

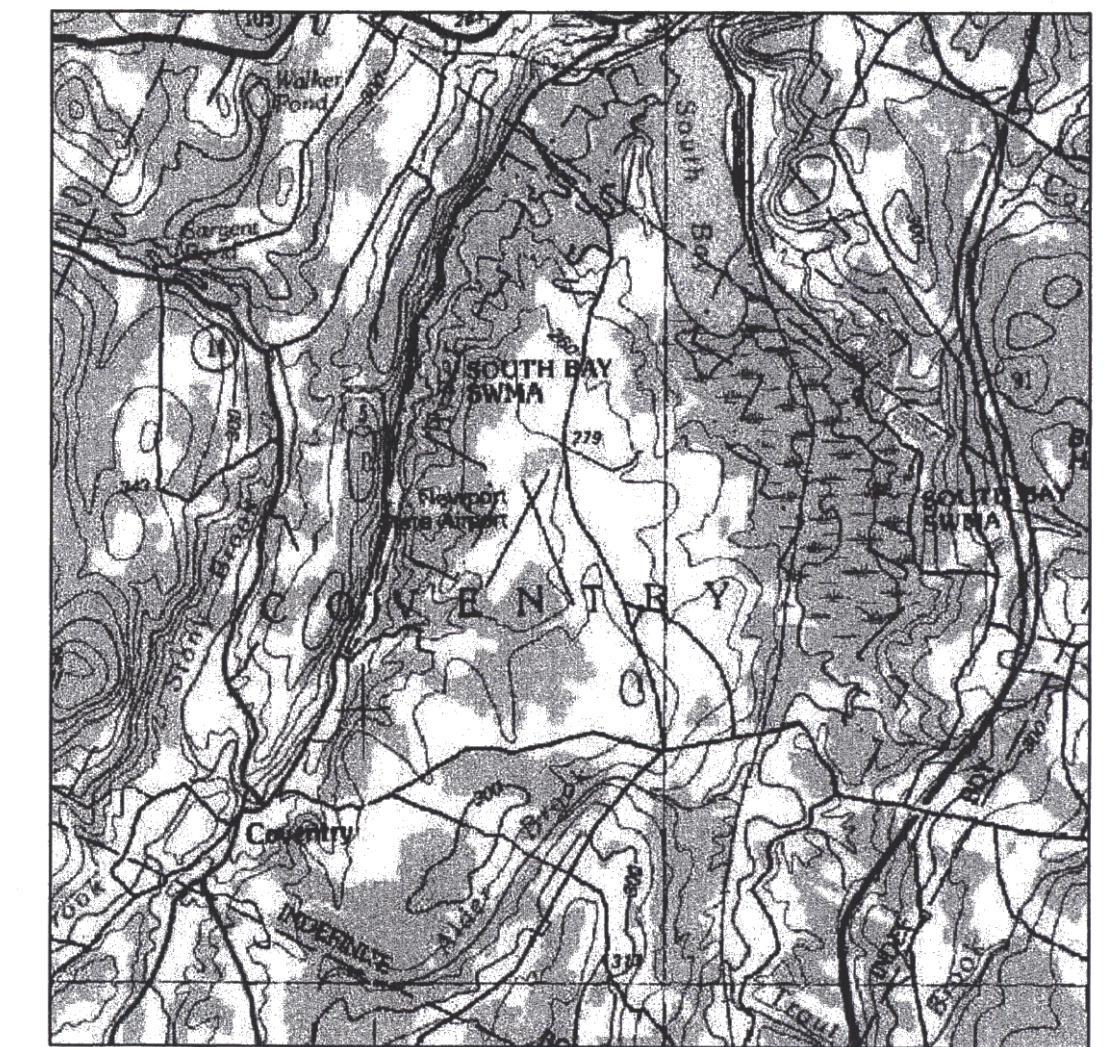
VICINITY MAP

APPROX. SCALE: 1" = 2 MILES

# NEWPORT STATE AIRPORT

COVENTRY, VERMONT

# RECONSTRUCT RUNWAY 5-23



LOCATION MAP

APPROX. SCALE: 1" = 6000'

AIP No. 3-50-0013-XX

CHA No. 9375

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SUMMARY OF QUANTITIES:

ITEM#	DESCRIPTION	UNIT	QUANTITIES	
			EST.	AS BUILT
1A	MILLING	S.Y.	37,000	
1B	SAW AND SEAL	L.F.	330	
2 (P-152)	UNCLASSIFIED EXCAVATION	C.Y.	5,600	
3	RECONSTITUTE EXISTING BITUMINOUS PAVEMENT, GRADE AND COMPACT	S.Y.	37,000	
4A (P-156)	HAYBALES	Each	160	
4B (P-156)	SILT FENCE	L.F.	820	
5	CALCIUM CHLORIDE FOR DUST CONTROL	LB.	7,000	
6 (P-209)	CRUSHED AGGREGATE BASE COURSE	C.Y.	3,300	
7 (P-602)	BITUMINOUS PRIME COAT (P-602)	Gal.	11,000	
8 (P-603)	BITUMINOUS TACK COAT (P-603)	Gal.	3,000	
9 (P-401)	BITUMINOUS SURFACE COURSE (P-401)	Ton	4,900	
10	ADJUST CATCH BASIN	Each	12	
11A (P-620)	RUNWAY AND TAXIWAY PAINTING	S.F.	10,600	
11B (P-620)	ERADICATE EXISTING PAVEMENT MARKINGS	S.F.	120	
12 (T-901)	SEEDING	Acre	8	
13 (T-901)	TOPSOILING	C.Y.	4,230	
13	ENGINEERS FIELD OFFICE	Mo	2	

**DRAFT**

CLOUGH, HARBOUR AND ASSOCIATES CERTIFIES THAT THESE CONSTRUCTION DRAWINGS AND ACCOMPANYING SPECIFICATIONS HAVE BEEN PREPARED IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULARS FOR AIP PROJECTS ON A LISTING HAVING AN EFFECTIVE DATE OF MAY 1, 1995

\_\_\_\_\_ DATE

FEDERAL AVIATION ADMINISTRATION

VERMONT AGENCY OF TRANSPORTATION



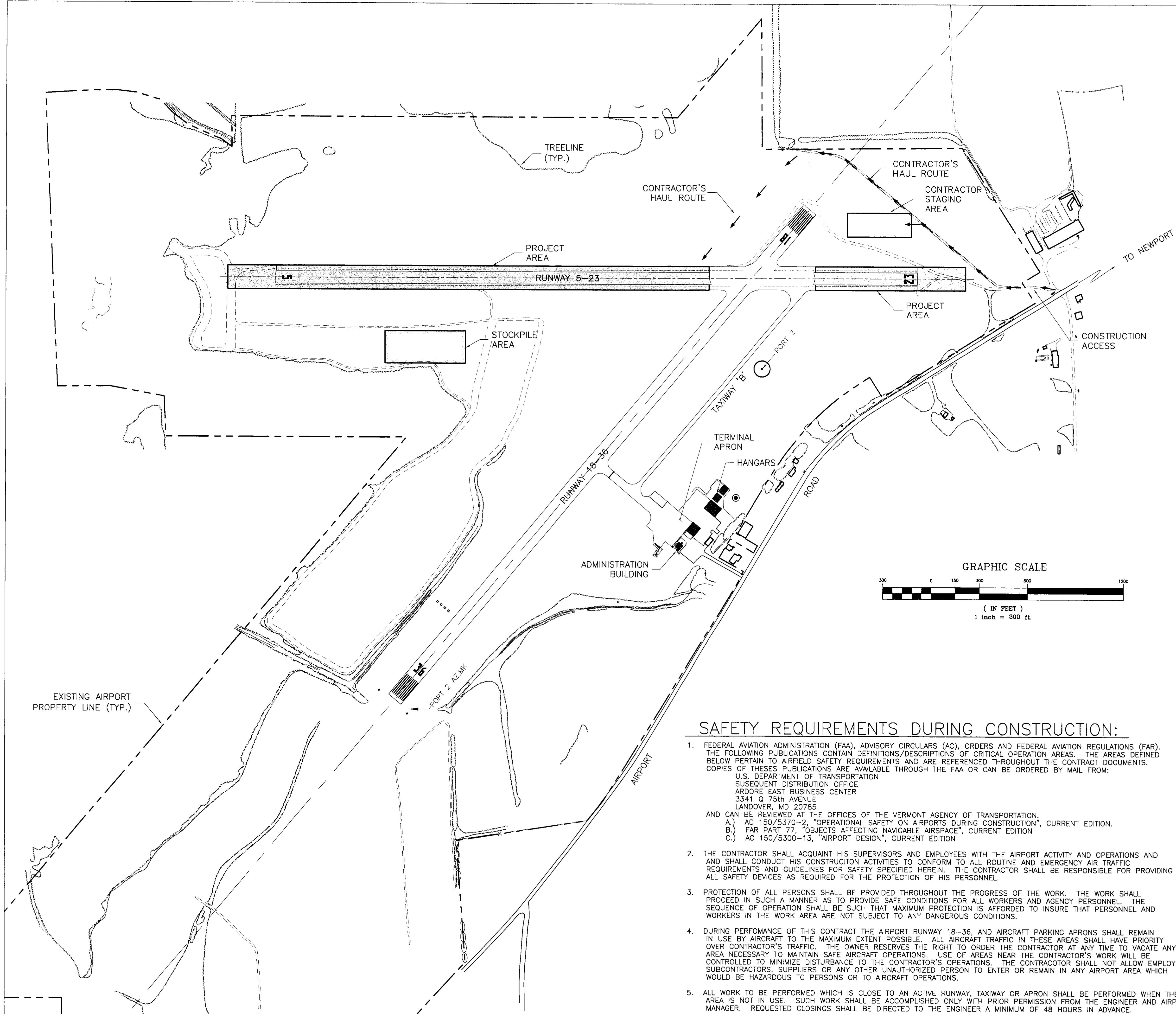
PREPARED BY:  
**CLOUGH, HARBOUR & ASSOCIATES, LLP**

11 KING COURT KEENE, NH 03071 (603)357-2445

APPROVED: CHIEF, AIRPORT ENGINEER AND SAFETY BRANCH \_\_\_\_\_ DATE

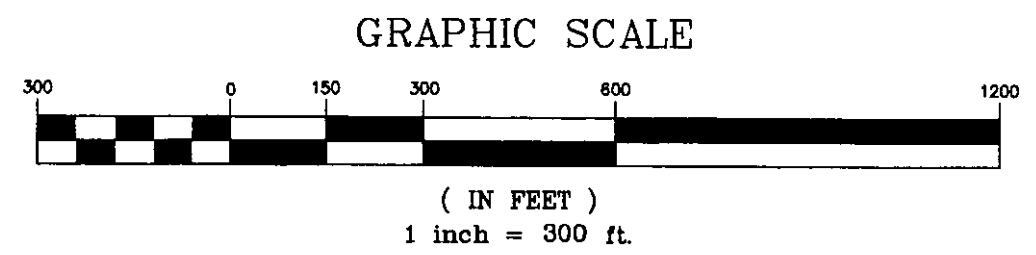
APPROVED: DIRECTOR OF MAINTENANCE AND AVIATION \_\_\_\_\_ DATE

APPROVED: \_\_\_\_\_ DATE



**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.



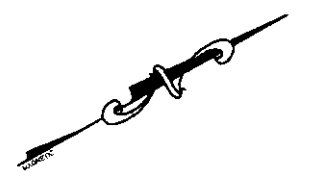
**SAFETY REQUIREMENTS DURING CONSTRUCTION:**

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  
SUSEQUENT 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

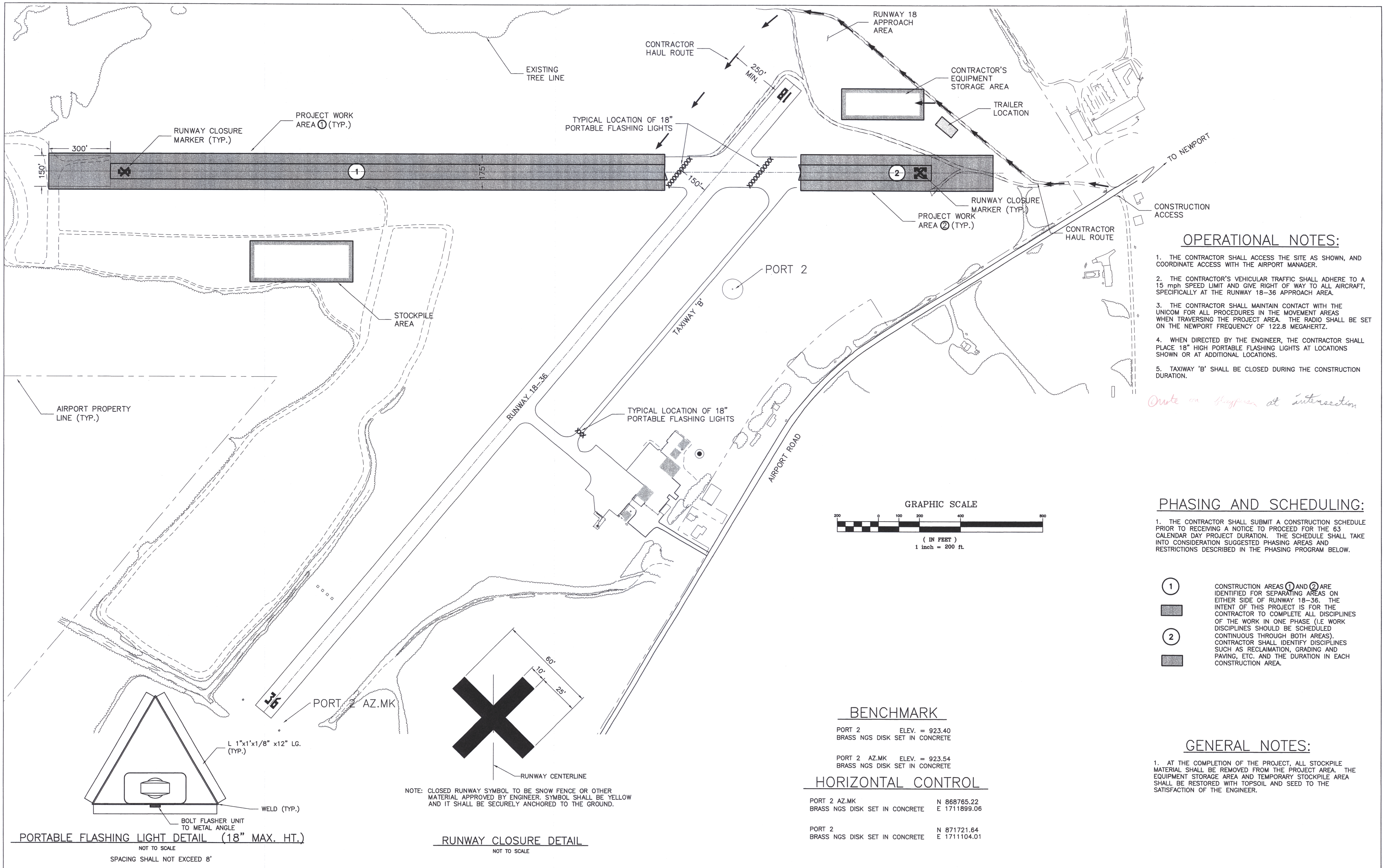
**DRAFT**



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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		Drawing No.
<b>GENERAL PLAN</b>		<b>GP-1</b>
SCALE: AS SHOWN	DATE: 9-1-00	SHEET 2 OF 19



**OPERATIONAL NOTES:**

1. THE CONTRACTOR SHALL ACCESS THE SITE AS SHOWN, AND 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, SPECIFICALLY AT THE RUNWAY 18-36 APPROACH AREA.
3. THE CONTRACTOR SHALL MAINTAIN CONTACT WITH THE UNICOM FOR ALL PROCEDURES IN THE MOVEMENT AREAS WHEN TRAVERSING THE PROJECT AREA. THE RADIO SHALL BE SET ON THE NEWPORT FREQUENCY OF 122.8 MEGAHERTZ.
4. WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL PLACE 18" HIGH PORTABLE FLASHING LIGHTS AT LOCATIONS SHOWN OR AT ADDITIONAL LOCATIONS.
5. TAXIWAY 'B' SHALL BE CLOSED DURING THE CONSTRUCTION DURATION.

*Note on signpost at intersection*

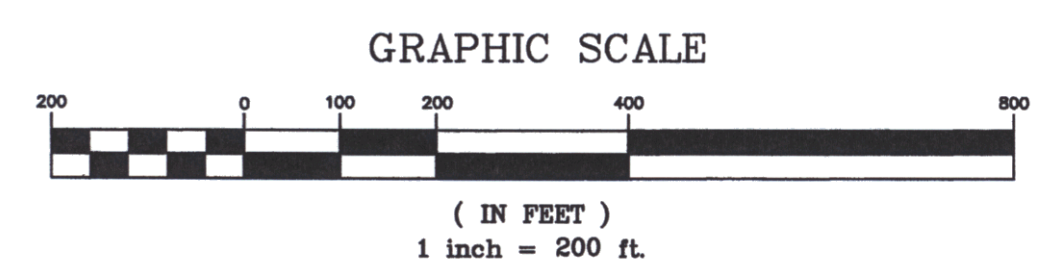
**PHASING AND SCHEDULING:**

1. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE PRIOR TO RECEIVING A NOTICE TO PROCEED FOR THE 63 CALENDAR DAY PROJECT DURATION. THE SCHEDULE SHALL TAKE INTO CONSIDERATION SUGGESTED PHASING AREAS AND RESTRICTIONS DESCRIBED IN THE PHASING PROGRAM BELOW.

- ① CONSTRUCTION AREAS ① AND ② ARE IDENTIFIED FOR SEPARATING AREAS ON EITHER SIDE OF RUNWAY 18-36. THE INTENT OF THIS PROJECT IS FOR THE CONTRACTOR TO COMPLETE ALL DISCIPLINES OF THE WORK IN ONE PHASE (I.E. WORK DISCIPLINES SHOULD BE SCHEDULED CONTINUOUS THROUGH BOTH AREAS). CONTRACTOR SHALL IDENTIFY DISCIPLINES SUCH AS RECLAMATION, GRADING AND PAVING, ETC. AND THE DURATION IN EACH CONSTRUCTION AREA.
- ②

**GENERAL NOTES:**

1. 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 WITH TOPSOIL AND SEED TO THE SATISFACTION OF THE ENGINEER.



**BENCHMARK**

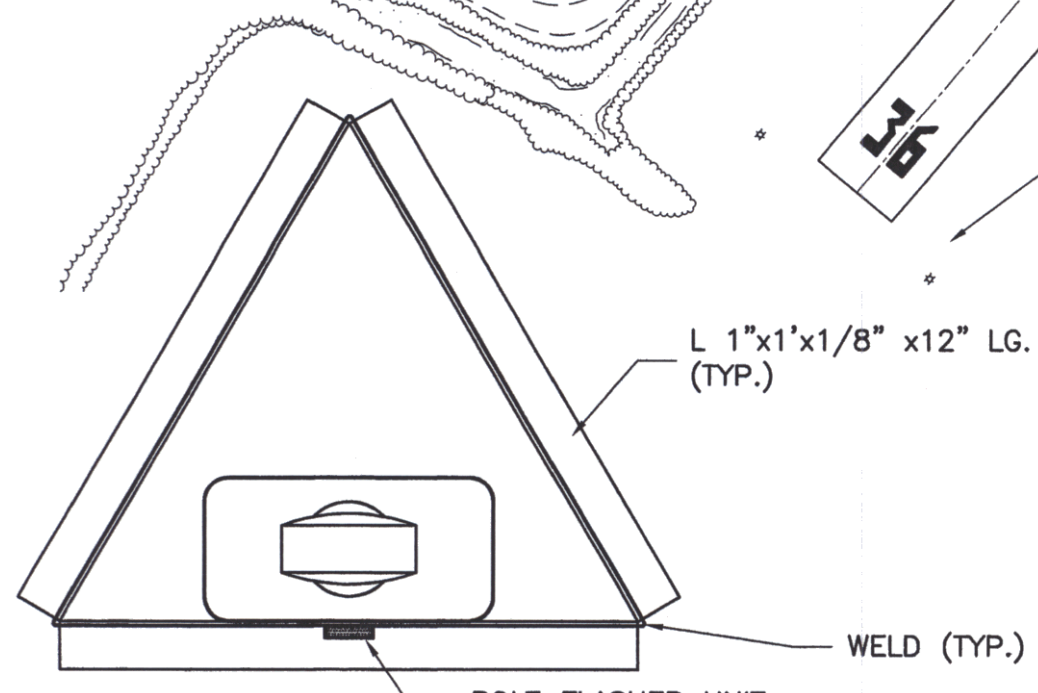
PORT 2 ELEV. = 923.40  
BRASS NGS DISK SET IN CONCRETE

PORT 2 AZ.MK ELEV. = 923.54  
BRASS NGS DISK SET IN CONCRETE

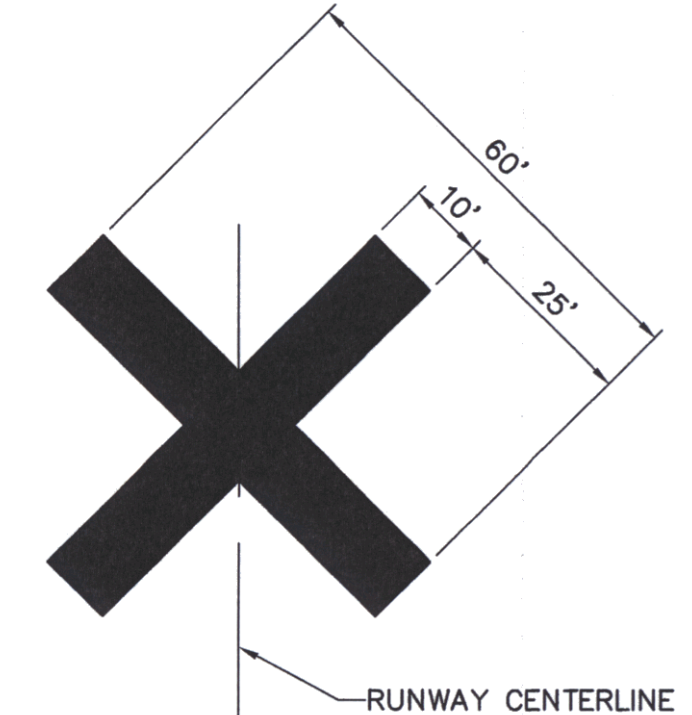
**HORIZONTAL CONTROL**

PORT 2 AZ.MK N 868765.22  
BRASS NGS DISK SET IN CONCRETE E 1711899.06

PORT 2 N 871721.64  
BRASS NGS DISK SET IN CONCRETE E 1711104.01



**PORTABLE FLASHING LIGHT DETAIL (18" MAX. HT.)**  
NOT TO SCALE  
SPACING SHALL NOT EXCEED 8'



NOTE: CLOSED RUNWAY SYMBOL TO BE SNOW FENCE OR OTHER MATERIAL APPROVED BY ENGINEER. SYMBOL SHALL BE YELLOW AND IT SHALL BE SECURELY ANCHORED TO THE GROUND.

**RUNWAY CLOSURE DETAIL**  
NOT TO SCALE

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

Designed By:	Date:
LJG	
Drawn By:	Date:
MCG	
Checked By:	Date:
LJG	

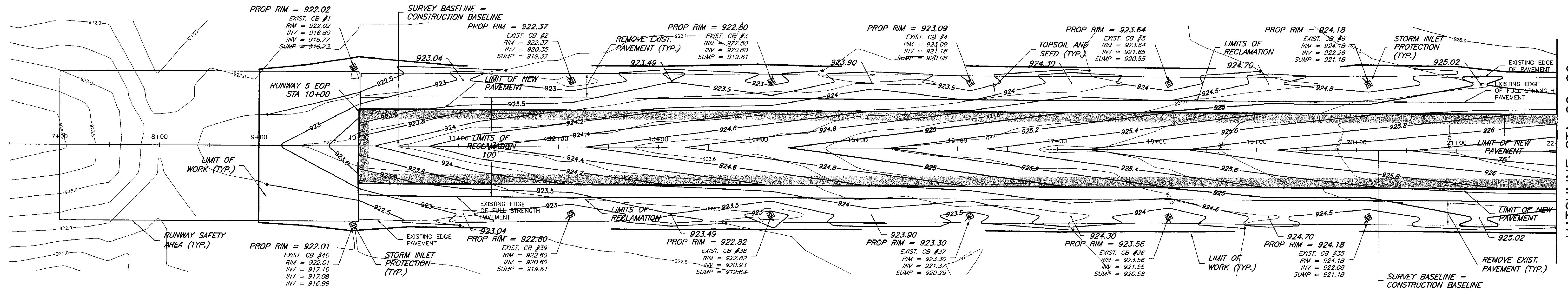
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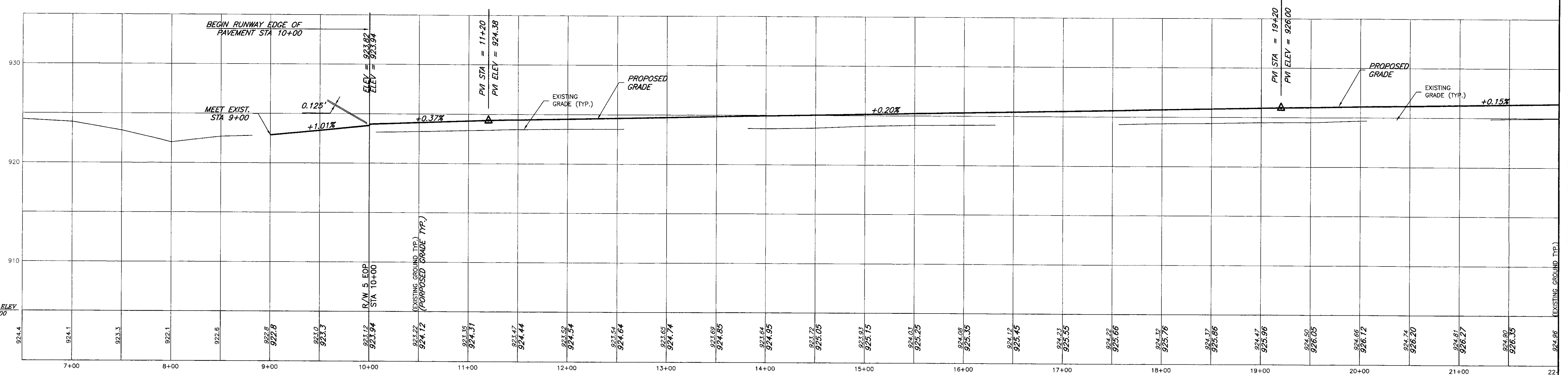
**CHA CLOUGH, HARBOUR & ASSOCIATES LLP**  
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CHA Project No. 9375.54

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

NEWPORT STATE AIRPORT, VT RECONSTRUCT RUNWAY 5-23		Drawing No. <b>PH-1</b>
<b>PHASING AND TRAFFIC PROTECTION</b>		SHEET <b>3</b> OF <b>19</b>
SCALE: AS SHOWN	DATE: 9-1-00	



PLAN RUNWAY 5-23

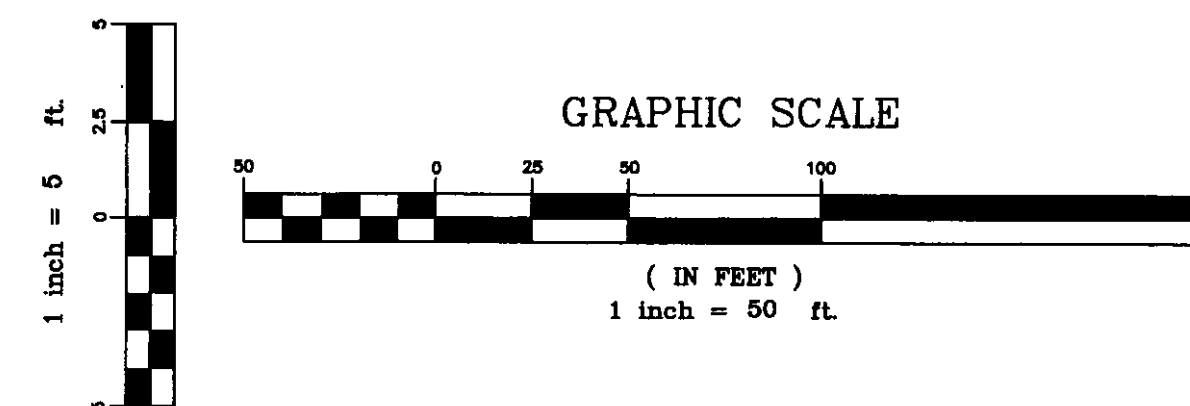


PROFILE RUNWAY 5-23

LEGEND: SHEETS 4-6

- PROPOSED EDGE OF PAVEMENT
- LIMITS OF RECLAMATION
- HAYBALE SILTATION CONTROL
- SILT FENCE
- 923 PROPOSED MINOR CONTOUR
- 925 PROPOSED MAJOR CONTOUR
- LIMIT OF GRADING
- 924.50 SPOT GRADE
- EXISTING EDGE OF PAVED SHOULDER
- EXISTING CATCH BASIN
- 923 EXISTING MINOR CONTOUR
- 925 EXISTING MAJOR CONTOUR
- EXISTING DIRT ROAD

PROP RIM = 925.63 MAINTAIN EXISTING RIM ELEVATION  
 ADJ RIM = 925.63 ADJUST CATCH BASIN



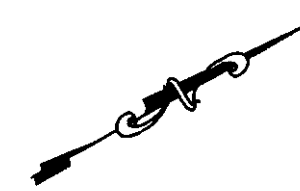
NOTES: PLAN AND PROFILE SHEETS 4-6

1. FOR TYPICAL SECTIONS AND CONSTRUCTION DETAILS SEE SHEETS 8 AND 9.
2. FOR BENCHMARK DATA SEE GENERAL AND PHASING PLANS, SHEETS 2 AND 3.
3. AFTER THE INSTALLATION OF BITUMINOUS CONCRETE, CONTRACTOR SHALL REESTABLISH PK NAILS AT BEGINNING AND END OF THE RUNWAY CENTERLINE. CONTRACTOR SHALL MAKE ALL NECESSARY TIES TO ENSURE PK NAIL IS PLACED AT ORIGINAL LOCATION.
4. THE LOCATION OF EXISTING UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY ALL UTILITIES AND INVERTS IN THE FIELD.
5. HAY BALES SHALL BE PROPERLY INSTALLED AT ALL CATCH BASINS AND AS SHOWN ON THE PLANS, PRIOR TO CONSTRUCTION. HAY BALES SHALL BE REMOVED AFTER VEGETATION IS ESTABLISHED.

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



**CHA** CLOUGH, HARBOUR & ASSOCIATES LLP  
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 KEENE, NH 03431 FAX. (603) 357-8770  
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VERMONT AGENCY OF TRANSPORTATION  
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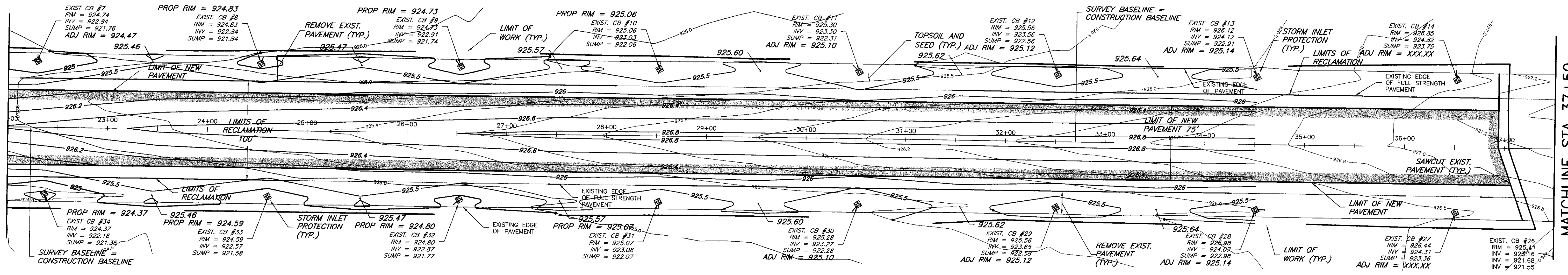
NEWPORT STATE AIRPORT, VT RECONSTRUCT RUNWAY 5-23	Drawing No.
PLAN AND PROFILE (STA 6+50 TO 22+00)	PP-1
SCALE: H 1"=50' ; V 1"=5'	DATE: 9-1-00
SHEET 4 OF 19	

MATCHLINE STA 22+00  
SEE SHEET No. 5

MATCHLINE STA 22+00  
SEE SHEET No. 5

MATCHLINE STA 22+00  
SEE SHEET NO. 4

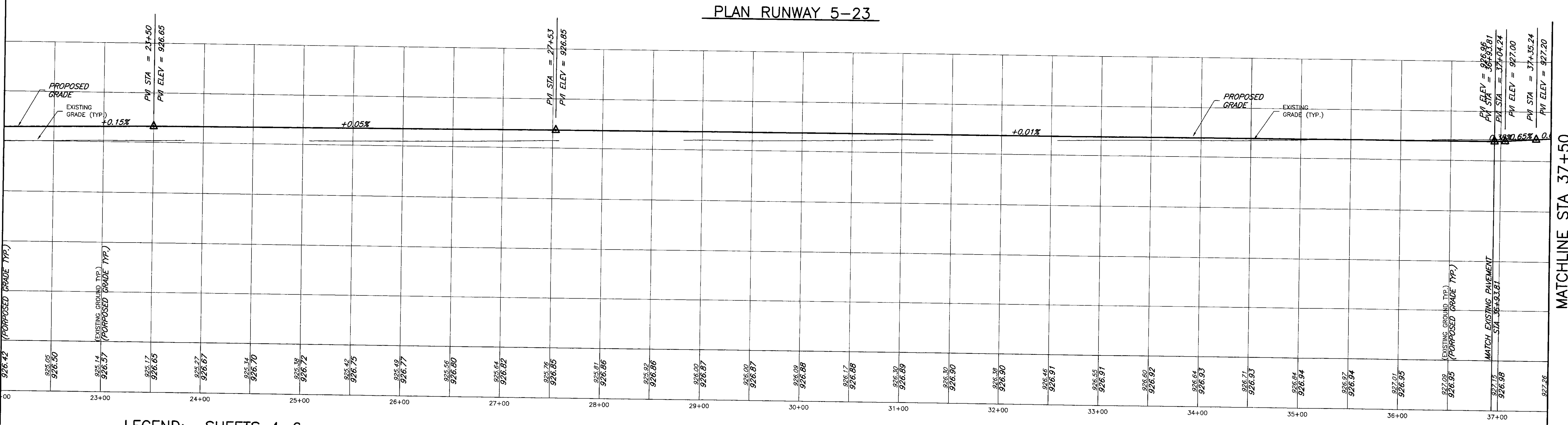
MATCHLINE STA 37+50  
SEE SHEET NO. 6



PLAN RUNWAY 5-23

MATCHLINE STA 22+00  
SEE SHEET NO. 4

MATCHLINE STA 37+50  
SEE SHEET NO. 6

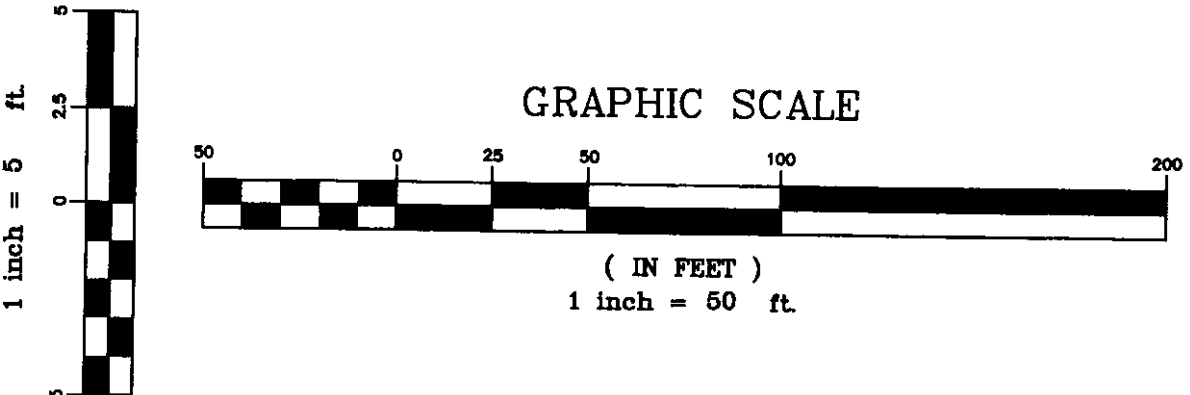


PROFILE RUNWAY 5-23

LEGEND: SHEETS 4-6

- PROPOSED EDGE OF PAVEMENT
- LIMITS OF RECLAMATION
- HAYBALE SILTATION CONTROL
- SILT FENCE
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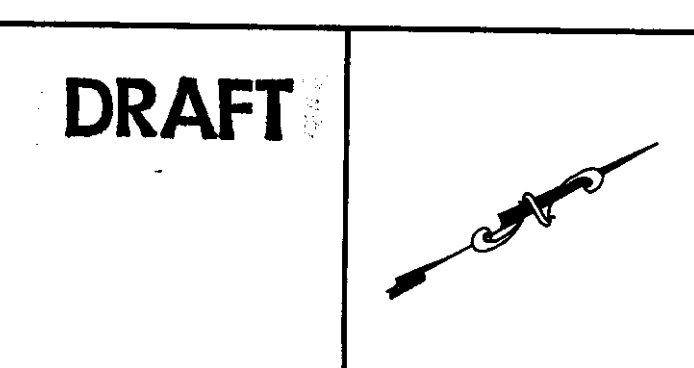
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2. FOR BENCHMARK DATA SEE GENERAL AND PHASING PLANS, SHEETS 2 AND 3.
3. AFTER THE INSTALLATION OF BITUMINOUS CONCRETE, CONTRACTOR SHALL REESTABLISH PK NAILS AT BEGINNING AND END OF THE RUNWAY CENTERLINE. CONTRACTOR SHALL MAKE ALL NECESSARY TIES TO ENSURE PK NAIL IS PLACED AT ORIGINAL LOCATION.
4. THE LOCATION OF EXISTING UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY ALL UTILITIES AND INVERTS IN THE FIELD.
5. HAY BALES SHALL BE PROPERLY INSTALLED AT ALL CATCH BASINS AND AS SHOWN ON THE PLANS, PRIOR TO CONSTRUCTION. HAY BALES SHALL BE REMOVED AFTER VEGETATION IS ESTABLISHED.

