

**AMENDMENT NO. 1 TO TASK ORDER NUMBER 3
TO AGREEMENT FOR PROFESSIONAL SERVICES
ON A CONTINUING BASIS**

THIS TASK ORDER is made as of the ___ day of ___ in the year 2013, between **THE CITY OF LEESBURG, FLORIDA**, a Florida Municipal Corporation, whose address is 501 West Meadow Street, Post Office Box 490630, Leesburg, Florida 34749-0630 (hereinafter referred to as the "CITY"), and **HANSON PROFESSIONAL SERVICES, INC.** whose address is 9015 Town Center Parkway, Suite 105, Lakewood, Florida 34202 (hereinafter referred to as the "PROFESSIONAL").

WITNESSTH:

WHEREAS, on April 26, 2010, the CITY and PROFESSIONAL entered into an Agreement for professional engineering services on a Continuing Basis (hereinafter referred to as the "Master Agreement"). The Master Agreement is referenced herein as though set forth in full text.

WHEREAS, the CITY and the PROFESSIONAL desire to enter into a Written Task Order Amendment No. 1 to Task Order Number 3.

NOW THEREFORE, for and in consideration of the mutual covenants and promises contained in this Task Order, the CITY and the PROFESSIONAL do hereby agree as set forth below:

1. The above recitals are true and correct and are incorporated herein.
2. The Parties agree to the scope of work and budget pursuant to the terms and conditions set forth in **ATTACHMENTS "A" and "B"**.

IN WITNESS WHEREOF, the parties hereto have executed this Task Order on the respective dates under each signature.

HANSON PROFESSIONAL SERVICES, INC.

By: 

Printed: G. Kelly Rubino

Its: Sr. Vice President
(Title)

Date: 3/28/13

THE CITY OF LEESBURG, FLORIDA

By: _____
Mayor/Commissioner

Attest: _____
City Clerk

Date: _____

Amendment No. 1 to Task Order No. 3

ATTACHMENT A SCOPE OF SERVICES Leesburg International Airport for Airfield Signage Plan

Project Description

On October 10, 2011 the City Commission authorized execution of Task Order No. 3 with Hanson Professional Services Inc. for the purpose of securing engineering services in connection with a project to replace existing Airfield Signage at Leesburg International Airport to conform to current FAA standards. The scope of work included design and bidding services.

On December 2, 2011, the FAA issued an e-mail stating that new guidelines (Advisory Circulars) have been issued and must be included on all current and new FAA funded airfield projects. The new Advisory Circular 150/5370-2F affected the Airfield Signage project by requiring a Construction Safety and Phasing Plan (CSPP) be developed.

This new CSPP requirement was not included under the original Task Order 3. As a result, it appeared Hanson would need to generate a task order amendment to include the work to prepare a CSPP.

However, after discussions with FAA and the City, it was agreed that Hanson would not submit a task order amendment to complete work on the CSPP. Instead, Hanson would bid the project for construction and in a new FAA Grant for construction Hanson would include the CSPP work and be reimbursed for that effort.

In July of 2012, Hanson completed work on the airfield design and then began work on the preparation of the CSPP.

In January of 2013, the City elected to move the bidding and construction of the airfield signage project from FAA FY 2013 to FAA FY 2014. As a result, the FAA requested that the design and bidding grant be closed. In discussions with FAA and the City, it was decided to replace the bidding fees with the preparation efforts to date of the CSPP.

As a result of the above, this task order amendment is submitted to remove the bidding services from the original task order and replace it with work efforts to-date for the preparation of the CSPP.

SCOPE OF WORK

Below is the original scope of work for the preparation of the CSPP. Most of the work described below has been completed as indicated in the Deliverables in **bold underline**.

Task 1 - Revise Operational Safety Plan

The revised FAA Advisory Circular 150/5370-2F requires the preparation of a stand along document called the Construction Safety and Phasing Plan (CSPP). In addition, the CSPP must be made part of the construction project manual and specifications. The purpose of this document is to provide information concerning project safety and construction operations at the airport during the Project. The CSPP addresses only those safety issues particular to aircraft operational environments.

Level of Service:

- *Hanson will prepare the stand along CSPP document along with CAD phasing plan exhibits.*
- *After Air Traffic Control Tower approval of the CSPP (See Task 2) , Hanson will electronically submit the CSPP to FAA via their OE/AAA (Obstruction Evaluation/Airport Airspace Analysis) web site and revise the CSPP document by incorporating FAA review comments.*

Deliverables:

One electronic version (PDF format) of the CSPP document and phasing plans and one hard copy delivered to the Airport, FAA and FDOT. Copies of FAA review comments.

Work Completed To-Date

- **Hanson completed work on two sets of CSPP plans. The first set was completed and submitted to the Air Traffic Control Tower (ATCT) on 07/31/12. A second set which incorporated ATCT review comments was submitted to the ATCT on 09/12/12. In addition, Hanson has completed work on a draft stand along CSPP document.**

Task 2 – Safety Risk Analysis/Management Plan Assistance

The FAA will not allow the submittal of the CSPP until after the Air Traffic Control Tower has reviewed and approved it.

Level of Service:

- *Attend up to two (2) meetings with ATCT Tower Chief to review the operational Safety Plan, and to update the plan to reflect any potential safety conflicts identified. Change documents and phasing to reflect the meeting outcomes.*

Deliverables:

Electronic (PDF format) exhibits and narratives of the operational safety plan as updated and requested by the ATCT."

Work Completed To-Date

- **Hanson held meeting with the ATCT on 07/31/12 and dropped off revised plans on 09/12/12. In addition Hanson held meeting with new ATCT Manager on 12/12/12.**

COMPENSATION

The bidding services fee is \$9,160.00. Hanson time sheets (Attachment B – CSPP Time Charges) shown charges against CSPP work in excess of \$13,500.00. Hanson is requesting approval to replace the bidding services fee with the preparation of the CSPP in the amount of \$9,160.00.

Amendment No. 1 to Task Order 3

ATTACHEMENT B CSPP Time Charges Leesburg International Airport for Airfield Signage Plan

		Date	Total Hours	Total Billing
Project Number: 09A0176 LEE - AIRFIELD SIGNAGE PLAN				
Task Number: 1001 DESIGN				
Review and markup of plans. Review of Construction Safety and Phasing Plan design and updated requirements per FAA 150/5370-2F, with design team members. Review of ALP. Updates to Specs.	Lightfoot, Kevin	7/12/2012	4.75	766.51
Review, discussion, and questions re Construction Safety and Phasing Plan design with design team members. Coord with drafting personnel. Checking plans after drafting updates.	Lightfoot, Kevin	7/13/2012	4.75	766.51
Coord with design team members. Markups to Plans. Safety Plan Details sheet. Corr with Project Coordinator regarding Construction Safety & Phasing Plans. Spec Section M-102 and M-105. Checking plan after drafting updates.	Lightfoot, Kevin	7/16/2012	4.25	685.82
Review of correspondences, field data, photos, emails, survey info, existing sign legends, CSPP design/review comments. Updates to Specs and QA review w C. Hagloch. Coord with drafting personnel. Checking plans after updates.	Lightfoot, Kevin	7/17/2012	4.25	685.82
QA review of Plans. Coord with design team re CSPP. QA review of Specs w Charles Hagloch. Corr w Project Coordinator re status of project, specs, CSPP, & amendments	Lightfoot, Kevin	7/23/2012	3.00	484.11
Review of working day estimate with Charles Hagloch. Review of correspondences regarding Construction Safety and Phasing Plans.	Lightfoot, Kevin	7/26/2012	2.00	322.74
Review of correspondences regarding CSPP, OPCC, Working day estimate, and plan submittal. Review of updated set of plans.	Lightfoot, Kevin	7/28/2012	1.00	161.37
Corr with Sarasota Office regarding updates to Specifications. Follow up with Indianapolis office regarding plan submittal and CSPP. Review and filing of correspondences, field data, and specs.	Lightfoot, Kevin	7/30/2012	1.25	201.71
Corr with Project Coordinator regarding CSPP. Corr with Admin Staff regarding Spec updates.	Lightfoot, Kevin	8/2/2012	.50	80.69
Review of specs after updates by Sarasota office. Review of Construction Safety and Phasing Plans and FAA ATCT review comments. Corr with design team to update CSPP per FAA review. Addressing questions from project coordinator.	Lightfoot, Kevin	8/4/2012	2.00	322.74
Corr with design team regarding updates to Construction Safety and Phasing Plans per review with FAA ATCT personnel and Project Coordinator. Corr with design team regarding spec review.	Lightfoot, Kevin	8/12/2012	.50	80.69
Corr with Sarasota office regarding updates to CSPP. Review with Charles Hagloch regarding Maint of Traffic, electrical specs, seeding and mulching specs.	Lightfoot, Kevin	8/13/2012	.75	121.03
Corr with ?Mike Harris regarding status of updates to the Construction Safety and Phasing Plans.	Lightfoot, Kevin	8/16/2012	.25	40.34
Corr with Drafting/design staff re CSPP updates. Review of sign details and counterpoise requirements.	Lightfoot, Kevin	8/27/2012	.50	80.69

Amemdment No. 1 to Task Order 3

**ATTACHEMENT B
CSPP Time Charges
Leesburg International Airport
for
Airfield Signage Plan**

		Date	Total Hours	Total Billing
Project Number: 09A0176 LEE - AIRFIELD SIGNAGE PLAN				
Task Number: 1001 DESIGN				
Coord with Mike Harris regarding updates to CSPP. Review of working day estimate and adjustments/additional days to accommodate an 8 stage CSPP per FAA ATCT review.	Lightfoot, Kevin	8/28/2012	1.00	161.37
Review with drafting/design personnel regarding updates to CSPP and additional working days to accommodate additional phases. Review with Project Coord. Markups updates to taxi sign details to include counterpoise bonding conductors.	Lightfoot, Kevin	8/29/2012	1.00	161.37
Review of updated CSPP. Checking sign detail sheets after drafting updates. Coord with drafting personnel regarding updates to CSPP.	Lightfoot, Kevin	9/4/2012	1.00	161.37
misc. plan revisions, CSPP, proposed equipment plan	Harris, Michael	7/12/2012	4.25	363.72
Misc. plan revisions, Const. Safety and Phasing Plan	Harris, Michael	7/18/2012	1.75	149.77
Construction Safety and Phasing Plans, Update base file with survey data	Harris, Michael	7/20/2012	5.00	427.91
Construction Safety and Phasing Plan	Harris, Michael	7/23/2012	1.00	85.58
Construction Safety and Phasing Plan	Harris, Michael	7/24/2012	3.00	256.75
Construction Safety and Phasing Plan, misc. sheet revisions	Harris, Michael	7/25/2012	11.50	984.17
Construction Safety and Phasing Plan, misc. sheet revisions, assemble plan set for review/approval	Harris, Michael	7/26/2012	2.50	213.95
CSPP sheet revisions	Harris, Michael	8/10/2012	1.00	85.58
CSPP sheet revisions	Harris, Michael	8/13/2012	1.00	85.58
Revisions to CSPP	Harris, Michael	8/28/2012	4.50	385.11
Revisions to CSPP	Harris, Michael	8/29/2012	5.00	427.90
Revisions to CSPP	Harris, Michael	8/30/2012	1.50	128.37
Print sheets for review/coordination	Harris, Michael	9/17/2012	.50	42.79
update	Harris, Michael	9/18/2012	.25	21.40
Worked on CSPP items.	Ridenour, Ronald	7/12/2012	4.00	485.96
Completed work on draft CSPP phasing plan, sent to team for review. Received commetns and began work on responses.	Ridenour, Ronald	7/13/2012	2.00	242.98
Completed work on responses to Chuck's phasing comments, revised exhibits and sent back to Chuck, Kevin and Mike. Miscellaneous conversations with Kevin and attend staff meeting to discuss status of project.	Ridenour, Ronald	7/16/2012	1.25	151.86
Clean inbox and file e-mails. Work on CSPP Narrative and phone conversations with Kevin on status of project.	Ridenour, Ronald	7/23/2012	3.00	364.47

