

REV.	DATE	DESCRIPTION

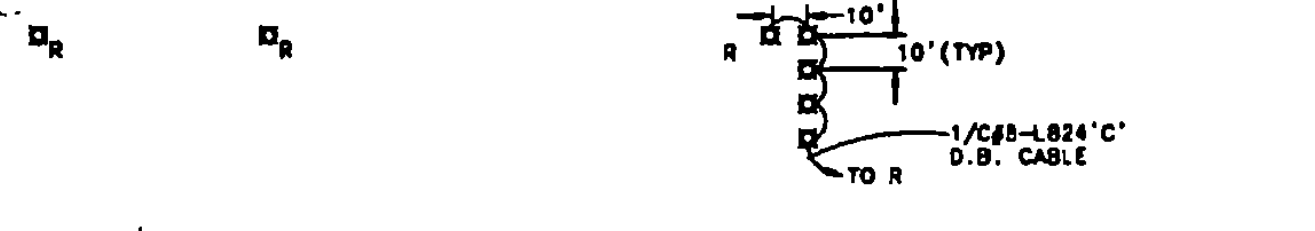
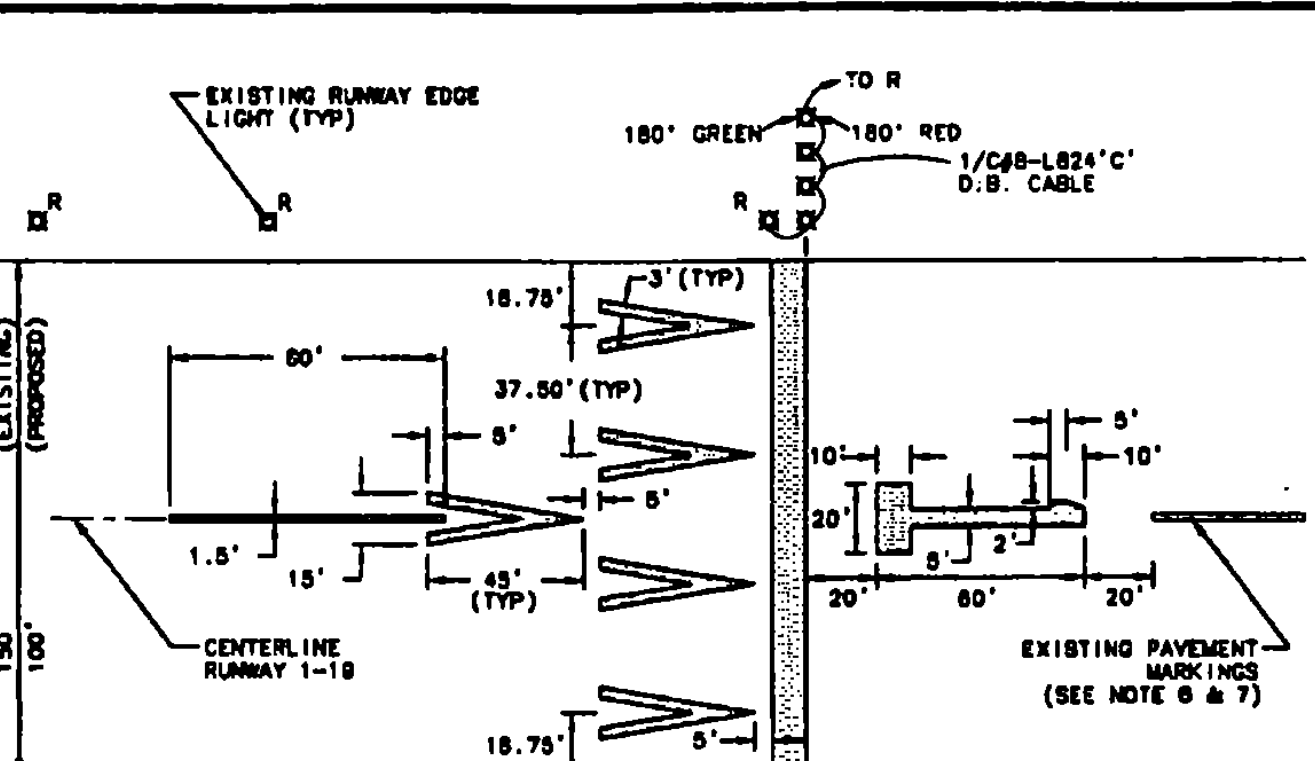
