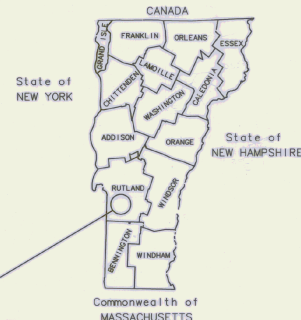
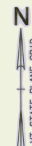


STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENTS
RUTLAND STATE AIRPORT
CLARENDON, VERMONT
AIP NO. 3-50-0015-11
E.A. 043111

TO INCLUDE: REHABILITATE, LIGHT & MARK RUNWAY 1-19 (100'x5000') &
RELOCATE LOCALIZER AND SHELTER



PROJECT SITE

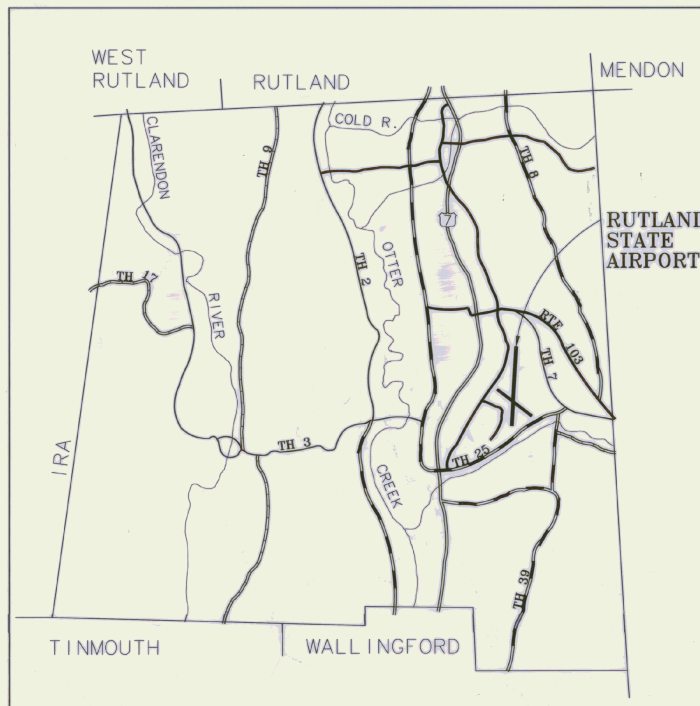
Commonwealth of MASSACHUSETTS

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LOCATION MAP

APPROXIMATE SCALE : 1" = 1 MILE

A.A.I.A. OF 1982 SECTION 509(d) ASSURANCES

IN COMPLIANCE WITH THE AIRPORT AND AIRWAYS IMPROVEMENT ACT OF 1982, SECTION 509 (d) AND THE SPONSOR'S CERTIFICATION, DATED _____ THESE PLANS AND SPECIFICATIONS HAVE BEEN PREPARED IN ACCORDANCE WITH CURRENT FAA STANDARDS IDENTIFIED IN F.A.R. PART 152. ANY DEVIATION FROM THE FAA STANDARD WERE APPROVED IN A LETTER BY THE FAA, DATED _____ AND ARE DISCUSSED IN THE ENGINEERING REPORT ACCOMPANYING THESE PLANS.

[Signature]
DESIGN ENGINEER

5/5/97
DATE

AS BUILT PLANS

I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.

By *[Signature]* Resident Engineer
Date 12/31/98

URS Greiner, Inc.



APPROVED *[Signature]* DATE 5-10-97
DIRECTOR OF RAIL, AIR, & PUBLIC TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APPROVED _____ DATE _____
CHIEF, AIRPORT DIVISION

CLARENDON (RUTLAND ST. AIC)
AIR 04-3111 C/2

904106

1997

QUANTITY SHEET

SUMMARY OF ESTIMATED QUANTITIES				A-B
QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	FINALS ROUNDING
12	EA	CLEARING - LARGE TREES	201.16	5
112,000	CY	COMMON EXCAVATION	203.15	
250	CY	SOLID ROCK EXCAVATION	203.16	54.24
23,000	CY	GRANULAR BORROW	203.32	27,224
23,000	SY	FINE GRADE	203.40	28,115
7,000	CY	TRENCH EXCAVATION OF EARTH	204.20	
100	CY	TRENCH EXCAVATION OF ROCK	204.21	10
4,000	SY	COLD PLANING	210.10	235.9
350	CY	SUBBASE OF GRAVEL, COURSE GRADED	301.25	0
70	CY	SUBBASE OF GRAVEL, FINE GRADED	301.26	0
180	TON	BITUMINOUS CONCRETE PAVEMENT	406.25	109,336
13,000	TON	BIT. CONCRETE PAVEMENT (P-401) (P-58-34)	406.25 MOD. 1	13,331.64
500	LF	JOINT SEALER, HOT POURED	524.11	53.2
8,500	LF	CRACK REPAIR, TYPE I (P605)	524.11 MOD. 1	912.4
7,000	LF	CRACK REPAIR, TYPE II (P605)	524.11 MOD. 2	11,968
2,000	LF	CRACK REPAIR, TYPE III (P605)	524.11 MOD. 3	1455
1	EA	RELOCATE LOCALIZER	529.20 MOD. 1	1
1,300	LF	15" CSP, 0.079"	601.0011	
875	EA	15" RCP, CLASS IV	601.0811	291
5	EA	15" CSP, END SECTION	601.6010	568
1	EA	15" RCP, END SECTION	601.6810	0
9	EA	CONCRETE DI/CB W/ CAST IRON FRAME & GRATE	604.10	
10	EA	CHANGE ELEVATION OF D.I./C.B.	604.40	11
9,200	LF	6" UNDERDRAIN	605.10	736.2
500	LF	6" UNDERDRAIN CARRIER PIPE	605.20	889
38	EA	UNDERDRAIN FLUSHING BASINS	605.95	36
24	HOUR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	
100	MGAL	DUST CONTROL WITH WATER	609.10	465.9
40	CY	STONE FILL, TYPE II	813.11	
1,150	LF	3" PVC SEWER PIPE	628.35	332
1	LS	TRANSFER TO NEW SYSTEM - SANTARY SEWER	628.42	1
1	LS	FIELD OFFICE - ENGINEERS	631.10	1
1	LS	MOBILIZATION	635.10	1
56,000	LF	6" WHITE LINE (P620)	646.20 MOD. 1	32,305
3,600	LF	6" YELLOW LINE (P620)	646.21 MOD. 1	4,096
2	EA	SYMBOL (1) (P620)	646.30 MOD. 1	2
1	EA	SYMBOL (9) (P620)	646.30 MOD. 2	1
24,000	LF	6" TEMPORARY WHITE LINE (P620)	646.60 MOD. 1	33,576
3,000	LF	6" TEMPORARY YELLOW LINE (P620)	646.61 MOD. 1	10,500
4	EA	TEMPORARY SYMBOL (1) (P620)	646.70 MOD. 1	4
2	EA	TEMPORARY SYMBOL (9) (P620)	646.70 MOD. 2	2
2,000	SF	REMOVAL OF EXIST. PAV'T MARKING (P621)	646.82	6
20,000	SY	GEOTEXTILE FOR ROADBED SEPARATOR	649.11	22,233
10,000	SY	GEOTEXTILE FOR UNDERDRAIN TRENCH	649.41	8,516
600	SY	GEOTEXTILE FOR SILT FENCE	649.51	678
2,900	LB	SEED	651.15	4,235
24,000	LB	FERTILIZER	651.18	27,800
95	TON	AGRICULTURAL LIMESTONE	651.20	100.66
500	EA	HAY BALES FOR EROSION CONTROL	651.26	6,281
95	TON	MULCH	651.25	108.44
12,600	CY	TOPSOIL (2")	651.35	13,822
500	SY	EROSION MATTING	654.10	840.2
1	EA	RELOCATE ODALS #1R & #1L (L-125)	678.19 MOD. 1	1
1	EA	RELOCATE ODALS UNIT #13 (L-102)	678.17 MOD. 1	1
1	EA	RELOCATE ODALS UNIT #20 (L-102)	678.17 MOD. 2	1
23,500	LF	2" DIA. PVC ELECTRICAL CONDUIT (L-110)	678.21 MOD. 1	17,907
1	EA	TOWER FOR ODALS UNIT #3 (L-103)	679.45 MOD. 1	1
1	EA	TOWER FOR ODALS UNIT #20 (L-103)	679.45 MOD. 2	1
6,100	CY	CRUSHED AGGREGATE BASE COURSE (P-209)	854.04	6887
16,000	LF	CABLE TRENCH (L-108)	864.04	13,402
29,000	LF	1/C #8, 600 OR 5000V, L-824C (L-108)	864.05	29,200
7,000	LF	1/C #4, 600V, L-824C (L-108)	864.05 MOD. 2	4,410
2,500	LF	6 PAIR #19 CONTROL CABLE (L-108)	864.05 MOD. 3	2,500
16,500	LF	#8 OR #6 COUNTERPOISE (L-108)	864.06 MOD. 1	13,472
1	LS	INSTALLATION OF VAULT EQUIPMENT (L-109)	864.07	1
180	LF	4 WAY x 4" DIA. UC ELECTRICAL DUCT (L-110)	864.09	125
89	EA	MIRLS, BASE MOUNTED (L-125)	864.10	66
3	EA	MIRLS, BASE MOUNTED, IN PAV'T (L-125)	864.10 MOD. 1	4
13	EA	MIRLS, BASE MOUNTED (L-125)	864.11	16
1	EA	RELOCATE VAS1-4 (L-125)	864.12 MOD. 1	1
1	EA	TEMPORARY THRESHOLD (L-125 & P-620)	864.15 MOD. 1	0
20	EA	RELOCATE AIRFIELD SIGNS (L-125)	864.14 MOD. 1	15
1	LS	TESTING EQUIPMENT - CONCRETE	631.16	1
1	LS	TESTING EQUIPMENT - BITUMINOUS	631.17	1
1	LS	FIELD OFFICE - TELEPHONE (N.A.B.I.)	631.25	

EARTH WORK SUMMARY			
LOCATION	TOTAL EXCAVATION	TOTAL EMBANKMENT	
TAXIWAY "D"	3,950 cy	5,572 cy	
RUNWAY 1-19			
-STA. 98+50 - 111+50	18,736		
-STA. 111+50 - 157+40	183,551	87,265	
SUBTOTALS	106,237	92,837	
RNDG. (4%)	5,763	13,762	FACTORED FILL (15%)
TOTALS	112,000	106,762	
	cy	cy	

EXTA WORK ORDER - DESCRIPTION	EST QUANTITY	FINAL QUANTITY
900.01 EWO #1 ALGO RADIOS	3 EA	3 EA
900.02 EWO #2 QUARTZ HANDHOSE	1 EA	4 EA
900.03 EWO #3 6 VOLT BATTERIES	720 EA	284 EA
900.11 AUTHORIZED WORK	100 MAN HRS	36.5 MAN HRS



REV.	DATE	DESCRIPTION
1	5/5/97	AS BUILT

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

QUANTITY SUMMARY

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by: G. DEMCO 2/97	Date: 5/5/97
Drawn by: A. SPO	Scale: HOR. - NONE VERT. - NONE
Checked by: G. DEMCO 5/5/97	Date: 5/5/97
Approved by: M. CHEWELL 5/5/97	Sheet 2 Of 65
	Sheet No. 2

QUANTITY SHEET

SUMMARY OF ESTIMATED QUANTITIES				
QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUNDING
12	EA	CLEARING - LARGE TREES	201.16	
112,000	CY	COMMON EXCAVATION	203.15	
250	CY	SOLID ROCK EXCAVATION	203.16	
23,000	CY	GRANULAR BORROW	203.32	
23,000	SY	FINE GRADE	203.40	
7,000	CY	TRENCH EXCAVATION OF EARTH	204.20	
100	CY	TRENCH EXCAVATION OF ROCK	204.21	
4,000	SY	COLD PLANING	210.10	
350	CY	SUBBASE OF GRAVEL, COURSE GRADED	301.25	
70	CY	SUBBASE OF GRAVEL, FINE GRADED	301.28	
180	TON	BITUMINOUS CONCRETE PAVEMENT	406.25	
13,000	TON	BIT. CONCRETE PAVEMENT (P-401) (P658-34)	406.25 MOD. 1	
500	LF	JOINT SEALER, HOT POURED	524.11	
8,500	LF	CRACK REPAIR, TYPE I (P605)	524.11 MOD. 1	
7,000	LF	CRACK REPAIR, TYPE II (P605)	524.11 MOD. 2	
2,000	LF	CRACK REPAIR, TYPE III (P605)	524.11 MOD. 3	
1	EA	RELOCATE LOCALIZER	529.20 MOD.	
1,300	LF	15" CSP, 0.079"	601.0011	
675	LF	15" RCP, CLASS IV	601.0811	
5	EA	15" CSP, END SECTION	601.6810	
1	EA	15" RCP, END SECTION	601.6810	
9	EA	CONCRETE DI/CB W/ CAST IRON FRAME & GRATE	604.10	
10	EA	CHANGE ELEVATION OF D.I./C.B.	604.40	
9,200	LF	6" UNDERDRAIN	605.10	
500	LF	6" UNDERDRAIN CARRIER PIPE	605.20	
38	EA	UNDERDRAIN FLUSHING BASINS	605.95	
24	HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	
100	MGAL	DUST CONTROL WITH WATER	609.10	
40	CY	STONE FILL, TYPE II	613.11	
1,150	LF	3" PVC SEWER PIPE	628.35	
1	LS	TRANSFER TO NEW SYSTEM - SANTARY SEWER	628.42	
1	LS	FIELD OFFICE - ENGINEERS	631.10	
1	LS	MOBILIZATION	635.10	
56,000	LF	6" WHITE LINE (P620)	646.20 MOD. 1	
3,600	LF	6" YELLOW LINE (P620)	646.21 MOD. 1	
2	EA	SYMBOL (1) (P620)	646.30 MOD. 1	
1	EA	SYMBOL (9) (P620)	646.30 MOD. 2	
24,000	LF	6" TEMPORARY WHITE LINE (P620)	646.60 MOD. 1	
3,000	LF	6" TEMPORARY YELLOW LINE (P620)	646.61 MOD. 1	
4	EA	TEMPORARY SYMBOL (1) (P620)	646.70 MOD. 1	
2	EA	TEMPORARY SYMBOL (9) (P620)	646.70 MOD. 2	
2,000	SF	REMOVAL OF EXIST. PAV'T MARKING (P621)	646.82	
20,000	SY	GEOTEXTILE FOR ROADBED SEPARATOR	649.11	
10,000	SY	GEOTEXTILE FOR UNDERDRAIN TRENCH	649.41	
800	SY	GEOTEXTILE FOR SILT FENCE	649.51	
2,900	LB	SEED	651.15	
24,000	LB	FERTILIZER	651.18	
95	TON	AGRICULTURAL LIMESTONE	651.20	
500	EA	HAY BALES FOR EROSION CONTROL	651.26	
95	TON	MULCH	651.25	
12,600	CY	TOPSOIL (2")	651.35	
500	SY	EROSION MATTING	654.10	
1	EA	RELOCATE ODALS #1R & #1L (L-125)	678.16 MOD. 1	
1	EA	RELOCATE ODALS UNIT #3 (L-102)	678.17 MOD. 1	
1	EA	RELOCATE ODALS UNIT #20 (L-102)	678.17 MOD. 2	
23,500	LF	2" DIA. PVC ELECTRICAL CONDUIT (L-110)	678.21 MOD. 1	
1	EA	TOWER FOR ODALS UNIT #3 (L-103)	679.45 MOD. 1	
1	EA	TOWER FOR ODALS UNIT #20 (L-103)	679.45 MOD. 2	
6,100	CY	CRUSHED AGGREGATE BASE COURSE (P-209)	854.04	
16,000	LF	CABLE TRENCH (L-108)	864.04	
29,000	LF	1/2" #8, 600 OR 5000V, L-824C (L-108)	864.05	
7,000	LF	1/2" #4, 600V, L-824C (L-108)	864.05 MOD. 2	
2,500	LF	6 PAIR #19 CONTROL CABLE (L-108)	864.05 MOD. 3	
16,500	LF	#8 OR #6 COUNTERPOISE (L-108)	864.06 MOD. 1	
1	LS	INSTALLATION OF VAULT EQUIPMENT (L-109)	864.07	
180	LF	4 WAY x 4" DIA. UG ELECTRICAL DUCT (L-110)	864.09	
69	EA	MIRLS, BASE MOUNTED (L-125)	864.10	
3	EA	MIRLS, BASE MOUNTED, IN PAV'T (L-125)	864.10 MOD. 1	
13	EA	MIRLS, BASE MOUNTED (L-125)	864.11	
1	EA	RELOCATE VASI-4 (L-126)	864.12 MOD. 1	
1	EA	TEMPORARY THRESHOLD (L-125 & P-820)	864.15 MOD. 1	
20	EA	RELOCATE AIRFIELD SIGNS (L-125)	864.14 MOD. 1	
1	LS	TESTING EQUIPMENT - CONCRETE	631.16	
1	LS	TESTING EQUIPMENT - BITUMINOUS	631.17	
1	LS	FIELD OFFICE - TELEPHONE (N.A.B.T.)	631.25	

EARTH WORK SUMMARY			
LOCATION	TOTAL EXCAVATION	TOTAL EMBANKMENT	
TAXIWAY "D"	3,950 cy	5,572 cy	
RUNWAY 1-19			
-STA. 98+50 - 111+50	18,736		
-STA. 111+50 - 157+40	183,551	87,265	
SUBTOTALS	106,237	92,637	
RNDG. (4%)	5,765	13,762	FACTORED FILL (15%)
TOTALS	112,000 cy	106,762 cy	



REV. DATE DESCRIPTION
 Job No. 11-001214-02

RUTLAND STATE AIRPORT
 CLARENDON, VERMONT

QUANTITY SUMMARY

URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

Designed by: Date: 10/26/00 2/97
 Drawn by: M. ACCIOLA 3/97
 Checked by: R. GARDNER 5/97
 Approved by: M. GARDNER 5/97

Scale: HOR. - NONE
 VERT. - NONE

Date: 5/5/97

Sheet 2 Of 65

Sheet No. **2**

DRAINAGE QUANTITY SHEET

STRUCTURE	LOCATION	DRAINAGE STRUCTURES				QUANTITIES					
		TYPE	REMARKS	PROPOSED T.G. ELEV.	FLOW LINE (OUT)	CONCRETE C.Y.	STEEL LB.	ADJUST. ELEV. EACH	TRENCH EXC. C.Y.	ROCK EXC. CY	
M1	80' RT 142+00	C. I. P.	TO BE REMOVED							3	
D2	67' RT 139+57	PRECAST	TO BE REMOVED							3	
D3	67' RT 137+20	PRECAST	TO BE REMOVED							3	
M4	78' RT 137+60	BRICK	TO BE REMOVED							3	
M4	67' RT 135+00	PRECAST	TO BE REMOVED							3	
D6	67' RT 133+20	PRECAST	TO BE REMOVED							3	
M7	78' RT 133+20	BRICK	TO BE REMOVED							3	
D8	67' RT 131+22	PRECAST	TO BE REMOVED							3	
D9	67' RT 129+21	PRECAST	TO BE REMOVED							3	
M10	78' RT 129+21	BRICK	TO BE REMOVED							3	
D11	67' RT 127+20	PRECAST	TO BE REMOVED							3	
D12	67' RT 125+16	PRECAST	TO BE REMOVED							3	
M13	78' RT 125+16	BRICK	TO BE REMOVED							3	
D14	67' RT 123+19	PRECAST	TO BE REMOVED							3	
D15	67' RT 121+21	PRECAST	TO BE REMOVED							3	
M16	78' RT 121+21	BRICK	TO BE REMOVED							3	
D17	67' RT 119+21	PRECAST	TO BE REMOVED							3	
D18	67' RT 117+21	PRECAST	TO BE REMOVED							3	
M19	78' RT 117+21	BRICK	TO BE REMOVED							3	
D20	67' RT 115+21	PRECAST	TO BE REMOVED							3	
D21	67' RT 113+20	PRECAST	TO BE REMOVED							3	
M22	78' RT 113+20	BRICK	TO BE REMOVED							3	
M23	78' RT 112+08	BRICK	TO BE REMOVED							3	
D24	78' RT 111+89	PRECAST	TO BE REMOVED							3	
D25	67' RT 109+72	PRECAST	TO BE REMOVED							3	
M26	78' RT 109+72	BRICK	TO BE REMOVED							3	
D27	67' RT 107+72	PRECAST	TO BE REMOVED							3	
D28	67' RT 105+73	PRECAST	TO BE REMOVED							3	
M29	78' RT 105+73	BRICK	TO BE REMOVED							3	
D30	67' RT 103+74	PRECAST	TO BE REMOVED							3	
M31	78' RT 101+84	PRECAST	TO BE REMOVED							3	
D32	67' RT 100+72	PRECAST	TO BE REMOVED							3	
M32	78' RT 100+72	PRECAST	ADJUST. ELEV. OF F&G	779.27						3	
M33	78' LT 100+74	C. I. P.	ADJUST. ELEV. OF F&G	778.88						3	
M33A	272' LT 100+74	C. I. P.	TO BE REMOVED							3	
D33	67' LT 100+74	C. I. P.	TO BE REMOVED							3	
D34	67' LT 103+73	PRECAST	TO BE REMOVED							3	
M35	80' LT 101+84	C. I. P.	TO BE REMOVED							3	
D36	67' LT 105+73	PRECAST	TO BE REMOVED							3	
M38	78' LT 105+73	BRICK	TO BE REMOVED							3	
D37	67' LT 103+72	PRECAST	TO BE REMOVED							3	
D39	67' LT 109+72	PRECAST	TO BE REMOVED							3	
M41	78' LT 109+72	BRICK	TO BE REMOVED							3	
D40	67' LT 111+01	PRECAST	TO BE REMOVED							3	
M42	92' LT 111+01	BRICK	TO BE REMOVED							3	
D43	67' LT 113+20	PRECAST	TO BE REMOVED							3	
M44	78' LT 113+20	BRICK	TO BE REMOVED							3	
D45	67' LT 115+21	PRECAST	TO BE REMOVED							3	
M46	78' LT 115+21	BRICK	TO BE REMOVED							3	
D47	67' LT 117+20	PRECAST	TO BE REMOVED							3	
D48	67' LT 119+20	PRECAST	TO BE REMOVED							3	
M49	78' LF 119+20	BRICK	TO BE REMOVED							3	
D50	67' LT 121+21	PRECAST	TO BE REMOVED							3	
D51	67' LT 123+21	PRECAST	TO BE REMOVED							3	
M52	78' LT 123+21	BRICK	TO BE REMOVED							3	
D53	67' LT 125+20	PRECAST	TO BE REMOVED							3	
D54	67' LT 127+21	PRECAST	TO BE REMOVED							3	
M55	78' LT 127+21	BRICK	TO BE REMOVED							3	
D56	67' LT 129+21	PRECAST	TO BE REMOVED							3	
D57	67' LT 131+21	PRECAST	TO BE REMOVED							3	
M58	78' LT 131+21	BRICK	TO BE REMOVED							3	
D59	67' LT 133+21	PRECAST	TO BE REMOVED							3	
D60	67' LT 135+20	PRECAST	TO BE REMOVED							3	
M61	78' LT 135+20	BRICK	TO BE REMOVED							3	
D62	67' LT 137+21	PRECAST	TO BE REMOVED							3	
D63	67' LT 139+55	PRECAST	TO BE REMOVED							3	
M64	78' LT 139+55	C. I. P.	TO BE REMOVED							3	
M65	78' LT 142+00	C. I. P.	TO BE REMOVED							3	
D66	67' LT 142+00	C. I. P.	TO BE REMOVED							3	
M67	78' LT 143+28	C. I. P.	ADJUST. ELEV. OF F&G	777.45						3	
D68	67' LT 143+30	C. I. P.	TO BE REMOVED							3	
M69	77' LT 145+52	C. I. P.	ADJ. ELEV. OF F&G	776.30						3	
D70	67' LT 145+53	C. I. P.	TO BE REMOVED							3	
M71	78' LT 147+72	C. I. P.	ADJ. ELEV. OF F&G	775.15						3	
D72	67' LT 147+72	C. I. P.	TO BE REMOVED							3	
M73	78' LT 149+91	C. I. P.	ADJ. ELEV. OF F&G	774.02						3	
D74	67' LT 149+91	C. I. P.	TO BE REMOVED							3	
M75	81' RT 149+91	C. I. P.	TO BE REMOVED							3	
D76	67' RT 149+90	C. I. P.	TO BE REMOVED							3	
M78	81' RT 148+75	C. I. P.	ADJ. ELEV. OF F&G	774.80						3	
D79C	55' LT 644+00	C. I. P.	ADJ. ELEV. OF F&G	774.21	770.10(E)					3	
D78D	45' LT 644+00	C. I. P.	ADJ. ELEV. OF F&G	773.18						3	
M77	81' RT 147+71	C. I. P.	ADJ. ELEV. OF F&G	775.09	768.80	RESULT A, B				3	
D78	67' RT 147+71	C. I. P.	TO BE REMOVED							3	
M79	80' RT 145+52	C. I. P.	ADJ. ELEV. OF F&G	776.26						3	
D80	67' RT 145+52	C. I. P.	TO BE REMOVED							3	
M81	80' RT 143+25	C. I. P.	ADJ. ELEV. OF F&G	777.42						3	
D82	67' RT 143+25	C. I. P.	TO BE REMOVED							3	
D83	67' RT 142+00	C. I. P.	TO BE REMOVED							3	
D1 100	202' LT 118+50	C. I. P.	TYPE A - NEW	781.20	778.0		1.7	150		12	
D1 101	202' LT 109+74	C. I. P.	TYPE A - NEW	775.80	779.9	FIELD VERIFY	3.9	347		45	
D1 102	202' RT 134+6	C. I. P.	TYPE A - NEW	780.40	777.8		1.9	158		14	
D1 103	80' LT 305+00	C. I. P.	TYPE A - NEW	780.40	775.8		2.6	231		26	
CB 104	SW CORNER APRON	C. I. P.	CUT INTO EXISTING	779.81(E)	773.50					3	
D1 105	80' RT 155+98	C. I. P.	TYPE A - NEW	759.25	754.25		2.8	239		30	
D1 106	80' LT 155+98	C. I. P.	TYPE A - NEW	759.25	754.25		2.8	239		30	
CB 107	202' RT 121+00	C. I. P.	TYPE A - NEW	782.17	778.0		3.0	270		18	
CB 108	380' LT 123+35.5	C. I. P.	TYPE A - NEW	782.50	776.55		3.5	308		45	
CB 109	587' RT 126+01±	C. I. P.	CUT INTO EXISTING	775.50 (E)	771.50					3	
CB 110	202' LT 143+28	C. I. P.	TYPE A - NEW	773.60	763.50	FIELD VERIFY	5.1	454		64	
HEADWALL	300' LT 118+55±	C. I. P.	EXISTING TO BE REMOVED							3	
						TOTALS	27.3 CY	2398 LB	11.80 EA.	274 CY	234 CY



DESIGNED BY: <u>W. B. BULLOCK</u>	DATE: <u>5/9/97</u>	FILE NO. <u>17-97012-00</u>
CHECKED BY: <u>M. C. BULLOCK</u>	REV. <u>1</u>	
APPROVED BY: <u>M. C. BULLOCK</u>		

**RUTLAND STATE AIRPORT
CLARENDON, VERMONT**

DRAINAGE SUMMARY

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

DESIGNED BY: <u>G. DRACCO</u>	DATE: <u>2/97</u>
DRAWN BY: <u>M. BULLOCK</u>	3/97
CHECKED BY: <u>M. BULLOCK</u>	5/9/97
APPROVED BY: <u>M. C. BULLOCK</u>	5/9/97
Scale: HOR. - NONE VERT. - NONE	
Date: 5/9/97	
Sheet 3 Of 85	
Sheet No. 3A	

DRAINAGE QUANTITY SHEET



REV.	DATE	DESCRIPTION
12/22	AL	AS BUILT

Job No. 116020796-05
File No. 116020796-05

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

DRAINAGE SUMMARY

UPS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by: Dale
07/26/02 2/27
Drawn by: A. 3/97
Checked by: 07/26/02
Approved by: M. CHURCHILL 5/5/97

Scale: HOR. - NONE
VERT. - NONE

Date: 5/5/97

Sheet 3 Of 65

Sheet No. **3B**

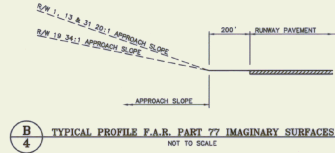
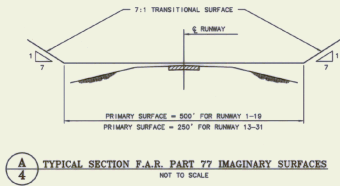
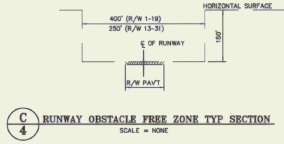
CULVERTS AND STORM DRAINS									
LOCATION		SIZE & TYPE	LENGTH	FLOW LINE		TRENCH EXCAVATION CY	REMARKS		
BEGIN	END			INLET	OUTLET				
D1 100	300' LT 116+55	15" CSP	100'	778.00	777.50	45	15" MES W/ STONE FILL, TYPE II	OUTLET	
D1 101	430' LT 100+80	15" RCP	230'	777.01	764.20	100	15" ES W/ STONE FILL, TYPE II	OUTLET	
D1 102	D1 103	15" CSP	225'	777.80	775.90	140			
D1 103	CB 104	15" RCP	295'	775.80	774.00	220			
D1 105	150' RT 155+93	15" CSP	90'	775.80	728.0	35	15" MES W/ STONE FILL, TYPE II	OUTLET	
D1 106	168' LT 155+93	15" CSP	80'	775.80	738.0	45	15" MES W/ STONE FILL, TYPE II	OUTLET	
CB 107	CB 108	15" CSP	340'	778.0	774.6	230			
CB 108	CB 109	15" CSP	335'	774.55	771.60	225			
202' LT 121+40	202' LT 121+88	15" CSP	48'	782.34	782.28	N.A.	15" MES	INLET & OUTLET	
CB 105	CB 106	15" CSP	152'						
						1040 cy	SUBTOTAL		

UNDERDRAIN								
LOCATION	SIZE & TYPE	LENGTH	FLOW LINE		TRENCH EXCAVATION CY	REMARKS		
			INLET	OUTLET				
M32	78' RT 100+72	6" UD	220 LF	774.7	163			
FB1	55' RT 102+80	6" UD	250 LF	776.02	185			
FB2	55' RT 105+30	6" UD	250 LF	776.64	185			
FB3	55' RT 107+80	6" UD	250 LF	777.23	185			
FB4	55' RT 109+55	6" UD	175 LF	777.94	130			
FB5	55' RT 112+86	6" UD	170 LF	778.68	126			
FB6	55' RT 114+60	6" UD	250 LF	779.12	185			
FB7	55' RT 117+10	6" UD	250 LF	779.54	185			
FB8	55' RT 119+60	6" UD	250 LF	780.06	185			
FB9	55' RT 121+00	6" UD	360 LF	781.34	266			
FB10	55' RT 124+60	6" UD	250 LF	780.67	50			
FB11	55' RT 127+10	6" UD	250 LF	780.24	50			
FB12	55' RT 129+60	6" UD	250 LF	779.80	50			
FB13	55' RT 132+10	6" UD	250 LF	778.64	50			
FB14	55' RT 134+60	6" UD	250 LF	777.43	50			
FB15	55' RT 137+10	6" UD	250 LF	776.21	50			
FB16	55' RT 139+60	6" UD	250 LF	774.99	50			
FB17	55' RT 142+10	6" UD	250 LF	773.77	50			
FB18	55' RT 144+60	6" UD	250 LF	772.50	185			
FB19	55' RT 147+10	6" UD	250 LF	771.20	185			
M75B	81' RT 148+75	6" UD	175 LF	770.20	130			
	140' RT 150+00			771.3		CONNECT TO EXISTING PVC UNDERDRAIN		
						2275 cy	SUBTOTAL	

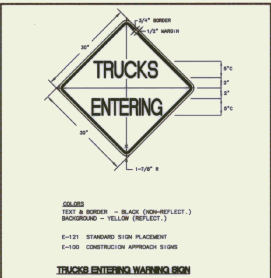
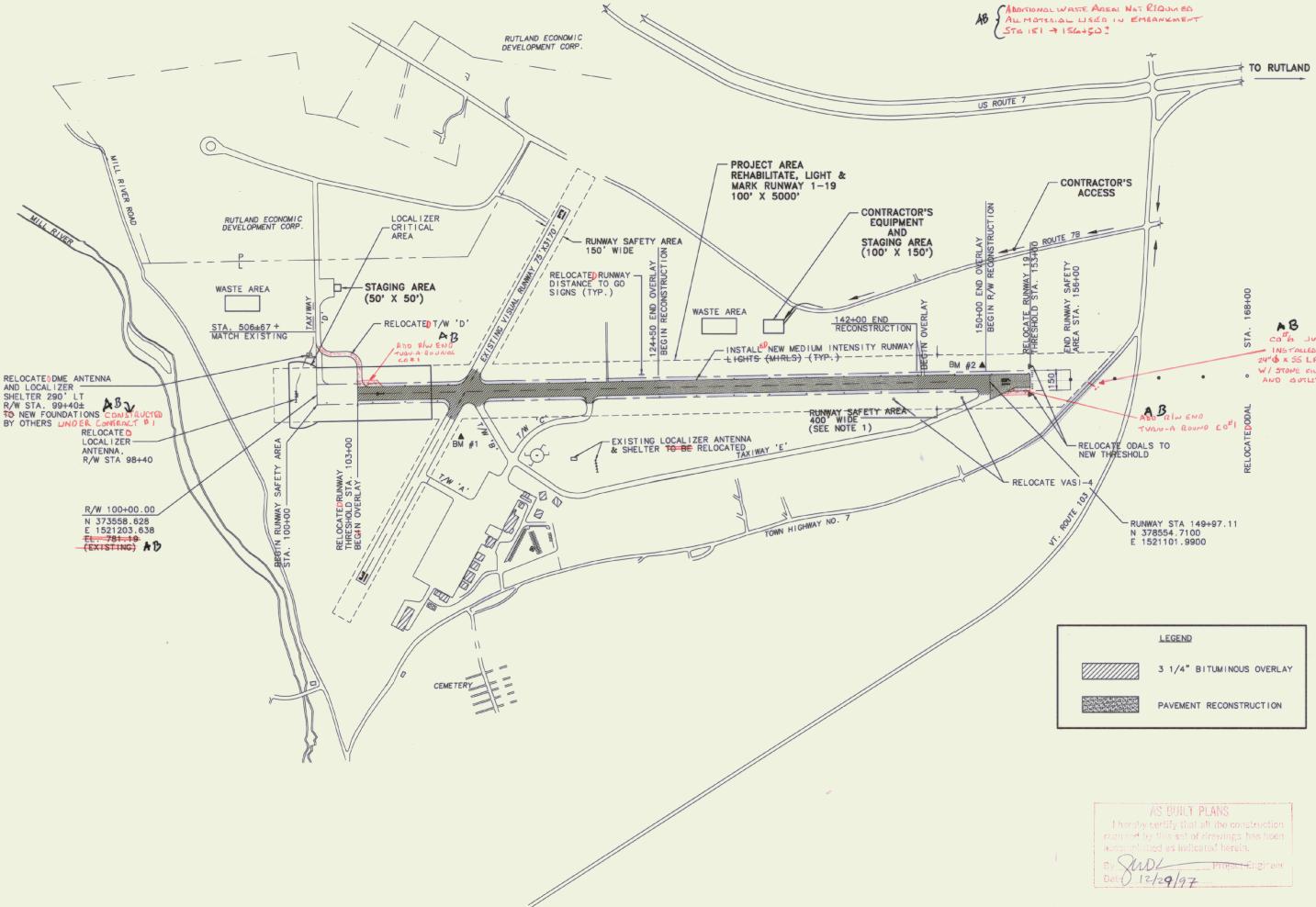
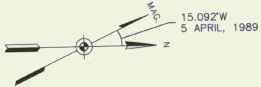
* See PLAN SHEETS FOR AS BUILT INFO

* See PLAN SHEETS FOR AS BUILT INFO

LOCATION	SIZE & TYPE	LENGTH	FLOW LINE		TRENCH EXCAVATION CY	REMARKS	
			INLET	OUTLET			
150' RT 151+80	6" UD	150 LF			104		
M33	78' LT 100+74	6" UD			774.70	OUTLET TO DAYLIGHT, STONE FILL, TYPE II	
FB20	55' LT 102+80	6" UD	250 LF	776.02	185		
FB21	55' LT 105+30	6" UD	250 LF	776.64	185		
FB22	55' LT 107+80	6" UD	250 LF	777.23	185		
FB23	55' LT 110+20	6" UD	240 LF	778.09	177		
FB24	55' LT 112+66	6" UD	194 LF	779.10	144		
FB25	55' LT 114+60	6" UD	250 LF	779.00	185		
FB26	55' LT 117+10	6" UD	250 LF	779.54	185		
FB27	55' LT 119+60	6" UD	250 LF	780.06	185		
FB28	55' LT 122+10	6" UD	250 LF	780.55	185		
FB29	55' LT 124+60	6" UD	250 LF	780.86	185		
FB30	55' LT 127+10	6" UD	250 LF	780.63	50		
FB31	55' LT 129+60	6" UD	250 LF	779.81	50		
FB32	55' LT 132+10	6" UD	250 LF	778.64	50		
FB33	55' LT 134+60	6" UD	250 LF	777.43	50		
FB34	55' LT 137+10	6" UD	250 LF	776.21	50		
FB35	55' LT 139+60	6" UD	250 LF	774.99	50		
FB36	55' LT 142+10	6" UD	250 LF	773.77	185		
FB37	55' LT 144+60	6" UD	250 LF	772.50	185		
FB38	55' LT 147+10	6" UD	250 LF	771.20	185		
M73	78' LT 149+81	6" UD	281 LF	769.50	208		
FB25	55' LT 114+60	6" CARRIER	240 LF	779.00	112		
D1 100	202' LT 116+50	6" CARRIER	160 LF	778.00	115		
FB5	55' RT 112+86	6" CARRIER	185 LF	778.0	115		
D1 102	202' LT 113+48	6" CARRIER PIPE	400 LF	778.0	2853 cy	SUBTOTAL	
TOTALS						6168	TOTAL
15" CSP						1260 LF	RNDG
15" RCP						550 LF	TOTAL
6" UD						9200 LF	
6" CARRIER PIPE						1 EA.	
15" RCP ES						1 EA.	
15" CSP						5 EA.	

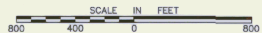


- NOTES:**
- RUNWAY 1-19 SAFETY AREA IS 150' WIDE WHEN OPERATING RUNWAY LENGTH IS LESS THAN 5000' (400' WIDE WHEN OPERATIONAL LENGTH IS 5000').
 - SEE PHASING PLAN SHEET 6.
 - TWO (2) TRUCK ENTERING SIGNS TO BE PLACED APPROXIMATELY 150' AND 75' FROM THE CONTRACTOR'S ENTRANCE - IN EACH DIRECTION. SIGNS TO BE PLACED AT LEAST 6' OFF ROADWAY EDGE OF PAVEMENT.
 - BENCHMARK #1: DISK 6504, 1979
374014.088N, 1521021.019E
ELEVATION 782.45
 - BENCHMARK #2: DISK 1105, 1987
378052.173N, 1520976.989E
ELEVATION 773.79
 - WASTE AREAS TO BE LOCATED AS DIRECTED BY THE ENGINEER OUTSIDE RUNWAY SAFETY AREAS AND F.A.R. PART 77 IMAGINARY SURFACES. AVOID WETLAND AREAS. WASTE AREAS TO BE GRADED, SWEPT, LINED & MULCHED UPON COMPLETION OF PROJECT.
- AB ADDITIONAL WASTE AREAS NOT REQUIRED. ALL MATERIALS USED IN EMBANKMENT STA 151+00 TO 152+00!**



LEGEND

	3 1/4" BITUMINOUS OVERLAY
	PAVEMENT RECONSTRUCTION



AIP 3-50-0015-11

REV.	DATE	DESCRIPTION	FILE NO. CIVIL ENGINEER
1	12/29/87	A3 G.M.S.T.	

Job No. F80215.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT
GENERAL PROJECT LAYOUT

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by:	D. G. GREGG	2/7/87
Drawn by:	A. A. 3/97	
Checked by:	C. G. GREGG	5/6/97
Approved by:	M. CHIRSHALL	5/2/97

Scale: HOR. - 1" = 400'
VERT. - N/A

Date: 5/5/97

Sheet 4 Of 85

Sheet No. **4**

AS BUILT PLANS
I hereby certify that all the construction shown by this set of drawings has been accomplished as indicated herein.
D. GREGG
Date: 12/29/97

GENERAL CONSTRUCTION AND SAFETY NOTES

GENERAL NOTES

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

- PORTABLE FLOODLIGHTING - THE CONTRACTOR SHALL PROVIDE PORTABLE FLOODLIGHTING WHEN REQUIRED FOR CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL PROVIDE SUFFICIENT UNITS SO THAT ALL WORK AREAS ARE ILLUMINATED TO A LEVEL OF 5 HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY.
- THE CONTRACTOR SHALL OBTAIN ALL THE PERMITS AND LICENSES REQUIRED FOR THE PROJECT WORK AT HIS OWN EXPENSE.
- EXISTING TOPOGRAPHIC FIELD SURVEYS FOR THIS PROJECT AREA WERE PERFORMED BY LITTLE RIVER SURVEY CO. IN 1982.
- THE HORIZONTAL CONTROL ON THIS PROJECT IS TIED TO THE 1983 AND 1988 NATIONAL GEODETIC HORIZONTAL AND VERTICAL DATUM, RESPECTIVELY.

SAFETY REQUIREMENTS DURING CONSTRUCTION

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

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

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

AND CAN BE REVIEWED AT THE OFFICES OF THE VERMONT AGENCY OF TRANSPORTATION.

- AC 150/5370-2, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", CURRENT EDITION.
- FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE, CURRENT EDITION".
- AC 150/5300-13, "AIRPORT DESIGN", CURRENT EDITION. ESTABLISHES DESIGN, OPERATIONAL, AND MAINTENANCE STANDARDS FOR AIRPORTS. STANDARD TERMS USED IN THE CONTRACT PLANS AND SPECIFICATIONS ARE DEFINED BELOW:
 - OBSTACLE FREE ZONE (OFZ) - A VOLUME OF SPACE WHICH IS FREE OF ALL FIXED OBJECTS AND CLEAR OF VEHICLES IN THE VICINITY OF AN AIRPLANE CONDUCTING AN APPROACH, MISSED APPROACH, LANDING, TAKEOFF, OR DEPARTURE. AN OFZ TYPICAL SECTION IS SHOWN ON THE GENERAL PROJECT LAYOUT PLAN.
 - RUNWAY PROTECTION ZONE (RPZ): A TRAPEZOIDAL AREA CENTERED ON THE RUNWAY BEGINNING AT A POINT 200 FEET BEYOND THE END OF THE AREA USEABLE FOR TAKEOFF OR LANDING.
 - OBJECT FREE AREA (OFA): A TWO DIMENSIONAL GROUND AREA SURROUNDING RUNWAYS, TAXIWAYS, AND TAXILANES WHICH IS CLEAR OF OBJECTS EXCEPT FOR OBJECTS WHOSE LOCATION IS FIXED BY FUNCTION.
 - SAFETY AREA - THE SURFACE ADJACENT TO RUNWAYS, TAXIWAYS, AND TAXILANES OVER WHICH AIRCRAFT SHOULD, IN DRY WEATHER, BE ABLE TO CROSS AT NORMAL SPEEDS WITHOUT INCURRING SIGNIFICANT DAMAGE. A SAFETY AREA IS GRADED, DRAINED AND COMPACTED. IT IS FREE OF ANY HOLES, TRENCHES, BUMPS OR OTHER SIGNIFICANT SURFACE VARIATIONS OR OBJECTS OTHER THAN THOSE WHICH MUST BE THERE BECAUSE OF THEIR ESSENTIAL AERONAUTICAL FUNCTION AND SAFETY AREA REQUIRES THE CAPABILITY OF SUPPORTING MAINTENANCE VEHICLES AND AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLES UNDER NORMAL (DRY) CONDITIONS.
- GENERAL SAFETY REQUIREMENTS
 - THE CONTRACTOR SHALL ACQUAINT HIS SUPERVISORS AND EMPLOYEES WITH THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO RUTLAND STATE AIRPORT AND SHALL CONDUCT HIS CONSTRUCTION ACTIVITIES IN CONFORMANCE TO ALL RUNWAY AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES FOR SAFETY SPECIFIED HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL SAFETY DEVICES AS REQUIRED FOR THE PROTECTION OF HIS PERSONNEL.
 - PROTECTION OF ALL PERSONS SHALL BE PROVIDED THROUGHOUT THE PROGRESS OF THE WORK. THE WORK SHALL PROCEED IN SUCH A MANNER AS TO PROVIDE SAFE CONDITIONS FOR ALL WORKERS AND AGENCY PERSONNEL. THE SEQUENCE OF OPERATION SHALL BE SUCH THAT MAXIMUM PROTECTION IS AFFORDED TO INSURE THAT PERSONNEL AND WORKERS IN THE WORK AREA ARE NOT SUBJECT TO ANY DANGEROUS CONDITIONS.

- DURING PERFORMANCE OF THIS CONTRACT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. ALL AIRCRAFT TRAFFIC ON THESE AREAS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC. THE OWNER RESERVES THE RIGHT TO ORDER THE CONTRACTOR AT ANY TIME TO VACATE ANY AREA NECESSARY TO MAINTAIN SAFE AIRCRAFT OPERATIONS. USE OF AREAS NEAR THE CONTRACTOR'S WORK WILL BE CONTROLLED TO MINIMIZE DISTURBANCE TO THE CONTRACTOR'S OPERATION. THE CONTRACTOR SHALL NOT ALLOW EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, OR ANY OTHER UNAUTHORIZED PERSONS TO ENTER OR REMAIN IN ANY AIRPORT AREA WHICH WOULD BE HAZARDOUS TO PERSONS OR TO AIRCRAFT OPERATIONS.
- ALL WORK TO BE PERFORMED WHICH IS CLOSE TO AN ACTIVE RUNWAY, TAXIWAY OR APRON SHALL BE PERFORMED WHEN THE RUNWAY, TAXIWAY OR APRON IS NOT IN USE. SUCH WORK SHALL BE ACCOMPLISHED ONLY WITH PRIOR PERMISSION FROM THE ENGINEER AND AIRPORT MANAGER. REQUESTED CLOSINGS SHALL BE DIRECTED TO THE ENGINEER AT LEAST 48 HOURS IN ADVANCE.

CONSTRUCTION AND FACILITIES MAINTENANCE

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

- THE CONTRACTOR SHALL CONDUCT ACTIVITIES SO AS NOT TO VIOLATE ANY SAFETY STANDARDS CONTAINED HEREIN. THE CONTRACTOR SHALL INSPECT ALL CONSTRUCTION AND STORAGE AREAS AS OFTEN AS NECESSARY AND PROMPTLY TAKE ALL STEPS NECESSARY TO PREVENT/REMEDY ANY UNSAFE OR POTENTIALLY UNSAFE CONDITIONS OR ACTIVITIES DISCOVERED.
- THE VAOT WILL BE RESPONSIBLE FOR ISSUING APPROPRIATE NOTICE TO AIRMEN (NOTAM) CONCERNING CONSTRUCTION ACTIVITY ON THE AIRFIELD.

MOTORIZED VEHICLES

THIS PROJECT INCLUDES WORK WITHIN THE AIRCRAFT OPERATIONS AREA (AOA). ALL PERMITTED VEHICLES SHALL BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME-TYPE LIGHT, MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES. ALL VEHICLES OPERATING WITHIN THE AIRFIELD BOUNDARY SHALL BE IDENTIFIED WITH A SIGN ON EACH SIDE OF THE VEHICLE BEARING THE CONTRACTOR'S NAME IN 12-INCH MINIMUM LETTER HEIGHT.

VEHICLES MAKING ONLY OCCASIONAL VISITS TO THE JOB SITE ARE EXEMPT FROM THE IDENTIFICATION REQUIREMENTS CONTAINED HEREIN ABOVE PROVIDED THAT THEY ARE ESCORTED INTO, THROUGH, AND OUT OF THE AIRPORT AREA BY A PROPERLY IDENTIFIED VEHICLE.

RADIO COMMUNICATIONS

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

DEBRIS

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

FLAGMEN

IN ACCORDANCE WITH THE SPECIFICATIONS, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, FURNISH FLAGMEN AS NECESSARY TO CONTROL HIS TRAFFIC (UNLESS OTHERWISE DIRECTED BY THE ENGINEER).

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

MISCELLANEOUS

- OPEN FLAME, WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS HAVE BEEN TAKEN AND THE PROCEDURE PREVIOUSLY APPROVED BY THE ENGINEER.
- EQUIPMENT AND STOCKPILED MATERIAL SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT JET BLAST OR WIND CONDITIONS IN EXCESS OF 10 KNOTS.
- THE CONTRACTOR SHALL PROVIDE BUCKET TYPE CONSTRUCTION BARRICADES WITH FLASHING YELLOW LIGHTS AS SHOWN ON THE DRAWINGS TO DELINEATE THE WORK AREAS WHEN CLOSED TO AIRPORT TRAFFIC. OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL LOCATED IN THE AOA SHALL BE PROMINENTLY MARKED WITH ORANGE FLAGS AND LIGHTED BY APPROVED LIGHT UNITS DURING HOURS OF LIMITED VISIBILITY AND DARKNESS.
- ALL MATERIALS AND EQUIPMENT WHEN NOT IN USE SHALL BE PLACED IN APPROVED AREAS WHERE THEY WILL NOT CONSTITUTE A HAZARD TO AIRCRAFT OPERATIONS AND NOT PENETRATE CLEARANCE SURFACES. EQUIPMENT SHALL BE PARKED AT THE STAGING AREA WHEN NOT IN USE.
- MAXIMUM EQUIPMENT HEIGHT SHALL NOT EXCEED 15 FEET UNLESS PRIOR APPROVAL IS OBTAINED FROM THE ENGINEER.
- UPON COMPLETION OF ANY STAGE/PHASE OF WORK, THE ENGINEER WILL ARRANGE A PHYSICAL INSPECTION OF THE AREA WITH AIRCRAFT OPERATIONS PERSONNEL PRIOR TO OPENING ANY PORTION OF A RUNWAY, RAMP AREA OR AIRPORT ROADWAY THAT HAS BEEN CLOSED FOR WORK OR USED FOR A CROSSING POINT OR HAUL ROUTE BY THE CONTRACTOR.
- ENTRANCE TO THE AIRFIELD IS SUBJECT TO SECURITY REGULATIONS. ALL PERSONNEL ENTERING THE AIRFIELD MUST OBTAIN AN IDENTIFICATION SECURITY IDENTIFICATION BADGES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ASSURING THAT ALL OF HIS EMPLOYEES WHO HAVE UNSORTED ACCESS TO THE AIRFIELD, HAVE HAD A BACKGROUND CHECK PERFORMED ON THEM DATING BACK FIVE (5) YEARS VERIFYING REPRESENTATIONS MADE BY THE EMPLOYEE RELATING TO EMPLOYMENT.
- THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A CURRENT LIST OF ALL EMPLOYEES WORKING ON THE AIRPORT. THE LIST SHALL BE MAINTAINED CURRENT BY THE CONTRACTOR AND APPLIES TO ALL SUBCONTRACTORS.
- EXCEPT FOR EMERGENCIES, ALL CONTACT WITH AIRPORT PERSONNEL SHALL BE MADE THROUGH THE RESIDENT ENGINEER. FOR EMERGENCIES INVOLVING SAFETY (INJURIES, FIRES, SECURITY BREACHES, ETC.) THE CONTRACTOR SHALL MAKE DIRECT CONTACT WITH AIRPORT OPERATIONS FOLLOWED BY NOTIFICATION TO THE RESIDENT ENGINEER AS SOON AS POSSIBLE.
- THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- IN ACCORDANCE WITH THE SPECIFICATIONS, FEDERAL WAGE RATES SHALL BE POSTED OUTSIDE THE SITE FIELD OFFICE IN A WEATHERPROOF ENCLOSURE.
- UTILITIES
 - UNDERGROUND UTILITIES: THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE CONSIDERED TO BE ONLY ESTIMATED LOCATIONS. ALL UTILITY LOCATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION. IN THE EVENT ANY UTILITY IS DAMAGED THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING FOR INCURRED COSTS OF REPAIRS.
 - UTILITIES NOTIFICATION: AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE UNDERGROUND UTILITY FACILITIES, THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER, AND THE OWNER OF EACH UNDERGROUND UTILITY FACILITY AFFECTED.
 - THE FOLLOWING IS A LIST OF COMPANIES WITH POSSIBLE UTILITIES WITHIN THE CONSTRUCTION LIMITS.

UTILITY	
DIOSAFE	1-800-225-4977
CVPS	1-800-649-2877



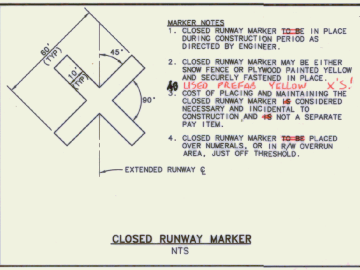
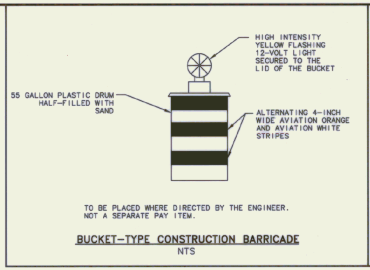
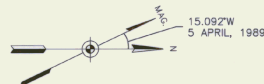
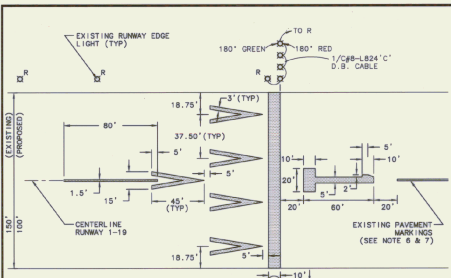
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Rutland State Airport									File No. 1500100000

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

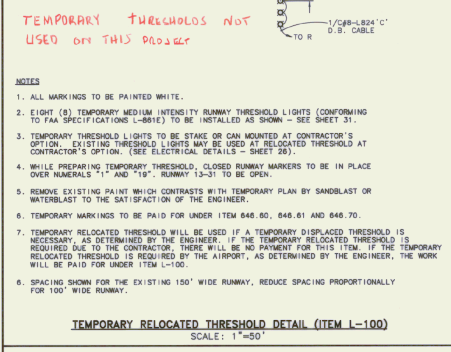
GENERAL CONSTRUCTION &
SAFETY NOTES

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Checked by: <i>Don</i>	Date: <i>5/5/97</i>
Drawn by: <i>M. WICKALA</i>	Checked by: <i>D. WILSON</i>
Checked by: <i>D. WILSON</i>	Approved by: <i>D. WILSON</i>
Scale: HOR - N/A VERT - N/A	
Date: 5/5/97	
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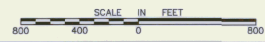
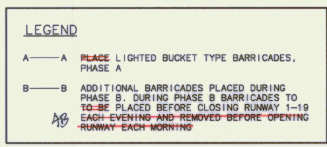
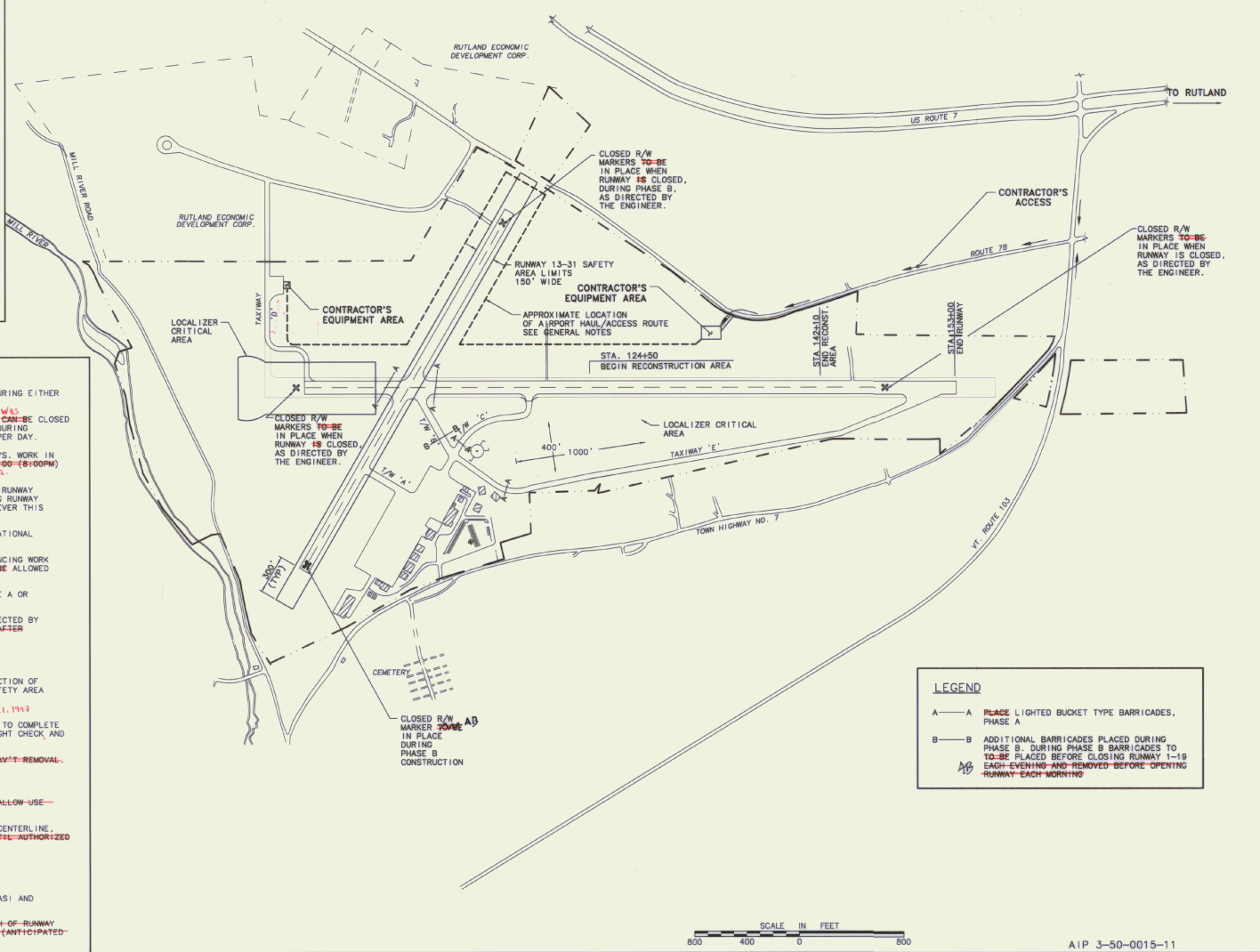


- MARKER NOTES:**
1. CLOSED RUNWAY MARKER TO BE IN PLACE DURING CONSTRUCTION PERIOD AS DIRECTED BY ENGINEER.
 2. CLOSED RUNWAY MARKER MAY BE EITHER SNOW FENCE OR PLUMBO PAINTED YELLOW AND SECURELY FASTENED IN PLACE. COST OF PLACING AND MAINTAINING THE CLOSED RUNWAY MARKER IS CONSIDERED NECESSARY AND INCIDENTAL TO CONSTRUCTION AND IS NOT A SEPARATE PAY ITEM.
 3. CLOSED RUNWAY MARKER TO BE PLACED OVER MATERIALS OR IN R/W OVERRUN AREA, JUST OFF THRESHOLD.
- GENERAL NOTES:**
1. CONTRACTOR'S MAIN ACCESS TO SITE TO BE FROM ROUTE 7B.
 2. CONTRACTOR TO PROVIDE FLAG PERSON AT HAUL / ACCESS ROUTE, CROSSING OF RUNWAY 13 SAFETY AREA, WHEN RUNWAY 13-31 IS OPERATIONAL.
 3. FLAGPERSON TO CONTROL ACCESS WITHIN RUNWAY 13 SAFETY AREA. NO GROUND VEHICLE TRAFFIC WILL BE ALLOWED TO ENTER RUNWAY SAFETY AREA WHEN AIRCRAFT ARE ~~WERE~~ APPROACHING OR DEPARTING RUNWAY 13.
 4. FLAGPERSON IS TO HAVE ANAERONAUTICAL RADIO CAPABLE OF TRANSMITTING AND RECEIVING ON RUTLAND UNICOM FREQUENCY 122.8 MHZ.
 5. HAUL ROUTE TO BE GRADED AND RETURNED TO TURF UPON COMPLETION OF PROJECT.
 6. WASTE AREAS TO BE GRADED & SEED. PROVIDED EROSION CONTROL AS DIRECTED BY THE ENGINEER.



