



ADDENDUM 2

December 16, 2019

ITB AP 11-20

Taxiway A Preventative Rehabilitation and Lighting Improvements at DTS

RFQ Opening Date & Time: January 08, 2020 at 3:00 P.M. CST

Addendum No. 2 for the above referenced project has been published. All Interested Bidders can download Addendum No. 2 documents via the Okaloosa County Purchasing website.

Please find attached the Documents for the above referenced Addendum No. 2.

This Addendum is hereby made a part of the Contract Documents and Specifications of the above referenced project. All other requirements of the original Contract Documents and Specifications shall remain effective in their respective order. **ACKNOWLEDGE RECEIPT OF THIS ADDENDUM (Pages 1 thru 6 and attachments) BY INSERTING ITS NUMBER AND DATE IN THE BID FORM.**

DESTIN EXECUTIVE AIRPORT

Destin, FL

ADDENDUM NO. 2

For

TAXIWAY A PREVENTATIVE REHABILITATION AND LIGHTING IMPROVEMENTS

RS&H No. 201-0251-012
AIP No. N/A



RS&H, Inc.
Mobile, AL

December 13, 2019

ADDENDUM NO. 2

This Addendum is hereby made a part of the Contract Documents and Specifications of the above referenced project. All other requirements of the original Contract Documents and Specifications shall remain effective in their respective order.

ACKNOWLEDGE RECEIPT OF THIS ADDENDUM (Pages 1 thru 6 and attachments) BY INSERTING ITS NUMBER AND DATE IN THE BID FORM.

MODIFICATIONS TO BID FORM

1. Page BF-3 Paragraph 5, **REPLACE** 126 calendar days with 216 calendar days.

MODIFICATIONS TO STANDARD FORM OF AGREEMENT

2. Page SFA-1, Article 3.1, **REPLACE** 126 calendar days with 216 calendar days.

MODIFICATIONS TO GENERAL PROVISIONS

3. Section 70, Page 70-3, Section 70-13, **REPLACE** 40 calendar days with 120 calendar days for Phase 1.
4. Section 70, Page 70-3, Section 70-13, **REPLACE** 40 calendar days with 50 calendar days for Phase 2.

MODIFICATIONS TO THE PLANS

5. Sheet C004, OVERALL PHASING PLAN, General Phasing Note 1 revised to remove Procurement Phase and add procurement of materials and mobilization into Phase 1.
6. Sheet C004, OVERALL PHASING PLAN, Schematic Construction Sequencing figure revised to remove Procurement Phase and change duration of Phase 1 to 120 calendar days, Phase 2 to 50 calendar days, and overall contract time to 230 calendar days.
7. Sheet E202, PROPOSED LIGHTING PLAN (SHEET 2 OF 5), Viewport added to show full length of homerun duct bank to existing airport lighting vault.
8. Sheet E304 AIRFIELD LIGHTING VAULT PHOTOS added to the plan set in order to show existing conditions of airfield lighting vault.

MODIFICATIONS TO THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

9. Changes made throughout document to remove "Procurement Phase" as a standalone phase and roll the associated work into Phase 1.
10. Changes made throughout document to change duration of Phase 1 to 120 calendar days and Phase 2 to 50 calendar days.

RESPONSES TO BIDDERS' QUESTIONS

The following questions have been received, in writing, by Okaloosa County Purchasing as of the end of day on December 9, 2019 regarding ITB AP 11-20.

1. **Question:** Can I get a copy of any addenda that have been released to date?
Answer: This is the first addendum for this project. All addendums can be obtained electronically from the Okaloosa County Purchasing website: <http://www.co.okaloosa.fl.us/purchasing/current-solicitations> .
2. **Question:** Can I get a copy of the prebid sign in sheet and updated planholder list?
Answer: The project Pre-Bid Meeting minutes and Sign-In sheet are included in the Attachments for this addendum. Okaloosa County does not track project planholders.
3. **Question:** What is the estimated construction cost?
Answer: Estimate of construction costs is not available. Project construction cost will likely fall between \$500,000 and \$1,500,000.
4. **Question:** How can I obtain a complimentary, electronic set of plans and specs?
Answer: Electronic versions of the project bid documents (plans and project manual) are available on the Okaloosa County Purchasing website: <http://www.co.okaloosa.fl.us/purchasing/current-solicitations>
5. **Question:** What is the plan deposit for acquiring the plans and specs? Is that deposit refundable?
Answer: There is no charge for obtaining electronic version of the project bid documents from the Okaloosa County Purchasing website.
6. **Question:** Please provide the names and contact information for the seal coating contractor working at CEW. Also the names and contact info for the other contractors that bid on that project.
Answer: The current contractor for the Bob Sikes Airport Runway 17-35 Preventative Rehabilitation project is Axtell's, Inc (<https://www.axtells.com/>). Axtell's was the only qualified bidder on that project. The material supplier for that project is Asphalt Systems, Inc., and the manufacturer's representative is Charlie Miller (charlie@asphaltsystemsinc.com).
7. **Question:** Plans call for the new runway lighting circuit to tie back into the existing regulator in the vault. Please provide pictures of the vault and a scalable drawing that we can use to determine the conduit routing between the hand hole shown and the actual regulator.
Answer: Plan sheet E202 has been revised to show the existing homerun ductbank to the existing airfield lighting vault and is included in this addendum. The airfield lighting vault plan sheet from the Destin Airport Runway 14-32 Record Drawings is included in this addendum for reference. Plan sheet E304 AIRFIELD LIGHTING VAULT PHOTOS has been added in this addendum.

8. **Question:** Will we be allowed to backfill the entire conduit trench with the excavated dirt spoils onsite to prevent having to bring in sand fill for the bottom 3rd of the trench? (Per our conversation at the prebid).

Answer: All of the conduit backfill requirements provided in specifications and electrical details will apply. However, if the native material uncovered in the conduit trenching operation meets the bedding material requirements in section 110-3.3 of the L-110 specification included in the bid documents, it will satisfy the sand backfill requirement identified in Detail 2 on plan sheet E301.

9. **Question:** We would like to precast the runway lighting cans. Is this acceptable? If so would you consider extending the procurement time an additional 4weeks to give us time to have them manufactured, shipped to the pre-caster, cast, cured, then delivered to the project site? This would change the procurement time from 60 to 90days.

Answer: The bid documents do not prevent the Contractor from precasting the proposed taxiway edge light cans. However, the Owner's material testing laboratory must be granted access to the precasting location so that concrete samples can be pulled and tested as part of the Owner's quality acceptance testing. This addendum includes changes to the project phasing plan, which include merging the procurement phase into Phase 1 and extending the duration of Phase 1 to 120 calendar days.

10. **Question:** We feel like 40 calendar days is very tight for Phase 1 and 2. Would you consider extending each phase to 60days? This will give us additional time to establish the temp work zone barricades, temp wiring to bypass the work area and complete the installation.

Answer: This addendum changes the duration of Phase 1 to 120 calendar days and merges the procurement phase into Phase 1. This addendum extends the duration of Phase 2 from 40 calendar days to 50 calendar days.

11. **Question:** Will the "prime" contractor be required to have a general contractors license? We are a licensed electrical contractor. Would we be allowed to act as the prime contractor?

Answer: There are no requirements in the bid documents that require the selected prime contractor to have a General Contractor's license in order to be awarded the construction contract.

12. **Question:** What are the project insurance requirements and where are they provided?

Answer: The project insurance requirements are provided in the Okaloosa County Standard Clauses section of the Project Manual provided in the bid documents. Minimum Limits of Liability provided in this section are as follows:

Limits of Liability

The insurance required shall be written for not less than the following, or greater if required by law, and shall include Employer’s liability with limits as prescribed in this contract.

	<u>LIMIT</u>
1. Worker’s Compensation	
1.) State Statutory	
2.) Employer’s Liability	<u>\$15,000,000</u> each accident
2. Business Automobile	<u>\$15,000,000</u> each accident (A combined single limit)
3. Commercial General Liability	<u>\$15,000,000</u> each occurrence for Bodily Injury & Property Damage <u>\$15,000,000</u> each occurrence Products and completed operations
4. Personal and Advertising Injury	<u>\$15,000,000</u> each occurrence

LIST OF ATTACHMENTS

1. Pre-Bid Meeting Minutes
2. Pre-Bid Meeting Sign-In Sheet
3. Bid Form
4. Standard Form of Agreement
5. General Provisions, Section 70
6. Construction Safety and Phasing Plan (CSPP)
7. Plan Sheet C004, OVERALL PHASING PLAN
8. Plan Sheet E202, PROPOSED LIGHTING PLAN (SHEET 2 OF 5)
9. Plan Sheet E304, EXISTING LIGHTING VAULT PHOTOS
10. Destin Runway 14-32 Rehabilitation Record Drawings plan sheet E200 Airfield Electrical Vault Layout Plan

END OF ADDENDUM NO. 02



**PRE-BID MEETING MINUTES
TAXIWAY A REHABILITATION
DESTIN EXECUTIVE AIRPORT
RS&H PROJECT NO. 201.0251.012
FAA AIP NO. – N/A
DECEMBER 4, 2019
2:00 PM (Central Time)**

1. **Introduction of Personnel and Sign In:**
All meeting attendees introduced themselves, stating their name and employer. Refer to the attached sign-in sheet for meeting attendees.

2. **Project Description:**
RS&H project engineer, Matt Thomason, provided the following general description of the project scope:
Project consists of bituminous crack sealing on Taxiway A, installation of bituminous seal coat on all taxiway pavement, concrete pavement patch repairs, replacement of drainage culvert under Taxiway A, replacement of taxiway edge lighting system with new LED edge light fixtures and lighting circuit in pvc conduit, installation of pavement markings, and all associated safety and security measures.

3. **Plans and Specifications:**
Contract documents are available by electronic delivery only. To obtain contract documents, visit:
Okaloosa County Purchasing Current Solicitations & Public Notices
<http://www.co.okaloosa.fl.us/purchasing/current-solicitations>
Document Number: ITB AP 11-20

4. **Bid Date, Time, and Location:** 3:00 PM (local time) on January 8, 2020
Sealed bids will be received by the Okaloosa Board of County Commissioners, 101 E James Lee Boulevard, Room 282, Crestview, FL 32536, until 3:00 PM (local time), on the bid date, at which time and place all bids will be publicly opened and read aloud. Bids must be in the possession of the County prior to bid time on the bid date.

The bid, with blue-ink original signatures, and two (2) additional copies are to be submitted in a sealed envelope and the sealed envelope shall be addressed as follows:
ITB AP 11-20 BID ENCLOSED – TAXIWAY A PREVENTATIVE REHABILITATION AND LIGHTING IMPROVEMENTS AT DTS
Attn: Clerk of the Court
101 East James Lee Blvd. Room 282
Crestview, FL 32536.

Mr. Thomason emphasized the importance of all interested bidders reviewing the bid submittal requirements in the project bid documents prior to preparing a bid for the project.

5. **Form of Bid:**
Okaloosa County Airports Deputy Director – Plans and Programs, Chad Rogers stated that the project will be funded primarily by an FDOT grant without any FAA grant funding. Mr. Thomason stated that the project will be a unit price contract.

6. **Disadvantaged Business Enterprise:**
Project goal: **25.17%** Certified DBE participation.
7. **Bonds & Insurance:**
5% Bid Bond required, 100% Performance and Payment Bond will be required of the successful bidder. Bid prices shall be held for up to **120** calendar days.
8. **Permits:**
Mr. Thomason stated that there are not any County or City construction permits anticipated to be required for this project. Contractor shall be responsible for obtaining any necessary permits.
9. **Other Requirements for Bidders:**
Okaloosa County Purchasing Manager, Jeff Hyde, emphasized that all interested bidders need to be aware of the insurance requirements in the bid documents. Insurance coverage minimums will not be negotiated down from what is shown in the bid documents after the bids are opened. Project insurance requirements are provided in the Okaloosa County Standard Clauses provided in the project bid documents. Minimum Limits of Liability are provided in the Okaloosa County Standard Clauses and are summarized below:
- | | <u>LIMIT</u> |
|------------------------------------|--|
| 1. Worker's Compensation | |
| 1.) State Statutory | |
| 2.) Employer's Liability | <u>\$15,000,000</u> each accident |
| 2. Business Automobile | <u>\$15,000,000</u> each accident
(A combined single limit) |
| 3. Commercial General Liability | <u>\$15,000,000</u> each occurrence
for Bodily Injury & Property Damage
<u>\$15,000,000</u> each occurrence Products and
completed operations |
| 4. Personal and Advertising Injury | <u>\$15,000,000</u> each occurrence |
10. **Schedule:**
Mr. Thomason reviewed the project phasing plans and phase durations. Mr. Rogers asked attendees if there were any concerns about the phase durations provided in the bid documents. One attendee stated that 60 calendar days for mobilization and materials procurement may not be enough, given the lead-time on taxiway edge lights and the desire to pre-cast the light bases.

	Base Bid
Procurement	60 (Max)
Phase 1	40
Phase 2	40
Phase 3	10
Sealcoat Cure Time	30 (Min)
Phase 1A (Markings)	3
Phase 2A (Markings)	3
Closeout	14

11. **Questions from Bidders to Date**

- *No questions were received by Okaloosa County Purchasing prior to the pre-bid meeting.*

12. **Questions from Attendees:**

Mr. Thomason encouraged all interested bidders to submit their questions, in writing, to Okaloosa County Purchasing prior to the December 11, 2019 (3:00 PM, local time deadline). The following questions were raised by pre-bid meeting attendees and will be addressed in the upcoming Addendum 01

- *Will interested bidders be allowed to make a site visit prior to the bid opening? If so, what is the procedure for arranging a site visit?*
- *Can the proposed taxiway edge light cans be precast as opposed to cast-in-place?*

13. **Questions after Pre-Bid Conference:**

All questions regarding Bid Documents shall be submitted in writing to the Okaloosa County Purchasing Office. The deadline for inquiries is **Wednesday, December 11, 2019 at 3:00 PM** (Central Time). Inquiries submitted after this deadline will not receive responses. All timely inquiries will be responded by addendum. No telephone inquiries will be accepted.

14. **Procedure for Addendums:**

All addendums will be issued electronically in the same delivery method as the Bid Documents.

15. **Other Issues:**

- Mr. Rogers explained that the Destin Executive Airport is a general aviation airport without the same security and badging requirements as a Part 139 commercial service airport. Therefore, airport badging will not be required for contractor employees working on the project. However, contractor trade foremen will be required to provide their contact information to Airport staff and go through Airport-specific security and driver training prior to starting work on the project.

16. **The project pre-bid meeting adjourned at 2:40 PM, local time.**

Pre-Bid Meeting DTS Taxiway A Rehabilitation

Time 2:00 PM

4-Dec-19

Sign-in Sheet

Initial	Name	Title	Company	Phone	email
TS	Tracy Stage	Airports Director	Okaloosa County Airports	(850) 651-7160	tstage@myokaloosa.com
MS	Mike Stenson	Deputy Director	Okaloosa County Airports	"	mstenson@myokaloosa.com
	Allyson Oury	Chief Finance Officer	Okaloosa County Airports	"	aoury@myokaloosa.com
CR	Chad Rogers	Deputy Director - Plans/Prgms	Okaloosa County Airports	"	rrogers@myokaloosa.com
DP	Darlene Pourcillie	Finance & Project Dvlpmt	Okaloosa County Airports	"	dpourcillie@myokaloosa.com
	Michael Kintop	Maintenance Supervisor	Okaloosa County Airports	"	mkintop@myokaloosa.com
	Jaime Milton	Maintenance Foreman	Okaloosa County Airports	"	pmilton@myokaloosa.com
	Oscar Williams	Operations Coordinator	Okaloosa County Airports	"	owilliams@myokaloosa.com
	Terry Kerwell	Operations Coordinator	Okaloosa County Airports	"	tkerwell@myokaloosa.com
RB	Ray Beasley	Projects Coordinator	Okaloosa County Airports	"	rbeasley@myokaloosa.com
	Michael Howell	Captain, Airport Security Unit	Okaloosa County Sheriff	(850) 974-8159	mhowell@sheriff-okaloosa.org
	Chad Rewis	Lieutenant, Airport Security Unit	Okaloosa County Sheriff	(850) 259-0032	crewis@sheriff-okaloosa.org
JD	Jesica Darr	Contracts and Lease Coord	Purchasing Department	(850) 689-5960	jdarr@myokaloosa.com
JH	Jeff Hyde	Purchasing Manager	Purchasing Department	(850) 689-5960	jhyde@myokaloosa.com
MT	Matt Thomason	Project Engineer	RS&H	(251) 554-7016	matthew.thomason@rsandh.com

BID FORM

PROJECT IDENTIFICATION:

TAXIWAY A PREVENTATIVE REHABILITATION AND LIGHTING IMPROVEMENTS
AT DESTIN EXECUTIVE AIRPORT, OKALOOSA COUNTY, FLORIDA

CONTRACT IDENTIFICATION AND NUMBER:

Okaloosa County Bid No.: ITB AP 11-20
FDOT FIN PROJ No.: 41819339401

THIS BID IS SUBMITTED TO:

OKALOOSA COUNTY PURCHASING DEPARTMENT

1. The undersigned Contractor proposes and agrees, if this Bid is accepted, to enter into an agreement with Owner in the form included in these documents to perform and furnish all Work as specified or indicated in these documents for the Bid Price and within the Bid Times indicated in this Bid and in accordance with the other terms and conditions of these documents.
2. Contractor accepts all of the terms and conditions of the Advertisement or Invitation to Bid and Instructions to Contractors, including without limitation those dealing with the disposition of Bid security. This Bid will remain subject to acceptance for one hundred twenty (120) days after the day of Bid opening. Bidder will sign and deliver the required number of counterparts of the Agreement with the Bonds and other documents required by the Project Requirements within fifteen (15) days after the date of Owner's Notice of Award.
3. In submitting this Bid, Contractor represents as more fully set forth in the Agreement, that:
 - (a) Contractor has examined and carefully studied the Project Documents and the following Addenda receipt of all which is hereby acknowledged: (List Addenda by Addendum Number and Date)

Addendum No. Date

Addendum No. Date

Addendum No. Date

Addendum No. Date

- (b) Contractor has visited the site and become familiar with and is satisfied as to the general, local, and site conditions that may affect cost, progress, performance, and furnishing of the Work.
- (c) Contractor is familiar with and is satisfied as to all federal, state, and local Laws and Regulations that may affect cost, progress, performance, and furnishing of the Work.
- (d) Contractor has carefully studied all reports of explorations and tests of subsurface conditions at or contiguous to the site and all drawings of physical conditions in or relating to existing surface or

subsurface structures at or contiguous to the site (except underground facilities) which have been identified in the Supplementary Conditions as provided in paragraph 4.2.1 of the General Conditions. Bidder accepts the determination set forth in Article 4 of the Supplementary Conditions of the extent of the "technical data" contained in such reports and drawings upon which Bidder is entitled to rely as provided in paragraph 4.2 of the General Conditions. Bidder acknowledges that such reports and drawings are not Contract Documents and may not be complete for Bidder's purposes. Bidder acknowledges that Owner and Engineer do not assume responsibility for the accuracy or completeness of information and data shown or indicated in the Project Documents with respect to underground facilities at or contiguous to the site. Bidder has obtained and carefully studied (or assumes responsibility for having done so) all such additional or supplementary examinations, investigations, explorations, tests, studies, and data concerning conditions (surface, subsurface, and underground facilities) at or contiguous to the site or otherwise which may affect cost progress, performance or furnishing of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by Bidder and safety precautions and programs incident thereto. Bidder does not consider that any additional examinations, investigations, explorations, tests, studies or data are necessary for the determination of this Bid for performance and furnishing of the Work in accordance with the times, price, and other terms and conditions of these Documents.