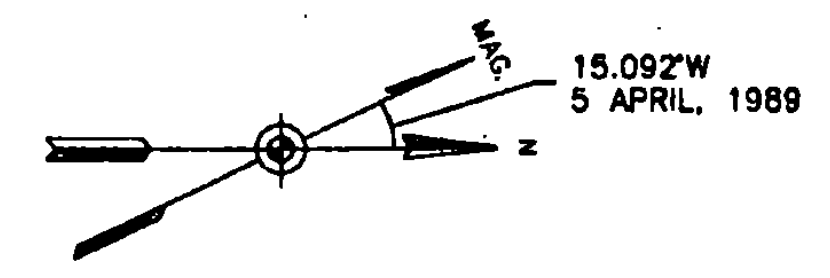
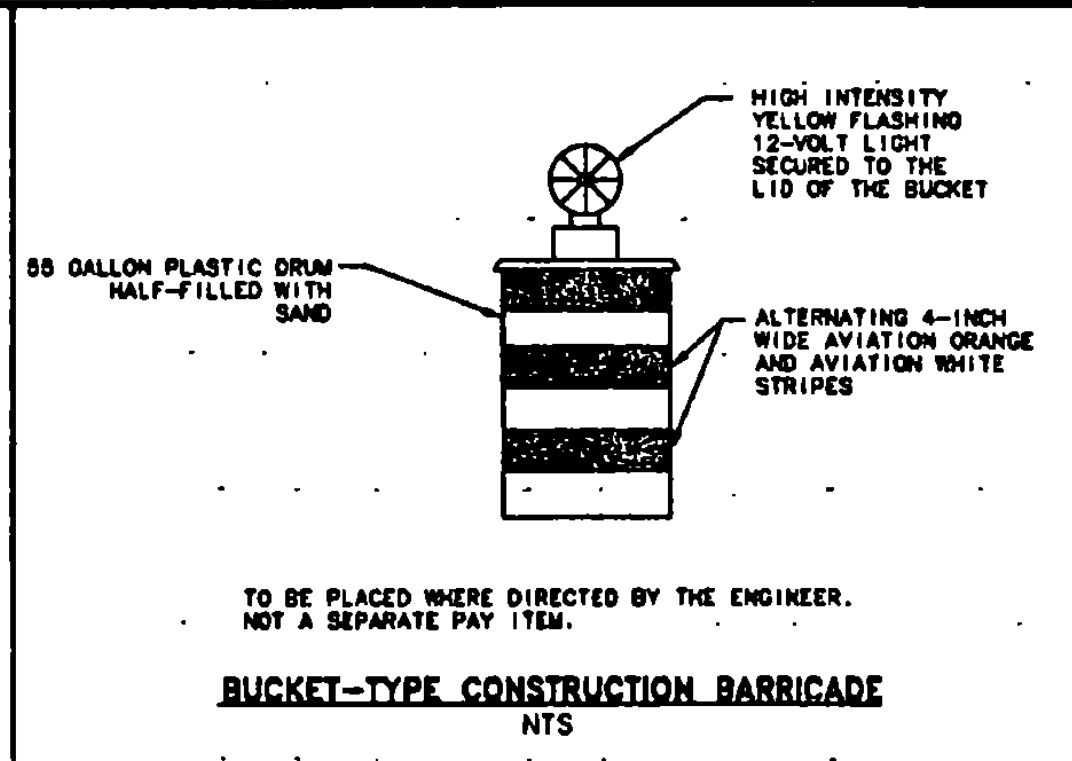