- NOTES**
1. ALL MARKINGS TO BE PAINTED WHITE.
 2. EIGHT (8) TEMPORARY MEDIUM INTENSITY RUNWAY THRESHOLD LIGHTS (CONFORMING TO FAA SPECIFICATIONS L-881E) TO BE INSTALLED AS SHOWN - SEE SHEET 31.
 3. TEMPORARY THRESHOLD LIGHTS TO BE STAKE OR CAN MOUNTED AT CONTRACTOR'S OPTION. EXISTING THRESHOLD LIGHTS MAY BE USED AT RELOCATED THRESHOLD AT CONTRACTOR'S OPTION. (SEE ELECTRICAL DETAILS - SHEET 26)
 4. WHILE PREPARING TEMPORARY THRESHOLD, CLOSED RUNWAY MARKERS TO BE IN PLACE OVER NUMERALS "1" AND "19". RUNWAY 13-31 TO BE OPEN.
 5. REMOVE EXISTING PAINT WHICH CONTRASTS WITH TEMPORARY PLAN BY SANDBLAST OR WATERBLAST TO THE SATISFACTION OF THE ENGINEER.
 6. TEMPORARY MARKINGS TO BE PAID FOR UNDER ITEM 646.60, 646.61 AND 646.70.
 7. TEMPORARY RELOCATED THRESHOLD WILL BE USED IF A TEMPORARY DISPLACED THRESHOLD IS NECESSARY, AS DETERMINED BY ENGINEER. IF TEMPORARY RELOCATED THRESHOLD IS REQUIRED DUE TO THE CONTRACTOR, THERE WILL BE NO PAYMENT FOR THIS ITEM. IF THE TEMPORARY RELOCATED THRESHOLD IS REQUIRED BY THE AIRPORT, AS DETERMINED BY THE ENGINEER, THE WORK WILL BE PAID FOR UNDER ITEM L-100.
 8. SPACING SHOWN FOR THE EXISTING 150' WIDE RUNWAY. REDUCE SPACING PROPORTIONALLY FOR 100' WIDE RUNWAY.

- PHASING NOTES**
1. ALL WORK ON THE RUNWAY RECONSTRUCTION PROJECT ~~WILL BE~~ ACCOMPLISHED DURING EITHER PHASE A OR PHASE B.
 2. RUNWAY 1-19 ~~WILL BE~~ CLOSED TO AIR TRAFFIC DURING PHASE A. THE RUNWAY ~~CAN BE~~ CLOSED FOR UP TO 30 CALENDAR DAYS. RUNWAY 13-31 ~~IS TO BE~~ OPEN AT ALL TIMES DURING PHASE A WORK. WORK DURING PHASE A CAN BE CARRIED OUT UP TO 24 HOURS PER DAY.
 3. WORK DURING PHASE B MUST BE COMPLETED WITHIN NINETY (90) CALENDAR DAYS. WORK IN THE RUNWAY SAFETY AREAS ~~WILL BE~~ ALLOWED ONLY BETWEEN THE HOURS OF 20:00 (8:00PM) TO 08:00 (8:00AM). ~~AS DIRECTED BY THE ENGINEER.~~
 4. WHENEVER WORK IS SCHEDULED WITHIN THE RUNWAY 13-31 SAFETY AREA, THIS RUNWAY ~~MUST BE~~ CLOSED. AT LEAST 48 HOURS NOTICE IS REQUIRED PRIOR TO CLOSING RUNWAY 13-31. CLOSE COORDINATION WITH THE AIRPORT MANAGER IS NECESSARY WHENEVER THIS RUNWAY ~~IS SCHEDULED TO BE~~ CLOSED.
 5. ALL WORK ~~MUST~~ COMPLY WITH THE REQUIREMENTS OF A.C. 150/5370-2C, OPERATIONAL SAFETY DURING CONSTRUCTION, SEE CONSTRUCTION AND SAFETY NOTES.
 6. THE CONTRACTOR ~~MUST~~ SUBMIT A SCHEDULE TO THE ENGINEER PRIOR TO COMMENCING WORK ON THE AIRPORT. THIS SCHEDULE IS TO BE UPDATED WEEKLY. NO WORK ~~WILL BE~~ ALLOWED OUTSIDE THE AREAS INCLUDED IN THE APPROVED SCHEDULE.
 7. WORK OUTSIDE THE RUNWAY SAFETY AREAS ~~CAN BE~~ ACCOMPLISHED DURING PHASE A OR PHASE B.
 8. PRIOR TO OPENING THE RUNWAYS TO AIR TRAFFIC, THE RUNWAY ~~WILL BE~~ INSPECTED BY THE CONTRACTOR AND ENGINEER. INSPECTIONS ~~WILL BE~~ SCHEDULED FOR 07:00 AFTER NIGHTLY SHUT-DOWN. ~~AS NECESSARY.~~
- PHASE A**
1. RECONSTRUCT RUNWAY 1-19 FROM STATION 124+50 TO 142+10. BEGIN CONSTRUCTION OF RUNWAY SAFETY AREAS, 200' LEFT AND RIGHT OF RUNWAY CENTERLINE AND SAFETY AREA OVERRUNS, STATION 153+00 TO 156+00.
 2. RELOCATED DME ANTENNA. RELOCATED LOCALIZER AND SHELTER. THIS WORK ~~IS TO BE~~ ACCOMPLISHED AS SOON AS POSSIBLE TO ALLOW FOR FAA TO COMPLETE ALL MODIFICATIONS AND HOOP UPS, AS WELL AS PERFORM THE NECESSARY FLIGHT CHECK AND PUBLISH THE NEW APPROACH PLATES. ~~AS NECESSARY.~~
 3. NO WORK ALLOWED SOUTH OF INTERSECTION WITH RUNWAY 13-31 OTHER THAN PAV'T REMOVAL. ~~Work continues with cooperation with engineer & FAA.~~
- PHASE B**
1. OVERLAY RUNWAY 1-19. TAPER OVERLAY AT THE END OF EACH DAY'S WORK TO ALLOW USE BY AIR TRAFFIC. ALL PAVING ~~IS TO BE~~ COMPLETED UNTIL PHASE A.
 2. COMPLETE WORK IN RUNWAY SAFETY AREAS, 200' LEFT AND RIGHT OF RUNWAY CENTERLINE, AND IN SAFETY AREA OVERRUNS. WORK SOUTH OF RUNWAY 13-31 ~~CANNOT BE~~ BEGIN UNTIL AUTHORIZED BY THE ENGINEER, AFTER LOCALIZER FLIGHT CHECK. ~~AS NECESSARY.~~
 3. COMPLETE DRAINAGE WORK.
 4. COMPLETE TAXIWAY D.
 5. INSTALL/RELOCATE RUNWAY LIGHTING AND SIGNAGE RELOCATIONS, RELOCATE VASI AND GOALS.
 6. NO SIGNIFICANT EXCAVATION OR ~~PAVING~~ ACTIVITIES WILL BE ALLOWED SOUTH OF RUNWAY INTERSECTION UNTIL FAA COMPLETES FLIGHT CHECK OF RELOCATED LOCALIZER (ANTICIPATED WITHIN TWO (2) WEEKS OF START OF PHASE B WORK).



AIP 3-50-0015-11

DESIGNED BY: WJC
 DRAWN BY: MRC
 CHECKED BY: MRC
 APPROVED BY: MRC

**RUTLAND STATE AIRPORT
CLARENDON, VERMONT**

PHASING PLAN, NOTES

DATE: 1/13/19
 REV: 1
 FILE NO.: 11218
 JOB NO.: 11218-00

URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

Scale: HOR - 1" = 400'
 VERT - N/A

Date: 5/5/97

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Sheet No

6



FILE NO. 17482/MS/EC
DATE
REV. DATE
1 2/19/97 A.S. BULLER
DESCRIPTION

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Drawn By: M. McALLAN 3/97
Checked By: G. D'AMICO 5/97
Approved By: M. CHIBRELL 5/97

Scale: AS = AS NOTED VS = AS NOTED
Date: 5/5/97
Sheet 7 OF 65
Sheet No. 7

GENERAL NOTES

- SUBGRADE UNDER AREAS TO BE PAVED **TO BE** COMPACTED TO 100% DENSITY AS PER AASHTO T-190, ~~AS DIRECTED BY THE ENGINEER~~
- BITUMINOUS TACK COAT (EMULSIFIED ASPHALT, RS-1) **TO BE** APPLIED BETWEEN LIFTS OF BITUMINOUS CONCRETE PAVEMENT AT A RATE OF 0.01 TO 0.03 GAL / SY WHEN DIRECTED BY THE ENGINEER. (NOT A SEPARATE PAY ITEM.)
- REMOVAL OF EXISTING MANHOLES AND DROP INLETS **TO BE** PAID UNDER ITEM 203.16 SOLID ROCK EXCAVATION. (3 CY PER EACH UNIT REMOVED). EXISTING DRAINAGE LINES **TO BE** ABANDONED IN PLACE. PIPES **TO BE** PLUGGED EACH END WITH CONCRETE BEFORE BACKFILLING. PAVEMENT **TO BE** SUBSIDIARY TO REMOVAL OF MANHOLES AND DROP INLETS.
- EXISTING BITUMINOUS PAVEMENT 50'-75' EACH SIDE OF CENTERLINE **TO BE** REMOVED. PAVEMENT **TO BE** MADE UNDER ITEM 203.15, COMMON EXCAVATION. AREA **TO BE** GRADED, TOPSOILED AND SEEDED.
- ALL EXCAVATION **TO BE** PAID FOR UNDER ITEM 203.15, COMMON EXCAVATION OR 203.16 SOLID ROCK EXCAVATION.
- SEED, ITEM 651.15 **TO BE** APPLIED AS DIRECTED BY ENGINEER.

% WT	LBS / A	NAME	EVR %	SEEM
3.33	2	CROWN VETCH	97	75
50.00	30	CREeping RED FESCUE	98	85
8.33	5	TIMOTHY	99	85
18.67	10	PERR. RYE GRASS	95	85
8.34	5	ALFALFA (VAR. SARANAC)	99	85
8.33	5	BIRDSFOOT TREFLOIL (VAR. EMPHIRE)	98	85
5.00	3	HIGHLAND BENT GRASS	92	85
100.00	60			

THE SEED MIXTURE SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS WEED SEED.

FERTILIZER, ITEM 651.18, FORMULA 10-20-10 **TO BE** USED WITH SEED, ITEM 651.15, APPLIED AT THE RATE IF 500 LBS / ACRE.

AGRICULTURAL LIMESTONE, ITEM 651.20, **TO BE** APPLIED AT RATE OF 2 TONS / ACRE OR AS DIRECTED BY ENGINEER.

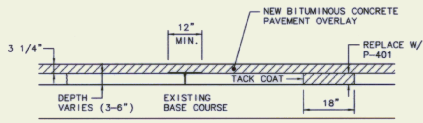
HAY MULCH, ITEM 651.25, **TO BE** PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS / ACRE.

TOPSOIL, ITEM 651.35, **TO BE** USED WITH SEED, ITEM 651.15, AS DIRECTED BY THE ENGINEER.

ALLOWABLE THICKNESS TOLERANCES:
SUBGRADE ± 1"
CONTROLLED MATERIAL ± 1"
PAVEMENT ± 3/16"
BASE COURSE ± 1/2"

7. BITUMINOUS CONCRETE PAVEMENT DESIGN BASED ON PERFORMANCE GRADED ASPHALT - USE PG 58-34 IN ACCORDANCE WITH AASHTO DESIGNATION MP1.

8. MINIMUM OVERLAY DEPTH IS 2 INCHES. MILL EXISTING PAVEMENT **GRADED ASPHALT** - WHEN NECESSARY TO ACHIEVE MINIMUM THICKNESS.



TYPE I CRACK REPAIR TYPE II CRACK REPAIR TYPE III CRACK REPAIR

EXISTING RUNWAY PAVEMENT CRACK REPAIRS
SCALE = NONE

NOTES: 1. PRIOR TO PLACING NEW BITUMINOUS CONCRETE PAVEMENT OVERLAY, PAVEMENT CRACKS **TO BE** SEALED OR REPAIRED, AS FOLLOWS:

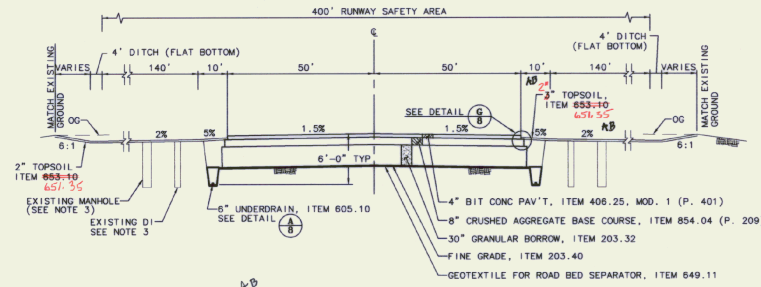
TYPE I CRACK REPAIR: CRACKS LESS THAN 3/4" IN WIDTH **TO BE** ROUTED AND SEALED WITH HOT POURED JOINT SEALING FILLER. PAVEMENT **TO BE** MADE UNDER ITEM 524.11 MOD. 1 - TYPE I CRACK REPAIR (P-605).
DO NOT USE CARBON ASTM D 3405

TYPE II CRACK REPAIR: CRACKS BETWEEN 3/4" AND 1 1/4" IN WIDTH **TO BE** ROUTED SEALED WITH HOT POURED JOINT SEALING FILLER. PRIOR TO PLACING OVERLAY CRACKS BETWEEN 1/2" AND 1 1/4" **SHALL BE** COVERED WITH A PAVEMENT REINFORCEMENT MATERIAL SUCH AS "PAVE-PREP" TM OR APPROVED EQUAL. PAVEMENT **TO BE** MADE UNDER ITEM 524.11 MOD. 2 (P-605). TYPE II CRACK REPAIR.

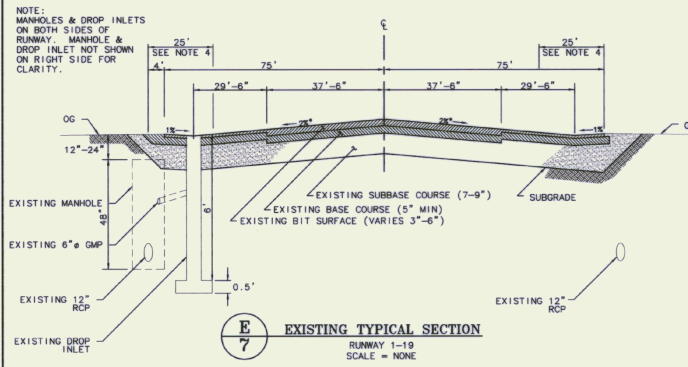
TYPE III CRACK REPAIR: CRACKS OVER 1 1/4" IN WIDTH **TO BE** CUT OUT. EXISTING BIT. CONC. PAVEMENT (9") ON EITHER SIDE OF THE CRACK **TO BE** REMOVED. BASE MATERIAL RE-COMPACTED, AND NEW BITUMINOUS CONCRETE PAVEMENT (CONFORMING TO ITEM 406.25 MOD. 1 (P-401)) REPLACED. PAVEMENT **TO BE** MADE UNDER ITEM 524.11, MOD. 3 (P-605)

2. DETERMINATION OF USE OF TYPE I, TYPE II, OR TYPE III CRACK REPAIR **WILL BE** AS DIRECTED BY THE ENGINEER.

3. CRACK SURVEY IN DEC. 1996 REVEALED APPROXIMATELY 17,000 LF OF CRACKS WHICH NEEDED REPAIR. APPROXIMATELY 10% TYPE I, APPROXIMATELY 50% TYPE II AND APPROXIMATELY 40% TYPE III.

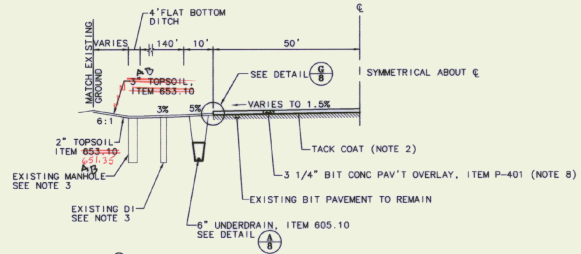


PROPOSED TYPICAL SECTION R/W 1-19
STA 125+00 TO 142+00
SCALE = NONE

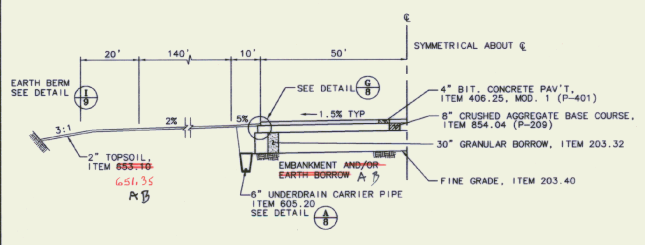


EXISTING TYPICAL SECTION
RUNWAY 1-19
SCALE = NONE

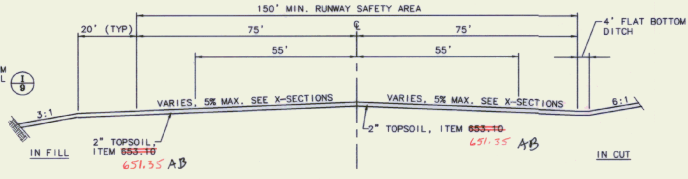
NOTE: MANHOLES & DROP INLETS ON BOTH SIDES OF RUNWAY. MANHOLE & DROP INLET NOT SHOWN ON RIGHT SIDE FOR CLARITY.



PROPOSED TYPICAL SECTION R/W 1-19
STA 103+00 TO 124+50
SCALE = NONE

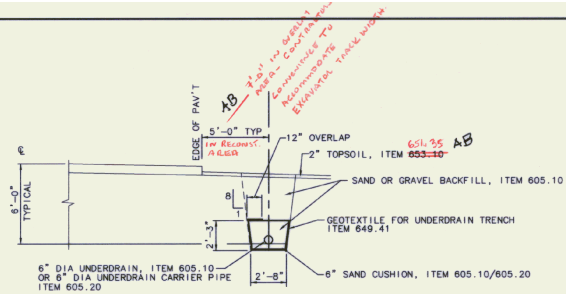


PROPOSED TYPICAL SECTION R/W 1-19
STA 150+00 TO 153+00
SCALE = NONE



RUNWAY SAFETY AREA BEYOND RUNWAY THRESHOLD - TYPICAL SECTIONS
STA 100+00 TO 103+00
STA 153+00 TO 156+00
SCALE = NONE

* WHERE SHOWN ON PLANS OR AS ORDERED BY THE ENGINEER

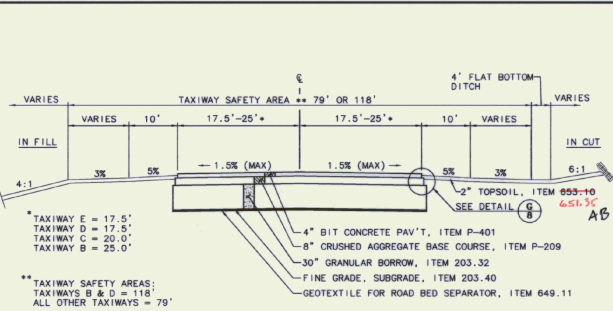


6" DIA UNDERDRAIN, ITEM 605.10
OR 6" DIA UNDERDRAIN CARRIER PIPE
ITEM 605.20

UNDRRAIN EXCAVATION TO BE PAID FOR AS
ITEM 204.20 TRENCH EXCAVATION OF EARTH OR
ITEM 204.21 TRENCH EXCAVATION OF ROCK

NOTES: SAND CUSHION AND GEOTEXTILE FOR ROADBED
SEPARATOR NOT REQUIRED FOR UNDERDRAIN
CARRIER PIPE.

A
8 6" DIA UNDERDRAIN AND 6" DIA UNDERDRAIN CARRIER PIPE
SCALE = NONE



TAXIWAY SAFETY AREA ** 79' OR 118'

4' FLAT BOTTOM
DITCH

VARIES 10' 17.5'-25'* 17.5'-25'* 10' VARIES

IN FILL IN CUT

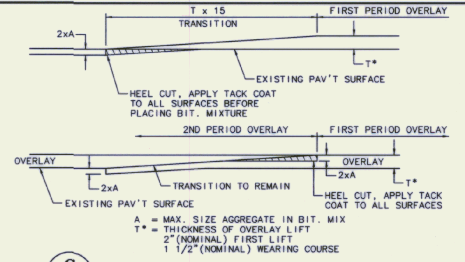
4:1 3% 5% 1.5% (MAX) 1.5% (MAX) 5% 3% 6:1

2" TOPSOIL, ITEM 605.10
651.35 AB

4" BIT CONCRETE PAV'T, ITEM P-401
8" CRUSHED AGGREGATE BASE COURSE, ITEM P-209
30" GRANULAR BORROW, ITEM 203.32
FINE GRADE, SUBGRADE, ITEM 203.40
GEOTEXTILE FOR ROAD BED SEPARATOR, ITEM 649.11

** TAXIWAY SAFETY AREAS:
TAXIWAYS B & D = 118'
ALL OTHER TAXIWAYS = 79'

B
8 PROPOSED TAXIWAY TYPICAL SECTION
SCALE = NONE



PAVEMENT OVERLAY TRANSITIONS
SCALE = NONE

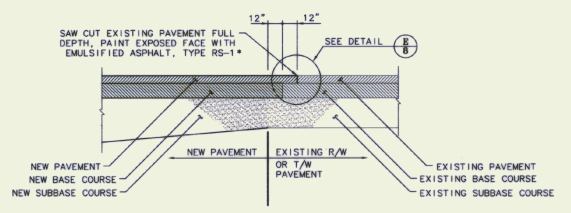
- OVERLAY OPERATION TO PROCEED FROM SOUTH TO NORTH
- OVERLAY TO BE COMPLETED DURING PHASE A. FULL WIDTH OF RUNWAY ON EACH EVENING'S WORK.
- PLACEMENT OF PAVEMENT OVERLAY TO TERMINATE EACH NIGHT TO ALLOW SUFFICIENT TIME FOR PLACEMENT OF TEMPORARY MARKING AND CLEANUP PRIOR TO RE-OPENING THE RUNWAY.
- AT THE END OF EACH NIGHT'S WORK, TRANSITION RAMPS TO BE CONSTRUCTED TO PROVIDE TRANSITION FROM COMPLETED COURSE OF THE OVERLAY TO THE EXISTING PAVEMENT.



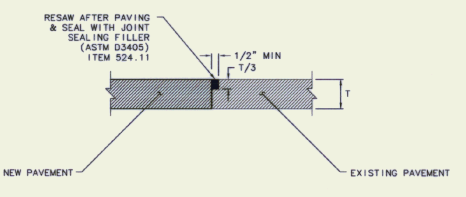
REV.	DATE	DESCRIPTION
1	12/11/99	AS BUILT

File No. 11-V-0123(REQ)
Job No.

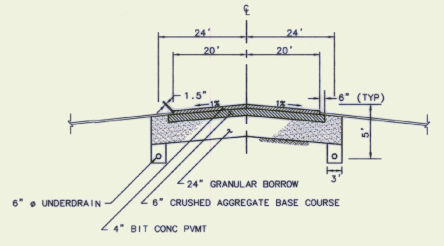
NOTE:
• THE COST OF THE PAVEMENT SAW CUT AND TACKCOAT ARE NOT A SEPARATE PAY ITEM. IT IS CONSIDERED AS SUBSIDIARY TO THE OTHER ITEMS OF WORK.



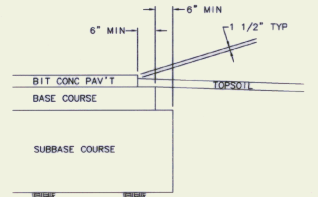
D
8 BUTT JOINT DETAIL
SCALE = NONE



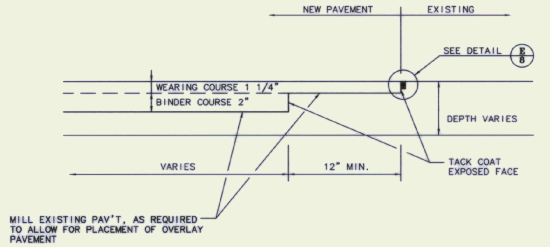
E
8 SAWCUT DETAIL
SCALE = NONE



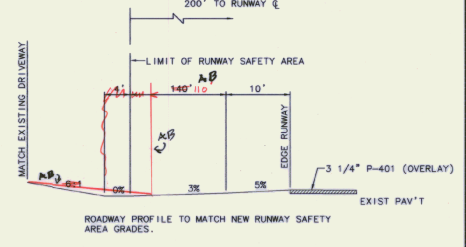
F
8 EXISTING TYPICAL SECTION TAXIWAY 'C'
SCALE = NONE



G
8 PAVEMENT SECTION EDGE (TYP.)
SCALE = NONE



H
8 OVERLAY BUTT JOINT DETAIL
SCALE = NONE



I
8 MAINTENANCE DRIVEWAY PROFILE
STA 145+03± LEFT
SCALE = NONE

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TYPICAL SECTIONS & DETAILS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

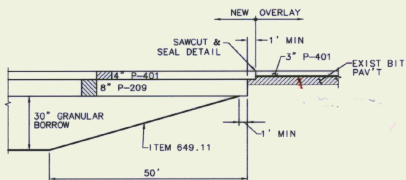
Designed By: DWH
Drawn By: M. McALLA
Checked By: D. F. RAY
Approved By: M. COOPER

Scale: HS = AS NOTED
VS = AS NOTED

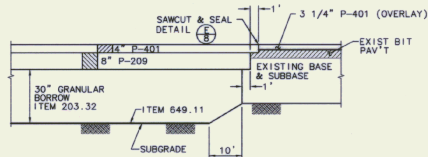
Date: 5/15/97

Sheet 8 Of 65

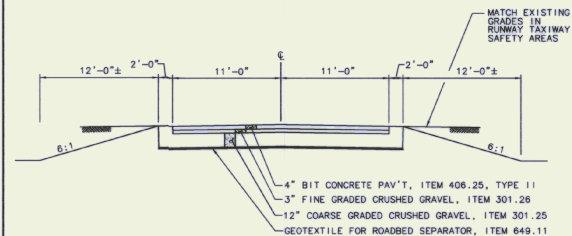
Sheet No. 8



C
9
PROPOSED SUBGRADE TRANSITION
R/W STA 124+50 TO 125+00
T/W D STA 501+00 TO 500+50
SCALE = NONE

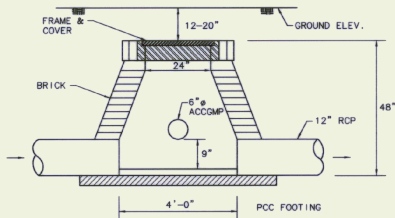


D
9
PROPOSED SUBGRADE TRANSITION
STA 142+00 TO 142+10
STA 149+90 TO 150+00
SCALE = NONE

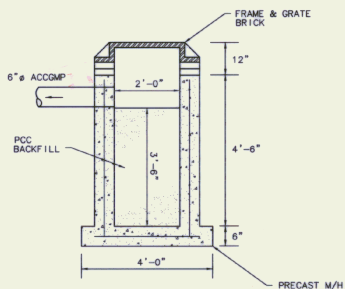


(DRIVE AT 506+60: RT IS 10' WIDE)
(DRIVE AT 121+60: LT REMAINS 11' WIDE)

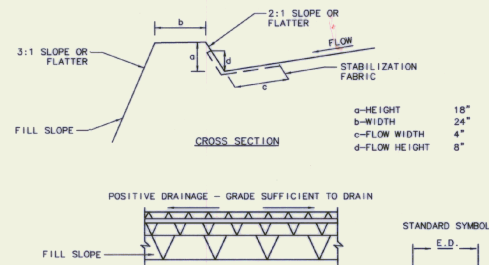
E
9
TYPICAL DRIVEWAY SECTION
SCALE = NONE



F
9
EXISTING MANHOLE DETAIL
TYPICAL
SCALE = NONE

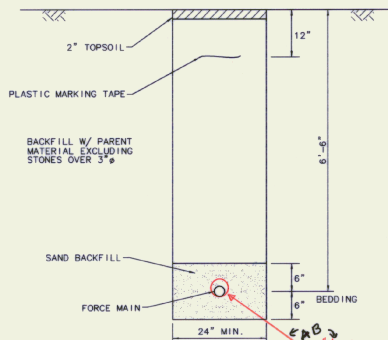


G
9
EXISTING DROP INLETS DETAIL
TYPICAL
SCALE = NONE



- BERMS SHALL BE COMPACTED BY EARTH-MOVING EQUIPMENT.
- TOP MAY BE WIDER AND SIDE SLOPES MAY BE FLATTER
- BERMS TO BE CONSTRUCTED ALONG TOP OF SLOPE OUTSIDE RUNWAY SAFETY AREA OVERRUNS.

I
9
EARTH BERM
SCALE = NONE



J
9
TRENCH DETAIL
SCALE = NONE

B' X GOLF Damage from
PIPE (SLEW) PLACED UNDER
TAXIWAY 'D'



REV.	DATE	DESCRIPTION	FILE NO.
1	10/1/08	As Issued	1140121802
2			
3			
4			
5			
6			
7			
8			
9			

RUTLAND STATE AIRPORT
CLARENDON, VERMONT
TYPICAL SECTIONS & DETAILS

URS Greiner, Inc.
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ALBANY, NEW YORK

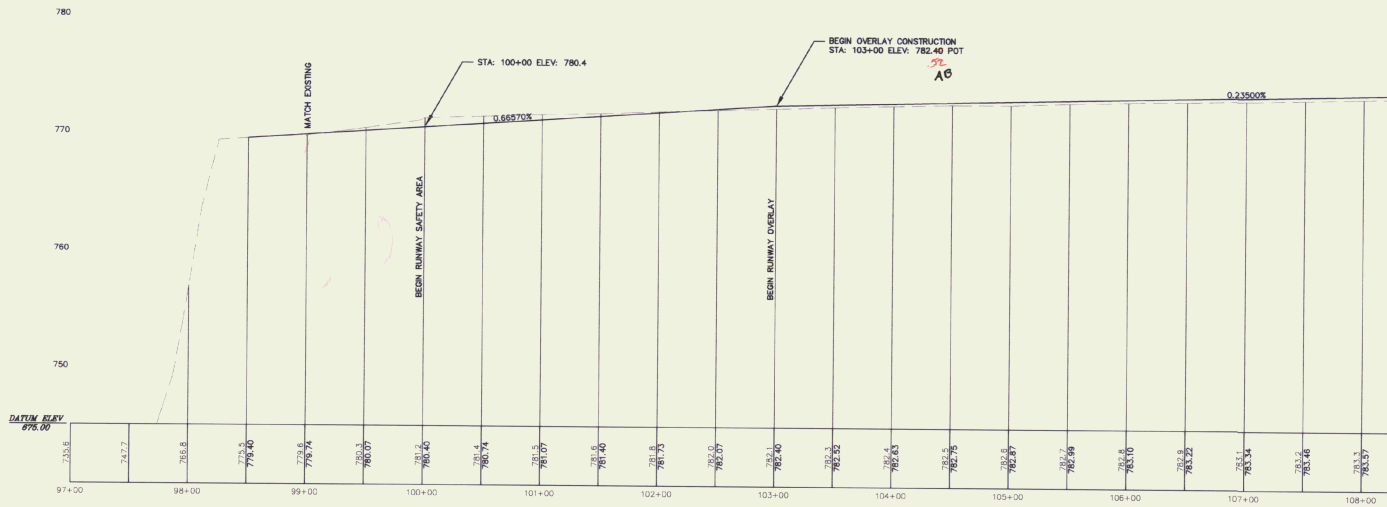
Designed by:	Dale
Drawn by:	M. McCalla
Checked by:	D. D'Amico
Approved by:	M. Campbell

Scale: HS - AS SHOWN
VS - AS SHOWN

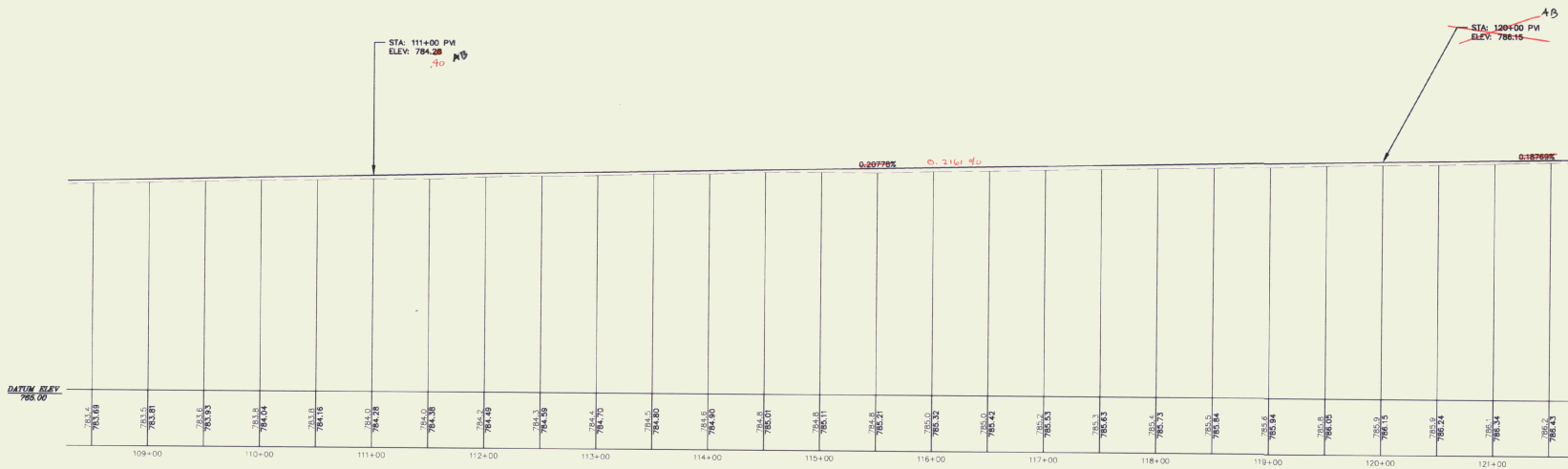
Date: 5/5/07

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Sheet No
9



RUNWAY 1-19 PROFILE
STA 94+00 TO 108+00



RUNWAY 1-19 PROFILE
STA 108+50 TO 121+50



1	7/18/97	DESIGNED	STA 103+00 TO 103+00	→ 1:24:15D
REV.	DATE	DESCRIPTION		

Job No. 149923.00 File No. 149923.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

RUNWAY 1-19 PROFILE

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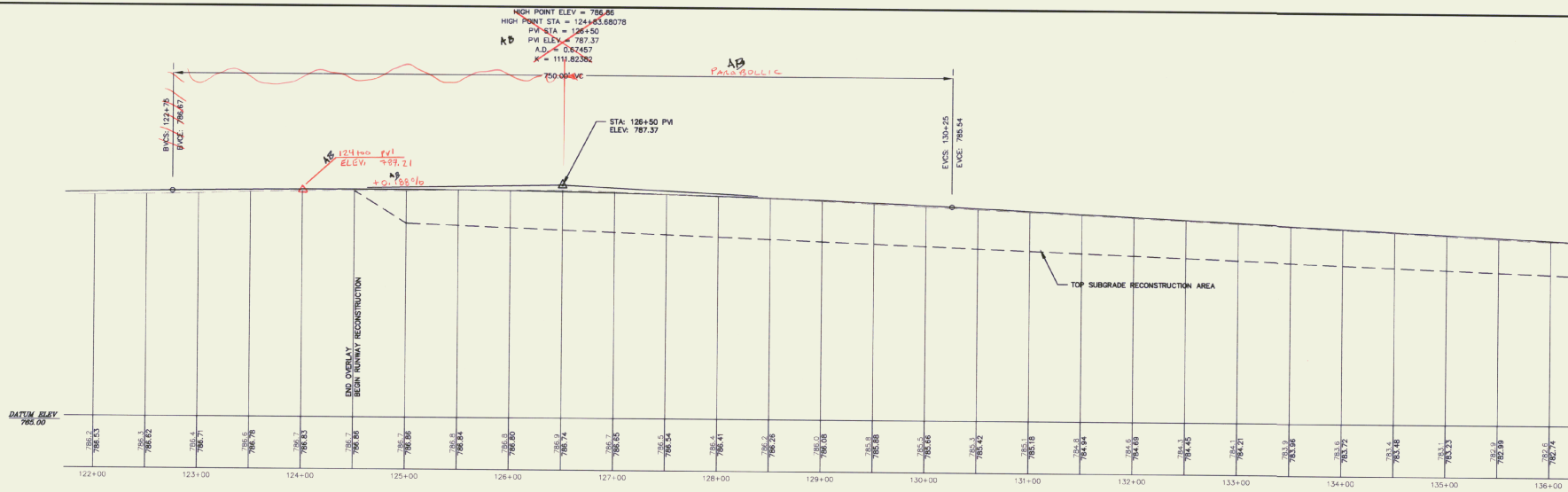
Designed By: Don O'Meara 2/97
 Drawn By: W. McCalla 3/97
 Checked By: G. O'Meara 5/9/97
 Approved By: W. McCalla 5/9/97

Scale: HOR. - 1" = 50'
 VERT. - 1" = 5'

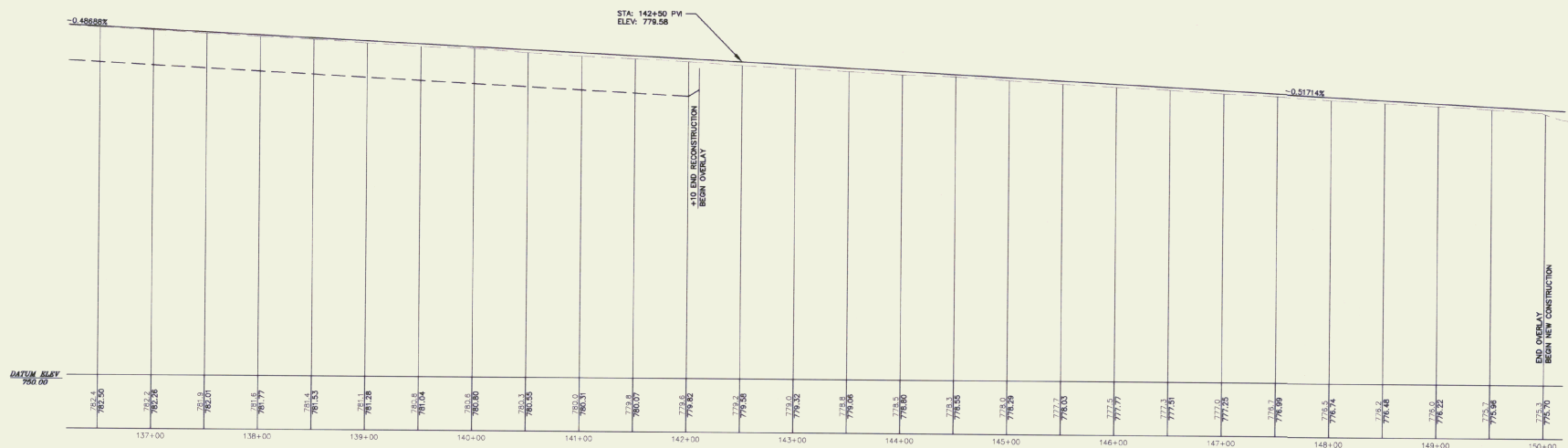
Date: 5/9/97

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Sheet No. **10**



RUNWAY 1-19 PROFILE
 STA 122+00 TO 136+00



RUNWAY 1-19 PROFILE
 STA 136+50 TO 150+00



REV.	DATE	DESCRIPTION
1	5/10/04	RECONSTRUCT STA 133+00 TO 136+00 A-C

Job No. 14002300
 File No. 1400230000

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 CLARENDON, VERMONT

RUNWAY 1-19 PROFILE

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 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

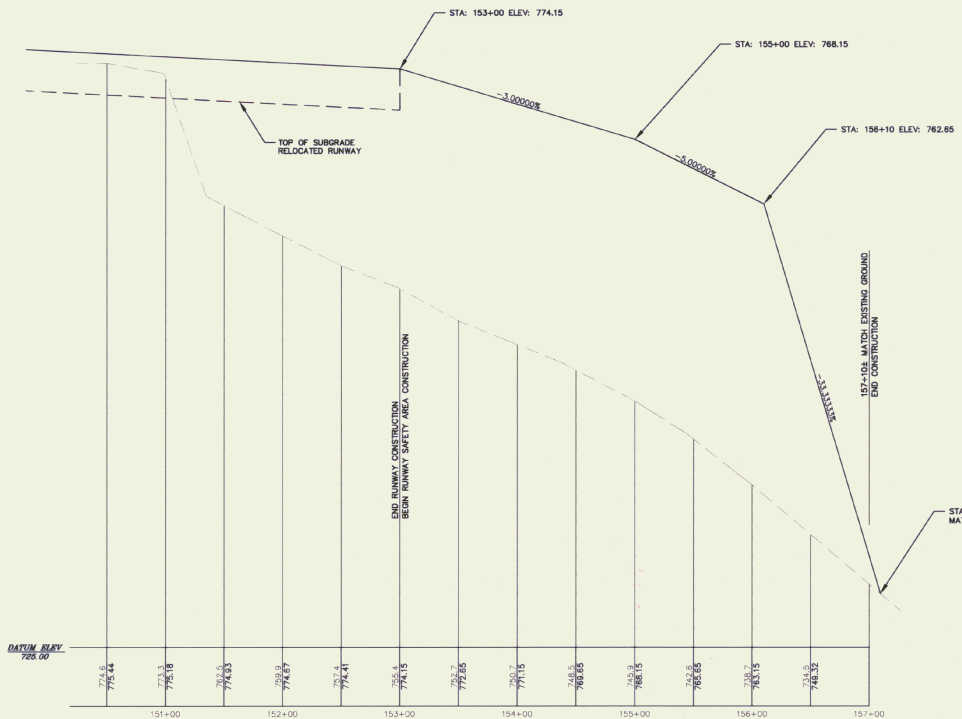
Designed by:	D. Gaudin	5/7/01
Drawn by:	M. WOODALL	3/07
Checked by:	G. W. MASON	5/9/97
Approved by:	M. CHURCHILL	5/9/97

Scale: HOR. - 1" = 50'
 VERT. - 1" = 5'

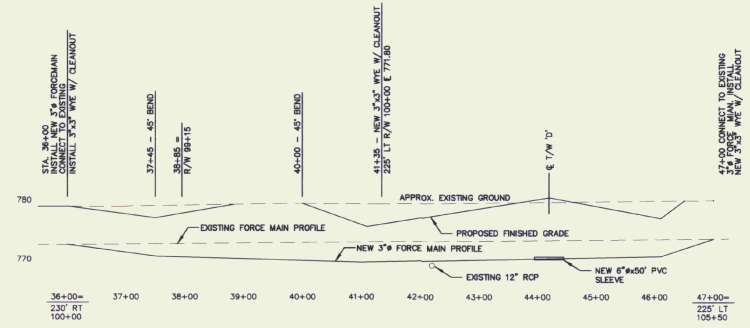
Date: 5/9/97

Sheet 11 Of 65

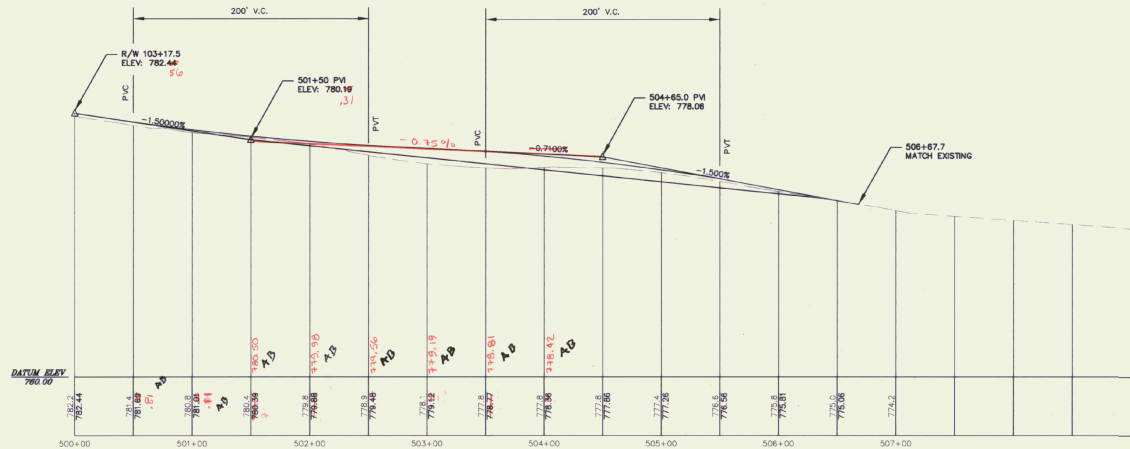
Sheet No. 11



RUNWAY 1-19 PROFILE
STA 150+50 TO 157+10±



FORCE MAIN PROFILE
1" = 100' HORIZONTAL
1" = 5' VERTICAL



TAXIWAY 'D' PROFILE
STA 500+00 TO 507+00



DATE	DESCRIPTION
REV. DATE	DESCRIPTION
Job No. 14620210960	File No. 14620210960

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

RUNWAY 1-19 PROFILE

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by: DAF
C. D'AMICO 2/97

Drawn by: M. MCALLA 3/97

Checked by: G. D'AMICO 5/97

Approved by: M. CHURCHILL 5/97

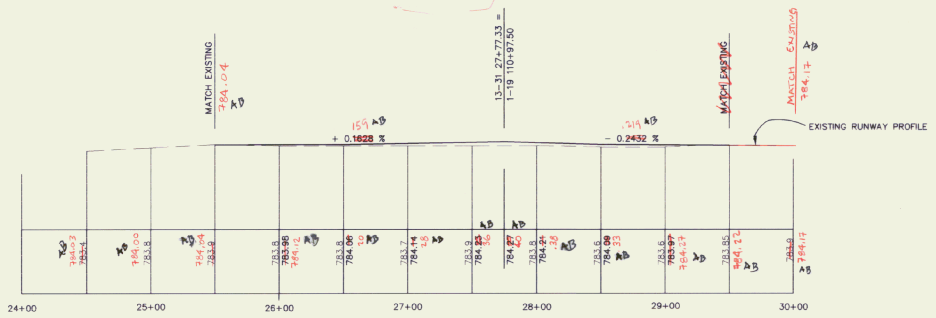
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VERT. - 1" = 5'

Date: 5/5/97

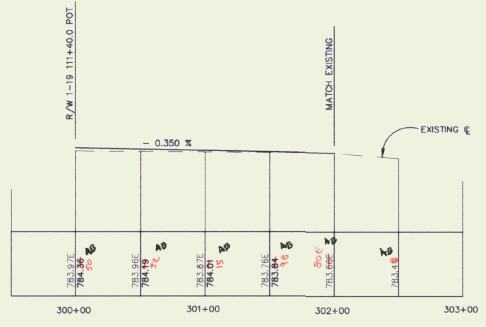
Sheet 12 Of 65

Sheet No.

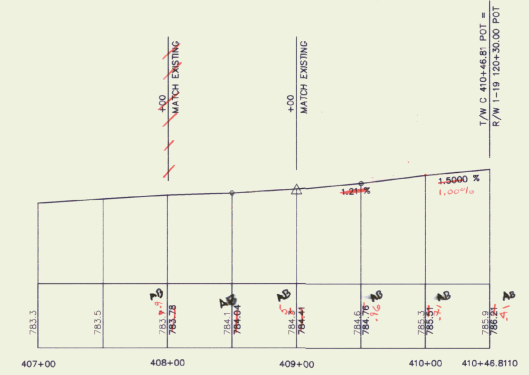
12



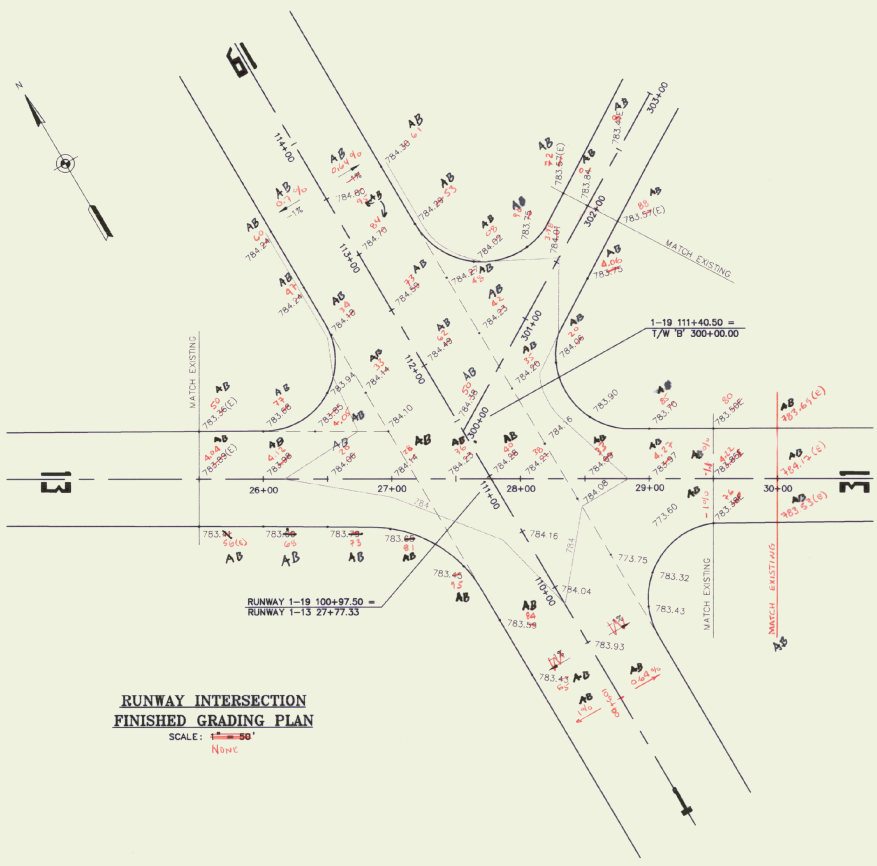
RUNWAY 13-31 PROFILE



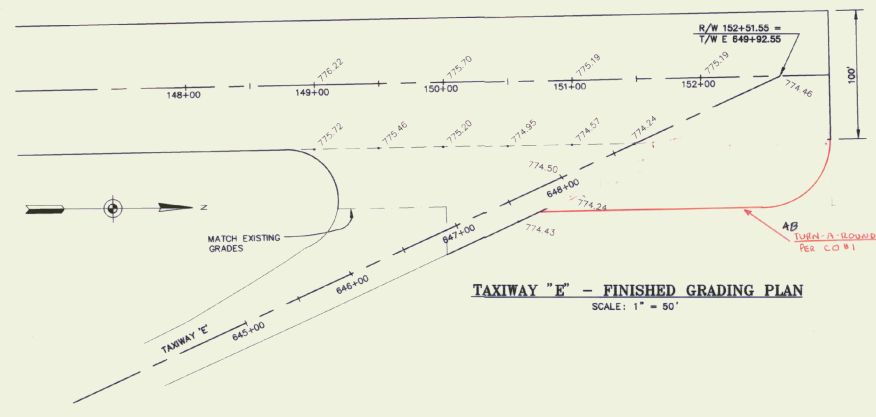
TAXIWAY "B" PROFILE



TAXIWAY "C" PROFILE



**RUNWAY INTERSECTION
FINISHED GRADING PLAN**
SCALE: 1" = 80'
N80C



TAXIWAY "E" - FINISHED GRADING PLAN
SCALE: 1" = 50'



Project: Rutland State Airport - Runway 13-31	File No. 11V02017M-PP
Client: Rutland State Airport	
Rev. 1: 5/9/97	Date: 5/9/97
Rev. 2: 5/9/97	Date: 5/9/97
Rev. 3: 5/9/97	Date: 5/9/97
Rev. 4: 5/9/97	Date: 5/9/97
Rev. 5: 5/9/97	Date: 5/9/97
Rev. 6: 5/9/97	Date: 5/9/97
Rev. 7: 5/9/97	Date: 5/9/97
Rev. 8: 5/9/97	Date: 5/9/97
Rev. 9: 5/9/97	Date: 5/9/97
Rev. 10: 5/9/97	Date: 5/9/97
Rev. 11: 5/9/97	Date: 5/9/97
Rev. 12: 5/9/97	Date: 5/9/97
Rev. 13: 5/9/97	Date: 5/9/97
Rev. 14: 5/9/97	Date: 5/9/97
Rev. 15: 5/9/97	Date: 5/9/97
Rev. 16: 5/9/97	Date: 5/9/97
Rev. 17: 5/9/97	Date: 5/9/97
Rev. 18: 5/9/97	Date: 5/9/97
Rev. 19: 5/9/97	Date: 5/9/97
Rev. 20: 5/9/97	Date: 5/9/97
Rev. 21: 5/9/97	Date: 5/9/97
Rev. 22: 5/9/97	Date: 5/9/97
Rev. 23: 5/9/97	Date: 5/9/97
Rev. 24: 5/9/97	Date: 5/9/97
Rev. 25: 5/9/97	Date: 5/9/97
Rev. 26: 5/9/97	Date: 5/9/97
Rev. 27: 5/9/97	Date: 5/9/97
Rev. 28: 5/9/97	Date: 5/9/97
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Rev. 96: 5/9/97	Date: 5/9/97
Rev. 97: 5/9/97	Date: 5/9/97
Rev. 98: 5/9/97	Date: 5/9/97
Rev. 99: 5/9/97	Date: 5/9/97
Rev. 100: 5/9/97	Date: 5/9/97

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

**RUTLAND STATE AIRPORT
CLARENDON, VERMONT**

**TAXIWAYS - RUNWAY
13-31 PROFILES**

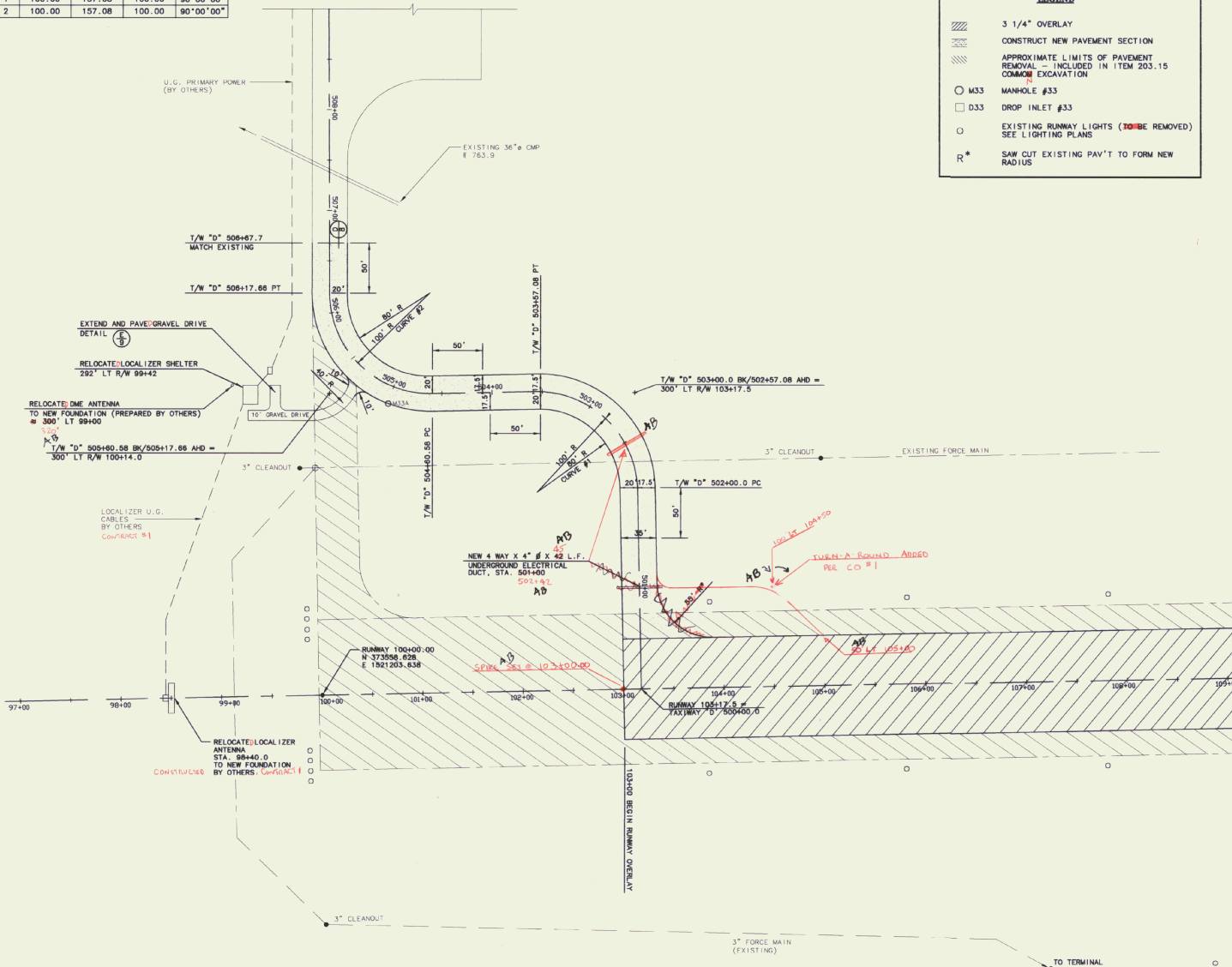
Designed by: D. J. M. / J. T.	Date: 5/9/97
Drawn by: M. McCalla / J. T.	
Checked by: D. J. M. / J. T.	
Approved by: M. Churchill / J. T.	
Scale: HOR - 1" = 50'	VERT - NONE
Date: 5/9/97	
Sheet 13 Of 65	
Sheet No.	

NOTE:
 1. EXISTING RUNWAY 1-19 IS 150' WIDE.
 NEW RUNWAY TO BE 100' WIDE.

#	RADIUS	LENGTH	TANGENT	DELTA
1	100.00	157.08	100.00	90°00'00"
2	100.00	157.08	100.00	90°00'00"

LEGEND

- 3 1/4" OVERLAY
- CONSTRUCT NEW PAVEMENT SECTION
- APPROXIMATE LIMITS OF PAVEMENT REMOVAL - INCLUDED IN ITEM 203.15 COMMON EXCAVATION
- M33 MANHOLE #33
- D33 DROP INLET #33
- EXISTING RUNWAY LIGHTS (TO BE REMOVED) SEE LIGHTING PLANS
- R* SAW CUT EXISTING PAV'T TO FORM NEW RADIUS



MATCH LINE SHEET 15

AS BUILT PLANS
 I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.
 By: *[Signature]* Project Engineer
 Date: 12/20/17



REV.	DATE	DESCRIPTION
1	12/17/17	AS BUILT

Job No. 1701218
 File No. 1701218-04-01

RUTLAND STATE AIRPORT
 CLARENDON, VERMONT
 PAVING PLAN &
 GEOMETRIC LAYOUT

URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

Designed by: Date 2/97
 Drawn by: Date 3/97
 Checked by: Date 5/9/97
 Approved by: M. CHESNELL 5/9/97

Scale: HOR - 1" = 50'
 VERT - NONE

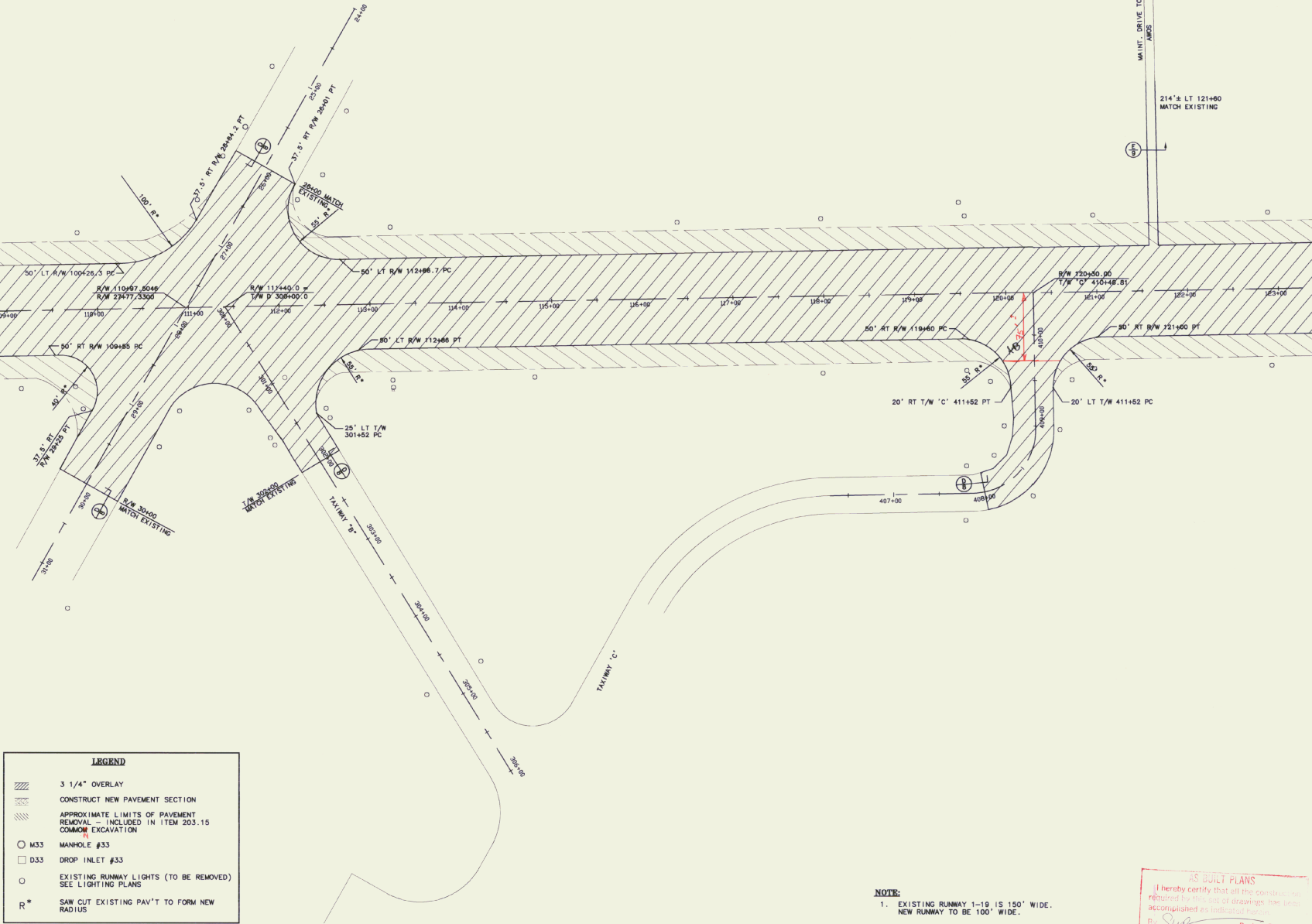
Date: 5/5/97

Sheet 14 Of 65

Sheet No. 14

MATCH LINE SHEET 14

MATCH LINE SHEET 16



LEGEND

	3 1/4" OVERLAY
	CONSTRUCT NEW PAVEMENT SECTION
	APPROXIMATE LIMITS OF PAVEMENT REMOVAL - INCLUDED IN ITEM 203.15 COMMON EXCAVATION
	M33 MANHOLE #33
	D33 DROP INLET #33
	EXISTING RUNWAY LIGHTS (TO BE REMOVED) SEE LIGHTING PLANS
R*	SAW CUT EXISTING PAV'T TO FORM NEW RADIUS

EXISTING AIRPORT APRON

NOTE:
1. EXISTING RUNWAY 1-19 IS 150' WIDE. NEW RUNWAY TO BE 100' WIDE.

