

GENERAL NOTES:

- UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL MAKE ALL NECESSARY REPAIRS TO THE HAUL ROAD AND CONTRACTOR STAGING AREA AS ORDERED BY THE ENGINEER. ALL DISTURBED AREAS, INCLUDING THE CONTRACTOR'S STAGING AREA, GRADING LIMITS, CLEAR AND CRUP AREAS, ETC. SHALL BE RESTORED TO A SMOOTH LINE AND GRADE WITH POSITIVE DRAINAGE. ALL STONE AND PAVEMENT SHALL BE REMOVED FROM STAGING AREAS. THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS. THERE WILL BE NO MEASUREMENT FOR PAYMENT OF SEEDING AND MULCHING REQUIRED OUTSIDE THE GRADING LIMITS, APPROVED STOCKPILE LIMITS, OR APPROVED STAGING AREA. ALL OTHER REPARATIONS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR IS ADVISED THAT AIRCRAFT MAINTENANCE OPERATIONS ARE CONDUCTED ADJACENT TO THE PROJECT. SPECIAL ATTENTION TO DUST CONTROL WILL BE REQUIRED DURING THE COURSE OF THE PROJECT. THE USE OF WATER SHALL BE ANTICIPATED. A WATER TRUCK IN GOOD OPERATING CONDITION SHALL BE ON SITE AT ALL TIMES AND USED TO CONTROL DUST. THE ENGINEER RESERVES THE RIGHT TO HALT WORK OR HAULING IN NON-CONFORMING AREAS IF CORRECTIVE ACTIONS ARE NOT PROMPTLY TAKEN BY THE CONTRACTOR TO CONTROL DUST.
- NO CONTRACTOR EMPLOYEE(S) WILL BE PERMITTED TO RESIDE AT ANY LOCATION ON THE PROJECT SITE OR AIRPORT PROPERTY, INCLUDING THE CONTRACTOR'S PROJECT TRAILER(S) OR OTHER TEMPORARY FACILITIES.

SECURITY NOTES:

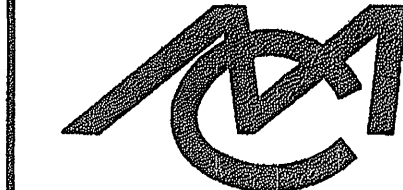
- THE CONTRACTOR SHALL BE FAMILIAR WITH THE VARIOUS ASPECTS OF FEDERAL AVIATION REGULATION (FAR) PART 107 "AIRPORT SECURITY". ANY VIOLATIONS OF THIS REGULATION OR ROANOKE REGIONAL AIRPORT SECURITY PROCEDURES BY THE CONTRACTOR OR HIS PERSONNEL, AND ANY SUBSEQUENT FINES IMPOSED DUE TO ANY VIOLATION WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ROANOKE REGIONAL AIRPORT SECURITY PROCEDURES. THE AIRPORT WILL NOT PROVIDE SECURITY ESCORTS. THE CONTRACTOR SHALL HAVE AT LEAST ONE SUPERVISOR WITH A VALID AIRPORT IDENTIFICATION BADGE WITH ESCORT PRIVILEGES ON THE PROJECT SITE, WHICH INCLUDES THE WASTE MATERIAL STORAGE SITE, AT ALL TIMES, WHO SHALL BE RESPONSIBLE FOR MAINTAINING AIRPORT SECURITY DURING CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR INSTALLING TEMPORARY SECURITY FENCE AT THE END OF EACH WORK DAY.
- THE CONTRACTOR'S SUPERVISORS SHALL HAVE WITH THEM AT ALL TIMES THE FOLLOWING TELEPHONE NUMBERS:  
AIRPORT SECURITY: (540)362-1999 (EXT. 505 BETWEEN 5:00 P.M. & 8:00 A.M.)  
AIRPORT OPERATIONS: (540)362-1999 (M-F BETWEEN 6 A.M. & 5 P.M.; AFTER HOURS CONTACT AIRPORT SECURITY)
- BACKGROUND EMPLOYMENT HISTORY AND SECURITY INFORMATION IS REQUIRED FOR EACH WORKER TO BE BADGED. THE CONTRACTOR SHALL SUBMIT A SECURITY PLAN OUTLINING THE INSTALLATION AND PHASING OF SECURITY FENCE, METHODS OF MONITORING GATE OPENINGS, ETC. THIS SECURITY PLAN SHALL BE SUBMITTED TO THE ENGINEER TWO WEEKS PRIOR TO THE PRECONSTRUCTION MEETING. REFERENCE IS DIRECTED TO THE SPECIAL PROVISIONS FOR ADDITIONAL SECURITY REQUIREMENTS.
- THE OWNER WILL PROVIDE SITE ACCESS TO THE CONTRACTOR ONLY AFTER THE CONTRACTOR HAS RECEIVED SAFETY/SECURITY TRAINING AND SECURITY CLEARANCE FROM THE OWNER. ALL EMPLOYEES REQUIRING ACCESS TO THE SITE WILL REQUIRE SAFETY AND SECURITY TRAINING, AND SHALL BE EITHER BADGED FOR UNESCORTED ("E" BADGE) PRIVILEGES OR ESCORTED AT ALL TIMES. THE CONTRACTOR MAY BADGE THE SUPERINTENDENT, FOREMEN, ACCESS GUARDS, ESCORTS, CROSSING GUARDS, AND UP TO ONE ALTERNATE FOR EACH OF THE ABOVE. THE CONTRACTOR MAY ALSO BADGE OTHERS THAT WORK INDEPENDENTLY (I.E., QC TESTING TECHNICIANS, ETC.) AS APPROVED BY THE OWNER. ALL OTHER EMPLOYEES SHALL REQUIRE A BADGED ESCORT. ALL CONTRACTOR PERSONNEL THAT WILL RECEIVE "E" BADGES SHALL ALSO BE REQUIRED TO COMPLETE DRIVER TRAINING PRIOR TO ISSUANCE OF BADGES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH OBTAINING THE NECESSARY TRAINING AND BADGES. BADGED EMPLOYEES SHALL ANTICIPATE SIX (6) HOURS OF SAFETY/SECURITY/DRIVER TRAINING. ALL OTHER EMPLOYEES SHALL ANTICIPATE THREE (3) HOURS OF SAFETY/SECURITY TRAINING.
- PERSONNEL AND/OR SUPPLIERS REQUIRING ONLY OCCASIONAL ACCESS TO THE SITE SHALL BE EXEMPT FROM THE SAFETY/SECURITY/DRIVER TRAINING REQUIREMENTS PROVIDED THEY ARE UNDER THE DIRECT SUPERVISION OF AN APPROPRIATELY BADGED ESCORT ("E" BADGE) AND WITHIN APPROXIMATELY 100 FEET. VEHICLE CONVOYS OF NO MORE THAN FIVE (5) VEHICLES SHALL BE PERMITTED.
- THE CONTRACTOR SHALL MAINTAIN THE PERIMETER FENCE ON A CONTINUOUS BASIS WITH ANY TEMPORARY OPENING BEING CONTINUOUSLY OBSERVED BY THE CONTRACTOR'S BADGED AND TRAINED ACCESS GUARD. ALL TEMPORARY OPENINGS SHALL BE SECURED AT THE COMPLETION OF EACH DAY'S WORK.
- THE CONTRACTOR SHALL GUARD ANY OPENING IN THE SECURITY FENCE ON A CONTINUOUS BASIS. ALL OPENINGS IN THE FENCE SHALL BE SECURED AT THE END OF EACH WORK DAY. THE FENCING CONTRACTOR SHALL NOT LEAVE THE PROJECT SITE UNTIL THE FENCE HAS BEEN CHECKED BY THE OWNER AT THE END OF EACH DAY.
- THE CONTRACTOR AND SUBCONTRACTORS SHALL USE ONLY THE AUTHORIZED ACCESS POINTS TO THE SITE FOR THE RESPECTIVE WORK AREAS AND FOR VERIFYING THAT THE ACCESS POINTS ARE SECURE IMMEDIATELY AFTER USE OR CONTINUOUSLY CONTROLLED BY A BADGED AND TRAINED ACCESS GUARD. GATES THAT FAIL TO SECURE MUST BE IMMEDIATELY REPORTED TO THE AIRPORT POLICE DEPARTMENT. THE AIRPORT IS SUBJECT TO FAA SECURITY REQUIREMENTS AND RIGID ADHERENCE IS MANDATORY.

