



February 14, 2025

To: Plan Holders for Improvements to the
Creve Coeur Airport
St. Louis, Missouri
MoDOT Project No. 25-113P-1

Transmitted herewith is **Addendum No. 1** to the Issued for Bid Contract Documents, Specifications and Plans dated January 30, 2025 for Improvements to the Creve Coeur Airport.

Schedule I
Reconstruct TWY A (TWY A2 to A3)

Schedule II
Rehabilitate RWY, TWY, and Apron (Airfield Marking Maintenance)

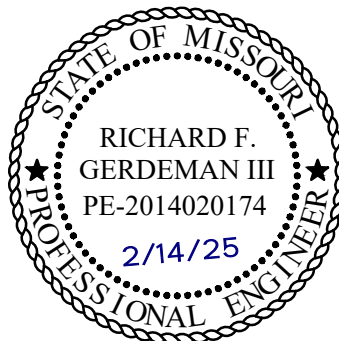
Schedule III
Rehabilitate RWY 16/34 (Pavement Joint Maintenance)

Sincerely,

Woolpert, Inc.

A handwritten signature in blue ink, appearing to read 'RFG III', written over the printed name.

Richard F. Gerdeman III, P.E.
Project Manager



Woolpert, Inc.
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**ADDENDUM NO. 1
TO
PROJECT MANUAL, SPECIFICATIONS AND PLANS
FOR IMPROVEMENTS TO THE
CREVE COEUR AIRPORT
ST. LOUIS, MISSOURI
MODOT PROJECT NO. 25-113P-1**

To All Bidders: You are requested to make all changes and/or additions contained in this addendum to the Bidding Documents. Failure to acknowledge this Addendum in Proposal shall result in rejection of bid. Bidders are informed that the above referenced Project Manual, Specifications and Plans are modified as follows as of February 14, 2025:

1. PROJECT MANUAL/SPECIFICATIONS

Project Manual. Notice To Bidders

Revision: Pre-Bid Conference information has been updated.

Justification: Pre-bid conference information has been updated to reflect the call-in option for those unable to attend in person.

Project Manual. Part 7: SAFETY DOCUMENTS

Revision: The Construction Safety and Phasing Plan (CSPP) has been added.

Justification: The CSPP has been added as additional reference for the preparation of the Construction Safety and Phasing Compliance Document (CSPCD).

2. PRE-BID MEETING – TELECONFERENCE INFORMATION

The pre-bid meeting will be held at Creve Coeur Airport on Tuesday, February 18, 2025 at 2:00 PM (CST). For those unable to attend the pre-bid meeting in person, information has been provided below to call into the meeting.

Dial in by phone

[+1 937-240-2430,,889764592#](tel:+19372402430889764592) United States, Belle Center

Phone conference ID: 889 764 592#

**** END OF ADDENDUM NO. 1 ***



P-501b	PCCP Spall Repair	0	SF	0	SF	100	SF
P-620a	Permanent Airport Pavement Markings (Yellow)	535	SF	9,415	SF	0	SF
P-620b	Permanent Airport Pavement Markings (White)	0	SF	24,015	SF	0	SF
P-620c	Permanent Airport Pavement Markings (Black)	1,070	SF	20,195	SF	0	SF
P-620d	Pavement Marking Obliteration	0	SF	500	SF	0	SF
T-901a	Seeding	0.75	AC	0	AC	0	AC
T-905a	Topsoil	298	CY	0	CY	0	CY
T-908a	Mulching	0.75	AC	0	AC	0	AC
L-125a	Install L-858 Guidance Sign, Size 1, Style 4, Stake Mounted, Complete	1	EA	0	EA	0	EA

Pre-Bid Conference. A voluntary pre-bid conference for this project will be held on Tuesday, February 18, 2025 at 2:00 PM (CST), in the Creve Coeur Airport Terminal Building. An addendum will be provided with information to call in to the pre-bid conference for those unable to attend in person. Bidders are required to become familiar with the project site requirements prior to submitting their bid.

Bid Conditions. All bidders shall make arrangements with the Creve Coeur Airport to examine the site to become familiar with all site conditions prior to submitting their bid.

The bidder is required to provide all information as required within the Contract Documents. The bidder is required to bid on all items of every schedule or as otherwise detailed in the Instructions to Bidders.

Bids may be held by Sponsor for a period not to exceed 90 calendar days from the date of the bid opening for the purpose of evaluating bids prior to award of contract.

No Bidder may withdraw its bid after the bid has been opened. The Creve Coeur Airport Improvement Corporation reserves the right to waive any informality in bidding and to reject any and all bids.

All questions regarding the bid are to be directed to Jason Wehmeyer, 931 Wildwood Drive; Suite 101, Jefferson City, MO, 65109, Jason.Wehmeyer@woolpert.com.

Bid Bond. Guarantee will be required with each bid as a certified check on a solvent bank or a Bid Bond in the amount of five (5) % of the total amount of the bid, made payable to the **Creve Coeur Airport Improvement Corporation**.

Performance & Payment Bond. The successful Bidder will be required to furnish separate performance and payment bonds each in an amount equal to 100% of the contract price.

FEDERAL LANGUAGE REQUIRED FOR SOLICITATIONS:

FAA BUY AMERICAN PREFERENCE:

The Contractor certifies that its bid/offer is in compliance with 49 USC § 50101, BABA and other related Made in America Laws, U.S. statutes, guidance, and FAA policies, which provide that Federal funds may not be obligated unless all iron, steel and manufactured goods used in AIP funded projects are produced in the United States, unless the Federal Aviation Administration has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

The bidder or offeror must complete and submit the certification of compliance with FAA’s Buy American Preference, BABA and Made in America laws included herein with their bid or offer. The Airport Sponsor/Owner will reject as



CONSTRUCTION SAFETY AND PHASING PLAN

Pavement Maintenance

Schedule I: Reconstruct TWY A (TWY A2 to TWY A3); and

Schedule II: Rehabilitate RWY, TWY, and Apron (Airfield Marking Maintenance); and

Schedule III: Rehabilitate RWY 16/34 (Pavement Joint Maintenance)

MoDOT Project No. 25-113P-1

Creve Coeur Airport Improvement Corporation

January 30, 2025

Prepared by:

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1 COORDINATION

During construction, airport operational safety is of paramount importance. Coordination of project information to all individuals involved with the project is essential for ensuring safe operations are maintained at all times. In order to minimize potential for incidents during construction, it is imperative that all individuals involved with the project and/or airport users be kept informed of any and all changes to operations. Discussions of operational safety will need to take place throughout the entire life of the project, including design, bidding, pre-construction, and construction. Meetings between the Resident Engineer, Creve Coeur Airport (Airport), Contractor, sub-contractors, airport tenants and airport users will be required to discuss specific project related impacts to operations. The Airport staff is ultimately responsible for the safety at the airport. Notice to users of operational changes due to construction will be issued via NOTAM's by the airport. No closures will be permitted without the pertinent NOTAM in place for each specific closure. Emergency access for both airport (ARFF) and off-airport (Police, Fire, and EMT) based emergency service shall be maintained at all times. Routing for such traffic shall be determined and made known to all supervisor personnel involved in the construction project. Coordination of this access will be proposed by the Contractor and approved by the Resident Engineer and the Airport Operations Manager.

A pre-construction meeting will be held after the project has been awarded and prior to the Contractor beginning work or staging major construction material and equipment on-site. The Airport, the Contractor's on-site supervisory staff, and representatives from the Engineer shall be present. Safety and this document will be a significant topic on the agenda. Operational safety during construction will be a main topic of discussion at the pre-construction meeting.

1.1 Contractor Progress Meetings

The Contractor is required to have weekly construction progress meetings to discuss all relevant construction topics including safety reminders, scheduling, and general construction issues. Attendance of the Contractor, Resident Engineer, Airport, and any other pertinent personnel are required at these meetings. Operational safety will be a standing agenda item for discussion during these progress meetings. A review of the Contractor's adherence to the project's Construction Safety and Phasing Plan (CSPP) and Safety Plan Compliance Document (SPCD) will be made at each meeting. Immediate correction of any deficiencies or violations will be required. The location and time of the weekly meetings will be determined during the pre-construction meeting. Where operational safety is concerned, the Contractor shall update the Resident Engineer overseeing construction on daily basis or more frequently if needed, of any changes or Contractor concerns.

1.2 SCOPE OR SCHEDULE CHANGES

In the event of a scope or schedule change, the Contractor shall notify the Resident Engineer and the Creve Coeur Airport Operations Manager immediately. All parties involved will need to evaluate the impact(s) of the change and will determine what measures will need to be taken to maintain a safe construction site. Change in the scope or duration of the project may necessitate revisions to the Construction Safety and Phase Plan (CSPP).

1.3 FAA ATO COORDINATION

The FAA ATO will need to be notified immediately of any changes that affect aircraft movement within the airport which include airway facility shutdowns and restarts. The Airport will be responsible for coordinating any changes including NOTAM's to the FAA ATO. It is not anticipated that any shutdown to FAA facilities will be required for this project. All project limits are outside the critical area of any navigational aid (NAVAID).



2 PHASING

In order to minimize disruptions to airport operations during construction, construction will be broken up by areas to limit the amount of aircraft operational areas affected at any given time. Maintaining continual access to the terminal building and apron is mandatory during all phases of construction to allow aircraft to operate during construction. The phasing plan proposed was developed with help from the Airport and is considered to be the most effective way of maintaining the required aircraft access, while imposing the least amount of impact on construction operations, and without sacrificing safety. The phasing for this project is presented below, and is visually depicted in the Construction Safety Drawings (Sheets G051 through G053) attached at the back of this document.

This project will be completed in three separate schedules with each schedule having multiple phases. Each of the phases is discussed in further detail in the Construction Safety Drawing plan sheets included at the end of this document.

2.1 PHASE ELEMENTS

Schedule I, Phase 1 - Reconstruct Parallel Taxiway

(Construction Safety Drawing G051)

During this phase, the Contractor will be removing the existing asphalt & concrete pavement sections, preparing subgrade, and constructing a new 15.0-inch concrete pavement section. Hauling activities will be required across a closed portion of the apron and into the south end of this phase. Aircraft will have the right of way at all times. Prior to beginning work on this phase, the Contractor shall have barricades in place in accordance with the plans.

During Phase 1, the parallel taxiway south of Taxiway A3 will be closed to aircraft traffic, including Taxiways A1 and A2. Aircraft on Runway 34 will be required to back taxi on the runway to Taxiway A3 during Phase 1.

Access for aircraft traffic to the terminal apron and FBO during this phase will be via the parallel taxiway and Taxiway A3. Aircraft parking configurations at the terminal building are depicted on the Construction Safety Drawings. ARFF access to the runway will be via Taxiway A3. ARFF access to the apron, east of the construction area, is not expected to be impacted during construction activities associated with this phase.

Schedule I, Phase 1 can be completed concurrently with Schedule II, Phases 1, 2, 3, and/or 4, as well as Schedule III, Phase 1. Schedule I, Phase 1 shall not be completed concurrently with Schedule I, Phase 2.

Schedule I, Phase 2 - Reconstruct Parallel Taxiway

(Construction Safety Drawing G052)

During this phase, the Contractor will be removing the existing asphalt and concrete pavement sections, preparing subgrade, and constructing a new 15.0-inch concrete pavement section. Hauling activities will be required across the active apron and across the active parallel taxiway to the entrance on the south end of the phase. Aircraft will have the right of way at all times. Prior to beginning work on this phase, the Contractor shall have barricades in place in accordance with the plans.

During Phase 2, the parallel taxiway between Taxiway A3 and the north taxilanes will be closed to aircraft traffic, including Taxiway A3. Aircraft on Runway 16/34 will be required to back taxi on the Runway 16/34 between Taxiways A1 and A2 or Taxiways A4 and A5 during Phase 2.



Access for aircraft traffic to the terminal apron and FBO during this phase will be via the parallel taxiway between Taxiways A1 and A2. Access for aircraft traffic the hangar taxilanes during this phase will be via the parallel taxiway between Taxiways A4 and A5. Aircraft parking configurations at the terminal building are depicted on the Construction Safety Drawings. ARFF access to the runway will be via Taxiways A1 and A2. ARFF access to the apron, east of the construction area, is not expected to be impacted during construction activities associated with this phase.

Schedule I, Phase 2 can be completed concurrently with Schedule II, Phases 1, 2, 3, and/or 4, as well as Schedule III, Phase 1. Schedule I, Phase 2 shall not be completed concurrently with Schedule I, Phase 1.

Schedule II, Phase 5 - Airfield Pavement Markings

(Construction Safety Drawing G051 & G052)

During this phase, the Contractor will be preparing the surface of existing pavement markings and applying new permanent pavement markings. Hauling activities will be required across a closed portion of the apron and into the south end of this phase. Aircraft will have the right of way at all times. Prior to beginning work on this phase, the Contractor shall have barricades in place in accordance with the plans.

During Phase 5, the parallel taxiway south of Taxiway A3 will be closed to aircraft traffic, including Taxiways A1 and A2. Aircraft on Runway 34 will be required to back taxi on the runway to Taxiway A3 during Phase 1.

Access for aircraft traffic to the terminal apron and FBO during this phase will be via the parallel taxiway and Taxiway A3. Aircraft parking configurations at the terminal building are depicted on the Construction Safety Drawings. ARFF access to the runway will be via Taxiway A3. ARFF access to the apron, east of the construction area, is not expected to be impacted during construction activities associated with this phase.

Schedule II, Phase 5 can be completed concurrently with Schedule I, Phases 1 and 2; Schedule II, Phases 1, 2, 3, and/or 4; and Schedule III, Phase 1.

Schedule II, Phases 1, 2, 3, & 4 - Airfield Pavement Markings

(Construction Safety Drawing G053)

During this phase, the Contractor will be preparing the surface of existing pavement markings and applying new permanent pavement markings. Hauling activities will be required across the active apron and active taxiways to access the various work areas. Aircraft will have the right of way at all times. Prior to beginning work on this phase, the Contractor shall have barricades in place in accordance with the plans.

During Phase 1, the terminal apron and south hangar taxilanes will be closed to aircraft traffic. During Phase 2, the north hangar taxilanes will be closed to aircraft traffic. During Phase 3, construction activities will take place on the parallel taxiway and taxiway connectors. During Phase 4, construction activities will take place on Runway 16/34.

Schedule II, Phases 1, 2, 3, 4, and 5 can be completed concurrently with each other, with exceptions noted below; Schedule I, Phase 2; and Schedule III, Phase 1. Schedule II, Phases 1 and 2 shall not be completed concurrently. Schedule II, Phase 3 shall not be completed concurrently to Schedule I, Phase 1.



Schedule III, Phase 1 - Runway 16/34 Spall Repair

(Construction Safety Drawing G053)

During this phase, the Contractor will be sawcutting the existing concrete pavement and completing spall repairs to the concrete pavement. Hauling activities will be required across the apron and taxiways to access the work areas on Runway 16/34, which shall be closed during construction activities. Any and all aircraft present outside of the closed areas will have the right of way at all times. Prior to beginning work on this phase, the Contractor shall have barricades in place in accordance with the plans.