Amemdment No. 1 to Task Order 3

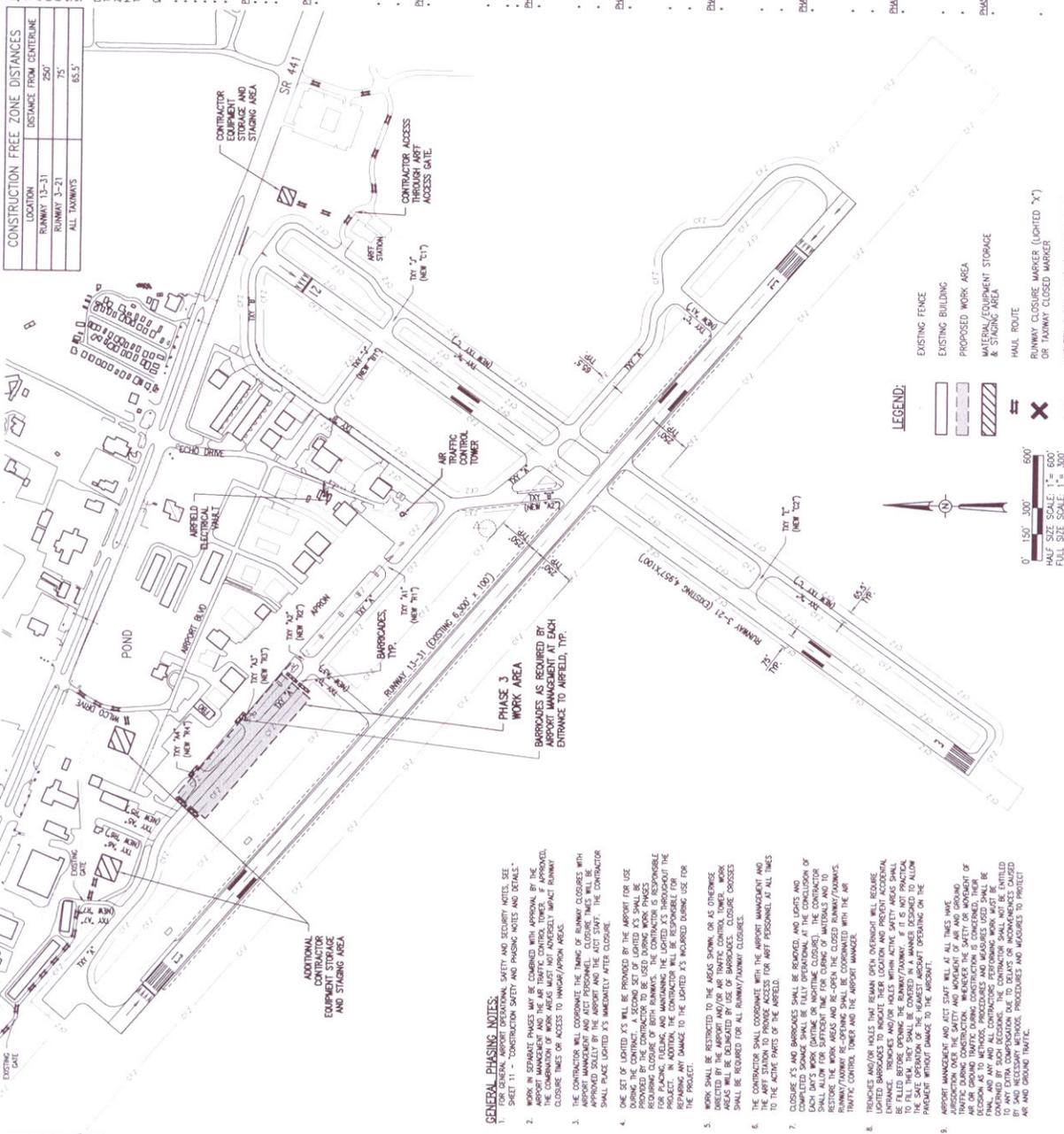
**ATTACHEMENT B
CSPP Time Charges
Leesburg International Airport
for
Airfield Signage Plan**

		Date	Total Hours	Total Billing
Project Number: 09A0176 LEE - AIRFIELD SIGNAGE PLAN				
Task Number: 1001 DESIGN				
Finished work on OSP/CSPP memo and exhibits to tower. Conversations and e-mails with Mike and Chuck on plans and specs. Discussion on seeding application rate.	Ridenour, Ronald	7/25/2012	3.00	364.47
Coordination with Chuck and Mike on CSPP and Specs. Conversations with Nancy on preparation of project manual. Coordination with LEE ATCT on CSPP meeting. Updated project database.	Ridenour, Ronald	7/26/2012	2.50	303.73
Completed work on draft task order amendment for CSPP and LED / QI scope work.	Ridenour, Ronald	7/27/2012	4.00	485.96
Prepare and review materials for 7/31 CSPP tower meeting.	Ridenour, Ronald	7/30/2012	1.00	121.49
Travel to Leesburg to meet with tower chief to review draft CSPP phasing plan.	Ridenour, Ronald	7/31/2012	4.00	485.96
Tower follow-up e-mail to project team.	Ridenour, Ronald	8/1/2012	2.00	242.98
Reviewed Mikes revised CSPP drawings per towers 7/31 review comments. Sent e-mail to tower requesting meeting.	Ridenour, Ronald	9/11/2012	1.00	121.49
Prepared tower chief cover memo to present revised plans per 7/31 meeting. Drop off plans for tower review.	Ridenour, Ronald	9/12/2012	1.00	121.49
Sent Doug e-mail on Signage CSPP.	Ridenour, Ronald	9/13/2012	1.00	121.49
Review CSPP notes and e-mails for history information. Call to tower to check status of CSPP review. Travel to Leesburg to meet with tower chief Fred Sanchez to review and discuss CSPP.	Ridenour, Ronald	12/12/2012	2.00	242.98
Sent phasing sheets to LEE ATCT. Drafted narrative section of CSPP for each of the 8 phases. Clean and file e-mails.	Ridenour, Ronald	12/17/2012	4.00	485.96
Sent FAA quarterly report to Doug and Donna to complete and submit to FAA. Drafted e-mail to Lisa, Mike, Kelly, Scott on status of grant and question to close or use remaining funds for CSPP.	Ridenour, Ronald	1/21/2013	1.00	125.14
Coordination with FAA and City on submittal of FAA Quarterly report. Call and e-mails with City and FAA. Clean and file e-mails on all projects.	Ridenour, Ronald	1/24/2013	.50	62.57
Provided status update to Kevin. Sent e-mail to Fred at tower to stop review of CSPP as Airport has re-scheduled the project.	Ridenour, Ronald	3/1/2013	.75	93.86

Total for 09A0176

13,568.30

CONSTRUCTION FREE ZONE DISTANCES	
LOCATION	DISTANCE FROM CENTRELINE
RUNWAY 13-31	250'
RUNWAY 3-21	75'
ALL TOWMAYS	65.5'



PROPOSED PHASING

THE PROPOSED PHASING OF THE INSTALLATION OF NEW AIRFIELD GUIDANCE SIGNAGE TO BRING CURRENT AIRFIELD SIGNAGE UP TO DATE AND TO BRING THE AIRFIELD SIGNAGE UP TO DATE TO MEET CURRENT STANDARDS FOR DESIGN AND INSTALLATION SHALL BE AS FOLLOWS:

THE PROPOSED PHASING OF THE INSTALLATION OF NEW AIRFIELD GUIDANCE SIGNAGE TO BRING CURRENT AIRFIELD SIGNAGE UP TO DATE AND TO BRING THE AIRFIELD SIGNAGE UP TO DATE TO MEET CURRENT STANDARDS FOR DESIGN AND INSTALLATION SHALL BE AS FOLLOWS:

THE PROPOSED PHASING OF THE INSTALLATION OF NEW AIRFIELD GUIDANCE SIGNAGE TO BRING CURRENT AIRFIELD SIGNAGE UP TO DATE AND TO BRING THE AIRFIELD SIGNAGE UP TO DATE TO MEET CURRENT STANDARDS FOR DESIGN AND INSTALLATION SHALL BE AS FOLLOWS:

GENERAL OBJECTIVES

- MAINTAIN OPERATIONAL CAPABILITY OF AT LEAST ONE RUNWAY DURING CONSTRUCTION
- MAINTAIN ACCESS TO THE MAIN RAMP AND HANGAR AREAS
- MINIMIZE DELAYS TO AIRCRAFT OPERATIONS
- MINIMIZE DELAYS TO CONSTRUCTION OPERATIONS
- MINIMIZE AIRCRAFT/OPERATION-ACTIVITY CONFLICTS

PHASE 1 - PRE-CONSTRUCTION

- CONTRACTOR SHALL PERFORM ALL REQUIRED SAFETY TRAINING AND BIDDING FOR ALL CREW MEMBERS.
- CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVED MATERIALS ACQUIRED PRIOR TO BEGINNING WORK FOR A SUBSEQUENT PHASE
- CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVED MATERIALS ACQUIRED PRIOR TO BEGINNING WORK FOR A SUBSEQUENT PHASE

PHASE 2 - RUNWAY 13-31 CLOSED/RUNWAY 3-21 OPEN (13 WORKING DAYS)

- THIS PHASE OF CONSTRUCTION SHALL INCLUDE WORK WITHIN THE CONSTRUCTION FREE ZONES OF RUNWAY 13-31 (OUTSIDE OF THE RUNWAY 3-21 SAFETY AREA) AND PORTIONS OF TAXIWAY A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZY, ZZ.

HANSON
 Construction Safety and Phasing Plan
 8015 Town Center Parkway, Suite 105
 Leesburg, Florida 34748
 Phone: (352) 378-6474
 Fax: (352) 378-6474
 Email: info@hansoncs.com

Project: Leesburg International Airport
 Date: July 27, 2012

Revision: _____

DATE

REVISION

LEESBURG INTERNATIONAL AIRPORT
 LEESBURG, FLORIDA

FM ALP No.: 3-12-004-021-2011
 FOOT No.: 41444 1 94 01

GENERAL PHASING NOTES:

- FOR GENERAL PHASING INFORMATION, SAFETY AND SECURITY NOTES, SEE SHEET 11 - "CONSTRUCTION SAFETY AND PHASING NOTES AND DETAILS".
- WORK IN SEPARATE PHASES MAY BE COMBINED WITH APPROVAL BY THE AIRPORT MANAGER AND THE AIR TRAFFIC CONTROL TOWER. IF APPROVED, CLOSURE TIMES OR ACCESS TO HANGAR/AREA MAY BE ADJUSTED.
- THE CONTRACTOR SHALL MAINTAIN ONE (1) RUNWAY OPEN AT ALL TIMES. AIRPORT MANAGER AND AIR TRAFFIC CONTROL TOWER SHALL BE ADVISED IMMEDIATELY AFTER CLOSURE.
- ONE SET OF LIGHTED X'S WILL BE PROVIDED BY THE AIRPORT FOR USE DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING CLOSURE OF BOTH RUNWAYS. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE LIGHTED X'S THROUGHOUT THE PROJECT. IN ADDITION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE TO THE LIGHTED X'S INCURRED DURING USE FOR THE PROJECT.
- WORK SHALL BE RESTRICTED TO THE AREAS SHOWN, OR AS OTHERWISE INDICATED BY THE AIRPORT MANAGER AND AIR TRAFFIC CONTROL TOWER. WORK SHALL BE RESTRICTED TO THE AREAS SHOWN, OR AS OTHERWISE INDICATED BY THE AIRPORT MANAGER AND AIR TRAFFIC CONTROL TOWER. WORK SHALL BE RESTRICTED TO THE AREAS SHOWN, OR AS OTHERWISE INDICATED BY THE AIRPORT MANAGER AND AIR TRAFFIC CONTROL TOWER.
- THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT MANAGER AND THE AIR TRAFFIC CONTROL TOWER FOR ALL PERSONNEL AT ALL TIMES TO THE ACTIVE PARTS OF THE AIRFIELD.
- CLOSURE'S AND BARRICADES SHALL BE REMOVED AND LIGHTS AND BARRICADES SHALL BE FULLY OPERATIONAL AT THE CONCLUSION OF EACH DAY'S WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SUFFICIENT TIME FOR CLOSING OF MATERIALS AND TO RESTORE THE WORK AREA AND RE-OPEN THE CLOSED RUNWAY/TOWMAYS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE AIR TRAFFIC CONTROL TOWER AND THE AIRPORT MANAGER WITH THE AIR TRAFFIC CONTROL TOWER AND THE AIRPORT MANAGER.
- TRUCKS AND/OR HOLES THAT REMAIN AFTER BARRICADES WILL BE REMOVED. LIGHTED BARRICADES TO INDICATE THEIR LOCATION AND PREVENT ACCIDENTAL ENTRANCE. TRUCKS AND/OR HOLES WITHIN ACTIVE SAFETY AREAS SHALL BE REMOVED IMMEDIATELY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFE OPERATION OF THE NEAREST AIRCRAFT OPERATING ON THE AIRFIELD WITHOUT DAMAGE TO THE AIRCRAFT.
- AIRPORT MANAGER AND AIR TRAFFIC CONTROL TOWER SHALL BE ADVISED IMMEDIATELY AFTER CLOSURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SUFFICIENT TIME FOR CLOSING OF MATERIALS AND TO RESTORE THE WORK AREA AND RE-OPEN THE CLOSED RUNWAY/TOWMAYS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE AIR TRAFFIC CONTROL TOWER AND THE AIRPORT MANAGER WITH THE AIR TRAFFIC CONTROL TOWER AND THE AIRPORT MANAGER.

CONSTRUCTION FREE ZONE DISTANCES	
LOCATION	DISTANCE FROM CENTERLINE
RUNWAY 13-31	250'
RUNWAY 3-21	75'
ALL TAXWAYS	85.5'

PROPOSED PHASING

THE PROJECT CONSISTS OF THE INSTALLATION OF NEW AIRFIELD OBSTACLE LIGHTS TO BRING CURRENT AIRFIELD OBSTACLE LIGHTS INTO COMPLIANCE WITH THE FAA AIRPORT OBSTACLE LIGHTING REGULATIONS (14CFR 135.303-30.150/30.340-18. LATEST EDITION). THE PROPOSED PHASING OF THE OBSTACLE LIGHTS IS BASED ON THE PROPOSED SIGNAGE AND SUPPLEMENTAL INFORMATION SIGNAGE. EXISTING SIGNAGE SHALL BE MAINTAINED THROUGHOUT THE PROJECT. THE PROPOSED SIGNAGE PLAN AND/OR WHICH DO NOT MEET CURRENT FAA STANDARDS FOR DESIGN AND INSTALLATION SHALL BE REDESIGNED.

WORKING CONDITIONS: CONTRACTOR WILL BE REQUIRED TO WORK WITHIN RUNWAY SAFETY AREAS AND TAXWAY SAFETY AREAS. CONTRACTOR SHALL MAINTAIN CLEAR ACCESS TO ALL CONSTRUCTION FREE ZONES. THE RESPECTIVE RUNWAY/TAXWAY WILL BE CLOSED. THE FOLLOWING WORKING HOURS OF THE PHASING GUIDELINES AND PROPOSED SEQUENCE OF CONSTRUCTION FOR ACCOMPLISHING THIS WORK:

- GENERAL OBJECTIVES**
- MAINTAIN OPERATIONAL CAPABILITY OF AT LEAST ONE RUNWAY DURING CONSTRUCTION
 - MAINTAIN ACCESS TO THE MAIN RAMP AND HANGAR AREAS
 - MAINTAIN SAFETY OF AIRPORT OPERATIONS
 - MINIMIZE DELAYS TO CONSTRUCTION OPERATIONS
 - MINIMIZE AIRCRAFT/OPERATION-ACTIVITY CONFLICTS
- PHASE 0 - PRE-CONSTRUCTION**
- CONTRACTOR SHALL PERFORM ALL REQUIRED SAFETY TRAINING AND BADGING FOR ALL CREW MEMBERS
 - CONTRACTOR SHALL OBTAIN ANY SECURITY ACCESS PERMITS AND ESTABLISH SECURITY PROCEDURES
 - CONTRACTOR SHALL MAINTAIN APPROVED AND APPROVED MATERIALS ACCRUED PRIOR TO BEGINNING WORK FOR A SUBSEQUENT PHASE
- PHASE 1 - RUNWAY 13-31 CLOSED/RUNWAY 3-21 OPEN (10 WORKING DAYS)**
- THIS PHASE OF CONSTRUCTION SHALL INCLUDE WORK WITHIN THE CONSTRUCTION FREE ZONE OF RUNWAY 13-31 (OUTSIDE OF THE RUNWAY 3-21 SAFETY AREA) AND PORTIONS OF TAXWAY C, NORTHWEST OF TAXWAY A/NEW TAXWAY R4 AND SOUTHWEST OF TAXWAY K/NEW TAXWAY C. RUNWAY 13-31 AND PORTIONS OF TAXWAY C AND TAXWAY R4 SHALL REMAIN OPEN FOR THE DURATION OF THIS PHASE.
 - WORK FOR THIS PHASE SHALL BE PERFORMED BETWEEN 7:00 AM AND 7:00 PM
- PHASE 2 - RUNWAY 13-31 CLOSED/RUNWAY 3-21 OPEN (13 WORKING DAYS)**
- ALL PAVEMENTS SHALL BE RE-OPENED AT THE END OF EACH CONSTRUCTION DAY.
 - THIS PHASE OF CONSTRUCTION SHALL INCLUDE WORK WITHIN THE CONSTRUCTION FREE ZONES OF RUNWAY 3-21 AND TAXWAY K/NEW TAXWAY C (OUTSIDE OF THE RUNWAY 13-31 SAFETY AREA) AND PORTIONS OF TAXWAY B, TAXWAYS 13-31, 3-21, TAXWAYS B AND K/NEW C, AND PORTIONS OF TAXWAY A AND B PROVIDING ACCESS TO THE MAIN RAMP AND HANGARS SHALL REMAIN OPEN FOR THE DURATION OF THIS PHASE.
 - WORK FOR THIS PHASE SHALL BE PERFORMED BETWEEN 7:00 AM AND 7:00 PM
- PHASE 3 - RUNWAY 13-31 OPEN/RUNWAY 3-21 OPEN (5 WORKING DAYS)**
- ALL PAVEMENTS SHALL BE RE-OPENED AT THE END OF EACH CONSTRUCTION DAY.
 - THIS PHASE OF CONSTRUCTION SHALL INCLUDE WORK ON TAXWAY A AT TAXWAYS A/NEW R4 AND A/NEW R3. RUNWAYS 13-31, 3-21, TAXWAYS B AND K/NEW C, AND A PORTION OF TAXWAY A PROVIDING ACCESS TO THE MAIN RAMP SHALL REMAIN OPEN FOR THE DURATION OF THIS PHASE.
 - WORK FOR THIS PHASE SHALL BE PERFORMED BETWEEN 7:00 AM AND 7:00 PM
- PHASE 4 - RUNWAY 13-31 OPEN/RUNWAY 3-21 OPEN (5 WORKING DAYS)**
- ALL PAVEMENTS SHALL BE RE-OPENED AT THE END OF EACH CONSTRUCTION DAY.
 - THIS PHASE OF CONSTRUCTION SHALL INCLUDE WORK ON TAXWAY A AT TAXWAYS A/NEW R2 AND D/NEW A3. RUNWAYS 13-31, 3-21, TAXWAYS B AND K/NEW C, AND A PORTION OF TAXWAY A PROVIDING ACCESS TO THE MAIN RAMP SHALL REMAIN OPEN FOR THE DURATION OF THIS PHASE.
 - WORK FOR THIS PHASE SHALL BE PERFORMED BETWEEN 7:00 AM AND 7:00 PM
- PHASE 5 - RUNWAY 13-31 OPEN/RUNWAY 3-21 OPEN (5 WORKING DAYS)**
- ALL PAVEMENTS SHALL BE RE-OPENED AT THE END OF EACH CONSTRUCTION DAY.
 - THIS PHASE OF CONSTRUCTION SHALL INCLUDE WORK ON TAXWAY A BETWEEN TAXWAY A2/NEW R2 AND TAXWAY B. RUNWAYS 13-31, 3-21, TAXWAYS B AND K/NEW C, AND A PORTION OF TAXWAY A PROVIDING ACCESS TO THE MAIN RAMP SHALL REMAIN OPEN FOR THE DURATION OF THIS PHASE.
 - WORK FOR THIS PHASE SHALL BE PERFORMED BETWEEN 7:00 AM AND 7:00 PM
- PHASE 6 - RUNWAY 13-31 OPEN/RUNWAY 3-21 CLOSED (10 WORKING DAYS)**
- THIS PHASE OF CONSTRUCTION SHALL INCLUDE WORK WITHIN THE CONSTRUCTION FREE ZONE OF RUNWAY 13-31 AND TAXWAY C. RUNWAY 13-31 SHALL REMAIN OPEN FOR THE DURATION OF THIS PHASE.
 - WORK FOR THIS PHASE SHALL BE PERFORMED BETWEEN 7:00 AM AND 7:00 PM
- PHASE 7 - RUNWAY 13-31 OPEN/RUNWAY 3-21 OPEN (5 WORKING DAYS)**
- ALL PAVEMENTS SHALL BE RE-OPENED AT THE END OF EACH CONSTRUCTION DAY.
 - THIS PHASE OF CONSTRUCTION SHALL INCLUDE WORK AT THE INTERSECTION OF TAXWAY B AND TAXWAY C. RUNWAY 13-31 AND TAXWAY C SHALL REMAIN OPEN FOR THE DURATION OF THIS PHASE.
 - WORK FOR THIS PHASE SHALL BE PERFORMED BETWEEN 7:00 AM AND 7:00 PM
- PHASE 8 - RUNWAY 13-31 AND RUNWAY 3-21 CLOSED (16 WORKING DAYS)**
- THIS PHASE OF CONSTRUCTION SHALL INCLUDE WORK WITHIN THE CONSTRUCTION FREE ZONES OF RUNWAYS 13-31 AND 3-21, THEREBY REQUIRING CLOSURE OF BOTH RUNWAYS. WORK ALONG TAXWAYS A AND B PROVIDING ACCESS TO THE MAIN RAMP AND HANGAR AREAS WILL BE COMPLETED WHILE BOTH RUNWAYS ARE CLOSED.
 - WORK FOR THIS PHASE SHALL BE PERFORMED DAILY DURING NIGHT HOURS BETWEEN 7:00 PM AND 7:00 AM
 - ALL PAVEMENTS SHALL BE RE-OPENED AT THE END OF EACH MORNING FOLLOWING THE NIGHTTIME CLOSURE.

