

GENERAL NOTES

1. NO VEHICLE OR EQUIPMENT SHALL MOVE UPON APRONS, TAXIWAYS AND/OR RUNWAYS UNLESS THE VEHICLE IS IN RADIO CONTACT WITH THE ETRA ATCT OR IS UNDER ESCORT BY A VEHICLE IN RADIO CONTACT WITH THE ETRA ATCT.
2. IT IS THE INTENT OF THESE PLANS TO MINIMIZE INTERFERENCE TO AIRCRAFT MOVEMENT. THEREFORE, IN UNCLOSED PORTIONS, AIRCRAFT MOVEMENT SHALL HAVE THE RIGHT-OF-WAY.
3. THE CONTRACTOR WILL BE ALLOWED ACCESS TO THE AIRPORT AT LOCATIONS INDICATED AS "ACCESS POINT" OR "GATE NUMBERS" ON THE CONSTRUCTION PLANS.
4. THE CONTRACTOR SHALL GUARD ANY GATE THAT IS LEFT OPEN TO CONSTRUCTION ACTIVITY WITH A BADGED EMPLOYEE. THE CONTRACTOR SHALL KEEP THE GATES LOCKED OR GUARDED AT ALL TIMES, EXCEPT FOR THE BRIEF PERIOD REQUIRED FOR PASSAGE OF AUTHORIZED VEHICLES OR EQUIPMENT.
5. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL A PLAN SHOWING PROPOSED DESIGNATED PARKING AND STORAGE LOCATIONS. THIS PLAN WILL HAVE TO BE APPROVED BY THE AIRPORT AND ENGINEER PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL PARK ALL EQUIPMENT IN THE STORAGE AREA WHEN NOT IN USE.
6. FLAGMEN WILL BE REQUIRED TO DIRECT THE CONTRACTOR'S TRUCKS AND EQUIPMENT WHICH ARE OPERATING IN THE AREA OF MOVING AIRCRAFT.
7. EACH CONSTRUCTION AREA SHALL BE SHAPED TO ALLOW DRAINAGE OF SURFACE WATER DURING EACH RAIN EVENT. IF NECESSARY, SURFACE WATER SHALL BE PUMPED IMMEDIATELY FROM EACH CONSTRUCTION AREA AFTER EACH RAIN TO AN APPROPRIATE STRUCTURE OR DRAINAGE WAY.
8. CONSTRUCTION PERSONNEL AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE AIRPORT OPERATIONS AREA (AOA) UNTIL THE AREA HAS BEEN CLOSED TO AIRCRAFT AND NOTAMS ISSUED. COORDINATE WITH AIRPORT OPERATIONS FOR ISSUANCE OF NOTAMS.
9. ALL WORK WILL BE ACCOMPLISHED DURING NORMAL DAYTIME WORKING HOURS ONLY, OR AS APPROVED BY THE ENGINEER.
10. REFERENCE AC 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", FOR ADDITIONAL SAFETY INFORMATION AND REQUIREMENTS.
11. STOCKPILE LOCATIONS SHALL BE ADJUSTED IN THE FIELD AND COORDINATED WITH THE AIRPORT AND THE ENGINEER. STOCKPILE SHALL NOT CREATE ANY PONDING OF WATER OR ALTER DRAINAGE PATTERNS OF THE AIRPORT PROPERTY.
12. **GENERAL SAFETY REQUIREMENTS:** DURING PERFORMANCE OF THIS CONTRACT, THE AIRPORT RUNWAYS, TAXIWAYS AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. AIRCRAFT USE OF AREAS NEAR THE CONTRACTOR'S WORK WILL BE CONTROLLED TO MINIMIZE DISTURBANCE TO THE CONTRACTOR'S OPERATION. THE CONTRACTOR SHALL NOT ALLOW HIS/HER EMPLOYEES, SUBCONTRACTORS, SUPPLIERS OR ANY PERSON OVER WHO HE/SHE HAS CONTROL TO ENTER OR REMAIN IN ANY PART OF THE AIRPORT WHICH WOULD BE HAZARDOUS TO PERSONS OR TO AIRCRAFT OPERATIONS. WHENEVER AIRCRAFT OPERATIONS REQUIRE, THE ENGINEER MAY ORDER THE CONTRACTOR TO SUSPEND OPERATIONS, MOVE PLANT, PERSONNEL, EQUIPMENT AND MATERIALS TO A SAFE LOCATION AND STAND BY UNTIL AIRCRAFT USE IS COMPLETED.
