

GENERAL NOTES

SAFETY AND SECURITY

- S-1. THE CONTRACTOR WILL OBTAIN, HAVE KNOWLEDGE OF, AND INCORPORATE THE FOLLOWING SAFETY PROVISIONS INTO THE CONSTRUCTION PROJECT:
 - * OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION - AC 150/5370-2G
 - * AIRPORT SAFETY SELF-INSPECTION - AC 150/5200-18C.
 - * PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AIRPORT - AC 150/5210-5D.
- S-2. CONTRACTORS SHALL MAINTAIN RADIO COMMUNICATION WITH AIRPORT GROUND CONTROL AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL HAVE WORKING RADIO(S) ON-SITE AT ALL TIMES DURING CONSTRUCTION AND SHALL ASSIGN RESPONSIBLE PERSONNEL TO CONTINUOUSLY MONITOR THE GROUND CONTROL FREQUENCY (121.6 MHz). PROVIDE A RADIO AT EACH SEPARATE WORK LOCATION.
- S-3. NOTICE TO AIRMEN (NOTAMS) - THE CONTRACTOR SHALL SCHEDULE AND PROVIDE THE NECESSARY INFORMATION ON CONSTRUCTION CONDITIONS SO THAT OWNER CAN ADVISE THE FLIGHT SERVICE STATION AND ISSUE NOTAM(S) IN ACCORDANCE WITH ESTABLISHED CRITERIA NO LESS THAN 72 HOURS PRIOR TO OPERATION BEGINNING.
- S-4. ALL CONSTRUCTION TRAFFIC SHALL ENTER AND EXIT THE PROJECT AREA THROUGH THE PROJECT ACCESS GATES. CONTRACTOR WILL BE RESPONSIBLE FOR SECURITY OF ALL GATES IN ACCORDANCE WITH THE AIRPORT'S APPROVED SECURITY PROGRAM.
- S-5. THE AIRPORT SHALL BE SECURED AT ALL TIMES. IF SECURITY FENCING IS DAMAGED OR REMOVED, IT SHALL BE REPAIRED OR REPLACED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
- S-6. AREAS OUTSIDE THE PROJECT LIMITS ARE DESIGNATED AS RESTRICTED AREAS. THE CONTRACTOR'S FORCES ARE PROHIBITED FROM ENTERING RESTRICTED AREAS AT ANY TIME, UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER OR AIRPORT OWNER. NO CONSTRUCTION MAY OCCUR WITHIN A SAFETY AREA WHILE THE ASSOCIATED RUNWAY OR TAXIWAY IS OPEN FOR AIRCRAFT OPERATIONS.
- S-7. ALL VEHICLES USED ON THE AIRFIELD SHALL MEET AIRPORT REQUIREMENTS FOR MARKING AND LIGHTING.
- S-8. FOR ADDITIONAL SAFETY AND SECURITY REQUIREMENTS, SEE SPECIFICATIONS. (SECTION 01030)
- S-9. OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN THE RSA OR TSA WHILE THE RUNWAY OR TAXIWAY IS OPEN. IF POSSIBLE, BACKFILL TRENCHES BEFORE THE RUNWAY OR TAXIWAY IS OPENED. IF THE RUNWAY OR TAXIWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, COVER THE EXCAVATIONS APPROPRIATELY. COVERING FOR OPEN TRENCHES MUST BE DESIGNED TO ALLOW THE SAFE OPERATION OF THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY OR TAXIWAY ACROSS THE TRENCH WITHOUT DAMAGE TO THE AIRCRAFT.
- S-10. THE CONTRACTOR SHALL PROMINENTLY MARK OPEN TRENCHES AND EXCAVATIONS AT THE CONSTRUCTION SITE WITH RED OR ORANGE FLAGS, AS APPROVED BY THE ENGINEER, AND LIGHT THEM WITH RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS.
- S-11. SOIL EROSION MUST BE CONTROLLED TO MAINTAIN SAFETY AREA STANDARDS. THE SAFETY AREAS MUST BE CLEARED AND GRADED AND HAVE NO POTENTIALLY HAZARDOUS RUTS, HUMPS, DEPRESSIONS, OR OTHER SURFACE VARIATIONS, AND CAPABLE, UNDER DRY CONDITIONS, OF SUPPORTING SNOW REMOVAL EQUIPMENT, AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT, AND THE OCCASIONAL PASSAGE OF AIRCRAFT WITHOUT CAUSING STRUCTURAL DAMAGE TO THE AIRCRAFT.