CONTRACTOR EQUIPMENT STORAGE AND STAGING AREA

CONTRACTOR ACCESS THROUGH AIRFIELD ACCESS GATE

PHASE 7 WORK AREA

AIR TRAFFIC CONTROL TOWER

PHASE 7 WORK AREA

EXISTING BUILDING

PROPOSED WORK AREA

MATERIAL/EQUIPMENT STORAGE

HAUL ROUTE

RUNWAY CLOSURE MARKER (LIGHTED 'X') OR TAXWAY CLOSED MARKER

LIGHTED BARRIAGE (10' MAX SPACING)

GENERAL PHASING NOTES:

1. THE CONTRACTOR SHALL MAINTAIN SAFETY AND SECURITY NOTES, USE SHEET T1 - "CONSTRUCTION SAFETY AND PHASING NOTES AND DETAILS".
2. WORK IN SEPARATE PHASES MAY BE COMBINED WITH APPROVAL BY THE AIRPORT MANAGEMENT AND THE AIR TRAFFIC CONTROL TOWER. IF APPROVED, CLOSURE AREAS MUST NOT ADVERSELY IMPACT RUNWAY CLOSURE TIMES OR ACCESS TO TAXWAY/PISTON AREAS.
3. AIRPORT MANAGEMENT WILL COORDINATE THE TIMING OF RUNWAY CLOSURES WITH APPROVED SCHEDULE BY THE AIRPORT AND THE AIR TRAFFIC CONTROL TOWER. APPROVED SCHEDULE SHALL BE IMMEDIATELY AFTER CLOSURE.
4. ONE SET OF LIGHTED 'X'S WILL BE PROVIDED BY THE AIRPORT FOR USE DURING THE CLOSURE. A SECOND SET OF LIGHTED 'X'S SHALL BE PROVIDED BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING, REPAIRING, REPLACING, AND MAINTAINING THE LIGHTED 'X'S THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL MAINTAIN THE LIGHTED 'X'S THROUGHOUT THE PROJECT. REPAIRING ANY DAMAGE TO THE LIGHTED 'X'S INCURRED DURING USE FOR THE PROJECT.
5. WORK SHALL BE RESTRICTED TO THE AREAS SHOWN, OR AS OTHERWISE INDICATED BY THE AIRPORT AND/OR AIR TRAFFIC CONTROL TOWER. WORK SHALL BE RESTRICTED TO THE AREAS SHOWN, OR AS OTHERWISE INDICATED BY THE AIRPORT AND/OR AIR TRAFFIC CONTROL TOWER. WORK SHALL BE RESTRICTED TO THE AREAS SHOWN, OR AS OTHERWISE INDICATED BY THE AIRPORT AND/OR AIR TRAFFIC CONTROL TOWER. WORK SHALL BE RESTRICTED TO THE AREAS SHOWN, OR AS OTHERWISE INDICATED BY THE AIRPORT AND/OR AIR TRAFFIC CONTROL TOWER.
6. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT MANAGERS AND THE AIR TRAFFIC CONTROL TOWER TO PROVIDE ACCESS FOR AIR PERSONNEL AT ALL TIMES TO THE ACTIVE PARTS OF THE AIRFIELD.
7. CLOSURE 'X'S AND BARRIAGES SHALL BE REMOVED, AND LIGHTS AND OBSTACLE LIGHTS SHALL BE FULLY OPERATIONAL, AT THE CONCLUSION OF CONSTRUCTION. THE CONTRACTOR SHALL RESTORE THE WORK AREAS AND RE-OPEN THE CLOSED RUNWAY/TAXWAYS. THE CONTRACTOR SHALL RESTORE THE WORK AREAS AND RE-OPEN THE CLOSED RUNWAY/TAXWAYS. THE CONTRACTOR SHALL RESTORE THE WORK AREAS AND RE-OPEN THE CLOSED RUNWAY/TAXWAYS. THE CONTRACTOR SHALL RESTORE THE WORK AREAS AND RE-OPEN THE CLOSED RUNWAY/TAXWAYS.
8. TRUCKS AND/OR VEHICLES THAT REMAIN ON THE WORK AREA SHALL BE REQUIRED TO MAINTAIN BARRIAGES TO INDICATE THEIR LOCATION AND PREVENT UNLAWFUL ENTRY INTO THE WORK AREA. TRUCKS AND/OR VEHICLES WITHIN ACTIVE SAFETY AREAS SHALL BE REQUIRED TO MAINTAIN BARRIAGES TO INDICATE THEIR LOCATION AND PREVENT UNLAWFUL ENTRY INTO THE WORK AREA. TRUCKS AND/OR VEHICLES WITHIN ACTIVE SAFETY AREAS SHALL BE REQUIRED TO MAINTAIN BARRIAGES TO INDICATE THEIR LOCATION AND PREVENT UNLAWFUL ENTRY INTO THE WORK AREA.
9. AIRPORT MANAGEMENT AND AIRCRAFT STAFF WILL AT ALL TIMES HAVE ACCESS TO ALL AREAS OF THE AIRPORT. AIRPORT MANAGEMENT AND AIRCRAFT STAFF WILL AT ALL TIMES HAVE ACCESS TO ALL AREAS OF THE AIRPORT. AIRPORT MANAGEMENT AND AIRCRAFT STAFF WILL AT ALL TIMES HAVE ACCESS TO ALL AREAS OF THE AIRPORT.

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 7

HAIRFIELD SIGNAGE PLAN

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HAIRFIELD SIGNAGE PLAN

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 7

HAIRFIELD SIGNAGE PLAN

DATE: _____

REVISION: _____

PART 1-B
CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

The purpose of this document is to provide information concerning project safety and construction operations at the airport during the Project. The Construction Safety and Phasing Plan (CSPP) addresses only those safety issues particular to aircraft operational environments. It is not a comprehensive construction safety document, and the Contractor should not rely upon it as such. It describes procedures to be used by the Contractor which will help insure safety of persons and property during project construction. Nothing contained in this plan waives the duty of the Contractor to employ adequate and proven safety practices.

The Contractor shall prepare and submit for Owner and Engineer acceptance a Safety Plan Compliance Document (SPCD). The document must include a statement affirming that the Contractor has read and will abide by this Construction Safety and Phasing Plan (CSPP). In addition, it must include supplemental information that was included by addendum during the bidding process, that could not be included prior to bid award and/or that is needed to clarify or emphasize specific Contractor safety measures. The SPCD should follow the outline of the CSPP but should not reproduce information already included in the CSPP. If no supplemental information to that included in the CSPP is needed, the SPCD should include the notation, "No Supplemental Information" under the heading for that section.

SECTION 1. COORDINATION

Section 1.A Construction Safety and Progress Meetings: A committee shall be established for the life of the project, to monitor, coordinate and adopt safety measures on all matters of airport safety relating to this Contractor. This committee shall include the Contractors' superintendent and representatives of the Owner/Airport Staff, RPR, and when available, the Engineer and FAA. Meetings shall be held at least once a week to discuss the project schedule and safety measures to be taken for the following weeks' activities.

During the Preconstruction conference the Owner/Airport Staff, Contractor, and Engineer shall each designate a representative for project safety matters. Each representative shall be available on a 24 hour basis, except the Air Traffic Control Tower (ATCT) is only available from 7:00 am to 7:00 pm local time. The designated representatives are:

OWNER: City of Leesburg, Florida
Project Manager (TBD at pre-construction meeting)
Office Phone: (TBD at pre-construction meeting)
Cell Phone: (TBD at pre-construction meeting)
e-mail: (TBD at pre-construction meeting)

ATCT: Leesburg Ground 121.725 (airside during operating hours 7:00 am to 7:00 pm local time)
Tower Phone Number: 352-326-3203 (use only if radio contact lost while on airside)

ENGINEER: Hanson Professional Services Inc.
Kevin N. Lightfoot, P.E.
Office Phone: 217-747-9433
Cell Phone: 217-899-5250
e-mail: klightfoot@hanson-inc.com

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RPR: Hanson Professional Services Inc.
(TBD at pre-construction meeting)
Office Phone: (TBD at pre-construction meeting)
Cell Phone: (TBD at pre-construction meeting)
e-mail: (TBD at pre-construction meeting)

CONTRACTOR: TBD
Office Phone: (TBD)
Cell Phone: (TBD)
e-mail: (TBD)

CONTRACTOR PROJECT SUPERINTENDENT:
Office Phone: (TBD)
Cell Phone: (TBD)
e-mail: (TBD)

Section 1. B Schedules: The Contractor shall submit to the Engineer a schedule detailing the various activities necessary to accomplish the project, and following the sequence outlined in **Section 2 following**. The schedule shall graphically depict the activities necessary to complete the work and their relationships to predecessor and successor activities. The activities shall be depicted in such a manner that the planned duration of each activity is graphically represented on a time scale covering the duration of the entire project. Partial payments will not be processed until the schedule is submitted. If during the project the schedule is changed, partial payments will not be processed until an updated schedule has been submitted. **Changes in scope or schedule may necessitate revisions to this CSPP and require review and approval by the Owner, ATCT and the FAA.**

Following are the general safety plan objectives that must be achieved in order to maximize both Contractor and airport safety and to minimize time and economic loss to the aviation community, the construction Contractor and others directly affected by the project.

- (a) Maintain Safety of aircraft operations
- (b) Minimize aircraft operation/construction activity conflicts
- (c) Keep the airport operational for all user aircraft.
- (d) Minimize delays to aircraft operations.
- (e) Minimize delays to construction operations.

The Contractor should keep these objectives in mind when formulating his project work schedules and operational activities.

SECTION 2. PHASING

The phasing plan as described below and shown on the attached Sheets consists of 9 phases. A formal notice will be posted at the Sunair FBO to alert pilots of the project along with the schedule of Runway and Taxiway Closures. A copy of this notice is attached to the end of this CSPP.

CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

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Phase 0 – Pre-Construction/Mobilization (20 Working Days): During this phase of the project the items list below shall be accomplished. No work is allowed within the limits of the Airport Operations Area (AOA) during this phase, except for the mobilization items as described below.

Contractor Items:

- Attend the preconstruction conference.
- Make required submittals/shop drawings.
- Establish the quality control procedures for the project.
- Establish the construction safety/progress committee and designate representatives to be available on a 24 hour basis to respond to project safety or emergency issues.
- Submit Safety Plan Compliance Document (SPCD).
- Brief workers on project safety, giving particular attention to unique airfield safety requirements and conduct the Driver's Training Course as specified in Section 5.e.
- Obtain employee badging.
- Secure all required local building, temporary use, construction or environmental permits required for the project that are not specifically listed as the responsibility of others.
- Mobilization to the project site as follows:
 - When performing any mobilization work that requires access to the Airport Operations Area (AOA) and/or any mobilization work inside the Airport existing security fencing, the Contractor must notify and coordinated with the Airport and the Air Traffic Control Tower the dates, times and locations of all mobilization work and obtain approvals to conduct the work.
 - Gate No. 6 located on the west end of Airport Blvd. shall be used as access to the staging area.
 - No construction work is allowed during this phase of the work
 - Stake limits of haul routes.
 - Stake limits of Runway and Taxiway safety areas.
 - Erect any temporary storage area fencing, gates and locks.
 - Place sanitary facilities and any necessary utility facilities.
 - Mobilization applicable equipment and materials to the staging area.

Phase 1 – (22 Working Days)

Runway 13-31 Closed – Runway 3-21 Open

General

During this phase of the project the Contractor will begin and complete work in the locations as follows as shown on the CSPP Sheets, between the hours of 7:00 AM and 7:00 PM., up to 7 days per week:

- Runway 13-31 Runway Safety Area, excluding work within the Runway 3-21 Safety Area.
- Taxiway "A" between the east side of Runway 3-21 Safety Area and Runway 31 End.
- Taxiway "A" between Runway 13 End and west of taxiway "A4" (New "R4").

Contractor to coordinate and communicate with the ATCT for permission to cross Runway 3-21. All closed Runways and Taxiways shall be re-opened each day. Contractor must have all Phase 1 required materials, labor and equipment available on-site before beginning work in the phase.

Detail

Coordinate with Owner and ATCT, who will issue a NOTAM closing Runway 13-31 and Taxiway "A" as noted above beginning at 7:00 AM and to be re-opened at 7:00 PM. All access to the airport airside will be through Gate No. 6 located at the west end of Airport Blvd.

CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

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Immediately after the effective date and time of the NOTAM, and after checking in with ATCT, confirm all haul route and safety area markers/stakes are in place along with any required barricade as shown on the Construction Safety and Phasing Plan drawings. Place lighted runway closure crosses on the ends of Runways 13 and 31 as shown on the Construction Safety and Phasing Plan drawings, coordinating all active runway and taxiway pavement crossings with ATCT. Owner will furnish two lighted closure crosses for contractor use for the duration of the project. Contractor shall be responsible to maintain and operate furnished closure crosses. Place contractor furnished lighted barricades and taxiway closure crosses at the locations shown on the construction drawings. In addition, confirm all vehicle flagging, lighting, and similar. Exercise special care to protect airfield lights from damage, using traffic cones to identify lights and signs along haul routes.

Mobilize plant, equipment and materials needed for the contract work to the site, beginning no earlier each day than specified on the NOTAM and completing operations ready for inspection by the airport no later than 6:00 PM each work day.

Begin work on the following construction operations in accordance with the contract documents, specifications and construction drawings:

- Guidance Sign Removals
- Conduit Installations
- L-824C Cable Installations
- Splice Cans
- Guidance Base and Sign Installations
- Install Replacement Reils
- Modifications to Existing Guidance Signs

At the end of each day's work, complete all cleanup work and if necessary any brooming needed to provide a safe operating surface for aircraft. Vacuum brooming of all pavement crossings and pavements adjacent to active work areas will be required before each daily reopening inspection. Inspect the surfaces for safe operating conditions with the airport. Verify all runway and taxiway lights in the work areas are operating and undamaged. Immediately prior to the re-opening time, remove the lighted closure crosses and barricades and notify ATCT the airport pavements are open.

In the event pavement cannot be safely re-opened at the completion of each day's work, immediately notify the ATCT and airport, who will issue a NOTAM closing Runway 13-31 and applicable Taxiways and cover or disconnect the lights for these pavements. ***Liquidated damages of \$3,000 per each day will be assessed if pavements must remain closed after 7:00 PM.***

Phase 2 – (13 Working Days)

Runway 3-21 Closed – Runway 13-31 Open

General

During this phase of the project the Contractor will begin and complete work in the locations as follows as shown on the CSPP Sheets, between the hours of 7:00 AM and 7:00 PM., up to 7 days per week:

- Runway 3-21 Runway Safety Area, excluding work within the Runway 13-31 Safety Area and Taxiway "A" Object Free Area.
- Taxiway "K" (New Taxiway "C"), excluding work within the Runway 13-31 Safety Area and Taxiway "A" Object Free Area.
- Taxiway "E" (New Taxiway "C2")

CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

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- Taxiway "J" (New Taxiway "B1" and New Taxiway "C1").
- Taxiway "B" up to the limits as shown on the CSPP Sheets.

Contractor to coordinate and communicate with the ATCT for permission to cross Runway 13-31 and Taxiway "A". All closed Runways and Taxiways shall be re-opened each day. Contractor must have all Phase 2 required materials, labor and equipment available on-site before beginning work in the phase. Contractor must maintain ARFF access to the airfield at all times.

Detail

Coordinate with Owner and ATCT, who will issue a NOTAM closing Runway 3-21 and the Taxiways as noted above beginning at 7:00 AM and to be re-opened at 7:00 PM. All access to the airport airside will be through Gate No. 8 located at the Fire Station.

Immediately after the effective date and time of the NOTAM, and after checking in with ATCT, confirm all haul route and safety area markers/stakes are in place along with any required barricade as shown on the Construction Safety and Phasing Plan drawings. Place lighted runway closure crosses on the ends of Runways 3 and 21 as shown on the Construction Safety and Phasing Plan drawings, coordinating all active runway and taxiway pavement crossings with ATCT. Owner will furnish two lighted closure crosses for contractor use for the duration of the project. Contractor shall be responsible to maintain and operate furnished closure crosses. Place contractor furnished lighted barricades and taxiway closure crosses at the locations shown on the construction drawings. In addition, confirm all vehicle flagging, lighting, and similar. Exercise special care to protect airfield lights from damage, using traffic cones to identify lights and signs along haul routes.

Mobilize plant, equipment and materials needed for the contract work to the site, beginning no earlier each day than specified on the NOTAM and completing operations ready for inspection by the airport no later than 6:00 PM each work day.

Begin work on the following construction operations in accordance with the contract documents, specifications and construction drawings:

- Guidance Sign Removals
- Conduit Installations
- L-824C Cable Installations
- Splice Cans
- Guidance Base and Sign Installations
- Modifications to Existing Guidance Signs

At the end of each day's work, complete all cleanup work and if necessary any brooming needed to provide a safe operating surface for aircraft. Vacuum brooming of all pavement crossings and pavements adjacent to active work areas will be required before each daily reopening inspection. Inspect the surfaces for safe operating conditions with the airport. Verify all runway and taxiway lights in the work areas are operating and undamaged. Immediately prior to the re-opening time, remove the lighted closure crosses and barricades and notify ATCT the airport pavements are open.

In the event pavement cannot be safely re-opened at the completion of each day's work, immediately notify the ATCT and airport, who will issue a NOTAM closing Runway 3-21 and applicable Taxiways and cover or disconnect the lights for these pavements. ***Liquidated damages of \$3,000 per each day will be assessed if pavements must remain closed after 7:00 PM.***

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Phase 3 – (5 Working Days)

**Taxiway “A” Closed Between Taxiway “A2” (New “R2”) and Taxiway “A5” (New “R5”)
Runway 3-21 Open – Runway 13-31 Open**

General

During this phase of the project the Contractor will begin and complete work in the location as follows as shown on the CSPP Sheets, between the hours of 7:00 AM and 7:00 PM., up to 7 days per week:

- Taxiway “A” between Taxiway “A2” (New “R2”) and Taxiway “A5” (New “R5”)

Contractor to coordinate and communicate with the ATCT for permission to cross Taxiway “A” to gain access to the work site area. All closed Runways and Taxiways shall be re-opened each day. Contractor must have all Phase 3 required materials, labor and equipment available on-site before beginning work in the phase.

Detail

Coordinate with Owner and ATCT, who will issue a NOTAM closing Taxiway “A” as noted above beginning at 7:00 AM and to be re-opened at 7:00 PM. All access to the airport airside will be through Gate No. 6 located at the west end of Airport Blvd.

Immediately after the effective date and time of the NOTAM, and after checking in with ATCT, confirm all haul route and safety area markers/stakes are in place along with any required barricade as shown on the Construction Safety and Phasing Plan drawings. Place contractor furnished lighted barricades and taxiway closure crosses at the locations shown on the construction drawings. In addition, confirm all vehicle flagging, lighting, and similar. Exercise special care to protect airfield lights from damage, using traffic cones to identify lights and signs along haul routes.

Mobilize plant, equipment and materials needed for the contract work to the site, beginning no earlier each day than specified on the NOTAM and completing operations ready for inspection by the airport no later than 6:00 PM each work day.

Begin work on the following construction operations in accordance with the contract documents, specifications and construction drawings:

- Guidance Sign Removals
- Conduit Installations
- L-824C Cable Installations
- Splice Cans
- Guidance Base and Sign Installations
- Modifications to Existing Guidance Signs

At the end of each day’s work, complete all cleanup work and if necessary any brooming needed to provide a safe operating surface for aircraft. Vacuum brooming of all pavement crossings and pavements adjacent to active work areas will be required before each daily reopening inspection. Inspect the surfaces for safe operating conditions with the airport. Verify all runway and taxiway lights in the work areas are operating and undamaged. Immediately prior to the re-opening time, remove the lighted closure crosses and barricades and notify ATCT the airport pavements are open.

In the event pavement cannot be safely re-opened at the completion of each day’s work, immediately notify the ATCT and airport, who will issue a NOTAM closing Taxiway “A” and cover or disconnect the lights for these pavements. ***Liquidated damages of \$3,000 per each day will be assessed if pavements must remain closed after 7:00 PM.***

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Phase 4 (5 Working Days):

Taxiway "A" Closed Between Taxiway "A3" (New "R3") and Taxiway "A2" (New "R2")

Taxiway "D" (New "A3") Closed Between Runway 13-31 Safety Area and the Existing Ramp.

Runway 3-21 Open – Runway 13-31 Open

General

During this phase of the project the Contractor will begin and complete work in the location as follows as shown on the CSPP Phasing Sheets, between the hours of 7:00 AM and 7:00 PM., up to 7 days per week:

- Taxiway "A" between Taxiway "A3" (New "R3") and Taxiway "A1" (New "R1")
- Taxiway "D" between Runway 13-31 Safety Area and the Existing Ramp

Contractor to coordinate and communicate with the ATCT for permission to cross Taxiway "A" to gain access to the work site area. All closed Runways and Taxiways shall be re-opened each day. Contractor must have all Phase 4 required materials, labor and equipment available on-site before beginning work in the phase.

Detail

Coordinate with Owner and ATCT, who will issue a NOTAM closing Taxiway "A" as noted above beginning at 7:00 AM and to be re-opened at 7:00 PM. All access to the airport airside will be through Gate No. 6 located at the west end of Airport Blvd.

Immediately after the effective date and time of the NOTAM, and after checking in with ATCT, confirm all haul route and safety area markers/stakes are in place along with any required barricade as shown on the Construction Safety and Phasing Plan drawings. Place contractor furnished lighted barricades and taxiway closure crosses at the locations shown on the construction drawings. In addition, confirm all vehicle flagging, lighting, and similar. Exercise special care to protect airfield lights from damage, using traffic cones to identify lights and signs along haul routes.

Mobilize plant, equipment and materials needed for the contract work to the site, beginning no earlier each day than specified on the NOTAM and completing operations ready for inspection by the airport no later than 6:00 PM each work day.

Begin work on the following construction operations in accordance with the contract documents, specifications and construction drawings:

- Guidance Sign Removals
- Conduit Installations
- L-824C Cable Installations
- Splice Cans
- Guidance Base and Sign Installations
- Modifications to Existing Guidance Signs

At the end of each day's work, complete all cleanup work and if necessary any brooming needed to provide a safe operating surface for aircraft. Vacuum brooming of all pavement crossings and pavements adjacent to active work areas will be required before each daily reopening inspection. Inspect the surfaces for safe operating conditions with the airport. Verify all runway and taxiway lights in the work areas are operating and undamaged. Immediately prior to the re-opening time, remove the lighted closure crosses and barricades and notify ATCT the airport pavements are open.

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In the event pavement cannot be safely re-opened at the completion of each day's work, immediately notify the ATCT and airport, who will issue a NOTAM closing Taxiway "A" and cover or disconnect the lights for these pavements. *Liquidated damages of \$3,000 per each day will be assessed if pavements must remain closed after 7:00 PM.*

Phase 5 (5 Working Days):

**Taxiway "A" Closed Between Taxiway "A2" (New "R2") and Taxiway "B"
Runway 3-21 Open – Runway 13-31 Open**

Note:

For Runway 13 Arrivals, Back Taxi operations may be allowed as directed by the ATCT to access the Ramp and FBO via Taxiway "D" (New "A3").

For Runway 13 Departures, Back Taxi operations may be allowed as directed by the ATCT to access the Runway 31 End.

General

During this phase of the project the Contractor will begin and complete work in the location as follows as shown on the CSPP Phasing Sheets, between the hours of 7:00 AM and 7:00 PM., up to 7 days per week:

- Taxiway "A" between Taxiway "A2" (New "R2") and Taxiway "B"

Contractor to coordinate and communicate with the ATCT for permission to cross Taxiway "A" and Taxiway "D" (New "A3") to gain access to the work site area. All closed Runways and Taxiways shall be re-opened each day. Contractor must have all Phase 5 required materials, labor and equipment available on-site before beginning work in the phase.

Detail

Coordinate with Owner and ATCT, who will issue a NOTAM closing Taxiway "A" as noted above beginning at 7:00 AM and to be re-opened at 7:00 PM. All access to the airport airside will be through Gate No. 6 located at the west end of Airport Blvd.