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

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CHA Project No. 9375.54

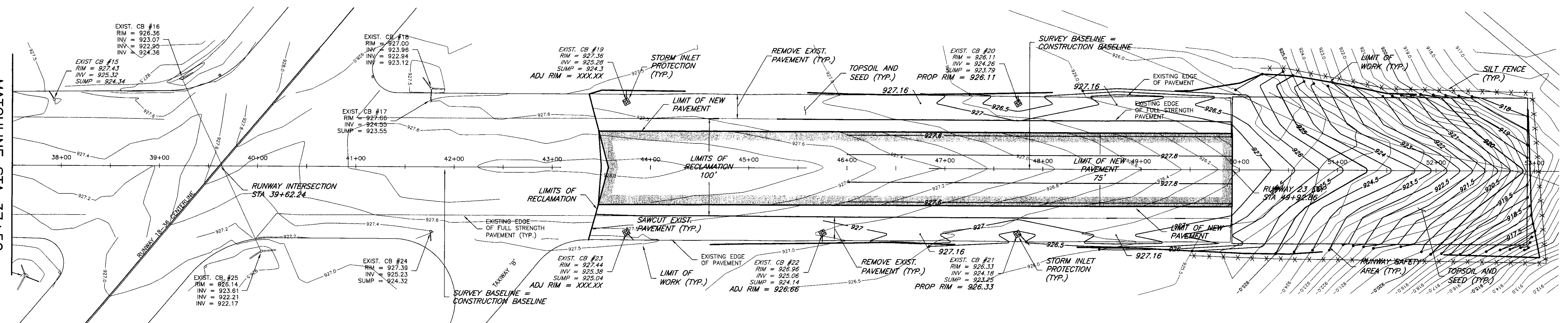
VERMONT AGENCY OF TRANSPORTATION  
DIVISION OF RAIL AND AVIATION  
133 STATE STREET MONTPELIER, VT

NEWPORT STATE AIRPORT, VT  
RECONSTRUCT RUNWAY 5-23  
PLAN AND PROFILE (STA 22+00 TO 37+50)

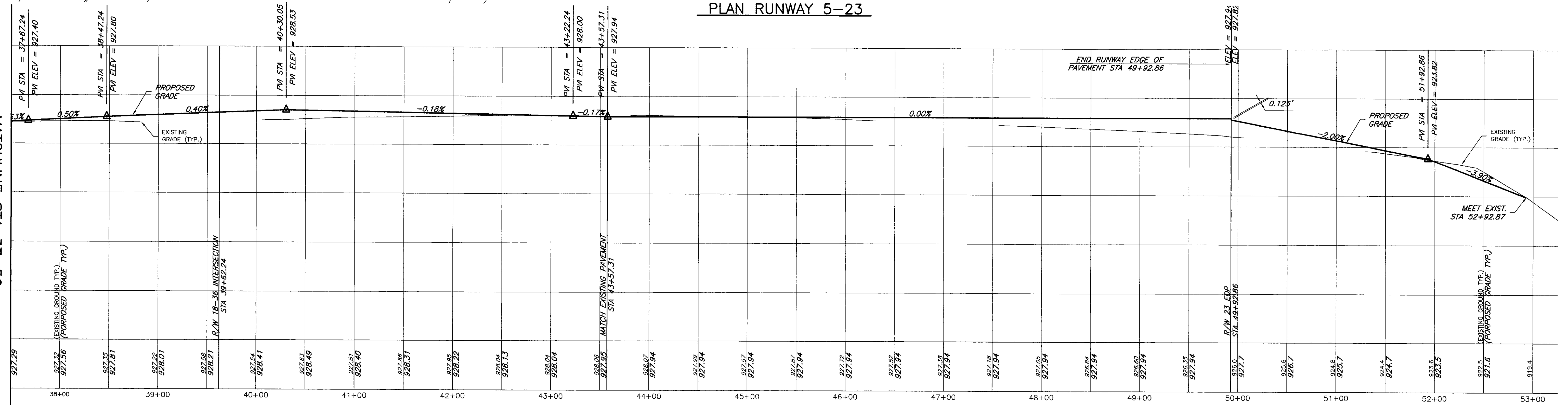
Drawing No.  
**PP-2**

MATCHLINE STA 37+50  
SEE SHEET NO. 5

MATCHLINE STA 37+50  
SEE SHEET NO. 5



PLAN RUNWAY 5-23

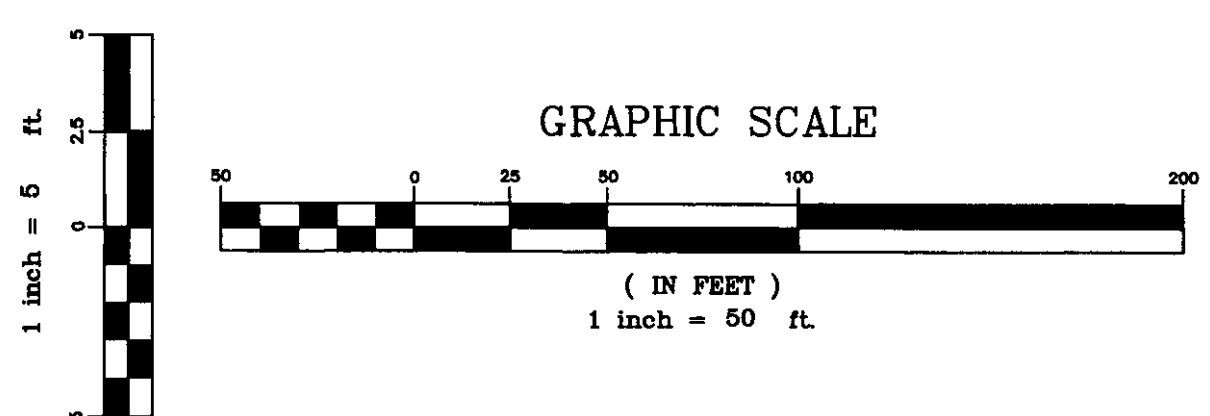


PROFILE RUNWAY 5-23

LEGEND: SHEETS 4-6

- PROPOSED EDGE OF PAVEMENT
- LIMITS OF RECLAMATION
- HAYBALE SILTATION CONTROL
- SILT FENCE
- PROPOSED MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- LIMIT OF GRADING
- SPOT GRADE
- EXISTING EDGE OF PAVED SHOULDER
- EXISTING CATCH BASIN
- EXISTING MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING DIRT ROAD

PROP RIM = 925.63 MAINTAIN EXISTING RIM ELEVATION  
ADJ RIM = 925.63 ADJUST CATCH BASIN



NOTES: PLAN AND PROFILE SHEETS 4-6

1. FOR TYPICAL SECTIONS AND CONSTRUCTION DETAILS SEE SHEETS 8 AND 9.
2. FOR BENCHMARK DATA SEE GENERAL AND PHASING PLANS, SHEETS 2 AND 3.
3. AFTER THE INSTALLATION OF BITUMINOUS CONCRETE, CONTRACTOR SHALL REESTABLISH PK NAILS AT BEGINNING AND END OF THE RUNWAY CENTERLINE. CONTRACTOR SHALL MAKE ALL NECESSARY TIES TO ENSURE PK NAIL IS PLACED AT ORIGINAL LOCATION.
4. THE LOCATION OF EXISTING UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY ALL UTILITIES AND INVERTS IN THE FIELD.
5. HAY BALES SHALL BE PROPERLY INSTALLED AT ALL CATCH BASINS AND AS SHOWN ON THE PLANS, PRIOR TO CONSTRUCTION. HAY BALES SHALL BE REMOVED AFTER VEGETATION IS ESTABLISHED.

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

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

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RECONSTRUCT RUNWAY 5-23

PLAN AND PROFILE (STA 37+50 TO 53+00)

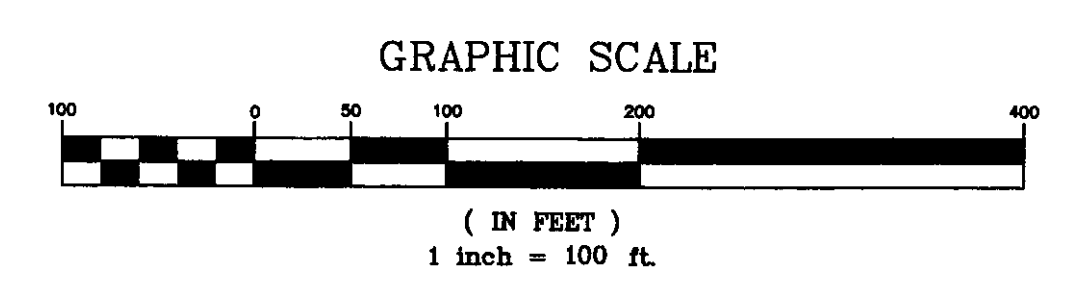
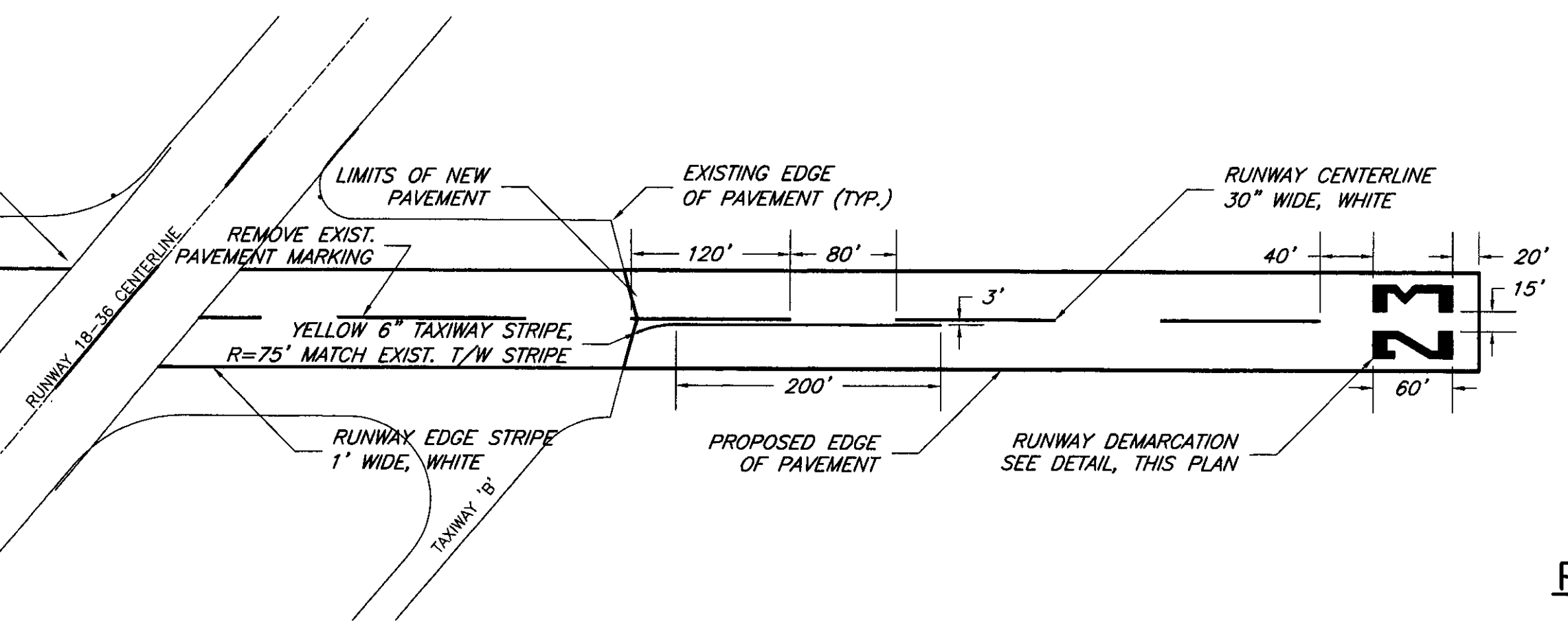
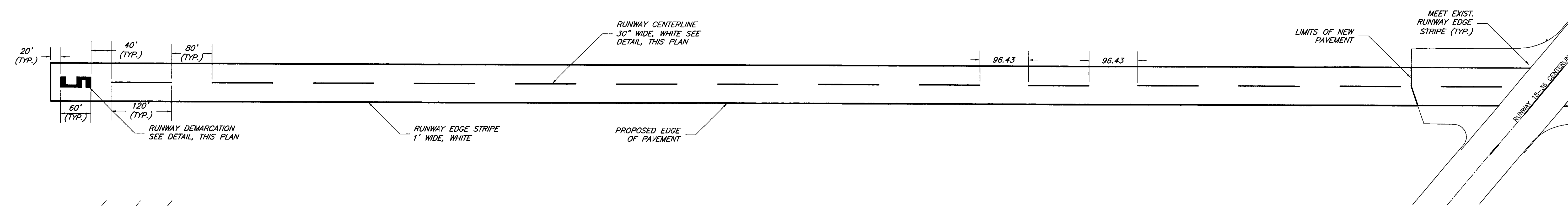
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DATE: 9-1-00

Drawing No.  
PP-3

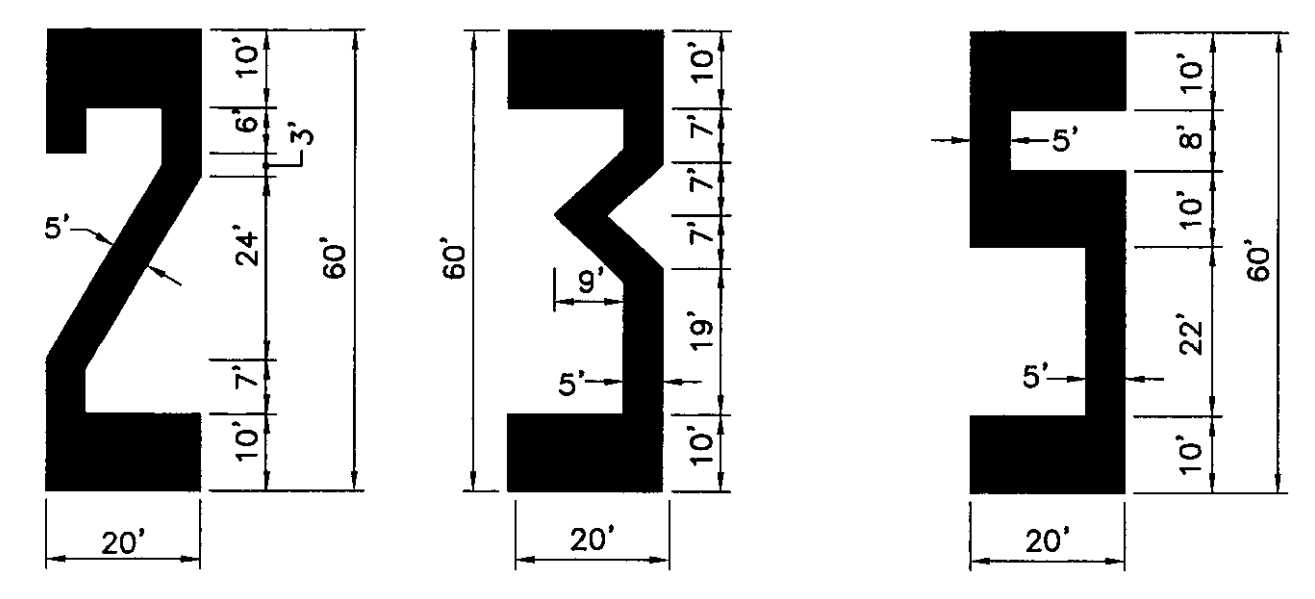
SHEET 6 OF 19

FOR CONTINUATION SEE BELOW

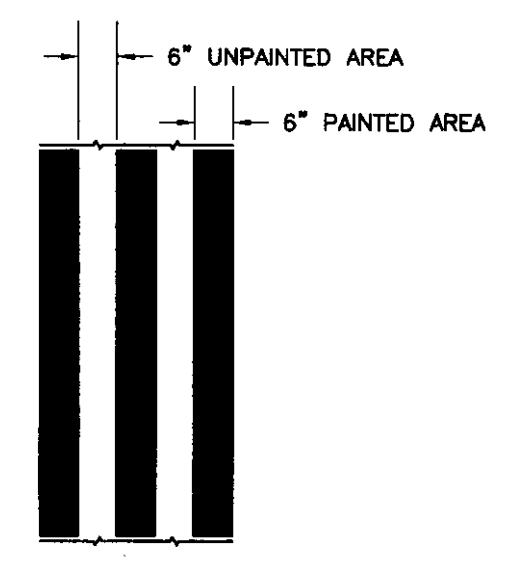
FOR CONTINUATION SEE ABOVE



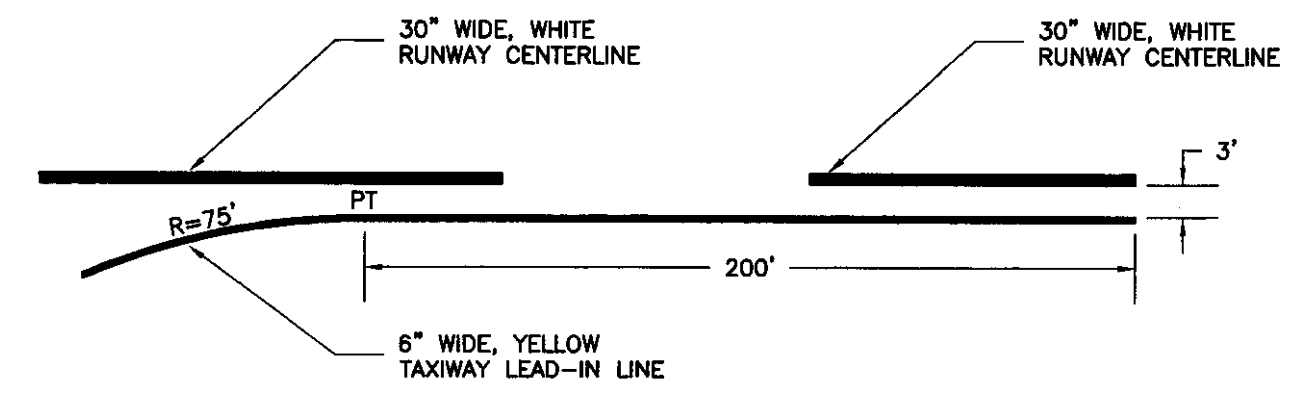
PLAN RUNWAY 5-23



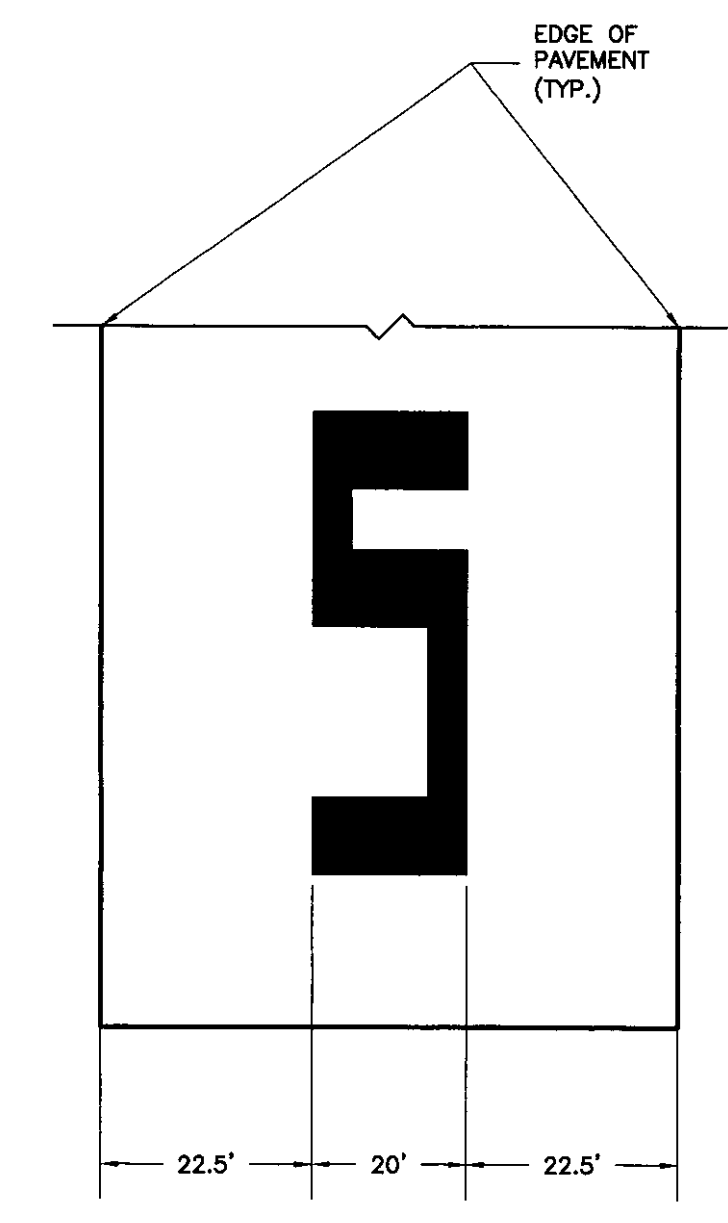
RUNWAY NUMERAL DETAIL  
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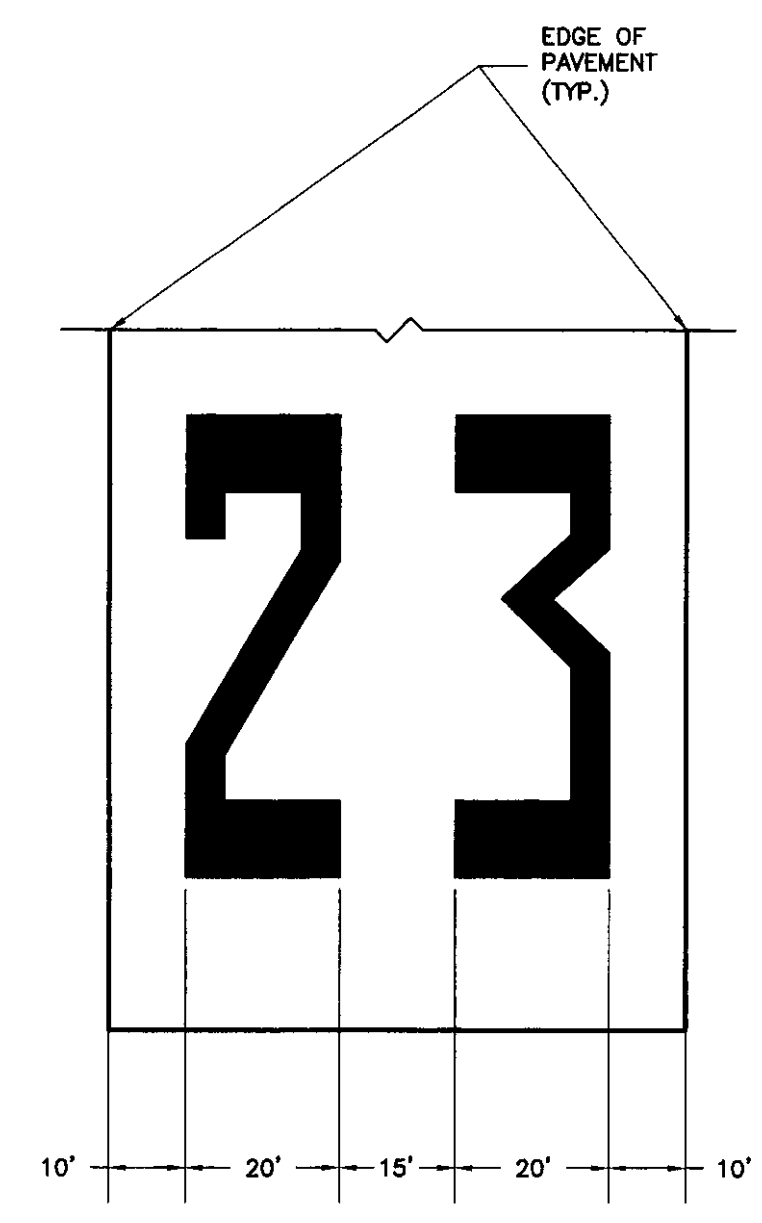
STRIATED PAINT DETAIL  
NOT TO SCALE



TAXIWAY LEAD-IN DETAIL  
NOT TO SCALE



RUNWAY 5 END DETAIL  
NOT TO SCALE



RUNWAY 23 END DETAIL  
NOT TO SCALE

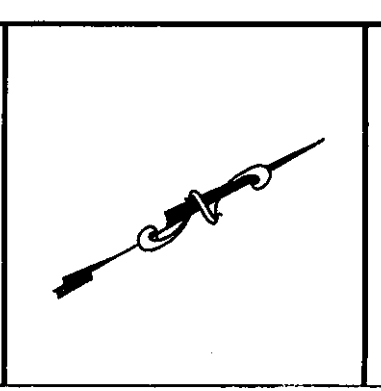
MARKING NOTES:

1. THIS MARKING PLAN DESIGN IDENTIFIES A RUNWAY WITHOUT A DISPLACED THRESHOLD. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE VERMONT AGENCY OF TRANSPORTATION, DIVISION OF RAIL AND AVIATION INTENDS TO PROVIDE SURVEY ANALYSIS TO CERTIFY AND JUSTIFY THAT ALL OBSTRUCTIONS AT THE RUNWAY 5 AND 23 APPROACHES ARE CLEAR, WHICH CORRESPONDS TO THIS MARKING DESIGN. IF THIS SURVEY FINDS OBSTRUCTIONS TO THE RUNWAY APPROACHES IN PRIVATE PROPERTY, MODIFICATIONS TO THE MARKING PLAN WILL BE PROVIDED TO CONTRACTOR, PRIOR TO LAYOUT.
2. ALL RUNWAY MARKINGS SHALL BE WHITE.
3. ALL TAXIWAY MARKINGS SHALL BE YELLOW.
4. RUNWAY CENTERLINE STRIPES WERE ADJUSTED AT THE RUNWAY MIDPOINT, TO ACCOMMODATE THE RUNWAY LENGTH.
5. RUNWAY CENTERLINE MARKINGS SHALL BE STRIATED. SEE DETAIL, THIS PLAN.
6. RUNWAY EDGE STRIPING SHALL BE SOLID.
7. TAXIWAY CENTERLINE STRIPING SHALL BE SOLID.
8. CONTRACTOR SHALL BLACKOUT PAVEMENT MARKINGS LABELED AS "TO BE REMOVED" WITH BLACK PAINT.

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

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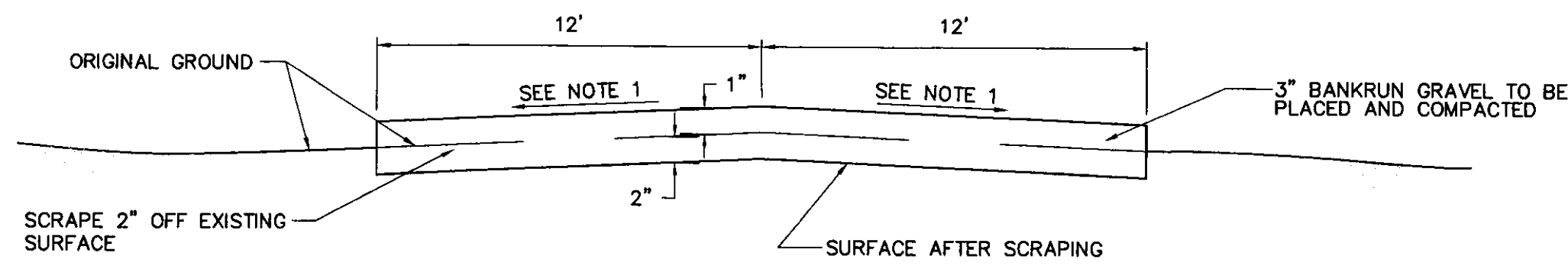
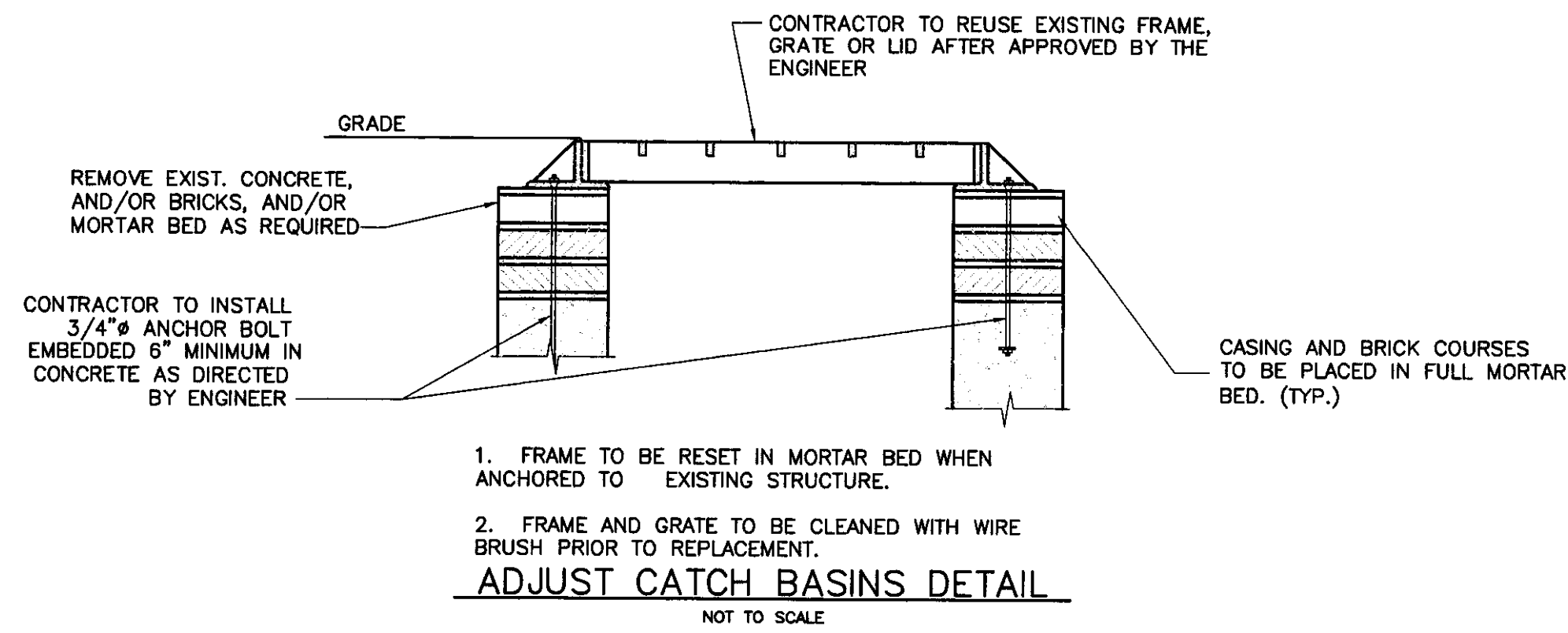


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VERMONT AGENCY OF TRANSPORTATION  
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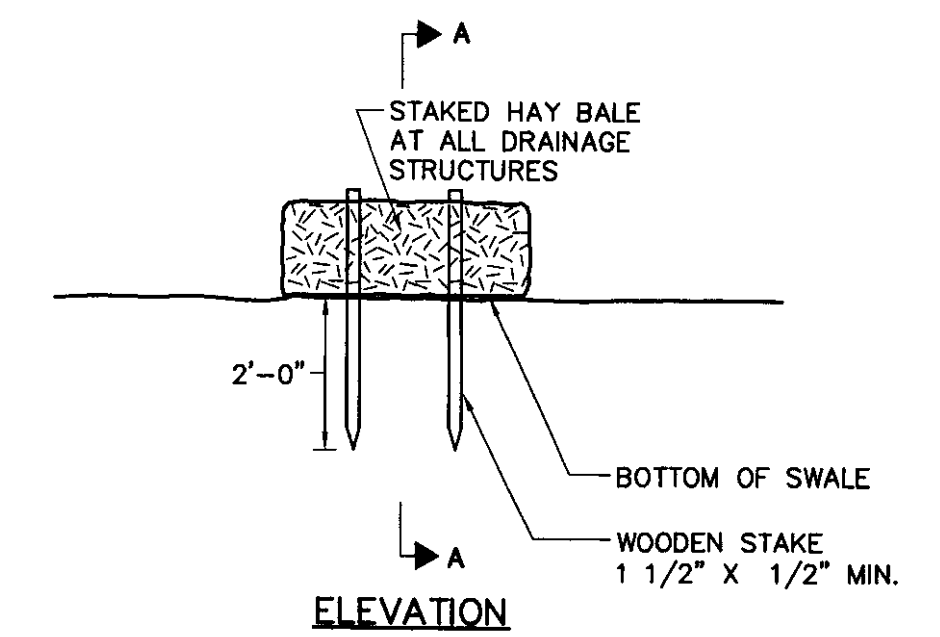
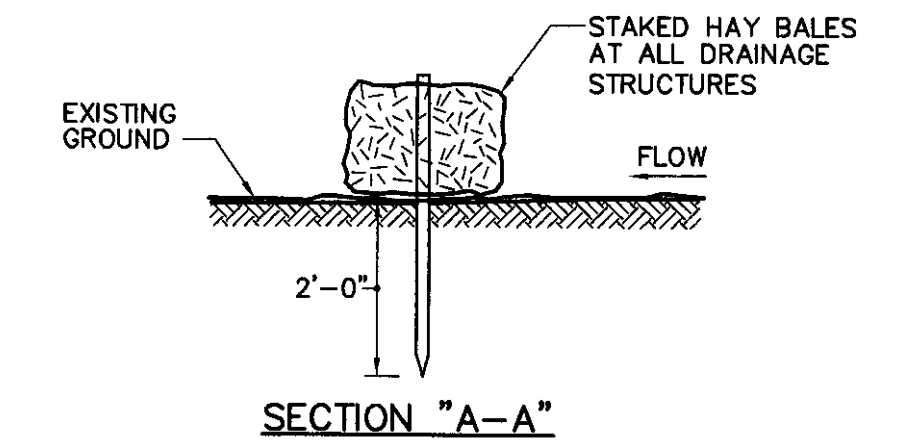
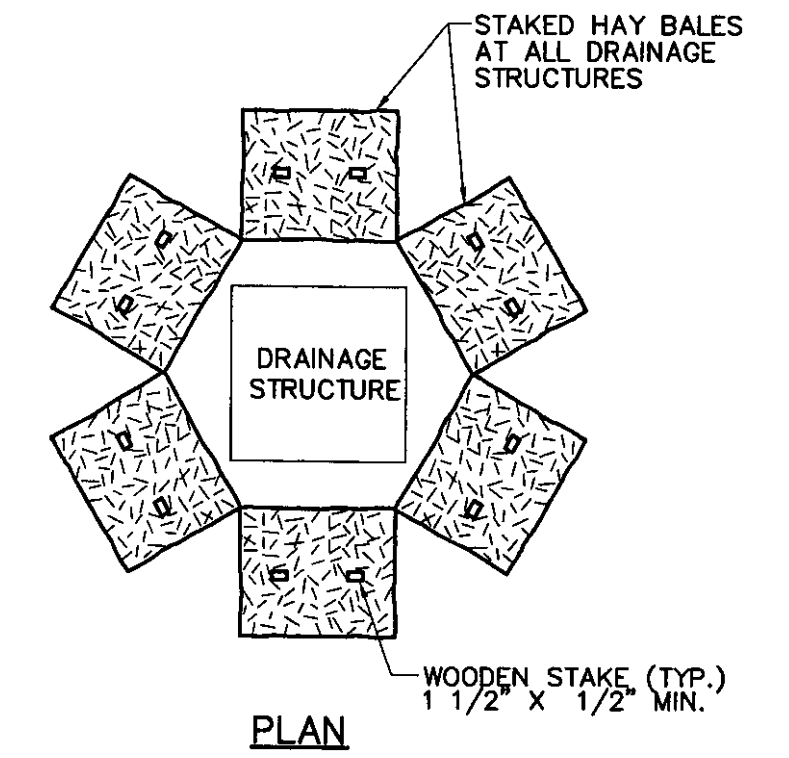
NEWPORT STATE AIRPORT, VT  
RECONSTRUCT RUNWAY 5-23  
MARKING PLAN AND DETAILS  
SCALE: AS SHOWN DATE: 9-1-00

Drawing No. MP-1  
SHEET 7 OF 19

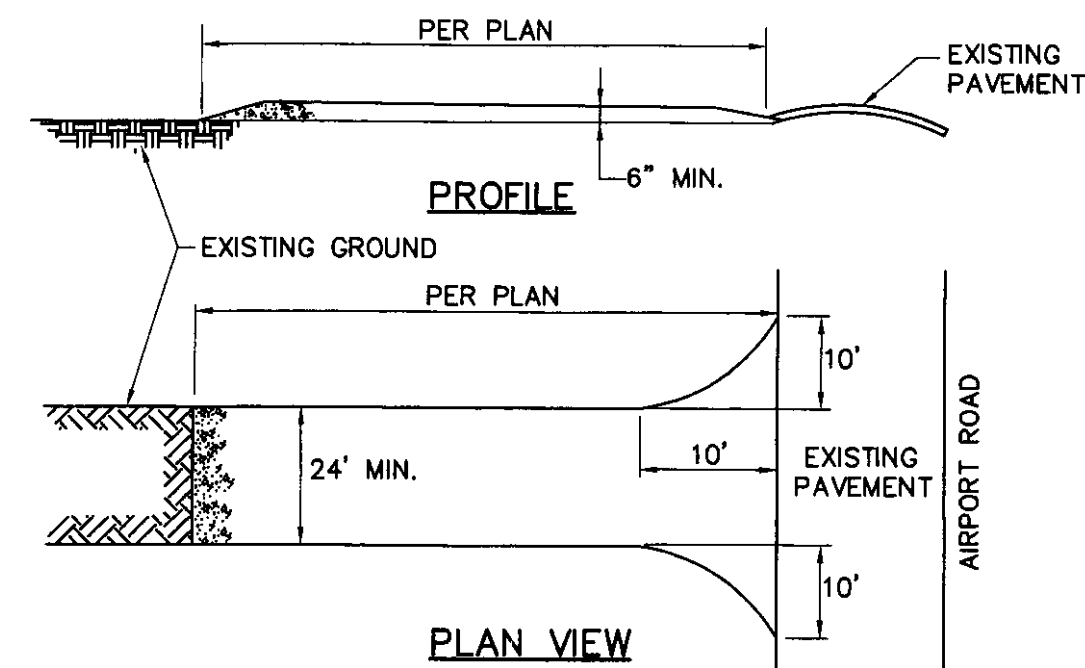


- NOTES:**
1. HAUL ROUTE CROSS SLOPE VARIES AS ORDERED BY RESIDENT ENGINEER.
  2. EXACT LOCATION OF THE HAUL ROUTE TO BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.
  3. HAUL ROUTE TO REMAIN IN PLACE AT THE COMPLETION OF WORK.
  4. CONTRACTOR TO INSTALL CULVERTS AS NECESSARY.

**TYPICAL HAUL ROUTE SECTION**  
NOT TO SCALE

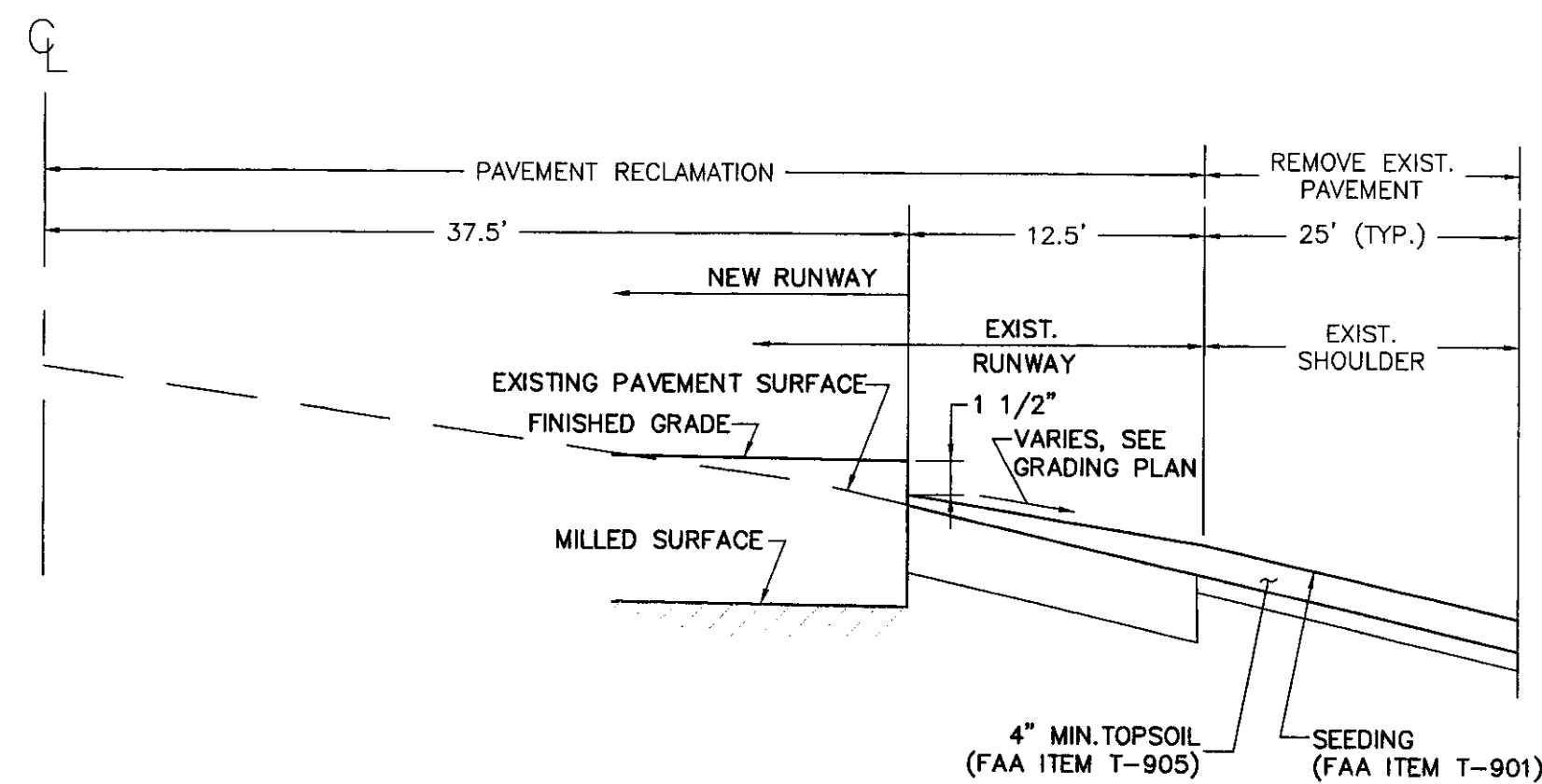


**HAY BALE DETAIL**  
NOT TO SCALE

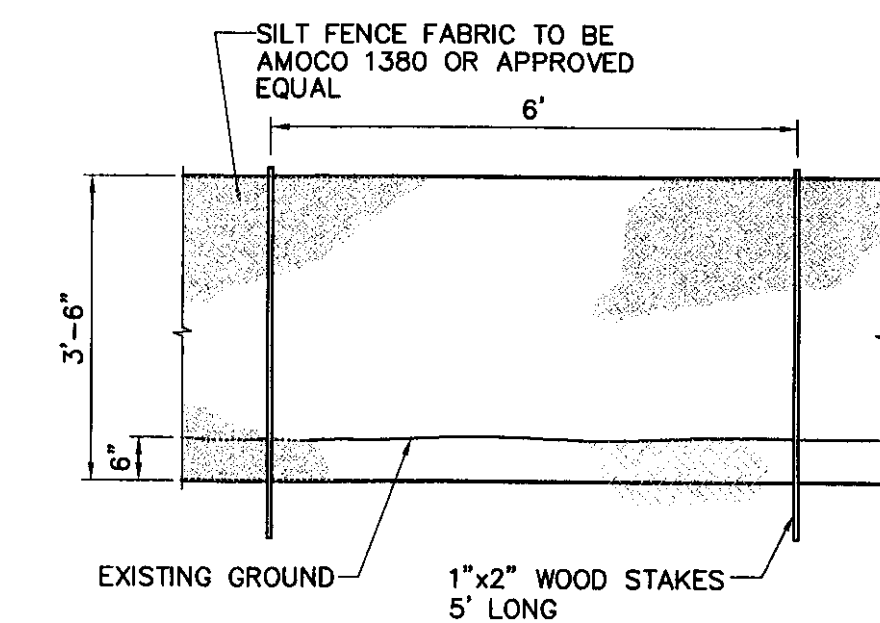


1. STONE SIZE—USE 2" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH—AS REQUIRED, BUT NOT LESS THAN 50'
3. THICKNESS—NOT LESS THAN 6".
4. WIDTH—10' MINIMUM, BUT NO LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
5. MAINTENANCE—THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
6. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.
7. STABILIZED CONSTRUCTION ENTRANCE TO BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION PROJECT.

