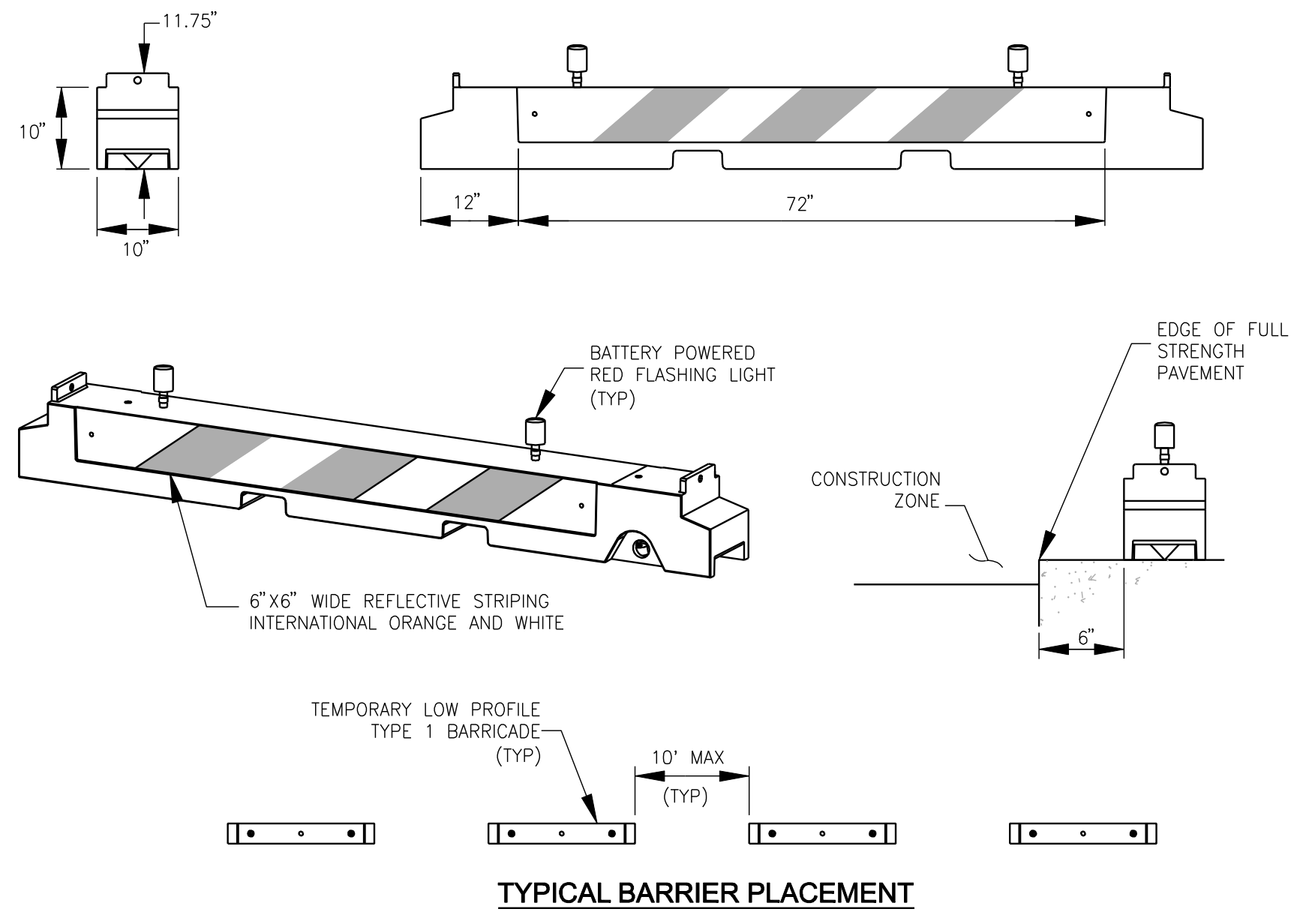


CONSTRUCTION PHASING GENERAL NOTES

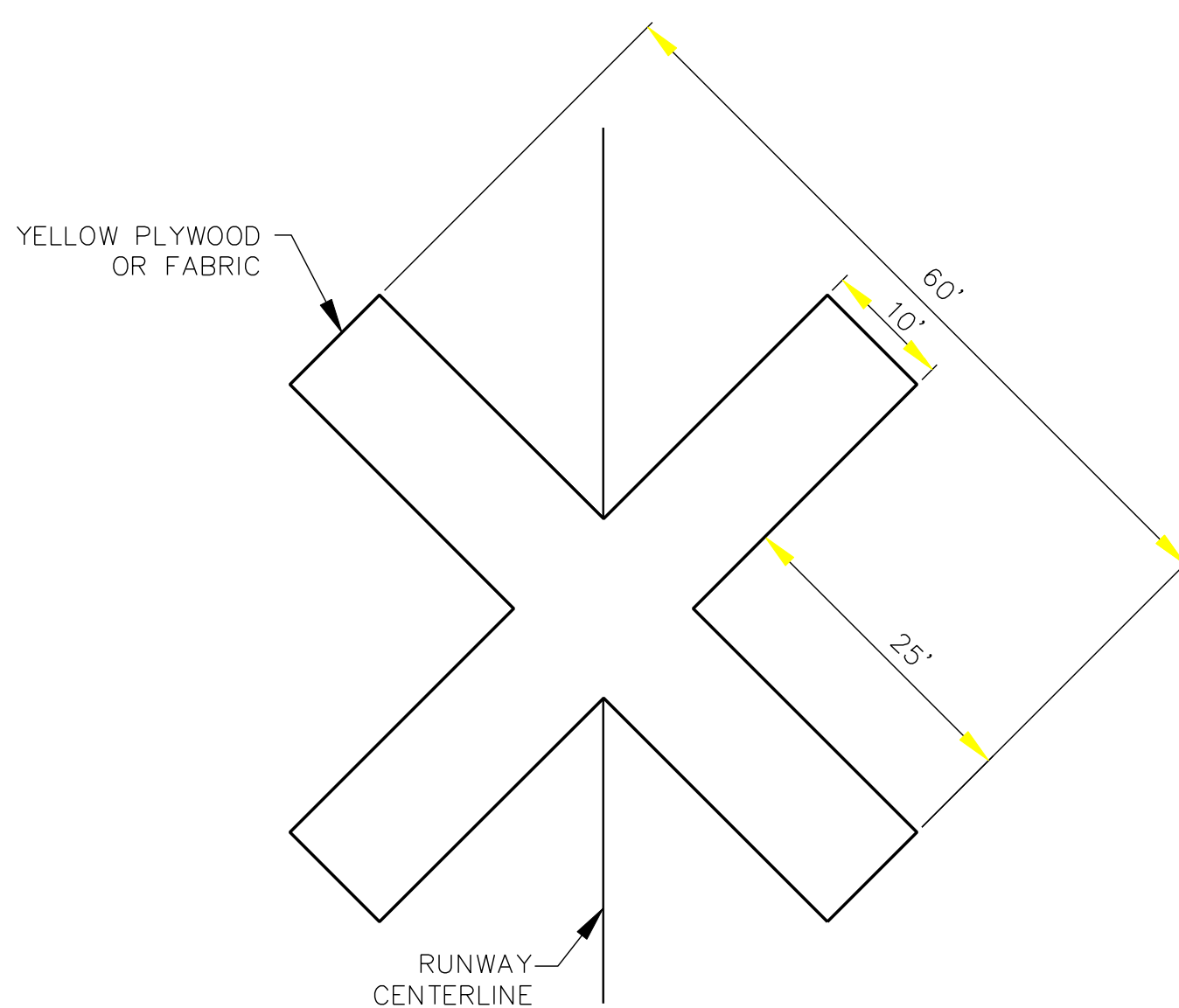
- THE CONTRACTOR SHALL COMPLETE THE PHASES IN THE GENERAL SEQUENCE AS OUTLINED IN THESE PLANS. THE CONTRACTOR SHALL SUBMIT FOR REVIEW TO THE ENGINEER AND OWNER ANY REQUESTED DEVIATIONS TO THE CONSTRUCTION PHASING AS SHOWN ON THE PLANS. ACCEPTANCE OF REQUESTED DEVIATIONS TO THE CONSTRUCTION PHASING IS AT THE OWNERS SOLE DISCRETION.
- THE AIRPORT RESERVES THE RIGHT TO CHANGE THE LIMITS AND SEQUENCE OF ANY CONSTRUCTION PHASE DURING THE PROJECT FOR AIRPORT OPERATIONAL PURPOSES. THE CONTRACTOR SHALL COOPERATE AND FULLY COMPLY WITH ANY MYF OPERATIONS PHASING MODIFICATIONS.
- THE CONTRACTOR SHALL DEVELOP AND SUBMIT A SAFETY PLAN TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO COMMENCING WORK. THE SAFETY PLAN SHALL INCORPORATE THE REQUIREMENTS AND CRITERIA AS IDENTIFIED IN THE CONTRACT DOCUMENTS, AND SHALL COMPLY WITH THE REQUIREMENTS OF AC 150/5370-2.
- ALL AOA PAVEMENT SURFACES SHALL BE OPEN FOR AIRCRAFT OPERATIONS AT ALL TIMES OTHER THAN THE DESIGNATED CLOSURES.
- CONSTRUCTION TRAFFIC SHALL YIELD TO AIRCRAFT AT ALL TIMES. THE CONTRACTOR SHALL NOT MOVE EQUIPMENT ONTO THE ACTIVE AOA WITHOUT MYF OPERATIONS APPROVAL. DELAYS RESULTING FROM AIRCRAFT MOVEMENTS SHOULD BE EXPECTED, EXPENSES OR COSTS RESULTING FROM SUCH DELAYS ARE INCIDENTAL TO THE PROJECT. ADJUSTMENTS FOR ADDITIONAL COMPENSATION AND TIME WILL NOT BE MADE FOR TIME LOST IN WORK AREAS CONTIGUOUS TO TAXIWAYS AND RUNWAYS DUE TO AIRCRAFT TRAFFIC.
- THE CONTRACTOR SHALL NOT CROSS AN ACTIVE RUNWAY OR TAXIWAY AND SHALL NOT ENCROACH INTO AN ACTIVE RSA OR TSA AT ANY TIME UNLESS ESCORTED BY MYF OPERATIONS AS DEFINED IN THE SPECIFICATIONS. VIOLATION COULD RESULT IN PERMANENT EJECTION FROM THE AIRPORT PROPERTY AND/OR AN ASSESSMENT OF FINES.
