CITY OF BATTLE CREEK BATTLE CREEK EXECUTIVE AIRPORT - ATCT REHAB

15551 SOUTH AIRPORT ROAD BATTLE CREEK, MI, 49015

PROJECT No.: 0228800-240589.01

AIP NO.: TBD



PROJECT LOCATION

AIR TRAFFIC CONTROL TOWER

SHEET INDEX

EQ-101 CAB LEVEL PLAN

COVER SHEET CONSTRUCTION SAFETY PHASING PLAN WORK ITEM SCHEDULE NORTH AND WEST ELEVATIONS SOUTH AND EAST ELEVATIONS WALL SECTION AND DETAILS EQD101 CAB LEVEL PLAN (DEMO)

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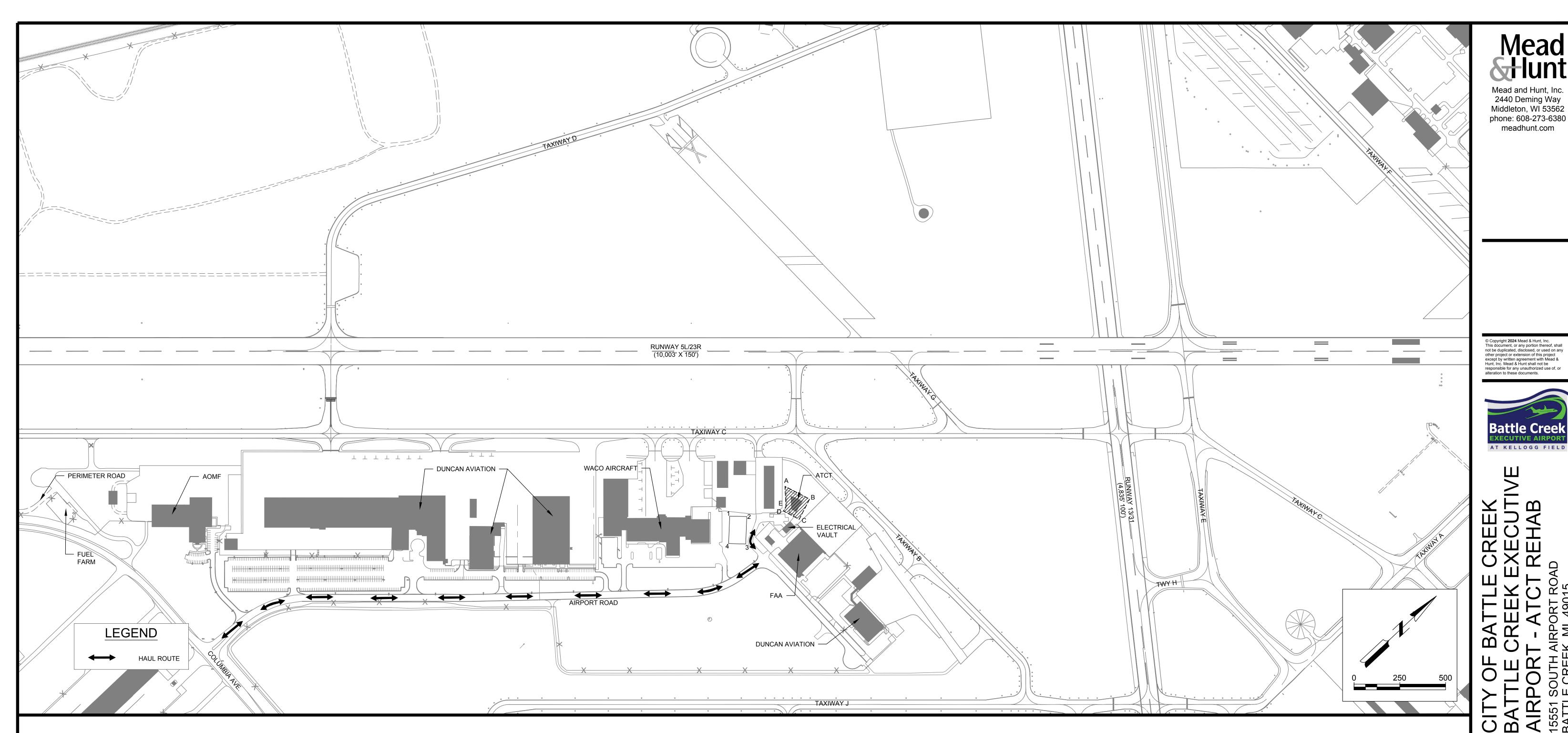


05/31/24 ISSUED FOR BID

0228800-240589.0

DESIGNED BY: NJB DRAWN BY: NJB CHECKED BY: TJC

SHEET CONTENTS **COVER SHEET**



| PHASE | CONSTRUCTION | AFFECTED ACTIVE OPERATION AREAS (AOA'S) | WORK HOURS | SAFETY AND SECURITY | CONTRACT COMPLETION DATES |
|-------|--|--|--------------------|---|--|
| 1 | COMPLETE AIR TRAFFIC CONTROL TOWER REHABILITATION. | - NONE | 7:00 A.M 5:00 P.M. | CONTRACTOR SHALL COORDINATE WITH ENGINEER AND AIRPORT 30 DAYS PRIOR TO STARTING CONSTRUCTION. AIRPORT MANAGER SHALL ISSUE ALL NOTAMS. MAXIMUM EQUIPMENT HEIGHT SHALL BE 25' UNLESS OTHERWISE NOTED. | SUBSTANTIAL COMPLETION: AUGUST 1ST, 2025 FINAL COMPLETION: SEPTEMBER 1ST, 2025 |

SAFETY PHASING NOTE:

- 1. ALL COST ASSOCIATED WITH WORK SHOWN ON G-080-G-081 SHALL BE INCLUDED IN THE CONTRACTORS BID.
- 2. ACCESS SHALL BE AS SHOWN ABOVE ONLY, UNLESS GIVEN WRITTEN PERMISSION FROM THE AIRPORT OR ENGINEER. ANY WORK NECESSARY TO IMPROVE THE STAGING AREA SITE FOR THE CONTRACTOR OPERATIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.
- 3. THE CONTRACTOR SHALL COORDINATE ALL UTILITY OUTAGES/SHUTDOWNS WITH THE APPROPRIATE UTILITY OWNER AND AIRPORT A MINIMUM OF 14 DAYS PRIOR TO REQUESTED WORK.
- 4. IF REQUESTED BY THE AIRPORT, THE CONTRACTOR'S EMPLOYEES THAT INTEND TO WORK ON SITE SHALL OBTAIN A VALID AIRPORT BADGE AND COMPLETE THE NECESSARY AIRPORT SAFETY TRAINING PROGRAM.
- 5. THE MAX EQUIPMENT HEIGHT SHOWN IS BASED ON THE MAXIMUM TOWER HEIGHT. WORK SHALL BE COMPLETED WITH THE USE OF A SWING STAGE (SUSPENDED SCAFFOLDING). THE CONTRACTOR SHALL MAINTAIN ALL EQUIPMENT BELOW THE TOP OF THE ATCT TOWER AND EXISTING OBSTRUCTION LIGHTING. THE ATCT OPERATOR LINE OF SIGHT TO ALL PORTIONS OF THE AIRFIELD SHALL NOT BE OBSTRUCTED, BLOCKED, OR OTHERWISE IMPACTED AT ANY TIME.

| CONSTRUCTION AREA COORDINATES (MAX EQUIPMENT HEIGHT 135')* | | | | |
|--|-----------------|-----------------|-----------|--|
| GROUND | | | | |
| CORNER | LATITUDE | LONGITUDE | ELEVATION | |
| А | N42° 18' 19.81" | W85° 15' 00.60" | 926' | |
| В | N42° 18' 20.33" | W85° 14' 58.72" | 927' | |
| С | N42° 18' 19.18" | W85° 14' 58.15" | 927' | |
| D | N42° 18' 18.85" | W85° 14' 59.35" | 926' | |

E N42° 18' 19.12" W85° 14' 59.49" 926'

* DENOTES SURVERY ACCURACY OF 1A PER FAA ORDER 8260.19I, APPENDIX C.

| CONTRACTOR STAGING AREA COORDINATES (MAX EQUIPMENT HEIGHT 25')* | | | | |
|---|-----------------|-----------------|-----------|--|
| | | | GROUND | |
| CORNER | LATITUDE | LONGITUDE | ELEVATION | |
| 1 | N42° 18' 16.53" | W85° 15' 01.74" | 924' | |
| 2 | N42° 18' 17.19" | W85° 15' 00.87" | 924' | |
| 3 | N42° 18' 16.15" | W85° 14' 59.46" | 923' | |
| 4 | N42° 18' 15.49" | W85° 15' 00.32" | 923' | |
| 4 | 11172 10 13.43 | 100.02 | 323 | |

DENOTES SURVERY ACCURACY OF 1A PER FAA ORDER 8260.19I, APPENDIX C.

| RUNWAY END COORDINATES | | | | |
|-------------------------------------|-------------------|-------------------|--------|--|
| RUNWAY LATITUDE LONGITUDE ELEVATION | | | | |
| 5L | N42° 17' 44.6330" | W85° 15' 57.5229" | 951.8' | |
| 23R | N42° 18' 57.3726" | W85° 14' 27.4058" | 928.4' | |
| 13 | N42° 18' 51.0068" | W85° 15' 16.5345" | 919.8' | |
| 31 | N42° 18' 22.8575" | W85° 14' 24.5162" | 929.4' | |
| 5R | N42° 17' 57.9332" | W85° 15' 00.7071" | 925.0' | |
| 23L | N42° 18' 27.7449" | W85° 14' 23.7712" | 930.0' | |

| SAFETY AREA | | | |
|-----------------------------------|------|------|--|
| ACTIVE OPERATION SAFETY OBJECT FR | | | |
| RUNWAY 5L-23R | 500' | 800' | |
| RUNWAY 13-31 | 150' | 500' | |
| RUNWAY 5R-23L | 150' | 500' | |

AIP NO.: TBD

M&H NO.: 0228800-240589.01

DATE: MAY 31, 2024

DRAWN BY: MLT

CHECKED BY: JET

DO NOT SCALE DRAWINGS

05/31/2024 ISSUED FOR

CONSTRUCTION
SAFETY PHASING
PLAN

SHEET NO

G-080

SAFETY PLAN COMPLIANCE DOCUMENT:

THE CONTRACTOR SHALL PREPARE A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) DESCRIBING HOW THE REQUIREMENTS OF THE CONSTRUCTION SAFETY PHASING PLAN (CSPP) WILL BE MET. THE SPCD SHALL INCLUDE A CERTIFICATION STATEMENT BY THE CONTRACTOR THAT: 1) INDICATES FULL UNDERSTANDING OF THE OPERATIONAL SAFETY REQUIREMENTS OF THE CONSTRUCTION SAFETY PHASING PLAN AND 2) ASSERTS NO DEVIATIONS SHALL BE MADE FROM THE APPROVED CONSTRUCTION SAFETY PHASING PLAN AND SPCD UNLESS WRITTEN APPROVAL IS GRANTED BY THE AIRPORT OPERATOR. THE SPCD SHALL FOLLOW THE FORMAT OF FAA AC 150/5370-2F, SECTION 204(b) AND SHALL ADDRESS ITEMS (1) - (18) PER THE REQUIREMENTS OF THE AC.

THE CONTRACTOR SHALL SUBMIT THE SPCD TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL BY THE AIRPORT SPONSOR FOURTEEN (14) DAYS PRIOR TO THE ANTICIPATED ISSUE OF THE NOTICE TO PROCEED. COPIES OF THE APPROVED CONSTRUCTION SAFETY PHASING PLAN AND SAFETY PLAN COMPLIANCE DOCUMENT SHALL BE MAINTAINED AT THE PROJECT SITE.

GENERAL CONSIDERATIONS

AIRPORT OPERATORS, OR TENANTS CONDUCTING CONSTRUCTION ON LEASED PROPERTIES, SHOULD USE THE PRE-DESIGN, PRE-BID, AND PRE-CONSTRUCTION MEETINGS TO INTRODUCE AIRPORT OPERATIONAL SAFETY DURING CONSTRUCTION. COORDINATE THE FOLLOWING AS REQUIRED:

A. OPERATIONAL SAFETY SHOULD BE A STANDING AGENDA ITEM DURING EVERY PROGRESS MEETING.

B. CHANGES IN THE SCOPE OR DURATION OF THE PROJECT MAY REQUIRE REVISIONS TO THE SAFETY PHASING PLAN (AND REVIEW AND APPROVAL BY THE AIRPORT OPERATOR AND FAA). **REVISIONS WILL BE THE RESPONSIBILITY OF THE AIRPORT OR ENGINEER**.

C. EARLY COORDINATION WITH FAA ATO IS REQUIRED TO SCHEDULE AIRWAY FACILITY SHUTDOWNS AND RESTARTS. RELOCATION OR ADJUSTMENTS TO NAVAIDS OR THEIR CRITICAL AREAS MAY REQUIRE AN FAA FLIGHT INSPECTION PRIOR TO RESTARTING THE FACILITY. FLIGHT INSPECTIONS MUST BE COORDINATED WELL IN ADVANCE AND MAY REQUIRE A REIMBURSABLE AGREEMENT BETWEEN THE AIRPORT AND FAA ATO. REIMBURSABLE AGREEMENTS SHOULD BE COORDINATED A MINIMUM OF 12 MONTHS PRIOR TO THE START OF CONSTRUCTION.

AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY:

SEE THE CSPP FOR A DEPICTION OF ALL AREAS AFFECTED BY CONSTRUCTION, CLOSED OR PARTIALLY CLOSED RUNWAYS, TAXIWAYS, AND APRONS

A. IF AFFECTED, ACCESS ROUTES AND DETOURS WILL BE SHOWN FOR AIRCRAFT RESCUE AND FIREFIGHTING (ARFF) OR AIRPORT AND AIRLINE SUPPORT VEHICLES.

B. IF AFFECTED, INTERRUPTIONS OF UNDERGROUND UTILITIES, INCLUDING WATER SUPPLY FOR FIREFIGHTING WILL BE SHOWN.

C. RUNWAY APPROACH/DEPARTURE AREAS AND CLEARWAYS WILL BE PROTECTED PER CSPP.

D. CONSTRUCTION AREAS, STORAGE AREAS AND ACCESS ROUTES WILL BE SHOWN.

E. THE CSPP ADDRESSES TEMPORARY CHANGES TO RUNWAY AND/OR TAXIWAY OPERATIONS, MAINTENANCE OF ESSENTIAL UTILITIES, AND TEMPORARY CHANGES TO AIR TRAFFIC CONTROL PROCEDURES TO BE COORDINATED WITH THE ATO.

NAVAIDS:

A. BEFORE COMMENCING CONSTRUCTION ACTIVITY, PARKING VEHICLES, OR STORING CONSTRUCTION EQUIPMENT AND MATERIALS NEAR A NAVAID, COORDINATE WITH THE APPROPRIATE FAA ATO/TECH OPS OFFICE TO EVALUATE THE EFFECT OF CONSTRUCTION ACTIVITY AND THE REQUIRED DISTANCE AND DIRECTION FROM THE NAVAID. SEE THE CSPP FOR APPLICABLE NAVAID CRITICAL AREAS.

ALL COORDINATION WITH THE FAA A TO/TECH OPS WILL BE THE RESPONSIBILITY OF THE AIRPORT OR ENGINEER.

B. IF THIS PROJECT AFFECTS RUNWAY NAVAIDS, COORDINATION WITH LOCAL TECHNICAL OPERATIONS WILL BEGIN AT THE PRE-CONSTRUCTION MEETING. A LIST OF RESPONSIBLE PARTY REPRESENTATIVES, INCLUDING PROCEDURES FOR CONTACT AFTER-HOURS, SHOULD BE OBTAINED PRIOR TO CONSTRUCTION. A 45-DAY MINIMUM NOTICE SHOULD BE PROVIDED TO FAA ATO/TECH OPS REGARDING SHUT-DOWN OF A NAVAID MORE THAN 24 HOURS OR MORE THAN 4 HOURS ON CONSECUTIVE DAYS. ALL COORDINATION WITH THE FAA ATO/TECH OPS WILL BE THE RESPONSIBILITY OF THE AIRPORT OR ENGINEER.

C. INTERFERENCE FROM CONSTRUCTION EQUIPMENT AND ACTIVITIES MAY REQUIRE NAVAID SHUTDOWN OR ADJUSTMENT OF INSTRUMENT APPROACH MINIMUMS FOR LOW VISIBILITY OPERATIONS. THIS REQUIRES THAT A NOTAM BE FILED.

ONTRACTOR ACCESS:

A. SEE THE CSPP FOR AREAS ACCESSIBLE TO THE CONTRACTOR AND ACCESS ROUTES.

B. STOCKPILED MATERIALS AND EQUIPMENT STORAGE ARE NOT PERMITTED WITHIN THE SAFETY AREA OR OBJECT FREE AREA OF AN OPERATIONAL RUNWAY OR TAXIWAY (OFA STOCKPILES REQUIRE FAA APPROVAL). IF THE CONTRACTOR WISHES TO STOCKPILE MATERIALS OR EQUIPMENT ADJACENT TO AN OFA, HE MUST FIRST COORDINATE WITH THE ENGINEER AND AIRPORT OPERATOR TO ENSURE THAT 1) APPROPRIATE LIGHTING AND BARRICADES ARE IN PLACE, AND 2) THE STOCKPILED MATERIALS DO NOT CREATE A WILDLIFE ATTRACTANT OR FOREIGN OBJECT DEBRIS (FOD) HAZARD. EXCAVATION AND RESULTANT STOCKPILES ADJACENT TO OTHER PAVED SURFACES MUST BE APPROPRIATELY MARKED WITH BARRICADES, AS DIRECTED BY THE ENGINEER.

C. THE CONTRACTORS' EQUIPMENT IS STRICTLY LIMITED TO THE CONSTRUCTION AREAS DURING CONSTRUCTION AND TO THE CONTRACTOR STORAGE AREA DURING NON-CONSTRUCTION PERIODS, EXCEPT AS PROVIDED ON THE PLANS, IN THE CONTRACT SPECIAL PROVISIONS, OR AS AUTHORIZED BY THE ENGINEER IN WRITING. CONTRACTOR PARKING SHALL BE LIMITED TO THE STAGING AREA, EXCEPT AS ALLOWED BY THE AIRPORT.

D. HAUL ROUTES AND ACCESS TO THE CONSTRUCTION SITE(S) WILL BE AS SHOWN ON THE CONSTRUCTION SAFETY PHASING PLAN AND DISCUSSED AT THE PRE-BID MEETING. THE CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL HAUL ROADS, PLANT SITES, STAGING AND STORAGE AREAS TO ORIGINAL CONDITION OR TO THE SATISFACTION OF THE ENGINEER/AIRPORT. THIS WILL INCLUDE BUT NOT BE LIMITED TO GRADING (FILLING IF NECESSARY) AND SEEDING AND MULCHING ALL TURF AREAS USED BY THE CONTRACTOR. ANY PAVEMENT AREAS USED BY THE CONTRACTOR AS A HAUL ROUTE WHICH ARE DAMAGED WILL BE REPAVED AS APPROVED BY THE PROJECT ENGINEER AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL INSPECT ALL HAUL ROUTES PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR ANY DOCUMENTATION OF EXISTING HAUL ROUTES, EITHER WITH PICTURES OR VIDEO. ANTICIPATED COSTS ASSOCIATED WITH DOCUMENTING EXISTING HAUL ROUTE CONDITIONS, OR RECONSTRUCTING OR RESTORING HAUL ROUTES AND STORAGE AREAS. WILL BE INCLUDED IN THE PROJECT ITEMS.

E. <u>ALL</u> CONSTRUCTION EQUIPMENT MUST BE MARKED WITH A 3' X 3' ORANGE AND WHITE CHECKERED FLAG AND/OR AMBER BEACON. FOR NIGHT CONSTRUCTION, <u>ALL</u> EQUIPMENT MUST BE EQUIPPED WITH AN AMBER BEACON. <u>ALL</u> CONSTRUCTION VEHICLES MUST BE CLEARLY MARKED WITH THE COMPANY NAME/LOGO AT ALL TIMES. MARKING AND LIGHTING SHALL OTHERWISE BE IN ACCORDANCE WITH AC 150/5210-5.

F. AIRPORT RADIOS, FLAG PERSON AND DRIVER TRAINING: THE CONTRACTOR SHALL MAINTAIN AND MONITOR AN AIRPORT RADIO ON-SITE. THE TOWER/CTAF FREQUENCY FOR THE AIRPORT IS 126.825 MHz, GROUND CONTROL FOR THE AIRPORT IS 121.7 MHz. RADIOS ARE NOT AVAILABLE FROM THE AIRPORT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AN ADEQUATE NUMBER OF RADIOS FOR THEIR OPERATIONS. TRAINING OF CONTRACTORS ON PROPER COMMUNICATION PROCEDURES IS ESSENTIAL FOR MAINTAINING AIRPORT OPERATIONAL SAFETY. IF THE AIRPORT PROVIDES RADIO COMMUNICATION TRAINING, CONTRACTOR ATTENDANCE WILL BE REQUIRED PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR SHALL BE REQUIRED TO HAVE A TRAINED FLAG PERSON EQUIPPED WITH AN AIRPORT RADIO OPERATING ON 126.825 MHz AND GROUND CONTROL FOR THE AIRPORT 121.7 MHZ TO ESCORT ANY CONTRACTOR VEHICLES WHEN CROSSING ACTIVE AOA'S. COST OF MAINTAINING THE FLAG PERSON SHALL BE INCLUDED IN THE PROJECT ITEMS. KEY CONTRACTOR PERSONNEL MAY BE EXPECTED TO TRAVEL ON OR NEAR ACTIVE AOA'S. THESE INDIVIDUALS MUST COMPLY WITH THE AIRPORT OPERATOR'S RULES AND REGULATIONS BY PARTICIPATING IN ANY APPLICABLE AIRFIELD DRIVER'S TRAINING PROCEDURES PROVIDED BY THE AIRPORT.

G. AIRPORTS SUBJECT TO 49 CFR PART 1542, AIRPORT SECURITY, SHALL BE REQUIRED TO MEET ALL APPLICABLE STANDARDS. THE CONTRACTOR SHALL PROVIDE A GATE GUARD AT ALL POINTS OF ENTRY USED BY THE CONTRACTOR. GATES MUST BE LOCKED WHEN NOT IN USE OR NOT GUARDED BY THE CONTRACTOR. AIRPORT OPERATORS AND CONTRACTORS MUST TAKE CARE TO MAINTAIN A HIGH LEVEL OF SAFETY AND SECURITY DURING CONSTRUCTION WHEN ACCESS POINTS ARE CREATED IN THE SECURITY FENCING TO PERMIT THE PASSAGE OF CONSTRUCTION VEHICLES OR PERSONNEL. TEMPORARY GATES SHALL BE EQUIPPED SO THEY CAN BE SECURELY CLOSED AND LOCKED TO PREVENT ACCESS BY ANIMALS AND PEOPLE. PROCEDURES SHALL BE IN PLACE TO ENSURE THAT ONLY AUTHORIZED PERSONS AND VEHICLES HAVE ACCESS TO THE AOA AND TO PROHIBIT PIGGYBACKING BEHIND ANOTHER VEHICLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER OPERATION AND PRESERVATION OF ALL AIRFIELD PERIMETER GATES, EITHER MANUAL OR AUTOMATED. FOR THE PURPOSES OF THIS CONTRACT, ALL FENCING/GATES SHALL BE CONSIDERED PART OF CONTRACTOR HAUL ROUTES. AS SUCH, ANY DAMAGE TO FENCING/GATES AS A RESULT OF CONSTRUCTION TRAFFIC SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

WILDLIFE MANAGEMEN

THE CSPP AND SPCD MUST BE IN COMPLIANCE WITH THE AIRPORT'S WILDLIFE MANAGEMENT PLAN, IF APPLICABLE. CONTRACTORS MUST CAREFULLY CONTROL AND CONTINUOUSLY REMOVE WASTE OR LOOSE MATERIALS THAT CAN CREATE WILDLIFE HAZARDS OR ATTRACTANTS. THESE INCLUDE TRASH, STANDING WATER, TALL GRASS, SCATTERED SEEDS, POORLY MAINTAINED FENCING, AND DISRUPTION OF EXISTING HABITAT.

FOREIGN OBJECT DEBRIS MANAGEMENT:

A. DEBRIS SHALL NOT BE DEPOSITED ON ANY PORTION OF AN OPERATIONAL RUNWAY, TAXIWAY OR APRON. SHOULD ANY DEBRIS BE ACCIDENTALLY DEPOSITED ON ACTIVE OPERATIONAL AREAS, IT SHALL BE REMOVED IMMEDIATELY. THE CONTRACTOR SHALL HAVE SWEEPING AND/OR VACUUMING CAPABILITIES ON-SITE IN ORDER TO CONTINUOUSLY REMOVE DEBRIS FROM ACTIVE OPERATIONAL AREAS DURING THE CONSTRUCTION PROJECT. PRIOR TO OPENING AIRCRAFT MOVEMENT AREAS CLOSED FOR THIS PROJECT, THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE, INCLUDING ADJACENT PAVEMENTS AND HAUL ROUTES, IS CLEAR OF ANY FOREIGN OBJECT DEBRIS (FOD) AND IS ACCEPTABLE TO THE AIRPORT. THE CONTRACTOR SHALL CONDUCT DAILY INSPECTIONS OF THE WORK AND ADJACENT AREAS FOR SAFETY AND CLEANLINESS. THE AIRPORT MAY ALSO PERFORM DAILY INSPECTIONS. UPON COMPLETION OF THIS PROJECT, THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE, INCLUDING ADJACENT PAVEMENTS AND HAUL ROUTES, IS RETURNED TO ORIGINAL CONDITION.

B. CONTRACTOR SHALL USE ALL MEANS NECESSARY TO MINIMIZE DUST DURING CONSTRUCTION OPERATIONS. IF THE AIRPORT OR ENGINEER REQUESTS DUST CONTROL IT SHALL BE APPLIED IMMEDIATELY.

