CONSTRUCTION SAFETY AND PHASING PLAN

YUMA COUNTY AIRPORT AUTHORITY
2191 EAST 32ND STREET
YUMA, ARIZONA 85365

YUMA INTERNATIONAL AIRPORT
TAXIWAY F1 REHABILITATION
FAA AIP NO.3-04-0053-0049-2024

PREPARED BY:

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APRIL OF 2024

NICKLAUS
ENGINEERING, INC.

Registered Professional Engineer (Civil)
CERTIFICATE NO.
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ALVAREZ
DATE SIGNED: 04-29-2024
ARIZONA, U.S.A.

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1.0 Coordination

1. Introduction

This Construction Safety and Phasing Plan (CSPP) is for the Taxiway F1 Rehabilitation Project, at Yuma International Airport (YIA), a commercial service airport co-located with Marine Corps Air Station Yuma (MCAS Yuma). The airport provides regularly scheduled commercial airline service, general aviation services and also functions as an aviation training facility for the United States Marine Corps. The primary function of Taxiway F1 is for aircraft to taxi on and off Runway 03L/21R.

The Taxiway F1 Rehabilitation project is funded by the Federal Aviation Administration (FAA) and has the following Airport Improvement Program (AIP) grant number: FAA AIP 3-04-0053-0049-2024. The purpose of this project is to rehabilitate the existing pavement and to incorporate taxiway edge lighting. The project is anticipated to begin construction in June of 2024 and total construction time is estimated to be 180 calendar days.

2. Scope of Work

The scope of work for this project includes the rehabilitation of more than 47,000 square yards of existing flexible and rigid pavement. The project areas include: Taxiway F1 from Taxiway H2 to Runway 03L/21R, Taxiway F1's shoulders, and the flexible pavement between Taxiway F1 and the North DCC Apron.

The key work items of the rehabilitation project include: flexible pavement layer replacement, pavement structural section replacement, crack/joint fill, flexible pavement surface treatment, rigid pavement repairs, rigid pavement replacement, taxiway edge lighting and pavement markings.

This CSPP provides specific information to the Contractor selected to carry out the construction contract for the Taxiway F1 Rehabilitation project. This plan includes the requirements and procedures for accident prevention, safety requirements, and security considerations at the Yuma International Airport and MCAS-Yuma. The safety objective of the Airport and this project is to execute the construction with no accidents and a minimum of disruption to users and tenants.

The Contractor must be in full compliance with FAA Advisory Circular (AC) 150/5370-2G, Operational Safety on Airports during Construction, which requires the Contractor to use this document to produce a Safety Plan Compliance Document (SPCD) to provide specific information about his processes for this project.

3. Contractor Progress Meetings

The project schedule will include several opportunities for the Airport to present the requirements and restrictions for construction on the airfield. The first opportunity

will be with the Pre-Bid meeting where the CSPP and the Contractor's SPCD will be discussed. After bids are received, the selected Contractor will be required to prepare the Safety Plan Compliance Document (SPCD) using the CSPP as a guide. The CSPP and the SPCD will be discussed at the Pre-Construction Conference.

The Pre-Construction Conference will be scheduled prior to the issuance of the Notice to Proceed. Invitees and attendees will include YIA Airport Director, Airport Operations personnel, Airport Maintenance personnel, MCAS-Yuma Operations, the Project/Construction Manager, the Engineer, the Contractor's Project Superintendent, representatives from ADOT and FAA (in person or by phone), and other stakeholders identified by Airport Management. Relevant safety-related issues will be discussed in detail at this meeting.

At the Pre-Construction Conference, topics of discussion will include the FAA Advisory Circular (AC) 150/5370-2G, Operational Safety on Airports during Construction, the project scope, the Storm Water Pollution Prevention Plan (SWPPP), Staging Area, Haul Routes, the Resident Engineer's responsibility and authority, identifying the Contractor's Superintendent, NOTAM responsibility, phasing and scheduling of work, Notice to Proceed date, safety during construction, security, badging and escorting requirements, quality control and testing, test reports, maintenance of record drawings, labor requirements; and DBE, MBE, and EEO requirements.

Weekly construction progress meetings will be held at Yuma International Airport where the invitees and attendees will include, at a minimum, YIA personnel, the Project/Construction Manager or representative, the Project Engineer or representative, the Contractor's Project Superintendent, and the lead personnel of each Subcontractor. In addition to the discussions on the progress of the project, operational safety procedures identified within this Safety Plan will be reviewed and discussed. Additional meetings may be scheduled in between the weekly construction meetings as deemed necessary by the Project/Construction Manager or YIA personnel.

4. Scope or Schedule Changes

While the Scope of Work is not expected to change, revisions to the CSPP and the Contractor's SPCD will be required if changes occur.

5. FAA Air Traffic Organization (ATO) Coordination

Yuma International Airport staff will be responsible for continually coordinating as required with the FAA/ATO during construction.

6. Airport Emergency Numbers

Emergency Phone Numbers

Fire	Call 911
Police	Call 911
Ambulance	Call 911

YCAA Points of Contact

Airport Director	928-726-5882
Chief Financial Officer	928-726-5882 Ext 213
Maintenance Director	928-287-2834 (cell)
Operations Director	928-750-6778 (cell)
Operations Desk	928-726-5882 Ext 160
Operations Duty Officer	958-941-2396 (cell)

MCAS Yuma Points of Contact

Airfield Operations Officer	928-269-3327
Airfield Ops Chief	928-269-3230
MCAS Dispatch	928-269-3385/2385/2204

2.0 Phasing

1. Phase Elements

The project involves the rehabilitation of various sections that were broken based on surface designation, pavement type, and pavement age. The sections are predominantly composed of flexible pavement with rigid pavement existing in the west end of the project.

Phasing will be necessary to minimize impacts on Airport Operations during work activities. This project is set to include a total of three phases, Phase 1 (magenta), Phase 2 (yellow), and Phase 3 (green). Figure 1 below shows the pavement work limits, proposed phases and identifies the various sections in red text.