- THE CONTRACTOR SHALL COORDINATE WITH MYF PER THE FOLLOWING LIST; THIS LIST SHOULD NOT BE CONSIDERED A COMPREHENSIVE OR COMPLETE LIST OF ALL COORDINATION REQUIRED BUT SHALL BE TAKEN AS THE MINIMUM:
 - PRIOR TO THE START OF DAILY OR NIGHT TIME CONSTRUCTION ACTIVITIES - A MINIMUM OF 1-HOUR PRIOR TO START TIME.
 - FOR ALL ACTIVE RUNWAY AND TAXIWAY CLOSURES - A MINIMUM OF 72-HOURS PRIOR TO THE REQUESTED CLOSURE TIME.
 - FOR ALL WORK REQUIRING ISSUANCE OF A "NOTAM" - A MINIMUM OF 72-HOURS PRIOR NOTAM START TIME.
- LOW PROFILE BARRICADES AS SHOWN ON THE PLANS SHALL BE USED IN THE DELINEATION OF THE CONSTRUCTION AREAS OR CLOSED AIRFIELD PAVEMENT WITHIN THE AOA.
- INTERRUPTION OF THE EXISTING AIRFIELD LIGHTING SYSTEMS SHALL BE LIMITED TO DAYLIGHT HOURS ONLY. THE CONTRACTOR SHALL PROVIDE MYF AND THE ENGINEER, A SEVENTY-TWO (72) HOUR NOTICE PRIOR TO ANY REQUESTED INTERRUPTION.
- THE CONTRACTOR IS RESPONSIBLE FOR ANY TEMPORARY ELECTRICAL TIE-OVERS THAT WILL BE REQUIRED TO KEEP RUNWAY AND/OR TAXIWAY EDGE LIGHTS, OTHER AOA LIGHTING, AND RUNWAY AND TAXIWAY SIGNS IN OPERATION AT TIMES WHEN THE PAVEMENT AREAS ARE AVAILABLE TO AIRCRAFT TRAFFIC. THE CONTRACTOR IS RESPONSIBLE FOR ANY TEMPORARY ELECTRICAL TIE-OVERS OR OTHER METHODS AS DEEMED NECESSARY BY MYF OPERATIONS, FOR MAINTAINING THE OPERATION OF AIRPORT ELECTRICAL AND/OR NAVAIDS FACILITIES WHICH ARE OUTSIDE THE LIMITS OF CONSTRUCTION.
- PRIOR TO STARTING WORK IN ANY PHASE, ALL APPLICABLE AIRFIELD GUIDANCE SIGNS THAT DIRECT AIRCRAFT INTO THE WORK ZONES SHALL BE MASKED OR DE-ENERGIZED, AND ALL RUNWAY AND TAXIWAY LIGHTING SHALL BE DE-ENERGIZED FOR THE LIMITS OF THE WORK ZONES ONLY. ALL LEAD-IN AIRFIELD MARKINGS AS CALLED FOR ON THE PLANS SHALL BE OBLITERATED, AND ALL BARRICADES AND TEMPORARY