

## **TAXIWAY DELTA RECONSTRUCTION PROGRAM – PHASE 2 CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)**

### **1. Coordination**

- a. Predesign Conference.** A pre-design teleconference was held on January 11<sup>th</sup>, 2011. Topics covered included overall scope of project, anticipated phasing of work, program schedule, and FAA requirements for SMS planning for the program. Attendees included the airport engineer, airport operations staff, consulting engineer, and FAA engineering and planning personnel.
- b. Preconstruction Conference.** A pre-construction conference will be held prior to issuance of Notice to Proceed. At a minimum, required attendees will include airport engineer, airport operations staff, local air traffic control management, local FAA airway facilities personnel, airport electrician, design engineer, construction administration engineer, construction observation staff, project superintendent and foreman of prime Contractor, as well as the project foreman for each subcontractor employed by the prime Contractor. Agenda of preconstruction conference will include a review of this CSPP and the Contractors Safety Plan Compliance Document (CSPD).
- c. Construction Progress Meetings.** Weekly construction progress meetings will be held throughout the duration of the project. At a minimum, required attendees will include airport engineer, airport operations staff, construction administration engineer, construction observation staff, project superintendent and foreman of prime Contractor, as well as the project foreman for each subcontractor with work occurring during the current period. Construction phasing and safety will be a standing agenda item at the weekly construction progress meetings.
- d. Daily Coordination.** At all times when construction activities are being performed on this project the prime Contractor must have a foreman on-site or immediately available who is authorized to make decisions regarding the operations and safety of all personnel employed by the Contractor and Subcontractors. Each day the designated foreman must meet with Airport Operations Manager on duty to coordinate activities for the days work.

### **2. Phasing**

- a. Overall Scope of Work.** This project consists of the reconstruction of Taxiway Delta from Taxiway D1 to 200 feet south of Taxiway Bravo, the intersection of Taxiway Delta and Romeo, and the intersection of Taxiway Delta and Papa, and including construction of the Terminal Apron Taxilane from Taxiway Bravo to Taxiway Delta. Additional components include removal of Taxiway Charlie between Taxiway Delta and the Terminal Apron and installation of centerline lighting on Taxiway D and B.
- b. Locations, Durations, and Sequence of the Work.** The project is comprised of seven (7) distinct phases of work. Each phase consists of of a work area with unique construction access, traffic control, and sequencing requirements. Refer to the project plans (J-sheets) for graphical depictions of the phases along with notes on phase specific sequencing and operational requirements.

### **3. Areas and Operations Affected by the Construction Activity**

- a. Operational Affect Table.** Contained within Table 1 below are the anticipated operational impacts to the International Airport during the course of the project. Impacts will vary based on normal operations of an area, construction phase, and duration of work. Contractor is required to coordinate with Airport Operations as detailed in Section 1 and 5 of this document prior to impacting operations on the airport.

