

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.

UNDERGROUND UTILITIES AND EXISTING PAVEMENTS:

- THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING PAVEMENTS, TURFED AREAS, UNDERGROUND PIPES AND UTILITIES, AND ALL OTHER EXISTING FEATURES UNLESS OTHERWISE NOTED ON THESE PLANS. THE CONTRACTOR WILL REPAIR TO ORIGINAL CONDITIONS ALL FEATURES INCLUDING EXISTING PAVEMENTS AND TURFED AREAS DISTURBED BY HIS OR HER ACTIVITIES TO THE SATISFACTION OF THE PROJECT REPRESENTATIVE. THIS REPAIR WILL BE CONSIDERED INCIDENTAL TO THE WORK AND NO ADDITIONAL COMPENSATION WILL BE APPROVED.

PENALTIES:

- IN THE EVENT AN EMPLOYEE OF THE CONTRACTOR VIOLATES A SAFETY PROVISION, THEY WILL BE PROHIBITED FROM RETURNING TO WORK ON THE AOA WITHOUT REMEDIAL SAFETY TRAINING AND THE APPROVAL OF THE AIRPORT. VIOLATIONS MAY BE DEEMED AS JUST AND SUFFICIENT CAUSE TO REQUIRE THE EMPLOYEE BE PERMANENTLY REMOVED FROM THE JOB SITE.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS AND DELAYS CAUSED BY SAFETY VIOLATIONS. CONSTRUCTION PERSONNEL DRIVING ERRATICALLY ON THE AIRPORT, EXCEEDING THE 10 MPH SPEED LIMIT, OR VIOLATING ANY OTHER AIRPORT DRIVING RULE OR SAFETY REGULATION, AT A MINIMUM, MUST BE REMOVED FROM THE PROJECT PERMANENTLY. AIRPORT OPERATIONS CAN REMOVE ANY CONTRACTOR PERSONNEL, AT ANY TIME, FOR ANY DURATION, DUE TO A SAFETY VIOLATION.
- NON-COMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE APPROVED CSPP AND SPCD, AIRPORT SECURITY REGULATIONS, VEHICLE SPEED RESTRICTIONS AND ANY OTHER APPLICABLE AIRPORT REGULATION MAY RESULT IN FINES AS ALLOWED BY LAW AS WELL AS THE REMOVAL OF THE CONTRACTOR PERSONNEL FROM THE WORK SITE.

LIQUIDATED DAMAGES:

- SHOULD THE CONTRACTOR EXCEED THE ALLOWABLE NUMBER OF CALENDARS DAYS TO COMPLETE THE WORK, A LIQUIDATED DAMAGE OF 1,000 PER DAY MAY BE APPLIED TO THE CONTRACT IN DAMAGES.

SPECIAL CONDITIONS:

- EMERGENCY SITUATIONS: SHOULD A LIFE THREATENING INJURY OCCUR ON SITE, WHETHER IT BE TO THE CONTRACTOR'S WORKFORCE OR THE PROJECT REPRESENTATIVE'S INSPECTION CREW OR OTHERS, THE PROJECT REPRESENTATIVE MUST BE IMMEDIATELY NOTIFIED. THE CONTRACTOR MUST FOLLOW ALL INSTRUCTIONS BY THE FAA, AND THE PROJECT REPRESENTATIVE OFFICIALS OR THEIR DESIGNEES.
- THE CONTRACTOR MUST YIELD TO ALL SAFETY PERSONNEL. IN THE EVENT OF A WORK STOPPAGE DUE TO AIRCRAFT EMERGENCY, THE CONTRACTOR MUST, IF POSSIBLE, MAKE SAFE THE CONSTRUCTION SITE AND VACATE THE AREA.

RUNWAY AND TAXIWAY VISUAL AIDS:

- CLOSURES WILL BE NOTED WITH THE USE OF LOW PROFILE BARRICADES AT RUNWAY AND TAXIWAY CROSSINGS. BARRICADES MUST BE SECURED TO PREVENT MOVEMENT FROM JET BLAST. THE PROJECT REPRESENTATIVE WILL PROVIDE NOTAMS FOR CLOSURES. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE, PLACE AND MAINTAIN TEMPORARY BARRICADES AT CLEARLY VISIBLE LOCATIONS TO KEEP PILOTS FROM ERRANTLY TAXIING DOWN A CLOSED TAXIWAY OR CLOSED RUNWAY.

