

THE CONTRACTOR SHALL COMPLY WITH THE FOLLOWING PROVISIONS. NO DIRECT PAYMENT FOR THIS WORK WILL BE MADE EXCEPT AS SPECIFICALLY STATED HEREIN AND ON THE PLANS. OTHERWISE, PAYMENT SHALL BE INCIDENTAL TO THE APPROPRIATE BID ITEMS.

A. USE OF PREMISES AND MAINTENANCE OF AIRPORT TRAFFIC

1. DELIVERY OF EQUIPMENT AND MATERIALS TO THE AREA OF WORK SHALL BE BY WAY OF THE ACCESS ROUTE SHOWN ON THE SAFETY PLAN, OR DESIGNATED BY THE OWNER OR ENGINEER.
2. ALL ROUTES ON AIRPORT PROPERTY USED BY THE CONTRACTOR TO MOVE MATERIAL AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN A CONDITION ACCEPTABLE AND AT NO ADDITIONAL COST TO THE OWNER.
3. ALL VEHICLES OF THE CONTRACTOR'S FORCES SHALL BE PARKED IN AREAS DESIGNATED ON THE SAFETY PLAN. VEHICLES NOT COVERED BY THE CONTRACTOR'S UMBRELLA LIABILITY, WILL NOT BE ALLOWED WITHIN THE SECURITY AREA OF THE AIRPORT.
4. WHENEVER THE CONTRACTOR IS PERFORMING WORK ON A RUNWAY/TAXIWAY, WITHIN 250 FT OF A RUNWAY CENTERLINE, OR WITH 107 FT OF A TAXIWAY CENTERLINE, THE RUNWAY/TAXIWAY OR A PORTION OF THE RUNWAY/TAXIWAY WILL BE CLOSED. HOWEVER, AIRCRAFT OPERATIONS SHALL ALWAYS HAVE THE RIGHT-OF-WAY, AND THE CONTRACTOR SHALL NOT ALLOW HIS EMPLOYEES, SUBCONTRACTORS, MATERIAL MEN, OR ANY OTHER PERSONS OVER WHOM HE HAS CONTROL, TO ENTER OR REMAIN UPON OR ALLOW ANY PLANT OR MATERIALS TO BE BROUGHT OR TO REMAIN UPON ANY PART OF THE AIRPORT WHICH, IN THE OPINION OF THE ENGINEER, WOULD BE A HAZARDOUS LOCATION. SHOULD THE ENGINEER DEEM THE CONTRACTOR TO BE TOO CLOSE TO A PORTION OF THE AIRFIELD USED BY AIRCRAFT, HE MAY IN HIS SOLE DISCRETION ORDER THE CONTRACTOR TO SUSPEND HIS OPERATIONS, REMOVE HIS PERSONNEL, PLANT, EQUIPMENT, AND MATERIALS TO A SAFE DISTANCE.