AS BUILT PLANS
I hereby certify that all the construction indicated by this set of drawings has been accomplished as indicated herein.
By: *[Signature]* Project Engineer
Date: 12/21/72



DATE	DESCRIPTION
12/21/72	AS BUILT
REV. DATE	DESCRIPTION
12/21/72	AS BUILT

Job No. 140212.00
File No. 1140212(8)P04

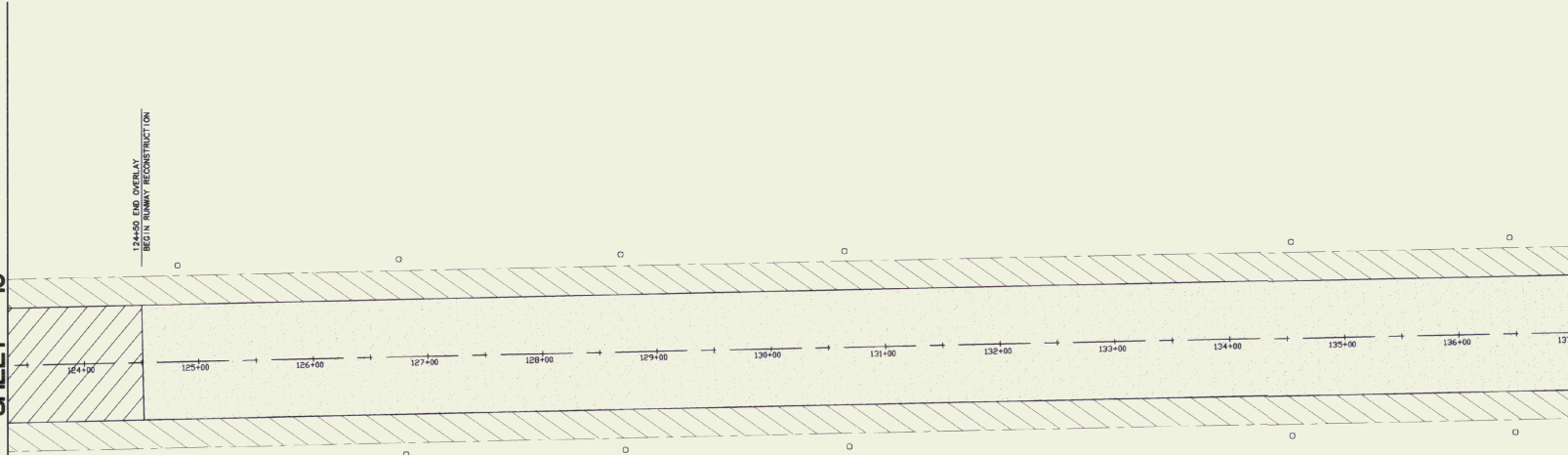
RUTLAND STATE AIRPORT
CLARENDON, VERMONT

PAVING PLAN &
GEOMETRIC LAYOUT

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by: G. FRASCO	Date: 2/77
Drawn by: M. BUCKLEY	3/77
Checked by: G. FRASCO	5/77
Approved by: L. B. BROWN	5/77
Scale: HOR. - 1" = 50' VERT. - NONE	Date: 5/5/77
Sheet 15 Of 65	Sheet No.
	15

MATCH LINE SHEET 15



LEGEND

	3 1/4" OVERLAY
	CONSTRUCT NEW PAVEMENT SECTION
	APPROXIMATE LIMITS OF PAVEMENT REMOVAL - INCLUDED IN ITEM 203.15 COMMON EXCAVATION
○	M33 MANHOLE #33
□	D33 DROP INLET #33
○	EXISTING RUNWAY LIGHTS (TO-BE REMOVED) SEE LIGHTING PLANS
R*	SAW CUT EXISTING PAV'T TO FORM NEW RADIUS

NOTE:
 1. EXISTING RUNWAY 1-19 IS 150' WIDE.
 NEW RUNWAY TO-BE 100' WIDE.

MATCH LINE SHEET 17

AS BUILT PLANS
 I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.
 By S. J. [Signature] Project Engineer
 Date 5/10/2017



AS BUILT	DATE	DESCRIPTION	FILE NO.
	12/27/17	A1 & #112	160022.00

RUTLAND STATE AIRPORT
 CLARENDON, VERMONT
 PAVING PLAN &
 GEOMETRIC LAYOUT

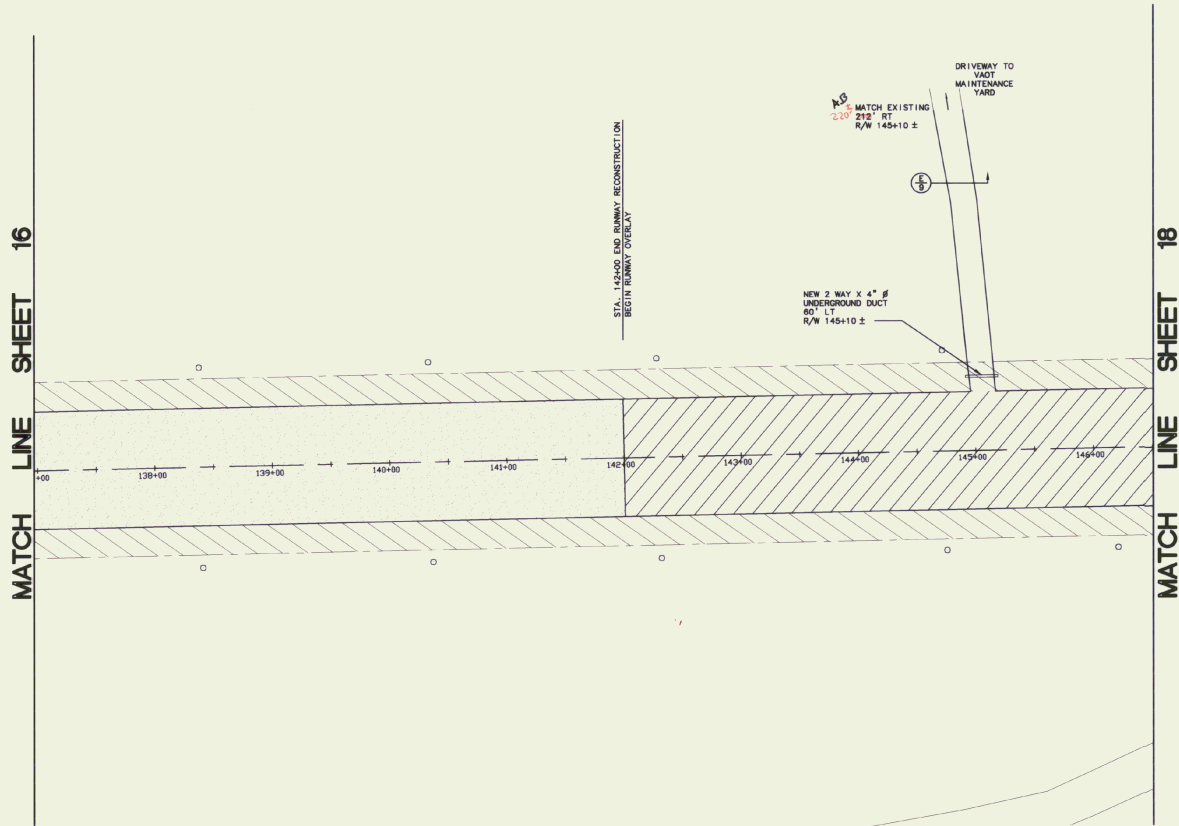
URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

Designed by:	D. P. [Signature]	Date:	5/9/17
Drawn by:	M. McCalla	Checked by:	D. P. [Signature]
Approved by:	M. [Signature]	Date:	5/9/17

Scale: HOR - 1" = 50'
 VERT - NONE
 Date: 5/9/17
 Sheet 16 Of 65

LEGEND	
	3 1/4" OVERLAY
	CONSTRUCT NEW PAVEMENT SECTION
	APPROXIMATE LIMITS OF PAVEMENT REMOVAL - INCLUDED IN ITEM 203.15 COMMON EXCAVATION
	M33 MANHOLE #33
	D33 DROP INLET #33
	EXISTING RUNWAY LIGHTS (TO BE REMOVED) SEE LIGHTING PLANS
	SAW CUT EXISTING PAV'T TO FORM NEW RADIUS

NOTE:
 1. EXISTING RUNWAY 1-19 ~~IS~~ ^{WAS} 150' WIDE.
 NEW RUNWAY ~~TO BE~~ 100' WIDE.



MATCH LINE SHEET 16

MATCH LINE SHEET 18

AS BUILT PLANS
 I hereby certify that all the construction required by this set of drawings has been completed in accordance with the approved plans.
 Date: 5/5/97
 Project Engineer: *[Signature]*



REV.	DATE	DESCRIPTION
1	02/11/97	A-REVISIONS

Job No. 14013
 File No. 14013/18-M-PLA

RUTLAND STATE AIRPORT
 CLARENDON, VERMONT
 PAVING PLAN &
 GEOMETRIC LAYOUT

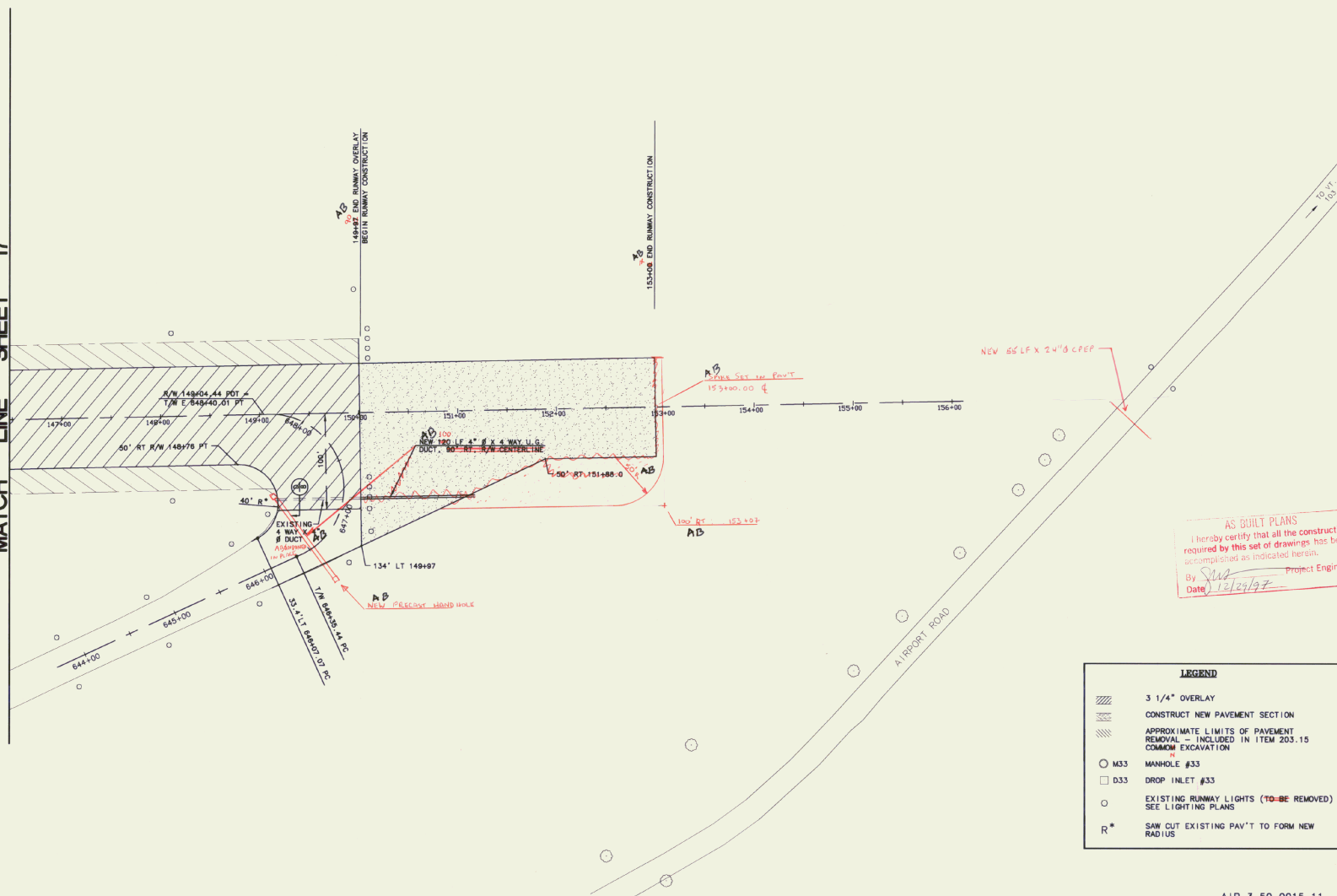
URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

Designed by:	D. O'NEILL	Date:	2/77
Drawn by:	M. MCALLA	Checked by:	D. O'NEILL
Approved by:	<i>[Signature]</i>	Date:	5/5/97

Scale: HOR - 1" = 50'
 VERT - NONE
 Date: 5/5/97
 Sheet 17 Of 65
 Sheet No. 17

NOTE:
 1. EXISTING RUNWAY 1-19 IS 150' WIDE.
 NEW RUNWAY TO BE 100' WIDE.

MATCH LINE SHEET 17



AS BUILT PLANS
 I hereby certify that all the construction
 required by this set of drawings has been
 accomplished as indicated herein.
 By Slus Project Engineer
 Date 12/29/97

LEGEND	
	3 1/4" OVERLAY
	CONSTRUCT NEW PAVEMENT SECTION
	APPROXIMATE LIMITS OF PAVEMENT REMOVAL - INCLUDED IN ITEM 203.15 COMMON EXCAVATION
	M33 MANHOLE #33
	D33 DROP INLET #33
	EXISTING RUNWAY LIGHTS (TO-BE REMOVED) SEE LIGHTING PLANS
R*	SAW CUT EXISTING PAV'T TO FORM NEW RADIUS



REV. DATE	DESCRIPTION	File No. 11V80172/Rev004
12/29/97	AS BUILT	
Job No. 146012.00		

RUTLAND STATE AIRPORT
 CLARENDON, VERMONT
 PAVING PLAN &
 GEOMETRIC LAYOUT

URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

Designed by: D. Mico 1/97	Checked by: D. Mico 5/97
Drawn by: M. MICALA 3/97	Approved by: M. MICALA 5/97
Scale: HOR. - 1" = 50' VERT. - NONE	Date: 5/5/97
Sheet 18 of 65	Sheet No
	18

- NOTE:**
1. ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM. (NAVD-1988-VERTICAL SHIFT TO 1927 DATUM = -0.39')
 2. CONTRACTOR TO INSTALL SILT FENCE, WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER PRIOR TO COMMENCING OTHER WORK IN THE AREA.
 3. STONE SEDIMENT TRAP TO BE CONSTRUCTED IN LONG OPEN CHANNELS, WHERE DIRECTED BY THE ENGINEER TO FORM A SMALL PONDING AREA TO DETAIN RUNOFF TO ALLOW SUSPENDED SEDIMENT TO SETTLE. (PAID UNDER ITEM 613.11, STONE FILL, TYPE 11).
 4. EROSION CONTROL MATTING TO BE PLACED ON SLOPES GREATER THAN 5% TO LIMIT THE EFFECT OF RAINFALL IMPACT & RUNOFF.
 5. ALL EARTH AREAS SUBJECT TO CONSTRUCTION WILL BE TOPSOILED AND SEED, AND EROSION MATTING APPLIED AS SOON AS WORK IN THE AREA IS COMPLETED.

REMOVE MANHOLES & DROP INLETS
 ITEM 203.16
 D27, D28, D30, D32, D37
 D36, D34, D33
 M29, M31, M35, M36, M33A

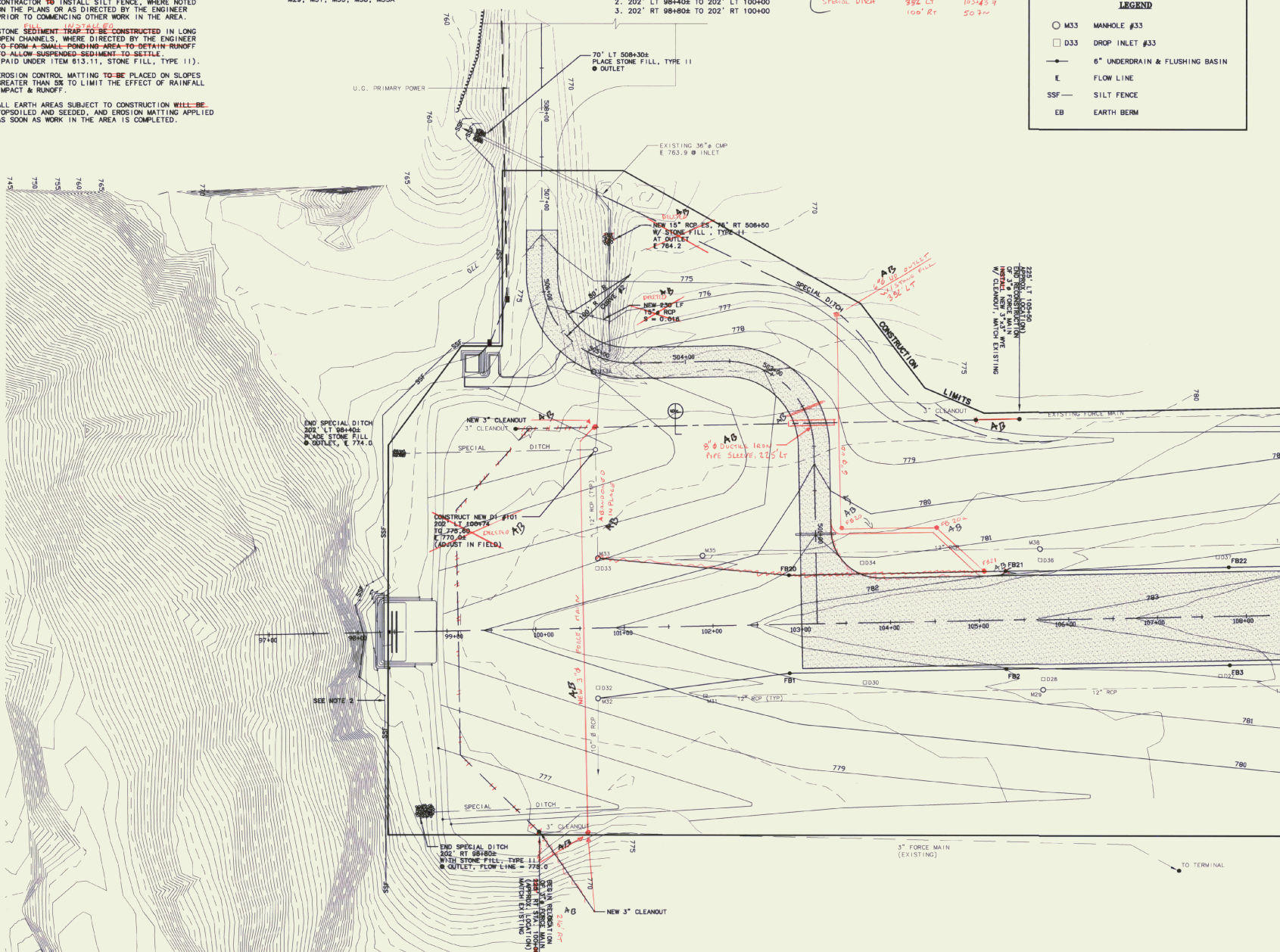
CHANGE ELEVATION OF MANHOLES
 ITEM 504.40
 M32, M33

CONSTRUCT SPECIAL DITCH
 1. 202' LT. 100+ TO INLET
 EXISTING 36" CMP
 (R 65' RT. 507+104)
 2. 202' LT 98+404 TO 202' LT 100+00
 3. 202' RT 98+804 TO 202' RT 100+00

Scale Flow

Special Ditch 202' RT 98+804 → 100+00 5'
 Special Ditch 202' LT 98+404 → 100+00 5'
 Special Ditch 392' LT 100' RT 507+ → 507+20

LEGEND	
○ M33	MANHOLE #33
□ D33	DROP INLET #33
—	6" UNDERDRAIN & FLUSHING BASIN
—	FLOW LINE
—	SILT FENCE
—	EARTH BERM



MATCH LINE SHEET 20

UTRLAND STATE AIRPORT
CLARENDON, VERMONT

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

REV.	DATE	DESCRIPTION
1	1/11/97	As BUILT

Job No. 1170125/WRP02
 File No. 1170125.00

Designed By: Dsk 2/27
 Drawn By: A. 3/97
 Checked By: S. 5/5/97
 Approved By: M. 5/3/97

Scale: HOR - 1" = 50'
 VERT - NONE

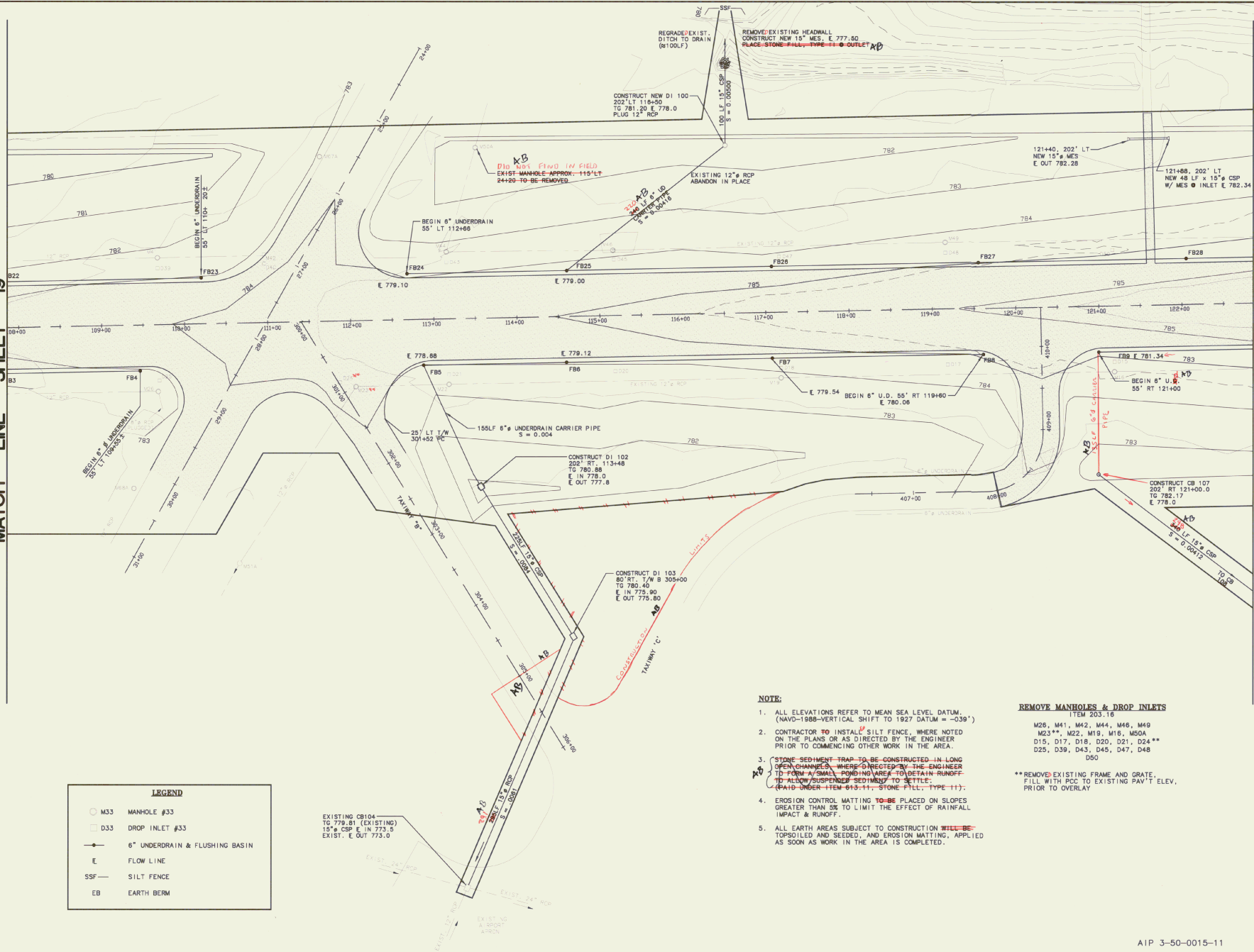
Date: 5/5/97

Sheet 16 Of 65

Sheet No. **19**

MATCH LINE SHEET 19

MATCH LINE SHEET 21



LEGEND

○ M33	MANHOLE #33
□ D33	DROP INLET #33
—	6" UNDERDRAIN & FLUSHING BASIN
ε	FLOW LINE
SSF	SILT FENCE
EB	EARTH BERM

- NOTE:**
- ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM. (NAVD-1988-VERTICAL SHIFT TO 1927 DATUM = -039')
 - CONTRACTOR TO INSTALL SILT FENCE, WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER PRIOR TO COMMENCING OTHER WORK IN THE AREA.
 - STONE SEDIMENT TRAP TO BE CONSTRUCTED IN LONG OPEN CHANNELS, WHERE DIRECTED BY THE ENGINEER TO FORM A SMALL POND NO WRES TO DETAIN RUNOFF TO ALLOW/SUSPENDED SEDIMENTS TO SETTLE. (PAID UNDER ITEM 015.11, STONE FILL, TYPE 11).
 - EROSION CONTROL MATTING TO BE PLACED ON SLOPES GREATER THAN 2% TO LIMIT THE EFFECT OF RAINFALL IMPACT & RUNOFF.
 - ALL EARTH AREAS SUBJECT TO CONSTRUCTION WILL BE TOPSOILED AND SEEDED, AND EROSION MATTING, APPLIED AS SOON AS WORK IN THE AREA IS COMPLETED.

REMOVE MANHOLES & DROP INLETS
ITEM 203.16

M26, M41, M42, M44, M46, M49
M23**, M22, M19, M16, M50A
D15, D17, D18, D20, D21, D24**
D25, D39, D43, D45, D47, D48
D50

** REMOVE EXISTING FRAME AND GRATE. FILL WITH PCC TO EXISTING PAV'T ELEV. PRIOR TO OVERLAY



REV.	DATE	DESCRIPTION
1	11/11/22	AS BUILT

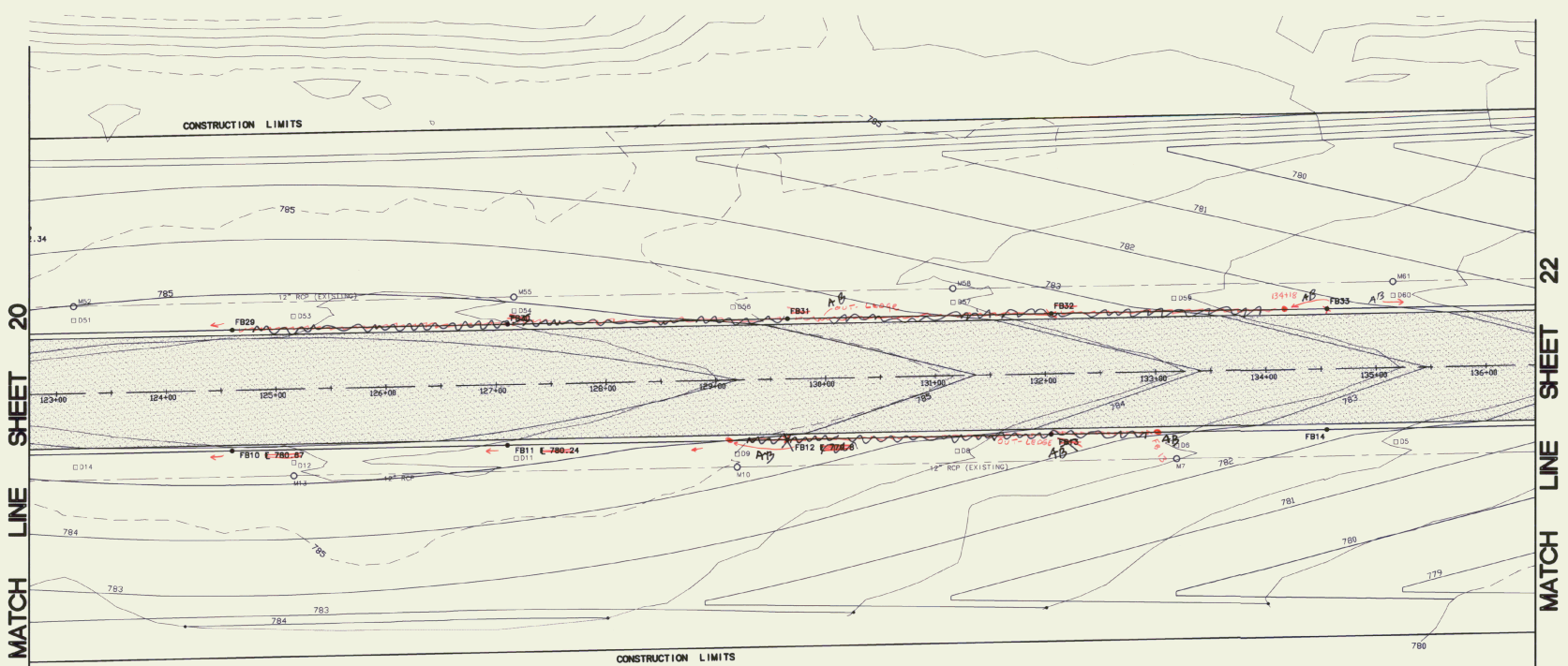
Job No. 11701731-00-00
File No. 11701731-00-00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

GRADING AND DRAINAGE PLAN

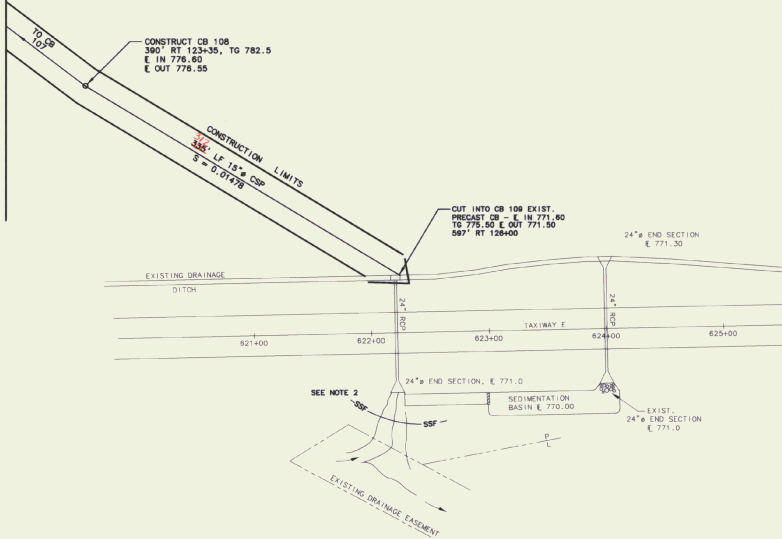
URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by:	Dale G. D'Amico	2/97
Drawn by:	W. Scollia	3/97
Checked by:	J. G. G. G.	5/5/97
Approved by:	J. W. Greiner	5/5/97
Scale:	HOR. - 1" = 50' VERT. - NONE	
Date:	5/5/97	
Sheet 20	Of 85	
Sheet No.	20	



MATCH LINE SHEET 20

MATCH LINE SHEET 22



- NOTE:**
- ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM. (NAVD-1988-VERTICAL SHIFT TO 1927 DATUM = -0.38')
 - CONTRACTOR TO INSTALL SILT FENCE, WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER PRIOR TO COMMENCING OTHER WORK IN THE AREA.
 - STONE SEDIMENT TRAP TO BE CONSTRUCTED IN LONG OPEN CHANNELS, WHERE DIRECTED BY THE ENGINEER TO FORM A SMALL PONDING AREA TO DETAIN RUNOFF TO ALLOW SUSPENDED SEDIMENT TO SETTLE. (PAID UNDER ITEM 613.11, STONE FILL, TYPE 11).
 - EROSION CONTROL MATTING TO BE PLACED ON SLOPES GREATER THAN 2% TO LIMIT THE EFFECT OF RAINFALL IMPACT & RUNOFF.
 - ALL EARTH AREAS SUBJECT TO CONSTRUCTION ~~WHEN BE~~ TOPSOILED AND SEEDED, AND EROSION MATTING APPLIED AS SOON AS WORK IN THE AREA IS COMPLETED.

REMOVE MANHOLES & DROP INLETS
(ITEM 203.15)

M7, M10, M13, M52, M55, M58, M61
D5, D6, D8, D9, D11, D12, D14, D51, D53, D54
D56, D57, D59, D60, D62

LEGEND	
○ M33	MANHOLE #33
□ D33	DROP INLET #33
—	6" UNDERDRAIN & FLUSHING BASIN
E	FLOW LINE
SSF	SILT FENCE
EB	EARTH BERM



DESIGNED BY: <i>[Signature]</i>	DATE: 5/2/97	FILE NO.: 11400-015-002
DRAWN BY: M. MCALLA	DATE: 5/2/97	
CHECKED BY: G. D'AMICO	DATE: 5/2/97	
APPROVED BY: M. CARROLL	DATE: 5/2/97	

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

GRADING AND DRAINAGE PLAN

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

DESIGNED BY: G. D'AMICO	DATE: 5/2/97
DRAWN BY: M. MCALLA	DATE: 5/2/97
CHECKED BY: G. D'AMICO	DATE: 5/2/97
APPROVED BY: M. CARROLL	DATE: 5/2/97
Scale: HOR. - 1" = 50'	VERT. - NONE
Date: 5/2/97	
Sheet 21 of 65	
Sheet No.	21

NOTE:

1. ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM.
(NAVD-1988-VERTICAL SHIFT TO 1927 DATUM = -039')
2. CONTRACTOR TO INSTALL SILT FENCE, WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER PRIOR TO COMMENCING OTHER WORK IN THE AREA.
3. ~~STONE SEDIMENT TRAP TO BE CONSTRUCTED IN LOW OPEN CHANNELS, WHERE DIRECTED BY THE ENGINEER TO FORM A SMALL PONDING AREA TO DETAIN RUNOFF TO ALLOW SUSPENDED SEDIMENT TO SETTLE. (PAID UNDER ITEM 613.11, STONE FILL, TYPE 11)~~
4. EROSION CONTROL MATTING TO BE PLACED ON SLOPES GREATER THAN ONE TO LIMIT THE EFFECT OF RAINFALL IMPACT & RUNOFF.
5. ALL EARTH AREAS SUBJECT TO CONSTRUCTION WILL BE TOPSOILED AND SEEDED, AND EROSION MATTING, APPLIED AS SOON AS WORK IN THE AREA IS COMPLETED.

REMOVE MANHOLES & DROP INLETS
(ITEM 203.16)

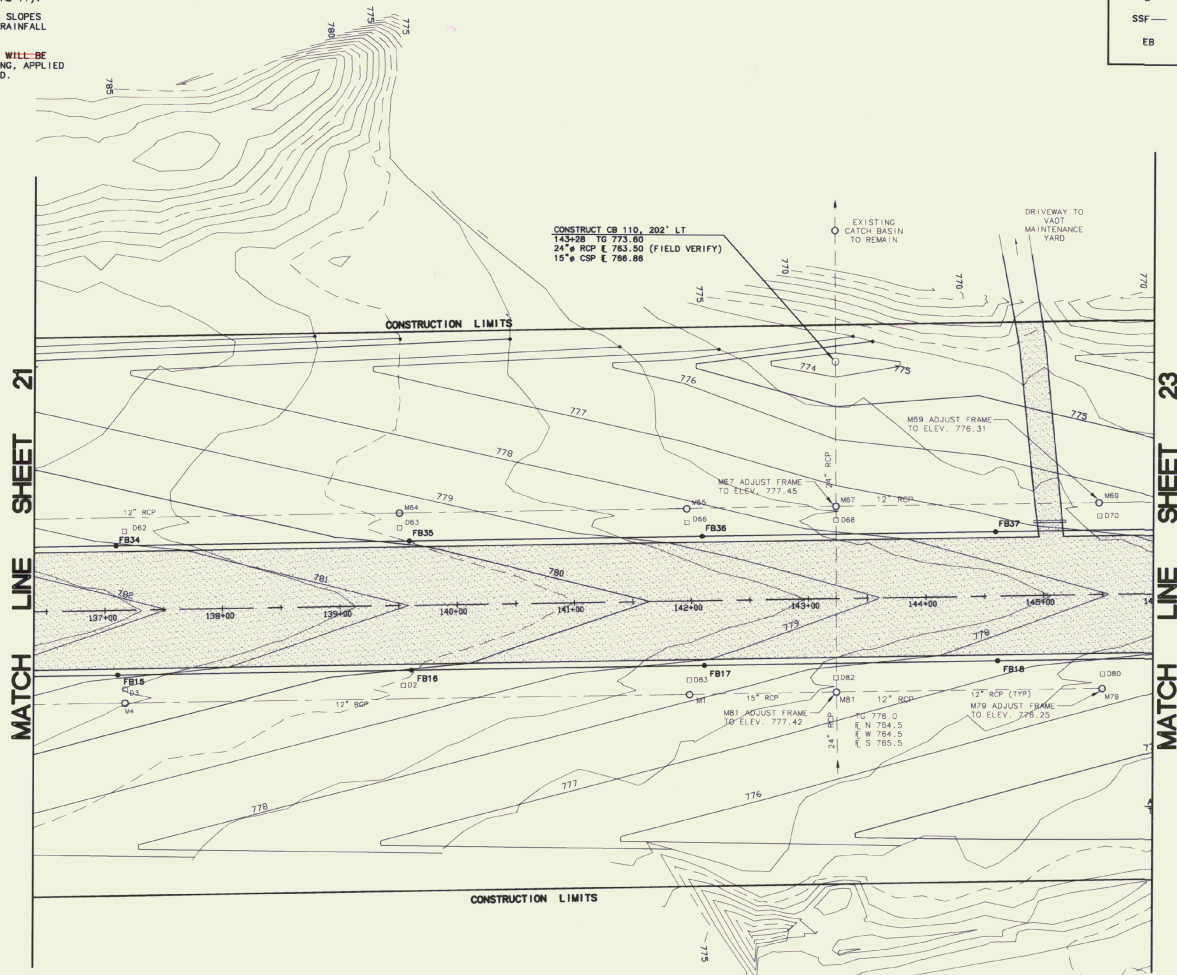
M1, M4, M64, M65, M75
D2, D3, D62, D63, D66, D68, D70
D80, D82, D83

CHANGE ELEVATION OF MANHOLES
(ITEM 804.40)

M67, M69, M79, M81

LEGEND

- M33 MANHOLE #33
- D33 DROP INLET #33
- 6" UNDERDRAIN & FLUSHING BASIN
- FLOW LINE
- SSF — SILT FENCE
- EB — EARTH BERM



REV.	DATE	DESCRIPTION
1	12/17/88	AL 6-1174
2	12/17/88	AL 6-1174

Job No. 140731.00
File No. 140731.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

GRADING AND DRAINAGE PLAN

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by:	Date:
G. D. Mico	2/87
Drawn by:	
M. MICELLA	3/87
Checked by:	
S. GIBBS	5/29/87
Approved by:	
M. GIBBS	5/29/87
Scale:	HOR - 1" = 50'
	VERT - NONE
Date:	5/5/97
Sheet	22 Of 85
Sheet No.	22

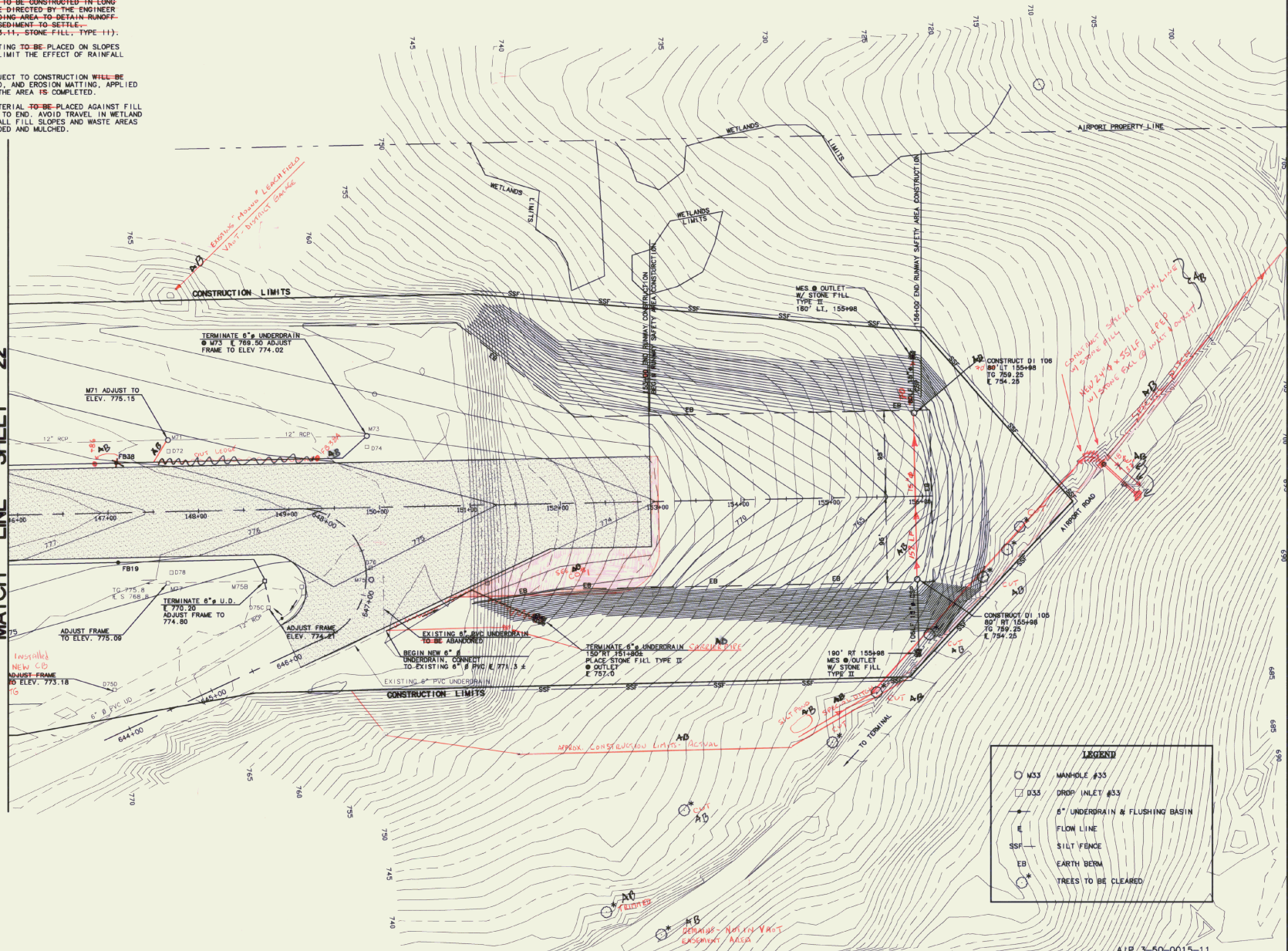
NOTE:

1. ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM (NAVD-1988-VERTICAL SHIFT TO 1927 DATUM = -0.39')
2. CONTRACTOR TO INSTALL 6" SILT FENCE, WHERE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER PRIOR TO COMMENCING OTHER WORK IN THE AREA.
3. STONE SEDIMENT TRAP TO BE CONSTRUCTED IN LONG OPEN CHANNELS, WHERE DIRECTED BY THE ENGINEER TO FORM A SMALL PONDING AREA TO DETAIN RUNOFF TO ALLOW SUSPENDED SEDIMENT TO SETTLE. (PAID UNDER ITEM 613-11, STONE FILL, TYPE II).
4. EROSION CONTROL MATTING TO BE PLACED ON SLOPES GREATER THAN 3% TO LIMIT THE EFFECT OF RAINFALL IMPACT & RUNOFF.
5. ALL EARTH AREAS SUBJECT TO CONSTRUCTION WILL BE TOPSOILED AND SEEDED, AND EROSION MATTING, APPLIED AS SOON AS WORK IN THE AREA IS COMPLETED.
6. ADDITIONAL WASTE MATERIAL TO BE PLACED AGAINST FILL SLOPES STATIONS 150 TO END. AVOID TRAVEL IN WETLAND AREAS, DESIGNATED ALL FILL SLOPES AND WASTE AREAS TO BE TOPSOILED SEEDED AND MULCHED.

REMOVE MANHOLES & DROP INLETS
 (ITEM 203.18)
 M64, M75
 D72, D76, D78

CHANGE ELEVATION OF MANHOLES & DROP INLETS
 (ITEM 604.40)
 M71, M73, M75B, M77
 D75C, D75D

MATCH LINE SHEET 22



LEGEND

○ M33	MANHOLE #33
□ D33	DROP INLET #33
—	6" UNDERDRAIN & FLUSHING BASIN
—	FLOW LINE
—	SILT FENCE
—	EARTH BERM
⊙	TREES TO BE CLEARED



REV.	DATE	DESCRIPTION
1	04/04	As Shown

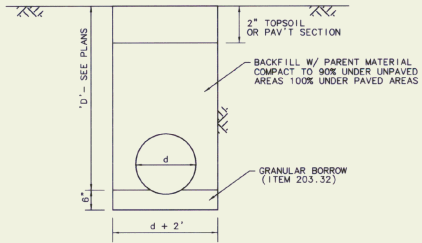
File No. 1140125/WR/022
 Job No. 160212.00

RUTLAND STATE AIRPORT
 CLARENDON, VERMONT

GRADING AND DRAINAGE PLAN

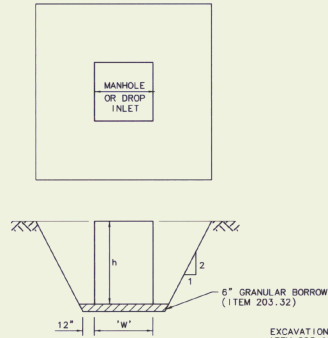
URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

Designed by:	Dave D'Amico	Date:	3/7/97
Drawn by:	M. McCalla	Checked by:	D'Amico
Scale:	HOR. - 1" = 50'	Approved by:	M. McCalla
	VERT. - NONE		3/5/97
Date:	3/5/97	Sheet 23	Of 65
Sheet No.	23		



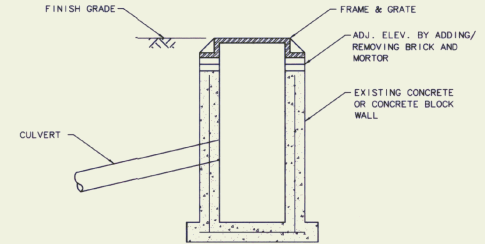
EXCAVATION TO BE PAID UNDER ITEM 204.20
TRENCH EXCAVATION OF EARTH OR ITEM 204.21
EXCAVATION OF ROCK

A
24 **CULVERT IN TRENCH - TYPICAL**
SCALE = NONE

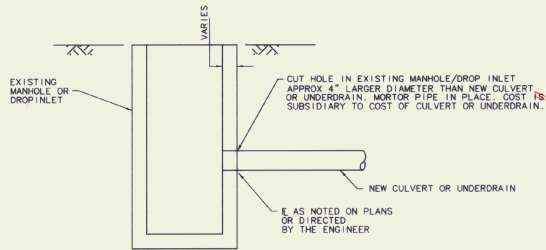


EXCAVATION TO BE PAID UNDER
ITEM 203.15 COMMON EXCAVATION OR
ITEM 203.16 ROCK EXCAVATION

B
24 **DROP INLET/MANHOLE PLACEMENT**
(TYPICAL)
SCALE = NONE



C
24 **CHANGE ELEVATION OF MANHOLE**
OR DROP INLET
SCALE = NONE



D
24 **CULVERT/UNDERDRAIN INSTALLATION IN**
EXISTING MANHOLE OR DROP INLET
SCALE = NONE

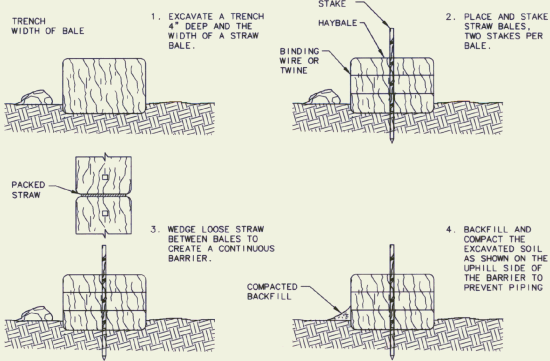


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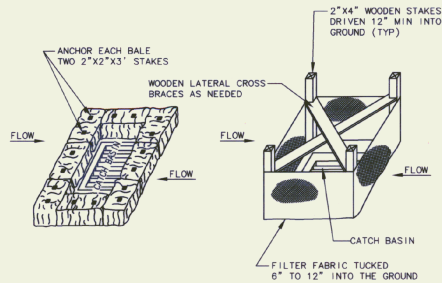
RUTLAND STATE AIRPORT
CLARENDON, VERMONT
DRAINAGE DETAILS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by:	G. D'AMICO	5/9/97
Drawn by:	M. MCCALLA	3/97
Checked by:	G. D'AMICO	5/9/97
Approved by:	M. CHIRRELL	5/9/97
Scale:	HS - AS SHOWN VS - AS SHOWN	
Date:	5/9/97	
Sheet 24 Of 65		
Sheet No.	24	

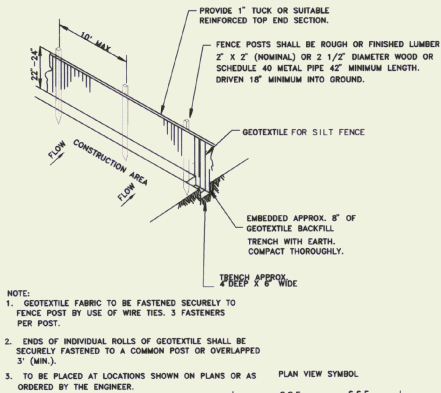


SEDIMENTATION BARRIER - HAYBALE
ITEM 651.26

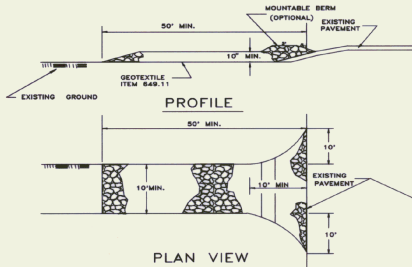


HAY BALE INSTALLATION ITEM 651.26
SILT FENCE INSTALLATION ITEM 649.51

SEDIMENTATION CONTROL INLET PROTECTION



SLOPE SILT FENCE (S.S.F.)
NOT TO SCALE



CONSTRUCTION SPECIFICATIONS

1. STONE - SUBBASE OF CRUSHED AGGREGATE, COURSE GRADED ITEM 301.25.
2. LENGTH - AS REQUIRED, BUT NOT LESS THAN 50 FEET.
3. THICKNESS - NOT LESS THAN TEN (10) INCHES.
4. WIDTH - TEN (10) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
5. GEOTEXTILE - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED UNDER THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. PERIODIC INSPECTION AND MAINTENANCE SHALL BE PROVIDED AFTER HEAVY USE AND/OR RAIN.
9. THIS ENTRANCE WILL BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS AND/OR WHERE ORDERED BY THE ENGINEER.
10. THE LOCATION AND NUMBER OF STABILIZED CONSTRUCTION ENTRANCES WILL BE APPROVED BY THE ENGINEER.

STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

EROSION AND SEDIMENT CONTROL NOTES

1. THE CONTRACTOR SHALL CONSTRUCT ALL EROSION AND SEDIMENT CONTROL MEASURES FOR THE APPROVED PLAN AND CONSTRUCTION SEQUENCE AND SHALL HAVE THEM INSPECTED BY THE ENGINEER PRIOR TO BEGINNING ANY OTHER LAND DISTURBANCES. MINOR SEDIMENT CONTROL DEVICE LOCATION ADJUSTMENTS MAY BE MADE IN THE FIELD WITH THE APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL ENSURE THAT ALL RUNOFF FROM DISTURBED AREAS IS DIRECTED TO THE SEDIMENT CONTROL DEVICES; AND SHALL NOT REMOVE ANY EROSION OR SEDIMENT CONTROL MEASURE WITHOUT PRIOR PERMISSION FROM THE ENGINEER. THE CONTRACTOR MUST OBTAIN PRIOR APPROVAL FOR CHANGES TO THE SEDIMENT CONTROL PLAN AND/OR SEQUENCE OF CONSTRUCTION.
2. THE CONTRACTOR SHALL MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES UNTIL SUCH TIMES AS THEY ARE REMOVED.
3. THE CONTRACTOR SHALL APPLY SEED AND MULCH, OR OTHER APPROVED STABILIZATION MEASURES TO ALL DISTURBED AREAS AND STOCKPILES WITHIN FOURTEEN (14) CALENDAR DAYS AFTER STRIPPING AND GRADING ACTIVITIES HAVE CEASED IN THE AREA. MAINTENANCE SHALL BE PERFORMED AS NECESSARY TO ENSURE CONTINUED STABILIZATION. PERMANENT SOIL STABILIZATION SHALL BE PROVIDED WITHIN SEVEN (7) DAYS OF ESTABLISHMENT OF FINAL GRADE.
4. THIS EROSION CONTROL PLAN SHALL BE IMPLEMENTED ON ALL DISTURBED AREAS WITHIN THE CONSTRUCTION SITE. ALL MEASURES INCLUDING EROSION CONTROL PRACTICES SHALL BE INSTALLED IN CONFORMANCE WITH "THE VERMONT HANDBOOK FOR SOIL EROSION AND SEDIMENT CONTROL ON CONSTRUCTION SITES" AS PUBLISHED BY THE VT. GEOLOGICAL SURVEY.
5. DURING THE PERIOD OF CONSTRUCTION ACTIVITY, ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED BY THE CONTRACTOR. AT THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL COORDINATE THE TRANSFER OF MAINTENANCE RESPONSIBILITIES, IF REQUIRED, TO THE VT AGENCY OF TRANSPORTATION.
6. ALL TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE REMOVED AND DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY PRACTICES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE STABILIZED OR REMOVED TO PREVENT FURTHER EROSION.
7. EROSION CONTROL DEVICES REMOVED DURING GRADING OPERATIONS SHALL BE PUT BACK IN PLACE AT THE END OF THE DAY OR DURING INCLEMENT WEATHER AS DIRECTED BY THE ENGINEER.
8. STREAMS INCLUDING BED AND BANKS SHALL BE RESTABILIZED IMMEDIATELY AFTER CHANNEL WORK IS COMPLETED, INTERRUPTED, OR STOPPED.
9. NO SOIL, ROCK, DEBRIS, OR ANY OTHER MATERIAL SHALL BE DUMPED OR PLACED INTO A WATER COURSE OR INTO SUCH PROXIMITY THAT IT MAY READILY SLOUGH, SLIP, OR ERODE INTO A WATER COURSE UNLESS SUCH DUMPING OR PLACING IS AUTHORIZED BY THE ENGINEER AND, WHEN APPLICABLE, THE U.S. ARMY CORPS OF ENGINEERS, FOR SUCH PURPOSES AS, BUT NOT LIMITED TO, CONSTRUCTION OF BRIDGES, CULVERTS, AND EROSION CONTROL STRUCTURES.
10. PERMANENT SEEDING SHALL BE DONE BETWEEN APRIL 30 AND SEPTEMBER 15. IF SEEDING IS DONE AT OTHER TIMES, IT SHALL BE CLASSIFIED AS "TEMPORARY SEEDING." PERMANENT SEED SHALL CONFORM TO THE SEEDING MIXTURE STATED ON SHEET 7. TEMPORARY AND PERMANENT SEEDING SHALL CONSIST OF FERTILIZING, WATERING AND SEEDING PLACED AT RATES IN ACCORDANCE WITH THE SPECIFICATIONS. PERMANENT SEEDING AND MULCHING SHALL BE PAID FOR UNDER 651.15 AND 651.25 RESPECTIVELY. TEMPORARY SEED, MULCH, AND FERTILIZER FOR EROSION AND SEDIMENT CONTROL SHALL BE PLACED IN ACCORDANCE WITH THE SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR TEMPORARY SEEDING OR MULCHING.
11. SURFACE DRAINAGE FLOWS OVER UNSTABILIZED CUT AND FILL SLOPES SHALL BE CONTROLLED BY EITHER PREVENTING DRAINAGE FLOWS TRAVERSING THE SLOPES OR BY INSTALLING PROTECTIVE DEVICES TO LOWER THE WATER DOWNLOVE WITHOUT CAUSING EROSION. DIKES SHALL BE INSTALLED AND MAINTAINED AT THE TOP OF CUT OR FILL SLOPES UNTIL THE SLOPE AND DRAINAGE AREA TO IT ARE FULLY STABILIZED. AT WHICH TIME THEY MUST BE REMOVED AND FINAL GRADING DONE TO PROMOTE SHEET FLOW DRAINAGE. PROTECTIVE METHODS MUST BE PROVIDED AT POINTS OF CONCENTRATED FLOW WHERE EROSION IS LIKELY TO OCCUR.
12. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS IN UNPAVED AREAS SHALL BE STABILIZED AND PROTECTED TO PREVENT TRACKING OF MUD ONTO PUBLIC OR PRIVATE ROADWAYS.
13. IF ROADWAYS ACCUMULATE DEBRIS, THE CONTRACTOR SHALL USE A POWER BROOM TO REMOVE THE SEDIMENT TO THE SATISFACTION OF THE ENGINEER.
14. SALVAGED TOPSOIL WILL BE PLACED ON WELL DRAINED LAND AWAY FROM STREAMS IN ACCORDANCE WITH APPROVED EROSION AND SEDIMENT CONTROL MEASURES. IT SHALL BE PLACED IN NEAT PILES. THE CONTRACTOR WILL PROVIDE AN ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE. THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER, MAY CONSTRUCT AN EARTH DIKE IN LIEU OF SILT FENCE.

SITE DATA

PROJECT DESCRIPTION:
AIRPORT DEVELOPMENT TO INCLUDE PAVING, CLEARING AND GRUBBING, EARTHWORK, STORM DRAINAGE, AND UTILITIES.

TOTAL SITE AREA:
AREA WITHIN LIMITS OF WORK APPROX. 45 ACRES.

EXISTING SOIL TYPES:
-BROWN SILTY SAND WITH TRACES OF GRAVEL
-APPROXIMATELY 3% OF TOPSOIL
-INFORMATION OBTAINED FROM BORINGS DRILLED BY GREEN MOUNTAIN BORING DURING NOVEMBER 1996

SCHEDULE:
CONSTRUCTION TO COMMENCE SUMMER 1997, AND TO BE COMPLETED FALL, 1997. WITH THE IMPLEMENTATION OF EROSION CONTROL MEASURES TO BE THE FIRST PHASE OF ACTIVITY AND TO CONTINUE THROUGHOUT PROGRESS OF PROJECT.