MARKINGS SHALL BE INSTALLED AS SHOWN ON THE PLANS AND AS APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN BARRICADES, TEMPORARY RUNWAY AND TAXIWAY LIGHTING, TEMPORARY RUNWAY AND TAXIWAY SIGNS, FOR ALL RUNWAY/TAXIWAY CLOSURES AS INDICATED ON THE PHASING PLANS AND DETAILS. UPON COMPLETION OF EACH PHASE, THE CONTRACTOR SHALL REMOVE THE ASSOCIATED BARRICADES AND UNCOVER AIRFIELD SIGNS AND EDGE LIGHTS.
- ALL AIRPORT PROPERTY, INCLUDING EDGE LIGHTS AND NAVAID EQUIPMENT, SHALL BE PROTECTED AND REMAIN IN PLACE UNLESS OTHERWISE NOTED ON THE PLANS. THE CONTRACTOR SHALL COORDINATE WITH MYF OPERATIONS AND MAINTENANCE STAFF PRIOR TO MASKING OR DE-ENERGIZING ANY EXISTING GUIDANCE SIGNS AND/OR EDGE LIGHTS AS INDICATED. DAMAGE TO SIGNS, EDGE LIGHTS, NAVAIDS OR OTHER AIRPORT PROPERTY AS A RESULT OF CONTRACTOR'S ACTIVITIES SHALL BE REPAIRED AT THE CONTRACTOR'S SOLE EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.
- THE ROUTES AND AOA ACCESS LOCATIONS MAY NEED TO CHANGE DUE TO AIRPORT OPERATIONAL NEEDS, THE CONTRACTOR SHALL ADJUST AS REQUIRED OR REQUESTED BY AIRPORT OPERATIONS. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE OFF SITE HAUL ROUTES WITH THE JURISDICTIONAL AGENCY AND OBTAIN ANY REQUIRED PERMITS.
- THE CONTRACTOR SHALL COMPLY WITH ALL CITY, COUNTY AND STATE TRAFFIC REGULATIONS CONCERNING THE USE OF STREETS AND ROADWAYS FOR HAULING. ANY DAMAGE TO THE ROADWAYS DUE TO THE CONTRACTORS EQUIPMENT OR HAULING OPERATIONS SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AND AT NO ADDITIONAL COST TO THE OWNER.
- THE CONTRACTOR SHALL MAINTAIN 2-WAY TRAFFIC ON ALL EXISTING AIRPORT SERVICE AND PERIMETER ROADS AT ALL TIMES DURING THE CONSTRUCTION. SERVICE ROADS USED AS CONTRACTOR ROUTES WILL BE USED BY OTHER AIRPORT VEHICLES. THE CONTRACTOR SHALL NOT INTERFERE WITH OR IMPEDE AIRPORT VEHICLE TRAFFIC AND SHALL YIELD TO ARFF VEHICLES AND MYF OPERATIONS VEHICLES ALONG ALL AIRPORT SERVICE ROADS.