C. SAFETY REQUIREMENTS DURING CONSTRUCTION

1. GENERAL SAFETY REQUIREMENTS

- A. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE AIRPORT OF HIS INTENT TO CLOSE ANY PORTION OF AN ACTIVE AIR OPERATIONS AREA AT LEAST 48 HOURS PRIOR TO THE START OF CONSTRUCTION. PRIOR TO CLOSING, THE APPROPRIATE NOTAMS WILL BE ISSUED. THE DAY THE CLOSING TAKES EFFECT, ALL PAVEMENT CLOSURE MARKINGS WILL BE IN PLACE IN ACCORDANCE WITH FAA REQUIREMENTS AND THE DETAILED CONSTRUCTION DRAWINGS. EACH CROSS WILL BE RELOCATED IMMEDIATELY OFF THE END OF THE RUNWAY PAVEMENT WHEN THE CONTRACTOR IS WORKING IN THAT AREA. ALL EDGE LIGHTS OF THE RUNWAY WILL BE SHUT OFF OR COVERED AND WILL REMAIN SO UNTIL THE RUNWAY IS RE-OPENED.
- B. TAXIWAYS WILL BE CLOSED TO AIRCRAFT BY PLACING TEMPORARY TAXIWAY CLOSED MARKERS ACROSS THE TAXIWAY PAVEMENT AT THE LOCATIONS SHOWN ON THE PLANS.
- C. ALL VEHICLES OF THE CONTRACTOR'S FORCES SHALL BE PARKED WITHIN THE AREAS DESIGNATED ON THE PLANS. OVERTIGHT PARKING FOR EQUIPMENT AND STORAGE OF MATERIALS SHALL BE WITHIN THE CONTRACTOR'S STAGING AREAS.
- D. SPEED OF VEHICLES ON THE AIRFIELD WILL BE LIMITED TO 10 MILES PER HOUR WITHIN AN ACTIVE AIR OPERATIONS AREA.
- E. WORK WILL BE CARRIED ON IN SUCH A MANNER AS TO LEAVE THE PORTION OF THE AIRPORT OPEN TO AIRCRAFT OPERATIONS FREE FROM HAZARDS AT ALL TIMES. PAVED SURFACES SHALL BE KEPT CLEAN AND FREE OF ALL DIRT, STONES, ETC. MATERIAL TRACKED ONTO PAVED SURFACES SHALL BE REMOVED CONTINUOUSLY. WASTE AND LOOSE MATERIAL CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEARS, PROPELLERS, OR JET ENGINES SHALL NOT BE TOLERATED ON THE AIRFIELD.
- F. THE CONTRACTOR SHALL MAN AND MAINTAIN A SELF-PROPELLED TRUCK TYPE VACUUM SWEEPER ON SITE DURING ALL HOURS THAT WORK IS IN PROGRESS.
- G. IN CASE OF EMERGENCY, THE CONTRACTOR SHALL MAKE EVERY EFFORT TO REMOVE THE EQUIPMENT AND PERSONNEL FROM THE AFFECTED AREA AND AIDE BY ANY DECISIONS CONCERNING EQUIPMENT AND PERSONNEL MADE BY THE OWNER OR HIS REPRESENTATIVE.
- H. THE CONTRACTOR SHALL COOPERATE WITH THE AIRPORT USERS THROUGH THE PROJECT ENGINEER IN SCHEDULING HIS OPERATIONS TO PROVIDE ADEQUATE CLEARANCE FOR SAFE AIRCRAFT PARKING, FUELING, MAINTENANCE, LOADING OR UNLOADING, MANEUVERING, OR TAXIING OPERATIONS.
- I. THE CONTRACTOR SHALL COMPLY WITH ALL AIRPORT SECURITY REQUIREMENTS (SUBJECT TO SUPERVISION OF THE WORK FOR NON-COMPLIANCE)
- J. THE CONTRACTOR SHALL CONTROL AND COORDINATE HIS MATERIAL (SUPPLIES) HAULING TO AND FROM THE WORK AREA (WHEN WORKING WITHIN THE RESTRICTED AIRPORT OPERATIONS AREAS AS SHOWN ON THE PLANS AND/OR DESCRIBED HEREIN)
- K. THE CONTRACTOR SHALL ASSUME ALL LIABILITY FOR THE ACTIONS OF HIS EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, REPRESENTATIVES, VISITORS, AND OTHERS WHO ARE PERMITTED ENTRY INTO AIRPORT OPERATIONS AREAS.

L. OPEN TRENCHES AND STOCKPILED MATERIALS SHALL BE PROMINENTLY MARKED WITH RED FLAGS AND LIGHTED BY LIGHT UNITS ACCEPTABLE TO THE OWNER AND THE ENGINEER DURING HOURS OF RESTRICTED VISIBILITY AND DARKNESS

THE CONTRACTOR'S SUPERINTENDENT AND OTHER KEY PERSONNEL, THE RESIDENT INSPECTOR, AND THE ENGINEER WILL FURNISH NAME, ADDRESS, AND TELEPHONE NUMBER WHERE THEY CAN BE REACHED 24 HOURS A DAY IN CASE OF AN EMERGENCY.

NO BURNING OF DEBRIS WILL BE PERMITTED ON THE SITE, UNLESS SPECIFICALLY STATED HEREIN AND AT LOCATIONS DESIGNATED ON THE PLANS.

CONTRACTOR SHALL UTILIZE WATER TO CONTROL DUST. MATERIAL STOCKPILES WILL BE COVERED, IF NECESSARY.

TEMPORARY PLANTS MUST BE EQUIPPED WITH DUST COLLECTORS.

SECURITY AND SAFETY WILL BE DISCUSSED WITH THE CONTRACTOR AT THE PRECONSTRUCTION MEETING AND WITH THE CONTRACTOR'S FORCES ON THE SITE PRIOR TO THE START OF CONSTRUCTION, AND AT PROGRESS MEETINGS AT THE SITE.

ALL CONSTRUCTION ACTIVITY ON THE AIRFIELD WILL BE COORDINATED WITH THE OWNER AND FAA.

DAMAGES TO FACILITIES ON THE GROUNDS RESULTING FROM THE HAULING OR STORAGE OF MATERIALS, OR OTHER ACTIVITIES IN CONNECTION WITH THE EXECUTION OF THE CONTRACT WORK, SHALL BE REPAIRED AND PLACED IN AS GOOD OR BETTER CONDITION AS WHEN FOUND BY THE CONTRACTOR. CONTRACTOR SHALL MAINTAIN THE EXISTING AIRFIELD PAVEMENT IN GOOD CONDITION AT ALL TIMES AT HIS EXPENSE.

