CONSTRUCTION SAFETY PHASING PLAN GENERAL NOTES

(A) FEDERAL AVIATION ADMINISTRATION (FAA) ADVISORY CIRCULARS (AC). ORDERS AND FEDERAL AVIATION REGULATIONS (FAR).

THE FOLLOWING PUBLICATIONS CONTAIN DEFINITIONS/DESCRIPTIONS OF CRITICAL AIRPORT OPERATING AREAS. THE AREAS DEFINED BELOW PERTAIN TO AIRFIELD SAFETY REQUIREMENTS AND ARE REFERENCED THROUGHOUT THE CONTRACT DOCUMENTS. COPIES OF THESE PUBLICATIONS ARE AVAILABLE THROUGH THE FAA.

(1) AC 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION," CURRENT EDITION, SETS FORTH GUIDELINES TO ASSIST AIRPORT OPERATORS.

(a) AT NO TIME WILL ANY CONSTRUCTION VEHICLE OR EQUIPMENT BE PARKED OR STAGED WITHIN OBJECT FREE AREAS (OFAS). CRITICAL FULL WIDTH DIMENSIONS OF AS ARE AS DEPICTED IN THE CONTRACT DRAWINGS.

(b) AT NO TIME WILL EQUIPMENT MACHINERY AND MATERIALS BE PERMITTED WITHIN THE RUNWAY SAFETY AREA OF AN OPERATIONAL RUNWAY. AT THE END OF THE WORK DAY, ALL EQUIPMENT, STOCKPILES, AND MATERIALS MUST BE REMOVED FROM THE AREAS CONSISTENT WITH 1a ABOVE AND MUST BE APPROVED BY THE ENGINEER.

(c) THE CONTRACTOR MUST BE AWARE OF CONSTRUCTION HEIGHT RESTRICTIONS. CONSTRUCTION EQUIPMENT MUST NOT PENETRATE THE IMAGINARY SURFACES WHEN RUNWAYS ARE IN OPERATION, UNLESS SPECIFICALLY ALLOWED BY THE ENGINEER. IF THE CONTRACTOR IS PERMITTED TO PENETRATE THESE SURFACES, THE PENETRATIONS WILL BE LIMITED IN HEIGHT AND TIME DURATION AS DIRECTED BY THE ENGINEER AND DURATION OF ACTIVITIES MUST BE COORDINATED.

(d) OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN THE RSA OR TSA WHILE THE RUNWAY OR TAXIWAY IS OPEN. BACKFILL TRENCHES BEFORE THE RUNWAY OR TAXIWAY IS OPENED OR RE-OPENED. IF THE RUNWAY OR TAXIWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, COVER THE EXCAVATIONS APPROPRIATELY; COVERING MUST BE DESIGNED AND CERTIFIED BY A LICENSED ENGINEER IN THE STATE OF GEORGIA TO ALLOW THE SAFE OPERATION OF THE MOST DEMANDING AIRCRAFT OPERATING ON THE THE RUNWAY OR TAXIWAY ACROSS THE TRENCH WITHOUT DAMAGE TO THE AIRCRAFT.

(2) FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE," CURRENT EDITION:

(a) ESTABLISHES STANDARDS FOR DETERMINING OBSTRUCTION TO NAVIGABLE AIRSPACE, CIVIL AIRPORT IMAGINARY SURFACES ARE DEFINED IN THE PUBLICATION.

(b) SETS FORTH REQUIREMENTS FOR NOTICE OF CERTAIN PROPOSED CONSTRUCTION OR ALTERATION. NOTICE OF CONSTRUCTION PROVIDES A BASIS FOR RECOMMENDATIONS FOR IDENTIFYING THE CONSTRUCTION OR ALTERATION IN ACCORDANCE WITH AC 70/7460-1 "OBSTRUCTION MARKING AND LIGHTING" CURRENT EDITION.