HAZARDOUS MATERIALS MANAGEMENT:

ANY TYPE OF FUELING SUPPORT FACILITY OR DEVICE USED TO REFUEL CONSTRUCTION EQUIPMENT IS SUBJECT TO LOCAL FIRE INSPECTION. LOCAL FIRE CODES AND SAFETY STANDARDS SHALL BE MET PRIOR TO COMMENCEMENT OF WORK. CONTRACTORS OPERATING CONSTRUCTION VEHICLES AND EQUIPMENT ON THE AIRPORT MUST BE PREPARED TO EXPEDITIOUSLY CONTAIN AND CLEAN UP SPILLS RESULTING FROM FUEL OR HYDRAULIC FLUID LEAKS. TRANSPORT AND HANDLING OF OTHER HAZARDOUS MATERIALS ALSO REQUIRE SPECIAL PROCEDURES (SEE AC 150/5320-15, MANAGEMENT OF AIRPORT INDUSTRIAL WASTE).

NOTIFICATION OF CONSTRUCTION ACTIVITIES

A. THE CONTRACTOR SHALL INCLUDE IN THE SPCD A PROCEDURE FOR IMMEDIATE NOTIFICATION OF THE AIRPORT AND LOCAL FAA OF ANY ADVERSE CONDITIONS AFFECTING SAFETY ON THE AIRPORT.

B. THE CONTRACTOR SHALL OBTAIN CONTACT INFORMATION FOR ALL INVOLVED PARTIES AND PROCEDURES FOR CONTACTING THEM 24 HOURS A DAY, 7 DAYS A WEEK. THIS INCLUDES, IF APPLICABLE, A LIST OF LOCAL FAA ATO PERSONNEL, ATCT MANAGERS ON DUTY, AUTHORIZED REPRESENTATIVES TO THE FAA OPERATIONS CONTROL CENTER (OCC).

C. THE AIRPORT SHALL ISSUE ALL NOTAMS RELEVANT TO THE CONSTRUCTION PROGRESS. THE AIRPORT OPERATOR MAY NEED TO PROVIDE INFORMATION ON CLOSED OR HAZARDOUS CONDITIONS TO THE OCC.

D. THE CONTRACTOR SHALL PREPARE AND SUBMIT CONTACT INFORMATION FOR LOCAL MEDICAL, FIREFIGHTING, AND POLICE RESPONSE IN CASE OF EMERGENCIES DURING CONSTRUCTION.

E. THE CONTRACTOR MAY BE REQUIRED TO COORDINATE WITH AIRPORT ARFF PERSONNEL EVEN FOR NON-EMERGENCIES, SUCH AS DEACTIVATION OF WATERLINES, REROUTING OF EMERGENCY ACCESS ROUTES, OR USE OF HAZARDOUS MATERIALS.

F. PER 14 CFR PART 77, THIS CSPP HAS BEEN SUBMITTED TO THE FAA BY THE TIME OF CONSTRUCTION. 14 CFR PART 157 IS NOT APPLICABLE TO THIS PROJECT.

G. TO REPORT EMERGENCY IMPACTS TO NAVAIDS, CALL (866) 432-2622.

SPECTION REQUIREMENTS:

A. AIRPORT SAFETY SELF-INSPECTIONS SHOULD BE CONDUCTED BY THE CONTRACTOR AT LEAST DAILY, BUT MORE FREQUENTLY IF NECESSARY TO CONFORM WITH THE CSPP. A SAMPLE DAILY INSPECTION CHECKLIST IS AVAILABLE IN APPENDIX D OF AC 150/5370-2G.

B. A FINAL INSPECTION MEETING WILL ALSO BE HELD FOR THIS PROJECT THAT MUST BE ATTENDED BY THE CONTRACTOR.

NIDEDODOLINID LITULTIES

A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF EXISTING PUBLIC & AIRPORT UTILITIES, AND ELECTRICAL CIRCUITS, WHETHER OWNED BY THE AIRPORT OR OTHER AGENCIES OPERATING AT THE AIRPORT (SEE GENERAL PROVISION 70-15). ANY LOCATIONS OF EXISTING CABLE SHOWN IN THE PLANS ARE BASED ON AVAILABLE AS-BUILT DATA AND ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL COORDINATE THE LOCATION OF ANY CROSSING OF UNDERGROUND ELECTRICAL CIRCUITS WITH THE AIRPORT AND FAA FACILITIES PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL PROVIDE TONING EQUIPMENT CAPABLE OF DETECTING A 60 Hz SIGNAL FOR LOCATING CABLES IN THE CONSTRUCTION AREA. WORKING IN CONJUNCTION WITH THE ENGINEER, THE CONTRACTOR SHALL LOCATE EXISTING CABLES PRIOR TO START OF CONSTRUCTION. COST OF LOCATING THE UTILITIES & CABLES AND PROVIDING THE TONING EQUIPMENT SHALL BE INCLUDED IN THE PROJECT ITEMS. ANY ELECTRICAL CIRCUITS TO BE CROSSED SHALL THEN BE TESTED FOR RESISTANCE TO GROUND BY THE CONTRACTOR UNDER SUPERVISION OF THE ENGINEER AND THE READINGS RECORDED. FOLLOWING CONSTRUCTION, THE CONTRACTOR, UNDER THE SUPERVISION OF THE ENGINEER, SHALL CHECK ALL CIRCUITS CROSSED DURING THE PROJECT. ANY CIRCUITS SHOWING A DECREASE IN RESISTANCE TO GROUND SHALL BE CORRECTED BY THE CONTRACTOR SO AS TO PROVIDE AT LEAST 50 MEGOHMS RESISTANCE IN THAT CIRCUIT. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ANY CORRECTIVE ELECTRICAL WORK DUE TO CONTRACTOR'S OPERATIONS.

B. A 14-DAY ADVANCE NOTICE SHALL BE GIVEN TO THE SSC MANAGER BEFORE LOCATION OF FAA CABLES IS REQUIRED. FAA SHALL LOCATE CABLES ONLY ONCE DURING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR RECORDING FAA CABLE LOCATIONS IN THE EVENT THAT MARKS ARE LOST DURING CONSTRUCTION. THE CONTRACTOR SHALL HYDRO-EXCAVATE ONLY WHEN DIGGING WITHIN 5 FEET OF ANY MARKED FAA BURIED CABLE LOCATION. ANY FAA CABLE(S) DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE COMPLETELY REPLACED (NOT SPLICED OR REPAIRED), AT THE CONTRACTOR'S EXPENSE.

ENALTIES:

THIS PROJECT INVOLVES WORK NEAR ACTIVE AIRCRAFT OPERATIONAL AREAS. ANY RUNWAY OR TAXIWAY INCURSIONS OCCURRING DURING THE PROJECT, AS DETERMINED BY THE JUDGEMENT OF THE ENGINEER AND/OR AIRPORT, MAY BE SUBJECT TO FAA FINES IN EXCESS OF \$10,000. FAA DEFINES A RUNWAY INCURSION AS "ANY OCCURRENCE AT AN AERODROME INVOLVING THE INCORRECT PRESENCE OF AN AIRCRAFT, VEHICLE OR PERSON ON THE PROTECTED AREA OF A SURFACE DESIGNATED FOR THE LANDING AND TAKEOFF OF AIRCRAFT."

RUNWAY & TAXIWAY VISUAL AIDS--MARKING, LIGHTING, SIGNS, AND VISUAL NAVAIDS:

A. AIRPORT MARKINGS, LIGHTING, SIGNS, AND VISUAL NAVAIDS MUST BE CLEARLY VISIBLE TO PILOTS, NOT MISLEADING, CONFUSING OR DECEPTIVE. ALL MUST BE SECURED IN PLACE TO PREVENT MOVEMENT BY PROP WASH, JET BLAST, WING VORTICES OR OTHER WIND CURRENTS, BUT FRANGIBLE AND CONSTRUCTED OF MATERIALS THAT WOULD MINIMIZE DAMAGE TO AN AIRCRAFT IN THE EVENT OF INADVERTENT CONTACT.

B. THE FOLLOWING ARE APPLICABLE STANDARDS FOR ANY TEMPORARY OR PERMANENT INSTALLATIONS OF THESE RESPECTIVE ITEMS: AIRPORT MARKINGS: AC 150/5340-1

LIGHTING: AC 150/5340-30, 150/5345-50, 150/5345-53

SIGNAGE: AC 150/5345-44, 150/5340-18, 150/5345-53, ENGINEERING BRIEF 93

C. SHOULD A RUNWAY BE TEMPORARILY CLOSED; THE CONTRACTOR SHALL MARK THE AFFECTED RUNWAY WITH A CLOSURE CROSS IN ACCORDANCE WITH THE RUNWAY CLOSURE CROSS SPECIFICATIONS FOUND IN THE PLANS. CLOSURE CROSSES SHALL REMAIN IN PLACE UNTIL NORMAL RUNWAY OPERATIONS RESUME.

D. SHOULD A TAXIWAY BE TEMPORARILY CLOSED WITH AN OPEN RUNWAY; THE CONTRACTOR SHALL MARK THE AFFECTED TAXIWAY WITH A CLOSURE CROSS IN ACCORDANCE WITH THE TAXIWAY CLOSURE CROSS SPECIFICATIONS FOUND IN THE PLANS. CLOSURE CROSSES SHALL REMAIN IN PLACE UNTIL NORMAL TAXIWAY OPERATIONS RESUME.

E. WHEN NECESSARY TO CLOSE OR CHANGE THE STANDARD OPERATIONS OF A RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL, THROUGH THE ENGINEER, NOTIFY THE AIRPORT 72 BUSINESS HOURS IN ADVANCE OF THE PROPOSED CHANGE IN OPERATIONS.

F. IF REQUIRED, CONSTRUCTION SIGNS SHALL COMPRISE A MESSAGE IN BLACK ON AN ORANGE BACKGROUND AT LOCATIONS SHOWN ON THE CSPP.

MARKING AND SIGNS FOR ACCESS ROUTES:

PAVEMENT MARKINGS AND SIGNS INTENDED FOR CONSTRUCTION PERSONNEL SHOULD CONFORM TO AC 150/5340-18, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND/OR STATE HIGHWAY SPECIFICATIONS AS PRACTICAL.

HAZARD MARKING AND LIGHTING:

A. IF ANY AIRCRAFT MOVEMENT AREAS MUST BE CLOSED, THE CONTRACTOR SHALL FURNISH AND PLACE PORTABLE BARRICADES ACROSS RUNWAYS OR TAXIWAYS TO KEEP VEHICLES FROM ENTERING ACTIVE OPERATION AREAS AND TO KEEP AIRCRAFT FROM TAXIING INTO CONSTRUCTION AREAS. BARRICADES SHALL BE HIGHLY-REFLECTIVE, MARKED WITH DIAGONAL, ALTERNATING ORANGE AND WHITE STRIPES AND SUPPLEMENTED WITH EITHER FLASHING OR STEADY-BURNING LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS. LIGHTS SHALL BE BARRICADE TYPE TYPICAL FOR CONSTRUCTION ZONES AND RED IN COLOR, MEETING ALL STATE HIGHWAY REQUIREMENTS. BARRICADES LOCATED WITHIN AIRCRAFT MOVEMENT AREAS (RUNWAYS, TAXIWAYS, APRONS) SHALL BE LOW LEVEL AVIATION BARRICADES (NO HIGHER THAN 18") SPECIFICALLY MANUFACTURED AND DESIGNED FOR SUCH PURPOSE. THEY SHALL BE ALTERNATING ORANGE AND WHITE IN COLOR 10" HIGH AND 96" LONG, MADE OF UV-RESISTANT POLYETHYLENE AS MANUFACTURED BY MULTI-BARRIER (MODEL AR 10x96 HDPE), OR APPROVED EQUAL. ENOUGH BARRICADES MUST BE PROVIDED TO SAFELY DELINEATE ALL CONSTRUCTION BOUNDARIES. BARRICADES SHALL BE PLACED CLOSELY ENOUGH TO PREVENT TRAFFIC FROM ENTERING THE CONSTRUCTION AREA, GENERALLY NO MORE THAN 4 FEET APART. BARRICADES SHALL BE FILLED WITH WATER TO PREVENT MOVEMENT BY JET BLAST. BARRICADES LOCATED OUTSIDE OF AIRCRAFT MOVEMENT AREAS MAY BE MADE FROM VARIOUS MATERIALS, INCLUDING RAILROAD TIES, SAWHORSES, JERSEY BARRICADES, BARRELS, OR OTHER STANDARD HIGHWAY BARRICADES. IF BARRICADES ARE SUBJECT TO PROP WASH, JET BLAST, WIND VORTEX OR ANY OTHER SURFACE WIND CURRENTS, THE BARRICADES WILL BE WEIGHTED OR FASTENED TO THE GROUND TO PREVENT DISPLACEMENT.

B. HAZARDS SUCH AS OPEN MANHOLES, AREAS UNDER REPAIR, STOCKPILE AND WASTE AREAS SHOULD ALSO BE MARKED.

C. THE CONTRACTOR MUST ALSO PROVIDE AN EMERGENCY CONTACT AVAILABLE 24 HOURS FOR MAINTENANCE OF CONSTRUCTION LIGHTING AND BARRICADING.

D. USE HIGHLY REFLECTIVE BARRICADES WITH LIGHTS TO CLOSE TAXIWAYS LEADING TO CLOSED RUNWAYS. CLOSE RUNWAY/TAXIWAY

E. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MOVEMENT OF BARRICADES BETWEEN PHASES, OR AS OTHERWISE CRITICAL TO AIRPORT OPERATIONS. ALL BARRICADE LIGHTS MUST BE CHECKED NIGHTLY AND REPLACED BY THE CONTRACTOR IF NOT FUNCTIONING. CONTRACTOR SHALL BE COMPENSATED FOR COST OF ALL BARRICADES, THEIR MAINTENANCE AND MOVEMENT UNDER THE PROJECT ITEMS.

WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION:

LIGHTING EQUIPMENT MUST ADEQUATELY ILLUMINATE THE WORK AREA IF THE CONSTRUCTION IS TO BE PERFORMED DURING NIGHTTIME HOURS. LIGHT TOWERS SHOULD BE POSITIONED AND ADJUSTED TO AIM AWAY FROM ATCT CAB AND ACTIVE RUNWAYS TO PREVENT BLINDING EFFECTS. TOWERS MUST BE REMOVED PRIOR TO REOPENING TO AIRCRAFT OPERATIONS.

PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS: A NO CONSTRUCTION MAY OCCUR WITHIN THE EXISTING

INTERSECTIONS WITH BARRICADES EVEN FOR SHORT (TEMPORARY) CLOSURES.

A. NO CONSTRUCTION MAY OCCUR WITHIN THE EXISTING RUNWAY SAFETY AREA (RSA) WHILE THE RUNWAY IS OPEN TO AIRCRAFT OPERATIONS. RSA DIMENSIONS MAY BE TEMPORARILY ADJUSTED, IF THE RUNWAY IS RESTRICTED TO AIRCRAFT OPERATIONS REQUIRING AN RSA EQUAL TO THE WIDTH AND LENGTH THAT ARE AVAILABLE. THIS ADJUSTMENT MUST BE COORDINATED WITH THE FAA REGIONAL OR DISTRICT OFFICE AND LOCAL AIR TRAFFIC MANAGER BY THE AIRPORT OPERATOR, AND APPROPRIATE NOTAMS ISSUED. OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN THE RSA WHILE OPEN. OPEN TRENCHES AND EXCAVATIONS WITHIN THE CONSTRUCTION AREA(S) MUST BE PROMINENTLY MARKED WITH RED OR ORANGE FLAGS, AND LIGHTED DURING HOURS OF LOW VISIBILITY/DARKNESS. IF THE RUNWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, THE EXCAVATIONS MUST BE COVERED IN SUCH A WAY AS TO ALLOW THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY TO CROSS THE COVERING WITHOUT

DAMAGE. SOIL EROSION MUST BE CONTROLLED TO MAINTAIN RSA STANDARDS (NO POTENTIALLY HAZARDOUS RUTS, HUMPS, DEPRESSIONS, OR OTHER SURFACE VARIATIONS, AND CAPABLE UNDER DRY CONDITIONS OF SUPPORTING SNOW REMOVAL EQUIPMENT (SRE), ARFF, AND THE OCCASIONAL PASSAGE OF AIRCRAFT WITHOUT STRUCTURAL DAMAGE.

B. CONSTRUCTION, INCLUDING EXCAVATIONS, MAY BE PERMITTED IN THE RUNWAY OBJECT FREE AREA (ROFA). EQUIPMENT MUST BE REMOVED FROM THE ROFA WHEN NOT IN USE, AND MATERIAL SHOULD NOT BE STOCKPILED IN IT IF NOT NECESSARY. STOCKPILING WITHIN THE ROFA REQUIRES SUBMITTAL OF A 7460-1 FORM AND FAA APPROVAL.

C. NO CONSTRUCTION MAY OCCUR WITHIN THE EXISTING TAXIWAY SAFETY AREA (TSA) WHILE THE TAXIWAY IS OPEN TO AIRCRAFT OPERATIONS. TSA DIMENSIONS MAY BE TEMPORARILY ADJUSTED, IF THE TAXIWAY IS RESTRICTED TO AIRCRAFT OPERATIONS REQUIRING A TSA EQUAL TO THE WIDTH THAT IS AVAILABLE. THIS ADJUSTMENT MUST BE COORDINATED WITH THE FAA REGIONAL OR DISTRICT OFFICE AND LOCAL AIR TRAFFIC MANAGER BY THE AIRPORT OPERATOR, AND APPROPRIATE NOTAMS ISSUED. OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN THE TSA WHILE OPEN. OPEN TRENCHES AND EXCAVATIONS WITHIN THE CONSTRUCTION AREA(S) MUST BE PROMINENTLY MARKED WITH RED OR ORANGE FLAGS, AND LIGHTED DURING HOURS OF LOW VISIBILITY/DARKNESS. IF THE TAXIWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, THE EXCAVATIONS MUST BE COVERED IN SUCH A WAY AS TO ALLOW THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY TO CROSS THE COVERING WITHOUT DAMAGE. SOIL EROSION MUST BE CONTROLLED TO MAINTAIN TSA STANDARDS (NO POTENTIALLY HAZARDOUS RUTS, HUMPS, DEPRESSIONS, OR OTHER SURFACE VARIATIONS, AND CAPABLE UNDER DRY CONDITIONS OF SUPPORTING SRE, ARFF, AND THE OCCASIONAL PASSAGE OF AIRCRAFT WITHOUT STRUCTURAL DAMAGE.

IN RARE CIRCUMSTANCES WHERE THE SECTION OF TAXIWAY IS INDISPENSABLE FOR AIRCRAFT MOVEMENT, OPEN TRENCHES OR EXCAVATIONS MAY BE PERMITTED WHILE OPEN IF SUBJECT TO THE FOLLOWING: TAXIING IS LIMITED TO 10 MPH; APPROPRIATE NOTAMS ARE ISSUED; APPROPRIATE LIGHTING AND MARKING ARE IMPLEMENTED; LOW MASS, LOW PROFILE LIGHTED BARRICADES ARE INSTALLED; APPROPRIATE TEMPORARY ORANGE CONSTRUCTION SIGNS ARE INSTALLED.

D. UNLIKE THE ROFA, NO CONSTRUCTION MAY OCCUR WITHIN THE TAXIWAY OBJECT FREE AREA (TOFA) WHILE OPEN TO AIRCRAFT OPERATIONS, UNLESS 1) THE TOFA DIMENSION IS TEMPORARILY ADJUSTED FOR USE BY SMALLER AIRCRAFT ONLY; 2) TEMPORARY OFFSET TAXIWAY MARKINGS ARE USED.

CONSTRUCTION, INCLUDING OPEN EXCAVATIONS, MAY BE ACCOMPLISHED WITHOUT ADJUSTING THE TOFA SUBJECT TO THE FOLLOWING RESTRICTIONS: TAXIING IS LIMITED TO 10 MPH; APPROPRIATE NOTICES TO AIRMEN (NOTAM'S) HAVE BEEN ISSUED BY THE AIRPORT; MARKING AND LIGHTING PROVISIONS HAVE BEEN IMPLEMENTED BY THE CONTRACTOR, APPROPRIATE ORANGE CONSTRUCTION SIGNS ARE INSTALLED (IF DESIRED); FIVE-FOOT CLEARANCE BETWEEN EQUIPMENT AND ANY PART OF AN AIRCRAFT IS MAINTAINED (MOVING PERSONNEL AND EQUIPMENT FOR PASSAGE OF AN AIRCRAFT MAY BE NECESSARY); AND CONTRACTOR'S FLAGGERS ARE UTILIZED TO DIRECT AND CONTROL EQUIPMENT AND PERSONNEL TO A PRE-ESTABLISHED SETBACK DISTANCE. (AIRLINES SHOULD PROVIDE FLAGGERS TO DIRECT THE ACTUAL TAXIING AIRCRAFT.)

E. PERSONNEL, MATERIAL, AND/OR EQUIPMENT MAY NOT PENETRATE THE RUNWAY OBSTACLE FREE ZONE (OFZ) WHILE THE RUNWAY IS OPEN. IF WORK IN THE OFZ IS NECESSARY, IT MAY BE POSSIBLE TO CONTINUE AIRCRAFT OPERATIONS THROUGH OPERATIONAL RESTRICTIONS (COORDINATE WITH THE FAA).

F. ALL PERSONNEL, MATERIAL, AND/OR EQUIPMENT MUST REMAIN CLEAR OF APPLICABLE THRESHOLD SITING SURFACES. OBJECTS THAT DO NOT PENETRATE MAY STILL BE OBSTRUCTIONS TO AIR NAVIGATION AND MAY AFFECT STANDARD INSTRUMENT APPROACH PROCEDURES (COORDINATE WITH THE FAA).

G. ADEQUATE DISTANCE FROM BLASTING OPERATIONS: N/A

AUGUST 1ST 2025. FINAL COMPLETION IS ANTICIPATED TO BE ON SEPTEMBER 1ST 2025

OTHER LIMITATIONS ON CONSTRUCTION:
THE FOLLOWING ARE PROHIBITED FROM USE ON THE AIRFIELD: TALL EQUIPMENT BEYOND THE MAXIMUM EQUIPMENT HEIGHT SHOWN ON THE SAFETY/PHASING PLAN, OPEN-FLAME WELDING/TORCH CUTTING (UNLESS PROPER PRECAUTIONS ARE TAKEN, AND AIRPORT APPROVAL IS OBTAINED), ELECTRICAL BLASTING CAPS (WITHIN 1000 FEET OF AIRPORT PROPERTY).

OTHER CONSTRUCTION NOTES:

A. CRITICAL AIRCRAFT DURING CONSTRUCTION OPERATIONS CONSIST OF DESIGN GROUP III AIRCRAFT.

B. A NOTICE TO PROCEED IS ANTICIPATED TO BE ISSUED ON NOVEMBER 1ST, 2024. SUBSTANTIAL COMPLETION IS ANTICIPATED TO BE ON

C. LIQUIDATED DAMAGES IN THE AMOUNT OF \$2,500 SHALL BE ASSESSED FOR EACH CALENDAR DAY CONSTRUCTION EXCEEDS THE ALLOTTED CONTRACT DAYS FOR PHASE 1 OR ANY OF THE SUB PHASES.

D. ALL SAFETY AND SECURITY ITEMS REQUIRED ON THE CONSTRUCTION SAFETY PHASING PLAN OR IN SAFETY AND CONSTRUCTION NOTES WILL BE INCLUDED IN THE COST FOR THE PROJECT ITEMS.

THE CONTRACTOR SHALL EXECUTE THE QUALITY CONTROL TESTS REQUIRED TO DETERMINE THAT THE CONTRACTOR'S WORK AND/OR MATERIALS CONFORM TO THE APPLICABLE SPECIFICATIONS. THESE TESTS WILL BE PERFORMED AT A FREQUENCY, AS DETERMINED BY THE CONTRACTOR, TO VERIFY THAT THE WORK HAS BEEN PERFORMED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. THE CONTRACTOR WILL SUPPLY QUALITY CONTROL TEST REPORTS TO THE ENGINEER PRIOR TO THE START OF QUALITY ASSURANCE TESTING. COSTS ASSOCIATED WITH QUALITY CONTROL TESTING WILL BE INCLUDED IN ITEM NO. 100001 - MOBILIZATION AND GENERAL CONDITIONS

AFTER THE CONTRACTOR HAS PERFORMED SUFFICIENT QUALITY CONTROL TESTING TO DETERMINE THAT WORK HAS BEEN PERFORMED ACCORDING TO PROJECT SPECIFICATIONS, THE PROJECT ENGINEER WILL PERFORM QUALITY ASSURANCE TESTING.

QUALITY ASSURANCE TESTING WILL BE PERFORMED AT THE FREQUENCY SPECIFIED IN THE CONSTRUCTION MANAGEMENT REPORT OR THE PROJECT SPECIFICATIONS. COST OF QUALITY ASSURANCE TESTING IS NOT PART OF THE CONTRACTOR'S COSTS FOR THIS CONTRACT, WITH THE FOLLOWING EXCEPTION:

IF EXCESSIVE TESTING OF THE SAME WORK ELEMENT IS REQUIRED TO VERIFY QUALITY ASSURANCE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADDITIONAL QUALITY ASSURANCE TESTING COSTS. EXCESSIVE TESTING IS DEFINED AS MORE THAN TWO (2) TESTS (1 TEST, 1 RETEST) AT THE SAME LOCATION OR WORK ELEMENT.

ONE COPY OF EACH QUALITY ASSURANCE TEST WILL BE FURNISHED TO THE CONTRACTOR UPON REQUEST. THE CONTRACTOR SHALL PROVIDE SUCH FACILITIES AS THE PROJECT ENGINEER OR HIS REPRESENTATIVE MAY REQUIRE FOR CONDUCTING QUALITY ASSURANCE FIELD TESTS AND FOR COLLECTING AND FORWARDING SAMPLES. ALL OTHER PORTIONS OF SECTION 60-02 SHALL REMAIN IN EFFECT.

Mead Hunt

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SITY OF BATTLE CREEK SATTLE CREEK EXECUTI AIRPORT - ATCT REHAB TEST SOUTH AIRPORT ROAD TEST SOUTH AIRPORT ROAD

UED 05/31/2024 ISSUED FOR

O.: TBD

NO.: 0228800-240589.01

: MAY 31, 2024

GNED BY: MI T

DESIGNED BY: MLT

DRAWN BY: MLT

CHECKED BY: JET

DO NOT SCALE DRAWINGS

CONSTRUCTION
SAFETY PHASING
NOTES

G-081

GOVERNING CODES & SPECIFICATIONS:

- Michigan Enrolled Commercial Building Code, 2015 Edition
- Latest supplements and revisions, thereto, unless noted otherwise.

