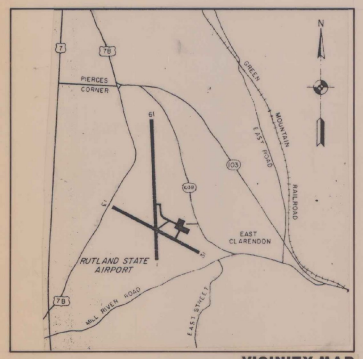
PLANS FOR

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

VERMONT AGENCY OF TRANSPORTATION

APPROVED _____ DIRECTOR OF ENGINEERING AND CONSTRUCTION

DATE _____

FEDERAL AVIATION ADMINISTRATION

APPROVED _____ CHIEF, AIRPORT ENGINEERING AND SAFETY BRANCH

DATE _____

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. 45+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. -9+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-11	VT. STANDARDS CAST IRON GRATE AND COVER (8-81R)

ITEM NO.	DESCRIPTION	QUANTITY
201.10	Clearing and Grubbing	Lump Sum
203.28	Excavation of Surfaces and Pavements	3,100 c.y.
203.17	Unclassified Excavation	11,162 c.y.
203.30	Earth Borrow	3,615 c.y.
203.32	Granular Borrow	11,120 c.y.
203.40	Fine Grading Subgrade	19,060 s.y.
204.20	Trench Excavation, Earth	3,360 c.y.
204.21	Trench Excavation, Rock	332 c.y.
404.55	Cutback Asphalt	91 cwt
501.25	Concrete, Class B	2.1 c.y.
507.15	Reinforcing steel	193 lbs.
601.0026	24" dia. CSP (0.79") BEGIN OPTION ITEMS	160 l.f.
601.0225	24" CAAP .060	380 l.f.
601.0425	24" PCCSP .064	380 l.f.
601.0825	24" RCP Cl. III END OPTION ITEMS	380 l.f.
604.40	Changing 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 I	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.

ITEM NO.	DESCRIPTION	QUANTITY
864.01	Cold Mixed Recycled Base Course	6820 c.y.
864.02	Bituminous Concrete Pavement (P-401)	4,400 tons
864.03	Runway and Taxiway Painting	11,010 s.f.
864.04	Cable Trench (L-108)	7,800 l.f.
864.05	1/c #6 L-824 'o' SKV (L-108)	17,500 l.f.
864.06	#8 Bare Counterpoise (L-108)	8,600 l.f.
864.07	Installation of Airport Transformer Vault Equipment (L-109)	Lump Sum
864.08	2 Way x 4" dia., Duct (L-110)	497 l.f.
864.09	4 Way x 4" dia., Duct (L-110)	81 l.f.
864.10	Medium Intensity Runway Lights, Base Mounted (L-125)	45 each
864.11	Medium Intensity Taxiway Lights, Base Mounted (L-125)	8 each
864.12	Precision Approach Path Indicator, (PAPI) Style A Class 2 (L-881)	1 each
864.13	Runway End Identifier Lights, REILS (L-125)	1 each
864.14	Taxiway Guidance Sign, 5 Panel, Size 1, Style 2, Class 2 (L-125)	2 each

QUANTITIES

RUTLAND STATE AIRPORT
CLARENDON, VERMONT

A.I.P. PROJECT NO. 3-50-0015-06

A.I.R. 03-2043

JULY-1985

REVISED BY VAOT
MAY 1987

AS BUILT PLANS
I hereby certify that all the construction required by this set of drawings has been accomplished as indicated hereon.
By _____ Resident Engineer
Date 8-22-90

STATE OF VERMONT DONALD W. DAMON No. 3873 REGISTERED PROFESSIONAL ENGINEER

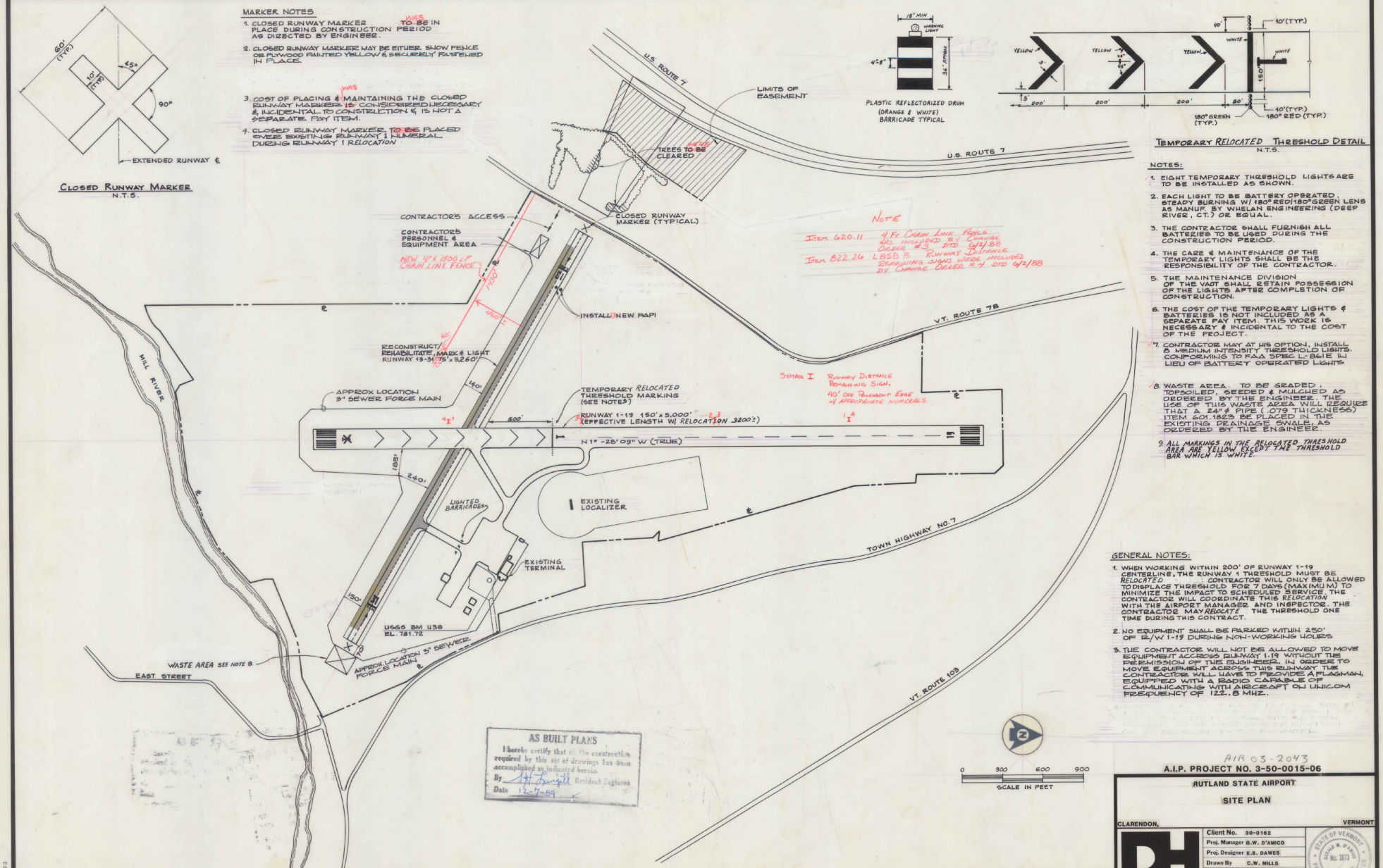
Consulting Engineers

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.

for Donald W. Damon

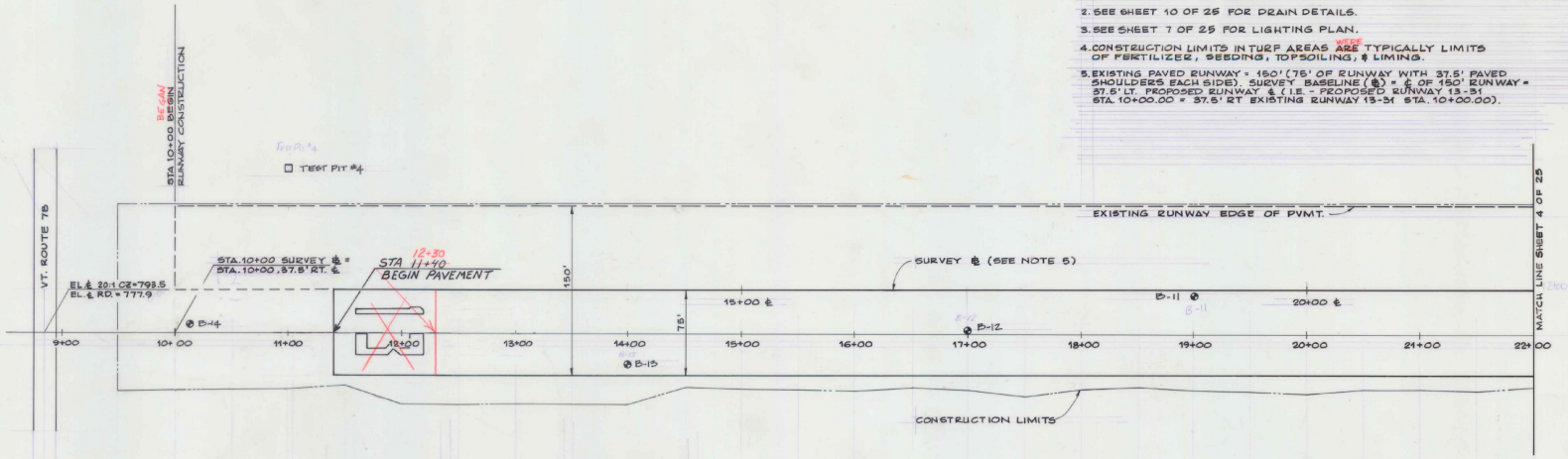
Walter B. Lovett, Jr., P.E. Director of Aviation Services

