

**BIDDING AND CONTRACT DOCUMENTS**  
**ADDENDUM NUMBER TWO**  
**STATE PROJECT NO. 18-045B-2**

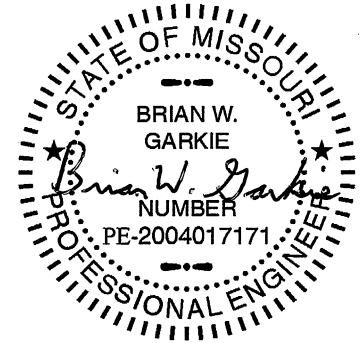
DATE: JUNE 14, 2019

WAYNESVILLE-ST. ROBERT REGIONAL AIRPORT

CRAWFORD, MURPHY, TILLY, INC.  
ONE MEMORIAL DRIVE, SUITE 500  
SAINT LOUIS, MISSOURI 63102

TO: ALL PLANHOLDERS AND POTENTIAL BIDDERS

SUBJECT: ADDENDUM NUMBER ONE TO THE BIDDING DOCUMENTS FOR:  
PASSENGER TERMINAL MODIFICATIONS



This addendum forms a part of the bidding and contract documents, and modifies the original bidding documents dated May 24, 2019 and Addendum 1 dated June 7, 2019. This addendum must be signed on the last page and included with the submitted Bid Package. An acknowledgement sheet is also attached. This must be signed and returned to Crawford, Murphy, & Tilly, Inc via fax or e-mail by July 5, 2019. FAILURE TO NOT RECOGNIZE THE ADDENDUM ON THE BID FORM MAY SUBJECT THE BIDDER TO DISQUALIFICATION.

The Contract Documents are revised as follows:

**CONTRACT PROPOSAL**

**Pages 3-4**

REPLACE pages 3-4 with revised pages 3A-4A. The project is being rebid with a new bid opening date of July 9, 2019 at 2:00 PM.

**Page 5**

REPLACE in Item 5. the words "To be opened at: **2:00 P.M. June 12, 2019**" with "To be opened at: **2:00 P.M. July 9, 2019**".

**Page 63**

REPLACE the Missouri Division of Labor Standards Annual Wage Order No. 25 with the updated Annual Wage Order No. 25.

**Page 121**

ADD after Appendix B, new Appendix C.

**PLANS**

**Sheet 4 of 17**

REPLACE the noted added in Addendum 1 with the following note:

FOR TREES TO BE REMOVED, THE STUMPS/ROOT BALL AND LIMBS LESS THAN 6 INCHES IN DIAMETER MAY BE DISPOSED OF AT THE BRUSH SITE ON FLW 30. ANYTHING OVER 6 INCHES IN DIAMETER MAY GO TO THE WOOD CUTTING SITE BEHIND THE VETERINARY CLINIC ON FLW KA. TREES MAY ALSO BE HAULED OFF THE MILITARY INSTALLATION.

**CLARIFICATIONS**

This project was originally bid on June 12, 2019 and received one bid. The bid exceeded the Engineer's Opinion of Probable Cost by 103.20% and exceeded the available budget. That bid has been rejected. At least one additional potential bidder indicated they would have submitted a bid but ran out of time. This project is being rebid with no changes to the bidding documents other than the changes from this Addendum 2 and any future addenda issued prior to the bid opening date.

**CRAWFORD, MURPHY & TILLY, INC.**

**This Addendum consists of 2 pages plus a revised Notice to Bidders and updated wage rates and an acknowledgement transmittal sheet.**

\_\_\_\_\_  
Signed  
(Contractor)

\_\_\_\_\_  
Date

Contractor to sign and date this Addendum #2 to acknowledge receipt. This signed Addendum must be included with the submitted Bid Package.

# TRASMITTAL

To: Crawford, Murphy & Tilly, Inc

Attention: **Brian Garkie**

Re: Addendum #2

Fax: 314.436.0723

E-mail: [bgarkie@cmtengr.com](mailto:bgarkie@cmtengr.com)

From:

(name)

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(company)

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Date:

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To verify that all contractors are in receipt of this addendum, Contractors are asked to sign and date this acknowledgement sheet. The Contractor should fax or e-mail to Crawford, Murphy, & Tilly, Inc. at the number listed below by **July 5, 2019**.

Fax: (314) 436-0723

Phone: (314) 436-5500

E-mail : [bgarkie@cmtengr.com](mailto:bgarkie@cmtengr.com)

BY: CRAWFORD, MURPHY, & TILLY, INC.

**SECTION 1  
NOTICE TO BIDDERS**

**CITIES OF WAYNESVILLE AND ST. ROBERT  
WAYNESVILLE – ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
Project No. AIR 186-057B-2**

Sealed bids subject to the conditions and provisions presented herein will be received until **2:00 P.M. Prevailing central time, July 9, 2019,** and then publicly opened and read at **The Office of the City Administrator, City of Waynesville, 100 Tremont Center, Waynesville, MO 65583**, for furnishing all labor, materials, equipment and performing all work necessary for **Passenger Terminal Modifications**.

Copies of the bid documents including project drawings and technical specifications are on file and may be inspected at:

**The Office of the City Clerk, City of Waynesville, 100 Tremont Center, Waynesville, MO 65583  
Municipal Center, City of St. Robert, 194 Eastlawn Avenue, Suite A, St. Robert, MO 65584  
The Builder’s Association, 3632 W. Truman Blvd., Jefferson City, MO 65109  
ConstructConnect; 3825 Edwards Rd., Suite 800, Cincinnati, OH 45209, [www.constructconnect.com](http://www.constructconnect.com)  
Crawford, Murphy & Tilly, Inc.; One Memorial Drive, Suite 500; St. Louis, MO 63102**

A complete set of bid documents for review only may be downloaded free of charge by sending an e-mail request to [bgarkie@cmtengr.com](mailto:bgarkie@cmtengr.com) with company contact information to be used for the plan holder list. A link to download the files in PDF format will then be provided.

Prospective bidders who desire to submit a bid as a prime contractor shall obtain a complete set of official printed bidding documents from the office of CRAWFORD, MURPHY & TILLY, INC.; Gateway Tower; One Memorial Drive, Suite 500; St. Louis, MO 63102 or by calling Vicki at 314-436-5500 or by e-mail at [vursin@cmtengr.com](mailto:vursin@cmtengr.com) for a **non-refundable** fee of **\$25.00**, made payable to CRAWFORD, MURPHY & TILLY, INC. Questions regarding bids shall be directed to Brian Garkie, Project Manager at Crawford, Murphy & Tilly, Inc. at the above address or by calling 314-571-9070 or by e-mail at [bgarkie@cmtengr.com](mailto:bgarkie@cmtengr.com).

Site visits may be arranged in advance by contacting Dave Robinson, Airfield Manager at 573-596-2167 or by e-mail at [david.l.robinson74.civ@mail.mil](mailto:david.l.robinson74.civ@mail.mil).

**Contract Work Items.** This project will involve the following work items and estimated quantities. Prospective bidders are hereby advised that the quantities indicated herein are approximate and are subject to change.

1. Mobilization (10% Limit)	Lump Sum
2. Tree Removal	4 Each
3. 4” Type 5 Aggregate Base Course	38 S.Y.
4. 6” Type 5 Aggregate Base Course	278 S.Y.
5. 4” Portland Cement Concrete Pavement	22 S.Y.
6. 6” Portland Cement Concrete Pavement	35 S.Y.
7. Pavement Removal	21 S.Y.
8. 7’ Chain Link Fence With Three Strand Barbed Wire	257 L.F.
9. Remove Existing Fence	25 L.F.
10. 6’ Gate	1 Each
11. 12’ Gate	2 Each
12. Passenger Boarding Ramp	Lump Sum
13. Bollard In Existing Concrete	3 Each

14. 1" Type K Copper Water Service Line Trench Buried	51 L.F.
15. 1" Type K Copper Water Service Line Bored	39 L.F.
16. Valve Box With Curb Stop	1 Each
17. Install Water Meter	1 Each
18. 4" PVC Sanitary Sewer Trench Buried	41 L.F.
19. 4" PVC Sanitary Sewer Bored	29 L.F.
20. 4' Sanitary Precast Manhole	1 Each
21. Connect To Existing Sewer	1 Each
22. Jersey Barrier	100 L.F.
23. Modular Buildings Installation	Lump Sum

**Contract Time.** The owner has established a contract performance time of **thirty (30)** calendar days from the date of the Notice-to-Proceed. All project work shall be substantially completed within the stated timeframe. This project is subject to liquidated damages as prescribed in the project manual.

**Bid Security.** No bid will be considered unless accompanied by a certified check or cashier's check on any bank or trust company insured by the Federal Deposit Insurance Corporation, payable to **Cities of Waynesville and St. Robert**, for not less than five (5) percent of the total amount of the bid, or by a bid bond secured by an approved surety or sureties, payable to the owner, for not less than five (5) percent of the total amount of the bid.

**Bonding Requirements.** The successful bidder will be required to furnish separate performance and payment bonds each in an amount equal to 100% of the contract price at the time of contract execution.

**Award of Contract.** All proposals submitted in accordance with the instructions presented herein will be subject to evaluation. Bids may be held by the **Cities of Waynesville and St. Robert** for a period not to exceed **sixty (60)** calendar days from the date of the bid opening for the purpose of conducting the bid evaluation.

Award of contract will be based on the lowest aggregate sum proposal submitted from those bidders that are confirmed as being responsive and responsible. The right is reserved, as the **Cities of Waynesville and St. Robert** may require, to reject any bid and all bids.

Award of contract is contingent upon the owner receiving State-funding assistance.

**State Wage Requirements.** The contractor will be required to comply with the wage and labor requirements and pay minimum wages in accordance with the schedule of wage rates established by the Missouri Division of Labor Standards included in the Supplementary Provisions.

**Additional Provisions.**

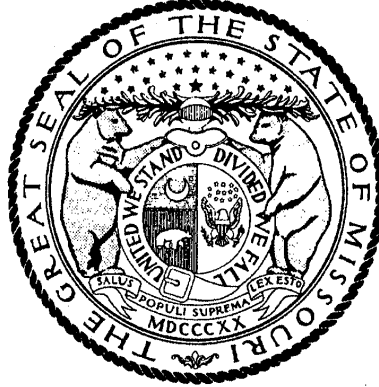
Modification to the project documents may only be made by written addendum by the Owner or Owner's authorized Representative.

The proposal must be made on the forms provided within the bound project manual. Bidders must supply all required information prior to the time of bid opening.

# Missouri

## Division of Labor Standards

WAGE AND HOUR SECTION



ERIC R. GREITENS, Governor

## Annual Wage Order No. 25

Section 085

**PULASKI COUNTY**

In accordance with Section 290.262 RSMo 2000, within thirty (30) days after a certified copy of this Annual Wage Order has been filed with the Secretary of State as indicated below, any person who may be affected by this Annual Wage Order may object by filing an objection in triplicate with the Labor and Industrial Relations Commission, P.O. Box 599, Jefferson City, MO 65102-0599. Such objections must set forth in writing the specific grounds of objection. Each objection shall certify that a copy has been furnished to the Division of Labor Standards, P.O. Box 449, Jefferson City, MO 65102-0449 pursuant to 8 CSR 20-5.010(1). A certified copy of the Annual Wage Order has been filed with the Secretary of State of Missouri.

Original Signed by

Matt Cowell, Director  
Division of Labor Standards

Filed With Secretary of State: \_\_\_\_\_ **March 9, 2018**

Last Date Objections May Be Filed: **April 9, 2018**

Prepared by Missouri Department of Labor and Industrial Relations

OCCUPATIONAL TITLE	** Date of Increase	*	Basic Hourly Rates	Over-Time Schedule	Holiday Schedule	Total Fringe Benefits
Asbestos Worker (H & F) Insulator			\$26.22	56	28	\$12.00
Boilermaker	6/18		\$36.41	126	7	\$30.81
Bricklayer and Stone Mason	6/18		\$30.00	59	7	\$18.19
Carpenter	6/18		\$38.17	78	41	\$16.50
Cement Mason			\$31.91	80	6	\$18.45
Communication Technician			\$30.58	21	48	\$12.20 + 10%
Electrician (Inside Wireman)			\$30.58	21	48	\$12.20 + 10%
Electrician (Outside-Line Construction\Lineman)			\$44.56	43	45	\$5.75 + 36%
Lineman Operator			\$38.35	43	45	\$5.75 + 36%
Groundman			\$29.48	43	45	\$5.75 + 36%
Elevator Constructor	6/18	a	\$48.54	26	54	\$34.395
Glazier	6/18		\$27.56	122	76	\$12.74
Ironworker			\$29.49	11	8	\$25.96
Laborer (Building):						
General			\$25.26	110	80	\$13.09
First Semi-Skilled			\$27.16	110	80	\$13.09
Second Semi-Skilled			\$26.16	110	80	\$13.09
Lather	6/18		\$38.17	78	41	\$16.50
Linoleum Layer and Cutter	6/18		\$33.43	92	26	\$17.00
Marble Mason			\$22.24	124	74	\$13.05
Marble Finisher			\$14.35	124	74	\$9.52
Millwright	6/18		\$38.85	77	41	\$17.31
Operating Engineer						
Group I	6/18		\$29.16	86	66	\$27.17
Group II	6/18		\$29.16	86	66	\$27.17
Group III	6/18		\$27.91	86	66	\$27.17
Group III-A	6/18		\$29.16	86	66	\$27.17
Group IV	6/18		\$26.93	86	66	\$27.17
Group V	6/18		\$29.86	86	66	\$27.17
Painter	6/18		\$29.27	105	16	\$12.74
Pile Driver	6/18		\$38.17	78	41	\$16.50
Pipe Fitter		b	\$39.25	91	69	\$27.18
Plasterer			\$31.81	67	3	\$18.68
Plumber		b	\$39.25	91	69	\$27.18
Roofer \ Waterproofer			\$29.55	12	4	\$16.04
Sheet Metal Worker			\$41.55	32	25	\$22.72
Sprinkler Fitter - Fire Protection	6/18		\$35.84	33	19	\$21.42
Terrazzo Worker			\$29.55	124	74	\$14.76
Terrazzo Finisher			\$19.22	124	74	\$14.76
Tile Setter			\$22.24	124	74	\$13.05
Tile Finisher			\$14.35	124	74	\$9.52
Traffic Control Service Driver			\$26.415	22	55	\$9.045
Truck Driver-Teamster						
Group I		c	\$26.265	35	36	\$8.65
Group II		c	\$26.425	35	36	\$8.65
Group III		c	\$26.415	35	36	\$8.65
Group IV		c	\$26.535	35	36	\$8.65

Fringe Benefit Percentage is of the Basic Hourly Rate

\*\*Annual Incremental Increase



**REPLACEMENT PAGE  
PULASKI COUNTY  
BUILDING CONSTRUCTION - OVERTIME SCHEDULE**

**FED:** Minimum requirement per Fair Labor Standards Act means time and one-half (1½) shall be paid for all work in excess of forty (40) hours per work week.

**NO. 11:** Means eight (8) hours shall constitute a day's work, with the starting time to be established between 6:00 a.m. and 8:00 a.m. from Monday to Friday. Time and one-half (1½) shall be paid for first two (2) hours of overtime Monday through Friday and the first eight (8) hours on Saturday. All other overtime hours Monday through Saturday shall be paid at double (2) time rate. Double (2) time shall be paid for all time on Sunday and recognized holidays or the days observed in lieu of these holidays.

**NO. 12:** Means the work week shall commence on Monday at 12:01 a.m. and shall continue through the following Friday, inclusive of each week. All work performed by employees anywhere in excess of forty (40) hours in one (1) work week, shall be paid for at the rate of one and one-half (1½) times the regular hourly wage scale. All work performed within the regular working hours which shall consist of a ten (10) hour work day except in emergency situations. Overtime work and Saturday work shall be paid at one and one-half (1½) times the regular hourly rate. Work on recognized holidays and Sundays shall be paid at two (2) times the regular hourly rate.

**NO. 21:** Means eight (8) hours of work between the hours of 8:00 a.m. and 4:30 p.m. shall constitute a work day. Forty (40) hours within five (5) days, Monday through Friday, shall constitute a work week. The regular starting time of a job may be moved not more than two (2) hours prior to 8:00 a.m. However, in no case shall more than eight (8) hours be worked per day without the applicable overtime rate being paid. When job conditions dictate, the Employer shall be allowed to establish a four (4) day, ten (10) hours per day work week. This work week is defined as Monday through Thursday or Tuesday through Friday. All hours worked in excess of ten (10) hours per day or forty (40) hours per week shall be paid at the applicable overtime rate. This language is not intended to change the normal five (5) day, eight (8) hour per day work week. All overtime work performed after the regularly scheduled working hours Monday through Friday and Saturday shall be paid for at time and one-half (1½) the regular straight time rate of pay. Sundays and recognized holidays shall be paid for at two (2) times the straight time rate of pay. Shift work performed between the hours of 4:30 p.m. and 1:00 a.m. (second shift) shall receive eight (8) hours pay at the regular hourly rate of pay plus 17.3% for all hours worked. Shift work performed between the hours of 12:30 a.m. and 9:00 a.m. (third shift) shall receive eight (8) hours pay at the regular hourly rate of pay plus 31.4% for all hours worked. An unpaid lunch period of thirty (30) minutes shall be allowed on each shift. All overtime work required before the established start time and after the completion of eight (8) hours of any shift shall be paid at one and one-half (1½) times the shift hourly rate.