RECEIVING WATERS:
MILL RIVER, OTTER CREEK



FILE NO. 11V01013/0202	DESCRIPTION
REV. DATE	DATE
1 4/2/98	AS - 3/11/97
2 1/1/98	AS - 3/11/97
3 1/1/98	AS - 3/11/97
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50 1/1/98	AS - 3/11/97

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

SEDIMENTATION / EROSION CONTROL DETAILS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by:	D. M. MOORE	2/97
Drawn by:	M. WIZALLA	3/97
Checked by:	C. D'AMICO	5/97
Approved by:	M. CHAPPELL	5/97

Scale:	HOR. - NONE VERT. - NONE
Date:	5/5/97
Sheet 25 Of 65	
Sheet No.	25

MATCH LINE SHEET

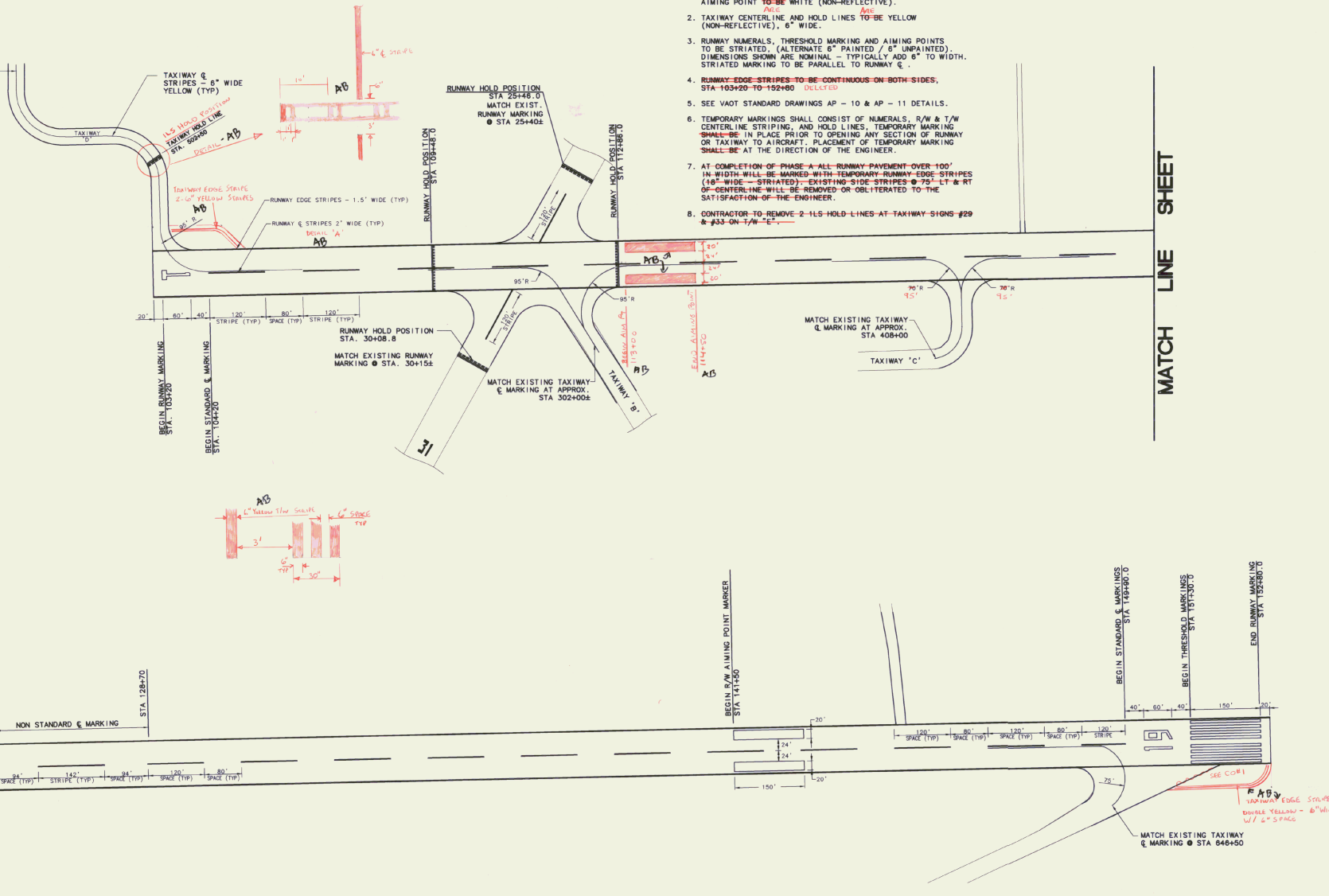
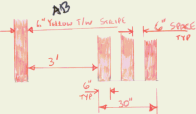
MATCH EXISTING TAXIWAY & MARKING @ STA 506+70±

STA. 125+40

STA. 128+70

NON STANDARD & MARKING

120' STRIPE (TYP) 40' SPACE (TYP) 120' STRIPE (TYP) 40' SPACE (TYP) 120' STRIPE (TYP) 40' SPACE (TYP)



MARKING NOTES

1. RUNWAY CENTERLINE, NUMERALS, EDGE STRIPING AND AIMING POINT TO BE WHITE (NON-REFLECTIVE).
2. TAXIWAY CENTERLINE AND HOLD LINES TO BE YELLOW (NON-REFLECTIVE), 6" WIDE.
3. RUNWAY NUMERALS, THRESHOLD MARKING AND AIMING POINTS TO BE STRIATED, (ALTERNATE 6" PAINTED / 6" UNPAINTED). DIMENSIONS SHOWN ARE NOMINAL - TYPICALLY ADD 6" TO WIDTH. STRIATED MARKING TO BE PARALLEL TO RUNWAY CENTERLINE.
4. RUNWAY EDGE STRIPES TO BE CONTINUOUS ON BOTH SIDES, STA 103+20 TO 152+80. Deleted.
5. SEE VAOT STANDARD DRAWINGS AP - 10 & AP - 11 DETAILS.
6. TEMPORARY MARKINGS SHALL CONSIST OF NUMERALS, R/W & T/W CENTERLINE STRIPING, AND HOLD LINES. TEMPORARY MARKING SHALL BE IN PLACE PRIOR TO OPENING ANY SECTION OF RUNWAY OR TAXIWAY TO AIRCRAFT. PLACEMENT OF TEMPORARY MARKING SHALL BE AT THE DIRECTION OF THE ENGINEER.
7. AT COMPLETION OF PHASE A ALL RUNWAY PAVEMENT OVER 100' IN WIDTH WILL BE MARKED WITH TEMPORARY RUNWAY EDGE STRIPES (16" WIDE - STRIATED) - EXISTING SIDE STRIPES @ 75' LT & RT OF CENTERLINE WILL BE REMOVED OR OBLITERATED TO THE SATISFACTION OF THE ENGINEER.
8. CONTRACTOR TO REMOVE 2-1LS HOLD LINES AT TAXIWAY SIGNS #29 & #33 ON TAXIWAY C.

MATCH LINE SHEET



REV.	DATE	DESCRIPTION
1	2/23	AS BUILT

Job No. 140721/VPW

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

PAVEMENT MARKING PLAN

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by: G. D'AMICO	Date: 2/7/7
Drawn by: M. NICOLLA	3/7/7
Checked by: G. D'AMICO	5/5/97
Approved by: M. CHURCHILL	5/5/97

Scale: HOR. - 1" = 100'
VERT. - NONE

Date: 5/5/97

Sheet 26 Of 65

Sheet No.

AS BUILT PLANS
I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.
By: *[Signature]* Project Engineer
Date: 5/23/97

STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENTS
RUTLAND STATE AIRPORT
CLARENDON, VERMONT
AIP NO. 3-50-0015-10
E.A. 043111

TO INCLUDE: LOCALIZER SITE PREPARATION

INDEX OF SHEETS

- 1 TITLE SHEET
- 2 GENERAL PROJECT LAYOUT
- 3 SAFETY NOTES
- 4 GENERAL CONSTRUCTION AND SAFETY NOTES
- 5-6 LOCALIZER SITE DETAILS
- 7 LOCALIZER RELOCATION - SITE PLAN
- 8 SEDIMENTATION / EROSION CONTROL PLANS
- 9 BORING LOGS

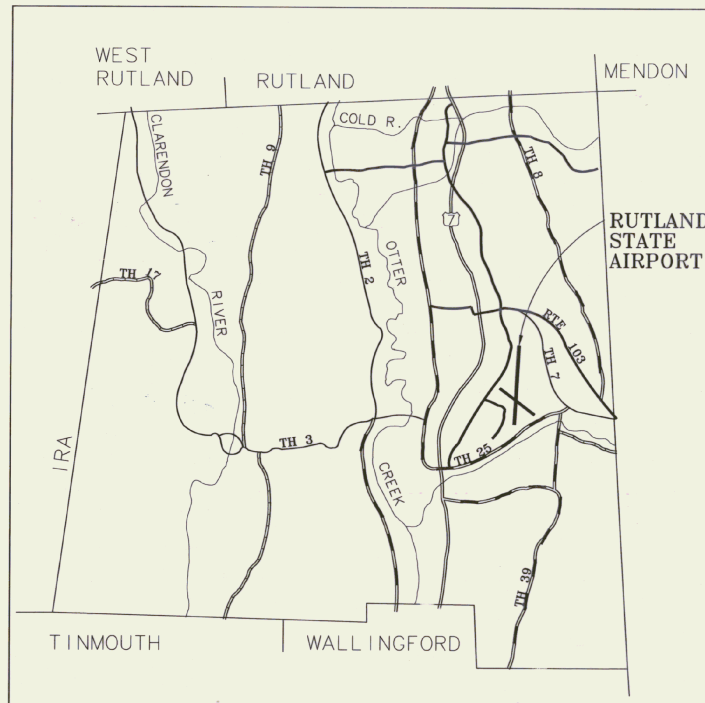
STANDARDS

AP-2 06/01/94
AP-3 06/01/94
AP-10 06/01/94

TABLE OF QUANTITIES

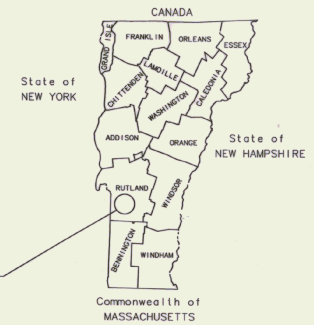
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100.02
Ab

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY
N/A	LOCALIZER SITE WORK	1 LUMP SUM
1-170	UTILITY COST ALLOWANCE	1 LUMP SUM
635.10	MOBILIZATION	1 LUMP SUM
900.01	S.A. #1	1 LUMP SUM



LOCATION MAP

APPROXIMATE SCALE : 1" = 1 MILE



RECORD PLANS

CONTRACTOR: BELDEN CO. INC.
RESIDENT ENGINEER: S. D'AMICO
CONSTRUCTION BEGAN: JUNE 12, 1997
CONSTRUCTION COMPLETED: SEPTEMBER 19, 1997
RECORD PLANS BY: S. D'AMICO

I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.
BY: *Quill W. D'Amico* RESIDENT ENGINEER
DATE: 29 Nov '97

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found on microfiche on Central Files.

A.A.I.A. OF 1982 SECTION 509(d) ASSURANCES

IN COMPLIANCE WITH THE AIRPORT AND AIRWAYS IMPROVEMENT ACT OF 1982, SECTION 509 (d) AND THE SPONSOR'S CERTIFICATION, DATED _____, THESE PLANS AND SPECIFICATIONS HAVE BEEN PREPARED IN ACCORDANCE WITH CURRENT FAA STANDARDS IDENTIFIED IN F.A.R. PART 152. ANY DEVIATION FROM THE FAA STANDARD WERE APPROVED IN A LETTER BY THE FAA, DATED AUGUST 13, 1998, AND ARE DISCUSSED IN THE ENGINEERING REPORT ACCOMPANYING THESE PLANS.

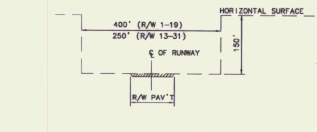
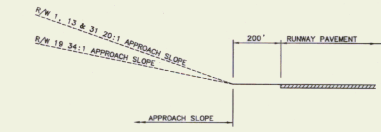
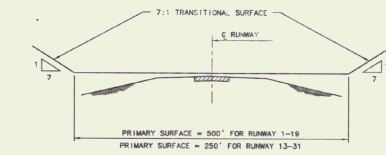
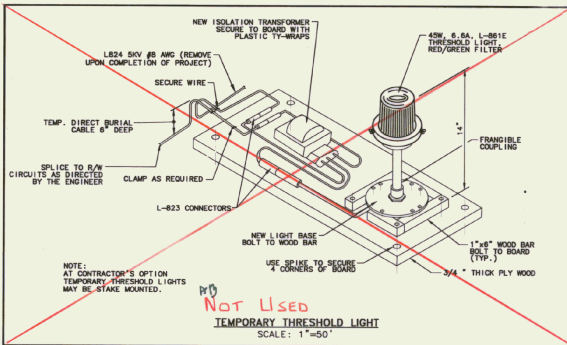
DESIGN ENGINEER _____ DATE _____

URS Greiner, Inc.



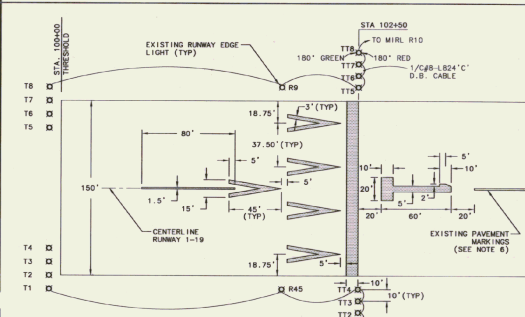
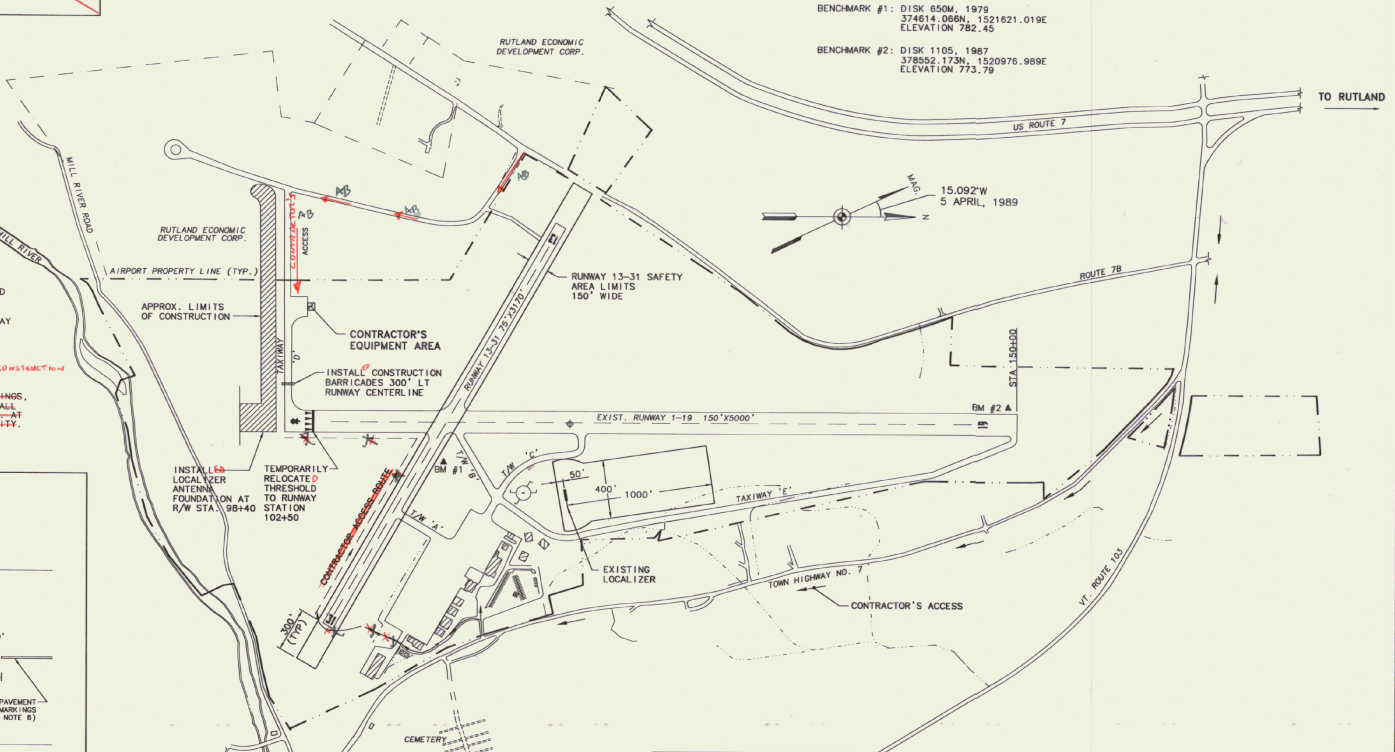
APPROVED: *Quill W. D'Amico* DATE: 4-18-97
DIRECTOR OF RAIL, AIR, & PUBLIC TRANSPORTATION
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
APPROVED: _____ DATE _____
CHIEF, AIRPORTS DIVISION

26a

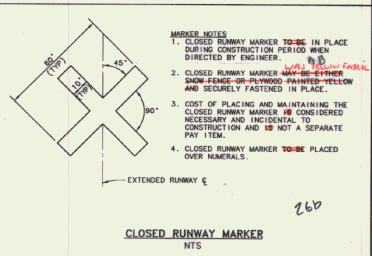
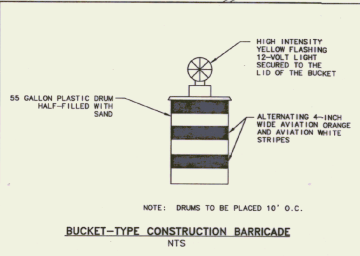


GENERAL NOTES:

- CONTRACTOR'S MAIN ACCESS TO SITE **WAS THRU REDC TO BE FROM TOWN HIGHWAY NO. 7.**
- CONTRACTOR TO PROVIDE FLAGPERSON AT HAUL / ACCESS ROUTE CROSSING OF RUNWAY 13 SAFETY AREA, WHEN RUNWAY 13-31 IS OPERATIONAL.
- FLAGPERSON TO CONTROL ACCESS WITHIN RUNWAY 13-31 SAFETY AREA. NO GROUND VEHICLE TRAFFIC ~~IS~~ ALLOWED TO ENTER RUNWAY SAFETY AREA WHEN AIR CRAFT ARE APPROACHING OR DEPARTING RUNWAY 13-31.
- FLAGPERSON ~~SHALL~~ MONITOR AN AERONAUTICAL RADIO CAPABLE OF TRANSMITTING AND RECEIVING ON RUTLAND UNICOM FREQUENCY 122.8 MHZ.
- HAUL ROUTE ~~TO BE~~ GRADED AND RETURNED TO TURF UPON COMPLETION OF PROJECT.
- PHASING OF CONSTRUCTION ACTIVITIES. CONTRACTOR ~~SHALL~~ COORDINATE ALL RUNWAY CLOSURES WITH THE AIRPORT MANAGER.
 - CONTRACTOR MAY INSTALL TEMPORARY THRESHOLD LIGHTING WHILE RUNWAY IS ACTIVE. HOWEVER, WHEN AIRCRAFT ARE OPERATING THE RUNWAY, THE CONTRACTOR ~~SHALL REMOVE THIS EQUIPMENT AND MEN FROM THE RUNWAY SAFETY AREA.~~
 - WHEN THE CONTRACTOR IS PREPARED TO CONNECT THE ELECTRICAL CIRCUITRY AND INSTALL THE THRESHOLD MARKINGS, HE SHALL CLOSE RUNWAY 1-19 WITH RUNWAY CLOSED MARKERS. THIS WORK ~~SHALL BE DONE WITHIN 1 HOUR PERIOD, BETWEEN THE HOURS OF 00:00 AM AND 7:00 AM, AT THE END OF THIS TIME PERIOD THE RUNWAY SHALL BE REOPENED TO AIRCRAFT ACTIVITY.~~
 - INSTALL LOCALIZER ANTENNA AND SHELTER FOUNDATION AND OTHER RELATED INFRASTRUCTURE WORK. **RUNWAY WAS CLOSED FOR RECONSTRUCTION.**
 - AT COMPLETION OF INFRASTRUCTURE WORK, THE CONTRACTOR ~~SHALL REMOVE THE TEMPORARY THRESHOLD AND MARKINGS. RUNWAY 1-19 SHALL BE CLOSED WITH RUNWAY CLOSED MARKERS AND REMOVAL OF THE RELOCATED THRESHOLD EQUIPMENT AND MARKINGS, AND INSTALLATION OF ORIGINAL MARKINGS SHALL BE ACCOMPLISHED. THIS WORK SHALL BE DONE WITHIN 1 1/2 HOUR PERIOD, BETWEEN THE HOURS OF 7:00 PM AND 7:00 AM. AT THE END OF THIS TIME PERIOD THE RUNWAY SHALL BE REOPENED TO AIRCRAFT ACTIVITY.~~ **UNDO CONTRACT 2.**



- NOTES:**
- ALL MARKINGS ~~TO BE~~ PAINTED WHITE.
 - FLIGHT (S) TEMPORARY MEDIUM INTENSITY RUNWAY THRESHOLD LIGHTS (CONFORMING TO FAA SPECIFICATION L-861S) ~~SHALL BE~~ INSTALLED AS SHOWN.
 - TEMPORARY THRESHOLD LIGHTS: TT1 - TT8.
 - COORDINATE PLACING TEMPORARY THRESHOLD WITH AIRPORT MANAGEMENT.
 - DISCONNECT WIRLS T1 THRU R9 AND R45. PROVIDE WATERPROOF SPLICE. CONNECT TO EXISTING HOME CABLES.
 - REMOVE EXISTING PAINTED MARKINGS WITH TEMPORARY PAINT BY SANDBLAST OR WATER BLAST TO THE SATISFACTION OF THE ENGINEER. **NOT TO BE USED. (B)**
 - UPON COMPLETION OF WORK, REMOVE ALL TEMPORARY THRESHOLD LIGHTING AND MARKING, AND RESTORE ORIGINAL RUNWAY THRESHOLD MARKINGS TO THE SATISFACTION OF THE ENGINEER. TURN OVER LIGHT FIXTURES AND TRANSFORMERS TO VADT IN **CONTRACT 2.**



REV.	DATE	DESCRIPTION
1		

Job No. 17001500
File No. 17001500-01

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

GENERAL PROJECT LAYOUT

URS Greiner, Inc.
13 MARCUS BOULEVARD
ALBANY, NEW YORK

Date	04/09/87
Drawn by	M. MCALLA
Checked by	S. MILLER
Approved by	M. L. L. L.
Scale:	HOR - 1" = 400'
	VERT - N/A
Date:	04/09/87
Sheet	2 Of 9
Sheet No.	2

GENERAL CONSTRUCTION AND SAFETY NOTES

GENERAL NOTES

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

14. PORTABLE FLOODLIGHTING - THE CONTRACTOR SHALL PROVIDE PORTABLE FLOODLIGHTING WHEN REQUIRED FOR CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL PROVIDE SUFFICIENT UNITS SO THAT ALL WORK AREAS ARE ILLUMINATED TO A LEVEL OF 5 HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY.
15. THE CONTRACTOR SHALL OBTAIN ALL THE PERMITS AND LICENSES REQUIRED FOR HIS PROJECT WORK ON THE PROJECT AT HIS OWN EXPENSE.
16. EXISTING TOPOGRAPHIC FIELD SURVEYS FOR THIS PROJECT AREA WERE PERFORMED BY LITTLE RIVER SURVEY CO. IN 1995 & 1997.
17. THE HORIZONTAL CONTROL ON THIS PROJECT IS TIED TO THE 1983 AND 1988 NATIONAL GEODETIC HORIZONTAL AND VERTICAL DATUM, RESPECTIVELY.

SAFETY REQUIREMENTS DURING CONSTRUCTION

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

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

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

AND CAN BE REVIEWED AT THE OFFICES OF THE VERMONT AGENCY OF TRANSPORTATION, RAIL, AIR, AND PUBLIC TRANSPORTATION DIVISION, NATIONAL LIFE BUILDING, MONTPELIER, VERMONT:

- (1) AC 150/5370-2, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", CURRENT EDITION.
- (2) FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE, CURRENT EDITION."
- (3) AC 150/5300-13, "AIRPORT DESIGN", CURRENT EDITION, ESTABLISHES DESIGN, OPERATIONAL, AND MAINTENANCE STANDARDS FOR AIRPORTS. STANDARD TERMS USED IN THE CONTRACT PLANS AND SPECIFICATIONS ARE DEFINED BELOW:
 - (a) RUNWAY PROTECTION ZONE (RPZ): A TRAPEZOIDAL AREA CENTERED ON THE RUNWAY BEGINNING AT A POINT 200 FEET BEYOND THE END OF THE AREA USABLE FOR TAKEOFF OR LANDING. THE RPZ IS SHOWN ON THE GENERAL PROJECT LAYOUT PLAN.
 - (b) OBJECT FREE AREA (OFA): A TWO DIMENSIONAL GROUND AREA SURROUNDING RUNWAYS, TAXIWAYS, AND TAXILANES WHICH IS CLEAR OF OBJECTS EXCEPT FOR OBJECTS WHOSE LOCATION IS FIXED BY FUNCTION.
 - (c) SAFETY AREA - THE SURFACE ADJACENT TO RUNWAYS, TAXIWAYS, AND TAXILANES OVER WHICH AIRCRAFT SHOULD, IN DRY WEATHER, BE ABLE TO CROSS AT NORMAL SPEEDS WITHOUT INCURRING SIGNIFICANT DAMAGE. A SAFETY AREA IS GRADED, DRAINED AND COMPACTED. IT IS FREE OF ANY HOLES, TRENCHES, BUMPS OR OTHER SIGNIFICANT SURFACE VARIATIONS OR OBJECTS OTHER THAN THOSE WHICH MUST BE THERE BECAUSE OF THEIR ESSENTIAL AERONAUTICAL FUNCTION. THE SAFETY AREA REQUIRES THE CAPABILITY OF SUPPORTING MATERIALS VEHICLES AND AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLES UNDER NORMAL (DRY) CONDITIONS.

(B) GENERAL SAFETY REQUIREMENTS

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

- (3) DURING PERFORMANCE OF THIS CONTRACT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. ALL AIRCRAFT TRAFFIC IN THESE AREAS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC. THE OWNER RESERVES THE RIGHT TO INTERRUPT THE CONTRACTOR AT ANY TIME TO VACATE ANY AREA NECESSARY TO MAINTAIN SAFE AIRCRAFT OPERATIONS. USE OF AREAS NEAR THE CONTRACTOR'S WORK WILL BE CONTROLLED TO MINIMIZE DISTURBANCE TO THE CONTRACTOR'S OPERATION. THE CONTRACTOR SHALL NOT ALLOW EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, OR ANY OTHER UNAUTHORIZED PERSON TO ENTER OR REMAIN IN ANY AIRPORT AREA WHICH WOULD BE HAZARDOUS TO PERSONS OR TO AIRCRAFT OPERATIONS.
- (4) ALL WORK TO BE PERFORMED WHICH IS CLOSE TO AN ACTIVE RUNWAY, TAXIWAY OR APRON SHALL BE PERFORMED WHEN THE RUNWAY, TAXIWAY OR APRON IS NOT IN USE. SUCH WORK SHALL BE ACCOMPLISHED ONLY WITH PRIOR PERMISSION FROM THE ENGINEER AND AIRPORT MANAGER. REQUESTED CLOSINGS SHALL BE DIRECTED TO THE ENGINEER AT LEAST 48 HOURS IN ADVANCE.

(C) CONSTRUCTION AND FACILITIES MAINTENANCE

- (1) THE FOLLOWING ARE CONSIDERED SAFETY PROBLEMS AND/OR HAZARDS:
 - (a) TRENCHES, HOLES, OR EXCAVATION ON OR ADJACENT TO ANY OPEN RUNWAY OR IN RUNWAY OR TAXIWAY SAFETY AREAS.
 - (b) UNMARKED/UNLIGHTED HOLES OR EXCAVATION IN ANY APRON, OPEN TAXIWAY, OPEN TAXILANE, OR RELATED SAFETY AREA.
 - (c) MOUNDS OR PILES OF EARTH, CONSTRUCTION MATERIALS, TEMPORARY STRUCTURES, OR OTHER OBJECTS IN THE VICINITY OF ANY OPEN RUNWAY, TAXIWAY, TAXILANE, OR IN ANY RELATED SAFETY, APPROACH, OR DEPARTURE AREA.
 - (d) VEHICLES OR EQUIPMENT, WHETHER OPERATING OR IDLE, ON ANY OPEN RUNWAY, TAXIWAY, TAXILANE, OR IN ANY RELATED SAFETY, APPROACH, OR DEPARTURE AREA.
 - (e) VEHICLES, EQUIPMENT, EXCAVATION, STOCKPILES, OR OTHER MATERIALS WHICH COULD INTERFERE WITH ELECTRONIC SIGNALS FROM RADIOS OR ELECTRONIC NAVIGATIONAL AIDS (NAVAIDS).
 - (f) PAVEMENT DROP-OFFS - UPS (EITHER PERMANENT OR TEMPORARY), WHICH COULD CAUSE DAMAGE TO AIRCRAFT IF CROSSED AT NORMAL OPERATING SPEEDS. THE NORMAL MAXIMUM DROP-OFF OR LIP IS 1"-1/2" INCHES.
 - (g) UNMARKED UTILITY, NAVAID, WEATHER SERVICE, RUNWAY LIGHTING, OR OTHER POWER OR SIGNAL CABLES THAT COULD BE DAMAGED DURING CONSTRUCTION.
 - (h) OBJECTS, WHETHER OR NOT MARKED OR FLAGGED, OR ACTIVITIES ANYWHERE ON OR IN THE VICINITY OF THE AIRPORT WHICH COULD BE DISTRACTING, CONFUSING, OR ALARMING TO PILOTS DURING AIRCRAFT OPERATIONS.
 - (i) UNFLAGGED/UNLIGHTED LOW VISIBILITY ITEMS SUCH AS TALL CRANES, DRILLS, AND THE LIKE ANYWHERE IN THE VICINITY OF ACTIVE RUNWAYS, OR IN ANY APPROACH OR DEPARTURE AREA.
 - (j) MISLEADING OR MALFUNCTIONING OBSTRUCTION LIGHTS OR UNLIGHTED/UNMARKED OBSTRUCTIONS IN THE APPROACH TO ANY ACTIVE RUNWAY.
 - (k) WATER, SNOW, DIRT, DEBRIS, OR OTHER TRANSIENT ACCUMULATION WHICH TEMPORARILY OBSCURES PAVEMENT MARKINGS OR PAYMENT EDGES, OR DEGRADATES VISIBILITY OF RUNWAY/TAXIWAY MARKINGS OR LIGHTING.
 - (l) INADEQUATE OR IMPROPER METHODS OF MARKING, BARRICADING, AND LIGHTING OF TEMPORARILY CLOSED PORTIONS OF THE AIRPORT OPERATING AREA.
 - (m) TRASH OR OTHER MATERIALS WITH FOREIGN OBJECT DAMAGE (FOD) POTENTIAL; WHETHER ON RUNWAYS, TAXIWAYS, OR APRONS; OR IN RELATED SAFETY AREAS.
 - (n) INADEQUATE BARRICADING OR OTHER MARKING WHICH IS PLACED TO SEPARATE CONSTRUCTION OR MAINTENANCE AREAS FROM OPEN AIRCRAFT OPERATING AREAS.
 - (o) FAILURE TO CONTROL UNAUTHORIZED VEHICLE AND HUMAN ACCESS TO ACTIVE AIRCRAFT OPERATING AREAS.
 - (p) FAILURE TO MAINTAIN RADIO COMMUNICATION BETWEEN CONSTRUCTION/MAINTENANCE VEHICLES AND RUTLAND UNICOM.
 - (q) CONSTRUCTION/MAINTENANCE ACTIVITIES OR MATERIALS WHICH COULD INTERFERE WITH AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) EQUIPMENT FROM REACHING ALL AIRCRAFT OR ANY PART OF THE RUNWAY/TAXIWAY SYSTEM, RUNWAY APPROACH AND DEPARTURE AREAS AND AIRCRAFT PARKING LOCATIONS.
 - (r) BIRD ATTRACTANTS ON AIRPORT SUCH AS: EDIBLES (FOOD SCRAPS, ETC.), MISCELLANEOUS TRASH, OR PONDED WATER.

- (2) THE CONTRACTOR SHALL CONDUCT ACTIVITIES SO AS NOT TO VIOLATE ANY SAFETY STANDARDS CONTAINED HEREIN. THE CONTRACTOR SHALL INSPECT ALL CONSTRUCTION AND STORAGE AREAS AS OFTEN AS NECESSARY AND PROMPTLY TAKE ALL STEPS NECESSARY TO PREVENT/REMEDY ANY UNSAFE, OR POTENTIALLY UNSAFE CONDITIONS OR ACTIVITIES DISCOVERED.
- (3) THE VADOT WILL BE RESPONSIBLE FOR ISSUING APPROPRIATE NOTICE TO AIRMEN (NOTAM) CONCERNING CONSTRUCTION ACTIVITY ON THE AIRFIELD.

(D) MOTORIZED VEHICLES

- THIS PROJECT INCLUDES WORK WITHIN THE AIRCRAFT OPERATIONS AREA (AOA). ALL PERMITTED VEHICLES SHALL BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME-TYPE LIGHT, MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES. ALL VEHICLES OPERATING WITHIN THE AIRFIELD BOUNDARY SHALL BE IDENTIFIED WITH A SIGN ON EACH SIDE OF THE VEHICLE BEARING THE CONTRACTOR'S NAME IN 12-INCH MINIMUM LETTER HEIGHT.

VEHICLES MAKING ONLY OCCASIONAL VISITS TO THE JOB SITE ARE EXEMPT FROM THE IDENTIFICATION REQUIREMENTS CONTAINED HEREIN ABOVE PROVIDED THAT THEY ARE ESCORTED INTO, THROUGH, AND OUT OF THE AIRPORT AREA BY A PROPERLY IDENTIFIED VEHICLE.

(E) RADIO COMMUNICATIONS

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

(F) DEBRIS

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

(G) FLAGMEN

IN ACCORDANCE WITH THE SPECIFICATIONS, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, FURNISH FLAGMEN AS NECESSARY TO CONTROL HIS TRAFFIC (UNLESS OTHERWISE DIRECTED BY THE ENGINEER).

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

(H) MISCELLANEOUS

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

(I) UTILITIES

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

UTILITY	CONTACT INFORMATION
DIGSAFE	1-800-225-4977
CVPS	1-800-649-2877



Job No. R40712.00
 Date: 04/09/97
 Scale: HS NA vs N/A

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

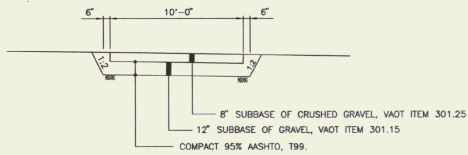
SAFETY NOTES

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

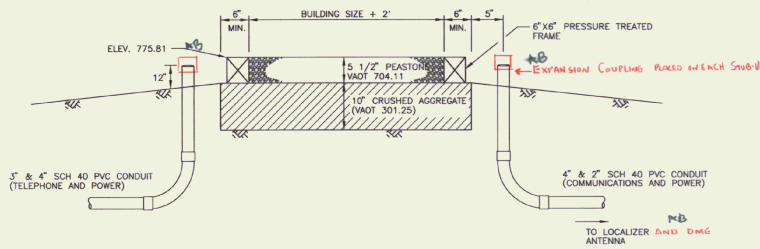
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 Sheet 3 of 9
 Sheet No. 3

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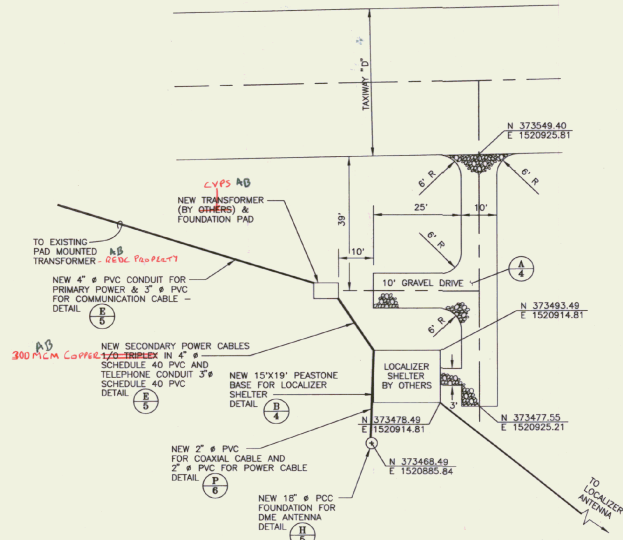


A GRAVEL DRIVE
SCALE: NONE



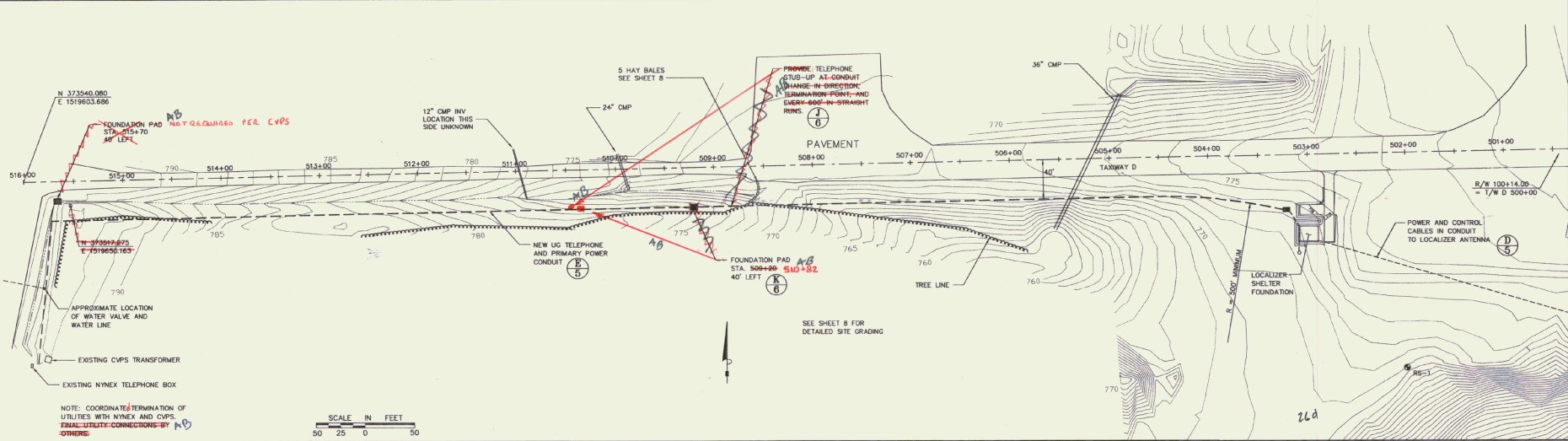
B LOCALIZER SHELTER FOUNDATION
SCALE: NONE

NOTE: PROVIDE 20' CABLE SLACK - EACH END OF ALL CABLES. SEAL CONDUITS WITH APPROVED DUCT SEAL AFTER INSTALLATION OF CABLES OR PULL WIRES.



C SITE DETAIL - LOCALIZER SHELTER
SCALE: NONE

- NOTES:
1. SITE PREPARATION: EXCAVATE TOPSOIL TO GOOD BEARING SOIL. COMPACT SUBGRADE, AND CRUSHED AGGREGATE TO 95% AASHTO T99.
 2. PEASTONE LAYER TO BE LEVEL.
 3. SHELTER RELOCATION BY OTHERS **Moulin North - Contract 2**
 4. SEE DETAIL (A) FOR BUILDING GROUNDING DETAILS



NOTE: COORDINATE TERMINATION OF UTILITIES WITH NYNEX AND CVPS. FINAL UTILITY CONNECTIONS BY OTHERS.

SCALE IN FEET
50 25 0 50



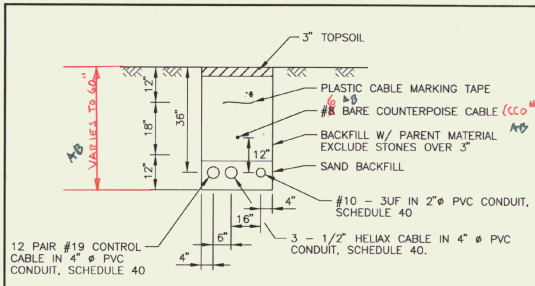
URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

REV	DATE	DESCRIPTION	FILE NO. 11/VA0217W/LP/

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

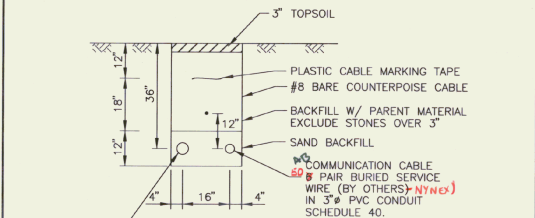
LOCALIZER RELOCATION - SITE PLAN

Designed by: C. ZIMCO 07/29/97	Drawn by: M. MOCILLA 02/09/97	Checked by: S. MILLER	Approved by: M. CHENEY
Scale: HOR. - 1" = 50' VERT. - NONE	Date: 04/09/97	Sheet 4 Of 9	Sheet No 4



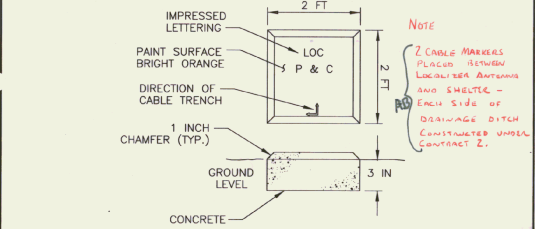
D CONDUIT TRENCH FROM LOCALIZER TO SHELTER

NOTE - PROVIDED 20' CABLE SLACK - EACH END OF ALL CABLES FOR FUTURE CONNECTION - BY OTHERS. MOUND TOPSOIL SLIGHTLY TO ACCOUNT FOR BACKFILL SETTLEMENT.

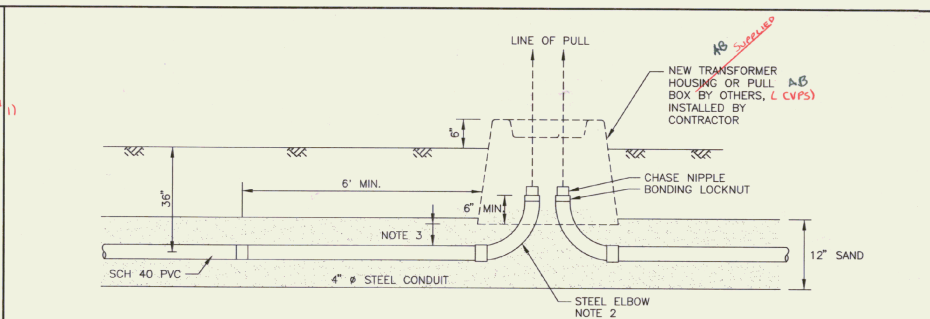


E PRIMARY/SECONDARY CONDUIT TRENCH

NOTE: 1. PRIMARY CABLE FROM EXISTING CVPS TRANSFORMER TO NEW TRANSFORMER INSTALLED BY CVPS.
 2. SECONDARY CABLE FROM NEW TRANSFORMER TO LOCALIZER SHELTER TO BE 4/0 TRIPLEX 300 MCM COPPER.
 3. TERMINATE SECONDARY CABLE & CONDUIT AT GROUND LEVEL AT PROPOSED LOCALIZER SHELTER SITE. LEAVE 20' CABLE SLACK FOR CONNECTION TO DISCONNECT ON SHELTER BY OTHERS - CONTRACT 2.
 4. MOUND TOPSOIL SLIGHTLY TO ACCOUNT FOR BACKFILL SETTLEMENT.

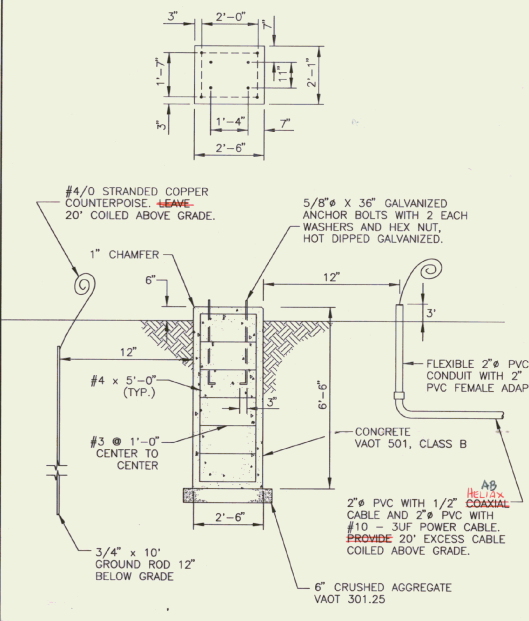


F CABLE MARKER

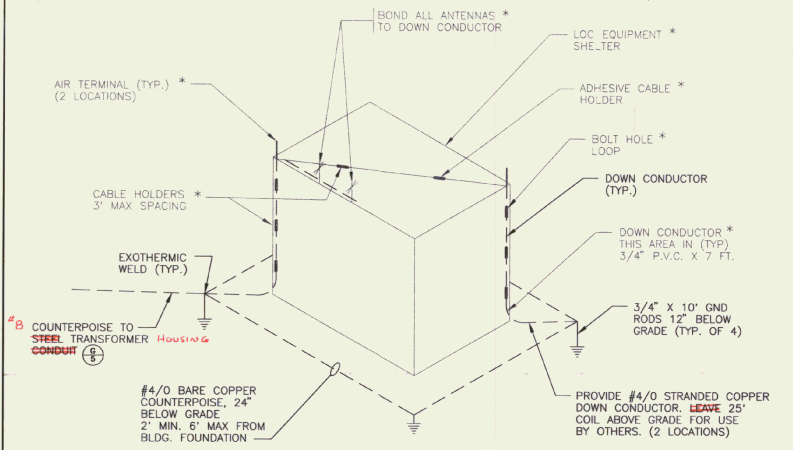


G PULL BOX SECTION

NOTES:
 1. ELBOWS TO BE ALIGNED TO ALLOW STRAIGHT PULL THROUGH BOX PAD OPENING
 2. USE 90° ELBOWS
 3. PROVIDE SUFFICIENT CLEARANCE SO BOX PAD DOES NOT CONTACT ELBOWS
 4. INSTALL PULL WIRE IN CONDUIT (500# MIN RATING)
 5. SEAL CONDUITS WITH APPROVED DUCT SEAL AFTER CABLES INSTALLED
 6. BOND STEEL CONDUIT TO GROUND GRID, SEE DETAIL (I)
 7. PROVIDE DRAINAGE AWAY FROM TRANSFORMER HOUSING
 8. PLACE 3\"/>



H PIER FOUNDATION FOR DME ANTENNA MAST



I LIGHTNING PROTECTION DETAIL

GENERAL NOTES

1. ALL DISTURBED AREAS TO BE REGRADED, TOPSOILED (3\"/>

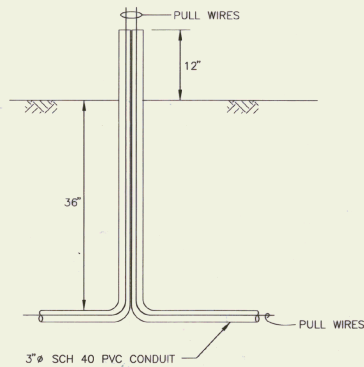


Project No. 11460-01-001	DESCRIPTION
Job No. 14601200	DATE
REV.	DATE

RUTLAND STATE AIRPORT
 CLARENDON, VERMONT
 LOCALIZER SITE DETAILS

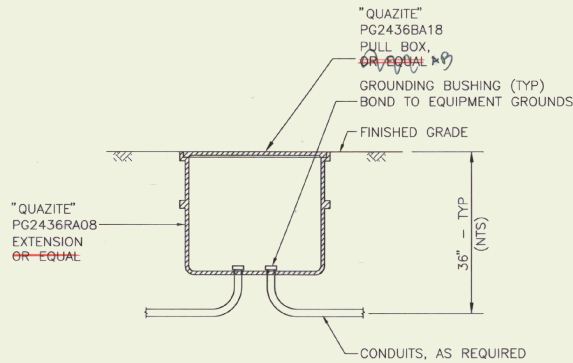
URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

Designed by: B. D'AMICO	Date: 07/27/97
Drawn by: M. MCALLAN	Scale: N/A - NONE
Checked by: S. MILLER	Scale: N/A - NONE
Approved by: M. J. GARDNER	Date: 04/09/97
Sheet No. 5	Sheet 5 Of 9



J TELEPHONE STUB-UP
SCALE: NONE

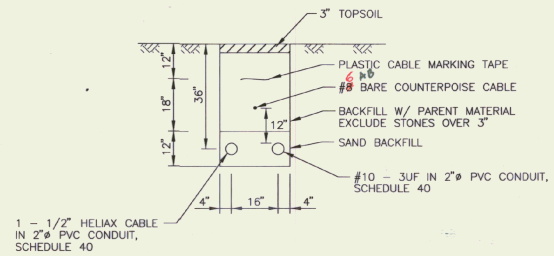
NOTE:
SEAL CONDUIT WITH APPROVED DUCT SEAL AFTER PULL WIRES ARE INSTALLED.



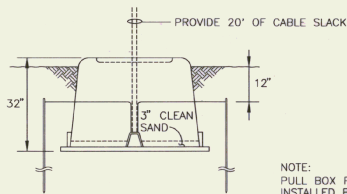
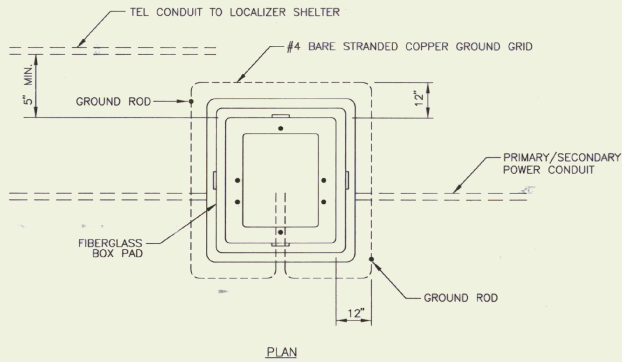
NOTE:
PROVIDE LOOPS IN HANDHOLES WHERE NO SPLICES OCCUR. TERMINATE SPARE CABLE IN HANDHOLE WITH 10 FEET OF EXTRA CABLE COILED AND TAPED.

O POWER & COMMUNICATION HANDHOLE DETAIL
SCALE: 1"=1'-0"

SEE LOCATION ON SHEET 8.

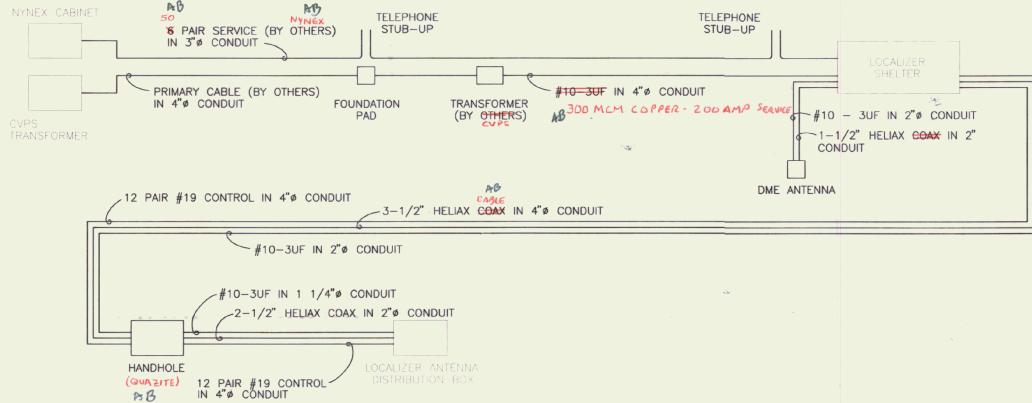


P CONDUIT TRENCH FROM DME TO SHELTER
SCALE: NONE



K PULL BOX DETAILS
SCALE: NONE

NOTE:
PULL BOX PROVIDED BY CVPS, INSTALLED BY CONTRACTOR. ALL GROUNDING WORK PROVIDED BY CONTRACTOR. PROVIDED 5" MIN. HORIZONTAL CLEARANCE BETWEEN PULL BOX AND NEW TELEPHONE CONDUIT ADJACENT TO PULL BOX.



Q WIRING DIAGRAM
SCALE: NONE



REVISION	DATE	DESCRIPTION
1		

Job No. 440212.00
File No. 11V40212.00-1.02

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

LOCALIZER SITE DETAILS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by:	DWH
Drawn by:	S. D'AMICO
Checked by:	M. MCALLA 03/26/97
Approved by:	S. MILLER
	M. CHENEY 03/11/97

Date: 04/09/97

Sheet 6 of 9

Sheet No

6

268



PROJECT NO.	1740221.00
DATE	04/09/97
REVISION	
DESCRIPTION	
JOB NO.	1740221.00

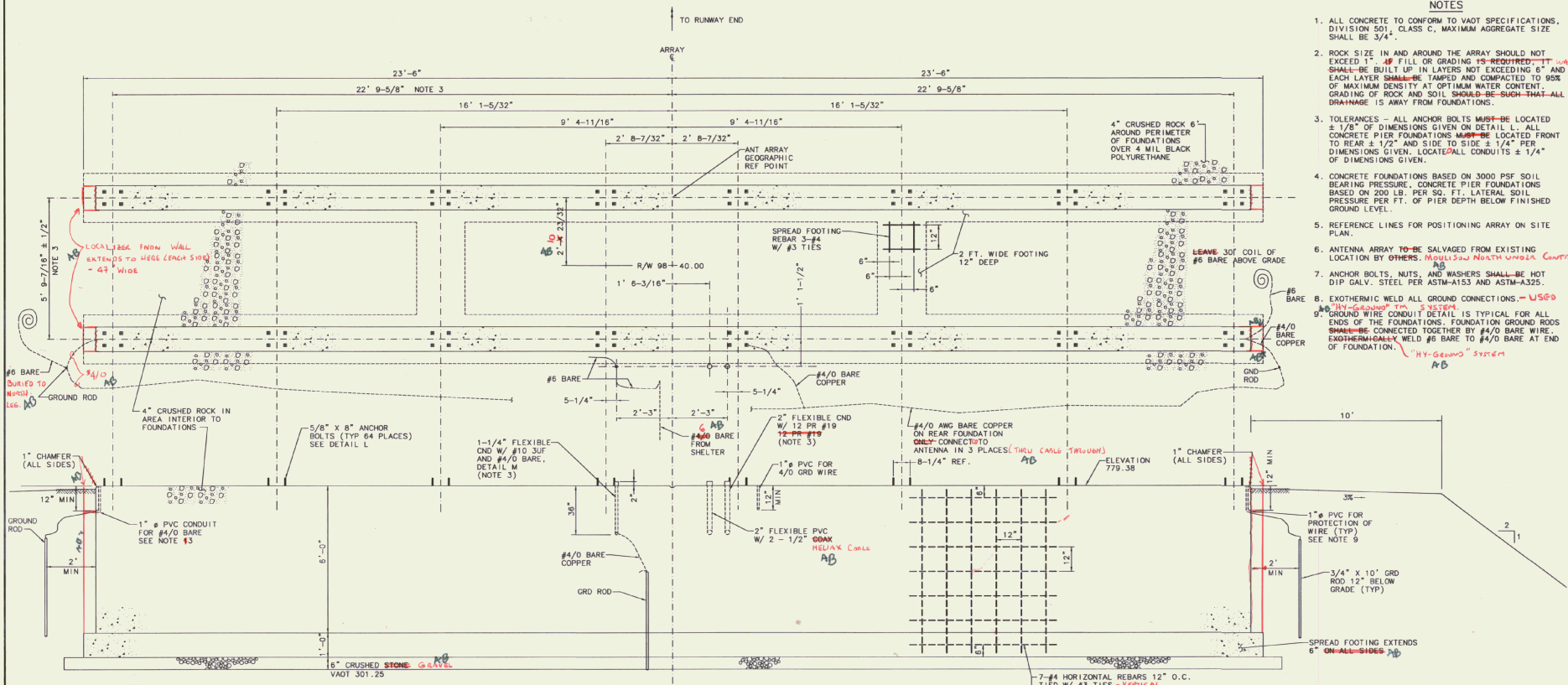
RUTLAND STATE AIRPORT
CLARENDON, VERMONT
LOCALIZER FOUNDATION DETAILS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

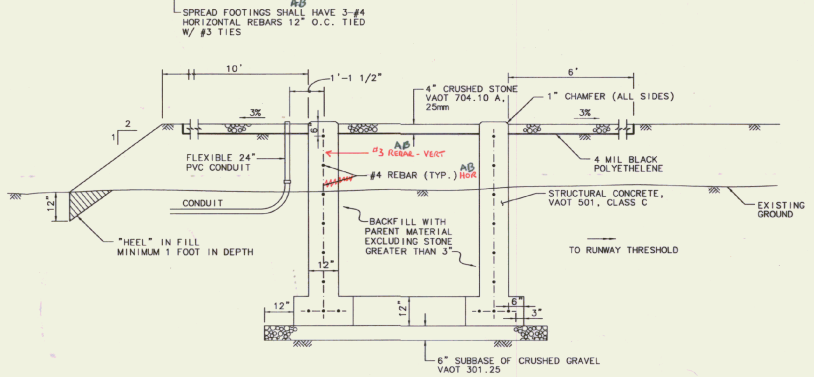
Designed by:	B. G. MAND	1/29/97
Drawn by:	M. MCALLA	1/29/97
Checked by:	S. MILLER	
Approved by:	M. GUNDEL	1/14/97
HOR. SCALE:	NONE	
VERT. SCALE:	NONE	
DATE:	04/09/97	
SHEET:	7 OF 9	
SHEET NO.:	7	

NOTES

- ALL CONCRETE TO CONFORM TO VAOT SPECIFICATIONS. DIVISION 501, CLASS C. MAXIMUM AGGREGATE SIZE SHALL BE 3/4".
- ROCK SIZE IN AND AROUND THE ARRAY SHOULD NOT EXCEED 1". IF FILL OR GRADING IS REQUIRED, IT SHALL BE BUILT UP IN LAYERS NOT EXCEEDING 6" AND EACH LAYER SHALL BE TAMPED AND COMPACTED TO 95% OF MAXIMUM DENSITY AT OPTIMUM WATER CONTENT. GRADING OF ROCK AND SOIL SHOULD BE SUCH THAT ALL DRAINAGE IS AWAY FROM FOUNDATIONS.
- TOLERANCES - ALL ANCHOR BOLTS MUST BE LOCATED ± 1/8" OF DIMENSIONS GIVEN ON DETAIL L. ALL CONCRETE PIER FOUNDATIONS MUST BE LOCATED FRONT TO REAR ± 1/2" AND SIDE TO SIDE ± 1/4" PER DIMENSIONS GIVEN. LOCATE ALL CONDUITS ± 1/4" OF DIMENSIONS GIVEN.
- CONCRETE FOUNDATIONS BASED ON 3000 PSF SOIL BEARING PRESSURE. CONCRETE PIER FOUNDATIONS BASED ON 200 LB. PER SQ. FT. LATERAL SOIL PRESSURE PER FT. OF PIER DEPTH BELOW FINISHED GROUND LEVEL.
- REFERENCE LINES FOR POSITIONING ARRAY ON SITE PLAN.
- ANTENNA ARRAY TO BE SALVAGED FROM EXISTING LOCATION BY OTHERS. *MOULDS NORTH UNDER CONCRETE*
- ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE HOT DIP GALV. STEEL PER ASTM-A153 AND ASTM-A305.
- EXOTHERMIC WELD ALL GROUND CONNECTIONS - *USE #6 HY-GROWNS™ SYSTEM*
- GROUND WIRE CONDUIT DETAIL IS TYPICAL FOR ALL ENDS OF THE FOUNDATIONS. FOUNDATION GROUND RODS SHALL BE CONNECTED TOGETHER BY #4/O BARE WIRE. EXOTHERMIC WELD #6 BARE TO #4/O BARE AT END OF FOUNDATION. *"HY-GROWNS" SYSTEM*

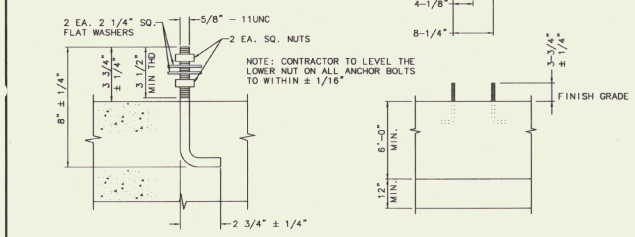


LOCALIZER FOUNDATION PLAN AND LONGITUDINAL SECTION
SCALE: 1" = 2'

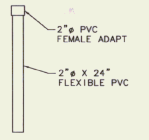


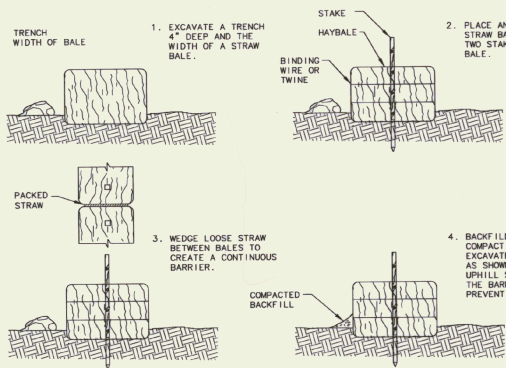
LOCALIZER FOUNDATION TRANSVERSE SECTION
SCALE: 1" = 2'

L TYPICAL ANCHOR BOLT (NOTE 7)
SCALE: NONE

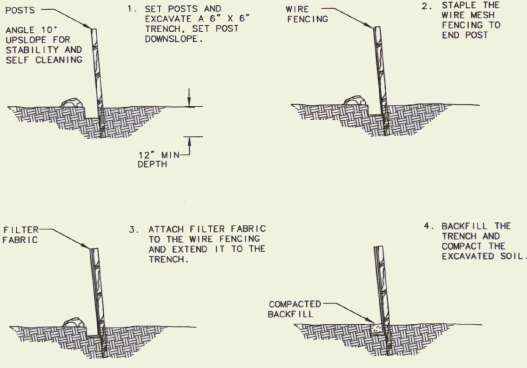


M DIST. UNIT CONDUIT DETAILS
SCALE: NONE
NOTE: PROVIDE EXPANSION COUPLING ON ABOVE GRADE CONDUITS.

