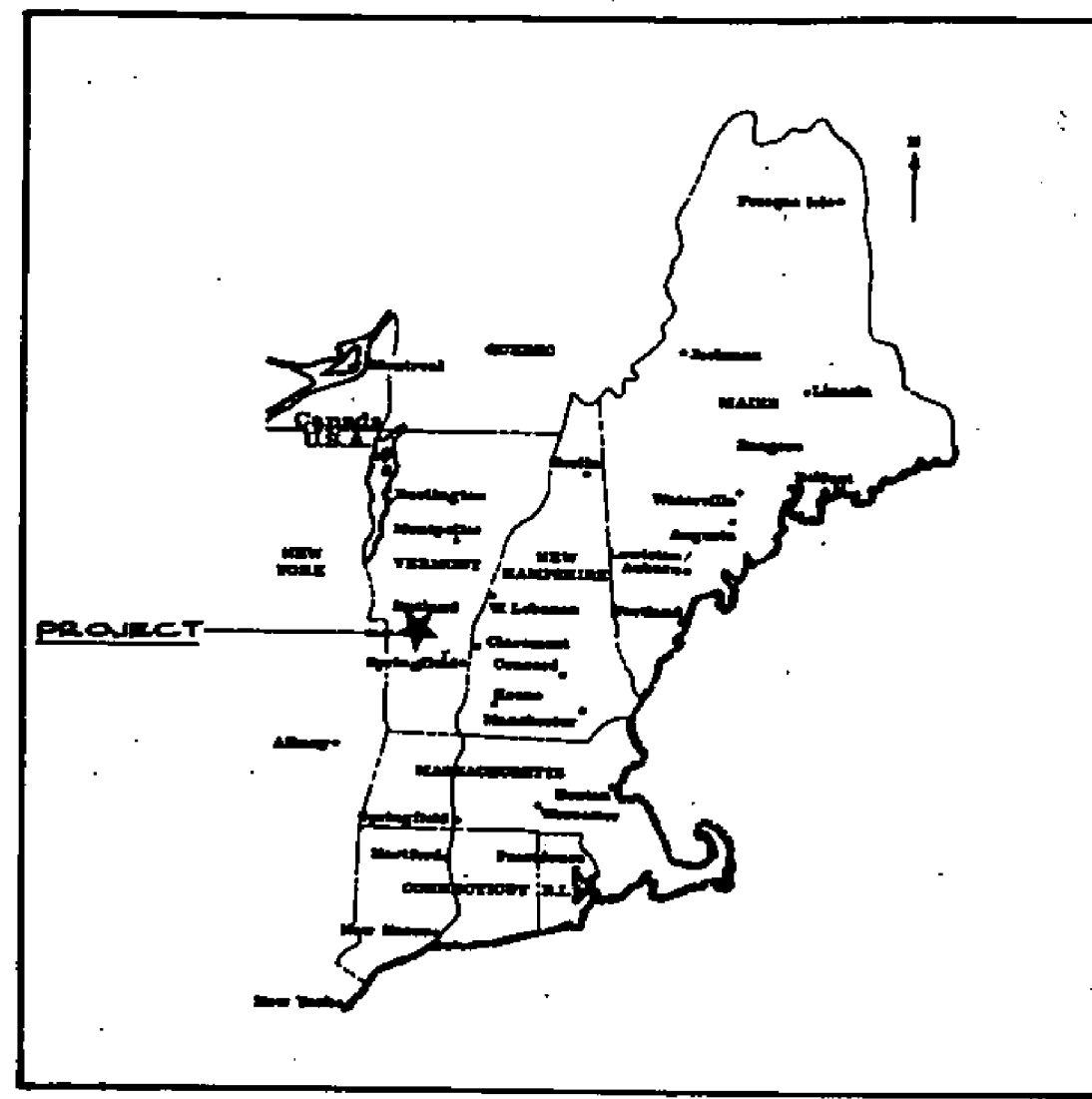


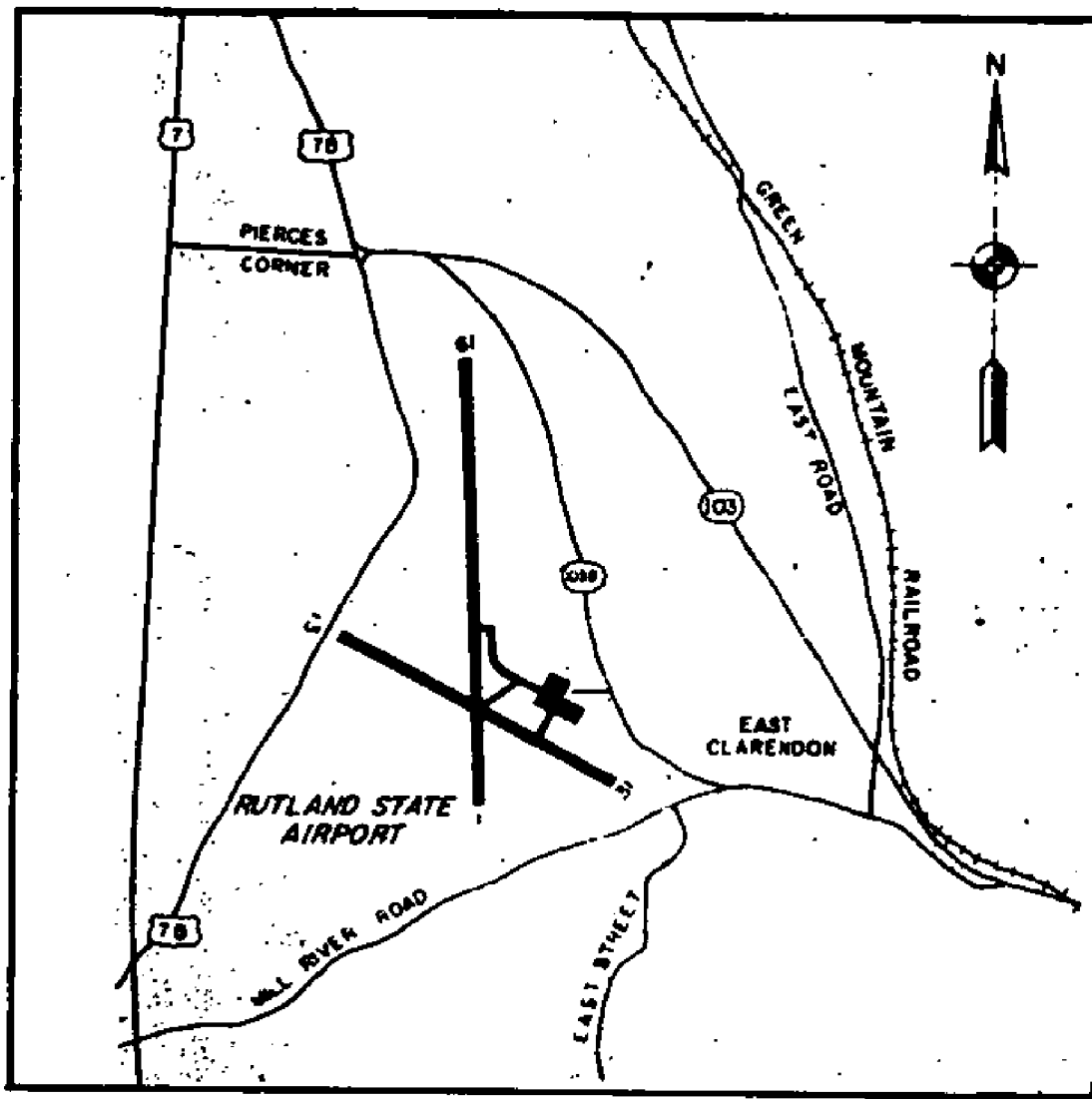
PLANS FOR

AIRPORT IMPROVEMENTS

TO INCLUDE: (1) RECONSTRUCT/REHABILITATE, MARK, AND LIGHT RUNWAY 13-31 (75' X 3260')
(2) INSTALL REILS AND PAPI ON RUNWAY 13



LOCATION MAP



VICINITY MAP

Date NOV 6 1987
J.A. McDonald, Inc.
Contractor
James McDonald
Signature
President
Title

ACTING *Arthur G. Hill*
Transportation Secretary's Signature

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

CONTRACT PLANS

THESE PLANS DO NOT REFLECT
CHANGES MADE ON THE PROJECT.

A.I.P. PROJECT NO. 3-50-0015-04

A.I.R. 03-2043

INDEX OF SHEETS

NO.	DESCRIPTION
1	TITLE SHEET
2	SITE PLAN
3	PLAN & PROFILE-STA. 8+50 TO STA. 22+00
4	PLAN & PROFILE-STA. 22+00 TO STA. 33+50
5	PLAN & PROFILE-STA. 33+50 TO STA. 48+00
6	TYPICAL SECTIONS
7	LIGHTING PLAN
8	ELECTRICAL DETAILS
9	VAULT LAYOUT
10	DRAINAGE DETAILS
11	MARKING DIAGRAM
12	APPROACH AIDS
13	CROSS SECTIONS STA. -8+50 TO STA. 12+00
14	CROSS SECTIONS STA. -12+50 TO STA. 15+00
15	CROSS SECTIONS STA. -15+50 TO STA. 18+50
16	CROSS SECTIONS STA. -19+00 TO STA. 22+00
17	CROSS SECTIONS STA. -22+50 TO STA. 25+00
18	CROSS SECTION STA. -25+50 TO STA. 28+50
19	CROSS SECTIONS STA. -29+00 TO STA. 31+50
20	CROSS SECTIONS STA. -32+00 TO STA. 34+50
21	CROSS SECTION STA. -35+00 TO STA. 37+50
22	CROSS SECTIONS STA. -38+00 TO STA. 40+50
23	CROSS SECTIONS STA. -41+00 TO STA. 43+00
24	CROSS SECTIONS STA. -43+50 TO STA. 45+00
25-28	CROSS SECTIONS- STA. 45+50 TO STA. 50+00
29	PROFILE
30	EARTHWORK SHEET
D-6	VT. STANDARDS REINFORCED CONCRETE DROP INLET WITH GRATE (4/73R)
D-II	VT. STANDARDS CAST IRON GRATE AND COVER (8-81R)

ITEM NO.	DESCRIPTION	QUANTITY	ITEM NO.	DESCRIPTION	QUANTITY
201.10	Clearing and Grubbing	Lump Sum	864.01	Cold Mixed Recycled Base Course	6820 c.y.
203.28	Excavation of Surfaces and Pavements	3,100 c.y.	864.02	Bituminous Concrete Pavement (P-401)	4,400 tons
203.17	Unclassified Excavation	11,162 c.y.	864.03	Runway and Taxiway	11,010 s.f.
203.30	Earth Borrow	3,615 c.y.	864.04	Painting	7,606 l.f.
203.32	Granular Borrow	11,120 c.y.	864.05	Cable Trench (L-108)	17,600 l.f.
203.40	Fine Grading Subgrade	19,080 s.y.	864.06	1/2" #8 L-824 "o" SKV (L-108)	4,900 l.f.
204.20	Trench Excavation, Earth	3,360 c.y.	864.07	#6 Bare Counterpoise (L-108)	Lump Sum
204.21	Trench Excavation, Rock	332 c.y.	864.08	Installation of Airport Transformer Vault Equipment (L-109)	2 Bay x 4" dia., Duct (L-110)
404.55	Cutback Asphalt	91 cwt.	864.09	4 Bay x 4" dia., Duct (L-110)	497 l.f.
501.25	Concrete, Class B	2.1 c.y.	864.10	Medium Intensity Runway Lights, Base Mounted (L-125)	81 l.f.
507.15	Reinforcing steel	193 lbs.	864.11	Medium Intensity Taxiway Lights, Base Mounted (L-125)	46 each
601.0026	24" dia. CSP (0.79")	160 l.f.	864.12	Precision Approach Path Indicator, (PAPI) Style A Class 2 (L-881)	8 each
BEGIN OPTION ITEMS			864.13	Runway End Identifier Lights, REILS (L-125)	1 each
601.0225	24" CAAP .060	380 l.f.	864.14	Taxiway Guidance Sign, 5 Panel, Size 1, Style 2, Class 2 (L-125)	1 each
601.0425	24" PCCSP .064	380 l.f.			
601.0825	24" RCP Cl. III	380 l.f.			
END OPTION ITEMS					
604.40	Clanging Elevations of Drop Inlets	20 each			
604.45	Cast Iron Grate w/frame Type A	1 each			
605.10	6" dia. Underdrain	2,250 l.f.			
605.20	6" dia. Carrier Pipe	200 l.f.			
605.95	Underdrain Flushing Basins	10 each			
608.25	All Purpose Excavator Rental T.I.	24 hours			
613.10	Stone Fill	5 c.y.			
613.11	Stone Fill, Type II	115 c.y.			
631.10	Engineer's Field Office	Lump Sum			
635.10	Mobilization	Lump Sum			
651.15	Seed	565 lbs.			
651.18	Fertilizer	4715 lb.			
651.20	Agricultural Limestone	19 tons			
651.25	Hay Mulch	19 tons			
651.35	Topsoil	2205 c.y.			

QUANTITIES

VERMONT AGENCY OF TRANSPORTATION
APPROVED *Frank E. Hill* July 23/1985
DIRECTOR OF ENGINEERING AND CONSTRUCTION
DATE

FEDERAL AVIATION ADMINISTRATION
APPROVED
CHIEF, AIRPORT ENGINEERING AND SAFETY BRANCH
DATE

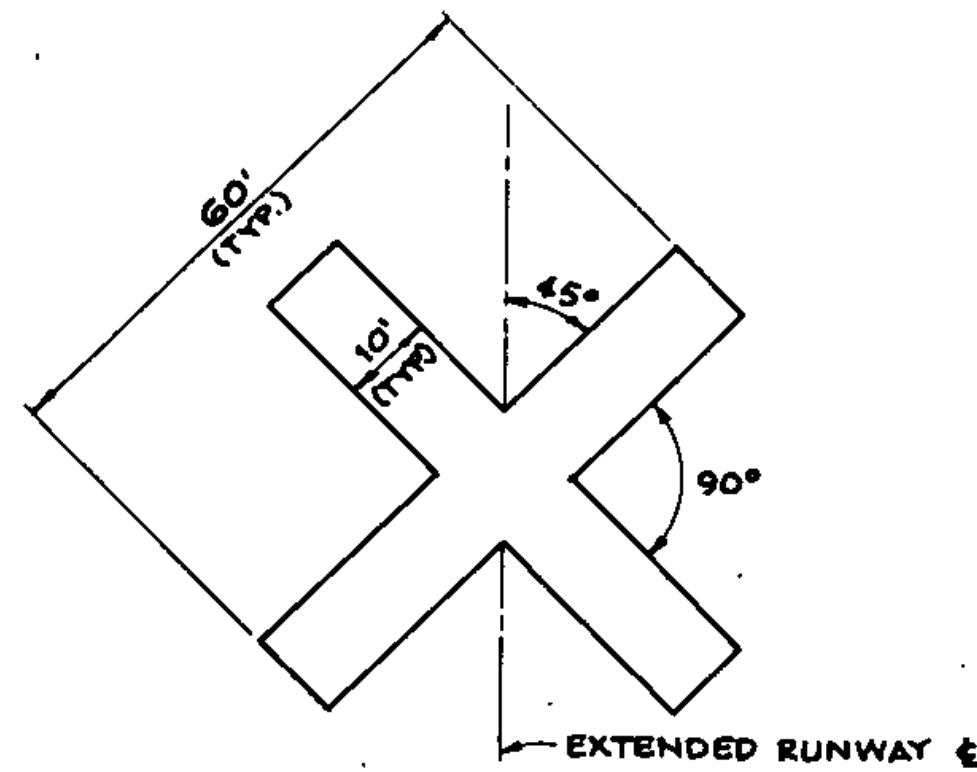
JULY-1985

REVISED BY VAQT.
MAY 1987

Consulting Engineers

Dufresne-Henry, Inc. certifies that the plans and specifications for the project were prepared in accordance with criteria contained in the current edition of F.A.A. Advisory Circulars.
Walter B. Lovett, Jr.
Walter B. Lovett, Jr., P.E. Director of Aviation Services

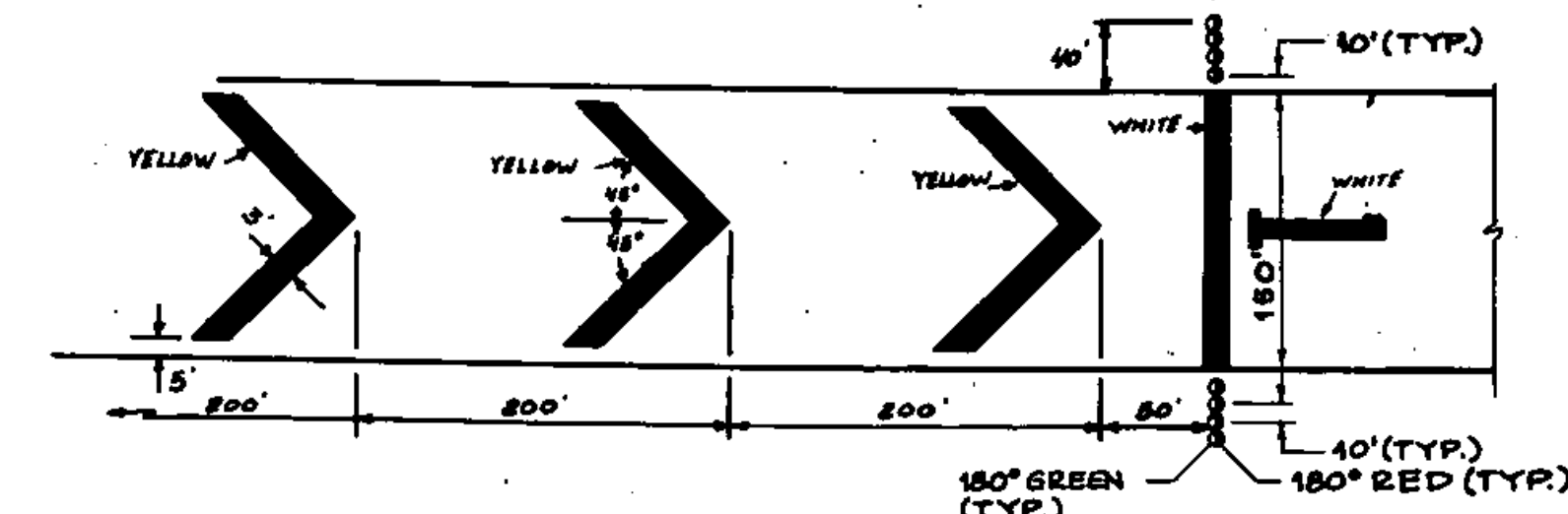
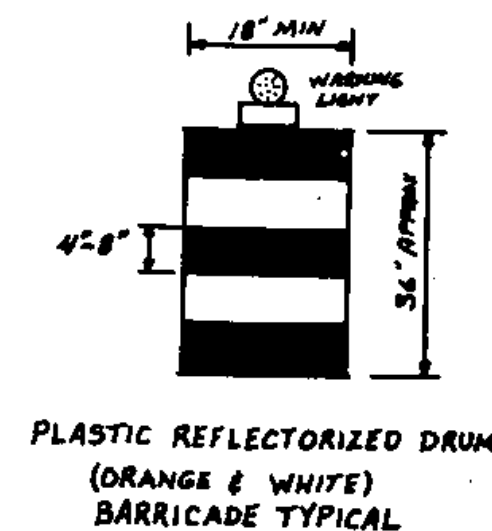




Closed Runway Marker
N.T.S.

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 PLYWOOD PAINTED YELLOW & SECURELY FASTENED IN PLACE.
3. COST OF PLACING & MAINTAINING THE CLOSED RUNWAY MARKER IS CONSIDERED NECESSARY & INCIDENTAL TO CONSTRUCTION & IS NOT A SEPARATE PAY ITEM.
4. CLOSED RUNWAY MARKER TO BE PLACED OVER EXISTING RUNWAY 1 NUMERAL DURING RUNWAY 1 RELOCATION.



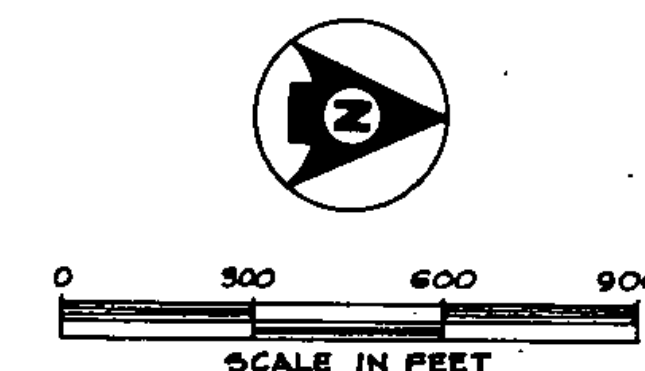
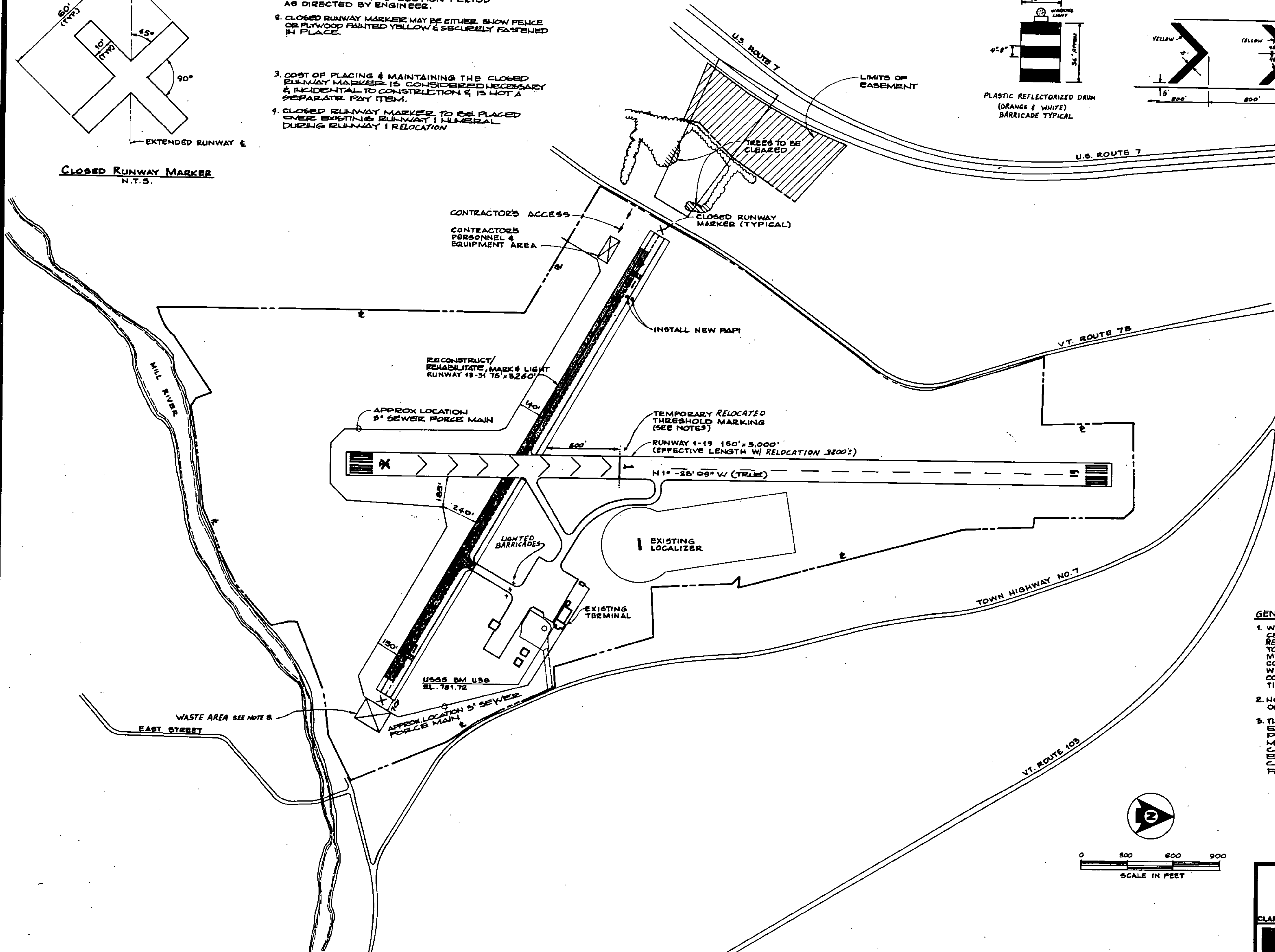
TEMPORARY RELOCATED THRESHOLD DETAIL
N.T.S.

NOTES:

1. EIGHT TEMPORARY THRESHOLD LIGHTS ARE TO BE INSTALLED AS SHOWN.
2. EACH LIGHT TO BE BATTERY OPERATED, STEADY BURNING W/ 180° RED/180° GREEN LENS AS MANUF. BY WHELAN ENGINEERING (DEEP RIVER, CT.) OR EQUAL.
3. THE CONTRACTOR SHALL FURNISH ALL BATTERIES TO BE USED DURING THE CONSTRUCTION PERIOD.
4. THE CARE & MAINTENANCE OF THE TEMPORARY LIGHTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. THE MAINTENANCE DIVISION OF THE VDOT SHALL RETAIN POSSESSION OF THE LIGHTS AFTER COMPLETION OF CONSTRUCTION.
6. THE COST OF THE TEMPORARY LIGHTS & BATTERIES IS NOT INCLUDED AS A SEPARATE PAY ITEM. THIS WORK IS NECESSARY & INCIDENTAL TO THE COST OF THE PROJECT.
7. CONTRACTOR MAY AT HIS OPTION, INSTALL A MEDIUM INTENSITY THRESHOLD LIGHTS, CONFORMING TO FAA SPEC L-841E IN LIEU OF BATTERY OPERATED LIGHTS.
8. WASTE AREA TO BE GRADED, TOPSOILED, SEED & MULCHED AS ORDERED BY THE ENGINEER. THE USE OF THIS WASTE AREA WILL REQUIRE THAT A 24\"/>

GENERAL NOTES:

1. WHEN WORKING WITHIN 200' OF RUNWAY 1-19 CENTERLINE, THE RUNWAY 1 THRESHOLD MUST BE RELOCATED. CONTRACTOR WILL ONLY BE ALLOWED TO DISPLACE THRESHOLD FOR 7 DAYS (MAXIMUM) TO MINIMIZE THE IMPACT TO SCHEDULED SERVICE. THE CONTRACTOR WILL COORDINATE THIS RELOCATION WITH THE AIRPORT MANAGER AND INSPECTOR. THE CONTRACTOR MAY RELOCATE THE THRESHOLD ONE TIME DURING THIS CONTRACT.
2. NO EQUIPMENT SHALL BE PARKED WITHIN 250' OF R/W 1-19 DURING NON-WORKING HOURS.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO MOVE EQUIPMENT ACROSS RUNWAY 1-19 WITHOUT THE PERMISSION OF THE ENGINEER. IN ORDER TO MOVE EQUIPMENT ACROSS THIS RUNWAY THE CONTRACTOR WILL HAVE TO PROVIDE A FLAGMAN, EQUIPPED WITH A RADIO CAPABLE OF COMMUNICATING WITH AIRCRAFT ON UNICOM FREQUENCY OF 122.8 MHZ.



A.I.P. PROJECT NO. 3-50-0015-04

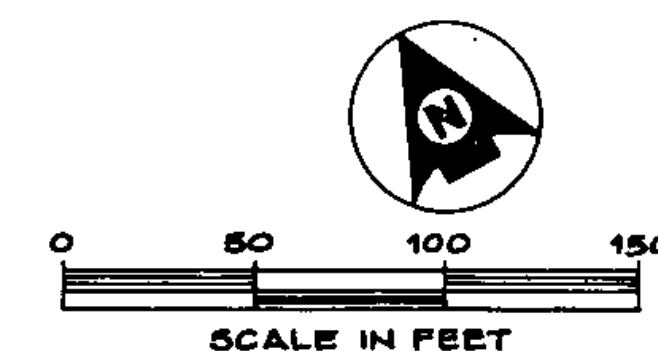
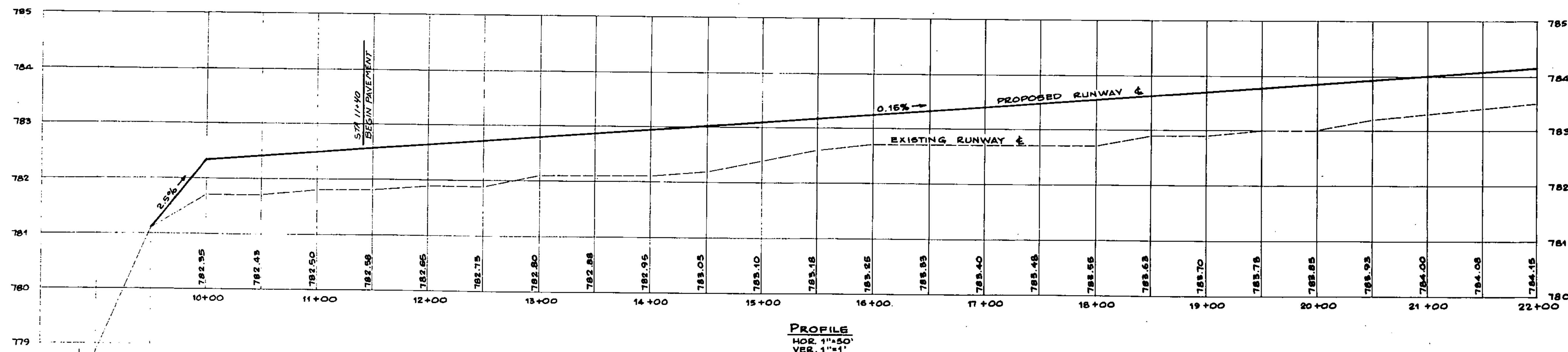
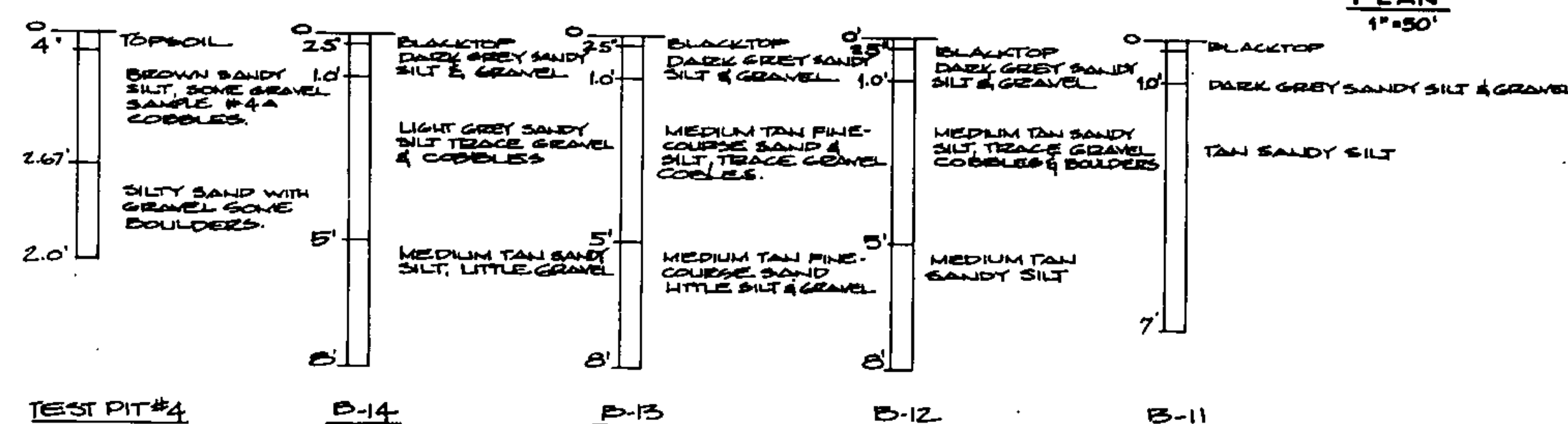
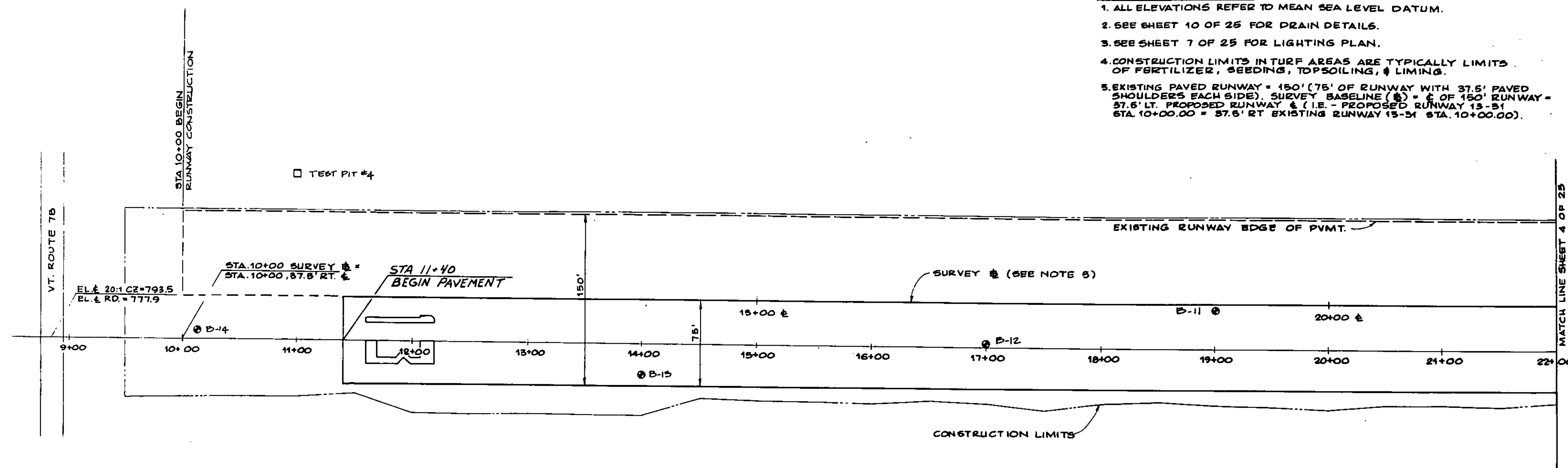
RUTLAND STATE AIRPORT

SITE PLAN

CLARENDON		VERMONT	
	Client No.	80-0102	
	Proj. Manager	G.W. D'AMICO	
	Proj. Designer	E.B. DAWES	
	Drawn By	G.W. BILLS	
	Checked By	G.W. D'AMICO	
Scale	AS SHOWN	Approved	Sheet 2 of 30
Rev.	Description	By	Date

PLAN & PROFILE NOTES:

1. ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM.
2. SEE SHEET 10 OF 25 FOR DRAIN DETAILS.
3. SEE SHEET 7 OF 25 FOR LIGHTING PLAN.
4. CONSTRUCTION LIMITS IN TURF AREAS ARE TYPICALLY LIMITS OF FERTILIZER, SEEDING, TOPSOILING, & LIMING.
5. EXISTING PAVED RUNWAY = 150' (75' OF RUNWAY WITH 37.5' PAVED SHOULDERS EACH SIDE). SURVEY BASELINE (B) = C OF 150' RUNWAY = 37.5' LT. PROPOSED RUNWAY & (1.E. - PROPOSED RUNWAY 13.5' STA. 10+00.00 = 37.5' RT. EXISTING RUNWAY 13.5' STA. 10+00.00).



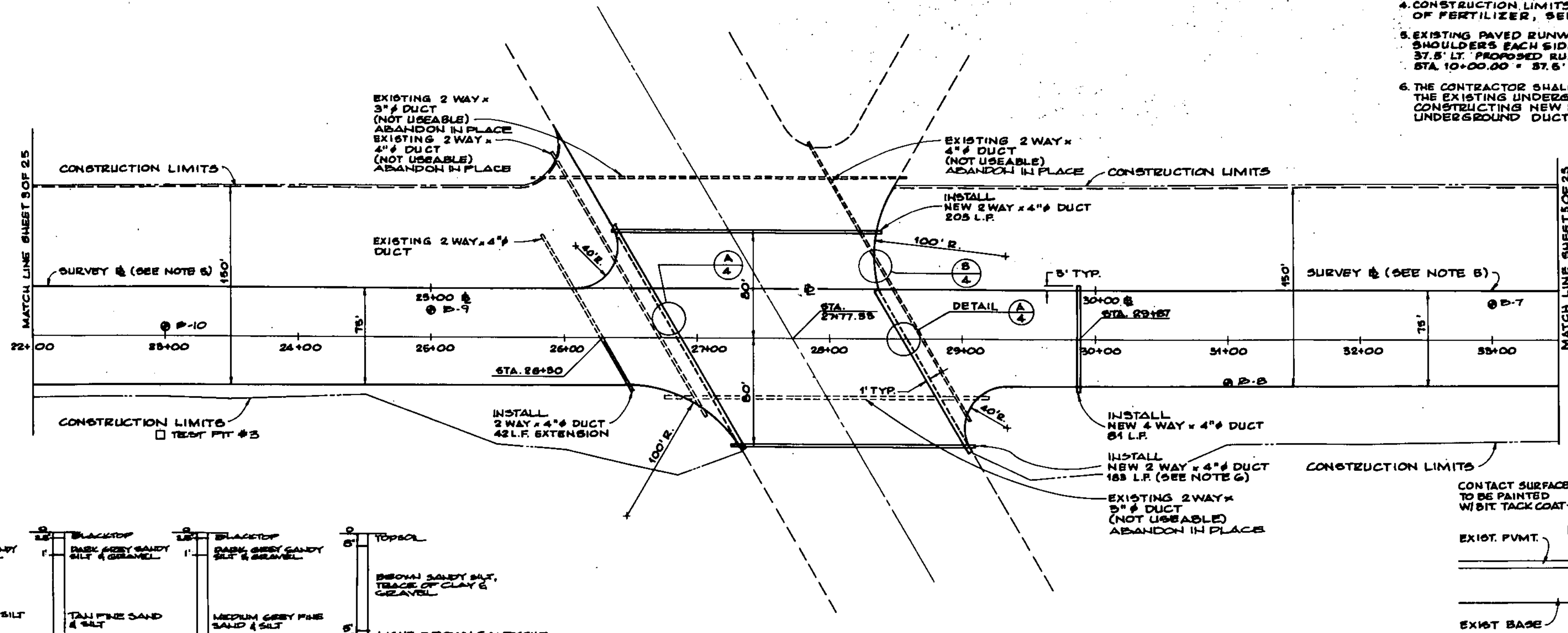
A.I.P. PROJECT NO. 3-50-0015-04
RUTLAND STATE AIRPORT

PLAN & PROFILE - STA. 8+50 TO STA. 22+00

CLARENDON, VERMONT		Client No. 89-0182	
		Proj. Manager G.W. D'AMICO	
		Proj. Designer E.S. DAWES	
		Drawn By C.W. MILLS	
		Checked By G.W. D'AMICO	
		Scale AS SHOWN	Sheet 3 of 30
		Approved	
		Date	D

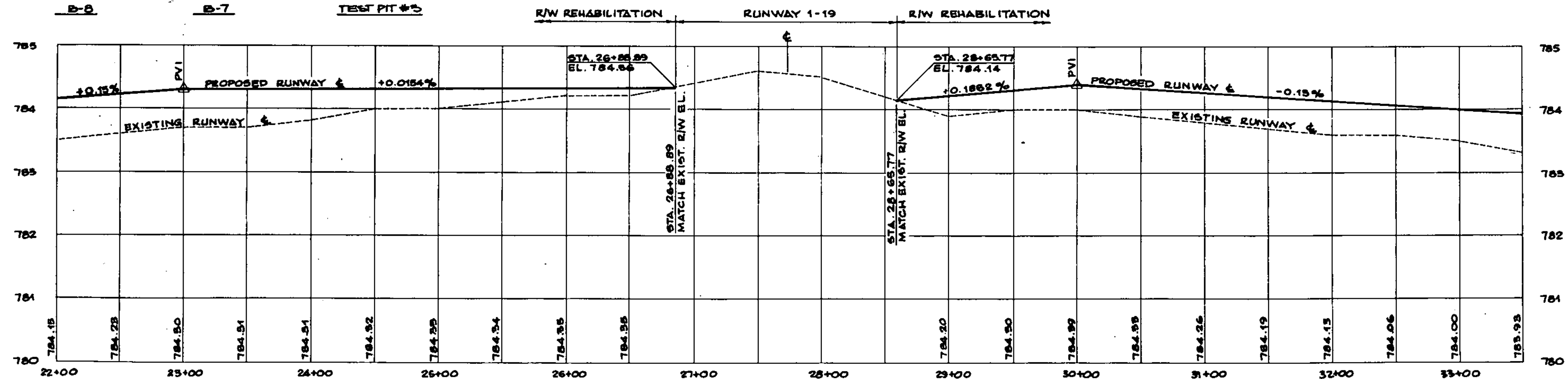
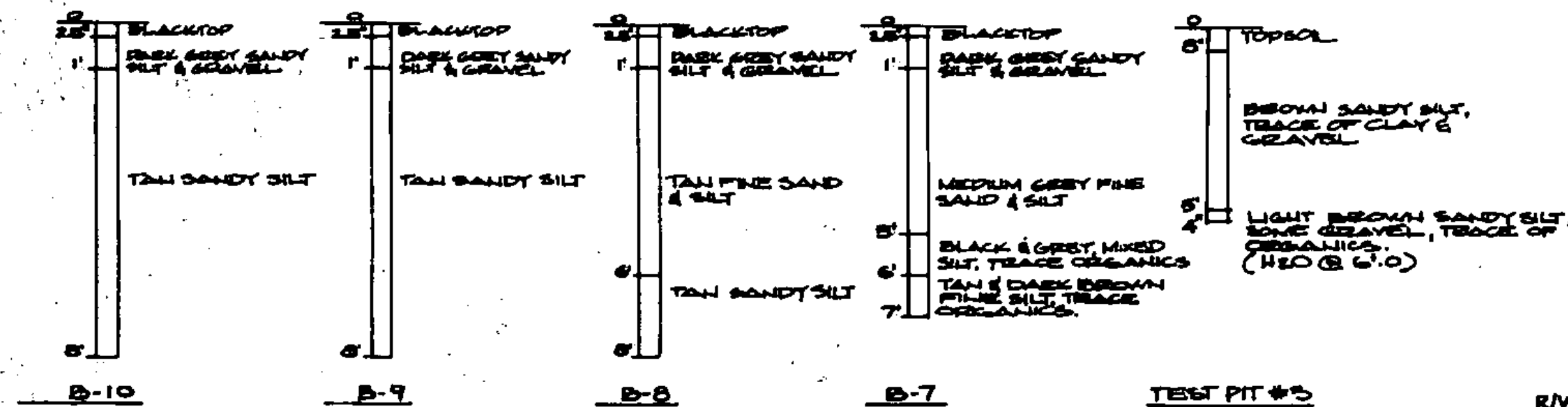
PLAN & PROFILE NOTES

1. ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM.
2. SEE SHEET 10 OF 25 FOR DRAIN DETAILS.
3. SEE SHEET 7 OF 25 FOR LIGHTING PLAN.
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6. THE CONTRACTOR SHALL ASCERTAIN THE LOCATION & CONDITION OF THE EXISTING UNDERGROUND DUCTS IN THE FIELD, PRIOR TO CONSTRUCTING NEW DUCTS. THE CONSTRUCTION OF NEW UNDERGROUND DUCTS SHALL BE DETERMINED BY THE ENGINEER.
7. PAVING ON RUNWAY 15-31 TO TERMINATE @ STA. 26+55.1 AND 28+65.1 AT WHICH POINTS THE PAVEMENT WILL ABUT EXISTING PAVEMENT ON RUNWAY 1-19.

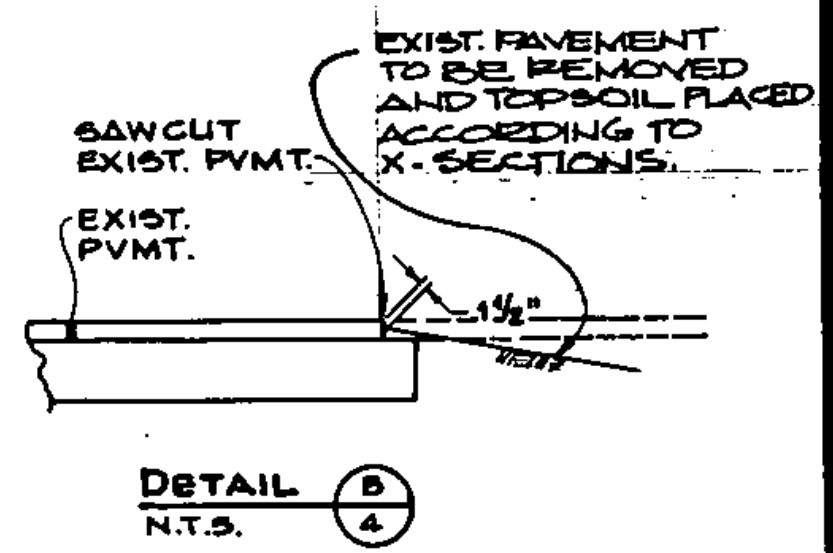


PLAN
1"=50'

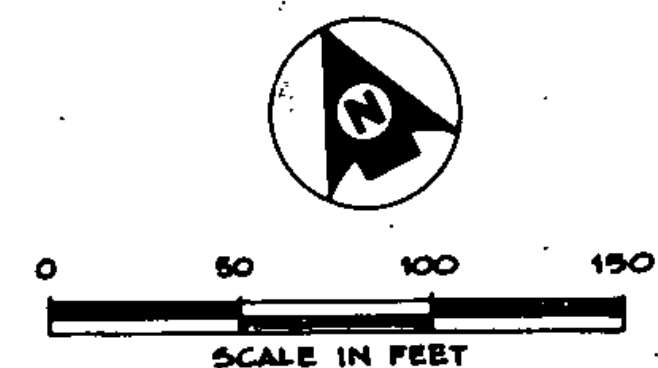
DETAIL A
N.T.S.



