

Santa Maria Public Airport District
Taxiway Charlie Storm Drain Repair & Main Hangar Drainage Improvements
Addendum No. 1

Contractors interested in bidding the work of this project are hereby notified of the following additions, deletions, changes, revisions, and/or modifications to the Plans and Specifications for this project.

I Changes to Technical Specifications / Contract Book:

1.01 Appendix A - Construction Safety Phasing Plan is included as an attachment to this Addendum. Bidder to insert the Construction Safety and Phasing Plan, in its entirety, into the specification book as Appendix A.

Bid Date and Time Remain the same: **2:00 pm, Wednesday, October 2, 2024**

Bidding Contractors must acknowledge receipt of this Addendum in the appropriate blank on Page 17 of the contract book.

END OF ADDENDUM No. 1

/s/ Martin Pehl
 General Manager

Attachments:

1. Construction Safety Phasing Plan (28 pages)



CONSTRUCTION SAFETY PHASING PLAN

for

Taxiway Charlie Storm Drain Repair

&

Main Hangar Drain Improvements

SANTA MARIA PUBLIC AIRPORT

Santa Maria, CA

September 2024

Tartaglia Engineering
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(24-11)

Contents

| | |
|--|----|
| Contents..... | 2 |
| 1. Introduction | 4 |
| 2. Baseline Airport Facility..... | 4 |
| A. Location..... | 4 |
| B. Airfield Facilities..... | 4 |
| C. Navigation Aids | 4 |
| D. Activity | 5 |
| 3. Project Description..... | 5 |
| A. General Scope of the Work..... | 5 |
| B. Location..... | 6 |
| C. Duration | 6 |
| 4. Project Team | 6 |
| 5. Emergency Response | 7 |
| 6. Coordination..... | 8 |
| A. Construction Progress Meetings..... | 8 |
| B. Scope or Schedule Changes | 8 |
| C. FAA ATO / Facilities Coordination..... | 8 |
| D. Lines of Communication | 9 |
| E. Project Meetings and Representation | 9 |
| F. Coordination Procedures for FAA Facilities Shutdown and Restart | 10 |
| 7. Phasing and Sequencing, Accomplishment..... | 11 |
| A. Phasing and Sequencing | 11 |
| B. Accomplishment | 11 |
| C. Construction Safety Drawings..... | 11 |
| 7. Areas and Operations Affected by the Construction Activity | 11 |
| A. Areas Affected by Construction Activity | 11 |
| B. Operations Affected by Construction Activity | 12 |
| 8. Protection of Navigation Aids (NAVAIDs)..... | 12 |
| 9. Contractor Access..... | 12 |
| A. Airport Security Requirements | 12 |
| B. Vehicle Safety Requirements..... | 13 |
| C. Access and Driving on the Airport | 13 |
| D. Automatic Vehicle Access Gate Protocol..... | 13 |
| E. Airfield Incursions | 13 |

| | | |
|-----|---|----|
| F. | Fencing and Gates..... | 14 |
| G. | Contractor Access and Haul Route Provisions | 14 |
| H. | Radio Communications | 15 |
| I. | Aircraft and Pedestrian Operations | 16 |
| J. | Specific Safety Requirements | 16 |
| 10. | Wildlife Management | 16 |
| 11. | Foreign Object Debris (FOD) Management | 17 |
| 12. | Hazardous Materials (HAZMAT) Management..... | 18 |
| 13. | Notification of Construction Activity | 18 |
| 14. | Emergency Landing Procedures..... | 19 |
| 15. | Inspection Requirements..... | 19 |
| 16. | Underground Utilities | 20 |
| 17. | Penalties..... | 21 |
| 18. | Special Conditions..... | 21 |
| 19. | Runway and Taxiway Visual Aids | 21 |
| 20. | Marking and Signs for Access Routes | 22 |
| 21. | Hazard Marking and Lighting | 22 |
| 22. | Work Zone Lighting for Nighttime Construction | 22 |
| 23. | Protection of Specific and Individual Airport Safety Areas..... | 23 |
| 24. | Other Limitations on Construction | 23 |
| A. | Prohibitions..... | 23 |
| B. | Restrictions | 23 |
| C. | Equipment Height: | 24 |
| 25. | Third-Party Provider Obligations | 24 |
| 26. | Appendix | 26 |

1. Introduction

This Construction Safety and Phasing Plan (CSPP) serves as a companion document to the project plans and specifications for the **Taxiway Charlie Storm Drain Repair & Main Hangar Drainage Improvements**, at Santa Maria Airport. The document has been prepared in compliance with Federal Aviation Administration (FAA) Advisory Circular 150/5370-2G: Operational Safety on Airports During Construction, with information taken from Santa Maria Airport's Airport Layout Plan.

The phasing developed for this project is intended to minimize the impact the project will have on airport operations while providing safety to all project personnel and airport users and efficient planning of construction activities.

The goal is a high-quality construction improvement completed in a safe manner with minimal impacts to the traveling public. All project personnel share responsibilities and obligations toward achieving this goal.

2. Baseline Airport Facility

A. Location

Santa Maria Airport is located within the incorporated limits of the City of Santa Maria, northern Santa Barbara County, California, about 10 miles from the coast, and five miles south of the Santa Maria River, the county line. The airport occupies about 2,600 acres of real property, on the west side of State Route 135, about three miles south of the city's central business district. From downtown Santa Maria, the airport is accessed by traveling south on Broadway (Highway 135), turning right on Skyway Drive, and proceeding northwest about a mile. Administration Offices and the Commercial terminal are on the left.

B. Airfield Facilities

Primary features of the airport are Runway 12-30 (8,004' by 150') and Runway 2-20 (5,199' by 75'), with an intersection approximately 2,350 feet from the north end of Runway 12-30. Runway 12-30 is available 24 hours a day, precision marked and lighted, with a friction surface (grooved), and 4-box PAPI serving the approach ends to both Runway 12 and Runway 30. Runway 2-20 is unlighted, day-use only, with basic markings. Both runways are served by full-length parallel taxiways and a supporting network of connecting taxiways that provide access to the commercial terminal, self-serve fuel island, aircraft storage hangars, fixed base operators (FBOs) and Jet Centers, the hotel, and the United States Forestry Service Air-Attack facility. Taxiways serving Runway 12-30 are fully lit with edge lights, markings, and internally lit guidance signs.

Santa Maria Airport is staffed 24 hours a day with a fully equipped Aircraft Rescue Fire Fighting (ARFF) facility. It also has an Air Traffic Control Tower and maintains a full-service commercial terminal with a restaurant. Figure 1 shows the current airfield at Santa Maria.

C. Navigation Aids

Visibility at Santa Maria can be a challenge due to a characteristic, low-level marine layer, persistent in early morning and early evening times during late spring and early summer periods. In addition to PAPI, Runway 12 is served with a full Instrument Landing System (ILS) including a Medium Intensity Approach Lighting System with Runway End Alignment Lights (MALSR), extending 2,400 feet to the northwest, beyond the runway end. The airport also has an Automated Surface Observation System (ASOS), rotating beacon, primary wind cone and numerous secondary wind cones throughout.

D. Activity

The airport is open 24-hours a day with no operational restrictions to Runway 12-30. Aviation enthusiasts fly into Santa Maria for business in the community and region, including activities at nearby Vandenberg Space Force Base, for the agricultural and wine industry, or for recreational and scenic destinations throughout the area. Activity is evenly distributed between weekends for recreation and weekdays for business. The airport does attract significant transient military operations and activities, in conjunction with nearby Vandenberg and other military facilities in central California. There are about 235 based aircraft at Santa Maria and the airport experiences about 42,000 annual operations (2019 Master Plan).

During fire response activities, the United States Forest Service (USFS) operates from their base at Santa Maria. Operations tend to start mid-morning, after morning briefing and review of aerial incident documentation, and continue up to sunset. Operations after sundown are generally limited to return-to-base movements, and usually wrap up within an hour of sunset.

3. Project Description

A. General Scope of the Work

The project includes the following major elements:

- Correction of drainage problems on the northern and southern end of the main hangar. All improvements are outside the main hangar and on the military ramp.
- Repair an existing RCP storm drain pipe that runs underneath Taxiway Charlie.

The scope of actual construction work includes:

- Airfield safety and security.
- Construction site environmental compliance.
- Earthwork and subgrade preparation.
- Repair existing 42" RCP storm drain pipe.
- Trench backfill.
- Installation of new concrete encased trench drains.
- Installation of new storm drains and catch basins.
- Construction of new pavement structural section that includes aggregate base and hot-mix asphalt.

The work is presented in a single base bid schedule. Figure 2, the Project Layout Plan, shows the extent and location of all work on this project.

B. Location

The work of this project is in two areas: Taxiway Charlie and the Military Ramp around the Main Hangar.

C. Duration

The duration of the work is scheduled to be 55 working days. A Notice to Proceed will be issued after all material submittals have been approved and the anticipated delivery of all materials is certain.