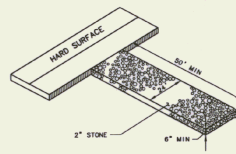




SEDIMENTATION BARRIER - HAYBALE



SEDIMENTATION BARRIER - SILT FENCE



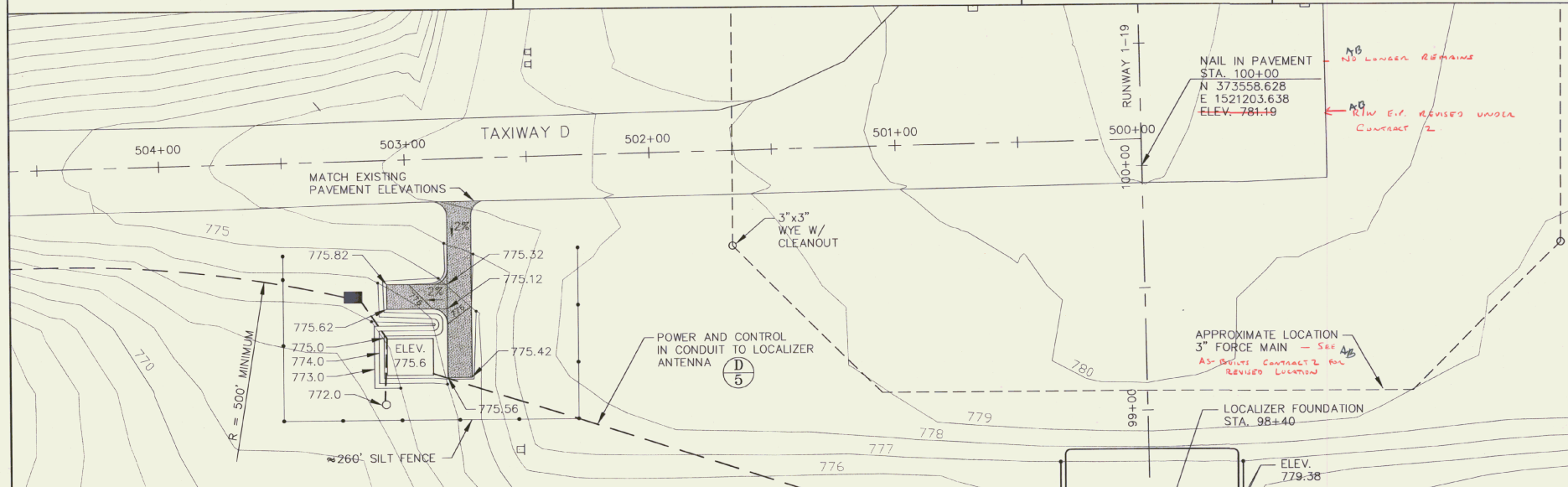
SEDIMENTATION CONTROL CONSTRUCTION ENTRANCE

SITE DATA
 PROJECT DESCRIPTION:
 AIRPORT DEVELOPMENT TO INCLUDE EARTHWORK, STORM DRAINAGE, AND UTILITIES.
 TOTAL SITE AREA:
 AREA WITHIN LIMITS OF WORK APPROXIMATELY 1 ACRE.
 EXISTING SOIL TYPES:
 - BROWN SILTY SAND WITH TRACES OF GRAVEL.
 - APPROXIMATELY 3\"/>



REVISION	DATE	DESCRIPTION
1	11/16/97	REVISED

Job No. 740732.00
 File No. 11/VERT/21/97-001



EROSION AND SEDIMENT CONTROL NOTES

1. THE CONTRACTOR SHALL CONSTRUCT ALL EROSION AND SEDIMENT CONTROL MEASURES PER THE APPROVED PLAN AND SHALL MAINTAIN THEM UNIMPACTED BY THE ENGINEER PRIOR TO BEGINNING ANY OTHER LAND DISTURBANCES. MINOR SEDIMENT CONTROL DEVICES ADJUSTMENTS MAY BE MADE IN THE FIELD WITH THE APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL ENSURE THAT ALL RUNOFF FROM DISTURBED AREAS IS DIRECTED TO THE SEDIMENT CONTROL DEVICES, AND SHALL NOT REVERSE THIS PRIOR TO APPROVAL BY THE ENGINEER. THE CONTRACTOR MUST OBTAIN PRIOR APPROVAL FOR CHANGES TO THE SEDIMENT CONTROL PLAN AND/OR SEQUENCE OF CONSTRUCTION.
2. THE CONTRACTOR SHALL MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES UNTIL SUCH TIME AS THEY ARE REMOVED.
3. THE CONTRACTOR SHALL APPLY SEED AND MULCH, OR OTHER APPROVED STABILIZATION MEASURES TO ALL DISTURBED AREAS AND STOCKPILES WITHIN FOURTEEN (14) CALENDAR DAYS AFTER STRIPPING AND GRADING ACTIVITIES HAVE CEASED IN THE AREA. MAINTENANCE SHALL BE PERFORMED AS NECESSARY TO ENSURE CONTINUED STABILIZATION. PERMANENT SOIL STABILIZATION SHALL BE PROVIDED WITHIN SEVEN (7) DAYS AFTER FINAL GRADE IS ESTABLISHED.
4. THIS EROSION CONTROL PLAN SHALL BE IMPLEMENTED ON ALL DISTURBED AREAS WITHIN THE CONSTRUCTION SITE. ALL MEASURES INVOLVING EROSION CONTROL PRACTICES SHALL BE INSTALLED IN CONFORMANCE WITH THE VERMONT HANDBOOK FOR SOIL EROSION AND SEDIMENT CONTROL ON CONSTRUCTION SITES AS PUBLISHED BY THE VT. GEOLOGICAL SURVEY.
5. ALL TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE REMOVED AND DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY PRACTICES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE STABILIZED OR REMOVED TO PREVENT FURTHER EROSION.
6. EROSION CONTROL DEVICES REMOVED DURING GRADING OPERATIONS SHALL BE PUT BACK IN PLACE AT THE END OF THE DAY OR DURING INCLEMENT WEATHER AS DIRECTED BY THE ENGINEER.
7. NO SOIL, ROCK, DEBRIS, OR ANY OTHER MATERIAL SHALL BE DUMPED OR PLACED INTO A WATER RESOURCE OR INTO SUCH PROXIMITY THAT IT MAY READILY SOIL, SLIP, OR ERODE INTO A WATER RESOURCE UNLESS SUCH DUMPING OR PLACING IS AUTHORIZED BY THE ENGINEER AND, WHEN APPLICABLE, THE U.S. ARMY CORPS OF ENGINEERS, FOR SUCH PURPOSES AS, BUT NOT LIMITED TO, CONSTRUCTION OF BRIDGES, CULVERTS, AND EROSION CONTROL STRUCTURES.
8. PERMANENT SEEDING SHALL BE DONE BETWEEN APRIL 30 AND SEPTEMBER 15. IF SEEDING IS DONE AT OTHER TIMES, IT SHALL BE CLASSIFIED AS TEMPORARY SEED. PERMANENT SEED SHALL CONFORM TO THE SEEDING MIXTURE STATED IN THE SPECIFICATIONS. TEMPORARY AND PERMANENT SEEDING SHALL CONSIST OF FERTILIZING, WATERING AND SEEDING PLACED AT RATES IN ACCORDANCE WITH THE SPECIFICATIONS. PERMANENT SEEDING AND MULCHING SHALL BE PAID FOR UNDER 651-15 AND 651-25 RESPECTIVELY. TEMPORARY SEED, MULCH, AND FERTILIZER FOR EROSION AND SEDIMENT CONTROL SHALL BE PLACED IN ACCORDANCE WITH THE SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR TEMPORARY SEEDING OR MULCHING.
9. SURFACE DRAINAGE FLOWS OVER UNSTABILIZED CUT AND FILL SLOPES SHALL BE CONTROLLED BY EITHER PREVENTING DRAINAGE FLOWS TRAVELING THE SLOPES OR BY INSTALLING PROTECTIVE DEVICES TO LOWER THE WATER DOWNSLOPE WITHOUT CAUSING EROSION. DIKES SHALL BE INSTALLED AND MAINTAINED AT THE TOP OF CUT OR FILL SLOPES UNTIL THE SLOPE AND DRAINAGE AREA TO IT ARE FULLY STABILIZED. AT WHICH TIME THEY MUST BE REMOVED AND FINAL GRADING DONE TO PROMOTE SHEET FLOW DRAINAGE. PROTECTIVE METHODS MUST BE PROVIDED AT POINTS OF CONCENTRATED FLOW WHERE EROSION IS LIKELY TO OCCUR.
10. ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS IN UNPAVED AREAS SHALL BE STABILIZED AND PROTECTED TO PREVENT TRACKING OF MUD ONTO PUBLIC OR PRIVATE ROADWAYS.
11. IF PUBLIC OR PRIVATE ROADWAYS DO ACCUMULATE DEBRIS, THE CONTRACTOR SHALL USE A POWER BROOM TO REMOVE THE SEDIMENT TO THE SATISFACTION OF THE ENGINEER.
12. SALVAGED TOPSOIL WILL BE PLACED ON WELL DRAINED LAND AWAY FROM STREAMS IN ACCORDANCE WITH APPROVED EROSION AND SEDIMENT CONTROL MEASURES. IT SHALL BE PLACED IN NEAT PILES. THE CONTRACTOR WILL PROVIDE AN ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE. THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER, MAY CONSTRUCT AN EARTH DIKE IN LIEU OF SILT FENCE.
13. ALL DISTURBED AREAS SHALL BE COVERED WITH 3 INCHES OF TOPSOIL, FERTILIZER, LIME, PERMANENT SEEDING AND MULCH SHALL BE APPLIED AT THE FOLLOWING RATES:

FERTILIZER	10-20-10	500 LBS/ACRE
LIME		2 TONS/ACRE
SEED		2 TONS/ACRE

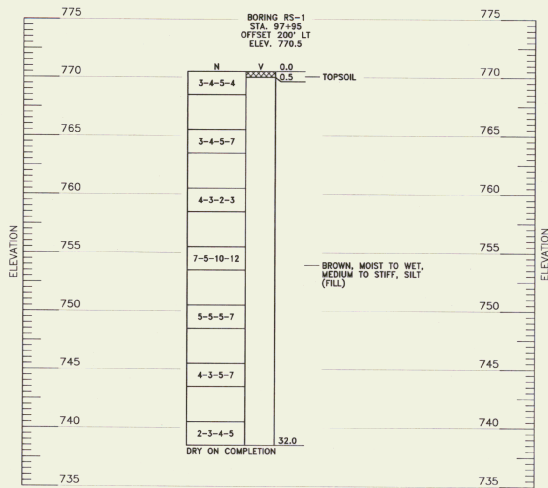
TYPE	% WEIGHT	RATE
CREeping RED FESCUE	54%	20 LBS/ACRE
REDTOP	35%	2 LBS/ACRE
CROWN VETCH	41%	15 LBS/ACRE

MULCH 2 TONS/ACRE

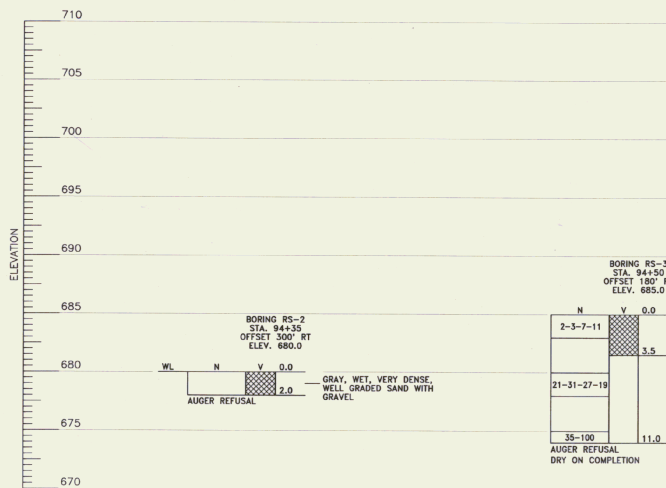
RUTLAND STATE AIRPORT
 CLARENDON, VERMONT
 SEDIMENTATION / EROSION CONTROL DETAILS

URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

Designed by:	Date:
Drawn by:	07/20/97
Checked by:	02/07/97
Approved by:	S. MILLER
Scale:	HOR. - NONE VERT. - NONE
Date:	04/09/97
Sheet # of #	8 of 9
Sheet No.	8



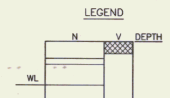
BORINGS AND DRIVE TESTS
SCALE: AS SHOWN



BORINGS AND DRIVE TESTS
SCALE: AS SHOWN

NOTE:

- BORINGS AND DRIVE TESTS WERE TAKEN IN NOVEMBER 1995, BY GREEN MOUNTAIN BORING.
- N- BLOWS PER 6 INCH INCREMENT OF PENETRATION OF SAMPLING SPOON OR PENETRATION IN INCHES FOR THE INDICATED BLOWS OF A 140 LB. HAMMER FALLING 30". WHERE ROCK IS ENCOUNTERED, PERCENT CORE RECOVERY IS SHOWN. R.Q.D. IS SHOWN IN PARENTHESES.



THE ROCK QUALITY DESIGNATION (R.Q.D.) IS BASED ON A MODIFIED CORE RECOVERY PROCEDURE WHICH, IN TURN, IS BASED INDIRECTLY ON THE NUMBER OF FRACTURES (EXCEPT THOSE DUE DIRECTLY TO DRILLING OPERATIONS) AND THE AMOUNT OF SOFTENING OR ALTERATION IN THE ROCK MASS AS OBSERVED IN THE ROCK CORES FROM A DRILL HOLE. INSTEAD OF COUNTING THE FRACTURES, AN INDIRECT MEASURE IS OBTAINED BY SUMMING THE TOTAL LENGTH OF CORE RECOVERED BY COUNTING ONLY THOSE PIECES OF HARD AND SOUND CORE WHICH ARE 4 INCHES OR GREATER IN LENGTH. THE RATIO OF THIS MODIFIED CORE RECOVERY LENGTH TO THE TOTAL CORE RUN LENGTH IS KNOWN AS THE R.Q.D.

V- ALTERNATE SHADING INDICATES EXTENT OF SOIL OR ROCK LAYERS.

WL- WATER LEVEL READING AT COMPLETION OF BORING.



REVISIONS	DESCRIPTION
REV.	DATE
Job No. F48722.00	File No. 11/48722/00-01

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

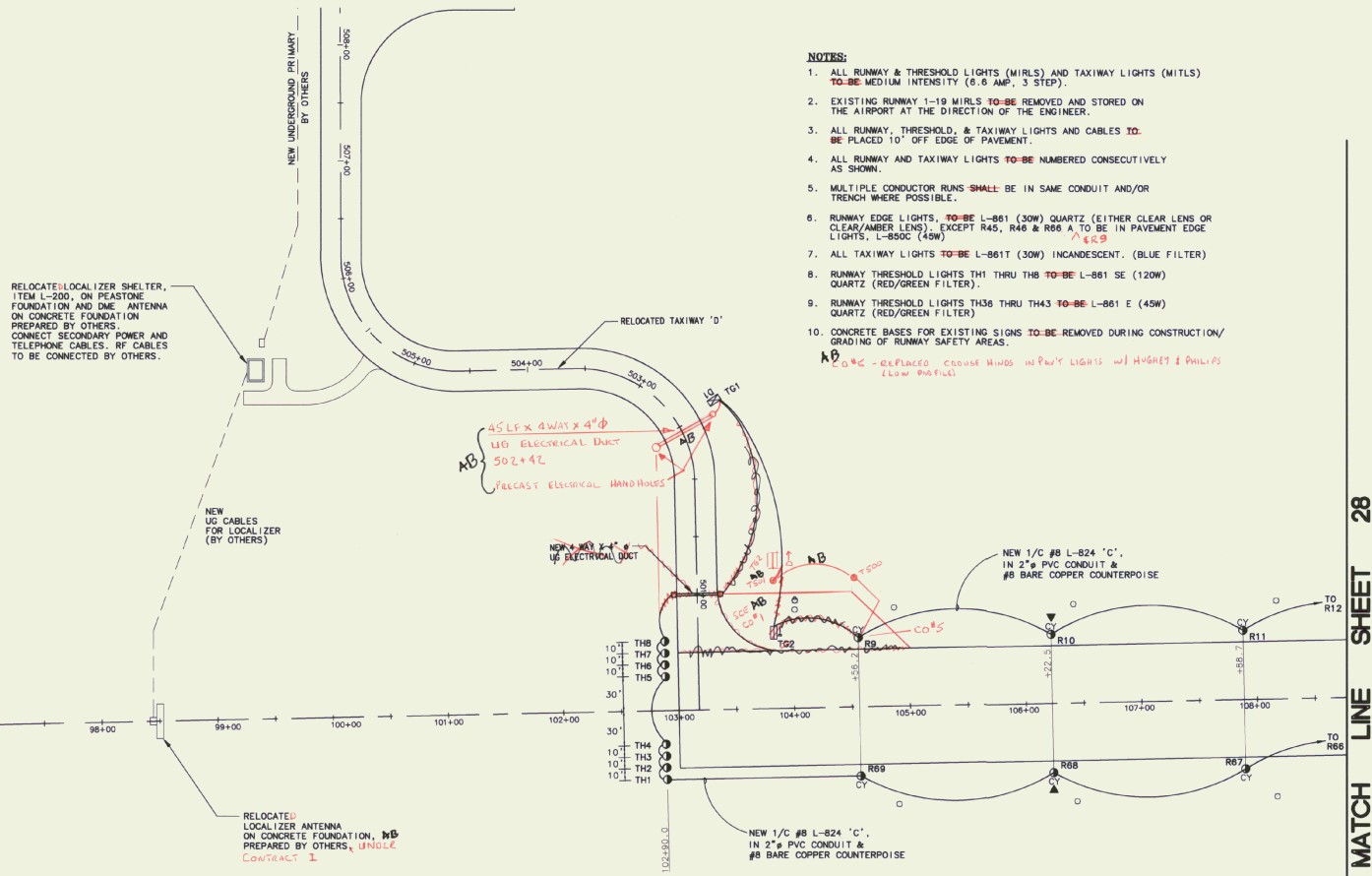
BORING LOGS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by: K. U.	01/23/95
Drawn by: K. U.	01/23/95
Checked by: S. MULLER	01/23/95
Approved by: M. C. GARDNER	01/23/95
Scale: HOR. - AS SHOWN VERT. - NONE	
Date: 04/09/97	
Sheet 9 Of 9	
Sheet No 9	

SIGN SCHEDULE		
SIGN	LEGEND	REMARKS
TG #1	D 1	37.5' RT 502+50 RELOCATE EXISTING
TG #2	D 2	70' LT 103+90 RELOCATE EXISTING
TG #3	13-31	70' LT 109+48 RELOCATE EXISTING
TG #4	13-31	70' RT 109+48 RELOCATE EXISTING
TG #5	B 1	20' OFF E.O.P. TO REMAIN
TG #6	B 2	20' OF E.O.P. TO REMAIN
TG #7	31-13	70' RT 112+86.0 RELOCATE EXISTING
TG #8	B 1	80' RT 112+86.0 RELOCATE EXISTING
TG #9	31-13	70' LT 112+86.0 RELOCATE EXISTING
TG #10	C 2	70' RT 119+55.0 RELOCATE EXISTING
TG #11	C 1	70' RT 121+05.0 RELOCATE EXISTING
TG #12	O	260' LT 145+10 ± RELOCATE EXISTING
TG #13	E 2	70' RT 148+74.8 RELOCATE EXISTING
TG #14	1-19	57.5' LT 30+08.6 RELOCATE EXISTING
TG #14A	1-19	57.5' RT 30+08.6 RELOCATE EXISTING
TG #15	19-1	57.5' LT 25+46.0 RELOCATE EXISTING
TG #15A	19-1	57.5' RT 25+46.0 RELOCATE EXISTING
TG #16	1-19	45' LT 303+95 ± TO REMAIN
TG #17	B 1-13	55' LT 303+95 ± TO REMAIN
DM #1	1-1	85' LT 143+00 RELOCATE EXISTING
DM #2	N 1	85' LT 133+00 RELOCATE EXISTING
DM #3	1-1	85' LT 123+00 RELOCATE EXISTING
DM #4	1-1	85' LT 113+00 RELOCATE EXISTING

NOTE: (1) PRIOR TO COMMENCING CONSTRUCTION, CONTRACTOR IS TO INSPECT ALL SIGNS AND REPORT ANY DAMAGE TO THE ENGINEER. CONTRACTOR WILL BE RESPONSIBLE FOR ALL DAMAGE TO SIGNS AFTER INSPECTION. A COMPLETE WORKING SIGN SYSTEM WILL BE REQUIRED UPON SIGNAGE RELOCATION. (2) BACK SIDE OF SIGNS TG#1 TO TG#17 ARE BLACK. (3) CONTRACTOR TO REMOVE 4 SIGNS ALONG TAXIWAY "E". SIGNS #29, 30, 33 & 34 TO BE TURNED OVER TO AIRPORT MAINTENANCE. REMOVE TRANSFORMERS AND SPLICE CABLES TOGETHER. SEAL BASE CAN. COST TO BE INCLUDED IN ITEM 864.18 MOD. 1, RELOCATE AIRFIELD SIGNS (L-125).



- NOTES:**
- ALL RUNWAY & THRESHOLD LIGHTS (MIRLS) AND TAXIWAY LIGHTS (MITLS) TO BE MEDIUM INTENSITY (0.6 AMP, 3 STEP).
 - EXISTING RUNWAY 1-19 MIRLS TO BE REMOVED AND STORED ON THE AIRPORT AT THE DIRECTION OF THE ENGINEER.
 - ALL RUNWAY, THRESHOLD, & TAXIWAY LIGHTS AND CABLES TO BE PLACED 10' OFF EDGE OF PAVEMENT.
 - ALL RUNWAY AND TAXIWAY LIGHTS TO BE NUMBERED CONSECUTIVELY AS SHOWN.
 - MULTIPLE CONDUCTOR RUNS SHALL BE IN SAME CONDUIT AND/OR TRENCH WHERE POSSIBLE.
 - RUNWAY EDGE LIGHTS TO BE L-861 (30W) QUARTZ (EITHER CLEAR LENS OR CLEAR/AMBER LENS), EXCEPT R45, R46 & R66 A TO BE IN PAVEMENT EDGE LIGHTS, L-800C (45W).
 - ALL TAXIWAY LIGHTS TO BE L-861T (30W) INCANDESCENT, (BLUE FILTER).
 - RUNWAY THRESHOLD LIGHTS TH1 THRU TH8 TO BE L-861 SE (120W) QUARTZ (RED/GREEN FILTER).
 - RUNWAY THRESHOLD LIGHTS TH3 THRU TH4 TO BE L-861 E (45W) QUARTZ (RED/GREEN FILTER).
 - CONCRETE BASES FOR EXISTING SIGNS TO BE REMOVED DURING CONSTRUCTION/GRADING OF RUNWAY SAFETY AREAS.
- Handwritten notes:*
 R65 R66 R67 R68 R97 R10 R11 R12
 45 LF x 4 W x 4" D UG ELECTRICAL DUCT 502+92
 PRECAST ELECTRICAL HANDHOLES
 NEW 1/2" #8 L-824 'C' IN 2" PVC CONDUIT & #8 BARE COPPER COUNTERPOISE
 NEW 1/2" #8 L-824 'C' IN 2" PVC CONDUIT & #8 BARE COPPER COUNTERPOISE
 RELOCATED LOCALIZER ANTENNA ON CONCRETE FOUNDATION, UNCLE CONTRACT 1
 COCK REPLACED COARSE WINDS W/ PWT LIGHTS W/ HUGBET & PHILLIPS (LOW PROFILE)

- LEGEND**
- EXISTING RUNWAY AND TAXIWAY LIGHTS
 - EXISTING TAXIWAY SIGNS
 - NEW THRESHOLD LIGHTS (180° GREEN / 180° RED LENS)
 - NEW TAXIWAY LIGHTS (BLUE FILTER)
 - NEW RUNWAY LIGHTS (CLEAR LENS)
 - NEW RUNWAY LIGHTS (180° CLEAR / 180° AMBER LENS)
 - TO #1 RELOCATED TAXIWAY SIGN
 - UNDERGROUND CONCRETE ENCASED DUCT & MARKERS
 - ▲ 5/8" ø x 8" COPPERCLAD GROUND ROD
 - RELOCATED ODALS

MATCH LINE SHEET 28

REV.	DATE	DESCRIPTION	File No. 111407374W-943
1	11/14/14	As Billed	F40212

UTLAND STATE AIRPORT
CLARENDON, VERMONT

RUNWAY LIGHTING PLANS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by: D. MEO	Date: 2/97	Checked by: D. MEO	Approved by: L. ESTERL
Drawn by: M. NICOLA	2/97	5/97	3/97

Scale: HOR. - 1" = 50'
VERT. - NONE

Date: 5/2/97

Sheet 27 Of 65

Sheet No. **27**



REV.	DATE	DESCRIPTION
4	10/14/18	AL. S. BAKER

Job No. 1740121W-003
File No. F40212

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

RUNWAY LIGHTING PLAN

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by:	D. J. D'AMICO	Date:	5/5/97
Drawn by:	M. McCALLA	Checked by:	D. D'AMICO
Approved by:	M. D'AMICO	Approved by:	M. D'AMICO

Scale: HOR. - 1" = 50'
VERT. - NONE

Date: 5/5/97

Sheet 28 of 65

Sheet No. 28

MATCH LINE SHEET 27

MATCH LINE SHEET 29

NOTES:

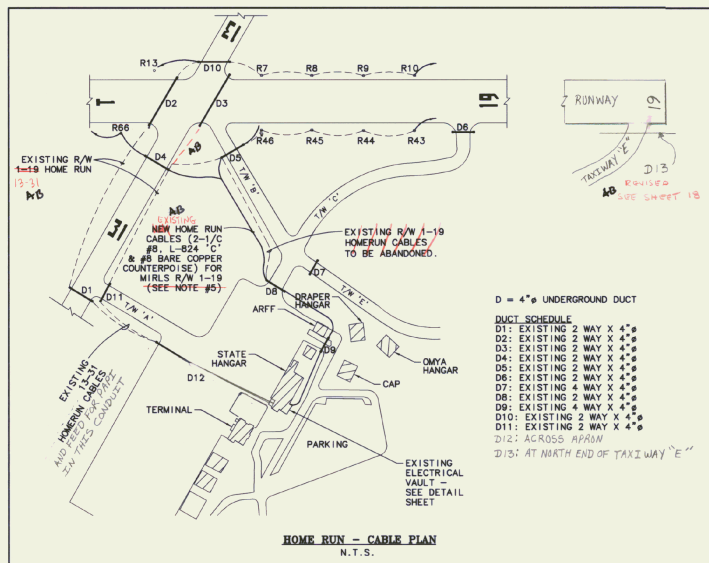
- ALL RUNWAY & THRESHOLD LIGHTS (MIRLS) AND TAXIWAY LIGHTS (MITLS) TO BE MED. INTENSITY (8.6 AMP, 3 STEP).
- EXISTING RUNWAY 1-19 MIRLS INCLUDING BASE AND CONDUIT (TO THE EXTENT POSSIBLE) TO BE REMOVED AND STORED ON THE AIRPORT AT THE AIRPORT AT THE DIRECTION OF THE ENGINEER.
- ALL RUNWAY, THRESHOLD, & TAXIWAY LIGHTS AND CABLES TO BE PLACED 10' OFF EDGE OF PAVEMENT.
- ALL RUNWAY AND TAXIWAY LIGHTS TO BE NUMBERED CONSECUTIVELY AS SHOWN.
- MULTIPLE CONDUCTOR RUNS SHALL BE IN SAME CONDUIT AND/OR TRENCH WHERE POSSIBLE.
- RUNWAY EDGE LIGHTS, TO BE L-861 (30W) QUARTZ (EITHER CLEAR LENS OR CLEAR/AMBER LENS), EXCEPT R45, R46 & R66 A TO BE IN PAVEMENT EDGE LIGHTS, L-850C (45W).
- ALL TAXIWAY LIGHTS TO BE L-861T (30W) INCANDESCENT. (BLUE FILTER)
- RUNWAY THRESHOLD LIGHTS TH1 THRU TH8 TO BE L-861 SE (120W) QUARTZ (RED/GREEN FILTER).
- RUNWAY THRESHOLD LIGHTS TH30 THRU TH43 TO BE L-861 E (45W) QUARTZ (RED/GREEN FILTER)
- CONCRETE BASES FOR EXISTING SIGNS TO BE REMOVED DURING CONSTRUCTION/GRADING OF RUNWAY SAFETY AREAS.
- R #118, #119, #147, #148 TO REMAIN IN PLACE.

CO #5 - CHANGED CROSS ARMS LIGHTS WITH HUBBARD PHILIPS (LOW PROFILE)

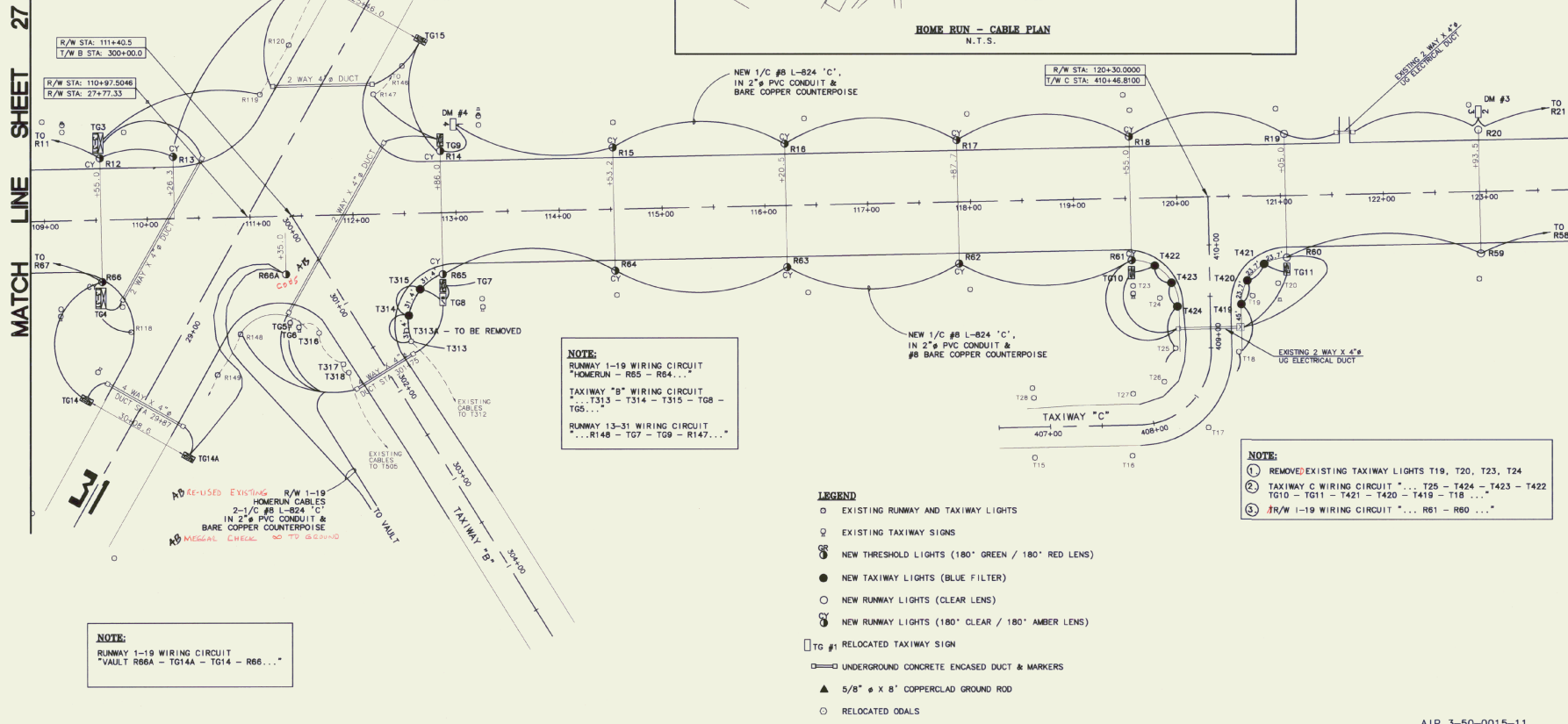
NOTE:

RUNWAY 1-19 WIRING CIRCUIT
... R12 - R13 - TG15A - TG15 - R14
- DM #4 - R15 ...

RUNWAY 13-31 WIRING CIRCUIT
... R118 - TG4 - TG3 - R119 ...



NOTE:
RUNWAY 1-19 WIRING CIRCUIT
... R19 - R20 - DM #3 - R21 ...



NOTE:
RUNWAY 1-19 WIRING CIRCUIT
"HOMERUN - R85 - R64 ..."
TAXIWAY "B" WIRING CIRCUIT
... T313 - T314 - T315 - T68 - TG5 ...
RUNWAY 13-31 WIRING CIRCUIT
... R148 - TG7 - TG9 - R147 ...

NOTE:
① REMOVED EXISTING TAXIWAY LIGHTS T19, T20, T23, T24
② TAXIWAY C WIRING CIRCUIT ... T25 - T424 - T423 - T422
TG10 - TG11 - T421 - T420 - T419 - T18 ...
③ R/W 1-19 WIRING CIRCUIT ... R61 - R60 ...

- LEGEND**
- EXISTING RUNWAY AND TAXIWAY LIGHTS
 - EXISTING TAXIWAY SIGNS
 - NEW THRESHOLD LIGHTS (180° GREEN / 180° RED LENS)
 - NEW TAXIWAY LIGHTS (BLUE FILTER)
 - NEW RUNWAY LIGHTS (CLEAR LENS)
 - NEW RUNWAY LIGHTS (180° CLEAR / 180° AMBER LENS)
 - TO #1 RELOCATED TAXIWAY SIGN
 - UNDERGROUND CONCRETE ENCASED DUCT & MARKERS
 - ▲ 5/8" x 8" COPPERCLAD GROUND ROD
 - RELOCATED ODALS

NOTE:
RUNWAY 1-19 WIRING CIRCUIT
"VAULT R66A - TG14A - TG14 - R66 ..."

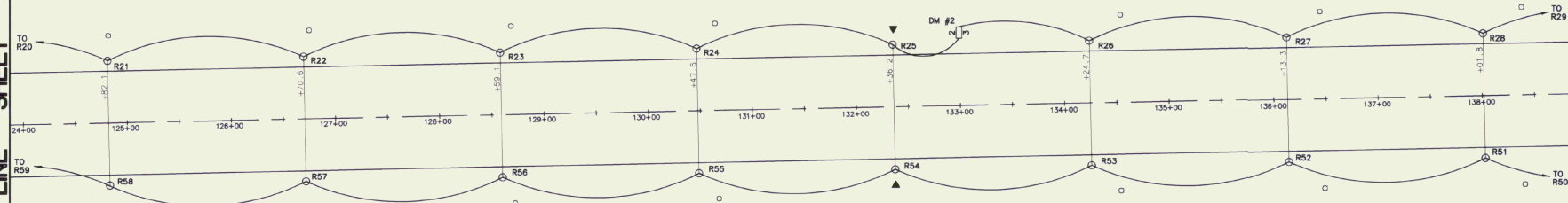
MATCH LINE SHEET 28

MATCH LINE SHEET 30

- LEGEND**
- EXISTING RUNWAY AND TAXIWAY LIGHTS
 - EXISTING TAXIWAY SIGNS
 - NEW THRESHOLD LIGHTS (180° GREEN / 180° RED LENS)
 - NEW TAXIWAY LIGHTS (BLUE FILTER)
 - NEW RUNWAY LIGHTS (CLEAR LENS)
 - NEW RUNWAY LIGHTS (180° CLEAR / 180° AMBER LENS)
 - TC #1 RELOCATED TAXIWAY SIGN
 - UNDERGROUND CONCRETE ENCASED DUCT & MARKERS
 - ▲ 5/8" x 8" COPPERCLAD GROUND ROD
 - RELOCATED ODALS

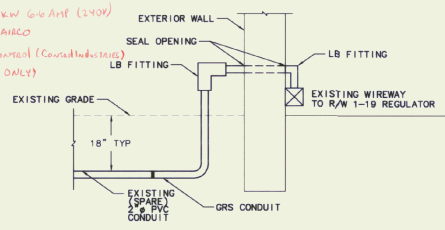
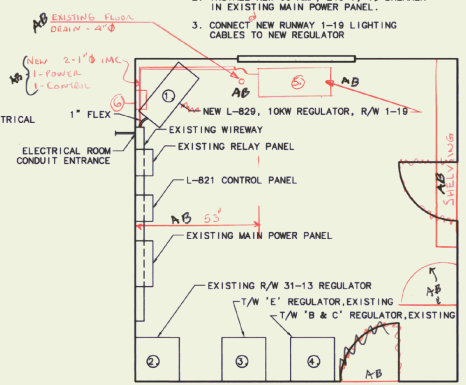
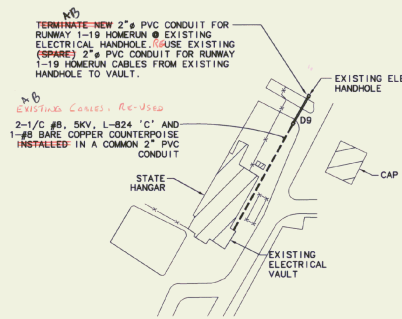
- NOTES:**
- ALL RUNWAY & THRESHOLD LIGHTS (MIRLS) AND TAXIWAY LIGHTS (MITLS) TO BE MEDIUM INTENSITY (6.6 AMP, 3 STEP).
 - EXISTING RUNWAY 1-19 MIRLS TO BE REMOVED AND STORED ON THE AIRPORT AT THE DIRECTION OF THE ENGINEER.
 - ALL RUNWAY, THRESHOLD, & TAXIWAY LIGHTS AND CABLES TO BE PLACED 10' OFF EDGE OF PAVEMENT.
 - ALL RUNWAY AND TAXIWAY LIGHTS TO BE NUMBERED CONSECUTIVELY AS SHOWN.
 - MULTIPLE CONDUCTOR RUNS SHALL BE IN SAME CONDUIT AND/OR TRENCH WHERE POSSIBLE.
 - RUNWAY EDGE LIGHTS, TO BE L-861 (30W) QUARTZ (EITHER CLEAR LENS OR CLEAR/AMBER LENS), EXCEPT R45, R46 & R66 A TO BE IN PAVEMENT EDGE LIGHTS, L-850C (45W) QUARTZ.
 - ALL TAXIWAY LIGHTS TO BE L-861T (30W) INCANDESCENT. (BLUE FILTER)
 - RUNWAY THRESHOLD LIGHTS TH1 THRU TH3 TO BE L-861 SE (120W) QUARTZ (RED/GREEN FILTER).
 - RUNWAY THRESHOLD LIGHTS TH36 THRU TH43 TO BE L-861 E (45W) QUARTZ (RED/GREEN FILTER)
 - CONCRETE BASES FOR EXISTING SIGNS TO BE REMOVED DURING CONSTRUCTION/ GRADING OF RUNWAY SAFETY AREAS.

NOTE:
 RUNWAY 1-19 WIRING CIRCUIT
 .. R25 - DM #2 - R26 ..



- NOTES:**
- EXISTING 7.5 KW REGULATOR TO BE REMOVED AND TURNED OVER TO AIRPORT.
 - INSTALL NEW 60 AMP, 240 V, 1φ BREAKER IN EXISTING MAIN POWER PANEL.
 - CONNECT NEW RUNWAY 1-19 LIGHTING CABLES TO NEW REGULATOR

- EQUIPMENT SCHEDULE:**
- L 828, 10 KW, 6.6 AMP (240 V) (NEW). 75 Existing - Removed
 - L 828, 7.5 KV, 6.6 AMP (240 V) HEVI DUTY REGULATOR.
 - L-828, 7.5 KV, 6.6 AMP (240 V) ADB-ALMCO REGULATOR.
 - L-828, 7.5 KV, 6.6 AMP (240 V) ADB-ALMCO REGULATOR.
 - NEW L-829, 10KW 6.6 Amp (240V) REGULATOR - MANABCO
 - NEW RADIO CONTROL (CONDUCTIVE) (RUNWAY 1-19 ONLY)



DESIGNED BY: <i>W. McCalla</i>	DATE: <i>5/2/97</i>	FILE NO.: <i>1146713/WRM-03</i>
DRAWN BY: <i>W. McCalla</i>	DATE: <i>5/2/97</i>	
CHECKED BY: <i>W. McCalla</i>	DATE: <i>5/2/97</i>	
APPROVED BY: <i>W. McCalla</i>	DATE: <i>5/2/97</i>	

RUTLAND STATE AIRPORT
 CLARENDON, VERMONT

RUNWAY LIGHTING PLANS

URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

DESIGNED BY: <i>W. McCalla</i>	DATE: <i>5/2/97</i>
DRAWN BY: <i>W. McCalla</i>	DATE: <i>5/2/97</i>
CHECKED BY: <i>W. McCalla</i>	DATE: <i>5/2/97</i>
APPROVED BY: <i>W. McCalla</i>	DATE: <i>5/2/97</i>

Scale: HOR - 1" = 50'
 VERT - NONE

Date: 5/2/97

Sheet 28 Of 65

Sheet No

29

NOTES:

- ALL RUNWAY & THRESHOLD LIGHTS (MIRLS) AND TAXIWAY LIGHTS (MITLS) TO BE MEDIUM INTENSITY (6.6 AMP, 3 STEP).
- EXISTING RUNWAY 1-19 MIRLS TO BE REMOVED AND STORED ON THE AIRPORT AT THE DIRECTION OF THE ENGINEER.
- ALL RUNWAY, THRESHOLD, & TAXIWAY LIGHTS AND CABLES TO BE PLACED 10' OFF EDGE OF PAVEMENT.
- ALL RUNWAY AND TAXIWAY LIGHTS TO BE NUMBERED CONSECUTIVELY AS SHOWN.
- MULTIPLE CONDUCTOR RUNS SHALL BE IN SAME CONDUIT AND/OR TRENCH WHERE POSSIBLE.
- RUNWAY EDGE LIGHTS, TO BE L-861 (30W) QUARTZ (EITHER CLEAR LENS OR CLEAR/AMBER LENS), EXCEPT R45, R46 & R66 A TO BE IN PAVEMENT EDGE LIGHTS, L-850C (45W).
- ALL TAXIWAY LIGHTS TO BE L-861T (30W) INCANDESCENT. (BLUE FILTER)
- RUNWAY THRESHOLD LIGHTS TH1 THRU TH6 TO BE L-861 SE (120W) QUARTZ (RED/GREEN FILTER).
- RUNWAY THRESHOLD LIGHTS TH36 THRU TH43 TO BE L-861 E (45W) QUARTZ (RED/GREEN FILTER)
- CONCRETE BASES FOR EXISTING SIGNS TO BE REMOVED DURING CONSTRUCTION/ GRADING OF RUNWAY SAFETY AREAS.
- EXISTING ODALS AND VASI FOUNDATIONS TO BE REMOVED. PAYMENT TO BE MADE UNDER ITEM 204.21, TRENCH EXCAVATION OF ROCK @ 2 CY/EACH FOUNDATION.
- SEE SHEETS 35-41 FOR ODALS DETAILS.
- SEE SHEET 34 FOR VASI DETAILS.
- EXISTING ODALS & VASI CABLES ARE DIRECT BURIAL. HAND-DIGGING WILL BE REQUIRED AROUND THESE CABLES. POWER TO ODALS AND VASI ARE SUPPLIED FROM FAA EQUIPMENT BUILDING NORTH OF RUNWAY ON VT 103. CONTRACTOR TO COORDINATE WITH FAA MAINTENANCE AT 802-891-8723.

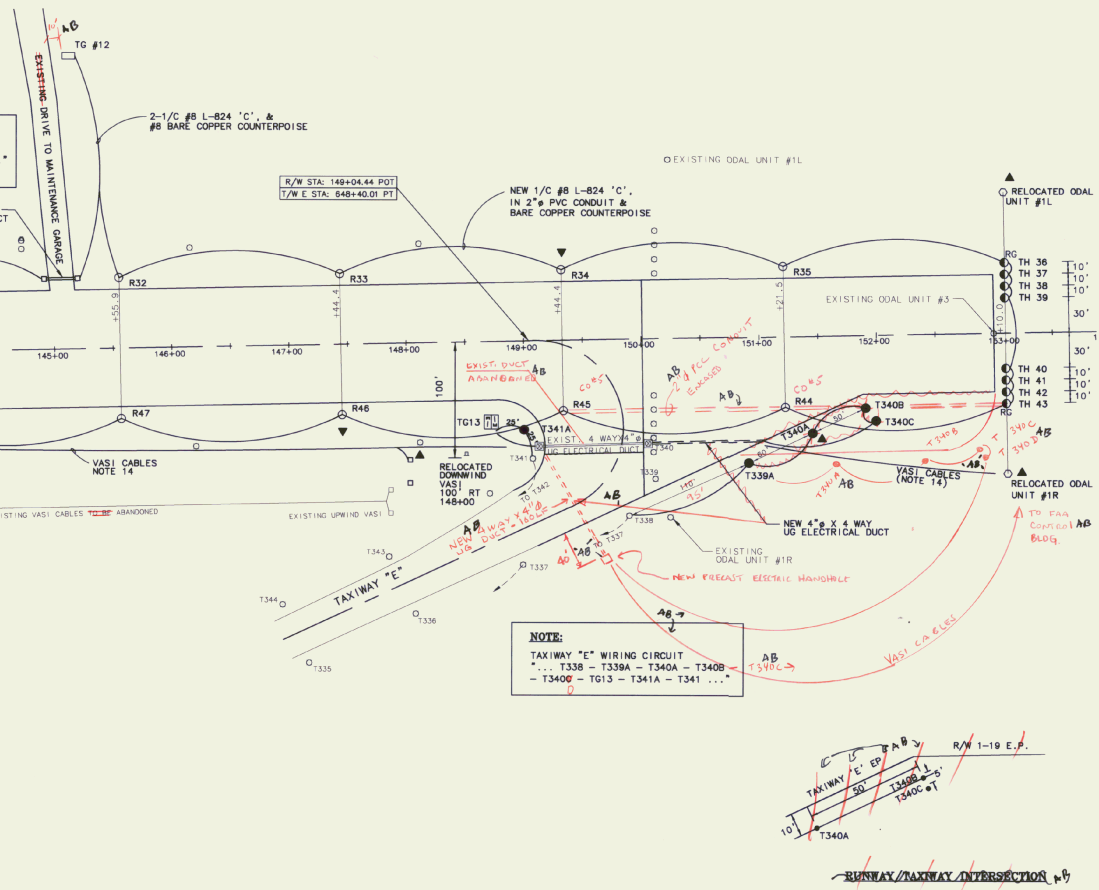
COMP { RELOCATED CROSS HANDS IN POWER LIGHTING }
 HUBBARD @ PARALLEL LOW PROFILE

NOTE:
 RUNWAY 1-19 WIRING CIRCUIT
 ...R30 - DM #1 - R31 - TG12 - R32 ...

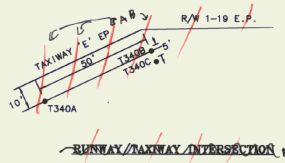
ODALS SCHEDULE		
UNIT #	EXISTING LOCATION	REMARKS
1R	150' RT 150+20±	RELOCATED TO 125' RT 153+10
1L	150' LT 150+20±	RELOCATED TO 125' LT 153+10
2	€ 153+00±	REMOVE EXISTING ODAL & TOWER
3	€ 156+00	MODIFY TOWER AND L.I.R MAST TO ELEVATION 772.0 RE-USE ODAL UNIT #3.
20	€ 188+00± NEW	INSTALL NEW TUBULAR STEEL TOWER AND L.I.R MAST. RE-USE ODAL UNIT #2. STA. 182± +00

LEGEND

- EXISTING RUNWAY AND TAXIWAY LIGHTS
- EXISTING TAXIWAY SIGNS
- NEW THRESHOLD LIGHTS (180° GREEN / 180° RED LENS)
- NEW TAXIWAY LIGHTS (BLUE FILTER)
- NEW RUNWAY LIGHTS (CLEAR LENS)
- NEW RUNWAY LIGHTS (180° CLEAR / 180° AMBER LENS)
- TO #1 RELOCATED TAXIWAY SIGN
- UNDERGROUND CONCRETE ENCASED DUCT & MARKERS
- ▲ 5/8" x 8" X 8" COPPERCLAD GROUND ROD
- RELOCATED ODALS



NOTE:
 TAXIWAY "E" WIRING CIRCUIT
 ... T338 - T339A - T340A - T340B - T340C - T341A - T341 ...



REV.	DATE	DESCRIPTION

Job No. F40212
 File No. URS017476-003

RUTLAND STATE AIRPORT
 CLARENDON, VERMONT

RUNWAY LIGHTING PLANS

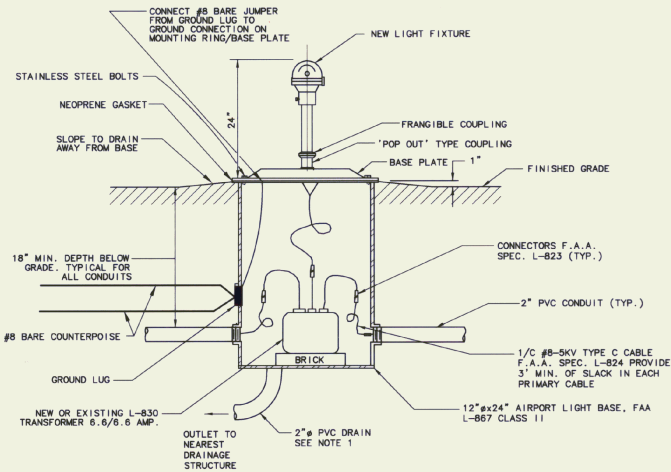
URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

Designed by: JFB
 Drawn by: M. MCALLA
 Checked by: JFB
 Approved by: JFB

Scale: HOR - 1" = 50'
 VERT - NONE

Date: 5/3/97

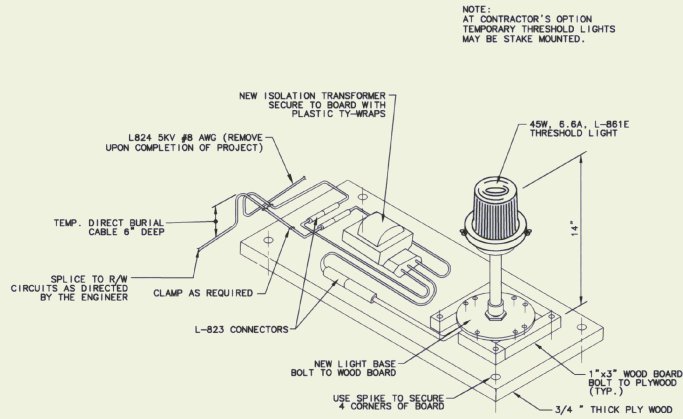
Sheet 30 Of 65



TYPICAL ELEVATED EDGE LIGHT

NOT TO SCALE

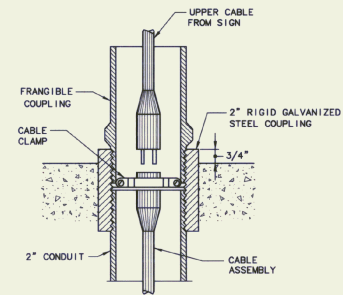
- NOTE:
 1. 2" PVC DRAIN TO BE PLACED IN BASE CANS TH 1, TH 8, R13, R66, R14, T314, T424, R46, R35, TH43. DRAIN 2" PVC TO NEAREST DRAINAGE STRUCTURE OR FLUSHING BASIN OR AS DIRECTED BY THE ENGINEER COST TO BE INCLUDED UNDER ITEM 678.21, MOD 1, 2" PVC.



TEMPORARY THRESHOLD LIGHT

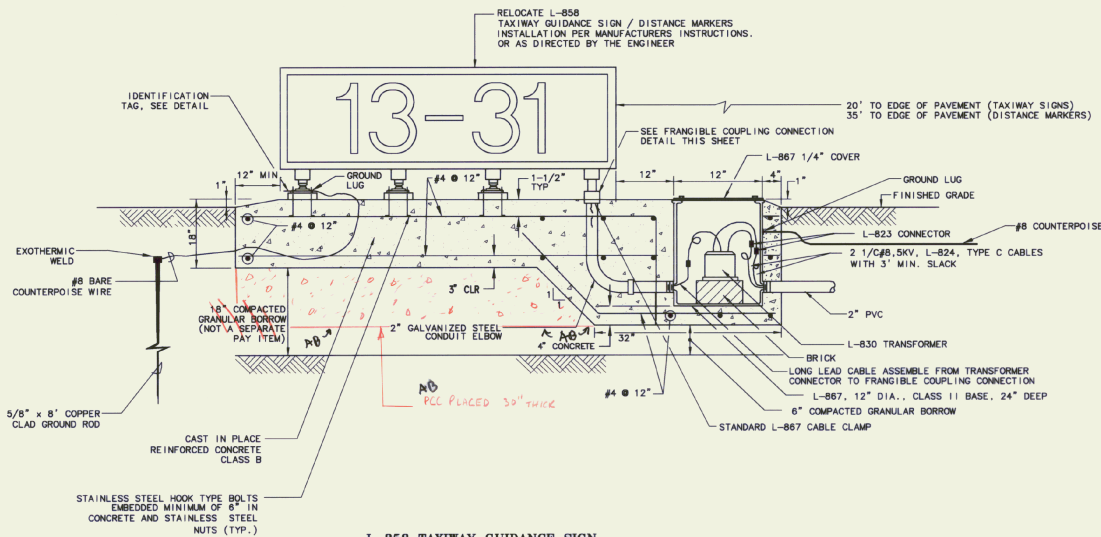
NOT TO SCALE

TEMPORARY LIGHTS NOT USED ON PROJECT



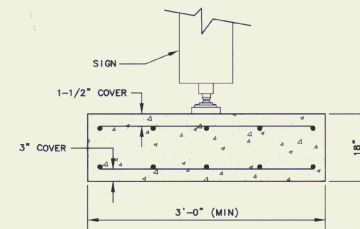
FRANGIBLE COUPLING CONNECTION DETAIL

NOT TO SCALE



L-858 TAXIWAY GUIDANCE SIGN

NOT TO SCALE



TAXIWAY GUIDANCE SIGN SECTION

NOT TO SCALE



DATE	DESCRIPTION	FILE NO.
REV.	DATE	NO.
JOB NO. 11-0011/RELOC		NO. 0002.00

RUTLAND STATE AIRPORT
 CLARENDON, VERMONT

RUNWAY LIGHTING DETAILS

URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

Designed By: D. O'NEILL	Date: 2/77
Drawn By: M. MCALLA	Date: 3/77
Checked By: D. O'NEILL	Date: 5/77
Approved By: R. CHAPPEL	Date: 5/77

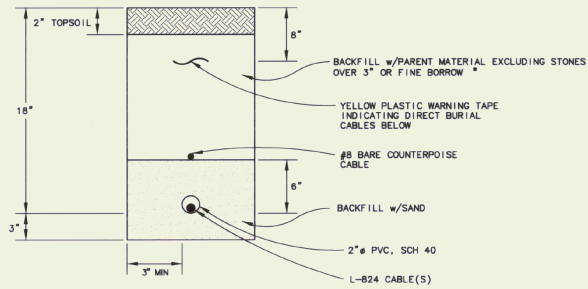
Scale: HOR. - NONE
 VERT. - NONE

Date: 5/5/97

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Sheet No

31

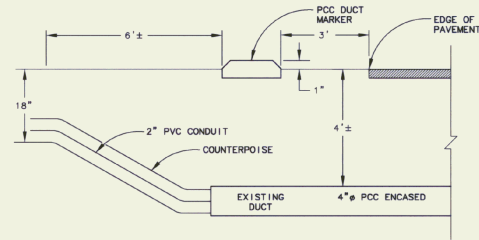


NOTE:
ADDITIONAL CONDUITS MAY BE
PLACED IN SAME TRENCH @ 3"
SPACING. MAX. NUMBER OF
CABLES / CONDUIT PER N.E.C.

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

CONDUIT TRENCH DETAIL (TYP)

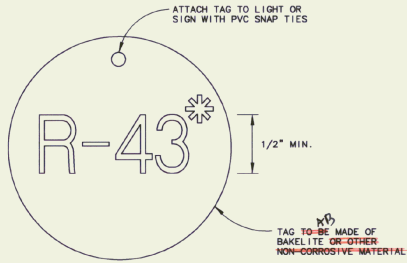
NOT TO SCALE



- NOTE:
1. PLACE 2" PVC CONDUIT & COUNTERPOISE IN EXISTING 4" PCC ENCASED DUCT. FULL LENGTH. USE EXISTING SPARE (EMPTY) DUCT IF AVAILABLE.
 2. HAND EXCAVATE AROUND EXISTING DUCT. EXISTING CABLES MAY BE DIRECT BURIAL.
 3. REPLACE EXISTING PCC DUCT MARKERS, AS SHOWN.

CONDUIT/DUCT DETAIL (TYP)

NOT TO SCALE

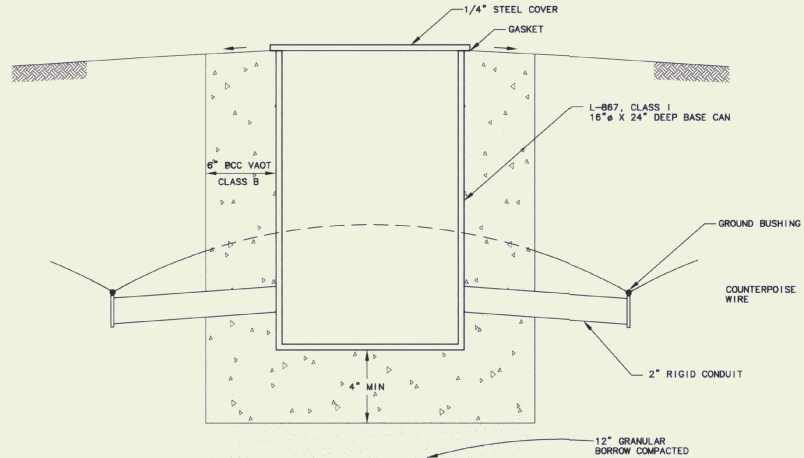


LETTER & NUMBER
TO BE PERMANENT
PART OF TAG.
R = RUNWAY
T = TAXIWAY
TH = THRESHOLD
TG = TAXIWAY SIGNS
DM = DISTANCE SIGNS

*SEE LIGHTING PLAN FOR
FIXTURE DELINEATION

FIXTURE IDENTIFICATION TAG (TYP)

NOT TO SCALE



ELECTRICAL HANDHOLE (TYP)

NOT TO SCALE



REV.	DATE	DESCRIPTION	File No. 1:1401230-00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT
RUNWAY LIGHTING DETAILS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

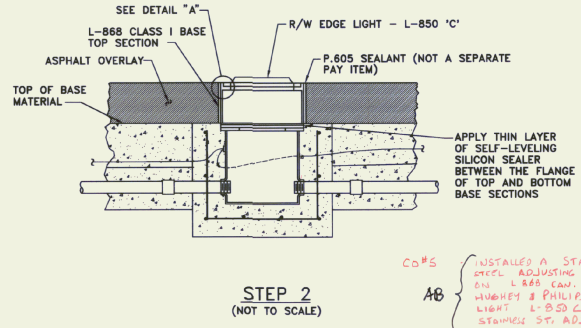
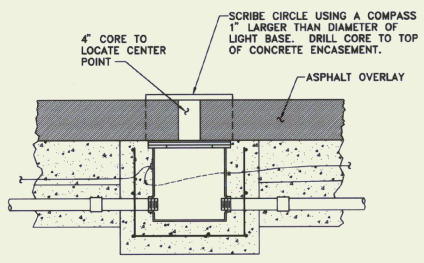
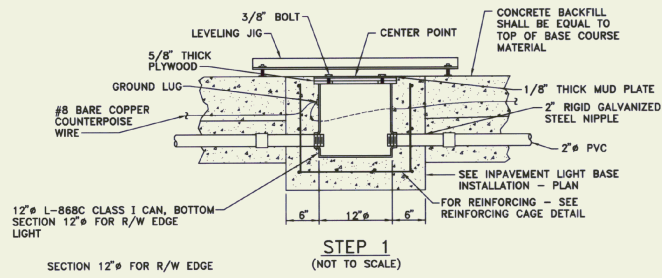
Designed by: O. D'AMICO 7/97	Date
Drawn by: M. MCALLA 5/97	
Checked by: O. D'AMICO 5/97	
Approved by: M. CHISHAM 5/97	

Scale: VS = N/A
VS = N/A

Date: 5/5/97

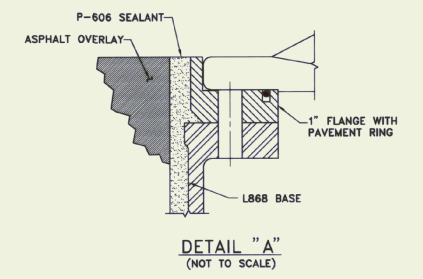
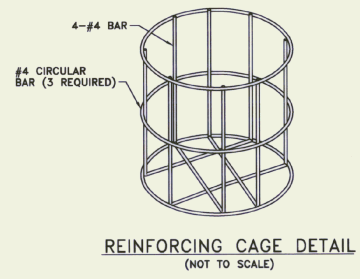
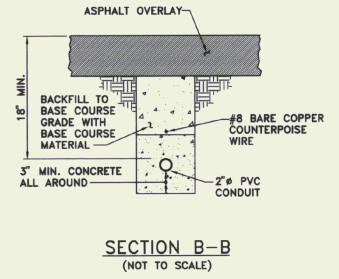
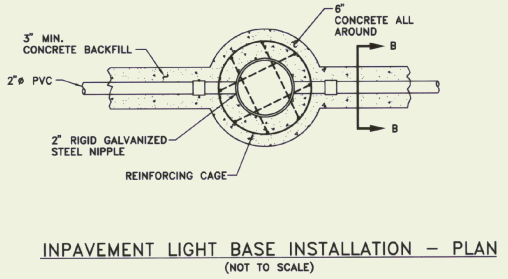
Sheet 32 Of 65

Sheet No



CO#S
A6
INSTALLED A STAINLESS STEEL ADJUSTING RING ON L-868 CAN. MOUNTED W/HEX & PHILIPS IN PAVT LIGHT L-850-C ON STAINLESS ST. ADJUSTING RING

- GENERAL NOTES:**
- VIBRATE CONCRETE BACKFILL TO ENSURE THERE ARE NO VOIDS.
 - CONCRETE TO CONFORM TO VAOT SPECIFICATIONS SECTION 501, CLASS B, 3/4" MAX SIZE AGGREGATE
 - PRIOR TO ASPHALT PAVING, COVER MUD PLATE WITH A SHINGLE OR ANOTHER THIN ARTICLE WHEN TACK COAT IS APPLIED PRIOR TO PAVING. BEFORE PAVING COMMENCES, REMOVE SHINGLE AND LIGHTLY WIPE DOWN MUD PLATE WITH VEGETABLE OIL.
 - TIGHTEN ALL BOLTS TO THE TORQUE SPECIFIED BY THE MANUFACTURER. DO NOT REUSE SHIPPING BOLTS TO INSTALL COVERS.



