

Santa Maria Public Airport District
Terminal Apron Reconstruction
AIP 3-06-0237-035-2016
Addendum No. 1

- 1.01 Add the following note to Sheets 14, 15, 16, and 17 of the drawings:

Construction of the LAV Dump Station Improvements is not subject to any federal grant funding. Should the Airport District elect to proceed with this element, improvements will be Non-Federally Funded, being funded 100% by the Santa Maria Public Airport District.

- 1.02 Add the following to Page 28 of the Contract Specifications:

LAV DUMP STATION MODIFICATIONS: Contractors are advised that Bid Item 9 (Lav Dump Station Modifications) and Bid Item 14 (P-610 PCC Flatwork, 8”), if awarded, will be Non-Federally Funded, being funded 100% by the Santa Maria Public Airport District. Furthermore, the District will elect to proceed with the Lav Dump Modifications after review of all bids. It is understood that Measurement and Payment for these items may be zero (0) without any impact or adjustments to measurement or payment for other items and the overall contractual obligation of the District. Minor adjustments to the Measurement and Payment of other bid items related to the Lav Dump Modifications are to be anticipated in the event the Lav Dump Modifications work is not authorized.

- 1.03 The Construction Safety Phasing Plan has been revised. Remove and replace the Construction Safety Phasing Plan with the May, 2016 Plan included in its entirety as an attachment to this addendum.
- 1.04 Add the following two Federal Contract Provisions (Procurement of Recovered Materials and Seismic Safety) to the Notice Inviting Sealed Bids and to the Appendix D:

Procurement of Recovered Materials

Contractor and subcontractor agree to comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act, and the regulatory provisions of 40 CFR Part 247. In the performance of this contract and to the extent practicable, the Contractor and subcontractors are to use of products containing the highest percentage of recovered materials for items designated by the Environmental Protection Agency (EPA) under 40 CFR Part 247 whenever:

- a) The contract requires procurement of \$10,000 or more of a designated item during the fiscal year; or,
- b) The contractor has procured \$10,000 or more of a designated item using Federal funding during the previous fiscal year.

The list of EPA-designated items is available at
www.epa.gov/epawaste/conserve/tools/cpg/products/.

Section 6002(c) establishes exceptions to the preference for recovery of EPA-designated products if the contractor can demonstrate the item is:

- a) Not reasonably available within a timeframe providing for compliance with the contract performance schedule;
- b) Fails to meet reasonable contract performance requirements; or
- c) Is only available at an unreasonable price.

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Seismic Safety

In the performance of design services, the Consultant agrees to furnish a building design and associated construction specification that conform to a building code standard which provides a level of seismic safety substantially equivalent to standards as established by the National Earthquake Hazards Reduction Program (NEHRP). Local building codes that model their building code after the current version of the International Building Code (IBC) meet the NEHRP equivalency level for seismic safety. At the conclusion of the design services, the Consultant agrees to furnish the Owner a “certification of compliance” that attests conformance of the building design and the construction specifications with the seismic standards of NEHRP or an equivalent building code.

Construction Contracts

Seismic Safety

The contractor agrees to ensure that all work performed under this contract, including work performed by subcontractors, conforms to a building code standard that provides a level of seismic safety substantially equivalent to standards established by the National Earthquake Hazards Reduction Program (NEHRP). Local building codes that model their code after the current version of the International Building Code (IBC) meet the NEHRP equivalency level for seismic safety.

- 1.05 Page 39 of the project specifications has been changed to now include Federal Provisions 23 (Procurement of Recovered Materials) and 24 (Seismic Safety). Remove and replace Page 39 with the new Page 39 included in its entirety as an attachment to this addendum.

Note that Page 39 requires contractor signature and inclusion with the bid.

Bid Date and Time Remain Unchanged: 2:00 pm, Wednesday, June 1, 2016

Bidding Contractors must acknowledge receipt of this Addendum in the appropriate blank on Page 27 of the contract book.

END OF ADDENDUM No. 1

/s/ Chris Hastert
General Manager

Attachment 1: Construction Safety Phasing Plan, May 2016
Attachment 2: Specification Page 39

REQUIRED FEDERAL CONTRACT PROVISIONS FOR AIRPORT IMPROVEMENT PROGRAM AND FOR OBLIGATED SPONSORS

1. ACCESS TO RECORDS AND REPORTS. (Reference: 2 CFR § 200.326, 2 CFR § 200.333)
2. AFFIRMATIVE ACTION REQUIREMENT. (Reference: 41 CFR part 60-4, Executive Order 11246)
3. BREACH OF CONTRACT TERMS. (Reference 2 CFR § 200 Appendix II(A))
4. BUY AMERICAN PREFERENCE. (Reference: 49 USC § 50101)
5. CIVIL RIGHTS - GENERAL. (Reference: 49 USC § 47123)
6. CIVIL RIGHTS – TITLE VI ASSURANCES.
7. CLEAN AIR AND WATER POLLUTION CONTROL. (Reference: 49 CFR § 18.36(i)(12)) Note, when the DOT adopts 2 CFR 200, this reference will change to 2 CFR § 200 Appendix II(G))
8. CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS. (Reference: 2 CFR § 200 Appendix II (E))
9. COPELAND “ANTI-KICKBACK” ACT (Reference: 2 CFR § 200 Appendix II(D), 29 CFR parts 3 & 5)
10. DAVIS-BACON REQUIREMENTS. (Reference: 2 CFR § 200 Appendix II(D))
11. DEBARMENT AND SUSPENSION (NON-PROCUREMENT). (Reference: 2 CFR part 180 (Subpart C), 2 CFR part 1200, DOT Order 4200.5 DOT Suspension & Debarment Procedures & Ineligibility)
12. DISADVANTAGED BUSINESS ENTERPRISE. (Reference: 49 CFR part 26)
13. ENERGY CONSERVATION REQUIREMENTS. (Reference 2 CFR § 200 Appendix II(H))
14. EQUAL OPPORTUNITY CLAUSE AND SPECIFICATIONS. (Reference 41 CFR § 60-1.4, Executive Order 11246)
15. FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE) (Reference: 29 USC § 201, et seq.)
16. LOBBYING AND INFLUENCING FEDERAL EMPLOYEES. (Reference: 49 CFR part 20, Appendix A)
17. NONSEGREGATED FACILITIES REQUIREMENT. (Reference: 41 CFR § 60-1.8)
18. OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 (Reference 20 CFR part 1910)
19. RIGHT TO INVENTIONS. (Reference 2 CFR § 200 Appendix II(F))
20. TERMINATION OF CONTRACT. (Reference 2 CFR § 200 Appendix II(B))
21. TRADE RESTRICTION (Reference: 49 CFR part 30)
22. TEXTING WHEN DRIVING (References: Executive Order 13513, and DOT Order 3902.10)
22. VETERANS PREFERENCE (Reference: 49 USC § 47112(c))
23. PROCUREMENT OF RECOVERED MATERIALS (Reference: 2 CFR § 200.322)
24. SEISMIC SAFETY (Reference: 49 CFR part 41)

The contractor (including all subcontractors) shall insert the federal contract provisions and clauses located in the appendix in each contract and subcontract. The contractor (or subcontractor) shall incorporate applicable requirements of the contract provisions by reference for work done under any purchase orders, rental agreements and other agreements for supplies or services. The prime contractor will be responsible for compliance with these contract provisions by any subcontractor, lower-tier subcontractor or service provider. No modifications to the provisions are allowed. Minor additions covering state or sponsor requirements may be included in a separate supplemental specification, provided they do not conflict with federal laws and regulations and do not change the intent of the required contract provision.

Contractor Signature

Date



Santa Maria Public Airport (SMX)
Airport Terminal Apron Reconstruction
Construction Safety Phasing Plan

CONSTRUCTION SAFETY PHASING PLAN

for

A.I.P. NO. 3-06-0237-033-2014 (DESIGN)

A.I.P. NO. 3-06-0237-035-2016 (CONSTRUCTION)

AIRPORT TERMINAL APRON RECONSTRUCTION

SANTA MARIA PUBLIC AIRPORT

Santa Maria, CA

May 2016

Tartaglia Engineering
P.O. Box 1930
Atascadero, Ca 93422
(805)-466-5660



AVIATION SAFETY REQUIREMENTS DURING CONSTRUCTION

Introduction

The purpose of this Plan is to provide guidance for compliance with the Federal Aviation Administration (FAA) rules and regulations and with Santa Maria Airport requirements with regard to access onto the airport's operations areas or restricted areas during the construction of the Santa Maria Airport Terminal Apron Reconstruction project. Affected areas and possible safety problems are addressed in the plans and specifications. Specific issues will be discussed at the Airport Safety Workshop held by the FAA at the Santa Maria Airport. The project Base Bid will run for 100 working days, Add. Alternate A for 25 Working days, and Add. Alternate B for 25 working days. It will be day work only and consist of the elements listed in "Project Scope".

The Contractor's attention is directed to FAA Advisory Circular 150/5370-2F, "Operational Safety on Airports during Construction", with emphasis on safety during construction. The circular is included in its entirety as an appendix in the specification booklet. The Contractor will be expected to comply in detail with all of the requirements of this Advisory Circular and of this Construction Safety Plan (CSPP), keeping a copy available at all times while on airport property.

Procedures for protecting all runway and taxiway safety areas, obstacle-free zones (OFZs), object-free areas (OFAs) and threshold citing criteria are outlined in AC 150/5300-13 Airport Design. Haul routes,



Santa Maria Airport (SMX)
Airport Terminal Apron Reconstruction
Construction Safety Phasing Plan

stockpiles, Contractor access, storage areas and work perimeter are delineated on the project layout plan and outlined in the project specifications. Notification for construction, including temporary shut-down of navigation aids or temporary closure of airport facilities will be handled by the General Manager.

In addition to the requirements of Circular 150/5370-2F and Circular 150/5300-13, specific requirements set forth in this CSPP shall be complied with. Filing of FAA Form 7460-1 for this construction activity will be done by Tartaglia Engineering. Tartaglia Engineering is responsible for submitting this safety plan through the 7460 submittal process.

Standard federal formatting of the CSPP begins on page 7.

Project Scope

The Santa Maria Public Airport District, airport sponsor, will accomplish the following construction in one phase and one contract. The work will consist of the following:

TERMINAL APRON RECONSTRUCTION:

BASE BID

1. Site preparation including demolition and removals, earthwork, grading, and subgrade preparation.
2. Aggregate base. Concrete flatwork, asphalt pavement.
3. Baggage access ramp, including retaining walls.
4. Lav-dump station improvements including utility connections.
5. Pavement markings.
6. Water pollution control.

ADDITIVE ALTERNATE A:

1. Site preparation including demolition and removals, earthwork, grading, and subgrade preparation.
2. Aggregate base and concrete flatwork.
3. Water pollution control.

ADDITIVE ALTERNATE B:

1. Site preparation including demolition and removals, earthwork, grading, and subgrade preparation.
2. Aggregate base and concrete flatwork.
3. Water pollution control.

Definitions

For the purpose of this Plan:

1. “Badge” shall mean a security badge issued by the General Manager to identify a person authorized to have access to a designated restricted area.
2. “AOA,” abbreviation for Air Operations Area: An area designated for aircraft maneuvering, or any field area restricted to the general public (In practice: most areas inside the airport perimeter fence).
3. “ARFF” shall mean Air Rescue Fire Fighting.
4. “Project Engineer” shall mean Engineer or Inspector assigned to inspect the project.
5. “Airport Management” shall mean the General Manager and his designated representatives.
6. “Contractor” shall mean the general contractor and his sub-contractors.

GENERAL CONSIDERATIONS

Current System (System Baseline)

Santa Maria Airport (SMX) is a medium hub airport located in Santa Maria, California. Figure 1 shows the entire airport with Runway 12-30 and Runway 2-20. The Airport Master Record in Figure 2 shows airport information used in the FAA Airport Facility Directory. Additional comments on data elements are shown at the bottom of this form. The last figure, Figure 3, shows the Airport Diagram with the current taxiway and runway designations.