**STABILIZED CONSTRUCTION ENTRANCE DETAIL**  
NOT TO SCALE



**REMOVE EXISTING PAVED SHOULDER**  
NOT TO SCALE



**SILT FENCE DETAIL**  
NOT TO SCALE

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

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

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NEWPORT STATE AIRPORT, VT  
RECONSTRUCT RUNWAY 5-23

CONSTRUCTION DETAIL SHEET

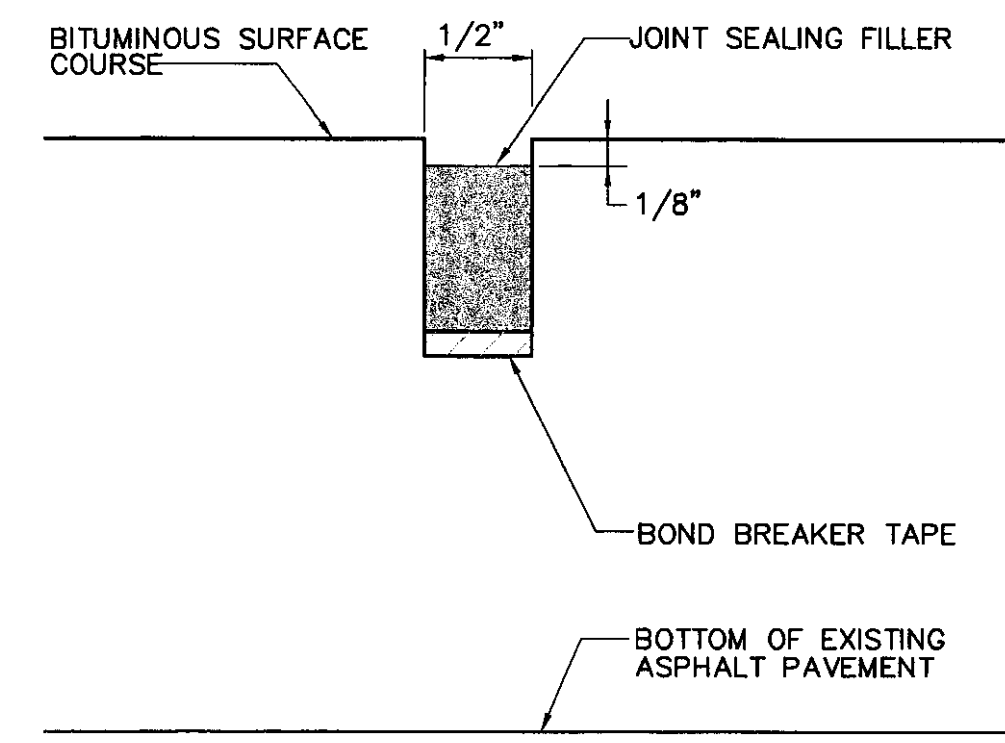
Drawing No.

D-1

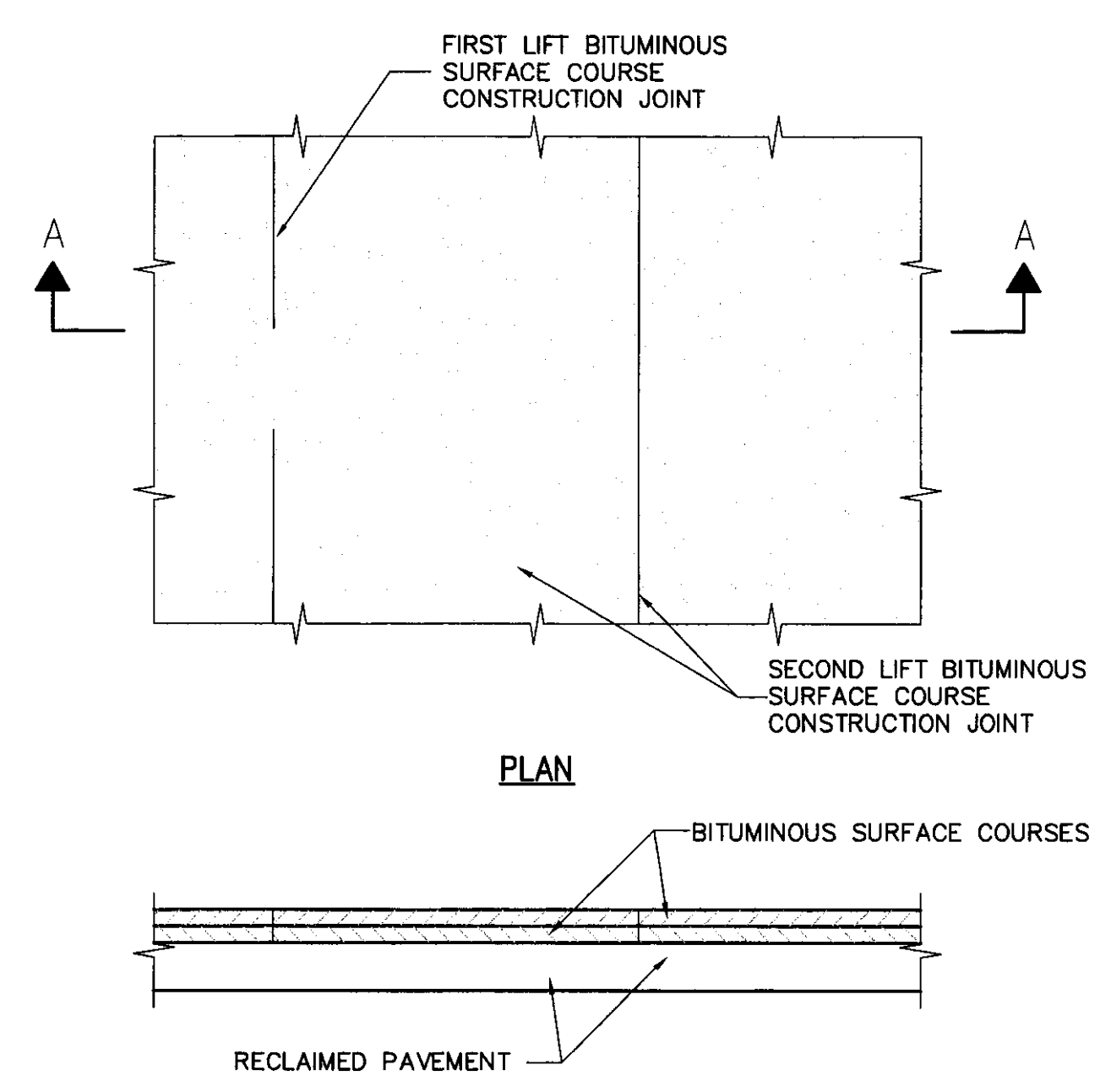
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DATE: 9-1-00

SHEET 8 OF 19



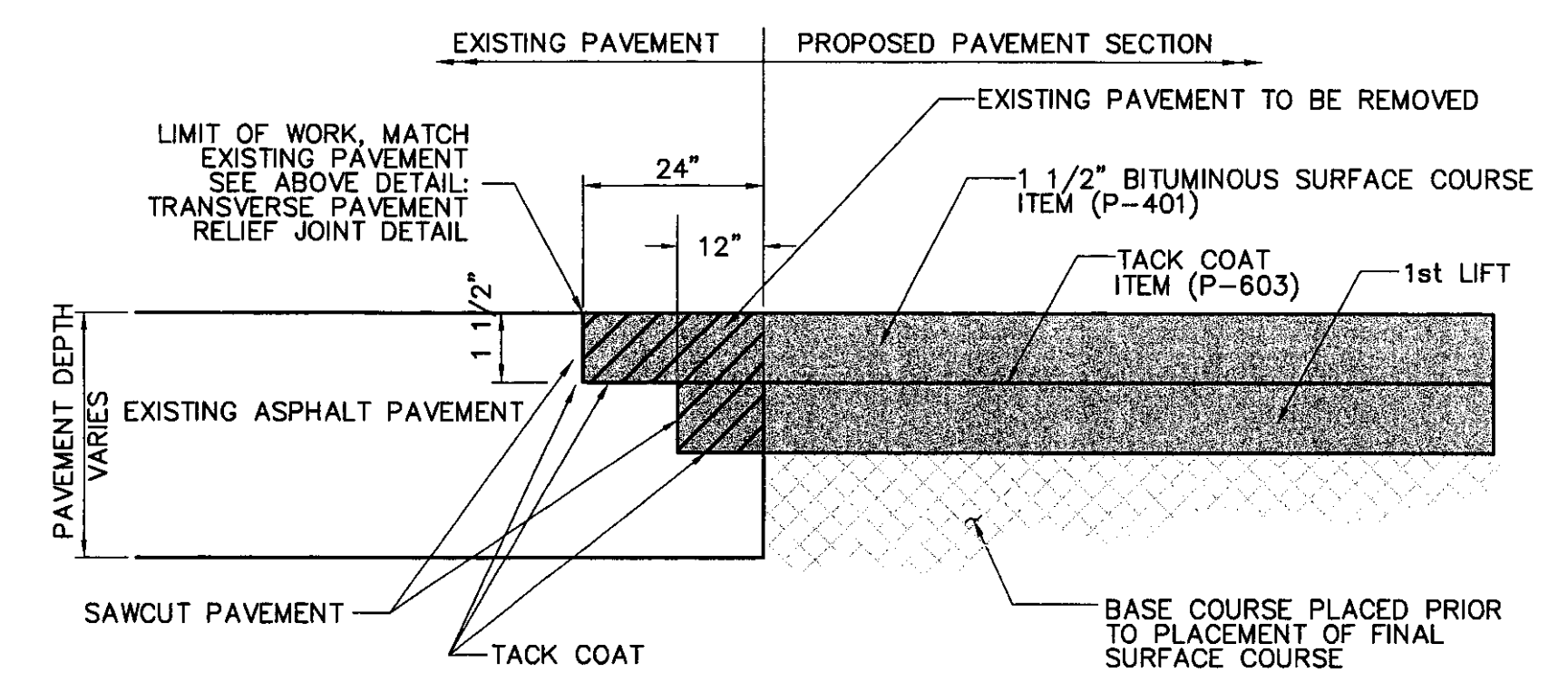
**SECTION**  
**CONSTRUCTION JOINT DETAIL**  
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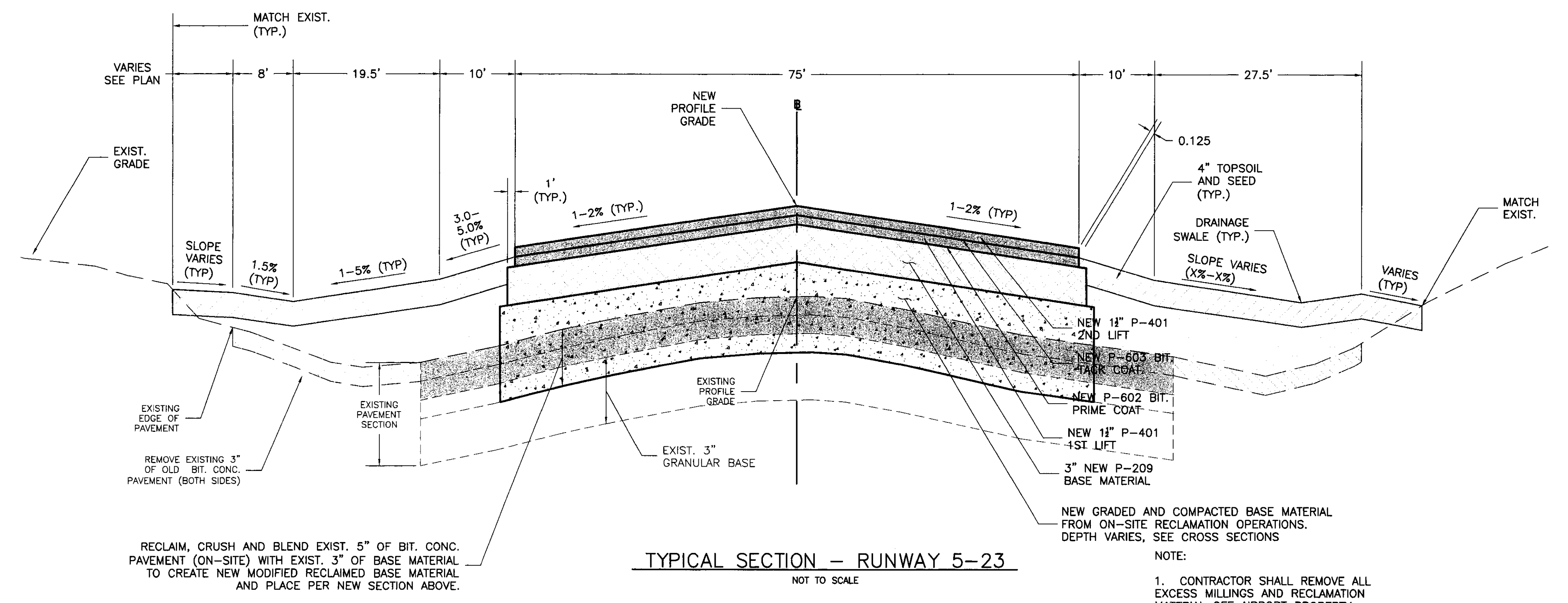
**PLAN**  
**SECTION A-A**

NOTE:  
CONTRACTOR SHALL LOCATE AND MARK ALL CONSTRUCTION JOINTS FOR BOTH LIFTS OF ASPHALT. AFTER THE FINAL LIFT IS ACCEPTED HE SHALL REMARK AND CUT ALL CONSTRUCTION JOINTS FOR BOTH LIFTS.

**ASPHALT PAVING CONSTRUCTION JOINT DETAIL**  
NOT TO SCALE



**PAVEMENT CONNECTION DETAIL**  
NOT TO SCALE



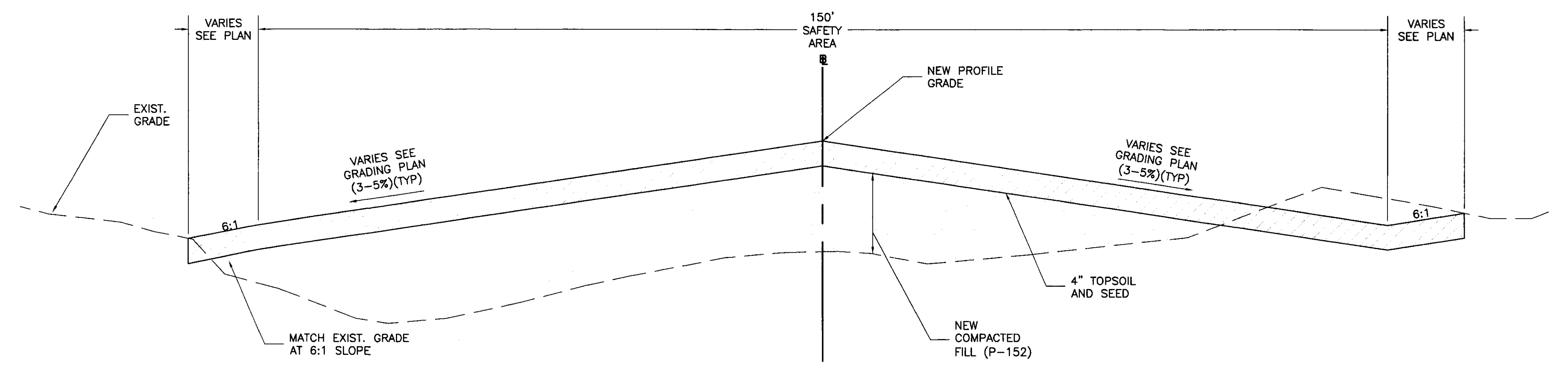
**TYPICAL SECTION - RUNWAY 5-23**  
NOT TO SCALE

RECLAIM, CRUSH AND BLEND EXIST. 5" OF BIT. CONC. PAVEMENT (ON-SITE) WITH EXIST. 3" OF BASE MATERIAL TO CREATE NEW MODIFIED RECLAIMED BASE MATERIAL AND PLACE PER NEW SECTION ABOVE.

EXIST. 3" GRANULAR BASE

NEW GRADED AND COMPACTED BASE MATERIAL FROM ON-SITE RECLAMATION OPERATIONS. DEPTH VARIES, SEE CROSS SECTIONS

NOTE:  
1. CONTRACTOR SHALL REMOVE ALL EXCESS MILLINGS AND RECLAMATION MATERIAL OFF AIRPORT PROPERTY



**TYPICAL SECTION - SAFETY AREAS (5 AND 23 ENDS)**  
NOT TO SCALE

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

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MCG	8-18-00
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MCG	8-18-00
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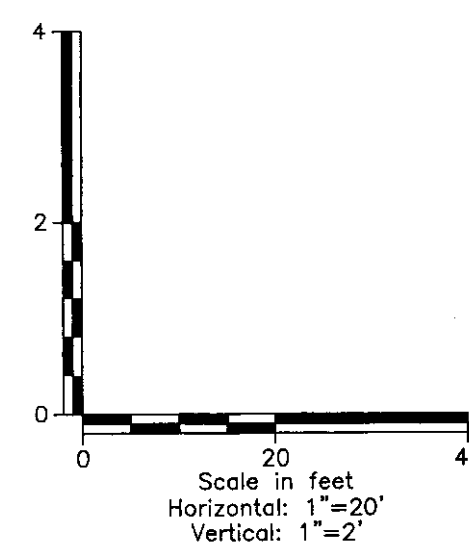
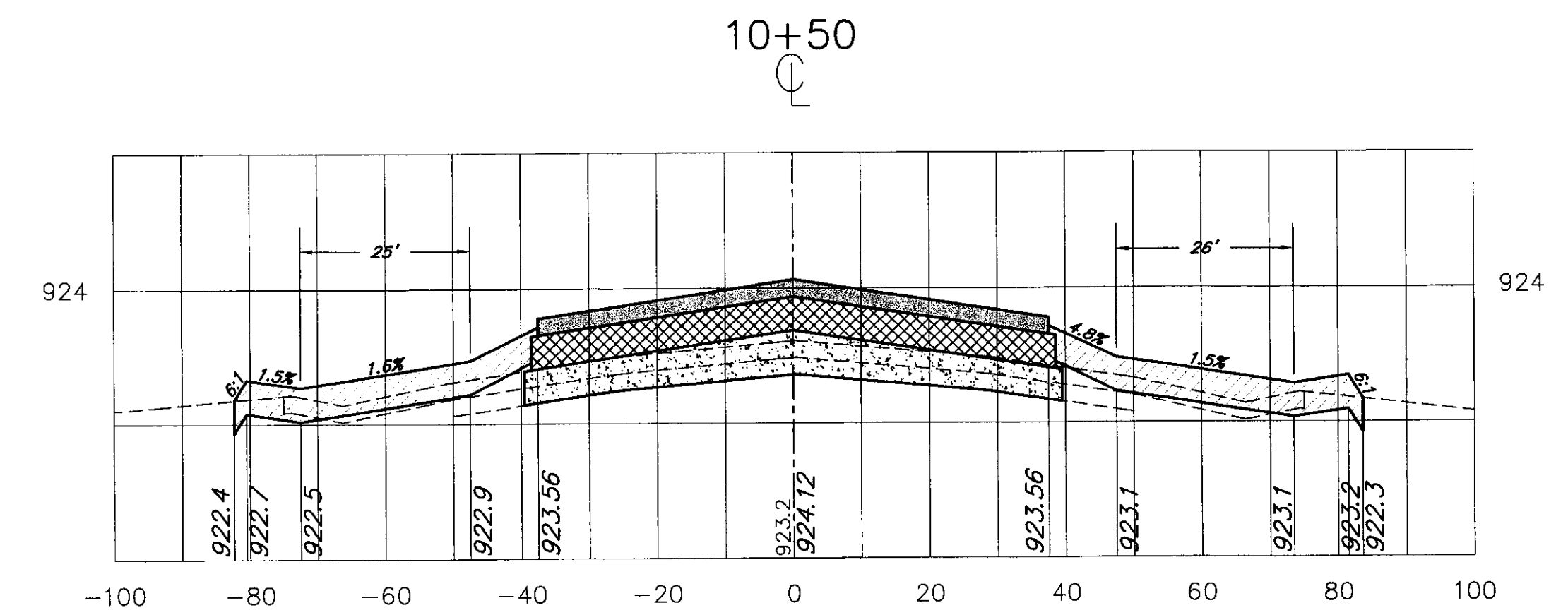
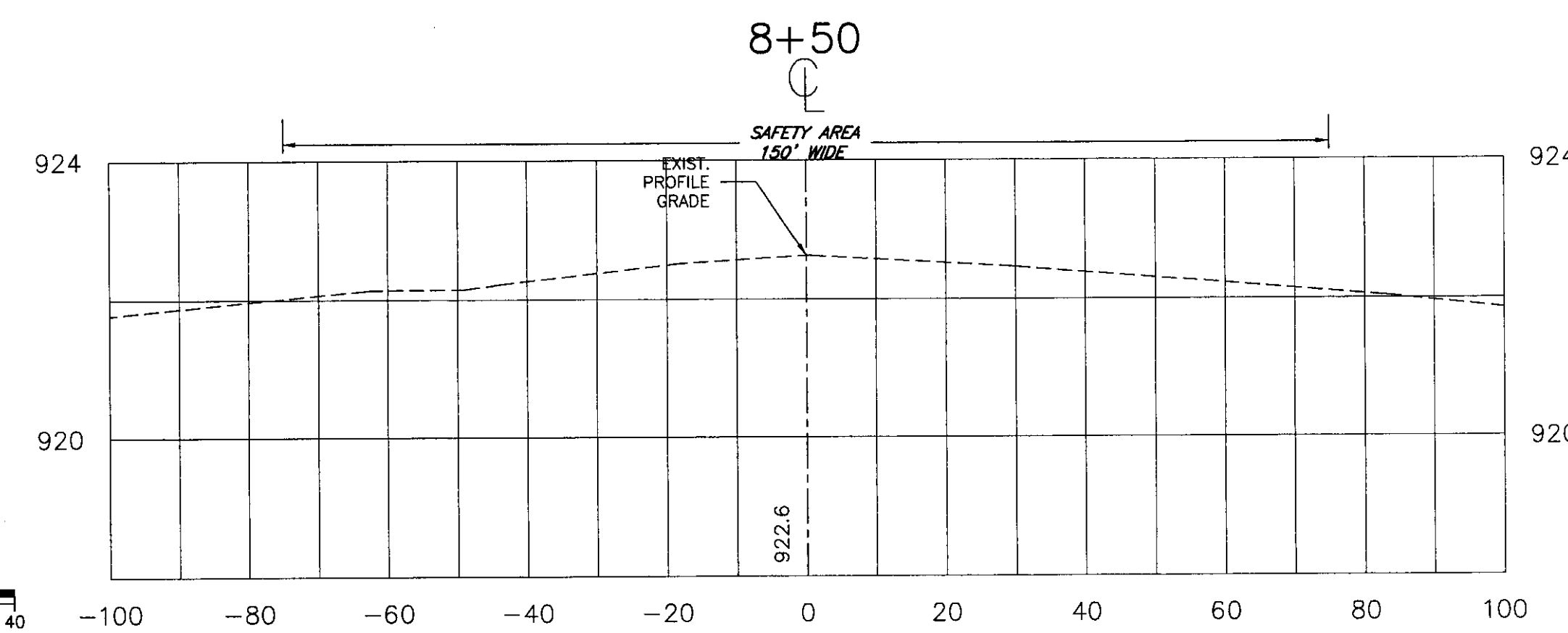
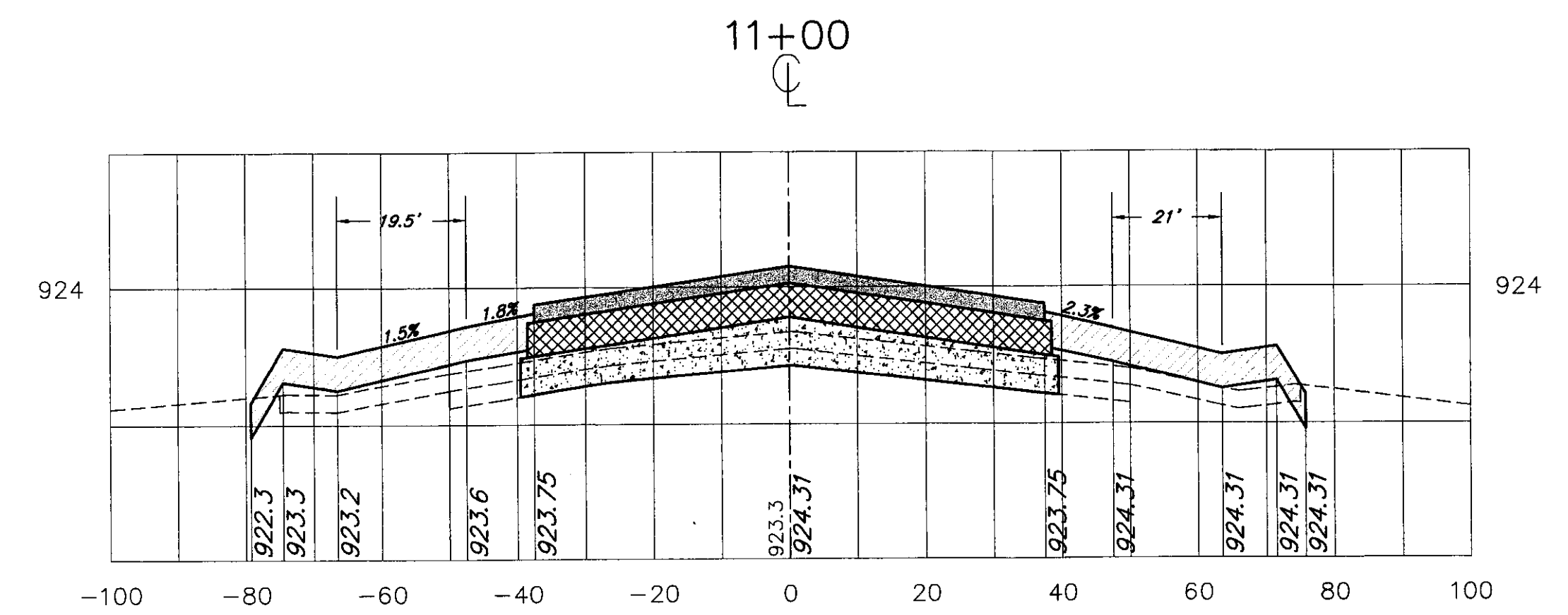
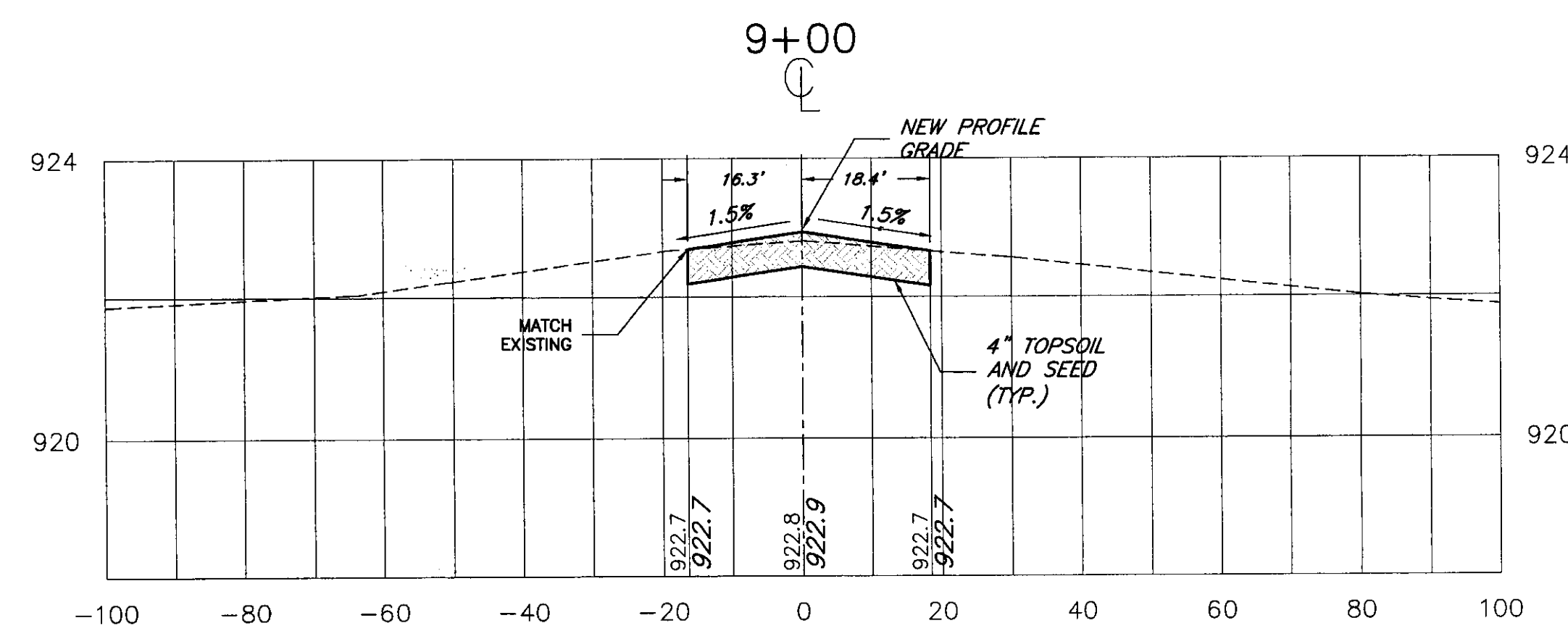
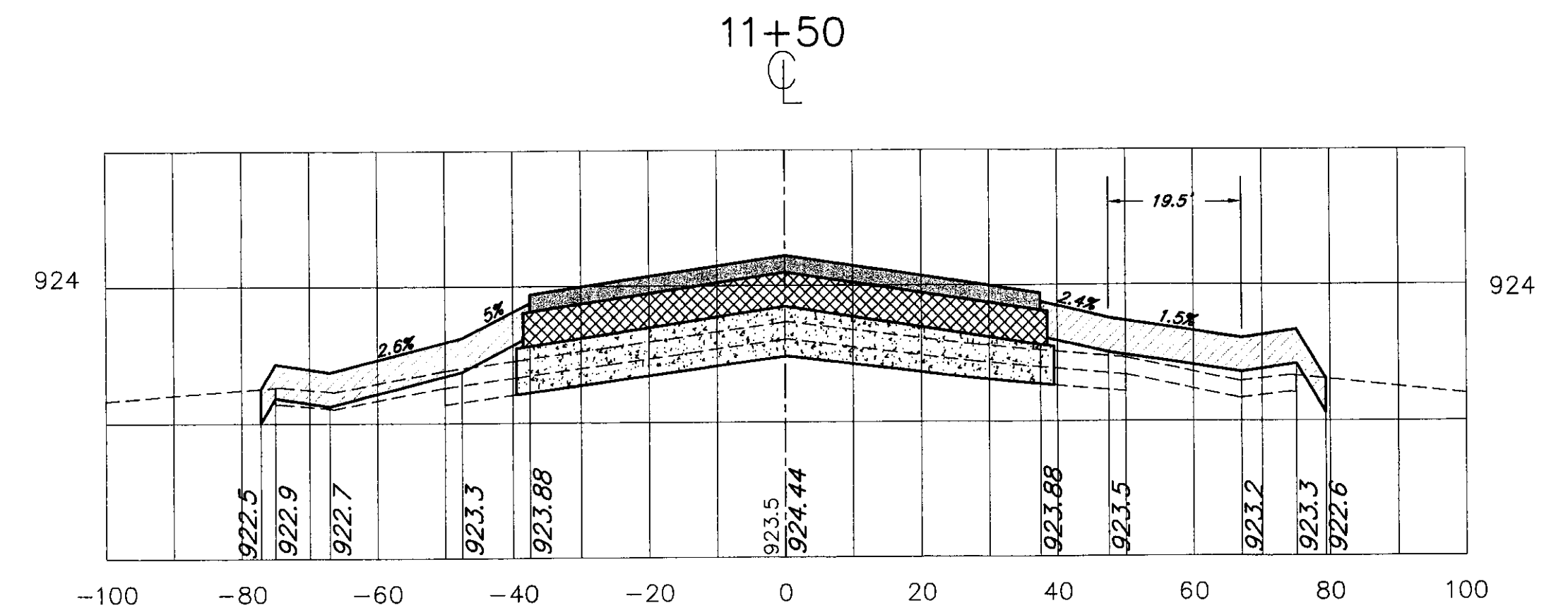
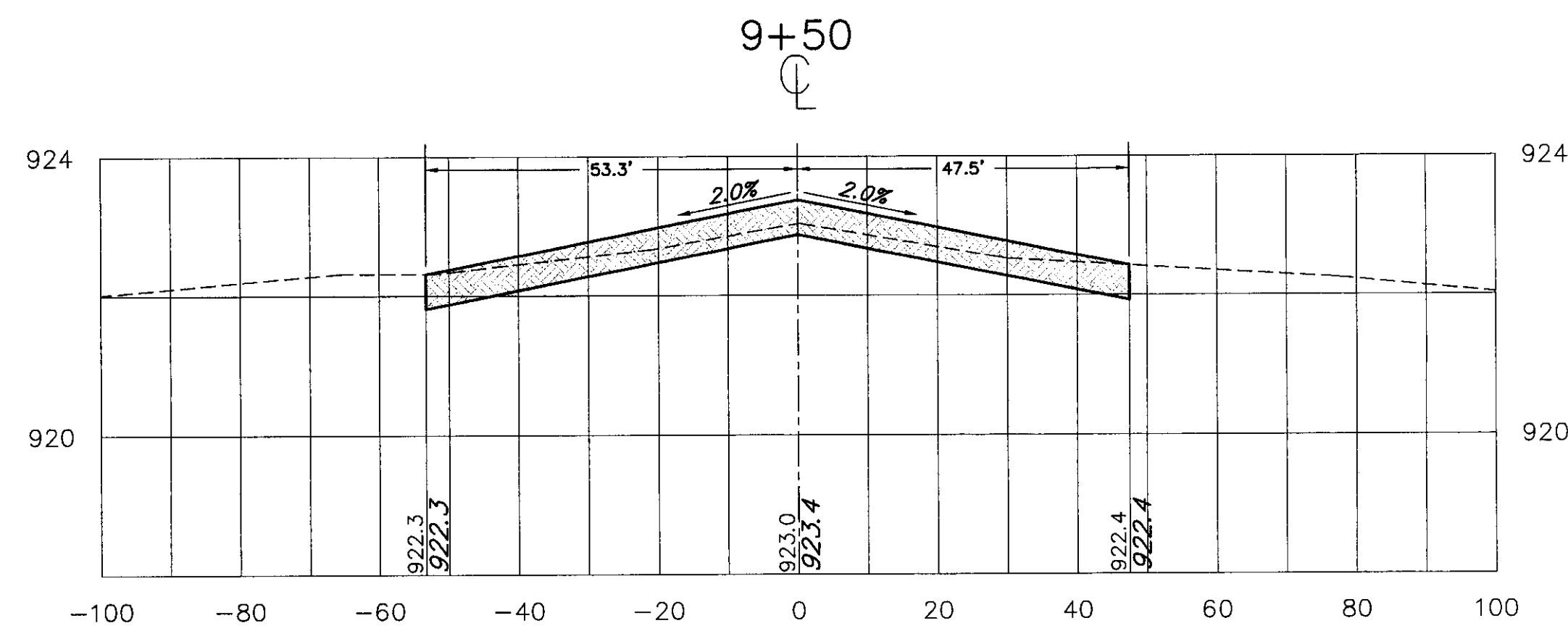
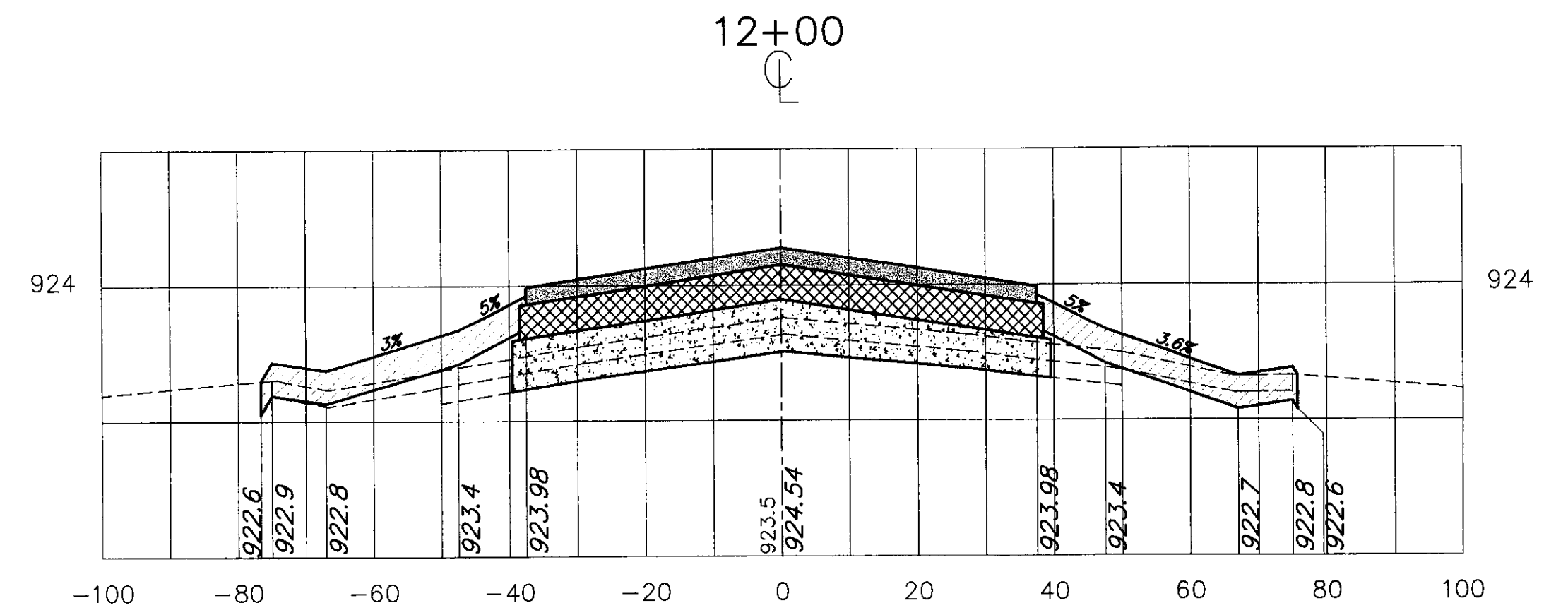
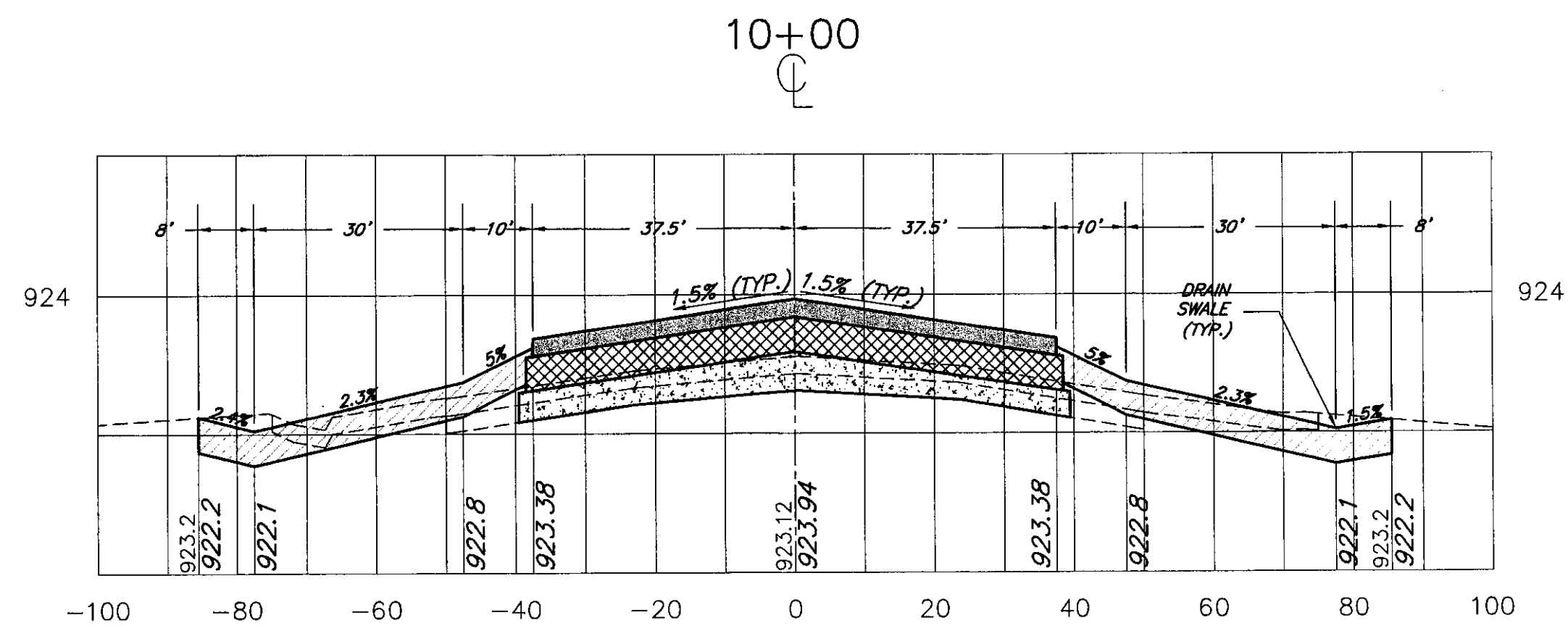
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133 STATE STREET  
MONTPELIER, VT

