GENERAL SAFETY AND PHASING NOTES

1. UTILITY AND EMERGENCY TELEPHONE NUMBERS

   - EMERGENCY:911
   - AIRPORT PUBLIC SAFETY:319.731.5722
   - AIR TRAFFIC CONTROL TOWER:319.558.5060
   - CEDAR RAPIDS GROUND FREQ:121.6 MHz.
   - CEDAR RAPIDS TOWER FREQ. & COMMON AIR TRAFFIC FREQ. (CTAF):118.7
   - AIRPORT ADMINISTRATION:319.362.3131
   - FAA AIRWAY FACILITIES:319.558.5151
   - IOWA ONE-CALL:800.292.8989

2. EMERGENCY POLICE AND MEDICAL RESPONSE PROCEDURES:

   - CALL: 911
   - NOTIFY AIRPORT PUBLIC SAFETY: 319.731.5722

3. THE CONTRACTOR IS REQUIRED TO UTILIZE THE IOWA ONE-CALL SERVICE PRIOR TO EXCAVATING ANYWHERE ON THE PROJECT. ALL UNDERGROUND UTILITIES NOT SCHEDULED TO BE REMOVED MUST BE PROTECTED AND SUPPORTED (IF NECESSARY) DURING CONSTRUCTION.

4. OPEN TRENCHES AND/OR EXCAVATIONS SHALL BE MARKED.

5. CONTRACTOR SHALL PROVIDE PERSONNEL AND EQUIPMENT TO ENSURE CONSTRUCTION HAUL ROUTE PAVEMENTS ARE CONTINUOUSLY KEPT CLEAN DURING THE PROJECT. CONTRACTOR WILL ALSO BE RESPONSIBLE FOR THE RESTORATION OF ANY EXISTING ROADS, THAT ARE USED AS HAUL ROUTES, TO THE CONDITION OF THE ROAD PRIOR TO THE START OF CONSTRUCTION. THESE COST SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION ACCESS BID ITEM.

6. CONTRACTOR SHALL PROVIDE A 1-WEEK NOTICE TO THE AIRPORT AND ENGINEER PRIOR TO THE CLOSURE OF ANY ACTIVE TAXIWAYS OR RUNWAYS. ADDITIONALLY THE CONTRACTOR SHALL COORDINATE WITH ENGINEER, AIRPORT STAFF, AIR TRAFFIC CONTROL TOWER, AND FAA AIRWAY FACILITIES FOR ALL CONSTRUCTION EFFORTS IMPACTING AIRPORT AND AIRCRAFT OPERATIONS. ADVANCE NOTICE REQUIREMENTS ARE DETAILED ON THE FOLLOWING PAGES AND IN THE CONTRACT DOCUMENTS.

7. CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS PERSONNEL FOR THE ISSUANCE OF ALL NOTAMS RELATED TO THE PROJECT CONSTRUCTION. AIRPORT AND FAA SHALL GENERATE AND ISSUE NOTAMS BASED ON CONTRACTOR CONSTRUCTION SCHEDULE AND FACILITY IMPACTS.

8. IN ADDITION TO THE AIRPORT SECURITY REQUIREMENTS OUTLINED IN THE CONTRACT DOCUMENTS, ALL CONSTRUCTION VEHICLES SHALL HAVE AN ORANGE ROTATING BEACON AND COMPANY MARKINGS, AND ALL CONSTRUCTION EQUIPMENT SHALL HAVE AN AIRCRAFT WARNING FLAG DURING DAYTIME OPERATIONS.

9. THE CONTRACTOR SHALL YIELD TO ALL AIRCRAFT, AIRPORT OPERATIONS, AND AIRPORT RESCUE AND FIRE AT ALL TIMES.

10. MANDATORY CONSTRUCTION MEETINGS WILL BE HELD PRIOR TO EACH PHASE, OR CHANGE IN TRAFFIC PATTERNS.

11. THE EASTERN IOWA AIRPORT CONDUCTS ITS SECURITY OPERATIONS IN A SERIOUS MANNER, STRICTLY ENFORCING ALL SECURITY REQUIREMENTS. CONTRACTORS AND INDIVIDUALS FOUND TO BE IN NONCOMPLIANCE WITH RULES AND REGULATIONS OUTLINED IN THE AIRPORT'S SECURITY REGULATIONS MAY FACE SUSPENSION OF WORK, REVOCATION OF ACCESS PRIVILEGES, AND/OR PROSECUTION.

12. ORANGE BARRIER FENCE USED DURING THE PROJECT SHALL BE RESINET SLM40 SQUARE MESH BARRIER FENCE OR APPROVED EQUAL. WOOD POSTS SHALL BE USED FOR THE INSTALLATION OF THE FENCE.

13. NO SMOKING IS ALLOWED AT THE AIRPORT. NO OPEN FLAMES ALLOWED EXCEPT BY SPECIAL PERMISSION FROM AIRPORT OPERATIONS PERSONNEL. WORK ASSOCIATED WITH TAR KETTLES TO MELT JOINT SEALANT SHALL REMAIN A MINIMUM OF 50 FEET FROM AIRCRAFT AND FUEL VEHICLES.

14. LOW PROFILE BARRICADES WITH FLASHING RED LIGHTS SHALL BE USED FOR ALL PAVEMENT CLOSURES. BARRICADE SPACING MAY BE VARIED (MADE SMALLER) TO FIT PAVEMENT WIDTHS BUT MAY NOT EXCEED 4 FEET BETWEEN LIGHTS ON CONSECUTIVE BARRICADES. REFER TO THE FOLLOWING J SHEETS FOR LOCATIONS OF LOW PROFILE BARRICADES.

FOREIGN OBJECT DEBRIS (FOD)

1. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT WASTE AND LOOSE MATERIALS, COMMONLY REFERRED TO AS FOD, ARE CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEARS, PROPELLERS, AND JET ENGINES. CONTRACTORS SHALL NOT LEAVE OR PLACE FOD ON OR NEAR ACTIVE AIRCRAFT MOVEMENT AREAS. MATERIALS TRACKED ONTO THESE SHALL BE CONTINUOUSLY REMOVED DURING THE CONSTRUCTION PROJECT. THE CONTRACTOR SHALL ALSO CAREFULLY CONTROL AND CONTINUOUSLY REMOVE WASTE OR LOOSE MATERIALS THAT MIGHT ATTRACT WILDLIFE.

2. THE CONTRACTOR SHALL KEEP THE PROJECT SITE AND VEHICLES CLEAN, EMPLOYING A "CLEAN AS YOU GO" APPROACH THROUGHOUT THE PROJECT. THE AIRPORT HAS A ZERO TOLERANCE APPROACH TO FOD, AND THE CONTRACTOR MAY BE SUBJECT TO FINES FROM THE AIRPORT, FAA, OR OTHER AGENCY FOR FAILURE TO PROPERLY MANAGE FOD DURING CONSTRUCTION OPERATIONS. MANAGEMENT OF FOD IS CONSIDERED INCIDENTAL TO THE TRAFFIC CONTROL BID ITEM.

3. FOREIGN OBJECT DEBRIS AT AIRPORTS INCLUDES ANY OBJECT FOUND IN AN INAPPROPRIATE LOCATION THAT CAN DAMAGE AIRCRAFT, EQUIPMENT, OR AIRPORT PERSONNEL. ON CONSTRUCTION SITES FOD IS TYPICALLY COMPRISED OF LOOSE GRAVEL, BLOWING SAND, WIRE BRISTLES FROM SWEEPER HEADS, FOOD WRAPPERS, MATERIAL PACKAGING. THE PRESENCE OF FOD ON AN AIRPORT'S AIR OPERATIONS AREA (AOA) POSES A SIGNIFICANT THREAT TO THE SAFETY OF AIR TRAVEL. FOD HAS THE POTENTIAL TO DAMAGE AIRCRAFT DURING CRITICAL PHASES OF FLIGHT, WHICH CAN LEAD TO CATASTROPHIC LOSS OF LIFE AND AIRFRAME, AND AT THE VERY LEAST INCREASED MAINTENANCE AND OPERATING COSTS.

   A. METHODS OF FOD CONTROL

      1. CONTRACTOR SHALL PROVIDE TRAINING TO ALL EMPLOYEES WORKING WITHIN THE AOA ON EFFECTIVE FOD MANAGEMENT. TRAINING SHALL INCLUDE DESCRIPTION AND CONSEQUENCES OF FOD, FOD AWARENESS, AND HOUSEKEEPING PROCEDURES.

      2. PREVENTING FOD FROM OCCURRING IS THE MOST EFFECTIVE FORM OF FOD MANAGEMENT. CONTRACTOR MUST MONITOR CONSTRUCTION ACTIVITIES AND PROACTIVELY DEVELOP A PLAN TO PREVENT FOD FROM OCCURRING. TYPICAL FOD PREVENTION MEASURES INCLUDE THE USE OF COVERED TRASH CONTAINERS, COVERED LOADS, ZERO TOLERANCE OF LITTERING, AND TYING DOWN ITEMS WHICH MAY BE EASILY WIND BLOWN.

4. CONSTRUCTION VEHICLES SHALL ONLY CROSS ACTIVE PAVEMENTS AT DESIGNATED LOCATIONS.

5. PRIOR TO OPENING SECTIONS OF PAVEMENT WITHIN A WORK AREA TO AIRCRAFT TRAFFIC, THE CONTRACTOR WILL BE REQUIRED TO SWEEP THE ENTIRE PAVEMENT SURFACE (INCLUDING SHOULDERS). METAL BRISTLED BROOMS ARE KNOWN TO CREATE FOD, AND THE CONTRACTOR WILL BE REQUIRED TO CLEAN ALL BRISTLES FROM THE PAVEMENT. COMPRESSED AIR AND VACUUMS CAN BE USED TO CLEAN PAVEMENT SURFACES AS WELL. HOWEVER, THE CONTRACTOR WILL BE REQUIRED TO MONITOR AND ADJUST METHODS AS NEEDED AS BLOWING DUST AND DEBRIS IS FOD.

6. THE CONTRACTOR SHALL HAVE ONSITE, AT ALL TIMES WHEN CONSTRUCTION VEHICLES ARE CROSSING AIRFIELD PAVEMENT, A MINIMUM OF ONE (1) STREET TYPE SWEEPER, ONE (1) VACUUM TYPE SWEEPER AND AN OPERATOR CAPABLE OF OPERATING THE EQUIPMENT.

STOCKPILED MATERIAL

1. STOCKPILES MAY BE LOCATED WITHIN THE AOA, NORTH OF TAXIWAY A OBJECT FREE AREA AND OUTSIDE OF THE TAXIWAY A5 OBJECT FREE AREA, WITHIN THE GRADING LIMITS OF THE CURRENT PHASE, OR AT THE STAGING/BATCH PLANT LOCATION. STOCKPILES SIZES ARE LIMITED TO A HEIGHT OF 20 FT, AND TO AREAS IN ORDER TO MAINTAIN A CLEAR LINE OF SIGHT FROM THE AIR TRAFFIC CONTROL TOWER TO ALL ACTIVE TAXIWAYS AND RUNWAYS. STOCKPILES SHALL NOT BE PLACED OVER ANY AIRPORT, OR FAA OWNED OR MAINTAINED BURIED FACILITIES. A STOCKPILE PLAN MUST BE SUBMITTED TO THE ENGINEER TO ENSURE COMPLIANCE BEFORE STOCKPILING ACTIVITY BEGINS.

2. EXISTING PAVEMENTS THAT WILL BE RETURNED TO SERVICE SHALL NOT BE USED FOR STOCKPILING OR STAGING OF CONSTRUCTION EQUIPMENT OR MATERIALS.

3. THE CONTRACTOR SHALL MAINTAIN THE GRASS WITHIN THE CONSTRUCTION LIMITS. THE GRASS SHALL NOT EXCEED A HEIGHT OF 10 INCHES AND SHALL BE MOWED BY THE CONTRACTOR.

WILDLIFE MANAGEMENT

1. FOOD SCRAPS MUST BE COLLECTED FROM CONSTRUCTION PERSONNEL ACTIVITY.

2. ANY ACTIVITY TAKING PLACE THAT CREATES A STANDING BODY OF WATER MUST BE REMEDIED WITHIN 24 HOURS.

STAGING/BATCH PLANT AREA NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MODIFICATIONS TO THE STAGING/BATCH PLANT SITE. UPON COMPLETION OF THE PROJECT THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ALL RUBBISH, FENCING, AND CONSTRUCTION DEBRIS, GRADING THE AREA SMOOTH AND TURFING. NO ADDITIONAL PAYMENT WILL BE MADE FOR ANY WORK AT THE STAGING/BATCH PLANT SITE. ALL WORK ASSOCIATED WITH IMPROVEMENTS TO THE STAGING/BATCH PLANT SITE SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT. THE CONTRACTOR SHALL SUBMIT A PLAN FOR THE STAGING/BATCH PLANT LAYOUT TO THE ENGINEER FOR APPROVAL 30 DAYS PRIOR TO THE START OF WORK. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL/STATE/AND FEDERAL PERMITS.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES IN THE VICINITY OF THE STAGING/BATCH PLANT AREA PRIOR TO OCCUPYING THE SITE. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL COORDINATE WITH ALL THE APPROPRIATE UTILITY COMPANIES FOR USE OF UTILITIES NEEDED FOR CONSTRUCTION.

3. THE CONTRACTOR SHALL NOT INFRINGE ON THE PROPERTY OUTSIDE THE DESIGNATED BATCH PLANT AREA WITHOUT FIRST OBTAINING PERMISSION FROM THE ENGINEER/AIRPORT.

4. THE CONTRACTOR SHALL PROVIDE ACCEPTABLE DUST PREVENTION MEASURES TO MINIMIZE THE IMPACT OF THE STAGING/BATCH PLANT ON NEIGHBORING AREAS. DUST PREVENTION MEASURES SHALL INCLUDE, BUT NOT LIMITED TO, CONTINUOUS WETTING OF ALL EXPOSED AREAS AND CONTINUOUS CLEANING OF ALL PAVEMENTS/HAUL ROUTES USING AN APPROVED VACUUM TYPE SWEEPER.

5. THE CONTRACTOR SHALL CONFIRM ANY IMPROVEMENTS MADE TO THE STAGING/BATCH PLANT SITE ARE IN ACCORDANCE WILL ALL LOCAL, STATE, AND FEDERAL REGULATIONS, OR SHALL RETURN THE PROPERTY TO ORIGINAL STATE.

6. THE CONTRACTOR SHALL SUBMIT FOR REVIEW TO THE ENGINEER A SPILL PREVENTION CONTROL AND COUNTER MEASURE (SPCC) FOR THE BATCH PLANT SITE. THE SPCC SHALL CONTAIN AT LEAST THE MINIMUM SPCC REQUIREMENTS OF THE ENVIRONMENTAL PROTECTION AGENCY (EPA REGION 7).

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING APPROPRIATE ACCESS TO PUBLIC ROADWAYS WITH THE RESPONSIBLE AGENCIES.

8. THE BATCH PLANT SHALL HAVE A RED OBSTRUCTION LIGHT MOUNTED TO THE HIGHEST POINT. ERECTION OF THE BATCH PLANT SHALL BE COORDINATED WITH THE AIRPORT. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OF PLANT ERECTION A MINIMUM OF 72 HOURS IN ADVANCE OF EXCEEDING LEGAL TRANSPORT HEIGHT. THE BATCH PLANT SHALL NOT EXCEED AN ERECTED HEIGHT OF 85 FT. IF THE PLANT SHOULD EXCEED 85 FT. HEIGHT THE CONTRACTOR SHALL SUBMIT AN FAA FORM 7460 FOR AIR SPACE ANALYSIS, REVIEW OF THIS FORM TAKES APPROXIMATELY 90 DAYS.

9. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT CITY OF CEDAR RAPIDS WATER DEPARTMENT AND PROCURE A METER AND SERVICE SHOULD THE CONTRACTOR CHOOSE TO UTILIZE THE WATER AT THE PLANT AREA.

GENERAL CONSTRUCTION ACTIVITY NOTES

1. CONSTRUCTION ACCESS WILL BE PROVIDED FOR WORK AREAS IN THE AOA AS FOLLOWS: FOR PHASE 1 WORK AREAS EAST OF EXISTING TAXIWAY A5, ACCESS SHALL BE LIMITED TO GATE 8, WHICH IS EAST OF THE FIELD MAINTENANCE FACILITY. FOR PHASE 1, 2, AND 3 WORK AREAS WEST OF EXISTING TAXIWAY A5 ACCESS SHALL BE LIMITED TO GATE 4A, WHICH IS DIRECTLY EAST OF THE FACILITY CURRENTLY OPERATED BY DHL. THESE GATES WILL EITHER BE CLOSED AND LOCKED, OR GUARDED BY CONTRACTOR PERSONNEL THAT ARE APPROPRIATELY BADGED FOR THE DURATION OF THE PROJECT.

