SALT LAKE CITY DEPARTMENT OF AIRPORTS

Engineering Division
Second Floor - Terminal Unit No. 1
P.O. Box 145550
Salt Lake City, UT 84114-5550

RELOCATION OF GATES 10 & 11

PROJECT NO. 54 1019 1765
CONTRACT NO. 54-2-20-2111

ADDENDUM NO. 1

March 27, 2020

All bidders submitting proposals on the project referenced above shall be governed by the following addendum changes and/or clarifications and the work designated herein shall be part of, and included in the contract and contract documents.

The bidder shall acknowledge receipt of this Addendum by indicating so in Paragraph 1.3 "ADDENDA" on page 00300-1 of the Bid Form.

This addendum package consists of the following:
Addendum Document, including this cover page, the Acknowledgement of Receipt, and Bidder's questions submitted through SCIQUEST and email (7 pages).

- Section 00300 - Bid Schedule (8 pages)
- Section 00810 page 13 (1 page)
- P-153 - CONTROLLED LOW-STRENGTH MATERIAL (4 pages)
- P-156 - GEOTEXTILE FABRIC (4 pages)
- 260519-SITE - LOW VOLTAGE ELECTRICAL POWER CONDUCTORS AND CABLES (4 pages)
- 133423.16 - FABRICATED VEHICLE CANOPIES (6 pages)
- Civil Drawings - G003, G004, G015, G016, G017, G018, C108, C251 and C405 (9 drawings)
- EXHIBIT 1 - GATE 10 LANE WIDENING EXHIBIT (1 drawing)
- Architectural - AE100, AE201 and AE700 (3 drawings)
- Electrical - Guard Shack Drawings E100, E302, E601 and E702 (4 drawings)

Robert Bailey, P.E.
Civil Engineering Manager

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PROJECT NO. 54 1019 1765
CONTRACT NO. 54-2-20-2111

ACKNOWLEDGEMENT OF RECEIPT

ADDENDUM NO. 1

March 27, 2020

The undersigned hereby acknowledges they have received for and on behalf of the company stated below, one copy of Addendum No. 1 for the Relocation of Gates 10 & 11 project, project number 54 1019 1765.

Please return this form via email to Sue.Humphreys@slcgov.com.

_____
COMPANY

_____
BY

_____
DATE

TIME RECEIVED: _____ A.M./P.M.

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Item 1 **SECTION 00300 - BID SCHEDULE**

REMOVE: Section 00300 - Bid Schedule pages 12 through 19

REPLACE: Section 00300 - Bid Schedule Addendum No 1 pages 12 through 19. Adjusted Bid Item quantities.

Item 2 **SECTION 00810 - SPECIAL CONDITIONS**

REMOVE: Section 00810 page 13

REPLACE: Section 00810 Addendum No. 1 - page 13 - Updated the last sentence to state - "The Engineer has determined that this project will disturb more than one acre and that requirement number 2 described above applies for this project."

MODIFICATIONS TO THE TECHNICAL SPECIFICATIONS

Item 3 **SECTION P-153 - CONTROLLED LOW STRENGTH MATERIAL**

REMOVE: SECTION P-153 pages 1 through 4
REPLACE: SECTION P-153 Addendum No. 1 - pages 1 through 4

Revised the following Paragraphs:
P-153-5.1 and P-153-6.1 for Flowable Backfill Protection over existing high pressure gas line.

Item 4 **SECTION P-156 - GEOTEXTILE FABRIC**

REMOVE: SECTION P-156 pages 1 through 4
REPLACE: SECTION P-156 Addendum No. 1 - pages 1 through 4

Revised the following Paragraphs:
P-156-1.1, P-156-1.2, P-156-2.2, P-156-3.3 and P-156-5.1 to add Asphalt Overlay Fabric.

Item 5 **SECTION 260519-SITE - LOW-VOLTAGE ELECTRICAL POWER CONDUCTORS AND CABLES**

REMOVE: SECTION 260519-SITE - pages 1 through 4

REPLACE: SECTION 260519- SITE Addendum No 1 - pages 1 through 4

Revised the following Paragraphs:
260519-SITE 2.1C and 260519-SITE 3.2A for change in conductors to XHHW-2.

Item 6 **SECTION 133423.16 - FABRICATED VEHICLE CANOPIES**

REMOVE: SECTION 133423.16 pages 1 through 6

REPLACE: SECTION 133423.16 Addendum No 1 - pages 1 through 6

Revised the following Paragraph:
133423 - 2.2.A.1.a to change Referenced Proposal number.

MODIFICATIONS TO THE CONTRACT DRAWINGS

Item 7 **MODIFICATIONS TO CIVIL DRAWINGS**

Modifications to drawings are identified by cloud symbol encircling modification.

REMOVE: Civil Drawings G003, G004, G015, G016, G017, G018, C108, C251, and C405

REPLACE:
G003 Addendum No. 1 - Revised Safety Plan Narrative Notes 1 and 2.
G004 Addendum No. 1 - Clarified vertical panel barricades red lights are for Airside Only.
G015 Addendum No. 1 - Added call outs for Temporary Barrier Chain Link Fence and Temporary 24' double swing gate on Phase 1B for Phase 1D access. Also showed new chain link fence work in Phase 2A as a different color for a coordinated activity.
G016 Addendum No. 1 - Added call outs for Temporary Barrier Chain Link Fence and Temporary 24' double swing gate for Phase 1B for Phase 1D access.
G017 Addendum No. 1 - Added call out for Temporary 24' double swing gate for Phase 1D access.
G018 Addendum No. 1 - Showed new chain link fence work in Phase 2A as a different color for a coordinated activity with USPS towards the end of Phase 2A.
C108 Addendum No. 1 - Corrected the PCC hatch to reflect asphalt removal hatch where utility trench is in asphalt.
C251 Addendum No. 1 - Changed Typical Section D-C251 to reflect the pavement section changes after coordinating with Dominion Energy Engineering Department.
C405 Addendum No. 1 - Corrected contours shown on the deicing access road realignment.

