

GENERAL NOTES

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE APPROVED SAFETY PLAN FOR FURTHER INFORMATION REGARDING SAFETY DURING CONSTRUCTION IN CASE OF DISCREPANCY THE APPROVED SAFETY PLAN SHALL CONTROL CONSTRUCTION OPERATIONS.

1. AIRPORT OPERATIONS COORDINATOR

THE OWNER SHALL PROVIDE AN OPERATIONS SPECIALIST WHO SHALL HAVE THE AUTHORITY TO OPEN AND CLOSE FACILITIES, ISSUE AND CANCEL NOTAM'S, AND TO COORDINATE WITH AIRPORT USERS.

2. AIRPORT SECURITY

THE CONTRACTOR SHALL COMPLY WITH ALL AIRPORT SECURITY REQUIREMENTS AS DIRECTED BY THE AIRPORT OPERATIONS SPECIALIST.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING ACCESS TO THE WORK AREA AND INSURING THAT AIRPORT SECURITY IS MAINTAINED AT ALL TIMES. THE FAA CAN IMPOSE FINES OF \$10,000.00 OR MORE FOR SECURITY VIOLATIONS AND INCURSIONS INTO ACTIVE AIRCRAFT OPERATION AREAS. THE CONTRACTOR SHALL PAY ALL FINES ASSESSED AGAINST THE AIRPORT DUE TO VIOLATIONS CAUSED BY THE CONTRACTOR AND HIS/HER PERSONNEL, SUBCONTRACTORS AND VENDORS.

PARKING OF PERSONAL CARS SHALL BE IN DESIGNATED LOCATION ONLY. THE CONTRACTOR, AS A SUBSIDIARY OBLIGATION SHALL PROVIDE ADEQUATE AND SAFE TRANSPORTATION FOR HIS/HER EMPLOYEES FROM THE AREA WHERE THE CARS ARE PARKED, TO AND FROM THE WORK AREA. EMPLOYEES AND DRIVERS OF WORK VEHICLES WILL BE INSTRUCTED AS TO PROPER ACCESS ROADS AND WILL BE CAUTIONED THAT UNAUTHORIZED USE OF AIRCRAFT PAVEMENTS OR OTHER AREAS OUTSIDE THE DESIGNATED WORK AREA MAY LEAD TO THEIR ARREST AND SUBSEQUENT PAYMENT OF FINES.

CONTRACTOR SHALL INSTRUCT SUPPLIERS, ON ACCESS PROCEDURES TO BE FOLLOWED.

THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER WITHIN 10 DAYS AFTER SIGNING OF THE CONTRACT A WRITTEN METHOD OF OPERATIONS DETAILING THE PRECAUTIONS HE/SHE PROPOSES FOR THE CONTROL OF VEHICLE TRAFFIC INCLUDING FLAGPERSONS, SIGNS, ESCORTS AND ANY OTHER MEASURES HE/SHE PROPOSES. AFTER APPROVAL OF HIS/HER OPERATING PROCEDURES, THE CONTRACTOR SHALL FOLLOW IT EXPLICITLY. THE OWNER MAY CLOSE THE WORK AREA ANY TIME THIS SCHEDULE IS VIOLATED. CLOSURE OF THE WORK AREA BY OWNER FOR THIS REASON SHALL NOT CONSTITUTE A VALID REASON FOR EXTENDING THE CONTRACT TIME OR FOR ANY CLAIM FOR EXTRAS BY THE CONTRACTOR.

ALL SECURITY ARRANGEMENTS SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER.

THE CONTRACTOR'S PERSONNEL AND VEHICLES WILL NOT HAVE ACCESS TO THE ENTIRE AIRPORT, BUT SHALL BE LIMITED TO THE WORK AREAS AND THE STAGING AREAS AS SHOWN ON THE CONTRACT PLANS.