PROFILE
HOR.: 1"=50'
VER.: 1"=1'



DETAIL B
N.T.S.



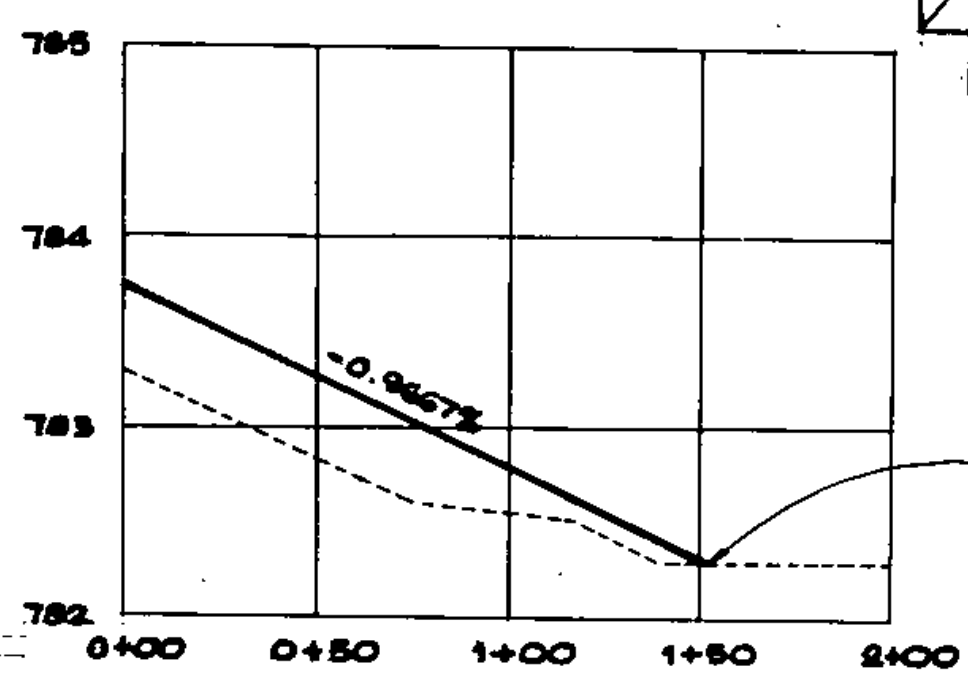
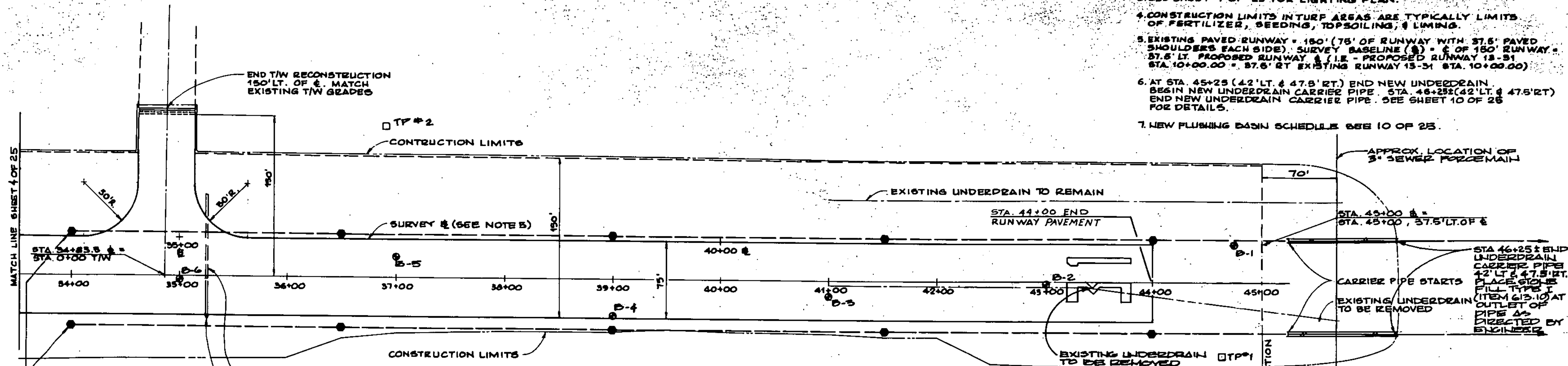
A.I.P. PROJECT NO. 3-50-0015-04
RUTLAND STATE AIRPORT
PLAN & PROFILE - STA. 22+00 TO STA. 33+00

 Dunham & Henry Inc. 1321 Washington Ave. Portland, Maine 04103	Client No.	30-0163	
	Proj. Manager	G.W. D'AMICO	
	Proj. Designer	E.S. DAWES	
	Drawn By	C.W. MILLS	
	Checked By	G.W. D'AMICO	
Scale	AS SHOWN	Approved	
Date		Date	

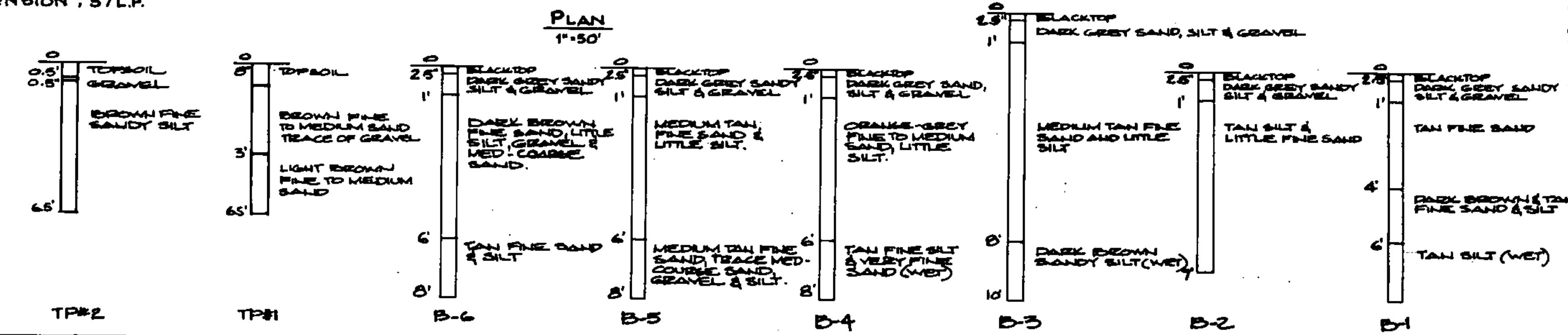
Sheet 4 of 30

Rev.	Description	By	Date

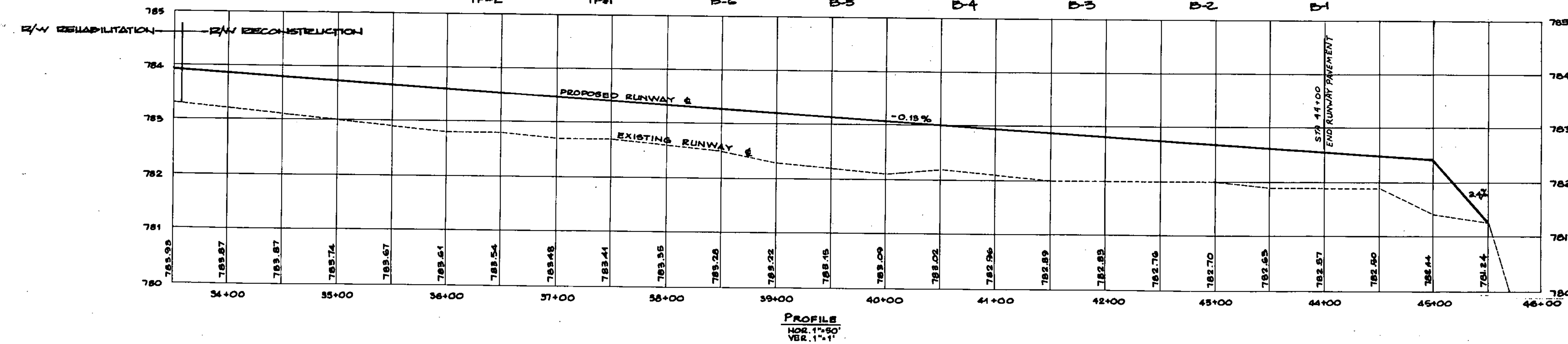
- PLAN & PROFILE NOTES:**
1. ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM.
 2. SEE SHEET 10 OF 25 FOR DRAIN DETAILS.
 3. SEE SHEET 7 OF 25 FOR LIGHTING PLAN.
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 5. EXISTING PAVED RUNWAY = 150' (75' OF RUNWAY WITH 37.5' PAVED SHOULDERS EACH SIDE). SURVEY BASELINE (S) = C OF 150' RUNWAY. STA 10+00.00 = 37.5' RT EXISTING RUNWAY 13-31 STA 10+00.00 = 37.5' RT EXISTING RUNWAY 13-31 STA 10+00.00
 6. AT STA. 45+25 (42' LT. & 47.5' RT) END NEW UNDERDRAIN. BEGIN NEW UNDERDRAIN CARRIER PIPE. STA. 46+25 (42' LT. & 47.5' RT) END NEW UNDERDRAIN CARRIER PIPE. SEE SHEET 10 OF 25 FOR DETAILS.
 7. NEW FLUSHING BASIN SCHEDULE SEE 10 OF 25.



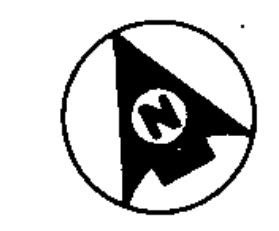
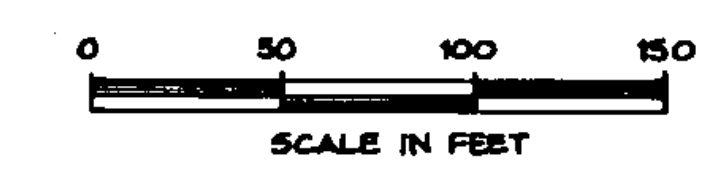
STA 1+50 TAXIWAY PROFILE
HOR. 1"=50'
VER. 1"=1'



- LEGEND**
- NEW FLUSHING BASIN
 - EXISTING UNDERDRAIN
 - NEW 6" UNDERDRAIN
 - == NEW 6" UNDERDRAIN CARRIER PIPE



PROFILE
HOR. 1"=50'
VER. 1"=1'



A.I.P. PROJECT NO. 3-50-0015-04
RUTLAND STATE AIRPORT
PLAN & PROFILE - STA. 33+50 TO STA. 45+00

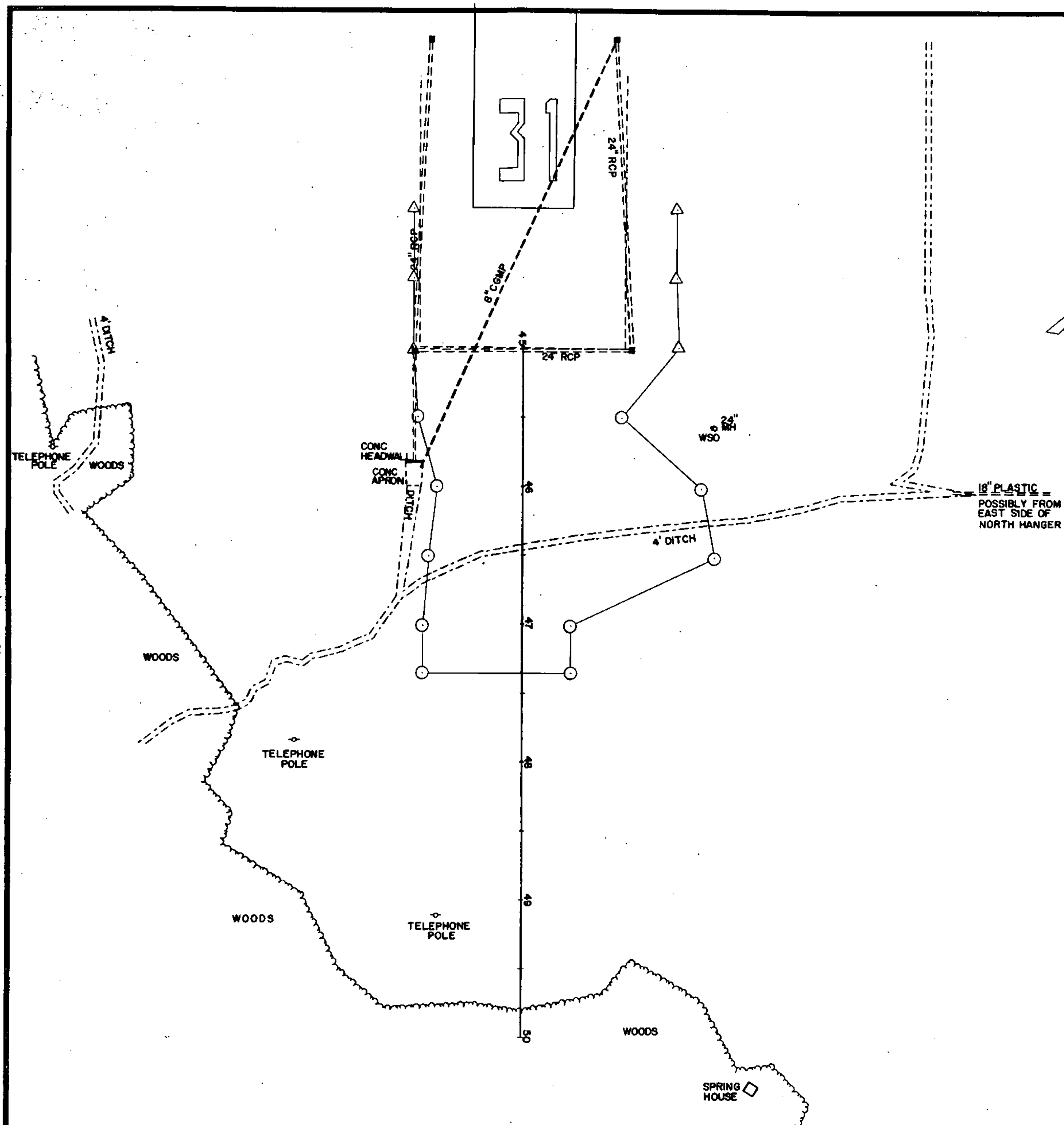
CLARENCE

DH Durand-Henry Inc.

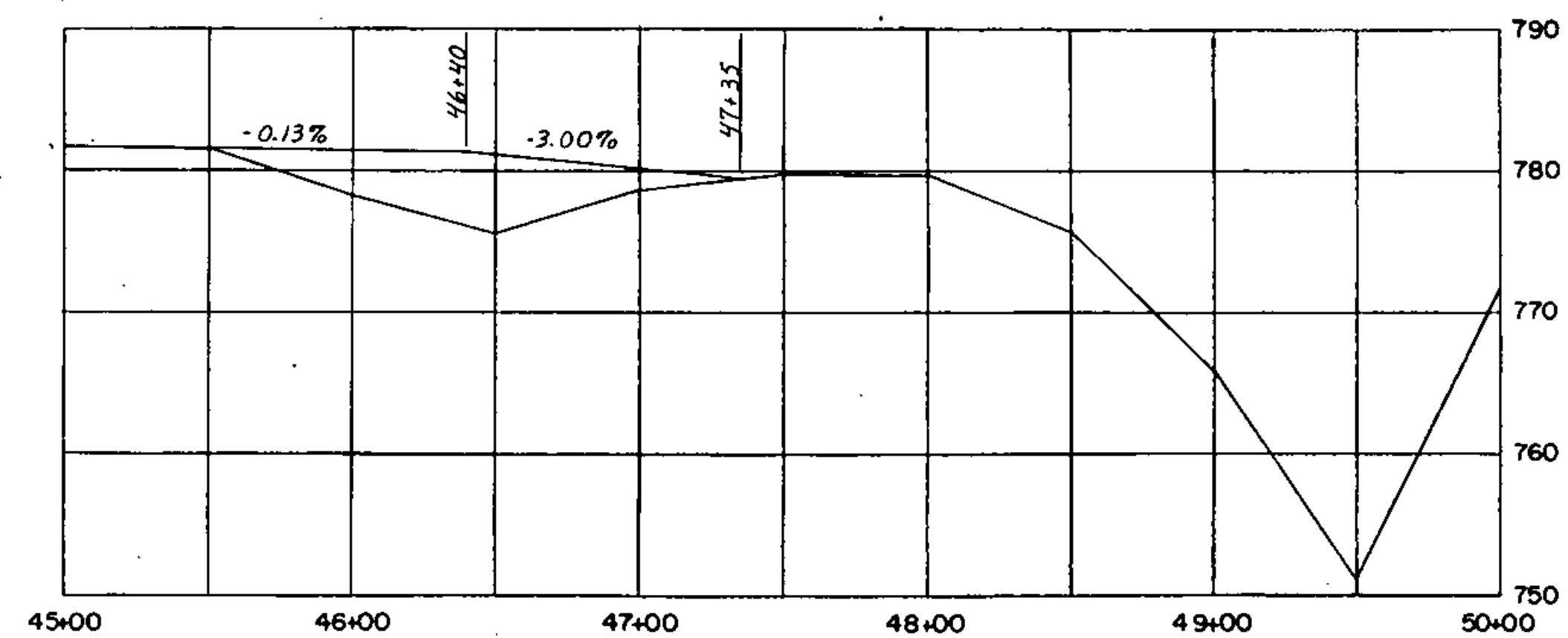
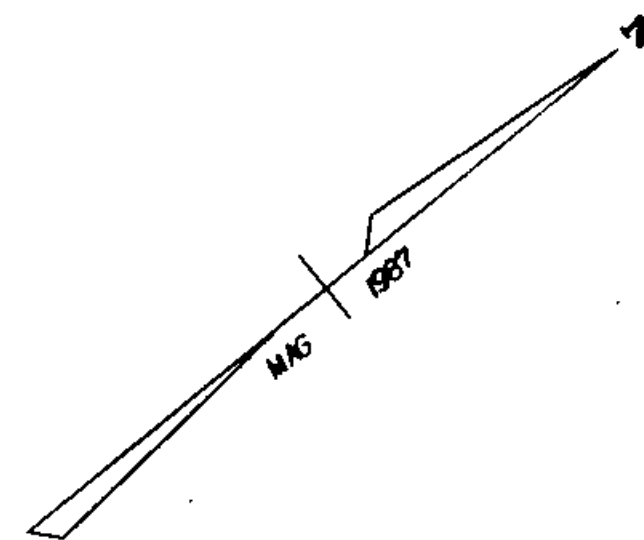
Client No. 90-0162
Proj. Manager G.W. D'AMICO
Proj. Designer G.S. DAVIES
Drawn By G.W. DAVIES
Checked By G.W. D'AMICO
Scale AS SHOWN
Approved
Date

STATE OF VERMONT
No. 8873
REGISTERED
PROFESSIONAL ENGINEER

Sheet 6 of 30
D



0 50 100
SCALE IN FEET



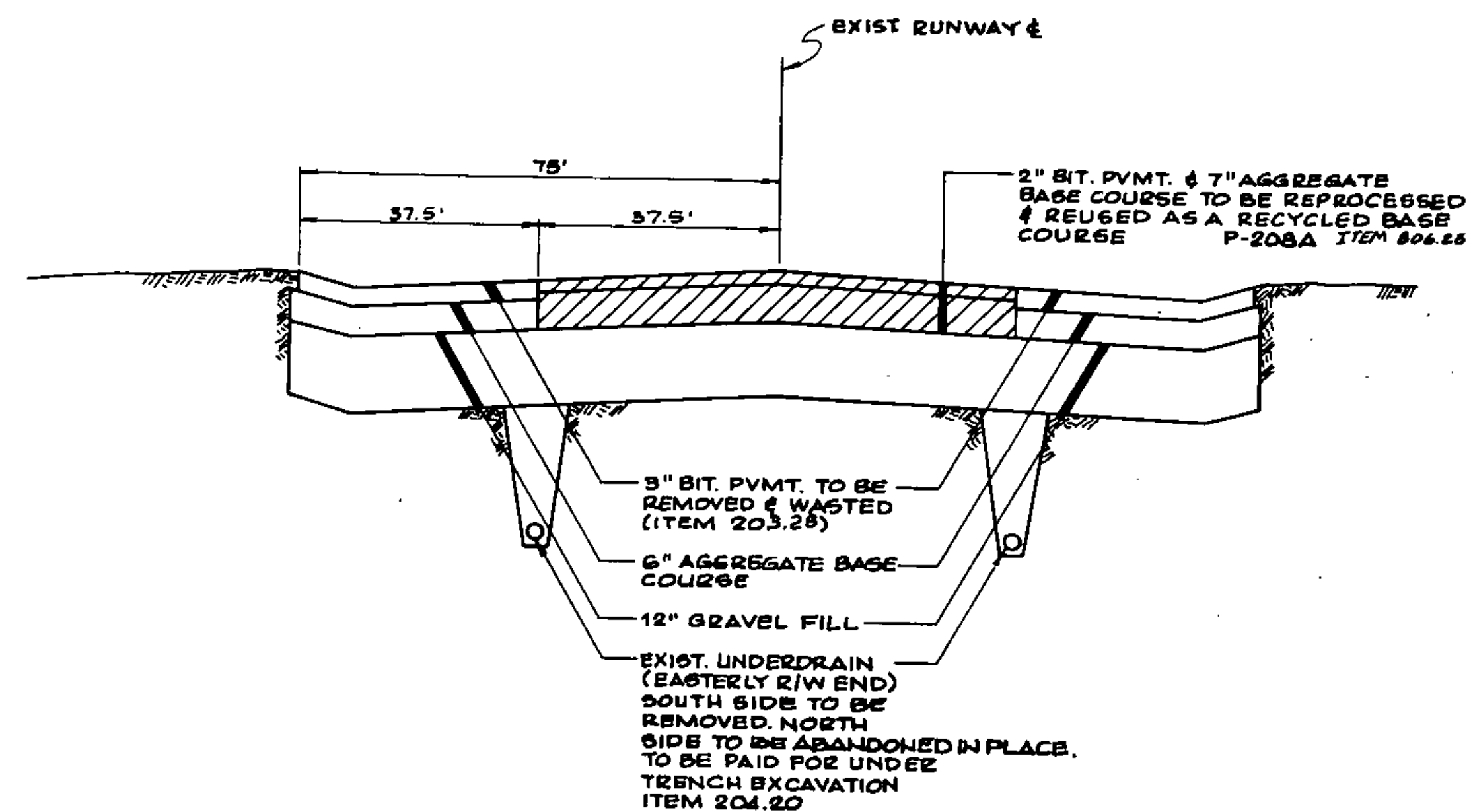
0 10 20
VERTICAL
SCALE IN FEET

0 50 100
HORIZONTAL
SCALE IN FEET

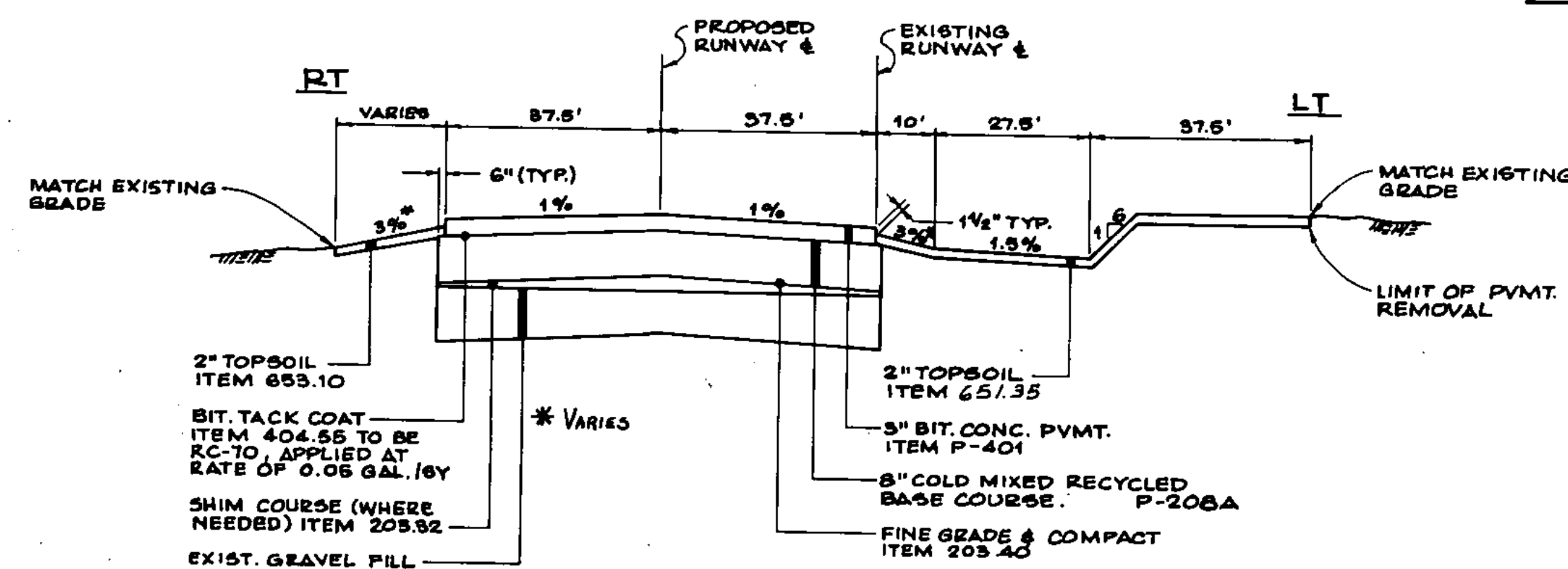
DATUM
VERTICAL _____
HORIZONTAL _____

SURVEYED BY REED DATE 6-87
DRAWN BY DAYE DATE 6-87
TRACED BY MURDOCK DATE 6-87

PROJ. AIR NO 03-2043
SHEET 5A OF 30

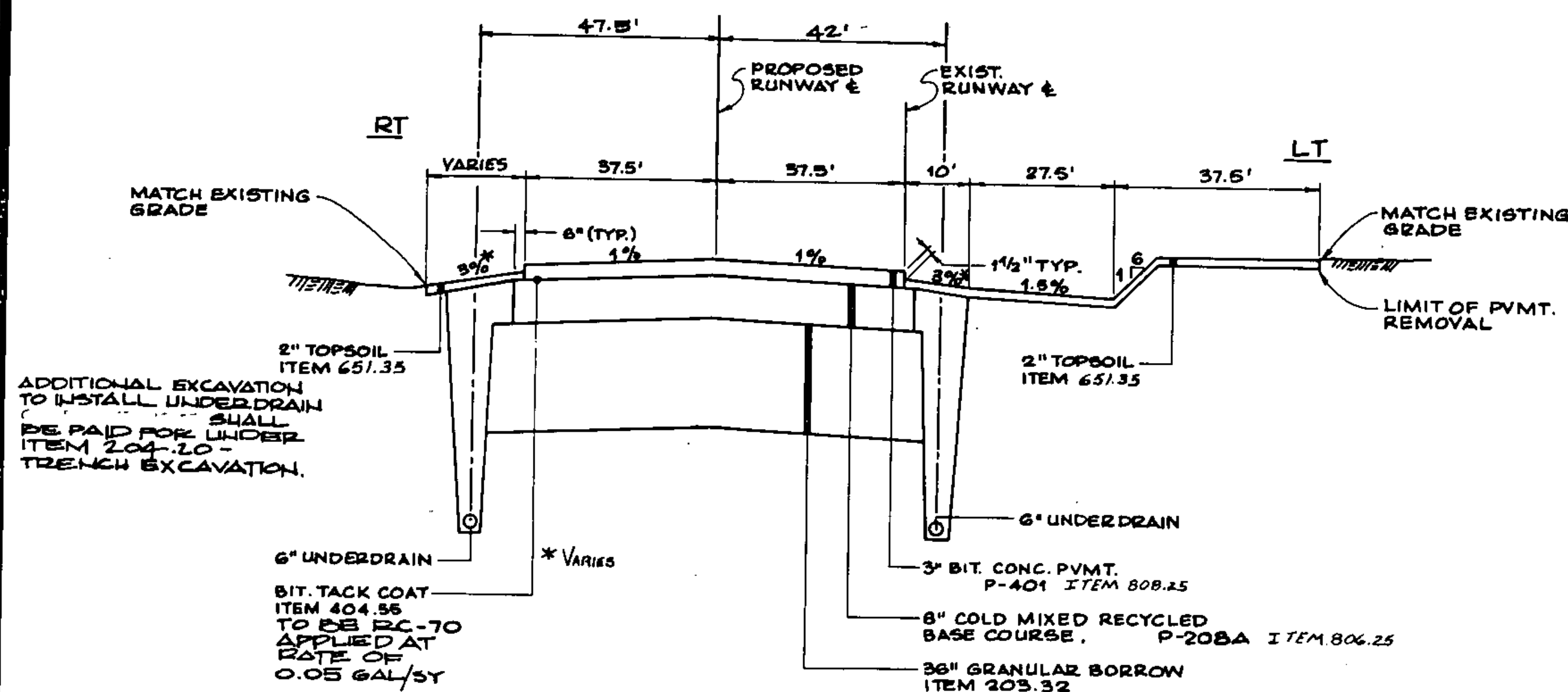


EXISTING TYPICAL SECTION
N.T.S.

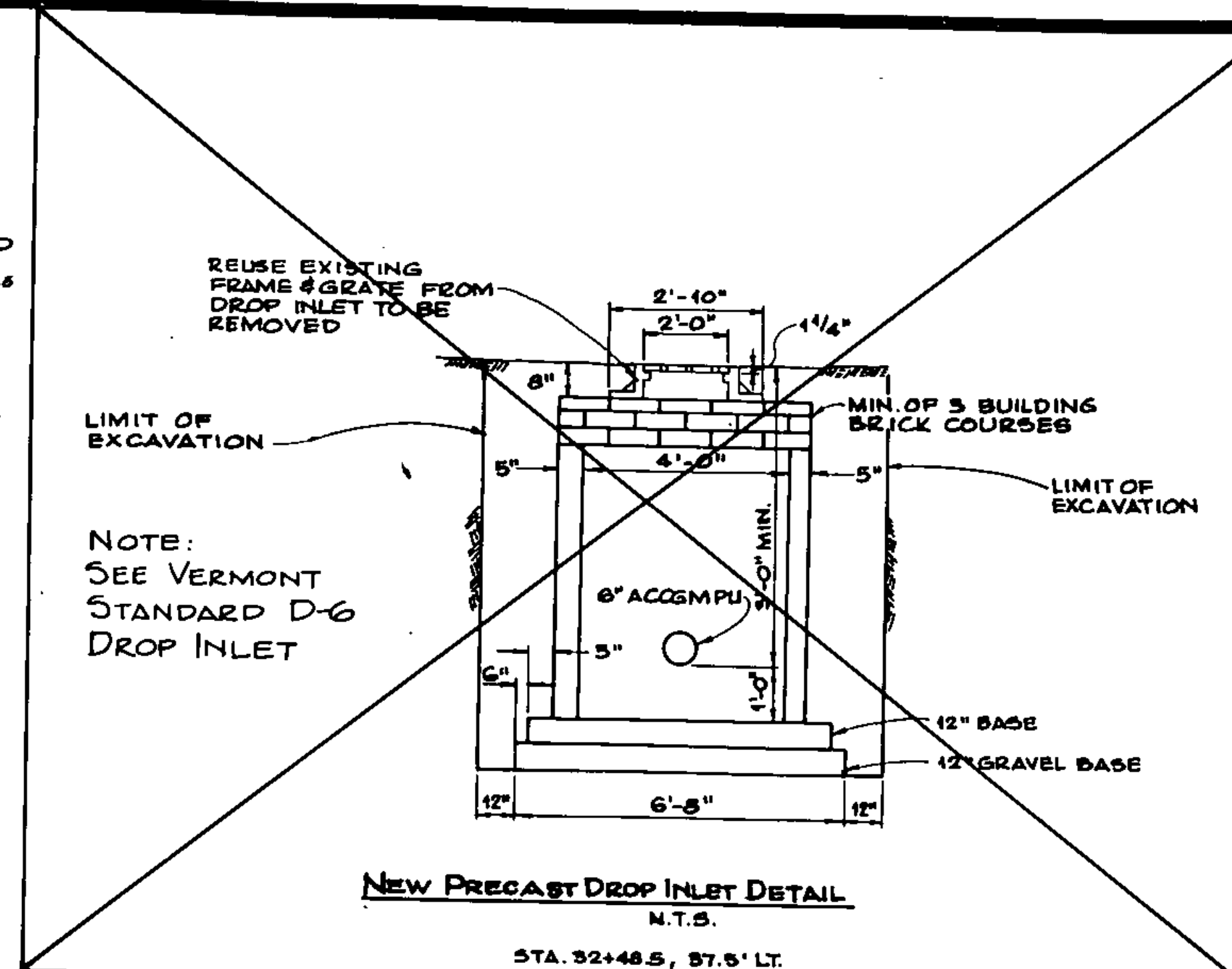


TYPICAL SECTION - STA. 11+40 TO 39+60
N.T.S.

NOTE: TRANSITION SECTION FROM
STATION 39+60 TO 34+10

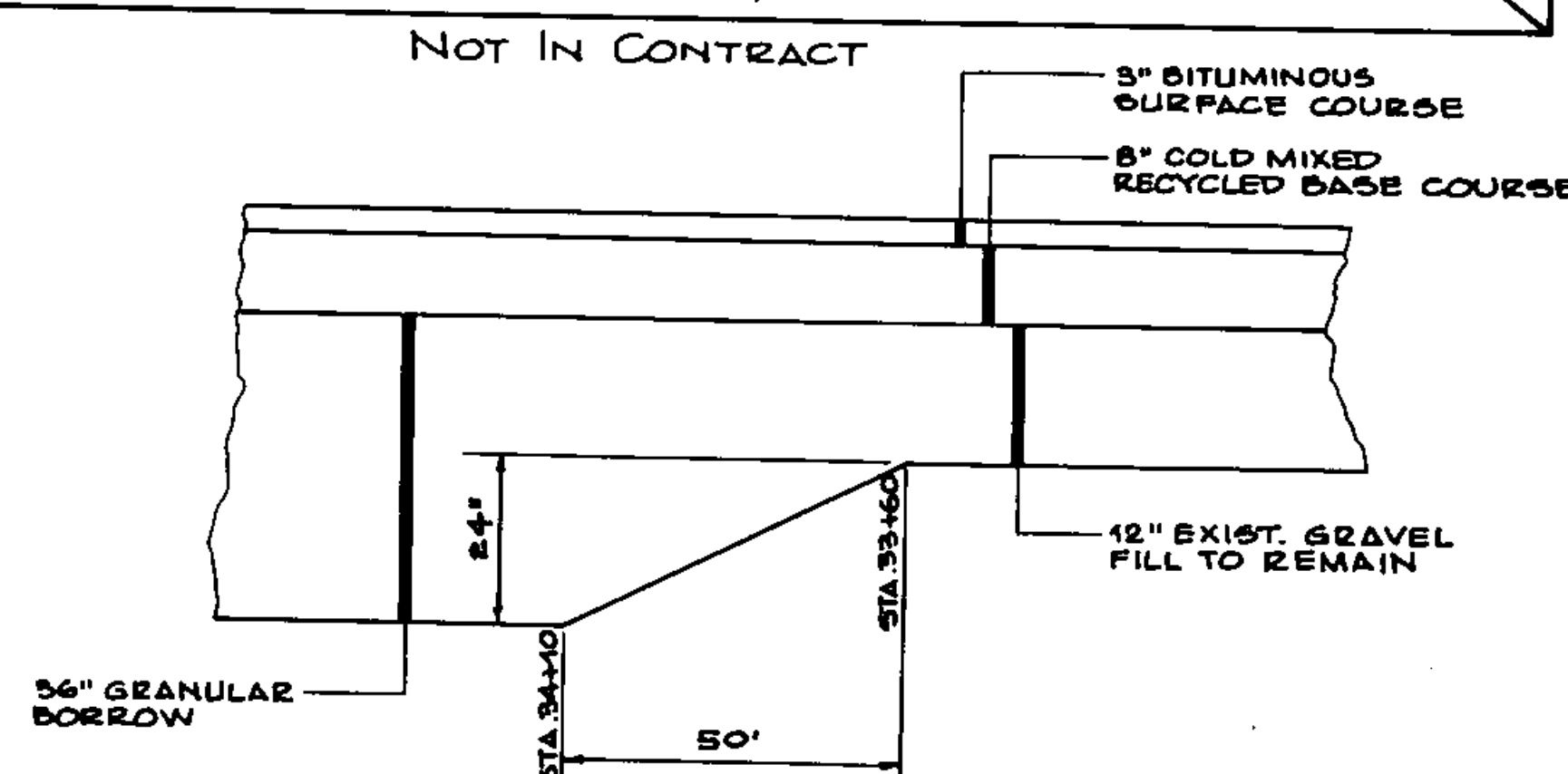


TYPICAL CROSS SECTION - STA. 34+10 TO 44+00
N.T.S.



NEW PRECAST DROP INLET DETAIL
N.T.S.

STA. 32+48.5, 37.5' LT.



SUBGRADE TRANSITION SECTION
N.T.S.

GENERAL NOTES
Seed, Item 651.15 to be applied as directed by Engineer.

1 MT	LBS/A	NAME	PUR & QTY
3.33	2	Crown Vetch	97 75
50.00	30	Creeping Red Fescue	98 85
8.33	5	Timothy	99 85
16.67	10	Parr. Rye Grass (Var. Pennfine)	95 85
8.34	5	Alfalfa (Var. Saranac)	99 85
8.33	5	Birdfoot Trefoil (Var. Rapire)	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 of 500 lbs/acre.

Agriculture 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 651.10, as directed by the Engineer.

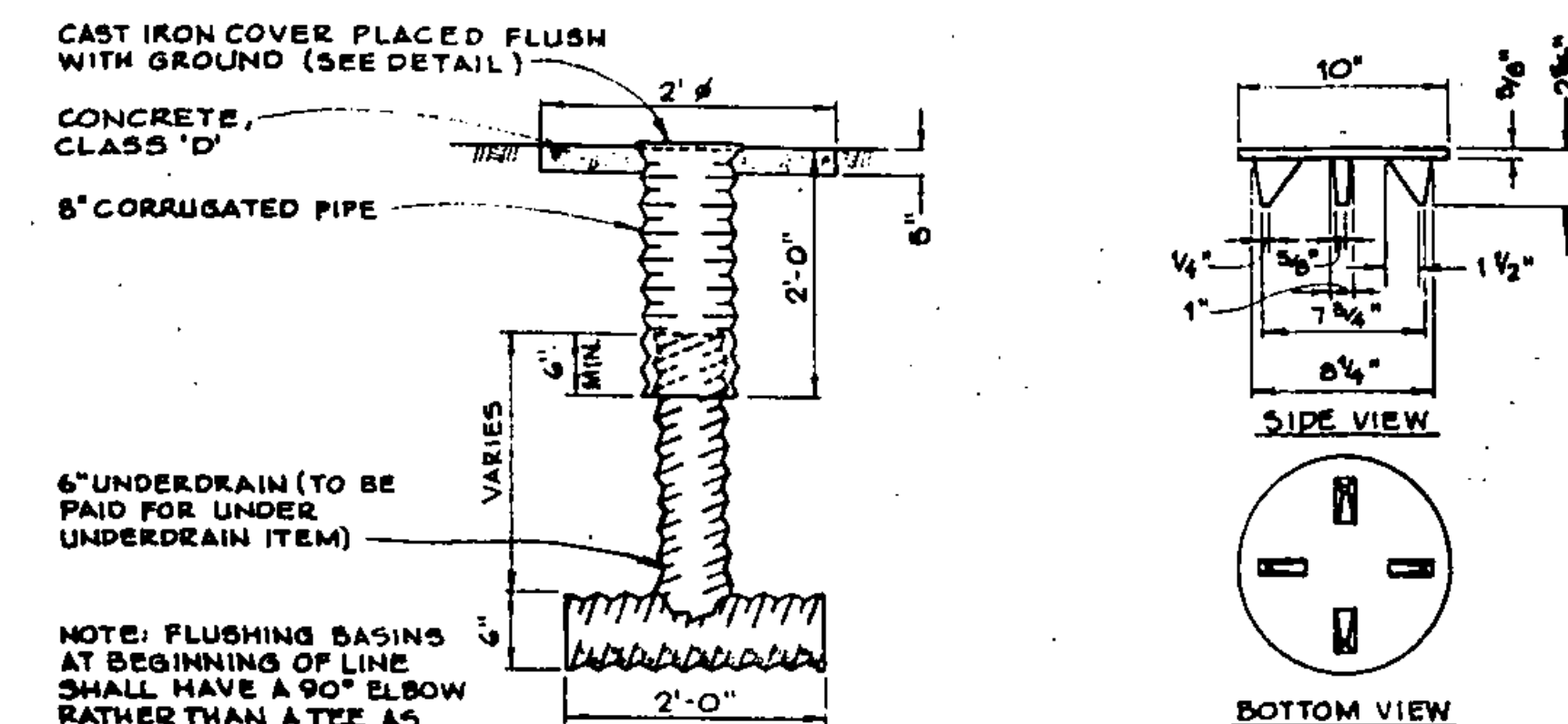
Allowable thickness tolerances

Subbase	± 1"
Controlled Material	± 1"
Pavement	± 1"
Base Course	± 1"

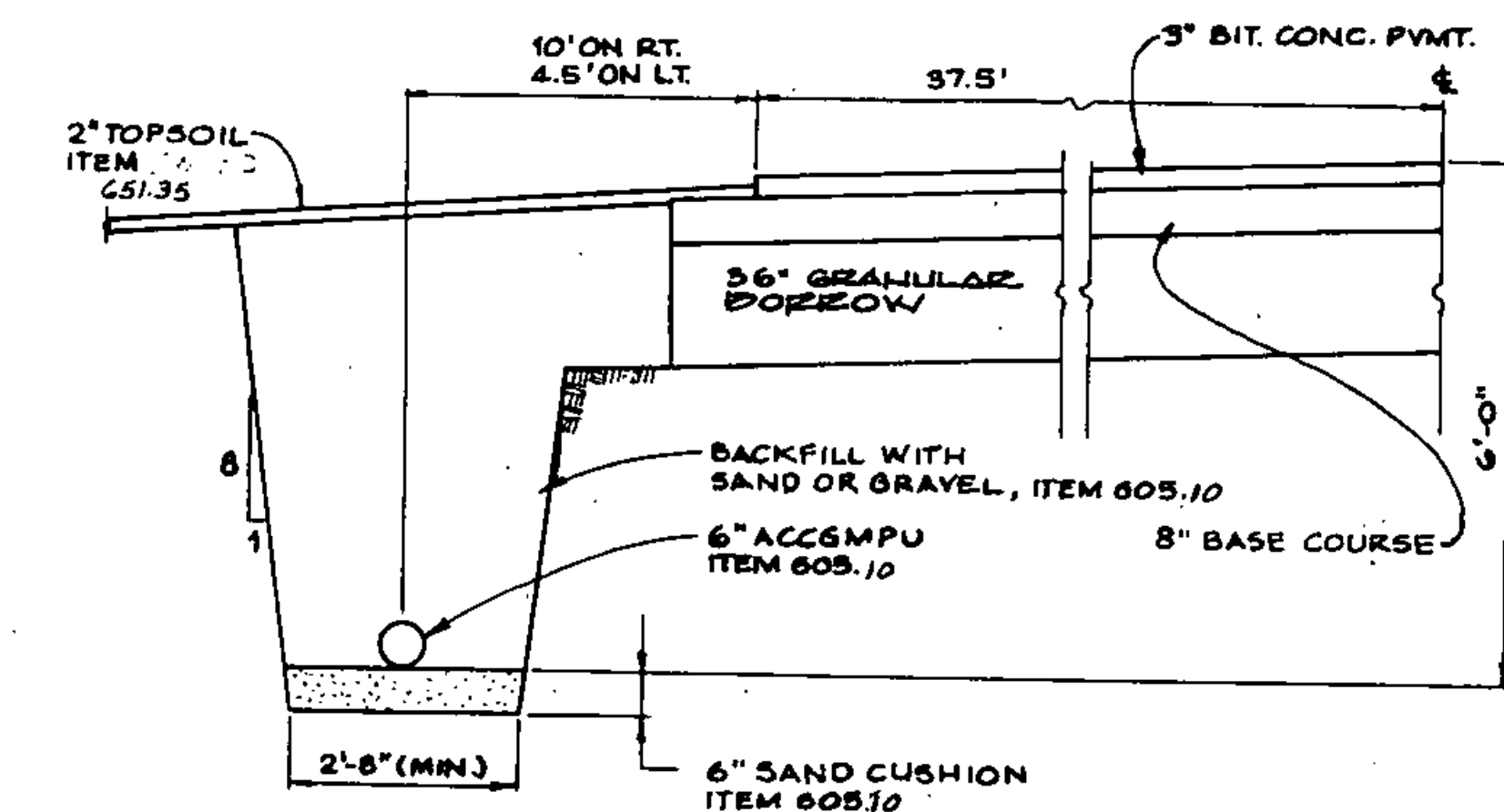
1. Sub-grade under areas to be paved to be compacted to 100% density as per FAA T-611 (AASHTO T-99).

