

February 3, 2022

To: Plan Holders for Improvements to the
Hannibal Regional Airport
Hannibal, Missouri
MoDOT Project No. 21-049A-1

Transmitted herewith is Addendum **No. 3** to the Issued for Bid Contract Documents, Specifications and Plans dated January 11, 2022 for Improvements to the Hannibal Regional Airport.

Schedule I – Runway 17/35 Lighting Rehabilitation

As a reminder, bids are due Thursday, February 10, 2022 at 2:00 PM.

Sincerely,

Jviation, A Woolpert Company

Isaac De la Cruz, PMP.
Project Manager

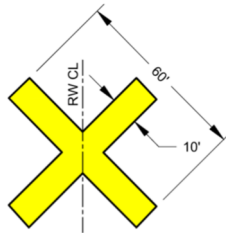
**ADDENDUM NO. 3
 TO
 CONTRACT DOCUMENTS, SPECIFICATIONS AND PLANS
 FOR IMPROVEMENTS TO THE
 HANNIBAL REGIONAL AIRPORT
 HANNIBAL, MISSOURI
 MODOT PROJECT NO. 21-049A-1**

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 Contract Documents, Specifications and Plans are modified as follows as of January 20, 2022:

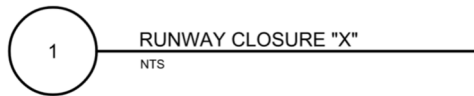
1. PLANS

G051 (8 of 29) – 13. RUNWAY AND TAXIWAY VISUAL AIDS

The following detail has been added to this section:



THE CONTRACTOR WILL BE REQUIRED TO PLACE CROSSES AT EACH END OF THE RUNWAY DURING CONSTRUCTION CLOSURES. THE MATERIAL USED FOR THE CROSS SHALL BE ANY SUITABLE WOOD, PLYWOOD OR FABRIC ACCEPTABLE TO THE ENGINEER. THE MATERIAL SHALL BE PAINTED YELLOW. THE CROSS SHALL BE PLACED OVER THE RUNWAY NUMBER AND SECURED TO THE SURFACE TO PROTECT MOVEMENT FROM WIND AND/OR JET BLAST.



Justification: Lighted Runway Closure Markers are not required for this project.

2. QUESTIONS

Drawing G052 shows a Taxiway Closure marker called out to be place at both ends of the runway. Can you confirm if that is the flat yellow “X” place on the surface of the runway or if it is to be a portable, trailer mounted, generator powered flashing “X” sign ?

Answer: Lighted Closure Markers are not required for this project. Refer to detail above and on sheet **G051 (8 of 29) – 13. RUNWAY AND TAXIWAY VISUAL AIDS**

**** END OF ADDENDUM NO. 3 ****

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 ENGINEER AND HANNIBAL REGIONAL AIRPORT (HAE) OPERATIONS 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 RESIDENT ENGINEER AND AIRPORT OPERATIONS 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, RESIDENT ENGINEER, AND HAE PERSONNEL.

ANY CHANGES TO SCOPE OR SCHEDULE MUST BE NOTIFIED TO THE RESIDENT ENGINEER AND HAE OPERATIONS MANAGERS. ALL PARTIES WILL EVALUATE THE IMPACT OF THE CHANGE AND WILL DETERMINE THE MEASURES NEEDED TO MAINTAIN A SAFE CONSTRUCTION SITE.

THE FAA AIR TRAFFIC OPERATORS WILL BE NOTIFIED IMMEDIATELY IF ANY CHANGES AFFECT AIRCRAFT MOVEMENT. ALL COMMUNICATIONS WITH THE FAA TOWER WILL BY HANDLED BY AIRPORT OPERATIONS.

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 ONE PHASE. SEE CONSTRUCTION SAFETY DRAWINGS FOR PHASING REQUIREMENTS.

CONTRACTOR TO NOTIFY RESIDENT ENGINEER AND HAE OPERATIONS 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. CONTRACTOR ACCESS

CONTRACTOR SHALL NOT HAVE UNESCORTED ACCESS TO THE AOA. CONTRACTOR SHALL GIVE AIRPORT OPERATIONS 72 HOUR NOTICE WHEN AN ESCORT IS REQUIRED.