3. OPEN TRENCHES OR EXCAVATIONS

THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE ANY TRENCHES OR OTHER EXCAVATIONS OPEN AT NIGHT, ON WEEKENDS OR AT OTHER TIMES WHEN THE CONTRACTOR IS NOT ON THE WORK SITE. IN ADDITION, NO EXCAVATIONS EXCEEDING 3 INCHES IN DEPTH SHALL BE LEFT OPEN WITHIN AIRCRAFT OPERATION AREAS DESCRIBED IN NOTE 8 WHILE THE RUNWAYS, TAXIWAYS, AND APRONS ARE IN USE UNLESS THE EXCAVATIONS ARE COVERED WITH APPROVED STEEL PLATES. STEEL PLATES SHALL BE CAPABLE OF BEARING THE HEAVIEST AIRCRAFT/VEHICLE USING THE AIRPORT OVER THE SPAN IN WHICH THEY ARE TO BE USED. THE CONTRACTOR SHALL KEEP THE LENGTH OF OPEN TRENCHES COVERED WITH STEEL PLATES TO A MINIMUM BUT IN NO CASE SHALL THE LENGTH EXCEED THE DISTANCE BETWEEN TWO ADJACENT MANHOLES OR CATCH BASINS.

ALL EXCAVATIONS SHALL BE BACKFILLED AND THE PAVEMENT REPAIRED AND PROPERLY CURED PRIOR TO THE AREA BEING REOPENED TO TRAFFIC.

PRIOR TO THE CLOSE OF WORK EACH DAY THE CONTRACTOR SHALL INSURE THAT THE WORK AREAS ARE GRADED AWAY FROM THE PAVEMENTS AT A MAXIMUM SLOPE OF 5% AND SHALL BE LEFT IN SUCH CONDITION THAT IT WILL DRAIN READILY AND EFFECTIVELY AND WILL NOT POSE A HAZARD TO VEHICLES OR AIRCRAFT. NO PILES OF SOIL SHALL BE LEFT UNSPREAD, NO SHARP CHANGES IN GRADE WILL BE PERMITTED, AND THE SURFACE SHALL BE THOROUGHLY COMPACTED.

AT THE END OF EACH DAY A FOD (FOREIGN OBJECT DEBRIS) CHECK SHOULD TAKE PLACE AS WELL AS A LIGHT CHECK. THESE CHECKS SHOULD BE COORDINATED WITH THE OPERATIONS SPECIALIST.

4. DISPOSAL OF SURPLUS AND UNSUITABLE MATERIALS

ALL UNSUITABLE EXCAVATION MATERIAL, ALL DRAINAGE STRUCTURES AND PIPES, ALL BITUMINOUS CONCRETE PAVEMENT, AND ALL PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE LEGALLY DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY UNLESS SPECIFIC INSTRUCTIONS TO THE CONTRARY ARE INCLUDED IN THE SPECIFICATIONS. THE CONTRACTOR SHALL CHOOSE THE DISPOSAL SITE BUT THE OWNER AND THE OWNER'S REPRESENTATIVE MUST APPROVE IT PRIOR TO ITS USE. ANY EXCESS TOPSOIL SHALL REMAIN THE PROPERTY OF THE OWNER AND SHALL BE STOCKPILED ON THE AIRPORT IN A LOCATION TO BE DETERMINED BY THE OWNER.

THE CONTRACTOR SHALL OBTAIN ALL PERMITS AND PAY ALL FEES REQUIRED FOR THE DISPOSAL OF MATERIALS OFF AIRPORT PROPERTY. AT THE OWNERS OR ENGINEERS REQUEST, WEIGHT SLIPS FOR OFF SITE DISPOSAL MAY BE REQUESTED.

NO SEPARATE MEASUREMENT AND PAYMENT WILL BE MADE FOR THE DISPOSAL, BUT RATHER THE DISPOSAL SHALL BE INCIDENTAL TO THE ITEM THAT GENERATES THE MATERIAL.

