SAN ANTONIO INTERNATIONAL AIRPORT

SAN ANTONIO, TEXAS

PERIMETER ROAD IMPROVEMENTS

RS&H PROJECT NUMBER
CITY PROJECT

VICINITY MAP

DRAWINGS PREPARED BY:

RS&H, Inc.
13750 SAN PEDRO, SUITE 300
SAN ANTONIO, TEXAS 78232
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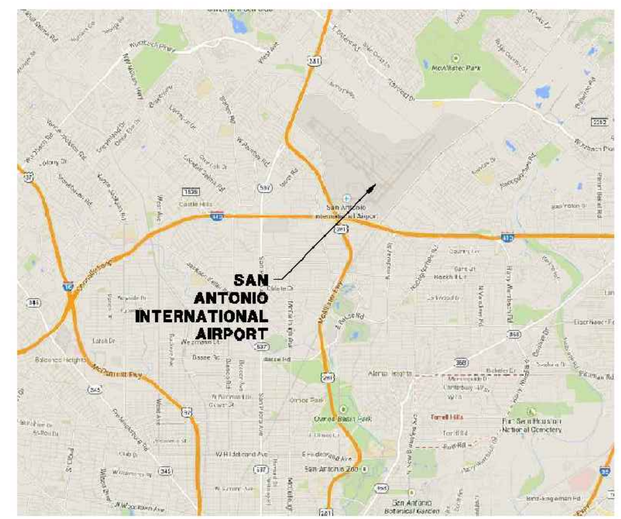
REGISTERED FIRM NO. F-3401

IN ASSOCIATION WITH:

ATKINS
Nashville, Tennessee



LOCATION MAP

CIVIL **ELECTRICAL** **DRAINAGE**

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INTERNATIONAL AIRPORT
SAN ANTONIO, TEXAS

PERIMETER ROAD IMPROVEMENTS

CONSULTANTS

ATKINS
15900 La Cantera Parkway, Suite 26200
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STATE OF TEXAS
STEVEN D. TEMPLER
68656
PROFESSIONAL ENGINEER

$DATE$

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: 04-28-16
REVIEWED BY:
DRAWN BY:
DESIGNED BY:

AEP PROJECT NUMBER
000-0000-000

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SHEET TITLE

TITLE SHEET

SHEET NUMBER

C000

100% BID SET

INDEX OF DRAWINGS

DRAWING NUMBER	SHEET TITLE
GENERAL	
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SUMMARY OF QUANTITIES

ITEM NO.	S.P. NO	ITEM DESCRIPTION	APPROX. QT	UNIT
BASE BID (STA. 7+45 - STA. 20+50)				
1	100.1	Mobilization	1.0	LS
2	100.2	Insurance and Bonds	1.0	LS
3	P-100-2.1	Contractor Quality Control	1.0	LS
4	P-107-4.2	Asphaltic Concrete Pavement Removal Full Depth	3,700.0	SY
5	P-152-4.1	Unclassified Excavation	1,000.0	CY
6	P-156-5.1	Erosion and Sedimentation Control	1.0	LS
7	P-156-5.2	Erosion Control Logs	250.0	L.F.
8	P-156-5.4	Construction Entrance/Exit	300.0	S.Y.
9	P-209-5.1	Crushed Aggregate Base Course	360.0	CY
10	P-403-8.1a	Bituminous Surface Course	20.0	TON
11	P-403-8.1b	Bituminous Binder Course	200.0	TON
12		Type A Grade 1 - Grade 2 Flexible Base	1,260.0	TON
13	P-501-8.1	Portland Cement Concrete 8"	3,500.0	SY
14	F-162-5.1	Temporary Fence 6' Chain Link Fence	40.0	L.F.
15	D-701-5.1	Corrugated Metal Pipe 18" Diameter, Including Backfill	180.0	LF
16	D-701-5.3	Reinforced Concrete Pipe 30" Diameter, Class IV, Including Backfill	300.0	LF
17	D-751-5.1	Safety End Treatment, Type II, 18" Diameter	4.0	EA
18	D-751-5.2	Safety End Treatment, Type II, 30" Diameter	6.0	EA
19	T-901-5.1	Hydro-Mulch Seeding	1.0	AC
20	T-905-5.1	Topsoiling	1,000.0	CY
		ESTIMATED BASE BID TOTAL		
ADD ALTERNATE (STA. 20+50 - STA. 25+37)				
1	100.1	Mobilization	1.0	LS
2	100.2	Insurance and Bonds	1.0	LS
3	P-100-2.1	Contractor Quality Control	1.0	LS
4	P-107-4.2	Asphaltic Concrete Pavement Removal Full Depth	1,420.0	SY
5	P-152-4.1	Unclassified Excavation	500.0	CY
6	P-156-5.1	Erosion and Sedimentation Control	1.0	LS
7	P-156-5.2	Erosion Control Logs	110.0	L.F.
8		Type A Grade 1 - Grade 2 Flexible Base	490.0	TON
9	P-501-8.1	Portland Cement Concrete 8"	1,520.0	SY
10	F-162-5.1	Temporary Fence 6' Chain Link Fence	20.0	L.F.
11	D-701-5.2	Corrugated Metal Pipe 30" Diameter, Including Backfill	180.0	LF
12	D-751-5.2	Safety End Treatment, Type II, 30" Diameter	4.0	EA
13	T-901-5.1	Hydro-Mulch Seeding	1.0	AC
14	T-905-5.1	Topsoiling	500.0	CY
		ESTIMATED ADD ALTERNATE TOTAL		

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SHEET TITLE
INDEX OF DRAWINGS AND SUMMARY OF QUANTITIES

SHEET NUMBER
C001

100% BID SET

CONTRACTOR'S SAFETY AND SECURITY REQUIREMENTS

SAFETY

1. GENERAL INTENT. THE CONTRACTOR SHALL CONFORM WITH ALL FEDERAL, STATE, AND LOCAL SAFETY REGULATIONS AND GUIDELINES AS SET FORTH IN FEDERAL AVIATION ADMINISTRATION (FAA) AC NO. 150/5370-2 SERIES, ALONG WITH THESE PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL DESIGNATE TO THE RPR, AIRPORT CONSTRUCTION MANAGER AND AIRPORT OPERATIONS, IN WRITING, THE NAME OF HIS "CONTRACTOR SAFETY/SECURITY OFFICER (CSSO)." THE CSSO SHALL REPRESENT THE CONTRACTOR ON SAFETY REQUIREMENTS FOR THE CONTRACT. THE CONTRACTOR OR CSSO SHALL THOROUGHLY ACQUAINT ALL SUPERVISORS AND EMPLOYEES WORKING AT THE AIRPORT ON THE IMPORTANCE OF FOLLOWING ESTABLISHED SAFETY AND SECURITY PROCEDURES THAT ARE INHERENT TO THIS ACTIVE AIR CARRIER AIRPORT. ADDITIONALLY, THE CONTRACTOR SHALL CONDUCT THE CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES ON SAFETY AS SPECIFIED IN PARAGRAPH NUMBER 9 BELOW.

2. CONTRACTOR VEHICLES. ALL CONTRACTOR AND SUBCONTRACTOR VEHICLES THAT ARE AUTHORIZED TO OPERATE ON THE PROJECT SHALL BE REQUIRED TO HAVE THEIR COMPANY LOGO OR NAME (12" MIN. LOGO/6" MIN LETTERS) ON BOTH SIDES OF THE VEHICLE AND A FLASHING AMBER LIGHT OR A 3' X 3' ORANGE AND WHITE CHECKERBOARD FLAG, EACH CHECKERBOARD COLOR BEING 1-FOOT SQUARE. ALL VEHICLES SHALL HAVE AIRPORT-ISSUED VEHICLE IDENTIFICATION PRIOR TO ENTERING THE AIR OPERATIONS AREA. ANY VEHICLE OPERATOR THAT DOES NOT HAVE AN AIRPORT BADGE THAT INDICATES THE VEHICLE OPERATOR IS AN "AUTHORIZED AIRPORT DRIVER" SHALL, AT ALL TIMES, STAY WITHIN THE CLOSED AIR OPERATIONS AREA (AOA) PROJECT LIMITS FOR EACH CONSTRUCTION PHASE OR BE ESCORTED UNDER THE CONTROL OF A RADIO EQUIPPED CONTRACTOR VEHICLE OR A RADIO EQUIPPED SUB-CONTRACTOR VEHICLE WHILE IN THE (AOA). ANY VEHICLE OPERATING ON THE PROJECT DURING THE HOURS OF DARKNESS SHALL UTILIZE ITS FLASHING AMBER LIGHT, MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES. 1) CONSTRUCTION EQUIPMENT AND VEHICLES SHALL NOT EXCEED 15 MPH ON THE HAUL ROUTES, RAMPS, TENANT CROSSINGS, ARFF CROSSING WITHIN THE AOA WITH CAUTIONS AND CANNOT EXCEED 25 MPH ON THE PERIMETER ROAD. THE DRIVERS HAVE TO REDUCE THE SPEED TO 15 MPH OR LESS BEFORE REACHING TO THE CURVE AND/OR THE TURN TO PREVENT ANY VEHICLE ACCIDENT. CONSTRUCTION EQUIPMENT AND VEHICLES WITHIN THE LIMITS OF CONSTRUCTION SHALL NOT EXCEED 10 MPH AT ALL TIMES. THIS INCLUDES THE CONSTRUCTION EQUIPMENT AND VEHICLES USING THE TEMPORARY PERIMETER ROAD DURING CONSTRUCTION.

   ALL NON-RADIO EQUIPPED CONTRACTOR VEHICLES THAT ARE REQUIRED TO OPERATE ON OR ACROSS ACTIVE RUNWAYS, TAXIWAYS, OR APRONS SHALL DO SO UNDER THE DIRECT CONTROL OF A RADIO EQUIPPED ESCORT VEHICLE OPERATED BY BADGED PERSONNEL ONLY. ESCORT VEHICLES SHALL BE MARKED AND LIGHTED AS DESCRIBED ABOVE. VEHICLES OPERATING ON AN ACTIVE RUNWAY OR TAXIWAY, OR WITHIN 125 FEET OF A RUNWAY CENTERLINE, SHALL BE EQUIPPED WITH AN APPROVED CONTRACTOR PROVIDED AVIATION BAND RADIO. RADIO EQUIPPED VEHICLES OPERATING ON ACTIVE RUNWAYS OR TAXIWAYS SHALL CONTINUOUSLY MONITOR GROUND CONTROL FREQUENCY 121.9 OR 348.6 MHZ. ALL AIRCRAFT TRAFFIC ON RUNWAYS, TAXIWAYS AND APRONS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC. AT NO TIME WILL WORKERS BE PERMITTED TO WALK ACROSS OPERATIONS AREAS ON THE AIRPORT.