Dufresne-Henry

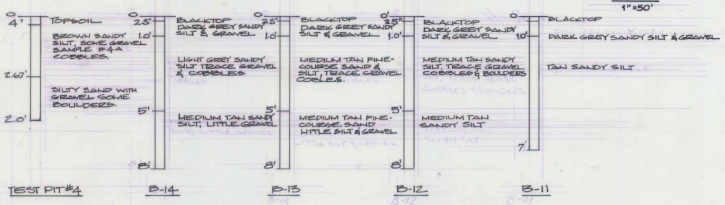

MARKER NOTES
1. CLOSED RUNWAY MARKER WAS TO BE IN PLACE DURING CONSTRUCTION PERIOD AS DIRECTED BY ENGINEER.
2. CLOSED RUNWAY MARKER MAY BE EITHER SNOW FENCE OR PLYWOOD PAINTED YELLOW & SECURELY FASTENED IN PLACE.
3. COST OF PLACING & MAINTAINING THE CLOSED RUNWAY MARKERS IS CONSIDERED NECESSARY & INCIDENTAL TO CONSTRUCTION & IS NOT A SEPARATE PAY ITEM.
4. CLOSED RUNWAY MARKER TO BE PLACED OVER EXISTING RUNWAY 1 NUMERAL DURING RUNWAY 1 RELOCATION
60' (TYP.)
45°
10' (TYP.)
90°
EXTENDED RUNWAY ℄
CLOSED RUNWAY MARKER
N.T.S.
U.S. ROUTE 7
LIMITS OF EASEMENT
TREES TO BE CLEARED
CLOSED RUNWAY MARKER (TYPICAL)
CONTRACTOR'S ACCESS
CONTRACTOR'S PERSONNEL & EQUIPMENT AREA
NEW 4' X 1500± F. CHAIN LINK FENCE
INSTALL NEW PAPI
RECONSTRUCT/REHABILITATE, MARK & LIGHT RUNWAY 13-31 75' x 3,260'
APPROX LOCATION 3" SEWER FORCE MAIN
TEMPORARY RELOCATED THRESHOLD MARKING (SEE NOTE 5)
RUNWAY 1-19 150' x 5,000' (EFFECTIVE LENGTH W/ RELOCATION 3200')
N 1° -28' 09" W (TRUE)
MILL RIVER
LIGHTED BARRICADES
EXISTING LOCALIZER
EXISTING TERMINAL
USGS BM U38 EL. 781.72
WASTE AREA SEE NOTE 8.
EAST STREET
APPROX LOCATION 3" SEWER FORCE MAIN
VT. ROUTE 7B
TOWN HIGHWAY NO. 7
VT. ROUTE 103
NOTE
Item 620.11 4' Ft CHAIN LINK FENCE WAS INCLUDED IN 1 CHANGE ORDER #3 DTD 6/2/88
Item 822.26 L-858 B RUNWAY DISTANCE REMAINING SIGNS WERE INCLUDED BY CHANGE ORDER #4 DTD 6/2/88
SYMBOL I RUNWAY DISTANCE REMAINING SIGN. 40' OFF PAVEMENT EDGE W/ APPROPRIATE NUMERALS.
18" MIN
WARNING LIGHT
4'-8"
36" APPROX
PLASTIC REFLECTORIZED DRUM (ORANGE & WHITE) BARRICADE TYPICAL
YELLOW
WHITE
40'
40' (TYP.)
150'
5'
200'
200'
200'
80'
180° GREEN (TYP.)
180° RED (TYP.)
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 VAOT 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 8 MEDIUM INTENSITY THRESHOLD LIGHTS. CONFORMING TO FAA SPEC L-861E IN LIEU OF BATTERY OPERATED LIGHTS
8. WASTE AREA. TO BE GRADED, TOPSOILED, SEEDED & MULCHED AS ORDERED BY THE ENGINEER. THE USE OF THIS WASTE AREA WILL REQUIRE THAT A 24" ϕ PIPE (.079 THICKNESS) ITEM 601.1823 BE PLACED IN THE EXISTING DRAINAGE SWALE, AS ORDERED BY THE ENGINEER.
9. ALL MARKINGS IN THE RELOCATED THRESHOLD AREA ARE YELLOW EXCEPT THE THRESHOLD BAR WHICH IS WHITE.
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 ACCROSS RUNWAY 1-19 WITHOUT THE PERMISSION OF THE ENGINEER. IN ORDERE 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.
AS BUILT PLANS
I hereby certify that all the construction required by this set of drawings has been accomplished as indicated hereon
By M. Dwight Resident Engineer
Date 12-7-89
0 300 600 900
SCALE IN FEET
AIR 03-2043
A.I.P. PROJECT NO. 3-50-0015-06
RUTLAND STATE AIRPORT
SITE PLAN
CLARENDON, VERMONT
Dufresne-Henry Inc.
Client No. 30-0162
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
STATE OF VERMONT DONALD W. D'AMICO No. 3873 REGISTERED PROFESSIONAL ENGINEER
Sheet 2 of 30
D
Rev. Description By Date
BRUNING 44-132 45337-3

PLAN & PROFILE NOTES:

1. ALL ELEVATIONS REFERRED 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 (℄) = ℄ OF 150' RUNWAY = 37.5' LT. PROPOSED RUNWAY ℄ (I.E. - PROPOSED RUNWAY 13-31 STA. 10+00.00 = 37.5' RT EXISTING RUNWAY 13-31 STA. 10+00.00).



PLAN
1"=50'

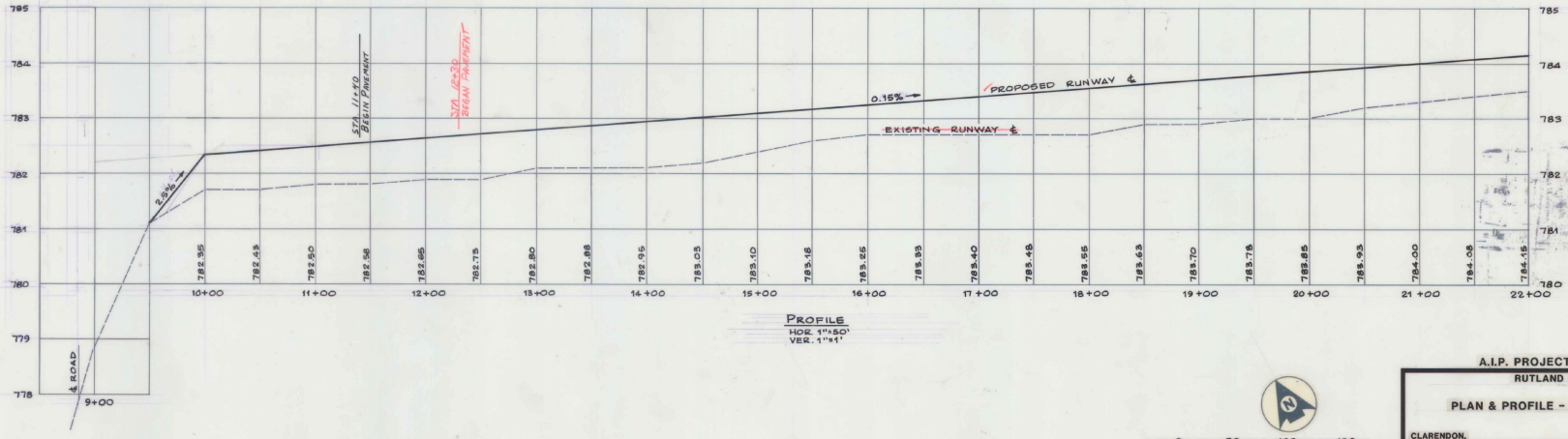


AS BUILT PLANS

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

By _____ Resident Engineer

Date 8-22-90



PROFILE
HOR. 1"=50'
VER. 1"=5'

0 50 100 150
SCALE IN FEET

A.I.P. PROJECT NO. 3-50-0015-06

RUTLAND STATE AIRPORT

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

CLARENDON, VERMONT

Rev.	Description	By	Date

Dufresne-Henry Inc.

Client No.	30-0162
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	

STATE OF VERMONT — GERALD W. D'AMICO — No. 3673 — REGISTERED PROFESSIONAL ENGINEER

Sheet 3 of 30

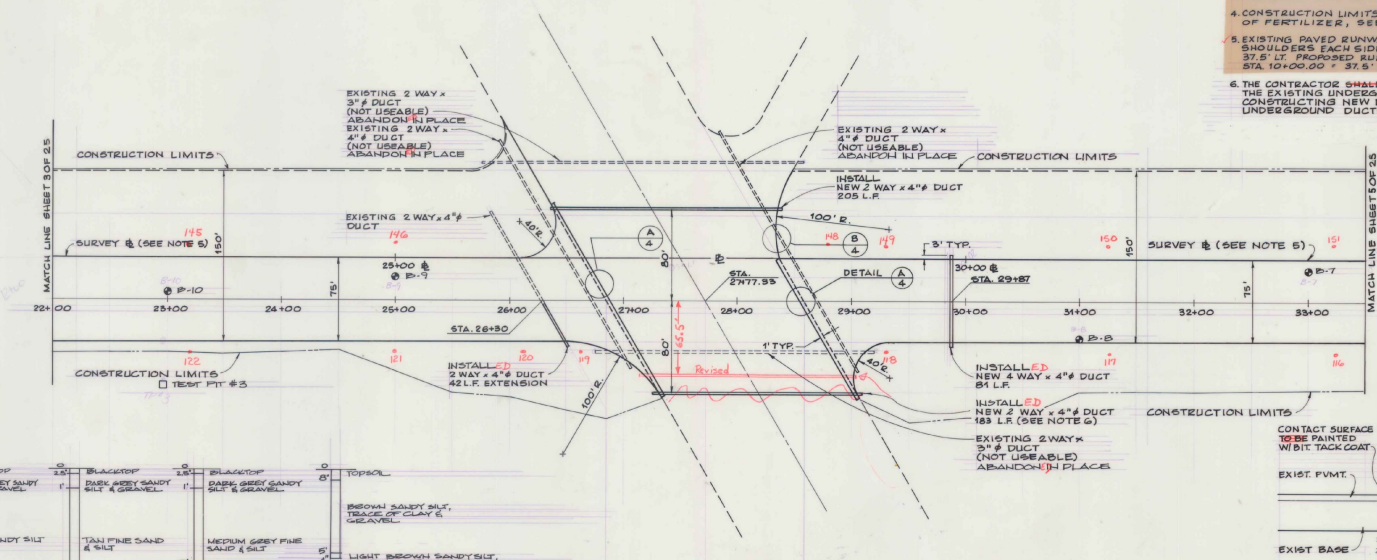
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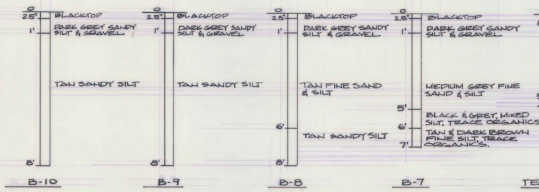
BRUNING 44-132 483373

PLAN & PROFILE NOTES

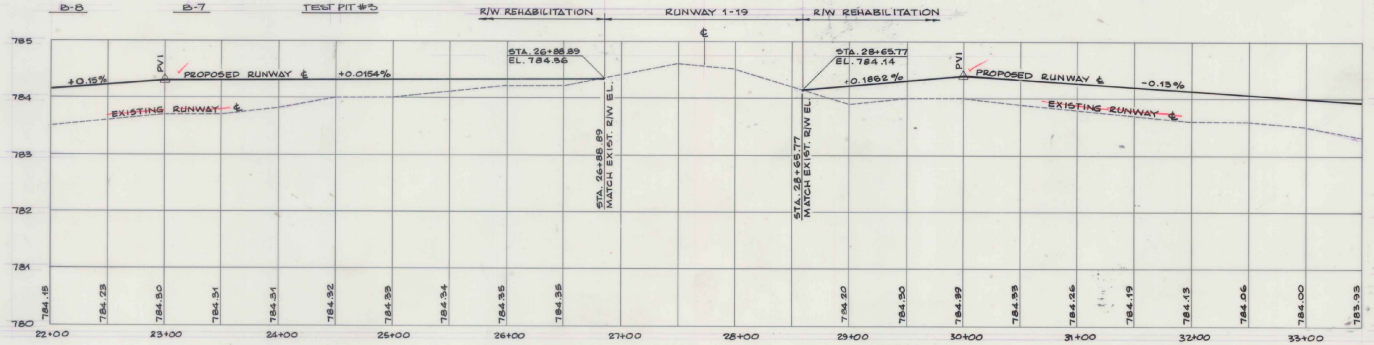
1. ALL ELEVATIONS REFER TO MEAN SEA LEVEL DATUM.
2. SEE SHEET 10 OF 25 FOR DRAIN DETAILS.
3. SEE SHEET 7 OF 25 FOR LIGHTING PLAN.
4. CONSTRUCTION LIMITS IN TURF AREAS WERE ARE TYPICALLY LIMITS OF FERTILIZER, SEEDING, TOPSOILING, & LIMING.
5. EXISTING PAVED RUNWAY = 150' (75' OF RUNWAY WITH 37.5' PAVED SHOULDERS EACH SIDE). SURVEY BASELINE (℄) = ℄ OF 150' RUNWAY = 37.5' LT. PROPOSED RUNWAY ℄ (I.E. - PROPOSED RUNWAY 13-31 STA. 10+00.00 = 37.5' RT EXISTING RUNWAY 13-31 STA 10+00.00).
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. WAS
7. PAVING ON RUNWAY 13-31 TO TERMINATE @ STA. 26+69± AND 28+65± AT WHICH POINTS THE PAVEMENT WILL ABUT EXISTING PAVEMENT ON RUNWAY 1-19. ABUTTED

• RUNWAY LIGHTS



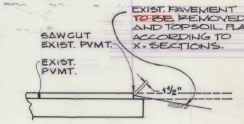


PLAN
1"=50'



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

DETAIL A/4
N.T.S.