5. UNDERGROUND UTILITIES AND CABLES

THE APPROXIMATE LOCATIONS OF KNOWN UTILITIES AND UNDERGROUND CABLES ARE SHOWN ON THE CONTRACT DRAWINGS. PRIOR TO COMMENCEMENT OF ANY EXCAVATION, THE CONTRACTOR SHALL COORDINATE ALL WORK ON AND IN THE VICINITY OF THE UNDERGROUND UTILITIES AND CABLES WITH THE FOLLOWING AGENCIES AS APPROPRIATE.

THE FEDERAL AVIATION ADMINISTRATION - AIRWAY FACILITIES SECTOR FIELD OFFICE. DIG SAFE WILL NOTIFY THE FOLLOWING UTILITY COMPANIES.

- VERMONT AGENCY OF TRANSPORTATION
- COMCAST
- AMERICAS
- BLUE FLAME GAS
- TOWN OF BERLIN
- FAIRPOINT COMMUNICATIONS
- GREEN MOUNTAIN POWER
- LEVEL 3 COMMUNICATIONS

THE CONTRACTOR SHALL REPAIR, AT HIS/HER OWN EXPENSE, ANY UNDERGROUND OR OVERHEAD CABLES OR UTILITIES DAMAGED BY HIS/HER OPERATIONS AT NO ADDITIONAL COST TO THE OWNER INCLUDING ANY DAMAGE DONE BY DRIVING HIS/HER EQUIPMENT OVER EXISTING UNDERGROUND CABLES OR UTILITIES. THE REPAIR OF FAA CABLES SHALL BE INSPECTED AND APPROVED BY THE FAA.

6. CONTRACTOR'S STAGING AREAS

THE CONTRACTOR SHALL USE THE AREAS SHOWN ON THE PLANS FOR HIS/HER STAGING AREA. THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL IMPROVEMENT AND RESTORATION OF THE DESIGNATED AREA, SUCH AS GRUBBING, GRADING, AND CONSTRUCTION OF GRAVEL ACCESS ROADS, THAT IS NECESSARY FOR THE UTILIZATION OF THE AREA. THE CONTRACTOR IS RESPONSIBLE FOR ALL TRASH PICK-UP GENERATED BY THE PROJECT. RESTROOM FACILITIES WILL BE PROVIDED AND MAINTAINED IN THE STAGING AREA, BY THE CONTRACTOR. THE STAGING AREA WILL BE RESTORED BY THE CONTRACTOR, TO A CONDITION APPROVED BY THE OWNER. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR ANY TEMPORARY ACCESS PERMITS AND ASSOCIATED FEES FOR ACCESS TO THE ADJACENT ROAD NETWORK. THERE WILL BE NO SEPARATE PAYMENT FOR THIS WORK. ALL WORK NECESSARY TO USE THE STAGING AREA SHALL BE DEEMED INCIDENTAL TO THE OVERALL PROJECT.

7. WETLANDS

DISTURBANCE OF WETLANDS IS A POTENTIAL VIOLATION OF FEDERAL, STATE AND LOCAL REGULATIONS. NO DISTURBANCE OF WETLANDS IS INTENDED AS PART OF THIS PROJECT EXCEPT WHERE INDICATED ON THE PLANS. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID ANY UNAUTHORIZED DISTURBANCE OF WETLANDS AS PART OF HIS WORK. THE CONTRACTOR SHALL PAY ALL FINES ASSESSED AGAINST THE AIRPORT AND RELATED EXPENSES DUE TO VIOLATIONS CAUSED BY THE CONTRACTOR AND HIS/HER PERSONNEL, SUBCONTRACTORS, AND VENDORS.

8. AIRPORT OPERATIONS AND SAFETY REQUIREMENTS

NORMAL AIRPORT OPERATIONS WILL BE CONDUCTED DURING CONSTRUCTION. THE CONTRACTORS WORK SHALL BE CARRIED ON IN SUCH A MANNER AS NOT TO INTERFERE WITH AIRPORT OPERATIONS. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO INSURE THE SAFETY OF OPERATING AIRCRAFT AS WELL AS HIS/HER OWN EQUIPMENT AND PERSONNEL.

