

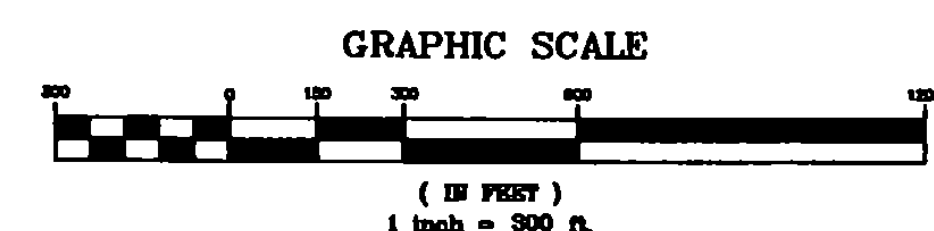
- CONSTRUCTION AND OPERATIONAL NOTES:**
1. THE AIRPORT SHALL BE OPEN AND USEABLE DURING DAYLIGHT HOURS THROUGHOUT THE DURATION OF CONSTRUCTION EXCEPT DURING RECONSTRUCTION OF TAXWAY A AND THE APRON. (SEE NOTE 4)
 2. CONSTRUCTION DURATION FOR THE PROJECT IS 14 WEEKS. RUNWAY LIGHTING MAY BE OUT OF OPERATION FOR NO MORE THAN 6 WEEKS.
 3. CONSTRUCTION SHALL BE CARRIED OUT IN TWO PHASES.
 PHASE 1 SHALL CONSIST OF THE CONSTRUCTION OF TAXWAY B, AND THE RECONSTRUCTION OF THE NORTHERN 1200 FEET OF RUNWAY 18-36. RUNWAY 5-23 SHALL REMAIN CLOSED DURING PHASE 1 CONSTRUCTION.
 PHASE 2 SHALL CONSIST OF THE RECONSTRUCTION OF THE SOUTHERN 2800 FEET OF RUNWAY 18-36, RECONSTRUCTION OF TAXWAY A, RECONSTRUCTION OF THE APRON, AND CONSTRUCTION OF THE HOLDING BAY. RUNWAY 18-36 SHALL REMAIN CLOSED DURING PHASE 2 CONSTRUCTION.
 4. ALL WORK PERTAINING TO THE RECONSTRUCTION OF TAXWAY A AND THE APRON, INCLUDING DRAINAGE, SHALL BE SCHEDULED SO THAT THE CONNECTION BETWEEN THE EXISTING TERMINAL AREA AND TAXWAY B IS CLOSED FOR NO MORE THAN 72 HOURS. THE DAYS OF THE CLOSURE SHALL BE COORDINATED WITH THE AIRPORT MANAGER AND THE RESIDENT ENGINEER. (SEE NOTE 17)
 5. THE CONTRACTOR SHALL ESTABLISH MARKINGS FOR THE DISPLACED THRESHOLD FOR RUNWAY 18-36, AND CLOSURE OF RUNWAY 5-23 PRIOR TO MOVING EQUIPMENT INTO THE STAGING OR STOCKPILE AREAS. RUNWAY 18-36 WILL HAVE A DISPLACED THRESHOLD DURING PHASE 1 CONSTRUCTION AND WILL BE CLOSED DURING PHASE 2 CONSTRUCTION. RUNWAY 5-23 WILL BE CLOSED DURING PHASE 1 CONSTRUCTION AND HAVE A DISPLACED THRESHOLD DURING PHASE 2 CONSTRUCTION.
 6. AN AREA 250 FEET EACH SIDE OF THE CENTER OF RUNWAY, AND 300 FEET FROM RUNWAY ENDS SHALL BE KEPT CLEAR AT ALL TIMES WHEN RUNWAYS ARE OPEN AND OPERATIONAL UNLESS PRIOR APPROVAL IS RECEIVED FROM BOTH THE AIRPORT MANAGER AND THE RESIDENT ENGINEER.
 7. CONSTRUCTION ACCESS WILL BE FROM AIRPORT ROAD AS INDICATED. THERE WILL BE NO CONSTRUCTION ACCESS ALLOWED DIRECTLY THROUGH EXISTING PAVED AIRPORT FACILITIES.
 8. CONSTRUCTION EQUIPMENT SHALL NOT BE ALLOWED TO USE EXISTING PAVED AIRPORT SURFACES FOR CONSTRUCTION ACCESS OR OPERATION DURING CONSTRUCTION.
 9. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT A SCHEDULE OF WORK FOR APPROVAL BY ENGINEER PRIOR TO STARTING ANY CONSTRUCTION. THE SCHEDULE SHALL INDICATE DATES FOR ALL RUNWAY AND TAXWAY CLOSURES AND MUST BE UPDATED BI-WEEKLY IF SEQUENCE OR DURATIONS CHANGE.
 10. THE CONTRACTOR WILL BE RESPONSIBLE FOR SUPPLYING AND PLACING AN "X" ON THE RUNWAY NUMERALS TO SIGNIFY WHEN A RUNWAY IS CLOSED. MARKINGS MAY BE PLACED JUST OFF THE RUNWAY ENDS WHEN THE CONTRACTOR IS WORKING IN THE NUMERAL AREAS.
 11. THE CONTRACTOR WILL BE REQUIRED TO INSTALL AND MAINTAIN LIGHTED BARRICADES AND TEMPORARY SIGNAGE AS NECESSARY THROUGHOUT CONSTRUCTION. THESE BARRICADES AND SIGNS SHALL CONFORM TO THE DETAILS CONTAINED HEREIN AND NOTE 18.
 12. CONSTRUCTION STAGING AND STOCKPILE AREAS SHALL BE CONFINED TO THOSE AREAS INDICATED ON THE PLANS.
 13. ALL DISTURBED AREAS OUTSIDE OF THE CONSTRUCTION LIMITS SHALL BE RESTORED TO THEIR PRECONSTRUCTION CONDITION AT NO COST TO THE OWNER. THIS SHALL INCLUDE THE AREAS DESIGNATED FOR CONSTRUCTION ACCESS, STAGING, MATERIAL STORAGE AND STOCKPILING.
 14. ALL EXISTING RUNWAY AND TAXWAY LIGHTS, AND RUNWAY END IDENTIFICATION LIGHTS SHALL BE SALVAGED AND SHALL REMAIN THE PROPERTY OF THE VERMONT AGENCY OF TRANSPORTATION. SALVAGED ITEMS SHALL BE STOCKPILED ON SITE UNTIL REMOVED BY THE OWNER.
 15. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ANY AND ALL UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION.
 16. NOTICE TO AIRMEN (NOTAM'S) MUST BE ISSUED BY THE AIRPORT MANAGER, PRIOR TO ANY CHANGES TO AIRPORT OPERATIONS. NOTAM'S MUST BE ISSUED AT LEAST 48 HOURS IN ADVANCE OF ANY AIRPORT STATUS CHANGE. THERE CAN BE NO EXCEPTIONS. THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE THIS EFFORT WITH THE AIRPORT MANAGER AND RESIDENT ENGINEER.
 17. AIRPORT CLOSURE MUST BE DURING WEEKDAYS AND ENDING PRIOR TO NOON ON FRIDAY.
 18. THE CONTRACTOR SHALL COMPLY WITH ALL THE PROVISIONS STATED IN THE FEDERAL AVIATION ADMINISTRATION ADVISORY CIRCULAR ON "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", FAA AC. NO. 150/5370-2C. FLASHING AMBER LIGHTS WILL BE REQUIRED ON ALL CONSTRUCTION VEHICLES.
 19. THE CONTRACTOR SHALL CONSTRUCT RUNWAY TURN-AROUND AREAS AT EACH END OF RUNWAY 18-36, AS DIRECTED BY THE ENGINEER.