Item 8 **EXHIBIT NO 1 GATE 10 LANE WIDENING EXHIBIT**

ADD: EXHIBIT 1 - GATE 10 LANE WIDENING EXHIBIT DRAWING - This exhibit shows that the overall width of Gate 10 pavement has been increased by 11 feet and the curb islands have been reduced to 2 feet wide. The quantities in this addendum have been adjusted per these adjustments and the Conformed Documents will include these geometric changes.

Item 9 MODIFICATIONS TO ARCHITECTURAL DRAWINGS

REMOVE: Architectural - Guard Shack Drawings AE100, AE201 and AE700

REPLACE:
AE100 Addendum No. 1 - Updated interior elevation sheet call out.
AE201 Addendum No. 1 - Updated east elevation to show exhaust fan grille.
AE700 Addendum No. 1 - Updated south elevation to show 12" x 12" access panel for condensate.

Item 10 MODIFICATIONS TO ELECTRICAL DRAWINGS

REMOVE: Electrical - Guard Shack Drawings E100, E302, E601 and E702

REPLACE:
E100 Addendum No. 1 - Revised keyed note 3, Added and removed keyed notes from the site plan. Added spare conduits to Gate 11 and revised power conduit size.
E302 Addendum No. 1 - Revised keyed notes 4 and 5. Revised sheet notes.
E601 Addendum No. 1 - Added keyed notes O6 and O7. Added spare conduit.
E702 Addendum No. 1 - Revised sheet notes.

QUESTIONS SUBMITTED BY BIDDERS AND SUPPLIERS THROUGH SCIQUEST

Item 11 SCIQUEST AND EMAIL QUESTIONS

Question 1 - We respectfully submit for your consideration a request to approve products as an accepted substitute on Airport Gate Relocation 10 & 11 (20-535340); please find substitution request form attached.

With over 30 years of experience, Scranton Products is the industry leader in plastic (HDPE) bathroom partitions and lockers. Constructed from premium, American-made solid plastic, our products resist dents, scratches, corrosion, graffiti and mildew. More information regarding the benefits of our products as well as technical data sheets and MSDS forms for the appropriate product(s), confirming performance as specified, can be reviewed via the links below:

- Health Product Declaration - Tufftec
- SP Artisan Woodgrain Collection
- LEED Points
- Tufftec Specifications
- Tufftec Lockers Brochure
- Tufftec HDPE vs Metal Brochure
- Warranty
- Engraving Brochure

Answer - Request to substitute a plastic locker for the specified metal locker is denied. Explanation by FFKR - "They are asking to substitute a plastic locker for the specified metal lockers. They claim that the higher initial cost is offset by the maintenance cost of metal lockers within two years, but I don't think the lockers in this project are going to need the maintenance they claim and the initial cost is not going to pay itself back. Attached is our response denying the substitution request."

Question 2 - What is the Typical Section for the full depth asphalt portion at the new Gate 10?

Answer - The full depth asphalt pavement section at Gate 10 consists of the following: 5" Asphalt (P-400), 10" Aggregate Base Course (P-239) compacted to 97% ASTM 1557, 24" Subbase (P-154) compacted to 95% ASTM 1557, and compacted Subgrade per P-152.

Question 3 - The Typical Section for the Vehicle Service Road refers to landscaping on both shoulders of the roadway. The landscape drawings do not show any landscaping. What type of landscaping should it receive?

Answer - There is no landscaping required along the shoulders of the Vehicle Service Road. The Typical Section for the Vehicle Services Road will be updated in Addendum No. 1 to PLACE 5-INCH DEEP MILLINGS IN DISTURBED AREAS OUTSIDE OF THE NEW PAVEMENT.

Question 4 - The diagonal hashed area on Sheet C105 shows the "Milling Limits" for the area. This paved area appears to be removed completely as part of the realignment. Should this area be classified as "Full Depth Asphalt Removal" rather than "Cold Milling"? If not, does it receive an asphalt overlay?

Answer - The "Milling Limits" shown on Sheet C105 will be deleted from the project. The existing pavement in this area will remain in place, however the existing paint will be obliterated.

Question 5 - Plan sheet G003 references the Safety Plan Narrative for a different project. Are there any additional or differing restrictions for this project?

Answer - The Safety Plan Narrative will be corrected in Addendum No. 1 so that it reflects this projects work. It should be noted that there will not be any additional information that isn't already covered in the Project Documents.

Question 6 - I understand the building permit has been applied for but the cost will be the responsibility of the Contractor awarded the project. What is the cost of the building permit?

Answer - The cost for the building permit fee will be approximately $4,600.

Question 7 - Is there an estimated budget amount that is able to be released?

Answer - The construction estimate for this project has a range of $2,600,000 - $3,300,000.

Question 8 - Are the Gates and Drop Arm Barriers Crash Rated?

Answer - The 20' cantilever gates and barrier arms will be procured and supplied by the Owner (SLCDA). The gates and barrier arms are not crash rated.

Question 9 - The project specifications state to dispose the millings at a site on Airport Property. What is the location and is it in the secure area?

Answer - The location for the placing of millings to be disposed on airport property will be east of the South Electrical Vault Building located inside the secured AOA fence.