- (e) Contractor is aware of the general nature of Work to be performed by Owner and others at the site that relates to Work for which this Bid is submitted as indicated in these documents.
 - (f) Contractor has correlated the information known to Bidder, information and observation obtained from visits to the site, reports and drawings identified in these documents and all additional examinations, investigations, explorations, tests, studies, and data with these documents.
 - (g) Contractor has given Engineer written notice of all conflicts, errors, ambiguities or discrepancies that Contractor has discovered in these documents and the written resolution thereof by Engineer is acceptable to Contractor, and these documents are generally sufficient to indicate and convey understanding of all terms and conditions for performing and furnishing the Work for which this Bid is submitted.
 - (h) This Bid is genuine and not made in the interest of or on behalf of any undisclosed person, firm, or corporation and is not submitted in conformity with any agreement or rules of any group, association, organization, or corporation; Contractor has not directly or indirectly induced or solicited any other Contractor to submit a false or sham Bid; Contractor has not solicited or induced any person, firm or corporation to refrain from Project; and Contractor has not sought by collusion to obtain for itself any advantage over any other Contractor or over Owner.
4. Contractor will complete the Work in accordance with these documents for the price found in the Bid Schedule:
- (a) Unit Prices have been computed in accordance with paragraph 11.9.2 of the General Conditions.
 - (b) Contractor acknowledges that quantities are not guaranteed and final payment will be based on actual quantities determined as provided in these documents.
 - (c) The description under each bid item, being briefly stated, implies, although it does not mention, all incidentals and that the prices stated are intended to cover all such work, materials and

incidentals as constitute Bidder's obligations as described in the Specifications, and any details not specifically mentioned, but evidently included in the Contract shall be compensated for in the item which most logically includes it.

- (d) Unit prices shall include all sales taxes, and other applicable taxes and fees.
5. **Contract Time**: Contractor agrees that Work will be substantially complete 126 calendar days (Construction Only) after the date when the Contract Time commences to run as provided in paragraph 2.3 of the General Conditions, and will be completed and ready for final payment in accordance with paragraph 14.13 of the general conditions within 30 calendar days after the date when the Contract Time commences to run.
6. **Liquidated Damages**: Contractor accepts the provisions of the Agreement as to liquidated damages identified in the Okaloosa County Standard Clauses, in the event of failure to achieve substantial complete of the Work within the Substantial Completion time and achieve final completion of the work within the Final Completion time as specified in the Agreement..
7. The following documents are attached to and made a condition of this Bid:
- a) Bid Schedule
 - b) Bid Affidavit
 - c) Bid Security as required by the Instructions to Contractors in the form of a certified or bank check made payable to The Board of County Commissioners of Okaloosa County or a Bid Bond on form attached, issued by a surety meeting the requirements of Paragraph 5.1 of the General Conditions.
 - d) Required Contractor's Qualification Statement with supporting data.
 - e) Performance of Work by Subcontractors
 - f) Form of Noncollusion Affidavit
 - g) Certification of Non-Segregated Facilities
 - h) Public Entity Crimes
 - i) Certificate as to Corporate Principal
 - j) Certified Copy of Resolution of Board of Directors
 - k) Conflict of Interest Disclosure Form
 - l) Drug-Free Workplace Certification
 - m) Certification of Contractor Regarding Trench Safety
 - n) Indemnification and Hold Harmless

- o) Insurance Compliance
- p) Affidavit – Worker’s Compensation
- q) Recycled Content Form
- r) Disadvantaged Business Enterprise Program
- s) DBE Certificate of Compliance Form
- t) E-Verify Compliance Certification
- u) Cone of Silence
- v) Buy American Certificate
- w) Lobbying – 31 USC 1352
- x) Equal Employment Opportunity Report Statement

8. Communications concerning this Bid shall be addressed to the address of Bidder indicated below.

9. Terms used in this Bid which are defined in the General Conditions or Instructions to Contractors will have the meanings indicated in the General Conditions or Instructions.

10. Contractor acknowledges that the Basis of Award shall be the Total Bid Amount, price and other factors considered. The bid bond amount shall be in the amount of the Total Bid Amount.

SUBMITTED on _____, 20__

State Contractor License No. _____

If Contractor is:

An Individual

By _____ (SEAL)
(Individual's Name)

doing business as _____

Business address: _____

Phone No.: _____

A Partnership

By _____ (SEAL)
(Firm Name)

(General Partner)

Business address: _____

Phone No.: _____

A Corporation

By _____ (SEAL)
(Corporation Name)

(State of Incorporation)

By _____ (SEAL)
(Name of person authorized to sign)

(Title)

(Corporate Seal)

Attest _____
(Secretary)

Business address: _____

Phone No.: _____

Date of Qualification to do business is _____

A Joint Venture

By _____ (SEAL)
(Name)

(Address)

By _____ (SEAL)
(Name)

(Address)

Phone Number and Address for receipt of official communications

(Each joint venturer must sign. The manner of signing for each individual, partnership and corporation that is a party to the joint venture should be in the manner indicated above).

STANDARD FORM OF AGREEMENT

THIS AGREEMENT is dated as of the _____ day of _____ in the year 20__ by and between The Board of County Commissioners of Okaloosa County, Florida (hereinafter called Owner) and _____ (hereinafter called Contractor).

Owner and Contractor, in consideration of the mutual covenants hereinafter set forth, agree as follows:

Article 1. WORK.

Contractor shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

TAXIWAY A PREVENTATIVE REHABILITATION AND LIGHTING IMPROVEMENTS

The project consists of providing all labor, materials and other means of construction necessary for the sealing of cracks with a hot-pour bituminous sealant, application of a bituminous seal coat, and the installation of new runway pavement markings on Runway 17-35 and associated blast pads at Destin Executive Airport in Destin, FL.

Article 2. ENGINEER.

The Project has been designed by

RS&H, INC.

who is hereinafter called Engineer and who is to act as Owner's representative, assume all duties and responsibilities and have the rights and authority assigned to Engineer in the Contract Documents in connection with completion of the Work in accordance with the Contract Documents.

Article 3. CONTRACT TIMES.

3.1 The Work will be substantially completed within **216** calendar days (Construction Only) after the date when the Contract Times commence to run as provided in paragraph 2.3 of the General Conditions, and completed and ready for final payment in accordance with paragraph 14.13 of the General Conditions within **30** calendar days after the date when the Contract Times commence to run.

3.2 *Liquidated Damages.* Owner and Contractor recognize that time is of the essence of this Agreement and that Owner will suffer financial loss if the Work is not completed within the times specified in paragraph 3.1 above, plus any extensions thereof allowed in accordance with Article 12 of the General Conditions. They also recognize the delays, expense and difficulties involved in proving the actual loss suffered by Owner if the Work is not completed on time. Accordingly, instead of requiring of such proof, Owner and Contractor agree that as liquidated damages for delay (but not as a penalty) Contractor shall pay Owner the amount specified in Paragraph 3.3 for each day that expires after the time specified in paragraph 3.1 for Substantial Completion until the Work is substantially complete. After Substantial Completion, if Contractor shall neglect, refuse, or fail to complete the remaining Work within the time specified in paragraph 3.1 for completion and readiness for final payment or any proper extension thereof granted by Owner, Contractor shall pay Owner the amount specified in Paragraph 3.3 for each day that expires after the time specified in paragraph 3.1 for completion and readiness for final payment. The Contractor hereby expressly waives and relinquishes any right which it may have to seek to characterize the liquidated damages as a penalty, which the parties agree represents a fair and reasonable estimate of the Owner's actual damages at the time of contracting if the Contractor fails to substantially complete the Work in a

timely manner.

3.3.1 Liquidated Damages are based upon the original contract amount, as established by Okaloosa County. Liquidated damages, based upon the original contract amount of \$_____, will be _____ dollars (\$_____) per calendar day.

Article 4. CONTRACT PRICE.

Owner shall pay Contractor for completion of the Work in accordance with the Contract Documents an amount in current funds equal to the sum of the established unit price for each separately identified item of Unit Price Work times the estimated quantity of that item as indicated in the Bid Schedule submitted in the Bid Form. The cost of this project is \$_____ as per the attached Contractor bid.

As provided in paragraph 11.9 of the General Conditions estimated quantities are not guaranteed, and determinations of actual quantities and classification are to be made by Engineer as provided in paragraph 9.10 of the General Conditions. Unit prices have been computed as provided in paragraph 11.9.2 of the General Conditions.

Article 5. PAYMENT PROCEDURES

Contractor shall submit Application for Payment in accordance with Article 14 of the General Conditions. Applications for Payment will be processed by Engineer as provided in the General Conditions.

5.1 *Progress Payments; Retainage.* Owner shall make progress payments on account of the Contract Price on the basis of Contractor's Applications for Payment as recommended by Engineer, on or about the fifteenth (15th) day of each month during construction as provided in paragraphs 5.1.1 and 5.1.2 below. All such payments will be measured based on the number of units completed. Payments to the Contractor shall in no way imply approval or acceptance of Contractor's work

5.1.1 Prior to Substantial completion, payments will be made in an amount equal to the percentage indicated below, but, in each case, less the aggregate of payments previously made and less such amounts as Engineer shall determine, or Owner may withhold, in accordance with paragraph 14.7 of the General Conditions.

90 % of Work completed (with the balance being retainage). Once the Contractor completes at least 50% of the Work based on approved pay applications, the retainage will be reduced from 10% to 5% for the remainder of the project. Therefore, following completion of at least 50% of the Work, the Contractor may be paid 95 % of Work completed (with the balance being retainage).

90 % (with the balance being retainage) of materials and equipment not incorporated in the Work (but delivered, suitably stored and accompanied by documentation satisfactory to Owner as provided in paragraph 14.2 of the General Conditions). Once the Contractor completes at least 50% of the Work based on approved pay applications, the retainage will be reduced from 10% to 5% for the remainder of the project. Therefore, following completion of at least 50% of the Work, the Contractor may be paid 95 % of materials and equipment not incorporated in the Work (but delivered, suitably stored and accompanied by documentation

satisfactory to Owner as provided in paragraph 14.2 of the General Conditions).

5.1.2 Upon Substantial Completion, in an amount sufficient to increase total payments to Contractor to 95 % of the Contract Price (with the balance being retainage), less such amounts as Engineer shall determine, or Owner may withhold, in accordance with paragraph 14.7 of the General Conditions.

5.1.3 Retainage requirements may be changed to reflect a proposed change to state regulatory statutes.

5.2 *Final Payment.* Upon final completion and acceptance of the Work in accordance with paragraph 14.13 of the General Conditions, Owner shall pay the remainder of the Contract Price as recommended by Engineer as provided in said paragraph 14.13.

5.2.1 Contractor's acceptance of final payment shall constitute a full waiver of any and all claims by Contractor against the County arising out of this Agreement or otherwise relating to the Project, except those previously made in writing and identified by Contractor as unsettled at the time of the final Application for Payment. Neither the acceptance of the Work nor payment by the County shall be deemed to be a waiver of the County's right to enforce any obligations of the Contractor hereunder or to the recovery of damages for defective Work not discovered by the Engineer or the County at the time of final inspection.

5.3 Payments Withheld

5.3.1 The Engineer or the County may decline to approve any Applications for Payment, or portions thereof, because of subsequently discovered evidence or subsequent inspections. The Engineer or the County may nullify the whole or any part of any inspections. The Engineer or the County may nullify the whole or any part of any approval for payment previously issued and the County may withhold any payments otherwise due Contractor under this Agreement or any other agreement between the County and the Contractor, to such extent as may be necessary in the County's opinion to protect it from loss because of:

5.3.1.1 Defective Work not remedied;

5.3.1.2 Third party claims filed or reasonable evidence indicating probable filing of such claims;

5.3.1.3 Failure of Contractor to make payment properly to subcontractors or for labor, materials or equipment;

5.3.1.4 Reasonable doubt that the Work can be completed for the unpaid balance of the Contract Amount;

5.3.1.5 Reasonable indication that the Work will not be completed within the Contract Time;

5.3.1.6 Unsatisfactory prosecution of the Work by the Contractor;

5.3.1.7 Failure to provide accurate and current "As-Builts"; or

5.3.1.8 Any other material breach of the Contract Documents.

5.3.2 If these conditions in Subsection 5.3.1 are not remedied or removed, the County may after three (3) days written notice, rectify the same at Contractor's expense. The County also may offset against any sums due Contractor the amount of any liquidated or unliquidated obligations of Contractor to the County, whether relating to or arising out of his Agreement or any other agreement between Contractor and the County.

Article 6. CONTRACTOR'S REPRESENTATIONS.

In order to induce Owner to enter into this Agreement Contractor makes the following representations:

6.1 Contractor has examined and carefully studied the Contract Documents (including the Addenda listed in Article 7) and the other related data identified in the Project Documents including "technical data."

6.2 Contractor has visited the site and become familiar with and is satisfied as to the general, local, and site conditions that may affect cost, progress, performance or furnishing of the Work.

6.3 Contractor is familiar with and is satisfied as to all federal, state, and local Laws and Regulations that may affect cost, progress, performance and furnishing of the Work.

6.4 Contractor has carefully studied all reports of explorations and tests of subsurface conditions at or contiguous to site and all drawings of physical conditions in or relating to existing surface or subsurface structures at or contiguous to the site (except Underground Facilities) which have been identified in the Supplementary Conditions as provided in paragraph 4.2.1 of the General Conditions. Contractor accepts the determination of the extent of the "technical data" contained in such reports and drawings upon which Contractor is entitled to rely as provided in paragraph 4.2 of the General Conditions. Contractor acknowledges that such reports and drawings are not Contract Documents and may not be complete for Contractor's purposes. Contractor acknowledges that Owner and Engineer do not assume responsibility for the accuracy or completeness of information and data shown or indicated in the Contract Documents with respect to Underground Facilities at or contiguous to the site. Contractor has obtained and carefully studied (or assumes responsibility for having done so) all such additional supplementary examinations, investigations, explorations, tests, studies, and data concerning conditions (surface, subsurface, and Underground Facilities) at or contiguous to the site or otherwise which may affect cost, progress, performance, or furnishing of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by Contractor and safety precautions, and programs incident thereto. Contractor does not consider that any additional examinations, investigations, explorations, tests, studies, or data are necessary for the performance and furnishing of the Work at the Contract Price, within the Contract Times and in accordance with the other terms and conditions of the Contract Documents.

6.5 Contractor is aware of the general nature of work to be performed by Owner and others at the site that relates to the Work as indicated in the Contract Documents.

6.6 Contractor has correlated the information known to Contractor, information and observation obtained from visits to the site, reports, and drawings identified in the Contract Documents and all additional examinations, investigations, explorations, tests, studies, and data with the Contract Documents.

6.7 Contractor has given Engineer written notice of all conflicts, errors, ambiguities or discrepancies that Contractor has discovered in the Contract Documents and the written resolution thereof by Engineer is acceptable to Contractor, and the Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

Article 7. CONTRACT DOCUMENTS

The Contract Documents that comprise the entire agreement between Owner and Contractor concerning the Work consist of the following:

- 7.1 This Agreement (pages A-1 to A-5, inclusive)
- 7.2 Performance, Payment, and other Bonds
- 7.3 Notice to Proceed
- 7.4 Okaloosa County Standard Clauses (pages OCSC-1 to OCSC-8, inclusive)
- 7.5 General Conditions (pages GC-1 to GC-56, inclusive)
- 7.6 Specifications package as listed in the table of contents thereof
- 7.7 Drawings consisting of a cover sheet and sheets numbered C001 through C153, inclusive, with each sheet bearing the following general title:

DESTIN EXECUTIVE AIRPORT
TAXIWAY A PREVENTATIVE REHABILITATION AND LIGHTING IMPROVEMENTS

- 7.8 Addenda numbers _____ to _____, inclusive
- 7.9 Contractor's Bid (pages ___ to ___ and ___ to ___, inclusive)
- 7.10 Documentation submitted by Contractor prior to Notice of Award
- 7.11 The following which may be delivered or issued after the Effective Date of the Agreement and are not attached hereto:

All Written Amendments and other documents amending, modifying or supplementing the Contract Documents pursuant to paragraphs 3.5 and 3.6 of the General Conditions

The documents listed in paragraph 7.2 et seq. above are attached to this Agreement (except as expressly noted otherwise above).

There are not Contract Documents other than those listed above in this Article 7. The Contract Documents may only be amended, modified or supplemented as provided in paragraphs 3.5 and 3.6 of the General Conditions.

Article 8. PUBLIC RECORDS

Any record created by either party in accordance with this Contract shall be retained and maintained in accordance with the public records law, Florida Statutes, Chapter 119.

IF THE CONSULTANT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS

RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT OKALOOSA COUNTY RISK MANAGEMENT DEPARTMENT 5479 OLD BETHEL ROAD CRESTVIEW, FL 32536 PHONE: (850) 689-5977 riskinfo@myokaloosa.com.

Consultant must comply with the public records laws, Florida Statute chapter 119, specifically Consultant must:

- 8.1 Keep and maintain public records required by the County to perform the service.
- 8.2 Upon request from the County's custodian of public records, provide the County with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in chapter 119 Florida Statutes or as otherwise provided by law.
- 8.3 Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the consultant does not transfer the records to the County.
- 8.4 Upon completion of the contract, transfer, at no cost, to the County all public records in possession of the contractor or keep and maintain public records required by the County to perform the service. If the consultant transfers all public records to the public agency upon completion of the contract, the consultant shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the consultant keeps and maintains public records upon completion of the contract, the consultant shall meet all applicable requirements for retaining the public records. All records stored electronically must be provided to the public agency, upon the request from the public agency's custodian of public records, in a format that is compatible with the information technology systems of the public agency.

Article 9. AUDIT

The County and/or its designee shall have the right from time to time at its sole expense to audit the compliance by the Contractor with the terms, conditions, obligations, limitations, restrictions, and requirements of this Contract and such right shall extend for a period of three (3) years after termination of this Contract.

Article 10. TERMINATION FOR CONVENIENCE

Owner may at any time and for any reason terminate Contractor's services and work at Owner's convenience. Upon receipt of such notice, Contractor shall, unless the notice directs otherwise, immediately discontinue the work and placing of orders for materials, facilities and supplies in connection with the performance of this Agreement.

Upon such termination, Contractor shall be entitled to payment only as follows: (1) the actual cost of the work completed in conformity with this Agreement; plus, (2) such other costs actually incurred by Contractor as are permitted by the prime contract and approved by Owner; (3) plus ten percent (10%) of the cost of the work referred to in subparagraph (1) above for overhead and profit. There shall be deducted from such sums as provided in this subparagraph the amount of any payments made to Contractor prior to the date of the termination of this Agreement. Contractor shall not be entitled to any claim or claim of lien against Owner for any additional compensation or damages in the event of such termination and payment. Further, Owner may terminate this contract immediately for failure of contractor to comply with Chapter

119, Florida Statutes.

Article 11. VIOLATIONS OF CHAPTER 119 FLORIDA STATUTES

The County reserves the right to terminate this agreement immediately for failure of Contractor to adhere to the requirements of Florida Statutes Chapter 119.

Article 12. MISCELLANEOUS.

- 12.1 Terms used in this Agreement which are defined in Article 1 of the General Conditions will have the meanings indicated in the General Conditions.
- 12.2 No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.
- 12.3 Owner and Contractor each binds itself, its partners, successors, assigns and legal representatives to the other party hereto, its partners, successors, assigns and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.
- 12.4 Any provisions or part of the Contract Documents held to be void or unenforceable under any Law or Regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon Owner and Contractor, who agree that the Contract Documents shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision

Article 13. OTHER PROVISIONS

IN WITNESS WHEREOF, Owner, and Contractor have signed this Agreement in triplicate. One counterpart each has been delivered to Owner, Contractor, and Engineer. All portions of the Contract Documents have been signed, initialed or identified by Owner, and Contractor, or identified by Engineer on their behalf.