(3) AC 150/5300-13A. "AIRPORT DESIGN", CURRENT EDITION, ESTABLISHES DESIGN, OPERATIONAL, AND MAINTENANCE STANDARDS FOR AIRPORTS, STANDARD TERMS USED IN THE CONTRACT PLANS AND SPECIFICATIONS ARE DEFINED BELOW:

(a) OBSTACLE FREE ZONE (OFZ) - A VOLUME OF SPACE WHICH IS FREE OF ALL FIXED OBJECTS AND CLEAR OF VEHICLES IN THE PROXIMITY OF AN AIRPLANE CONDUCTING AN APPROACH, MISSED APPROACH, LANDING, TAKEOFF, OR DEPARTURE.

(b) RUNWAY PROTECTION ZONE (RPZ) - A TRAPEZOIDAL TWO DIMENSIONAL AREA CENTERED ON THE RUNWAY BEGINNING AT A POINT 200' BEYOND THE END OF THE AREA USEABLE FOR TAKEOFF OR LANDING.

(c) OBJECT FREE AREA (OFA) - A TWO DIMENSIONAL GROUND AREA SURROUNDING RUNWAY, TAXIWAYS, AND TAXILANES WHICH MUST REMAIN CLEAR OF OBJECTS EXCEPT FOR OBJECTS WHOSE LOCATION IS FIXED BY FUNCTION.

(d) SAFETY AREA - THE SURFACE ADJACENT TO RUNWAYS, TAXIWAYS, AND TAXILANES OVER WHICH AIRCRAFT SHOULD, IN DRY WEATHER, BE ABLE TO CROSS AT NORMAL SPEEDS WITHOUT INCURRING SIGNIFICANT DAMAGE. A SAFETY AREA IS GRADED, DRAINED AND COMPACTED. IT IS FREE OF ANY HOLES, TRENCHES, BUMPS OR OTHER SIGNIFICANT SURFACE VARIATIONS OR OBJECTS OTHER THAN THOSE WHICH MUST BE THERE BECAUSE OF THEIR ESSENTIAL AERONAUTICAL FUNCTION. THE SAFETY AREA REQUIRES THE CAPABILITY OF SUPPORTING MAINTENANCE VEHICLES AND AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLES UNDER NORMAL (DRY) CONDITIONS. NO CONSTRUCTION EQUIPMENT, PERSONNEL, OR VEHICLES WILL BE PERMITTED INSIDE ANY SAFETY AREA WITHOUT THE AUTHORIZATION OF THE RESIDENT ENGINEER.

(4) AC 150/5200-18C - "AIRPORT SAFETY SELF-INSPECTION"

(5) AC 150/5210-5D - "PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT"

(B) GENERAL SAFETY REQUIREMENTS

(1) THE CONTRACTOR SHALL ACQUAINT HIS SUPERVISORS AND EMPLOYEES WITH THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO FULTON COUNTY AIRPORT - BROWN FIELD AND SHALL CONDUCT HIS CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES FOR SAFETY SPECIFIED HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL SAFETY DEVICES AS REQUIRED FOR THE PROTECTION OF HIS PERSONNEL.

(2) PROTECTION OF ALL PERSONS SHALL BE PROVIDED THROUGHOUT THE PROGRESS OF THE WORK. THE WORK SHALL PROCEED IN SUCH A MANNER AS TO PROVIDE SAFE CONDITIONS FOR ALL WORKERS, AIRPORT STAFF, AND THE TRAVELING PUBLIC. THE SEQUENCE OF OPERATION SHALL BE SUCH THAT PERSONS IN THE WORK AREA ARE NOT SUBJECT TO ANY DANGEROUS CONDITIONS. THE CONTRACTOR MUST PROVIDE SAFETY MEASURES TO GUARD AGAINST INJURY.