**NO. 22:** Means a regular work week of forty (40) hours will start on Monday and end on Friday. The regular work day shall be either eight (8) or ten (10) hours. If a crew is prevented from working forty (40) hours Monday through Friday, or any part thereof by reason of inclement weather, Saturday or any part thereof may be worked as a make-up day at the straight time rate. Employees who are part of a regular crew on a make-up day, notwithstanding the fact that they may not have been employed the entire week, shall work Saturday at the straight time rate. A workday is to begin between 6:00 a.m. and 9:00 a.m. However, the project starting time may be advanced or delayed if mutually agreed to by the interest parties. For all time worked on recognized holidays, or days observed as such, double (2) time shall be paid.

**NO. 26:** Means that the regular working day shall consist of eight (8) hours worked between 6:00 a.m., and 5:00 p.m., five (5) days per week, Monday to Friday, inclusive. Hours of work at each jobsite shall be those established by the general contractor and worked by the majority of trades. (The above working hours may be changed by mutual agreement). Work performed on Construction Work on Saturdays, Sundays and before and after the regular working day on Monday to Friday, inclusive, shall be classified as overtime, and paid for at double (2) the rate of single time. The employer may establish hours worked on a jobsite for a four (4) ten (10) hour day work week at straight time pay for construction work; the regular working day shall consist of ten (10) hours worked consecutively, between 6:00 a.m. and 6:00 p.m., four (4) days per week, Monday to Thursday, inclusive. Any work performed on Friday, Saturday, Sunday and holidays, and before and after the regular working day on Monday to Thursday where a four (4) ten (10) hour day workweek has been established, will be paid at two times (2) the single time rate of pay. The rate of pay for all work performed on holidays shall be at two times (2) the single time rate of pay.

**REPLACEMENT PAGE  
PULASKI COUNTY  
BUILDING CONSTRUCTION - OVERTIME SCHEDULE**

**NO. 32:** The regular working day shall consist of eight (8) hours of labor on the job between six (6) a.m. and four (4) p.m. and the regular working week shall consist of five (5) consecutive eight (8) hour days of labor on the job beginning with Monday and ending with Friday of each week. The normal work week is 40 hours. All full-time or part-time labor performed during such hours shall be recognized as regular working hours and paid for at the regular hourly rate. All work performed during regular work hours on Saturdays will be paid at time and one-half (1½). All work performed outside of regular working hours and performed during the regular work week, shall be at double (2) times the regular rate, except that the first two (2) hours following the regular work day shall be paid at one and one-half (1½) times the regular rate. An early starting time of 6:00 a.m. may be used mutually agreed upon by the interested parties. **SHIFT RATE:** Shift work would start after 4:00 p.m. to 6:00 a.m. The first 8 hours would be at 115% of the basic wage rate. Overtime Monday through Friday would be at 1½ of base shift rate. Saturday regular work day hours – 1½ of base shift rate. Saturday – work after 8 hours – 2 times the basic wage rate. Sunday and Holidays – 2 times the basic wage rate. All work performed on recognized holidays and Sundays shall be paid double (2) time. Appropriate overtime rates to be based on fifteen minute increments.

**NO. 33:** Means the standard work day and week shall be eight (8) consecutive hours of work between the hours of 6:00 a.m. and 6:00 p.m., excluding the lunch period Monday through Friday, or shall conform to the practice on the job site. Four (4) days at ten (10) hours a day may be worked at straight time, Monday through Friday and need not be consecutive. All overtime, except for Sundays and holidays shall be at the rate of time and one-half (1½). Overtime worked on Sundays and holidays shall be at double (2) time.

**NO. 35:** Means a regular work week of forty (40) hours, will start on Monday and end on Friday. The regular work day shall be either eight (8) or ten (10) hours. If a crew is prevented from working forty (40) hours Monday through Friday, or any part thereof by reason of inclement weather, Saturday or any part thereof maybe worked as a make-up day at the straight time rate. Employees who are part of a regular crew on a make-up day, notwithstanding the fact that they may not have been employed the entire week, shall work Saturday at the straight time rate. A work day is to begin between 6:00 a.m. and 9:00 a.m. However, the project starting time maybe advanced or delayed if mutually agreed to by the interested parties. For all time worked on recognized holidays, or days observed as such, double (2) time shall be paid.

**NO. 43:** Eight (8) hours shall constitute a work day between the hours of 7:00 a.m. and 4:30 p.m. Forty (40) hours within five (5) days, Monday through Friday inclusive, shall constitute the work week. Work performed in the 9th and 10th hour, Monday through Friday, shall be paid at time and one-half (1½) the regular straight time rate of pay. Contractor has the option to pay two (2) hours per day at the time and one-half (1½) the regular straight time rate of pay between the hours of 6:00 a.m. and 5:30 p.m., Monday through Friday. Work performed outside the regularly scheduled working hours and on Saturdays, Sundays and recognized legal holidays, or days celebrated as such, shall be paid for at the rate of double (2) time.

**NO 56:** Means the regular work day shall consist of eight (8) hours between 8:00 a.m. and 4:30 p.m. An optional four day work week may be utilized with the ten (10) hour clause, days Monday through Thursday or Tuesday through Friday. Work hours shall be from 7:00 a.m. to 5:30 p.m. any work performed on Monday or Friday outside the regular scheduled four (4) days shall be at one and one half (1 ½) the regular rate of pay. Work performed outside of the regular work day, and on Saturdays shall be paid at one and one half (1 ½) the regular rate of pay. Sundays and holidays shall be paid at double (2) time the regular rate of pay.

**NO. 59:** Means that except as herein provided, eight (8) hours a day shall constitute a standard work day, and forty (40) hours per week shall constitute a week's work. All time worked outside of the standard eight (8) hour work day and on Saturday shall be classified as overtime and paid the rate of time and one-half (1½). All time worked on Sunday and holidays shall be classified as overtime and paid at the rate of double (2) time. The Employer has the option of working either five (5) eight hour days or four (4) ten hour days to constitute a normal forty (40) hour work week. When the four (4) ten-hour work week is in effect, the standard work day shall be consecutive ten (10) hour periods between the hours of 6:30 a.m. and 6:30 p.m. Forty (40) hours per week shall constitute a week's work, Monday through Thursday, inclusive. In the event the job is down for any reason beyond the Employer's control, then Friday and/or Saturday may, at the option of the Employer, be worked as a make-up day; straight time not to exceed ten (10) hours or forty (40) hours per week. When the five day eight (8) hour work week is in effect, forty (40) hours per week shall constitute a week's work, Monday through Friday, inclusive. In the event the job is down for any reason beyond the Employer's control, then Saturday may, at the option of the Employer, be worked as a make-up day; straight time not to exceed eight (8) hours or forty (40) hours per week. The regular starting time (and resulting quitting time) may be moved to 6:00 a.m. or delayed to 9:00 a.m. Make-up days shall not be utilized for days lost due to holidays.

**REPLACEMENT PAGE  
PULASKI COUNTY  
BUILDING CONSTRUCTION - OVERTIME SCHEDULE**

**NO. 67:** Means eight (8) hours shall constitute a day's work, with a flexible starting time to begin between 6:00 a.m. to 8:00 a.m., five (5) days a week, Monday through Friday. Any work over eight (8) hours in any one day shall be at the overtime rate, which is time & one-half (1½). Any work on Saturday shall be at time & one-half (1½), unless a Make-Up Day due to inclement weather is in effect. Any work on Sundays or holidays shall be at double (2) time. Four (4) days, ten (10) hours each day to be worked during Monday through Friday, shall be paid at straight time. A Make-Up Day Due To Inclement Weather Only - Employee(s) will be permitted to work an eight (8) hour make-up day on Saturday only, and the employee will receive the regular straight time wage rate.

**NO. 77:** Means the regular workday shall consist of eight (8) consecutive hours, exclusive of a thirty (30) minute lunch period, with pay at the regular straight time hourly rate. The regular workday shall begin on the job site between the hours of 6:00 a.m. and 8:00 a.m. with the starting time to be determined by the Employer, unless project owner requires different starting time. This adjustable starting time can, at the Employer's option, be staggered to permit starting portions of the work force at various times within the prescribed hours. The Employer may establish a four (4) ten (10) hour shift exclusive of the thirty (30) minute lunch period at the straight time wage rate. Forty (40) hours per week shall constitute a week's work Monday through Thursday. In the event a job is down due to weather conditions, safety or other conditions beyond the control of the Employer, then Friday may, at the option of the employer, be worked as a make-up day at the straight time wage rate. Straight time is not to exceed ten (10) hours a day or forty (40) hours per week. Time and one-half (1 ½) shall be paid for all overtime hours worked during the week, Monday through Friday and for all work performed on Saturday. Double (2) time shall be paid for all time worked on Sunday and recognized holidays.

**NO. 78:** Means the regular workday shall consist of eight (8) consecutive hours, exclusive of a thirty (30) minute lunch period, with pay at the regular straight time hourly rate. The regular workday shall begin on the job site between the hours of 6:00 a.m. and 8:00 a.m. with the starting time to be determined by the Employer, unless project owner requires different starting time. This adjustable starting time can, at the Employer's option, be staggered to permit starting portions of the work force at various times within the prescribed hours. The Employer may establish a four (4) ten (10) hour shift exclusive of the thirty (30) minute unpaid lunch period at the straight time wage rate. Forty (40) hours per week shall constitute a week's work Monday through Thursday. In the event a job is down due to weather conditions, safety or other conditions beyond the control of the Employer, then Friday may, at the option of the Employer, be worked as a make-up day at the straight time wage rate. Straight time is not to exceed ten (10) hours a day or forty (40) hours per week. Starting time will be designated by the Employer. Fridays can be worked in lieu of holidays at the employee's option. Time and one-half (1½) shall be paid for all overtime hours worked during the week, Monday through Friday, and for all work performed on Saturday. Double (2) time shall be paid for all time worked on Sunday and recognized holidays. Sundays and holidays may not be used as a make-up day.

**NO. 80:** Means eight (8) hours shall constitute the regular work day and forty (40) hours a work week, Monday through Friday. The Employer shall establish the starting time between 6:30 a.m. through 9:00 a.m. An Employer may further adjust the starting time up to 9:30 a.m. throughout the year. Time and one-half (1½) shall be paid after eight (8) consecutive hours worked after the established starting time and for hours worked before the established starting time. Time and one-half (1½) shall be paid for work performed on Saturdays. Work performed on Sundays and Holidays shall be paid at the double (2) time rate of pay. The Employer when working on Highway and Road Work may have the option to schedule the work week for his paving crew only from Monday through Thursday at ten (10) hours per day at the straight time rate of pay with all hours in excess of ten (10) hours in any one day to be at the applicable overtime rate of time and one-half (1½). If the Employer elects to work from Monday through Thursday and is stopped due to inclement weather (rain, snow, sleet falling), the Employer shall have the option to work Friday at the straight time rate of pay to complete the forty (40) hours.

**REPLACEMENT PAGE  
PULASKI COUNTY  
BUILDING CONSTRUCTION - OVERTIME SCHEDULE**

**NO. 86:** The regular workday shall consist of eight (8) consecutive hours, exclusive of a thirty (30) minute lunch period, with pay at the straight time rate with all hours in excess of eight (8) hours in any one day to be paid at the applicable overtime rate at time and one-half (1½). The regular workday shall begin between the hours of 6:00 a.m. and 8:00 a.m. The Employer may have the option to schedule the work week from Monday through Thursday at ten (10) hours per day at the straight time rate of pay with all hours in excess of ten (10) hours in any one day to be paid at the applicable overtime rate at time and one-half (1½). If the Employer elects to work from Monday through Thursday and is stopped due to inclement weather, holiday or other conditions beyond the control of the Employer, they shall have the option to work Friday at the straight time rate of pay to complete the forty (40) hours for the workweek. All overtime work performed on Monday through Saturday shall be paid at time and one-half (1½) the hourly rate. Fringe benefits shall be paid at the one and one half the hourly rate. All work performed on Sundays and recognized holidays shall be paid at double (2) the hourly rate. Fringe benefits shall be paid at double the hourly rate. Shifts may be established when considered necessary by the Employer. Shift hours and rates will be as follows. If shifts are established, work on the First Shift will begin between 6:00 a.m. and 9:00 a.m. and consist of eight (8) hours of work plus one-half hour unpaid lunch. Hours worked during the first shift will be paid at the straight time rate of pay. The second shift shall start eight hours after the start of the first shift and consist of eight (8) hours of work plus one-half hour unpaid lunch. Work on the second shift will begin between 2:00 p.m. and 5:00 p.m. and be paid the straight time rate plus \$2.50 per hour. The third shift shall start eight hours after the start of the second shift and consist of eight (8) hours plus one-half hour unpaid lunch. Work on the third shift will begin between 10:00 p.m. and 1:00 a.m. and be paid the straight time rate plus \$3.50 per hour. The additional amounts that are to be paid are only applicable when working shifts. Shifts that begin on Saturday morning through those shifts which end on Sunday morning will be paid at time and one-half these rates. Shifts that begin on Sunday morning through those shifts which end on Monday morning will be paid at double time these rates.

**NO. 91:** Means eight (8) hours shall constitute a day's work commencing at 7:00 a.m. and ending at 3:30 p.m., allowing one-half (½) hour for lunch. The option exists for the Employer to use a flexible starting time between the hours of 6:00 a.m. and 9:00 a.m. The regular workweek shall consist of forty (40) hours of five (5) workdays, Monday through Friday. The workweek may consist of four (4) ten (10) hour days from Monday through Thursday, with Friday as a make-up day. If the make-up day is a holiday, the employee shall be paid at the double (2) time rate. The employees shall be paid time and one-half (1½) for work performed on Saturdays, before the regular starting time or after the regular quitting time or over eight (8) hours per work day (unless working a 10-hour work day, then time and one-half (1½) is paid for work performed over ten (10) hours a day) or over forty (40) hours per work week. Work performed on Sundays and recognized holidays shall be paid at the double (2) time rate of pay. SHIFT WORK: When it is necessary for the project to operate in shifts, there will be three (3) eight (8) hour shifts commencing at 8:00 a.m. Shift work must continue for a period of not less than three (3) consecutive work days, two (2) days which must be regular work days (Monday through Friday). In the event the second or third shift of any regular work day shall fall into a Saturday or a holiday, such extension into a Saturday or holiday shall be considered as part of the previous workday and employees shall be paid at the regular shift rate. The first day shift shall work a regular eight (8) hour day at regular rates. The second shift shall be eight (8) hours regular time pay plus \$2.50 per hour premium for eight (8) hours work. Third shift will be for eight (8) hours regular time pay plus \$3.00 per hour premium for eight (8) hours work.

**NO. 92:** Means all work performed from 8:00 a.m. to 4:30 p.m., Monday through Friday, will be at straight time pay up to forty (40) hours per week. All work performed Monday through Friday before 8:00 a.m. and after 4:30 p.m. will be done at time and one-half (1½). All work done on Saturday will be done at time and one-half (1½), unless the employer and employee agree that Saturday shall be used as a make-up day. The Employer may use a flexible starting time of 7:00 a.m. to 8:00 a.m., and quitting time of 3:30 p.m. to 4:30 p.m., and any such different work starting time shall determine whether wages are payable at the straight rate or the premium rate. All work performed on Saturday shall be paid for at time and one-half (1½), unless the Saturday has been used as a make-up day. All work performed on Sunday and holidays shall be paid for at the rate of double (2) time.

**NO. 105:** Means the regular work day shall be eight (8) hours. Working hours are from six (6) hours before Noon (12:00) to six hours after Noon (12:00). The regular work week shall be forty (40) hours, beginning between 6:00 a.m. and Noon (12:00) on Monday and ending between 1:00 p.m. and 6:00 p.m. on Friday. Saturday work will be paid time and one-half (1½) the regular hourly rate of pay. Work performed on Sundays and recognized holidays shall be paid at double (2) time the regular hourly rate of pay. Saturdays can be a make-up day if weather has forced a day off. But only in the week of the day being lost. Any time worked before six (6) hours before Noon (12:00) or after six (6) hours after Noon (12:00) will be paid at the time and one-half (1½) the regular hourly rate of pay.

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**NO. 110:** Means eight (8) hours between the hours of 8:00 a.m. and 4:30 p.m. shall constitute a work day. The starting time may be advanced one (1) or two (2) hours. Employees shall have a lunch period of thirty (30) minutes. The Employer may provide a lunch period of one (1) hour, and in that event, the workday shall commence at 8:00 a.m. and end at 5:00 p.m. The workweek shall commence at 8:00 a.m. on Monday and shall end at 4:30 p.m. on Friday (or 5:00 p.m. on Friday if the Employer grants a lunch period of one (1) hour), or as adjusted by starting time change as stated above. All work performed before 8:00 a.m. and after 4:30 p.m. (or 5:00 p.m. where one (1) hour lunch is granted for lunch) or as adjusted by starting time change as stated above or on Saturday, except as herein provided, shall be compensated at one and one-half (1½) times the regular hourly rate of pay for the work performed. All work performed on Sunday and on recognized holidays shall be compensated at double (2) the regular hourly rate of pay for the work performed. When working a five 8-hour day schedule and an Employer is prevented from working forty (40) hours, Monday through Friday, or any part thereof by reason of inclement weather (rain or mud), Saturday or any part thereof may be worked as a make-up day at the straight time rate. The Employer shall have the option of working five eight (8) hour days or four ten (10) hour days Monday through Friday. If an Employer elects to work five (5) eight (8) hour days during any work week, hours worked more than eight (8) per day or forty (40) hours per week shall be paid at time and one-half (1½) the hourly rate Monday through Friday. If an Employer elects to work four (4) ten (10) hour days in any week, work performed more than ten (10) hours per day or forty (40) hours per week shall be paid at time and one-half (1½) the hourly rate Monday through Friday. If an Employer is working ten (10) hour days and loses a day due to inclement weather, they may work ten (10) hours Friday at straight time. All hours worked over the forty (40) hours Monday through Friday will be paid at time and one-half (1½) overtime rate. Overtime shall be computed at half-hour intervals. Shift work: Where it is necessary for the project to operate in shifts, a twenty-four (24) hour or sixteen (16) hour daily schedule shall be established for not less than three (3) consecutive days at the wage rates applicable to the work being performed. One-half (1/2) hour in eight (8) hour shift shall be allowed for lunch for which there will be no deduction in the pay of the employee. Employees on the second shift shall be paid twenty-five cents (\$.25) per hour more and employees on the third shift fifty cents (\$.50) per hour more than those on the first shift. Overtime shall be computed after shift differential is added to base pay.