DETAIL B/4
N.T.S.

AS BUILT PLANS
I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.
By _____ Resident Engineer
Date 8-22-90

0 50 100 150
SCALE IN FEET

Rev.	Description	By	Date

A.I.P. PROJECT NO. 3-50-0015-06

RUTLAND STATE AIRPORT

PLAN & PROFILE - STA. 22+00 TO STA. 33+50

CLARENDON, VERMONT

Dufresne-Henry Inc.
101 Washington Ave.
Portland, Maine 04103

Client No.	30-0162
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	

STATE OF VERMONT GERALD W. D'AMICO No. 3873 REGISTERED PROFESSIONAL ENGINEER

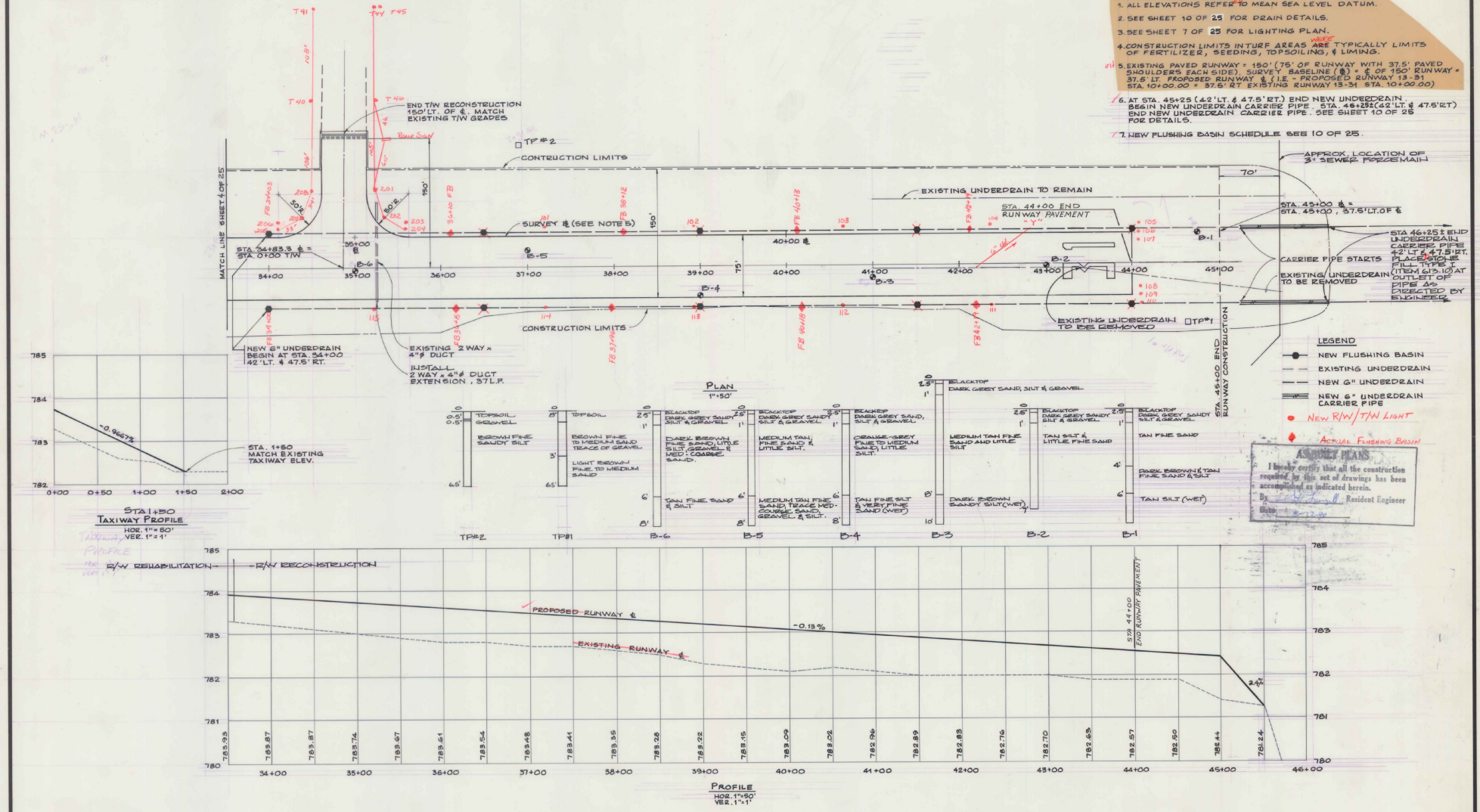
Sheet 4 of 30

D

BRUNING 44-132 A5337

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 (℄) = ℄ OF 150' RUNWAY = 37.5' LT. PROPOSED RUNWAY ℄ I.E. - PROPOSED 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'

PLAN
1"=50'

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

0 50 100 150
SCALE IN FEET

AS BUILT PLANS
I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.
By _____ Resident Engineer
Date _____

A.I.P. PROJECT NO. 3-50-0015-06
RUTLAND STATE AIRPORT
PLAN & PROFILE - STA. 33+50 TO STA. 45+00
CLARENDON, VERMONT

Rev.	Description	By	Date

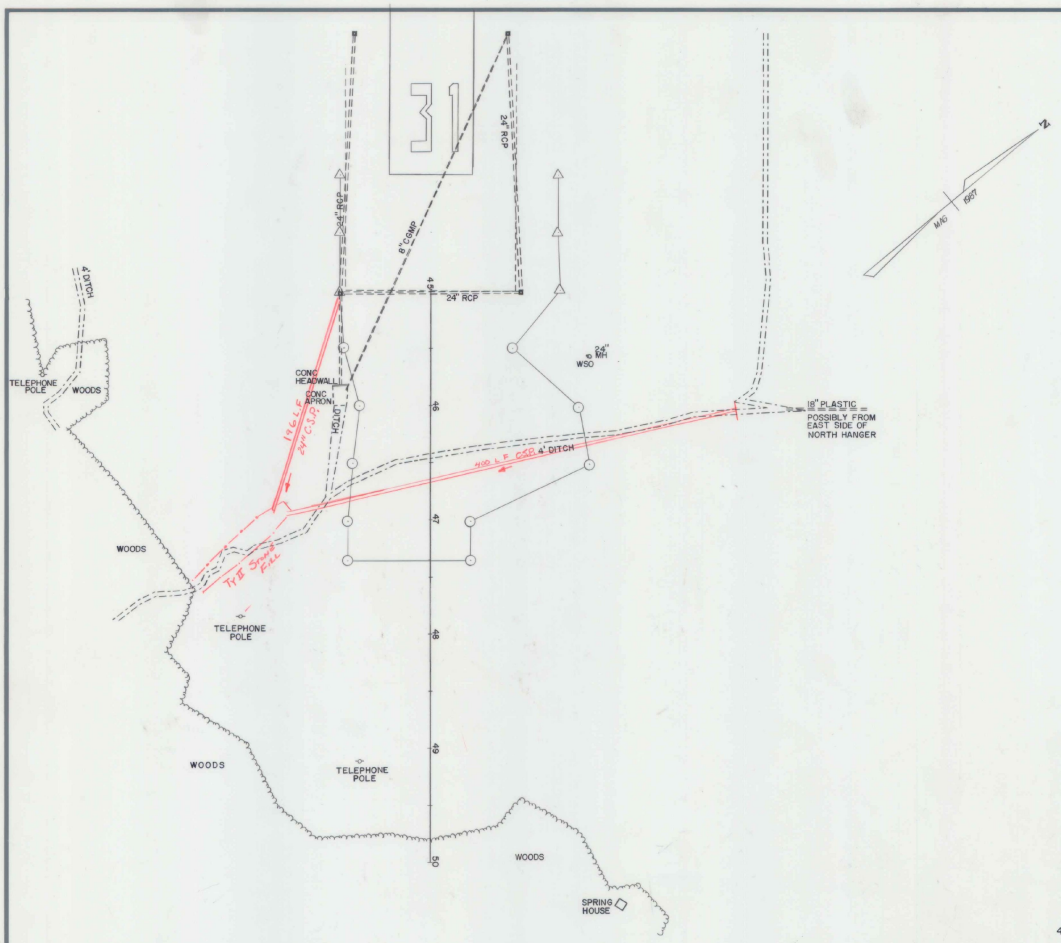
Dufresne-Henry Inc.

Client No.	30-0162
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	

STATE OF VERMONT — CRAIG W. DUNN — No. 3073 — REGISTERED PROFESSIONAL ENGINEER

Sheet 5 of 30
D

BRUNING 44-132 #2537

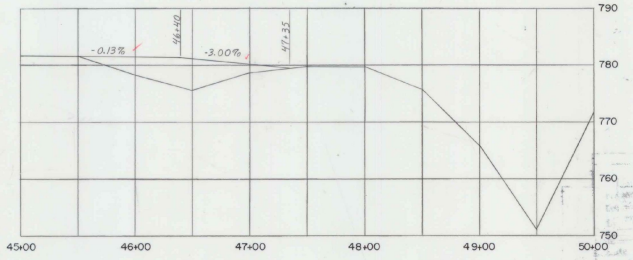


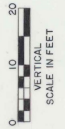
AS BUILT PLANS

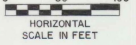
I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.

By _____ Resident Engineer

Date 8-22-90







DATUM

VERTICAL _____

HORIZONTAL _____

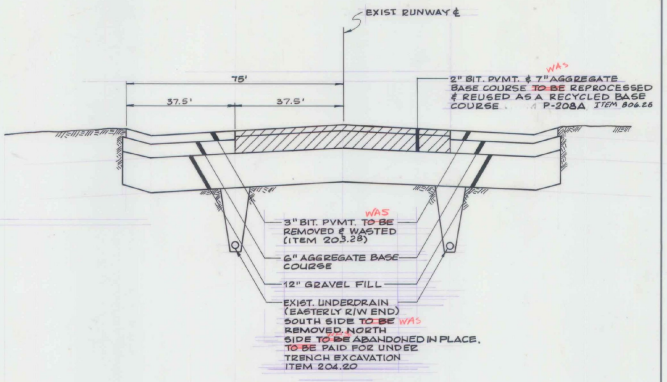
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DRAWN BY DAYE DATE 6-87

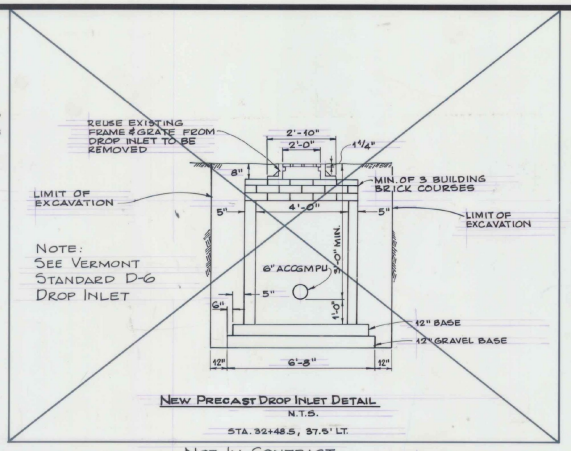
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PROJ. AIR NO. 03-2043

SHEET 5A OF 30

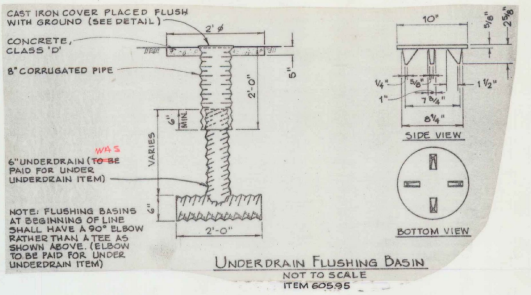


EXISTING TYPICAL SECTION
N.T.S.