END OF ADDENDUM NO. 1

SCHEDULE OF PRICES AND APPROXIMATE QUANTITIES - Addendum No 1
FOR THE CONSTRUCTION OF
RELOCATION OF GATE 10 & 11
PROJECT NUMBER: 54 1019 1765

Item No.	Section	Work or Materials	Approx. Qty.	Unit	Unit Price		Extended Amount
					Numbers	Words	
1	P-101-1	Bituminous Pavement Cold Milling Variable Depth	1,766	SY			$
2	P-101-2	Full-Depth Asphalt Removal	5,075	SY			$
3	P-101-3	Concrete Curb & Gutter Removal	2,740	LF			$
4	P-101-4	Concrete Pavement Removal	1,575	SY			$
5	P-101-5	Block Wall Removal	130	LF			$
6	P-101-6	Post and Chain Fence Demolition	560	LF			$
7	P-101-7	Bollard Removal	8	EA			$
8	P-101-8	Chain-Link Fence Removal	500	LF			$
9	P-147	Mobilization and Demobilization	1	LS			$
10	P-148	Const. Signs, Barricades, Warning Lights, Gate Guards & Flagging	1	LS			$
11	P-151	Clearing & Grubbing	920	SY			$

SCHEDULE OF PRICES AND APPROXIMATE QUANTITIES - Addendum No 1
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PROJECT NUMBER: 54 1019 1765

Item No.	Section	Work or Materials	Approx. Qty.	Unit	Unit Price		Extended Amount
					Numbers	Words	
12	P-152-1	Unclassified Excavation	7,110	CY			$
13	P-152-2	Unsuitable Excavation	3,200	CY			$
14	P-152-3	12" Cobble Stabilization	6,700	SY			$
15	P-153	High Pressure Gas Line Protection Flowable Backfill	312	CY			$
16	P-154	Subbase Course	6,335	CY			$
17	P-156-1	Geotextile Fabric	7,200	SY			$
18	P-156-2	Asphalt Overlay Fabric	744	SY			$
19	P-239	Aggregate Base Course (UDOT)	2,898	CY			$
20	P-400	Bituminous Surface Course (3/4" PG 64-34)	2,489	TON			$
21	P-500	Portland Cement Concrete Pavement (10 inch)	3,505	SY			$
22	P-620-1	Pavement Marking Obliteration	9,735	SF			$
23	P-620-2	Pavement Marking (Permanent) with Retroreflective Beads	7,475	SF			$

SCHEDULE OF PRICES AND APPROXIMATE QUANTITIES - Addendum No 1
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Item No.	Section	Work or Materials	Approx. Qty.	Unit	Unit Price		Extended Amount
					Numbers	Words	
24	P-620-3	Pavement Marking (Permanent) without Beads Black	14,950	SF			$
25	P-621-1	New Sign	10	EA			$
26	P-621-2	New Sign Post	10	EA			$
27	P-621-3	Relocate Sign and Sign Post	13	EA			$
28	P-621-4	Remove Sign	1	EA			$
29	D-701	15" Class V RCP Storm Drain Pipe	342	LF			$
30	D-751-1	Adjust Existing Electrical Junction Box	11	EA			$
31	D-751-2	Relocate Existing Communication Handhole	1	EA			$
32	D-751-3	Remove Existing Electrical Manhole	3	EA			$
33	D-751-4	Adjust Water Valve	13	EA			$
34	D-751-5	Adjust Water Manhole	4	EA			$

SCHEDULE OF PRICES AND APPROXIMATE QUANTITIES - Addendum No 1
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Item No.	Section	Work or Materials	Approx. Qty.	Unit	Unit Price		Extended Amount
					Numbers	Words	
35	D-751-6	Adjust Storm Drain Manhole	1	EA			$
36	D-751-7	Adjust Sanitary Sewer Manhole	1	EA			$
37	D-751-8	Install New Catch Basin	1	EA			$
38	D-751-9	Install New Curb Inlet	4	EA			$
39	D-751-10	Adjust Curb Inlet to Solid Frame and Grate	1	EA			$
40	D-751-11	Remove Existing Valve Assembly From Catch Basin	1	EA			$
41	D-756-1	Concrete Valley Gutter	253	SY			$
42	D-756-2	Concrete Curb & Gutter	3,591	LF			$
43	D-756-3	Install Bollards	33	EA			$
44	D-756-4	Reinstall Block Wall	125	LF			$
45	D-756-5	Concrete Ramp (Bike Path)	1	EA			$

SCHEDULE OF PRICES AND APPROXIMATE QUANTITIES - Addendum No 1
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Item No.	Section	Work or Materials	Approx. Qty.	Unit	Unit Price		Extended Amount
					Numbers	Words	
46	D-756-6	Concrete Island	341	SY			$
47	F-162-1	Install 8-foot High Security Chain-Link Fence, Complete	1,610	LF			$
48	F-162-2	Install Temporary Barrier Fence, Complete	690	LF			$
49	F-162-3	Install Post and Chain Fence, Complete	510	LF			$
50	26000	Installation of AVI Equipment Rack, Complete	1	LS			$
51	260519-1	No. 2 AWG, 600V, Cable Installed in Conduit	200	LF			$
52	260519-2	No. 8 AWG, 600V, Cable Installed in Conduit	3,930	LF			$
53	260519-3	No. 10 AWG, 600V, Cable Installed in Conduit	1,965	LF			$
54	260543-1	2-way, 2" PVC Conduit	1,290	LF			$
55	260543-2	2-way, 4" PVC Conduit	400	LF			$

