

GENERAL

1.

AS USED IN ALL CONTRACT AND CONSTRUCTION DOCUMENTS, THE "RSA" IS DEFINED AS THE ENTIRE AREA THAT FALLS WITHIN 250' OF A RUNWAY CENTERLINE AND EXTENDING AS SHOWN ON PLAN. THE "TSA" IS DEFINED AS THE ENTIRE AREA FALLING WITHIN 85.5' OF A TAXIWAY CENTERLINE. "TOFA" IS DEFINED AS THE ENTIRE AREA FALLING WITHIN 129.5' OF A TAXIWAY CENTERLINE.
2.

THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS AND ANY RULES, REGULATIONS, STANDARDS OR SPECIFICATIONS REFERENCED THEREIN. THE PROJECT IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE HAWAII DEPARTMENT OF TRANSPORTATION AIRPORTS DIVISION, THE FEDERAL AVIATION ADMINISTRATION (FAA) AND OTHER GOVERNING AGENCIES.
3.

LIQUIDATED DAMAGES, AS STATED IN THE CONTRACT AND CONSTRUCTION DOCUMENTS, SHALL APPLY TO THIS PROJECT.
4.

AS THIS PROJECT REQUIRES CONSTRUCTION ON OR NEAR ACTIVE AIRPORT FACILITIES, ALL CONSTRUCTION ACTIVITIES SHALL BE CONDUCTED IN A MANNER ACCEPTABLE TO THE OWNER AND THE FEDERAL AVIATION ADMINISTRATION (FAA).

CONTRACTOR REQUIREMENTS

1.

THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS REQUIRED FOR THE PERFORMANCE OF THIS CONTRACT. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PAY ALL PERMIT FEES.
2.

THE CONTRACTOR MUST OBTAIN PROPER PERMITS FOR DELIVERY OF MATERIALS AND EQUIPMENT TO THE SITE. ANY DAMAGE TO OFF-SITE ROADS SHALL BE THE COMPLETE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED AT THE CONTRACTOR'S SOLE EXPENSE.
3.

ALL CONTRACTOR'S VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED) SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES.
4.

THE CONTRACTOR SHALL CONTROL DUST FROM OPERATIONS TO A LEVEL ACCEPTABLE TO THE AIRPORT AND ENGINEER AT ALL TIMES. THE CONTRACTOR SHALL HAVE AVAILABLE VACUUM BROOM SWEEPER VEHICLES, WATERING TRUCKS AND OTHER EQUIPMENT NECESSARY TO CONTROL DUST AND DEBRIS AT ALL TIMES. ALL METHODS FOR CONTROLLING DUST AND DEBRIS SHALL BE SUBJECT TO THE AIRPORTS APPROVAL. DUST AND DEBRIS CONTROL SHALL BE STRICTLY MONITORED DUE TO ITS IMPACT ON AIRCRAFT SAFETY. FAILURE TO PROPERLY CONTROL DUST AND DEBRIS OR TO RESPOND TO ANY REQUESTS TO DO SO WILL RESULT IN CONSTRUCTION ACTIVITIES BEING STOPPED.
5.

ALL CONSTRUCTION ACTIVITY WITHIN A RSA OR TOFA WILL REQUIRE THE CLOSURE OF THE RUNWAY OR A TAXIWAY. THE CONTRACTOR SHALL REQUEST, A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE THROUGH THE ENGINEER AND AIRPORT OPERATIONS, THE CLOSURE OF THE REQUIRED PORTION OF THE TAXIWAY OR RUNWAY. THIS REQUEST SHALL INCLUDE THE TIMES REQUESTED AND THE CONTRACTOR'S PROPOSED DETAILED SCHEDULE OF OPERATIONS WITHIN THE AREA. THE CONTRACTOR IS ADVISED THAT THERE MAY BE OTHER CONSTRUCTION AND AIRFIELD MAINTENANCE THAT MAY REQUIRE AIRPORT FACILITY CLOSURES.
6.