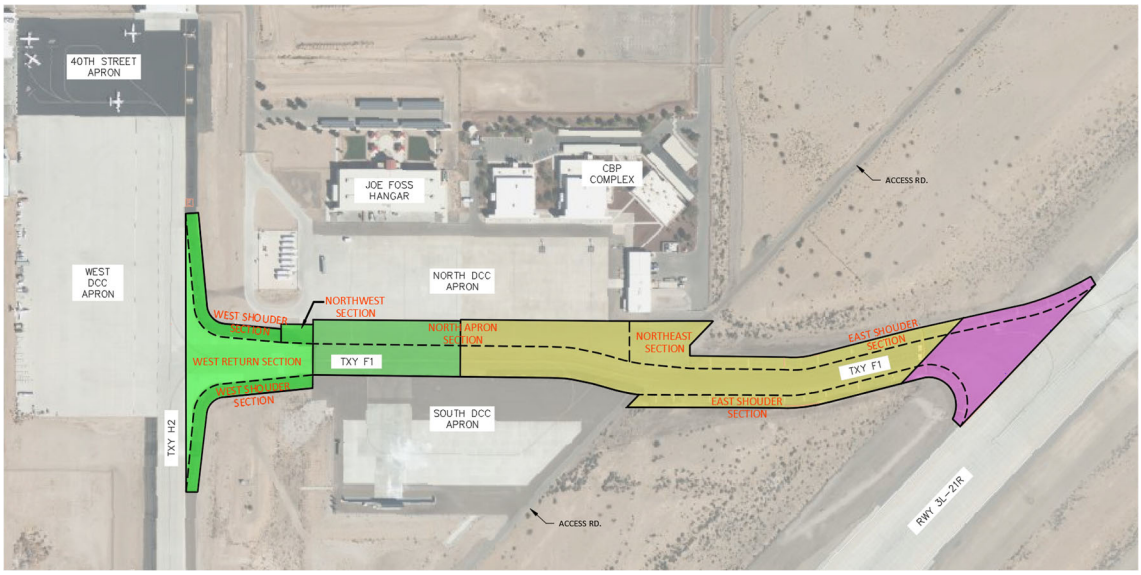


Figure 1: Taxiway F1 Sections and Phases

Phase 1

Phase 1 involves the rehabilitation Taxiway F1's east end area (Taxiway F1 / 3L-21R intersection). The work includes pavement rehabilitation work, taxiway edge lighting, and associated items described in the construction plans. This area is limited to the east by Runway 3L-21R edge of (rigid) pavement and to the west by a 200 feet offset from the referred runway's edge of (rigid) pavement. This area encloses the taxiway safety area, which is approximately150 feet west of the Runway 3L-21R edge of (rigid) pavement.

The work will take place within and inside protected runway surfaces and will require a runway closure and aircraft traffic deviations. Phase 1 total construction time is estimated to be 45 calendar days.

Phase 1 work requires the closure of Taxiway F1 from the described west limits to Runway 3L-21R (east limits). Phase 1 work requires the closure of Runway 3L-21R for any work in the runway or that within the runway safety area.

Refer to Appendix C of this document (Sheet G003, Construction Safety and Phasing Drawings) for phasing limits and for details regarding barricades and taxiway/runway closure markers.

Aircraft access to Runway 3L-21R from Taxiway F1 will be closed off during Phase 1. The access road shall remain operable during the course of this phase. Entrance to the site should be through the **DCC Gate.** Construction shall take place up to five days a week in order to complete the rehabilitation within the allotted time frame. Phase 1 will require coordination between the MCAS, YCAA and the contractor for allowable working dates and for any required closures at Runway 3L-2R. No work will be allowed during WTI dates, refer to section 18 of this document for dates.

Phase 2

Phase 2 involves the rehabilitation from the middle of the "DCC Apron North" (noted in Figure 1) to the work limits of Phase 1. The work includes flexible pavement work, taxiway edge lighting and associated items described in the construction plans. Phase 2 total construction time is estimated to be 80 calendar days.

Phase 2 work requires the closure of Taxiway F1 from the middle of the "North DCC Apron" to the Runway 3L-21R. An emergency access road shall be establish during the course of this phase. Entrance to the site should be through the **DCC Gate.** Construction shall take place up to five days a week in order to complete the rehabilitation within the allotted time frame.

Refer to Appendix C of this document (Sheet G003, Construction Safety and Phasing Drawings) for defined phasing limits and for details regarding barricades and taxiway closure markers.

Phase 3

Phase 3 involves the rehabilitation from Taxiway H2 to the work limits of Phase 2. The work includes flexible pavement work, rigid pavement work, taxiway edge lighting and associated items described in the construction plans. Phase 3 total construction time is estimated to be 60 calendar days.

Phase 3 work requires the closure of Taxiway F1 from the Taxiway H2 to the middle of the DCC Apron. Phase 3 work requires the closure of Taxiway H2 for any work within its taxiway's safety area. An emergency access road shall be establish during the course of this phase. Entrance to the site should be through the **AIC Gate.** Construction shall take place up to five days a week in order to complete the rehabilitation within the allotted time frame.

Refer to Appendix C of this document (Sheet G003, Construction Safety and Phasing Drawings) for defined phasing limits and for details regarding barricades and taxiway closure markers.

2. Construction Safety Drawings

See Sheets G-003 in Appendix C for the Construction Safety Drawings. The drawings include phasing limits, closure limits, and the location of the Contractor Staging Area to be used for staging, parking equipment, employee parking and material storage. The drawings depict the haul routes and their circulation patterns given their designated gate and phase. The haul routes orient and merge south at

the intersection of 40th Street and 1st Avenue near the project's stockpile location.

3.0 Areas and Operations Affected by Construction Activity

1. Identification of Affected Areas

The areas affected by this project include aviation utilizing hangars and buildings near the rehabilitation limits. This includes: the Joe Foss Hangars, CBP Air, Fedex Air Ship Center, Million Air Amelia Earhart and the Fuel Farm Station. Areas affected by the construction are also shown on Appendix C of this document. Refer to section 2.0 for construction phase and information regarding zone closures.

2. Identification of Affected Operations

The operations affected due to this project include limited use of the emergency access roads, the partial and closure of Taxiway F1 at various stages, the closure of Taxiway H2 and Runway 3L-21R during work at certain areas, closure of various aircraft parking areas, hangar access, and general aircraft activity.

Various access roads crossing or leading to Taxiway F1 will experience construction traffic.

Closure of taxiways and runways shall be in accordance with FAA checklist and appropriate controls.

Vehicle and equipment heights on this project will not exceed 30'. All vehicles and equipment shall not enter areas outside the project boundaries.

2. Mitigation of Effects

The construction work for the project will consist of three phases in order to reduce the impact of the airport's activities. Temporary access roads should be accessible or established for airport operations for all project phases.

To mitigate disruption to operations, work can take place at night with appropriate construction lighting and necessary approvals.

During construction, all coordination pertaining to airport operations will be handled by the RPR and the Airport Operations. Any required NOTAM's to be issued will be sent through the RPR and issued by the Airport.

4.0 Navigation Aid (NAVAID) Protection

No work will take place on or near NAVAID facilities as part of this project. The Contractor shall notify the emergency FAA contact found section 1.6 immediately and address in the SPCD if the scope of work is changed and NAVAID services are interrupted. At all times, the Contractor shall protect NAVAID facilities in place.

5.0 Contractor Access

1. Location of Stockpiled Construction Materials

All Contractor materials, equipment and supplies shall be staged within the designated Contractor Staging Area. The Contractor shall keep the staging area neat and clean of debris.

For equipment that must remain in the work area, the following criteria must be met:

- Equipment must be located outside of the active runway/taxiway safety, object free and primary surface areas.
- Equipment must be marked with lighted barricades around the equipment perimeter with a spacing of no more than 10 feet.
- Equipment to be staged must be coordinated at least 48 hours in advance with the Project/Construction Manager.
- The highest point of the equipment must be marked and lit with a red flashing/steady burning omni-directional obstruction light.

Stockpiling of materials will be in the contractor staging area and the following criteria must be met:

- Stockpiled material shall be 750’ away from active runways.
- Stockpiled material shall not be piled higher than eight feet.

Construction activity shall be prohibited when equipment penetrates the imaginary surface described in Title 14 CFR Part 77 and any restricted area as defined in AC 150/5300-13B Airport Design, current edition, unless a favorable airspace finding has been made by the FAA and the YIA, and approved by MCAS Operations. Equipment that penetrates the Part 77 imaginary surface must display an orange and white checkered flag during daytime operations and red obstruction light during nighttime use.