3. COORDINATION OF WORK AREA CLOSURES. NO RUNWAY, TAXIWAY, APRON OR AIRPORT ROADWAY SHALL BE CLOSED WITHOUT WRITTEN APPROVAL OF AIRPORT OPERATIONS. TO ENABLE NECESSARY "NOTICES TO AIRMEN" (NOTAM) OR ADVISORIES TO AIRPORT SERVICES OR TENANTS, A MINIMUM OF 48 HOURS WRITTEN NOTICE REQUESTING CLOSING SHALL BE DIRECTED TO AIRPORT OPERATIONS, WHO WILL COORDINATE THE REQUEST.

   ANY CONSTRUCTION ACTIVITY WITHIN A TAXIWAY OBJECT FREE AREA, OR OPEN EXCAVATIONS IN EXCESS OF THREE INCHES DEEP WITHIN THE ABOVE AREAS, WILL REQUIRE CLOSURE OF THE AFFECTED TAXIWAY, UNLESS OTHERWISE APPROVED IN WRITING BY AIRPORT OPERATIONS.

4. COORDINATION OF WELDING AND TORCH CUTTING. OPEN FLAME WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED IN THIS PROJECT.

5. STOCKPILED MATERIALS. STOCKPILED MATERIAL WITHIN THE AOA SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT JET BLAST, PROPELLERS OR WIND CONDITIONS IN EXCESS OF TEN KNOTS. STOCKPILE HEIGHT SHALL BE LESS THAN 15 FEET AND BE LOCATED IN AN AIRPORT APPROVED LOCATION.

6. OPEN TRENCHES. OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL LOCATED IN THE AOA SHALL BE PROMINENTLY MARKED WITH BARRICADES, FLAGS AND LIGHTED BY APPROVED RED LIGHTS UNITS (ACCEPTABLE TO THE OWNER) DURING HOURS OF RESTRICTED VISIBILITY AND DARKNESS.

7. FOREIGN OBJECT DEBRIS (FOD). DEBRIS, WASTE AND LOOSE MATERIAL CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEARS, PROPELLERS OR BEING INGESTED IN JET ENGINES SHALL BE PROPERLY CONTROLLED AND PICKED UP AT ALL TIMES. IF THESE MATERIALS ARE OBSERVED, THE CONTRACTOR SHALL REMOVE THEM IMMEDIATELY. THE CONTRACTOR SHALL PROVIDE WET/DRY VACUUM SWEEPERS CAPABLE OF MAINTAINING ALL HAUL ROUTES, APRONS, TAXIWAYS AND WORK AREAS FREE OF DEBRIS AND FOD AT ALL TIMES. THE AREAS SHALL BE KEPT CLEAN AND FREE TAXIWAYS OF DEBRIS AND FOD TO THE SATISFACTION OF THE AIRPORT AND TO THE RPR. DUST AND DEBRIS CONTROL IS SUBSIDIARY TO THE WORK AND IS NOT MEASURED FOR SEPARATE PAYMENT.

8. INSPECTION OF WORK AREAS. PRIOR TO OPENING ANY WORK AREA FOR AIRCRAFT OPERATIONS, THE CONSTRUCTION MANAGER WILL ARRANGE FOR INSPECTION BY THE RPR AND AIRPORT OPERATIONS. THE WORK AREAS INCLUDE BUT ARE NOT LIMITED TO THE CONSTRUCTION AREA AND ANY AREA THAT HAS BEEN CLOSED FOR WORK OR THAT HAS BEEN USED FOR A CROSSING POINT OR HAUL ROUTE BY THE CONTRACTOR. THESE AREAS MUST COMPLY WITH THE SAFETY REQUIREMENTS DEFINED FEDERAL AVIATION REGULATIONS (FAR) PART 139, AND INTERPRETED BY THE DESIGNATED OPERATION'S INSPECTOR, BEFORE PERMISSION WILL BE GRANTED FOR THE CONTRACTOR'S WORK CREW TO DEPART THE AREA.

9. FAA ADVISORY CIRCULARS. THE CONTRACTOR IS DIRECTED TO COMPLY WITH AND ACQUAINT HIS/HER EMPLOYEES WITH THE FOLLOWING SAFETY GUIDELINES, RELATED MATERIALS AND FAA ADVISORY CIRCULARS:

150/5200-18, LATEST EDITION	"AIRPORT SAFETY-SELF INSPECTION"
150/5210-5, LATEST EDITION	"PAINTING, MARKING OR LIGHTING OF VEHICLES USED ON AN AIRPORT"
150/5370-2, LATEST EDITION	"OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION"

   COPIES OF THESE DOCUMENTS ARE AVAILABLE AT THE FOLLOWING WEBSITE:

   WWW.FAA.GOV/AIRPORTS_AIRTRAFFIC/AIRPORTS/RESOURCES/ADVISORY_CIRCULARS

   CONTRACTOR RESPONSIBLE FOR STAYING UP-TO-DATE WITH ANY UPDATES OR REVISIONS TO THE ADVISORY CIRCULARS LISTED ABOVE.

10. AIRFIELD LIGHTING AND SIGNS. WORK CLOSING RUNWAYS OR TAXIWAYS WILL REQUIRE THE CONTRACTOR TO COVER THE APPROPRIATE SIGN PANELS WITH GEOTEXTILE FABRIC OR EQUAL PRODUCT AND SECURED WITH RATCHET STRAPS TO BLOCK THE SIGN FROM VIEW. NO TAPE WILL BE PERMITTED. COVER THE APPROPRIATE AIRFIELD LIGHTING WITH ALUMINUM FOIL TO SHOW THAT THEY ARE NOT AVAILABLE FOR USE. AIRPORT PERSONNEL WILL ASSIST AND SHOW THE CONTRACTOR WHICH SIGNS AND AIRFIELD LIGHTING ARE AFFECTED.

SECURITY

1. GENERAL INTENT: IT IS INTENDED THAT THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE AIRPORT SECURITY PLAN AND WITH THE SECURITY REQUIREMENTS SPECIFIED HEREIN BY AIRPORT OPERATIONS. THE CONTRACTOR SHALL DESIGNATE TO THE RPR AND AIRPORT OPERATIONS, IN WRITING, THE NAME OF HIS "CONTRACTOR SAFETY/SECURITY OFFICER (CSSO)." THE CSSO SHALL REPRESENT THE CONTRACTOR ON THE SECURITY REQUIREMENTS FOR THE CONTRACT.

2. CONTRACTOR PERSONNEL SECURITY ORIENTATION: THE CSSO SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR AND SUB-CONTRACTOR PERSONNEL ON SECURITY REQUIREMENTS. ALL NEW CONTRACTOR EMPLOYEES SHALL BE BRIEFED ON SECURITY REQUIREMENTS PRIOR TO WORKING IN THE CONSTRUCTION AREA.

3. ACCESS TO THE SITE: CONTRACTOR'S ACCESS TO THE SITE SHALL BE AS SHOWN ON THE PLANS. NO OTHER ACCESS POINTS SHALL BE ALLOWED UNLESS APPROVED BY AIRPORT OPERATIONS. ALL CONTRACTOR TRAFFIC AUTHORIZED TO ENTER THE SITE SHALL BE EXPERIENCED IN THE ROUTE OR GUIDED BY EXPERIENCED CONTRACTOR PERSONNEL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL TO AND FROM THE VARIOUS CONSTRUCTION AREAS ON THE SITE, AND FOR OPERATION AND SECURITY OF THE ACCESS GATE TO THE SITE. A CONTRACTOR'S FLAGMAN OR TRAFFIC CONTROL PERSON SHALL MONITOR AND COORDINATE ALL CONTRACTOR TRAFFIC AT ANY AOA ACCESS GATE WITH SECURITY. THE CONTRACTOR SHALL NOT PERMIT ANY UNAUTHORIZED CONSTRUCTION PERSONNEL OR TRAFFIC ON THE SITE. ACCESS GATES TO THE AOA SHALL BE LOCKED AND SECURED AT ALL TIMES WHEN NOT ATTENDED BY THE CONTRACTOR. IF THE CONTRACTOR CHOOSES TO LEAVE ANY ACCESS GATE OPEN, IT SHALL BE ATTENDED BY CONTRACTOR PERSONNEL WHO ARE FAMILIAR WITH THE REQUIREMENTS OF THE AIRPORT OPERATIONS SECURITY PROGRAM. THE CONTRACTOR IS RESPONSIBLE FOR THE IMMEDIATE CLEANUP OF ANY DEBRIS DEPOSITED ALONG THE ACCESS ROUTE AS A RESULT OF HIS CONSTRUCTION TRAFFIC. DIRECTIONAL SIGNAGE FROM THE ACCESS GATE ALONG THE DELIVERY ROUTE TO THE STORAGE AREA, PLANT SITE OR WORK SITE SHALL BE AS DIRECTED BY AIRPORT OPERATIONS.

4. MATERIALS DELIVERY TO THE SITE: ALL CONTRACTOR'S MATERIAL ORDERS FOR DELIVERY TO THE WORK SITE WILL USE A DELIVERY ADDRESS, THE STREET NAME ASSIGNED TO THE ACCESS POINT AT THE CONTRACTOR'S STAGING SITE AT THE AIRPORT. THE NAME "SAN ANTONIO INTERNATIONAL AIRPORT" SHALL NOT BE USED IN THE DELIVERY ADDRESS AT ANY TIME. THIS WILL PRECLUDE DELIVERY TRUCKS FROM ENTERING INTO THE TERMINAL COMPLEX, OR TAKING SHORT CUTS THROUGH THE PERIMETER GATES AND ENTERING INTO AIRCRAFT OPERATIONS AREAS INAPPROPRIATELY.

5. CONSTRUCTION AREA LIMITS: THE LIMITS OF CONSTRUCTION, MATERIAL STORAGE AREAS, PLANT SITE, EQUIPMENT STORAGE AREA, PARKING AREA AND OTHER AREAS DEFINED AS REQUIRED FOR THE CONTRACTOR'S EXCLUSIVE USE DURING CONSTRUCTION SHALL BE MARKED BY THE CONTRACTOR. THE CONTRACTOR SHALL ERECT AND MAINTAIN AROUND THE PERIMETER OF THESE AREAS SUITABLE FENCING, MARKING AND/ OR WARNING DEVICES VISIBLE FOR DAY/NIGHT USE AT THE LOCATIONS SHOWN IN THE PLANS. TEMPORARY BARRICADES, FLAGGING AND FLASHING WARNING LIGHTS WILL BE REQUIRED AT CRITICAL ACCESS POINTS. TYPE OF MARKING AND WARNING DEVICES SHALL BE APPROVED BY AIRPORT OPERATIONS.