This Agreement will be effective on _____, 20__ (which is the Effective Date of the Agreement).

OWNER

CONTRACTOR

Okaloosa County, Florida

By: _____

By: _____

Charles K Windes, Jr.

Chairman, Board of County Commissioners

Signed: _____

Signed: _____

[CORPORATE SEAL}

[CORPORATE SEAL]

Attest _____

Attest _____

Signed: _____

Signed: _____

Address for giving notices

Address for giving notices

(If Owner is a public body, attached evidence of authority to sign and resolution or other documents authorizing execution of Agreement).

License No. _____

Agent for services of process: _____

If Contractor is a corporation, attach evidence of authority to sign).

Section 70 Legal Regulations and Responsibility to Public

70-01 Laws to be observed. The Contractor shall keep fully informed of all federal and state laws, all local laws, ordinances, and regulations and all orders and decrees of bodies or tribunals having any jurisdiction or authority, which in any manner affect those engaged or employed on the work, or which in any way affect the conduct of the work. The Contractor shall at all times observe and comply with all such laws, ordinances, regulations, orders, and decrees; and shall protect and indemnify the Owner and all their officers, agents, or servants against any claim or liability arising from or based on the violation of any such law, ordinance, regulation, order, or decree, whether by the Contractor or the Contractor's employees.

70-02 Permits, licenses, and taxes. The Contractor shall procure all permits and licenses, pay all charges, fees, and taxes, and give all notices necessary and incidental to the due and lawful execution of the work.

70-03 Patented devices, materials, and processes. If the Contractor is required or desires to use any design, device, material, or process covered by letters of patent or copyright, the Contractor shall provide for such use by suitable legal agreement with the Patentee or Owner. The Contractor and the surety shall indemnify and hold harmless the Owner, any third party, or political subdivision from any and all claims for infringement by reason of the use of any such patented design, device, material or process, or any trademark or copyright, and shall indemnify the Owner for any costs, expenses, and damages which it may be obliged to pay by reason of an infringement, at any time during the execution or after the completion of the work.

70-04 Restoration of surfaces disturbed by others. The Owner reserves the right to authorize the construction, reconstruction, or maintenance of any public or private utility service, FAA or National Oceanic and Atmospheric Administration (NOAA) facility, or a utility service of another government agency at any time during the progress of the work. To the extent that such construction, reconstruction, or maintenance has been coordinated with the Owner, such authorized work (by others) must be shown on the plans.

Except as listed above, the Contractor shall not permit any individual, firm, or corporation to excavate or otherwise disturb such utility services or facilities located within the limits of the work without the written permission of the RPR.

Should the Owner of public or private utility service, FAA, or NOAA facility, or a utility service of another government agency be authorized to construct, reconstruct, or maintain such utility service or facility during the progress of the work, the Contractor shall cooperate with such Owners by arranging and performing the work in this contract to facilitate such construction, reconstruction or maintenance by others whether or not such work by others is listed above. When ordered as extra work by the RPR, the Contractor shall make all necessary repairs to the work which are due to such authorized work by others, unless otherwise provided for in the contract, plans, or specifications. It is understood and agreed that the Contractor shall not be entitled to make any claim for damages due to such authorized work by others or for any delay to the work resulting from such authorized work.

70-05 Federal Participation. The United States Government has agreed to reimburse the Owner for some portion of the contract costs. The contract work is subject to the inspection and approval of duly authorized representatives of the FAA Administrator. No requirement of this contract shall be construed as making the United States a party to the contract nor will any such requirement interfere, in any way, with the rights of either party to the contract.

70-06 Sanitary, health, and safety provisions. The Contractor's worksite and facilities shall comply with applicable federal, state, and local requirements for health, safety and sanitary provisions.

70-07 Public convenience and safety. The Contractor shall control their operations and those of their subcontractors and all suppliers, to assure the least inconvenience to the traveling public. Under all circumstances, safety shall be the most important consideration.

The Contractor shall maintain the free and unobstructed movement of aircraft and vehicular traffic with respect to their own operations and those of their own subcontractors and all suppliers in accordance with Section 40, paragraph 40-05, *Maintenance of Traffic*, and shall limit such operations for the convenience and safety of the traveling public as specified in Section 80, paragraph 80-04, *Limitation of Operations*.

The Contractor shall remove or control debris and rubbish resulting from its work operations at frequent intervals, and upon the order of the RPR. If the RPR determines the existence of Contractor debris in the work site represents a hazard to airport operations and the Contractor is unable to respond in a prompt and reasonable manner, the RPR reserves the right to assign the task of debris removal to a third party and recover the resulting costs as a liquidated damage against the Contractor.

70-08 Construction Safety and Phasing Plan (CSPP). The Contractor shall complete the work in accordance with the approved Construction Safety and Phasing Plan (CSPP) developed in accordance with AC 150/5370-2, Operational Safety on Airports During Construction. The CSPP is located in Volume 2 of the Project manual.

70-09 Use of explosives. The use of explosives is not permitted on this project.

70-10 Protection and restoration of property and landscape. The Contractor shall be responsible for the preservation of all public and private property, and shall protect carefully from disturbance or damage all land monuments and property markers until the Engineer/RPR has witnessed or otherwise referenced their location and shall not move them until directed.

The Contractor shall be responsible for all damage or injury to property of any character, during the execution of the work, resulting from any act, omission, neglect, or misconduct in manner or method of executing the work, or at any time due to defective work or materials, and said responsibility shall not be released until the project has been completed and accepted.

When or where any direct or indirect damage or injury is done to public or private property by or on account of any act, omission, neglect, or misconduct in the execution of the work, or in consequence of the non-execution thereof by the Contractor, the Contractor shall restore, at their expense, such property to a condition similar or equal to that existing before such damage or injury was done, by repairing, or otherwise restoring as may be directed, or the Contractor shall make good such damage or injury in an acceptable manner.

70-11 Responsibility for damage claims. The Contractor shall indemnify and hold harmless the Engineer/RPR and the Owner and their officers, agents, and employees from all suits, actions, or claims, of any character, brought because of any injuries or damage received or sustained by any person, persons, or property on account of the operations of the Contractor; or on account of or in consequence of any neglect in safeguarding the work; or through use of unacceptable materials in constructing the work; or because of any act or omission, neglect, or misconduct of said Contractor; or because of any claims or amounts recovered from any infringements of patent, trademark, or copyright; or from any claims or amounts arising or recovered under the "Workmen's Compensation Act," or any other law, ordinance,

order, or decree. Money due the Contractor under and by virtue of their own contract considered necessary by the Owner for such purpose may be retained for the use of the Owner or, in case no money is due, their own surety may be held until such suits, actions, or claims for injuries or damages shall have been settled and suitable evidence to that effect furnished to the Owner, except that money due the Contractor will not be withheld when the Contractor produces satisfactory evidence that he or she is adequately protected by public liability and property damage insurance.

70-12 Third party beneficiary clause. It is specifically agreed between the parties executing the contract that it is not intended by any of the provisions of any part of the contract to create for the public or any member thereof, a third-party beneficiary or to authorize anyone not a party to the contract to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of the contract.

70-13 Opening sections of the work to traffic. If it is necessary for the Contractor to complete portions of the contract work for the beneficial occupancy of the Owner prior to completion of the entire contract, such “phasing” of the work must be specified below and indicated on the approved Construction Safety and Phasing Plan (CSPP) and the project plans. When so specified, the Contractor shall complete such portions of the work on or before the date specified or as otherwise specified.

Phase or Description	Required Date or Sequence of Owner’s Beneficial Occupancy	Work Shown on Plan Sheet
Phase 1	120 Calendar Days	C004
Phase 2	50 Calendar Days	C004
Phase 3	10 Calendar Days	C004

Upon completion of any portion of work listed above, such portion shall be accepted by the Owner in accordance with Section 50, paragraph 50-14, *Partial Acceptance*.

No portion of the work may be opened by the Contractor until directed by the Owner in writing. Should it become necessary to open a portion of the work to traffic on a temporary or intermittent basis, such openings shall be made when, in the opinion of the RPR, such portion of the work is in an acceptable condition to support the intended traffic. Temporary or intermittent openings are considered to be inherent in the work and shall not constitute either acceptance of the portion of the work so opened or a waiver of any provision of the contract. Any damage to the portion of the work so opened that is not attributable to traffic which is permitted by the Owner shall be repaired by the Contractor at their expense.

The Contractor shall make their own estimate of the inherent difficulties involved in completing the work under the conditions herein described and shall not claim any added compensation by reason of delay or increased cost due to opening a portion of the contract work.

The Contractor must conform to safety standards contained AC 150/5370-2, **current edition, latest change** and the approved CSPP.

Contractor shall refer to the plans, specifications, and the approved CSPP to identify barricade requirements, temporary and/or permanent markings, airfield lighting, guidance signs and other safety requirements prior to opening up sections of work to traffic.

70-14 Contractor’s responsibility for work. Until the RPR’s final written acceptance of the entire completed work, excepting only those portions of the work accepted in accordance with Section 50, paragraph 50-14, *Partial Acceptance*, the Contractor shall have the charge and care thereof and shall take every precaution against injury or damage to any part due to the action of the elements or from any other

cause, whether arising from the execution or from the non-execution of the work. The Contractor shall rebuild, repair, restore, and make good all injuries or damages to any portion of the work occasioned by any of the above causes before final acceptance and shall bear the expense thereof except damage to the work due to unforeseeable causes beyond the control of and without the fault or negligence of the Contractor, including but not restricted to acts of God such as earthquake, tidal wave, tornado, hurricane or other cataclysmic phenomenon of nature, or acts of the public enemy or of government authorities.

If the work is suspended for any cause whatever, the Contractor shall be responsible for the work and shall take such precautions necessary to prevent damage to the work. The Contractor shall provide for normal drainage and shall erect necessary temporary structures, signs, or other facilities at their own expense. During such period of suspension of work, the Contractor shall properly and continuously maintain in an acceptable growing condition all living material in newly established planting, seeding, and sodding furnished under the contract, and shall take adequate precautions to protect new tree growth and other important vegetative growth against injury.

70-15 Contractor's responsibility for utility service and facilities of others. As provided in paragraph 70-04, *Restoration of Surfaces Disturbed by Others*, the Contractor shall cooperate with the owner of any public or private utility service, FAA or NOAA, or a utility service of another government agency that may be authorized by the Owner to construct, reconstruct or maintain such utility services or facilities during the progress of the work. In addition, the Contractor shall control their operations to prevent the unscheduled interruption of such utility services and facilities.

To the extent that such public or private utility services, FAA, or NOAA facilities, or utility services of another governmental agency are known to exist within the limits of the contract work, the approximate locations have been indicated on the plans and/or in the contract documents.

Utility Service or Facility	Location	Contact
Information, Compliance and Assistance	Okaloosa County Airport Administration Offices	(850) 651-7160
Emergencies	N/A	911

It is understood and agreed that the Owner does not guarantee the accuracy or the completeness of the location information relating to existing utility services, facilities, or structures that may be shown on the plans or encountered in the work. Any inaccuracy or omission in such information shall not relieve the Contractor of the responsibility to protect such existing features from damage or unscheduled interruption of service.

It is further understood and agreed that the Contractor shall, upon execution of the contract, notify the Owners of all utility services or other facilities of their plan of operations. Such notification shall be in writing addressed to "The Person to Contact" as provided in this paragraph and paragraph 70-04, *Restoration of Surfaces Disturbed By Others*. A copy of each notification shall be given to the RPR.

In addition to the general written notification provided, it shall be the responsibility of the Contractor to keep such individual Owners advised of changes in their plan of operations that would affect such Owners.

Prior to beginning the work in the general vicinity of an existing utility service or facility, the Contractor shall again notify each such Owner of their plan of operation. If, in the Contractor's opinion, the Owner's assistance is needed to locate the utility service or facility or the presence of a representative of the Owner is desirable to observe the work, such advice should be included in the notification. Such notification shall

be given by the most expeditious means to reach the utility owner's "Person to Contact" no later than two normal business days prior to the Contractor's commencement of operations in such general vicinity. The Contractor shall furnish a written summary of the notification to the RPR.

The Contractor's failure to give the two days' notice shall be cause for the Owner to suspend the Contractor's operations in the general vicinity of a utility service or facility.

Where the outside limits of an underground utility service have been located and staked on the ground, the Contractor shall be required to use hand excavation methods within 3 feet (1 m) of such outside limits at such points as may be required to ensure protection from damage due to the Contractor's operations.

Should the Contractor damage or interrupt the operation of a utility service or facility by accident or otherwise, the Contractor shall immediately notify the proper authority and the RPR and shall take all reasonable measures to prevent further damage or interruption of service. The Contractor, in such events, shall cooperate with the utility service or facility owner and the RPR continuously until such damage has been repaired and service restored to the satisfaction of the utility or facility owner.

The Contractor shall bear all costs of damage and restoration of service to any utility service or facility due to their operations whether due to negligence or accident. The Owner reserves the right to deduct such costs from any monies due or which may become due the Contractor, or their own surety.

70-15.1 FAA facilities and cable runs. The Contractor is hereby advised that the construction limits of the project include existing facilities and buried cable runs that are owned, operated and maintained by the FAA. The Contractor, during the execution of the project work, shall comply with the following:

a. The Contractor shall permit FAA maintenance personnel the right of access to the project work site for purposes of inspecting and maintaining all existing FAA owned facilities.

b. The Contractor shall provide notice to the FAA Air Traffic Organization (ATO)/Technical Operations/System Support Center (SSC) Point-of-Contact through the airport manager a minimum of seven (7) calendar days prior to commencement of construction activities in order to permit sufficient time to locate and mark existing buried cables and to schedule any required facility outages.

c. If execution of the project work requires a facility outage, the Contractor shall contact the FAA Point-of-Contact a minimum of 72 hours prior to the time of the required outage.

d. Any damage to FAA cables, access roads, or FAA facilities during construction caused by the Contractor's equipment or personnel whether by negligence or accident will require the Contractor to repair or replace the damaged cables, access road, or FAA facilities to FAA requirements. The Contractor shall not bear the cost to repair damage to underground facilities or utilities improperly located by the FAA.

e. If the project work requires the cutting or splicing of FAA owned cables, the FAA Point-of-Contact shall be contacted a minimum of 72 hours prior to the time the cable work commences. The FAA reserves the right to have a FAA representative on site to observe the splicing of the cables as a condition of acceptance. All cable splices are to be accomplished in accordance with FAA specifications and require approval by the FAA Point-of-Contact as a condition of acceptance by the Owner. The Contractor is hereby advised that FAA restricts the location of where splices may be installed. If a cable splice is required in a location that is not permitted by FAA, the Contractor shall furnish and install a sufficient length of new cable that eliminates the need for any splice.

70-16 Furnishing rights-of-way. The Owner will be responsible for furnishing all rights-of-way upon which the work is to be constructed in advance of the Contractor's operations.

70-17 Personal liability of public officials. In carrying out any of the contract provisions or in exercising any power or authority granted by this contract, there shall be no liability upon the Engineer, RPR, their authorized representatives, or any officials of the Owner either personally or as an official of the Owner. It is understood that in such matters they act solely as agents and representatives of the Owner.

70-18 No waiver of legal rights. Upon completion of the work, the Owner will expeditiously make final inspection and notify the Contractor of final acceptance. Such final acceptance, however, shall not preclude or stop the Owner from correcting any measurement, estimate, or certificate made before or after completion of the work, nor shall the Owner be precluded or stopped from recovering from the Contractor or their surety, or both, such overpayment as may be sustained, or by failure on the part of the Contractor to fulfill their obligations under the contract. A waiver on the part of the Owner of any breach of any part of the contract shall not be held to be a waiver of any other or subsequent breach.

The Contractor, without prejudice to the terms of the contract, shall be liable to the Owner for latent defects, fraud, or such gross mistakes as may amount to fraud, or as regards the Owner's rights under any warranty or guaranty.

70-19 Environmental protection. The Contractor shall comply with all federal, state, and local laws and regulations controlling pollution of the environment. The Contractor shall take necessary precautions to prevent pollution of streams, lakes, ponds, and reservoirs with fuels, oils, asphalts, chemicals, or other harmful materials and to prevent pollution of the atmosphere from particulate and gaseous matter.

70-20 Archaeological and historical findings. Unless otherwise specified in this subsection, the Contractor is advised that the site of the work is not within any property, district, or site, and does not contain any building, structure, or object listed in the current National Register of Historic Places published by the United States Department of Interior.

Should the Contractor encounter, during their operations, any building, part of a building, structure, or object that is incongruous with its surroundings, the Contractor shall immediately cease operations in that location and notify the RPR. The RPR will immediately investigate the Contractor's finding and the Owner will direct the Contractor to either resume operations or to suspend operations as directed.

Should the Owner order suspension of the Contractor's operations in order to protect an archaeological or historical finding, or order the Contractor to perform extra work, such shall be covered by an appropriate contract change order or supplemental agreement as provided in Section 40, paragraph 40-04, *Extra Work*, and Section 90, paragraph 90-05, *Payment for Extra Work*. If appropriate, the contract change order or supplemental agreement shall include an extension of contract time in accordance with Section 80, paragraph 80-07, *Determination and Extension of Contract Time*.

70-21 Insurance Requirements. Refer to specification General Conditions, Article 5 for project insurance requirements.

END OF SECTION 70

*TAXIWAY A PREVENTATIVE
REHABILITATION AND
LIGHTING IMPROVEMENTS
CONSTRUCTION
SAFETY AND PHASING
PLAN (CSPP)*

*BID DOCUMENTS
(ADDENDUM 01
DECEMBER 2019)*

Destin Executive Airport
Okaloosa County
Destin, FL

RS&H

*TAXIWAY A PREVENTATIVE
REHABILITATION AND
LIGHTING IMPROVEMENTS
CONSTRUCTION
SAFETY AND PHASING
PLAN (CSPP)*

Volume No. 1 of 1
December 2019
Destin, FL

AIP Project No.:
N/A

RS&H No.:
201-0251-012

Prepared by RS&H, Inc. at the
direction of Okaloosa County
Airports.