13. **OBSTACLE FREE ZONE:** CONSTRUCTION WITHIN AN OBSTACLE FREE ZONE WILL REQUIRE CLOSING PART OR ALL OF THE AFFECTED RUNWAY. SEE FIGURES 1-4 OF ORDER SW 5200.5B.
14. **APPROACH CLEARANCE TO RUNWAYS:** RUNWAY LANDING THRESHOLDS SHALL BE LOCATED TO PROVIDE AN UNOBSTRUCTED APPROACH SURFACE WITH AN APPROACH CLEARANCE OVER EQUIPMENT AND MATERIALS.
15. **RUNWAY AND TAXIWAY SAFETY AREAS:** CONSTRUCTION ACTIVITY WITHIN A RUNWAY SAFETY AREA WILL REQUIRE CLOSING ALL OR PART OF THE AFFECTED RUNWAY. CONSTRUCTION ACTIVITY WITHIN TAXIWAY SAFETY AREAS/OBSTACLE FREE AREAS IS PERMISSIBLE WHEN THE TAXIWAY IS OPEN TO AIRCRAFT TRAFFIC IF:
 - A. ADEQUATE WINGTIP/EMPENNAGE CLEARANCE EXISTS BETWEEN THE AIRCRAFT AND EQUIPMENT/MATERIAL AND NOTAMS HAVE BEEN PLACED,
 - B. EXCAVATIONS, TRENCHES OR OTHER CONDITIONS ARE CONSPICUOUSLY MARKED AND LIGHTED,
 - C. NOTICES TO ARMEN ARE IN EFFECT CONCERNING THE ACTIVITY, USUALLY "PERSONNEL AND EQUIPMENT ADJACENT TO TAXIWAY _____" (CODED AS "PAEW").
16. **VEHICLE IDENTIFICATION AND PARKING:**
 - A. CONTRACTOR VEHICLES AND EQUIPMENT SHALL BE IDENTIFIED BY 3'x3' ORANGE AND WHITE CHECKERED FLAGS AND/OR AMBER FLASHING LIGHTS PER THE CONSTRUCTION SAFETY AND PHASING PLAN.
 - B. EMPLOYEE PARKING SHALL BE AS DESIGNATED BY THE ENGINEER.
 - C. ALL VEHICLES SHALL BE IDENTIFIED BY A COMPANY LOGO AND/OR NAME VISIBLE BY THE TOWER AND AIRPORT STAFF.
17. **CONSTRUCTION SITE ACCESS AND HAUL ROADS:** ACCESS TO THE JOB SITE SHALL BE AS SHOWN ON THE PLANS, OR AS DESIGNATED BY THE ENGINEER AND AIRPORT OPERATIONS MANAGER. CONTRACTOR SHALL NOT DEVIATE FROM THE DESIGNATED HAUL ROUTE UNLESS PRIOR APPROVAL IS GRANTED BY THE AIRPORT MANAGER. THE DESIGNATED HAUL ROUTE AND PARKING AREA TO BE USED DURING THE CONSTRUCTION OF THIS PROJECT ARE TO BE MAINTAINED AND LEFT IN A CONDITION EQUAL TO OR BETTER THAN ITS CURRENT CONDITION.