(3) ALL WORK TO BE PERFORMED WHICH IS WITHIN 59' OF THE CL OF TAXIWAY 'W' SHALL BE PERFORMED WHEN THE TAXIWAY IS NOT IN USE. SUCH WORK SHALL NOT BE ACCOMPLISHED WITHOUT PRIOR PERMISSION FROM THE ENGINEER. REQUESTED CLOSINGS SHALL BE DIRECTED TO THE ENGINEER AT LEAST 48 HOURS IN ADVANCE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING/CORRECTING AND ADEQUATELY LIGHTING, BARRICADING, AND MARKING THE FOLLOWING TYPES OF SAFETY PROBLEMS AND/OR HAZARDS:

- TRENCHES, HOLES, OR EXCAVATION ON OR ADJACENT TO ANY ACTIVE RUNWAY OR IN ANY SAFETY AREAS.
- UNMARKED/UNLIT HOLES OR EXCAVATION ON OR ADJACENT TO ANY ACTIVE RUNWAY, TAXIWAY/LANE, OR OTHER SAFETY AREA.
- MOUNDS OR PILES OF EARTH, CONSTRUCTION MATERIALS. TEMPORARY STRUCTURES, OR OTHER OBJECTS IN THE VICINITY OF ANY OPEN RUNWAY, TAXIWAY, TAXILANE, OR IN ANY RELATED SAFETY, APPROACH, OR DEPARTURE AREA.
- VEHICLES, EQUIPMENT, EXCAVATION, STOCKPILES, OR OTHER MATERIALS WHICH COULD DEGRADE OR OTHERWISE INTERFERE WITH ELECTRONIC SIGNALS FROM RADIOS OR ELECTRONIC NAVIGATIONAL AIDS (NAVAIDS).
- PAVEMENT DROP-OFFS OR PAVEMENT TURF-LIPS (EITHER PERMANENT OR TEMPORARY) WHICH COULD CAUSE DAMAGE TO AIRCRAFT IF CROSSED AT NORMAL OPERATING SPEEDS. THE MAXIMUM ALLOWABLE DROP-OFF OR LIP IS 1.5 INCHES.
- UNMARKED UTILITY, NAVAID, WEATHER SERVICE, RUNWAY LIGHTING, OR OTHER POWER OR SIGNAL CABLES THAT COULD BE DAMAGED DURING CONSTRUCTION.
- OBJECTS, WHETHER OR NOT MARKED OR FLAGGED, OR ACTIVITIES ANYWHERE ON OR IN THE VICINITY OF THE AIRPORT WHICH COULD BE DISTRACTING, CONFUSING, OR ALARMING TO PILOTS DURING AIRCRAFT OPERATIONS.
- UNFLAGGED/UNLIGHTED LOW VISIBILITY ITEMS SUCH AS TALL CRANES, DRILLS, AND THE LIKE ANYWHERE IN THE VICINITY OF ACTIVE RUNWAYS, OR IN ANY APPROACH OR DEPARTURE AREA.
- MISLEADING OR MALFUNCTIONING OBSTRUCTION LIGHTS OR UNLIGHTED/UNMARKED OBSTRUCTIONS IN THE APPROACH TO ANY ACTIVE RUNWAY.
- INADEQUATE APPROACH/DEPARTURE SURFACES (THESE SURFACES ARE NEEDED TO ASSURE ADEQUATE LANDING/TAKEOFF CLEARANCE OBSTRUCTION, OR WORK OR STORAGE AREAS).
- INADEQUATE, CONFUSING OR MISLEADING MARKING/LIGHTING OF RUNWAYS, TAXIWAYS OR TAXILANES (INCLUDING DISPLACED OR RELOCATED THRESHOLDS).
- WATER, SNOW, DIRT, DEBRIS, OR OTHER TRANSIENT ACCUMULATION WHICH TEMPORARILY OBSCURES PAVEMENT MARKINGS OR PAVEMENT EDGES OR DEGRADES VISIBILITY OF RUNWAY/TAXIWAY MARKINGS OR LIGHTING.
- INADEQUATE OR IMPROPER METHOD OF MARKING, BARRICADING, AND LIGHTING OF TEMPORARILY CLOSED PORTIONS OF THE AIRPORT OPERATIONS AREA (AOA).
- TRASH OR OTHER MATERIALS WITH FOREIGN OBJECT DAMAGE (FOD) POTENTIAL; WHETHER ON RUNWAYS, TAXIWAYS, OR APRONS; OR IN RELATED SAFETY AREAS.
- INADEQUATE BARRICADING OR OTHER MARKING WHICH IS PLACED TO SEPARATE CONSTRUCTION OR MAINTENANCE AREAS FROM OPEN AIRCRAFT OPERATING AREAS.
- FAILURE TO CONTROL UNAUTHORIZED VEHICLE AND HUMAN ACCESS TO ACTIVE AIRCRAFT OPERATING AREAS.
- FAILURE TO MAINTAIN RADIO COMMUNICATIONS.
- CONSTRUCTION/MAINTENANCE ACTIVITIES OR MATERIALS WHICH COULD HAMPER THE RESPONSE OF RESCUE AND/OR FIREFIGHTING EQUIPMENT FROM REACHING ANY AIRCRAFT OR ANY PART OF THE RUNWAY/TAXIWAY SYSTEM, RUNWAY APPROACH AND DEPARTURE AREAS AND AIRCRAFT PARKING LOCATIONS.
- BIRD AND WILDLIFE ATTRACTANTS SUCH AS: EDIBLES (FOOD SCRAPS, ETC.), MISCELLANEOUS TRASH, AND PONDED WATER.