INSTALLATION OF IN PAVEMENT LIGHTING (L-850-C)

FILE NO. 114903741N
DATE
REV. DATE
DESCRIPTION
JOB NO. FER122.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT
RUNWAY LIGHTING DETAILS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

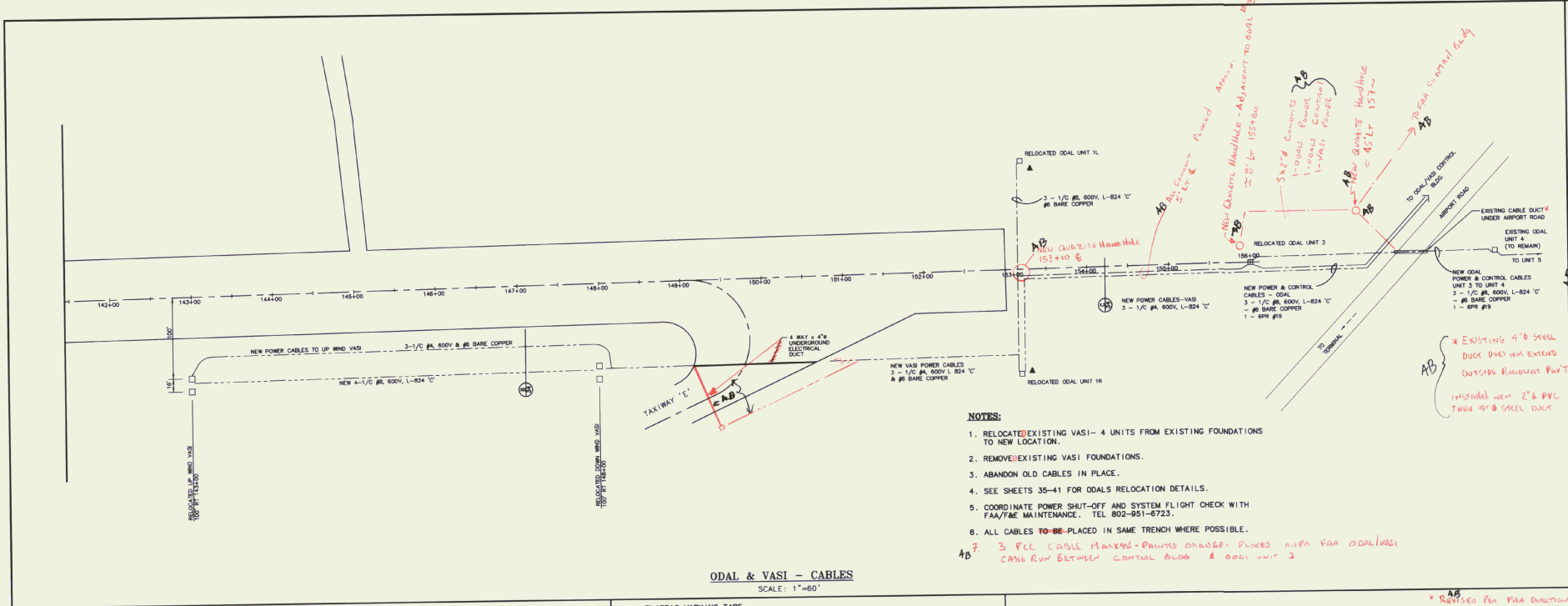
Designed by: O. J. AMICO 1/77
Drawn by: M. MICALLA 3/77
Checked by: O. J. AMICO 5/7/97
Approved by: M. CARROLL 5/7/97

Scale: 15 = N/A
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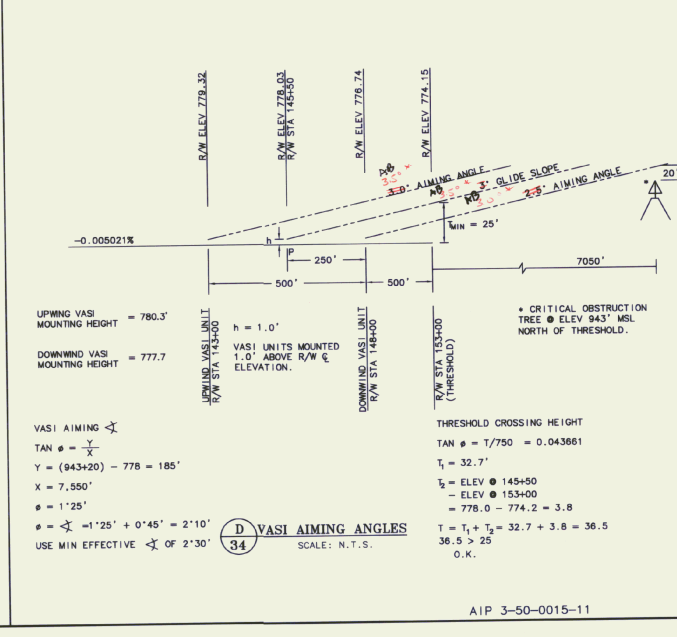
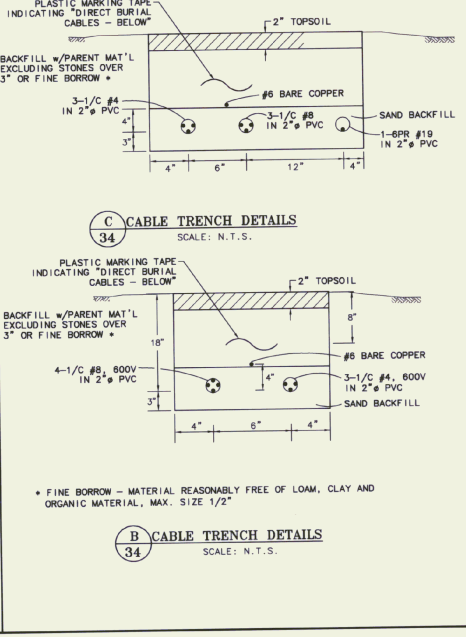
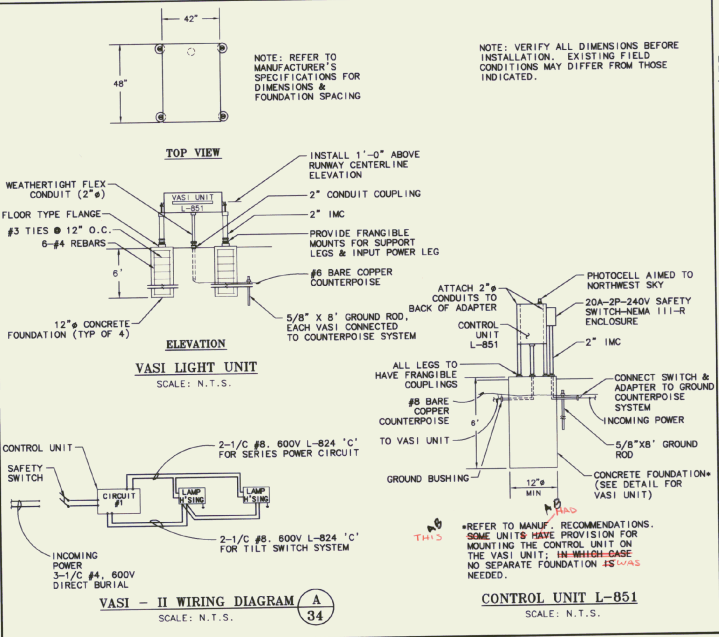
Date: 5/7/97

Sheet 33 Of 65

Sheet No. 33



ODAL & VASI - CABLES
 SCALE: 1"=60'



REV	DATE	DESCRIPTION

File No. 11/VR1211-003
 Job No. 102712-00

RUTLAND STATE AIRPORT
 CLarendon, Vermont
 ELECTRICAL PLANS
 VASI MOUNTING DETAILS

Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

Designed by:	Date:
Drawn by:	5/9/97
Checked by:	5/9/97
Approved by:	5/9/97
Scale:	HOR. - AS NOTED VERT. - NONE
Date:	5/9/97
Sheet No.	34 of 85
Sheet No.	34



DATE	DESCRIPTION
REV.	DATE

FILE NO. 11V0121V01-P-R
 12/08 AS-BUILT - RECONSTRUCTION
 RUTLAND STATE AIRPORT
 CLARENDON, VERMONT
 ODALS - PLAN & PROFILE

URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

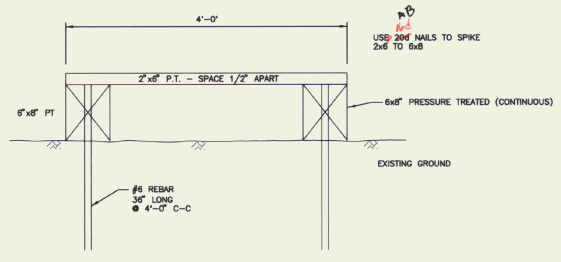
Designed by: D. P. JACO 2/87
 Drawn by: M. MICALLA 2/87
 Checked by: D. J. JACO 5/97
 Approved by: M. CARROLL 5/97

Scale: HOR. - 1" = 100'
 VERT. - 1" = 20'

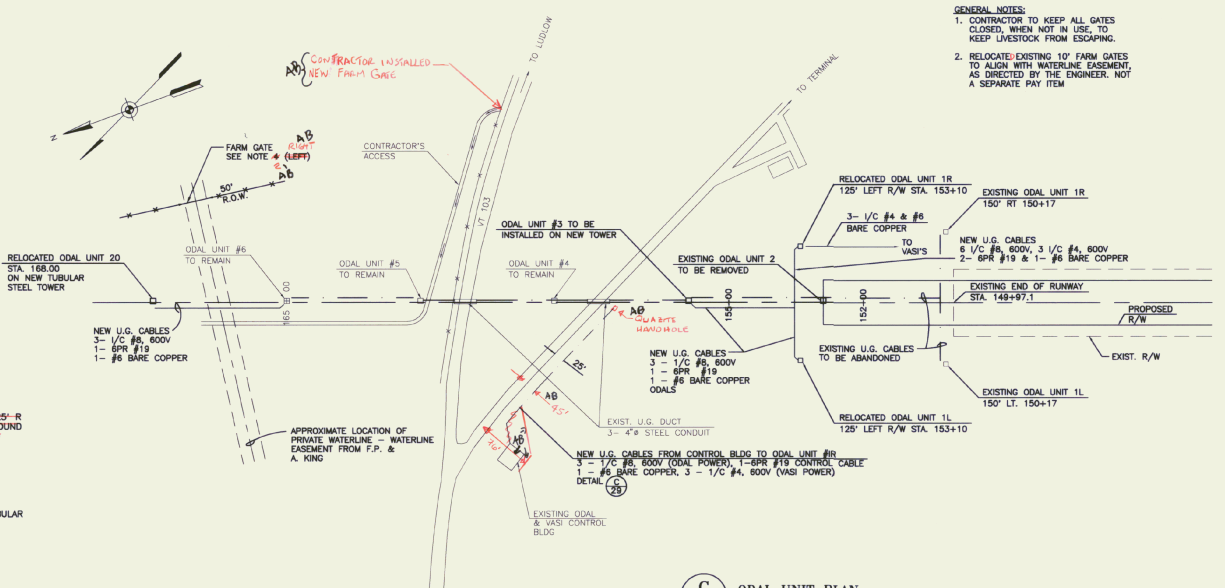
Date: 5/5/97
 Sheet 35 OF 65

Sheet No
35

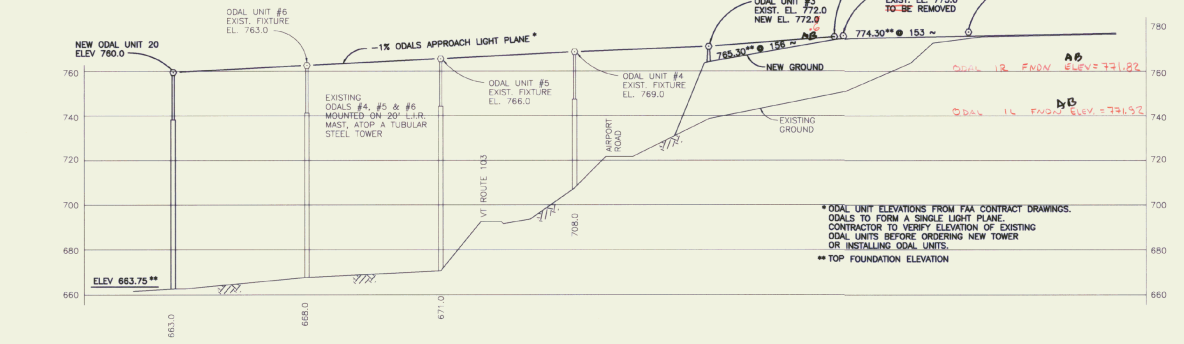
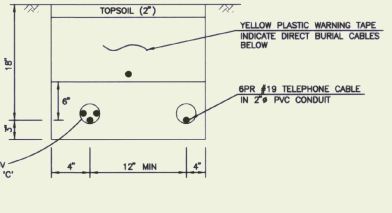
- GENERAL NOTES:**
- CONTRACTOR TO KEEP ALL GATES CLOSED, WHEN NOT IN USE, TO KEEP LIVESTOCK FROM ESCAPING.
 - RELOCATED EXISTING 10' FARM GATES TO ALIGN WITH WATERLINE EASEMENT, AS DIRECTED BY THE ENGINEER. NOT A SEPARATE PAY ITEM.



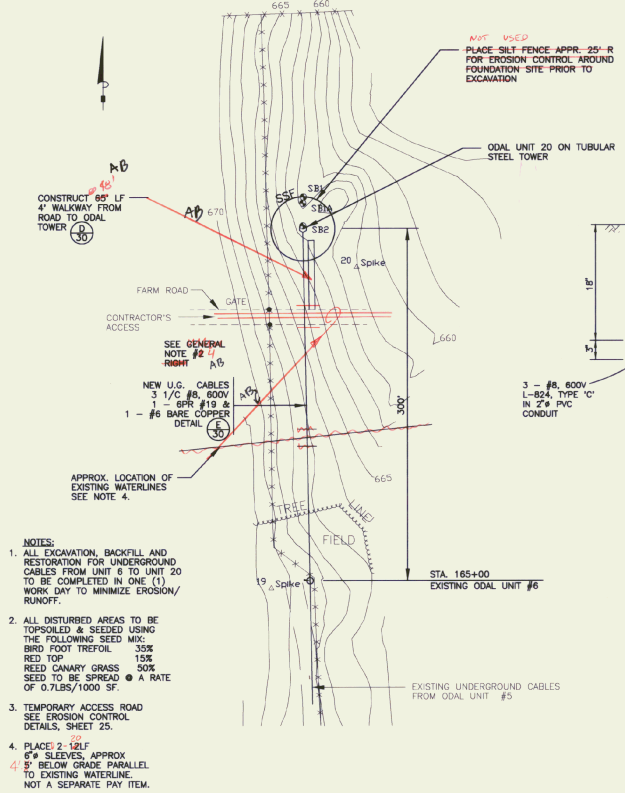
D 35 WALKWAY DETAIL
N.T.S.



C 35 ODAL UNIT PLAN
N.T.S.

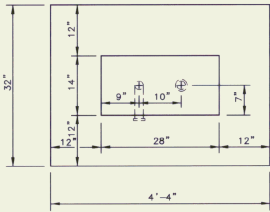
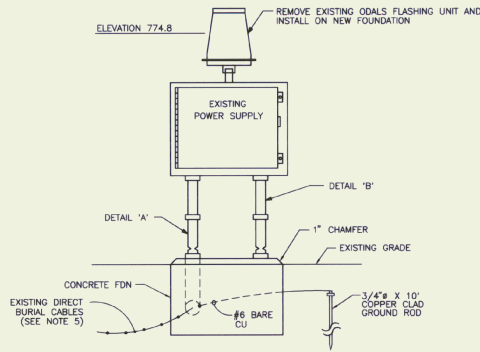


B 35 ODAL TOWERS - PROFILE
N.T.S.

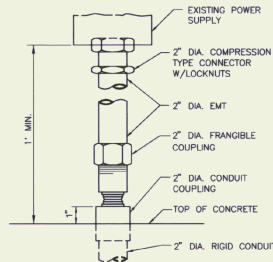


A 35 ODAL UNIT 20
SCALE: 1" = 50'

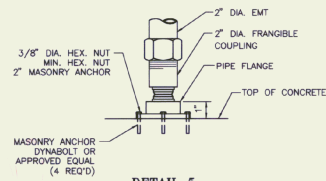
- NOTES:**
- ALL EXCAVATION, BACKFILL AND RESTORATION FOR UNDERGROUND CABLES FROM UNIT 6 TO UNIT 20 TO BE COMPLETED IN ONE (1) WORK DAY TO MINIMIZE EROSION/RUNOFF.
 - ALL DISTURBED AREAS TO BE TOPSOILED & SEEDED USING THE FOLLOWING SEED MIX:
 BIRD FOOT TREFLOID 35%
 RED TOP REED CANARY GRASS 50%
 SEED TO BE SPREAD @ A RATE OF 0.7LBS/1000 SF
 - TEMPORARY ACCESS ROAD SEE EROSION CONTROL DETAILS, SHEET 25.
 - PLACE 2-12LF 6" SLEEVES, APPROX 5' BELOW GRADE PARALLEL TO EXISTING WATERLINE. NOT A SEPARATE PAY ITEM.



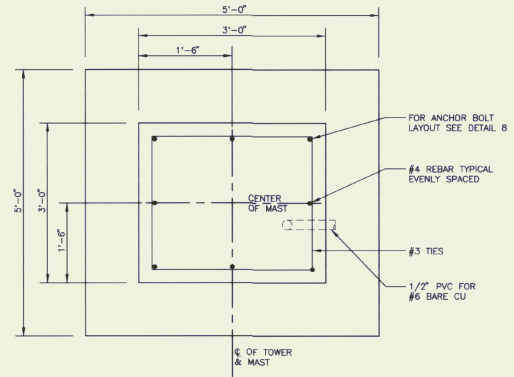
DETAIL 2



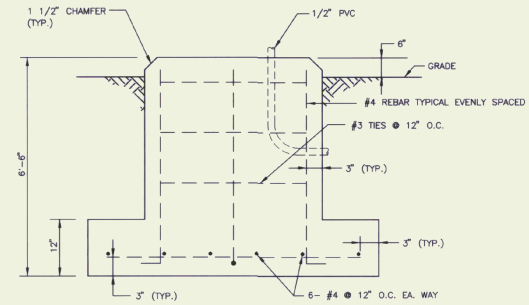
DETAIL 4



DETAIL 5

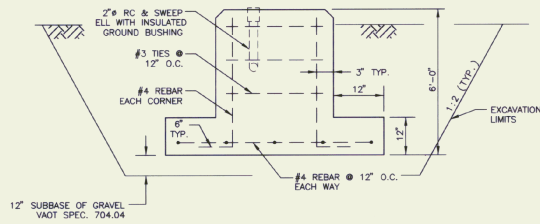


DETAIL 6



DETAIL 7

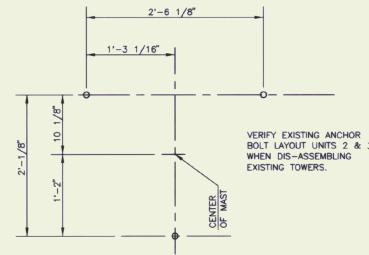
**ODALS FOUNDATION DETAILS
ODALS UNITS #1R & #1L
125' LT & RT OF STA. 153+20**



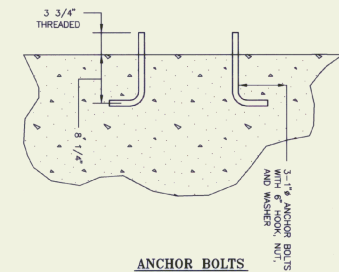
DETAIL 3

NOTES:

- EXISTING FOUNDATIONS UNITS #2 & #3 TO BE ABANDONED IN PLACE.
- ODALS ELECTRICAL CABLES TO BE RE-ROUTED TO NEW LOCATION.
- EXISTING ODALS UNITS TO BE REMOVED FROM EXISTING FOUNDATIONS AND PLACED ON NEW FOUNDATIONS.
- ALL CONCRETE TO BE CLASS B, CONFORMING TO SECTION 501. STRUCTURAL CONCRETE, VAOT SPECIFICATIONS.
- EXISTING UNDERGROUND (DIRECT BURIAL CABLES) 3-1/2\"/>



**ANCHOR BOLT PLAN
DETAIL 8**



**ANCHOR BOLTS
DETAIL 9**

**ODALS FOUNDATION DETAILS
UNIT #3
STATION 156+00**



REV.	DATE	DESCRIPTION

Job No. 156023300L#2
File No. 156023300L#2

**RUTLAND STATE AIRPORT
CLARENDON, VERMONT**

ODALS FOUNDATION DETAILS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by:	Rich
Drawn by:	M. McALLA 3/97
Checked by:	G. D'AMICO 5/97
Approved by:	M. CHIRKELL 5/97

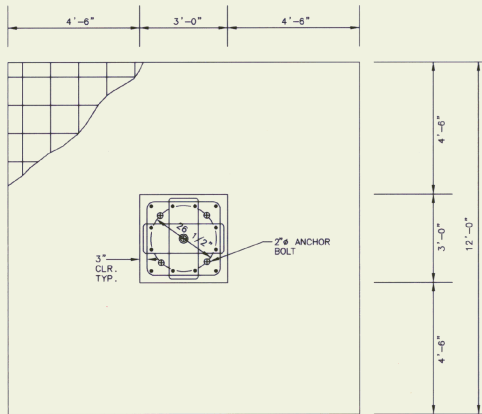
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VS - AS SHOWN

Date: 5/97

Sheet 36 Of 65

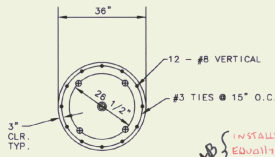
Sheet No

36



PLAN

NOTE:
A 36" DIAMETER PIER MAY BE USED, AT THE CONTRACTOR'S OPTION IN LIEU OF THE SQUARE PIER.

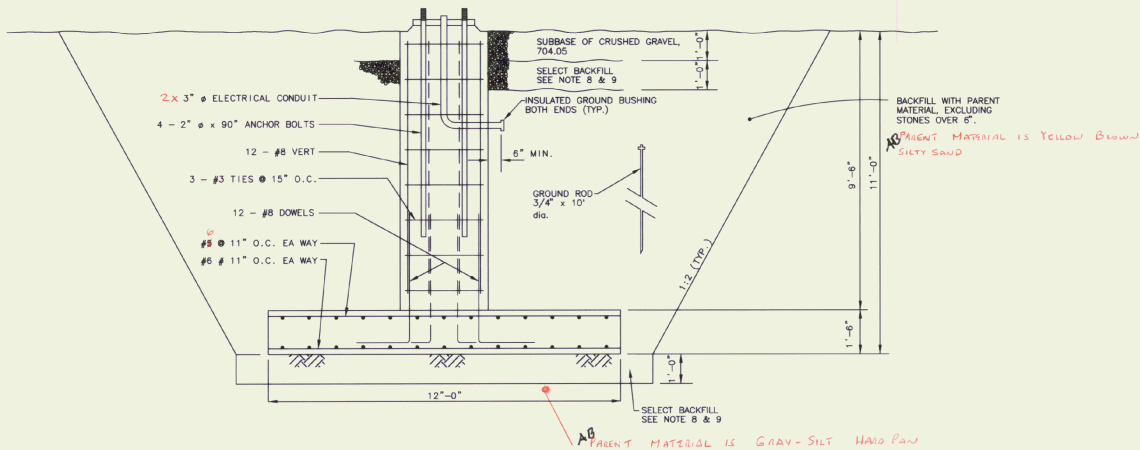


36" DIA. FOUNDATION PIER

FOUNDATION NOTES

- CONCRETE TO CONFORM TO VAOT SPECIFICATIONS SECTION 501 - STRUCTURE CONCRETE, CLASS A.
- REINFORCING STEEL TO CONFORM TO VAOT SPECIFICATIONS SECTION 507 - REINFORCING STEEL. STEEL TO BE ASTM A615, GRADE 60, EXCEPT STIRRUPS AND TIES TO BE GRADE 40.
- REINFORCEMENT SHALL BE TIED SECURELY IN PLACE BEFORE PLACING CONCRETE USING APPROVED CHAIRS AND SPACERS. NO BARS SHALL BE CUT OR OMITTED IN THE FIELD WITHOUT THE APPROVAL OF THE ENGINEER. USE PLASTIC TIPPED ACCESSORIES IN CONCRETE EXPOSED TO WEATHER, WATER OR VIEW.
- THE CONTRACTOR SHALL INSTALL ALL ANCHORS, BOLTS, PLATES, NAILERS, SLOTS, CHASES, PIPE SLEEVES, ETC., AS REQUIRED BY OTHER TRADES. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE SETTING SCREEDS AND FORMS.
- FOOTINGS SHALL REST ON ~~SHIFTABLE UNDISTURBED SOIL OR~~ COMPACTED GRANULAR FILL HAVING A MINIMUM BEARING CAPACITY OF 3000 PSF. ~~THE ENGINEER SHALL BE NOTED PROMPTLY OF ANY WEAK STRATA, WATER CONDITIONS OR OTHER POOR BEARING CONDITIONS.~~
- UNLESS OTHERWISE NOTED, ALL FOOTINGS AND PIERS SHALL BE CENTERED UNDER SUPPORT MEMBERS.
- CONCRETE TEMPERATURES DURING THE FIRST SEVEN DAYS SHALL BE MAINTAINED BETWEEN 50 F AND 90 F. RAPID DRYING MUST BE PREVENTED. ALL SURFACES SHALL BE KEPT CONTINUOUSLY MOIST FOR A MINIMUM OF SEVEN DAYS.
- BACKFILLING AGAINST PIERS SHALL BE DONE BY PLACING LEVEL LAYERS ALL AROUND THE PIER. PIERS MUST BE AT LEAST SEVEN DAYS OLD BEFORE BACKFILLING.
- SELECT BACKFILL SHALL:
 - CONFORM TO VAOT 704.04. (USED 1" CRUSHED SAND)
 - BE PLACED IN MAXIMUM 8" LEVEL LIFTS AND COMPACTED TO 90% MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT AS DEFINED BY ASTM D-1557.
- CONTRACTOR TO DESIGN, FURNISH AND INSTALL ALL TEMPORARY SHEETING, SHORING AND BRACING NECESSARY TO COMPLETE THE CONSTRUCTION. ~~NOT REQUIRED - MATERIAL WAS STABLE~~
- THE CONTRACTOR ~~SHALL PROVIDE~~ THE NECESSARY EQUIPMENT AND TO DEWATER THE SITE TO FACILITATE CONSTRUCTION AND SAFE WORKING CONDITIONS.
- SHOP DRAWINGS PREPARED IN ACCORDANCE WITH ACI STANDARDS WILL BE REQUIRED FROM THE CONTRACTOR FOR REINFORCING STEEL PRIOR TO CONSTRUCTION.
- DESIGN LOADS:

MOMENT	=	229 K-FT.
VERTICAL SHEAR	=	6256 LBS.
HORIZONTAL SHEAR	=	4360 LBS.



SECTION



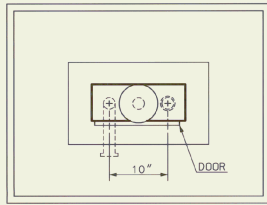
REV.	DATE	DESCRIPTION	FILE NO. 11/10/2017

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

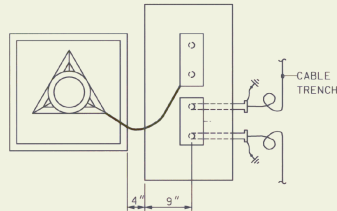
ODALS TOWER FOUNDATION DETAILS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

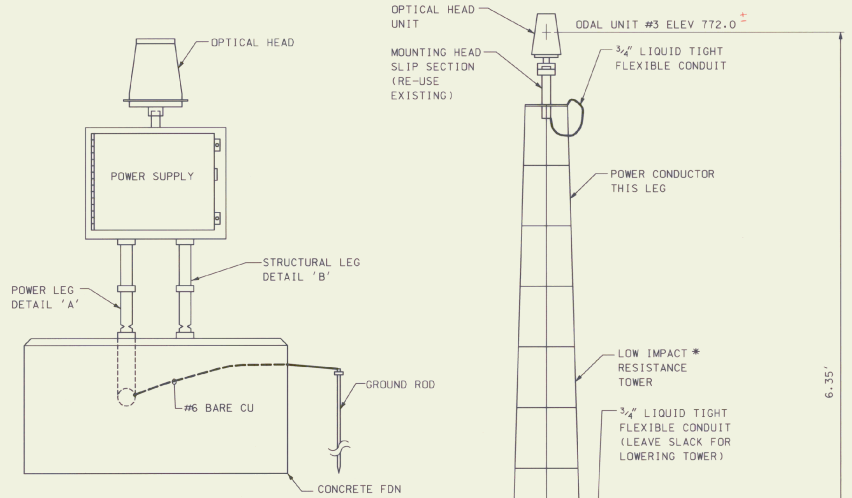
Designed By: Dale D'Amico 2/27	Drawn By: Dale D'Amico 3/27	Checked By: Dale D'Amico 3/27	Approved By: M. Churchill 3/27
Scale: HS - AS SHOWN	VS - AS SHOWN	Date: 5/5/97	Sheet 37 Of 65
Sheet No.	37		



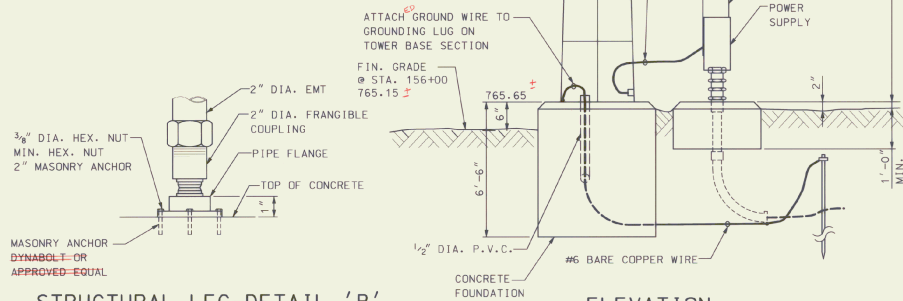
PLAN
N.T.S



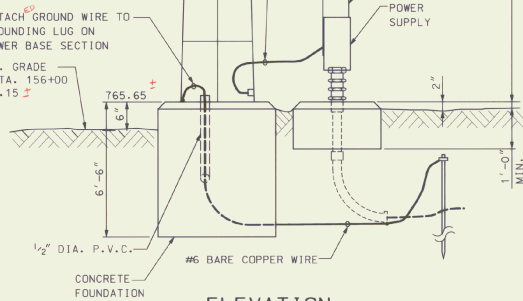
PLAN
N.T.S



ELEVATION
ODALS UNIT 1R & 1L
N.T.S



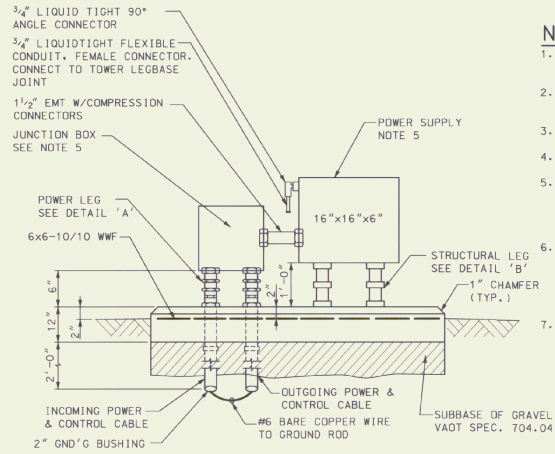
STRUCTURAL LEG-DETAIL 'B'
N.T.S



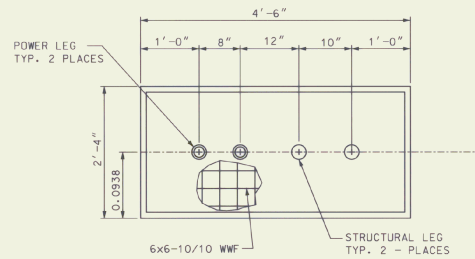
ELEVATION
N.T.S

ODAL UNIT #3

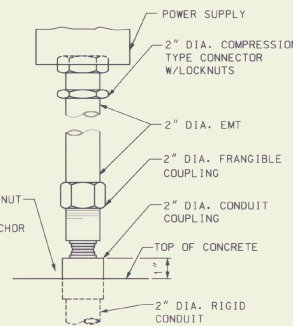
* REUSE EXISTING TOWER-ADJUST TO HEIGHT



ELEVATION
N.T.S



PLAN
EQUIPMENT PAD FOUNDATION DETAILS



STRUCTURAL LEG-DETAIL 'A'
N.T.S

NOTES:

1. REFER TO FACILITY LAYOUT PLAN FOR LIGHT FIXTURE ELEVATIONS.
2. REFER TO SHEET 35 FOR TOP ELEVATION OF CONCRETE FOUNDATION.
3. REFER TO CABLE LAYOUT PLAN FOR ROUTING.
4. USE ANTI-SEIZE COMPOUND ON ALL PIPE THREADS.
5. RELOCATE ALL EXISTING EQUIPMENT, RE-USE TO THE EXISTENT POSSIBLE. CONTRACTOR TO SUPPLY NEW PCC FOUNDATIONS AND ALL CONDUIT, FITTINGS, CABLES, ETC.
6. CONTRACTOR TO INSPECT ALL EQUIPMENT PRIOR TO RELOCATING. EXISTING DAMAGE TO BE NOTED. CONTRACTOR WILL BE RESPONSIBLE FOR REPLACING OR REPAIRING ALL DAMAGE CAUSED BY HIS FORCES DURING RELOCATION & RE-INSTALLATION.
7. CONTRACTOR TO VERIFY NEW ODAL UNIT ELEVATION AND TOWER HEIGHT PRIOR TO INSTALLATION.



FILE NO. P/MSAD/UMBERT
DESCRIPTION
REV. DATE
JOB NO. 140112.00

RUTLAND STATE AIRPORT
CLARENDON, VERMONT
ODALS - FLASHER MOUNTING DETAILS

URS Greiner, Inc
3 MARCUS BOULEVARD
ALBANY, NEW YORK

DESIGNED BY: G.P. MCGLOTHLIN
CHECKED BY: M. NICOLA
APPROVED BY: D.P. MCGLOTHLIN

Scale: N.T.S.
Date: 5/5/97
Sheet 38 OF 65
Sheet No. 38



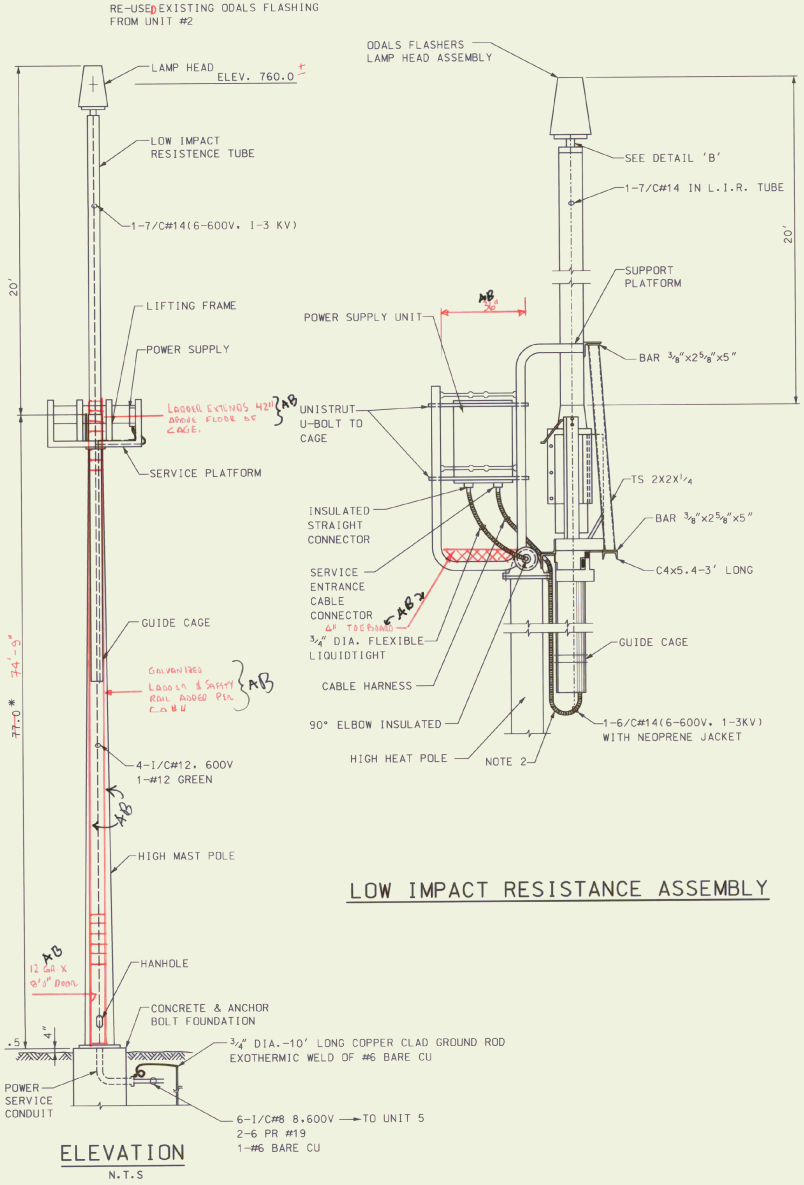
FILE NO. F-174-02/004-W
DESCRIPTION
REV. DATE
REV. DATE
JOB NO. F-174-02/004-W

RUTLAND STATE AIRPORT
CLARENDON, VERMONT
ODALS UNIT #20
WIRING AND EQUIPMENT MOUNTING

URS Greiner, Inc
3 MARCUS BOULEVARD
ALBANY, NEW YORK

DESIGNED BY: S.P. MILCO 2/79
DRAWN BY: M. MCDONALD 3/77
CHECKED BY: S.P. MILCO 5/77
APPROVED BY: M. MCDONALD 5/77

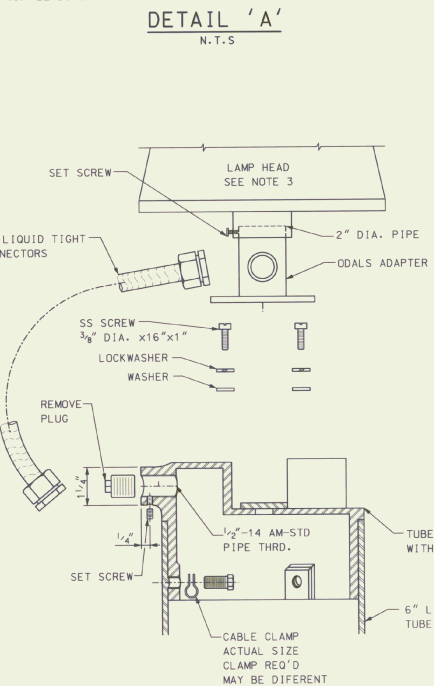
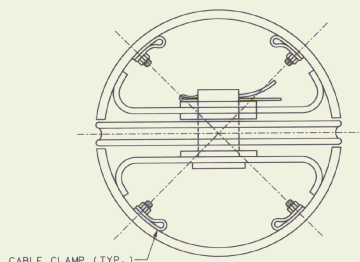
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Date: 5/5/97
Sheet 39 OF 65
Sheet No
39



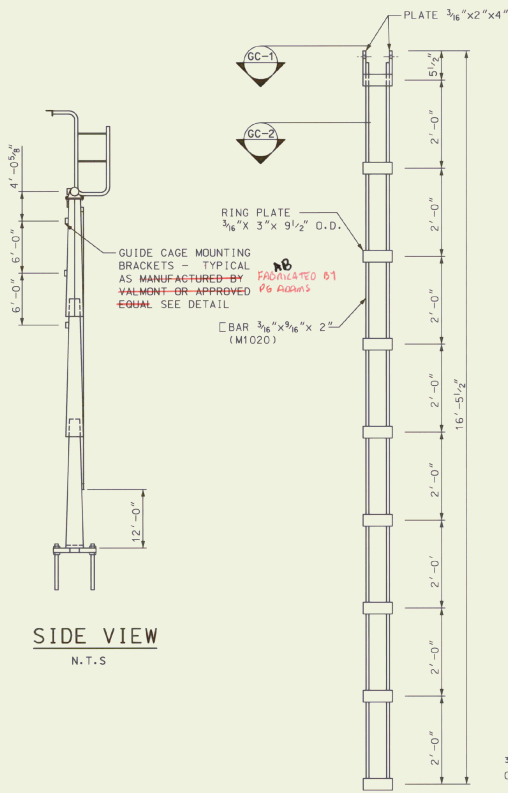
* CONTRACTOR TO VERIFY ELEVATIONS
SEE NOTES SHEET 30

NOTES:

1. MAKE ALL TERMINATIONS IN HANDHOLE USING WIRE NUTS OR BURNDY CONNECTORS AND LEAVE 3' OF SLACK. TAG ALL CONTROL CABLES IN HANDHOLES OR JUNCTION BOXES SHALL BE TAGGED AS TO ORIGIN OR DESTINATION AND COLOR CODED (POWER) OR NUMBERED (CONTROL).
2. TIE CABLE HARNESS EVERY 3' TO TOWER OR GUIDE CAGE FROM CONTROL BOX TO BOTTOM OF CAGE USING BLACK WEATHER RESISTANT CABLE TIES TYPE PLT. FROM BOTTOM OF GUIDE CAGE TO LIR TUBE LEAVE LOOSE. SEE DETAIL 'A' FOR CONNECTION AT LIR TUBE.
3. FOR LAMP HEAD LEVELING PROCEDURE SEE MANUFACTURE INSTRUCTION MANUAL (TI G350.47).
4. HIGH MAST TOWER FOR ODAL UNIT 20 ONLY.
5. HIGH MAST POLE SUPPLIED BY VALMONT INDUSTRIES VALLET, NEBRASKA - SEE SHOP DRAWINGS FOR DETAILS
6. CORE REQUESTED BY FAH ADDED LABEL & INCREASED CAGE SIZE. LABELS DETAILS PROVIDED BY P&ADSM, W/ SOUTH BURLINGTON, VT.
7. SARRY BALL SUPPLIED BY FAH

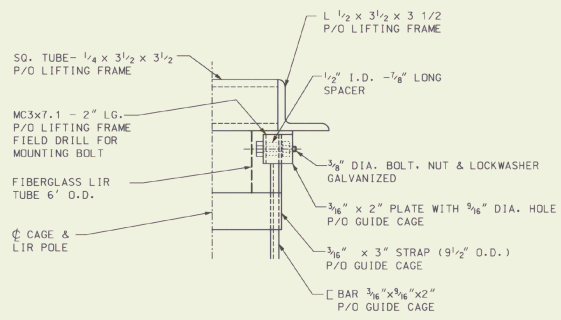


DETAIL 'B'
N.T.S.

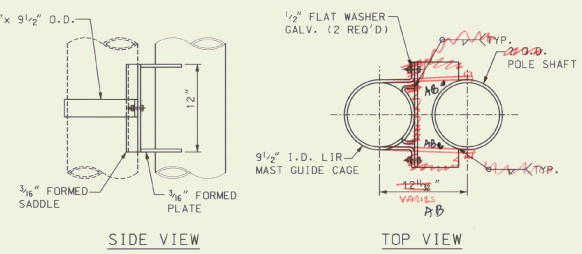
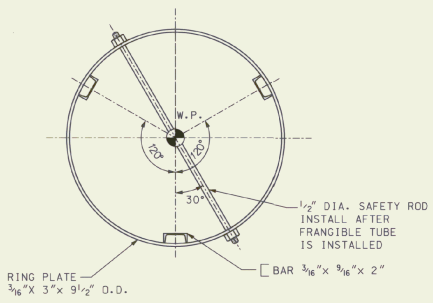
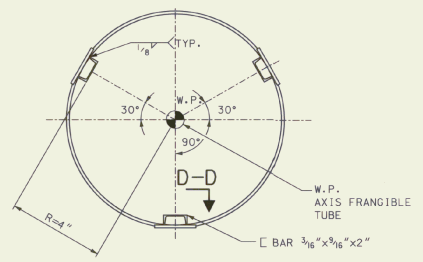
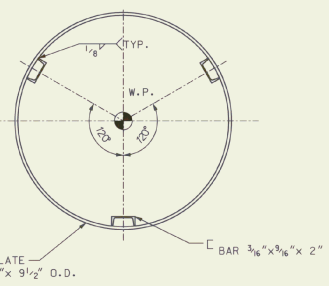


SIDE VIEW
N.T.S.

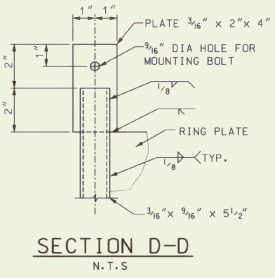
GUIDE CAGE GC
N.T.S.



GUIDE CAGE MOUNTING DETAIL
SCALE: 3" = 1'-0"



GUIDE CAGE MOUNTING BRACKET
N.T.S.



REV.	DATE	DESCRIPTION
1	AS SHOWN	
2	AS SHOWN	

JOB No. P1440122

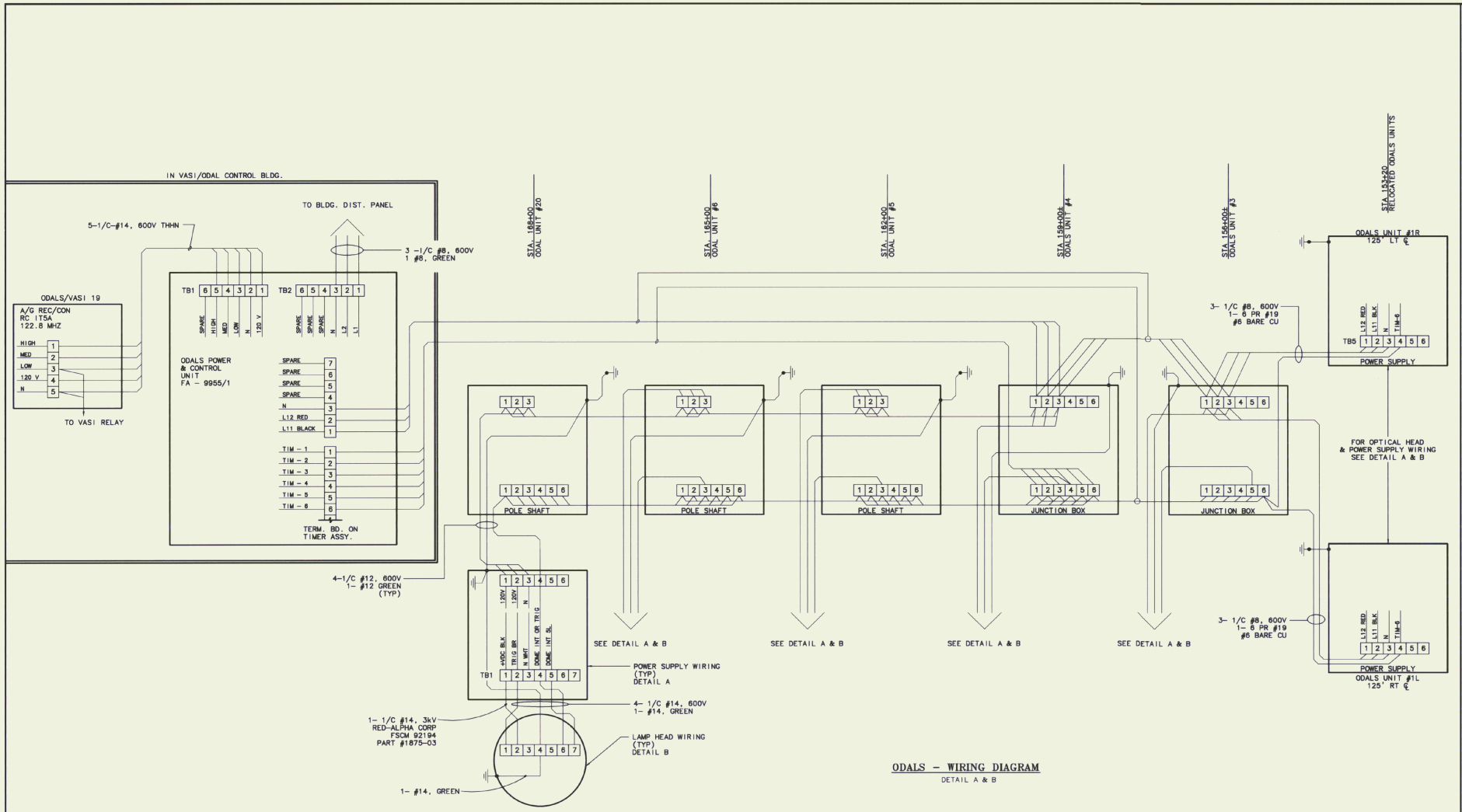
FILE No. P1440122

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

ODALS UNIT #6
L.I.R. GUIDE CAGE DETAILS

URS Greiner, Inc
3 MARCUS BOULEVARD
ALBANY, NEW YORK

DESIGNED BY: S.D. MICO	CHECKED BY: M. MICALLA	APPROVED BY: D.D. MICO
DATE: 5/5/97	DATE: 5/5/97	DATE: 5/5/97
Scale: AS NOTED		
Date: 5/5/97		
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Sheet No		
40		



DATE	REV.	DESCRIPTION
5/2/97	1	RELOCATED ODALS UNITS

Job No. 1174012/AVS-96

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

ODALS WIRING DIAGRAM

Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

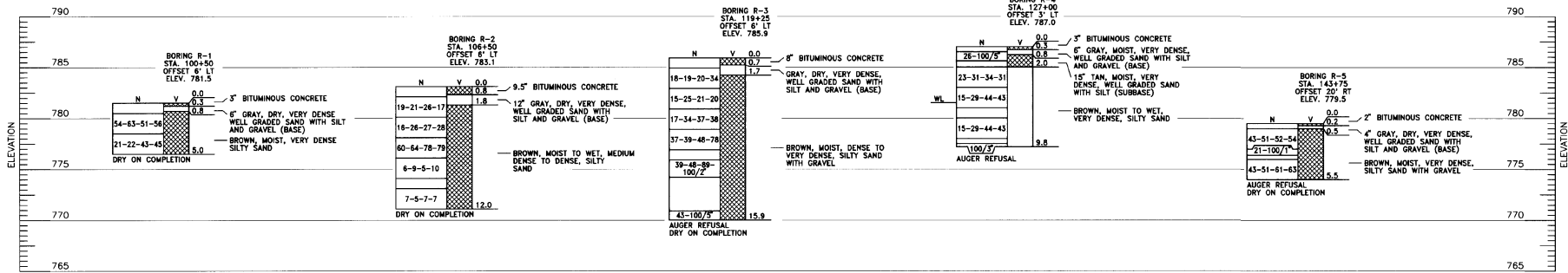
Designed by:	Date:
D. D'Amico	7/97
Drawn by:	
M. McCalla	3/97
Checked by:	
D. D'Amico	5/97
Approved by:	
J. S. Campbell	5/97

Scale: HOR. - AS NOTED
VERT. - NONE

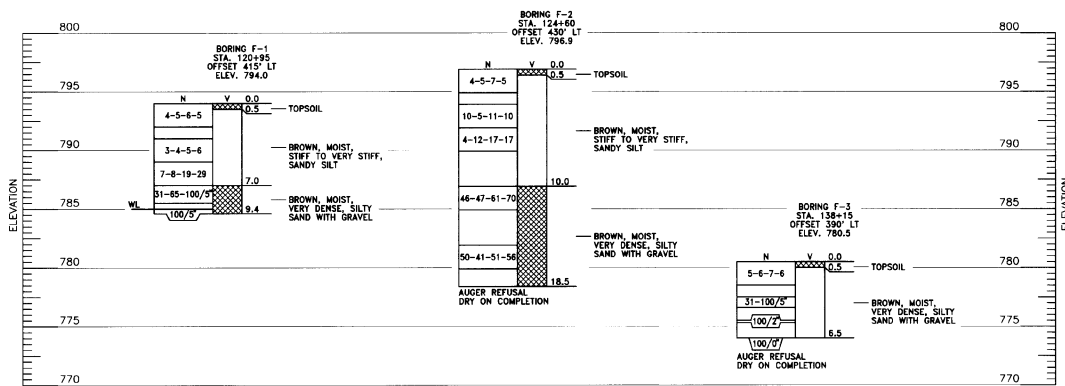
Date: 5/5/97

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Sheet No



BORINGS AND DRIVE TESTS
SCALE: AS SHOWN

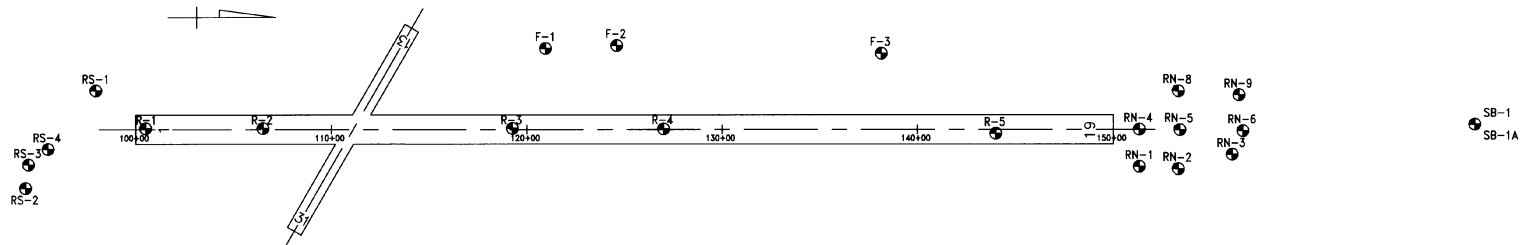
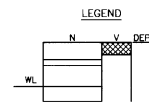


BORINGS AND DRIVE TESTS
SCALE: AS SHOWN

NOTE:

1.) BORINGS AND DRIVE TESTS WERE TAKEN IN NOVEMBER 1995, AND JAN 97 BY GREEN MOUNTAIN BORING.

2.) N = BLOWS PER 6 INCH INCREMENT OF PENETRATION OF SAMPLING SPOON OR PENETRATION IN INCHES FOR THE INDICATED BLOWS OF A 140 LB. HAMMER FALLING 30". WHERE ROCK IS ENCOUNTERED, PERCENT CORE RECOVERY IS SHOWN. R.Q.D. IS SHOWN IN PARENTHESES. THE ROCK QUALITY DESIGNATION (R.Q.D.) IS BASED ON A MODIFIED CORE RECOVERY PROCEDURE WHICH, IN TURN, IS BASED INDIRECTLY ON THE NUMBER OF FRACTURES (EXCEPT THOSE DUE DIRECTLY TO DRILLING OPERATIONS) AND THE AMOUNT OF SOFTENING OR ALTERATION IN THE ROCK MASS AS OBSERVED IN THE ROCK CORES FROM A DRILL HOLE. INSTEAD OF COUNTING THE FRACTURES, AN INDIRECT MEASURE IS OBTAINED BY SUMMING THE TOTAL LENGTH OF CORE RECOVERED BY COUNTING ONLY THOSE PIECES OF HARD AND SOUND CORE WHICH ARE 4 INCHES OR GREATER IN LENGTH. THE RATIO OF THIS MODIFIED CORE RECOVERY LENGTH TO THE TOTAL CORE RUN LENGTH IS KNOWN AS THE R.Q.D. V - ALTERNATE SHADING INDICATES EXTENT OF SOIL OR ROCK LAYERS. WL - WATER LEVEL READING AT COMPLETION OF BORING.



