COOLIDGE MUNICIPAL AIRPORT CITY OF COOLIDGE, ARIZONA



CONSTRUCTION SAFETY AND PHASING PLAN FOR

GA APRON AND TAXIWAY C

PROJECT NO. AIP-01-2024 FAA AIP 3-04-0011-018-2025 (Design)

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PLANS

C1.3 Project Layout Plan

A. COORDINATION

Preliminary Requirements

This project consists of construction work at the Coolidge Municipal Airport. The purpose of this project is for the construction of a new general aviation apron with access to Runway 5-23 through partial parallel Taxiway C and connector Taxiways C1, C2, and C3. The intent of this contract is to provide for construction and completion of the work described. It is further intended that the Contractor furnish all labor, materials, equipment, tools, transportation and supplies required to complete the work in accordance with the plans, specifications, and terms of the contract.

The project consists of the construction of a 100,000 SF general aviation asphalt apron, asphalt Taxiways C, C1, C2, and C3, 15' wide asphalt shoulders, and electrical improvements. The construction will require milling of existing asphalt surface, subgrade preparation, base material stabilization, asphalt paving, and permanent pavement markings. The electrical upgrades include new medium intensity taxiway edge lights with associated basecans and conduits and new airfield guidance signs. This work also includes Airport safety and security, and Contractor quality control.

This Construction Phasing & Safety Plan provides specific information to the Contractor and/or Subcontractors selected to carry out the construction contract for this project. This plan includes the requirements and procedures for accident prevention, safety requirements, and security considerations at the Coolidge Municipal Airport. The Airport's safety objective is to achieve accident-free construction projects. Furthermore, the Contractor must be in full compliance with FAA Advisory Circular (AC) 150/5370-2G, Operational Safety on Airports during Construction. This will be discussed at the Pre-Construction Conference.

The Contractor or Subcontractor shall conduct operations in a manner that will provide safe working conditions for all employees, the protection of the public and all others who may be affected by construction activities. Nothing contained in this plan is intended to relieve the Contractor, Subcontractor or supplier of the obligations assumed by the Contractor under contract with the City of Coolidge or as required by law.

Safety must be an integral part of the job. Full participation, cooperation, and support are necessary to ensure the safety and health of all persons and property involved in the project. The purpose of phasing, marking, barricading, and lighting of airside construction areas is to delineate hazardous areas and prevent unauthorized incursions into the area by personnel, vehicles, equipment, and aircraft during construction; and to positively separate construction activity from aircraft operations.

1. Preconstruction Conference

a) A preconstruction conference will be convened and conducted by the Airport and construction administration team prior to the issuance of the Notice to Proceed. Invitees and attendees will include Coolidge Municipal Airport personnel, the Engineer, the Contractor's Project Superintendent, and ADOT and FAA representatives (in person or by phone) and relevant safety-related issues will be discussed in detail at this meeting.

At the Pre-Construction Conference, topics of discussion will include the FAA Advisory Circular (AC) 150/5370-2G, Operational Safety on Airports during Construction, project scope, the Construction Observer's responsibility and authority, identifying the Contractor's Superintendent, NOTAM responsibility, phasing and scheduling of work, Notice to Proceed date, safety during construction, security, escorting requirements, quality control and testing, test reports, quality control, quality acceptance, maintenance of record drawings, labor requirements (as stated in the contract documents/plans/specifications), environmental factors, and other factors that will pertain to this construction project.

The preconstruction conference will be conducted as soon as practicable after the contract has been awarded and held before the notice to proceed is given to the Contractor.

The information covered in this meeting will follow the guidelines outlined in AC 150/5370-12B, "Quality Management for Federally Funded Airport Construction Projects."

2. Contractor Progress Meetings

Weekly construction progress meetings will be held at Coolidge Municipal Airport where the invitees and attendees will include at minimum City of Coolidge personnel, the Project Engineer, the Contractor's Project Superintendent, and the lead personnel of each Subcontractor. In addition to the discussions on the progress of the project, operational safety procedures identified within this Safety Plan will be reviewed and discussed.

- a) The progress meetings will cover safety and security, Airport operations, project schedule, environmental, quality control/quality acceptance, administration and pay applications, submittals and changes.
- b) During these meetings, the Contractor shall submit to the Airport the following safety information if applicable:
 - Number of near misses from the previous period;
 - Number of accidents from the previous periods;

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- Number of recordable injuries from the previous period; and
- Summarization of any accident that took place from the previous period.

Additional meetings may be scheduled in between the weekly construction meetings as seen necessary by the Project Engineer or City of Coolidge personnel.

3. Scope or Schedule Changes

- a) Project scope and construction schedule shall be discussed and established at the preconstruction conference.
- b) Any changes to the project scope shall be discussed throughout the duration of the project and during Contractor progress meetings.
- c) The Contractor shall submit an updated construction schedule and discuss any changes in the schedule during each progress meeting.

4. FAA Air Traffic Organization Coordination

a) Coolidge Municipal Airport does not have an air traffic control tower (ATCT), no coordination is required.

B. PHASING

1. The Project as described on page 1 under the "Preliminary Requirements" portion of this report, will be broken into two Phases, to allow aircraft to minimize Runway closure times. Illustrations of theses phases are shown on sheets C1.5-C1.6 – Construction Safety and Phasing Plan.

Phase 1 includes the Apron and Taxiway portion that is outside of the Runway 5-23 Object Free Area. This portion of the project includes the demolition, subgrade prep, stabilization of base courses, asphalt paving, electrical upgrades and storm drain improvements. Phase 1 is to be completed within a 55 calendar day window starting at the notice to proceed. During this phase both Runway 5-23 and Runway 17-25 and all existing taxiways will remain open all airfield traffic. Construction barricades must be placed along the Runway 5-23 Object Free Area to prevent any construction equipment from entering the runway safety area.

Phase 2 includes the remaining portions of the proposed taxiways within the Runway 5-23 Object Free Area. During this phase Runway 5-23 will remain closed to all airfield traffic while Runway 17-35 will remain open. Phase 2 is to be completed within 20 calendar days. Lighted Runway

"X's" will be placed the runway designation surface painted numbers on both ends of Runway 5-23. A NOTAM will be issued for this Runway denoting that the NAVAID facilities shall be out of service for the duration of this work, as shown on the project plans. Construction barricades must be placed outside of the Runway 17-35 RSA and no construction activity is allowed within. Construction barricades will also be placed on the apron along the Taxiway B2 and Taxiway B3 entrance locations to prevent aircraft from accessing the closed runway.

