOSTER TRANSFORMERS AND MISC. HARDWARE ON SAME WALL AS NEW 12 CIRCUIT PANEL BOX.
- 2 PROVIDE GROUND BUS BENEATH 12 CIRCUIT PANEL BOX.
- 3 INSTALL ELECTRIC PANEL ON 3/4" PLYWOOD, SET OFF FROM WALL ON 2" x 4" S. ALL WOOD TO BE PAINTED.
- 4 PROVIDE AT LEAST 1% ROOF SLOPE (TO EAST).
- 5 FOUNDATION FLOOR TO SLOPE TO CENTER OF VAULT.
- 6 FIRST COURSE OF BLOCKS ON FOUNDATION TO BE TWO 4" SOLID BLOCKS WITH COPPER FABRIC FLASHING BETWEEN - SEE DETAIL A.
- 7 PROVIDE ALUMINUM BIRD AND INSECT SCREEN AT AIR INTAKE ON LOUVER AND EXHAUST VENT.
- 8 CAULK AT ALL METAL TO CONCRETE INTERFACES.
- 9 PROVIDE DOOR BUMPER ON WALL AND STRIKE SIDE OF JAMB.
- 10 ELECTRICAL PANEL BOARD AND METER INCLUDED IN AIRPORT TRANSFORMER VAULT EQUIP.
- 11 CONCRETE BLOCK WALLS AND CONCRETE CEILING SHALL BE SEALED WITH TWO COATS OF APPROVED SEALER. A FINAL COAT OF WHITE PAINT SHALL BE APPLIED OVER THE SEALER.
- 12 ALL CAULKING SHALL BE ASPHALTIC JOINT COMPOUND.



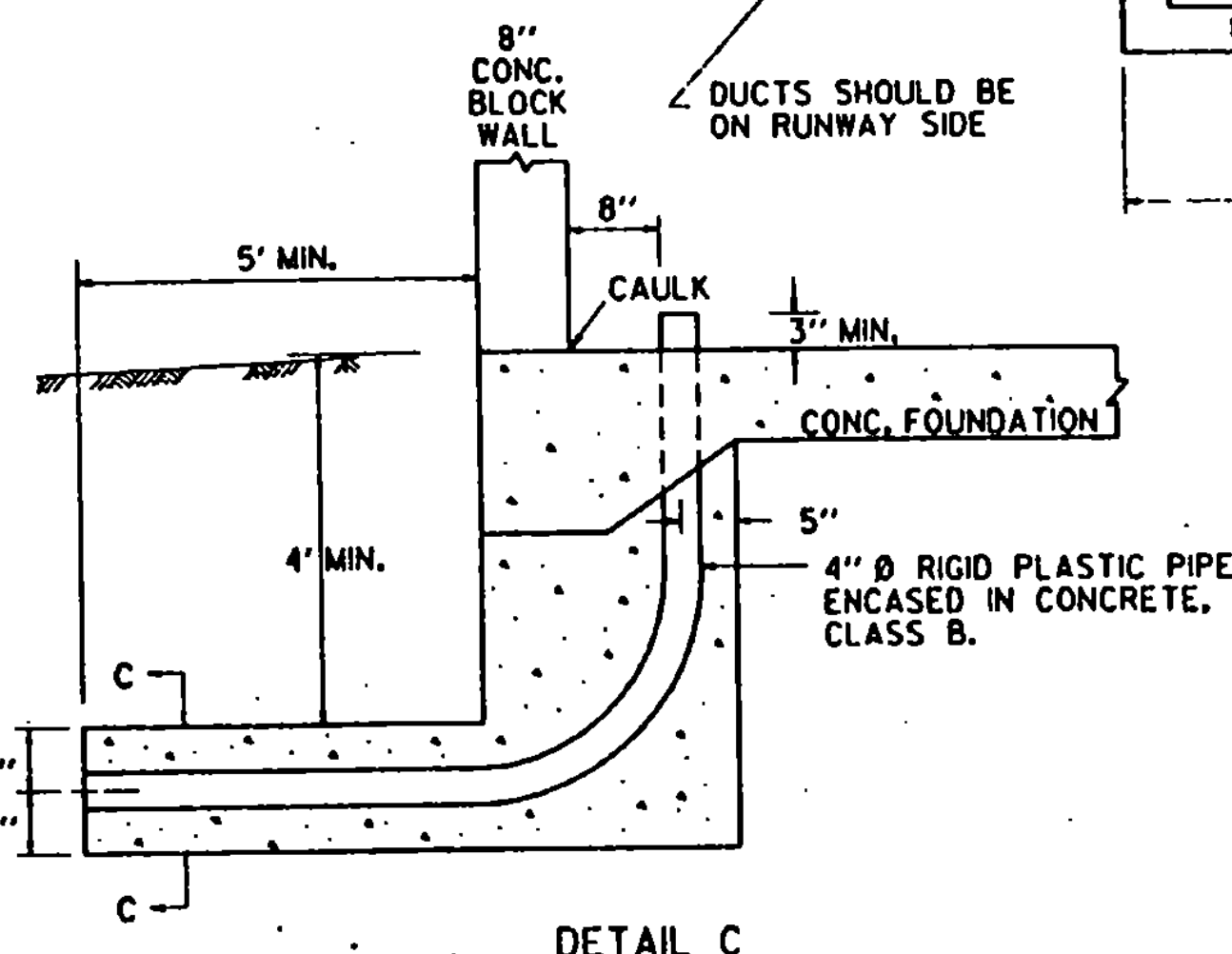
PLAN



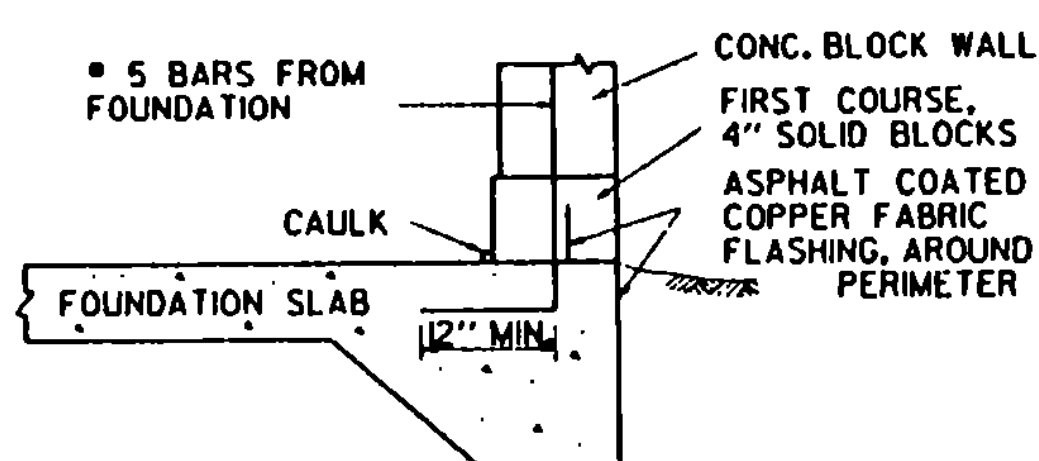
ROOF DETAIL



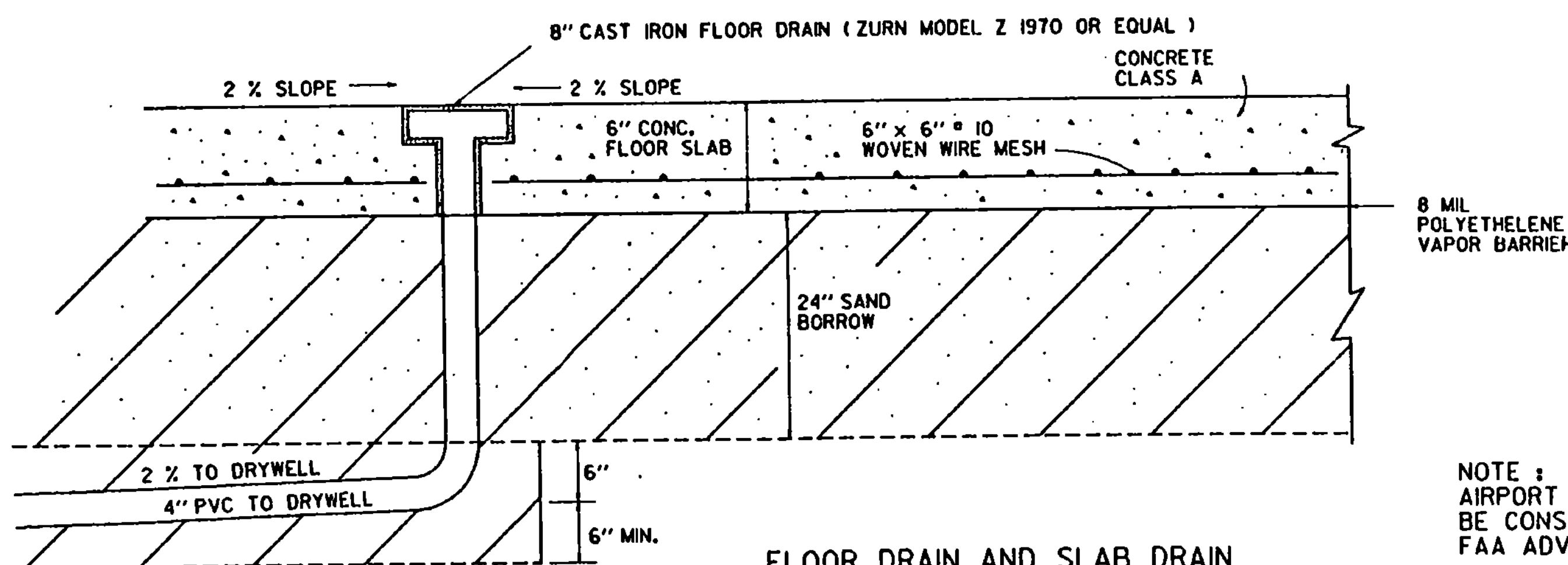
SECTION C-C



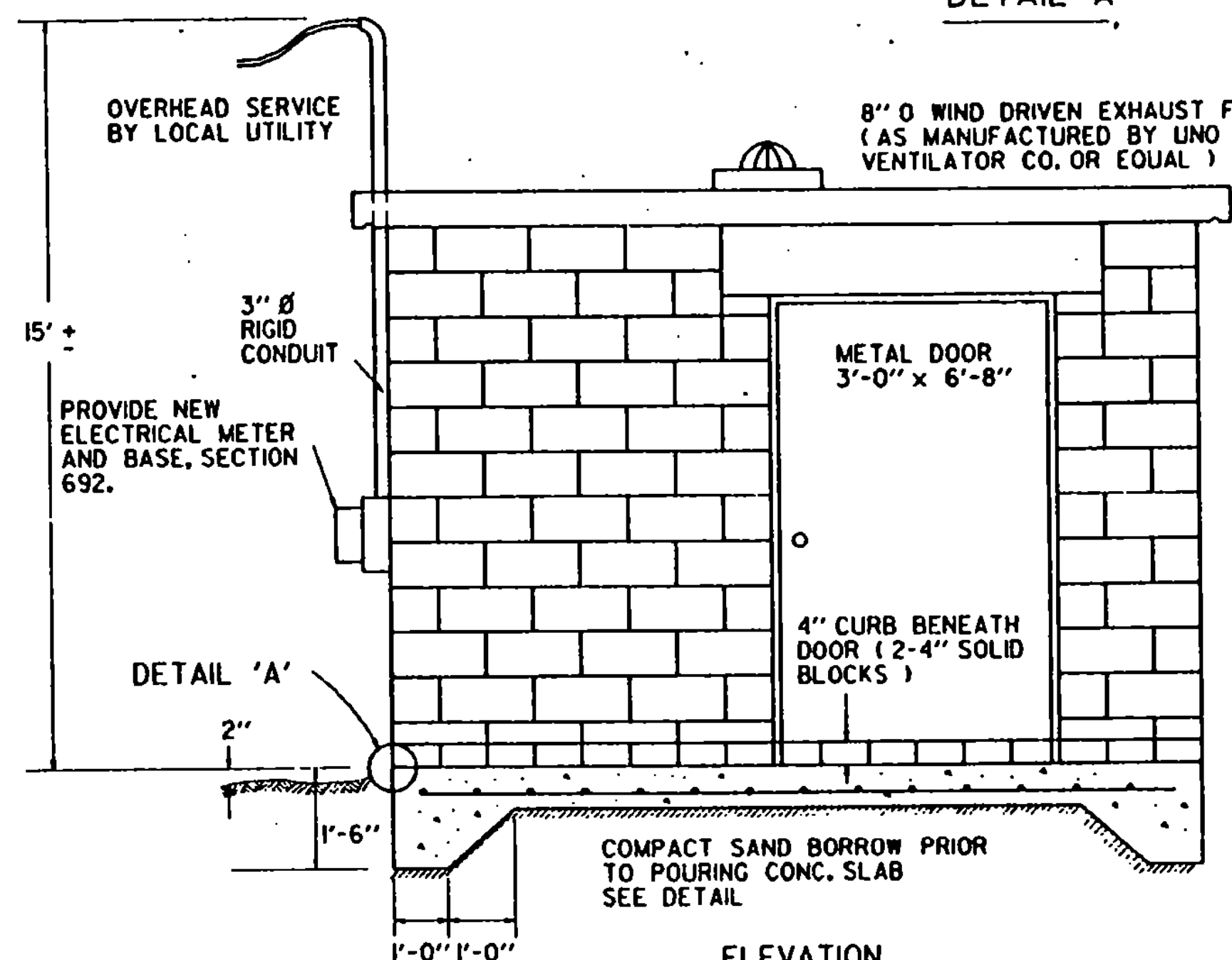
DETAIL C



DETAIL A

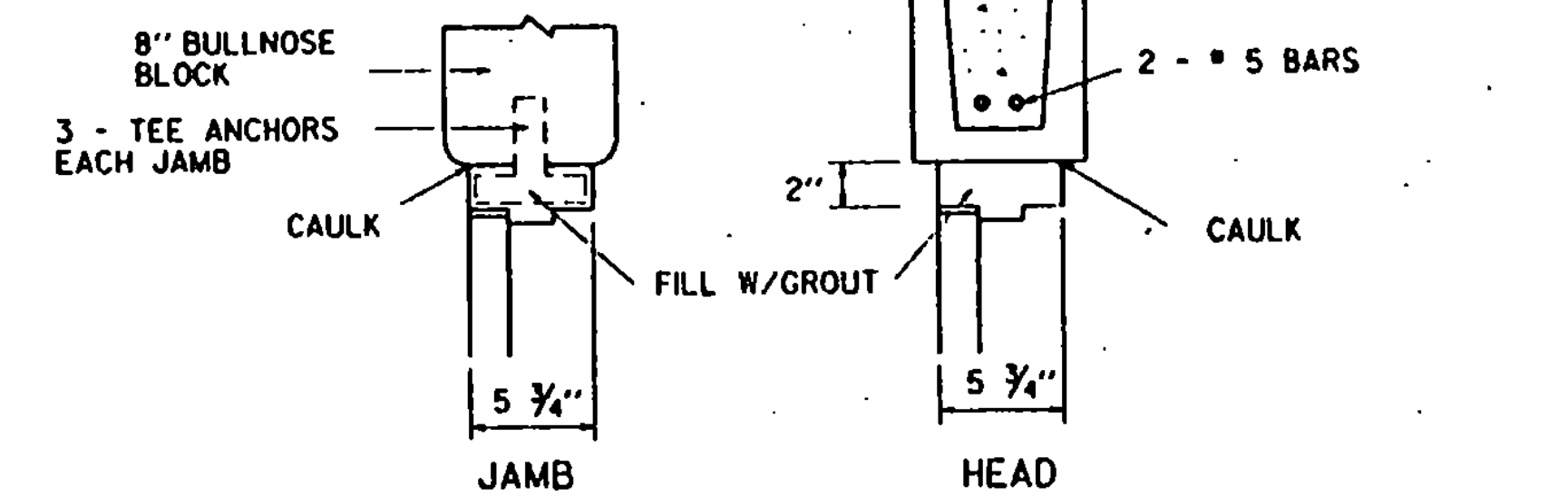


FLOOR DRAIN AND SLAB DRAIN

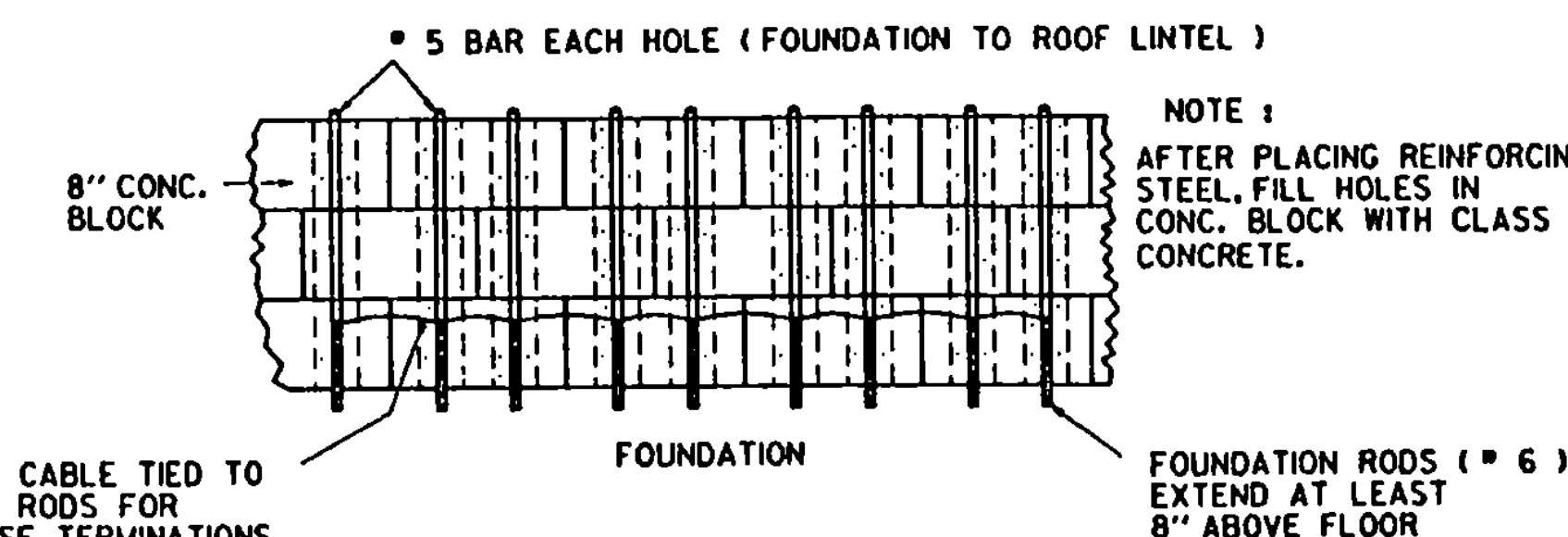


ELEVATION

AIRPORT TRANSFORMER VAULT



DOOR DETAILS FOR HOLLOW METAL FRAMES



WALL DETAIL

NOTE: AIRPORT TRANSFORMER HOUSING TO BE CONSTRUCTED AS PER CURRENT FAA ADVISORY CIRCULAR.