DESIGN LOADINGS:

WIND LOADS:

30 psf Components/Cladding

CONSTRUCTION DOCUMENTS

- Construction Documents entitled "Air Traffic Control Tower Rehabilitation" includes these drawings and separately bound Specifications. For purposes of performing the work. Drawings and Specifications shall be considered a single unit. In the event of conflict between the Drawings and Specifications contact the Architect/Engineer for clarification.
- The extent of repair areas shown on drawings indicates Architect/Engineer's estimates only. The unit quantities are included in the bid documents are based on the estimated units. The Contractor is responsible for determining the actual extent and locations of repair areas. The actual repair quantities shall be verified and agreed upon by the Engineer prior to commencing the repair work.
- When the plans include information pertaining to preliminary investigations and condition survey, such information represents only the opinion of the Architect/Engineer as to the location, character, or quantity of the materials encountered at the time of the investigation. The Owner and Architect/Engineer make no guarantee that conditions indicated are representative throughout the project or that unanticipated field conditions will not occur.
- Work Items are identified on Drawings. Refer to Specifications, Section 01 10 15 for scopes, description and requirements of work.
- Construction shall be in accordance with all applicable Federal, State of Michigan and City of Battle Creek codes and ordinances, including Fire Codes.
- 6. Where Work Item bubble is noted "TYP", it means work item occurs at all locations where applicable deterioration or designation symbol occurs on that plan.
- Where "TAR" (Typical As Required) is noted, it means there may be areas of this work in addition to particular
- designated areas. Where two or more Work Item bubbles are grouped together, it means any or all designated Work Item may be applicable. Coordination of Work Items is Contractor's responsibility.
- Where a Work Item or Detail is listed as incidental that work is included in pay unit of other work items and does not
- 10. When a Detail is labeled (For Reference Only) it provides information about incidental work and does not have a pay

COATING OF REINFORCEMENT

- Clean by sand blasting or mechanical grinding all steel to near white and provide protective coating at all existing reinforcement, embedded steel plates, and electrical conduit in repair area to be cast in concrete. All new reinforcing steel shall be fusion bonded epoxy.
- Anchoring system for reinforcing stall shall be Hilti "Hit HY-150", or equivalent

SHORING AND BRACING

- Contractor shall visit the site and become familiar with the existing conditions and the areas that are to be removed from
- Contractor shall bear full responsibility for the design and installation of all temporary shoring, bracing which is required for safety and proper execution of the work as incidental to work, unless noted otherwise.
- Building structural areas which are to be removed, shall be done in a manner which shall maintain the stability of the structure, and shall allow the structure to remain in a safe condition.

EXISTING SERVICES AND UTILITIES

- Contractor shall review all existing conditions to determine all electrical, and mechanical services, and utilities affected by the repair work. Make necessary temporary connections to maintain existing services to all areas of the building or other areas (Not in Contract) affected by the work. The Contractor shall submit the methods and schedule of connections for the Owner's approval prior to commencement.
- Provide minimum 72 hours notice to the Owner prior to any interruptions in utility services.
- Contractor is responsible for determining power requirements for swing stage use and providing adequate temporary power or tying into existing building power supply, if adequate.

CONSTRUCTION PHASING, SEQUENCING AND TRAFFIC MAINTENANCE

- Work sequences and scheduling shall be coordinated with the Owner's Representative and building operations staff.
- Owner will continue to use building during rehabilitation. Contractor must phase and arrange work so as to maintain access and egress to entrances, exits, drives, etc. at all times to all areas that are not under construction.
- Work hours are 8 am 5 pm, Monday Friday (Verify with Owner). Contractor shall coordinate any weekend and holiday work with Owner at least 72 hours advance.

MISCELLANEOUS REQUIREMENTS

The Contractor is responsible for collection and removal of all construction debris on a daily basis, and the site shall be left in a neat and orderly condition, satisfactory to the Owner.

The Contractor is responsible for protecting all adjacent roof structure, mechanical equipment, landscaping, and other

- surfaces/items which could be affected by the Work. The Contractor is responsible for providing any required security at the work site, sidewalk protection, if required, and
- barricades. All site related protection, barricades and security shall be coordinated with the Owner.
- The Contractor is responsible for obtaining all required permits, and authorizations prior to beginning the Work.
- The Owner reserves the right to perform other work in conjunction with the project. Coordinate all work with other Contractors.

SPECIFIED REPAIR MATERIALS OR EQUAL:

- PREPACKAGED REPAIR MATERIALS (W/ 3/8" AGGREGATE) a. Sikacrete 211, Sika Corp., Linderhurst, NJ b. MasterEmaco S440, BASF Building Systems, Shakopee, MN c. Form Flo P-38 Repair Mortar, J.E. Tomes & Associates, Blue Island, IL
- EPOXY COATING FOR REINFORCEMENT AND ANCHORS a. Sika Armatec Rebar Primer, Sika Corp., Linderhurst, NJ b. MasterEmaco P 124, BASF Building Systems, Shakopee, MN c. B-1 Rebar Coating, J.E. Tomes & Assoicates, Blue Island, IL

| 3. | STRUCTURAL STEEL NOTES a. Hollow Structural Sections | FY, psi | ASTM |
|----|--|------------|----------------|
| | | | |
| | 1) Rectangular & Squares | 46,000 | A500 Grade B |
| | 2) Round | 42,000 | A500 Grade B |
| | b. Steel Pipes | 35,000 | A53 Grade B |
| | c. Structural Plates, Bars & Ang | les 36,000 | A36 |
| | d. Bolts | 92,000 | A325 |
| | e. Anchor Rods | 36,000 | F1554, Grade 3 |
| | f. Welding Electrodes E70 | XXC | AWS D1.1-YY |

4. POST-INSTALLED ANCHORS

a. Expansion Anchors Hilti Kwik Bolt III, Unless Noted Hilti HY150-Max SD, Unless Noted b. Adhesive Anchors

5. CONCRETE JOINT SEALANTS

a. Sonolastic NP-2, BASF Building Systems, Shakopee, MN b. Sikaflex-2c NS, Sika Corp., Linderhurst, NJ

6. All repair materials shall be installed in accordance with the manufacturer's recommendation.

GENERAL REQUIREMENTS:

1.1 CONTRACTURAL

Contractor shall perform the work in accordance with the executed contract with the Owner and these Contract Documents.

1.2 SUMMARY OF WORK

- Project consists of providing all materials, labor, equipment, supervision, and services required to perform repairs to the Battle Creek Air Traffic Control Tower.
- Work Restriction: Conduct construction without disrupting Owner's use of the facility. Contractor shall separate construction work areas from Owner occupied areas - see also article "Temporary Facilities and Controls".

1.3 PROJECT MANAGEMENT AND COORDINATION

1.5 TEMPORARY FACILITIES AND CONTROLS

Coordinate construction to ensure efficient and orderly installation of each part of the Work.

1.4 SUBMITTAL PROCEDURES

- Shop Drawings: Submit Project-specific information drawn to scale. Coordinate each submittal with fabrication, purchasing, testing, delivery, other submittals, and related activities that requires sequential activity.
- No extension of the Contract Time will be authorized because of failure to transmit submittals enough in advance of the Work to permit processing.
- Project consists of providing all materials, labor, equipment, supervision, and services required to perform repairs to the Air Traffic Control Tower.
- Engineer will not accept submittals without review and stamp by the Contractor.
- Identify deviations from the Contract Documents.

Submit 1 copy in PDF format of each submittal.

- Provide storage boxes, and other support facilities as necessary for the work.
- Collect waste daily and when containers are full, legally dispose of waste off-site.
- Standards: Comply with ANSI A10.6, NECA's "Temporary Electrical Facilities." and NFPA 241.
- Barricades, Warning Signs, and Lights: Comply with industry standards, code requirements and applicable laws and regulations of the authorities having jurisdiction for erection of structurally adequate barricades. Provide barriers to prevent pedestrians or vehicles from entering construction work areas. Paint with appropriate colors, and provide graphic signs to inform personnel and public of hazard being protected against. When appropriate and needed provide lighting including red or amber lights.
- Provide temporary environmental controls as required by authorities having jurisdiction including, but not limited to erosion and sediment control, dust control, noise control, and pollution control.

1.6 PRODUCT REQUIREMENTS

- A. Provide products of same kind from a single source. The term "product" includes the term "materials", "equipment", "system", and similar terms.
- B. Deliver, store, and handle products using means and methods that will prevent damage, deterioration, and loss, including theft. Comply with manufacturer's written instructions.
- C. Provide products that comply with the Contract Documents, are undamaged, and are new at the time of installation.
 - 1. Provide products complete with accessories, trim, finish, and other devices and components needed for a complete installation and the intended use and effect.

D. Select products to comply with all of the following that are applicable.

for use of an unnamed product or manufacturer.

- Where only a single product or manufacturer is named, provide the item indicated. No substitutions will be permitted. 2. Where two or more products or manufacturers are named, provide one of the items indicated. No substitutions will be
- permitted. 3. Where products are specified by name, accompanied by the term "available products" or "available manufacturers, "provide one of the named items or comply with provisions for "comparable product" to obtain approval

1.7 SELECTIVE DEMOLITION REQUIREMENTS

- Unless otherwise indicated, demolished materials become Contractor's property. Remove and dispose of legally from Project site. Do not burn demolished materials.
- Items indicated to be removed and salvaged remain Owner's property. Remove clean, and deliver to Owner's designated area.
- Comply with EPA regulators and disposal regulations of authorities having jurisdiction.
- Conduct demolition without disrupting Owner's use of the building. It is not expected that hazardous materials will be encountered in the Work. If materials suspected of containing hazardous
- materials are encountered, do not disturb; immediately notify Engineer and Owner. Hazardous materials will be removed by Owner. Maintain and protect existing utilities to remain in service before proceeding with demolition, providing by pass connections to other
- Locate, identify, shut-off, disconnect, and cap off utility services to be demolished.
- Conduct demolition operations and remove debris to prevent injury to people and damage to adjacent building and site
- Provide and maintain shoring, bracing, or structural support to preserve building stability and prevent movement, settlement, or
- Protect building structure and interior from weather and water leakage and damage.
- Protect walls, ceilings, floors, and exposed finishes that are to remain. Erect and maintain full height dustproof partitions. Cover and protect fixtures, furnishings, and equipment that are to remain.
- Neatly cut openings and holes plumb, square, and true to dimensions required. Use cutting methods least likely to damage construction to remain or adjoining construction.
- Promptly patch and repair holes and damaged surfaces of the building caused by demolition. Restore exposed finishes of patched areas and extend finish restoration into remaining adjoining construction.

DRAWING ABBREVIATIONS AND NOTATIONS:

1. The following abbreviations and notations may appear on the drawings:

| • | APPROX | = | Approximately |
|---|--------|---|-----------------------------------|
| • | _ | _ | |
| • | BM | = | Beam |
| • | CJ | = | Construction Joint/ Control Joint |
| • | COL | = | Column |
| • | CONC | = | Concrete |
| • | DET | = | Detail |
| • | EA. | = | Each |
| • | EXIST. | = | Existing |
| • | FL | = | Floor |
| • | ОН | = | Opposite Hand |
| • | REINF | = | Reinforcement |
| • | REQ'D | = | Required |
| • | SIM | = | Similar |

Salb on Grade

Specification

Work Item

TAR Typical as Required = TYP Typical = UN or UNO = Unless Noted Otherwise VERT Vertical

=

=

• SOG

SPEC

W.I.

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AT KELLOGG FIELD

AT(A) MOP.