2. REFER TO SHEETS J.03-J.18 AND THE SPECIAL PROVISIONS FOR ADDITIONAL SECURITY, PHASING, AND SAFETY REQUIREMENTS.

3. CONSTRUCTION PERSONNEL OPERATING A VEHICLE ON OR NEAR OPEN RUNWAYS OR TAXIWAYS MUST RECEIVE TRAINING REGARDING THE PROPER PROCEDURES FOR COMMUNICATION WITH AIRPORT OPERATIONS AND THE AIR TRAFFIC CONTROL TOWER. REFER TO SPECIAL PROVISION C OF THE PROJECT SPECIFICATIONS FOR ADDITIONAL INFORMATION.

4. CONTRACTOR ACCESS ONTO THE AOA IS LIMITED TO GATE 8 FOR WORK AREAS EAST OF EXISTING TAXIWAY A5, AND TO GATE 4A FOR WORK AREAS WEST OF EXISTING TAXIWAY A5. NO PERSON SHALL ENTER UPON THE AIR OPERATIONS AREA (AOA), OR ANY OTHER RESTRICTED AREA EXCEPT AUTHORIZED PERSONNEL ASSIGNED TO DUTY THEREIN, AND PERSONNEL ESCORTED BY AN APPROPRIATELY BADGED ESCORT.

5. CONTRACTOR OPERATIONS WITHIN THE AOA ARE LIMITED TO THE AREAS SHOWN ON THE PROJECT PHASING PLANS. A VISUAL BOUNDARY WILL BE INSTALLED BY THE CONTRACTOR AROUND ALL WORK AREAS. BOUNDARY WILL CONSIST OF LOW PROFILE BARRICADES ON PAVEMENT SURFACES AND ORANGE BARRIER FENCE IN TURF AREAS. THE PROJECT PHASING PLANS SHOW LOCATIONS OF WORK AREA BOUNDARIES, WHICH GENERALLY FOLLOW OBJECT FREE AREAS OF ADJACENT OPEN PAVEMENT. CONSTRUCTION VEHICLES AND PERSONNEL MUST NOT CROSS BARRICADES OR ORANGE BARRIER FENCE AT ANY TIME WITHOUT AN ESCORT FROM AIRPORT OPERATIONS PERSONNEL.

6. CONTRACTOR EMPLOYEE PERSONAL VEHICLES MAY NOT BE PARKED OR OPERATED IN THE AOA. EMPLOYEE PARKING AREAS ARE IDENTIFIED ON THE PROJECT PHASING PLANS. CONTRACTOR VEHICLES AND EQUIPMENT ARE ALLOWED INSIDE OF THE PROJECT WORK AREA WITHIN THE AOA. EQUIPMENT STAGING AND PARKING AREAS ARE AS SHOWN IN THE PROJECT PHASING PLANS. ADDITIONALLY, CONTRACTOR MAY OPERATE AND PARK CONTRACTOR OWNED, MARKED AND INSURED WORK VEHICLES WITHIN THE PROJECT WORK AREA AS DEFINED FOR EACH PHASE WITHIN THE PHASING PLANS.

7. 18TH STREET SW, SHEPARD CT, ARTHUR COLLINS PKWY, AND WRIGHT BROTHERS BLVD. SHALL BE KEPT FREE OF DEBRIS AT ALL TIMES.

8. CONSTRUCTION VEHICLES AND DELIVERY VEHICLES WILL NOT BE ALLOWED TO STAGE OR PARK ALONG 18TH STREET SW, SHEPARD CT, OR ARTHUR COLLINS PKWY.

9. THE CONTRACTOR SHALL HAVE A MINIMUM OF 2 DESIGNATED EMPLOYEES THAT SHALL BE RESPONSIBLE FOR MAINTAINING THE LIGHTED RUNWAY CLOSURE PLACED ON RUNWAY 9/27. THIS EQUIPMENT WILL BE SUPPLIED, MAINTAINED, AND REMOVED BY THE CONTRACTOR. THIS EQUIPMENT SHALL BE INSTALLED ON, AND REMOVED FROM THE RUNWAYS 9 AND 27 DESIGNATORS FOR EACH OF THE REQUIRED RUNWAY CLOSURES. THE DESIGNEES SHALL ACCESS THE 27 LOCATION THROUGH GATE 8. THE DESIGNEES SHALL ACCESS THE 09 LOCATION THROUGH GATE 30, CROSSING THE WEST CARGO APRON TO TAXIWAY W TO TAXIWAY A. THE CONTRACTOR SHALL SUPPLY 24 HOUR CONTACT INFORMATION FOR THE DESIGNEES TO THE ENGINEER AND AIRPORT.

PROJECT NO: 0019T001.01 DESIGNED BY: C.GRABER
PROJECT DATE: 5/15/2020 CHECKED BY: E.SCOTT
CAD DATE: 5/15/2020 1:06:47 PM DRAWN BY: C.GRABER
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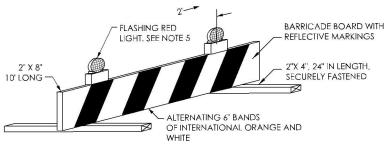
RECONSTRUCT TAXIWAYS A4 AND A5
AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY AND
STAGING NOTES

SHEET NO.
J.01



NOTES

BARRICADE BOARDS, OR ENGINEER APPROVED LOW-PROFILE, LOW MASS IMPACT BARRICADES SHALL BE USED ON PAVEMENT CLOSURES.

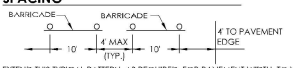
LIGHTS SHALL BE SECURELY ANCHORED TO TIMBER.

BARRICADES SHALL BE PROPERLY WEIGHED TO PREVENT MOVEMENT BY WIND, PROP BLAST, OR JET BLAST.

CONTRACTOR SHALL BE REQUIRED TO INSPECT BARRICADES DAILY TO ENSURE THAT BARRICADES AND LIGHTS ARE INTACT AND IN PROPER WORKING ORDER IN ACCORDANCE WITH THIS SPECIFICATION FOR THE DURATION OF THE PROJECT.

LIGHT SHALL EITHER BE OMNIDIRECTIONAL, OR EVERY OTHER LIGHT SHALL BE ROTATED 90 DEGREES.

SPACING



EXTEND THIS TYPICAL PATTERN, AS REQUIRED, FOR PAVEMENT WIDTH, TO WITHIN 4' OF PAVEMENT EDGE .

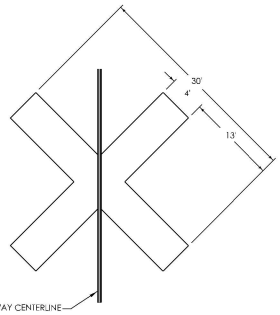
SPACING MAY BE VARIED (MADE SMALLER) TO FIT PAVEMENT WIDTH, BUT NOT TO EXCEED DIMENSIONS SHOWN UNLESS OTHERWISE NOTED ON THE PLANS

01 CONSTRUCTION BARRICADE
SCALE: NONE

NOTE

1. SHALL CONFORM TO FAA-AC 150/5345-55 (LIGHTED VISUAL AID TO INDICATE TEMPORARY RUNWAY CLOSURE) LATEST REVISION

02 RUNWAY CLOSURE LIGHTED X
SCALE: NONE



NOTES

THE MARKING SHALL BE CONSTRUCTED OF MATERIALS THAT ARE EASILY REMOVABLE SUCH AS FABRIC, COLORED PLASTIC, PAINTED SHEETS OF PLYWOOD OR SIMILAR MATERIAS. THE MATERIALS SHALL BE YELLOW IN COLOR

THE MARKING SHALL HAVE SOLID APPEARANCE. ALL MATERIAL SHALL BE ADEQUEATELY ANCHORED TO PREVENT FLAPPING IN THE WIND. ITEMS USED TO SECURE THE MATERIALS MUST BE OF A COLOR SIMILAR TO THAT OF THE MARKING

03 CLOSED TAXIWAY MARKING
SCALE: NONE

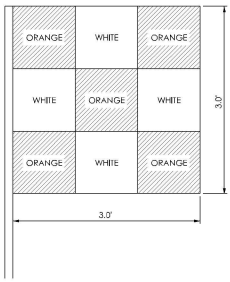
RUNWAY AND TAXIWAY DIMENSIONAL STANDARDS

LOCATION	RDC/TDG	SAFETY AREA	OBJECT FREE AREA (OFA)
RUNWAY 9/27	RDC D-IV	500'	800'
RUNWAY 13/31	RDC C-III	500'	800'
TAXIWAY A	TDG 5	171'	259'
TAXIWAY A3	TDG 5	171'	259
TAXIWAY A4	TDG 5	171'	259'
TAXIWAY A5	TDG 5	171'	259'
TAXIWAY A6	TDG 5	171'	259
TAXIWAY A7	TDG 5	171'	259'
TAXIWAY A8	TDG 5	171'	259
TAXIWAY A9	TDG 5	171'	259'
TAXIWAY E	TDG 5	171'	259'
TAXIWAY E2	TDG 5	171'	259'
CARGO & TERMINAL APRON TAXILANE	TDG 5	171'	259'

NOTE

ALL DIMENSIONAL STANDARDS ARE CENTERED ON THE RUNWAY OR TAXIWAY CENTERLINE.

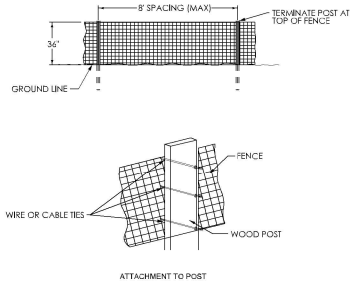
04 RUNWAY AND TAXIWAY DIMENSIONAL STANDARDS
SCALE: NONE



NOTE

CONSTRUCTION EQUIPMENT MUST DISPLAY AIRCRAFT WARNING FLAGS DURING ALL PHASES OF CONSTRUCTION. COLOR OF FLAG SHALL BE INTERNATIONAL ORANGE AND WHITE. WARNING FLAG IS ONLY REQUIRED DURING DAY OPERATIONS.

05 AIRCRAFT WARNING FLAG
SCALE: NONE



ATTACHMENT TO POST

NOTE

ORANGE BARRIER FENCE (RESINET SLM40 OR APPROVED EQUAL) MUST BE USED TO DELINEATE THE CONSTRUCTION AREA FROM ACTIVE RUNWAY AND TAXIWAY SAFETY AREAS

06 ORANGE BARRIER FENCE
SCALE: NONE

PROJECT NO: 0019T001.01 | DESIGNED BY: C.GRABER
PROJECT DATE: 5/15/2020 | CHECKED BY: E.SCOTT
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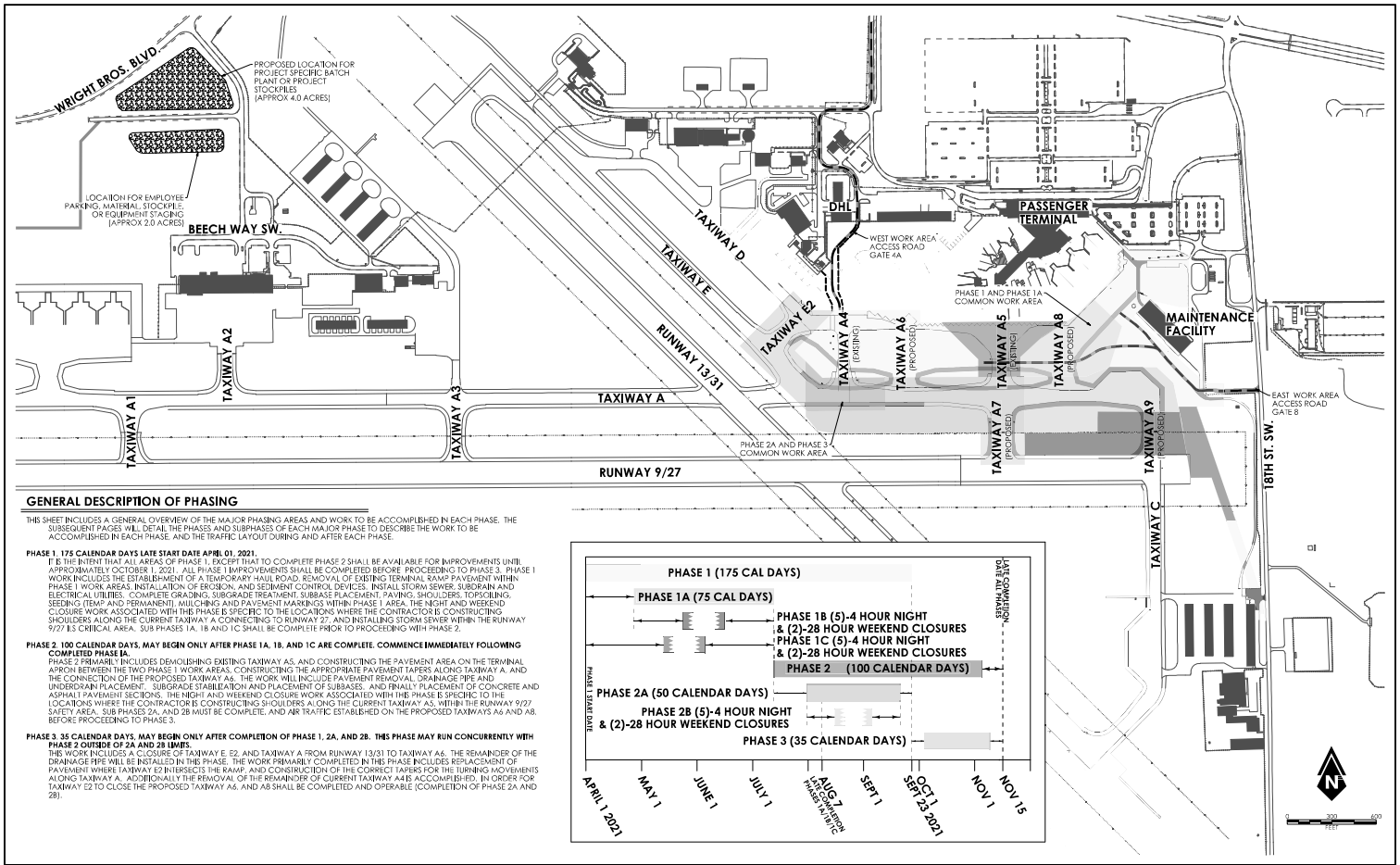
RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCT TAXIWAYS PHASING DETAILS

SHEET NO. J.02



GENERAL DESCRIPTION OF PHASING

THIS SHEET INCLUDES A GENERAL OVERVIEW OF THE MAJOR PHASING AREAS AND WORK TO BE ACCOMPLISHED IN EACH PHASE. THE SUBSEQUENT PAGES WILL DETAIL THE PHASES AND SUBPHASES OF EACH MAJOR PHASE TO DESCRIBE THE WORK TO BE ACCOMPLISHED IN EACH PHASE, AND THE TRAFFIC LAYOUT DURING AND AFTER EACH PHASE.

PHASE 1. 175 CALENDAR DAYS LATE START DATE APRIL 01, 2021.
IT IS THE INTENT THAT ALL AREAS OF PHASE 1, EXCEPT THAT TO COMPLETE PHASE 2 SHALL BE AVAILABLE FOR IMPROVEMENTS UNTIL APPROXIMATELY OCTOBER 1, 2021. ALL PHASE 1 IMPROVEMENTS SHALL BE COMPLETED BEFORE PROCEEDING TO PHASE 3. PHASE 1 WORK INCLUDES THE ESTABLISHMENT OF A TEMPORARY HAUL ROAD, REMOVAL OF EXISTING TERMINAL RAMP PAVEMENT WITHIN PHASE 1 WORK AREAS, INSTALLATION OF EROSION, AND SEDIMENT CONTROL DEVICES, INSTALL STORM SEWER, SUBDRAIN AND ELECTRICAL UTILITIES, COMPLETE GRADING, SUBGRADE TREATMENT, SUBBASE PLACEMENT, PAVING, SHOULDERS, TOPSOILING, SEEDING (TEMP. AND PERMANENT), MULCHING AND PAVEMENT MARKINGS WITHIN PHASE 1 AREA. THE NIGHT AND WEEKEND CLOSURE WORK ASSOCIATED WITH THIS PHASE IS SPECIFIC TO THE LOCATIONS WHERE THE CONTRACTOR IS CONSTRUCTING SHOULDERS ALONG THE CURRENT TAXIWAY A CONNECTING TO RUNWAY 27, AND INSTALLING STORM SEWER WITHIN THE RUNWAY 9/27 ILS CRITICAL AREA. SUB PHASES 1A, 1B AND 1C SHALL BE COMPLETE PRIOR TO PROCEEDING WITH PHASE 2.