14 CFR Part 77 contains both Military and Civil Airport Imaginary Surfaces. Military requirements control at Yuma International Airport

2. Vehicle and Pedestrian Operations

a. Construction Site Parking

Construction Site Parking will be permitted within the Contractor’s Staging Area. Personal vehicles will not be allowed onto the airfield.

b. Construction Equipment Parking

Construction equipment will be parked within the Contractor’s Staging Area when not in use. At the end of each working day, the Contractor will be responsible for making sure all equipment is removed from all Safety Areas, Object Free Areas and

Primary Surface Areas.

c. Access and Haul Roads

The gates to be used in the project AIC Gate near the Joe Foss Hangar and the DCC Gate, see G-003 in Appendix C for approximate location.

The haul routes are shown on Sheet G-003 in Appendix C. Inside the airport limits, no haul route is expected to cross or obstruct any taxiway. The designated material disposal area is located southeast of the intersection of 1st Avenue / 40th Street.

Prior to entering any gate each day or shift the contractor must first contact Yuma Airport Operations “Duty Cell Phone” at (928) 941-2396 and MCAS “Base Operations” at (928) 269-2077 of intentions. The Contractor must also contact Airport Operations and MCAS when they are leaving the airfield after the work day or shift.

The Contractor shall confine all vehicles and equipment to the designated construction areas, staging areas and haul routes. Inside the airport limits, the Contractor will be required to mark the haul routes with vertical panel barricades with red lights prior to the start of work. The haul route shall be delineated with barricades spaced at 50 feet the entire distance from the project location to the staging area location with additional barricades placed at intersections.

Active haul routes must be marked with steady burn or flashing red omni-directional lights 24/7, for the duration of its required use. It is the Contractor’s responsibility to monitor the haul route on a daily basis to ensure all delineators are in place and working properly.

The Contractor shall be responsible for restoring all airport roads to their pre-construction condition where such roads are used by the contractor. The existing condition of all anticipated haul routes shall be documented prior to use. No direct pay shall be made for this work. The Contractor shall restore all turfed and paved area used for haul roads to their original condition, including establishment of new turf. All costs for constructing, removing, and restoring of haul roads required for the completion of the work shall be borne by the Contractor.

The Contractor shall not permit any unauthorized personnel or traffic on the project site. The Contractor shall be responsible for traffic control to and from the project site. Contractor provided directional signage at the access gate and along the delivery route to the staging area and project site shall be reviewed by the Project/Construction Manager and airport’s security department prior to installation.

All contractor material orders for delivery to the site shall be directed to the access point identified or contractor staging area.

The contractor, through the airport, shall establish and maintain a list of contractor and subcontractor vehicles authorized to operate on the project site. Vehicle use permits shall be assigned in accordance with airport security procedures.

It shall be the contractor's responsibility to coordinate the use of off-site routes (state highways, county roads or city streets) with the appropriate owner who has jurisdiction over the affected route.

All vehicles using haul routes including off-site routes shall be covered to prevent blowing away or spillage of loose material. All spillages on public roadways and site roads shall be promptly cleaned up and legally disposed of at no additional cost to the airport.

The contractor will not be permitted to use any access or haul roads other than those designated on the contract drawings. Aircraft Rescue and Fire Fighting (ARFF) has the right- of-way on access roads, haul roads, taxiways, and runways and shall not be impeded at any time.

d. Marking and Lighting of Vehicles

All Contractor and subcontractor vehicles must be properly marked with the company name at least four (4) inches in height on both sides of the vehicle. All vehicles must have a 3’ x 3’ orange and white checkered flag or a flashing yellow beacon at the tallest point on the vehicle for daytime construction activities, and a flashing yellow beacon, mounted at the highest point, for nighttime construction activities.

All vehicle marking and lighting must comply with the most recent version of Advisory Circular 150/5210-5D, Painting, Marking and Lighting of Vehicles Used on an Airport.

e. Description of Proper Vehicle Operations

No vehicle or equipment shall be operated within the Air Operations Area (AOA):

- Unless operated by an individual in possession of a valid Airport Identification Badge with a drivers endorsement or, under the direct escort of someone who is.
- In a careless or negligent manner with disregard for the safety of others.
- In excess of 10 mph.
- While the driver is under the influence of drugs or alcohol.
- Unless it is in sound mechanical order, has functioning headlights and taillights, horn, brakes, and clear vision from the driver’s seat (additionally, vehicles & equipment subject to a state inspection must maintain a valid certificate of inspection at all times when operating on the AOA.)
- While the operator is using AM/FM radios, personal cell phones, text messaging

devices, iPods, entertainment headsets, or any other personal electronic/entertainment devices.

f. Required Escorts

The Contractor superintendent and assistant superintendent, will be responsible for escorting their non-badged employees, visitors, vendors, subcontractors and material suppliers while on the job site, assuring that no breeches of the Airport security program occur.

g. Training Requirements for Drivers

All construction personnel assigned to the project, except for escorted in-transit material suppliers, shall make application for and wear airport ID badges. The prime Contractor and the subcontractors can make application for these items by contacting YIA Operations Office at (928) 941-2396 to make arrangements and by visiting the YIA website at www.yumaairport.com. All individuals requiring airport ID badges are required to fill out and submit an online application, complete an online video course for drivers training and successfully pass an online test. Airport ID badges must be surrendered upon termination of the employee or contract. The Contractor's employees, the subcontractor's employees and others should anticipate that the duration to process an application may take more than one (1) day per person, not counting the time waiting for background checks.

h. Situational Awareness

Vehicle drivers must confirm by personal observation that no aircraft is approaching their position (either in the air or on the ground) when given clearance to cross a runway, taxiway, or any other area open to airport operations. In addition, it is the responsibility of the escort vehicle driver to verify the movement/position of all escorted vehicles at any given time.

i. Two-way Radio Communication Procedures

For normal operations, it is not expected that any of the Contractor's personnel will be required to communicate with the Air Traffic Control Tower (ATCT). Should any Contractor employee need to communicate via radio with Airport Operations and/or the ATCT, the following procedure will be used:

- All flaggers, spotters and observers controlling equipment crossing active aircraft areas will receive training from YIA operations and are required to have a fully operational YIA-approved radio to contact the Air Traffic Control Tower to report any problems that may affect aircraft operations. Contractor must provide a YIA-approved radio. They shall be familiar with radio call signs, channels and phone numbers. All observers and flaggers shall immediately contact Operations if any equipment or vehicle becomes disabled or is unable to yield to aircraft for any reason.

- Use primary radio or back-up telephone equipment to contact Airport Operations and the Contractor Foreman to report any security violation or threat to airport safety. Report any failure of radio or back-up equipment immediately.
- Assure that all authorized contractor employees or suppliers use designated haul routes and staging areas.

  This procedure will also be discussed at length during the Pre-Construction Meeting for this project and will be part of the vehicle driver training.

j. Maintaining Security of the Air Operations Area

The Contractor and his personnel must take care to maintain security during construction when access points are used to permit the passage of construction vehicles or personnel. Gates should be equipped so they can be securely closed and locked to prevent access by animals and unauthorized people. Procedures should be in place to ensure that only authorized persons and vehicles have access to the AOA and to prohibit “piggybacking” behind another person or vehicle.

The project will require that the Contractor and any employees, subcontractors and delivery staff, working on the airfield undergo the security badging process, and will be responsible for being vigilant in helping to maintain security of the airfield. The Contractor will be responsible for posting employees/gate guards at Contractor access points into the secured area of the airfield, and locking each access gate when leaving the project each day.