- 2. Existing airfield lighting circuits shall remain in service for all areas open to aircraft during all hours of darkness and during instrument meteorological conditions (below 1,000 feet ceiling or less than 3 miles of visibility) unless prior approval has been obtained from the Airport. No direct payment for jumpers shall be made. Airport operations will lock out/tag out Runway circuit and PAPI's, and "blackout" all lights and signs in closed taxiway/Runway areas (blackouts provided by Contractor).
- 3. Construction staging areas, access and haul routes, lighting, and marking shall be as No direct payment for jumpers shall be made. Airport operations will lock out/tag out Runway circuit and PAPI's, and "blackout" all lights and signs in closed taxiway/Runway areas (blackouts provided by Contractor). shown on the plans.

The Construction Phasing plan for this project can be seen on the Project Layout Plan of the plans and is attached to the back of this report.

C. AREAS OF OPERATION AFFECTED BY THE CONSTRUCTION ACTIVITY

1. Affected areas on the Airfield

Runway 5-23, Taxiways B, B2, B3, B4, and A2 will be directly affected by the construction within the limits of these existing areas of pavement.

2. Closed or Partially closed facilities

Runway 5-23, Taxiways B, B2, B3, and B4 will be closed during Phase 2 of construction. The portion of Taxiway A2 past the intersection of Runway 17-35 will be partially closed during Phase 2 of construction as well. The limits and sequence of these closures can be seen in the plans of this project.

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3. Emergency Vehicle Access

Coolidge Municipal Airport has no on-field ARFF. Emergency services provided by Coolidge Fire Department. The Contractor will be directed to maintain access for all existing paths that may be used by emergency vehicles within the Airfield Operations Area at all times during this project.

4. Airport Support Vehicle Access Routes

Airport support vehicle access routes will be maintained throughout the project. If the Contractor elects to use the existing Airfield Perimeter or other Service roads, the Contractor will be required to maintain those roads at all times. Furthermore, the Contractor will be directed that Airfield Operations will always have the right-of-way. The proposed Contractor's access routes can be seen on sheet C1.3 *Project Layout Plan*.

5. Utilities for Firefighting

No underground utilities used for firefighting are within the project areas. The Contractor will be responsible for performing the necessary potholing for existing utilities to ensure damage is avoided.

The Contractor is to coordinate with the Airport on the location of existing fire hydrants and supply of construction water at the preconstruction meeting.

6. Affected Approach and Departure Surfaces

The Approach and Departure surfaces for Runway 5-23 will be affected during the project and will require a full closure until work within the RSA is completed and the Runway is opened.

The Approach and Departure surfaces for Runway 17-35 will not be affected during the project and will remain operational for the duration of this project.

7. Affected Instrument Approach Procedures and NAVAID Critical Areas

Landings will not be permitted on Runway 5-23 for the duration of Phase 2, and any NAVAID's associated with this Runway will not be in operation until this phase is complete.

Instrument Approach Procedures and NAVAIDs for Runway 17-35 will not be affected during the project and will remain operational for the duration of this project.

8. Construction Staging Area and Haul Routes

The Contractor's Staging Area, Stockpile Area, haul routes, and construction access areas are shown on the *Project Layout* plan. The Contractor's Staging Area and Stockpile Area have been located outside of all Object Free Areas and Runway imaginary surfaces. Construction access areas and haul routes have been chosen to minimize the impact to airfield operations however, if construction requires vehicular traffic to cross an active taxiway, the Contractor will be required to use flaggers at these crossing points.

9. Maintenance of Essential Utilities

The Contractor is responsible for locating and protecting all existing utilities within the project area. This project involves work on existing airfield lighting facilities. All existing lights on Runways, taxiways, and other airfield facilities must remain operational at all times the facility is open to aircraft traffic. In the event that lighting on any Runway or taxiway must be temporarily disconnected for construction activities, the Contractor must coordinate the schedule for the outage with the City of Coolidge and receive written notice that the activity and schedule are acceptable no later than 5 business day prior to the anticipated impacts.

10. Detours for Emergency and Other Vehicles

Airport support vehicle access routes, including emergency vehicles, will be maintained throughout the project. The Contractor must coordinate construction and construction vehicle movement with Airport Operations during each phase of construction to ensure safety. Contractor vehicle movements to and from the site will follow approved Access and Haul Roads as defined in the project plans.

11 Maintenance of Essential Utilities

No impacts to essential utilities are anticipated during this project. The Contractor is responsible for locating and protecting all existing utilities within the project area.

12 Temporary ATCT Procedures

The Coolidge Municipal Airport does not have an Air Traffic Control Tower (ATCT). The City of Coolidge will issue NOTAMS about any facility closures on the airfield.

D. PROTECTION OF NAVIGATIONAL AIDS

1. NAVAID Critical Areas

Landings will not be permitted on Runway 5-23 during Phase 2 of this project, and Runway 5-23 NAVAID's will not be in operation until project completion. Runway 17-35 NAVAID's will remain operational and shall be protected in place. Critical Areas will remain clear.

2. Effects of Construction on NAVAID Performance

Runway 5-23 will be closed during Phase 2 of this project while work is taking place within the Runway Object Free Area.

3. Protection of NAVAID Facilities

No work will take place on or near runway NAVAID facilities as part of this project. Contractor shall protect NAVAID Facilities in place. All Runway 17-35 navigation equipment and NAVAID critical areas to remain active inside the limits of construction during construction shall be delineated with orange safety fence at no additional cost to the project.

The Contractor shall protect in-place all runway navigation equipment within the limits of construction unless otherwise specified in construction documents. Any damage to navigation equipment shall be reported immediately to the Airport.

4. Required Distance from NAVAIDs to Construction Areas

The existing runway PAPI systems will not be in the vicinity project operations. The Contractor is to protect the existing PAPI systems in place and should maintain at least 15 feet away from PAPI locations at all time.

Equipment and materials shall not be stored near any navigation equipment.

5. Coordination Procedures with FAA/ATO

Coolidge Airport staff will be responsible for continually coordinating as required with the FAA/ATO during construction. Prior to commencement of construction, FAA ATO/Technical Operations office will be notified to evaluate the effect of construction activity on the navigational equipment.

E. CONTRACTOR ACCESS

1. Construction Site Access and Haul Road

a) Haul roads to be used on this project are indicated on the drawings or otherwise specifically authorized by the designer. The Contractor shall confine all vehicles and equipment to the designated construction areas, staging areas and haul routes. If deemed necessary by Coolidge Municipal Airport, the Contractor will be required to mark the haul routes not on pavement with vertical panel barricades with red lights prior to the start of work. The haul route shall be delineated with barricades spaced at 40 feet with additional barricades placed at intersections the entire distance from the project location to the staging area location. Flaggers will be used to regulate construction vehicles as they cross active Taxiways.