The weather could have an impact on construction progress. The team will evaluate the time of year and anticipated weather during the near-term period, ahead of the start of construction, and make a collective decision to proceed, or not. Weather events, particularly rain, tend to impact work site conditions for the duration of the weather event plus several subsequent dry-out days.

4. Project Team

Table 1 identifies key team members that have been and continue to be instrumental in the successful progress of this project to-date. Table 2 identifies key team members during the construction phase. It will be revised based on contractor information acquired during the Pre-Construction Conference.

| Design Contacts | | | |
|--------------------------------|------------------|---|--|
| Table 1 | | | |
| Organization | Point of Contact | Role | Contact Information |
| Santa Maria Airport | Martin Pehl | Airport Manager | (805) 922-1726 Mpehl@santamariaairport.com |
| | Ric Tokoph | Airport Operations | (805) 922-1726 rtokoph@santamariaairport.com |
| FAA – Airports District Office | Carlos Mora | Program Manager | (424) 405-7270 Carlos.M.Mora@faa.gov |
| FAA – Facilities | Morgan Ford | Paso Robles FAA Tech/Ops Facilities Manager | (805) 238-0102 Morgan.ford@faa.gov |
| Tartaglia Engineering | Jason Hargreaves | Lead Designer | (805) 466-5660 jason@tartaglia-engineering.com |
| | John Smith | Design Manager | (805) 466-5660 john@tartaglia-engineering.com |

| Construction Team | | | |
|--------------------------------|---|------------------|--|
| Table 2 | | | |
| Organization | Role | Point of Contact | Contact Information |
| Santa Maria Airport | Martin Pehl | Airport Manager | (805) 922-1726 Mpehl@santamariaairport.com |
| | Airport Facilities | Ric Tokoph | (805) 922-1726 rtokoph@santamariaairport.com |
| FAA – Airports District Office | Program Manager | Carlos Mora | (424) 405-7270 Carlos.M.Mora@faa.gov |
| FAA – Facilities | Paso Robles FAA Tech / Ops Facility Manager | Morgan Ford | (805) 238-0102 Morgan.ford@faa.gov |
| Tartaglia Engineering | Project Manager | Jason Hargreaves | (805) 466-5660 jason@tartaglia-engineering.com |
| | Inspector | Brett Dolan | (805) 610-7816 brett@tartaglia-engineering.com |
| Earth Systems Pacific | Quality Assurance Manager | Sydney Johnson | (805) 544-3276 sjohnson@earthsystems.com |
| | Materials Testing Technician – Asphalt | Ted Cios | Phone tcios@earthsystems.com |
| | Materials Testing Technician – All Else | TBD | Phone e-mail |
| General Contractor | Project Manager | TBD | Phone e-mail |
| | Project Superintendent | TBD | Phone e-mail |
| | Safety Manager | TBD | Phone e-mail |
| | Quality Control Manager | TBD | Phone e-mail |
| Subcontractor A | Project Manager | TBD | Phone e-mail |
| | Foreman | TBD | Phone e-mail |
| Subcontractor B | Project Manager | TBD | Phone e-mail |
| | Foreman | TBD | Phone e-mail |

5. Emergency Response

Table 3 identifies all emergency response providers. This table must be physically copied and distributed to team members during the Pre-Construction Conference and must be kept in all construction vehicles.

| Emergency Response | | | |
|---|---|------------------|-----------------------|
| Table 3 | | | |
| Organization | Role | Point of Contact | Contact Information |
| Marian Regional Medical Center 1400 E. Church, Santa Maria | Emergency Medical | N/A | (805) 739-3000 |
| Cottage Urgent Care 3596 Skyway Dr., Santa Maria | | N/A | (805) 354-5563 |
| Dignity Health Urgent Care 2271 S. Depot, Santa Maria | | N/A | (805) 922-0561 |
| Fire Department: City of Santa Maria | Fire Protection | N/A | 911 or (805) 925-2631 |
| Police Department – Community: City of Santa Maria | Public Safety | N/A | 911 or (805) 928-3781 |
| Police Department – Airport: City of Guadalupe | | N/A | 911 or (805) 343-2112 |
| Hazardous Materials Management Services (HMMS) | Santa Barbara County Certified Unified Program Agency (CUPA) | N/A | 911 or (805) 346-8460 |

6. Coordination

Coordination and communication are keys to project success. Coordination between the Airport and the design team has been instrumental in the progress of this project. The need for effective coordination and communication is increased as the work moves on to the construction phase and the need for an emphasis on public safety becomes more acute.

A. Construction Progress Meetings

Periodic construction progress meetings will be scheduled to help facilitate communication between the Contractor, the Resident Project Representative (RPR), and the Airport. These meetings will be essential for the distribution of information regarding phasing and scheduling and addressing issues related to airfield safety and improvement constructability. Minutes taken at each meeting will serve as the agenda for each subsequent meeting.

B. Scope or Schedule Changes

Scope or schedule changes, should they occur, will be well-documented and agreed upon in advance of implementation. The FAA Program Manager will be kept informed as potential changes begin to materialize. All implemented changes will be proceeded with preparation, distribution, and approval of contract Change Orders.

C. FAA ATO / Facilities Coordination

FAA facilities at Santa Maria include the Air Traffic Control Tower, (ATCT), the Automated Surface Observation System (ASOS), the Instrument Landing System (ILS), and the Precision Approach Path Indicator (PAPI) for both Runways 12 and 30.

The project work area is outside the Runway Safety Areas, so no runway closure or FAA facility shutdown will be required.

D. Lines of Communication

Airport staff will serve and provide the following:

- The role of Public Information Officer, disseminating information to the public including commercial airlines, FBOs, and tenants, and receiving concerns and communication from the public.
- Communication with FAA regarding construction progress.
- Communication with the Air Traffic Control Tower, regarding scheduling and overall construction progress.
- Communication with the Engineer regarding issues and concerns, possible changes to the project; scheduling, construction, scope of work, etc.
- Communication with the Contractor when immediate direction is warranted.

The Engineer will serve and provide the following:

- Communication with the Airport regarding progress, issues, challenges, and opportunities, and input on schedule including certification flight tests.
- Communication with the Contractor including but not limited to any issues regarding general safety, safety violations, quality assurance, work progress, periodic pay requests, field engineering including technical input and plan and specification interpretation, compliance with employee compensation, and subcontractor issues.

The Contractor will serve and provide the following, through communication to the Engineer:

- Schedule updates and impacts on progress.
- All material submittals and plan submittals.
- Project forecasting: identifying issues and challenges before they occur, providing questions and asking for input in a timely manner to facilitate uninterrupted progress.
- All required documentation for quality control, materials placed including weight tickets, certified payroll statements including compensation to DBEs, and so forth.

E. Project Meetings and Representation

Construction Team members are invited and expected to attend and provide active input at the following project meetings:

Pre-Construction Conference:

- Identify and confirm the extent of award of contract.
- Present a detailed schedule highlighting project milestones and critical path items.
- Address phasing and sequencing limitations identified on the Plans and CSPP.
- Review airport safety including the CSPP with special emphasis on:
 - Runway and taxiway safety areas (imaginary areas centered on features).
 - Work window limitations.
 - Closing and re-opening procedures.
- Confirm all points of contact for various team members including back-ups (update Table 2).
- Confirm project submittals and their deadlines.

- Address any concerns and issues from airport tenants, users, fixed base operators, neighbors of the airport, local community, or members of the public.
- Construction activities and materials.
- Quality control / quality assurance.
- Labor requirements, civil rights requirements, DBE goals and documentation.
- Payroll records.
- Pay requests; periodic and final.
- Issuance of Notice to Proceed – Day 1.
- Time for performance based on extent of contract award.

Construction Progress Meetings:

- Meetings will be weekly until otherwise noted.
- The primary venue for open discussion regarding all issues.
- Team members to provide representation capable of providing attendance and active input.
- Subjects at the Pre-Construction Conference serve as the basis of discussion.
- Discuss and review Requests for Information (RFIs), RFI Responses, Requests for Proposals (RFPs), Proposal Responses, Change Orders, and Pay Requests.
- Engineer-prepared minutes become a living document serving as agenda for the next meeting.

Preliminary Final and Final Inspections:

- Review progress to-date, including completed work and schedule.
- Establish final pay quantities, substantiated by field measurement, material weight ticket, or other.
- Status of all Contractor-provided closeout paperwork:
 - Marked up as-built plans.
 - O&M Manuals.
 - Final certifications.
 - Permit closeout paperwork and confirmation.
 - All final certified payrolls, benefit statements, etc.
 - Documentation for final compensation to all DBE's including statement regarding compliance / achieving the goal.
- Identify all compensation deductions:
 - Based on contractor performance, in accordance with technical specifications.
 - Deductions due to waste material.
 - Financial penalties for CSPP violations.
- Receipt of all spare parts and elements and components to be salvaged to the Airport.
- Documentation of outstanding items and issues through generation of a Preliminary Punch List.
- Schedule for timely completion of all outstanding items, and for Final Inspection.

