

**GENERAL NOTES**

1. THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS REFERENCED THEREIN. THE PROJECT IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE VERMONT AGENCY OF TRANSPORTATION (VAOT).
2. THE PROJECT IS TO BE COMPLETED IN CONFORMANCE WITH THE "CONSTRUCTION PHASING PLANS AND NOTES," AS CONTAINED IN THE PLANS, AND SHALL BE CONSTRUCTED IN A TIMELY MANNER IN ACCORDANCE WITH THE CONTRACTOR'S APPROVED PROJECT SCHEDULE. THE SCHEDULE SHALL PROVIDE FOR COMPLETION OF THE PHASES AS SHOWN ON THE PLANS AND DESCRIBED IN THE CONTRACT SPECIFICATIONS.
3. THE CONTRACTOR IS EXPECTED TO MEET COMPLETION OF CRITICAL PORTIONS OF THE PROJECT AND OPEN SPECIFIED AIRFIELD SEGMENTS TO TRAFFIC BY THE STATED TIMES AND TO COMPLETE THE ENTIRE PROJECT ON TIME.
4. HARTNESS STATE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF ALL WORK WITH THE AIRPORT MANAGER AND THE PROJECT RESIDENT ENGINEER IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
5. CONSTRUCTION AND MAINTENANCE OPERATIONS BY OTHERS MAY OCCUR CONCURRENTLY AND AT TIMES IN THE VICINITY OF CONSTRUCTION ASSOCIATED WITH THIS PROJECT. THE CONTRACTOR SHALL COORDINATE HIS OPERATIONS AND COOPERATE WITH MAINTENANCE CREWS AND OTHER CONTRACTORS WORKING ON THE AIRPORT.
6. ACCESS TO THE SITE - THE CONTRACTOR'S ACCESS POINTS TO THE SITE ARE SHOWN ON THE OVERALL PROJECT LAYOUT PLAN.
7. HAUL ROUTES - APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE OVERALL PROJECT LAYOUT PLAN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE OR TOWN HIGHWAYS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO COMMENCING THE WORK. EXISTING ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
8. CONTRACTOR'S STAGING AREAS - AN AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE. THIS AREA IS SHOWN ON THE OVERALL PROJECT LAYOUT. THE CONTRACTOR'S STAGING AREA SHALL BE GRADED, TOPSOILED, SEEDDED, AND MULCHED UPON COMPLETION OF USE, AT THE CONTRACTOR'S EXPENSE.
9. DISPOSAL AREA - WASTE AREAS WILL BE MADE AVAILABLE FOR THE DISPOSAL OF THE CONTRACTOR'S SPOIL MATERIALS. THE MANNER IN WHICH MATERIALS ARE PLACED IN EMBANKMENTS (I.E. HEIGHT AND SIDE SLOPES) SHALL BE AS SPECIFIED AND APPROVED BY THE ENGINEER. WASTE MATERIALS INCLUDE THOSE ITEMS WHICH ARE A DIRECT RESULT OF CONSTRUCTION. TRASH (I.E., CANS, PAPER, PACKING, ETC.) SHALL BE DISPOSED OF THROUGH PROPER SANITARY METHODS.
10. SAFETY - THE CONTRACTOR SHALL CONDUCT HIS ACTIVITIES IN A SAFE MANNER AS SPECIFIED IN THE SECTION TITLED, "SAFETY REQUIREMENTS DURING CONSTRUCTION" ON THIS SHEET.
11. PROTECTION OF EXISTING AIRPORT UNDERGROUND CABLES AS SHOWN ON THE PLANS IS THE RESPONSIBILITY OF THE CONTRACTOR. THE LOCATION OF THESE UTILITIES MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF CABLES DAMAGED DUE TO CONTRACTOR'S OPERATIONS MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND SHALL BE AT THE CONTRACTOR'S EXPENSE. WHEN FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF AN FAA REPRESENTATIVE. THE FAA MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COST OF REPAIRS.