DEMOLITION NOTES:

- RESIDUAL MATERIALS FROM THE DEMOLITION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM AIRPORT PROPERTY UNLESS OTHERWISE NOTED. ALL DISPOSAL SHALL BE COMPLETED IN A MANNER CONSISTENT WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.
- ANY INTERRUPTION OF SERVICE TO ACTIVE LIGHTING CIRCUITS SHALL BE IMMEDIATELY REPAIRED BY THE CONTRACTOR. ANY DAMAGE TO EXISTING AIRPORT CIRCUITS CAUSED BY THE CONTRACTOR'S EQUIPMENT OR PERSONNEL SHALL BE PROMPTLY REPAIRED AT THE CONTRACTOR'S EXPENSE. ALL LIGHTING SYSTEMS FOR OPEN AIRCRAFT OPERATIONAL AREAS SHALL BE OPERABLE CONTINUOUSLY.
- THE WASTE AREA FOR EXCESS SUITABLE SOIL MATERIAL IS SHOWN ON THIS PLAN. DOMESTIC TRASH AND OTHER DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY IN A LAWFUL MANNER.

GENERAL PHASING NOTES:

- THE WORK SHALL BE COMPLETED WITHIN 210 CONSECUTIVE CALENDAR DAYS. THE SUM OF \$500 SHALL BE PAID BY THE CONTRACTOR TO THE OWNER AS LIQUIDATED DAMAGES FOR EACH CALENDAR DAY IN EXCESS OF THE THE NUMBER OF SPECIFIED CALENDAR DAYS REQUIRED TO COMPLETE THE JOB.
- THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE FOR THE ENGINEER'S APPROVAL PRIOR TO CONSTRUCTION.
- BEFORE ACTUAL COMMENCEMENT OF CONSTRUCTION ACTIVITY, THE CONTRACTOR SHALL NOTIFY IN WRITING AT LEAST 48 HOURS IN ADVANCE THE ENGINEER AND THE AIRPORT COMMISSION OF THE PROPOSED TIME AND DATE OF COMMENCEMENT. UPON COMPLETION OF WORK, THE CONTRACTOR SHALL AGAIN NOTIFY THE ENGINEER IN WRITING.
- ALL PERIMETER EROSION AND SEDIMENTATION CONTROLS SHALL BE INSTALLED PRIOR TO ANY LAND-DISTURBING ACTIVITIES.
- TRAFFIC CONTROL DRUMS WITH WARNING LIGHTS OR OTHER APPROVED DEVICES SHALL BE USED AT ALL ENTRANCES TO WORK SITES TO DELINEATE AREAS CLOSED TO VEHICLES.
- TWO-WAY TRAFFIC SHALL BE MAINTAINED TO THE MAXIMUM EXTENT POSSIBLE. THE CONTRACTOR SHALL PROVIDE FLAGGERS AS NECESSARY TO CONTROL TRAFFIC IN ACCORDANCE WITH VIRGINIA WORK AREA PROTECTION MANUAL. ALL TRAFFIC MAINTENANCE OPERATIONS SHALL BE PERFORMED IN ACCORDANCE WITH THE VDOT SPECIFICATIONS AND THE VIRGINIA WORK AREA PROTECTION MANUAL.
- 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. COORDINATION WITH APPROPRIATE AGENCIES IS ALSO REQUIRED.