NOTAMS – THE AIRPORT OWNER IS RESPONSIBLE FOR AND ISSUES THE NECESSARY NOTAMS TO REFLECT HAZARDOUS CONDITIONS. IT IS IMPORTANT THAT NOTAMS BE KEPT CURRENT AND REFLECT THE ACTUAL CONDITION WITH RESPECT TO CONSTRUCTION SITUATIONS.

ANY VEHICLE WHICH MUST TRAVEL IN THE ACTIVE PORTION OF THE AIRFIELD MUST HAVE AN ORANGE AND WHITE CHECKED FLAG OR YELLOW BEACON AND MUST HAVE COMPANY NAME ON BOTH SIDES OF VEHICLE.

DETAILED SAFETY PROVISIONS

THE FOLLOWING SAFETY REQUIREMENTS SHALL BE ADHERED TO DURING CONSTRUCTION:

RUNWAY	PROTECTED DISTANCE FROM RUNWAY
14-32	250 FEET
5-23R	250 FEET
5R-23L	250 FEET

RUNWAY APPROACH AREAS – NO WORK SHALL BE PERFORMED IN THE APPROACH OR DEPARTURE ZONES OF AN ACTIVE RUNWAY, EXCEPT GREATER THAN 300' FROM A TEMPORARY DISPLAY THRESHOLD.

TAXIWAYS – A 107' MINIMUM CLEARANCE FROM THE CENTERLINE SHALL BE MAINTAINED WHERE CONSTRUCTION ACTIVITY IS CONDUCTED ADJACENT TO AN ACTIVE TAXIWAY.

TRENCHES, EXCAVATIONS, AND STOCKPILED MATERIAL – OPEN TRENCHES OR EXCAVATIONS EXCEEDING 3" IN DEPTH AND 3" IN WIDTH OR STOCKPILED MATERIAL WILL NOT BE PERMITTED WITHIN THE LIMITS OF THE SAFETY AREAS OF OPERATIONAL RUNWAYS OR TAXIWAYS. COVERINGS FOR OPEN TRENCHES OR EXCAVATIONS SHALL BE OF SUFFICIENT STRENGTH TO SUPPORT THE WEIGHT OF THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY OR TAXIWAY. SAFETY AREA DIMENSIONS BASED ON THE ACTUAL CATEGORY OF THE RUNWAY AND TAXIWAY UTILIZATION DURING CONSTRUCTION ACTIVITIES ARE AS FOLLOWS:

*RUNWAY SAFETY AREA WIDTH	*TAXIWAY SAFETY AREA WIDTH
RUNWAY 14-32	214 FEET
500 FEET	
RUNWAY 5L-23R	
500 FEET	
RUNWAY 5R-23L	
500 FEET	

*SAFETY AREA IS CENTERED ABOUT AND ENCOMPASSES THE RUNWAY PAVEMENT.

RADIO COMMUNICATIONS – CONTRACTOR WHEN WORKING ON OR WITHIN 250' OF THE CENTERLINE OF A RUNWAY SHALL MONITOR THE GROUND CONTROL FREQUENCY (121.9 MHz) CONTINUOUSLY.

(6) GENERAL REQUIREMENTS

ALL WORK WHICH IS TOO CLOSE TO AN ACTIVE RUNWAY OR TAXIWAY TO BE PERFORMED UNDER OPERATIONAL CONDITIONS SHALL BE PERFORMED WHEN THE RUNWAY OR TAXIWAY IS NOT IN USE. SUCH WORK SHALL NOT BE ACCOMPLISHED WITHOUT PRIOR PERMISSION FROM THE AIRPORT OWNER.

CONTRACTOR SHALL BE PREPARED TO REMOVE ALL OF HIS VEHICLES, EQUIPMENT, AND PERSONNEL OUTSIDE OF THE RUNWAY RESTRICTED AREAS (250 FT EITHER SIDE OF RUNWAY CENTERLINE) DURING AN AIRCRAFT OPERATIONAL EMERGENCY.

CONTRACTOR SHALL NOT ENTER UPON OR ENCROACH CLOSER THAN 107 FT OF AIRCRAFT PARKING AREAS OR OPERATIONAL TAXIWAY CENTERLINES WITHOUT PRIEST OBTAINING PERMISSION FROM THE ENGINEER.