HAUL ROUTES, STAGING AREAS AND CONSTRUCTION ACTIVITIES

- C-1. THE CONTRACTOR SHALL CONDUCT HIS CONSTRUCTION OPERATIONS AS SHOWN ON THE PROJECT LAYOUT AND SAFETY PLAN AND HIS APPROVED PHASING PLAN. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH THE ENGINEER TO MINIMIZE DISRUPTION TO AIRPORT OPERATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE COMPLIANCE WITH SAFETY REQUIREMENTS AND TO MINIMIZE INTERFERENCE TO AIRCRAFT OPERATIONS DURING CONSTRUCTION.
- C-2. THE CONTRACTOR'S STAGING AREA AND HAUL ROUTES SHOWN ON THE PLANS ARE GENERAL AND FOR INFORMATION PURPOSES ONLY. THE ACTUAL SIZE AND LOCATION OF STAGING AREAS AND HAUL ROUTES WILL BE APPROVED BY OWNER PRIOR TO CONSTRUCTION.
- C-3. ALL EXISTING GRASSED AREAS WHICH ARE DISTURBED AS PART OF THE CONTRACTOR'S ACCESS ROAD, CONTRACTOR'S STAGING AREA, AND HAUL ROUTES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AFTER COMPLETION OF THE PROJECT. IN ADDITION, ALL EXISTING ROADS, APRONS AND TAXIWAYS THAT WILL BE USED AS THE CONTRACTOR'S HAUL ROUTE SHALL BE MAINTAINED DURING CONSTRUCTION AND RESTORED TO THEIR PRE-CONSTRUCTION CONDITION. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS ITEM.
- C-4. EXCEPT WHERE DESIGNATED ON PLANS OR AS AUTHORIZED BY ENGINEER, CONTRACTOR WILL NOT BE ALLOWED TO USE ANY OF THE EXISTING RUNWAYS, TAXIWAYS, OR RAMPS AS PART OF THE HAUL ROAD.
- C-5. ACTIVE TAXIWAYS, RUNWAYS, AND RAMPS SHALL BE KEPT FREE OF ALL DEBRIS, DIRT, ETC., AT ALL TIMES. ANY SPILLAGE OF SOIL, DEBRIS OR OTHER MATERIALS SHALL BE CLEANED UP IMMEDIATELY USING APPROPRIATE POWER SWEEPERS, BLOWERS OR OTHER APPROVED EQUIPMENT, BY THE CONTRACTOR AFTER PROMPT NOTIFICATION BY THE ENGINEER OR AIRPORT OWNER. DUST GENERATED DUE TO CONSTRUCTION ACTIVITIES SHALL BE ADEQUATELY CONTROLLED AT ALL TIMES. A PROGRAM OF REGULAR RUNWAY AND TAXIWAY INSPECTION SHALL BE IMPLEMENTED BY THE CONTRACTOR, AND COORDINATED WITH THE AIRPORT OWNER, AND THE ENGINEER.
- C-6. ALL EQUIPMENT MUST BE RETURNED TO THE STAGING AREA AT THE END OF EACH WORK DAY AND WHEN NOT ENGAGED IN THE CONSTRUCTION DURING NON-WORKING DAYS AND NIGHTS. OWNER WILL DESIGNATE AREAS FOR CONTRACTOR'S EMPLOYEES' AUTO PARKING.
- C-7. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PROVIDING ALL PERMANENT AND TEMPORARY UTILITY CONNECTIONS TO THE STAGING AREA.
- C-8. CONTRACTOR SHALL MAINTAIN ALL AIRFIELD SAFETY DEVICES SUCH AS STAKED LIMIT LINES, FOR THE DURATION OF THE PROJECT AS REQUIRED. DAMAGED STAKES OR FLAGGING SHALL BE REPLACED IMMEDIATELY. CONTRACTOR TO SUBMIT PLAN SHOWING LOCATION OF LIMIT LINES FOR EACH PHASE AND FOR PROJECT DURATION TO THE ENGINEER FOR APPROVAL.
- C-9. BURNING OF DEBRIS WILL NOT BE ALLOWED ON AIRPORT PROPERTY.
- C-10. CONTRACTOR SHALL CONTROL DUST AT AN ACCEPTABLE LEVEL. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A WATER TRUCK AT THE PROJECT SITE DURING HAULING OPERATIONS. IF ONE WATER TRUCK IS INADEQUATE TO CONTROL DUST PROPERLY, THE CONTRACTOR SHALL FURNISH THE PROPER NUMBER OF TRUCKS OR OTHER SUITABLE MEANS TO COMPLETE THIS ITEM.
- C-11. CONTRACTOR SHALL BE REQUIRED TO MOVE MEN AND EQUIPMENT OUTSIDE TAXIWAY AND RUNWAY SAFETY AREAS AS REQUIRED FOR AIRCRAFT OPERATIONS.
- C-12. ALL LIGHTS, SIGNS AND CIRCUITS ARE TO BE TESTED "DAILY" PRIOR TO CONTRACTOR LEAVING SITE TO ENSURE ALL ITEMS ARE DEEMED TO BE IN PROPER WORKING ORDER. ALL RUNWAY AND TAXIWAY CIRCUITS SHALL BE OPERATIONAL PRIOR TO THE CONTRACTOR LEAVING SITE EACH DAY.
- C-13. CONTRACTOR MUST COORDINATE WITH OWNER AND OTHERS INVOLVED WITH ALL CONSTRUCTION PROJECTS AT THE AIRPORT.
- C-14. CONTRACTOR IS SOLEY RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR THE PROJECT PRIOR TO ANY CONSTRUCTION ACTIVITIES.
- C-15. CONSTRUCTION AND DEMOLITION ACTIVITY SHALL NOT BE PERFORMED BETWEEN THE HOURS OF 7:00 P.M. AND 7:00 A.M. ON WEEKDAYS, BEFORE THE HOUR OF 9:00 A.M. OR AFTER THE HOUR OF 5:00 P.M. ON SATURDAY, OR AT ANY TIME ON SUNDAY.