**Table 1 Airport Operations Affected By Construction – Phase 1 through 7**

Operational Requirement	Normal	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7
Runway 13/31	9,000' length; ADG D-IV	No Change	Closed	No Change	No Change	No Change	No Change	Closed
Runway 13 Approach Mins	200-1/2	No Change	Out of Service	No Change	No Change	No Change	No Change	Out of Service
Runway 31 Approach Mins	CAT IIIb	No Change	Out of Service	Out of Service	No Change	No Change	No Change	Out of Service
Runway 5/23	9,000' length; ADG D-IV	Closed	No Change	No Change	No Change	Closed	Closed	No Change
Runway 5 Approach Mins	CAT I	Out of Service	No Change	No Change	No Change	Out of Service	Out of Service	No Change
Runway 23 Approach Mins	600-1 ¾	Out of Service	No Change	No Change	No Change	Out of Service	Out of Service	No Change
Taxiway D	ADG IV	Closed Twy B to P	Closed Twy B to Rwy 5/23 & Twy C to D1	Closed Twy B to Rwy 5/23 & Twy C to D1	Closed Twy P to 550' North of D1	Closed Twy R to 550' North of D1	Closed Twy P to 550' North of D1	Closed Twy P to 550' North of D1
Taxiway D1 West	ADG IV	No Change	Closed	No Change	No Change	No Change	No Change	No Change
Taxiway D1 East	ADG IV	No Change	Closed	Closed	No Change	No Change	No Change	No Change
Taxiway B	ADG IV	No Change	No Change	No Change	No Change	Closed at Terminal Apron	Closed ARFF to Twy P	Closed Rwy 5/23 to Terminal Apron
Taxiway C	ADG IV	No Change	No Change	No Change	Removed	Removed	Removed	Removed
Taxiway R	ADG IV	Closed Rwy 13/31 to Twy B	Closed Rwy 13/31 to Twy B	Closed Rwy 13/31 to Twy B	No Change	No Change	Closed Twy D to Arm/De-Arm	No Change
Taxiway P	ADG IV	No Change	No Change	No Change	No Change	Closed Rwy 13/31 to Twy B	Restriction Twy D to A, ADG III or less	Closed Twy D to P1
Terminal Apron	ADG I to IV	No Change	Restriction on Gate A4, B-757 or less	Restriction on Gate A4, B-757 or less	Restriction on Gates A1, A3, A5 & C1, 112.6' or less	Restriction on Gates A1 & A5, ADG III or less	Restriction on Gates A1 & A5, ADG III or less	Restriction on Gates A1 & A5, ADG III or less
ANG Operations	F-16 Base, 3 entrances to apron	No Change	No Change	No Change	No Change	No Change	No Change	Moving Entrance Closure
Airport Operations	SMGCS / CAT III available	No Change	Not Available	No Change	No Change	SMGCS Not Available	SMGCS Not Available	Not Available
South Cargo Operations	2 entrances to apron	No Change	All Traffic via Twy P	No Change	No Change	No Change	No Change	All Traffic via Twy P
ARFF	Access to airfield via Twy B	No Change	No Change	No Change	No Change	No Change	Twy B Closed East of ARFF Entrance	Twy B Closed West of Elliott Entrance

- b. Runway Safety Areas.** Contractor shall not enter into safety area of any active runway without prior coordination with Airport Operations Staff and communication with air traffic control via ground frequency. Runway safety area dimensions are shown in Table 2 below and are depicted on the phasing plan sheets.

**Table 2 Safety Area of Active Runways**

Runway	Aircraft Approach Category	Airplane Design Group	Runway Safety Area Width / 2
13/31	D	IV	250
5/23	D	IV	250

- c. Runway Approach Protection Area.** Contractor shall not place stockpiles or store materials and fuel in the runway approach protection area of any active runway. Runway approach protection area dimensions are shown in Table 3 below and are depicted on the phasing plan sheets.

**Table 3 Runway Approach Protection Areas During Construction**

Runway End	Aircraft Approach Category	Airplane Design Group	Safety Area Prior to Threshold	Minimum Distance to Threshold on Approach Slope	
13	D	IV	1,000	1,700	20:1
31	D	IV	1,000	1,700	20:1
5	D	IV	1,000	?	?
23	D	IV	1,000	?	?

#### 4. Navigational Aid (NAVAID) Facilities

- a. Effects of Construction to NAVAIDs.** Aircraft navigational aids (NAVAIDs) provide visual and electronic information which is used by pilots who operate and land aircraft at the airport. Construction activities can have negative impacts on the functionality and serviceability of NAVAIDs. The Contractor must coordinate their work effort and limit their operations so that NAVAIDs are not impacted beyond what is planned (see Table 4 for planned NAVAID impacts).

Contractor will be required to limit operations so that material, equipment, and personnel do not enter NAVAID critical areas (as shown in the phasing plans) or disturb power to NAVAID facilities without prior coordination with Airport Operations and FAA Tech Ops personnel.