NO CONSTRUCTION OPERATIONS SHALL BE CARRIED ON WITHIN 50 FEET FROM THE CENTERLINE OF ANY TAXIWAY OR WITHIN 75 FEET OF THE CENTERLINE OF ANY ACTIVE RUNWAY OR WITHIN THE LIMITS OF ACTIVE RUNWAY APPROACH ZONES UNLESS PRIOR APPROVAL HAS BEEN OBTAINED. WHEN PERMISSION HAS BEEN GRANTED TO WORK INSIDE THESE LIMITS, NO EQUIPMENT SHALL BE LEFT WITHIN THE LINES WHEN NOT ACTUALLY WORKING. DURING LUNCH BREAKS IN THE DAILY WORK SCHEDULE, NIGHTS, WEEKENDS AND THE DAYS WHEN WORK IS NOT PERMITTED OR IS NOT PROGRESSING, THE EQUIPMENT SHALL BE LOCATED OUTSIDE OF THESE RESTRICTION LINES. ALL BOOMS SHALL BE LOWERED WHEN THE EQUIPMENT IS NOT IN OPERATION. NO CONSTRUCTION OPERATIONS, INCLUDING AN OPEN FLAME SUCH AS WELDING OR BURNING, SHALL BE CARRIED ON NEAR ANY AIRCRAFT.

ALL CONTRACTOR VEHICLES THAT ARE AUTHORIZED TO OPERATE ON THIS AIRPORT SHALL DISPLAY IN FULL VIEW ABOVE THE VEHICLE A 3' X 3' OR LARGER ORANGE AND WHITE CHECKERBOARD FLAG, WITH EACH CHECKERBOARD COLOR BEING 1' SQUARE. ANY VEHICLE OPERATING IN ACTIVE AOA 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 CONTRACTOR'S VEHICLES THAT ARE REQUIRED TO CROSS ACTIVE RUNWAYS, TAXIWAYS AND APPROACH RUNWAY PROTECTION ZONES SHALL DO SO UNDER THE DIRECT CONTROL OF A FLAGMAN. THE FLAGMAN SHALL BE TRAINED AND INSTRUCTED BY THE AIRPORT MANAGER AND/OR ENGINEER IN THE REGULATIONS GOVERNING OPERATIONS OF THE AOA AND THE AIRPORT. THE FLAGMAN SHALL BE FURNISHED BY THE CONTRACTOR. ALL AIRCRAFT TRAFFIC ON RUNWAYS AND TAXIWAYS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC.

IN ADDITION, ALL CONTRACTOR'S VEHICLES SHALL HAVE THE COMPANY IDENTIFICATION PLAINLY VISIBLE ON BOTH SIDES OF THE VEHICLE IN ORDER TO IDENTIFY THE VEHICLE.

THE CONTRACTOR SHALL OBEY ALL INSTRUCTIONS AS TO THE OPERATION AND ROUTES TO BE TAKEN BY EQUIPMENT TRAVELING ON AIRPORT PROPERTY. ANY SIGNS, LIGHTS, SIGNALS, MARKINGS, TRAFFIC CONTROL AND OTHER DEVICES WHICH MAY BE REQUIRED SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR DURING THE COURSE OF THE WORK, SUBJECT TO THE APPROVAL OF THE ENGINEER. NO AIRCRAFT PAVEMENT OR NAVIGATION AID CURRENTLY IN SERVICES SHALL BE LEFT OUT OF SERVICE OVERNIGHT UNLESS CLOSED TO ALL AIRPORT OPERATIONS. THE CONTRACTOR SHALL CHECK ALL PERMANENT AND TEMPORARY LIGHTING TO ASSURE ITS OPERATING CONDITION BEFORE LEAVING THE JOB EACH DAY.