TABLE OF CONTENTS

Section 1 – Purpose.....	1
Section 2 – Project Scope.....	2
Section 3 – Plan Requirements	3
3.1 Coordination	3
3.1.1 PRE-Design Conference.....	3
3.1.2 Pre-Bid Conference	3
3.1.3 Pre-Construction Conference.....	3
3.1.4 Contractor Progress Meetings.....	4
3.1.5 Scope or Schedule Changes	5
3.1.6 FAA ATO Coordination	5
3.2 Phasing.....	5
3.2.1 Phase Elements	5
3.2.2 PRECONSTRUCTION PHASE.....	6
3.2.3 Phase 1	6
3.2.4 Phase 2	7
3.2.5 Phase 3	7
3.2.6 Phase 1A.....	8
3.2.7 Phase 2A.....	8
3.2.8 CLOSEOUT	9
3.3 Areas and Operations Affected by the Construction Activity	9
3.3.1 Identification of Affected Areas.....	9
3.3.2 Mitigation of Effects.....	9
3.3.3 Temporary Changes to Runway and/or Taxiway Operations.....	10
3.3.4 Detours for ARFF and Other Airport Vehicles.....	10
3.3.5 Maintenance of Essential Utilities.....	10
3.3.6 Temporary Changes to Air Traffic Control Procedures.....	10
3.4 Protection of Navigation Aids (NAVAIDS)	10
3.5 Contractor Access.....	10
3.5.1 Location of Stockpiled Construction Materials.....	10
3.5.2 Vehicle and Pedestrian Operations.....	11
3.6 Wildlife Management.....	12
3.7 Foreign Object Debris (FOD) Management.....	13
3.8 Hazardous Materials (HAZMAT) Management	13
3.9 Notification of Construction Activities.....	13
3.9.1 Points of Contact/List of Responsible Representatives	13
3.9.2 Emergency Notification Procedures.....	14
3.10 Coordination with ARFF Personnel	14
3.11 Notification to the FAA.....	14

3.11.1 Part 77 14

3.11.2 Part 157 15

3.11.3 NAVAIDS 15

3.12 Inspection Requirements 15

 3.12.1 Daily (or more frequent) inspections 15

 3.12.2 Final inspections 15

 3.12.3 Underground Utilities 15

3.13 Penalties 16

3.14 Special Conditions 16

3.15 Runway and Taxiway Visual Aids 16

 3.15.1 General 16

 3.15.2 Markings 16

 3.15.3 Lighting and Visual NAVAIDS 16

 3.15.4 Signs 17

3.16 Marking and Signs for Access Routes 17

3.17 Hazard Marking and Lighting 17

 3.17.1 Purpose 17

 3.17.2 Equipment 17

3.18 Other Limitations on Construction 18

 3.18.1 Prohibitions 18

 3.18.2 Restrictions 18

Appendix A: Project Specific Exhibits A

Reference 1: Safety and Phasing Plan Checklist 1

Reference 2: Construction Project Daily Safety Inspection Checklist 1

LIST OF FIGURES

Figure 1: Airport Diagram Project Location 2

SECTION 1 – PURPOSE

Aviation safety is the primary consideration at airports, especially during construction. The airport operator's Construction Safety and Phasing Plan (CSPP) and the Contractor's Safety Plan Compliance Document (SPCD) are the primary tools to ensure safety compliance when coordinating construction activities with airport operations. These documents identify all aspects of the construction project that pose a potential safety hazard to airport operations and outline respective mitigation procedures for each hazard.

The CSPP sets forth benchmarks and requirements for the project to help ensure the highest levels of safety, security and efficiency at the airport at the time of construction. Guideline requirements for the CSPP are developed from FAA Advisory Circular 150/5370-2G *Operational Safety on Airports During Construction*.

The CSPP is a standalone document, written to correspond with the safety and security requirements set forth in AC 150/5370-2G, the airport safety and security requirements, and local codes and requirements. The CSPP is to be used by all personnel involved in the project. The CSPP covers the actions of not only the construction personnel and equipment, but also the action of inspection personnel and airport staff. This document has been developed in order to minimize interruptions to airport operations, reduce construction costs, and maximize the performance and safety of construction activity. Strict adherence to the provisions of the CSPP by all personnel assigned to or visiting the construction site is mandatory for AIP funded construction projects.

The Contractor shall be required to submit a Safety Plan Compliance Document (SPCD) to the airport operator describing how the Contractor will comply with the requirements set forth in this CSPP. The SPCD must be submitted to the airport operator for approval prior to issuance of the Notice to Proceed. In the event the Contractor's activities are found in non-compliance with the provisions of the CSPP or the SPCD, the Airport Engineer will direct the Contractor, in writing, to immediately cease those operations in violation. In addition, a safety meeting will be conducted for the purpose of reviewing those provisions in the CSPP/SPCD which were violated. The Contractor will not be allowed to resume any construction operations until conclusion of the safety meeting and all corrective actions required by the Contractor have been implemented.

SECTION 2 – PROJECT SCOPE

Okaloosa County Airports has requested a proposal from RS&H, Inc. (Consultant) to provide design, bidding, and construction administration services for the application of a bituminous seal coat installation of new painted pavement markings on the Taxiway A and associated connector taxiway pavements at Destin Executive Airport (DTS). The existing bituminous taxiway pavement is beginning to show signs of weathering and deterioration of the bituminous binder holding the fine aggregate. A bituminous seal coat application will extend the life of the pavement and delay the need for more costly rehabilitation measures. After the application of the new seal coat, all affected pavement will receive new painted pavement markings.

In addition to the bituminous pavement rehabilitation, Taxiway A will also receive improvements to its edge lighting system. The existing stake mounted edge lights will be removed along with the abandonment of its current cabling as the Airport is experiencing continuity issues with the system. To create a reliable lighting system, new concrete encased LED taxiway edge lights will be installed, and the associated cable will be placed within PVC conduit to allow the new system to meet its 20+ year design life.



FIGURE 1: AIRPORT DIAGRAM PROJECT LOCATION

SECTION 3 – PLAN REQUIREMENTS

3.1 COORDINATION

Pre-design, pre-bid, and pre-construction conferences are used to introduce the subject of airport operational safety during construction. In addition, construction progress meetings, scope of schedule changes, and meetings with the airport will be coordinated as required through the performance of the contract.

3.1.1 PRE-DESIGN CONFERENCE

A pre-design kickoff conference was held via conference call with Airport staff. This meeting was used to discuss various items relating to design parameters, airport safety, routing of aircraft and equipment, sequencing of construction operations, environmental considerations, and any other requirements pertinent to the project. This design review conference was essential in identifying and outlining potential affects and/or conflicts to airport operations during construction and ensuring any accommodations can be incorporated into the design documents.

3.1.2 PRE-BID CONFERENCE

The Consultant will conduct a pre-bid conference to help clarify and explain construction methods, procedures, and safety measures required by the contract, prior to the bid opening date. The meeting will discuss items including construction methods, construction procedures (i.e. statistical acceptance testing), operational safety requirements, Disadvantaged Business Enterprise (DBE) and other civil rights and labor requirements.

One of the primary focuses of the Pre-bid Conference is to cover relevant information concerning the Contractor's requirements for developing and submitting an SPCD for review and approval, including both general and specific elements required in the SPCD. In addition, information on how the Contractor shall format the document to illustrate their plans for compliance with those provisions detailed out within this CSPP will also be provided.

Any changes or modifications recommended during the conference will be included in an addendum to the bid documents.

Copies of the proceedings, containing all items discussed, including responses to questions, will be made available to each of the participants, upon request.

3.1.3 PRE-CONSTRUCTION CONFERENCE

A pre-construction conference will be conducted by the Consultant to discuss operational safety, testing, quality control, quality acceptance, security, safety, labor requirements, environmental factors, and other issues. This meeting, among all parties affected by the construction, should assist in a better understanding of potential problems and possible solutions for the course of the performance of this contract.

The pre-construction conference shall be conducted as soon as practicable after the contract has been awarded and before issuance of the notice to proceed.

The invited participants for this meeting shall include the following parties:

- Design Team
- Airport management.
- Testing laboratory representative.
- Contractor and subcontractor(s).
- Contractor's project superintendent.
- Airport users impacted by the proposed construction.
- Federal, state, or local agencies affected by the proposed construction.

The FAA Airports regional or field office should ensure that all appropriate FAA offices (Air Traffic, Flight Standards, etc.), military installations, and Federal agencies that may have an interest in the project are notified.

The RS&H Team will prepare an agenda prior to the pre-construction conference. This will include but is not limited to:

- The scope of the project and the sequence and timing of all operations.
- Relationship between the Airport representative and the Contractor.
- Relationship between the FAA and the sponsor.
- Identification of the Contractor's superintendent and a discussion of his/her authority and responsibilities.
- Designation of sponsor representative responsible for notifying the Flight Service Station serving the airport of the proposed start and completion dates of construction or of any circumstances requiring a NOTAM. Planned coordination (Airport Management), control and communications needed for those closures and crossings identified for this project are discussed in detail in Section 3.9, *Notification of construction activities*.
- Scheduling of work and the need to perform certain items at various stages of the project, including operational safety problems that might arise because of the proposed work.
- Notice to proceed date.
- Safety during construction, including the responsibility for marking and lighting of closed and hazardous areas. See AC 150/5370-2G *Operational Safety on Airports During Construction*, AC 150/5340-1L, *Standards for Airport Markings*, and AC 150/5340-30J *Design and Installation Details for Airport Visual Aids*, current edition, for detailed information.
- Security requirements.
- The need for continuing vigilance for potential or existing hazards relative to any of the items associated with construction operations on an active or closed airfield surface.

3.1.4 CONTRACTOR PROGRESS MEETINGS

Weekly construction meetings shall be held to discuss work progress and to address current or potential security and safety concerns. These meetings may be adjusted to a day-to-day basis as necessary for specific work items. Operational safety and security shall be a standing agenda item for discussion during these weekly/daily construction progress meetings.

3.1.5 SCOPE OR SCHEDULE CHANGES

Changes in the scope and/or duration of the project may necessitate revisions to the CSPP. The FAA Airports Regional or District office shall be promptly notified of any proposed changes to this CSPP. Changes to this document require review and approval by the airport operator and the FAA prior to implementation. In addition, coordinate proposed changes with any and all appropriate local or federal government agencies (i.e. EPA, OSHA, TSA, state environmental agencies, etc.).

3.1.6 FAA ATO COORDINATION

Coordination with FAA ATO will be performed by Airport staff to schedule airway facility shutdowns and restarts. Taxiway A will be partially closed for the duration of the project. Upon phase and project completion, a taxiway inspection must be coordinated and scheduled well in advance of the intended facility restart.

3.2 PHASING

Construction phasing for this project will be coordinated with the local Air Traffic Control Tower personnel and airport users. The sequenced construction phases established in this CSPP have been incorporated into the project design and are reflected in the contract drawings and specifications. All phase durations to be coordinated with Airport Operations, but restrictions on closures are noted.

3.2.1 PHASE ELEMENTS

The sequence of construction for this project has been phased in order to maintain aircraft operations at an acceptable level of efficiency at the airport for the duration of this contract. General elements of sequencing and phasing are as follows:

- Construction Staging Areas
 - Staging areas will be located in association with the current phase of construction. The location of the Phase 1 staging areas will be in the FBO parking lot located outside of the AOA fence between the north and south apron. An alternative Phase 1 staging area, upon coordination with the Airport, is located on the northwest corner of the south apron or the south edge of the south apron. Staging areas for Phase 1 will be coordinated between Airport Operations and construction personnel.
 - The location of the Phase 2 construction staging area will be in the FBO parking lot located outside of the AOA fence between the north and south apron. An alternative Phase 2 staging area, upon coordination with the Airport, is located on the northwest corner of the south apron.
 - The location of the Phase 3 construction staging area and access will be identical to that of Phase 2.
 - Staging areas and access gates for each phase can be seen in the exhibits in Appendix A of this document.
- Construction Access and Haul Routes
 - Reference Appendix A Exhibits for routing layouts. Applicable control along Contractor haul routes for both safety and security must be maintained at all times. This is especially critical at those locations that require the Contractor to cross or move through active airfield surfaces. Reference Section 3.5.2 VEHICLE AND PEDESTRIAN OPERATIONS, Section 3.16

MARKING AND SIGNS FOR ACCESS ROUTES, and Section 3.18 PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS of this document for additional information. Airport Rescue and Fire Fighting (ARFF) Access Routes—Emergency ARFF access in and around the site will be maintained by the Contractor, as required, for the duration of this project. Contractor must prominently mark open trenches and excavations within the construction site, with approval from Airport Operations and Engineering, and light them with red lights during hours of restricted visibility or darkness.

- Required Hazard Marking and Lighting
 - Taxiway edge lighting shall remain illuminated on all areas open to aircraft operations. Therefore, a temporary lighting “jumper” plan will be discussed and coordinated with Airport Operations during the pre-bid and pre-construction meetings. Areas closed to aircraft operations in both Phase 1 and 2 shall have the current edge lighting circuit disconnected and de-energized to ensure safe removal and installation of the new taxiway edge lighting system.
 - Reference Section 3.16 MARKING AND SIGNS FOR ACCESS ROUTES, Section 3.17 HAZARD MARKING AND LIGHTING, and Section 3.18 PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS of this document for additional information.
- Lead Times for Required Notifications
 - The Contractor is required to coordinate with the Construction Manager and Airport Operations. Lead times for required notifications shall be established at the pre-construction meeting.

Phase specific elements addressed and taken into consideration during the development of the construction phasing for this project are as follows:

- Phase 1 – Mobilization and Submittals and South Taxiway A Construction Phase
- Phase 2 – North Taxiway A Construction Phase
- Phase 3- Taxiway A1 Construction Phase
- Phase 1A – South Taxiway A Final Pavement Markings
- Phase 2A – North Taxiway A Final Pavement Markings
- Closeout – Grant Closeout and Demobilization.

3.2.2 PRECONSTRUCTION PHASE

- This phase removed and associated work rolled into Phase 1, as part of Addendum 01.

3.2.3 PHASE 1

- The following airfield aircraft traffic operations will be modified during this Phase:
 - Taxiway A south of Taxiway A3 including Taxiways A4, A5, and A6 will be closed to aircraft operations.
- The contractor must complete Phase 1 within 120 calendar days of commencement.
- Reference the exhibits of Attachment A of this document for the barricade locations and additional safety measures.
- This Phase is designated for coordination between the Contractor and the Airport for access to and from the staging area and the construction site, as well as other security items such as badging.
- This Phase will also provide time for Contractor submittals to be compiled, submitted and reviewed to potentially avoid delays during construction.

- All work in Phase 1 may be completed during daytime or nighttime construction hours upon coordination with the Airport.
- Taxi routes: Taxiway A south of Taxiway A3 will be closed to aircraft operations. Aircraft landing on Runway 14 will be required to back-taxi on Runway 14-32 to exit at Taxiways A1-A3.
- Impacts to NAVAIDs: No changes are anticipated.
- Marking Changes: Temporary airfield pavement markings installed at the end of the phase as shown on the project proposed marking plan.
- Guidance Sign Changes: All guidance signs referencing Taxiway A4, A5, and A6 shall be blacked out or de-energized during Phase 1 construction.
- Reference the exhibits of Attachment A of this document for detailed project scope notes.

3.2.4 PHASE 2

- The following airfield aircraft traffic operations will be modified during this Phase:
 - Taxiway A between Taxiway A1 and Taxiway A3 including Taxiways A2 and A3 will be closed to aircraft operations.
- The contractor must complete Phase 2 within 50 calendar days of commencement.
- Reference the exhibits of Attachment A of this document for the barricade locations and additional safety measures.
- All work in Phase 2 may be completed during daytime or nighttime construction hours upon coordination with the Airport.
- Taxi routes: Taxiway A between Taxiway A1 and Taxiway A3 will be closed to aircraft operations. Aircraft landing on Runway 32 will be required to exit Runway 14-32 at Taxiway A1 (to north apron) or back-taxi on Runway 14-32 to exit at Taxiways A4-A6.
- Impacts to NAVAIDs: No changes are anticipated.
- Marking Changes: Temporary airfield pavement markings installed at the end of the phase as shown on the project proposed marking plan.
- Guidance Sign Changes: All guidance signs referencing Taxiway A2, and A3 shall be blacked out or de-energized during Phase 2 construction.
- Reference the exhibits of Attachment A of this document for detailed project scope notes.

3.2.5 PHASE 3

- The following airfield aircraft traffic operations will be modified during this Phase:
 - Taxiway A1 and the stub connector between the North Apron and Taxiway A1 be closed to aircraft operations.
- The contractor must complete Phase 3 within 10 calendar days of commencement.
- Reference the exhibits of Attachment A of this document for the barricade locations and additional safety measures.
- All work in Phase 3 may be completed during daytime or nighttime construction hours upon coordination with the Airport.
- Taxi routes: Taxiway A1 will be closed to aircraft operations. Aircraft landing on Runway 32 will be required to back-taxi on Runway 14-32 to exit at Taxiways A2-A6.
- Impacts to NAVAIDs: No changes are anticipated.
- Marking Changes: Temporary airfield pavement markings installed at the end of the phase as shown on the project proposed marking plan.

- Guidance Sign Changes: All guidance signs referencing Taxiway A1 shall be blacked out or de-energized during Phase 3 construction.
- Reference the exhibits of Attachment A of this document for detailed project scope notes.

3.2.6 PHASE 1A

- The following airfield aircraft traffic operations will be modified during this Phase:
 - Taxiway A south of Taxiway A3 including Taxiways A4, A5, and A6 will be closed for up-to three work shifts for the installation of permanent pavement markings.
- The Contractor must coordinate work requiring taxiway closure with Airport Operations.
- Reference the exhibits of Attachment A of this document for the barricade locations and additional safety measures.
- All work in Phase 1A may be completed during daytime or nighttime construction hours.
- Work within Phases 1A will commence no sooner than 30 calendar days from the last application of bituminous seal coat in Phase 1 construction areas.
- Taxi routes: Taxiway A south of Taxiway A3 will be closed to aircraft operations. Aircraft landing on Runway 14 will be required to back-taxi on Runway 14-32 to exit at Taxiways A1-A3.
- Impacts to NAVAIDs: No changes are anticipated.
- Marking Changes: Permanent runway pavement markings will be installed over previously installed temporary pavement markings on Taxiway A south of Taxiway A3.
- Guidance Sign Changes: All guidance signs referencing Taxiway A4, A5, and A6 shall be blacked out or de-energized during Phase 1 closures.
- Reference the exhibits of Attachment A of this document for detailed project scope notes.

3.2.7 PHASE 2A

- The following airfield aircraft traffic operations will be modified during this Phase:
 - Taxiway A between Taxiway A1 and Taxiway A3 including Taxiways A1, A2, and A3 will be closed for up-to three work shifts for the installation of permanent pavement markings.
- The Contractor must coordinate work requiring taxiway closure with Airport Operations.
- Reference the exhibits of Attachment A of this document for the barricade locations and additional safety measures.
- All work in Phase 2A may be completed during daytime or nighttime construction hours.
- Work within Phases 2A will commence no sooner than 30 calendar days from the last application of bituminous seal coat in Phase 2 construction areas.
- Taxi routes: Taxiway A between Taxiway A1 and Taxiway A3 will be closed to aircraft operations. Aircraft landing on Runway 32 will be required to back-taxi on Runway 14-32 to exit at Taxiways A4-A6.
- Impacts to NAVAIDs: No changes are anticipated.
- Marking Changes: Permanent runway pavement markings will be installed over previously installed temporary pavement markings on Taxiway A between Taxiway A1 and A3.
- Guidance Sign Changes: All guidance signs referencing Taxiway A1, A2, and A3 shall be blacked out or de-energized during Phase 2A closures.
- Reference the exhibits of Attachment A of this document for detailed project scope notes.

3.2.8 CLOSEOUT

- The Contractor will be given 14 days maximum for the Closeout Phase.
- The Closeout Phase will not include any construction activities other than demobilizing from the site and restoration of the Contractor's staging area.
- This Phase is designated for Contractor demobilization from the site and the submittal of all required closeout documentation.

3.3 AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

Runways, taxiways and other airfield surfaces shall remain in use by aircraft to the maximum extent possible without compromising safety. The performance of this contract will require closures of Taxiways A, A1, A2, A3, A4, A5, and A6. These phase areas are graphically illustrated in the attached exhibits, Appendix A, Section 3.2 *Phasing*.

3.3.1 IDENTIFICATION OF AFFECTED AREAS

See 2.b *Construction Safety Drawings* above for graphical identification of areas affected by construction operations. Of particular concern are the following:

- Closing, of Taxiway A and Taxiways A1-A6.
- Closing of Aircraft Rescue and Fire Fighting (ARFF) access routes: The Contractor is required to maintain access in and around the project work area for all ARFF vehicles.
- Closing of access routes used by airport and airline support vehicles: No impacts to airport operations other than the airfield closures listed above.
- Interruption of utilities, including water supplies for firefighting: No utility impacts will be encountered by this project. Work pertaining to existing utilities will be performed without impacting service to Airport.
- Approach/Departure surfaces affected by heights of objects: Equipment shall not exceed 50 feet in height.