- IT IS MANDATORY THAT UTILITY SERVICE BE MAINTAINED TO AIRPORT FACILITIES AT ALL TIMES. THE CONTRACTOR SHALL COORDINATE HIS WORK WITH ALL AGENCIES HAVING UTILITIES SERVING THE AIRPORT, FAA AND AIRPORT MAINTENANCE PERSONNEL. ANY TEMPORARY INTERRUPTIONS OF SERVICE SHALL BE COORDINATED AND APPROVED IN ADVANCE WITH THE ENGINEER AND UTILITY OWNER. DISRUPTION OR CUT OVER OF UTILITIES FROM EXISTING TO PROPOSED SERVICE SHALL ALSO BE COORDINATED WITH THE AIRPORT AND ITS LEASE TENANTS AT LEAST 72 HOURS PRIOR TO DISRUPTIONS. ALL TEMPORARY INTERRUPTIONS IN SERVICE SHALL BE HELD TO AN ABSOLUTE MINIMUM. THE ENGINEER RESERVES THE RIGHT TO DELAY SCHEDULED INTERRUPTION OF SERVICES, IF IN THE ENGINEER'S OPINION, THE INTERRUPTION WOULD HAVE AN UNDUE IMPACT ON THE PUBLIC CONVENIENCE OR PUBLIC SAFETY.
- ALL WORK CONDUCTED INSIDE THE AIRPORT SECURE AREAS SHALL BE ESCORTED BY A DULY BADGED CONTRACTOR PERSONNEL AT ALL TIMES.
- THE INTENT OF THIS PHASING PLAN IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATION OF THE AIRPORT. ALL REQUIREMENTS CONTAINED IN THE CONSTRUCTION DOCUMENTS SHALL BE STRICTLY ENFORCED.
- ALL OPEN TRENCHING OPERATIONS ACROSS THE TAXILANE SHALL BE PERFORMED BETWEEN THE HOURS OF 10:00PM AND 6:00AM. ALL OTHER TIMES THE TRENCHES MUST BE BACKFILLED AND COVERED WITH STEEL PLATES UNTIL THE COMPLETION OF THE OPERATION.
- PRIOR TO REOPENING A TEMPORARILY CLOSED TAXILANE, THE TAXILANE PAVEMENT SHALL BE THOROUGHLY CLEANED OF ALL DEBRIS AND SAFETY AREAS RETURNED TO CRITERIA. SAFETY AREA CRITERIA PROHIBITS ANY OPEN EXCAVATIONS, DROP-OFFS GREATER THAN 1-1/2 INCHES, AND GRADES STEEPER THAN 5 PERCENT. TEMPORARY WEDGES OF MATERIAL PLACED TO MEET SAFETY AREA CRITERIA MUST BE COMPACTED TO PREVENT DISPLACEMENT BY JET BLAST/PROP WASH.
- AIRCRAFT HAVE RIGHT-OF-WAY AT ALL TIMES. CONTRACTOR VEHICLES SHALL GIVE WAY TO AIRCRAFT AT ALL TIMES.
- TEMPORARY SECURITY FENCE AND AVIATION BARRICADES SHALL BE LOCATED AS SHOWN ON THE PLANS OR AS ORDERED BY THE OWNER. ADDITIONAL CONSTRUCTION BARRICADES SHALL BE PLACED TO MARK ALL OPEN EXCAVATIONS, PAVEMENT DROP-OFFS, OR OTHER HAZARDOUS CONDITIONS ADJACENT TO ACTIVE TAXILANES AND SHALL BE INCIDENTAL TO THE WORK.
- THE ISSUANCE OF NOTAMS SHALL BE REQUIRED FOR ALL AIRFIELD IMPACTS (I.E., TAXILANE CLOSURES, ETC.). THE CONTRACTOR SHALL COORDINATE THE NECESSARY NOTAMS FOR ALL AIRFIELD IMPACTS WITH THE AIRPORT OPERATIONS AND MAINTENANCE MANAGER A MINIMUM OF 72 HOURS IN ADVANCE OF THE DESIRED CLOSURE. THE CONTRACTOR SHALL ALSO PROVIDE A TWO (2) WEEK PRIOR WRITTEN NOTIFICATION TO THE ENGINEER OF ANTICIPATED AIRFIELD IMPACTS.