MARKINGS AND SIGNS FOR ACCESS ROADS:

- THE CONTRACTOR MUST CLEARLY MARK ALL ACCESS AND HAUL ROUTES AND INSTALL SIGNAGE IN ACCORDANCE WITH MUTCD.

HAZARD MARKING AND LIGHTING:

- THE CONTRACTOR IS RESPONSIBLE FOR REPLACING IN-KIND ANY MARKINGS DESTROYED, OBLITERATED, OR OTHERWISE RENDERED UNUSABLE BY CONSTRUCTION ACTIVITIES, UNLESS OTHERWISE NOTED IN THE PLANS.
- ALL CONSTRUCTION VEHICLES AND EQUIPMENT MUST HAVE A FLASHING YELLOW BEACON AND/OR 3 FEET BY 3 FEET CHECKERED ORANGE AND WHITE FLAG ATTACHED TO VEHICLES/EQUIPMENT (SUCH AS CRANES) AS SPECIFIED IN AC 150/5210-5D "PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT".
- LOW-PROFILE BARRICADES MUST HAVE BATTERY-OPERATED FLASHING RED LIGHTS. SEE DETAIL 1 THIS SHEET.

WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION:

- CONSTRUCTION IS PROHIBITED FROM SUNDOWN TO SUNRISE. NO NIGHTTIME WORK IS ALLOWED.

PROTECTION OF RUNWAY, TAXIWAY SAFETY AREAS AND OBJECT FREE AREAS:

RUNWAY SAFETY AREA (RSA)

- THERE WILL BE NO WORK WITHIN ANY ACTIVE RSA. THE CONTRACTOR IS NOT PERMITTED TO WORK WITHIN THE RSA OF AN ACTIVE RUNWAY.
- NO OPEN TRENCHES OR EXCAVATIONS ARE PERMITTED WITHIN THE RSA WHILE THE RUNWAY IS OPEN. BACKFILL TRENCHES BEFORE THE RUNWAY IS OPENED. IF BACKFILLING EXCAVATIONS BEFORE THE RUNWAY MUST BE OPENED IS IMPRACTICABLE, COVER THE EXCAVATIONS APPROPRIATELY. COVERING FOR OPEN TRENCHES MUST BE DESIGNED TO ALLOW THE SAFE OPERATION OF THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY ACROSS THE TRENCH WITHOUT DAMAGE TO THE AIRCRAFT.
- CONSTRUCTION CONTRACTORS MUST PROMINENTLY MARK OPEN TRENCHES AND EXCAVATIONS AT THE CONSTRUCTION SITE WITH RED OR ORANGE FLAGS, AS APPROVED BY THE FAA, STATE, OWNER, AND ENGINEER, AND ILLUMINATE AREAS WITH RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS.
- SOIL EROSION MUST BE CONTROLLED TO MAINTAIN RSA STANDARDS, THAT IS, THE RSA MUST BE CLEARED AND GRADED AND HAVE NO POTENTIALLY HAZARDOUS RUTS, HUMPS, DEPRESSIONS OR OTHER SURFACE VARIATIONS, AND CAPABLE, UNDER DRY CONDITIONS, OF SUPPORTING SNOW REMOVAL EQUIPMENT, FIREFIGHTING EQUIPMENT, AND THE OCCASIONAL PASSAGE OF AIRCRAFT WITHOUT CAUSING STRUCTURAL DAMAGE TO THE AIRCRAFT.

RUNWAY OBJECT FREE AREA (ROFA)

- THERE WILL BE NO WORK WITHIN ANY ACTIVE RUNWAY OBJECT FREE AREA (ROFA). ALL CONTRACTOR EQUIPMENT MUST BE REMOVED FROM THE ROFA WHEN NOT IN USE, AND MATERIAL MUST NOT BE STOCKPILED IN THE ROFA.

TAXIWAY SAFETY AREA (TSA)

- THERE WILL BE NO WORK WITHIN ANY ACTIVE TAXIWAY SAFETY AREA (TSA).
- NO OPEN TRENCHES OR EXCAVATIONS ARE PERMITTED WITHIN THE TSA WHILE THE TAXIWAY IS OPEN. BACKFILL TRENCHES BEFORE THE TAXIWAY IS OPENED. IF BACKFILLING EXCAVATIONS BEFORE THE TAXIWAY MUST BE OPENED IS IMPRACTICABLE, COVER THE EXCAVATIONS APPROPRIATELY. COVERING FOR OPEN TRENCHES MUST BE DESIGNED TO ALLOW THE SAFE OPERATION OF THE HEAVIEST AIRCRAFT OPERATING ON THE TAXIWAY ACROSS THE TRENCH WITHOUT DAMAGE TO THE AIRCRAFT.