Construction areas: These areas include the project work area, storage/stockpile areas, staging areas, and Contractor haul routes near active airfield surfaces. These areas are identified graphically in attached exhibits. The associated Phase 1 and 2 specified locations will be the staging area for all materials and equipment used by the Contractor and shall be coordinated with Airport Operations prior to each construction phase.

3.3.2 MITIGATION OF EFFECTS

This CSPP has established specific requirements and operational procedures necessary to maintain the safety and efficiency of airport operations during the construction of this project.

All coordination pertaining to airport operations during construction will go through the Airport Engineer and the Operations Manager. Any required NOTAM's to be issued will be sent through the Airport's Construction Management Representative and issued by Airport Operations.

3.3.3 TEMPORARY CHANGES TO RUNWAY AND/OR TAXIWAY OPERATIONS

The affected taxiways identified in the previous section for reduced access or identified as being closed entirely to aircraft traffic, will be barricaded using low profile, lighted barricades placed as shown in the exhibits provided in Appendix A. In addition, required NOTAM's shall be issued on the various temporary changes to aircraft access through the affected areas.

3.3.4 DETOURS FOR ARFF AND OTHER AIRPORT VEHICLES

The project work site shall remain open to all ARFF vehicles in emergency situations. The Contractor is required to maintain access in and around the project work area for all ARFF vehicles. Proper routing of this traffic will be effectively communicated to all supervisory personnel involved in the construction project.

3.3.5 MAINTENANCE OF ESSENTIAL UTILITIES

Special attention shall be given to preventing unscheduled interruption of utility services and facilities. Where required due to construction purposes, the FAA shall locate all of their underground utilities. The Contractor shall locate and/or arrange for the location of all the underground utilities. When an underground cable or utility is damaged due to the Contractor's negligence the Contractor shall immediately repair the affected cable or utility at his/her own expense. Full coordination between airport staff, field inspectors, and construction personnel will be exercised to ensure that all airport power and control cables are fully protected prior to any excavation. Locations of cabling and other underground utilities will be marked prior to beginning excavation.

3.3.6 TEMPORARY CHANGES TO AIR TRAFFIC CONTROL PROCEDURES

Changes to air traffic control procedures must be coordinated with airport ATO.

3.4 PROTECTION OF NAVIGATION AIDS (NAVAIDS)

Before commencing construction activity, parking vehicles, or storing construction equipment and materials near a NAVAID, coordination with the appropriate FAA ATO to evaluate the effects of construction activity and the required distances and direction from the NAVAID is required. Construction activities, materials/equipment storage, and vehicle parking near electronic NAVAIDs require special consideration since they may interfere with lines of site and signals essential to air navigation.

3.5 CONTRACTOR ACCESS

This CSPP details those areas to which the Contractor must have access, and how Contractor personnel will access those project work areas.

3.5.1 LOCATION OF STOCKPILED CONSTRUCTION MATERIALS

Stockpiled materials and equipment storage are not permitted within the RSA/TSA, OFZ or OFA of an operational runway or taxiway. Stockpiled materials and equipment adjacent to these areas are to be prominently marked and lighted during hours of restricted visibility or darkness. Stockpiled material shall be constrained in a manner to prevent movement resulting from either aircraft jet blast or wind conditions in excess of ten miles per hour. In addition, stockpiled material shall have silt fence located around the material to prevent FOD from moving onto the airfield pavements or polluting watercourses.

Open trenches exceeding 3 inches in depth and 5 inches in width or stockpiled material are not permitted within the limits of safety areas of operational runways or taxiways. Stockpiled material shall not be permitted within the protected areas of the runways or allowed to penetrate any of the protected airspace.

In addition, all demolished pavement materials and unclassified excavation materials shall be removed and legally disposed of off airport property and not stockpiled on airport property.

Reference Section 3.7 *Foreign Object Debris (FOD) Management* and Section 3.18 *Protection of Runway and Taxiway Safety Areas* for additional information regarding stockpile management.

3.5.2 VEHICLE AND PEDESTRIAN OPERATIONS

Vehicle and pedestrian access routes for airport construction projects must be controlled to prevent inadvertent or unauthorized entry of persons, vehicles, or animals onto the AOA. The airport operator will coordinate requirements for vehicle operations with the affected airport tenants, Contractors and the FAA air traffic manager. Specific vehicle and pedestrian requirements for this project are as follows:

All construction vehicles and personnel shall be restricted to the immediate work areas specified by the contract for this project. These areas include the haul routes into the work area, the designated Contractor staging area and the area under construction. Use of alternate haul routes or staging areas by the Contractor shall not be permitted without prior notification and approval by Airport Operations.

Access or haul routes used by Contractor vehicles must be clearly marked to prevent inadvertent entry to areas open to airport operations. Construction traffic must remain on the haul road, never straying from the approved paths. Maintenance and upkeep of the haul roads are the responsibility of the Contractor. Dust must be removed from the haul roads by mechanical sweeping. Application of water on dirt or gravel haul routes must be provided as often as necessary. Haul roads in any airport traffic areas must be especially monitored for dust and debris to prevent any potential Foreign Object Debris (FOD) situations. The Contractor is responsible for any damage caused by construction traffic on the haul roads, regardless of whether in an approved or un-approved traffic area. Following construction completion, the Contractor shall grade, reseed, clean or otherwise restore the haul route areas to their original conditions prior to construction activities. Special attention must be given to ensure that if construction traffic is to share or cross any ARFF routes that ARFF right of way is not impeded at any time, and that construction traffic on haul roads do not interfere with NAVAIDs or approach surfaces of operational runways. Work necessary in maintaining the haul roads and compliance with safety and security requirements is considered incidental to the project, and therefore, shall not be directly paid for.

Contractor parking and equipment staging areas shall be coordinated with the Airport. Contractor must service all construction vehicles within the limits of the project work area or the Contractor staging area. Parked construction vehicles must be outside the OFZ and never in the safety area of an active runway or taxiway. In some cases, a complex setup procedure makes movement of specialized equipment infeasible (i.e. slip form paving machines and concrete hard forms); inactive equipment must not be parked on closed taxiways or runways. If it is necessary to leave specialized equipment on a closed taxiway or runway at night, the equipment must be well lighted. Employees shall also park construction vehicles outside the OFA when not in use by construction personnel (for example, overnight, on weekends, or during other periods when construction is not active). Parking areas must not obstruct the clear line of sight by the ATCT to any taxiways or runways under air traffic control nor obstruct any runway visual aids, signs, or navigation aids. The FAA must also study those areas to determine effects

on airport design criteria, surfaces established by 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace (Part 77), and on NAVAIDs and Instrument Approach Procedures (IAP).

Vehicles entering the AOA, prior to construction, shall have their tires inspected for FOD. The inspections shall consist of a complete walk around the vehicle to check the tires for FOD and remove any loose materials.

At no time will vehicles or personnel enter portions of the secure AOA outside the contract area unless permitted and accompanied by an airport approved escort.

Operations personnel shall maintain radio communication with air traffic control and monitoring air traffic control frequencies at all times.

All vehicles operating on the airport and in the general vicinity of the safety area or in aircraft movement areas must be marked with flashing yellow/amber beacons or orange and white flags during daylight hours. In addition, the vehicles and equipment will have identifying symbols at a minimum of 8-inch block-type characters of contrasting color that are easily legible. During hours of darkness or low visibility they shall be marked with at least flashing yellow/amber beacons.

Beacons and flags must be maintained to standards and in good working and operational condition. Beacons must be located on the uppermost part of the vehicle structure, visible from any direction, and flash 75 +/- 15 flashes per minute. Flags shall be 3' by 3' with alternating 1' by 1' international orange and white squares and shall be replaced by the Contractor if they become faded, discolored, or ragged as determined by Airport Operations.

No personnel may operate vehicles in the area of operations unless they have first completed and passed an approved driver training class. All personnel operating vehicles on site must attend and complete the airport's driver training course prior to operating vehicles onsite.

At no time shall active taxiways or runways be crossed by construction equipment without notification and proper approval/clearance from Airport Operations and air traffic control.

Aircraft traffic will continue to use existing runways, aprons, and taxiways of the Airport during the time that work under a contract is being performed. The Contractor shall, at all times, conduct the work as to create no hindrance, hazard, or obstacle to aircraft using the Airport.

Airport operators and Contractors must also maintain a high level of security during construction when access points are created in the security fencing to permit construction vehicle access. Temporary gates shall be equipped and/or manned by construction personnel to prevent unauthorized access by vehicles, animals or people. Procedures conforming to Airport security protocols should be in place to ensure that only authorized persons and vehicles have access to the AOA and to prohibit "piggybacking" behind another person or vehicle. Access shall be made available at all times to all airport emergency vehicles traveling to operations areas within the proximity of the construction work zone.

3.6 WILDLIFE MANAGEMENT

Construction Contractors must carefully control and continuously remove waste or loose materials that might attract wildlife. Contractor personnel must be aware of and avoid construction activities that can create wildlife hazards on airports.

- **Trash.** Food scraps from construction personnel activity must be collected.

- **Standing water.** Water shall not be allowed to collect and pool for more than any single 24-hour period.
- **Tall grass and seeds.**
- **Poorly maintained fencing and gates.**
- **Disruption of existing wildlife habitat.** Not applicable to this project.

3.7 FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

Special care and measures shall be taken to prevent Foreign Object Debris / Damage (FOD) when working in an airport environment. The Contractor shall be held responsible for implementing an approved FOD Management Plan as a part of the SPCD. The FOD Management Plan will have procedures for prevention, regular cleanup, and containment of construction material and debris. The Contractor will ensure all vehicles related to the construction project using paved surfaces in the AOA shall be free of any debris that could create a FOD hazard. Special attention will be given to the cleaning of cracks and pavement joints. All taxiways, aprons, and runways must remain clean. Waste containers with attached lids shall be required on construction sites.

Special attention should be given to securing lightweight construction material (concrete insulating blankets, tarps, insulation, etc.). Specific securing procedures and/or chain-link enclosures may be required.

Contractors will provide their own equipment for vehicle and equipment washing and clean up. All personnel will be responsible for picking up FOD or reporting spills/hazards.

Immediate access to a power sweeper is required when construction occurs on any pavement area inside the AOA, unless an appropriate alternative has been approved by the Airport Engineer and Airport Operations Manager.

3.8 HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

Contractors operating construction vehicles and equipment on the airport must be prepared to expeditiously contain and clean-up spills resulting from fuel, hydraulic fluid, or other chemical fluid leaks. Transport and handling of other hazardous materials on an airport also requires special procedures. To that end, the Contractor is required to develop and implement spill prevention and response procedures for vehicle operations. The Contractor shall incorporate these procedures into the SPCD. This includes maintenance of appropriate MSDS data and appropriate prevention and response equipment on-site. Refer to FAA AC 150/5320-15 *Management of Airport Industrial Waste* for more information.

3.9 NOTIFICATION OF CONSTRUCTION ACTIVITIES

Following is information and procedures for immediate notification of airport users and the FAA of any conditions adversely affecting the operational safety of the airport.

3.9.1 POINTS OF CONTACT/LIST OF RESPONSIBLE REPRESENTATIVES

Information, Compliance, and Assistance:

(850) 651-7160

Notices to Airmen (NOTAM)

Only the airport operator may initiate or cancel NOTAMs on airport conditions and is the only entity that can close or open a runway or taxiway. The airport operator must coordinate the issuance, maintenance, and cancellation of NOTAMs about airport conditions resulting from construction activities with tenants

and the local air traffic facility (control tower, approach control, or air traffic control center), and must provide information on closed or hazardous conditions on airport movement areas to the FAA Flight Service Station (FSS) so it can issue a NOTAM. The airport operator must file and maintain a list of authorized representatives with the FSS. Only the FAA may issue or cancel NOTAMs on shutdown or irregular operation of FAA owned facilities. Any person having reason to believe that a NOTAM is missing, incomplete, or inaccurate must notify the airport operator. See FAA AC 150/5370 2G, Section 3.a.1 regarding issuing NOTAMs for partially closed runways versus runways with displaced thresholds.

Any NOTAMs for planned airfield closures for this project must be coordinated through the airport operations manager and the airports duly appointed construction management representative. Reference Section 3.2 *Phasing* for planned closures for this project, which require issuance of a NOTAM.

3.9.2 EMERGENCY NOTIFICATION PROCEDURES

In the event of an emergency, the Contractor shall be required to Airport Dispatch by calling (850) 651-7160.

In the event of an aircraft emergency, severe weather conditions, or any issue as determined by the Airport that may affect aircraft operations, the Contractor's personnel and/or equipment may be required to immediately vacate the area(s) affected. Points of contact for the various parties involved with the project shall be identified and shared at the pre-construction meeting among the various parties, reference Section 3.1.3 *Pre-construction Conference*. Specific emergency notification procedures shall be incorporated into the Contractor's SPCD.

3.10 COORDINATION WITH ARFF PERSONNEL

The Contractor shall coordinate, through the duly appointed airport representative, with ARFF personnel, mutual aid providers, and other emergency services if construction requires the following:

- The deactivation and subsequent reactivation of water lines or fire hydrants, or
- The re-routing, blocking and restoration of emergency access routes, or
- The use of hazardous materials on the airfield.

Procedures and methods for addressing any planned or emergency response actions on the airfield concerning this project shall be established and implemented prior to the start of construction.

3.11 NOTIFICATION TO THE FAA

3.11.1 PART 77

Any person proposing construction or alteration of objects that affect navigable airspace, as defined in Part 77, must notify the FAA. This includes construction equipment and proposed parking areas for this equipment (i.e. cranes, graders, other equipment) on airports. FAA Form 7460-1, Notice of Proposed Construction or Alteration, can be used for this purpose and submitted to the appropriated FAA Airports Regional or District Office.

3.11.2 PART 157

With some exceptions, Title 14CFR Part 157, Notice of Construction, Alteration, Activation, and Deactivation of Airports, requires that the airport operator notify the FAA in writing whenever a non-Federally funded project involves the construction of a new airport; the construction, realigning, altering, activating, or abandoning of a runway, landing strip, or associated taxiway; or the deactivation or abandoning of an entire airport. Notification involves submitting FAA Form 7480-1, Notice of Landing Area Proposal, to the nearest FAA Airports Regional or District Office. It is not anticipated that Part 157 notifications will be required for this project.

3.11.3 NAVAIDS

For emergency (short-notice) notification about impacts to both airports owned and FAA owned NAVAIDs, contact: (850) 651-7160, Airport Operations.

3.11.3.1 Airport Owned/FAA Maintained.

If construction operations require a shutdown of more than 24 hours, or more than 4 hours daily on consecutive days, of a NAVAID owned by the airport but maintained by the FAA, provide a 45-day minimum notice to FAA ATO/Technical Operations prior to facility shutdown.

3.11.3.2 FAA Owned

The airport operator must notify the appropriated FAA ATO Service Area Planning and Requirements (P&R) Group a minimum of 45 days prior to implementing an event that causes impacts to NAVAIDs. (Impacts to FAA equipment covered by a Reimbursable Agreement (RA) do not have to be reported by the airport operator). Coordinate work for an FAA owned NAVAID shutdown with the local FAA ATO/Technical Operations office, including any necessary reimbursable agreements and flight checks. Detail procedures that address unanticipated utility outages and cable cuts that could impact FAA NAVAIDs. In addition, provide seven days' notice to schedule the actual shutdown.

3.12 INSPECTION REQUIREMENTS

3.12.1 DAILY (OR MORE FREQUENT) INSPECTIONS

Inspections shall be conducted by the Contractor at least daily, but more frequently if necessary, to ensure conformance with the CSPP. A sample checklist is provided in Reference 1 of this document. In addition to Contractor's required inspections, airport operations will inspect the construction site three (3) times a day to ensure compliance with the CSPP and the SPCD. The Engineer will have full-time inspectors monitoring activity throughout construction.

3.12.2 FINAL INSPECTIONS

A final inspection with the Engineer and Airport will take place prior to allowing airport operations to resume.

3.12.3 UNDERGROUND UTILITIES

Special attention shall be given to preventing unscheduled interruption of utility services and facilities. Where required due to construction purposes, the FAA shall locate all of their underground cables. The

Contractor shall locate and/or arrange for the location of all the underground cables. When an underground cable is damaged due to the Contractor's negligence the Contractor shall immediately repair the cable affected at his/her own expense. Full coordination between airport staff, field inspectors, and construction personnel will be exercised to ensure that all airport power and control cables are fully protected prior to any excavation. Locations of cabling will be marked prior to beginning excavation.

3.13 PENALTIES

Failure on the part of the Contractor to adhere to prescribed requirements may have consequences that jeopardize the health, safety or lives of customers and employees at the airport. The Airport may issue warnings on the first offense based upon the circumstances of the incident. Individuals involved in non-compliance violations may be required to be prohibited from working at the airport, pending an investigation of the matter.

Penalties for violations related to airport safety and security procedures will be established by the Airport and/or may be assessed by the FAA, TSA, or a court of competent jurisdiction.

Note: Project shutdown or misdemeanor citations may be issued on a first offense. When construction operations are suspended, activity shall not resume until all deficiencies are rectified.

3.14 SPECIAL CONDITIONS

In the event of an aircraft emergency, the Contractor's personnel and/or equipment may be required to immediately vacate the area. The Contractor will receive notification from airport operations when special conditions require the construction site to be vacated. In any event, extreme care should be exercised should construction personnel identify any ARFF (Airport Rescue and Fire-Fighting) vehicle moving toward the Runway with emergency lights displayed. This will generally mean that an emergency situation is imminent.

3.15 RUNWAY AND TAXIWAY VISUAL AIDS

Marking, lighting, signs, and visual NAVAIDs. Those areas where aircraft will be operating shall be clearly and visibly separated from construction areas, including closed runways. Throughout the duration of the construction project, the Contractor shall inspect and verify that these areas remain clearly marked and visible at all times and that marking, lighting, signs and visual NAVAIDs remain in place and operational.

3.15.1 GENERAL

Airport markings, lighting, signs, and visual NAVAIDs must be clearly visible to pilots, not misleading, confusing, or deceptive. All must be secured in place to prevent movement by prop wash, jet blast, wing vortices, or other wind currents and constructed of materials that would minimize damage to an aircraft in the event of inadvertent contact.

3.15.2 MARKINGS

Markings must be in compliance with the standards of AC 150/5340-1L, *Standards for Airport Markings*, current edition, and the drawings and technical specifications of this project.

3.15.3 LIGHTING AND VISUAL NAVAIDS

All taxiway edge lights in those sections of taxiways closed to aircraft traffic will be either de-energized or blacked out by use of an appropriately cut length of PVC pipe. Centerline lighting that conflicts with

the closed taxiway routing shall be either de-energized, removed from the circuit by use of jumpers or as detailed in the project drawing set. Lighting must conform to AC 150/5340-30, *Design and Installation Details for Airport Visual Aids*, AC 150/5345-50, *Specification for Portable Runway and Taxiway Lights*, and AC 150/5345-53, *Airport Lighting Certification Program*.

3.15.4 SIGNS

All taxiway signs in those sections of taxiways closed to aircraft traffic will be either de-energized or blacked out by use of a non-transparent material. Signs are required to conform to AC 150-5345-44, *Specification for Runway and Taxiway Signs*, AC 50/5340-18, *Standards for Airport Sign Systems*, and AC 150/5345-53, *Airport Lighting and Certification Program*.

3.16 MARKING AND SIGNS FOR ACCESS ROUTES

Location of haul routes on the airport site shall be as specified in the project drawing set and as provided graphically in the attached exhibits, reference Appendix A, Sheets C003 and C004. It shall be the Contractor's responsibility to coordinate off-site haul routes with the appropriate owner who has jurisdiction over the affected route. The haul routes, to the extent possible, shall be marked and signed in accordance with FAA airfield signage requirements found in AC 150\5340-18, Latest Edition, the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) and/or state highway specifications. Signs adjacent to areas used by aircraft must meet the airfield general frangibility requirements located in FAA AC 150\5220-23, and as required by the airport and subsequent approval by the Owner. Meeting airfield frangibility requirements may require modification to size and height guidance in the MUTCD.