PHASE 2. 100 CALENDAR DAYS, MAY BEGIN ONLY AFTER PHASE 1A, 1B, AND 1C ARE COMPLETE. COMMENCE IMMEDIATELY FOLLOWING COMPLETED PHASE 1A.
PHASE 2 PRIMARILY INCLUDES DEMOLISHING EXISTING TAXIWAY A5, AND CONSTRUCTING THE PAVEMENT AREA ON THE TERMINAL APRON BETWEEN THE TWO PHASE 1 WORK AREAS, CONSTRUCTING THE APPROPRIATE PAVEMENT TAPERS ALONG TAXIWAY A, AND THE CONNECTION OF THE PROPOSED TAXIWAY A6. THE WORK WILL INCLUDE PAVEMENT REMOVAL, DRAINAGE PIPE AND UNDERDRAIN PLACEMENT, SUBGRADE STABILIZATION AND PLACEMENT OF SUBBASES, AND FINALLY PLACEMENT OF CONCRETE AND ASPHALT PAVEMENT SECTIONS. THE NIGHT AND WEEKEND CLOSURE WORK ASSOCIATED WITH THIS PHASE IS SPECIFIC TO THE LOCATIONS WHERE THE CONTRACTOR IS CONSTRUCTING SHOULDERS ALONG THE CURRENT TAXIWAY A5, WITHIN THE RUNWAY 9/27 SAFETY AREA. SUB PHASES 2A, AND 2B MUST BE COMPLETE, AND AIR TRAFFIC ESTABLISHED ON THE PROPOSED TAXIWAYS A6 AND A8, BEFORE PROCEEDING TO PHASE 3.

PHASE 3. 35 CALENDAR DAYS, MAY BEGIN ONLY AFTER COMPLETION OF PHASE 1, 2A, AND 2B. THIS PHASE MAY RUN CONCURRENTLY WITH PHASE 2 OUTSIDE OF 2A AND 2B LIMITS.
THIS WORK INCLUDES A CLOSURE OF TAXIWAY E, E2, AND TAXIWAY A FROM RUNWAY 13/31 TO TAXIWAY A6. THE REMAINDER OF THE DRAINAGE PIPE WILL BE INSTALLED IN THIS PHASE. THE WORK PRIMARILY COMPLETED IN THIS PHASE INCLUDES REPLACEMENT OF PAVEMENT WHERE TAXIWAY E2 INTERSECTS THE RAMP, AND CONSTRUCTION OF THE CORRECT TAPERS FOR THE TURNING MOVEMENTS ALONG TAXIWAY A. ADDITIONALLY THE REMOVAL OF THE REMAINDER OF CURRENT TAXIWAY A4 IS ACCOMPLISHED. IN ORDER FOR TAXIWAY E2 TO CLOSE THE PROPOSED TAXIWAY A6, AND A8 SHALL BE COMPLETED AND OPERABLE (COMPLETION OF PHASE 2A AND 2B).

PROJECT NO: 0019TOD1.01 DESIGNED BY: C.GRABER
PROJECT DATE: 5/15/2020 CHECKED BY: E.SCOTT
CAD DATE: 5/22/2020 11:42:30 AM DRAWN BY: C.GRABER
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RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY AND PHASING PLAN - OVERVIEW

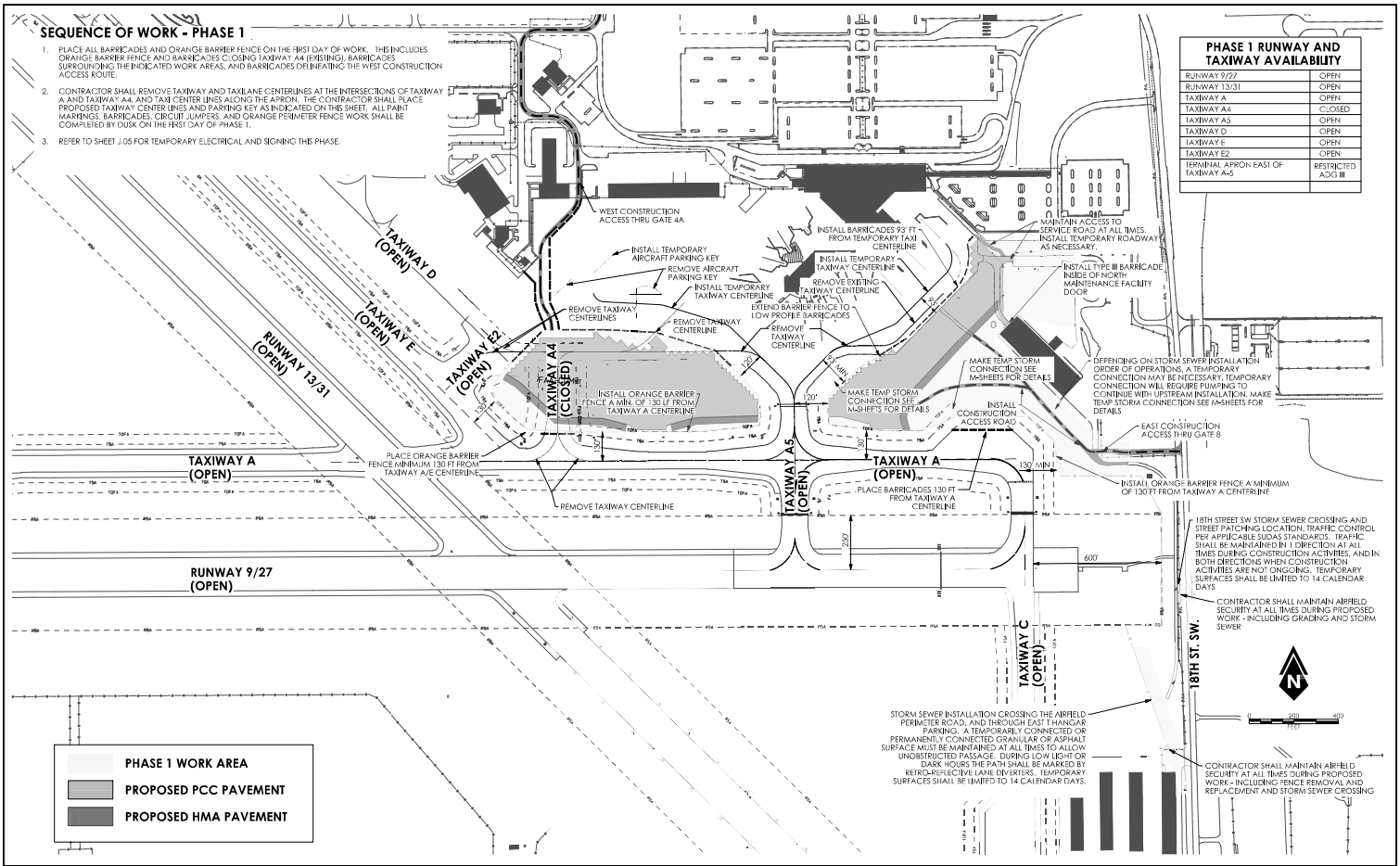
SHEET NO. J.03

SEQUENCE OF WORK - PHASE 1

1. PLACE ALL BARRICADES AND ORANGE BARRIER FENCE ON THE FIRST DAY OF WORK. THIS INCLUDES ORANGE BARRIER FENCE AND BARRICADES CLOSING TAXIWAY A4 (EXISTING), BARRICADES SURROUNDING THE INDICATED WORK AREAS, AND BARRICADES DELINEATING THE WEST CONSTRUCTION ACCESS ROUTE.
2. CONTRACTOR SHALL REMOVE TAXIWAY AND TAXILANE CENTERLINES AT THE INTERSECTIONS OF TAXIWAY A AND TAXIWAY A4, AND TAXI CENTER LINES ALONG THE APRON. THE CONTRACTOR SHALL PLACE PROPOSED TAXIWAY CENTER LINES AND PARKING KEY AS INDICATED ON THIS SHEET. ALL PAINT MARKINGS, BARRICADES, CIRCUIT JUMPERS, AND ORANGE PERIMETER FENCE WORK SHALL BE COMPLETED BY DUSK ON THE FIRST DAY OF PHASE 1.
3. REFER TO SHEET J.05 FOR TEMPORARY ELECTRICAL AND SIGNING THIS PHASE.

PHASE 1 RUNWAY AND TAXIWAY AVAILABILITY

RUNWAY 9/27	OPEN
RUNWAY 13/31	OPEN
TAXIWAY A	OPEN
TAXIWAY A4	CLOSED
TAXIWAY A5	OPEN
TAXIWAY D	OPEN
TAXIWAY E	OPEN
TAXIWAY E2	OPEN
TERMINAL APRON EAST OF TAXIWAY A-5	RESTRICTED ADG III



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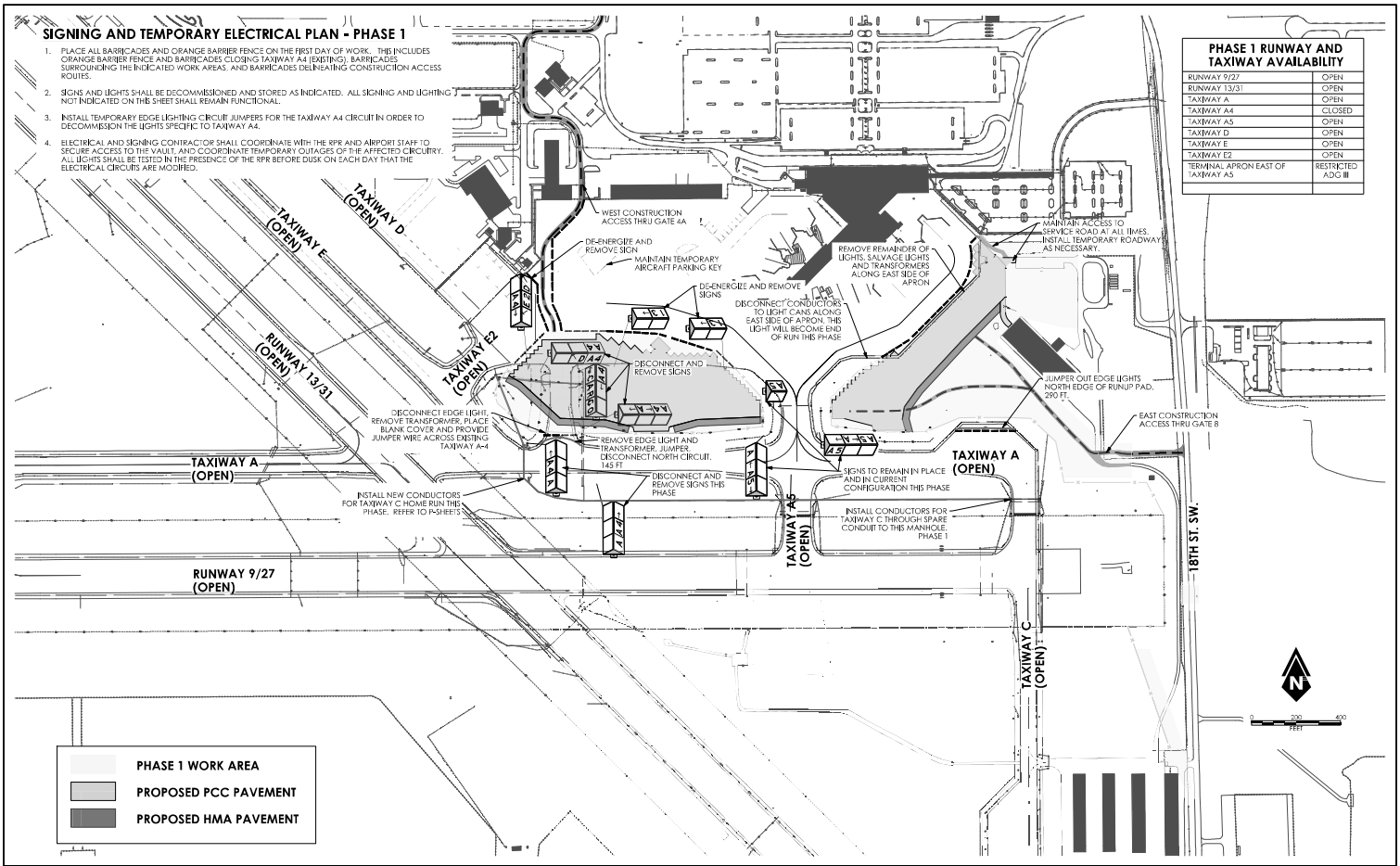
RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1

SHEET NO. J.04

SIGNING AND TEMPORARY ELECTRICAL PLAN - PHASE 1

1. PLACE ALL BARRICADES AND ORANGE BARRIER FENCE ON THE FIRST DAY OF WORK. THIS INCLUDES ORANGE BARRIER FENCE AND BARRICADES CLOSING TAXIWAY A4 (EXISTING), BARRICADES SURROUNDING THE INDICATED WORK AREAS, AND BARRICADES DELINEATING CONSTRUCTION ACCESS ROUTES.
2. SIGNS AND LIGHTS SHALL BE DECOMMISSIONED AND STORED AS INDICATED. ALL SIGNING AND LIGHTING NOT INDICATED ON THIS SHEET SHALL REMAIN FUNCTIONAL.
3. INSTALL TEMPORARY EDGE LIGHTING CIRCUIT JUMPERS FOR THE TAXIWAY A4 CIRCUIT IN ORDER TO DECOMMISSION THE LIGHTS SPECIFIC TO TAXIWAY A4.
4. ELECTRICAL AND SIGNING CONTRACTOR SHALL COORDINATE WITH THE RPR AND AIRPORT STAFF TO SECURE ACCESS TO THE VAULT, AND COORDINATE TEMPORARY OUTAGES OF THE AFFECTED CIRCUITRY. ALL LIGHTS SHALL BE TESTED IN THE PRESENCE OF THE RPR BEFORE DUSK ON EACH DAY THAT THE ELECTRICAL CIRCUITS ARE MODIFIED.



PHASE 1 RUNWAY AND TAXIWAY AVAILABILITY

RUNWAY 9/27	OPEN
RUNWAY 13/31	OPEN
TAXIWAY A	OPEN
TAXIWAY A4	CLOSED
TAXIWAY A5	OPEN
TAXIWAY D	OPEN
TAXIWAY E	OPEN
TAXIWAY E2	OPEN
TERMINAL APRON EAST OF TAXIWAY A5	RESTRICTED ADG III

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RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY AND PHASING
PHASE 1 TEMP SIGNING AND ELECTRICAL