CONTRACTOR HAS ACCESS TO ONE (1) GATE TO ENTER THE AIRPORT. SEE CONSTRUCTION SAFETY DRAWINGS FOR GATE LOCATION. CONTRACTOR SHALL PROVIDE A GATE GUARD AT THIS GATE AT ALL TIMES WHEN GATE IS NOT CLOSED AND LOCKED.

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

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 HAE AND ADVISORY CIRCULAR 150/5370-2G, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.

ALL APPROVED DRIVERS MUST ATTEND THE AIRPORT'S AOA DRIVER TRAINING COURSE. THIS TRAINING IS REQUIRED FOR ALL PERSONNEL THAT ARE REQUIRED TO EITHER BE BADGED OR PLAN ON OPERATING A VEHICLE IN THE AOA.

VEHICLE TRAFFIC LOCATED IN OR CROSSING AN ACTIVE MOVEMENT AREA MUST HAVE A WORKING TWO-WAY RADIO OR BE ESCORTED BY AIRPORT OPERATIONS WHO WILL BE IN RADIO CONTACT WITH AIR TRAFFIC. THE DRIVER, THROUGH PERSONAL OBSERVATION, SHOULD CONFIRM THAT NO AIRCRAFT IS APPROACHING THE VEHICLE POSITION. CONTRACTOR PERSONNEL MAY OPERATE IN THE MOVEMENT AREA WITHOUT TWO-WAY RADIO COMMUNICATION PROVIDED A NOTAM IS ISSUED CLOSING THE AREA AND THE AREA IS PROPERLY MARKED TO PREVENT INCURSIONS. CONTINUOUS MONITORING IS REQUIRED ONLY WHEN EQUIPMENT MOVEMENT IS NECESSARY IN CERTAIN AREAS.

CONTRACTOR IS REQUIRED TO NOTIFY AND COORDINATE WITH THE RESIDENT ENGINEER AND AIRPORT OPERATIONS 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.

5. WILDLIFE MANAGEMENT

CONTRACTOR SHALL ADHERE TO ALL WILDLIFE MANAGEMENT PRACTICES AS STATED IN ADVISORY CIRCULAR 150/5200-33B, 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 RESIDENT ENGINEER.

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

6. 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 RESIDENT ENGINEER AND AIRPORT OPERATIONS WITH A CONTACT FOR 24 HOUR DUST CONTROL.

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 RESIDENT ENGINEER.

PRIOR TO OPENING ANY PAVEMENT TO AIRCRAFT, THE CONTRACTOR, RESIDENT ENGINEER, 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
HANNIBAL POLICE DEPARTMENT	POLICE DEPARTMENT	(573) 221-0987 OR 911
HANNIBAL FIRE DEPARTMENT	FIRE DEPARTMENT	(573) 221-0657 OR 911
HANNIBAL REGIONAL HOSPITAL	HOSPITAL/AMBULANCE	(573) 248-1300 OR 911
AIRPORT MANAGER	ANDY DORIAN	(573) 221-3230

BEFORE BEGINNING ANY CONSTRUCTION ACTIVITY, THE CONTRACTOR MUST, THROUGH THE RESIDENT ENGINEER AND AIRPORT OPERATIONS, GIVE NOTICE USING THE NOTICE TO AIRMEN (NOTAM) SYSTEM OF PROPOSED LOCATION, TIME, AND DATE OF COMMENCEMENT OF CONSTRUCTION. THE NOTAM SHOULD STATE THAT "PERSONNEL AND EQUIPMENT ARE WORKING ADJACENT TO RUNWAY 17/35 AND ASSOCIATED TAXIWAY CONNECTORS. ALL NOTAMS SHALL BE ISSUED BY HAE. UPON COMPLETION OF WORK AND RETURN OF ALL SUCH AREAS TO STANDARD CONDITIONS, THE CONTRACTOR MUST COORDINATE WITH THE RESIDENT ENGINEER 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 RESIDENT ENGINEER AND HAE OPERATIONS MANAGER SO THAT NOTAMS CAN BE ISSUED, MAINTAINED, AND CANCELED.

IN AN EVENT OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER, HAE OPERATIONS MANAGER, AND AIRPORT EMERGENCY.