To minimize the restricted access on Runway 16/34 during this phase, Runway 16/34 will be closed from 7:00 PM to 7:00 AM local time for the work to be completed. The Contractor shall have construction activities associated with this phase completed and the site cleaned to the satisfaction of the RPR in time for the pavement to be reopened to aircraft traffic each day.

Schedule III, Phase 1 can be completed concurrently with Schedule I, Phases 1 & 2, as well as Schedule II, Phases 1, 2, 3, 4, and/or 5.

2.2 CONSTRUCTION SAFETY DRAWINGS

The Construction Safety Drawings (Sheets G051 through G053) are attached at the back of this document to show the phasing requirements for this project. Along with the phasing information, those attached drawings also show aircraft access routes, ARFF access routes, pedestrian routes, ground service equipment routes and contractor operation limits to help assist with airport operations and maintaining safety during this project. The Construction Layout Plan (Sheet G050) and Safety Plan (Sheet G040) are additional plan sheets containing safety requirements during construction and are also included in the back of this report.

3 AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

All work within the Airport Operations Area shall be accomplished in conformance to Advisory Circular 150/5370-2G, Operational Safety on Airports During Construction. The contract drawings include information regarding requirements for operational safety on the airport during construction.

The Contractor shall prepare a detailed Safety Plan Compliance Document (SPCD) as stated in the Advisory Circular 150-5370-2G. The Contractor's SPCD shall identify specific methods, sequencing, phasing that he/she intends to use in order to accomplish the project work. The SPCD shall be submitted by the Contractor to the Engineer for approval prior to the pre-construction conference for the project. The Engineer will review the SPCD with the Sponsor/Owner and supply any changes or revisions to the Contractor for incorporation into the plan. The final SPCD shall be the result of a coordinated effort between the Owner/Sponsor, the Engineer and the Contractor.

The Contractor shall adhere to the approved SPCD as agreed upon by Airport Staff, Engineer, and Contractor. Modifications or deviations from the approved safety plan shall be submitted to the Engineer for review and approval prior to implementation.



3.1 IDENTIFICATION OF AFFECTED AREAS

Areas affected by construction activities associated with this project are identified on the Construction Safety Drawings. Construction activities associated with Schedule I will primarily take place on the parallel taxiway apron between Taxiway A2 and Taxiway A3. During construction activities associated with Schedule I, operations on Taxiway A between Taxiways A2 and A3 will be affected, as described in greater detail in section 2 of this document. Construction activities associated with Schedule II will take place on Runway 16/34, the parallel taxiway, the taxiway connectors, and the general aviation. During construction activities associated with Schedule II, operations on the various airfield pavements will be affected, as described in greater detail in section 2 of this document. Construction activities associated with Schedule III will primarily take place on Runway 16/34. During construction activities associated with Schedule III, operations on Runway 16/34 will be affected, as described in greater detail in section 2 of this document. Several NOTAM's will be required to be issued during this project to close and/or modify specific sections of Runway 16/34 and the parallel taxiway, including connectors from Runway 16/34 to the apron, to maintain safety during this project. Section 2 of this document and the attached Construction Safety Drawings describe in detail which areas are affected and for what durations.

3.2 MITIGATION OF EFFECTS

To mitigate the effects of the construction activities associated with the project; alternative routes have been established for emergency and ARFF vehicles, aircraft taxiway movements have been considered and phasing plans have been created. Because the phasing for this project is critical to maintaining safety and operations at the airport during construction, adhering to the requirements as laid out in the attached phasing sheets is imperative. To help assist all individuals with this process, it is important that all airport personnel, air traffic operation personnel, contractor personnel, and engineering personnel discuss current and upcoming phases during the required weekly construction progress meetings as mentioned in Section 1 of this document.

Additionally, construction activities associated with Schedule III have been identified for areas that impact operations on Runway 16/34. This work shall occur at night to mitigate the impact on aircraft operations utilizing Runway 16/34.

4 PROTECTION OF NAVIGATION AIDS (NAVAID'S)

Because the majority of the construction operations are on the parallel taxiway and general aviation apron, there should be no impact to NAVAIDS for this project. Hauling activities to work areas of the various phases may be restricted during times of low visibility, inclement weather, or as directed by Airport Operations.

5 CONTRACTOR ACCESS

The Contractor will be required to submit to Airport staff prior to the commencement of construction, evidence in the form of a certification letter that all of their employees who will have unescorted access to the project work areas have been checked for employment, security, and criminal history for the last ten years. The letter will also certify that these employees meet all security regulations as required by the Sponsor's security program.



During the course of the construction operations, the Contractor will be allowed to utilize a maximum of two (2) airport access “Security Gates” as entrance to the airfield and construction site. Only vehicular access is permitted through the access gates into the SIDA area, pedestrian access through the access gates is not allowed. The airport shall designate this gate and the associated haul roads. It is anticipated that this will be a temporary gate installed by the Contractor. The gate may be opened only for authorized vehicle traffic flow. During times of infrequent construction traffic the gate shall be closed, even when a gate guard is present. At such times as this gate is not guarded, it shall be closed and securely locked. The Contractor will be required to obtain an “airport security” permit and or badge from the Airport Administration Office for all vehicles and personnel used on the construction project. Said permit and or badge shall hold the Contractor responsible for all vehicles and personnel on the airport property other than those that have individual authorization. During daylight hours, all authorized vehicles and construction equipment must display a three-foot by three-foot flag with international orange and white 12-inch squares displayed in full view above the vehicles or rotating beacons. During night time operations only lighted rotating beacons are acceptable. Passengers in any authorized vehicles shall be the responsibility of the Contractor. The “gate guard” shall allow no unauthorized vehicle or person to enter the “air operations” side of the airport without the above stipulated “security clearance.” The Contractor and the Contractor’s “security gate guard” shall be held duly responsible to uphold the above security stipulations at all times during the progress of the construction project. No deviations from these security measures shall be allowed at any time. Penalties associated with deviations from these security provisions are identified in Section 12 of this document.

5.1 LOCATION OF STOCKPILED CONSTRUCTION MATERIALS

The Contractor’s staging area is shown on the Construction Layout Plan (Sheet G050) and is located to the east of the general aviation apron and outside of the airport operations area (AOA). Included within this staging area is the location of the Contractor’s temporary batch plant, which will have an obstruction light mounted at the highest point. All material storage and staging will occur in this area. The Contractor’s stockpile location shall be as directed by the RPR or Airport Operations, but shall be outside of all runway/taxiway object free areas (OFA). Any stockpiling activities associated with the existing asphalt and soil stockpiles shall be conducted outside of the all runway/taxiway object free areas as well.

5.2 VEHICLE AND PEDESTRIAN OPERATIONS

5.2.1 Construction Site Parking

Construction site parking will be outside of the AOA and within the staging area as shown on the Construction Layout Plan (Sheet G050).

5.2.2 Construction Equipment Parking

Construction equipment parking will be allowed at the contractor’s staging area in the same location as shown on the Construction Layout Plan (Sheet G050), or at a location approved by the Resident Engineer. If the equipment must be parked in an Airport Operations Area (AOA), the equipment must be lighted with a beacon per AC 150/5370-2G. No equipment or material shall be parked or stored in any runway or taxiway safety area or object free area.

5.2.3 Access and Haul Roads

The Contractor shall obtain approval from the Engineer prior to establishing haul roads within the airport property. Once established, the haul roads shall be utilized for all equipment traffic, and the equipment shall not be allowed to stray or wander away from the established routes. The haul roads shall be the responsibility of the Contractor and shall be maintained and kept in good order at all times. When required, water shall be applied at the locations



and in the amounts necessary to minimize dust and dirt in the air operations area. Since construction operations will be within active airport operation areas, the airport will require additional dust control measures be used on haul roads and the work area in order not to interfere with airport operations. Haul roads that cross any active taxiway, movement areas, non-movement areas or active areas of the ramp shall be kept clean and in good order at all times. The Contractor shall be prepared at all times to repair any damage caused by the movement of equipment on any of the haul roads at the direction of the Engineer, whether in designated or undesignated areas. After completion of the project, the Contractor shall be required to regrade any unpaved portions of the haul road and to reseed the area with local native grasses to match the existing conditions of the area. The performance of any work as specified by this provision, including watering, maintenance, and repair of the haul roads, shall not be measured and paid for directly, but shall be considered as necessary and incidental to the work.

It may be necessary to suspend hauling operations to the various work areas during times of low visibility, inclement weather or at any other time as deemed necessary by the Airport Operations, as the haul routes might cross active airfield pavements. Each day prior to beginning hauling operations the Contractor shall notify the Engineer and Airport Operations of their proposed hauling schedule. Therefore the Contractor is required to give Airport Operations (314-878-9575) 72 hours notice prior to beginning hauling operations, so that the Airport can issue the appropriate NOTAM's.

Establishment of haul roads off of Airport property shall be the sole responsibility of the Contractor.

Contractor movement shall be restricted to the pre-determined access routes as shown on the attached Construction Safety Drawings and within the work area. Work areas shall be delineated with barricades as shown on the phasing drawings. The Contractor shall not operate outside of these areas without approval of the Engineer or Airport Operations Manager. The Contractor's operators shall be aware the haul is also utilized by local aircraft and aircraft traffic shall be given the right of way at all times.

5.2.4 Marking and Lighting of Vehicles

All vehicles operating within the AOA and in the movement/non-movement areas must clearly identify themselves for control purposes. The identification symbols should be a minimum 8-inch block-type characters of a contrasting color and easy to read. They may be applied either by using tape or a water-soluble paint to facilitate removal. Magnetic signs are also acceptable. Solid black or solid white painted vehicles are not allowed within the AOA.

To operate within the AOA during daylight hours, the vehicle must have a flag (day only) or yellow flashing light (day or night) attached to it. Any vehicle operation within the AOA during hours of darkness or reduced visibility must be equipped with a yellow flashing light. Flashing lights must be mounted on the uppermost part of the vehicle structure. Flags shall be at least 3-foot by 3-foot square having a checkered pattern of international orange and white squares at least 1 foot on each side.

5.2.5 Description of Proper Vehicle Operations

Proper vehicle operations are described as conforming to all rules and regulation for driving as directed by the Creve Coeur Airport or found in FAA AC 150/5210-20 (current edition), *Ground Vehicle Operations on Airports*. Access shall be restricted to established haul routes and work areas.

5.2.6 Required Escorts

Escorts will not be required for this project; however, the Contractor shall maintain responsibility for monitoring any access gates used by construction personnel. To operate in work areas during daylight hours, vehicles must have a flag (day only) or beacon (day or night) attached to it. Any vehicle operation on the movement areas during hours of darkness or reduced visibility must be equipped with a flashing dome-type light.



5.2.7 Training Requirements of Vehicle Drivers

To ensure compliance with the Airport's vehicle rules and regulations, the driver must demonstrate proper procedures for driving, pertinent to airport operations. Driving procedures must be in conformance with FAA AC 150/5210-20 (current edition), *Ground Vehicle Operations on Airports*.

5.2.8 Situational Awareness

Vehicle drivers must confirm by personal observation that no aircraft is approaching their position (either in the air or on the ground) when given clearance to cross a runway, taxiway, or any other area open to airport operations. In addition, it is the responsibility of the escort vehicle driver to verify movement/position of all escorted vehicles at any given time.

5.2.9 Two-way Radio Communication Procedures

The Contractor's superintendent and, if required, flagmen/haul route monitors shall be required to monitor transceiver radios tuned to the Creve Coeur Airport's Ground frequency 122.8 MHz at all times. The Contractor shall supply radios. Such radios shall be used to obtain proper clearance in regards to the movement of equipment, trucks, etc., within the movement area.

When any construction activities are required within the Taxiway Object Free Area (TOFA) a flagman, who is monitoring a radio, shall be positioned within the work area in such a manner that they can clear construction men and equipment from the TOFA during aircraft operation on the associated Taxiway. Prior to any construction activities within a TOFA, such activities must first be coordinated with Airport Operations.

Further, any unusual occurrences in the flight pattern of approaching or departing aircraft shall be acknowledged by all concerned so that operation of the airport and the construction work can be safely carried on at all times.

5.2.10 Maintenance of the Secured Area of the Airport

Airport operators and contractors must take care to maintain security during construction when access points are created in the security fencing to permit the passage of construction vehicles or personnel. Throughout the duration of construction it is anticipated that there will be two(2) access points for construction personnel. This access point will consist of a temporary gate located within the existing perimeter fence as shown in the Construction Layout and Phasing Plans. The gate will be equipped so that it can be securely closed and locked to prevent unauthorized access. During hauling activities, a gate guard will be positioned at the gate. During times of infrequent hauling the gate shall be closed, even when the gate guard is present.

5.2.11 Construction Site Safety

All personnel working on the construction site, including gate guards, are recommended to have personal protective equipment on at all times. This includes but is not limited to vests, hard hats, hearing protection, eye protection, and radios.

6 WILDLIFE MANAGEMENT

All wildlife management within the Airport Operations Area shall be accomplished in conformance to Advisory Circular 150/5200-33, *Hazardous Wildlife Attractants On or Near Airports*, and Certalert 98-05, *Grasses Attractive to Hazardous Wildlife*. In general, the Contractor must carefully control and continuously remove waste or loose material that might attract wildlife.



6.1 TRASH

The Contractor is responsible to complete a daily inspection or more frequently, if deemed necessary by the Resident Engineer, of the construction site (including the Contractor's Staging Area) for any trash or objects that might attract wildlife.

6.2 STANDING WATER

Because standing water can attract wildlife, the Contractor is responsible to complete a daily inspection of the construction site for any standing water. With the discretion of the Resident Engineer, the Contractor shall remove this hazard.

6.3 TALL GRASS AND SEEDS

The Contractor will install soil, seeding and hydromulch as specified in the *T-901 Seeding* specification for this project or as directed by the Engineer.

6.4 POORLY MAINTAINED FENCING AND GATES

The Contractor shall be required to maintain all fences and gates throughout the duration of the project, to the satisfaction of the Resident Engineer.

6.5 DISRUPTION OF EXISTING WILDLIFE HABITAT

The Contractor shall notify the Resident Engineer when a wildlife sighting has occurred on the project site to mitigate any disruption to the existing wildlife habitat.

7 FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

The presence of FOD on the apron is a significant safety concern, as debris can be ingested into an aircraft's engine causing extensive damage, or can be launched across the apron by jet blast, potentially causing bodily injury or damaging other aircraft. Materials capable of creating FOD must be continuously removed during the construction project. The Contractor is required to keep all taxiways and aprons, open to aircraft free from FOD at all times. The Contractor is required to maintain FOD control continually and to the satisfaction of the Resident Engineer. FOD Control measures shall include the use of power brooms, FOD boss, and manual removal as well as any other means deemed necessary. Prior to opening any pavement to aircraft, the Contractor shall conduct a sweep of the pavement to verify that it is FOD free. The apron area at Taxiway A4 to the western limit of construction will be a high priority area during this project as commercial aircraft will be utilizing this section of apron on a daily basis throughout the construction process.

As moderate to strong winds are a frequent occurrence at Creve Coeur Airport the Contractor must secure materials that have the potential to become wind borne at all times.



