

BID ADDENDUM NO. 2

To: All Plan Holders

From: Chris Swonke, PE
Mead & Hunt, Inc.

Date: July 10, 2025

Project: Ogden-Hinckley Airport
Construct South Apron
AIP No.: 3-49-0024-069-2025

The following modifications are to be made part of the Plans, Contract Documents, and Specifications for the subject project.

Questions / Answers:

Q1. Are these bid items federal funded?

A1. All schedules except Schedule 1B are federally funded under the FAA's Airport Improvement Plan (AIP) program. There are multiple sections in the Project Manual that detail the federal requirements. For non-federal Schedule 1B, the work is required to be constructed following the federal requirements described in the specifications. Therefore, all federal requirements in the specifications (construction materials and methodology, testing, reporting, wage rates, etc.) are applicable to the entire project.

Q2. For pavement markings, will this project be phased out? Or can the contractor come in and do our first coat (and then the following second coat)?

A2. Phasing is as shown on the CSPP drawings. Each work area must be functional for aircraft before the next work area can be started. To meet this requirement, the first coat of paint shall be applied during the phase closure windows shown on the CSPP drawings. The final coat of paint, however, is performed during the final phase (Work Area X on the CSPP) under local closure and escort. For the final coat, one night is included for the runway; three days are included for the remainder of the project. Phasing requirements are amended per this addendum.

Q3. Will we be able to do the removal and the striping at the same time?

A3. No. Removals for the areas to receive seal coat must be done prior to seal coating, and marking has to be completed after the seal coat is applied. For marking application timing requirements, see Q2/A2.

Q4. Will the TC be provided?

A4. No, traffic control is not provided by the airport. Contractor shall provide all traffic control and all associated permitting.

Q5. Will there be staking tabs provided or surveyed for the new striping?

A5. Engineer will not have a surveyor on-site and will provide no staking or layout during construction. It is the Contractor's responsibility to verify tie-in locations, and layout all new markings.

Q6. Will the new striping need to be done during the night?

A6. Striping can be completed during the work hours shown in the CSPP. See Q2/A2.

Q7. When is the striping scope of work anticipated to be done?

A7. See Q2/A2.

Q8. Will you please verify that the SEQ No. 4 - Full Depth AC Removal is only taking place in Work Areas A, B & C?

A8. Item P-101-5.2 Full Depth AC Removal is limited to Work Areas A, B, and C. This is reflected in the Demolition Plans (C-051 to C-056) with the areas identified for full-depth reconstruction per the construction and phasing plans.

Q9. Will you please verify that SEQ NO. 8 P-101-5.7 Partial and Variable Depth AC mill is only for work areas E, G & J?

A9. Partial and Variable Depth Asphalt Concrete (AC) milling, Item P-101-5.7, is used in Work Areas A, B, E, G, and J, as shown on the Demolition Plans (C-051 to C-056) and Construction Phasing Sheets as amended.

Q10. If unable to determine the height of the boxes for SEQ. NO. 24 D-751-5.1 Construct 4x4 Storm Drain Inlet off of the plan sheets, will the city please specify a height for these boxes?

A10. Elevation data regarding the storm drain inlets near the gate are shown on revised C-105.

Q11. With the P-620 specifications 620-4.1 in the Method of Measurements it states "The quantity of markings shall be measured by the number of square feet of painting. For markings requiring 2 coats, payment will be made at the unit price at 50% for the first coat, and 50% for the second coat." Does that mean that the quantities on the bid summaries are already doubled for accurate square foot quantities for 2 coats and each application is half quantities? If so the black quantities will greater than actual applications. Or if the bid summaries are 1 coat quantities we will need to double them so we are not short on materials, therefore doubling the U of M pricing?

A12: See C4.

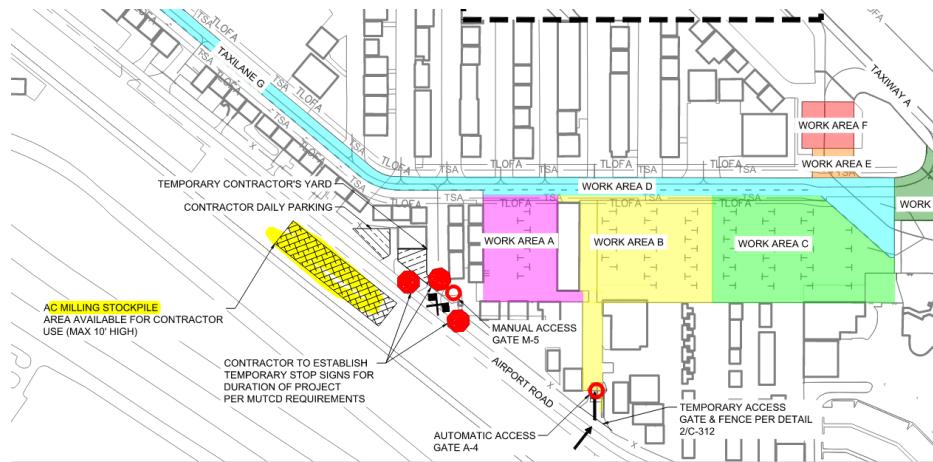
Q12. Is the airport allowing stockpiling of the excavation materials for line items 10-12 (P-152-4.1 and P-152-4.2 and P-209-5.1) across Airport Road where it shows the milling stockpile area?

A12. Temporary stockpiling of excess soils is allowed in the stockpile area shown on the plans but must be kept separate from the AC milling stockpile. P-152-4.2 *Embankment in Place* is expected to be processed in the work area and not hauled-off; temporarily stockpiled materials brought back to the site shall not be separately measured. Imported P-209 shall be brought directly to the work area and not temporarily stockpiled. Imported Select Fill, per revised P-152 specification, shall be brought directly to the work area and not temporarily stockpiled.

Q13. Will you please verify that there is no Heavy Duty Asphalt section required on the South Apron project?

A13. Heavy Duty Asphalt is used near the gate for vehicle traffic near the gate in Work Area B. See Note 6 on Sheet C-105.

Q14. On sheet G-080 it shows the phasing of work areas A, B and C. Our main question is regarding the stockpiling options for these work areas for the line items 10,11 and 12 excavation quantities. **Is the airport allowing stockpiling of the excavation materials for line items 10-12 (P-152-4.1 and P-152-4.2 and P-209-5.1) across Airport Road where it shows the milling stockpile area?**



A14. See Q12/A12.

Clarifications

- C1. The construction drawings are laid-out assuming award of the base-bid and all bid alternates. As there are changes to the grades and markings between the existing and proposed conditions, a conformed "Issued-for-Construction" set of drawings will be issued prior to construction, removing any unawarded bid alternates. This may necessitate transition sections for the paving, grading, and marking limits from the proposed to existing conditions. Final surface DTM's will be regenerated and provided at this point. All work done as part of any transition will be paid at the contract unit price for the affected item, relative to the bid schedule in which it occurs.
- C2. Pay Item F-162-5.1 is intended to include all incidentals required to complete a functional automatic gate. This item of work will include the list provided in Item F-162-5.1 and shall also include the gate tile gate operator, concrete median, curb and gutter, and all labor, equipment, tools, and other incidentals necessary to complete the item.
- C3. Measurement for the payment of P-152 Embankment is by the square yard per each 12" compaction zone. The intent is that, since an entire 12" section is a mandatory rebuild to meet FAA compaction requirements, each 12" section is paid for by the square yard. For example, for the section below, for a 100 square yard area, the measurements would be:

P-209 at 6" depth per square yard = 100 SY

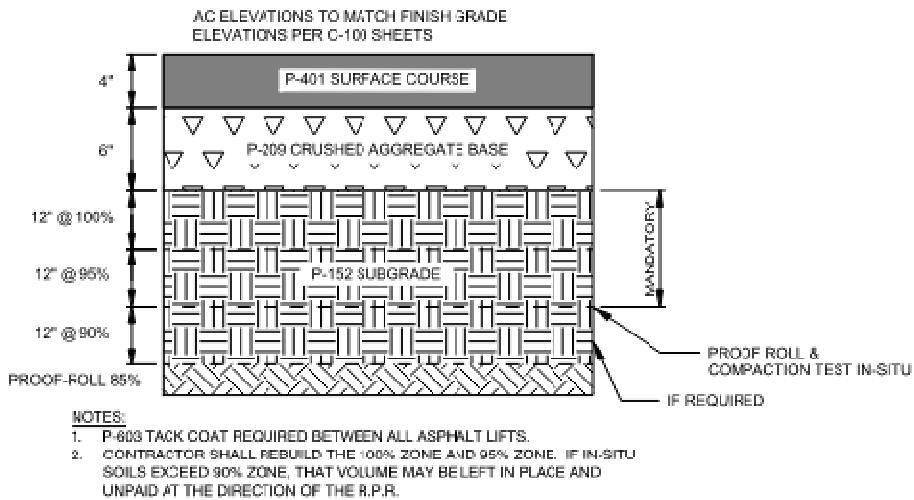
P-152 Subgrade at 100% compaction at 12" depth per square yard = 100 SY

P-152 Subgrade at 95% Compaction at 12" depth per square yard = 100 SY

Payment would be made as:

P-209-5.1 Crushed Aggregate Base Course, 6-Inch Depth, per SY = 100 SY

P-152-4.2 Embankment In Place Under Pavement, per SY = 100 SY + 100 SY = 200 SY.



1 AC LIGHT DUTY PAVEMENT SECTION
 NOT TO SCALE

C4. The measurement for the pavement marking quantity is based on the square footage of the completed product. For example, a 100 square foot yellow marking that requires an initial coat and then requires a final coat with beads applied to the same area would be paid as follows.

Item P-620-5.1 Pavement Marking with Reflective Media (All Colors Except Black – 2 Coats) – per square foot

Initial Coat: 100 SF Area X (1/2 Bid Unit Price) = 50 SF of Payment for Initial Coat

Final Coat: 100 SF Area X (1/2 Bid Unit Price) = 50 SF of Payment for Final Coat

Total: 100 SF Area X Unit Price = 100 SF of Payment for Completed, Final Product

For a 100 square foot black marking, it would be paid as:

Item P-620-5.3 Pavement Marking without Reflective Media (Black – 1 Coat) – per square foot

As the black paint only requires a single application (applied at the time of the final coat) and does not require a second coat, payment would be made as:

Single Coat: 100 SF Area X Unit Price = 100 SF of Payment for Final Product

For messages paid under P-620-5.6 and P-620-5.7, the same measurement procedures apply. A single message will be paid at 50% of the unit price for the initial application, and the remaining 50% after the final application.

C5. The Owner will provide 2 diesel lighted X's. Contractor shall provide an additional 2 diesel lighted X's. Maintenance requirements are detailed in the CSPP. For bidding purposes, assume that the Contractor will be responsible for moving and erecting the lighted X's.

C6. AC Millings will be left at the location indicated in the plans. Millings shall not contain trash or soil. Millings pile shall only contain milled/process pavements and not shall not contain unprocessed

sections not removed by a mill machine. Remove and dispose of any sections larger than 1-foot. BMPs at the toe of slope for the millings pile shall be left on-site at the conclusion of the project.

- C7. Contractor will provide their own radios; Airport will not have radios available for the Contractor's use.
- C8. Airport will deactivate the runway edge lights during the runway closure; FAA will deactivate instrument approach during the night closure.
- C9. There is no location on-site for a batch-plant.
- C10. Anticipated NTP for Mobilization is in September 2025, pending FAA approval of Bid.
- C11. The Specifications make multiple references to "Acknowledgement of Bid Addendums." This is done on "Exhibit D – Addenda Acknowledgement."
- C12. The gate guard is required to be a badged individual. The intent is to have personnel at the gate to keep an unlocked gate from being unmanned when construction is occurring. Guard shall be responsible for checking that only badged personnel enter the site or are under escort. Guard shall keep a log of incoming construction traffic. Guard is not required to be armed.
- C13. The project is occurring on an active Airport. The haul route accessing the project site requires going through areas that are shared between construction traffic, aircraft, vehicular traffic, and pedestrians. The CSPP is intended to limit these conflict points, but they cannot be eliminated. Contractor is limited to 10 MPH and shall yield to aircraft, airport vehicles, and pedestrians. Construction traffic on the haul route entering the site will need to be badged or under escort.
- C14. Contractor is responsible for determining and obtaining all permits.
- C15. Contractor will be required to monitor stockpiles to avoid excessive dust.

Revisions:

- R1. The drawings have been revised. Changes are clouded where appropriate, or labeled as the entire sheet is revised. The following sheets are replaced by this addendum:
 - CSPP Sheets: G-080 to G-089;
 - Construction Plan: C-105;
 - Construction Details: C-315
- R2. The CSPP has been revised. Replace Division 6 – Construction Safety in Phasing Plan with the version included in this addendum.
- R3. The Bid Schedule is revised. Replace the Bid Schedule with the version included in this addendum.

R4. Replace Table 1 in P-620-2.2 with the following information. The red application rate and bead data were missing in the previous version.

620-2.2 Marking Materials.

Table 1. Marking Materials

<u>Paint¹</u>				<u>Glass Beads²</u>	
Type	Color	Fed Std. 595 Number	Application Rate Maximum	Type	Application Rate Minimum
Type I	Yellow	33538 or 33655	115 ft² /gal	III	10 lb /gal
Type I	Black	37038	115 ft² /gal	N/A	---
Type I	Red	31136	115 ft² /gal	N/A	---

R5. P-152 has been revised; updates are marked in red. Replace P-152 with the version included in this addendum.

R6. Replace the Seed Properties and Rate of Application Table in Specification T-901 with the following:

Seed Properties and Rate of Application

Seed Common Name	Minimum Seed Purity (Percent)Botanical Name	Rate of Application lb /acre (pure live seed) (or lb /1,000 S.F.)
*Ephraim Crested Wheatgrass	*Agropyron <u>Cristatum</u>	*5.5
*Smooth Brome	*Bromus <u>Inermis</u>	*5.5
Intermediate Wheatgrass	Agropyron <u>Intermedium</u>	5.5
Great Basin Wildrye	Elymus <u>Junceaus</u>	4.5
Western Wheatgrass	Agropyron	2.0
Canada Wildrye	Elymus <u>Canadensis</u>	3.5
Slender Wheatgrass	Agropyron <u>Trachyacalum</u>	5.0
Regreen or <u>Quickguard</u>	<u>Triticom</u> <u>Elongatus</u>	22.0
TOTAL		57 lbs /acre PLS

Attachments:

Attachment 1: Bid Schedule
Attachment 2: CSPP Document
Attachment 3: P-152 Specification
Attachment 4: Drawings

BID SCHEDULE 1A: FEDERAL

BID SCHEDULE						
SEQ. NO.	ITEM NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL PRICE (FIGURES)
1	C-102-5.1	Temporary Erosion Control	LS	1		
2	C-105-6.1	Mobilization (Max 10% Bid Schedule)	LS	1		
3	P-101-5.1	Demolish Existing Fence	LF	150		
4	P-101-5.2	Full Depth AC Removal	SY	28,300		
5	P-101-5.3	Demolish Existing Group of Three Tiedowns	EA	65		
6	P-101-5.4	Demolish Existing Gate	LS	1		
7	P-101-5.5	Demolish Existing Storm Drain Pipe	LF	140		
8	P-101-5.7	Partial and Variable Depth AC Mill	SY	5,100		
9	P-101-5.8	Demolish Existing Storm Drain Inlet / Headwall	EA	3		
10	P-152-4.1	Unclassified Excavation and Haul-off	CY	4,500		
11	P-152-4.2	Embankment In Place Under Pavement	SY	58,600		
12	P-152-4.3	Remove Unsuitable Material and Replace with Select Material	CY	500		
13	P-209-5.1	Crushed Aggregate Base Course, 6-Inch Depth	SY	29,300		
14	P-401-8.1	Asphalt Pavement	TON	7,350		
15	P-610-5.1	Construct Set of 3 Tie-Downs	EA	59		
16	P-620-5.1	Pavement Marking with Reflective Media (All Colors Except Black – 2 Coats)	SF	4,400		
17	P-620-5.2	Pavement Marking without Reflective Media (All Colors Except Black – 2 Coats)	SF	1,700		

BID SCHEDULE						
SEQ. NO.	ITEM NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL PRICE (FIGURES)
18	P-620-5.3	Pavement Marking without Reflective Media (Black – 1 Coat)	SF	3,500		
19	P-620-5.6	Large Message without Reflective Media (2 Coats)	EA	6		
20	P-620-5.7	Small Message without Reflective Media (2 Coats)	EA	59		
21	P-621-5.1	Sawcut Grooving	LS	1		
22	F-162-5.1	Automatic Gate	LS	1		
23	F-162-5.2	Chain-Link Fence	LF	110		
24	D-701-5.1	8" PVC Storm Drain	LF	100		
25	D-751-5.1	Construct 4x4 Storm Drain Inlet	EA	4		
26	D-751-5.2	Adjust Sewer Manhole to Grade	EA	2		
TOTAL SCHEDULE in Figures						

END BID SCHEDULE 1A

BID SCHEDULE 1B: NON-FEDERAL

BID SCHEDULE						
SEQ. NO.	ITEM NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL PRICE (FIGURES)
1	P-101-5.2	Full Depth AC Removal (Must Match Bid Schedule 1A Unit Price)	SY	3,600		
2	P-101-5.7	Partial and Variable Depth AC Mill (Must Match Bid Schedule 1A Unit Price)	SY	800		
3	P-152-4.1	Unclassified Excavation and Haul-off (Must Match Bid Schedule 1A Unit Price)	CY	500		
4	P-152-4.2	Embankment In Place Under Pavement (Must Match Bid Schedule 1A Unit Price)	SY	7,100		
5	P-152-4.3	Remove Unsuitable Material and Replace with Select Material (Must Match Bid Schedule 1A Unit Price)	100	CY		
6	P-209-5.1	Crushed Aggregate Base Course, 6-Inch Depth (Must Match Bid Schedule 1A Unit Price)	SY	3,550		
7	P-401-8.1	Asphalt Pavement (Must Match Bid Schedule 1A Unit Price)	TON	1,000		
TOTAL SCHEDULE in Figures						

END BID SCHEDULE 1B

BID SCHEDULE 2: FEDERAL

BID SCHEDULE						
SEQ. NO.	ITEM NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL PRICE (FIGURES)
1	C-105-6.1	Mobilization (Max 10% Bid Schedule)	LS	1		
2	P-101-5.6	Demolish Existing PCC Panel	SY	430		
3	P-501-8.1	Concrete Pavement	SY	500		
4	P-605-5.1	Construct PCC Joint Seal	LF	1,600		
5	P-605-5.2	Route Ex. Crack and Construct Crack Seal	LF	1,000		
6	P-605-5.3	Construct PCC Control Joint	LF	1,000		
7	P-620-5.1	Pavement Marking with Reflective Media (All Colors Except Black – 2 Coats)	SF	200		
8	P-620-5.3	Pavement Marking without Reflective Media (Black – 1 Coat)	SF	200		
TOTAL SCHEDULE in Figures						

END BID SCHEDULE 2

BID SCHEDULE 3: FEDERAL

BID SCHEDULE						
SEQ. NO.	ITEM NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL PRICE (FIGURES)
1	Not Used	Not Used	N/A	N/A	\$0.00	\$0.00
2	C-105-6.1	Mobilization (Max 10% Bid Schedule)	LS	1		
3	P-101-5.7	Partial and Variable Depth AC Mill	SY	3,800		
4	P-401-8.1	Asphalt Pavement	TON	1,000		
5	P-620-5.1	Pavement Marking with Reflective Media (All Colors Except Black – 2 Coats)	SF	600		
6	P-620-5.3	Pavement Marking without Reflective Media (Black – 1 Coat)	SF	700		
7	P-620-5.4	Pavement Marking with Reflective Media on Existing Marking (All Colors Except Black – 1 Coat)	SF	200		
8	P-620-5.5	Pavement Marking without Reflective Media on Existing Marking (Black – 1 Coat)	SF	200		
9	P-620-5.6	Large Message without Reflective Media (2 Coats)	EA	2		
TOTAL SCHEDULE in Figures						

END BID SCHEDULE 3

BID SCHEDULE 4: FEDERAL

BID SCHEDULE						
SEQ. NO.	ITEM NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL PRICE (FIGURES)
1	C-105-6.1	Mobilization (Max 10% Bid Schedule)	LS	1		
2	P-605-5.4	Construct Minor AC Crack Repair	LF	4,900		
3	P-608-8.1	Asphalt Surface Treatment	SY	17,300		
4	P-620-5.1	Pavement Marking with Reflective Media (All Colors Except Black – 2 Coats)	SF	3,200		
5	P-620-5.3	Pavement Marking without Reflective Media (Black – 1 Coat)	SF	6,700		
6	P-620-5.4	Pavement Marking with Reflective Media on Existing Marking (All Colors Except Black – 1 Coat)	SF	1,300		
7	P-620-5.5	Pavement Marking without Reflective Media on Existing Marking (Black – 1 Coat)	SF	1,700		
8	P-620-5.8	Demolish Existing Markings (Water Blast)	SF	6,300		
TOTAL SCHEDULE in Figures						

END BID SCHEDULE 4

TOTAL SCHEDULE 1A + 1B + 2 + 3 + 4 in Figures: _____

TOTAL SCHEDULE 1A + 1B + 2 + 3 + 4 in Words: _____

CONSTRUCTION SAFETY AND PHASING PLAN

Construct South Apron

Ogden Airport

3909 Airport Road, Ogden, Utah, 84405



June 16, 2025

Issued For Bid

Mead&Hunt

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I. OVERVIEW, PURPOSE, AND RESPONSIBILITIES.....	1
A. AIRPORT OPERATOR	1
B. CONSTRUCTION CONTRACTOR	1
C. AIRPORT USERS AND TENANTS.....	1
D. RESIDENT PROJECT REPRESENTATIVE (RPR).....	1
II. CONSTRUCTION SAFETY AND PHASING.....	2
A. COORDINATION.....	2
B. PHASING AND TIME LIMITATIONS	2
C. AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION	12
D. NAVAID PROTECTION	12
E. CONTRACTOR ACCESS	13
F. WILDLIFE MANAGEMENT	14
G. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT AND DUST CONTROL	15
H. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT.....	15
I. NOTIFICATION OF CONSTRUCTION ACTIVITIES.....	16
J. INSPECTION REQUIREMENTS.....	18
K. UNDERGROUND UTILITIES AND NOTIFICATION RESPONSIBILITIES.....	18
L. PENALTIES	18
M. SPECIAL CONDITIONS	19
N. RUNWAY AND TAXIWAY VISUAL AIDS.....	19
O. MARKING AND SIGNS FOR ACCESS ROUTES.....	20
P. HAZARD MARKING AND LIGHTING	20
Q. PROTECTION OF RUNWAY AND TAXIWAY CRITICAL AREAS.....	21
R. OTHER LIMITATIONS ON CONSTRUCTION	22
S. SAFETY PLAN COMPLIANCE DOCUMENT (SPCD).	23

SUPPLEMENTS TO THIS CSPP

Supplement 1 - Safety Plan Compliance Document, Example

Supplement 2 – Daily Safety Inspection Checklist

Supplement 3 – Definition of Terms

Supplement 4 – CSPP Drawings

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I. OVERVIEW, PURPOSE, AND RESPONSIBILITIES

This document presents the Construction Safety and Phasing Plan (CSPP) for the Construct South Apron project at Ogden-Hinckley Airport (Airport). This project is being constructed under an FAA grant. Work on this project will be completed in a single award, likely split into two mobilizations due to a winter shut down. Construction is scheduled to take place during Fall 2025 and Spring 2026. The work is expected to be completed over 84 calendar days.

The CSPP provides single source information for all Project and Airport personnel to use during construction, and defines the specific responsibilities of the Airport Operator, the Contractor, Airport users/tenants, and the Consulting Engineer.

Requirements for maintaining operational safety during construction are in conformance with FAA Advisory Circular 150/5370-2G, “Operational Safety on Airports During Construction.” The Project specific safety and phasing provisions for the Project elements are shown in the Plans as well as detailed in the Project Specifications.

A. AIRPORT OPERATOR

The Airport Operator is responsible for operational safety on the Airport at all times. Ogden-Hinckley Airport (Airport) is the Airport Operator. The Airport will issue Notices to Airmen (NOTAMS) whenever construction activities occur in the AOA. Airport staff will provide oversight of all construction activities and coordinate those activities with FAA personnel, Air Traffic Control (ATC) personnel, Airport users (pilots), and Airport tenants. The Airport will host weekly construction progress and safety meetings. During those meetings, operational safety will be reviewed and an action plan will be developed as needed to address any discrepancies in safety that need to be corrected.

B. CONSTRUCTION CONTRACTOR

The Contractor will be determined by a competitive bidding process. The Contractor’s responsibilities for safety and phasing are detailed and defined in the Contract Documents. The Contractor will be required to attend weekly progress and safety meetings and to correct any discrepancies found in safety. The Contractor is required to prepare and submit a completed SPCD to the Airport for approval before the Notice to Proceed for Construction can be issued. A sample SPCD is included as Supplement 1.

C. AIRPORT USERS AND TENANTS

The Airport will notify Airport users and tenants of all pending construction activities that impact them and advise the users and tenants of planned pavement closures and other activities near the AOA that will affect aircraft/Airport operations. Users and tenants will be permitted to attend weekly construction progress and safety meetings, when appropriate.

D. RESIDENT PROJECT REPRESENTATIVE (RPR)

As part of the Project construction management, observation, and quality assurance process, the airport and RPR will work together to monitor construction safety on a daily basis. A tool that may be used to ensure an appropriate level of priority is given to safety is the “Construction Project Daily Safety Inspection Checklist” (see Supplement

2). Any discrepancies in safety will be immediately brought to the attention of the Contractor and Airport for corrective action implementation.