**Table 4 NAVAID Facility Impacts**

Facility Type	Phase Impacted	Impact
Runway 5 Glideslope	Phase 1, 5, & 6	Facility will be out of service during these phases
Runway 5 Localizer	Phase 1, 5, & 6	Facility will be out of service during these phases
Runway 5 MALSR	Phase 1, 5, & 6	Facility will be out of service during these phases
Runway 5 PAPI	Phase 1, 5, & 6	Facility will be out of service during these phases
Runway 23 REIL	Phase 1, 5, & 6	Facility will be out of service during these phases
Runway 23 PAPI	Phase 1, 5, & 6	Facility will be out of service during these phases
Runway 13 Glideslope	Phase 2 & 7	Facility will be out of service during these phases
Runway 13 Localizer	Phase 2 & 7	Facility will be out of service during these phases
Runway 13 VASI	Phase 2 & 7	Facility will be out of service during these phases
Runway 13 MALSR	Phase 2 & 7	Facility will be out of service during these phases
Runway 31 PAPI	Phase 2 & 7	Facility will be out of service during these phases
Runway 31 Glideslope	Phase 2, 3, & 7	Facility will be out of service during these phases
Runway 31 Localizer	Phase 2, 3, & 7	Facility will be out of service during these phases
Runway 31 ALSF	Phase 2, 3, & 7	Facility will be out of service during these phases

- b. **Coordination of NAVAID Impacts.** Planned NAVAID impacts must be addressed in the Contractor's construction schedule. Contractor is required to provide at least 72 hours notice to Airport Operations and FAA Tech Ops personnel prior to disturbing power supply or removing a NAVAID from service. FAA Tech Ops Office – (555) 555-5555.

## 5. Contractor Access

- a. **Stockpiled Materials.** Contractor is limited to placement of stockpiled materials at the locations shown within the phasing plans. Additionally, Contractor may place material stockpiles (topsoil, aggregate, etc.) at any location within the project work limits as delineated by snow fence as shown in the phasing plans.

- i. **Height Restrictions.** Stockpiles have height limits of 10 feet due to line of sight constraints from the ATCT to the end of Runway 31.
- ii. **Wildlife Attractant.** Contractor to manage stockpiles so that they do not attract wildlife (Refer to Section 6 below).
- iii. **Foreign Object Debris (FOD).** Contractor to manage stockpiles so that they do not create FOD (Refer to Section 7 below).
- iv. **Marking and Lighting of Stockpiles.** Contractor will not be required to mark or light material stockpiles.

## b. Vehicle and Personnel Operations

- i. **Access to Airport Operations Area (AOA).** The airport operations area is defined by the perimeter fence surrounding the airfield. Access onto the AOA is through any number of gates along the fence or doors through buildings. Contractor access onto the AOA is limited to the gates shown on the project phasing sheets.

No person shall enter upon the Air Operations Area (AOA), or any other restricted area except authorized personnel assigned to duty therein, personnel escorted by an appropriately badged escort.

- ii. **Mechanisms to prevent improper movement.** Contractor operations within the AOA are limited to the areas shown on the project phasing plans. A visual boundary will be installed by the Contractor around all work areas. Boundary will consist of low profile barricades on pavement surfaces and snow fence in turf areas. The project phasing plans show locations of work area boundaries, which generally follow Object Free Areas of adjacent open pavement. Construction vehicles and personnel must not cross barricades or snow fence at any time without an escort from Airport Operations personnel.
- iii. **Parking areas for personal vehicles and equipment.** Contractor employee personal vehicles may not be parked or driven in the AOA. Employee parking areas are identified on the project phasing plans. Contractor vehicles and equipment are allowed inside of the project work area within the AOA. Equipment staging and parking areas are as shown in the project phasing plans. Additionally, Contractor may park vehicles anywhere within the project work area as defined for each phase within the phasing plans.
- iv. **Haul Routes.** The phasing plan sheets depict haul routes for both overall site access from surrounding public roadways and haul routes to the individual phased work areas through the airport perimeter fence. Contractor access and hauling operations are strictly limited to the haul routes shown. Contractor is responsible for any improvements and maintenance to haul routes as needed to efficiently perform construction activities. Following completion of construction Contractor is required to restore haul route to original condition.
- v. **Airport rules for ground vehicle operations.** The following rules of operation must be followed at all times when driving on the airport. Read each rule carefully and make sure you understand your responsibilities as a driver on the airport.