3.17 HAZARD MARKING AND LIGHTING

3.17.1 PURPOSE

Hazard marking and lighting prevents pilots from entering areas closed to aircraft, and prevents construction personnel from entering areas open to aircraft. To that end, comprehensible warning indicators for any area affected by construction that is normally accessible to aircraft, personnel, or vehicles shall be installed and maintained by the Contractor for the duration of construction operations. Hazard marking and lighting shall also be used for the identification of open manholes, small areas under repair, stockpiled material, waste areas, and taxiway object free areas (TOFA's).

3.17.2 EQUIPMENT

Type 1-Low profile barricades of the type detailed in the project drawings shall be placed at the edge of existing taxiway safety areas. Layout locations for this equipment are shown in the project drawing set and attached exhibits, reference Appendix A, Exhibits C002 thru C004. Barricade spacing shall be such that a breach is physically prevented barring a deliberate act. The Contractor shall have a person on call 24 hours a day for emergency maintenance of airport hazard lighting and barricades. The Contractor must file the contact person's information with the airport operator. Lighting should be checked for proper operation at least once per day, preferably at dusk.

3.18 OTHER LIMITATIONS ON CONSTRUCTION

3.18.1 PROHIBITIONS

The following prohibitions are in effect for the duration of this project:

- No use of equipment with a height of over 50 feet (cranes, concrete pumps, and so on) unless a 7460-1 determination letter is issued for such equipment.
- No use of open flames welding or torches unless fire safety precautions are provided and the airport operator has approved their use.
- No use of electrical blasting caps or explosives of any kind on or within 1,000 ft (300 m) of the airport property.
- No use of flare pots within the AOA.

3.18.2 RESTRICTIONS

- Construction shall not occur inside the Runway Safety Area (RSA) of an active runway at any point in time.

APPENDIX A: PROJECT SPECIFIC EXHIBITS



DESTIN EXECUTIVE AIRPORT
DESTIN, FLORIDA

TAXIWAY A PREVENTATIVE REHABILITATION AND LIGHTING IMPROVEMENTS

CONSULTANTS

811
 CALL 48 HOURS BEFORE YOU DIG
 IT'S THE LAW!
 Know what's below. Call before you dig.
 SHIMMER STATE INC. CALL US AT 800-451-1012
 CALL 48 HOURS BEFORE DIGGING
 FAA FACILITIES 850-942-9897

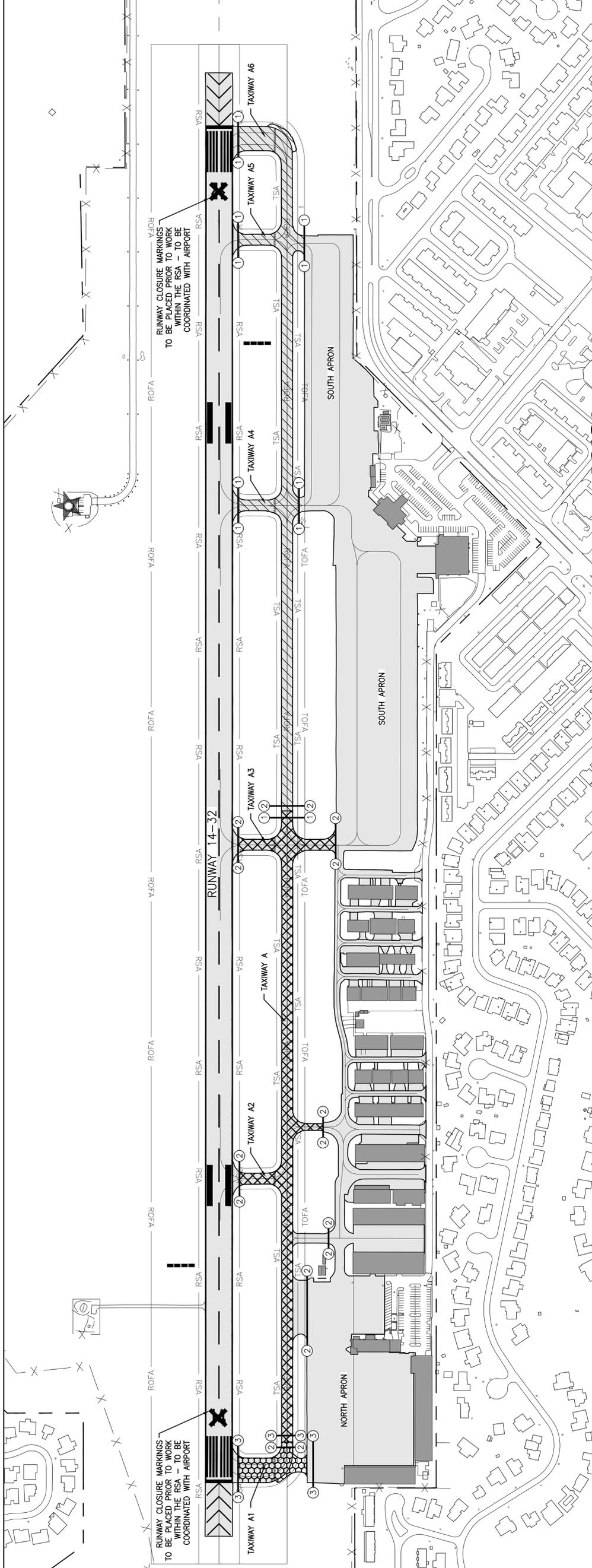
NO.	DESCRIPTION	DATE
1	ADD #01	12/12/19

DATE ISSUED: OCTOBER 3, 2019
 REVIEWED BY: MHT
 DRAWN BY: AHS
 DESIGNED BY: MHT

AEP PROJECT NUMBER: 201-0251-012
 © 2019 REINHOLD, SMITH AND HILLS, INC.

OVERALL PHASING PLAN

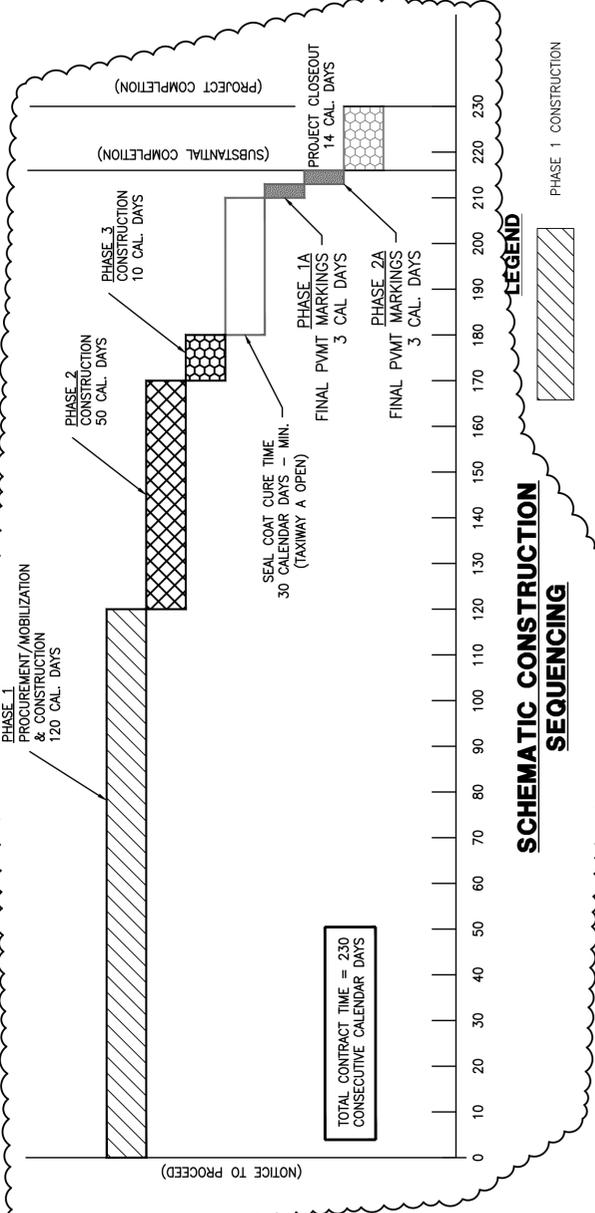
SHEET NUMBER
C004
 BID DOCUMENTS



GENERAL PHASING NOTES:

- THE CONSTRUCTION PHASING OUTLINED IN THE PLANS IS BROKEN INTO THREE PHASES OF CONSTRUCTION. ALL PHASES OF WORK ARE WITHIN THE AIRCRAFT OPERATIONS AREA (AOA). ALL WORK WITHIN THE LIMITS SHOWN ON THE PHASING DRAWINGS SHALL BE COMPLETED DURING THAT RESPECTIVE PHASE.
- CONSTRUCTION NARRATIVE:**
 PHASE 1 - INCLUDES PROCUREMENT OF MATERIALS AND SUPPLIES, MOBILIZATION AND PREPARATION OF EQUIPMENT. START OF CONSTRUCTION ACTIVITY IN PHASE 1 SHALL BE COORDINATED WITH AIRPORT STAFF IN ORDER TO MINIMIZE IMPACTS TO AIR TRAFFIC OPERATIONS.
- PHASE 1, 2 & 3 OF CONSTRUCTION - INCLUDES INSTALLATION OF ALL BARRICADES, LOCK OUT/TAG OUT OF AIRFIELD ELECTRICAL SYSTEMS, INSTALLATION OF TEMPORARY LIGHTING CONTROLS, TAXIWAY EDGE LIGHT REPLACEMENT, INSTALLATION OF TAXIWAY CRACK LIGHTS, INSTALLATION OF CONSTRUCTION BARRICADES, TAXIWAY CRACK LIGHTS, TAXIWAY CRACK LIGHT CLEANING AND PREPARATION, INSTALLATION OF TEMPORARY PROPOSED PAVEMENT MARKINGS, REMOVAL OF BARRICADES, AND REOPENING ALL AIRFIELD PAVEMENTS. TAXIWAY A IN PHASE 1, 2, & 3 AREAS AS INDICATED SHALL BE CLOSED TO AIRCRAFT FOR THE DURATION OF THIS PHASE.
- PHASE 1A & 2A CONSTRUCTION - AFTER A MINIMUM OF 30 CALENDAR DAYS HAS PASSED SINCE THE ASSOCIATED PHASE FINAL APPLICATION OF BITUMINOUS SEAL COAT, THE CONTRACTOR SHALL INSTALL FINAL RUNWAY PAVEMENT MARKINGS WITH REFLECTIVE BEADS OVER UP-TO THREE DAYS TO COMPLETE IN PHASE 1. CONTRACTOR WILL BE GIVEN UP-TO THREE DAYS TO COMPLETE THE FINAL RUNWAY PAVEMENT MARKINGS. CONTRACTOR SHALL COORDINATE THE WORK FOR FINAL RUNWAY PAVEMENT MARKINGS WITH THE ENGINEER AND AIRPORT OPERATIONS A MINIMUM OF 7 CALENDAR DAYS BEFORE COMMENCING THE WORK IN PHASE 1A AND 2A.
- CLOSEOUT - INCLUDES RESTORATION OF STAGING AREA TO ORIGINAL CONDITION, DEMOBILIZATION OF ALL MATERIAL AND EQUIPMENT, SUBMISSION OF ALL REQUIRED CLOSEOUT PAPERWORK, AND FINAL INVOICING.
- DUE TO THE IMPORTANCE OF MAINTAINING AIRFIELD OPERATIONS AND SAFETY WHILE WORKING WITHIN THESE AREAS, IT IS THE CONTRACTOR'S RESPONSIBILITY TO BE AWARE OF AND TO IMPLEMENT, THE GUIDELINES ESTABLISHED IN THE PROVISIONS UNDER SAFETY AND SECURITY.
- THE CONTRACTOR SHALL AT ALL TIMES, COORDINATE HIS/HER EFFORTS WITH THE RPR AND AIRPORT STAFF. IF ANY PROBLEMS ARISE DURING THE CONSTRUCTION SEQUENCING, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE RPR AND AIRPORT STAFF TO RESOLVE SAID PROBLEMS PRIOR TO CONTINUING THE WORK.
- THE CONTRACTOR SHALL PERFORM ALL FINAL CLEANUP WORK PRIOR TO A FINAL INSPECTION. THE CONTRACTOR SHALL ALSO CONTINUOUSLY CLEAN UP DURING EACH PHASE OF THE PROJECT.
- THE CONTRACTOR SHALL HIRE A VACUUM TRUCK, AS NECESSARY TO MAINTAIN CLEAN WORK AREAS AND HAUL ROUTES. IT IS IMPERATIVE THAT NO DAMAGE BE DONE TO ANY AIRCRAFT DUE TO FOREIGN OBJECT DEBRIS (FOD). ANY DAMAGE DONE TO AIRCRAFT WHICH IS ATTRIBUTABLE TO FOD FROM THE CONSTRUCTION

- AREAS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE WITH NO REIMBURSEMENT BY THE AIRPORT, RPR OR THEIR AUTHORIZED REPRESENTATIVES. THERE ARE NOT RESTRICTIONS TO CONTRACTOR WORK HOURS ON THIS PROJECT.
- THE CONTRACTOR'S FIELD OPERATIONS AREAS FOR STORAGE OF EQUIPMENT, SUPPLIES AND FIELD OFFICES SHALL BE LOCATED IN THE STAGING AREA SHOWN ON THE PLANS. ALL AREAS DESIGNATED FOR STORAGE OF EQUIPMENT OVERNIGHT, FOR STORAGE OF FUELING FACILITIES, MATERIALS AND OFFICES SHALL BE APPROVED BY THE AIRPORT MANAGEMENT AND RPR PRIOR TO MOBILIZATION OF ANY EQUIPMENT OR FIELD OFFICES AND CERTIFIED BY THE CONTRACTOR THAT THE FACILITIES MEET ALL APPLICABLE LOCAL, STATE, AND FEDERAL REQUIREMENTS.
- APPROPRIATE EROSION CONTROL MEASURES SHALL BE ACCOMPLISHED PRIOR TO BEGINNING THE RESPECTIVE PHASE. REMOVAL OF TEMPORARY EROSION CONTROL SHALL BE ACCOMPLISHED BY THE CONTRACTOR EITHER AT THE COMPLETION OF THE ASSOCIATED PHASE OR THEREAFTER AS DIRECTED BY THE RPR.
- THE COMPLETION OF ANY PHASE OF WORK AND SUBSEQUENT USEAGE BY THE OWNER DOES NOT DEFINE FINAL ACCEPTANCE OF THE WORK IN THAT PHASE. WHEN ALL PHASES AND SUBPHASES ARE COMPLETE AND A FINAL INSPECTION OF THE ENTIRE PROJECT HAS OCCURRED AND ALL ASSOCIATED PUNCH LIST ITEMS HAVE BEEN COMPLETED TO THE SATISFACTION OF THE AIRPORT MANAGEMENT AND RPR, THEN THE ENTIRE PROJECT WILL BE ACCEPTED.
- THE CONTRACTOR SHALL SUBMIT TO THE RPR AND OWNER A DETAILED CONSTRUCTION SCHEDULE 4 WEEKS PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACT DOCUMENTS PROVIDE A CONSTRUCTION SEQUENCE AND SAFETY PARAMETERS WHICH MUST BE INCORPORATED INTO THE CONSTRUCTION SCHEDULE.
- ALL BARRICADES SHALL BE INSTALLED WHERE DIRECTED BY AIRPORT MANAGEMENT AND THE RPR. THE LOCATIONS OF BARRICADES SHOWN ON THE PHASING PLAN REFLECT THE GENERAL VICINITY OF WHERE BARRICADES ARE TO BE INSTALLED. THE EXACT LOCATIONS SHALL BE DETERMINED PRIOR TO PLACEMENT.
- DURING CONSTRUCTION THE CONTRACTOR WILL PROVIDE TWO (2) LIGHTED BARRICADES AT EACH THRESHOLD. THE LIGHTED MARKERS SHALL BE PLACED AT THE RUNWAY NUMBERS. ALL RUNWAY LIGHTING AND SIGNAGE MUST BE SHUT DOWN AND LOCKED OUT/TAGGED OUT AT THE VAULT DURING RUNWAY CLOSURE.
- CONTRACTOR SHALL COORDINATE WITH AIRPORT STAFF TO DISCONNECT RUNWAY LIGHTS AND LOCK OUT/TAG OUT CIRCUITS AT THE ELECTRICAL VAULT PRIOR TO WORK ON THE RUNWAY. CONTRACTOR SHALL COORDINATE WITH THE OWNER 72-HOURS PRIOR TO WORK IN ORDER FOR THE OWNER TO ISSUE A NOTAM.



REFERENCE 1: SAFETY AND PHASING PLAN CHECKLIST

APPENDIX C. SAFETY AND PHASING PLAN CHECKLIST

This appendix is keyed to Chapter 2. In the electronic version of this AC, clicking on the paragraph designation in the Reference column will access the applicable paragraph. There may be instances where the CSPP requires provisions that are not covered by the list in this appendix.

This checklist is intended as an aid, not a required submittal.

