ADDENDUM 1

ITB AP 62-19

RUNWAY 17-35 PREVENTATIVE REHABILITATION (SEAL COAT) AT THE BOB SIKES AIRPORT (CEW)

Date of Issue: **June 14, 2019**

Bid Submittal Deadline: **The Bid Date and submission time HAVE NOT CHANGED.**

This addendum includes the Pre-Bid meeting minutes, the sign in sheet, and modifications to the appendices.

RS&H

June 13, 2019

TO: All Plan Holders

SUBJECT: Okaloosa County Airports
Bob Sikes Airport
Crestview, Florida
Runway 17-35 Preventative Rehabilitation (Seal Coat)
RS&H No. 201-0251-009
AIP No. *PENDING*
ADDENDUM NO. 1

Addendum No. 1 for the above referenced project has been published. All interested parties may access Addendum 1 on the Okaloosa County purchasing site (http://www.co.okaloosa.fl.us/purchasing/current-solicitations), ITB AP 62-19.

This addendum is available only by electronic download. Contact Okaloosa County purchasing at (850) 689-5960 if you have difficulty accessing these files.

Please find attached the Documents for the above referenced Addendum No. 1.

This Addendum is hereby made a part of the Contract Documents and Specifications of the above referenced project. All other requirements of the original Contract Documents and Specifications shall remain effective in their respective order. **ACKNOWLEDGE RECEIPT OF THIS ADDENDUM (Pages 1 thru 3 and attachments) BY INSERTING ITS NUMBER AND DATE IN THE PROPOSAL FORM.**

Sincerely,

Matt Thomason, PE
Project Engineer

Enclosure:

cc: File

OKALOOSA COUNTY AIRPORTS
BOB SIKES AIRPORT

Crestview, Florida

ADDENDUM NO. 1

For

RUNWAY 17-35 PREVENTATIVE REHABILITATION

(SEAL COAT)

RS&H No. 201-0251-009
AIP No. *PENDING*

RS&H, Inc.
Mobile, Alabama

June 13, 2019

ADDENDUM NO. 1

This Addendum is hereby made a part of the Contract Documents and Specifications of the above referenced project. All other requirements of the original Contract Documents and Specifications shall remain effective in their respective order. **ACKNOWLEDGE RECEIPT OF THIS ADDENDUM (Pages 1 thru 3 and attachments) BY INSERTING ITS NUMBER AND DATE IN THE PROPOSAL FORM.**

GENERAL

1. The BID DATE, BID TIME, and BID LOCATION are **UNCHANGED by this addendum**.
2. The following documents are incorporated into the contract by this addendum:
    a. Pre-Bid Conference Minutes, dated June 5, 2019.
    b. Pre-Bid Conference Sign-In Sheet, dated June 5, 2019.

MODIFICATIONS TO THE PLANS

NONE

MODIFIATIONS TO APPENDICES

3. Appendix A – Construction Safety and Phasing Plan (CSPP) was identified in the Project Manual Table of Contents but was not included in the Bid Documents. It is included in this addendum.
4. Appendix B - FAA AC 150/5370-2G *Operational Safety on Airports During Construction* was identified in the Project Manual Table of Contents but was not included in the Bid Documents. A free electronic version of this document can be found at the following web address: https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5370-2G.pdf

LIST OF ATTACHMENTS

1. Pre-Bid Meeting Minutes
2. Pre-Bid Sign In Sheet
3. Construction Safety and Phasing Plan (CSPP)

END OF ADDENDUM NO. 01

PRE-BID MEETING MINUTES
RUNWAY 17-35 REHABILITATION (SEAL COAT)
BOB SIKES AIRPORT
RS&H PROJECT NO. 201.0251.009
FAA AIP NO. *PENDING*
JUNE 5, 2019
2:30 PM (Central Time)

1. **Introduction of Personnel and Sign In:**
Okaloosa County Airports & General Aviation Manager, Chad Rogers, gave a brief overview of the project elements, introduced himself, and all attendees introduced themselves.

2. **Project Description:**
Project Engineer, Matt Thomason (RS&H) gave a summary of the project scope. The project scope is *generally* described as:

Project consists of bituminous crack sealing on Runway 17-35, cleaning of existing bituminous pavement, friction testing of bituminous seal coat, installation of bituminous seal coat on all runway pavement, blast pad pavement and taxiway connectors up to hold positions, installation of temporary runway pavement markings, installation of permanent runway pavement markings, and all safety and security measures.

3. **Plans and Specifications:**
Contract documents are available by electronic delivery only. To obtain contract documents, visit:
Okaloosa County Purchasing Current Solicitations & Public Notices
http://www.co.okaloosa.fl.us/purchasing/current-solicitations
Document Number: ITB AP 62-19

4. **Bid Date, Time, and Location:** 3:00 PM (local time) on June 26, 2019
Sealed bids will be received by the Okaloosa Board of County Commissioners, 101 E James Lee Boulevard, Room 282, Crestview, FL 32536, until 3:00 PM (local time), on the bid date, at which time and place all bids will be publicly opened and read aloud. Bids must be in the possession of the County prior to bid time on the bid date.

The bid, with blue-ink original signatures, and two (2) additional copies are to be submitted in a sealed envelope and the sealed envelope shall be marked as follows:
BID ENCLOSED – ITB AP 62-19 RUNWAY 17-35 PREVENTATIVE REHABILITATION (SEAL COAT) AT CEW.

5. **Form of Bid:** Unit Price

6. **Disadvantaged Business Enterprise**: Project goal: **19.01%** Certified DBE participation. Okaloosa County Airports Director, Tracy Stage, emphasized the importance of bidders providing thorough Good-Faith documentation if they are not going to be able to meet the DBE participation goal.

7. **FAA Contract Requirements**: Matt Thomason stated that project will be funded primarily from a Federal Aviation Administration (FAA) grant, and all federal mandatory contract provisions as identified in the bid documents will apply to this project.

8. **Buy American Provision**: Mandated compliance.

9. **Contract wage rates**: Certified Payrolls in accordance with Davis-Bacon Act are required. Wage rate interviews will be conducted during construction to ensure compliance.

10. **Bonds & Insurance**: 5% Bid Bond required, 100% Performance and Payment Bond will be required of the successful bidder. Bid prices shall be held for up to **120** calendar days.

11. **Permits**: Contractor shall be responsible for obtaining all necessary Permits. Chad Rogers stated that there are no specific Okaloosa County permits required for the construction of this project.

12. **Other Requirements for Bidders:** Bidders were encouraged to refer to the Bid Documents Project Manual for all specific project requirements.

13. **Schedule:**

    Matt Thomason reviewed the project phasing plan included Bid Document Plans.

    The Contractor will be given up-to 30 days from the Notice-to-Proceed to procure materials and mobilize on-site. If the Contractor commences work in Phase 1 within the 30 days allotted for procurement, the balance remaining will not be applied to the contract duration.

    Phase 1 will commence the runway closure period. The Contractor will have 7 calendar days to complete work in Phase 1 and open the runway. Temporary pavement markings (without reflective beads) will be applied at the end of Phase 1.

    There will be a 30 day curing period for the seal coat after Phase 1. During this time, the Contractor will be allowed to demobilize and restore the staging area to original condition. They will not be allowed to perform contract work on the airfield during the cure time phase.

    Phase 1A consists of the application of final pavement markings (with reflective beads). The Contractor will be given up-to three (3) shifts to complete this work. All work in Phase 1A will require the runway to be closed, and will occur during nighttime hours.

	Base Bid
Procurement	30 (Max)
Phase 1	7
Cure Time	30
Phase 1A	3
Closeout	15

14. **Questions from Bidders to Date**
    - *No questions have been received from bidders regarding this project.*

15. **Questions from Attendees:**
    - *No questions were received by attendees at the pre-bid conference.*

16. **Questions after Pre-Bid Conference:**
Matt Thomason stated that all questions regarding Bid Documents shall be submitted in writing to the Okaloosa County Purchasing Office. The deadline for inquiries is **Tuesday, June 11, 2019 at 3:00 PM** (Central Time). Inquiries submitted after this deadline will not receive responses. All timely inquiries will be responded by addendum. No telephone inquiries will be accepted.

Victoria Travella emphasized that any correspondence from bidders regarding this project shall go through Okaloosa County purchasing office at her attention.

17. **Procedure for Addendums:**
All addendums will be issued electronically and posted on the Okaloosa County purchasing website.

18. **Other Issues**:
- Security
    - Chad Rogers stated that access to the AOA for construction will be granted via a card-reader gate outside the staging area. Cards would be issued to the Contractor for gate access, and shall be returned immediately after construction is complete.
    - No Security Badging will be required for this project.
    - Contractor employees may park their personal vehicles in the staging area located just inside the Airport security fence. However they shall not enter into any area of the airfield other than the staging area. All vehicles accessing the project site shall be contractor-owned vehicles with required identification and flashing lights.
    - Barricades are not required to delineate on-site haul routes. However, the Contractor shall adhere to the haul routes, as designated on the plans, and ensure that all subcontractors and material suppliers adhere to the designated haul route. It is critical that contractor vehicles do not traverse the existing apron pavement other than in the location shown in the plans.
- Coordination w/Owner & Engineer
    - Chad Rogers will be the Airport's point of contact for this project during construction.
    - The Airport's on-site representative during construction will be Brent Miller.
    - The Engineer's point of contact for this project will be Matt Thomason.

19. **Pre-Bid Conference was adjourned at 2:55 PM (Central Time)**

Pre-Bid Meeting

Time 2:30 PM 5-Jun-19

CEW Runway Rehab (Seal Coat)

Sign-in Sheet

Initial	Name	Title	Company	Phone	email
	Tracy Stage	Airports Director	Okaloosa County Airports	(850) 651-7160	tstage@myokaloosa.com
	Mike Stenson	Deputy Director	Okaloosa County Airports	"	mstenson@myokaloosa.com
	Allyson Oury	Deputy Director of Finance	Okaloosa County Airports	"	aoury@myokaloosa.com
	Chad Rogers	Projects & GA Manager	Okaloosa County Airports	"	rrogers@myokaloosa.com
	Michael Kintop	Maintenance Supervisor	Okaloosa County Airports	"	mkintop@myokaloosa.com
	Tiffany Wills	Regulatory & Security Supervisor	Okaloosa County Airports	"	twills@myokaloosa.com
	Oscar Williams	Operations Coordinator	Okaloosa County Airports	"	owilliams@myokaloosa.com
	Terry Kerwell	Operations Coordinator	Okaloosa County Airports	"	tkerwell@myokaloosa.com
	Ray Beasley	Operations Coordinator	Okaloosa County Airports	"	rbeasley@myokaloosa.com
	Jennifer Grunest	Finance & Projects Specialist	Okaloosa County Airports	"	jgrunest@myokaloosa.com
	Brent Miller	Projects Coordinator	Okaloosa County Airports	"	bmiller@myokaloosa.com
	Michael Howell	Captain, Airport Security Unit	Okaloosa County Sheriff	(850) 974-8159	mhowell@sheriff-okaloosa.org
	Chad Rewis	Lieutenant, Airport Security Unit	Okaloosa County Sheriff	(850)259-0032	crewis@sheriff-okaloosa.org
	Jeff Hyde	Purchasing Manager	Purchasing Department	(850) 689-5960	jhyde@myokaloosa.com
	DeRita Mason	Contracts & Lease Coordinator	Purchasing Department	(850) 689-5960	dmason@myokaloosa.com
	Victoria Taravella	Contracts & Lease Coordinator	Purchasing Department	(850) 689-5960	vtaravella@myokaloosa.com

Pre-Bid Meeting
CEW Runway Rehab (Seal Coat)

Time 2:30 PM 5-Jun-19

Sign-in sheet

Initial	Name	Title	Company	Phone	email
MST	Matt Thomason	Aviation Eng.	RS&H	(251) 460-3233	matthew.thomason@rsandh.com
EM	Ed Miller	Estimator	MidSouth Paving Inc.	(850) 549-1122	ed.miller@midsouthpaving.com
VT	Victoria Taravella		Okaloosa County		vtaravella@myokaloosa.com
BM	Brent Miller		Airport		bmiller@myokaloosa.com
	Jennifer Grunest		Airport		jgrunest@myokaloosa.com
KM	Keaton McDonald	Estimator	Gum Creek Farms		keatongcf@gmail.com

RUNWAY 17-35 CRACK SEAL AND SEAL COAT CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