BEFORE BEING PROVIDED ACCESS TO THE PROJECT SITE, THE CONTRACTOR SHALL FURNISH THE ENGINEER AND AIRPORT OPERATIONS, A MINIMUM OF 14 CALENDAR DAYS IN ADVANCE, WITH A DETAILED CRITICAL PATH METHOD SCHEDULE OF WORK FOR EACH PHASE OF CONSTRUCTION INCLUDING THE VARIOUS RUNWAY AND TAXIWAY CLOSURES REQUIRED.
7.

ALL ELEMENTS OF THE CONSTRUCTION SHALL BE DONE IN SUCH A MANNER THAT, AT THE END OF CLOSURE PERIODS, THE AREA WILL BE IN A CONDITION SUITABLE FOR AIRPORT OPERATIONS AND SUBJECT TO AIRPORT OPERATIONS APPROVAL. SEE SECTION 01800 FOR ADDITIONAL INFORMATION.

COORDINATION AND OPERATIONS

1.

THE CONTRACTOR SHALL ACQUAINT ITS SUPERVISORS AND EMPLOYEES WITH THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO THIS AIRPORT AND SHALL CONDUCT ITS CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES AS NOTED AND/OR SHOWN ON THE PLANS AND THE REQUIREMENTS DETAILED IN THE SPECIFICATIONS.
2.

THE CONTRACTOR SHALL ATTEND WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS, SCHEDULING, SAFETY, ETC. WITH THE ENGINEER AND AIRPORT OPERATIONS AND OTHER APPROPRIATE OFFICIALS.

MATERIALS AND EQUIPMENT

1.

ALL MATERIALS AND EQUIPMENT, WHEN NOT IN USE, SHALL BE PLACED IN APPROVED AREAS WHERE THEY WILL NOT CONSTITUTE A HAZARD TO AIRCRAFT OPERATIONS. ALL EQUIPMENT SHALL BE STORED IN A LOWERED CONFIGURATION WHEN NOT IN USE. THE APPROVED STORAGE AREA FOR EQUIPMENT AND MATERIALS IS THE CONTRACTOR'S STAGING AREA. ANY OTHER AREAS TO BE USED FOR STORAGE MUST BE APPROVED BY THE ENGINEER AND AIRPORT OPERATIONS. EQUIPMENT AND STOCKPILED MATERIAL SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT JET BLAST OR WIND CONDITIONS.
2.

ALL EXCESS EXCAVATED MATERIAL, UNSUITABLE MATERIAL AND CONSTRUCTION DEBRIS SHALL BE PROMPTLY DISPOSED OF PER THE PLANS AND SPECIFICATIONS.
3.

ALL CONTRACTOR'S MATERIAL ORDERS FOR DELIVERY TO THE WORK SITE WILL USE A DELIVERY ADDRESS. THE DELIVERY ADDRESS SHALL BE ESTABLISHED AT THE

PRE-CONSTRUCTION CONFERENCE.

CONTRACTOR LAYOUT

1.

THE CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION LAYOUT. EXISTING AND PROPOSED GRADES ARE SHOWN ON THE DRAWINGS. EXISTING GRADES SHOWN ARE BELIEVED TO BE ACCURATE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING PRIOR TO CONSTRUCTION OF ANY DISCREPANCIES WITH THE ELEVATIONS GIVEN ON THE DRAWINGS. FAILURE TO NOTIFY THE ENGINEER SHALL RESULT IN A WAIVER OF THE CONTRACTOR'S RIGHT FOR A CHANGE ORDER. ALL ELEVATIONS ARE BASED UPON MEAN SEA LEVEL.
2.

THE VERTICAL CONTROL ON THIS PROJECT IS TIED TO BENCH MARKS LOCATED ON THE AIRPORT. SEE SHEET G0.09. ALL EXISTING SURVEY MONUMENTS SHALL BE PROTECTED BY THE CONTRACTOR DURING CONSTRUCTION. ALL MONUMENTS DISTURBED BY THE CONTRACTORS OPERATIONS SHALL BE RESET BY A REGISTERED SURVEYOR AT THE CONTRACTOR'S EXPENSE.

EXISTING UTILITY AND NAVIGATIONAL FACILITIES

1.