The airport is operated in strict compliance with Transportation Security Administration (TSA) and Federal Aviation Regulations (FAR), which prohibit unauthorized persons or vehicles in the Air Operations Area (AOA). Equipment and workmen will be restricted to the work area defined on the plans. Any violation by Contractor’s personnel or sub-contractors will subject the contractor to penalties imposed by the TSA, FAA or YIA.

The Contractor will assume all fines against YIA assessed to them by the FAA/TSA for the Contractor’s security violations. Typical fines are ten thousand dollars ($10,000.00) or more per incident.

The Contractor shall be responsible for the protection of the construction site, and all work, materials, equipment, and existing facilities thereon, against vandals and other unauthorized persons.

Security measures shall include such additional security fencing, barricades, lighting, and other measures as the Contractor may deem necessary to protect the site.

The Contractor’s responsibilities for work areas are as follows:

1. The Contractor shall be held responsible for controlling his employees,

subcontractors, and their employees with regard to traffic movement.

2. The Contractor shall rebuild, repair, restore, and make good at his own expense all injuries or damages to any portion of the work occasioned by his use of these facilities before completion and acceptance of his work.
3. The Contractor shall submit to the Engineer in writing a detailed work plan for each construction phase. The work plan shall include, but not be limited to, temporary electrical facilities, installation sequence of underground electrical and storm sewer systems, paving sequence, installation sequence of electrical items, maintenance of airfield electrical and NAVAID power and control circuits. This plan shall be submitted 14 calendar days prior to the start of each construction phase. No work within the construction phase may commence until the phase work plan is approved.
4. The Contractor shall submit to the Engineer in writing a plan, by construction phase, for controlling construction equipment and vehicular movements in the Air Operations Area (AOA). This plan shall be submitted at the Pre-Construction Meeting. No work may commence until this plan is approved. The Plan must include material haul roads.
5. The Contractor shall provide a responsible Traffic Manager whose duty shall be to direct all traffic on or near active runways, taxiways, haul roads, and highways. Paved surfaces shall be kept clear at all times and specifically must be kept free from all debris which might damage aircraft.

All construction personnel assigned to the project, except for escorted in-transit material suppliers, shall make application for and wear airport ID badges. The prime Contractor and the subcontractor can make application for these items by contacting YIA Operations Office at (928) 941-2396 to make arrangements and by visiting the YIA website at www.yumaairport.com. All individuals requiring airport ID badges are required to fill out and submit an online application, complete an online video course for drivers training and successfully pass an online test. Airport ID badges must be surrendered upon termination of the employee or contract. The Contractor's employees, the subcontractor's employees and others should anticipate that the duration to process an application may take more than one (1) day per person, not counting the time waiting for background checks. The current fee for a Yuma Airport Badge is $10.

The Contractor shall immediately notify Airport Operations/Badging Office of any Contractor personnel whose employment status has changed. The Contractor shall be responsible for retrieving all security badges and keys and return them to the Badging Office. A fee will be charged for each badge that is damaged, lost or not returned.

6.0 Wildlife Management

1. Trash

   Perform daily inspections of the work areas (including the Contractor's Staging Area) to remove any trash, debris and food scraps and place these items in an appropriate trash receptacles.

2. Standing Water

   Standing water shall not be allowed to remain on the site for more than 3 days. The Contractor shall provide temporary drainage structures to allow the site to drain freely.

3. Tall Grass and Seeds

   The Contractor shall inspect areas of the site and his Staging area and remove any tall grass that may be an attractant for birds and other wildlife.

4. Poorly Maintained Fencing and Gates See Section 5.0
5. Disruption of Existing Wildlife Habitat

   Report any significant wildlife sightings within the AOA to Airport Operations. Refer to Table 2.0 for contact information.

7.0 Foreign Object Debris (FOD) Management

The Contractor will be required to view MCAS Yuma's FOD video before construction starts. Waste and loose materials, commonly referred to as FOD, are capable of causing damage to aircraft landing gears, propellers, and jet engines. Construction contractors must not leave or place FOD on or near active aircraft movement areas. Materials capable of creating FOD must be continuously removed during the construction project. Fencing (other than security fencing) may be necessary to contain material that can be carried by wind into areas where aircraft operate.

As part of daily activities, the contractor should sweep daily any active construction areas and minimize FOD. The Contractor will be required to keep water on construction areas to minimize the possibility of FOD generated by wind. The Contractor will be required to conduct FOD checks at the end of each working shift/day to remove any FOD that has made its way onto the airfield pavements from the Contractor's construction activities. Airport Operations and Construction Administration personnel will be present for these FOD checks to ensure compliance.

8.0 Hazardous Materials (HAZMAT) Management

Contractors operating construction vehicles and equipment on the airport must be

prepared to expeditiously contain and clean-up spills resulting from fuel or hydraulic fluid leaks. Any hazardous or regulated waste material produced by the Contractor shall be properly disposed of at the Contractor's expense pursuant to all local, state and federal regulations. The Contractor may be required to provide test results to confirm that a contaminated area has been properly remediated.

Any hazardous materials situation that poses a threat to safety or property shall be immediately reported to emergency personnel by dialing 911 and to the nearest Airport employee.

9.0 Notification of Construction Activities

1. List of Responsible Representatives

A full list of Points of Contact will be developed prior to the Pre-Construction meeting. The Construction Manager will generally be the central point of contact with all communications relating to construction being filtered through him. Matters relating to Airport Operations will be handled by YIA, with assistance from the Construction Manager and/or Contractor as needed.

Emergency		911
YIA Project Manager	Juan Trasvina	928-750-6778
YIA Operations		928-941-2396
YIA Office		928-726-5882
ARFF Dispatcher		928-269-2385
MCAS Base Operations		928-269-2077
Project Engineer	Antonio Alvarez	928-246-1616

2. Notices to Airmen (NOTAMs)

Airport staff will be responsible for filing construction NOTAMs approximately eight (8) days prior to construction beginning in the area which the NOTAM references, or prior to any change in airfield conditions that may affect operations or safety.

3. Emergency Notification Procedures

If a serious injury requiring medical attention occurs, call 911 immediately. If call is made from a cellular phone, instruct the emergency operator to connect to the City of Yuma Emergency Dispatch, otherwise the call may be routed elsewhere, resulting in a delayed emergency response. Immediately following a 911 call, notify YIA Airport Operations.

4. Coordination with ARFF

For non-emergency issues that need to be coordinated with the Airport's ARFF, the Contractor may notify any Airport Operations employee.

5. Notification to the FAA

No coordination with the FAA or notifications are required.

10.0 Inspection Requirements

1. Daily Inspections

Daily inspections will be conducted on all aspects of the project such as; compliance with plans, specifications, safety and security requirements, and all rules and regulations governing the airport and project.

Daily inspections will be conducted for any areas requiring haul routes over active airfield pavements to ensure removal of FOD.

Daily inspections of the Contractor access areas will be performed to help ensure safety onto the airfield. Such inspections will conducted by an Airport Operations employee, a Contractor representative, and a Construction Administration field representative.

All discrepancies noted in the inspection must be corrected to the satisfaction of the Engineer prior to the Contractor leaving the worksite.

Should any inspection reveal any FOD concerns, the Contractor shall have a crew ready to remove any FOD prior to reopening the pavements. Should any inspection reveal work that does not meet Contract requirements or that is deficient in any way, the Contractor shall mobilize a crew as soon as possible to remedy the deficient areas to avoid prolonging the continued closure of the areas.