NEWPORT STATE AIRPORT, VT RECONSTRUCT RUNWAY 5-23	
TYPICAL SECTIONS AND DETAIL SHEET	
SCALE: N.T.S.	DATE: 9-1-00

Drawing No. <b>D-2</b>
SHEET <b>9</b> OF <b>19</b>



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

Designed By:	Date:
M.C.G.	8/00
Drawn By:	Date:
M.A.R.	8/00
Checked By:	Date:
L.J.G.	8/00

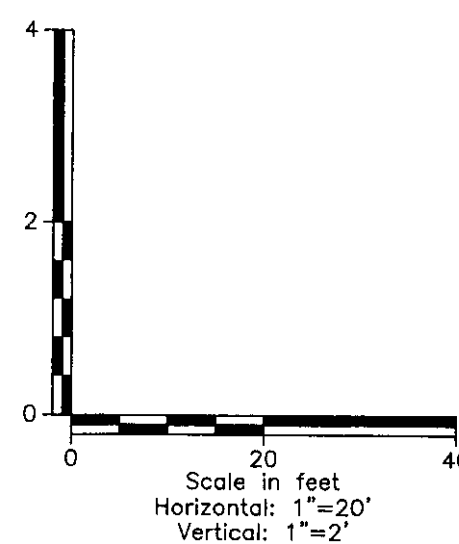
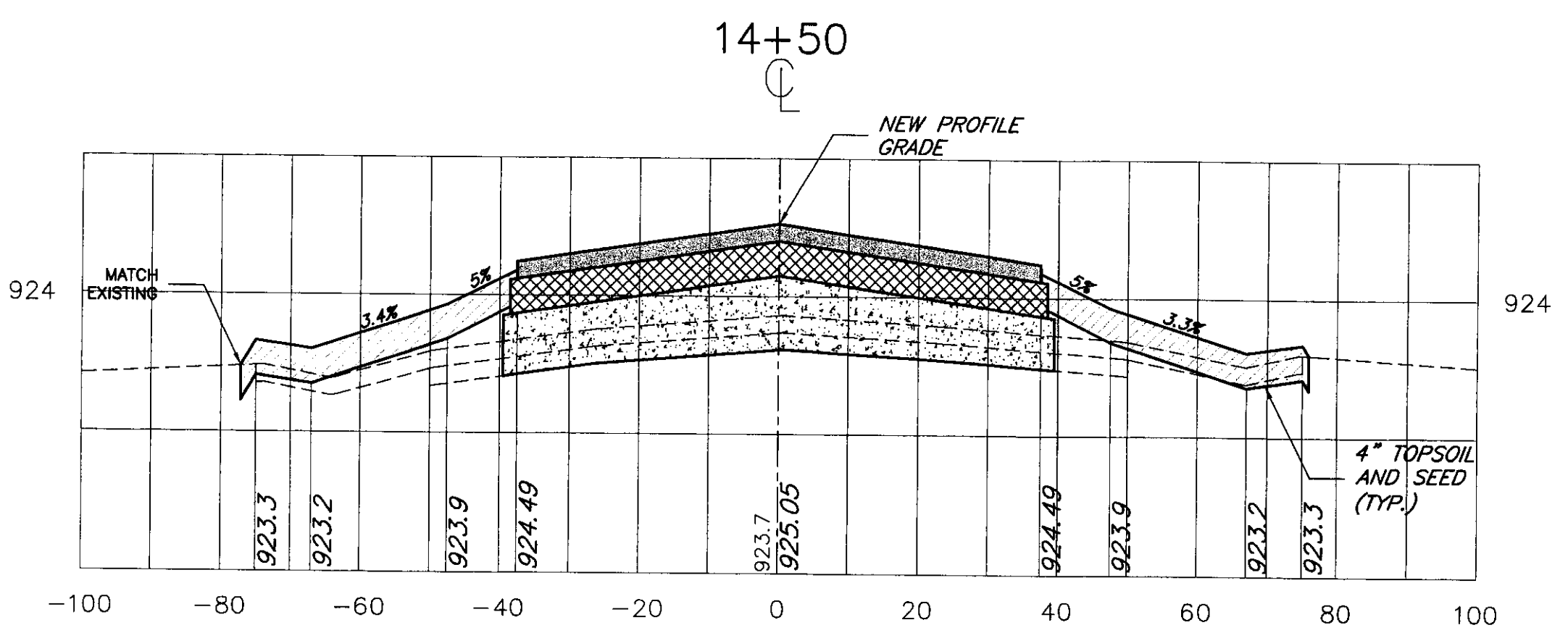
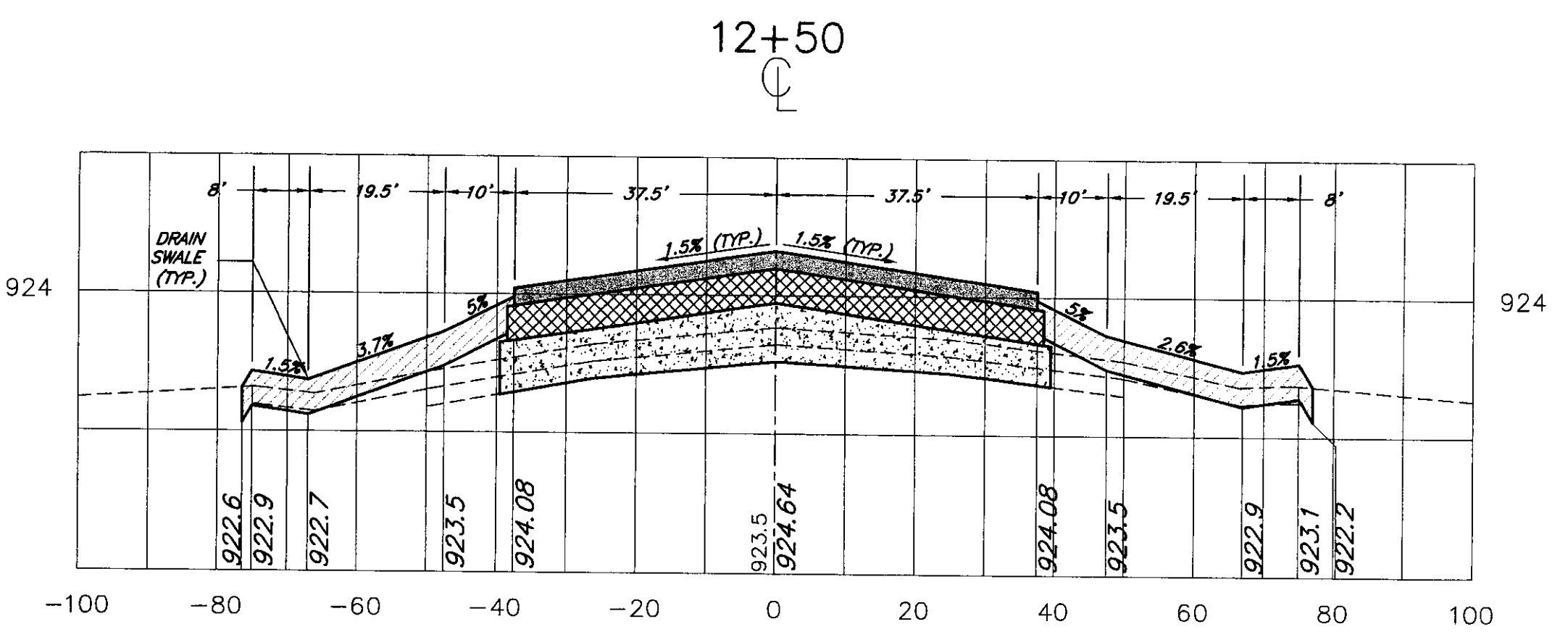
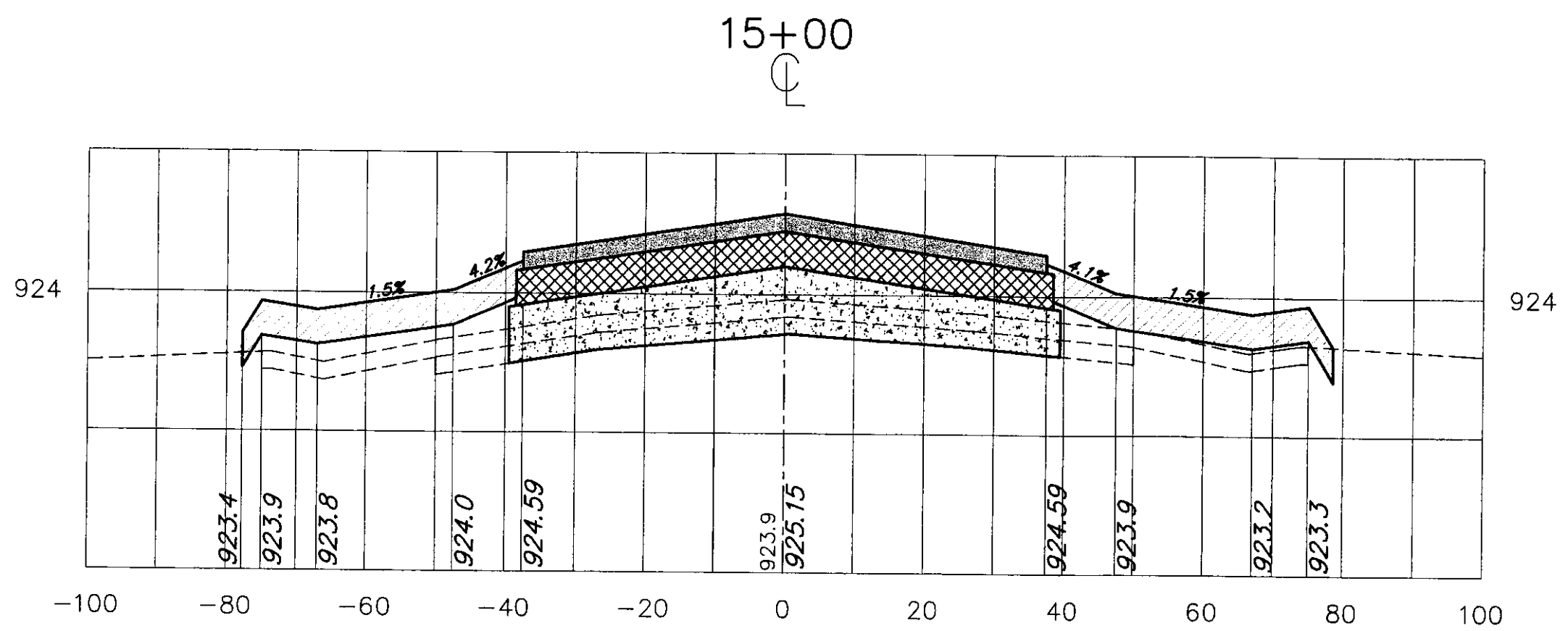
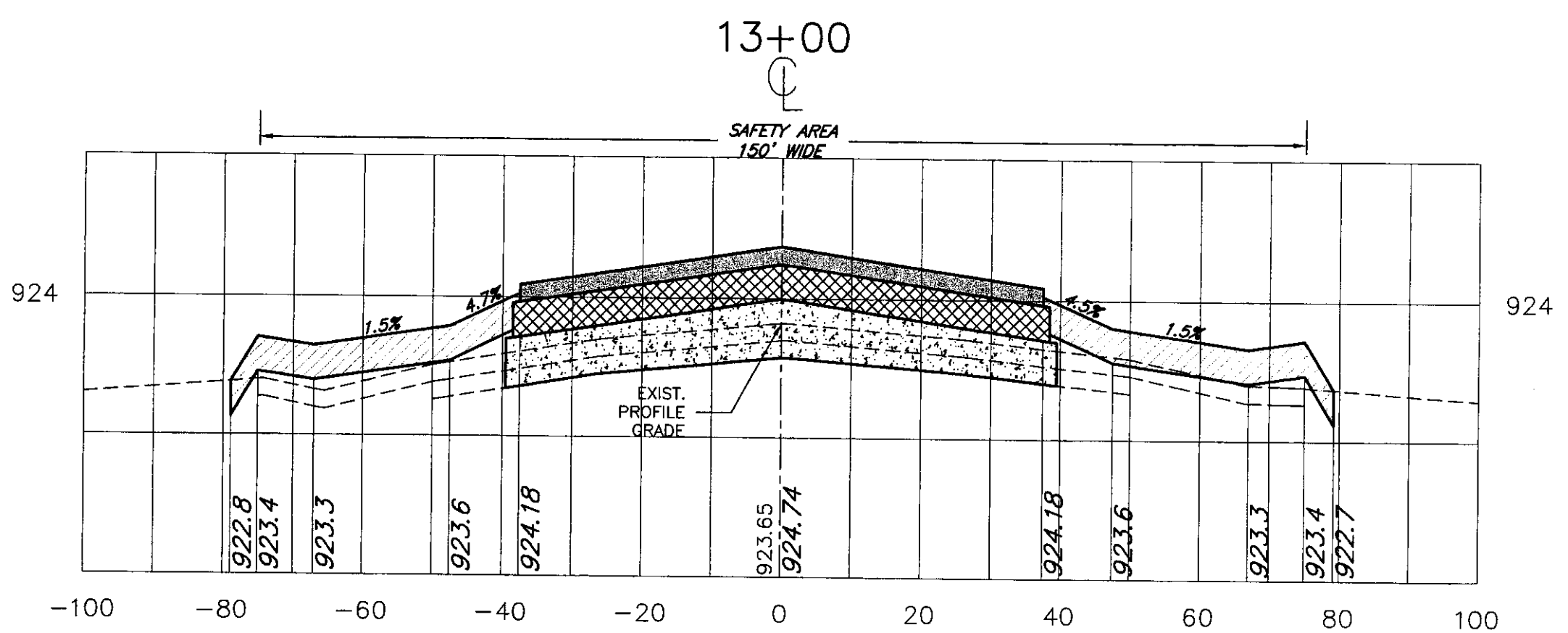
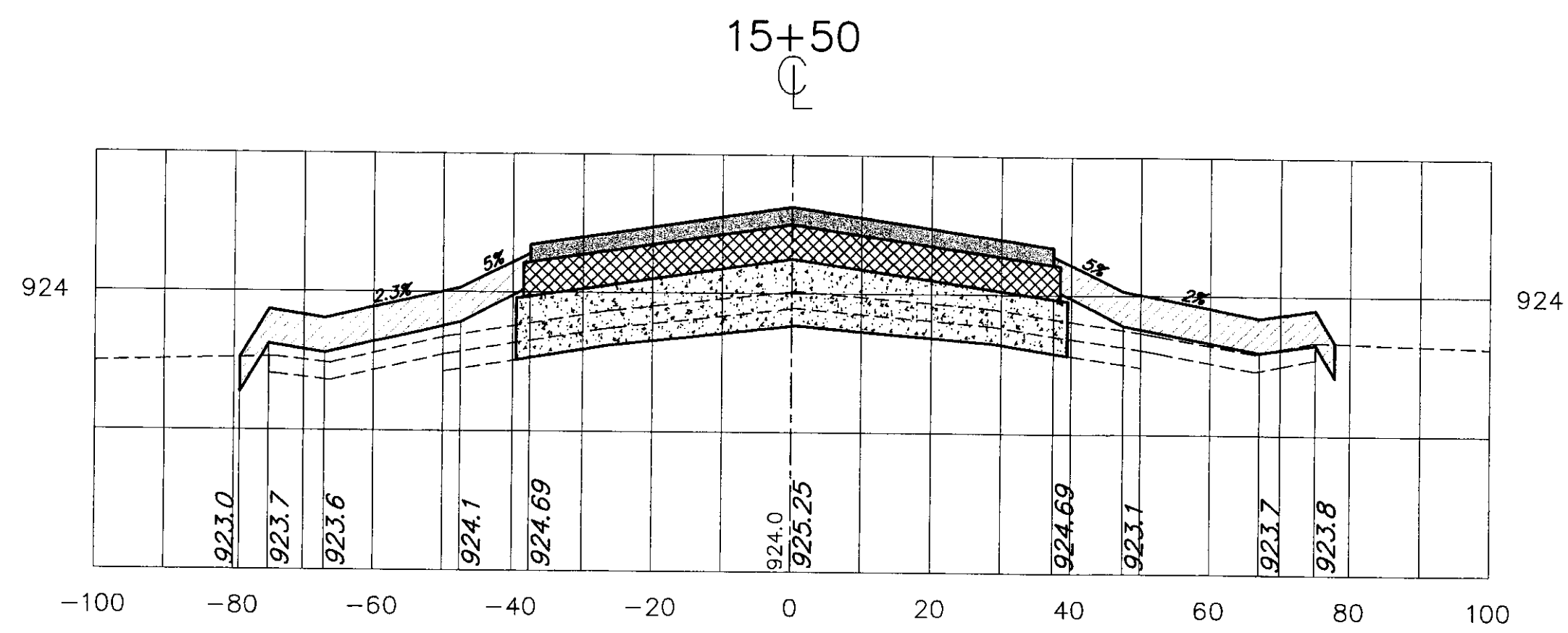
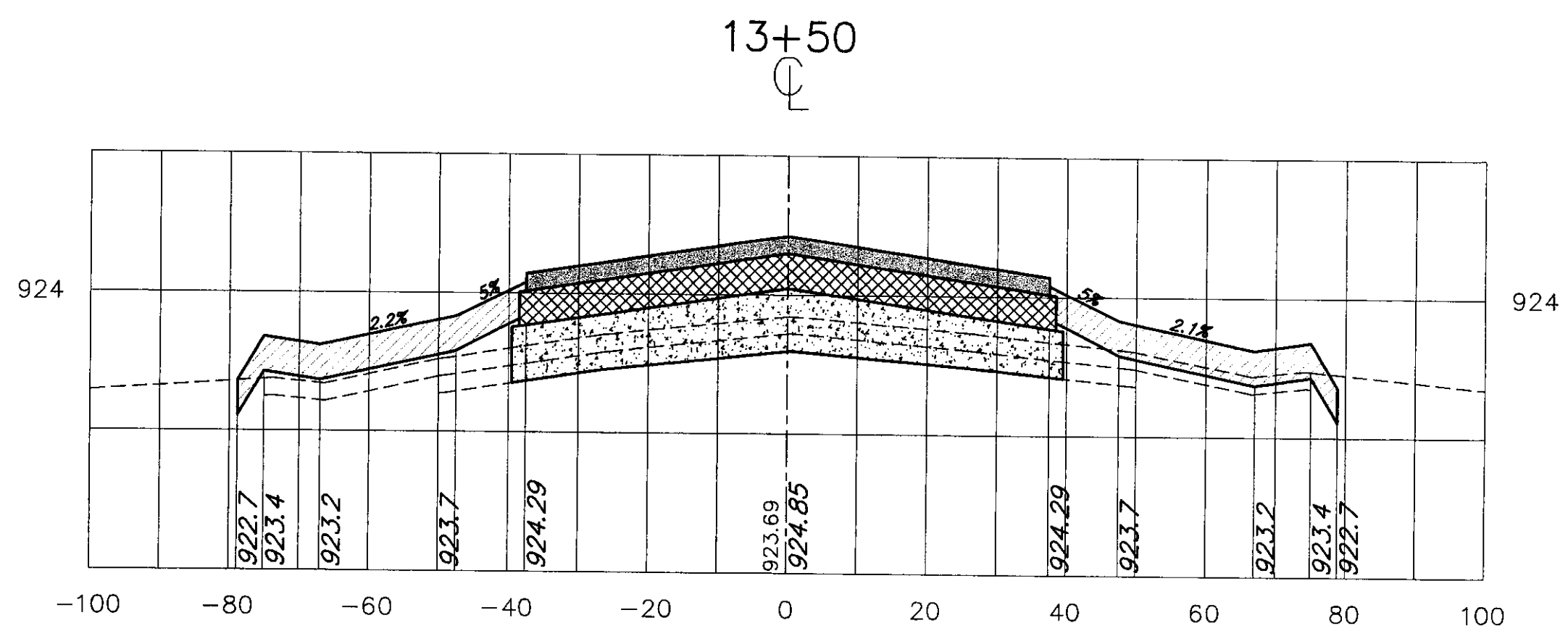
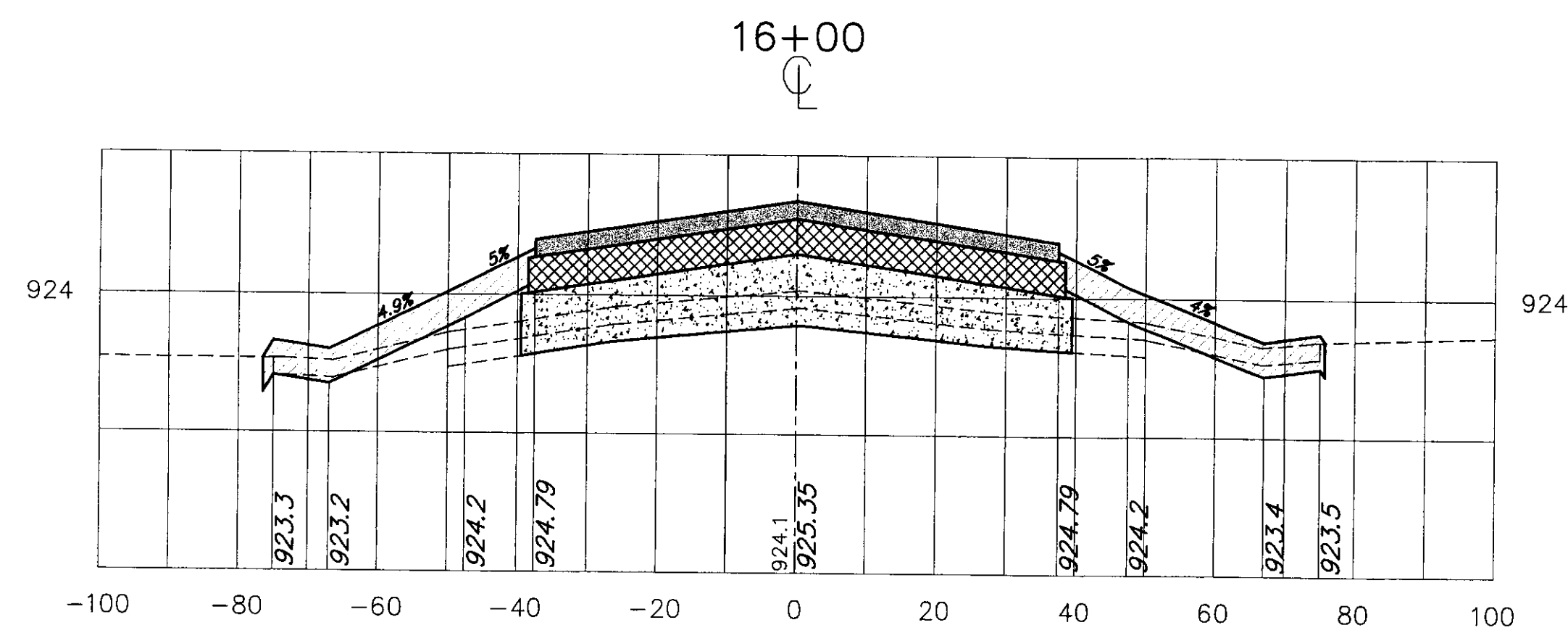
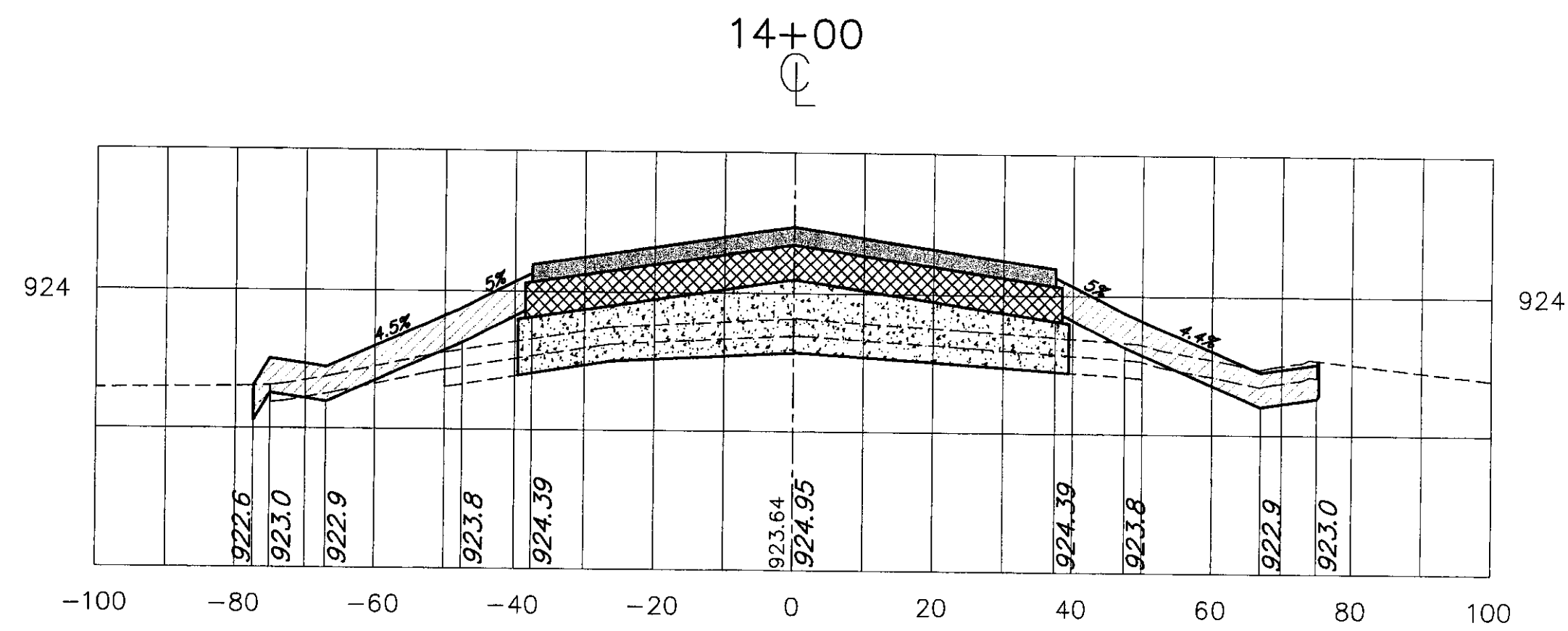

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NEWPORT STATE AIRPORT, VT  
 RECONSTRUCT RUNWAY 5-23  
**CROSS SECTIONS STA 8+50 TO 12+50**  
 SCALE: 1" = 20' DATE: 9-1-00

Drawing No. **XS-1**  
 SHEET 10 OF 19



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

Designed By:	Date:
M.C.G.	8/00
Drawn By:	Date:
M.A.R.	8/00
Checked By:	Date:
L.J.G.	8/00

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 RECONSTRUCT RUNWAY 5-23  
 CROSS SECTIONS STA 12+50 TO 16+00

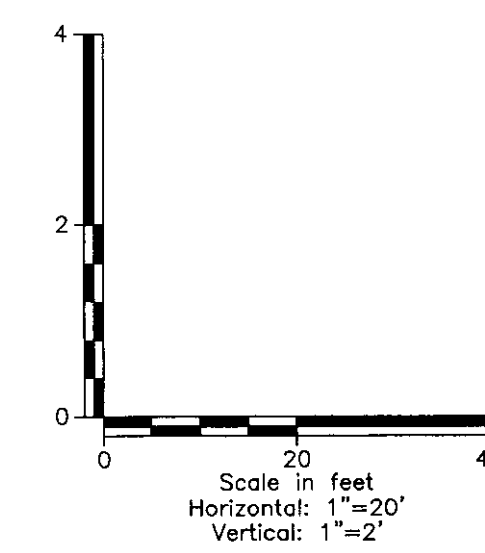
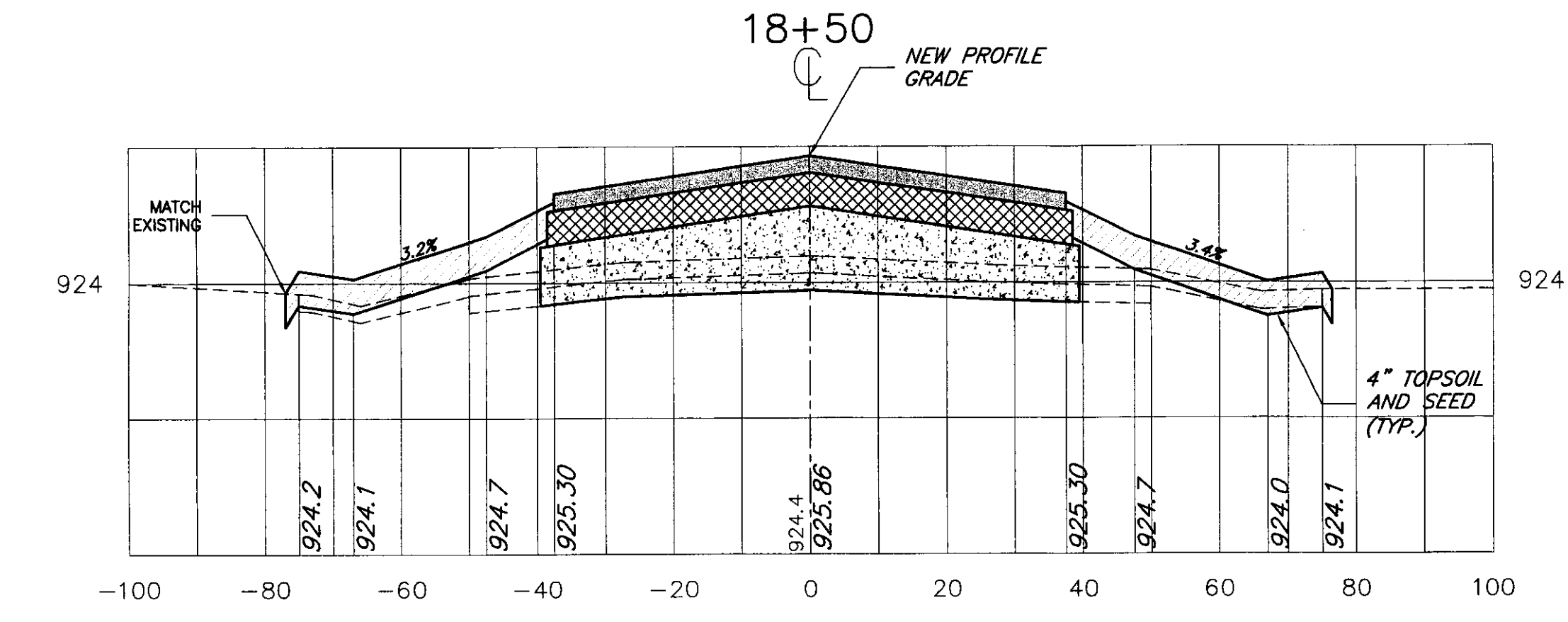
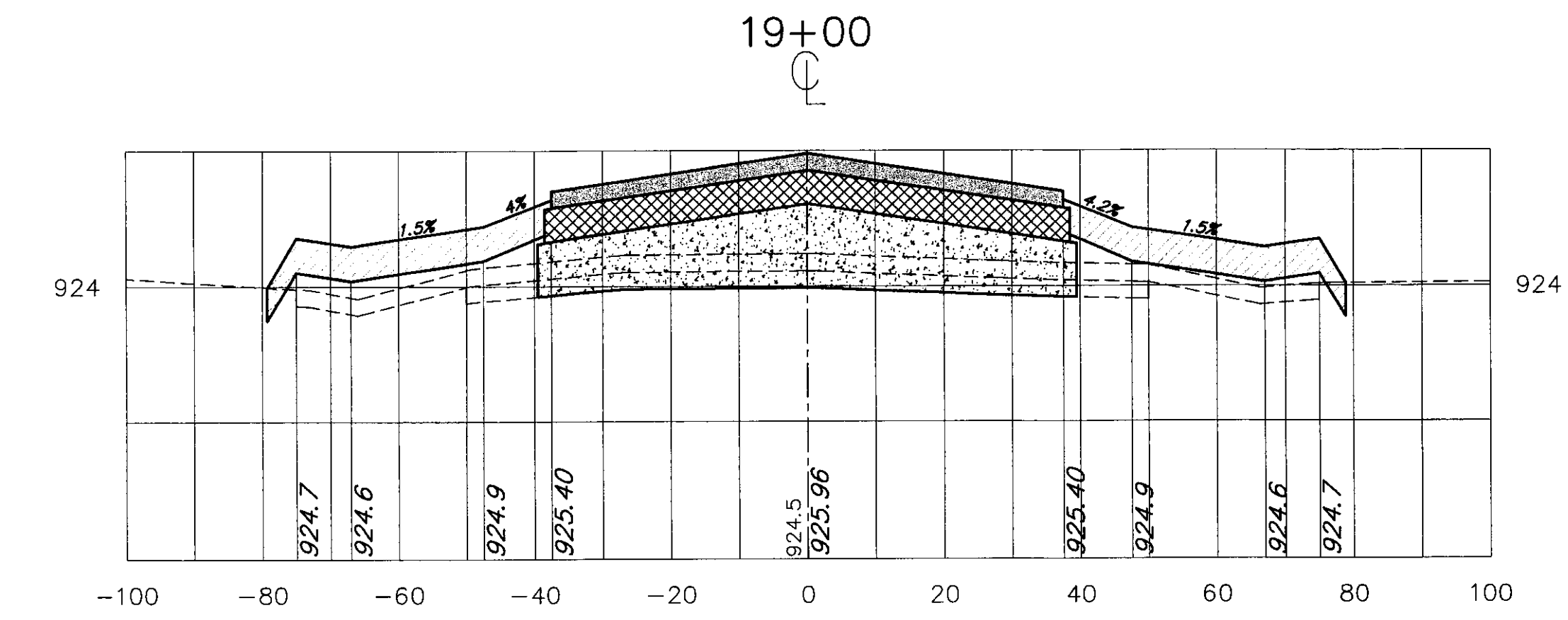
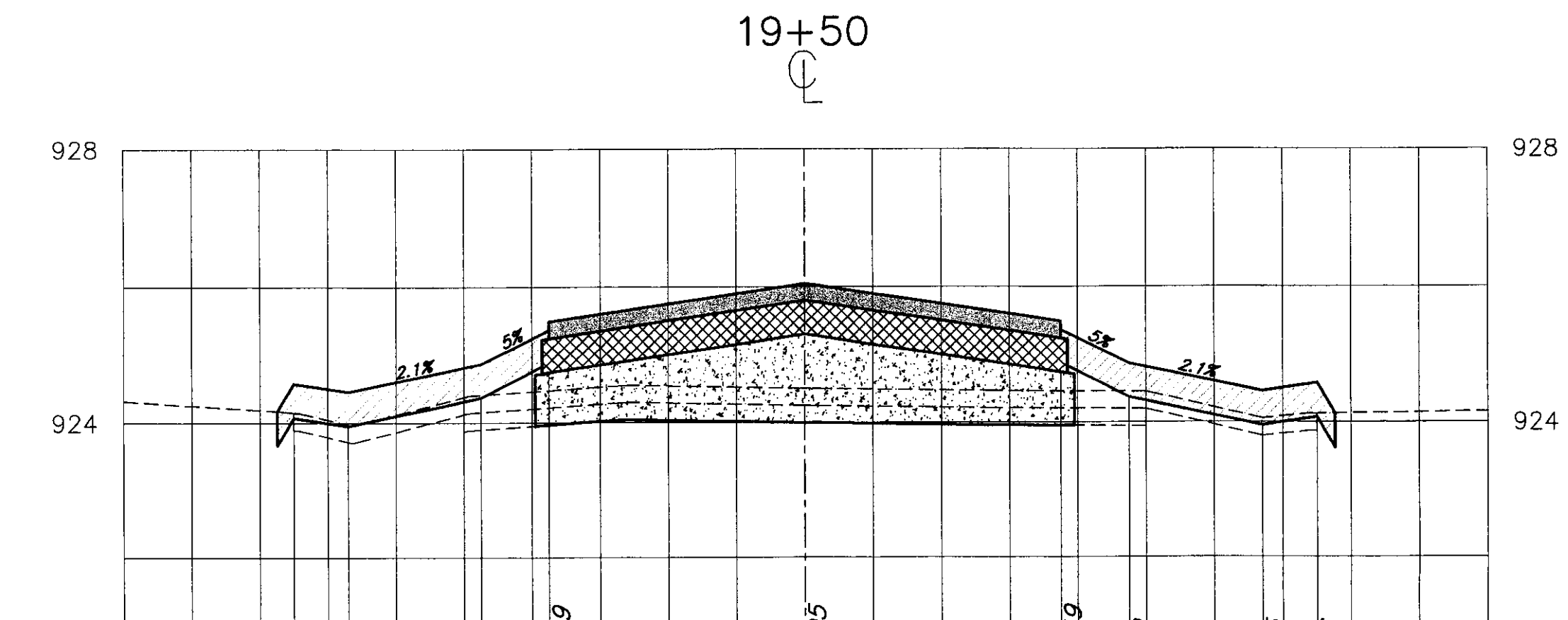
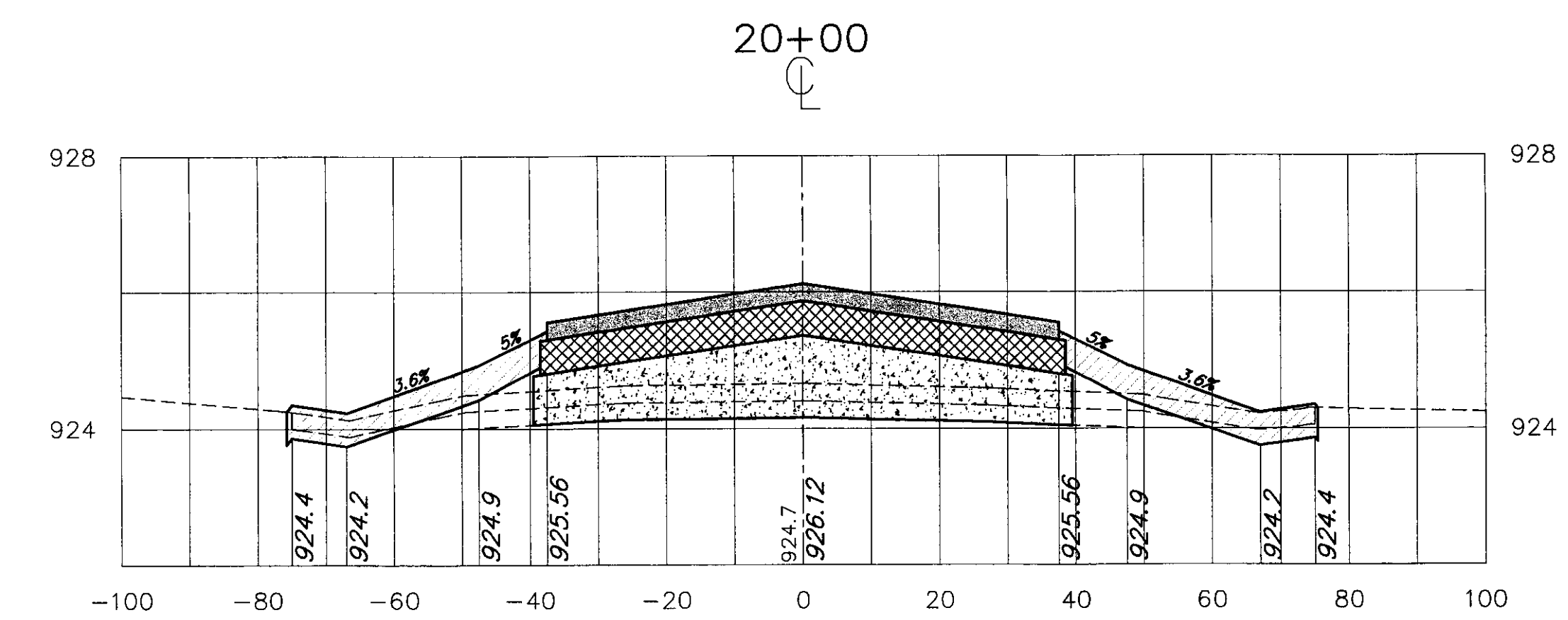
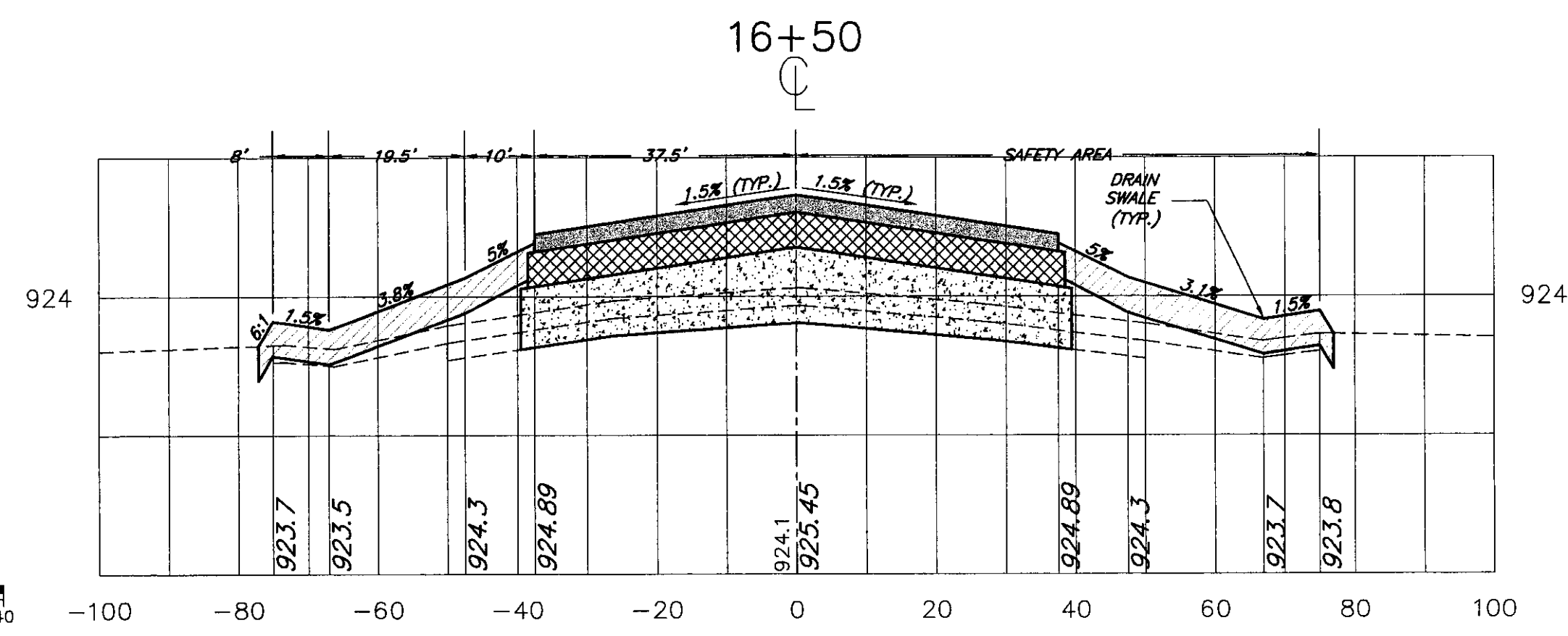
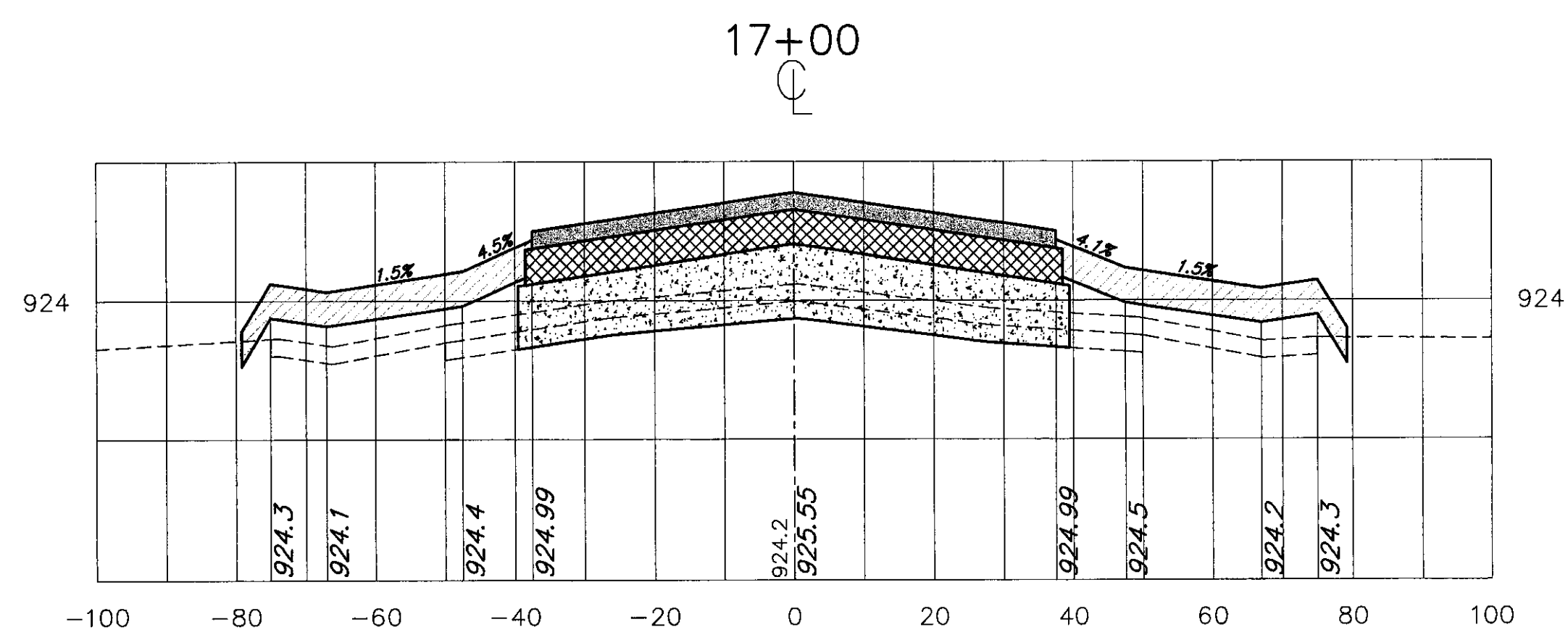
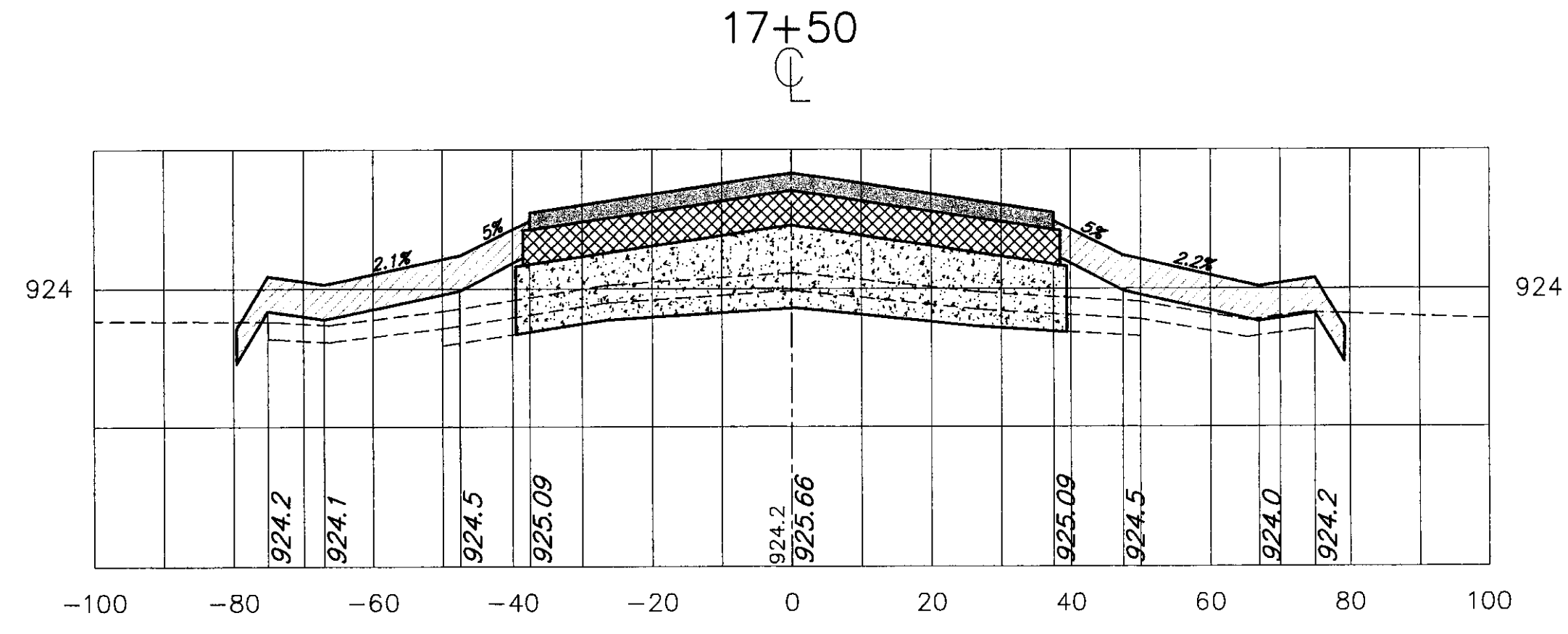
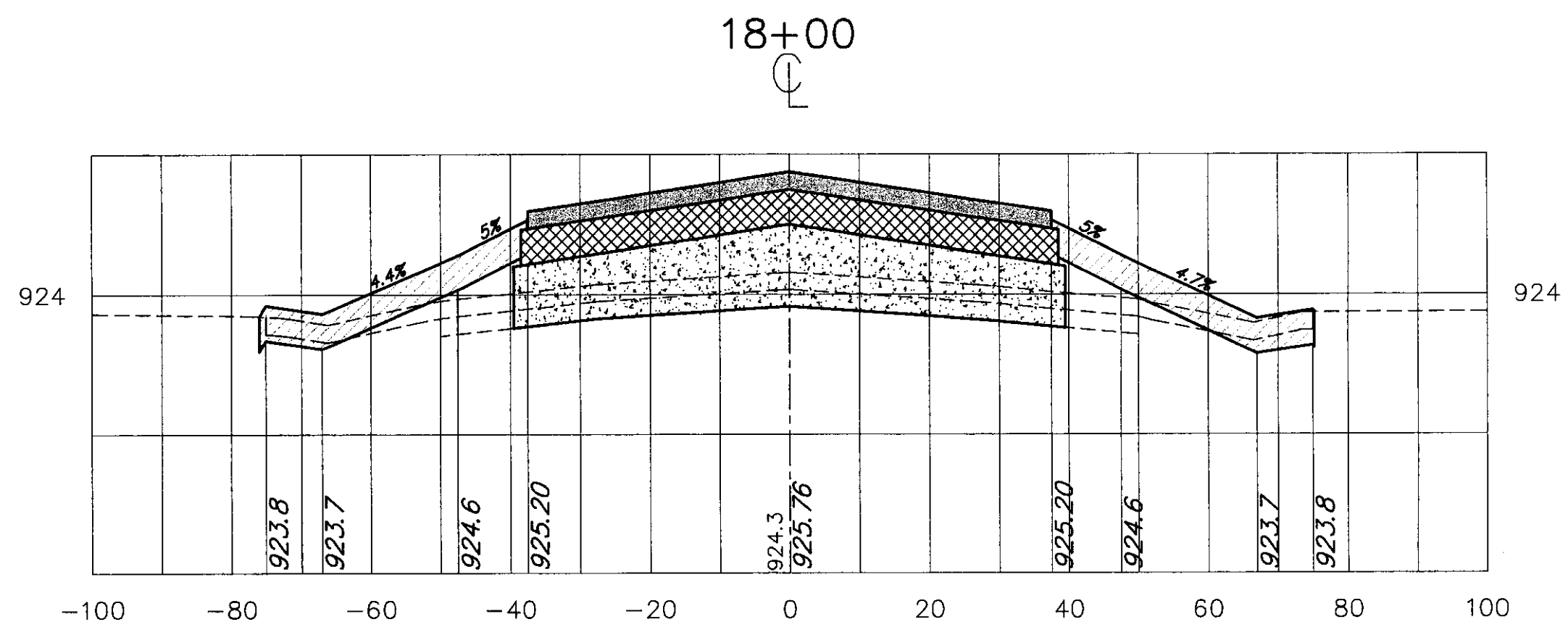
Drawing No.

