

**CONSTRUCTION CONTROL NOTES**

**I. GENERAL REQUIREMENTS**

- A. IN ACCEPTING THE CONTRACTOR'S BID ON THIS PROJECT, THE TOWN OF ADDISON ASSUMES THE CONTRACTOR IS, OR HAS BECOME PRIOR TO SUBMITTING HIS/HER BID, KNOWLEDGEABLE OF THE CONSTRUCTION REQUIREMENTS, RESTRICTIONS, METHODS, MEANS, AND GENERAL CONSIDERATIONS OF DOING CONSTRUCTION WORK ON AN ACTIVE AIRPORT. WHILE A CONSCIENTIOUS AND GOOD FAITH EFFORT HAS BEEN MADE TO INCLUDE ALL APPROPRIATE AND RELEVANT REQUIREMENTS IN THESE PLANS AND SPECIFICATIONS, THE CONTRACTOR, AS A CONSIDERATION OF THIS CONTRACT, SHALL NOT USE A CLAIM OF LACK OF UNDERSTANDING OF THE COMPLEXITIES OF AIRPORT WORK AS A REASON TO CLAIM AGAINST THE TOWN OF ADDISON FOR ADDITIONAL TIME AND/OR COMPENSATION.
- B. THE GENERAL REQUIREMENTS PRESENTED IN THESE NOTES ARE SUPPLEMENTARY TO THOSE GIVEN IN THE VARIOUS SECTIONS OF THE SPECIFICATIONS. PARTICULAR ATTENTION IS DIRECTED TO THE TECHNICAL SPECIFICATIONS AND TO APPENDIX 'A'
- C. THE CONTRACTOR AND HIS/HER STAFF, INCLUDING SUBCONSULTANTS, WHO WILL BE DRIVING IN THE AIRPORT OPERATIONS AREA (AOA) WILL BE REQUIRED TO ATTEND THE ADDISON AIRPORT DRIVING SCHOOL PRIOR TO CONSTRUCTION. THEY WILL ALSO BE REQUIRED TO ADHERE TO ALL RULES AND REGULATIONS PRESENTED IN THE DRIVING SCHOOL.
- D. THE ENGINEER SHALL BE THE INDIVIDUAL, PARTNERSHIP, FIRM OR CORPORATION AUTHORIZED BY THE OWNER (SPONSOR) TO BE RESPONSIBLE FOR ENGINEERING SUPERVISION OF THE CONTRACT WORK AND ACTING DIRECTLY OR THROUGH THE AUTHORIZED REPRESENTATIVE.

**II. SITE AVAILABILITY**

- A. ALL WORK AREAS WILL BE AVAILABLE TO THE CONTRACTOR AT THE TIME OF NOTICE TO PROCEED (NTP) AS DETAILED ON THE PROPOSED CONSTRUCTION SCHEDULE CONTAINED IN THESE DOCUMENTS AND WITHIN THE AVAILABLE CLOSURE PERIODS.
- B. RUNWAY 15/33 AND TAXIWAY 'B' MUST BE OPENED FOR AIR TRAFFIC ARRIVALS/DEPARTURES EACH WEEK DAY MORNING AND EVENING. THE AVAILABLE TIME PERIOD EACH DAY FOR CONSTRUCTION ACTIVITIES DURING A TAXIWAY CLOSURE SHALL BE SET FROM 10:00 P.M. UNTIL 6:00 A.M. TYPICALLY THE OTHER TAXIWAYS WILL BE AVAILABLE TO THE CONTRACTOR DURING NORMAL BUSINESS HOURS.
- C. DUE TO WEATHER, WIND DIRECTION OR EMERGENCIES THE CONTRACTOR MAY BE DELAYED, RE-DIRECTED TO ANOTHER AREA OR SHUT DOWN.
- D. ALTHOUGH NOT ANTICIPATED FOR THIS PROJECT, FOR THE CONTRACTOR TO OPERATE WITHIN 250 FEET OF THE CENTERLINE OF ANY RUNWAY, THAT RUNWAY MUST BE CLOSED BY AIR TRAFFIC CONTROL TOWER (ATCT). ALL RUNWAY CLOSURES SHALL BE CONDUCTED BY AIRPORT PERSONNEL. A RUNWAY CLOSURE REQUIRES A 24-HOUR NOTICE TO AIRPORT OPERATIONS.
- E. THE CONTRACTOR SHALL NOT ENTER THE AIRPORT OPERATIONS AREA (AOA) NOR LEAVE HIS DESIGNATED AOA WORK AREA WITHOUT AN ESCORT FROM AIRPORT OPERATIONS OR PERMISSION FROM OPERATIONS TO PERFORM HIS OWN ESCORT.