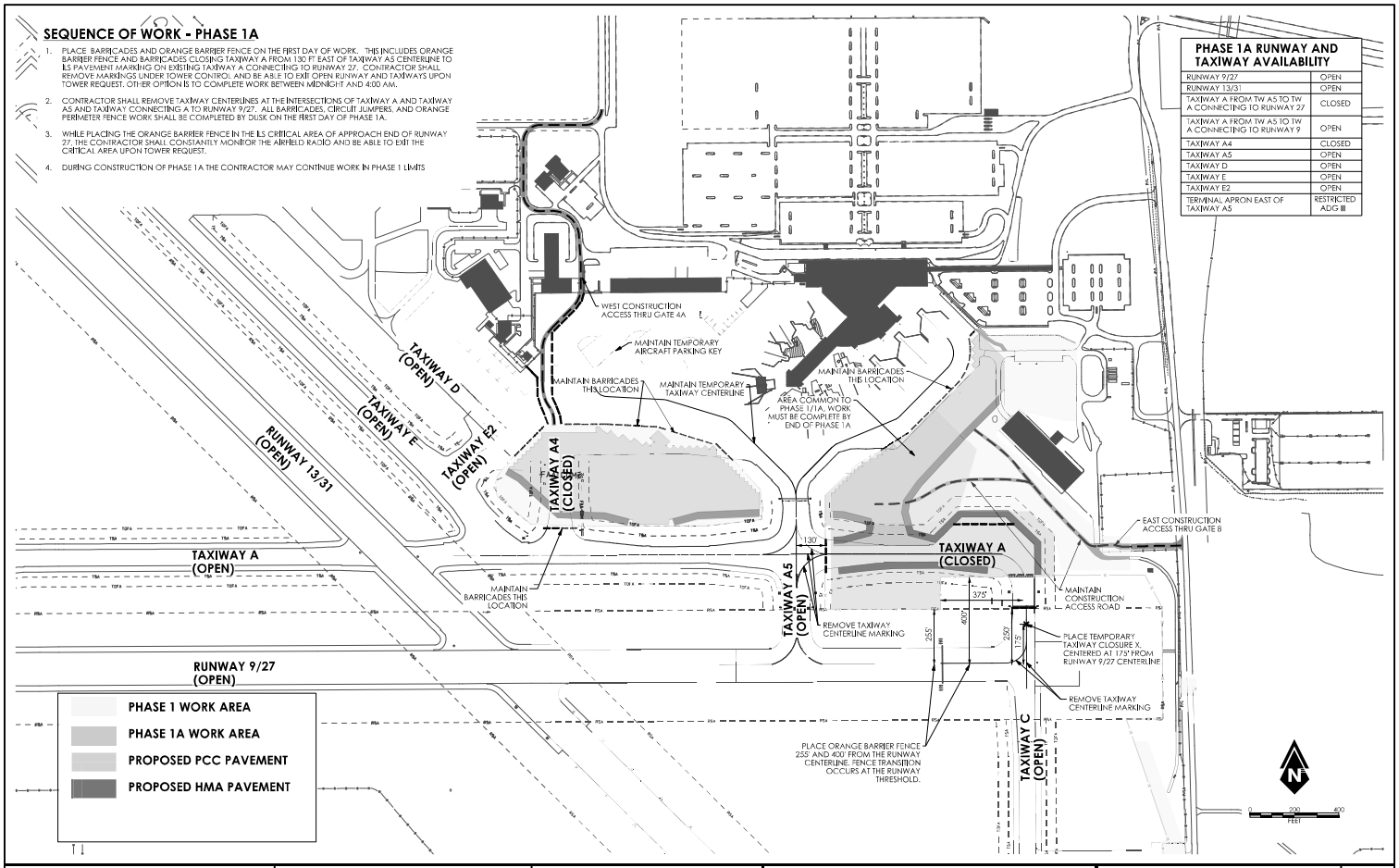
SHEET NO. J.05

SEQUENCE OF WORK - PHASE 1A

1. PLACE BARRICADES AND ORANGE BARRIER FENCE ON THE FIRST DAY OF WORK. THIS INCLUDES ORANGE BARRIER FENCE AND BARRICADES CLOSING TAXIWAY A FROM 130 FT EAST OF TAXIWAY A5 CENTERLINE TO ILS PAVEMENT MARKING ON EXISTING TAXIWAY A CONNECTING TO RUNWAY 27. CONTRACTOR SHALL REMOVE MARKINGS UNDER TOWER CONTROL AND BE ABLE TO EXIT OPEN RUNWAY AND TAXIWAYS UPON TOWER REQUEST. OTHER OPTION IS TO COMPLETE WORK BETWEEN MIDNIGHT AND 4:00 AM.
2. CONTRACTOR SHALL REMOVE TAXIWAY CENTERLINES AT THE INTERSECTIONS OF TAXIWAY A AND TAXIWAY A5 AND TAXIWAY CONNECTING A TO RUNWAY 9/27. ALL BARRICADES, CIRCUIT JUMPERS, AND ORANGE PERIMETER FENCE WORK SHALL BE COMPLETED BY DUSK ON THE FIRST DAY OF PHASE 1A.
3. WHILE PLACING THE ORANGE BARRIER FENCE IN THE ILS CRITICAL AREA OF APPROACH END OF RUNWAY 27, THE CONTRACTOR SHALL CONSTANTLY MONITOR THE AIRFIELD RADIO AND BE ABLE TO EXIT THE CRITICAL AREA UPON TOWER REQUEST.
4. DURING CONSTRUCTION OF PHASE 1A THE CONTRACTOR MAY CONTINUE WORK IN PHASE 1 LIMITS

PHASE 1A RUNWAY AND TAXIWAY AVAILABILITY

RUNWAY 9/27	OPEN
RUNWAY 13/31	OPEN
TAXIWAY A FROM TW A5 TO TW A CONNECTING TO RUNWAY 27	CLOSED
TAXIWAY A FROM TW A5 TO TW A CONNECTING TO RUNWAY 9	OPEN
TAXIWAY A4	CLOSED
TAXIWAY A5	OPEN
TAXIWAY D	OPEN
TAXIWAY E	OPEN
TAXIWAY E2	OPEN
TERMINAL APRON EAST OF TAXIWAY A5	RESTRICTED ADG III



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RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

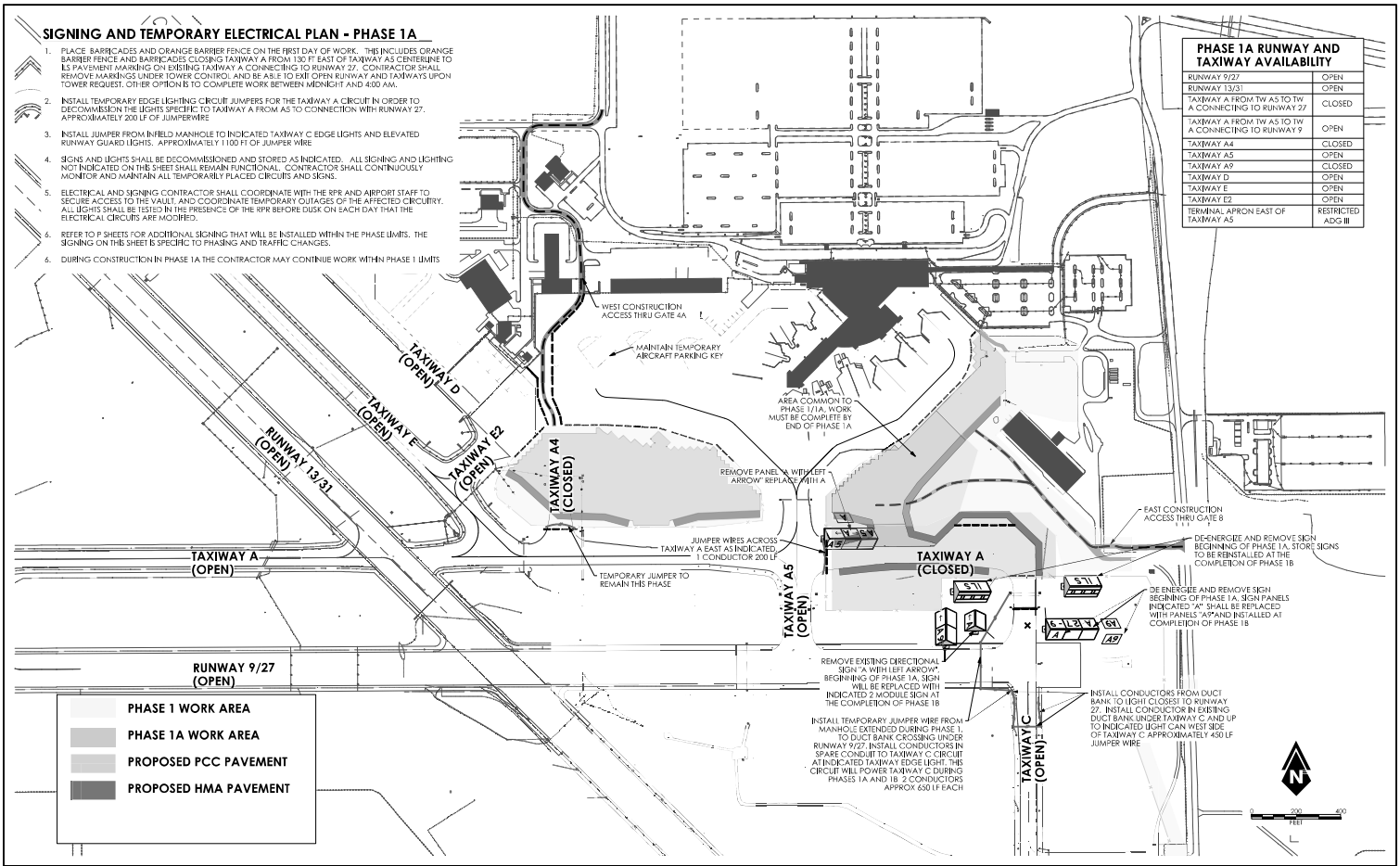
CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1A

SHEET NO. J.06

SIGNING AND TEMPORARY ELECTRICAL PLAN - PHASE 1A

1. PLACE BARRICADES AND ORANGE BARRIER FENCE ON THE FIRST DAY OF WORK. THIS INCLUDES ORANGE BARRIER FENCE AND BARRICADES CLOSING TAXIWAY A FROM 130 FT EAST OF TAXIWAY A5 CENTERLINE TO ILS PAVEMENT MARKING ON EXISTING TAXIWAY A CONNECTING TO RUNWAY 27. CONTRACTOR SHALL REMOVE MARKINGS UNDER TOWER CONTROL AND BE ABLE TO EXIT OPEN RUNWAY AND TAXIWAYS UPON TOWER REQUEST. OTHER OPTION IS TO COMPLETE WORK BETWEEN MIDNIGHT AND 4:00 AM.
2. INSTALL TEMPORARY EDGE LIGHTING CIRCUIT JUMPERS FOR THE TAXIWAY A CIRCUIT IN ORDER TO DECOMMISSION THE LIGHTS SPECIFIC TO TAXIWAY A FROM A5 TO CONNECTION WITH RUNWAY 27. APPROXIMATELY 200 LF OF JUMPERWIRE
3. INSTALL JUMPER FROM INFIELD MANHOLE TO INDICATED TAXIWAY C EDGE LIGHTS AND ELEVATED RUNWAY GUARD LIGHTS. APPROXIMATELY 1100 FT OF JUMPER WIRE
4. SIGNS AND LIGHTS SHALL BE DECOMMISSIONED AND STORED AS INDICATED. ALL SIGNING AND LIGHTING NOT INDICATED ON THE SHEET SHALL REMAIN FUNCTIONAL. CONTRACTOR SHALL CONTINUOUSLY MONITOR AND MAINTAIN ALL TEMPORARILY PLACED CIRCUITS AND SIGNS.
5. ELECTRICAL AND SIGNING CONTRACTOR SHALL COORDINATE WITH THE RPR AND AIRPORT STAFF TO SECURE ACCESS TO THE VAULT, AND COORDINATE TEMPORARY OUTAGES OF THE AFFECTED CIRCUITRY. ALL LIGHTS SHALL BE TESTED IN THE PRESENCE OF THE RPR BEFORE DUSK ON EACH DAY THAT THE ELECTRICAL CIRCUITS ARE MODIFIED.
6. REFER TO P SHEETS FOR ADDITIONAL SIGNING THAT WILL BE INSTALLED WITHIN THE PHASE LIMITS. THE SIGNING ON THIS SHEET IS SPECIFIC TO PHASING AND TRAFFIC CHANGES.
6. DURING CONSTRUCTION IN PHASE 1A THE CONTRACTOR MAY CONTINUE WORK WITHIN PHASE 1 LIMITS

PHASE 1A RUNWAY AND TAXIWAY AVAILABILITY	
RUNWAY 9/27	OPEN
RUNWAY 13/31	OPEN
TAXIWAY A FROM TW A5 TO TW A CONNECTING TO RUNWAY 27	CLOSED
TAXIWAY A FROM TW A5 TO TW A CONNECTING TO RUNWAY 9	OPEN
TAXIWAY A4	CLOSED
TAXIWAY A5	OPEN
TAXIWAY A9	CLOSED
TAXIWAY D	OPEN
TAXIWAY E	OPEN
TAXIWAY E2	OPEN
TERMINAL APRON EAST OF TAXIWAY A5	RESTRICTED ADG III



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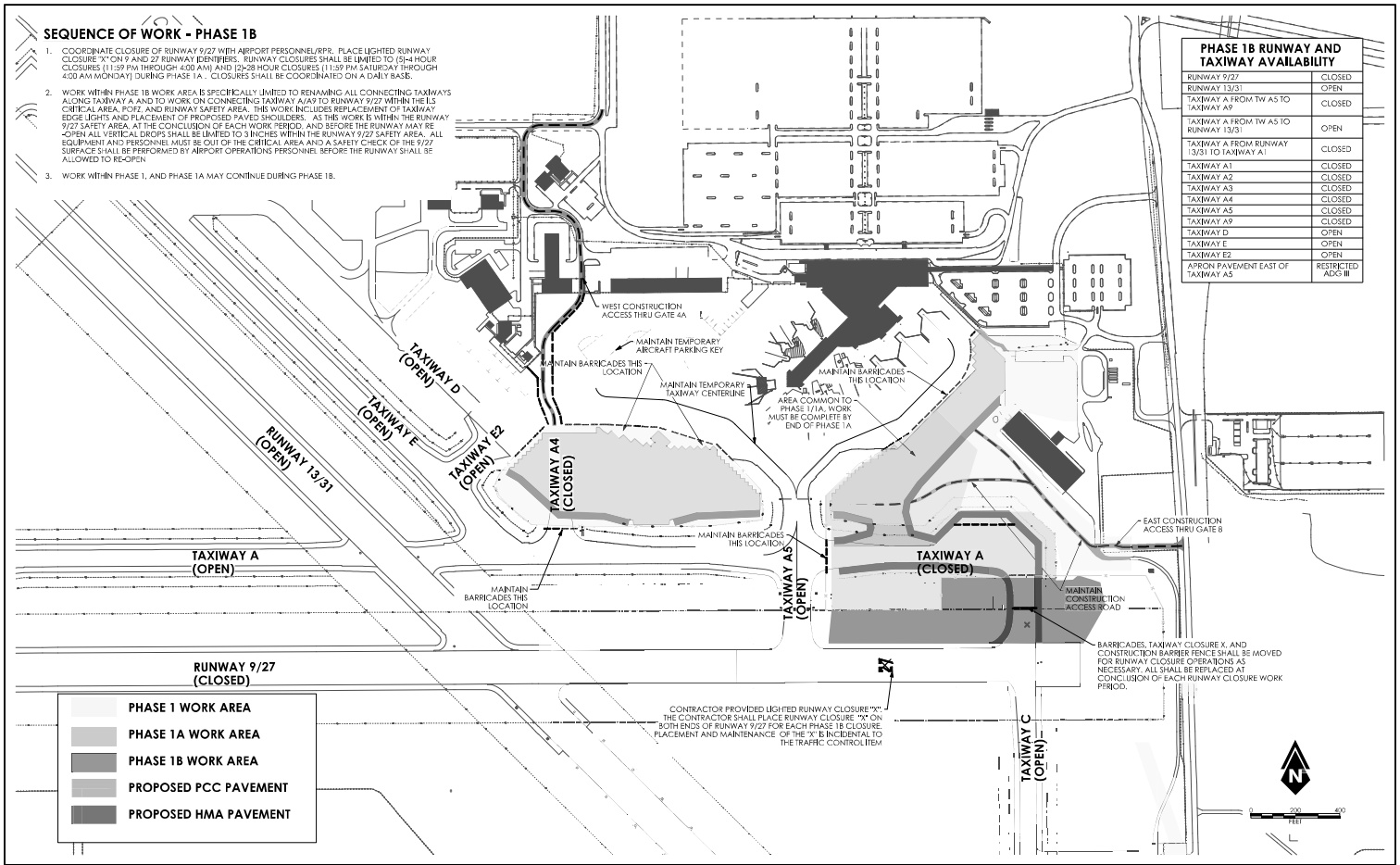
RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY ADN PHASING
PHASE 1A TEMP SIGNING AND ELECTRICAL

SHEET NO.
J.07

SEQUENCE OF WORK - PHASE 1B

1. COORDINATE CLOSURE OF RUNWAY 9/27 WITH AIRPORT PERSONNEL/RPR. PLACE LIGHTED RUNWAY CLOSURE "X" ON 9 AND 27 RUNWAY IDENTIFIERS. RUNWAY CLOSURES SHALL BE LIMITED TO (5)-4 HOUR CLOSURES (11:59 PM THROUGH 4:00 AM) AND (2)-28 HOUR CLOSURES (11:59 PM SATURDAY THROUGH 4:00 AM MONDAY) DURING PHASE 1A . CLOSURES SHALL BE COORDINATED ON A DAILY BASIS.
2. WORK WITHIN PHASE 1B WORK AREA IS SPECIFICALLY LIMITED TO RENAMING ALL CONNECTING TAXIWAYS ALONG TAXIWAY A AND TO WORK ON CONNECTING TAXIWAY A/A9 TO RUNWAY 9/27 WITHIN THE ILS CRITICAL AREA, POFZ, AND RUNWAY SAFETY AREA. THIS WORK INCLUDES REPLACEMENT OF TAXIWAY EDGE LIGHTS AND PLACEMENT OF PROPOSED PAVED SHOULDERS. AS THIS WORK IS WITHIN THE RUNWAY 9/27 SAFETY AREA, AT THE CONCLUSION OF EACH WORK PERIOD, AND BEFORE THE RUNWAY MAY RE-OPEN ALL VERTICAL DROPS SHALL BE LIMITED TO 3 INCHES WITHIN THE RUNWAY 9/27 SAFETY AREA. ALL EQUIPMENT AND PERSONNEL MUST BE OUT OF THE CRITICAL AREA AND A SAFETY CHECK OF THE 9/27 SURFACE SHALL BE PERFORMED BY AIRPORT OPERATIONS PERSONNEL BEFORE THE RUNWAY SHALL BE ALLOWED TO RE-OPEN
3. WORK WITHIN PHASE 1, AND PHASE 1A MAY CONTINUE DURING PHASE 1B.