2. Bituminous tack coat to be applied as per Item 404, Subsection 404.06, Type I first Application using RC-250.

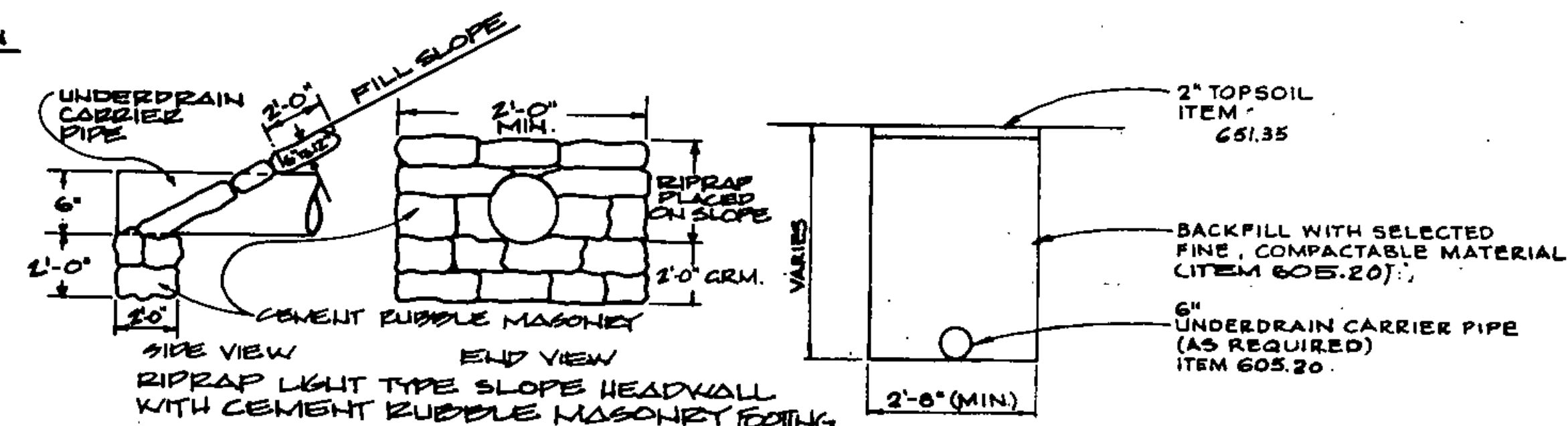
3. Top of subbase under runway pavement to be fine graded and compacted to 100% density as per FAA T-611 (AASHTO 99).



UNDERDRAIN FLUSHING BASIN
NOT TO SCALE
ITEM 605.95



UNDERDRAIN DETAIL
NOT TO SCALE



UNDERDRAIN CARRIER PIPE
NOT TO SCALE

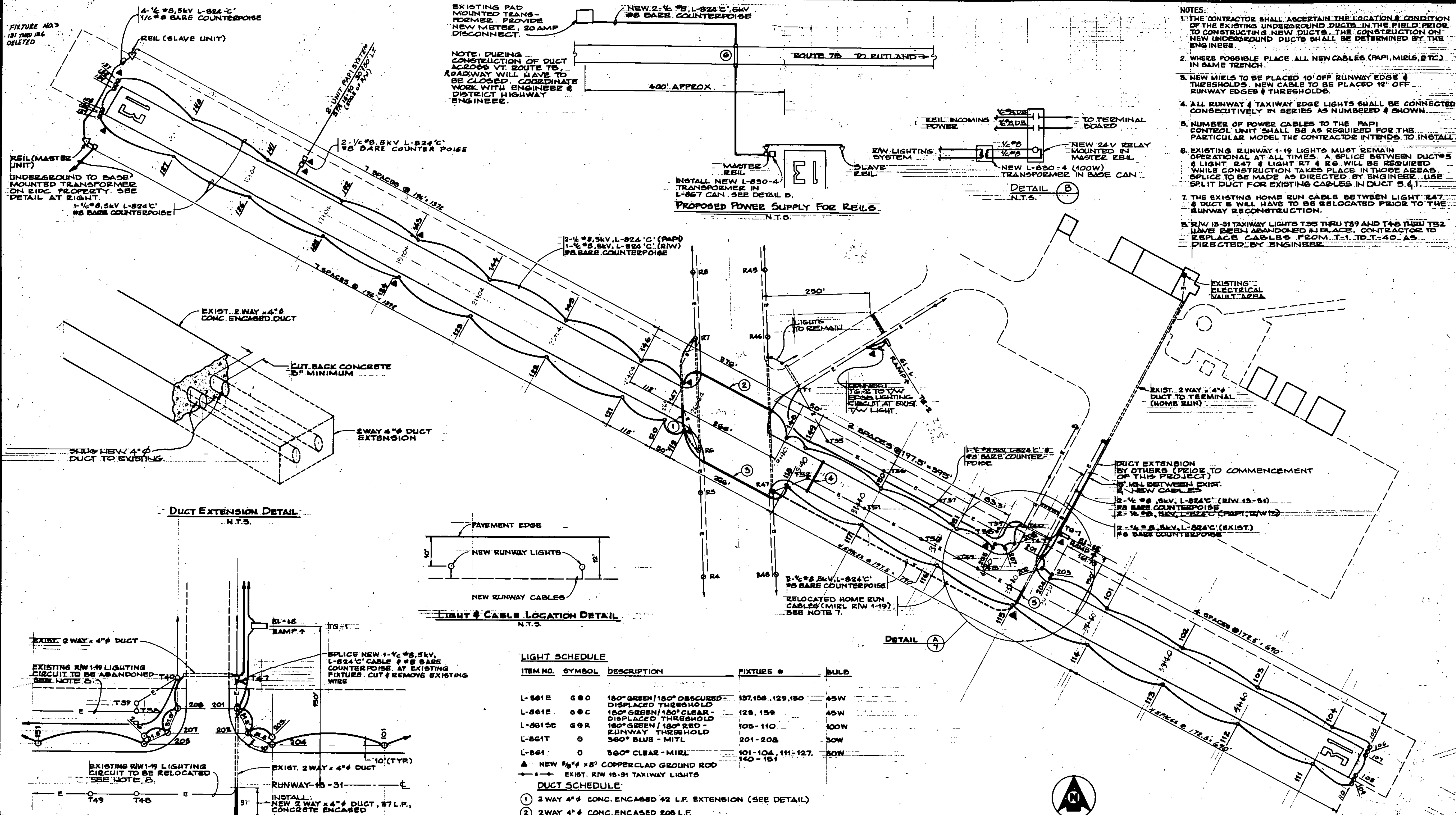
ITEM 613.10 STONE FILL I

A.I.P. PROJECT NO. 3-50-0015-04

RUTLAND STATE AIRPORT.

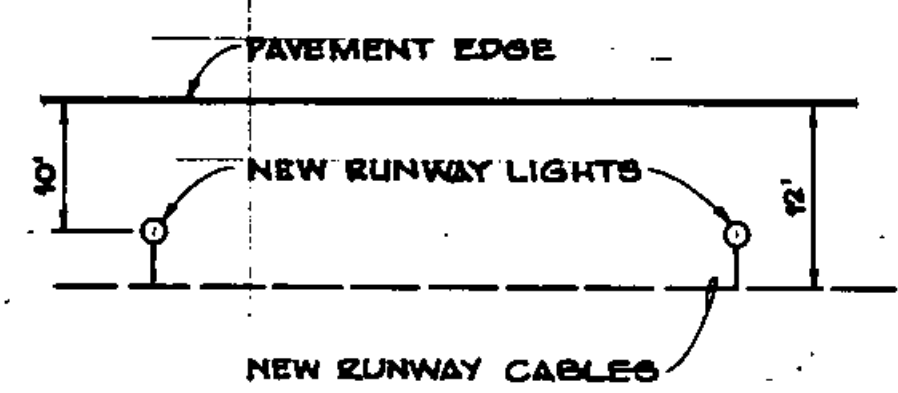
TYPICAL SECTIONS

CLARENDON, VERMONT		Client No. 30-0102	
		Proj. Manager G.W. D'AMICO	
		Proj. Designer E.S. DAWES	
		Drawn By C.W. HILLS	
		Checked By G.W. D'AMICO	
Scale AS SHOWN		Approved	
1321 Washington Ave. Portland, Maine 04103		Date	
Sheet 8 of 30		D	



- NOTES:**
1. THE CONTRACTOR SHALL ASCERTAIN THE LOCATION & CONDITION OF THE EXISTING UNDERGROUND DUCTS IN THE FIELD PRIOR TO CONSTRUCTING NEW DUCTS. THE CONSTRUCTION ON NEW UNDERGROUND DUCTS SHALL BE DETERMINED BY THE ENGINEER.
 2. WHERE POSSIBLE PLACE ALL NEW CABLES (PAPI, MIRS, ETC.) IN SAME TRENCH.
 3. NEW MIRS TO BE PLACED 10' OFF RUNWAY EDGE & THRESHOLDS. NEW CABLE TO BE PLACED 12' OFF RUNWAY EDGES & THRESHOLDS.
 4. ALL RUNWAY & TAXIWAY EDGE LIGHTS SHALL BE CONNECTED CONSECUTIVELY IN SERIES AS NUMBERED & SHOWN.
 5. NUMBER OF POWER CABLES TO THE PAPI CONTROL UNIT SHALL BE AS REQUIRED FOR THE PARTICULAR MODEL THE CONTRACTOR INTENDS TO INSTALL.
 6. EXISTING RUNWAY 1-19 LIGHTS MUST REMAIN OPERATIONAL AT ALL TIMES. A SPLICE BETWEEN DUCTS & LIGHT R47 & LIGHT R7 & R6 WILL BE REQUIRED WHILE CONSTRUCTION TAKES PLACE IN THOSE AREAS. SPLICE TO BE MADE AS DIRECTED BY ENGINEER. USE SPLIT DUCT FOR EXISTING CABLES IN DUCT 5 & 1.
 7. THE EXISTING HOME RUN CABLE BETWEEN LIGHT R47 & DUCT 5 WILL HAVE TO BE RELOCATED PRIOR TO THE RUNWAY RECONSTRUCTION.
 8. RW 13-31 TAXIWAY LIGHTS T35 THRU T39 AND T40 THRU T42 HAVE BEEN ABANDONED IN PLACE. CONTRACTOR TO REPLACE CABLES FROM T-1 TO T-40 AS DIRECTED BY ENGINEER.

DUCT EXTENSION DETAIL
N.T.S.



LIGHT & CABLE LOCATION DETAIL
N.T.S.

LIGHT SCHEDULE

ITEM NO.	SYMBOL	DESCRIPTION	FIXTURE #	BULB
L-861E	G 0	180° GREEN / 180° OBSCURED - DISPLACED THRESHOLD	137, 138, 129, 130	45W
L-861E	G 0	180° GREEN / 180° CLEAR - DISPLACED THRESHOLD	128, 139	45W
L-861SE	G R	180° GREEN / 180° RED - RUNWAY THRESHOLD	105 - 110	100W
L-861T	0	360° BLUE - MITL	201 - 208	30W
L-861	0	360° CLEAR - MIRS	101 - 104, 111 - 127, 140 - 151	30W

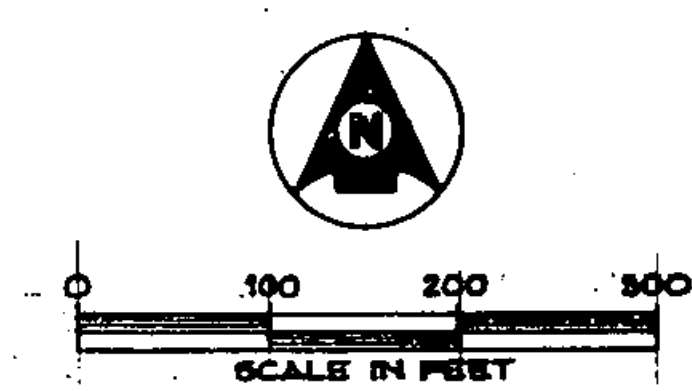
DUCT SCHEDULE

- 1 2WAY 4" CONC. ENCASED 42 L.F. EXTENSION (SEE DETAIL)
- 2 2WAY 4" CONC. ENCASED 206 L.F.
- 3 2WAY 4" CONC. ENCASED 185 L.F.
- 4 4WAY 4" CONC. ENCASED 84 L.F.
- 5 2WAY 4" CONC. ENCASED 37 L.F. EXTENSION (SEE DETAIL)
- 6 2WAY 4" CONC. ENCASED 30 L.F.

TAXIWAY GUIDANCE SIGN SCHEDULE

NO.	TYPE	LOCATION	FRONT	REAR
TG-1	5 PANEL, L-868 R/Y	STA. 58+58.5, 150' LT OF & -11W STA. 14+87.5, 50' RT.	81-113	RAMP ↑
TG-2	5 PANEL, L-868 R/Y	50' RT. OF 11W	1-19	RAMP ↑

TAXIWAY SIGNS TO BE SIZE 1, CLASS 2, STYLE 2.



RUTLAND STATE AIRPORT

LIGHTING PLAN

Client No. 88-0008
 Proj. Manager J. H. HENRY
 Proj. Designer J. H. HENRY
 Drawn By J. H. HENRY
 Checked By J. H. HENRY
 Scale 1" = 100'
 Approved J. H. HENRY
 Date 10/1/88

A.I.A. PROJECT NO. 88-0018-04

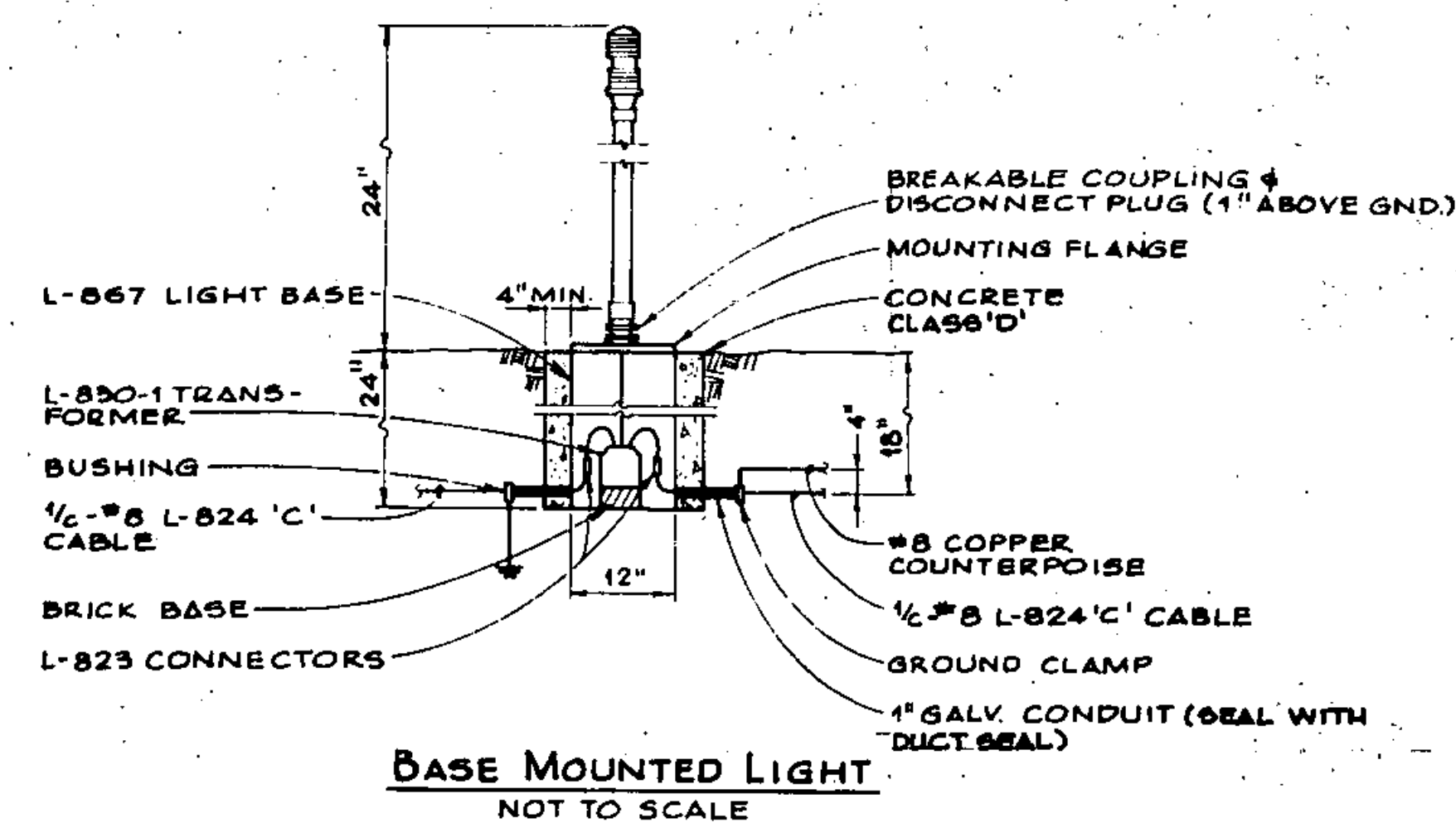
DELETE VASI, INSERT PAPI 8905-14-88
 ADD RUNWAY DRINK VIA ELIC AND THE 88

Rev. Description By Date

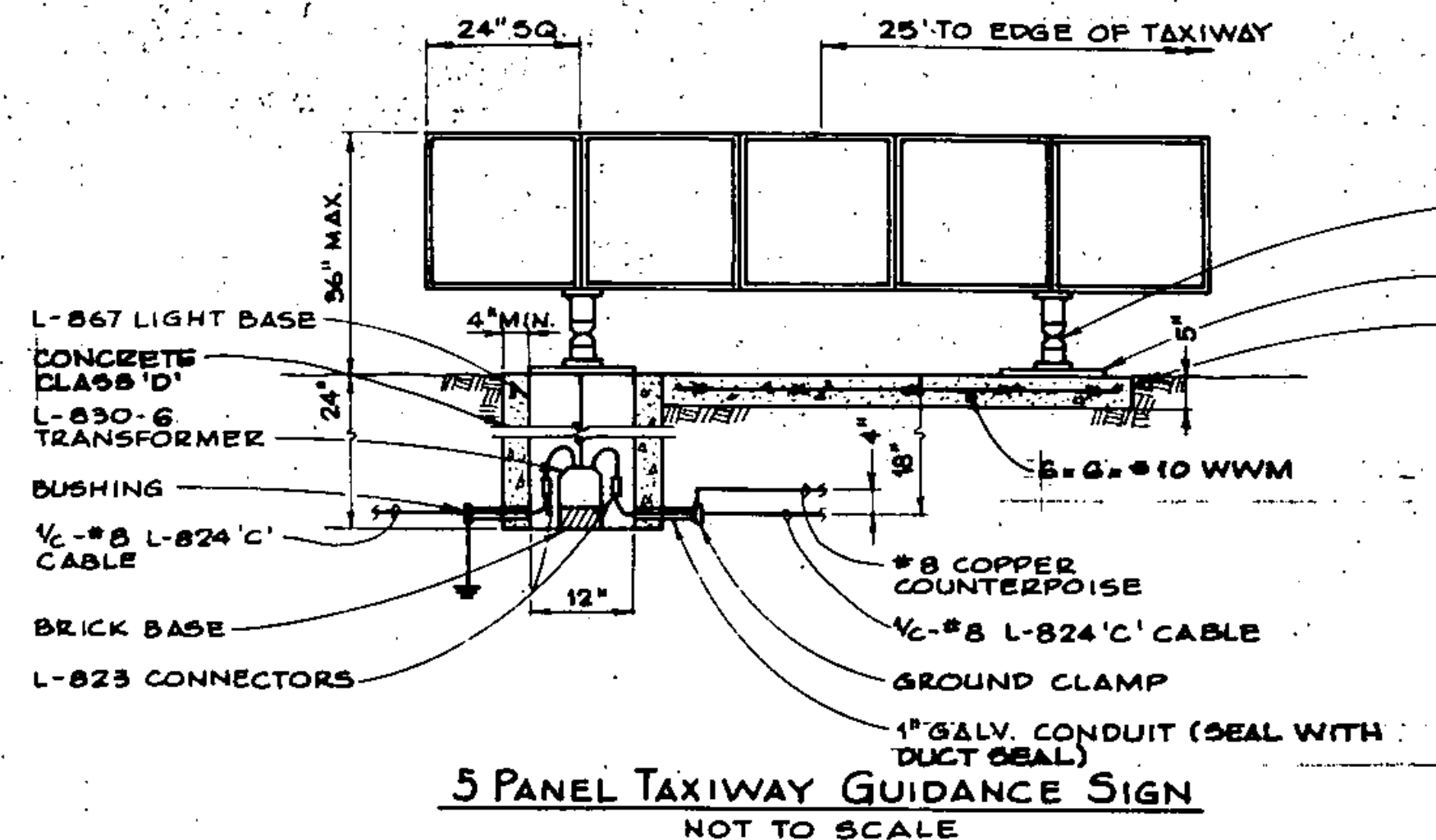
D.H. DUNNE & HENRY, INC.
 121 Washington Ave.
 Portland, Maine 04103

STATE OF VERMONT
 J. H. HENRY
 PROFESSIONAL ENGINEER
 No. 8718

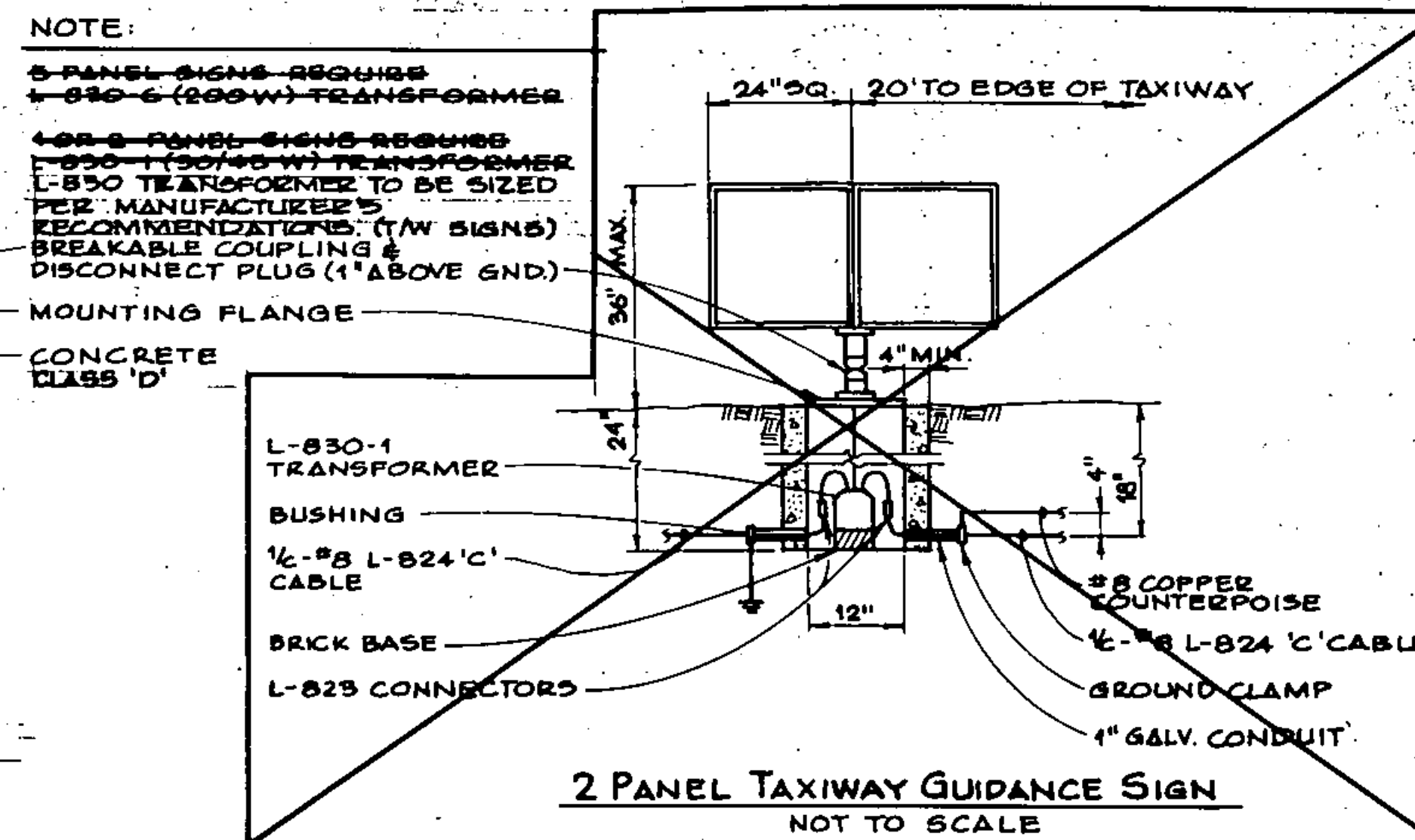
Sheet 1 of 10



BASE MOUNTED LIGHT
NOT TO SCALE



5 PANEL Taxiway Guidance Sign
NOT TO SCALE

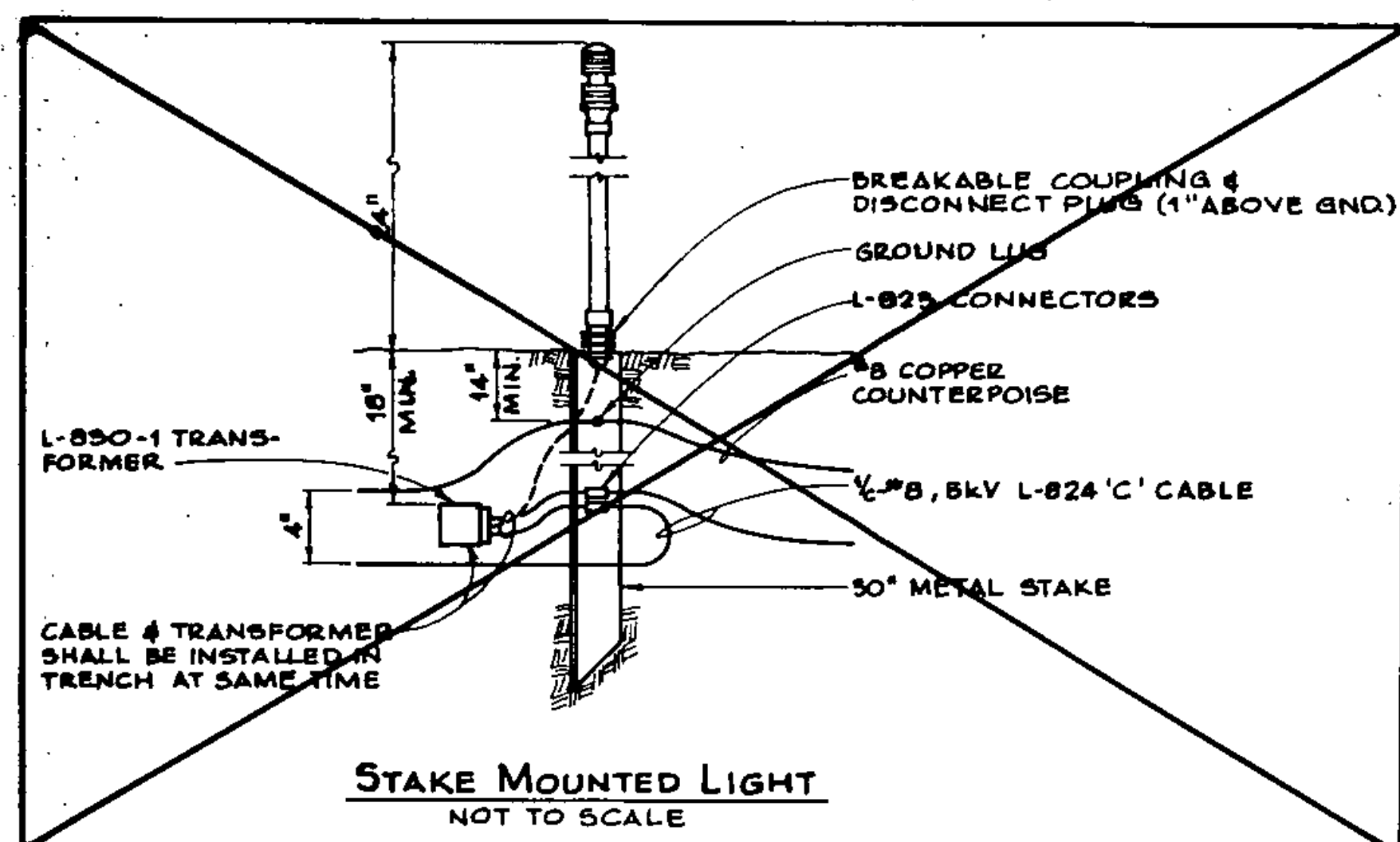


2 PANEL Taxiway Guidance Sign
NOT TO SCALE

NOTE:

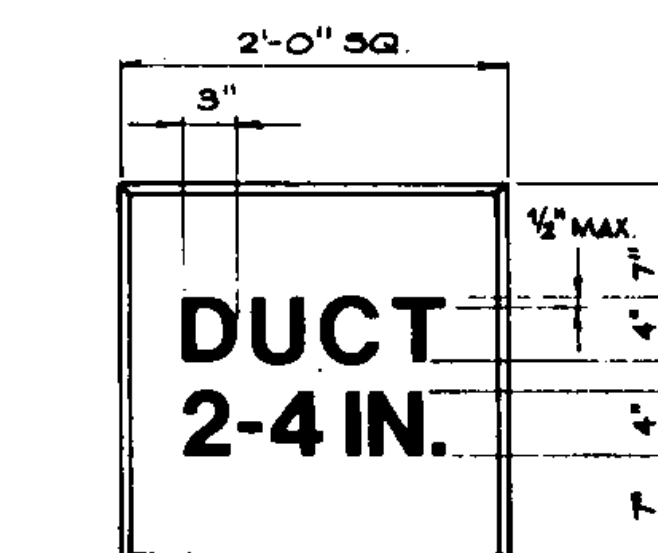
3-PANEL SIGNS REQUIRE
L-850-6 (200W) TRANSFORMER
4-PANEL SIGNS REQUIRE
L-850-1 (500W) TRANSFORMER
L-850 TRANSFORMER TO BE SIZED
PER MANUFACTURER'S
RECOMMENDATIONS (TAX SIGNS)
BREAKABLE COUPLING &
DISCONNECT PLUG (1" ABOVE GND)
MOUNTING FLANGE
CONCRETE
CLASS 'D'

NOTE:
PROVIDE A 3' LOOP OF CABLE AT ALL
TRANSFORMER LOCATIONS.

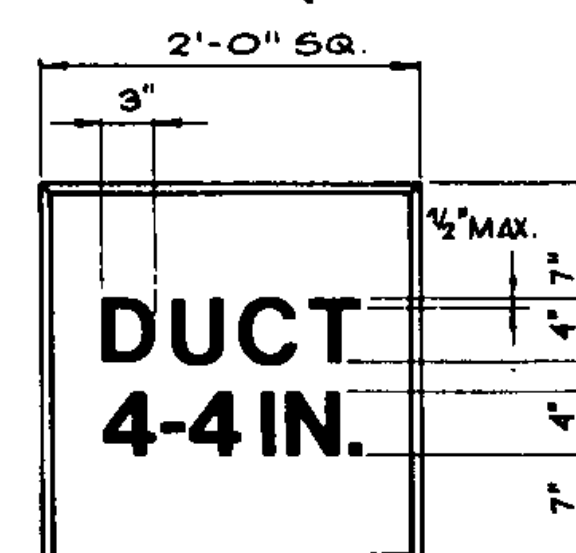


Stake Mounted Light
NOT TO SCALE

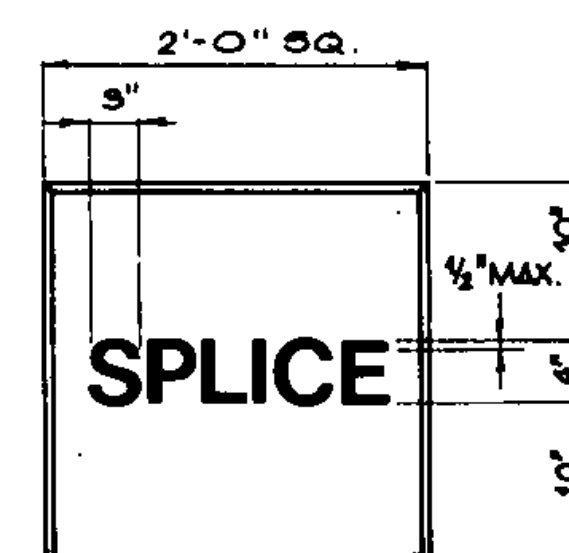
NOT IN CONTRACT



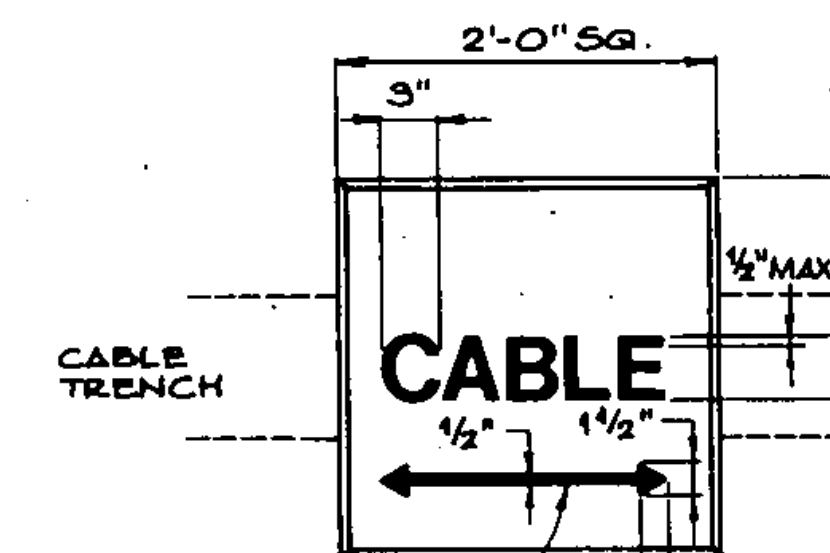
2-WAY Duct Marker
NOT TO SCALE



4-WAY Duct Marker
NOT TO SCALE

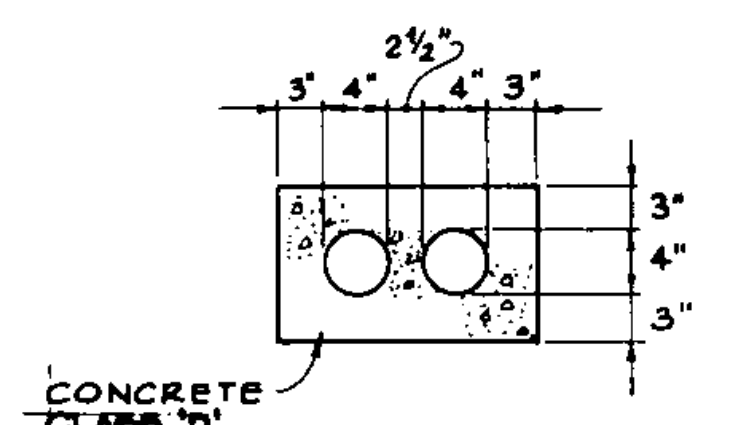


Splice Marker
NOT TO SCALE

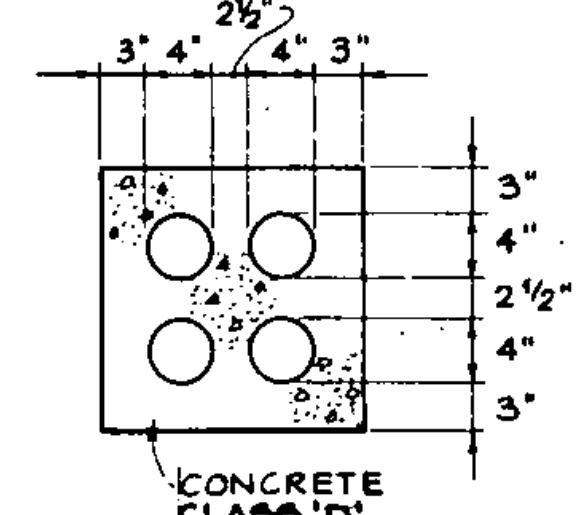


Cable Marker
NOT TO SCALE

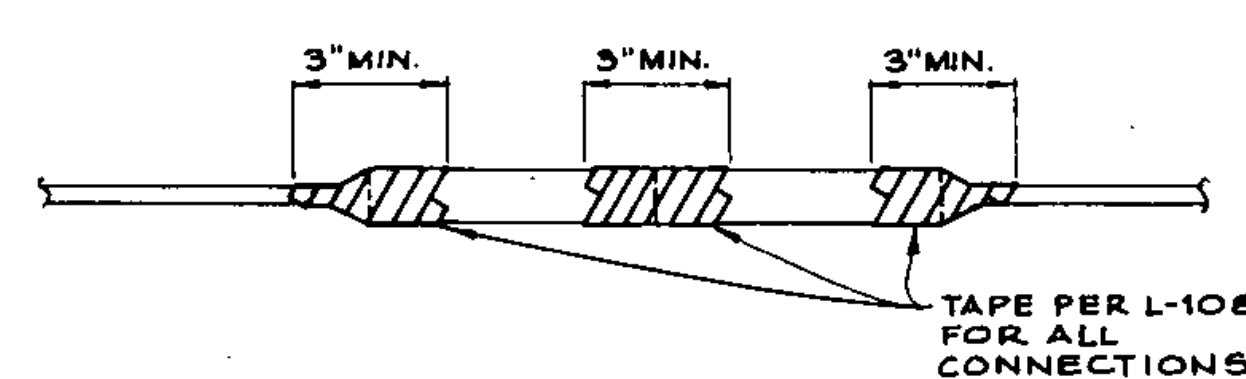
MARKER NOTES:
1. HAND LETTERING NOT
ALLOWED ON MARKERS.
LETTERING IS TO BE
IMRESSED.
2. ARROW ON CABLE
MARKER TO INDICATE
DIRECTION OF CABLES.
3. PAYMENT FOR CABLE,
SPICE OR DUCT MARKERS
TO BE SUBSIDIARY
TO OTHER PAY ITEMS.