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Item No.	Section	Work or Materials	Approx. Qty.	Unit	Unit Price		Extended Amount
					Numbers	Words	
56	260543-3	Remove Conduit and Cable	750	LF			$
57	260543-4	1-way, 2" PVC Conduit	100	LF			$
58	265613-1	Remove Pole and Foundation	8	EA			$
59	265613-2	Remove Transformer Pad and Power Frame, Complete	1	EA			$
60	265619-1	Roadway Light Pole with 1 Fixture, Complete	4	EA			$
61	265619-2	Relocate Roadway Light Pole, and Fixture on New Foundation, Complete	6	EA			$
62	015632-1	Existing Tree Protection	1	LS			$
63	328400-1	Existing Irrigation System Renovation	1	LS			$
64	328400-2	Enclosure Complete New Above Ground Backflow Preventer	1	LS			$
65	329000-1	Shrub (5 Gal)	8	EA			$

SCHEDULE OF PRICES AND APPROXIMATE QUANTITIES - Addendum No 1
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Item No.	Section	Work or Materials	Approx. Qty.	Unit	Unit Price		Extended Amount
					Numbers	Words	
66	329000-2	Shrub (1 Gal)	11	EA			$
67	329000-3	Boulder Relocation	1	LS			$
68	329000-4	Mulch - Stone Mulch (3" Deep)	132	CY			$
69	329000-5	Geotextile Fabric - Woven	14,250	SF			$
70	329000-6	Topsoil - Shrub Areas (30" Deep)	181	CY			$
71	330000-1	1" Water Meter and Fees	1	LS			$
72	330000-2	1" Type K Copper Water Service	554	LF			$
73	330000-3	Water Service Mainline Connection and Fees	2	LS			$
74	330000-4	6" PVC SDR 35 Sewer Line	584	LF			$
75	330000-5	6" Sanitary Sewer Line Clean Out	8	EA			$

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Item No.	Section	Work or Materials	Approx. Qty.	Unit	Unit Price		Extended Amount
					Numbers	Words	
76	330000-6	Sanitary Sewer Line Mainline Connection and Fees	1	LS			$
77	330000-7	Relocate Existing Water Meter and Fees	1	LS			$
78	330000-8	Relocate Existing Fire Hydrant and Gate Valve	1	EA			$
79	330000-9	Cap and Abandon Existing 2" Water Service and Fees	1	EA			$
80	33000-10	Demo Existing Yard Hydrant	5	EA			$
81	Drawings 79-111 & Respective Tech. Spec	Gates 10 & 11 Guard Shack, Canopy, and Foundation Scope of Work	1	LS			$

TOTAL - ALL ITEMS

$ _____

(Numbers)

TOTAL - ALL ITEMS _____

_____

(Words)

8.14.5. The Contractor shall submit a Recycling Plan (See Form 11) detailing how various waste streams will be separated and managed. The Recycling Plan is to be completed by the Contractor and submitted to the Engineer prior to beginning any work on the project.

8.15. General Construction Storm Water Permit

The Contractor is responsible for complying with all requirements set forth by the Utah Division of Water Quality (DWQ) as they pertain to the performance of the Contractor's work under this Contract. These requirements include those set forth in the Utah Pollutant Discharge Elimination System (UPDES) permits.

Construction is subject to the following requirements set forth by DWQ:

1. **Projects That Disturb Less Than One Acre**
   Projects that disturb less than one acre are not subject to DWQ regulations. However, the Contractor must still complete Forms 6 and 7 of the Environmental Protection Plan. (See Sections 8.9 and 8.10 above.) A site that disturbs less than one acre is required to obtain a Storm Water Permit if it is part of a "common plan of development or sale" that is greater than one acre.
2. **Projects That Disturb Greater Than One Acre**
   Projects that disturb areas equal to, or greater than one acre are required to obtain a General Storm Water Permit for Construction Activities from the Utah DWQ. This permit must be obtained and erosion and sediment controls must be installed prior to beginning any construction activities.

The Contractor shall prepare and submit a Notice of Intent and obtain a General Storm water Permit for Construction Activities prior to beginning any work on the project. A Fact Sheet for the General Storm Water Permit for Construction Activities can be found online at the following web address: http://www.waterquality.utah.gov/UPDES/stormwatercon.htm

Prior to submitting a Notice of Intent with the DWQ, the Contractor shall prepare a Storm Water Pollution Prevention Plan (SWP3) and have it available for inspection by the DWQ. This SWP3 shall be in compliance with state and/or local sediment and erosion plans and requirements. A copy of this SWP3 shall be attached to the Environmental Protection Plan.

The Contractor shall pay all fees associated with obtaining the General Construction Storm Water Permit.

The Engineer has determined that this project will disturb ~~less~~ more than one acre and that requirement number 2 described above applies for this project.

SECTION P-153

CONTROLLED LOW-STRENGTH MATERIAL

DESCRIPTION

153-1.1 This item shall consist of furnishing, transporting, and placing a controlled low-strength material (CLSM) as flowable backfill in trenches or at other locations shown on the plans or as directed by the Engineer.

MATERIALS

153-2.1 Materials.

a. Portland Cement. Portland cement shall conform to the requirements of ASTM C 150 Type II. If for any reason, cement becomes partially set or contains lumps of caked cement, it shall be rejected. Cement salvaged from discarded or used bags shall not be used.

b. Fly ash. Fly ash shall conform to ASTM C 618, Class C or F.

c. Fine Aggregate (Sand). Fine aggregate shall conform to the requirements of ASTM C33 except for aggregate gradation. Any aggregate gradation which produces performance characteristics of the CLSM specified here will be accepted, except as follows.