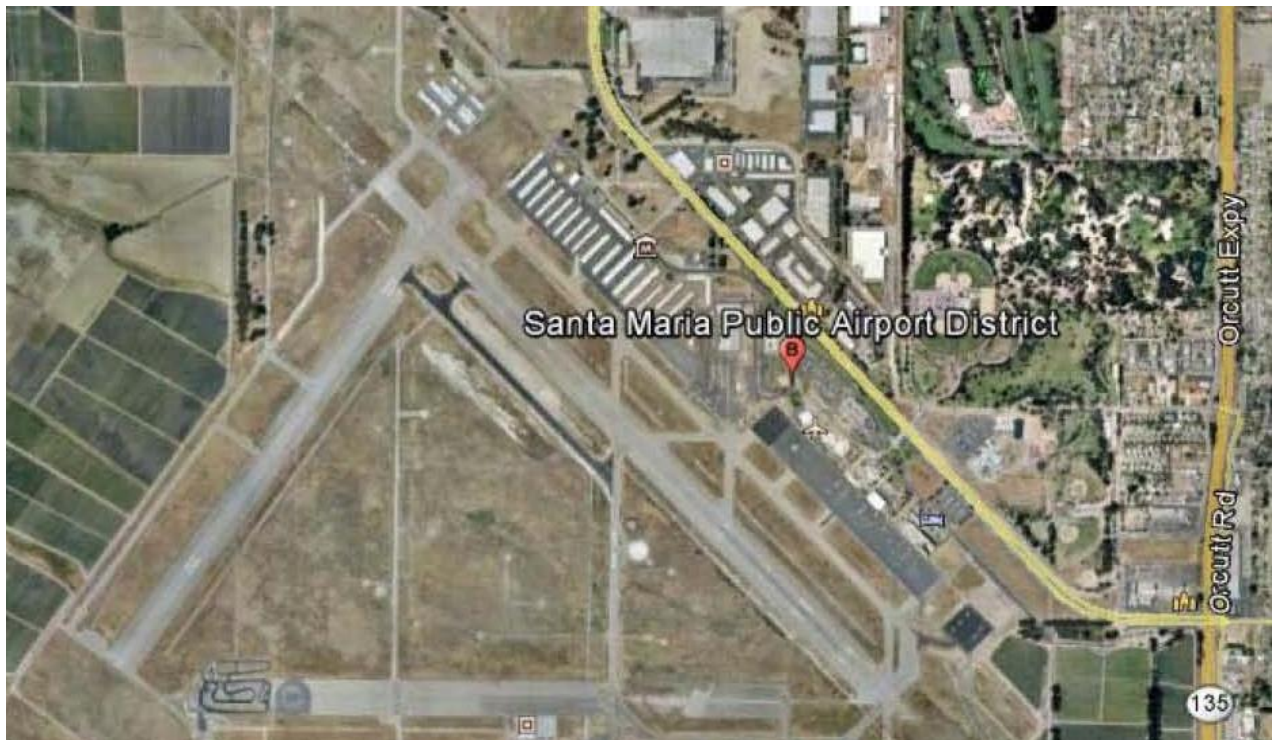


Figure 1
Santa Maria Airport



Santa Maria Airport (SMX)
Airport Terminal Apron Reconstruction
Construction Safety Phasing Plan

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		AIRPORT MASTER RECORD		PRINT DATE: 4/22/2016 AFD EFF 03/31/2016 FORM APPROVED OMB 2120-0015	
> 1 ASSOC CITY: SANTA MARIA		4 STATE: CA		LOC ID: SMX	
> 2 AIRPORT NAME: SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD		5 COUNTY: SANTA BARBARA CA		FAA SITE NR: 02251.*A	
3 CBD TO AIRPORT (NM): 03 S		6 REGION/ADO: AWP/LAX		7 SECT AERO CHT: LOS ANGELES	
GENERAL		SERVICES		BASED AIRCRAFT	
10 OWNERSHIP: PUBLIC		> 70 FUEL: 100LL A		90 SINGLE ENG: 195	
> 11 OWNER: SANTA MARIA PUBLIC APT DIST		> 71 AIRFRAME RPRS: MAJOR		91 MULTI ENG: 13	
> 12 ADDRESS: 3217 TERMINAL DR		> 72 PWR PLANT RPRS: MAJOR		92 JET: 4	
> 13 PHONE NR: 805-922-1726		> 73 BOTTLE OXYGEN:		TOTAL: 212	
> 14 MANAGER: CHRIS HASTERT		> 74 BULK OXYGEN:		93 HELICOPTERS: 21	
> 15 ADDRESS: 3217 TERMINAL DR		75 TSNT STORAGE: TIE		94 GLIDERS: 1	
> 16 PHONE NR: 805-922-1726		76 OTHER SERVICES:		95 MILITARY: 0	
> 17 ATTENDANCE SCHEDULE:		AFRT, AVNCS, CHTR, INSTR, RNTL, SALES		96 ULTRA-LIGHT: 1	
ALL ALL 0600-2200		FACILITIES		OPERATIONS	
18 AIRPORT USE: PUBLIC		> 80 ARPT BCN: CG		100 AIR CARRIER: 445	
19 ARPT LAT: 34-53-59.7606N ESTIMATED		> 81 ARPT LGT SKED: SEE RMK		102 AIR TAXI: 12,298	
20 ARPT LONG: 120-27-29.0668W		BCN LGT SKED: SS-SR		103 G A LOCAL: 13,775	
21 ARPT ELEV: 261.0 SURVEYED		> 82 UNICOM: 122.950		104 G A ITRNRT: 18,043	
22 ACREAGE: 2,516		> 83 WIND INDICATOR: YES-L		105 MILITARY: 893	
> 23 RIGHT TRAFFIC: 02, 12		84 SEGMENTED CIRCLE: YES		TOTAL: 45,454	
> 24 NON-COMM LANDING: NO		85 CONTROL TWR: YES		OPERATIONS FOR	
25 NPIAS/FED AGREEMENTS: NGPY		86 FSS: HAWTHORNE		12 MONTHS	
> 26 FAR 139 INDEX: I B S 05/1973		87 FSS ON ARPT: NO		ENDING: 12/31/2013	
88 FSS PHONE NR:		89 TOLL FREE NR: 1-800-WX-BRIEF			
RUNWAY DATA					
> 30 RUNWAY INCDT:		02/20 12/30			
> 31 LENGTH:		5,189 8,004			
> 32 WIDTH:		75 150			
> 33 SURF TYPE-COND:		ASPH-G ASPH-G			
> 34 SURF TREATMENT:		GRVD			
35 GROSS WT: S		70.0 75.0			
36 (IN THSDS) D		90.0 181.0			
37 20		150.0 400.0			
38 20/202					
> 39 PCN:		6 /F/B/YU 56 /F/B/XU			
LIGHTING/APCH AIDS					
> 40 EDGE INTENSITY:		HIGH			
> 42 RWY MARK TYPE-COND:		BSC - G / BSC - G PIR - G / PIR - G			
> 43 VGS:		/ /			
> 44 THR CROSSING HGT:		P4R / V4L			
> 45 VISUAL GLIDE ANGLE:		55 / 57			
> 46 CNTRLN-TDZ:		3.00 / 3.50			
> 47 RVR-RVV:		N - N / N - N			
> 48 REIL:		T - N / - N			
> 49 APCH LIGHTS:		N / N			
OBSTRUCTION DATA		MALSR /			
50 FAR 77 CATEGORY		B(V) / B(V) PIR / C			
> 51 DISPLACED THR:		/ /			
> 52 CTLG OBSTN:		/ TREES / TREES			
> 53 OBSTN MARKED/LGTD:		/ /			
> 54 HGT ABOVE RWY END:		/ 121 / 225			
> 55 DIST FROM RWY END:		/ 3,640 / 4,700			
> 56 CNTRLN OFFSET:		/ 350R / 800L			
> 57 OBSTN CLNC SLOPE:		50:1 / 28:1 50:1 / 20:1			
> 58 CLOSE-IN OBSTN:		N / N N / N			
DECLARED DISTANCES					
> 60 TAKE OFF RUN AVBL (TORA):		/ /			
> 61 TAKE OFF DIST AVBL (TODA):		/ /			
> 62 ACFT STOP DIST AVBL (ASDA):		/ /			
> 63 LNDG DIST AVBL (LDA):		/ /			
(c) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >					
> 110 REMARKS					
A 026 CLSD TO SUPPLEMENTAL PART 121 AND PART 135 ACR OPNS EXCP 24 HRS PPR CALL AMGR (805) 922-1726 WKDAYS 0800-1700.					
A 070 ACFT FUEL SERVICING AVAILABLE 129.975.					
A 081 WHEN ATCT CLSD ACTVT HIRL RY 12/30, MALSR RY 12 AND TWY LIGHTS - CTAF. PAPI RY 12 AND VASI RY 30 OPER CONTINUOUSLY.					
A 110-001 RUNUP APRON RY 30 GWT 110,000 LBS DW.					
A 110-003 CALM WIND LESS THAN 8 KNOTS USE RWY 30.					
A 110-004 NO TGL OPNS; LANDING PRACTICE OR PRACTICE INSTRUMENT APPROACHES 2200-0700.					
A 110-006 PORTIONS OF TWY J NOT VISIBLE FM ATCT & UNLGTD.					
A 110-009 NUMEROUS BIRDS ON AND INVOF ARPT.					
A 110-012 CAUTION PARALLEL LGTD ROAD LESS THAN 1/4 MILE NW OF RY 12/30.					
A 110-013 TRANSIENT PILOTS REMAIN CLEAR OF COMMERCIAL RAMP AND TERMINAL.					
A 110-014 SELF SERVE FUEL 100LL AVBL 24 HRS LOCATED NORTH OF TOWER.					
111 INSPECTOR: (F) 112 LAST INSP: 05/23/2014 113 LAST INFO REQ:					

FAA FORM 5010-1 (3/96) SUPERSEDES PREVIOUS EDITION

Figure 2
Airport Master Record Page 1



1. COORDINATION

Prior to the Preconstruction Conference, the Contractor shall prepare a construction schedule of construction activities (time, location and nature of activities). In addition, during the course of the project, the Contractor shall attend weekly meetings in accordance with the Project Specifications.

Specific issues regarding safety considerations will be discussed at the Airport Safety Workshop held in Santa Maria, by Tartaglia Engineering with the Contractor in attendance as part of the pre-construction conference.

Operational safety shall be a standing agenda item during the morning progress meetings throughout the life of the project.

Changes in the scope or duration of the project may necessitate revisions to the CSPP and review and approval by the airport operator and the FAA.

2. PHASING

This project will be phased in the following manner.

Phase 1 : Reconstruct existing apron, including sawcut, clearing, grubbing, and removals, excavation, subgrade preparation, aggregate base, pcc flatwork, and asphalt pavement. (Add. Alternate A & B)

Phase 2 : Reconstruct existing apron, including sawcut, clearing, grubbing, and removals, excavation, subgrade preparation, aggregate base, pcc flatwork, and asphalt pavement. Removal of existing pcc wall at baggage makeup area and construct baggage ramp. (Base Bid)

Phase 3 : Sawcut, clearing, grubbing, removals, and excavation. (Base bid, Add. Alt. A & B)

Phase 4 : Reconstruct existing apron including sawcut, clearing, grubbing, and removals, excavation, subgrade preparation, aggregate base, econo-crete and pcc flatwork, and asphalt pavement, construction of lav-dump station modifications, pavement. (Base bid, Add. Alt. A & B)

Phase 5 : Pavement marking. (Base Bid)



Santa Maria (SMX) Airport Terminal Apron Reconstruction

Project Location Map

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

The areas and operations affected by this construction project are shown on the following pages listing impacts on airfield movement and security, along with precautions to be taken during construction. This project will have no impact on navigation aids (NAVAIDS).



PHASE 1

Impacts and Provisions

Approximate Phase Duration: Anticipate 15 Working Days

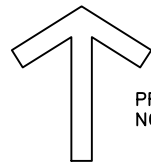
Impact on Existing Airfield Movement: No runway, taxiway, or taxilane closures this Phase. See following sheet for details regarding impacts to terminal apron.

Impact on Airport Perimeter Security: No changes to airport perimeter security in this phase.