If deemed necessary by Coolidge Municipal Airport, the entire haul route must be marked with steady burn or flashing red omni-directional lights 24/7, for the duration of the project. It is the Contractor's responsibility to monitor the haul route on a daily basis to ensure all delineators are in place and working properly.

- b) The Contractor is advised that other Contractors may be utilizing the same haul road and performing work in the vicinity of this project.
- c) The Contractor shall keep all construction vehicles and traffic off of Runway 17-35.
- d) Access points to the project site are shown on the *Project Layout* plan.
- e) The Contractor shall be responsible for restoring all Airport roads to their pre-construction condition where such roads are used by the Contractor. The existing condition of all anticipated haul routes shall be documented prior to hauling. No direct pay shall be made for this work.
- f) The Contractor shall restore all unpaved and paved area used for haul roads to their original condition, including establishment of new vegetation. All costs for constructing, removing, and restoring of haul roads required for the completion of the work shall be borne by the Contractor.
- g) The Contractor shall not permit any unauthorized construction personnel or traffic on the project site. The Contractor shall be responsible for traffic control to and from the project site. Contractor provided directional signage at the access gate and along the delivery route to the staging area and project site shall be reviewed by the engineer and City of Coolidge prior to installation.

- h) All Contractor material orders for delivery to the site shall be directed to the access point identified or Contractor staging area.
- i) The Contractor, through the Airport, shall establish and maintain a list of Contractor and sub-Contractor vehicles authorized to operate on the project site.
- j) It shall be the Contractor's responsibility to coordinate the use of off-site routes (state highways, county roads or city streets) with the appropriate owner who has jurisdiction over the affected route.
- k) All vehicles using haul routes including off-site routes shall be covered to prevent blowing away or spillage of loose material. All spillages on public roadways and site roads shall be promptly cleaned up and legally disposed of at no additional cost to the Airport.
- The Contractor will not be permitted to use any access or haul roads other than those
 designated on the contract drawings. Emergency Vehicles have the right-of-way on access
 roads, haul roads, taxiways, and Runways and shall not be impeded at any time.

2. Airport Security

The project will not require the Contractor and any employees, Subcontractors and delivery staff to work inside any Aircraft Operations Area (AOA).

The Contractor shall be responsible for the protection of the construction site, and all work, materials, equipment, and existing facilities thereon, against vandals and other unauthorized persons. Security measures shall include such additional security fencing, barricades, lighting, and other measures as the Contractor may deem necessary to protect the site.

The Contractor's responsibilities for work areas are as follows:

- a) The Contractor shall be held responsible for controlling his employees, Subcontractors, and their employees with regard to traffic movement.
- b) The Contractor shall rebuild, repair, restore, and make good at his own expense all injuries or damages to any portion of the work occasioned by his use of these facilities before completion and acceptance of his work.
- c) The Contractor shall submit to the Engineer in writing a detailed work plan for each construction phase. The work plan shall include, but not be limited to, temporary electrical facilities, installation sequence of electrical items, maintenance of airfield electrical and NAVAID power and control circuits. This plan shall be submitted 14

- calendar days prior to the start of each construction phase. No work within the construction phase may commence until the phase work plan is approved.
- d) The Contractor shall submit to the Engineer in writing a plan, by construction phase, for controlling construction equipment and vehicular movements in the Air Operations Area (AOA). This plan shall be submitted at the Pre-Construction Meeting. No work may commence until this plan is approved. The plan must include access routes.
- e) The Contractor shall provide a responsible Traffic Manager whose duty shall be to direct all traffic on or near active Runways, taxiways, haul roads, and highways. Paved surfaces shall be kept clear at all times and specifically must be kept free from all debris which might damage aircraft.

3. Contractor Staging Area

- a) The limits of construction, Contractor's staging area and stockpile areas required for the Contractor's exclusive use during construction are shown on the plans. Additional areas may be requested by the Contractor and approved by the Airport. The Contractor shall provide devices visible for both day and night use to delineate the perimeter of all such areas.
- b) The Contractor shall protect all existing drainage structures from any damage caused while the area is being used as a construction staging and stockpile area. All damage shall be repaired to the satisfaction of the Airport and at no additional cost to the Airport. A staging area layout plan shall be submitted to the owner and the engineer for review and approved prior to construction.
- c) In order to prevent sediment from leaving the Contractor staging area, the Contractor shall install temporary silt fence around the staging area and provide inlet protection devices for all existing drainage structures.
- d) All erosion control measures within the Contractor staging area shall be incidental to the project and are outlined in the stormwater pollution prevention plan.
- e) Airport Operations will be on site for the duration of the project and will attend the weekly and daily meetings with the Contractor. At these daily meetings, the Contractor shall inform the team of the daily construction activities and priorities.

- f) An engineer's field office is required for this project per Item M-002 of the Special Provisions. Engineer's field office location will be approved by the Engineer and the Airport.
- g) The Contractor shall provide temporary utilities to the site in accordance to Item M-002 of the Special Provisions. All costs associated with temporary utilities shall be incidental the project
- h) All staging areas may be inspected by the fire department. The Contractor shall supply any and all firefighting equipment, protection and safety equipment/supplies as requested by the fire department within 24 hours after requested.
- Contractor shall supply trash and rubbish dumpsters and all other containers for removal
 of trash, rubbish, and debris resulting from the work of the contract. The Contractor
 should not allow dumpsters to overflow.
- j) The Contractor shall completely clean up and restore the entire staging and storage areas, as approved by the designer prior to final completion. All unused materials shall be removed from the project site at the Contractor's expense, unless prior approval has been given from the city of Coolidge. No direct payment shall be made.
- k) City of Coolidge personnel and representatives will be on site for the duration of the project and will attend the weekly and daily meetings with the Contractor. At these daily meetings, the Contractor shall inform the team of the daily construction activities and priorities.

4. Contractor Employee and Equipment Parking

- a) Contractor employee parking will be coordinated with the owner prior to notice to proceed. Personal vehicles will be parked at a designated area. Contractor's employees will be transported to the job site by means of a company vehicle.
- b) All on site vehicles and equipment shall be parked in the designated staging area as shown on the plans. If a vehicle is to be serviced it shall be within the staging area and not in the employee parking area. Personal vehicles will not be allowed onto the airfield.
- c) All materials and equipment when not in use shall be placed in approved areas where they will not constitute a hazard to aircraft operations and not penetrate clearance height restrictions. All equipment shall be parked in the appropriate area(s) when not in use.