II. CONSTRUCTION SAFETY AND PHASING

A. COORDINATION

- 1) **Preconstruction Conference.** A preconstruction conference will be held as soon as practicable after the Contract has been awarded. The Contractor must submit the preliminary construction schedule and receive approval of the SPCD before the Notice to Proceed (NTP) will be given. The preconstruction conference participants should include, but not be limited to, the Airport, RPR, Airport Management, testing laboratory representative, Contractor and major subcontractor(s), Contractor's project superintendent, Contractor's project clerk, Utility companies, Aircraft Rescue and Fire Fighting (ARFF) personnel, federal, state, or local agencies affected by the proposed construction, and FAA representatives. The Contractor shall distribute previously submitted copies of the preliminary construction schedule at the preconstruction meeting.
- 2) **Contractor Progress Meetings.** Contractor progress meetings will be held weekly for the duration of construction. Operational safety will be a standing agenda item for discussion during progress meetings throughout the Project. Date, time, and location of the progress meetings will be determined at the preconstruction meeting. If significant scope or schedule changes arise during the project revisions to the CSPP and review and approval by the Airport and the FAA may be required.
- 3) **FAA Air Traffic Organization (ATO) Coordination.** It will be necessary for the FAA ATO to be kept current on the construction progress, including schedule. All coordination with the FAA will be conducted through Airport Management. No FAA-owned equipment should be impacted by the project, but the expected lead time for coordination of FAA equipment shutdown is 14 days.

B. PHASING AND TIME LIMITATIONS

The Notice to Proceed for the Construction Element will not be issued until the SPCD is approved. The SPCD must be submitted a minimum of 10 days prior to construction start. The work efforts and affected airfield areas within the AOA are detailed below. Construction shall begin when grant funds are available, anticipated to be in Fall 2025. If the Contractor fails to meet any of the time limitations listed below, liquidated damages will be assessed as described in Division 4, Section 80-08 of the Project Specifications.

- 1) **Construction.** (84 calendar days, not including expected 60-day winter shutdown nor 30-day mobilization)

General Phasing Limitations. The following phasing restrictions apply:

- Airline operations shall not be impeded by construction.
- During Work Areas A through H, runway lights shall be operational at all times.
- Runway closures during Work Areas J and X and are detailed in the tables below.
- Taxiway edge lights leading to a closed taxiway/taxilane shall be temporarily disabled.
- Prior to reopening any airfield pavement to traffic, the areas must be safety area compliant, free of debris, and pass inspection by a member of the Airport staff and Engineer.

Work Area A: Summary

	Project Elements
	Construction Items
Scope of Work	<ul style="list-style-type: none"> - Temporary Sediment and Erosion Control Measures - Demolish Existing Asphalt Pavements - Earthwork and Grading - Aggregate Base -Asphalt Paving -Aircraft Tiedowns and Markings
Area Closed to Aircraft Operations	Taxilane G, adjacent to Work Area A, is limited to ADG I.
Duration of Closure	21 calendar days
Alternate Taxi Route	Larger aircraft, ADG II, taxi around Work Area A via Taxiway A and B.
ARFF Access Routes	Unimpeded access down Taxiway A and B
Construction Staging Area	Staging Area is located on the east side of the airport near gate at 3798 Airport Road. The staging area is located inside the secure perimeter and the stockpile is located on the outside of the secure perimeter.
Construction Access & Haul Route	Access to the airfield will be through existing manual gate M-5 near 3798 Airport Road. The haul route will cross Airport Road. Access the Work Area via Taxiway G.
Impacts to NAVAIDS	None
Lighting, Marking & Signing Changes	Final markings and signage shall be unchanged
Required Hazard Marking, Lighting & Signing Changes	The Contractor shall install temporary low-profile barricades along Taxilane G.
Available Runway Length	The runway length will not be impacted.
Work Zone Lighting for Nighttime Construction	Nighttime construction is not allowed.
Lead Times for Required Notification	The contractor shall provide a minimum of 7 working days' notice to the airport before closing a Runway or Taxiway and shutting down NAVAIDS.

Additional Work Area A Notes.

- Contractor shall not start demolition unless construction can be completed before winter shutdown.
- No onsite spoils areas are available.

Work Area B: Summary

	Project Elements
	Construction Items
Scope of Work	<ul style="list-style-type: none"> - Temporary Sediment and Erosion Control Measures - Demolish Existing Asphalt Pavements - Earthwork and Grading <ul style="list-style-type: none"> - Aggregate Base -Asphalt Paving -Aircraft Tiedowns and Markings
Area Closed to Aircraft Operations	Taxilane G, adjacent to Work Area B, is limited to ADG I.
Duration of Closure	28 calendar days
Alternate Taxi Route	Larger aircraft, ADG II, taxi around Work Area B via Taxiway A and B.
ARFF Access Routes	Unimpeded access down Taxiway A and B.
Construction Staging Area	Staging Area is located on the east side of the airport near gate at 3798 Airport Road. The staging area is located inside the secure perimeter and the stockpile is located on the outside of the secure perimeter.
Construction Access & Haul Route	Access to the airfield will be through existing manual gate M-5 near 3798 Airport Road. The haul route will cross Airport Road. Access the Work Area via Taxiway G.
Impacts to NAVAIDS	None
Lighting, Marking & Signing Changes	Final markings and signage shall be unchanged
Required Hazard Marking, Lighting & Signing Changes	The Contractor shall install temporary low-profile barricades along Taxilane G.
Available Runway Length	The runway length will not be impacted.
Work Zone Lighting for Nighttime Construction	Nighttime construction is not allowed.
Lead Times for Required Notification	The contractor shall provide a minimum of 7 working days' notice to the airport before closing a Runway or Taxiway and shutting down NAVAIDS.

Additional Work Area B Notes.

- Contractor shall not start demolition unless construction can be completed before winter shutdown.
- No onsite spoils areas are available.

Work Area C: Summary

	Project Elements
	Construction Items
Scope of Work	<ul style="list-style-type: none"> - Temporary Sediment and Erosion Control Measures - Demolish Existing Asphalt Pavements - Earthwork and Grading <ul style="list-style-type: none"> - Aggregate Base -Asphalt Paving -Aircraft Tiedowns and Markings
Area Closed to Aircraft Operations	Taxilane G, adjacent to Work Area C, is limited to ADG I.
Duration of Closure	28 calendar days
Alternate Taxi Route	Larger aircraft, ADG II, taxi around Work Area C via Taxiway A and B.
ARFF Access Routes	Unimpeded access down Taxiway A
Construction Staging Area	Staging Area is located on the east side of the airport near gate at 3798 Airport Road. The staging area is located inside the secure perimeter and the stockpile is located on the outside of the secure perimeter.
Construction Access & Haul Route	Access to the airfield will be through existing manual gate M-5 near 3798 Airport Road. The haul route will cross Airport Road. Access the Work Area via Taxiway G.
Impacts to NAVAIDS	None
Lighting, Marking & Signing Changes	Final markings and signage shall be unchanged
Required Hazard Marking, Lighting & Signing Changes	The Contractor shall install temporary low-profile barricades along Taxilane G.
Available Runway Length	The runway length will not be impacted.
Work Zone Lighting for Nighttime Construction	Nighttime construction is not allowed.
Lead Times for Required Notification	The contractor shall provide a minimum of 7 working days' notice to the airport before closing a Runway or Taxiway and shutting down NAVAIDS.

Additional Work Area C Notes.

- Contractor shall not start demolition unless construction can be completed before winter shutdown.
- No onsite spoils areas are available.

Work Area D: Summary

Project Elements	
Construction Items	
Scope of Work	- Fog Seal, crack seal, and pavement markings
Area Closed to Aircraft Operations	Taxilane G.
Duration of Closure	2 calendar nights, 1800-0700
Alternate Taxi Route	Aircraft taxi around Work Area D via Taxiway A and B.
ARFF Access Routes	Unimpeded access down Taxiway A and B, and adjacent to work along Taxilane G.
Construction Staging Area	Staging Area is located on the east side of the airport near gate at 3798 Airport Road. The staging area is located inside the secure perimeter and the stockpile is located on the outside of the secure perimeter.
Construction Access & Haul Route	Access to the airfield will be through existing manual gate M-5 near 3798 Airport Road. The haul route will cross Airport Road. Access the Work Area via Taxiway G.
Impacts to NAVAIDS	None
Lighting, Marking & Signing Changes	Final markings and signage shall be unchanged
Required Hazard Marking, Lighting & Signing Changes	The Contractor shall install temporary low-profile barricades along Taxilane G.
Available Runway Length	The runway length will not be impacted.
Work Zone Lighting for Nighttime Construction	Lights have to be angled downward, shielded, and pointed away from Runway approaches.
Lead Times for Required Notification	The contractor shall provide a minimum of 7 working days' notice to the airport before closing a Runway or Taxiway and shutting down NAVAIDS.

Additional Work Area D Notes.

- Contractor shall not start demolition unless construction can be completed before winter shutdown.
- No onsite spoils areas are available.

Work Area E: Summary

	Project Elements
	Construction Items
Scope of Work	<ul style="list-style-type: none"> - Temporary Sediment and Erosion Control Measures - Demolish Existing Asphalt Pavements - Asphalt Paving
Area Closed to Aircraft Operations	Connector to Taxilane G.
Duration of Closure	2 calendar days
Alternate Taxi Route	Aircraft taxi around Work Area E via Taxiway A and B, or Taxilane G.
ARFF Access Routes	Unimpeded access down Taxiway A and B, and Taxilane G.
Construction Staging Area	Staging Area is located on the east side of the airport near gate at 3798 Airport Road. The staging area is located inside the secure perimeter and the stockpile is located on the outside of the secure perimeter.
Construction Access & Haul Route	Access to the airfield will be through existing manual gate M-5 near 3798 Airport Road. The haul route will cross Airport Road. Access the Work Area via Taxilane G.
Impacts to NAVAIDS	None
Lighting, Marking & Signing Changes	Final markings and signage shall be unchanged
Required Hazard Marking, Lighting & Signing Changes	The Contractor shall install temporary low-profile barricades along Taxilane G and deice pad.
Available Runway Length	The runway length will not be impacted.
Work Zone Lighting for Nighttime Construction	Nighttime construction is not allowed.
Lead Times for Required Notification	The contractor shall provide a minimum of 7 working days' notice to the airport before closing a Runway or Taxiway and shutting down NAVAIDS.

Additional Work Area E Notes.

- Contractor shall not start demolition unless construction can be completed before winter shutdown.
- No onsite spoils areas are available.

Work Area F: Summary

	Project Elements
	Construction Items
Scope of Work	<ul style="list-style-type: none"> - Temporary Sediment and Erosion Control Measures - Demolish Existing PCC - Aggregate Base - PCC Paving
Area Closed to Aircraft Operations	Aircraft Deice Pad.
Duration of Closure	40 calendar days
Alternate Taxi Route	Aircraft taxi around Work Area F via Taxiway A and B or Taxilane G.
ARFF Access Routes	Unimpeded access down Taxiway A and B, and Taxilane G.
Construction Staging Area	Staging Area is located on the east side of the airport near gate at 3798 Airport Road. The staging area is located inside the secure perimeter and the stockpile is located on the outside of the secure perimeter.
Construction Access & Haul Route	Access to the airfield will be through existing manual gate M-5 near 3798 Airport Road. The haul route will cross Airport Road. Access the Work Area via Taxiway G.
Impacts to NAVAIDS	None
Lighting, Marking & Signing Changes	Final markings and signage shall be unchanged
Required Hazard Marking, Lighting & Signing Changes	The Contractor shall install temporary low-profile barricades along the south side of the Work Area at the PCC limit and along the Taxilane G safety area.
Available Runway Length	The runway length will not be impacted.
Work Zone Lighting for Nighttime Construction	Nighttime construction is not allowed.
Lead Times for Required Notification	The contractor shall provide a minimum of 7 working days' notice to the airport before closing a Runway or Taxiway and shutting down NAVAIDS.

Additional Work Area F Notes.

- Contractor shall not start demolition unless construction can be completed before winter shutdown.
- No onsite spoils areas are available.

Work Area G: Summary

Project Elements	
Construction Items	
Scope of Work	<ul style="list-style-type: none"> - Asphalt Milling - Asphalt Paving and Marking
Area Closed to Aircraft Operations	Taxilane G at Taxiway A closed for duration. Taxiway A at Taxilane G closed nightly while performing work and opened for daytime use..
Duration of Closure	48 hours (work area). Taxiway A, 2 calendar nights.
Alternate Taxi Route	Larger aircraft (ADG III) taxi around Work Area G via commercial apron and deice pad. Smaller aircraft (ADG II and smaller) may also use Taxilane G.
ARFF Access Routes	Unimpeded access down Taxiway A and B.
Construction Staging Area	Staging Area is located on the east side of the airport near gate at 3798 Airport Road. The staging area is located inside the secure perimeter and the stockpile is located on the outside of the secure perimeter.
Construction Access & Haul Route	Access to the airfield will be through existing manual gate M-5 near 3798 Airport Road. The haul route will cross Airport Road. Access the Work Area via Taxiway G.
Impacts to NAVAIDS	None
Lighting, Marking & Signing Changes	Final markings and signage shall be unchanged
Required Hazard Marking, Lighting & Signing Changes	The Contractor shall install temporary low-profile barricades along Taxilane G.
Available Runway Length	The runway length will not be impacted.
Work Zone Lighting for Nighttime Construction	Lights have to be angled downward, shielded, and pointed away from Runway approaches.
Lead Times for Required Notification	The contractor shall provide a minimum of 7 working days' notice to the airport before closing a Runway or Taxiway and shutting down NAVAIDS.

Additional Work Area G Notes.

- Contractor shall not start demolition unless construction can be completed before winter shutdown.
- No onsite spoils areas are available.

Work Area J: Summary

	Project Elements
	Construction Items
Scope of Work	- AC Mill and Overlay of Runway 3-21 - Application of Pavement Markings
Area Closed to Aircraft Operations	All landing surfaces closed.
Duration of Closure	1 calendar night, 2000-0800
Alternate Taxi Route	None; emergency use only; all lighting locked out.
ARFF Access Routes	Small work area; no impediment
Construction Staging Area	Staging Area is located on the east side of the airport near gate at 3798 Airport Road. The staging area is located inside the secure perimeter and the stockpile is located on the outside of the secure perimeter.
Construction Access & Haul Route	Access to the airfield will be through existing manual gate M-5 near 3798 Airport Road. The haul route will cross Airport Road. Access the Work Area via Taxiway G.
Impacts to NAVAIDS	Work will include temporary shutdown of all navigational aids for both Runways.
Lighting, Marking & Signing Changes	Final markings and signage shall be unchanged
Required Hazard Marking, Lighting & Signing Changes	All lighting and signage will be deactivated. Lighted X's are provided at each Runway end.
Available Runway Length	Not applicable. Both runways will be closed to operations during construction.
Work Zone Lighting for Nighttime Construction	Lights have to be angled downward, shielded, and away from Runway approaches.
Lead Times for Required Notification	The contractor shall provide a minimum of 7 working days' notice to the airport before closing a Runway or Taxiway and shutting down NAVAIDS.

Additional Work Area J Notes.

- Rigid liquidated damages apply.
- No stockpiles allowed in the runway object free area.
- Runway lights shall be disabled while any work is occurring on the runway (nightly) and shall be made operational when the runway is open (daily). Coordinate all runway closures with the airport. A seven-day notification is required for all runway closures and NAVAIDS requiring shut down by FAA SSC.
- Taxiway edge lights shall be temporarily disabled where any taxiway is closed or edge lights shall be covered to prevent light leakage.
- Prior to reopening any airfield pavement to traffic, the areas must be safety area compliant, free of debris, and pass inspection by a member of the Airport Staff and Engineer.

Work Area X: Summary

Project Elements	
Construction Items	
Scope of Work	-Groove new-AC portion of Runway 3-21 - Application of 2 nd coat of pavement markings in all work areas
Area Closed to Aircraft Operations	All landing surfaces closed during grooving operation. Rolling closure of non-movement area pavements for remarking.
Duration of Closure	Runways 2000-0800 (1 night). All other areas 0700-1800 (3 days). 4 total days.
Alternate Taxi Route	At night - None; emergency use only; all lighting locked out. Daytime – None required, work being done under escort and rolling closure by work area.
ARFF Access Routes	No impediment.
Construction Staging Area	Staging Area is located on the east side of the airport near gate at 3798 Airport Road. The staging area is located inside the secure perimeter.
Construction Access & Haul Route	Access to the airfield will be through existing manual gate M-5 near 3798 Airport Road. The haul route will cross Airport Road. Access the Work Area via Taxiway G.
Impacts to NAVAIDS	Grooving work will include temporary shutdown of all navigational aids for both Runways.
Lighting, Marking & Signing Changes	Final markings and signage shall be unchanged.
Required Hazard Marking, Lighting & Signing Changes	All lighting and signage will be deactivated. Lighted X's are provided at each Runway end.
Available Runway Length	Not applicable. Both runways will be closed to operations during nighttime grooving. Full runway length will be available when open during daytime.
Work Zone Lighting for Nighttime Construction	Lights must be angled downward, shielded, and away from Runway approaches.
Lead Times for Required Notification	The contractor shall provide a minimum of 7 working days' notice to the airport before closing a Runway or Taxiway and shutting down NAVAIDS.

Additional Work Area X Notes.

- Runway liquidated damages apply to runway closure.
- Contractor may only occupy one work area at a time, completing all work before proceeding into the next work area. Grooving and marking new asphalt area on Runway 3-21 is expected to require a single night closure. A seven-day notification is required for all runway closures and NAVAIDS requiring shut down by FAA SSC. All other closures shall be during the day.

2) **Construction Safety and Phasing Plan Sheets.** Drawings specifically indicating operational safety procedures and methods in affected areas have been developed for each construction phase and work area. These Drawings are included in the Contract Drawing Bid Package.

C. AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION

1) **Runways.** No impacts to runways.

Operational Requirements	Open (Existing)
Runway 3-21 ARC	Unchanged
Runway 3 Approach Visibility Minimums	Unchanged
Runway 21 Approach Visibility Minimums	Unchanged
Runway 3 Declared Distances	Unchanged
Runway 21 Declared Distances	Unchanged
Runway 3 Approach Procedures	Precision Instrument
Runway 21 Approach Procedures	Non-precision Instrument
Runway 3 NAVAIDS	PAPI, REILS
Runway 21 NAVAIDS	ILS, PAPI
Taxiway Design Group (TDG)	III
ATCT (hours open)	7:00 am to 8:00 pm
ARFF Index	B
Special Conditions	Keep all equipment/stockpiles below 15-feet

2) **Taxiways.** Taxiway A will remain active and open at all times. Taxiway G will be intermittently closed as shown on the Phasing Drawings and in Section 2 above.

D. NAVAID PROTECTION

- 1) **Rotating Beacon:** The Rotating Beacon will not be affected by construction and shall remain operational for the duration of the project.
- 2) **PAPI:** The Runway PAPIs will not be impacted by the project.
- 3) **REIL:** The Runway REILs will not be impacted by the project.
- 4) **Wind Cones.** The windcone will not be impacted by the project.
- 5) **Runway 3 Instrument Landing System:** The Runway 3 ILS will not be impacted by the project.

E. CONTRACTOR ACCESS

- 1) **Location of Stockpiled Construction Materials and Equipment.** Location of stockpiled materials and equipment storage shall be in the areas identified on the Plans or as approved by the Airport. Stockpiling materials and equipment outside the designated areas and within the AOA will require prior approval from the FAA, via the Airport, and will be subjected to additional limitations depending on the height(s). Stockpiled material and equipment storage are not permitted within the RSA or OFZ, and, if possible, should not be within the OFA of an operational runway. See Section IV.R “Protection of Runway and Taxiway Critical Areas” for requirements of stockpiled materials inside the ROFA.
- 2) **Vehicle and Pedestrian Operations.**
 - a) **Construction Site Parking.** Employees’ vehicles shall be parked in the staging areas designated on the Plans or outside the AOA. No employee vehicles will be allowed beyond the staging area limits. In areas where the staging area is adjacent to the perimeter security fence, all vehicles shall be positioned a minimum of ten feet away from either side of the fence.
 - b) **Construction Equipment Parking.** All service and construction vehicles and/or equipment shall be parked in the Contractor staging area when not in use and shall be positioned a minimum of 10 feet away from either side of a perimeter security fence.
 - c) **Access and Haul Roads.** The Contractor will be restricted to use the Project security gates and haul routes shown on the Drawings. Right of way shall be given to all ARFF, emergency vehicles, and aircraft sharing the haul routes with the Contractor.
 - d) **Marking and Lighting of Vehicles.** Marking and lighting of vehicles used on airports shall be in accordance with AC 150/5210-5. Only marked Contractor owned vehicles required for the proper execution of the work will be allowed in the work area. All vehicles and equipment shall be equipped with an omnidirectional amber flashing light. Vehicles within the airfield environment shall display company identification markings on both sides of the vehicle. Non-motorized equipment shall have reflective devices displayed on all sides. All supervisory and survey personnel operating unescorted within the airfield environment but outside the work area, shall have a company vehicle with an amber flashing light mounted on the roof of the cab and identifying markings, visible from 300 feet, mounted on both sides of the vehicle.
 - e) **Escorts.** Personnel and vehicles which have not been approved for working within the airfield environment will require a Contractor escort. Construction access to and from the work area shall only be by Airport approved escort which has received the driver and two-way radio communication training outlined in this CSPP. When outside the work area, all Contractor personnel, vehicle, and equipment movement within the airfield environment shall be under control of the Contractor’s personnel authorized to perform escort responsibilities with the Contractor’s approved escort vehicle(s).
 - f) **Training Requirement for Vehicle Drivers.** The Contractor shall designate sufficient construction personnel (minimum of 3) to receive training on movement around the Airport during

the construction Project. The designated trained personnel will be responsible for escorting non-trained construction personnel who will be working within the airfield environment. The designated construction personnel shall attend an airfield orientation/driver training class conducted by the Airport as part of the requirements to obtain authorization to operate on the airfield. Training for vehicles and pedestrians shall be completed in accordance with Part 139.329. The Contractor shall contact the Airport Operations Manager, a minimum of 48 hours in advance to schedule training class for the select construction personnel. Training classes will not be available on Saturdays or Sundays. Training classes will be limited to 15 people, maximum, per class. The approximate duration of the training class is one hour.

- g) **Situational Awareness.** Yield the right of way to moving aircraft (whether under tow or their own power), emergency vehicles displaying rotating beacons (other than amber) and/or using sirens, and pedestrians. While driving or working within the airfield environment, personnel shall not wear any devices in or on their ears, other than those used to protect hearing or communicate company business. Texting while driving is prohibited. In the event of an emergency, be prepared to move workers, vehicles, and equipment immediately at the direction of the Airport Staff.
- h) **Two-Way Radio Communication Procedures.** All activities within active movement areas will require two-way radio communication. In the event that the Contractor needs to access an active movement area and approval is granted by the Airport, all radio communications will be performed by the Airport or properly trained Contractor personnel using the Common Traffic Advisory Frequency (CTAF). During periods of closures due to Construction, the Contractor shall continuously monitor the CTAF. Additionally, if a sweeper is being used in the movement area and escort/flagger is not coordinating his/her movements, the sweeper operator shall be properly trained and carry a radio. Frequencies that will be used by personnel are:
 - CTAF – 118.70 MHz
 - Ogden Ground – 121.70 MHz
- i) **Airport Security.** In areas of work activities, the Contractor shall maintain security against unauthorized access to the airfield area through the security gate(s). Gates shall be locked or manned at all times. The gate shall be closed and locked when not in use. Where the Contractor's lock is used for access through Airport gates, the lock shall be marked to identify the ownership of the Contractor and placed in series with existing locks. Failure to adhere to these requirements will result in the Contractor's lock being removed by the Airport.

F. WILDLIFE MANAGEMENT

Procedures to maintain existing wildlife mitigation devices, limit wildlife attractants, and notify the Airport of wildlife encounters.

- 1) **Trash.** Receptacles shall be provided by the Contractor and equipped with metal, canvas, or plastic covers. Food scraps or other trash shall not be disposed on the ground and must be collected and placed in the covered receptacles so not to attract wildlife.

- 2) **Standing Water.** The Work Area shall avoid attracting wildlife. Water shall not be allowed to stand more than 24 hours.
- 3) **Fencing and Gates.** Fences and/or gates that are unmaintained and/or left open and unattended permit unwanted wildlife to enter inside the Airport perimeter fence. Contractor personnel shall immediately notify the Airport if any unwanted wildlife is observed inside the Airport perimeter fence.

G. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT AND DUST CONTROL

The Contractor shall be required to ensure the airfield environment is kept continuously free of construction debris, equipment and/or materials that might endanger or be ingested by an aircraft. The Contractor shall take extreme care to ensure that no work-related debris or other loose items are allowed to be blown by wind or aircraft engine blast. The Contractor shall be responsible for any resulting damage to aircraft engines and/or other property arising from failure to secure and/or protect debris, tools, supplies, or other loose items. Airfield pavements shall be kept free of material spillage and foreign matter at all times. Haul routes that are shared with aircraft operations shall be continuously cleaned, as determined by Airport Staff.

Dust shall be controlled during the entire Contract period, including weekends, holidays, and winter shutdown. The Contractor shall provide the means and methods to prevent dust, grit and other waste products from becoming a nuisance in and around the working area. The Contractor shall act as necessary, with the approval of the Airport, to reduce or eliminate such nuisance. The determination of nuisance is at the sole discretion of the Airport.

H. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

- 1) If shipments of hazardous material (including hazardous debris, contaminated soil or water, and hazardous waste) will be unloaded onto or loaded from Airport property, the Contractor shall have a qualified person available onsite when shipments are received or prepared to ship, who is current with U.S. Department of Transportation (DOT) approved training for the transportation of hazardous materials. Contractor shall properly characterize and manifest waste material leaving Airport property for disposal. When the waste reaches its final destination, the owner or operator of the designated and permitted treatment, storage, and disposal (TSD) facility shall sign the manifest and return a copy to the Airport within 35 days to confirm receipt.
- 2) Minor spills can be controlled by the first responder at the discovery of the spill. Use absorbent materials on small spills rather than hosing down or burying the spill. First responder should contain the spread of the spill, recover spilled materials, clean the contaminated area, and properly dispose of contaminated materials. For minor spills, consult the products Material Safety Data Sheets (MSDS) for recommended actions for spills or container leaks. Additionally, MSDSs shall provide emergency phone numbers and occupational health hazard information.
- 3) Semi-significant spills can be controlled by the first responder along with the aid of other personnel such as laborers, the foreman, etc. Notify the Airport of semi-significant spills. Spills should be cleaned up immediately. Contain the spread of the spill and notify the Project foreman immediately. If the spill occurs on paved or impermeable surfaces, clean up by using dry methods (absorbent materials, cat litter and/or rags). Contain the spill by encircling with absorbent materials and do not let the spill spread widely. If the

spill occurs in dirt areas, immediately contain the spill by constructing an earthen dike. Dig up and properly dispose of contaminated soil. If the spill occurs during rain, cover spill with tarps or other material to prevent contaminating runoff.

- 4) Significant/Hazardous spills that cannot be controlled by personnel in the immediate vicinity must be reported to the local emergency response by dialing 911. In addition to 911, the Contractor shall notify the Airport, proper County officials, and the state Emergency Services Warning Center. The services of a Spills Contractor or a HAZMAT team should be obtained immediately. Construction personnel should not attempt to clean up until the appropriate and qualified staff arrives at the jobsite. Other agencies that may need to be consulted include, but are not limited to, the Fire Department, the Public Works Department, the Highway Patrol, the local Police Department, and the Department of Toxic Substance.
- 5) Ensure that hazardous goods and material delivered to or from the construction site meet applicable DOT labeling and placarding requirements. Upon request from the Airport, supply MSDS for all hazardous material being delivered to the site.
- 6) The storage and shipment of hazardous waste shall also comply with the requirements of this section.
- 7) It is emphasized, however, that although spills resulting from incidents or accidents should be responded to, securing the well-being of people shall be the first priority.
- 8) Good housekeeping practices should be utilized during equipment fueling and maintenance operations. Inspect fueling equipment for leaks prior to dispensing. Fueling operations shall be continuously attended to while dispensing fuel. Fueling and maintenance operations shall not be performed within 50 feet of a storm drain, inlet, ditch, surface water, wetland, etc. to allow adequate time for containment in the event of a spill.

I. NOTIFICATION OF CONSTRUCTION ACTIVITIES

If conditions at the airport are such that the operational safety of the airport is adversely affected, the airport must be notified immediately.

1) Responsible Representatives / Points of Contact:

Staff Member	Title	Phone/Office
Brian Condie	Airport Manager	801-678-9097
Adam Nelson	Assistant Director	801-629-8222
Lynn Hinrichs	Project Coordinator	801-629-8225

Additional points of contact may be provided at the Preconstruction Meeting.

- 2) **Notices to Airmen (NOTAM).** Only the Airport Staff may initiate or cancel a NOTAM on Airport conditions and is the only entity that can close or open a runway.

Point of contact for issuing NOTAMS is Adam Nelson.

Work Areas A, B, and C (apron construction) will require a NOTAM regarding limited wing span being allowed down Taxiway G with equipment and lighted barricades adjacent to Taxilane G. Work Area D (Taxilane G seal coat) will require a NOTAM closure of Taxilane G during 2 consecutive night operations. Work area E (deice pad connector) will require a NOTAM closure of Taxilane G adjacent to the work area during the 2-day performance period. Work Area F (deice pad) will require a NOTAM closure during the performance period. Work Area G (Taxilane G north end) will require Taxilane G closure to through traffic for the 2-day performance period. A second NOTAM is required for Taxiway A closure to through traffic during the night operations in the Taxiway A TOFA, with Taxiway A fully open during the day.

3) Emergency Contact Information.

- a) Emergency – Dial 911**
- b) Airport Operations – 801-629-8262**
- c) Ogden City Police Department – 801-629-8056**
- d) Ogden City Fire Department – 801-629-8069**
- e) Ogden Regional Medical Center (6.5 mi) 5475 S 500 E, Ogden, UT – 801-479-2111**
- f) Poison Control Center – 1-800-222-1222**

In the event of an emergency requiring assistance from other than on-site support agencies, instruct the dispatcher to have them meet at the airport terminal, where they will be met by a designated representative that will escort them onto the airfield.

4) Coordination with Aircraft Rescue and Fire Fighting (ARFF) Personnel and Emergency Personnel.

The proposed Project does not deactivate waterlines or hydrants and is not anticipated to include the use of hazardous materials. Airfield emergency routes shall not be blocked while a runway is open. Emergency personnel will be briefed by the Airport as to the construction schedule. If additional notification is required, the Contractor shall contact the Airport Manager.

5) Notification to the FAA.

- a) Part 77.** The Airport will submit an FAA Form 7460-1, “Notice of Proposed Construction or Alteration” for specific elements of the work. Any equipment (cranes, graders, other equipment) used by the Contractor that exceeds the height limitation in Section IV.R, “Other Limitations on Construction” must also have a Form 7460-1 airspace evaluation and determination prior to use. Any vehicle exceeding part 77 surfaces shall be marked or lighted according to FAA AC 70/7460.
- b) Airport owned/FAA maintained NAVAIDS.** Construction operations will not impact NAVAIDS owned by the Airport and maintained by the FAA.
- c) FAA owned NAVAIDS.** Construction operations will not impact NAVAIDS owned by the FAA.
- d) NAVAID EMERGENCY.** In the event of an unanticipated utility outage or cable cut impacting either airport owned, or FAA owned navigational aids, notify Airport Staff immediately who will then be responsible for contacting the FAA.

J. INSPECTION REQUIREMENTS

- 1) Daily Inspections.** Inspections are to be conducted by the Contractor and airport operator at least daily, and more frequently, if necessary, to ensure conformance with the CSPP. No areas will be shared by construction traffic and air traffic. Supplement 2 contains a Daily Safety Inspection Checklist that may be used by the Contractor or Airport. Inspection includes: safety items like properly working lights, weighted barricades, and men and equipment operating in approved work areas; environmental items like stormwater BMPs in place, spill kits readily available, and FOD checks; performance items like proper QC procedures and testing; and conformance items like wage rate interviews, vehicle ID/flags/beacons, and badge checks.
- 2) Interim Inspections.** The Contractor must ensure that all construction materials have been secured, pavements have been swept clean, and all surfaces are appropriately marked for the safety of aircraft operations. The Contractor must have workforce and equipment available at the work area to complete additional clean up tasks if requested by the airport operator during the interim inspection.
- 3) Special Inspections.** The Contractor must accommodate qualified airport and FAA personnel to perform special inspections. Airport/FAA inspector shall inspect for compliance with the CSPP and SCPD, including lighting, marking, haul-route adherence and delineation, work area isolation (barricades).
- 4) Final Inspections.** A final inspection shall be conducted by the Airport prior to project completion. The Airport will have the final authority in determining if the area is suitable for occupancy. The Contractor shall meet all requirements in the Daily Inspection checklist plus additional items identified prior to opening pavements.

K. UNDERGROUND UTILITIES AND NOTIFICATION RESPONSIBILITIES.

Contractor must notify the Blue Stakes of Utah by calling 811 (<https://www.bluestakes.org/>), and any other owners of underground utilities within the construction area or within affected public rights-of-way or easements in advance of the commencement of excavation activities. The Airport shall also be notified to provide the on-airport and FAA ATO/Technical Operation utility locations.

Contractor shall not cross electrical or communication cables, or any other essential utility, unless protected by approved means. In the event of interruption to field-located utility services, promptly notify the Airport first, and then the proper authority. Cooperate with said authority in restoring service as promptly as possible. If required, the Contractor shall install suitable temporary service until permanent repair is completed.

Utility	Contact
Sewer – Ogden Water Utilities	801-629-8271
Water – Ogden Water Utilities	801-629-8321

L. PENALTIES

The Contractor is responsible for maintaining security during construction as detailed herein. The TSA imposes fines up to \$17,064, per person per incident, for security violations. The Contractor shall be responsible for any fines

caused by their failure to observe the security requirements contained herein or required by the SPCD. Violations, including those of driving regulations, may be cause for the Project to be stopped and Project safety procedures evaluated. Contractor working days will continue to be charged, even if the Airport ceases construction operations. The Airport will decide when work will continue. Enforcement of these regulations will be by the Police and/or Airport Operations Staff.

M. SPECIAL CONDITIONS

An aircraft in distress may require the Contractor to immediately move equipment away from an aircraft movement area. The Airport will notify the Contractor in the unlikely event of an aircraft in distress. The Contractor will be required to comply with all Airport instructions.

Various circumstances, such as an aircraft accident, security breach, or other unforeseen events may require suspension of the construction. The Airport will notify the Contractor when suspension of the work will be required.

A Vehicle / Pedestrian Deviation (VPD) is any entry or movement on the movement area by a vehicle or pedestrian that has not been authorized. In the event of a VPD, the Airport reserves the right to suspend the work or any portion thereof and continue suspension until the completion of any investigation or evaluation by the Airport and full compliance with any corrective measures that the Airport may reasonably require. The Airport will not consider time extensions or additional compensation should a VPD suspension occur. In addition, the Airport may require the Contractor to provide a written plan, satisfactory to the Airport, to demonstrate the Contractor's ability to prevent future violations.

N. RUNWAY AND TAXIWAY VISUAL AIDS

- 1) General.** Temporary airport markings must be clearly visible to pilots, not misleading, confusing, or deceptive. All temporary markings must be secured in place to prevent movement by prop wash, jet blast, wing vortices, or other wind currents and constructed of materials that would minimize damage to an aircraft in the event of inadvertent contact. **The nature of this construction project and duration of closures will not require temporary lighting, signs, or visual NAVAIDs to be incorporated into this project.**
- 2) Markings**
 - a) Temporarily Closed Taxiways.** Temporarily closed taxiways shall have barricades placed outside the safety area of intersecting taxiways. Temporarily cover and disable directional signs leading to closed areas.
 - b) Temporarily Closed Runways.** Temporary runway closures will require temporary lighted Runway X's to be placed at both ends of the runway directly on or as near as practicable to the runway designation numbers. All work in the Runway Object Free Area will require Tower coordination and can only be performed during Tower operating hours or under full Runway closure.
- 3) Lighting and visual NAVAIDs**

- a) **Temporarily Closed Taxiways.** If possible, deactivate the taxiway lighting circuits. When deactivation is not possible, cover the light fixture in a way as to prevent light leakage. Signs are to be covered for closed runway exits. Taxiway lights shall be covered during periods of closure. **Airfield lighting circuits to be disabled during Runway closure.**
- b) **Temporarily Closed Runways.** Runway exit signs are to be covered for closed runway exits. Outbound designation signs are to be covered for closed runways. Any time a sign does not serve its normal function or would provide conflicting information, it must be covered or removed to prevent misdirecting pilots. Runway Edge Lights shall be deactivated during closure. **Airfield lighting circuits to be disabled during Runway closure.**
- c) **Orange Construction Signs.** Orange construction signs may help pilots to be aware of changed conditions and can be incorporated on movement area projects to increase situational awareness. Locate signs outside the taxiway safety area and ahead of the construction area. Temporary signs must meet the requirements of Engineering Brief 93, Guidance for the Assembly and Installation of Temporary Orange Construction Signs. Placement of construction signs for pilot use denoting reduced allowable wingspan to be used on Taxiway G during Working Areas A, B, and C, as shown on the phasing drawings included in plan set. Temporary Orange Construction signs will be installed along Airport Dr. denoting the construction entrance.

O. MARKING AND SIGNS FOR ACCESS ROUTES

The Contractor shall place traffic control signs and/or devices adjacent to the designated Airport entrance gate, as appropriate, to advise the Airport users of construction operations. Signs and/or devices shall conform to the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD), current edition at the time of bid opening.

P. HAZARD MARKING AND LIGHTING

- 1) Before starting work, provide and have available all signs, barricades, and lights necessary for protection of the work. Install and maintain adequate warning signs and lighted barricades to protect property and personnel in the work area. Barricades shall be weighted or anchored to prevent overturning from wind.
- 2) Barricades are not permitted in any active safety area. Barricades located within a runway or taxiway object free area and/or on aprons must be as low as possible to the ground, and no more than 18 inches high, exclusive of supplementary lights and flags, and easily collapsible upon contact with an aircraft. The Contractor shall provide low profile barricades, marked with diagonal, alternating orange and white retroreflective stripes, to separate all construction/maintenance areas from the movement areas listed above. The low-profile barricades shall be 8 feet long, highly reflective, and be provided with two red omnidirectional flashers, as detailed in the Plans. Red flashers shall meet luminance.
- 3) The contractor shall coordinate runway closures with the airport and will be responsible for the closure markers during the duration of the closing. Contractor shall utilize the airport's existing runway closure markings.

- 4) No material stockpiles 18' and taller may be placed onsite and all stored materials and stockpiles must be outside of the object free areas delineated on the plans.
- 5) The Contractor shall have a person on call 24 hours a day for emergency maintenance of Airport hazard lighting and barricades. The Contractor must file the contact person's information with the Airport at the preconstruction meeting. Lighting shall be checked for proper operation at least once per day, preferably at dusk.
- 6) Open trenches and manholes, excavations, or obstructions not being actively worked shall be marked with lighted and weighted barricades that can be seen from a reasonable distance.
- 7) Stakes or low-profile barricades shall be used to delineate restricted areas as shown on the Drawings. Stakes shall be wooden lath with a minimum 1 foot buried in the ground and 3 feet exposed above ground. The top one foot above ground shall be painted fluorescent orange.
- 8) If construction is performed during nighttime hours, lighting equipment must adequately illuminate the work area. All support equipment, except haul trucks, should be equipped with artificial illumination to safely illuminate the area immediately surrounding the work area. Lights shall be positioned to provide the most natural color illumination and contrast with minimal shadows. Determine light spacing in the field. If used, light towers should be positioned and adjusted to aim away from active runways and the ATCT to prevent blinding effects. Shielding may be necessary.

Q. PROTECTION OF RUNWAY AND TAXIWAY CRITICAL AREAS

Only the Airport Operator may coordinate adjustments of RSA and TSA dimensions with applicable FAA organizations and issues local NOTAMS. **No adjustments to RSA or TSA dimensions are anticipated with this project.**

- 1) **Runway Safety Area (RSA).** No construction may occur within the existing RSA while the runway is open for aircraft operations. Open trenches or excavations are not permitted within the RSA while the runway is open. If possible, backfill trenches before the runway is opened. If the runway must be opened before excavations are backfilled, cover the excavations appropriately. Covering for open trenches must be designed to allow the safe operation of the heaviest aircraft (240,000 pound dual wheel load) operating on the runway across the trench without damage to the aircraft. Contractors must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the Airport, and light them with red lights during hours of restricted visibility or darkness. Soil erosion must be controlled to maintain RSA standards, that is, the RSA must be cleared and graded and have no potentially hazardous ruts, humps, depressions, or other surface variations, and capable, under dry conditions, of supporting the occasional passage of aircraft without causing structural damage to the aircraft. The ground surface within the RSA shall not have edges exceeding 3 inches or slopes greater than 5 percent unless the runway is closed. The dimensions for Runway 17-35 RSA (Category C-II) are 250 feet each side of centerline. The Runway 17 RSA is 1,000 feet beyond the runway threshold. The Runway 35 RSA is 1,000 feet beyond the runway threshold. The RSA is depicted on the work area Plans contained in the plan set. **Work inside the limits of the Runway 3-21 and Runway 17-35 is required for this project.**

- 2) **Runway Object Free Area (ROFA).** Construction, including excavations, will not be allowed within the ROFA when the runway is open. Equipment must be removed from the ROFA when not in use and material should not be stockpiled in the ROFA, unless necessary and approved, in advance, by the Airport. Stockpiling material in the ROFA requires submittal of a 7460-1 form and Airport approval. **Work inside the limits of the Runway 3-21 and Runway 17-35 ROFA is required for this project.**
- 3) **Taxiway Safety Area (TSA).** No construction may occur in the TSA while the taxiway is open to aircraft operations, unless otherwise specified. Open trenches or excavations are not permitted within the TSA while the taxiway is open. If possible, trenches should be backfilled before the taxiway is opened. If the taxiway must be opened before excavations are backfilled, cover the excavations appropriately. Covering for open trenches must be designed to allow the safe operations of the heaviest aircraft (240,000 pound dual wheel loading) operating on the taxiway across the trench without damage to the aircraft. Contractors must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the Airport, and light them with red lights during hours of restricted visibility or darkness. The ground surface within the TSA shall not have edges exceeding 3 inches or slopes greater than 5 percent unless the taxiway is closed. Soil erosion must be controlled to maintain TSA standards, that is, the TSA must be cleared and graded and have no potentially hazardous ruts, humps, depressions, or other surface variations, and be capable, under dry conditions, of supporting the occasional passage of aircraft without causing structural damage to the aircraft. The TSA for Taxiway A is 59 feet each side of centerline. TSAs are depicted on the work area Plans contained in the plan set. **Taxiway A will remain open during construction. Taxiway G will have adjusted safety area dimensions or be closed during construction.**
- 4) **Taxiway/Taxilane Object Free Area (TOFA).** No construction or construction equipment will be allowed within the TOFA while the taxiway is open to aircraft operations. The TOFA for Taxiway A is 85.5 feet on each side of the taxiway centerline. The TOFAs are depicted on the work area Plans contained in the plan set. **Taxiway A will remain open during construction.** The TOFA for Taxiway G is 55 feet on each side of the taxiway centerline except during reduced allowable wingspan when it is 39.5 feet from the centerline.
- 5) **Obstacle Free Zone (OFZ).** Personnel, material, and/or equipment may not penetrate the OFZ while the runway is open to aircraft operations. The dimension for Runway 3-21 OFZ is 150 feet each side of centerline. **Work inside the limits of Runway 3-21 is required.**

Runway Approach/Departure Surfaces. This project will not impact runway approach and departure surfaces. When Runway 3-21 is open, all personnel, material, and/or equipment must remain more than 570' from the runway centerline.

R. OTHER LIMITATIONS ON CONSTRUCTION

1) Prohibitions.

- a) Equipment exceeding 15-feet tall (cranes, concrete pumps, etc.) is prohibited without a 7460-1 determination letter from the FAA. The FAA requires a 45-working day review period for all 7460s.

- b) Open flame welding or torches are prohibited unless fire safety precautions are provided, and the Airport has approved their use.
 - c) Electrical blasting caps are prohibited on or within 1,000 feet of the Airport property.
 - d) The use of flare pots is prohibited within the AOA.
 - e) No smoking will be allowed within the airfield environment except as designated by the Airport.
 - f) Firearms are prohibited on airport property unless specifically requested and approved by the Airport.
- 2) **Restrictions.**
 - a) **Equipment.**
 - i. Construction equipment that extends 15 feet or more above ground level shall be cleared through the Airport prior to moving onto site. Equipment that may be lowered readily shall be lowered during periods of storage to comply with the 15-foot height limitation.
 - ii. If directed by the Airport, construction equipment that cannot be lowered below the 15-foot height limitation shall be lighted at night and during periods of reduced daytime visibility. The light shall be mounted on the highest point of equipment; shall be omnidirectional; and shall consist of, at a minimum, one 100-watt bulb enclosed within an aviation red lens. Also, for daytime operations, mount an FAA approved 3-foot square orange and white checkered flag at the highest point.
 - iii. During daylight hours with severe visibility problems or heavy fog, cranes shall not operate. The Airport will determine when visibility problems exist and will coordinate and designate requirements for position and location of flag and light.

S. SAFETY PLAN COMPLIANCE DOCUMENT (SPCD).

The SPCD shall detail how the Contractor will comply with the CSPP. This shall include all Project specific Construction Safety Plan details not included in the CSPP, including construction equipment heights, any applicable hazard management requirements, and contact information for the Contractor's safety management staff responsible for monitoring the CSPP and SPCD during construction. The SPCD shall be a supplement to, and enhancement of, the Project CSPP. See Supplement 1 for an example.

The SPCD must include a statement that the Contractor understands the operational safety requirements of the CSPP and an assertion that the Contractor will not deviate from the approved CSPP and SPCD without written approval from the Airport. Any construction operation, activity, or practice proposed by the Contractor that does not conform to the CSPP and SPCD will require a revision to those documents. The revised CSPP must be submitted to the FAA for review and approval prior to performing any activities that are not in compliance with a previously approved CSPP. Following FAA approval of the revised CSPP, the SPCD shall be submitted to the Airport for review and approval.

Copies of the approved CSPP and SPCD must be available on-site at all times. The Contractor shall ensure all construction personnel are familiar with safety procedures and regulations applicable to construction on the Airport. At least one of the Contractor's safety management staff must be on-site whenever active construction is ongoing to act as point of contact and immediate response coordinator to correct any construction-related activity that may adversely affect operational safety of the Airport.

SUPPLEMENTS:

Attachment 2

Supplement 1 – Safety Plan Compliance Document, Example

Supplement 2 – Daily Safety Inspection Checklist

Supplement 3 – Definition of Terms

Supplement 4 – Drawings

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Supplement 1

SAFETY PLAN COMPLIANCE DOCUMENT (SPCD)

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**CONTRACTOR'S
SAFETY PLAN COMPLIANCE DOCUMENT (SPCD)
(AC 150/5370-2G)**

Project Information

Airport and Sponsor: Ogden-Hinckley Airport, Ogden City Corporation

Project ID: _____

Description of Project: Construct South Apron

Type of Work: _____

FAA Project Manager: _____ Phone: _____

Airport Operator Contact: Lynn Hinrichs Phone: 801-629-8225

Contractor's Information

Prime Contractor: _____

Address: _____

Contractor Contact: _____ Phone: _____

Contractor's Responsibility

In accordance with Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5370-2G, "Operational Safety during Airport Construction", a SPCD for a project must be submitted to the FAA and to the Airport Operator for review and approval prior to the issuance of a Notice-to-Proceed for Construction. The SPCD shall be prepared in a detailed written and graphical format that identifies the timing and methodology for the Contractor's compliance with the project's Construction Safety and Phasing Plan (CSPP).

The Contractor shall comply with all provisions contained herein and provide the following project-specific complementary and supplemental information to the FAA-approved Construction Safety and Phasing Plan:

1. Contractor shall have copies of the CSPP and SPCD available at all times for reference by the Airport Operator and its representatives, and by Contractor's and subcontractor's employees.

Location(s) of CSPP and SPCD: _____

2. Provide contact information for the person responsible for initiating and coordinating an immediate response to correct any construction-related activity that may adversely affect the operational safety of the Airport. Project will require 24-hour coverage.

Point of Contact: _____ Phone: _____

3. Provide list of Contractor's on-site employees responsible for monitoring compliance with the CSPP and SPCD

Attachment 2

whenever active construction is ongoing.

Contact Person: _____ Phone: _____

4. Contractor shall conduct inspections at least once daily, and more frequently if necessary to ensure construction personnel comply with the CSPP and SPCD and that there are no altered construction activities that could create potential safety hazards. A Construction Project Daily Safety Inspection Checklist is attached.

5. Describe details of Contractor's plan to restrict movement of construction vehicles and personnel to permitted construction areas by flagging, barricading, erecting temporary fencing, or providing escorts, as appropriate and as specified in the CSPP. Include the appropriate plan sheets to identify timing and/or location of control measures: ***[Contractor to insert detailed description.]***

6. Describe details of Contractor's plan to ensure that no employees of Contractor, subcontractors, suppliers, or other persons enter any part of the Air Operations Area (AOA) unless authorized. ***[Contractor to insert detailed description.]***

7. Provide a description and schedule of anticipated operation for all Contractor equipment over 18 feet in height (e.g. cranes, concrete pumps, other similarly tall equipment) and heights of stockpiles and haul routes when different from what is shown on previously filed CSPP. ***[Contractor to insert detailed equipment list/stockpile heights as applicable.]***

(As necessary, the Contractor must coordinate with the Airport Operator for the purpose of filing a supplemental submittal of FAA Form 7460-1 to the FAA for determination of whether or not an aeronautical study must be conducted prior to allowing tall equipment operations to begin.)

8. Provide a description of Contractor's plan to ensure that construction personnel are familiar with the safety procedures and regulations on the Airport, the CSPP, and the SPCD. ***[Contractor to insert detailed description.]***

SPCD Amendment

The SPCD shall be amended when there is a construction practice proposed by the Contractor that does not conform to the CSPP and SPCD and may impact the Airport's operational safety. This will require a revision to the CSPP and SPCD and re-coordination with the Airport Operator and the FAA in advance.

Statement of Certification

I certify that we understand the operational safety requirements of the CSPP and assert that we will not deviate from the approved CSPP and SPCD unless written approval is granted by the Airport Operator and FAA.

Signature: _____ Date: _____

Print Name: _____ Title: _____

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Supplement 2

DAILY SAFETY INSPECTION CHECKLIST

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CONSTRUCTION PROJECT DAILY SAFETY INSPECTION CHECKLIST

The situations identified below are potentially hazardous conditions that may occur during airport construction projects. Safety area encroachments, unauthorized and improper ground vehicle operations, and unmarked or uncovered holes and trenches near aircraft operating surfaces pose the most prevalent threats to airport operational safety during airport construction projects. The list below is one tool that the airport operator or contractor may use to aid in identifying and correcting potentially hazardous conditions. It should be customized as appropriate for each project including information such as the date, time and name of the person conducting the inspection.

aid in identifying and correcting potentially hazardous conditions. It should be customized as appropriate for each project including information such as the date, time and name of the person conducting the inspection.

s conditions. It should be customized as appropriate for each project including information such as the date, time and name of the person conducting the inspection.