6. SECURITY IDENTIFICATION: ALL EMPLOYEES, AGENTS, VENDORS, INVITEES, ETC. OF THE CONTRACTOR OR SUBCONTRACTORS REQUIRING ACCESS TO THE AOA SHALL BE IN ACCORDANCE WITH THE AIRPORT SECURITY PROGRAM.

7. DRIVER TRAINING: ANY CONTRACTOR EMPLOYEE THAT WILL BE OPERATING A VEHICLE OR EQUIPMENT ON THE AIRFIELD WILL BE REQUIRED TO ATTEND AN AIRFIELD DRIVER TRAINING COURSE OFFERED BY AIRPORT OPERATIONS.

8. VEHICLE PARKING: CONTRACTOR EMPLOYEE VEHICLES SHALL BE RESTRICTED TO THE CONTRACTOR'S EMPLOYEE PARKING AREA IDENTIFIED ON THE PLANS AND ARE NOT ALLOWED OUTSIDE THE DESIGNATED AREA AT ANY TIME. CONTRACTOR TO PERFORM AT NO ADDITIONAL COST TO THE CITY LIMITED PHASE II ENVIRONMENTAL SITE ASSESSMENT TESTING BEFORE USE OF AIRPORT PROPERTY. NO MAINTENANCE ON EQUIPMENT IS PERMITTED ON AIRPORT PROPERTY.

9. FINES: PAYMENT OF ALL FINES ASSESSED TO SAN ANTONIO INTERNATIONAL AIRPORT DUE TO VIOLATIONS BY THE CONTRACTOR OF FEDERAL AVIATION ADMINISTRATION (FAA) SECURITY OR SAFETY REQUIREMENTS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

CONTACT INFORMATION:

EMERGENCIES: 210-207-3433

GENERAL SAFETY AND SECURITY NOTES

1. SAFETY IS PARAMOUNT. IF ANY OF THE CONTRACTOR'S PERSONNEL OR A MEMBER OF THE AIRPORT STAFF SEES AN UNSAFE SITUATION ON THE PROJECT, THEY ARE OBLIGATED TO STOP THE WORK, RESTORE A SAFE CONDITION AND NOTIFY A SUPERVISOR OF THE PROBLEM. AT THAT POINT THE RPR, AIRPORT REPRESENTATIVE AND THE CONTRACTOR WILL MEET, RESOLVE THE SITUATION AND CONTINUE THE EFFORT.

2. COMMUNICATIONS. PROPER COMMUNICATIONS IS ESSENTIAL TO THE SUCCESS OF THE PROJECT. ALL COMMUNICATIONS WILL BE HANDLED IN THE FOLLOWING MANNER. A REQUEST FROM A SUBCONTRACTOR WILL BE GIVEN TO THE CONTRACTOR. HE WILL EVALUATE IT AND DETERMINE IF THE OWNER NEEDS TO BE RESPONSIVE. IF SO HE WILL GIVE IT TO THE RPR WHO WILL GIVE IT TO AIRPORT OPERATIONS, WHO WILL DISSEMINATE IT TO THE APPROPRIATE AIRPORT DIVISION FOR A RESPONSE. THE RETURN INFORMATION WILL FOLLOW DOWN THE SYSTEM TO THE CONTRACTOR FOR HIS ACTION. EXCEPTION: IN CASE OF AN EMERGENCY, DIRECT COMMUNICATION IS AUTHORIZED TO QUICKLY RESOLVE THE SITUATION. ONCE STABILIZED, THE CONSTRUCTION TEAM (CONTRACTOR AND OWNER) WILL BE NOTIFIED OF THE SITUATION AND WHAT ACTIONS HAVE BEEN TAKEN.

3. CHANGES. ONLY ENGINEER APPROVAL IS AUTHORIZED TO MAKE CHANGES IN THE CONTRACT THAT WILL AFFECT THE CONTRACT AMOUNT AND THOSE REQUESTS MUST BE DONE THROUGH THE CHANGE ORDER SYSTEM.

4. CONSTRUCTION SAFETY PHASING PLAN COMPLIANCE. THE CONTRACTOR SHALL PROVIDE A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) THAT OUTLINES HOW THE CONTRACTOR WILL COMPLY WITH THE REQUIREMENTS OF THE CONSTRUCTION SAFETY PHASING PLAN (CSPP). THIS REQUIREMENT IS DETAILED IN THE PROJECT SPECIFICATIONS SECTION P-102, SAFETY AND SECURITY.

SAFETY PLAN COMPLIANCE DOCUMENT (SPCD)

THE SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) SHOULD INCLUDE A GENERAL STATEMENT BY THE CONSTRUCTION CONTRACTOR THAT HE/SHE HAS READ AND WILL ABIDE BY THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP). IN ADDITION, THE SPCD MUST INCLUDE ALL SUPPLEMENTAL INFORMATION THAT COULD NOT BE INCLUDED IN THE CSPP PRIOR TO THE CONTRACT AWARD. THE CONTRACTOR STATEMENT SHOULD INCLUDE THE NAME OF THE CONTRACTOR, THE TITLE OF THE PROJECT OF CSPP. THE APPROVAL DATE OF CSPP, AND A REFERENCE TO ANY SUPPLEMENTAL INFORMATION (THAT IS "I, NAME OF THE CONTRACTOR, HAVE READ THE TITLE OF PROJECT CSPP, APPROVED ON DATE, AND WILL ABIDE BY IT AS WRITTEN AND WITH THE FOLLOWING ADDITIONAL AS NOTED:"). THE SUPPLEMENTAL INFORMATION IN THE SPCD SHOULD BE WRITTEN TO MATCH THE FORMAT OF THE CSPP INDICATING EACH SUBJECT BY CORRESPONDING CSPP SUBJECT NUMBER AND TITLE. IF NO SUPPLEMENTAL INFORMATION IS NECESSARY FOR ANY SPECIFIC SUBJECT, THE STATEMENT, "NO SUPPLEMENTAL INFORMATION", SHOULD BE WRITTEN AFTER THE CORRESPONDING SUBJECT TITLE. THE SPCD SHOULD NOT DUPLICATE INFORMATION IN THE CSPP:

COORDINATION: DISCUSS DETAILS OF PROPOSED SAFETY MEETING WITH THE AIRPORT OPERATOR AND WITH CONTRACTOR EMPLOYEES AND SUBCONTRACTORS.

1. PHASING: DISCUSS PROPOSED CONSTRUCTION SCHEDULE ELEMENTS, INCLUDING:
   A. DURATION OF EACH PHASE.
   B. DAILY START AND FINISH CONSTRUCTION, INCLUDING "NIGHT ONLY" CONSTRUCTION.
   C. DURATION OF CONSTRUCTION ACTIVITIES DURING:
      I. NORMAL RUNWAY OPERATIONS.
      II. CLOSED RUNWAY OPERATION.
      III. MODIFIED RUNWAY "AIRCRAFT REFERENCE CODE" USAGE.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY: THESE AREAS AND OPERATIONS SHOULD BE IDENTIFIED IN THE CSPP AND SHOULD NOT REQUIRE AN ENTRY IN THE SPCD.

4. CONTRACTOR ACCESS:
   PROVIDE THE FOLLOWING:
   A. DETAILS ON HOW THE CONTRACTOR WILL MAINTAIN THE INTEGRITY OF THE AIRPORT SECURITY FENCE (GATE GUARDS, DAILY LOG OF CONSTRUCTION PERSONNEL, AND OTHER).
   B. LISTING OF INDIVIDUALS REQUIRING DRIVING TRAINING (FOR CERTIFICATED AIRPORTS AND AS REQUESTED).
   C. RADIO COMMUNICATIONS.
      I. TYPES OF RADIOS AND BACKUP CAPABILITIES.
      II. WHO WILL BE MONITORING RADIOS.
      III. WHOM TO CONTACT IF THE ATCT CANNOT REACH THE CONTRACTOR'S DESIGNATED PERSON BY RADIO.
   D. DETAILS ON HOW THE CONTRACTOR WILL ESCORT MATERIAL DELIVERY VEHICLES.

5. WILDLIFE MANAGEMENT: DISCUSS THE FOLLOWING:
   A. METHODS AND PROCEDURES TO PREVENT WILDLIFE ATTRACTION.
   B. WILDLIFE REPORTING PROCEDURES.

6. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT: DISCUSS EQUIPMENT AND METHODS FOR CONTROL OF FOD, INCLUDING CONSTRUCTION DEBRIS AND DUST.

7. HAZARDOUS MATERIAL (HAZMAT) MANAGEMENT: DISCUSS EQUIPMENT AND METHODS FOR RESPONDING TO HAZARDOUS SPILLS.

8. NOTIFICATION OF CONSTRUCTION ACTIVITIES:
   PROVIDE THE FOLLOWING:
   A. CONTRACTOR POINTS OF CONTACT.
   B. CONTRACTOR EMERGENCY CONTACT.
   C. LIST OF TALL OR OTHER REQUIRED EQUIPMENT FOR USE ON THE AIRPORT AND THE TIMEFRAME FOR SUBMITTING FAA FORM 7460-1 FORMS NOT PREVIOUS SUBMITTED BY THE AIRPORT OPERATOR OR THE DESIGN CONSULTANT.
   D. BATCH PLANT DETAILS, INCLUDING FAA FORM 7460-1 SUBMITTAL.

9. INSPECTION REQUIREMENTS: DISCUSS DAILY (OR MORE FREQUENT) INSPECTIONS AND SPECIAL INSPECTION PROCEDURES.

10. UNDERGROUND UTILITIES: DISCUSS PROPOSED METHODS OF IDENTIFYING AND PROTECTING UNDERGROUND UTILITIES.

11. PENALTIES: PENALTIES SHOULD BE IDENTIFIED IN THE CSPP AND SHOULD NOT REQUIRED AN ENTRY IN THE SPCD.

12. SPECIAL CONDITIONS: DISCUSS PROPOSED ACTIONS FOR EACH SPECIAL CONDITION IDENTIFIED IN THE CSPP.

13. RUNWAY AND TAXIWAY VISUAL AIDS, INCLUDING MARKING, LIGHTING , SIGNS AND VISUAL NAVAIDS: DISCUSS PROPOSED VISUAL AIDS INCLUDING THE FOLLOWING:
   A. EQUIPMENT AND METHODS FOR COVERING SIGNAGE AND AIRFIELD LIGHTS.
   B. EQUIPMENT AND METHODS FOR TEMPORARY CLOSURE MARKINGS (PAINT, FABRIC OR OTHER).
   C. TYPE OF TEMPORARY VISUAL GUIDANCE SLOPE INDICATION (VGSI).