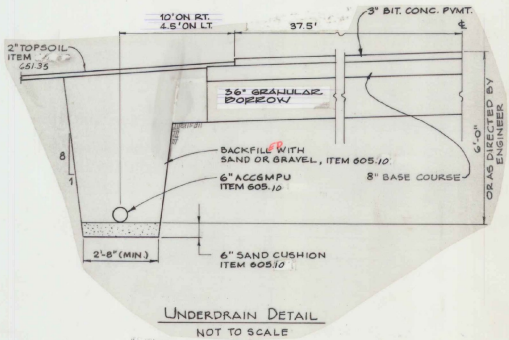


NEW PRECAST DROP INLET DETAIL
N.T.S.
STA. 32+48.5, 37.5' LT.

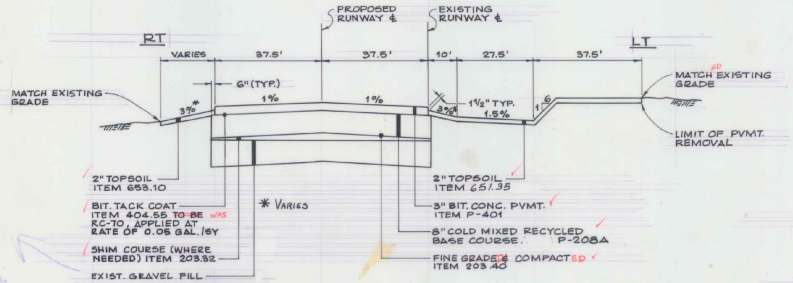
NOT IN CONTRACT



UNDERDRAIN FLUSHING BASIN
NOT TO SCALE
ITEM 605.95

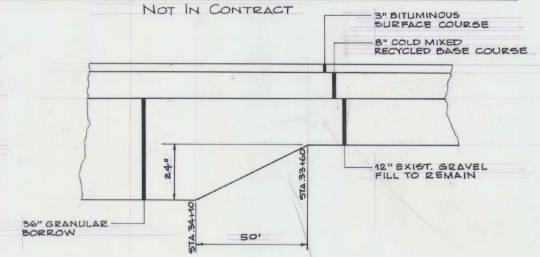


UNDERDRAIN DETAIL
NOT TO SCALE

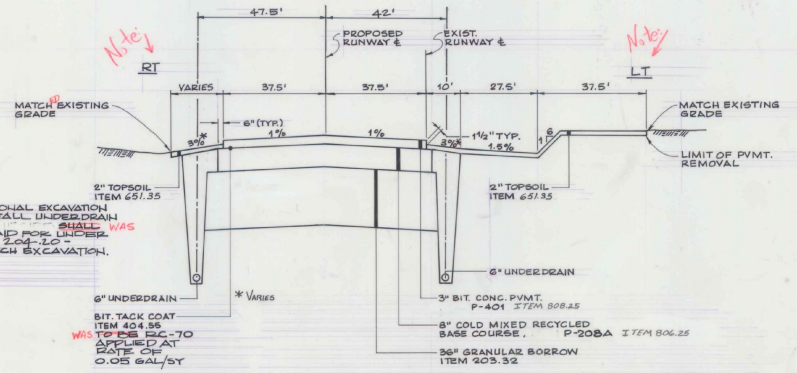


TYPICAL SECTION - STA. 11+40 TO 33+60
N.T.S.

NOTE: TRANSITION SECTION FROM STATION 33+60 TO 34+10



SUBGRADE TRANSITION SECTION
N.T.S.



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

GENERAL NOTES

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

$ WT	LBS/A	Name	Pur %	Germ
3.33	2	Crown Vetch	97	75
50.00	30	Creeping Red Fescue	98	85
8.33	5	Timothy	99	85
16.67	10	Perr.Rye Grass (Var. Pennfine)	95	85
8.34	5	Alfalfa (Var. Saranac)	99	85
8.33	5	Birdsfoot Trefoil (Var. Empire	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.

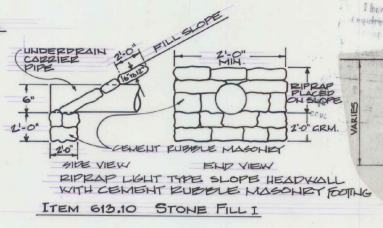
Hay mulch, Item 651.25
To be placed on earth slopes at the rate of 2 tons/acre.

Topsoil, Item 651.35
To be used with seed, item 651.10, as directed by the Engineer.

Allowable thickness tolerances

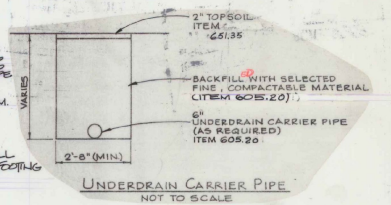
Subbase	± 1"
Controlled Material	± 1"
Pavement	± 1"
Base Course	± 1"

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).



RIPRAP LIGHT TYPE SLOPE HEADWALL WITH CEMENT RUBBLE MASONRY FOOTING

ITEM 613.10 STONE FILL I



UNDERDRAIN CARRIER PIPE
NOT TO SCALE

AS BUILT PLANS
I hereby certify that all the construction required by this set of drawings has been accomplished as indicated hereon.
By J. H. Brownell Resident Engineer
Date 8-22-90

A.I.P. PROJECT NO. 3-50-0015-06

RUTLAND STATE AIRPORT

TYPICAL SECTIONS

CLARENDON, VERMONT

Rev.	Description	By	Date

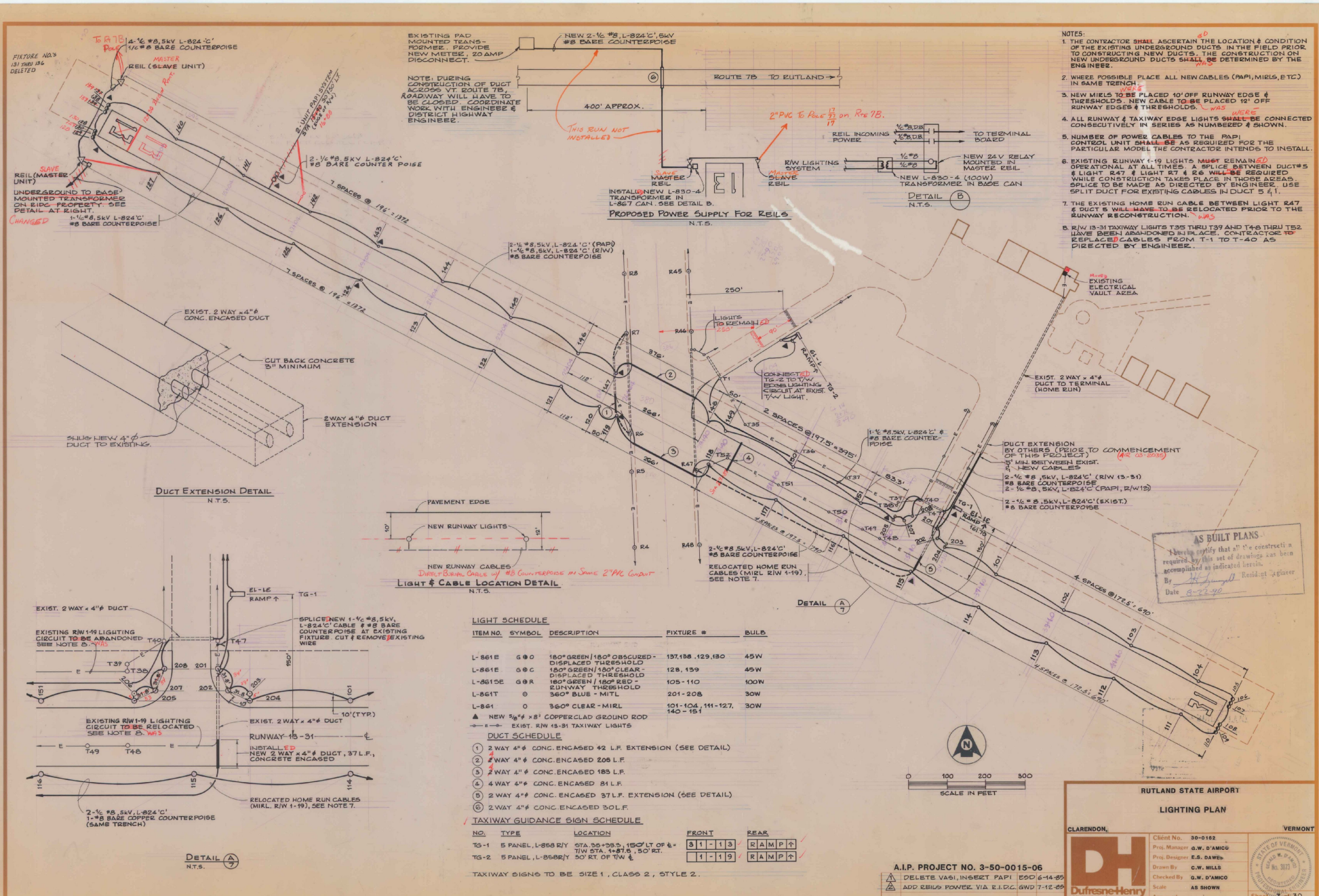
Duffresne-Henry Inc.
1321 Washington Ave.
Portland, Maine 04103

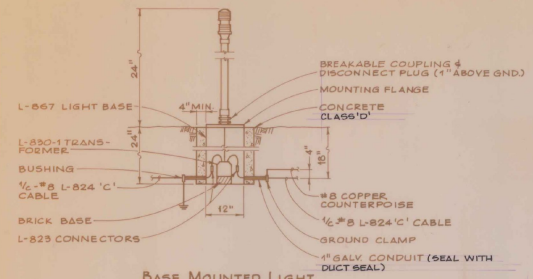
Client No.	30-0162
Proj. Manager	G.W. D'AMICO
Proj. Designer	E.S. DAWES
Drawn By	C.W. MILLS
Checked By	G.W. D'AMICO
Scale	AS SHOWN
Approved	
Date	