**III. MAINTENANCE OF VEHICULAR TRAFFIC**

**A. VEHICULAR TRAFFIC**

- 1. THE CONTRACTOR IS ADVISED THAT AIRPORT RUNWAY 15/33, AND ALL TAXIWAYS WILL BE ACTIVE DURING THIS CONTRACT. THE CONTRACTOR WILL BE EXPECTED TO CONDUCT THE WORK SUCH THAT THE SAFETY OF OPERATIONS IS NOT DIMINISHED AND THAT VEHICULAR FLOW IS MAINTAINED AT ALL TIMES. THE CONTRACTOR IS ADVISED, AND SHALL ACCEPT AS AN IMPORTANT CONSIDERATION OF THE WORK, THAT THE MAINTENANCE OF SAFE AND EFFICIENT ACCESS TO THE AIRPORT VIA THE ROADWAY SYSTEM IS AN INTEGRAL PART OF THE WORK. ALL TRAFFIC MAINTENANCE SHALL BE DONE IN CONFORMANCE TO THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- 2. ALL EXISTING ROADS OR PAVEMENTS USED AS ACCESS/HAUL ROADS SHALL BE MAINTAINED AND IMPROVED AS REQUIRED. THE ROAD OR PAVEMENT CONDITIONS WILL BE INSPECTED JOINTLY BY THE ENGINEER AND CONTRACTOR PRIOR TO AND AT THE END OF THE PROJECT. THE CONDITION OF THESE ROADS AND PAVEMENTS SHALL BE EQUAL OR BETTER THAN AT THE START OF THE PROJECT AS DETERMINED BY THE ENGINEER. MECHANICAL BROOMS WILL ALSO BE REQUIRED FOR THESE EXISTING PAVEMENT ACCESS ROADS AT ALL TIMES.

**B. AIRCRAFT TRAFFIC**

- 1. THE CONTRACTOR IS ADVISED THAT ALL AIRPORT TAXIWAYS, RUNWAYS AND RAMPS WILL BE ACTIVE DURING THIS CONTRACT WITH THE EXCEPTION OF THOSE PAVEMENTS CLOSED EACH DAY DURING THE DEFINED CLOSURE PERIODS. THE CONTRACTOR WILL BE EXPECTED TO CONDUCT THE WORK SUCH THAT THE SAFETY OF OPERATIONS IS NOT DIMINISHED AND THAT AIRCRAFT FLOW IS MAINTAINED AT ALL TIMES. THE CONTRACTOR IS FURTHER ADVISED, AND SHALL ACCEPT AS AN IMPORTANT CONSIDERATION OF THE WORK, THAT THE MAINTENANCE OF SAFE AND EFFICIENT OPERATION OF THE AIRPORT OPERATIONS AREA (AOA) IS AN INTEGRAL PART OF THE WORK. ALL CONSTRUCTION INTERFACE WITH AIRCRAFT PAVEMENTS, TAXIWAY CROSSINGS, AND SECURITY REQUIREMENTS AS CONTAINED IN FAA ADVISORY CIRCULAR 150/5370-2E WILL APPLY.
- 2. AOA NIGHT WORK SHALL BE DEFINED AS 10 P.M. TO 6 A.M. CONTRACTOR SHALL BEGIN CLEAN UP OPERATIONS NO LATER THAN 5:30 A.M. TO HAVE ALL AOA PAVEMENT OPEN NO LATER THAN 6:00 A.M.
- 3. AOA WEEKEND WORK SHALL BE DEFINED AS BEGINNING AT 9:00 A.M. SATURDAY AND MAY CONTINUE UNTIL 4:30 A.M. MONDAY.

**IV. WORK WITHIN AIRPORT OPERATIONS AREA (AOA)**

**A. GENERAL REQUIREMENTS**

ALL WORK TO BE PERFORMED WILL BE INSIDE OR ADJACENT TO THE AIRPORT OPERATIONS AREA (AOA). CONSEQUENTLY ALL WORK MUST BE PERFORMED SUCH THAT THE SECURITY OF THE AOA IS MAINTAINED.

THE CONTRACTOR WILL BE REQUIRED TO OBTAIN ALL VEHICLE PASSES AND TEMPORARY PERSONNEL SECURITY BADGES TO SATISFY ALL AIRPORT SECURITY REQUIREMENTS PRIOR TO BEGINNING WORK WITHIN THE AOA.