8 HAZARDOUS MATERIAL (HAZMAT) MANAGEMENT

Although hazardous material is not anticipated to be present on this project, if hazardous material is encountered, the Contractor shall inform the Resident Engineer and ARFF immediately.

9 NOTIFICATION OF CONSTRUCTION ACTIVITIES

Prior to commencing any construction activities as well as prior to beginning a new construction phase the Contractor shall notify the Resident Engineer and Airport Operations 72 hours in advance. During construction activities the Contractor shall immediately notify the Resident Engineer and Airport Operations of any conditions that may adversely affect the operational safety of the Airport.

9.1 LIST OF RESPONSIBLE REPRESENTATIVES/POINTS OF CONTACT

Contacts		
Agency Name	Type of Agency	Phone Number
Maryland Heights Police Department	Police Department	(314) 298-8700 Or 911
Pattonville Fire Protection District	Fire Department	(314) 281-5080 Or 911
Barnes Jewish Hospital	Hospital	(314) 747-3000 Or 911
Airport Administration/Manager	Bob Cameron	(314) 878-9575 (314) 359-4480 Cell
Airport Maintenance	Bob Cameron	(314) 878-9575 (314) 359-4480 Cell
Woolpert	Project Manager (Jason Wehmeyer)	(816) 377-3957 Cell
Contractor	Project Manager	(XXX) XXX-XXXX Cell
Contractor	Project Superintendent	(XXX) XXX-XXXX Cell

9.2 NOTICES TO AIRMEN (NOTAM)

Only the airport operations staff may initiate or cancel NOTAM's on airport conditions, and is the only entity that can close or open a runway or taxiway. The operations staff must coordinate the issuance, maintenance, and cancellation of NOTAM's about airport conditions resulting from construction activities 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 Contractor must notify the Resident Engineer and Operations Manager when scheduling/scoping for the project has changed that would require a modification to the NOTAM's.

9.3 EMERGENCY NOTIFICATION PROCEDURES

In an event of an emergency, the Contractor shall notify the Resident Engineer and Airport staff. If necessary, the Contractor shall contact 911 and Airport Emergency.



9.4 COORDINATION WITH ARFF PERSONNEL

In an event that the Contractor must coordinate construction activities with ARFF Personnel, the Contractor will notify Airport staff or Resident Engineer. The Airport staff or Resident Engineer will be responsible to notify the event to ARFF Personnel. There are no planned interruptions to water lines associated with this project.

9.5 NOTIFICATION to the FAA

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.

Several Aeronautical Studies were initiated for this project which included the height associated with construction equipment in the project work area and the Contractor's staging area. Following is a summary of the associated studies and their status at the time of the preparation of this document:

Airspace Case Numbers			
ASN	Description	Status	Date
2025-1012-NRA	Contractor Staging Area	Submitted	February 6, 20125
2025-1013-NRA	Project Work Area	Submitted	February 6, 20125
2025-1014-NRA	Project Work Area	Submitted	February 6, 20125
2025-1015-NRA	Project Work Area	Submitted	February 6, 20125
2025-1016-NRA	Project Work Area	Submitted	February 6, 20125
2025-1017-NRA	Project Work Area	Submitted	February 6, 20125
2025-1018-NRA	Project Work Area	Submitted	February 6, 20125

In regards to NAVAID's damage, the Airport shall contact 1-866-432-2622.

No shutdowns of NAVAID's are anticipated for the duration of this project. In the event that a shutdown of a NAVAID is required of more than 24 hours or more than 4 hours daily on consecutive days a minimum notice of 45 days must be given to the FAA ATO/Technical Operations prior to the shutdown commencing.

10 INSPECTION REQUIREMENTS

10.1 DAILY (OR MORE FREQUENT) INSPECTIONS

Inspections shall be conducted daily and more frequently if necessary by the Resident Engineer to ensure conformance with this document. The checklist provided at the end of this report was copied from FAA AC 150/5370-2G Appendix D, *Construction Project Daily Safety Inspection Checklist*. This checklist shall be completed by the Contractor to the Engineer's satisfaction and the Contractor shall submit a copy of all the completed checklists to the Engineer and the Airport Operations Manager. The Contractor should fill out this checklist everyday construction operations occur on this project.

10.2 FINAL INSPECTIONS

Final inspections shall be conducted after every construction phase is complete as detailed in Section 2 of this document. The final inspection should be completed with the Contractor, Resident Engineer, and Airport Operations Manager.



11 UNDERGROUND UTILITIES

Prior to beginning excavation activities the Contractor shall notify the Resident Engineer and Airport Operations at least 3 working days prior to the scheduled excavation. The FAA shall attempt to locate all of their underground cables that are located in the vicinity of the work areas, prior to construction in the area. The Contractor shall attempt to locate the Sponsor’s underground cables and other sub-surface utilities prior to construction. Damage to the underground cables, whether FAA’s or Sponsor’s, through negligence on the part of the Contractor will require replacement by the Contractor at no cost to the Sponsor. Any splicing or replacing of damaged cable shall meet current FAA specifications. Damage to other underground utilities through Contractor’s negligence shall be repaired according to the relevant utility’s standards and at no cost to the Sponsor.

12 PENALTIES

All penalties are specified under the Contract Documents for this project.

13 AIRPORT SAFETY AND PHASING REQUIREMENTS

The Contractor must give special attention to the Construction Safety and Phasing Plan sheets, and the Airport Safety Requirements on the Safety Notes sheet. All requirements will be strictly enforced. Failure to comply will be grounds for dismissal of any employee, subcontractor, supplier, and contractor.

Vehicle/Pedestrian Deviations (V/PDs) into an active runway or taxiway will face a penalty of varying amount depending on the severity of the deviation. Should the Contractor or its subcontracting forces be responsible for a runway incursion or incident where an unauthorized construction vehicle or person is on an active runway or taxiway that may or have adversely affect safety (airplane taking off or landing will collide with the object) in the opinion of the Creve Coeur Airport Improvement Corporation and FAA shall result in financial damages to be deducted from the final contract payment amount as shown in the table below:

Airport Requirements		
Runway Incursion Category	Description	Penalty
Category A	A serious incident in which a collision was narrowly avoided	\$10,000 Fine, Rescission of Driving Privileges, And Removal from Site.
Category B	An incident in which separation decreases and there is a significant potential for collision, which may result in a time critical corrective/evasive response to avoid a collision	\$5,000 Fine, Rescission of Driving Privileges, And Removal from Site.
Category C	An incident characterized by ample time and/or distance to avoid a collision	\$2,500 – 1 st Fine (\$5,000 2 nd Fine) with Written Warning and Removal from Site
Category D	An incident that meets the definition of runway incursion such as incorrect presence of a single vehicle/person/aircraft on the protected area of a surface designated for the landing, take-off or taxiing of aircraft but with no immediate safety consequences	\$2,500 – 1 st Fine (\$5,000 2 nd Fine and Removal from Site) with Written Warning



14 SPECIAL CONDITIONS

At times of low visibility hauling activities between the project staging area and the various work areas will be suspended.

15 RUNWAY AND TAXIWAY VISUAL AIDS

15.1 EQUIPMENT AND METHODS FOR COVERING SIGNAGE AND AIRFIELD LIGHTS

The parallel taxiway will remain closed for the duration of Schedule I. The Contractor will need to install approved lighted, low-profile barricades across the parallel taxiway to designate this area as closed. In addition to the barricades, the Contractor will need to cover the taxiway lights/signs with an approved method along the closed taxiway.

Runway 16/34 will be closed from 7:00 PM to 7:00 AM local time each day for the duration of Schedule III. The Contractor will need to install approved lighted, low-profile barricades across the parallel taxiway to designate this area as closed. In addition to the barricades, the Contractor will need to cover the runway lights/signs with an approved method along the closed runway. Additionally, the Contractor will need to place two (2) lighted runway closure X's for each end of the runway to designate the runway as closed.

15.2 EQUIPMENT AND METHODS FOR TEMPORARY CLOSURE MARKINGS (PAINT, FABRIC, OTHER)

The procedure to close off the apron/taxiway for construction shall consist of placing barricades and flashers on the perimeter of the construction area and/or placing a closed taxiway "X" as shown in the phasing plan sheets at the end of this document or as directed by the Engineer.

The procedure to close off the runway for construction shall consist of placing barricades and flashers on the perimeter of the construction area and/or placing a closed runway "X" as shown in the phasing plan sheets at the end of this document or as directed by the Engineer.

15.3 TYPES OF TEMPORARY VISUAL GUIDANCE SLOPE INDICATORS (VGSI)

This is not applicable to the project.

16 MARKING AND SIGNS FOR ACCESS ROUTES

All required signs and markings shall conform to Advisory Circular 150/5340-18, *Standard for Airport Sign Systems*, and to the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD), to the extent possible. Signs adjacent to areas used by aircraft must comply with the frangible requirements as stated in Advisory Circular, *Frangible Connections*. The location and design of any signs will be directed by the Engineer or Creve Coeur Airport Operations Manager and provided by the Contractor.



17 HAZARD MARKINGS AND LIGHTINGS

17.1 PURPOSE

The hazard marking and lighting prevents pilots from entering areas closed to aircraft, and prevents construction personnel from entering areas open to aircraft. Prior to construction on or adjacent to any taxiway or apron, the Contractor shall, upon approval by the Engineer, close the taxiway and/or apron, in accordance with the specific phasing plan associated with that phase, prior to beginning work. The Contractor shall be responsible for clearly marking and defining the closed taxiways by use of warning lights, barricades, flags and closed taxiway or runway markings in conformance with Advisory Circular 150/5370-2G. The Contractor shall be responsible for maintaining these barricades and keeping them clearly visible at all times. The Contractor's individuals responsible, as well as their contact information, for the maintenance of the hazard marking and lighting equipment are listed in Section 9 A. of this document.

Specific marking and lighting equipment details, location and other pertinent information regarding hazard marking materials including low-profile barricades are shown on the Construction Safety Drawings, attached to the back of this document. Please note that each phase may have unique details. Additionally, prior to any deviations in location or type of hazard marking materials shall be coordinated with the Resident Engineer and Airport Operations.

17.2 EQUIPMENT

Approved low-profile barricades are to identify and define the limits of construction and hazardous areas on airports. Physical requirements and spacing of the barricades are specified in the construction drawings for this project. The barricades must be weighted down per the manufacturer's recommendations to prevent the barricades from moving due to wind or jet blast.

The flashing lights on the approved barricades must meet the luminance requirement of the State Highway Department. The flashing lights must be red or an approved equal. Orange flags shall be utilized on the opposite end of the barricades as well.

18 PROTECTION OF RUNWAY AND TAXIWAY AREAS

18.1 RUNWAY SAFETY AREA (RSA)

The Creve Coeur Airport defines the Safety Area for Runway 16/34 as the area that is within 75 feet from the centerline of Runway 16/34. Because the vicinity of the construction project is primarily within the parallel taxiway, the associated construction operations should not enter into the Runway Safety Area.

Since the vicinity of Schedule III construction activities will be within the Runway 16/34 RSA, closure of the runway will be necessary during that time.

18.2 RUNWAY OBJECT FREE AREA (ROFA)

The Creve Coeur Airport defines the Object Free Area for Runway 16/34 as the area that is within 250 feet from the centerline of Runway 16/34. Because the vicinity of the construction project is primarily within the parallel taxiway, the associated construction operations should not enter into the Runway Object Free Area.



Since the vicinity of Schedule III construction activities will be within the Runway 16/34 ROFA, closure of the runway will be necessary during that time.

No stockpiling of material will be allowed within the ROFA and equipment must be removed from the ROFA when not in use. Stockpiling will be limited to the designated area(s) outside of the ROFA. Additionally, any equipment not currently being utilized will be removed from the ROFA.

Any embankments in the ROFA would require submitting the 7460-1 form and justification provided to the appropriate FAA Airports Regional or District Office for approval.

18.3 TAXIWAY SAFETY AREA (TSA)

The Creve Coeur Airport defines the Safety Area for Taxiway A as the area that is within 39.5 feet from the centerline of Taxiway A. Construction activities associated with Schedule I, Phases 1 and 2, as well as Schedule II, Phases 3 and 5 will be completed with the TSA of the parallel taxiway. The taxiway will be closed during certain construction operations that are within the TSA.

Open trenches and excavations are not permitted within the TSA while the taxiway is open. If possible, backfill trenches before the taxiway is opened. If the taxiway must be opened before excavations are backfilled, cover the excavations appropriately.

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

18.4 TAXIWAY OBJECT FREE AREA (TOFA)

The Creve Coeur Airport defines the Object Free Area for Taxiway A as the area that is within 65.5 feet from the centerline of Taxiway A. Construction activities are required with the TOFA for the parallel taxiway. The parallel taxiway will be closed during the construction activities that are within the TOFA. Signs/embankments/equipment within the TOFA must comply with the frangible requirements as stated in Advisory Circular, *Frangible Connections*.

18.5 OBSTACLE FREE ZONE (OFZ)

The Creve Coeur Airport defines the Obstacle Free Zone for Runway 16/34 as the area that is within 150 feet from the centerline of Runway 16/34. Personnel, material, and/or equipment may not penetrate the OFZ while the runway is open for aircraft operations. If it is necessary to enter the OFZ, it would be necessary to coordinate with the FAA.

18.6 RUNWAY APPROACH/DEPARTURE SURFACES

All personnel, materials, and/or equipment must remain clear of the applicable threshold siting surfaces, as defined in Appendix 2, "Threshold Siting Requirement," of Advisory Circular 150/5300-13.



19 OTHER LIMITATIONS ON CONSTRUCTION

19.1 PROHIBITIONS

The use of open flame welding or torches is prohibited unless adequate fire safety precautions are provided and the Airport Operations Manager has approved their use. The use of flare pots within the AOA is prohibited at all times. The use of electrical blasting caps is prohibited on or within 1,000 feet of the Airport property.

During times of low visibility or as directed by Airport Operations, hauling operations to the various work areas will be suspended. If applicable, areas that cannot be worked on simultaneously, work hour restrictions and/or seasonal restrictions are identified on the construction phasing documents.

19.2 RESTRICTIONS

Construction suspension may be required during specific Airport operations. Project areas may be worked on simultaneously only if approved by the Resident Engineer and Airport Operations Manager. Night construction may only be performed if approved by the Resident Engineer and Airport Operations Manager. Construction operations shall only be allowed in weather conditions compliant with the project specifications.

20 CONSTRUCTION PROJECT DAILY SAFETY INSPECTION CHECKLIST

The Project Daily Safety Inspection Checklist is on the following page.



Airport: Creve Coeur Airport
MoDOT Project No.: 25-113P-1
Project Name: Pavement Maintenance
Date: January 30, 2025

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.