(1) THE CONTRACTOR SHALL CONDUCT ACTIVITIES SO AS NOT TO VIOLATE ANY SAFETY STANDARDS CONTAINED HEREIN. THE CONTRACTOR SHALL INSPECT ALL CONSTRUCTION AND STORAGE AREAS AS OFTEN AS NECESSARY AND PROMPTLY TAKE ALL STEPS NECESSARY TO PREVENT/REMEDY ANY UNSAFE OR POTENTIALLY UNSAFE CONDITIONS OR ACTIVITIES DISCOVERED.

(2) BEFORE ACTUAL COMMENCEMENT OF CONSTRUCTION ACTIVITY, THE CONTRACTOR SHALL NOTIFY, IN WRITING, AT LEAST 48 HOURS IN ADVANCE, THE OWNER OR ITS AUTHORIZED REPRESENTATIVE OF HIS INTENTIONS OF CONSTRUCTION, STATING THE PROPOSED TIME, DATE, AND AREA IN WHICH WORK WILL COMMENCE.

(3) UPON COMPLETION OF WORK AND RETURN OF ALL RELATED AREAS TO STANDARD CONDITIONS, THE CONTRACTOR SHALL AGAIN NOTIFY THE OWNER OR ITS AUTHORIZED REPRESENTATIVE, IN WRITING, AND DESCRIBE THE AREA THAT IS COMPLETE AND AVAILABLE FOR NORMAL AIRPORT OPERATIONS.

(4) FULTON COUNTY AIRPORT - BROWN FIELD WILL BE RESPONSIBLE FOR ISSUING APPROPRIATE NOTICE TO AIRMEN (NOTAM) CONCERNING CONSTRUCTION ACTIVITY ON THE AIRFIELD. THE CONTRACTOR SHALL SCHEDULE AND PROVIDE THE NECESSARY INFORMATION ON CONSTRUCTION CONDITIONS SO THAT THE OWNER CAN ADVICE THE FLIGHT SERVICE STATION IN ACCORDANCE WITH ESTABLISHED CRITERIA NO LESS THAN 72 HOURS PRIOR TO OPERATION BEGINNING.

(C) MOTORIZED VEHICLES

THIS PROJECT INCLUDES WORK WITHIN THE ACTIVE AIRCRAFT OPERATIONS AREA (AOA) (I.E. THE SECURE PORTION OF THE AIRPORT). WHEN OPERATING WITHIN THE AOA, ALL PERMITTED VEHICLES SHALL DISPLAY IN FULL VIEW ABOVE THE VEHICLE ONE OF THE FOLLOWING: 1) A 3 FOOT BY 3 FOOT OR LARGER, ORANGE AND WHITE CHECKERBOARD, PLASTIC FLAG. EACH CHECKERBOARD COLOR SHALL BE 1 FOOT SQUARE, OR 2) A FLASHING AMBER (YELLOW) DOME-TYPE LIGHT, MOUNTED ON THE TOP OF THE VEHICLE AND OF SUCH INTENSITY SO AS TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES. ANY VEHICLE OPERATING IN THE AOA DURING THE HOURS OF DARKNESS MUST BE EQUIPPED WITH THE FLASHING AMBER LIGHT AS DESCRIBED ABOVE. DARKNESS SHALL BE DEFINED AS ONE HOUR BEFORE OFFICIAL SUNSET UNTIL ONE HOUR AFTER OFFICIAL SUNRISE.