F. Coordination Procedures for FAA Facilities Shutdown and Restart

The scope of this project does not require any FAA involvement for shut down, restart, or flight verification of any facilities.

7. Phasing and Sequencing, Accomplishment

A. Phasing and Sequencing

The Contractor must prepare and provide a schedule and work plan identifying the areas of work for each shift. The only time restriction on a particular phase is phase 1B, where the contractor has 5 calendar days to complete the work. All other phases do not have a time restriction.

| Work Phase Summary | | | |
|--------------------|---|------------------------|---|
| Table 4 | | | |
| Phase | Work Areas | Phase Time Restriction | Items of Work |
| 1A | Military Ramp and infield adjacent to Ramp | None | Remove and reconstruct pavement section, installation of storm drain pipe and structures, connect new storm drain into existing catch basin. |
| | Taxiway Charlie | 5 Calendar days | Repair existing 42" RCP storm drain pipe, cut-back existing excavation trench, trench backfill and compact, and construct new aggregate base and asphalt section. |
| 1B | North side of Main Hangar | None | Remove and reconstruct pavement section |
| 2 | Military Ramp and south side of the Main Hangar | None | Remove and reconstruct pavement section, install trench drain, storm drain pipe and structures. |
| 3 | Military Ramp and south side of the Main Hangar | None | Remove and reconstruct pavement section, install trench drain, storm drain pipe and structures. |

Figure 2 shows the location for project delineation during construction, both daily delineation for each shift, and long-term delineation extending over non-work periods. The Contractor is to establish and maintain delineation for the limits of work as described, for the duration of each work period. All delineation shall be protected and maintained for the duration plus evenings, weekends, holidays, and extended non-work periods.

B. Accomplishment

The Airport is to remain open for the duration of the project. The work is to be accomplished within the phasing and sequencing constraints listed above and in the project plans and specifications. Work is to be accomplished during the day. 6:00 am to 8:00 pm, local time. There will be no impact to the Airport security fence or perimeter fence.

C. Construction Safety Drawings

The Project Layout Plan provides an indication of the individual work areas of each bid schedule, along with the location of closure delineation and contractor haul/access routes. These figures are included in this CSPP through reference here.

7. Areas and Operations Affected by the Construction Activity

A. Areas Affected by Construction Activity

The work of this project is divided between the Military Ramp around the Main Hangar and Taxiway Charlie. The Military Ramp has a low volume of activity when compared to the rest of the airport and adjacent airfield facilities. The Airport will coordinate with tenants to minimize disruptions. Taxiway Charlie is currently closed by the Airport and no aircraft is anticipated to be traveling through Taxiway Charlie until the repairs are completed.

Table 5 identifies Airfield Safety Areas that are in force at Santa Maria Airport. Contractor forces are to remain clear of Runway Safety Area (RSA) and Taxiway Safety Areas (TSA) unless each specific element is intended to be closed. During Construction, when contractor forces are working within the identified work area, Contractor forces can be within the Runway Object Free Area (ROFA) but must remain outside the Runways Safety Areas (RSA) unless the Runway is closed.

| Airfield Safety Areas | | | |
|---|-----------------|---------------------------------|---------------------|
| Table 5 | | | |
| Design Standards – General | Entity | Parameter | Dimension |
| Design Aircraft: C-IV Critical Aircraft: Boeing DC-10 Runway Design Code: C-IV-2400 | Runway 12 – 30 | Runway Object Free Area (ROFA) | 800 feet – centered |
| | | Runway Safety Area (RSA) | 500 feet – centered |
| | Taxiways | Taxiway Object Free Area (TOFA) | 259 feet – centered |
| | | Taxiway Safety Area (TSA) | 171 feet – centered |
| Design Aircraft: B-II Critical Aircraft: Citation V Runway Design Code: B-II-VIS | Runway 2 – 20 | Runway Object Free Area (ROFA) | 250 feet – centered |
| | | Runway Safety Area (RSA) | 150 feet – centered |
| | Taxiway Charlie | Taxiway Object Free Area (TOFA) | 131 feet – centered |
| | | Taxiway Safety Area (TSA) | 79 feet – centered |

B. Operations Affected by Construction Activity

During each day-time construction period (0600 – 2000), the Contractor will work within the designated work area. Construction delineation will have been installed at the start of the phase. Operations will be affected by the closed facility, during the construction period and during non-work times when delineation remains in place.

8. Protection of Navigation Aids (NAVAIDs)

NAVAIDS are anticipated to be unaffected by construction activities. However, the Contractor must notify the Inspector immediately should FAA or Airport facilities be impacted or damaged during the course of the work.

9. Contractor Access

Contractor access to and from the airport shall be in accordance with the provisions cited in this Construction Safety Phasing Plan, the project plans and specifications, and the contents of FAA Circular AC150/5370-2G, included in its entirety at the back of this document. In the field, contractor access shall be through one automatic vehicle access gate, designated on the Project Layout Plan.

A. Airport Security Requirements

- (i) All contractor forces must wear and use OSHA-standard Personal Protective Equipment (PPE) appropriate for their individual tasks and for the environmental condition anticipated for this project, in addition to standard safety wear and high-visibility outerwear.
- (ii) All gates must be unlocked and locked with each passage. No dummy-locking or piggybacking will be allowed.
- (iii) Personal vehicles are not allowed within the AOA (Airport Operations Area). They must be parked outside the fence.
- (iv) In the event of material delivery inside the fence, the Contractor must designate an escort to always accompany delivery vehicles to and from the gate and work site.

B. Vehicle Safety Requirements

- (i) All vehicles inside the fence must be equipped with either standard FAA orange and white checkered flags (day only) or amber rotating beacons (day or night) installed at the highest point of the equipment.
- (ii) The company name or logo must be displayed on both sides of the vehicles. Vehicle marking requirements are shown in the project specifications.
- (iii) Employee parking must be as designated by the Project Manager, outside the AOA.
- (iv) Access to the job site must be via specified haul routes as shown on the plans designated by the engineer and approved by the Engineer.

C. Access and Driving on the Airport

- (i) The Contractor shall attend and participate in safety training and workshops organized and presented by the Airport in advance of driving within the AOA. Material delivery or occasional drivers do not need to receive training if they are accompanied by a trained escort while on airport property.
- (ii) All vehicles and persons shall enter and exit the AOA through designated gates only.
- (iii) Maximum vehicle speed shall be 15 MPH while on airport property.
- (iv) No deviation from designated vehicle haul routes will be allowed unless previously approved by the Airport Project Manager. While in the AOA, all vehicles and personnel must remain within designated areas.
- (v) No vehicle shall be parked on or operated across any aircraft apron or transient aircraft tie-down row, whether they are vacant or occupied.

D. Automatic Vehicle Access Gate Protocol

Automatic gates at Santa Maria open and close using an access card.

- (i) Pull up to the keypad, wave or insert card as appropriate at the reader.
- (ii) Proceed forward pass the fence and the first set of access control loops.
- (iii) Stop and wait for the gate to come to a complete close.
 - a. Do not move beyond the gate area until the gate is FULLY CLOSED.
 - b. Do not accommodate any vehicle other than those in your charge.
 - c. Any vehicle authorized to be in the AOA is fully aware of gate protocol. They will wait for your movement to conclude.
 - d. Any vehicle that enters the airport under your control will not be allowed out unless under your control.
- (iv) Proceed into the airport.
- (v) Exit airport in same manner list above.

Automatic gates in a path of travel during heavy traffic periods such as material import or export can be locked in the open position, if the Contractor has a sentry in place.

E. Airfield Incursions

- (i) An airfield incursion is an unauthorized entry into controlled space within the AOA. An incursion can be on foot or in a vehicle.
- (ii) At towered airports, when the tower is open, unauthorized movement or entry into the Movement Area is considered an incursion.

- (iii) At towered airports, when the tower is closed, unauthorized movement or entry into any Runway Object Free Area or Taxiway Object Free Area of a runway or taxiway that is open without adequate and proper announcement of your intent and confirmation of a safe condition, is considered an incursion.
- (iv) There are four (4) categories of incursion, based on the level of risk or exposure, from most to least significant:
 - Category A: A serious incident in which a collision was narrowly avoided.
 - Category B: An incident in which separation decreases and there is a significant potential for collision, which may result in a time critical corrective / evasive response to avoid a collision.
 - Category C: An incident characterized by ample time and/or distance to avoid a collision.
 - Category D: An incident that meets the definition of airfield incursion such as incorrect presence of a single vehicle / person / aircraft on the protected area of a surface designated for the landing, take off, or taxiing of aircraft but with no immediate safety consequences.