STATE OF VERMONT DONALD W. D'AMICO No. 3073 REGISTERED PROFESSIONAL ENGINEER

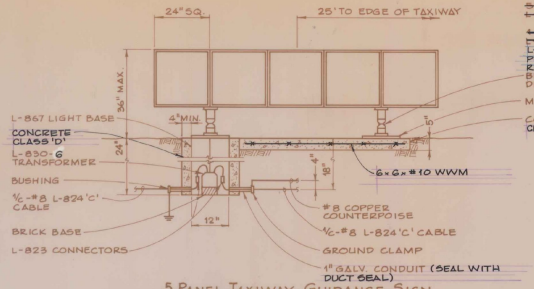
Sheet 6 of 30
D

BROWNING 44-132 45307-3


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, MIRLS, ETC.) IN SAME TRENCH.
3. NEW MIRLS 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 DUCT #5 & 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. R/W 13-31 TAXIWAY LIGHTS T35 THRU T39 AND T48 THRU T52 HAVE BEEN ABANDONED IN PLACE. CONTRACTOR TO REPLACE CABLES FROM T-1 TO T-40 AS DIRECTED BY ENGINEER.
FIXTURE NO.3 (31 AND 136 DELETED)
4-½ #8, 5kV L-824 'C' ½"c #8 BARE COUNTERPOISE
MASTER REIL (SLAVE UNIT)
2 UNIT PAPI SYSTEM
2-½ #8, 5kV L-824 'C' #8 BARE COUNTER POISE
SAVE REIL (MASTER UNIT)
UNDERGROUND TO BASE MOUNTED TRANSFORMER ON EDC PROPERTY. SEE DETAIL AT RIGHT.
CHANGED
1-½ #8, 5kV L-824 'C' #8 BARE COUNTERPOISE
7 SPACES @ 196' = 1372'
EXISTING PAD MOUNTED TRANSFORMER. PROVIDE NEW METER, 20 AMP DISCONNECT.
NEW 2-½ #8, L-824 'C', 5kV #8 BARE COUNTERPOISE
NOTE: DURING CONSTRUCTION OF DUCT ACROSS VT. ROUTE 7B, ROADWAY WILL HAVE TO BE CLOSED. COORDINATE WORK WITH ENGINEER & DISTRICT HIGHWAY ENGINEER.
ROUTE 7B TO RUTLAND
400' APPROX.
THIS RUN NOT INSTALLED
2" PVC TO POLE 17/77 on RTE 7B.
SAVE REIL
MASTER REIL
INSTALL NEW L-830-4 TRANSFORMER IN L-867 CAN. SEE DETAIL B.
PROPOSED POWER SUPPLY FOR REILS
N.T.S.
REIL INCOMING POWER
TO TERMINAL BOARD
R/W LIGHTING SYSTEM
NEW 24 V RELAY MOUNTED IN MASTER REIL
NEW L-830-4 (100W) TRANSFORMER IN BASE CAN
DETAIL B
N.T.S.
2-½ #8, 5kV, L-824 'C' (PAPI)
1-½ #8, 5kV, L-824 'C' (R/W)
#8 BARE COUNTERPOISE
EXIST. 2 WAY x 4"ϕ CONC. ENCASED DUCT
CUT BACK CONCRETE 3" MINIMUM
2 WAY 4"ϕ DUCT EXTENSION
SLUG NEW 4"ϕ DUCT TO EXISTING.
DUCT EXTENSION DETAIL
N.T.S.
LIGHTS TO REMAIN
CONNECT TG-2 TO T/W EDGE LIGHTING CIRCUIT AT EXIST. T/W LIGHT.
2 SPACES @ 197.5' = 395'
1-½ #8, 5kV, L-824 'C' & #8 BARE COUNTERPOISE
EXIST. 2 WAY x 4"ϕ DUCT TO TERMINAL (HOME RUN)
EXISTING ELECTRICAL VAULT AREA.
DUCT EXTENSION BY OTHERS (PRIOR TO COMMENCEMENT OF THIS PROJECT) (AIR 03-2035)
3' MIN. BETWEEN EXIST. & NEW CABLES
2-½ #8, 5kV, L-824 'C' (R/W 13-31) #8 BARE COUNTERPOISE
2-½ #8, 5kV, L-824 'C' CPAPI, R/W 12)
2-½ #8, 5kV, L-824 'C' (EXIST.) #8 BARE COUNTERPOISE
2-½ #8, 5kV, L-824 'C' #8 BARE COUNTERPOISE
RELOCATED HOME RUN CABLES (MIRL R/W 1-19). SEE NOTE 7.
4 SPACES @ 175' = 670'
4 SPACES @ 178.5' = 670'
DETAIL A
PAVEMENT EDGE
NEW RUNWAY LIGHTS
NEW RUNWAY CABLES
DIRECT BURIAL CABLE OF #8 COUNTERPOISE IN SAME 2" PVC CONDUIT
LIGHT & CABLE LOCATION DETAIL
N.T.S.
EXIST. 2 WAY x 4"ϕ DUCT
EXISTING R/W 1-19 LIGHTING CIRCUIT TO BE ABANDONED SEE NOTE 8. WAS
SPLICE NEW 1-½ #8, 5kV, L-824 'C' CABLE & #8 BARE COUNTERPOISE AT EXISTING FIXTURE. CUT & REMOVE EXISTING WIRE
EL-1E RAMP
TG-1
10' (TYP.)
EXISTING R/W 1-19 LIGHTING CIRCUIT TO BE RELOCATED SEE NOTE 8. WAS
EXIST. 2 WAY x 4"ϕ DUCT
RUNWAY 13-31
INSTALL ED NEW 2 WAY x 4"ϕ DUCT, 37 L.F., CONCRETE ENCASED
2-½ #8, 5kV, L-824 'C' 1-#8 BARE COPPER COUNTERPOISE (SAME TRENCH)
RELOCATED HOME RUN CABLES (MIRL R/W 1-19), SEE NOTE 7.
DETAIL A
N.T.S.
LIGHT SCHEDULE
ITEM NO. | SYMBOL | DESCRIPTION | FIXTURE # | BULB
L-861E | G●O | 180° GREEN/180° OBSCURED - DISPLACED THRESHOLD | 137,138,129,130 | 45W
L-861E | G●C | 180° GREEN/180° CLEAR - DISPLACED THRESHOLD | 128, 139 | 45W
L-861SE | G●R | 180° GREEN/180° RED - RUNWAY THRESHOLD | 105-110 | 100W
L-861T | ⊙ | 360° BLUE - MITL | 201-208 | 30W
L-861 | O | 360° CLEAR - MIRL | 101-104, 111-127, 140-151 | 30W
▲ NEW ⅝"ϕ x 8' COPPERCLAD GROUND ROD
EXIST. R/W 13-31 TAXIWAY LIGHTS
DUCT SCHEDULE
1. 2 WAY 4"ϕ CONC. ENCASED 42 L.F. EXTENSION (SEE DETAIL)
2. 2 WAY 4"ϕ CONC. ENCASED 208 L.F.
3. 2 WAY 4"ϕ CONC. ENCASED 185 L.F.
4. 4 WAY 4"ϕ CONC. ENCASED 81 L.F.
5. 2 WAY 4"ϕ CONC. ENCASED 37 L.F. EXTENSION (SEE DETAIL)
6. 2 WAY 4"ϕ CONC. ENCASED 30 L.F.
TAXIWAY GUIDANCE SIGN SCHEDULE
NO. | TYPE | LOCATION | FRONT | REAR
TG-1 | 5 PANEL, L-858 R/Y | STA. 35+33.3, 150' LT. OF ℄ T/W STA. 14+87.5, 150' RT. | 3 1 - 1 3 | RAMP ↑
TG-2 | 5 PANEL, L-858 R/Y | 30' RT. OF T/W ℄ | 1 - 1 9 | RAMP ↑
TAXIWAY SIGNS TO BE SIZE 1, CLASS 2, STYLE 2.
AS BUILT PLANS
I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.
By
Resident Engineer
Date 8-22-90
100 200 300
SCALE IN FEET
RUTLAND STATE AIRPORT
LIGHTING PLAN
CLARENDON, VERMONT
A.I.P. PROJECT NO. 3-50-0015-06
1 DELETE VASI, INSERT PAPI ESD 6-14-85
2 ADD REILS POWER VIA R.I.D.C. GWD 7-12-89
Dufresne-Henry Inc.
Client No. 30-0162
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
Sheet No. 7 of 30

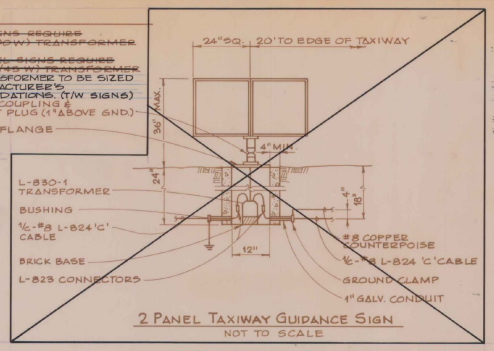


BASE MOUNTED LIGHT
NOT TO SCALE



5 PANEL TAXIWAY GUIDANCE SIGN
NOT TO SCALE

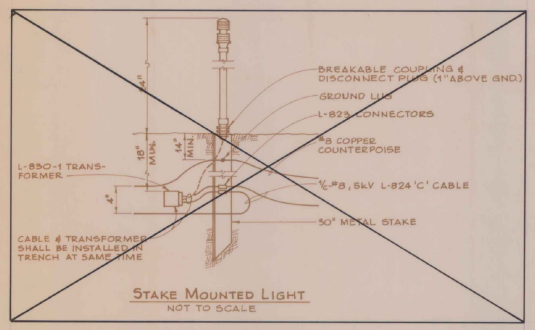
NOTE:
~~5 PANEL SIGNS REQUIRE L-830-6 (200W) TRANSFORMER~~
~~1 OR 2 PANEL SIGNS REQUIRE L-830-1 (100W) TRANSFORMER~~
L-830 TRANSFORMER TO BE SIZED PER MANUFACTURER'S RECOMMENDATIONS. (T/W SIGNS)
BREAKABLE COUPLING & DISCONNECT PLUG (1" ABOVE GND.)
MOUNTING FLANGE
CONCRETE CLASS 'D'



2 PANEL TAXIWAY GUIDANCE SIGN
NOT TO SCALE

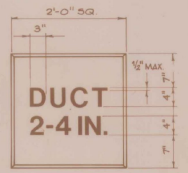
NOT IN CONTRACT

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

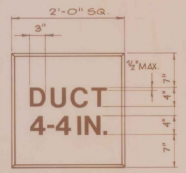


STAKE MOUNTED LIGHT
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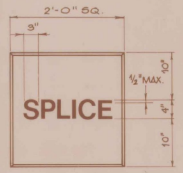
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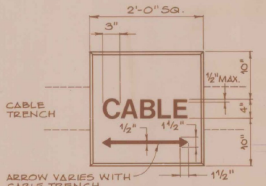
2-WAY DUCT MARKER
NOT TO SCALE



4-WAY DUCT MARKER
NOT TO SCALE

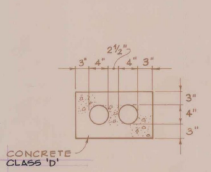


SPLICE MARKER
NOT TO SCALE

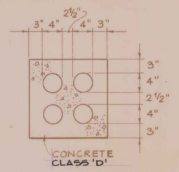


CABLE MARKER
NOT TO SCALE

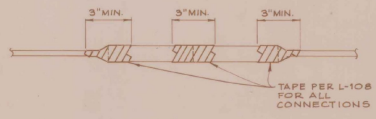
MARKER NOTES:
1. HAND LETTERING NOT ALLOWED ON MARKERS. LETTERING IS TO BE IMPRESSED.
2. ARROW ON CABLE MARKER TO INDICATE DIRECTION OF CABLES.
3. PAYMENT FOR CABLE, SPLICE OR DUCT MARKERS TO BE SUBSIDIARY TO OTHER PAY ITEMS.