PHASE 1B RUNWAY AND TAXIWAY AVAILABILITY

RUNWAY 9/27	CLOSED
RUNWAY 13/31	OPEN
TAXIWAY A FROM TW A5 TO TAXIWAY A9	CLOSED
TAXIWAY A FROM TW A5 TO RUNWAY 13/31	OPEN
TAXIWAY A FROM RUNWAY 13/31 TO TAXIWAY A1	CLOSED
TAXIWAY A1	CLOSED
TAXIWAY A2	CLOSED
TAXIWAY A3	CLOSED
TAXIWAY A4	CLOSED
TAXIWAY A5	CLOSED
TAXIWAY A9	CLOSED
TAXIWAY D	OPEN
TAXIWAY E	OPEN
TAXIWAY E2	OPEN
APRON PAVEMENT EAST OF TAXIWAY A5	RESTRICTED ADG III

PROJECT NO: 00197001.01	DESIGNED BY: C.GRABER
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CAD DATE: 5/15/2020 1:55:26 PM	DRAWN BY: C.GRABER
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RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY AND PHASING - PHASE 1B

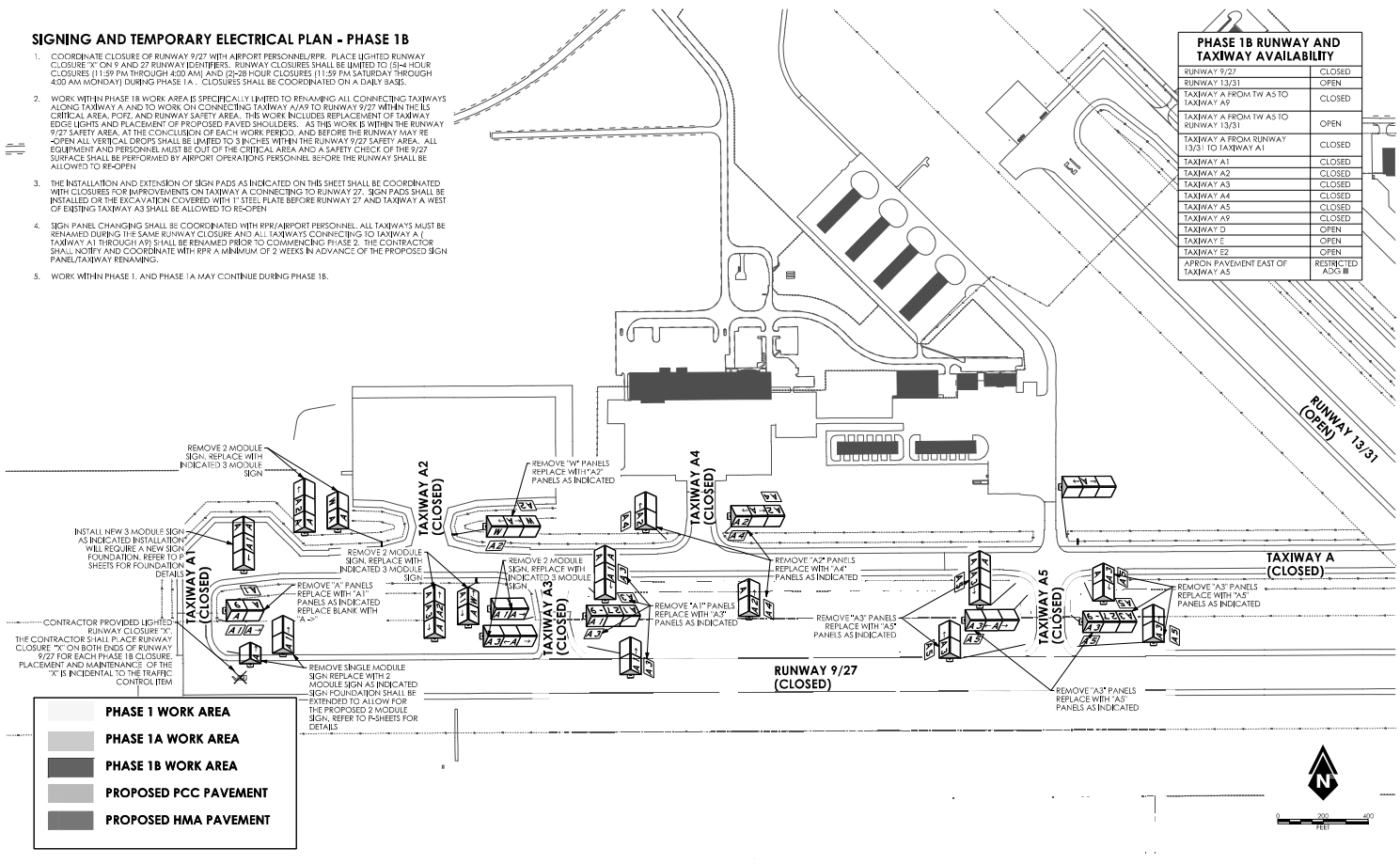
SHEET NO. J.08

SIGNING AND TEMPORARY ELECTRICAL PLAN - PHASE 1B

1. COORDINATE CLOSURE OF RUNWAY 9/27 WITH AIRPORT PERSONNEL/RPR. PLACE LIGHTED RUNWAY CLOSURE "X" ON 9 AND 27 RUNWAY IDENTIFIERS. RUNWAY CLOSURES SHALL BE LIMITED TO (5)-4 HOUR CLOSURES (11:59 PM THROUGH 4:00 AM) AND (2)-28 HOUR CLOSURES (11:59 PM SATURDAY THROUGH 4:00 AM MONDAY) DURING PHASE 1A . CLOSURES SHALL BE COORDINATED ON A DAILY BASIS.
2. WORK WITHIN PHASE 1B WORK AREA IS SPECIFICALLY LIMITED TO RENAMING ALL CONNECTING TAXIWAYS ALONG TAXIWAY A AND TO WORK ON CONNECTING TAXIWAY A/A9 TO RUNWAY 9/27 WITHIN THE ILS CRITICAL AREA, POFZ, AND RUNWAY SAFETY AREA. THIS WORK INCLUDES REPLACEMENT OF TAXIWAY EDGE LIGHTS AND PLACEMENT OF PROPOSED PAVED SHOULDERS. AS THIS WORK IS WITHIN THE RUNWAY 9/27 SAFETY AREA, AT THE CONCLUSION OF EACH WORK PERIOD, AND BEFORE THE RUNWAY MAY RE -OPEN ALL VERTICAL DROPS SHALL BE LIMITED TO 3 INCHES WITHIN THE RUNWAY 9/27 SAFETY AREA. ALL EQUIPMENT AND PERSONNEL MUST BE OUT OF THE CRITICAL AREA AND A SAFETY CHECK OF THE 9/27 SURFACE SHALL BE PERFORMED BY AIRPORT OPERATIONS PERSONNEL BEFORE THE RUNWAY SHALL BE ALLOWED TO RE-OPEN
3. THE INSTALLATION AND EXTENSION OF SIGN PADS AS INDICATED ON THIS SHEET SHALL BE COORDINATED WITH CLOSURES FOR IMPROVEMENTS ON TAXIWAY A CONNECTING TO RUNWAY 27. SIGN PADS SHALL BE INSTALLED OR THE EXCAVATION COVERED WITH 1" STEEL PLATE BEFORE RUNWAY 27 AND TAXIWAY A WEST OF EXISTING TAXIWAY A3 SHALL BE ALLOWED TO RE-OPEN
4. SIGN PANEL CHANGING SHALL BE COORDINATED WITH RPR/AIRPORT PERSONNEL. ALL TAXIWAYS MUST BE RENAMED DURING THE SAME RUNWAY CLOSURE AND ALL TAXIWAYS CONNECTING TO TAXIWAY A (TAXIWAY A1 THROUGH A9) SHALL BE RENAMED PRIOR TO COMMENCING PHASE 2. THE CONTRACTOR SHALL NOTIFY AND COORDINATE WITH RPR A MINIMUM OF 2 WEEKS IN ADVANCE OF THE PROPOSED SIGN PANEL/TAXIWAY RENAMING.
5. WORK WITHIN PHASE 1, AND PHASE 1A MAY CONTINUE DURING PHASE 1B.

PHASE 1B RUNWAY AND TAXIWAY AVAILABILITY

RUNWAY 9/27	CLOSED
RUNWAY 13/31	OPEN
TAXIWAY A FROM TW A5 TO TAXIWAY A9	CLOSED
TAXIWAY A FROM TW A5 TO RUNWAY 13/31	OPEN
TAXIWAY A FROM RUNWAY 13/31 TO TAXIWAY A1	CLOSED
TAXIWAY A1	CLOSED
TAXIWAY A2	CLOSED
TAXIWAY A3	CLOSED
TAXIWAY A4	CLOSED
TAXIWAY A5	CLOSED
TAXIWAY A9	CLOSED
TAXIWAY D	OPEN
TAXIWAY E	OPEN
TAXIWAY E2	OPEN
APRON PAVEMENT EAST OF TAXIWAY A5	RESTRICTED ADG III



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RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY AND PHASING
PHASE 1B TAXIWAY RENAMING WEST

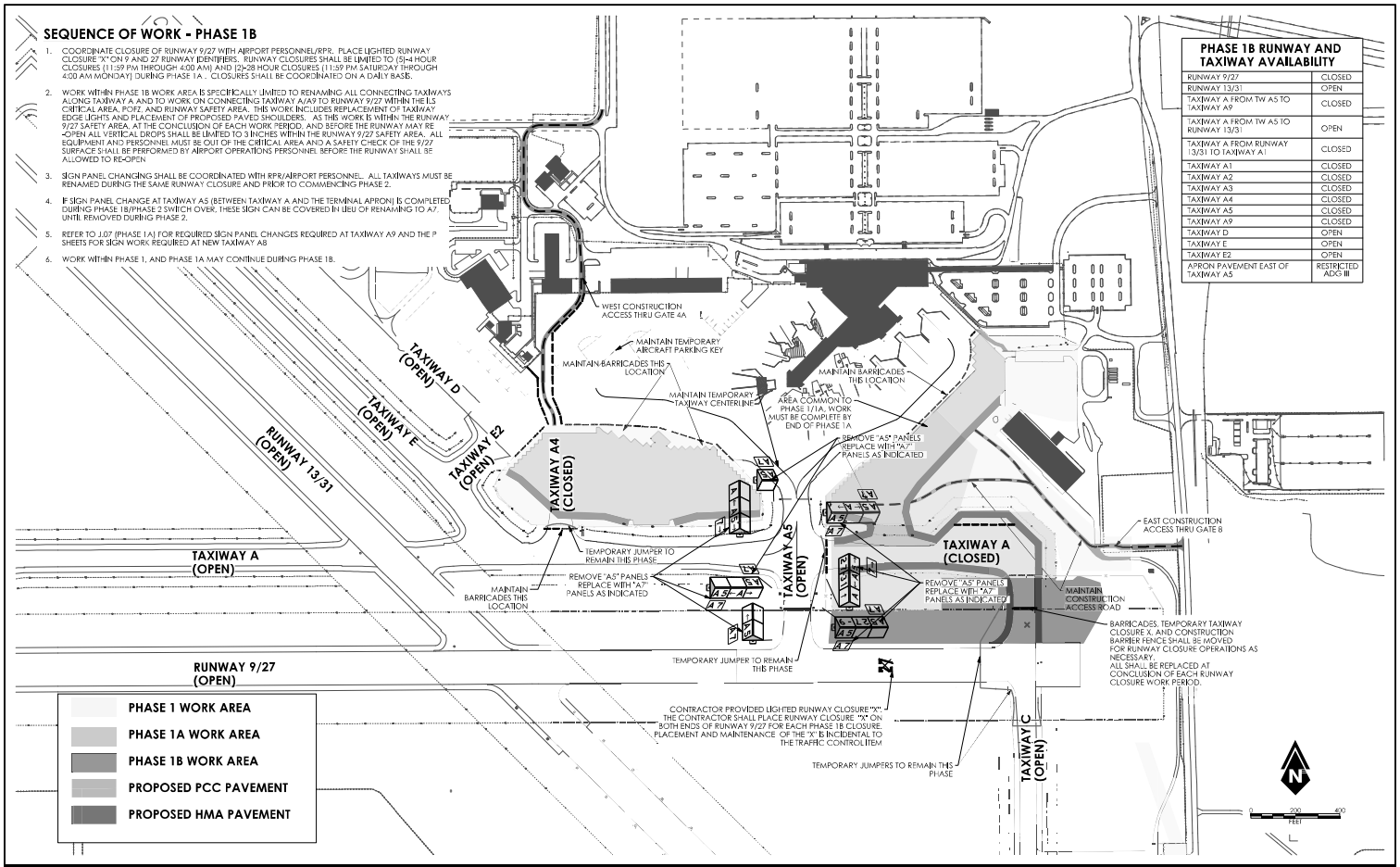
SHEET NO.
J.09

SEQUENCE OF WORK - PHASE 1B

1. COORDINATE CLOSURE OF RUNWAY 9/27 WITH AIRPORT PERSONNEL/RPR. PLACE LIGHTED RUNWAY CLOSURE "X" ON 9 AND 27 RUNWAY IDENTIFIERS. RUNWAY CLOSURES SHALL BE LIMITED TO (5)-4 HOUR CLOSURES (11:59 PM THROUGH 4:00 AM) AND (2)-28 HOUR CLOSURES (11:59 PM SATURDAY THROUGH 4:00 AM MONDAY) DURING PHASE 1A. CLOSURES SHALL BE COORDINATED ON A DAILY BASE.
2. WORK WITHIN PHASE 1B WORK AREA IS SPECIFICALLY LIMITED TO RENAMING ALL CONNECTING TAXIWAYS ALONG TAXIWAY A AND TO WORK ON CONNECTING TAXIWAY A/A9 TO RUNWAY 9/27 WITHIN THE ILS CRITICAL AREA, POFZ, AND RUNWAY SAFETY AREA. THIS WORK INCLUDES REPLACEMENT OF TAXIWAY EDGE LIGHTS AND PLACEMENT OF PROPOSED PAVED SHOULDERS. AS THIS WORK IS WITHIN THE RUNWAY 9/27 SAFETY AREA, AT THE CONCLUSION OF EACH WORK PERIOD, AND BEFORE THE RUNWAY MAY RE -OPEN ALL VERTICAL DROPS SHALL BE LIMITED TO 3 INCHES WITHIN THE RUNWAY 9/27 SAFETY AREA. ALL EQUIPMENT AND PERSONNEL MUST BE OUT OF THE CRITICAL AREA AND A SAFETY CHECK OF THE 9/27 SURFACE SHALL BE PERFORMED BY AIRPORT OPERATIONS PERSONNEL BEFORE THE RUNWAY SHALL BE ALLOWED TO RE-OPEN
3. SIGN PANEL CHANGING SHALL BE COORDINATED WITH RPR/AIRPORT PERSONNEL. ALL TAXIWAYS MUST BE RENAMED DURING THE SAME RUNWAY CLOSURE AND PRIOR TO COMMENCING PHASE 2.
4. IF SIGN PANEL CHANGE AT TAXIWAY A5 (BETWEEN TAXIWAY A AND THE TERMINAL APRON) IS COMPLETED DURING PHASE 1B/PHASE 2 SWITCH OVER, THESE SIGN CAN BE COVERED IN LIEU OF RENAMING TO A7. UNTIL REMOVED DURING PHASE 2.
5. REFER TO J.07 (PHASE 1A) FOR REQUIRED SIGN PANEL CHANGES REQUIRED AT TAXIWAY A9 AND THE P SHEETS FOR SIGN WORK REQUIRED AT NEW TAXIWAY A8
6. WORK WITHIN PHASE 1, AND PHASE 1A MAY CONTINUE DURING PHASE 1B.