5. Vehicle Condition

- a) Vehicles and equipment that are deemed a potential hazard by the engineer shall be removed from the job site and Airport property at the request of the engineer. Vehicles and equipment that leak any automotive fluid especially oil, hydraulic fluid, transmission fluid, gear oil, gasoline, diesel, etc. will be removed to the staging area and not allowed to operate on any paved surface. If the vehicle cannot be repaired within a few days the vehicle shall be removed from the Airport. Leaking fluids on pavements damage the pavement.
- b) The Contractor shall cleanup, at Contractor's expense, any and all leaks or spills. Leaks on paved surfaces shall be cleaned up immediately. Significant leak spots on pavement, as determined by the engineer, shall be replaced with new pavement. Asphalt will require milling and placement of new bituminous material; PCC will require saw, removal and repair as directed by the engineer. Dirt or gravel areas will require removal, legal disposal and replacement of the area with similar approved materials.

6. Location of Stockpiled Materials

All Contractor materials, equipment and supplies shall be staged within the designated staging area. The Contractor shall keep the staging area neat and clean of debris.

For equipment that must remain in the work area, the following criteria must be met:

- Equipment must be located outside of active Runway/taxiway safety and object free areas.
- Equipment must be marked with lighted barricades around the equipment perimeter with a spacing of no more than 10 feet.
- Equipment to be staged must be coordinated at least 48 hours in advance with the Engineer.
- The highest point of the equipment must be marked and lit with a red flashing/steady burning omni-directional obstruction light

Stockpiling of materials is not anticipated, but is permitted, as long as the following criteria are met:

• The Contractor may use the Contractor's Staging area to stockpile material.

Construction activity shall be prohibited when equipment penetrates the imaginary surface described in Title 14 CFR Part 77 and any restricted area as defined in AC 150/5300-13B, *Airport Design* current edition, unless a favorable airspace finding has been made by the FAA and the Airport, and approved by the Operations manager on Duty. Equipment that penetrates the Part 77 imaginary surface must display an orange and white checkered flag during daytime operations and red obstruction light during nighttime use.

There shall not be any stockpiled materials within active Runway or taxiway safety areas or in the infield areas. Stockpiled material or equipment shall not be stored near aircraft turning areas or operational movement areas, aprons, or excavations and trenches. Stockpiled materials shall not be stored near NAVAIDs, visual or approach aids, nor shall they obstruct the ATCT's line of sight to any Runway or taxiway. The Contractor shall ensure that stockpiled materials do not cause degraded or hazardous conditions to Airport operations safety. This includes determining and verifying that stockpiled materials are stored at an approved location, that they are properly stowed to prevent foreign object debris (FOD), attraction by wildlife, or obstruction of air operations either by their proximity to aircraft movement areas.

All stockpiled material(s)/supplies shall be constrained in a manner to prevent movement resulting from aircraft blast or wind conditions. Material(s)/supplies shall not be stored within 500 feet of aircraft turning areas or movement areas. Stockpiled material(s)/supplies shall not exceed 15 feet in height unless the Contractor has complied with all requirements for airspacing and secured approval from the Airport airfield operation unit. All material(s)/supplies shall be positioned so it will not obstruct the line of sight from the control tower to the movement area. Marking and lighting shall be in accordance with the requirements contained in barricade details checklist.

Stockpiled materials should be stabilized with water in order to reduce dust during windy conditions. The Contractor shall also try to minimize the height of stockpiles when possible. Daily inspections by the Contractor will be required of the stockpiles and other areas within the construction limits that may be affected by windy conditions. Construction Administration personnel will also be performing regular inspections on these areas to insure compliance with this aspect.

7. Vehicle and Pedestrian Operations

a) Vehicle and access routes for Airport construction shall be controlled as necessary to prevent inadvertent or unauthorized entry of persons, vehicles or animals onto air operation areas (AOA). No vehicle shall enter the air operations area except at predetermined locations. Contractor personnel who operate vehicles in the AOA shall comply with the owner's rules and regulations for vehicle marking, lighting, and operation.

No vehicle shall operate within the AOA:

- a) Unless operated by an individual in possession of a valid driver's license.
- b) In a careless or negligent manner.
- c) With disregard of the rights and safety of others.
- d) At a speed or in a way which endangers persons or property.
- e) While the driver is under the influence of drugs or alcohol.
- f) If such vehicle is loaded or maintained as to endanger persons or property

8. Marking and Lighting of Vehicles

- a) All Contractor vehicles shall have operating head lights, tail lights and brake lights. Head lights shall not be set on high beam when moving about the Airport.
- b) All Contractors and sub-Contractors vehicles must display in full view, company logos, affixed to each side of the vehicle while operating inside the AOA. Company logos must be no less than six (6) inch lettering, or twelve (12) inch company logo and can be magnetic, printed or painted on, but must be commercially made.
- c) All construction vehicles/mechanized equipment authorized within the movement area or related safety areas shall be marked with a 3' x 3' orange and white checkered flag with each box being 1' square, located on the uppermost portion of the vehicle/motorized equipment, or be escorted by a vehicle so equipped.
- d) During nighttime hours, all equipment operating on the Airport exceeding 15 feet in height shall be lit with a red obstruction light located on the uppermost portion of the equipment.
- e) Vehicles/mechanized equipment authorized on the movement area (Runways, taxiways, and ramps) and/or associated safety areas shall be equipped with an electrically powered,

- amber color, 360-degree omni-direction light, mounted on the vehicle such that it is conspicuous from any direction.
- f) All vehicle marking and lighting must comply with the most recent version of Advisory Circular 150/5210-5D "Painting, Marking and Lighting of Vehicles Used on an Airport."

9. Required Escorts

- a) The Contractor must provide an adequate number of escorts for material deliveries along haul routes and the movements of the Contractor's vehicles/mechanized equipment and personnel within the movement area and non-movement areas as authorized by the Airport.
- b) During any absence of the approved escort(s) or for periods that they are unable to perform their specified duties, all work within the movement area and associated safety areas for projects shall stop. Additionally, all personnel and equipment shall be escorted to approved locations outside the movement area and related safety areas. No contract time extension will be granted for time lost due to the absence of escort(s). Work shall resume only with the return of the approved escort(s).

10. Training Requirements for SIDA Badges and Airport Operations Drivers License

a) Coolidge Municipal Airport does not have a SIDA or a badging program. The Airport may provide a driver training class before the project begins (and at each of the phase transitions) for Contractor employees who require access to the construction site. All Contractor employees must attend the Airport driver training if held.

11. Two-Way Radio Communications Procedures

- a) Emergencies and operating conditions may necessitate sudden changes, both in Airport operations and in the operations of the Contractor. Aircraft operations shall always have priority over any and all of the Contractor's operations. Should Runways or taxiways be required for the use of aircraft and should City staff or the engineer deem the Contractor to be too close to active Runways or taxiways the Contractor shall suspend his operations, remove his personnel, plant, equipment, and materials to a safe distance and stand by until the Runways and taxiways are no longer required for use by aircraft. There will be no compensation for delays or inefficiencies due to these changes.
- b) For project scheduling, the Contractor shall schedule daily with the City of Coolidge and the Resident Project Representative.