EXISTING CONDITIONS/UNDERGROUND AND CONCEALED FACILITIES

- E-1. CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION AND REPORT TO ENGINEER ANY VARIATIONS FROM THE INFORMATION SHOWN ON CONSTRUCTION PLANS.
- E-2. CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND IDENTIFICATION OF ALL EXISTING UTILITIES AND PIPELINES IN THE CONSTRUCTION AREA. ANY EXISTING UTILITIES OR PIPELINES (ON OR OFF AIRPORT PROPERTY) DAMAGED BY CONTRACTOR SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL REPAIR ALL UTILITIES/PIPELINES DAMAGED BY CONTRACTOR AT NO ADDITIONAL COST TO OWNER. CONTRACTOR SHALL PAY THE COUNTY LIQUIDATED DAMAGES IN THE AMOUNT OF \$1,000 FOR EACH CABLE CUT.
- E-3. FAA CABLES WILL BE LOCATED AND MARKED BY FAA PRIOR TO CONSTRUCTION. CONTRACTOR IS TO NOTIFY FAA 30 DAYS IN ADVANCE SO THAT FAA CAN SCHEDULE THE REQUIRED MARKING TO PROTECT CABLES DURING CONSTRUCTION. ANY CABLES DAMAGED DURING CONSTRUCTION WILL BE REPLACED BY CONTRACTOR. CONTRACTOR SHALL PAY ALL COSTS ASSOCIATED WITH THE REPAIR OF DAMAGED CABLES AT NO COST TO OWNER.
- E-4. CONTRACTOR SHALL PROTECT ALL EXISTING LIGHTING SYSTEMS THAT ARE TO REMAIN, OR IF TO BE REMOVED, UNTIL THEY ARE DESIGNATED FOR REMOVAL.
- E-5. ANY UNPLANNED, UNAPPROVED OR ACCIDENTAL SHUT DOWN OR INTERRUPTION OF SERVICE TO ANY LIGHTING CIRCUIT OR NAVIGATIONAL AID REQUIRES IMMEDIATE NOTIFICATION OF THE AIRPORT MANAGER AND ENGINEER BY THE CONTRACTOR. ALL NECESSARY REPAIRS WILL BE MADE IMMEDIATELY AND AT CONTRACTOR'S EXPENSE.
- E-6. THE CONTRACTOR WILL BE RESPONSIBLE FOR STAKING AND GRADE CONTROL OF ALL ELEMENTS OF THE CONSTRUCTION.

TEMPORARY MARKINGS, BARRICADES, TRAFFIC CONTROL

- 1. SEE SPECIFICATION SECTION 01030 AND 01530.

SPILL PREVENTION

ANY LEAKS OR SPILLS OF PETROLEUM PRODUCTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTAIN, CONTROL, AND REMEDIATE IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL GUIDELINES, ORDINANCES, AND LAWS.

CONTROL OF POLLUTANTS: POLLUTANTS OF POTENTIALLY HAZARDOUS MATERIALS, SUCH AS FUELS, LUBRICANTS, LEAD PAINT, CHEMICALS OR BATTERIES, SHALL BE TRANSPORTED, STORED AND UTILIZED IN A MANNER TO PREVENT LEAKAGE OR SPILLAGE INTO THE ENVIRONMENT. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR PROPER AND LEGAL DISPOSAL OF ALL SUCH MATERIALS. EQUIPMENT, ESPECIALLY CONCRETE OR ASPHALT TRUCKS, SHALL NOT BE WASHED OR CLEANED OUT ON THE PROJECT EXCEPT IN AREAS WHERE UNUSED PRODUCT CONTAMINANTS CAN BE PREVENTED FROM ENTERING WATERWAYS.

A SPCC PLAN WILL BE DEVELOPED BY THE CONTRACTOR AND APPROVED PRIOR TO INSTALLATION OF FUEL TANKS. THIS PLAN WILL REQUIRE THE FOLLOWING:

1. ALL BARE SOIL AROUND FUELING AREA LINED TO PREVENT SEEPAGE INTO SOIL. IN ADDITION, A SPILL KIT WILL BE KEPT ON SITE IN CASE OF LEAKS.
2. TERTIARY CONTAINMENT WILL BE PROVIDED IN THE MOBILE TRUCK AREA.
3. SECONDARY CONTAINMENT WILL BE PROVIDED IN THE FORM OF A CONTAINMENT PAD WITH A VALVE SIZED (OR APPROVED EQUAL) FOR THE APPROPRIATE REFUELING TRUCK.



DEKALB PEACHTREE AIRPORT
DEKALB COUNTY, GEORGIA

Michael Baker INTERNATIONAL

Designer:	MRP
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Notes:

REVISIONS			
No.	Description	Date	By

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RUNWAY INCURSION MITIGATION IMPROVEMENTS (PDK 11)

Drawing Name:

GENERAL NOTES

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