BID DOCUMENTS
APRIL 2019

Bob Sikes Airport
Okaloosa County
Crestview, FL

RS&H

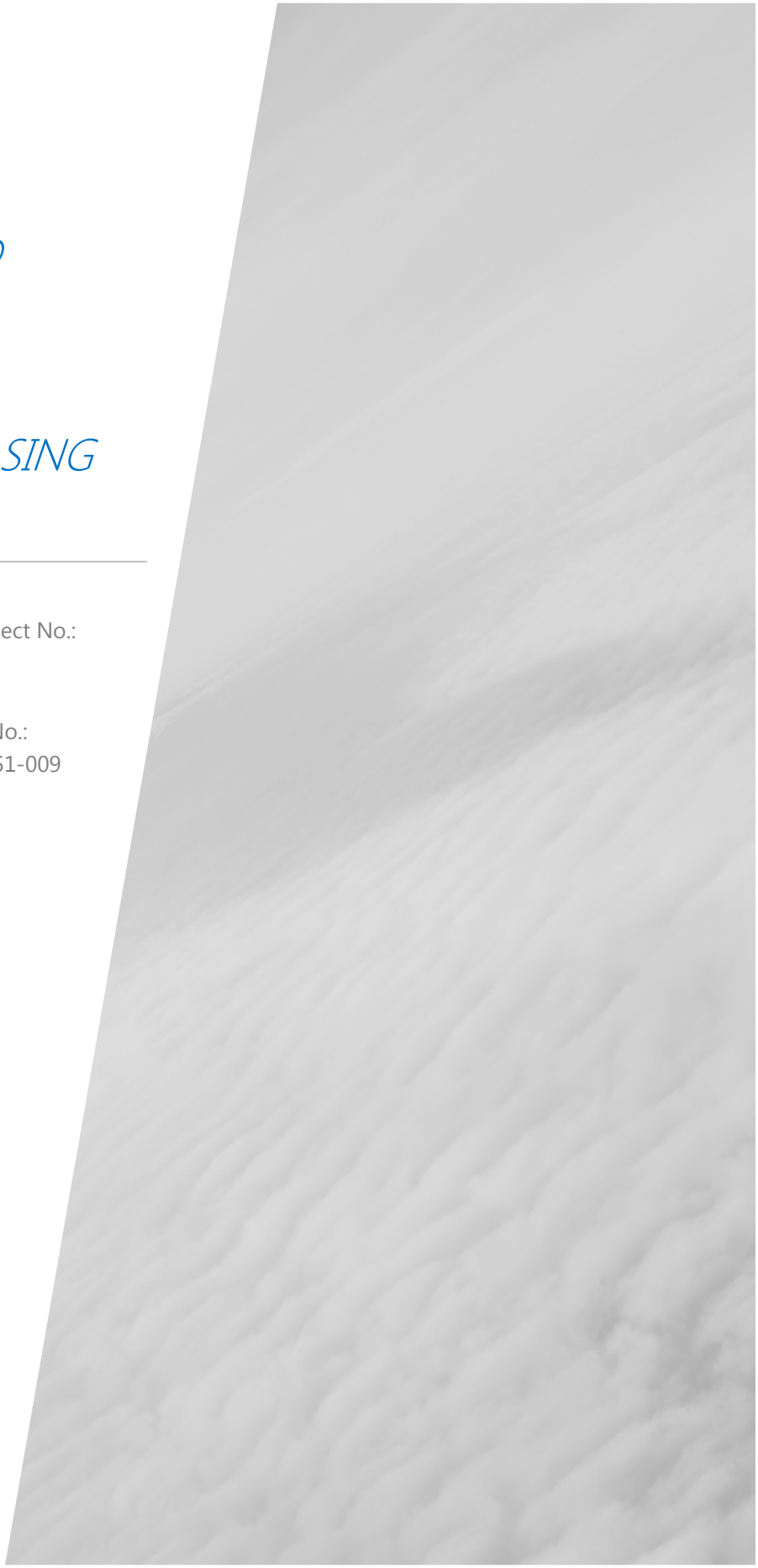
RUNWAY 17-35 CRACK SEAL AND SEAL COAT CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

Volume No. 1 of 1
April 2019
Crestview, FL

AIP Project No.:
TBD

RS&H No.:
201-0251-009

Prepared by RS&H, Inc. at the direction of Okaloosa County Airports.



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SECTION 1 – PURPOSE

Aviation safety is the primary consideration at airports, especially during construction. The airport operator's Construction Safety and Phasing Plan (CSPP) and the Contractor's Safety Plan Compliance Document (SPCD) are the primary tools to ensure safety compliance when coordinating construction activities with airport operations. These documents identify all aspects of the construction project that pose a potential safety hazard to airport operations and outline respective mitigation procedures for each hazard.

The CSPP sets forth benchmarks and requirements for the project to help ensure the highest levels of safety, security and efficiency at the airport at the time of construction. Guideline requirements for the CSPP are developed from FAA Advisory Circular 150/5370-2G *Operational Safety on Airports During Construction*.

The CSPP is a standalone document, written to correspond with the safety and security requirements set forth in AC 150/5370-2G, the airport safety and security requirements, and local codes and requirements. The CSPP is to be used by all personnel involved in the project. The CSPP covers the actions of not only the construction personnel and equipment, but also the action of inspection personnel and airport staff.
This document has been developed in order to minimize interruptions to airport operations, reduce construction costs, and maximize the performance and safety of construction activity. Strict adherence to the provisions of the CSPP by all personnel assigned to or visiting the construction site is mandatory for AIP funded construction projects.

The Contractor shall be required to submit a Safety Plan Compliance Document (SPCD) to the airport operator describing how the Contractor will comply with the requirements set forth in this CSPP. The SPCD must be submitted to the airport operator for approval prior to issuance of the Notice to Proceed.
In the event the Contractor's activities are found in non-compliance with the provisions of the CSPP or the SPCD, the Airport Engineer will direct the Contractor, in writing, to immediately cease those operations in violation. In addition, a safety meeting will be conducted for the purpose of reviewing those provisions in the CSPP/SPCD which were violated. The Contractor will not be allowed to resume any construction operations until conclusion of the safety meeting and all corrective actions required by the Contractor have been implemented.

SECTION 2 – PROJECT SCOPE

Okaloosa County Airports has requested a proposal from RS&H, Inc. (Consultant) to provide design, bidding, and construction administration services for the application of a bituminous seal coat and installation of new painted pavement markings on Runway 17-35 pavement at Bob Sikes Airport (CEW). The existing bituminous runway pavement is beginning to show signs of weathering and deterioration of the bituminous binder holding the fine aggregate. A bituminous seal coat application will extend the life of the pavement and delay the need for more costly rehabilitation measures. After the application of the new seal coat, all affected pavement will receive new painted pavement markings.

FIGURE 1: AIRPORT DIAGRAM PROJECT LOCATION

SECTION 3 – PLAN REQUIREMENTS

3.1 COORDINATION

Pre-design, pre-bid, and pre-construction conferences are used to introduce the subject of airport operational safety during construction. In addition, construction progress meetings, scope of schedule changes, and meetings with the airport will be coordinated as required through the performance of the contract.

3.1.1 PRE-DESIGN CONFERENCE

A pre-design kickoff conference was held via conference call with Airport staff. This meeting was used to discuss various items relating to design parameters, airport safety, routing of aircraft and equipment, sequencing of construction operations, environmental considerations, and any other requirements pertinent to the project. This design review conference was essential in identifying and outlining potential affects and/or conflicts to airport operations during construction and ensuring any accommodations can be incorporated into the design documents.

3.1.2 PRE-BID CONFERENCE

The Consultant will conduct a pre-bid conference to help clarify and explain construction methods, procedures, and safety measures required by the contract, prior to the bid opening date. The meeting will discuss items including construction methods, construction procedures (i.e. statistical acceptance testing), operational safety requirements, Disadvantaged Business Enterprise (DBE) and other civil rights and labor requirements.

One of the primary focuses of the Pre-bid Conference is to cover relevant information concerning the Contractor's requirements for developing and submitting an SPCD for review and approval, including both general and specific elements required in the SPCD. In addition, information on how the Contractor shall format the document to illustrate their plans for compliance with those provisions detailed out within this CSPP will also be provided.

Any changes or modifications recommended during the conference will be included in an addendum to the bid documents.

Copies of the proceedings, containing all items discussed, including responses to questions, will be made available to each of the participants, upon request.

3.1.3 PRE-CONSTRUCTION CONFERENCE

A pre-construction conference will be conducted by the Consultant to discuss operational safety, testing, quality control, quality acceptance, security, safety, labor requirements, environmental factors, and other issues. This meeting, among all parties affected by the construction, should assist in a better understanding of potential problems and possible solutions for the course of the performance of this contract.

The pre-construction conference shall be conducted as soon as practicable after the contract has been awarded and before issuance of the notice to proceed.

The invited participants for this meeting shall include the following parties:

- Design Team
- Airport management.
- Testing laboratory representative.
- Contractor and subcontractor(s).
- Contractor's project superintendent.
- Airport users impacted by the proposed construction.
- Federal, state, or local agencies affected by the proposed construction.
- Representative of FAA Airports regional or field office.

The FAA Airports regional or field office should ensure that all appropriate FAA offices (Air Traffic, Flight Standards, etc.), military installations, and Federal agencies that may have an interest in the project are notified.

The RS&H Team will prepare an agenda prior to the pre-construction conference. This will include but is not limited to:

- The scope of the project and the sequence and timing of all operations.
- Relationship between the Airport representative and the Contractor.
- Relationship between the FAA and the sponsor.
- Identification of the Contractor's superintendent and a discussion of his/her authority and responsibilities.
- Designation of sponsor representative responsible for notifying the Flight Service Station serving the airport of the proposed start and completion dates of construction or of any circumstances requiring a NOTAM. Planned coordination (Airport Management), control and communications needed for those closures and crossings identified for this project are discussed in detail in Section 3.9, *Notification of construction activities*.
- Scheduling of work and the need to perform certain items at various stages of the project, including operational safety problems that might arise because of the proposed work.
- Notice to proceed date.
- Safety during construction, including the responsibility for marking and lighting of closed and hazardous areas. See AC 150/5370-2G *Operational Safety on Airports During Construction* and AC 150/5340-1L, *Standards for Airport Markings*, current edition, for detailed information.
- Security requirements.
- The need for continuing vigilance for potential or existing hazards relative to any of the items associated with construction operations on an active or closed airfield surface.

3.1.4 CONTRACTOR PROGRESS MEETINGS

Weekly construction meetings shall be held to discuss work progress and to address current or potential security and safety concerns. These meetings may be adjusted to a day-to-day basis as necessary for specific work items. Operational safety and security shall be a standing agenda item for discussion during these weekly/daily construction progress meetings.

3.1.5 SCOPE OR SCHEDULE CHANGES

Changes in the scope and/or duration of the project may necessitate revisions to the CSPP. The FAA Airports Regional or District office shall be promptly notified of any proposed changes to this CSPP.

Changes to this document require review and approval by the airport operator and the FAA prior to implementation. In addition, coordinate proposed changes with any and all appropriate local or federal government agencies (i.e. EPA, OSHA, TSA, state environmental agencies, etc.).

3.1.6 FAA ATO COORDINATION

Coordination with FAA ATO will be performed by Airport staff to schedule airway facility shutdowns and restarts. Runway 17-35 will be closed for the duration of the project. Upon project completion, a runway inspection must be coordinated and scheduled well in advance of the intended facility restart.

3.2 PHASING

Construction phasing for this project will be coordinated with the local Air Traffic Control Tower personnel and airport users. The sequenced construction phases established in this CSPP have been incorporated into the project design and are reflected in the contract drawings and specifications. All phase durations to be coordinated with Airport Operations, but restrictions on closures are noted.

3.2.1 PHASE ELEMENTS

The sequence of construction for this project has been phased in order to maintain aircraft operations at an acceptable level of efficiency at the airport for the duration of this contract. General elements of sequencing and phasing are as follows:

- Construction Staging Areas
    - The location of and access to the construction staging area will be the grassed area just inside the AOA gate, west of the FBO.
- Construction Access and Haul Routes
    - Reference Appendix A Exhibits for routing layouts. Applicable control along Contractor haul routes for both safety and security must be maintained at all times. This is especially critical at those locations that require the Contractor to cross or move through active airfield surfaces. Reference Section 3.5.2 VEHICLE AND PEDESTRIAN OPERATIONS, Section 3.16 MARKING AND SIGNS FOR ACCESS ROUTES, and Section 3.18 PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS of this document for additional information. Airport Rescue and Fire Fighting (ARFF) Access Routes—Emergency ARFF access in and around the site will be maintained by the Contractor, as required, for the duration of this project. Contractor must prominently mark open trenches and excavations within the construction site, with approval from Airport Operations and Engineering, and light them with red lights during hours of restricted visibility or darkness.
- Required Hazard Marking and Lighting
    - Reference Section 3.16 MARKING AND SIGNS FOR ACCESS ROUTES, Section 3.17 HAZARD MARKING AND LIGHTING, and Section 3.18 PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS of this document for additional information.
- Lead Times for Required Notifications
    - The Contractor is required to coordinate with the Construction Manager and Airport Operations. Lead times for required notifications shall be established at the pre-construction meeting.

Phase specific elements addressed and taken into consideration during the development of the construction phasing for this project are as follows:

- Preconstruction Phase - Mobilization and Submittals
- Phase 1 – Runway Construction Phase
- Phase 1A – Final Pavement Markings
- Closeout – Grant Closeout and Demobilization.

3.2.2 PRECONSTRUCTION PHASE

- The Contractor will be given 30 days maximum for the Preconstruction Phase.
- The Preconstruction Phase will not include any construction activities other than establishing the Contractor's staging area.
- This Phase is designated for coordination between the Contractor and the Airport for access to and from the staging area and the construction site, as well as other security items such as badging.
- This Phase will also provide time for Contractor submittals to be compiled, submitted and reviewed to potentially avoid delays during construction.

3.2.3 PHASE 1

- The following airfield aircraft traffic operations will be modified during this Phase:
    - Runway 17-35 will be closed. Airport will be closed to all fixed-wing aircraft operations.
- The contractor must complete Phase 1 within 7 calendar days of commencement.
- Reference the exhibits of Attachment A of this document for the barricade locations and additional safety measures.
- All work in Phase 1 may be completed during daytime or nighttime construction hours.
- Taxi routes: No taxiing aircraft at the Airport during this phase.
- Impacts to NAVAIDs: Localizer will be shut down during this phase.
- Marking Changes: Temporary airfield pavement markings installed at the end of the phase in the same location as the existing runway markings.
- Reference the exhibits of Attachment A of this document for detailed project scope notes.

3.2.4 PHASE 1A

- The following airfield aircraft traffic operations will be modified during this Phase:
    - Runway 17-35 will be closed for up-to three work shifts for the installation of permanent pavement markings.
- The Contractor must coordinate work requiring runway closure with Airport Operations.
- Reference the exhibits of Attachment A of this document for the barricade locations and additional safety measures.
- All work in Phase 1A may be completed during daytime or nighttime construction hours.
- Work within Phases 1A will commence no sooner than 30 calendar days from the last application of bituminous seal coat.
- Taxi routes: Reference the exhibits of attachment A of this document for the aircraft taxi routes impacted by the construction of this Phase.
- Impacts to NAVAIDs: No changes are anticipated.
- Marking Changes: Permanent runway pavement markings will be installed over previously installed temporary pavement markings on Runway 17-35.
- Reference the exhibits of Attachment A of this document for detailed project scope notes.

3.2.5 CLOSEOUT

- The Contractor will be given 15 days maximum for the Closeout Phase.
- The Closeout Phase will not include any construction activities other than demobilizing from the site and restoration of the Contractor's staging area.
- This Phase is designated for Contractor demobilization from the site and the submittal of all required closeout documentation.

3.3 AREAS AND OPERATIONS AFFECTED BY THE CONTRUCTION ACTIVITY

Runways, taxiways and other airfield surfaces shall remain in use by aircraft to the maximum extent possible without compromising safety. The performance of this contract will require closures of Runway 17-35, Runway 11-29, Taxiway C1, and Taxiway C south of Runway 11-29. These phase areas are graphically illustrated in the attached exhibits, Appendix A, Section 3.2 *Phasing*.