HORIZONTAL CONTROL POINTS

HC #	STATION	OFFSET	ELEVATION
HC 1	12+00.00	-100.83	929.29
HC 2	17+00.00	-100.98	927.71
HC 3	22+00.00	-101.02	925.29
HC 4	21+53.18	-400.31	923.02
HC 5	27+00.00	-101.07	923.45
HC 6	32+00.00	-101.12	921.08
HC 7	37+00.00	-101.17	918.78
HC 8	42+00.00	-101.21	918.33
HC 9	38+60.11	-1193.99	901.44
HC 10	47+00.00	-101.25	918.38
HC 11	52+00.00	-101.30	918.18
HC 12	53+15.00	239.84	913.38

BENCHMARK
 PORT 2 ELEV. = 923.02
 BRASS NGS DISK SET IN CONCRETE

HORIZONTAL CONTROL
 PORT 2 AZ.MK N 888785.22
 BRASS NGS DISK SET IN CONCRETE E 1711699.08
 PORT 2 BRASS NGS DISK SET IN CONCRETE N 871721.84
 E 1711104.01



APPROXIMATE QUANTITIES FOR THESE 2 AREAS ARE:

ITEM	DESCRIPTION	UNIT	QUANTITY
203.15	EXCAVATION	CY	450
404.85	EMULSIFIED ASPHALT	GAL	170
651.15	SEED	LB	9
851.25	MULCH	TON	0.4
851.35	TOPSOIL	CY	216
854.04	CRUSHED AGG. BASE COURSE	CY	300
884.02	BITUMINOUS CONCRETE PAVEMENT	TON	320

CONTRACTOR SHALL NOT DISTURB HORIZONTAL OR VERTICAL CONTROL POINTS. CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGE TO THESE POINTS AND SHALL BE RESPONSIBLE FOR ANY COSTS INCURRED BY THE OWNER TO FIX OR REPLACE.

NO.	DATE	REVISIONS	BY	CHK'D
1	1/18/01	VAOT COMMENTS AND SURVEY ADJUSTMENTS	MDL	SJR

DUBOIS & KING
 engineering planning management development

VERMONT AGENCY OF TRANSPORTATION
 COVENTRY, VERMONT
 NEWPORT STATE AIRPORT
 RUNWAY 18-36 RECONSTRUCTION

PROJECT LAYOUT AND OPERATIONS PLAN

DRAM BY: JJP DATE: MAR. 2000
 CHECKED BY: [blank] PROJ. NO.: N15500
 PROJ. ENG.: JAA DRAW. NO.: 1
 SHEET: PL-1

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