**NO. 122:** Means the regular workday shall be (8) hours. The regular work week shall be forty (40) hours, beginning 6:00 a.m. on Monday and ending 6:00 p.m. on Friday. Saturday will be time and one-half (1½). Sunday and Holidays shall be double (2) time. Saturday can be a make-up day if weather has forced a day off.

**NO. 124:** Means eight (8) hours shall constitute a day's work on all classes of work between the hours of 6:00 a.m. and 5:30 p.m., Monday through Friday. The pay for time worked during these hours shall be at the regular wage rate. The regular workweek shall be Monday through Friday. Employment from 4:30 p.m. to 12:00 midnight, Monday through Friday, shall be paid for at one and one-half (1½) times the regular hourly rate. From 12:00 midnight until 8:00 a.m. on any day shall be paid for at twice the regular hourly rate. All time worked on Sundays and the recognized holidays shall be paid at the rate of double (2) time. It is understood that forty (40) hours shall constitute a regular workweek, (5-8's) Sunday Midnight through Friday Midnight, understanding anything over eight (8) hours is one and one-half (1½) times the hourly wage rate.

**NO. 126:** Means eight (8) hours per day shall constitute a day's work and forty (40) hours per week, Monday through Friday, shall constitute a week's work. The regular starting time shall be 8:00 a.m. If a second or third shift is used, the regular starting time of the second shift shall be 4:30 p.m. and the regular starting period for the third shift shall be 12:30 a.m. These times may be adjusted by the employer. The day shift shall work a regular eight (8) hours shift as outlined above. Employees working a second shift shall receive an additional \$0.25 above the regular hourly rate and perform seven and one-half (7½) hours work for eight (8) hours pay. Third shift employees shall be paid an additional \$0.50 above the regular hourly rate and work seven (7) hours for eight (8) hours pay. When circumstances warrant, the Employer may change the regular workweek to four (4) ten-hour days at the regular time rate of pay. All time worked before and after the established workday of eight (8) hours, Monday through Friday, and all time worked on Saturday shall be paid at the rate of time and one-half (1½) except in cases where work is part of an employee's regular Friday shift. All time worked on Sunday and recognized holidays shall be paid at the double (2) time rate of pay except in cases where work is part of an employee's previous day's shift. For all overtime hours worked \$29.15 of the fringe benefits portion of the prevailing wage shall be paid at the same overtime rate at which the cash portion of the prevailing wage is to be paid. The remaining \$1.66 of the fringe benefit portion of the prevailing wage may be paid at straight time.

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**NO. 3:** All work done on New Year's Day, Decoration Day, July 4th, Labor Day, Veteran's Day, Thanksgiving and Christmas shall be compensated at the double (2) time rate of pay. When any of these holidays fall on a Sunday, the following Monday shall be observed.

**NO. 4:** All work done on New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day shall be paid at the double time rate of pay. If any of the above holidays fall on Sunday, Monday will be observed as the recognized holiday. If any of the above holidays fall on Saturday, it will be celebrated on Saturday.

**NO. 6:** The following days are recognized as holidays: New Year's Day, Memorial Day, Fourth of July, Labor Day, Veterans Day, Thanksgiving Day, Christmas Day and any additional holidays which may be mutually agreed upon. Whenever any such holiday falls on a Sunday, the following Monday shall be recognized and observed as the holiday. Work performed on Sundays and holidays shall be paid at the double time rate of pay. No work shall be performed on Labor Day.

**NO. 7:** The following days are assigned days and are recognized as holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, and Christmas Day. If a holiday falls on a Sunday, it shall be observed on the following Monday. If a holiday falls on a Saturday, it shall be observed on the preceding Friday. No work shall be performed on Labor Day except in case of jeopardy to work under construction. This is applied to protect Labor Day. When a holiday falls during the normal work week, Monday through Friday, it shall be counted as eight (8) hours toward the forty (40) hour week. However, no reimbursement for these eight (8) hours is to be paid to the workman unless worked. If workman are required to work the above enumerated holidays or days observed as such, or on Sunday, they shall receive double (2) the regular rate of pay for such work.

**NO. 8:** All work performed on New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, and Christmas Day, or the days observed in lieu of these holidays, shall be paid at the double time rate of pay.

**NO. 16:** There shall be seven (7) recognized holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Armistice Day, Thanksgiving Day and Christmas Day. No work on any pretense shall be performed on Christmas Day or Independence Day. Any work performed on the other holidays shall be paid for at two (2) times the regular rate of pay.

**NO. 19:** All work done on New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day, and Christmas Day shall be paid at the double time rate of pay. The employee may take off Friday following Thanksgiving Day. However, the employee shall notify his or her Foreman, General Foreman or Superintendent on the Wednesday preceding Thanksgiving Day. When one of the above holidays falls on Sunday, the following Monday shall be considered a holiday and all work performed on either day shall be at the double (2) time rate. When one of the holidays falls on Saturday, the preceding Friday shall be considered a holiday and all work performed on either day shall be at the double (2) time rate.

**NO. 25:** All work done on New Year's Day, Martin Luther King Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the day after Thanksgiving, Christmas Day, Presidential Election Day, or days locally observed as such, and Saturday and Sunday shall be recognized as holidays and shall be paid at the double (2) time rate of pay. If a named holiday falls on a Saturday, the holiday will be observed on the preceding Friday. When a named holiday falls on Sunday, the Monday after will be observed as the holiday. Appropriate overtime rates to be based on fifteen minute increments.

**NO. 26:** All work done on New Year's Day, Memorial Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day shall be paid at the double time rate of pay. When a Holiday occurs on Saturday it shall not be observed on either the previous Friday or the following Monday. Such days shall be regular work days. If such a holiday occurs on Sunday it shall be observed on the following Monday.

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BUILDING CONSTRUCTION - HOLIDAY SCHEDULE**

**NO. 28:** All work done on New Year's Day, Veteran's Day, Memorial Day, Independence Day, Thanksgiving Day and Christmas Day shall be paid at the double time rate of pay. No work shall be performed on Labor Day except when triple (3) time is paid. When a holiday falls on Sunday, the following Monday shall be observed as the holiday.

**NO. 36:** The following days are recognized as holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. If a holiday falls on a Sunday, it shall be observed on the following Monday. No work shall be performed on Labor Day except in case of jeopardy to work under construction. This rule is applied to protect Labor Day. When a holiday falls during the normal work week, Monday through Friday, it shall be counted as eight (8) hours toward the forty (40) hour week; however, no reimbursement for this eight (8) hours is to be paid the workman unless worked. An Employer working a four (4) day, ten (10) hour schedule may use Friday as a make-up day when an observed holiday occurs during the work week. Employees have the option to work that make-up day. If workmen are required to work the above enumerated holidays, or days observed as such, they shall receive double (2) the regular rate of pay for such work.

**NO. 41:** The following days shall be observed as legal holidays: New Year's Day, Memorial Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day. No work shall be performed on the Fourth of July, Labor Day or Christmas Day. Any work performed on the above holidays shall be paid for at two (2) times the regular straight time rate of pay. When any of the above holidays fall on Sunday, the following Monday shall be observed as such holiday. If a holiday falls on Saturday, it shall not be considered to be observed on the previous Friday or following Monday. Such days shall be regular workdays.

**NO. 45:** All work performed on New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the day after Thanksgiving, the day before Christmas, and Christmas Day, shall be paid at the double time rate of pay.

**NO. 48:** All work performed on New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day shall be paid for at double (2) the straight-time rate of pay. Any one of the above-listed holidays falling on Sunday shall be observed on the following Monday and paid for at double (2) the straight-time rate of pay. Any of the above holidays falling on Saturday shall be observed on the previous Friday and paid at double (2) the straight-time rate of pay. Employees working on the Saturday will receive the standard pay for Saturday work.

**NO. 54:** All work performed on New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the Friday after Thanksgiving Day, and Christmas Day shall be paid at the double (2) time rate of pay. When a holiday falls on Saturday, it shall be observed on Friday. When a holiday falls on Sunday, it shall be observed on Monday.

**NO. 55:** The following days are recognized as holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. If a holiday falls on a Sunday, it shall be observed on the following Monday. No work shall be performed on Labor Day except in case of jeopardy to work under construction. This rule is applied to protect Labor Day. When a holiday falls during the normal work week, Monday through Friday, it shall be counted as eight (8) hours toward the forty (40) hour week; however, no reimbursement for this eight (8) hours is to be paid the workmen unless worked. An Employer working a four (4) day, ten (10) hour schedule may use Friday as a makeup day when an observed holiday occurs during the work week. Employees have the option to work that make up day. If workmen are required to work the above enumerated holidays, or days observed as such, they shall receive double (2) the regular rate of pay for such work.

**NO. 66:** All work performed on Sundays and the following recognized holidays, or the days observed as such, of New Year's Day, Decoration Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day, shall be paid at double (2) the hourly rate plus an amount equal to the hourly Total Indicated Fringe Benefits. Whenever any such holidays fall on a Sunday, the following Monday shall be observed as a holiday.

**PULASKI COUNTY  
BUILDING CONSTRUCTION - HOLIDAY SCHEDULE**

**NO. 69:** All work performed on New Year's Day, Memorial Day, July Fourth, Labor Day, Veteran's Day, Thanksgiving Day or Christmas Day shall be compensated at double (2) their straight-time hourly rate of pay. Friday after Thanksgiving and the day before Christmas are also holidays, however, if the employer chooses to work the normal work hours on these days, the employee will be paid at straight -time rate of pay. If a holiday falls on a Saturday, the holiday will be observed on Saturday; if a holiday falls on a Sunday, the holiday will be observed on the following Monday.

**NO. 74:** All work performed on New Year's Day, Memorial Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day, shall be paid at double (2) time of the hourly rate of pay. In the event one of the above holiday's falls on Saturday, the holiday shall be celebrated on Saturday. If the holiday falls on Sunday, the holiday will be celebrated on Monday.

**NO. 76:** The following days are recognized as holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, and Christmas. No work of any pretense shall be performed on Charismas Day or Independence Day. Any work performed on the other holidays shall be paid for at least two (2) times the regular rate of pay. If a holiday falls on a Sunday, the following Monday will be observed. If a holiday falls on a Saturday, the preceding Friday will be observed.

**NO. 80:** The following days shall be recognized as Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, and Christmas Day. In the event that any of these Holidays fall on a Saturday, the preceding Friday shall be observed; if on a Sunday, the following Monday shall be observed. No work shall be performed on these days except in emergency to protect life or property. All work performed on these holidays shall be compensated at double the regular hourly rate for the work performed. Overtime shall be computed at half hour intervals.

OCCUPATIONAL TITLE	* Date of Increase	Basic Hourly Rates	Over-Time Schedule	Holiday Schedule	Total Fringe Benefits
Carpenter	6/18	\$31.58	23	16	\$17.10
Cement Mason		\$28.10	6	6	\$18.38
Electrician (Outside-Line Construction)\Lineman)		\$44.56	9	12	\$5.75 + 36%
Lineman Operator		\$38.35	9	12	\$5.75 + 36%
Lineman - Tree Trimmer	6/18	\$24.53	32	31	\$11.44 + 3%
Groundman		\$29.48	9	12	\$5.75 + 36%
Groundman - Tree Trimmer	6/18	\$18.14	32	31	\$8.42 + 3%
Laborer					
General Laborer	6/18	\$29.26	2	4	\$13.82
Skilled Laborer	6/18	\$29.26	2	4	\$13.82
Millwright	6/18	\$31.58	23	16	\$17.10
Operating Engineer					
Group I	6/18	\$28.34	21	5	\$27.06
Group II	6/18	\$27.99	21	5	\$27.06
Group III	6/18	\$27.79	21	5	\$27.06
Group IV	6/18	\$24.14	21	5	\$27.06
Oiler-Driver	6/18	\$24.14	21	5	\$27.06
Pile Driver	6/18	\$31.58	23	16	\$17.10
Traffic Control Service Driver		\$26.415	28	27	\$9.045
Truck Driver-Teamster					
Group I		\$29.87	25	21	\$12.85
Group II		\$30.03	25	21	\$12.85
Group III		\$30.02	25	21	\$12.85
Group IV		\$30.14	25	21	\$12.85

Use Heavy Construction Rates on Highway and Heavy construction in accordance with the classifications of construction work established in 8 CSR 30-3.040(3).

Use Building Construction Rates on Building construction in accordance with the classifications of construction work established in 8 CSR 30-3.040(2).

If a worker is performing work on a heavy construction project within an occupational title that is not listed on the Heavy Construction Rate Sheet, use the rate for that occupational title as shown on the Building Construction Rate sheet.

## PULASKI COUNTY HEAVY CONSTRUCTION - OVERTIME SCHEDULE

**FED:** Minimum requirement per Fair Labor Standards Act means time and one-half (1½) shall be paid for all work in excess of forty (40) hours per work week.

**NO. 2:** Means a regular workweek shall be forty (40) hours and will start on Monday and end on Friday. The Employer shall have the option of working five 8-hour days or four 10-hour days Monday through Friday. If an Employer elects to work five 8-hour days during any workweek, hours worked more than eight (8) per day or 40 per week shall be paid at time and one-half the hourly rate Monday through Friday. If an Employer elects to work four 10-hour days in a week, work performed more than ten (10) hours per day or 40 hours per week shall be paid at time and one-half the hourly rate Monday through Friday. When working a five 8-hour day schedule and an Employer is prevented from working forty (40) hours Monday through Friday, or any part thereof, by reason of inclement weather, Saturday or any part thereof may be worked as a make-up day at the straight time rate. If an Employer is working a four 10-hour day schedule and loses a day due to inclement weather, he may work 10 hours Friday at straight time. All hours worked over the 40 hours Monday through Friday will be paid at 1 ½ overtime rate. A workday shift is to begin at the option of the Employer, between 6:00 a.m. and not later than 9:00 a.m. However, the project starting time may be advanced or delayed if required. If workmen are required to work the enumerated holidays or days observed as such or Sundays, they shall receive double (2) the regular rate of pay for such work. Overtime shall be computed at one-half (1/2) hour intervals. Shift: The Contractor may elect to work one, two or three shifts on any work. When operating on more than one shift, the shifts shall be known as the day shift, swing shift, and graveyard shift as such terms are recognized in the industry. When two shifts are worked on any operation, the shifts will consist of eight (8) or ten (10) hours exclusive of lunchtime. When three shifts are worked the first day or day shift will consist of eight (8) hours exclusive of lunchtime. The second or swing shift shall consist of seven and one-half (7 1/2) hours work for eight hours pay, exclusive of lunchtime, and the third or the graveyard shift shall consist of seven (7) hours work for eight (8) hours pay, exclusive of the lunchtime. All time in excess of normal shifts shall be considered overtime. Multiple shift (the two or three shift) operation will not be construed on the entire project if at anytime it is deemed advisable and necessary for the Employer to multiple shift a specific operation. However, no shift shall be started between midnight and six a.m. except the graveyard shift on a three-shift operation, or except in an unusual or emergency situation. If an Employer starts a shift between midnight and 6 a.m. except the graveyard shift on a three-shift operation, he shall reimburse all employees for the entire shift at the double time rate. Completion of the second shift on a two-shift operation or completion of the graveyard shift on a three-shift operation that carries over into Saturday morning shall be at the straight time rate. Overtime shall be computed at ½ hour intervals.

**NO. 6:** Means eight (8) hours shall constitute the regular work day and forty (40) hours a work week, Monday through Friday. The Employer shall establish the starting time between 7:00 a.m. and 9:00 a.m. Time and one-half (1½) shall be paid for work performed on a regular work day before the regular starting time and after the regular quitting time. Double (2) time shall be paid for work performed on Sunday and holidays. At the discretion of the Employer, Saturday can be used for a make-up day. The Employer when working on highway and road work may have the option to schedule the work week for his paving crew only from Monday through Thursday at ten (10) hours per day at the straight time rate of pay with all hours in excess of ten (10) hours in any one day to be at the applicable overtime rate. If the Employer elects to work from Monday through Thursday and is stopped due to inclement weather (rain, snow, sleet falling) he shall have the option to work Friday at the straight time rate of pay to complete his or her forty (40) hours.

**NO. 9:** Eight (8) hours shall constitute a work day between the hours of 7:00 a.m. and 4:30 p.m. Forty (40) hours within five (5) days, Monday through Friday inclusive, shall constitute the work week. Work performed in the 9th and 10th hour, Monday through Friday, shall be paid at time and one-half (1½) the regular straight time rate of pay. Contractor has the option to pay two (2) hours per day at the time and one-half (1½) the regular straight time rate of pay between the hours of 6:00 a.m. and 5:30 p.m., Monday through Friday. Work performed in the first eight (8) hours on Saturday shall be paid at the rate of one and eight tenths (1.8) the regular straight time rate. Work performed outside these hours and on Sundays and recognized legal holidays, or days celebrated as such, shall be paid for at the rate of double (2) time.

