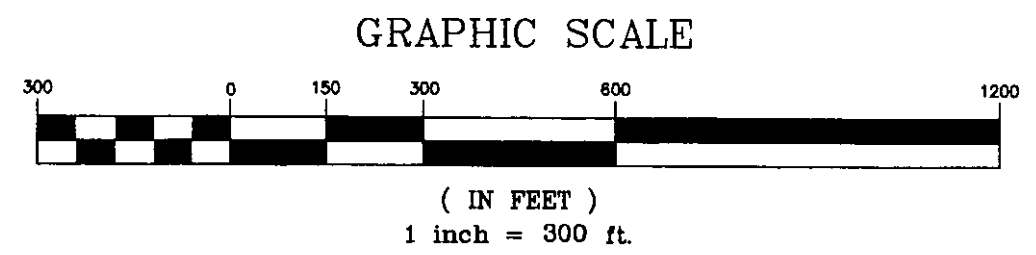


GENERAL NOTES:

1. THE CONTRACTOR SHALL ACCESS THE AIRPORT AS SHOWN. THE CONTRACTOR SHALL COORDINATE ACCESS WITH THE AIRPORT MANAGER.
2. THE CONTRACTOR'S VEHICULAR TRAFFIC SHALL ADHERE TO A 15 MPH SPEED LIMIT AND GIVE RIGHT-OF-WAY TO ALL AIRCRAFT.
3. THE RADIO SHALL BE SET ON THE NEWPORT STATE AIRPORT GROUND FREQUENCY OF 122.8 MEGAHERTZ.
4. AT THE END OF EACH WORKING DAY ALL CONTRACTOR EQUIPMENT SHALL BE REMOVED FROM WORK AREAS AND PARKED IN THE DESIGNATED STAGING AREA.
5. PRIOR TO THE START OF WORK THE CONTRACTOR SHALL PLACE BOTH RUNWAY CLOSURE MARKERS OVER THE NUMERALS UNTIL THE NUMERALS ARE REMOVED. AT WHICH TIME, THE MARKERS SHALL BE PLACED IN THE GRASS AT BOTH RUNWAY ENDS.
6. CONTRACTOR'S VEHICLES SHALL NOT TRAVEL TO ANY AREA OUTSIDE OF THE PROJECTS AREA LIMITS UNLESS IT HAS A RADIO ESCORT.
7. WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL PLACE 18" HIGH PORTABLE FLASHING LIGHTS AT LOCATIONS SHOWN ON THE PHASING PLAN.
8. AT THE END OF EACH WORKDAY THE CONTRACTOR SHALL SWEEP CLEAN EITHER BY HAND OR BY POWERED SWEEPER, ALL LOOSE DEBRIS AND STONES ALONG THE PAVED PORTION OF THE HAUL ROUTE AND AIRPORT ROAD TO THE SATISFACTION OF THE ENGINEER AND AIRPORT MANAGER.
9. AT THE COMPLETION OF THE PROJECT, ALL STOCKPILE MATERIAL SHALL BE REMOVED FROM THE PROJECT AREA. THE EQUIPMENT STORAGE AREA AND TEMPORARY STOCKPILE AREA SHALL BE RESTORED TO THE SATISFACTION OF THE ENGINEER.
10. REMOVAL AND HAULING OF EXCESS RECLAIMED MATERIAL SHALL GO _____
11. THIS PROJECT SHALL BE CONDUCTED IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS REFERENCED THEREIN. THE PROJECT IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE VERMONT AGENCY OF TRANSPORTATION.
12. 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.
13. NEWPORT STATE AIRPORT WILL BE IN OPERATION DURING THE TIME OF CONSTRUCTION. COORDINATION OF ALL WORK WITH THE AIRPORT MANAGER AND THE PROJECT RESIDENT ENGINEER IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
14. 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.
15. 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 ROUTES. 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 COMMENCEMENT OF WORK. EXISTING ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
16. AN AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE. THIS AREA IS SHOWN ON THE PHASING PLAN. THE CONTRACTOR'S STAGING AREA SHALL BE GRADED, TOPSOILED, SEEDED AND MULCHED UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.
17. THE CONTRACTOR SHALL CONDUCT HIS ACTIVITIES IN A SAFE MANNER AS SPECIFIED IN THE SECTION TITLED, "SAFETY REQUIREMENTS DURING CONSTRUCTION" ON THIS SHEET.
18. PROTECTION OF EXISTING AIRPORT UNDERGROUND CABLES 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.
19. ALL CONTRACTOR VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED.) SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES. CONSTRUCTION STORAGE AND STOCK PILING LIMITS ARE FURTHER DEFINED IN THE SECTION TITLED, "SAFETY REQUIREMENTS DURING CONSTRUCTION" ON THIS SHEET.
20. ALTHOUGH NIGHT WORK IS NOT ANTICIPATED, IF DIRECTED BY THE ENGINEER, 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.
21. THE CONTRACTOR SHALL OBTAIN ALL THE PERMITS AND LICENSES REQUIRED FOR THE PROJECT WORK AT HIS OWN EXPENSE.
22. EXISTING TOPOGRAPHIC FIELD SURVEYS FOR THIS PROJECT AREA WERE PERFORMED BY VERMONT SURVEY AND ENGINEERING COMPANY IN JUNE 2000.
23. THE HORIZONTAL CONTROL ON THIS PROJECT IS TIED TO THE NAVD 1988.
24. CONSTRUCTION EQUIPMENT SHALL NOT BE ALLOWED TO USE EXISTING PAVED AIRPORT SURFACES FOR CONSTRUCTION ACCESS OR OPERATION DURING CONSTRUCTION.
25. A NOTICE TO ARMEN (NOTAM) WILL BE ISSUED BY THE AIRPORT MANAGER PRIOR TO ANY CHANGES TO AIRPORT OPERATIONS, A MINIMUM OF 48 HOURS PRIOR TO THE CHANGE.
26. THE CONTRACTOR SHALL COMPLY WITH ALL THE PROVISIONS STATED IN THE FAA ADVISORY CIRCULAR "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", FAA AC. No. 150/5370-2C. AMBER LIGHTS AND COMPANY DESIGNATION ARE REQUIRED ON ALL VEHICLES.