IN ADDITION, THE CONTRACTOR IS ADVISED THAT CERTAIN RULES AND RESTRICTIONS, AS CONTAINED IN FAA ADVISORY CIRCULAR 150/5370-2D AND AUGMENTED BY THESE PLANS AND SPECIFICATIONS, WILL APPLY TO THE WORK. THE CONTRACTOR SHALL BECOME FAMILIAR WITH ALL REQUIREMENTS APPLICABLE TO AIRPORT CONSTRUCTION AND COOPERATE WITH THE ENGINEER IN MAINTAINING A SAFE CONSTRUCTION SITE WHICH IS COMPATIBLE WITH AIRCRAFT AND AIRPORT OPERATIONS.

THE CONTRACTOR'S ACCESS TO THE JOB SITE AND WITHIN THE AIRCRAFT OPERATIONS AREA (AOA), SHALL BE LIMITED THROUGH THE EXISTING SECURITY GATES. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN SECURITY AT THE GATES THROUGHOUT THE DURATION OF THE PROJECT. GATES SHALL BE MANNED BY A SECURITY GUARD AT ALL TIMES WHEN THE SECURITY OF THE AIRCRAFT OPERATIONS AREA (AOA) IS BREACHED. THE GUARD WILL BE TRAINED BY THE CONTRACTOR IN THE USE OF THE RADIOS AND THE SECURITY REQUIREMENTS OF THE AOA. WHEN THE GATE IS UNGUARDED FOR WHATEVER REASON OR LENGTH OF TIME, IT SHALL BE LOCKED WITH LOCKS PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE CONTRACTOR WILL BE LIABLE FOR ANY FINES ISSUED BY THE FAA FOR SECURITY (OR OTHER) VIOLATIONS FOR WHICH IT IS CITED. AN ASSESSMENT OF \$1,000 MAY BE ASSESSED FOR EACH AND EVERY OCCURRENCE WHERE THE GATE IS LEFT UNGUARDED AND UNLOCKED.

CONTRACTOR SHALL SUBMIT HIS 3 WEEK ROLLING SCHEDULE FOR DAILY WORK AND CLOSURE OF THE AIRFIELD PAVEMENTS. THE SCHEDULE SHALL BE APPROVED BY THE ENGINEER AND AIRPORT OPERATIONS PRIOR TO START OF WORK. DUE TO WEATHER, WIND DIRECTION OR UNFORESEEN EMERGENCIES THE CONTRACTOR MAY BE REQUIRED TO PULL OFF ANY GIVEN AREA AT SHORT NOTICE. EFFORTS WILL BE MADE TO ALLOW WORK IN OTHER AREAS BUT WILL NOT BE GUARANTEED. IF THE CONTRACTOR IS NOT ALLOWED TO WORK IN ANOTHER AREA IT MAY BE COUNTED AS A WEATHER DAY WITH NO OTHER COMPENSATION, ACCORDING TO THE ENGINEERS APPROVAL.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING HIS/HER OWN PROJECT OFFICE, TOILET FACILITIES AND OTHER NECESSARY BUILDINGS OR SHELTERS. THE AIRPORT SPONSOR WILL NOT PROVIDE ANY FACILITIES TO THE CONTRACTOR DURING CONSTRUCTION.

THE CONTRACTOR SHALL SUBMIT HIS/HER CONSTRUCTION WORK SCHEDULE TO THE ENGINEER PROJECTING HIS UPCOMING WORK FOR THE NEXT THREE WEEKS. THE ENGINEER AND AIRPORT MANAGER SHALL REVIEW THIS PLAN WEEKLY WITH THE CONTRACTOR SO THAT EVERYONE IS AWARE OF UPCOMING CONSTRUCTION EVENTS.

THE CONTRACTOR SHALL MAINTAIN A CLEAN AND SAFE CONSTRUCTION WORK AREA. THE CONTRACTOR SHALL PERFORM CLEAN-UP OPERATIONS ON A DAILY BASIS.

THE CONTRACTOR SHALL NOT DEVIATE FROM THE APPROVED CONSTRUCTION SEQUENCE WITHOUT FIRST OBTAINING APPROVAL FROM THE ENGINEER. THE CONTRACTOR SHALL BRING IN HIS/HER EQUIPMENT AND SHALL KEEP THAT EQUIPMENT ON SITE FOR THE DURATION OF ITS FUNCTION.

THE CONTRACTOR SHALL HAVE SUFFICIENT EQUIPMENT AND PERSONNEL ON SITE TO ACCOMPLISH EFFICIENT AND PROMPT CONSTRUCTION OF THE VARIOUS WORK ITEMS, INCLUDING WORK ON MORE THAN ONE WORK ITEM SIMULTANEOUSLY.