Potentially Hazardous Conditions

Item	Action Required	or	None
Excavation adjacent to runways, taxiways, and aprons improperly backfilled.			<input type="checkbox"/>
Mounds of earth, construction materials, temporary structures, and other obstacles near any open runway, taxiway, or taxi lane; in the related Object Free area and aircraft approach or departure areas/zones; or obstructing any sign or marking.			<input type="checkbox"/>
Runway resurfacing projects resulting in lips exceeding 3 inch (7.6 cm) from pavement edges and ends.			<input type="checkbox"/>
Heavy equipment (stationary or mobile) operating or idle near AOA, in runway approaches and departures areas, or in OFZ.			<input type="checkbox"/>
Equipment or material near NAVAIDs that may degrade or impair radiated signals and/or the monitoring of navigation and visual aids. Unauthorized or improper vehicle operations in localizer or glide slope critical areas, resulting in electronic interference and/or facility shutdown.			<input type="checkbox"/>
Tall and especially relatively low visibility units (that is, equipment with slim profiles) — cranes, drills, and similar objects — located in critical areas, such as OFZ and approach zones.			<input type="checkbox"/>
Improperly positioned or malfunctioning lights or unlighted airport hazards, such as holes or excavations, on any apron, open taxiway, or open taxi lane or in a related safety, approach, or departure area.			<input type="checkbox"/>
Obstacles, loose pavement, trash, and other debris on or near AOA. Construction debris (gravel, sand, mud, paving materials) on airport pavements may result in aircraft propeller, turbine engine, or tire damage. Also, loose materials may blow about, potentially causing personal injury or equipment damage.			<input type="checkbox"/>

Attachment 2

Item	Action Required	or	None
Inappropriate or poorly maintained fencing during construction intended to deter human and animal intrusions into the AOA. Fencing and other markings that are inadequate to separate construction areas from open AOA create aviation hazards.			<input type="checkbox"/>
Improper or inadequate marking or lighting of runways (especially thresholds that have been displaced or runways that have been closed) and taxiways that could cause pilot confusion and provide a potential for a runway incursion. Inadequate or improper methods of marking, barricading, and lighting of temporarily closed portions of AOA create aviation hazards.			<input type="checkbox"/>
Wildlife attractants — such as trash (food scraps not collected from construction personnel activity), grass seeds, tall grass, or standing water — on or near airports.			<input type="checkbox"/>
Obliterated or faded temporary markings on active operational areas.			<input type="checkbox"/>
Misleading or malfunctioning obstruction lights. Unlighted or unmarked obstructions in the approach to any open runway pose aviation hazards.			<input type="checkbox"/>
Failure to issue, update, or cancel NOTAMs about airport or other construction related airport conditions.			<input type="checkbox"/>
Failure to mark and identify utilities or power cables. Damage to utilities and power cables during construction activity can result in the loss of runway / taxiway lighting; loss of navigation, visual, or approach aids; disruption of weather reporting services; and/or loss of communications.			<input type="checkbox"/>
Restrictions on ARFF access from fire stations to the runway / taxiway system or airport building.			<input type="checkbox"/>
Lack of radio communications with construction vehicles in airport movement areas.			<input type="checkbox"/>
Objects, regardless of whether they are marked or flagged, or activities anywhere on or near an airport that could be distracting, confusing, or alarming to pilots during aircraft operations.			<input type="checkbox"/>
Water, snow, dirt, debris, or other contaminants that temporarily obscure or derogue the visibility of runway/taxiway marking, lighting, and pavement edges. Any condition or factor that obscures or diminishes the visibility of areas under construction.			<input type="checkbox"/>
Spillage from vehicles (gasoline, diesel fuel, oil) on active pavement areas, such as runways, taxiways, aprons, and airport roadways.			<input type="checkbox"/>

Attachment 2

Item	Action Required	or	None
Failure to maintain drainage system integrity during construction (for example, no temporary drainage provided when working on a drainage system).			<input type="checkbox"/>
Failure to provide for proper electrical lockout and tagging procedures. At larger airports with multiple maintenance shifts/workers, construction contractors should make provisions for coordinating work on circuits.			<input type="checkbox"/>
Failure to control dust. Consider limiting the amount of area from which the contractor is allowed to strip turf.			<input type="checkbox"/>
Exposed wiring that creates an electrocution or fire ignition hazard. Identify and secure wiring, and place it in conduit or bury it.			<input type="checkbox"/>
Site burning, which can cause possible obscuration.			<input type="checkbox"/>
Construction work taking place outside designated work areas and out of phase.			<input type="checkbox"/>

Supplement 3

DEFINITIONS OF TERMS

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APPENDIX B. TERMS AND ACRONYMS**Table B-1. Terms and Acronyms**

Term	Definition
Form 7460-1	Notice of Proposed Construction or Alteration. For on-airport projects, the form submitted to the FAA regional or airports division office as formal written notification of any kind of construction or alteration of objects that affect navigable airspace, as defined in 14 CFR Part 77, <i>Safe, Efficient Use, and Preservation of the Navigable Airspace</i> . (See guidance available on the FAA web site at https://oeaaa.faa.gov .) The form may be downloaded at http://www.faa.gov/airports/resources/forms/ , or filed electronically at: https://oeaaa.faa.gov .
Form 7480-1	Notice of Landing Area Proposal. Form submitted to the FAA Airports Regional Division Office or Airports District Office as formal written notification whenever a project without an airport layout plan on file with the FAA involves the construction of a new airport; the construction, realigning, altering, activating, or abandoning of a runway, landing strip, or associated taxiway; or the deactivation or abandoning of an entire airport. The form may be downloaded at http://www.faa.gov/airports/resources/forms/ .
Form 6000-26	Airport Sponsor Strategic Event Submission Form
AC	Advisory Circular
ACSI	Airport Certification Safety Inspector
ADG	Airplane Design Group
AIP	Airport Improvement Program
ALECP	Airport Lighting Equipment Certification Program
ANG	Air National Guard
AOA	Air Operations Area, as defined in 14 CFR Part 107. Means a portion of an airport, specified in the airport security program, in which security measures are carried out. This area includes aircraft movement areas, aircraft parking areas, loading ramps, and safety areas, and any adjacent areas (such as general aviation areas) that are not separated by adequate security systems, measures, or procedures. This area does not include the secured area of the airport terminal building.
ARFF	Aircraft Rescue and Fire Fighting
ARP	FAA Office of Airports
ASDA	Accelerate-Stop Distance Available
AT	Air Traffic
ATCT	Airport Traffic Control Tower
ATIS	Automatic Terminal Information Service
ATO	Air Traffic Organization
Certificated Airport	An airport that has been issued an Airport Operating Certificate by the FAA under

Term	Definition
	the authority of 14 CFR Part 139, <i>Certification of Airports</i> .
CFR	Code of Federal Regulations
Construction	The presence of construction-related personnel, equipment, and materials in any location that could infringe upon the movement of aircraft.
CSPP	Construction Safety and Phasing Plan. The overall plan for safety and phasing of a construction project developed by the airport operator, or developed by the airport operator's consultant and approved by the airport operator. It is included in the invitation for bids and becomes part of the project specifications.
CTAF	Common Traffic Advisory Frequency
Displaced Threshold	A threshold that is located at a point on the runway other than the designated beginning of the runway. The portion of pavement behind a displaced threshold is available for takeoffs in either direction or landing from the opposite direction.
DOT	Department of Transportation
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FOD	Foreign Object Debris/Damage
FSS	Flight Service Station
GA	General Aviation
HAZMAT	Hazardous Materials
HMA	Hot Mix Asphalt
IAP	Instrument Approach Procedures
IFR	Instrument Flight Rules
ILS	Instrument Landing System
LDA	Landing Distance Available
LOC	Localizer antenna array
Movement Area	The runways, taxiways, and other areas of an airport that are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading aprons and aircraft parking areas (reference 14 CFR Part 139).
MSDS	Material Safety Data Sheet
MUTCD	Manual on Uniform Traffic Control Devices
NAVAID	Navigation Aid
NAVAID Critical Area	An area of defined shape and size associated with a NAVAID that must remain clear and graded to avoid interference with the electronic signal.
Non-Movement Area	The area inside the airport security fence exclusive of the Movement Area. It is important to note that the non-movement area includes pavement traversed by aircraft.

Attachment 2

12/13/2017

AC 150/5370-2G

Appendix B

Term	Definition
NOTAM	Notices to Airmen
Obstruction	Any object/obstacle exceeding the obstruction standards specified by 14 CFR Part 77, subpart C.
OCC	Operations Control Center
OE / AAA	Obstruction Evaluation / Airport Airspace Analysis
OFA	Object Free Area. An area on the ground centered on the runway, taxiway, or taxi lane centerline provided to enhance safety of aircraft operations by having the area free of objects except for those objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes. (See AC 150/5300-13 for additional guidance on OFA standards and wingtip clearance criteria.)
OFZ	Obstacle Free Zone. The airspace below 150 ft (45 m) above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance protection for aircraft landing or taking off from the runway and for missed approaches. The OFZ is subdivided as follows: Runway OFZ, Inner Approach OFZ, Inner Transitional OFZ, and Precision OFZ. Refer to AC 150/5300-13 for guidance on OFZ.
OSHA	Occupational Safety and Health Administration
OTS	Out of Service
P&R	Planning and Requirements Group
NPI	NAS Planning & Integration
PAPI	Precision Approach Path Indicator
PFC	Passenger Facility Charge
PLASI	Pulse Light Approach Slope Indicator
Project Proposal Summary	A clear and concise description of the proposed project or change that is the object of Safety Risk Management.
RA	Reimbursable Agreement
RE	Resident Engineer
REIL	Runway End Identifier Lights
RNAV	Area Navigation
ROFA	Runway Object Free Area
RSA	Runway Safety Area. A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway, in accordance with AC 150/5300-13 .
SDS	Safety Data Sheet
SIDA	Security Identification Display Area
SMS	Safety Management System

Term	Definition
SPCD	Safety Plan Compliance Document. Details developed and submitted by a contractor to the airport operator for approval providing details on how the performance of a construction project will comply with the CSPP.
SRM	Safety Risk Management
SSC	System Support Center
Taxiway Safety Area	A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway, in accordance with <u>AC 150/5300-13</u> .
TDG	Taxiway Design Group
Temporary	Any condition that is not intended to be permanent.
Temporary Runway End	The beginning of that portion of the runway available for landing and taking off in one direction, and for landing in the other direction. Note the difference from a displaced threshold.
Threshold	The beginning of that portion of the runway available for landing. In some instances, the landing threshold may be displaced.
TODA	Takeoff Distance Available
TOFA	Taxiway Object Free Area
TORA	Takeoff Run Available. The length of the runway less any length of runway unavailable and/or unsuitable for takeoff run computations. See <u>AC 150/5300-13</u> for guidance on declared distances.
TSA	Taxiway Safety Area, or Transportation Security Administration
UNICOM	A radio communications system of a type used at small airports.
VASI	Visual Approach Slope Indicator
VGSI	Visual Glide Slope Indicator. A device that provides a visual glide slope indicator to landing pilots. These systems include precision approach path indicator (PAPI), visual approach slope indicator (VASI), and pulse light approach slope indicator (PLASI).
VFR	Visual Flight Rules
VOR	Very High Frequency Omnidirectional Radio Range
VPD	Vehicle / Pedestrian Deviation

Supplement 4

CSPP DRAWINGS

CSPP Drawings included in Plan Set. They are included here by reference.

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ITEM P-152 EXCAVATION, SUBGRADE, AND EMBANKMENT**DESCRIPTION**

152-1.1 This item covers excavation, disposal, placement, and compaction of all materials within the limits of the work required to construct safety areas, runways, taxiways, aprons, and intermediate areas as well as other areas for drainage, building construction, parking, or other purposes in accordance with these specifications and in conformity to the dimensions and typical sections shown on the plans.

152-1.2 Classification. All material excavated shall be classified as defined below:

a. Unclassified excavation. Unclassified excavation shall consist of the excavation and disposal of all material, regardless of its nature.

152-1.3 Unsuitable Excavation. Unsuitable material shall be disposed off-site. Materials containing vegetable or organic matter, such as muck, peat, organic silt, or sod shall be considered unsuitable for use in embankment construction. Material suitable for topsoil may be used on the embankment slope when approved by the RPR.

CONSTRUCTION METHODS

152-2.1 General. Before beginning excavation, grading, and embankment operations in any area, the area shall be cleared or cleared and grubbed.

The suitability of material to be placed in embankments shall be subject to approval by the RPR. All unsuitable material shall be disposed of off-site. All waste areas shall be graded to allow positive drainage of the area and adjacent areas. The surface elevation of waste areas shall be specified on the plans or approved by the RPR.

When the Contractor's excavating operations encounter artifacts of historical or archaeological significance, the operations shall be temporarily discontinued and the RPR notified per Section 70, paragraph 70-20. At the direction of the RPR, the Contractor shall excavate the site in such a manner as to preserve the artifacts encountered and allow for their removal. Such excavation will be paid for as extra work.

Areas outside the limits of the pavement areas where the top layer of soil has become compacted by hauling or other Contractor activities shall be scarified and disked to a depth of 4 inches (100 mm), to loosen and pulverize the soil. Stones or rock fragments larger than 4 inches (100 mm) in their greatest dimension will not be permitted in the top 6 inches (150 mm) of the subgrade.

If it is necessary to interrupt existing surface drainage, sewers or under-drainage, conduits, utilities, or similar underground structures, the Contractor shall be responsible for and shall take all necessary precautions to preserve them or provide temporary services. When such facilities are encountered, the Contractor shall notify the RPR, who shall arrange for their removal if necessary. The Contractor, at their own expense, shall satisfactorily repair or pay the cost of all damage to such facilities or structures that may result from any of the Contractor's operations during the period of the contract.

a. Blasting. Blasting shall not be allowed.

152-2.2 Excavation. No excavation shall be started until the work has been staked out by the Contractor and the RPR has obtained from the Contractor, the survey notes of the elevations and measurements of the ground surface. The Contractor and RPR shall agree that the original ground lines shown on the original topographic mapping are accurate or agree to any adjustments made to the original ground lines.

Digital terrain model (DTM) files of the existing surfaces, finished surfaces and other various surfaces were used to develop the design plans.

Volumetric quantities were calculated by comparing DTM files of the applicable design surfaces and generating Triangle Volume Reports. Electronic copies of DTM files and a paper copy of the original topographic map will be issued to the successful bidder.

Existing grades on the design cross sections or DTM's, where they do not match the locations of actual spot elevations shown on the topographic map, were developed by computer interpolation from those spot elevations. Prior to disturbing original grade, Contractor shall verify the accuracy of the existing ground surface by verifying spot elevations at the same locations where original field survey data was obtained as indicated on the topographic map. Contractor shall recognize that, due to the interpolation process, the actual ground surface at any particular location may differ somewhat from the interpolated surface shown on the design cross sections or obtained from the DTM's. Contractor's verification of original ground surface, however, shall be limited to verification of spot elevations as indicated herein, and no adjustments will be made to the original ground surface unless the Contractor demonstrates that spot elevations shown are incorrect. For this purpose, spot elevations which are within 0.1 foot (30 mm) of the stated elevations for ground surfaces, or within 0.04 foot for hard surfaces (pavements, buildings, foundations, structures, etc.) shall be considered "no change". Only deviations in excess of these will be considered for adjustment of the original ground surface. If Contractor's verification identifies discrepancies in the topographic map, Contractor shall notify the RPR in writing at least two weeks before disturbance of existing grade to allow sufficient time to verify the submitted information and make adjustments to the design cross sections or DTM's. Disturbance of existing grade in any area shall constitute acceptance by the Contractor of the accuracy of the original elevations shown on the topographic map for that area.

All areas to be excavated shall be stripped of vegetation and topsoil. Topsoil shall be stockpiled for future use in areas designated on the plans or by the RPR. All suitable excavated material shall be used in the formation of embankment, subgrade, or other purposes as shown on the plans. All unsuitable material shall be disposed of offsite.

The grade shall be maintained so that the surface is well drained at all times.

When the volume of the excavation exceeds that required to construct the embankments to the grades as indicated on the plans, the excess shall be used to grade the areas of ultimate development or disposed as directed by the RPR. When the volume of excavation is not sufficient for constructing the embankments to the grades indicated, the deficiency shall be obtained from borrow areas.

a. Selective Grading. When selective grading is indicated on the plans, the more suitable material designated by the RPR shall be used in constructing the embankment or in capping the pavement subgrade. If, at the time of excavation, it is not possible to place this material in its final location, it shall be stockpiled in approved areas until it can be placed. The more suitable material shall then be placed and compacted as specified. Selective grading shall be considered incidental to the work involved. The cost of stockpiling and placing the material shall be included in the various pay items of work involved.

b. Undercutting. Rock, shale, hardpan, loose rock, boulders, or other material unsatisfactory for safety areas, subgrades, roads, shoulders, or any areas intended for turf shall be excavated to a minimum depth of 12 inches (300 mm) below the subgrade or to the depth specified by the RPR. Muck, peat, matted roots, or other yielding material, unsatisfactory for subgrade foundation, shall be removed to the depth specified. Unsuitable materials shall be disposed off the airport. The cost is incidental to this item. The excavated area shall be backfilled with suitable material obtained from the grading operations or borrow areas and compacted to specified densities. The necessary backfill will constitute a part of the embankment. Where rock cuts are made, backfill with select material. Any pockets created in the rock surface shall be drained in accordance with the details shown on the plans. Undercutting will be paid as unclassified excavation.

c. Over-break. Over-break, including slides, is that portion of any material displaced or loosened beyond the finished work as planned or authorized by the RPR. All over-break shall be graded or removed by the Contractor and disposed of as directed by the RPR. The RPR shall determine if the displacement of such material was unavoidable, and their own decision shall be final. Payment will not be made for the removal and disposal of over-break that the RPR determines as avoidable. Unavoidable over-break will be classified as "Unclassified Excavation."

d. Removal of Utilities. The removal of existing structures and utilities required to permit the orderly progress of work will be accomplished by the Contractor as indicated on the plans. All existing foundations shall be excavated at least 2 feet (60 cm) below the top of subgrade or as indicated on the plans, and the material disposed of as directed by the RPR. All foundations thus excavated shall be backfilled with suitable material and compacted as specified for embankment or as shown on the plans.

152-2.3 Borrow Excavation. All unsuitable material shall be disposed of by the Contractor off site. There is no on-airport borrow pit.

152-2.4 Drainage Excavation. Drainage excavation shall consist of excavating drainage ditches including intercepting, inlet, or outlet ditches; or other types as shown on the plans. The work shall be performed in sequence with the other construction. Ditches shall be constructed prior to starting adjacent excavation operations. All satisfactory material shall be placed in embankment fills; unsuitable material shall be disposed off site. All necessary work shall be performed true to final line, elevation, and cross-section. The Contractor shall maintain ditches constructed on the project to the required cross-section and shall keep them free of debris or obstructions until the project is accepted.

152-2.5 Preparation of Cut Areas or Areas Where Existing Pavement has Been Removed. In those areas on which a subbase or base course is to be placed, a minimum of the top 12 inches of subgrade shall be compacted to not less than 100 % of maximum density for non-cohesive soils, and 95% of maximum density for cohesive soils as determined by ASTM D1557. As used in this specification, "non-cohesive" shall mean those soils having a plasticity index (PI) of less than 3 as determined by ASTM D4318. See the plans for complete sub-grade compaction requirements.

152-2.6 Preparation of Embankment Area. All sod and vegetative matter shall be removed from the surface upon which the embankment is to be placed. The cleared surface shall be broken up by plowing or scarifying to a minimum depth of 6 inches (150 mm) and shall then be compacted per paragraph 152-2.10.

Sloped surfaces steeper than one (1) vertical to four (4) horizontal shall be plowed, stepped, benched, or broken up so that the fill material will bond with the existing material. When the subgrade is part fill and part excavation or natural ground, the excavated or natural ground portion shall be scarified to a minimum depth of 12 inches (300 mm) and compacted as specified for the adjacent fill.

No direct payment shall be made for the work performed under this section. The necessary clearing and grubbing and the quantity of excavation removed will be paid for under the respective items of work.

152-2.7 Control Strip. The first half-day of construction of subgrade and/or embankment shall be considered as a control strip for the Contractor to demonstrate, in the presence of the RPR, that the materials, equipment, and construction processes meet the requirements of this specification. The sequence and manner of rolling necessary to obtain specified density requirements shall be determined. The maximum compacted thickness may be increased to a maximum of 12 inches upon the Contractor's demonstration that approved equipment and operations will uniformly compact the lift to the specified density. The RPR must witness this demonstration and approve the lift thickness prior to full production.

Control strips that do not meet specification requirements shall be reworked, re-compacted, or removed and replaced at the Contractor's expense. Full operations shall not begin until the control strip has been accepted by the RPR. The Contractor shall use the same equipment, materials, and construction methods for the remainder of construction, unless adjustments made by the Contractor are approved in advance by the RPR.

152-2.8 Formation of Embankments. The material shall be constructed in lifts as established in the control strip, but not less than 6 inches (150 mm) nor more than 12 inches (300 mm) of compacted thickness.

When more than one lift is required to establish the layer thickness shown on the plans, the construction procedure described here shall apply to each lift. No lift shall be covered by subsequent lifts until tests verify that compaction requirements have been met. The Contractor shall rework, re-compact and retest any material placed which does not meet the specifications.

The lifts shall be placed to produce a soil structure as shown on the typical cross-section or as directed by the RPR. Materials such as brush, hedge, roots, stumps, grass and other organic matter, shall not be incorporated or buried in the embankment.

Earthwork operations shall be suspended at any time when satisfactory results cannot be obtained due to rain, freezing, or other unsatisfactory weather conditions in the field. Frozen material shall not be placed in the embankment nor shall embankment be placed upon frozen material. Material shall not be placed on surfaces that are muddy, frozen, or contain frost. The Contractor shall drag, blade, or slope the embankment to provide surface drainage at all times.

The material in each lift shall be within $\pm 2\%$ of optimum moisture content before rolling to obtain the prescribed compaction. The material shall be moistened or aerated as necessary to achieve a uniform moisture content throughout the lift. Natural drying may be accelerated by blending in dry material or manipulation alone to increase the rate of evaporation.

The Contractor shall make the necessary corrections and adjustments in methods, materials or moisture content to achieve the specified embankment density.

The contractor will take samples of excavated materials which will be used in embankment for testing and develop a Moisture-Density Relations of Soils Report (Proctor) in accordance with ASTM D1557. A new Proctor shall be developed for each soil type based on visual classification.

Density tests will be taken by the contractor for every 3,000 square yards of compacted embankment for each lift which is required to be compacted, or other appropriate frequencies as determined by the RPR.

If the Material has Greater than 30% Retained on the 3/4-inch (19.0 mm) Sieve, Follow AASHTO T-180 Annex Correction of Maximum Dry Density and Optimum Moisture for Oversized Particles.

Rolling operations shall be continued until the embankment is compacted to not less than 100% of maximum density for non-cohesive soils, and 95% of maximum density for cohesive soils as determined by ASTM D1557. Under all areas to be paved, the embankments shall be compacted to a minimum depth of 12 Inches and to a density of not less than 100 percent of the maximum density as determined by ASTM D1557. As used in this specification, "non-cohesive" shall mean those soils having a plasticity index (PI) of less than 3 as determined by ASTM D4318.

On all areas outside of the pavement areas, no compaction will be required on the top 4 inches which shall be prepared for a seedbed in accordance with Item T-901.

The in-place field density shall be determined in accordance with ASTM D6938 using Procedure A, the direct transmission method, and ASTM D6938 shall be used to determine the moisture content of the material. The machine shall be calibrated in accordance with ASTM D6938. The Contractor's laboratory shall perform all density tests in the RPR's presence and provide the test results upon completion to the RPR for acceptance. If the specified density is not attained, the area represented by the test or as designated by the RPR shall be reworked and/or re-compact and additional random tests made. This procedure shall be followed until the specified density is reached.

Compaction areas shall be kept separate, and no lift shall be covered by another lift until the proper density is obtained.

During construction of the embankment, the Contractor shall route all construction equipment evenly over the entire width of the embankment as each lift is placed. Lift placement shall begin in the deepest portion of the embankment fill. As placement progresses, the lifts shall be constructed approximately parallel to the finished pavement grade line.

When rock, concrete pavement, asphalt pavement, and other embankment material are excavated at approximately the same time as the subgrade, the material shall be incorporated into the outer portion of the embankment and the subgrade material shall be incorporated under the future paved areas. Stones and fragmentary rock larger than 4 inches, and recycled pavement larger than 1 inch, in their greatest dimensions will not be allowed in the top 12 inches (300 mm) of the subgrade. Rockfill shall be brought up in lifts as specified or as directed by the RPR and the finer material shall be used to fill the voids forming a dense, compact mass. Rock, cement concrete pavement, asphalt pavement, and other embankment material shall not be disposed of except at places and in the manner designated on the plans or by the RPR.

When the excavated material consists predominantly of rock fragments of such size that the material cannot be placed in lifts of the prescribed thickness without crushing, pulverizing or further breaking down the pieces, such material may be placed in the embankment as directed in lifts not exceeding 2 feet (60 cm) in thickness. Each lift shall be leveled and smoothed with suitable equipment by distribution of spalls and finer fragments of rock. The lift shall not be constructed above an elevation 4 feet (1.2 m) below the finished subgrade.

Payment for compacted embankment will be made under embankment in-place and no payment will be made for excavation, borrow, or other items.

152-2.9 Proof Rolling. The purpose of proof rolling the subgrade is to identify any weak areas in the subgrade and not for compaction of the subgrade. Before start of embankment, and after compaction is completed, the subgrade area shall be proof rolled with a 20 ton (18.1 metric ton) tandem axle dual wheel dump truck loaded to the legal limit with tires inflated to 80/100/150 psi (0.551 MPa/0.689 MPa/1.034 MPa) in the presence of the RPR. Apply a minimum of 1 coverage, or as specified by the RPR, under pavement areas. A coverage is defined as the application of one tire print over the designated area. Soft areas of subgrade that deflect more than 1 inch or show permanent deformation greater than 1 inch shall be removed and replaced with suitable material or reworked to conform to the moisture content and compaction requirements in accordance with these specifications. Removal and replacement of soft areas is incidental to this item.