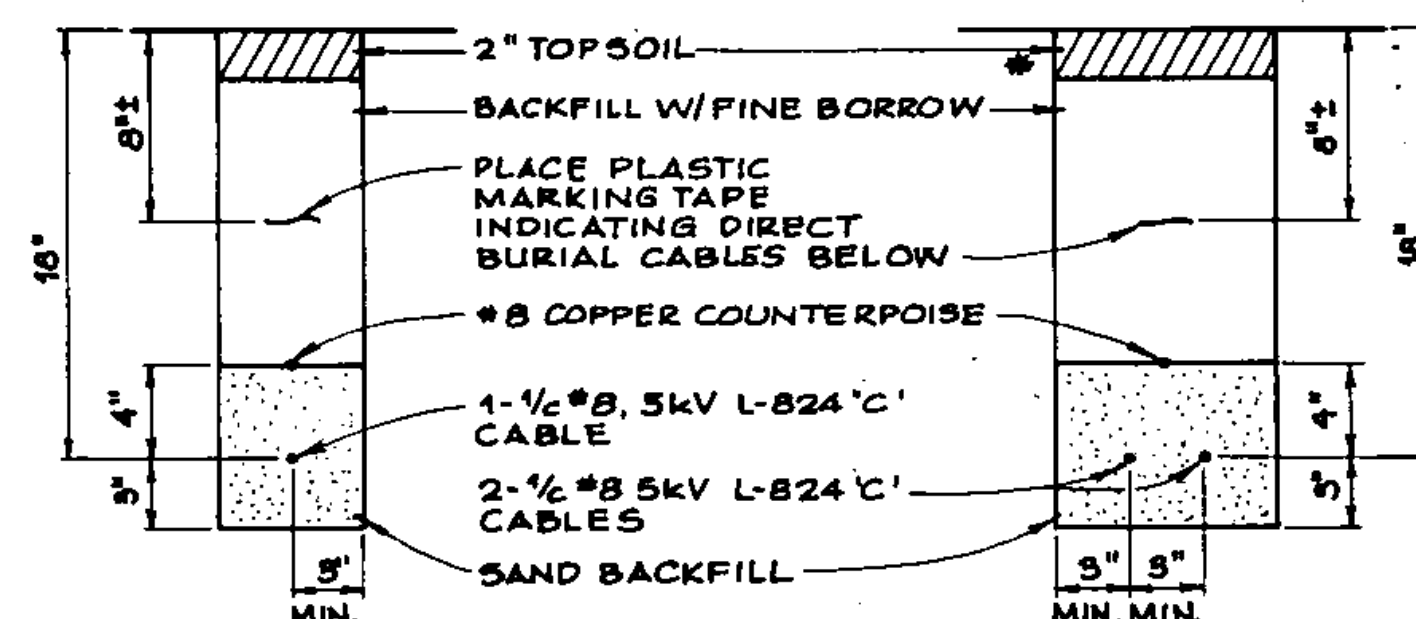
2 Way Electrical Duct
NOT TO SCALE



4 Way Electrical Duct
NOT TO SCALE

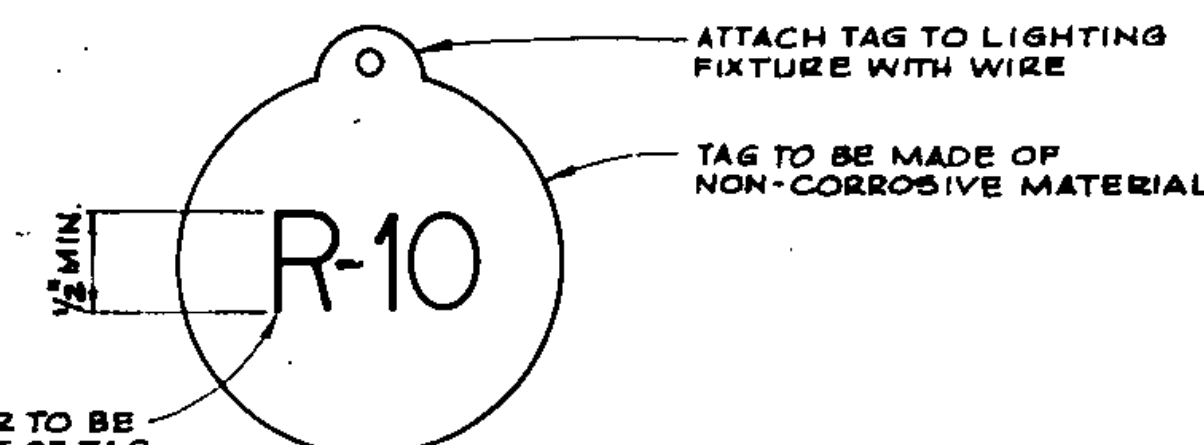


L-823 Cable Connector
NOT TO SCALE



DIRECT BURIAL Cable Trench Details
NOT TO SCALE

* FINE BORROW = MATERIAL REASONABLY FREE
FROM LOAM, CLAY OR ORGANIC MATERIAL.
MAXIMUM SIZE = 1/4"

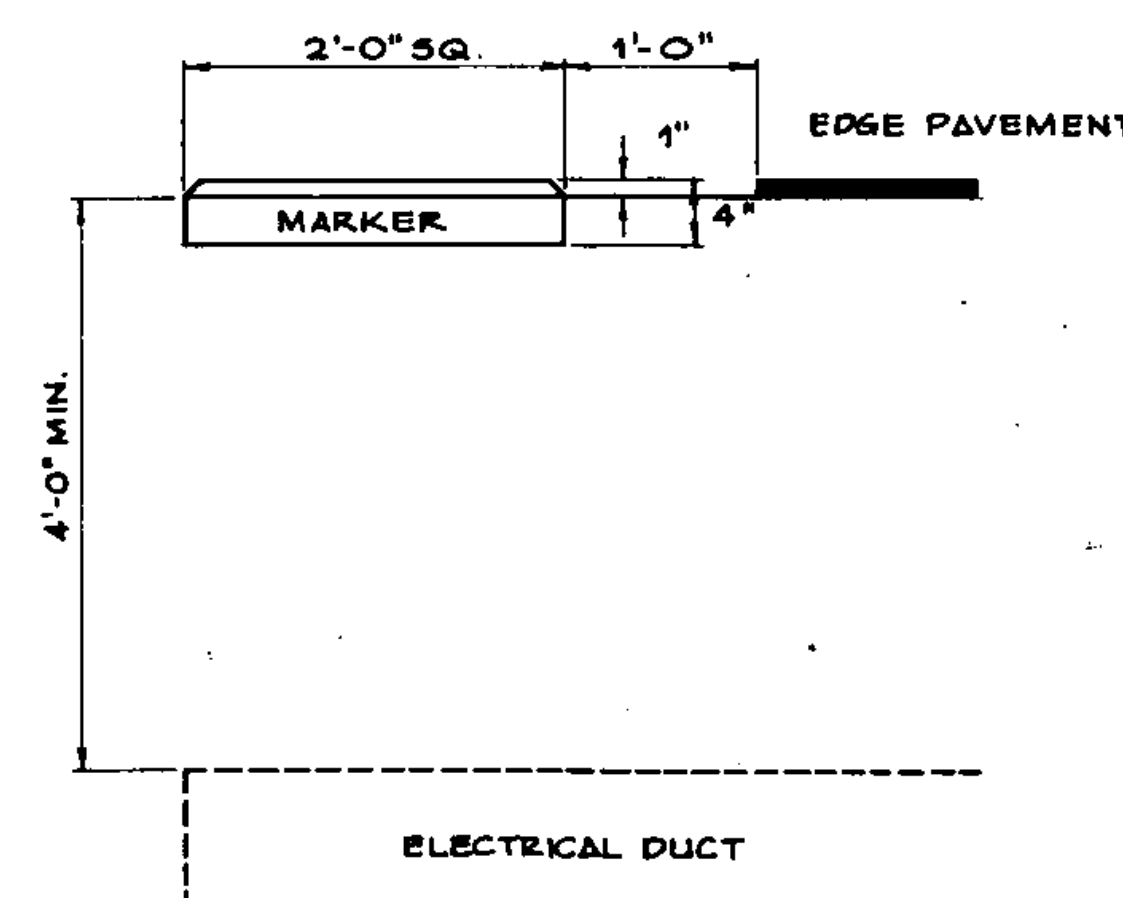


Light Identification Tag
NOT TO SCALE

LETTER & NUMBER TO BE
PERMANENT PART OF TAG
'R' INDICATES RUNWAY EDGE
OR THRESHOLD LIGHT. 'T'
INDICATES TAXIWAY EDGE LIGHT

LIGHT LOCATION SCHEDULE		
STATION	NO.	OFFSET (ft.)
101-106 DELETED		
11+00	128	47.58
	129	87.88
	130	87.88
	137	87.88
	138	87.88
	139	47.51
15+00	127	47.38
	140	47.51
18+00	126	47.58
	141	47.51
19+00	125	47.58
	142	47.51
19+14	124	47.58
	143	47.51
21+10	123	47.58
	144	47.51
23+00	122	47.58
	145	47.51
28+00	121	47.58
	146	47.51
28+14	120	47.58
	147	47.51
28+64	119	47.58
28+90	118	47.51
	119	47.51
	120	47.51

STATION	NO.	OFFSET (ft.)
29+30	118	47.58
	149	47.51
31+27.5	117	47.58
	150	47.51
33+25.0	116	47.58
	151	47.51
34+08.3	205	47.51
	206	50.51
34+22.3	207	61.51
34+48.3	208	87.51
35+18.3	201	87.51
35+22.5	115	47.58
35+32.3	202	61.51
35+58.3	204	47.51
	203	50.51
37+20	101	47.51
	114	47.58
38+025	102	47.51
	113	47.58
40+05	103	47.51
	112	47.58
48+025	104	47.51
	111	47.58
44+10	105	47.51
	106	37.51
	107	27.51
	108	27.58
	109	37.58
	110	47.58



DUCT & MARKER INSTALLATION
NOT TO SCALE

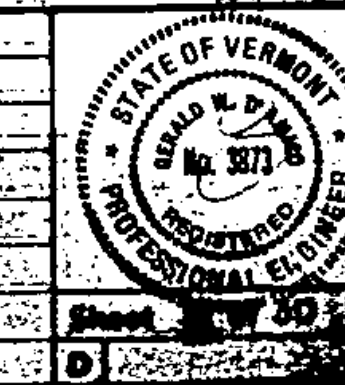
Rev.	Description	By	Date

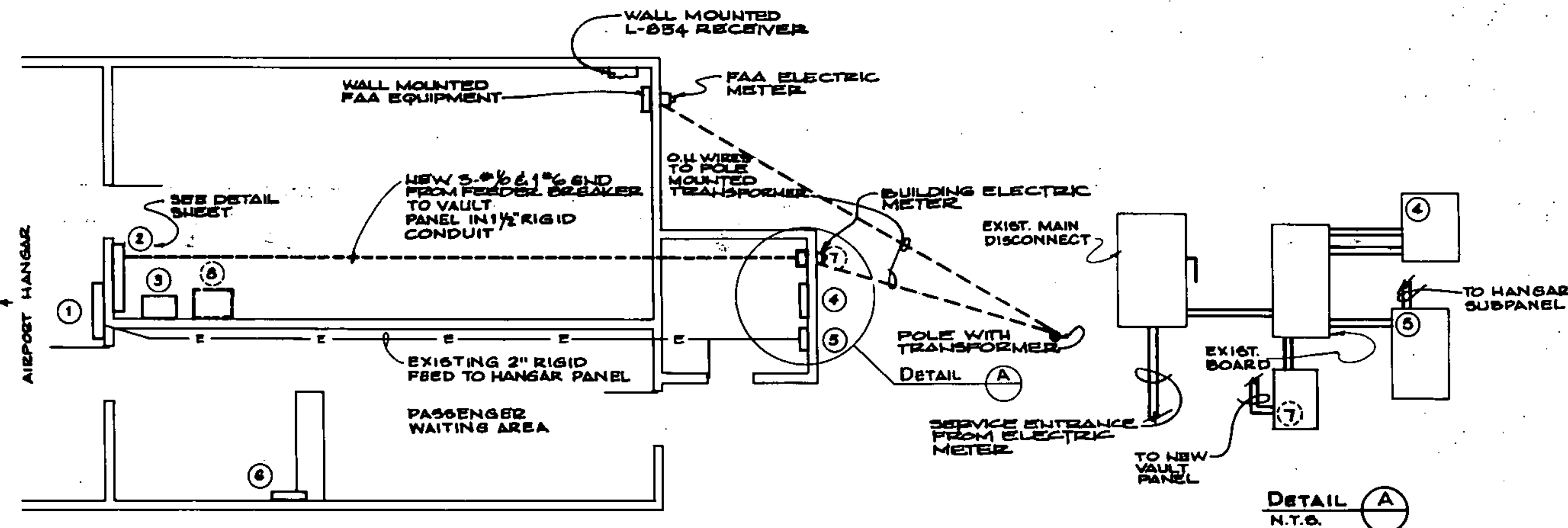
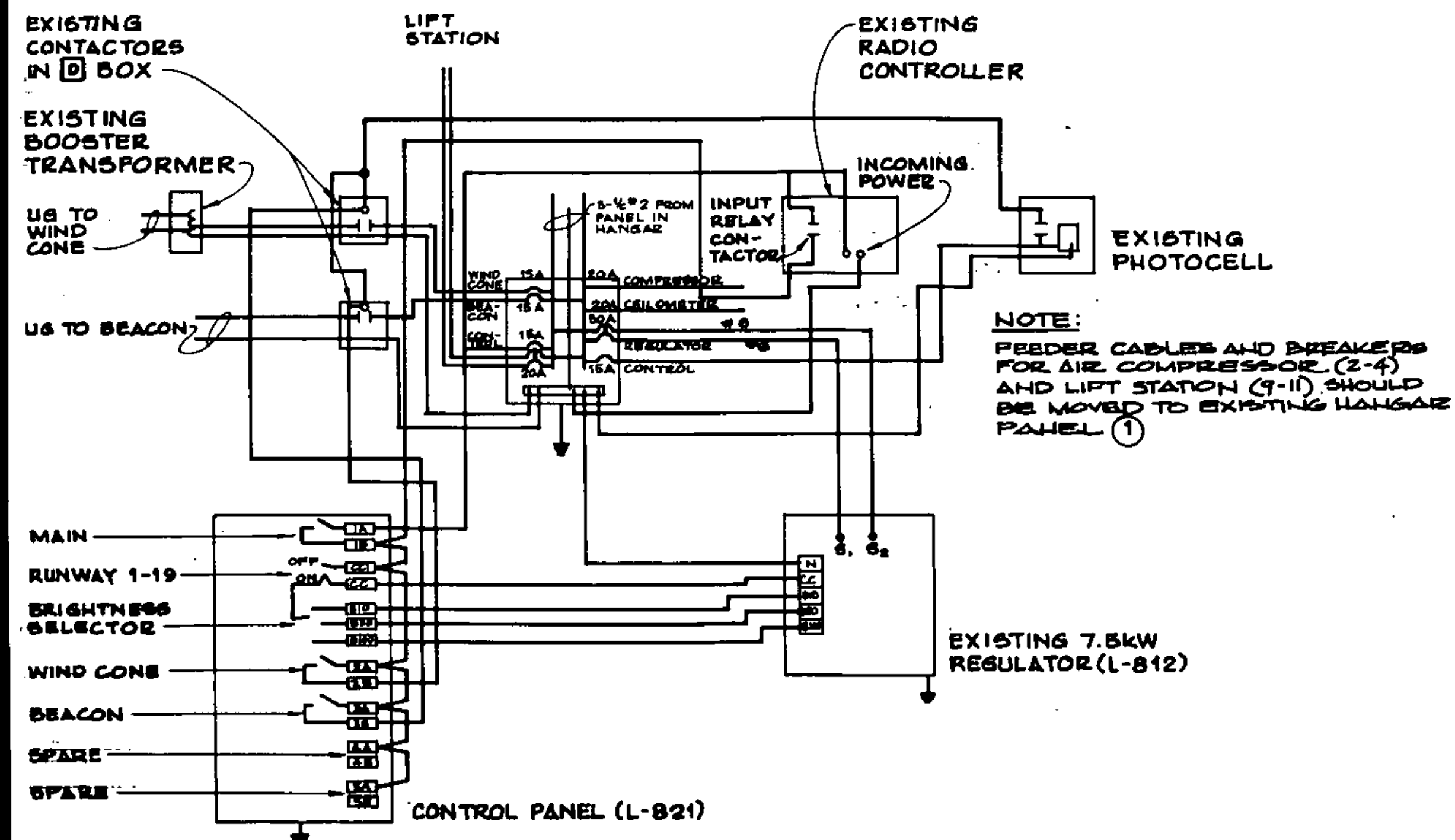
A.P. PROJECT NO. 3-80-0018-04

RUTLAND STATE AIRPORT
ELECTRICAL DETAILS



Client No. 3-80-0018-04
Proj. Manager: J.W. Durans
Proj. Designer: J.W. Durans
Drawn By: J.W. Durans
Checked By: J.W. Durans
Scale: as shown
Approved: J.W. Durans
Date: 10/1/80

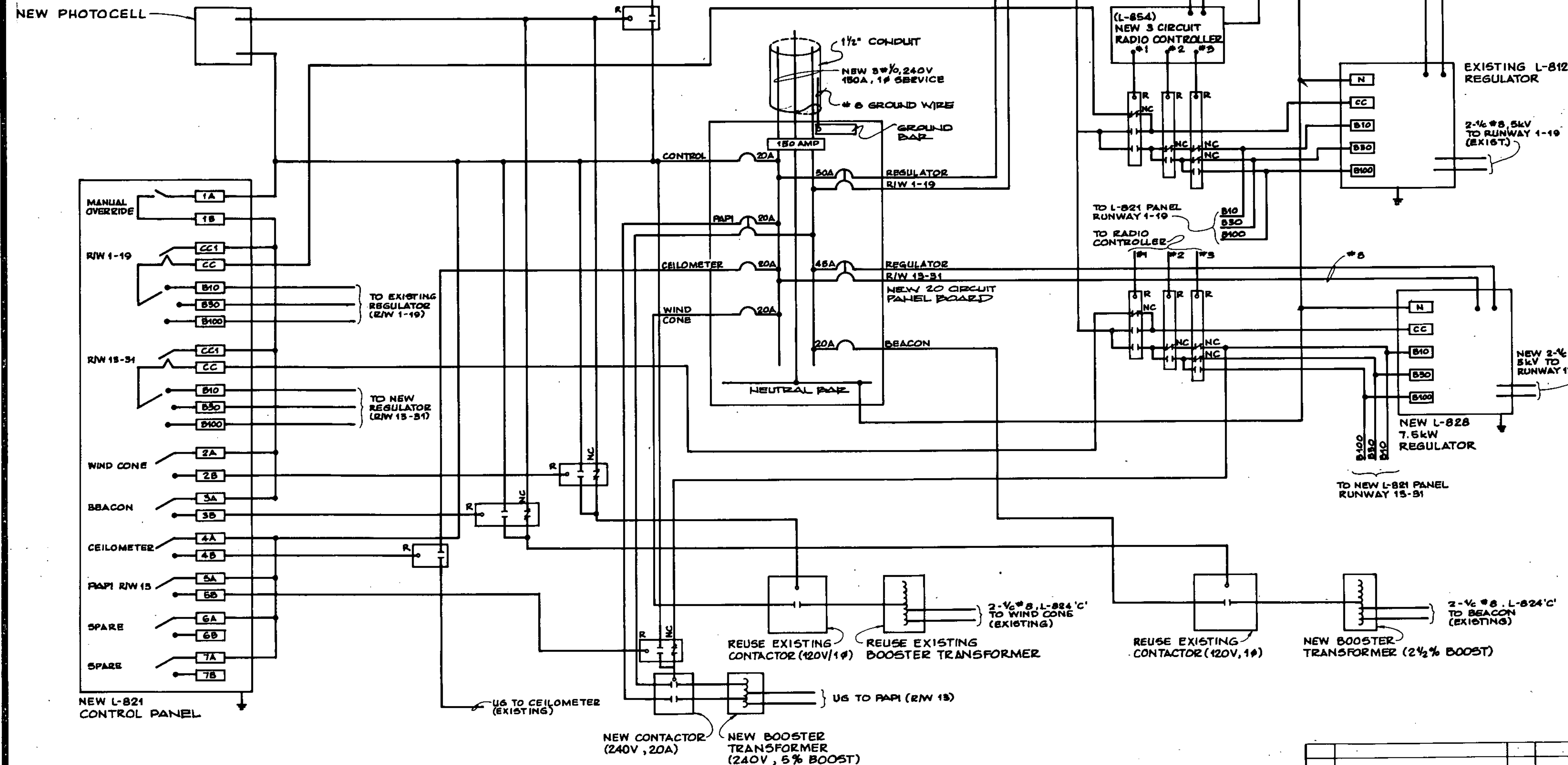




- EQUIPMENT SCHEDULE**
- EXIST. HANGAR PANEL (100A - HANGAR/VAULT)
 - EXIST. VAULT PANEL (VAULT ONLY)
 - EXIST. 7.5kW REGULATOR (R/W 1-19)
 - EXIST. PANEL (HEATING SYSTEM, WELL, OFFICE) (50A)
 - EXIST. 100A FEEDER BREAKER (HANGAR/VAULT)
 - EXIST. L-821 PANEL TO BE REMOVED, REPLACE WITH NEW
 - NEW 150A FEEDER BREAKER (VAULT SERVICE ONLY)
 - NEW 7.5kW REGULATOR (R/W 13-31) L-828

GENERAL NOTES:

- RUNWAY 1-19 LIGHTING TO REMAIN IN SERVICE (NIGHTTIME) DURING CONSTRUCTION.
- ALL WIRING 1/2 #12 UNLESS OTHERWISE NOTED.
- R = 120VAC RELAY WITH NEON INDICATING LIGHT. USE SQUARE 'D', KP15 OR EQUAL.
- PHOTOCELL - USE CROUSE-HINDS MODEL PEC-4 OR EQUAL. MOUNT ON NORTH SIDE OF BUILDING OR AS DIRECTED BY THE ENGINEER.
- WIND CONE & BEACON ARE TO OPERATE ON PHOTOCELL FOR CONTINUOUS NIGHTTIME OPERATION.
- NORMAL OPERATIONS OF MRLS TO BE VIA RADIO CONTROL.
- ALL CONTACTORS, RELAYS, ETC. TO BE MOUNTED IN NEMA-4 ENCLOSURE.
- NEUTRAL CONDUCTORS NOT SHOWN.
- RADIO CONTROL OPERATION - FREQUENCY: 122.5 MHz
CIRCUIT #1 MRLS 10% (3 CLICKS)
CIRCUIT #2 MRLS 50% (5 CLICKS)
CIRCUIT #3 MRLS 100% (7 CLICKS)
- NEW BOOSTER TRANSFORMERS - 120V, 240V PRIMARY, 120V SECONDARY @ 8.5A, 100VA RATING. USE ACME ELECTRIC CAT. NO. T-81048 OR EQUAL. CONNECT FOR INPUT VOLTAGE & PERCENT BOOST AS LISTED ABOVE.
- RADIO ANTENNA, MOUNT ON ROOF OF TERMINAL BUILDING.
- EXISTING ELECTRICAL EQUIPMENT NOT BEING REUSED TO BE STORED ON AIRPORT PROPERTY AS ORDERED BY THE ENGINEER.
- ALL WIRING SHALL BE IN ACCORDANCE WITH LATEST EDITION OF THE NATIONAL ELECTRICAL CODE.



A.P. PROJECT NO. 3-50-0015-04

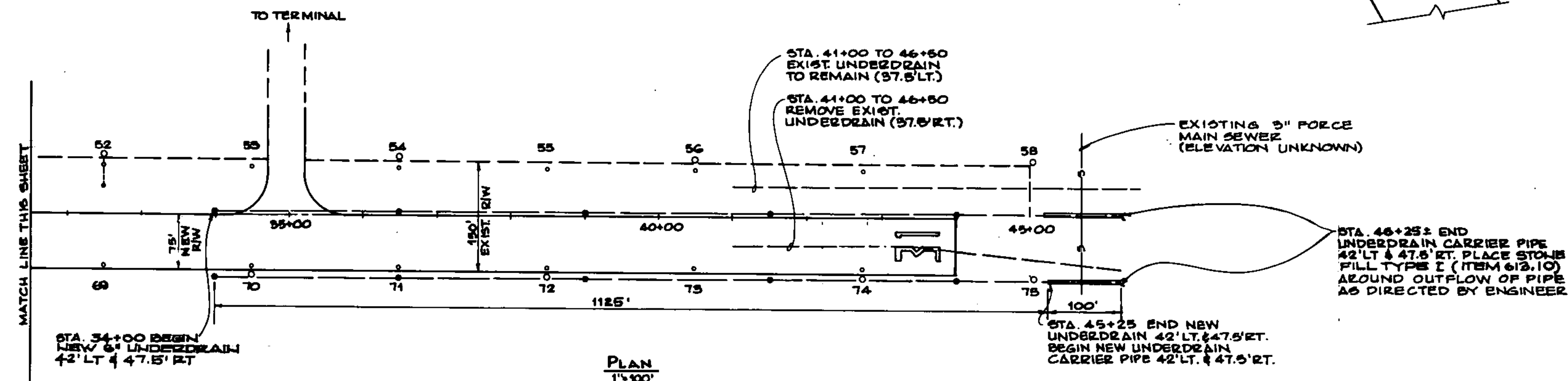
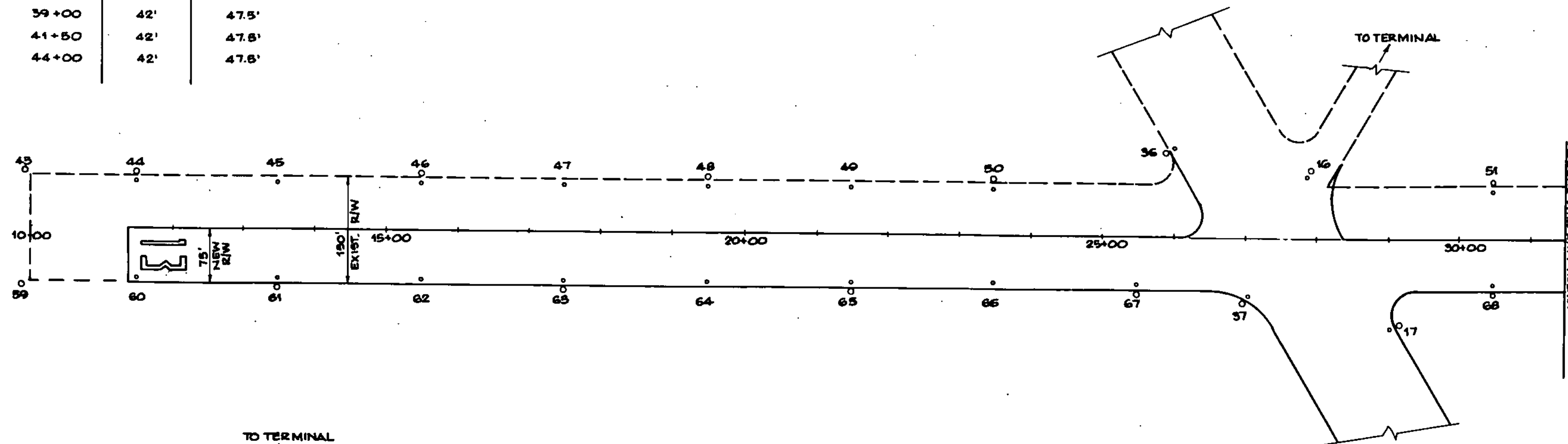
RUTLAND STATE AIRPORT

VAULT LAYOUT

DH Durrene-Henry Inc.	Client No.	80-0182	
	Proj. Manager	G.W. D'AMICO	
	Proj. Designer	E.S. DAWES	
	Drawn By	C.W. HILLS	
	Checked By	G.W. D'AMICO	
Scale	AS SHOWN	Approved	
Date		Sheet	9 of 30

NEW FLUSHING BASIN SCHEDULE

STATION	OFFSET LT.	OFFSET RT.
34+00	42'	47.5'
36+60	42'	47.5'
39+00	42'	47.5'
41+50	42'	47.5'
44+00	42'	47.5'



LEGEND

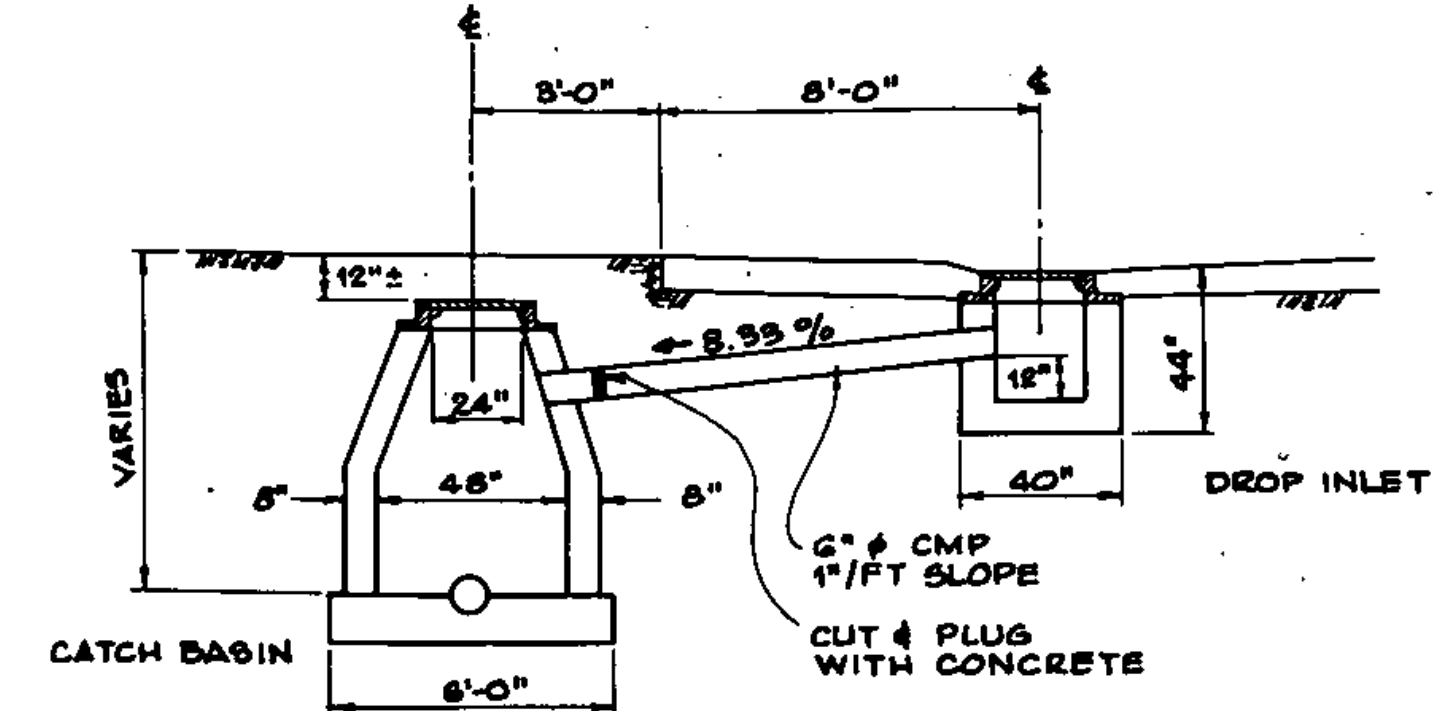
- EXIST. CATCH BASIN
- EXIST. DROP INLET
- EXIST. UNDERDRAIN
- NEW FLUSHING BASIN
- NEW DROP INLET
- NEW UNDERDRAIN
- NEW UNDERDRAIN CARRIER PIPE

0 100 200 300
SCALE IN FEET



A.L.P. PROJECT NO. 3-50-0018-04

Rev.	Description	By	Date



EXIST. CATCH BASIN & DROP INLET DETAIL
N.T.S.

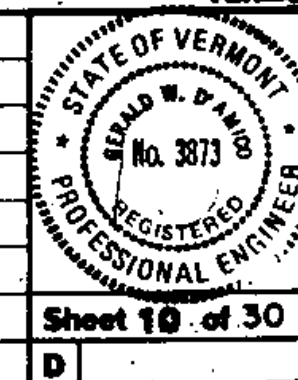
NOTE:
IF DROP INLET IS TO BE REMOVED, THE CONTRACTOR WILL CUT
AND PLUG THE 6" METAL PIPE AS CLOSE TO THE CATCH BASIN
AS POSSIBLE. THE PLUG SHALL BE CONCRETE.

NO.	TYPE	S/L OFFSET	EXISTING I.C. EL.	FINAL I.C. EL.	REMARKS
16	CB	27+98.5, 55' LT	784.22	784.22	To remain
17	DI	27+98.5, 55' LT	783.75	783.75	To remain
36	CB	25+98.5, 120' LT	784.24	784.24	To remain
37	DI	25+98.5, 120' LT	783.81	783.81	To remain
43	CB	9+95, 78' LT	781.02	781.11	Adjust Frame and Grate
44	DI	11+48.5, 67' LT	781.30	781.45	Adjust Frame and Grate
45	DI	13+48.5, 67' LT	781.58	781.58	Adjust Frame and Grate
46	DI	15+48.5, 67' LT	781.85	781.98	Adjust Frame and Grate
47	DI	17+48.5, 67' LT	782.66	783.00	Adjust Frame and Grate
48	DI	19+48.5, 67' LT	782.82	783.06	Adjust Frame and Grate
49	DI	21+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
50	DI	23+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
51	DI	25+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
52	DI	27+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
53	DI	29+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
54	DI	31+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
55	DI	33+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
56	DI	35+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
57	DI	37+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
58	DI	39+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
59	DI	41+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
60	DI	43+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
61	DI	45+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
62	DI	47+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
63	DI	49+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
64	DI	51+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
65	DI	53+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
66	DI	55+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
67	DI	57+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
68	DI	59+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
69	DI	61+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
70	DI	63+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
71	DI	65+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
72	DI	67+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
73	DI	69+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
74	DI	71+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate
75	DI	73+48.5, 67' LT	783.81	783.85	Adjust Frame and Grate

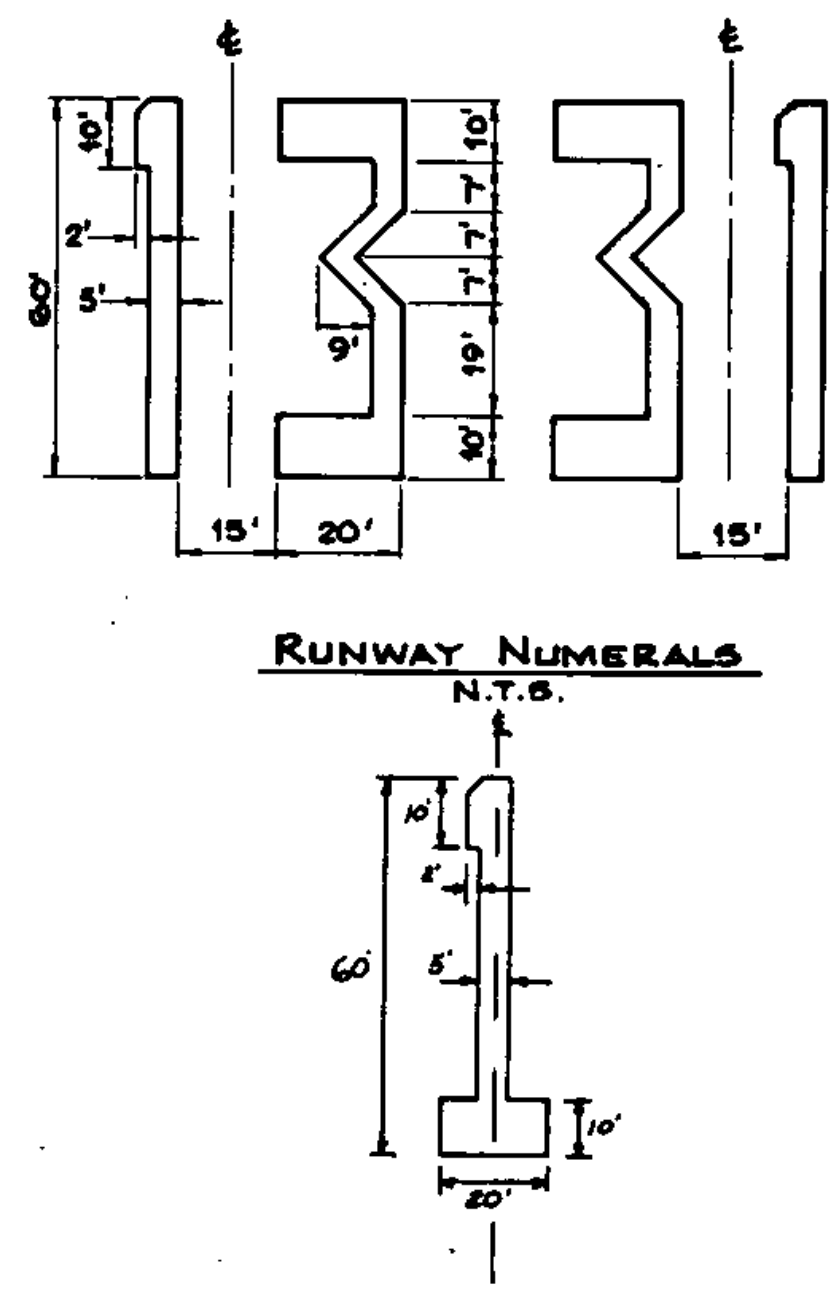
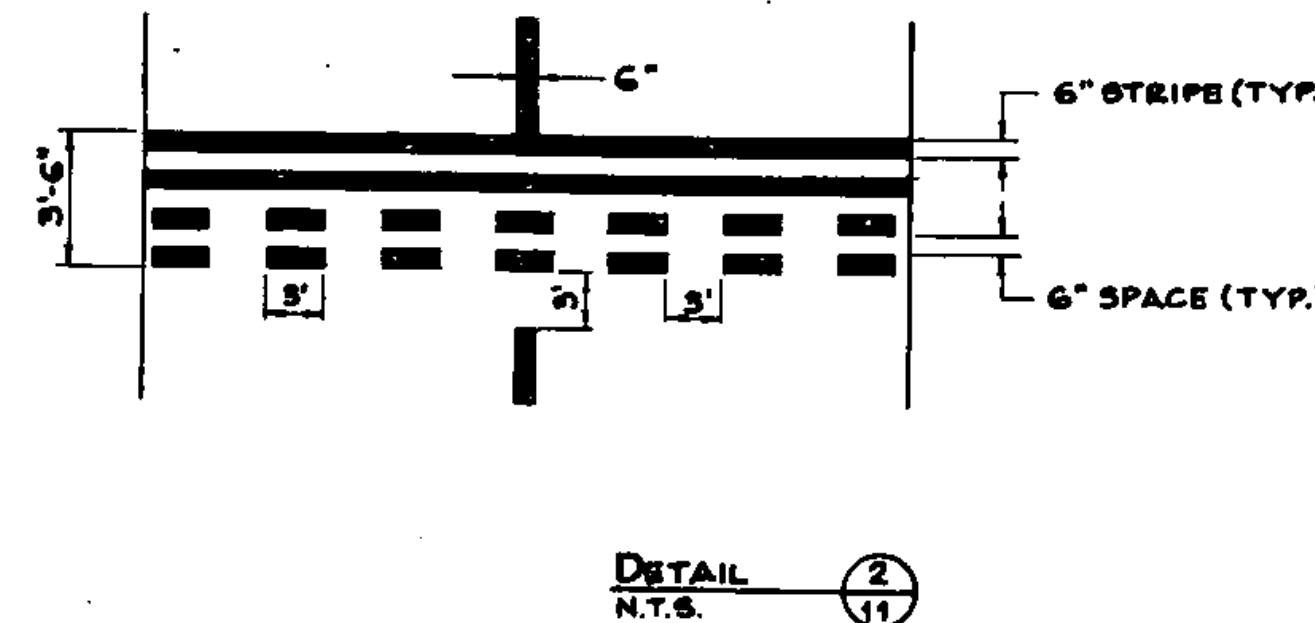
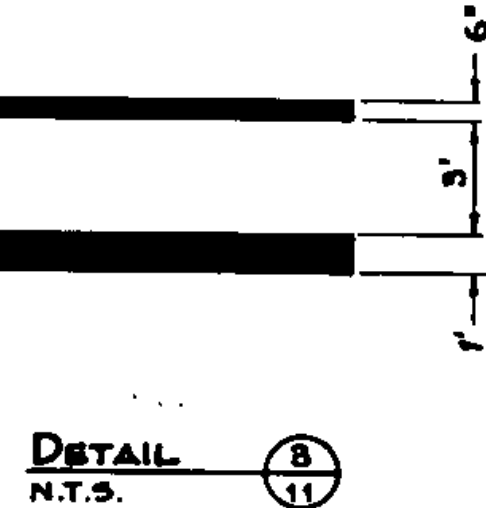
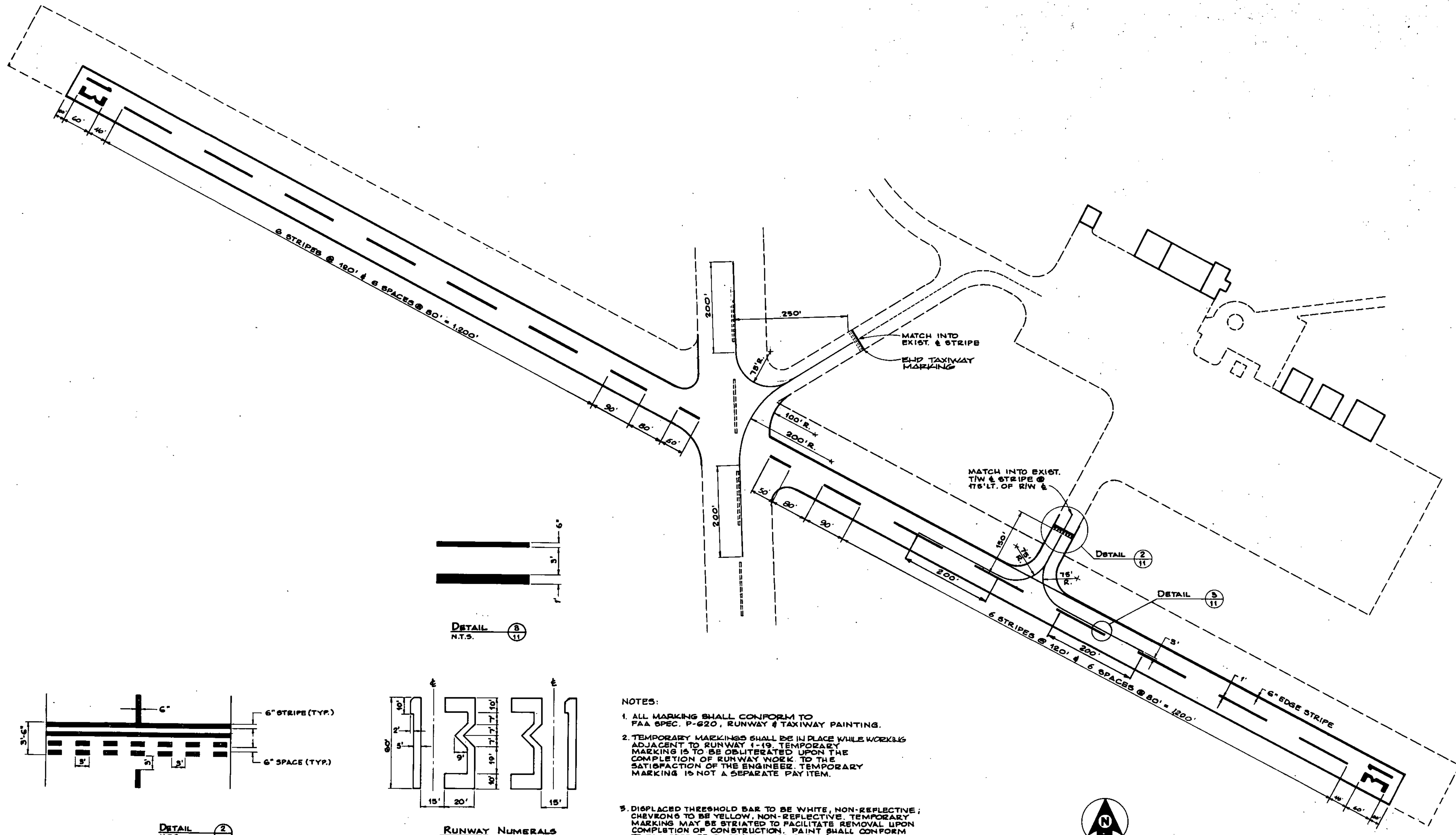
RUTLAND STATE AIRPORT DRAINAGE DETAILS



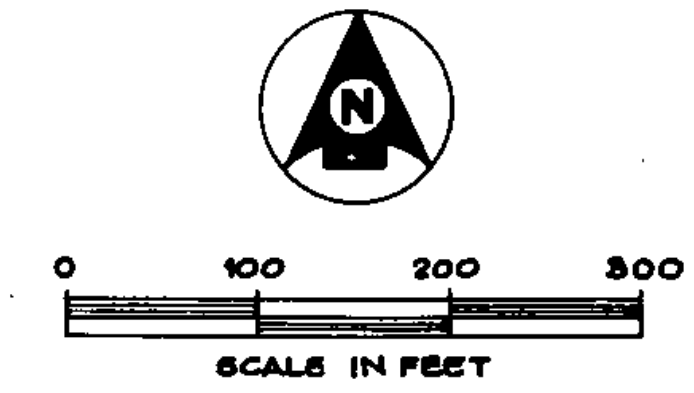
Client No. 30-0182	Prof. Manager G.W. D'AMICO
Prof. Designer E.B. DAWES	Drawn By C.W. MILLS
Checked By G.W. D'AMICO	Scale AS SHOWN
Approved	Date



Sheet 18 of 30



- NOTES:
1. ALL MARKING SHALL CONFORM TO FAA SPEC. P-620, RUNWAY & TAXIWAY PAINTING.
 2. TEMPORARY MARKINGS SHALL BE IN PLACE WHILE WORKING ADJACENT TO RUNWAY 1-19. TEMPORARY MARKING IS TO BE OBLITERATED UPON THE COMPLETION OF RUNWAY WORK. TO THE SATISFACTION OF THE ENGINEER. TEMPORARY MARKING IS NOT A SEPARATE PAY ITEM.
 3. DISPLACED THRESHOLD BAR TO BE WHITE, NON-REFLECTIVE; CHEVRONS TO BE YELLOW, NON-REFLECTIVE. TEMPORARY MARKING MAY BE STRIATED TO FACILITATE REMOVAL UPON COMPLETION OF CONSTRUCTION. PAINT SHALL CONFORM TO FAA SPEC. TT-P-86 (NON-REFLECTIVE).
 4. TEMPORARY MARKING MAY BE SNOW FENCE, LIMESTONE, TARPULLEN OR OTHER MEANS SATISFACTORY TO THE ENGINEER.
 5. RUNWAY CENTERLINE & NUMERALS ARE TO BE WHITE. TAXIWAY CENTERLINE & HOLDLINE ARE TO BE AVIATION YELLOW CONFORMING TO FEDERAL SPEC. TT-P-85 (NON-REFLECTIVE).
 6. THE NUMERAL ONE, WHEN USED ALONE, CONTAINS A 20'-10" HORIZONTAL BAR TO DIFFERENTIATE IT FROM THE RUNWAY CENTERLINE MARKINGS.



A.I.P. PROJECT NO. 3-50-0015-04

Rev.	Description	By	Date

CLARENDON, VERMONT

RUTLAND STATE AIRPORT

MARKING DIAGRAM

Client No. 80-0182

Proj. Manager G.W. D'AMICO

Proj. Designer E.S. DAVES

Drawn By C.W. HALLS

Checked By G.W. D'AMICO

Scale AS SHOWN

Approved _____

Date _____

DH

Dufresne-Henry Inc.