Immediately after the effective date and time of the NOTAM, and after checking in with ATCT, confirm all haul route and safety area markers/stakes are in place along with any required barricade as shown on the Construction Safety and Phasing Plan drawings. Place contractor furnished lighted barricades and taxiway closure crosses at the locations shown on the construction drawings. In addition, confirm all vehicle flagging, lighting, and similar. Exercise special care to protect airfield lights from damage, using traffic cones to identify lights and signs along haul routes.

Mobilize plant, equipment and materials needed for the contract work to the site, beginning no earlier each day than specified on the NOTAM and completing operations ready for inspection by the airport no later than 6:00 PM each work day.

Begin work on the following construction operations in accordance with the contract documents, specifications and construction drawings:

- Guidance Sign Removals
- Conduit Installations
- L-824C Cable Installations
- Splice Cans
- Guidance Base and Sign Installations
- Modifications to Existing Guidance Signs

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At the end of each day's work, complete all cleanup work and if necessary any brooming needed to provide a safe operating surface for aircraft. Vacuum brooming of all pavement crossings and pavements adjacent to active work areas will be required before each daily reopening inspection. Inspect the surfaces for safe operating conditions with the airport. Verify all runway and taxiway lights in the work areas are operating and undamaged. Immediately prior to the re-opening time, remove the lighted closure crosses and barricades and notify ATCT the airport pavements are open.

In the event pavement cannot be safely re-opened at the completion of each day's work, immediately notify the ATCT and airport, who will issue a NOTAM closing Taxiway "A" and cover or disconnect the lights for these pavements. ***Liquidated damages of \$3,000 per each day will be assessed if pavements must remain closed after 7:00 PM.***

Phase 6 (10 Working Days):

Runway 3-21 Closed, Runway 13-31 Open

Taxiway "A" Closed Between Taxiway "A1" (New "R1") and Taxiway "K" (New "C")

Taxiway "B" Closed Between Runway 13-31 Safety Area and the Fueling Facility.

Note:

For Runway 13 Arrivals, Back Taxi operations may be allowed as directed by the ATCT to access the Ramp and FBO via Taxiway "D" (New "A3").

For Runway 13 Departures, Back Taxi operations may be allowed as directed by the ATCT to access the Runway 31 End.

General

During this phase of the project the Contractor will begin and complete work in the location as follows as shown on the CSPP Phasing Sheets, between the hours of 7:00 AM and 7:00 PM., up to 7 days per week:

- Runway 3-21 at Taxiway "A"
- Taxiway "A" between Taxiway "A1" (New "R1") and Taxiway "K" (New "C")
- Taxiway "B" between Runway 13-31 Safety Area and the Fueling Facility.

Contractor to coordinate and communicate with the ATCT for permission to cross Taxiway "A" and Taxiway "D" (New "A3") to gain access to the work site area. All closed Runways and Taxiways shall be re-opened each day. Contractor must have all Phase 6 required materials, labor and equipment available on-site before beginning work in the phase.

Detail

Coordinate with Owner and ATCT, who will issue a NOTAM closing Runway 3-21 and the Taxiways as noted above beginning at 7:00 AM and to be re-opened at 7:00 PM. All access to the airport airside will be through Gate No. 6 located at the west end of Airport Blvd.

Immediately after the effective date and time of the NOTAM, and after checking in with ATCT, confirm all haul route and safety area markers/stakes are in place along with any required barricade as shown on the Construction Safety and Phasing Plan drawings. Place lighted runway closure crosses on the ends of Runways 3 and 21 as shown on the Construction Safety and Phasing Plan drawings, coordinating all active runway and taxiway pavement crossings with ATCT. Owner will furnish two lighted closure crosses for contractor use for the duration of the project. Contractor shall be responsible to maintain and operate furnished closure crosses. Place contractor furnished lighted barricades and taxiway closure crosses at the locations shown on the construction drawings. In addition, confirm all vehicle flagging,

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lighting, and similar. Exercise special care to protect airfield lights from damage, using traffic cones to identify lights and signs along haul routes.

Mobilize plant, equipment and materials needed for the contract work to the site, beginning no earlier each day than specified on the NOTAM and completing operations ready for inspection by the airport no later than 6:00 PM each work day.

Begin work on the following construction operations in accordance with the contract documents, specifications and construction drawings:

- Guidance Sign Removals
- Conduit Installations
- L-824C Cable Installations
- Splice Cans
- Guidance Base and Sign Installations
- Modifications to Existing Guidance Signs

At the end of each day's work, complete all cleanup work and if necessary any brooming needed to provide a safe operating surface for aircraft. Vacuum brooming of all pavement crossings and pavements adjacent to active work areas will be required before each daily reopening inspection. Inspect the surfaces for safe operating conditions with the airport. Verify all runway and taxiway lights in the work areas are operating and undamaged. Immediately prior to the re-opening time, remove the lighted closure crosses and barricades and notify ATCT the airport pavements are open.

In the event pavement cannot be safely re-opened at the completion of each day's work, immediately notify the ATCT and airport, who will issue a NOTAM closing Taxiway "A" and cover or disconnect the lights for these pavements. ***Liquidated damages of \$3,000 per each day will be assessed if pavements must remain closed after 7:00 PM.***

Phase 7 (5 Working Days):

Taxiway "B" Closed at Taxiway "J" (New "B1")

Taxiway "J" Closed Between Runway 3-21 Safety Area and Taxiway "B"

Runway 3-21 Open, Runway 13-31 Open

General

During this phase of the project the Contractor will begin and complete work in the location as follows as shown on the CSPP Phasing Sheets, between the hours of 7:00 AM and 7:00 PM., up to 7 days per week:

- Taxiway "B" at Taxiway "J" (New "B1")
- Taxiway "J" between Runway 3-21 Safety Area and Taxiway "B"

Contractor to coordinate and communicate with the ATCT for permission to cross RW 21 End off the pavement, in the grass area at the end of the Runway pavement and concrete berm to gain access to the work site area. All closed Runways and Taxiways shall be re-opened each day. Contractor must have all Phase 7 required materials, labor and equipment available on-site before beginning work in the phase.

Detail

Coordinate with Owner and ATCT, who will issue a NOTAM closing Taxiways as noted above beginning at 7:00 AM and to be re-opened at 7:00 PM. All access to the airport airside will be through Gate No. 8 located at the fire station.

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Immediately after the effective date and time of the NOTAM, and after checking in with ATCT, confirm all haul route and safety area markers/stakes are in place along with any required barricade as shown on the Construction Safety and Phasing Plan drawings. Place contractor furnished lighted barricades and taxiway closure crosses at the locations shown on the construction drawings. In addition, confirm all vehicle flagging, lighting, and similar. Exercise special care to protect airfield lights from damage, using traffic cones to identify lights and signs along haul routes.

Mobilize plant, equipment and materials needed for the contract work to the site, beginning no earlier each day than specified on the NOTAM and completing operations ready for inspection by the airport no later than 6:00 PM each work day.

Begin work on the following construction operations in accordance with the contract documents, specifications and construction drawings:

- Guidance Sign Removals
- Conduit Installations
- L-824C Cable Installations
- Splice Cans
- Guidance Base and Sign Installations
- Modifications to Existing Guidance Signs

At the end of each day's work, complete all cleanup work and if necessary any brooming needed to provide a safe operating surface for aircraft. Vacuum brooming of all pavement crossings and pavements adjacent to active work areas will be required before each daily reopening inspection. Inspect the surfaces for safe operating conditions with the airport. Verify all runway and taxiway lights in the work areas are operating and undamaged. Immediately prior to the re-opening time, remove the lighted closure crosses and barricades and notify ATCT the airport pavements are open.

In the event pavement cannot be safely re-opened at the completion of each day's work, immediately notify the ATCT and airport, who will issue a NOTAM closing Taxiway "A" and cover or disconnect the lights for these pavements. *Liquidated damages of \$3,000 per each day will be assessed if pavements must remain closed after 7:00 PM.*

Phase 8 – (16 Working Days)

Runway 13-31 Closed

Runway 3-21 Closed

Night Work

General

During this phase of the project the Contractor will begin and complete work in the locations as follows as shown on the CSPP Phasing Sheets, between the hours of 7:00 PM and 7:00 AM., up to 7 days per week:

- Intersection of Runway 13-31 and Runway 3-21

All closed Runways and Taxiways shall be re-opened each day. Contractor must have all Phase 8 required materials, labor and equipment available on-site before beginning work in the phase.

Detail

Coordinate with Owner and ATCT, who will issue a NOTAM closing Runway 13-31 and Runway 3-21 as noted above beginning at 7:00 PM and to be re-opened at 7:00 AM. All access to the airport airside will be through Gate No. 8 located at the fire station or Gate 6 located at the west end of Airport Blvd.

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Immediately after the effective date and time of the NOTAM, and after confirming with the Airport, confirm all haul route and safety area markers/stakes are in place along with any required barricade as shown on the Construction Safety and Phasing Plan drawings. Place lighted runway closure crosses on the ends of Runways 13 and 31 and Runways 3 and 21 as shown on the Construction Safety and Phasing Plan drawings, coordinating all active runway and taxiway pavement crossings with ATCT. Owner will furnish two additional lighted closure crosses for contractor use for the duration of the project. Contractor shall be responsible to maintain and operate furnished closure crosses. Place contractor furnished lighted barricades and taxiway closure crosses at the locations shown on the construction drawings. In addition, confirm all vehicle flagging, lighting, and similar. Exercise special care to protect airfield lights from damage, using traffic cones to identify lights and signs along haul routes.

Mobilize plant, equipment and materials needed for the contract work to the site, beginning no earlier each night than specified on the NOTAM and completing operations ready for inspection by the airport no later than 6:00 AM each work day.

Begin work on the following construction operations in accordance with the contract documents, specifications and construction drawings:

- Guidance Sign Removals
- Conduit Installations
- L-824C Cable Installations
- Splice Cans
- Guidance Base and Sign Installations
- Install Replacement Reils
- Modifications to Existing Guidance Signs

At the end of each day's work, complete all cleanup work and if necessary any brooming needed to provide a safe operating surface for aircraft. Vacuum brooming of all pavement crossings and pavements adjacent to active work areas will be required before each daily reopening inspection. Inspect the surfaces for safe operating conditions with the airport. Verify all runway and taxiway lights in the work areas are operating and undamaged. Immediately prior to the re-opening time, remove the lighted closure crosses and barricades and notify ATCT the airport pavements are open.

In the event pavement cannot be safely re-opened at the completion of each day's work, immediately notify the ATCT and airport, who will issue a NOTAM closing Runway 13-31 and Runway 3-21 cover or disconnect the lights for these pavements. ***Liquidated damages of \$10,000 per each day will be assessed if pavements must remain closed after 7:00 AM.***

SECTION 3. AFFECTED AREAS

Refer to the Construction Safety and Phasing Plan Drawing Sheets included as half size drawings in this section and as part of the Construction Plans for the project.

SECTION 4. PROTECTION OF NAVAIDS

The project access routes and construction limits will place construction traffic in proximity to visual navigation aids such as runway and taxiway lights. The Contractor shall take special care to avoid damaging runway and taxiway lights. All such lights must be fully operational at the end of each days

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Construction if the affected facility is to re-open. Damage caused by the Contractor that is not repaired in time to re-open the affected runway or taxiway shall result in liquidated damages of \$3,000 per day for failure to re-open. Other lights on the runway or taxiway shall be covered or disconnected in this case. The Contractor is not responsible for lights out of service due to burned out bulbs or similar reasons not due to Construction operations, but shall notify the Owner and ATCT whenever he/she observes lights out of service.