12. EXISTING AIRFIELD LIGHTING SYSTEMS - INTERRUPTION OF EXISTING AIRFIELD LIGHTING SYSTEMS NOT INCLUDED IN THIS PROJECT SHALL NOT BE PERMITTED. ALL AIRFIELD LIGHTING CIRCUITS AFFECTED BY THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR DURING OPERATIONAL PERIODS IN ACCORDANCE WITH THE SPECIFICATIONS AND/OR AS DIRECTED BY THE ENGINEER.
13. CONSTRUCTION LIMITS - ALL CONTRACTOR VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED) SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES CONSTRUCTION. STORAGE AND STOCKPILING LIMITS ARE FURTHER DEFINED IN THE SECTION TITLED, "SAFETY REQUIREMENTS DURING CONSTRUCTION" ON THIS SHEET.
14. PORTABLE FLOODLIGHTING - THE CONTRACTOR SHALL PROVIDE PORTABLE FLOODLIGHTING WHEN REQUIRED FOR CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL PROVIDE SUFFICIENT UNITS SO THAT ALL WORK AREAS ARE ILLUMINATED TO A LEVEL OF 5 HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY.
15. THE CONTRACTOR SHALL OBTAIN ALL THE PERMITS AND LICENSES REQUIRED FOR THE PROJECT WORK AT HIS OWN EXPENSE.
16. EXISTING TOPOGRAPHIC FIELD SURVEYS FOR THIS PROJECT AREA WERE PERFORMED BY LITTLE RIVER SURVEY CO. IN FEBRUARY 2001.
17. THE HORIZONTAL CONTROL ON THIS PROJECT IS TIED TO THE 1983 AND 1988 NATIONAL GEODETIC HORIZONTAL AND VERTICAL DATUM, RESPECTIVELY.

**SAFETY REQUIREMENTS DURING CONSTRUCTION**

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

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

U.S. DEPARTMENT OF TRANSPORTATION  
SUBSEQUENT DISTRIBUTION OFFICE  
ARDMORE EAST BUSINESS CENTER  
3341 Q 75TH AVENUE  
LANDOVER, MD 20785

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

- (1) AC 150/5370-2, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", CURRENT EDITION.
- (2) FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", CURRENT EDITION.
- (3) AC 150/5300-13, "AIRPORT DESIGN", CURRENT EDITION, ESTABLISHES DESIGN, OPERATIONAL, AND MAINTENANCE STANDARDS FOR AIRPORTS. STANDARD TERMS USED IN THE CONTRACT PLANS AND SPECIFICATIONS ARE DEFINED BELOW:
  - (A) OBSTACLE FREE ZONE (OFZ) - A VOLUME OF SPACE WHICH IS FREE OF ALL FIXED OBJECTS AND CLEAR OF VEHICLES IN THE PROXIMITY OF AN AIRPLANE CONDUCTING AN APPROACH, MISSED APPROACH, LANDING, TAKEOFF, OR DEPARTURE. THE OFZ IS SHOWN ON THE GENERAL PROJECT LAYOUT PLAN.
  - (B) RUNWAY PROTECTION ZONE (RPZ): A TRAPEZOIDAL AREA CENTERED ON THE RUNWAY BEGINNING AT A POINT 200 FEET BEYOND THE END OF THE AREA USEABLE FOR TAKEOFF OR LANDING.
  - (C) OBJECT FREE AREA (OFA): A TWO DIMENSIONAL GROUND AREA SURROUNDING RUNWAYS, TAXIWAYS, AND TAXILANES WHICH IS CLEAR OF OBJECTS EXCEPT FOR OBJECTS WHOSE LOCATION IS FIXED BY FUNCTION.
  - (D) SAFETY AREA - THE SURFACE ADJACENT TO RUNWAYS, TAXIWAYS AND TAXILANES OVER WHICH AIRCRAFT SHOULD, IN DRY WEATHER, BE ABLE TO CROSS AT NORMAL SPEEDS

WITHOUT INCURRING SIGNIFICANT DAMAGE. A SAFETY AREA IS GRADED, DRAINED AND COMPACTED. IT IS FREE OF ANY HOLES, TRENCHES, BUMPS OR OTHER SIGNIFICANT SURFACE VARIATIONS OR OBJECTS OTHER THAN THOSE WHICH ARE REQUIRED BECAUSE OF THEIR ESSENTIAL AERONAUTICAL FUNCTION. THE SAFETY AREA REQUIRES THE CAPABILITY OF SUPPORTING MAINTENANCE VEHICLES AND AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLES UNDER NORMAL (DRY) CONDITIONS.

