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IT IS ANTICIPATED THAT THE AIRPORT WILL BE CLOSED FOR THE DURATION OF THE PROJECT, THEREFORE NOT ALL OF THE RESTRICTIONS BELOW ARE APPLICABLE. CONTRACTOR TO COORDINATE RESTRICTIONS WITH THE PROJECT REPRESENTATIVE PRIOR TO START OF CONSTRUCTION. SHOULD THE CONDITIONS CHANGE AND A PORTION OF THE AIRPORT IS OPEN DURING CONSTRUCTION, ADDITIONAL RESTRICTIONS BELOW WILL BECOME APPLICABLE.

COORDINATION:

1. THE CONSTRUCTION OPERATIONAL SAFETY AND PHASING PLAN (CSPP) ESTABLISHES THE AIRPORT AND PROJECT SPECIFIC REQUIREMENTS THAT ARE TO BE INCLUDED IN THE CONTRACTOR'S BID FOR MAINTAINING OPERATIONAL SAFETY AND SECURITY DURING CONSTRUCTION.
2. THE CSPP, CONTAINED HEREIN WITHIN THE SPECIFICATIONS AND PLANS, HAS BEEN APPROVED BY THE PROJECT REPRESENTATIVE. THE CSPP MUST BE FOLLOWED BY THE CONTRACTOR THROUGHOUT THE PROJECT DURATION AND CONSISTS OF SHEETS GP0.01, GP0.02, AND GP0.03 AND THE CONTRACTOR'S SPCD (SEE NOTE 3 BELOW). IF THE CONTRACTOR WANTS TO MAKE A CHANGE TO THE CSPP, THE CHANGE MUST BE APPROVED BY THE PROJECT REPRESENTATIVE PRIOR TO IMPLEMENTATION.
3. THE CONTRACTOR MUST SUBMIT A WRITTEN SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) TO THE PROJECT REPRESENTATIVE FOR REVIEW AND APPROVAL FOURTEEN (14) CALENDAR DAYS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. THE SPCD WILL BE SUBMITTED PRIOR TO THE PRE-CONSTRUCTION MEETING SO THAT IT CAN BE DISCUSSED DURING THE MEETING AS AN AGENDA ITEM. CONSTRUCTION CANNOT PROCEED UNTIL THIS PLAN HAS BEEN ACCEPTED BY THE PROJECT REPRESENTATIVE. THE SPCD WILL DEMONSTRATE HOW THE CONTRACTOR WILL MEET THE SAFETY REQUIREMENTS OF THE CONTRACT AND CSPP, INCLUDING DETAILS ON TOOL BOX SAFETY MEETINGS, TYPES, LOCATIONS, AND MAINTENANCE OF BARRICADES, WORK ACCESS ROUTES, AND PROPOSED PROCEDURES USED BY THE CONTRACTOR TO MONITOR AIRCRAFT ACTIVITY. PROCEDURES UTILIZED BY THE CONTRACTOR TO ELIMINATE CONFLICTS BETWEEN CONSTRUCTION OPERATIONS AND AIRCRAFT TRAFFIC MUST BE INCLUDED IN THE SPCD. THE SPCD WILL BE UPDATED AND RESUBMITTED FOR REVIEW AND APPROVAL BY THE PROJECT REPRESENTATIVE FOR EACH CHANGE IN CONDITION RELATED TO THE PROJECT.
4. THE CONTRACTOR MUST PROVIDE THE PROJECT REPRESENTATIVE WITH THE NAME OF THE SAFETY OFFICER AND THE FIELD FOREMAN WHO WILL BE IN CHARGE DURING WORKING HOURS. ADDITIONALLY, THE CONTRACTOR MUST IDENTIFY THE 24-HOUR EMERGENCY RESPONSE TELEPHONE NUMBERS FOR THE SUPERVISOR(S) IN CHARGE.
5. THE CONTRACTOR MUST BE FULLY AWARE AND CONTINUOUSLY MONITOR ALL REQUIREMENTS AND ACTIVITIES FOR COMPLIANCE WITH THE CONTRACT DOCUMENTS AND ADVISORY CIRCULAR 150/5370-2G "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" AS ATTACHED AS AN APPENDIX TO THE SPECIFICATIONS. THE CONTRACTOR'S SPCD MUST ADDRESS ALL SAFETY CONSIDERATIONS IN ACCORDANCE WITH THE ADVISORY CIRCULAR.
6. THE CONTRACTOR MUST OBEY THE INSTRUCTIONS OF THE FAA AND THE PROJECT REPRESENTATIVE AT ALL TIMES.
7. THE CONTRACTOR MUST PROVIDE THE PROJECT REPRESENTATIVE A FOURTEEN (14) DAY ADVANCE NOTICE OF INTENDED WORK PLANS PRIOR TO IMPLEMENTATION OF WORK.
8. THE CONTRACTOR MUST PROVIDE FAA ATO TECHNICIANS UNENCUMBERED ACCESS TO FAA FACILITIES (ASOS) AND UNDERGROUND CABLES WITHIN OR ADJACENT TO THE PROJECT LOCATION AT ALL TIMES.
9. WEEKLY PROGRESS MEETINGS WITH STAKEHOLDERS MUST BE HELD THROUGHOUT PROJECT DURATION.

AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION:

1. THE PROJECT IS WITHIN THE MOVEMENT AREA OF THE AIRCRAFT OPERATIONS AREA (AOA). COORDINATION WITH THE PROJECT REPRESENTATIVE IS REQUIRED.
2. THE CONTRACTOR'S STORAGE/STAGING AREAS AND PARKING FOR TRAILERS, EQUIPMENT AND EMPLOYEE PARKING ARE LOCATED AS SHOWN ON PLANS. THE CONTRACTOR MUST PARK ALL CONSTRUCTION EQUIPMENT AT THESE LOCATIONS AT THE COMPLETION OF EACH WORK DAY. NO INDIVIDUAL EMPLOYEE VEHICLE WILL HAVE ACCESS TO ANY SECURE AREAS, INCLUDING THE AIRPORT RUNWAYS/TAXIWAYS/APRONS. ALL VEHICLES MUST BE PARKED AT THE DESIGNATED CONTRACTOR PARKING AREAS.
3. OPEN VEHICLE ACCESS ROUTES MUST BE MADE AVAILABLE FOR EMERGENCY PERSONNEL. THE CONTRACTOR MUST YIELD AT ALL TIMES TO AIRCRAFT, AIRPORT VEHICLES, FUEL TRUCKS, AND EMERGENCY VEHICLES.

PROTECTION OF NAVAIDS:

1. ONLY KNOWN NAVAID IS THE ASOS, THE CONTRACTOR MUST NOT DAMAGE IN ANY WAY THE PHYSICAL CONDITION OF AIRPORT NAVIGATIONAL AIDS (NAVAIDS) OR ALTER OR AFFECT IN ANY WAY THEIR FUNCTION DURING THIS PROJECT OTHER THAN AS DESCRIBED IN THE SCOPE OF WORK.

CONTRACTOR ACCESS:

1. THE CONTRACTOR MUST ACCESS THE WORK AREA AS SHOWN ON SHEET GP0.01.
2. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE SAFETY OF WORKMEN THROUGHOUT THE CONSTRUCTION SITE AND FOR THE ENTIRE DURATION OF THE PROJECT. IN PARTICULAR, THE CONTRACTOR MUST BE AWARE OF AIRCRAFT ACTIVITY ON THE AIRPORT AND FULLY ACQUAINT HIM OR HERSELF WITH THE DANGERS OF JET BLAST AND ITS AFFECT ON WORK IN ADJACENT AREAS, ESPECIALLY IN NON-MOVEMENT AREAS. MATERIAL CAPABLE OF BEING DISPLACED MUST NOT BE STOCKPILED OR STORED WITHOUT BEING SECURED IN WORK AREAS ADJACENT TO ACTIVE AIRCRAFT OPERATIONAL AREAS.
3. THE CONTRACTOR'S VEHICLES FOR PERSONNEL, MATERIALS AND/OR EQUIPMENT DELIVERY MUST USE LOAD COVERS AND MAY BE INSPECTED TO CONFIRM LOAD AND EQUIPMENT ARE SECURE TO THE VEHICLE. ANY MATERIAL, PARTS OF EQUIPMENT, TOOLS, TRASH OR OTHER DEBRIS THAT FALL FROM THE VEHICLE ONTO THE ACCESS ROAD ARE CONSIDERED POTENTIAL FOREIGN OBJECT DEBRIS (FOD). ANY FOD DROPPED FROM THE CONTRACTOR VEHICLES ON THE ACCESS ROAD MUST BE RETRIEVED AND CLEANED UP IMMEDIATELY AS FOD IS A SERIOUS DANGER TO AIRCRAFT AND CAN CAUSE SEVERE DAMAGE TO AIRCRAFT.
4. CONTRACTOR TO PLACE "CONSTRUCTION ENTRANCE, CONSTRUCTION TRAFFIC ONLY" SIGN AT HAUL/ACCESS ROAD AND PUBLIC ROAD PER MUTCD STANDARDS. SIGN TO BE INCIDENTAL TO PROJECT. COORDINATE WITH ENGINEER FOR LOCATION OF SIGN. REMOVE SIGN AT THE END OF CONSTRUCTION.