XS-2

SCALE: 1" = 20'

DATE: 9-1-00

SHEET 11 OF 19



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

Designed By:	Date:
M.C.G.	8/00
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L.J.G.	8/00

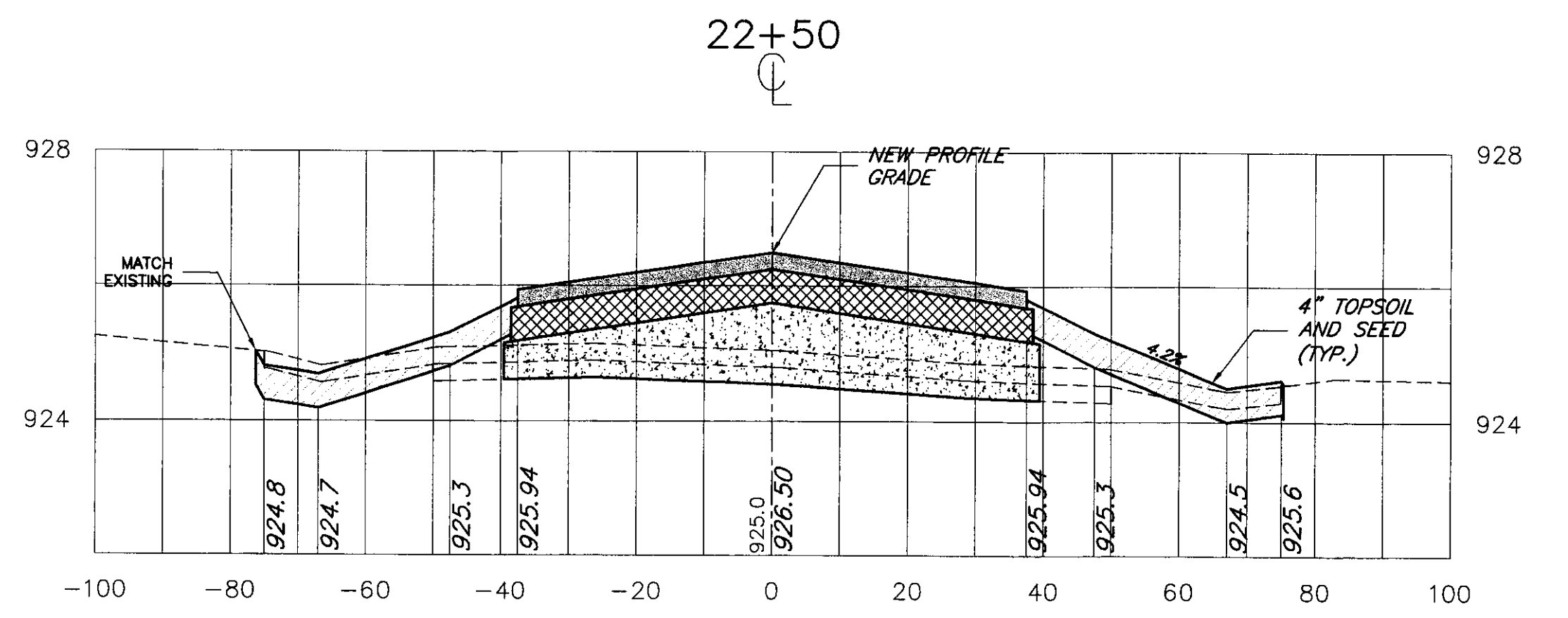
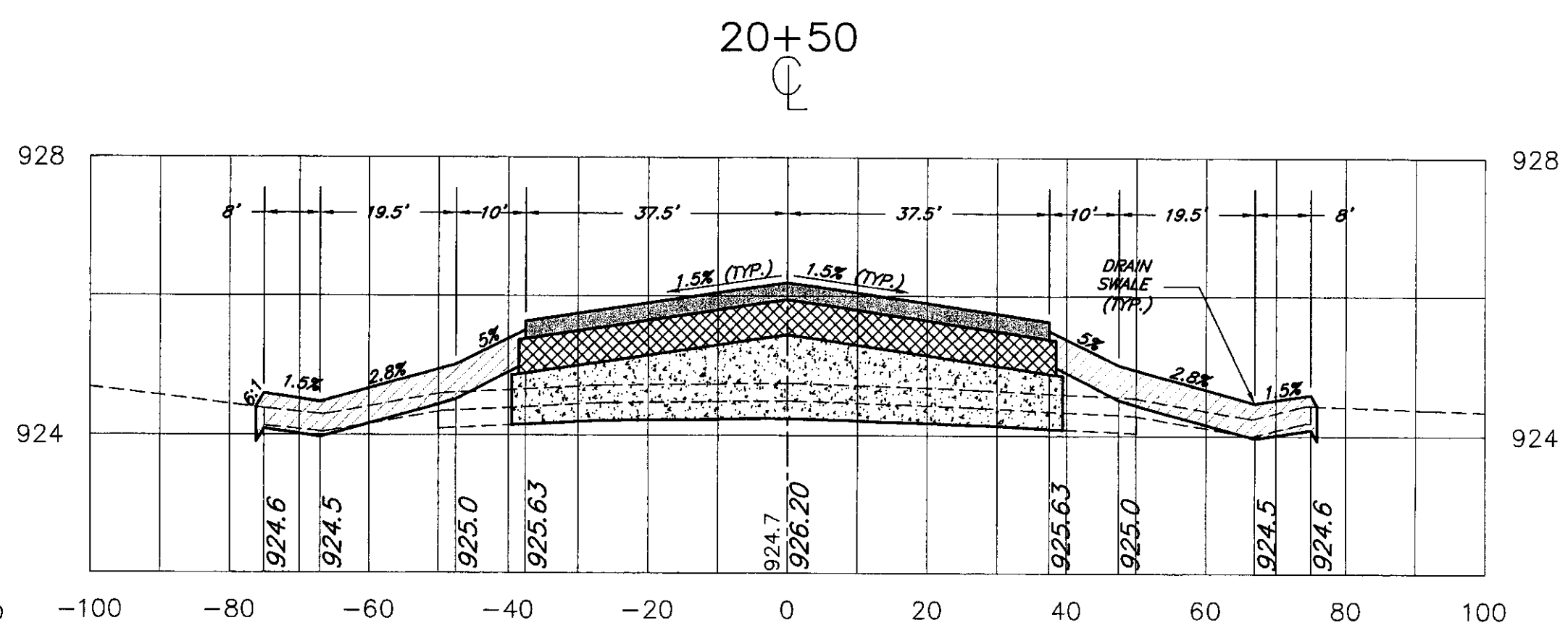
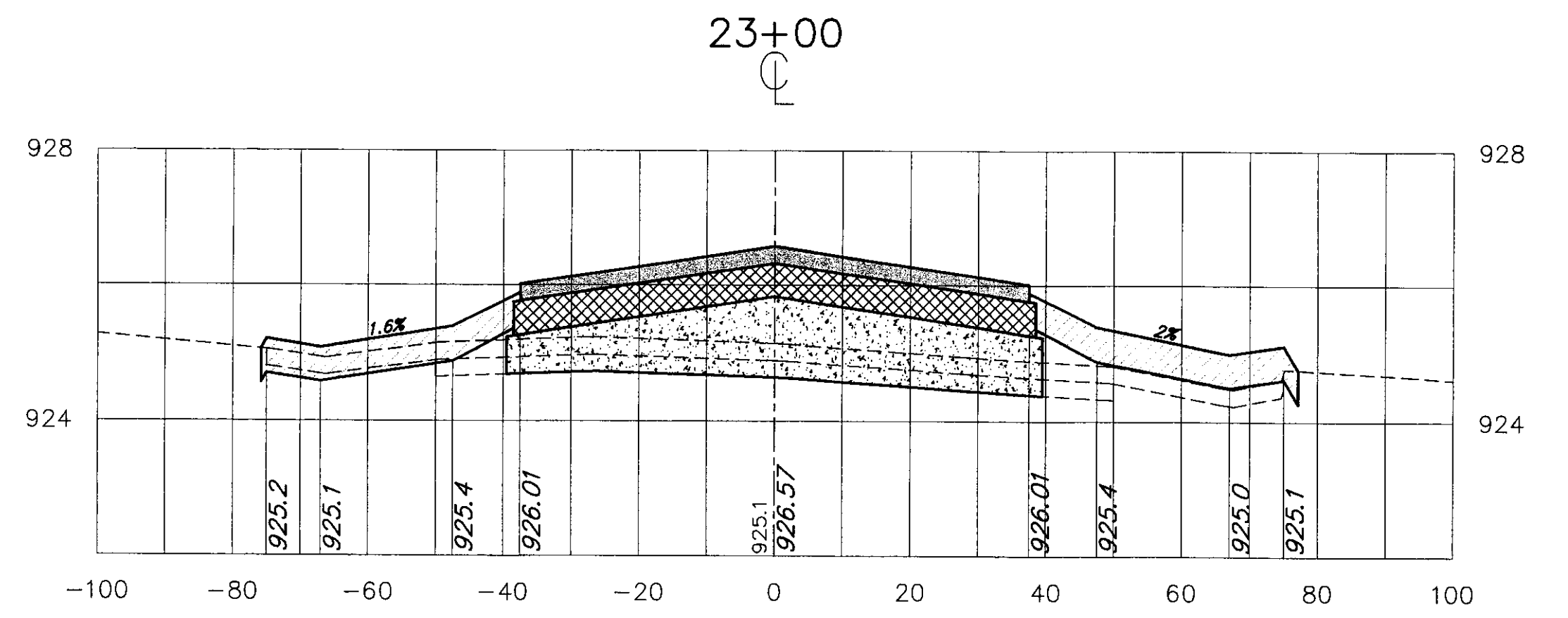
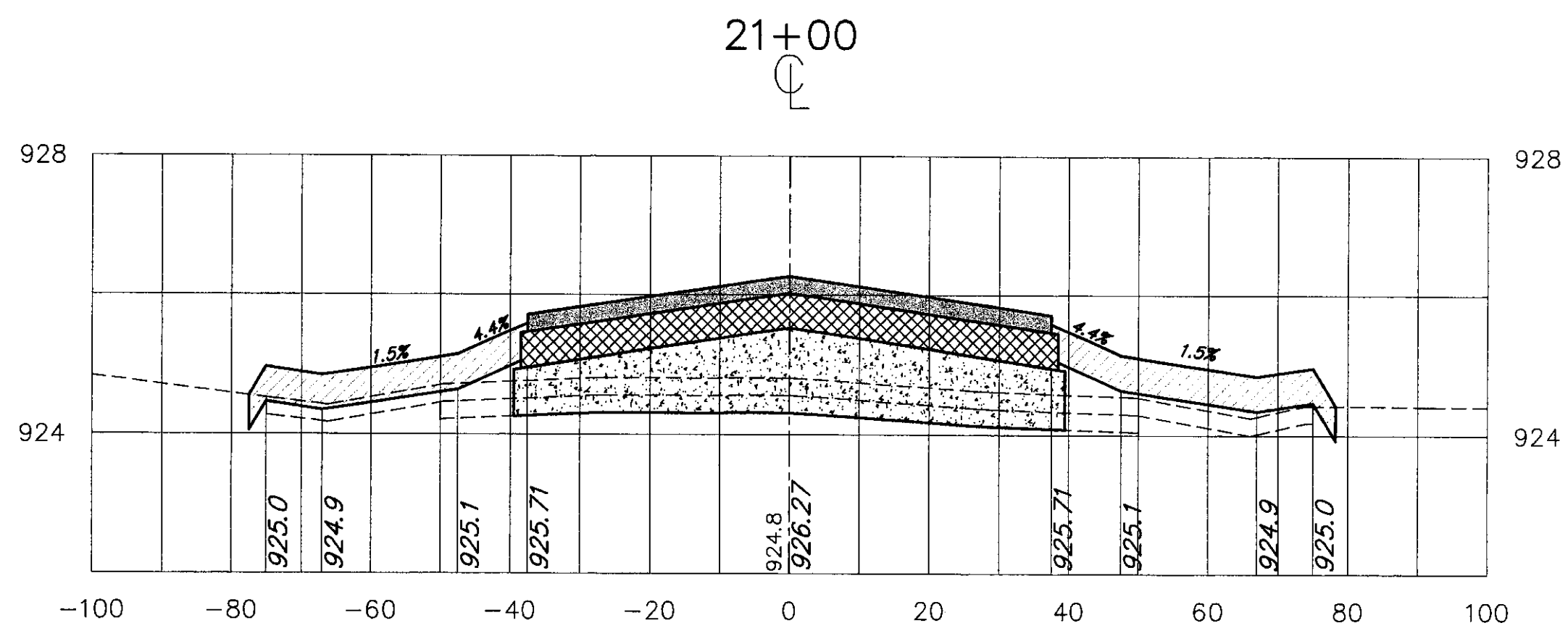
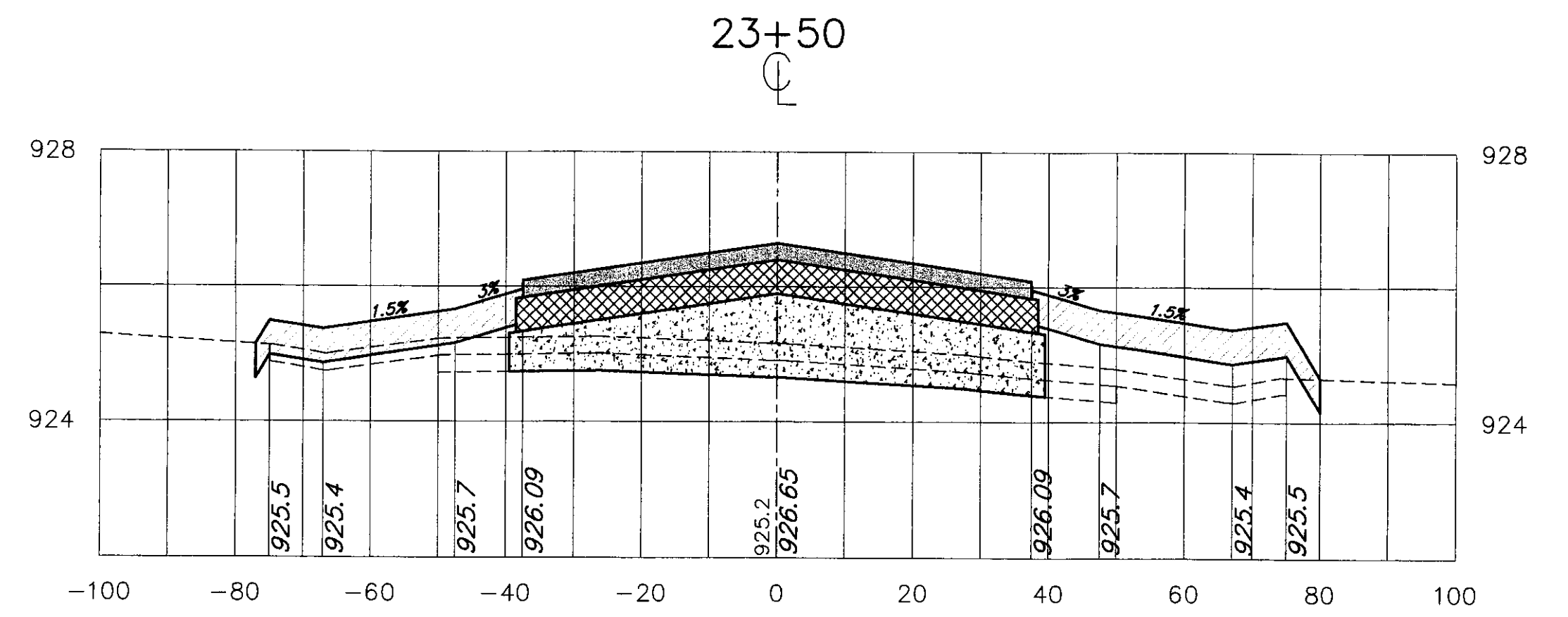
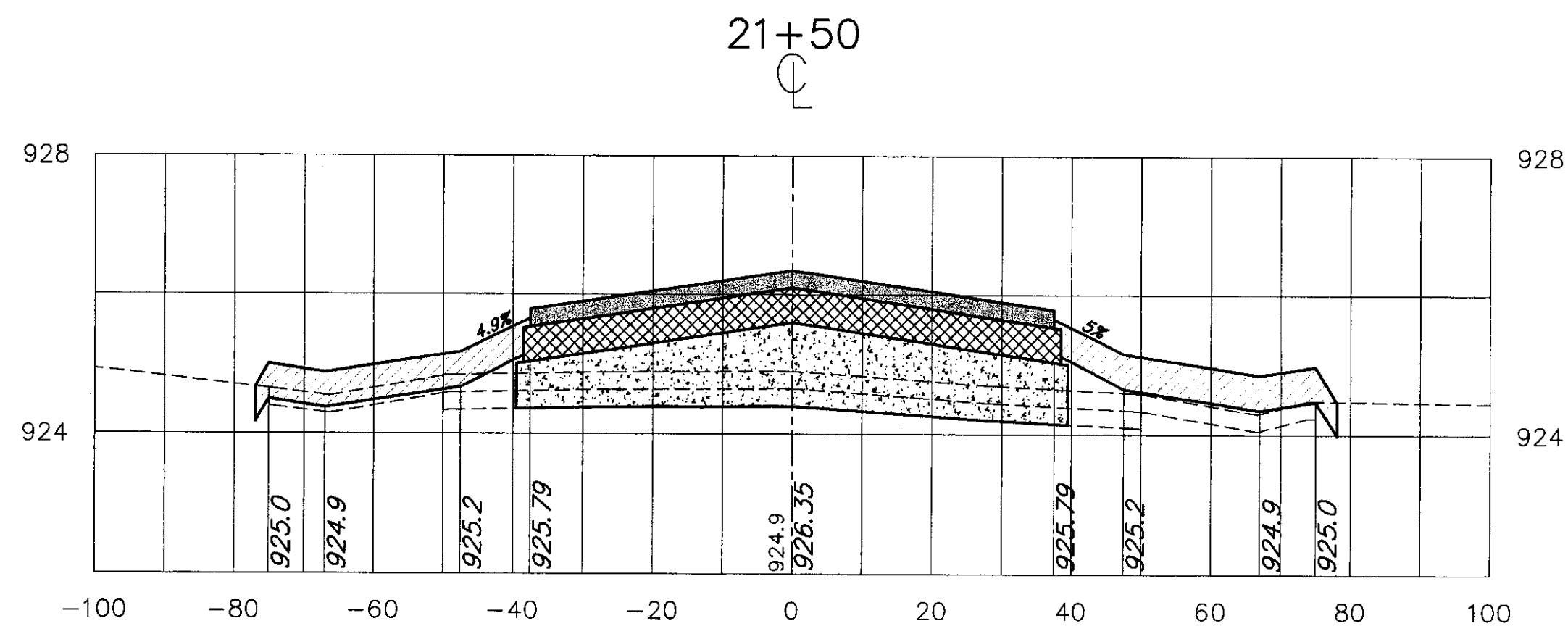
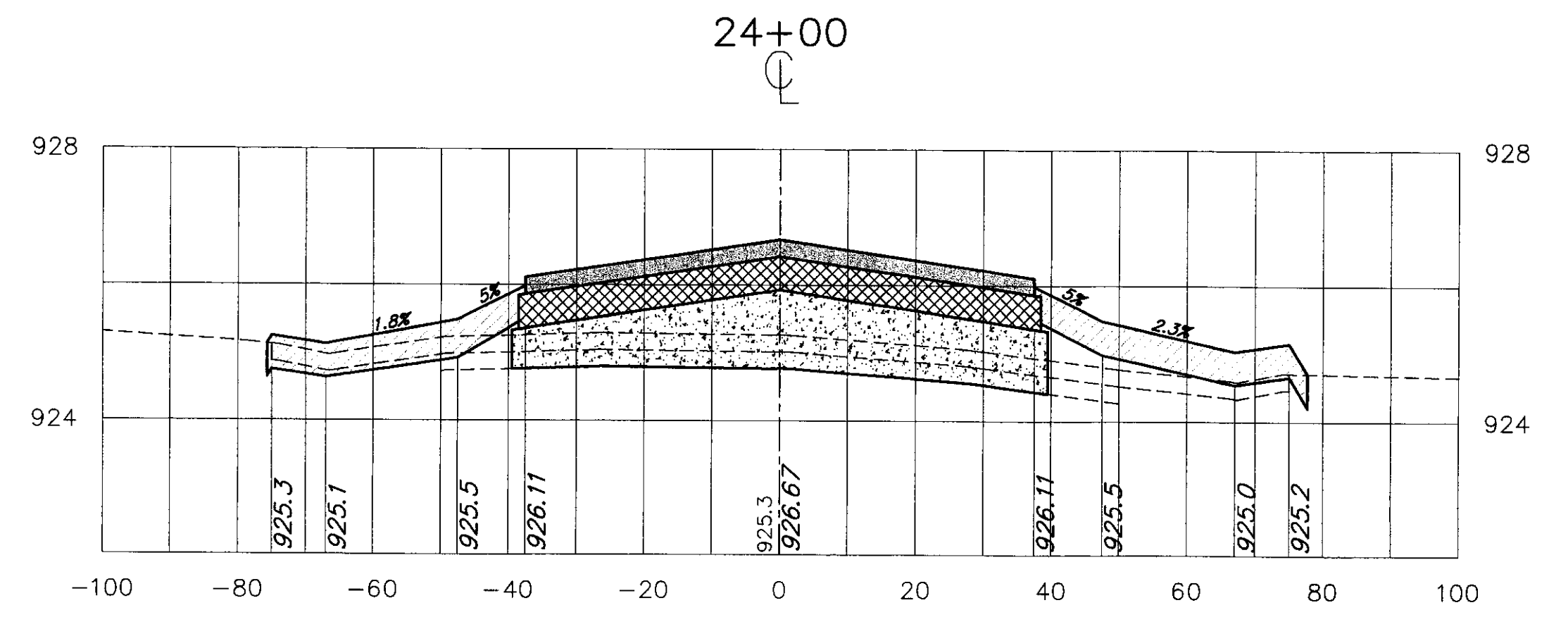
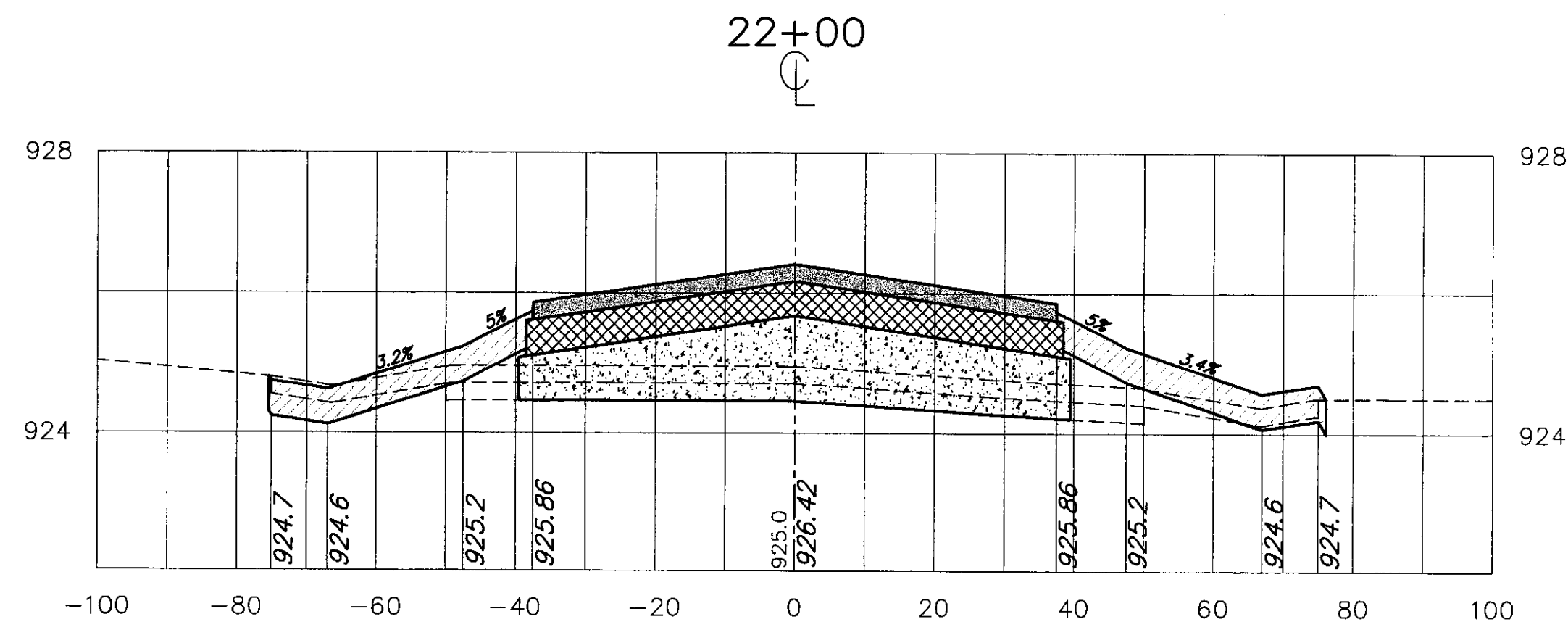

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**CROSS SECTIONS STA 16+50 TO 20+00**  
 SCALE: 1" = 20' DATE: 9-1-00