WORK ITEM IDENTIFICATION LEGEND

WORK ITEM NUMBER WORK ITEM NOTE (SEE ABBREVIATION) XXX

WORK ITEM SCHEDULE

| WORK ITEM | DESCRIPTION |
|-----------|---|
| 60.1 | PROJECT MOBILIZATION/GENERAL CONDITIONS |
| 60.2 | SCAFFOLDING |
| 70.1 | SUPPLEMENTAL WALL ANCHORS |
| 71.1 | PRECAST WALL PANEL REPAIR - PARTIAL DEPTH |
| 74.1 | JOINT SEALANT REPLACEMENT |
| 74.2 | CONTROL JOINT SEALANT REPLACEMENT |
| 74.3 | WALL VERTICAL JOINT REPLACEMENT |
| 75.1 | WALL EXPANSION JOINT - SILICONE |
| 76.1 | EPOXY CRACKS INJECTION |
| 95.1 | WINDOW FRAME JOINT SEALANT REPALCEMENT |
| | |

ALTERNATE 1

PENETRATING SEALER

ALTERNATE 2

| ALILINAILZ | |
|------------|--|
| 71.2 | CONCRETE SIDEWALK REPAIR - PARTIAL DEPTH |
| 74.4 | COVE SEALANT REPLACEMENT |
| 75.1.1 | WALL EXPANSION JOINT - PRECOMPRESSED |
| 96.5 | RESEAL REGLET FLASHING |

CLARIFICATION DETAIL NUMBER

05/31/24 ISSUED FOR BID

0228800-240589.01 MAY 31.2024

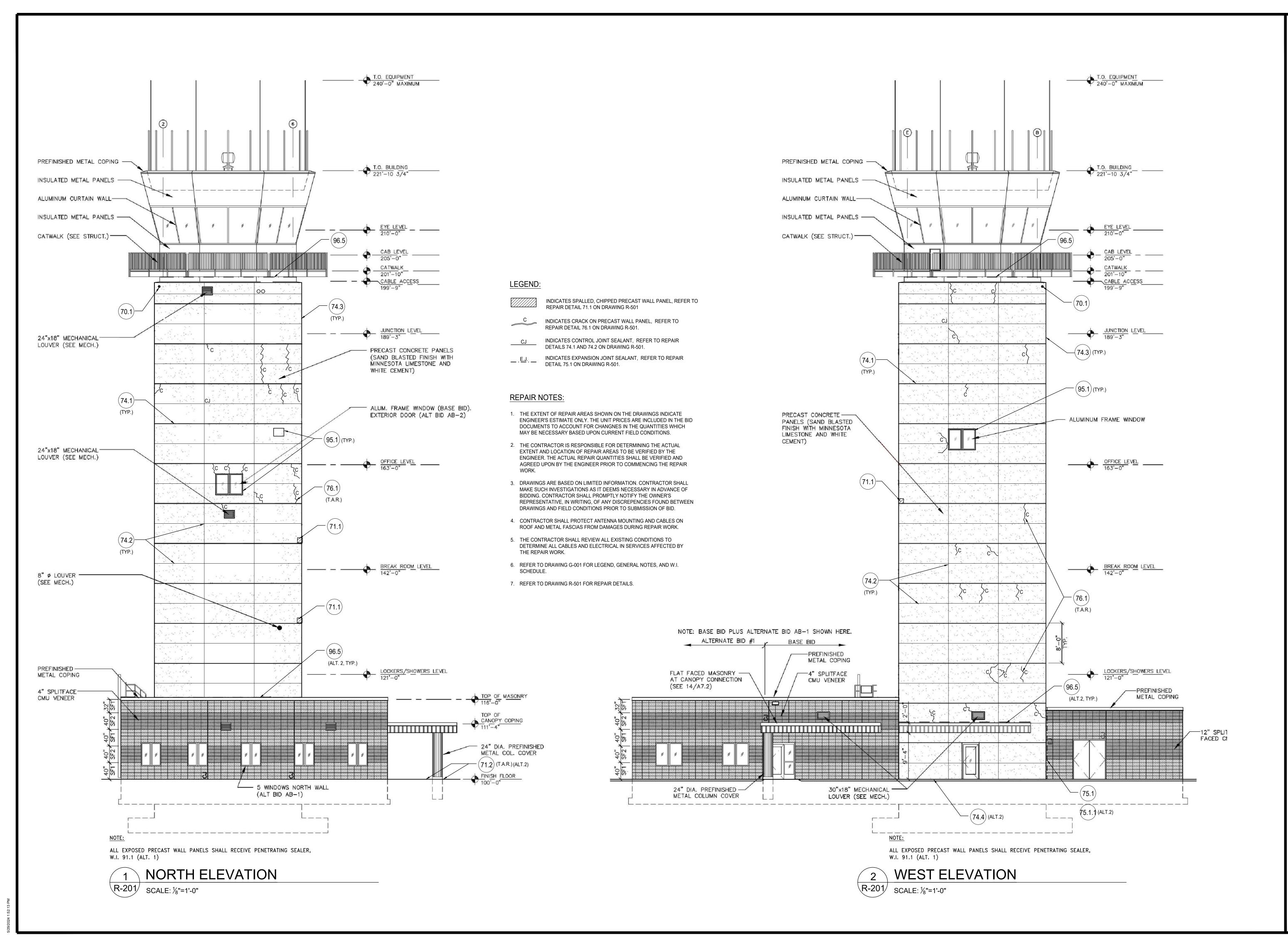
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DESIGNED BY: LE DRAWN BY: LF CHECKED BY: KNS

DO NOT SCALE DRAWINGS SHEET CONTENTS

GENERAL RESTORATION

NOTES, REQUIREMENTS AND WORK ITEM SCHEDULE



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BATTLE CREEK CREEK EXECUTIVE F - ATCT REHAB

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05/31/24 ISSUED FOR BID

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DATE: MAY 31.2024

DESIGNED BY: LE

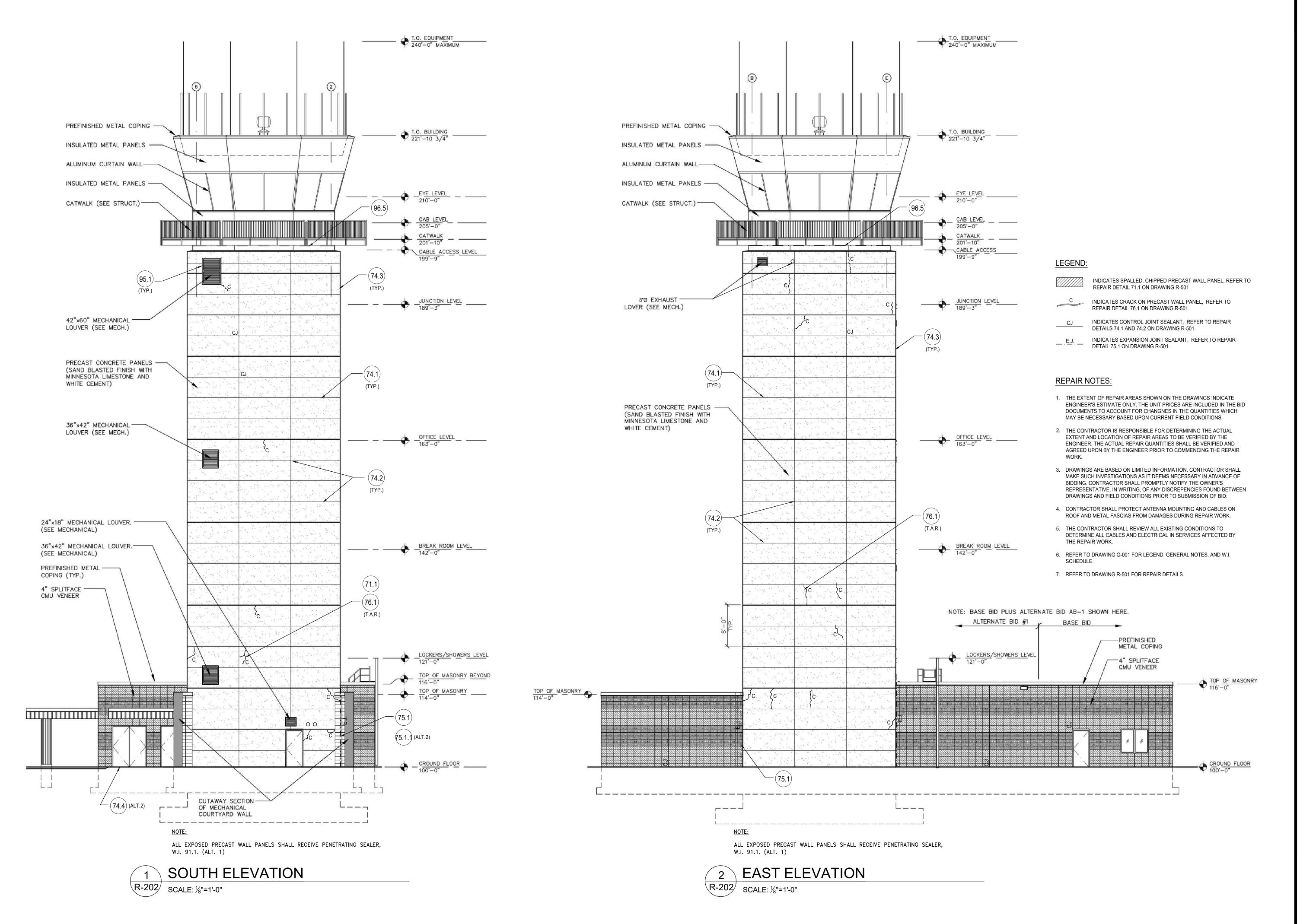
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SHEET CONTENTS

NORTH AND WEST

ELEVATIONS



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AT KELLOGG FIELD

05/31/24 ISSUED FOR BID

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SHEET CONTENTS

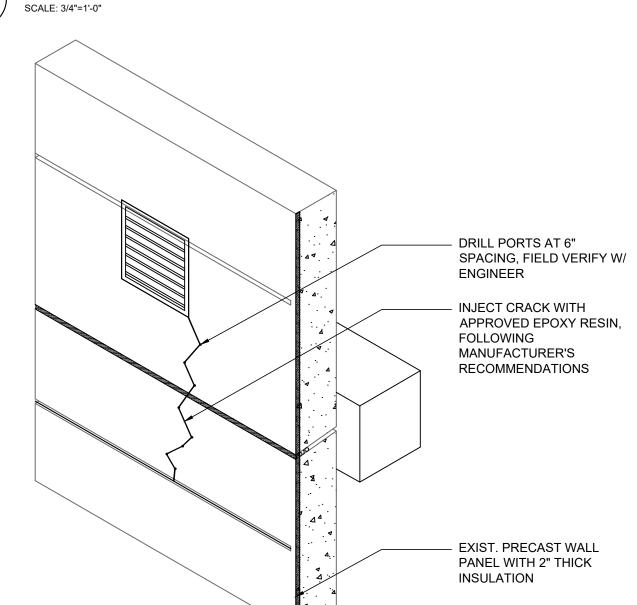
SOUTH AND EAST **ELEVATIONS**

TYPICAL PRECAST WALL SECTION SCALE: 2 1/4"=1'-0"

FACE OF EXTERIOR WALL FILED APPLIED SILICONE BEAD (CONT. BOTH SIDES) FACTORY APPLIED EXTERIOR WALL GRADE SILICONE HYDROPHOBIC POLYMER -**EPOXY BONDING** 3" ± IMPREGNATED POLYURETHANE ADHESIVE (CONT BOTH SIDES) FOAM

1. REPAIR CONCRETE WALL AS REQUIRED TO CREATE UNIFORM SURFACES. 2. REMOVE ALL EXISTING SEALANT, BACKER RODS, FILLER MATERIAL, DEBRIS (IF PRESENT). 3. NEW EXPANSION JOINT TO MATCH EXISTING COLOR.

WALL EXPANSION JOINT - SILICONE



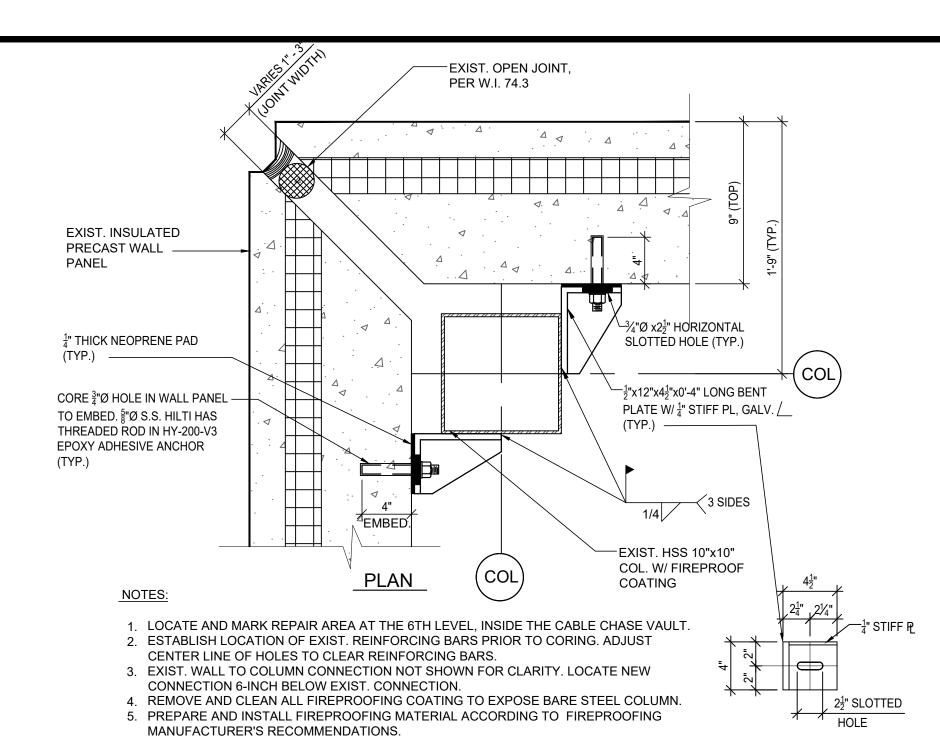
1. DRILL INJECTION PORTS IN AT A DOWNWARD ANGLE. 2. USE NON-STAINING SEALANT OR CLAY TO COVER CRACK DURING INJECTION.

3. START AT LOWEST POINT AND INJECT CRACK UNTIL EPOXY EXITS NEXT PORT 4. CLEAN ALL RUNS OR OVERFLOW IMMEDIATELY.

LET EPOXY DRY PRIOR TO REMOVING SEALANT.