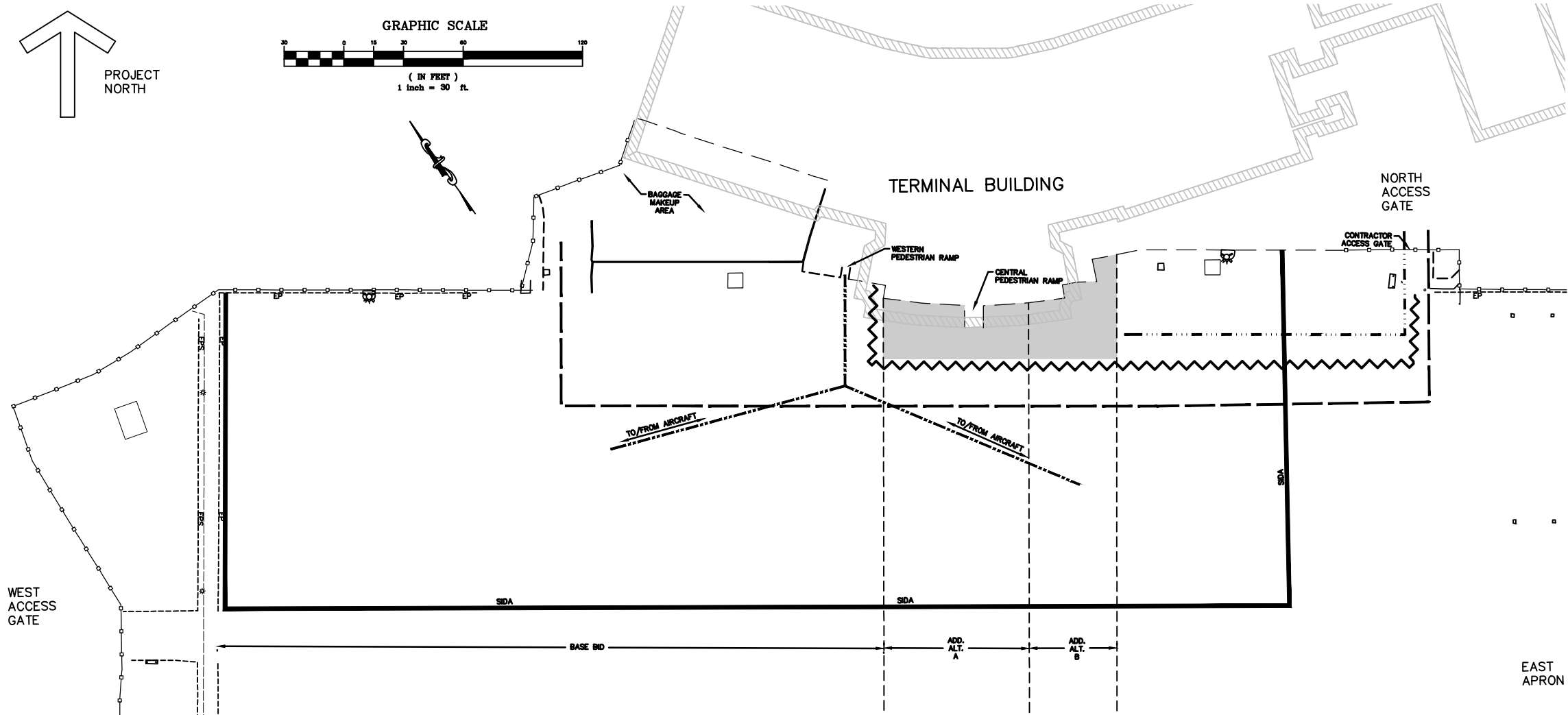
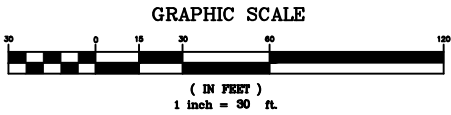
Impact on Navigation Aids: None

Construction Work Window: Unrestricted. Anticipate 7:00 am to 5:00 pm M-F.

Precautions: See following sheet



PROJECT
NORTH



PLAN VIEW
1" = 30'

A
3

LEGEND:

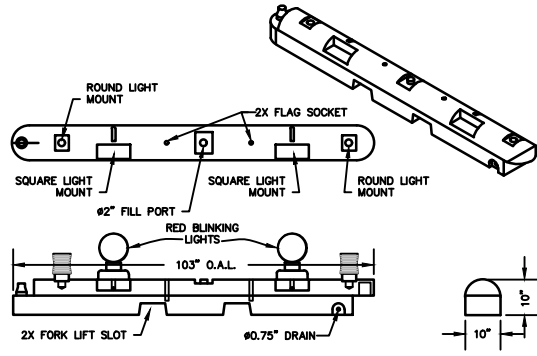
- AREA OF WORK
- APRON CLOSURE DELINEATION, SEE DETAIL B & C, SHEET 3
- PEDESTRIAN PATH OF TRAVEL
- BAGGAGE CART PATH OF TRAVEL
- CONTRACTOR PATH OF TRAVEL
- SECURITY IDENTIFICATION DISPLAY AREA (SIDA) LINE
- AIRPORT PERIMETER FENCE

ELEMENTS OF WORK:

PHASE	DESCRIPTION	BID SCHEDULE(S)	CONTRACTOR ACCESS	SIDA CONFIGURATION	SIDA ESCORT REQUIRED
1	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, PCC FLATWORK, AND ASPHALT PAVEMENT.	ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM NORTH ACCESS GATE	EXISTING	YES
2	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, PCC FLATWORK, AND ASPHALT PAVEMENT. REMOVAL OF EXISTING PCC WALL AT BAGGAGE MAKEUP AREA, CONSTRUCT BAGGAGE RAMP, AND TEMPORARY PAVEMENT MARKING.	BASE BID	FROM WEST ACCESS GATE	EXISTING	YES
3	SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, AND TEMPORARY PAVEMENT MARKING.	BASE BID, ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM WEST ACCESS GATE	RECONFIGURED	NO
4	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, ECONCRETE, AND PCC FLATWORK, ASPHALT PAVEMENT, AND TEMPORARY PAVEMENT MARKING. CONSTRUCTION OF LAV DUMP STATION MODIFICATIONS.	BASE BID, ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM WEST ACCESS GATE	RECONFIGURED	NO
5	PAVEMENT MARKING.	BASE BID	FROM WEST ACCESS GATE	NEW DESIGN	YES

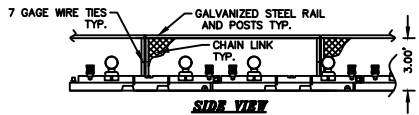
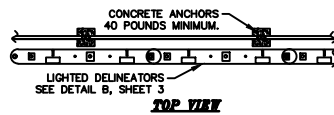
PHASING NOTES (SHEETS 3-7):

- WORK SHALL BE ACCOMPLISHED IN A PHASED APPROACH. THE WORK OF ONE PHASE SHALL BE COMPLETE, THE WORK AREA CLEANED, AND ALL ACCEPTED BY THE INSPECTOR BEFORE PROCEEDING TO THE NEXT PHASE.
- TSA REQUIRES 21 DAY ADVANCE NOTICE BEFORE IMPLEMENTING A SHIFT IN SIDA.
- PHASE 1 AND PHASE 2 REQUIRE CONTRACTOR OPERATIONS WITHIN THE SIDA.
- CONTRACTOR TO RECONFIGURE SIDA AREA AT THE END OF PHASE 2, REMOVING EXISTING SIDA DESIGNATION MARKINGS AND ESTABLISHING NEW TEMPORARY SIDA MARKINGS.
- A MINOR RECONFIGURATION OF THE TEMPORARY SIDA MARKINGS IS REQUIRED AT THE END OF PHASE 3.
- ALL WORK IN PHASES 3 AND 4 OCCURS OUTSIDE THE SIDA AREA.
- PHASE 5 FOCUSES ON PAVEMENT MARKINGS, REMOVAL OF TEMPORARY SIDA, AND ESTABLISHMENT OF NEW, PERMANENT SIDA.
- AIRPORT SUPPORT EQUIPMENT INCLUDING BAGGAGE CART TRAIN CAN OPERATE ON NEW CONCRETE AT SUCH TIME AS THE MATERIAL INTEGRITY EXCEEDS 550 PSI. (NO FUEL TRUCK, FIRE TRUCK, OR CONTRACTOR EQUIPMENT UNTIL FULL STRENGTH).
- ALL SECOND COAT OF PERMANENT MARKINGS TO OCCUR IN ONE MOVE IN, 30 DAYS+ AFTER THE FIRST COAT.
- PAVEMENTS SHALL BE CLEANED AND ACCEPTED BY THE INSPECTOR.
- DELINEATION AND TEMPORARY 3-FOOT HIGH CHAIN LINK DELINEATION FENCE REQUIRED AT SOME LOCATIONS AND FOR SOME PHASES. SEE PHASING PLANS.
- THE WORK OF PHASE 1 DOES NOT OCCUR IF THE ADDITIVE ALTERNATE BID SCHEDULES ARE NOT AWARDED.
- IN TEMPORARY CLEAR AREAS FOR PHASE 3 AND PHASE 4, CONTRACTOR TO TEMPORARILY CLEAR THE AREA DURING COMMERCIAL SERVICE OPERATIONS.



LIGHTED DELINEATOR DETAIL
NO SCALE

B
3



**APRON CLOSED
DELINEATION DETAIL**
NO SCALE

C
3

UNDERGROUND SERVICE ALERT



DIAL 811

TWO WORKING DAYS
BEFORE YOU DIG

TERMINAL APRON RECONSTRUCTION

PHASING PLAN - PHASE 1

REV.	DESCRIPTION	DATE	APP.
1			
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TARTAGLIA
ENGINEERING



DESIGN	JAS
DRAWN	JTH
CHECKED	JAS
SCALE	AS SHOWN
DWG. NO.	13-33
DATE	4/8/16
SHEET	3



PHASE 2

Impacts and Provisions

Approximate Phase Duration: Anticipate 20 Working Days

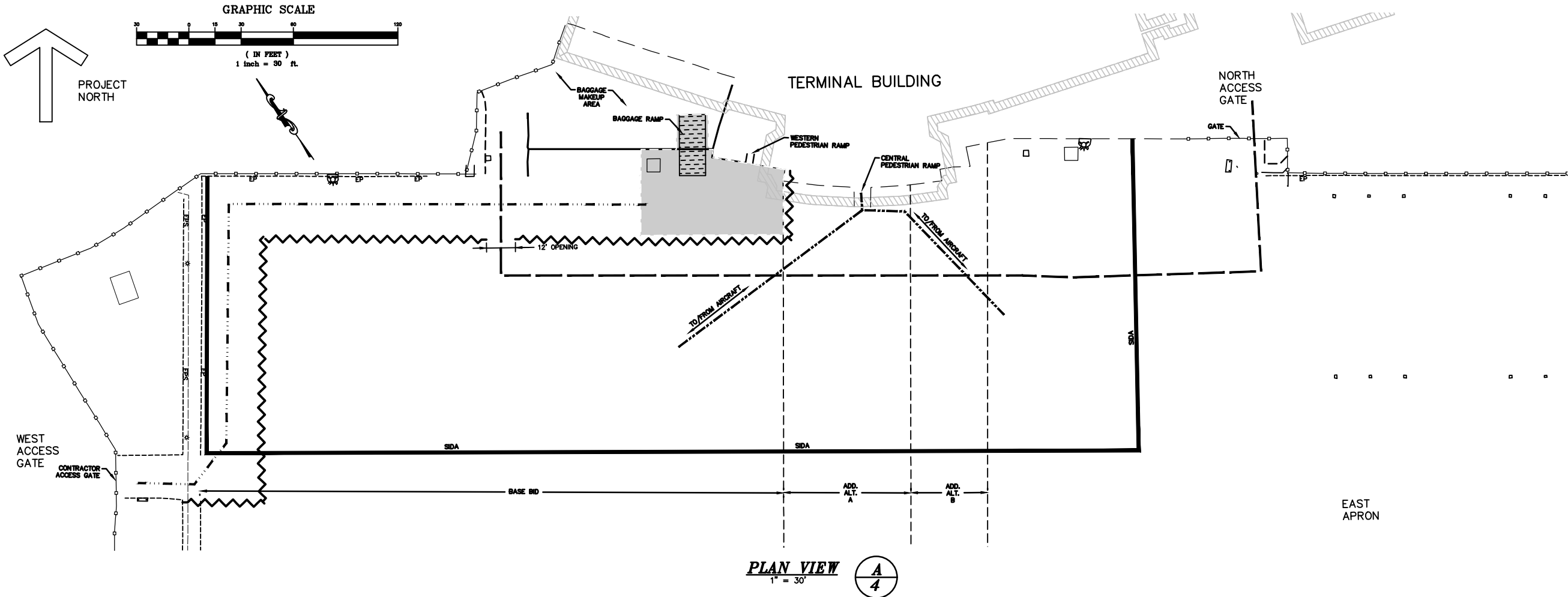
Impact on Existing Airfield Movement: No runway, taxiway, or taxilane closures this Phase. See following sheet for details regarding impacts to terminal apron.

Impact on Airport Perimeter Security: No changes to airport perimeter security in this phase.