NO TRENCHES IN OR DIRECTLY ADJACENT TO OPERATIONAL PAVEMENT SHALL REMAIN OPEN OVERNIGHT OR WHEN THE CONTRACTOR FINISHES WORK FOR THE DAY IN THE AREA. TRENCHES NOT BACKFILLED SHALL BE COVERED WITH STEEL PLATES TO ALLOW FOR SAFE PASSAGES BY AIRCRAFT ACROSS THE TRENCH, IF APPROVED BY THE AIRPORT MANAGER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO EXISTING FACILITIES NOT DESIGNATED FOR RECONSTRUCTION OR REPLACEMENT AT HIS/HER EXPENSE DAMAGE TO EXISTING PAVEMENTS DUE TO MOVING OR USAGE OF HEAVY EQUIPMENT OR THE TRANSPORT OF MATERIALS TO OR ON THE SITE SHALL BE REPAIRED TO EQUAL OR BETTER QUALITY BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.

THE CONTRACTOR SHALL VIDEO TAPE THE ENTIRE WORK AREA AFTER THE PRE-CONSTRUCTION MEETING AND PRIOR TO THE MOBILIZATION OF PERSONNEL AND EQUIPMENT. THE CONTRACTOR SHALL PROVIDE ONE (1) COPY OF THIS VIDEO TAPE(S) TO BOTH THE AIRPORT MANAGER AND THE ENGINEER. IN AREAS WHERE CONSTRUCTION EQUIPMENT CROSSES EXISTING PAVEMENTS, THE CONTRACTOR SHALL TAKE PICTURES OR VIDEO OF THE PAVEMENT PRIOR TO COMMENCING OPERATIONS. THE CONTRACTOR SHALL PROVIDE THE ENGINEER AND AIRPORT MANAGER WITH ONE COPY EACH OF THE PHOTOGRAPH OR VIDEO TAPE(S) TAKEN. THIS DOCUMENTATION SHALL BE USED TO DETERMINE THE AMOUNT OF DAMAGE, IF ANY, CAUSED TO THE PAVEMENTS AND OTHER STRUCTURES BY THE CONSTRUCTION EQUIPMENT CROSSINGS AND THE QUALITY OF CONSTRUCTION WHICH SHALL BE REQUIRED FOR THE REPAIRS. NO SEPARATE BID ITEM WILL BE SET UP FOR THIS ACTIVITY, IT SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

CONSTRUCTION EQUIPMENT AND VEHICLES SHALL TRAVEL A MINIMUM AMOUNT ON NEWLY CONSTRUCTED PAVEMENTS SO THAT THE NEWLY CONSTRUCTED AREAS WILL NOT BE DAMAGED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO UNDERGROUND CABLES ENCOUNTERED. NO DIGGING SHALL BE PERFORMED WITHOUT FIRST CONTACTING THE AIRPORT MANAGER. ANY DAMAGE TO FAA CABLE OR OTHER UNDERGROUND CABLING OR FACILITIES SHALL BE REPAIRED IN ACCORDANCE WITH THE APPLICABLE FAA SPECIFICATIONS AND IN A MANNER ACCEPTABLE TO AIRPORT MANAGER, AND THE ENGINEER.

ALL ABOVE GROUND AND GROUND LEVEL ELECTRICAL RELATED APPURTENANCES (I.E., RUNWAY LIGHTS, CABLE BOXES, CABLE AND/OR DUCT MARKERS, CONDUIT, ETC.) SHALL BE PROTECTED AT ALL TIMES. ANY DAMAGE DONE TO SAID APPURTENANCES BY THE CONTRACTOR SHALL BE REPAIRED IMMEDIATELY TO LIKE QUALITY AT THE CONTRACTOR'S EXPENSE. THE REPAIRS SHALL BE PERFORMED TO THE SATISFACTION OF THE AIRPORT MANAGER, AND THE ENGINEER.

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NO.	DATE	REVISION	APPROV.	NO.	DATE	REVISION	APPROV.



**HNTB** ARCHITECTS ENGINEERS PLANNERS  
The HNTB Companies

DESIGN CHECK	JSN	PROJECT NO.	39020
CHECK	JDH		
DRAWN CHECK	GFS		
	JSN		
DATE	SEPTEMBER 2003		
SCALE			



TOWN OF ADDISON		SHEET
AIRPORT PARKWAY REALIGNMENT		
GENERAL NOTES		N-1
TOWN OF ADDISON, TEXAS		