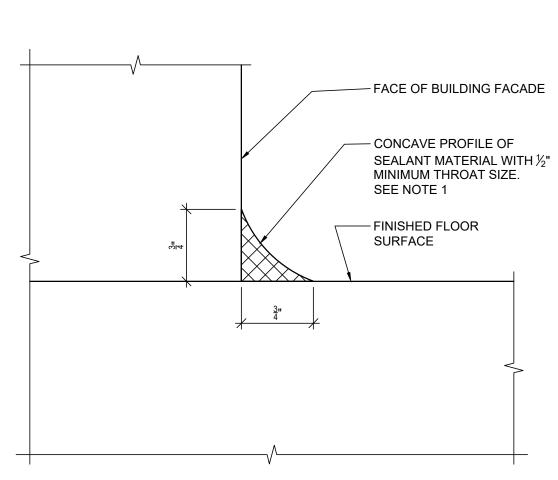
6. REFER TO DRAWINGS R-201 AND R-202 FOR CRACK LOCATIONS.

EPOXY CRACKS INJECTION SCALE: 3/4"=1'-0"



SUPPLEMENTAL WALL ANCHORS

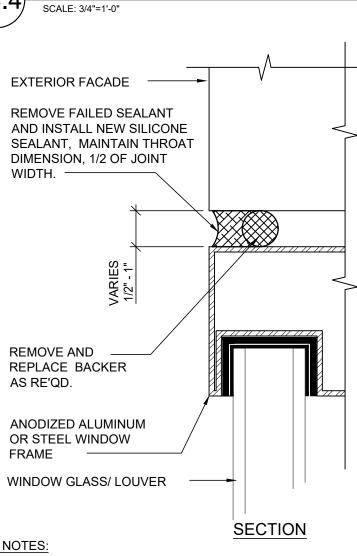
SCALE: 3/4"=1'-0'



REMOVE EXISTING COVE SEALANT MATERIAL IF PRESENT, SANDBLAST OR

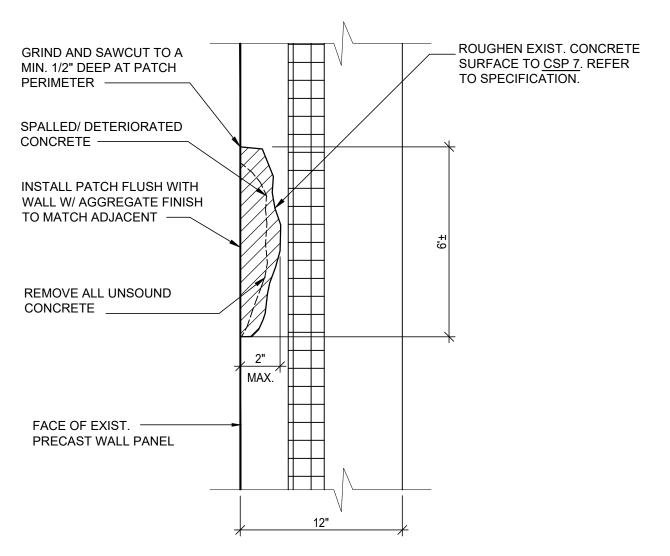
GRIND CONCRETE EDGES CLEAN. ALL COVE, ANCILLARY, CRACK, AND JOINT SEALANTS SHALL BE INSTALLED IN ACCORDANCE TO THE MANUFACTURER'S REQUIREMENTS.

COVE SEALANT REPLACEMENT



1. EXISTING JOINT FILLER SHALL REMAIN, APPLY BOND BREAKER AS SHOWN. 2. BACKER ROD SHALL BE 25% LARGER THAN JOINT WIDTH, AS REQ'D. 3. REFER TO DETAIL 74.1 FOR ADDITIONAL REQUIREMENTS.

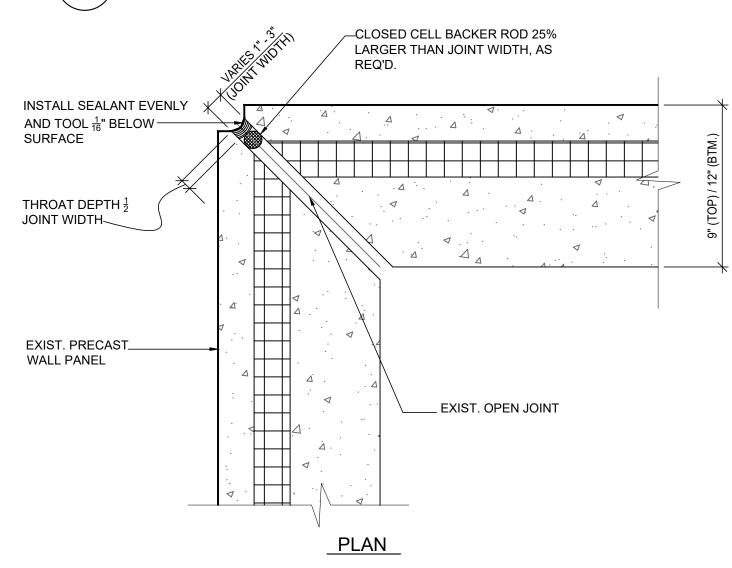
WINDOW FRAME JOINT SEALANT REPLACEMENT SCALE: 3/4"=1'-0"



I. PROTECT EXISTING REINFORCEMENT FROM DAMAGE DURING CHIPPING, GRINDING OR

2. EXISTING STEEL REINFORCEMENT OR EMBEDDED PLATES NOT SHOWN FOR CLARITY. 3. REFER TO W.I. 74.2 OR 74.3 FOR WALL JOINT SEALANT REPAIR.

PRECAST WALL PANEL REPAIR - PARTIAL DEPTH



NOTES:

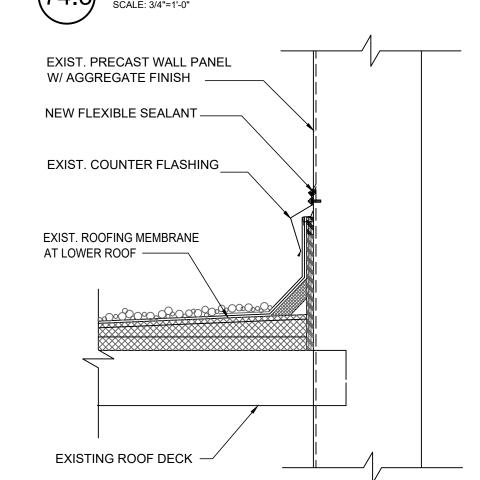
1. REMOVE ALL EXISTING SEALANT AND BACKER RODS AS REQUIRED TO EXPOSE

BARE MATERIAL SUBSTRATE. 2. CLEAN ALL DUST AND DEBRIS FROM JOINT, MAKE SURE JOINT IS CLEAN AND DRY.

3. PREPARE AND PRIME SEALANT CAVITY ACCORDING TO SEALANT MANUFACTURER'S RECOMMENDATIONS.

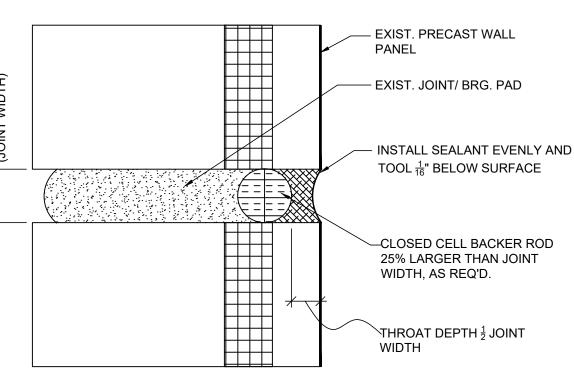
WALL VERTICAL JOINT REPLACEMENT

4. ALL EXPOSED JOINT SEALANT SHALL BE REMOVED AND REPLACED WITH SILICONE



- 1. REMOVE ALL EXISTING FAILED SEALANT TO EXPOSE BARE MATERIAL SUBSTRATE.
- 2. GRIND WALL SURFACE, CLEAN ALL DUST AND DEBRIS FROM JOINT, MAKE SURE JOINT IS CLEAN, SMOOTH, AND DRY.
- 3. PREPARE AND PRIME SEALANT CAVITY ACCORDING TO SEALANT MANUFACTURER'S
- 4. ALL EXPOSED JOINT SEALANT AT ADJACENT WALL COPING SHALL BE REMOVED AND REPLACED.

RESEAL REGLET FLASHING SCALE: 3/4"=1'-0"

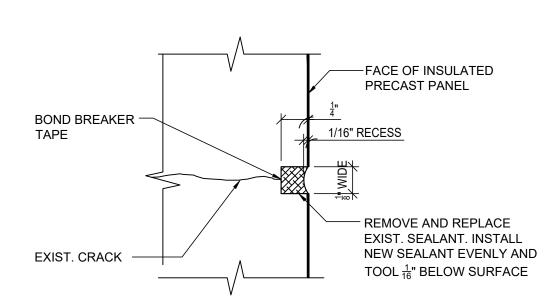


1. REMOVE ALL EXISTING SEALANT AND BACKER ROD AS REQUIRED TO EXPOSE BARE MATERIAL SUBSTRATE.

- 2. CLEAN ALL DUST AND DEBRIS FROM JOINT, MAKE SURE JOINT IS CLEAN AND DRY. 3. PREPARE AND PRIME SEALANT CAVITY ACCORDING TO SEALANT MANUFACTURER'S
- RECOMMENDATIONS. 4. ALL EXPOSED JOINT SEALANT SHALL BE REMOVED AND REPLACED WITH SILICONE
- 5. WALL CHAMFERED EDGES NOT SHOWN FOR CLARITY



JOINT SEALANT REPLACEMENT SCALE: 3/4"=1'-0'



NOTES:

- 1. REMOVE ALL EXISTING SEALANT AS REQUIRED TO EXPOSE BARE MATERIAL SUBSTRATE. CLEAN ALL DUST AND DEBRIS FROM JOINT, MAKE SURE JOINT IS CLEAN AND DRY.
- 2. PREPARE AND PRIME SEALANT CAVITY ACCORDING TO SEALANT MANUFACTURER'S RECOMMENDATIONS.
- 3. INSTALL SEALANT EVENLY AND RECESS $\frac{1}{16}$ " BELOW EXISTING SURFACE. DO NOT OVERFILL JOINT. SEALANT COLOR TO MATCH EXISTING. SUBMIT ALL SEALANT COLOR SAMPLES TO OWNER/ENGINEER FOR REVIEWAL AND APPROVAL PRIOR TO START OF WORK.



CONTROL JOINT SEALANT REPLACEMENT

Mead and Hunt, Inc 2440 Deming Way Middleton, WI 53562 phone: 608-273-6380 meadhunt.com



Specialty Consulting, Inc. 2942 W. Van Buren St. Chicago, IL 60612 phone: 312-319-7572 www.spc-inc.com

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05/31/24 ISSUED FOR BID

TBD

0228800-240589.01 MAY 31.2024

DESIGNED BY: LE

DRAWN BY: LE CHECKED BY: KNS DO NOT SCALE DRAWINGS

SHEET CONTENTS WALL SECTION AND DETAILS

ATIS DISPLAY SCREEN





(D7)

VHF GROUND SECONDARY RADIO (17390)



(D7

VHF GROUND SECONDARY RADIO (17236)



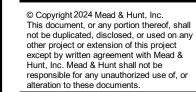
VHF GROUND SECONDARY RADIO (17235)

(D#) DEMO KEYNOTES

- REMOVE LIGHT GUN
- REMOVE MODEM XSTREAM, PREPARE FOR NEW DEVICE
- REMOVE MODEM XBEE RF, PREPARE FOR NEW DEVICE
- REMOVE TOUCH SCREEN DISPLAY,
- PREPARE FOR NEW TOUCH SCREEN REMOVE WIND TRACKER, PREPARE FOR
- NEW WIND TRACKER DEVICE **REMOVE EXISTING WINDOW SHADES (8**
- TOTAL), PREPARE FOR NEW SHADING DEVICE
- SECONDARY RADIO TRANSMITTERS AND RECIEVERS LOCATED IN THE EQUIPMENT ROOM RACKS TO BE REMOVED

EQUIPMENT KEYNOTES

- ATIS DISPLAY SCREEN FAA **EQUIPMENT**
- VCSS TOUCH SCREEN ENTRY DISPLAY -**FREQUENTIS**
- WIND TRACKER YOUNG MODEL NO. 06201
- **VOLUME CONTROL**
- TIMEVIEW DIGITAL DIPLAY CLOCK
- SPEAKER
- FLIGHT DATA STRIP BAY
- ATIS / ASOS RECORDER
- AIRFIELD LIGHTING CONTROL PANEL STARS CONTROL PANEL AND ALARM
- VAISALA WEATHER SENSOR DISPLAY
- SCREEN
- **MONITOR**
- PRINTER
- **ASOS SCREEN**
- FLIGHT DATA STRIP PRINTER



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AT KELLOGG FIELD

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DO NOT SCALE DRAWINGS

DESIGNED BY DRAWN BY: MA CHECKED BY: JR

SHEET CONTENTS CAB LEVEL PLAN (DEMO)