Table C-1. CSPP Checklist

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
General Considerations					
Requirements for predesign, prebid, and preconstruction conferences to introduce the subject of airport operational safety during construction are specified.	<u>2.5</u>				
Operational safety is a standing agenda item for construction progress meetings.	<u>2.5</u>				
Scheduling of the construction phases is properly addressed.	<u>2.6</u>				
Any formal agreements are established.	<u>2.5.3</u>				
Areas and Operations Affected by Construction Activity					
Drawings showing affected areas are included.	<u>2.7.1</u>				
Closed or partially closed runways, taxiways, and aprons are depicted on drawings.	<u>2.7.1.1</u>				
Access routes used by ARFF vehicles affected by the project are addressed.	<u>2.7.1.2</u>				
Access routes used by airport and airline support vehicles affected by the project are addressed.	<u>2.7.1.3</u>				
Underground utilities, including water supplies for firefighting and drainage.	<u>2.7.1.4</u>				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
Approach/departure surfaces affected by heights of temporary objects are addressed.	<u>2.7.1.5</u>				
Construction areas, storage areas, and access routes near runways, taxiways, aprons, or helipads are properly depicted on drawings.	<u>2.7.1</u>				
Temporary changes to taxi operations are addressed.	<u>2.7.2.1</u>				
Detours for ARFF and other airport vehicles are identified.	<u>2.7.2.2</u>				
Maintenance of essential utilities and underground infrastructure is addressed.	<u>2.7.2.3</u>				
Temporary changes to air traffic control procedures are addressed.	<u>2.7.2.4</u>				
NAVAIDs					
Critical areas for NAVAIDs are depicted on drawings.	<u>2.8</u>				
Effects of construction activity on the performance of NAVAIDs, including unanticipated power outages, are addressed.	<u>2.8</u>				
Protection of NAVAID facilities is addressed.	<u>2.8</u>				
The required distance and direction from each NAVAID to any construction activity is depicted on drawings.	<u>2.8</u>				
Procedures for coordination with FAA ATO/Technical Operations, including identification of points of contact, are included.	<u>2.8, 2.13.1, 2.13.5.3.1, 2.18.1</u>				
Contractor Access					
The CSPP addresses areas to which contractor will have access and how	<u>2.9</u>				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
the areas will be accessed.					
The application of 49 CFR Part 1542 Airport Security, where appropriate, is addressed.	<u>2.9</u>				
The location of stockpiled construction materials is depicted on drawings.	<u>2.9.1</u>				
The requirement for stockpiles in the ROFA to be approved by FAA is included.	<u>2.9.1</u>				
Requirements for proper stockpiling of materials are included.	<u>2.9.1</u>				
Construction site parking is addressed.	<u>2.9.2.1</u>				
Construction equipment parking is addressed.	<u>2.9.2.2</u>				
Access and haul roads are addressed.	<u>2.9.2.3</u>				
A requirement for marking and lighting of vehicles to comply with <i>AC 150/5210-5, Painting, Marking and Lighting of Vehicles Used on an Airport</i> , is included.	<u>2.9.2.4</u>				
Proper vehicle operations, including requirements for escorts, are described.	<u>2.9.2.5, 2.9.2.6</u>				
Training requirements for vehicle drivers are addressed.	<u>2.9.2.7</u>				
Two-way radio communications procedures are described.	<u>2.9.2.9</u>				
Maintenance of the secured area of the airport is addressed.	<u>2.9.2.10</u>				
Wildlife Management					
The airport operator's wildlife management procedures are addressed.	<u>2.10</u>				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
Foreign Object Debris Management					
The airport operator's FOD management procedures are addressed.	<u>2.11</u>				
Hazardous Materials Management					
The airport operator's hazardous materials management procedures are addressed.	<u>2.12</u>				
Notification of Construction Activities					
Procedures for the immediate notification of airport user and local FAA of any conditions adversely affecting the operational safety of the airport are detailed.	<u>2.13</u>				
Maintenance of a list by the airport operator of the responsible representatives/points of contact for all involved parties and procedures for contacting them 24 hours a day, seven days a week is specified.	<u>2.13.1</u>				
A list of local ATO/Technical Operations personnel is included.	<u>2.13.1</u>				
A list of ATCT managers on duty is included.	<u>2.13.1</u>				
A list of authorized representatives to the OCC is included.	<u>2.13.2</u>				
Procedures for coordinating, issuing, maintaining and cancelling by the airport operator of NOTAMS about airport conditions resulting from construction are included.	<u>2.8, 2.13.2, 2.18.3.3.9</u>				
Provision of information on closed or hazardous conditions on airport movement areas by the airport operator to the OCC is specified.	<u>2.13.2</u>				
Emergency notification procedures for medical, fire fighting, and police	<u>2.13.3</u>				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
response are addressed.					
Coordination with ARFF personnel for non-emergency issues is addressed.	<u>2.13.4</u>				
Notification to the FAA under 14 CFR parts 77 and 157 is addressed.	<u>2.13.5</u>				
Reimbursable agreements for flight checks and/or design and construction for FAA owned NAVAIDs are addressed.	<u>2.13.5.3.2</u>				
Inspection Requirements					
Daily and interim inspections by both the airport operator and contractor are specified.	<u>2.14.1, 2.14.2</u>				
Final inspections at certificated airports are specified when required.	<u>2.14.3</u>				
Underground Utilities					
Procedures for protecting existing underground facilities in excavation areas are described.	<u>2.15</u>				
Penalties					
Penalty provisions for noncompliance with airport rules and regulations and the safety plans are detailed.	<u>2.16</u>				
Special Conditions					
Any special conditions that affect the operation of the airport or require the activation of any special procedures are addressed.	<u>2.17</u>				
Runway and Taxiway Visual Aids - Marking, Lighting, Signs, and Visual NAVAIDs					
The proper securing of temporary airport markings, lighting, signs, and visual NAVAIDs is addressed.	<u>2.18.1</u>				
Frangibility of airport markings, lighting, signs, and visual NAVAIDs is specified.	<u>2.18.1, 2.18.3, 2.18.4.2, 2.20.2.4</u>				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
The requirement for markings to be in compliance with <u>AC 150/5340-1</u> , <i>Standards for Airport Markings</i> , is specified.	<u>2.18.2</u>				
Detailed specifications for materials and methods for temporary markings are provided.	<u>2.18.2</u>				
The requirement for lighting to conform to <u>AC 150/5340-30</u> , <i>Design and Installation Details for Airport Visual Aids</i> ; <u>AC 150/5345-50</u> , <i>Specification for Portable Runway and Taxiway Lights</i> ; and <u>AC 150/5345-53</u> , <i>Airport Lighting Certification Program</i> , is specified.	<u>2.18.3</u>				
The use of a lighted X is specified where appropriate.	<u>2.18.2.1.2</u> , <u>2.18.3.2</u>				
The requirement for signs to conform to <u>AC 150/5345-44</u> , <i>Specification for Runway and Taxiway Signs</i> ; <u>AC 150/5340-18</u> , <i>Standards for Airport Sign Systems</i> ; and <u>AC 150/5345-53</u> , <i>Airport Lighting Certification Program</i> , is specified.	<u>2.18.4</u>				
Marking and Signs For Access Routes					
The CSPP specifies that pavement markings and signs intended for construction personnel should conform to <u>AC 150/5340-18</u> and, to the extent practicable, with the MUTCD and/or State highway specifications.	<u>2.18.4.2</u>				
Hazard Marking and Lighting					
Prominent, comprehensible warning indicators for any area affected by construction that is normally accessible to aircraft, personnel, or vehicles are specified.	<u>2.20.1</u>				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
Hazard marking and lighting are specified to identify open manholes, small areas under repair, stockpiled material, and waste areas.	<u>2.20.1</u>				
The CSPP considers less obvious construction-related hazards.	<u>2.20.1</u>				
Equipment that poses the least danger to aircraft but is sturdy enough to remain in place when subjected to typical winds, prop wash and jet blast is specified.	<u>2.20.2.1</u>				
The spacing of barricades is specified such that a breach is physically prevented barring a deliberate act.	<u>2.20.2.1</u>				
Red lights meeting the luminance requirements of the State Highway Department are specified.	<u>2.20.2.2</u>				
Barricades, temporary markers, and other objects placed and left in areas adjacent to any open runway, taxiway, taxi lane, or apron are specified to be as low as possible to the ground, and no more than 18 inch high.	<u>2.20.2.3</u>				
Barricades are specified to indicate construction locations in which no part of an aircraft may enter.	<u>2.20.2.3</u>				
Highly reflective barriers with lights are specified to barricade taxiways leading to closed runways.	<u>2.20.2.5</u>				
Markings for temporary closures are specified.	<u>2.20.2.5</u>				
The provision of a contractor's representative on call 24 hours a day for emergency maintenance of airport hazard lighting and barricades is specified.	<u>2.20.2.7</u>				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
Work Zone Lighting for Nighttime Construction					
If work is to be conducted at night, the CSPP identifies construction lighting units and their general locations and aiming in relationship to the ATCT and active runways and taxiways.	<u>2.21</u>				
Protection of Runway and Taxiway Safety Areas					
The CSPP clearly states that no construction may occur within a safety area while the associated runway or taxiway is open for aircraft operations.	<u>2.22.1.1,</u> <u>2.22.3.1</u>				
The CSPP specifies that the airport operator coordinates the adjustment of RSA or TSA dimensions with the ATCT and the appropriate FAA Airports Regional or District Office and issues a local NOTAM.	<u>2.22.1.2,</u> <u>2.22.3.2</u>				
Procedures for ensuring adequate distance for protection from blasting operations, if required by operational considerations, are detailed.	<u>2.22.3.3</u>				
The CSPP specifies that open trenches or excavations are not permitted within a safety area while the associated runway or taxiway is open, subject to approved exceptions.	<u>2.22.1.4</u>				
Appropriate covering of excavations in the RSA or TSA that cannot be backfilled before the associated runway or taxiway is open is detailed.	<u>2.22.1.4</u>				
The CSPP includes provisions for prominent marking of open trenches and excavations at the construction site.	<u>2.22.1.4</u>				
Grading and soil erosion control to maintain RSA/TSA standards are	<u>2.22.3.5</u>				

Coordination	Reference	Addressed?			Remarks
		Yes	No	NA	
addressed.					
The CSPP specifies that equipment is to be removed from the ROFA when not in use.	<u>2.22.2</u>				
The CSPP clearly states that no construction may occur within a taxiway safety area while the taxiway is open for aircraft operations.	<u>2.22.3</u>				
Appropriate details are specified for any construction work to be accomplished in a taxiway object free area.	<u>2.22.4</u>				
Measures to ensure that personnel, material, and/or equipment do not penetrate the OFZ or threshold siting surfaces while the runway is open for aircraft operations are included.	<u>2.22.4.3.6</u>				
Provisions for protection of runway approach/departure areas and clearways are included.	<u>2.22.6</u>				
Other Limitations on Construction					
The CSPP prohibits the use of open flame welding or torches unless adequate fire safety precautions are provided and the airport operator has approved their use.	<u>2.23.1.2</u>				
The CSPP prohibits the use of electrical blasting caps on or within 1,000 ft (300 m) of the airport property.	<u>2.23.1.3</u>				

REFERENCE 2: CONSTRUCTION PROJECT DAILY SAFETY INSPECTION CHECKLIST

APPENDIX D. CONSTRUCTION PROJECT DAILY SAFETY INSPECTION CHECKLIST

The situations identified below are potentially hazardous conditions that may occur during airport construction projects. Safety area encroachments, unauthorized and improper ground vehicle operations, and unmarked or uncovered holes and trenches near aircraft operating surfaces pose the most prevalent threats to airport operational safety during airport construction projects. The list below is one tool that the airport operator or contractor may use to aid in identifying and correcting potentially hazardous conditions. It should be customized as appropriate for each project including information such as the date, time and name of the person conducting the inspection.

Table D-1. Potentially Hazardous Conditions

Item	Action Required (Describe)	No Action Required (Check)
Excavation adjacent to runways, taxiways, and aprons improperly backfilled.		
Mounds of earth, construction materials, temporary structures, and other obstacles near any open runway, taxiway, or taxi lane; in the related Object Free area and aircraft approach or departure areas/zones; or obstructing any sign or marking.		
Runway resurfacing projects resulting in lips exceeding 3 inch (7.6 cm) from pavement edges and ends.		
Heavy equipment (stationary or mobile) operating or idle near AOA, in runway approaches and departures areas, or in OFZ.		
Equipment or material near NAVAIDs that may degrade or impair radiated signals and/or the monitoring of navigation and visual aids. Unauthorized or improper vehicle operations in localizer or glide slope critical areas, resulting in electronic interference and/or facility shutdown.		
Tall and especially relatively low visibility units (that is, equipment with slim profiles) — cranes, drills, and similar objects — located in critical areas, such as OFZ and		

Item	Action Required (Describe)	No Action Required (Check)
approach zones.		
Improperly positioned or malfunctioning lights or unlighted airport hazards, such as holes or excavations, on any apron, open taxiway, or open taxi lane or in a related safety, approach, or departure area.		
Obstacles, loose pavement, trash, and other debris on or near AOA. Construction debris (gravel, sand, mud, paving materials) on airport pavements may result in aircraft propeller, turbine engine, or tire damage. Also, loose materials may blow about, potentially causing personal injury or equipment damage.		
Inappropriate or poorly maintained fencing during construction intended to deter human and animal intrusions into the AOA. Fencing and other markings that are inadequate to separate construction areas from open AOA create aviation hazards.		
Improper or inadequate marking or lighting of runways (especially thresholds that have been displaced or runways that have been closed) and taxiways that could cause pilot confusion and provide a potential for a runway incursion. Inadequate or improper methods of marking, barricading, and lighting of temporarily closed portions of AOA create aviation hazards.		
Wildlife attractants — such as trash (food scraps not collected from construction personnel activity), grass seeds, tall grass, or standing water — on or near airports.		
Obliterated or faded temporary markings on active operational areas.		
Misleading or malfunctioning obstruction lights. Unlighted or unmarked obstructions in the approach to any open runway pose aviation hazards.		

Item	Action Required (Describe)	No Action Required (Check)
Failure to issue, update, or cancel NOTAMs about airport or runway closures or other construction related airport conditions.		
Failure to mark and identify utilities or power cables. Damage to utilities and power cables during construction activity can result in the loss of runway / taxiway lighting; loss of navigation, visual, or approach aids; disruption of weather reporting services; and/or loss of communications.		
Restrictions on ARFF access from fire stations to the runway / taxiway system or airport buildings.		
Lack of radio communications with construction vehicles in airport movement areas.		
Objects, regardless of whether they are marked or flagged, or activities anywhere on or near an airport that could be distracting, confusing, or alarming to pilots during aircraft operations.		
Water, snow, dirt, debris, or other contaminants that temporarily obscure or derogate the visibility of runway/taxiway marking, lighting, and pavement edges. Any condition or factor that obscures or diminishes the visibility of areas under construction.		
Spillage from vehicles (gasoline, diesel fuel, oil) on active pavement areas, such as runways, taxiways, aprons, and airport roadways.		
Failure to maintain drainage system integrity during construction (for example, no temporary drainage provided when working on a drainage system).		

Item	Action Required (Describe)	No Action Required (Check)
Failure to provide for proper electrical lockout and tagging procedures. At larger airports with multiple maintenance shifts/workers, construction contractors should make provisions for coordinating work on circuits.		
Failure to control dust. Consider limiting the amount of area from which the contractor is allowed to strip turf.		
Exposed wiring that creates an electrocution or fire ignition hazard. Identify and secure wiring, and place it in conduit or bury it.		
Site burning, which can cause possible obscuration.		
Construction work taking place outside of designated work areas and out of phase.		

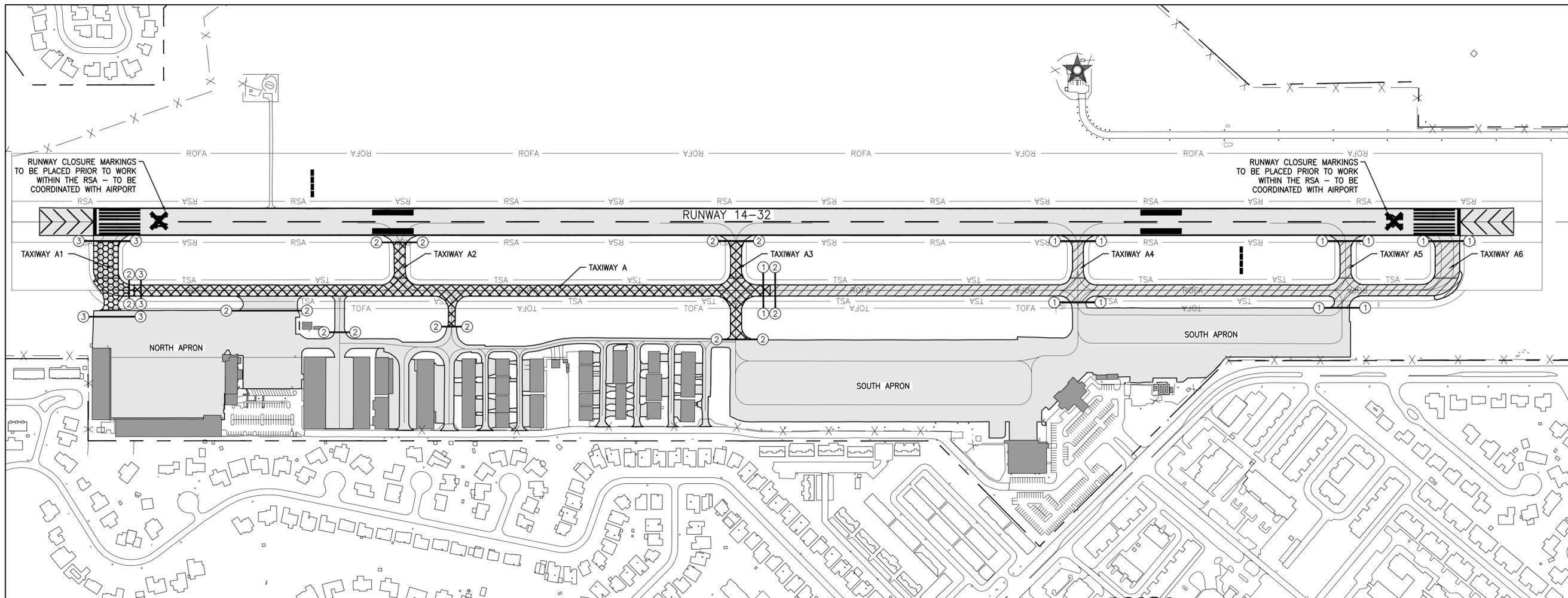


DESTIN EXECUTIVE AIRPORT

DESTIN, FLORIDA

TAXIWAY A PREVENTATIVE REHABILITATION AND LIGHTING IMPROVEMENTS

CONSULTANTS



GENERAL PHASING NOTES:

1. THE CONSTRUCTION PHASING OUTLINED IN THE PLANS IS BROKEN INTO THREE PHASES OF CONSTRUCTION. ALL PHASES OF WORK ARE WITHIN THE AIRCRAFT OPERATIONS AREA (AOA). ALL WORK WITHIN THE LIMITS SHOWN ON THE PHASING DRAWINGS SHALL BE COMPLETED DURING THAT RESPECTIVE PHASE.

CONSTRUCTION NARRATIVE:

PHASE 1 - INCLUDES PROCUREMENT OF MATERIALS AND SUPPLIES, MOBILIZATION AND PREPARATION OF EQUIPMENT. START OF CONSTRUCTION ACTIVITY IN PHASE 1 SHALL BE COORDINATED WITH AIRPORT STAFF IN ORDER TO MINIMIZE IMPACTS TO AIR TRAFFIC OPERATIONS.

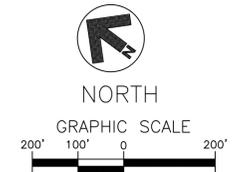
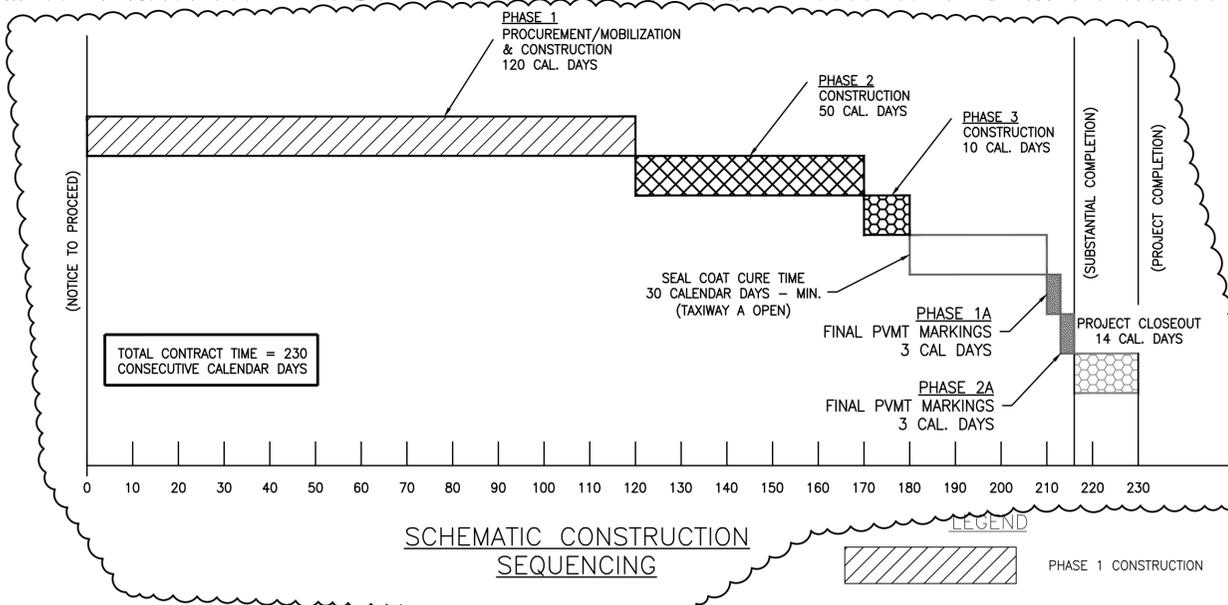
PHASE 1, 2 & 3 OF CONSTRUCTION - INCLUDES INSTALLATION OF ALL BARRICADES, LOCK OUT/TAG OUT OF AIRFIELD ELECTRICAL SYSTEMS, INSTALLATION OF TEMPORARY LIGHTING CONTROLS, TAXIWAY EDGE LIGHT DEMOLITION, INSTALLATION OF NEW TAXIWAY EDGE LIGHTS, INSTALLATION OF CONDUIT AND CABLE, BITUMINOUS CRACK SEALING ON TAXIWAY A, PAVEMENT CLEANING AND PREPARATION, INSTALLATION OF TEMPORARY PROPOSED PAVEMENT MARKINGS, REMOVAL OF BARRICADES, AND REOPENING ALL AIRFIELD PAVEMENTS. TAXIWAY A IN PHASE 1, 2 & 3 AREAS AS INDICATED SHALL BE CLOSED TO AIRCRAFT FOR THE DURATION OF THIS PHASE.