BEFORE ANY WORK IS STARTED ON ANY PHASE OF THIS PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE OWNER, REPRESENTATIVES OF THE CONTRACTOR AND THE AIRPORT SHALL MAKE AN INSPECTION OF THE EXISTING STORM SEWERS, CATCH BASINS, MANHOLES, ELECTRICAL MANHOLES, HANDHOLES AND DUCT BANKS, WHICH ARE TO REMAIN IN SERVICE OR WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION WILL BE KEPT BY THE OWNER.
2.

ALL EXISTING FACILITIES, INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES, SHALL BE PROTECTED, MAINTAINED, AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGES IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR AT HIS SOLE EXPENSE TO THE SATISFACTION OF THE ENGINEER AND AIRPORT OPERATIONS.

CONTRACTOR ACCESS AND STORAGE AREAS

1.

THE CONTRACTOR'S ACCESS POINTS TO THE SITE SHALL BE AS SHOWN ON THE CONTRACTOR ACCESS, STAGING AND HAUL ROUTE PLAN (G0.20) AND THE CONSTRUCTION PHASING PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN AIRPORT SECURITY FOR ALL VEHICLES AND PERSONNEL WHO ENTER AIRPORT PROPERTY.
2.

AREAS WILL BE MADE AVAILABLE FOR THE CONTRACTOR'S MOBILIZATION AND STAGING AS SHOWN ON THE CONTRACTOR ACCESS, STAGING AREAS AND HAUL ROUTE PLAN (G0.20) AND THE CONSTRUCTION PHASING PLANS. THESE AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT.
3.

ON-SITE EMPLOYEE PARKING SHALL BE ADDRESSED AT THE PRE-CONSTRUCTION CONFERENCE.

HAUL ROUTES

1.

LOCATION OF HAUL ROUTES, BARRICADES AND STAGING AREAS ON THE AIRPORT SITE AS SHOWN ON THE CONSTRUCTION PHASING PLANS ARE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE EXACT LOCATIONS IN THE FIELD WITH THE ENGINEER AND AIRPORT OPERATIONS, AND TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS OR CITY AND COUNTY ROADS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE HAUL ROUTES AND STAGING AREAS SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES AND STAGING AREAS SHALL BE JOINTLY INSPECTED AND DOCUMENTED BY THE CONTRACTOR, THE ENGINEER, AND AIRPORT OPERATIONS. THE CONTRACTOR SHALL PROVIDE A VIDEO TAPE OR DIGITAL PICTURES OF ALL ON-SITE HAUL ROUTES AND STAGING AREAS BEFORE START OF WORK AND UPON COMPLETION. FENCING, DRAINAGE, SEDIMENT CONTROL, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER AND AIRPORT OPERATIONS PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
2.

THE CONTRACTOR IS HEREBY NOTIFIED THAT THE AIRPORT WILL ASSESSES PENALTIES AND FINES FOR INCURSIONS INTO ANY PART OF THE AIRPORT THAT IS NOT OTHERWISE AUTHORIZED BY THE ENGINEER AND AIRPORT OPERATIONS. ALL SUCH PENALTIES AND FINES RESULTING FROM CONTRACTOR'S OPERATIONS SHALL BE PAID FOR AT THE CONTRACTOR'S EXPENSE. REPEATED OFFENSES MAY RESULT IN INDIVIDUAL DISBARMENT OF THE CONTRACTOR'S PERSONNEL.
3.

THE CONTRACTOR SHALL ONLY USE THE HAUL ROUTES APPROVED BY THE ENGINEER AND AIRPORT OPERATIONS AND AS SHOWN ON THE CONTRACTOR ACCESS, STAGING AREAS AND HAUL ROUTE PLAN (G0.20) AND THE CONSTRUCTION PHASING PLANS. THE HAUL TRUCKS MUST BE COVERED AT ALL TIMES. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN THE HAUL ROUTE WITH A POWER VACUUM DURING ALL PERIODS WHEN HAULING. FAILURE TO MAINTAIN THE HAUL ROUTE IN AN ACCEPTABLE MANNER WILL RESULT IN SUSPENSION OF WORK. IN THE EVENT THAT ANY FOREIGN OBJECT, SPILLAGE, DEBRIS OR DUST BUILDS UP AS A RESULT OF HAULING, THE CONTRACTOR SHALL BE REQUIRED TO IMMEDIATELY CLEAN AND REMOVE THE MATERIAL.

UNDERGROUND UTILITIES

1.