121 Washington Ave.

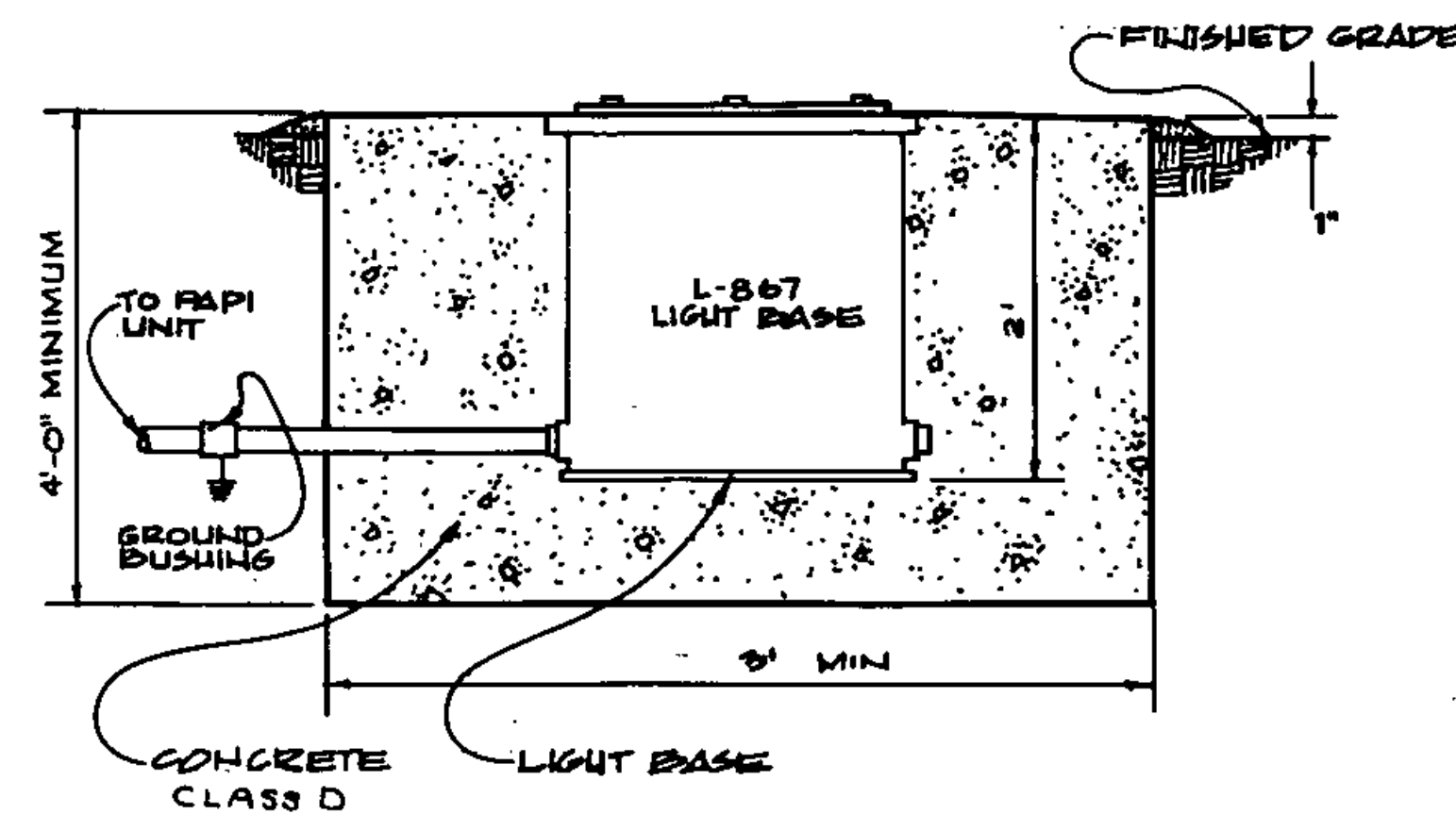
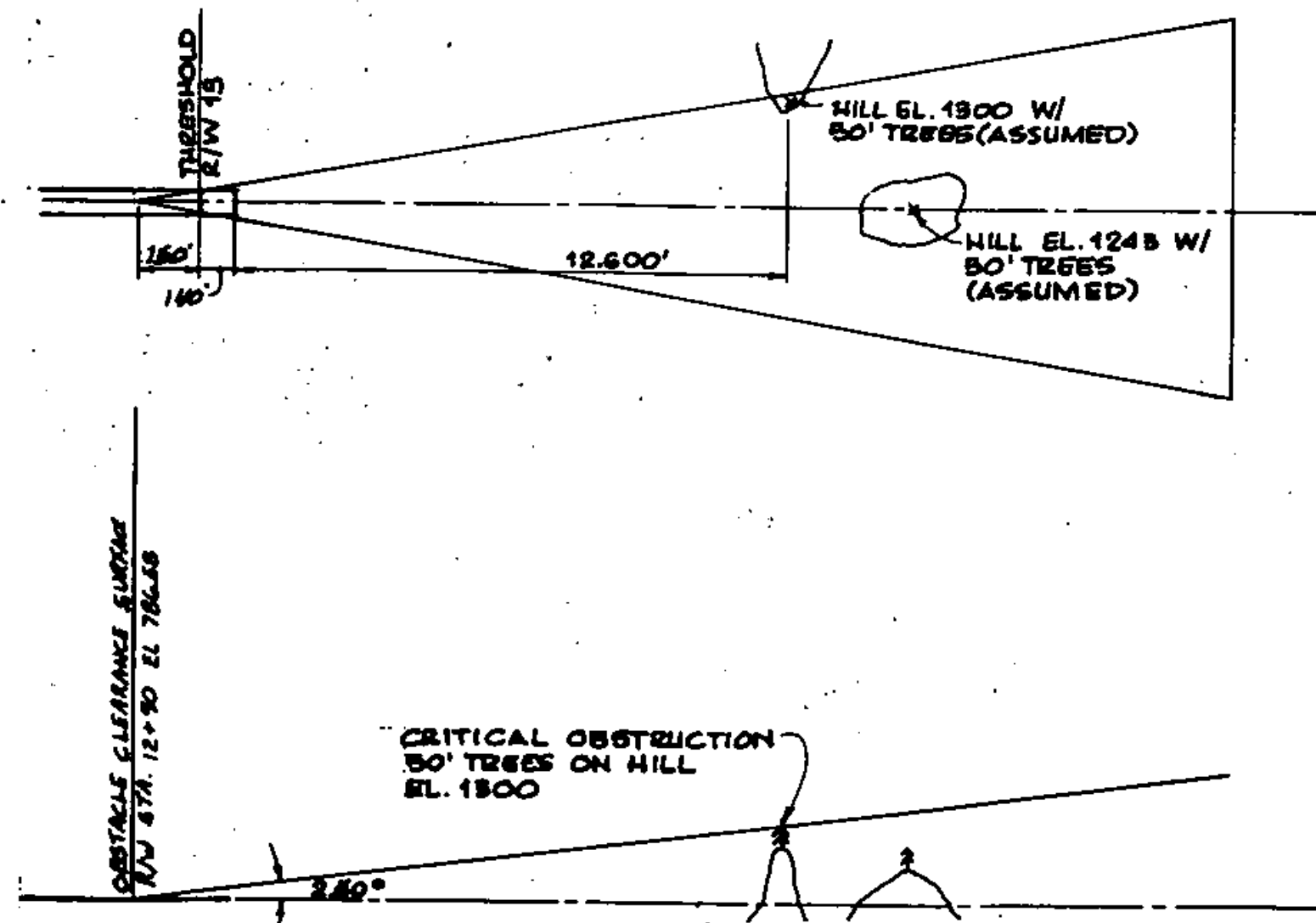
Portland, Maine 04103

STATE OF VERMONT

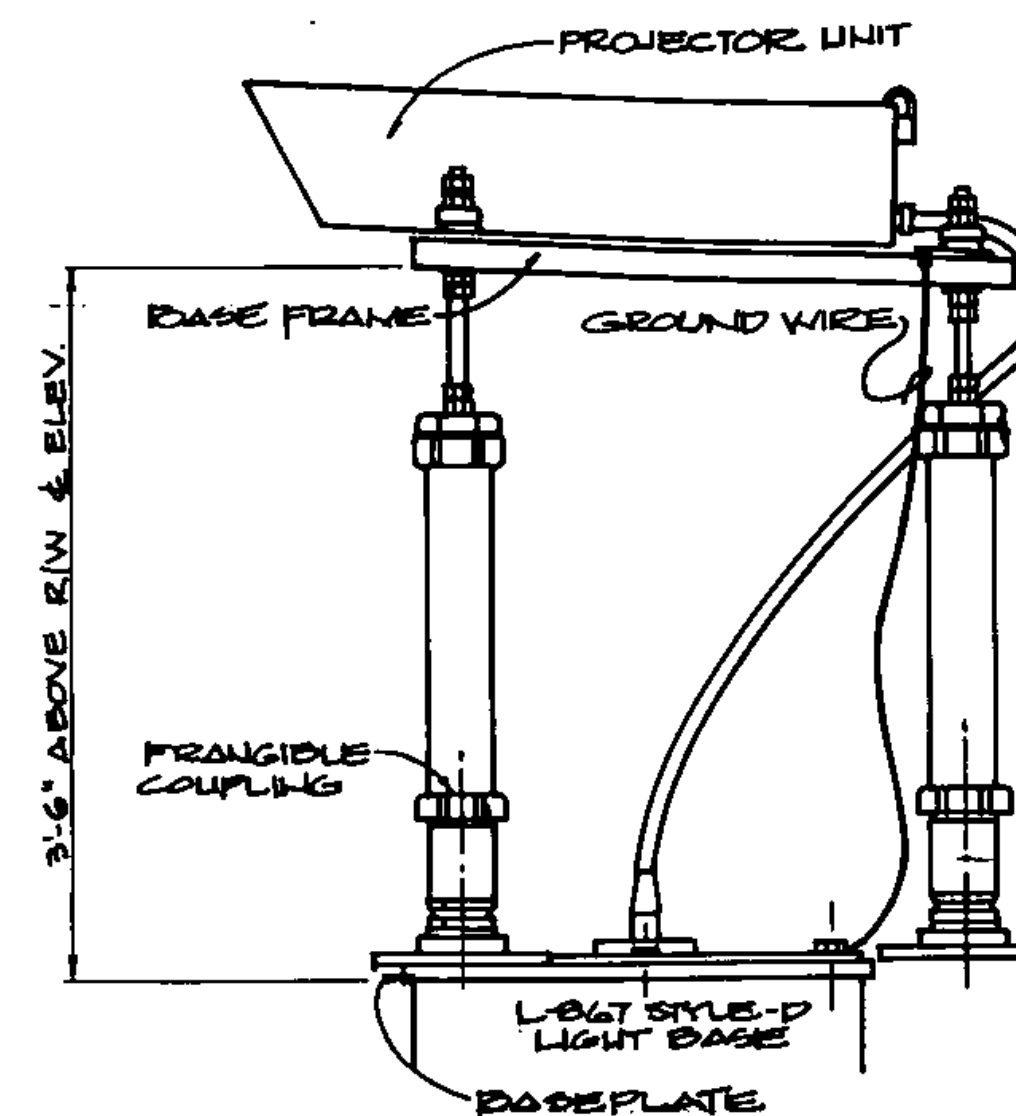
REGISTERED PROFESSIONAL ENGINEER

No. 30738

Sheet 11 of 30



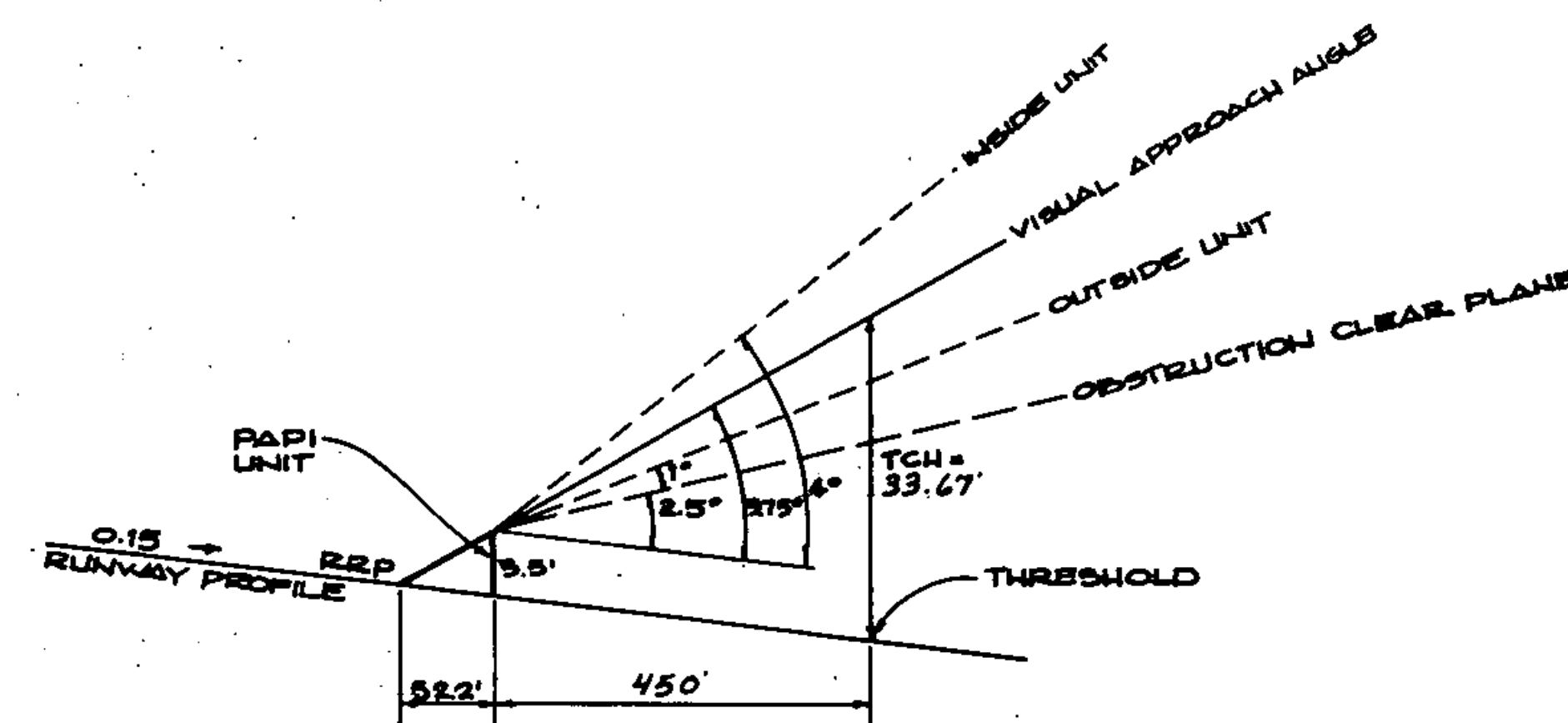
PAPI CAN INSTALLATION
N.T.S.



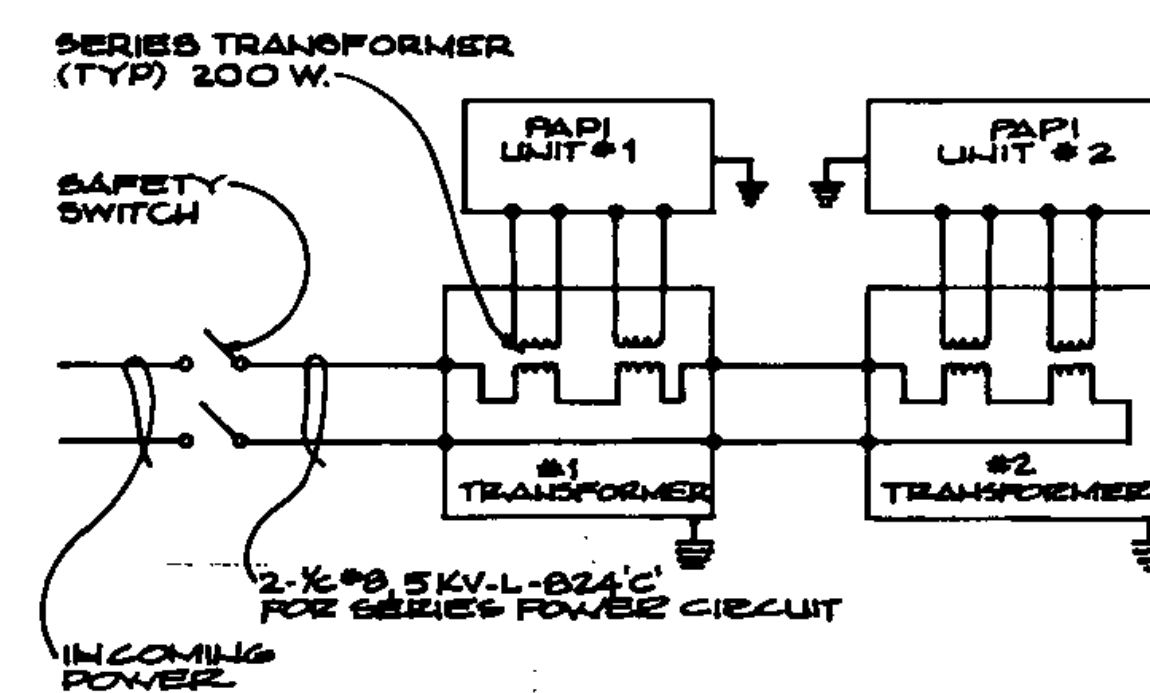
2 WAY PAPI MOUNTING DETAIL
N.T.S.

PAPI NOTES

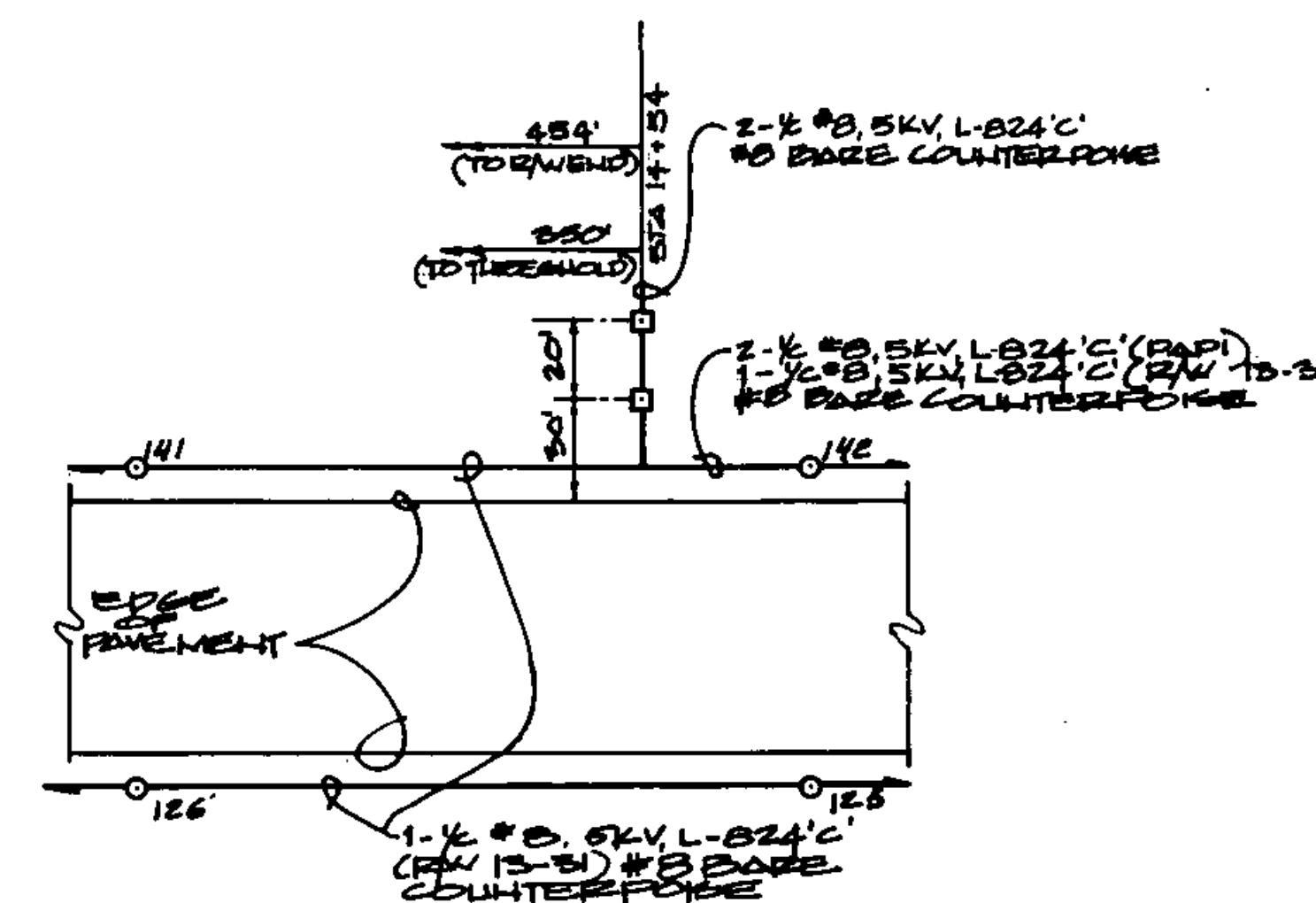
1. CONTRACTOR TO STENCIL THE AIMING ANGLE ON THE PROJECTOR UNITS.
2. PAPI TO CONFORM TO FAA SPEC L-867, STYLE A (VOLTAGE POWERED) CLASS 2 (OPERATION TO -55°C)
3. REFER TO MANUFACTURER'S SPECIFICATIONS FOR DIMENSIONS AND FOUNDATION SPACING



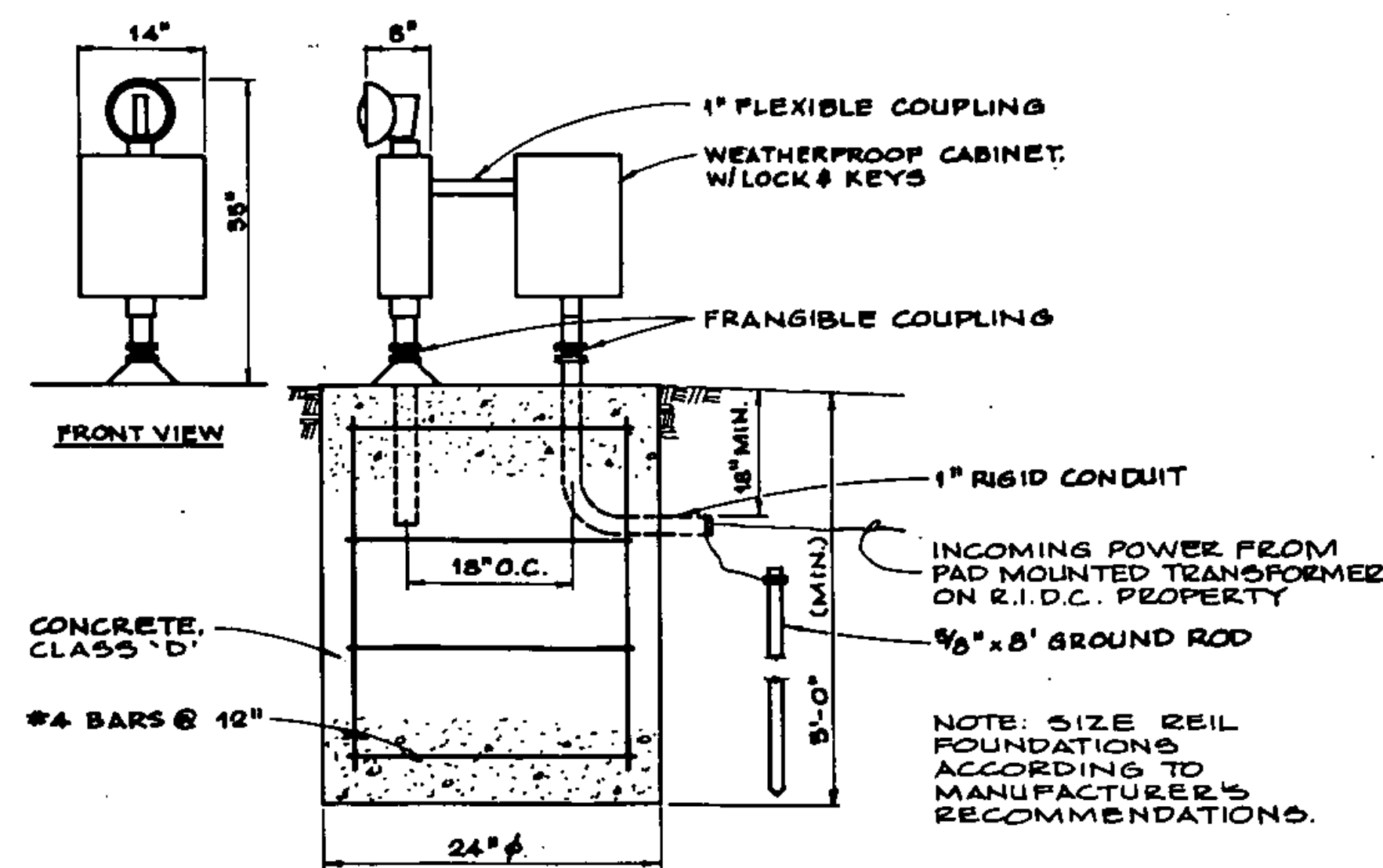
PAPI Aiming Angle
N.T.S.



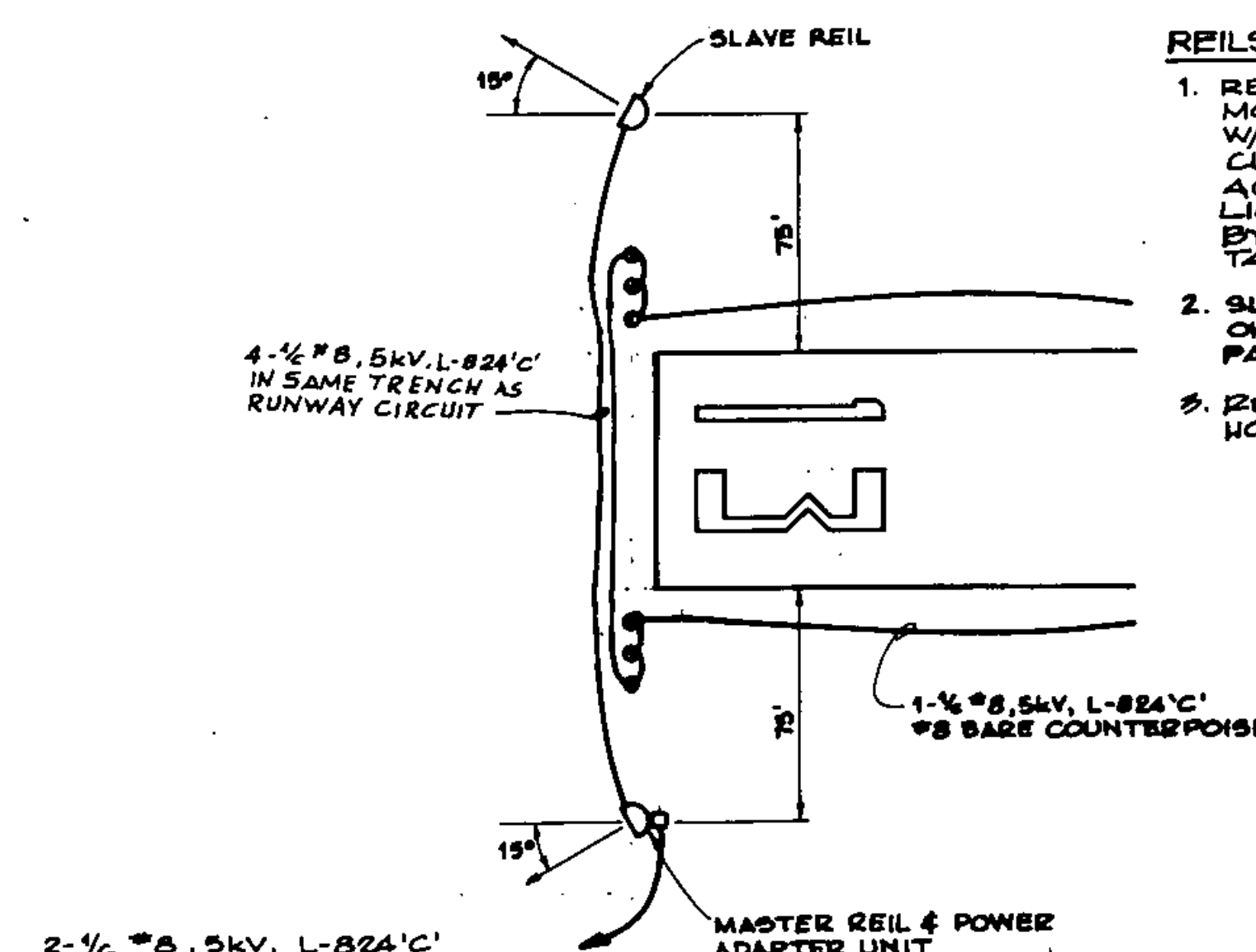
PAPI Wiring Diagram
N.T.S.



PAPI Siting & Wiring Diagram
1" = 50'



MASTER REIL UNIT
N.T.S.



REILS Siting & Wiring Diagram
N.T.S.

REILS NOTES

1. REILS TO BE AMBASSADOR MODEL NO. 68A 20-100 OR EQUAL W/120V, 6.6A POWER ADAPTER & CURRENT SENSING TO BE ACTIVATED OFF RUNWAY LIGHTING CIRCUIT AS MAINT. BY GODFREY ENGINEERING, TAMPA, FL.
2. SLAVE REIL TO BE MOUNTED ON FOUNDATION SIMILAR TO PAPI FOUNDATION SHOWN ABOVE
3. REILS SHALL BE AIMED 15° HORIZONTAL & 10° VERTICAL

A.I.P. PROJECT NO. 3-50-0015-04

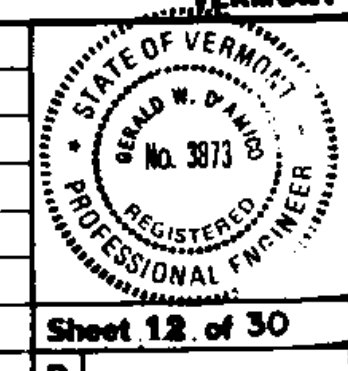
RUTLAND STATE AIRPORT

APPROACH AIDS

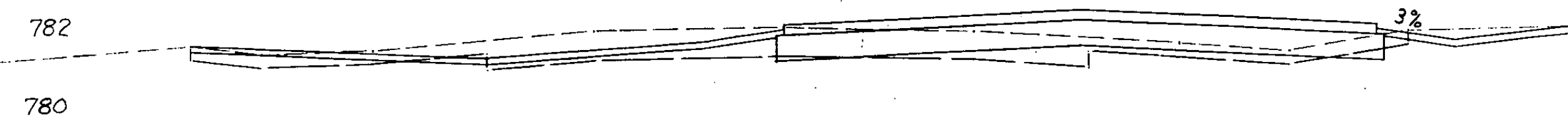
CLARENDON,



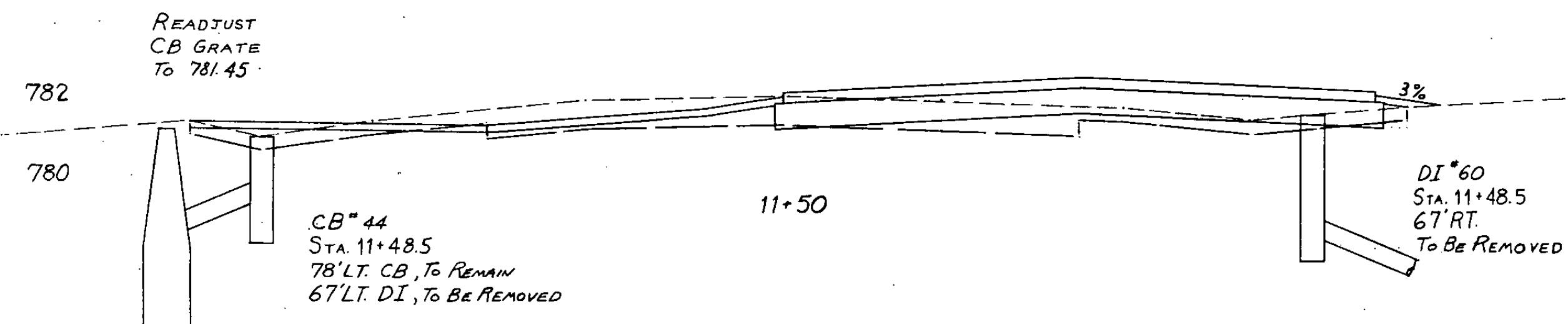
Client No.	30-0182
Proj. Manager	G.W. D'AMICO
Proj. Designer	B.S. DAWES
Drawn By	C.W. HILLS
Checked By	G.W. D'AMICO
Scale	AS SHOWN
Approved	
Date	



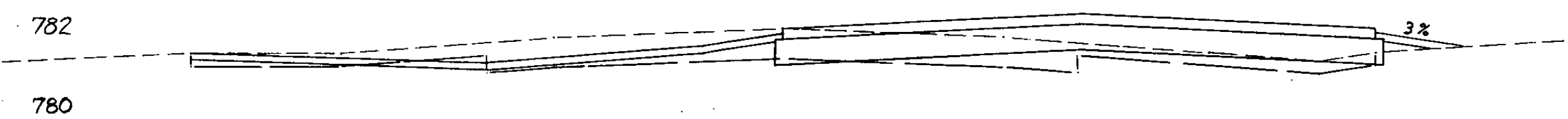
DELETE VASI, INSERT PAPI	ESD	6-14-88
ADD REILS POWER VIA R.I.D.C.	ESD	7-12-88
Rev.	Description	By Date



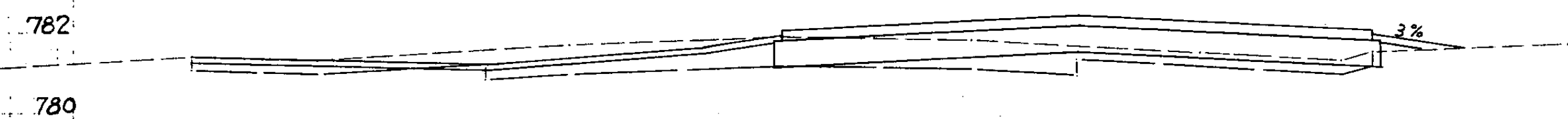
12+00



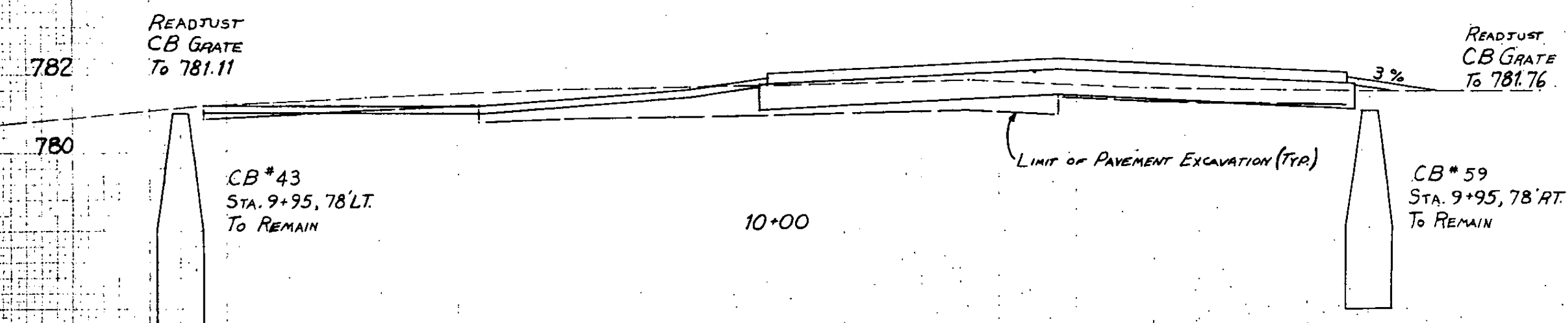
11+50



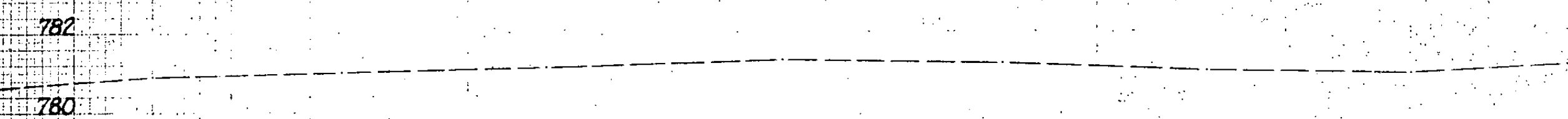
11+00



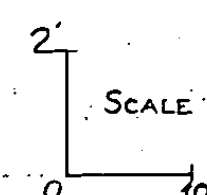
10+50



10+00

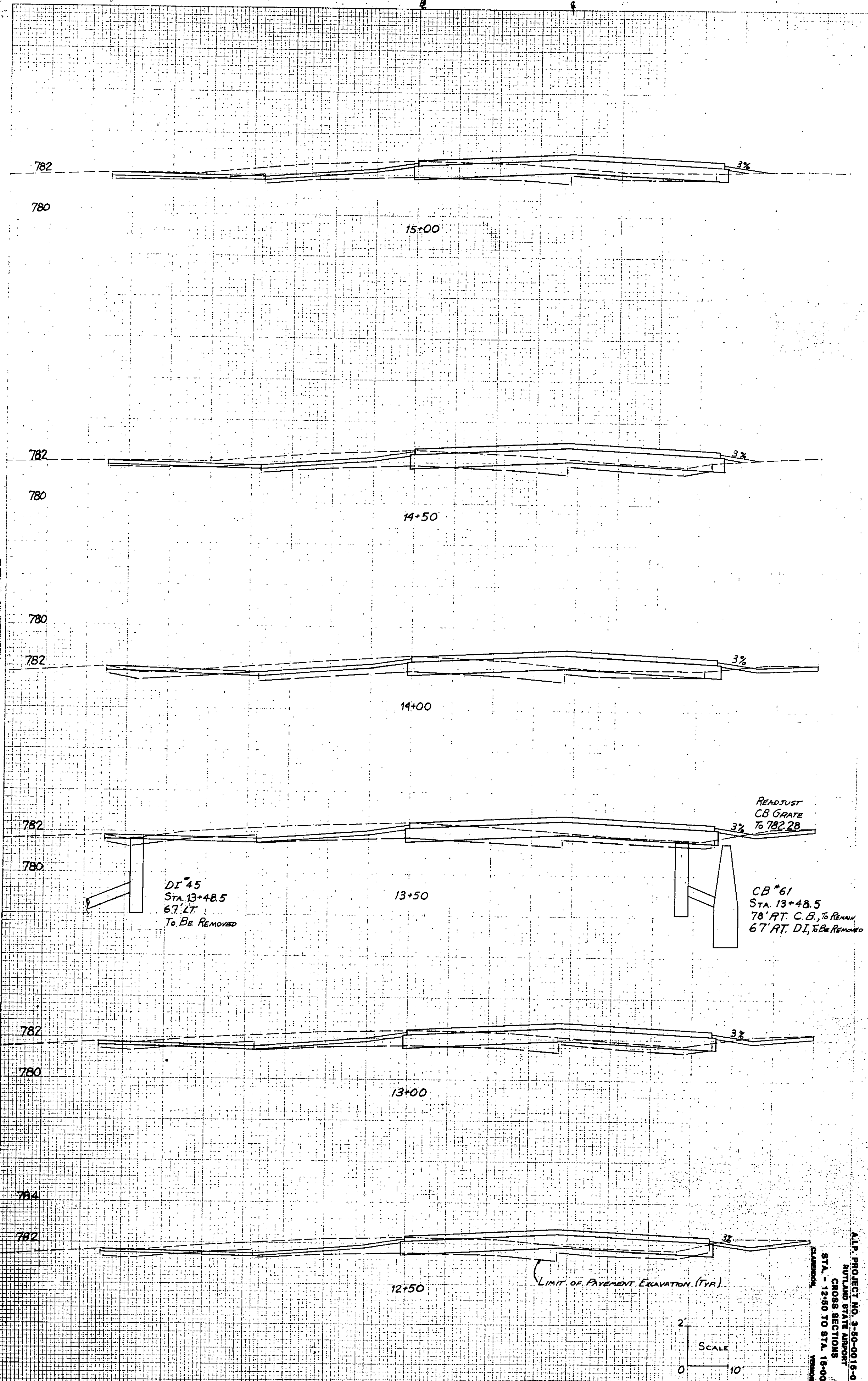


9+50



ALP PROJECT NO. 3-80-015-04
NUTLAND STATE AIRPORT
CROSS SECTIONS
STA. 9+50 TO STA. 12+00
CLASSROOM
VERSION

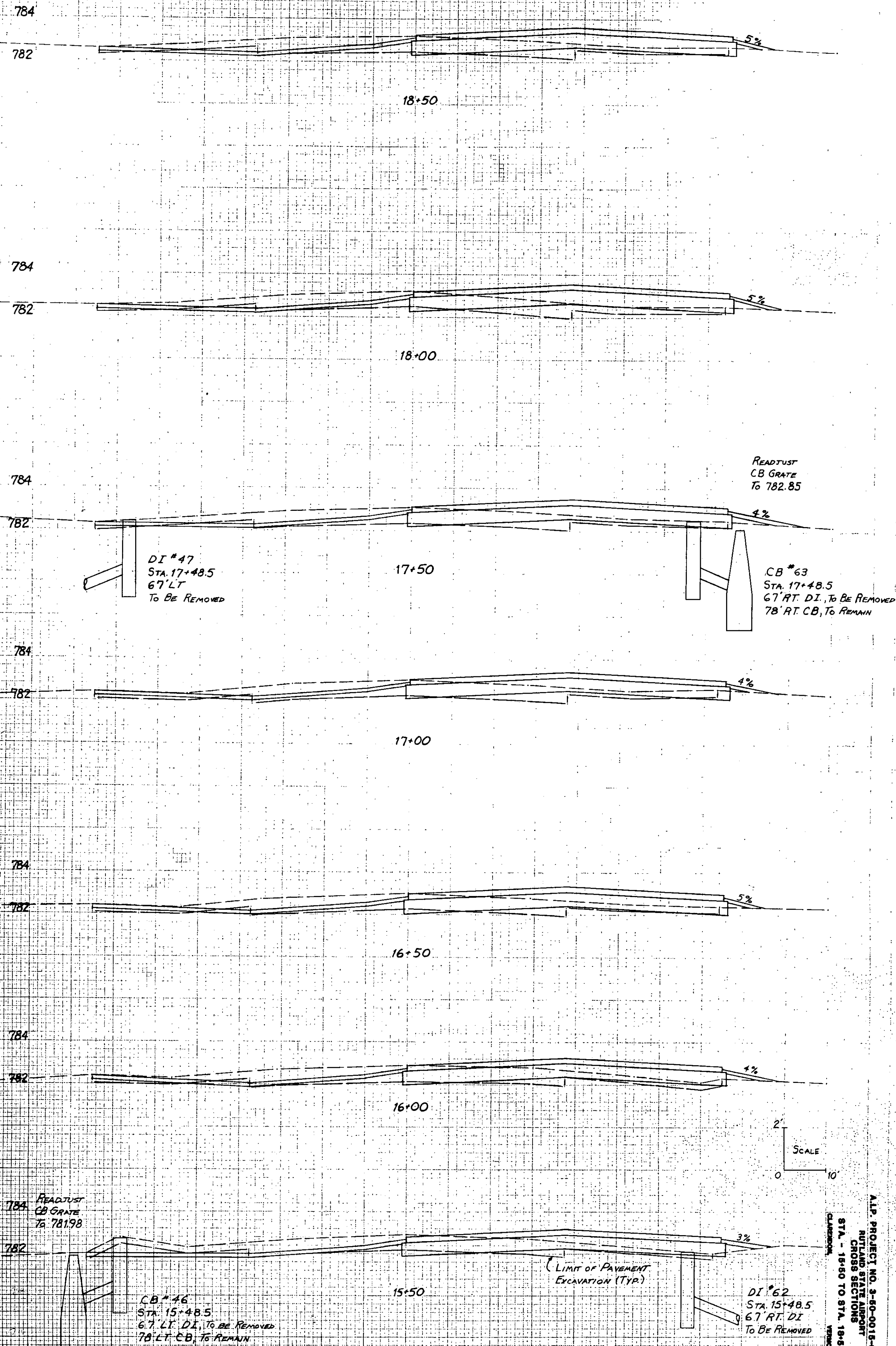
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7/2/50	1	7/2/50	1
7/2/50	1	7/2/50	1
7/2/50	1	7/2/50	1



ALP PROJECT NO. 3-50-015-04
 ROUTE 5 STATE AERODROME
 CROSS SECTIONS
 STA. 12+50 TO STA. 15+00
 DRAWN BY: [illegible]