4.0 COPPER CABLE TIED TO FOUNDATION RODS FOR COUNTERPOISE TERMINATIONS

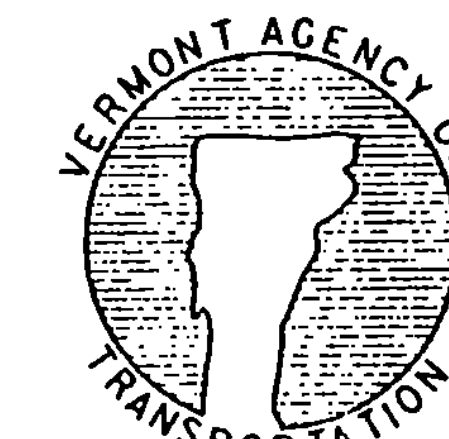
REVISIONS AND CORRECTIONS  
SHEET UPDATED MARCH 1, 1990

APPROVED

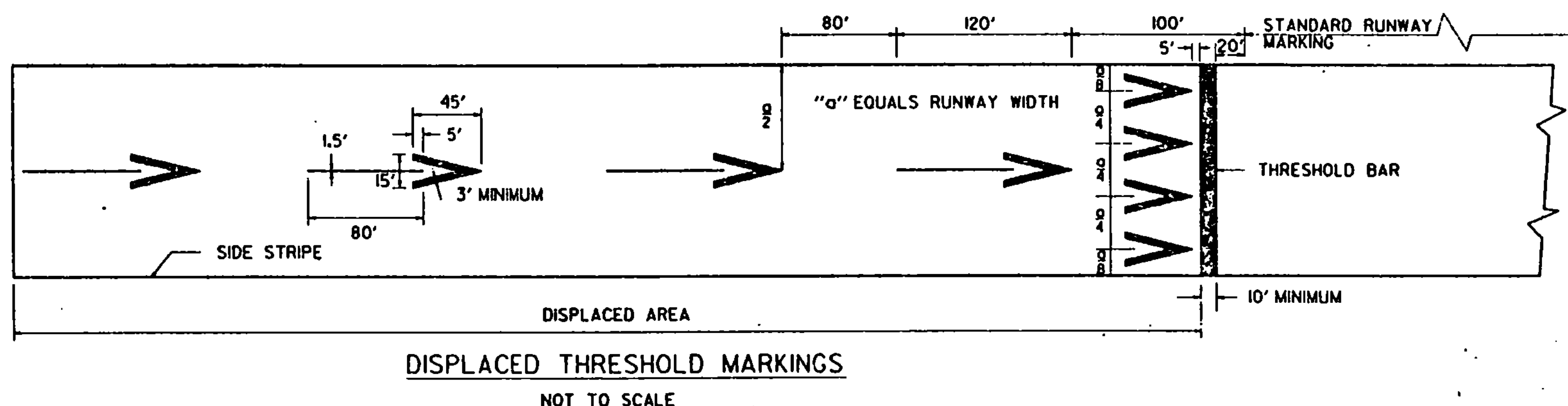
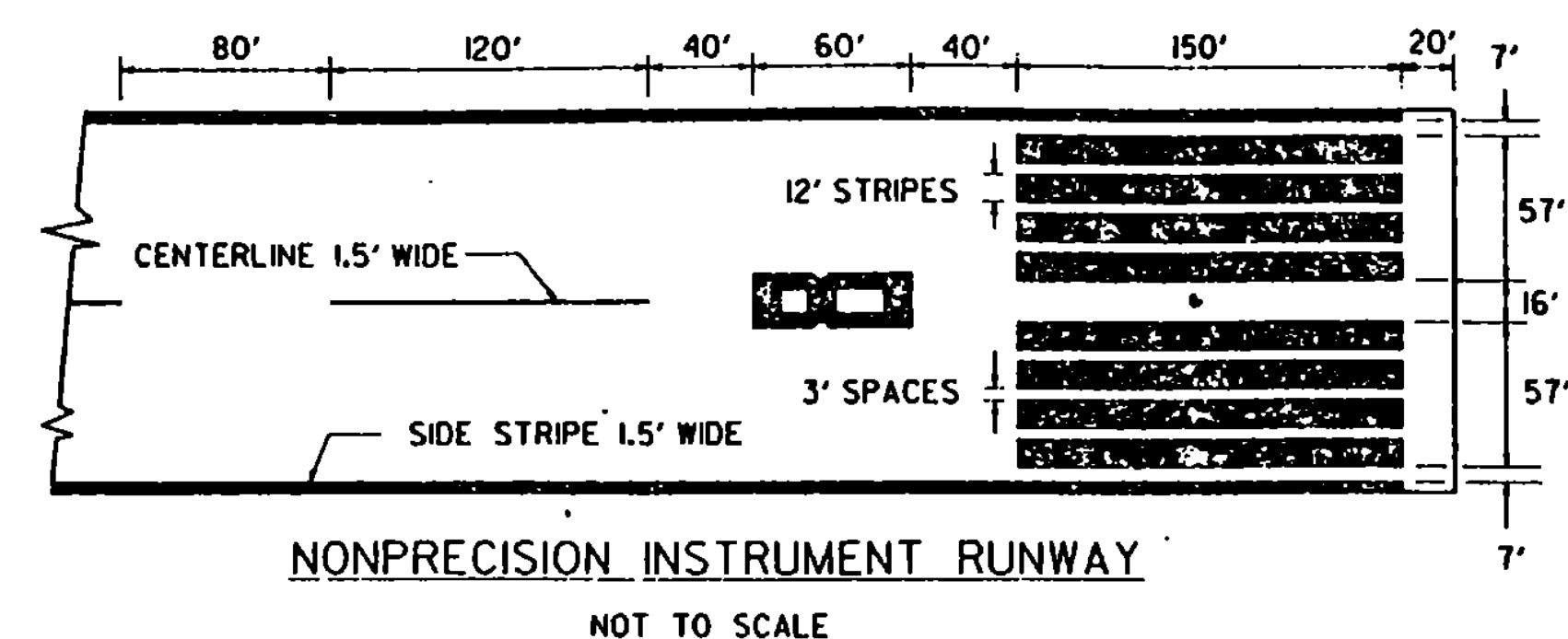
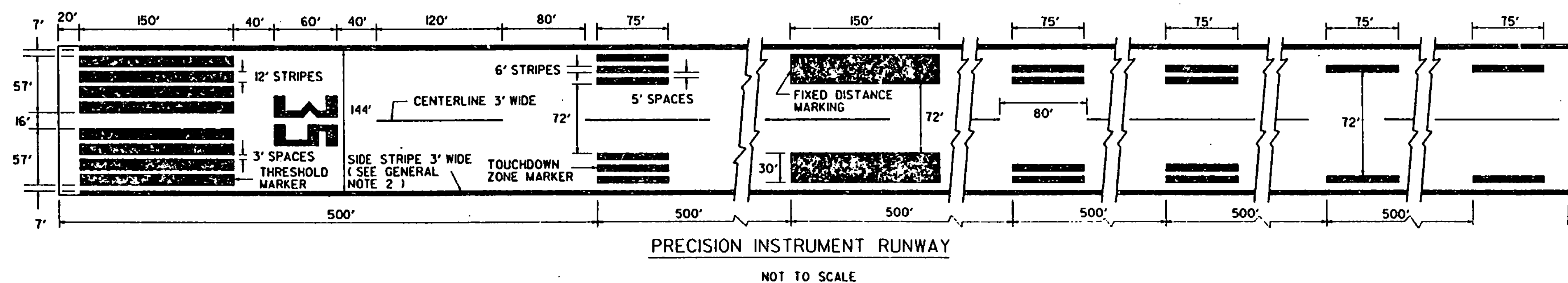
MARCH 13, 1990  
DATE

James D. McArthur  
DIRECTOR, PLANNING AND  
PRECONSTRUCTION  
Richard H. Hough  
DIRECTOR, DESIGN DIVISION

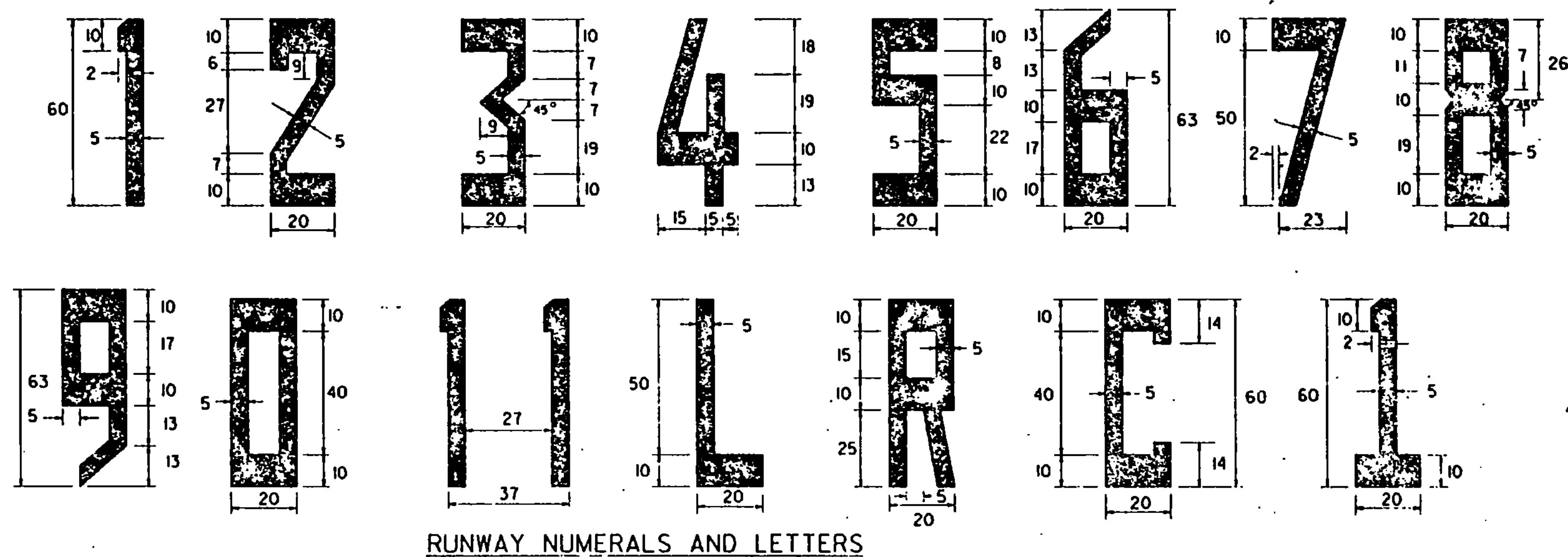
## TRANSFORMER VAULT DETAILS



STANDARD  
AP-9



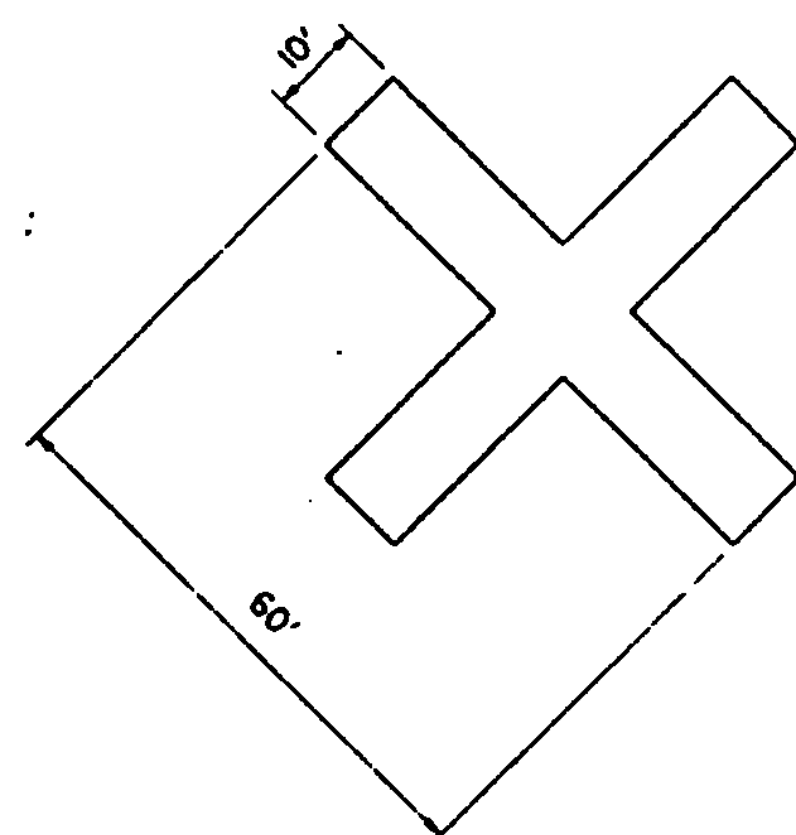
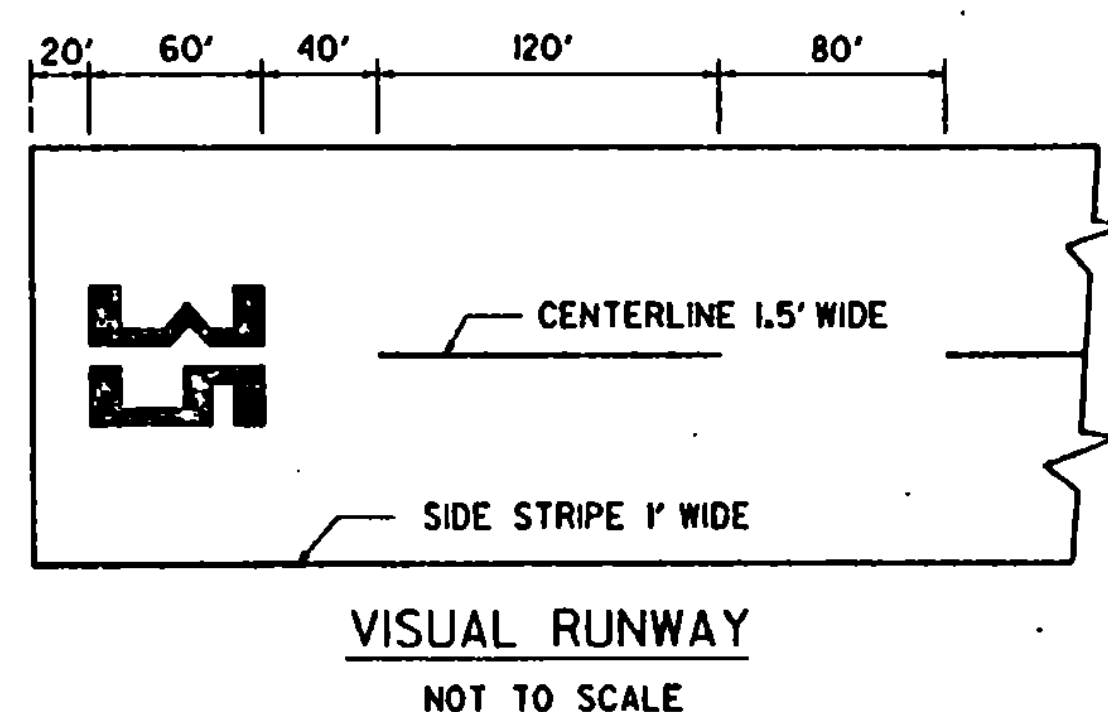
- NOTES
1. FOUR ARROWHEADS ARE PLACED SYMMETRICALLY ACROSS RUNWAY WITH UNIFORM LATERAL SPACING AS INDICATED.
  2. ALL MARKINGS IN THE DISPLACED AREA ARE YELLOW EXCEPT THE THRESHOLD BAR WHICH IS WHITE.
  3. RUNWAY SIDE STRIPES, WHEN USED ON THE RUNWAY, EXTEND INTO THE DISPLACED AREA.