1. No person shall operate motorized vehicles or equipment of any kind on the airport unless in possession of valid operator's license as required by the State for the type of vehicle being operated.
2. No person shall operate a motor vehicle or other motorized equipment of any kind on the airport in a reckless or negligent manner or without caution or in any manner that endangers or is likely to endanger persons or property, or in excess of either the 20 mph speed limit prescribed by the Aviation Director or in excess of the posted speed limit in the following areas:
  - a. 5 mph under the concourse
  - b. 15 mph on the South Air Cargo ramp
3. No person shall fail to give pedestrians and aircraft the right-of-way over vehicular traffic. All ground vehicles shall pass to the rear of taxiing aircraft.
4. No person operating a motor vehicle on the airport shall fail to give proper signals or fail to observe the directions of posted traffic signs or traffic lanes.
5. No person under the influence of alcohol or drugs shall operate a motor vehicle on the airport.
6. Contractor will not be allowed to operate motor vehicles outside of the designated work areas as identified by barricades and snow fence. To drive from one work area to another you should, under most circumstances, leave the airfield via an authorized security gate, and then drive the airport service road to the desired work area.
7. Driving privileges to operate in areas controlled by the ATCT (movement areas) are limited to vehicles with an operational necessity and who have been pre-approved by the Aviation Director and have received appropriate Ground Vehicle Movement Area Driver Training. To drive on any part of the airport other than the work areas as defined in the project phasing plans the Contractor must coordinate with and be escorted by Airport Operations personnel, and must obey the following restrictions:
  - a. All vehicles operating outside of the project work area must be escorted by an Airport Operations vehicle with a two-way radio in continuous communication with the ATCT except for construction personnel crossing the movement area at the intersection of taxiway B & R. The Contractor provided flagger will communicate with the ATCT at this location to allow construction personnel to cross the movement area.
  - b. Vehicles operating in the movement areas must be equipped with a yellow beacon that is turned on and operating and have proper markings. Refer to Section 5.b.iv below for vehicle marking and lighting requirements.
  - c. Vehicle operators are expected to familiarize themselves with airport signs and markings.
8. The Aviation Director shall have the authority to tow or otherwise move motor vehicles that are parked by their owners or operators on the airport in violation of the regulations of the airport, at the operator's expense and without liability for damage that may result in the course of or by reason of such moving.
9. Vehicles operating within the Air Operations Areas (AOA) or within the perimeter security fence line shall display a vehicle permit issued by Airport Operations or be escorted by a vehicle with a vehicle permit. This is required

for all licensed vehicles operating within the airport security fence on the project, including but not limited to Contractor work truck, haul trucks (aggregate, concrete batch truck, etc.), paint trucks, etc. Machinery and equipment which does not have a license is not required to display a vehicle permit.

**10.** All Vehicles operating on the airport must have their head / tail lights turned on during darkness and low visibility conditions.

**vi. Contractor vehicle marking and lighting.** Each Contractor licensed vehicle must display a company logo on both sides of sufficient size to be recognizable to personnel in the Control Tower. Signs must be a minimum of 200 square inches and be approved by the Airport. Specialized construction equipment does not require signs.

Each Contractor licensed vehicle must have a yellow/amber rotating beacon affixed to the uppermost part of the vehicle. Light must be visible from any direction, day and night, including the air. Specialized construction equipment does not require rotating beacon lights.

Contractor vehicle marking and lighting is the sole responsibility of the Contractor. The Airport will not provide markings or lights.

**c. Radio Communications**

**i. Two-way radios.** Contractors may utilize two way radios on the project provided that they do not interfere with existing Airport, FAA, and Air National Guard communication equipment and frequencies.

**ii. Air Traffic Control (ATC) radio communication.** Vehicle operations on the movement area (non-radio exempt) require contact with ATC Ground Control. Ground Control directs all aircraft and vehicle movement on the airport movement area. Prior to entering any movement area Ground Control must be contacted via the ground frequency. For this project, Flaggers must contact airport ground with position and intentions when construction personnel and equipment approach taxiway B.

**1. Personnel required to communicate with ATC.** For this project, all communications with ATC Ground Control will be made by Airport Operations staff except for the flaggers at the intersection of taxiway B and R. Airport Operations will provide escort for the Contractor to set traffic control devices for each phase. Upon approval of traffic control placement the Contractor will be allowed uninhibited access to the phased work area via the defined haul routes without being required to contact ATC.

**2. Training.** The Contractor provided flaggers must receive Ground Vehicle Movement Area Driver Training. Flaggers without Ground Vehicle Movement Area Driver Training will not be allowed.