NO.	DATE	REVISION	BY	CHKD.
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

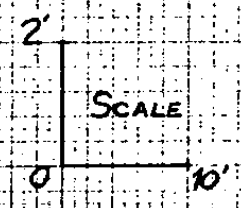
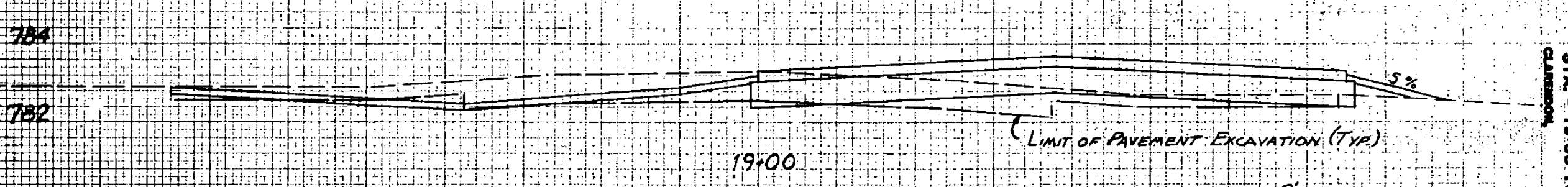
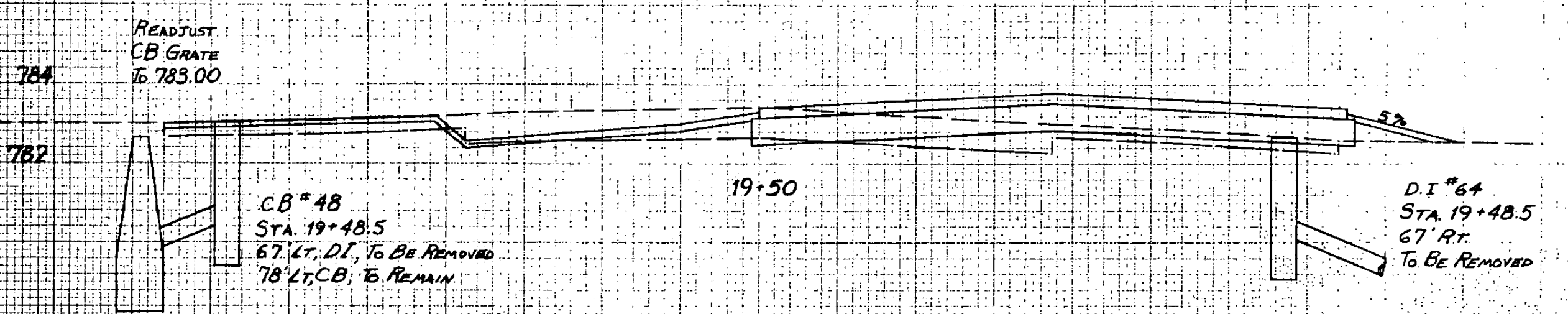
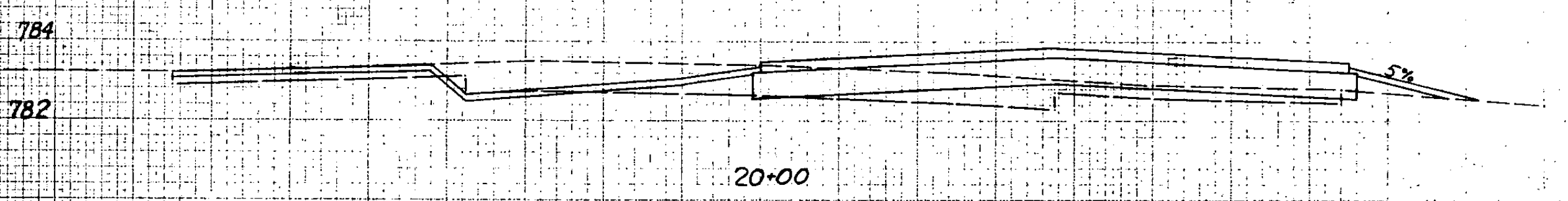
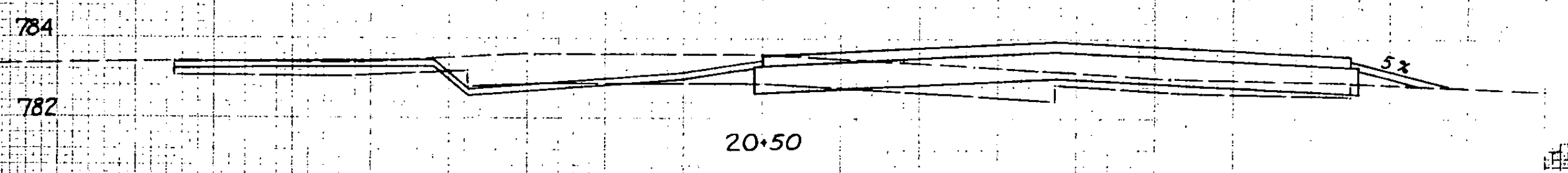
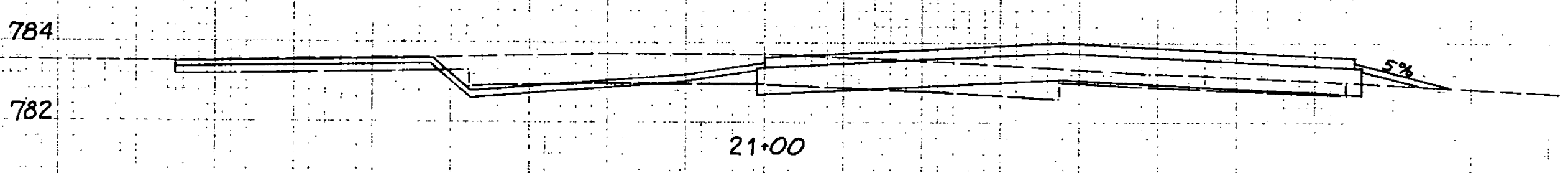
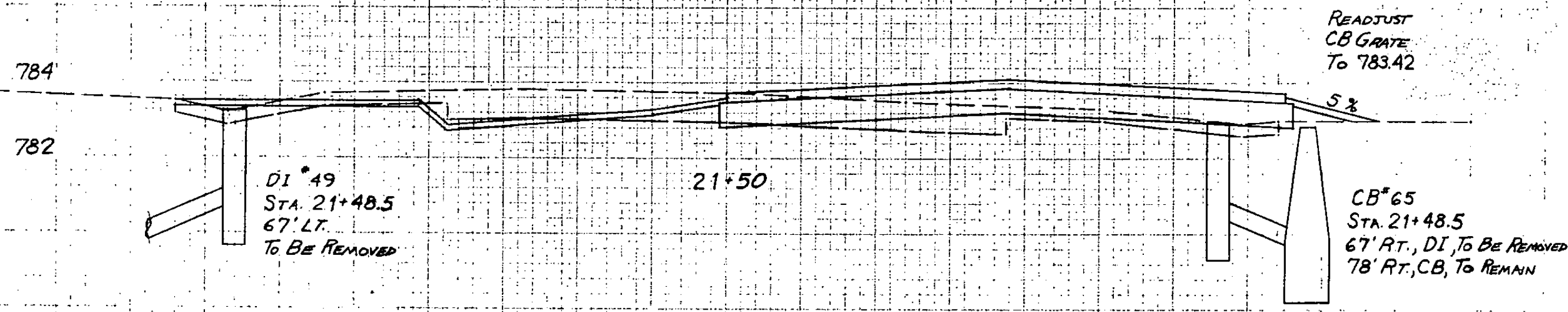
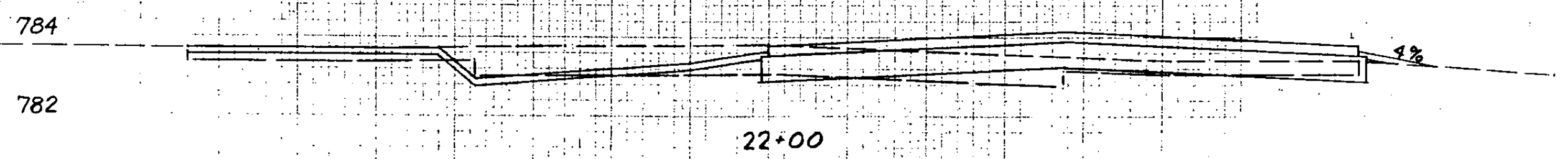
NO.	DATE	REVISION	BY	CHKD.
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				



ALP PROJECT NO. 3-55-0018-04
RILEY STATION
STA. 1580 TO STA. 1680

NO.	DATE	PLATTED	REMARKS
10			

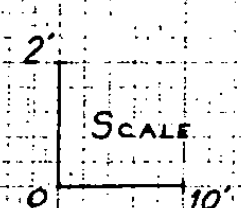
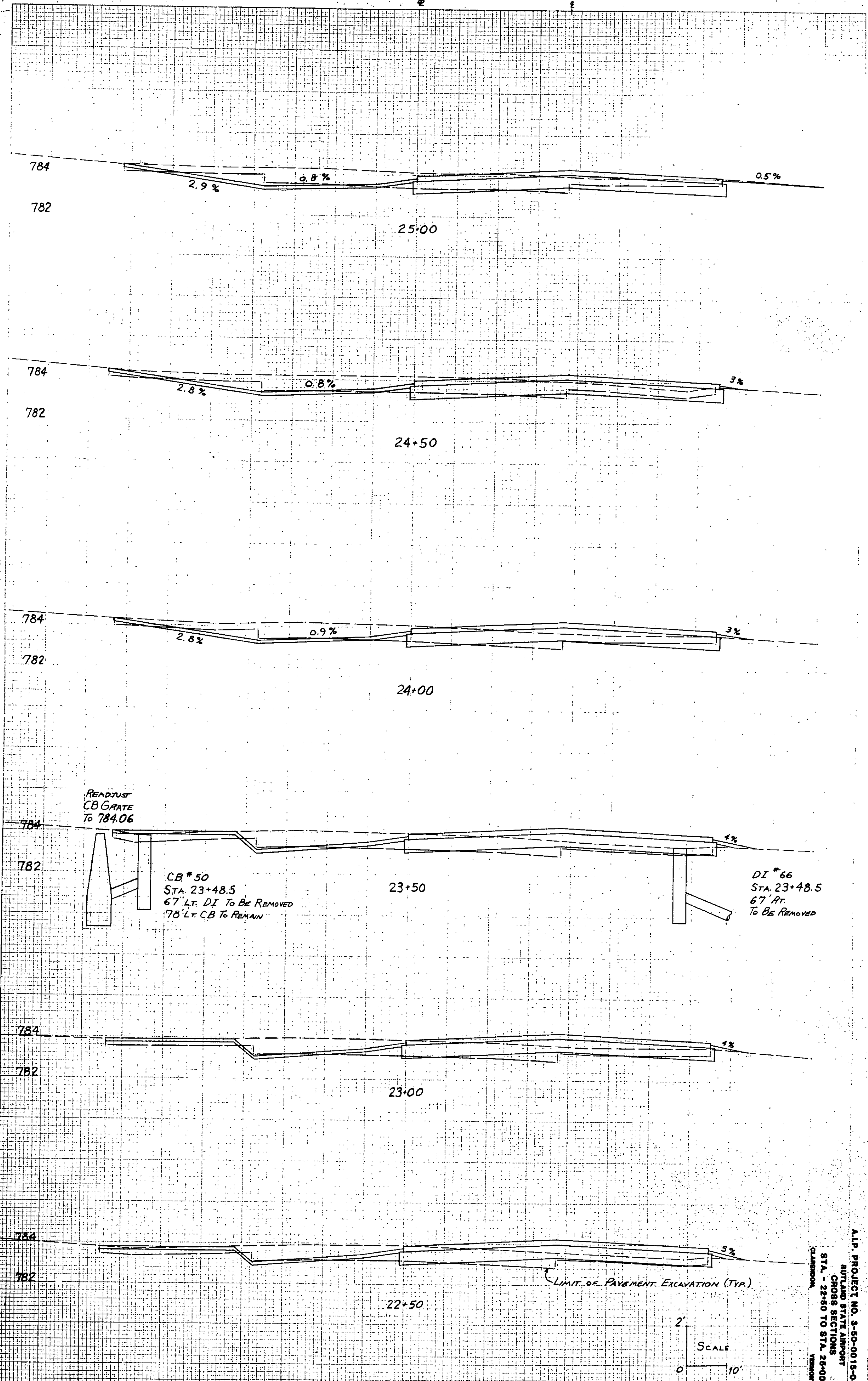
NO.	DATE	PLATTED	REMARKS
10			



ALP PROJECT NO. 3-80-0018-4
 INDIANAPOLIS AIRPORT
 STATION 19+00 TO STA. 20+00

NO.	DATE	FLIGHT	PLATE	AREA	CHECKED
1					
2					

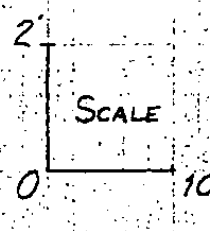
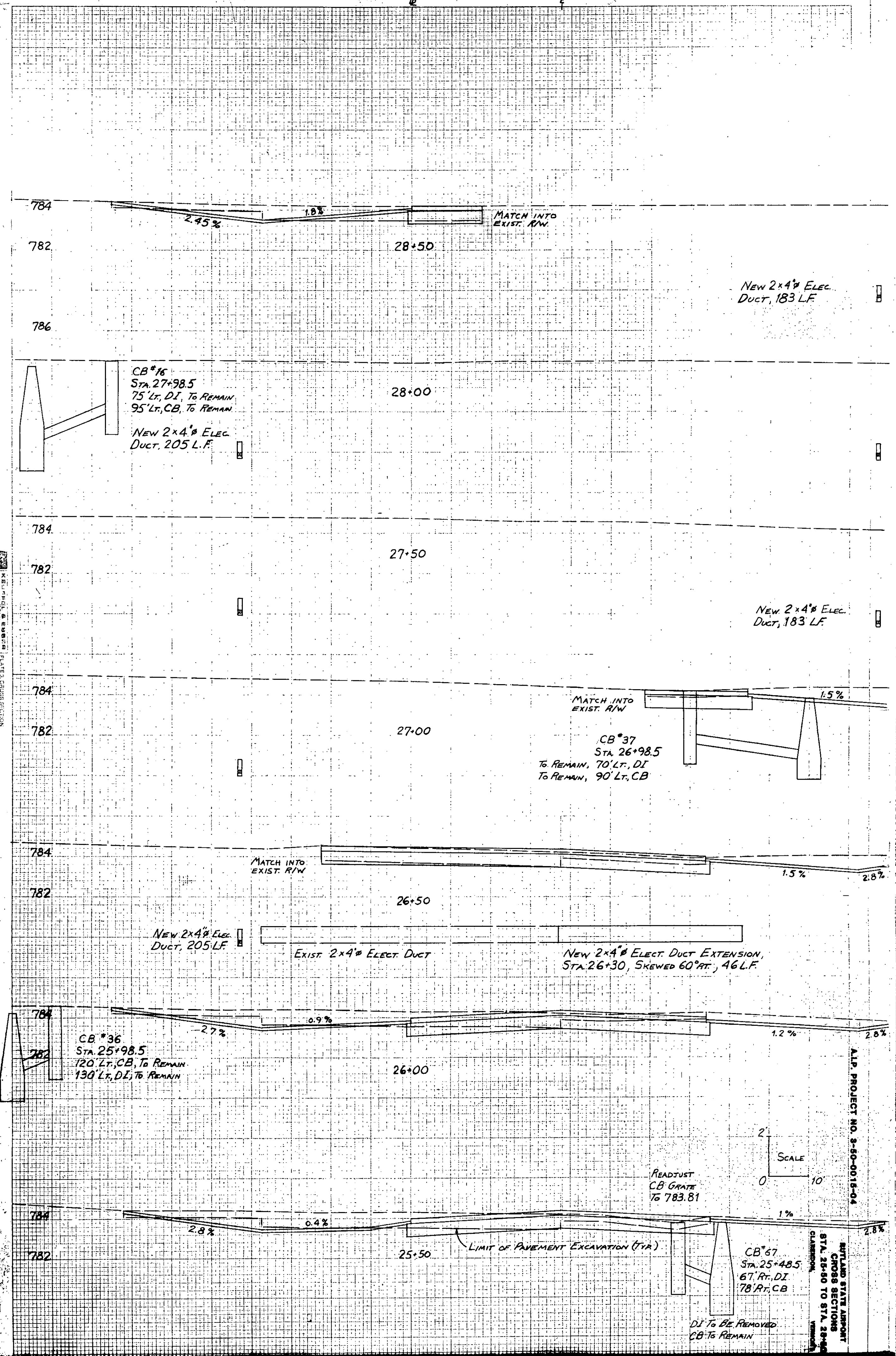
NO.	DATE	FLIGHT	PLATE	AREA	CHECKED
1					
2					



ALP PROJECT NO. 3-50-018-0-4
RUTLAND STATE AIRPORT
CROSS SECTIONS
STA. 22+50 TO STA. 25+00
JANUARY 1950

SURVEY	DATE	BY	NO.
PLANNED	11/11/11	1	1
NO. 100			
AREA			
AREA			

SURVEY	DATE	BY	NO.
PLANNED	11/11/11	1	1
NO. 100			
AREA			
AREA			

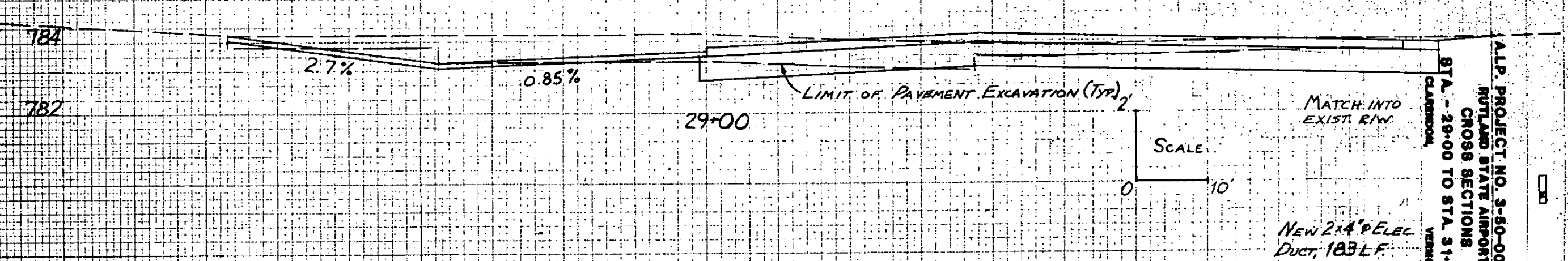
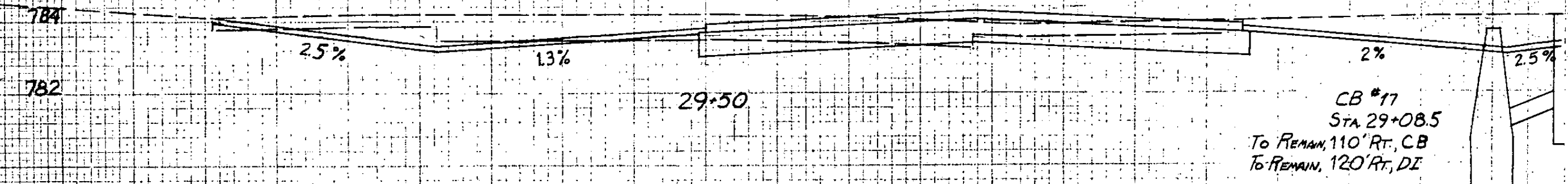
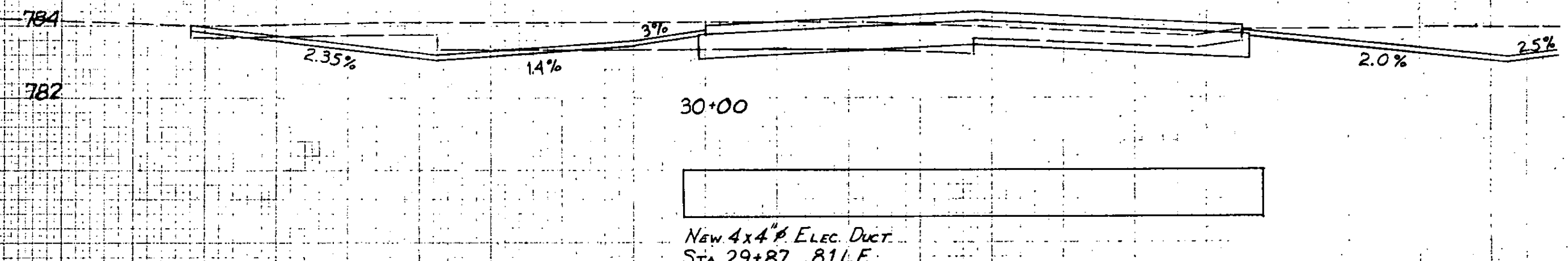
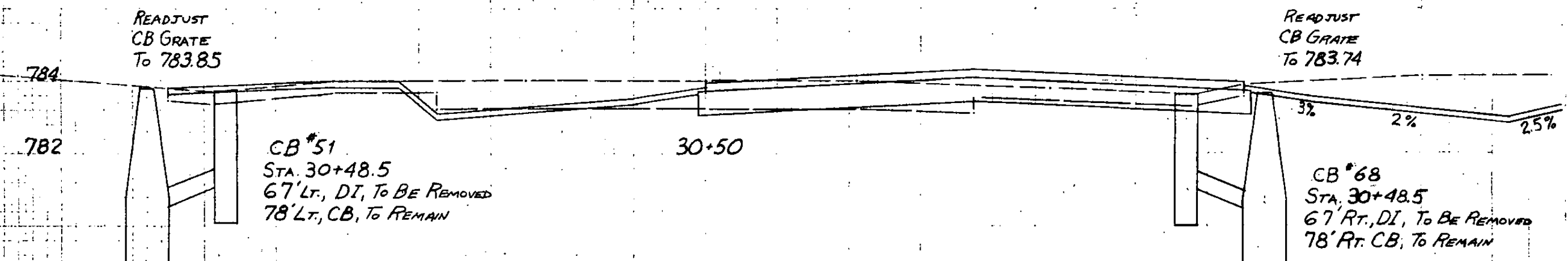
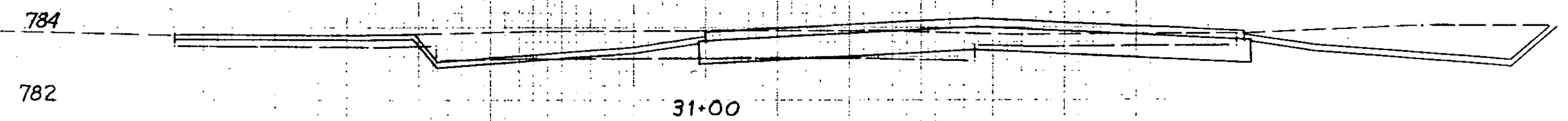
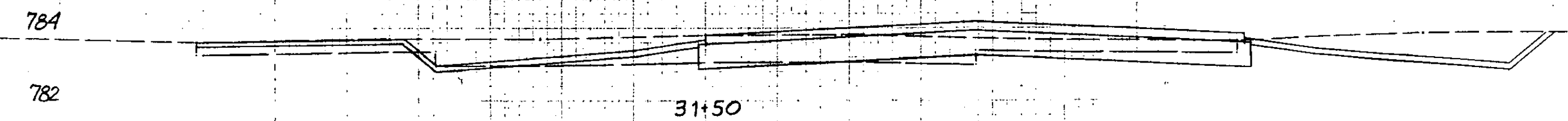


ALP PROJECT NO. 3-30-0018-04

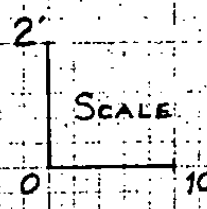
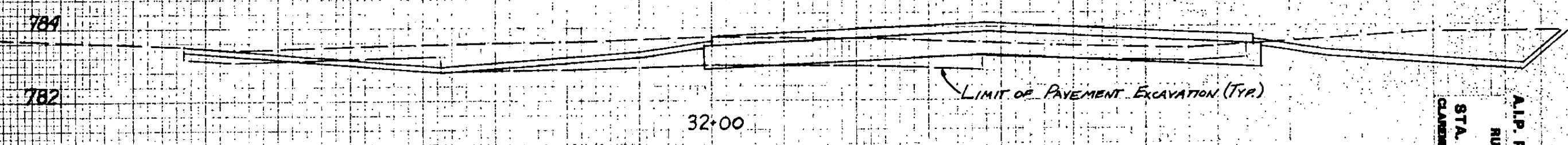
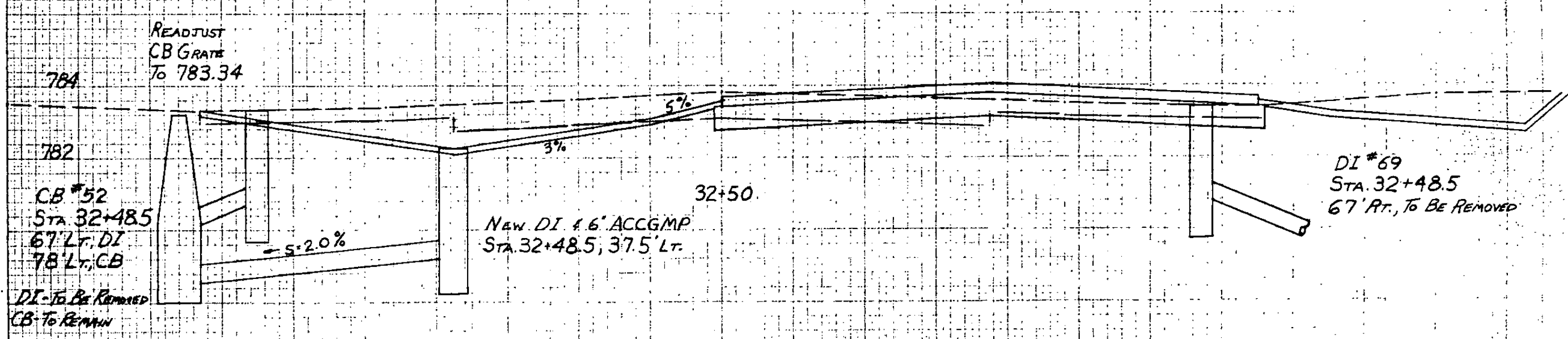
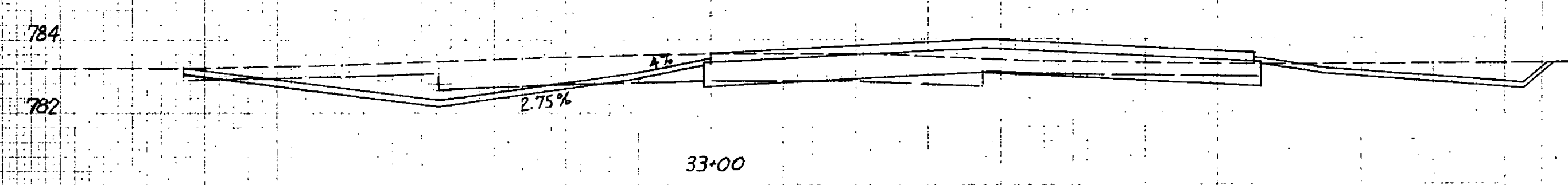
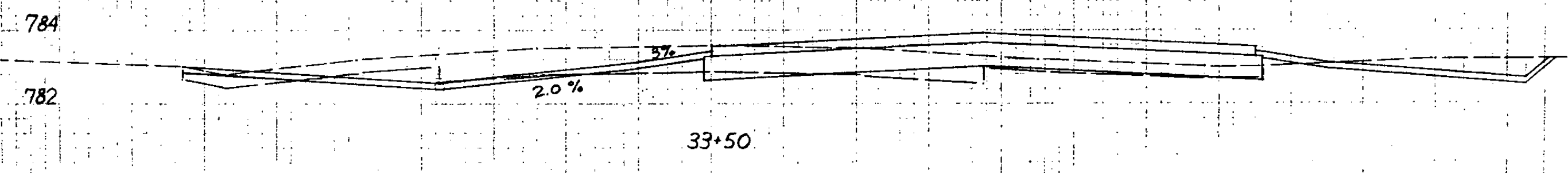
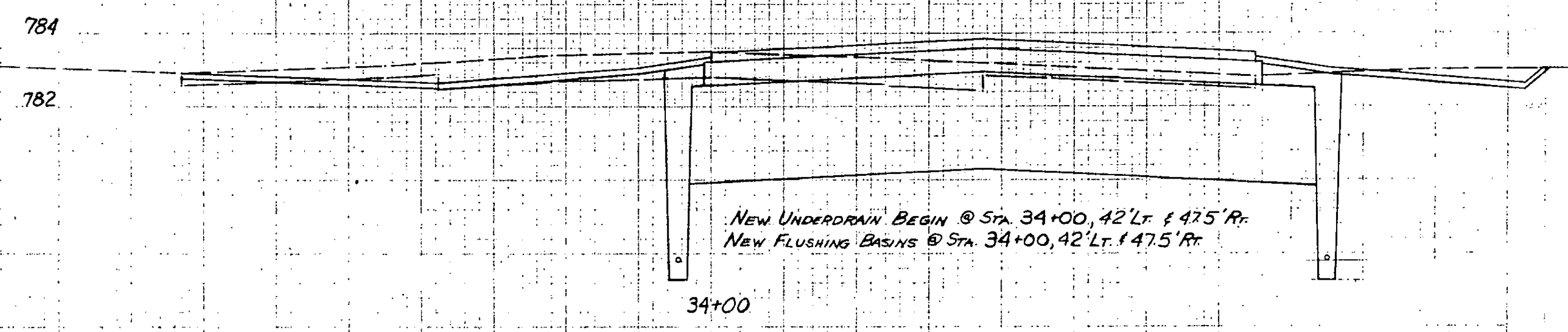
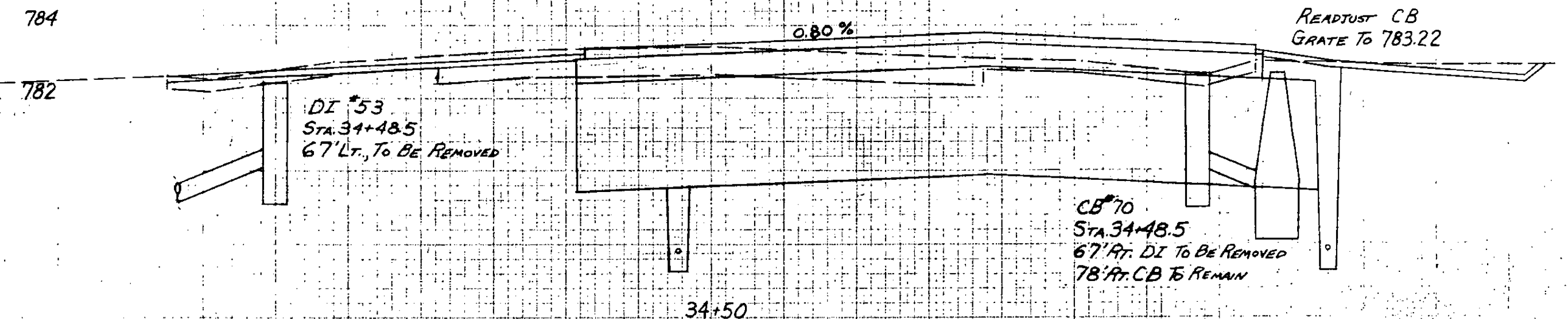
RETURN STATE LIMIT
 CROSS SECTIONS
 STA. 25+50 TO STA. 28+50
 CLAMOROUS

DATE	BY	REVISION
NO.	NO.	NO.
NO.	NO.	NO.

DATE	BY	REVISION
NO.	NO.	NO.
NO.	NO.	NO.



ALP PROJECT NO. 8-50-0016
 INDIAN STATE AIRPORT
 CROSS SECTIONS
 STA. - 28+00 TO STA. 31+00
 CLASSIFICATION
 NEW 2x4" ELEC. DUCT, 183 LF



ALP PROJECT NO. 3-50-0018-0
HILLIARD STATE AIRPORT
CROSS SECTIONS
STA. 32+00 TO STA. 34+50
CLASBORN
VENNERT

NO.	DATE	BY	REVISION
1			
2			
3			

NO.	DATE	BY	REVISION
1			
2			
3			

784

782

37+50

784

782

37+00

784

782

HEADWATER
CB GRATE
TO 782.42

CB*54
STA. 36+48.5
67' LT. DI, TO BE REMOVED
78' LT. CB, TO REMAIN

DI*71
STA. 36+48.5
67' RT. TO BE REMOVED
NEW FLUSHING BASIN, STA. 36+50
42' LT. & 47.5' RT.

36+50

784

782

36+00

784

782

EXIST 2x4" ELECT. DUCT

35+50

NEW 2x4" ELECT. DUCT
EXTENSION, STA. 35+23, 37 LF.

784

1.0%

LIMIT OF PAVEMENT EXCAVATION

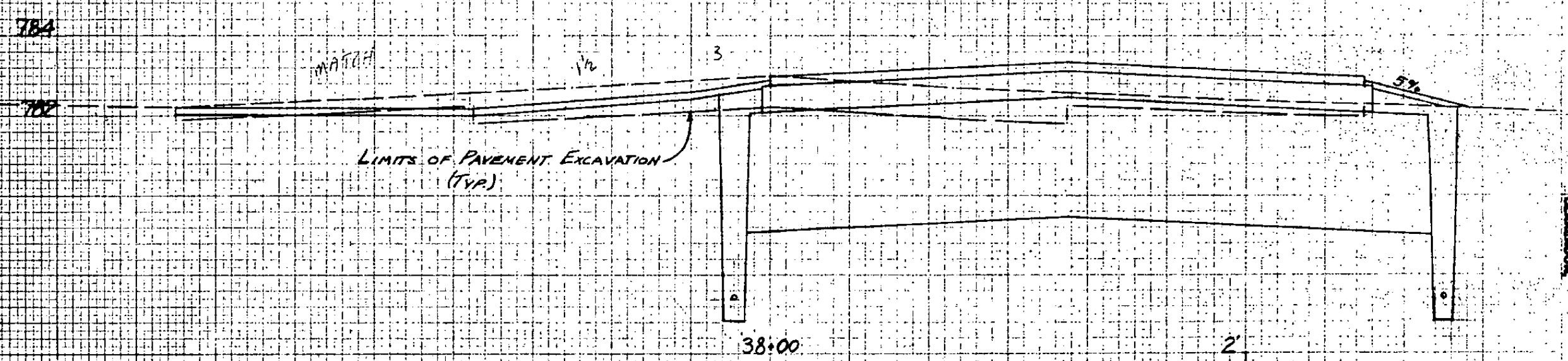
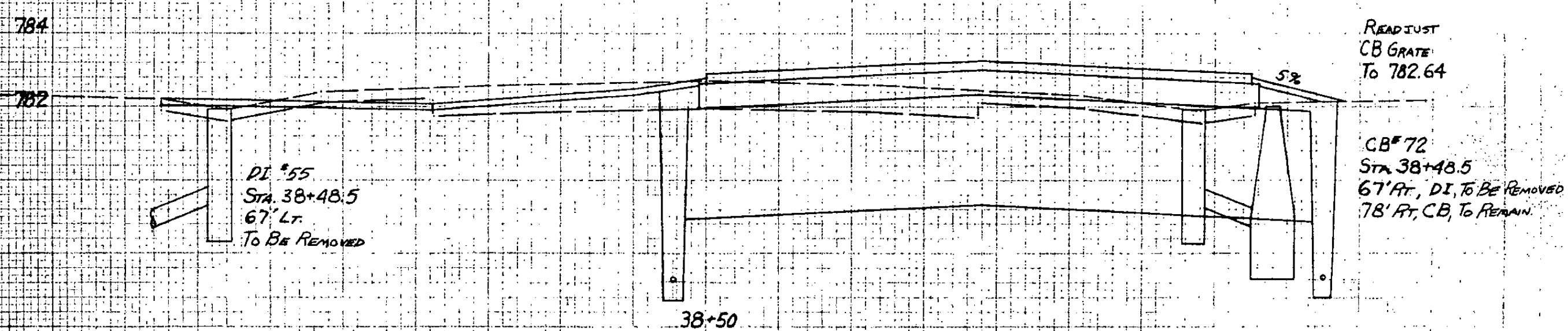
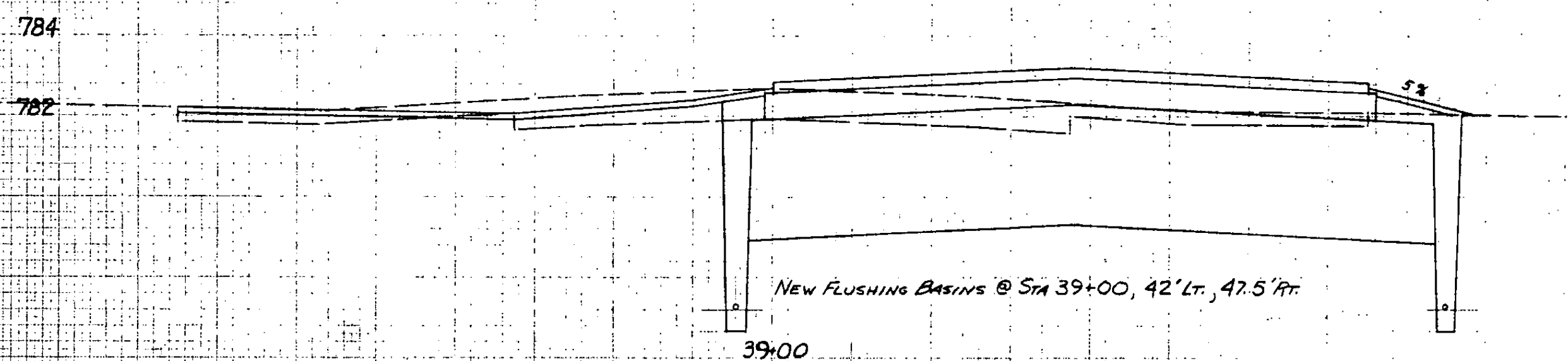
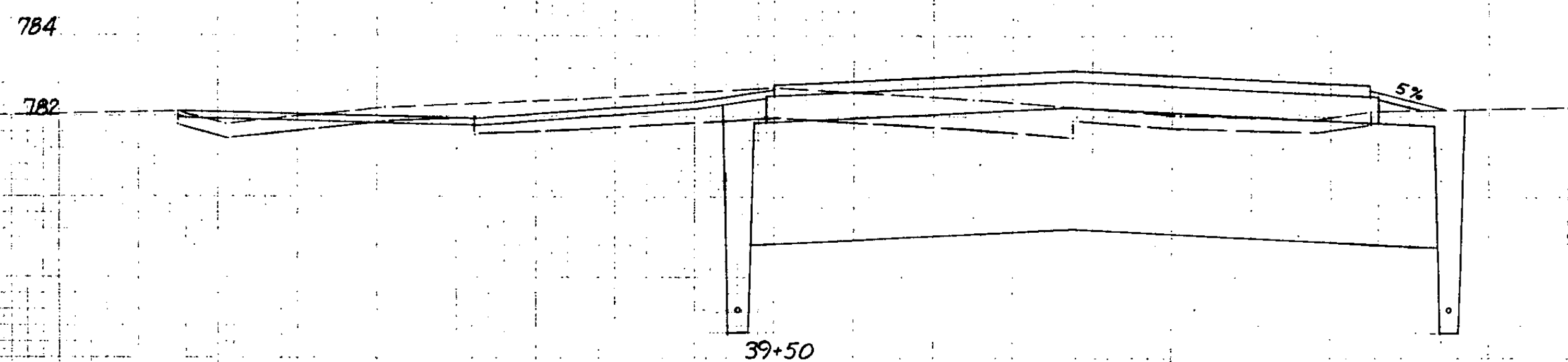
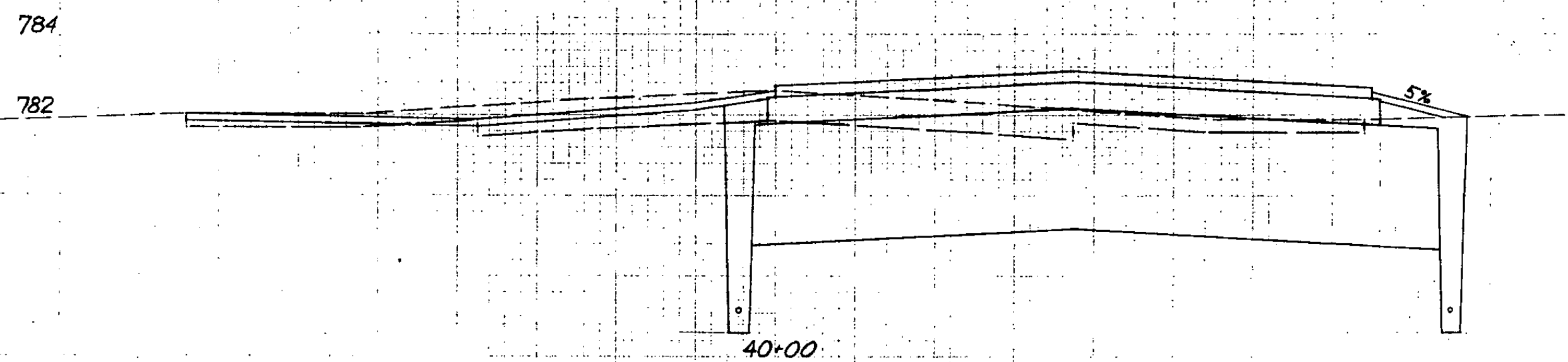
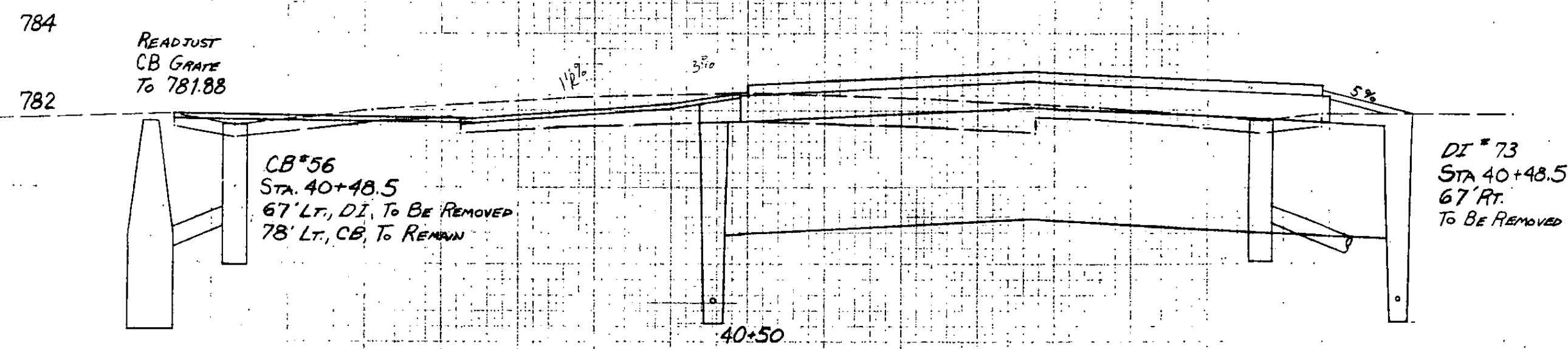
35+00

SCALE
0 10

ALP PROJECT NO. 3-50-0014
NUTLAND STATE AIRPORT
CROSS SECTIONS
STA. - 35+00 TO STA. 37+00
DRAWN BY: [Signature]
CHECKED BY: [Signature]

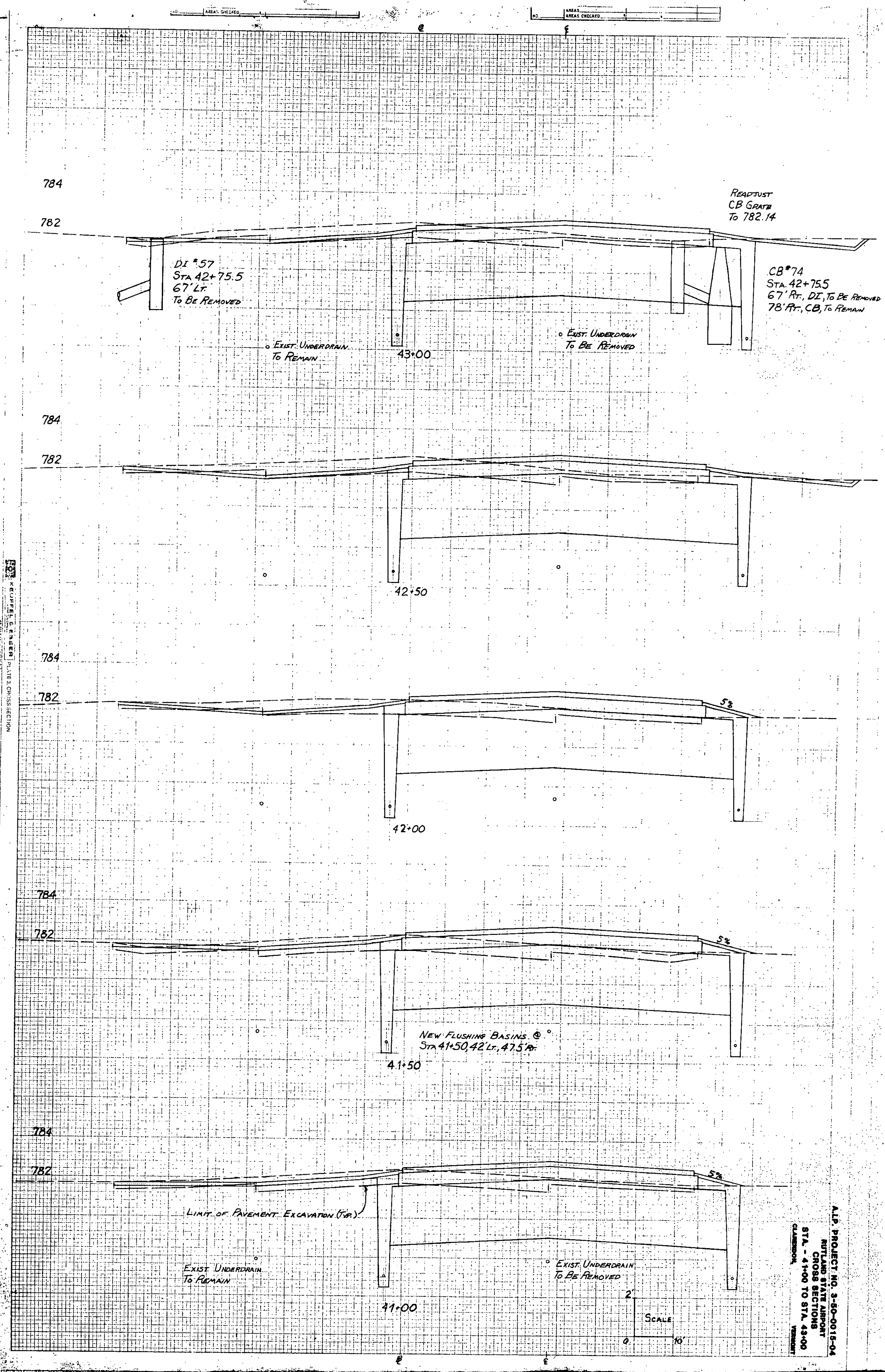
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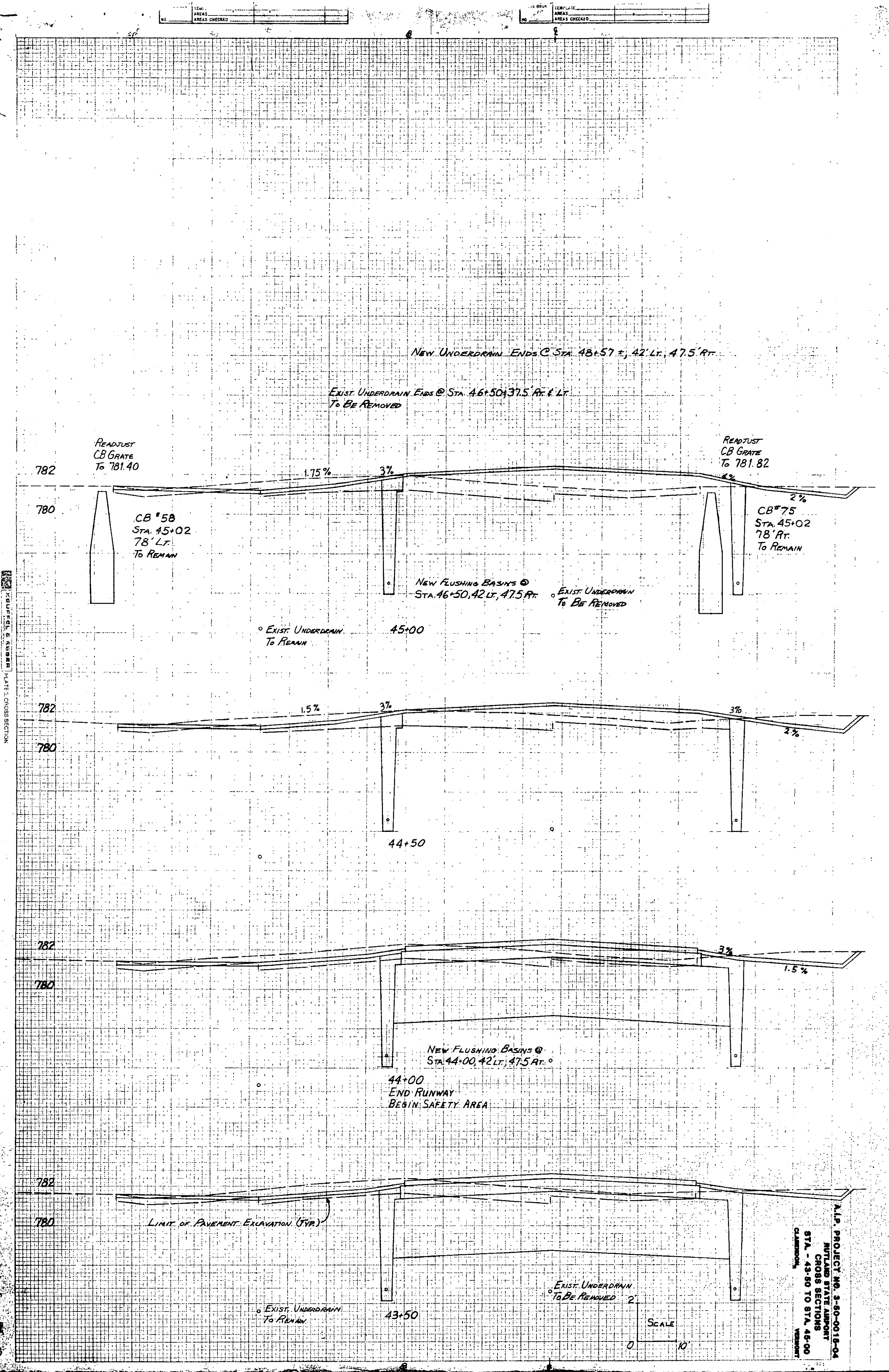
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10/1/80	10/1/80	10/1/80



2'
SCALE
0 10'

ALP PROJECT NO. 3-50-0015-04
RUTLAND STATE AIRPORT
CROSS SECTIONS
STA. - 38+00 TO STA. 40+50





NEW UNDERDRAIN ENDS @ STA. 48+57 ±, 42' LT., 47.5' RT.