- NOTES
1. ALL LETTERS AND NUMERALS, EXCEPT THE NUMBER ELEVEN AS SHOWN, ARE HORIZONTALLY SPACED 15 FEET APART.
  2. DIMENSIONS ARE EXPRESSED IN FEET.
  3. THE NUMERAL ONE, WHEN USED ALONE, CONTAINS A HORIZONTAL BAR TO DIFFERENTIATE IT FROM THE RUNWAY CENTERLINE MARKING.

- GENERAL NOTES
1. ALL RUNWAY MARKINGS ARE WHITE EXCEPT IN THE DISPLACED THRESHOLD AREA AND NON FULL STRENGTH SHOULDER MARKINGS.
  2. FOR RUNWAYS LESS THAN 150' IN WIDTH, THE WIDTH OF THE MARKINGS, SPACES BETWEEN MARKINGS, AND DISTANCE OF MARKINGS FROM THE RUNWAY EDGE ARE CHANGED PROPORTIONALLY.
  3. ADJUSTMENTS TO THE LENGTH OF THE CENTERLINE STRIPES AND GAPS, WHERE NECESSARY TO ACCOMMODATE THE RUNWAY LENGTH, ARE MADE NEAR THE RUNWAY MIDPOINT.
  4. ALL RUNWAY MARKINGS ARE TO BE STRIATED WITH ALL STRIPES AND SPACES EQUAL IN WIDTH (4" TO 6").

NOTE:  
MARKING OF RUNWAY SHOULD BE  
BASED ON FAA SPECIFICATIONS.  
SEE CURRENT FAA ADVISORY CIRCULAR.



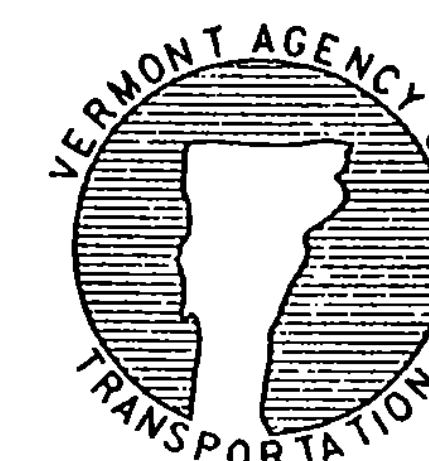
- TEMPORARY  
CLOSED RUNWAY MARKER NOTES:
1. MARKERS TO BE YELLOW PLYWOOD OR SNOW FENCE.
  2. MARKERS TO BE SUBSIDIARY TO OTHER PAY ITEMS.
  3. MARKERS TO BE PLACED OVER RUNWAY NUMERALS OR OFF THE RUNWAY ENDS AS APPLICABLE.
  4. MARKERS TO BE ANCHORED TO THE SATISFACTION OF THE ENGINEER.

REVISIONS AND CORRECTIONS  
SHEET UPDATED MARCH 5, 1990

APPROVED *March 13, 1990*  
DATE

*Stephen B. McArthur*  
DIRECTOR, PLANNING AND  
PRECONSTRUCTION  
*Robert M. Mungler*  
DIRECTOR, DESIGN DIVISION

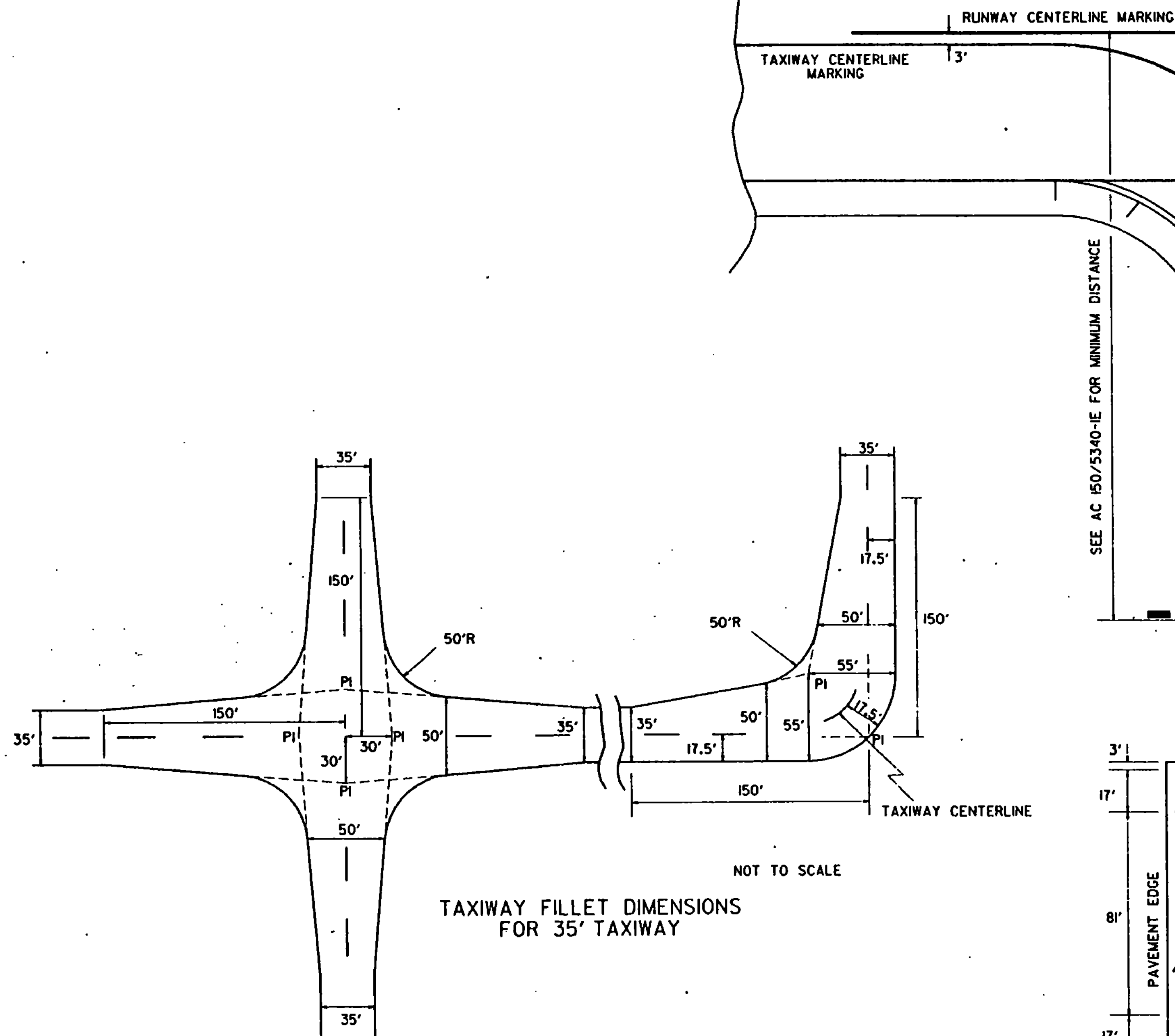
## RUNWAY MARKING DETAILS



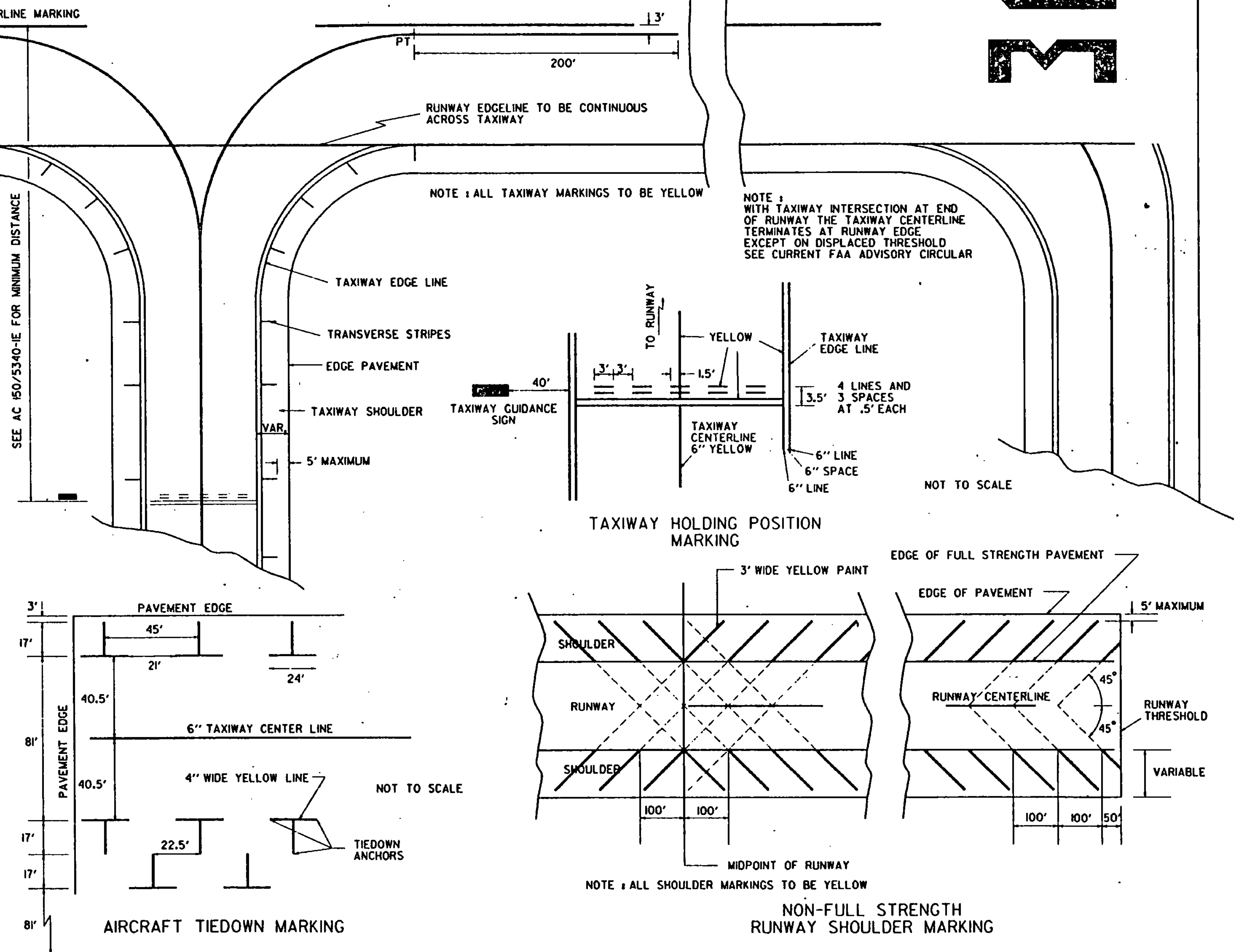
STANDARD  
AP-10

NOTE :  
ON LIGHT COLORED PAVEMENTS THE CONTRAST OF THE MARKINGS IS  
TO BE INCREASED BY OUTLINING ALL MARKINGS WITH A 6" BLACK BORDER.