Impact on Navigation Aids: None

Construction Work Window: Unrestricted. 7:00 am to 5:00 pm M-F

Precautions: See following sheet



LEGEND:

- AREA OF WORK
- APRON CLOSURE DELINEATION, SEE DETAIL B & C, SHEET 3
- PEDESTRIAN PATH OF TRAVEL
- BAGGAGE CART PATH OF TRAVEL
- CONTRACTOR PATH OF TRAVEL
- SECURITY IDENTIFICATION DISPLAY AREA (SIDA) LINE
- AIRPORT PERIMETER FENCE

ELEMENTS OF WORK:

PHASE	DESCRIPTION	BID SCHEDULE(S)	CONTRACTOR ACCESS	SIDA CONFIGURATION	SIDA ESCORT REQUIRED
1	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, PCC FLATWORK, AND ASPHALT PAVEMENT.	ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM NORTH ACCESS GATE	EXISTING	YES
2	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, PCC FLATWORK, AND ASPHALT PAVEMENT. REMOVAL OF EXISTING PCC WALL AT BAGGAGE MAKEUP AREA, CONSTRUCT BAGGAGE RAMP, AND TEMPORARY PAVEMENT MARKING.	BASE BID	FROM WEST ACCESS GATE	EXISTING	YES
3	SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, AND TEMPORARY PAVEMENT MARKING.	BASE BID, ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM WEST ACCESS GATE	RECONFIGURED	NO
4	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, ECONOCRETE, AND PCC FLATWORK, ASPHALT PAVEMENT, AND TEMPORARY PAVEMENT MARKING. CONSTRUCTION OF LAV DUMP STATION MODIFICATIONS.	BASE BID, ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM WEST ACCESS GATE	RECONFIGURED	NO
5	PAVEMENT MARKING.	BASE BID	FROM WEST ACCESS GATE	NEW DESIGN	YES

PHASING NOTES (SHEETS 3-7):

- WORK SHALL BE ACCOMPLISHED IN A PHASED APPROACH. THE WORK OF ONE PHASE SHALL BE COMPLETE, THE WORK AREA CLEANED, AND ALL ACCEPTED BY THE INSPECTOR BEFORE PROCEEDING TO THE NEXT PHASE.
- TSA REQUIRES 21 DAY ADVANCE NOTICE BEFORE IMPLEMENTING A SHIFT IN SIDA.
- PHASE 1 AND PHASE 2 REQUIRE CONTRACTOR OPERATIONS WITHIN THE SIDA.
- CONTRACTOR TO RECONFIGURE SIDA AREA AT THE END OF PHASE 2, REMOVING EXISTING SIDA DESIGNATION MARKINGS AND ESTABLISHING NEW TEMPORARY SIDA MARKINGS.
- A MINOR RECONFIGURATION OF THE TEMPORARY SIDA MARKINGS IS REQUIRED AT THE END OF PHASE 3.
- ALL WORK IN PHASES 3 AND 4 OCCURS OUTSIDE THE SIDA AREA.
- PHASE 5 FOCUSES ON PAVEMENT MARKINGS, REMOVAL OF TEMPORARY SIDA, AND ESTABLISHMENT OF NEW, PERMANENT SIDA.
- AIRPORT SUPPORT EQUIPMENT INCLUDING BAGGAGE CART TRAIN CAN OPERATE ON NEW CONCRETE AT SUCH TIME AS THE MATERIAL INTEGRITY EXCEEDS 550 PSI. (NO FUEL TRUCK, FIRE TRUCK, OR CONTRACTOR EQUIPMENT UNTIL FULL STRENGTH).
- ALL SECOND COAT OF PERMANENT MARKINGS TO OCCUR IN ONE MOVE IN, 30 DAYS+ AFTER THE FIRST COAT.
- PAVEMENTS SHALL BE CLEANED AND ACCEPTED BY THE INSPECTOR.
- DELINEATION AND TEMPORARY 3-FOOT HIGH CHAIN LINK DELINEATION FENCE REQUIRED AT SOME LOCATIONS AND FOR SOME PHASES. SEE PHASING PLANS.
- THE WORK OF PHASE 1 DOES NOT OCCUR IF THE ADDITIVE ALTERNATE BID SCHEDULES ARE NOT AWARDED.
- IN TEMPORARY CLEAR AREAS FOR PHASE 3 AND PHASE 4, CONTRACTOR TO TEMPORARILY CLEAR THE AREA DURING COMMERCIAL SERVICE OPERATIONS.

UNDERGROUND SERVICE ALERT



DIAL 811

TWO WORKING DAYS
BEFORE YOU DIG

TERMINAL APRON RECONSTRUCTION

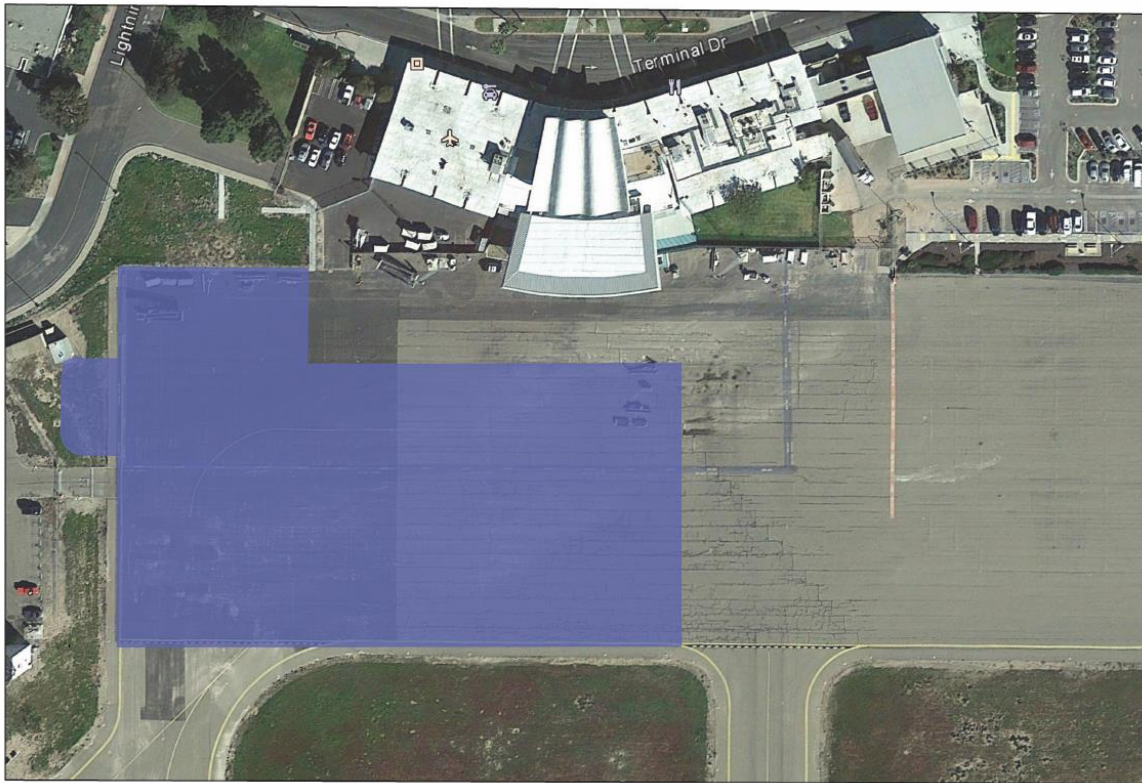
PHASING PLAN - PHASE 2

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TARTAGLIA
ENGINEERING



DESIGN	JAS
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DWG. NO.	13-33
DATE	4/8/16
SHEET	4



PHASE 3

Impacts and Provisions

Approximate Phase Duration: Anticipate 5 Working Days

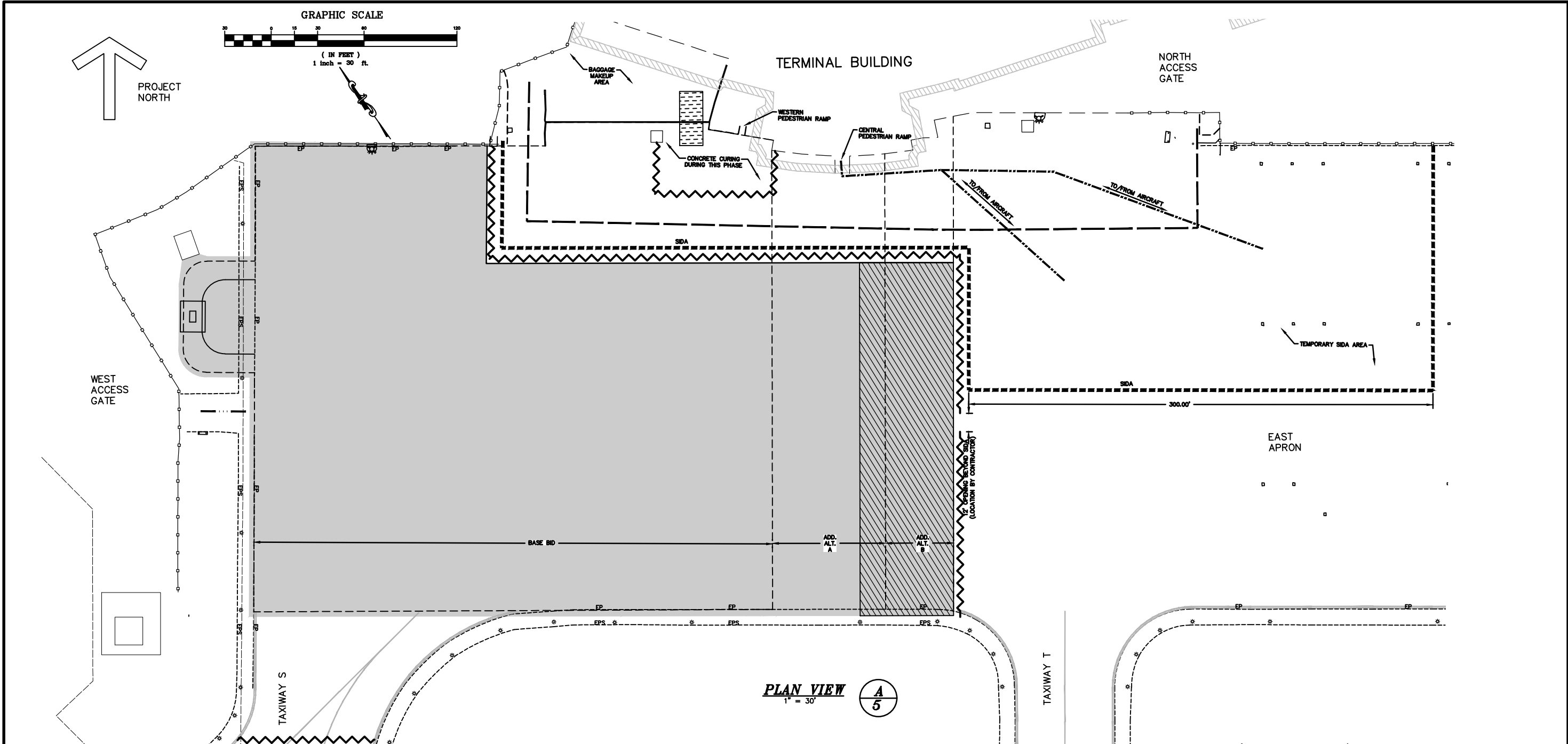
Impact on Existing Airfield Movement: No runway closures this Phase. Taxiway S closed between Taxiway A and the terminal apron. See following sheet for details regarding impacts to terminal apron.

Impact on Airport Perimeter Security: No changes to airport perimeter security in this phase.