18. ALL WASTE OR SPOIL MATERIAL SHALL BE DISPOSED OF OFF THE AIRPORT PROPERTY BY THE CONTRACTOR, UNLESS OTHERWISE NOTED.
19. CONTRACTOR SHALL PROVIDE AND INSTALL ALL MATERIALS AND DRAINAGE STRUCTURES TO CONSTRUCT A STABILIZED CONSTRUCTION EXIT AT EACH POINT WHERE CONSTRUCTION CREWS WILL ENTER/EXIT AIRPORT PROPERTY.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO EXISTING UNDERGROUND CABLES, PIPELINES ETC. ENCOUNTERED DURING CONSTRUCTION. ALL REPAIRS MUST BE MADE IN COMPLIANCE WITH THE AIRPORT MANAGEMENT AND THE ENGINEER. NO DIGGING SHALL BE PERFORMED WITHOUT FIRST CONTACTING THE AIRPORT. ANY DAMAGE TO FAA CABLE OR OTHER UNDERGROUND CABLING OR FACILITIES SHALL BE REPAIRED IN ACCORDANCE WITH THE APPLICABLE FAA SPECIFICATIONS, IN A MANNER ACCEPTABLE TO THE AIRPORT AND THE ENGINEER, AND AT THE CONTRACTOR'S EXPENSE.
21. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATION AND ACQUIRING AN ACCEPTABLE WATER SOURCE AS REQUIRED FOR CONSTRUCTION.
22. THE CONTRACTOR SHALL ANTICIPATE ALL UNDERGROUND OBSTRUCTIONS SUCH AS, BUT NOT LIMITED TO, WATER MAINS, GAS LINES, STORM AND SANITARY SEWERS, TELEPHONE OR ELECTRIC LIGHT OR POWER DUCTS, CONCRETE AND DEBRIS. ANY SUCH LINES OR OBSTRUCTIONS INDICATED ON THE DRAWINGS SHOW ONLY THE APPROXIMATE LOCATIONS AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR. THE OWNER AND ENGINEER WILL ENDEAVOR TO FAMILIARIZE THE CONTRACTOR WITH ALL KNOWN UTILITIES AND OBSTRUCTIONS, BUT THIS SHALL NOT RELIEVE THE CONTRACTOR FROM FULL RESPONSIBILITY IN ANTICIPATING ALL UNDERGROUND OBSTRUCTIONS WHETHER OR NOT SHOWN ON THE DRAWINGS.
23. THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, MAINTAIN IN PROPER WORKING ORDER AND WITHOUT INTERRUPTION OF SERVICE ALL EXISTING UTILITIES AND SERVICES WHICH MAY BE ENCOUNTERED IN THE WORK. WITH THE CONSENT OF THE ENGINEER AND UTILITY OWNER, SUCH SERVICE CONNECTIONS MAY BE TEMPORARILY INTERRUPTED TO PERMIT THE CONTRACTOR TO REMOVE DESIGNATED LINES OR TO MAKE TEMPORARY CHANGES IN THE LOCATIONS OF SERVICES. THE COST OF MAKING ANY CHANGES SHALL BE AT THE CONTRACTOR'S EXPENSE.
24. NOTIFY ALL UTILITY COMPANIES INVOLVED TO HAVE THEIR UTILITIES LOCATED AND MARKED IN THE FIELD. ALL UNDERGROUND UTILITIES SHALL THEN BE UNCOVERED TO VERIFY LOCATION AND ELEVATION BEFORE CONSTRUCTION BEGINS. COORDINATE WITH UTILITY OWNER IF UTILITY INSPECTOR MUST BE ON SITE WHEN LOCATING OR EXCAVATING NEAR UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT AND FAA TO MARK FAA FACILITIES AND CABLES.
25. **SHEETING AND BRACING:** INSTALL SHEETING AND BRACING NECESSARY TO SUPPORT THE SIDES OF TRENCHES AND OTHER EXCAVATIONS WITH VERTICAL SIDES, AS REQUIRED BY CURRENT OSHA REGULATIONS. COST OF SHEETING AND BRACING SHALL BE SUBSIDIARY TO THE CONSTRUCTION.
26. **WATER IN EXCAVATION:** KEEP WORK FREE FROM GROUND OR SURFACE WATER AT ALL TIMES. PROVIDE PUMPS OF ADEQUATE CAPACITY OR OTHER APPROVED METHOD TO REMOVE WATER FROM THE EXCAVATION IN SUCH A MANNER THAT IT WILL NOT INTERFERE WITH THE PROGRESS OF THE WORK OR THE PROPER PLACING OF OTHER WORK. THE COST OF DEWATERING THE EXCAVATION SHALL BE SUBSIDIARY TO CONSTRUCTION.
27. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL HORIZONTAL AND VERTICAL CONSTRUCTION STAKING AS REQUIRED FOR THE PROJECT DEVELOPMENT.
28. THE EXACT LOCATION(S) OF SILT FENCE SHALL BE DETERMINED IN ACCORDANCE WITH THE PROJECT SPECIFIC STORM WATER POLLUTION PREVENTION PLAN REQUIREMENTS. THE TEMPORARY SILT FENCE SHALL BE INSTALLED AND MAINTAINED AS SPECIFIED IN THE PROJECT SPECIFIC STORM WATER POLLUTION PREVENTION PLAN. PAYMENT WILL BE AT THE UNIT PRICES SHOWN IN THE BID PROPOSAL. THE TEMPORARY SILT FENCE SHALL BE MAINTAINED IN PROPER CONDITION AT ALL TIMES DURING THE PROJECT. THE COST OF REPAIRING THE TEMPORARY SILT FENCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
29. TOPSOIL REPLACEMENT IS REQUIRED IN ALL AREAS. TOPSOIL SHALL INCLUDE THE TOP FOUR (4) INCHES OF TRENCH OR EXCAVATION. TOPSOIL SHALL BE KEPT SEPARATE FROM GENERAL EXCAVATED MATERIAL. ALL AREAS OF BACKFILL OR EXCAVATION SHALL BE BROUGHT TO WITHIN FOUR (4) INCHES OF FINAL GRADE AND BROUGHT TO GRADE WITH COMPACTED TOPSOIL. TOPSOIL SHALL BE FREE OF ROCK.
30. UPON COMPLETION OF FINAL GRADING, ALL AREAS DISTURBED BY CONTRACTOR SHALL BE HYDROMULCHED SEEDED AND FERTILIZED. CONTRACTOR SHALL INSTALL EROSION CONTROL MATTING ON ALL SLOPES GREATER THAN 5:1. THE CONTRACTOR SHALL SOD AREAS AS DESIGNATED ON THE PLANS. THE CONTRACTOR SHALL WATER, FERTILIZE AND MAINTAIN GRASS FOR AT LEAST TWO CUTTINGS, OR AS REQUIRED TO ENSURE GROWTH.
31. THE CONTRACTOR SUPPLY PORTABLE HAND-HELD RADIOS (AVIATION BAND), SET TO A PREDETERMINED FREQUENCY ESTABLISHED BY THE AIRPORT, TO EACH FLAGMAN, SUPERVISORY INDIVIDUAL AND RESIDENT PROJECT REPRESENTATIVE SO THAT THEY MAY KEEP IN CONSTANT CONTACT AT ALL TIMES WITH THE AIRPORT OPERATIONS OFFICE AND FAA TOWER. UPON COMPLETION OF THE PROJECT AND ACCEPTANCE BY THE OWNER, THE RESIDENT PROJECT REPRESENTATIVE SHALL RETURN THE RADIO SET TO THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL PORTABLE HAND-HELD RADIO SETS IN WORKING ORDER AT ALL TIMES FOR THE DURATION OF THE PROJECT.
32. THE CONTRACTOR SHALL MAINTAIN A CLEAN, SAFE CONSTRUCTION WORK AREA. THE CONTRACTOR SHALL PERFORM CLEANUP ON A DAILY BASIS.
33. THE CONTRACTOR SHALL NOT DEVIATE FROM THE APPROVED CONSTRUCTION SEQUENCE WITHOUT FIRST OBTAINING APPROVAL FROM THE ENGINEER AND AIRPORT.
34. 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 ITEM SIMULTANEOUSLY.
35. NO TRENCHES IN OR DIRECTLY ADJACENT TO OPERATIONAL PAVEMENT SHALL REMAIN OPEN OVERNIGHT OR WHEN THE CONTRACTOR'S WORK FOR THE DAY IN THE AREA IS DONE. TRENCHES NOT BACKFILLED SHALL BE COVERED WITH STEEL PLATES TO ALLOW SAFE PASSAGE BY AIRCRAFT ACROSS THE TRENCH, IF APPROVED BY THE AIRPORT MANAGER.