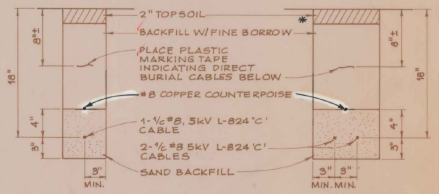
2 WAY ELECTRICAL DUCT
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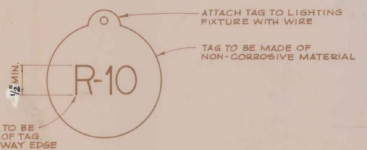
4 WAY ELECTRICAL DUCT
NOT TO SCALE



L-823 CABLE CONNECTOR
NOT TO SCALE



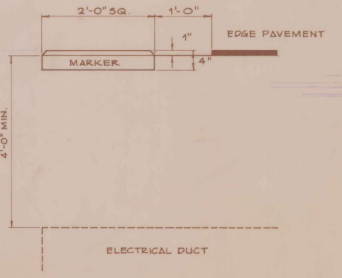
No — DIRECT BURIAL CABLE TRENCH DETAILS
NOT TO SCALE



LIGHT IDENTIFICATION TAG
NOT TO SCALE

LIGHT LOCATION SCHEDULE

STATION	NO.	OFFSET(ft)
	131-136	DELETED
11+30	128	47.5R
	129	37.5R
	130	27.5R
	137	27.5R
	138	37.5R
	139	47.5L
13+26	127	47.5R
	140	47.5L
15+22	126	47.5R
	141	47.5L
17+18	125	47.5R
	142	47.5L
19+14	124	47.5R
	143	47.5L
21+10	123	47.5R
	144	47.5L
23+06	122	47.5R
	145	47.5L
25+02	121	47.5R
	146	47.5L
26+14	120	47.5R
	147	47.5L
26+64	119	47.5R
28+80	148	47.5L
29+30	118	47.5R
	149	47.5L
31+27.5	117	47.5R
	150	47.5L
33+25.0	116	47.5R
	151	47.5L
34+08.3	205	47.5L
	206	36.5L
34+22.3	207	61.5L
34+48.3	208	87.5L
35+18.3	201	87.5L
35+22.5	115	47.5R
35+32.3	202	61.5L
35+58.3	204	47.5L
	203	30.5L
37+20	101	47.5L
	114	47.5R
38+92.5	102	47.5L
	113	47.5R
40+65	103	47.5L
	112	47.5R
42+37.5	104	47.5L
	111	47.5R
44+10	105	47.5L
	106	37.5L
	107	27.5L
	108	27.5R
	109	37.5R
	110	47.5R



DUCT & MARKER INSTALLATION
NOT TO SCALE

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

AS BUILT PLANS
I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.
By _____ Resident Engineer
Date 8-22-90

A.I.P. PROJECT NO. 3-50-0015-06

RUTLAND STATE AIRPORT

ELECTRICAL DETAILS

CLARENDON, VERMONT

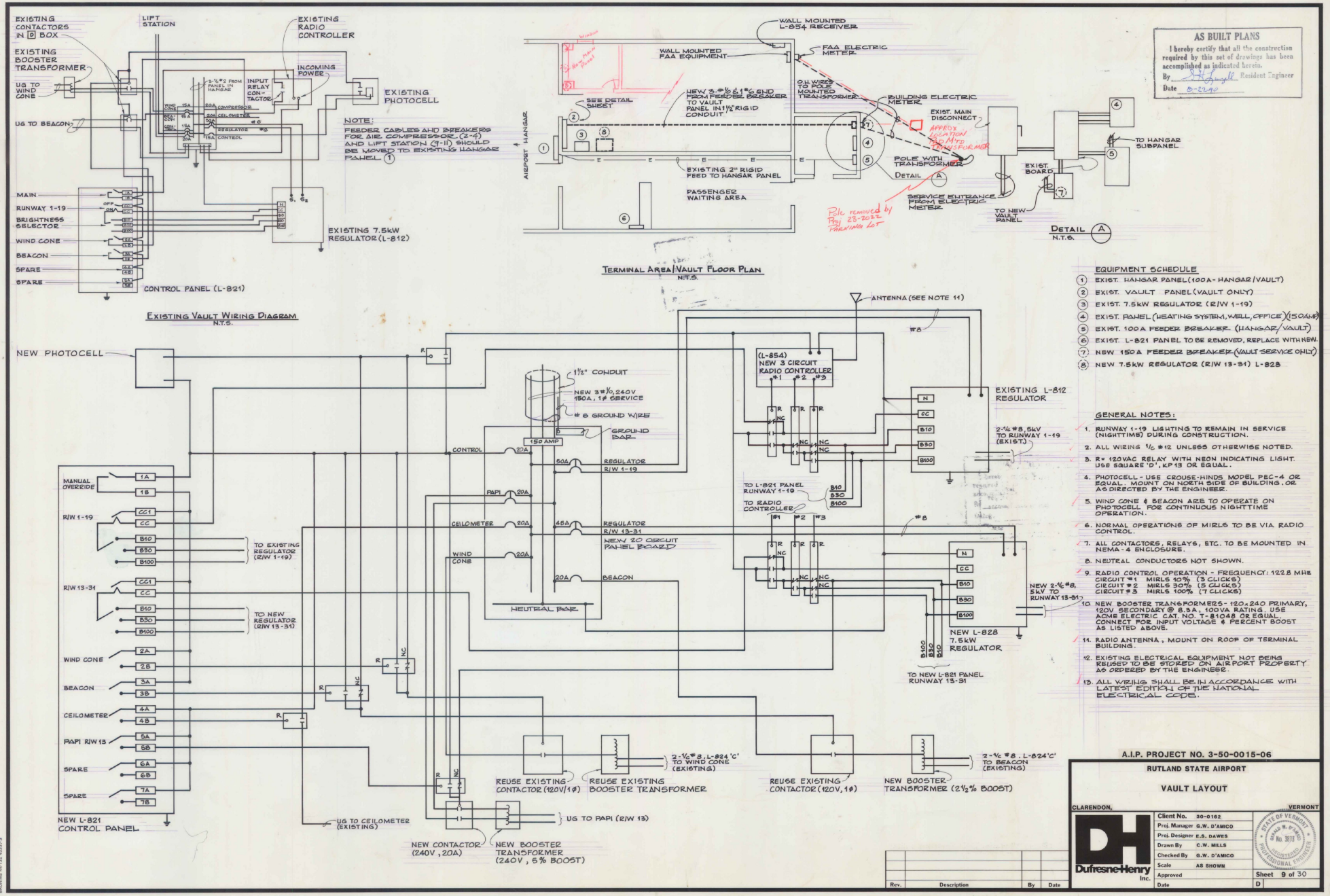
Client No.	30-0162
Proj. Manager	G.W. D'AMICO
Proj. Designer	E.S. DAWES
Drawn By	C.W. MILLS
Checked By	G.W. D'AMICO
Scale	AS SHOWN
Approved	
Date	