152-2.10 Compaction Requirements. The subgrade under areas to be paved shall be compacted to a minimum depth of 12 inches and to a density of not less than 100 percent of the maximum dry density as determined by ASTM D1557. The subgrade in areas outside the limits of the pavement areas shall be compacted to a depth of 12 inches (300 mm) and to a density of not less than 95 percent of the maximum density as determined by ASTM D698.

The material to be compacted shall be within $\pm 2\%$ of optimum moisture content before being rolled to obtain the prescribed compaction (except for expansive soils). When the material has greater than 30 percent retained on the $\frac{3}{4}$ inch (19.0 mm) sieve, follow the procedures in AASHTO T180, ANNEX A, for correction of maximum dry density and optimum moisture for oversized particles. Tests for moisture content and compaction will be taken at a minimum of 3,000 S.Y. of subgrade. All quality assurance testing shall be done by the Contractor's laboratory in the presence of the RPR, and density test results shall be furnished upon completion to the RPR for acceptance determination.

The in-place field density shall be determined in accordance with ASTM D6938 using Procedure A, the direct transmission method, and ASTM D6938 shall be used to determine the moisture content of the material. The machine shall be calibrated in accordance with ASTM D6938 within 12 months prior to its use on this contract. The gage shall be field standardized daily.

Maximum density refers to maximum dry density at optimum moisture content unless otherwise specified.

If the specified density is not attained, the entire lot shall be reworked and/or re-compacted and additional random tests made. This procedure shall be followed until the specified density is reached.

All cut-and-fill slopes shall be uniformly dressed to the slope, cross-section, and alignment shown on the plans or as directed by the RPR and the finished subgrade shall be maintained.

152-2.11 Finishing and Protection of Subgrade. Finishing and protection of the subgrade is incidental to this item. Grading and compacting of the subgrade shall be performed so that it will drain readily. All low areas, holes or depressions in the subgrade shall be brought to grade. Scarifying, blading, rolling and other methods shall be performed to provide a thoroughly compacted subgrade shaped to the lines and grades shown on the plans. All ruts or rough places that develop in the completed subgrade shall be graded, re-compacted, and retested. The Contractor shall protect the subgrade from damage and limit hauling over the finished subgrade to only traffic essential for construction purposes.

The Contractor shall maintain the completed course in satisfactory condition throughout placement of subsequent layers. No subbase, base, or surface course shall be placed on the subgrade until the subgrade has been accepted by the RPR.

152-2.12 Haul. All hauling will be considered a necessary and incidental part of the work. The Contractor shall include the cost in the contract unit price for the pay of items of work involved. No payment will be made separately or directly for hauling on any part of the work.

The Contractor's equipment shall not cause damage to any excavated surface, compacted lift or to the subgrade as a result of hauling operations. Any damage caused as a result of the Contractor's hauling operations shall be repaired at the Contractor's expense.

The Contractor shall be responsible for providing, maintaining and removing any haul roads or routes within or outside of the work area, and shall return the affected areas to their former condition, unless otherwise authorized in writing by the Owner. No separate payment will be made for any work or materials associated with providing, maintaining and removing haul roads or routes.

152-2.13 Surface Tolerances. In those areas on which a subbase or base course is to be placed, the surface shall be tested for smoothness and accuracy of grade and crown. Any portion lacking the required smoothness or failing in accuracy of grade or crown shall be scarified to a depth of at least 3 inches, reshaped and re-compacted to grade until the required smoothness and accuracy are obtained and approved by the RPR. The Contractor shall perform all final smoothness and grade checks in the presence of the RPR. Any deviation in surface tolerances shall be corrected by the Contractor at the Contractor's expense.

a. Smoothness. The finished surface shall not vary more than $+\text{-} \frac{1}{2}$ inch when tested with a 12-foot straightedge applied parallel with and at right angles to the centerline. The straightedge shall be moved continuously forward at half the length of the 12-foot straightedge for the full length of each line on a 50-foot grid.

b. Grade. The grade, flowline, and crown shall be measured on a 50-foot grid and shall be within $+\text{-} 0.05$ feet (15 mm) of the specified grade.

In safety areas, turfed areas and other designated areas within the grading limits where no subbase or base is to be placed, grade shall not vary more than 0.10 feet (30 mm) from specified grade. Any deviation in excess of this amount shall be corrected by loosening, adding or removing materials, and reshaping.

152-2.14 Topsoil. When topsoil is specified or required as shown on the plans or under Item T-905, it shall be salvaged from stripping or other grading operations. The topsoil shall meet the requirements of Item T-905. If, at the time of excavation or stripping, the topsoil cannot be placed in its final section of finished construction, the material shall be stockpiled at approved locations. Stockpiles shall be located as shown on the plans and the approved CSPP, and shall not be placed on areas that subsequently will require any excavation or embankment fill. If, in the judgment of the RPR, it is practical to place the salvaged topsoil

at the time of excavation or stripping, the material shall be placed in its final position without stockpiling or further re-handling.

METHOD OF MEASUREMENT

152-3.1 Unclassified Excavation Haul-off shall be measured by the cubic yard, computed by software analysis based on contractor's topographical survey of initial and final elevations of subgrade. The area is that bound by the original ground line established by a 50-foot by 50-foot survey grid after the removal of all pavement and topsoil shall be considered the existing condition. Measurement shall not include the quantity of materials excavated without authorization beyond normal slope lines, or the quantity of material used for purposes other than those directed.

152-3.2 The quantity of embankment shall be measured by the cubic yard, in its final and accepted position, with excavation and hauling incidental to the cost of embankment. Volume shall be calculated by the project limits and thickness of the placed material, established by embankment cross-sections shown on the plans, subject to verification by the Engineer. After completion of all embankment operations and prior to the placing of base or subbase material, the final elevation shall be verified by the Contractor with a 50-foot by 50-foot grid survey and provided to the engineer. No separate measurement will be made for verification survey. Measurement shall not include the quantity of materials excavated without authorization beyond normal slope lines, or the quantity of material used for purposes other than those directed. Measurement for each embankment zone shall include the required scarification and compaction of the lower zone at no additional cost. Any non-mandatory rebuild embankment zone where the in-situ density exceeds the requirement on the plans may, at the direction of the engineer, be left in place and no payment will be made therefore.

152-3.3 Remove Unsuitable Material and Replace with Select Fill shall be measured by the cubic yard, in its final and accepted position. Areas are to be calculated by the area limits and the thickness of the excavated and replaced material. Measurement shall not include the quantity of materials excavated without authorization beyond normal slope lines, or the quantity of material used for purposes other than those directed. Item shall only be used to remove and replace existing materials that cannot be made to pass compaction requirements after preparation of the material under the "Embankment In Place" requirements and agreement of the excavated limits with the RPR.

152-3.3 152-3.4 Stockpiled material will not be measured.

BASIS OF PAYMENT

152-4.1 Unclassified Excavation and Haul-off. Payment shall be made at the contract unit price per cubic yard. This price shall be full compensation for furnishing all materials, labor, equipment, tools, off-hauling and disposing of excess materials from the site, and incidentals necessary to complete the item.

152-4.2 Embankment In Place Under Pavement. For embankment in place, payment shall be made at the contract unit price per square yard per each 12" compaction zone. This price shall be full compensation for furnishing all materials; labor; equipment; tools; proof-rolling; recompacting; final shaping to conform to the typical sections, lines, and grades as shown on the plans; and incidentals necessary to complete the item.

152-4.3 Remove Unsuitable Material and Replace with Select Material. Payment shall be made at the contract unit price per cubic yard. This price shall be full compensation for furnishing all materials, labor, equipment, tools, off-hauling and disposing of excess materials from the site, haul and compacting select material, proof-rolling; recompacting; final shaping to conform to the typical sections, lines, and grades as shown on the plans, and incidentals necessary to complete the item.

Payment will be made under:

Item P-152-4.1	Unclassified Excavation and Haul-off – per cubic yard
Item P-152-4.2	Embankment In Place Under Pavement – per square yard
<u>Item P-152-4.3</u>	<u>Remove Unsuitable Material and Replace with Select Material – per cubic yard</u>

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

American Association of State Highway and Transportation Officials (AASHTO)

AASHTO T-180 Standard Method of Test for Moisture-Density Relations of Soils Using a 4.54-kg (10-lb) Rammer and a 457-mm (18-in.) Drop

ASTM International (ASTM)

ASTM D698 Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Standard Effort (12,400 ft-lbf/ft³ (600 kN-m/m³))

ASTM D1556 Standard Test Method for Density and Unit Weight of Soil in Place by the Sand-Cone Method

ASTM D1557 Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort (56,000 ft-lbf/ft³ (2700 kN-m/m³))

ASTM D6938 Standard Test Methods for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)

Advisory Circulars (AC)

AC 150/5370-2 Operational Safety on Airports During Construction Software

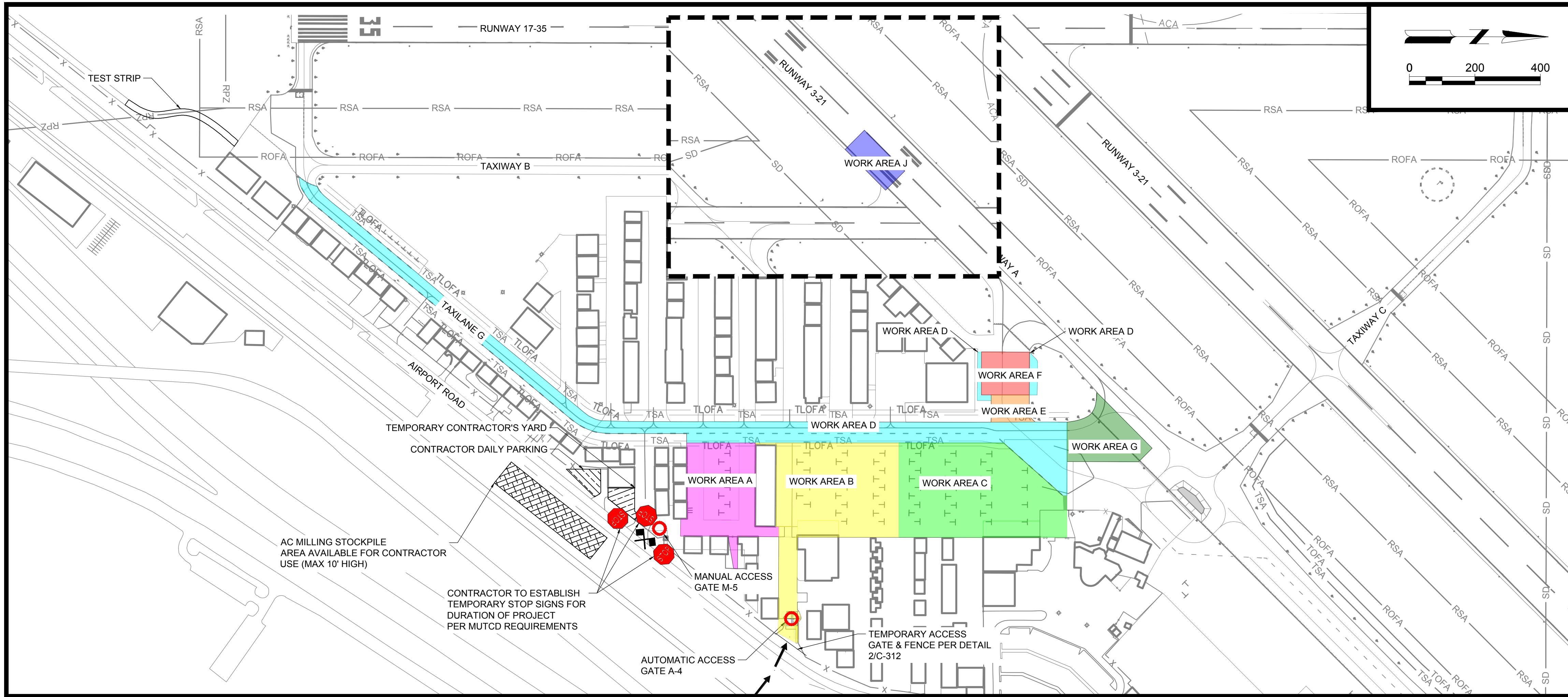
Software

FAARFIELD – FAA Rigid and Flexible Iterative Elastic Layered Design

U.S. Department of Transportation

FAA RD-76-66 Design and Construction of Airport Pavements on Expansive Soils

END OF ITEM P-152



CSPP LEGEND

TEMPORARY CONTRACTOR'S YARD

CONTRACTOR DAILY PARKING

AC MILLING STOCKPILE

HAUL ROUTE

ARFF ROUTE

TAXI ROUTE

INTERLOCKED LOW-PROFILE BARRICADES

10' SPACED LOW-PROFILE BARRICADES

FLAG MAN

SITE ACCESS GATE

RUNWAY CLOSURE CROSS

RSA — RUNWAY SAFETY AREA

ROFA — RUNWAY OBJECT FREE AREA

TSA — TAXIWAY SAFETY AREA

TOFA — TAXIWAY OBJECT FREE AREA

TLOFA — TAXILANE OBJECT FREE AREA

CONSTRUCTION SIGN

STOP

TEMPORARY STOP SIGN

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OGDEN, UT 84405

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OVERALL
CONSTRUCTION
SAFETY & PHASING
PLAN

SHEET NO. 5 of 57

G-080

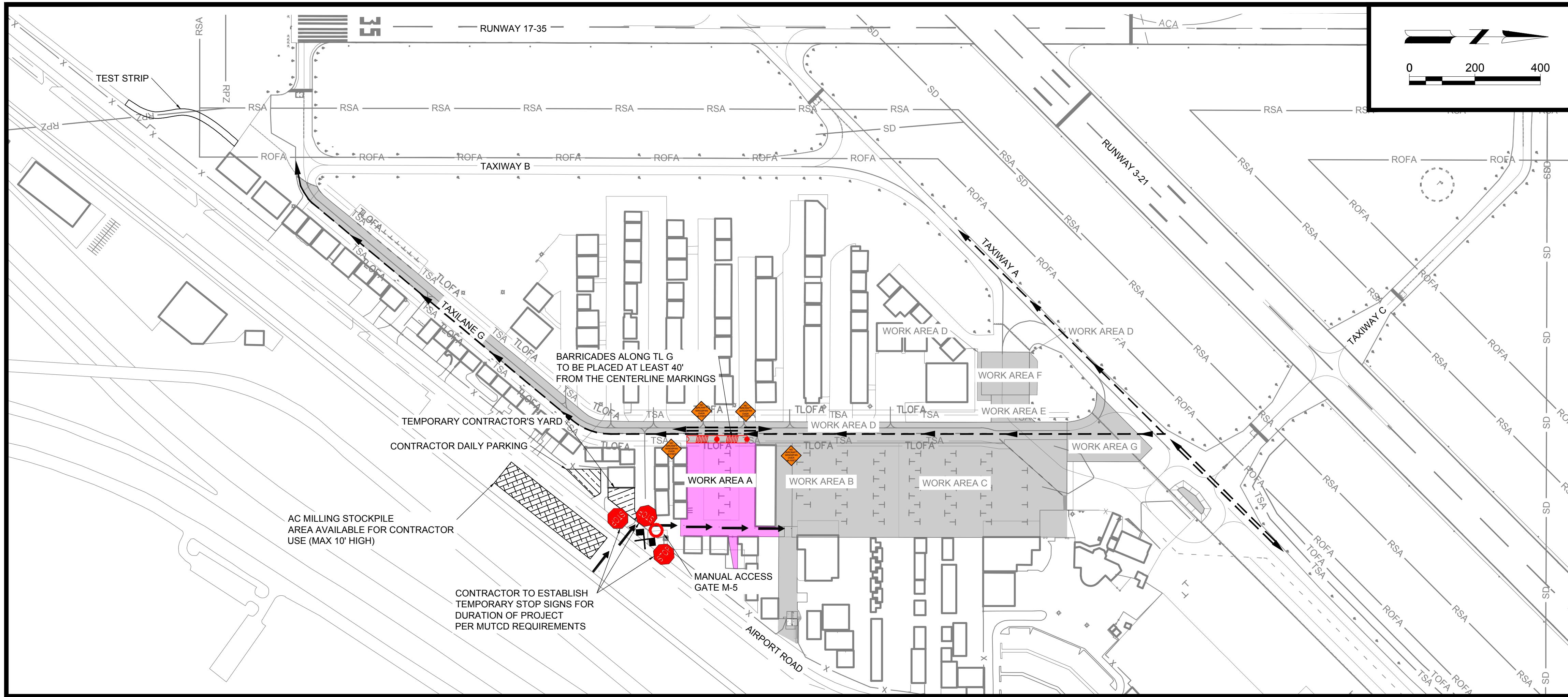
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WORK AREA	WORK HOURS	WORK	PAVEMENT CLOSURES DUE TO THE WORK	OPERATIONAL THRU TRAFFIC DUE TO THE WORK	CALENDAR DAYS	CONCURRENT CLOSURE ALLOWABLES	WORK AREA NOTES
MOB	0630-1830	• ESTABLISH CONTRACTOR'S YARD • PROVIDE SUBMITTALS	• NONE		30 DAYS	NONE	DO NOT IMPEDE ARFF ACCESS, ALL PHASES.
A	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA A	• AIRFIELD ACCESS FOR HANGARS: 855, 857, 861, 865, 869, 873, 949, 951, 959, 963, 969, AND 971. • REMOVE TIEDOWNS: S-105 TO S-119.	TAXILANE G	21 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
B	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA B • CONSTRUCT ACCESS GATE	• AIRFIELD ACCESS FOR HANGARS: 829, 833, 847, 853, 859, 863, 867, 871, 875, 877, 755, 727, 631, 625, 619, 557, 547, 537, 527, 523, AND 515. • REMOVE TIEDOWNS: S-061 TO S-103.	TAXILANE G	28 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
C	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA C	• AIRFIELD ACCESS FOR HANGARS: 151, 209, 311, 315, 317, 323, 219A, 219B, 339, 345, AND 353. • REMOVE TIEDOWNS: S-001 TO S-059.	TAXILANE G	28 DAYS	AREA F, E	REDUCED TAXILANE G OPERATIONAL WIDTH.
D	2100-0600	• TAXILANE G CRACK SEAL, SLURRY SEAL, REMARK	• TAXILANE G FROM TAXIWAY B TO TAXIWAY A - NO TAXILANE G ACCESS • DEICE PAD SHOULDER SEAL	TAXIWAY B TO TAXIWAY A - NO TAXILANE G ACCESS	2 NIGHTS	NONE	CRACK SEAL FIRST NIGHT. SLURRY SEAL AND MARK SECOND NIGHT. ARFF ACCESS MAY BE IMPACTED ON TAXILANE G DUE TO WET SEAL COAT. TAXILANE G CLOSED TO ALL AIRCRAFT.
E	0700-1800	• HMA MILL AND OVERLAY	• CONNECTOR TAXILANE FROM TAXILANE G TO DEICE PAD	TAXIWAY A AND TAXILANE G	2 DAYS	AREA C, F	CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
F	0700-1800	• PCC PANEL REPLACEMENT • JOINT SEAL REPLACEMENT • PCC SAW AND CRACK SEAL	• DEICE PAD	TAXIWAY A AND TAXILANE G	40 DAYS	AREA A, B, C, E	REMAIN CLEAR OF TAXIWAY A OBJECT FREE AREA. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
G	2100-0600	• HMA MILL AND OVERLAY	• TAXILANE G FROM DEICE PAD TO TAXIWAY A	TAXILANE G SOUTH OF DEICE PAD	2 NIGHTS	NONE	NO WORK ALLOWED ON MONDAY, WEDNESDAY, OR FRIDAY. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
J	2000-0800	• HMA MILL AND OVERLAY	• RW 3-21, RW 17-35	ALL LANDING SURFACES CLOSED	1 NIGHT	NONE	RUNWAY CLOSURE LIQUIDATED DAMAGES APPLY. CONTRACTOR TO DISABLE ALL AIRFIELD RUNWAY AND TAXIWAY LIGHTING DURING RUNWAY CLOSURE. FAA SCC TO BE NOTIFIED BY CONTRACTOR TO DISABLE ILS DURING CLOSURE.
X	0700-1800	• SECOND COAT OF PAINT	• WORK AREAS A, B, C, D, E, F, G • ROLLING LOCAL CLOSURE UNDER ESCORT	• NO IMPACT	30-DAY NO-WORK SET TIME	3 DAYS, 1 NIGHT	COMPLETE ALL WORK IN A SINGLE WORK AREA BEFORE PROCEEDING TO THE NEXT DAYTIME WORK UNDER LOCAL CLOSURE.
	2000-0800	• GROOVING AND MARKING OF THE RUNWAY	• RW 3-21, RW 17-35	• ALL LANDING SURFACES CLOSED			NIGHTTIME CLOSURE REQUIRES FULL RUNWAY CLOSURE

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CSPP LEGEND

TEMPORARY CONTRACTOR'S YARD

CONTRACTOR DAILY PARKING

AC MILLING STOCKPILE

HAUL ROUTE

ARFF ROUTE

TAXI ROUTE

INTERLOCKED LOW-PROFILE BARRICADES

10' SPACED LOW-PROFILE BARRICADES

FLAG MAN

SITE ACCESS GATE

RUNWAY CLOSURE CROSS

RSA — RUNWAY SAFETY AREA

ROFA — RUNWAY OBJECT FREE AREA

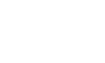
TSA — TAXIWAY SAFETY AREA

TOFA — TAXIWAY OBJECT FREE AREA

TLOFA — TAXILANE OBJECT FREE AREA



CONSTRUCTION SIGN



TEMPORARY STOP SIGN

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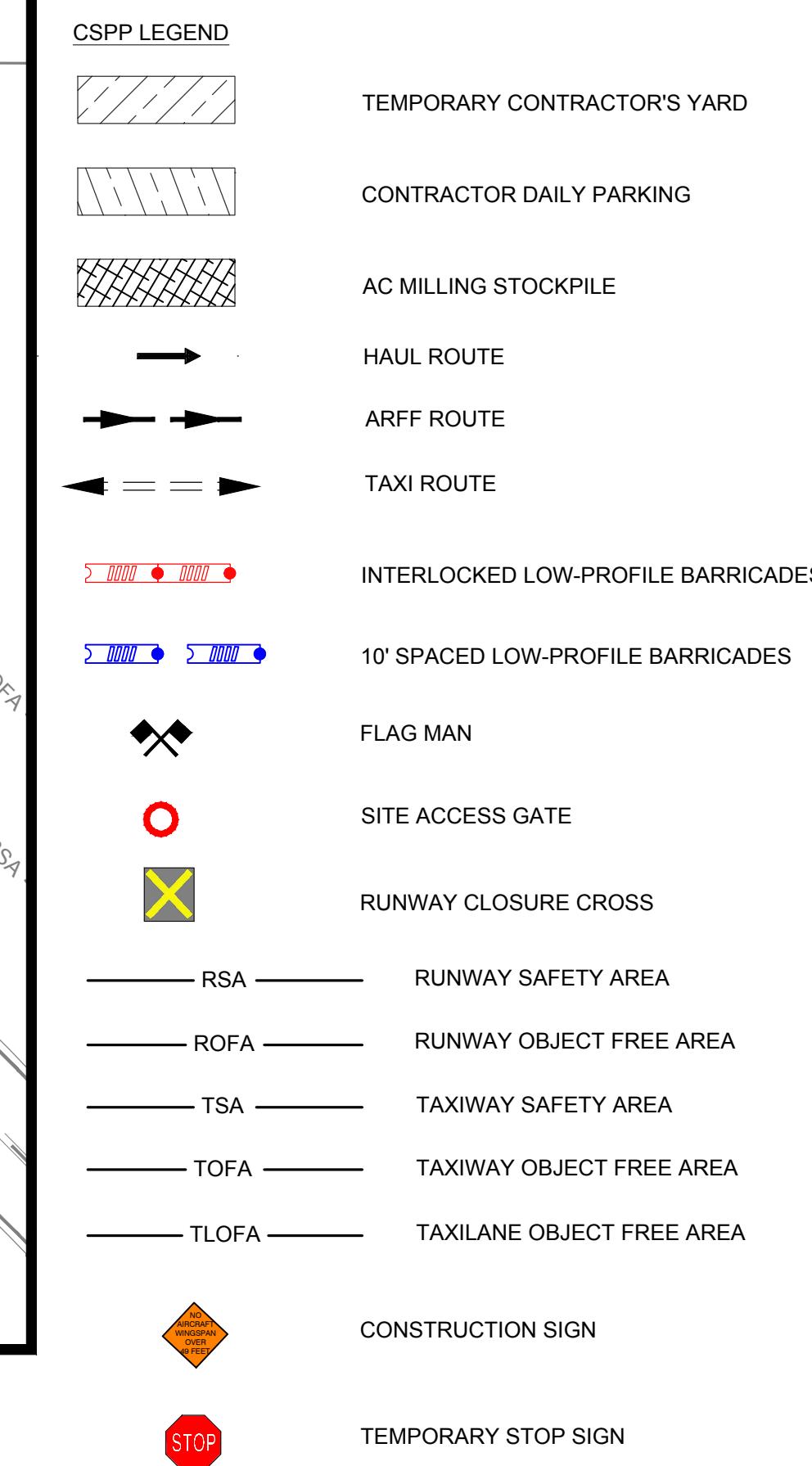
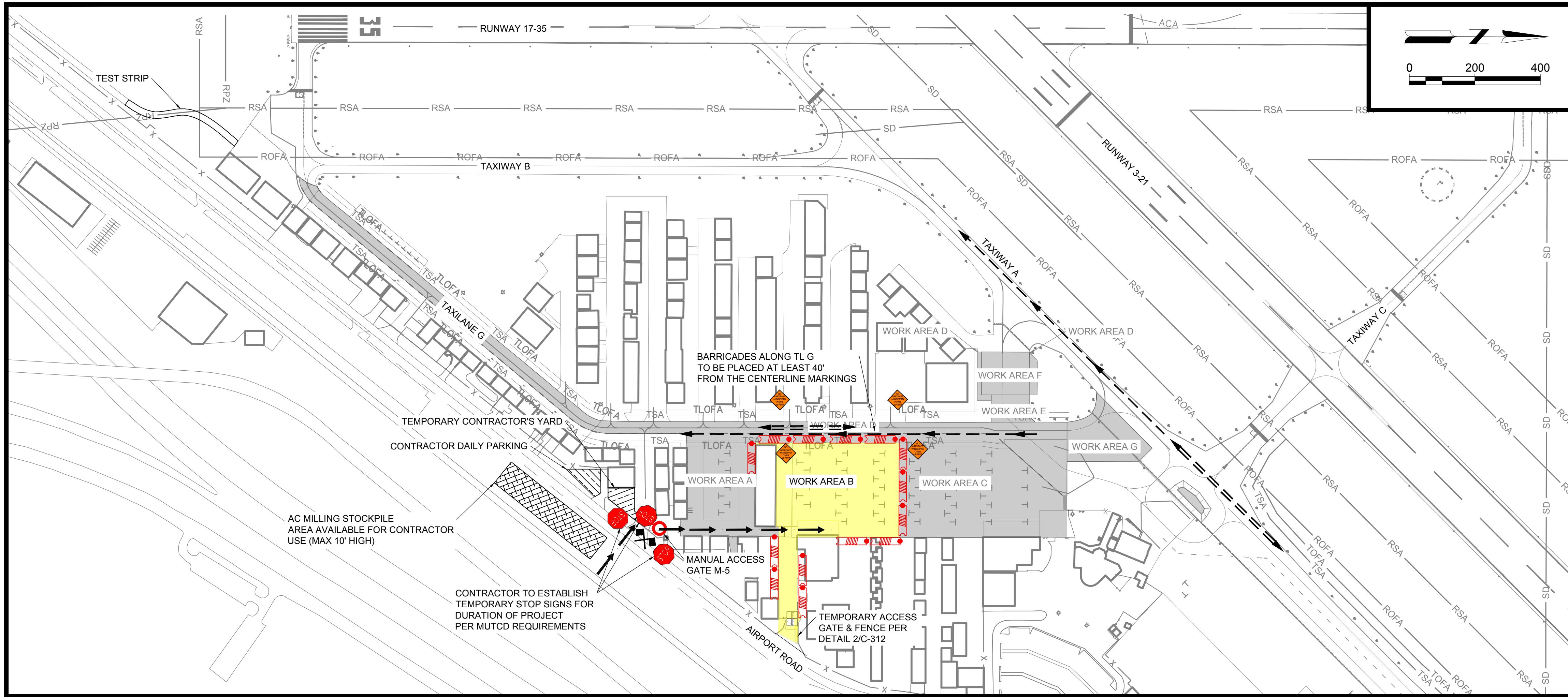
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sheet contents
CONSTRUCTION
SAFETY & PHASING
PLAN - WORK AREA A