THE LOCATION OF THE UNDERGROUND UTILITIES AND FAA CABLES SHOWN ON THE PLANS HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND FIELD CHECKS AND ARE BELIEVED TO BE CORRECT. NO GUARANTEE IS MADE AS TO THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR SHALL LOCATE AND IDENTIFY ALL UNDERGROUND UTILITIES IN THE WORK AREA PRIOR TO CONSTRUCTION. ANY UNDERGROUND UTILITIES LOCATED WHICH DO NOT APPEAR ON THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND AIRPORT OPERATIONS. ANY DAMAGE TO UTILITIES, CAUSED BY THE CONTRACTOR, SHALL BE REPAIRED AT THE CONTRACTOR'S SOLE EXPENSE.
2.

INTERRUPTION TO EXISTING AIRFIELD LIGHTING SYSTEMS NOT INCLUDED IN THIS PROJECT SHALL NOT BE PERMITTED. ALL AIRFIELD ELECTRICAL CIRCUITS AFFECTED BY THIS PROJECT SHALL BE PROTECTED AND MAINTAINED DURING OPERATIONAL PERIODS BY THE CONTRACTOR. THE CONTRACTOR, AT ITS EXPENSE, SHALL IMMEDIATELY REPAIR, WITH IDENTICAL MATERIAL AND BY SKILLED WORKMEN, ANY UNDERGROUND CABLES SERVING FAA NAVAIDS, WEATHER BUREAU AND/OR OTHER AIRPORT FACILITIES, WHICH ARE DAMAGED BY HIS WORKMEN, EQUIPMENT OR WORK. PRIOR WRITTEN APPROVAL FROM THE FAA MUST BE OBTAINED FOR THE MATERIALS, WORKMEN, TIME OF DAY OR NIGHT, METHOD OF REPAIRS AND FOR ANY TEMPORARY OR PERMANENT REPAIRS THE CONTRACTOR PROPOSES TO MAKE TO ANY FAA NAVAIDS AND FACILITIES DAMAGED BY THE CONTRACTOR. LIKE APPROVAL MUST BE OBTAINED FROM THE ENGINEER AND AIRPORT OPERATIONS FOR ANY REPAIRS THE CONTRACTOR PROPOSES TO MAKE TO ANY OTHER AIRPORT FACILITIES AND CABLES DAMAGED BY THE CONTRACTOR. SUCH REPAIRS MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETE. ANY FAA CABLE AND OR CONDUIT DAMAGED MUST BE REPLACED FROM FIXTURE TO FIXTURE IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF AN FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE SUCH REPAIRS PERFORMED BY OTHERS BUT THE CONTRACTOR SHALL STILL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS.

UTILITIES NOTIFICATION

1.

THE CONTRACTOR SHALL NOTIFY, AT LEAST FIVE (5) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE UNDERGROUND UTILITY FACILITIES, THE ENGINEER AND AIRPORT OPERATIONS, THE REGISTERED UTILITY PROTECTION SERVICE, AND THE OWNER OF EACH UNDERGROUND UTILITY FACILITY SHOWN ON THE PLANS.
2.

THE CONTRACTOR SHALL IMMEDIATELY ALERT THE OCCUPANTS OF NEARBY PREMISES OR FACILITY AS TO ANY EMERGENCY THAT IT MAY CREATE OR DISCOVER AT OR NEAR SUCH PREMISES OR FACILITIES. THE CONTRACTOR SHALL REPORT IMMEDIATELY TO THE ENGINEER, AIRPORT OPERATIONS, AND THE OPERATOR OF THE UNDERGROUND FACILITY ANY BREAK OR LEAK ON ITS LINES OR ANY DENT, GOUGE, GROVE OR OTHER DAMAGE TO SUCH LINES OR THEIR COATING OR CATHODIC PROTECTION, MADE OR DISCOVERED IN THE COURSE OF THEIR EXCAVATION.
3.

ALL REQUIRED TEMPORARY UTILITIES INCLUDING POWER, WATER, AND SEWER FOR THE CONTRACTOR'S STAGING AREA SHALL BE ARRANGED AND PAID FOR BY THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE ALL POLES, LINES, PIPES, METERS, ETC. TO BRING THE SERVICE FROM EXISTING SOURCES TO THE AREA.
4.