2. Safety Officer

The Contractor shall assign a Project Safety Officer for the project to monitor and enforce the Contractor's safety guidelines and the provisions of this Construction Safety Plan.

3. Final Inspections

Inspections will be required at the Substantial Completion and Final Completion phases of the project. The final inspections will be attended by the Contractor, Airport Officials, FAA Representatives, the Engineer of Record, and Construction Management representatives. A punch list will be developed at the Substantial Completion inspection, and any items placed on the punch list will be required to be completed within 30 days, in time for the Final Inspection.

11.0 Underground Utilities

Underground utilities are not expected to be affected during any of the phases of the project. The contractor is responsible to locate pothole (if necessary) all existing underground utilities through YCAA, Blue Stake, or private locating service as specified in specs and drawings. Protection of utilities may include, but are not limited to, flagging utilities, marking lines on pavement, and placement of barricades along utility lines and at manholes.

12.0 Penalties

Due to both the safety and security precautions necessary at Yuma International Airport / MCAS – Yuma, failure of the Contractor to adhere to the prescribed requirements/regulations has consequences that may jeopardize the health, welfare and lives of the customers and employees at the Airport, as well as the Contractor's own employees. Therefore, if the Contractor is found to be in non-compliance with the security, airfield badging/licensing and airfield safety requirements by either the TSA, MCAS, FAA or Airside Operation's Personnel or the Engineer or his representatives, the Operations Department will issue Notice of Violations (NOV). The Contractor may appeal the NOV, however appeals must be made in writing, and within four (4) calendar days of the offending incident, to the YIA Project Manager. The appeal would need to state, in sufficient detail, why the NOV/circumstances is unwarranted. A final and binding decision on the appeal will be made by the YIA's Project Management Team within ten (10) working days of receipt of the appeal. The Contractor will then be notified of this decision in writing. No further appeals to the specific NOV will be considered/accepted. Subsequent non-compliance assessments and/or requirements, if any, will be applied in accordance with Table 1, Schedule of Contract Non-Compliance Assessment listed below and the applicable amount will be withheld from the Contractor's next monthly payment application following the date of the violation. The Prime Contractor will be held financially responsible for all NOVs issued to their subcontractors or material suppliers associated with this Contract.

TABLE 1 – Schedule of Contract Non-Compliance Assessment for Notice of Violation.

Description of Assessment	First Offense	Second Offense	Third Offense
Not having proper and current Airport Security Badge or not properly displaying Airport Security Badge.	$1,000.00	$5,000.00	$15,000.00
Lost or unreturned Airport Security Badge.	$300.00	$450.00	$600.00

Un-authorized access to AOA by construction personnel or access through construction gate by un-authorized personnel.	$1,000.00	$5,000.00	$15,000.00
Failure to Escort / be Escorted.	$1,000.00	$5,000.00	$15,000.00
Operating a vehicle or mobile construction equipment without a current Ramp Driver's permit.	$1,000.00	$5,000.00	$15,000.00
Failure to stop at a designated Stop, or exceeding the maximum speed limit, or deviating from designated service roadway or haul routes.	$1,000.00	$5,000.00	$15,000.00
Failure to yield to airside personnel or vehicles.	$1,000.00	$5,000.00	$15,000.00
No logo on vehicle or logo is not Correct in name and dimension.	$1,000.00	$5,000.00	$15,000.00
Active runway incursion.	$15,000.00	$20,000.00	$25,000.00
Active taxiway, taxilane or apron incursion.	$10,000.00	$15,000.00	$20,000.00
Active runway or taxiway object free area incursion.	$5,000.00	$10,000.00	$15,000.00
Safety violation, such as insufficient barricades, or no flags or amber beacons on vehicle or equipment. Or no red obstruction lighting on cement silo, batch plants, cranes or other equipment with significant height.	$5,000.00	$10,000.00	$15,000.00
Non-compliance with Airport's lock- Out tag-out procedures.	$5,000.00	$10,000.00	$15,000.00
Failure to backfill open trenches within time specified.	$5,000.00	$10,000.00	$15,000.00
Failure to provide lighted barricades.	$5,000.00	$10,000.00	$15,000.00
Description of Assessment	**First Offense**	**Second Offense**	**Third Offense**
Failure to provide functional temporary edge lighting	$5,000.00	$10,000.00	$15,000.00
All other NOV not listed above.	$1,000.00	$5,000.00	$15,000.00

YIA Operations has the option to issue warnings on the first offense if the incident justifies it. Individuals involved in a non-compliance violation may be required to surrender their security badge and airfield driver's license pending investigations of the matter and the outcome of the possible appeal.

Incursions are defined as any entrance onto an active runway, taxiway, taxilane, aircraft movement area or apron that may or may not subject any aircraft or ARFF vehicle to yield, stop or change direction to avoid the sudden entrance.

For the fourth and each subsequent offense for any of the NOV listed above, the contract non- compliance assessment shall remain at the same amount shown for the third offense. Advancing from the first offense to the second offense, or from the second offense to the third offense, etc., shall be considered whether the individual is employed with the prime Contractor or any subcontractor or material supplier.

13.0 Special Conditions

Special unforeseen conditions or circumstances may require the activation of special procedures by the Airport. In cases involving aircraft emergencies or distressed aircraft, the Contractor may be required to temporarily halt construction activities and immediately vacate the area in which he is working. The nearest Airport Operations employee will be expected to notify all Contractor personnel in the vicinity, and promote safe and orderly removal of all Contractor personnel and equipment to an area that is no longer in conflict with the emergency at hand. The Contractor will be expected to immediately comply with all Airport personnel directions, and may not return to the subject work area until given the all clear to do so.

In the event of low-visibility conditions, or other conditions which may signal the need for additional unimpeded space next to runways or taxiways, the Contractor may be required to move to another work area of the project or temporarily stop work. The Contractor will be made aware of the possibility of these situations during the Pre-Construction Conference.

14.0 Runway and Taxiway Visual Aids

1. General

Airport markings, lighting, signs, and visual NAVAIDs must be clearly visible to pilots, not misleading, confusing, or deceptive. All 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.

2. Markings

Runways and runway exit taxiways closed to aircraft operations are marked with appropriate makers. The preferred visual aid to depict temporary runway closure is the lighted X signal placed on or near the runway designation numbers. The Contractor is responsible for providing the lighted X's and maintaining them.

Markings must be in compliance with the standards of AC 150/5340-1M, Standards for Airport Markings. For temporarily closed taxiways, place connected barricades outside the safety area of intersecting taxiways. For runway/taxiway intersections, Contractor shall place connecting barricades outside the Runway Safety Ara (RSA) located 250' from the runway centerline. If the taxiway will be closed for an extended period, obliterate taxiway centerline markings, including runway leadoff lines, leading to the closed section. If the centerline markings will be reused upon reopening the taxiway, it is preferable to paint over the marking. This will result in less damage to the pavement when the upper layer of paint is ultimately removed.

3. Lighting and Visual NAVAIDs

All runway and taxiway visual aids on areas of open runway, taxiway, or apron pavement must remain operational and clearly visible during the duration of each Phase. All taxiway and runway edge lighting in closed sections of each phase will be de-energized as directed by the airport operations.

4. Runway and Taxiway Signs

Taxiway signs for closed taxiway and runways must be covered during the time when the taxiway is closed for construction.