3.3.1 IDENTIFICATION OF AFFECTED AREAS

See 2.b *Construction Safety Drawings* above for graphical identification of areas affected by construction operations. Of particular concern are the following:

- Closing, of Runway 17-35.
- Closing of Aircraft Rescue and Fire Fighting (ARFF) access routes: The Contractor is required to maintain access in and around the project work area for all ARFF vehicles.
- Closing of access routes used by airport and airline support vehicles: No impacts to airport operations other than the airfield closures listed above.
- Interruption of utilities, including water supplies for firefighting: No utility impacts will be encountered by this project. Work pertaining to existing utilities will be performed without impacting service to Airport.
- Approach/Departure surfaces affected by heights of objects: Equipment shall not exceed 50 feet in height.

Construction areas: These areas include the project work area, storage/stockpile areas, staging areas, and Contractor haul routes near active airfield surfaces. These areas are identified graphically in attached exhibits. The Southwest Apron will be the staging area for all materials and equipment used by the Contractor.

3.3.2 MITIGATION OF EFFECTS

This CSPP has established specific requirements and operational procedures necessary to maintain the safety and efficiency of airport operations during the construction of this project.

All coordination pertaining to airport operations during construction will go through the Airport Engineer and the Operations Manager. Any required NOTAM's to be issued will be sent through the Airport's Construction Management Representative and issued by Airport Operations.

3.3.3 TEMPORARY CHANGES TO RUNWAY AND/OR TAXIWAY OPERATIONS

The affected taxiways identified in the previous section for reduced access or identified as being closed entirely to aircraft traffic, will be barricaded using low profile, lighted barricades placed as shown in the exhibits provided in Appendix A. In addition, required NOTAM's shall be issued on the various temporary changes to aircraft access through the affected areas.

3.3.4 DETOURS FOR ARFF AND OTHER AIRPORT VEHICLES

The project work site shall remain open to all ARFF vehicles in emergency situations. The Contractor is required to maintain access in and around the project work area for all ARFF vehicles. Proper routing of this traffic will be effectively communicated to all supervisory personnel involved in the construction project.

3.3.5 MAINTENANCE OF ESSENTIAL UTILITIES

Special attention shall be given to preventing unscheduled interruption of utility services and facilities. Where required due to construction purposes, the FAA shall locate all of their underground utilities. The Contractor shall locate and/or arrange for the location of all the underground utilities. When an underground cable or utility is damaged due to the Contractor's negligence the Contractor shall immediately repair the affected cable or utility at his/her own expense. Full coordination between airport staff, field inspectors, and construction personnel will be exercised to ensure that all airport power and control cables are fully protected prior to any excavation. Locations of cabling and other underground utilities will be marked prior to beginning excavation.

3.3.6 TEMPORARY CHANGES TO AIR TRAFFIC CONTROL PROCEDURES

Changes to air traffic control procedures must be coordinated with airport ATO.

3.4 PROTECTION OF NAVIGATION AIDS (NAVAIDS)

Before commencing construction activity, parking vehicles, or storing construction equipment and materials near a NAVAID, coordination with the appropriate FAA ATO to evaluate the effects of construction activity and the required distances and direction from the NAVAID is required. Construction activities, materials/equipment storage, and vehicle parking near electronic NAVAIDs require special consideration since they may interfere with lines of site and signals essential to air navigation.

3.5 CONTRACTOR ACCESS

This CSPP details those areas to which the Contractor must have access, and how Contractor personnel will access those project work areas.

3.5.1 LOCATION OF STOCKPILED CONSTRUCTION MATERIALS

Stockpiled materials and equipment storage are not permitted within the RSA/TSA, OFZ or OFA of an operational runway or taxiway. Stockpiled materials and equipment adjacent to these areas are to be prominently marked and lighted during hours of restricted visibility or darkness. Stockpiled material shall be constrained in a manner to prevent movement resulting from either aircraft jet blast or wind conditions in excess of ten miles per hour. In addition, stockpiled material shall have silt fence located around the material to prevent FOD from moving onto the airfield pavements or polluting watercourses.

Open trenches exceeding 3 inches in depth and 5 inches in width or stockpiled material are not permitted within the limits of safety areas of operational runways or taxiways. Stockpiled material shall not be permitted within the protected areas of the runways or allowed to penetrate any of the protected airspace.

In addition, all demolished pavement materials and unclassified excavation materials shall be removed and legally disposed of off airport property and not stockpiled on airport property.

Reference Section 3.7 *Foreign Object Debris (FOD) Management* and Section 3.18 *Protection of Runway and Taxiway Safety Areas* for additional information regarding stockpile management.

3.5.2 VEHICLE AND PEDESTRIAN OPERATIONS

Vehicle and pedestrian access routes for airport construction projects must be controlled to prevent inadvertent or unauthorized entry of persons, vehicles, or animals onto the AOA. The airport operator will coordinate requirements for vehicle operations with the affected airport tenants, Contractors and the FAA air traffic manager. Specific vehicle and pedestrian requirements for this project are as follows:

All construction vehicles and personnel shall be restricted to the immediate work areas specified by the contract for this project. These areas include the haul routes into the work area, the designated Contractor staging area and the area under construction. Use of alternate haul routes or staging areas by the Contractor shall not be permitted without prior notification and approval by Airport Operations.

Access or haul routes used by Contractor vehicles must be clearly marked to prevent inadvertent entry to areas open to airport operations. Construction traffic must remain on the haul road, never straying from the approved paths. Maintenance and upkeep of the haul roads are the responsibility of the Contractor. Dust must be removed from the haul roads by mechanical sweeping. Application of water on dirt or gravel haul routes must be provided as often as necessary. Haul roads in any airport traffic areas must be especially monitored for dust and debris to prevent any potential Foreign Object Debris (FOD) situations. The Contractor is responsible for any damage caused by construction traffic on the haul roads, regardless of whether in an approved or un-approved traffic area. Following construction completion, the Contractor shall grade, reseed, clean or otherwise restore the haul route areas to their original conditions prior to construction activities. Special attention must be given to ensure that if construction traffic is to share or cross any ARFF routes that ARFF right of way is not impeded at any time, and that construction traffic on haul roads do not interfere with NAVAIDs or approach surfaces of operational runways. Work necessary in maintaining the haul roads and compliance with safety and security requirements is considered incidental to the project, and therefore, shall not be directly paid for.

Contractor parking and equipment staging areas shall be coordinated with the Airport.
Contractor must service all construction vehicles within the limits of the project work area or the Contractor staging area. Parked construction vehicles must be outside the OFZ and never in the safety area of an active runway or taxiway. In some cases, a complex setup procedure makes movement of specialized equipment infeasible (i.e. slip form paving machines and concrete hard forms); inactive equipment must not be parked on closed taxiways or runways. If it is necessary to leave specialized equipment on a closed taxiway or runway at night, the equipment must be well lighted. Employees shall also park construction vehicles outside the OFA when not in use by construction personnel (for example, overnight, on weekends, or during other periods when construction is not active). Parking areas must not obstruct the clear line of sight by the ATCT to any taxiways or runways under air traffic control nor obstruct any runway visual aids, signs, or navigation aids. The FAA must also study those areas to

determine effects on airport design criteria, surfaces established by 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace (Part 77), and on NAVAIDs and Instrument Approach Procedures (IAP).

Vehicles entering the AOA, prior to construction, shall have their tires inspected for FOD. The inspections shall consist of a complete walk around the vehicle to check the tires for FOD and remove any loose materials.

At no time will vehicles or personnel enter portions of the secure AOA outside the contract area unless permitted and accompanied by an airport approved escort.

Operations personnel shall maintain radio communication with air traffic control and monitoring air traffic control frequencies at all times.

All vehicles operating on the airport and in the general vicinity of the safety area or in aircraft movement areas must be marked with flashing yellow/amber beacons or orange and white flags during daylight hours. In addition, the vehicles and equipment will have identifying symbols at a minimum of 8-inch block-type characters of contrasting color that are easily legible. During hours of darkness or low visibility they shall be marked with at least flashing yellow/amber beacons.

Beacons and flags must be maintained to standards and in good working and operational condition. Beacons must be located on the uppermost part of the vehicle structure, visible from any direction, and flash 75 +/- 15 flashes per minute. Flags shall be 3′ by 3′ with alternating 1′ by 1′ international orange and white squares and shall be replaced by the Contractor if they become faded, discolored, or ragged as determined by Airport Operations.

No personnel may operate vehicles in the area of operations unless they have first completed and passed an approved driver training class. All personnel operating vehicles on site must attend and complete the airport's driver training course prior to operating vehicles onsite.

At no time shall active taxiways or runways be crossed by construction equipment without notification and proper approval/clearance from Airport Operations and air traffic control.

Aircraft traffic will continue to use existing runways, aprons, and taxiways of the Airport during the time that work under a contract is being performed. The Contractor shall, at all times, conduct the work as to create no hindrance, hazard, or obstacle to aircraft using the Airport.

Airport operators and Contractors must also maintain a high level of security during construction when access points are created in the security fencing to permit construction vehicle access. Temporary gates shall be equipped and/or manned by construction personnel to prevent unauthorized access by vehicles, animals or people. Procedures conforming to Airport security protocols should be in place to ensure that only authorized persons and vehicles have access to the AOA and to prohibit "piggybacking" behind another person or vehicle. Access shall be made available at all times to all airport emergency vehicles traveling to operations areas within the proximity of the construction work zone.

3.6 WILDLIFE MANAGEMENT

Construction Contractors must carefully control and continuously remove waste or loose materials that might attract wildlife. Contractor personnel must be aware of and avoid construction activities that can create wildlife hazards on airports.

- **Trash.** Food scraps from construction personnel activity must be collected.
- **Standing water.** Water shall not be allowed to collect and pool for more than any single 24-hour period.
- **Tall grass and seeds.**
- **Poorly maintained fencing and gates.**
- **Disruption of existing wildlife habitat.** Not applicable to this project.

3.7 FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

Special care and measures shall be taken to prevent Foreign Object Debris / Damage (FOD) when working in an airport environment. The Contractor shall be held responsible for implementing an approved FOD Management Plan as a part of the SPCD. The FOD Management Plan will have procedures for prevention, regular cleanup, and containment of construction material and debris. The Contractor will ensure all vehicles related to the construction project using paved surfaces in the AOA shall be free of any debris that could create a FOD hazard. Special attention will be given to the cleaning of cracks and pavement joints. All taxiways, aprons, and runways must remain clean. Waste containers with attached lids shall be required on construction sites.

Special attention should be given to securing lightweight construction material (concrete insulating blankets, tarps, insulation, etc.). Specific securing procedures and/or chain-link enclosures may be required.

Contractors will provide their own equipment for vehicle and equipment washing and clean up. All personnel will be responsible for picking up FOD or reporting spills/hazards.
Immediate access to a power sweeper is required when construction occurs on any pavement area inside the AOA, unless an appropriate alternative has been approved by the Airport Engineer and Airport Operations Manager.

3.8 HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

Contractors operating construction vehicles and equipment on the airport must be prepared to expeditiously contain and clean-up spills resulting from fuel, hydraulic fluid, or other chemical fluid leaks. Transport and handling of other hazardous materials on an airport also requires special procedures. To that end, the Contractor is required to develop and implement spill prevention and response procedures for vehicle operations. The Contractor shall incorporate these procedures into the SPCD. This includes maintenance of appropriate MSDS data and appropriate prevention and response equipment on-site. Refer to FAA AC 150/5320-15 *Management of Airport Industrial Waste* for more information.

3.9 NOTIFICATION OF CONSTRUCTION ACTIVITIES

Following is information and procedures for immediate notification of airport users and the FAA of any conditions adversely affecting the operational safety of the airport.

3.9.1 POINTS OF CONTACT/LIST OF RESPONSIBLE REPRESENTATIVES

Information, Compliance, and Assistance: (850) 651-7160

Notices to Airmen (NOTAM)
Only the airport operator may initiate or cancel NOTAMs on airport conditions and is the only entity that can close or open a runway or taxiway. The airport operator must coordinate the issuance, maintenance, and cancellation of NOTAMs about airport conditions resulting from construction activities with tenants and the local air traffic facility (control tower, approach control, or air traffic control center), and must provide information on closed or hazardous conditions on airport movement areas to the FAA Flight Service Station (FSS) so it can issue a NOTAM. The airport operator must file and maintain a list of authorized representatives with the FSS. Only the FAA may issue or cancel NOTAMs on shutdown or irregular operation of FAA owned facilities. Any person having reason to believe that a NOTAM is missing, incomplete, or inaccurate must notify the airport operator. See FAA AC 150/5370 2G, Section 3.a.1 regarding issuing NOTAMs for partially closed runways versus runways with displaced thresholds.

Any NOTAMs for planned airfield closures for this project must be coordinated through the airport operations manager and the airports duly appointed construction management representative. Reference Section 3.2 *Phasing* for planned closures for this project, which require issuance of a NOTAM.

3.9.2 EMERGENCY NOTIFICATION PROCEDURES

In the event of an emergency, the Contractor shall be required to Airport Dispatch by calling (850) 651-7160.

In the event of an aircraft emergency, severe weather conditions, or any issue as determined by the Airport that may affect aircraft operations, the Contractor's personnel and/or equipment may be required to immediately vacate the area(s) affected. Points of contact for the various parties involved with the project shall be identified and shared at the pre-construction meeting among the various parties, reference Section 3.1.3 *Pre-construction Conference*. Specific emergency notification procedures shall be incorporated into the Contractor's SPCD.

3.10 COORDINATION WITH ARFF PERSONNEL

The Contractor shall coordinate, through the duly appointed airport representative, with ARFF personnel, mutual aid providers, and other emergency services if construction requires the following:

- The deactivation and subsequent reactivation of water lines or fire hydrants, or
- The re-routing, blocking and restoration of emergency access routes, or
- The use of hazardous materials on the airfield.

Procedures and methods for addressing any planned or emergency response actions on the airfield concerning this project shall be established and implemented prior to the start of construction.

3.11 NOTIFICATION TO THE FAA

3.11.1 PART 77

Any person proposing construction or alteration of objects that affect navigable airspace, as defined in Part 77, must notify the FAA. This includes construction equipment and proposed parking areas for this equipment (i.e. cranes, graders, other equipment) on airports. FAA Form 7460-1, Notice of Proposed Construction or Alteration, can be used for this purpose and submitted to the appropriated FAA Airports Regional or District Office.