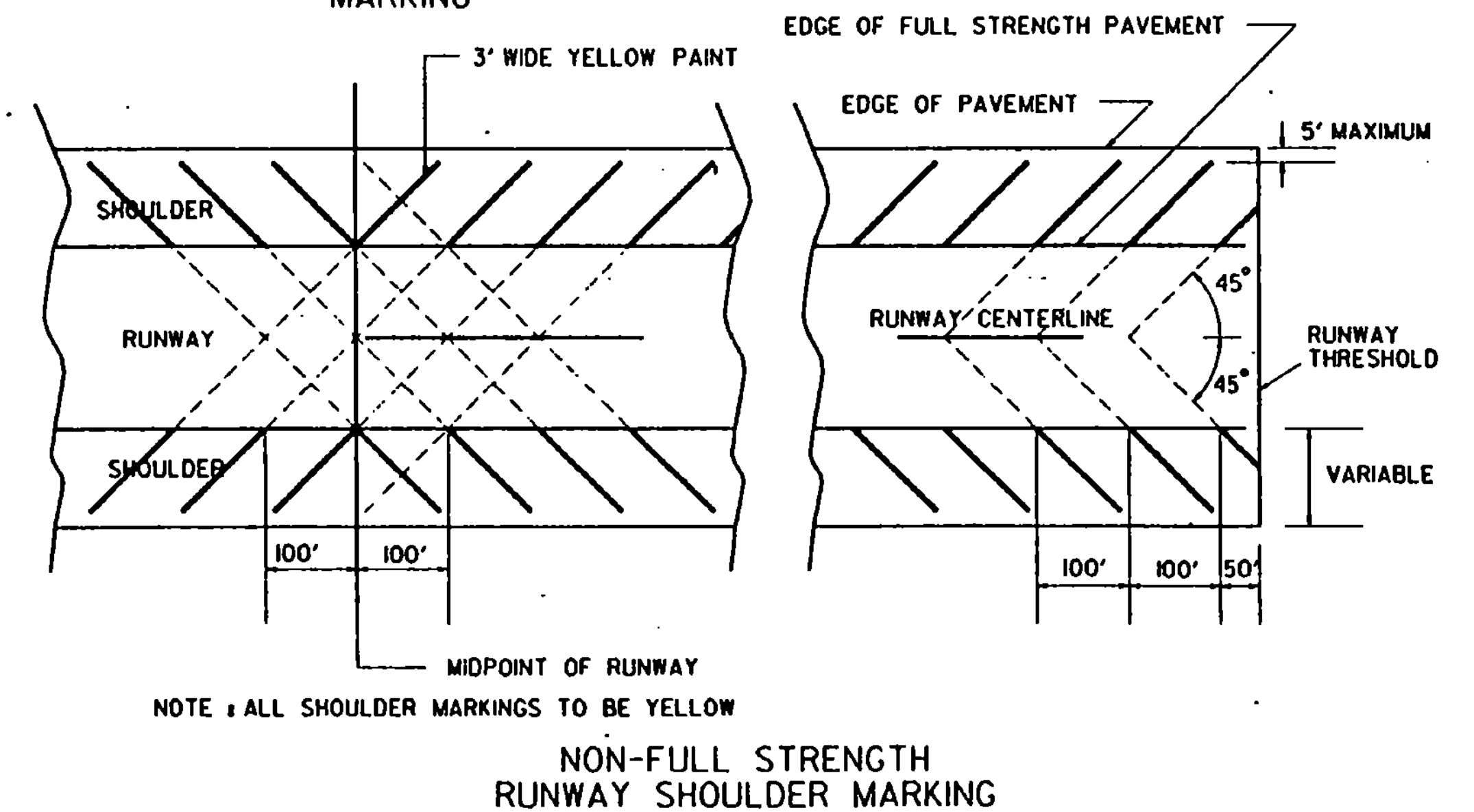
SEE STANDARD AP-10 FOR RUNWAY MARKING DETAILS



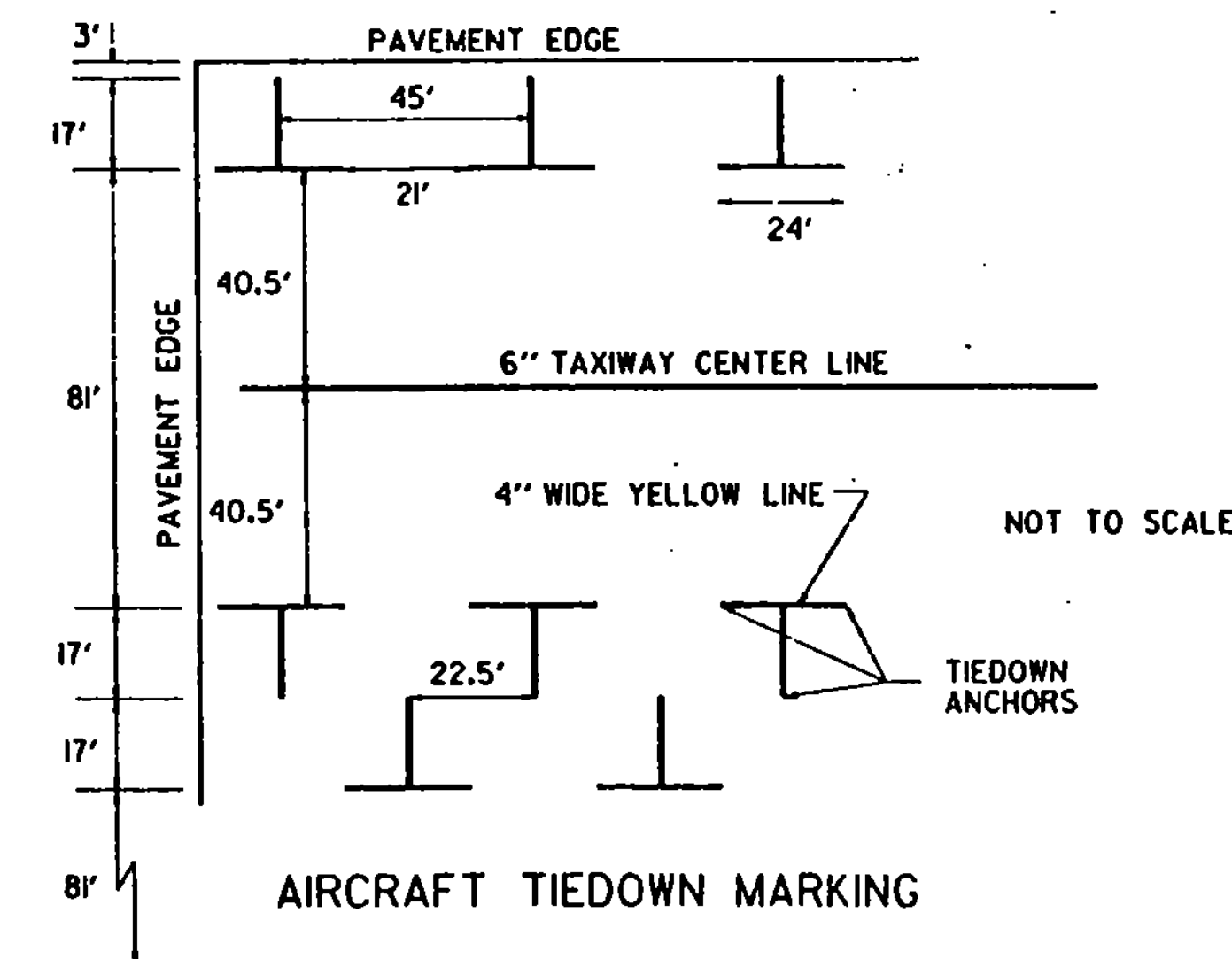
TAXIWAY FILLET DIMENSIONS  
FOR 35' TAXIWAY



TAXIWAY HOLDING POSITION  
MARKING



NON-FULL STRENGTH  
RUNWAY SHOULDER MARKING



AIRCRAFT TIEDOWN MARKING

REVISIONS AND CORRECTIONS  
SHEET UPDATED MARCH 1, 1990

APPROVED

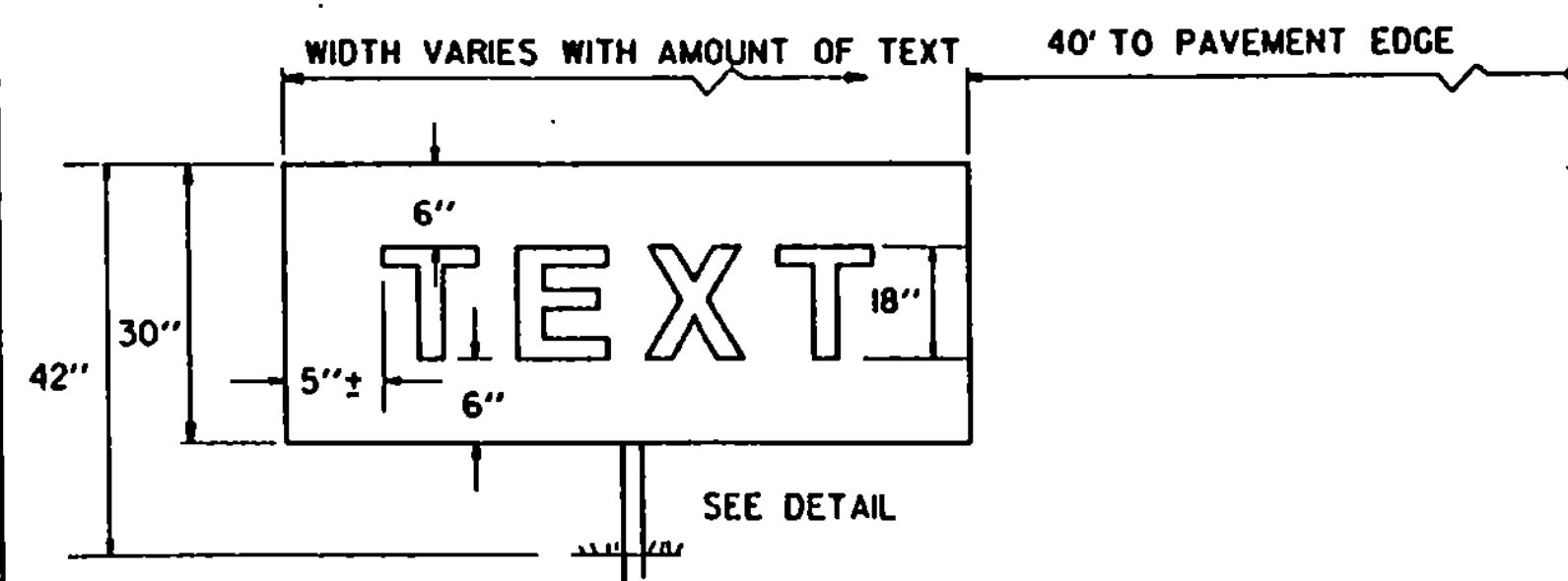
MARCH 13, 1990  
DATE

*Andrew S. MacArthur*  
DIRECTOR, PLANNING AND  
PRECONSTRUCTION  
*Robert M. Murphy*  
DIRECTOR, DESIGN DIVISION

## TAXIWAY AND APRON MARKING DETAILS

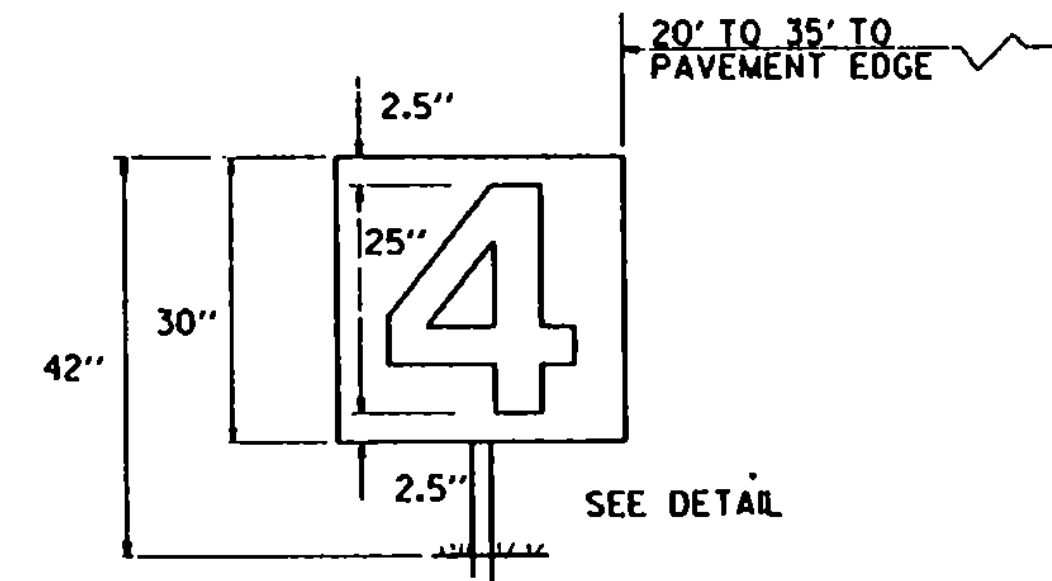
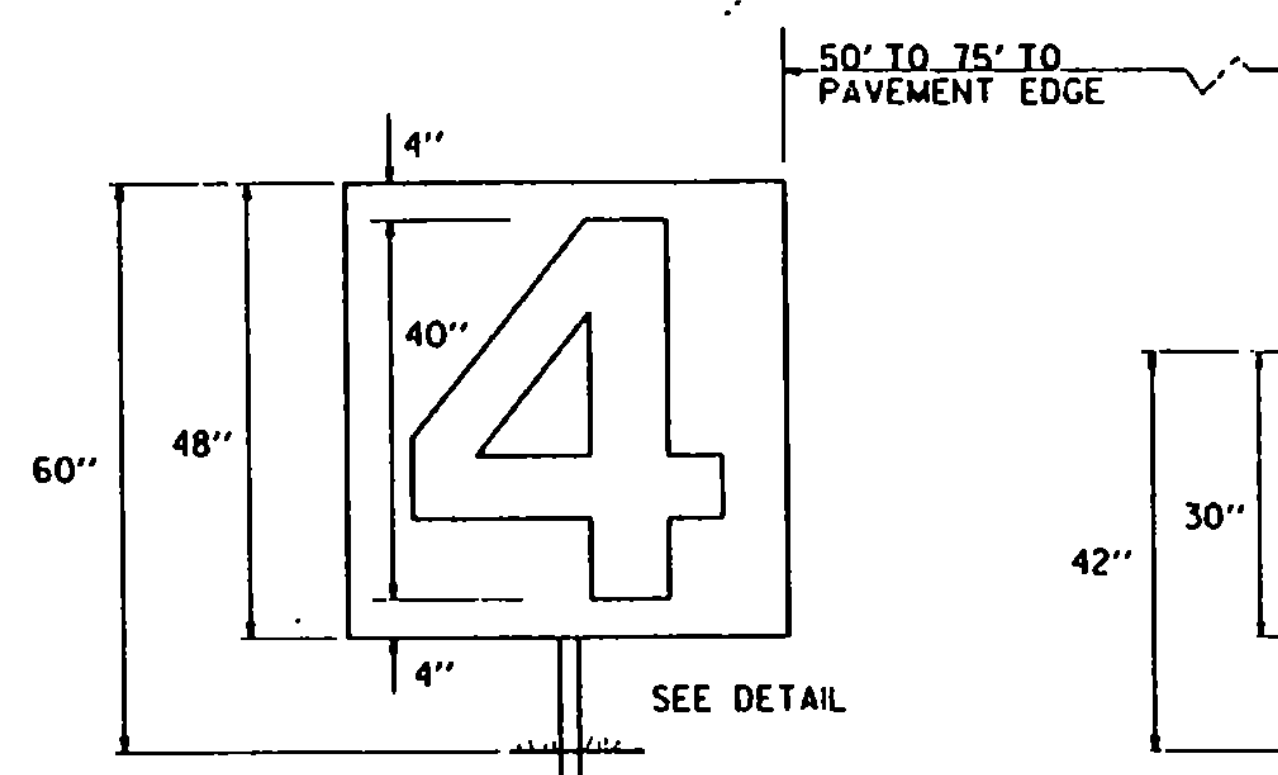


STANDARD  
AP-11



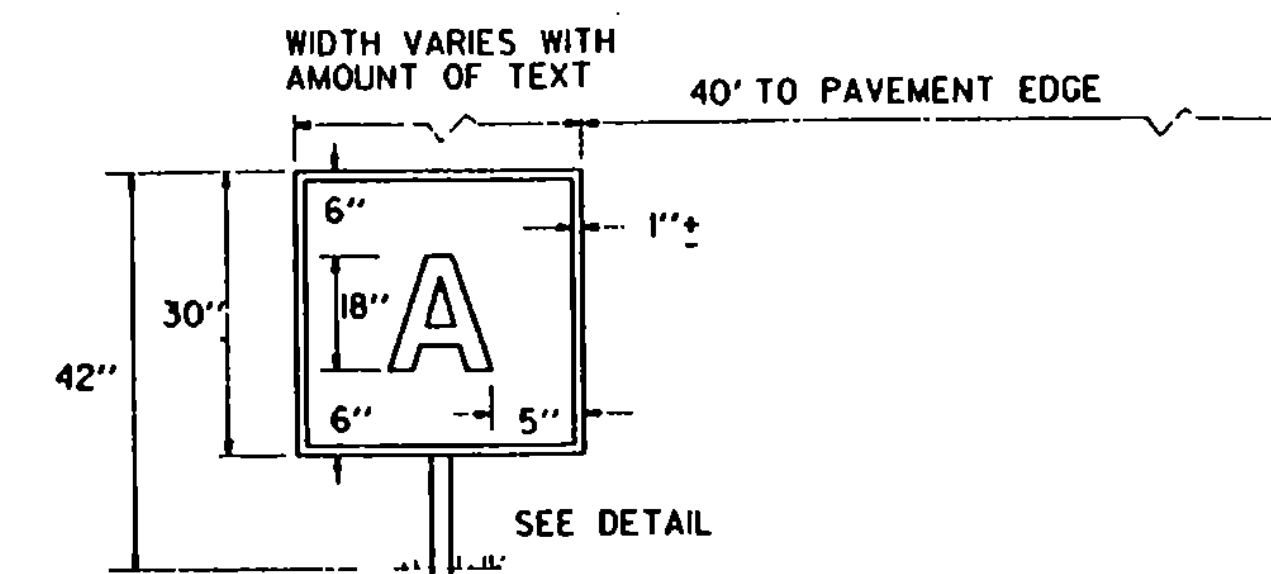
### MANDATORY SIGNS

- MANDATORY SIGNS HAVE WHITE INSCRIPTIONS ON A RED BACKGROUND
- SIGNS TO BE LIGHTED WHEN USED ON CERTIFICATED AIRPORTS OR OTHER AIRPORTS HAVING INSTRUMENT OPERATIONS.
- UNLIGHTED, RETROREFLECTIVE SIGNS MAY BE USED AT GENERAL AVIATION AIRPORTS HAVING ONLY VISUAL FLIGHT (VFR) OPERATIONS.