14. MARKING AND SIGNS FOR ACCESS ROUTES. DISCUSS PROPOSED METHODS OF DEMARCATING ACCESS ROUTES FOR VEHICLE DRIVERS.

15. HAZARD MARKING AND LIGHTING: DISCUSS PROPOSED EQUIPMENT AND METHODS FOR IDENTIFYING EXCAVATION AREAS.

16. PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS, INCLUDING OBJECT FREE AREAS, OBSTACLE FREE ZONES, AND APPROACH/DEPARTURE SURFACES: DISCUSS PROPOSED METHODS OF IDENTIFYING, DEMARCATING AND PROTECTING AIRPORT SURFACES INCLUDES:
   A. EQUIPMENT AND METHODS FOR MAINTAINING TAXIWAY SAFETY AREA STANDARDS.
   B. EQUIPMENT AND METHODS FOR SEPARATION OF CONSTRUCTION OPERATIONS FROM AIRCRAFT OPERATIONS, INCLUDING, DETAILS OF BARRICADES.

17. FAA AC 150/5370-2F OR LATEST EDITION, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION LIST ALL REQUIREMENTS OF THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).

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SAN ANTONIO AIRPORT SYSTEM

SAN ANTONIO
INTERNATIONAL AIRPORT
SAN ANTONIO, TEXAS

PERIMETER ROAD IMPROVEMENTS

CONSULTANTS

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STATE OF TEXAS
STEVEN D. TEMPLER
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PROFESSIONAL ENGINEER

$DATE$

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: 04-28-16
REVIEWED BY:
DRAWN BY:
DESIGNED BY:

AEP PROJECT NUMBER
000-0000-000

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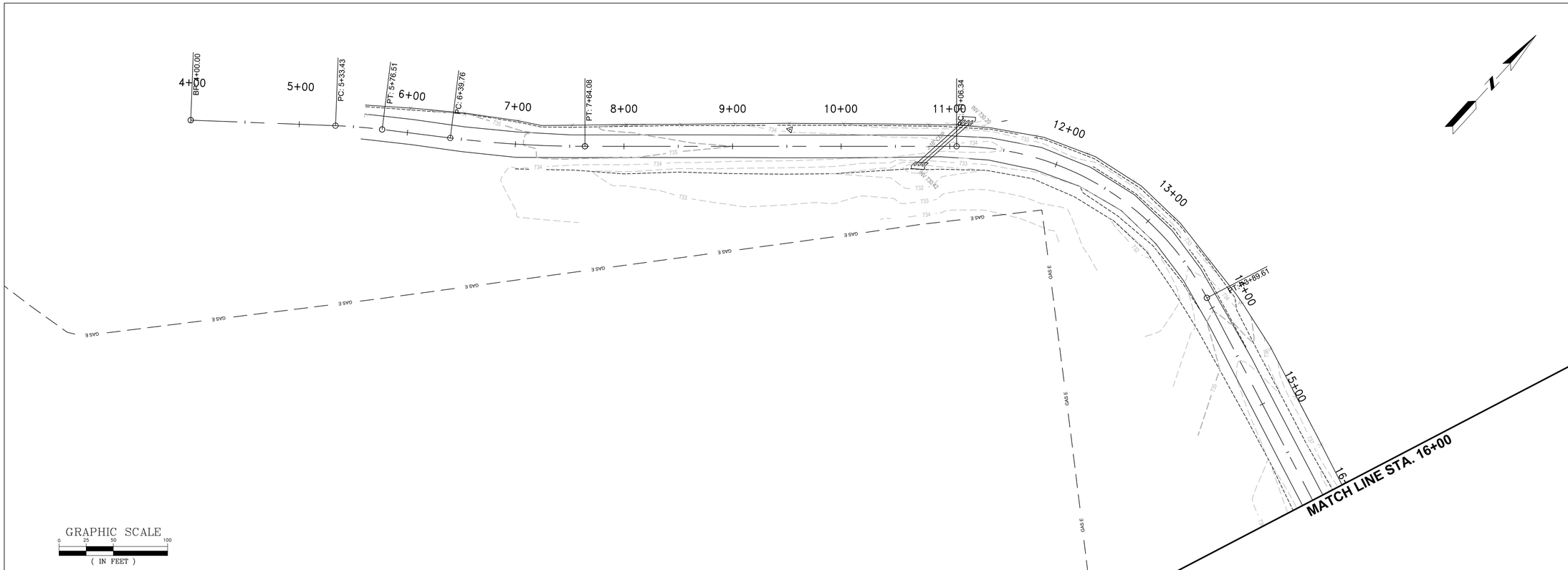
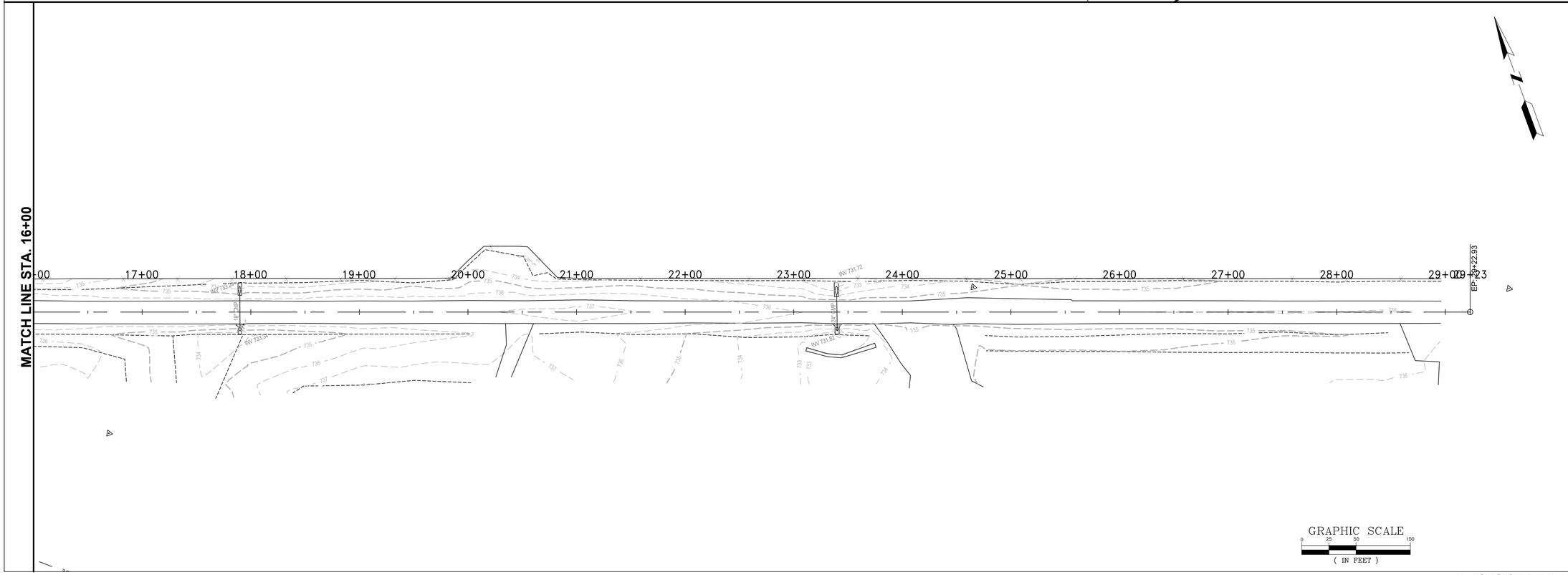
SHEET TITLE
SAFETY AND SECURITY NOTES

SHEET NUMBER
C003

100% BID SET





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SHEET TITLE

EXISTING CONDITIONS

SHEET NUMBER

C004

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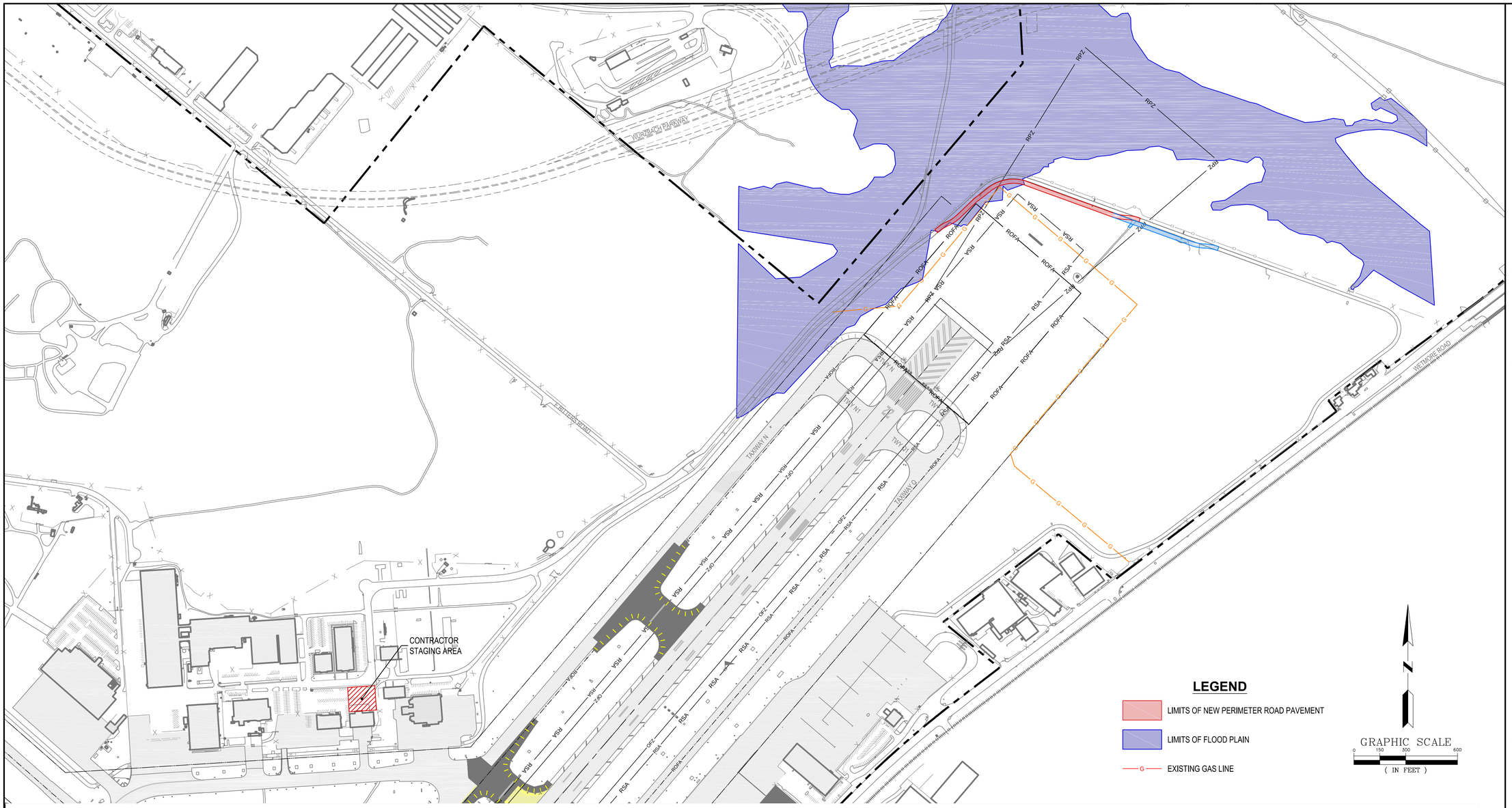