Potentially Hazardous Conditions

Item	Action Required (Describe)	No Action Required (Check)
Excavation adjacent to runways, taxiways, and aprons improperly backfilled.		<input type="checkbox"/>
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.		<input type="checkbox"/>
Runway resurfacing projects resulting in lips exceeding 3 inch (7.6 cm) from pavement edges and ends.		<input type="checkbox"/>
Heavy equipment (stationary or mobile) operating or idle near AOA, in runway approaches and departures areas, or in OFZ.		<input type="checkbox"/>
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.		<input type="checkbox"/>
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 approach zones.		<input type="checkbox"/>
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.		<input type="checkbox"/>



Item	Action Required (Describe)	No Action Required (Check)
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.		<input type="checkbox"/>
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.		<input type="checkbox"/>
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.		<input type="checkbox"/>
Wildlife attractants — such as trash (food scraps not collected from construction personnel activity), grass seeds, tall grass, or standing water — on or near airports.		<input type="checkbox"/>
Obliterated or faded temporary markings on active operational areas.		<input type="checkbox"/>
Misleading or malfunctioning obstruction lights. Unlighted or unmarked obstructions in the approach to any open runway pose aviation hazards.		<input type="checkbox"/>
Failure to issue, update, or cancel NOTAMs about airport or runway closures or other construction related airport conditions.		<input type="checkbox"/>
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.		<input type="checkbox"/>
Restrictions on ARFF access from fire stations to the runway / taxiway system or airport buildings.		<input type="checkbox"/>
Lack of radio communications with construction vehicles in airport movement areas.		<input type="checkbox"/>



Item	Action Required (Describe)	No Action Required (Check)
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.		<input type="checkbox"/>
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.		<input type="checkbox"/>
Spillage from vehicles (gasoline, diesel fuel, oil) on active pavement areas, such as runways, taxiways, aprons, and airport roadways.		<input type="checkbox"/>
Failure to maintain drainage system integrity during construction (for example, no temporary drainage provided when working on a drainage system).		<input type="checkbox"/>
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.		<input type="checkbox"/>
Failure to control dust. Consider limiting the amount of area from which the contractor is allowed to strip turf.		<input type="checkbox"/>
Exposed wiring that creates an electrocution or fire ignition hazard. Identify and secure wiring, and place it in conduit or bury it.		<input type="checkbox"/>
Site burning, which can cause possible obscuration.		<input type="checkbox"/>
Construction work taking place outside of designated work areas and out of phase.		<input type="checkbox"/>

RADIO COMMUNICATION FREQUENCY 122.8 MHZ

WHEN ON OR NEAR THE AIRFIELD, ALL RADIO COMMUNICATIONS WILL USE THE FREQUENCY LISTED ABOVE .

1. COORDINATION

ALL COORDINATION WILL TAKE PLACE THROUGH THE RESIDENT PROJECT REPRESENTATIVE (RPR) AND CREVE COEUR AIRPORT (1H0), AIRPORT MANAGER. NO CLOSURES WITHIN THE MOVEMENT AREAS WILL BE PERMITTED WITHOUT A NOTAM IN PLACE FOR EACH SPECIFIC CLOSURE. PRIOR TO COMMENCEMENT OF ANY WORK, THE CONTRACTOR SHALL GIVE 72 HOURS ADVANCE NOTICE TO THE RPR AND 1H0 AIRPORT MANAGER FOR FILING OF ALL NOTAMS.

A WEEKLY CONSTRUCTION PROGRESS MEETING WILL BE REQUIRED TO DISCUSS ALL OPERATIONAL SAFETY TOPICS THAT HAVE BEEN AFFECTED OR WILL BE AFFECTED IN THE NEAR FUTURE. IN ATTENDANCE WILL BE THE CONTRACTOR, RPR, AND 1H0 PERSONNEL.

ANY CHANGES TO SCOPE OR SCHEDULE MUST BE NOTIFIED TO THE RPR AND 1H0 AIRPORT MANAGER. ALL PARTIES WILL EVALUATE THE IMPACT OF THE CHANGE AND WILL DETERMINE THE MEASURES NEEDED TO MAINTAIN A SAFE CONSTRUCTION SITE.

AIRPORT RUNWAYS AND TAXIWAYS SHOULD REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE.

AIRCRAFT USE OF AREAS NEAR THE CONTRACTOR'S WORK SHOULD BE CONTROLLED TO MINIMIZE DISTURBANCE TO THE CONTRACTOR'S OPERATION.

CONSTRUCTION THAT IS WITHIN THE SAFETY AREA OF AN ACTIVE RUNWAY, TAXIWAY, OR APRON MUST BE PERFORMED WHEN THE RUNWAY, TAXIWAY, OR APRON IS CLOSED OR USE-RESTRICTED AND INITIATED ONLY WITH PRIOR PERMISSION FROM THE AIRPORT OPERATOR AND WITH PROPER NOTAMS IN PLACE.

THE CONTRACTING OFFICER, AIRPORT OPERATOR, OR OTHER DESIGNATED AIRPORT REPRESENTATIVE MAY ORDER THE CONTRACTOR TO SUSPEND OPERATIONS; MOVE PERSONNEL, EQUIPMENT, AND MATERIALS TO A SAFE LOCATION; BARRICADE ANY OPEN TRENCHES AND STAND BY UNTIL AIRCRAFT USE IS COMPLETED.

2. PHASING

THIS PROJECT CONSISTS OF SIX PHASES. SEE CONSTRUCTION SAFETY DRAWINGS FOR PHASING REQUIREMENTS.

CONTRACTOR TO NOTIFY RPR AND 1H0 AIRPORT MANAGER IF A CHANGE IN SCHEDULE IS NEEDED.

3. AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY

ALL WORK WITHIN AIRPORT OPERATIONS AREA (AOA) SHALL CONFORM TO ADVISORY CIRCULAR 150/5370-2G, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.

CONTRACTOR SHALL ADHERE TO REQUIREMENTS AS MENTIONED ON THIS SHEET, THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), AND CONSTRUCTION SAFETY DRAWINGS. THESE REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO, LIFE & SAFETY ACCESS ROUTES, AIRCRAFT ROUTES, PEDESTRIAN ROUTES, CONSTRUCTION ACCESS ROUTES, CONSTRUCTION LIMITS, AND BARRICADE LOCATIONS.

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

DURING CONSTRUCTION, NO NAVAID EQUIPMENT WILL BE RELOCATED. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING NAVAIDS AND WILL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE AIRPORT.

5. CONTRACTOR ACCESS

CONTRACTOR HAS ACCESS TO TWO (2) GATES TO ENTER THE AIRPORT. SEE CONSTRUCTION SAFETY DRAWINGS FOR GATE LOCATIONS. CONTRACTOR SHALL PROVIDE A GATE GUARD AT THESE GATES AT ALL TIMES WHEN GATES ARE NOT CLOSED AND LOCKED.

CONTRACTOR MOVEMENT SHALL BE RESTRICTED TO THE PRE-DETERMINED ACCESS ROUTES AS SHOWN ON CONSTRUCTION SAFETY DRAWINGS.

THE CONTRACTOR SHALL BE REQUIRED TO ATTEND A VEHICLE OPERATOR TRAINING CLASS IF REQUIRED BY THE AIRPORT. AT A MINIMUM, KEY CONTRACTOR PERSONNEL SHALL BE REQUIRED TO ATTEND, OR AS REQUIRED BY THE AIRPORT. IF A FORMAL VEHICLE OPERATOR CLASS IS NOT REQUIRED BY THE AIRPORT THE CONTRACTOR SHALL BECOME FAMILIAR WITH ADVISORY CIRCULAR 150/5370-2G AND THE PHASING REQUIREMENTS CONTAINED IN THE PLAN SET.

ALL VEHICLES AND EQUIPMENT OPERATING IN THE AOA MUST BE IDENTIFIED CLEARLY WITH 8-INCH (MINIMUM) BLOCK-TYPE CHARACTERS OF A CONTRASTING COLOR AND EASY TO READ. IN ADDITION, VEHICLES MUST DISPLAY IDENTIFICATION MEDIA, AS SPECIFIED IN THE APPROVED AIRPORT SECURITY PLAN.

ALL VEHICLES AND EQUIPMENT OPERATING IN THE AOA MUST HAVE FLAG (DAY ONLY) OR BEACON (DAY AND NIGHT) ATTACHED TO THE VEHICLE.

CONTRACTOR IS REQUIRED TO ADHERE TO ALL RULES AND REGULATIONS AS SET BY 1H0 AND ADVISORY CIRCULAR 150/5370-2G, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.

CONTRACTOR IS REQUIRED TO NOTIFY AND COORDINATE WITH THE RPR PRIOR TO ENTERING ANY ACTIVE SURFACE SAFETY AREAS OR OBJECT FREE AREAS.

CONTRACTOR, SUBCONTRACTOR, AND SUPPLIER EMPLOYEES OR ANY UNAUTHORIZED PERSONS ARE RESTRICTED FROM ENTERING AN AIRPORT AREA THAT WOULD BE HAZARDOUS.

6. WILDLIFE MANAGEMENT

CONTRACTOR SHALL ADHERE TO ALL WILDLIFE MANAGEMENT PRACTICES AS STATED IN ADVISORY CIRCULAR 150/5200-33C, HAZARDOUS WILDLIFE ATTRACTIONS ON OR NEAR AIRPORTS, AND CERTALERT 98-08, GRASSES ATTRACTIVE TO HAZARDOUS WILDLIFE.

CONTRACTOR IS RESPONSIBLE FOR COMPLETING A DAILY INSPECTION FOR TRASH, FOREIGN OBJECTS, AND STANDING WATER ON THE CONSTRUCTION SITE THAT MIGHT ATTRACT WILDLIFE.

CONTRACTOR SHALL MAINTAIN ALL FENCES AND GATES THROUGHOUT THE PROJECT TO THE SATISFACTION OF THE RPR.

CONTRACTOR SHALL NOTIFY THE RPR WHEN A WILDLIFE SIGHTING HAS OCCURRED ON THE PROJECT SITE.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

CONTRACTOR SHALL KEEP ALL PAVEMENTS IN THE AOA INCLUDING APRONS, TAXIWAYS, AND RUNWAYS FREE FROM FOD AT ALL TIMES TO PREVENT ANY DEBRIS FROM BEING INGESTED INTO AN AIRCRAFT'S ENGINE OR ANY DEBRIS FROM BEING LAUNCHED DUE TO JET BLAST.

CONTRACTOR IS REQUIRED TO CONTINUOUSLY MONITOR AND MAINTAIN FOD TO THE SATISFACTION OF THE RPR.

PRIOR TO OPENING ANY PAVEMENT TO AIRCRAFT, THE CONTRACTOR, RPR, AND AIRPORT OPERATIONS SHALL CONDUCT A SWEEP OF THE PAVEMENT TO VERIFY THAT THE PAVEMENT IS FREE FROM FOD.

THE CONTRACTOR IS ADVISED THAT DUST CONTROL, CLEANUP OF ACTIVE PAVEMENTS, TRACKING DEBRIS ONTO ACTIVE PAVEMENT AND GENERAL JOBSITE CLEANLINESS IS A SERIOUS SAFETY CONCERN. FOREIGN OBJECT DEBRIS (FOD) IS CONSIDERED AS ANY ITEM THAT COULD POSSIBLY IMPACT THE OPERATIONS OF AN AIRPORT OR ROADWAY. FOD COULD CAUSE INJURY OR DEATH THROUGH INGESTION IN MOVING AIRCRAFT ENGINES. SPECIFIC ITEMS OF CONCERN INCLUDE, BUT ARE NOT LIMITED TO; ANY PACKAGING FROM MATERIAL INSTALLATION, GRAVEL LEFT ON ACTIVE PAVEMENTS, DUST TRACKED ONTO ACTIVE PAVEMENTS, HAND TOOLS, HARDWARE DROPPED, ETC.

8. HAZARDOUS MATERIAL (HAZMAT) MANAGEMENT

CONTRACTOR SHALL NOTIFY RESIDENT ENGINEER AND AIRPORT EMERGENCY PERSONNEL IF HAZARDOUS MATERIALS ARE ENCOUNTERED ON THIS PROJECT.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

AGENCY NAME	AGENCY TYPE	TELEPHONE
MARYLAND HEIGHTS POLICE DEPARTMENT	POLICE DEPARTMENT	(314) 298-8700 OR 911
PATTONVILLE FIRE PROTECTION DISTRICT	FIRE DEPARTMENT	(314) 281-5080 OR 911
BARNES JEWISH HOSPITAL	HOSPITAL/AMBULANCE	(314) 747-3000
AIRPORT ADMINISTRATION	BOB CAMERON	(314) 359-4480
AIRPORT MAINTENANCE	BOB CAMERON	(314) 359-4480
FEDERAL AVIATION ADMINISTRATION	FAA AIRWAY FACILITIES	(314) 890-7239

BEFORE BEGINNING ANY CONSTRUCTION ACTIVITY, THE CONTRACTOR MUST, THROUGH THE RPR AND 1H0 AIRPORT MANAGER, GIVE NOTICE USING THE NOTICE TO AIRMEN (NOTAM) SYSTEM OF PROPOSED LOCATION, TIME, AND DATE OF COMMENCEMENT OF CONSTRUCTION. ALL NOTAMS SHALL BE ISSUED BY 1H0 . UPON COMPLETION OF WORK AND RETURN OF ALL SUCH AREAS TO STANDARD CONDITIONS, THE CONTRACTOR MUST COORDINATE WITH THE RPR AND VERIFY THE CANCELLATION OF ALL NOTICES ISSUED VIA THE NOTAM SYSTEM. THROUGHOUT THE PROJECT DURATION , THE CONTRACTOR MUST:

- A. BE AWARE OF AND UNDERSTAND THE SAFETY PROBLEMS AND HAZARDS DESCRIBED IN ADVISORY CIRCULAR 150/5370-2G, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
- B. CONDUCT ACTIVITIES SO AS NOT TO VIOLATE ANY SAFETY STANDARDS CONTAINED IN ADVISORY CIRCULAR 150/5370-2G OR ANY OF THE REFERENCES THEREIN.
- C. INSPECT ALL CONSTRUCTION AND STORAGE AREAS AS OFTEN AS NECESSARY TO BE AWARE OF CONDITIONS.
- D. PROMPTLY TAKE ALL ACTIONS NECESSARY TO PREVENT OR REMEDY ANY UNSAFE OR POTENTIALLY UNSAFE CONDITIONS AS SOON AS THEY ARE DISCOVERED.
- E. THE CONTRACTOR SHALL ADHERE TO THE REQUIREMENTS, PROVISIONS, AND PROCEDURES OUTLINED IN CONSTRUCTION SAFETY PHASING PLAN (SEE DIV. 6 OF THE CONTRACT DOCUMENTS).

ANY CHANGES TO SCOPE OR SCHEDULE MUST BE NOTIFIED TO THE RPR AND 1H0 AIRPORT MANAGER SO THAT NOTAMS CAN BE ISSUED, MAINTAINED, AND CANCELED.

IN AN EVENT OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY THE RPR, 1H0 AIRPORT MANAGER, AND AIRPORT EMERGENCY.

10. INSPECTION REQUIREMENTS

CONTRACTOR SHALL COMPLETE A DAILY INSPECTION FOR SAFETY ON THE PROJECT SITE BY COMPLETING THE CHECKLIST PROVIDED IN ADVISORY CIRCULAR 150/5370-2G, APPENDIX 4, CONSTRUCTION PROJECT DAILY SAFETY INSPECTION CHECKLIST.