F. Fencing and Gates

- (i) For the duration of the project, security of the airport provided by the perimeter fence and access gates shall remain equal to or greater than pre-project condition. The integrity of the perimeter fence shall remain intact during construction. The work of this project does not modify the perimeter fence in any way.
- (ii) Manual access gates normally closed will remain closed. After entering or exiting the airport through an automatic gate, the Contractor shall remain near the gate until the gate is fully closed, prohibiting airport access to any other individual.
- (iii) After entering the airport through a manual gate, the Contractor must lock himself in. All manual gates shall be locked after leaving the airport as well. During material import of export operations, the Contractor shall maintain a sentry at the access gate. The sentry shall be prepared to deny access to any unauthorized individuals. The gate shall be locked during all sentry breaks or lunch.

G. Contractor Access and Haul Route Provisions

- (i) The Contractor must refer to the plans, which show the fence, access gate, haul routes and areas available for the storage of materials and equipment as required.
- (ii) The Contractor must control their operations and the operations of their subcontractors and all suppliers while on airport property.
- (iii) The Contractor's men and equipment shall be limited to the work areas shown on the project plans and in the specifications. The Contractor agrees to implement such security measures as are necessary to ensure compliance with FAA, State and local airport regulations. The Contractor shall be responsible for clearly delineating the limits of his operation.
- (iv) Delineation shall be installed in accordance with the typical delineation details shown on the plans. Delineation left overnight, if allowed, shall be clearly and adequately lit. Batteries shall be replaced every two weeks at a minimum or more frequently as needed.
- (v) Haul routes will use existing vehicle service roads to bring in material or remove material at the worksite. Absolutely no deviations from designated routes will be allowed without prior written authorization of Airport Staff or the Project Engineer.
- (vi) When gates are unlocked, they must be in the "closed" position and guarded by a sentry who can identify other members of the construction team. When gates are not guarded, they will be kept closed and locked.
- (vii) The Contractor must inform any and all delivery personnel of these requirements.

- (viii) To avoid confusion with aircraft during the construction and to avoid damage to the existing pavement and to the adjacent property, the Contractor's equipment shall be restricted to haul routes shown on the plans and in this document. The routes will be open to the Contractor depending on work area actively under construction. In most areas the routes are coincident with or across existing ramps or taxiways. It shall be the responsibility of the Contractor to provide adequate safeguards, including flagmen, so that the operation of the Airport will not be hindered.
- (ix) All equipment storage areas shall be delineated as called out in the project specifications.
- (x) At the end of each work day, the active haul route must be swept and cleared of any debris.
- (xi) At the completion of work, all haul routes in paved or unpaved areas shall be restored to the conditions existing prior to the start of the work.

H. Radio Communications

- (i) Contractor forces are required to successfully complete radio training before being authorized to participate in radio communication at Santa Maria Airport.
- (ii) Air band radio communication is not for contractor-contractor communication, or contractor-engineer communication.
- (iii) During periods when the Air Traffic Control Tower (ATCT) is open (0600 – 2000), all air-band radio traffic is between you and the ATCT.
 - Ground: 121.9
 - Tower: 118.3
- (iv) During periods when the ATCT is closed, all air-band radio traffic is between you and aircraft.
 - CTAF: 118.3
- (v) Radio communications are required:
 - To broadcast contractor intent for the movement of men and equipment into or through active airport operations areas.
 - To hear, learn, comprehend, and disseminate to others on the crew, information regarding active or near-term aircraft movements that can adversely impact contractor operations or pending contractor operations.
 - To identify airfield conditions to pilots that will impact identified pilot intent.
- (vi) Airband radio frequencies can be busy. Respectful radio protocol is essential. Prior to initiating radio communications, the Contractor's Radio Monitor must listen for active communication, and delay initiating communication until confident all previous communications are complete.
- (vii) The Contractor shall have a designated and authorized radio monitor on site the entire time work crews are present within the AOA. The monitor shall have in his possession a working air-band radio tuned to the appropriate frequency, shall be in a physical position capable of hearing radio broadcasts (away from background noise), and shall be capable of initiating or responding to radio communications that are essential to the safety of the flying public and contractor forces.
- (viii) Radio communication is essential for entering or crossing active airfield operations areas. The Contractor's radio monitor shall be capable of providing clear and concise direction regarding intent and shall be capable of complete understanding of the location and intent of aircraft maneuvering on the airport.
- (ix) Radio Monitor shall use cell phone, CB-radio, or other means to communicate by and between contractor forces including material delivery trucks, and not the airband radio.

I. Aircraft and Pedestrian Operations

Throughout the construction project, the following safety and operational practices shall be observed:

- (i) Airport runways and taxiways should remain in use by aircraft to the maximum extent possible.
- (ii) Aircraft shall *always* have the right of way.
- (iii) Aircraft use of areas near the Contractor's work shall be controlled to minimize disturbance to the Contractor's operation.
- (iv) The Contractor, subcontractor, and supplier personnel are restricted from entering the airport area inside the fence except through the designated gates and along the routes shown on the Project Layout Plan.
- (v) Construction within the safety area of an active runway, taxiway, or apron and performed under normal operational conditions must be accomplished when the runway, taxiway, or apron is closed or use-restricted and initiated only with prior permission from the Airport Project Manager or Inspector.
- (vi) Airport Project Manager, Engineer, RPR (Inspector), or other designated airport representative may order the contractor to suspend operations; move personnel, equipment, and materials to a safe location at any time the situation requires it.

J. Specific Safety Requirements

- (i) Aircraft, emergency vehicles, maintenance vehicles, operational vehicles and enplaning and deplaning passengers have right of way over all traffic. This includes passengers for general aviation aircraft as well as firefighting and emergency response aircraft.
- (ii) No vehicles shall be left unattended within the AOA.
- (iii) No spilling or littering of any substance onto any paved surface. Vehicle operators shall make sure that no loose object falls onto a paved surface or is allowed to become dispersed by either the wind or propeller or jet blast.
- (iv) All hazardous conditions necessitated by construction or maintenance activities (trenches, excavations, stockpiles) shall be marked so as to render them readily visible, day and night.
- (v) Pollution by any substance, under any form, shall be properly controlled by means and methods acceptable to Airport Project Manager or RPR (Inspector).
- (vi) No metal track vehicle shall be operated on any paved surface, unless prior approval has been secured from the Airport Project Manager or RPR (Inspector).
- (vii) All accidents, incidents involving bodily injury or property damages, regardless of severity or property ownership, which occur on the airport, shall be immediately reported to the Airport Project Manager or RPR .

10. Wildlife Management

Throughout the duration of the project, Contractor and all subcontractors shall concern themselves with activities and site conditions that could, inadvertently, attract wildlife. To avoid such conditions, team members shall:

- Monitor construction water applications such that free water cannot stand for more than 30 hours.
- Monitor storm water such that free water cannot stand for more than 48 hours after the conclusion of a rain event.
- Implement pumps and other de-watering devices and techniques as necessary to eliminate standing water and the sheen associated with a wet surface.

- Maintain an effective solid waste program that keeps site trash including food waste to a minimum. Containers shall be conveniently placed, shall be securely closed or otherwise inaccessible to wildlife, and shall be serviced at a frequency that preserves their functionality.
- All airport access points shall be kept securely closed when not in use to prevent wildlife access to the airport through an open gate.
- The Contractor shall maintain vegetation including grass to an acceptable level / condition within all contractor yards and material storage areas, to reduce wildlife attraction. Projects of long duration may demand a shift or temporary relocation of material stockpiles to facilitate vegetation control.
- Gates shall be kept shut when not in use to prevent domestic and wildlife access to the airport.
- Contractor wildlife management responsibilities including monitoring and addressing standing water extend over weekends, holidays, and extended non-work periods.
- The Contractor shall contact Airport Operations immediately in the event of a wildlife encounter, or at the time of recognition or identification of a condition that could be deemed an attraction to wildlife.

11. Foreign Object Debris (FOD) Management

It is the responsibility of the Contractor to maintain a clean project site free from FOD or the threat of FOD. The project site includes actual work areas, but also includes all haul routes, staging areas, all locations where delineation is placed, and any other airfield area occupied or affected by contractor operations.

FOD management also includes inspection of all vehicles before entering the AOA, looking for and addressing rock, loose construction materials, hand tools, hardware, etc., not stored securely within holding compartments (tool boxes, truck beds, etc.). In addition, vehicles shall be re-inspected when leaving the work area, heading out of the airport.

The Contractor and its employees will be held responsible for maintaining the project area and keeping it free from FOD whether it is generated from the project site or other airfield areas. This obligation also applies to all material suppliers, equipment delivery and equipment servicing staff, quality control and quality assurance staff, etc. Everyone inside the AOA is responsible for the removal of FOD regardless of its origin. All parties associated and affiliated with this project are included in this obligation.

The Contractor is encouraged to limit his path of travel to narrow lanes, following the routes identified on the plans. In so doing, he narrows his area of focus when performing all cleaning and inspecting activities as the work shift comes to a close.