LOCATION OF STOCKPILED CONSTRUCTION MATERIALS:

1. ONLY STOCKPILED MATERIALS WILL BE ALLOWED IN THE CONTRACTOR'S STAGING AREA.
2. STOCKPILES, INCLUDING BARRICADES, MUST NOT PENETRATE THE FAR PART 77 IMAGINARY SURFACES OR CREATE FOD. THE CONTRACTOR IS RESPONSIBLE FOR THE SECURITY OF THEIR MATERIALS. STAGING LOCATIONS ARE SHOWN ON THE CONSTRUCTION SAFETY PHASING PLAN, SEE GP0.01. ANY APPROVED STORAGE OF EQUIPMENT MUST NOT PRESENT A LINE OF SIGHT PROBLEM WITH VEHICLE TRAFFIC OR AIRCRAFT.
3. MAXIMUM HEIGHT OF EQUIPMENT, VEHICLES AND MATERIALS STOCKPILED IN THE CONTRACTOR'S STAGING AREA MUST NOT BE GREATER THAN 15-FT IN HEIGHT.
4. CONTRACTOR TO WATER STOCKPILES IN ORDER TO CONTROL WIND BLOWN DUST OR PARTICULATES. WATERING WILL BE INCIDENTAL TO PROJECT.

VEHICLE AND PEDESTRIAN OPERATIONS:

1. THE CONTRACTOR'S EQUIPMENT, VEHICLES AND MATERIALS ARE STRICTLY RESTRICTED TO THE STORAGE/STAGING AREA DURING NON-WORKING HOURS UNLESS OTHERWISE APPROVED BY THE PROJECT REPRESENTATIVE.
2. WHILE WORKING WITHIN THE AOA, CONTRACTOR VEHICLES MUST HAVE A 3-FOOT SQUARE FLAG CONSISTING OF INTERNATIONAL ORANGE AND WHITE SQUARES IN FULL VIEW ABOVE THE VEHICLE AND/OR A FLASHING YELLOW BEACON. EACH VEHICLE MUST HAVE THE CONTRACTOR'S NAME CLEARLY IDENTIFIED ON BOTH SIDES OF THE VEHICLE. IT IS THE CONTRACTORS RESPONSIBILITY TO PROVIDE FLAG, BEACON, AND NAME DECALS.
3. THE CONTRACTOR'S USE OF HAUL ROUTES MUST NOT HINDER THE SAFE AND UNOBSTRUCTED FLOW OF AIRPORT TRAFFIC. AIRCRAFT TRAFFIC WILL HAVE THE RIGHT OF WAY AT ALL TIMES.
4. SPEED LIMIT ON HAUL ROUTES AND ACTIVE APRONS IS 10 MPH UNLESS OTHERWISE POSTED.

AIRPORT SECURITY:

1. VEHICLES AND EQUIPMENT MAY ONLY ENTER THE AIRPORT OPERATIONS AREA (AOA) THROUGH THE IDENTIFIED ACCESS GATES.
2. THE CONTRACTOR MUST MAINTAIN AIRFIELD SECURITY AND GATE SECURITY AT ALL TIMES.

TWO-WAY RADIO COMMUNICATIONS:

1. THE CONTRACTOR MUST OBTAIN AND IS REQUIRED TO HAVE AT ALL TIMES A SUFFICIENT NUMBER OF OPERABLE RADIOS, TUNED TO THE CTAF FREQUENCY 122.9. SUPERINTENDENT TO MONITOR RADIO AT ALL TIMES DURING WORKING HOURS. ALL CONTRACTOR VEHICLES IN THE AOA MUST MONITOR THE CTAF FREQUENCY AT ALL TIMES. THE COST OF PROVIDING RADIOS MUST BE INCLUDED IN THE COST OF THE PROJECT.