3.11.2 PART 157

With some exceptions, Title 14CFR Part 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports, requires that the airport operator notify the FAA in writing whenever a non-Federally funded project involves the construction of a new airport; the construction, realigning, altering, activating, or abandoning of a runway, landing strip, or associated taxiway; or the deactivation or abandoning of an entire airport. Notification involves submitting FAA Form 7480-1, Notice of Landing Area Proposal, to the nearest FAA Airports Regional or District Office. It is not anticipated that Part 157 notifications will be required for this project.

3.11.3 NAVAIDS

For emergency (short-notice) notification about impacts to both airports owned and FAA owned NAVAIDs, contact: (850) 651-7160, Airport` Operations.

3.11.3.1 Airport Owned/FAA Maintained.

If construction operations require a shutdown of more than 24 hours, or more than 4 hours daily on consecutive days, of a NAVAID owned by the airport but maintained by the FAA, provide a 45-day minimum notice to FAA ATO/Technical Operations prior to facility shutdown.

3.11.3.2 FAA Owned

The airport operator must notify the appropriated FAA ATO Service Area Planning and Requirements (P&R) Group a minimum of 45 days prior to implementing an event that causes impacts to NAVAIDs. (Impacts to FAA equipment covered by a Reimbursable Agreement (RA) do not have to be reported by the airport operator). Coordinate work for an FAA owned NAVAID shutdown with the local FAA ATO/Technical Operations office, including any necessary reimbursable agreements and flight checks. Detail procedures that address unanticipated utility outages and cable cuts that could impact FAA NAVAIDs. In addition, provide seven days' notice to schedule the actual shutdown.

3.12 INSPECTION REQUIREMENTS

3.12.1 DAILY (OR MORE FREQUENT) INSPECTIONS

Inspections shall be conducted by the Contractor at least daily, but more frequently if necessary, to ensure conformance with the CSPP. A sample checklist is provided in Reference 1 of this document. In addition to Contractor's required inspections, airport operations will inspect the construction site three

(3) times a day to ensure compliance with the CSPP and the SPCD. The Engineer will have full-time inspectors monitoring activity throughout construction.

3.12.2 FINAL INSPECTIONS

A final inspection with the Engineer, Airport and FAA will take place prior to allowing airport operations to resume.

3.12.3 UNDERGROUND UTILITIES

Special attention shall be given to preventing unscheduled interruption of utility services and facilities. Where required due to construction purposes, the FAA shall locate all of their underground cables. The Contractor shall locate and/or arrange for the location of all the underground cables. When an underground cable is damaged due to the Contractor's negligence the Contractor shall immediately repair the cable affected at his/her own expense. Full coordination between airport staff, field inspectors, and construction personnel will be exercised to ensure that all airport power and control cables are fully protected prior to any excavation. Locations of cabling will be marked prior to beginning excavation.

3.13 PENALTIES

Failure on the part of the Contractor to adhere to prescribed requirements may have consequences that jeopardize the health, safety or lives of customers and employees at the airport. The Airport may issue warnings on the first offense based upon the circumstances of the incident. Individuals involved in non-compliance violations may be required to be prohibited from working at the airport, pending an investigation of the matter.

Penalties for violations related to airport safety and security procedures will be established by the Airport and/or may be assessed by the FAA, TSA, or a court of competent jurisdiction.

Note: Project shutdown or misdemeanor citations may be issued on a first offense. When construction operations are suspended, activity shall not resume until all deficiencies are rectified.

3.14 SPECIAL CONDITIONS

In the event of an aircraft emergency, the Contractor's personnel and/or equipment may be required to immediately vacate the area. The Contractor will receive notification from airport operations when special conditions require the construction site to be vacated. In any event, extreme care should be exercised should construction personnel identify any ARFF (Airport Rescue and Fire-Fighting) vehicle moving toward the Runway with emergency lights displayed. This will generally mean that an emergency situation is imminent.

3.15 RUNWAY AND TAXIWAY VISUAL AIDS

Marking, lighting, signs, and visual NAVAIDs. Those areas where aircraft will be operating shall be clearly and visibly separated from construction areas, including closed runways. Throughout the duration of the construction project, the Contractor shall inspect and verify that these areas remain clearly marked and visible at all times and that marking, lighting, signs and visual NAVAIDs remain in place and operational.

3.15.1 GENERAL

Airport markings, lighting, signs, and visual NAVAIDs must be clearly visible to pilots, not misleading, confusing, or deceptive. All must be secured in place to prevent movement by prop wash, jet blast, wing vortices, or other wind currents and constructed of materials that would minimize damage to an aircraft in the event of inadvertent contact.

3.15.2 MARKINGS

All taxiway centerline markings leading into the project work site shall be blackened out prior to the start of construction. Locations of those centerline markings to be blackened out are graphically illustrated in the project drawings. These markings are to be re-applied at the completion of construction operations. Markings must be in compliance with the standards of AC 150/5340-1L, *Standards for Airport Markings,* current edition, and the drawings and technical specifications of this project.

3.15.3 LIGHTING AND VISUAL NAVAIDS

All taxiway edge lights in those sections of taxiways closed to aircraft traffic will be either de-energized or blacked out by use of an appropriately cut length of PVC pipe. Centerline lighting that conflicts with the closed taxiway routing shall be either de-energized, removed from the circuit by use of jumpers or as detailed in the project drawing set. Lighting must conform to AC 150/5340-30, *Design and Installation Details for Airport Visual Aids*, AC 150/5345-50, *Specification for Portable Runway and Taxiway Lights*, and AC 150/5345-53, *Airport Lighting Certification Program*.

3.15.4 SIGNS

All taxiway signs in those sections of taxiways closed to aircraft traffic will be either de-energized or blacked out by use of a non-transparent material. Signs are required to conform to AC 150-5345-44, *Specification for Runway and Taxiway Signs*, AC 50/5340-18, *Standards for Airport Sign Systems*, and AC 150/5345-53, *Airport Lighting and Certification Program*.

3.16 MARKING AND SIGNS FOR ACCESS ROUTES

Location of haul routes on the airport site shall be as specified in the project drawing set and as provided graphically in the attached exhibits, reference Appendix A, Sheets C003 and C004. It shall be the Contractor's responsibility to coordinate off-site haul routes with the appropriate owner who has jurisdiction over the affected route. The haul routes, to the extent possible, shall be marked and signed in accordance with FAA airfield signage requirements found in AC 150\5340-18, Latest Edition, the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) and/or state highway specifications. Signs adjacent to areas used by aircraft must meet the airfield general frangibility requirements located in FAA AC 150\5220-23, and as required by the airport and subsequent approval by the Owner. Meeting airfield frangibility requirements may require modification to size and height guidance in the MUTCD.

3.17 HAZARD MARKING AND LIGHTING

3.17.1 PURPOSE

Hazard marking and lighting prevents pilots from entering areas closed to aircraft, and prevents construction personnel from entering areas open to aircraft. To that end, comprehensible warning indicators for any area affected by construction that is normally accessible to aircraft, personnel, or vehicles shall be installed and maintained by the Contractor for the duration of construction operations. Hazard marking and lighting shall also be used for the identification of open manholes, small areas under repair, stockpiled material, waste areas, and taxiway object free areas (TOFA's).

3.17.2 EQUIPMENT

Type 1-Low profile barricades of the type detailed in the project drawings shall be placed at the edge of existing taxiway safety areas. Layout locations for this equipment are shown in the project drawing set and attached exhibits, reference Appendix A, Exhibits C002 thru C004. Barricade spacing shall be such that a breach is physically prevented barring a deliberate act. The Contractor shall have a person on call 24 hours a day for emergency maintenance of airport hazard lighting and barricades. The Contractor must file the contact person's information with the airport operator. Lighting should be checked for proper operation at least once per day, preferably at dusk.

3.18 PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS

Safety area encroachments, improper ground vehicle operations and unmarked or uncovered holes and trenches in the vicinity of aircraft operation surfaces and construction areas are the three most recurring threats to safety during construction. Protection of runway and taxiway safety areas, object free areas, obstacle free zones, and approach/departure surfaces shall be a standing requirement for the duration of construction operations. Reference Section 3.11 *Notification of Construction Activities* and Section 3.15 *Runway and Taxiway Visual Aids* for taxiway closure requirements. Reference Section 3.17 *Hazard Marking and Lighting* for hazard marking. Reference Section 3.18 *Other Limitations on Construction* for height restrictions (as required).

3.18.1 TAXIWAY SAFETY AREA (TSA)

The taxiway safety area is a defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway. No construction may occur within the TSA while the taxiway is open for aircraft operations. Adjustment of TSA dimensions shall be coordinated with the ATCT and the appropriate FAA Airports Regional or District Office; issuing a NOTAM will be required.

Open trenches or excavations are not permitted within the TSA while the taxiway is open. The Contractor must backfill trenches before the taxiway is opened. Coverings are not allowed in taxiway safety areas.

After a taxiway has been closed, Contractors must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the airport operator, and light them with red lights during hours of restricted visibility or darkness.

Soil erosion must be controlled to maintain TSA standards, that is, the TSA must be cleared and graded and have no potentially hazardous ruts, humps, depressions, or other surface variations, and capable,

under dry conditions, of supporting snow removal equipment, aircraft rescue and firefighting equipment, and the occasional passage of aircraft without causing structural damage to the aircraft.

3.18.2 TAXIWAY AND TAXILANE OBJECT FREE AREA (TOFA)

Unlike the Runway Object Free Area, aircraft wings regularly penetrate the taxiway object free area during normal operations. Thus, the restrictions are more stringent than for Runway Object Free Areas. No construction may occur within the TOFA while the taxiway is open for aircraft operations.

3.18.3 OBSTACLE FREE ZONE (OFZ)

Construction personnel, material, and/or equipment may not penetrate the OFZ while the runway is open for aircraft operations. The OFZ is a defined volume of airspace centered about and above the runway centerline.

3.18.4 RUNWAY APPROACH/DEPARTURE SURFACES

All personnel, materials, and/or equipment must remain clear of the applicable threshold siting surfaces. Objects that do not penetrate these surfaces may still be obstructions to air navigation and may affect standard instrument approach procedures. Coordinate with the FAA through the appropriate FAA Airports Regional or District Office.

Construction activity in a runway approach/departure area may result in the need to partially close a runway or displace the existing runway threshold. Partial runway closure, displacement of the runway threshold, as well as closure of the complete runway and other portions of the movement area also require coordination through the airport operator with the appropriate FAA air traffic manager (FSS if non-towered) and ATO/Technical Operations (for affected NAVAIDS) and airport users.

3.19 OTHER LIMITATIONS ON CONSTRUCTION

3.19.1 PROHIBITIONS

The following prohibitions are in effect for the duration of this project:

- No use of equipment with a height of over 50 feet (cranes, concrete pumps, and so on) unless a 7460-1 determination letter is issued for such equipment.
- No use of open flames welding or torches unless fire safety precautions are provided and the airport operator has approved their use.
- No use of electrical blasting caps or explosives of any kind on or within 1,000 ft (300 m) of the airport property.
- No use of flare pots within the AOA.

3.19.2 RESTRICTIONS

- Construction shall not occur inside the Runway Safety Area (RSA) of an active runway at any point in time.

APPENDIX A: PROJECT SPECIFIC EXHIBITS

CONTRACTOR'S SAFETY AND SECURITY REQUIREMENTS

SAFETY

1. GENERAL INTENT. THE CONTRACTOR SHALL CONFORM WITH ALL FEDERAL, STATE, AND LOCAL SAFETY REGULATIONS AND GUIDELINES AS SET FORTH IN FEDERAL AVIATION ADMINISTRATION (FAA) AC NO. 150/5370-2 SERIES, ALONG WITH THESE PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL DESIGNATE TO THE RPR, AIRPORT CONSTRUCTION MANAGER AND AIRPORT OPERATIONS, IN WRITING, THE NAME OF HIS "CONTRACTOR SAFETY/SECURITY OFFICER (CSSO)." THE CSSO SHALL REPRESENT THE CONTRACTOR ON SAFETY REQUIREMENTS FOR THE CONTRACT. THE CONTRACTOR OR CSSO SHALL THOROUGHLY ACQUAINT ALL SUPERVISORS AND EMPLOYEES WORKING AT THE AIRPORT ON THE IMPORTANCE OF FOLLOWING ESTABLISHED SAFETY AND SECURITY PROCEDURES THAT ARE INHERENT TO THIS ACTIVE AIR CARRIER AIRPORT. ADDITIONALLY, THE CONTRACTOR SHALL CONDUCT THE CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES ON SAFETY AS SPECIFIED IN PARAGRAPH NUMBER 9 BELOW.

2. CONTRACTOR VEHICLES. ALL CONTRACTOR AND SUBCONTRACTOR VEHICLES THAT ARE AUTHORIZED TO OPERATE ON THE PROJECT SHALL BE REQUIRED TO HAVE THEIR COMPANY LOGO ON BOTH SIDES OF THE VEHICLE AND A FLASHING AMBER LIGHT OR A 3' X 3' ORANGE AND WHITE CHECKERBOARD FLAG, EACH CHECKERBOARD COLOR BEING 1-FOOT SQUARE. ALL VEHICLES SHALL HAVE AIRPORT-ISSUED VEHICLE IDENTIFICATION PRIOR TO ENTERING THE AIR OPERATIONS AREA. ANY VEHICLE OPERATING ON THE PROJECT DURING THE HOURS OF DARKNESS SHALL UTILIZE ITS FLASHING AMBER LIGHT, MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES.

   ALL AIRCRAFT TRAFFIC ON RUNWAYS, TAXIWAYS AND APRONS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC.

3. COORDINATION OF WORK AREA CLOSURES. NO RUNWAY, TAXIWAY, APRON OR AIRPORT ROADWAY SHALL BE CLOSED WITHOUT WRITTEN APPROVAL OF AIRPORT OPERATIONS. TO ENABLE NECESSARY "NOTICES TO AIRMEN" (NOTAM) OR ADVISORIES TO AIRPORT SERVICES OR TENANTS, A MINIMUM OF 48 HOURS WRITTEN NOTICE REQUESTING CLOSING SHALL BE DIRECTED TO AIRPORT OPERATIONS, WHO WILL COORDINATE THE REQUEST.