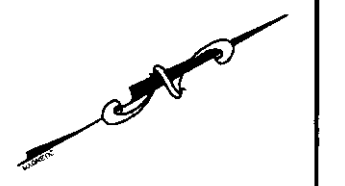
SAFETY REQUIREMENTS DURING CONSTRUCTION:

1. FEDERAL AVIATION ADMINISTRATION (FAA), ADVISORY CIRCULARS (AC), ORDERS AND FEDERAL AVIATION REGULATIONS (FAR). THE FOLLOWING PUBLICATIONS CONTAIN DEFINITIONS/DESCRIPTIONS OF CRITICAL OPERATION 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
SUSSEQUENT DISTRIBUTION OFFICE
ARDORE EAST BUSINESS CENTER
3341 Q 75th AVENUE
LANDOVER, MD 20785
AND CAN BE REVIEWED AT THE OFFICES OF THE VERMONT AGENCY OF TRANSPORTATION.
A.) AC 150/5370-2, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", CURRENT EDITION.
B.) FAR PART 77, "OBJECTS AFFECTING NAVIGABLE AIRSPACE", CURRENT EDITION
C.) AC 150/5300-13, "AIRPORT DESIGN", CURRENT EDITION
2. THE CONTRACTOR SHALL ACQUAINT HIS SUPERVISORS AND EMPLOYEES WITH THE AIRPORT ACTIVITY AND OPERATIONS AND 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.
3. 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.
4. DURING PERFORMANCE OF THIS CONTRACT THE AIRPORT RUNWAY 18-36, AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. ALL AIRCRAFT TRAFFIC IN 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 OPERATIONS. 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.
5. ALL WORK TO BE PERFORMED WHICH IS CLOSE TO AN ACTIVE RUNWAY, TAXIWAY OR APRON SHALL BE PERFORMED WHEN THE AREA 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 A MINIMUM OF 48 HOURS IN ADVANCE.

Revisions:	Drawn By:	App'd. By:	Date:

Designed By:	Date:
MCG	8-18-00
Drawn By:	Date:
MCG	8-18-00
Checked By:	Date:
LJG	8-18-00

DRAFT



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CHA Project No. 9375.54

VERMONT AGENCY OF TRANSPORTATION
DIVISION OF RAIL AND AVIATION
133 STATE STREET
MONTPELIER, VT

NEWPORT STATE AIRPORT, VT
RECONSTRUCT RUNWAY 5-23

GENERAL PLAN
SCALE: AS SHOWN DATE: 9-1-00

Drawing No.
GP-1
SHEET 2 OF 19