GENERAL CONTRACT NOTES

1. THE PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS. THE PROJECT IS SUBJECT TO REVIEW BY REPRESENTATIVES OF THE CITY OF SAN ANTONIO, AVIATION DEPARTMENT. THE PROGRAM MANAGER/CONSTRUCTION MANAGER (PM/CM), THE ENGINEER, THE FEDERAL AVIATION ADMINISTRATION (FAA) AND THE TRANSPORTATION SAFETY AGENCY (TSA). THE CONTRACTOR SHALL PROVIDE UNRESTRICTED ACCESS TO THE SITE FOR INSPECTION PURPOSES DURING THE ENTIRE CONSTRUCTION PERIOD.
2. ALL CONTRACTOR PERSONNEL AGENTS, SUBCONTRACTORS, SUPPLIERS, VEHICLES, EQUIPMENT AND MATERIALS SHALL REMAIN WITHIN THE LIMITS OF THE PROJECT AND WITHIN THE SITE ACCESS, THE APPROVED AOA ACCESS GATES AND HAUL ROUTES ON THE PLANS.
3. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION WITH THE CM PRIOR TO COMMENCING WORK.
4. THE AIR OPERATIONS AREA (AOA) IS DEFINED AS PAVED AND UNPAVED AREAS OF THE AIRPORT INSIDE THE PERIMETER SECURITY FENCE AND INCLUDES BUT IS NOT LIMITED TO APRONS, TAXIWAYS. RUNWAYS AND RUNWAY/TAXIWAY SAFETY AREAS. NO VEHICLE OR EQUIPMENT SHALL MOVE UPON THE AOA UNLESS THE VEHICLES IS IDENTIFIED BY COMPANY LOGO OR NAME (12" MIN. LOGO/6" MIN. LETTERS) ON EACH SIDE OF THE VEHICLE. THE APPROPRIATE FLAG OR FLASHING AMBER LIGHT (FLAG OR LIGHT FOR DAYTIME ACTIVITIES AND LIGHT FOR NIGHTTIME ACTIVITY) AND IS MONITORING THE APPROPRIATE RADIO FREQUENCY OR IS UNDER THE ESCORT OF A VEHICLE MONITORING THE APPROPRIATE RADIO FREQUENCY. THE CONTRACTOR SHALL PROVIDE THE NECESSARY NUMBER OF RADIOS FOR THE VEHICLES AND EQUIPMENT.
5. MONITOR SAN ANTONIO GROUND CONTROL FOR 121.9 OR AS ASSIGNED BY THE AIR TRAFFIC CONTROL TOWER (ATCT) AT ALL TIMES.
6. CONTRACTOR FLAG MEN OR ESCORTS WILL BE REQUIRED TO DIRECT THE CONTRACTOR'S TRUCKS AND EQUIPMENT WHICH ARE OPERATING ON ACTIVE AREAS OF THE AOA IF NOT IN RADIO CONTACT WITH THE TOWER.
7. IT IS THE INTENT OF THESE PLANS TO MINIMIZE INTERFERENCE TO AIRCRAFT MOVEMENTS; THEREFORE, IN AREAS OF THE AOA, AIRCRAFT MOVEMENT SHALL HAVE THE RIGHT-OF-WAY.
8. CONTRACTOR SHALL OBTAIN ALL DEVELOPMENT AND CONSTRUCTION PERMITS REQUIRED AT THE CONTRACTOR'S EXPENSE.
9. THE PROJECT PAY ITEMS ARE APPROVED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THESE PLANS. ALL WORK NOT IDENTIFIED WITH A SPECIFIC PAY ITEM IS TO BE CONSIDERED REQUIRED/INCIDENTAL WORK TO COMPLETE THE PROJECT AND IS TO BE INCLUDED IN THE COST OF THE PROJECT PAY ITEMS PROVIDED.
10. THE CONTRACTOR SHALL HAVE SUFFICIENT EQUIPMENT AND PERSONNEL ON SITE TO ACCOMPLISH EFFICIENT AND PROMPT CONSTRUCTION OF THE VARIOUS WORK ITEMS, INCLUDING WORK ON MORE THAN ONE WORK ITEM SIMULTANEOUSLY.
11. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES AND LOCATE ALL SERVICES A MINIMUM OF 48 HOURS PRIOR TO BEGINNING ANY WORK IN THE AREA. IN THE EVENT OF DAMAGE TO UNDERGROUND UTILITIES, AIRPORT OR FAA POWER AND/OR COMMUNICATION LINES, WHETHER SHOWN ON THE DRAWINGS OR NOT, THE CONTRACTOR SHALL MAKE AND EXPEDITE REPAIRS TO REPLACE THE UTILITY LINE BACK IN FULL SERVICE AT NO INCREASE IN COST TO THE PROJECT. EXISTING UNDERGROUND UTILITIES ARE SHOWN FROM AVAILABLE UTILITY RECORDS AND OBSERVABLE SURFACE FEATURES. ACTUAL LOCATIONS MAY VARY AND UTILITIES NOT SHOWN ON THESE PLANS MAY EXIST. CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITY COMPANIES AND AIRPORT MAINTENANCE PERSONNEL FOR ASSISTANCE IN LOCATING ALL UNDERGROUND FACILITIES IN THE PROJECT AREA PRIOR TO CONSTRUCTION.

UTILITY SERVICE	CONTACT	PHONE NUMBER
SAN ANTONIO WATER SERVICES	GOVERNMENTAL RELOCATION	210-233-3466 210-233-3705
CPS ENERGY (CITY OF SAN ANTONIO PROJECTS)	JOHN OFFER	210-353-2012
CPS ENERGY (PROJECTS OTHER THAN CITY PROJECTS)	RICHARD RODRIGUEZ	210-353-2226
ATT	SANTIAGO PRINCE (LONG DISTANCE) THOMAS HAPPER (LOCAL)	210-471-0022 210-283-1990
TIME WARNER	STEPHEN ROBERTSON	210-382-4306
MCI/VERIZON	JERRY REEVES	214-674-0555
VIA	ERNEST SWEET	210-362-4816
TXDOT	CURTIS RABENALDT (SIGNALS) BRAD ADAMI (TRANSGUIDE)	210-207-7765 210-731-5109
COSA TRAFFIC	ADRIAN OLGUIN	210-207-7769

12. UTILITIES SHALL BE LOCATED BY CALLING 1-800-DIG-TESS. THE FAA AND THE CONTRACTOR SHALL UNCOVER ALL EXISTING UTILITIES AND VERIFY EXISTING ELEVATIONS OF SAME AT ALL UTILITY CROSSINGS BEFORE COMMENCING OTHER WORK. CONFLICTS SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
13. EACH CONSTRUCTION AREA SHALL BE SHAPED TO ALLOW SURFACE RUNOFF OR GROUND WATER TO FLOW AWAY FROM THE PROJECT SITE DURING EACH WORK OPERATION. IF NECESSARY, SURFACE OR GROUNDWATER SHALL BE PUMPED IMMEDIATELY FROM EACH CONSTRUCTION AREA IN COMPLIANCE WITH THE EPA OR TCEQ REGULATIONS. THE COST OF DEWATERING SHALL BE SUBSIDIARY TO THE CONSTRUCTION.
14. CONTRACTOR SHALL MAKE ALL PROVISIONS, INCLUDING UTILITIES TO ESTABLISH THE CONTRACTOR'S STAGING AREA.

    THE CONTRACTOR SHALL PROVIDE A SECURITY FENCE AROUND THE UTILIZED STAGING AREA. THIS SECURITY FENCE SHALL INCLUDE VISUAL SCREENING FROM PUBLIC AREAS, TENANT AREAS, TERMINAL BUILDINGS OR AIRFIELD AREAS. WITHIN TWO WEEKS FROM THE COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL RESTORE THE STAGING AREA TO ITS ORIGINAL CONDITION AND APPROVAL BY THE AVIATION DEPARTMENT. THERE IS NO SEPARATE PAY ITEM FOR THE WORK ASSOCIATED WITH ESTABLISHING AND RESTORING THE CONTRACTOR STAGING AREA. THE REQUIRED WORK AND MATERIAL WILL BE ONE PART OF INCIDENTAL TO ITEM 100, MOBILIZATION AND ITEM 101, PREPARING RIGHT OF WAY.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND ACQUIRING AN ACCEPTABLE WATER SOURCE, PORT-O-POTTY AND POWER AS NECESSARY FOR CONSTRUCTION.
16. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL HORIZONTAL AND VERTICAL CONSTRUCTION STAKING AS REQUIRED FOR THE PROJECT DEVELOPMENT.

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STATE OF TEXAS
STEVEN D. TEMPLER
56656
PROFESSIONAL ENGINEER

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SHEET TITLE
CONTRACT LAYOUT PLAN AND GENERAL CONTRACT NOTES

SHEET NUMBER
C005

100% BID SET

GENERAL CONTRACT NOTES (CONT.)

17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING HIS/HER OWN PROJECT OFFICE AND COMPLETE UTILITY SERVICES. THE AIRPORT WILL NOT PROVIDE FACILITIES AND SERVICES TO THE CONTRACTOR DURING CONSTRUCTION. THE CONTRACTOR'S PERSONNEL ARE PROHIBITED FROM UTILIZING THE AIRPORT TERMINALS OR ANY TENANT FACILITIES.

18. THE CONTRACTOR SHALL VIDEO TAPE THE ENTIRE WORK AREA AFTER THE PRE-CONSTRUCTION MEETING AND PRIOR TO MOBILIZATION OF PERSONNEL AND EQUIPMENT. IN AREAS WHERE CONSTRUCTION EQUIPMENT CROSSES EXISTING PAVEMENTS, THE CONTRACTOR SHALL TAKE PICTURES OR VIDEO THE PAVEMENT PRIOR TO COMMENCING OPERATIONS. THE CONTRACTOR SHALL INCLUDE TWO COPIES OF ALL VIDEO AND/OR PHOTOGRAPHS TO THE CONSTRUCTION MANAGER AT THE ATTACHMENTS FOR THE FIRST INVOICE REQUEST (ONE FOR THE ENGINEER AND THE OTHER ONE FOR THE AIRPORT). THIS DOCUMENTATION SHALL BE USED TO DETERMINE THE AMOUNT OF DAMAGE, IF ANY, CAUSED TO THE PAVEMENTS AND SURROUNDING FACILITIES BY THE CONSTRUCTION EQUIPMENT AND THE QUALITY OF CONSTRUCTION WHICH SHALL BE REQUIRED FOR THE REPAIRS, IF ANY.