15.0 Marking and Signs for Access Routes

Temporary signing used for Contractor access/haul routes, open trenching or other hazards shall be clear, concise, reflective, and large enough so as to minimize safety-related issues. All temporary signing shall meet the requirements of the most current version of the Manual of Uniform Traffic Control Devices (MUTCD), and shall be frangible.

16.0 Hazard Marking and Lighting

1. Use of Warning Indicators for Construction Areas

Within aircraft movement areas, construction areas will be barricaded off by low-profile or vertical panel barricades with red flashing or steady burn lights, as shown on Sheet G003 of Appendix "C",– Low Level Barricade Details. For construction not located within aircraft movement areas, vertical panel barricades with red flashing or steady burn lights may be used to prohibit vehicle or pedestrian traffic from crossing into construction areas. Vertical Panel Barricades will also be used to delineate

Haul Routes.

2. Hazard Marking and Lighting

   All potential hazards, including but not limited to, open trenches, manholes, and steep embankments shall be barricaded, lighted, and properly secured to prohibit accidental falls. The Contractor's site- specific and company safety plan/guidelines shall address the protection of these areas and the protection of the employees against these hazards in the SPCD.

   When areas on the Airport are closed or present hazards due to construction activities, they should be marked and lighted according to AC 150/5340-1M, Standards for Airport Markings, current edition. Marking and lighting must be approved by Operations.

3. Less Obvious Construction Related Hazards

   It is the Contractor's responsibility to be aware of and look out for less obvious construction related hazards. Such hazards may include, but are not limited to:

   - Loose debris, trash, etc. in the work areas;
   - Loose debris, trash, etc. on or in the bed of vehicles;
   - Jet blast; and
   - Jet engine run-up noise

   The Contractor shall be vigilant in keeping the work areas in a safe and trash-free condition, as much as possible, so as to prevent debris from making its way onto active airfield pavements. The Contractor shall also exercise due care when working in the vicinity of active aircraft. This will include the use of hearing protection and the securing of clothing and hardhats while working.

4. Securing of Equipment to Prevent Blow-Down

   Barricading and lighting equipment shall be secured to prevent blow-down. This may include the use of water-filled items, the use of sandbags, and/or flat heavy footings.

5. Spacing of Barricades

   Low Level Barricades are to be connected/continuous.

   See Sheets G-003 for barricade location and placement requirements. Vertical Panel Barricades are to be placed at 50' and staggered on both sides of haul routes.

6. Requirements of Red Lights

   Red lights on low-profile and vertical barricades shall be of the flashing or steady-burn type. The rate of flash and illumination, as well as barricade reflectivity, shall meet the requirements of the latest edition of the MUTCD.

7. Low-Level Barricades and Markers

   Low-level barricades shall be used on airfield pavements within or on Taxiway Safety Areas. Low- level barricades shall be reflective, have a steady-burning or flashing red light, and shall be properly secured.

8. Proper Marking of Barricades

   Barricades shall be properly colored and marked with reflective material according to the plan details for this project and the latest edition of the MUTCD.

9. Proper Reflectivity and Lighting of Barricades

   Barricades shall be properly colored and marked with reflective material according to the plan details for this project and the latest edition of the MUTCD.

10. Markings for Temporary Closures

    Temporarily closed taxiways shall be barricaded to alert air traffic.

11. Emergency Maintenance of Airport Hazard Lighting and Barricades

    The Contractor shall designate an employee (or subcontractor) to be responsible for the regular maintenance of barricades and lighting. In addition, the Contractor shall provide an emergency contact number for the responsible individual to perform any emergency maintenance on any barricades or lighting, and insure functional operation of all hazard lighting and barricades 24 hours per day, 7 days per week. The designated person or sub-contractor shall be able to respond to the Airport within one (1) hour of notification of a non-functioning barricade.

17.0 Protection of Runway and Taxiway Safety Areas

1. Runway Safety Areas (RSA)

   The defined surface surrounding the runway over which an aircraft in dry weather is able to cross at normal operating speeds without incurring significant damage. The Runway 03L-21R RSA is 250 feet wide centered on the runway centerline and 500 feet from the runway ends. Work closer than these limits, as seen in Phase 1, must be performed with the runway closed. No adjustments to the RSA dimension are expected, however any changes will be coordinated between the airport operator, the local ATCT, and the appropriate FAA Airports District Office with the issuance of a local NOTAM.

2. Runway Object Free Area (ROFA)

   The ROFA is 400 feet wide, centered on the runway centerline provided to enhance the safety of aircraft operations by having the area free of objects. All work within the ROFA will be completed during Phase 1 under a partial runway closure.

3. Taxiway Safety Area (TSA)

A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane that unintentionally departs the pavement. The TSA for Taxiway F1 is 85.5 feet wide centered on the taxiway centerline and 171 feet from the taxiway ends. The TSA for Taxiway H2 adjacent to the project limits is 85.5 feet wide centered on the taxiway centerline and 171 feet from the taxiway ends.

No adjustments to the TSA dimension are expected, however any changes will be coordinated between the airport operator, the local ATCT, and the appropriate FAA Airports District Office.

Construction activities within the TSA are subject to the following conditions:

a. No construction may occur within the existing TSA while the taxiway is open for aircraft operations.

b. Excavations.

i. Open trenches or excavations are not permitted within the TSA while the taxiway is open. 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 operation of the heaviest aircraft operating on the taxiway across the trench without damage to the aircraft.

ii. Construction contractors must prominently mark open trenches and excavations at the construction site with red or orange flags, as approved by the airport operator, and light them with red lights during hours of restricted visibility or darkness.

4. Taxiway Object Free Area (TOFA)

An area on the ground centered on the taxiway centerline provided to enhance the safety of aircraft operations by having the area free of objects. The TOFA for Taxiway F1 is 129.5 feet wide centered on the taxiway centerline and 259 feet from the taxiway ends. The TOFA for Taxiway H2 is 129.5 feet wide centered on the taxiway centerline and 259 feet from the taxiway ends. Work can be completed with the following guidance:

- **The taxiway object free area dimensions** may be temporarily adjusted if the taxiway is restricted to aircraft operations requiring a taxiway object free area that is equal to the taxiway object free area width available.
- **Construction activity may be accomplished** without adjusting the width of the taxiway object free area, subject to the following restrictions:
  (1) Appropriate NOTAMs are issued
  (2) Marking and lighting meeting the provisions of section **16.0** above are implemented.
  (3) Five-foot clearance is maintained between equipment and materials and any part of an aircraft. In this situation, flaggers must be used to

direct construction equipment and wing walkers will be necessary to guide aircraft. If a five-foot clearance cannot be maintained, then it will be necessary to move personnel and equipment for the passage of aircraft.

(4) No construction may occur within the TOFA while the taxiway is open for aircraft operations.

TABLE 2 – Taxiway Characteristics

Area	ADG	TDG	TSA (FT.)	TOFA (FT.)
Taxiway F1	IV	5	171	259
Taxiway H2	IV	5	171	259

5. Obstacle Free Zone (OFZ)

The OFZ is the airspace below 150 feet above the established airport elevation along the runway and extended runway centerline that is required to be clear of all objects. In general, personnel, material and/or equipment may not enter the OFZ while the runway is open for aircraft operations. If a penetration to the OFZ is necessary, it may be possible to continue aircraft operations through operational restrictions. The Contractor shall notify the Engineer of Record and YIA Airport Operations so that such restrictions and NOTAMs can be issued.