- THE CONTRACTOR SHALL REPAIR ANY DAMAGE CAUSED AS A RESULT OF THE CONTRACTOR'S ACTIVITIES TO THE AIR SIDE HAUL ROUTES AND/OR AIRFIELD PAVEMENT AND EXISTING IMPROVEMENTS ADJACENT TO THE CONSTRUCTION LIMITS. REPAIRS OR ANY REQUIRED REPLACEMENTS SHALL BE CARRIED OUT PRIOR TO SUBSTANTIAL COMPLETION OF THIS PROJECT AND/OR DURING THE PROJECT WHEN DEEMED NECESSARY BY MYF OPERATIONS, TO THE SATISFACTION OF THE ENGINEER AND AT THE SOLE EXPENSE OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL CONSTRUCTION TRAFFIC WITHIN THE SPECIFIED HAUL ROUTES AS SHOWN ON THE CONSTRUCTION PHASING PLAN OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR IS RESPONSIBLE FOR THE OPERATION, INCLUDING SUPPLYING ALL FUEL AND RE-FUELING OPERATIONS, AND THE INITIAL SERVICING AND ALL SERVICING AND MAINTENANCE REQUIRED DURING THE CONSTRUCTION PERIOD OF THE TWO (2) OWNER PROVIDED LIGHTED "X" RUNWAY CLOSURE SIGNALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND SUBSEQUENT REMOVAL OF THE LIGHTED "X" RUNWAY CLOSURE SIGNALS FOR ALL RUNWAY 10L-28R AND RUNWAY 5-23 CLOSURES. IN ADDITION AND FOR THE DURATION OF THE CONSTRUCTION WORK ONLY, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN WITHIN THE AOA A STANDBY LIGHTED "X" RUNWAY CLOSURE SIGNAL PER THE DETAIL ON THIS SHEET AND THE SPECIFICATIONS. PLACEMENT AND REMOVAL OF THE LIGHTED 'X'S FOR THE RUNWAY CLOSURES SHALL BE COORDINATED WITH MYF AND SHALL BE IN ACCORDANCE WITH THE CONSTRUCTION PHASING PLAN.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ANY TEMPORARY DRAINAGE SYSTEMS WITHIN EACH PHASE WORK LIMITS AS NECESSARY TO MAINTAIN THE EXISTING DRAINAGE PATTERNS. ANY SUCH TEMPORARY MEASURES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION AND SHALL NOT IMPACT AOA OPERATIONS.