19. ALL SAWCUTTING SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS IN THE CONTRACT.

20. WEEKLY PROGRESS MEETINGS ARE MANDATORY. THE DAY OF THE WEEK FOR THESE MEETING WILL BE DETERMINED BY AGREEMENT BETWEEN THE AIRPORT MANAGEMENT, THE CONSTRUCTION MANAGER AND THE CONTRACTOR. AT A MINIMUM, THE MEETING WILL BE ATTENDED BY THE PROJECT SUPERINTENDENT, CONSTRUCTING SUPERINTENDENT, FOREMEN OF ACTIVE WORK, (INCLUDING SUBS) AND THE CONTRACTOR'S QC REPRESENTATIVE.

21. THE CONTRACTOR SHALL SUBMIT HIS/HER CONSTRUCTION WORK SCHEDULE TO THE CONSTRUCTION MANAGER AND THE RESIDENT PROJECT REPRESENTATIVE (RPR) EACH WEEK PROJECTING UPCOMING WORK FOR THE NEXT THREE WEEKS.

22. THE CONTRACTOR'S PROJECT SUPERINTENDENT SHALL PARTICIPATE IN ALL COORDINATION MEETINGS AND SHALL BE ON SITE DURING ALL ACTIVITIES.

23. HAUL TRUCKS TRANSPORTING LOOSE MATERIALS SHALL USE LOAD COVERS AND SHALL BE LOADED SUCH THAT NO SPILLAGE OCCURS DURING TRANSIT ON THE STATE, MUNICIPAL, OR AIRPORT ROADWAYS, TAXIWAYS OR APRONS. ALL CONTRACTOR EQUIPMENT MUST BE MAINTAINED IN GOOD WORKING CONDITION WITHOUT ANY LEAKING. CONTRACTOR VEHICLES THAT LEAK OR DRIP OIL AND/OR FLUIDS ONTO ANY APRON, RAMP, TAXIWAYS, RUNWAYS OR ANY STREET PAVEMENT MUST BE REMOVED FROM THE PROJECT FOR REPAIR AT NO COSTS TO THE OWNER.

24. THE CONTRACTOR SHALL USE THE AVIATION DEPARTMENT SOIL MANAGEMENT PLAN AT NO ADDITIONAL COST TO THE CITY TO HANDLE ALL CONSTRUCTION ACTIVITIES FOR THE AIRPORT PROJECTS. THE SOIL MANAGEMENT PLAN CAN BE DOWNLOADED FROM THE AVIATION WEBSITE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITIES TO COORDINATE ALL OFF-AIRPORT ROUTES WITH APPROPRIATE AUTHORITIES. PROVIDE COPIES OF ALL APPROVALS TO THE OWNER. ON-AIPORT HAULING SHALL BE COORDINATED WITH CM AND APPROVED IN ADVANCE TO MINIMIZE IMPACT TO AIRPORT.

25. CONTRACTOR EQUIPMENT AND VEHICLES SHALL TRAVEL A MINIMUM AMOUNT ON NEWLY CONSTRUCTED PAVEMENTS SO THAT THESE AREAS WILL NOT BE DAMAGED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO THE NEWLY CONSTRUCTED PAVEMENTS AT THE CONTRACTOR'S EXPENSE. DAMAGE TO EXISTING PAVEMENT OR PAVEMENT MARKING SHALL BE REPAIRED AT ORIGINAL OR BETTER CONDITION AT THE CONTRACTOR'S EXPENSE.

26. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE EFFORT AND COST OF IMMEDIATE CLEANING OF EARTH TRACKING AND SPILLS ON PAVED SURFACES RESULTING FROM THE CONTRACTOR'S OPERATIONS. BECAUSE OF THE POTENTIAL FOR EXTREME DAMAGE TO AIRCRAFT ENGINES BY INGESTION OF FOREIGN OBJECTS, THE CONTRACTOR SHALL OPERATE AND MAINTAIN MECHANICAL VACUUM SWEEPER (WET/DRY) EQUIPMENT COMPLETE WITH OPERATIONS ON THE PROJECT DURING ANY HAULING OR OTHER OPERATIONS ACROSS TAXIWAYS, TAXILANES OR APRONS. AT A MINIMUM, TWO VAC TRUCKS PER EACH PROJECT ARE REQUIRED, IF THE PROJECT COSTS ARE OVER 5 MILLION DOLLARS, ONE VAC PER CROSSING OF ACTIVE TAXIWAYS, RUNWAYS, PERIMETER ROAD STREETS, AND/OR RAMPS IS REQUIRED. THE VAC OPERATORS CANNOT HAVE OTHER DUTY AT THE SAME TIME.

27. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMMEDIATE REPAIR OF ANY DAMAGE TO AIRPORT/AIRLINE FACILITIES, INCLUDING BUT NOT LIMITED TO EXISTING PAVEMENTS, UNDERGROUND CABLES, LIGHTS, SIGNS, BUILDINGS, FENCES, EQUIPMENTS, ETC., CAUSED DURING CONSTRUCTION. ALL REPAIRS MUST BE MADE IN ACCORDANCE WITH THE CM AND EQUAL OR BETTER QUALITY AND IN COMPLIANCE WITH AIRPORT AND/OR FAA REQUIREMENTS. ALL REPAIR AND REPLACEMENT COSTS SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

28. ALL MATERIAL SUBMITTALS FOR ITEMS TO BE USED IN CONSTRUCTION OF THE PROJECT SHALL BE SUBMITTED TO THE CONSTRUCTION MANAGER FOR REVIEW AND APPROVAL. A MINIMUM OF 10 DAYS PRIOR TO COMMENCEMENT OF THE ASSOCIATED WORK.

29. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF ALL WASTE MATERIAL GENERATED DURING CONSTRUCTION. WASTE MATERIAL MUST BE REMOVED FROM THE WORK SITE AND DISPOSED OF IN SUCH A MANNER AS TO NOT DAMAGE THE OWNER'S OR OTHER PERSON'S PROPERTY. (NO SEPARATE PAY FOR THE ITEM).

30. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING REQUIRED SECURITY TO PROTECT HIS OWN PROPERTY, EQUIPMENT, AND WORK IN PROGRESS.

31. VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD BEFORE COMMENCING ANY WORK. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPORT ANY DISCREPANCIES TO THE OWNER IN A TIMELY MANNER.

32. THE DRAWINGS SHOW AS MUCH INFORMATION AS CAN BE REASONABLY OBTAINED FROM THE FIELD OBSERVATION, SURVEY AND EXISTING CONSTRUCTION DRAWINGS REGARDING THE TOPOGRAPHIC FEATURES, AND ELEVATIONS, AS WELL AS THE LOCATION AND NATURE OF PIPELINES, UNDERGROUND CABLES, UTILITIES, ETC., HOWEVER, THE ACCURACY OF COMPLETENESS OF SUCH INFORMATION IS NOT GUARANTEED.

33. NO OPEN TRENCHES OR DROP OFFS ARE PERMITTED, AREA NEEDS TO BE FENCED OFF WITH REFLECTIVE SAFETY FENCE, LIGHTED LOW PROFILE BARRICADES AND/OR STEEL PLATES MAY NEED TO BE USED AT NO COSTS TO THE OWNER.

34. HORIZONTAL CONTROL MONUMENTS ARE SHOWN ON THE PLANS. CONTRACTOR IS RESPONSIBLE FOR PROVIDING CONSTRUCTION LAYOUTS, AND GRADE CONTROL SURVEYING FOR CONSTRUCTION OF THE PROJECT.

35. CONTRACTOR SHALL BE RESPONSIBLE FOR PERMANENT SERVICE TERMINATION ASSOCIATED WITH UTILITY LINES TO BE REMOVED AND ABANDONED.

36. CONTRACTOR SHALL MAINTAIN A COPY OF ALL PERMITS ON THE JOBSITE.

37. ALL EXCAVATION IS UNCLASSIFIED AND SHALL INCLUDE ROCK AND ALL OTHER MATERIALS ENCOUNTERED REGARDLESS OF THEIR NATURE OR THE MANNER IN WHICH THEY ARE REMOVED.

38. WHERE FINISHED CONTOURS ARE SHOWN TO MATCH EXISTING CONTOURS ON THE GRADING PLANS. NO GRADE SEPARATION IS ALLOWABLE. CONTRACTOR SHALL ADJUST GRADING AS NECESSARY TO ACCOMPLISH THIS REQUIREMENT.

39. CONTRACTOR AND/OR CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN/GEOTECHNICAL/SAFETY/EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE(S) WITHIN THE PROJECT WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEMS, PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACTOR DOCUMENTS.

39. (CONT.) THE CONTRACTORS IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS AND/OR PROCEDURES SHALL PROVIDE ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS. SPECIFICALLY CONTRACTOR AND/OR CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS COVERING THE PRESENCE AND ACTIVITY OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

40. CONTRACTOR SHALL FURNISH THE ENGINEER WITH AS-BUILT PLANS INDICATING THE ACTUAL MEASUREMENTS, LOCATIONS OF UTILITY LINES AND SITE IMPROVEMENTS, INCLUDING FAA SYSTEMS, INSTALLED OR ENCOUNTERED. THE AS-BUILT DRAWINGS HAVE TO BE PROVIDED TO THE ENGINEER WITHIN TWO WEEKS FROM THE FINAL ACCEPTANCE OF THE CONSTRUCTIONS.

41. CONTRACTOR SHALL MAINTAIN SERVICE TO EXISTING SANITARY SEWERS AT ALL TIMES DURING CONSTRUCTION.

42. DUE TO FEDERAL REGULATIONS TITLE 49, PART 192.181, CITY PUBLIC SERVICE ENERGY MUST MAINTAIN ACCESS TO GAS VALES AT ALL TIMES. THE CONTRACTOR MUST PROTECT AND WORK AROUND GAS VALVES THAT ARE IN THE PROJECT AREAS.

43. NO EXTRA PAYMENT WILL BE MADE FOR INCIDENTAL WORK OR MATERIALS REQUIRED TO COMPLETE A CONTRACT PAY ITEM. THIS INCIDENTAL WORK WILL BE REQUIRED AND SHALL BE INCLUDED UNDER THE PAY ITEM TO WHICH IT RELATES.

44. WHENEVER POWER POLES ARE ADJACENT TO THE PROPOSED CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE PROPER SHORING, BRACING, AND/OR OTHER SUITABLE SUPPORT FOR THE POLES DURING CONSTRUCTION (NO SEPARATE PAY ITEM).