sheet no. 6 of 57

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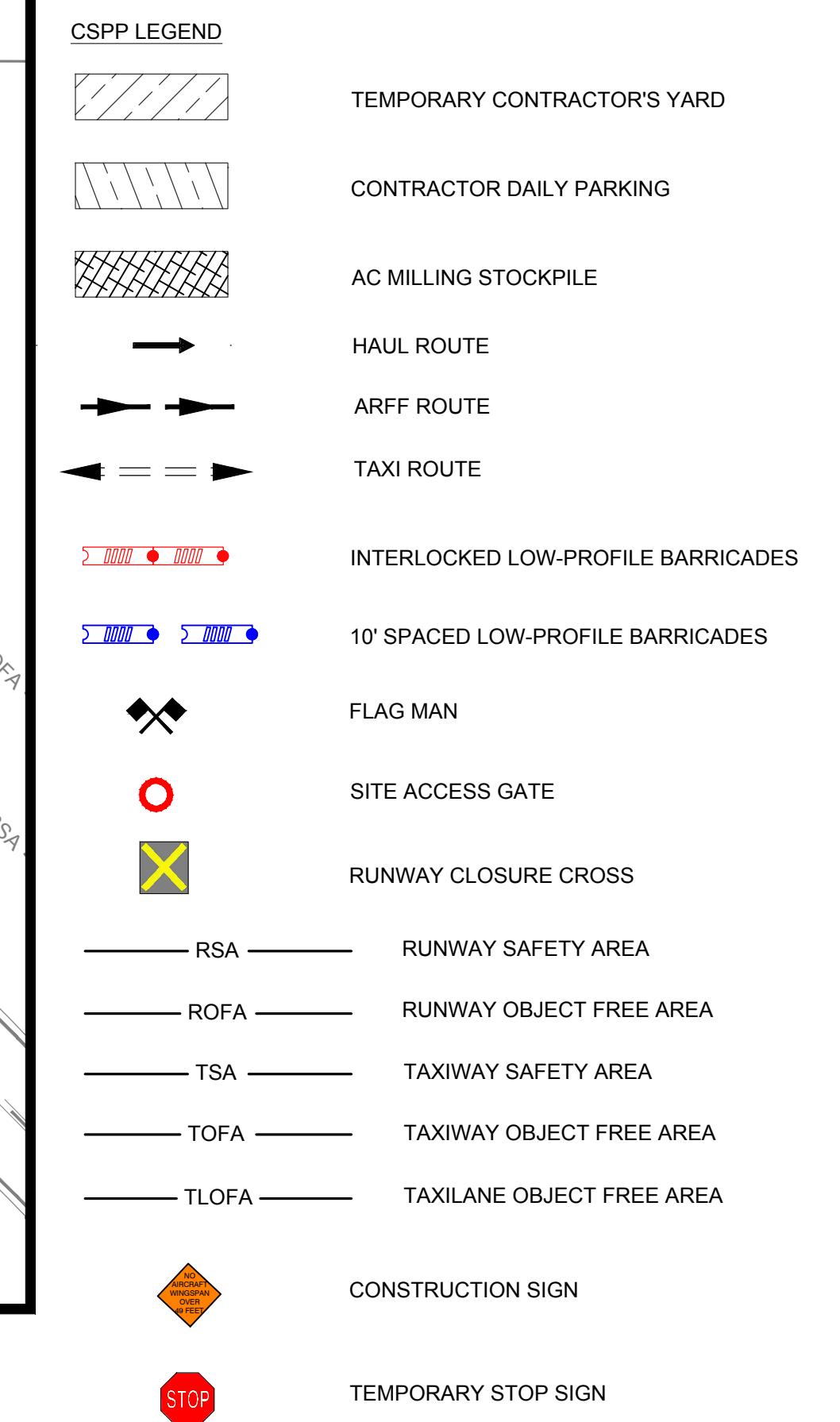
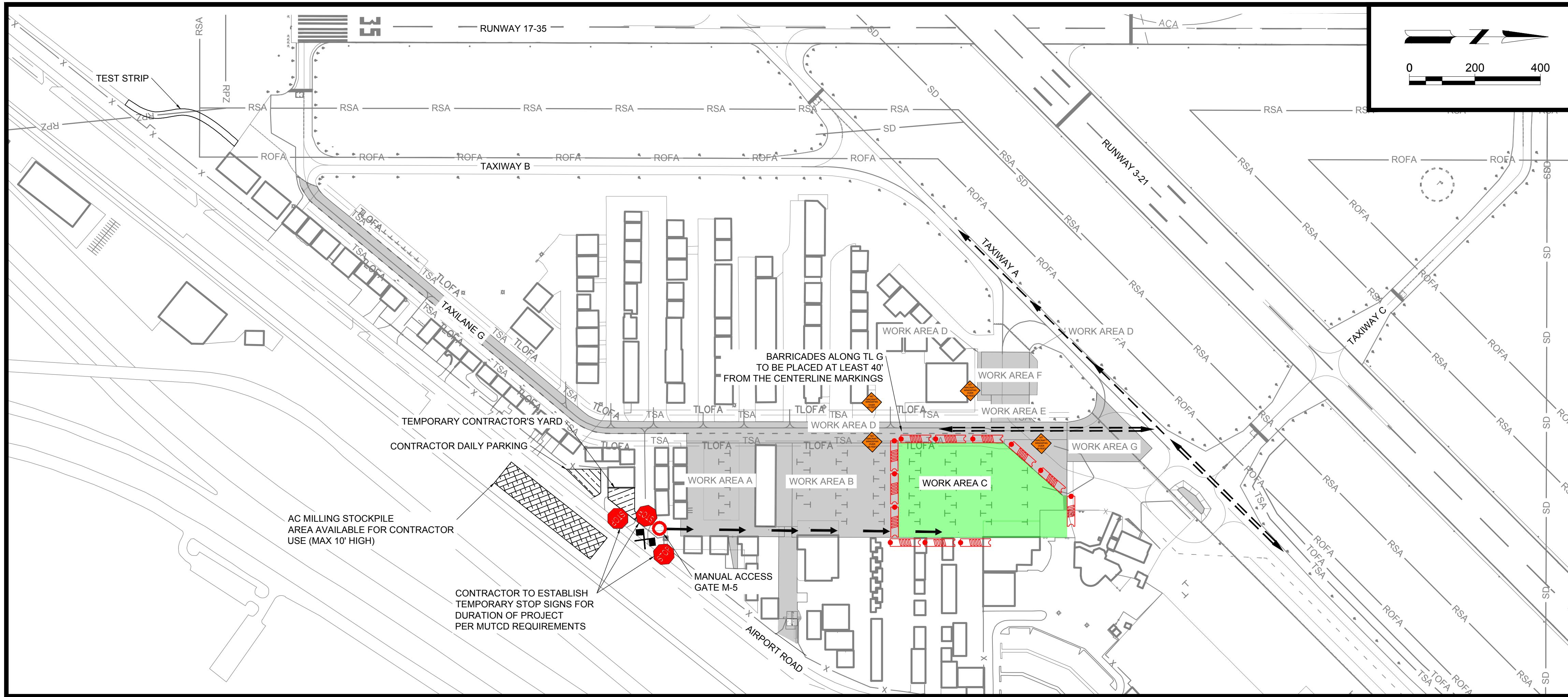
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sheet contents
CONSTRUCTION
SAFETY & PHASING
PLAN - WORK AREA B

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PLAN - WORK AREA C

sheet no. 8 of 57

G-083

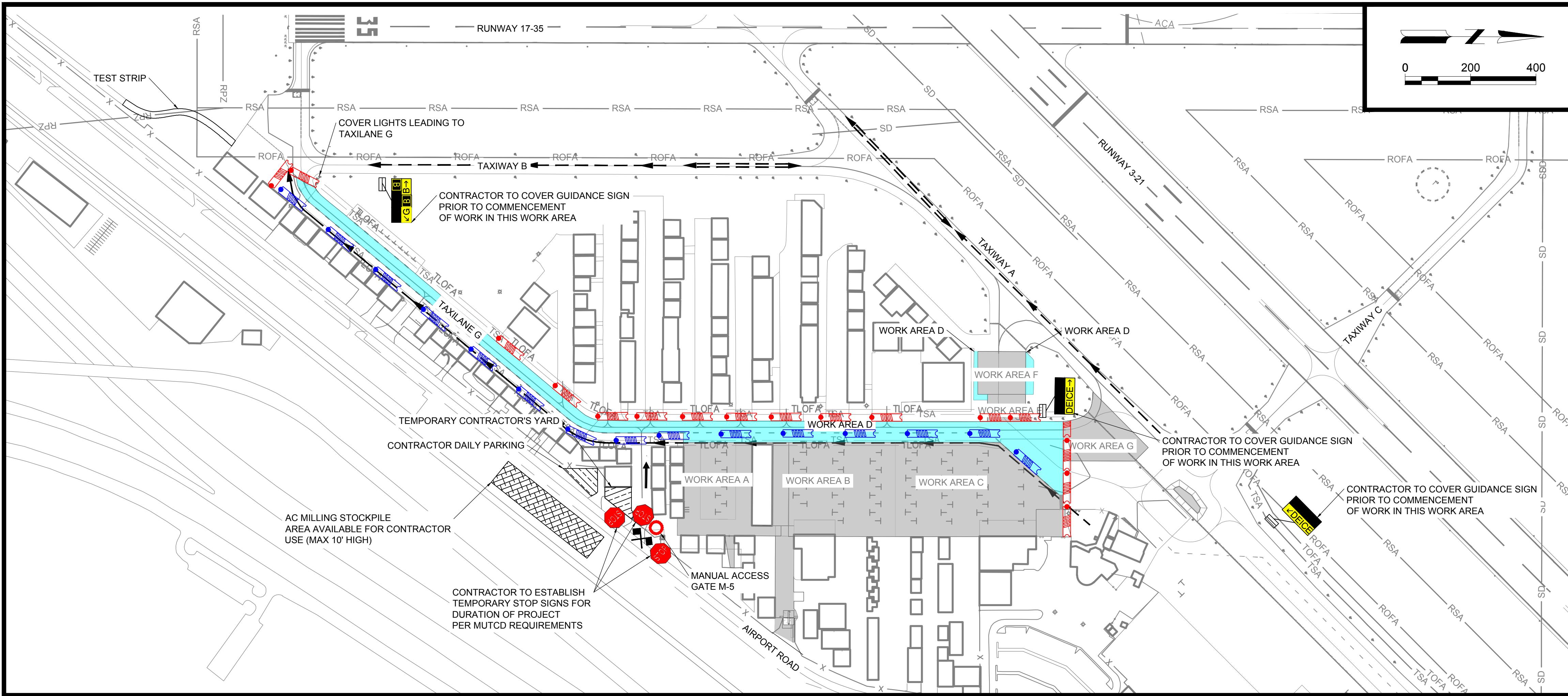
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CSPP LEGEND

TEMPORARY CONTRACTOR'S YARD

CONTRACTOR DAILY PARKING

AC MILLING STOCKPILE

HAUL ROUTE

ARFF ROUTE

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RSA — RUNWAY SAFETY AREA

ROFA — RUNWAY OBJECT FREE AREA

TSA — TAXIWAY SAFETY AREA

TOFA — TAXIWAY OBJECT FREE AREA

TLOFA — TAXILANE OBJECT FREE AREA

CONSTRUCTION SIGN

STOP — TEMPORARY STOP SIGN

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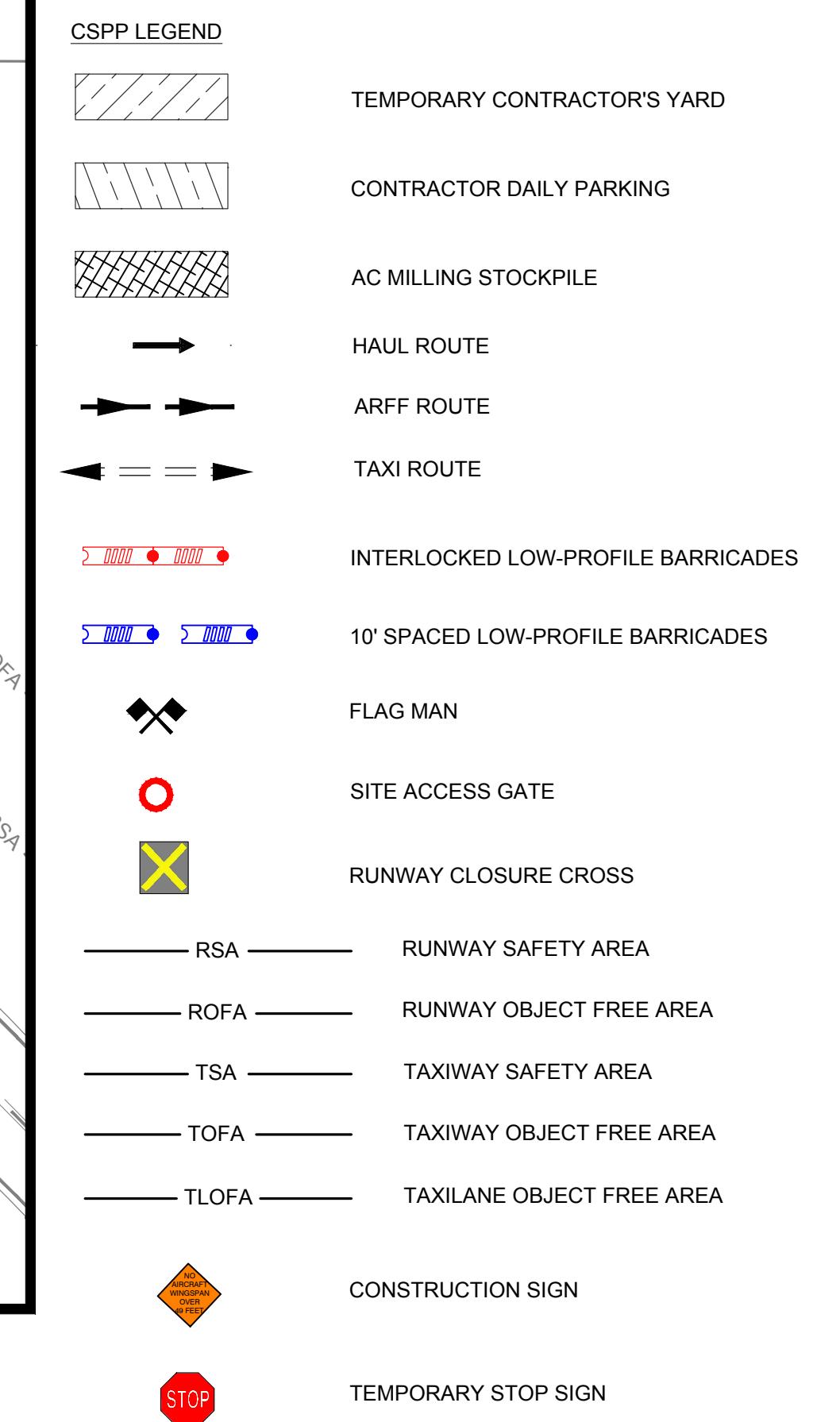
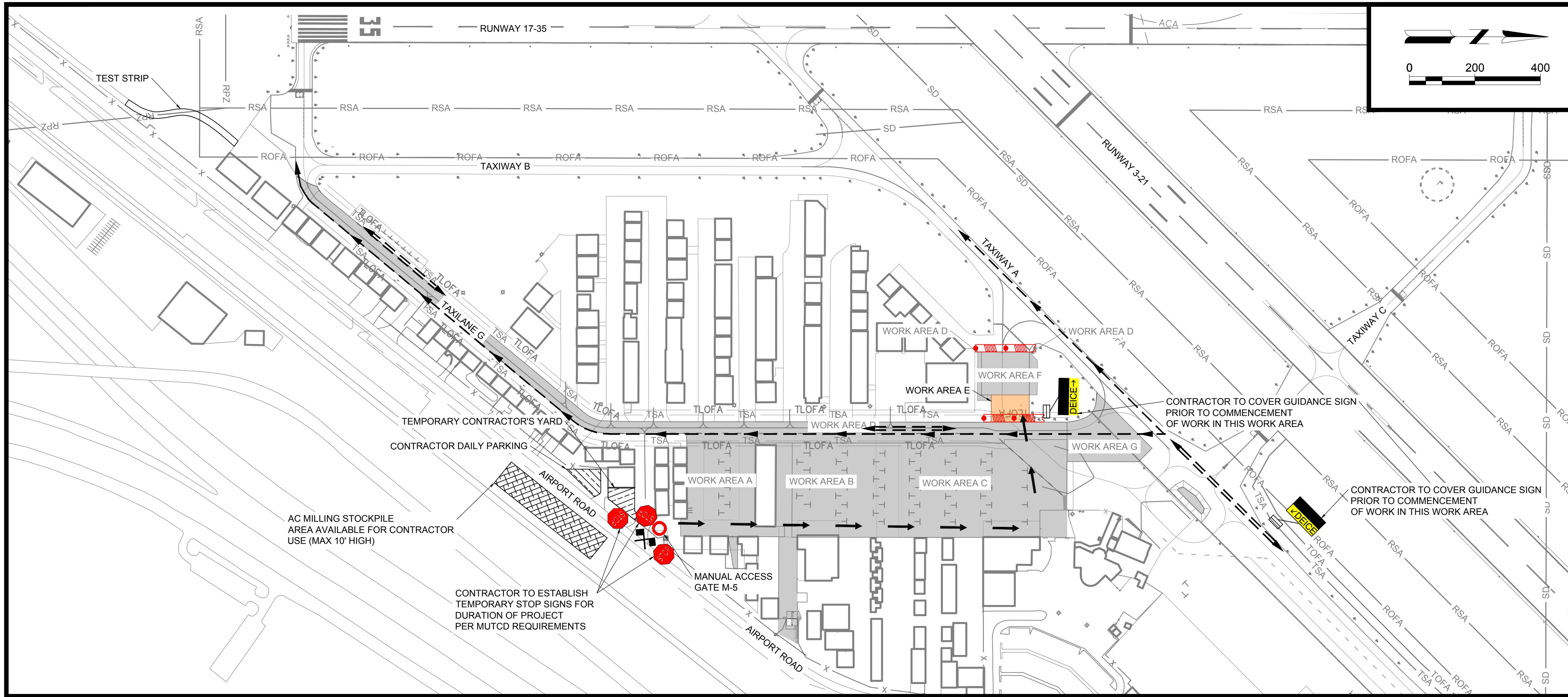
Sheet Contents
**CONSTRUCTION
SAFETY & PHASING
PLAN - WORK AREA D**