   ANY CONSTRUCTION ACTIVITY WITHIN 250 FEET OF THE RUNWAY CENTERLINE OR 130 FEET FROM THE CENTERLINE OF A TAXIWAY, OR OPEN EXCAVATIONS IN EXCESS OF THREE INCHES DEEP WITHIN THE ABOVE AREAS, WILL REQUIRE CLOSURE OF THE AFFECTED RUNWAY OR TAXIWAY, UNLESS OTHERWISE APPROVED IN WRITING BY AIRPORT OPERATIONS.

4. COORDINATION OF WELDING AND TORCH CUTTING. OPEN FLAME WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED IN THIS PROJECT.

5. STOCKPILED MATERIALS. STOCKPILED MATERIAL WITHIN THE AOA SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT JET BLAST, PROPELLERS OR WIND CONDITIONS IN EXCESS OF TEN KNOTS. STOCKPILE HEIGHT SHALL BE LESS THAN 15 FEET AND BE LOCATED IN AN AIRPORT APPROVED LOCATION.

6. OPEN TRENCHES. OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL LOCATED IN THE AOA SHALL BE PROMINENTLY MARKED WITH FLAGS AND LIGHTED BY APPROVED AMBER LIGHTS UNITS (ACCEPTABLE TO THE OWNER) DURING HOURS OF RESTRICTED VISIBILITY AND DARKNESS.

7. FOREIGN OBJECT DEBRIS (FOD). DEBRIS, WASTE AND LOOSE MATERIAL CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEARS, PROPELLERS OR BEING INGESTED IN JET ENGINES SHALL BE PROPERLY CONTROLLED AND PICKED UP AT ALL TIMES. IF THESE MATERIALS ARE OBSERVED, THE CONTRACTOR SHALL REMOVE THEM IMMEDIATELY.

8. INSPECTION OF WORK AREAS. THE RPR AND AIRPORT OPERATIONS WILL INSPECT, PRIOR TO OPENING FOR AIRCRAFT USE, ANY RUNWAY OR TAXIWAY THAT HAS BEEN CLOSED FOR WORK, ON OR ADJACENT THERETO, OR THAT HAS BEEN USED FOR A CROSSING POINT OR HAUL ROUTE BY THE CONTRACTOR.

9. FAA ADVISORY CIRCULARS. THE CONTRACTOR IS DIRECTED TO COMPLY WITH AND ACQUAINT HIS/HER EMPLOYEES WITH THE FOLLOWING SAFETY GUIDELINES, RELATED MATERIALS AND FAA ADVISORY CIRCULARS:

   150/5200-18C "AIRPORT SAFETY-SELF INSPECTION"
   150/5210-5D "PAINTING, MARKING OR LIGHTING OF VEHICLES USED ON AN AIRPORT"
   150/5370-2G "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION"

   COPIES OF THESE DOCUMENTS ARE AVAILABLE AT THE FOLLOWING WEBSITE:

   WWW.FAA.GOV/AIRPORTS_AIRTRAFFIC/AIRPORTS/RESOURCES/ADVISORY_CIRCULARS

   OR COPIES MAY BE OBTAINED FROM AIRPORT OPERATIONS. CONTRACTOR RESPONSIBLE FOR STAYING UP-TO-DATE WITH ANY UPDATES OR REVISIONS TO THE ADVISORY CIRCULARS LISTED ABOVE.

10. CONSTRUCTION DELAYS. THE AIRPORT OR RPR MAY HALT CONSTRUCTION DURING THE PROJECT AT ANY TIME IF IT IS DETERMINED TO BE IN THE BEST INTEREST OF AIRPORT ACTIVITIES OR SAFETY. THE CONTRACTOR MAY BE DIRECTED TO REMOVE EQUIPMENT AND/OR EVACUATE THE SITE IN ORDER TO ENABLE AIRCRAFT OPERATIONS. NECESSARY EXTENSIONS IN CONTRACT TIME WILL BE GRANTED OR A STOP WORK ORDER WILL BE ISSUED DUE TO THESE DELAYS, HOWEVER, THERE WILL BE NO ADJUSTMENTS IN CONTRACT PRICE DUE TO THESE DELAYS.

11. HAUL ROUTES. TRUCK HAUL ROUTES ON THE AIRFIELD SHALL BE COORDINATED WITH AIRPORT OPERATIONS (SEE SHEET C003 FOR ON-AIRPORT HAUL ROUTES). OTHER MEANS TO CLEARLY MARK THE ROUTES TO THE WORK SITE MAY BE REQUIRED AND APPROVED BY AIRPORT OPERATIONS.

12. AIRFIELD LIGHTING AND SIGNS. WORK CLOSING RUNWAYS OR TAXIWAYS WILL REQUIRE THE CONTRACTOR TO COVER THE APPROPRIATE SIGN PANELS WITH BLACK PLASTIC AND THE APPROPRIATE AIRFIELD LIGHTING TO SHOW THAT THEY ARE NOT AVAILABLE FOR USE. AIRPORT PERSONNEL WILL ASSIST AND SHOW THE CONTRACTOR WHICH SIGNS AND AIRFIELD LIGHTING ARE AFFECTED. DURING THE RUNWAY SHUTDOWN PERIOD, AIRFIELD LIGHTING AND SIGNAGE WILL BE TURNED OFF IN THE ELECTRICAL VAULT.

SECURITY

1. GENERAL INTENT: IT IS INTENDED THAT THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE AIRPORT SECURITY PLAN AND WITH THE SECURITY REQUIREMENTS SPECIFIED HEREIN BY AIRPORT OPERATIONS. THE CONTRACTOR SHALL DESIGNATE TO THE RPR AND AIRPORT OPERATIONS, IN WRITING, THE NAME OF HIS "CONTRACTOR SAFETY/SECURITY OFFICER (CSSO)." THE CSSO SHALL REPRESENT THE CONTRACTOR ON THE SECURITY REQUIREMENTS FOR THE CONTRACT.

2. CONTRACTOR PERSONNEL SECURITY ORIENTATION: THE CSSO SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR AND SUB-CONTRACTOR PERSONNEL ON SECURITY REQUIREMENTS. ALL NEW CONTRACTOR EMPLOYEES SHALL BE BRIEFED ON SECURITY REQUIREMENTS PRIOR TO WORKING IN THE CONSTRUCTION AREA.

3. ACCESS TO THE SITE: CONTRACTOR'S ACCESS TO THE SITE SHALL BE AS SHOWN ON THE PLANS. NO OTHER ACCESS POINTS SHALL BE ALLOWED UNLESS APPROVED BY AIRPORT OPERATIONS. ALL CONTRACTOR TRAFFIC AUTHORIZED TO ENTER THE SITE SHALL BE EXPERIENCED IN THE ROUTE OR GUIDED BY EXPERIENCED CONTRACTOR PERSONNEL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL TO AND FROM THE VARIOUS CONSTRUCTION AREAS ON THE SITE, AND FOR OPERATION AND SECURITY OF THE ACCESS GATE TO THE SITE. A CONTRACTOR'S FLAGMAN OR TRAFFIC CONTROL PERSON SHALL MONITOR AND COORDINATE ALL CONTRACTOR TRAFFIC AT ANY AOA ACCESS GATE WITH SECURITY. THE CONTRACTOR SHALL NOT PERMIT ANY UNAUTHORIZED CONSTRUCTION PERSONNEL OR TRAFFIC ON THE SITE. ACCESS GATES TO THE AOA SHALL BE LOCKED AND SECURED AT ALL TIMES WHEN NOT ATTENDED BY THE CONTRACTOR. IF THE CONTRACTOR CHOOSES TO LEAVE ANY ACCESS GATE OPEN, IT SHALL BE ATTENDED BY CONTRACTOR PERSONNEL WHO ARE FAMILIAR WITH THE REQUIREMENTS OF THE AIRPORT OPERATIONS SECURITY PROGRAM. THE CONTRACTOR IS RESPONSIBLE FOR THE IMMEDIATE CLEANUP OF ANY DEBRIS DEPOSITED ALONG THE ACCESS ROUTE AS A RESULT OF HIS CONSTRUCTION TRAFFIC. DIRECTIONAL SIGNAGE FROM THE ACCESS GATE ALONG THE DELIVERY ROUTE TO THE STORAGE AREA, PLANT SITE OR WORK SITE SHALL BE AS DIRECTED BY AIRPORT OPERATIONS.

4. MATERIALS DELIVERY TO THE SITE: ALL CONTRACTOR'S MATERIAL ORDERS FOR DELIVERY TO THE WORK SITE WILL USE A DELIVERY ADDRESS, THE STREET NAME ASSIGNED TO THE ACCESS POINT AT THE CONTRACTOR'S STAGING SITE AT THE AIRPORT. THE NAME "BOB SIKES AIRPORT" SHALL NOT BE USED IN THE DELIVERY ADDRESS AT ANY TIME. THIS WILL PRECLUDE DELIVERY TRUCKS FROM ENTERING INTO THE AIRPORT ADMINISTRATION BUILDING, OR TAKING SHORT CUTS THROUGH THE PERIMETER GATES AND ENTERING INTO AIRCRAFT OPERATIONS AREAS INAPPROPRIATELY.

5. CONSTRUCTION AREA LIMITS: THE LIMITS OF CONSTRUCTION, MATERIAL STORAGE AREAS, PLANT SITE, EQUIPMENT STORAGE AREA, PARKING AREA AND OTHER AREAS DEFINED AS REQUIRED FOR THE CONTRACTOR'S EXCLUSIVE USE DURING CONSTRUCTION SHALL BE MARKED BY THE CONTRACTOR. THE CONTRACTOR SHALL ERECT AND MAINTAIN AROUND THE PERIMETER OF THESE AREAS SUITABLE FENCING, MARKING AND/ OR WARNING DEVICES VISIBLE FOR DAY/NIGHT USE AT THE LOCATIONS SHOWN IN THE PLANS. TEMPORARY BARRICADES, FLAGGING AND FLASHING WARNING LIGHTS WILL BE REQUIRED AT CRITICAL ACCESS POINTS. TYPE OF MARKING AND WARNING DEVICES SHALL BE APPROVED BY AIRPORT OPERATIONS.

6. SECURITY IDENTIFICATION: ALL EMPLOYEES, AGENTS, VENDORS, INVITEES, ETC. OF THE CONTRACTOR OR SUBCONTRACTORS REQUIRING ACCESS TO THE AOA SHALL BE IN ACCORDANCE WITH THE AIRPORT SECURITY PROGRAM. AIRPORT BADGING WILL NOT BE REQUIRED FOR CONTRACTOR EMPLOYEES ON THIS PROJECT.

7. VEHICLE IDENTIFICATION: THE CONTRACTOR, THROUGH THE CSSO, SHALL ESTABLISH AND MAINTAIN A LIST OF CONTRACTOR AND SUBCONTRACTOR VEHICLES AUTHORIZED TO OPERATE ON THE SITE AND SHALL ENSURE A VEHICLE IDENTIFICATION PERMIT, ISSUED BY AIRPORT OPERATIONS, IS PROPERLY DISPLAYED ON EACH VEHICLE THAT ENTERS THE AOA. IN ADDITION, EACH CONTRACTOR VEHICLE ENTERING THE PROJECT SITE REGARDLESS OF ITS WORK WITHIN THE AOA OR NOT SHALL BE REQUIRED TO DISPLAY, ON BOTH SIDES OF THE VEHICLE EITHER PERMANENT OR MAGNETIC SIGNS THAT IDENTIFY THE NAME OF THE CONTRACTOR AND A FLASHING AMBER LIGHT OR A 3' X 3' ORANGE AND WHITE CHECKERBOARD FLAG, EACH CHECKERBOARD COLOR BEING 1-FOOT SQUARE.

8. VEHICLE PARKING: CONTRACTOR EMPLOYEE VEHICLES SHALL BE RESTRICTED TO THE CONTRACTOR'S EMPLOYEE PARKING AREA IDENTIFIED ON THE PLANS AND ARE NOT ALLOWED OUTSIDE THE DESIGNATED AREA AT ANY TIME.

9. FINES: PAYMENT OF ALL FINES ASSESSED TO DESTIN AIRPORT DUE TO VIOLATIONS BY THE CONTRACTOR OF FEDERAL AVIATION ADMINISTRATION (FAA) SECURITY OR SAFETY REQUIREMENTS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

CONTACT INFORMATION:

EMERGENCIES: 911

MR. ROBERT "CHAD" ROGERS – AIRPORTS GENERAL AVIATION AND PROJECTS MANAGER: (850) 651-7160

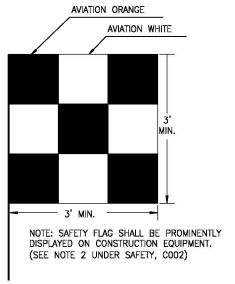
GENERAL SAFETY AND SECURITY NOTES

1. SAFETY IS PARAMOUNT. IF ANY OF THE CONTRACTOR'S PERSONNEL OR A MEMBER OF THE AIRPORT STAFF SEES AN UNSAFE SITUATION ON THE PROJECT, THEY ARE OBLIGATED TO STOP THE WORK, RESTORE A SAFE CONDITION AND NOTIFY A SUPERVISOR OF THE PROBLEM. AT THAT POINT THE RPR, AIRPORT REPRESENTATIVE AND THE CONTRACTOR WILL MEET, RESOLVE THE SITUATION AND CONTINUE THE EFFORT.

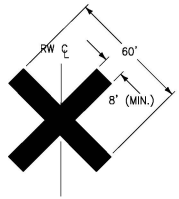
2. COMMUNICATIONS. PROPER COMMUNICATIONS ARE ESSENTIAL TO THE SUCCESS OF THE PROJECT. ALL COMMUNICATIONS WILL BE HANDLED IN THE FOLLOWING MANNER. A REQUEST FROM A SUBCONTRACTOR WILL BE GIVEN TO THE CONTRACTOR, HE WILL EVALUATE IT AND DETERMINE IF THE OWNER NEEDS TO BE RESPONSIVE. IF SO HE WILL GIVE IT TO THE RPR WHO WILL GIVE IT TO AIRPORT OPERATIONS, WHO WILL DISSEMINATE IT TO THE APPROPRIATE AIRPORT DIVISION FOR A RESPONSE. THE RETURN INFORMATION WILL FOLLOW DOWN THE SYSTEM TO THE CONTRACTOR FOR HIS ACTION. EXCEPTION: IN CASE OF AN EMERGENCY, DIRECT COMMUNICATION IS AUTHORIZED TO QUICKLY RESOLVE THE SITUATION. ONCE STABILIZED, THE CONSTRUCTION TEAM (CONTRACTOR AND OWNER) WILL BE NOTIFIED OF THE SITUATION AND WHAT ACTIONS HAVE BEEN TAKEN.