- AT THE PRE-CONSTRUCTION MEETING THE CONTRACTOR SHALL SUBMIT A DETAILED CONSTRUCTION SCHEDULE FOR REVIEW AND APPROVAL BY THE ENGINEER. THE CONTRACTOR SHALL REVISE THIS SCHEDULE ON A WEEKLY BASIS DURING THE PROJECT IF THE ENGINEER DEEMS THE PROGRESS OF THE WORK NOT TO BE IN ACCORDANCE WITH THE APPROVED SCHEDULE.
- CONSTRUCTION PERSONAL, EQUIPMENT AND/OR MATERIAL SHALL NOT PENETRATE THE RUNWAY OFZ AS DEFINED IN AC 150/5300-13 FOR AN OPERATIONAL RUNWAY. THE CONTRACTOR SHALL COMPLY WITH ANY HEIGHT LIMITS SHOWN ON THE PLANS.
- ALL CONTRACTOR VEHICLES, INCLUDING HAULING VEHICLES, CONSTRUCTION EQUIPMENT (ROLLERS, BACK HOES, SCRAPERS, ETC.) THAT ARE AUTHORIZED TO OPERATE ON THE AIRPORT WITHIN THE DESIGNATED LIMITS OF CONSTRUCTION OR HAUL ROUTES AS DEFINED HEREIN, SHALL DISPLAY A 3'X3' OR LARGER ORANGE AND WHITE CHECKERBOARD FLAG IN FULL VIEW ABOVE THE VEHICLE. EACH CHECKERBOARD COLOR SHALL BE ONE-FOOT (1') SQUARE. OPERATIONS DURING PERIODS OF DARKNESS OR LIMITED VISIBILITY SHALL REQUIRE THE CONTRACTORS VEHICLES TO BE EQUIPPED WITH ROTATING OR FLASHING AMBER LIGHTS. DURING SUCH PERIODS, HAULING VEHICLES NOT EQUIPPED WITH THE REQUIRED LIGHTS SHALL BE ESCORTED BY A VEHICLE SO EQUIPPED.
- ANY WORK WITHIN THE RUNWAY SAFETY AREA (RSA) AND RUNWAY OBSTACLE FREE ZONE REQUIRES A TEMPORARY CLOSURE OF THE RUNWAY. ANY WORK WITHIN THE TAXIWAY SAFETY AREA (TSA) REQUIRES A TEMPORARY CLOSURE OF THE TAXIWAY. THE CONTRACTOR SHALL SUBMIT WRITTEN NOTICE IN THE FORM OF A WEEKLY SCHEDULE OF CLOSURES, 72-HOURS PRIOR TO THE ANTICIPATED START OF WORK, WITHIN THE SAFETY AREAS.