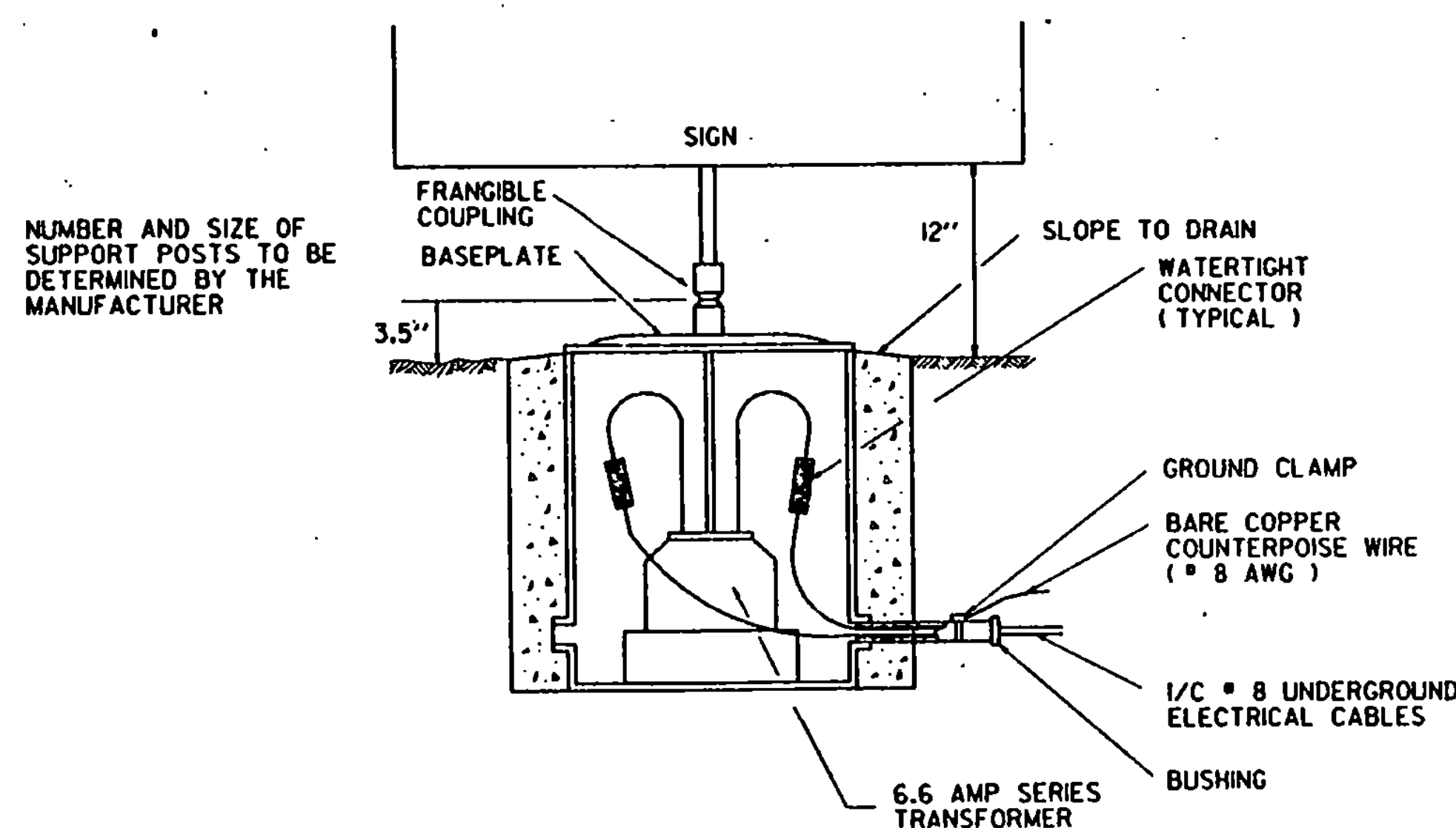
### RUNWAY DISTANCE REMAINING SIGNS

- SIGNS HAVE WHITE INSCRIPTIONS ON A BLACK BACKGROUND.
- LARGE SIGNS USED IF PLACED 50 TO 75 FEET FROM PAVEMENT EDGE.
- SMALL SIGNS USED IF PLACED 20 TO 35 FEET FROM PAVEMENT EDGE.
- SIGN SIZE SHOULD BE CONSISTANT ALONG LENGTH OF EACH RUNWAY.
- ONLY LIGHTED SIGNS ARE USED FOR RUNWAY DISTANCE REMAINING SIGNS.
- SIGNS TO BE DOUBLE-SIDED, PREFERABLY LOCATED ON THE LEFT SIDE OF RUNWAY AS VIEWED FROM THE MOST OFTEN USED DIRECTION.

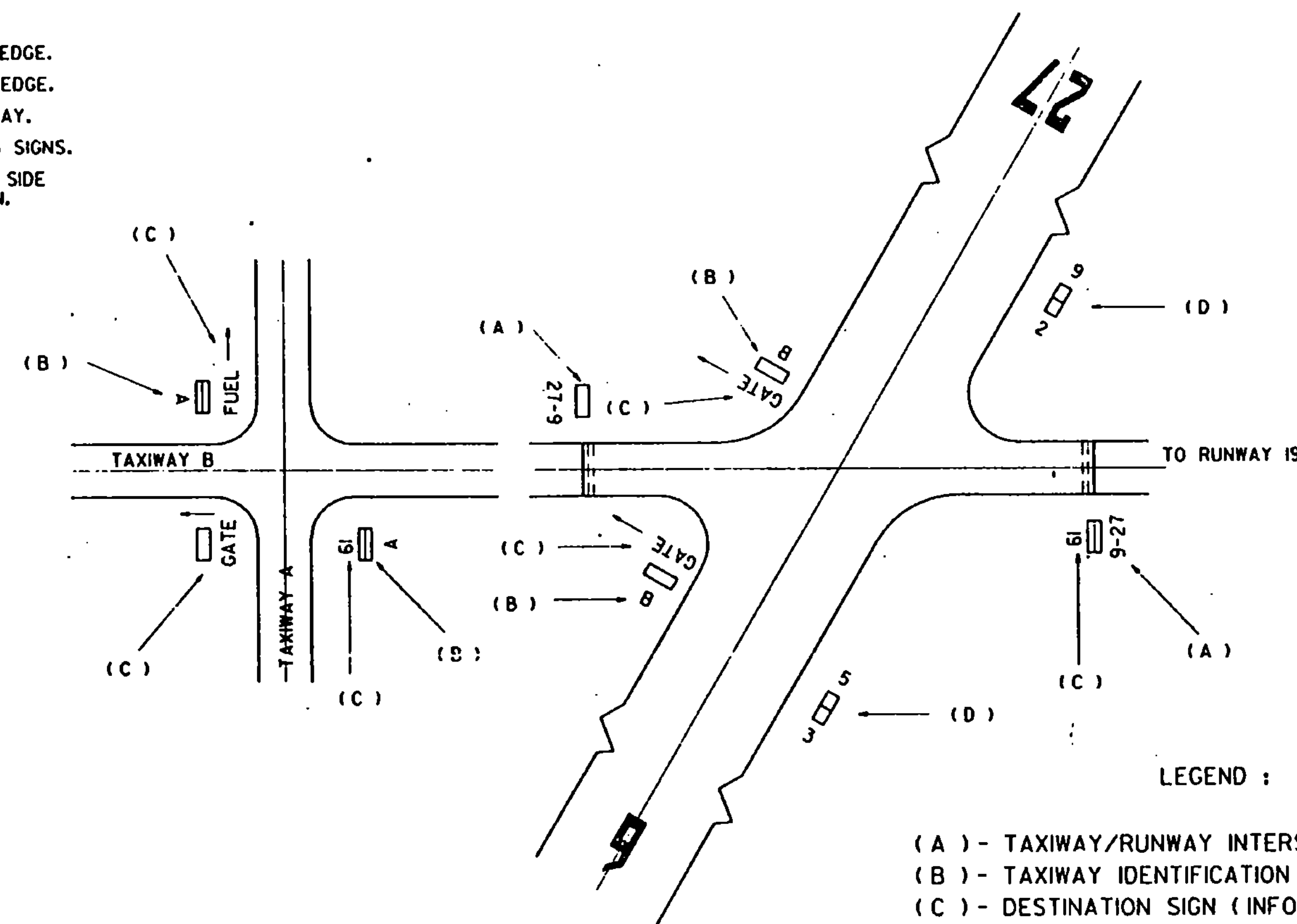


### INFORMATION SIGNS

- INFORMATION SIGNS HAVE BLACK INSCRIPTIONS ON A YELLOW BACKGROUND, AND HAVE A BLACK BORDER.



BASE FOR LIGHTED SIGNS  
DETAIL



### LEGEND :

- (A) - TAXIWAY/RUNWAY INTERSECTION SIGN (MANDATORY TYPE)
- (B) - TAXIWAY IDENTIFICATION SIGN (INFORMATION TYPE)
- (C) - DESTINATION SIGN (INFORMATION TYPE)
- (D) - RUNWAY DISTANCE REMAINING SIGN

TYPICAL SIGN APPLICATIONS

REFER TO CURRENT FAA ADVISORY CIRCULAR .

REVISIONS AND CORRECTIONS  
SHEET UPDATED MARCH 1, 1990

APPROVED

MARCH 1, 1990  
DATE

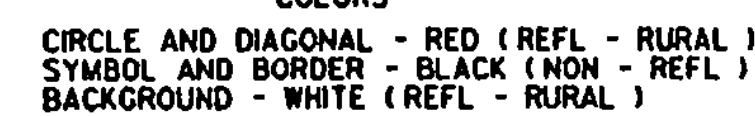
*Stephen B. McArthur*  
DIRECTOR, PLANNING AND  
PRECONSTRUCTION  
*Robert M. Murphy*  
DIRECTOR, DESIGN DIVISION

## SIGN SYSTEMS

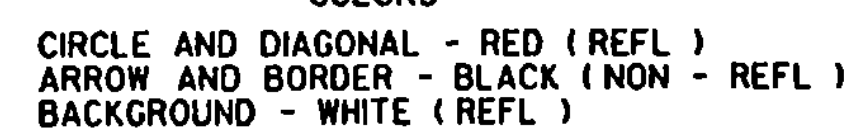


STANDARD  
AP-12

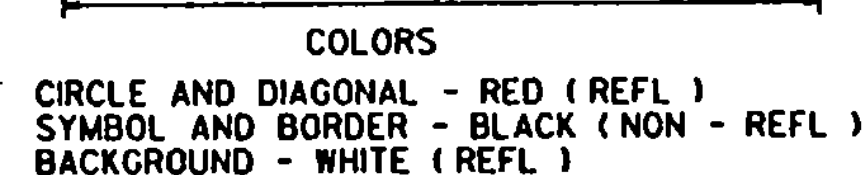




| SIGN                   | DIMENSIONS ( INCHES ) |     |     |    |        |        |        |   |       |  |
|------------------------|-----------------------|-----|-----|----|--------|--------|--------|---|-------|--|
|                        | A                     | B   | C   | D  | E      | F      | G      | H | J     |  |
| URBAN MIN.<br>AND STD. | 12                    | 3/8 | 3/8 | 3  | 6(EM)  | 4 1/2  | 3 1/2  | 1 | 1 1/2 |  |
| RURAL MIN.<br>AND STD. | 24                    | 3/8 | 3/8 | 6  | 12(EM) | 10 1/2 | 8 1/2  | 2 | 1 1/2 |  |
| EXP.WY.                | 36                    | 3/8 | 3/8 | 9  | 18(EM) | 15 1/2 | 12 1/2 | 3 | 2 1/2 |  |
| F.WY.                  | 48                    | 3/4 | 1/4 | 12 | 24(EM) | 21     | 17     | 4 | 3     |  |



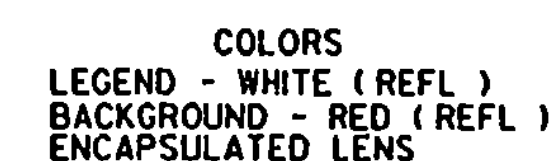
| SIGN           | DIMENSIONS ( INCHES ) |       |       |       |      |       |       |       |         |       |       |       |  |
|----------------|-----------------------|-------|-------|-------|------|-------|-------|-------|---------|-------|-------|-------|--|
|                | A                     | B     | C     | D     | E    | F     | G     | H     | J       | K     | L     | M     |  |
| MIN. AND STD.  | 24                    | 3/8   | 3/8   | 10/32 | 8/32 | 2 1/2 | 2 1/2 | 6     | 2 1/4   | 1 1/2 | 2     | 5     |  |
| SPECIAL EXPWY. | 30                    | 1/2   | 3/4   | 13/16 | 10/8 | 3 1/8 | 3 1/8 | 7 1/2 | 2 13/16 | 1 3/8 | 2 1/2 | 6 1/4 |  |
| SPECIAL        | 36                    | 5/8   | 7/8   | 15/16 | 12/8 | 3 3/4 | 3 3/4 | 9     | 3 3/8   | 2 1/4 | 3     | 7 1/2 |  |
|                | 48                    | 1 1/4 | 1 1/4 | 21    | 17   | 5     | 12    | 4 1/2 | 3       | 4     | 10    |       |  |



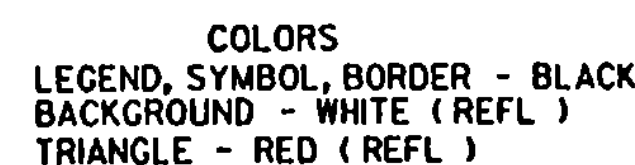
| SIGN | DIMENSIONS ( INCHES ) |               |               |                 |                |                |                |                 |                |  |
|------|-----------------------|---------------|---------------|-----------------|----------------|----------------|----------------|-----------------|----------------|--|
|      | A                     | B             | C             | D               | E              | F              | G              | H               | J              |  |
| MIN. | 18                    | $\frac{3}{8}$ | $\frac{5}{8}$ | $7\frac{1}{8}$  | $6\frac{3}{8}$ | $1\frac{1}{2}$ | $3\frac{3}{4}$ | $10\frac{1}{2}$ | $1\frac{1}{2}$ |  |
| STD. | 24                    | $\frac{3}{8}$ | $\frac{5}{8}$ | $10\frac{1}{2}$ | $8\frac{1}{2}$ | 2              | 5              | 14              | $1\frac{1}{2}$ |  |



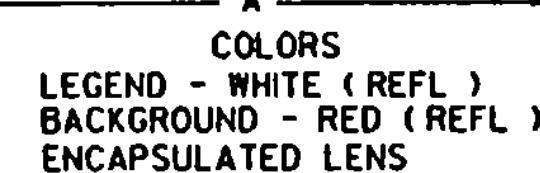
| SIGN          | DIMENSIONS ( INCHES ) |       |    |       |   |        |        |        |        |       |        |  |
|---------------|-----------------------|-------|----|-------|---|--------|--------|--------|--------|-------|--------|--|
|               | A                     | B     | C  | D     | E | F      | G      | H      | J      | K     | L      |  |
| MIN. AND STD. | 30                    | 6 1/2 | 4D | 2     | 5 | 14 1/2 | 12 1/2 | 9 3/4  | 10     | 1 1/8 | 7 1/2  |  |
| EXPWY.        | 36                    | 7 1/2 | 5D | 2 1/2 | 6 | 17 1/2 | 15     | 12     | 12 3/8 | 2 1/4 | 8 1/2  |  |
| SPECIAL       | 48                    | 11    | 6D | 3     | 8 | 23 1/2 | 20     | 14 1/2 | 15     | 3     | 11 1/2 |  |



| SIGN    | DIMENSIONS (INCHES) |                |    |     |   |                 |
|---------|---------------------|----------------|----|-----|---|-----------------|
|         | A                   | B              | C  | D   | E | F               |
| BIKE    | 18                  | $\frac{3}{8}$  | 6  | 6C  | 3 | $7\frac{1}{4}$  |
| MIN.    | 24                  | $\frac{5}{8}$  | 8  | 8C  | 4 | 10              |
| STD.    | 30                  | $\frac{3}{4}$  | 10 | 10C | 5 | $12\frac{1}{2}$ |
| EXPWY.  | 36                  | $\frac{7}{8}$  | 12 | 12C | 6 | 15              |
| SPECIAL | 48                  | $1\frac{1}{8}$ | 16 | 16C | 8 | 20              |

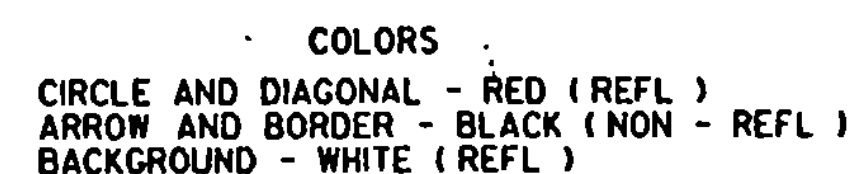


| SIGN  | DIMENSIONS ( INCHES ) |    |               |                 |                 |                  |               |               |                  |                 |                 |                |
|-------|-----------------------|----|---------------|-----------------|-----------------|------------------|---------------|---------------|------------------|-----------------|-----------------|----------------|
|       | A                     | B  | C             | D               | E               | F                | G             | H             | J                | K               | L               | M              |
| SMALL | 18                    | 24 | $\frac{3}{8}$ | $\frac{3}{8}$   | 11              | $\frac{7}{4}$    | $\frac{1}{8}$ | $\frac{3}{8}$ | $1\frac{1}{2}$ C | 9               | $1\frac{1}{4}$  | $\frac{1}{4}$  |
| LARGE | 24                    | 30 | $\frac{1}{2}$ | $1\frac{3}{16}$ | $13\frac{1}{4}$ | $15\frac{1}{16}$ | $\frac{1}{2}$ | $\frac{1}{4}$ | 2 C              | $11\frac{1}{4}$ | $2\frac{3}{16}$ | $\frac{3}{16}$ |



| SIGN    | DIMENSIONS ( INCHES ) |    |               |                |    |   |                  |                 |                |
|---------|-----------------------|----|---------------|----------------|----|---|------------------|-----------------|----------------|
|         | A                     | B  | C             | D              | E  | F | G                | H               | J              |
| MIN.    | 30                    | 18 | $\frac{3}{8}$ | 3              | 5D | 2 | $\frac{11}{16}$  | $6\frac{1}{16}$ | $\frac{1}{2}$  |
| STD.    | 36                    | 24 | $\frac{3}{4}$ | $4\frac{1}{2}$ | 6D | 3 | $1\frac{13}{16}$ | $8\frac{1}{16}$ | $\frac{1}{2}$  |
| SPECIAL | 42                    | 30 | $\frac{3}{4}$ | 5              | 8D | 4 | $1\frac{17}{16}$ | $10\frac{1}{4}$ | $1\frac{1}{8}$ |