WILDLIFE MANAGEMENT:

1. THE CONTRACTOR MUST OBSERVE STRICT ADHERENCE TO SITE CLEANLINESS. THE CONTRACTOR MUST MAINTAIN A CLEAN WORKSITE, CLEAR OF EXCESS DEBRIS AND TRASH, FOOD GARBAGE OR OTHER NUISANCE ATTRACTANTS. TRASH IS CONSIDERED A HAZARD IN THAT IT MAY BECOME WINDBLOWN AND BECOME FOREIGN OBJECT DEBRIS (FOD) OR IT MAY ATTRACT UNWANTED WILDLIFE WHICH MAY PRESENT SERIOUS HAZARDS TO AIRCRAFT IN THE AOA.
2. DURING CONSTRUCTION, THE CONTRACTOR MUST ENSURE THAT THERE IS NO STANDING WATER WITHIN THE WORK SITE AND WITHIN THE STAGING AREAS.
3. ANY AREA THAT HAS BECOME DISTURBED BY THE CONTRACTOR WILL BE THE RESPONSIBILITY OF THE CONTRACTOR UNTIL VEGETATION HAS BEEN ESTABLISHED AND ACCEPTED. CONTRACTOR MUST MAINTAIN GRASS TO NO GREATER THAN 6 INCHES IN HEIGHT WITHIN 20 FEET OF EDGE OF PAVEMENT.
4. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN IN GOOD WORKING ORDER ANY GATE HE OR SHE USES FOR SITE ACCESS. ADDITIONALLY, THE CONTRACTOR WILL BE REQUIRED TO STRICTLY FOLLOW AIRPORT SECURITY PROTOCOLS FOR KEEPING THE AIRFIELD SECURE AT ALL TIMES AS WELL AS FOR ENTERING/EXITING THE AOA.
5. NO KNOWN HABITAT DISRUPTION SHOULD OCCUR AND NO KNOWN ISSUES ARE ANTICIPATED. EASTERN BLACK RAIL (WETLAND BIRD) IS ANTICIPATED TO BE PRESENT IN THE WETLANDS ADJACENT TO THE PROJECT AREA. BREEDING SEASON BEGINS APRIL 1 TO AUGUST 31. TREE AND SHRUB CLEARING OF ANY KIND CANNOT OCCUR IN THAT PERIOD WITHOUT PRIOR COORDINATION AND APPROVAL FROM THE PROJECT REPRESENTATIVE.

FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT:

1. ANY FOREIGN OBJECT DEBRIS (FOD) ON THE ACTIVE AOA SURFACES OR PUBLIC ROADWAYS MUST BE IMMEDIATELY CLEANED BY THE CONTRACTOR TO THE SATISFACTION OF THE PROJECT REPRESENTATIVE. THE CONTRACTOR MUST UTILIZE WHATEVER EQUIPMENT IS NECESSARY TO KEEP THESE ROUTES FREE AND CLEAR OF DUST, DEBRIS, MUD, ETC. ALL EQUIPMENT AND LABOR NECESSARY TO MAINTAIN A CLEAN ROUTE WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT. FAILURE TO KEEP THE ACTIVE AOA SURFACES FREE OF DEBRIS COULD RESULT IN THE STOPPAGE OF THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE TO AIRPORT PROPERTY OR AIRCRAFT AS A RESULT OF FOREIGN OBJECT DEBRIS (FOD) IN THE CONSTRUCTION AREAS.
2. THE CONTRACTOR MUST KEEP THE PROJECT SITE AND VEHICLES CLEAN, USING A CLEAN AS YOU GO APPROACH THROUGHOUT THE DURATION OF THE PROJECT. THIS WILL INCLUDE TAKING AN INVENTORY OF TOOLS BEFORE ENTERING THE AOA AND AFTER LEAVING THE AOA TO ENSURE NO TOOLS ARE UNACCOUNTED FOR OR INADVERTENTLY LEFT WITHIN THE AOA.