Drawing No. **XS-3**  
 SHEET 12 OF 19



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

Designed By:	Date:
M.C.G.	8/00
Drawn By:	
M.A.R.	8/00
Checked By:	
L.J.G.	8/00

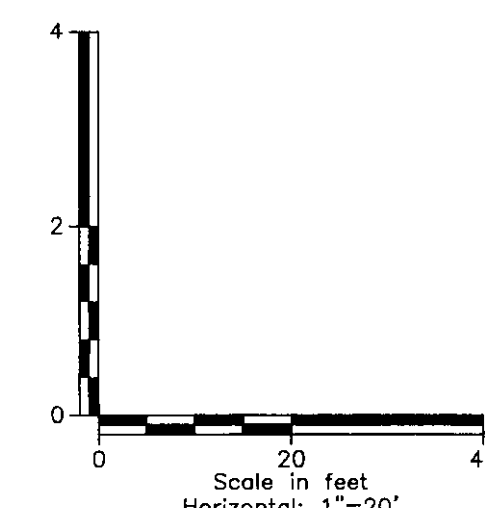
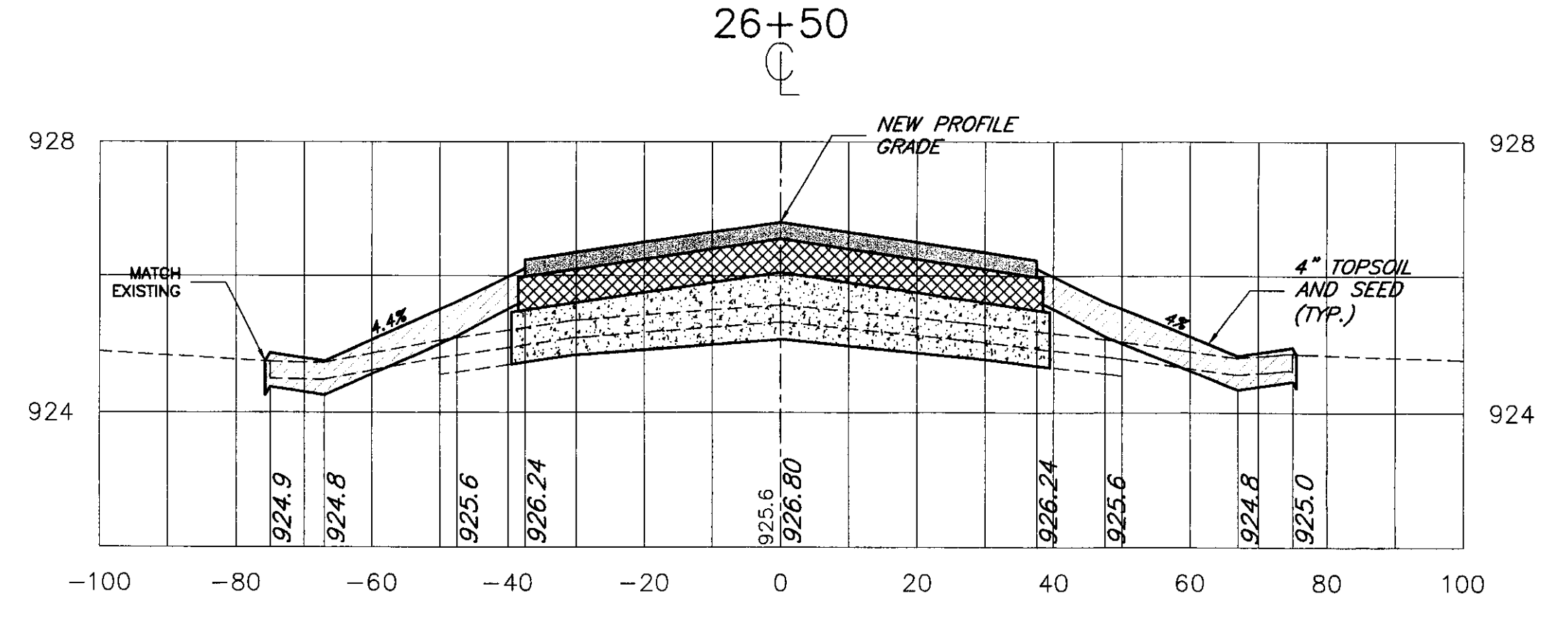
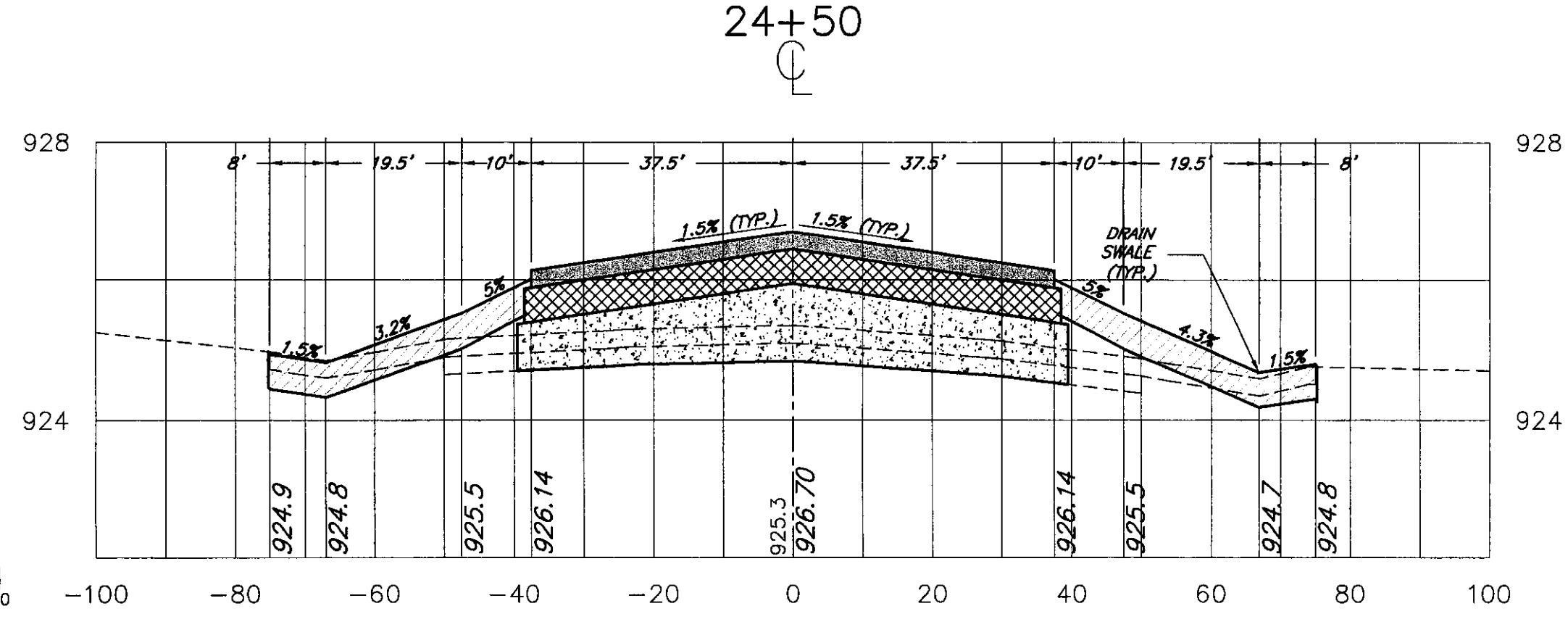
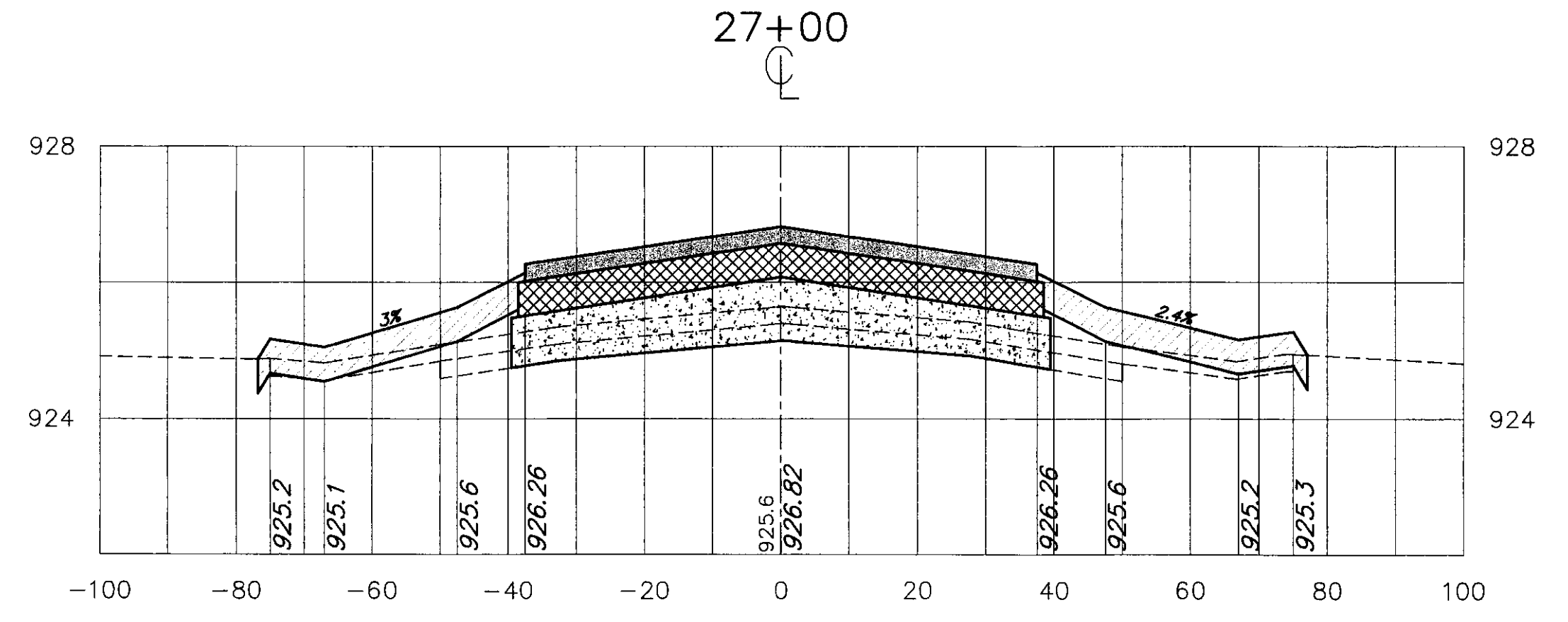
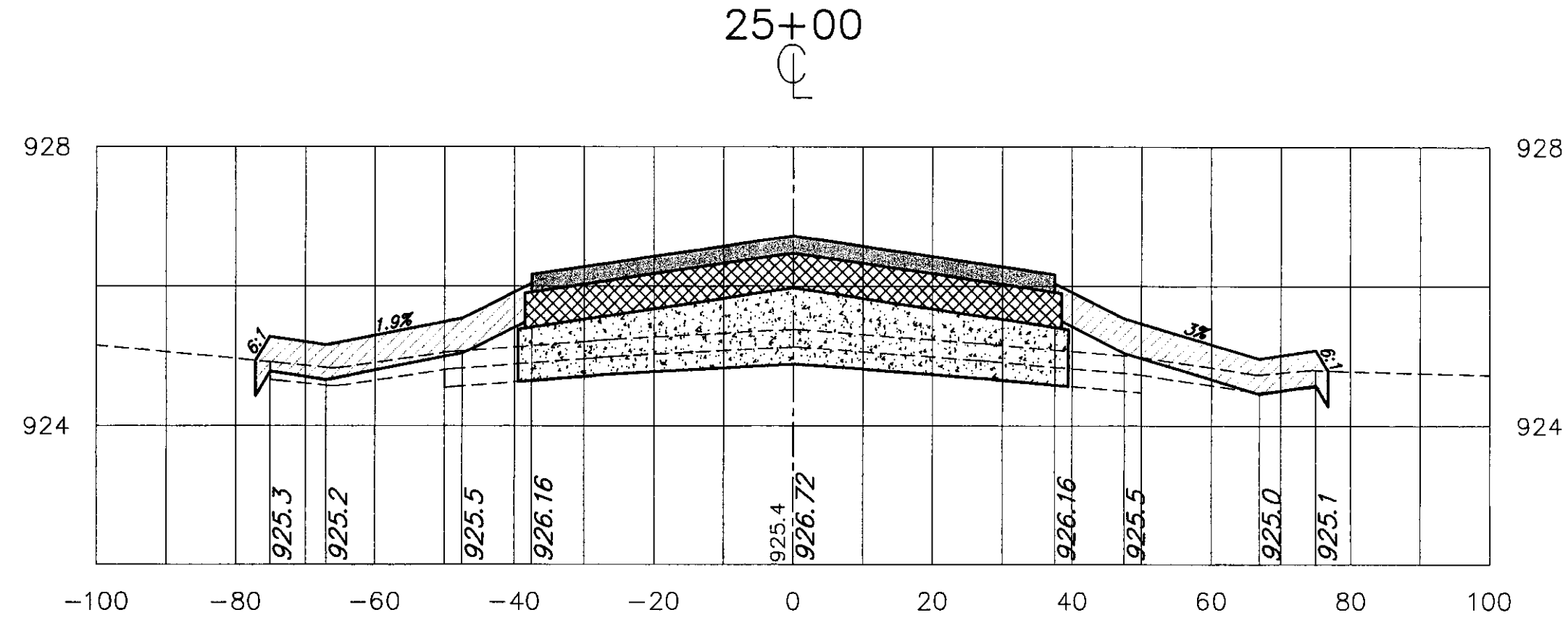
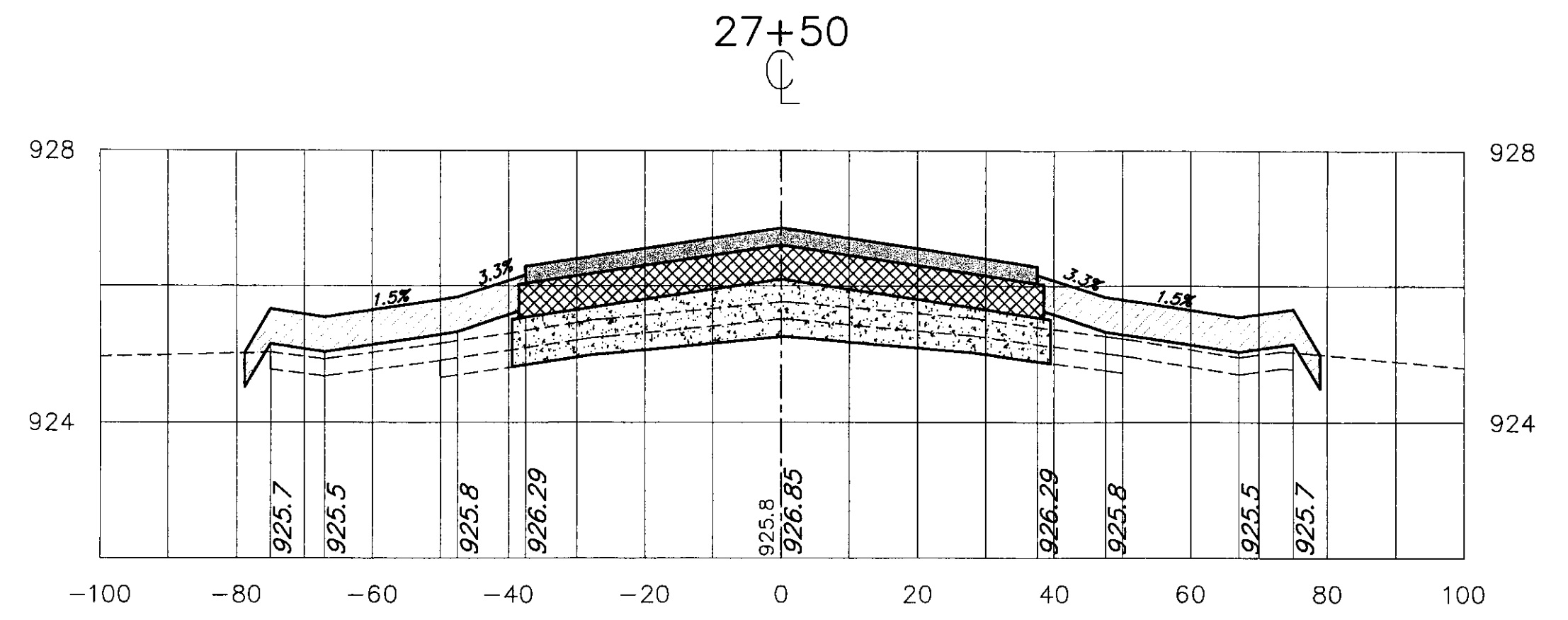
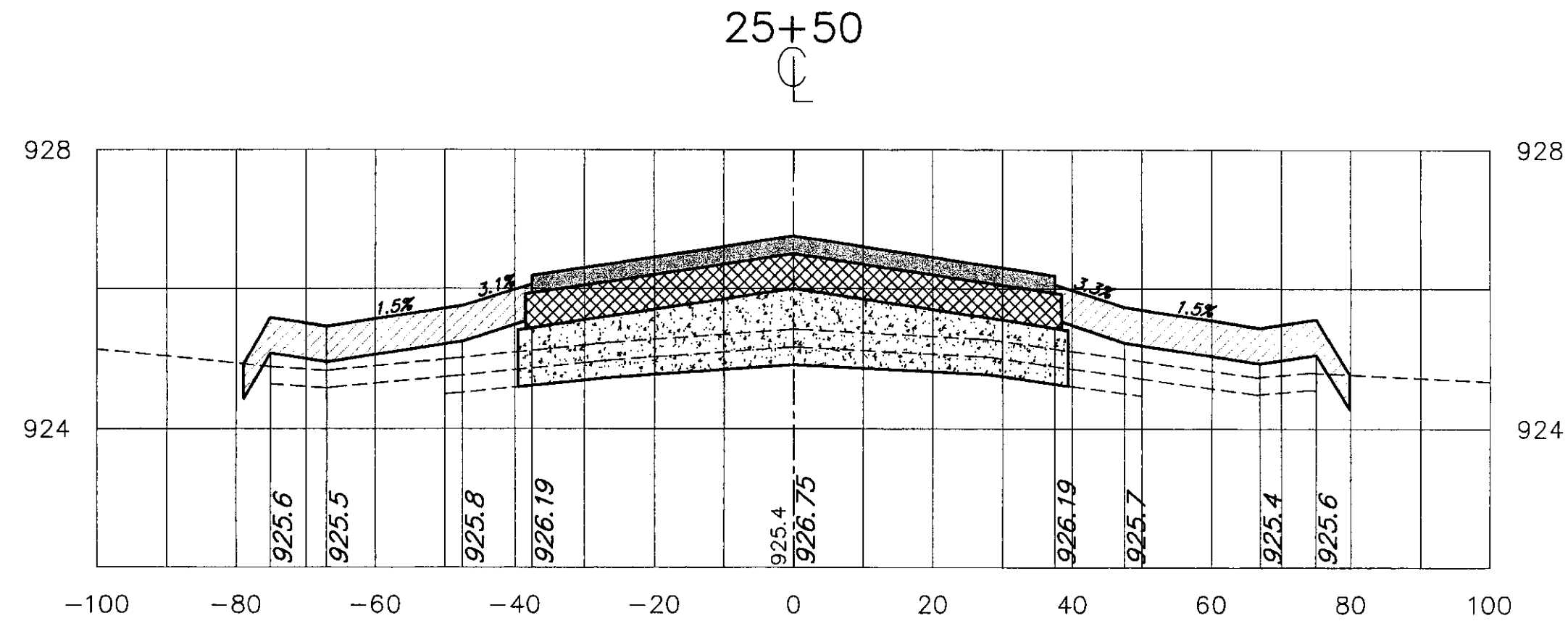
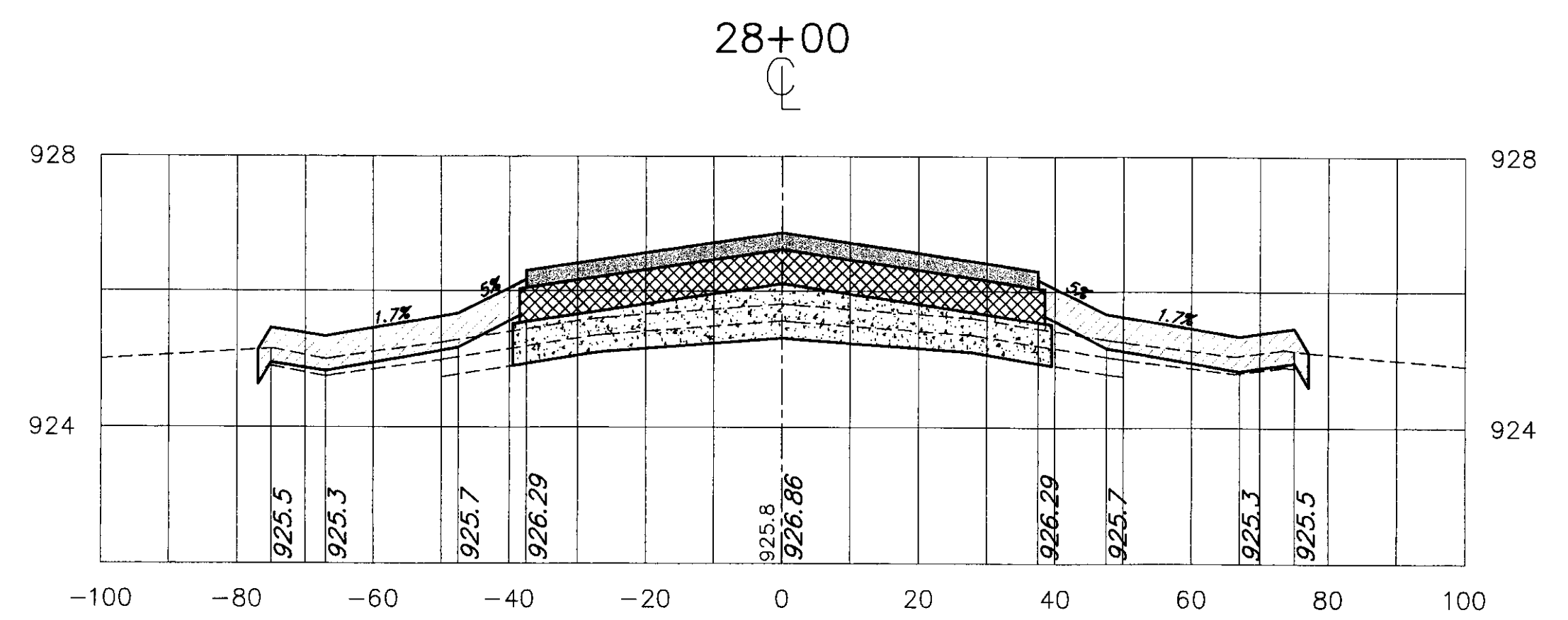
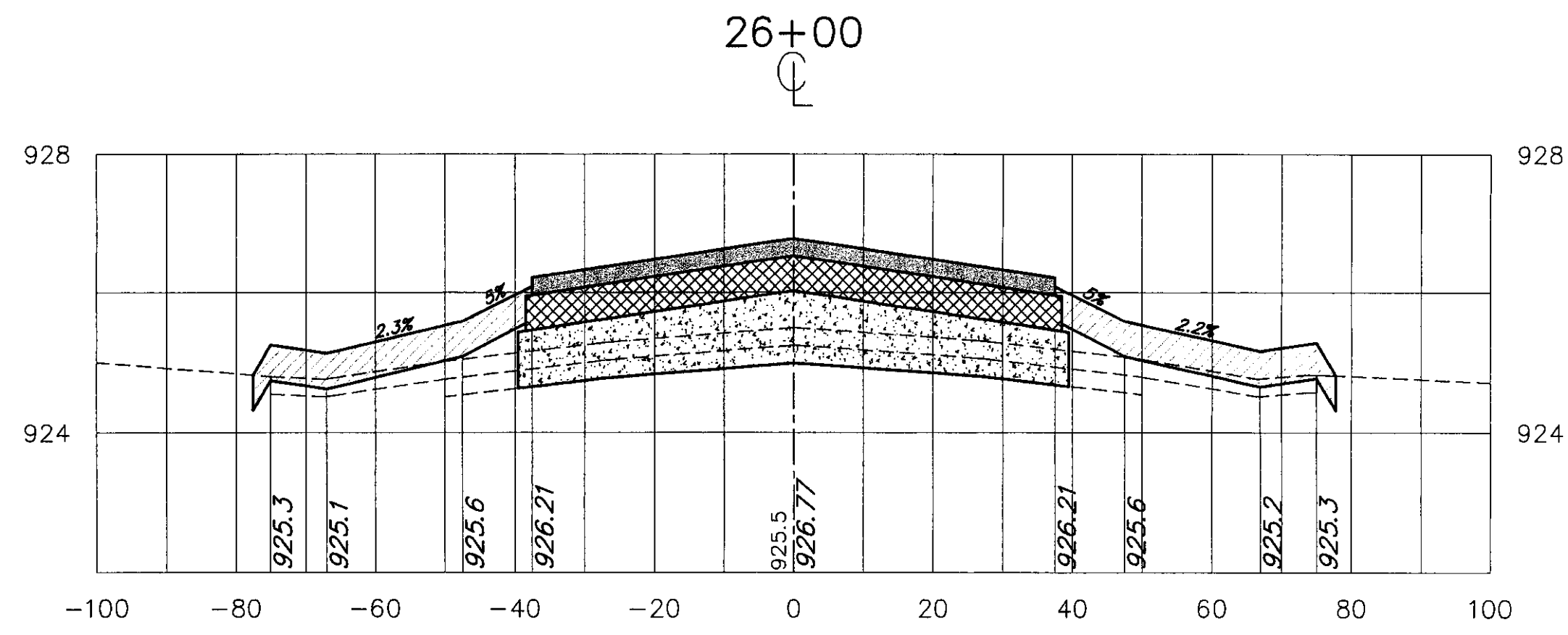
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RECONSTRUCT RUNWAY 5-23  
CROSS SECTIONS STA 20+50 TO 24+00  
SCALE: 1" = 20'  
DATE: 9-1-00

Drawing No. XS-4  
SHEET 13 OF 19



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

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M.C.G.	8/00
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Checked By:	Date:
L.J.G.	8/00

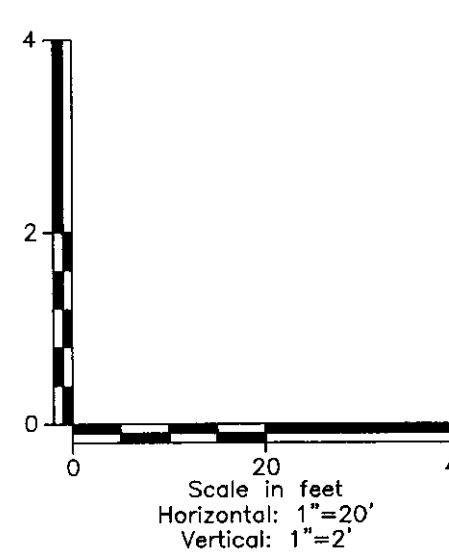
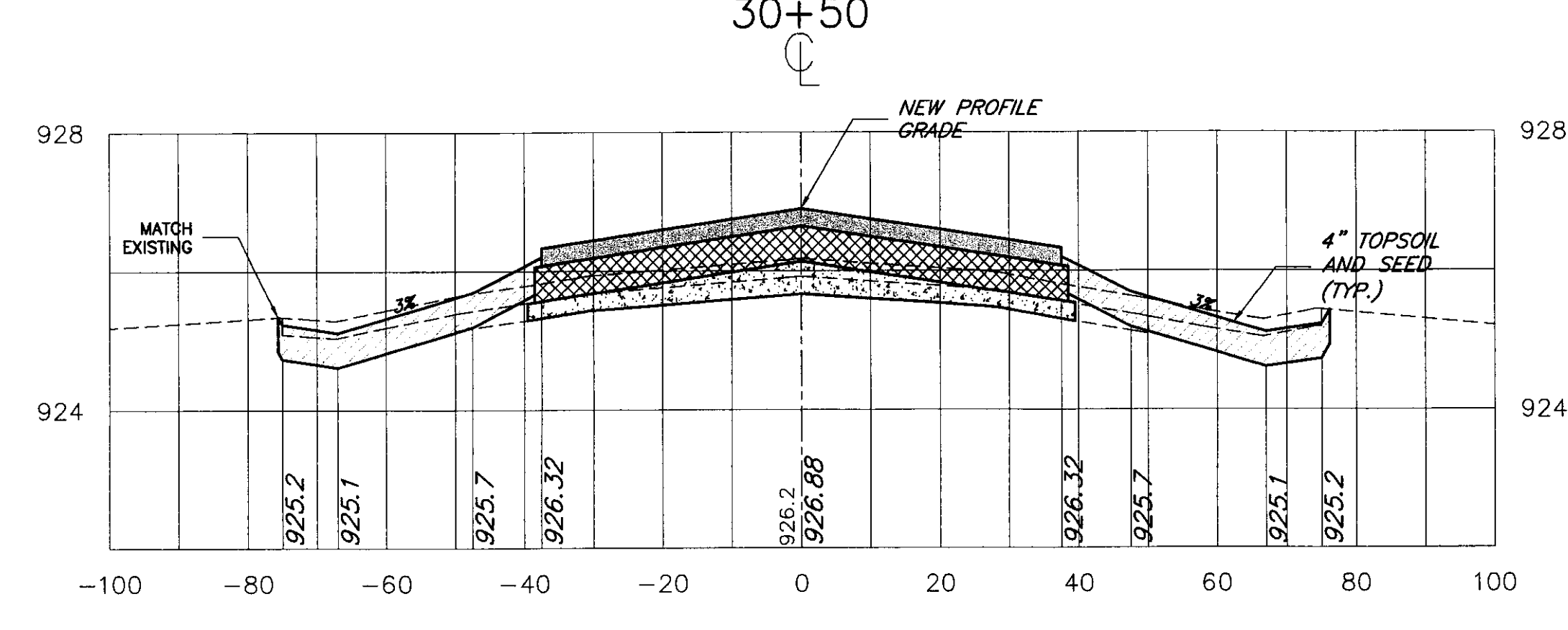
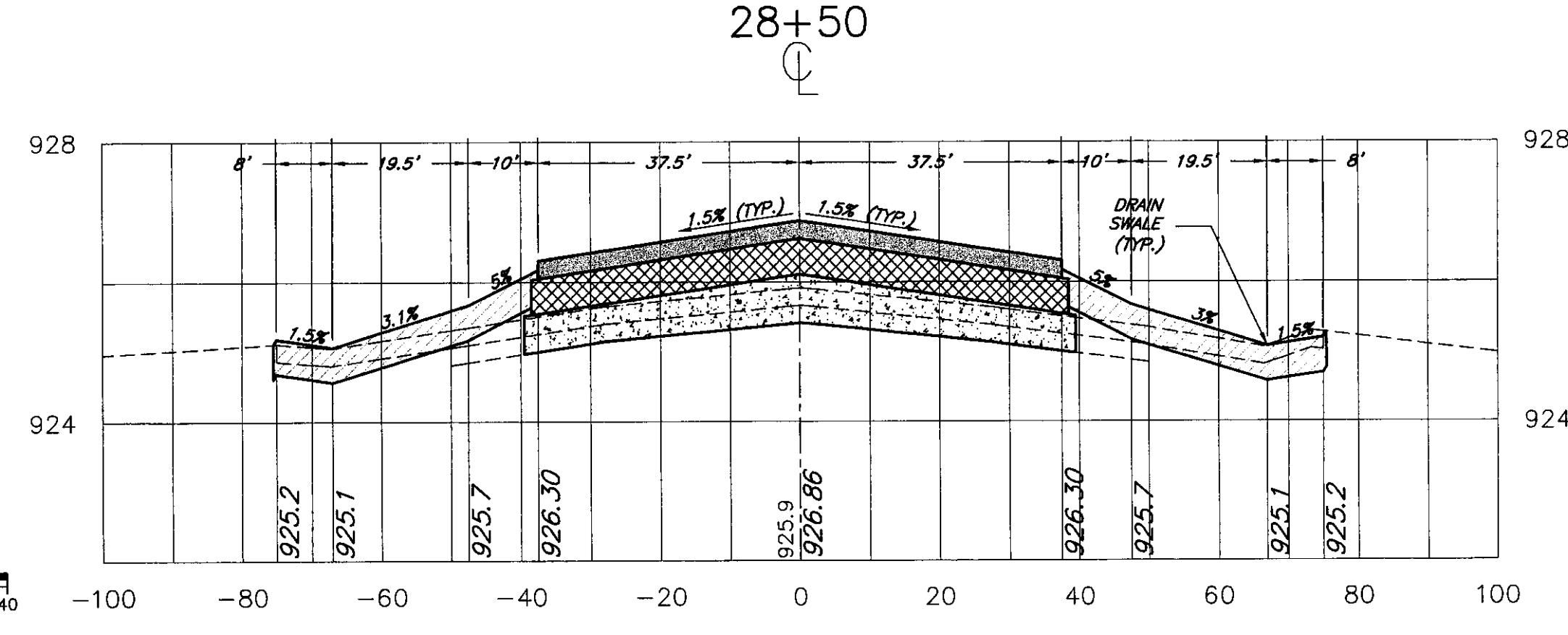
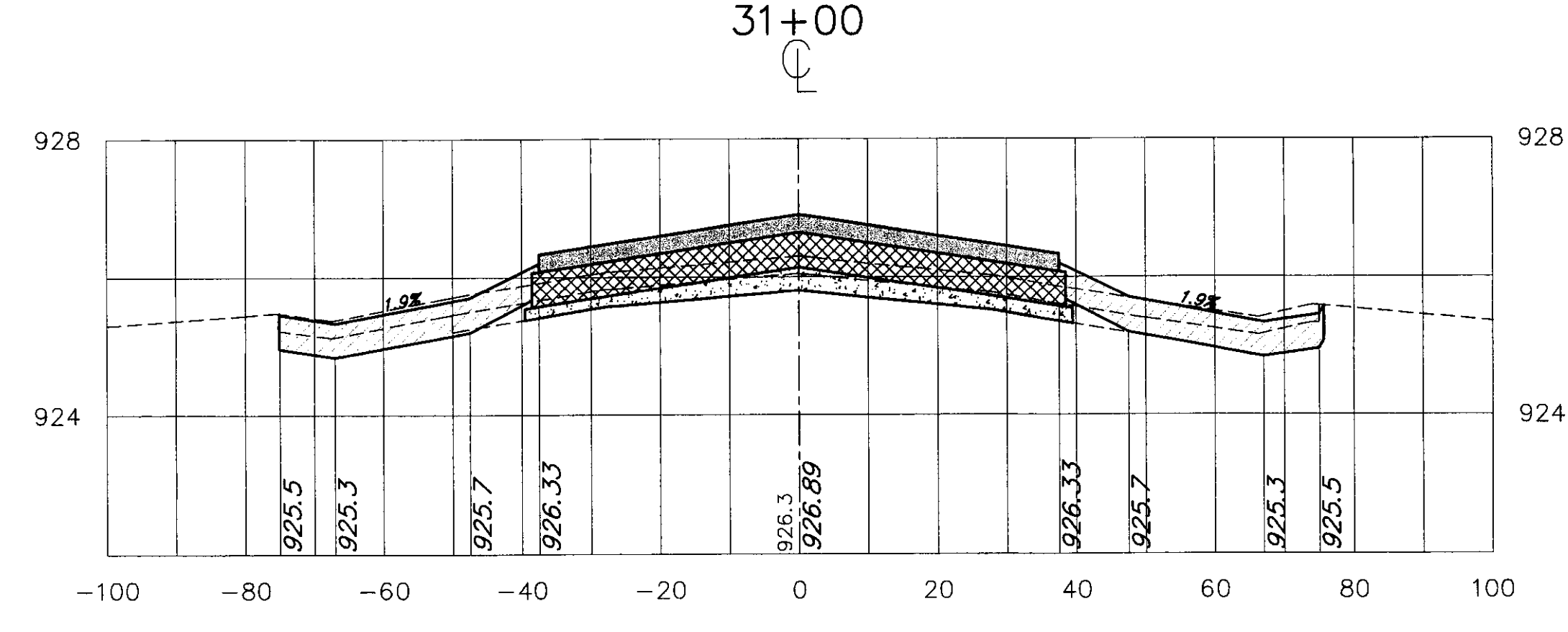
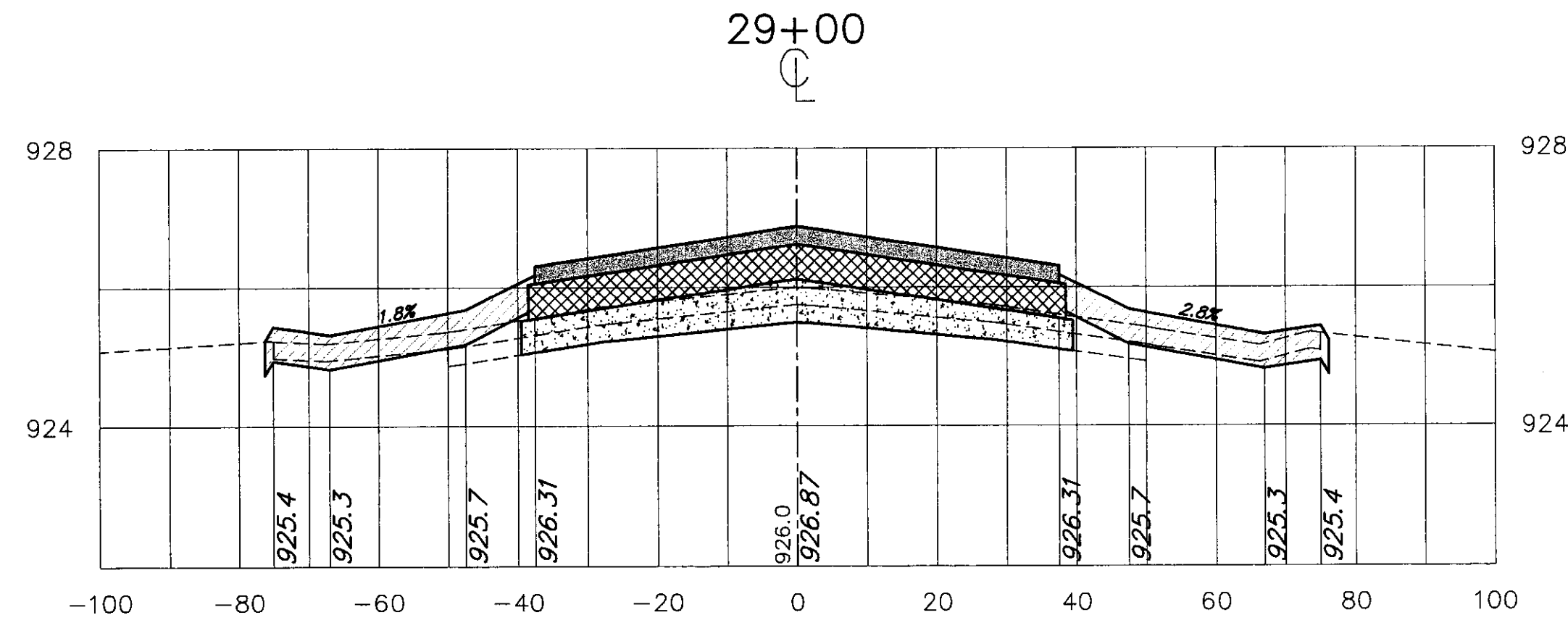
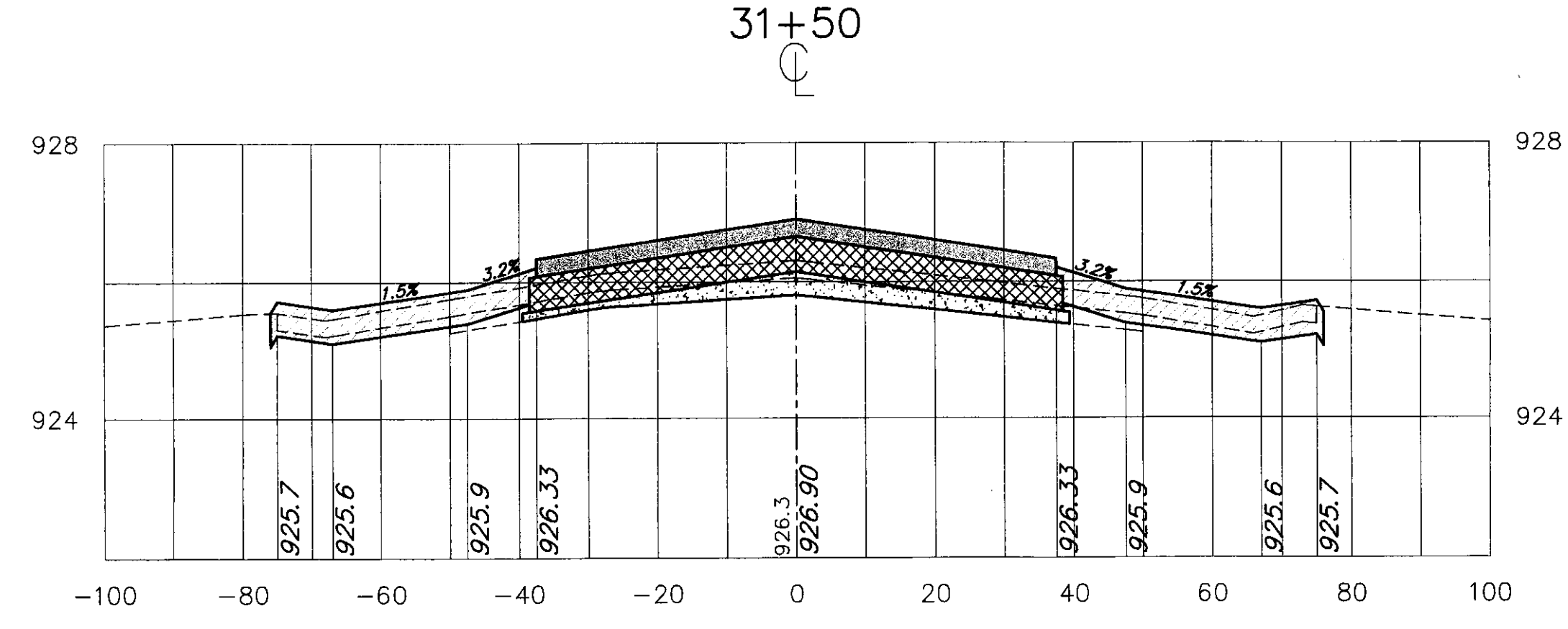
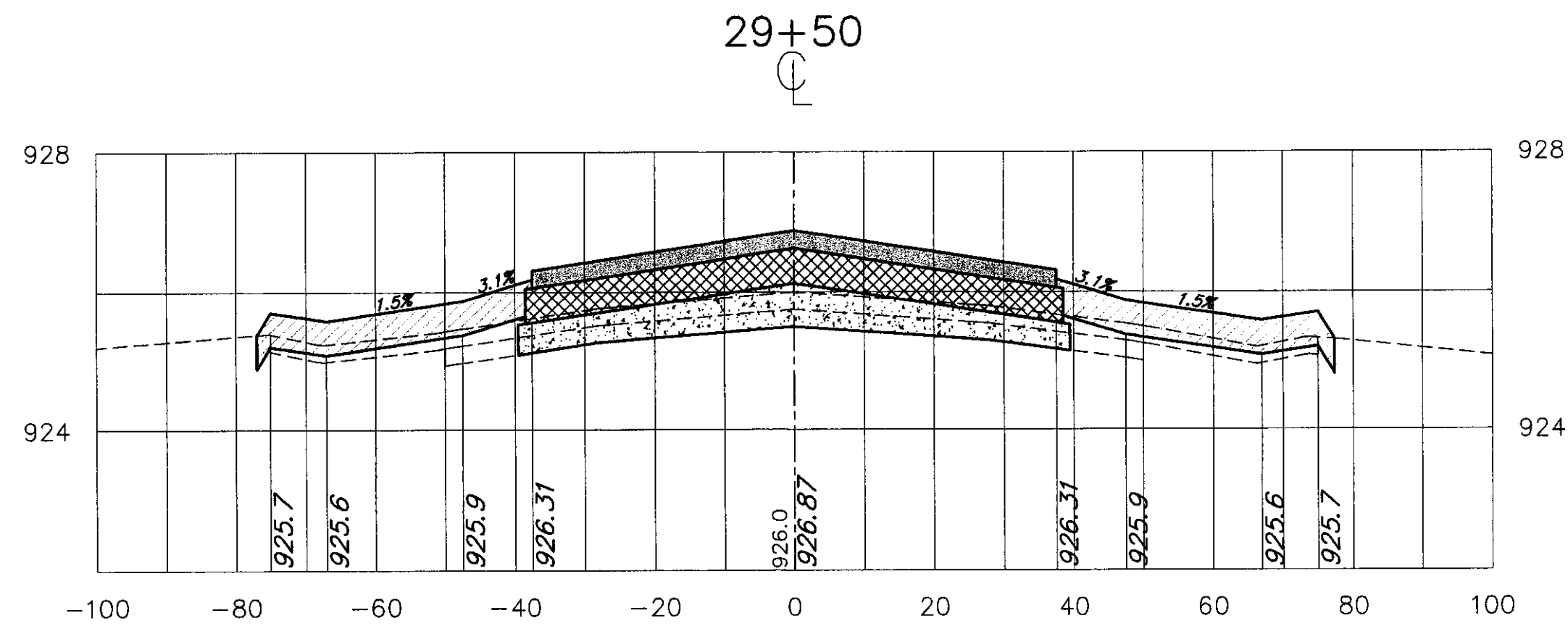
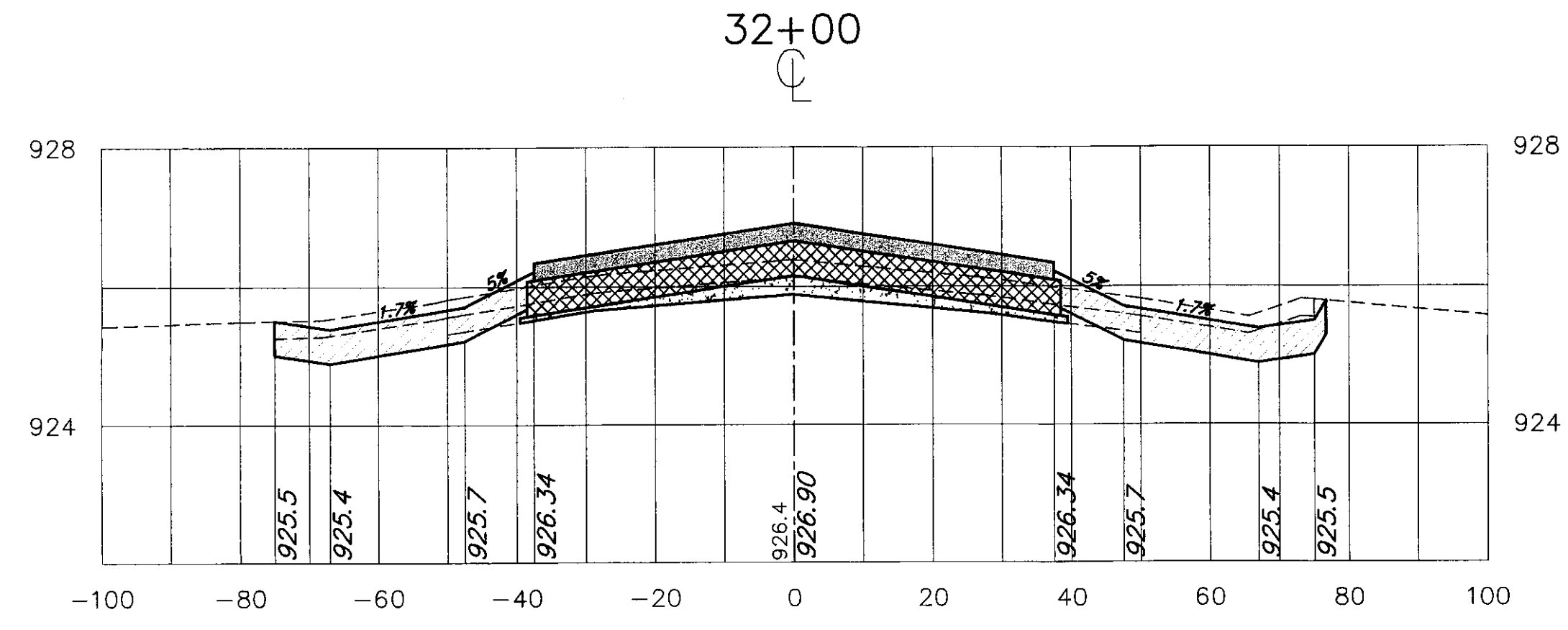
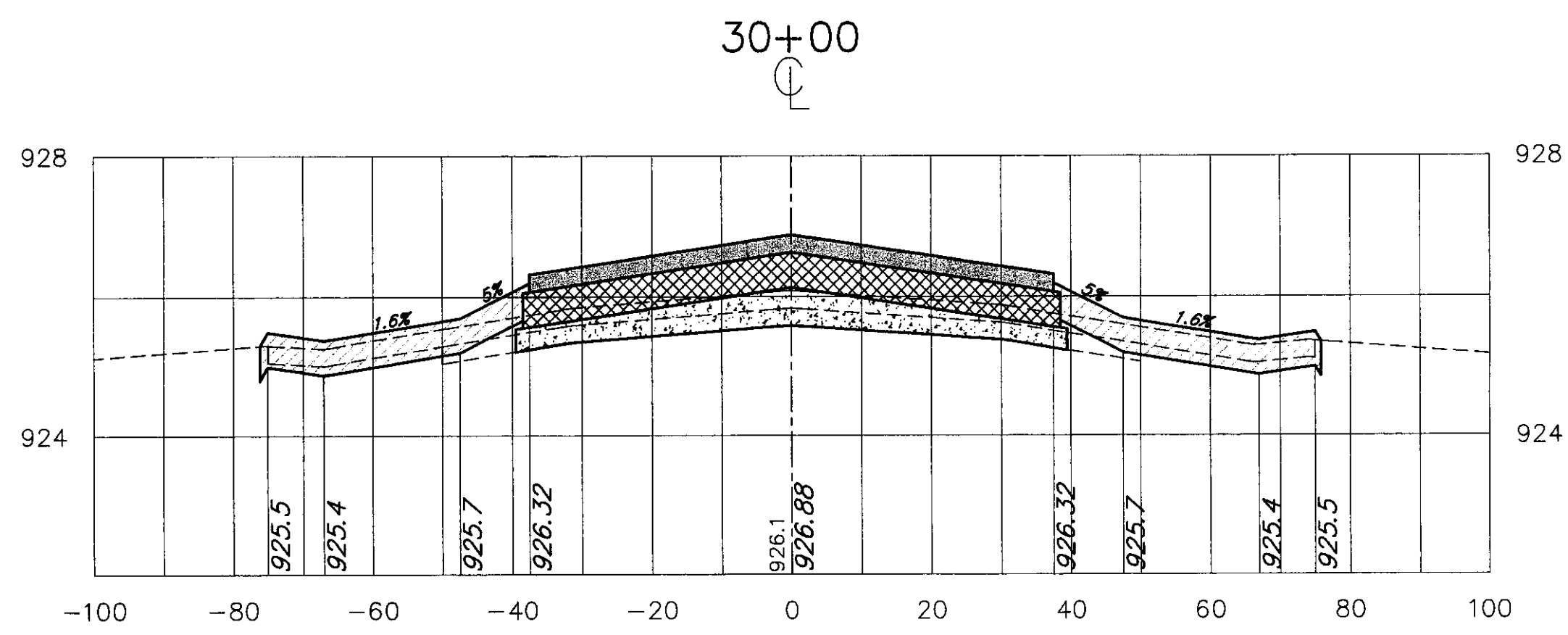
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CROSS SECTIONS STA 24+50 TO 28+00	
SCALE: 1" = 20'	DATE: 9-1-00