Sieve Size	Percent Passing by weight
3/4 inch (19.0 mm)	100
No. 200 (0.075 mm)	0 - 12

d. Water. Water used in mixing shall be potable and free of oil, salt, acid, alkali, sugar, vegetable matter, or other substances injurious to the finished product.

MIX DESIGN

153-3.1 Proportions. The Contractor shall submit, to the Engineer, a mix design including the proportions and source of aggregate, fly ash, cement, water, and approved admixtures. No CLSM mixture shall be produced for payment until the Engineer has given written approval of the proportions. The proportions shall be prepared by a laboratory and shall remain in effect for the duration of the project. Laboratory costs are incidental to this item. The proportions shall establish a single percentage or weight for aggregate, fly ash, cement water, and any admixtures proposed.

a. Compressive Strength. CLSM shall be designed to achieve a 28-day compressive strength of 100 to 300 psi (690 to 2,070 kPa) when tested in accordance with ASTM D 4832. There should be no significant strength gain after 28 days.

b. Consistency. CLSM should be designed to achieve a consistency that will produce an approximate 8 inch (200 mm) diameter circular-type spread without segregation when tested

by: (1) filling a 3 inch inside diameter by 6 inch length flow cylinder (non-absorbent pipe), (2) strike off of the flow cylinder and start of lift within five seconds of filling and (3) by steady upward pull, lift the cylinder in a time period of between two and four seconds. Adjustments of the material proportions should be made to achieve proper solid suspension and flowable characteristics, however the theoretical yield shall be maintained at one cubic yard (cubic meter) for the given batch weights.

CONSTRUCTION METHODS

153-4.1 Placement.

a. Placement. CLSM may be placed by any reasonable means from a mixing unit into the space to be filled. Agitation is required during transportation and waiting time. Placement shall be performed so structures or pipes are not displaced from their final position and intrusion of CLSM into unwanted areas is avoided. CLSM shall be placed in lifts not exceeding 4 feet in height, with time intervals of not less than one hour between lifts. When backfilling within the pipe zone, the backfill shall be placed equally on both sides of the pipe in such a manner that the pipe is not displaced. All efforts shall be made to completely fill the space beneath and around the pipe. Backfilling of pipe trenches with CLSM shall be done in not less than two lifts with the first lift no higher than the top of the pipe.

The material shall be brought up uniformly to the fill line shown on the plans or as directed by the Engineer. Each placement of CLSM shall be as continuous an operation as possible. If CLSM is placed in more than one layer, the base layer shall be free of surface water and loose foreign material prior to placement of the next layer.

b. Limitations of Placement. CLSM shall not be placed on frozen ground. Mixing and placing may begin when the air or ground temperature is at least 35 °F (2 °C) and rising. At the time of placement, CLSM shall have a temperature of at least 40 °F (4 °C). Mixing and placement shall stop when the air temperature is 40 °F (4 °C) and falling or when the anticipated air or ground temperature will be 35 °F (2 °C) or less in the 24 hour period following proposed placement.

153-4.2 Curing and Protection.

a. Curing. The air in contact with the CLSM shall be maintained at temperatures above freezing for a minimum of 72 hours. If the CLSM is subjected to temperatures below 32 °F (0 °C), the material may be rejected by the Engineer if damage to the material is observed.

b. Protection. The CLSM shall not be subject to loads and shall remain undisturbed by construction activities for a period of 48 hours or until a compressive strength of 15 psi (105 kPa) is obtained. The Contractor shall be responsible for providing evidence to the Engineer that the material has reached the desired strength. Acceptable evidence shall be based upon compressive tests made in accordance with paragraph 153-3.1a.

153-4.3 Acceptance. Acceptance of CLSM delivered and placed as shown on the plans or as directed by the Engineer shall be based upon mix design approval and batch tickets provided by the Contractor to confirm that the delivered material conforms to the mix design. The Contractor shall verify by additional

testing, each 1,000 cubic yards (765 m^3) of material used. The Engineer shall verify by additional testing at a frequency of one sample for each day CLSM is placed, except when one day's placement exceeds 1,000 cubic yards (765 cubic meters) in which case the day's placement shall be split into two or more equal lots not exceeding 1,000 cubic yards (765 cubic meters) each.

Verification shall include confirmation of material proportions and tests of compressive strength to confirm that the material meets the original mix design and the requirements of CLSM as defined in this specification. Adjustments shall be made as necessary to the proportions and materials prior to further production.

The CLSM shall be sampled in accordance with ASTM D 5971. The spread diameter shall be determined according to ASTM D 6103 and the compressive strength shall be determined by test cylinders made and tested in accordance with ASTM D 4832.

Unless noted otherwise on the plans, CLSM shall meet the following criteria:

Minimum spread diameter -	6.0 inches (150 mm)
Maximum spread diameter -	10.0 inches (250 mm)
Minimum compressive strength -	100 psi (690 kPa) at 28 days
Maximum compressive strength -	300 psi (2,070 kPa) at 28 days

Four test cylinders shall be made from each sample to provide two compressive strength tests at each test age. Since the strength level of CLSM at an early age is considerably lower than concrete, special care is required in handling test specimens. Cylinders should be field cured 4 days prior to moving. The Contractor shall cure and store the test specimens under such conditions as directed.

For each test age the compressive strength for each sample shall be computed by averaging the results of the two test cylinders representing that sample. Test ages will be 7 days and 28 days.

METHOD OF MEASUREMENT

153-5.1 Measurement. Accepted quantities of controlled low strength material shall be considered incidental to other pay items and no separate measurement will be made for this material**, except for item P-153 High Pressure Gas Line Protection Flowable Backfill, which will be measured by the cubic yards placed and accepted**.