EXIST. UNDERDRAIN ENDS @ STA. 46+50 ±, 37.5' RT. & LT.
TO BE REMOVED

READJUST
CB GRATE
TO 781.40

READJUST
CB GRATE
TO 781.82

CB #58
STA. 45+02
78' LT.
TO REMAIN

CB #75
STA. 45+02
78' RT.
TO REMAIN

NEW FLUSHING BASINS @
STA. 46+50, 42' LT., 47.5' RT.

EXIST. UNDERDRAIN
TO BE REMOVED

EXIST. UNDERDRAIN
TO REMAIN

44+50

NEW FLUSHING BASINS @
STA. 44+00, 42' LT., 47.5' RT.

44+00
END RUNWAY
BEGIN SAFETY AREA

LIMIT OF PAVEMENT EXCAVATION (VPI)

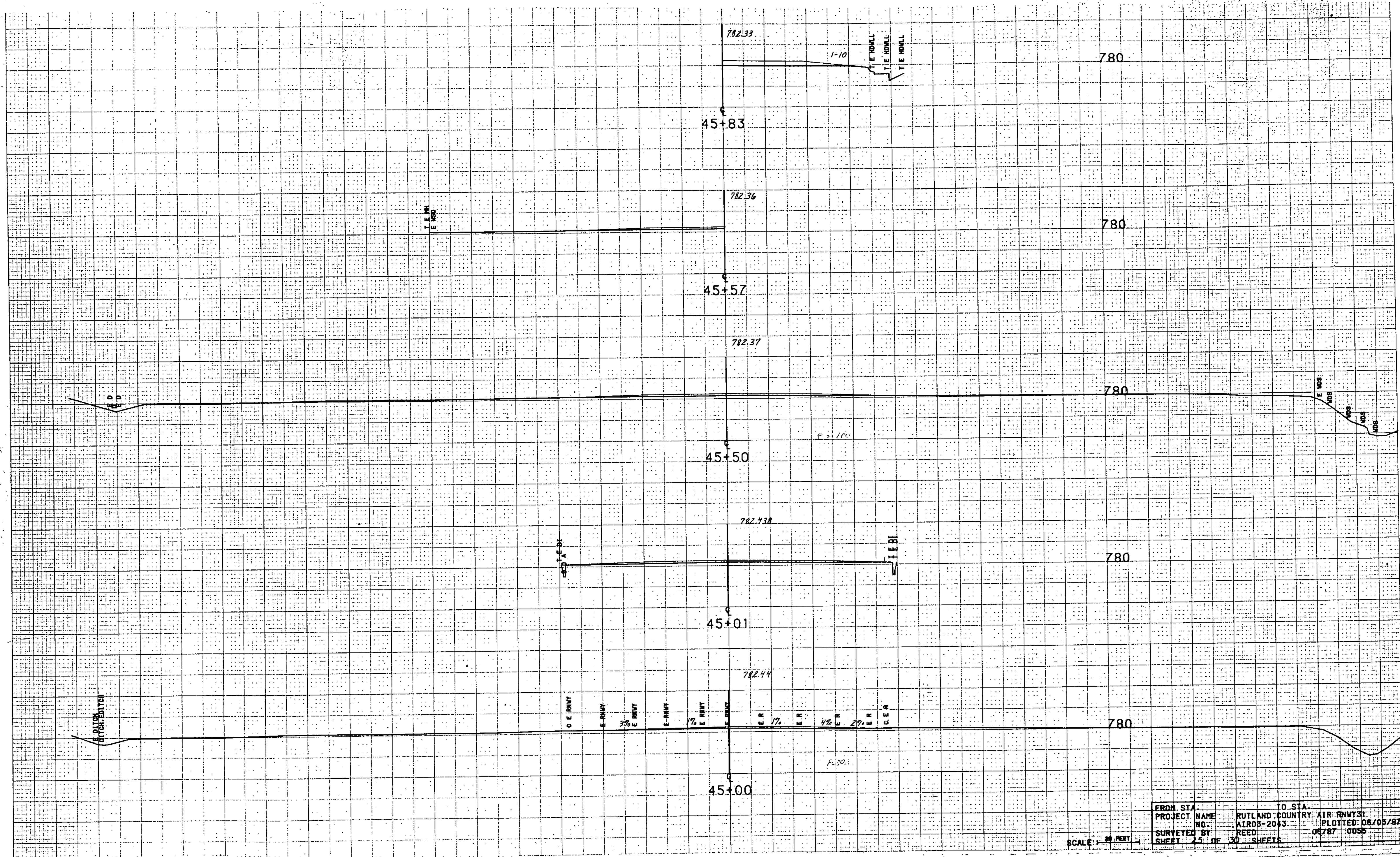
EXIST. UNDERDRAIN
TO REMAIN

43+50

EXIST. UNDERDRAIN
TO BE REMOVED

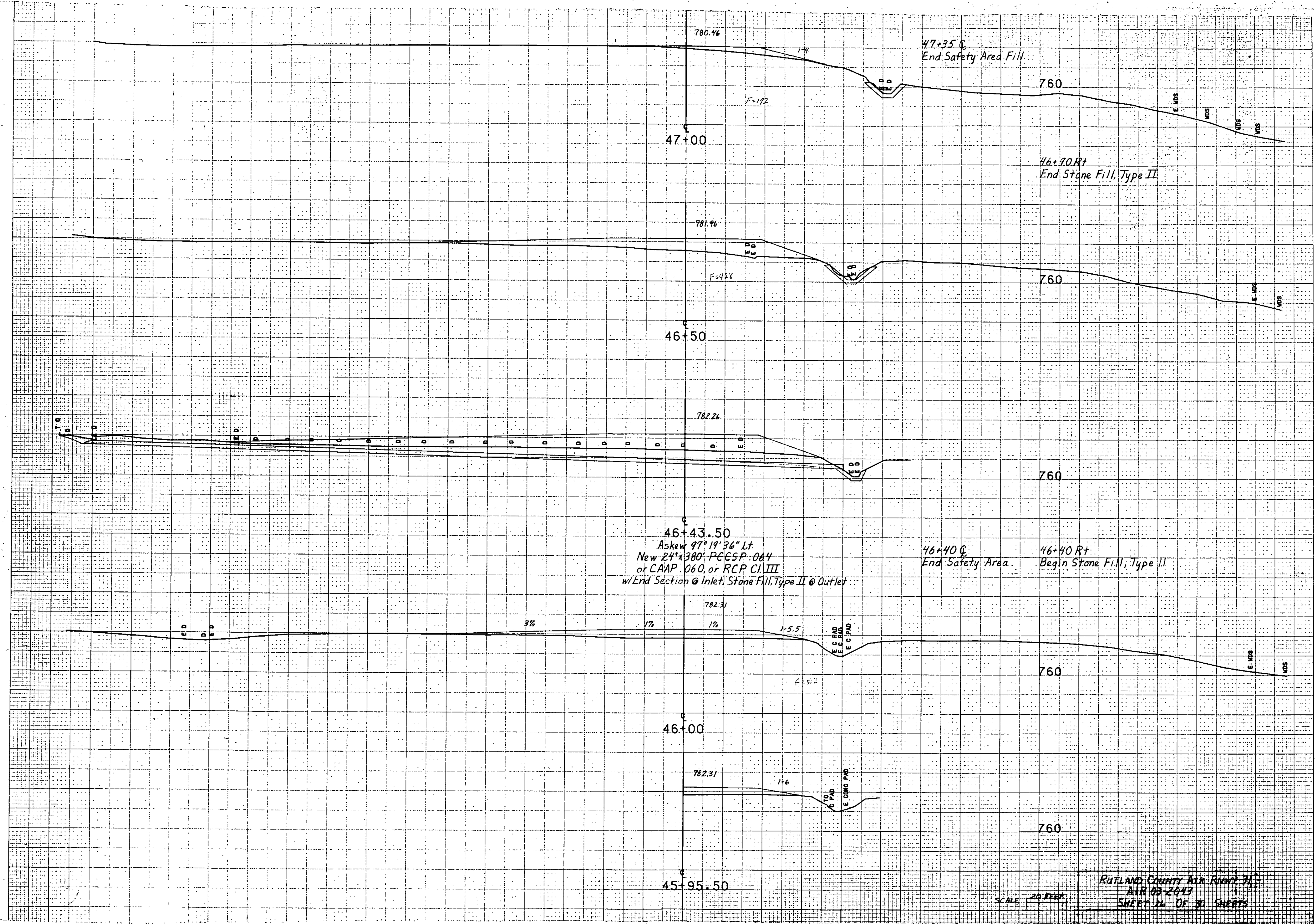
SCALE
0 10

A.L.P. PROJECT NO. 2-60-0018-04
MUNICIPALITY OF
CROSS SECTIONS
STA. - 43+50 TO STA. 45+00
CLASCO, ME



FROM STA.	TO STA.
PROJECT NAME	RUTLAND COUNTRY AIR RWY 31
NO.	AIROS-2043
SURVEYED BY	REED
SHEET	25 OF 30 SHEETS
DATE	06/87
PLOTTED	06/05/87
0055	

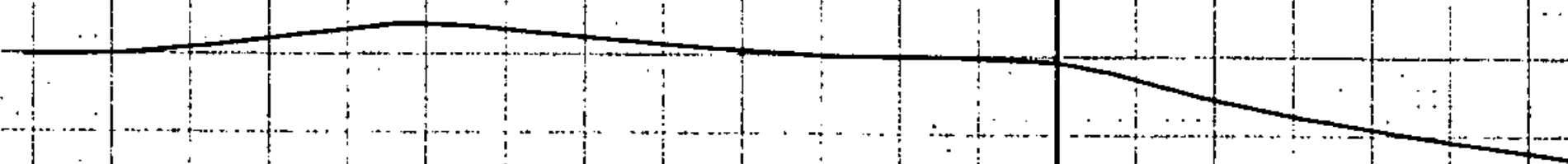
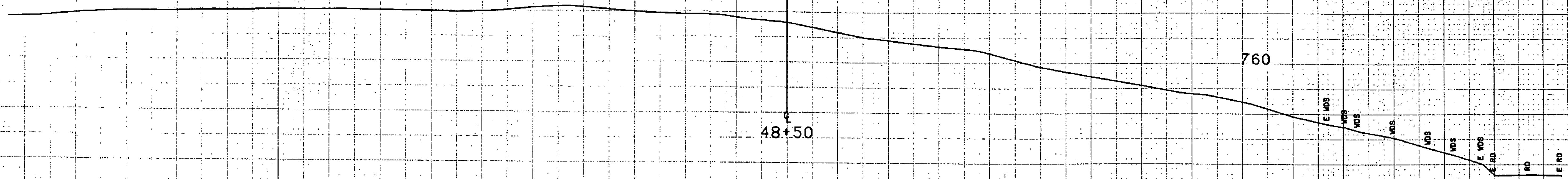
SCALE 1" = 20 FEET



46+43.50
Askew 97° 19' 36" Lt
New 24" x 380' PCCSP-064
or CAAP 060, or RCP CI III
w/End Section @ Inlet Stone Fill, Type II @ Outlet

SCALE 20 FEET

Rutland County Air Runway 31
AIR 03 2043
SHEET 14 OF 30 SHEETS



760

48+36



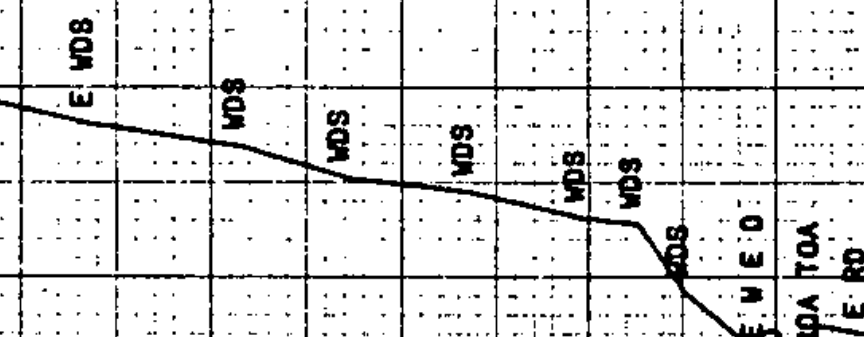
780

48+25.50



760

48+00



47+50

SCALE 20 FEET

RUTLAND COUNTY AIR RWY 31
AIR 03-2013
SHEET 21 OF 30 SHEETS

17 conc

50+32

740

50+00

720

49+50

740

49+00

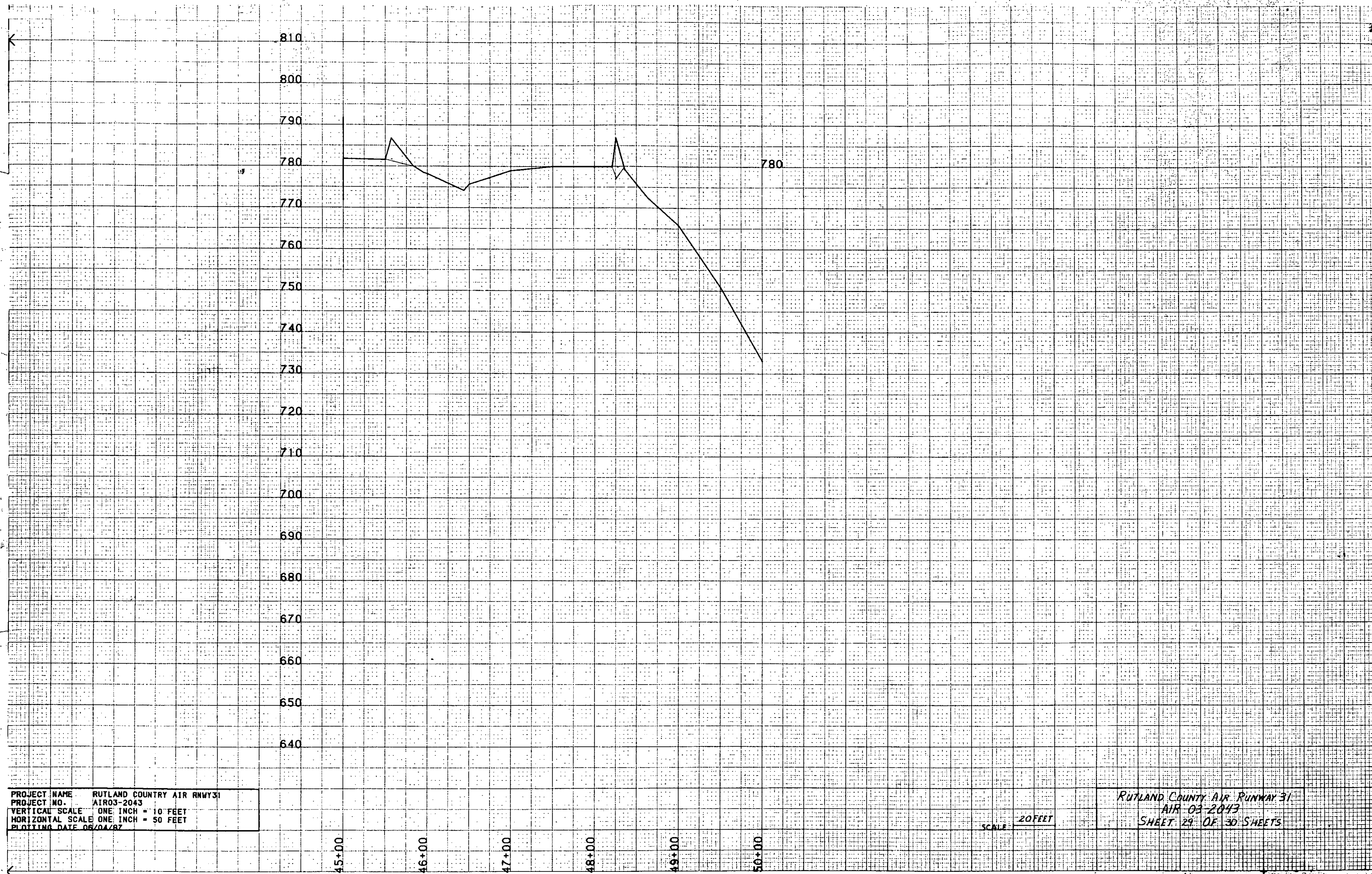
760

48+64

760

SCALE 20 FEET

RUTLAND COUNTY AIR RWY 31
AIR 03-2043
SHEET 28 OF 30 SHEETS



PROJECT NAME RUTLAND COUNTY AIR RWY31
PROJECT NO. ATR03-2043
VERTICAL SCALE ONE INCH = 10 FEET
HORIZONTAL SCALE ONE INCH = 50 FEET
PLOT DATE 06/04/87

SCALE 20 FEET

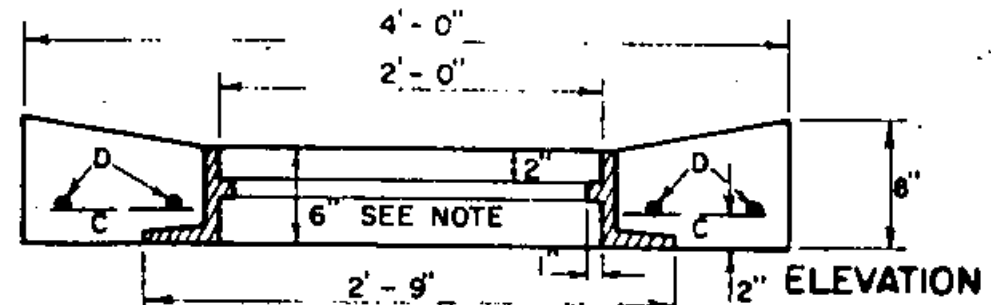
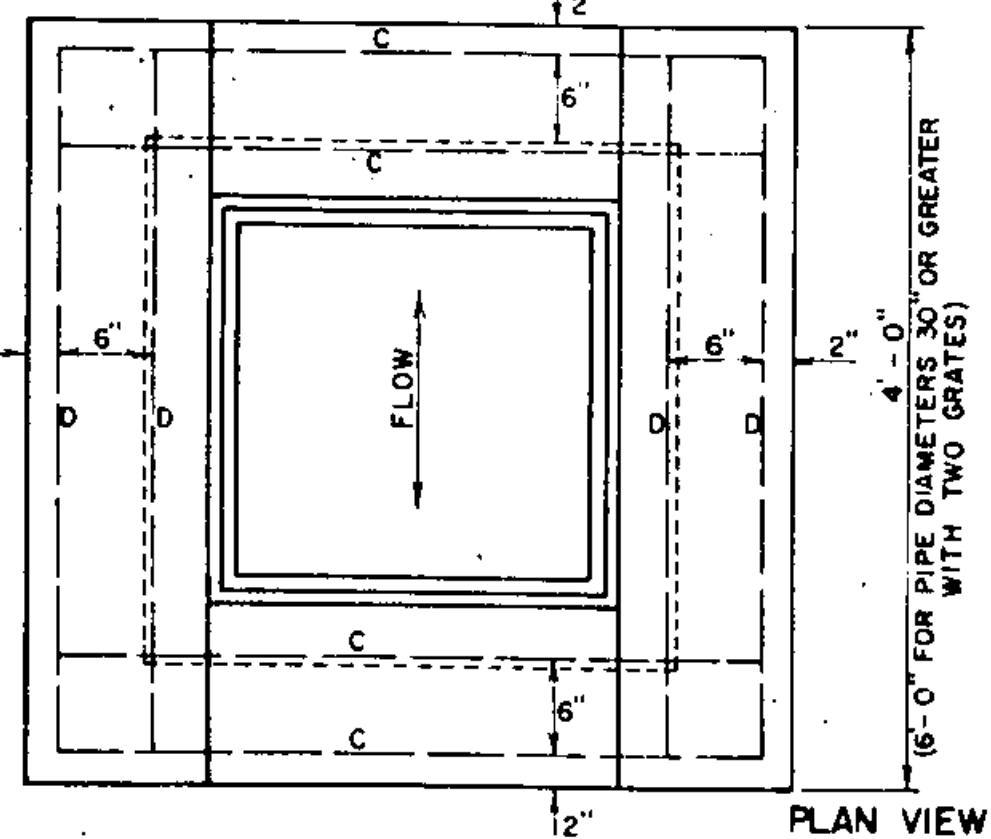
RUTLAND COUNTY AIR RWY31
AIR 03-2043
SHEET 29 OF 30 SHEETS

EARTHWORK SHEET

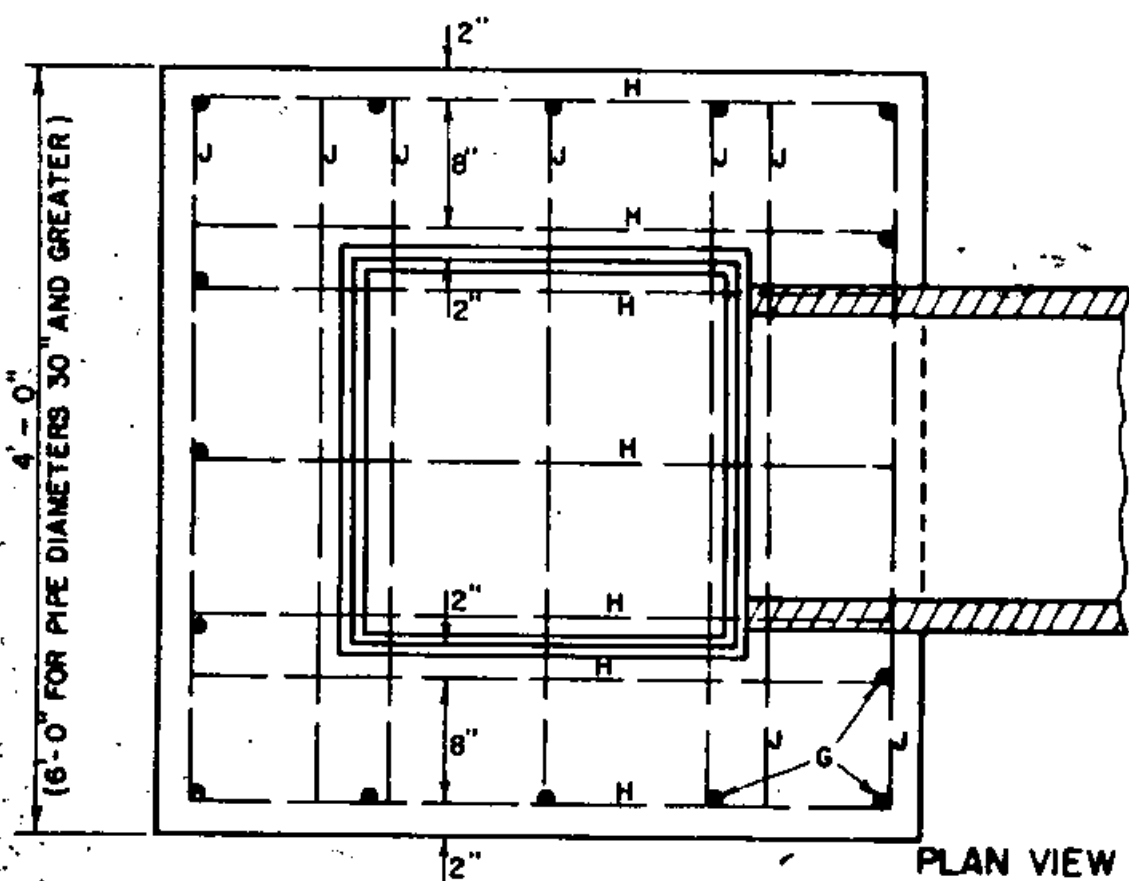
STATE OF VERMONT

FED. ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT				

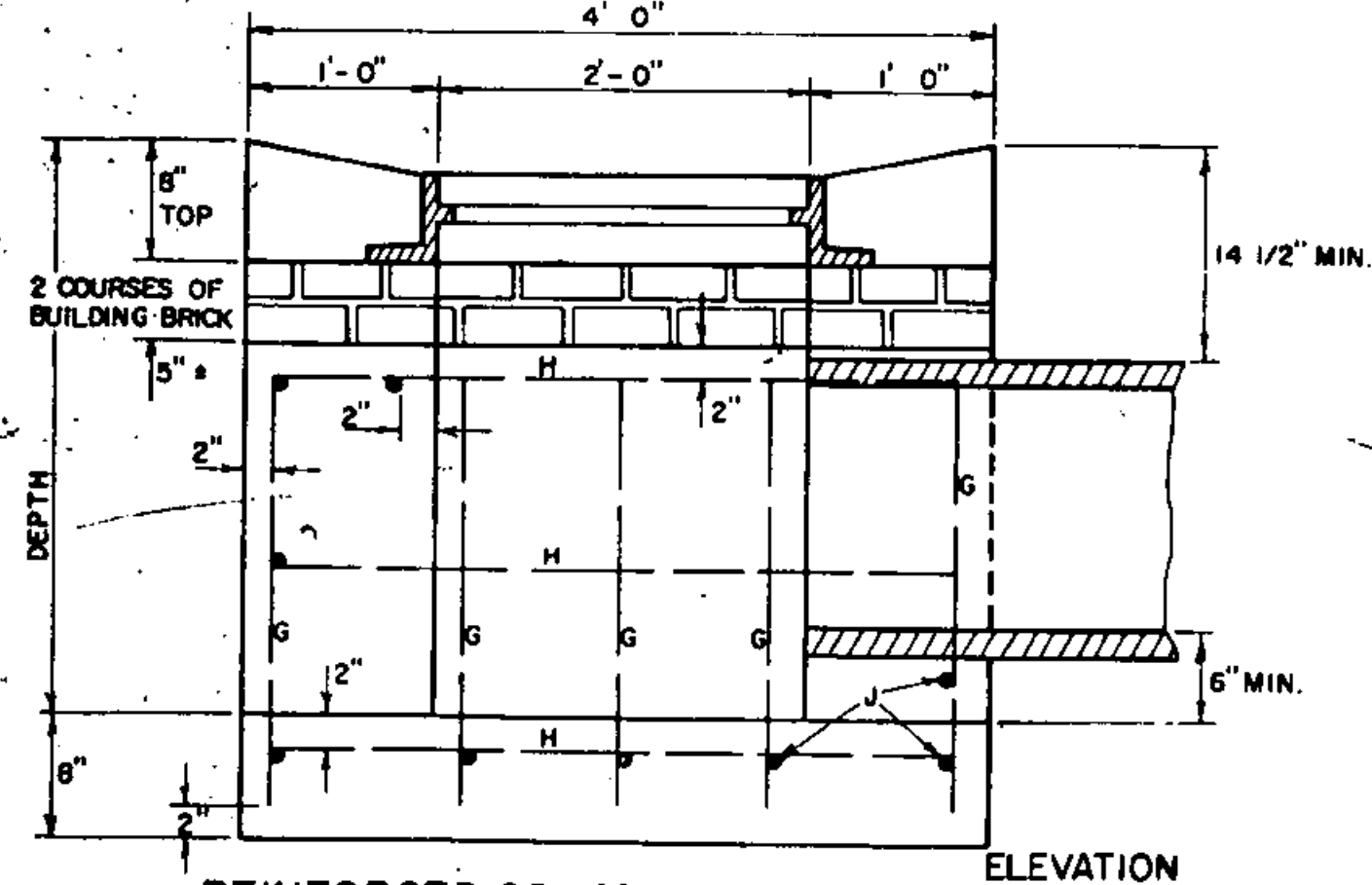
GRADES												GRADES												GRADES											
ELEVATION												ELEVATION												ELEVATION											
ON TANGENT												ON TANGENT												ON TANGENT											
ON V. CURVES												ON V. CURVES												ON V. CURVES											
CORR. V. C.												CORR. V. C.												CORR. V. C.											
DIST.												DIST.												DIST.											
TOTAL EXCAVATION EARTH AND ROCK												TOTAL EXCAVATION EARTH AND ROCK												TOTAL EXCAVATION EARTH AND ROCK											
AREA P.T.E.												AREA P.T.E.												AREA P.T.E.											
CU YDS												CU YDS												CU YDS											
TOPSOIL												TOPSOIL												TOPSOIL											
EMBANKMENT												EMBANKMENT												EMBANKMENT											
SHOULDER												SHOULDER												SHOULDER											
BASE												BASE												BASE											
AREA P.T.E.												AREA P.T.E.												AREA P.T.E.											
CU YDS												CU YDS												CU YDS											
TOTAL EXCAVATION EARTH AND ROCK												TOTAL EXCAVATION EARTH AND ROCK												TOTAL EXCAVATION EARTH AND ROCK											
AREA P.T.E.												AREA P.T.E.												AREA P.T.E.											
CU YDS												CU YDS												CU YDS											
TOTAL EXCAVATION EARTH AND ROCK												TOTAL EXCAVATION EARTH AND ROCK												TOTAL EXCAVATION EARTH AND ROCK											
AREA P.T.E.												AREA P.T.E.												AREA P.T.E.											
CU YDS												CU YDS												CU YDS											
TOTAL EXCAVATION EARTH AND ROCK												TOTAL EXCAVATION EARTH AND ROCK												TOTAL EXCAVATION EARTH AND ROCK											
AREA P.T.E.												AREA P.T.E.												AREA P.T.E.											
CU YDS												CU YDS												CU YDS											
TOTAL EXCAVATION EARTH AND ROCK												TOTAL EXCAVATION EARTH AND ROCK												TOTAL EXCAVATION EARTH AND ROCK											
AREA P.T.E.												AREA P.T.E.												AREA P.T.E.											
CU YDS												CU YDS												CU YDS											
TOTAL EXCAVATION EARTH AND ROCK												TOTAL EXCAVATION EARTH AND ROCK												TOTAL EXCAVATION EARTH AND ROCK											
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NOTE—FRAME SHOWN IS FOR TYPE A GRATE, SEE SHEET D-11. FOR TYPE B GRATE AND FRAME, SEE SHEET D-16 (EXCEPT THE FRAME DEPTH DIMENSION SHALL BE 6").
TOP FOR REINFORCED CONCRETE
DROP INLET WITH GRATE
FOR USE IN DITCHES



—TYPE A—

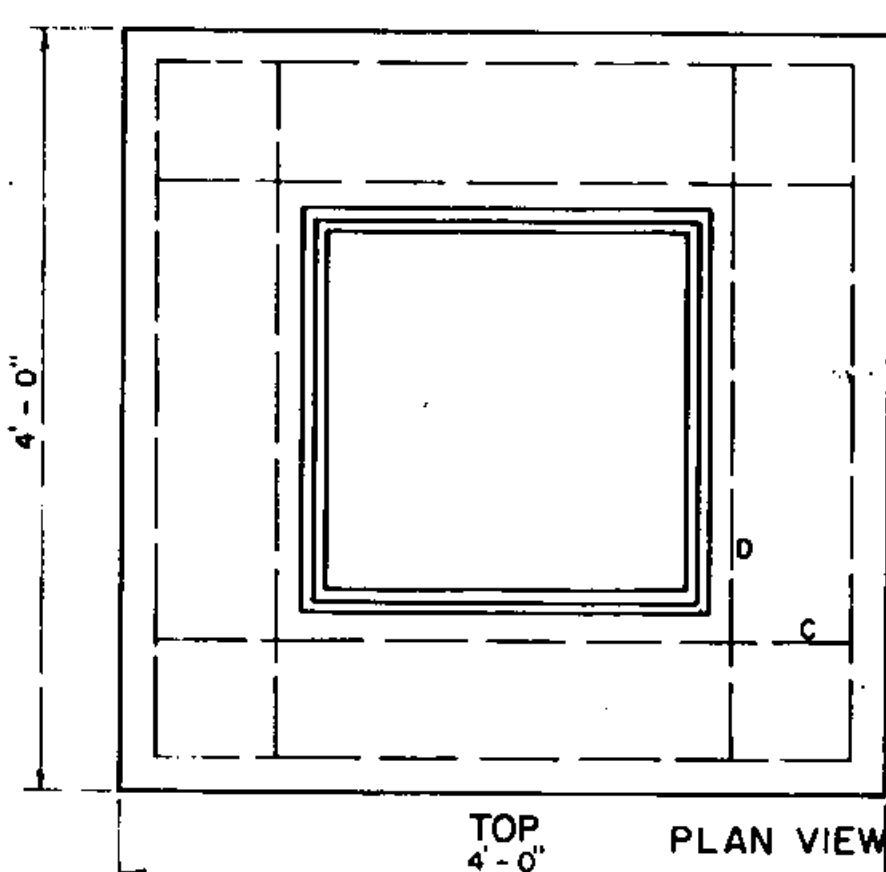


REINFORCED CONCRETE DROP INLET
FOR USE IN DITCHES

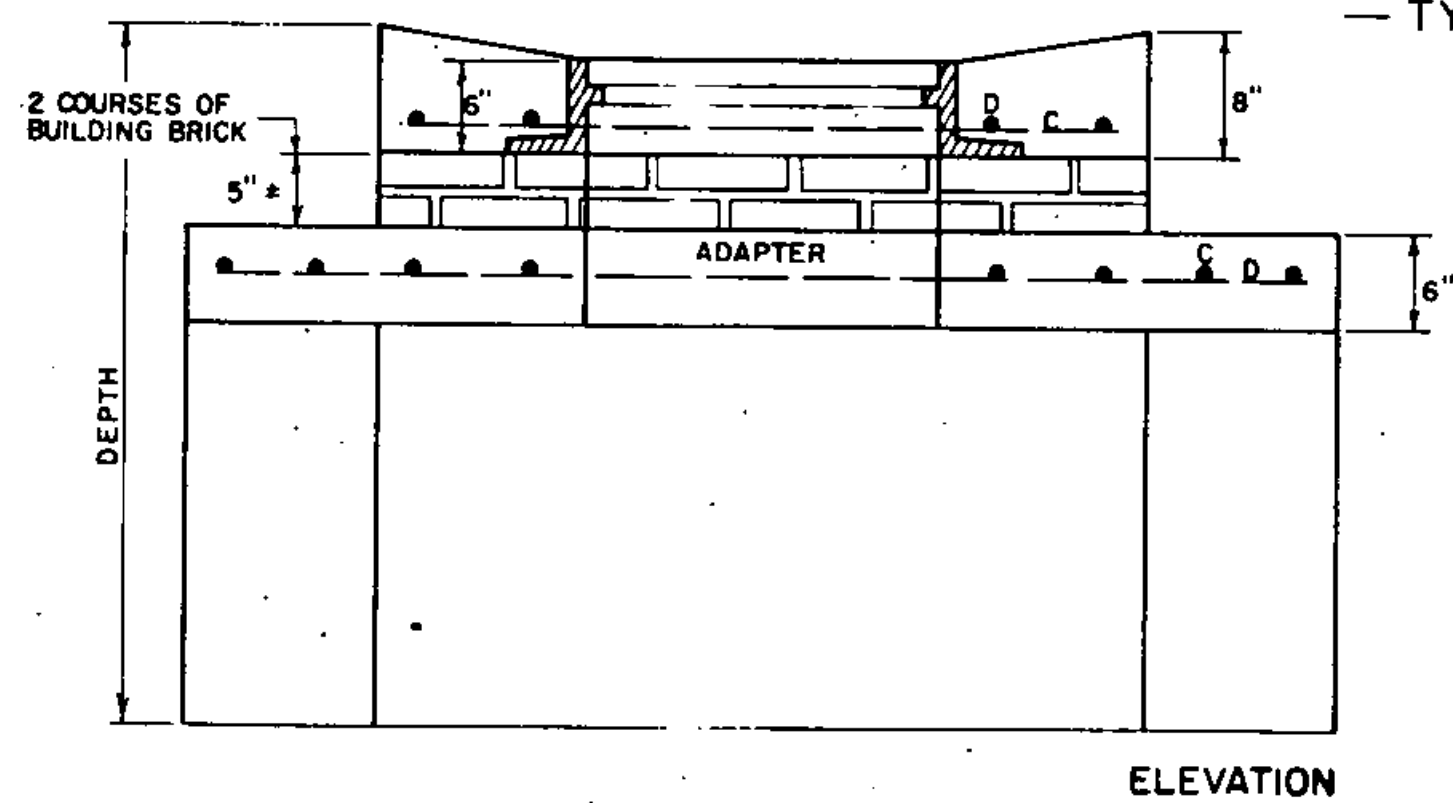
STEEL SCHEDULE															
4x4 DROP INLET TYPE A								4x6 DROP INLET WITH TWO GRATES TYPE B							
DEPTH	G	LENGTH	H	LENGTH	C	LENGTH	D	DEPTH	G	LENGTH	H	LENGTH	C	LENGTH	D
3'-0"	15	2'-3"	22	3'-8"	8	3'-8"		3'-0"	15	2'-3"	22	3'-8"	8	3'-8"	
3'-6"	15	2'-9"	22	3'-8"	8	3'-8"		3'-6"	15	2'-9"	22	3'-8"	8	3'-8"	
4'-0"	15	3'-3"	29	3'-8"	8	3'-8"	17	4'-0"	15	3'-3"	29	3'-8"	8	3'-8"	17
4'-6"	15	3'-9"	29	3'-8"	8	3'-8"	17	4'-6"	15	3'-9"	29	3'-8"	8	3'-8"	17
5'-0"	15	4'-3"	35	3'-8"	8	3'-8"	17	5'-0"	15	4'-3"	35	3'-8"	8	3'-8"	17
5'-6"	15	4'-9"	35	3'-8"	8	3'-8"	17	5'-6"	15	4'-9"	35	3'-8"	8	3'-8"	17
6'-0"	15	5'-3"	41	3'-8"	8	3'-8"	17	6'-0"	15	5'-3"	41	3'-8"	8	3'-8"	17
6'-6"	15	5'-9"	41	3'-8"	8	3'-8"	17	6'-6"	15	5'-9"	41	3'-8"	8	3'-8"	17
7'-0"	15	6'-3"	47	3'-8"	8	3'-8"	17	7'-0"	15	6'-3"	47	3'-8"	8	3'-8"	17
7'-6"	15	6'-9"	47	3'-8"	8	3'-8"	17	7'-6"	15	6'-9"	47	3'-8"	8	3'-8"	17
8'-0"	15	7'-3"	53	3'-8"	8	3'-8"	17	8'-0"	15	7'-3"	53	3'-8"	8	3'-8"	17

STEEL AND CONCRETE QUANTITIES															
4x4 DROP INLET								4x6 DROP INLET WITH TWO GRATES TYPE B							
DEPTH	CONCRETE C.Y.	STEEL LBS.	CONCRETE C.Y.	STEEL LBS.	CONCRETE C.Y.	STEEL LBS.	DEPTH	CONCRETE C.Y.	STEEL LBS.	CONCRETE C.Y.	STEEL LBS.	CONCRETE C.Y.	STEEL LBS.	CONCRETE C.Y.	STEEL LBS.
3'-0"	1.7	150					3'-0"	1.7	150						
3'-6"	1.9	158					3'-6"	1.9	158						
4'-0"	2.1	193	2.7	228			4'-0"	2.1	193	2.7	228				
4'-6"	2.3	200	3.0	237	2.9	237	4'-6"	2.3	200	3.0	237	2.9	237		
5'-0"	2.6	231	3.3	279	3.2	279	5'-0"	2.6	231	3.3	279	3.2	279		
5'-6"	2.8	239	3.6	288	3.5	288	5'-6"	2.8	239	3.6	288	3.5	288		
6'-0"	3.0	270	3.9	324	3.8	324	6'-0"	3.0	270	3.9	324	3.8	324		
6'-6"	3.2	278	4.2	348	4.1	348	6'-6"	3.2	278	4.2	348	4.1	348		
7'-0"	3.5	308	4.5	384	4.4	384	7'-0"	3.5	308	4.5	384	4.4	384		
7'-6"	3.7	316	4.8	393	4.7	393	7'-6"	3.7	316	4.8	393	4.7	393		
8'-0"	3.9	347	5.1	429	5.0	429	8'-0"	3.9	347	5.1	429	5.0	429		

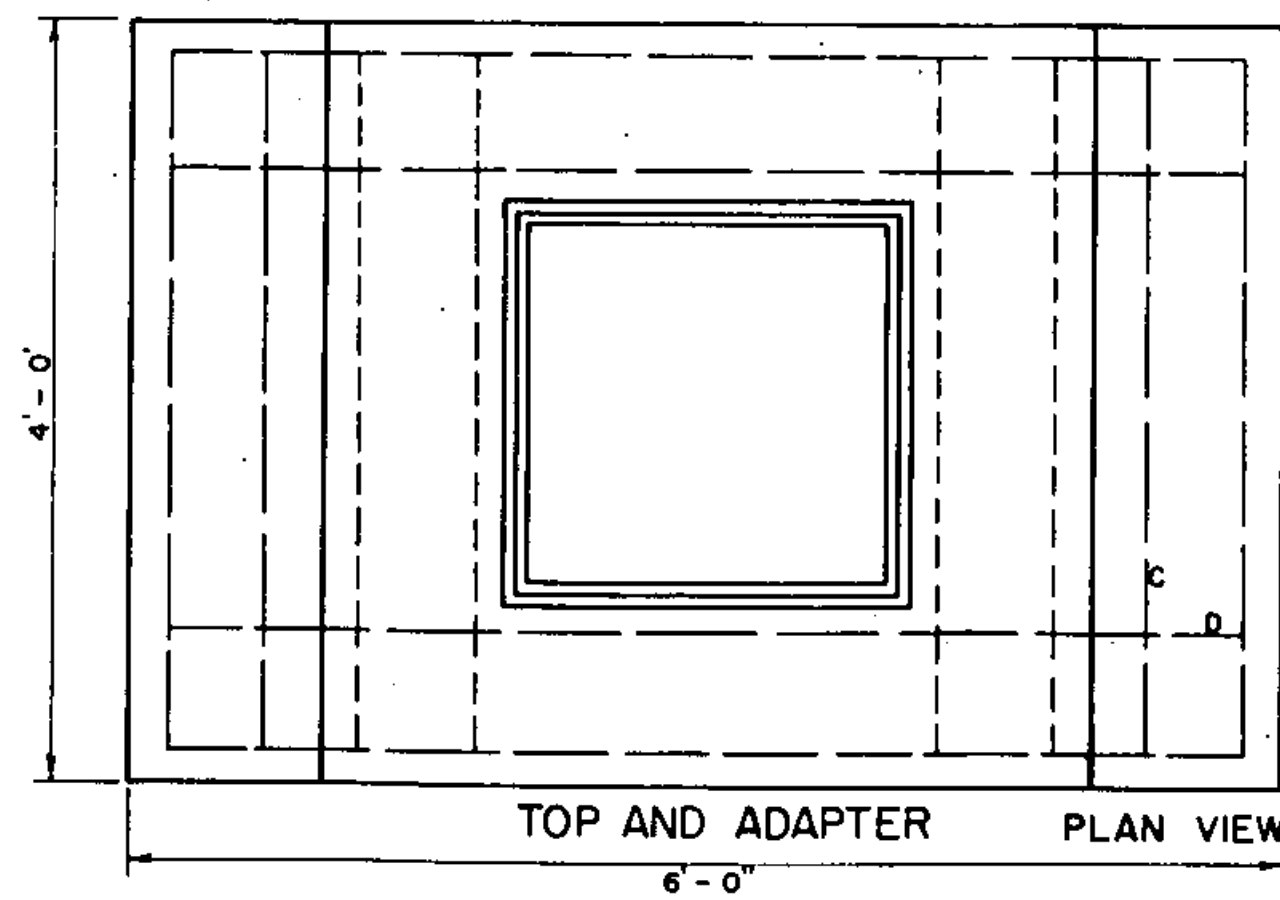
FOR 2nd 30" PIPE DEDUCT 0.18 C.Y.
FOR 2nd 36" PIPE DEDUCT 0.26 C.Y.
FOR 2nd 42" PIPE DEDUCT 0.36 C.Y. OR 0.18
FOR 2nd 48" PIPE DEDUCT 0.47 C.Y. OR 0.24
FOR 1 PIPE
FOR 1 PIPE
ALL REINFORCING STEEL TO BE NO. 5 DEFORMED BARS, EVENLY SPACED WITH A MAXIMUM SPACING OF 12" C/C.
ALL STEEL TO HAVE 2 INCH MIN. COVER.
DROP INLET TO BE CONSTRUCTED IN ACCORDANCE WITH STRUCTURAL CONCRETE, SECTION 501.
GRATES TO CONFORM TO DROP INLETS, CATCH BASINS, AND MANHOLES, SECTION 604.
FURNISHING AND LAYING OF BRICKS FOR ADJUSTING ELEVATION OF GRATE SHALL BE INCLUDED IN UNIT BID PRICE FOR CONCRETE, CLASS B, PAY ITEM 501.25, AND THEIR VOLUME TO BE INCLUDED IN THE FINAL QUANTITIES.
MORTAR, TYPE II, TO BE USED AS JOINT FILLER AND LAYING OF BRICK.
FOR PIPES OF 30" OR MORE IN DIAMETER, ALLOWANCE SHALL BE MADE FOR THE OPENING IN COMPUTING CONCRETE VOLUMES. THIS DEDUCTION WILL BE BASED ON THE RATED DIAMETER OF THE PIPE USED, WITH THE SAME DEDUCTION FOR CONCRETE AND METAL PIPE. ABOVE TABLES INDICATE DEDUCTION FOR ONE PIPE.