HAZARDOUS MATERIAL MANAGEMENT:

1. THE CONTRACTOR MUST BE REQUIRED TO SUBMIT A SAFETY AND HEALTH PLAN, WHICH DETAILS HOW THEIR COMPANY MANAGES AND HANDLES HAZARDOUS MATERIALS, FOR CIRCUMSTANCES WHICH MAY OCCUR ON THIS PROJECT. ALL LUBRICATING LIQUIDS AND SOLIDS (OILS AND GREASES) MUST BE SECURED AND CONTAINED IN DRY AREAS UNTIL USED BY TRAINED PERSONNEL OR MECHANICS. ALL WASTE MATERIAL MUST BE PROPERLY DISPOSED OF IN ACCORDANCE WITH ALL APPLICABLE ENVIRONMENTAL LAWS AND ACCORDING TO MANUFACTURER'S DIRECTIONS. CONSTRUCTION FUEL MUST NOT BE STORED AT THE SITE. EXCESS MATERIAL FROM THE EXISTING SYSTEM MUST BE LEGALLY DISPOSED OF OFF AIRPORT PROPERTY.
2. IF HAZARDOUS MATERIALS ARE ENCOUNTERED ON THE SITE WHICH ARE IMPACTED BY THE WORK, THE CONTRACTOR MUST NOTIFY THE PROJECT REPRESENTATIVE IMMEDIATELY OF THEIR PRESENCE.

NOTIFICATION OF CONSTRUCTION ACTIVITIES:

1. THE NOTICE TO PROCEED WILL NOT BE ISSUED UNTIL THE CONTRACTOR HAS SUBMITTED TO THE PROJECT REPRESENTATIVE FOR APPROVAL, AND WHICH HAS BEEN APPROVED IN WRITING, THE FOLLOWING ITEMS: A SPCD, A SCHEDULE WITH CRITICAL PATH IDENTIFIED AND EMERGENCY CONTACT INFORMATION (SUPERVISOR, FOREMAN, PROJECT MANAGER), AND SCHEDULE OF VALUES FOR LUMP SUM WORK ITEMS. THE LIST OF EMERGENCY CONTACT INFORMATION MUST BE UPDATED WEEKLY, AS NECESSARY, AT THE WEEKLY PROGRESS STATUS MEETINGS.
2. THE PROJECT REPRESENTATIVE MUST GENERATE AND MAINTAIN NOTICE TO AIR MISSIONS (NOTAMS) PRIOR TO CLOSURES AS REQUIRED. THE CONTRACTOR MUST PROVIDE THE PROJECT REPRESENTATIVE A MINIMUM OF FOURTEEN (14) DAYS ADVANCE NOTICE ON PLANNED CLOSURES.
3. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR MUST CALL THE APPROPRIATE AIRPORT REPRESENTATIVES (SEE THIS SHEET).
4. THE CONTRACTOR MUST IDENTIFY A QUALIFIED, DEDICATED SAFETY AND SECURITY POINT OF CONTACT THAT IS APPROVED BY THE PROJECT REPRESENTATIVE.
5. THE CONTRACTOR MUST PRODUCE AN EMERGENCY CONTACT LIST WITHIN SEVEN (7) DAYS FOLLOWING THE PRE-CONSTRUCTION MEETING.
6. THE AIRPORT DOES NOT HAVE AN ONSITE AIR RESCUE FIRE FIGHTING EMERGENCY RESPONSE TEAM. THE LOCAL FIRE PROTECTION DISTRICT EMERGENCY PHONE NUMBERS SHOULD BE LISTED ON THE EMERGENCY CONTACT LIST, PROVIDED BY THE CONTRACTOR, FOR ANY COORDINATION THAT MAY BE NECESSARY BETWEEN THE CONTRACTOR AND FIRE DISTRICT. THE CONTRACTOR MUST HAVE REFERENCE TO THIS EMERGENCY CONTACT LIST AT ALL TIMES.
7. AN INCURSION WITH AN AIRCRAFT IS A SERIOUS SAFETY INFRINGEMENT AND IS A FEDERAL VIOLATION THAT WILL SUBJECT THE CONTRACTOR TO THE MAXIMUM FINE ALLOWED BY FEDERAL AVIATION ADMINISTRATION.
8. MAXIMUM HEIGHT OF CONTRACTOR'S VEHICLES AND EQUIPMENT WITHIN THE AOA MUST BE 15-FT ABOVE THE GROUND SURFACE. IF THE CONTRACTOR CHOOSES TO USE EQUIPMENT IN EXCESS OF THIS HEIGHT, HE/SHE WILL BE RESPONSIBLE FOR SUBMITTING FOR A REVISED AIRSPACE ANALYSIS (FAA FORM 7460-1). THE CONTRACTOR IS ADVISED THAT THE FAA REVIEW MAY TAKE UP TO 90 DAYS FROM TIME OF SUBMITTAL. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS AND TIME DELAYS ASSOCIATED WITH THE FAA 7460-1 APPLICATION.