Sheet 8 of 30

Dufresne-Henry Inc.
121 Washington Ave
Portland, Maine 04101

STATE OF VERMONT — GERALD W. D'AMICO — No. 3673 — REGISTERED PROFESSIONAL ENGINEER

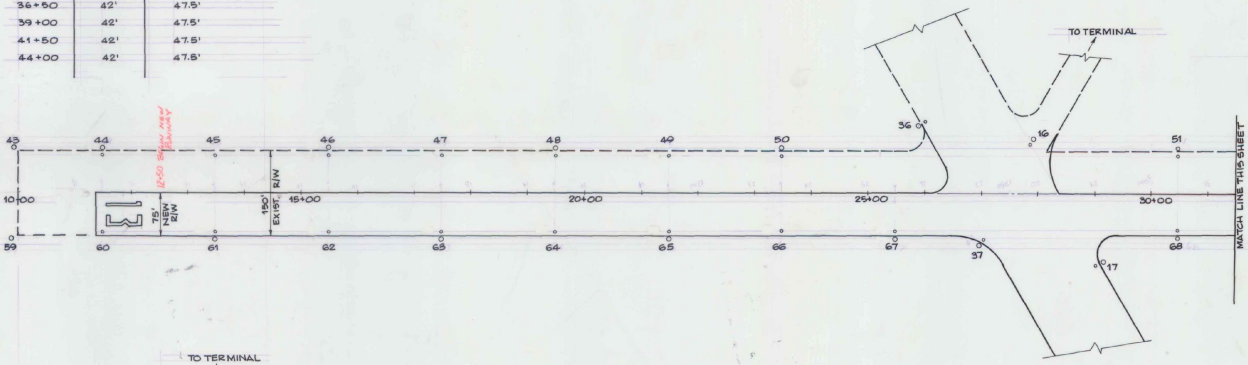
Rev.	Description	By	Date

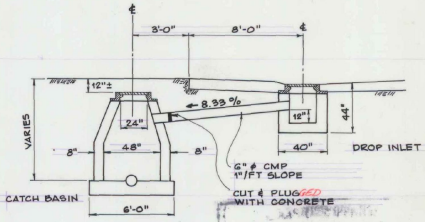

EXISTING CONTACTORS IN D BOX
LIFT STATION
EXISTING RADIO CONTROLLER
EXISTING BOOSTER TRANSFORMER
INCOMING POWER
UG TO WIND CONE
UG TO BEACON
INPUT RELAY CONTACTOR
EXISTING PHOTOCELL
NOTE: FEEDER CABLES AND BREAKERS FOR AIR COMPRESSOR (2-4) AND LIFT STATION (9-11) SHOULD BE MOVED TO EXISTING HANGAR PANEL (1)
MAIN
RUNWAY 1-19
BRIGHTNESS SELECTOR
WIND CONE
BEACON
SPARE
SPARE
EXISTING 7.5kW REGULATOR (L-812)
CONTROL PANEL (L-821)
Existing Vault Wiring Diagram
N.T.S.
WALL MOUNTED L-854 RECEIVER
WALL MOUNTED FAA EQUIPMENT
FAA ELECTRIC METER
O/H WIRES TO POLE MOUNTED TRANSFORMER
BUILDING ELECTRIC METER
SEE DETAIL SHEET
NEW 3-#½ & 1-#6 GND FROM FEEDER BREAKER TO VAULT PANEL IN 1½" RIGID CONDUIT
EXIST. MAIN DISCONNECT
APPROX LOCATION OF NEW TRANSFORMER
AIRPORT HANGAR
POLE WITH TRANSFORMER
Detail A
EXISTING 2" RIGID FEED TO HANGAR PANEL
PASSENGER WAITING AREA
SERVICE ENTRANCE FROM ELECTRIC METER
Pole removed by Proj 23-2022 PARKING LOT
EXIST. BOARD
TO NEW VAULT PANEL
TO HANGAR SUBPANEL
DETAIL A N.T.S.
Terminal Area/Vault Floor Plan
N.T.S.
AS BUILT PLANS
I hereby certify that all the construction required by this set of drawings has been accomplished as indicated hereon.
By _____ Resident Engineer
Date 8-22-20
EQUIPMENT SCHEDULE
1 EXIST. HANGAR PANEL (100A - HANGAR/VAULT)
2 EXIST. VAULT PANEL (VAULT ONLY)
3 EXIST. 7.5kW REGULATOR (R/W 1-19)
4 EXIST. PANEL (HEATING SYSTEM, WELL, OFFICE) (150AMP)
5 EXIST. 100A FEEDER BREAKER (HANGAR/VAULT)
6 EXIST. L-821 PANEL TO BE REMOVED, REPLACE WITH NEW.
7 NEW 150A FEEDER BREAKER (VAULT SERVICE ONLY)
8 NEW 7.5kW REGULATOR (R/W 13-31) L-828
NEW PHOTOCELL
1½" CONDUIT
NEW 3-#½, 240V 150A, 1-Ø SERVICE
6 GROUND WIRE
GROUND BAR
150 AMP
CONTROL 20A
REGULATOR R/W 1-19 50A
PAPI 20A
CEILOMETER 20A
REGULATOR R/W 13-31 45A
NEW 20 CIRCUIT PANEL BOARD
WIND CONE 20A
BEACON 20A
NEUTRAL BAR
ANTENNA (SEE NOTE 11)
#8
(L-854) NEW 3 CIRCUIT RADIO CONTROLLER
#1 #2 #3
EXISTING L-812 REGULATOR
2-#8, 5kV TO RUNWAY 1-19 (EXIST.)
TO L-821 PANEL RUNWAY 1-19
TO RADIO CONTROLLER
NEW L-828 7.5kW REGULATOR
NEW 2-#8, 5kV TO RUNWAY 13-31
TO NEW L-821 PANEL RUNWAY 13-31
MANUAL OVERRIDE
R/W 1-19
TO EXISTING REGULATOR (R/W 1-19)
R/W 13-31
TO NEW REGULATOR (R/W 13-31)
WIND CONE
BEACON
CEILOMETER
PAPI R/W 13
SPARE
SPARE
NEW L-821 CONTROL PANEL
UG TO CEILOMETER (EXISTING)
NEW CONTACTOR (240V, 20A)
NEW BOOSTER TRANSFORMER (240V, 5% BOOST)
REUSE EXISTING CONTACTOR (120V/1Ø)
REUSE EXISTING BOOSTER TRANSFORMER
2-#8, L-824 'C' TO WIND CONE (EXISTING)
UG TO PAPI (R/W 13)
REUSE EXISTING CONTACTOR (120V, 1Ø)
NEW BOOSTER TRANSFORMER (2½% BOOST)
2-#8, L-824 'C' TO BEACON (EXISTING)
GENERAL NOTES:
1. RUNWAY 1-19 LIGHTING TO REMAIN IN SERVICE (NIGHTTIME) DURING CONSTRUCTION.
2. ALL WIRING #12 UNLESS OTHERWISE NOTED.
3. R= 120VAC RELAY WITH NEON INDICATING LIGHT. USE SQUARE 'D', KP13 OR EQUAL.
4. PHOTOCELL - USE CROUSE-HINDS MODEL PEC-4 OR EQUAL. MOUNT ON NORTH SIDE OF BUILDING, OR AS DIRECTED BY THE ENGINEER.
5. WIND CONE & BEACON ARE TO OPERATE ON PHOTOCELL FOR CONTINUOUS NIGHTTIME OPERATION.
6. NORMAL OPERATIONS OF MIRLS TO BE VIA RADIO CONTROL.
7. ALL CONTACTORS, RELAYS, ETC. TO BE MOUNTED IN NEMA-4 ENCLOSURE.
8. NEUTRAL CONDUCTORS NOT SHOWN.
9. RADIO CONTROL OPERATION - FREQUENCY: 122.8 MHz
CIRCUIT #1 MIRLS 10% (3 CLICKS)
CIRCUIT #2 MIRLS 30% (5 CLICKS)
CIRCUIT #3 MIRLS 100% (7 CLICKS)
10. NEW BOOSTER TRANSFORMER: 5 - 120x240 PRIMARY, 120V SECONDARY @ 8.3A, 100VA RATING. USE ACME ELECTRIC CAT. NO. T-81048 OR EQUAL. CONNECT FOR INPUT VOLTAGE & PERCENT BOOST AS LISTED ABOVE.
11. RADIO ANTENNA, MOUNT ON ROOF OF TERMINAL BUILDING.
12. EXISTING ELECTRICAL EQUIPMENT NOT BEING REUSED TO BE STORED ON AIRPORT PROPERTY AS ORDERED BY THE ENGINEER.
13. ALL WIRING SHALL BE IN ACCORDANCE WITH LATEST EDITION OF THE NATIONAL ELECTRICAL CODE.
A.I.P. PROJECT NO. 3-50-0015-06
RUTLAND STATE AIRPORT
VAULT LAYOUT
CLARENDON, VERMONT
Client No. 30-0162
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
Sheet 9 of 30
D
Rev. Description By Date
Dufresne-Henry Inc.
STATE OF VERMONT GUIDO W. D'AMICO No. 3019 REGISTERED PROFESSIONAL ENGINEER

NEW FLUSHING BASIN SCHEDULE

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

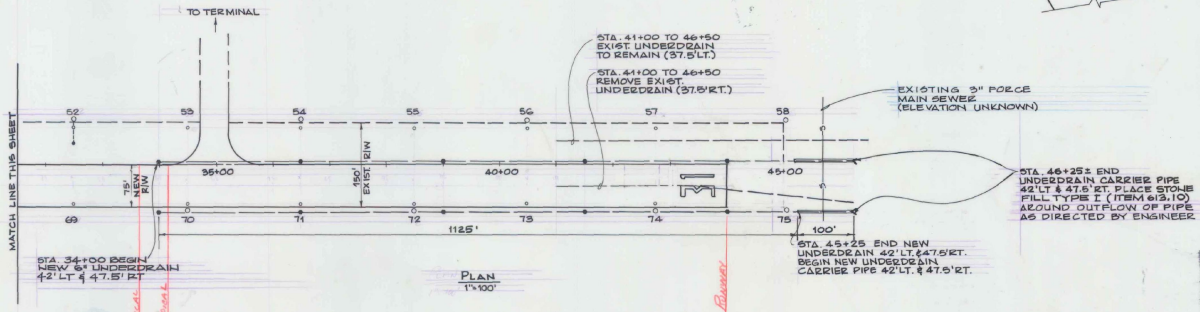
FROM NEW ℄ NOT ℄



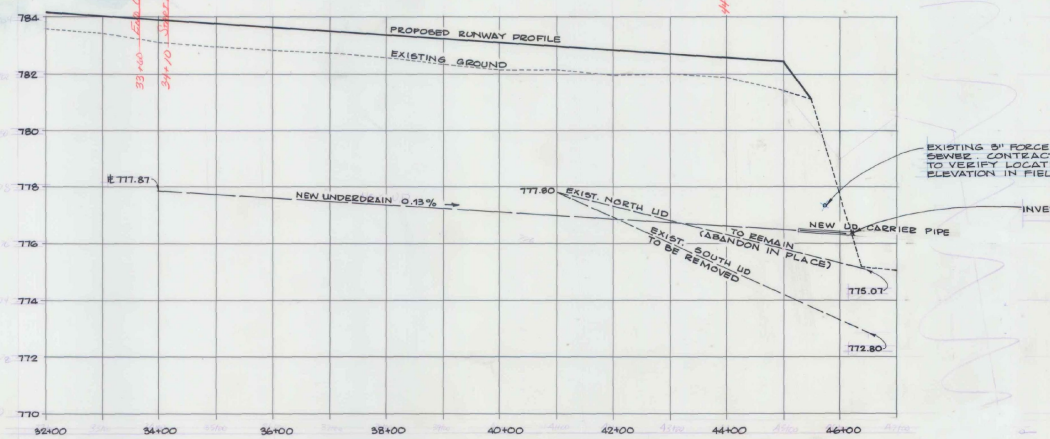


EXIST CATCH BASIN & DROP INLET DETAIL
N.T.S

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



PLAN
1"=100'



PROFILE
HOR. 1"=100'
VER. 1"=2'

AS BUILT PLANS
I hereby certify that all the construction required by this set of drawings has been accomplished as indicated herein.
By _____ Resident Engineer
Date 9-12-90

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

NO.	TYPE	S/L OFFSET	EXISTING T.G. EL.	FINAL T.G. EL.	REMARKS
16	CB	27+98.5±, 95' LT	784.22	784.22	To remain
	DI	27+98.5±, 95' LT			To remain
17	CB	29+08.5±, 120' RT	783.75	783.75	To remain
	DI	29+08.5±, 120' RT			To remain
36	CB	25+98.5±, 120' LT	784.26	784.26	To remain
	DI	25+98.5±, 120' LT			To remain
37	CB	26+98.5±, 90' RT	783.81	783.81	To remain
	DI	26+98.5±, 90' RT			To remain
43	CB	9+95, 78' LT	781.02	781.11	Adjust Frame and Grate
44	CB	11+48.5, 78' LT	781.30	781.45	Adjust Frame and Grate
	DI	11+48.5, 67' LT			Remove DI
45	DI	13+48.5, 67' LT			Remove DI
46	CB	15+48.5, 78' LT	781.85	781.98	Adjust Frame and Grate
	DI	15+48.5, 67' LT			Remove DI
47	DI	17+48.5, 67' LT			Remove DI
48	CB	19+48.5, 78' LT	782.66	783.00	Adjust Frame and Grate
	DI	19+47.5, 67' LT			Remove DI
49	DI	21+48.5, 67' LT			Remove DI
50	CB	23+48.5, 78' LT	783.82	784.06	Adjust Frame and Grate
	DI	23+48.5, 67' LT			Remove DI
51	CB	30+48.5, 78' LT	783.81	783.85	Adjust Frame and Grate
	DI	30+48.5, 67' LT			Remove DI
52	CB	32+48.5, 78' LT	783.20	783.34	Adjust Frame and Grate
	DI	32+48.5, 67' LT			Remove DI and Install new DI 37.5'LT
53	DI	34+48.5, 67' LT			Remove DI
54	CB	36+48.5, 78' LT	782.26	782.42	Adjust Frame and Grate
	DI	36+48.5, 67' LT			Remove DI
55	DI	38+48.5, 67' LT			Remove DI
56	CB	48+48.5, 78' LT	781.71	781.88	Adjust Frame and Grate
	DI	40+48.5, 67' LT			Remove DI
57	DI	42+75.5, 67' LT			Remove DI
58	CB	45+02, 78' LT	781.11	781.40	Adjust Frame and Grate
59	CB	9+53, 78' RT	781.02	781.76	Adjust Frame and Grate
60	DI	11+48.5, 67' RT	781.30		Remove DI
61	CB	13+48.5, 78' RT	781.58	782.28	Adjust Frame and Grate
	DI	13+48.5, 67' RT			Remove DI
62	DI	15+48.5, 67' RT			Remove DI
63	CB	17+48.5, 78' RT	782.13	782.85	Adjust Frame and Grate
	DI	17+48.5, 67' RT			Remove DI
64	DI	19+48.5, 67' RT			Remove DI
65	CB	21+48.5, 78' RT	782.84	783.42	Adjust Frame and Grate
	DI	21+48.5, 67' RT			Remove DI
66	DI	23+48.5, 67' RT			Remove DI
67	CB	25+48.5, 78' RT	783.72	783.81	Adjust Frame and Grate
	DI	25+48.5, 67' RT			Remove DI
68	CB	30+48.5, 78' RT	783.67	783.74	Adjust Frame and Grate
	DI	30+48.5, 67' RT			Remove DI
69	DI	32+48.5, 67' RT			Remove
70	CB	36+48.5, 78' RT	782.48	783.22	Adjust Frame and Grate
	DI	36+48.5, 67' RT			Remove DI
71	DI	38+48.5, 67' RT			Remove DI
72	CB	38+48.5, 78' RT	782.00	782.64	Adjust Frame and Grate
	DI	38+48.5, 67' RT			Remove DI
73	DI	40+98.5, 67' RT			Remove DI
74	CB	42+75.5, 78' RT	781.40	782.14	Adjust Frame and Grate
	DI	42+75.5, 67' RT			Remove DI
75	CB	45+02, 78' RT	781.12	781.82	Adjust Frame and Grate