THE CONTRACTOR, RPR AND 1H0 AIRPORT MANAGER MUST PERFORM ONSITE INSPECTIONS THROUGHOUT THE PROJECT, WITH IMMEDIATE REMEDY OF ANY DEFICIENCIES, WHETHER CAUSED BY NEGLIGENCE, OVERSIGHT, OR SCOPE CHANGE.

CONTRACTOR SHALL COMPLETE A FINAL INSPECTION FOR SAFETY ON THE PROJECT SITE AT THE END OF EACH PHASE.

11. APPROACH CLEARANCE TO RUNWAYS

RUNWAY THRESHOLDS MUST PROVIDE AN UNOBSTRUCTED APPROACH SURFACE OVER EQUIPMENT AND MATERIALS. (REFER TO CHAPTER 3 IN ADVISORY CIRCULAR 150/5300-13B, AIRPORT DESIGN, FOR GUIDANCE.

12. RUNWAY AND TAXIWAY VISUAL AIDS

FLASHER BARRICADES, CLOSED 'X' MARKINGS AND RUNWAY CLOSURE MARKERS (RCMS) ARE TO BE PLACED AS DETAILED IN THE PLANS AND IN ALL DESIGNATED AREAS AS SHOWN ON THE CONSTRUCTION SAFETY DRAWINGS.

APPROVED FLASHER BARRICADES SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR.

CLOSED 'X' MARKINGS SHALL BE PROVIDED BY THE CONTRACTOR AND MAINTAINED BY THE CONTRACTOR. (RCMS) SHALL BE PROVIDED BY THE CONTRACTOR AND MAINTAINED BY THE CONTRACTOR.

CONTRACTOR TO COVER ALL TAXIWAY EDGE LIGHTS, TAXIWAY SIGNS, RUNWAY SIGNS, AND APRON EDGE LIGHTS FOR AREAS CLOSED BY NOTAM TO THE APPROVAL OF THE RPR.

13. MARKING AND SIGNS FOR ACCESS ROUTES

ALL REQUIRED SIGNS AND MARKINGS SHALL CONFORM TO ADVISORY CIRCULAR 150/5340-18H, STANDARD FOR AIRPORT SIGN SYSTEMS, OR THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

ALL SIGNS ADJACENT TO AREAS USED BY AIRCRAFT MUST COMPLY WITH THE FRANGIBLE REQUIREMENTS AS STATED IN ADVISORY CIRCULAR 150/5220-23A, FRANGIBLE CONNECTIONS.

14. HAZARD MARKINGS AND LIGHTING

PRIOR TO CLOSING ANY AREAS IN THE AOA TO AIRCRAFT OR EMERGENCY TRAFFIC, CONTRACTOR MUST CLEARLY DEFINE CLOSED AREAS WITH WARNING LIGHTS, BARRICADES, CLOSED 'X' MARKINGS, RCMS, AND FLAGS TO THE APPROVAL OF THE RPR. CONTRACTOR TO REFER TO CONSTRUCTION SAFETY DRAWINGS.

HAZARDOUS AREAS ON THE MOVEMENT AREA WILL BE MARKED WITH FLASHER BARRICADES. THESE BARRICADES RESTRICT ACCESS AND MAKE HAZARDS OBVIOUS TO AIRCRAFT, PERSONNEL, AND VEHICLES. DURING PERIODS OF LOW VISIBILITY AND AT NIGHT, IDENTIFY HAZARDOUS AREAS WITH RED FLASHING LIGHTS.

OPEN TRENCHES AND EXCAVATIONS MUST BE PROMINENTLY MARKED WITH RED OR ORANGE FLAGS AND LIGHTS AS APPROVED BY THE RPR.

15. PROTECTION OF RUNWAY AND TAXIWAY AREAS

SAFETY AREAS - CONTRACTOR SHALL NOT IMPEDE ON THE SAFETY AREAS WITHOUT A CLOSURE OF THE RUNWAY/TAXIWAY BY MEANS OF A NOTAM.

OBJECT FREE AREAS - CONTRACTOR SHALL NOT PLACE EQUIPMENT, MATERIAL, OR STOCKPILES IN THIS AREA. ALL OBJECTS OR MATERIALS ADJACENT TO THIS AREA SHALL BE PROPERLY MARKED/LIT PER ADVISORY CIRCULAR 150/5370-2G. CONTRACTOR CANNOT WORK IN ACTIVE TAXIWAY OBJECT FREE AREA WITHOUT WING WALKERS TO MAINTAIN A 5' CLEARANCE FROM THE WINGSPAN OF THE AIRCRAFT TO CONSTRUCTION EQUIPMENT OR MATERIAL.

OBSTACLE FREE ZONE- CONTRACTOR TO PREVENT PERSONNEL, MATERIAL, AND/OR EQUIPMENT FROM PENETRATING THE OBSTACLE FREE ZONE AS DEFINED IN ADVISORY CIRCULAR 150/5300-13B.

16. AIRPORT SECURITY

CONTRACTOR SHALL ADHERE TO AIRPORT SECURITY REQUIREMENTS AT ALL TIMES. SECURITY REQUIREMENTS AND RELATED AIRPORT FAMILIARIZATION REQUIREMENTS ARE MANDATORY. ANY GATE UTILIZED FOR CONSTRUCTION PURPOSES SHALL BE GUARDED BY THE CONTRACTOR OR LOCKED AT ALL TIMES.

17. OTHER LIMITATIONS ON CONSTRUCTION

PROHIBITING OPEN-FLAME WELDING OR TORCH CUTTING OPERATIONS UNLESS ADEQUATE FIRE SAFETY PRECAUTIONS ARE PROVIDED AND THESE OPERATIONS HAVE BEEN AUTHORIZED BY THE AIRPORT MANAGER (AS TAILORED TO CONFORM TO LOCAL REQUIREMENTS AND RESTRICTIONS).

PROMINENTLY MARKING OPEN TRENCHES, EXCAVATIONS, AND STOCKPILED MATERIALS AT THE CONSTRUCTION SITE AND LIGHTING THESE OBSTACLES DURING HOURS OF RESTRICTED VISIBILITY AND DARKNESS.

MARKING AND LIGHTING CLOSED, DECEPTIVE, AND HAZARDOUS AREAS ON AIRPORTS, AS APPROPRIATE. CONSTRAINING STOCKPILED MATERIAL TO PREVENT ITS MOVEMENT AS A RESULT OF THE MAXIMUM ANTICIPATED AIRCRAFT BLAST AND FORECAST WIND CONDITIONS.

NO USE OF TALL EQUIPMENTS (CRANES, CONCRETE PUMPS, AND SO ON) UNLESS A FAA 7460-1 DETERMINATION LETTER IS ISSUED FOR SUCH EQUIPMENT.

NO USE OF ELECTRICAL BLASTING CAPS ON OR WITHIN 1,000' OF THE AIRPORT PROPERTY.

NO USE OF FLARE POTS WITHIN THE AOA.

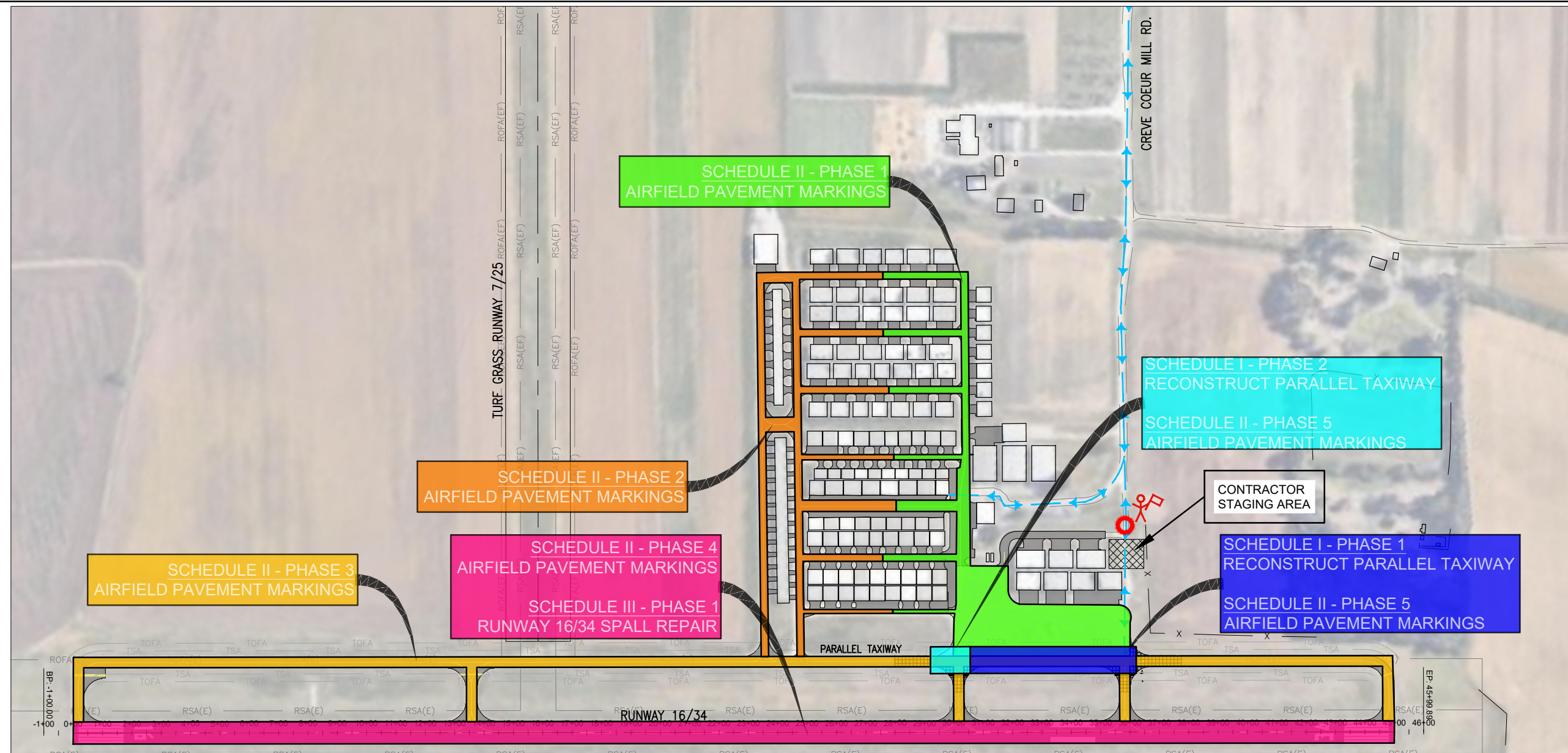
18. DUST CONTROL

CONTRACTOR IS RESPONSIBLE FOR CONTROLLING DUST FROM THE CONSTRUCTION SITE AT ALL TIMES. CONTRACTOR SHALL HAVE A WATER TRUCK AND OPERATOR AVAILABLE 24 HOURS A DAY TO CONTROL DUST. THE PROJECT'S LOCATION IS NEAR ACTIVE RUNWAYS AND HIGHWAYS AND IS IN A LOCATION THAT EXPERIENCES HIGH WIND. IT IS CRITICAL FOR THE CONTRACTOR TO KEEP DUST TO AN ABSOLUTE MINIMUM BOTH DURING CONSTRUCTION, AND AFTER CONSTRUCTION UNTIL THE EXPOSED SURFACES CONTAIN SUSTAINABLE VEGETATION. CONTRACTOR SHALL PROVIDE THE RPR AND 1H0 AIRPORT MANAGER WITH A CONTACT FOR 24 HOUR DUST CONTROL.

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NAME	#	DATE
CIVIL		
FOR AND ON BEHALF OF WOOLPERT		

Ploled January 29, 2025 @ 10:01 AM by Brousseau, Anthony
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		DES: A.A.B.	ISSUE RECORD				PAVEMENT MAINTANENCE	CONSTRUCTION SAFETY NOTES AND DETAILS	G040
		DR: A.A.B.	NO.	BY	DATE	DESCRIPTION			
		CH: C.L.G.	1	R.F.G.	01/28/2025	ISSUED FOR BID		7 of 37	
		APP: R.F.G.					AIP PROJ. NO. 25-113P1-1	WOOLPERT PROJ. NO. 10018129	



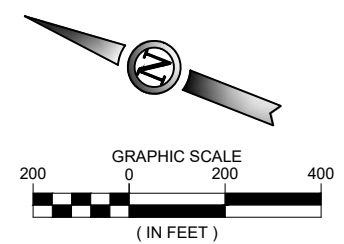
OVERALL PHASING LEGEND	
	AIRCRAFT TAXI ROUTE
	CONTRACTOR HAUL ROUTE (2 WAY TRAFFIC)
	RSA RUNWAY SAFETY AREA
	ROFA RUNWAY OBJECT FREE AREA
	TSA TAXIWAY SAFETY AREA
	TOFA TAXIWAY OBJECT FREE AREA
	RPZ RUNWAY PROTECTION ZONE
	ROFZ RUNWAY OBJECT FREE ZONE
	AOA FENCE
	FLASHER BARRICADE
	TAXIWAY CLOSURE MARKER
	LIGHTED RUNWAY CLOSER MARKERS (RCM)
	ACTIVE PAVEMENT SIGN
	CONTRACTOR GATE ACCESS
	FLAGMAN / GATE GUARD

HAUL ROADS / STAGING AREAS

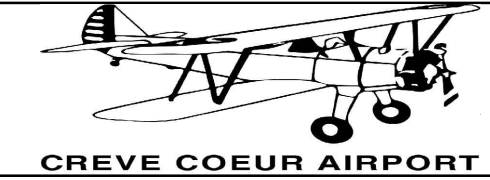
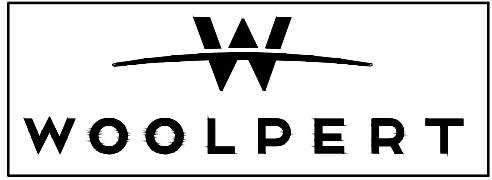
1. THE CONTRACTOR SHALL KEEP ALL CONSTRUCTION TRAFFIC LIMITED TO THE APPROVED HAUL ROUTES AS SHOWN ON THE PLANS OR AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED ALONG THE HAUL ROUTES OR CONSTRUCTION ACCESS ROUTES TO THE PROJECT SITE.
2. CONTRACTOR SHALL PARK ALL EQUIPMENT AND VEHICLES IN STAGING AREAS AT NIGHT AND DURING PERIODS WHEN NO CONSTRUCTION ACTIVITIES ARE TAKING PLACE.
3. CONTRACTOR SHALL EXAMINE THE EXISTING PAVEMENTS THAT WILL BE USED FOR HAULING OF MATERIAL AND EQUIPMENT, AND DETERMINE THE PAVEMENTS ABILITY TO WITHSTAND CONTRACTOR OPERATIONS WITHOUT CAUSING DAMAGE TO THE PAVEMENT. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR TO THE APPROVAL OF THE ENGINEER AND AT NO ADDITIONAL COST TO THE SPONSOR.
4. YIELDING SOIL SHOULD BE EXPECTED WITHIN THE CONTRACTOR'S STAGING AREA. IT SHOULD BE ANTICIPATED THAT THE CONTRACTOR MAY NEED TO STABILIZE THE AREA IN A SIMILAR FASHION AS THE HAUL ROUTES. ALL COSTS ASSOCIATED WITH STABILIZING STAGING AREA SHALL BE INCIDENTAL TO GP-105 MOBILIZATION.
5. THE CONTRACTOR SHALL IMPLEMENT MEASURES TO PREVENT EQUIPMENT FROM TRACKING MUD, DIRT, OR ANY OTHER FOD ONTO AIRFIELD PAVEMENT.