PHASE 1B RUNWAY AND TAXIWAY AVAILABILITY

RUNWAY 9/27	CLOSED
RUNWAY 13/31	OPEN
TAXIWAY A FROM TW A5 TO TAXIWAY A9	CLOSED
TAXIWAY A FROM TW A5 TO RUNWAY 13/31	OPEN
TAXIWAY A FROM RUNWAY 13/31 TO TAXIWAY A1	CLOSED
TAXIWAY A1	CLOSED
TAXIWAY A2	CLOSED
TAXIWAY A3	CLOSED
TAXIWAY A4	CLOSED
TAXIWAY A5	CLOSED
TAXIWAY A9	CLOSED
TAXIWAY D	OPEN
TAXIWAY E	OPEN
TAXIWAY E2	OPEN
APRON PAVEMENT EAST OF TAXIWAY A5	RESTRICTED ADG III



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RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY AND PHASING
PHASE 1B TAXIWAY RENAMING EAST

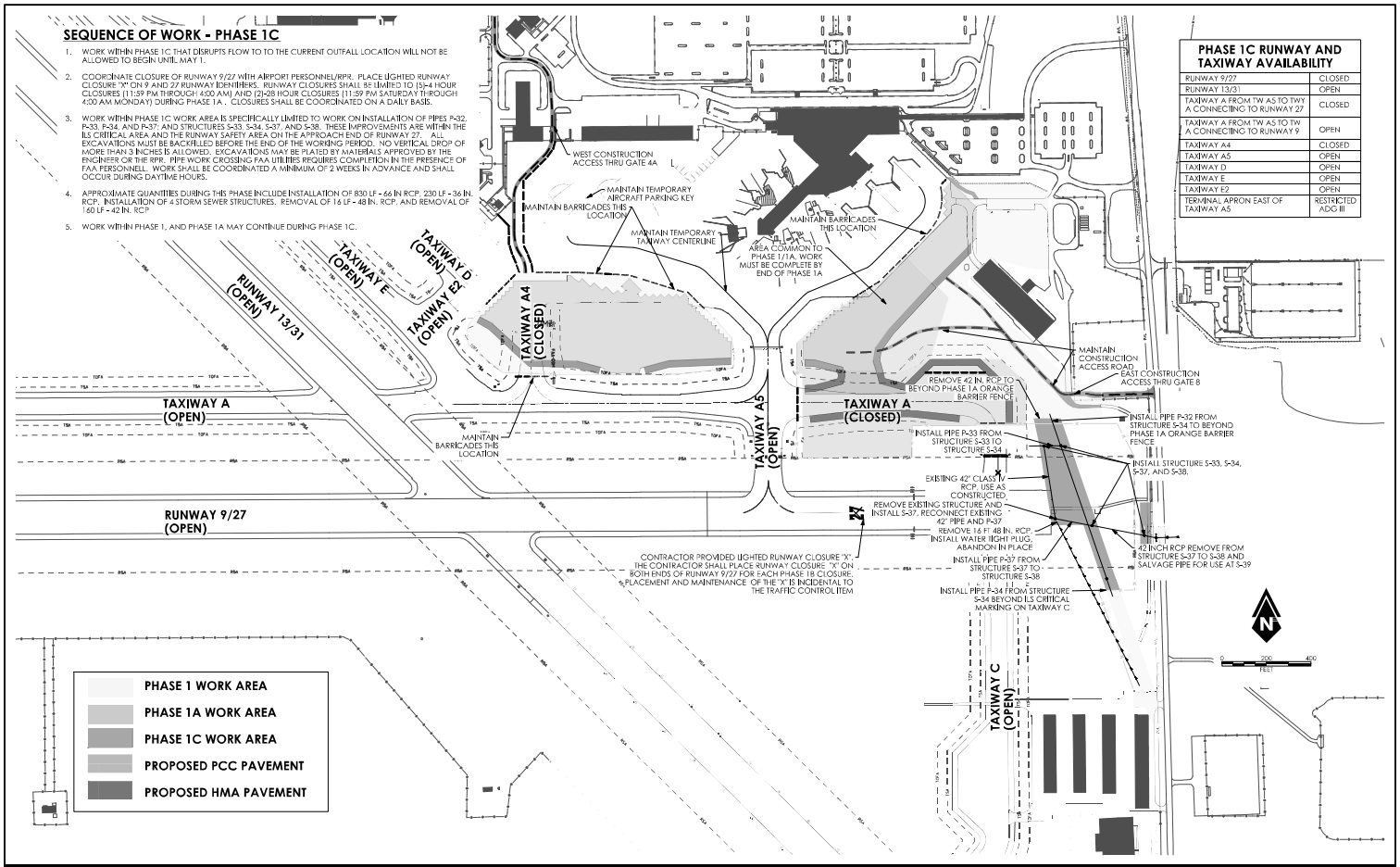
SHEET NO.
J.10

SEQUENCE OF WORK - PHASE 1C

1. WORK WITHIN PHASE 1C THAT DISRUPTS FLOW TO TO THE CURRENT OUTFALL LOCATION WILL NOT BE ALLOWED TO BEGIN UNTIL MAY 1.
2. COORDINATE CLOSURE OF RUNWAY 9/27 WITH AIRPORT PERSONNEL/RPR. PLACE LIGHTED RUNWAY CLOSURE "X" ON 9 AND 27 RUNWAY IDENTIFIERS. RUNWAY CLOSURES SHALL BE LIMITED TO (5)-4 HOUR CLOSURES (11:59 PM THROUGH 4:00 AM) AND (2)-28 HOUR CLOSURES (11:59 PM SATURDAY THROUGH 4:00 AM MONDAY) DURING PHASE 1A . CLOSURES SHALL BE COORDINATED ON A DAILY BASIS.
3. WORK WITHIN PHASE 1C WORK AREA IS SPECIFICALLY LIMITED TO WORK ON INSTALLATION OF PIPES P-32, P-33, P-34, AND P-37, AND STRUCTURES S-33, S-34, S-37, AND S-38. THESE IMPROVEMENTS ARE WITHIN THE ILS CRITICAL AREA AND THE RUNWAY SAFETY AREA ON THE APPROACH END OF RUNWAY 27. ALL EXCAVATIONS MUST BE BACKFILLED BEFORE THE END OF THE WORKING PERIOD. NO VERTICAL DROP OF MORE THAN 3 INCHES IS ALLOWED. EXCAVATIONS MAY BE PLATED BY MATERIALS APPROVED BY THE ENGINEER OR THE RPR. PIPE WORK CROSSING FAA UTILITIES REQUIRES COMPLETION IN THE PRESENCE OF FAA PERSONNEL. WORK SHALL BE COORDINATED A MINIMUM OF 2 WEEKS IN ADVANCE AND SHALL OCCUR DURING DAYTIME HOURS.
4. APPROXIMATE QUANTITIES DURING THIS PHASE INCLUDE INSTALLATION OF 830 LF - 66 IN RCP, 230 LF - 36 IN. RCP. INSTALLATION OF 4 STORM SEWER STRUCTURES. REMOVAL OF 16 LF - 48 IN. RCP, AND REMOVAL OF 160 LF - 42 IN. RCP
5. WORK WITHIN PHASE 1, AND PHASE 1A MAY CONTINUE DURING PHASE 1C.

PHASE 1C RUNWAY AND TAXIWAY AVAILABILITY

RUNWAY 9/27	CLOSED
RUNWAY 13/31	OPEN
TAXIWAY A FROM TW A5 TO TWY A CONNECTING TO RUNWAY 27	CLOSED
TAXIWAY A FROM TW A5 TO TW A CONNECTING TO RUNWAY 9	OPEN
TAXIWAY A4	CLOSED
TAXIWAY A5	OPEN
TAXIWAY D	OPEN
TAXIWAY E	OPEN
TAXIWAY E2	OPEN
TERMINAL APRON EAST OF TAXIWAY A5	RESTRICTED ADG III



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RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1C

SHEET NO. J.11

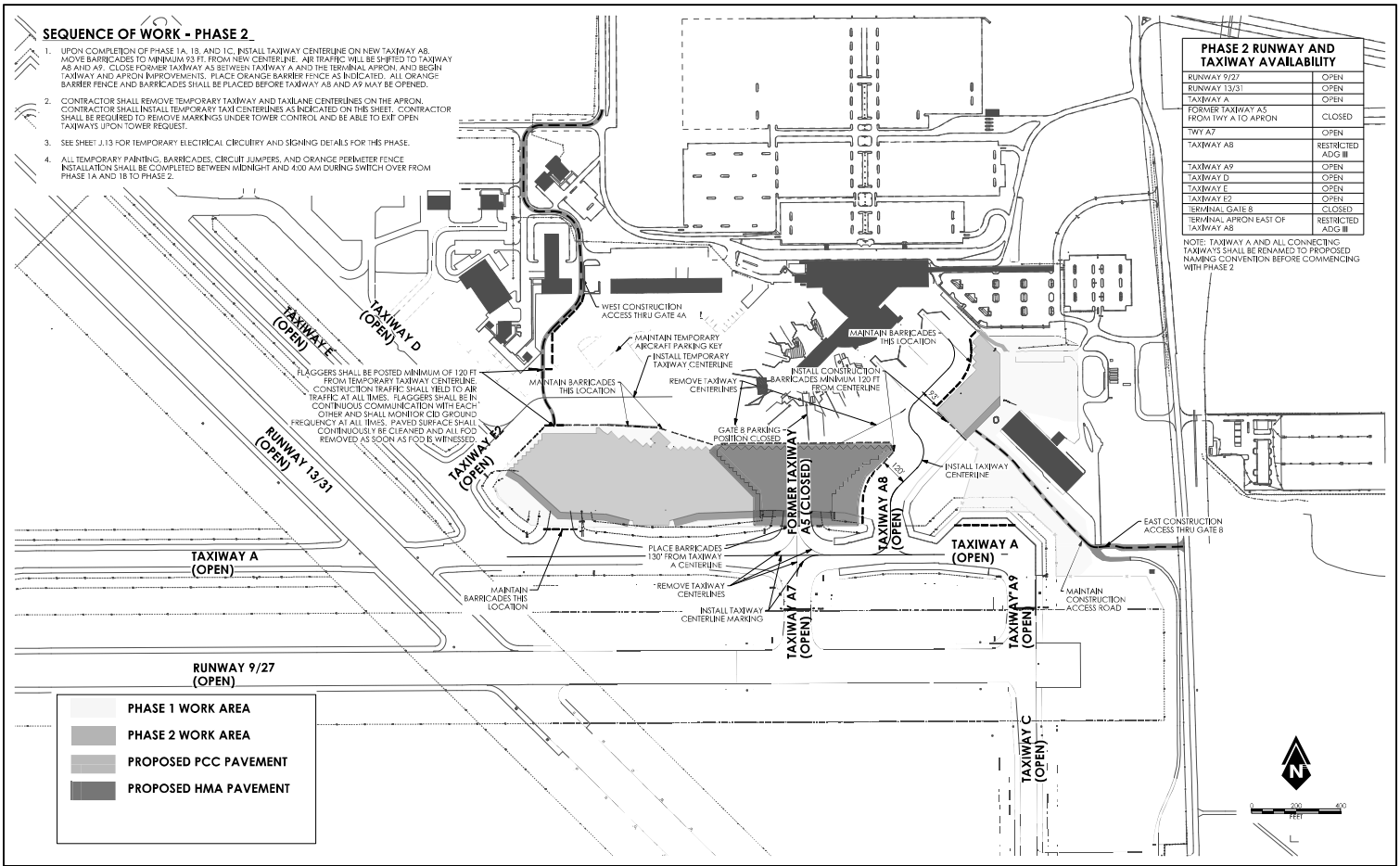
SEQUENCE OF WORK - PHASE 2

1. UPON COMPLETION OF PHASE 1A, 1B, AND 1C, INSTALL TAXIWAY CENTERLINE ON NEW TAXIWAY A8. MOVE BARRICADES TO MINIMUM 93 FT. FROM NEW CENTERLINE. AIR TRAFFIC WILL BE SHIFTED TO TAXIWAY A8 AND A9. CLOSE FORMER TAXIWAY A5 BETWEEN TAXIWAY A AND THE TERMINAL APRON, AND BEGIN TAXIWAY AND APRON IMPROVEMENTS. PLACE ORANGE BARRIER FENCE AS INDICATED. ALL ORANGE BARRIER FENCE AND BARRICADES SHALL BE PLACED BEFORE TAXIWAY A8 AND A9 MAY BE OPENED.
2. CONTRACTOR SHALL REMOVE TEMPORARY TAXIWAY AND TAXILANE CENTERLINES ON THE APRON. CONTRACTOR SHALL INSTALL TEMPORARY TAXI CENTERLINES AS INDICATED ON THIS SHEET. CONTRACTOR SHALL BE REQUIRED TO REMOVE MARKINGS UNDER TOWER CONTROL AND BE ABLE TO EXIT OPEN TAXIWAYS UPON TOWER REQUEST.
3. SEE SHEET J.13 FOR TEMPORARY ELECTRICAL CIRCUITRY AND SIGNING DETAILS FOR THIS PHASE.
4. ALL TEMPORARY PAINTING, BARRICADES, CIRCUIT JUMPERS, AND ORANGE PERIMETER FENCE INSTALLATION SHALL BE COMPLETED BETWEEN MIDNIGHT AND 4:00 AM DURING SWITCH OVER FROM PHASE 1A AND 1B TO PHASE 2.

PHASE 2 RUNWAY AND TAXIWAY AVAILABILITY

RUNWAY 9/27	OPEN
RUNWAY 13/31	OPEN
TAXIWAY A	OPEN
FORMER TAXIWAY A5 FROM TWY A TO APRON	CLOSED
TWY A7	OPEN
TAXIWAY A8	RESTRICTED ADG III
TAXIWAY A9	OPEN
TAXIWAY D	OPEN
TAXIWAY E	OPEN
TAXIWAY E2	OPEN
TERMINAL GATE 8	CLOSED
TERMINAL APRON EAST OF TAXIWAY A8	RESTRICTED ADG III

NOTE: TAXIWAY A AND ALL CONNECTING TAXIWAYS SHALL BE RENAMED TO PROPOSED NAMING CONVENTION BEFORE COMMENCING WITH PHASE 2



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CAD FILE: c:\pw_workdir\pw_te\fvd_cig\d0324158\0019T001.01_J12.SHT.dgn	

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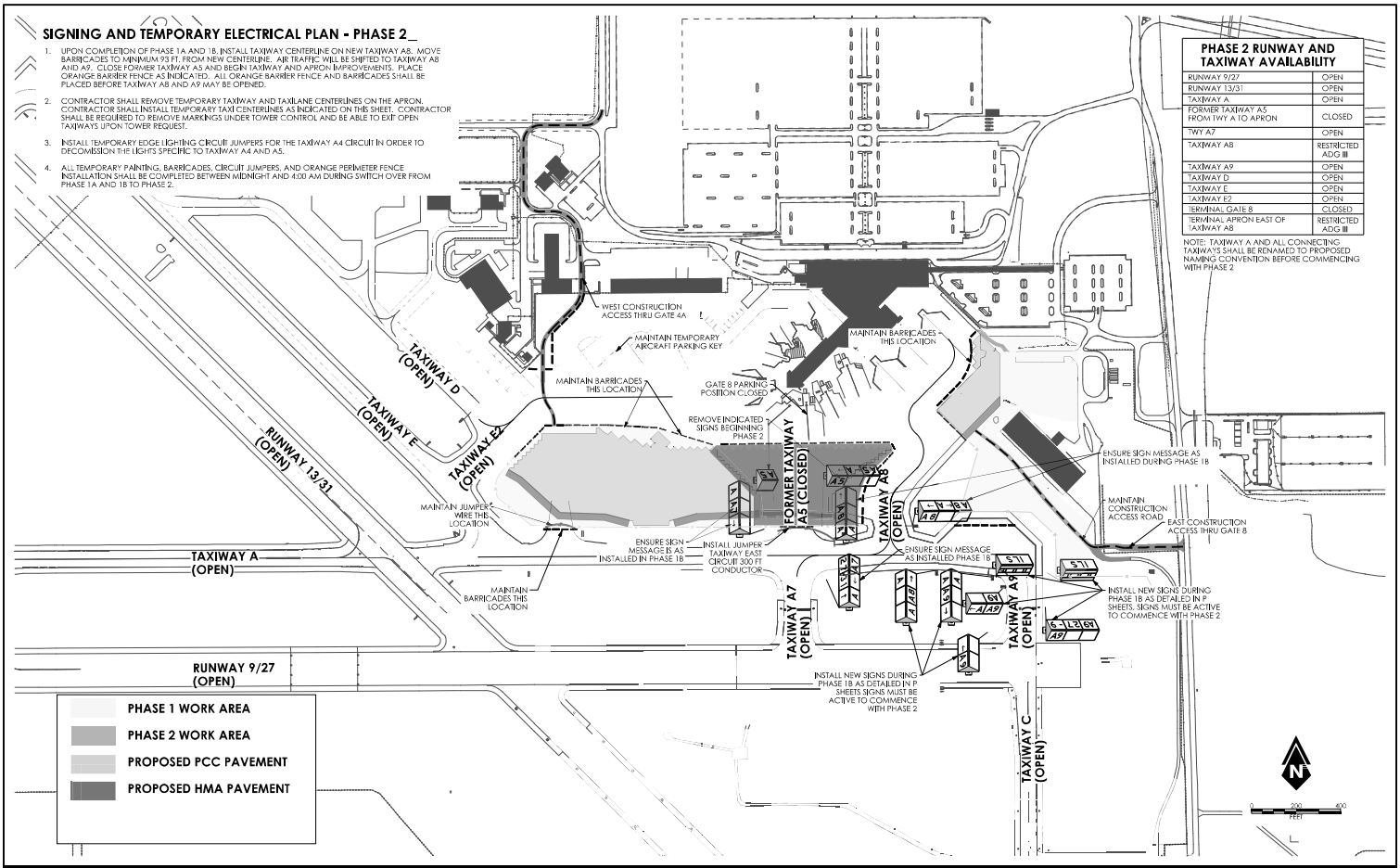
RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 2