TAXIWAY OBJECT FREE AREA (TOFA)

- THERE WILL BE NO WORK WITHIN ANY ACTIVE TAXIWAY OBJECT FREE AREA.

OBSTACLE FREE ZONES (OFZ)

- THERE WILL BE NO WORK WITHIN ANY ACTIVE OBSTACLE FREE ZONES (OFZ).

RUNWAY APPROACH/DEPARTURE SURFACES

- THERE WILL BE NO WORK WITHIN ANY ACTIVE RUNWAY APPROACH/DEPARTURE AREAS OR CLEARWAYS.

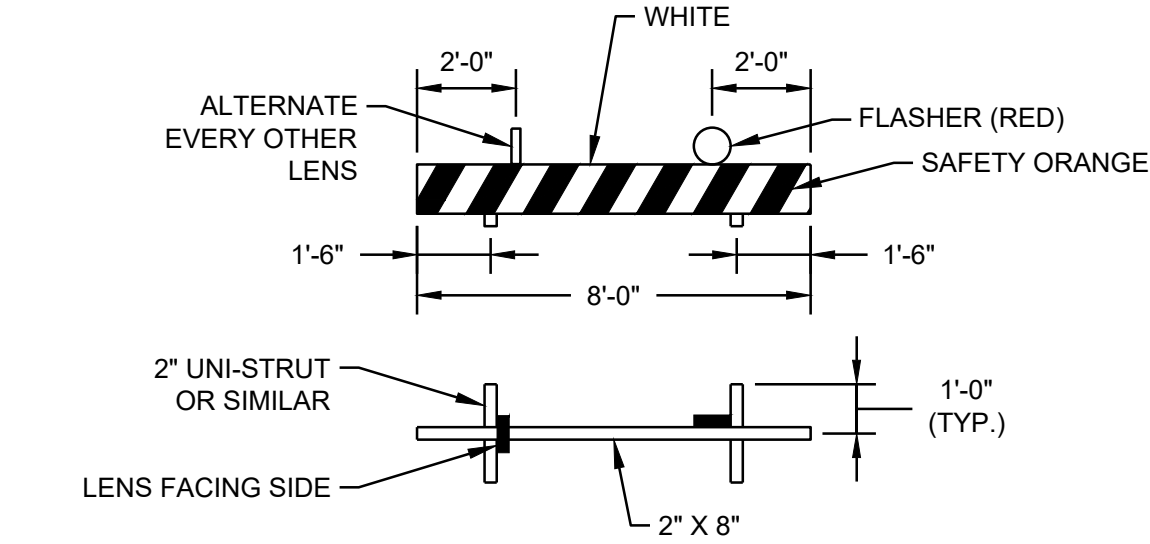
OTHER LIMITATIONS ON CONSTRUCTION:

THE FOLLOWING RESTRICTIONS WILL BE IN PLACE DURING THE CONSTRUCTION OF THIS PROJECT UNLESS OTHERWISE ACCEPTED BY WRITTEN AUTHORIZATION:

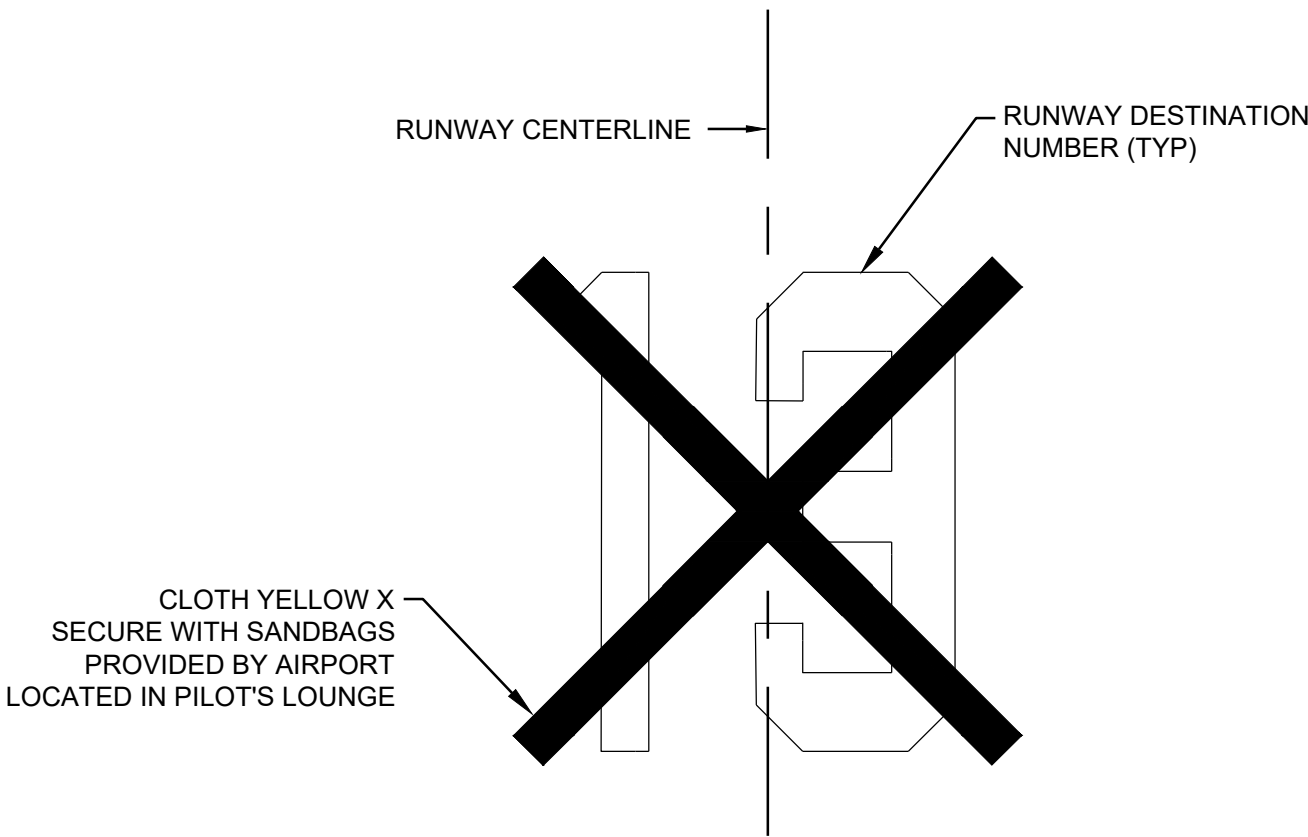
- NO USE OF TALL EQUIPMENT (CRANES, CONCRETE PUMPS, AND SO ON) UNLESS A 7460-1 DETERMINATION LETTER IS USED FOR SUCH EQUIPMENT.
- NO USE OF OPEN FLAMES WELDING OR TORCHES UNLESS ADEQUATE FIRE SAFETY PRECAUTIONS ARE PROVIDED AND APPROVED IN WRITING BY THE AIRPORT.
- NO USE OF FLARE POTS WITHIN THE PROPERTY AT ANY TIME.
- NO USE OF ELECTRICAL BLASTING CAPS ON OR WITHIN 1,000 FEET OF AIRPORT PROPERTY.
- NO SMOKING ON THE PROPERTY.
- NO DISRUPTION OF UTILITIES SERVING THE FACILITIES OCCUPIED BY THE AIRPORT OR THEIR TENANTS, UNLESS PERMITTED IN WRITING (WITH PROVISIONS FOR TEMPORARY UTILITIES IN THEIR PLACE). NOTIFY THE PROJECT REPRESENTATIVE A MINIMUM OF 48 HOURS IN ADVANCE OF PROPOSED UTILITY DISRUPTIONS AND DO NOT PROCEED WITH UTILITY INTERRUPTION WITHOUT WRITTEN PERMISSION.
- THE CONTRACTOR SHOULD BE AWARE OF JET BLAST AT ALL TIMES, ESPECIALLY WHILE AROUND ACTIVE RUNWAYS, TAXIWAYS AND APRONS. BARRICADES SHOULD BE FIXED TO THE GROUND OR PAVEMENT TO PREVENT MOVEMENT DUE TO JET BLAST. STOCKPILES AND CONSTRUCTION EQUIPMENT SHOULD BE KEPT AWAY FROM PLACES WHERE JET BLAST IS LIKELY TO OCCUR (RUN-UP APRONS, TAXIWAY CORNERS, ETC.)
- CONTRACTOR'S WORKING DAYS OR TIMES MAY BE LIMITED AT THE PROJECT REPRESENTATIVE'S DISCRETION FOR SPECIAL OPERATIONS OR SPECIAL EVENTS.