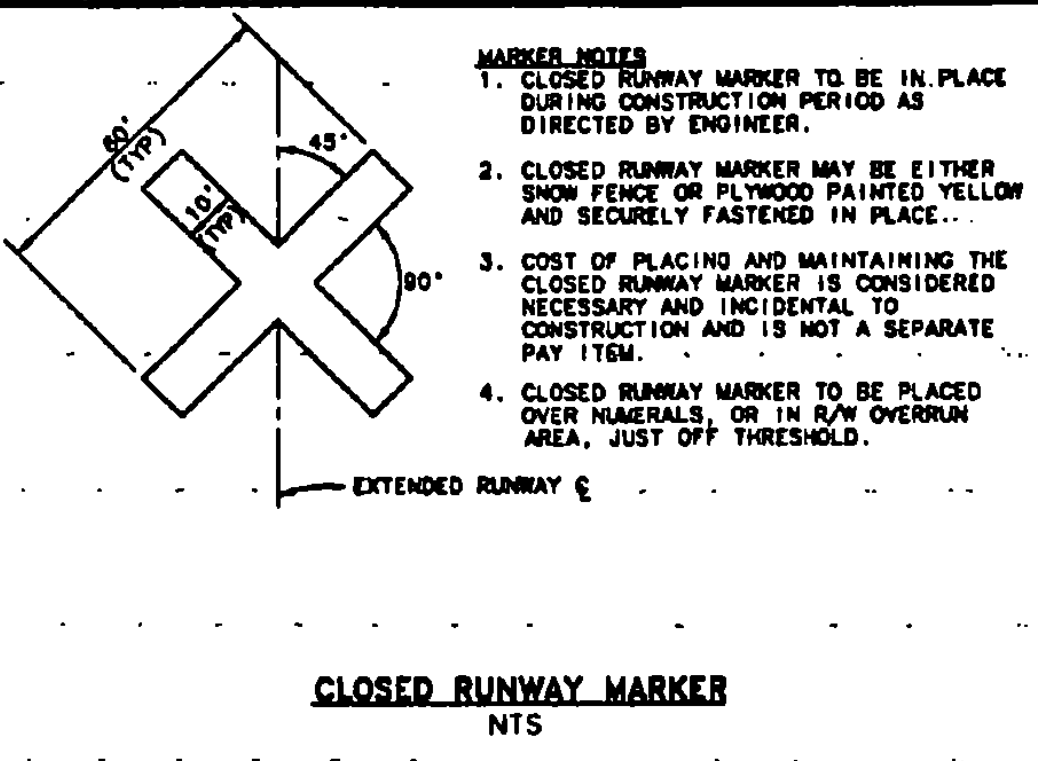
RUTLAND STATE AIRPORT
CLARENDON, VERMONT