- PRIOR TO RE-OPENING A TEMPORARILY CLOSED RUNWAY, THE RUNWAY OFZ AND RSA MUST BE RETURNED TO THE FAA STANDARDS CRITERIA OUTLINED IN ADVISORY CIRCULAR 150/5370-2E. THIS CRITERIA PROHIBITS LEAVING ANY OPEN EXCAVATIONS, ANY PAVEMENT EDGE DROP OFF GREATER THAN THREE (3) INCHES, AND ANY GRADES STEEPER THAN FIVE (5) PERCENT WITHIN TWO-HUNDRED (200) FEET OF THE RUNWAY CENTERLINE. THE CONTRACTOR SHALL CARRY OUT AND SCHEDULE THE WORK ACCORDINGLY.
- PRIOR TO RE-OPENING A TEMPORARILY CLOSED RUNWAY OR TAXIWAY, THE PAVEMENT MUST BE THOROUGHLY CLEANED OF ALL FOREIGN OBJECT DEBRIS (FOD). THE CONTRACTOR SHALL ARRANGE TO HAVE THE ENGINEER AND MYF OPERATIONS INSPECT THE SITE TO CONFIRM THAT THE PAVEMENT IS BEING LEFT IN A SATISFACTORY AND CLEAN CONDITION. THE CONTRACTOR SHALL ALLOW SUFFICIENT TIME TO MAKE ANY CORRECTIONS TO PAVEMENT FOUND TO BE DEFICIENT BEFORE OPENING THE PAVEMENT TO AIRCRAFT MOVEMENT. ANY PAVEMENT THAT DOES NOT PASS THE ENGINEER'S AND MYF OPERATIONS' INSPECTION SHALL REMAIN CLOSED UNTIL CORRECTIVE MEASURES ARE COMPLETED BY THE CONTRACTOR AND APPROVED BY MYF OPERATIONS. THE CONTRACTOR SHALL BE SUBJECT TO DAMAGES PER THE SPECIFICATIONS FOR LATE RE-OPENING OF PAVEMENTS TO AIR TRAFFIC.
- EXISTING PAVEMENT MARKINGS THAT HAVE BEEN OBLITERATED, DISTURBED, OR REMOVED DURING THE CONSTRUCTION PROCESS, MUST BE REINSTATED PRIOR TO OPENING THE PAVEMENT TO AIRCRAFT TRAFFIC. SUFFICIENT TIME BETWEEN PAVEMENT MARKING APPLICATION AND THE OPENING TO AIRCRAFT TRAFFIC SHALL BE PROVIDED FOR THE MARKINGS TO THOROUGHLY DRY.
- CONSTRUCTION MATERIAL STOCKPILING SHALL NOT BE ALLOWED WITHIN THE ROFZ, RSA AND/OR TSA. THE PLACEMENT AND SPREADING OF MILLINGS WITHIN THE DESIGNATED AREA CAN PROCEED DURING THE DAY IN THE AREAS OUTSIDE THE AIRPORT APPROACH SURFACES, THE ROFZ, RSA, AND TSA.
- PRIOR TO SUBSTANTIAL COMPLETION THE CONTRACTOR SHALL RESTORE THE STAGING AREAS TO THE CONDITION PRIOR TO MOBILIZATION AND TO THE SATISFACTION OF THE ENGINEER.