SECTION 5. CONTRACTOR ACCESS

Section 5.a Stockpile Areas: The Owner has designated plant, materials storage and equipment staging areas on the airport site as indicated on the plans for the Contractors' utilization during construction work activities. The Contractor shall use this area for temporary storage of materials and supplies, the overnight parking, servicing, fueling and repair of equipment, field offices, plant set-up, sanitary facilities, employee parking and other project work activities. No other area of the airport shall be used for such Contractor purposes.

The Contractor shall be responsible for costs of electrical, telephone, and other services to these staging areas, as well as any locally required building construction or temporary use permits. Since on-site water or sewer utilities are not available, the Contractor shall provide suitable quantity of potable drinking water and temporary sanitary-latrines to accommodate the needs of Contractor's personnel, visitors, and other project parties within the staging area.

Airport access airside of the project security fencing shall be limited to appropriate Ground Control frequency 121.725 radio-equipped, flagged and lighted Contractor vehicles. All project visitors, materials deliveries and other parties traveling airside of the project fenced, barricaded or staked work areas shall be escorted by such suitably-equipped Contractor vehicles. In addition, security guards will be provided at such airside access points to prevent unauthorized persons from entering the airport.

All on-site Contractor equipment and plant shall meet and be safely operated in accordance with applicable local, state and federal environmental regulations.

Section 5.b Equipment Parking: The Contractor shall not park equipment nor store supplies and materials in any portion of the CFZ, runway safety areas, or glide slope approaches. When work is required within these critical operational areas, the Contractors' equipment and vehicles, supplies and materials shall be parked and easily transportable so that they may be quickly removed to accommodate aircraft operations. Such work activities shall be under the direct control of radio-equipped monitors and signalmen, as outlined in this document.

Section 5.c Access and Haul Roads: On-site airport haul routes for the movement and delivery of the Contractors' construction vehicles, equipment, plant, materials and supplies are depicted on the plans. The Contractor shall improve, build, and develop these haul routes, performing all grading, drainage, and temporary surfacing as needed to safely conduct his work activities. The Contractor shall not deviate from these haul routes, and shall perform such maintenance work, including dust control for unpaved facilities, as necessary to keep them in usable condition at all times. Any/all damage to existing pavements or turf areas within these designated haul routes caused by the Contractor's activities shall be repaired to original or better condition at his expense.

The Contractor shall delineate both sides of the haul routes by furnishing and erecting 3 inch diameter by 36 inch high wood posts with bright red or orange flagging fastened to the top of each post. The posts shall be located 100 feet apart and 10 feet out from the paved edge or traffic lane if not paved. In addition, the Contractor shall furnish and erect such additional security and safety measures, including

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gates with locks or Type II highway safety devices during the course of the project work, at such future times and locations as needed, or as directed by the Owner to assure the safety of both aircraft and construction equipment operations.

Existing permanent and temporary survey markers situated in the vicinity of haul routes and within the project work areas shall be protected by placing 3 inch diameter by 36 inch high wood posts around each marker and attaching bright red or orange flagging to the top of the posts. Any damaged survey markers shall be immediately brought to the Engineer's attention and completely restored by the Contractor, if so directed.

Following completion, haul routes shall be suitably graded and re-turfed to original or better condition at no cost to the Owner.

Section 5.d Marking and Lighting of Vehicles: All Contractor vehicles and construction equipment working on the airport airside of the project fencing, barricaded or staked limits during daylight hours, shall be equipped with a flag on a staff attached so that the flag is readily visible atop the highest portion of the machine. The flag shall be at least 3 foot square having a checkered pattern comprised of International Orange and white squares at least 1 foot on each side.

Vehicles and equipment operating at night on the airport's airside of the project fencing, barricaded or staked limits, shall be equipped with appropriately sized, flashing, or steady-burning yellow beacons, mounted on the uppermost part of the vehicle or machines so as to be conspicuous from any and all directions, including the air. The light units shall provide at least 40 candelas, but not more than 400 candelas, over a 360 degree coverage, either steady or at a flash rate of 75 plus or minus 15 flashes per minute.

Any and all vehicles not routinely operating on the airport shall be escorted by appropriately flagged and/or lighted vehicles.

Section 5.e Vehicle Operations and Training: The Leesburg International Airport does not have a formal training program for vehicle operations and training. The Contractor is expected to conduct a training program that covers basic operations following the guidance in the attached brochure, Airport Ground Vehicle Operations – an FAA Guide, and to document the training for all persons, including subcontractor personnel, that will access the Air Operations Area (AOA).

Section 5.f Communication: A positive communication system will be required during the project between the following:

ATCT – Contractor
Owner - ATCT
Owner - Project Engineer/Contractor
Project Engineer/Resident Project Representative - Contractor/Project Superintendent

The Contractor shall keep the Owner, ATCT and the Resident Project Representative (RPR) apprised of his scheduled daily construction activities in order to allow timely notification of the Owner, ATCT staff and the Engineer. Weekly meetings will be regularly scheduled and conducted by the Contractor to discuss safety matter, current status of construction progress and locations, plus the coming weeks' planned work projections.

The Contractor shall designate a project representative, authorized to act on his behalf, who will be available for contact on a 24-hour basis.

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The Contractor shall have two-way radios on the job site at all times work is in progress which are capable of monitoring and transmitting on the Ground Control frequency of 121.725. If work is done outside the Air Traffic Control Tower hours of operation, Contractor shall also be capable of monitoring and communicating on CTAF frequency 119.35. The Contractor shall also provide his forces with a radio capable of two-way communications with the Airport base unit.

Section 5.g Security: The Contractor shall secure identification badges from the airport operator for each of his personnel, including subcontractors, who enter the airport security area and shall insure that these badges are worn at all times the personnel are on the airport.

The Contractor shall provide a security guard at each of his access points to the airport to prevent unauthorized persons from entering unless they are locked and secured.

Any temporary gates installed or fencing relocated for this project shall be maintained in a secure condition at all times by the Contractor and at his expense.

The Contractor shall establish and maintain a parking area for employee and non-essential company vehicles outside of the security area. Transportation between the parking area and the construction site shall be provided by the Contractor, in an efficient manner, utilizing properly marked and equipped vehicles.

The Contractor shall familiarize himself with airport emergency procedures and shall endeavor to conduct his operation so as not to conflict with them. Clear routes for crash/fire/rescue equipment shall be maintained in operable condition at all times.

SECTION 6. WILDLIFE MANAGEMENT

Wildlife, and especially birds, can pose serious hazards to flight safety. During construction, the Contractor shall minimize or eliminate to the extent practicable those activities that will attract wildlife to the AOA. The following minimum steps shall be taken during construction.

Section 6.a Trash: Do not leave food, empty food containers, or litter on the project site. Also, do not leave these items in open vehicle areas such as truck beds.

Section 6.b Seeding: Use only those seed mixtures included in the specifications to minimize attracting birds and wildlife to the seeded areas. Do not use temporary seeding mixes composed of rye or millet.

Section 6.c Disruption of Habitat: The requirements of the project will unavoidably cause disruption of habitat, which may result in flushing wildlife and birds into the AOA and the landing and takeoff areas. Advise ATCT on ground control frequency 121.725 when wildlife is flushed from the project area toward active pavement or toward takeoff and landing areas. If instructed by ATCT, suspend construction operations during takeoff or landing of aircraft.

SECTION 7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

Runway, taxiway and apron pavement adjacent to the project site and delineated work limit areas for apron and taxiway construction shall be kept free of all debris, dirt, waste, etc. at all times. Accidental spills of dirt, excavation, or other materials shall be cleaned up immediately by the Contractor. A program of regular work inspection will be planned by the Owner and the Contractor. Inspections shall be made daily or more frequently if construction activities are such that debris is observed to accumulate on the runways, taxiways, apron or other paved areas.

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Dust control measures during grading and hauling operations shall be implemented by the Contractor to assure that aircraft operations, safety and visibility are not impaired, nor a nuisance result from such construction work. Waste disposal areas are not available on the airport site; therefore, the Contractor shall safely remove and transport all waste materials to an off-site, approved disposal site or landfill.

SECTION 8. HAZARDOUS MATERIALS (HAZMAT)

Should the Contractor encounter unlabeled drums, materials with evident petroleum contamination, or other potentially significant or hazardous materials he shall immediately take measures to protect workers and nearby residents from exposure. The Contractor shall notify the Owner, Engineer and the appropriate Hazardous Materials (Hazmat) response team. The Engineer will issue instructions on proceeding with construction in unaffected areas or suspending all construction after such notification. If contamination is the fault of the Contractor the Contractor shall bear all costs associated therewith.

SECTION 9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

NOTAM's are issued by the local or nearest FAA Flight Service Station when airport conditions exist that could adversely affect the safety of aircraft operations, such as construction activities which require closure of all or parts of airport facilities, rough pavement, weather-caused effects, bird hazards, obstructions, etc.

The Owner/Airport Staff is responsible for filing NOTAM's with the FAA. The Contractor shall cooperate fully with the Owner, providing at least 48 hour advance notice regarding any project activities which require a NOTAM, furnishing pertinent information on effective date, dimensions and elevations, sketches or drawings, reason/cause of action, etc. He shall also advise the Owner when the airport conditions and/or situations have been improved to a point where NOTAM's may be canceled. Any questions concerning NOTAM coordination, scheduling of work, safety procedures, etc. should be resolved with the Owner or Engineer prior to building.

SECTION 10. INSPECTION REQUIREMENTS

The Owner and Contractor will conduct daily safety inspections prior to completing each day's construction operations and re-opening closed runways and taxiways. If significant safety issues are observed or reported at other times by or to the Owner, ATCT or Engineer, more frequent inspections may be required until the issues are corrected. The Contractor will bear the cost of the more frequent inspections until the issue is corrected. Sample inspection checklists are included at the end of the CSPP section of the documents.

SECTION 11. UNDERGROUND UTILITIES

This contract includes excavation work that may affect existing airport electrical cables and power circuits, as well as other underground water, sewer, telephone, electrical and other public utilities at several locations on the airport. The Contractor shall be responsible for coordinating with utility Owners as outlined in General Provision 70-15 for locating and marking the exact field locations, maintaining such marking and protection of utilities for the project duration. The Contractor shall notify utility Owners prior to removal of any existing electrical, telephone or other utility services.

Additionally, the following statements concerning facilities of others, including the Owner and the FAA, shall apply to this project:

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a. The Section 70-15 Utilities and FAA personnel, will, upon notification, mark utilities and FAA cables in the vicinity of construction once, prior to the start of work. The Contractor shall be responsible for any damage to utilities or cables within three feet of the marked route. Should he damage any utilities or cables he shall immediately take all steps necessary for the repair of the damaged utility or cables. If the repair necessitates any work on the part of the Utility or FAA personnel, the Contractor will be billed for all costs incurred.

b. The Contractor shall be responsible for locating and protecting the Owner's facilities which may be affected.

c. The Contractor shall minimize, as much as possible, locations where haul routes will cross direct earth buried cable or utilities. At such crossing points, the cable or utility must be protected with steel boiler-plate or a similar structural device.

d. Airport owned facilities and properties and privately owned facilities located on airport property, including underground cables, pavements, piping, buildings, turfed areas, vehicles and other facilities/improvements, that are damaged by the Contractor shall, at the election of the Owner, (1) be replaced/repared by the Contractor to the satisfaction of the Owner or (2) be replaced/repared by the Owner at the Contractor's expense.

SECTION 12. PENALTIES

Should the CONTRACTOR or his/her personnel not comply with any of the provisions of the CSPP or the SPCD, or any directive from ATCT while in movement areas, the CONTRACTOR will be subject to penalties for violations. These penalties may include revocation of driving privileges for violators, denial of AOA access, or monetary penalties depending on the severity of the violation. These are in addition to the penalties described pursuant to Federal or state authorities. Repeated violations of construction safety will be a material breach of the contract and may result in termination of contract and/or demand to surety to complete the work with another CONTRACTOR acceptable to the OWNER.