- THE FINAL BITUMINOUS SURFACE LIFT SHALL BE PLACED IN ONE CONTINUOUS OPERATION.
- THE COMPLETE STORM SEWER PIPE NETWORK SHALL BE CLEANED OUT AT COMPLETION OF THE PROJECT.
- WORK ON THIS PROJECT INVOLVES THE RELOCATION OF THE AIRPORT SECURITY FENCE. WORK SHALL BE SEQUENCED SO THAT THE SECURITY FENCE REMAINS INTACT AT ALL TIMES. OPENINGS OF UP TO 200 FEET MAY BE ALLOWED, PROVIDED A BADGED SECURITY GUARD CHECKS BADGES AT FENCE OPENINGS AT ALL TIMES. ANY OPENING IN THE FENCE REQUIRED FOR CONSTRUCTION ACCESS SHALL BE MANNED WITH A BADGED SECURITY GUARD CHECKING BADGES AT ALL TIMES. THE GUARD SHALL HAVE TELEPHONE ACCESS TO ALERT AIRPORT SECURITY SHOULD AN UNAUTHORIZED PERSON(S) ENTER THE SECURE (AIRPORT OPERATIONS) AREA. ALL SECURITY GUARDS SHALL BE PROVIDED BY THE CONTRACTOR (NO PAY ITEM).
- IT IS MANDATORY THAT ACCESS THROUGH THE WORK SITE FOR FREIGHT TUG VEHICLES BE MAINTAINED AT ALL TIMES. IT IS MANDATORY THAT PARKING BE MAINTAINED AS SHOWN ON THE PHASING PLAN.
- SWITCH OVER FROM EXISTING SECURITY GATE TO NEW SECURITY GATE OPERATIONS SHALL BE PROVIDED BY AUSTIN ELECTRICAL CONTRACTORS, INC., THE AIRPORT'S SECURITY CONTRACTOR. THIS SECURITY WORK WILL BE COORDINATED AND SCHEDULED WITH AUSTIN ELECTRIC TO MAINTAIN SECURITY AND GATE OPERATIONS. THE PHASING PLAN PROVIDES A MEANS TO MEET THESE AND OTHER AIRPORT REQUIREMENTS.
- RELOCATE MAILBOXES TO A TEMPORARY LOCATION IN AGREEMENT WITH THE POST OFFICE AND AIRPORT TENANTS.
- THE CONTRACTOR MAY SUBMIT ANY SUGGESTED REVISIONS IN THE PHASING PLAN THAT MAY BENEFIT THE PROJECT CONSTRUCTION WHILE STILL MEETING THE REQUIREMENTS AND NEEDS OF THE AIRPORT, ITS LEASE TENANTS AND SECURITY CONTRACTOR. ANY PROPOSED PHASING PLAN REVISION SHALL BE CLEARLY SPELLED OUT IN WRITING AND SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL. THE ENGINEER WILL HAVE 10 CALENDAR DAYS TO REVIEW AND APPROVE OR DISAPPROVE THE PROPOSED REVISION TO THE PHASING PLAN.




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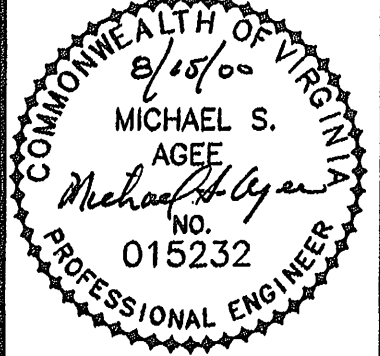
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	DRAWN	JMC					
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GENERAL AVIATION REHABILITATION – PHASE-IA

GENERAL LAYOUT

ROANOKE, VIRGINIA





SCALE: 1"=500'  
COMM. NO. 1442W  
DATE: AUG., 2000  
SHEET C-4