3. CHANGES. ONLY ENGINEER AND OWNER APPROVAL IS AUTHORIZED TO MAKE CHANGES IN THE CONTRACT THAT WILL AFFECT THE CONTRACT AMOUNT AND THOSE REQUESTS MUST BE DONE THROUGH THE CHANGE ORDER SYSTEM.

4. CONSTRUCTION SAFETY PHASING PLAN COMPLIANCE. THE CONTRACTOR SHALL PROVIDE A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) THAT OUTLINES HOW THE CONTRACTOR WILL COMPLY WITH THE REQUIREMENTS OF THE CONSTRUCTION SAFETY PHASING PLAN (CSPP). THIS REQUIREMENT IS DETAILED IN THE PROJECT SPECIFICATIONS SECTION P-102, SAFETY AND SECURITY.



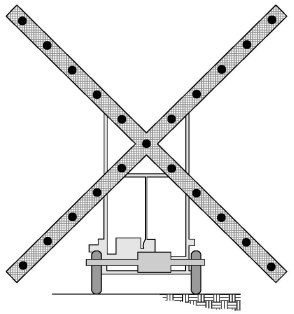
1 C002 **CONSTRUCTION SAFETY FLAG**
SCALE: N.T.S.



2 C002 **UNLIT RUNWAY CLOSURE MARKER**
SCALE: N.T.S.

UNLIT RUNWAY CLOSURE MARKER NOTES:

1. CONTRACTOR SHALL PROVIDE ONE UNLIT RUNWAY CLOSED MARKER FOR DAYTIME IDENTIFICATION AT EACH THRESHOLD. THE UNLIT MARKER SHALL BE PLACED OVER THE RUNWAY DESIGNATION MARKINGS.
2. UNLIT RUNWAY CLOSURE MARKER SHALL BE YELLOW AND PROPERLY WEIGHTED TO THE PAVEMENT TO PREVENT DISLOCATION FROM WIND.
3. UNLIT RUNWAY CLOSURE MARKER SHALL BE PLACED OVER RUNWAY DESIGNATION MARKING WHENEVER RUNWAY 17-35 IS CLOSED FOR CONSTRUCTION.
4. PAYMENT FOR UNLIT RUNWAY CLOSURE MARKER PLACEMENT SHALL BE INCLUSIVE OF THE P-105-5.1 TEMPORARY CONSTRUCTION ITEMS PAY ITEM.



3 C002 **LIGHTED RUNWAY CLOSURE MARKER**
SCALE: N.T.S.

LIGHTED RUNWAY CLOSURE NOTES:

1. LIGHTED CLOSURE MARKERS SHALL BE PLACED ON THE END OF EACH CLOSED RUNWAY END WHENEVER RUNWAY 17-35 IS CLOSED.
2. THE OWNER SHALL PROVIDE TWO (2) LIGHTED RUNWAY CLOSURE MARKERS FOR THE PROJECT. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE OWNER-PROVIDED LIGHTED RUNWAY CLOSURE MARKERS AND ENSURING THE MARKERS ARE OPERATIONAL DURING THE ENTIRE PROJECT.
3. CONTRACTOR SHALL MAINTAIN (INCLUDING FUEL), MOVE AND REMOVE CLOSURE MARKERS ONLY AT THE DIRECTION OF THE AIRPORT AND/OR RPR. CLOSURE MARKERS SHALL REMAIN IN PLACE FOR THE DURATION OF ANY RUNWAY 17-35 CLOSURE AND SHALL RUN CONTINUOUSLY, UNLESS OTHERWISE DIRECTED BY AIRPORT STAFF.
4. PAYMENT FOR LIGHTED RUNWAY CLOSURE MARKER PLACEMENT, MAINTENANCE, AND GENERATOR FUEL SHALL BE INCLUSIVE OF THE P-105-5.1 TEMPORARY CONSTRUCTION ITEMS PAY ITEM.

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RUNWAY 17-35 CRACK-SEAL AND SEAL COAT

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REVISIONS

NO.	DESCRIPTION	DATE

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201-0251-009

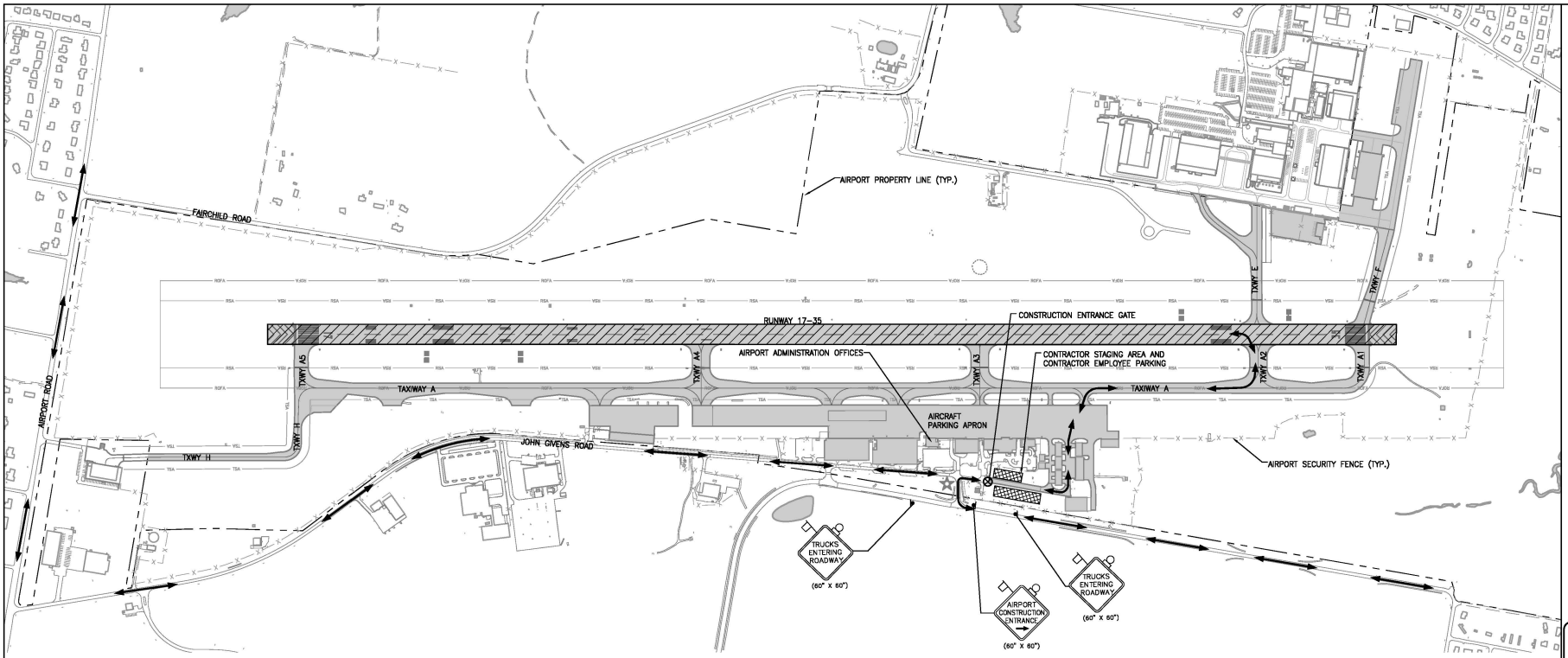
SHEET TITLE

SAFETY AND SECURITY NOTES AND DETAILS

SHEET NUMBER
C002

DRAFT

Drawing: I:\P\2010251.009 Okaloosa CO\ Seal Coat\Cad\C\C0K_C002.dwg Plotted on 4/2



GENERAL CONTRACT NOTES

1. HAUL ROUTES: LOCATION OF HAUL ROUTES ON THE AIRPORT SITE SHALL BE AS SPECIFIED ON THE PLANS OR AS APPROVED BY THE RPR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE AND OBTAIN HAUL PERMITS NECESSARY AS REQUIRED BY THE LOCAL JURISDICTION. ON-SITE HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE PRE- AND POST-CONSTRUCTION CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE PROJECT RPR. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE RPR PRIOR TO THE WORK. CONSTRUCTION AND MAINTENANCE OF ON-SITE HAUL ROUTE WILL BE PAID FOR UNDER ITEM P-105-1 TEMPORARY CONSTRUCTION ITEMS. ALL ON-SITE FAA ACCESS ROADS TO FAA FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES. PHOTOGRAPHS AND A VIDEO OF THE HAUL ROUTES SPECIFIED IN THE PLANS MUST BE PROVIDED BY THE CONTRACTOR BEFORE AND AFTER CONSTRUCTION TO THE RPR. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO HAUL ROUTES RESULTING FROM CONSTRUCTION TRAFFIC AS DETERMINED BY THE PROJECT RPR. ANY SERVICE, ACCESS OR FAA ROADWAY CROSSED BY CONSTRUCTION TRAFFIC SHALL BE PROTECTED AGAINST DAMAGE AND ALL DAMAGE OCCURRING WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE WITH NO ADDITIONAL COMPENSATION OR CONTRACT TIME. ANY PAVEMENTS DAMAGED BY THE CONSTRUCTION EQUIPMENT SHALL BE REMOVED AND REPLACED TO AT LEAST 10 FEET ON EACH SIDE OF THE MOST EXTREME OUTER TIRE MARKS TO ENSURE ALL PAVEMENT TRAVERSED BY THE CONSTRUCTION EQUIPMENT IS REMOVED AND REPLACED. RESTORATION OF SITE TO EXISTING CONDITION WILL BE INCIDENTAL TO ITEM P-105-5.1 TEMPORARY CONSTRUCTION ITEMS.
2. WASTE DISPOSAL AND BORROW AREAS: WASTE MATERIAL REMOVED FROM THE CONSTRUCTION AREA SHALL BE LEGALLY DISPOSED OF OFF THE AIRPORT PROPERTY. NO MATERIAL SHALL BE WASTED ON THE AIRPORT SITE UNLESS APPROVED BY THE AIRPORT. ANY ON-AIRPORT APPROVED WASTE AND DISPOSAL AREA SHALL BE SEEDED AND RESTORED IN A SMOOTH, GRADED AND DRAINABLE CONDITION AT NO ADDITIONAL COST TO THE OWNER. PRIOR TO DEMOLITION AND REMOVAL WORK BEGINNING, THE CONTRACTOR SHALL OBTAIN WRITTEN PERMISSION FROM THE SITE WHICH HE/SHE PLANS TO DUMP WASTE MATERIAL AND PROVIDE IT TO THE AIRPORT.
3. CONTRACTOR UTILITIES: STAGING AREAS DO NOT HAVE UTILITIES. ANY UTILITIES REQUIRED BY THE CONTRACTOR SHALL BE COORDINATED WITH THE UTILITY COMPANIES AND SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
4. PROTECTION AND REPAIR OF DAMAGE TO EXISTING CABLES: ALL UNDERGROUND CABLES SHALL BE PROTECTED AND DAMAGES REPAIRED EXPEDITIOUSLY AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE OWNER.
5. CONSTRUCTION LIMITS AND FLAGMEN: ALL CONTRACTOR VEHICLES AND TRAFFIC SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES. ABSOLUTELY NO CONTRACTOR VEHICLES WILL BE ALLOWED ON ACTIVE AIRFIELD OPERATIONS AREAS. FLAGMEN SHALL BE PROVIDED AT ALL TIMES WHENEVER CONSTRUCTION ACCESS IS REQUIRED THROUGH A DESIGNATED GATE.
6. PERMITS: IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN AND PAY FOR ALL APPLICABLE PERMITS FOR CONSTRUCTION AND EQUIPMENT.
7. COORDINATION OF CONSTRUCTION ACTIVITIES: THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR MAINTAINING CONSTANT COORDINATION BETWEEN THE SUBCONTRACTORS AND THE RPR. ALL CONSTRUCTION ACTIVITIES PLANNED BY THE CONTRACTOR SHALL BE REVIEWED AND APPROVED BY THE RPR.
8. EXCESS CONSTRUCTION MATERIALS: ALL ON SITE EXCESS AND/OR STORED MATERIAL SHALL BE REMOVED FROM AIRPORT PROPERTY AND DISPOSED OF.
9. UTILITIES: IT WILL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PROTECT ANY PUBLIC UTILITIES THAT ARE IN OR ADJACENT TO THE WORK AREA. THE UTILITIES WILL BE FLAGGED ONE TIME BY THE VARIOUS UTILITY COMPANIES. THESE FLAGS SHALL BE PROTECTED AND MAINTAINED BY THE CONTRACTOR AT ALL TIMES. IF FLAGS ARE LOST OR REMOVED BY THE CONTRACTOR, THEY WILL BE FLAGGED AGAIN AT THE CONTRACTOR'S EXPENSE. ALL UTILITIES SHALL BE PROTECTED AND DAMAGES REPAIRED EXPEDITIOUSLY AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE OWNER.
10. EMPLOYEE PARKING: CONTRACTOR EMPLOYEE PARKING SHALL BE IN THE AREAS DESIGNATED ON THE PLANS OR IN ANOTHER AREA DESIGNATED BY AIRPORT PERSONNEL. CONTRACTOR EMPLOYEE VEHICLES WILL BE ALLOWED TO PARK IMMEDIATELY PAST THE ACCESS GATE IN THE AOA AREA. NO CONTRACTOR EMPLOYEE PERSONAL VEHICLES WILL BE ALLOWED OUTSIDE OF THE STAGING AREAS SHOWN ON THIS PLAN.
11. SITE ACCESS: THE CONTRACTOR SHALL ACCESS THE SITE THROUGH THE EXISTING CARD READER GATE AT THE LOCATION SHOWN ON THIS SHEET. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THIS ENTRANCE IN ITS EXISTING CONDITION PRIOR TO CONSTRUCTION. ACCESS GATE SHALL BE EITHER CLOSED AND LOCKED OR MANNED BY A CONTRACTOR EMPLOYEE AT ANY TIME. ANY SUBCONTRACTOR OR MATERIAL/EQUIPMENT DELIVERY SHALL BE ESCORTED ONTO AND OFF OF THE AIRFIELD BY A REPRESENTATIVE OF THE PRIME CONTRACTOR.
12. CONSTRUCTION SIGNAGE: CONTRACTOR SHALL INSTALL TWO-SIDED "AIRPORT CONSTRUCTION ENTRANCE" SIGN AND WITH THE PROPER ARROW DIRECTION AT THE AIRPORT CONSTRUCTION ENTRANCE ON AIRPORT ROAD. CONTRACTOR SHALL INSTALL "TRUCKS ENTERING HIGHWAY" SIGN MIN. 300 FT EACH DIRECTION (NORTH/SOUTH) FROM ENTRANCE. PLACEMENT AND MAINTENANCE OF CONSTRUCTION SIGNAGE TO BE INCLUSIVE OF PAY ITEM P-105-5.1 TEMPORARY CONSTRUCTION ITEMS.