**PULASKI COUNTY**  
**HEAVY CONSTRUCTION - OVERTIME SCHEDULE**

**NO. 21:** Means the regular workday for which employees shall be compensated at straight time hourly rate of pay shall, unless otherwise provided for, begin at 8:00 a.m. and end at 4:30 p.m. However, the project starting time may be advanced or delayed at the discretion of the Employer. At the discretion of the Employer, when working a five (5) day eight (8) hour schedule, Saturday may be used for a make-up day. If an Employer is prohibited from working on a holiday, that employer may work the following Saturday at the straight time rate. However, the Employer may have the option to schedule his work from Monday through Thursday at ten (10) hours per day at the straight time rate of pay with all hours in excess of ten (10) hours in any one day to be paid at the applicable overtime rate. If the Employer elects to work from Monday through Thursday and is stopped due to circumstances beyond his control, he shall have the option to work Friday or Saturday at the straight time rate of pay to complete his forty (40) hours. If an Employer is prohibited from working on a holiday, that Employer may work the following Friday or Saturday at the straight time rate. Overtime will be at one and one-half (1½) times the regular rate. If workmen are required to work the enumerated holidays or days observed as such, or Sundays, they shall receive double (2) the regular rate of pay for such work.

**NO. 23:** Means the regular workweek shall start on Monday and end on Friday, except where the Employer elects to work Monday through Thursday, (10) hours per day. All work over ten (10) hours in a day or forty (40) hours in a week shall be at the overtime rate of one and one-half (1½) times the regular hourly rate. The regular workday shall be either eight (8) or ten (10) hours. If a job can't work forty (40) hours Monday through Friday because of inclement weather or other conditions beyond the control of the Employer, Friday or Saturday may be worked as a make-up day at straight time (if working 4-10's). Saturday may be worked as a make-up day at straight time (if working 5-8's). An Employer, who is working a four (4) ten (10) hour day work schedule may use Friday as a make-up day when a workday is lost due to a holiday. A workday is to begin at the option of the Employer but not later than 11:00 a.m. except when inclement weather, requirements of the owner or other conditions beyond the reasonable control of the Employer prevent work. Except as worked as a make-up day, time on Saturday shall be worked at one and one-half (1½) times the regular rate. Work performed on Sunday shall be paid at two (2) times the regular rate. Work performed on recognized holidays or days observed as such, shall also be paid at the double (2) time rate of pay. For all overtime hours worked during the week or on Saturday \$16.25 of the fringe benefits portion of the prevailing wage shall be paid at time and one-half (1½). For all overtime hours worked on Sundays or recognized holidays \$16.25 of the fringe benefits portion of the prevailing wage shall be paid double time. The remaining \$.60 of the fringe benefit portion of the prevailing wage shall be paid at straight time.

**NO. 25:** Means a regular work week of forty (40) hours, starting on Monday and ending on Friday. The regular work day shall be either eight (8) or ten (10) hours. If a crew is prevented from working forty (40) hours Monday through Friday, or any part thereof by reason of inclement weather, Saturday or any part thereof maybe worked as a make-up day at the straight time rate. Employees who are part of a regular crew on a make-up day, notwithstanding the fact that they may not have been employed the entire week, shall work Saturday at the straight time rate. A work day is to begin between 6:00 a.m. and 9:00 a.m. However, the project starting time maybe advanced or delayed if mutually agreed to by the interest parties. All hours worked on recognized holidays, or days observed as such, double (2) time shall be paid.

**NO. 28:** Means a regular work week of forty (40) hours will start on Monday and end on Friday. The regular work day shall be either eight (8) or ten (10) hours. If a crew is prevented from working forty (40) hours Monday through Friday, or any part thereof by reason of inclement weather, Saturday or any part thereof may be worked as a make-up day at the straight time rate. Employees who are part of a regular crew on a make-up day, notwithstanding the fact that they may not have been employed the entire week, shall work Saturday at the straight time rate. A workday is to begin between 6:00 a.m. and 9:00 a.m. However, the project starting time may be advanced or delayed if mutually agreed to by the interest parties. For all time worked on recognized holidays, or days observed as such, double (2) time shall be paid.

**NO. 32:** Means the overtime rate shall be time and one-half the regular rate for work over forty (40) hours per week. Sundays and Holidays shall be paid at double the straight time rate.

## PULASKI COUNTY HEAVY CONSTRUCTION - HOLIDAY SCHEDULE

**NO. 4:** All work performed on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, or observed as such, shall be paid at the double time rate of pay. When a Holiday falls on a Sunday, Monday shall be observed. No work shall be performed on Labor Day, except in case of jeopardy to life or property. This is applied to protect Labor Day.

**NO. 5:** The following days are recognized as holidays: New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day. If a holiday falls on a Sunday, it shall be observed on the following Monday. If a holiday falls on a Saturday, it shall be observed on the preceding Friday. No work shall be performed on Labor Day except in case of jeopardy to work under construction. This rule is applied to protect Labor Day. When a holiday falls during the normal work week, Monday through Friday, it shall be counted as eight (8) hours toward a forty (40) hour week; however, no reimbursement for this eight (8) hours is to be paid the workman unless worked. If workmen are required to work the above recognized holidays or days observed as such, or Sundays, they shall receive double (2) the regular rate of pay for such work. The above shall apply to the four 10's Monday through Friday work week. The ten (10) hours shall be applied to the forty (40) hour work week.

**NO. 6:** All work done on New Year's Day, Decoration Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving and Christmas shall be compensated at the double (2) time rate of pay. When a holiday occurs on Saturday, it shall not be observed on either the previous Friday or the following Monday. Such days shall be a regular workday. If such a holiday occurs on Sunday, it shall be observed on the following Monday. No work shall be performed on Labor Day.

**NO. 12:** All work performed on New Year's Day, Memorial Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day, Christmas Day, or days celebrated as such, shall be paid at the double time rate of pay. When one of the foregoing holidays falls on Sunday, it shall be celebrated on the following Monday. When one of the foregoing holidays falls on Saturday, it shall be celebrated on the Friday before the holiday.

**NO. 16:** The following days are recognized as holidays: New Year's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day. If a holiday falls on Sunday, it shall be observed on the following Monday. If a holiday falls on Saturday, it shall be observed on the preceding Friday. No work shall be performed on Labor Day except in case of jeopardy to work under construction. This rule is applied to protect Labor Day. When a holiday falls during the normal work week, Monday through Friday, it shall be counted as eight (8) hours toward the forty (40) hour week; however, no reimbursement for this eight (8) hours is to be paid to the worker unless worked. If workers are required to work the above recognized holidays or days observed as such, they shall receive double (2) the regular rate of pay for such work.

**NO. 21:** The following days are recognized as holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. If a holiday falls on a Sunday, it shall be observed on the following Monday. No work shall be performed on Labor Day except in case of jeopardy to work under construction. This rule is applied to protect Labor Day. When a holiday falls during the normal work week, Monday through Friday, it shall be counted as eight (8) hours toward the forty (40) hour week; however, no reimbursement for this eight (8) hours is to be paid the workman unless worked. An Employer working a four (4) day, ten (10) hour schedule may use Friday as a make-up day when an observed holiday occurs during the work week. Employees have the option to work that make-up day. If workmen are required to work the above enumerated holidays, or days observed as such, they shall receive double (2) the regular rate of pay for such work.

**NO. 27:** The following days are recognized as holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. If a holiday falls on a Sunday, it shall be observed on the following Monday. No work shall be performed on Labor Day except in case of jeopardy to work under construction. This rule is applied to protect Labor Day. When a holiday falls during the normal work week, Monday through Friday, it shall be counted as eight (8) hours toward the forty (40) hour week; however, no reimbursement for this eight (8) hours is to be paid the workmen unless worked. An Employer working a four (4) day, ten (10) hour schedule may use Friday as a make-up day when an observed holiday occurs during the work week. Employees have the option to work that make up day. If workmen are required to work the above enumerated holidays, or days observed as such, they shall receive double (2) the regular rate of pay for such work.

**PULASKI COUNTY  
HEAVY CONSTRUCTION - HOLIDAY SCHEDULE**

**NO. 31:** All work performed on New Year's Day, Presidents' Day, Veterans' Day, Good Friday, Decoration Day, Fourth of July, Labor Day, Christmas Eve Day, Christmas Day, Thanksgiving Day and Day after Thanksgiving or days celebrated for the same.

**APPENDIX C**

TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
CONSTRUCTION SAFETY & PHASING PLAN

**CONSTRUCTION SAFETY  
&  
PHASING PLAN  
FOR:**

**PROJECT – AIR 186-057B-2**

**TERMINAL MODIFICATIONS**

**PREPARED FOR:**



**PREPARED BY:**



**Crawford, Murphy & Tilly, Inc.  
Engineers & Consultants  
St. Louis, Missouri  
18009101.00**

# **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

## **SCOPE OF WORK, OPERATIONAL SAFETY REQUIREMENTS AND GUIDANCE**

### **TERMINAL MODIFICATIONS**

This document covers work at Waynesville-St. Robert Regional Airport at Forney Field relating to modifications of the passenger terminal building.

This CSPP addresses Operational Safety on the Airport. The contractor shall be responsible for the individual safety of his/her personnel. The Airport, nor the Construction Management Team, or Engineer, assumes responsibility for the individual safety of contractor personnel. 29 CFR Part 1926 addresses personal safety and health requirements required by OSHA. The contractor is solely responsible for assuring compliance with 29 CFR Part 1926. The contractor shall provide a full time safety professional to manage the contractor's safety efforts, as defined in the project Specification Section 40-05.

Upon notification of award, the contractor shall prepare and submit to the airport for approval no later than 10-days prior to the scheduled pre-construction conference a Safety Plan Compliance Document (SPCD) tailored for this project in accordance with FAA AC 150/5370-2G as defined in the project Specifications Section 50-04. This CSPP, the contractor's approved safety plan and SPCD are to be entered in the project documents. No construction activities shall be allowed to begin until the airport has approved the contractors SPCD.

Much of the work in this contract will occur next to the passenger terminal building on both the landside and the airside of the building. No work will occur on an active runway, taxiway or apron but access may require traveling across the passenger carrier apron. Impacts to these features have been addressed in this CSPP.

A copy of AC 150/5370-2G Appendix 3 Safety and Phasing Plan Checklist accompanies this document specifically addressing this contract. All items on the checklist have been addressed and a specific number in the remarks column corresponds to the subjects listed in this document (unless the "NA" box has been checked).

This project is anticipated to begin in July 2019.

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

All areas of work and staging are shown in contract drawings (see Construction Activities Plan (CAP) Sheets Appendix A)

All work within this project will be performed by the contractor at the direction of the Waynesville-St. Robert Regional Airport and their Construction Management Team with any and all airfield work coordinated with Airport Operations.

All construction activity within the Air Operations Area (AOA) shall be continuously monitored by Airport Operations Personnel who are fully trained in Part 139, airfield construction management requirements and airfield operating procedures.

Locations of work, haul routes and staging area are shown on the project CAP Plan Sheets included in Appendix A.

The Contractor and all subcontractors shall become knowledgeable of and be required to adhere to the airports' approved construction safety and phasing plan (CSPP), FAA AC 150/5370-2G, the Contractor's Safety Plan Compliance Document SPCD, and all Airport Safety and Security Requirements. The final CSPP, which the contractor will be required to follow throughout the construction, shall consist of this specification and construction drawing sheets

**In the event of an urgent Airport Operational Need or Airport Emergency, The Airport's Construction Management Team, Airport Operations Personnel, or other designated airport representatives with the responsibility to ensure compliance with Operational Safety on the Airport and/or consistent with published Airport Rules and Regulations may direct the contractor to suspend operations and move personnel, equipment, and materials to a safe location, at no additional cost to the contract.**

**TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
CONSTRUCTION SAFETY & PHASING PLAN**

**202. Table of Contents for the Projects Construction Safety and Phasing Plan**

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202	Table of Contents
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207	Areas and Operations Affected by Construction Activity
208	NAVAID Protection
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212	Hazardous Materials Management
213	Notification of Construction Activities
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Phase Tables

Operational Impact Tables

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Appendix B Preliminary Project Review Meeting Minutes

# **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

## **203. DEFINITIONS**

**AIR OPERATIONS AREA (AOA):** Any area of the airport used or intended to be used for the landing, takeoff, or surface maneuvering of aircraft. The air operations area includes all areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runways, taxiways, or aprons. The AOA is further defined into movement and non-movement areas.

**CONSTRUCTION:** The presence and movement of construction-related personnel, equipment, and materials in any location.

**GLIDE SLOPE STATION:** A glide slope station is part of the overall ILS, consisting of an antenna array sited to one side of the runway touchdown zone. The GS transmits a narrow beam vertically along the approach glide path to guide the aircraft to the runway. The GS signal is transmitted on a carrier frequency using a technique similar to that for a localizer.

**INSTRUMENT LANDING SYSTEM:** An ILS is a ground-based instrument approach system that provides precision guidance to an aircraft approaching and landing on a runway, using a combination of radio signals and, in many cases, high-intensity lighting arrays to enable a safe landing during instrument meteorological conditions (IMC).

**INSTRUMENT METEOROLOGICAL CONDITIONS:** Are weather conditions such as low ceilings or reduced visibility due to fog, rain, or blowing snow.

**LOCALIZER:** A localizer is part of the overall ILS, consisting of an antenna array normally located beyond the departure end of the runway with several pairs of directional antennas. Each antenna transmits a narrow beam, one slightly to the left of the runway centerline, the other slightly to the right.

**MOVEMENT AREA:** The runways, taxiways, and other areas of an airport that are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas

**NON-MOVEMENT AREA:** Loading ramps and aircraft parking areas, restricted vehicle service roads, tenant ramps and lease-hold areas.

**OBSTRUCTION:** Any object exceeding the obstruction standards specified by 14 CFR part 77, subpart C or any object, vehicle, or equipment higher than the maximum equipment height allowed in the Construction Activity Plan or a maximum of 45-feet above ground level (AGL) within the airport operation area.

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

**OBJECT-FREE AREA (OFA):** An area on the ground centered on the runway, taxiway, or taxilane centerline provided to enhance safety of aircraft operations by having the area free of objects except for those objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes (see AC 150/5300-13, Airport Design, for additional guidance on OFA standards and wingtip clearance criteria).

**OBSTACLE-FREE ZONE (OFZ):** The airspace below 150 feet (45m) above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance protection for aircraft landing or taking off from the runway and for missed approaches (refer to AC 150/5300-13 for guidance on OFZs).

**RUNWAY SAFETY AREA (RSA):** A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway, in accordance with AC 150/5300-13.

**TAXIWAY SAFETY AREA:** A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway, in accordance with AC 150/5300-13.

**THRESHOLD:** The beginning of that portion of the runway available for landing. In some instances, the landing threshold may be relocated.

**RELOCATED THRESHOLD:** The relocated threshold consists of portion of pavement behind a marked threshold that may be available for takeoff roll or landing from the opposite direction.

**VISUAL GLIDE SLOPE INDICATOR:** This device provides a visual glide slope indicator to landing pilots. These systems include precision approach path indicators (PAPIs), visual approach slope indicators (VASIs), and pulse light approach slope indicators (PLASIs).

**TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
CONSTRUCTION SAFETY & PHASING PLAN**

**204. ABBREVIATIONS**

<i>Abbreviations</i>	<i>Name</i>
AC	<i>Advisory Circular</i>
ADG	<i>Airplane Design Group</i>
AF	<i>Airport Facilities</i>
ALS	<i>Approach Lighting System</i>
AOA	<i>Airport Operations Area</i>
ARFF	<i>Aircraft Rescue and Fire Fighting</i>
ATCT	<i>Airport Traffic Control Towers</i>
ATO	<i>Air Traffic Organization of Federal Aviation Administration</i>
CAP	<i>Construction Activity Plan</i>
CFR	<i>Code of Federal Regulations</i>
CSPP	<i>Construction Safety and Phasing Plan</i>
FAA	<i>Federal Aviation Administration</i>
FAR	<i>Federal Aviation Regulations</i>
FOD	<i>Foreign Object Debris</i>
HAZMAT	<i>Hazardous Materials</i>
ILS	<i>Instrument Landing System</i>
IMC	<i>Instrument Meteorological Conditions</i>
MALSR	<i>Medium Intensity Approach Light System</i>
MSDS	<i>Material Safety Data Sheets</i>
NAVAID	<i>Navigation Aid</i>
NOTAM	<i>Notices to Airmen</i>
NTP	<i>Notice to Proceed</i>
OEAAA	<i>Obstruction Evaluation / Airport Airspace Analysis</i>
OFA	<i>Object Free Area</i>
OFZ	<i>Object Free Zone</i>
OSHA	<i>Occupational Safety and Health Administration</i>
PAPI	<i>Precision Approach Path Indicators</i>
PCC PAVEMENT	<i>Portland Concrete Cement pavement</i>
REIL	<i>Runway End Identified Lights</i>
RSA	<i>Runway Safety Area</i>
SPCD	<i>Safety Plan Compliance Document</i>
SRM	<i>Safety Risk Management</i>
TBN	<i>Waynesville-St. Robert Regional Airport</i>

**TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
CONSTRUCTION SAFETY & PHASING PLAN**

TOFA	Taxiway Object Free Area
TSA	Transportation Security Administration
V/PD	Vehicle/Pedestrian Deviations
VASI	Visual Approach Slope Indicators
VGSI	Visual Glide Slope Indicators

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

### **205. Coordination:**

**205.1** Before beginning any construction activity on the airport, the contractor shall become aware of and understand the safety requirements and hazards described in the Federal Aviation Administration Advisory Circular (AC) 150/5370-2 *Operational Safety on Airports During Construction*. (Current version), the contractor shall also be responsible to effectively communicate this information to their contract personnel and sub-contractors. A copy of the AC will be provided to the contractor as part of the project documentation and reviewed at a pre-construction meeting prior to start of any work. Reference Specification Section 50-04.