12. Maintenance of the Security of the AOA

- a) The Contractor shall delineate work limits within these areas as per the phasing plan. Confine men, equipment and materials outside of the Runway safety area (RSA) when the Runway is active. Confine men, equipment and materials outside of the taxiway object free area (TOFA) when the taxiway is active. Work site will generally be enclosed with barricades and safety fence. See the specifications for special conditions and for other conditions relating safety.
- b) The Contractor shall have access to the Airport only at those locations designated on the plans. All other access shall be by special request and subject to approval by the Airport.

F. WILDLIFE MANAGEMENT

The Contractor will be required to follow any Airport wildlife management procedures that are in place, but at a minimum the Contractor will be required to:

- Contractor shall instruct employees not to discard food or other trash on or around work sites that
 could attract wildlife in the dumpsters and trash can provided by the Contractor on site.
 Contractor employees shall not intentionally feed any wildlife while working at the Airport.
- 2. Contractor shall properly seal all trash containers at work sites such that wildlife cannot gain access to containers during non-construction periods.
- 3. Contractor shall notify City of Coolidge staff if large numbers of birds or significant wildlife are observed at work sites. Contractor shall immediately notify City of Coolidge staff if deer, coyotes, cattle, or other wildlife are sighted within the airfield fence.
- 4. Contractor will not be required to provide and install seeding for this project.
- 5. Close and lock any airfield access gates that are not in use.

G. FOREIGN OBJECT DEBRIS MANAGEMENT

Since this project will require the Contractor to cross active taxiways and/or aprons, the
Contractor shall have available at all times multiple <u>vacuum type mechanical sweeper and water
truck</u> to clean all taxiway and apron pavement of dirt, stones, and loose debris where construction
traffic crosses at all active movement areas. No direct pay will be made for vacuum and water
trucks or for pavement cleaning.

- 2. No debris shall be allowed to remain on the roadways or Airport paved surfaces. Active taxiways and aprons shall be kept free of debris at all times. Contractor shall maintain one power vacuum sweepers on site for every active taxiway crossed. Other pavements shall be cleaned by the Contractor daily, and as required, using power vacuum sweepers to keep all access and construction areas clear of soils, clods, or other debris. Payment for vacuum sweeping and cleaning of Runway, taxiways and/or aprons is incidental to Section 105 Mobilization of the General Provisions.
- 3. The Contractor shall have available on-site at all times a method of periodic spraying of any stockpile or exposed areas to limit dust. The Contractor will be required to keep water on construction areas to minimize the possibility of FOD generated by wind. The Contractor will be required to conduct FOD checks at the end of each working shift/day to remove any FOD that has made its way onto the airfield pavements from the Contractor's construction activities. Airport Operations and Construction Administration personnel will be present for these FOD checks to insure compliance.

H. HAZARDOUS MATERIALS MANAGEMENT

- 1. Hazardous materials can be identified using the U.S. Department of Transportation (DOT) labeling and identification system. All hazardous materials arriving on site must be properly labeled, stored, and managed as required by the material safety data sheet (MSDS) for that material, or as directed by the FAA, ADOT or City of Coolidge staff.
- 2. All wastes shall be properly stored, labeled, managed, and disposed of in accordance with the project specifications, local requirements, and Arizona Department of Environmental Quality (ADEQ) regulations, or as otherwise directed by the City of Coolidge's environmental personnel.
- 3. Contractors and Subcontractors are required to have copies of all MSDSs for all materials brought on site.
- 4. If suspect unknown hazardous materials are identified, then the job should stop until further direction by City of Coolidge staff.
- 5. If potentially hazardous waste/materials have been indicated in the bid documents and could be foreseen in a project, proposal, or work order, then the Contractor is expected to have onsite the proper personal protective equipment and instruments for detection and safety.

- 6. Projects that include abatement or remediation must have their own specific job plans.
- 7. Contractor to immediately report spills to the City of Coolidge and ADEQ. Reports are to conform to ADEQ requirements.

I. NOTIFICATION OF CONSTRUCTION ACTIVITIES

- 1. Prior to commencement of construction activity, the Contractor shall notify in writing, at least 72 hours in advance, City of Coolidge personnel and the engineer of its intentions to begin construction, stating the proposed time, date, and area of which construction is to occur in order for the appropriate notice-to-airmen (NOTAM) to be issued. During the performance of this contract, the Airport facility shall remain in use to the maximum extent possible. The Contractor shall not allow employees, Subcontractors, suppliers, or any other unauthorized persons to enter in any Airport area which may be open for aircraft use.
- The Contractor shall notify the City of Coolidge and the FBO at Coolidge Municipal Airport on a daily basis to inform them of the daily construction activities and shall call them if there are any un-expected changes or delays.
- 3. Responsible representative/points of contact will be distributed to the Contractor at the Pre-Construction meeting. The following is a list of some of the necessary information that will be provided.

(Contact information to be provided at Pre-Construction Meeting)

- a) City of Coolidge
 - Airfield operations –
 - Fire Department –
 - Airport security -
 - Project manager –
- b) Construction administration
 - Construction observer –
 - Project manager -

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- Project engineer -
- Electrical engineer -

c) Contractor

- Superintendent
- Foreman

4. NOTAMS

a) In order for the Contractor to operate within Airport property, appropriate notices to airmen (NOTAM) must be issued by the City of Coolidge through the FAA flight service station. These notices provide information on closed, limited, or hazardous conditions to airmen and users of the Airport. A 5-day notice is required for issuance of the proper NOTAM; all construction operations must be closely coordinated with the engineer for NOTAM issuance.

5. Emergency Notification Procedures

- a) The Contractor shall immediately call the City of Coolidge emergency response if an accident occurs with injuries on Airport property.
- b) The Contractor shall also immediately notify City of Coolidge staff to coordinate all emergency efforts.
- c) Within 24 hours, the Contractor shall report all accidents to City of Coolidge staff and the Engineer.

6. Notification to the FAA

- a) Although not anticipated for this project, the Contractor's use of cranes, boom trucks, concrete pump trucks, drill rigs and other tall objects will require submittal and approval by the City of Coolidge and the engineer. Dependent on the location and usage, the equipment may require FAA airspace review as submittal on FAA form 7460-1 notice of construction.
- b) Although not anticipated for this project, the Contractor shall submit an FAA form 7460-1 at least 60 days prior to any crane erections. All construction involving cranes shall further be coordinated at least 72 hours in advance, excluding weekends, with the

Airport. This does not include the time required for airspacing. The following information and actions are required:

- Location of the crane.
- Maximum extendable height.
- Hours of operation.
- The top of each crane boom shall be marked by a 3' x 3' orange and white checkered flag -- each box being 1' square.
- Each crane shall be lowered at night and during periods of poor visibility as directed by Airport Operations. In the event the crane is approved to remain extended during the hours from sunset to sunrise, the highest point of the crane boom will be lit with a red obstruction light in accordance with AC 70/7460-1.
- c) The City of Coolidge will submit to the FAA for approval a notice of construction (7460-1) for the staging area, limits of construction, and stockpiling area as show on the plans.