Impact on Navigation Aids: None

Construction Work Window: Unrestricted. 7:00 am to 5:00 pm M-F

Precautions: See following sheet



LEGEND:

- AREA OF WORK
- APRON CLOSURE DELINEATION, SEE DETAIL B & C, SHEET 3
- PEDESTRIAN PATH OF TRAVEL
- BAGGAGE CART PATH OF TRAVEL
- CONTRACTOR PATH OF TRAVEL
- TEMPORARY SECURITY IDENTIFICATION DISPLAY AREA (SIDA) LINE
- AIRPORT PERIMETER FENCE
- TEMPORARY CLEAR AREA


ELEMENTS OF WORK:

PHASE	DESCRIPTION	BID SCHEDULE(S)	CONTRACTOR ACCESS	SIDA CONFIGURATION	SIDA ESCORT REQUIRED
1	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, PCC FLATWORK, AND ASPHALT PAVEMENT.	ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM NORTH ACCESS GATE	EXISTING	YES
2	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, PCC FLATWORK, AND ASPHALT PAVEMENT. REMOVAL OF EXISTING PCC WALL AT BAGGAGE MAKEUP AREA, CONSTRUCT BAGGAGE RAMP, AND TEMPORARY PAVEMENT MARKING.	BASE BID	FROM WEST ACCESS GATE	EXISTING	YES
3	SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, AND TEMPORARY PAVEMENT MARKING.	BASE BID, ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM WEST ACCESS GATE	RECONFIGURED	NO
4	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, ECONOCRETE, AND PCC FLATWORK, ASPHALT PAVEMENT, AND TEMPORARY PAVEMENT MARKING. CONSTRUCTION OF LAV DUMP STATION MODIFICATIONS.	BASE BID, ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM WEST ACCESS GATE	RECONFIGURED	NO
5	PAVEMENT MARKING.	BASE BID	FROM WEST ACCESS GATE	NEW DESIGN	YES

PHASING NOTES (SHEETS 3-7):

- WORK SHALL BE ACCOMPLISHED IN A PHASED APPROACH. THE WORK OF ONE PHASE SHALL BE COMPLETE, THE WORK AREA CLEANED, AND ALL ACCEPTED BY THE INSPECTOR BEFORE PROCEEDING TO THE NEXT PHASE.
- TSA REQUIRES 21 DAY ADVANCE NOTICE BEFORE IMPLEMENTING A SHIFT IN SIDA.
- PHASE 1 AND PHASE 2 REQUIRE CONTRACTOR OPERATIONS WITHIN THE SIDA.
- CONTRACTOR TO RECONFIGURE SIDA AREA AT THE END OF PHASE 2, REMOVING EXISTING SIDA DESIGNATION MARKINGS AND ESTABLISHING NEW TEMPORARY SIDA MARKINGS.
- A MINOR RECONFIGURATION OF THE TEMPORARY SIDA MARKINGS IS REQUIRED AT THE END OF PHASE 3.
- ALL WORK IN PHASES 3 AND 4 OCCURS OUTSIDE THE SIDA AREA.
- PHASE 5 FOCUSES ON PAVEMENT MARKINGS, REMOVAL OF TEMPORARY SIDA, AND ESTABLISHMENT OF NEW, PERMANENT SIDA.
- AIRPORT SUPPORT EQUIPMENT INCLUDING BAGGAGE CART TRAIN CAN OPERATE ON NEW CONCRETE AT SUCH TIME AS THE MATERIAL INTEGRITY EXCEEDS 550 PSI. (NO FUEL TRUCK, FIRE TRUCK, OR CONTRACTOR EQUIPMENT UNTIL FULL STRENGTH).
- ALL SECOND COAT OF PERMANENT MARKINGS TO OCCUR IN ONE MOVE IN, 30 DAYS+ AFTER THE FIRST COAT.
- PAVEMENTS SHALL BE CLEANED AND ACCEPTED BY THE INSPECTOR.
- DELINEATION AND TEMPORARY 3-FOOT HIGH CHAIN LINK DELINEATION FENCE REQUIRED AT SOME LOCATIONS AND FOR SOME PHASES. SEE PHASING PLANS.
- THE WORK OF PHASE 1 DOES NOT OCCUR IF THE ADDITIVE ALTERNATE BID SCHEDULES ARE NOT AWARDED.
- IN TEMPORARY CLEAR AREAS FOR PHASE 3 AND PHASE 4, CONTRACTOR TO TEMPORARILY CLEAR THE AREA DURING COMMERCIAL SERVICE OPERATIONS.

UNDERGROUND SERVICE ALERT

DIAL 811

TWO WORKING DAYS
BEFORE YOU DIG

TERMINAL APRON RECONSTRUCTION

PHASING PLAN - PHASE 3

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TARTAGLIA ENGINEERING



SANTA MARIA
PUBLIC AIRPORT DISTRICT

REGISTERED PROFESSIONAL ENGINEER

JOHN A. SMITH

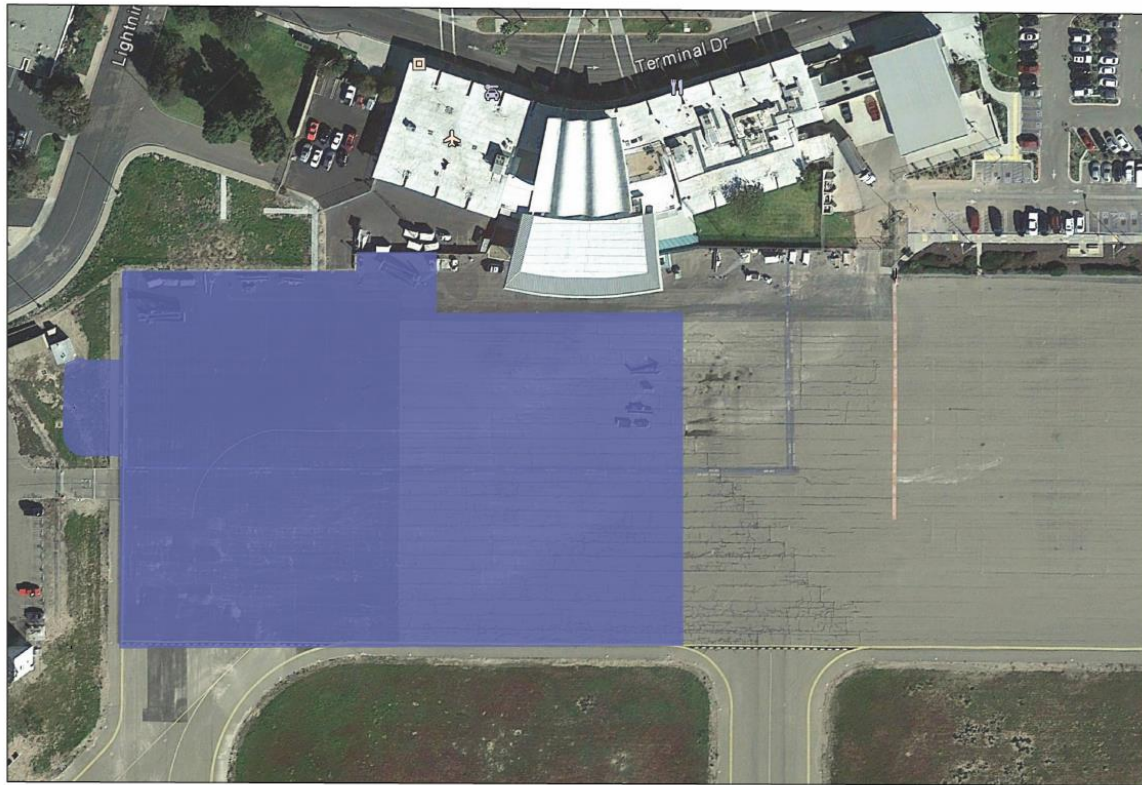
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EXP. 6-30-17

CIVIL

STATE OF CALIFORNIA

DESIGN	JAS
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DWG. NO.	13-33
DATE	4/8/16
SHEET	5



PHASE 4

Impacts and Provisions

Approximate Phase Duration: Anticipate 108 Working Days

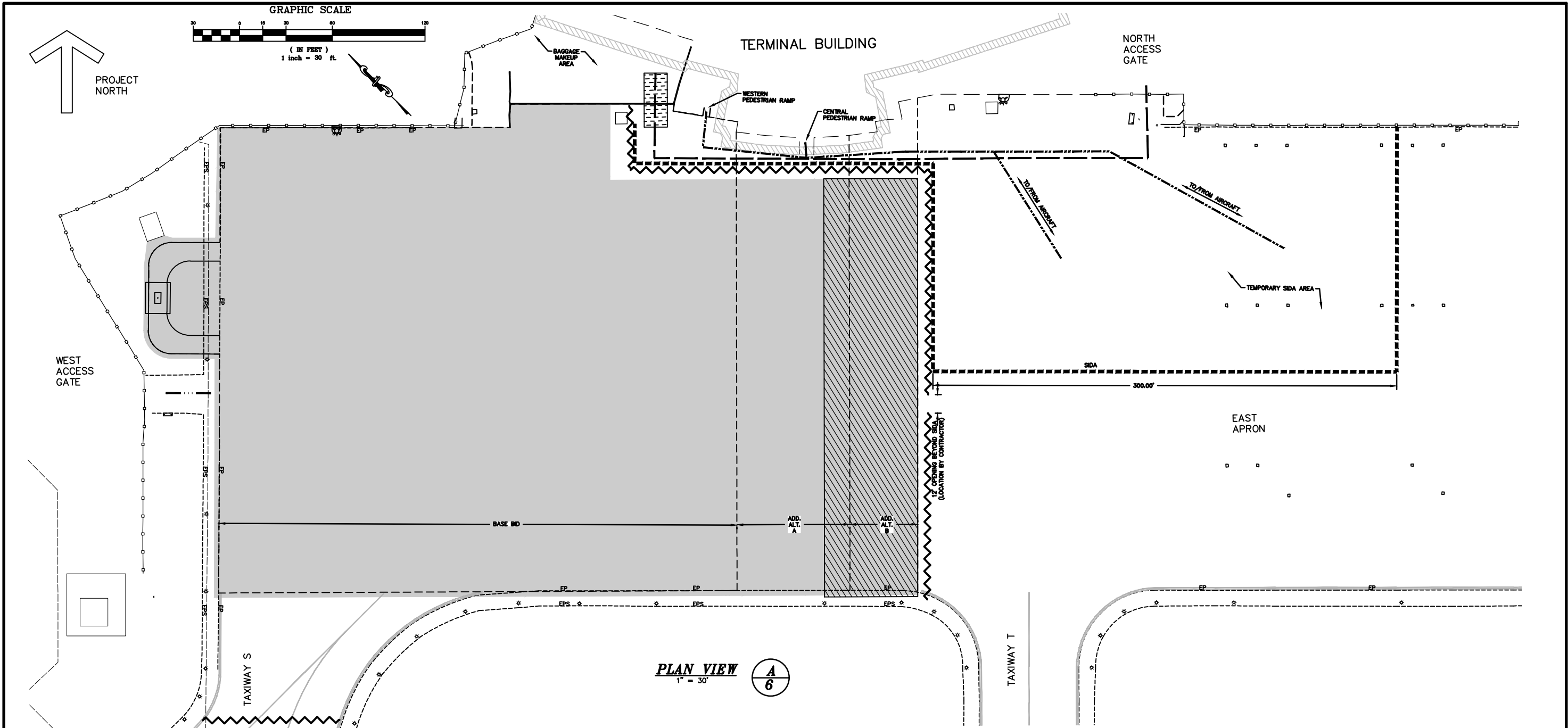
Impact on Existing Airfield Movement: No runway closures this Phase. Taxiway S closed between Taxiway A and the terminal apron. See following sheet for details regarding impacts to terminal apron.

Impact on Airport Perimeter Security: Localized, short duration impact to perimeter fence due to trenching for installation of sanitary sewer lateral. Specifications require sentry at site while trench is open within 10 feet of perimeter fence.

Impact on Navigation Aids: None

Construction Work Window: Unrestricted. Anticipate 7:00 am to 5:00 pm M-F

Precautions: See following sheet



LEGEND:

- AREA OF WORK
- APRON CLOSURE DELINEATION, SEE DETAIL B & C, SHEET 3
- PEDESTRIAN PATH OF TRAVEL
- BAGGAGE CART PATH OF TRAVEL
- CONTRACTOR PATH OF TRAVEL
- SECURITY IDENTIFICATION DISPLAY AREA (SIDA) LINE
- AIRPORT PERIMETER FENCE

ELEMENTS OF WORK:

PHASE	DESCRIPTION	BID SCHEDULE(S)	CONTRACTOR ACCESS	SIDA CONFIGURATION	SIDA ESCORT REQUIRED
1	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, PCC FLATWORK, AND ASPHALT PAVEMENT.	ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM NORTH ACCESS GATE	EXISTING	YES
2	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, PCC FLATWORK, AND ASPHALT PAVEMENT. REMOVAL OF EXISTING PCC WALL AT BAGGAGE MAKEUP AREA, CONSTRUCT BAGGAGE RAMP, AND TEMPORARY PAVEMENT MARKING.	BASE BID	FROM WEST ACCESS GATE	EXISTING	YES
3	SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, AND TEMPORARY PAVEMENT MARKING.	BASE BID, ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM WEST ACCESS GATE	RECONFIGURED	NO
4	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, ECONOCRETE, AND PCC FLATWORK, ASPHALT PAVEMENT, AND TEMPORARY PAVEMENT MARKING. CONSTRUCTION OF LAV DUMP STATION MODIFICATIONS.	BASE BID, ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM WEST ACCESS GATE	RECONFIGURED	NO
5	PAVEMENT MARKING.	BASE BID	FROM WEST ACCESS GATE	NEW DESIGN	YES

PHASING NOTES (SHEETS 3-7):