The Contractor shall use water, brooms, blowers, street sweepers (no metal bristles), vacuum trucks, or any other industry-standard, effective means to clean airfield pavements within the project site prior to opening closed areas to air traffic. Airport Staff will have the final word on the acceptance of cleaned project areas for aircraft operations. The Contractor shall allow ample time for inspection of cleaned areas and re-cleaning if necessary, in advance of the end of any closure period.

12. Hazardous Materials (HAZMAT) Management

Hazardous Material Management applies to any material that is considered hazardous by the USEPA, either in character, quantity, condition, or any combination thereof. Hazardous materials can include construction materials, fuels, lubricants, coolants, binders, and coatings, but also can include waste products and blended products. The Contractor shall:

- Prepare, submit, and gain approval of a Hazardous Materials Management Plan (HMMP). The plan shall outline all anticipated hazardous materials to be used, employed, encountered, or generated by and at the necessity of this project, and shall include a complete library of Material Safety Data Sheets (MSDS). The document shall identify the Contractors Hazardous Materials Manager with 24-hour contact information. In addition, the plan shall address fuel and other material deliveries, material storage, and use. Lastly, the plan shall address spill prevention and control for all anticipated activities.
- Perform all maintenance, servicing, and refueling of vehicles and equipment within the designated contractor yard(s).
- Keep all materials in original containers, labeled, to the extent possible, until use.
- Provide adequate and appropriate labeling of all waste product containers.
- Report any hazardous materials spills or related hazardous materials incidences to the following:
 - Call 911 immediately, for local emergency response.
 - Call Airport Operations.
 - Call 1-800-424-8802, the Environmental Protection Agency's (EPA), National Response Center.
 - Identify the caller, location, nearest point of access into airport (gate number), nature of the spill, current site condition, and specific hazardous substance and quantity if known, and how the spill or incident occurred.
 - For spills and incidences of potential significant impacts to the environment, identify date and time of spill, location of threatened waterway.
- Contractor's employees shall not attempt to clean the spill until it has been evaluated by the local emergency response agency. Only those employees with a Hazardous Material Certification shall be involved in the cleanup and then only under the direction of the local emergency response agency.

13. Notification of Construction Activity

The project contact list (Construction Team) will be made current at the conclusion of the Pre-Construction Conference when all key team members have been identified. The contact list will be reviewed periodically at weekly construction progress meetings and updated as necessary throughout the duration of the project.

The Notice to Airman (NOTAM) system will be used to provide project information such as closure periods, out of service items, and scheduling updates. The Airport Project Manager will provide active NOTAM management, uploading, and distribution of these to team members. NOTAMs must be issued and in-place before any airfield closures (and work) can occur. The Airport requires a minimum of 72 hours advance notice to publish a NOTAM. In the event a work period is canceled, the Airport can cancel a NOTAM immediately.

Local emergency first responders including fire protection and law enforcement will be invited to attend the Pre-Construction Conference, to gain full knowledge of the extent and duration of the project. The

Project Engineer will remind them of the ongoing project and update any key members on the Construction team contact list on a quarterly basis.

14. Emergency Landing Procedures

In the event the contractor's radio monitor is contacted by an aircraft requesting to land during construction hours, the contractor's radio monitor must engage the identifying aircraft and describe conditions on the ground at the airport.

- He/she shall first confirm if an alternate runway is available and acceptable.
- If no, then encourage the pilot to go elsewhere stating that "requested runway is closed" and identifying the two closest airports:
 - Lompoc is 16 miles to the south
 - San Luis Obispo is 26 miles to the north
 - Santa Ynez is 28 miles to the southeast
 - Santa Barbara is 47 miles to the southeast

Should the pilot insist on landing, the radio monitor shall ask the following questions:

- "Are you declaring an emergency?"
- "What is the nature of your emergency?"
- "How much runway do you need?"
- Followed by, "We will attempt to accommodate" and advising the pilot of any drop offs, loose debris, open trenches or other possible hazards.

The contractor shall temporarily cease construction activities and clear the runway as quickly as possible. Time permitting, he shall turn on runway lights, following up to the aircraft specific characteristics about conditions on the ground and instructions for a preferred operation such as "first 2500 feet clear", "land early", "last 3,000 feet occupied with equipment", "equipment off right shoulder". In all cases, radio monitor to conclude each radio transmission to the pilot with "**Pilot Discretion**".

The Radio Monitor must contract emergency responders and identify the pending operation and nature of emergency and document the plane's identification number (N number).

15. Inspection Requirements

The Resident Project Representative (RPR)/Inspector will be on-site full time, during all construction activities. Airport personnel will make periodic site visits to the project during construction to provide oversight and ensure the CSPP is being followed. The Engineer is responsible for ensuring the project is constructed in conformance with the contract, plans, and specifications. Should any deviations from the plans and specifications be observed, the Contractor will be required to immediately correct the deviations as instructed by the Engineer and/or Airport. Final acceptance of constructed improvements will be determined in accordance with the contract documents.

The Contractor must identify a Construction Safety Officer in its Safety Plan Compliance Document (SPCD) as well as a single point of contact for each subcontractor involved on the project. These contacts will be incorporated into Table 2, Construction Team, in order to provide a comprehensive list of project contacts. The Contractor must also outline in the SPCD its safety policy and internal inspection requirements to ensure airfield safety compliance.

During the re-opening of temporarily closed airfield pavements and facilities, Airport Personnel will have the final word on the acceptance of cleaned construction areas for aircraft operations.

Airport personnel, Engineer, and RPR/Inspector are not responsible for any escort, gate guard, placement of runway closure crosses and delineation, or other Contractor-required safety and security measures, duties, and responsibilities.

16. Underground Utilities

The design team has performed research into available records and as-built plans. All known underground utilities within the project footprint have been included / identified on the project plans and are shown to the best of their knowledge and ability.

The contractor is required to investigate the site and become familiar with existing facilities. Such investigation includes potholing as necessary to confirm horizontal and vertical locations, especially at locations of potential conflict with designed underground facilities (electrical or storm drain).

17. Penalties

Table 6 identifies various CSPP and contract violations with their associated consequences. Penalties will apply to all team members on the field; Engineer, Inspector, and Quality Assurance technicians included.

| Penalties for Noncompliance | |
|--|--|
| Table 6 | |
| Violation | Consequence |
| Exceed work days allocation for construction: Overall contract | \$1,200.00 per calendar day for first 30 days \$2,000.00 per calendar day past 30 days |
| Exceed work days allocation for construction: Individual phases | None |
| Failure to facilitate runway opening at end of shift: | N/A |
| Access gate violation: Unattended gate, vehicle depart before fully closed, unauthorized third-party access | \$2,000.00 per event |
| Badge / escort violation: employees not under direct control of escort | 1 st occurrence: \$500.00 fine & written warning 2 nd occurrence: \$1,000.00 fine & permanent removal from project |
| Category A & B airfield incursion | Construction Stand Down. All contractor (general and all sub's) activities stop immediately for the balance of the shift and the complete next shift. Time extension not granted for Stand Down. Mandatory Safety Meeting to review incident, CSPP and SPCD. Formulate plan to address issues. Revise SPCD. |
| Category A & B airfield incursion | 1 st occurrence: \$10,000.00 fine & 2-week removal from project 2 nd occurrence: \$20,000.00 fine & permanent removal from project |
| Category C & D airfield incursion | 1 st occurrence: \$2,000.00 fine & 2-week removal from project 2 nd occurrence: \$5,000.00 fine & permanent removal from project |
| Abnormal behavior deemed a risk to public safety | Permanent removal from project |
| General Safety Plan Violation | 1 st occurrence: \$500.00 fine & written warning 2 nd occurrence: \$1,000.00 fine & permanent removal from project |

Financial penalties to be deducted from periodic pay requests when and if they occur, as appropriate.

18. Special Conditions

Airport operations take precedence over all work, especially if a question of safety is involved. Special conditions such as low visibility, aircraft in distress, aircraft accident, security breach, or work being completed by others may require the rescheduling of Project Work to accomplish and preserve air safety. Full compensation for all costs involved in rescheduling and moving from one work area to another, including work stoppage caused by airport operations shall be considered as included in the contract prices paid for contract items of work and not additional compensation.

19. Runway and Taxiway Visual Aids

No anticipated modifications or disruptions to runway and taxiway visual aids.

20. Marking and Signs for Access Routes

Contractor forces to recognize and acknowledge the airport will remain open during construction.

Where access routes are on airfield pavements (runways, taxiways, aprons), Contractor to install low-profile barricades and / or delineators at periodic intervals along both sides of haul routes, from and between point of access (gate), yard, and work area. Emphasis shall be at all changes of direction where confusion regarding direction may exist. Delineators shall be installed at the start of each shift, maintained for the duration of each shift, and removed at the conclusion of each work period.