Drawing No. XS-5  
SHEET 14 OF 19



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M.C.C.	8/00
Drawn By:	Date:
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Checked By:	Date:
L.J.G.	8/00

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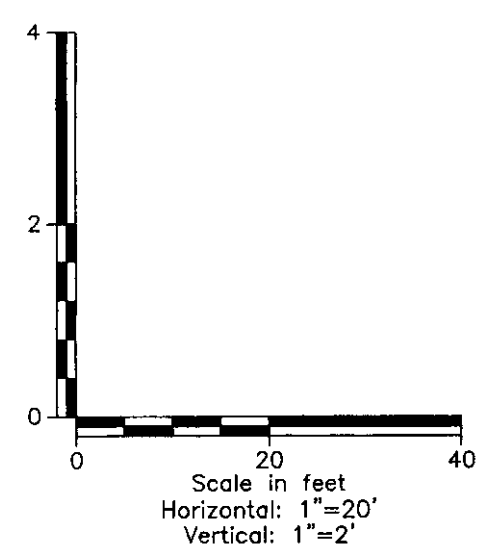
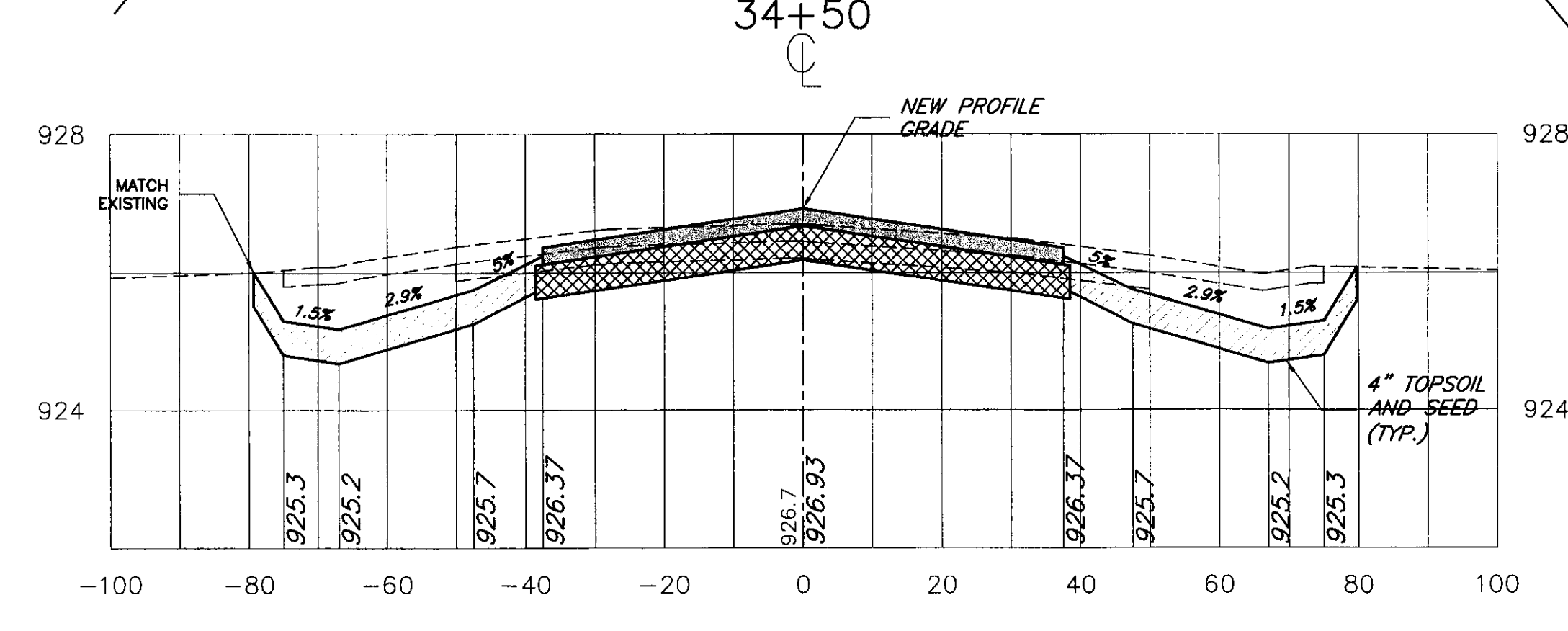
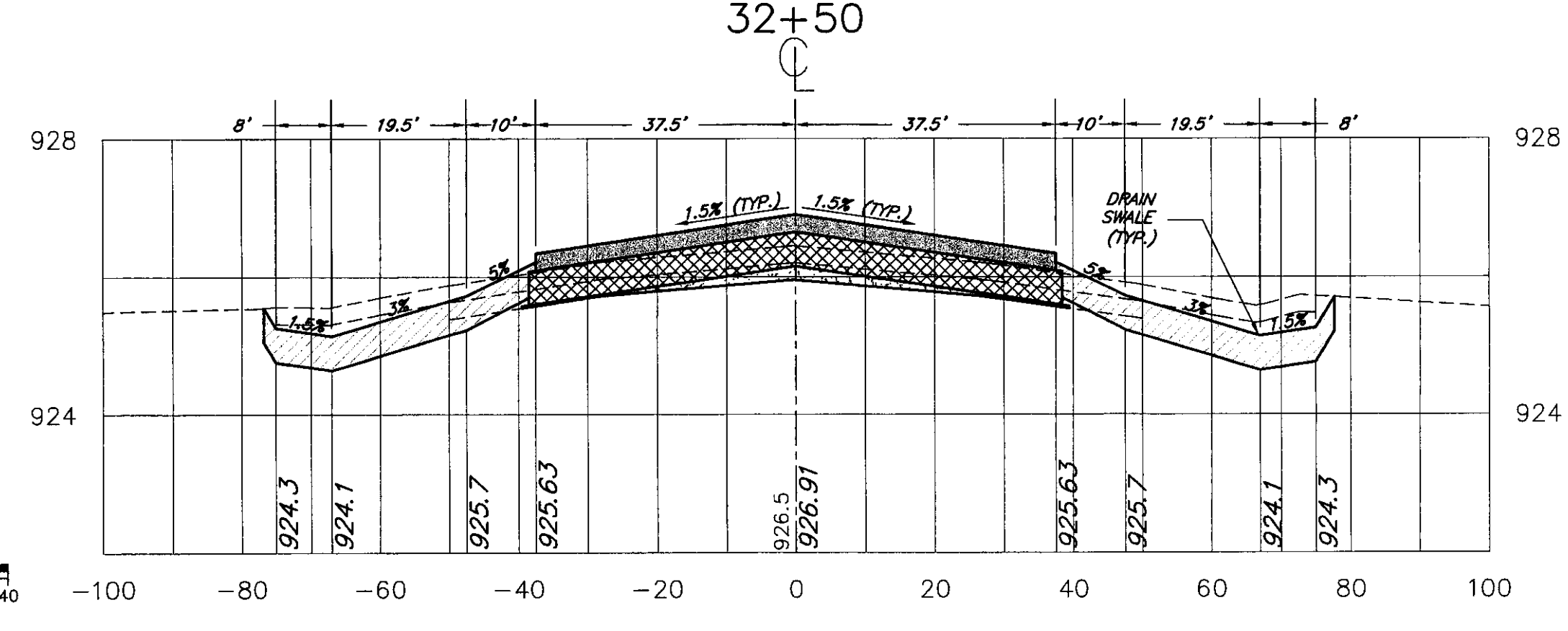
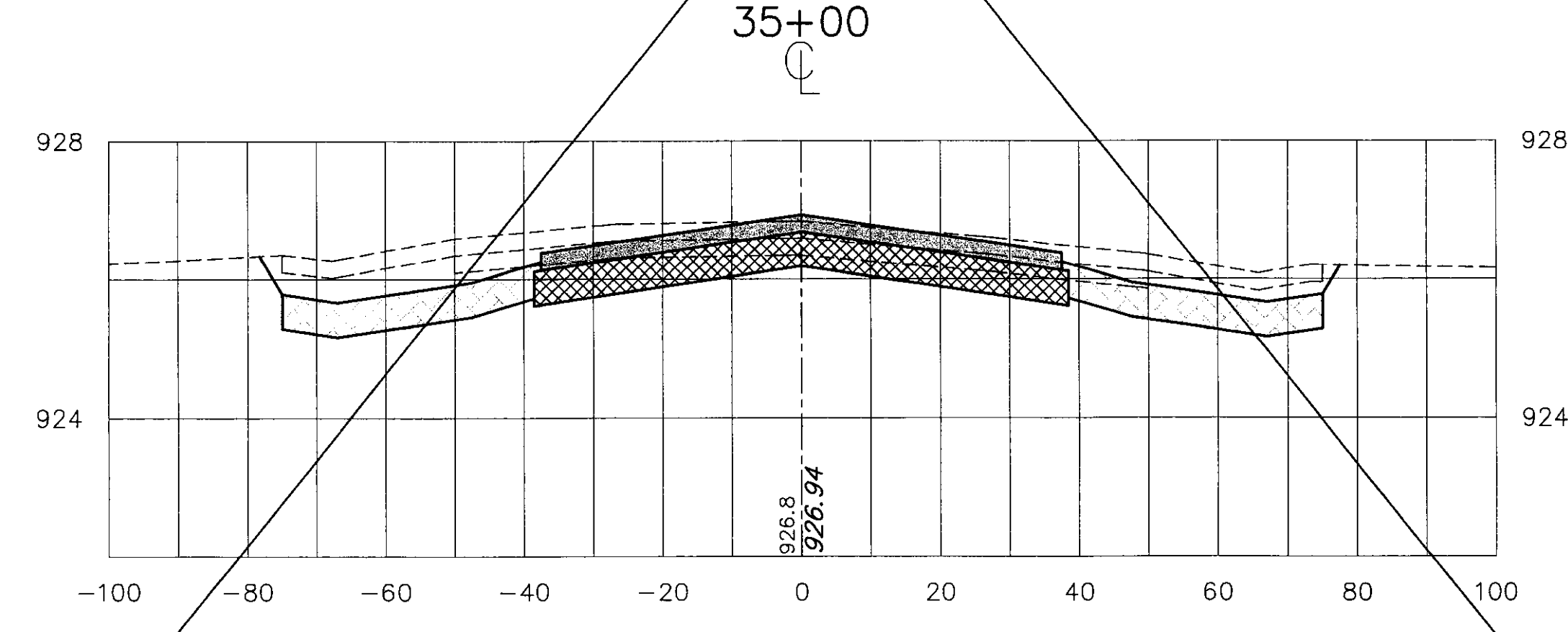
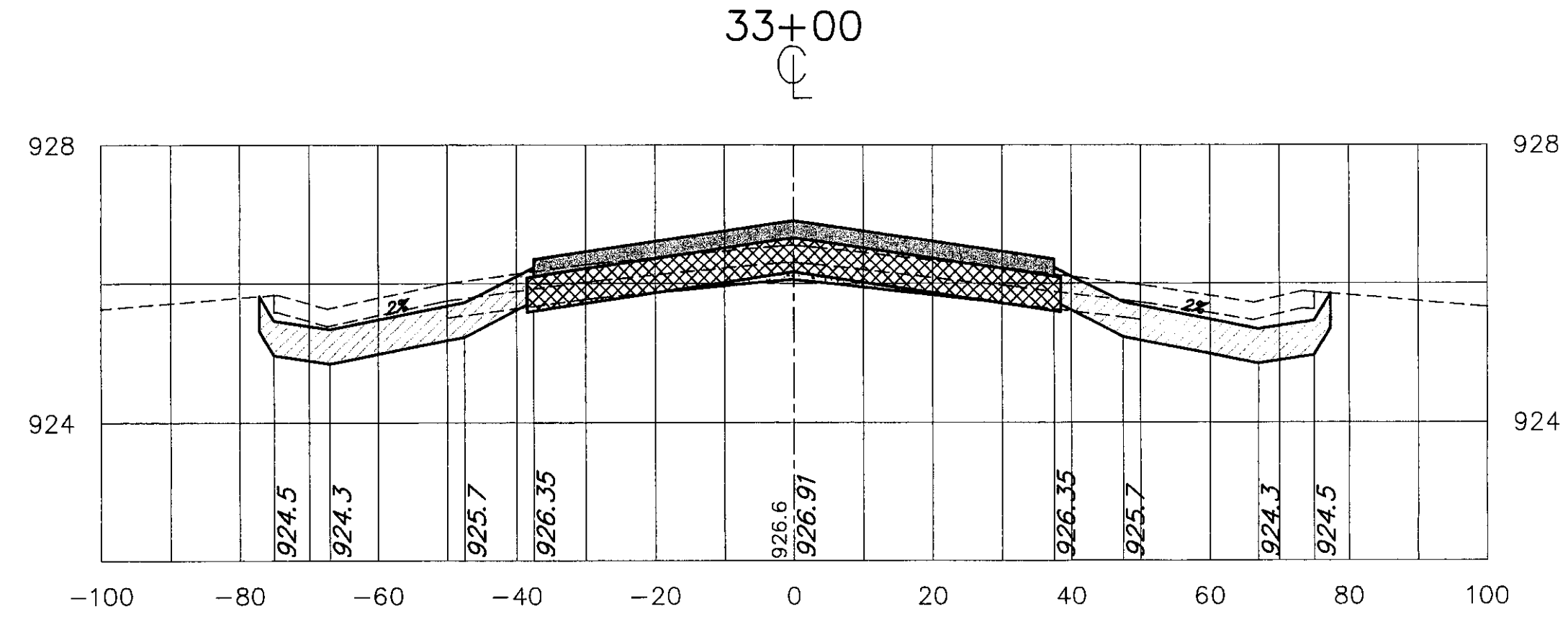
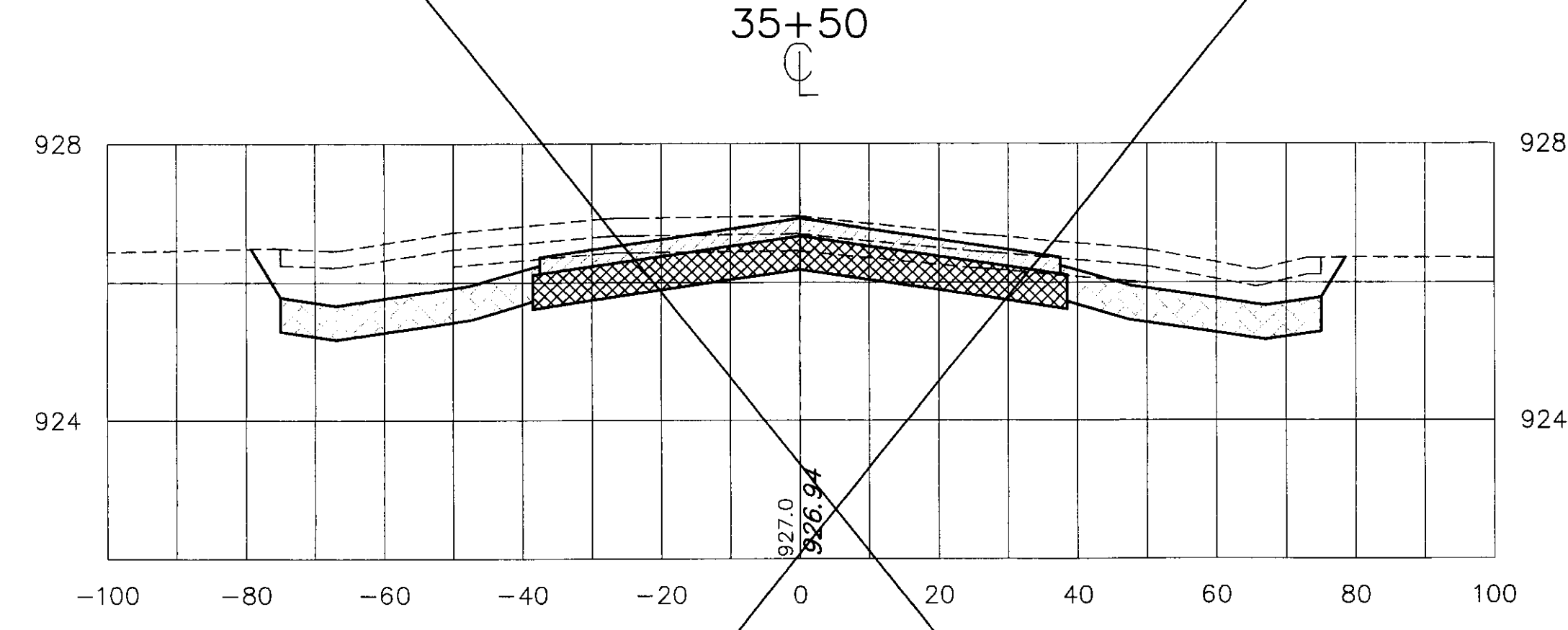
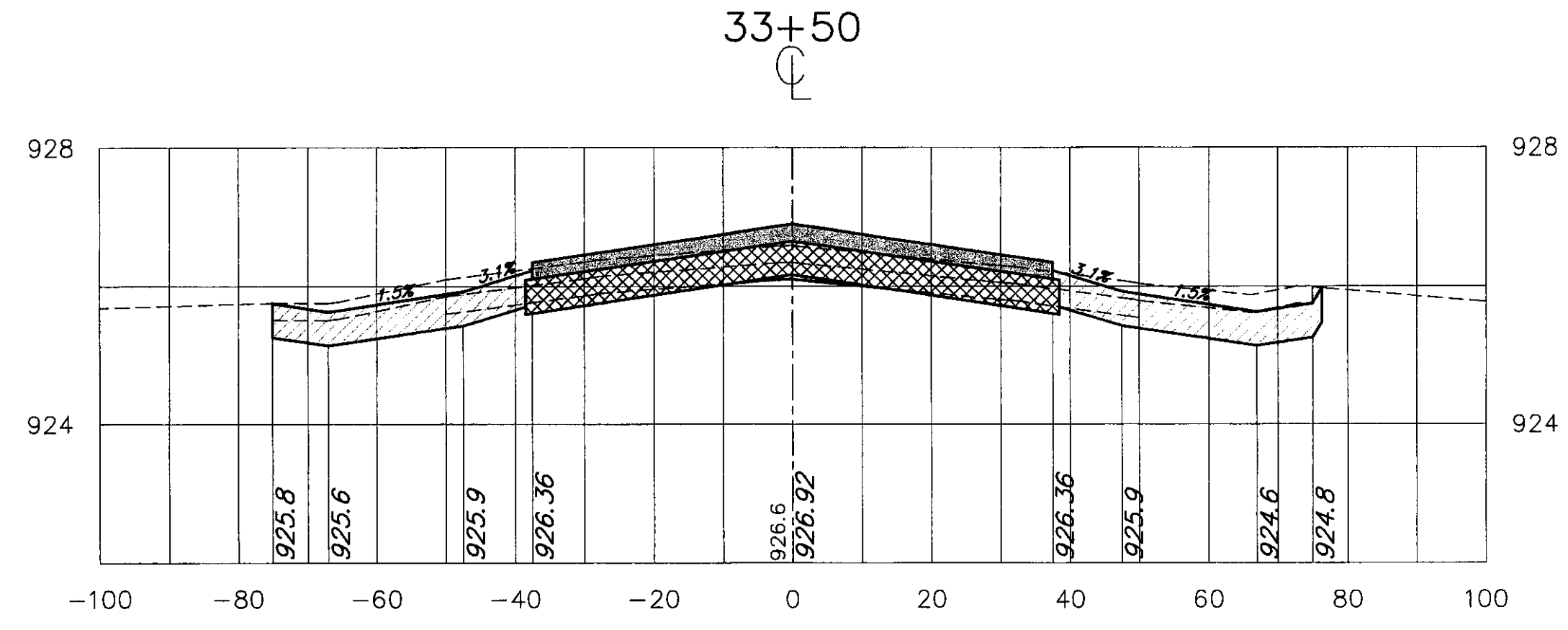
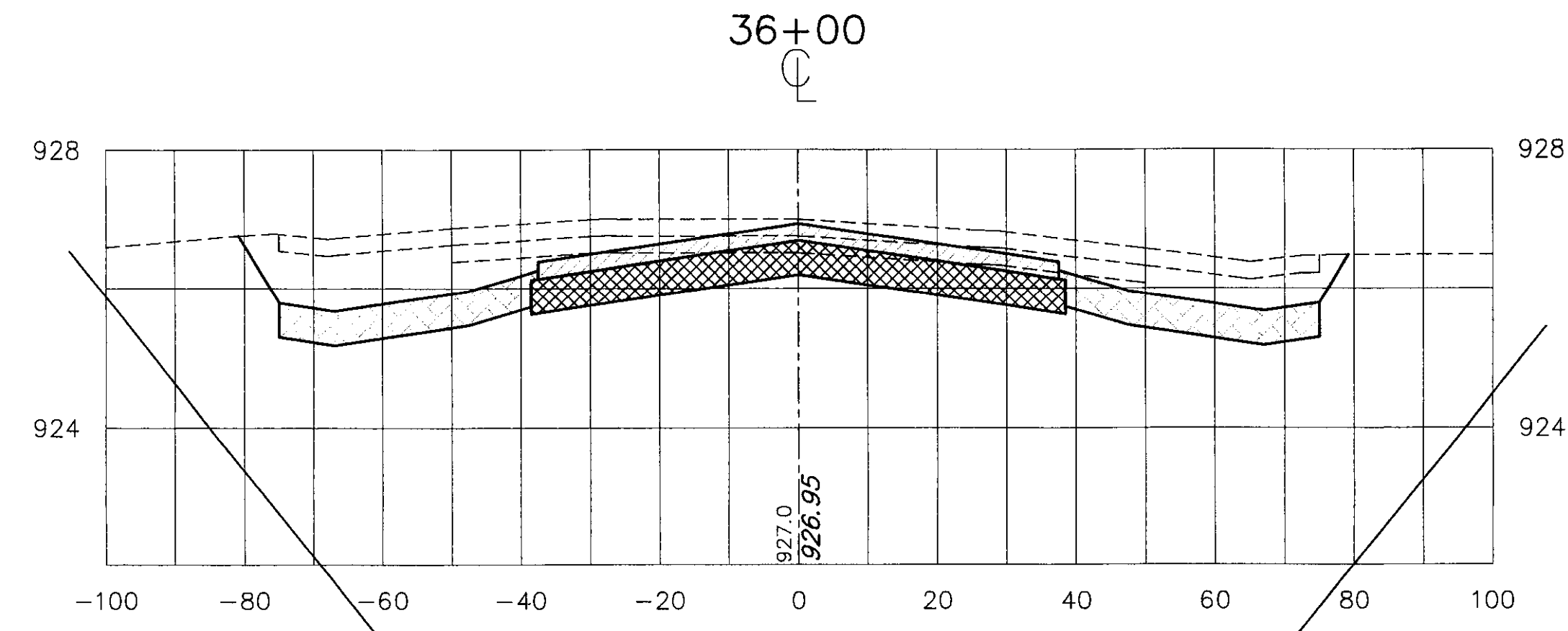
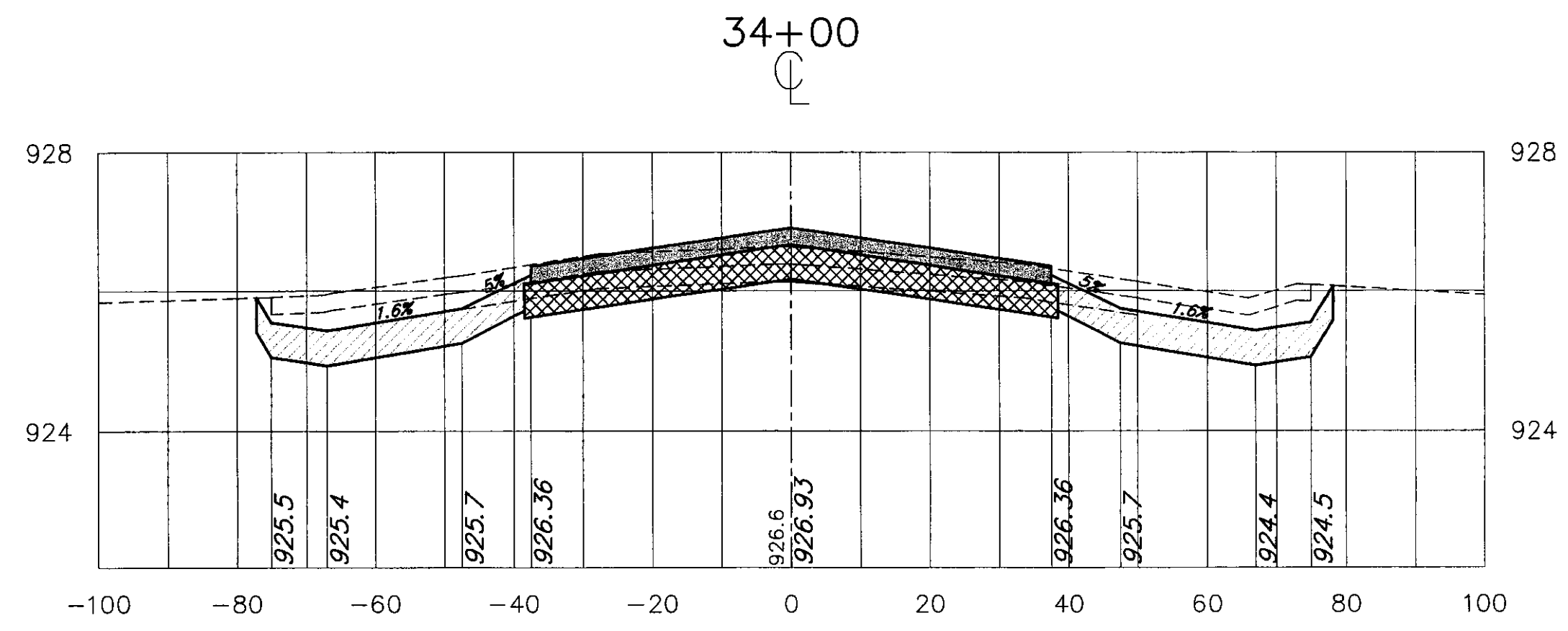
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**CROSS SECTIONS STA 28+50 TO 32+00**

SCALE: 1" = 20' DATE: 9-1-00

Drawing No. **XS-6**  
 SHEET 15 OF 19



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M.C.G.	8/00
Drawn By:	Date:
M.A.R.	8/00
Checked By:	Date:
L.J.G.	8/00

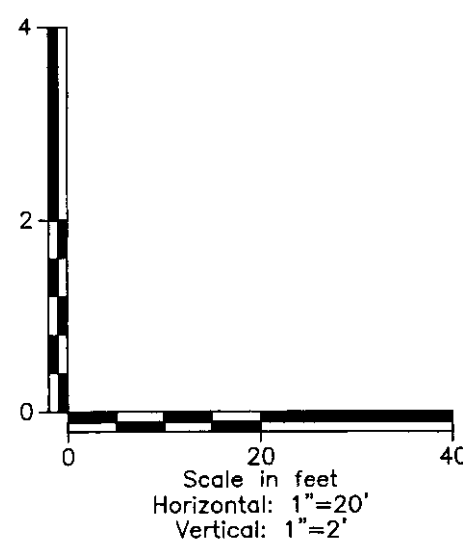
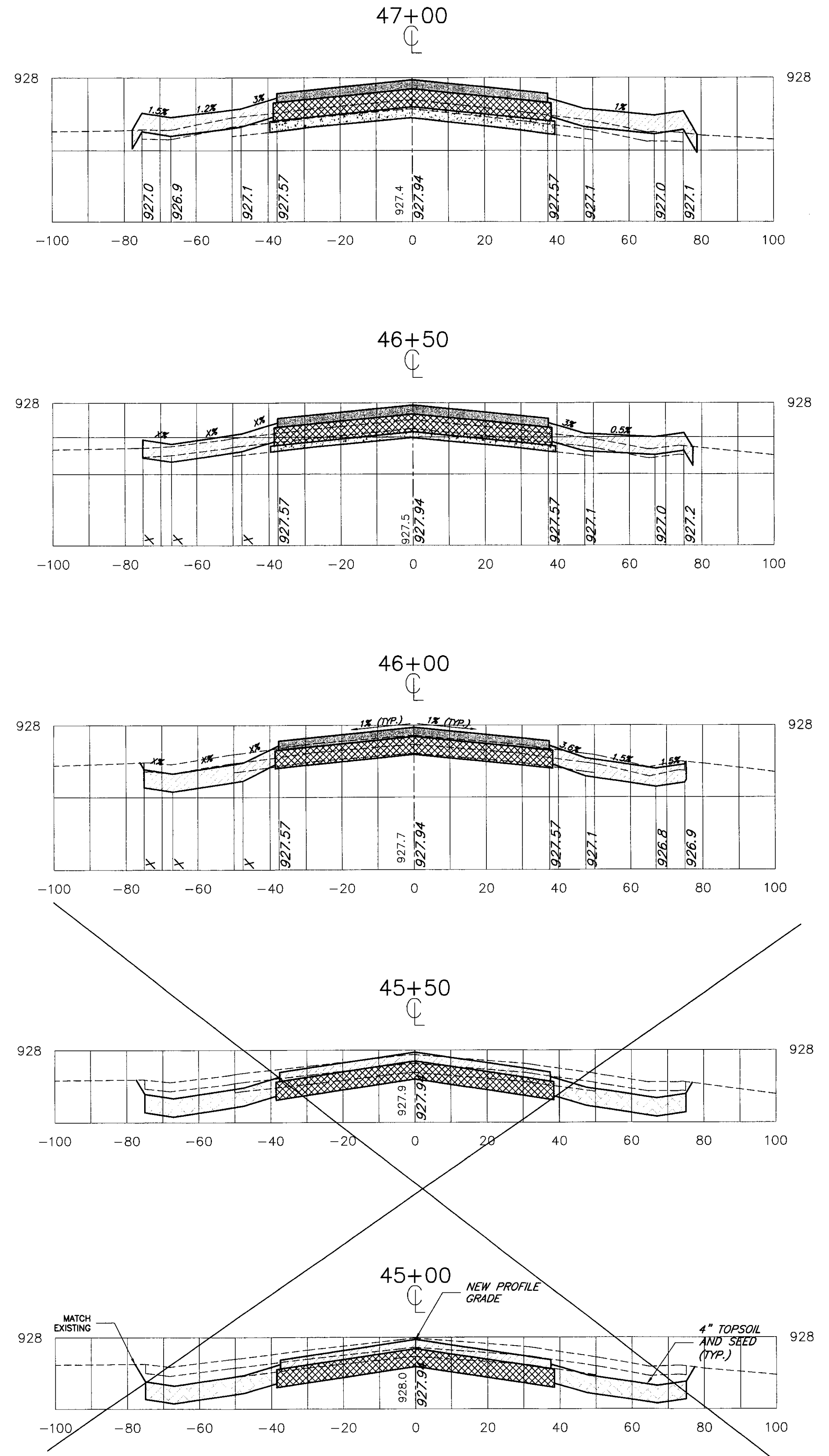
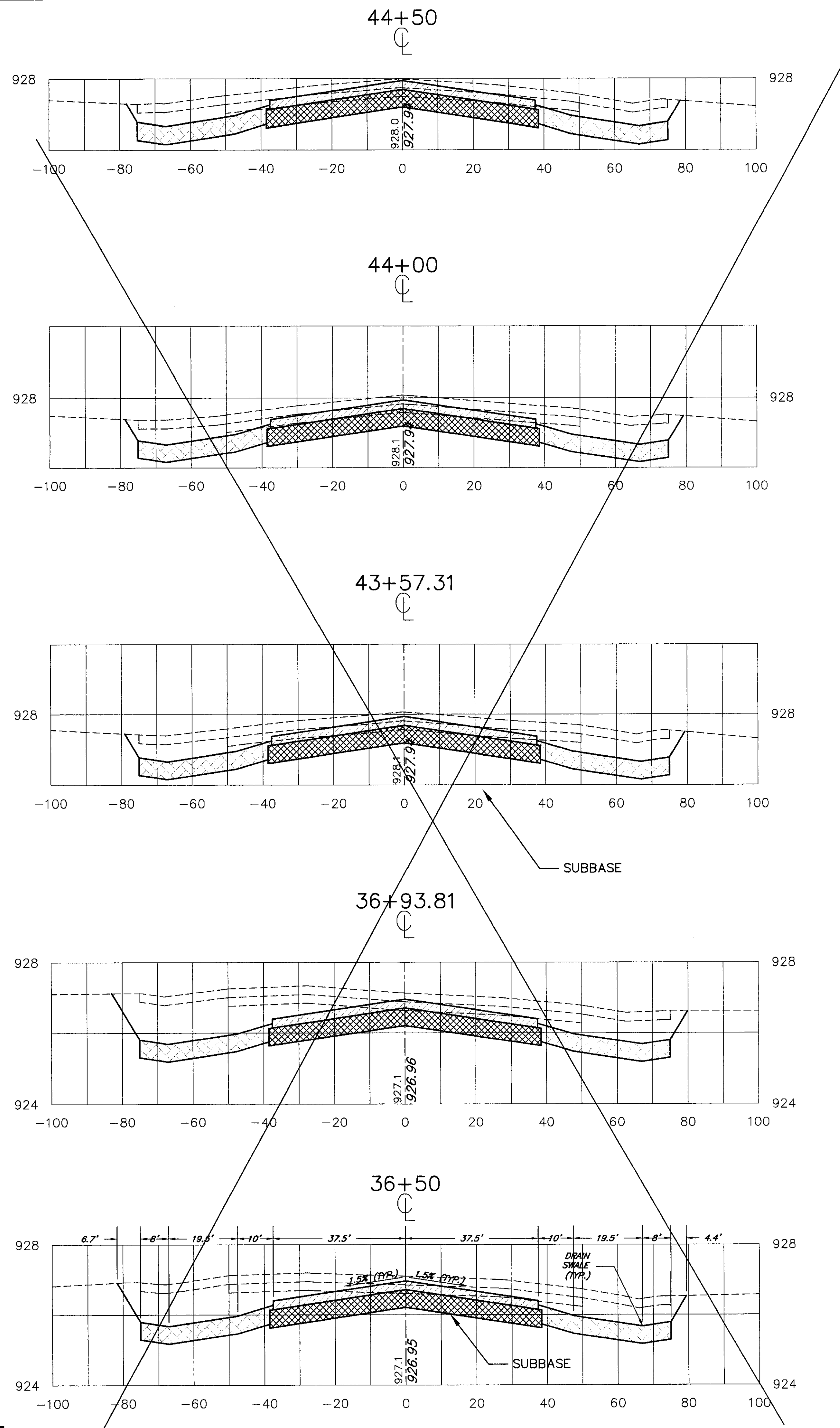
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**CROSS SECTIONS STA 32+50 TO 36+00**  
 SCALE: 1" = 20' DATE: 9-1-00