PROJECT SCHEDULE		
PHASE	DURATION	0 10 20 30 40 50 60
SCHEDULE I		
PHASE 1	30 CALENDAR DAYS	
PHASE 2	17 CALENDAR DAYS	
SCHEDULE II		
PHASE 1	2 CALENDAR DAYS	
PHASE 2	2 CALENDAR DAYS	
PHASE 3	4 CALENDAR DAYS	
PHASE 4	5 CALENDAR DAYS	
PHASE 5	1 CALENDAR DAY	
SCHEDULE III		
PHASE 1	7 CALENDAR DAYS	

SAFETY & OBJECT FREE AREAS	
RUNWAY 16/34	
RUNWAY SAFETY AREA (RSA)	150' FROM RW CENTERLINE
RUNWAY EXTENDED SAFETY AREA (RSA)	300' FROM RW END
RUNWAY OBJECT FREE AREA (ROFA)	500' FROM RW CENTERLINE
TAXIWAYS	
TAXIWAY SAFETY AREA (TSA)	39.5' FROM TW CENTERLINE
TAXIWAY OBJECT FREE AREA (TOFA)	65.5' FROM TW CENTERLINE



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NAME	#	DATE
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FOR AND ON BEHALF OF WOOLPERT		

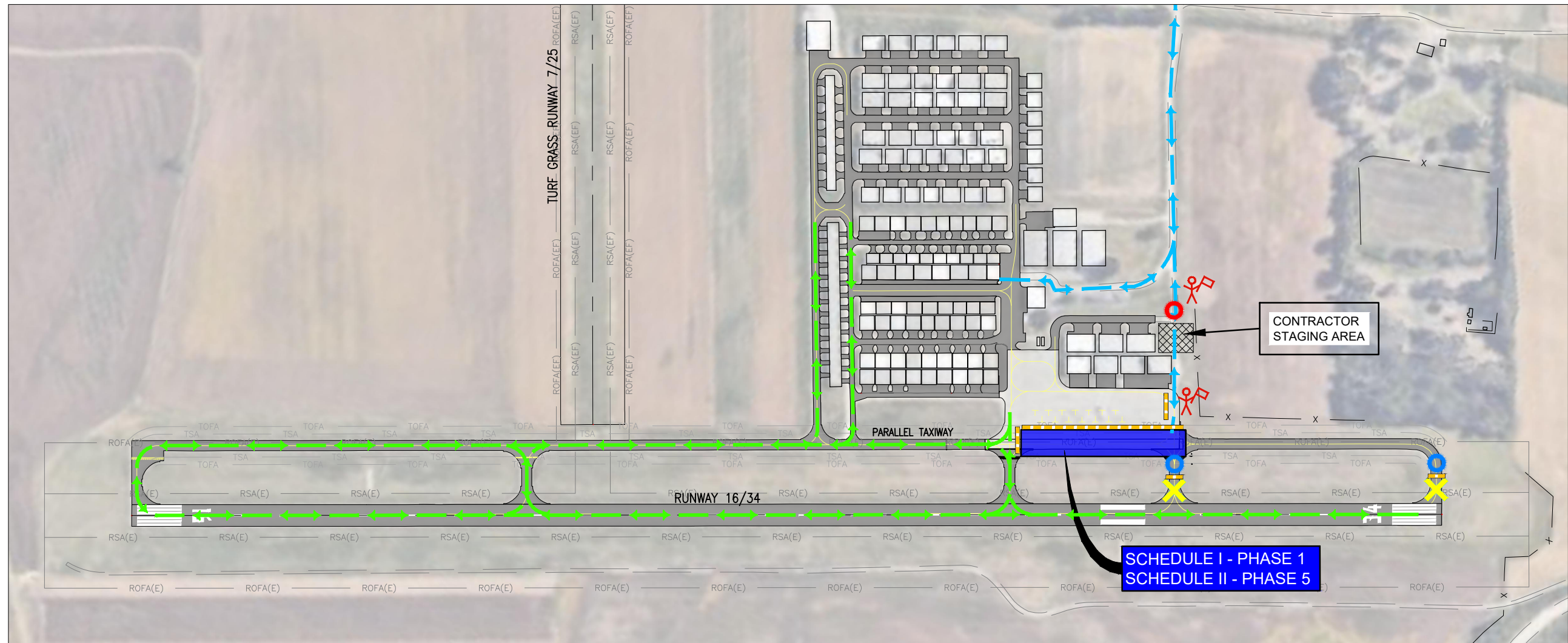


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DR: A.A.B.	1	R.F.G.	01/28/2025	ISSUED FOR BID
CH: C.L.G.				
APP: R.F.G.				

PAVEMENT MAINTANENCE

CONSTRUCTION LAYOUT PLAN OVERALL PHASING		G050
		SHEET NO.
		8 of 37

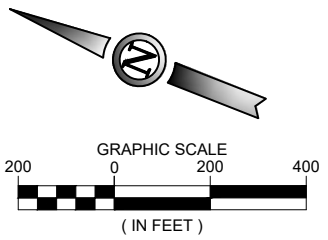
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PHASING LEGEND	
	AIRCRAFT TAXI ROUTE
	CONTRACTOR HAUL ROUTE (2 WAY TRAFFIC)
	RSA RUNWAY SAFETY AREA
	ROFA RUNWAY OBJECT FREE AREA
	TSA TAXIWAY SAFETY AREA
	TOFA TAXIWAY OBJECT FREE AREA
	RPZ RUNWAY PROTECTION ZONE
	RPZ RUNWAY PROTECTION ZONE
	ROFZ RUNWAY OBJECT FREE ZONE
	AOA FENCE
	WOOD LATHE WITH FLAGGING
	FLASHER BARRICADE
	TAXIWAY CLOSURE MARKER
	FLAGMAN / GATE GUARD
	ACTIVE PAVEMENT SIGN
	CONTRACTOR GATE ACCESS

CONSTRUCTION PHASING NOTES

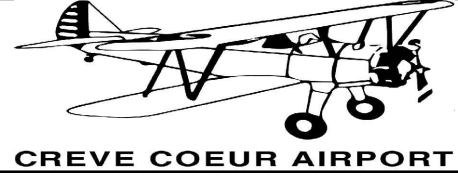
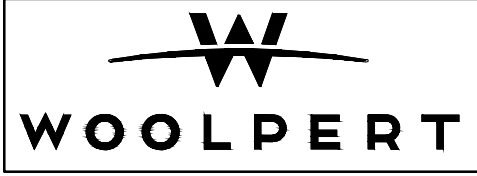
SCHEDULE I - PHASE 1 / SCHEDULE II - PHASE 5	MAJOR WORK TO BE COMPLETED	NOTES
<p>DURATION</p> <p>30 CALENDAR DAYS (SCHEDULE I - PHASE 1) 1 CALENDAR DAY (SCHEDULE II - PHASE 5)</p> <ul style="list-style-type: none"> SCHEDULE I - PHASE 1 CONSTRUCTION CAN RUN CONCURRENT WITH SCHEDULE II - PHASES 1, 2, 3, AND/OR 4 AND SCHEDULE III - PHASE 1 (IF AWARDED) SCHEDULE II - PHASE 5 CAN RUN CONCURRENT WITH SCHEDULE II - PHASES 1, 2, 3, AND/OR 4; SCHEDULE I - PHASES 1 AND 2; SCHEDULE III - PHASE 1 (IF AWARDED) <p>CONTRACTOR ACCESS TIMES</p> <p>24 HOUR ACCESS TO APPROVED WORK AREAS</p> <p>ALL AIRPORT OPERATIONS AREAS SHALL REMAIN OPEN AND UNAFFECTED DURING THIS SCHEDULE WITH THE FOLLOWING EXCEPTIONS:</p> <ul style="list-style-type: none"> PARALLEL TAXIWAY FROM RUNWAY 16/34 TO TAXIWAY RAMP PARALLEL TAXIWAY AND CONNECTOR TAXIWAY 2 WILL BE CLOSED 	<p>SCHEDULE I - PHASE 1 (30 CALENDAR DAYS)</p> <p>SITE PREPARATION</p> <ol style="list-style-type: none"> EROSION CONTROL MEASURES DELINEATE OBJECT FREE ZONES ADJACENT TO THE PROJECT AREA TO ENSURE EQUIPMENT AND MATERIALS DO NOT ENTER THESE AREAS FULL DEPTH PAVEMENT REMOVALS ELECTRICAL REMOVALS <p>EARTHWORK</p> <ol style="list-style-type: none"> EXCAVATE TO SUBGRADE DEPTH RECOMPACT NATIVE MATERIAL FOR SUBGRADE PREPARATION <p>UTILITY</p> <ol style="list-style-type: none"> CULVERT & RIP RAP ELECTRICAL CABLES SIGNS AND LIGHT FIXTURES <p>PAVEMENT SECTION</p> <ol style="list-style-type: none"> SUBBASE COURSE BASE COURSE CONCRETE PAVEMENT PERMANENT PAINT <p>SITE RECLAMATION</p> <ol style="list-style-type: none"> SEEDING EROSION CONTROL MEASURES <p>SCHEDULE II - PHASE 5 (1 CALENDAR DAY)</p> <ol style="list-style-type: none"> SURFACE PREPARATION PERMANENT PAVEMENT MARKINGS 	<p>IMPACTS ON OPERATIONS</p> <ol style="list-style-type: none"> ALL AIRPORT OPERATIONS AREAS SHALL REMAIN OPEN AND UNAFFECTED DURING THIS PHASE WITH THE FOLLOWING EXCEPTIONS: - PARALLEL TAXIWAY FROM RUNWAY 16/34 TO RAMP, AND CONNECTOR TAXIWAY 2. THE CONTRACTOR SHALL GIVE RIGHT OF WAY TO ALL AIRCRAFT AND EMERGENCY VEHICLES AT ALL TIMES. CONTRACTOR TO MAINTAIN EMERGENCY ACCESS TO RUNWAY AT ALL TIMES. ALL NECESSARY TAXIWAY LIGHTS AND SIGNS SHALL BE COVERED FOR TEMPORARY TAXIWAY CLOSURES. CONTRACTOR METHOD FOR COVERING OF LIGHTS AND SIGNS SHALL BE APPROVED BY THE RESIDENT PROJECT REPRESENTATIVE (RPR) AND SHALL PREVENT DAMAGE TO THE EQUIPMENT AND SHALL BE SECURELY FASTENED TO PREVENT FREEING OF COVER FROM WIND. DURING PAVEMENT MARKING APPLICATIONS AND CURE TIMES, CONSTRUCTION BARRICADES SHALL BE INSTALLED AS DIRECTED BY RPR FOR AREAS THAT ARE TEMPORARILY CLOSED TO TRAFFIC. LIGHTED RUNWAY CLOSURE MARKERS (RCM'S), PROVIDED BY THE CONTRACTOR, WILL BE PLACED BY THE CONTRACTOR AT EACH RUNWAY DESIGNATOR DURING THE HOURS THAT THE RUNWAY IS CLOSED. THE CONTRACTOR SHALL REMOVE RCM'S BEFORE OPENING RUNWAY. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING LIGHTED RCM'S FOR THE DURATION OF THE PROJECT. SEE SHEET G040 FOR MORE INFORMATION ON THE RCM'S. A TAXIWAY CLOSURE MARKER SHALL BE INSTALLED PER DETAIL 1 SHEET G040 WHENEVER A CONNECTOR TAXIWAY IS CLOSED THAT CONNECTS DIRECTLY TO AN ACTIVE RUNWAY. ALL CLOSURES SHALL BE COORDINATED WITH THE RPR AND AIRPORT MANAGER. <ol style="list-style-type: none"> AIRPORT PERIMETER SECURITY SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE GATE GUARDS ALONG CONSTRUCTION ACCESS AT AIRPORT PERIMETER GATE LOCATIONS WHEN GATES ARE LEFT OPEN. GATES SHALL BE SECURELY CLOSED OR LOCKED AT ALL TIMES IF GATE GUARD IS NOT PRESENT OR GATES ARE NOT IN USE. FOR ALL NIGHT WORK, CONTRACTOR SHALL PROVIDE SUFFICIENT LIGHTING TO ADEQUATELY ILLUMINATE THE WORK AREAS AND HAUL ROUTES TO THE APPROVAL OF THE RPR. PRIOR TO OPENING PARALLEL TAXIWAY, AND ANY CONNECTOR TAXIWAY, ALL EXCAVATIONS AND TRENCHES IN THE TAXIWAY SAFETY AREA SHALL BE BACKFILLED AND COMPACTED TO P-152 SPECIFICATIONS OR STEEL PLATED AS APPROVED BY THE RPR. GRADING WITHIN THE SAFETY AREA SHALL CONFORM TO AC 150/5300-13B, CHAPTER 3 AND 4. ALL SAFETY AREAS AND OBJECT FREE AREAS FOR ACTIVE AIRPORT PAVEMENTS ARE OFF LIMITS TO THE CONTRACTOR WITHOUT PRIOR APPROVAL FROM THE RPR AND AIRPORT MANAGER. ALL STOCKPILES OR EQUIPMENT ADJACENT TO OBJECT FREE AREAS, AND TRENCHES AND EXCAVATIONS AT THE CONSTRUCTION SITE, SHALL BE MARKED AND LIGHTED PER AC 150/5370-2G. ALL OBJECT FREE AREA LIMITS FOR ACTIVE AIRPORT PAVEMENTS SHALL BE KEPT FREE OF EQUIPMENT STORAGE OR MATERIAL STOCKPILES. CONSTRUCTION MARKERS SHALL BE INSTALLED PER PHASING PLANS AND AS REQUIRED BY AC 150/5370-2G, OR AS DIRECTED BY THE RPR. BARRICADES SHALL BE PLACED OUTSIDE OF SAFETY AREAS AT A MAXIMUM SPACING AS DETAILED IN AC 150/5370-2G. NO IDLE EQUIPMENT OR VEHICLES CAN BE PARKED WITHIN THE RUNWAY OFA AT ANY TIME, EVEN DURING RUNWAY CLOSURES. <ol style="list-style-type: none"> TRAFFIC CONTROL PLAN SHALL BE IN ACCORDANCE WITH ANY LOCAL AND/OR STATE REQUIREMENTS AND SHALL BE APPROVED BY THE RPR AND ANY REQUIRED LOCAL AND/OR STATE AGENCY. THE CONTRACTOR SHALL HAVE A SWEEPER ON SITE AT ALL TIMES TO CLEAN DEBRIS FROM HAUL ROUTES, CONSTRUCTION ACCESS POINTS, OR AREAS ADJACENT TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY CLEAN ANY DEBRIS FROM AIRFIELD PAVEMENTS. CONTRACTOR SHALL USE FLAGMEN AND SWEEPERS AT EACH ACTIVE PAVEMENT CROSSING. THE CONTRACTOR SHALL KEEP ALL CONSTRUCTION TRAFFIC LIMITED TO THE APPROVED HAUL ROUTES AS SHOWN ON THE PLANS OR AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED ALONG THE HAUL ROUTES OR CONSTRUCTION ACCESS ROUTES TO THE PROJECT SITE. CONTRACTOR SHALL PARK ALL EQUIPMENT AND VEHICLES IN STAGING AREAS AT NIGHT AND DURING PERIODS WHEN NO CONSTRUCTION ACTIVITIES ARE TAKING PLACE. CONTRACTOR SHALL EXAMINE THE EXISTING PAVEMENTS THAT WILL BE USED FOR HAULING OF MATERIAL AND EQUIPMENT, AND DETERMINE THE PAVEMENTS ABILITY TO WITHSTAND CONTRACTOR OPERATIONS WITHOUT CAUSING DAMAGE TO THE PAVEMENT. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR TO THE APPROVAL OF THE RPR AND AT NO ADDITIONAL COST TO THE SPONSOR.