**205.2** Before the start of construction activities, the contractor will supply the Airport with a complete work schedule, which will be reviewed at the pre-construction meeting. The schedule shall be updated on a weekly basis at the mandatory progress/coordination meeting per the project documentation,

**205.3** During construction, the contractor shall attend a weekly progress coordination meeting conducted per the project documentation. The owner, the airport representatives, engineer and contractor shall at a minimum be in attendance. Operational Safety on Airports will be a standing agenda item during the progress/coordination meetings throughout the duration of construction project.

**205.4** Scope or schedule changes – The owner and/or engineer will call such coordination conferences as may seem expedient to him/her for the purpose of assuring coordination of the work covered by this contract and/or scope or schedule changes. The contractor shall attend all such conferences.

**205.5** Airport Tenant Coordination – The owner and/or engineer will coordinate with airport tenants and airlines to notify them of closures and hazards on the airfield due to construction activity.

**205.6** FAA ATO Coordination – There is no FAA owned equipment on the airfield.

**205.7** Air Traffic Control Tower (ATCT) Coordination – The plans have been coordinated with the ATCT and they are comfortable that they can meet the requirements.

**205.8** TSA Coordination – The plans have been coordinated with the TSA and they are comfortable that they can meet the requirements.

**205.9** The airport operations supervisor/airport manager is David Robinson: (573) 596-2167

**TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
CONSTRUCTION SAFETY & PHASING PLAN**

**205.10** Preliminary Project Review Meeting Minutes: A preliminary project review meeting was held with the cities and the base on November 21, 2018. The minutes for this meeting are presented in Appendix B.

**205.11** The contractor shall be required to coordinate, for approval, any proposed changes to the approved Project Schedule, CAP or CSPP with the Airport. This includes any proposed changes to phasing, sequencing, and project delays. Changes that may require further aeronautical review by the FAA, or modification of the approved Schedule, CAP or CSPP and/or the Critical Points shown in the contract documents will require the contractor to submit revisions for approval on FAA form 7460-1 through the OEAAA system requiring further airspace review and approval from the FAA.

**Approval of contractor proposed changes to the CAP or CSPP is not assured.**

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

**206. Time and Phasing:** During performance of this project, the airport runway, taxiways, and aircraft parking aprons shall remain in use by aircraft to the maximum extent possible. The project shall be phased to reduce operation impacts at the airport.

**206.1** The contractor shall complete all work associated with this project within 30-Calendar days from the issuance of the Notice to Proceed (NTP).

**206.2** Phasing shall be as shown on the Construction Activity Plan Sheets.

### **207. Areas and Operations Affected by Construction Activity:**

**207.1** Areas of work and staging are shown on the CAP Sheets. Aircraft operations shall always have priority over any and all of the Contractor's operations.

**207.2** All Runways and Taxiways shall be kept open to aircraft traffic during construction except as noted in the CAP. Airport Operations is responsible for the coordination of all movement area and non-movement area closures.

**207.3** The contractor, at the direction of the Airport, may be required to provide and maintain an emergency response route through the work area for Airport Emergency Vehicles. The emergency response route must be clearly defined, graded to prevent ponding and able to support the frequent use by Airport Rescue and Fire Fighting (ARFF) vehicles. Construction vehicles will give way to emergency vehicles at all times. Parking or staging of any construction equipment or stockpiling of materials blocking the road or access to the road is prohibited. The plans have been coordinated with the ARFF and they are comfortable that they can meet the requirements.

**207.4** Access to all Fire Hydrants and stand pipes shall be maintained at all times. Any impact to utilities that would interfere with ARFF operations shall be coordinated and approved by ARFF personnel prior to the execution of such activities.

**207.5** Maximum height of contractor's equipment in the work area is restricted to 25-feet above ground elevation unless otherwise noted in the plans. Any equipment over 25-feet necessary to complete the work will require submittal of an FAA Form 7460-1 and requires an airspace review. FAA airspace review will require submittal by the contractor of a separate FAA form 7460-1 for each piece of equipment that exceeds the maximum height and for each work area as noted in the CAP sheets for the areas the equipment will occupying.

**207.6** Approach and Departure Surface – Construction activities will not adversely affect the approach and departure surfaces of active runways under the phasing plan. Work areas will be cleared for a 25' height limit via 7460. The contractor shall ensure that all

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

work or staging areas be cleared of any object that may penetrate the 25' height limit at any time Runway 14-32 is open throughout the project.

**207.7** No stockpiling of material will be allowed within any active runway, taxiway, or taxilane object free areas. The Contractor shall coordinate and receive approval from Airport Operations, through the Construction Management Team, before stockpiling any material within the AOA.

**207.8** Material stockpiles if approved may not obstruct the line-of-sight between the TBN ATCT and any active portion of the AOA. Properly stockpiled loose material capable of being displaced must be constrained to prevent its movement as a result of aircraft jet blast or wind conditions.

**207.9** Airport Operations shall be responsible for notification and issuance throughout construction NOTAMS for Restricted Aircraft Operations on Taxiways and Apron Taxilanes affected by construction. As called for in the Construction Activity Plans

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

### **208. NAVAID Protection:**

**208.1** Any work which affects a NAVAID will be coordinated by Airport Operations with Ft. Leonard Wood. Work in NAVAID critical areas is restricted and subject to availability based on runway configuration and weather conditions at the time, and may be cancelled by the Airport Operations Supervisor at any time.

**208.2** When contract work requires an electrical shutdown and/or impacts a visual or electronic NAVAID, the work will be performed during a coordinated shutdown of the subject NAVAID or a runway closure (associated with the affected NAVAID). The contractor shall coordinate a minimum of seven days prior through the airports Construction Management Team with Airport Operations, for all impacts, interruptions or shutdowns.

**208.3** The contractor shall be responsible for locating, marking, and protecting existing underground NavAid and Lighting cables to prior to construction. The contractor shall contact Airport Maintenance and Ft. Leonard Wood in advance of construction activities to allow sufficient time to locate and mark existing field cables and to avoid unscheduled system outages.

**208.4** The contractor shall take care when working in the vicinity of all existing airport lighting systems. See Section 215.4 for procedures and notifications for correcting any damaged utilities.

**208.5** The contractor shall maintain access to all FAA NAVAID facilities adjacent to the work at all times. Access requirements shall be coordinated with the Construction Management Team and Airport Operations.

**208.6** The NAVAID Table presented below reflects the scheduled work affecting Airport NAVAID during each phase and their status for that phase.

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

### **209 Contractor Access:**

**209.1** The staging and storage areas are outside the Aircraft Operations Area (AOA) while the project work area is both inside and outside the AOA. No personal vehicles of contractor's employees will be allowed inside the secured area of the airport. All material deliveries shall be received in the staging area reserved by the contractor. No delivery trucks will be allowed access to a secured area of the airport beyond this staging area. Stockpiled materials and equipment are not permitted within the active runway safety area and object free zone. The contractor shall receive approval from the engineer and FAA air spacing office prior to locating stockpiles or equipment within the object free area, safety area, or object free zone. No stockpiles shall be greater than 25-ft in height.

**209.2** When any vehicle, other than one that has prior approval from the airport operator, must travel over any portion of an aircraft movement area, it will be escorted and properly identified. To operate in those areas during daylight hours, the vehicle must have a flag or beacon attached to it. Any vehicle operating on the movement areas during hours of darkness or reduced visibility must be equipped with a yellow flashing dome-type light in accordance with FAA AC 150/5210-5.

**209.3** All construction vehicles shall be clearly identified for control purposes by prominently displaying the company name on each side of the vehicle. 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. In addition, vehicles must display identification media, as specified in the approved security plan.

**209.4** All vehicle operators having access to the movement area must be familiar with airport procedures for the operation of ground vehicles and the consequences of noncompliance or be escorted by someone who is. As part of the badging process, the contractor will undergo training for movement within the aircraft movement area. In addition, the contractor will be briefed on areas they are allowed to move freely and areas where movement is controlled or prohibited.

**209.5** Personnel will have to be vetted and approved for work on the base. Instructions are below:

Entry point: Missouri Avenue main access control point. All vehicles must be registered with FLW Law Enforcement.

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

Temporary passes must be obtained by all contract personnel. Apply for passes at <https://vcc1.icmvcc.com/im3500/Registration.aspx>.

Foreign nationals must be escorted by a DoD Gov't employee at all times during visit to FLW - FLW does not have resources to support, therefore foreign nationals will not be allowed entry to this installation.

**209.6** Vehicular traffic located in or crossing an active movement area must have a working two-way radio in contact with the control tower or be escorted by a person in radio contact with the tower. The driver, through personal observation, should confirm that no aircraft is approaching the vehicle position. Construction personnel may operate in a movement area without two-way radio communication provided a NOTAM is issued closing the area and the area is properly marked to prevent incursions. Two-way radio communications are required between contractors and the airport traffic control tower (ATCT) (CTAF frequency: 125.4/Tower Ground frequency: 123.75). Continuous monitoring is required.

**209.7** Control of Gates - The contractor shall be responsible for maintaining the security of the access gates by keeping the access gate locked or guarded at all times. Should the contractor fail, at any time, to keep the access gate locked or guarded, there shall be a fine of \$500.00 assessed to the contractor plus any fines levied against the airport for the contractor's actions, for each occurrence that the contractor fails to maintain the security of the access gate. All fines assessed to the contractor shall be deducted from any monies due to him/her.

**TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
CONSTRUCTION SAFETY & PHASING PLAN**

**210 Wildlife Management:**

**210.1** The contractor shall maintain the construction sites, haul routes and storage areas in compliance with industry best management practices to avoid creating wildlife attractants or hazards at the airport.

**210.2** The Contractor shall be responsible to mitigate any standing water caused by any construction or contractor activities within 24 hours of an event.

**210.3** No food or food related debris are to be left or stored within the Airport Air Operations Area including any alternative AOA construction staging. At the contractors staging storage area outside the AOA, all drums or containers used to hold trash and debris shall be clearly labeled "Trash", and should be emptied regularly.

**210.4** The contractor shall immediately report any damage to gates or fences. The contractor will be responsible for repairs to any gates or fences caused by negligence of the contractor.

**210.5** The contractor shall maintain a complete perimeter fence for the duration of the project. The perimeter fence work shall be phased so that there will not be any gaps in the fence during the construction.

**210.6** The contractor shall notify the airport immediately of any wildlife sightings.

**210.7.** Tall Grass and Seeds. All seeding performed must meet the specifications and local seeding requirements. Any areas under construction by the Contractor will be maintained by the Contractor. It will be the contractor's job to mow these areas to the airports requirements.

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

### **211 Foreign Object & Debris Management & Dust Control:**

**211.1** The contractor shall become familiar with the requirements of airfield work and Foreign Object and Debris (FOD) management including dust control. This item will be specifically addressed in the contractors SPCD as detailed in the project documentation. Reference FAA AC 150/1510-24, foreign object debris (FOD) management for further instruction.

**211.2** The contractor shall not place waste and loose material in active movement areas. Materials tracked on these areas shall immediately be removed.

**211.3** Properly stockpiled loose Material capable of being displaced must be constrained to prevent its movement as a result of aircraft jet blast or wind conditions.

**211.4** The contractor shall ensure all loads are secured and/or covered during transport and be loaded such that no spillage occurs during transit.

**211.5** Haul routes, access roads, and any part of active apron used by construction traffic shall be kept continuously clean at all times.

**211.6** All sweeper operators shall be trained and badged for unescorted access to the AOA. All personnel who will operate equipment inside the AOA shall receive driver training from airport operations prior to operating on the airfield. Sweeper crews shall monitor all ATCT communications and be attentive of all airport activities and aircraft movements.

**211.7** The Contractor shall maintain construction areas, including haul roads, staging areas, and adjacent airfield pavements in a clean condition and shall not allow any sizable accumulation of debris in the construction area. In addition to the mechanical sweeper and vacuum, the contractor shall utilize whatever other equipment and means necessary to keep these routes free and clear of dust, debris, mud, etc.

**211.8** In such a situation where a significant amount of debris is deposited on active AOA pavement, the contractor shall immediately notify ATCT and Airport Operations.

**211.9** Airport Operations reserves the right to suspend contractor operations when at their discretion the contractors dust control and FOD management becomes ineffective.

### **212 Hazardous Materials Management:**

**212.1** The contractor shall be required to develop a Hazardous Materials (HAZMAT) Management and Response Plan. Copies of this plan shall be maintained on the jobsite.

**TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
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**212.2** The contractor shall also develop a HAZMAT Communication Plan. The plan shall list and include copies of material safety data sheets (MSDS) for all hazardous materials being handled on the jobsite. Copies of this plan shall be maintained at all staging and storage areas and on the jobsite. Copies of the plan shall also be submitted to Airport Operations.

**212.3** The contractor shall be permitted to refuel equipment within the AOA, but fueling operations may not be conducted within any active Object Free Areas. The Contractor shall notify Operations each time a fuel/maintenance truck enters the AOA. The contractor shall maintain on hand a spill response kit to expeditiously contain and clean-up spills resulting from fuel or hydraulic fluid leaks, consistent with their HAZMAT Management and Response Plan

**212.4** The contractor shall notify the Airport Operations immediately in the event a release of hazardous material occurs or if signs of potential contamination by hazardous materials are encountered during excavation or other construction activities.



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**213.9.** The maximum height of contractor's equipment in the work areas are restricted to 25-feet unless otherwise noted in the plans. The maximum height of contractor's equipment on the access and haul routes are restricted to 25-feet unless otherwise noted in the plans. Any equipment in excess of the restricted heights necessary to complete the work will require additional airspace review.

**213.10** An FAA airspace review will require the contractor to submit for review at least 45-days prior to anticipated use a separate FAA form 7460-1 for each piece of equipment that exceeds the maximum height and for each work area as noted in the CAP sheets for the areas the equipment will occupying.

**213.13 In the event of an emergency, the contractor shall first call 911, then immediately notify the engineer and airport manager.**

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

### **214 Inspection Requirements:**

**214.1** All construction activity within the Air Operations Area (AOA) shall be continuously monitored by Airport Operations Personnel who are fully trained in Part 139, airfield construction management requirements and airfield operating procedures.

**214.2** The contractor shall be required to conduct inspections at least daily, but more frequently when conditions dictate, a template checklist for inspections is provided in Appendix 4 of AC 150/5370-2G. Inspections shall include, but not be limited to, barricade locations, barricade lighting, light and sign operation, runway and taxiway closure markers, covers on taxiway guidance signs, and FOD (foreign object debris) potential affecting active airfield pavements.

**214.3** The airports Construction Management Team is responsible for all construction inspection regarding contract compliance. All construction areas will be inspected by Airport Operations in accordance with and ensuring compliance with FAR 139 and the Airport Certification Manual prior to reopening any movement areas.

**214.4** Re-Opening of Apron pavements, Runways or Taxiways after a construction or other closure shall only be approved by Airport Operations and will only be approved on the basis that the contractor has met the requirement for opening airfield pavements as outlined in the project documentation provided. The contractor shall include sufficient time within the allowable scheduled closure requirements to accommodate inspection of pavement to be opened by airport operations. Airport Operations will be responsible for issuance of NOTAMS closing and opening aprons, taxiways and runways.

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

### **215 Underground Utilities:**

**215.1** The contractor is required to comply with all airport safety provisions, permit and certification requirements such as underground utility mark-out, electrical circuit shutdown, welding, confined-space, etc.

**215.2** The Contractor shall determine and verify the actual location of all utilities prior to construction.

**215.3** All work must be coordinated with Waynesville Airport Operations, ATC and Local Airways Facilities (AF) personnel including dates of construction and proposed construction methods for determining existing cable and utility locations.

**215.4** The contractor is responsible for locating, marking, and protecting all utilities, impacted by construction activities. Prior to construction the contractor shall notify the utility company, the base, the airport, and other airport tenants of their operational plans and make arrangements for detailed information and assistance in locating utilities. The list of utility companies to contact can be found in the project documentation. This procedure shall be followed for all construction activities in all areas.

**215.5** The contractor shall take care when working in the vicinity of existing airport lighting systems. Should the Contractor damage any of the lighting system, they shall immediately contact Airport Operations/Engineer. The contractor shall immediately repair or replace the damaged system and make any necessary repairs to place them in working order.

**215.6** The contractor shall use extreme caution when working in areas near base owned underground cables. The contractor shall notify Ft. Leonard Wood personnel a minimum of 72 hours prior to construction in these areas to ensure no utilities will be impacted. Any base equipment or utilities damaged during construction shall be replaced by the contractor at no expense to the owner or the army base.

**215.7** Damaged army base cables/equipment shall be repaired as approved by Ft. Leonard Wood personnel; Airport Operations/Engineer will notify the Ft. Leonard Wood personnel in the event of a unscheduled lighting interruption.

**TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
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**216 Penalties:**

**216.1** The airport and the base reserve the right to temporarily suspend contractor activities for airport operations and emergencies at no additional cost to the contract. The contractor shall be required to comply with all airport and base requirements and direction provided by Airport and Base Personnel in the event of an urgent operational need or emergency.

**216.2** Incursion onto or across an active runway, safety area, approach area, or taxiway safety area without prior approval of Airport Operations is a serious violation that will subject the contractor to the maximum fine allowed by the Federal Aviation Administration. Any violations of FAA rules and Regulations may directly subject the contractor to those fines imposed by the FAA.

**216.3** At no time shall contractor personnel or contractor vehicles cross any barricade line without prior Air Traffic Control Tower (ATCT) permission.

**216.4** The airport authority reserves the right to suspend work in the event the contractor violates the airport requirements, CAP, CSPP, or the SPCD and will only allow the contractor to proceed with the work when the contractor takes documented corrective action to prevent future violations.