36. 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 TO LIKE QUALITY AT THE CONTRACTOR'S EXPENSE. THE REPAIRS SHALL BE PERFORMED TO THE SATISFACTION OF THE AIRPORT, FAA AND THE ENGINEER.
37. WORK CANNOT COMMENCE UNTIL:
 - A. SUFFICIENT BARRICADES ARE IN PLACE TO CONFINE THE WORK AREA AND CREATE A BARRIER BETWEEN AIRCRAFT AND VEHICLE MOVEMENT AREAS AND THE CONSTRUCTION AREA.
 - B. ALL SAFETY EQUIPMENT FOR PERSONNEL AND CONSTRUCTION EQUIPMENT IS IN PLACE AND OPERABLE.
 - C. A NOTICE TO PROCEED HAS BEEN ISSUED TO THE CONTRACTOR.
 - D. NOTAMS HAVE BEEN PLACED AND ARE ACTIVE.
38. ALL MATERIAL SUBMITTALS FOR ITEMS TO BE USED IN CONSTRUCTION OF THE PROJECT SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO COMMENCEMENT OF WORK.
39. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND RESTRICTIONS FOR SERVICING AND MAINTAINING EQUIPMENT AND DISPOSAL OF USED LUBRICANTS, ETC. ACCORDING TO THE PERTINENT LAWS AND REGULATIONS.
40. ALL TAXIWAY EDGE LIGHTS NOT DIRECTLY AFFECTED BY CONSTRUCTION ACTIVITY SHALL REMAIN IN SERVICE AT ALL TIMES.
41. CONTRACTOR SHALL BE RESPONSIBLE FOR FULLY COMPLYING WITH ANY AND ALL APPLICABLE PRESENT AND/OR FUTURE RULES, REGULATIONS, RESTRICTIONS, ORDINANCES, STATUTES, LAWS AND/OR ORDERS OF ANY FEDERAL, STATE AND/OR LOCAL GOVERNMENT ENTITY REGARDING AIRPORT AND/OR AIRFIELD SECURITY AS THEY RELATE TO CONTRACTOR'S OPERATIONS AT THE AIRPORT.
42. CONTRACTOR SHALL PROVIDE A CRITICAL PATH SCHEDULE DURING THE SUBMITTAL PROCESS PRIOR TO CONSTRUCTION START AND SHALL BE REVIEWED AT THE PRE-CONSTRUCTION MEETING. THE CONTRACTOR SHALL PROVIDE AN UPDATED CRITICAL PATH SCHEDULE WITH EACH PAY ESTIMATE TO THE ENGINEER AND AIRPORT FOR REVIEW. THE CONTRACTOR SHALL PROVIDE A RECOVERY SCHEDULE ACCOMPANYING THE CRITICAL PATH SCHEDULE SHOULD THE SCHEDULE FALL BEHIND FOR REASONS OTHER THAN WEATHER, OPERATION LIMITATIONS, AND OTHER REASONS OUTSIDE THE CONTRACTORS CONTROL.

ACCESS ROUTE NOTES

1. DAMAGE TO EXISTING PAVEMENTS OR FENCES WHICH IS CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED TO ORIGINAL OR BETTER CONDITION AT NO EXPENSE TO THE OWNER.
2. ACCESS ROUTES FOR EACH CONSTRUCTION PHASE SHALL BE COORDINATED WITH THE OWNER. ROUTES ARE SUBJECT TO ADJUSTMENT SHOULD OPERATIONS REQUIRE MODIFICATION. SEE PLANS FOR ADDITIONAL ACCESS ROUTE INFORMATION.
3. THE PAVEMENT ON THE ACCESS ROUTES MAY NOT SUPPORT CONSTRUCTION TRAFFIC. THE CONTRACTOR SHALL LIMIT LOAD AS NECESSARY TO PREVENT DAMAGE OR SHALL INCLUDE IN HIS BID ADEQUATE BUDGET TO REPAIR DAMAGE TO PAVEMENT.