Delineators will be used as a means of traffic control, providing direction to contractor forces including material delivery vehicles, but also as an indication to pilots regarding active work areas and haul routes. At some closure locations, safety may be enhanced through the installation of two sets of closure delineators; one for aircraft that will help prevent aircraft from entering a taxiway that is closed at the other end, and one for contractor forces that will help prevent trucks and equipment from

Delineators are not required along those portions of access routes that are on airport perimeter roads outside active airport pavement areas. Contractor shall, however, install delineation at locations where these routes enter airfield pavements and their respective object free areas. Signs shall also be installed and maintained at these locations stating "Entering Active Airfield Area", providing emphasis of the change of environment.

All access route delineation shall be removed from the site at the end of each shift unless placed outside object free areas or within object free areas of temporarily closed airfield facilities.

21. Hazard Marking and Lighting

Low profile barricades will be used to keep contractor forces including material delivery trucks within designated haul routes and within specific project work areas. In addition, these barricades will keep aircraft out of work zones.

Within the SPCD, the Contractor shall identify additional means proposed to address those locations where haul / access routes cross open taxiways, including the establishment of contractor way points and radio-monitoring access / crossing guards.

22. Work Zone Lighting for Nighttime Construction

** Night work not anticipated for this project.

If night work is required, Contractor forces must install and maintain night shift area lighting for each night work period. Lights activated prior to closure shall be kept pointed down, below the horizontal plane, until after the runway is closed. During night shift operations that do not include runway closure, all work area lights shall remain pointed down below the horizontal plane for the duration of the shift. Balloon style lighting is acceptable (paving), when the runway(s) is/are closed. All work area lighting shall remain in the yard or outside the fence until after closure, then mobilized into position.

Contractor shall comply with levels of illumination identified in Table 7 for the specific type and areas of work. Levels are considered minimums. Specific task or work areas may dictate enhanced night lighting for effective construction activities or increased safety.

| Minimum Levels of Illumination | | |
|---|--------------------|--|
| Table 7 | | |
| Work Location or Type of Work | Illumination Level | Average Minimum Maintained Illuminance |
| <ul style="list-style-type: none"> • Contractor yard, General construction areas. • Contractor employee parking area. • Contractor point of access to airport (gate). • Within airport, haul route change of direction. • Haul route point of entry into specific work area. | Level 1 | 5 foot-candles |
| <ul style="list-style-type: none"> • Earthwork, grading, aggregate base. • Paving, chip seal, and slurry seal operations. • Pavement marking. • Electrical. • Drainage excavations, pipe placement, backfill. | Level 2 | 10 foot-candles |
| <ul style="list-style-type: none"> • Offices • First Aid Station | Level 3 | 30 foot-candles |

Contractor to submit a Lighting Plan as a project submittal. The document shall identify how proposed minimum levels of illumination are to be met.

23. Protection of Specific and Individual Airport Safety Areas

Airport Safety Areas are anticipated to be unaffected by construction activities.

24. Other Limitations on Construction

A. Prohibitions

- (i) No personnel shall approach the scene of any emergency unless requested to do so by Airport personnel or as immediate lifesaving requires.
- (ii) No torch-welding, open flame, material/equipment storage, or disposal of any waste material shall be authorized anywhere on the airport, except at designated locations with prior approval from Airport staff or the Engineer.

B. Restrictions

- (i) Construction inspection shall be full time anytime construction is taking place. All inspection and materials testing requirements are identified in the specifications and FAA advisory circulars.
- (ii) All contractor forces shall comply with Cal-OSHA standards regarding protective headwear, footwear, and eyewear.
- (iii) Appropriate markers acceptable to the Engineer shall be used to define the work area and hazardous condition within the “safety areas” of the “aircraft maneuvering area.”
- (iv) Trench and excavation cover requirements are included in the specifications for this project. All open trenches, excavations, and stockpiled materials shall be prominently marked and lighted during the hours of restricted visibility and darkness.
- (v) All closed and hazardous areas resulting from construction activities shall be marked and lighted as appropriate.

C. Equipment Height:

- (i) Prior to the start of construction, the Contractor shall provide a schedule that specifies the height and physical dimensions of equipment anticipated to be used in this project.
- (ii) The Engineer shall review to confirm that the equipment height identified in the schedule conforms to the equipment height characterized in the Air-Space Analysis (FAA 7460-1).

25. Third-Party Provider Obligations

In addition to general contractor forces, compliance with the requirements and obligations of the CSPP fall to all subcontractors, vendors, and service providers, collectively referred to as Third-Party Providers. Third Party Providers include, but are not necessarily limited to:

- Subcontractors
- Bulk material delivery entities (aggregate base, asphalt, concrete, pipe, pre-cast structures)
- Common carrier delivery entities (airfield electrical, signs, minor parts)
- Field mechanics
- Fuel delivery
- Equipment delivery
- Solid waste
- Sanitary service providers
- Field office housekeeping providers
- Field surveyors
- Quality Control and Quality Assurance materials testing personnel
- Union representatives and sales forces

The general contractor is responsible for and shall manage 100% of all individuals and entities that enter the secured Airport Operations Area (AOA). This is an active management task, from initiation of project through final completion.

To facilitate and support general contractor management obligations, the contractor shall have on file and shall include in the Safety Plan Compliance Document (SPCD), the letter on the following page, signed by at least two representatives of each Third-Party Provider, before each provider is allowed within the secured airport (electronic file to be provided for general contractor use). Additional, signed letters shall be forwarded to the RPR by third party providers as the need for them develops.

| | |
|---|---------------------|
| ABC General Contractor Xxx Street City, State, Zip | Date |
| Project: Taxiway Charlie Storm Drain Repair & Main Hangar Drainage Improvements Airport: Santa Maria Public Airport, Santa Maria Public Airport District Subject: Construction Safety Phasing Plan Compliance | |
| Dear Project Manager: | |
| <p>XYZ, a (subcontractor, vendor, service provider), will be working with and serving your firm on this project, to occur within the Airport Operations Area (AOA) of a commercial aviation airport. The airport will be open and active during our work. Preserving airport perimeter security and performing our tasks within the AOA in a safe manner is paramount to the overall success of the project with concurrent safe, ongoing airport operations.</p> <p>A Construction Safety Phasing Plan (CSPP) has been prepared specifically for this project. We have reviewed and understand the CSPP, and fully intend to comply with its contents and requirements. We recognize the various financial penalties associated with failure to comply and acknowledge these obligations will be assessed to the general contractor, to be passed down to our firm in the event it is determined we were partially or fully responsible for an incident, accident, incursion, or breach of security.</p> | |
| Airfield Safety: <ol style="list-style-type: none"> 1. Private vehicles shall remain outside the fence. 2. All vehicles are to have a functioning amber beacon at night and a safety flag or beacon during the day. 3. Access around and on the airport is restricted. We are not to assume a clear open path between our location and workers on the airfield. 4. We shall remain clear of all runway and taxiway object free areas unless they are closed or unless we are escorted by an individual maintaining radio contact with active aircraft. 5. The imaginary safety areas are larger than the pavements they serve and protect. Unauthorized access into a safety area is considered an incursion, subject to financial penalty. 6. We are to clean all active airfield pavements of dirt, dust, rock, or other debris after passing. 7. Aircraft have the right-of-way. The maximum vehicle speed on an airport is 15 miles per hour. | |
| National Security: <ol style="list-style-type: none"> 1. Preserving the secure airport perimeter is a matter of national security. 2. Strict adherence to protocol is required when entering and exiting the airport. 3. Access to the airport and the work site is a privilege that can be revoked at any time. 4. When entering / exiting through an automatic / electric gate, we are required to remain in proximity until the gate comes to a complete close. 5. When entering / exiting through a manual gate, we are to close and fully lock the gate behind us. 6. At any time entering / exiting the airport, we are to be prepared and capable of denying access to anyone that is not in our charge. 7. Those with pre-existing authority to enter the airport will do so on their own accord and will respect our insistence that they wait until we have completed our movement. | |
| <p>These summary requirements, along with the overall safety and security requirements of this project, as detailed in the CSPP, are understood and acknowledged.</p> | |
| _____ Manager | _____ Staff |
| _____ Cell Phone | _____ Cell Phone |