(B) **GENERAL SAFETY REQUIREMENTS**

- (1) THE CONTRACTOR SHALL ACQUAINT HIS SUPERVISORS AND EMPLOYEES WITH THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO HARTNESS STATE AIRPORT AND SHALL CONDUCT HIS CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES FOR SAFETY SPECIFIED HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL SAFETY DEVICES AS REQUIRED FOR THE PROTECTION OF HIS PERSONNEL.
- (2) PROTECTION OF ALL PERSONS SHALL BE PROVIDED THROUGHOUT THE PROGRESS OF THE WORK. THE WORK SHALL PROCEED IN SUCH A MANNER AS TO PROVIDE SAFE CONDITIONS FOR ALL WORKERS AND AGENCY PERSONNEL. THE SEQUENCE OF OPERATION SHALL BE SUCH THAT MAXIMUM PROTECTION IS AFFORDED TO INSURE THAT PERSONNEL AND WORKERS IN THE WORK AREA ARE NOT SUBJECT TO ANY DANGEROUS CONDITIONS.
- (3) DURING PERFORMANCE OF THIS CONTRACT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. ALL AIRCRAFT TRAFFIC ON THESE AREAS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC. THE OWNER RESERVES THE RIGHT TO ORDER THE CONTRACTOR AT ANY TIME TO VACATE ANY AREA NECESSARY TO MAINTAIN SAFE AIRCRAFT OPERATIONS. USE OF AREAS NEAR THE CONTRACTOR'S WORK WILL BE CONTROLLED TO MINIMIZE DISTURBANCE TO THE CONTRACTOR'S OPERATION. THE CONTRACTOR SHALL NOT ALLOW EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, OR ANY OTHER UNAUTHORIZED PERSON TO ENTER OR REMAIN IN ANY AIRPORT AREA WHICH WOULD BE HAZARDOUS TO PERSONS OR TO AIRCRAFT OPERATIONS.
- (4) ALL WORK TO BE PERFORMED WHICH IS CLOSE TO AN ACTIVE RUNWAY, TAXIWAY OR APRON SHALL BE PERFORMED WHEN THE RUNWAY, TAXIWAY OR APRON IS NOT IN USE. SUCH WORK SHALL BE ACCOMPLISHED ONLY WITH PRIOR PERMISSION FROM THE ENGINEER AND AIRPORT MANAGER. REQUESTED CLOSINGS SHALL BE DIRECTED TO THE ENGINEER AT LEAST 48 HOURS IN ADVANCE.

C. **CONSTRUCTION AND FACILITIES MAINTENANCE**

- (1) THE FOLLOWING ARE CONSIDERED SAFETY PROBLEMS AND/OR HAZARDS:
  - (A) TRENCHES, HOLES, OR EXCAVATION ON OR ADJACENT TO ANY OPEN RUNWAY OR IN RUNWAY OR TAXIWAY SAFETY AREAS.
  - (B) UNMARKED/UNLIGHTED HOLES OR EXCAVATION IN ANY APRON, OPEN TAXIWAY, OPEN TAXILANE, OR RELATED SAFETY AREA.
  - (C) MOUNDS OR PILES OF EARTH, CONSTRUCTION MATERIALS, TEMPORARY STRUCTURES, OR OTHER OBJECTS IN THE VICINITY OF ANY OPEN RUNWAY, TAXIWAY, TAXILANE, OR IN ANY RELATED SAFETY, APPROACH, OR DEPARTURE AREA.
  - (D) VEHICLES OR EQUIPMENT, WHETHER OPERATING OR IDLE, ON ANY OPEN RUNWAY, TAXIWAY, TAXILANE OR IN ANY RELATED SAFETY, APPROACH, OR DEPARTURE AREA.
  - (E) VEHICLES, EQUIPMENT, EXCAVATION, STOCKPILES, OR OTHER MATERIALS WHICH COULD INTERFERE WITH ELECTRONIC SIGNALS FROM RADIOS OR ELECTRONIC NAVIGATIONAL AIDS (NAVAIDS).
  - (F) PAVEMENT DROP-OFFS - LIPS (EITHER PERMANENT OR TEMPORARY) WHICH COULD CAUSE DAMAGE TO AIRCRAFT IF CROSSED AT NORMAL OPERATING SPEEDS. THE NORMAL MAXIMUM DROP-OFF OR LIP IS 1-1/2 INCHES.
  - (G) UNMARKED UTILITY, NAVAID, WEATHER SERVICE, RUNWAY LIGHTING, OR OTHER POWER OR SIGNAL CABLES THAT COULD BE DAMAGED DURING CONSTRUCTION.
  - (H) OBJECTS, WHETHER OR NOT MARKED OR FLAGGED, OR ACTIVITIES ANYWHERE ON OR IN THE VICINITY OF THE AIRPORT WHICH COULD BE DISTRACTING, CONFUSING, OR ALARMING TO PILOTS DURING AIRCRAFT OPERATIONS.