BASIS OF PAYMENT

153-6.1 Payment. Accepted quantities of controlled low strength material shall be considered incidental to other pay items and no separate payment will be made for this material**, except for item P-153 High Pressure Gas Line Protection Flowable Backfill, which will be paid for by the cubic yards placed and accepted**.

Payment will be made under:

P-153 High Pressure Gas Line Protection Flowable Backfill….....Per Cubic Yard

TESTING REQUIREMENTS

ASTM D4832 Standard Test Method for Preparation and Testing of Controlled Low Strength Material (CLSM) Test Cylinders

MATERIAL REQUIREMENTS

ASTM C33 Specification for Concrete Aggregates

ASTM C150 Specification for Portland Cement

ASTM C618 Specification for Coal Flyash and Raw or Calcined Natural Pozzolan for Use as a Mineral Admixture in Concrete

ASTM C595 Specification for Blended Hydraulic Cements

END OF SECTION P-153

SECTION P-156

GEOTEXTILE FABRIC

DESCRIPTION

P-156-1.1. The work covered by this section consists of furnishing and installing geotextile **and asphalt overlay** fabric as shown on the plans or as directed by the Engineer.

P-156-1.2 Submittal Data. The Contractor shall submit to the Engineer a minimum of 1 square yard sample of the geotextile **and asphalt overlay** fabric proposed for use if requested by the Engineer. The submittal shall be accompanied by manufacturer's written warranty against defects in materials and workmanship, and a written affidavit as to the physical properties of the fabric. Test results shall be from an independent testing laboratory in accordance with referenced testing procedures.

P-156-1.3 Information To Be Provided. The Contractor shall provide all information regarding proper handling and installation of each material.

MATERIALS

P-156-2.1 Geotextile Fabric. The geotextile fabric shall be composed of strong, rot-proof synthetic fibers formed into a fabric of the woven or nonwoven type. The fabric shall be free of any treatment or coating which might significantly alter its physical properties after installation. The fabric shall contain stabilizers and/or inhibitors to make the filaments stable under exposure to ultraviolet light for sufficient periods of time to assure proper installation of the fabric. The fabric shall be a pervious sheet of synthetic fibers oriented into a stable network so that the fibers retain their relative position with respect to each other.

The edges of the fabric shall be finished to prevent the outer yarn from pulling away from the fabric. The fabric shall be free of defects or flaws which significantly affect its physical and/or filtering properties. Sheets of fabric may be sewn or bonded together. No deviation from any physical requirements will be permitted due to the pressure of the seam. The fabric shall at a minimum meet the following requirements.

Property	Test Method	Minimum Value
Weight, oz./sq. yd.	ASTM D 3776	6.0
Tensile Strength, lbs.	ASTM D 5034	275
Maximum Elongation Percent	ASTM D 5034	20
Mullen Burst Strength, psi	ASTM D 3786	600
Puncture Strength, lbs.	ASTM D 751	120
Equivalent Opening Size U.S. Standard Sieve	ASTM D 4751	20-80

P-156-2.2 Asphalt Overlay Fabric. The asphalt overlay fabric shall be composed of manmade polymeric fibers formed into a fabric of the nonwoven type. The fabric shall be resistant to rotting, mildew, insects, chemicals and ultraviolet (UV) light. The fabric shall be free of any treatment or coating which might significantly alter its physical properties after installation. The fabric shall at a minimum meet the requirements of AASHTO M 288, Table 7. The fabric shall also meet the requirements of UDOT's Minimum Sampling and Testing Requirements.

During all periods of shipment and storage, the cloth shall be wrapped in a heavy-duty protective covering to protect the cloth from sunlight, mud, dust, dirt, and debris. The fabric shall not be exposed to temperatures greater than 140 degrees F.

CONSTRUCTION METHODS

P-156-3.1 Ordering, Delivery and Storage. Materials shall be delivered in original, unopened packaging, which protects the materials from abrasions and ultraviolet exposure. Packaging shall be clearly labeled and shall warn against exposing fabric to ultraviolet radiation and mechanical injury. Materials shall be stored off the ground in weather-protected enclosures.

Before placing an order for the material, the Contractor shall inform the Engineer of the proposed quantity to be ordered and the required time for delivery. Based on current site conditions and information, the Engineer may approve the ordering of that quantity or a different quantity.

P-156-3.2 Geotextile Installation. Geotextile fabric shall be installed at the locations as directed by the Engineer. Before placing fabric, all sharp stones shall be removed from the surface and surface shall be tamped level. The fabric shall be loosely laid on the surface, secured, and covered as detailed within two days. Sufficient slack shall be left in the fabric around irregularities to allow readjustments without tearing. No traffic or construction equipment will be permitted to travel directly on the filter fabric. Under no circumstances will the Contractor drop material directly onto the fabric above a height of 1 foot. All tears in the fabric shall be patched by placing an additional section of fabric over the tear with a 3-foot overlap on all sides. Likewise, all fabric joints shall be made by overlapping adjacent sheets with a minimum 3-foot overlap. Factory "sewn seams" will be allowed in lieu of 3-foot overlap if Contractor can demonstrate through certified testing laboratories that the sewn seams are equal to or superior to a 3-foot overlap in all respects.

P-156-3.3 Asphalt Overlay Installation. Fabric shall be installed over a film of bituminous tack coat per Section P-603. Fabric shall be installed at the locations shown on the drawings or as directed by the Engineer. The fabric shall be uniformly laid on the asphalt surface and covered the same day with new asphalt. Spread fabric to eliminate wrinkles and uneven areas. All tears in the fabric shall be patched by placing an additional section of fabric over the tear with a 3-foot overlap on all sides. Likewise, all fabric joints shall be made by overlapping adjacent sheets with a minimum 3-foot overlap. Factory "sewn seams" will be allowed in lieu of 3-foot overlap if Contractor can demonstrate through certified testing laboratories that the sewn seams are equal to or superior to a 3-foot overlap in all respects.