PHASING PLAN, NOTES

URS Greiner, Inc.
60 WASHINGTON SQUARE
ALBANY, NEW YORK

Designed by	Doc	2/87
Checked by	M. Scallala	3/87
Drawn by	M. Scallala	3/87
Approved by	M. Scallala	5/87
Scale:	HOR - 1" = 400'	
	VERT. - N/A	
Date:	5/8/87	
Sheet	8 of 88	
Sheet No	8	

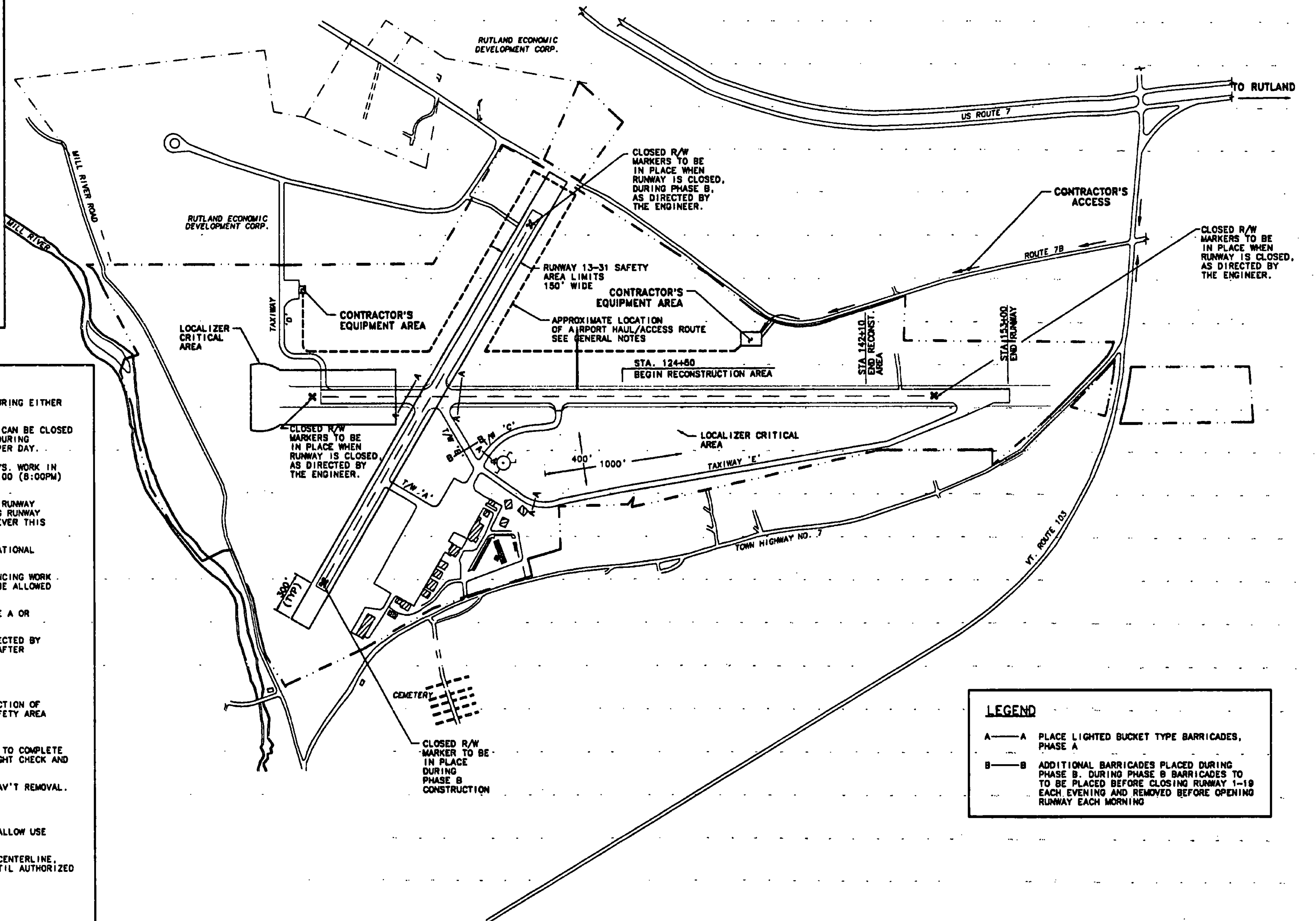
- GENERAL NOTES:**
- CONTRACTOR'S MAIN ACCESS TO SITE TO BE FROM ROUTE 7B.
 - CONTRACTOR TO PROVIDE FLAG PERSON AT HAUL / ACCESS ROUTE CROSSING OF RUNWAY 13 SAFETY AREA. WHEN RUNWAY 13-31 IS OPERATIONAL.
 - FLAGPERSON TO CONTROL ACCESS WITHIN RUNWAY 13 SAFETY AREA. NO GROUND VEHICLE TRAFFIC WILL BE ALLOWED TO ENTER RUNWAY SAFETY AREA WHEN AIRCRAFT ARE APPROACHING OR DEPARTING RUNWAY 13.
 - FLAGPERSON IS TO HAVE 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.
 - WASTE AREAS TO BE GRADED & SEED. PROVIDE EROSION CONTROL AS DIRECTED BY THE ENGINEER.