**216.5** Failure of the contractor (including employees) or any of his subcontractors (including employees) to comply with ATCT instructions, the airport safety plan, or any of the other requirements of the airport while operating on airport property, shall be subject to the following:

First offense - The contractor shall receive a fine of \$1,000.00, and the vehicle operator will receive a loss of driving privileges on the airport. In addition, any fines or penalties imposed on the airport as a result of the incident will be assessed to the contractor.

Second offense - The contractor shall receive a fine of \$5,000.00 to be deducted from any monies due him, and the vehicle operator will receive a loss of driving privileges on the airport. In addition, any fine or penalties imposed on the airport as a result of the incident will be assessed to the contractor.

Third offense - Work will be suspended. The contractor (including employees) and any of his subcontractors (including employees) who will operate ground vehicles on the airport shall successfully complete, for a second time, formalized airport safety training, to be conducted by airport staff. When the contractor's employees have completed airport safety training to the satisfaction of the owner, work may continue at the discretion of the owner.

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

### **217 Special Conditions:**

**217.1** Airport runways, taxiways and ramp areas will remain in use by aircraft to the maximum extent possible. The contractor's operation will be controlled to minimize disturbance to aircraft area including dust control procedures and debris control.

**217.2** The contractor will be required to provide and maintain lighting, and/or signs adjacent to the work area or any lighting and signage affected by electrical work related to the contract work.

**217.3** Flaggers are required at the locations shown on the construction safety drawings. Flaggers shall control construction traffic in the designated areas and ensure that the aircraft movement areas remain clear of construction debris. In the event that cleaning operations are required to clear construction debris, the flagger shall immediately notify the Airport operations staff to contact ATCT for the purpose of closing the pavement until cleaning operations are completed.

**217.4** The contractor, construction employees, sub-contractors, delivery and haul operators, or any other support workers required to enter the Aircraft Operations Area related to contract work will be required to wear a reflective safety vest, day or night.

**217.5** The contractor shall provide adequate lighting to the work area. Any additional or special requirements for night-time work will be addressed during the Pre-construction meeting.

**217.6** The contractor shall coordinate all artificial lighting activities and proposed locations with the airport operations prior to the implementation of any artificial lighting on the project. Care shall be taken to shield the air traffic control tower from any high intensity site lighting during night time or other work activities utilizing artificial lighting.

**217.7** In the event of an unexpected weather event the contractor is required - prior to leaving the area - to ensure the site is secure and free from equipment or material having the potential of being dislodged contributing to a FOD/Debris hazard to aircraft or personnel and equipment operating on the airport. Additionally the contractor will be required to ensure all barricades and hazard lighting is in place prior to vacating the site.

**217.8** Following a weather event the contractor will be required to police the work areas restoring barricades and hazards lighting. In addition the contractor will be required to mitigate any potential hazards including standing water to the satisfaction of Airport Operations/Engineer.

**217.9** In the event of an emergency, the airport operations or base may request the contractor temporarily suspend work activities, and may request the contractor vacate

**TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
CONSTRUCTION SAFETY & PHASING PLAN**

the work site, until the emergency event is satisfactory addressed. Upon receiving such notification the contractor shall immediately suspend work operations and remain or relocate as directed by Airport Operations.

**217.10** The Contractor must abide by all local regulatory conditions provided by Fort Leonard Wood.

**217.11** Seat belts must be worn in commercial vehicles at all times while driving on the base.

**217.12** Cell phone usage is prohibited while operating any type of vehicle.

**217.13** Tires must be clean before driving on any pavements on the base. No mud will be tolerated on any streets and must be cleaned up immediately.

**217.14** All workers will be required to be badged with Fort Leonard Wood.

**217.15** The Contractor shall obtain a hot permit from the base if any sparks will be created from the contractor's operations or if any welding will be performed.

**TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
CONSTRUCTION SAFETY & PHASING PLAN**

**218 Runway & Taxiway Visual Aids – Marking, Lighting,  
Signs & Visual NAVAIDs:**

**218.1** Existing airfield lighting systems shall be kept in operation during the construction unless otherwise specified or with prior approval from Airport Operations. The contractor will be required to provide a plan for temporary splices of primary cable to the Construction Management Team prior to interrupting any circuit. Coordinate with Construction Management and Electrical Maintenance prior to the start of any work.

**219 Marking and Signs for Access Routes:**

**219.1** Contractor shall clearly mark all access and haul routes. Signs will be in accordance with AC 150/5340-18. The Contractor shall set up a lath line as noted on the Construction Activity Plan sheets for each particular phase and work area to indicate areas off-limits for contractor's vehicles and personnel. Lath lines will be offset a minimum of 65.5-feet from taxiway centerlines and 150-feet from runway centerlines unless noted otherwise on the Construction Activity Plans. The Contractor shall include flag rope strung between each lath.

**TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
CONSTRUCTION SAFETY & PHASING PLAN**

**220 Hazard Marking and Lighting:**

**220.1** The contractor shall place and maintain barricades marking the closure of various work areas as shown on the Construction Activity Plan Sheets. Each barricade must be equipped with one battery operated red flashing light.

**220.2** Marking and lighting of closed, deceptive, or hazardous areas is required as directed by the Airport Authority including prominently marking open trenches, and excavations at the construction site, and lighting these obstacles during hours of restricted visibility and darkness in accordance to FAA AC/150-5370-2(Current version).

**220.3.** The contractor shall submit to the Construction Management Team and the airport a name and phone number of two individuals who will be available on a 24 hour call basis for emergency barricade and barricade lighting maintenance as well as maintenance and repair of temporary electrical systems and wiring.

**220.4** All Air Operations Areas (AOA) not in compliance with FAR Part 139 will be closed, secured and appropriate notification disseminated. Access to hazardous areas will be restricted and all hazards shall be marked with barricades and flashing red lights in order to make the hazard obvious to aircraft, personnel, and vehicles as shown in the construction drawings.

**220.5** Pavement markings leading into closed areas as shown on the CAP shall be removed or obscured by the contractor during all Phases. Pavement marking shall be replaced as shown on the plans.

**220.6** Hazards such as open utility covers, areas under repair and stockpiled materials will be marked and lighted with cones or barricades.

**220.7** Barricades and signs that are affixed to the pavement surface must be frangible at grade level or as low as possible, but not to exceed 3 inches above the ground. Non-frangible hazard barricades such as concrete barriers, 12x12 railroad ties and/or metal-drum-type barricades are not to be use in aircraft movement areas.

**220.8** The contractor shall educate himself of the dangers of jet blast. The contractor shall ensure adequate distance for aircraft engine blast protection within the work site is provided.

**220.9** All barricades must be weighted to the pavement surface to prevent displacement from prop wash, jet blast, wing vortex, or other surface wind currents.

**220.10** Barricades and red flashing lights are required for taxiway closures as shown in construction drawings.

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

**220.11** Construction drawings may direct the contractor to supply and place signs and other construction barricades to completely enclose a stage or construction area. All barricades, temporary markers, and other objects placed adjacent to active safety areas shall not exceed 18". For other areas in the Object Free Area (OFA) a 5' vertical and horizontal clearance must be maintained. Safety areas associated with any open runway, taxiway, or taxilane must be as low as possible to the ground; of low mass; easily collapsible upon contact with an aircraft or any of its components. Barricade locations are shown on construction drawings.

**220.12** The contractor will be required to supply and place flashing red lights and barricades marked with diagonal, alternating orange and white stripes as shown on the Construction Activity Plans and Notes.

**220.13** Any advisory sign warning employees of an active movement area must be low mass and collapsible. If installed within an active pavement object free area, it must be less than 18 inches.

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

### **221 Protection of Runway and Taxiway Safety Areas:**

**221.1** No construction activity is permitted within 150 feet of an open runway, or 65.5 feet of an open taxiway, unless noted otherwise on the Construction Activity Plans. Work within these areas can only be performed during closure of the subject runway or taxiway.

**221.2** All work that is within the RSA shall be coordinated through the Construction Management Team with Airport Operations in order to maintain required clearance, closures and/or issue the appropriate NOTAM(s). All work inside a RSA will require a Runway Closure.

**221.3** Trenches or excavations are not permitted within the safety areas of open runways or taxiways. Work within these areas can only be performed during closure of the subject runway or taxiway and must be coordinated through the Construction Management Team with Airport Operations.

**221.4** There are no provisions to plate or cover trenches or excavations within any runway or taxiway safety area. No work is permitted within 150 feet of an open runway or 65.5 feet of an open taxiway, unless noted otherwise on the Construction Activity Plans. Instead all work in these areas is accomplished during the adjacent taxiway closure. The area must be backfilled, graded and compacted to support the passage of an aircraft or ARFF equipment.

**221.5** If any runway must be re-opened while ground disturbances remain in the RSA, the area within the RSA must be repaired so that there are no slopes greater than 5% or drop-offs greater than 3" from within the safety area in order to open the runway.

**221.6** Runway and Taxiway Safety Areas disturbed by construction work or activity must be graded and continuous measures must be taken to prevent erosion by water, wind or blast, to include time after pavement is re-opened prior to fully established turf.

**221.7** Equipment, vehicles and materials not being utilized in the immediate future in the work area must be removed and stored at the designated contractors staging areas.

**221.8** All containers, equipment and/or supplies will be located in designated and defined contractor staging area clear of all airport safety areas, object/obstacle free zones, obstruction restrictions, movement areas, and clear of aircraft engine blast criteria areas. All storage containers must have company name and 24-hour contact number clearly displayed.

**221.9** All work in a Runway or Taxiway object free area will be coordinated by Airport Operations. Appropriate NOTAM(s) and notifications will be made.

## **TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD CONSTRUCTION SAFETY & PHASING PLAN**

**221.11** Maximum height limits of construction equipment inside the work area is 25 feet, thus preventing personnel, material, and/or equipment, from penetrating the Obstacle Free Zone (OFZ) as defined in the Federal Aviation Administration Advisory Circular AC 150/5300-13A Airport Design, Paragraph 308, "Obstacle Free Zone (OFZ)".

**221.12** Contractor personnel, whether pedestrians or vehicles, may not enter any active safety areas unless under escort and as approved by the TBN ATCT. Unauthorized entry into a safety area is considered a vehicle or pedestrian deviation V/PD incident that could result in penalties for the offender. Reference Section 216 Penalties

**221.13** Any advisory sign warning employees of an active movement area must be low mass and collapsible. If installed within an active pavement object free area, it must be less than 18 inches.

**TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
CONSTRUCTION SAFETY & PHASING PLAN**

**222 Other Limitations on Construction:**

**222.1** The contractor must comply with all safety requirements and specific airport and base requirements including permits for open-flame welding or torch cutting operations and Airfield Lighting or electrical power interruptions.

**222.2** When modifications to the security fencing are required the Contractor shall sequence the work in order to maintain a secured perimeter at all times. Prior to initiating the work the Contractor shall submit a phasing plan for review and approval by the Airport indicating how they will maintain a fully secured perimeter. When possible all new security fencing shall be installed and approved by the Airport prior to the removal of existing security fencing. If it is not possible to sequence the fencing to maintain a fully secured perimeter the Contractor shall provide a 24-hour security guard, utilizing the Airport's approved security contractor to monitor any temporary openings in the security fencing. Temporary openings that are monitored by a security contractor shall not exceed 30' in width.

**222.3** Electrical blasting caps shall not be permitted. Flare pots are not permitted within the air operations area.

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CONSTRUCTION SAFETY & PHASING PLAN**

**TABLES**


# Phasing – Phase Table

Phase	Days	Significant Work	Sequence Info
1		<ul style="list-style-type: none"><li>• Prepare foundations for buildings</li><li>• Utility work</li><li>• Final connections to buildings</li></ul>	<ul style="list-style-type: none"><li>• All work is covered under a single phase with the work to be coordinated with the modular building installers.</li></ul>

# Phasing Bar Chart

Year:	2019							
Month:	July				August			
Week:	1	2	3	4	5	6	7	8
Phase 1								

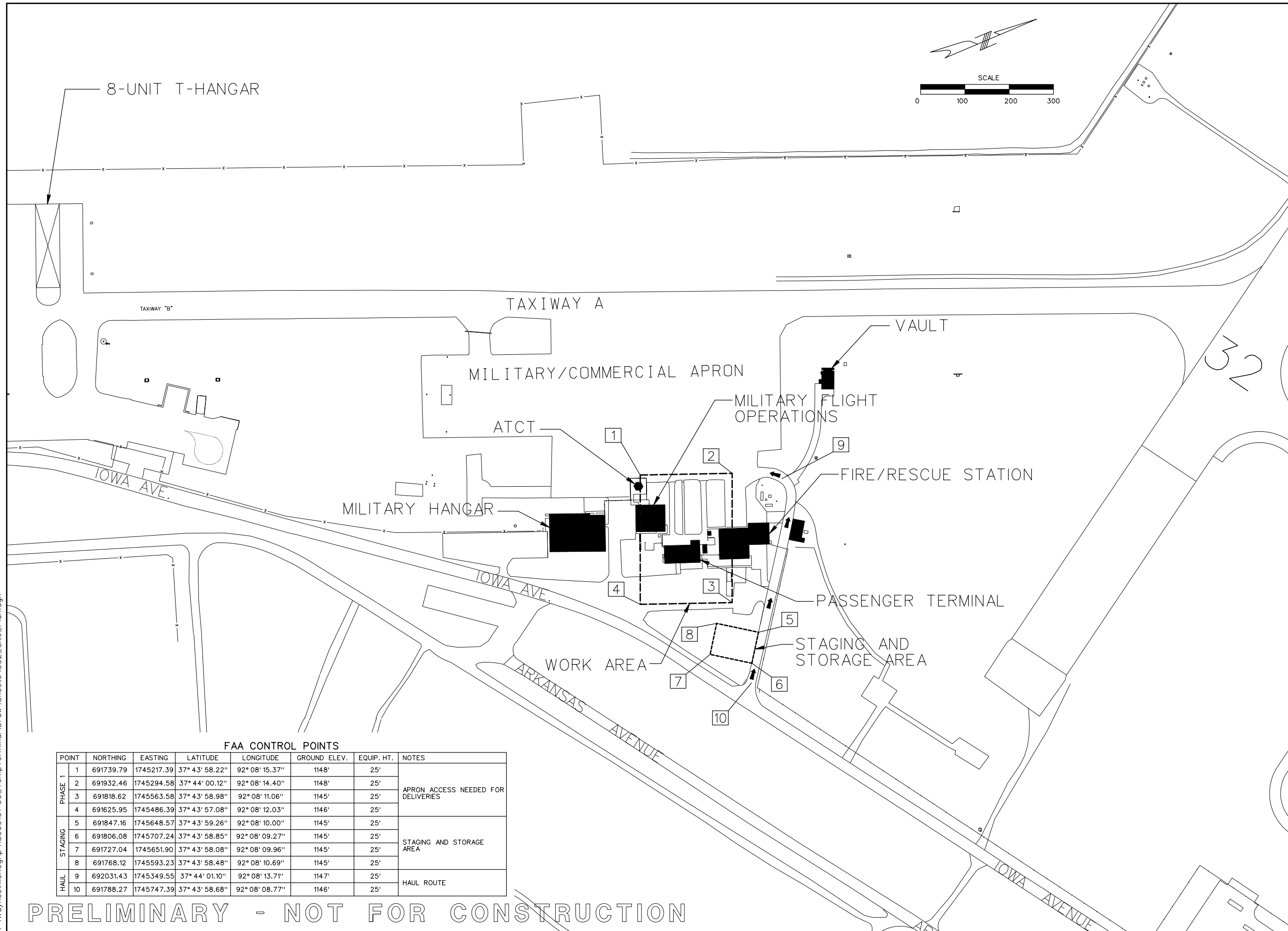
Tentative project start date is: July 8, 2019

 Construction Activity

**TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
CONSTRUCTION SAFETY & PHASING PLAN**

**APPENDIX A: CONSTRUCTION ACTIVITIES PLAN SHEETS**

5/15/2019 K:\WaynesvilleRegAp\18009101-00\_TempTerminal\Draw\Sheets\002\_Site\_Plan.dgn



FAA CONTROL POINTS

POINT	NORTHING	EASTING	LATITUDE	LONGITUDE	GROUND ELEV.	EQUIP. HT.	NOTES
PHASE 1	1	691739.79	1745217.39	37° 43' 58.22"	92° 08' 15.37"	1148'	APRON ACCESS NEEDED FOR DELIVERIES
	2	691932.46	1745294.58	37° 44' 00.12"	92° 08' 14.40"	1148'	
	3	691818.62	1745563.58	37° 43' 58.98"	92° 08' 11.06"	1145'	
	4	691625.95	1745486.39	37° 43' 57.08"	92° 08' 12.03"	1146'	
STAGING	5	691847.16	1745648.57	37° 43' 59.26"	92° 08' 10.00"	1145'	STAGING AND STORAGE AREA
	6	691806.08	1745707.24	37° 43' 58.85"	92° 08' 09.27"	1145'	
	7	691727.04	1745651.90	37° 43' 58.08"	92° 08' 09.96"	1145'	
	8	691768.12	1745593.23	37° 43' 58.48"	92° 08' 10.69"	1145'	
HAUL	9	692031.43	1745349.55	37° 44' 01.10"	92° 08' 13.71"	1147'	HAUL ROUTE
	10	691788.27	1745747.39	37° 43' 58.68"	92° 08' 08.77"	1146'	


PRELIMINARY - NOT FOR CONSTRUCTION

REVISIONS		
NUMBER	BY	DATE

0 1 2  
THIS BAR IS EQUAL TO 2"  
AT FULL SCALE (34X22).  
PLOT 1

WAYNESVILLE-ST. ROBERT  
REGIONAL AIRPORT AT FORNEY FIELD  
5017 IOWA AVE.  
FORT LEONARD WOOD, MO 65473

TERMINAL MODIFICATIONS



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PROFESSIONAL ENGINEERING - 000631