Sheet No. 9 of 57

G-084

WORK AREA	WORK HOURS	WORK	PAVEMENT CLOSURES DUE TO THE WORK	OPERATIONAL THRU TRAFFIC DUE TO THE WORK	CALENDAR DAYS	CONCURRENT CLOSURE ALLOWABLES	WORK AREA NOTES
MOB	0630-1830	• ESTABLISH CONTRACTOR'S YARD • PROVIDE SUBMITTALS	• NONE		30 DAYS	NONE	DO NOT IMPEDE ARFF ACCESS, ALL PHASES.
A	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA A	• AIRFIELD ACCESS FOR HANGARS: 855, 857, 861, 865, 869, 873, 949, 951, 959, 963, 969, AND 971. • REMOVE TIEDOWNS: S-105 TO S-119.	TAXILANE G	21 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
B	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA B • CONSTRUCT ACCESS GATE	• AIRFIELD ACCESS FOR HANGARS: 829, 833, 847, 853, 859, 863, 867, 871, 875, 877, 755, 727, 631, 625, 619, 557, 547, 537, 527, 523, AND 515. • REMOVE TIEDOWNS: S-061 TO S-103.	TAXILANE G	28 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
C	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA C	• AIRFIELD ACCESS FOR HANGARS: 151, 209, 311, 315, 317, 323, 219A, 219B, 339, 345, AND 353. • REMOVE TIEDOWNS: S-001 TO S-059.	TAXILANE G	28 DAYS	AREA F, E	REDUCED TAXILANE G OPERATIONAL WIDTH.
D	2100-0600	• TAXILANE G CRACK SEAL, SLURRY SEAL, REMARK	• TAXILANE G FROM TAXIWAY B TO TAXIWAY A - NO TAXILANE G ACCESS • DEICE PAD SHOULDER SEAL	TAXIWAY B TO TAXIWAY A - NO TAXILANE G ACCESS	2 NIGHTS	NONE	CRACK SEAL FIRST NIGHT. SLURRY SEAL AND MARK SECOND NIGHT. ARFF ACCESS MAY BE IMPACTED ON TAXILANE G DUE TO WET SEAL COAT. TAXILANE G CLOSED TO ALL AIRCRAFT.
E	0700-1800	• HMA MILL AND OVERLAY	• CONNECTOR TAXILANE FROM TAXILANE G TO DEICE PAD	TAXIWAY A AND TAXILANE G	2 DAYS	AREA C, F	CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
F	0700-1800	• PCC PANEL REPLACEMENT • JOINT SEAL REPLACEMENT • PCC SAW AND CRACK SEAL	• DEICE PAD	TAXIWAY A AND TAXILANE G	40 DAYS	AREA A, B, C, E	REMAIN CLEAR OF TAXIWAY A OBJECT FREE AREA. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
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J	2000-0800	• HMA MILL AND OVERLAY	• RW 3-21, RW 17-35	ALL LANDING SURFACES CLOSED	1 NIGHT	NONE	RUNWAY CLOSURE LIQUIDATED DAMAGES APPLY. CONTRACTOR TO DISABLE ALL AIRFIELD RUNWAY AND TAXIWAY LIGHTING DURING RUNWAY CLOSURE. FAA SCC TO BE NOTIFIED BY CONTRACTOR TO DISABLE ILS DURING CLOSURE.
X	0700-1800	• SECOND COAT OF PAINT • ROLLING LOCAL CLOSURE UNDER ESCORT	• NO IMPACT		30-DAY NO-WORK SET TIME	3 DAYS, 1 NIGHT	COMPLETE ALL WORK IN A SINGLE WORK AREA BEFORE PROCEEDING TO THE NEXT, DAYTIME WORK UNDER LOCAL CLOSURE.
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E	0700-1800	• HMA MILL AND OVERLAY	• CONNECTOR TAXILANE FROM TAXILANE G TO DEICE PAD	TAXIWAY A AND TAXILANE G	2 DAYS	AREA C, F	CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
F	0700-1800	• PCC PANEL REPLACEMENT • JOINT SEAL REPLACEMENT • PCC SAW AND CRACK SEAL	• DEICE PAD	TAXIWAY A AND TAXILANE G	40 DAYS	AREA A, B, C, E	REMAIN CLEAR OF TAXIWAY A OBJECT FREE AREA. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
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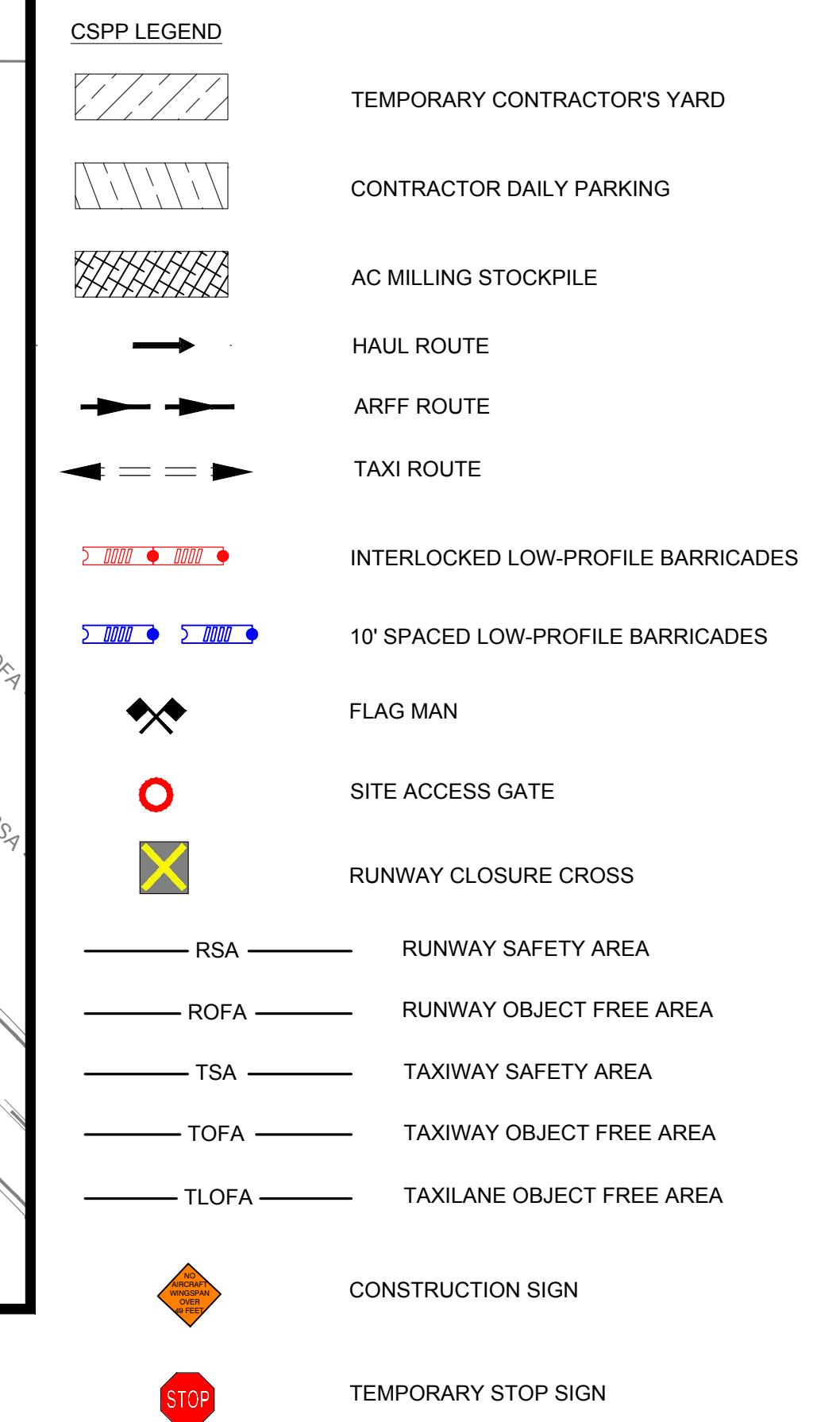
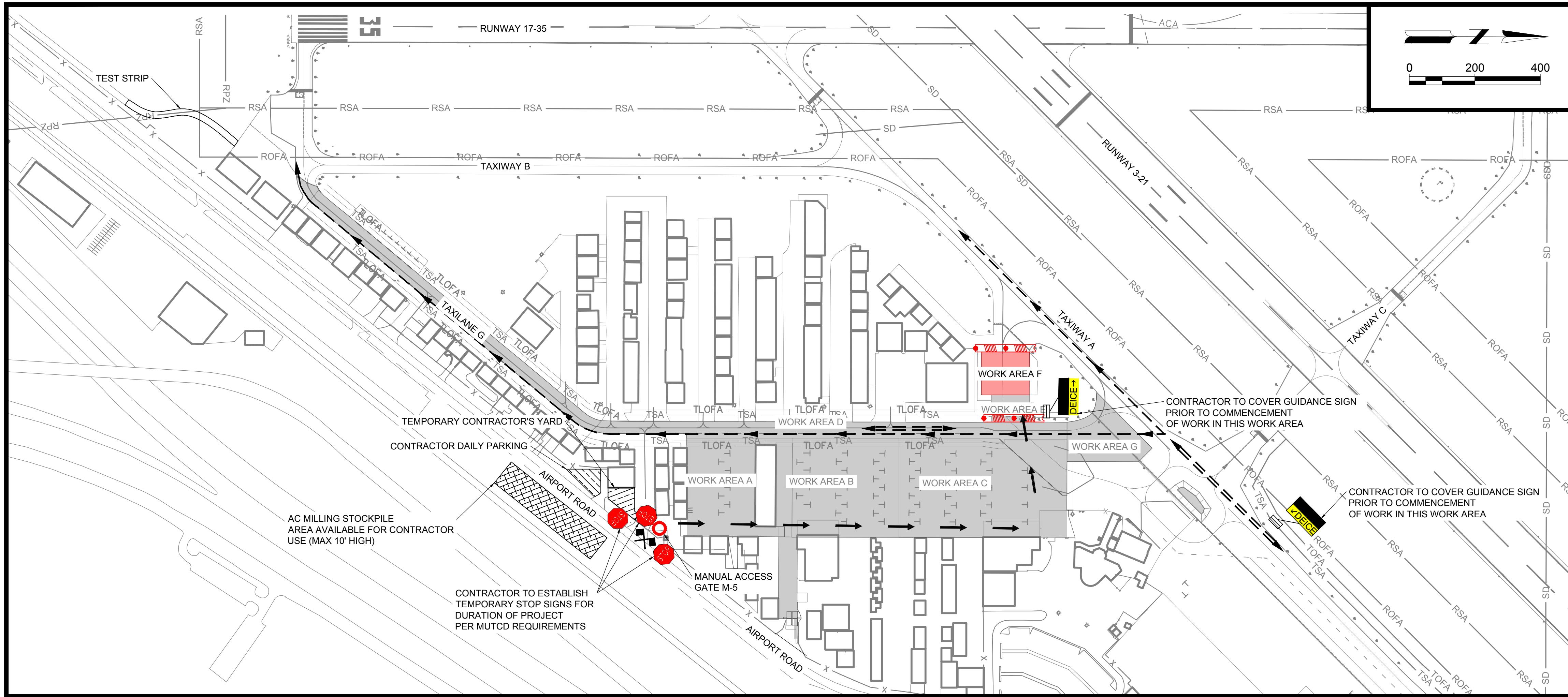
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PLAN - WORK AREA E

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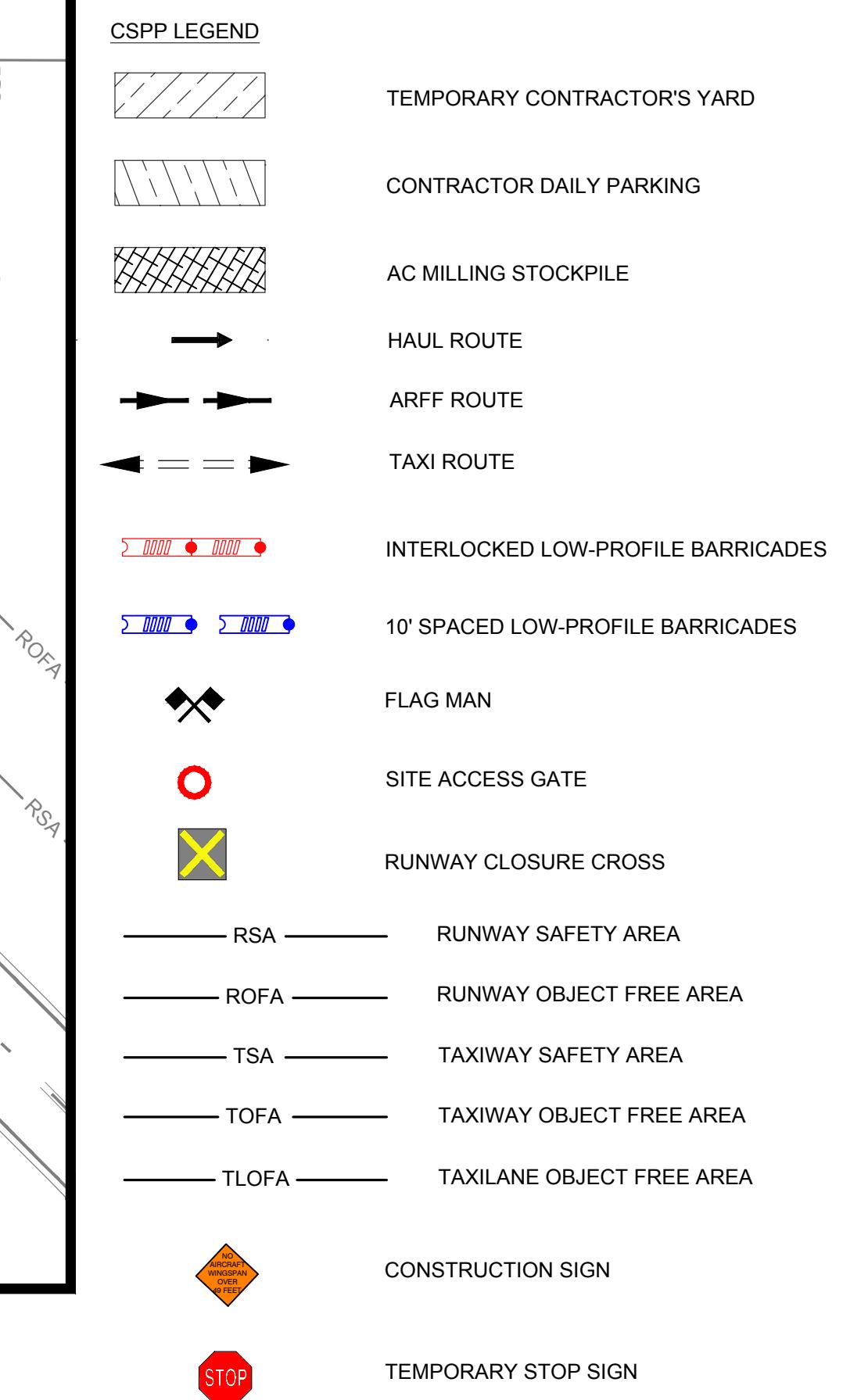
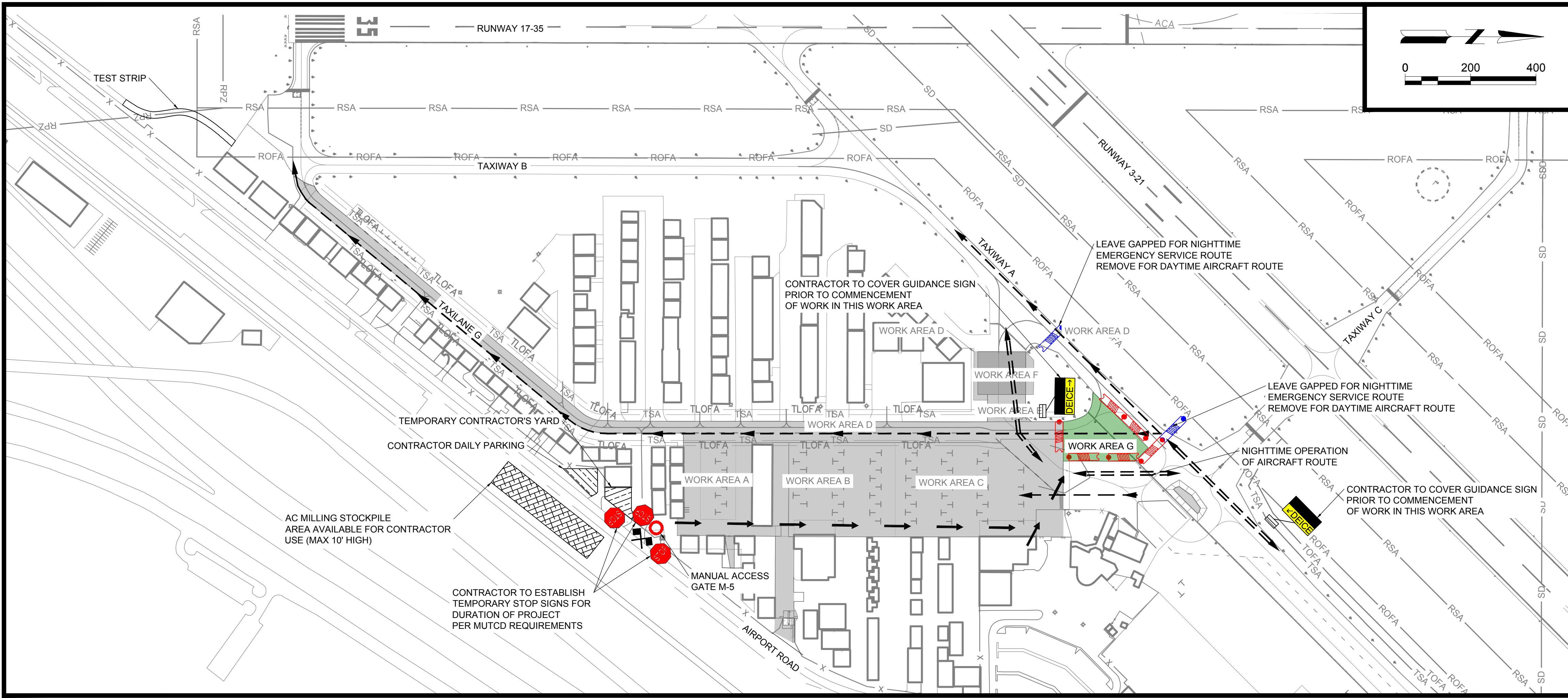
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PLAN - WORK AREA F

SHEET NO. 11 of 57

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A	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA A	• AIRFIELD ACCESS FOR HANGARS: 855, 857, 861, 865, 869, 873, 949, 951, 959, 963, 969, AND 971. • REMOVE TIEDOWNS: S-105 TO S-119.	TAXILANE G	21 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
B	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA B • CONSTRUCT ACCESS GATE	• AIRFIELD ACCESS FOR HANGARS: 829, 833, 847, 853, 859, 863, 867, 871, 875, 877, 755, 727, 631, 625, 619, 557, 547, 537, 527, 523, AND 515. • REMOVE TIEDOWNS: S-061 TO S-103.	TAXILANE G	28 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
C	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA C	• AIRFIELD ACCESS FOR HANGARS: 151, 209, 311, 315, 317, 323, 219A, 219B, 339, 345, AND 353. • REMOVE TIEDOWNS: S-001 TO S-059.	TAXILANE G	28 DAYS	AREA F, E	REDUCED TAXILANE G OPERATIONAL WIDTH.
D	2100-0600	• TAXILANE G CRACK SEAL, SLURRY SEAL, REMARK	• TAXILANE G FROM TAXIWAY B TO TAXIWAY A - NO TAXILANE G ACCESS • DEICE PAD SHOULDER SEAL	TAXIWAY B TO TAXIWAY A - NO TAXILANE G ACCESS	2 NIGHTS	NONE	CRACK SEAL FIRST NIGHT. SLURRY SEAL AND MARK SECOND NIGHT. ARFF ACCESS MAY BE IMPACTED ON TAXILANE G DUE TO WET SEAL COAT. TAXILANE G CLOSED TO ALL AIRCRAFT.
E	0700-1800	• HMA MILL AND OVERLAY	• CONNECTOR TAXILANE FROM TAXILANE G TO DEICE PAD	TAXIWAY A AND TAXILANE G	2 DAYS	AREA C, F	CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
F	0700-1800	• PCC PANEL REPLACEMENT • JOINT SEAL REPLACEMENT • PCC SAW AND CRACK SEAL	• DEICE PAD	TAXIWAY A AND TAXILANE G	40 DAYS	AREA A, B, C, E	REMAIN CLEAR OF TAXIWAY A OBJECT FREE AREA. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
G	2100-0600	• HMA MILL AND OVERLAY	• TAXILANE G FROM DEICE PAD TO TAXIWAY A	TAXILANE G SOUTH OF DEICE PAD	2 NIGHTS	NONE	NO WORK ALLOWED ON MONDAY, WEDNESDAY, OR FRIDAY. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
J	2000-0800	• HMA MILL AND OVERLAY	• RW 3-21, RW 17-35	ALL LANDING SURFACES CLOSED	1 NIGHT	NONE	RUNWAY CLOSURE LIQUIDATED DAMAGES APPLY. CONTRACTOR TO DISABLE ALL AIRFIELD RUNWAY AND TAXIWAY LIGHTING DURING RUNWAY CLOSURE. FAA SCC TO BE NOTIFIED BY CONTRACTOR TO DISABLE ILS DURING CLOSURE.
X	0700-1800	• SECOND COAT OF PAINT • ROLLING LOCAL CLOSURE UNDER ESCORT	• NO IMPACT		30-DAY NO-WORK SET TIME	3 DAYS, 1 NIGHT	COMPLETE ALL WORK IN A SINGLE WORK AREA BEFORE PROCEEDING TO THE NEXT, DAYTIME WORK UNDER LOCAL CLOSURE.
	2000-0800	• GROOVING AND MARKING OF THE RUNWAY	• RW 3-21, RW 17-35	• ALL LANDING SURFACES CLOSED			NIGHTTIME CLOSURE REQUIRES FULL RUNWAY CLOSURE

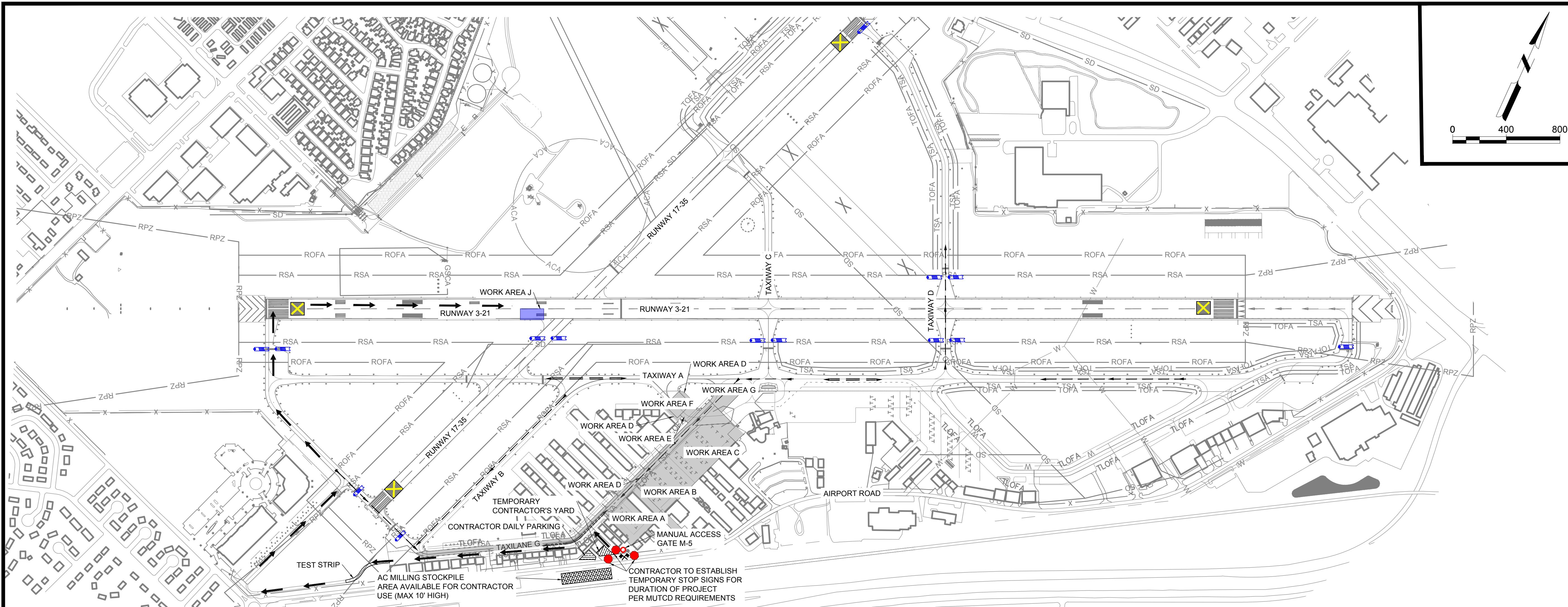
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SHEET CONTENTS
CONSTRUCTION
SAFETY & PHASING
PLAN - WORK AREA G

SHEET NO. 12 of 57

G-087



OGDEN-HINCKLEY AIRPORT CONSTRUCT SOUTH APRON

3909 AIRPORT RD
OGDEN, UT 84405

Mead & Hunt
Mead and Hunt, Inc.
999 18th Street,
Suite 2300 South Tower
Denver, CO 80202
phone: 303-825-8844
meadhunt.com

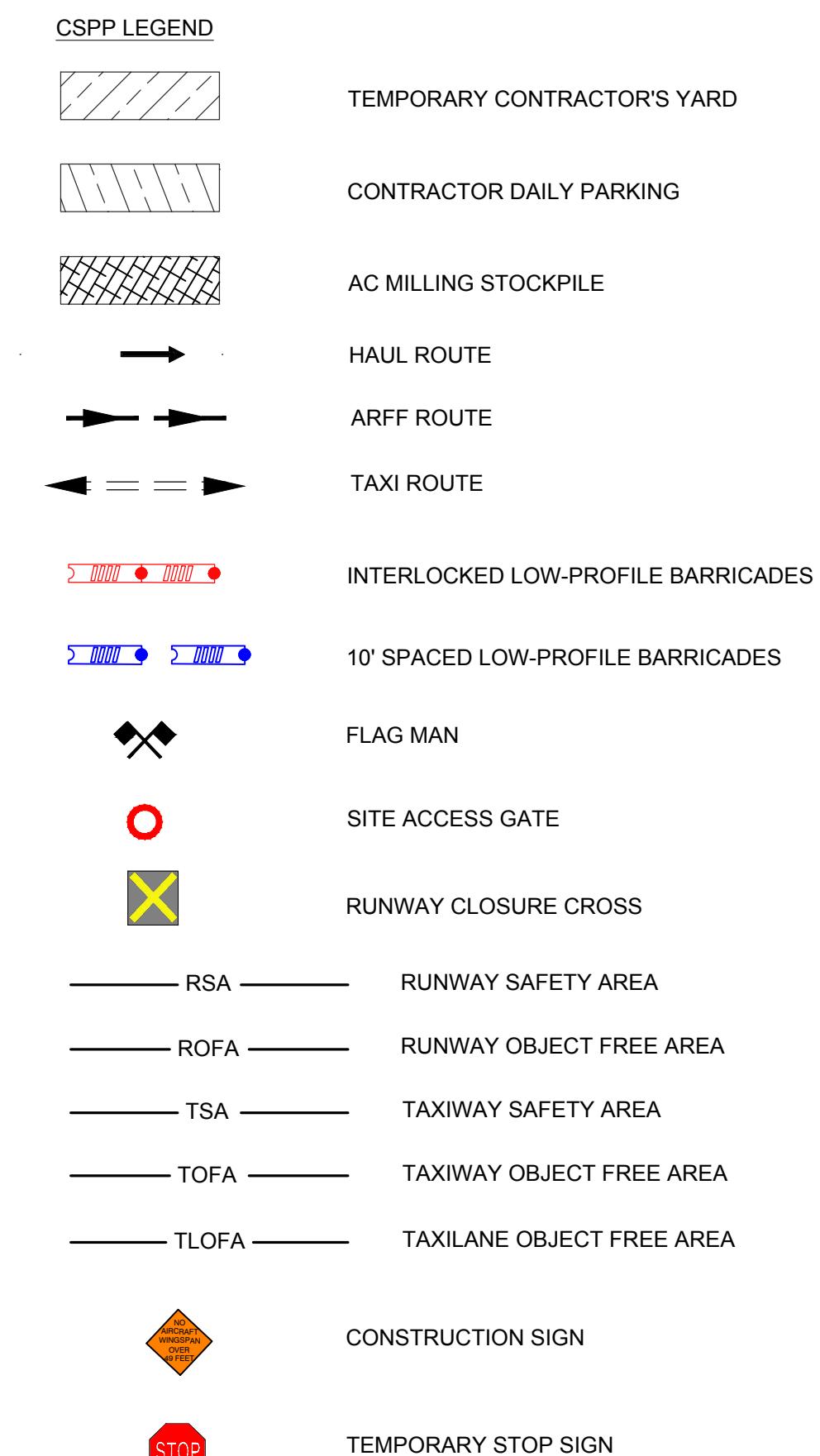


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WORK AREA	WORK HOURS	WORK	PAVEMENT CLOSURES DUE TO THE WORK	OPERATIONAL THRU TRAFFIC DUE TO THE WORK	CALENDAR DAYS	CONCURRENT CLOSURE ALLOWABLES	WORK AREA NOTES
MOB	0630-1830	• ESTABLISH CONTRACTOR'S YARD • PROVIDE SUBMITTALS	• NONE		30 DAYS	NONE	DO NOT IMPEDE ARFF ACCESS, ALL PHASES.
A	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA A	• AIRFIELD ACCESS FOR HANGARS: 855, 857, 861, 865, 869, 873, 949, 951, 959, 963, 969, AND 971. • REMOVE TIEDOWNS: S-105 TO S-119.	TAXILANE G	21 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
B	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA B • CONSTRUCT ACCESS GATE	• AIRFIELD ACCESS FOR HANGARS: 829, 833, 847, 853, 859, 863, 867, 871, 875, 877, 755, 727, 631, 625, 619, 557, 547, 537, 527, 523, AND 515. • REMOVE TIEDOWNS: S-061 TO S-103.	TAXILANE G	28 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
C	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA C	• AIRFIELD ACCESS FOR HANGARS: 151, 209, 311, 315, 317, 323, 219A, 219B, 339, 345, AND 353. • REMOVE TIEDOWNS: S-001 TO S-059.	TAXILANE G	28 DAYS	AREA F, E	REDUCED TAXILANE G OPERATIONAL WIDTH.
D	2100-0600	• TAXILANE G CRACK SEAL, SLURRY SEAL, REMARK	• TAXILANE G FROM TAXIWAY B TO TAXIWAY A - NO TAXILANE G ACCESS • DEICE PAD SHOULDER SEAL	TAXIWAY B TO TAXIWAY A - NO TAXILANE G ACCESS	2 NIGHTS	NONE	CRACK SEAL FIRST NIGHT. SLURRY SEAL AND MARK SECOND NIGHT. ARFF ACCESS MAY BE IMPACTED ON TAXILANE G DUE TO WET SEAL COAT. TAXILANE G CLOSED TO ALL AIRCRAFT.
E	0700-1800	• HMA MILL AND OVERLAY	• CONNECTOR TAXILANE FROM TAXILANE G TO DEICE PAD	TAXIWAY A AND TAXILANE G	2 DAYS	AREA C, F	CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
F	0700-1800	• PCC PANEL REPLACEMENT • JOINT SEAL REPLACEMENT • PCC SAW AND CRACK SEAL	• DEICE PAD	TAXIWAY A AND TAXILANE G	40 DAYS	AREA A, B, C, E	REMAIN CLEAR OF TAXIWAY A OBJECT FREE AREA. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
G	2100-0600	• HMA MILL AND OVERLAY	• TAXILANE G FROM DEICE PAD TO TAXIWAY A	TAXILANE G SOUTH OF DEICE PAD	2 NIGHTS	NONE	NO WORK ALLOWED ON MONDAY, WEDNESDAY, OR FRIDAY. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
J	2000-0800	• HMA MILL AND OVERLAY	• RW 3-21, RW 17-35	ALL LANDING SURFACES CLOSED	1 NIGHT	NONE	RUNWAY CLOSURE LIQUIDATED DAMAGES APPLY. CONTRACTOR TO DISABLE ALL AIRFIELD RUNWAY AND TAXIWAY LIGHTING DURING RUNWAY CLOSURE. FAA SCC TO BE NOTIFIED BY CONTRACTOR TO DISABLE ILS DURING CLOSURE.
X	0700-1800	• SECOND COAT OF PAINT	• WORK AREAS A, B, C, D, E, F, G • ROLLING LOCAL CLOSURE UNDER ESCORT	• NO IMPACT	30-DAY NO-WORK SET TIME	3 DAYS, 1 NIGHT	COMPLETE ALL WORK IN A SINGLE WORK AREA BEFORE PROCEEDING TO THE NEXT, DAYTIME WORK UNDER LOCAL CLOSURE.
	2000-0800	• GROOVING AND MARKING OF THE RUNWAY	• RW 3-21, RW 17-35	• ALL LANDING SURFACES CLOSED			NIGHTTIME CLOSURE REQUIRES FULL RUNWAY CLOSURE