J. INSPECTION REQUIREMENTS

1. City of Coolidge personnel and/or the engineer's field personnel will conduct routine inspections of all construction areas to ensure compliance with airfield safety. Regular inspections will be required for areas requiring haul routes over active airfield pavements to insure that FOD is minimized. In addition, regular inspections of Contractor access areas will be performed to help insure safety onto the airfield. Regular inspections will be conducted by a City of Coolidge employee, a Contractor representative, and a Construction Administration field representative.

All discrepancies noted in the inspection must be corrected to the satisfaction of the Engineer prior to the Contractor leaving the worksite.

Should any inspection reveal any FOD concerns, the Contractor shall have a crew ready to remove any FOD prior to reopening the pavements. Should any inspection reveal work that does not meet Contract requirements or that is deficient in any way; the Contractor shall mobilize a crew as soon as possible to remedy the deficient areas so as to avoid prolonging the continued closure of the areas.

2. The construction administration team will monitor the Contractor's activities for general conformance with the contract documents.

The Contractor shall assign a safety officer to the project to conduct daily inspections of all
construction areas to ensure conformance with the construction safety and phasing plan (CSPP)
and safety plan compliance document (SPCD).

4. Frequency of Inspection

- Self-inspections are performed daily by Contractor personnel and/or the engineer's field personnel or City of Coolidge representatives.
- b) Additional safety inspections shall be conducted whenever required by the following circumstances:
 - During and after construction activity
 - During rapidly changing meteorological conditions
 - Immediately after any incident or accident
 - After any unusual condition on the Airport

5. Reporting System

 a) Any corrective action needed for unsafe Airport conditions will be reported to the City of Coolidge and followed up with a written work order.

6. Inspection Records

- a) Inspection records will show the conditions observed and all corrective action taken.
- b) Inspection records will be maintained in the final Engineer's report.

K. UNDERGROUND UTLILITIES

The Contractor is required to Blue Stake and pothole (if necessary) all existing utilities within the project area prior to the beginning of any construction activities on the airfield. Protection of utilities may include, but are not limited to, flagging utilities, marking lines on pavement, placement of barricades along utility lines and at manholes. A detailed Technical Specification has been provided to the Contractor for additional requirements.

1. Prior to commencing any excavation, drilling, trenching, saw cutting, the Contractor shall review drawings with City of Coolidge personnel and/or the engineer's personnel to insure that all underground obstructions and utilities are identified. In addition the Contractor shall contact

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Arizona Blue Stake and coordinate with the City of Coolidge to assign the verification of utilities by Airport maintenance. Both Blue Stake and the Contractor shall attempt to locate utilities. The Contractor will be completely responsible for all damage to underground utilities.

- 2. Each utility shall be swept/identified in the following manner:
 - a) Flags can be used but shall be color coordinated. In addition the "acronym" for that utility shall be written on one side of the flag with a permanent marker.
 - b) Stakes can be used. The top two inches of the stake shall be painted in color. In addition the "acronym" for that utility shall be written on one side of the stake with a permanent marker.
 - c) Painting is only authorized on asphalt, concrete, and metal surfaces. Markings shall be color coordinated. The acronym for the utility shall be used for each utility. A line that shows the direction of the utility shall emanate from the acronym in each direction.
- 3. If abandoned the Contractor shall still stake, mark, or flag but write down "aband" before the abbreviated prefix indicated above.
- 4. The individual marking, staking, or flagging shall mark the utilities in a way that coincides with the drawings.
- 5. If a utility or any underground obstruction is found it shall be reported immediately to the engineer or the owner's project supervisor.
- 6. Contractor employees in an excavation shall be protected from cave-ins by an adequate protective system unless the excavation is:
 - a) Made entirely of stable rock, or
 - b) Less than 5 feet deep and determination has been made that there is no potential for a cave-in.
- 7. Excavation shall be protected using proper barricading materials which shall be installed a minimum of 6 feet back from excavation (unless in conflict with airfield requirements). Barricade material can be wood, steel cables, or chain supported at intervals so that the barricade does not sag or droop below the required height. Caution tape is not an approved barricade material. Guardrail/jersey barriers may be required and shall provide a top rail, mid rail, and toe board at proper elevations and be able to withstand a minimum 200 pound of force without collapsing.

8. The Contractor is responsible for documenting utility information for use during construction and preparation of as-builts.

L. PENALTIES

- 1. In the event that a report is received of unauthorized vehicles or persons on the Airport operations area, a the City of Coolidge will be dispatched to intercept and escort the violator from the premises. A report will be prepared and kept on file concerning all incidents.
- 2. Continuous surveillance shall be maintained to ensure that only authorized vehicles operate on the movement area and that established rules are complied with. Should an individual violate the Airports procedure on the operation of ground vehicles or should an individual have a Runway incursion, their driving privileges shall be stopped immediately.
- 3. The individual will not be authorized to re-enter the Airport until a letter is forwarded to the office of the CEO or his designee from the supervisor of the individual committing the violation. The letter must indicate that the individual has been counseled on the severity of the violation and has received recurrent training from the company.
- 4. Airport driving privileges individual involved will not be returned until the individual has successfully completed another ground vehicle operations class to the satisfaction of the Airport.

M. SPECIAL CONDITIONS

- 1. During non-working hours and/or weather conditions approaching 1,000 foot ceilings (broken or overcast) or 3 mile visibility, all men, equipment and materials shall be pulled back to a position that is a least 250 feet from an active Runway centerline. At no time shall equipment be operated or remain within 400 feet of an active centerline if its height (highest elevation) would exceed 25 feet above the active centerline elevation. The Contractor will receive notification from the Airport when visibility conditions require, or are expected to require equipment pullback. Current sky conditions at the Airport can be checked by the Contractor.
- During special events as designated by Airport operations or in emergencies, the Contractor may
 be required to stop work and vacate the construction site as directed by the City of Coolidge.
 Notification will be given by the City of Coolidge to the Contractor when work will be able to
 resume.

3. Special unforeseen conditions or circumstances may require the activation of special procedures by the Airport. In cases involving aircraft emergencies or distressed aircraft the Contractor may be required to temporarily halt construction activities and immediately vacate the area in which he is working. The nearest City of Coolidge employee will be expected to notify all Contractor personnel in the vicinity, and promote safe and orderly removal of all Contractor personnel and equipment to an area that is no longer in conflict with the emergency at hand. The Contractor will be expected to immediately comply with all City of Coolidge personnel directions, and may not return to the subject work area until given the all clear to do so.