- WORK SHALL BE ACCOMPLISHED IN A PHASED APPROACH. THE WORK OF ONE PHASE SHALL BE COMPLETE, THE WORK AREA CLEANED, AND ALL ACCEPTED BY THE INSPECTOR BEFORE PROCEEDING TO THE NEXT PHASE.
- TSA REQUIRES 21 DAY ADVANCE NOTICE BEFORE IMPLEMENTING A SHIFT IN SIDA.
- PHASE 1 AND PHASE 2 REQUIRE CONTRACTOR OPERATIONS WITHIN THE SIDA.
- CONTRACTOR TO RECONFIGURE SIDA AREA AT THE END OF PHASE 2, REMOVING EXISTING SIDA DESIGNATION MARKINGS AND ESTABLISHING NEW TEMPORARY SIDA MARKINGS.
- A MINOR RECONFIGURATION OF THE TEMPORARY SIDA MARKINGS IS REQUIRED AT THE END OF PHASE 3.
- ALL WORK IN PHASES 3 AND 4 OCCURS OUTSIDE THE SIDA AREA.
- PHASE 5 FOCUSES ON PAVEMENT MARKINGS, REMOVAL OF TEMPORARY SIDA, AND ESTABLISHMENT OF NEW, PERMANENT SIDA.
- AIRPORT SUPPORT EQUIPMENT INCLUDING BAGGAGE CART TRAIN CAN OPERATE ON NEW CONCRETE AT SUCH TIME AS THE MATERIAL INTEGRITY EXCEEDS 550 PSI. (NO FUEL TRUCK, FIRE TRUCK, OR CONTRACTOR EQUIPMENT UNTIL FULL STRENGTH).
- ALL SECOND COAT OF PERMANENT MARKINGS TO OCCUR IN ONE MOVE IN, 30 DAYS+ AFTER THE FIRST COAT.
- PAVEMENTS SHALL BE CLEANED AND ACCEPTED BY THE INSPECTOR.
- DELINEATION AND TEMPORARY 3-FOOT HIGH CHAIN LINK DELINEATION FENCE REQUIRED AT SOME LOCATIONS AND FOR SOME PHASES. SEE PHASING PLANS.
- THE WORK OF PHASE 1 DOES NOT OCCUR IF THE ADDITIVE ALTERNATE BID SCHEDULES ARE NOT AWARDED.
- IN TEMPORARY CLEAR AREAS FOR PHASE 3 AND PHASE 4, CONTRACTOR TO TEMPORARILY CLEAR THE AREA DURING COMMERCIAL SERVICE OPERATIONS.

UNDERGROUND SERVICE ALERT

811

DIAL 811

TWO WORKING DAYS
BEFORE YOU DIG

TERMINAL APRON RECONSTRUCTION

PHASING PLAN - PHASE 4

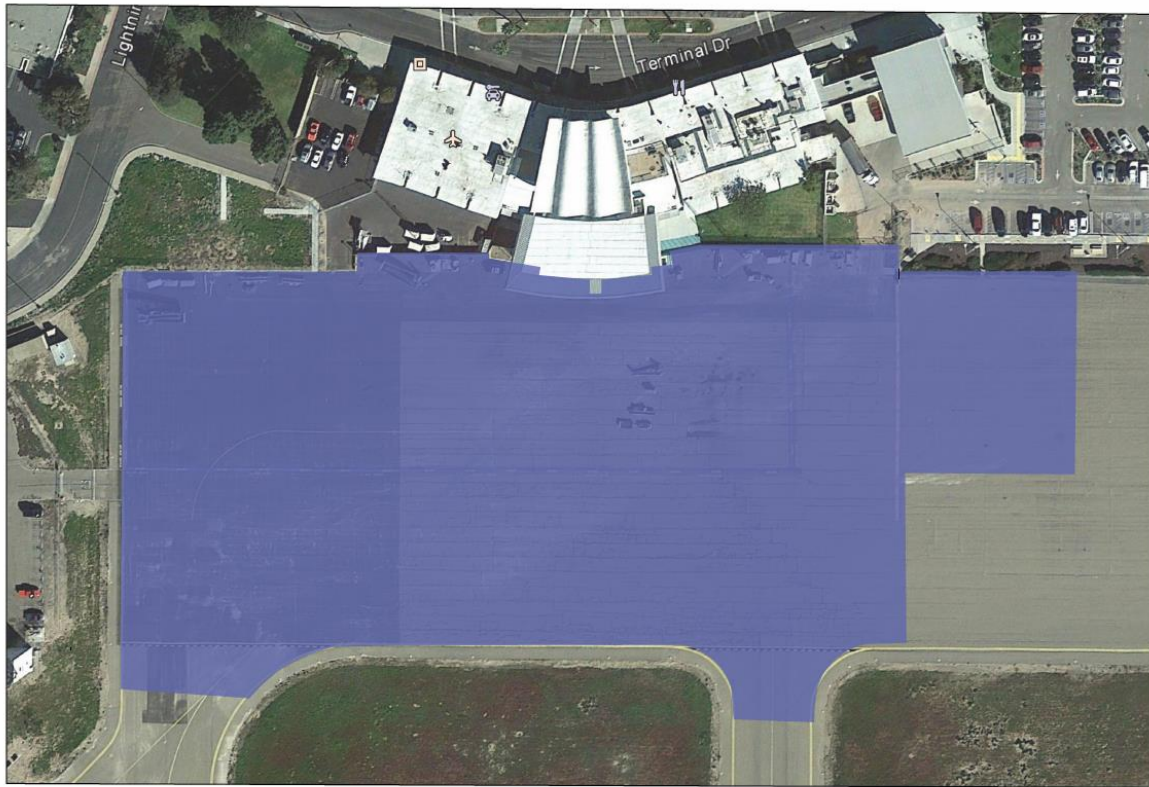
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TARTAGLIA ENGINEERING

SANTA MARIA
PUBLIC AIRPORT DISTRICT



DESIGN	JAS
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DWGNO.	13-33
DATE	4/8/16
SHEET	6



PHASE 5

Impacts and Provisions

Approximate Phase Duration: Anticipate 2 Working Days

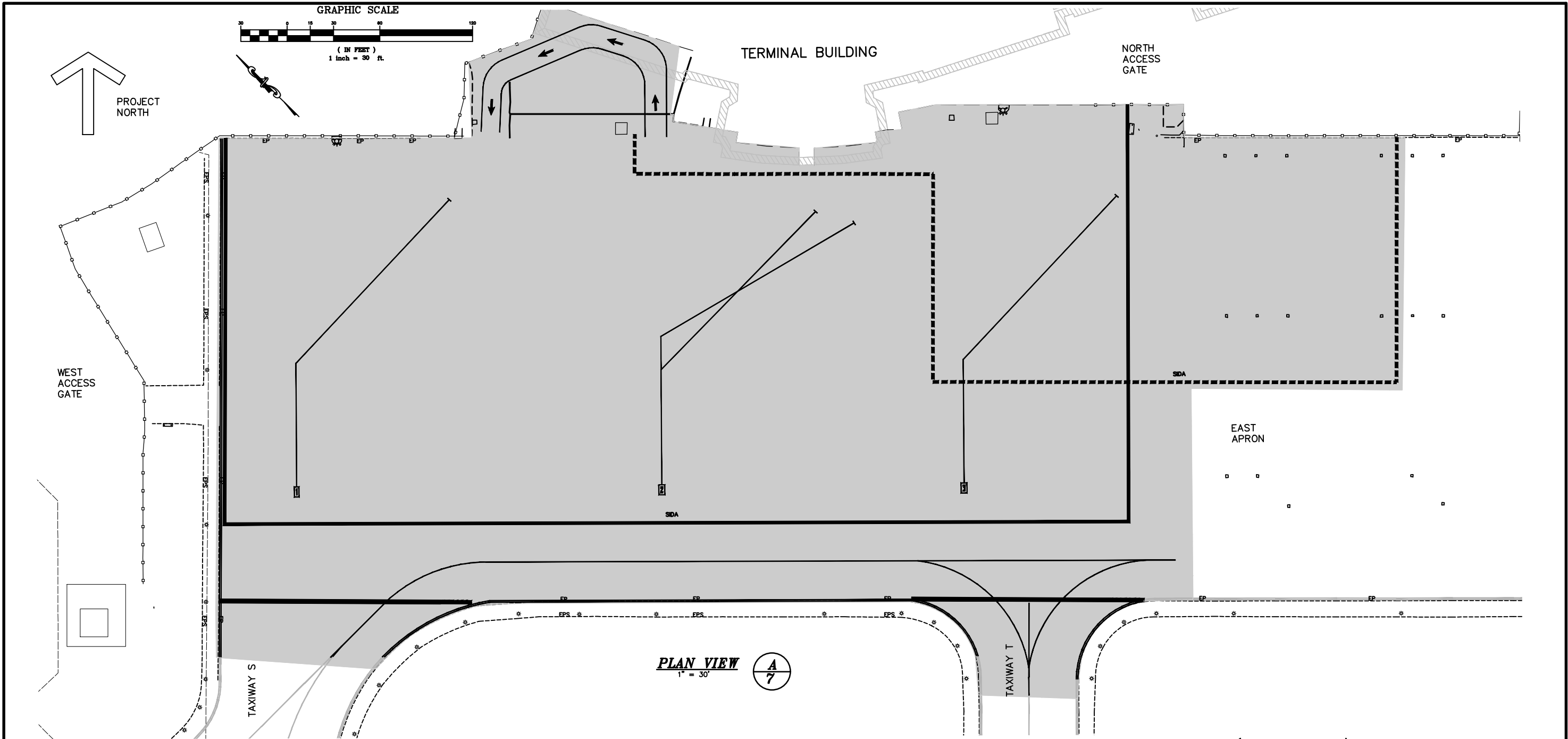
Impact on Existing Airfield Movement: No runway closures this Phase. Taxiway S and T closed (not concurrent) between Taxiway A and the terminal apron. See following sheet for details regarding impacts to terminal apron.

Impact on Airport Perimeter Security: No changes to airport perimeter security in this phase.

Impact on Navigation Aids: None

Construction Work Window: Unrestricted. Anticipate 7:00 am to 5:00 pm M-F

Precautions: See following sheet



ELEMENTS OF WORK:

PHASE	DESCRIPTION	BID SCHEDULE(S)	CONTRACTOR ACCESS	SIDA CONFIGURATION	SIDA ESCORT REQUIRED
1	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, PCC FLATWORK, AND ASPHALT PAVEMENT.	ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM NORTH ACCESS GATE	EXISTING	YES
2	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, PCC FLATWORK, AND ASPHALT PAVEMENT. REMOVAL OF EXISTING PCC WALL AT BAGGAGE MAKEUP AREA, CONSTRUCT BAGGAGE RAMP, AND TEMPORARY PAVEMENT MARKING.	BASE BID	FROM WEST ACCESS GATE	EXISTING	YES
3	SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, AND TEMPORARY PAVEMENT MARKING.	BASE BID, ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM WEST ACCESS GATE	RECONFIGURED	NO
4	RECONSTRUCT EXISTING APRON, INCLUDING SAWCUT, CLEARING GRUBBING AND REMOVALS, EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, ECONOCRETE, AND PCC FLATWORK, ASPHALT PAVEMENT, AND TEMPORARY PAVEMENT MARKING. CONSTRUCTION OF LAV DUMP STATION MODIFICATIONS.	BASE BID, ADDITIVE ALTERNATE A & ADDITIVE ALTERNATE B	FROM WEST ACCESS GATE	RECONFIGURED	NO
5	PAVEMENT MARKING.	BASE BID	FROM WEST ACCESS GATE	NEW DESIGN	YES

PHASING NOTES (SHEETS 3-7):

1. WORK SHALL BE ACCOMPLISHED IN A PHASED APPROACH. THE WORK OF ONE PHASE SHALL BE COMPLETE, THE WORK AREA CLEANED, AND ALL ACCEPTED BY THE INSPECTOR BEFORE PROCEEDING TO THE NEXT PHASE.
2. TSA REQUIRES 21 DAY ADVANCE NOTICE BEFORE IMPLEMENTING A SHIFT IN SIDA.
3. PHASE 1 AND PHASE 2 REQUIRE CONTRACTOR OPERATIONS WITHIN THE SIDA.
4. CONTRACTOR TO RECONFIGURE SIDA AREA AT THE END OF PHASE 2, REMOVING EXISTING SIDA DESIGNATION MARKINGS AND ESTABLISHING NEW TEMPORARY SIDA MARKINGS.
5. A MINOR RECONFIGURATION OF THE TEMPORARY SIDA MARKINGS IS REQUIRED AT THE END OF PHASE 3.
6. ALL WORK IN PHASES 3 AND 4 OCCURS OUTSIDE THE SIDA AREA.
7. PHASE 5 FOCUSES ON PAVEMENT MARKINGS, REMOVAL OF TEMPORARY SIDA, AND ESTABLISHMENT OF NEW, PERMANENT SIDA.
8. AIRPORT SUPPORT EQUIPMENT INCLUDING BAGGAGE CART TRAIN CAN OPERATE ON NEW CONCRETE AT SUCH TIME AS THE MATERIAL INTEGRITY EXCEEDS 550 PSI. (NO FUEL TRUCK, FIRE TRUCK, OR CONTRACTOR EQUIPMENT UNTIL FULL STRENGTH).
9. ALL SECOND COAT OF PERMANENT MARKINGS TO OCCUR IN ONE MOVE IN, 30 DAYS+ AFTER THE FIRST COAT.
10. PAVEMENTS SHALL BE CLEANED AND ACCEPTED BY THE INSPECTOR.
11. DELINEATION AND TEMPORARY 3-FOOT HIGH CHAIN LINK DELINEATION FENCE REQUIRED AT SOME LOCATIONS AND FOR SOME PHASES. SEE PHASING PLANS.
12. THE WORK OF PHASE 1 DOES NOT OCCUR IF THE ADDITIVE ALTERNATE BID SCHEDULES ARE NOT AWARDED.
13. IN TEMPORARY CLEAR AREAS FOR PHASE 3 AND PHASE 4, CONTRACTOR TO TEMPORARILY CLEAR THE AREA DURING COMMERCIAL SERVICE OPERATIONS.