SHEET NO. J.12

SIGNING AND TEMPORARY ELECTRICAL PLAN - PHASE 2_

1. UPON COMPLETION OF PHASE 1A AND 1B, INSTALL TAXIWAY CENTERLINE ON NEW TAXIWAY A8. MOVE BARRICADES TO MINIMUM 93 FT. FROM NEW CENTERLINE. AIR TRAFFIC WILL BE SHIFTED TO TAXIWAY A8 AND A9. CLOSE FORMER TAXIWAY A5 AND BEGIN TAXIWAY AND APRON IMPROVEMENTS. PLACE ORANGE BARRIER FENCE AS INDICATED. ALL ORANGE BARRIER FENCE AND BARRICADES SHALL BE PLACED BEFORE TAXIWAY A8 AND A9 MAY BE OPENED.
2. CONTRACTOR SHALL REMOVE TEMPORARY TAXIWAY AND TAXILANE CENTERLINES ON THE APRON. CONTRACTOR SHALL INSTALL TEMPORARY TAXI CENTERLINES AS INDICATED ON THIS SHEET. CONTRACTOR SHALL BE REQUIRED TO REMOVE MARKINGS UNDER TOWER CONTROL AND BE ABLE TO EXIT OPEN TAXIWAYS UPON TOWER REQUEST.
3. INSTALL TEMPORARY EDGE LIGHTING CIRCUIT JUMPERS FOR THE TAXIWAY A4 CIRCUIT IN ORDER TO DECOMISSION THE LIGHTS SPECIFIC TO TAXIWAY A4 AND A5.
4. ALL TEMPORARY PAINTING, BARRICADES, CIRCUIT JUMPERS, AND ORANGE PERIMETER FENCE INSTALLATION SHALL BE COMPLETED BETWEEN MIDNIGHT AND 4:00 AM DURING SWITCH OVER FROM PHASE 1A AND 1B TO PHASE 2.



PHASE 2 RUNWAY AND TAXIWAY AVAILABILITY

RUNWAY 9/27	OPEN
RUNWAY 13/31	OPEN
TAXIWAY A	OPEN
FORMER TAXIWAY A5 FROM TWY A TO APRON	CLOSED
TWY A7	OPEN
TAXIWAY A8	RESTRICTED ADG III
TAXIWAY A9	OPEN
TAXIWAY D	OPEN
TAXIWAY E	OPEN
TAXIWAY E2	OPEN
TERMINAL GATE 8	CLOSED
TERMINAL APRON EAST OF TAXIWAY A8	RESTRICTED ADG III

NOTE: TAXIWAY A AND ALL CONNECTING TAXIWAYS SHALL BE RENAMED TO PROPOSED NAMING CONVENTION BEFORE COMMENCING WITH PHASE 2

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RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

SUBJECT TO CHANGE
CONSTRUCTION SAFETY AND PHASING
PHASE 2 TEMP SIGNING AND ELECTRICAL

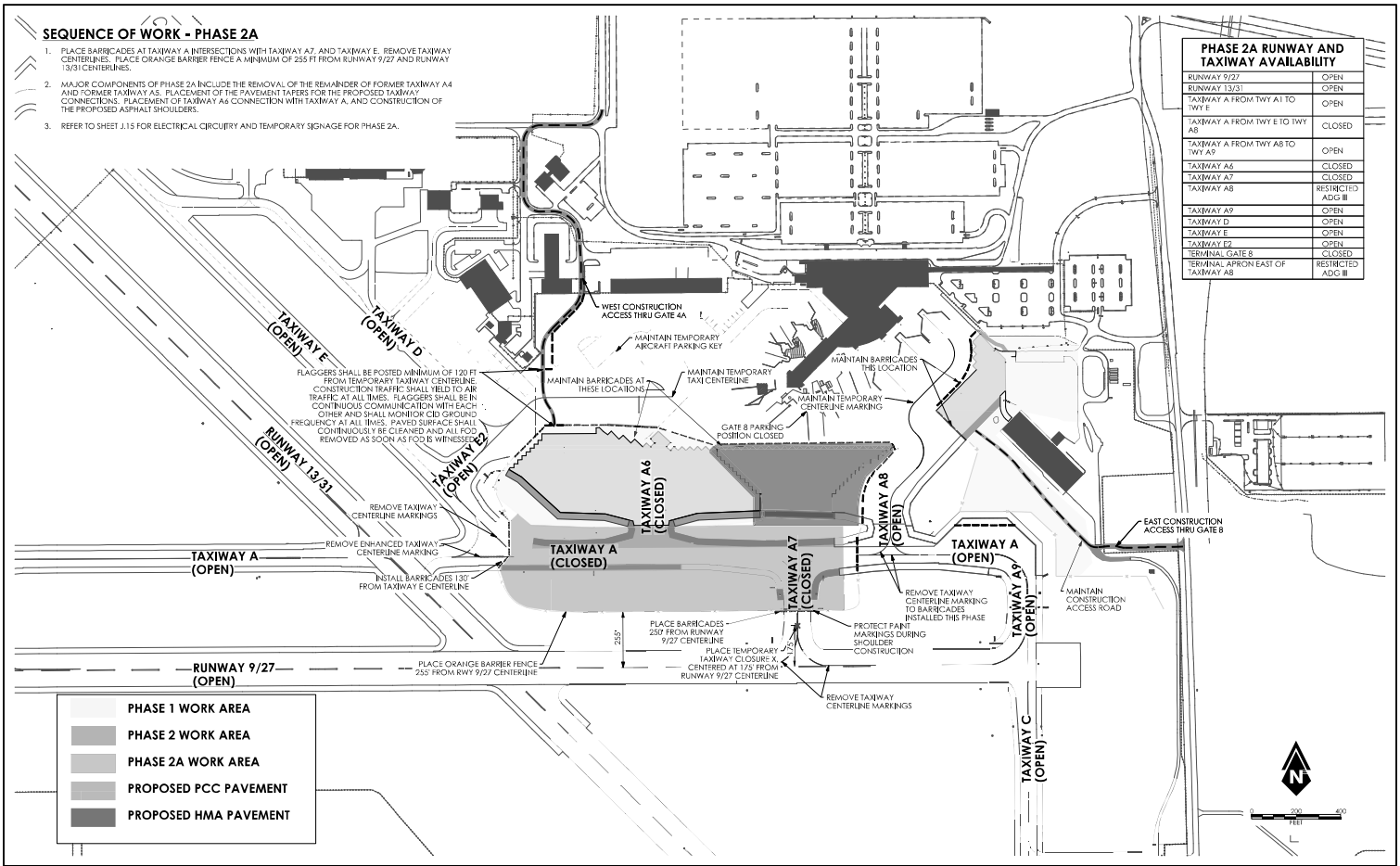
SHEET NO.
J.13

SEQUENCE OF WORK - PHASE 2A

1. PLACE BARRICADES AT TAXIWAY A INTERSECTIONS WITH TAXIWAY A7, AND TAXIWAY E. REMOVE TAXIWAY CENTERLINES. PLACE ORANGE BARRIER FENCE A MINIMUM OF 255 FT FROM RUNWAY 9/27 AND RUNWAY 13/31 CENTERLINES.
2. MAJOR COMPONENTS OF PHASE 2A INCLUDE THE REMOVAL OF THE REMAINDER OF FORMER TAXIWAY A4 AND FORMER TAXIWAY A5. PLACEMENT OF THE PAVEMENT TAPERS FOR THE PROPOSED TAXIWAY CONNECTIONS. PLACEMENT OF TAXIWAY A6 CONNECTION WITH TAXIWAY A, AND CONSTRUCTION OF THE PROPOSED ASPHALT SHOULDERS.
3. REFER TO SHEET J.15 FOR ELECTRICAL CIRCUITRY AND TEMPORARY SIGNAGE FOR PHASE 2A.

PHASE 2A RUNWAY AND TAXIWAY AVAILABILITY

RUNWAY 9/27	OPEN
RUNWAY 13/31	OPEN
TAXIWAY A FROM TWY A1 TO TWY E	OPEN
TAXIWAY A FROM TWY E TO TWY A8	CLOSED
TAXIWAY A FROM TWY A8 TO TWY A9	OPEN
TAXIWAY A6	CLOSED
TAXIWAY A7	CLOSED
TAXIWAY A8	RESTRICTED ADG III
TAXIWAY A9	OPEN
TAXIWAY D	OPEN
TAXIWAY E	OPEN
TAXIWAY E2	OPEN
TERMINAL GATE 8	CLOSED
TERMINAL APRON EAST OF TAXIWAY A8	RESTRICTED ADG III



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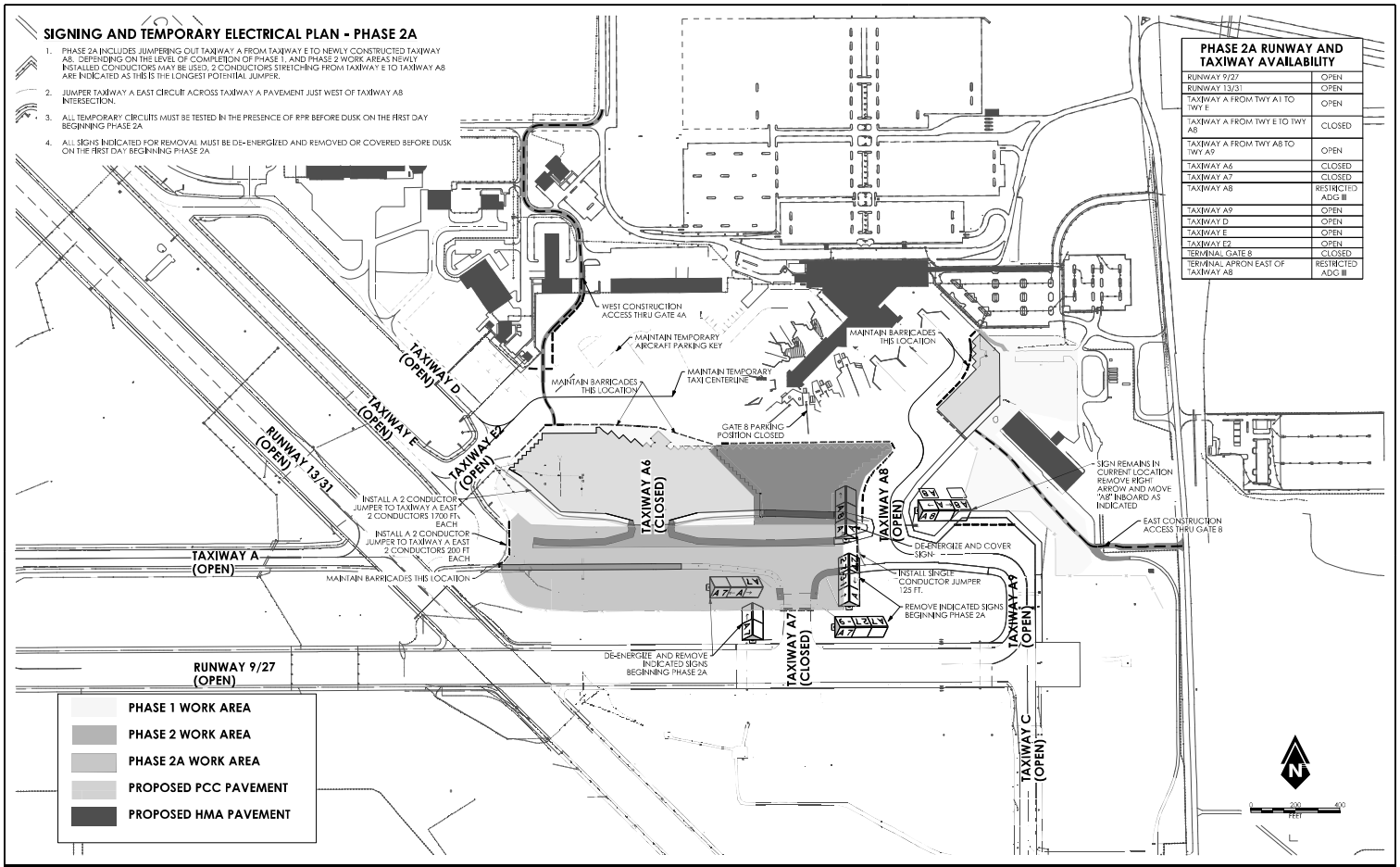
RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 2A

SHEET NO. J.14

SIGNING AND TEMPORARY ELECTRICAL PLAN - PHASE 2A

1. PHASE 2A INCLUDES JUMPERING OUT TAXIWAY A FROM TAXIWAY E TO NEWLY CONSTRUCTED TAXIWAY A8. DEPENDING ON THE LEVEL OF COMPLETION OF PHASE 1, AND PHASE 2 WORK AREAS NEWLY INSTALLED CONDUCTORS MAY BE USED. 2 CONDUCTORS STRETCHING FROM TAXIWAY E TO TAXIWAY A8 ARE INDICATED AS THIS IS THE LONGEST POTENTIAL JUMPER.
2. JUMPER TAXIWAY A EAST CIRCUIT ACROSS TAXIWAY A PAVEMENT JUST WEST OF TAXIWAY A8 INTERSECTION.
3. ALL TEMPORARY CIRCUITS MUST BE TESTED IN THE PRESENCE OF RPR BEFORE DUSK ON THE FIRST DAY BEGINNING PHASE 2A
4. ALL SIGNS INDICATED FOR REMOVAL MUST BE DE-ENERGIZED AND REMOVED OR COVERED BEFORE DUSK ON THE FIRST DAY BEGINNING PHASE 2A



PHASE 2A RUNWAY AND TAXIWAY AVAILABILITY

RUNWAY 9/27	OPEN
RUNWAY 13/31	OPEN
TAXIWAY A FROM TWY A1 TO TWY E	OPEN
TAXIWAY A FROM TWY E TO TWY A8	CLOSED
TAXIWAY A FROM TWY A8 TO TWY A9	OPEN
TAXIWAY A6	CLOSED
TAXIWAY A7	CLOSED
TAXIWAY A8	RESTRICTED ADG III
TAXIWAY A9	OPEN
TAXIWAY D	OPEN
TAXIWAY E	OPEN
TAXIWAY E2	OPEN
TERMINAL GATE 8	CLOSED
TERMINAL APRON EAST OF TAXIWAY A8	RESTRICTED ADG III

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CAD DATE: 5/15/2020 2:27:53 PM DRAWN BY: C.GRABER
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RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY AND PHASING
PHASE 2A TEMP SIGNING AND ELECTRICAL