SECTION 13. SPECIAL CONDITIONS

The Contractor shall comply with all applicable federal, state and local regulations regarding environmental protection and shall adhere to the following specific requirements. Unless otherwise noted, no direct payment shall be made for any work under this section. It shall be considered incidental to the various other contract items.

Section 13.a Air Quality:

1. The Contractor will comply with the intent of FAA Advisory Circular 150/5370-2 and shall minimize all burning on the project.
2. No tires, oils, asphalt, paint, or coated metals are permitted in combustible waste piles.
3. Burning will not be permitted unless prior approval is issued by the Owner in writing.
4. Burning will not be permitted within 1,000 feet of a developed area nor within 100 feet of any standing timber or flammable growth.
5. Burning shall not be permitted unless the prevailing wind is away from nearby developed areas.

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6. Burning shall not be permitted during a local air inversion or other climatic condition which would result in a pall of smoke over a nearby developed area.
7. Burning shall not be permitted when the danger of brush or forest fires is made known by state, local, or Federal officials.
8. The size and number of fires shall be restricted to avoid the danger of brush or forest fires. Burning shall be done under the surveillance of a watchman, who shall have adequate fire-fighting equipment and tools readily available.
9. The Contractor shall adhere to the applicable techniques for control of dust and other air pollutants described in Item P-156 of the Specifications.
10. The Contractor shall conduct his activities so as to minimize wind erosion of graded areas and prevent, to the maximum extent feasible, blowing soil including dust and sand particles. Newly graded areas shall be paved, turfed and/or mulched, as applicable, as soon as possible after grading operations are complete to minimize exposure of the soil. The Contractor shall submit a proposed method of controlling air pollution to the Owner at least two week prior to commencement of grading operations.

Section 13.b Water Quality:

1. The Contractor will comply with the intent of FAA Advisory Circular 150/5370-2 and shall prevent water pollution caused by construction to the maximum extent possible.
2. Construction shall include temporary pollution control measures to ensure that soil erosion and other factors which might cause water pollution are kept to a minimum. Such measures may be ordered by the Engineer and may consist of construction of berms, dikes, dams, drains and sediment basins, or use of filter mats, woven plastic filter cloths, gravel, mulches, quick-growing grasses, sod, bituminous spray, and other erosion control devices or methods. Drains, channels, and filter cloths are described in Advisory Circular 150/5320-5.
3. The Contractor shall comply with any or all pollution control requirements as included in the plans and specifications, and with any additional requirements as may be imposed by local jurisdictional agencies as a result of project permitting. Fines for failure to control water pollution shall be the sole responsibility of the Contractor.

Section 13.c NPDES Permit: The Contractor shall file a Notice of Intent with the Florida Department of Environmental Protection for project construction under the National Pollutant Discharge elimination System permitting program. The Best Management Practices for the Pollution Prevention Plan shall include all erosion and sedimentation control measures specified in the construction documents, and spill prevention control counter (SPCC) measures described in SP-12 as a minimum. The Contractor shall include any additional measures he deems necessary and appropriate as Best management Practices. A copy of Contractor secured permits or notices shall be furnished to County prior to the start of construction. A copy of any Best Management Practices, dewatering plan and all permits issued shall be maintained on-site by the Contractor at all times.

Section 13.d Spill Prevention Control and Counter Measures: The Contractor shall take all necessary precautions to prevent spill or leaks of fuels, oils, greases, hydraulic fluids and other significant materials to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) during project construction. Should spills or leaks occur, the Contractor shall be fully and solely responsible for containment and cleanup, and shall report the spill to the Engineer, in addition to other notification

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requirements. This report shall be filed even if the spill does not reach surface waters, since wells in the area may be contaminated by spills that infiltrate to the ground water. The Contractor shall include the following minimum steps in his Best Management Practices and Pollution Prevention Plan.

1. Execute periodic cleaning to keep the work, site and adjacent properties free from accumulations of waste materials, rubbish, windblown debris, and dust resulting from construction operations.
2. Provide on-site containers for the collection of waste materials, debris and rubbish. Shield any containers holding significant materials such as oil, grease, oily rags, from storm water
3. Remove waste materials, debris and rubbish from the site periodically and dispose of at approved locations.
4. Conduct cleaning and disposal operations to comply with all local, state and federal codes, ordinances, regulations, and anti-pollution laws, including NPDES requirements. Prior to beginning work, prepare and maintain on-site, a Disposal Plan for the satisfactory disposal of all waste materials and debris
5. Stop the source of the spill immediately, remembering to follow personal safety and protective measures and requirements.
6. Contain the liquid until cleanup is complete using appropriate barriers.
7. Notify the fire department or other designated response team immediately if the spill is larger than can be cleaned using dry methods, or if the spill is not immediately and safely contained. Report possible ground water contamination immediately to the County and the Health Department.
8. Use dry methods to clean up the spill if possible. Do not use emulsifiers or dispersant or wash the spill into surface or ground water.
9. Place the contaminated material from cleanup operations in sealed and labeled drums protected against storm, surface or ground water contact. Arrange for a properly licensed waste disposal firm to collect and dispose of the contaminated materials.
10. Provide documentary evidence, including test results as applicable, of successful cleanup and disposal of spills of significant or hazardous materials.
11. All disposal of waste materials, excess excavation and debris shall be offsite. Disposal locations are subject to approval by the Engineer. Contractor shall be responsible for arranging for and obtaining off-site disposal areas, including payment for all costs associated with such disposal.

Section 13.e Drainage: Insofar as possible, the Contractor shall not plug, demolish or otherwise alter existing drainage structures or culverts until new facilities are installed and capable of maintaining acceptable drainage patterns.

Section 13.f Prosecution and Maintenance: In case of failure on the part of the Contractor to control air, water, or the environmental pollution, the right is reserved by the Owner to employ outside assistance to provide the necessary corrective measures. Such incurred costs, plus related consultant costs, will be charged to the Contractor and appropriate deductions made from the Contractor's progress payments. Temporary pollution control features shall be installed and acceptably maintained by the Contractor

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during the construction period and removed by him upon completion of the project or after permanent measures are functionally operational.

SECTION 14. RUNWAY AND TAXIWAY VISUAL AIDS

The project access routes and construction limits will place construction traffic in proximity to visual navigation aids such as runway and taxiway lights. The Contractor shall take special care to avoid damaging runway and taxiway lights. All such lights must be fully operational at the end of each days Construction if the affected facility is to re-open. Damage caused by the Contractor that is not repaired in time to re-open the affected runway or taxiway shall result in liquidated damages of \$3,000 per day for failure to re-open. Other lights on the runway or taxiway shall be covered or disconnected in this case. The Contractor is not responsible for lights out of service due to burned out bulbs or similar reasons not due to Construction operations, but shall notify the Owner and ATCT whenever he/she observes lights out of service.

SECTION 15. MARKING AND SIGNING ACCESS ROADS

The Contractor shall delineate both sides of the haul routes by furnishing and erecting 3 inch diameter by 36 inch high wood posts with bright red or orange flagging fastened to the top of each post. The posts shall be located 100 feet apart and 10 feet out from the paved edge or traffic lane if not paved. In addition, the Contractor shall furnish and erect such additional security and safety measures, including gates with locks or Type II highway safety devices during the course of the project work, at such future times and locations as needed, or as directed by the Owner to assure the safety of both aircraft and construction equipment operations.

Existing permanent and temporary survey markers situated in the vicinity of haul routes and within the project work areas shall be protected by placing 3 inch diameter by 36 inch high wood posts around each marker and attaching bright red or orange flagging to the top of the posts. Any damaged survey markers shall be immediately brought to the Engineer's attention and completely restored by the Contractor, if so directed.

SECTION 16. HAZARD MARKING AND LIGHTING

Penetrations of the imaginary surfaces defined in Federal Aviation Regulations Part 77 (FAR Part 77) shall not be conducted nor permitted without the advance notification of, and approval by the Owner and the FAA. This includes any/all penetrations whosoever by Contractor activities, including but not limited to vehicles, cranes, other construction equipment, structures, plant, stockpiled material, excavated earth, etc. (Refer to Figures 1 and 2)

When such penetrations are unavoidable, they shall be brought to the Owner's attention at least 48 hours in advance to allow notification and issuance of an appropriate Notice to Airmen (NOTAM) by the nearest FAA Flight Service Station. The Contractor shall cooperate fully with the Owner, furnishing all detailed sketches necessary to identify precise locations, dimensions, and elevations of the obstructing objects' relationship to the imaginary FAR Part 77 surfaces.

Vehicles/equipment which penetrate the FAR Part 77 surfaces shall be marked and lighted in accordance with this CSPP. Operating equipment shall be equipped with radio equipment for communicating with ATCT even if landside of the security perimeter. Operations shall be continually coordinated with the Owner and FAA when Part 77 surfaces will be penetrated. The maximum equipment height allowed on the airport shall be as indicated on the Layout and/or Safety Plans. During times when the safety of

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flight/aircraft operations could be impaired, particularly during IFR weather or when equipment is idle, all crane booms, towers and other movable appendages shall be lowered to the maximum extent.

SECTION 17. PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS

When any aircraft ground operations are underway within a runway or taxiway system, Contractor's work activities, materials, personnel, and equipment are prohibited within such areas, which are designated as the "Construction Free Zone" (CFZ). Active aircraft are assumed to have the right-of-way over vehicles, personnel, or other Contractor equipment.

The boundaries of the CFZ area associated with the runway as shown on the plans shall be marked by the Contractor with 2 inch by 2 inch, 36 inch high wooden stakes, located 100 foot maximum apart and highlighted by 24" long strips or flagging of bright red or orange survey tape affixed to the top. Required CFZ ground-measured clearances are as follows (also see Figures 1 and 3):

Operational Pavement	Separation Required
Runway 13-31	250' from centerline
Runway 3-21	150' from centerline
Taxiways	65.5 from centerline
Apron Taxilane	65.5 from centerline

When work activities cannot be avoided and must be conducted within or in close proximity of a CFZ, an appropriate NOTAM will be issued. Work activities within a CFZ may, at Owner and FAA option, be permitted, but only under the direct control of Ground Control frequency 121.725 radio-equipped flagmen, who will stop, divert and otherwise prevent or minimize Contractor equipment conflicts with operational aircraft. At no time shall the Contractor park equipment, or store supplies and materials in any portion of a runway CFZ, runway safety areas or glide slope runway approaches. When and if required project work is permitted and underway, all necessary Contractor's vehicles, equipment and supplies or materials shall be mobilized and easily moved to accommodate aircraft

All open excavation, ditching, or trenches exceeding three (3) inches in depth and width within CFZ or safety areas shall be backfilled and covered at the end of each day's work.

Trenching and excavation work in excess of five (5) feet depth is subject to the requirements of the Florida "Trench Safety Act" (CS/SB 2626), which became law on October 1, 1990 and officially adopted the provisions of the Occupational Safety and Health Administrations' excavation safety standards (29 C.F.R.s. Part 1926-650 Subpart P) as the state standard. Contractor compliance with this law and those safety standards is mandatory under this Contract. An appropriate written assurance has been incorporated in SECTION 111 PROPOSAL Forms, whereby the Contractor assures (1) compliance with the "Trench Safety Act", (2) identifies the method or methods of compliance (i.e., sloping, shoring, trench box) to be employed during the Contract work, and (3) lists the costs he has appropriated for compliance with the Act, which costs are included in the various Bid Items that require compliance. It is the Contractor's responsibility to select the compliance method(s) and to ensure the proper employment of that method(s) during the Contract work.

SECTION 18. OTHER LIMITATIONS

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Open-flame welding or torch-cutting operations are prohibited unless adequate fire and safety precautions are provided and such work operations have been coordinated with, and approved by the Owner.

Flare pots shall not be used for marking or lighting purposes.

No blasting shall be permitted on the project. Electrical blasting caps are prohibited on the airport or within 1,000 feet of the airport property.