6. Runway Approach/Departure Areas and Clearways

All personnel, materials and/or equipment must remain clear of the applicable threshold siting surfaces. Objects that do not penetrate these surfaces may still be obstructions to air navigation and may affect standard instrument approach procedures.

18.0 Other Limitations on Construction

1. Prohibitions

a. The Airport has submitted Form 7460-1 Appendix “B” to the Obstruction Evaluation/Airport Airspace Analysis group with the FAA using an equipment height of 30 feet for the project area shown in Sheet “G-003. Equipment higher than 30 feet about the ground line shall not be used without advanced approval from the Engineer and the Airport Manager.

b. Open flame welding or torch cutting operations are prohibited unless adequate fire and safety precautions are provided and have been approved for use by the Engineer. Under no circumstances should flare pots be used.

c. The use of electrical blasting caps is not permitted within 1,000-feet of the Airport property.

2. Restrictions

Yuma International Airport is a joint use airport with the Marines Corps Air Station – Yuma. As such, the YIA may be subject to restrictions on construction and access to the AOA during training exercises on the Base. Weapons and Tactics Instruction (WTI) exercises are typically conducted in the spring and the fall. The current scheduled dates are:

TABLE 3– Upcoming WTIs

Season - Year	WTI Date
Fall 2024	September 02, 2024, to November 02 2024
Spring 2025	March 03, 2025 to May 03, 2025

Appendix A

FAA AC 150/5370-2F, Operational Safety on Airports during Construction, December 13, 2017

The FAA Advisory Circular is part of the Construction Safety and Phasing Plan and shall be downloaded by plan users from the following FAA website:

https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5370-2G.pdf

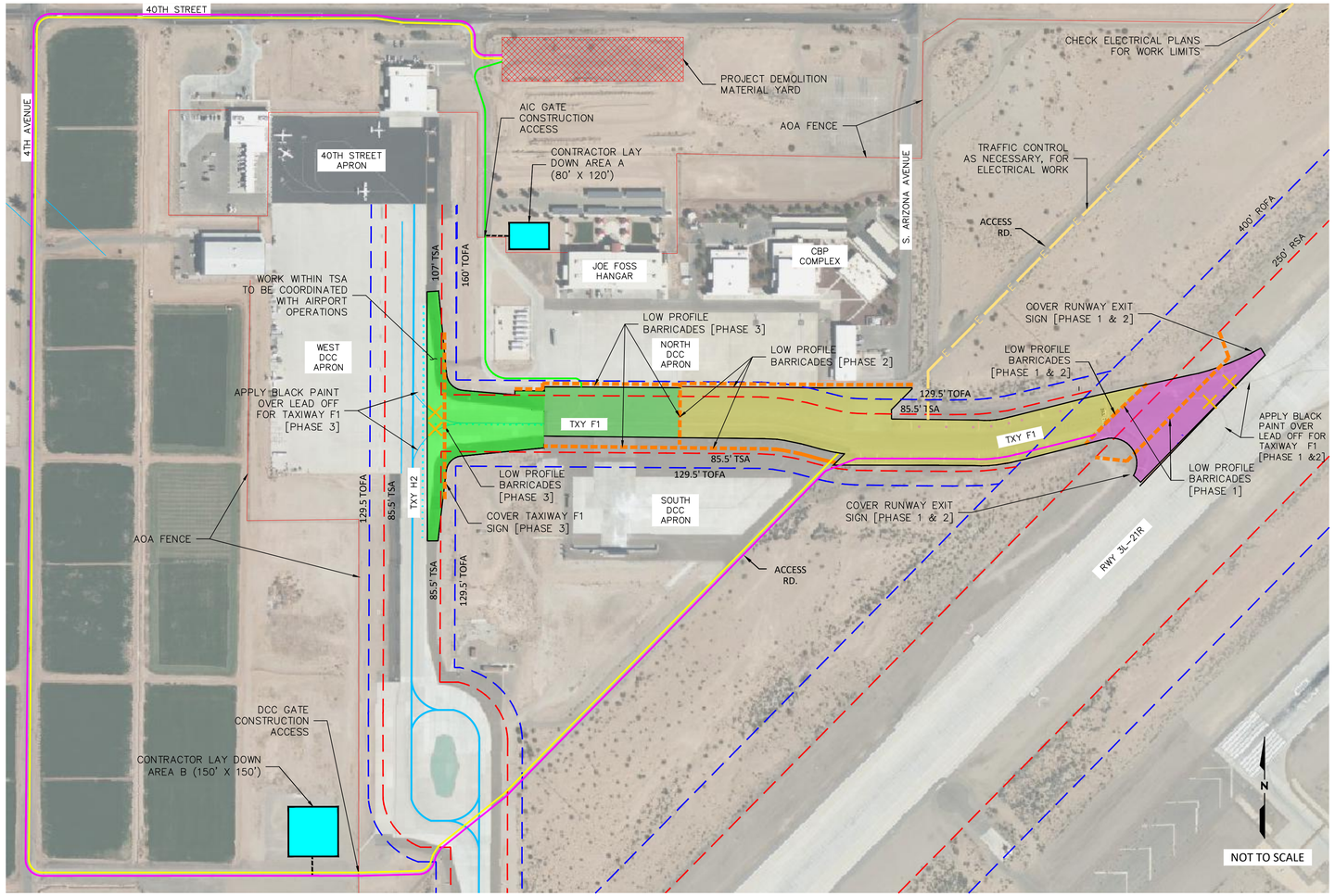
Appendix B

Notice of Proposed Construction or Alteration,
FAA Form 7460-1

Appendix C

Construction Safety and Phasing Drawings
(Taxiway F1 Rehabilitation Sheet G003)

PHASING MAP:



PHASING PLAN LEGEND

- PHASE 1 – "EAST AREA"
- PHASE 2 – "MIDDLE AREA"
- PHASE 3 – "WEST AREA"
- STOCKPILE LOCATION
- BARRICADES
- PHASE 1 HAUL ROUTE
- PHASE 2 HAUL ROUTE
- PHASE 3 HAUL ROUTE
- PROPOSED ELECTRICAL WORK

TXY	TAXIWAY
RWY	RUNWAY
TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA
RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
	TAXIWAY CLOSURE MARKER
	RUNWAY CLOSURE MARKER