- (I) UNFLAGGED/UNLIGHTED LOW VISIBILITY ITEMS SUCH AS TALL CRANES, DRILLS, AND THE LIKE ANYWHERE IN THE VICINITY OF ACTIVE RUNWAYS, OR IN ANY APPROACH OR DEPARTURE AREA.
- (J) MISLEADING OR MALFUNCTIONING OBSTRUCTION LIGHTS OR UNLIGHTED/UNMARKED OBSTRUCTIONS IN THE APPROACH TO ANY ACTIVE RUNWAY.
- (K) WATER, SNOW, DIRT, DEBRIS, OR OTHER TRANSIENT ACCUMULATION WHICH TEMPORARILY OBSCURES PAVEMENT MARKINGS OR PAVEMENT EDGES, OR DEROGATES VISIBILITY OF RUNWAY/TAXIWAY MARKINGS OR LIGHTING.
- (L) INADEQUATE OR IMPROPER METHODS OF MARKING, BARRICADING, AND LIGHTING OF TEMPORARILY CLOSED PORTIONS OF THE AIRPORT OPERATING AREAS.
- (M) TRASH OR OTHER MATERIALS WITH FOREIGN OBJECT DAMAGE (FOD) POTENTIAL; WHETHER ON RUNWAYS, TAXIWAYS, OR APRONS; OR IN RELATED SAFETY AREAS.
- (N) INADEQUATE BARRICADING OR OTHER MARKING WHICH IS PLACED TO SEPARATE CONSTRUCTION OR MAINTENANCE AREAS FROM OPEN AIRCRAFT OPERATING AREAS.
- (O) FAILURE TO CONTROL UNAUTHORIZED VEHICLE AND HUMAN ACCESS TO ACTIVE AIRCRAFT OPERATING AREAS.
- (P) FAILURE TO MAINTAIN RADIO COMMUNICATION BETWEEN CONSTRUCTION/MAINTENANCE VEHICLES AND HARTNESS UNICOM.
- (Q) CONSTRUCTION/MAINTENANCE ACTIVITIES OR MATERIALS WHICH COULD HAMPER THE RESPONSE OF AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) EQUIPMENT FROM REACHING ALL AIRCRAFT OR ANY PART OF THE RUNWAY/TAXIWAY SYSTEM, RUNWAY APPROACH AND DEPARTURE AREAS AND AIRCRAFT PARKING LOCATIONS.
- (R) BIRD ATTRACTANTS ON AIRPORT SUCH AS: EDIBLES (FOOD SCRAPS, ETC.), MISCELLANEOUS TRASH, OR PONDED WATER.
- (2) THE CONTRACTOR SHALL CONDUCT ACTIVITIES SO AS NOT TO VIOLATE ANY SAFETY STANDARDS CONTAINED HEREIN. THE CONTRACTOR SHALL INSPECT ALL CONSTRUCTION AND STORAGE AREAS AS OFTEN AS NECESSARY AND PROMPTLY TAKE ALL STEPS NECESSARY TO PREVENT/REMEDY ANY UNSAFE OR POTENTIALLY UNSAFE CONDITIONS OR ACTIVITIES DISCOVERED.
- (3) THE VAOT WILL BE RESPONSIBLE FOR ISSUING APPROPRIATE NOTICE TO AIRMEN (NOTAM) CONCERNING CONSTRUCTION ACTIVITY ON THE AIRFIELD.

D. **MOTORIZED VEHICLES**

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

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

E. **RADIO COMMUNICATIONS**

RADIO COMMUNICATIONS ARE REQUIRED BETWEEN THE CONTRACTOR'S REPRESENTATIVE AND HARTNESS UNICOM. RADIO CONTACT IS REQUIRED AT ALL TIMES WHILE THE CONTRACTOR HAS PERSONNEL AND EQUIPMENT ON THE PROJECT SITE AND WHILE THEY ARE IN AN ACTIVE AIR OPERATIONS AREA (AOA) OF THE AIRPORT. RADIOS SHALL BE FURNISHED BY THE CONTRACTOR AND SHALL BE CAPABLE OF TRANSMITTING AND RECEIVING AT A GROUND CONTROL FREQUENCY OF 122.8 MHZ. THIS FREQUENCY IS TO BE UTILIZED WHEN CROSSING ACTIVE FACILITIES. SUFFICIENT RADIOS SHALL BE ON SITE AND OPERATING AT ALL TIMES SO THAT INSTRUCTIONS OR COMMUNICATIONS MAY BE DISPATCHED TO ALL CREWS AND/OR EQUIPMENT WORKING IN AN ACTIVE AOA. THE CONTRACTOR WILL SUPPLY THE RESIDENT ENGINEER WITH TWO (2) HANDHELD RECHARGABLE PORTABLE AERONAUTICAL RADIOS, CAPABLE OF TRANSMITTING AND RECEIVING ON THE UNICOM FREQUENCY OF 122.8 MHZ, AT THE START OF THE PROJECT. THESE RADIOS WILL HAVE A MINIMUM OF 3 WATTS OF TRANSMITTING POWER, SIMILAR TO ICOM MODEL IC-3A. THESE RADIOS WILL BECOME PROPERTY OF THE VERMONT AGENCY OF TRANSPORTATION.



PROJECT NAME: **SPRINGFIELD AIR**  
 PROJECT NUMBER: **04-3161**  
 FILE NAME: hartness frn.dgn PLOT DATE: 05/21/2003  
 PROJECT LEADER: JBL DRAWN BY: TPL  
 DESIGNED BY: TPL CHECKED BY: JBL  
**GENERAL NOTES** SHEET 2 OF 17