PRELIMINARY

FILE: 002\_Site\_Plan.dgn

DESIGN BY: BDB/BWG

DRAWN BY: BDB

CHECKED BY: BWG

APPROVED BY: BWG

DATE: MAY 10, 2019

JOB No: 180091-01

SITE PLAN

SHEET 2 OF 17 SHEETS

GENERAL

- 1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE CITY FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE CITY HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
4. A MINIMUM OF 10 DAYS PRIOR TO THE PRECONSTRUCTION MEETING THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. THE CONTRACTOR SHALL EXERCISE BEST MANAGEMENT PRACTICES IN ACCORDANCE WITH STORM WATER POLLUTION PREVENTION AND PROJECT SPECIFICATION P-156 TEMPORARY AIR & WATER POLLUTION, SOIL EROSION AND SILTATION CONTROL THROUGHOUT THE LIFE OF THE PROJECT TO CONTROL WATER POLLUTION.
6. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.
7. THE EXISTING FEATURES SHOWN ON THESE PLANS ARE THOSE NOTED IN THE FIELD AND THOSE TAKEN FROM RECORD DRAWINGS. THIS DOES NOT GUARANTEE THAT ALL FEATURES ARE SHOWN ON THE PLANS. THERE WILL BE NO ADDITIONAL PAYMENT TO THE CONTRACTOR DUE TO VARIATIONS IN SIZE, QUANTITY OR LOCATION OF EXISTING FEATURES.
8. CRAWLER TYPE EQUIPMENT SHALL NOT BE ALLOWED ON ANY PAVED SURFACE ON THE AIRPORT. ONLY RUBBER-TIRED VEHICLES, WHICH WILL NOT CAUSE DAMAGE TO THE PAVEMENTS, SHALL BE ALLOWED WITHOUT PROVIDING SOME TYPE OF PROTECTION.
9. THE CONTRACTOR SHALL HAVE PROPER IDENTIFICATION ON ALL EQUIPMENT AND VEHICLES ON THE AIRPORT.
10. NO EDGE DROP GREATER THAN 3 INCHES WILL BE ALLOWED AT ANY ACTIVE RUNWAY, TAXIWAY OR APRON PAVEMENT EDGE OR SAFETY AREA. IF NECESSARY, THE CONTRACTOR SHALL PLACE TEMPORARY MATERIAL TO ELIMINATE VERTICAL DROPS GREATER THAN 3 INCHES OR SLOPES GREATER THAN 5% IN THESE AREAS. THIS WORK SHALL BE INCIDENTAL TO OTHER ITEMS IN THE PROJECT.

1. COORDINATION

- 1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, ENGINEER, THE BASE AND THE MODOT AVIATION SECTION. THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE RESIDENT ENGINEER/OBSERVER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.
4. CHANGES MADE TO THE SCOPE OR DURATION OF THE PROJECT MAY NECESSITATE REVISIONS TO THE CSPP AND SHALL REQUIRE REVIEW AND APPROVAL BY THE AIRPORT OPERATOR AND ENGINEER.
5. CONTRACTOR SHALL COORDINATE WORK WITH THE MODULAR BUILDING AND PEDESTRIAN RAMP INSTALLER(S).

2. PHASING

- 1. TOTAL CONTRACT TIME SHALL BE 30 CALENDAR DAYS.
2. ALL WORK SHALL BE COORDINATED WITH THE AIRPORT AND CAN ONLY BE MADE WITH THE APPROVAL OF AIRPORT OPERATIONS. THE AIRPORT SHALL HAVE THE AUTHORITY TO DENY OR DELAY ANY WORK AT ANY TIME. THERE SHALL BE NO ADDITIONAL COMPENSATION TO THE CONTRACTOR FOR ANY DELAYS.
3. CONTRACTOR SHALL PHASE THEIR WORK SO THAT ALL SITE WORK NECESSARY FOR THE INSTALLATION OF THE MANUFACTURED BUILDINGS SHALL BE COMPLETED BEFORE THE DELIVERY DATE PROVIDED BY THE BUILDING MANUFACTURER.
4. AFTER THE DELIVERY OF THE MANUFACTURED BUILDINGS THE CONTRACTOR SHALL IMMEDIATELY PROCEED WITH ANY REMAINING WORK.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

- 1. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
2. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

- 1. THE CONTRACTOR SHALL REMAIN CLEAR OF THE VOR, LOCALIZER, ILS/DME, MALS(R) PAPI SYSTEMS, WIND CONE, BEACON AND OTHER NAVAIDS FACILITIES AT ALL TIMES.
2. THE CONTRACTOR SHALL LOCATE FAA UTILITIES WITH FAA TECHNICAL OPERATIONS.

5. CONTRACTOR ACCESS

- 1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS.
2. THE CONTRACTOR SHALL USE AN EXISTING GATE FOR ACCESS TO THE AIRFIELD LOCK KEYS WILL BE PROVIDED BY FORT LEONARD WOOD.
3. THE STORAGE AND STAGING AREA SHALL BE AS SHOWN ON THE SITE PLAN.
4. THE CONTRACTOR'S MAIN ACCESS TO THE PROPOSED WORK AREA SHALL BE VIA:
1. MISSOURI AVENUE MAIN GATE TO:
2. NORTH DAKOTA AVENUE TO:
3. IOWA AVENUE
5. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE ACCESS ROAD SHOWN AND SHALL COMPLY WITH ALL TRAFFIC CONTROL SIGNAGE REQUIRED BY THE BASE.
6. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
7. THE CONTRACTOR SHALL DESIGNATE AT LEAST ONE PERSON TO MONITOR AN AIRPORT RADIO AT ALL TIMES. DURING ATC WORKING HOURS, THE CONTRACTOR SHALL COMMUNICATE WITH THE TOWER ON THE AIRPORT AT A FREQUENCY OF 125.4. OUTSIDE OF ATC WORKING HOURS, THE CONTRACTOR SHALL MONITOR THE AIRPORT UNICOM FREQUENCY OF 123.75. THE PERSON DESIGNATED SHALL HAVE THE ABILITY TO EASILY COMMUNICATE WITH OTHER CONTRACTOR PERSONNEL WORKING ON THE JOBSITE. THE CONTRACTOR SHALL PROVIDE HIS/HER OWN AIRPORT RADIO(S).
8. THE CONTRACTOR SHALL USE AN EXISTING GATE FOR ACCESS TO THE AIRFIELD. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE SECURED OR CLOSED DURING WORK HOURS. IF THE CONTRACTOR OPTS TO KEEP THE GATE OPEN, THE CONTRACTOR SHALL POST A COMPETENT SECURITY GUARD TO CONTROL ACCESS AT THE GATE. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS AS DIRECTED.
9. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
10. ALL COSTS RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
11. THE CONTRACTOR SHALL USE THE MISSOURI AVENUE MAIN ACCESS CONTROL POINT FOR ENTRY EVERY DAY.
12. ALL VEHICLES MUST BE REGISTERED WITH FLW LAW ENFORCEMENT.
13. TEMPORARY PASSES MUST BE OBTAINED BY ALL CONTRACTOR PERSONNEL. APPLY FOR PASSES AT https://vcc1.icmvcc.com/im3500/Registration.aspx. SEE LOCAL PROVISIONS SECTION IN THE CONTRACT DOCUMENTS FOR MORE INFORMATION REGARDING ACCESS TO FT. LEONARD WOOD.
14. FOREIGN NATIONALS WILL NOT BE ALLOWED ENTRY TO THIS INSTALLATION DUE TO LACK OF AVAILABLE FLW RESOURCES TO PROVIDE AN ESCORT.
15. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA OR WITHIN THE WORK AREA LIMITS (SEE NOTE 12).
16. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE.
17. ALL CONSTRUCTION TRAFFIC OPERATING WITHIN AN ACTIVE RUNWAY OR TAXIWAY SAFETY AREA OR ON AN ACTIVE APRON, SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT WHO IS MONITORING THE AIRPORT UNICOM FREQUENCY. THE CONTRACTOR SHALL PROVIDE HIS/HER OWN FLAGMEN.
18. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF THE ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
19. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
20. IF THE CONTRACTOR IS GOING TO CAUSE ANY SPARKS INSIDE OF THE BASE PROPERTY LIMITS, SUCH AS CUTTING REBAR, THEY WILL NEED TO OBTAIN A HOT WORKS PERMIT. THIS PERMIT WILL REQUIRE TAKING A CLASS. MORE INFORMATION CAN BE ATTAINED AT 573-596-0886.

5. CONTRACTOR ACCESS (CONT.)

- 17. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR. VEHICLE OPERATORS HAVING ACCESS TO THE MOVEMENT AREA SHALL BE FAMILIAR WITH AIRPORT PROCEDURES FOR THE OPERATION OF GROUND VEHICLES AND THE CONSEQUENCES OF NONCOMPLIANCE OR BE ESCORTED BY SOMEONE WHO IS.
18. THE CONTRACTOR SHALL NOTIFY THE LOCAL FIRE DEPARTMENT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.
19. PERSONNEL ENTERING THE SECURED AREA SHALL BE IN POSSESSION OF AND DISPLAY A BASE IDENTIFICATION BADGE AT ALL TIMES.

6. WILDLIFE MANAGEMENT

- 1. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR AIRPORT MANAGER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.
3. BECAUSE OF THE POTENTIAL PRESENCE OF THE INDIANA BAT, GRAY BATS AND NORTHERN LONG-EARED BATS, ALL TREES AFFECTED BY THE PROJECT MUST BE FELLED BETWEEN NOVEMBER 1, 2018 AND MARCH 31, 2019 TO AVOID IMPACTING THE BATS' NESTING SEASON.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- 1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

- 1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

- 1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO THE AIRPORT PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT AND TO ALLOW FOR COORDINATION WITH THE AIRPORT TENANTS BY THE AIRPORT.
3. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
4. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.
5. CONTACTS FOR THIS PROJECT ARE AS LISTED BELOW.

CONTACTS

Table with 2 columns: Name/Title and Phone Number. Includes contacts for Sponsor (City of Waynesville, MO), Airport (Waynesville/St. Robert - FBO Operations Manager), Engineer (Crawford, Murphy & Tilly, Inc.), Fire Department (Robert Johnson), Water (Department of Public Works Fort Leonard Wood), and Emergency (911).

10. INSPECTION REQUIREMENTS

- 1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR SHALL ATTEND A FINAL INSPECTION OF EACH PHASE WORK AREA PRIOR TO OPENING THE AREA TO AIRPORT OPERATIONS.

11. UNDERGROUND UTILITIES

- 1. THE CONTRACTOR SHALL MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL 1-800-DIG-RITE AND FORT LEONARD WOOD TO ARRANGE FOR UTILITY LOCATES.
3. A DIG PERMIT SHALL BE OBTAINED FROM FORT LEONARD WOOD ARMY BASE BEFORE ANY DIGGING OCCURS. DIG PERMIT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE INCIDENTAL TO THE PROJECT.

12. PENALTIES

- 1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW OR APPLICABLE REGULATION.

13. SPECIAL CONDITIONS

- 1. THE CONTRACTOR MUST ABIDE BY ALL LOCAL REGULATORY CONDITIONS PROVIDED BY FORT LEONARD WOOD.
2. SEAT BELTS MUST BE WORN IN COMMERCIAL VEHICLES AT ALL TIMES.
3. CELL PHONE USAGE IS PROHIBITED WHILE OPERATING ANY TYPE OF VEHICLE.
4. TIRES MUST BE CLEAN BEFORE DRIVING ON ANY PAVEMENTS ON THE BASE. NO MUD WILL BE TOLERATED ON ANY PAVEMENTS AND MUST BE CLEANED UP IMMEDIATELY.
5. ALL WORKERS WILL BE REQUIRED TO BE BADGED WITH FORT LEONARD WOOD.
6. THE CONTRACTOR SHALL OBTAIN A HOT PERMIT FROM THE BASE IF ANY SPARKS WILL BE CREATED FROM THE CONTRACTOR'S OPERATIONS OR WELDING WILL BE USED.
7. THE CONTRACTOR SHALL TEST THE EXISTING ELECTRICAL SYSTEM BEFORE CONSTRUCTION BEGINS. THE CONTRACTOR SHALL TAKE NOTE OF ANY ELECTRICAL COMPONENTS THAT ARE NOT WORKING PROPERLY AT THIS TIME AND CONFIRM THIS WITH THE AIRPORT.
8. THE ELECTRICAL CONTRACTOR SHALL NOT LEAVE THE PROJECT SITE AFTER WORKING ON ANY EXISTING CABLES UNTIL THE AIRPORT HAS TESTED ALL ELECTRICAL COMPONENTS AND ENSURED THAT THEY ARE OPERATIONAL.

14. RUNWAY AND TAXIWAY VISUAL AIDS

- 1. AIRPORT PAVEMENT SHALL BE CLOSED DURING THIS PROJECT. THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOW THE REQUIREMENTS OF FAA AC 150/5370-2G.
2. BARRICADES SHALL BE USED AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET.

15. MARKING AND SIGNS FOR ACCESS ROUTES

- 1. BARRICADES, SIGNS AND LATHE LINES SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED ON THIS SHEET AND THE CONSTRUCTION ACTIVITY PLAN SHEETS.

16. HAZARD MARKING AND LIGHTING

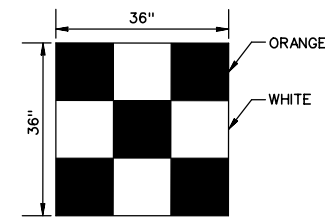
- 1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2F AND 150/5210-5D AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25' INSIDE THE PROJECT AREA.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS.

17. PROTECTION

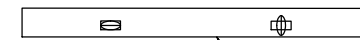
- 1. NO WORK WILL BE ALLOWED WITHIN THE RUNWAY SAFETY AREA, OBJECT FREE AREA OR ANY CRITICAL RUNWAY PROTECTION SURFACES. WORK WILL ALSO NOT BE ALLOWED WITHIN ANY TAXIWAY SAFETY OR OBJECT FREE AREA.
2. WHEN WORK WILL REQUIRE THE USE OF THE MILITARY APRON FOR HAULING THIS WORK WILL BE COORDINATED WITH THE AIRPORT MANAGER. NO WORK IN THIS AREA WILL BE ALLOWED WHEN A FLIGHT IS EXPECTED.

18. OTHER LIMITATIONS ON CONSTRUCTION

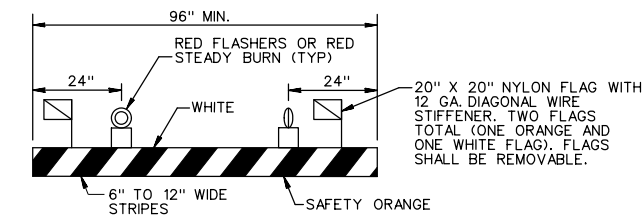
- 1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE BASE, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, UNUSED PAINT, UNUSED SEALANT AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT AND BASE PROPERTY IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS, UNLESS OTHERWISE SPECIFIED.



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG N.T.S.



MULTI-BARRIER AR10x96, RRM AIRPORT BARRIER 4202-25, WATERCADE WC01-10, NEUBERT AERO CORP. NAC-PC9642, OR APPROVED EQUAL (SEE NOTE 6)

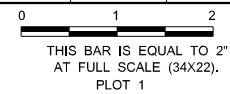


BARRICADE NOTES:

- 1. FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OR SOLAR POWER OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
3. BARRICADES SHALL BE PLACED WITH A MAXIMUM OF 20' SPACING CENTER TO CENTER ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE FLASHER OR STEADY BURN LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
4. FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT COMPONENTS, AND WEIGHTED TO AVOID BEING BLOWN OVER.
6. BARRICADES SHALL BE OF A COMMERCIAL DESIGN AND SHALL MEET CURRENT FAA REQUIREMENTS.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL BARRICADES INCLUDING REPLACEMENT OF BATTERIES AS NEEDED.

LOW PROFILE LIGHTED BARRICADE N.T.S.

Table with 3 columns: NUMBER, BY, DATE. Title: REVISIONS



WAYNESVILLE-ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD 5017 IOWA AVE. FORT LEONARD WOOD, MO 65473 TERMINAL MODIFICATIONS

CMT logo and contact information for CMT Engineering, Inc. including address (500 St. Louis, MO 63702) and phone number (314) 436-5500.

Table with 2 columns: Field Name and Value. Fields include FILE, DESIGN BY, DRAWN BY, CHECKED BY, APPROVED BY, DATE, and JOB No.