BARRICADE NOTES

- FLASHERS TO BE BATTERY OPERATED AND FULLY OPERATIONAL AT ALL TIMES. FLASHERS TO MEET THE LUMINARY REQUIREMENTS OF THE NORTH CAROLINA'S DEPARTMENT OF TRANSPORTATION. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
- SUPPORT BRACES TO BE SECURELY ATTACHED TO 2" 8". SAND BAGS TO BE PLACED ON EACH SUPPORT BRACE.
- FACING OF 2" 8" TO BE COVERED WITH REFLECTIVE TAPE OR PAINT. (ALTERNATE WHITE/ORANGE)
- PLACE AT MAXIMUM 12' CENTER TO CENTER INTERVALS (MAXIMUM 4' GAP).
- THE BARRICADE IS INTENDED FOR VISUAL DIRECTIONAL GUIDANCE AND HAZARD WARNING FOR TRAFFIC ADJACENT TO THE WORK AREA. IT IS NOT INTENDED FOR USE AS A PHYSICAL BARRICADE OF TRAFFIC.
- ALL BARRICADES, AS REQUIRED BY THE PROJECT REPRESENTATIVE, WILL BE INCLUDED IN THE COST OF THE PROJECT.



1 LOW PROFILE FLASHER BARRICADE DETAIL
GP0.03 SCALE: NTS



FULLY CLOSED RUNWAY MARKER
COLOR - YELLOW
NOT TO SCALE
(FOR DAYTIME AND NIGHT USE)

NOTES

- MARKER MUST BE PLACED AT EACH END OF THE RUNWAY DIRECTLY ON THE RUNWAY DESIGNATION NUMBERS.
- RUNWAY CLOSURE MARKERS WILL BE PROVIDED BY THE AIRPORT. MARKERS ARE LOCATED IN THE PILOT'S LOUNGE.
- RUNWAY CLOSURE EQUIPMENT MUST BE IN CONTINUOUS OPERATION 24 HOURS A DAY, 7 DAYS A WEEK FOR THE DURATION OF THE PROJECT.
- CONTRACTOR WILL BE RESPONSIBLE FOR PLACEMENT, MAINTENANCE, AND REMOVAL OF RUNWAY CLOSURE MARKER COMPONENTS.
- RUNWAY CLOSURE MARKERS MUST BE SECURED WITH SANDBAGS.
- WHEN NUMERALS ARE NOT PRESENT DUE TO CONSTRUCTION ACTIVITY (MILLING, ETC) PLACE YELLOW "X" ON RUNWAY SURFACE AND LOCATE THE CENTER 238 FT FROM THE RUNWAY END OR PAVEMENT REMAINING.
- THE CONTRACTOR MUST RETURN THE CLOTH "X'S BACK TO THE AIRPORT AT THE END OF THE PROJECT IN THE CONDITION RECEIVED. ANY DAMAGE MUST BE REPAIRED OR THE CLOTH "X'S WILL BE REPLACED AT THE CONTRACTORS EXPENSE.

2 CLOTH RUNWAY CLOSURE "X" DETAIL
GP0.03 SCALE: NTS

WSP USA INC.
NORTH CAROLINA
LICENSE NO. F-0165

1001 MOREHEAD SQUARE DRIVE
SUITE 610
CHARLOTTE, NC 28203
T 704-342-5401 | www.wsp.com

NO.	DESCRIPTION	DATE

BILLY MITCHELL AIRPORT (HSE)

PAVEMENT REHABILITATION PROJECT
NCDOT PROJECT NO. 36244.74.1.1

53262 BILLY MITCHELL ROAD
FRISCO, NC 27936

ISSUED FOR BID

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

DATE	SEPTEMBER 16, 2024
SCALE	NTS
DRAWN BY	SSD
CHECKED BY	RDB
APPROVED BY	RDB

WSP PROJECT NUMBER	188695-05
SHEET NUMBER	GP0.03
SHEET	6 OF 26