DEMobilIZATION NOTES

1. CONDITIONS OF THE PROJECT AREA UPON COMPLETION OF THE JOB SHALL BE AS GOOD OR BETTER THAN THE CONDITION PRIOR TO STARTING WORK, IN ADDITION TO THE WORK ITEMS LISTED.
2. THE PROJECT AREA SHALL BE FREE OF ANY CONTRACTOR STOCKPILE MATERIALS UPON COMPLETION OF THE JOB UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
3. UPON COMPLETION OF THE PROJECT, ALL THE HAUL ROUTES SHALL BE PROPERLY CLEANED TO PREVENT OBSTRUCTION AND/OR CAUSE INCONVENIENCE TO NORMAL REGULAR TRAFFIC. ALL TEMPORARY HAUL ROUTES SHALL BE REMOVED AND BROUGHT BACK TO ORIGINAL CONDITION OR BETTER.
4. THE PROJECT TRAILER, ALL OF THE CONSTRUCTION EQUIPMENT AND ANY FACILITIES TEMPORARILY PLACED ON SITE FOR THE PROJECT SHALL BE REMOVED FROM THE SITE.
5. ANY PROPERTIES BELONGING TO THE AIRPORT SHALL BE RETURNED TO THE AIRPORT OWNER.
6. PROPER DRAINAGE (NO LOCALIZED PONDING) SHALL BE MAINTAINED PRIOR TO, DURING AND AFTER DEMOBILIZATION.
7. DEMOBILIZATION SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER.
8. DEMOBILIZATION SHALL BE DONE IN A MANNER THAT WILL NOT CAUSE ANY INCONVENIENCE TO AIRPORT OPERATIONS.
9. ANY DAMAGE TO THE AIRPORT PROPERTIES DURING DEMOBILIZATION SHALL BE REPAIRED AND PAID FOR AT THE CONTRACTOR'S EXPENSE.
10. SAFETY REGULATIONS SHALL BE OBSERVED AT ALL TIMES DURING DEMOBILIZATION.
11. THE COST OF DEMOBILIZATION SHALL BE CONSIDERED SUBSIDIARY TO THE MOBILIZATION ITEM.

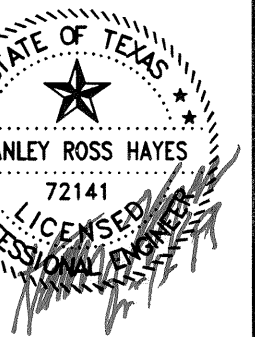
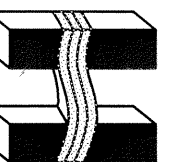
NOTES FOR CONTRACTOR

1. SECURITY BADGE REQUIREMENTS FOR ACCESS INTO AIRPORT ARE 10 YEAR FEDERAL BACKGROUND CHECK.
2. AEROSMITH AVIATION SOUTH GATE SHALL BE USED FOR ACCESS ROUTE INTO CONSTRUCTION AREA.
3. CONSTRUCTION STAGING SHALL BE ON SOUTH APRON.
4. CONTRACTOR WILL HAVE PROJECT SUPERVISOR AND ALL LEAD EMPLOYEES BADGED TO ACT AS ESCORT TO CREW. PROJECT SUPERVISOR/ESCORT SHALL KEEP ALL UNBADGED INDIVIDUALS WITHIN LINE OF SIGHT AND AUDIBLE RANGE AT ALL TIMES.
5. CONTRACTOR SHALL COMPLY WITH ALL SECURITY DIRECTIVES AND PLANS REQUIRED BY THE AIRPORT AND TSA (TRANSPORTATION SECURITY ADMINISTRATION).
6. CONTRACTOR SHALL PROVIDE A MOTORIZED MECHANICAL SWEEPER ON SITE AT ALL TIMES DURING THIS PROJECT TO REMOVE "FOREIGN OBJECT DEBRIS" (FOD) IN AIRCRAFT MOVEMENT AREAS. CONTRACTOR WILL SWEEP PAVEMENT AS NECESSARY TO REMOVE FOD.

CONSTRUCTION
NOTES

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AIRPORT
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SHEET
2
OF 7 SHEETS