CONSTRUCTION ACTIVITY PLAN NOTES

PRELIMINARY - NOT FOR CONSTRUCTION

**TBN—WAYNESVILLE/ST. ROBERT REGIONAL AIRPORT AT FORNEY FIELD  
CONSTRUCTION SAFETY & PHASING PLAN**

**APPENDIX B: Preliminary Project Review Meeting Minutes**

**Waynesville-St. Robert Regional Airport  
Commercial Passenger Terminal Improvements  
Preliminary Project Review Meeting Agenda  
November 21, 2018**

**MEETING MINUTES**

*Prepared by Brian Garkie – CMT, Inc.*

- I. Sign-In and Introductions – *Mr. Brian Garkie opened the meeting with an introduction and then everyone in the room and on the phone introduced themselves. See attached sign-in sheet. Note, not everyone in attendance signed in.*
  
- II. Existing Conditions – *Mr. Garkie referred everyone to the existing floor plan and discussed how the terminal currently operates.*
  - a. Current use of space
  - b. Current flow of passengers – *passengers wait in the lobby with their baggage. Once the ticket counter opens, the bags are checked and passengers continue to use the lobby. Upon arrival of the plane, passengers are screened and held in the screening area until it is time to board the plane. There is no separate gate holding area. Passengers getting off the plane remain on the plane until cleared onto the base. They then go inside the terminal to collect their baggage and then either rent a car, head to their own car, or get picked up.*
  - c. Current flow of baggage – *baggage is checked at the ticket counter, taken to the baggage screening room, and after being cleared is stored in the baggage screening room until the plane arrives. The baggage is then taken out to the plane. Inbound baggage is taken from the plane to the terminal and piled up in front of the restrooms resulting in no room to walk.*
  
- III. Proposed Changes
  - a. Existing building to remain as-is
  - b. Needs
    - i. Unscreened waiting area – *needs to be large enough for up to 30 people to wait for TSA screening to begin.*
    - ii. Screened passenger waiting area – *needs to be separate from screening area and large enough for up to 30 passengers.*
    - iii. Arrival passengers base clearance waiting area – *Space needs to be provided to hold passengers until cleared onto the base. Col. Townes confirmed that from a military standpoint, those getting off the plane waiting to be cleared onto the base could mix with those already screened and are waiting to get on the plane. After the meeting, Mr. Dave Robinson confirmed with TSA that from a TSA standpoint, those already screened can mix with those getting off the plane as this is similar to any other commercial service airport gate holding area. The option to use a doublewide trailer with a single room to serve as both a gate holding area and military base clearance area was selected as the preferred option.*

- iv. Baggage screening and storage area – *screening to take place in the existing baggage screening room and baggage to be stored on new covered baggage carts provided the available state funding can be used on this.*
- v. TSA – *existing break room is also the baggage screening room. With additional baggage, the break room needs to be relocated.*
- c. Add trailers to create additional space – *A doublewide trailer to be added between the terminal and the apron to be used to hold screened passengers and those getting off the plane waiting for clearance onto the base. A restroom is to be included inside this trailer. A trailer to be added on the north side of the terminal to be used as a breakroom for TSA and the airline. No restroom will be included in this trailer. A trailer to be added next to the parking lot to be used as a waiting area for passengers who have not yet gone through security.*
  - i. Inside the fence options
    - 1. Tree removal – *Ms. Mariola Bush stated that from a DPW standpoint, the trees could be removed and new ones planted once the area is no longer needed for the trailer. There were no objections to removal of the trees.*
    - 2. Baggage cart path requirements
    - 3. Building setback
    - 4. Fire code
    - 5. Utilities available
      - a. Water
      - b. Sewer
      - c. Electric – Single Phase vs Three Phase
- d. Parking lot expansion options – *Col. Townes suggested a separate meeting to discuss parking. No immediate plans to expand were made during the meeting. It was suggested to use the parking area next to the military hangar on the west side of Iowa Ave as parking for rental cars to help free up spaces in the long-term lot. Mr. Garkie noted that a Hertz employee stated that they usually have between 15 and 30 cars on hand. A few are parked in front of the terminal while the rest are parked in the long-term lot. No data was available at the meeting on what percentage of passengers park a car versus getting dropped off. The addition of a trailer in front of the terminal may result in the loss of parking spaces if the trailer cannot fit on the grass and has to be placed in the parking lot.*

#### IV. Schedule

- a. Is March 1, 2019 the date for Contour Airlines to begin service? – *Mayor George Lauritson stated that the contract with Contour is not yet approved by the USDOT but the start date could be as early as February 1, 2019. Col. Townes stated that we should not expect everything to be in place in time for the first flight.*
- b. Trailer acquisition
  - i. Lead time on trailers will require this to be bid soon – *Ms. Natalie Reagan stated that the trailer dealer she has talked to has a 90 day lead time for trailers already on the lot ready to be configured.*
  - ii. Issue bidding documents for contractor to purchase and deliver trailers
- c. Site work/Utilities
  - i. Separate construction contractor to install?
  - ii. Install with local forces? – *Mr. Bruce Harrill stated that it might be possible for Waynesville Public Works to do some of the utility connections.*
- d. Contingency plan

- i. Use buses for people to wait on?
- ii. Other?

V. Questions/Comments

- a. *At the conclusion of the meeting, the plan moving forward was selected as adding a doublewide trailer inside the fence with restroom, a TSA/airline breakroom trailer on the north side of the terminal with no restroom, and a passenger waiting trailer with no restroom next to the parking lot. Col. Townes asked the various representatives at the meeting if they had any issues or concerns with this plan and everyone stated that they were good with this plan.*

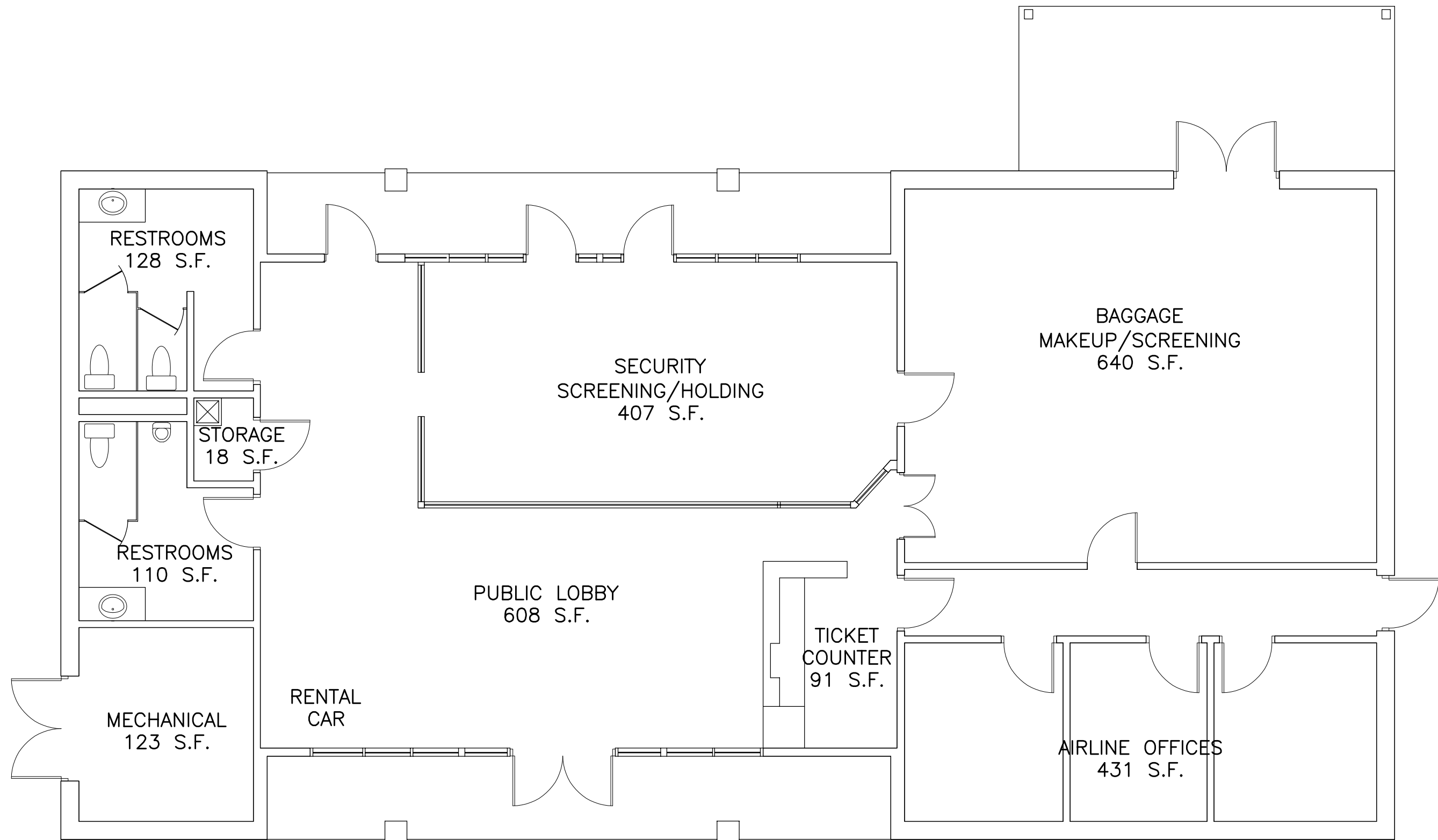
*These minutes represent the author's understanding of discussions held and decisions made at this meeting. All questions, comments, exceptions or corrections from those listed on this document as to the information contained herein must be submitted, in writing, to the author of these minutes within seven days of distribution. If no changes or clarifications are received by the author of these minutes, then these minutes will be considered accurate.*

**Waynesville-St. Robert Regional Airport  
Commercial Passenger Terminal Improvements  
Preliminary Project Review Meeting  
GA Terminal Building**

Join by phone: 217-793-8475,,19027#  
November 21, 2018

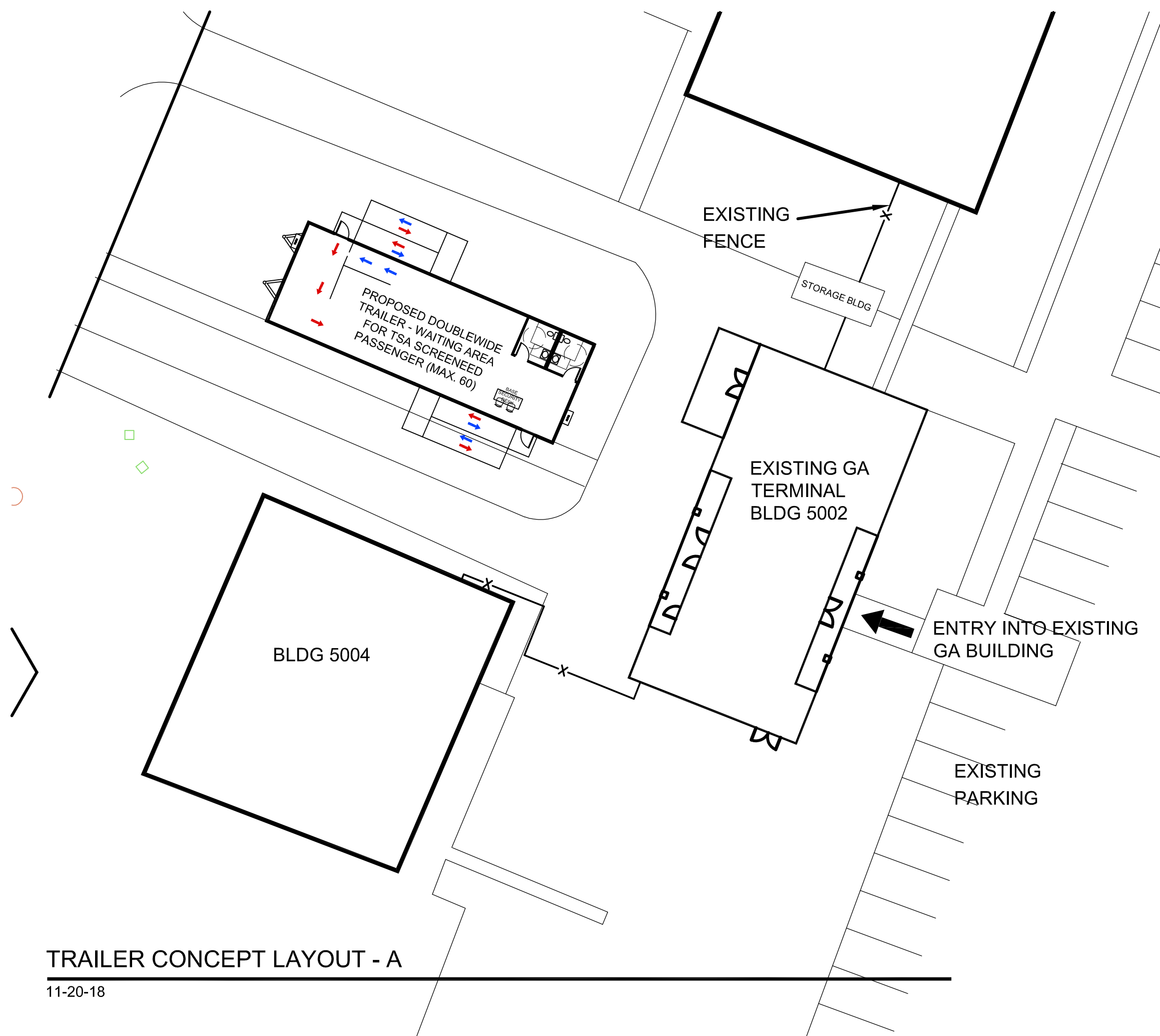
Sign-In Sheet

Name	Company/Affiliation	Phone	E-mail (for minutes)
Brian Garkie	CMT, Inc.	314-571-9070	bgarkie@cmtengr.com
Tom Morris	CMT, Inc.	314-571-9080	tmorris@cmtengr.com
Ambra Knox	CMT, Inc.	217-572-1104	aknox@cmtengr.com
DAVE ROBINSON	FORNEY FIELD, MANAGER	573 596-2167	DAVID.L.ROBINSON74.CIV@MAIL.MIL
Buddy Glover	Fire Dept	573-556-0886	buddy.w.glover.civ
Joe Rapone	DPMS	573-563-4058	joseph.a.rapone.civ
BRUCE HARRILL	City of Waynesville	573-774-6171	cadwin@waynesvillemo.org
George A LAURITSEN	ST Robert	573-855-4801	gmlapr18@yahoo.com
Mariola Bush	DPW	573 596 6153	mariola.m.bush.civ@mail.mil
SHILDON CLOLEY	FBO MANAGER	573 329 4216	MANAGER@FLWFLW.COM
Natalie Reagan (via phone)	Ireland Architects	417-881-3409	natalier@irelandarchitects.com



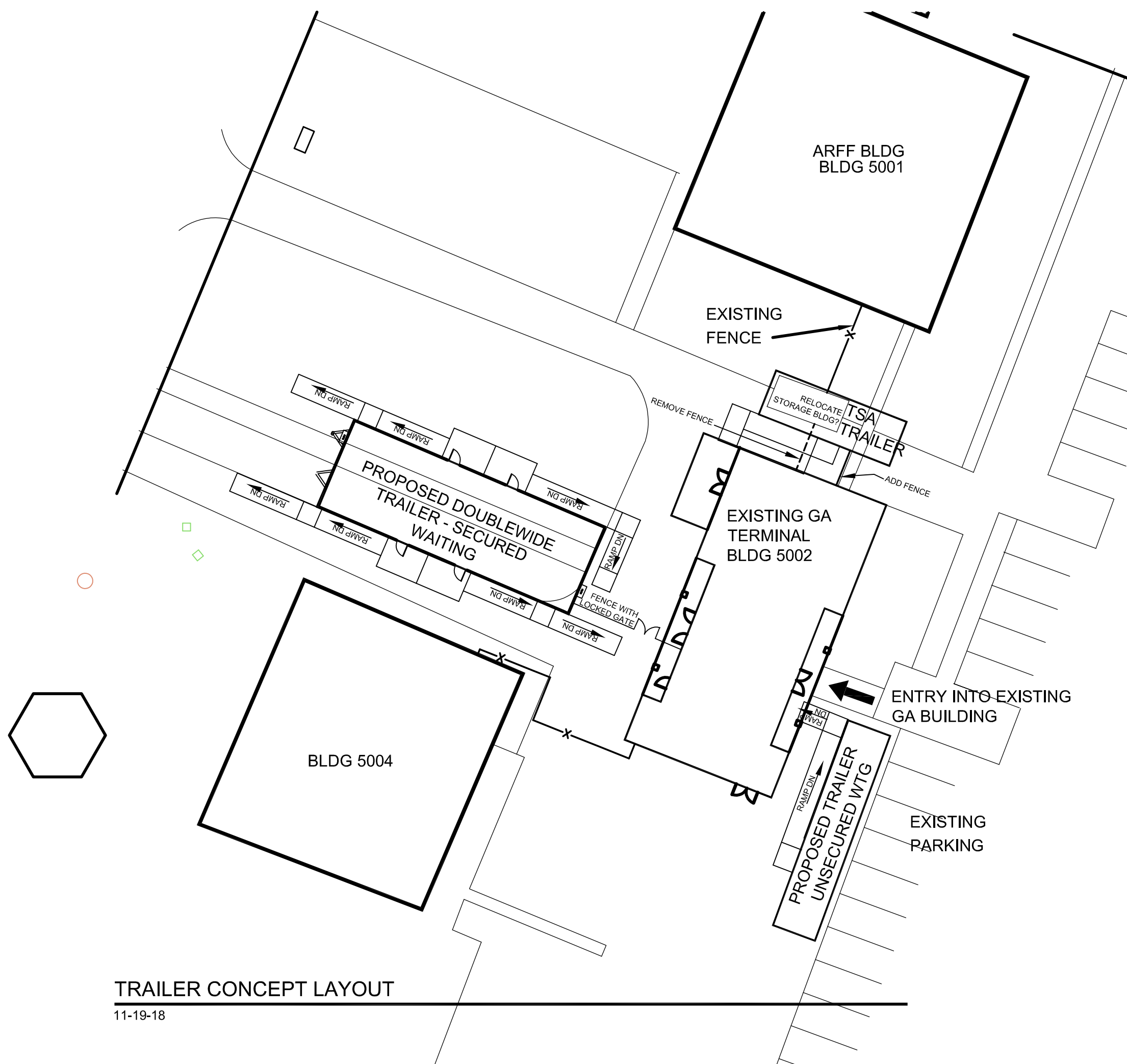
**EXISTING TERMINAL**

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TRAILER CONCEPT LAYOUT - A

11-20-18



**TRAILER CONCEPT LAYOUT**

11-19-18





Iowa Ave

WEST WALKWAY