THE CONTRACTOR SHALL DEAL DIRECTLY WITH ENGINEER, AIRPORT OPERATIONS, AND APPROPRIATE UTILITY AGENCIES. ALL TEMPORARY UTILITY ARRANGEMENTS SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER AND AIRPORT OPERATIONS. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL HAVE ALL UTILITIES DISCONNECTED AND SHALL REMOVE ALL POLES, PIPES, METERS, ETC. AND RESTORE THE AREAS TO THEIR PREVIOUS CONDITION.
5.

FOR ALL ITEMS REQUIRING THE USE OF WATER, THE CONTRACT UNIT PRICE BID FOR THE RESPECTIVE ITEM SHALL INCLUDE THE COST OF FURNISHING THE WATER.
6.

ANY UTILITIES DAMAGED OR BROKEN BY THE CONTRACTOR WILL BE REPAIRED AND PUT BACK INTO WORKING ORDER IN A MANNER ACCEPTABLE TO THE OWNER OF THE AFFECTED UTILITY BY THE CONTRACTOR AT ITS EXPENSE.

UTILITY LINE NOTES

1.

THE EXACT DEPTH OF EXISTING FUEL, GAS, WATER, AND DUCT BANKS ARE UNKNOWN. THE CONTRACTOR SHALL "FIELD VERIFY" ALL UTILITIES AS NECESSARY, BY HAND/EQUIPMENT EXCAVATION, PRIOR TO THE START OF EXCAVATION. THIS INFORMATION SHALL BE PROVIDED TO THE ENGINEER AND AIRPORT OPERATIONS.

SUPERVISION

1.

THE PRIME CONTRACTOR SHALL HAVE ON SITE AT ALL TIMES, WHILE WORK IS IN PROGRESS, A JOB SUPERINTENDENT. THIS PERSON SHALL BE FAMILIAR WITH ALL CONSTRUCTION BEING PERFORMED AND SHALL BE THE SAME PERSON EACH DAY THROUGHOUT THE PROJECT. THE SUPERINTENDENT SHALL HAVE THE RESPONSIBILITY OF COORDINATING EACH DAY'S WORK WITH THE AIRPORT OR AUTHORIZED REPRESENTATIVE AND SHALL HAVE AUTHORITY TO SCHEDULE AND ADJUST ALL WORKERS, PRIME AND SUB-CONTRACTORS, TO ACCOMMODATE AIRPORT OPERATIONS AS DIRECTED BY THE ENGINEER AND AIRPORT OPERATIONS.
2.

ALL PERSONNEL SHALL CLEAR THE CONSTRUCTION AREA ONCE WORK HAS STOPPED FOR THE DAY. ALL MECHANICS NEEDING ACCESS TO THE AOA DURING EVENINGS AND WEEKENDS TO WORK ON CONSTRUCTION EQUIPMENT SHALL BE ESCORTED AND HAVE THEIR VEHICLES IDENTIFIED WITH THE CONTRACTOR'S NAME AND APPROPRIATE LIGHTING.

CONTRACTOR'S VEHICLES

1.

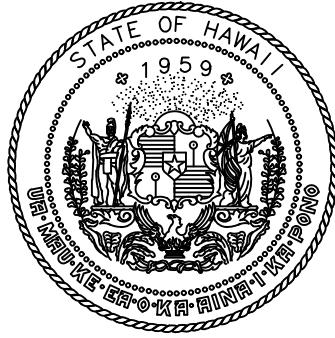
ALL CONTRACTOR'S VEHICLES SHALL BE IN GOOD WORKING ORDER. ALL CONTRACTOR VEHICLES SHALL HAVE VALID AOA PASSES OR BE ESCORTED WHILE INSIDE THE AOA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ESCORTS WITH THE ENGINEER AND AIRPORT OPERATIONS.
2.

ALL CONTRACTOR'S VEHICLES/EQUIPMENT THAT ARE AUTHORIZED TO OPERATE ON THE AIRPORTS AOA SHALL DISPLAY IN FULL VIEW ABOVE THE VEHICLE/EQUIPMENT A 3'X3' (MIN.) ORANGE AND WHITE CHECKER BOARD FLAG (DAY OPERATIONS). EACH CHECKER BOARD COLOR BEING ONE SQUARE FOOT. ANY VEHICLE OPERATING ON THE AOA SHALL ALSO BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME TYPE LIGHT, MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL AND FEDERAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES (DAY OR NIGHT OPERATIONS).