CONTRACTOR SHALL NOT PARK UNATTENDED VEHICLES OR EQUIPMENT OF ANY KIND WITHIN 250' OF THE CENTERLINE OF AN ACTIVE RUNWAY OR WITHIN 107 FT OF THE CENTERLINE OF AN ACTIVE TAXIWAY AT ANY TIME.

CONTRACTOR SHALL USE ONLY ONE DESIGNATED AIRFIELD ACCESS AT ANY TIME, UNLESS PERMITTED OTHERWISE BY THE ENGINEER.

CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING UNAUTHORIZED AIRFIELD ENTRY BY THE CONTRACTOR'S EMPLOYEES, HIS SUBCONTRACTORS, OR THEIR SUPPLIERS.

CONTRACTOR TO RESTORE ALL HAUL ROADS TO ORIGINAL CONDITION UPON COMPLETION OF HIS USE.

BARRICADES, ELECTRIC LANTERNS, SNOW FENCE, OR TRAFFIC CONE, SHALL BE HELD IN PLACE WITH SIMILARLY COLORED SAND BAGS OR OTHER APPROVED MEANS, FURNISHED, PLACED, RELOCATED, AND REMOVED BY THE CONTRACTOR AS DIRECTED.

CONTRACTOR TO FURNISH AND INSTALL STOP SIGNS AS REQUIRED TO CONTROL CONSTRUCTION RELATED TRAFFIC CROSSING ACTIVE AIRFIELD AREAS.

OPEN-FLAME WELDING OR TORCH CUTTING OPERATIONS SHALL BE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS ARE PROVIDED AND HAVE BEEN APPROVED BY THE OWNER AND ENGINEER.

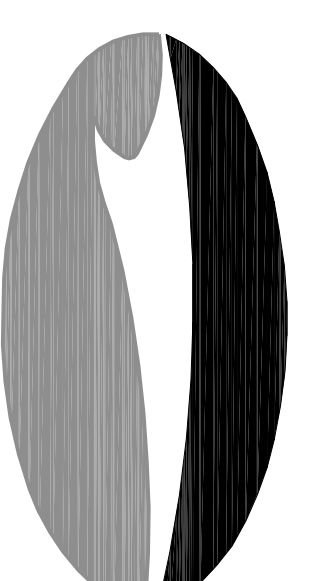
OPEN TRENCHES, EXCAVATIONS, AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL BE PROMINENTLY MARKED WITH RED OR ORANGE FLAGS AND LIGHTED BY RED LIGHT UNITS (ACCEPTABLE TO THE AIRPORT OWNER AND THE ENGINEER) DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS. FLASHING RED LIGHTS (TYPE A) OR STEADY BURNING RED LIGHTS (TYPE C) MEETING THE REQUIREMENTS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" SHALL BE USED.

STOCKPILED MATERIAL SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT BLAST OR WIND CONDITIONS.

DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS, THE CONTRACTOR SHALL ILLUMINATE ALL TEMPORARY RUNWAY CLOSURE CROSSES AND RESTRICTED ZONE MARKERS WITH FLASHING BATTERY-PAK LIGHTS MEETING THE REQUIREMENTS OF PARAGRAPH B(2) ABOVE.

MOTORIZED VEHICLES

WHEN ANY VEHICLE OTHER THAN THOSE ROUTINELY USED IN AIRCRAFT MOVEMENT AREAS AND RUNWAY APPROACH AREAS IS REQUIRED TO TRAVEL OVER ANY PORTION OF THESE AREAS, IT SHALL BE ESCORTED BY A VEHICLE PROPERLY IDENTIFIED TO OPERATE IN THE AREA OR PROVIDED WITH EITHER A FLAG ON A STAFF ATTACHED TO THE VEHICLE SO THAT THE FLAG WILL BE READILY VISIBLE. A YELLOW FLASHING DOME TYPE LIGHT, THE FLAG SHALL NOT BE LESS THAN 3'-FEET SQUARE CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES OF NOT LESS THAN 1'-FOOT ON EACH SIDE AND DISPLAYED IN FULL VIEW ABOVE THE VEHICLE. ANY VEHICLE OPERATING ON THE MOVEMENT AREA DURING THE HOURS OF DARKNESS SHALL BE EQUIPPED WITH A YELLOW FLASHING DOME-TYPE LIGHT, THE COLOR TO BE IN ACCORDANCE WITH LOCAL AND/OR STATE CODES. THE CONTRACTOR SHALL CHECK FOR GUIDANCE ON ADDITIONAL IDENTIFICATION AND CONTROL OF CONSTRUCTION EQUIPMENT WITH THE AIRPORT MANAGER. ALL VEHICLES MUST ALSO BE MARKED ON BOTH SIDES WITH COMPANY NAME OR LOGO.



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