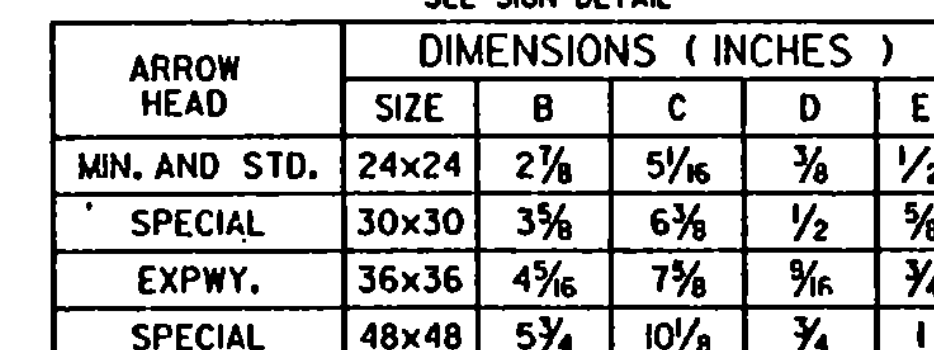
DETAILS SAME FOR  
EACH SIGN



| SIGN          | DIMENSIONS ( INCHES ) |     |       |       |       |       |      |       |       |       |     |  |
|---------------|-----------------------|-----|-------|-------|-------|-------|------|-------|-------|-------|-----|--|
|               | A                     | B   | C     | D     | E     | F     | G    | H     | J     | K     | L   |  |
| MIN. AND STD. | 24                    | 3/8 | 3/8   | 10/32 | 8/32  | 1/2   | 2/32 | 10/32 | 11/32 | 2     | 1/2 |  |
| SPECIAL       | 30                    | 1/2 | 3/4   | 13/32 | 10/32 | 1 1/8 | 3/8  | 13/32 | 14/32 | 2 1/2 | 3/4 |  |
| EXPWY.        | 36                    | 3/8 | 5/8   | 15/32 | 12/32 | 2 1/4 | 3/4  | 15/32 | 17/32 | 3     | 3/4 |  |
| SPECIAL       | 48                    | 3/4 | 1 1/4 | 2 1/8 | 2 3/4 | 3     | 5    | 21    | 23    | 4     | 1   |  |



| SIGN    | DIMENSIONS ( INCHES ) |       |   |       |         |         |       |       |       |
|---------|-----------------------|-------|---|-------|---------|---------|-------|-------|-------|
|         | A                     | B     | C | D     | E       | F       | G     | H     | J     |
| BIKE    | 24                    | 3/8   | 3 | 1 3/8 | 2C      | 3 1/4   | 3     | 1/8   | 1 1/2 |
| MIN.    | 30                    | 5/8   | 4 | 1 1/4 | 2 1/2 C | 3 15/16 | 3 5/8 | 1/8   | 1 1/2 |
| STD.    | 36                    | 1     | 5 | 2     | 3C      | 4 11/16 | 4 3/8 | 1/4   | 1 1/2 |
| EXPWY.  | 48                    | 3/4   | 6 | 2 3/4 | 4C      | 5 1/4   | 5 1/8 | 2     | 2     |
| SPECIAL | 60                    | 1 1/2 | 8 | 3 3/2 | 5C      | 7 1/4   | 7 1/4 | 2 1/2 | 2 1/2 |



**COLORS:**

THE REGULATORY SIGNS SHOWN ON THIS SHEET SHALL BE AS DETAILED FOR EACH SIGN. THE COLORS SHALL CONFORM WITH THE COLORS ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS AND APPROVED BY THE DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION.

**MATERIALS:**

THE SIGN BASE MATERIALS USED FOR THE REGULATORY SIGNS SHOWN ON THIS SHEET MAY BE ANY FOLLOWING OF THE MINIMUM THICKNESS NOTED.

|                               |         |                    |                    |                    |
|-------------------------------|---------|--------------------|--------------------|--------------------|
|                               |         | 24" ▽<br>24" x 24" | 36" ▽<br>36" x 24" |                    |
|                               |         | 24" x 30"          | 36" x 36"          |                    |
|                               |         | 30" ▽<br>30" x 18" | 36" x 36"          | 48" ▽<br>48" x 18" |
|                               |         | 30" x 30"          | 48" x 36"          |                    |
| FLAT SHEET ALUMINUM           | 0.050"  | 0.300"             | 0.300"             | 0.125"             |
| HIGH DENSITY OVERLAID PLYWOOD | 1/8"    | 1/8"               | 3/8"               | 5/8"               |
| GALVANIZED FLAT SHEET STEEL   | 18 GAGE | 16 GAGE            | 14 GAGE            | 12 GAGE            |

ENCAPSULATED LENS REFLECTIVE SHEETING SHALL BE USED FOR THE SIGN BACKGROUND WHERE NOTED.

THE BLACK PORTIONS OF THE SIGNS MAY BE LETTERING FILM, SILK SCREENING OR HAND PAINTED. WHEN HAND PAINTED, POOR WORKMANSHIP SHALL BE CAUSE FOR REJECTION.

**SPECIFICATIONS:**

REGULATORY SIGNS SHALL MEET THE VERMONT STANDARD SPECIFICATIONS FOR "TRAFFIC SIGNS".

**TEXT DESIGN:**

LETTERS, DIGITS, ARROW, SPACINGS AND TEXT DIMENSIONS SHALL CONFORM WITH THE STANDARD ALPHABETS AND DESIGNS PRESCRIBED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

## REVISIONS AND CORRECTIONS

APPROVED

OCT. 30, 1987  
DATE

David B. Kelley  
CHIEF ENGINEER

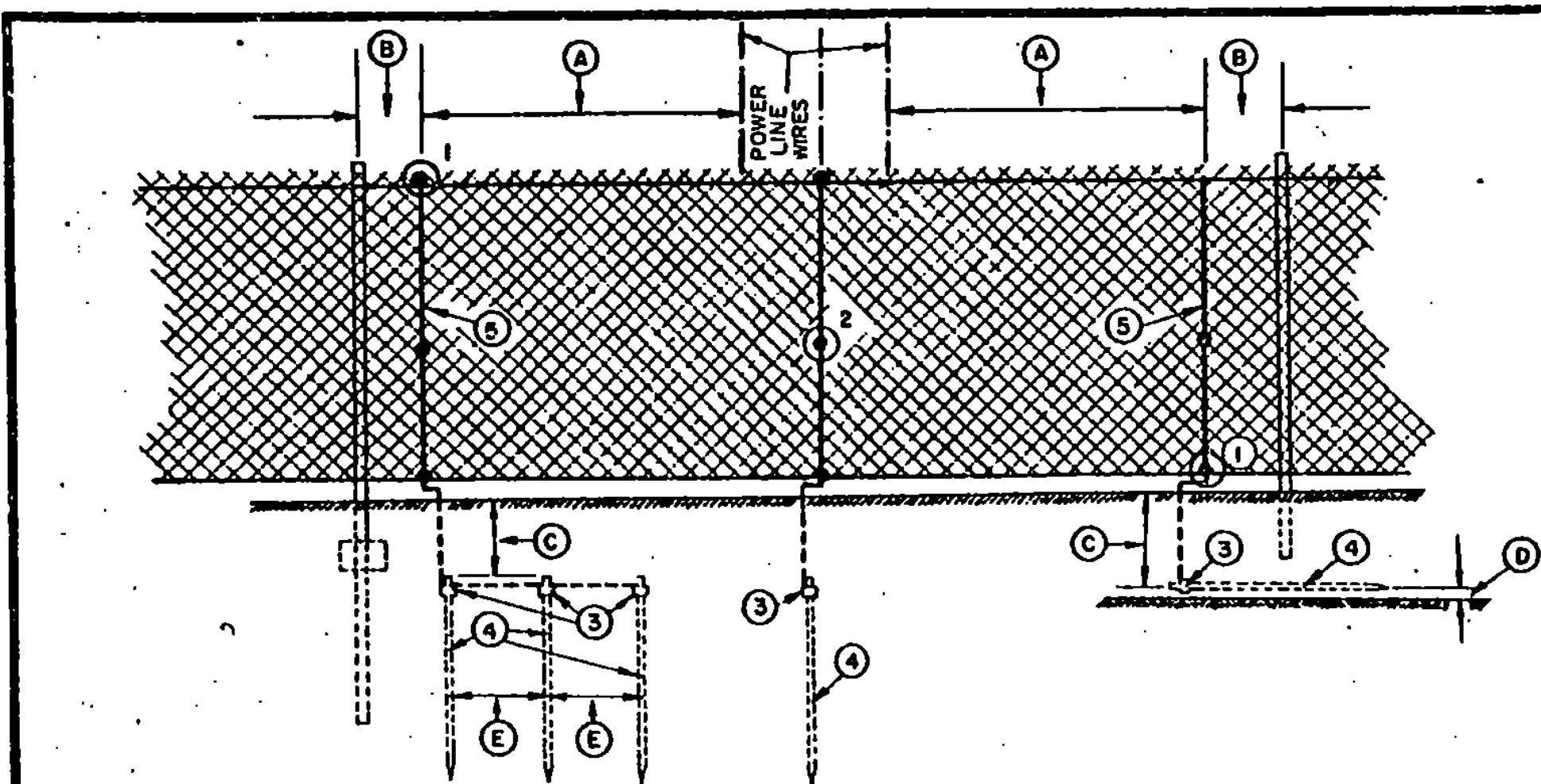
Arthur J. Gross  
DIRECTOR OF PLANNING  
AND PRE-CONSTRUCTION

Gordon B. MacArthur  
TRAFFIC AND SAFETY ENGINEER

# REGULATORY SIGN DETAILS

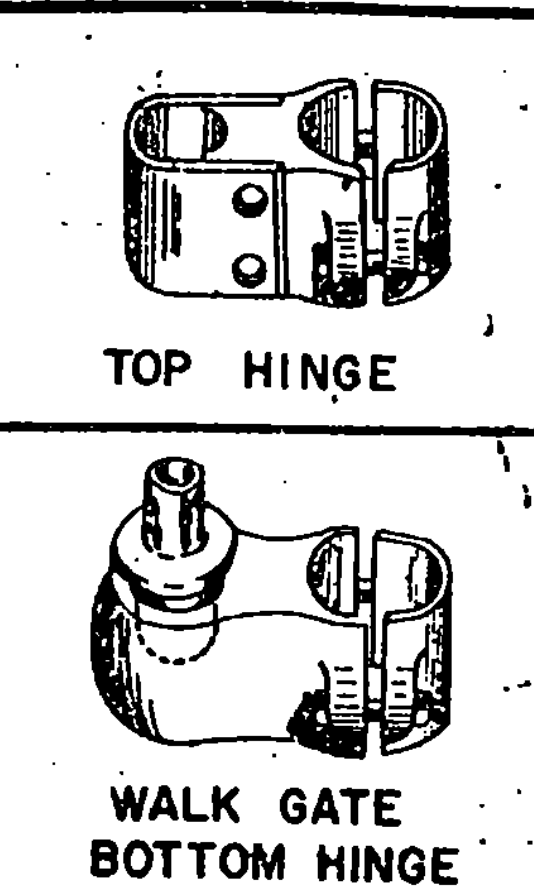
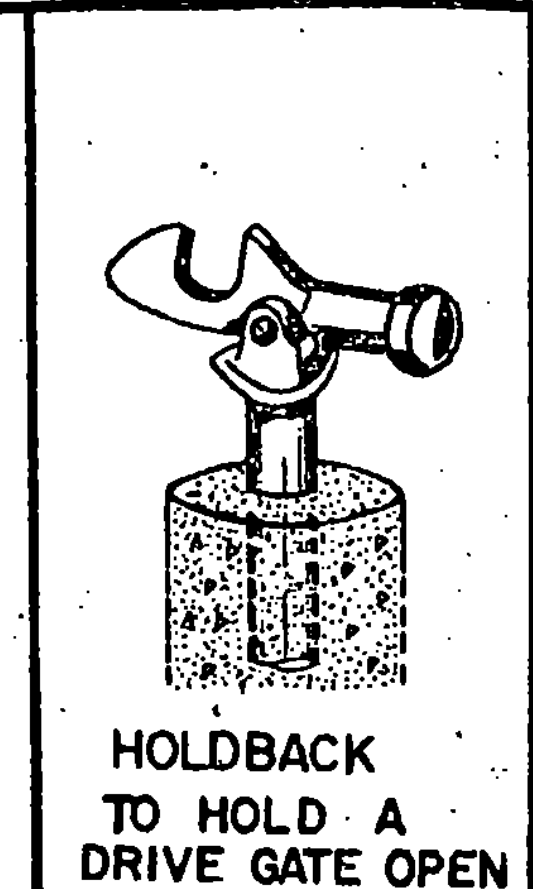
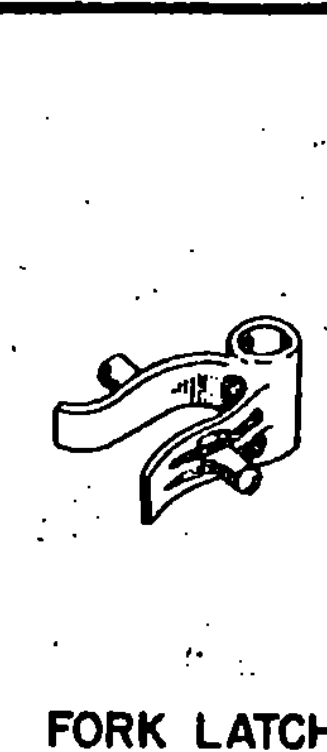
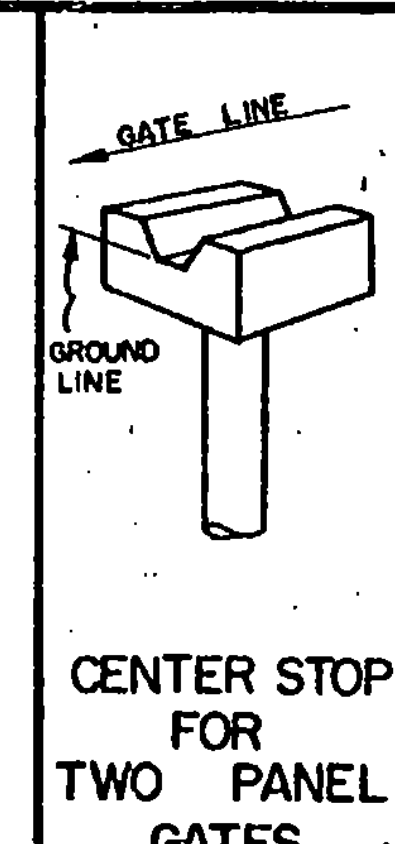
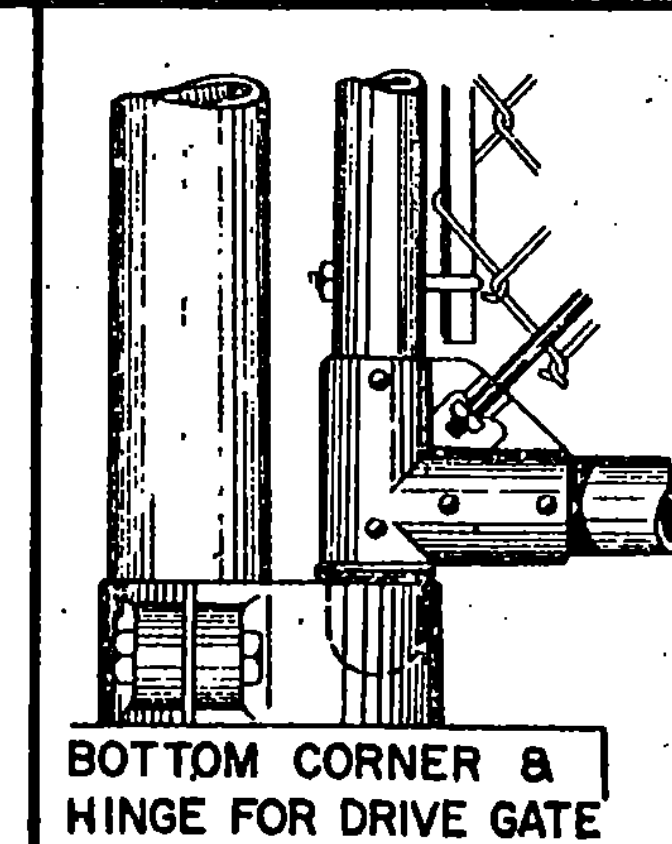
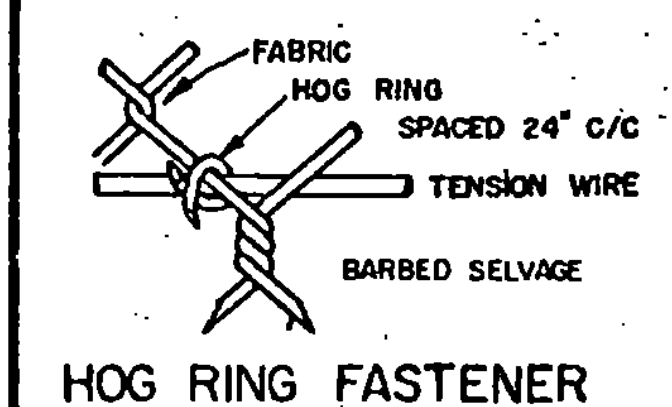
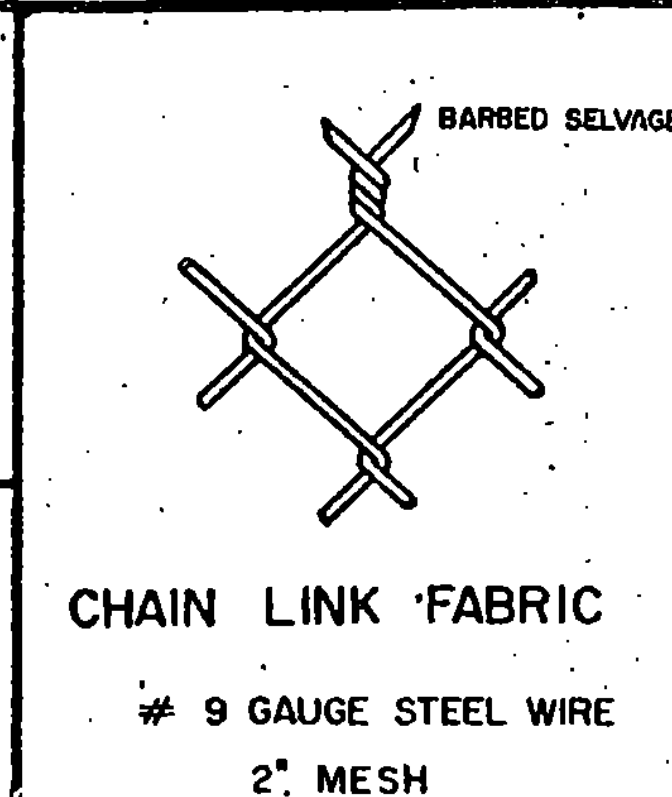
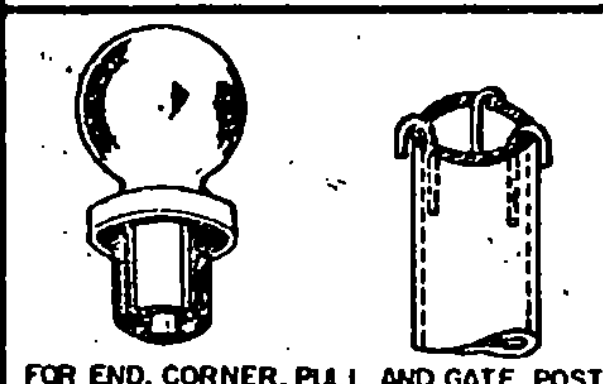
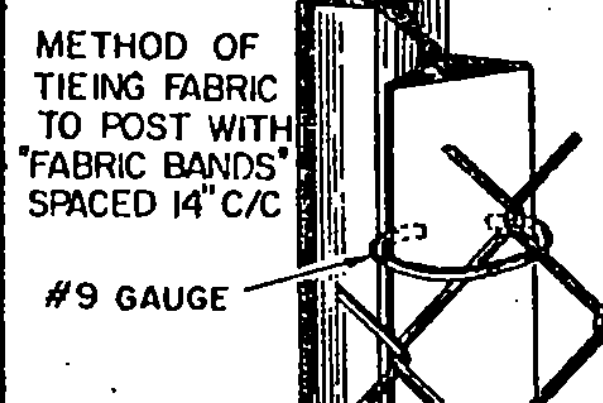
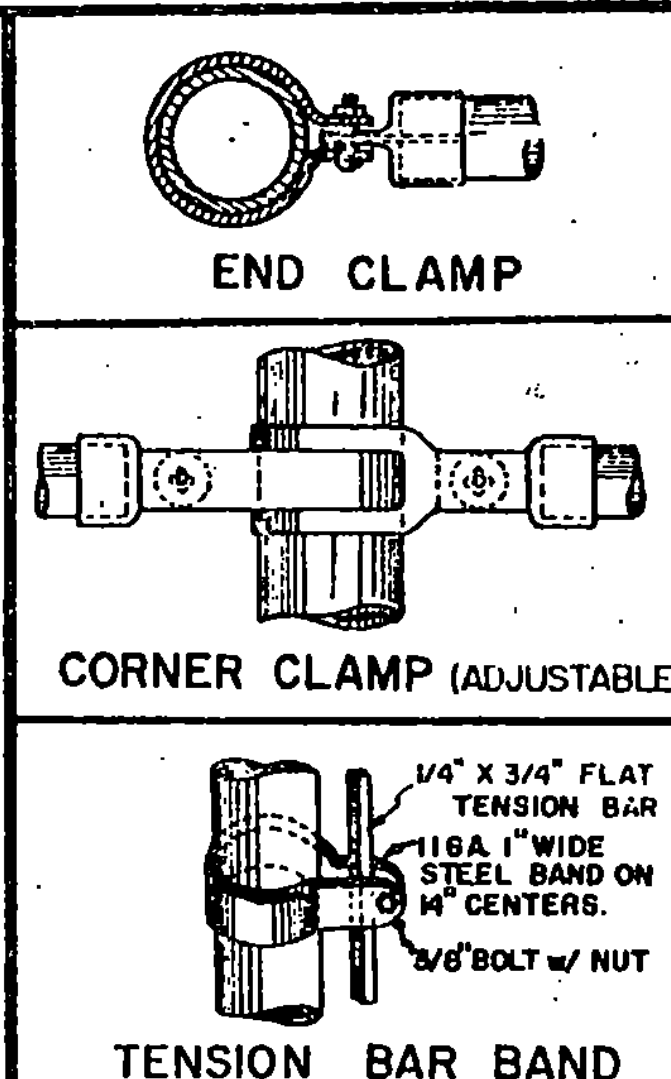