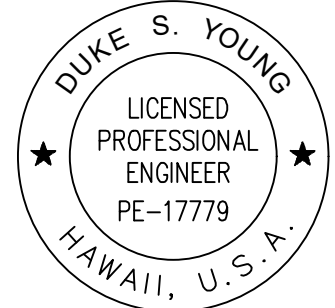
CONTACT INFORMATION

HAWAII DOT PROJECT MANAGER:	ADAM TOLENTINO	808-838-8837
AIRPORT MANAGER:	CRAIG DAVIS	808-274-3800
LIHUE AIRPORT OPERATIONS:	BYRON WATANABE	808-241-3919
LIHUE AOC ON-DUTY (CELL):		808-651-6255
LIHUE ATCT:	KEVIN JOHNSON	808-245-3431

UNDERGROUND UTILITIES
5 WORKING DAYS
BEFORE YOU DIG
CALL 1-800-423-7287
HAWAII ONE CALL CENTER



Airports Division
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII



Duke Young 4/30/24
DUKE YOUNG, PE
CIVIL ENGINEER
Expiration Date

DSGN.	DRWN.	CHKD.	APPD.
HF	HT	JB	DY

KEY PLAN / NOTES:

NO.	DATE	REVISIONS

CONSTRUCTION DOCUMENTS

JULY 2022
DATE

PROJECT TITLE :

RELOCATE
RUNWAY 3-21

AT
LIHUE AIRPORT
LIHUE, KAUAI, HAWAII

PROJECT NO.:

AK1031-14

SHEET TITLE:

GENERAL NOTES 1

DATE :	DWG. NO. G0.06
07/2022	
SHEET :	
7 OF 376 SHEETS	

CONTRACTOR'S GENERAL SECURITY AND
OPERATIONAL REQUIREMENTS AND RESTRICTIONS

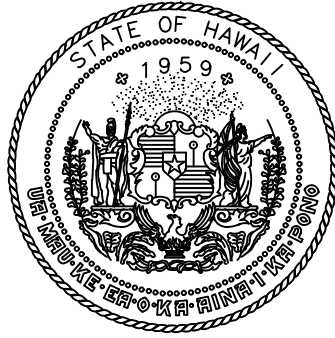
SECURITY

1. **GENERAL INTENT:** IT IS INTENDED THAT THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE AIRPORT SECURITY PLAN AND WITH THE SECURITY REQUIREMENTS SPECIFIED HEREIN. THE CONTRACTOR SHALL DESIGNATE TO THE CONSTRUCTION MANAGER AND AIRPORT OPERATIONS THE NAME OF ITS "CONTRACTOR SECURITY OFFICER" (C.S.O.). THE C.S.O. SHALL REPRESENT THE CONTRACTOR ON THE SECURITY REQUIREMENTS FOR THE CONTRACT.
2. **CONTRACTOR PERSONNEL SECURITY ORIENTATION:** THE C.S.O. SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR PERSONNEL ON AIRPORT SECURITY REQUIREMENTS AND OTHER SECURITY PROVISIONS. ALL NEW CONTRACTOR EMPLOYEES SHALL BE BRIEFED ON THESE REQUIREMENTS PRIOR TO WORKING IN THE CONSTRUCTION AREA.
3. **ACCESS TO THE SITE:** THE CONTRACTOR'S ACCESS TO THE SITE SHALL BE AS SPECIFIED ON THE PLANS. NO OTHER ACCESS POINTS SHALL BE ALLOWED UNLESS APPROVED BY THE ENGINEER AND AIRPORT OPERATIONS. ALL CONTRACTOR TRAFFIC AUTHORIZED TO ENTER THE SITE SHALL BE EXPERIENCED IN THE ROUTE(S) OR GUIDED BY CONTRACTOR PERSONNEL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL TO AND FROM THE CONSTRUCTION AREA ON THE SITE. DIRECTIONAL SIGNING AT THE ACCESS GATE AND ALONG THE DELIVERY ROUTE TO THE STORAGE AREA OR WORK SITE SHALL BE AS DIRECTED BY THE CONSTRUCTION MANAGER AND AIRPORT OPERATIONS.
4. **CONSTRUCTION AREA LIMITS:** THE LIMITS, MATERIAL STORAGE AREAS, EQUIPMENT STORAGE AREA, PARKING AREA AND OTHER AREAS DEFINED FOR THE CONTRACTORS EXCLUSIVE USE DURING CONSTRUCTION SHALL BE MARKED BY THE CONTRACTOR. THE CONTRACTOR SHALL ERECT AND MAINTAIN AROUND THE PERIMETER OF THESE AREAS SUITABLE FENCING, MARKING AND OR WARNING DEVICES VISIBLE FOR DAY AND NIGHT USE. TEMPORARY BARRICADES, FLAGGING AND FLASHING WARNING LIGHTS WILL BE REQUIRED AT CRITICAL ACCESS POINTS. TYPE OF MARKING AND WARNING DEVICES SHALL BE AS INDICATED IN THE CONSTRUCTION PHASING PLANS