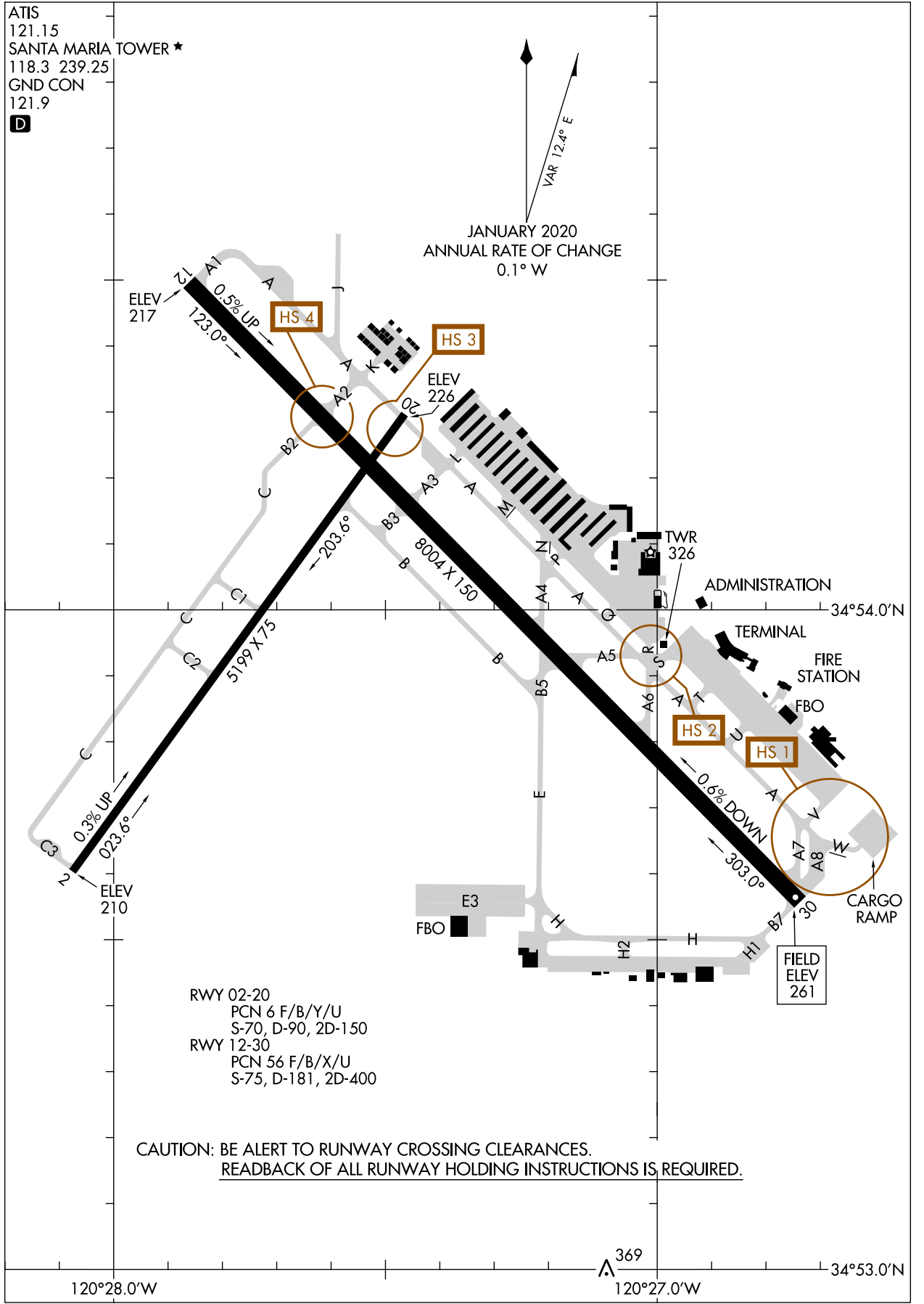
No third-party provider shall be allowed within the secured airport area without first providing the signed letter to the general contractor. The general contractor shall create and maintain a list of Third-Party Providers that are current and authorized to access the airport.

26. Appendix

The appendix includes a total of 2 Figures, depicting existing airport conditions and the various phases of construction.

Figure 1: Current Airfield
Figure 2: Project Layout Plan

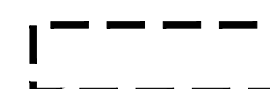

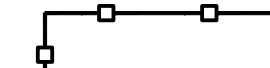
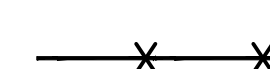

End of Text.



SW-3, 20 MAY 2021 to 17 JUN 2021

SW-3, 20 MAY 2021 to 17 JUN 2021

LEGEND:

-  AREA OF IMPROVEMENTS
-  CONTRACTOR PATH OF TRAVEL
-  CONTRACTOR YARD / STAGING AREA
-  AIRPORT PERIMETER FENCE (6' CHAIN LINK)
-  LOW-PROFILE BARRICADES; DELINEATION (PHASE DICTATES LOCATION AND ALIGNMENT)

REFERENCE NOTES:

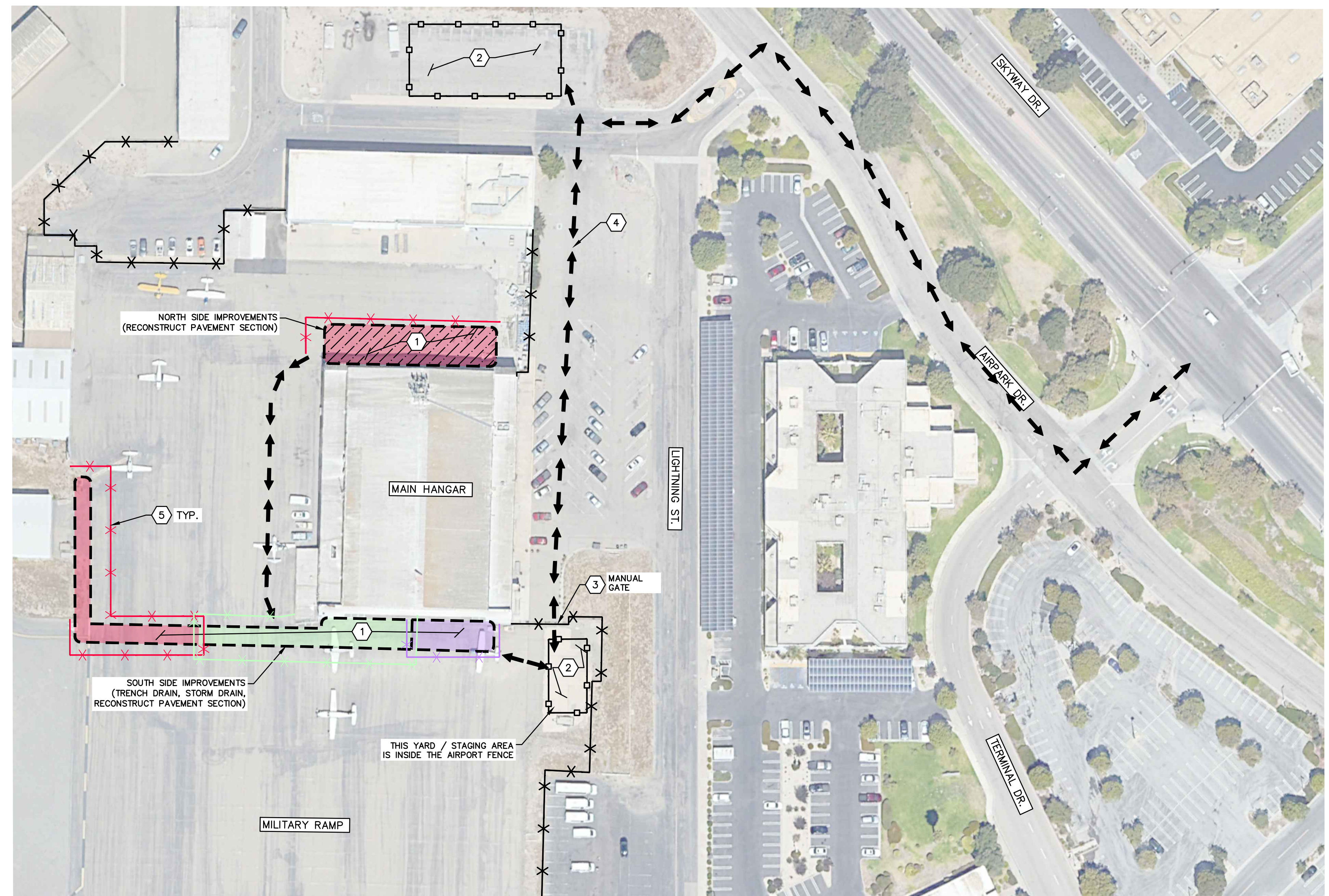
- 1 AREA OF WORK
- 2 CONTRACTOR YARD, MATERIAL, AND EQUIPMENT STORAGE
- 3 CONTRACTOR POINT OF ACCESS TO AIRPORT
- 4 CONTRACTOR PATH OF TRAVEL
- 5 LOW PROFILE DELINEATION (REFER TO DETAIL A SHEET 3)

GENERAL PHASING NOTES:

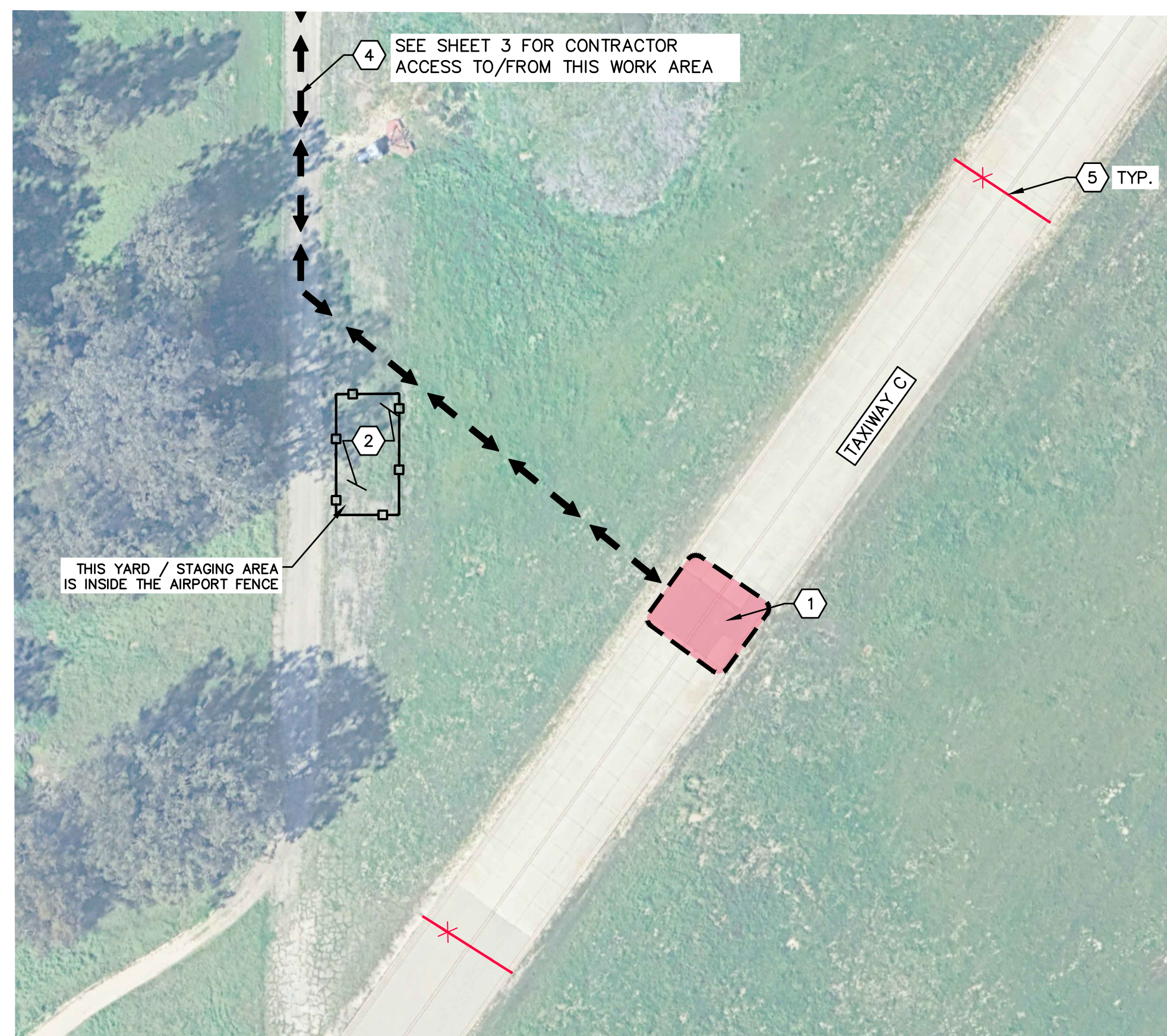
1. WORK SHALL BE ACCOMPLISHED IN A PHASED APPROACH, WORKING SEQUENTIALLY FROM PHASE 1 TO PHASE 3. THE WORK OF ONE PHASE SHALL BE COMPLETE, THE WORK AREA CLEANED, AND ALL ACCEPTED BY THE INSPECTOR BEFORE PROCEEDING TO THE NEXT PHASE.
2. CONTRACTOR YARD INSIDE THE AIRPORT PERIMETER FENCE CAN BE USED FOR MATERIAL AND EQUIPMENT ONLY. NO PERSONAL VEHICLES ALLOWED.
3. LOW PROFILE BARRICADES AND CONES SHALL BE PLACED AT LOCATIONS SHOWN ON THESE PHASING PLANS. LOW PROFILE BARRICADES SHALL BE INSTALLED AT THE BEGINNING OF THE PHASE, REMAIN IN-PLACE FOR THE DURATION OF THE PHASE (24 HOURS, 7 DAYS A WEEK) AND REMOVED WHEN THE PHASE IS COMPLETE AND ACCEPTED BY THE INSPECTOR.

WORK HOURS AND CONTRACT TIME:

1. THE CONTRACT TIME AVAILABLE FOR THIS PROJECT IS 55 WORKING DAYS.
2. CONTRACTOR TO SCHEDULE THE PHASING TO ACCOMPLISH THE WORK WITHIN THE ALLOWABLE TIME. THE ONLY TIME RESTRICTION ON A PARTICULAR PHASE IS PHASE 1B, WHERE THE CONTRACTOR HAS 5 CALENDAR DAYS TO COMPLETE THE WORK.
3. ALL WORK SHALL BE ACCOMPLISHED DURING THE DAY. THE ALLOWABLE WORKING HOURS ARE 6:00 AM TO 8:00 PM.
4. WORK IS TO BE ACCOMPLISHED DURING THE WEEK DAYS, MONDAY THROUGH FRIDAY.





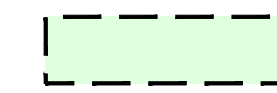

MAIN HANGAR DRAINAGE WORK AREA

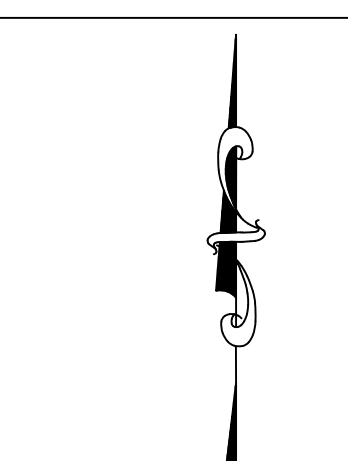


TAXIWAY CHARLIE WORK AREA

PROJECT PHASING SUMMARY

| PHASE | AREA OF WORK | PHASE TIME RESTRICTION | DESCRIPTION OF WORK |
|-------|---|------------------------|---|
| 1A | WESTERLY HALF OF MILITARY RAMP, AND INFIELD ADJACENT TO RAMP. | NONE | REMOVE AND RECONSTRUCT PAVEMENT SECTION, INSTALLATION OF STORM DRAIN PIPE AND STRUCTURES, CONNECT NEW STORM DRAIN INTO EXISTING CATCH BASIN. |
| | TAXIWAY CHARLIE | | REPAIR EXISTING 42" RCP STORM DRAIN. CUT-BACK EXISTING EXCAVATION TRENCH, TRENCH BACKFILL AND COMPACTION, AND CONSTRUCTION OF AGGREGATE BASE AND ASPHALT SECTION. |
| 1B | NORTH SIDE OF MAIN HANGAR REPAIR AREA. | 5 CALENDAR DAYS | REMOVE AND RECONSTRUCT PAVEMENT SECTION. |
| 2 | CONTINUATION FROM PHASE 1A ON THE MILITARY RAMP, WORKING EAST, AND ENDING AT THE MIDDLE OF THE MAIN HANGAR DOOR ON THE SOUTH SIDE OF THE MAIN HANGAR. | NONE | REMOVE AND RECONSTRUCT PAVEMENT SECTION, INSTALLATION OF STORM DRAIN PIPE AND STRUCTURES, AND INSTALLATION OF TRENCH DRAIN. |
| 3 | CONTINUATION FROM PHASE 2, WORKING FROM THE MIDDLE OF THE MAIN HANGAR DOOR TO THE END OF THE WORK LIMITS ON THE SOUTH SIDE OF THE MAIN HANGAR. | NONE | REMOVE AND RECONSTRUCT PAVEMENT SECTION, INSTALLATION OF STORM DRAIN PIPE AND STRUCTURES, AND INSTALLATION OF TRENCH DRAIN. |

-  1A
-  1B
-  2
-  3



UNDERGROUND SERVICE ALERT



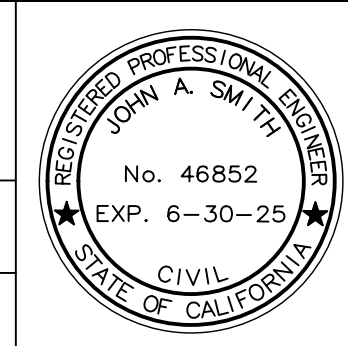
DIAL 811
TWO WORKING DAYS
BEFORE YOU DIG

PROJECT LAYOUT PLAN
WORK AREAS AND PHASING

| REV. | DESCRIPTION | DATE | APP. |
|------|-------------|------|------|
| | | | |
| | | | |
| | | | |



SANTA MARIA AIRPORT
SD REPAIR & HANGAR DRAINAGE



| |
|----------------|
| DESIGN JTH |
| DRAWN JTH |
| CHECKED JTH |
| SCALE 1"=60' |
| DWG. NO. 24-11 |
| DATE 8-24-2024 |
| SHEET 2 OF 9 |

PL01 DATE: 8/10/2024