ADDENDUM #2: THIS SHEET HAS BEEN REVISED IN ITS ENTIRETY

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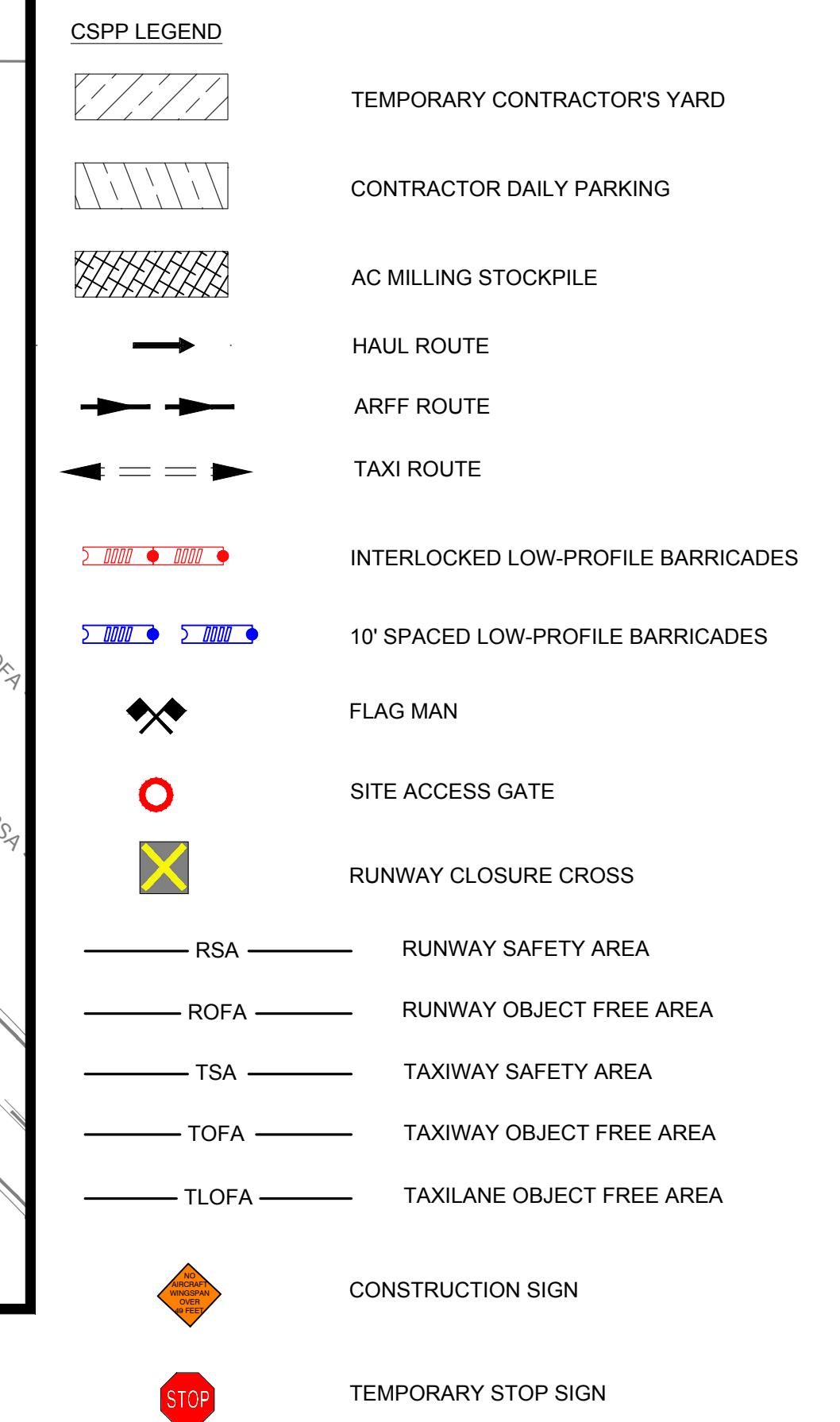
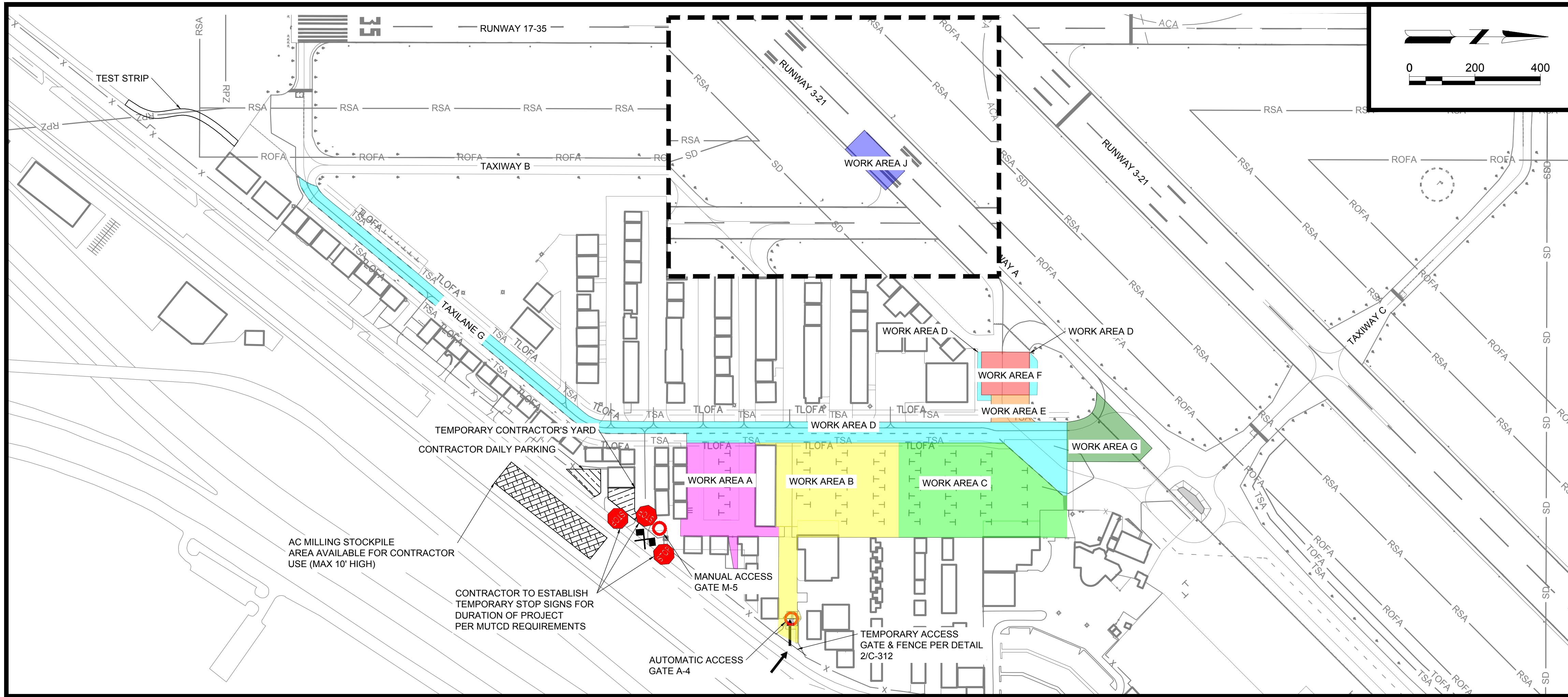


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CONSTRUCTION
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sheet no. 13 of 57

G-088



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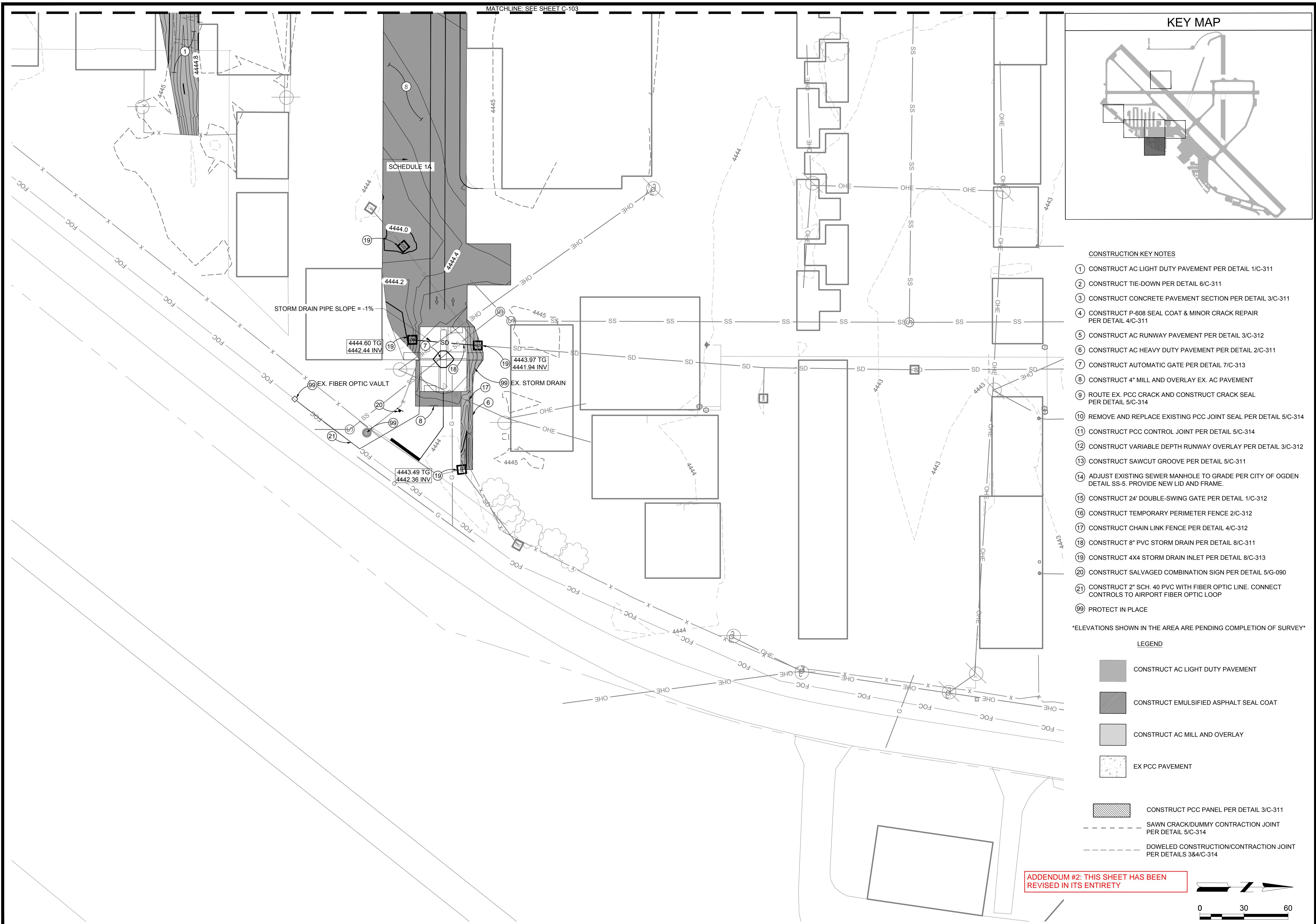
SHEET CONTENTS
CONSTRUCTION
SAFETY & PHASING
PLAN - WORK AREA X

SHEET NO. 14 of 57

G-089

WORK AREA	WORK HOURS	WORK	PAVEMENT CLOSURES DUE TO THE WORK	OPERATIONAL THRU TRAFFIC DUE TO THE WORK	CALENDAR DAYS	CONCURRENT CLOSURE ALLOWABLES	WORK AREA NOTES
MOB	0630-1830	• ESTABLISH CONTRACTOR'S YARD • PROVIDE SUBMITTALS	• NONE		30 DAYS	NONE	DO NOT IMPEDE ARFF ACCESS, ALL PHASES.
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E	0700-1800	• HMA MILL AND OVERLAY	• CONNECTOR TAXILANE FROM TAXILANE G TO DEICE PAD	TAXIWAY A AND TAXILANE G	2 DAYS	AREA C, F	CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
F	0700-1800	• PCC PANEL REPLACEMENT • JOINT SEAL REPLACEMENT • PCC SAW AND CRACK SEAL	• DEICE PAD	TAXIWAY A AND TAXILANE G	40 DAYS	AREA A, B, C, E	REMAIN CLEAR OF TAXIWAY A OBJECT FREE AREA. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
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	2000-0800	• GROOVING AND MARKING OF THE RUNWAY	• RW 3-21, RW 17-35	• ALL LANDING SURFACES CLOSED			

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UT REG: 13045804-2202
DATE: 06/16/2025

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M&H NO.: 3132200-251468.01
DATE: JULY 10, 2025

DESIGNED BY: CJS

DRAWN BY: JAL

CHECKED BY: DAB

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SHEET NO.

43 of 57

C-105



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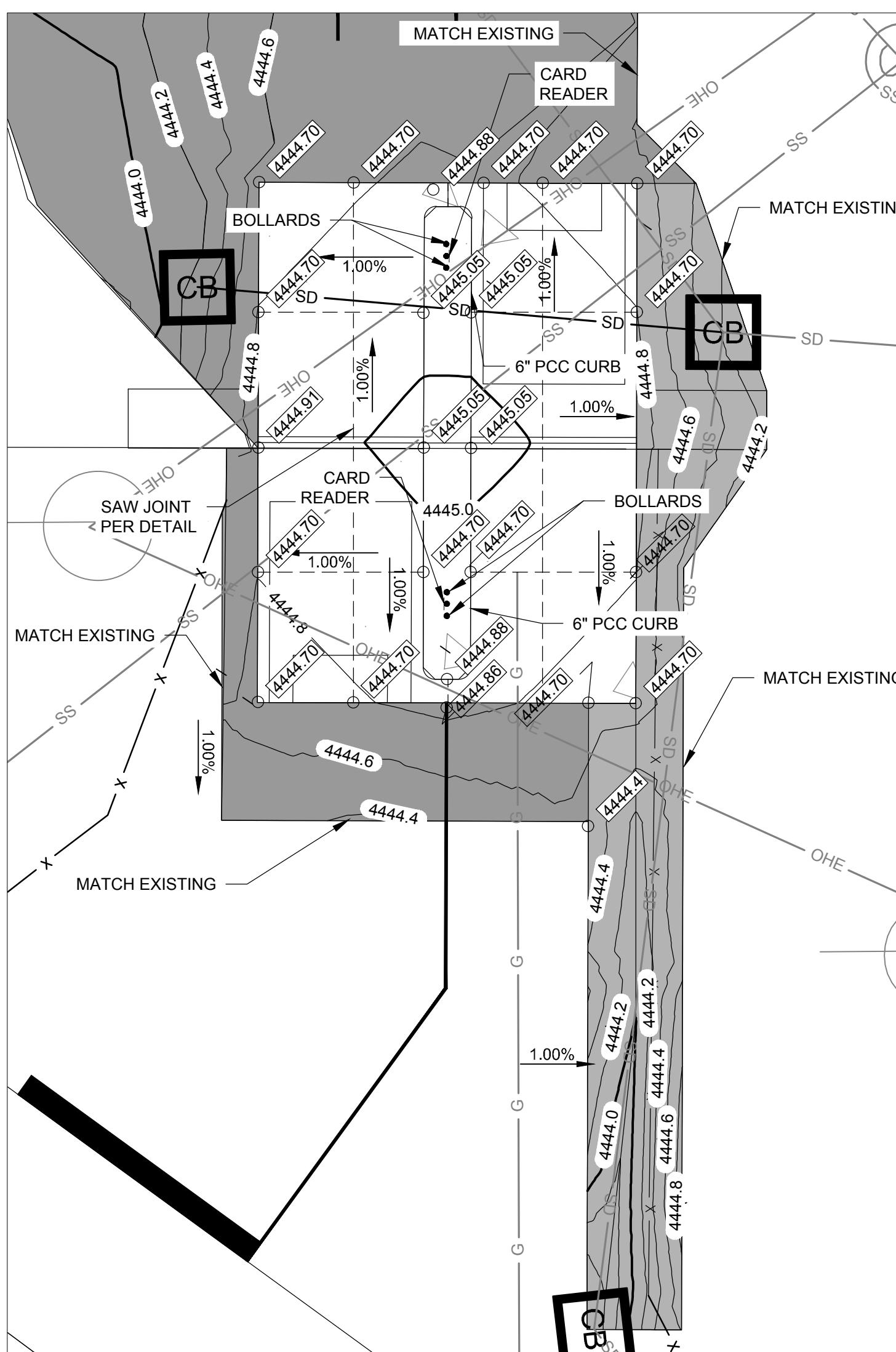
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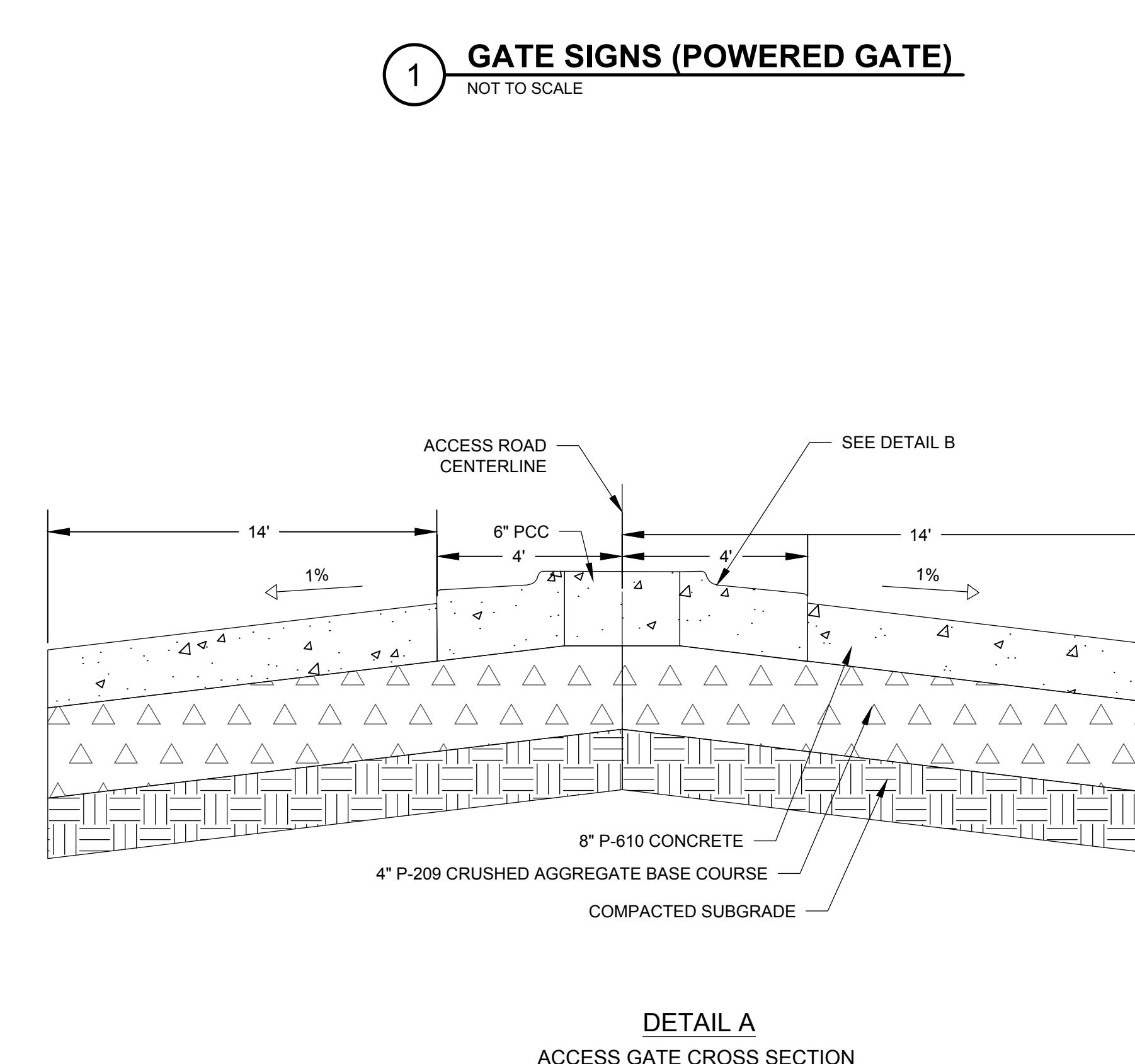
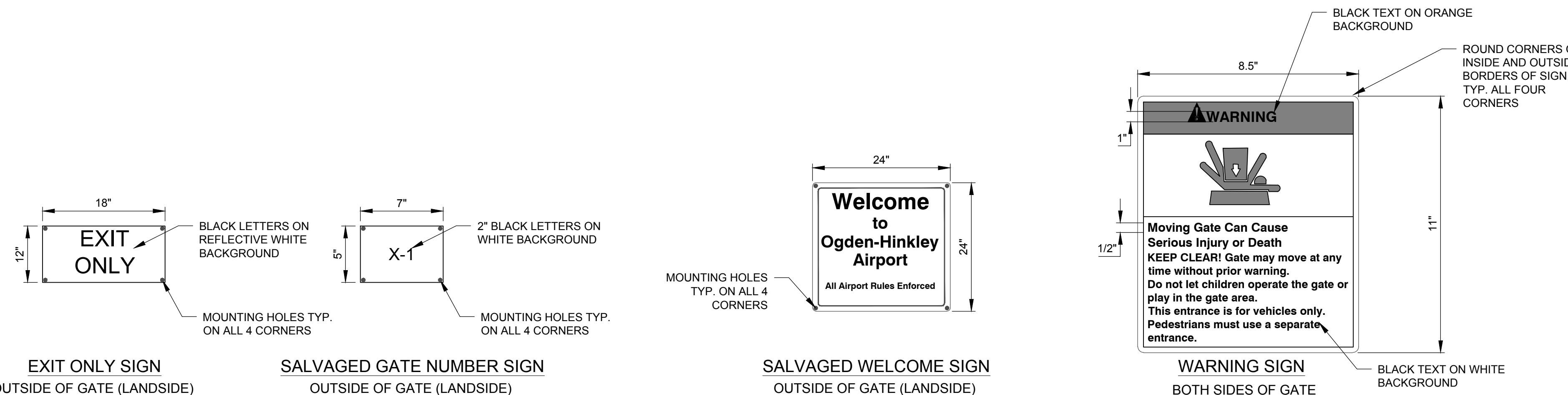
SHEET CONTENTS
CONSTRUCTION
DETAILS

SHEET NO. 49 of 57
C-315

ADDENDUM #2: THIS SHEET HAS BEEN
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3 ACCESS GATE ENTRANCE PRECISE GRADING
1" = 10'



2 ACCESS GATE ENTRANCE CROSS SECTION
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