- NOTES**
- ALL MARKINGS TO BE PAINTED WHITE.
 - EIGHT (8) TEMPORARY MEDIUM INTENSITY RUNWAY THRESHOLD LIGHTS (CONFORMING TO FAA SPECIFICATIONS L-801E) TO BE INSTALLED AS SHOWN - SEE SHEET 31.
 - 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 28).
 - WHILE PREPARING TEMPORARY THRESHOLD, CLOSED RUNWAY MARKERS TO BE IN PLACE OVER NUMERALS "1" AND "19". RUNWAY 13-31 TO BE OPEN.
 - REMOVE EXISTING PAINT WHICH CONTRASTS WITH TEMPORARY PLAN BY SANDBLAST OR WATERBLAST TO THE SATISFACTION OF THE ENGINEER.
 - TEMPORARY MARKINGS TO BE PAID FOR UNDER ITEM 846.50, 846.61 AND 846.70.
 - TEMPORARY RELOCATED THRESHOLD WILL BE USED IF A TEMPORARY DISPLACED THRESHOLD IS NECESSARY, AS DETERMINED BY THE ENGINEER. IF THE 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.
 - SPACING SHOWN FOR THE EXISTING 180' WIDE RUNWAY, REDUCE SPACING PROPORTIONALLY FOR 100' WIDE RUNWAY.
- TEMPORARY RELOCATED THRESHOLD DETAIL (ITEM L-100)**
SCALE: 1"=30'

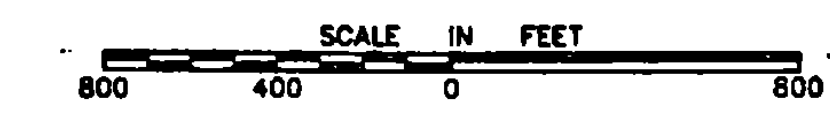
- PHASING NOTES**
- ALL WORK ON THE RUNWAY RECONSTRUCTION PROJECT WILL BE ACCOMPLISHED DURING EITHER PHASE A OR PHASE B.
 - RUNWAY 1-19 WILL BE CLOSED TO AIR TRAFFIC DURING PHASE A. THE RUNWAY CAN BE CLOSED FOR UP TO 35 CALENDAR DAYS. RUNWAY 13-31 IS TO BE OPEN AT ALL TIMES DURING PHASE A WORK. WORK DURING PHASE A CAN BE CARRIED OUT UP TO 24 HOURS PER DAY.
 - 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).
 - 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.
 - ALL WORK MUST COMPLY WITH THE REQUIREMENTS OF A.C. 150/5370-2C. OPERATIONAL SAFETY DURING CONSTRUCTION, SEE CONSTRUCTION AND SAFETY NOTES
 - 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.
 - WORK OUTSIDE THE RUNWAY SAFETY AREAS CAN BE ACCOMPLISHED DURING PHASE A OR PHASE B.
 - 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.

- PHASE A**
- 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.
 - RELOCATE DME ANTENNA. RELOCATE LOCALIZER AND SHELTER. THIS WORK IS TO BE ACCOMPLISHED AS SOON AS POSSIBLE TO ALLOW FOR FAA TO COMPLETE ALL MODIFICATIONS AND WORK UPS, AS WELL AS PERFORM THE NECESSARY FLIGHT CHECK AND PUBLISH THE NEW APPROACH PLATES.
 - NO WORK ALLOWED SOUTH OF INTERSECTION WITH RUNWAY 13-31 OTHER THAN PAV'T REMOVAL.
- PHASE B**
- OVERLAY RUNWAY 1-19. TAPER OVERLAY AT THE END OF EACH DAY'S WORK TO ALLOW USE BY AIR TRAFFIC.
 - COMPLETE WORK IN RUNWAY SAFETY AREAS. 200' LEFT AND RIGHT OF RUNWAY CENTERLINE, AND IN SAFETY AREA OVERRUNS. WORK SOUTH OF R/W 13-31 CANNOT BEGIN UNTIL AUTHORIZED BY THE ENGINEER, AFTER LOCALIZER FLIGHT CHECK.
 - COMPLETE DRAINAGE WORK.
 - COMPLETE TAXIWAY D.
 - INSTALL/RELOCATE RUNWAY LIGHTING AND SIGNAGE RELOCATIONS, RELOCATE VASI AND ODALS.
 - NO SIGNIFICANT EXCAVATION OR GRADING 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).



LEGEND

A	PLACE LIGHTED BUCKET TYPE BARRICADES, PHASE A
B	ADDITIONAL BARRICADES PLACED DURING PHASE B. DURING PHASE B BARRICADES TO BE PLACED BEFORE CLOSING RUNWAY 1-19 EACH EVENING AND REMOVED BEFORE OPENING RUNWAY EACH MORNING



AIP 3-50-0015-11