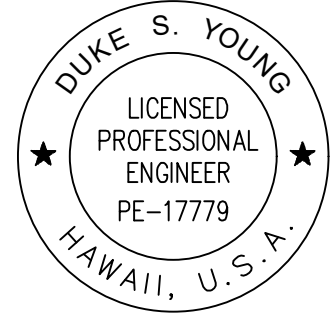
OPERATIONAL REQUIREMENTS AND RESTRICTIONS

1. THE CONTRACTOR SHALL MOBILIZE AN ASPHALT BATCH PLANT TO THE PROJECT SITE FOR THE SOLE USE OF THE PROJECT. BATCH PLANT SHALL BE LOCATED IN THE STAGING AREA ADJACENT TO RUNWAY 3-21 FOR ALL PHASES OF WORK.
2. THE CONTRACTOR SHALL ACQUAINT ITS SUPERVISORS, EMPLOYEES AND SUBCONTRACTORS OF THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT AT THIS AIRPORT, AND SHALL CONDUCT ITS CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES SPECIFIED IN THE SPECIAL PROVISIONS.
3. NO RUNWAY, TAXIWAY, APRON OR AIRPORT ROADWAY SHALL BE CLOSED WITHOUT WRITTEN APPROVAL OF THE ENGINEER AND AIRPORT OPERATIONS, IN ORDER TO ISSUE NECESSARY "NOTICES TO AIRMEN" (NOTAM) OR ADVISORIES TO PILOTS AND AIRPORT TENANTS. A MINIMUM OF 48 HOURS NOTICE OF REQUESTED CLOSURES SHALL BE PROVIDED TO THE ENGINEER AND AIRPORT OPERATIONS.
4. UNLESS OTHERWISE APPROVED BY THE ENGINEER AND AIRPORT OPERATIONS, ANY CONSTRUCTION ACTIVITY WITHIN THE RSA, ROFA, TSA OR TOFA, OR OPEN EXCAVATIONS IN EXCESS OF 3" INCHES DEEP WITHIN THESE AREAS, WILL REQUIRE CLOSURE OF THE AFFECTED RUNWAY OR TAXIWAY.
5. OPEN FLAME WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE PRECAUTIONS HAVE BEEN TAKEN AND THE PROCEDURE APPROVED. THE CONTRACTOR SHALL OBTAIN AN AIRPORT "BURN PERMIT" FROM THE FIRE DEPARTMENT.
6. ALL DEBRIS DEPOSITED ON THE PAVEMENT DUE TO CONSTRUCTION ACTIVITIES SHALL BE REMOVED IMMEDIATELY. METHODS OF IMMEDIATE REMOVAL OF LARGE DEBRIS SUCH AS GRAVEL, DIRT CLOUDS, CONCRETE CHUNKS, MATERIAL CANISTERS, FORM WORK, ETC., SHALL BE AT THE CONTRACTOR'S DISCRETION, SUBJECT TO APPROVAL OF THE ENGINEER AND AIRPORT OPERATIONS. THE OPERATIONAL PAVEMENT MUST BE FREE OF ANY FOREIGN OBJECT DEBRIS (FOD) AT ALL TIMES.
7. ALL TRUCKS HAULING DEBRIS FROM THE AIRPORT OR MATERIAL TO THE PROJECT SHALL BE EQUIPPED WITH TAILGATES WHICH SHUT TIGHTLY AND DO NOT PERMIT DEBRIS TO SPILL FROM THE TAILGATE AREA. TRUCK BEDS SHALL BE SWEEP CLEAN BEFORE ENTERING THE AOA OR LEAVING THE WORK AREA. SIDEBOARDS SHALL BE KEPT IN GOOD REPAIR. UNDER NO CIRCUMSTANCES WILL TRUCKS BE PERMITTED TO BE LOADED GREATER THAN LEGAL LIMIT OR HIGHER THAN THE SIDEBOARDS. TRUCKS NOT MEETING THESE REQUIREMENTS OR THAT ALLOW MATERIAL TO BE WIND BLOWN OR TO ESCAPE THEIR CONTAINMENT BEDS WILL BE REMOVED FROM THE PROJECT IMMEDIATELY AT THE DIRECTION OF THE ENGINEER OR AIRPORT OPERATIONS.