EQD101







RADIO RACK IN THE EQUIPMENT ROOM

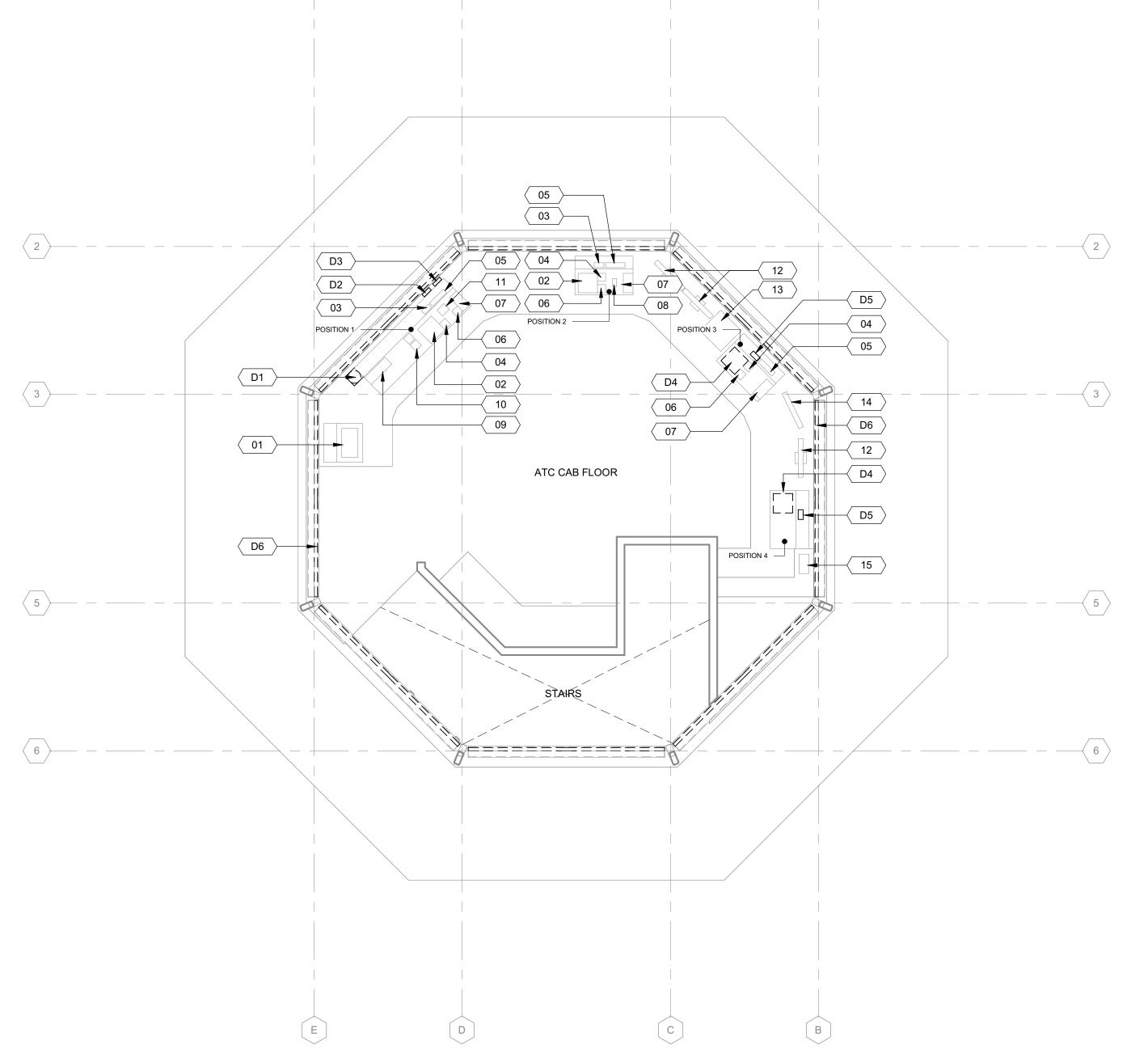






GENERAL DEMOLITION NOTES:

- THIS PLAN SHOWS AIR TRAFFIC CONTROL EQUIPMENT THAT SHALL BE REPLACED AT THE EXISTING CONTROL TOWER. COORDINATE ALL NEW EQUIPMENT THAT IS SHOWN TO BE REPLACED WITH NEW MILLWORK TYPE CONSOLES - SEE CUTTING AND PATCHING SPECIFICATIONS
- EXISTING CONDITIONS INDICATED ON THE DRAWINGS SHALL BE FIELD-VERIFIED BY THE CONTRACTOR. ANY DIFFERING CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE CONTRACTING OFFICER'S REPRESENTATIVE.
- DO NOT CUT INTO, REMOVE OR ALTAR ANY STRUCTURAL MEMBER UNLESS IT IS SPECIFICALLY NOTED OR SHOWN ON THE STRUCTURAL DRAWINGS.
- WHILE WORKING UNDER THIS CONTRACT IS IN PROGRESS, PROTECT EXISTING BUILDING, GROUNDS AND CONTENTS INCLUDING ADJACENT AREAS FROM DAMAGE OR HARM.
- COORDINATE REPLACED EQUIPMENT WITH TELECOMMUNICATION EQUIPMENT THAT IS TO REMAIN OR REPLACED IN FULL.
- THE PROJECT REQUIRES PLANNED SCHEDULING OF THE SEQUENCE OF PHASES, APPROVALS, COORDINATION WITH THE CONTRACTING OFFICER'S REPRESENTATIVE AND DELIVERY OF MATERIALS IN TIMELY FASHION ARE REQUIRED TO INSURE THAT THE AREAS TO REMAIN OPERATIONAL AND IT'S CONTENTS ARE NOT DAMAGED OR DISTURBED IN ANY WAY. THIS INCLUDES BUT IS NOT LIMITED TO WATER LEAKING THROUGH OPENINGS EXPOSED BY WINDOW, ROOF DEMOLITION & ETC.
- DEMOLITION MATERIAL, EQUIPMENT AND DEBRIS SHALL BE REMOVED AT THE END OF WORK DAY FROM THE SITE TO AN AREA DESIGNATED BY THE CONTRACTING OFFICER'S REPRESENTATIVE.
- NOTIFY CONTRACTING OFFICER'S TECHNICAL REPRESENTATIVE IMMEDIATELY IF ANY SUSPECTED HAZARDOUS MATERIAL IS FOUND.



1 205'-0" CAB LVL. (DEMO)

SHEET NOTES (FLOOR PLAN):

- 1. CONTRACTOR SHALL LOCATE BLOCKING AND BACKING AS REQUIRED FOR EQUIPMENT.
- 2. ALL CABLING ENTERING CONTROL TOWER CAB AREA SHALL TRANSITION FROM CHASE TO RAISED FLOOR GRID. CABLING SHALL BE ROUTED TO EACH CONSOLE AREA, CEILING AND TO ROOF, AS REQUIRED. ALL CABLES SHALL BE BUNDLED AND TIED FOR EACH PARTICULAR CONSOLE AREA.
- THESE DRAWINGS ARE INTENDED TO SHOW THE GENERAL ARRANGEMENT OF EQUIPMENT ONLY AND DO NOT INDICATE EVERY OFFSET, BEND, FITTING OR MODIFICATION OF MATERIALS REQUIRED FOR INSTALLATION, ATC EQUIPMENT CONTRACTOR SHALL CONDUCT A SITE SURVEY PRIOR TO INSTALLATION AND COORDINATE WORK WITH THE OWNER.
- 4. CABLE LENGTHS IN THE EQUIPMENT ROOM SHALL BE LONG ENOUGH TO REACH ANY RACK LOCATION PLUS UP TO EIGHT (8) FEET FOR TERMINATION.
- 5. ALL COPPER DATA CABLE JACKETING SHALL BE BLUE IN COLOR. ALL COPPER VOICE CABLE JACKETING SHALL BE WHITE IN COLOR.
- 6. SEE ELECTRICAL SPECIFICATIONS FOR CONDUIT SLEEVES AND CABLE TRAY INFORMATION.
- 7. ATTACH ANTENNAS TO BUILDING WITH APPROVED MATERIALS AND MANUFACTURERS DETAILS.
- 8. EQUIPMENT AND MATERIALS REQUIREMENTS PROVIDED BY THE ATC EQUIPMENT CONTRACTOR SHALL BE IN ACCORDANCE WITH SECTION 275000 OF THE SPECIFICATIONS. ANCILLARY MATERIALS ARE COVERED IN OTHER SECTIONS OF THE SPECIFICATIONS. CONTRACTOR SHALL PROVIDE EQUIPMENT UNLESS LABLED BY FAA OR NWS.
- COORDINATE WITH COMMUNICATIONS PLANS FOR EQUIPMENT ROOM LAYOUT.

ABREVIATIONS

- LOCAL CONTROL
- **GROUND CONTROL** • (GC)
- **FLIGHT DATA**
- (FF) FLIGHT FOLLOWING
- (SUP) SUPERVISOR
- CONTROLLER IN CHARGE



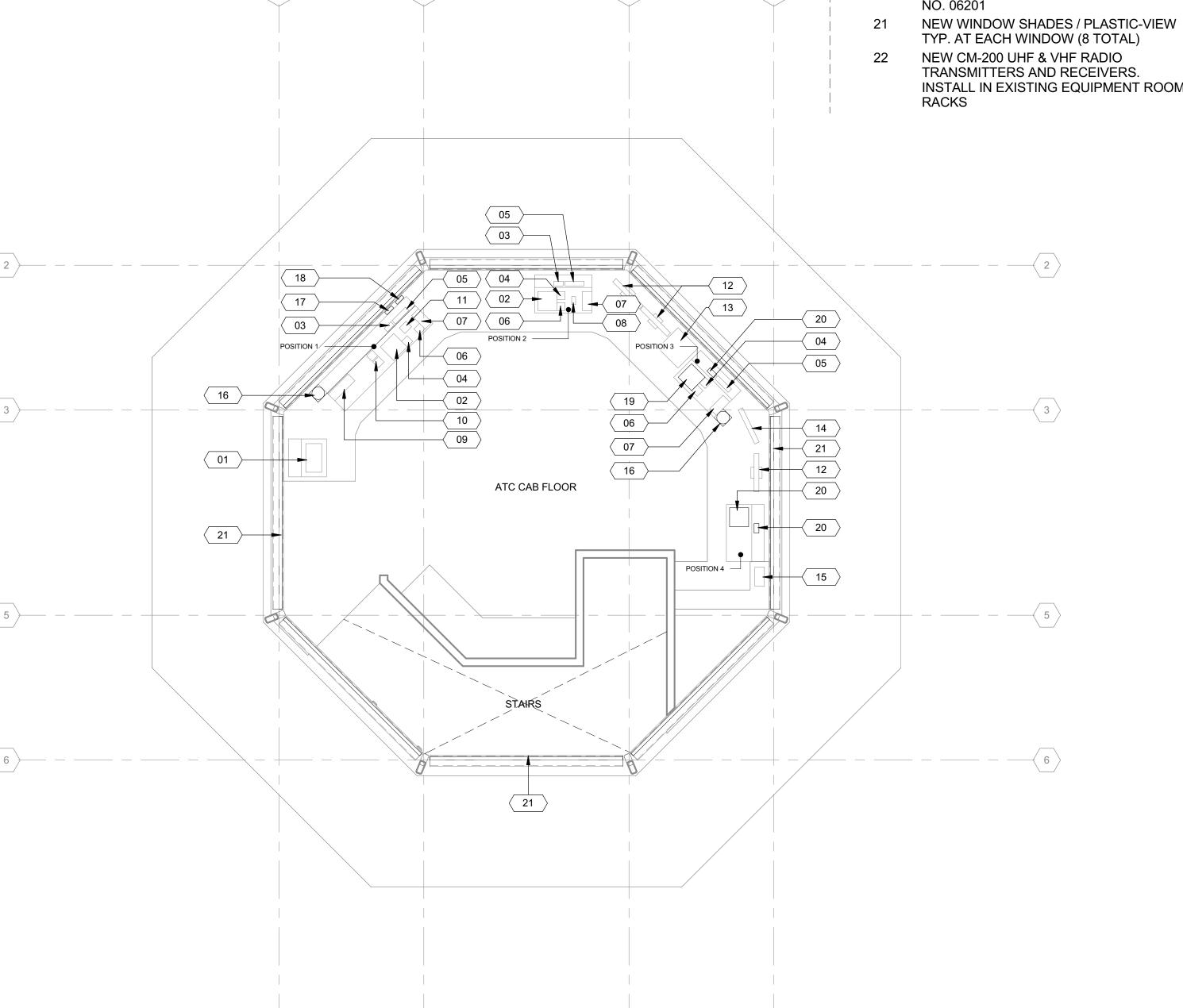




- ATIS DISPLAY SCREEN FAA **EQUIPMENT**
- VCSS TOUCH SCREEN ENTRY DISPLAY -
- **FREQUENTIS** WIND TRACKER YOUNG MODEL NO.
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- VAISALA WEATHER SENSOR DISPLAY SCREEN
- MONITOR
- 13 PRINTER

В

- ASOS SCREEN
- FLIGHT DATA STRIP PRINTER
- NEW LIGHT GUN THORN DNT AIRFIELD LIGHTING MOD. NO.BH-1214
- NEW MODEM XSTREAM PKG
- NEW MODEM XBEE RF
- NEW VCSS TOUCH SCREEN ENTRY DISPLAY - FREQUENTIS
- NEW WIND TRACKER YOUNG MODEL 20
- NO. 06201
- TYP. AT EACH WINDOW (8 TOTAL)
- TRANSMITTERS AND RECEIVERS. INSTALL IN EXISTING EQUIPMENT ROOM



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SHEET CONTENTS CAB LEVEL PLAN

EQ-101

1) 205'-0" CAB LVL.