(D) RADIO COMMUNICATIONS

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 MONTIOR THE GROUND CONTROL FREQUENCY (121.7 MHz). THE CONTRACTOR SHALL USE A SEPARATE FREQUENCY FOR OTHER CONSTRUCTION ACTIVITIES. RADIO COMMUNICATIONS ARE REQUIRED BETWEEN THE CONTRACTOR'S ON-SITE SUPERVISOR/REPRESENTATIVE AND THE CONTRACTOR'S WORKERS, CREWS, OPERATORS, AND OTHER PERSONNEL. RADIO CONTACT IS REQUIRED AT ALL TIMES WHILE THE CONTRACTOR HAS PERSONNEL AND EQUIPMENT ON THE PROJECT SITE. THE CONTRACTOR SHALL FURNISH HIS OWN RADIOS. SUFFICIENT RADIOS SHALL BE ON SITE AND OPERATING AT ALL TIMES SO THAT INSTRUCTIONS OR COMMUNICATIONS MAY BE DISPATCHED TO ALL CREWS AND/OR EQUIPMENT WORKING ON THE AIRPORT WITHIN ONE MINUTE.

(E) CLEANING OF DEBRIS

DEBRIS, WASTE, AND LOOSE MATERIAL (INCLUDING DUST AND DIRT) CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEAR OR PROPELLERS, OR BEING INGESTED INTO JET ENGINES, SHALL NOT BE ALLOWED ON ACTIVE AIRCRAFT MOVEMENT AREAS OR ADJACENT GRASSED AREAS. MATERIALS OBSERVED TO BE WITHIN THESE AREAS SHALL BE REMOVED IMMEDIATELY AND/OR CONTINUOUSLY BY THE CONTRACTOR. WHERE CONSTRUCTION TRAFFIC ON OR ACROSS RUNWAYS, TAXIWAYS, OR APRONS IS REQUIRED, THE CONTRACTOR SHALL PROVIDE ADEQUATE PERSONNEL AND EQUIPMENT TO KEEP SUCH SURFACES CLEAR OF DEBRIS.

FOR THE CLEANING OF PAVED AREAS, THE CONTRACTOR SHALL BE REQUIRED TO HAVE A VACUUM TRUCK AND QUALIFIED OPERATOR(S) ON SITE AND READY AT ALL TIMES DURING CONSTRUCTION ACTIVITY. THE VACUUM TRUCK SHALL BE OF ADEQUATE CAPACITY TO POSITIVELY REMOVE ALL DEBRIS, LEAVING THE PAVED SURFACES IN A CLEAN, PARTICLE-FREE CONDITION. OTHER EQUIPMENT MAY BE USED FOR CLEAN-UP OPERATIONS AS APPROVED BY THE ENGINEER, BUT SHALL NOT BE ACCEPTED AS SUBSTITUTES FOR THE VACUUM TRUCK. THE VACUUM TRUCK SHALL MAKE AS MANY PASSES AS NECESSARY TO CLEAN THE PAVEMENT TO A DUST AND PARTICLE-FREE STATE, AS APPROVED BY THE ENGINEER.

SHOULD AIRPORT PERSONNEL BE REQUIRED TO REMOVE DEBRIS OR OTHER FOD DUE TO CONTRACTORS LACK OF DILIGENCE TO DO THE SAME, THE CONTRACTOR SHALL BE CHARGED AT A RATE CONSISTING OF THE EMPLOYEES HOURLY WAGE PLUS 15%.

(F) FLAGMEN

IN ACCORDANCE WITH THE SPECIFICATIONS, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, FURNISH FLAGMEN AS NECESSARY TO CONTROL HIS TRAFFIC (UNLESS OTHERWISE DIRECTED BY THE ENGINEER).