LEGEND

- LIMITS OF RUNWAY 17-35 PAVEMENT CRACK-SEAL AND SEAL COAT
- CONTRACTOR STAGING AREA AND CONTRACTOR EMPLOYEE PARKING
- CONTRACTOR HAUL AND ACCESS ROUTES
- AIRPORT PROPERTY LINE
- CONTRACTOR'S GATE GUARD/FLAGMAN

NORTH

GRAPHIC SCALE
400' 200' 0 400'

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DRAWN BY: MRT
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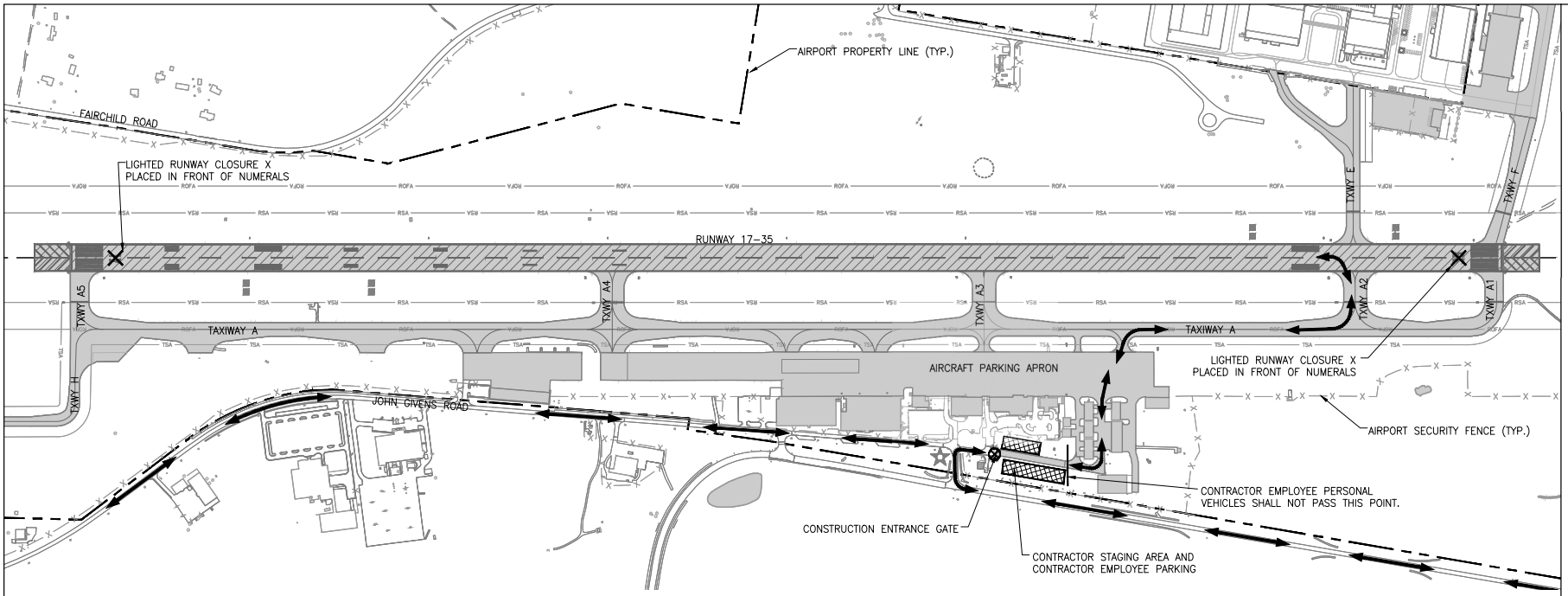
CONTRACT LAYOUT PLAN AND GENERAL NOTES

SHEET NUMBER
C003

DRAFT

Drawing: I:\P\2010251.009 Okaloosa CCW Seal Coat\Cad\C\CCW_C003.dwg Plotted on 4/2



GENERAL PHASING NOTES:

1. THE CONSTRUCTION PHASING OUTLINED IN THE PLANS IS BROKEN INTO ONE OVERALL PHASE OF CONSTRUCTION. ALL PHASES OF WORK ARE WITHIN THE AIRCRAFT OPERATIONS AREA (AOA). ALL WORK WITHIN THE LIMITS SHOWN ON THE PHASING DRAWINGS SHALL BE COMPLETED DURING THAT RESPECTIVE PHASE.

   CONSTRUCTION NARRATIVE:

   PROCUREMENT – INCLUDES PROCUREMENT OF MATERIALS AND SUPPLIES, MOBILIZATION AND PREPARATION OF EQUIPMENT. NO CONSTRUCTION PERFORMED.

   PHASE 1 CONSTRUCTION – INCLUDES INSTALLATION OF ALL BARRICADES, TAG OUT OF AIRFIELD ELECTRICAL SYSTEMS, INSTALLATION OF SEAL COAT TEST STRIPS, BITUMINOUS CRACK SEALING ON RUNWAY 17–35, PAVEMENT CLEANING AND PREPARATION, INSTALLATION OF TEMPORARY PROPOSED PAVEMENT MARKINGS, REMOVAL OF BARRICADES, AND REOPENING ALL AIRFIELD PAVEMENTS. RUNWAY 17–35 SHALL BE CLOSED TO AIRCRAFT FOR THE DURATION OF CONSTRUCTION ON THIS PROJECT.

   PHASE 1A CONSTRUCTION – AFTER A MINIMUM OF 30 CALENDAR DAYS HAS PASSED SINCE THE FINAL APPLICATION OF BITUMINOUS SEAL COAT, THE CONTRACTOR SHALL INSTALL FINAL RUNWAY PAVEMENT MARKINGS WITH REFLECTIVE BEADS OVER THE TEMPORARY MARKINGS INSTALLED IN PHASE 1. CONTRACTOR WILL BE GIVEN UP-TO THREE (3) 10 HOUR SHIFTS TO COMPLETE THE FINAL RUNWAY PAVEMENT MARKINGS. CONTRACTOR SHALL COORDINATE THE SHIFTS FOR FINAL RUNWAY PAVEMENT MARKINGS WITH THE ENGINEER AND AIRPORT OPERATIONS A MINIMUM OF 7 CALENDAR DAYS BEFORE COMMENCING THE WORK IN PHASE 1A.

   CLOSEOUT – INCLUDES RESTORATION OF STAGING AREA TO ORIGINAL CONDITION, DEMOBILIZATION OF ALL MATERIAL AND EQUIPMENT, SUBMISSION OF ALL REQUIRED CLOSEOUT PAPERWORK, AND FINAL INVOICING.

2. DUE TO THE IMPORTANCE OF MAINTAINING AIRFIELD OPERATIONS AND SAFETY AND SECURITY DURING CONSTRUCTION, THE CONTRACTOR IS REMINDED THAT WHILE WORKING WITHIN THESE AREAS, IT IS THE CONTRACTOR'S RESPONSIBILITY TO BE APPRAISED OF, AND TO IMPLEMENT, THE GUIDELINES ESTABLISHED IN THE PROVISIONS UNDER SAFETY AND SECURITY.

3. THE CONTRACTOR SHALL, AT ALL TIMES, COORDINATE HIS/HER EFFORTS WITH THE RPR AND AIRPORT STAFF. IF ANY PROBLEMS ARISE DURING THE CONSTRUCTION SEQUENCING, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE RPR AND AIRPORT STAFF TO RESOLVE SAID PROBLEMS PRIOR TO CONTINUING THE WORK.

4. THE CONTRACTOR SHALL PERFORM ALL FINAL CLEANUP WORK PRIOR TO A FINAL INSPECTION. THE CONTRACTOR SHALL ALSO CONTINUOUSLY CLEAN UP DURING EACH PHASE OF THE PROJECT.

5. THE CONTRACTOR SHALL RUN A VACUUM TRUCK, AS NECESSARY TO MAINTAIN CLEAN WORK AREAS AND HAUL ROUTES. IT IS IMPERATIVE THAT NO DAMAGE BE DONE TO ANY AIRCRAFT DUE TO FOREIGN OBJECT DEBRIS (FOD). ANY DAMAGE DONE TO AIRCRAFT WHICH IS ATTRIBUTABLE TO FOD FROM THE CONSTRUCTION AREAS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE WITH NO REIMBURSEMENT BY THE AIRPORT, RPR OR THEIR AUTHORIZED REPRESENTATIVES.

6. THERE ARE NOT RESTRICTIONS TO CONTRACTOR WORK HOURS ON THIS PROJECT.

7. THE CONTRACTOR'S FIELD OPERATIONS AREAS FOR STORAGE OF EQUIPMENT, SUPPLIES AND FIELD OFFICES SHALL BE LOCATED IN THE STAGING AREA SHOWN ON THE PLANS. ALL AREAS DESIGNATED FOR STORAGE OF EQUIPMENT OVERNIGHT, FOR STORAGE OF FUELING FACILITIES, MATERIALS AND OFFICES SHALL BE APPROVED BY THE AIRPORT MANAGEMENT AND RPR PRIOR TO MOBILIZATION OF ANY EQUIPMENT OR FIELD OFFICES AND CERTIFIED BY THE CONTRACTOR THAT THE FACILITIES MEET ALL APPLICABLE LOCAL, STATE, AND FEDERAL REQUIREMENTS.

8. APPROPRIATE EROSION CONTROL MEASURES SHALL BE ACCOMPLISHED PRIOR TO BEGINNING THE RESPECTIVE PHASE. REMOVAL OF TEMPORARY EROSION CONTROL SHALL BE ACCOMPLISHED BY THE CONTRACTOR EITHER AT THE COMPLETION OF THE ASSOCIATED PHASE OR THEREAFTER AS DIRECTED BY THE RPR.

9. THE COMPLETION OF ANY PHASE OF WORK AND SUBSEQUENT USEAGE BY THE OWNER DOES NOT DEFINE FINAL ACCEPTANCE OF THE WORK IN THAT PHASE. WHEN ALL PHASES AND SUBPHASES ARE COMPLETE AND A FINAL INSPECTION OF THE ENTIRE PROJECT HAS OCCURED AND ALL ASSOCIATED PUNCH LIST ITEMS HAVE BEEN COMPLETED TO THE SATISFACTION OF THE AIRPORT MANAGEMENT AND RPR, THEN THE ENTIRE PROJECT WILL BE ACCEPTED.

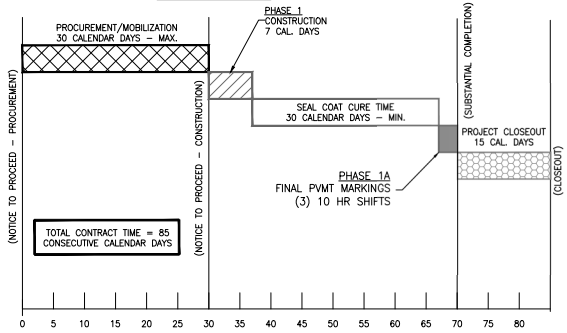
10. THE CONTRACTOR SHALL SUBMIT TO THE RPR AND OWNER A DETAILED CONSTRUCTION SCHEDULE 4 WEEKS PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACT DOCUMENTS PROVIDE A CONSTRUCTION SEQUENCE AND SAFETY PARAMETERS WHICH MUST BE INCORPORATED INTO THE CONSTRUCTION SCHEDULE.

11. ALL BARRICADES SHALL BE INSTALLED WHERE DIRECTED BY AIRPORT MANAGEMENT AND THE RPR. THE LOCATIONS OF BARRICADES SHOWN ON THE PHASING PLAN REFLECT THE GENERAL VICINITY OF WHERE BARRICADES ARE TO BE INSTALLED. THE EXACT LOCATIONS SHALL BE DETERMINED PRIOR TO PLACEMENT.

12. DURING CONSTRUCTION THE OWNER WILL PROVIDE TWO (2) LIGHTED RUNWAY CLOSED MARKERS AT EACH THRESHOLD. THE LIGHTED MARKERS SHALL BE PLACED AT THE RUNWAY NUMBERS. ALL RUNWAY LIGHTING AND SIGNAGE MUST BE SHUT DOWN AT THE VAULT DURING RUNWAY CLOSURE.

13. CONTRACTOR SHALL COORDINATE WITH AIRPORT STAFF TO DISCONNECT RUNWAY LIGHTS AND TAG OUT CIRCUITS AT THE ELECTRICAL VAULT PRIOR TO WORK ON THE RUNWAY. CONTRACTOR SHALL COORDINATE WITH THE OWNER 72–HOURS PRIOR TO WORK IN ORDER FOR THE OWNER TO ISSUE A NOTAM.

SCHEMATIC CONSTRUCTION SEQUENCING



NORTH

GRAPHIC SCALE
300' 150' 0 300'

LEGEND

- CONSTRUCTION PHASE – RUNWAY 17–35 CLOSURE (7 CALENDAR DAYS)
- CONTRACTOR STAGING AREA
- AIRPORT PROPERTY LINE
- RUNWAY SAFETY AREA (RSA)
- RUNWAY OBJECT FREE AREA (OFA)
- TAXIWAY SAFETY AREA (TSA)
- LIGHTED RUNWAY CLOSURE MARKER

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DRAWN BY: MHT
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SHEET TITLE

OVERALL PHASING PLAN

SHEET NUMBER
C004

DRAFT

Drawing: T:\P\2010251.009 Okaloosa CEM Seal Coat\Cad\C\CEM_C004.dwg Plotted on: 4/2

REFERENCE 1: SAFETY AND PHASING PLAN CHECKLIST

APPENDIX C. SAFETY AND PHASING PLAN CHECKLIST

This appendix is keyed to Chapter 2. In the electronic version of this AC, clicking on the paragraph designation in the Reference column will access the applicable paragraph. There may be instances where the CSPP requires provisions that are not covered by the list in this appendix.