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FOR AND ON BEHALF OF WOOLPERT		

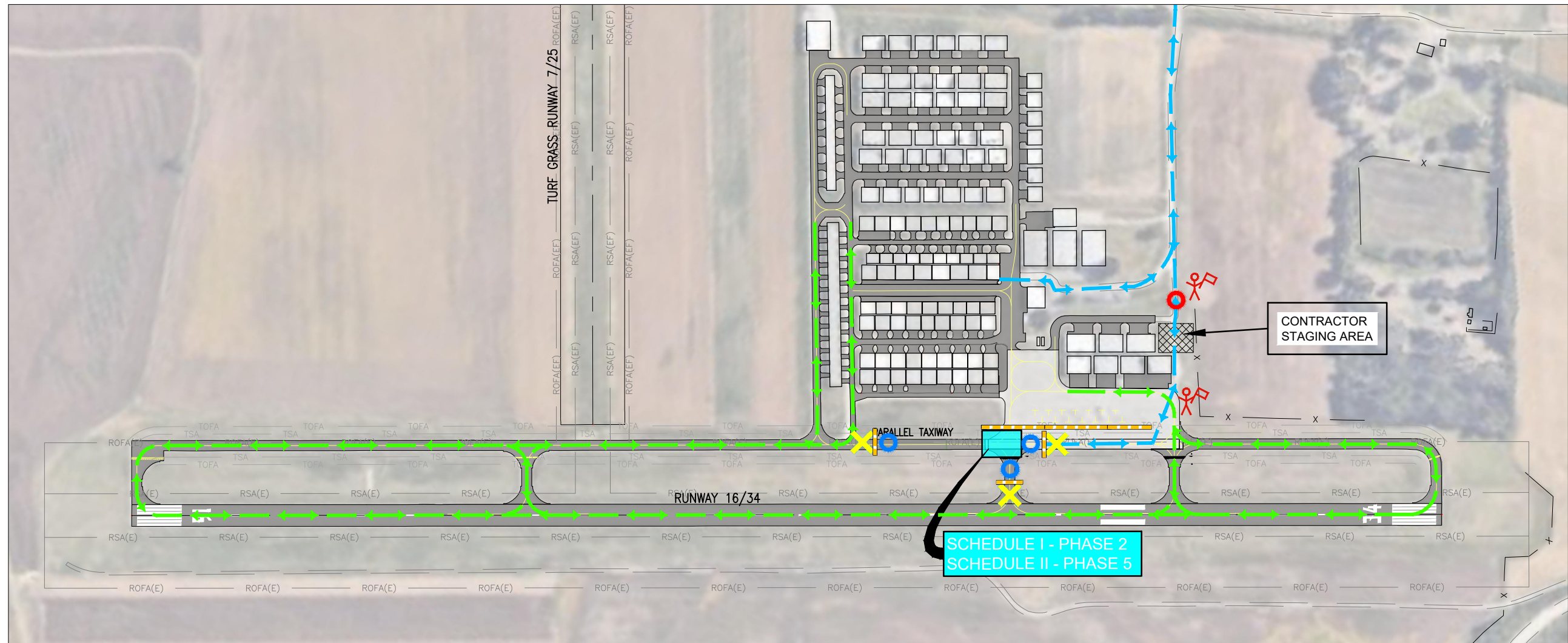


DES: A.A.B.	ISSUE RECORD			
	NO.	BY	DATE	DESCRIPTION
DR: A.A.B.	1	R.F.G.	01/28/2025	ISSUED FOR BID
CH: C.L.G.				
APP: R.F.G.				

PAVEMENT MAINTANENCE

CONSTRUCTION PHASING PLAN		G051
SCHEDULE I - PHASE 1		SHEET NO.
AIP PROJ. NO. 25-113P1-1	WOOLPERT PROJ. NO. 10018129	9 of 37

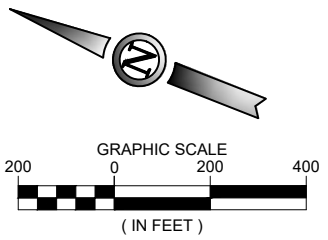
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PHASING LEGEND	
	AIRCRAFT TAXI ROUTE
	CONTRACTOR HAUL ROUTE (2 WAY TRAFFIC)
	RSA RUNWAY SAFETY AREA
	ROFA RUNWAY OBJECT FREE AREA
	TSA TAXIWAY SAFETY AREA
	TOFA TAXIWAY OBJECT FREE AREA
	RPZ RUNWAY PROTECTION ZONE
	ROFZ RUNWAY OBJECT FREE ZONE
	AOA FENCE
	WOOD LATHE WITH FLAGGING
	FLASHER BARRICADE
	TAXIWAY CLOSURE MARKER
	FLAGMAN / GATE GUARD
	ACTIVE PAVEMENT SIGN
	CONTRACTOR GATE ACCESS

CONSTRUCTION PHASING NOTES

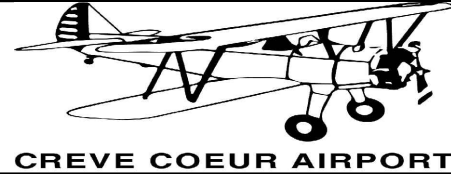
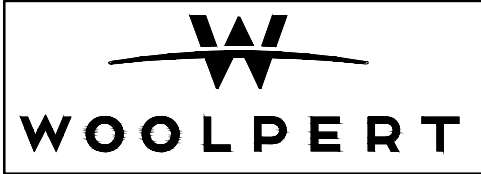
SCHEDULE I - PHASE 2 / SCHEDULE II - PHASE 5	MAJOR WORK TO BE COMPLETED	NOTES
<p>DURATION</p> <p>17 CALENDAR DAYS (SCHEDULE I - PHASE 2) 1 CALENDAR DAY (SCHEDULE II - PHASE 5)</p> <ul style="list-style-type: none"> SCHEDULE I - PHASE 2 CONSTRUCTION CAN RUN CONCURRENT WITH SCHEDULE II - PHASE 1, 2, 3, AND/OR 4 AND SCHEDULE III - PHASE 1 (IF AWARDED) SCHEDULE II - PHASE 5 CONSTRUCTION CAN RUN CONCURRENT WITH SCHEDULE II - PHASES 1, 2, 3, AND/OR 4; SCHEDULE I - PHASE 2; SCHEDULE III - PHASE 1 (IF AWARDED) <p>CONTRACTOR ACCESS TIMES</p> <p>24 HOUR ACCESS TO APPROVED WORK AREAS</p> <p>ALL AIRPORT OPERATIONS AREAS SHALL REMAIN OPEN AND UNAFFECTED DURING THIS SCHEDULE WITH THE FOLLOWING EXCEPTIONS:</p> <ul style="list-style-type: none"> PARALLEL TAXIWAY FROM RUNWAY 16/34 TO TAXIWAY RAMP PARALLEL TAXIWAY AND CONNECTOR TAXIWAY 3 WILL BE CLOSED 	<p>SCHEDULE I - PHASE 2 (17 CALENDAR DAYS)</p> <p>SITE PREPARATION</p> <ol style="list-style-type: none"> EROSION CONTROL MEASURES DELINEATE OBJECT FREE ZONES ADJACENT TO THE PROJECT AREA TO ENSURE EQUIPMENT AND MATERIALS DO NOT ENTER THESE AREAS FULL DEPTH PAVEMENT REMOVALS ELECTRICAL REMOVALS <p>EARTHWORK</p> <ol style="list-style-type: none"> EXCAVATE TO SUBGRADE DEPTH RECOMPACT NATIVE MATERIAL FOR SUBGRADE PREPARATION <p>UTILITY</p> <ol style="list-style-type: none"> CULVERT & RIP RAP ELECTRICAL CABLES SIGNS AND LIGHT FIXTURES <p>PAVEMENT SECTION</p> <ol style="list-style-type: none"> SUBBASE COURSE BASE COURSE CONCRETE PAVEMENT PERMANENT PAINT <p>SITE RECLAMATION</p> <ol style="list-style-type: none"> SEEDING EROSION CONTROL MEASURES <p>SCHEDULE II - PHASE 5 (1 CALENDAR DAY)</p> <ol style="list-style-type: none"> SURFACE PREPARATION PERMANENT PAVEMENT MARKINGS 	<p>IMPACTS ON OPERATIONS</p> <ol style="list-style-type: none"> ALL AIRPORT OPERATIONS AREAS SHALL REMAIN OPEN AND UNAFFECTED DURING THIS PHASE WITH THE FOLLOWING EXCEPTIONS: - PARALLEL TAXIWAY FROM RUNWAY 16/34 TO RAMP, AND CONNECTOR TAXIWAY 3. THE CONTRACTOR SHALL GIVE RIGHT OF WAY TO ALL AIRCRAFT AND EMERGENCY VEHICLES AT ALL TIMES. CONTRACTOR TO MAINTAIN EMERGENCY ACCESS TO RUNWAY AT ALL TIMES. ALL NECESSARY TAXIWAY LIGHTS AND SIGNS SHALL BE COVERED FOR TEMPORARY TAXIWAY CLOSURES. CONTRACTOR METHOD FOR COVERING OF LIGHTS AND SIGNS SHALL BE APPROVED BY THE RESIDENT PROJECT REPRESENTATIVE (RPR) AND SHALL PREVENT DAMAGE TO THE EQUIPMENT AND SHALL BE SECURELY FASTENED TO PREVENT FREEING OF COVER FROM WIND. DURING PAVEMENT MARKING APPLICATIONS AND CURE TIMES, CONSTRUCTION BARRICADES SHALL BE INSTALLED AS DIRECTED BY RPR FOR AREAS THAT ARE TEMPORARILY CLOSED TO TRAFFIC. LIGHTED RUNWAY CLOSURE MARKERS (RCM'S), PROVIDED BY THE CONTRACTOR, WILL BE PLACED BY THE CONTRACTOR AT EACH RUNWAY DESIGNATOR DURING THE HOURS THAT THE RUNWAY IS CLOSED. THE CONTRACTOR SHALL REMOVE RCM'S BEFORE OPENING RUNWAY. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING LIGHTED RCM'S FOR THE DURATION OF THE PROJECT. SEE SHEET G040 FOR MORE INFORMATION ON THE RCM'S. A TAXIWAY CLOSURE MARKER SHALL BE INSTALLED PER DETAIL 1 SHEET G040 WHENEVER A CONNECTOR TAXIWAY IS CLOSED THAT CONNECTS DIRECTLY TO AN ACTIVE RUNWAY. ALL CLOSURES SHALL BE COORDINATED WITH THE RPR AND AIRPORT MANAGER. <ol style="list-style-type: none"> AIRPORT PERIMETER SECURITY SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE GATE GUARDS ALONG CONSTRUCTION ACCESS AT AIRPORT PERIMETER GATE LOCATIONS WHEN GATES ARE LEFT OPEN. GATES SHALL BE SECURELY CLOSED OR LOCKED AT ALL TIMES IF GATE GUARD IS NOT PRESENT OR GATES ARE NOT IN USE. FOR ALL NIGHT WORK, CONTRACTOR SHALL PROVIDE SUFFICIENT LIGHTING TO ADEQUATELY ILLUMINATE THE WORK AREAS AND HAUL ROUTES TO THE APPROVAL OF THE RPR. PRIOR TO OPENING PARALLEL TAXIWAY, AND ANY CONNECTOR TAXIWAY, ALL EXCAVATIONS AND TRENCHES IN THE TAXIWAY SAFETY AREA SHALL BE BACKFILLED AND COMPACTED TO P-152 SPECIFICATIONS OR STEEL PLATED AS APPROVED BY THE RPR. GRADING WITHIN THE SAFETY AREA SHALL CONFORM TO AC 150/5300-13B, CHAPTER 3 AND 4. ALL SAFETY AREAS AND OBJECT FREE AREAS FOR ACTIVE AIRPORT PAVEMENTS ARE OFF LIMITS TO THE CONTRACTOR WITHOUT PRIOR APPROVAL FROM THE RPR AND AIRPORT MANAGER. ALL STOCKPILES OR EQUIPMENT ADJACENT TO OBJECT FREE AREAS, AND TRENCHES AND EXCAVATIONS AT THE CONSTRUCTION SITE, SHALL BE MARKED AND LIGHTED PER AC 150/5370-2G. ALL OBJECT FREE AREA LIMITS FOR ACTIVE AIRPORT PAVEMENTS SHALL BE KEPT FREE OF EQUIPMENT STORAGE OR MATERIAL STOCKPILES. CONSTRUCTION MARKERS SHALL BE INSTALLED PER PHASING PLANS AND AS REQUIRED BY AC 150/5370-2G, OR AS DIRECTED BY THE RPR. BARRICADES SHALL BE PLACED OUTSIDE OF SAFETY AREAS AT A MAXIMUM SPACING AS DETAILED IN AC 150/5370-2G. NO IDLE EQUIPMENT OR VEHICLES CAN BE PARKED WITHIN THE RUNWAY OFA AT ANY TIME, EVEN DURING RUNWAY CLOSURES. <ol style="list-style-type: none"> TRAFFIC CONTROL PLAN SHALL BE IN ACCORDANCE WITH ANY LOCAL AND/OR STATE REQUIREMENTS AND SHALL BE APPROVED BY THE RPR AND ANY REQUIRED LOCAL AND/OR STATE AGENCY. THE CONTRACTOR SHALL HAVE A SWEEPER ON SITE AT ALL TIMES TO CLEAN DEBRIS FROM HAUL ROUTES, CONSTRUCTION ACCESS POINTS, OR AREAS ADJACENT TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY CLEAN ANY DEBRIS FROM AIRFIELD PAVEMENTS. CONTRACTOR SHALL USE FLAGMEN AND SWEEPERS AT EACH ACTIVE PAVEMENT CROSSING. THE CONTRACTOR SHALL KEEP ALL CONSTRUCTION TRAFFIC LIMITED TO THE APPROVED HAUL ROUTES AS SHOWN ON THE PLANS OR AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED ALONG THE HAUL ROUTES OR CONSTRUCTION ACCESS ROUTES TO THE PROJECT SITE. CONTRACTOR SHALL PARK ALL EQUIPMENT AND VEHICLES IN STAGING AREAS AT NIGHT AND DURING PERIODS WHEN NO CONSTRUCTION ACTIVITIES ARE TAKING PLACE. CONTRACTOR SHALL EXAMINE THE EXISTING PAVEMENTS THAT WILL BE USED FOR HAULING OF MATERIAL AND EQUIPMENT, AND DETERMINE THE PAVEMENTS ABILITY TO WITHSTAND CONTRACTOR OPERATIONS WITHOUT CAUSING DAMAGE TO THE PAVEMENT. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR TO THE APPROVAL OF THE RPR AND AT NO ADDITIONAL COST TO THE SPONSOR.