ALL CONTRACTOR VEHICLES THAT ARE REQUIRED TO CROSS ACTIVE RUNWAYS, TAXIWAYS AND APRONS SHALL DO SO UNDER THE DIRECT CONTROL OF A COMPETENT FLAGMAN WHO IS IN DIRECT RADIO CONTACT WITH THE CONTRACTOR'S ON-SITE SUPERVISOR. ALL AIRCRAFT TRAFFIC ON RUNWAYS, TAXIWAYS, AND APRONS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC.

(G) MISCELLANEOUS

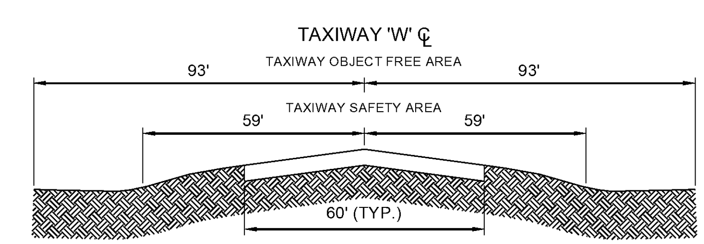
- OPEN FLAME, WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS HAVE BEEN TAKEN AND THE PROCEDURE PREVIOUSLY APPROVED BY THE ENGINEER.
- EQUIPMENT AND STOCKPILED MATERIAL SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT JET BLAST OR WIND CONDITIONS IN EXCESS OF 10 KNOTS.
- THE CONTRACTOR SHALL PROVIDE CONSTRUCTION BARRICADES WITH FLASHING RED LIGHTS AS SHOWN ON THE DRAWINGS TO DELINEATE THE WORK AREAS WHEN CLOSED TO AIRPORT TRAFFIC. OPEN TRENCHES OR EXCAVATIONS LOCATED IN OBJECT FREE AREAS SHALL BE PROMINENTLY MARKED WITH ORANGE FLAGS AND LIGHTED BY APPROVED RED LIGHT UNITS DURING HOURS OF LIMITED VISIBILITY AND DARKNESS.
- 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 SURFACES AS SHOWN ON THIS SHEET. EQUIPMENT SHALL BE PARKED AT THE STAGING AREA WHEN NOT IN USE.
- MAXIMUM EQUIPMENT HEIGHT SHALL NOT EXCEED 20 FEET UNLESS PRIOR APPROVAL IS OBTAINED FROM THE ENGINEER.
- UPON COMPLETION OF ANY STAGE/PHASE OF WORK, THE ENGINEER WILL ARRANGE A PHYSICAL INSPECTION OF THE AREA PRIOR TO OPENING ANY PART OR PORTION OF A RUNWAY, TAXIWAY, RAMP AREA OR AIRPORT ROADWAY THAT HAS BEEN CLOSED FOR WORK, OR USED FOR A CROSSING POINT OR HAUL ROUTE BY THE CONTRACTOR.
- THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A CURRENT LIST OF ALL EMPLOYEES WORKING ON THE AIRPORT. THE LIST SHALL BE MAINTAINED CURRENT BY THE CONTRACTOR AND APPLIES TO THE CONTRACTOR AND ALL SUBCONTRACTORS.
- THE CONTRACTOR SHALL FAMILIARIZE HIS PERSONNEL WITH CLEARANCES NEEDED TO PROVIDE FOR THE SAFE OPERATION OF RUNWAYS AND TAXIWAYS AS SHOWN IN THE PLANS.
- EXCEPT FOR EMERGENCIES, ALL CONTACT WITH AIRPORT PERSONNEL SHALL BE MADE THROUGH THE ENGINEER. FOR EMERGENCIES INVOLVING SAFETY (INJURIES, FIRES, SECURITY BREACHES, ETC.) THE CONTRACTOR SHALL MAKE DIRECT CONTACT WITH THE APPLICABLE LOCAL EMERGENCY SERVICES FOLLOWED BY NOTIFICATION TO THE ENGINEER AS SOON AS POSSIBLE.
- THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE (3) PERSONNEL, INCLUDING THE PROJECT SUPERVISOR/SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. THESE PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.