**3. Procedure for communicating**

**a. Radio types.** Contractor provided radio capable of monitoring airport ground frequency

**b. Light signals.** Not Applicable.

**4. Frequencies and phone numbers.**

Airport Operations Center (24 hr) 555-555-5555

Airport 1 (24 hr) 555-555-5555

Ground Control 121.9 MHz

**d. Airport Security.** The International Airport maintains an active security program, and as a commercial service airport security is of primary importance. The project will take place



history check determines if the individual has a criminal record. Persons convicted of felonies or other disqualifying crimes are not eligible for a badge. If the person does not have a criminal record, then he/she must submit to fingerprinting. At this time, the identity of the person must be verified by presenting two forms of identification, one of which must be a government form showing the person's photo. Persons must also submit to a Security Threat Assessment.

Persons should report to the Airport Operations Office for fingerprinting at least two weeks before the badge is needed in order to receive the verification in a timely manner. If the person has been denied unescorted access based on the fingerprinted criminal history check, he/she will be notified. If the person has been granted access, he/she will contact the Airport Operations Department for a training session appointment. The training and the badge making equipment are located at the Airport Administration Offices in the terminal building. For additional information or to view forms, please contact the Airport Public Safety Department, 555-555-5555 or visit this website: <http://www.airport.com/business/badging/>

- iv. **Limits of Access.** No Contractor employee may use, or allow to be used airport-issued access medium or identification medium that authorizes the access, presence, or movement of persons or vehicles in SIDA's, or AOA's in any other manner than that for which it was issued by the authority based in several Transportation Security Regulations (TSR) or the Airport Security Program (ASP).

- v. **Badge Type.** The International Airport provides several badge types based on the type and area that may be accessed by each individual person. For this project the Contractor will be issued GOLD airport identification badges with escort privileges.

Contractors may receive "Escort" privileges through prior written request of the Airport. If escorting privileges are given, a superintendent or foreman with a badge may escort a group of employees for the duration of the project within the project work area as defined in the phasing plans. An employee with escort privileges with a badge shall be present at all times during working hours.

- vi. **Badging Cost**

1. Original, renewal or replacement issue or reissue of an airport identification card with access to areas controlled for security reasons, as required by the Transportation Security Administration: \$25.00
2. Finger printing services:
  - a. If provided to an individual desiring an airport photo-ID badge - \$20.00
  - b. If provided otherwise - \$35.00
3. Criminal background checking services:
  - a. If provided to an individual desiring an airport photo-ID badge - \$33.00
  - b. If provided otherwise - \$50.00
4. Security threat assessment fee: \$11.00
5. Vehicle access permit: \$10.00

- vii. **Escorted Access.** Any individual requiring access on an infrequent basis to the project work area must be under the general observation and control of a Contractor employee who has in his possession a valid International Airport photo identification badge with escort privileges. A current badged personnel who does not have their badge at the time of access **CAN NOT** be escorted.

- viii. **Badge Display.** Airport-issued identification badges will be displayed on outermost garment above the waist. Persons observed in the SIDA or AOA without proper credentials or without escort will immediately be arrested and charged with criminal trespass as specified under state statute.

**ix. Challenge Policy.** Contractor is expected and required to challenge all individuals inside the airport perimeter fence, not displaying airport approved identification or who are acting suspicious. Challenging is a critical step in preventing unauthorized access and all airport personnel are expected to challenge all persons who do not display airport issued identification within the restricted areas of the Airport.

**g. Maintenance of the Secured Area of the Airport.** The Contractor shall provide a guard with an escort badge to control the access into the SIDA via the gates identified in the phasing plans. Access will not be allowed at any other points beyond those detailed in the project phasing plans. Gate guards are required at any time the Contractor is moving materials, equipment, or personnel through the airport perimeter security fence.

Guards must be a dedicated security employee who has attended gate guard training from the Airport. Gate guards must be outfitted in a readily identifiable uniform and shall have a Contractor-provided cell phone to enable quick communication with the Airport Operations Department.