8. THE CONTRACTOR'S C.S.O. WILL BE RESPONSIBLE FOR ALL OPERATIONAL PRECAUTIONS. PRIOR TO THE COMMENCEMENT OF THE WORK THE C.S.O. SHALL PROVIDE THE ENGINEER AND AIRPORT OPERATIONS AN OUTLINE OF A PROPOSED ACCIDENT AND FIRE PROTECTION PLAN FOR ALL WORK UNDER THE CONTRACT AND CONDUCT AT LEAST ONE SAFETY MEETING EACH WEEK FOR EACH SHIFT AND REQUIRE THE ATTENDANCE OF ALL SUPERVISORS AT SUCH MEETINGS. COPIES OF THE MINUTES OF SAFETY MEETINGS SHALL BE KEPT ON FILE IN THE CONTRACTOR'S FIELD OFFICE AND MADE AVAILABLE UPON REQUEST TO THE ENGINEER OR AIRPORT OPERATIONS.
9. MAXIMUM CONSTRUCTION TRAFFIC SPEED ON ALL AIRPORT PROPERTY SHALL BE 15 MPH.
10. THE CONTRACTOR SHALL PERFORM ALL CONSTRUCTION IN STRICT ACCORDANCE WITH THE REQUIREMENTS OF FAA ADVISORY CIRCULAR AC-150/5370-2G "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" AND THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).
11. CONTRACTOR SHALL HAVE RADIO MONITORING PERSONNEL (RMP) STATIONED AT ALL HAUL ROUTE CROSSINGS OF ACTIVE RUNWAYS AND/OR TAXIWAYS AT ALL TIMES DURING WORKING HOURS. RMPs SHALL CONTROL AND COORDINATE ALL CONSTRUCTION VEHICLE CROSSINGS WITH AIR TRAFFIC CONTROL (ATC). RMPs SHALL PERFORM FOD CHECKS ON ALL VEHICLES PRIOR TO CROSSING. SWEEPERS SHALL CLEAN FOD FROM ACTIVE RUNWAYS AND TAXIWAYS AFTER EACH CONSTRUCTION VEHICLE CROSSING.

UNDERGROUND UTILITIES
5 WORKING DAYS BEFORE YOU DIG
CALL 1-800-423-7287 HAWAII ONE CALL CENTER



Airports Division
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII



Duke Young
DUKE YOUNG, PE
CIVIL ENGINEER

4/30/24
Expiration Date

DSGN.	DRWN.	CHKD.	APPD.
HF	HT	JB	DY

KEY PLAN / NOTES:

NO.	DATE	REVISIONS
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CONSTRUCTION
DOCUMENTS

JULY 2022
DATE

PROJECT TITLE :

RELOCATE
RUNWAY 3-21

AT
LIHUE AIRPORT
LIHUE, KAUAI, HAWAII

PROJECT NO.:

AK1031-14

SHEET TITLE:

GENERAL NOTES 2

DATE :	DWG. NO. G0.07
07/2022	
SHEET :	
8 OF 376 SHEETS	

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