# STANDARD E-143



- A 25'-0" OR TO 1.0' ± 0.5" FROM NEAREST FENCE POST (AT RIGHT ANGLE TO POWER LINE)
- B MAXIMUM DISTANCE 1.0' (± 0.5')
- C MINIMUM DISTANCE 1.0' (± 1.0')
- D 2.0' (± 0.5')
- E MINIMUM DISTANCE 6.0'
- F CONNECTOR } SUITABLE FOR WIRE GAUGES UTILIZED AND
- G CONNECTOR } FOR DISSIMILAR METALS
- H GROUND ROD CLAMP,
- I COPPER CLAD STEEL CORE GROUND ROD 5/8" X 8'-0"
- J CONDUCTOR NO. 6 AWG COPPER SOFT DRAWN OR NO. 4 AWG ALUMINUM

### INSTALLATION METHOD OF PROTECTIVE GROUNDING AT POWER LINE CROSSINGS



### GENERAL NOTES (ZINC-COATED STEEL FABRIC ALUMINUM-COATED STEEL FABRIC VINYL COATED FABRIC)

HEIGHT... AS NOTED ON PLANS.

FABRIC... CHAIN LINK, #9 GAUGE WIRE, WOVEN IN A 2" MESH. TOP AND BOTTOM SELVAGES TO BE BARBED. THE BOTTOM SELVAGE TO BE 2" ABOVE THE GROUND LINE, THE TOP SELVAGE TO BE 1" ABOVE THE TENSION WIRE. WHERE FENCE IS 4 FT. THE TOP EDGE SHALL BE KNUCKLED.

LINE POSTS... 2" X 2 1/4" "H" COLUMN, WEIGHT 4.1 LBS. PER FOOT OR 2 3/8" O.D. PIPE, WEIGHT 3.65 LBS. PER FOOT OR APPROVED EQUAL FOR FENCE 6'-0" AND OVER IN HEIGHT. FOR FENCE LESS THAN 6'-0" IN HEIGHT, "H" COLUMNS WEIGHING 2.70 LBS PER FOOT SHALL BE USED.

TERMINAL POSTS... END, CORNER AND PULL POSTS, SHALL BE 2 7/8" O.D. PIPE, WEIGHING 5.79 LBS. PER FOOT FOR FENCE 6'-0" AND OVER IN HEIGHT. FOR FENCE LESS THAN 6'-0" IN HEIGHT, 2 3/8" O.D. PIPE, WEIGHING 3.65 LBS. PER FOOT, SHALL BE USED.

POST SPACING... POSTS SHALL BE SPACED EQUIDISTANT ON A MAXIMUM OF 10 FEET CENTER TO CENTER EXCEPT GATE POSTS, WHICH SHALL BE SPACED ACCORDING TO THE REQUIRED GATE OPENING.

POST FOOTINGS... ALL POSTS SHALL BE SET TO A DEPTH OF 2 FEET 10 INCHES IN A 10" DIAMETER CYLINDRICAL SHAPED HOLE 3'-6" DEEP, FILLED WITH CONCRETE.

ALL FITTINGS AND HARDWARE SHALL BE AS SHOWN ON THIS SHEET OR EQUAL.

THE EXPOSED SURFACE OF ALL TOPS OF FOOTINGS TO BE SLOPED TO SHED WATER AND PROVIDE A NEAT APPEARANCE WHEN COMPLETED.

FABRIC TIES... FABRIC TO BE FASTENED TO POSTS AND GATE FRAMES WITH #9 GAUGE WIRE.

TRUSS RODS... SHALL BE 3/8" DIAMETER DIAGONAL BARS WITH TURNBUCKLE.

BRACE RODS... SHALL BE 1/2" O.D. PIPE.

TENSION BARS... SHALL BE FLAT 1/4" X 3/4" BARS WITH SQUARE EDGES.