N. RUNWAY AND TAXIWAY VISUAL AIDS

- 1. Runways closed to aircraft operations will have portable Runway closure markers over each of the Runway designations on each end, and temporary closed Runway markers placed periodically the length of the Runway. The Contractor shall provide all lighted X's and The Contractor shall be responsible for maintaining and providing fuel for the lighted X's as needed. Pavements closed to aircraft operations will be delineated with low profile. Lighting for low-profile barricades used within the airfield shall be red and shall be a steady-burn or flashing light. Lighting used for construction barricades shall be red, and shall be a steady burn or flashing light. All barricading and lighting shall conform to the details in the plans and specifications. Low-profile barricades shall be spaced per the plans for the specific requirement and shall be placed to prevent ground vehicle traffic from unintentionally moving onto active airfield pavements, and alert aircraft traffic of closed facilities. Locations and placement of barricades shall be placed as shown the Phasing plans.
- 2. Airfield guidance signs for Runways and taxiways that are closed will either be removed or covered.
- Airfield lighting for Runways and taxiways that are closed will either be de-energized or disconnected.
- 4. All centerline markings leading into the construction area will be obliterated.
- 5. All permanent and temporary pavement markings will be in compliance with ac 150/5340-1L "Standards for Airport Markings.
- All permanent and temporary lighting and signage will be in compliance with ac 150/5340-30
 design and installation details for Airport visual aids and 150/5340-18 standard for Airport sign
 systems.

O. MARKING AND SIGNS FOR ACCESS ROUTES

- 1. Access routes to and from the construction site are as shown on the phasing plans.
- 2. The Contractor shall provide a traffic control plan that includes marking and signage per MUTCD standards.

Temporary signing used for Contractor access/haul routes, open trenching or other hazards shall be clear, concise, reflective, and large enough so as to minimize safety-related issues. All temporary signing shall meet the requirements of the most current version of the MUTCD, and shall be frangible.

P. HAZARD MARKING AND LIGHTING

1. Hazard Marking

Hazard-marking barricades, traffic cones, flashers, etc. Should be used: to identify and define the limits of construction making them visible to aircraft, personnel, or vehicles; to identify hazards such as open manholes, small areas under repair, stockpiled material, waste areas, etc.; to prevent aircraft from taxiing onto a closed taxiway; and to identify FAA, Airport, and national weather service facilities, cables, power lines, instrument landing system (ILS) critical areas, and other sensitive areas to prevent damage, interference, and facility shutdown. Hazardous areas, in which no part of an aircraft may enter, should be indicated by the use of barricades marked with diagonal, alternating orange and white stripes. The barricades should be supplemented with alternating orange and white flags, and installed so that they are always in the extended position and properly oriented. During reduced visibility or night hours, the barricades should be supplemented with flashing yellow lights. The intensity of the lights and spacing for barricades, flags, and lights should be adequate to delineate the hazardous area without ambiguity. The Contractor shall have a designated person on call 24-hours a day for emergency maintenance of Airport hazard lighting and barricades.

2. Marking and Lighting

Low profile lights, retro reflective taxiway edge markers, low level barricades, and warning flags shall be provided and erected by the Contractor as shown on the plans or as directed by the engineer. All construction areas, including closed taxiways, should be clearly and visibly

separated from active air operation areas. Hazard areas, facilities, cables, and power lines should also be clearly identified by the Contractor. The Contractor is responsible for maintaining the condition and visibility of all markers identifying above-mentioned areas and that marking and lighting aids remain in place. Alternating orange and white flags, traffic cones, omnidirectional yellow flashers, and/or signs should be used as necessary to clearly separate all construction/maintenance areas from other parts of the airfield. All barricades, temporary markers, flag supports, and other objects placed and left in safety areas on any open taxiway, or taxilane should be: as low as possible to the ground; of low mass; easily collapsible upon contact with an aircraft or any of its components; weighted down or sturdily attached to the surface to prevent displacement from propwash, jet blast, wing vortex, or other surface wind currents; and if affixed to the surface, frangible at ground level.

3. Equipment

- a) Low Profile Barricades
 - The Contractor shall provide low profile barricades along Runway or taxiway edges wherever open excavations or irregular grades are left within the safety area of an active Runway or taxiway or where temporary pavement closures or aircraft limitations are required. Barricades along active apron or taxiway pavement shall be placed approximately 10 feet from the edge of the full strength pavement, where possible, or as shown on the operational and phasing plans or as determined by the engineer and Airport operations to delineate the Contractors work areas. Gap between barricades shall be no more than 4 feet end to end. No gaps are allowed between barricades located adjacent to Runway safety areas.
 - The Contractor shall maintain the lights and barricades in an operable condition for the duration of the project.
 - All barricades shall be checked visually for signs of wear and tear on a weekly basis and shall be repainted and/or replaced when deemed appropriate by the engineer. The condition of lighting units shall be checked daily. All light fixtures shall be verified operating by the Contractor on a daily basis before the Contractor ceases operation for the day. The areas around all barricades shall be cleaned at least once each week and the Contractor shall sweep up accumulated debris and remove it from the site. All activities conducted adjacent to active Runways or taxiways shall be coordinated with the engineer.

- Barricades shall be as shown on details. All incidental connectors, spacers, splice plates, etc., shall be painted white.
- Alternate forms of barricades may be proposed by the Contractor which meets these
 functional requirements. Approvals of any such substitution (if granted) shall be by the
 Airport's aviation department and the engineer.
- The final location for the barricades shall be established in the field with concurrence from the engineer and Airport operations.
- The Contractor shall have replacement barricades, lights and batteries on site and shall replace barricades, lights and/or batteries within one hour of notification by the engineer or Airport personnel. Contractor shall provide the name and telephone number for an on-call representative 24 hours per day, seven days per week to replace barricades, batteries and inoperative lights.
- Red steady burn lights shall be placed at the ends and at corners of each line of barricades; all other lights on barricades shall be red flashing.
- Contractor shall be responsible for maintaining proper positioning of all barricades.
- Sandbags and/or anchors may be required to hold the barricades in place where exposed to jet blast.
- All costs associated with furnishing, placement, maintenance and subsequent relocation
 of the low profile barricades are incidental to the requirements of item Airport safety.

b) Lighted Runway Closure Marker Shall:

- Be placed over the Runway numbers or as shown on the phasing plans at all times when the Runway requires a closure. The Runway closure marker may be moved off of the Runway numbers only when required by construction activity and then immediately replaced when the construction activity is complete but no later than sunset each day. Lighted X's shall be fueled and maintained as necessary each day by the Contractor.
- Be a portable, towable unit that can be quickly removed from the Runway.
- Consist of clear incandescent lamps or transmit a white color, arranged in the shape of a
 letter "X" with arms crossed at an appropriate angle to make the "X" discernible. The
 arms shall be painted yellow on all sides so that the unit will be clearly visible when it is
 in position.