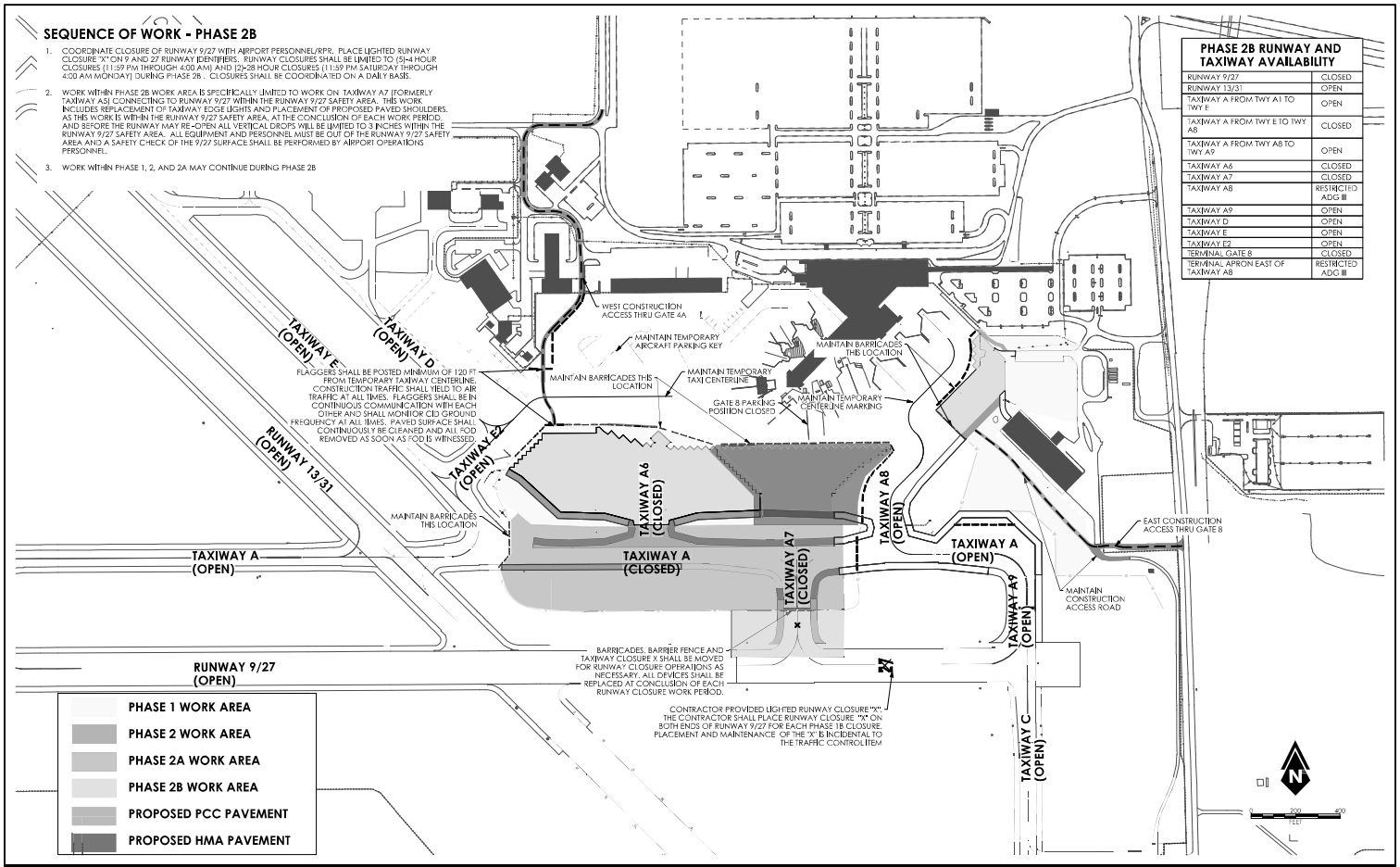
SHEET NO.
J.15

SEQUENCE OF WORK - PHASE 2B

1. COORDINATE CLOSURE OF RUNWAY 9/27 WITH AIRPORT PERSONNEL/RPR. PLACE LIGHTED RUNWAY CLOSURE "X" ON 9 AND 27 RUNWAY IDENTIFIERS. RUNWAY CLOSURES SHALL BE LIMITED TO (5)-4 HOUR CLOSURES (11:59 PM THROUGH 4:00 AM) AND (2)-28 HOUR CLOSURES (11:59 PM SATURDAY THROUGH 4:00 AM MONDAY) DURING PHASE 2B . CLOSURES SHALL BE COORDINATED ON A DAILY BASIS.
2. WORK WITHIN PHASE 2B WORK AREA IS SPECIFICALLY LIMITED TO WORK ON TAXIWAY A7 (FORMERLY TAXIWAY A5) CONNECTING TO RUNWAY 9/27 WITHIN THE RUNWAY 9/27 SAFETY AREA. THIS WORK INCLUDES REPLACEMENT OF TAXIWAY EDGE LIGHTS AND PLACEMENT OF PROPOSED PAVED SHOULDERS. AS THIS WORK IS WITHIN THE RUNWAY 9/27 SAFETY AREA, AT THE CONCLUSION OF EACH WORK PERIOD, AND BEFORE THE RUNWAY MAY RE-OPEN ALL VERTICAL DROPS WILL BE LIMITED TO 3 INCHES WITHIN THE RUNWAY 9/27 SAFETY AREA. ALL EQUIPMENT AND PERSONNEL MUST BE OUT OF THE RUNWAY 9/27 SAFETY AREA AND A SAFETY CHECK OF THE 9/27 SURFACE SHALL BE PERFORMED BY AIRPORT OPERATIONS PERSONNEL.
3. WORK WITHIN PHASE 1, 2, AND 2A MAY CONTINUE DURING PHASE 2B

PHASE 2B RUNWAY AND TAXIWAY AVAILABILITY

RUNWAY 9/27	CLOSED
RUNWAY 13/31	OPEN
TAXIWAY A FROM TWY A1 TO TWY E	OPEN
TAXIWAY A FROM TWY E TO TWY A8	CLOSED
TAXIWAY A FROM TWY A8 TO TWY A9	OPEN
TAXIWAY A6	CLOSED
TAXIWAY A7	CLOSED
TAXIWAY A8	RESTRICTED ADG III
TAXIWAY A9	OPEN
TAXIWAY D	OPEN
TAXIWAY E	OPEN
TAXIWAY E2	OPEN
TERMINAL GATE 8	CLOSED
TERMINAL APRON EAST OF TAXIWAY A8	RESTRICTED ADG III



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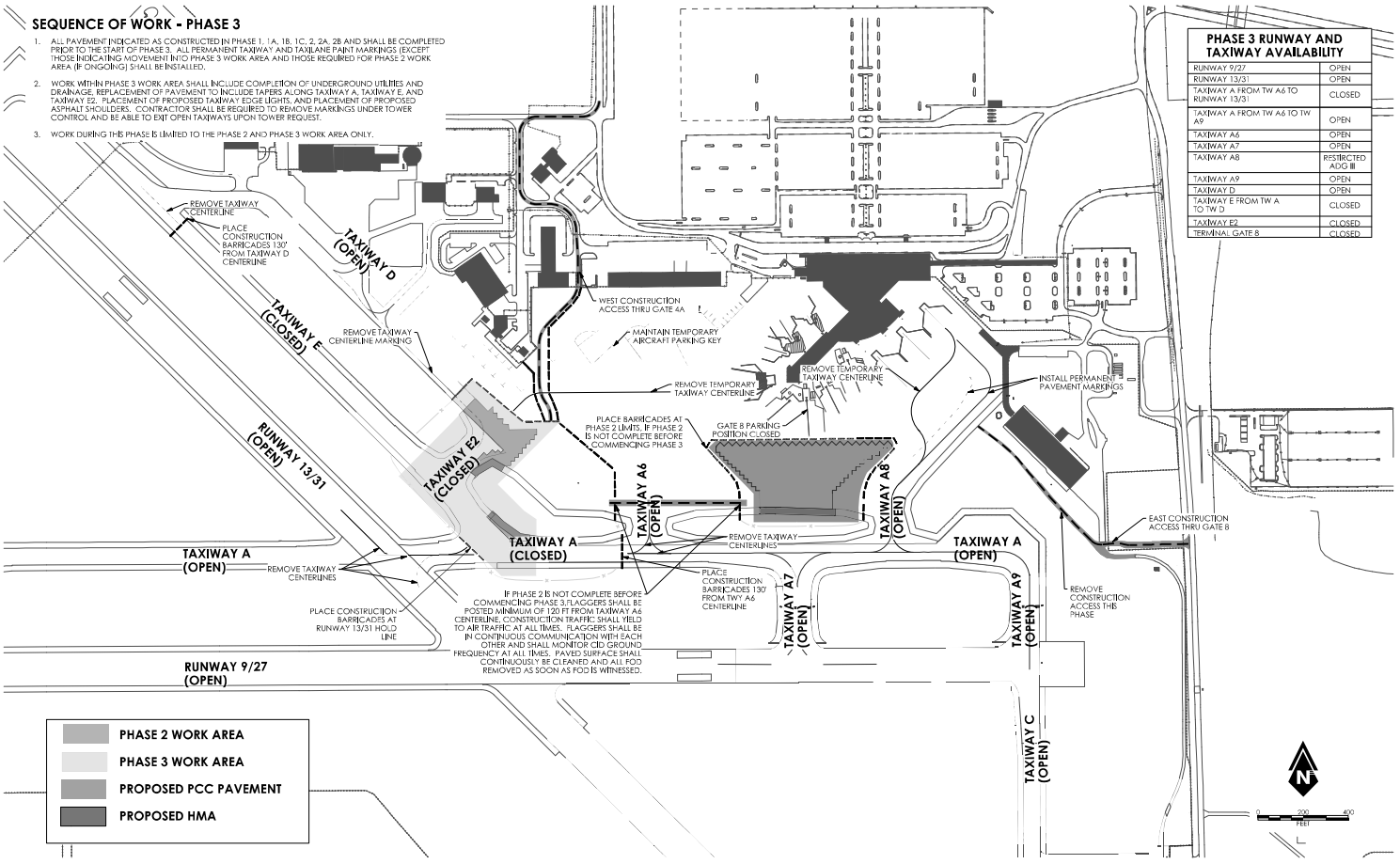
RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 2B

SHEET NO. J.16

SEQUENCE OF WORK - PHASE 3

1. ALL PAVEMENT INDICATED AS CONSTRUCTED IN PHASE 1, 1A, 1B, 1C, 2, 2A, 2B AND SHALL BE COMPLETED PRIOR TO THE START OF PHASE 3. ALL PERMANENT TAXIWAY AND TAXILANE PAINT MARKINGS (EXCEPT THOSE INDICATING MOVEMENT INTO PHASE 3 WORK AREA AND THOSE REQUIRED FOR PHASE 2 WORK AREA (IF ONGOING) SHALL BE INSTALLED.
2. WORK WITHIN PHASE 3 WORK AREA SHALL INCLUDE COMPLETION OF UNDERGROUND UTILITIES AND DRAINAGE, REPLACEMENT OF PAVEMENT TO INCLUDE TAPERS ALONG TAXIWAY A, TAXIWAY E, AND TAXIWAY E2. PLACEMENT OF PROPOSED TAXIWAY EDGE LIGHTS, AND PLACEMENT OF PROPOSED ASPHALT SHOULDERS. CONTRACTOR SHALL BE REQUIRED TO REMOVE MARKINGS UNDER TOWER CONTROL AND BE ABLE TO EXIT OPEN TAXIWAYS UPON TOWER REQUEST.
3. WORK DURING THIS PHASE IS LIMITED TO THE PHASE 2 AND PHASE 3 WORK AREA ONLY.



PHASE 3 RUNWAY AND TAXIWAY AVAILABILITY

RUNWAY 9/27	OPEN
RUNWAY 13/31	OPEN
TAXIWAY A FROM TW A6 TO RUNWAY 13/31	CLOSED
TAXIWAY A FROM TW A6 TO TW A9	OPEN
TAXIWAY A6	OPEN
TAXIWAY A7	OPEN
TAXIWAY A8	RESTIRCTED ADG III
TAXIWAY A9	OPEN
TAXIWAY D	OPEN
TAXIWAY E FROM TW A TO TW D	CLOSED
TAXIWAY E2	CLOSED
TERMINAL GATE 8	CLOSED

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PROJECT DATE: 5/15/2020	CHECKED BY: E.SCOTT		
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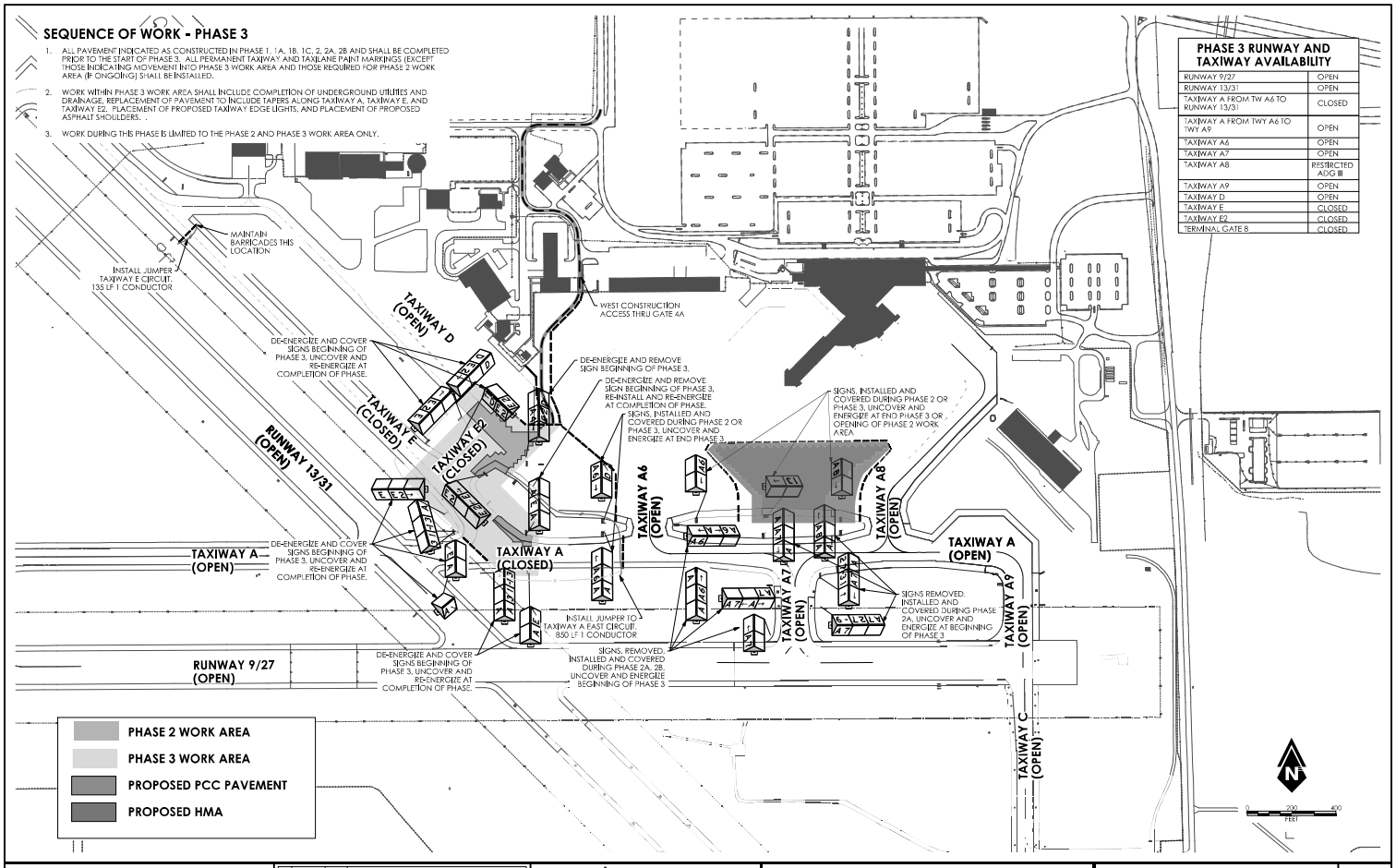
RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 3

SHEET NO. J.17

SEQUENCE OF WORK - PHASE 3

1. ALL PAVEMENT INDICATED AS CONSTRUCTED IN PHASE 1, 1A, 1B, 1C, 2, 2A, 2B AND SHALL BE COMPLETED PRIOR TO THE START OF PHASE 3. ALL PERMANENT TAXIWAY AND TAXILANE PAINT MARKINGS (EXCEPT THOSE INDICATING MOVEMENT INTO PHASE 3 WORK AREA AND THOSE REQUIRED FOR PHASE 2 WORK AREA (IF ONGOING) SHALL BE INSTALLED.
2. WORK WITHIN PHASE 3 WORK AREA SHALL INCLUDE COMPLETION OF UNDERGROUND UTILITIES AND DRAINAGE, REPLACEMENT OF PAVEMENT TO INCLUDE TAPERS ALONG TAXIWAY A, TAXIWAY E, AND TAXIWAY E2. PLACEMENT OF PROPOSED TAXIWAY EDGE LIGHTS, AND PLACEMENT OF PROPOSED ASPHALT SHOULDERS. .
3. WORK DURING THIS PHASE IS LIMITED TO THE PHASE 2 AND PHASE 3 WORK AREA ONLY.



PHASE 3 RUNWAY AND TAXIWAY AVAILABILITY

RUNWAY 9/27	OPEN
RUNWAY 13/31	OPEN
TAXIWAY A FROM TW A6 TO RUNWAY 13/31	CLOSED
TAXIWAY A FROM TWY A6 TO TWY A9	OPEN
TAXIWAY A6	OPEN
TAXIWAY A7	OPEN
TAXIWAY A8	RESTIRCTED ADG III
TAXIWAY A9	OPEN
TAXIWAY D	OPEN
TAXIWAY E	CLOSED
TAXIWAY E2	CLOSED
TERMINAL GATE 8	CLOSED

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RECONSTRUCT TAXIWAYS A4 AND A5 AND EXPAND TERMINAL APRON
CEDAR RAPIDS, IA

CONSTRUCTION SAFETY AND PHASING
PHASE 3 TEMP SIGNING AND ELECTRICAL

SHEET NO.
J.18