BORINGS AND DRIVE TESTS LOCATION PLAN
SCALE: 1" = 300'

RUTLAND STATE AIRPORT
CLARENDON, VERMONT
BORING LOGS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by: G. J. M...
Drawn by: M. McCall...
Checked by: G. J. M...
Approved by: G. J. M...
Scale: HOR. - AS SHOWN
VERT. - NONE
Date: 5/5/97
Sheet 42 Of 65
Sheet No

File No. 111010234000
Job No. F402200
REV. DATE DESCRIPTION
1 2/1/97 MOD 98-1 / 35-1A
42



REV.	DATE	DESCRIPTION	FILE NO. 11487/15/15/08

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

BORING LOGS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

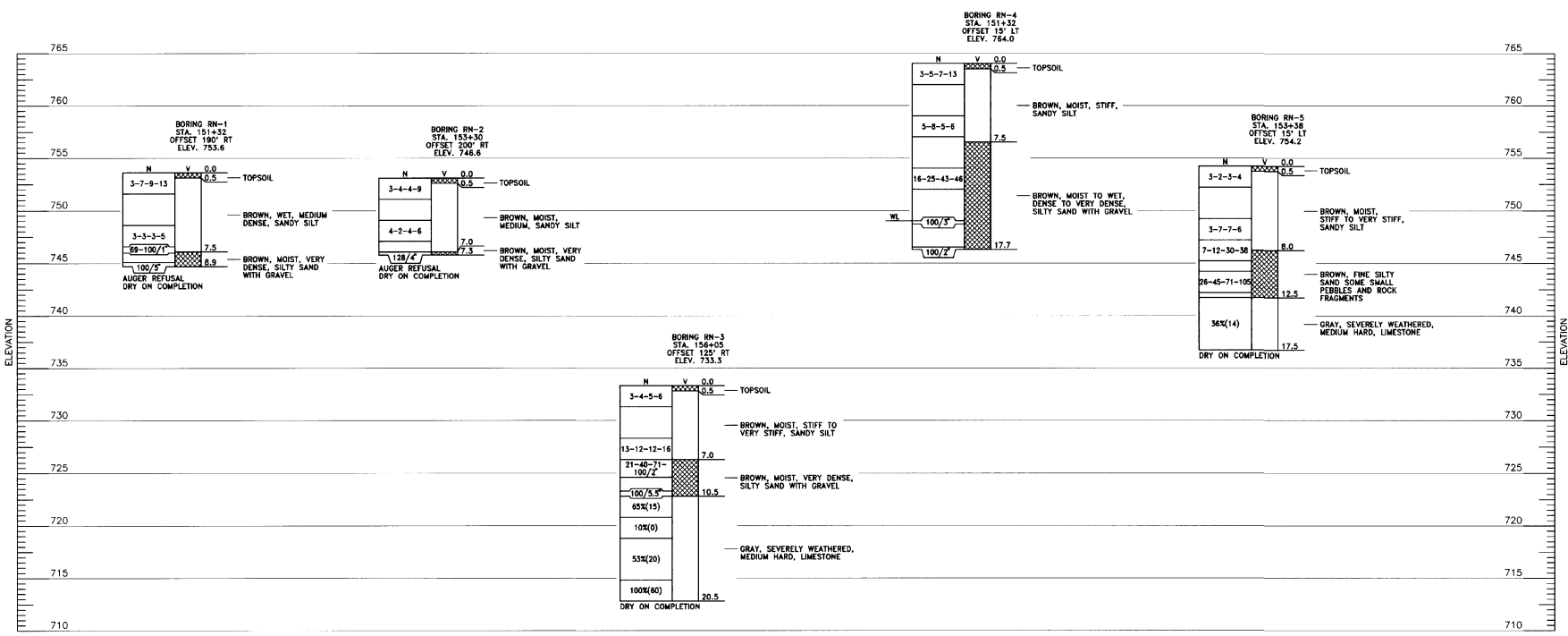
Designed by: *o. franco*
Drawn by: *m. mcgill*
Checked by: *o. franco*
Approved by: *m. mcgill*

Scale: HOR. - AS SHOWN
VERT. - NONE

Date: 5/5/97

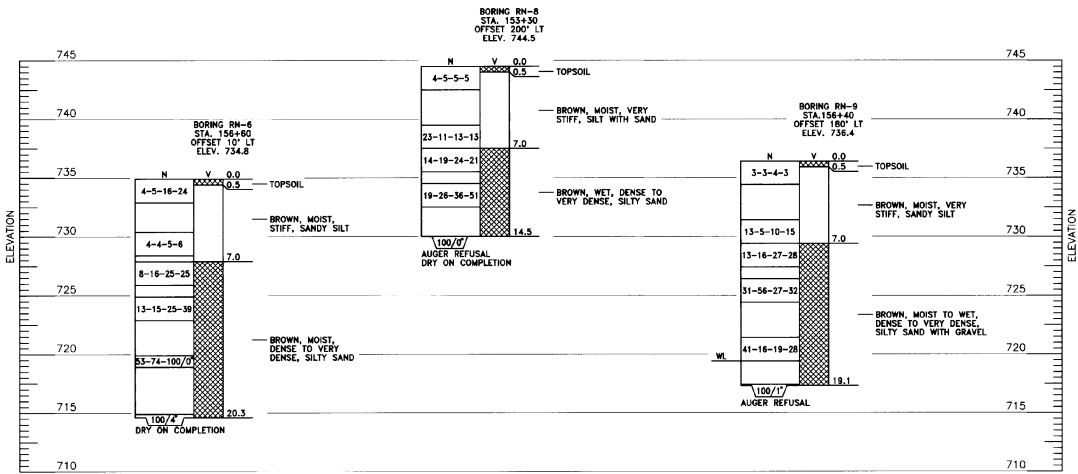
Sheet 43 of 65

Sheet No
43



BORINGS AND DRIVE TESTS

SCALE: AS SHOWN

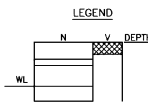


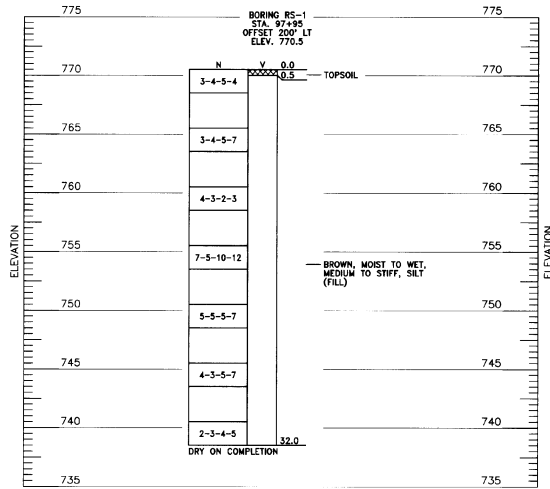
BORINGS AND DRIVE TESTS

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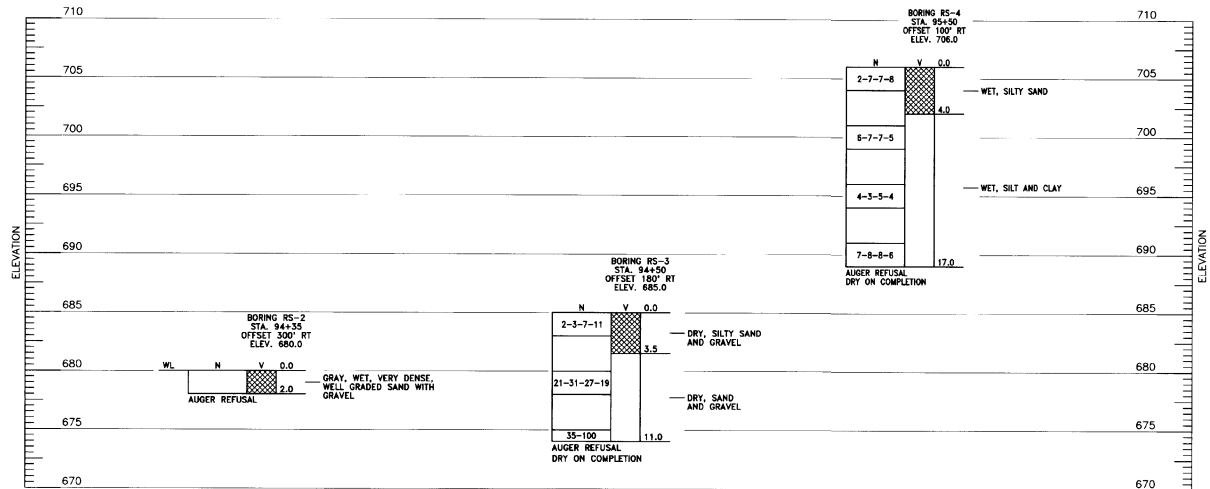
NOTE:

- BORINGS AND DRIVE TESTS WERE TAKEN IN NOVEMBER 1995, BY GREEN MOUNTAIN BORING.
 - N= BLOWS PER 6 INCH INCREMENT OF PENETRATION OF SAMPLING SPOON OR PENETRATION IN INCHES FOR THE INDICATED BLOWS OF A 140 LB. HAMMER FALLING 30". WHERE ROCK IS ENCOUNTERED, PERCENT CORE RECOVERY IS SHOWN. R.Q.D. IS SHOWN IN PARENTHESES.
- THE ROCK QUALITY DESIGNATION (R.Q.D.) IS BASED ON A MODIFIED CORE RECOVERY PROCEDURE WHICH, IN TURN, IS BASED INDIRECTLY ON THE NUMBER OF FRACTURES (EXCEPT THOSE DUE DIRECTLY TO DRILLING OPERATIONS) AND THE AMOUNT OF SOFTENING OR ALTERATION IN THE ROCK MASS AS OBSERVED IN THE ROCK CORES FROM A DRILL HOLE. INSTEAD OF COUNTING THE FRACTURES, AN INDIRECT MEASURE IS OBTAINED BY SUMMING THE TOTAL LENGTH OF CORE RECOVERED BY COUNTING ONLY THOSE PIECES OF HARD AND SOUND CORE WHICH ARE 4 INCHES OR GREATER IN LENGTH. THE RATIO OF THIS MODIFIED CORE RECOVERY LENGTH TO THE TOTAL CORE RUN LENGTH IS KNOWN AS THE R.Q.D.
- V- ALTERNATE SHADING INDICATES EXTENT OF SOIL OR ROCK LAYERS.
- WL- WATER LEVEL READING AT COMPLETION OF BORING.

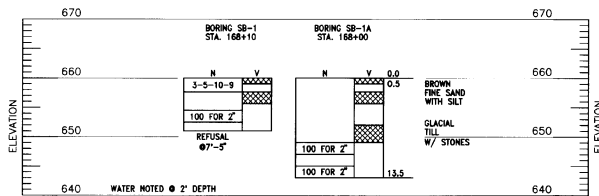




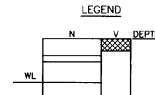
BORINGS AND DRIVE TESTS
SCALE: AS SHOWN



BORINGS AND DRIVE TESTS
SCALE: AS SHOWN



BORINGS AND DRIVE TESTS
SCALE: AS SHOWN



NOTE:

- BORINGS AND DRIVE TESTS WERE TAKEN IN NOVEMBER 1995, BY GREEN MOUNTAIN BORING.
- N - BLOWS PER 6 INCH INCREMENT OF PENETRATION OF SAMPLING SPOON OR PENETRATION IN INCHES FOR THE INDICATED BLOWS OF A 140 LB. HAMMER FALLING 30". WHERE ROCK IS ENCOUNTERED, PERCENT CORE RECOVERY IS SHOWN. R.Q.D. IS SHOWN IN PARENTHESES.

THE ROCK QUALITY DESIGNATION (R.Q.D.) IS BASED ON A MODIFIED CORE RECOVERY PROCEDURE WHICH, IN TURN, IS BASED INDIRECTLY ON THE NUMBER OF FRACTURES (EXCEPT THOSE DUE DIRECTLY TO DRILLING OPERATIONS) AND THE AMOUNT OF SOFTENING OR ALTERATION IN THE ROCK MASS AS OBSERVED IN THE ROCK CORES FROM A DRILL HOLE. INSTEAD OF COUNTING THE FRACTURES, AN INDIRECT MEASURE IS OBTAINED BY SUMMING THE TOTAL LENGTH OF CORE RECOVERED BY COUNTING ONLY THOSE PIECES OF HARD AND SOUND CORE WHICH ARE 4 INCHES OR GREATER IN LENGTH. THE RATIO OF THIS MODIFIED CORE RECOVERY LENGTH TO THE TOTAL CORE RUN LENGTH IS KNOWN AS THE R.Q.D.

V - ALTERNATE SHADING INDICATES EXTENT OF SOIL OR ROCK LAYERS.
WL - WATER LEVEL READING AT COMPLETION OF BORING.



REV.	DATE	DESCRIPTION
1	02/18/99	ADD

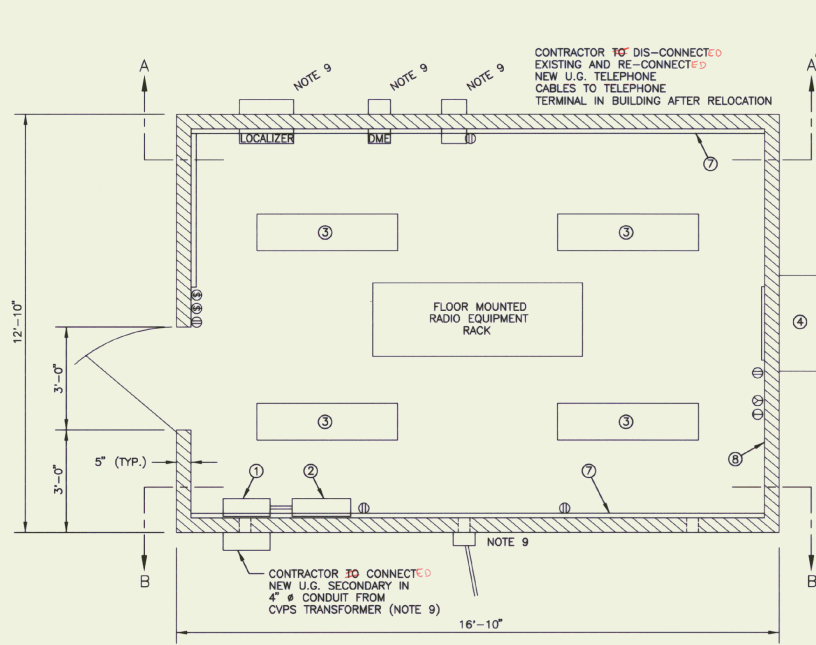
Job No. #4023200
File No. 117403199400

RUTLAND STATE AIRPORT
CLARENDON, VERMONT
BORING LOGS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

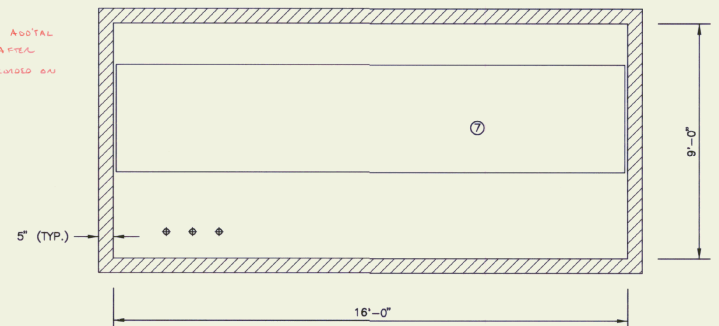
Designed by: G. J. M... 07/27/95
Drawn by: M. MICHALA 07/27/95
Checked by: C. D'AMICO 07/27/95
Approved by: M. D'AMICO 07/27/95

Scale: HOR - AS SHOWN
VERT - NONE
Date: 5/5/97
Sheet 44 Of 65
Sheet No
44

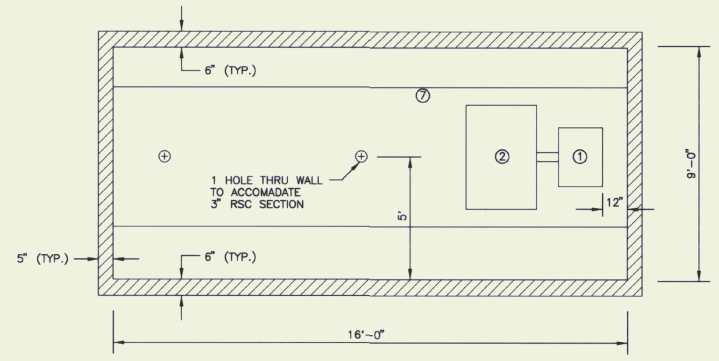


EXISTING LOCALIZER BLDG. EQUIPMENT LAYOUT
SCALE: NONE

NOTE -
FAA-P&E CONTRACTOR MAKE ADDITIONAL
REVISIONS INSIDE BUILDING AFTER
RELOCATION - CHANGES NOT RELEVANT ON
THESE DRAWINGS.



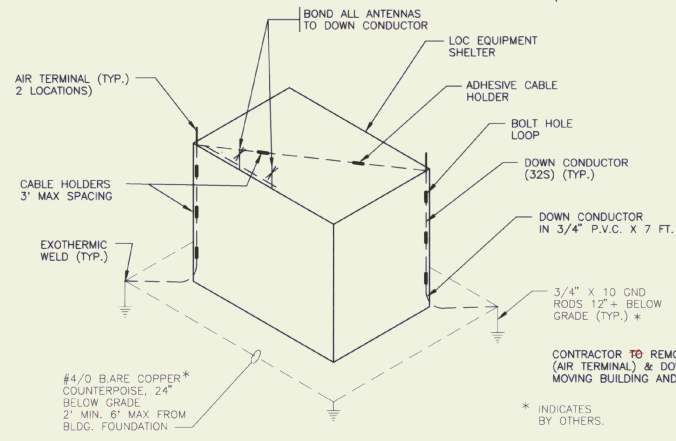
SECTION "A-A"
SCALE: NONE



SECTION "B-B"
SCALE: NONE

NOTES:

- NEMA 1 ENCLOSURE, FUSED 2 POLE, SOLID NEUTRAL, DEAD FRONT, 400 AMP DISCONNECT SWITCH.
- NEMA 1 ENCLOSURE, 1 PHASE, 3-WIRE, S/N, 120/240 VOLT, 400 AMP MAIN BREAKER WITH NEUTRAL. ALL BOLT ON BREAKERS.
- FLUORESCENT LIGHT FIXTURE.
- AIR CONDITIONER - WALL MOUNTED.
- EXTERIOR DOOR.
- HEAVY DUTY, WEATHER PROOF, EXTERIOR WALL LIGHT MOUNTED ABOVE DOOR.
- 3/4 IN. PLYWOOD BOLTED TO WALL.
- PAINTED DRYWALL INTERIOR.
- EXISTING SHELTER IS A PRE-CAST CONCRETE UNIT COMPLETE WITH WALLS, FLOOR & CEILING EXISTING BUILDING ON A PEASTONE BASE. CONTRACTOR TO DISCONNECT ALL CABLES & CONDUIT AT EXISTING LOCATION BEFORE RELOCATING SHELTER.
- ALL LOOSE MATERIALS TO BE PACKAGED AND MOVED SEPARATELY. SECURE ALL EQUIPMENT PRIOR TO RELOCATING SHELTER. REMOVE ROOF MOUNTED ANTENNAS.
- BUILDING/SHELTER TO BE LIFTED AND TRANSPORTED TO NEW SITE AS A COMPLETE UNIT.
- BUILDING/SHELTER TO BE POSITIONED AT NEW LOCATION AS SHOWN ON SITE PLAN OR AS DIRECTED BY THE ENGINEER. CONNECT NEW CABLES AND CONDUITS AT NEW SITE. NEW CABLES AND CONDUITS BY OTHERS. COORDINATE TELEPHONE AND POWER CABLES WITH LOCAL PHONE AND UTILITY COMPANIES. COORDINATE FAA CABLE CONNECTIONS WITH FAA/F&E CONTACT JAMES CAULFIELD, (617) 238-7462.
- CONTRACTOR TO REMOVE ELECTRICAL CABLING & PEASTONE FOUNDATION FROM EXISTING SITE. CONTRACTOR TO REMOVE EXISTING FOUNDATION FOR LOCALIZER & DME. AREA TO BE REGRADED, TOPSOILED AND SEEDED. COST OF THIS WORK TO BE INCLUDED IN COST OF ITEM 529.20 MOD 1.



LIGHTNING PROTECTION DETAILS
SCALE: NONE

LEGEND

- Ⓢ LIGHT SWITCH, 4'-6" ABOVE FLOOR
- Ⓜ DUPLEX RECEPTACLE, 4' ABOVE FLOOR
- Ⓡ 240 VOLT RECEPTACLE, 4' ABOVE FLOOR
- Ⓡ 240 VOLT LINE THERMOSTAT



REV.	DATE	DESCRIPTION
1	10/18/22	A.S. - ELEC. S

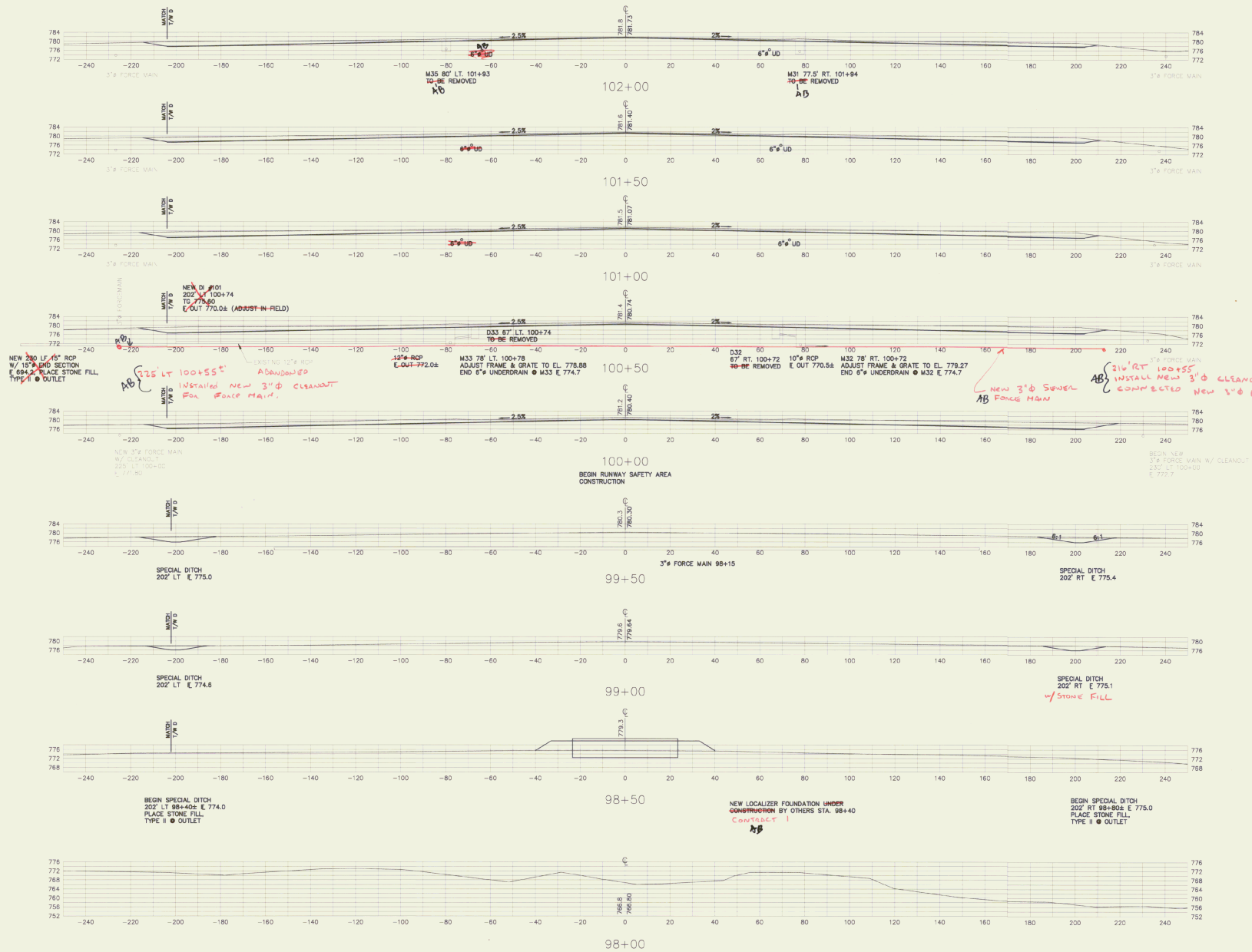
Job No. 14021200
File No. 1144937394

RUTLAND STATE AIRPORT
CLARENDON, VERMONT
LOCALIZER/DME RUNWAY 19
POWER AND CONTROL BUILDING

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by:	Date:
6/1/2020	2/8/21
Drawn by:	Checked by:
M. MCALLA	J. J. J.
5/9/22	5/9/22
Approved by:	
M. GRIFFIN	5/9/22

Scale:	HORIZ. - 1" = 40'
	VERT. - 1" = 4'
Date:	5/9/21
Sheet	45 Of 55
Sheet No.	45



REV.	DATE	DESCRIPTION	FILE NO.
1	07/15/18	As BUILT	16R01201-02-38

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

RUNWAY CROSS SECTIONS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by: G. D'AMICO	Date: 02/17
Checked by: M. MULLA	Date: 3/9/17
Approved by: M. CHURCHILL	Date: 5/5/17

Scale: HOR. - 1" = 20'
VERT. - 1" = 20'

Date: 5/5/17

Sheet 48 Of 65

Sheet No



REV.	DATE	DESCRIPTION	FILE NO.
1	1/27/98	A.S. - 2nd L.S.T.	1461271/121-8
2	5/2/97		1461271/121-8

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

RUNWAY CROSS SECTIONS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

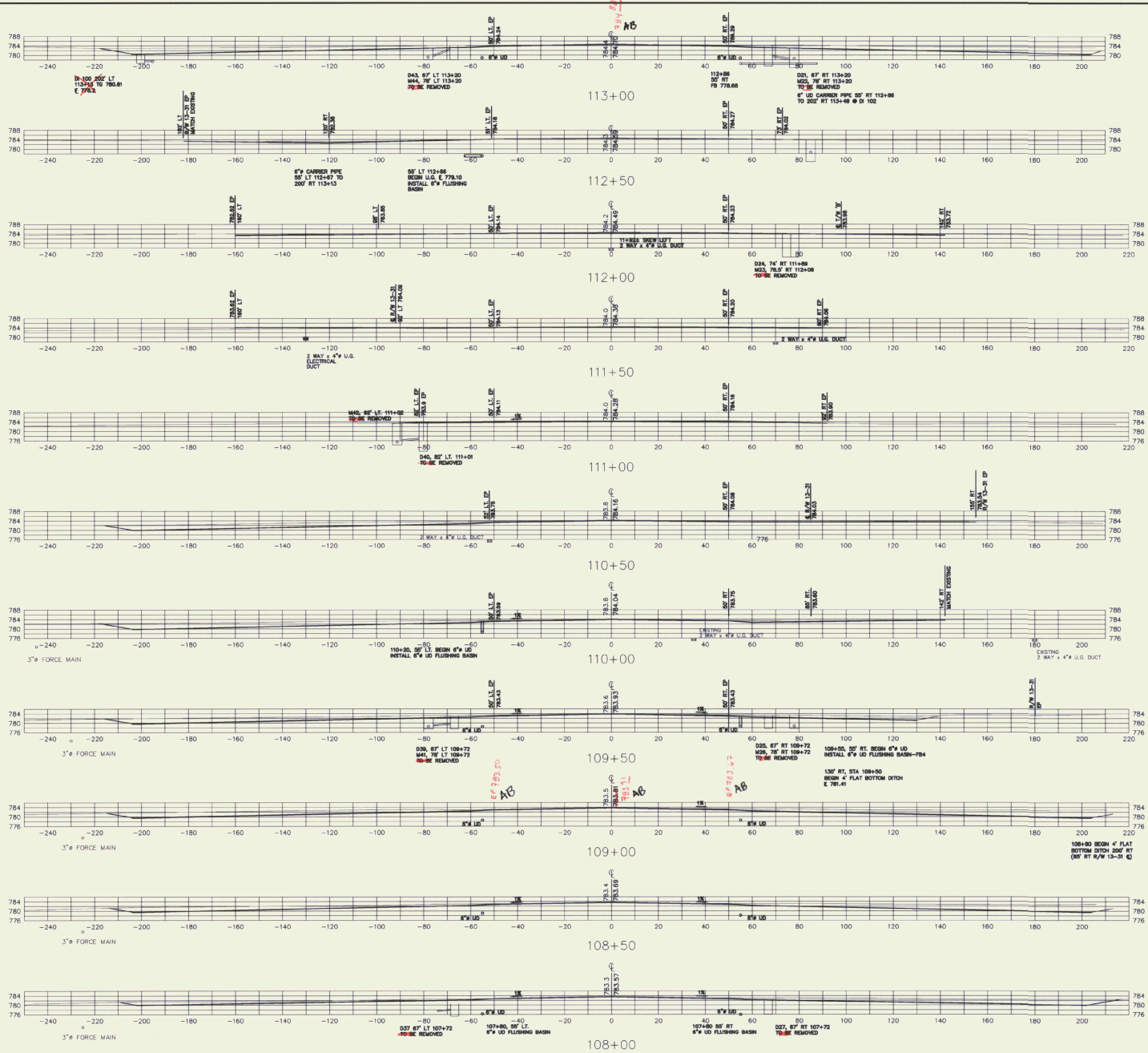
Designed by:	John P. Greiner
Drawn by:	M. MCALLA
Checked by:	C. O'NEILL
Approved by:	M. CHURCHILL

Scale: HOR - 1" = 20'
VERT. - 1" = 20'

Date: 5/2/97

Sheet 47 Of 65

Sheet No. 47



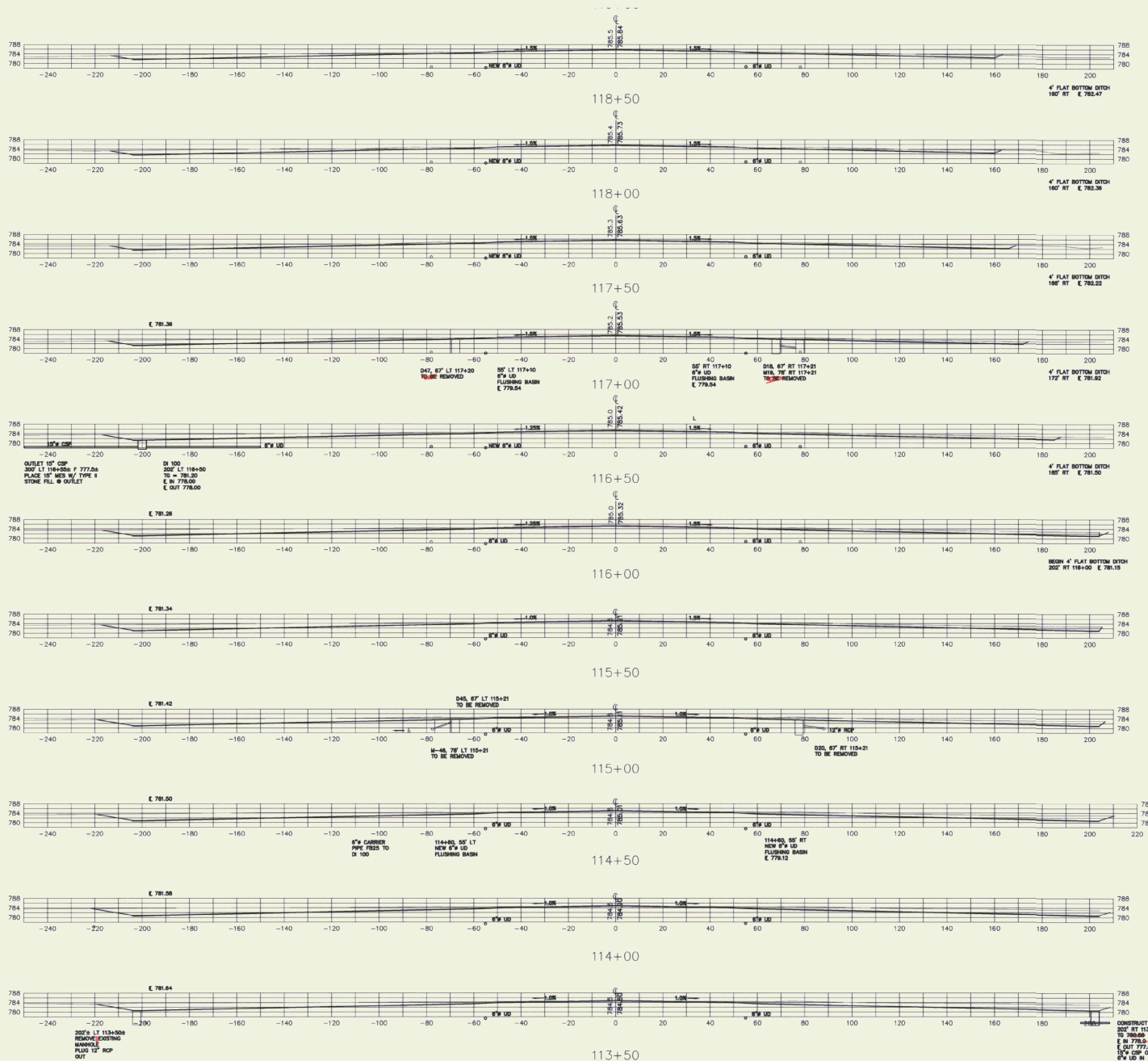
REV: 1	DATE: 5/5/97	DESCRIPTION: A. Greiner	File No. 11/0011/012-55
REV: 2	DATE: 5/5/97	DESCRIPTION: B. Greiner	File No. 11/0011/012-55
REV: 3	DATE: 5/5/97	DESCRIPTION: C. Greiner	File No. 11/0011/012-55
REV: 4	DATE: 5/5/97	DESCRIPTION: D. Greiner	File No. 11/0011/012-55
REV: 5	DATE: 5/5/97	DESCRIPTION: E. Greiner	File No. 11/0011/012-55
REV: 6	DATE: 5/5/97	DESCRIPTION: F. Greiner	File No. 11/0011/012-55
REV: 7	DATE: 5/5/97	DESCRIPTION: G. Greiner	File No. 11/0011/012-55
REV: 8	DATE: 5/5/97	DESCRIPTION: H. Greiner	File No. 11/0011/012-55
REV: 9	DATE: 5/5/97	DESCRIPTION: I. Greiner	File No. 11/0011/012-55
REV: 10	DATE: 5/5/97	DESCRIPTION: J. Greiner	File No. 11/0011/012-55

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

RUNWAY CROSS SECTIONS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by: D. Greiner	Checked by: M. McCalla	5/5/97
Drawn by: M. McCalla	Checked by: D. Greiner	5/5/97
Scale: HOR. - 1" = 20'	Scale: VERT. - 1" = 20'	
Date: 5/5/97	Sheet as Of: 65	
Sheet No:	48	



REV.	DATE	DESCRIPTION	FILE NO.
1	6/14/14	AI 6-14-14	14R0213/02-05
JOB NO. 14R021300			

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

RUNWAY CROSS SECTIONS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by:	D.M.C.	Date:	5/2/12
Drawn by:	M. MICHALLA	Checked by:	M. MICHALLA
Checked by:	M. MICHALLA	Approved by:	M. MICHALLA

Scale: HOR. - 1" = 20'
VERT. - 1" = 20'

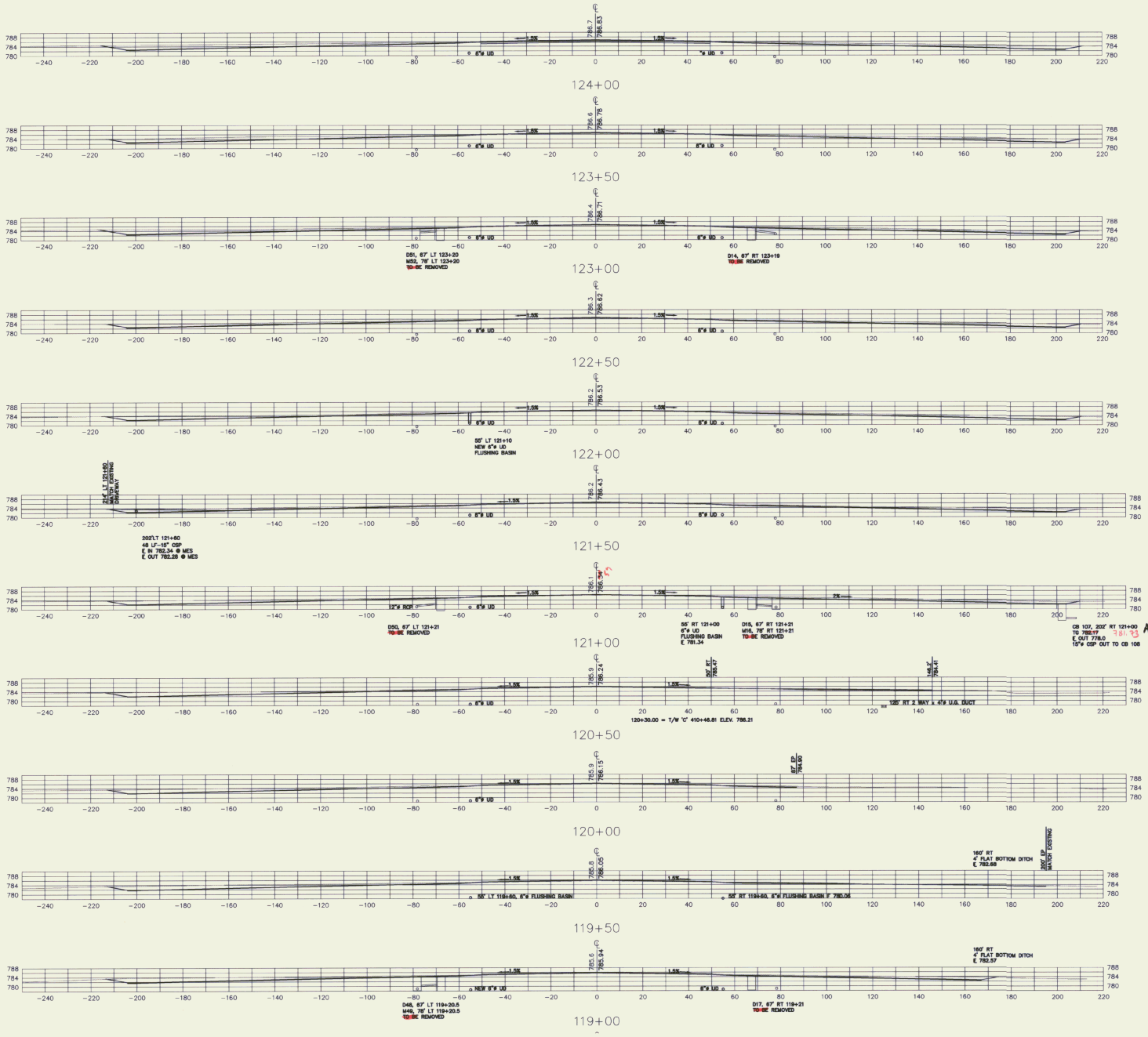
Date: 5/5/12

Sheet 49 of 65

Sheet No. **49**

CONSTRUCT D 102
202' RT 113+48
TO 785.00
E IN 775.00
E OUT 777.00
12" C&G OUT
8" UO IN

AB
78 LT 210-13-31
MH 52A 78 LT 210-13-31



REV.	DATE	DESCRIPTION	File No.
1	1/13/13	AB	17/0012/121-95
Job No.	16121200		

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

RUNWAY CROSS SECTIONS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

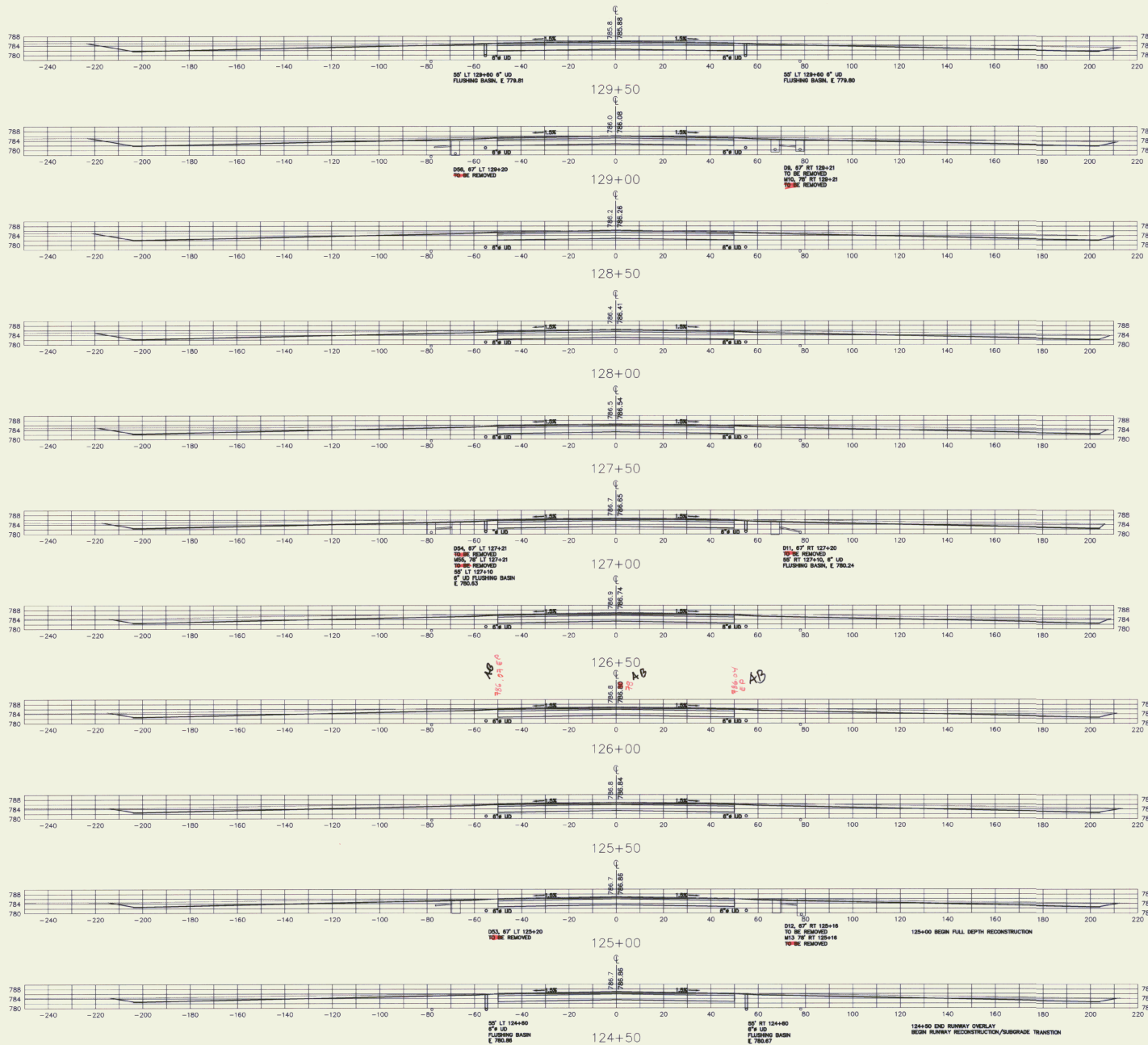
Designed by: DWH
0 2/16/02 1/97
Drawn by: M. MCALLA 1/97
Checked by: 0 2/16/02 1/97
Approved by: M. DONOHUE 5/2/97

Scale: HOR - 1" = 20'
VERT - 1" = 20'

Date: 5/5/97

Sheet 50 of 65

Sheet No
50





STATE OF VERMONT
 No. 3951
 REGISTERED PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	File No.
1		Initial	
2		As Constructed	

RUTLAND STATE AIRPORT
 CLARENDON, VERMONT

RUNWAY CROSS SECTIONS

URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

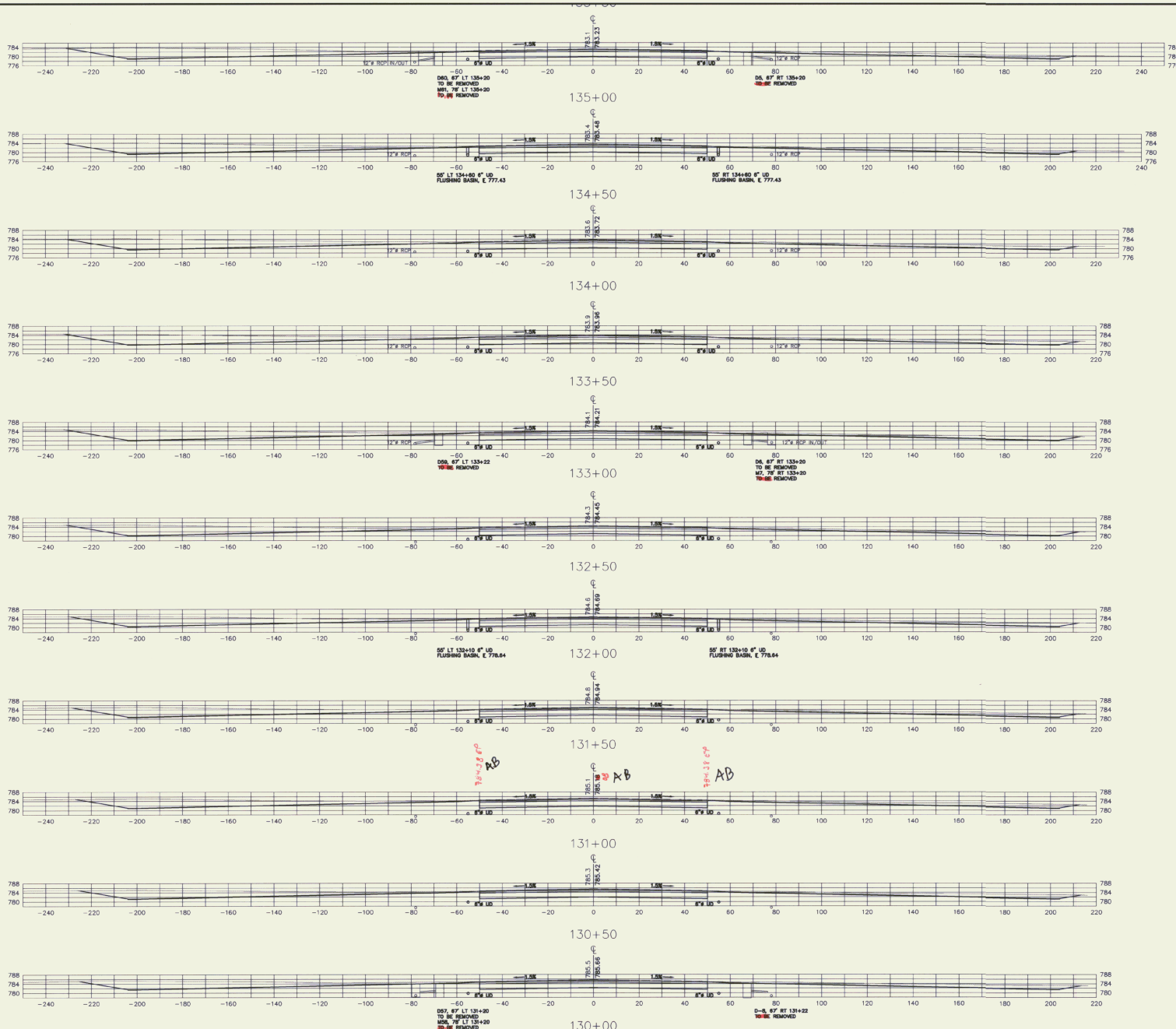
Prepared by: C. O'NEILL	Drawn by: M. MICALLA	Checked by: C. O'NEILL	Date: 5/5/97
Approved by: M. CHURCHILL			Date: 5/5/97

Scale: HOR. - 1" = 20'
 VERT. - 1" = 20'

Date: 5/5/97

Sheet 51 of 55

Sheet No. **51**



REV.	DATE	DESCRIPTION	File No.
1	5/5/07	As Construct	AVR0113/132-05
2			REV0120

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

RUNWAY CROSS SECTIONS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

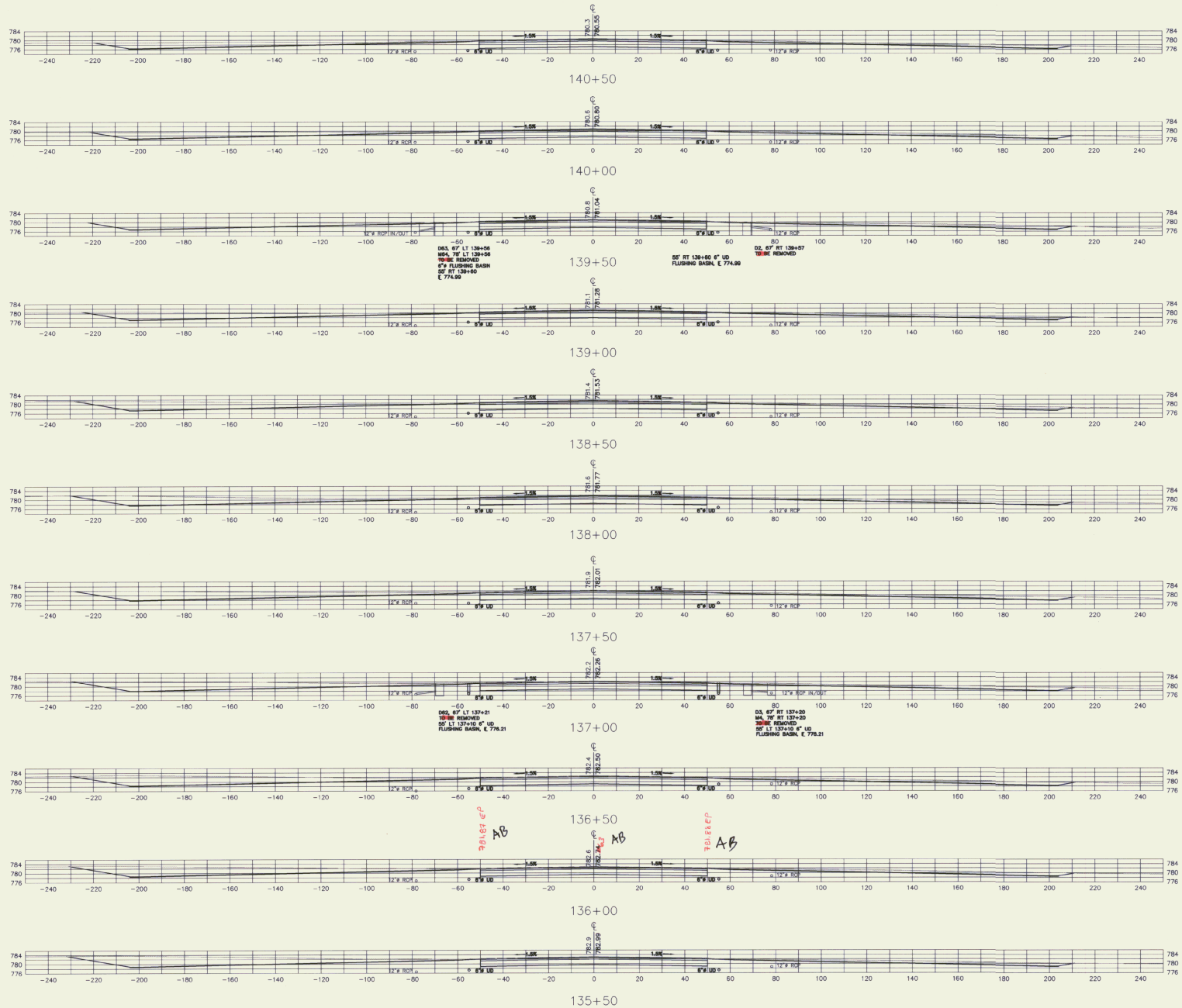
Designed by: D. D'Amico 5/9/07
 Drawn by: M. McCalla 5/9/07
 Checked by: D. D'Amico 5/9/07
 Approved by: M. Condon 5/9/07

Scale: HOR. - 1" = 20'
 VERT. - 1" = 20'

Date: 5/5/07

Sheet 52 OF 57

Sheet No. **52**



REV.	DATE	DESCRIPTION	FILE NO.
1	5/14/97	A-B	V40011V02-95
			JOB NO. 9601230

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

RUNWAY CROSS SECTIONS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

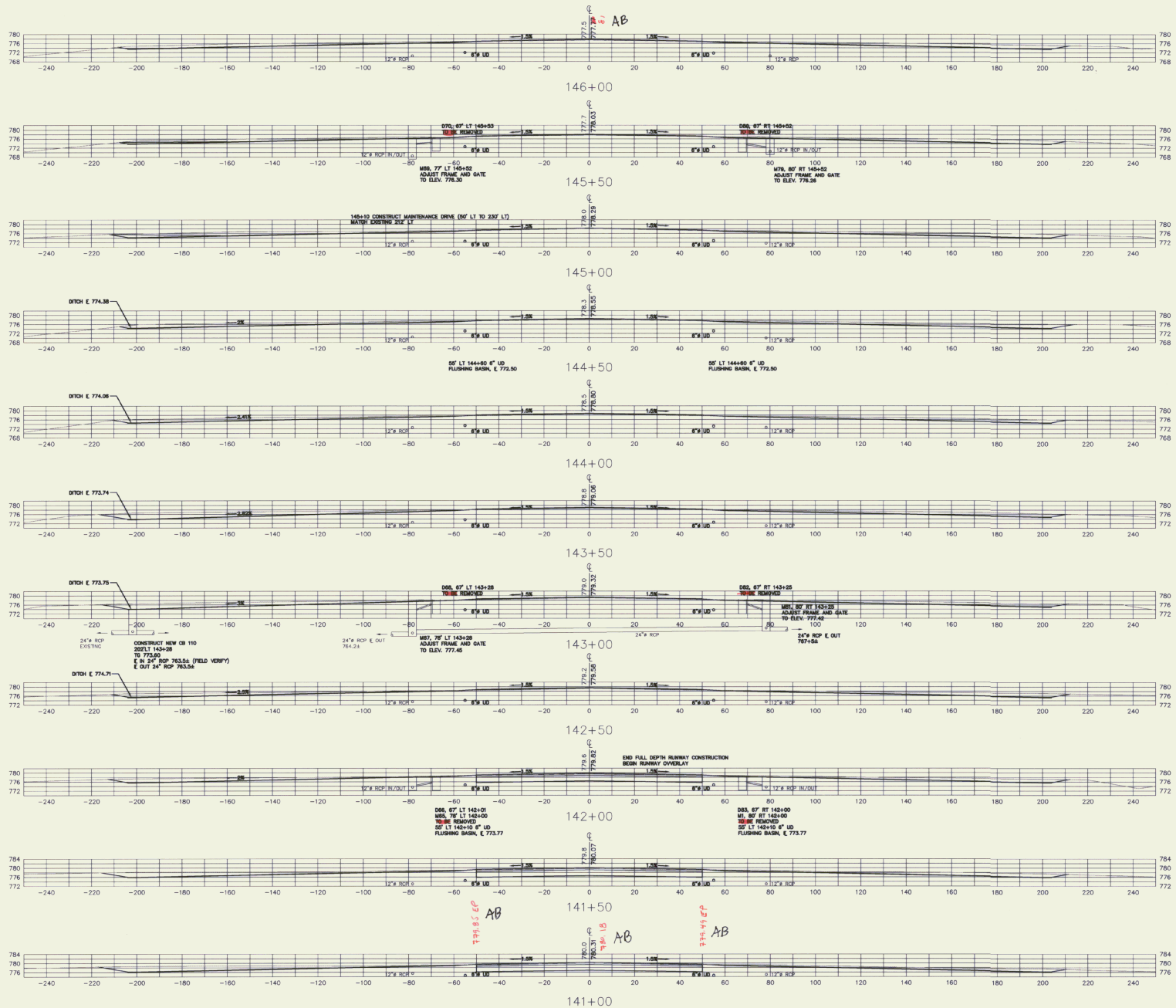
DESIGNED BY:	DATE:
G. D'AMICO	5/7/97
DRAWN BY:	
M. MCALLA	5/7/97
CHECKED BY:	
G. D'AMICO	5/7/97
APPROVED BY:	
M. CHURCHILL	5/7/97

Scale: HOR. - 1" = 20'
VERT. - 1" = 20'

Date: 5/9/97

Sheet 53 Of 57

Sheet No. **53**



DATE	DESCRIPTION	REV.	FILE NO.
1/2/04	AS BUILT		1460113/12-05
			1601230

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

RUNWAY CROSS SECTIONS

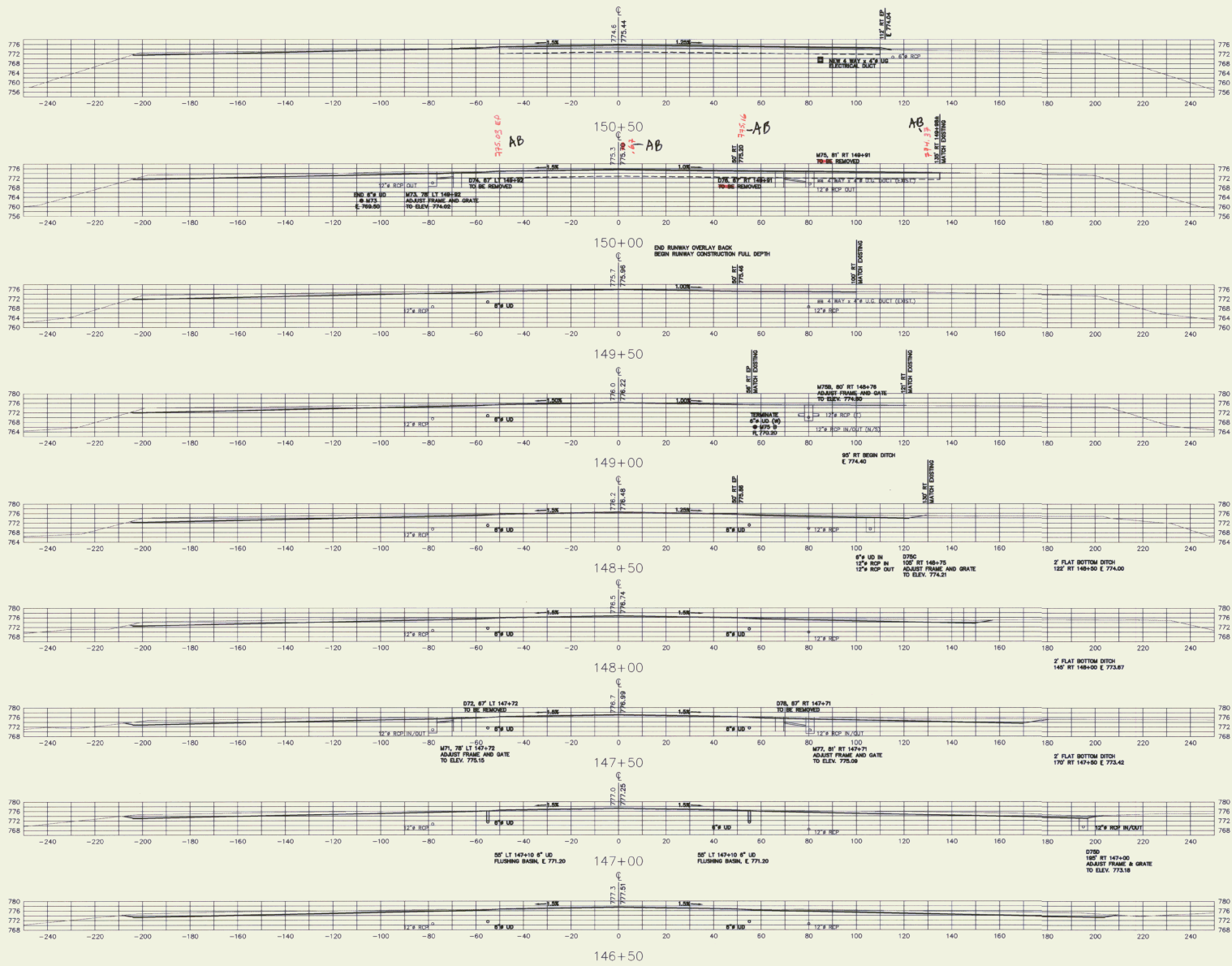
URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by:	Datta
Drawn by:	M. McCalla
Checked by:	G. D'Amico
Approved by:	M. Condon

Scale: HOR. - 1" = 30'
VERT. - 1" = 20'

Date: 5/5/97

Sheet 54 Of 57



	DESCRIPTION	File No. INVED0102-05
REV. DATE	Job No. 14601220	

**RUTLAND STATE AIRPORT
CLARENDON, VERMONT**

RUNWAY CROSS SECTIONS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

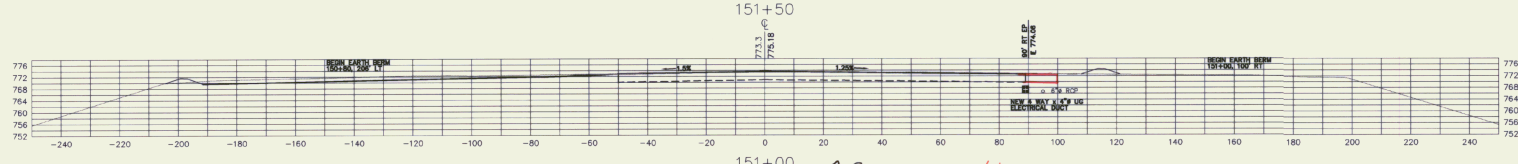
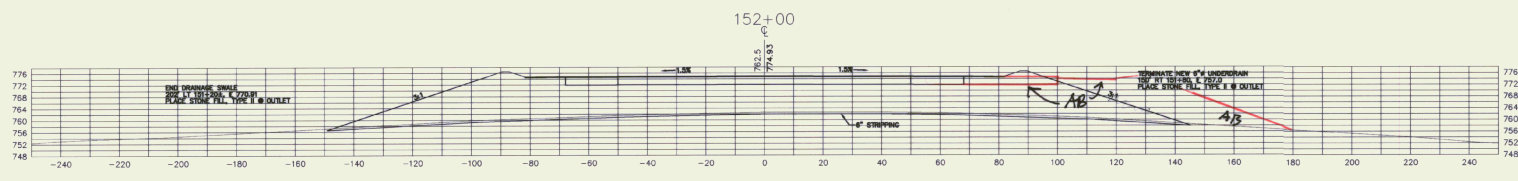
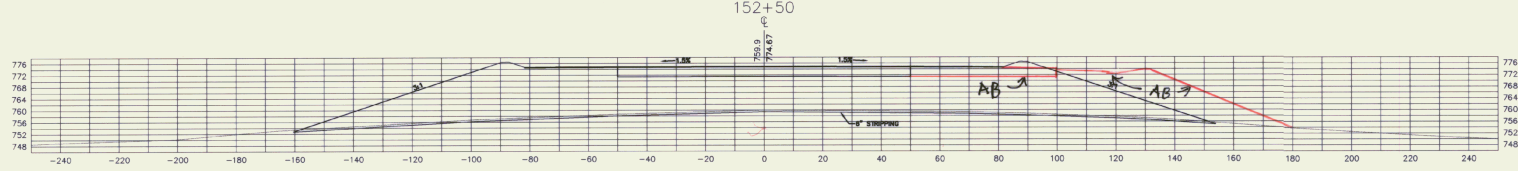
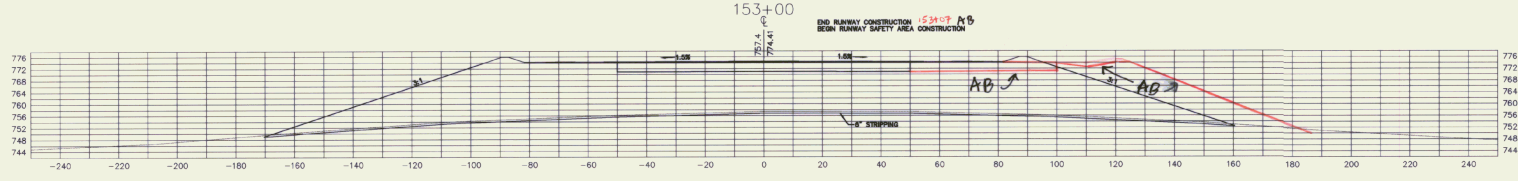
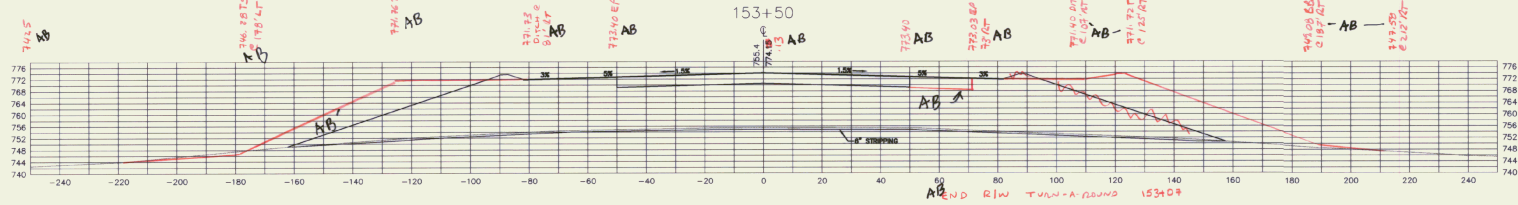
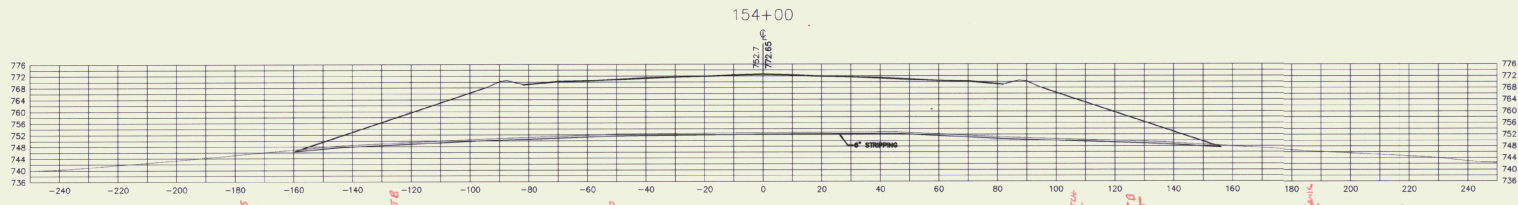
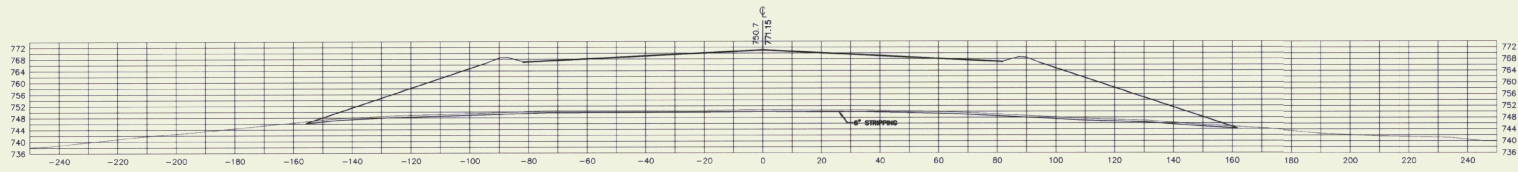
Designed by: D. JACO	Check by: M. MCCALLA
Drawn by: M. MCCALLA	Checked by: D. JACO
Date: 5/5/97	Approved by: M. MCCALLA

Scale: HOR. - 1" = 20'
VERT. - 1" = 20'

Date: 5/5/97

Sheet 55 Of 57

Sheet No



151+00 AB BEGIN 150+70± CONSTRUCTION R/W END TURN APPROX.