NOTES:

- CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING PROPER POSITIONING AND OPERATION OF ALL BARRICADES.
- ADDITIONAL SANDBAGS AND/OR ANCHORS MAY BE REQUIRED TO HOLD THE BARRICADES IN PLACE WHERE EXPOSED TO PROP WASH OR JET BLAST. SANDBAGS AND ANCHORS ARE INCIDENTAL TO THE ITEM.
- LIGHTS TO BE 3" RED LEXAN HIGH-INTENSITY FLASHING OMNI-DIRECTIONAL LIGHTS OPERATIONAL FROM DUSK TO DAWN (BATTERY TO BE REPLACED EVERY 7 DAYS)
- FACING OF BARRICADE TO BE COVERED WITH PRE ATTACHED ORANGE AND WHITE HIGH-INTENSITY REFLECTIVE STRIPING (AIRCRAFT MOVEMENT SIDE ONLY).
- BARRICADES TO BE PLACED WITH A MAXIMUM OF 10' SPACING ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS INDICATED ON THE CONSTRUCTION PHASING PLAN OR AS DIRECTED BY THE AIRPORT.

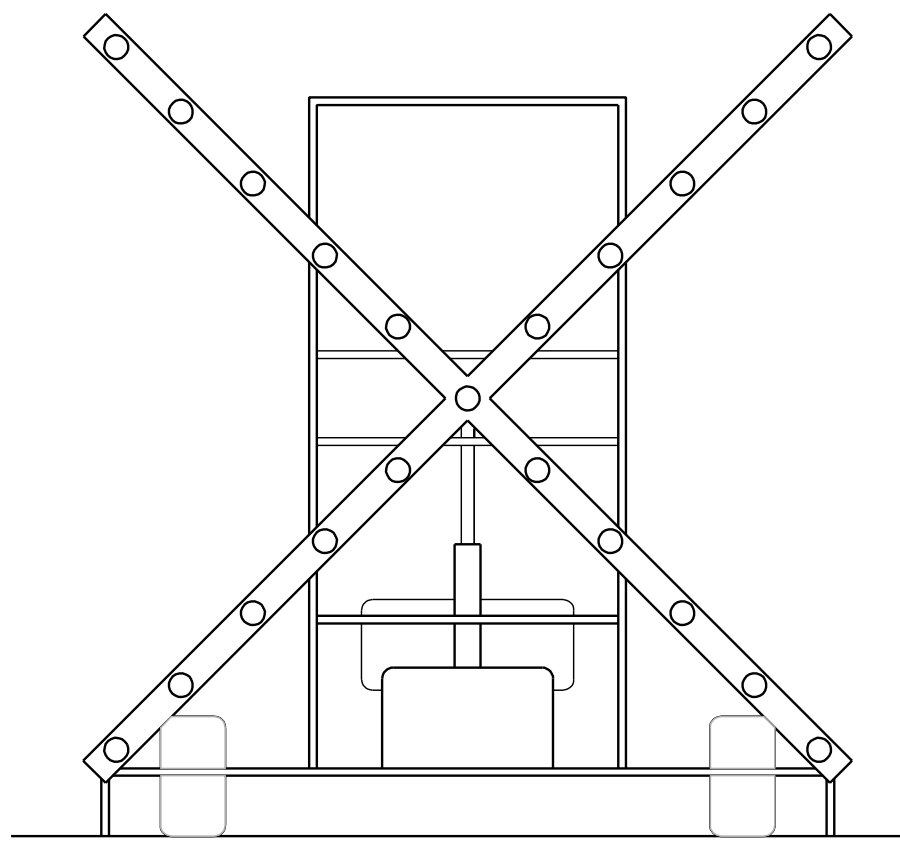
1 TYPE I LOW PROFILE BARRICADE
MULTI-BARRIER TYPE AR-10x96 OR APPROVED EQUAL N.T.S.



NOTES:

- VISIBILITY OF TEMPORARY CLOSED RUNWAY MARKINGS SHALL BE ENHANCED FOR DAYTIME WITH A 6-INCH BLACK BORDER AND FOR NIGHTTIME WITH LIGHTS.