45. OVERHEAD POWER LINES EXIST IN THE AREA OF THE PROJECT OR HAUL ROUTES. TEXAS LAW ARTICLE 1436C, PROHIBITS ALL ACTIVITIES IN WHICH PERSONS OR EQUIPMENT MAY COME WITHIN SIX (6) FEET OF ENERGIZED OVERHEAD POWER LINES, AND FEDERAL REGULATIONS, TITLE 29, PART 1910.180(I) AND PART (1926.550(A) (15) REQUIRE A MINIMUM OF TEN (10) FEET FROM THESE FACILITIES WHERE CONTRACTOR MUST WORK NEAR OVERHEAD POWER LINES, CALL 210-353-2012 FOR THE LINES TO BE DE-ENERGIZED AND/OR MOVED AT CONTRACTOR'S EXPENSE. REGARDING THE NOTIFICATION, THE CONTRACTOR NEEDS TO PROVIDE A TECH OPS AND THE AVIATION DEPARTMENT AIRFIELD FACILITIES SEVEN (7) BUSINESS DAYS IN ADVANCE, AND 1.5 MONTHS FOR CPS ENERGY.

46. BLASTING IS NOT ALLOWED.

47. WATER LINE CROSSING: WHERE THE MINIMUM 9 FEET SEPARATION DISTANCE BETWEEN SEWER LINES AND WATER LINES/MAIN CANNOT BE MAINTAINED, INSTALLATION OF WATER AND SEWER LINE SHALL BE IN STRICT ACCORDANCE WITH THE TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (30 TAC 290.44(E) AND 317.13 APPENDIX E.)

48. EROSION AND SEDIMENTATION CONTROL: STORMWATER POLLUTION PREVENTION PLANS AND PROCEDURES SHALL BE IMPLEMENTED ACCORDING TO TCEQ AND EPA REGULATIONS FOR STORMWATER DISCHARGE FROM CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE ATTACHED SW3P PLAN AND THESE REGULATIONS.FINAL PROJECT ACCEPTANCE SHALL NOT BE GRANTED UNTIL ALL PERMANENT STABILIZATION MEASURES HAVE BEEN ESTABLISHED. FURTHER INFORMATION REGARDING SAN ANTONIO AIRPORT SYSTEM'S SW3P, SOIL MANAGEMENT PLAN, F FUEL SPILL RESPONSE PLAN, AND NOISE MANAGEMENT PROGRAM CAN BE FOUND AT AVIATION DEPARTMENT WEBSITE UNDER ENVIRONMENTAL STEWARDSHIP: HTTP://WWW.SANANTONIO.GOV/AVIATION/.

49. CONSTRUCTION PERSONNEL WILL NOT BE ALLOWED TO OPERATE VEHICLES OR EQUIPMENT IN THE AOA UNTIL THEY HAVE SUCCESSFULLY COMPLETED THE AIRPORT AOA DRIVING SAFETY COURSES.

50. DURING THE PERFORMANCE OF THIS CONTRACT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE OR AS OTHERWISE NOTED IN THE PLANS. AIRCRAFT USE OF AREAS NEAR THE CONTRACTOR'S WORK AREA WILL BE CONTROLLED BY ATCT GROUND CONTROL, AIRPORT OPERATIONS AND THE AIRLINES TO MINIMIZE DISTURBANCE TO THE CONTRACTOR'S OPERATION. THE CONTRACTOR SHALL NOT ALLOW HIS/HER EMPLOYEES, SUBCONTRACTORS, AND SUPPLIERS TO ENTER OR TO REMAIN IN ANY PART OF THE AIRPORT WHICH COULD BE HAZARDOUS TO PERSONS OR AIRCRAFT OPERATIONS. WHENEVER AIRCRAFT OPERATIONS REQUIRE, THE CONSTRUCTION MANAGER MAY ORDER THE CONTRACTOR TO SUSPEND OPERATIONS, MOVE PLANT, PERSONNEL, EQUIPMENT, AND MATERIALS TO A SAFE LOCATION AND STAND BY UNTIL AIRCRAFT USE IS COMPLETED.

51. THE CONTRACTOR SHALL BE RESPONSIBLE TO INSTALL SHEETING AND BRACING AS NECESSARY TO SUPPORT THE SIDES OF ALL TRENCHES AND OTHER EXCAVATIONS AS REQUIRED BY CURRENT OSHA REGULATIONS. COSTS OF SHEETING AND BRACING SHALL BE SUBSIDIARY TO THE CONSTRUCTION.

52. THE CONTRACTOR SHALL PROVIDE ONE OR MORE MOTORIZED MECHANICAL VACUUM SWEEPER PLUS AT LEAST ONE OPERATIONAL SPARE, ALONG WITH A "FOREIGN OBJECTS DAMAGE" (FOD) PLAN PRIOR TO BEGINNING WORK. THE FOD PLAN AND DAILY ACTIVITIES SHALL BE PRESENTED BY THE CONTRACTOR PRIOR TO INITIATION OF WORK. THE FOD PLAN IS SUBJECT TO ADVANCE APPROVAL BY THE CONSTRUCTION MANAGER. THE MECHANICAL SWEEPER/VACUUM WILL REMAIN ON SITE AND OPERATIONAL FULL TIME AS LONG AS THAT WORK CONTINUES INSIDE AOA AREA, INCLUDING PERIMETER ROADS, VEHICLE LANES, TENANT ENTRANCE CROSSINGS, TERMINAL RAMPS, TAXIWAYS AND RUNWAYS.

53. WORK SHALL NOT COMMENCE UNTIL:
    - A. SUFFICIENT LIGHTED BARRICADES ARE IN PLACE TO CONFINE THE WORK AREA AND TO CREATE A BARRIER TO SEPARATE THE CONSTRUCTION AREA FROM THE NON-CONSTRUCTION AREAS.
    - B. ALL SAFETY EQUIPMENT FOR PERSONNEL AND CONSTRUCTION EQUIPMENT IS IN PLACE AND OPERABLE.
    - C. ALL PERSONNEL WORKING WITH THE AOA HAVE BEEN PROPERLY TRAINED AND BADGED BY THE AIRPORT SECURITY DIVISION AND OPERATIONS DIVISION TO WORK WITHIN THE AOA.
    - D. THE CONTRACTOR HAS FAMILIARIZED HIS/HER PERSONNEL WITH THE HORIZONTAL AND VERTICAL CLEARANCE NEEDED TO PROVIDE FOR SAFE CONSTRUCTION OPERATIONS ADJACENT TO ACTIVE TAXIWAYS AND TAXILANES.
    - E. THE CONTRACTOR HAS TO DEVELOP, SUBMIT HIS/HER QUALITY CONTROL, SITE SAFETY AND FOD PLANS TO THE OWNER FOR APPROVAL.

54. THE CONTRACTOR SHALL PROVIDE A FULL TIME SAFETY PROFESSIONAL TO MANAGE THE CONTRACTOR'S SAFETY PLAN.

55. THE MAXIMUM HEIGHT OF CONSTRUCTION EQUIPMENT SHALL NOT EXCEED 25' WITHOUT APPROVAL IN ADVANCE.

56. ALL CONSTRUCTION EQUIPMENT MUST BE KEPT AT A DISTANCE GREATER THAN 25' FROM THE WINGTIPS OF AIRCRAFT.

57. THE CONTRACTOR SHALL MAKE PROVISIONS SUCH THAT HINDRANCE TO SERVICING OPERATIONS AT THE AIRCRAFT GATES ADJACENT TO CONSTRUCTION ARE KEPT TO A MINIMUM.

58. ANY FINE ASSESSED TO THE SAN ANTONIO AVIATION DEPARTMENT DUE TO VIOLATION BY THE CONTRACTOR OF FAA SECURITY REQUIREMENTS AND/OR TSA SECURITY REQUIREMENTS WILL BE PASSED ON TO THE CONTRACTOR.

59. ALL ACCESS ROADS TO MARSHALLING AREAS AND/OR WORK AREAS ARE TO BE DEVELOPED AND/OR MAINTAINED BY THE CONTRACTOR. THESE ROADS ARE TO BE RETURNED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT.

60. THE CONTRACTOR SHALL PROVIDE A TRAINED UNIFORMED EMPLOYEE ACCEPTABLE TO THE AIRPORT SECURITY DIVISION, AND TSA, AND A FUNCTIONING TELEPHONE AT EACH AOA GATE AT ALL TIMES THAT SUCH A GATE IS UNLOCKED. ALL PERSONNEL AND VEHICLES REQUIRED ACCESS TO THE AOA SHALL COMPLY WITH ALL REQUIREMENTS OF THE AIRPORT SECURITY AND TSA. THE CONTRACTOR SHALL RECORD ALL NAMES AND VEHICLES ENTERING THE AOA GATE CONTROLLED BY THE CONTRACTOR.

61. ALL TEMPORARY MARKING AND SIGNS FOR THE PERIMETER ROAD AND/OR ACCESS ROUTES SHALL MEET AC 150/5340-18 STANDARDS FOR AIRPORT SIGN SYSTEMS AND FEDERAL HIGHWAY ADMINISTRATION PUBLICATION, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS.

62. SIGNS FOR VEHICLE OPERATORS SHALL CONFORM TO THE STANDARDS IN THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) PUBLICATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS.

63. BATCH PLANTS ARE PERMITTED AT THE DESIGNATED LOCATION STATED ON THE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL APPLICABLE PERMITS. EACH BATCH PLANT MUST BE LIT WITH AN OBSTRUCTION LIGHT MEETING FAA CRITERIA FOR OBSTRUCTION LIGHTING. CONTRACTOR SHALL SUBMIT HEIGHT AND LOCATION OF BATCH PLANT TO FAA FOR REVIEW VIA FAA 7460 FORM.

64. TRAFFIC CONTROL OFFICER SHALL BE LOCATED ON SKYPLACE BLVD. DURING HIGH VOLUME HAULING OPERATIONS. TO BE PAID UNDER ITEM 530.1.