This checklist is intended as an aid, not a required submittal.

Table C-1. CSPP Checklist

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
General Considerations					
Requirements for predesign, prebid, and preconstruction conferences to introduce the subject of airport operational safety during construction are specified.	2.5				
Operational safety is a standing agenda item for construction progress meetings.	2.5				
Scheduling of the construction phases is properly addressed.	2.6				
Any formal agreements are established.	2.5.3				
Areas and Operations Affected by Construction Activity					
Drawings showing affected areas are included.	2.7.1				
Closed or partially closed runways, taxiways, and aprons are depicted on drawings.	2.7.1.1				
Access routes used by ARFF vehicles affected by the project are addressed.	2.7.1.2				
Access routes used by airport and airline support vehicles affected by the project are addressed.	2.7.1.3				
Underground utilities, including water supplies for firefighting and drainage.	2.7.1.4				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
Approach/departure surfaces affected by heights of temporary objects are addressed.	2.7.1.5				
Construction areas, storage areas, and access routes near runways, taxiways, aprons, or helipads are properly depicted on drawings.	2.7.1				
Temporary changes to taxi operations are addressed.	2.7.2.1				
Detours for ARFF and other airport vehicles are identified.	2.7.2.2				
Maintenance of essential utilities and underground infrastructure is addressed.	2.7.2.3				
Temporary changes to air traffic control procedures are addressed.	2.7.2.4				
NAVAIDs					
Critical areas for NAVAIDs are depicted on drawings.	2.8				
Effects of construction activity on the performance of NAVAIDS, including unanticipated power outages, are addressed.	2.8				
Protection of NAVAID facilities is addressed.	2.8				
The required distance and direction from each NAVAID to any construction activity is depicted on drawings.	2.8				
Procedures for coordination with FAA ATO/Technical Operations, including identification of points of contact, are included.	2.8, 2.13.1, 2.13.5.3.1, 2.18.1				
Contractor Access					
The CSPP addresses areas to which contractor will have access and how	2.9				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
the areas will be accessed.					
The application of 49 CFR Part 1542 Airport Security, where appropriate, is addressed.	2.9				
The location of stockpiled construction materials is depicted on drawings.	2.9.1				
The requirement for stockpiles in the ROFA to be approved by FAA is included.	2.9.1				
Requirements for proper stockpiling of materials are included.	2.9.1				
Construction site parking is addressed.	2.9.2.1				
Construction equipment parking is addressed.	2.9.2.2				
Access and haul roads are addressed.	2.9.2.3				
A requirement for marking and lighting of vehicles to comply with AC 150/5210-5, *Painting, Marking and Lighting of Vehicles Used on an Airport,* is included.	2.9.2.4				
Proper vehicle operations, including requirements for escorts, are described.	2.9.2.5, 2.9.2.6				
Training requirements for vehicle drivers are addressed.	2.9.2.7				
Two-way radio communications procedures are described.	2.9.2.9				
Maintenance of the secured area of the airport is addressed.	2.9.2.10				
Wildlife Management					
The airport operator’s wildlife management procedures are addressed.	2.10				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
Foreign Object Debris Management					
The airport operator's FOD management procedures are addressed.	2.11				
Hazardous Materials Management					
The airport operator's hazardous materials management procedures are addressed.	2.12				
Notification of Construction Activities					
Procedures for the immediate notification of airport user and local FAA of any conditions adversely affecting the operational safety of the airport are detailed.	2.13				
Maintenance of a list by the airport operator of the responsible representatives/points of contact for all involved parties and procedures for contacting them 24 hours a day, seven days a week is specified.	2.13.1				
A list of local ATO/Technical Operations personnel is included.	2.13.1				
A list of ATCT managers on duty is included.	2.13.1				
A list of authorized representatives to the OCC is included.	2.13.2				
Procedures for coordinating, issuing, maintaining and cancelling by the airport operator of NOTAMS about airport conditions resulting from construction are included.	2.8, 2.13.2, 2.18.3.3.9				
Provision of information on closed or hazardous conditions on airport movement areas by the airport operator to the OCC is specified.	2.13.2				
Emergency notification procedures for medical, fire fighting, and police	2.13.3				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
response are addressed.					
Coordination with ARFF personnel for non-emergency issues is addressed.	2.13.4				
Notification to the FAA under 14 CFR parts 77 and 157 is addressed.	2.13.5				
Reimbursable agreements for flight checks and/or design and construction for FAA owned NAVAIDs are addressed.	2.13.5.3.2				
Inspection Requirements					
Daily and interim inspections by both the airport operator and contractor are specified.	2.14.1, 2.14.2				
Final inspections at certificated airports are specified when required.	2.14.3				
Underground Utilities					
Procedures for protecting existing underground facilities in excavation areas are described.	2.15				
Penalties					
Penalty provisions for noncompliance with airport rules and regulations and the safety plans are detailed.	2.16				
Special Conditions					
Any special conditions that affect the operation of the airport or require the activation of any special procedures are addressed.	2.17				
Runway and Taxiway Visual Aids - Marking, Lighting, Signs, and Visual NAVAIDs					
The proper securing of temporary airport markings, lighting, signs, and visual NAVAIDs is addressed.	2.18.1				
Frangibility of airport markings, lighting, signs, and visual NAVAIDs is specified.	2.18.1, 2.18.3, 2.18.4.2, 2.20.2.4				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
The requirement for markings to be in compliance with AC 150/5340-1, *Standards for Airport Markings*, is specified.	2.18.2				
Detailed specifications for materials and methods for temporary markings are provided.	2.18.2				
The requirement for lighting to conform to AC 150/5340-30, *Design and Installation Details for Airport Visual Aids;* AC 150/5345-50, *Specification for Portable Runway and Taxiway Lights;* and AC 150/5345-53, *Airport Lighting Certification Program*, is specified.	2.18.3				
The use of a lighted X is specified where appropriate.	2.18.2.1.2, 2.18.3.2				
The requirement for signs to conform to AC 150/5345-44, *Specification for Runway and Taxiway Signs;* AC 50/5340-18, *Standards for Airport Sign Systems;* and AC 150/5345-53, *Airport Lighting Certification Program*, is specified.	2.18.4				
Marking and Signs For Access Routes					
The CSPP specifies that pavement markings and signs intended for construction personnel should conform to AC 150/5340-18 and, to the extent practicable, with the MUTCD and/or State highway specifications.	2.18.4.2				
Hazard Marking and Lighting					
Prominent, comprehensible warning indicators for any area affected by construction that is normally accessible to aircraft, personnel, or vehicles are specified.	2.20.1				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
Hazard marking and lighting are specified to identify open manholes, small areas under repair, stockpiled material, and waste areas.	2.20.1				
The CSPP considers less obvious construction-related hazards.	2.20.1				
Equipment that poses the least danger to aircraft but is sturdy enough to remain in place when subjected to typical winds, prop wash and jet blast is specified.	2.20.2.1				
The spacing of barricades is specified such that a breach is physically prevented barring a deliberate act.	2.20.2.1				
Red lights meeting the luminance requirements of the State Highway Department are specified.	2.20.2.2				
Barricades, temporary markers, and other objects placed and left in areas adjacent to any open runway, taxiway, taxi lane, or apron are specified to be as low as possible to the ground, and no more than 18 inch high.	2.20.2.3				
Barricades are specified to indicate construction locations in which no part of an aircraft may enter.	2.20.2.3				
Highly reflective barriers with lights are specified to barricade taxiways leading to closed runways.	2.20.2.5				
Markings for temporary closures are specified.	2.20.2.5				
The provision of a contractor's representative on call 24 hours a day for emergency maintenance of airport hazard lighting and barricades is specified.	2.20.2.7				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
Work Zone Lighting for Nighttime Construction					
If work is to be conducted at night, the CSPP identifies construction lighting units and their general locations and aiming in relationship to the ATCT and active runways and taxiways.	2.21				
Protection of Runway and Taxiway Safety Areas					
The CSPP clearly states that no construction may occur within a safety area while the associated runway or taxiway is open for aircraft operations.	2.22.1.1, 2.22.3.1				
The CSPP specifies that the airport operator coordinates the adjustment of RSA or TSA dimensions with the ATCT and the appropriate FAA Airports Regional or District Office and issues a local NOTAM.	2.22.1.2, 2.22.3.2				
Procedures for ensuring adequate distance for protection from blasting operations, if required by operational considerations, are detailed.	2.22.3.3				
The CSPP specifies that open trenches or excavations are not permitted within a safety area while the associated runway or taxiway is open, subject to approved exceptions.	2.22.1.4				
Appropriate covering of excavations in the RSA or TSA that cannot be backfilled before the associated runway or taxiway is open is detailed.	2.22.1.4				
The CSPP includes provisions for prominent marking of open trenches and excavations at the construction site.	2.22.1.4				
Grading and soil erosion control to maintain RSA/TSA standards are	2.22.3.5				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
addressed.					
The CSPP specifies that equipment is to be removed from the ROFA when not in use.	2.22.2				
The CSPP clearly states that no construction may occur within a taxiway safety area while the taxiway is open for aircraft operations.	2.22.3				
Appropriate details are specified for any construction work to be accomplished in a taxiway object free area.	2.22.4				
Measures to ensure that personnel, material, and/or equipment do not penetrate the OFZ or threshold siting surfaces while the runway is open for aircraft operations are included.	2.22.4.3.6				
Provisions for protection of runway approach/departure areas and clearways are included.	2.22.6				
Other Limitations on Construction					
The CSPP prohibits the use of open flame welding or torches unless adequate fire safety precautions are provided and the airport operator has approved their use.	2.23.1.2				
The CSPP prohibits the use of electrical blasting caps on or within 1,000 ft (300 m) of the airport property.	2.23.1.3				

REFERENCE 2: CONSTRUCTION PROJECT DAILY SAFETY INSPECTION CHECKLIST

APPENDIX D. CONSTRUCTION PROJECT DAILY SAFETY INSPECTION CHECKLIST

The situations identified below are potentially hazardous conditions that may occur during airport construction projects. Safety area encroachments, unauthorized and improper ground vehicle operations, and unmarked or uncovered holes and trenches near aircraft operating surfaces pose the most prevalent threats to airport operational safety during airport construction projects. The list below is one tool that the airport operator or contractor may use to aid in identifying and correcting potentially hazardous conditions. It should be customized as appropriate for each project including information such as the date, time and name of the person conducting the inspection.

Table D-1. Potentially Hazardous Conditions

Item	Action Required (Describe)	No Action Required (Check)
Excavation adjacent to runways, taxiways, and aprons improperly backfilled.		
Mounds of earth, construction materials, temporary structures, and other obstacles near any open runway, taxiway, or taxi lane; in the related Object Free area and aircraft approach or departure areas/zones; or obstructing any sign or marking.		
Runway resurfacing projects resulting in lips exceeding 3 inch (7.6 cm) from pavement edges and ends.		
Heavy equipment (stationary or mobile) operating or idle near AOA, in runway approaches and departures areas, or in OFZ.		
Equipment or material near NAVAIDs that may degrade or impair radiated signals and/or the monitoring of navigation and visual aids. Unauthorized or improper vehicle operations in localizer or glide slope critical areas, resulting in electronic interference and/or facility shutdown.		
Tall and especially relatively low visibility units (that is, equipment with slim profiles) — cranes, drills, and similar objects — located in critical areas, such as OFZ and		

Item	Action Required (Describe)	No Action Required (Check)
approach zones.		
Improperly positioned or malfunctioning lights or unlighted airport hazards, such as holes or excavations, on any apron, open taxiway, or open taxi lane or in a related safety, approach, or departure area.		
Obstacles, loose pavement, trash, and other debris on or near AOA. Construction debris (gravel, sand, mud, paving materials) on airport pavements may result in aircraft propeller, turbine engine, or tire damage. Also, loose materials may blow about, potentially causing personal injury or equipment damage.		
Inappropriate or poorly maintained fencing during construction intended to deter human and animal intrusions into the AOA. Fencing and other markings that are inadequate to separate construction areas from open AOA create aviation hazards.		
Improper or inadequate marking or lighting of runways (especially thresholds that have been displaced or runways that have been closed) and taxiways that could cause pilot confusion and provide a potential for a runway incursion. Inadequate or improper methods of marking, barricading, and lighting of temporarily closed portions of AOA create aviation hazards.		
Wildlife attractants — such as trash (food scraps not collected from construction personnel activity), grass seeds, tall grass, or standing water — on or near airports.		
Obliterated or faded temporary markings on active operational areas.		
Misleading or malfunctioning obstruction lights. Unlighted or unmarked obstructions in the approach to any open runway pose aviation hazards.		

Item	Action Required (Describe)	No Action Required (Check)
Failure to issue, update, or cancel NOTAMs about airport or runway closures or other construction related airport conditions.		
Failure to mark and identify utilities or power cables. Damage to utilities and power cables during construction activity can result in the loss of runway / taxiway lighting; loss of navigation, visual, or approach aids; disruption of weather reporting services; and/or loss of communications.		
Restrictions on ARFF access from fire stations to the runway / taxiway system or airport buildings.		
Lack of radio communications with construction vehicles in airport movement areas.		
Objects, regardless of whether they are marked or flagged, or activities anywhere on or near an airport that could be distracting, confusing, or alarming to pilots during aircraft operations.		
Water, snow, dirt, debris, or other contaminants that temporarily obscure or derogate the visibility of runway/taxiway marking, lighting, and pavement edges. Any condition or factor that obscures or diminishes the visibility of areas under construction.		
Spillage from vehicles (gasoline, diesel fuel, oil) on active pavement areas, such as runways, taxiways, aprons, and airport roadways.		
Failure to maintain drainage system integrity during construction (for example, no temporary drainage provided when working on a drainage system).		

Item	Action Required (Describe)	No Action Required (Check)
Failure to provide for proper electrical lockout and tagging procedures. At larger airports with multiple maintenance shifts/workers, construction contractors should make provisions for coordinating work on circuits.		
Failure to control dust. Consider limiting the amount of area from which the contractor is allowed to strip turf.		
Exposed wiring that creates an electrocution or fire ignition hazard. Identify and secure wiring, and place it in conduit or bury it.		
Site burning, which can cause possible obscuration.		
Construction work taking place outside of designated work areas and out of phase.		