INSPECTION REQUIREMENTS:

1. CONTRACTOR MUST PROVIDE UNENCUMBERED ACCESS TO THE FAA AND THE PROJECT REPRESENTATIVE OF THE WORK AREAS AT ALL TIMES.
2. CONTRACTOR MUST IDENTIFY, IN WRITING TO THE PROJECT REPRESENTATIVE THE INDIVIDUALS RESPONSIBLE FOR CONDUCTING INSPECTIONS PRIOR TO THE INSPECTION TAKING PLACE.
3. CONTRACTOR MUST COMPLETE A DAILY INSPECTION OF THE WORK SITE FOR SAFETY BY COMPLETING THE FAA CHECKLIST IN AC 150/5370-2G. THE CONTRACTOR MUST INCLUDE SUFFICIENT TIME WITHIN THE ALLOWABLE CLOSURE REQUIREMENTS TO ACCOMMODATE INSPECTIONS AND ACCEPTANCE OF WORK BY THE PROJECT REPRESENTATIVE.
4. REOPENING OF RUNWAY OR TAXIWAY PAVEMENTS AFTER A CONSTRUCTION OR OTHER CLOSURE MUST ONLY BE APPROVED BY THE PROJECT REPRESENTATIVE AND WILL ONLY BE APPROVED ON THE BASIS THAT THE CONTRACTOR HAS MET THE REQUIREMENT FOR OPENING AIRFIELD PAVEMENTS AS OUTLINED IN THE PROJECT DOCUMENTATION PROVIDED. THE CONTRACTOR MUST INCLUDE SUFFICIENT TIME WITHIN THE ALLOWABLE SCHEDULED CLOSURE REQUIREMENTS TO ACCOMMODATE INSPECTION OF PAVEMENT TO BE OPENED BY THE PROJECT REPRESENTATIVE.
5. THERE MUST BE NO SLOPES GREATER THAN 5 AND NO DROP-OFFS GREATER THAN 3 INCHES WITHIN THE RUNWAY OR TAXIWAY SAFETY AREA, AND NO PRESENCE OF FOD ON THE AIRFIELD PAVEMENT, IN ORDER TO OPEN THE RUNWAY OR TAXIWAY. IF NECESSARY, TEMPORARY EDGE TREATMENT WILL BE PLACED ALONG THE RUNWAY EDGE IN ORDER TO MEET THIS REQUIREMENT PRIOR TO REOPENING THE RUNWAY.
6. FINAL INSPECTIONS: ANY DAMAGE ALONG THE HAUL ROUTES, DUE TO THE CONTRACTOR'S VEHICLES OR EQUIPMENT, MUST BE REPAIRED BY THE CONTRACTOR PRIOR TO THE COMPLETION OF THE PHASE THE ROUTE IS USED.

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NORTH CAROLINA LICENSE NO. F-0165
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NO.	DESCRIPTION	DATE

BILLY MITCHELL AIRPORT (HSE)

PAVEMENT REHABILITATION PROJECT
NCDOT PROJECT NO. 36244.74.1.1

53252 BILLY MITCHELL ROAD
FRISCO, NC 27936

ISSUED FOR BID

NORTH CAROLINA PROFESSIONAL SEAL 053220 ENGINEER Richard D. Bauer

Docusigned by:
9/16/2024

SHEET TITLE
CONSTRUCTION SAFETY AND PHASING PLAN NOTES SHEET 1 OF 2

DATE	**SEPTEMBER 16, 2024**
SCALE	**NA**
DRAWN BY	**SSD**
CHECKED BY	**RDB**
APPROVED BY	**RDB**
WSP PROJECT NUMBER	**188695-05**
SHEET NUMBER	**GP0.02**

SHEET 5 OF 26

FILE NAME: OBX-HSE-GP0.02-GP0.03.DWG
PLOT DATE: S p 13 , 2024 - 12:36PM

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.