CONSTRUCTION NOTES

1. SANITARY FACILITIES ARE TO BE SUPPLIED BY THE CONTRACTOR AND CAN ONLY BE LOCATED WITHIN SECURED CONSTRUCTION AREAS.
2. ALL ACCESS ROADS TO STORAGE AREAS AND/OR WORK AREAS ARE TO BE DEVELOPED AND MAINTAINED BY THE CONTRACTOR. THESE ROADS ARE TO BE RETURNED TO THEIR ORIGINAL OR BETTER CONDITION BY THE CONTRACTOR UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.
3. THE CONTRACTOR'S JOB SUPERINTENDENT IS TO MEET WITH RESIDENT PROJECT ENGINEER (RPR) PRIOR TO THE START OF EACH WORKING DAY TO COORDINATE DAILY CONSTRUCTION ACTIVITIES.
4. THE CONTRACTOR IS TO COORDINATE WITH THE RESIDENT PROJECT REPRESENTATIVE (RPR) AND THE AVIATION DEPARTMENT CONCERNING SAFETY IN ASSURING THAT POWER IS OFF IN THE SYSTEM WHILE THE ELECTRICAL WORK IS UNDERWAY. SPECIFICALLY, THEY ARE TO AGREE ON A CONTROL AND CHECK PROCEDURE TO PREVENT ACCIDENTAL POWER RECONNECTION. THESE AGREED UPON PROCEDURES ARE TO BE DOCUMENTED IN A WRITTEN OUTLINE, SIGNED BY BOTH GROUPS AND A COPY ON FILE WITH THE RESIDENT PROJECT ENGINEER (RPR), AND THE AVIATION DEPARTMENT BEFORE ANY SUCH WORK IS UNDERTAKEN.
5. CONTRACTOR SHALL VERIFY THE SIZE OF EXISTING CABLES WHERE SPLICES AND CONNECTORS OCCUR IN ORDER TO PROVIDE THE PROPER SPLICE CONNECTOR KITS.
6. AT NO TIME SHALL ANY EXCAVATION AREAS BE LEFT UNATTENDED UNLESS APPROPRIATE MARKING AND B BARRICADING IS EMPLOYED TO SATISFY THE OWNER AT NO ADDITIONAL COSTS TO THE OWNER.
7. DEMOLITION AND EXCAVATION SOILS:
    - A. BUILDING MATERIALS, UNCLASSIFIED DEMOLITION SOILS AND FENCING SHALL BE LEGALLY DISPOSED OF OUTSIDE AIRPORT PROPERTY.
    - B. CONTAMINATED SOILS, IF ENCOUNTERED, SHALL BE STOCKPILED AND COVERED WITH 10 MIL VISQUINE TO PREVENT RAINWATER CONTAMINATION AND UNCONTROLLED VAPOR EMISSIONS. ASK FOR PERMISSION BEFORE REMOVING THE CONTAMINATED MATERIAL OUT OFF THE AIRPORT PROPERTY.
    - C. CONCRETE RUBBLE, CEMENT STABILIZED BASE, REINFORCING STEEL AND ASPHALT SHALL BE LEGALLY DISPOSED OF OUTSIDE AIRPORT PROPERTY.
    - D. UNCONTAMINATED SOILS SHALL BE STOCKPILED WITHIN THE PHASING AREAS, INCLUDING HEIGHT RESTRICTION UNTIL SUCH TIME THAT THEY ARE USED OR REMOVED FROM THE AIRPORT.
8. SEE STORM WATER POLLUTION PREVENTION PLAN FOR TURF REQUIREMENTS.
9. ALL CONCRETE FOR STRUCTURES, CURBS, RIPRAP, ETC, SHALL CONFORM TO FAA SPECIFICATION P-610.
10. ALL CONCRETE AND TAXIWAY CONCRETE SHALL CONFORM TO FAA SPECIFICATION P-501.
11. CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL UTILITIES IN THE PROJECT AREA UNDER DEMOLITION AND CONSTRUCTION.
12. RESTRICTED AIRPORT AREA MUST REMAIN SECURE AT ALL TIMES. TEMPORARY FENCE ADEQUATE FOR THIS PURPOSE SHALL BE ERECTED PRIOR TO DEMOLITION AND ERECTION OF PERMANENT SECURITY FENCE. NO SEPARATE PAY ITEM FOR TEMPORARY FENCES.
13. EMPLOYEE PARKING WILL NOT BE PROVIDED BY OWNER. CONTRACTOR SHALL ARRANGE FOR OFF-SITE PARKING AND TRANSPORTATION TO JOB SITE.
14. ALL PERSONNEL OPERATING VEHICLE IN THE AOA MUST HAVE RECEIVED TRAINING AND HAVE A TEXAS DRIVERS LICENSE AND AN AIRPORT DRIVING LICENSE.

MATERIAL SAFETY DATA SHEETS (MSDS):

1. SUBCONTRACTORS ARE REQUIRED TO BRING COPIES OF MSDS'S FOR ALL HAZARDOUS CHEMICALS BROUGHT INTO THE AIRPORT PROPERTY, PROJECT SITES AND/OR THE STAGING AREAS OUTSIDE AIR OPERATIONS AREA. THESE WILL BE RETAINED BY THE MSDS COORDINATOR AND WILL BE ACCESSIBLE TO ALL EMPLOYEES.
2. EACH SUBCONTRACTOR MUST BRING ITS SPECIFIC HAZARDOUS COMMUNICATION PROGRAM AND MSDS' IN A BINDER LABELED WITH THE CONTRACTOR'S NAME AND IDENTIFIED AS A HAZARDOUS COMMUNICATION PROGRAM. UPON LEAVING THE SITE, AND THE REMOVAL OF ALL HAZARDOUS MATERIALS, THE BINDER WILL BE RETURNED TO THE SUBCONTRACTORS INVOLVED.

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SAN ANTONIO AIRPORT SYSTEM

SAN ANTONIO
INTERNATIONAL AIRPORT
SAN ANTONIO, TEXAS

PERIMETER ROAD IMPROVEMENTS

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STATE OF TEXAS
STEVEN D. TEMPLER
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PROFESSIONAL ENGINEER

$DATE$

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: 04-28-16
REVIEWED BY:
DRAWN BY:
DESIGNED BY:

AEP PROJECT NUMBER
000-0000-000

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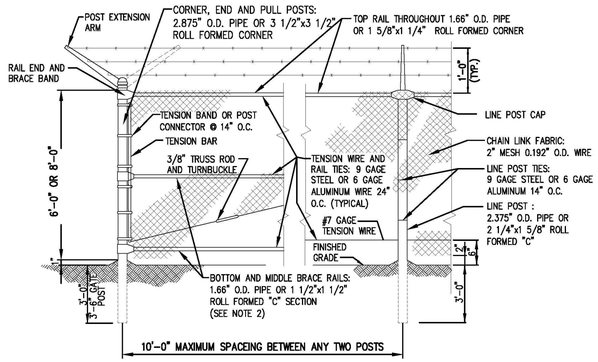
SHEET TITLE

GENERAL CONTRACT NOTES

SHEET NUMBER

C006

100% BID SET



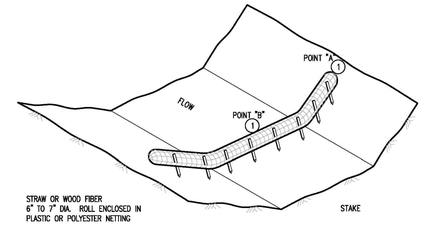
NOTES:

TERMINAL POST DETAIL

LINE POST DETAIL

TEMPORARY METALLIC COATED STEEL CHAIN LINK FENCE

1 / C007 SCALE: N.T.S.



TYPE 2: BIOROLL DITCH CHECK

USE ON ROUGH GRADED AREAS

NOTES:

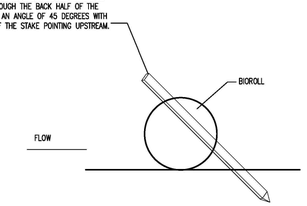
SEE SPECS. FAA 10F P-156

SPACING BETWEEN EACH DITCH CHECK SHOULD BE DETERMINED FROM SPACING FORMULA:

$$\text{SPACING OF DITCH CHECKS (FT.)} = \frac{\text{DITCH CHECK HEIGHT (FT)}}{\text{\% CHANNEL SLOPE}} \times 100$$

1. POINT "A" MUST BE A MINIMUM OF 6 INCHES HIGHER THAN POINT "B" TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.
2. STRAW OR WOOD FIBER WITH GEOTEXTILE FABRIC LINER.

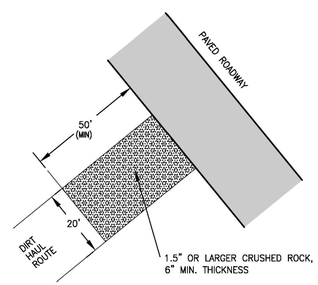
0.5" X 2" X 16" LONG WOODEN STAKES AT 1' 0" SPACING MAXIMUM. STAKES SHALL BE DRIVEN THROUGH THE BACK HALF OF THE BIOROLL AT AN ANGLE OF 45 DEGREES WITH THE TOP OF THE STAKE POINTING UPSTREAM.



BIOROLL STAKING DETAIL

BIOROLL DITCH CHECK

2 / C007 SCALE: N.T.S.



CONSTRUCTION ENTRANCE

3 / C007 SCALE: N.T.S.

NOTES

1. ACCESS TO THE SITE SHALL ONLY BE ALONG DESIGNATED HAUL ROUTE.
2. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING HAUL ROUTE AND RETURNING SITE TO ORIGINAL CONDITION FOLLOWING COMPLETION OF PROJECT.
3. ALL TURF AREAS AFFECTED BY CONSTRUCTION THAT ARE NOT PAVED ARE TO BE TOPSOILED, SEEDED, AND MULCHED.
4. THE CRUSHED ROCK CONSTRUCTION ENTRANCE SHALL BE IN PLACE PRIOR TO GRADING.

GENERAL EROSION CONTROL NOTES

1. EROSION CONTROL SHOWN IS AN EXAMPLE AND MINIMUM. CONTRACTOR SHALL DEVELOP HIS OWN EROSION CONTROL PLAN BASED ON MEANS AND METHODS.
2. THE PURPOSE OF EROSION CONTROL IS TO PREVENT POLLUTION OF BODIES OF WATER ON OR ADJACENT TO THE PROJECT SITE. IN ADDITION, EROSION CONTROL SHALL PREVENT DAMAGE TO ADJACENT PROPERTY, AIRPORT PROPERTY AND WORK IN PROGRESS.
3. ALL EROSION AND SILTATION MEASURES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEP IN GRADING.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSPECT ALL EROSION CONTROL DEVICES PERIODICALLY AND AFTER EVERY RAINFALL. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES SHALL BE MADE IMMEDIATELY.
5. DURING CONSTRUCTION, ALL STORM DRAIN INLETS WILL BE PROTECTED AS SHOWN, MAINTAINED AND MODIFIED AS REQUIRED BY CONSTRUCTION PROGRESS.
6. ALL CONSTRUCTION DISCHARGE WATER SHALL BE ADEQUATELY FILTERED TO REMOVE SILT PRIOR TO DISCHARGE INTO WATERWAYS AND WETLANDS.
7. A WATER TRUCK WILL BE KEPT ON SITE DURING EARTHWORK OPERATIONS AND UTILIZED AS REQUIRED TO MINIMIZE DUST FROM WIND AND EARTHWORK OPERATIONS.
8.

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SHEET TITLE

TEMPORARY FENCE and EROSION CONTROL DETAILS

SHEET NUMBER

C007

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