If the Contractor fails to provide adequate security or barriers at the breach or other openings between the secure and non-secure areas, the Airport will mandate a guard to be provided with the cost charged against the Contractor or project may be shut down at the discretion of the Airport Commission. The guard will remain until adequate security or barriers are provided or installed. The Contractor is to notify the Owner immediately if a breach in security accidentally occurs.

## 6. Wildlife management

**a. Trash.** Food scraps must be collected from construction personnel activity.

**b. Standing Water.** Any activity taking place that creates a standing body of water must be remedied immediately.

**c. Tall Grass and Seeds.** A monocultural stand of grass is being specified for all disturbed areas that are being returned to turf throughout the airfield. Mowing schedules have been established to maintain, when possible, a height of 6 to 10 inches, to help prevent the large flocks of starlings, crows and other species from becoming a hazard. It will be the responsibility of the Contractor to establish and maintain a schedule that allows a maximum grass height of 10 inches within the construction work area.

**d. Poorly Maintained Fencing and Gates.** Periodic perimeter fence inspections are conducted by Operations Officers to ensure the fence is secured. These inspections also include identifying any animal digs that are located under the fence, and ensuring that perimeter gates and drainage grates are tightly secured to prevent animal access. In addition, Operation Officers will take appropriate actions to reduce any other observed wildlife activity. All such findings will be documented in the Operations log.

**e. Disruption of Existing Wildlife Habitat.** While this will frequently be unavoidable due to the nature of the project, Contractor personnel should immediately notify airport operations of a wildlife sighting.

## 7. Foreign Object Debris (FOD) Management

**a. Description of FOD.** Foreign object debris at airports includes any object found in an inappropriate location that can damage aircraft, equipment, or airport personnel. On construction sites FOD typically is comprised of loose gravel, blowing sand, wire bristles from sweeper heads, food wrappers, material packaging. The presence of FOD on an airport's air operations area (AOA) poses a significant threat to the safety of air travel. FOD has the potential to damage aircraft during critical phases of flight, which can lead to catastrophic loss of life and airframe, and at the very least increased maintenance and operating costs.

### **b. Methods of FOD control**

**i. Training.** Contractor shall provide training to all employees working within the AOA on effective FOD management. Training shall include description and consequences of FOD, FOD awareness, and housekeeping procedures.

- ii. **Housekeeping.** Preventing FOD from occurring is the most effective form of FOD management. Contractor must monitor construction activities and proactively develop a plan to prevent FOD from occurring. Typical FOD prevention measures include the use of covered trash containers, covered loads, zero tolerance of littering, and tying down items which may be easily wind blown.
- iii. **Ground vehicle tire inspections.** Prior to crossing active airfield pavement the Contractor must perform a vehicle tire check for any loose rocks that may be in the tread. Tires covered in mud must be cleaned prior to crossing active pavement in order to prevent tracking of dirt.
- iv. **Pavement sweeps.** Prior to opening sections of pavement within a work area to aircraft traffic, the Contractor will be required to sweep the entire pavement surface (including shoulders). Metal bristled brooms are known to create FOD, and the Contractor will be required to clean all bristles from the pavement. Compressed air and vacuums can be used to clean pavement surfaces as well.
- v. **FOD Inspections.** Refer to Section 10 for FOD inspection requirements.

## 8. Hazardous Material Management

- a. Haz-Mat Procedures to be developed by the Contractor prior to the issuance of the notice-to-proceed including but not limited to:
  - i. Fuel Storage Locations
  - ii. Spill Procedures
  - iii. MSDS