0 100 200 300
SCALE IN FEET

A.I.P. PROJECT NO. 3-50-0015-06

Rev.	Description	By	Date

RUTLAND STATE AIRPORT

DRAINAGE DETAILS

CLARENDON, VERMONT

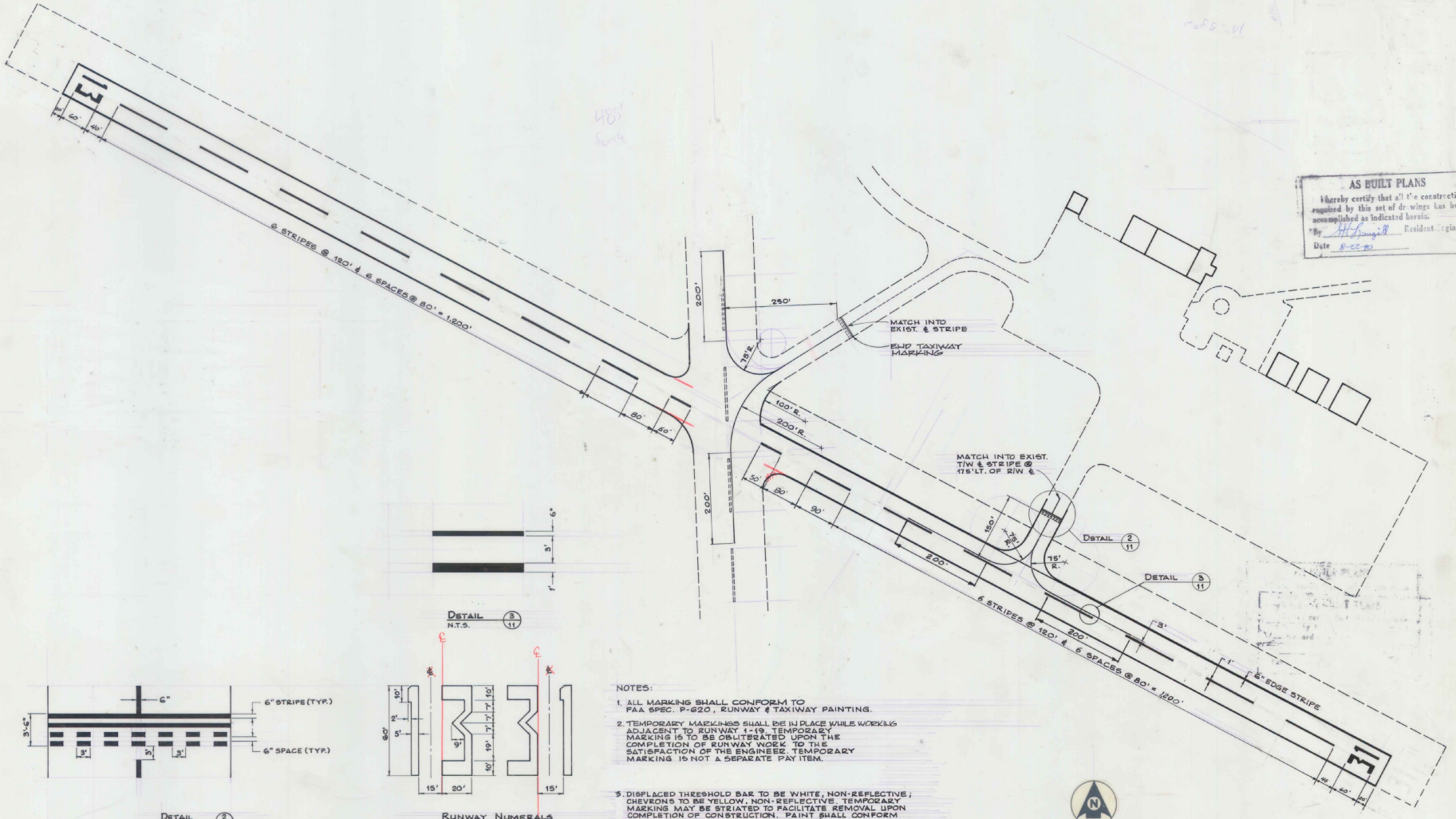
Dufresne-Henry Inc.
1321 Washington Ave.
Portland, Maine 04103

Client No.	30-0162
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	

STATE OF VERMONT BRIAN W. P. MILLS No. 3073 REGISTERED PROFESSIONAL ENGINEER

Sheet 10 of 30
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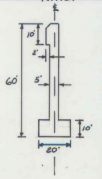
BRUNING A4-132-45357-3



DETAIL 3/11
N.T.S.

DETAIL 2/11
N.T.S.

RUNWAY NUMERALS
N.T.S.



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-85 (NON-REFLECTIVE).
4. TEMPORARY MARKING MAY BE SNOW FENCE, LIMESTONE, TARPAULEN 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'w x 10'w HORIZONTAL BAR TO DIFFERENTIATE IT FROM THE RUNWAY CENTERLINE MARKINGS.



RUTLAND STATE AIRPORT

MARKING DIAGRAM

CLARENDON, VERMONT

A.I.P. PROJECT NO. 3-50-0015-06

Rev.	Description	By	Date

Dufresne-Henry Inc.
1321 Washington Ave.
Portland, Maine 04103

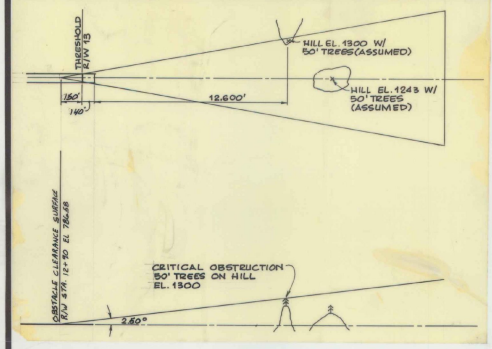
Client No.	50-0162
Proj. Manager	G.W. D'AMICO
Proj. Designer	E.S. DAWES
Drawn By	C.W. MILLS
Checked By	G.W. D'AMICO
Scale	AS SHOWN
Approved	
Date	

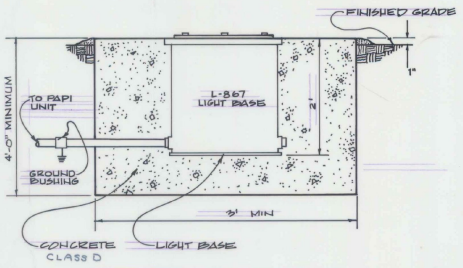
STATE OF VERMONT DONALD W. PEARL No. 3073 REGISTERED PROFESSIONAL ENGINEER

Sheet 11 of 30

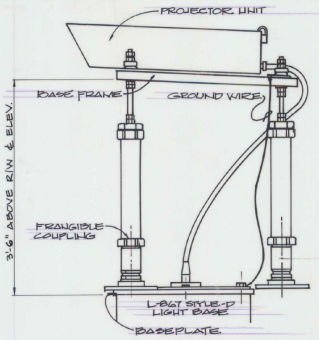
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BR-MRKG 44-132 AS317.3





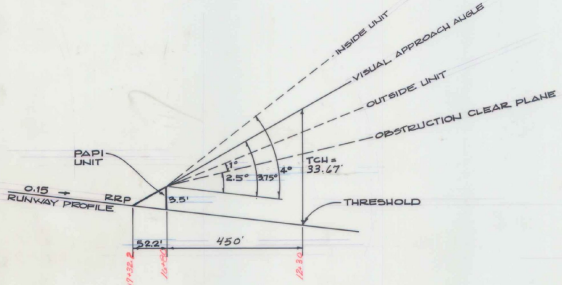
PAPI CAN INSTALLATION
N.T.S.



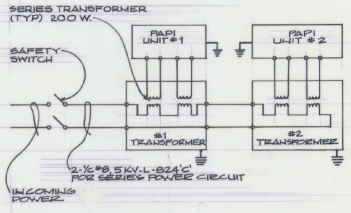
2 WAY PAPI MOUNTING DETAIL
N.T.S.

PAPI NOTES

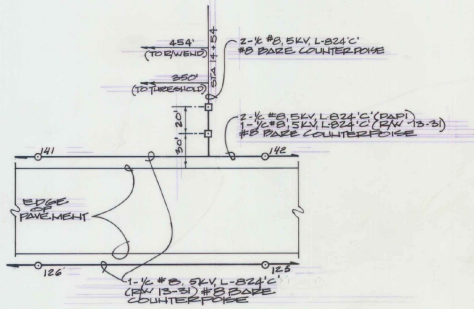
1. CONTRACTOR TO STENCIL THE AIMING ANGLE ON THE PROJECTOR UNITS.
2. PAPI TO CONFORM TO FAA SPEC L-881, STYLE A (VOLTAGE POWERED) CLASS 2 (OPERATION TO -55°C.)
3. REFER TO MANUFACTURER'S SPECIFICATIONS FOR DIMENSIONS AND FOUNDATION SPACING



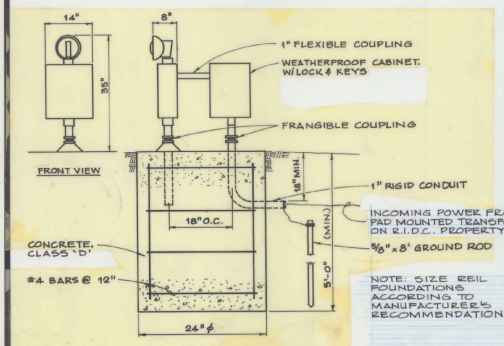
PAPI AIMING ANGLE
N.T.S.



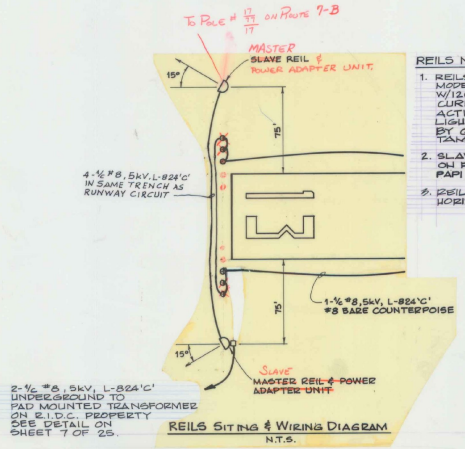
PAPI WIRING DIAGRAM
N.T.S.



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 AMBASSAPOE MODEL NO. GEA 20-100 OR EQUAL W/120 V, 6.6A POWER ADAPTER & CURRENT SENSING TO BE ACTIVATED OFF RUNWAY LIGHTING CIRCUIT AS MANUF. 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

AS BUILT PLANS

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

By _____ Resident Engineer

Date 9-22-90

A.I.P. PROJECT NO. 3-50-0015-06

RUTLAND STATE AIRPORT

APPROACH AIDS

CLARENDON, VERMONT

Rev.	Description	By	Date
1	DELETE VASI, INSERT PAPI	SSD	6-14-85
2	ADD REILS POWER VIA R.I.D.C.	GWD	7-12-85

Dufresne-Henry Inc.

Client No.	30-0162
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	

STATE OF VERMONT — GERARD W. D'AMICO — No. 3073 — REGISTERED PROFESSIONAL ENGINEER

Sheet 12 of 30

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