(A) STAGING AND STORAGE AREAS

(1) IF DEPICTED ON THE CONTRACT DRAWINGS AN AREA ON THE CONSTRUCTION SITE MAY BE MADE AVAILABLE FOR ONSITE CONCRETE AND ASPHALT BATCH PLANTS. IN THIS EVENT THE CONTRACTOR MUST BE SOLELY RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS, APPROVALS, AND UTILITY CONNECTIONS NECESSARY TO OPERATE THE PLANT(S). THE MAXIMUM HEIGHT OF THE PLANT(S) AND MATERIAL STOCKPILES MUST NOT PENETRATE THE FAR PART 77 SURFACES OF THE AIRPORT. THE CONTRACTOR MUST PREPARE THE SITE AND RESTORE THE AREA TO ITS ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT. MATERIAL STOCKPILES MUST BE PLACED ON PAVED SURFACES. THE PAVED STOCKPILE SURFACES WILL BE PLACED AT THE CONTRACTOR'S EXPENSE AND AT NO ADDITIONAL COST. THE ENGINEER WILL ASSIST THE CONTRACTOR IN PREPARING LINE-OF-SIGHT ANALYSIS AND FAA 7460-1 FORMS, PRIOR TO ERECTION OF ANY BATCH PLANT ON AIRPORT PROPERTY. BATCH PLANTS MUST BE REMOVED AND THE SITE RESTORED TO ITS ORIGINAL CONDITION WITHIN 30 DAYS OF THE COMPLETION OF THE PROJECT.

(2) ALL STOCKPILED MATERIAL MUST BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT AND FOREIGN OBJECT DAMAGE (FOD) AS A RESULT OF AIRCRAFT OPERATIONS OR WIND AND PLACED IN A LOCATION APPROVED BY THE ENGINEER, PRIOR TO PLACEMENT.

(3) THE CONTRACTOR MUST PROVIDE LABOR AND EQUIPMENT AS REQUIRED TO SHAPE, STABILIZE, AND MAINTAIN ALL STOCKPILES. THE COST OF SHAPING AND MAINTAINING STOCKPILES IS INCIDENTAL TO THE OVERALL CONTRACT AND NO ADDITIONAL PAYMENT WILL BE MADE FOR THE WORK.



TAXIWAY CRITICAL AREAS

Order Plans @ www.LDILine.com

NORFOLK SOUTHERN

DESIGNED BY: KS
DRAWN BY: KS
CHECKED BY: AS
SUBMITTED BY: EA
ISSUED FOR CONSTRUCTION: DD-MMM-YYYY

MARK | DESCRIPTION | DATE

NORFOLK SOUTHERN CORP.
1200 PEACHTREE STREET, NE
ATLANTA, GEORGIA 30309

OWNER'S REPRESENTATIVE: KENDALL D. HEARN, AIA
OCCUPANCY CLASSIFICATION: BUSINESS (B) AND STORAGE (S1)*
TYPE OF CONSTRUCTION: TYPE II-B - NONCOMBUSTIBLE
* PER NFPA 409; A 2-HR SEPARATION IS PROVIDED BETWEEN THE HANGAR AND THE OFFICE

POND
3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Phone (678) 336-7740
Fax (678) 336-7744
JOB NO. 1190557

CORPORATE AIRCRAFT HANGAR FOR NORFOLK SOUTHERN CORPORATION
FULTON COUNTY AIRPORT - BROWN FIELD (FTY)
3952 AVIATION CIRCLE, SUITE 200
ATLANTA, GEORGIA 30336

CONSTRUCTION SAFETY PHASING PLAN NOTES

SHEET ID
GC001

CONSTRUCTION DOCUMENTS

7/13/2020 7:13:03 AM X:\FY19\1190557\04.CAD BIM\04.02.CAD\GC001

Copyright © 2020 by Pond & Company. All rights reserved. No copying or duplication of these documents is allowed without the express written agreement of Pond & Company.