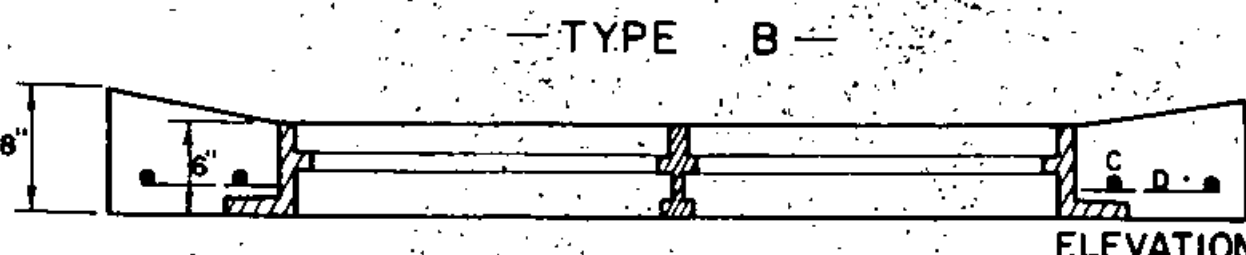
—TYPE D—



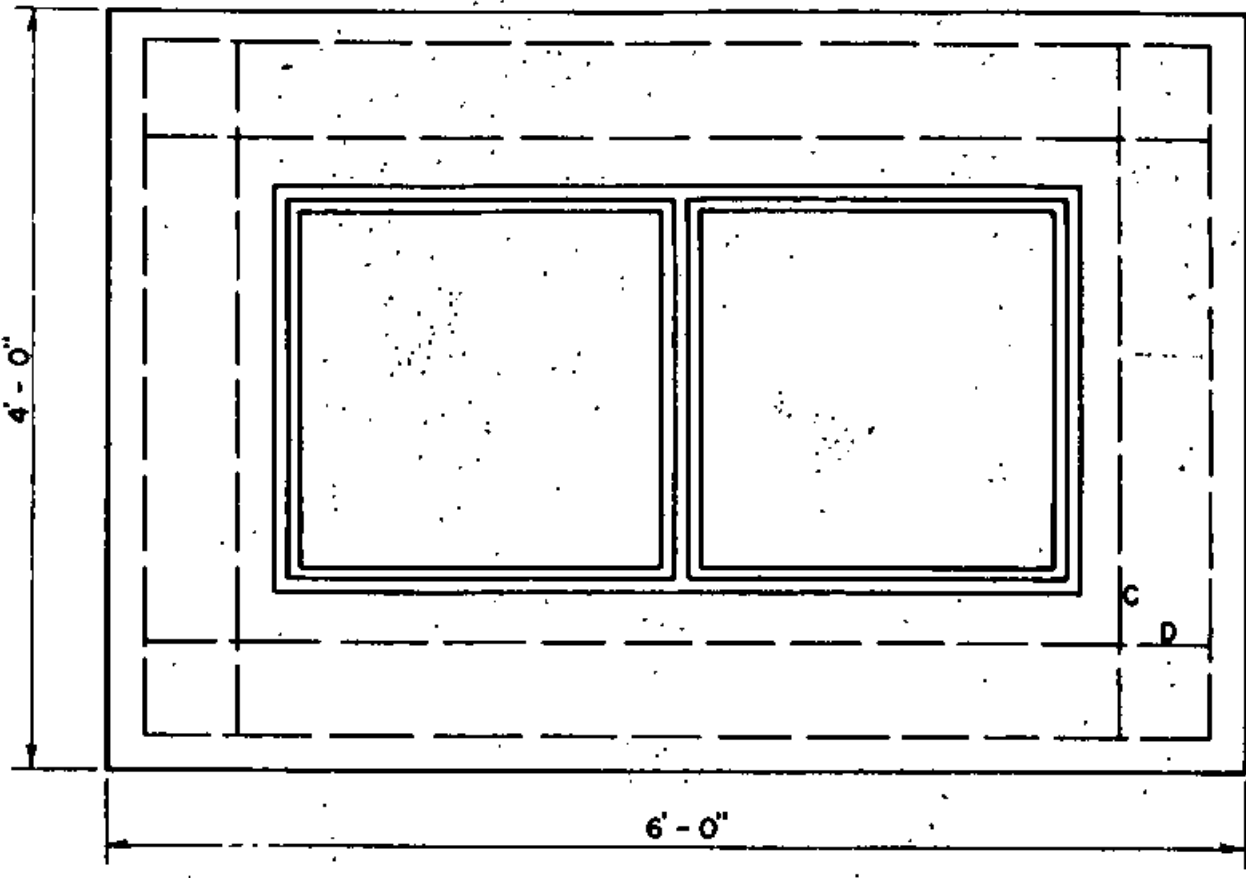
4'x6' DROP INLET
WITH 4'x4' TOP
TOP WITH ONE CAST IRON GRATE



TOP AND ADAPTER
PLAN VIEW



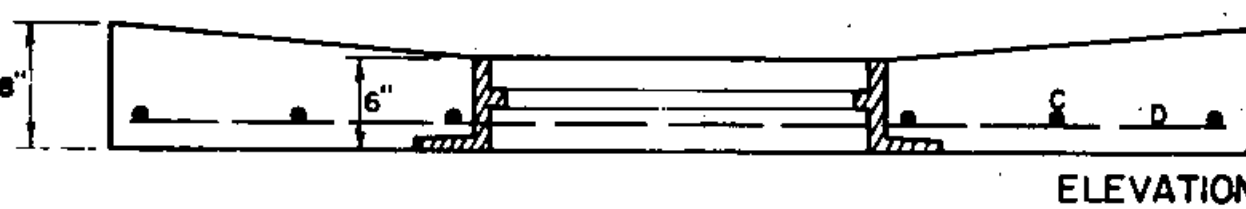
—TYPE B—



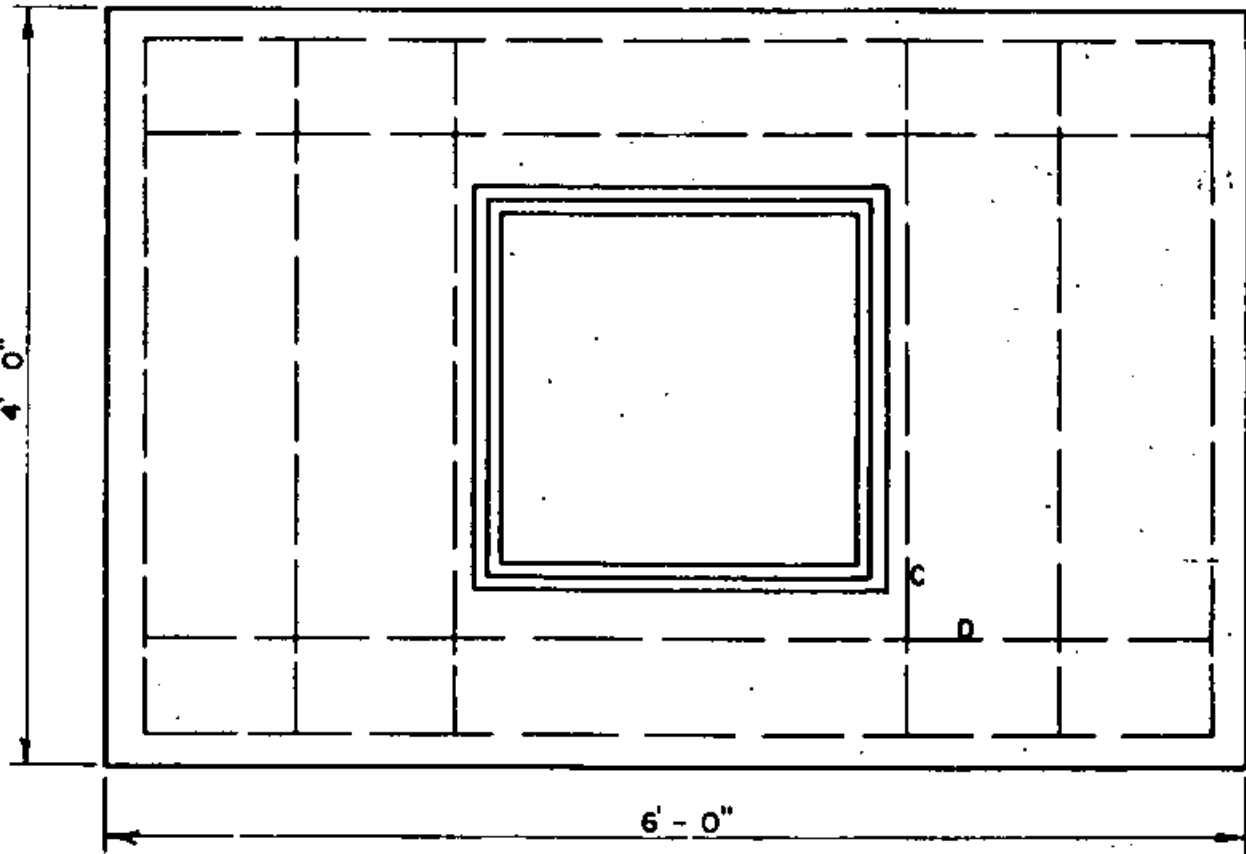
PLAN VIEW

4'x6' DROP INLET
TOP WITH TWO CAST IRON GRATES

STEEL AND CONCRETE QUANTITIES				
4'x6' DROP INLET WITH ONE GRATE WITH 4'x4' TOP TYPE D				
DEPTH	CONCRETE C.Y.	STEEL LBS.	CONCRETE C.Y.	STEEL LBS.
5'-0"	3.2	313	3.1	313
5'-6"	3.5	322	3.4	322
6'-0"	3.8	358	3.7	358
6'-6"	4.1	382	4.0	382
7'-0"	4.4	418	4.3	418
7'-6"	4.7	427	4.6	427
8'-0"	5.0	463	4.9	463



ELEVATION



PLAN VIEW

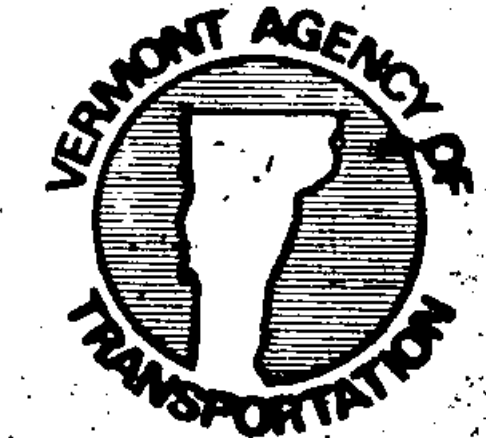
4'x6' DROP INLET
TOP WITH ONE CAST IRON GRATE

REVISIONS AND CORRECTIONS
APR. 2, 1973—ORIGINAL D-6 REDRAWN.

APPROVED
DATE April 4, 1973

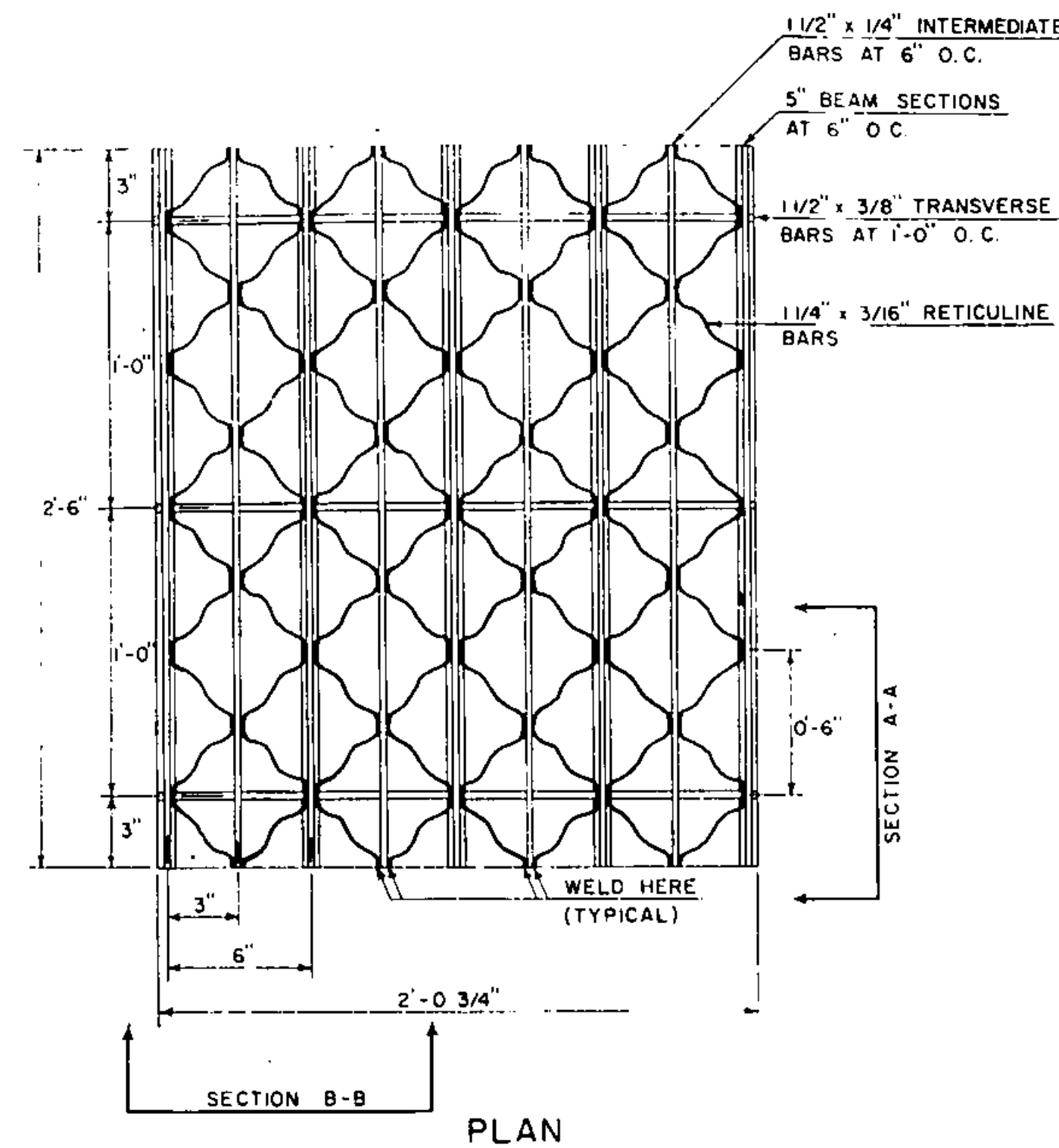
R. H. Penell
CHIEF ENGINEER
E. H. Sturmes
ASST. CHIEF ENGINEER
J. M. Low
HIGHWAY ENGINEER

REINFORCED CONCRETE DROP INLET WITH GRATE
FOR USE IN DITCHES

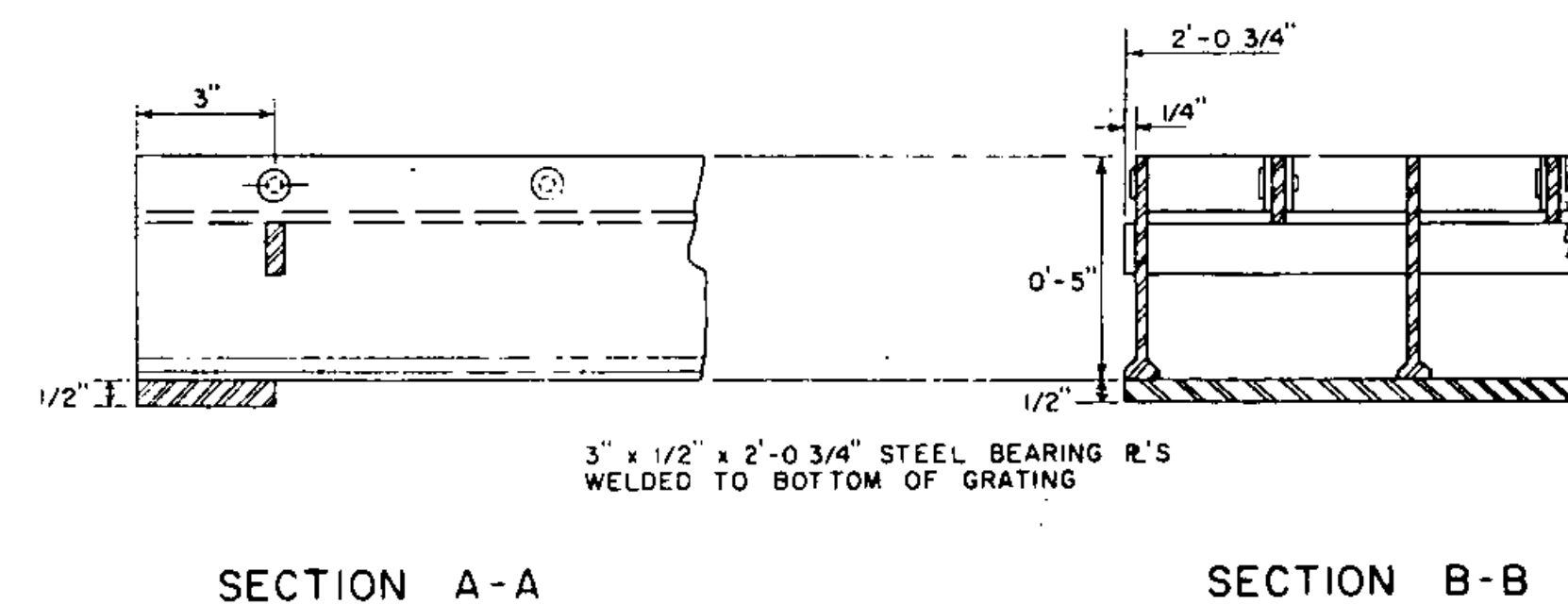


STANDARD
D-6

STEEL GRATE

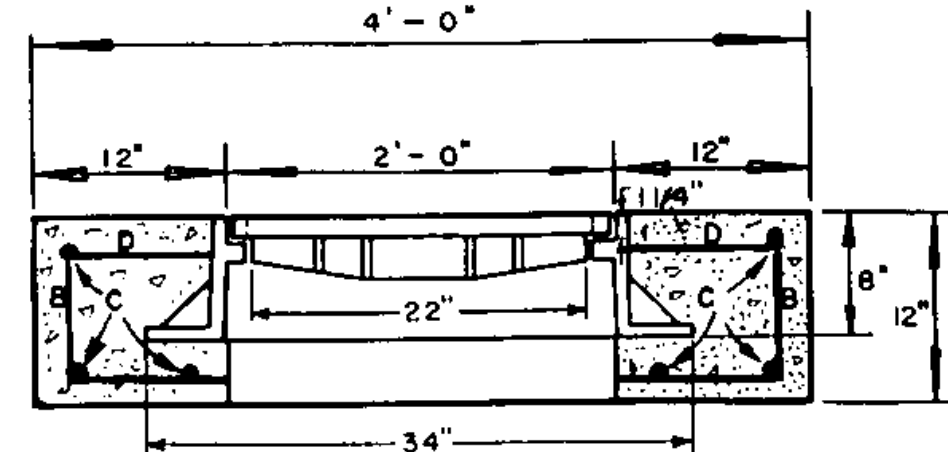


GRATE SIZE	SINGLE 24 3/4" x 30"
	DOUBLE 24 3/4" x 54"
WEIGHT	95 LBS OR MORE
GRATES SHALL BE CAPABLE OF SUPPORTING	H-20 (32,000 LB. AXLE LOAD) INCLUDING 30% IMPACT.
UNIT STRESSES (LBS PER SQ. IN.)	
MAIN BAR PARALLEL TO TRAFFIC	H-20 49"
MAIN BAR PERPENDICULAR TO TRAFFIC	H-20 39"



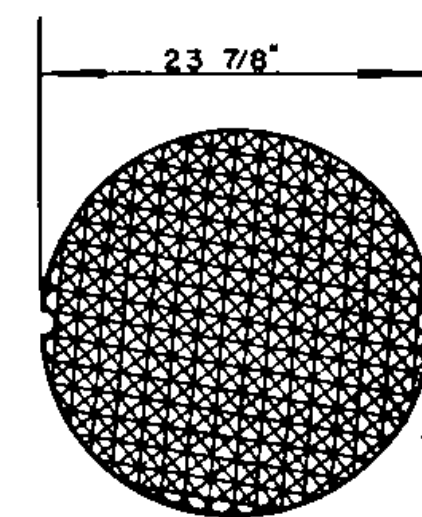
CAST IRON COVER WITH FRAME

BAR	NO.	LENGTH
B	4	3'-8"
C	6	3'-8"
D	4	3'-8"



ELEVATION

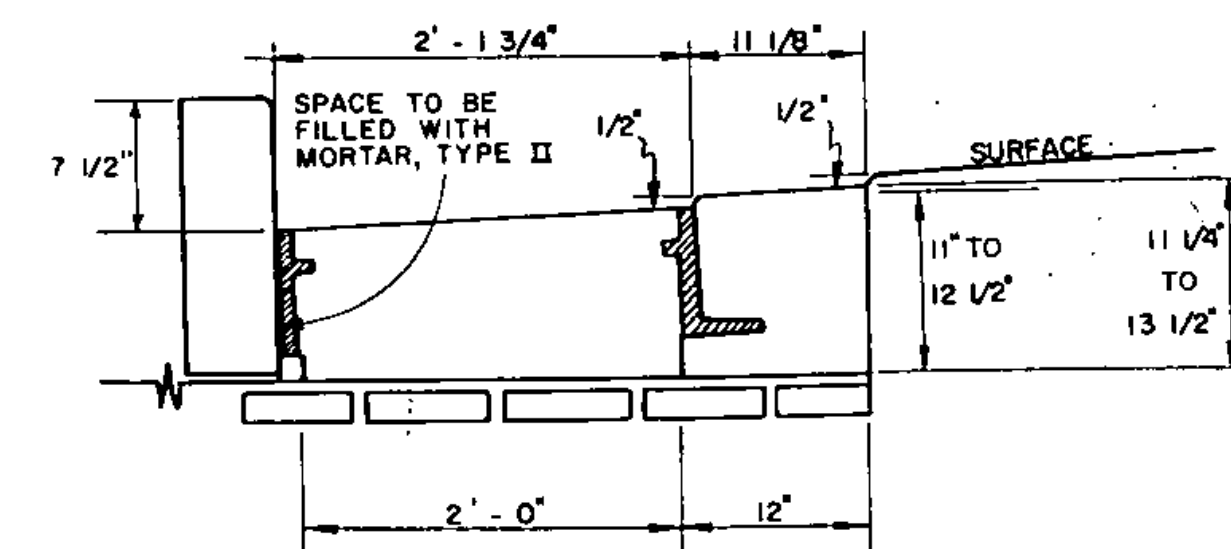
ALL REINFORCING STEEL TO BE NO. 5 DEFORMED BARS



PLAN

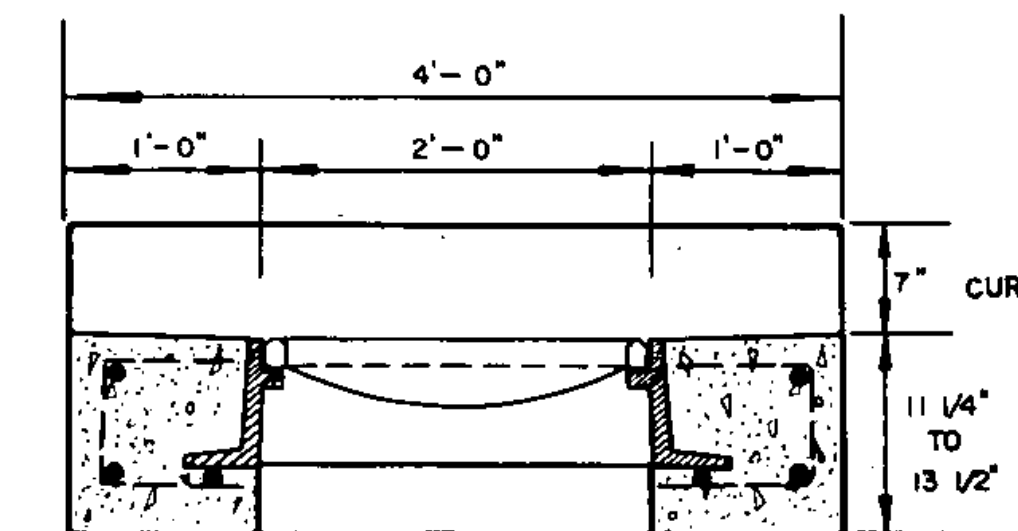
GENERAL NOTES:
WEIGHT OF FRAME
AND COVER = 425 LBS

CAST IRON GRATE WITH FRAME

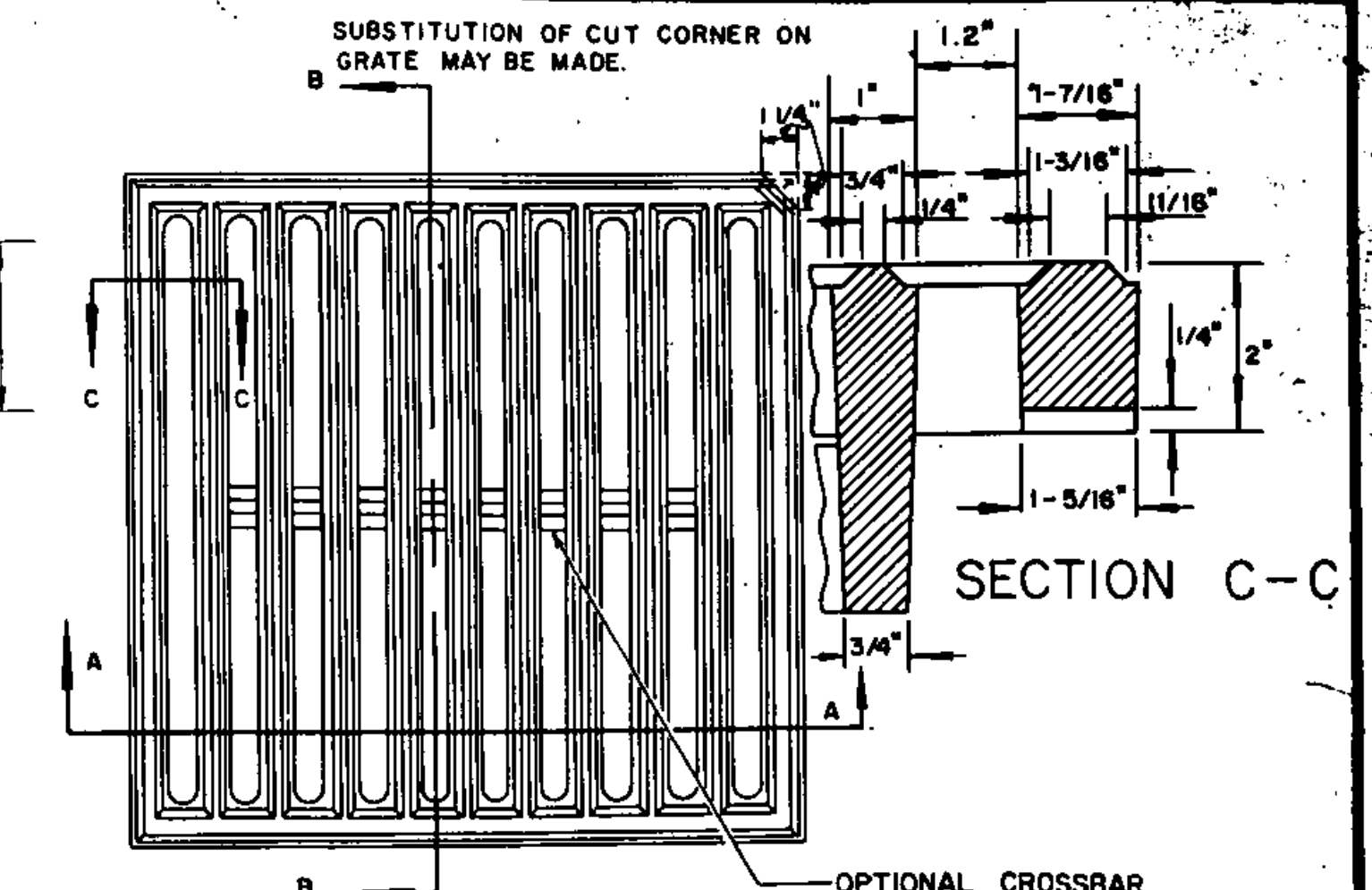


ELEVATION OF REINFORCED CONCRETE DROP INLET WITH VERTICAL GRANITE CURB AND 3 FLANGE CAST IRON FRAME FOR CAST IRON GRATE.

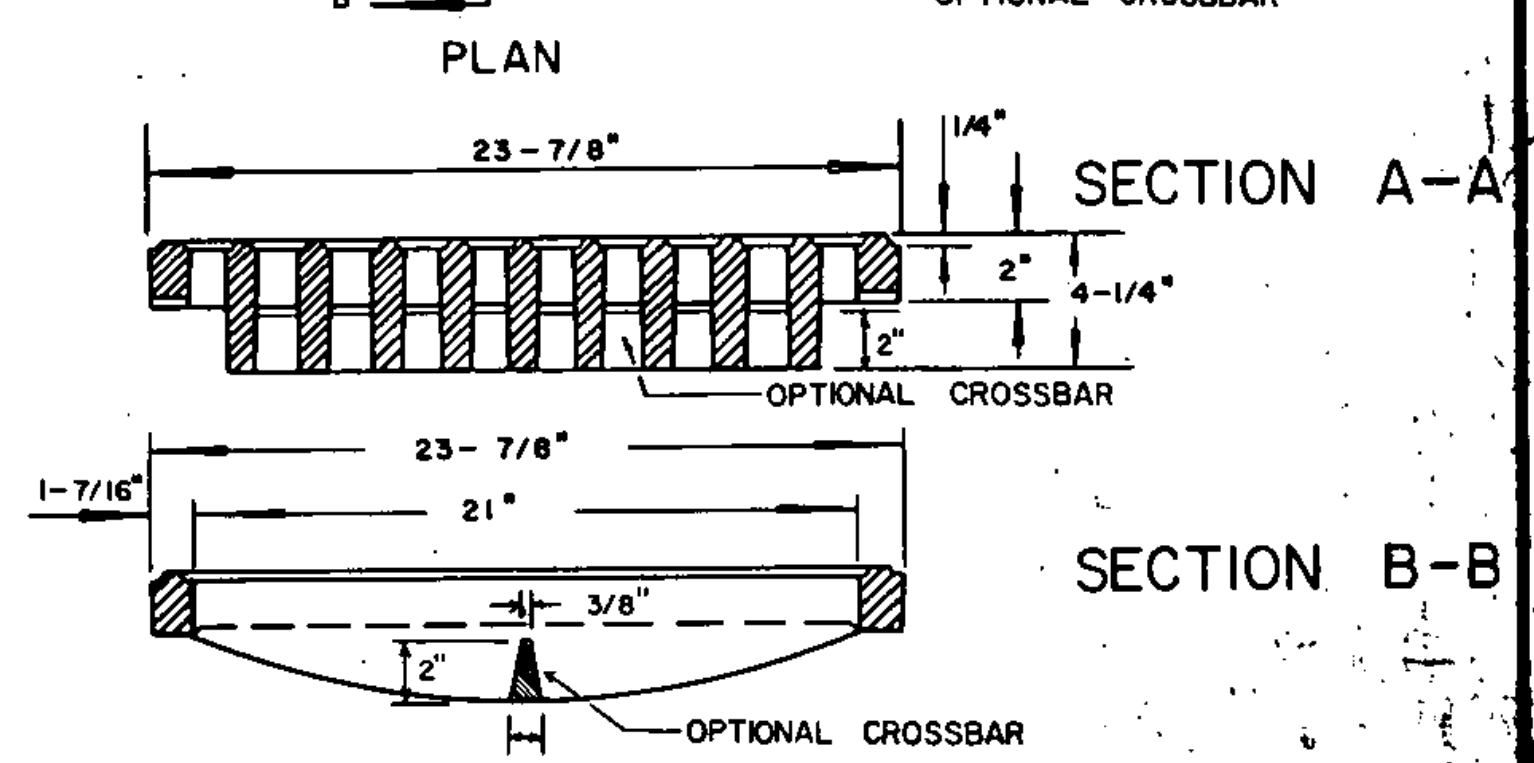
SEE STANDARD D-9 FOR CONCRETE VOLUME, REINFORCING STEEL SCHEDULE AND CURB JOINT DETAIL.



ELEVATION



SECTION C-C

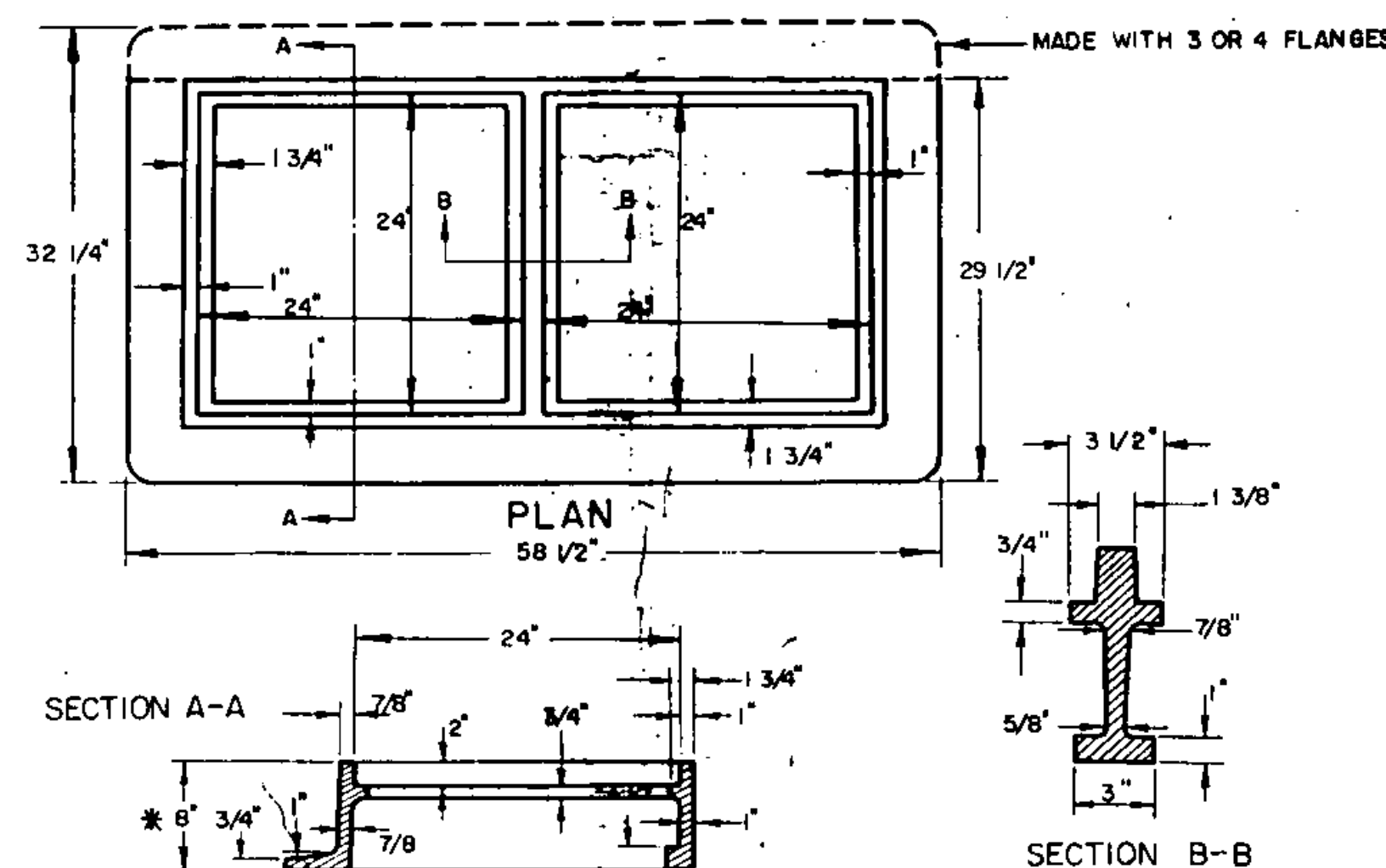


SECTION B-B

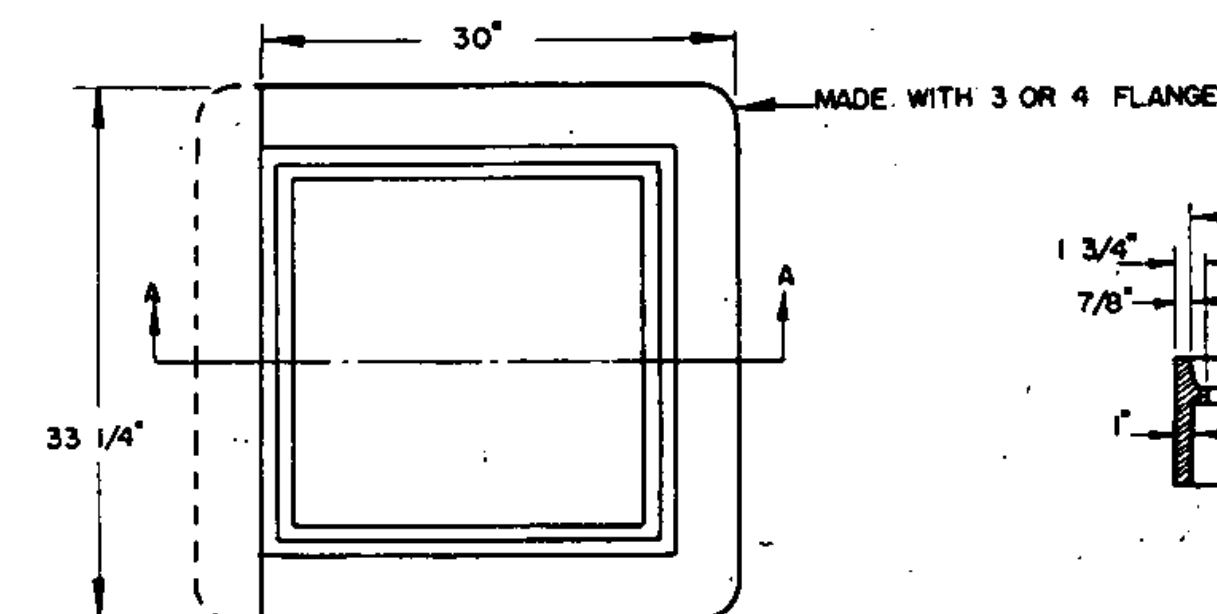
WEIGHT OF 3 FLANGED FRAME AND GRATE	
GRATE	220 LBS
FRAME	260 LBS
TOTAL	480 LBS

CAST IRON GRATE, TYPE A

USE OF THE TYPE A GRATE IS PROHIBITED WHERE BICYCLE TRAFFIC IS EXPECTED.



RECTANGULAR CAST IRON FRAME FOR TWO 24" SQUARE CAST IRON GRATES



SQUARE CAST IRON FRAME FOR CAST IRON GRATE TYPE A

*NOTE: FRAME DEPTH TO BE "6" WHEN USED IN CONJUNCTION WITH DROP INLET DETAILED ON STANDARD D-6.

REVISIONS AND CORRECTIONS

APRIL 25, 1972 CAST IRON COVER CHANGED FROM SQUARE TO CIRCULAR
SEPT. 4, 1980 OPTIONAL CROSSBAR ADDED TO A GRATE;
NOTE ADDED TO A GRATE FRAME DETAIL.
AUG 24, 1981 NOTE ADDED RESTRICTING USE OF TYPE A GRATE

APPROVED

DATE 12-6-1971

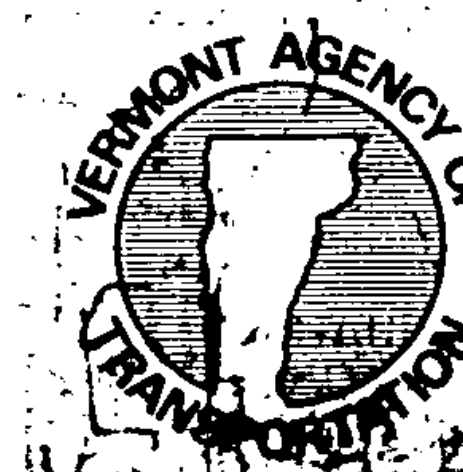
R. W. Carroll
CHIEF ENGINEER

E. H. Stehney
ASST. CHIEF ENGINEER

G. M. Lane
HIGHWAY ENGINEER

DRAWN: G. AJA
TRACED: AJA

STEEL GRATE CAST IRON GRATE TYPE A CAST IRON COVER



STANDARD

D-11