## 9. Notification of Construction Activities

- a. **List of Responsible Representatives.** Persons who have questions concerning policies, procedures, or requirements of the Airport Security Program, should contact Airport Operations. Persons who observe a security violation, suspicious act or any serious act that may endanger persons or property, should immediately contact Airport Operations. For this project, all communications with ATC Ground Control will be made by Airport Operations staff.
  - i. Airport Operations Center (24 hrs) – (555) 555-5555
  - ii. Airport-1 (24hrs) – (555) 555-5555
  - iii. Airport Operations Manager (Office) – (555) 555-5555
  - iv. Airport Operations Manager (Cell) – (555) 555-5555
  - v. FAA Tech Ops Office – (555) 555-5555
  - vi. Engineering Department – (555) 5555-5555
- b. **NOTAMs.** Contractor shall coordinate with Airport Operations personnel for the issuance of all NOTAMs related to the project construction. Airport Operations and FAA shall generate and issue NOTAMs based on Contractor construction schedule and facility impacts.
- c. **Emergency Notification Procedures.** In the case of a life threatening situation, dial 911 and Airport Operations immediately thereafter. Airport Operations will coordinate any emergency response.
- d. **Coordination with ARFF.** Weekly construction progress meetings will be held throughout the duration of the project and prior to commencement of phasing changes. At this time ARFF will be notified of rerouting, blocking and restoration of emergency access routes.
- e. **Notification to the FAA.** Potential Contractor batch plant location has been submitted to FAA for airspace analysis and is currently under review. If Contractor modifies the location or heights of the batch plant he/she must resubmit a new 7460-1 to FAA for airspace review. Prior to reopening Runway 13/31, local FAA Tech Ops will need to be contacted to check all NAVAIDs shut down during construction and if required flight check affected NAVAIDs.

## 10. Inspection Requirements

- a. **FOD Inspection.** The Contractor shall keep the project site and vehicles clean, employing a “clean as you go” approach throughout the project.
- b. **Airport Operations Daily Inspection.** Operations Officers conduct two daily airfield inspections. These inspections include an inspection of all airfield-paved areas and safety areas to ensure compliance with FAR Part 139.327.
- c. **Contractor Inspection.**
  - i. Prior to opening work areas and pavement to aircraft operations the Contractor must coordinate with airport operations for inspection of work area. Pavements must be free of all dirt, sand, gravel, wire bristles or any other objects that could cause damage to aircraft engines. All soil areas must be free of dirt clods, ruts, or surface irregularities that could damage an aircraft should it leave the pavement.
  - ii. Daily inspections must be completed to assure all traffic control devices are in proper location and working order.
- d. **Final Inspection.** Coordinate with the FAA Airport Certification Safety Inspector (ACSI) prior to the completion of phase 7 to determine if a final inspection will be necessary.

## 11. Underground Utilities

- a. Prior to performing any work on airport property (inside or outside the perimeter security fence) please review the instructions on the Airport Dig Permit, schedule a joint location meeting, and obtain required signatures of the affected parties listed on the Airport Dig Permit.
- b. Not until each person / utility has met with the applicant at the work site and signed off on the Airport Dig Permit, and the original copy of the Airport Dig Permit has been submitted to Airport Operations in Room 207, can work begin.
- c. Project plans have identified potential underground utility conflicts.
  - i. Phase 1 – Existing FAA Tower Control Cables to the FTU under Taxiway D at approximate station 2033+25 to be protected in place.
  - ii. Phase 1 – Existing Airport runway lighting control fiber optic cable feeding the ATCT under the Taxiway at approximate station 706+10 to be lowered and protected in place.
  - iii. Phase 5 – Existing Airport Communications fiber optic cable and pavement sensor cable under Taxiway D at approximate station 2021+00 to be lowered and protected in place.

## 12. Penalties. The following penalties will be administered by the Airport, FAA, and TSA as allowed per the requirements of the Construction Safety and Phasing Plan.

- a. **Vehicle Operations.** Stiff penalties exist to punish those who violate airport driving regulations. Prosecution can be a fine, imprisonment, lease violation or impoundment of vehicle. Specific penalties include:
- b. **Security Violations.** Individuals who violate Airport Security rules may be subject to prosecution. Penalties may be a fine, imprisonment, lease violation or impoundment of vehicle. The TSA can levy fines of up to \$11,000 per security incident. In addition to the penalties prescribed in the Municipal Code, the Aviation Director may remove or eject from the airport premises any person who violates any rule or regulation prescribed in Chapter 22 of the Municipal Code, the Airport Board Regulations, or any order or instruction issued by the Aviation Director. Additionally, the Aviation Director may deny the use of the Airport and its facilities to any such person if the Director determines that such denial is necessary for the safety or orderly operation of the airport or for the good of the public.
- c. **Authority and Legal Action.**
  - i. Any person, corporation, or other legal entity who violates or resists the enforcement of Chapter 22 (Vehicle Operations) of the Municipal Code or an Airport Board Regulation

shall be guilty of a misdemeanor and shall be punished by a fine not exceeding \$100.00, or by imprisonment not exceeding 30 days.