METHOD OF MEASUREMENT

P-156-4.1. Fabric installed will be measured for payment based upon the number of square yards installed in plan view and accepted by the Engineer. There will be no payment for areas of overlap.

BASIS OF PAYMENT

P-156-5.1. Payment will be made for the fabric measured according to the unit prices. Payment shall be full compensation for all materials, tools and labor required to complete this item of work.

Payment will be made under:

P-156-1	Geotextile Fabric	Per Square Yard
P-156-2	**Asphalt Overlay Fabric**	**Per Square Yard**

TESTING REQUIREMENTS

ASTM D 751	Standard Test Methods for Coated Fabrics
ASTM D 3776	Standard Test Methods for Mass per Unit Area (Weight) of Fabric
ASTM D 3786	Test Method for Hydraulic Bursting Strength of Knitted Goods and Nonwoven Fabrics: Diaphragm Bursting Strength Tester Method
ASTM D 5034	Standard Test Method for Breaking Load and Elongation of Textile Fabrics (Grab Method)
ASTM D 4751	Test Method for Determining the Apparent Opening Size of Geotextiles

END OF SECTION P-156

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SECTION 260519-SITE

LOW-VOLTAGE ELECTRICAL POWER CONDUCTORS AND CABLES

PART 1 - GENERAL

1.1 SUMMARY

A. Section Includes:

1. Building wires and cables rated 2000 V and less.
2. Connectors, splices, and terminations rated 2000 V and less.

1.2 ACTION SUBMITTALS

A. Product Data: For each type of product.

B. Product Schedule: Indicate type, use, location, and termination locations.

1.3 INFORMATIONAL SUBMITTALS

A. Field quality-control reports.

PART 2 - PRODUCTS

2.1 CONDUCTORS AND CABLES

A. Electrical Components, Devices, and Accessories: Listed and labeled as defined in NFPA 70, by a qualified testing agency, and marked for intended location and application.

B. Conductor and Cable Marking: Comply with wire and cable marking according to UL's "Wire and Cable Marking and Application Guide."

C. Conductors: Copper, complying with NEMA WC 70/ICEA S-95-658.
1. Conductor Insulation: Comply with NEMA WC 70/ICEA S-95-658 for Type ~~THHN/THWN-2~~ **XHHW-2.**

2.2 CONNECTORS AND SPLICES.

A. Description: Factory-fabricated connectors and splices of size, ampacity rating, material, type, and class for application and service indicated; listed and labeled as defined in NFPA 70, by a qualified testing agency, and marked for intended location and application.

PART 3 - EXECUTION

3.1 CONDUCTOR MATERIAL APPLICATIONS

A. Branch Circuits: Copper. Stranded for all conductors.

3.2 CONDUCTOR INSULATION AND MULTICONDUCTOR CABLE APPLICATIONS AND WIRING METHODS

A. Branch Circuits Concealed in Concrete, below Slabs-on-Grade, and Underground: Type ~~THHN/THWN-2~~ **XHHW-2**, single conductors in raceway.

3.3 INSTALLATION OF CONDUCTORS AND CABLES

A. Complete raceway installation between conductor and cable termination points prior to pulling conductors and cables.

B. Use manufacturer-approved pulling compound or lubricant where necessary; compound used must not deteriorate conductor or insulation. Do not exceed manufacturer's recommended maximum pulling tensions and sidewall pressure values.

C. Use pulling means, including fish tape, cable, rope, and basket-weave wire/cable grips that will not damage cables or raceway.

D. Install exposed cables parallel and perpendicular to surfaces of exposed structural members, and follow surface contours where possible.

E. Support cables according to Section 260529 "Hangers and Supports for Electrical Systems."

3.4 CONNECTIONS

A. Tighten electrical connectors and terminals according to manufacturer's published torque-tightening values. If manufacturer's torque values are not indicated, use those specified in UL 486A-486B.

B. Make splices, terminations, and taps that are compatible with conductor material and that possess equivalent or better mechanical strength and insulation ratings than unspliced conductors.

3.5 IDENTIFICATION

A. Identify and color-code conductors and cables according to Section 260553 "Identification for Electrical Systems."

B. Identify each spare conductor at each end with identity number and location of other end of conductor, and identify as spare conductor.

3.6 FIELD QUALITY CONTROL

A. Perform the following tests and inspections with the assistance of a factory-authorized service representative:

1. After installing conductors and cables and before electrical circuitry has been energized, test service entrance and feeder conductors.

2. Perform each of the following visual and electrical tests:

   a. Inspect exposed sections of conductor and cable for physical damage and correct connection according to the single-line diagram.
   b. Test bolted connections for high resistance using one of the following:

      1) A low-resistance ohmmeter.

   c. Inspect compression applied connectors for correct cable match and indentation.
   d. Inspect for correct identification.
   e. Inspect cable jacket and condition.
   f. Insulation-resistance test on each conductor with respect to ground and adjacent conductors. Apply a potential of 500-V dc for 300-V rated cable and 1000-V dc for 600-V rated cable for a one-minute duration.
   g. Continuity test on each conductor and cable.
   h. Uniform resistance of parallel conductors.

B. Cables will be considered defective if they do not pass tests and inspections.

C. Prepare test and inspection reports to record the following:

1. Procedures used.
2. Results that comply with requirements.
3. Results that do not comply with requirements and corrective action taken to achieve compliance with requirements.