3 TEMPORARY RUNWAY CLOSURE MARKING
N.T.S.



NOTES:

- THE LIGHTED "X" RUNWAY CLOSURE SIGNAL SHALL:
- BE A PORTABLE, TOWABLE UNIT THAT CAN BE QUICKLY REMOVED FROM THE RUNWAY.
 - CONSIST OF CLEAR INCANDESCENT LAMPS OR TRANSMIT A WHITE COLOR, ARRANGED IN THE SHAPE OF A LETTER "X" WITH ARMS CROSSED AT AN APPROPRIATE ANGLE TO MAKE THE "X" DISCERNIBLE. THE ARMS SHALL BE PAINTED YELLOW ON ALL SIDES SO THAT THE UNIT WILL BE CLEARLY VISIBLE WHEN IT IS IN POSITION.
 - BE ENERGIZED BY A PORTABLE POWER SUPPLY.
 - BE CONTROLLED SO THAT THE LIGHTED SIGNAL WILL FLASH AT AN APPROXIMATE RATE OF 2.5-3 SECONDS "ON" AND 1-2.5 SECONDS "OFF".
 - VISIBLE TO THE PILOT AT A RANGE OF AT LEAST 5 NAUTICAL MILES.
 - RECOGNIZABLE AS A LETTER "X" FROM A RANGE OF AT LEAST 1 NAUTICAL MILE.
 - PROVIDE LAMP DIMMING CAPABILITY FOR NIGHTTIME OPERATIONS.
 - PRODUCE A SIGNAL THAT PROVIDES A HORIZONTAL COVERAGE TO AT LEAST 15 DEGREES ON EACH SIDE OF THE RUNWAY CENTERLINE, AND A VERTICAL COVERAGE FROM 0 DEGREES TO 10 DEGREES ABOVE HORIZONTAL, BOTH DAY AND NIGHT, AT A RANGE OF 1 NAUTICAL MILES.
 - ADJUSTABLE AIMING AND LEVELING TO ALLOW TILTING TO AN OPTIMUM ANGLE OF THREE DEGREES FROM VERTICAL.
 - WITHSTAND A MINIMUM WIND SPEED OF AT LEAST 40 MPH WITHOUT AFFECTING AIMING OR OPERATION.
 - INCLUDE AN ILLUMINATED FAILURE INDICATOR THAT IS VISIBLE FROM THE BACK (RUNWAY SIDE) OF THE UNIT.
 - INCLUDE AN OPERATIONS PLACARD IN A CONSPICUOUS LOCATION THAT INSTRUCTS OPERATORS TO VISUALLY CHECK THE OPERATION OF THE DEVICE EVERY TWO HOURS.
 - ONE PERSON SET UP IN LESS THAN 5 MINUTES.
 - DIESEL PORTABLE POWER WITH ADAPTER TO RUN DIRECTLY FROM ELECTRICAL OUTLETS.
 - TRAILER HITCH OPTIONS INCLUDING TANDEN TOWING FOR ON-AIRPORT OPERATIONS.
 - ABILITY TO PROVIDE UP TO 120 HOURS OF CONTINUOUS OPERATION.
 - FAIL SAFE PROTECTION TO ENSURE THAT THE UNIT STAYS ON AS CONTINUOUS LIGHT IF THE FLASHER UNIT SHOULD FAIL.
 - DIMENSIONING AND LIGHTING ARRANGEMENT SHALL FOLLOW THE DESIGN RECOMMENDATION OF THE FAA/AC 150/5345-55

2 LIGHTED 'X' RUNWAY CLOSURE SIGNAL
N.T.S.

ENGINEER OF WORK
[Signature]
E. VINCENT HOURIGAN R.C.E. 46919 DATE



J-095240038

PLANS FOR THE IMPROVEMENT OF :			
MONTGOMERY FIELD			
RUNWAY 10L-28R PAVEMENT REHABILITATION			
PHASING AND CONSTRUCTION SAFETY DETAILS			
CITY OF SAN DIEGO, CALIFORNIA		WBS NO. <u>S-00680</u>	
AIRPORTS DIVISION		PROJECT NO. <u>XXXXXXXX</u>	
SHEET 43 OF 63 SHEETS			
FOR CITY ENGINEER	DATE	V.T.M. <u>XXXXXXXX</u>	
DESCRIPTION	BY	APPROVED	DATE FILMED
ORIGINAL	KHA		
		PROJECT MANAGER	
		JASON GRANI	
		XXX-XXXX	
		NAD 83 COORDINATES	
		XXX-XXXX	
		LAMBERT COORDINATES	
AS-BUILTS			
CONTRACTOR	DATE STARTED		
INSPECTOR	DATE COMPLETED		
		35362-43-D	

100% SUBMITTAL