PHASE NOTES

PHASE	CALENDAR DAYS	AIRFIELD CLOSURES	MAJOR WORK ELEMENTS	MAJOR WORK RESTRICTIONS
1	45	PARTIAL CLOSURE OF TAXIWAY F1 [EAST AREA]. NO DIRECT ACCESS TO RUNWAY 3L–21R FROM TAXIWAY F1. CLOSURE OF RUNWAY 3L–21R FOR ANY WORK ON THE RUNWAY OR ANY WORK WITHIN THE TSA.	TAXIWAY FLEXIBLE PAVEMENT LAYER REPLACEMENT. SHOULDER'S PAVEMENT STRUCTURAL SECTION REPLACEMENT. NEW TAXIWAY EDGE LIGHTING AND MARKINGS.	CHECK CSPP FOR WTI DATES. NO RUNWAY CLOSURES ARE ALLOWED DURING THE SPECIFIED WTI DATES. NO EQUIPMENT SHALL ENTER THE RUNWAY OR RSA WITHOUT APPROVAL.
2	80	PARTIAL CLOSURE OF TAXIWAY F1 [EAST & MIDDLE AREAS]. NO DIRECT ACCESS BETWEEN RUNWAY RUNWAY 3L–21R AND TAXIWAY F1. RUNWAY 3L–21R SHALL NOT BE CLOSED DURING THIS PHASE.	TAXIWAY AND APRON FLEXIBLE PAVEMENT LAYER REPLACEMENT. SHOULDER'S PAVEMENT STRUCTURAL SECTION REPLACEMENT. NEW TAXIWAY EDGE LIGHTING AND MARKINGS.	NO EQUIPMENT SHALL BE ALLOWED TO ENTER THE NORTH DCC APRON COMPLEX AREA. RUNWAY 3L–21R SHALL REMAIN OPEN AND OPERATIONAL DURING PHASE 2.
3	60	PARTIAL CLOSURE OF TAXIWAY F1 [WEST AREA]. LIMITED CLOSURE OF TAXIWAY H2 FOR WORK WITHIN CURRENT TSA LIMITS. ACCESS BETWEEN TAXIWAY H2 AND TAXIWAY F1 WILL BE LIMITED.	TAXIWAY AND APRON FLEXIBLE PAVEMENT LAYER REPLACEMENT. SHOULDER PAVEMENT CRACK SEAL AND SURFACE TREATMENT. SELECT CONCRETE SLAB REPLACEMENT AND OTHER REPAIRS. NEW TAXIWAY EDGE LIGHTING AND MARKINGS.	NO EQUIPMENT SHALL ENTER ENTER TAXIWAY H2 OR TSA WITHOUT APROVAL. RUNWAY 3L–21R SHALL REMAIN OPEN AND OPERATIONAL DURING PHASE 3.

PHASING AND SAFETY NOTES:

1. CONTRACTOR SHALL COMPLY WITH PROJECT'S CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).
2. CONTRACTOR SHALL COMPLY WITH SPECIFICATION SECTION SS–103 FOR ADDITIONAL REQUIREMENTS OF THE CSPP.
3. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLAN FOR EACH SPECIFIC PHASE AND ELECTRICAL WORK OUTSIDE THE PHASE AREAS.
4. CONTRACTOR SHALL ONLY UTILIZE THE NOTED ACCESS POINTS TO ENTER AND EXIT THE JOBSITE. GATES ARE TO BE SECURED DURING WORK AND USED DURING WORK TIMES ONLY.
5. CONTRACTOR SHALL FENCE DESIGNATED STAGING AREA.
6. HAULING ACROSS THE ACTIVE APRON AND TAXIWAYS IS PROHIBITED, UNLESS AUTHORIZED BY THE AIRPORT.
7. CONTRACTOR SHALL NOT ENTER ANY AREAS OUTSIDE THE LIMITS OF CONSTRUCTION WITHOUT PRIOR APPROVAL FROM THE AIRPORT.
8. CONTRACTOR SHALL KEEP HAUL ROUTE AND ALL AIRFIELD PAVEMENTS ADJACENT TO THE WORK AREA FREE OF DIRT, DEBRIS AND FOD AT ALL TIMES.
9. CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS TO PROVIDE TRAFFIC CONTROL MEASURES FOR ALL HAUL ROUTES.
10. CONTRACTOR IS RESPONSIBLE FOR SECURITY CLEARANCE AND BADGING FOR ALL EMPLOYEES AND SUB–CONTRACTORS.
11. CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS TO PROVIDE A TSA APPROVED GATE GUARD AT GATES DURING ALL HAUL ROUTE OPERATIONS.
12. CONTRACTOR SHALL UTILIZE THE LAYDOWN AREA AS SHOWN FOR ALL EQUIPMENT STAGING AND STORAGE.
13. CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS TO PROVIDE TRAFFIC CONTROL MEASURES FOR ALL HAUL ROUTES ACROSS ACTIVE TAXIWAYS.
14. TAXIWAY OBJECT FREE AREA IS MEASURED FROM THE TAXIWAY CENTERLINE. THE TOTAL TAXIWAY F1 TSA IS 171 FEET.
15. LOW PROFILE BARRICADE SHALL SURROUND EACH ACTIVE WORKING PHASE. COORDINATE WITH YCAA FOR AUTHORIZATION AND ALLOWED TIMEFRAME.
16. CONTRACTOR TO COORDINATE WITH WITH AIRPORT OPERATIONS FOR WORK WITHIN TSA AND RFA FOR ADDITIONAL WORK RESTRICTIONS.
17. ALL WORK ITEMS WITHIN EACH PHASE SHALL COMPLETED WITHIN THE NOTED DAYS.
18. CONTRACTOR TO SUBMIT WORK SCHEDULE FOR EACH PHASE.
19. PROPOSED BARRICADE LOCATIONS SHOWN ARE APPROXIMATE.

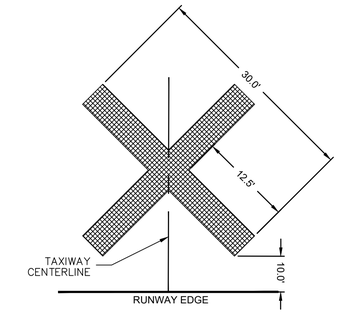
NORTH END OF RUNWAY 3L–21R

SOUTH END OF RUNWAY 3L–21R

NOTES:
1. TWO LIGHTED X'S SHALL BE PROVIDED BY THE CONTRACTOR FOR THE FULL LENGTH OF THE PROJECT.
2. THE UNIT MUST BE PORTABLE.
3. THE UNIT MUST BE ENERGIZED WITH A PORTABLE POWER SUPPLY CAPABLE OF 24 HRS CONTINUOUS OPERATION.
4. REFER TO FAA AC 150/5345–55A FOR ITEM REQUIREMENTS AND PLACEMENT.

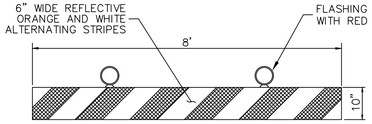
RUNWAY LIGHTED X CLOSURE MARKER

NOT TO SCALE



CLOSED TAXIWAY MARKER

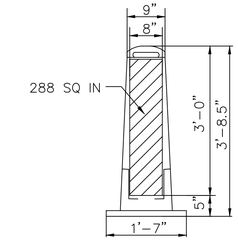
NOT TO SCALE



NOTES:
1. BARRICADES SHALL BE SECURED AND REMAIN IN PLACE DURING THE PROJECT PHASE WORK.
2. BARRICADES SHALL BE 4 FT MAXIMUM APART.
3. BARRICADES SHALL BE 1 FT MINIMUM AWAY FROM REHAB LIMITS.

LOW PROFILE BARRICADE

NOT TO SCALE



VERTICAL PANEL BARRICADE

NOT TO SCALE

UTILITY WARNING

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR AND ENGINEER OF RECORD MAKE NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR AND ENGINEER OR RECORD FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR AND ENGINEER OR RECORD HAVE NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA811
Call 811 or click Arizona811.com

Registered Professional Engineer (Civil) CERTIFICATE NO. 51919 ANTONIO ALVAREZ DATE SIGNED 04-30-2024 ARIZONA U.S.A.

TAXIWAY F1 REHABILITATION

PHASING PLAN

NICKLAUS ENGINEERING, INC.
1851 West 24th Street Yuma, Arizona 85364
Phone: (928) 344-8374
www.neiaw.com

SCALE:	AS SHOWN
DATE:	APRIL, 2024
DES. BY:	STAFF
DRAWN BY:	JMC
SURVEYED BY:	DSE
JOB. No.:	023–0005
SHEET	3 OF 47

G003

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