REV.	DATE	DESCRIPTION	FILE NO.
1	05/99	AS BUILT	144021312-45
			JOB NO. 440220

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

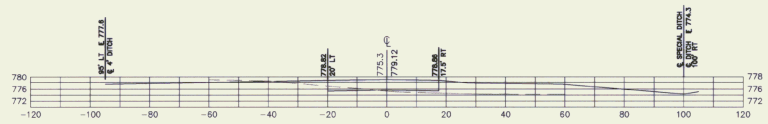
RUNWAY CROSS SECTIONS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

DESIGNED BY:	DATE:
DRAWN BY:	5/9/97
CHECKED BY:	5/9/97
APPROVED BY:	5/9/97
SCALE: HOR - 1" = 20'	
VERT - 1" = 20'	
DATE: 5/5/97	
SHEET 56 OF 57	
SHEET NO. 56	



503+50

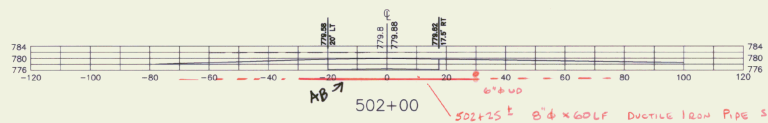


503+00



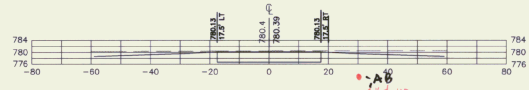
502+50

AB { 4' W x 4' D UG X 45' LT
ELEC. DUCT W/ HANDHOLE EACH END
STA 502+42



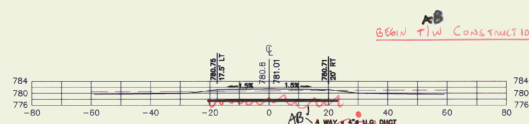
502+00

AB 502+25 to 6' x 4' up
6" x 4" DUCTILE IRON PIPE SLOPE
Pon 3" d PVC SEWER PIPE



501+50

AB 6' x 4' up



501+00

AB 6' x 4' up
F520

BEGAN T.I.W. CONSTRUCTION 501+00



500+50

BEGAN TAXIWAY CONSTRUCTION
MATCH RUNWAY-EP.

AB { SEE R/W X-SECTION
102+100 TO 105+00
50'-100' LT
R/W END THAMARSHS
CO #1



REV.	DATE	DESCRIPTION	FILE NO.
1	5/2/97	AKZ	17012132-005
Job No. 1001200			

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY CROSS SECTIONS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by:	Date:
D. P. MICO	5/2/97
Drawn by:	
M. MICALLA	5/2/97
Checked by:	
D. P. MICO	5/2/97
Approved by:	
M. MICALLA	5/2/97

Scale: HOR. - 1" = 20'
VERT. - 1" = 20'

Date: 5/5/97

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Sheet No.



REV.	DATE	DESCRIPTION	File No.
1	2/11/14	A1: 6.44.1	176014(101-50)
Job No.	16217108		

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

TAXIWAY CROSS SECTIONS

UPS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by: Dots
C. D'AMICO, 2/27/14

Drawn by: M. MULLA, 3/9/14

Checked by: C. D'AMICO, 5/9/17

Approved by: M. MULLA, 5/9/17

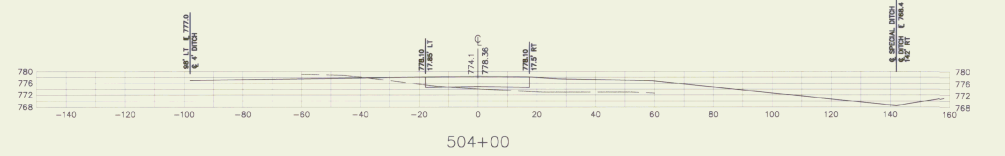
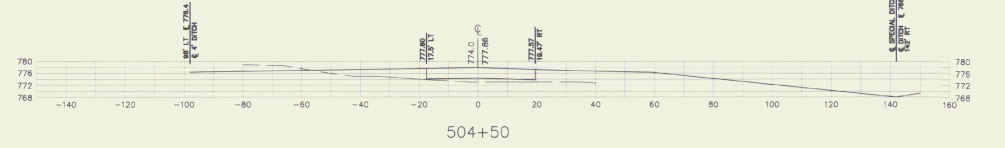
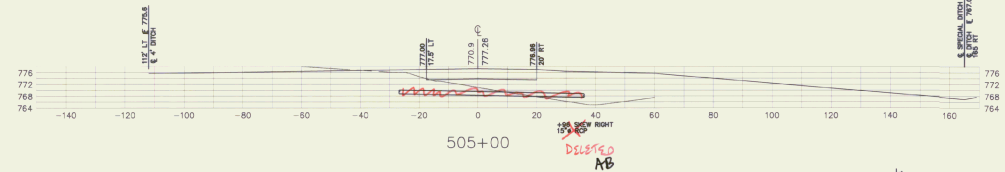
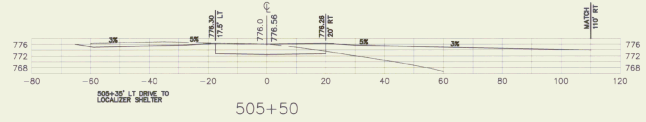
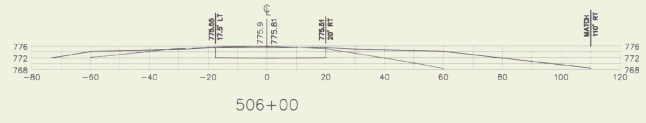
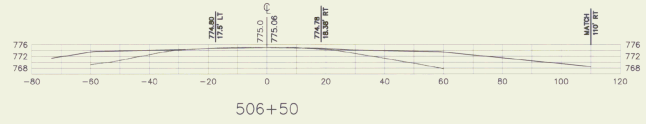
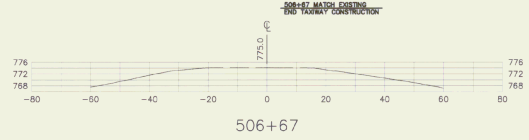
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VERT. - 1" = 20'

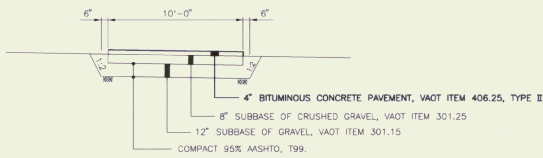
Date: 5/9/17

Sheet 59 Of 59

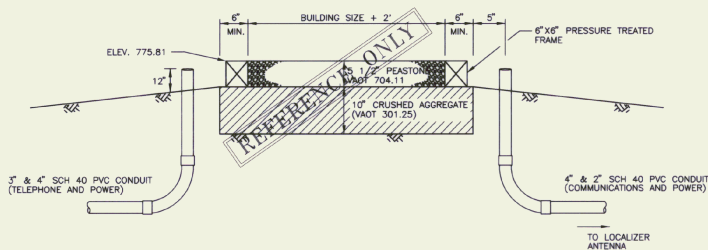
Sheet No.

59

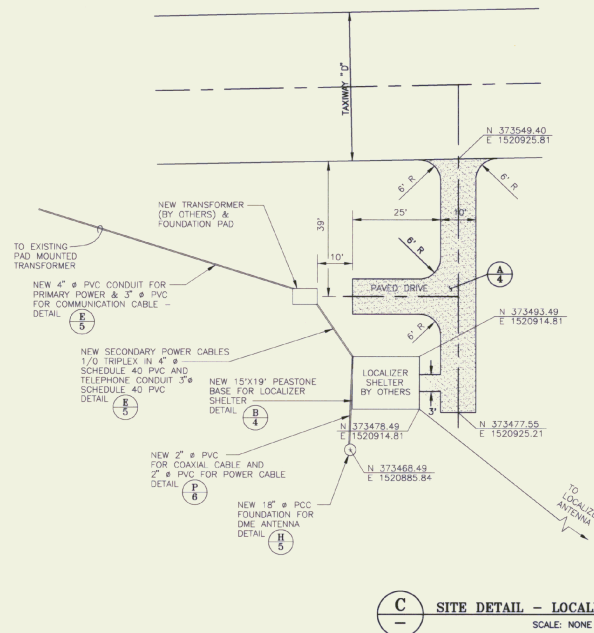




A GRAVEL DRIVE
SCALE: NONE



B LOCALIZER SHELTER FOUNDATION
SCALE: NONE



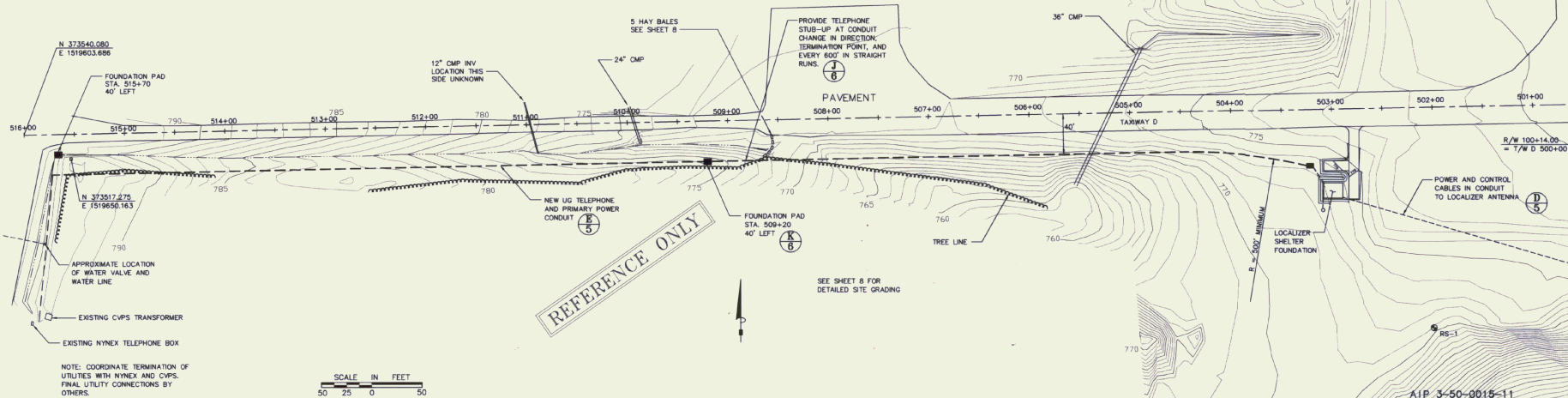
C SITE DETAIL - LOCALIZER SHELTER
SCALE: NONE

NOTES:

- CONTRACTOR TO RELOCATE EXISTING LOCALIZER SHELTER ONTO EXISTING PEASTONE FOUNDATION IN ACCORDANCE WITH SPECIFICATION SECTION L-200.
- CONTRACTOR TO MAKE FINAL ELECTRICAL CONNECTIONS AT TRANSFORMER TO SECONDARY POWER CABLES, FROM SECONDARY POWER CABLES TO THE POWER PANEL INSIDE THE LOCALIZER SHELTER, AND FROM THE POWER PANEL TO THE LOCALIZER ANTENNA ARRAY.
- CONTRACTOR TO MAKE FINAL COMMUNICATIONS (TELEPHONE) CONNECTIONS FROM TELEPHONE CABINET ADJACENT TO LOCALIZER SHELTER TO THE CONTROL INTERFACE BOX MOUNTED ON EXTERIOR OF BUILDING.
- FAA TO MAKE ALL COAXIAL CABLE CONNECTIONS.
- CONTRACTOR TO EXTEND SHELTER DRIVEWAY AS SHOWN ON SHEET 14. CONTRACTOR TO PAVE SHELTER DRIVEWAY.

NOTES:

- SITE PREPARATION: EXCAVATE TOPSOIL TO GOOD BEARING SOIL. COMPACT SUBGRADE, AND CRUSHED AGGREGATE TO 95%, AASHTO 199.
- PEASTONE LAYER TO BE LEVEL.
- SHELTER RELOCATION BY OTHERS.
- SEE DETAIL (C) FOR BUILDING GROUNDING DETAILS.



SCALE IN FEET
50 25 0 25



REV.	DATE	DESCRIPTION
1	10/14/97	As Shown
2	10/14/97	As Shown

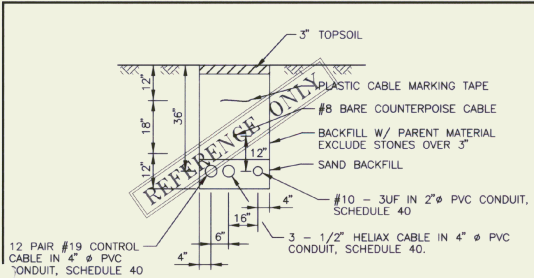
File No. LV40713/08-4
Job No. FA021500

RUTLAND STATE AIRPORT
CLARENDON, VERMONT
LOCALIZER RELOCATION - SITE PLAN

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

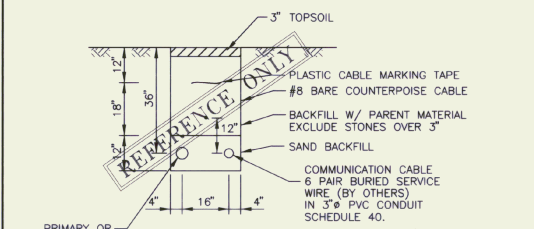
Designed by:	D. M. O'NEILL	5/97
Drawn by:	M. MCALLAN	5/97
Checked by:	D. M. O'NEILL	5/97
Approved by:	M. CARROLL	5/97

Scale: HOR - 1" = 50'
VERT. - NONE
Date: 5/5/97
Sheet 60 of 65
Sheet No. 60



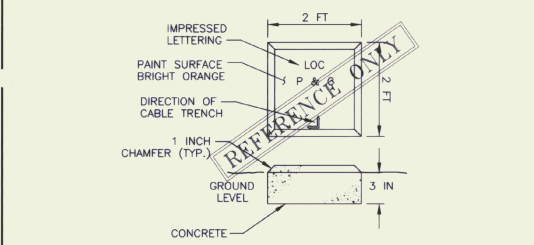
D CONDUIT TRENCH FROM LOCALIZER TO SHELTER

NOTE - PROVIDE 20' CABLE SLACK - EACH END OF ALL CABLES. FOR FUTURE CONNECTION - BY OTHERS. MOUND TOPSOIL SLIGHTLY TO ACCOUNT FOR BACKFILL SETTLEMENT.

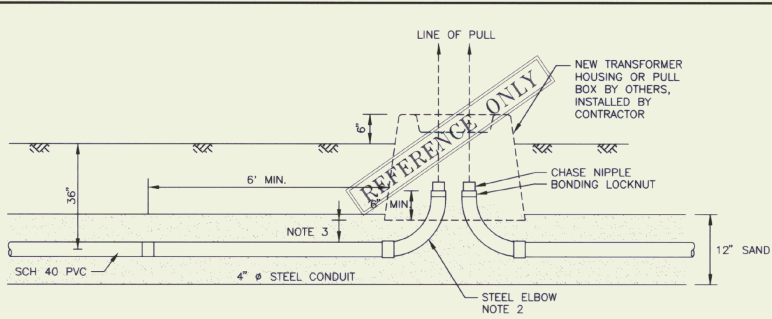


E PRIMARY/SECONDARY CONDUIT TRENCH

NOTE: 1. PRIMARY CABLE FROM EXISTING CVPS TRANSFORMER TO NEW TRANSFORMER INSTALLED BY CVPS
 2. SECONDARY CABLE FROM NEW TRANSFORMER TO LOCALIZER SHELTER TO BE 1/0 TRIPLEX, INSTALLED BY CONTRACTOR.
 3. TERMINATE SECONDARY CABLE & CONDUIT AT GROUND LEVEL AT PROPOSED LOCALIZER SHELTER SITE. LEAVE 20' CABLE SLACK FOR CONNECTION TO DISCONNECT ON SHELTER BY OTHERS.
 4. MOUND TOPSOIL SLIGHTLY TO ACCOUNT FOR BACKFILL SETTLEMENT.

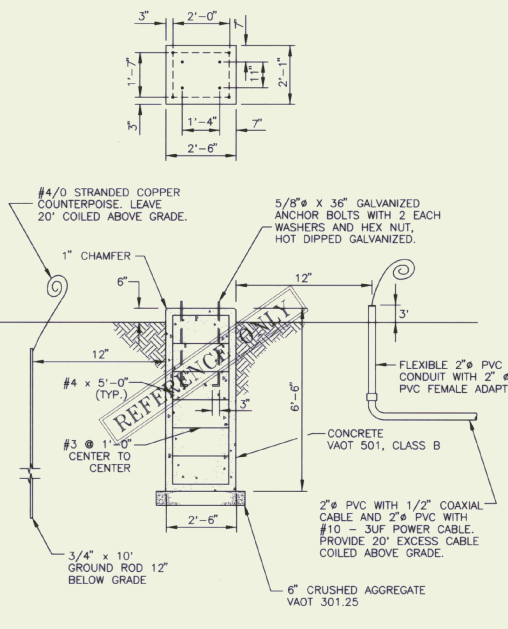


F CABLE MARKER

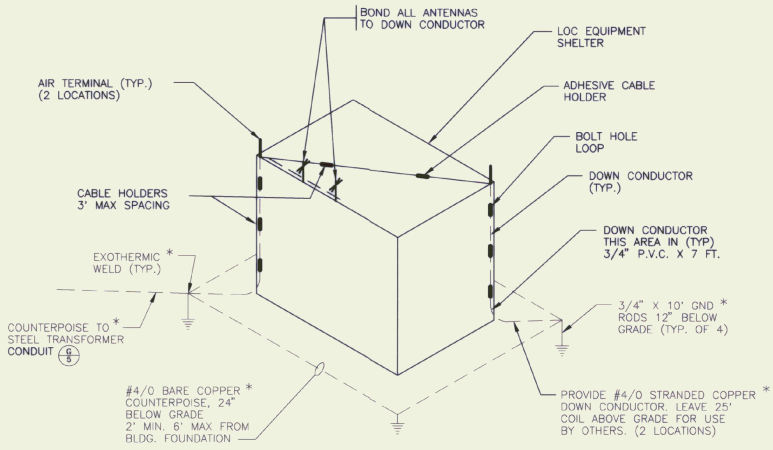


G PULL BOX SECTION

NOTES:
 1. ELBOWS TO BE ALIGNED TO ALLOW STRAIGHT PULL THROUGH BOX PAD OPENING
 2. USE 90° ELBOWS
 3. PROVIDE SUFFICIENT CLEARANCE SO BOX PAD DOES NOT CONTACT ELBOWS
 4. INSTALL PULL WIRE IN CONDUIT (500# MIN RATING)
 5. SEAL CONDUITS WITH APPROVED DUCT SEAL AFTER CABLES INSTALLED
 6. BOND STEEL CONDUIT TO GROUND GRID. SEE DETAIL Ⓡ
 7. PROVIDE DRAINAGE AWAY FROM TRANSFORMER HOUSING
 8. PLACE 3\"/>



H PIER FOUNDATION FOR DME ANTENNA MAST



I LIGHTNING PROTECTION DETAIL

GENERAL NOTES

1. ALL DISTURBED AREAS TO BE REGRADED, TOPSOILS TO BE LIMED, FERTILIZED, & MULCHED.
2. CRUSHED AGGREGATE TO CONFORM TO AASHTO SPECIFICATION 301.25
3. INSTALLATION OF UNDERGROUND CONDUIT AND COMMUNICATIONS CABLES TO CONFORM TO REQUIREMENTS OF THE LOCAL UTILITY (CVPS) & TELEPHONE Co. (NYNEX).

File No. 17401213.00-A

Job No. 17401213.00

DATE: 5/5/97

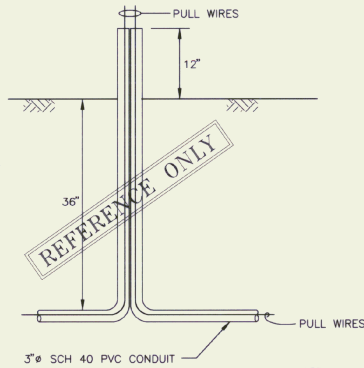
DESCRIPTION: LOCALIZER SITE DETAILS

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

LOCALIZER SITE DETAILS

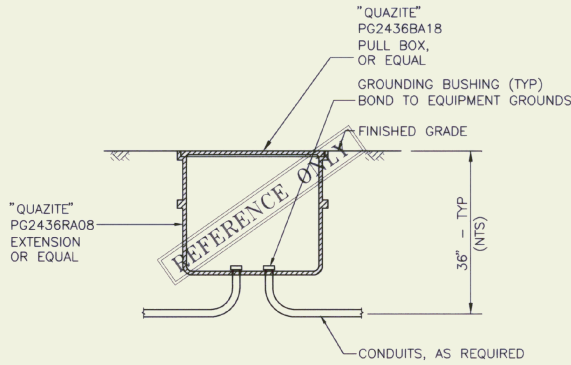
URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by: D. J. McCall, 5/97	* INDICATES BY OTHERS.
Drawn by: M. McCall, 5/97	
Checked by: D. J. McCall, 5/97	
Approved by: M. Condon, 5/5/97	
Scale: HOR. - NONE VERT. - NONE	
Date: 5/5/97	
Sheet 01 OF 05	
Sheet No	



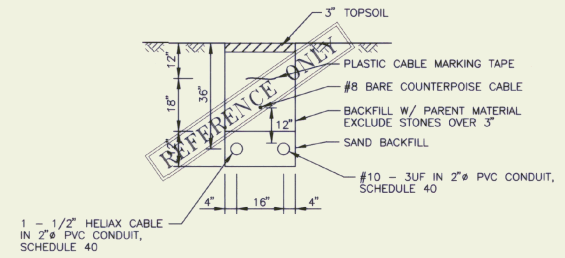
J TELEPHONE STUB-UP
SCALE: NONE

NOTE:
SEAL CONDUIT WITH APPROVED
DUCT SEAL AFTER PULL WIRES
ARE INSTALLED.

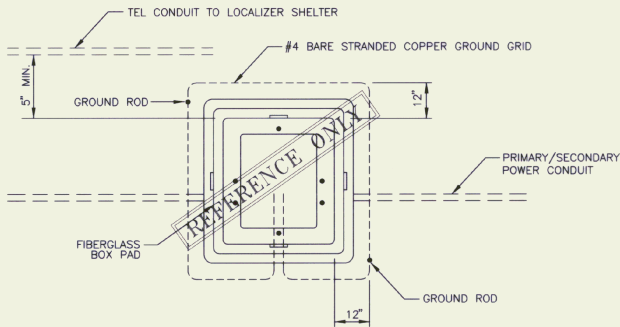


**O POWER & COMMUNICATION
HANDHOLE DETAIL**
SCALE: 1"=1'-0"

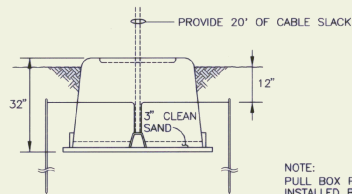
NOTE:
PROVIDE LOOPS IN HANDHOLES WHERE
NO SPLICES OCCUR. TERMINATE SPARE
COAXIAL CABLE IN HANDHOLE WITH 10
FEET OF EXTRA CABLE COILED AND TAPED.



P CONDUIT TRENCH FROM DME TO SHELTER
SCALE: NONE



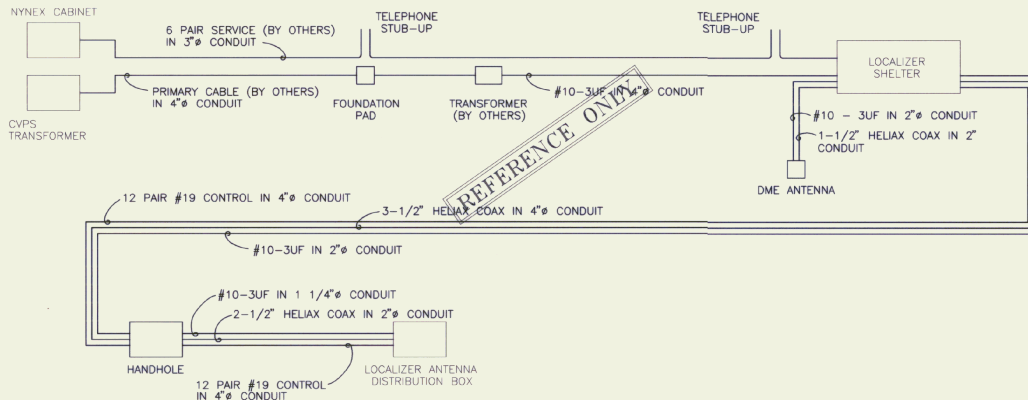
PLAN



ELEVATION

K PULL BOX DETAILS
SCALE: NONE

NOTE:
PULL BOX PROVIDED BY CVPS,
INSTALLED BY CONTRACTOR. ALL
GROUNDING WORK PROVIDED BY
CONTRACTOR. PROVIDED 5' MIN.
HORIZONTAL CLEARANCE BETWEEN
PULL BOX AND NEW TELEPHONE
CONDUIT ADJACENT TO PULL BOX.



Q WIRING DIAGRAM
SCALE: NONE



FILE NO. 1140013120-4
DESCRIPTION
REV. DATE
Job No. 140012100

RUTLAND STATE AIRPORT
CLARENDON, VERMONT
LOCALIZER SITE DETAILS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

Designed by: G D'AMICO	Date: 2/97
Drawn by: M MCALLA	3/97
Checked by: G D'AMICO	5/97
Approved by: M CHURCHILL	5/97
Scale: HOR. - NONE	VERT. - NONE
Date: 5/5/97	
Sheet 62 Of 65	
Sheet No	



FILE NO.	17402/00784
DESCRIPTION	
REV.	DATE
1	5/7/97
2	5/7/97
3	5/7/97
4	5/7/97
5	5/7/97
6	5/7/97
7	5/7/97
8	5/7/97
9	5/7/97
10	5/7/97

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

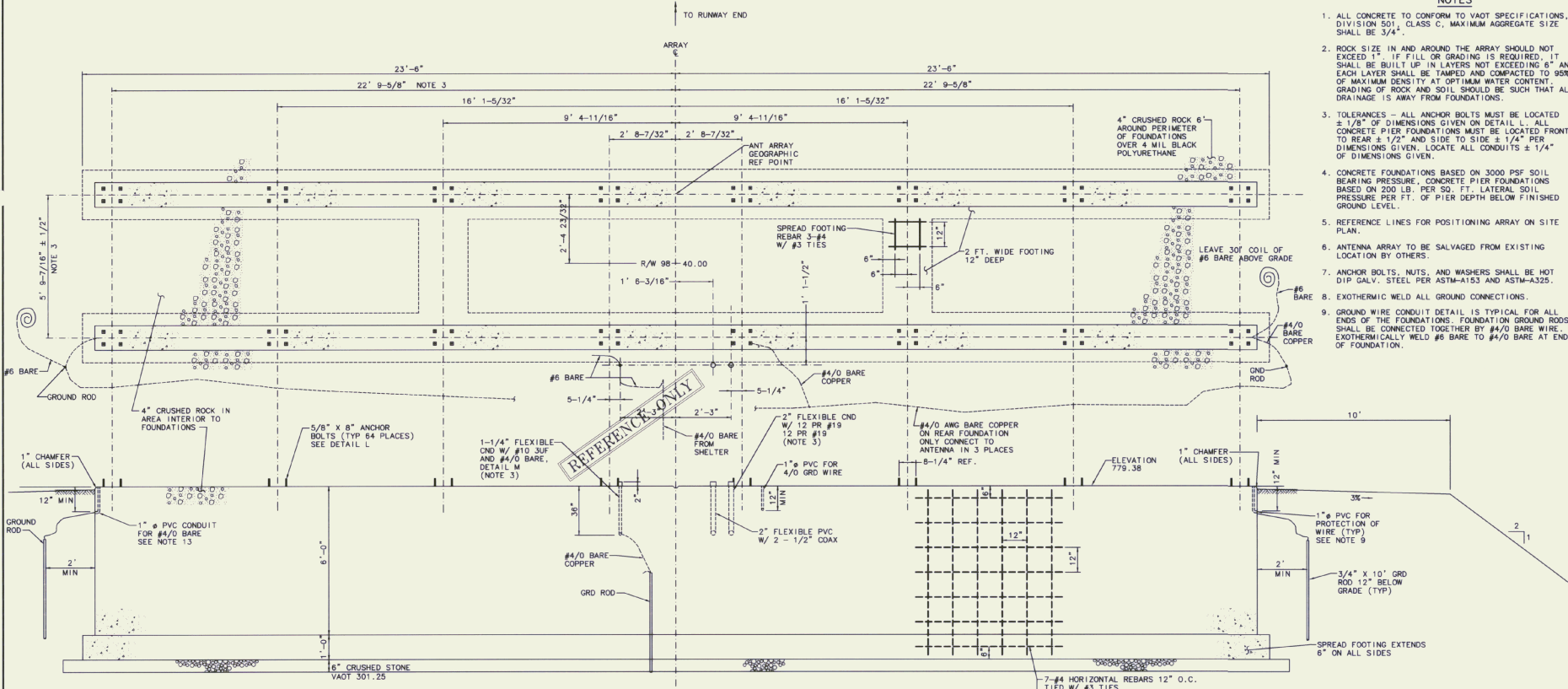
LOCALIZER FOUNDATION DETAILS

URS Greiner, Inc.
3 MARCUS BOULEVARD
ALBANY, NEW YORK

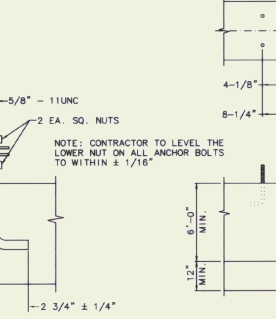
Designed by:	Don
Checked by:	M. McCalla
Drawn by:	C. O'Neil
Approved by:	M. Churchill
Scale:	HOR. NONE VERT. NONE
Date:	5/7/97
Sheet	63 OF 65
Sheet No.	63

NOTES

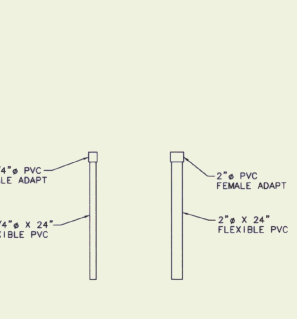
- ALL CONCRETE TO CONFORM TO VAOT SPECIFICATIONS, DIVISION 501, CLASS C, MAXIMUM AGGREGATE SIZE SHALL BE 3/4".
- ROCK SIZE IN AND AROUND THE ARRAY SHOULD NOT EXCEED 1" IF FILL OR GRADING IS REQUIRED, IT SHALL BE BUILT UP IN LAYERS NOT EXCEEDING 6" AND EACH LAYER SHALL BE TAMPED AND COMPACTED TO 95% OF MAXIMUM DENSITY AT OPTIMUM WATER CONTENT. GRADING OF ROCK AND SOIL SHOULD BE SUCH THAT ALL DRAINAGE IS AWAY FROM FOUNDATIONS.
- TOLERANCES - ALL ANCHOR BOLTS MUST BE LOCATED $\pm 1/8"$ OF DIMENSIONS GIVEN ON DETAIL L. ALL CONCRETE PIER FOUNDATIONS MUST BE LOCATED FRONT TO REAR $\pm 1/2"$ AND SIDE TO SIDE $\pm 1/4"$ PER DIMENSIONS GIVEN, LOCATE ALL CONDUITS $\pm 1/4"$ OF DIMENSIONS GIVEN.
- CONCRETE FOUNDATIONS BASED ON 3000 PSF SOIL BEARING PRESSURE. CONCRETE PIER FOUNDATIONS BASED ON 200 LB. PER SQ. FT. LATERAL SOIL PRESSURE PER FT. OF PIER DEPTH BELOW FINISHED GROUND LEVEL.
- REFERENCE LINES FOR POSITIONING ARRAY ON SITE PLAN.
- ANTENNA ARRAY TO BE SALVAGED FROM EXISTING LOCATION BY OTHERS.
- ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE HOT DIP GALV. STEEL PER ASTM-A153 AND ASTM-A325.
- EXOTHERMIC WELD ALL GROUND CONNECTIONS.
- GROUND WIRE CONDUIT DETAIL IS TYPICAL FOR ALL ENDS OF THE FOUNDATIONS. FOUNDATION GROUND RODS SHALL BE CONNECTED TOGETHER BY #4/0 BARE WIRE. EXOTHERMICALLY WELD #6 BARE TO #4/0 BARE AT END OF FOUNDATION.



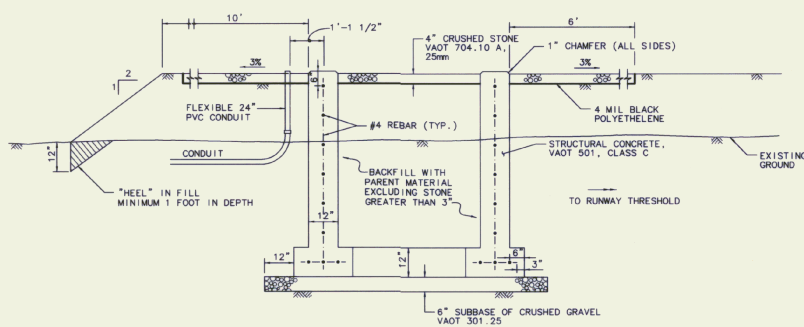
LOCALIZER FOUNDATION PLAN AND LONGITUDINAL SECTION
SCALE: 1" = 2"



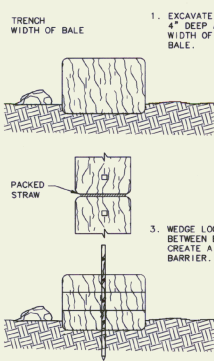
L TYPICAL ANCHOR BOLT (NOTE 7)
SCALE: NONE



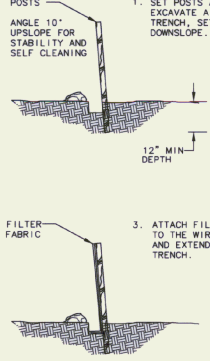
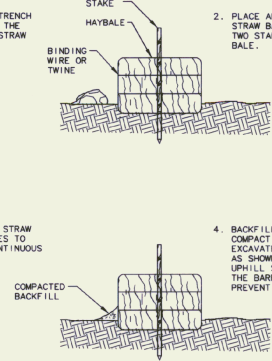
M DIST. UNIT CONDUIT DETAILS
SCALE: NONE
NOTE: PROVIDE EXPANSION COUPLING ON ABOVE GRADE CONDUITS.



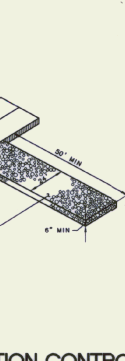
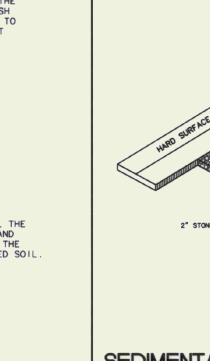
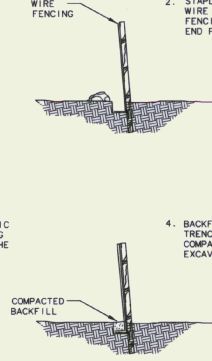
N LOCALIZER FOUNDATION TRANSVERSE SECTION
SCALE: 1" = 2"



SEDIMENTATION BARRIER - HAYBALE



SEDIMENTATION BARRIER - SILT FENCE



SEDIMENTATION CONTROL CONSTRUCTION ENTRANCE

SITE DATA
 PROJECT DESCRIPTION:
 AIRPORT DEVELOPMENT TO INCLUDE EARTHWORK, STORM DRAINAGE, AND UTILITIES.
 TOTAL SITE AREA:
 AREA WITHIN LIMITS OF WORK APPROXIMATELY 1 ACRE.
 EXISTING SOIL TYPES:
 - BROWN SILTY SAND WITH TRACES OF GRAVEL.
 - APPROXIMATELY 3' OF TOPSOIL.
 - INFORMATION OBTAINED FROM BORINGS DRILLED BY GREEN MOUNTAIN BORINGS DURING NOVEMBER 1996.
 SCHEDULE:
 CONSTRUCTION TO COMMENCE JUNE 1997, AND TO BE COMPLETED AUGUST, 1997, WITH THE IMPLEMENTATION OF EROSION CONTROL MEASURES TO BE THE FIRST PHASES OF ACTIVITY AND TO CONTINUE THROUGHOUT PROGRESS OF PROJECT.
 RECEIVING WATERS:
 MILL RIVER, OTTERCREEK.



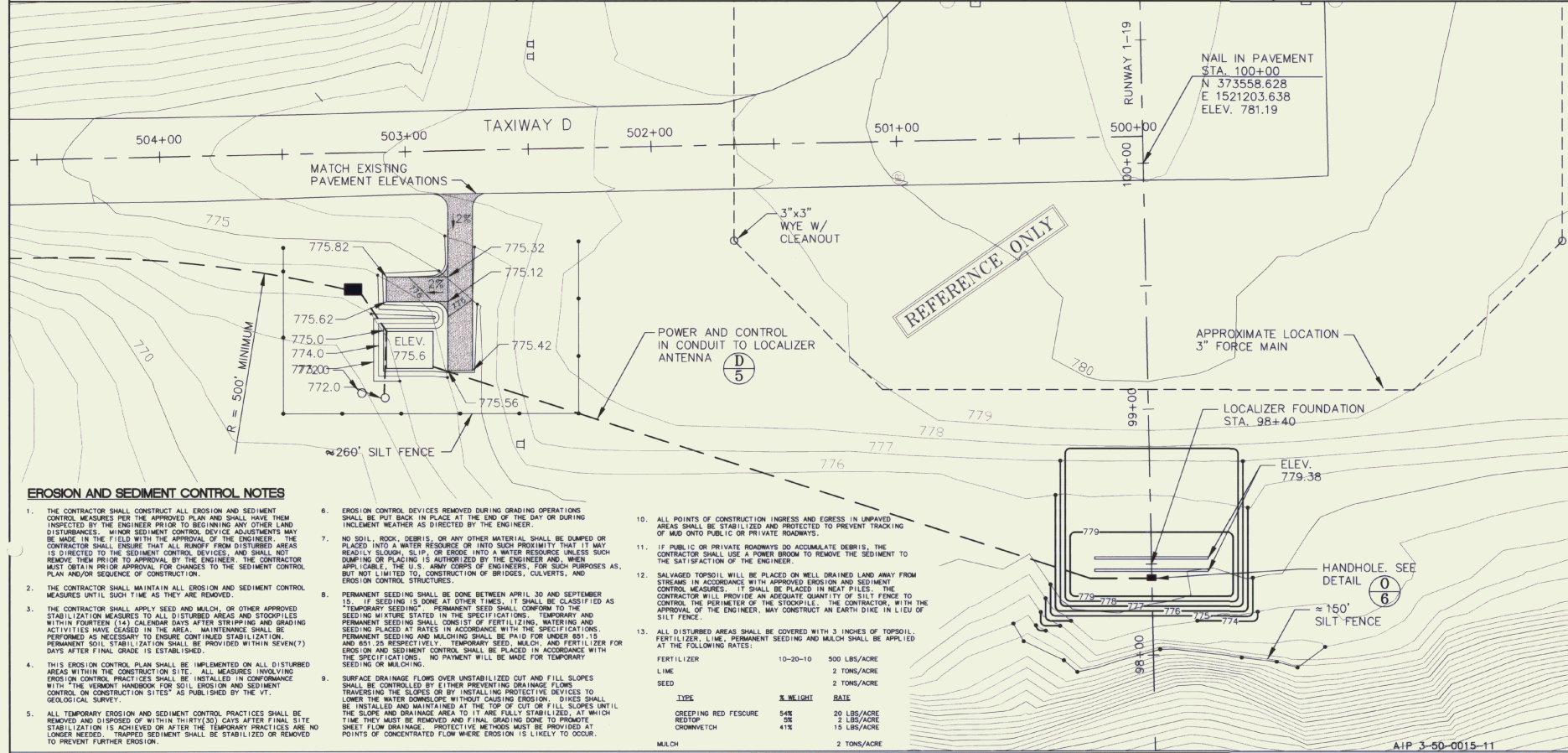
FILE NO. 11/04031001-4
 JOB NO. F402100
 REV. DATE DESCRIPTION
 1 12/11/97 AB
 2 12/11/97 AB

RUTLAND STATE AIRPORT
 CLARENDON, VERMONT
 SEDIMENTATION / EROSION CONTROL DETAILS

URS Greiner, Inc.
 3 MARCUS BOULEVARD
 ALBANY, NEW YORK

Checked by: D. J. P. 5/7/97
 Drawn by: M. McCalla 1/97
 Checked by: D. J. P. 5/7/97
 Approved by: M. Chinnell 5/7/97
 Scale: HOR - NONE
 VERT - NONE
 Date: 5/9/97
 Sheet 64 Of 85

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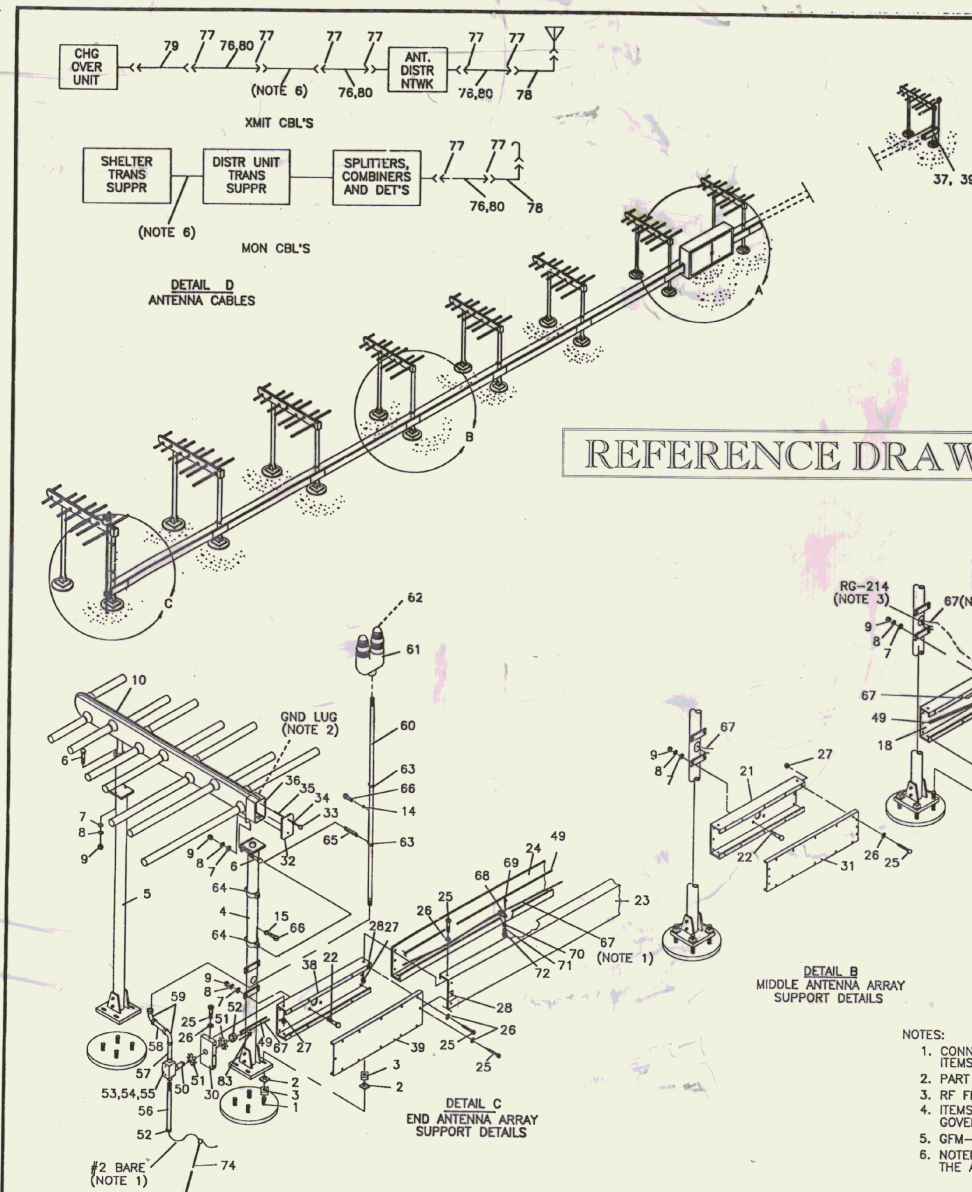


EROSION AND SEDIMENT CONTROL NOTES

- THE CONTRACTOR SHALL CONSTRUCT ALL EROSION AND SEDIMENT CONTROL MEASURES PER THE APPROVED PLAN AND SHALL HAVE THEM INSPECTED BY THE ENGINEER PRIOR TO BEGINNING ANY OTHER LAND DISTURBANCES. MINOR SEDIMENT CONTROL DEVICE ADJUSTMENTS MAY BE MADE IN THE FIELD WITH THE APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL ENSURE THAT ALL RUNOFF FROM DISTURBED AREAS IS DIRECTED TO THE SEDIMENT CONTROL DEVICES AND SHALL NOT REMOVE THEM PRIOR TO APPROVAL BY THE ENGINEER. THE CONTRACTOR MUST OBTAIN PRIOR APPROVAL FOR CHANGES TO THE SEDIMENT CONTROL PLAN AND/OR SEQUENCE OF CONSTRUCTION.
- THE CONTRACTOR SHALL MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES UNTIL SUCH TIME AS THEY ARE REMOVED.
- THE CONTRACTOR SHALL APPLY SEED AND MULCH, OR OTHER APPROVED STABILIZATION MEASURES TO ALL DISTURBED AREAS AND STOCKPILES WITHIN FOURTEEN (14) CALENDAR DAYS AFTER STRIPPING AND GRADING ACTIVITIES HAVE CEASED IN THE AREA. MAINTENANCE SHALL BE PERFORMED AS NECESSARY TO ENSURE CONTINUED STABILIZATION. PERMANENT SOIL STABILIZATION SHALL BE PROVIDED WITHIN SEVEN (7) DAYS AFTER FINAL GRADE IS ESTABLISHED.
- THIS EROSION CONTROL PLAN SHALL BE IMPLEMENTED ON ALL DISTURBED AREAS WITHIN THE CONSTRUCTION SITE. ALL MEASURES INVOLVING EROSION CONTROL PRACTICES SHALL BE INSTALLED IN CONFORMANCE WITH THE VERMONT HANDBOOK FOR SOIL EROSION AND SEDIMENT CONTROL ON CONSTRUCTION SITES AS PUBLISHED BY THE VT. GEOLOGICAL SURVEY.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE REMOVED AND DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY PRACTICES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE STABILIZED OR REMOVED TO PREVENT FURTHER EROSION.
- EROSION CONTROL DEVICES REMOVED DURING GRADING OPERATIONS SHALL BE PUT BACK IN PLACE AT THE END OF THE DAY OR DURING INCLEMENT WEATHER AS DIRECTED BY THE ENGINEER.
- NO SOIL, ROCK, DEBRIS, OR ANY OTHER MATERIAL SHALL BE DUMPED OR PLACED INTO A WATER RESOURCE OR INTO SUCH PROXIMITY THAT IT MAY RESULT IN A SLURRY, SLOSH, OR GROGE INTO A WATER RESOURCE UNLESS SUCH DUMPING OR PLACING IS AUTHORIZED BY THE ENGINEER AND, WHEN APPLICABLE, THE U.S. ARMY CORPS OF ENGINEERS FOR SUCH PURPOSES AS, BUT NOT LIMITED TO, CONSTRUCTION OF BRIDGES, CULVERTS, AND EROSION CONTROL STRUCTURES.
- PERMANENT SEEDING SHALL BE DONE BETWEEN APRIL 30 AND SEPTEMBER 15. IF SEEDING IS DONE AT OTHER TIMES, IT SHALL BE CLASSIFIED AS TEMPORARY SEEDING. PERMANENT SEED SHALL CONFORM TO THE SEEDING MIXTURE STATED IN THE SPECIFICATIONS. TEMPORARY AND PERMANENT SEEDING SHALL CONSIST OF FERTILIZING, WATERING AND SEEDING PLACED AT RATES IN ACCORDANCE WITH THE SPECIFICATIONS. PERMANENT SEEDING AND MULCHING SHALL BE PAID FOR UNDER §§ 15 AND §§ 23 RESPECTIVELY. TEMPORARY SEED, MULCH, AND FERTILIZER FOR EROSION AND SEDIMENT CONTROL SHALL BE PLACED IN ACCORDANCE WITH THE SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR TEMPORARY SEEDING OR MULCHING.
- SURFACE DRAINAGE FLOWS OVER UNSTABILIZED CUT AND FILL SLOPES SHALL BE CONTROLLED BY EITHER PREVENTING DRAINAGE FLOWS TRAVERSING THE SLOPES OR BY INSTALLING PROTECTIVE DEVICES TO LOWER THE WATER DOWNSLOPE WITHOUT CAUSING EROSION. DICES SHALL BE INSTALLED AND MAINTAINED AT THE TOP OF CUT OR FILL SLOPES UNTIL THE SLOPE AND DRAINAGE AREA TO IT ARE FULLY STABILIZED, AT WHICH TIME THEY MUST BE REMOVED AND FINAL GRADING DONE TO PROMOTE SHEET FLOW DRAINAGE. PROTECTIVE METHODS MUST BE PROVIDED AT POINTS OF CONCENTRATED FLOW WHERE EROSION IS LIKELY TO OCCUR.
- ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS IN UNPAVED AREAS SHALL BE STABILIZED AND PROTECTED TO PREVENT TRACKING OF MUD ONTO PUBLIC OR PRIVATE ROADWAYS.
- IF PUBLIC OR PRIVATE ROADWAYS DO ACCUMULATE DEBRIS, THE CONTRACTOR SHALL USE A POWER BROOM TO REMOVE THE SEDIMENT TO THE SATISFACTION OF THE ENGINEER.
- SALVAGED TOPSOIL WILL BE PLACED ON WELL DRAINED LAND AWAY FROM STREAMS IN ACCORDANCE WITH APPROVED EROSION AND SEDIMENT CONTROL MEASURES. IT SHALL BE PLACED IN NEAT PILES. THE CONTRACTOR WILL PROVIDE AN ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE. THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER, MAY CONSTRUCT AN EARTH DIKE IN LIEU OF SILT FENCE.
- ALL DISTURBED AREAS SHALL BE COVERED WITH 3 INCHES OF TOPSOIL. FERTILIZER, LIME, PERMANENT SEEDING AND MULCH SHALL BE APPLIED AT THE FOLLOWING RATES:

FERTILIZER	10-20-10	500 LBS/ACRE
FERTILIZER		2 TONS/ACRE
LIME		2 TONS/ACRE
SEED		2 TONS/ACRE

TYPE	% WEIGHT	RATE
CREEPING RED FESCUE	54%	20 LBS/ACRE
REDTOP	3%	2 LBS/ACRE
CROWNWETCH	41%	15 LBS/ACRE
- MULCH
 2 TONS/ACRE |



REFERENCE DRAWING

71	12	WASHER, LOCK #10	926001-0081
72	12	NUT, HEX #10-32	930001-0304
73	16	CONN, SPLIT BOLT (KS17)	229911-0004
74	3	GND ROD 3/4" X 10"	*
75	1	EL. SWEEP 1-1/4" PVC 90°	*
76	1	CABLE, RF 1/4" HELIAX 1700' L	111588-1700
77	70	CONN, RF TYPE N MALE	230161-0001
78	28	CONN, RF ADPTR TYPE N RT ANGLE	875004-0001
79	4	CONN, RF ADPTR STR TNC M-NFE	228913-0001
80	1	KIT, IDENT CBL SLEEVE	069200-0001
81	24	BOLT, HEX NYLON 1/4"-20 X 1" L (NOTE 6)	502644-0053
82	24	NUT, HEX NYLON 1/4"-20 (NOTE 6)	300658-0007
83	2	CONN, SPLIT BOLT (KS23)	229911-0012
ITEM	QTY	DESCRIPTION	WPN

PARTS LIST

70	12	WASHER, FLAT #10	925000-0808
69	12	SCREW, MACH. #10-32 X 1/2"	916012-0272
88	12	LUG, GND SOLDERLESS	025478-0001
67	250	WIRE, #8 BARE	110041-0001
66	8	SCREW, MACH. 1/4"-20 X 1/2"	915016-0079
65	4	SPACER, HEX TAPPED, 2-1/2" L	270706-6677
64	4	HANGER, CND 2-1/2"	033786-0008
63	4	HANGER, CND 3/4"	033786-0002
62	4	BULB, LIGHT	035623-0000
61	2	LIGHT, OBS	035707-0001
59	4	CND, 3/4" X 48" L	033671-0001
58	2	NIPPLE, CND 3/4" X 10" L	033754-0002
57	2	NIPPLE, CND 3/4" X 3" L	033586-0005
56	2	CND, 3/4" X 30" L	033671-0004
55	2	GASKET, COVER	033728-0003
54	2	COVER, UNILET	033586-0001
53	2	UNILET, 1" 3/4"	033586-0001
52	2	BUSHING, INSULATED 3/4"	033516-0000
51	4	NUT, LOCK 3/4"	033514-0000
50	4	NIPPLE, CND 3/4" X 5" L	033586-0006
49	200'	CABLE, POWER, #12-2 UF	111456-0002
48	1	BUSHING, INSULATED 1-1/4"	*
47	1	LOCK NUT, CND 1-1/4"	*
46	1	ADAPTER, PVC MALE 1-1/4"	*
45	1	CND, PVC RIGID 1-1/4" X 24"	*
44	2	BUSHING, INSULATED 3"	*
43	2	LOCKNUT, CND 3"	*
42	2	ADAPTER, PVC MALE 3"	*
41	2	CND, PVC RIGID 3" X 24"	*
40	2	EL. SWEEP 3" PVC 90°	*
39	2	COVER, ADAPTER RACEWAY END	489114-0001
38	1	RACEWAY, CABLE ADAPTER END (RT)	282219-0001
37	1	RACEWAY, CABLE ADAPTER END (LT)	282219-0002
36	14	GASKET, CHAN WEATHERCAP (NOTE 2)	265047-0001
35	28	NUT, HEX 1/4"-20 (NOTE 2)	930026-0003
34	28	WASHER, FLAT 1/4" (NOTE 2)	925000-0810
33	28	BOLT, HEX 1/4"-20 X 4-1/4" (NOTE 2)	919070-0024
32	14	CAP, WEATHER SHIELD (NOTE 2)	265048-0001
31	10	COVER, WRAPPER RACEWAY (CTR)	489043-0001
30	2	CAP, END RACEWAY	281621-0001
29	2	COVER, ADAPTER RACEWAY (DU)	489113-0001
28	164	NUT, SPEED #8-32	100999-0001
27	130	NUT, SELF-LOCKING #8-32	100482-0008
26	310	WASHER, FLAT #8	925000-0807
25	310	SCREW, MACH. #8-32 X 1/2" PHPHMS	915014-0045
24	12	RACEWAY, CABLE SECT BOT 94" L	282218-0001
23	12	RACEWAY, CABLE SECT TOP 94" L	282217-0001
22	56	BOLT, HEX 5/16"-18 X 1"	919063-0030
21	10	RACEWAY, CABLE WRAPPER (CTR) 26"	282173-0001
20	2	GASKET, RACEWAY ADAPTER (DU)	265050-0001
19	1	RACEWAY, CABLE ADAPTER (LT)	282220-0002
18	1	RACEWAY, CABLE ADAPTER (RT)	282220-0001
17	1	UNIT, DISTR ASSY	120355-0001
16	12	NUT, HEX 1/4"-20	930000-2254
15	12	WASHER, LOCK 1/4"	926001-0082
14	16	WASHER, FLAT 1/4"	925001-0007
13	4	BOLT, HEX 1/4"-20 X 3/4"	919065-0005
12	1	BRACKET, MTG DISTR UNIT, LEFT	093431-0002
11	1	BRACKET, MTG DISTR UNIT, RIGHT	093431-0001
10	14	ELEMENT, ANT.	447837-0100
9	112	NUT, HEX 5/16"-18	930000-2314
8	112	WASHER, LOCK 5/16"	926001-0008
7	112	WASHER, FLAT 5/16"	925001-0008
6	56	BOLT, HEX 5/16"-18 X 1-1/2"	919063-0032
5	14	SUPPORT ASSY, FRONT	119007-0001
4	14	SUPPORT ASSY, REAR	119006-0001
3	224	NUT, SQ GALV 5/8"-11	*
2	224	WASHER, FLAT, SQ GALV 5/8"	*
1	112	BOLT, ANCHOR GALV 5/8"-11 X 12"	*

PARTS LIST

- NOTES:
1. CONNECTIONS TO ITEM 67 AND #2 BARE ARE MADE WITH ITEMS 73 AND 83, RESPECTIVELY, INSIDE CABLE TROUGH.
 2. PART OF LOC. ANT. ELEMENT AND IS FACTORY ASSEMBLED.
 3. RF FEED & MONITOR CABLES TO ANT. VIA REAR ANT. MAST.
 4. ITEMS MARKED WITH AN ASTERISK (*) ARE FURNISHED BY GOVERNMENT CIVIL CONTRACTOR.
 5. GFM-GOVERNMENT FURNISHED MATERIAL.
 6. NOTED ITEMS ARE TO BE USED AS SPARE HARDWARE FOR THE ANTENNA RADOME ASSEMBLIES.

DATE	DESCRIPTION	CHECKED	APPROVED
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON, D.C. 20590			
INSTRUMENT LANDING SYSTEM CAPTURE EFFECT LOCALIZER ANTENNA ARRAY INSTALLATION DETAILS TYPE NO. FA-10582			
SHEET 65			
DESIGNED BY	ISSUED BY	DATE: 7-1-94	
DRAWN BY	AIRWAY FACILITIES SERVICE	REV. 112	
CHECKED BY		D-6288-18	