- Be energized by a portable power supply with an alternating current (plug) option.
- Be controlled so that the lighted signal will flash at an approximate rate of 2.5-3 seconds "on" (+/-20%) and 2.5 seconds "off" (+/-20%).
- Provide the following daytime and nighttime visual reference during visual flight rule (VFR) conditions when placed on centerline and within 250 feet of the Runway end:
 - i. Visible to the pilot at a range of at least 5 nautical miles.
 - ii. Recognizable as a letter "X" from a range of at least 1 nautical mile.
- Provide lamp dimming capability for nighttime operations.
- Produce a signal that provides a horizontal coverage to at least 15 degrees on each side of
 the Runway centerline, and a vertical coverage from 0 degrees to 10 degrees above
 horizontal, both day and night, at a range of 1 nautical mile.
- Adjustable aiming and leveling to allow tilting to an optimum angle of 3 degrees from vertical.

Q. PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS, OFA'S, OFZ'S AND APPROACH SURFACES

1. Construction within Runway and Taxiway Safety Areas

No construction activities may occur within any active Runway or Taxiway Safety Areas without taking the appropriate measures to close the Runway or taxiway. These measures include strict coordination with the Airport and the Engineer. Although not anticipated for this project, if the Contractor requests to perform work outside of the current construction area that would impact an active Safety Area, a minimum of at least a 48-hour notice to the Airport is required.

2. Adjustment of RSA's and TSA's

No adjustments to the RSA's and TSA's are anticipated for this project.

3. Blast Protection Procedures

The Contractor's company safety plan/guidelines shall include a provision for jet blast protection. At a minimum, it should address requirements for the securing of clothing and hardhats, as well as any requirements for hearing protection.

4. Requirements for Open Trenches

No trenches shall be left open within active RSA's and TSA's. Any trenching within an RSA or TSA needing to be left open after the Contractor leaves the work site for the day shall be properly plated and capable of safely supporting aircraft traffic, but it is the intent that this be a unique situation with very limited occurrences. Any requests of this type shall be submitted in writing to the Engineer at least 48 hours prior to the construction. The Engineer will confer with the Airport and the FAA, and any decision related to the particular situation at hand shall be final.

Contractors shall close trenches located within active safety areas at the end of each workday. No open trenches or excavations will be allowed within the following active safety areas without prior coordination and approval with the Engineer:

- Within 250 feet parallel to active Runway 5-23 centerline (trenches/excavations within 250 feet of a Runway centerline require a Runway closure).
- Within 85.5 feet parallel to a taxiway centerline.
- Open trenches not to exceed 500 feet in length at any one time.

5. Appropriate Covering of Excavations within RSA's and TSA's

All excavated areas will be within the closed portions of Runway 5-23. No excavation will be required within active RSA's or TSA's.

6. Marking of Excavations and Open Trenches

All potential hazards, including but not limited to, open trenches, manholes, and steep embankments shall be barricaded and lighted with caution tape or orange fabric construction fencing to prohibit accidental falls. The Contractor's site-specific and company safety plan/guidelines shall address the protection of these areas and the protection of the employees against these hazards.

7. Maintenance of RSA's and TSA's

Upon completion of this project, the Contractor is responsible for returning the affected RSA's and TSA's back to meet the requirements set by the FAA.

8. Construction Equipment not in Use

Construction equipment not in use shall be returned to the Contractor's Staging Area by the Contractor, where practicable. In no case shall construction equipment be left within any Object Free Areas.

9. Construction within Taxiway Safety Areas

No construction activities may occur within any Taxiway Safety Areas without taking the appropriate measures to close the subject facility. These measures include strict coordination with the Airport and Engineer. Although not anticipated for this project, if the Contractor requests to perform work outside of the current construction area that would impact an active Safety Area, a minimum of at least a 48-hour notice to the Airport is required.

10. Taxiway OFA Construction Details

Work within adjacent Taxiway OFA's is not anticipated as part of this project, but portions on connecting taxiways will be barricaded and closed until the project is complete in order to prevent aircraft traffic from unintentionally entering the construction area. See *Construction Phasing Plan*, for barricaded and closed portions of connecting taxiways.

11. Penetrations of OFZ and Threshold Siting Surfaces

No equipment will be left unattended within the Runway OFZ.

12. Protection of Runway Approach and Departure Surfaces and Clearways

The Approach/Departure for Runway 5-23 and Runway 17-35 will be open and protected for the duration of this project.

R. OTHER LIMITATIONS ON CONSTRUCTION

1. Open Flame Welding and Torches

Open flame welding and the use of torches shall not be necessary for the completion of this project.

2. Use of Flare Pots

The use of flare pots is not permitted within the Airport at any time.

3. Use of Electrical Blasting Caps

The use of electrical blasting caps is not permitted within 1,000 feet of the Airport property.

4. Airfield Lighting Vault Lock-Out/Tag-Out Policy

The purpose of this procedure is to standardize the lock-out/tag-out procedures between Electrical Contractors and the City of Coolidge.

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- a) The Airport electricians responding to a lock-out/tag-out request will coordinate with the City of Coolidge.
- b) After the City of Coolidge notifies electricians of closures, the Airport electricians will turn off the closed Runways/taxiways at the electrical vault.
- c) The Contractor will supply an approved breaker-locking device and lock, then lock off the individual breakers for the circuits to be locked out. These items will remain in the vault in a lock box provided by the Airport.
- d) The load break elbows and/or S=1 switches will be pulled, locked on the corresponding regulator by the Electrical Contractor, and the S=1 cabinet will be locked by the Contractor.
- e) The Electrical Contractor and Airport electricians must fill out lock=out/tag=out forms before leaving the Vault.
- f) Upon completion of the lock-out, the Contractor will remove all locks and install the load breaks. All circuits must be verified operations in the manual mode on the regulator. Operations will perform a complete check of the lights in the field to verify actual operation.
- g) When that has been completed, Airport electricians will notify City of Coolidge when lock-in is complete and regulators are in remove control;

5. Contractor Employee Safety

The Contractor and its employees shall employ safe practices per the Contractor's safety procedures and industry safety standards. The Contractor's safety procedures will ultimately dictate the use of protective clothing and equipment for its employees, but at a minimum, the Contractor's employees must be equipped with a Type 2 safety vest, and every employee that enters the site must be wearing said vest. The vest must be worn the entire time that the employee enters and is within the AOA.

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