UNDERGROUND SERVICE ALERT

811

DIAL 811

TWO WORKING DAYS
BEFORE YOU DIG

TERMINAL APRON RECONSTRUCTION

PHASING PLAN - PHASE 5

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TARTAGLIA ENGINEERING

SANTA MARIA PUBLIC AIRPORT DISTRICT

PROFESSIONAL SEAL

JOHN A. SMITH

No. 46852

EXP. 6-30-17

CIVIL

STATE OF CALIFORNIA

DESIGN	JAS
DRAWN	JTH
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SCALE	AS SHOWN
DWG. NO.	13-33
DATE	4/8/18
SHEET	7

4. PROTECTION OF NAVAIDS, CABLES, CONTROLS, AND WEATHER BUREAU FACILITIES

Due to the critical nature of certain utilities to the operation of the Airport, the following Special Provisions for protection of Cables, Controls, and Navaids shall apply:

- The Contractor is hereby informed that there are installed on the Airport FAA NAVAIDS, U.S. Weather Bureau facilities (AWOS), electric cables and controls relating to such NAVAIDS and facilities and other electrical power cables including power cables and telephone cables serving other facilities. Such NAVAIDS, Weather Bureau and other facilities and electric cables must be fully protected during the entire construction time.
- Work under this contract can be accomplished in the vicinity of these facilities and cables only at approved periods of time. Approval is subject to withdrawal at any time because of changes in weather, emergency conditions on the existing airfield area, anticipation of emergency conditions on the existing airfield areas, and for any other reason determined by the Project Engineer acting under the orders and instructions of the Airport Management and/or the designated FAA representative.
- Any instructions to the Contractor to clear any given area, at any time, by the Project Engineer /Airport Management, or other authorized personnel (by radio or other means) shall be immediately executed. Construction work shall be commenced in the cleared area only when additional instructions are issued by the proper authorities.
- All power, telephone and control cables leading to and from any FAA NAVAIDS, Weather Bureau, and other facilities will be marked in the field by the Contractor before any work in their general vicinity is started. Thereafter, through the entire time of the construction, they shall be protected from any possible damage, including crossing with unauthorized equipment, etc. These special provisions intend to make perfectly clear the need for protection of FAA NAVAIDS, Weather Bureau, power, telephone and other facilities and cables by the Contractor at all times.
- The Contractor, at his/her expense, using identical materials shall immediately cause to be repaired, using skilled workmen approved by the FAA and/or the telephone company, any underground cables serving FAA NAVAIDS, Weather Bureau and other Airport facilities which are damaged by his/her workmen, equipment, or work. Prior approval from the Project Engineer or from the representative designated by Airport Management must be obtained for the materials, workmen, time of day or night, and for the method for any temporary or permanent repairs the Contractor proposes to make to any airport facilities and cables damaged by the Contractor which are outside the scope of this project.
- The Contractor must not conduct any construction activity within navigational aid restrict areas without prior approval from the local FAA Airway Facilities sector representative. Navigational aids include instrument landing system components and very high-frequency omni-directional range, airport surveillance radar. Such restricted areas are depicted on the construction plans.

5. CONTRACTOR ACCESS

Contractor access to and from the airport shall be per the provisions cited in this Construction Safety Plan, the project plans and specifications, and the contents of FAA Circular AC150/5370-2F included in its entirety at the back of this document.

Airport Security Requirements

- Badges will be issued for this airport project.
- All Contractors' forces working on this project shall either be badged or shall be escorted by someone with a Badge at all times.
- Security Badges shall be procured through the Airport District Office. This procedure requires two forms of identification, and a background check. This process can take up to three weeks. Contractor shall allow ample time to complete the process. No exceptions will be allowed.
- All Contractor forces shall wear Contractor designated clothing as outer wear, t-shirt, etc., with the name of the firm clearly visible.
- All gates shall be unlocked and locked with each passage. No piggy-backing allowed.
- All vehicles shall be equipped with flashing beacons and/or orange checked flags at all times.
- Personally owned vehicles will not be allowed beyond the employee parking area.
- In the event of material delivery, Contractor shall designate a flagman with security Badge to accompany delivery vehicles at all times.

Vehicle Safety Requirements

- 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 operation on the movement areas during hours of darkness or reduced visibility must be equipped with a flashing dome-type light, the color of which is in accordance with local or state codes.
- It may be desirable to clearly identify the vehicles for control purposes by either assigned initials or numbers that are prominently displayed on each side of the vehicle. The identification symbols should be at 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.
- Either a 3' x 3' orange and white checkered flag (for daylight hour operations only), or a rotating or flashing amber light (for day or night operations); AND
- A company name or logo on both sides of the vehicles. (NOTE: Certain special-purpose vehicles are exempted from compliance with this provision, as determined by General Manager on a prior arrangement basis.)
- Vehicle marking requirements are shown in the project specifications.
- Employee parking shall be as designated by the General Manager.
- Access to the job site shall be via specified Haul Routes as shown on the plans designated by the Project Engineer and approved by the General Manager.
- At 14 CFR part 139 certificated and towered airports, 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.

Access and Driving on the Airport

- All personnel who will be driving on the Airport shall attend the pre-construction meeting where procedures for operating motor vehicles within the air operations area will be covered in detail by the Project Engineer. Material delivery or occasional drivers need not receive training provided they have a trained escort.
- All vehicles and persons shall enter and exit the AOA through the designated gates only.
- Maximum vehicle speed shall be 15 MPH while on airport property.
- No deviation from the designated vehicle haul routes shall be allowed, unless previously approved by the General Manager. While in the AOA, all vehicles and persons shall remain within the designated areas.
- No vehicle shall be parked or operated between a parked aircraft and the nearest building.
- No vehicle shall be parked on, or operated across any transient aircraft tie-down row, whether they are vacant or occupied.
- Except when operating within barricaded construction areas or haul routes, all vehicles and pedestrians must obtain clearance from the Contractor's radio monitor before approaching to within 250 feet of an active runway or 100 feet of an active taxiway.
- The Contractor's attention is drawn to the Section "Two-way Radio Communication and Emergency Landings" of this plan for radio communication requirements.

Fencing and Access Gates

- Throughout the duration of the project, security of the airport provided by the perimeter fence and access gates shall remain equal to or greater than pre-project condition. The integrity of the perimeter fence shall remain intact during construction. If necessary to facilitate construction, the Contractor shall construct, install, and maintain temporary perimeter fencing of equal or greater integrity than existing. All temporary fence alignments shall be reviewed and approved by the Project Engineer before installing.
- Manual access gates normally closed will remain closed. After entering or exiting the airport through an automatic gate, the Contractor shall remain in close proximity to the gate until the gate is fully closed, prohibiting airport access to any other individual.
- After entering the airport through a manual gate, the Contractor must lock himself in. All manual gates shall be locked after leaving the airport as well. During material import or export operations, the Contractor shall maintain a sentry at the access gate. The sentry shall be prepared to deny access to any unauthorized individuals. The gate shall be locked during all sentry breaks or lunch.

Contractor Access and Haul Route Provisions

- See Phasing Plans beginning on Page 8 for location of Contractor Access for each phase.
- The Contractor shall control his/her operations and the operations of his/her subcontractors and all suppliers as to provide for the free and unobstructed movement of aircraft in the AOA of the airport except those areas closed in accordance with the Haul Route.
- When work requires the Contractor to conduct operations within an AOA of the airport, work shall be coordinated with Airport Management, through the Project Engineer, at least two

working days (48 hours) prior to commencement of such work. The Contractor shall not close an AOA until so authorized by Airport Management.

- The Contractor's men and equipment shall be limited to the construction areas shown on the project plans. Contractor agrees to implement such security measures as are necessary to assure compliance with Federal Aviation Administration, State and local airport regulations. The Contractor shall be responsible for clearly delineating the limits or phases of his operation. Delineation shall be installed in accordance with the typical delineation details shown on the plans. Taxiway or runway closed delineation shall be installed at critical locations that facilitate pilot judgment regarding active movement area. Delineation left overnight shall be clearly and adequately lighted. Batteries shall be replaced every two weeks.
- The haul routes will utilize existing vehicle service roads to import or export material at the worksite. Absolutely no deviations from the designated routes will be allowed without prior written authorization of the General Manager *and* the Project Engineer.
- The Contractor's attention is directed to the plans showing the access gate, haul routes and areas available for the storage of materials and equipment. Restriction and control of persons and vehicles allowed on the Airport is of prime importance. Therefore, the Contractor will be responsible for the persons and vehicles coming through the access gates during the time it is under his control. When the gates are unlocked, they shall be left in the "closed" position and guarded by Contractor's designee allowing only those persons known to be a part of the construction team and wearing the required Badge on the airport. Additionally, only vehicles properly flagged or equipped with a rotating beacon will be allowed. At all times when the gates are not guarded by a person, they will be kept closed and locked.
- It shall be the Contractor's responsibility to inform any and all delivery personnel of these requirements.
- To avoid confusion with aircraft during construction and damage to pavement or adjacent property, the Contractor's equipment shall be restricted to the haul routes shown on the plans. Routes will be open to the Contractor depending on work area actively under construction. In Santa Maria the routes are coincident with or across existing roads and driveways. It shall be the responsibility of the Contractor to provide adequate safeguards, including flagmen, to ensure operation of the Airport will not be hindered.
- All equipment storage areas shall be delineated as called out in the project specifications.
- At the end of each work day, the active haul route shall be swept and cleared of any debris.
- At the completion of the work, all haul routes in paved or unpaved areas shall be restored to the conditions existing prior to the start of the work.

Radio Communications

During construction the following radio communications practices shall be observed:

- All traffic on the Airport, including aircraft and motor vehicles, are controlled. Contractor's foreman shall have an aviation radio on site at all times that receives and transmits on frequency 118.3 (Tower) and 121.9 (Ground).
- Contractor's project foreman shall monitor the radio at all times.
- In the event the Air Traffic Control Tower (ATCT) cannot reach the Contractor's designated person the ATCT shall contact the Project Engineer, Brett Dolan, at 805-610-7816.

Aircraft and Pedestrian Operations

Throughout the construction project, the following safety and operational practices should be observed:

- Aircraft shall always have the right of way.
- Contractor, subcontractor, and supplier employees or any unauthorized persons must be restricted from entering an airport area that would be hazardous.
- The General Manager, or Project Engineer may order the Contractor to suspend operations; move personnel, equipment, and materials to a safe location; and stand by until aircraft use is completed.

Specific Safety Requirements

- Aircraft, emergency vehicles, District maintenance vehicles, operational vehicles and enplaning and deplaning passengers have right of way over all traffic. This includes passengers for general aviation aircraft as well as fire-fighting and emergency response aircraft.
- No vehicles shall be left unattended within the AOA, unless properly parked in a designated area and its engine turned off.
- No vehicle shall be operated or parked in such a manner to hamper the safe movements of aircraft, vehicles, or passengers.
- No spilling or littering of any substance onto any paved surface shall be allowed. Vehicle operators shall make sure that no loose object falls onto a paved surface or is allowed to become dispersed by either the wind or propeller or jet blast.
- All hazardous conditions necessitated by construction or maintenance activities (trenches, excavations, stockpiles) shall be marked so as to render them readily visible, day and night. Hazardous conditions or obstructions left within runway or taxiway safety areas or on any paved, active area must have prior approval from the General Manager.
- Pollution by any substance, under any form, shall be properly controlled by means and methods acceptable to the General Manager.
- No metal track vehicle shall be operated on any paved surface, unless prior approval has been secured from the General Manager.
- All accidents and incidents involving bodily injury or property damages occurring on the airport, shall be immediately reported to the General Manager, regardless of severity or property ownership.