11. 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 D, CONSTRUCTION PROJECT DAILY SAFETY INSPECTION CHECKLIST.

THE CONTRACTOR, RESIDENT ENGINEER AND AIRPORT OPERATOR 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.

12. APPROACH CLEARANCE TO RUNWAYS

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

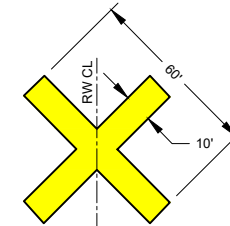
13. RUNWAY AND TAXIWAY VISUAL AIDS

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.

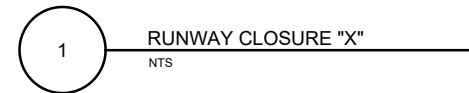
APPROVED FLASHER BARRICADES SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR.

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 RESIDENT ENGINEER.



THE CONTRACTOR WILL BE REQUIRED TO PLACE CROSSES AT EACH END OF THE RUNWAY DURING CONSTRUCTION CLOSURES. THE MATERIAL USED FOR THE CROSS SHALL BE ANY SUITABLE WOOD, PLYWOOD OR FABRIC ACCEPTABLE TO THE ENGINEER. THE MATERIAL SHALL BE PAINTED YELLOW. THE CROSS SHALL BE PLACED OVER THE RUNWAY NUMBER AND SECURED TO THE SURFACE TO PROTECT MOVEMENT FROM WIND AND/OR JET BLAST.



14. MARKING AND SIGNS FOR ACCESS ROUTES

ALL REQUIRED SIGNS AND MARKINGS SHALL CONFORM TO ADVISORY CIRCULAR 150/5340-18F, 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.

15. 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 RESIDENT ENGINEER. 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 RESIDENT ENGINEER.

16. 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 150/5300-13A.

17. AIRPORT SECURITY

CONTRACTOR SHALL ADHERE TO AIRPORT SECURITY REQUIREMENTS AT ALL TIMES. SECURITY REQUIREMENTS AND RELATED AIRPORT FAMILIARIZATION REQUIREMENTS ARE MANDATORY.

18. 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 OPERATOR (AS TAILORED TO CONFORM TO LOCAL REQUIREMENTS AND RESTRICTIONS).

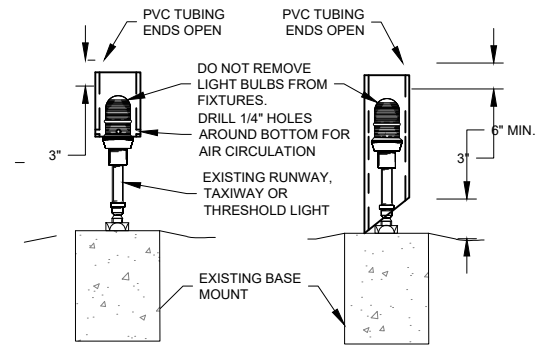
PROMINENTLY MARKING OPEN TRENCHES, EXCAVATIONS, AND STOCKPILED MATERIALS AT THE CONSTRUCTION AND LIGHTING THESE OBSTACLES DURING HOURS OF RESTRICTED VISIBILITY AND DARKNESS.

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.



OPTION A OPTION B



ISSUED FOR BID

THESE DRAWINGS ARE FOR BIDDING PURPOSES ONLY. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

ZACHARY C. AMBARIANTZ PE-2021009380 01/11/2022

NAME	REG. NO.	DATE
FOR AND ON BEHALF OF JVIATION , INC.		

JVIATION[®]
A WOOLPERT COMPANY

HANNIBAL REGIONAL AIRPORT
HANNIBAL, MISSOURI

DES: Z.C.A.	ISSUE RECORD			
	NO.	BY	DATE	DESCRIPTION
DR: E.H.M.	1	Z.C.A.	01/11/2022	ISSUED FOR BID
CH: C.L.G.				
APP: Z.C.A.				

RUNWAY 17/35
LIGHTING REHABILITATION

CONSTRUCTION SAFETY NOTES

MoDOT PROJ. NO. 21-049A-1	JVIATION PROJ. NO. 2021.HAE.01
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SHEET NAME
G051

SHEET NO.
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