- ii. In addition to or in the alternative, any person, corporation, or legal entity who violates or resists the enforcement of this chapter shall be guilty of a municipal infraction punishable by a civil penalty of \$100.00 for the initial offense and \$200.00 for each repeat offense. Each day that a municipal infraction occurs constitutes a separate offense.
- iii. Seeking a civil penalty as authorized in this section does not preclude the city from seeking alternative relief, including an order for abatement or injunctive relief, from the court in the same action or as a separate action.
- d. **FOD.** The airport has a zero tolerance approach to FOD, and the Contractor may be subject to fines from the Airport, FAA, or other agencies for failure to properly manage FOD during construction activities.

**13. Special Conditions.** During construction both Runway 5/23 and Runway 13/31 will be closed during different stages of construction. When Runway 13/31 is closed the airport will be limited to a CAT I approach or less.

**14. Runway and Taxiway Visual Aids – Marking, Lighting, Signs, and Visual Aids.**

- a. **General.** Airport markings, lighting, signs, and visual NAVAIDS directing aircraft to closed areas of the airport will be covered, removed, or disabled during construction.
- b. **Markings.** Lighted runway closure “X’s” will be installed on Runway 5/23 for phases 1, 5, and phase 6. Lighted runway closure “X’s” will be installed on Runway 13/31 for phase 2 & 7.
- c. **Lights / Signs.** Runway 13/31 and 5/23 centerline and edge light circuits to be turned off and temporary edge lighting circuit jumpers for taxiway B, C, D & P to be utilized during construction. Runway exit signs for closed taxiways to be covered during all phases of the project.

**15. Marking and Signs for Access Routes.** All applicable signs to be installed at the RSA and the TOFA on the service roads.

**16. Hazard Marking, Lighting, and Signing.** Low profile barricades with flashing red lights to be used for all pavement closures. Cones to be utilized to establish limits of construction haul routes. Barricade spacing may be varied (made smaller) to fit pavement widths but may not exceed 4 feet. Refer to the J sheets for exact locations of low profile barricades.

**17. Protection of Runway and Taxiway Safety Areas.**

- a. No work is to be conducted within the RSA or TSA while the runway or taxiways are open for aircraft operations. Work within the RSA during phase 1 and phase 5 and work within the TSA during phase 7 must occur between the hours of 12:00 and 5:00 a.m.
- b. Open trenches and excavations are not permitted within the TSA while the taxiway is open. All trenches and excavations must be backfilled prior to opening taxiway.
- c. Taxiway/Taxilane Object Free Area (TOFA)
  - i. During phase 2 and 3 the terminal apron taxilane will be restricted to a 757-200 or smaller (125 ft. wingspan). Contractor shall coordinate with Airport Operations personnel for the issuance of all NOTAMs related to TOFA temporary adjustments.
  - ii. During phase 4 the terminal apron taxilane will be restricted to a 737-700 or smaller (112.6 ft. wingspan). Contractor shall coordinate with Airport Operations personnel for the issuance of all NOTAMs related to TOFA temporary adjustments.
  - iii. During phase 5 thru phase 7 the terminal apron taxilane will be restricted to ADG III or smaller (118 ft. wingspan). Contractor shall coordinate with Airport Operations personnel for the issuance of all NOTAMs related to TOFA temporary adjustments.

- iv. During phase 6 Taxiway P between Taxiway D and Taxiway A will be restricted to ADG III or smaller (118 ft. wingspan). Contractor shall coordinate with Airport Operations personnel for the issuance of all NOTAMs related to TOFA temporary adjustments.
- v. Remaining stages to be constructed outside existing TOFAs.

**18. Other Limitations on Construction**

- a. Contractor may not use tall equipment (cranes, concrete pumps, etc.) unless a 7460-1 determination letter is issued for such equipment.
- b. The use of open flame welding or torches is prohibited unless fire safety precautions are provided and airport operator has approved their use.
- c. The use of electrical blasting caps is prohibited on or within 1000 ft. of the airport property.
- d. The use of flare pots is prohibited within the AOA.

SAMPLE