Drawing No. **XS-7**  
 SHEET 16 OF 19



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

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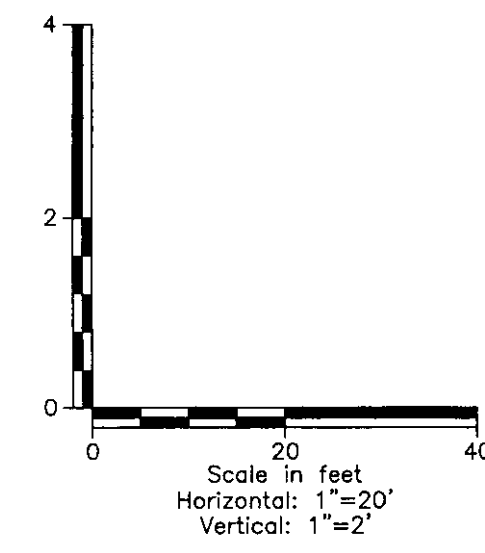
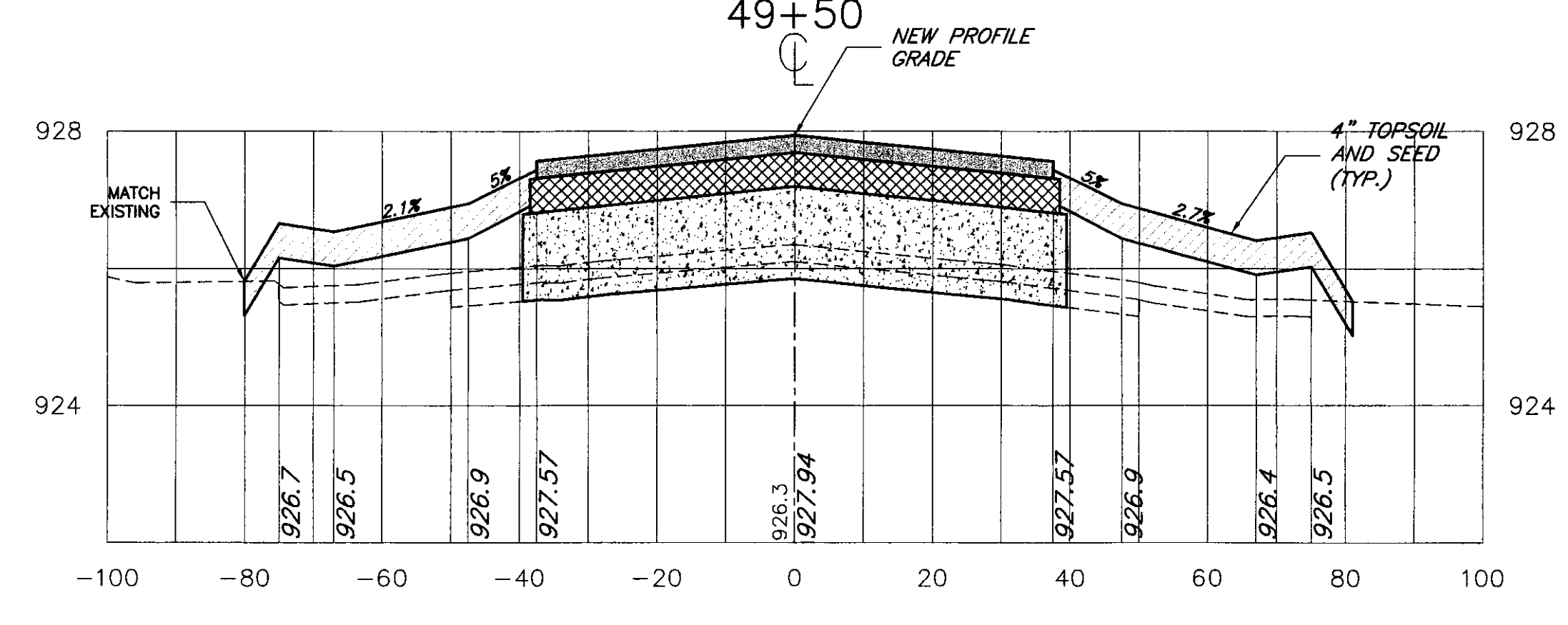
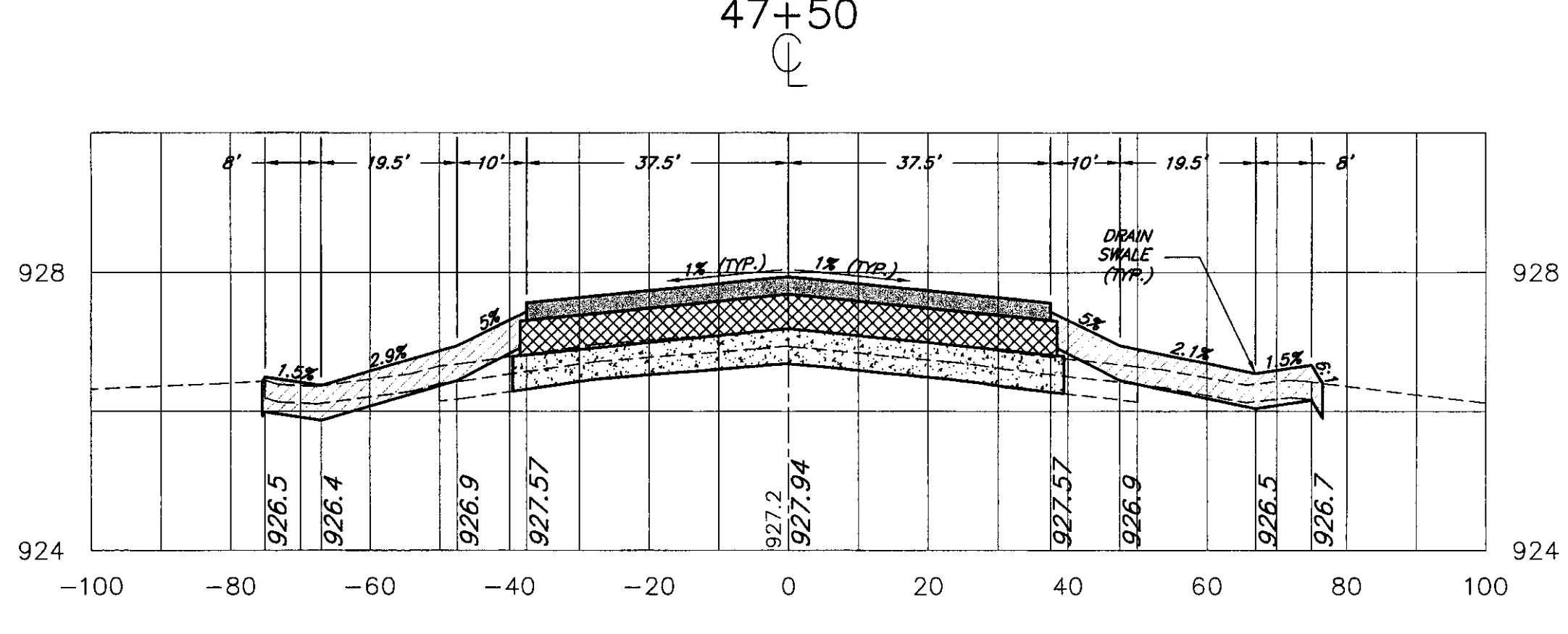
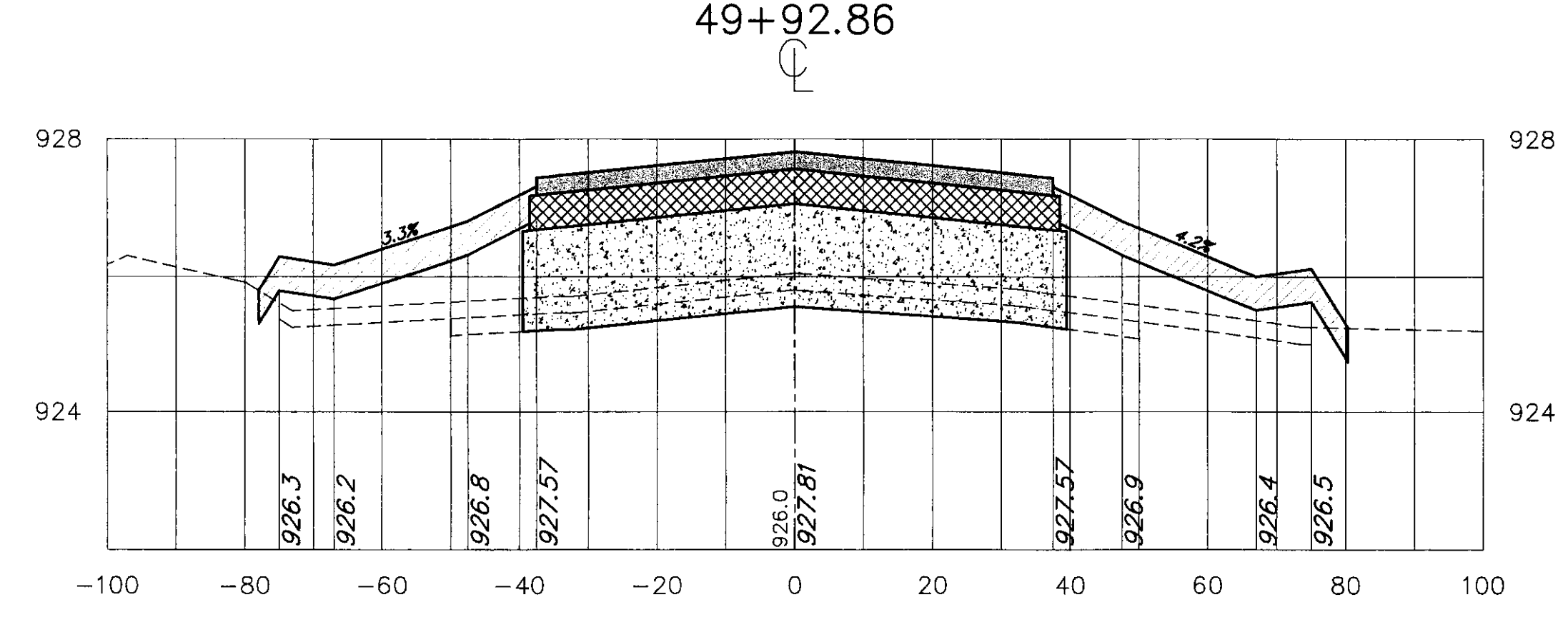
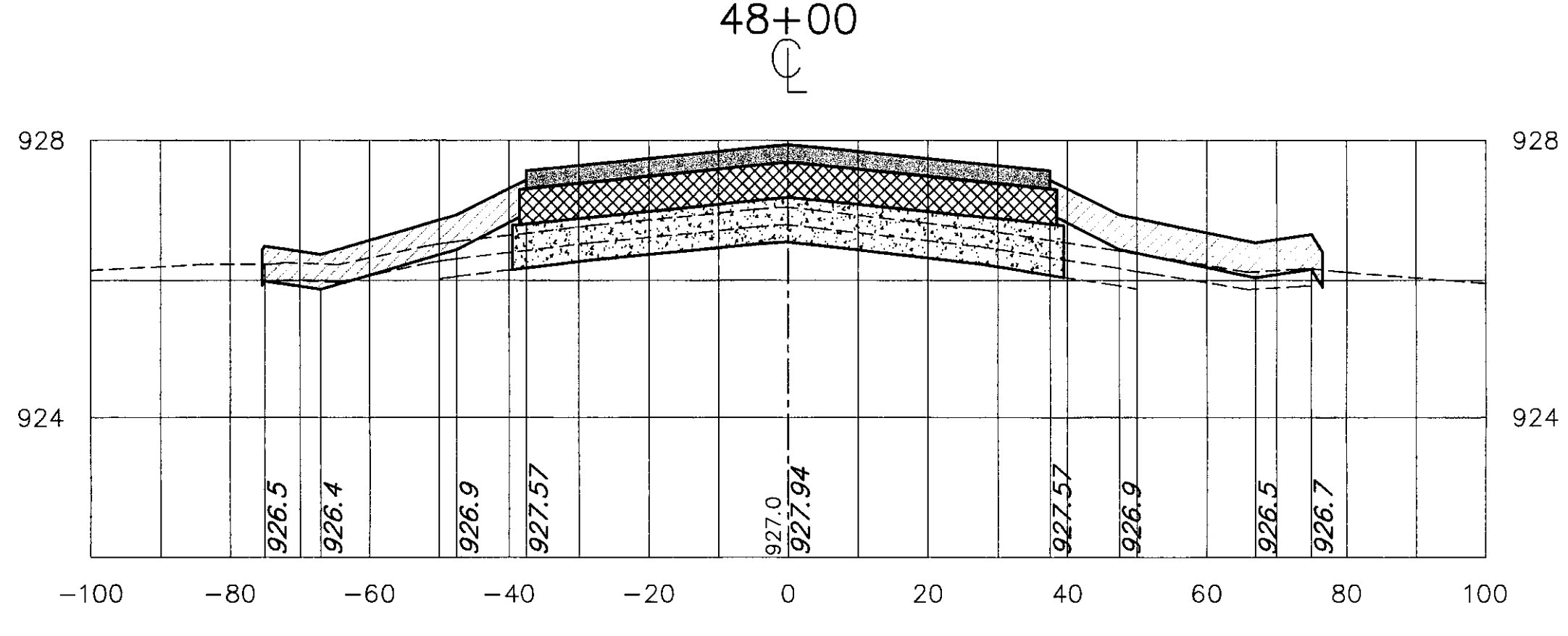
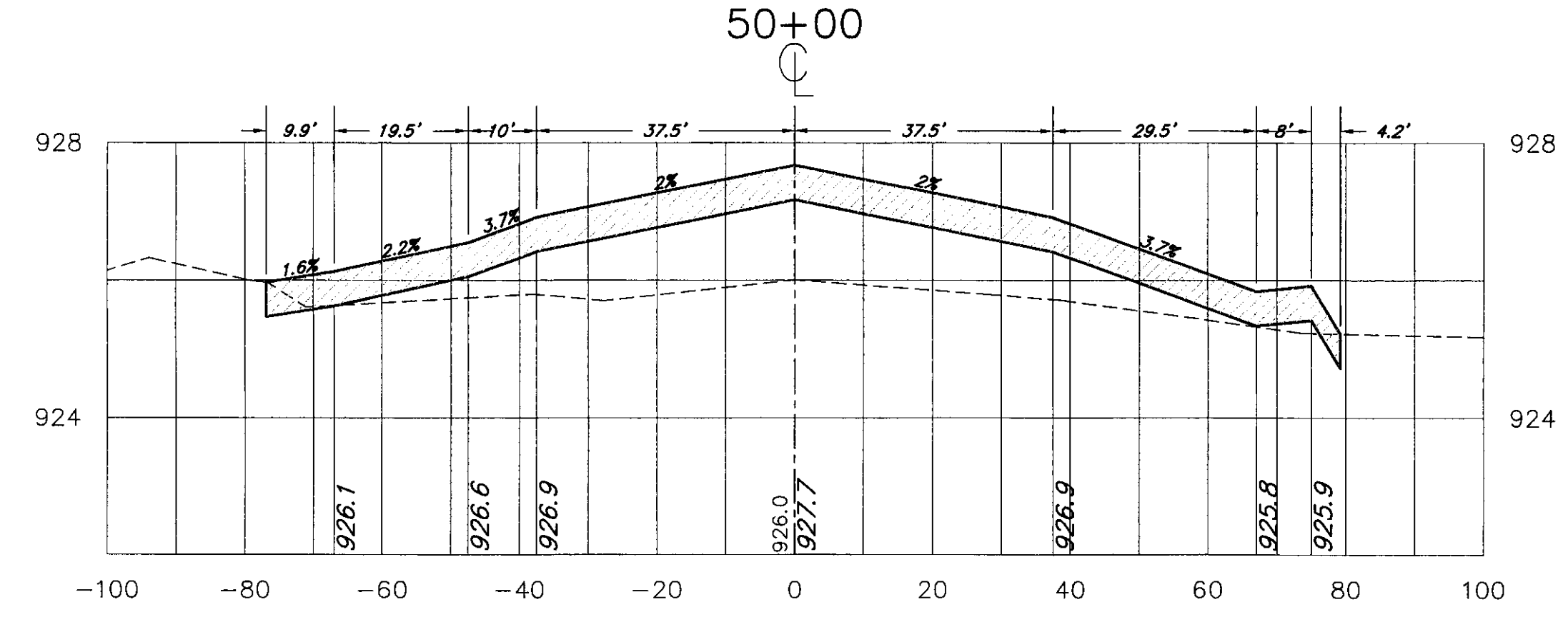
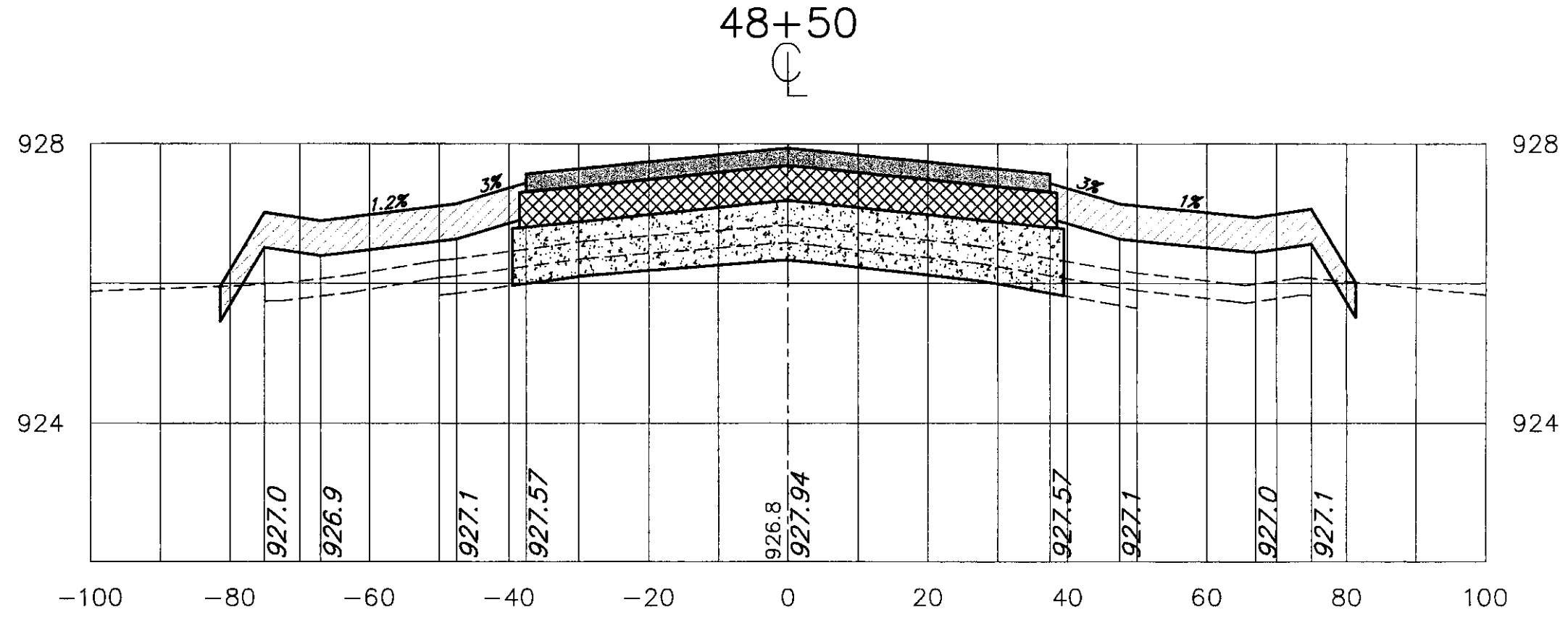
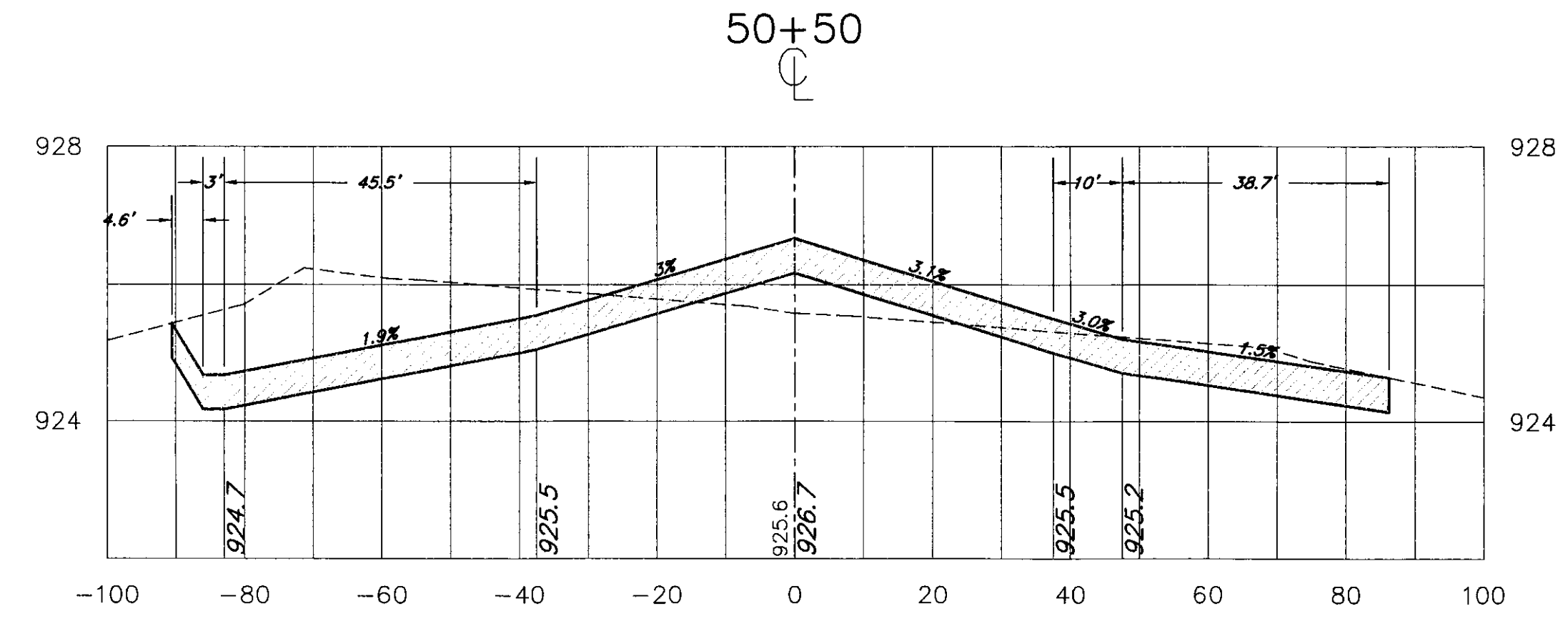
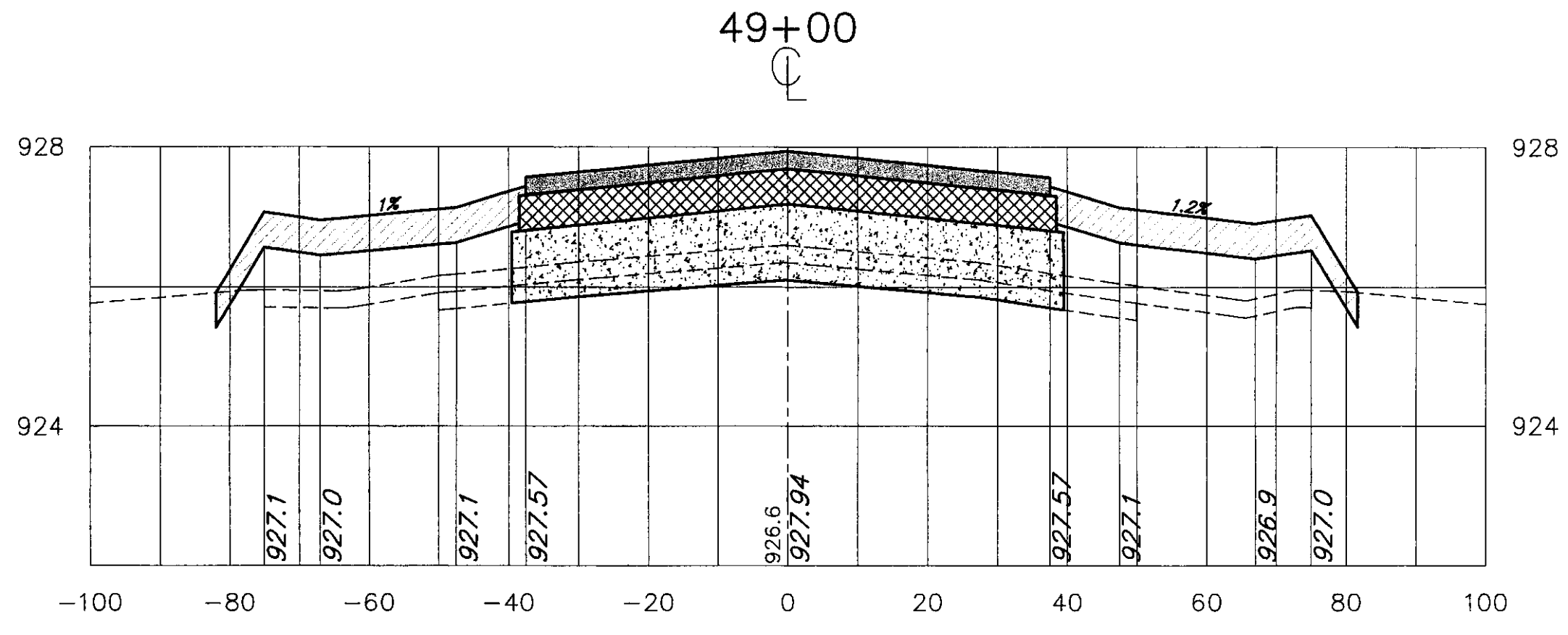
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**CROSS SECTIONS 36+50 TO 47+00**  
 SCALE: 1" = 20' DATE: 9-1-00

Drawing No. **XS-8**  
 SHEET 17 OF 19



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

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RECONSTRUCT RUNWAY 5-23

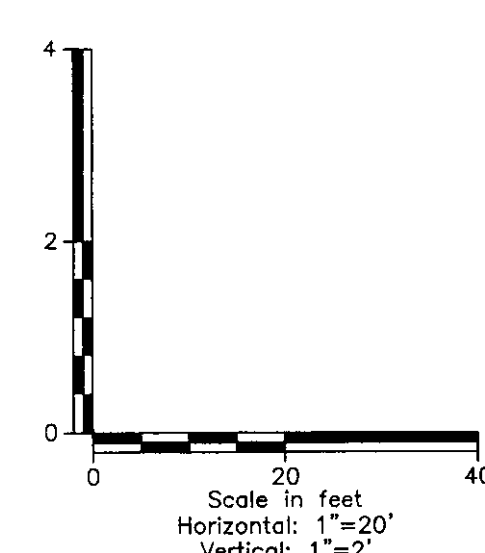
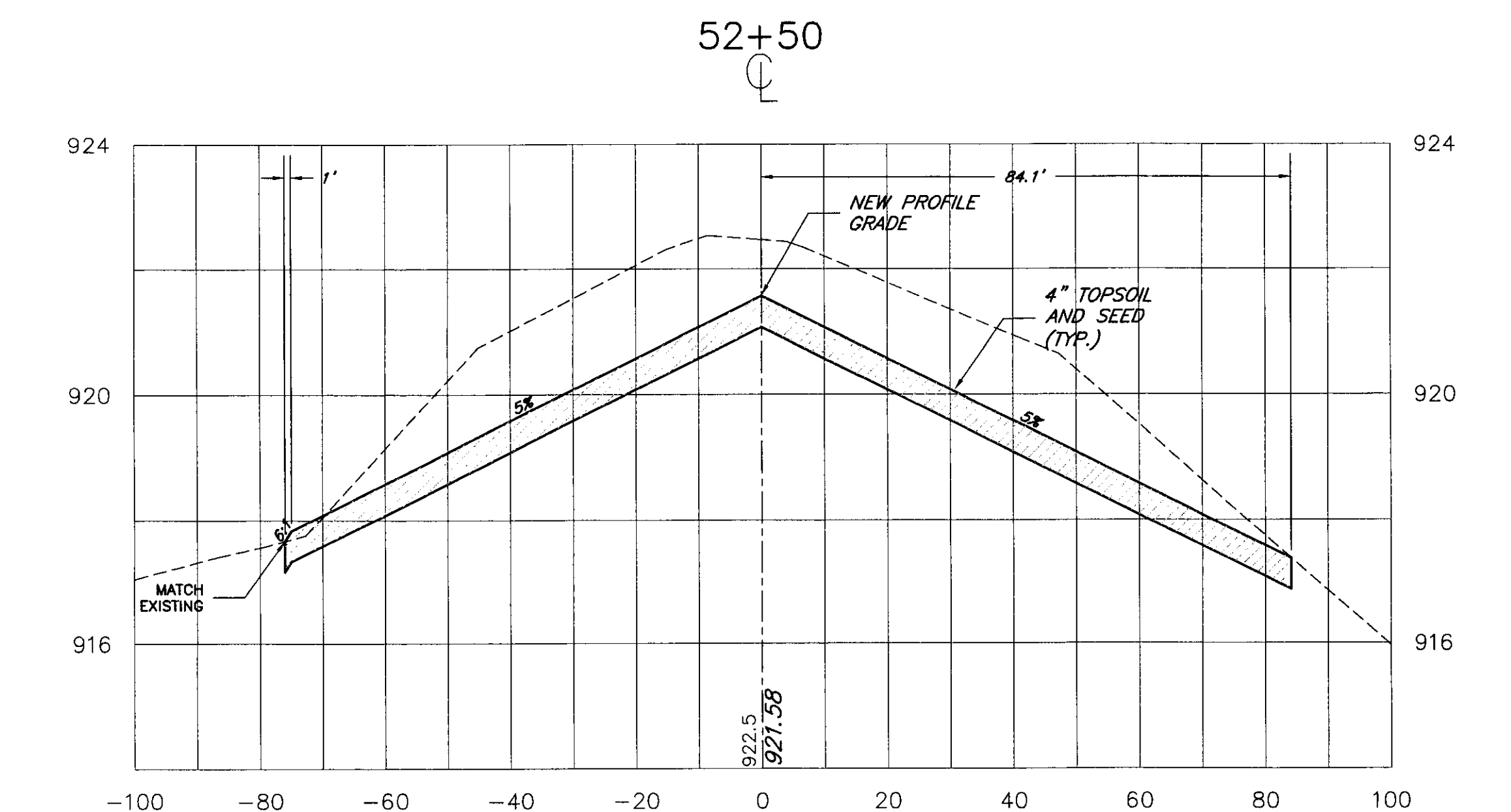
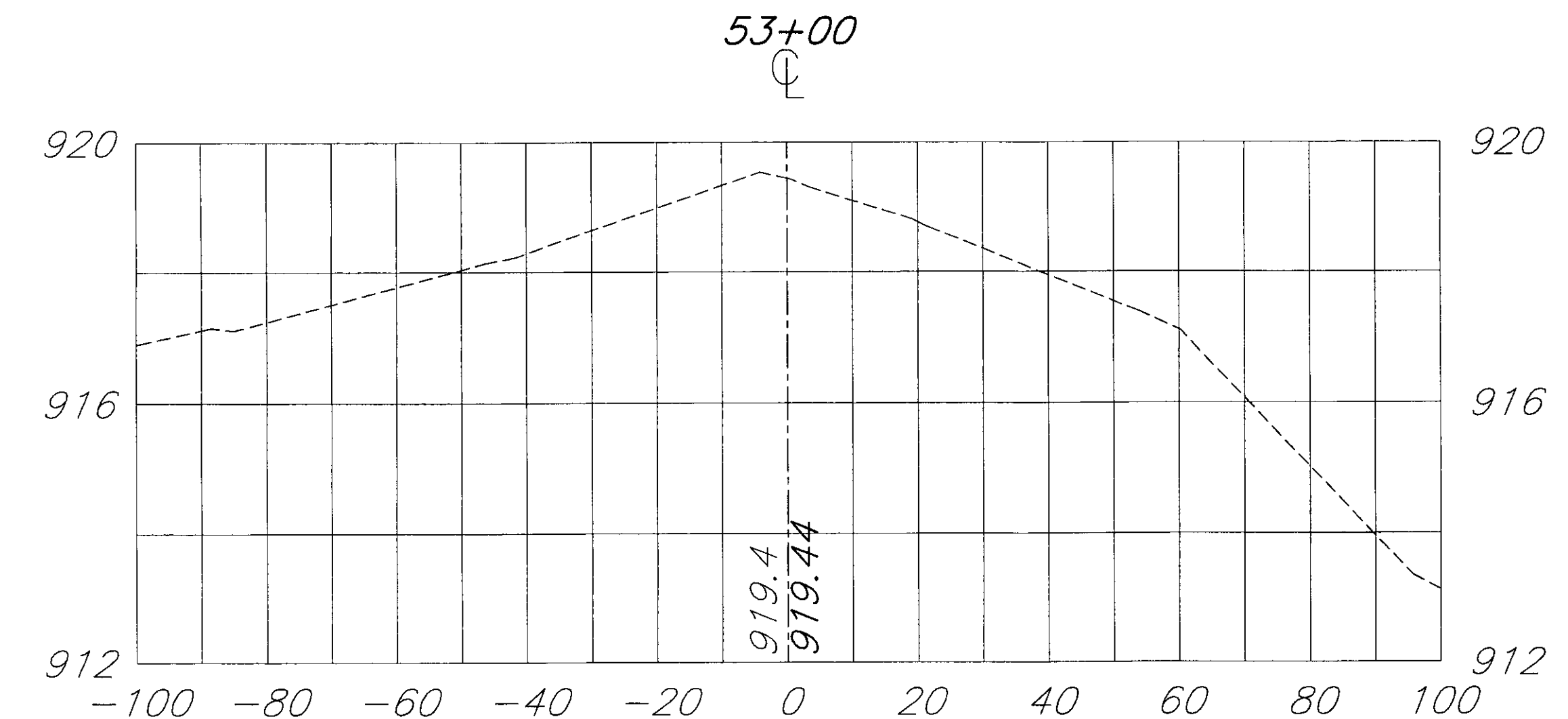
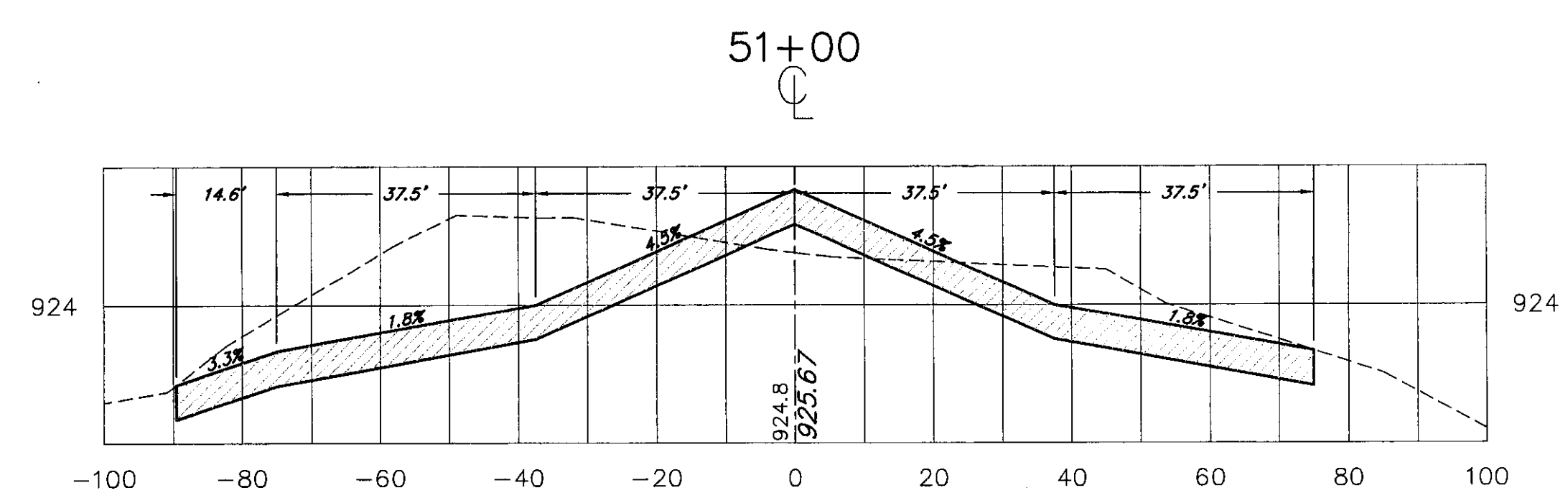
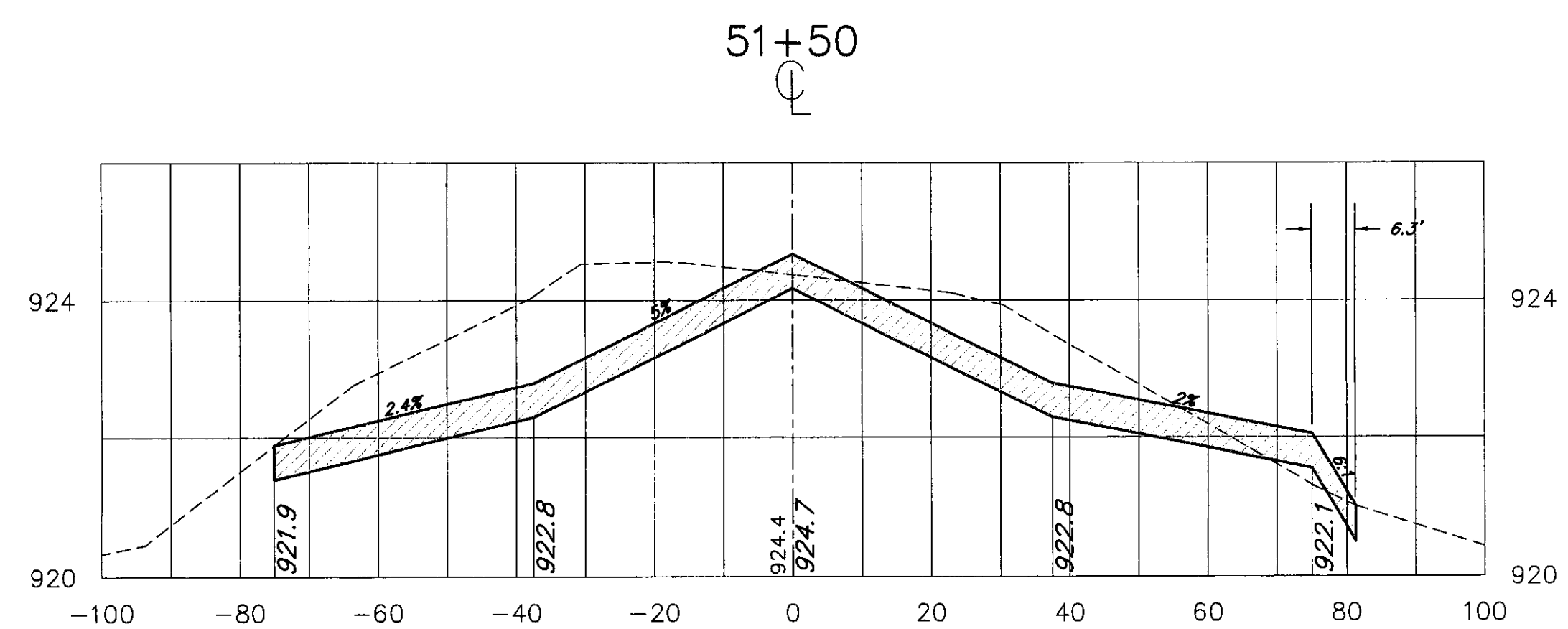
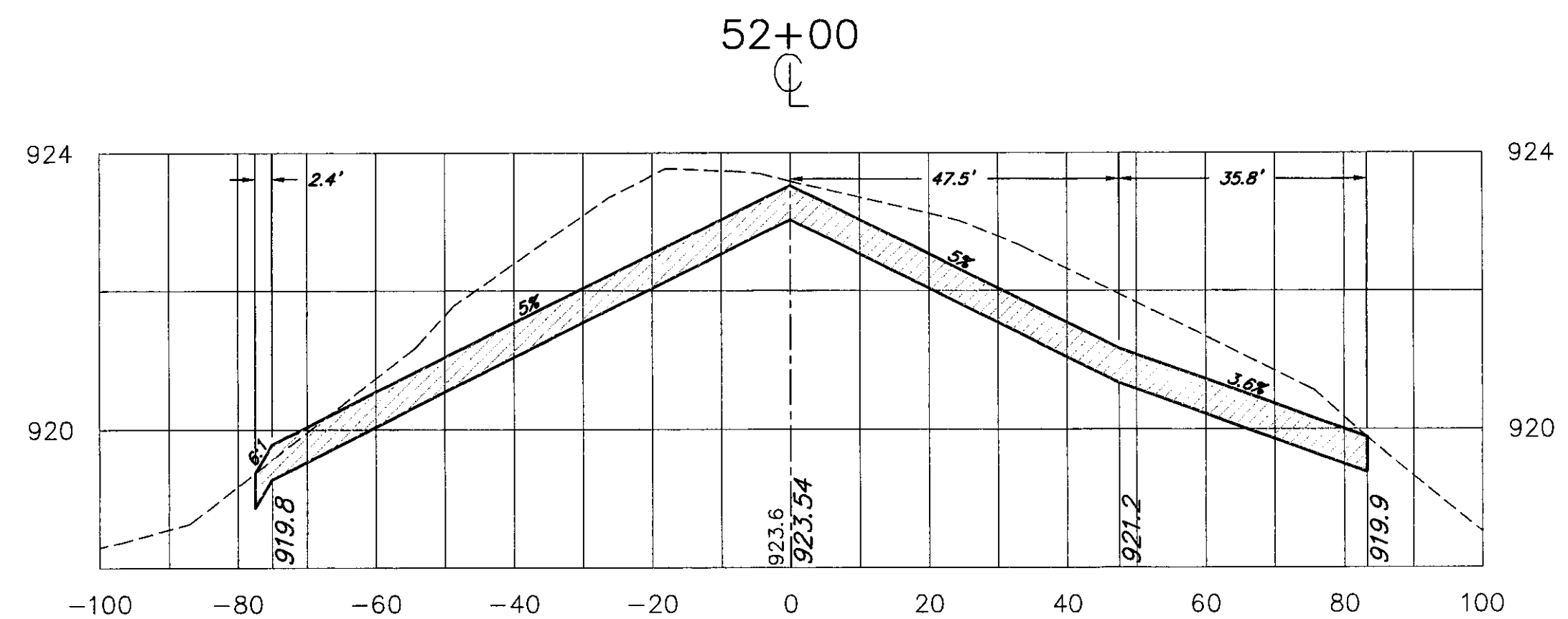
CROSS SECTIONS STA 47+50 TO 51+00

SCALE: 1" = 20'      DATE: 9-1-00

Drawing No.

XS-9

SHEET 18 OF 19



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

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M.C.G.	8/00
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Checked By:	Date:
L.J.G.	8/00

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 RECONSTRUCT RUNWAY 5-23  
 CROSS SECTIONS STA 51+50 TO 53+42  
 SCALE: 1" = 20' DATE: 9-1-00

Drawing No. **XS-10**  
 SHEET 19 OF 19