6. WILDLIFE MANAGEMENT

Contractor to discourage all activities that may serve to encourage wildlife in the following manner:

- Trash generated by Contractor shall be picked up during the day with no food related trash left overnight.
- Contractor shall strive to keep standing water at a minimum so as to discourage birds.
- Gates shall be kept shut when not in use to prevent domestic and wildlife access to the airport.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

Contractor to observe due diligence regarding foreign object debris on Airport property as follows:

- Waste and loose material must not be placed in active movement areas.
- Materials tracked onto these areas must be removed continuously during the work project.
- All stockpiled material shall be constrained to prevent movement as a result of the maximum anticipated aircraft blast and/or forecast wind conditions.
- Materials, tools, etc. shall be positively secured during transportation or storage to prevent them from being dropped on the ground or blown, dispersed by the wind or propeller/jet blast. Artificial lighting to be utilized by the Contractor for night time work operations shall be such that it will at no time adversely affect the visibility of pilots operating aircraft at the airport.

8. HAZARDOUS MATERIAL (HAZMAT) MANAGEMENT

- No maintenance, servicing or refueling of any vehicle or equipment shall be authorized anywhere on the airport except at locations(s) specifically authorized and designated by the General Manager
- Any **spills of hazardous materials** shall be reported immediately to the following parties:
Call 911 for the local emergency response agency.
Call 1-800-852-7550 The Governor's Office of Emergency Services, California State Warning Center.
- Information required at a minimum is as follows: identity of caller, location, date and time of spill, location of threatened waterway, substance and quantity, chemical name if known and a description of how it occurred. Contractor's employees shall not attempt to clean the spill until it has been evaluated by the local emergency response agency. Only those employees with a Hazardous Material Certification shall be involved in the cleanup and then only under the direction of the local emergency response agency.



9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

Responsible Representatives/Points of Contact

It is required to keep the following people informed at all times of any Contractor operations on the airport property:

General Manager

Chris Hastert, Santa Maria Public Airport District
3217 Terminal Drive
Santa Maria, CA 93445

805-922-1726 Office
805-216-9025 Cell
805-922-0677 Fax
chastert@santamariaairport.com email

Airport Operations

Rick Tokoph, Santa Maria Public Airport District
3217 Terminal Drive
Santa Maria, CA 93445

805-922-1726 x13 Office
805-331-9386 Cell
805-922-0677 Fax
rtokoph@santamariaairport.com email

Airport Maintenance

Tom Petty, Santa Maria Public Airport District
3217 Terminal Drive
Santa Maria, CA 93445

805-922-3343 Office
805-331-8743 Cell
805-922-0677 Fax
tpetty@santamariaairport.com email

Project Inspector

Brett Dolan, P.E.
Tartaglia Engineering
7360 El Camino Real
Atascadero, CA 93422
805-466-5660 Office
805- 610-7816 Cell (Brett Dolan)
805-466-5471 Fax
brett@tartaglia-engineering.com email (Brett Dolan)

Notices to Airmen (NOTAM)

NOTAMs will be issued by Rick Tokoph, Airport Operations, Santa Maria Airport.

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, shall 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 Contractor and the Airport Traffic Control Tower 118.3 between the hours of 0600 and 2000 and on frequency 121.9 (Ground) between the hours of 2000 to 0600. Radio contact with continuous monitoring is required at all times.

Construction Maintenance and Facilities Maintenance

Before beginning any construction activity, the Contractor must give notice through Airport Operations, using the Notice to Airmen (NOTAM) System, of proposed location, time, and date of commencement of construction to Chris Hastert, General Manager and Rick Tokoph, Airport Operations for Santa Maria Airport. Upon completion of work and return of all such areas to standard conditions, the Contractor must, through the airport operator, verify the cancellation of all notices issued via the NOTAM System. Throughout the duration of the construction project the Contractor must:

- Be aware of and understand the safety problems and hazards described in AC 150/5370-2, Operational Safety on Airports during Construction.
- Conduct activities so as not to violate any safety standards contained in AC 150/5370-2 or any of the references therein.
- Inspect all construction and storage areas as often as necessary to be aware of conditions.
- Promptly take all actions necessary to prevent or remedy any unsafe or potentially unsafe conditions as soon as they are discovered.

Emergency Notification Procedures

- All traffic on the Airport, including aircraft and motor vehicles, are controlled. Each Contractor shall have on site at all times, an aviation radio, which receives and transmits on frequency 118.3 (during the hours 0600 to 2000) and on frequency 121.9 (from 2000 to 0600).
- Two-way radio communication with Airport Operations shall be maintained at all times. If the Contractor is working in more than one location, each work area shall have a radio as directed by the Project Engineer. Contractor personnel who provide escorts for other vehicles or who act as flagmen on active runways/taxiways shall be equipped with radios as required. Contractor shall provide a minimum of two (2) fully-functional radios for use during construction, one of which is to be made available to the Inspector.

Emergency Landing Procedures

Not applicable

10. INSPECTION REQUIREMENTS

- The Contractor and airport operator must perform daily onsite inspections throughout the project with regard to safety, security and FOD and immediately remedy deficiencies, whether caused by negligence, oversight, or project scope change.
- Construction inspection shall be full time anytime construction is taking place. All inspection and materials testing requirements are identified in the specifications and FAA advisory circulars.
- All areas closed to air traffic during construction must be inspected by Project Engineer *and* Airport Operations prior to being reopened to airport traffic.

11. UNDERGROUND UTILITIES

- All intentional interruptions or restorations of utilities, whether surface or underground, must be approved by and coordinated in advance with the General Manager.
- All accidental interruptions of utilities must be immediately reported to Airport Operations and to the Project Engineer.
- Certain utilities considered critical to the operations of the airport must be repaired immediately after any accidental interruption. In the event the party causing such interruption cannot perform the repair before the time limit as determined by the General Manager, the latter will have the option of having the repair made by either a private firm or Airport District personnel. The resulting cost and expenses will be the sole responsibility of the party causing the interruption.
- In the event of interruption or deactivation of waterlines, fire hydrants, or blocked and or rerouted emergency access routes Contractor shall immediately notify the General Manager and Airport Operations. General Manager will in turn notify Aircraft Rescue Fire Fighting (ARFF) authorities. Procedures for this will be discussed at an Airport Safety Workshop put on by Tartaglia Engineering with the Contractor in attendance as part of the pre-construction conference.

12. PENALTIES

- Unless expressly exempted in advance by the General Manager, failure by any person to comply with any of the requirements set forth in this Construction Safety Plan may result in the denial of access of said person to the AOA, in addition to other corrective measures (For example: citation, fine etc.) as dictated by the currently applicable Federal, State or Local laws, rules, regulations and procedures.
- Properly identified Airport employees are authorized to enforce the provisions contained herein above and/or to report any violations thereof.
- For the monitoring of this project's "Operational Requirements" all Airport Maintenance and Security personnel shall be authorized to exercise their authority of enforcement. Primary Airport contacts shall be made, however, through the designated representative of the General Manager.

13. SPECIAL CONDITIONS

Controlled Area Closing and Opening Procedures

- Soft Closure - A soft closure is short-duration occupancy of runway or taxiway. It does not necessarily include installation of closure delineation, turning off power, or turning off nav-aids. NOTAM not issued.
- Hard Closure -A hard closure is typically a planned occupancy of runway or taxiway. Closure delineation including closure crosses installed and maintained, electrical circuits turned off, nav-aids turned off. NOTAM issued.
- Neither runway nor taxiway closures are planned for this project.

14. RUNWAY AND TAXIWAY VISUAL AIDS

Not applicable

15. MARKING AND SIGNS FOR ACCESS ROUTES

Construction delineators will be installed at all critical points for both sides of each haul route per approved plans.

16. HAZARD MARKING AND LIGHTING

Procedures for protecting all runway and taxiway safety areas, obstacle-free zones (OFZs), object-free areas (OFAs) and threshold citing criteria are outlined in AC 150/5300-13 Airport Design. Specifically, the following procedures are in place for this activity:

Contractor to delineate work areas adjacent to taxiways and open terminal areas with 24” orange cones at 10’ intervals alternating with flashing beacons at 10’ intervals, all per detail on approved plans.

17. PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS

Procedures for protecting the RSA and TSA

- Construction is limited to outside of the approved RSA, as shown on the approved airport layout plan, unless the runway is closed or restricted to aircraft operations, requiring a lesser standard RSA that is equal to the RSA available during construction (see AC 150/5370-2 for exceptions).
- This project has limitations of 14 foot high equipment and is dictated as such in the specifications.
- Construction activity within the TSA is permissible when the taxiway is open to aircraft traffic if adequate wingtip clearance exists between the aircraft and equipment /material; evacuations, trenches, or other conditions are conspicuously marked and lighted; and local NOTAMs are in effect for the activity (see AC 150/5300-13 for wingtip clearance requirements). The NOTAM should state that, “personnel and equipment are working adjacent to Taxiway ”

Procedures for protecting runway edges

- Construction shall be limited to no closer than 250 feet from the runway centerline-unless the runway is closed or restricted to aircraft operation, requiring a lesser standard RSA that is equal to the RSA available during construction.
- Personnel, material, and /or equipment as defined in AC 150/5300-13, Paragraph 306, “Obstacle Free Zone (OFZ),” is prohibited from penetrating the OFZ.

Procedures for protecting runway ends.

- Construction shall be limited to no closer than 250 feet from the runway centerline-unless the runway is closed or restricted to aircraft operation, requiring a lesser standard RSA that is equal to the RSA available during construction.
- Personnel, material, and /or equipment as defined in AC 150/5300-13, Paragraph 306, “Obstacle Free Zone (OFZ),” is prohibited from penetrating the OFZ.

Marking and lighting for temporary thresholds

Not applicable

Closed Runway markings and lighting

Not applicable.

Hazardous Area marking and lighting

Hazardous areas on the movement area will be marked with barricades, traffic cones, flags, and flashers. These markings restrict access and make hazards obvious to aircraft, personnel, and vehicles. During periods of low visibility and at night, hazardous areas shall be identified with red flashing lights. The hazardous area marking and lighting will be supplied by the Contractor, as specified in the contract, and are depicted on the plans.

Temporary lighting, marking

There will be no temporary lighting or markings required for this project other than the lighted runway closure.

Approach clearance to runways

Runway thresholds must provide an unobstructed approach surface over equipment and materials. (Refer to Appendix 2 in AC 150/5300-13, Airport Design, for guidance in this area.)

18. OTHER LIMITATIONS ON CONSTRUCTION

Prohibitions

- No person (other than personnel so authorized) shall approach the scene of any emergency unless requested to do so by Airport personnel or as immediate lifesaving requires.
- No torch-welding, open flame, material/equipment storage, or disposal of any waste material shall be authorized anywhere on the airport, except at designated locations and unless prior approval from the General Manager or Project Engineer has been secured.

Restrictions

- All Contractor forces shall comply with Cal-OSHA standards regarding protective headwear, footwear, and eyewear.
- Appropriate markers acceptable to the Project Engineer shall be used to define the work area and hazardous condition within the airport property.
- Trench and excavation cover requirements are included in the specifications for this project. All open trenches, excavations, and stockpiled materials shall be prominently marked and lighted during the hours of restricted visibility and darkness.
- All closed, deceptive and hazardous areas resulting from construction activities shall be marked and lighted as appropriate.
- Barricades, flashers, markers, (and temporary directional signs where required) acceptable to the Project Engineer shall be installed by the Contractor before an area can be closed for work. Barricades shall be per detail shown on the project plans or a modification thereof when pre-approved by the Project Engineer. The Contractor shall provide lighting for all barricades at night.
- 24-hour advance notice to the Project Engineer shall be required prior to installing barricades, flashers, markers and temporary signs (mentioned above) for the purpose of closing a work area. 72-hour prior notice is required for the closing of any aircraft maneuvering area. (To be covered in weekly meetings.)
- The “24- or 72- hour prior notice” mentioned in (g) above shall be processed via the Project Engineer and include the following information:
 - Location and size of the area(s) proposed to be closed.
 - Dates and times (from/to) of closing.
 - Dates and times (from/to) of power interruption.
 - Nature and extent of the intended works.