PHASE 1A & 2A CONSTRUCTION - AFTER A MINIMUM OF 30 CALENDAR DAYS HAS PASSED SINCE THE ASSOCIATED PHASE FINAL APPLICATION OF BITUMINOUS SEAL COAT, THE CONTRACTOR SHALL INSTALL FINAL RUNWAY PAVEMENT MARKINGS WITH REFLECTIVE BEADS OVER THE TEMPORARY MARKINGS INSTALLED IN PHASE 1. CONTRACTOR WILL BE GIVEN UP-TO THREE DAYS TO COMPLETE THE FINAL RUNWAY PAVEMENT MARKINGS. CONTRACTOR SHALL COORDINATE THE WORK FOR FINAL RUNWAY PAVEMENT MARKINGS WITH THE ENGINEER AND AIRPORT OPERATIONS A MINIMUM OF 7 CALENDAR DAYS BEFORE COMMENCING THE WORK IN PHASE 1A AND 2A.

CLOSEOUT - INCLUDES RESTORATION OF STAGING AREA TO ORIGINAL CONDITION, DEMOBILIZATION OF ALL MATERIAL AND EQUIPMENT, SUBMISSION OF ALL REQUIRED CLOSEOUT PAPERWORK, AND FINAL INVOICING.

2. DUE TO THE IMPORTANCE OF MAINTAINING AIRFIELD OPERATIONS AND SAFETY AND SECURITY DURING CONSTRUCTION, THE CONTRACTOR IS REMINDED THAT WHILE WORKING WITHIN THESE AREAS, IT IS THE CONTRACTOR'S RESPONSIBILITY TO BE APPRAISED OF, AND TO IMPLEMENT, THE GUIDELINES ESTABLISHED IN THE PROVISIONS UNDER SAFETY AND SECURITY.
3. THE CONTRACTOR SHALL, AT ALL TIMES, COORDINATE HIS/HER EFFORTS WITH THE RPR AND AIRPORT STAFF. IF ANY PROBLEMS ARISE DURING THE CONSTRUCTION SEQUENCING, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE RPR AND AIRPORT STAFF TO RESOLVE SAID PROBLEMS PRIOR TO CONTINUING THE WORK.
4. THE CONTRACTOR SHALL PERFORM ALL FINAL CLEANUP WORK PRIOR TO A FINAL INSPECTION. THE CONTRACTOR SHALL ALSO CONTINUOUSLY CLEAN UP DURING EACH PHASE OF THE PROJECT.
5. THE CONTRACTOR SHALL RUN A VACUUM TRUCK, AS NECESSARY TO MAINTAIN CLEAN WORK AREAS AND HAUL ROUTES. IT IS IMPERATIVE THAT NO DAMAGE BE DONE TO ANY AIRCRAFT DUE TO FOREIGN OBJECT DEBRIS (FOD). ANY DAMAGE DONE TO AIRCRAFT WHICH IS ATTRIBUTABLE TO FOD FROM THE CONSTRUCTION

- AREAS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE WITH NO REIMBURSEMENT BY THE AIRPORT, RPR OR THEIR AUTHORIZED REPRESENTATIVES.
- THERE ARE NOT RESTRICTIONS TO CONTRACTOR WORK HOURS ON THIS PROJECT.
7. THE CONTRACTOR'S FIELD OPERATIONS AREAS FOR STORAGE OF EQUIPMENT, SUPPLIES AND FIELD OFFICES SHALL BE LOCATED IN THE STAGING AREA SHOWN ON THE PLANS. ALL AREAS DESIGNATED FOR STORAGE OF EQUIPMENT OVERNIGHT, FOR STORAGE OF FUELING FACILITIES, MATERIALS AND OFFICES SHALL BE APPROVED BY THE AIRPORT MANAGEMENT AND RPR PRIOR TO MOBILIZATION OF ANY EQUIPMENT OR FIELD OFFICES AND CERTIFIED BY THE CONTRACTOR THAT THE FACILITIES MEET ALL APPLICABLE LOCAL, STATE, AND FEDERAL REQUIREMENTS.
8. APPROPRIATE EROSION CONTROL MEASURES SHALL BE ACCOMPLISHED PRIOR TO BEGINNING THE RESPECTIVE PHASE. REMOVAL OF TEMPORARY EROSION CONTROL SHALL BE ACCOMPLISHED BY THE CONTRACTOR EITHER AT THE COMPLETION OF THE ASSOCIATED PHASE OR THEREAFTER AS DIRECTED BY THE RPR.
9. THE COMPLETION OF ANY PHASE OF WORK AND SUBSEQUENT USAGE BY THE OWNER DOES NOT DEFINE FINAL ACCEPTANCE OF THE WORK IN THAT PHASE. WHEN ALL PHASES AND SUBPHASES ARE COMPLETE AND A FINAL INSPECTION OF THE ENTIRE PROJECT HAS OCCURRED AND ALL ASSOCIATED PUNCH LIST ITEMS HAVE BEEN COMPLETED TO THE SATISFACTION OF THE AIRPORT MANAGEMENT AND RPR, THEN THE ENTIRE PROJECT WILL BE ACCEPTED.
10. THE CONTRACTOR SHALL SUBMIT TO THE RPR AND OWNER A DETAILED CONSTRUCTION SCHEDULE 4 WEEKS PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACT DOCUMENTS PROVIDE A CONSTRUCTION SEQUENCE AND SAFETY PARAMETERS WHICH MUST BE INCORPORATED INTO THE CONSTRUCTION SCHEDULE.
11. ALL BARRICADES SHALL BE INSTALLED WHERE DIRECTED BY AIRPORT MANAGEMENT AND THE RPR. THE LOCATIONS OF BARRICADES SHOWN ON THE PHASING PLAN REFLECT THE GENERAL VICINITY OF WHERE BARRICADES ARE TO BE INSTALLED. THE EXACT LOCATIONS SHALL BE DETERMINED PRIOR TO PLACEMENT.
12. DURING CONSTRUCTION THE CONTRACTOR WILL PROVIDE TWO (2) LIGHTED RUNWAY CLOSED MARKERS AT EACH THRESHOLD. THE LIGHTED MARKERS SHALL BE PLACED AT THE RUNWAY NUMBERS. ALL RUNWAY LIGHTING AND SIGNAGE MUST BE SHUT DOWN AND LOCKED OUT/TAGGED OUT AT THE VAULT DURING RUNWAY CLOSURE.
13. CONTRACTOR SHALL COORDINATE WITH AIRPORT STAFF TO DISCONNECT RUNWAY LIGHTS AND LOCK OUT/TAG OUT CIRCUITS AT THE ELECTRICAL VAULT PRIOR TO WORK ON THE RUNWAY. CONTRACTOR SHALL COORDINATE WITH THE OWNER 72-HOURS PRIOR TO WORK IN ORDER FOR THE OWNER TO ISSUE A NOTAM.



LEGEND

	PHASE 1 CONSTRUCTION
	PHASE 2 CONSTRUCTION
	PHASE 3 CONSTRUCTION
	AIRCRAFT PROPERTY LINE
	RSA - RUNWAY SAFETY AREA (RSA)
	ROFA - RUNWAY OBJECT FREE AREA (ROFA)
	TSA - TAXIWAY SAFETY AREA (TSA)
	LOW PROFILE BARRICADE NUMBERED WITH ASSOCIATED PHASE

CALL 48 HOURS BEFORE YOU DIG
DIAL 811
IT'S THE LAW! Know what's below. Call before you dig.
SUNSHINE STATE ONE CALL OF FLORIDA, INC.
CALL 48 HOURS BEFORE DIGGING
FAA FACILITIES 850-942-9697

REVISIONS

NO.	DESCRIPTION	DATE
1	ADD #02	12/12/19

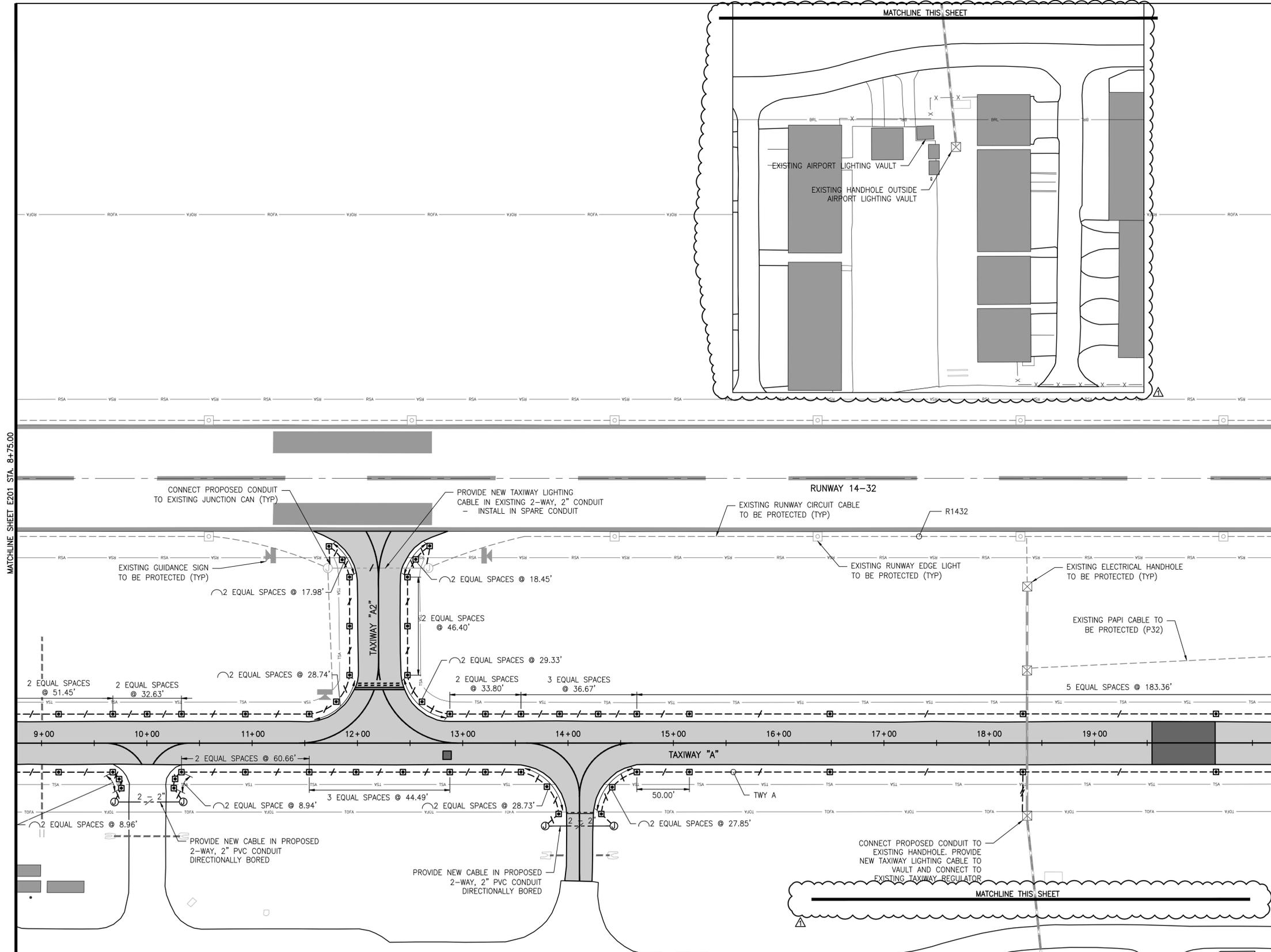
DATE ISSUED: OCTOBER 3, 2019
REVIEWED BY: MRT
DRAWN BY: AGS
DESIGNED BY: MRT

AEP PROJECT NUMBER
201-0251-012
© 2019 REYNOLDS, SMITH AND HILLS, INC.
SHEET TITLE

OVERALL PHASING PLAN

SHEET NUMBER
C004

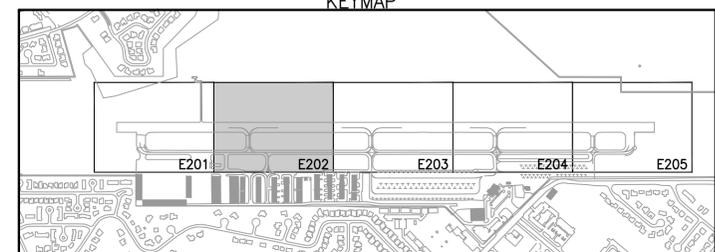
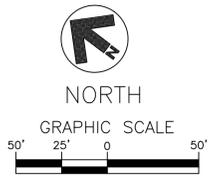
BID DOCUMENTS



MATCHLINE SHEET E201 STA. 8+75.00

MATCHLINE SHEET E203 STA. 20+75.00

WARNING!!!
 THERE ARE A NUMBER OF AIRPORT, PUBLIC UTILITIES AND FAA LIGHTING, COMMUNICATIONS, UNDERGROUND CABLES AND PIPES TRAVERSING THE AIRFIELD PAVEMENTS AREAS. THE ENGINEER HAS MADE EVERY ATTEMPT TO SHOW THE APPROXIMATE LOCATION OF ALL ITEMS. HOWEVER, THE ENGINEER IS NOT RESPONSIBLE FOR SHOWING OR LOCATING EVERY ITEM CURRENTLY IN PLACE. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO HAVE EVERY ITEM LOCATED, FLAGGED AND IDENTIFIED PRIOR TO STARTUP OF CONSTRUCTION. ANY DAMAGE DONE TO ANY OF THE EXISTING ITEMS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL IMMEDIATELY REPAIR ANY ITEM DAMAGED, CAUSED BY HIS ACTIONS, WITH NO ADDITIONAL COMPENSATION.



LEGEND

- LIMITS OF RUNWAY CRACK-SEALING AND SEALCOAT TREATMENT
- RUNWAY SAFETY AREA (RSA)
- RUNWAY OBJECT FREE AREA (ROFA)
- TAXIWAY SAFETY AREA (TSA)
- TAXIWAY OBJECT FREE AREA (TOFA)
- EXISTING RUNWAY EDGE LIGHT TO BE PROTECTED
- EXISTING RUNWAY THRESHOLD LIGHT TO BE PROTECTED
- EXISTING AIRFIELD GUIDANCE SIGN TO BE PROTECTED
- PROPOSED TAXIWAY EDGE LIGHT FIXTURE AND BASE CAN - SEE SHEET E301
- EXISTING JUNCTION CAN TO BE PROTECTED
- PROPOSED L-867 JUNCTION CAN - SEE DETAIL ON SHEET E302
- EXISTING DUCT BANK
- EXISTING AIRFIELD LIGHTING CABLE TO BE PROTECTED
- PROPOSED 1-WAY, 2" DIRECT-BURIED CONDUIT WITH #8 L-824 5KV, TYPE C CABLE WITH 1/C #2 COUNTERPOISE, SLASHES INDICATE NUMBER OF L-824 CABLES
- PROPOSED X - Y DIRECTIONALLY BORED DUCTBANK; "X" INDICATES QUANTITY OF CONDUITS AND "Y" INDICATES SIZE. FURNISH AND INSTALL PULL-ROPE IN EACH CONDUIT AND CAP EACH END OF EACH CONDUIT.
- EXISTING STORM PIPE TO BE PROTECTED
- PROPOSED STORM PIPE TO BE PROTECTED

NOTES

1. SEE SHEET E001 FOR ADDITIONAL INFORMATION
2. ALL TAXIWAY EDGE LIGHTS SHALL BE PLACED 7.5' FROM THE EDGE OF FULL STRENGTH PAVEMENT.
3. PROPOSED CONDUIT SHALL BE CONNECTED TO EXISTING JUNCTION CANS WHERE INDICATED.
4. FOR EVERY LIGHT FIXTURE AND SIGN INSTALLED UNDER THIS CONTRACT THE CONTRACTOR SHALL OBTAIN THE EXACT LOCATION VIA SURVEY AND BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.

RS&H
 11 North Water Street, Suite 10290
 Mobile, AL 36602
 251-460-3233 FAX 904-256-2501
 www.rsandh.com
 FL Cert. Nos. AAC091885 * B32009955 *
 EB005620 * LC0000210 * GB238

DESTIN EXECUTIVE
FLY DTS
AIRPORT
 COLEMAN KELLY FIELD
 DESTIN, FLORIDA
 DESTIN EXECUTIVE AIRPORT
 DESTIN, FLORIDA

TAXIWAY A
 PREVENTATIVE
 REHABILITATION
 AND LIGHTING
 IMPROVEMENTS

CONSULTANTS

CALL 48 HOURS BEFORE YOU DIG
 DIAL 811
 IT'S THE LAW!
 Know what's below.
 Call before you dig.
 SUNSHINE STATE ONE CALL OF FLORIDA, INC.
 CALL 48 HOURS BEFORE DIGGING
 FAA FACILITIES 850-942-9697

REVISIONS

NO.	DESCRIPTION	DATE
1	ADD #02	12/13/19

DATE ISSUED: OCTOBER 3, 2019
 REVIEWED BY: CAT
 DRAWN BY: AGS
 DESIGNED BY: AGS
 AEP PROJECT NUMBER
 201-0251-012
 © 2019 REYNOLDS, SMITH AND HILLS, INC.
 SHEET TITLE

PROPOSED
 LIGHTING
 PLAN
 (SHEET 2 OF 5)
 SHEET NUMBER
E202
BID DOCUMENTS



11 North Water Street, Suite 10290
Mobile, AL 36602
251-460-3233 FAX 904-256-2501
www.rsandh.com

FL Cert. Nos. AAC001886 *IB20000955 *
EB0005620 *LC0000210 *GB238



DESTIN EXECUTIVE AIRPORT

DESTIN, FLORIDA

TAXIWAY A PREVENTATIVE REHABILITATION AND LIGHTING IMPROVEMENTS

CONSULTANTS

CALL 48 HOURS BEFORE YOU DIG

IT'S THE LAW! DIAL 811



Know what's below. Call before you dig.

SUNSHINE STATE ONE CALL OF FLORIDA, INC.

CALL 48 HOURS BEFORE DIGGING
FAA FACILITIES 850-942-9697

REVISIONS

NO.	DESCRIPTION	DATE
Δ ADD #02		12/13/19

DATE ISSUED: OCTOBER 3, 2019

REVIEWED BY: CAT

DRAWN BY: AGS

DESIGNED BY: AGS

AEP PROJECT NUMBER
201-0251-012

© 2019 REYNOLDS, SMITH AND HILLS, INC.

SHEET TITLE

EXISTING LIGHTING VAULT PHOTOS

SHEET NUMBER
E304

BID DOCUMENTS