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NAME	#	DATE
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FOR AND ON BEHALF OF WOOLPERT		



DES: A.A.B.	ISSUE RECORD			
	NO.	BY	DATE	DESCRIPTION
DR: A.A.B.	1	R.F.G.	01/28/2025	ISSUED FOR BID
CH: C.L.G.				
APP: R.F.G.				

PAVEMENT MAINTANENCE

CONSTRUCTION PHASING PLAN
SCHEDULE I - PHASE 2
SCHEDULE II - PHASE 5

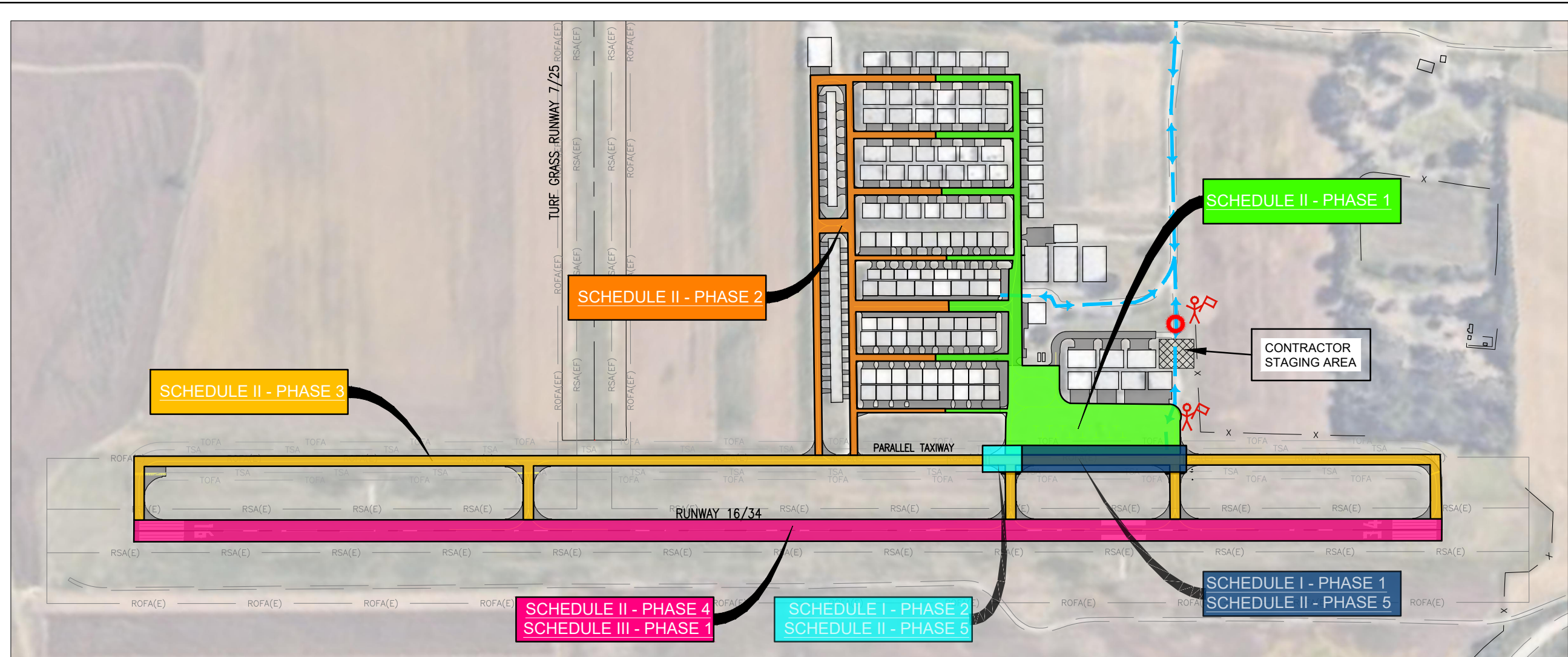
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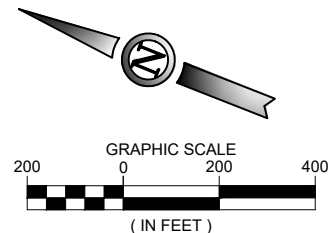
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PHASING LEGEND	
	AIRCRAFT TAXI ROUTE
	CONTRACTOR HAUL ROUTE (2 WAY TRAFFIC)
	RSA - RUNWAY SAFETY AREA
	ROFA - RUNWAY OBJECT FREE AREA
	TSA - TAXIWAY SAFETY AREA
	TOFA - TAXIWAY OBJECT FREE AREA
	RPZ - RUNWAY PROTECTION ZONE
	ROFZ - RUNWAY PROTECTION ZONE
	ROFZ - RUNWAY OBJECT FREE ZONE
	AOA FENCE
	WOOD LATHE WITH FLAGGING
	FLASHER BARRICADE
	TAXIWAY CLOSURE MARKER
	FLAGMAN / GATE GUARD
	ACTIVE PAVEMENT SIGN
	CONTRACTOR GATE ACCESS

CONSTRUCTION PHASING NOTES

SCHEDULE II / PHASES 1, 2, 3, 4, & 5 - SCHEDULE III - PHASE 1	SCHEDULE III - PHASE 1	NOTES
<p>DURATION</p> <p>14 CALENDAR DAYS (SCHEDULE II - PHASES 1, 2, 3, 4, AND 5) 7 CALENDAR DAYS (SCHEDULE III - PHASE 1)</p> <ul style="list-style-type: none"> SCHEDULE II - PHASE 1 CONSTRUCTION CAN RUN CONCURRENT WITH SCHEDULE I - PHASES 1 AND 2; SCHEDULE II - PHASES 3, 4, AND/OR 5; AND SCHEDULE III - PHASE 1 (IF AWARDED) SCHEDULE II - PHASE 2 CONSTRUCTION CAN RUN CONCURRENT WITH SCHEDULE I - PHASES 1 AND 2; SCHEDULE II - PHASES 3, 4, AND/OR 5; AND SCHEDULE III - PHASE 1 (IF AWARDED) SCHEDULE II - PHASE 3 CONSTRUCTION CAN RUN CONCURRENT WITH SCHEDULE I - PHASES 1 AND 2; SCHEDULE II - PHASES 1, 2, 4, AND/OR 5; AND SCHEDULE III - PHASE 1 (IF AWARDED) SCHEDULE II - PHASE 4 CONSTRUCTION CAN RUN CONCURRENT WITH SCHEDULE I - PHASES 1 AND 2; SCHEDULE II - PHASES 1, 2, 3, AND/OR 5; AND SCHEDULE III - PHASE 1 (IF AWARDED) SCHEDULE II - PHASE 5 CONSTRUCTION CAN RUN CONCURRENT WITH SCHEDULE I - PHASES 1 AND 2; SCHEDULE II - PHASES 1, 2, 3, AND/OR 4; AND SCHEDULE III - PHASE 1 (IF AWARDED) SCHEDULE III - PHASE 1 CONSTRUCTION CAN RUN CONCURRENT WITH SCHEDULE I - PHASES 1 AND 2; AND SCHEDULE II - PHASES 1, 2, 3, 4, AND/OR 5 SCHEDULE II - PHASES 1 AND 2 SHALL NOT RUN CONCURRENT WITH ONE ANOTHER SCHEDULE II - PHASE 3 SHALL NOT RUN CONCURRENT WITH SCHEDULE III - PHASE 1 <p>CONTRACTOR ACCESS TIMES</p> <p>24 HOUR ACCESS TO APPROVED WORK AREAS WITH THE EXCEPTION OF SCHEDULE II - PHASE 4 REQUIRES OVERNIGHT ACCESS TO THE WORK AREAS BETWEEN THE HOURS OF 7:00PM AND 7:00AM</p> <p>ALL AIRPORT OPERATIONS AREAS SHALL REMAIN OPEN AND UNAFFECTED DURING THIS PHASE WITH THE FOLLOWING EXCEPTIONS:</p> <ul style="list-style-type: none"> RUNWAY 16/34 	<p>DURATION</p> <p>7 CALENDAR DAYS (SCHEDULE III - PHASE 1)</p> <ul style="list-style-type: none"> SCHEDULE III - PHASE 1 CONSTRUCTION CAN RUN CONCURRENT WITH SCHEDULE I - PHASES 1 AND 2; SCHEDULE II - PHASES 1, 2, 3, 4, AND/OR 5 <p>CONTRACTOR ACCESS TIMES</p> <p>OVERNIGHT ACCESS TO APPROVED WORK AREAS BETWEEN THE HOURS OF 7:00PM AND 7:00AM</p> <p>ALL AIRPORT OPERATIONS AREAS SHALL REMAIN OPEN AND UNAFFECTED DURING THIS PHASE WITH THE FOLLOWING EXCEPTIONS:</p> <ul style="list-style-type: none"> RUNWAY 16/34 <p>MAJOR WORK TO BE COMPLETED</p> <p>SCHEDULE II - PHASE 1 (2 CALENDAR DAYS) SCHEDULE II - PHASE 2 (2 CALENDAR DAYS) SCHEDULE II - PHASE 3 (4 CALENDAR DAYS) SCHEDULE II - PHASE 4 (5 CALENDAR DAYS) SCHEDULE II - PHASE 5 (1 CALENDAR DAY)</p> <ol style="list-style-type: none"> SURFACE PREPARATION PERMANENT PAVEMENT MARKINGS <p>SCHEDULE III - PHASE 1 (17 CALENDAR DAYS)</p> <p>SITE PREPARATION</p> <ol style="list-style-type: none"> DELINEATE OBJECT FREE ZONES ADJACENT TO THE PROJECT AREA TO ENSURE EQUIPMENT AND MATERIALS DO NOT ENTER THESE AREAS SAW CUT EXISTING CONCRETE PAVEMENT FOR SPALL REPAIRS CONCRETE PAVEMENT SPALL REPAIR 	<p>IMPACTS ON OPERATIONS</p> <ol style="list-style-type: none"> ALL AIRPORT OPERATIONS AREAS SHALL REMAIN OPEN AND UNAFFECTED DURING THIS PHASE WITH THE FOLLOWING EXCEPTIONS: - RUNWAY 16/34. THE CONTRACTOR SHALL GIVE RIGHT OF WAY TO ALL AIRCRAFT AND EMERGENCY VEHICLES AT ALL TIMES. CONTRACTOR TO MAINTAIN EMERGENCY ACCESS TO RUNWAY AT ALL TIMES. ALL NECESSARY TAXIWAY LIGHTS AND SIGNS SHALL BE COVERED FOR TEMPORARY TAXIWAY CLOSURES. CONTRACTOR METHOD FOR COVERING OF LIGHTS AND SIGNS SHALL BE APPROVED BY THE RESIDENT PROJECT REPRESENTATIVE (RPR) AND SHALL PREVENT DAMAGE TO THE EQUIPMENT AND SHALL BE SECURELY FASTENED TO PREVENT FREEING OF COVER FROM WIND. DURING PAVEMENT MARKING APPLICATIONS AND CURE TIMES, CONSTRUCTION BARRICADES SHALL BE INSTALLED AS DIRECTED BY RPR FOR AREAS THAT ARE TEMPORARILY CLOSED TO TRAFFIC. LIGHTED RUNWAY CLOSURE MARKERS (RCM'S), PROVIDED BY THE CONTRACTOR, WILL BE PLACED BY THE CONTRACTOR AT EACH RUNWAY DESIGNATOR DURING THE HOURS THAT THE RUNWAY IS CLOSED. THE CONTRACTOR SHALL REMOVE RCM'S BEFORE OPENING RUNWAY. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING LIGHTED RCM'S FOR THE DURATION OF THE PROJECT. 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PRIOR TO OPENING PARALLEL TAXIWAY, AND ANY CONNECTOR TAXIWAY, ALL EXCAVATIONS AND TRENCHES IN THE TAXIWAY SAFETY AREA SHALL BE BACKFILLED AND COMPACTED TO P-152 SPECIFICATIONS OR STEEL PLATED AS APPROVED BY THE RPR. GRADING WITHIN THE SAFETY AREA SHALL CONFORM TO AC 150/5300-13B, CHAPTER 3 AND 4. ALL SAFETY AREAS AND OBJECT FREE AREAS FOR ACTIVE AIRPORT PAVEMENTS ARE OFF LIMITS TO THE CONTRACTOR WITHOUT PRIOR APPROVAL FROM THE RPR AND AIRPORT MANAGER. ALL STOCKPILES OR EQUIPMENT ADJACENT TO OBJECT FREE AREAS, AND TRENCHES AND EXCAVATIONS AT THE CONSTRUCTION SITE, SHALL BE MARKED AND LIGHTED PER AC 150/5370-2G. ALL OBJECT FREE AREA LIMITS FOR ACTIVE AIRPORT PAVEMENTS SHALL BE KEPT FREE OF EQUIPMENT STORAGE OR MATERIAL STOCKPILES. CONSTRUCTION MARKERS SHALL BE INSTALLED PER PHASING PLANS AND AS REQUIRED BY AC 150/5370-2G, OR AS DIRECTED BY THE RPR. BARRICADES SHALL BE PLACED OUTSIDE OF SAFETY AREAS AT A MAXIMUM SPACING AS DETAILED IN AC 150/5370-2G. 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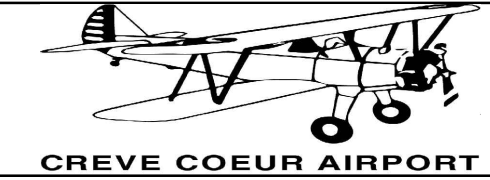
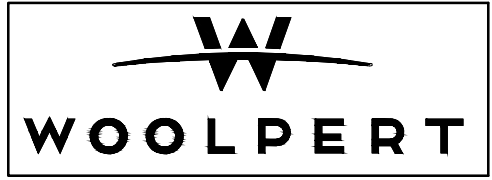


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DR: A.A.B.	1	R.F.G.	01/28/2025	ISSUED FOR BID
CH: C.L.G.				
APP: R.F.G.				

PAVEMENT MAINTANENCE

CONSTRUCTION PHASING PLAN SCHEDULE II - PHASES 1, 2, 3, 4, AND 5 SCHEDULE III - PHASE 1		G053
AIP PROJ. NO. 25-113P1-1		WOOLPERT PROJ. NO. 10018129
		SHEET NO. 11 of 37

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21 CONSTRUCTION SAFETY AND PHASING PLANS

The Project Safety and Phasing Plans are on the following page.