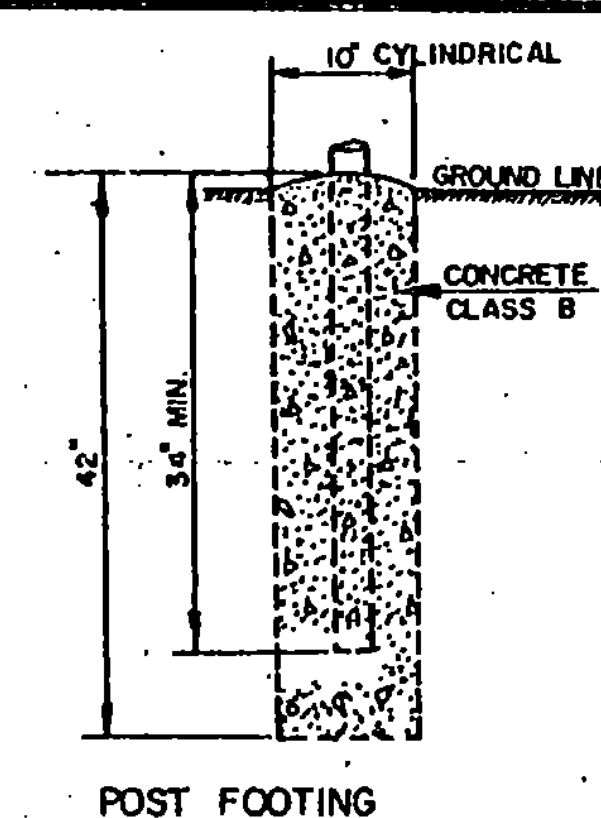
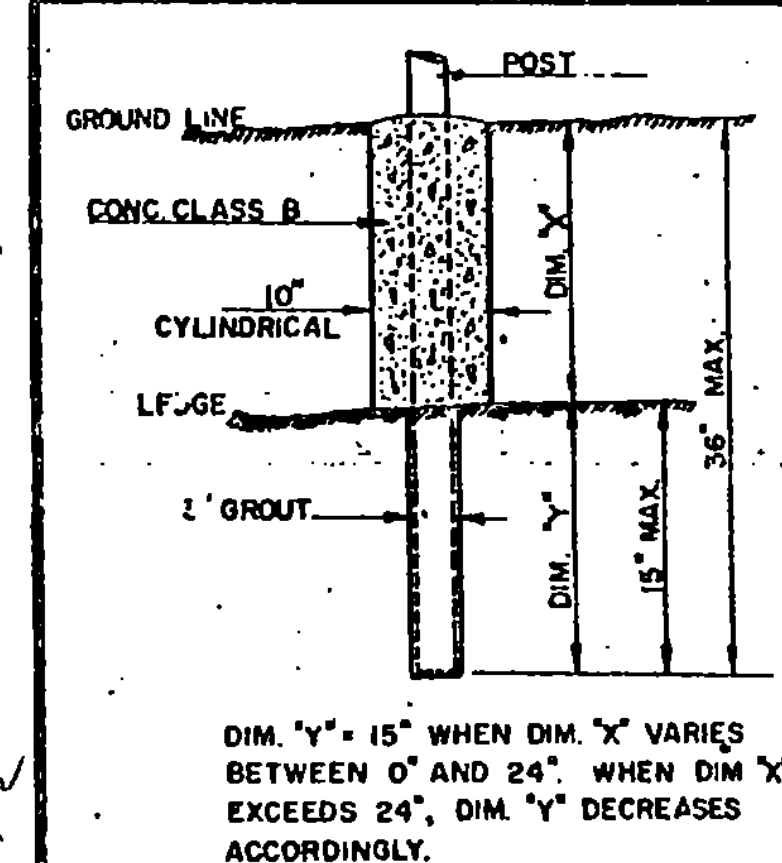
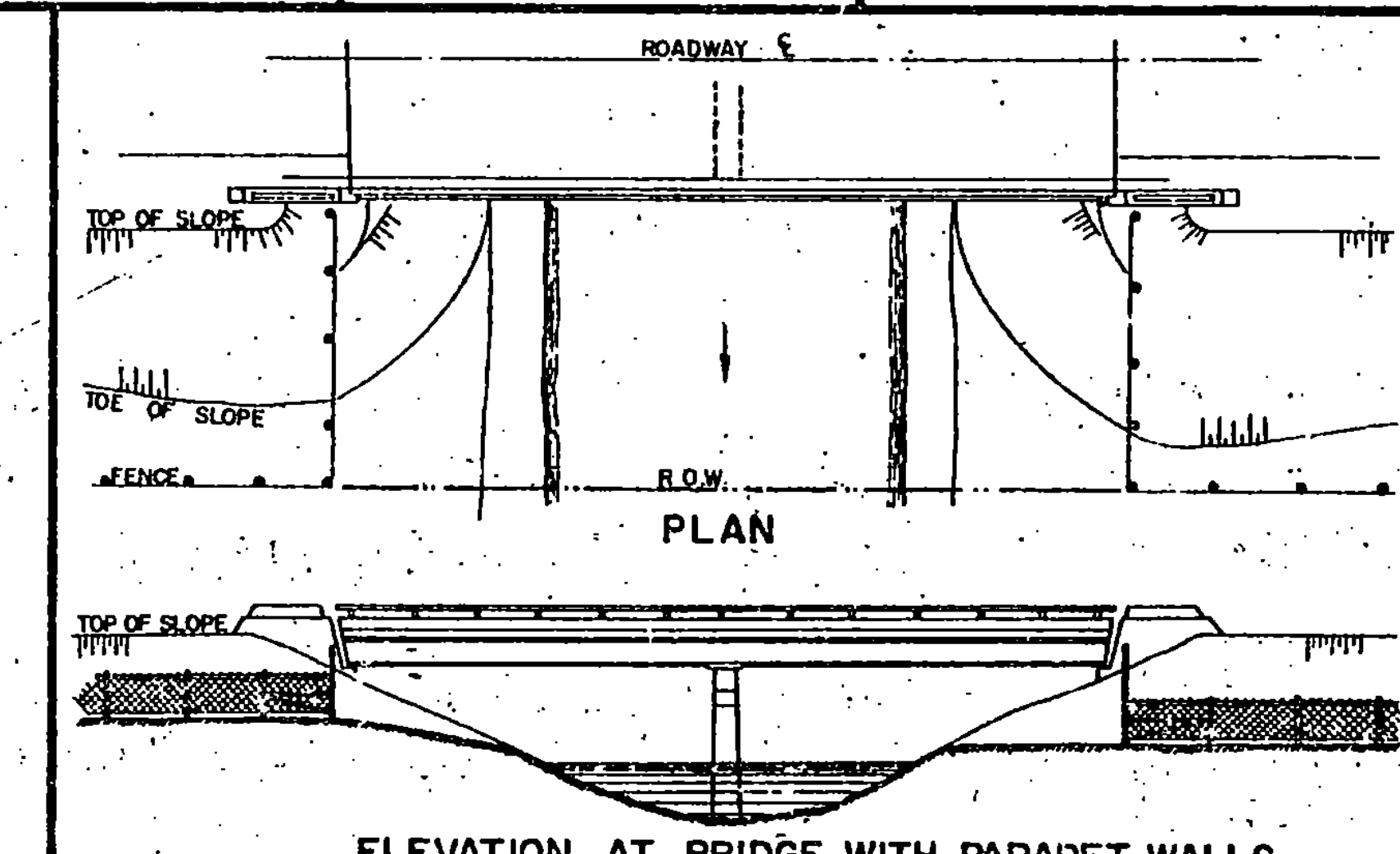
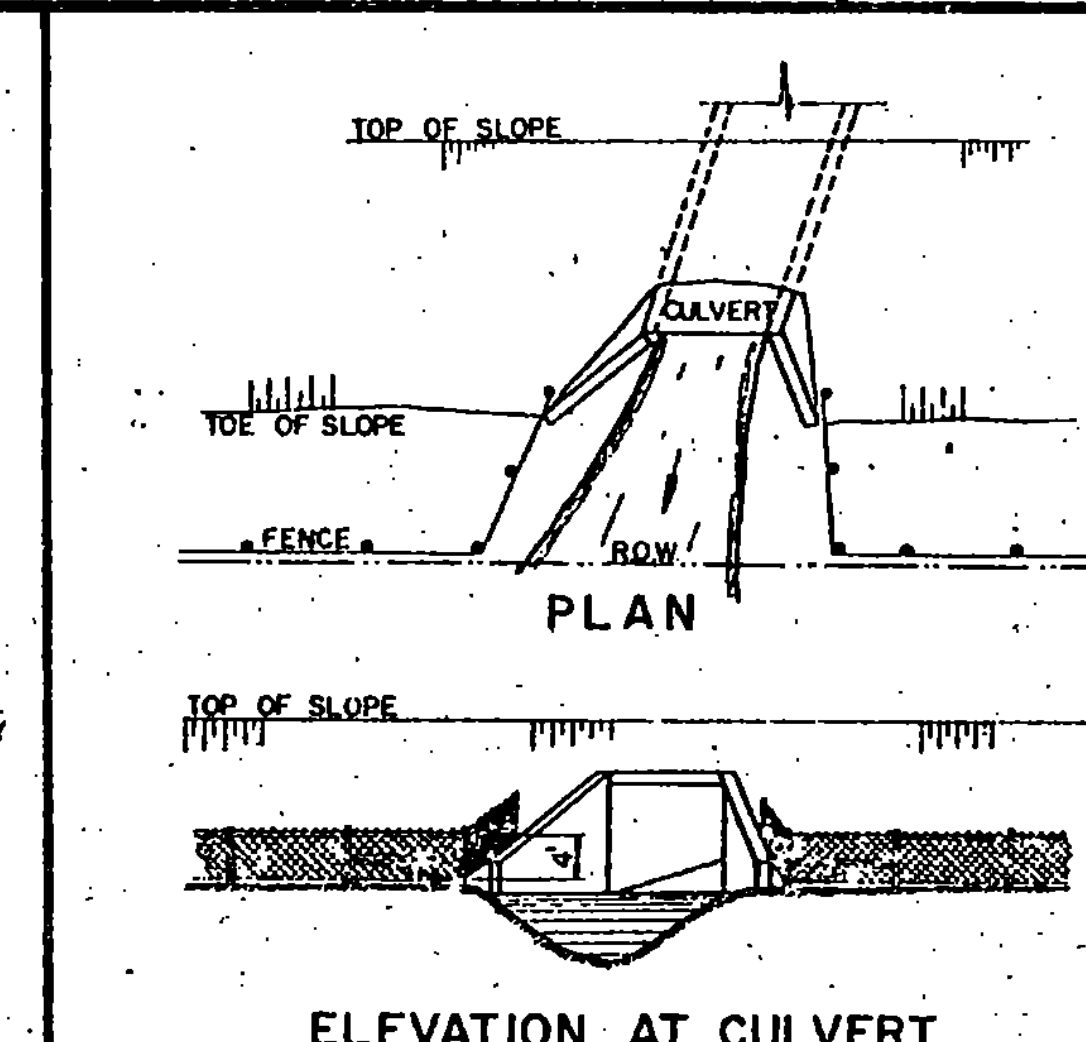
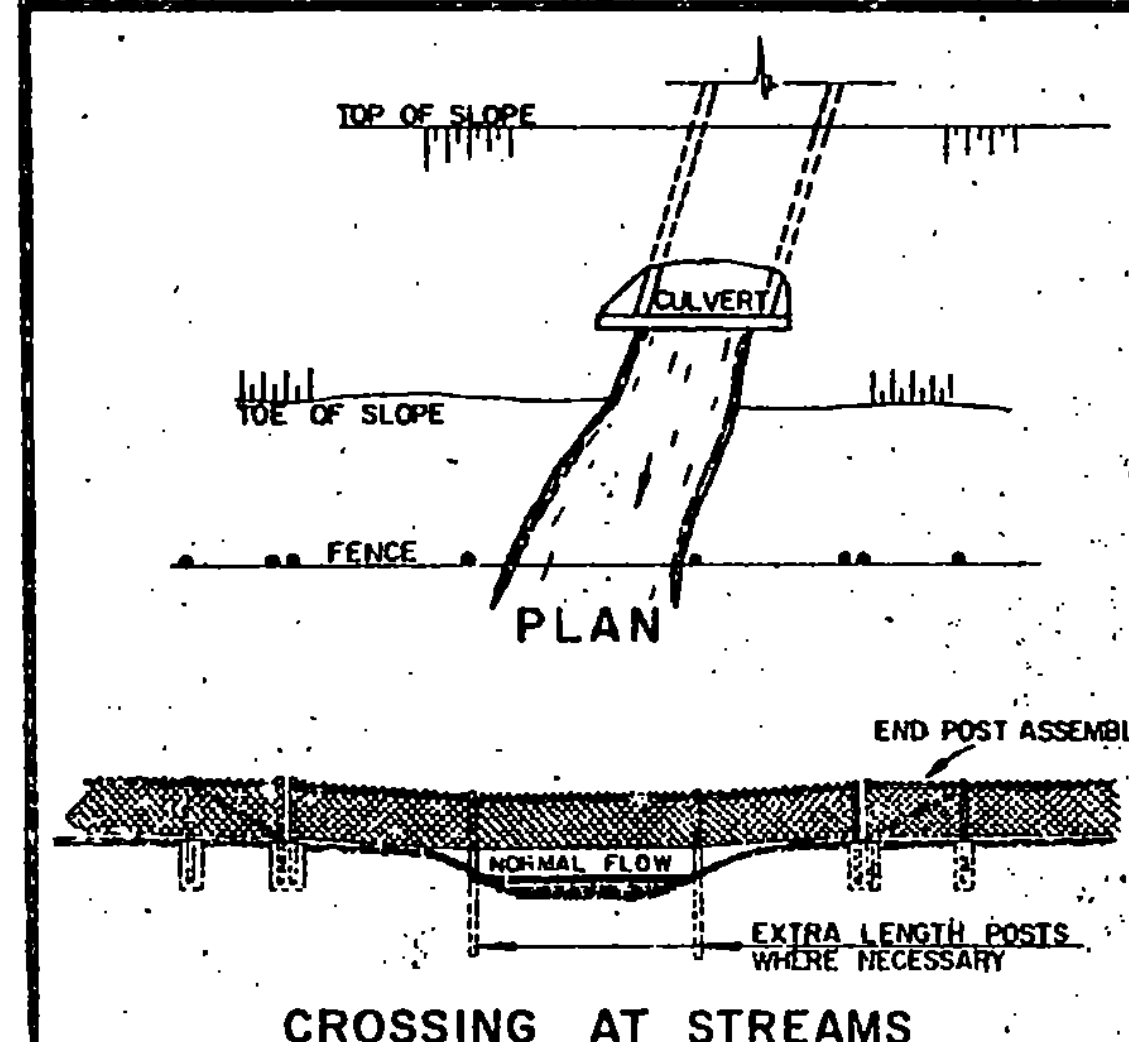
TENSION WIRE... SHALL BE #9 GAUGE WIRE ATTACHED 1" BELOW TOP SELVAGE AND 2" ABOVE BOTTOM SELVAGE OF FABRIC BY MEANS OF HOG RINGS ON 24" CENTERS.

GATES... GATE FRAMES SHALL BE 1.90" O.D. PIPE ASSEMBLED BY WELDING, RIVETING OR BOLTING AND TO BE FURNISHED WITH ALL THE NECESSARY FITTINGS OVER 6'-0".

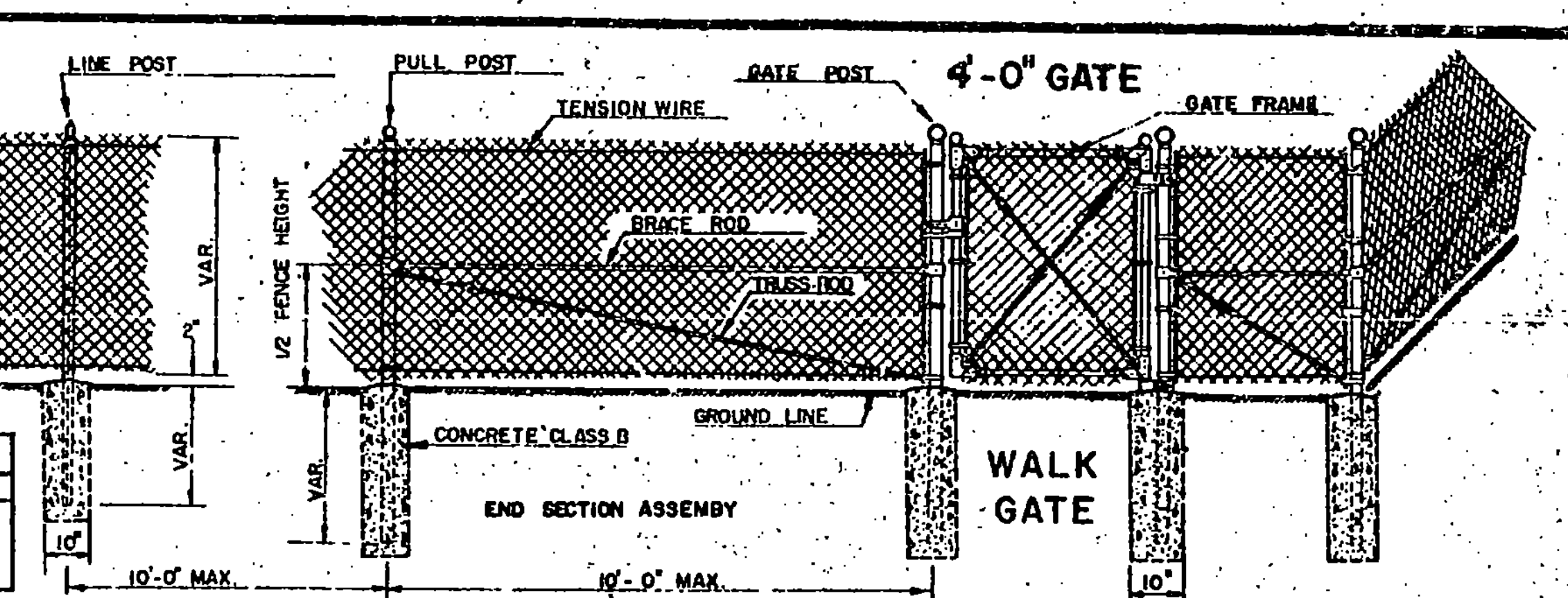
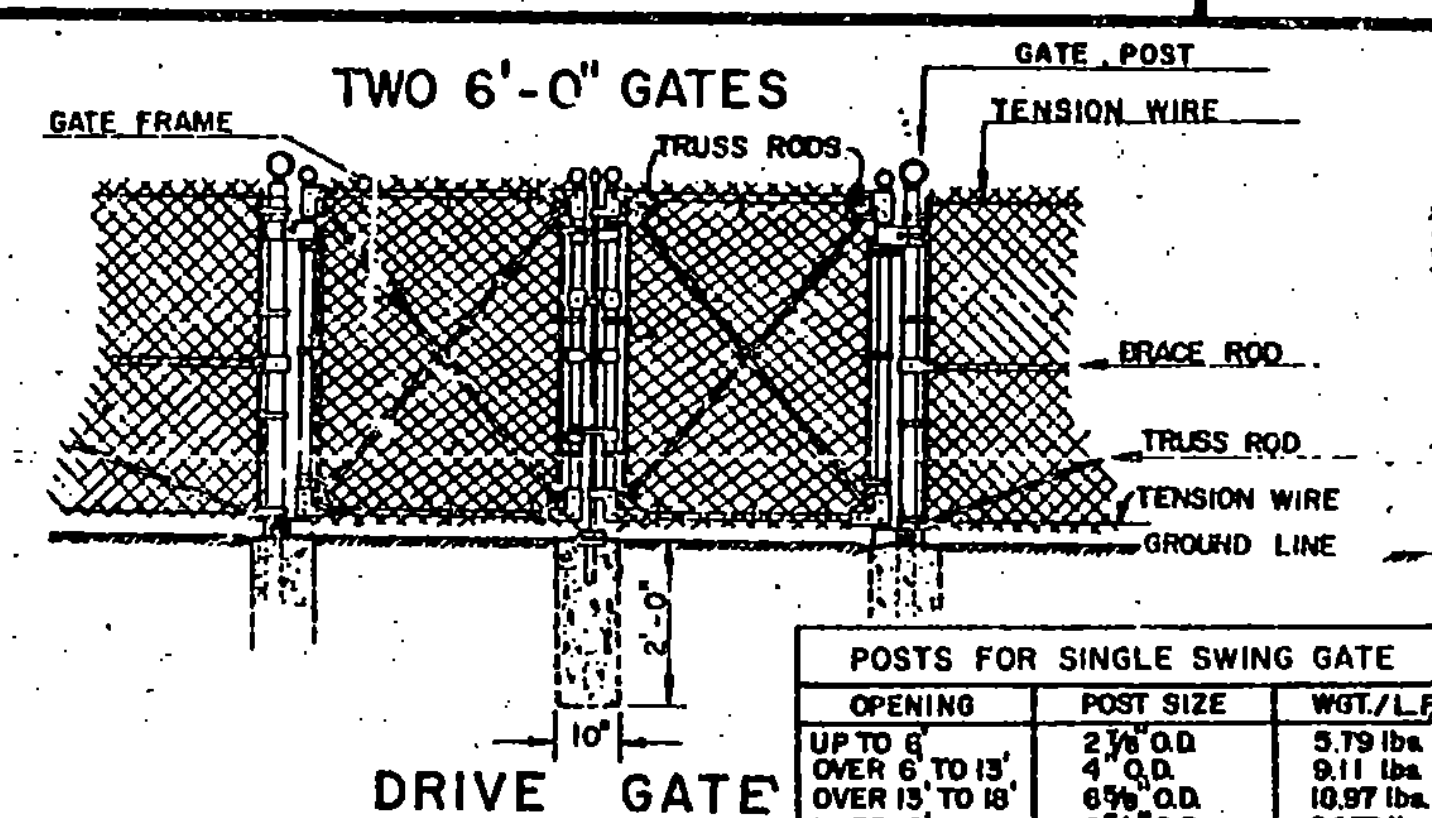
GATE FRAMES SHALL BE 1.66" O.D. PIPE ASSEMBLED BY WELDING, RIVETING OR BOLTING AND TO BE FURNISHED WITH ALL THE NECESSARY FITTINGS 6'-0" AND LESS.

END SECTION ASSEMBLY... TO BE ERRECTED ON A MAXIMUM OF 200 FEET CENTER TO CENTER.

THE WEIGHT TOLERANCE IS 5 PER CENT ABOVE AND 5 PER CENT BELOW. THE TUBULAR SIZES ARE NOMINAL.



WHERE FENCE LINE HAS A CHANGE IN DIRECTION, OF 15 DEGREES OR MORE, CORNER POSTS WITH BRACING SHALL BE ERRECTED. WHERE ANGLE IN FENCE LINE IS LESS THAN 15 DEGREES AND EXISTING CONDITIONS REQUIRE TERMINAL POSTS, THEY SHALL BE ERRECTED AS DIRECTED BY THE ENGINEER.



REVISIONS AND CORRECTIONS  
JULY 28, 1975 - VINYL COATED FABRIC ADDED.  
FEBRUARY 1, 1979 - CHANGE TOP RAIL TO TENSION WIRE.

APPROVED DATE Dec. 6, 1971  
P. H. Cinnell  
CHIEF ENGINEER  
E. H. Stinchey  
ASST. CHIEF ENGINEER  
G. M. Lane  
HIGHWAY ENGINEER  
DRAWN BY AJA  
TRACED BY AJA

### CHAIN-LINK FENCE (TYPE I) DRIVE GATE FOR CHAIN-LINK FENCE (TYPE I) WALK GATE FOR CHAIN-LINK FENCE (TYPE I)