PROJECT LEGEND

	EXISTING CATCH BASIN		LIGHTED BARRICADE
	EXISTING DRAINAGE MANHOLE		DEMOLITION MARKER
	EXISTING DRAINAGE PIPE		SOIL BORING
	EXISTING UNDERDRAIN & UNDERDRAIN CLEANOUT		AIRPORT PROPERTY LINE
	EXISTING HEADWALL		NEW SHOULDER PAVEMENT
	EXISTING GRANITE CONTROL MONUMENT		
	EXISTING TREELINE		
	EXISTING EDGE OF PAVEMENT		
	EXISTING FENCE		
	EXISTING TAXIWAY/RUNWAY LIGHT		
	EXISTING TAXIWAY SIGN		
	EXISTING SIGN (RESET WHERE APPLICABLE)		
	EXISTING DUCT		
	EXISTING WETLANDS SYMBOL		
	EXISTING MINOR CONTOUR		
	EXISTING MAJOR CONTOUR		
	EXISTING TAXIWAY REFLECTOR		
	EXISTING UNDERGROUND ELECTRICAL CABLE		
	EXISTING ELECTRICAL HANDHOLE		
	PROPOSED CATCH BASIN		
	PROPOSED DRAINAGE MANHOLE		
	PROPOSED DRAINAGE PIPE		
	PROPOSED UNDERDRAIN		
	PROPOSED FLARED END SECTION		
	PROPOSED EDGE OF PAVEMENT		
	PROPOSED FENCE		
	PROPOSED UNDERDRAIN CLEANOUT		
	PROPOSED SIGN AND SIGN NUMBER		
	PROPOSED ELECTRICAL HANDHOLE		
	PROPOSED CONCRETE ENCASED DUCT		
	1 T/W PROPOSED CABLE, DIRECT BURIED		
	2 R/W PROPOSED CABLES, DIRECT BURIED (INSTALLED IN SAME TRENCH)		
	2 T/W, 1 R/W PROPOSED CABLES, DIRECT BURIED (INSTALLED IN SAME TRENCH)		
	PROPOSED TAXIWAY LIGHT		
	PROPOSED RUNWAY LIGHT		
	PROPOSED FAA HANDHOLE		
	PROPOSED ELECTRIC HANDHOLE		
	EROSION LOG AROUND CATCH BASIN (653.60)		
	EROSION LOG (653.60)		
	EROSION CONTROL MATTING (653.05)		
	BARRIER FENCE (653.50)		
	CHECK DAM (653.25)		

9. HAUL ROUTES

ON AIRPORT HAUL ROUTES ARE SHOWN ON THE PLANS.

OFF AIRPORT HAUL ROUTES SHALL BE AS AGREED TO IN THE "LETTER OF UNDERSTANDING BETWEEN THE VERMONT AGENCY OF TRANSPORTATION AND THE TOWN OF BERLIN, VERMONT"

10. ILS CLOSURE

THE CONTRACTOR SHALL COORDINATE ANY CLOSURE OF THE ILS WITH THE AIRPORT. IT SHALL BE THE RESPONSIBILITY OF THE AIRPORT TO COORDINATE THE ILS CLOSURE WITH THE FAA. THE FAA SHALL DETERMINE THE ACTUAL TIMES AND DURATION THAT THE ILS MAY BE CLOSED. THE CONTRACTOR SHALL ADJUST HIS/HER WORK SCHEDULE TO COMPLY WITH THE FAA DETERMINATION.

THE CONTRACTOR SHALL STAKE AND PERMANENTLY MARK ON THE GROUND WITH A READILY RECOGNIZABLE MARKING (FOOTBALL FIELD MARKING OR SIMILAR MATERIAL) AND DEMARCATION FENCE THE RESTRICTION LINES PARALLEL TO THE TAXIWAYS AND RUNWAYS ADJACENT TO THE WORK AND THE APPROACH ZONE LIMITS SO THAT WORKERS CAN READILY RECOGNIZE THE LIMITATIONS.

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