PART 4 - METHOD OF MEASUREMENT

4.1 Cable shall be measured by the linear foot for each type of cable installed.

PART 5 – BASIS OF PAYMENT

5.1 The accepted quantities of items shall be paid for at the contract unit price for the items listed below. The price shall include all materials, tools, equipment, and incidentals necessary to complete the item.

Payment will be made under the following bid items:

260519-1 No. 2 AWG, 600V, Cable Installed in Conduit……..Per Linear Foot
260519-2 No. 8 AWG, 600V, Cable Installed in Conduit……Per Linear Foot
260519-3 No. 10 AWG, 600V, Cable Installed in Conduit……Per Linear Foot

END OF SECTION 260519

SECTION 133423.16 - FABRICATED VEHICLE CANOPIES

PART 1 - GENERAL

1.1 SUMMARY

A. Section Includes:

1. Fabricated vehicle canopies.

1.2 ACTION SUBMITTALS

A. Product Data: For each type of product.

1. Include construction details, material descriptions, dimensions of individual components and profiles, and finishes for control booths.
2. Include rated capacities, operating characteristics, and electrical characteristics, for included systems.

B. Shop Drawings: For vehicle canopies. Include plans, elevations, sections, details, accessories, and fastening and anchorage details, including mechanical fasteners.

1. Anchor-Bolt Plans: Submit anchor-bolt plans and templates. Include location, diameter, and projection of anchor bolts required to attach support columns to foundation. Indicate post reactions at each location.

C. Samples: For each exposed product and for each color and texture specified, Approximately 8-1/2 by 11 inches in size.

D. Samples for Initial Selection: For each type of exposed finish.

E. Samples for Verification: For each type of exposed finish in manufacturer's standard sizes.

1. Include Samples of wall panels and accessories to verify finish selection.

F. Delegated-Design Submittal: For fabricated vehicle canopies, including analysis data signed and sealed by the qualified professional engineer responsible for their preparation.

1.3 INFORMATIONAL SUBMITTALS

A. Sample Warranty: For special warranty.

1.4 CLOSEOUT SUBMITTALS

A. Maintenance Data: For vehicle canopy to include in maintenance manuals.

1.5 WARRANTY

A. Special Warranty: Manufacturer agrees to repair finish or replace vehicle canopy system components that fail in materials or workmanship within specified warranty period.

1. Warranty Period: Five years from date of Substantial Completion.

2. Factory Baked-enamel or powder coat finishes warranty: 10 years from date of Substantial Completion.

PART 2 - PRODUCTS

2.1 PERFORMANCE REQUIREMENTS

A. Delegated Design: Engage a qualified professional engineer, as defined in Section 014000 "Quality Requirements," to design fabricated control booths.

B. Structural Performance: Fabricated vehicle canopies shall withstand the following loads and stresses within limits and under conditions indicated in accordance with ASCE/SEI 7:

C. Seismic Performance: Fabricated control booths shall withstand the effects of earthquake motions determined in accordance with ASCE/SEI 7.

D. Thermal Movements: Allow for thermal movements from ambient and surface temperature changes.

1. Temperature Change (Range): 120 deg F, ambient; 180 deg F, material surfaces.

E. Electrical Components, Devices, and Accessories: Listed and labeled in accordance with NFPA 70 and marked for intended location and application.

2.2 FABRICATED STEEL VEHICLE CANOPIES

A. Manufacturers: Subject to compliance with requirements, available manufacturers offering products that may be incorporated into the Work include, but are not limited to the following:

1. Jimco Sales & Manufacturing.
   a. Contact – Greg Meyer – (801) 648-2524
      1) Reference Proposal # ~~19-4011R1~~ **19-4011R2**

B. Canopy Style: Elevated canopy with soffit & fascia.

C. Structural Framework: Fabricated from structural steel as designed by manufacturer's licensed engineer.

1. Columns: Square structural steel tubing
   a. ASTM A500 Grade B/C with a minimum yield stress of 50,000 psi.
   b. Sized to meet or exceed the following design load requirements:

1) Designed per local codes.

c. Base plates: ASTM A50 structural steel plate with a minimum yield stress of 50,000 psi. Shop fabricated with pre-punched or pre-drilled anchor bolt holes.

d. Top plates: ASTM A50 structural steel plate with a minimum yield stress of 50,000 psi. Shop fabricated with pre-punched or pre-drilled bolt holes.

2. Structural Framing: Wide-flange structural steel
   a. ASTM A500 with a minimum yield stress of 50,000 psi.
   b. Sized to meet or exceed the following design load requirements:
      1) Designed per local codes.

3. Structural Connections: Structural Steel Plate
   a. ASTM A500 with a minimum yield stress of 50,000 psi.
   b. Sized to meet or exceed the following design load requirements:
      1) Designed per local codes.
   c. All framing members shall be shop-fabricated for bolted field assembly.
   d. Bolts:
      1) ASTM A307 zinc coated

4. Anchor Bolts
   a. Cast-in-place, minimum 1” diameter x 36” long structural rod
   b. ASTM A529-55 structural steel with a minimum yield stress of 55,000 psi.
   c. Minimum projection above footing shall be 8” finished threads.
   d. Double nuts and washers shall be provided; one set to be used for leveling.

D. Soffit / Fascia Assembly: Assembly consisting of factory finished steel panels.
1. Deck Panel: Fabricated from 0.036-inch-thick minimum embossed steel sheet.
   a. ASTM A792 spec AZ50 with a minimum yield stress of 40ksi having a galvalume coating.
   b. Panels to be fastened to the wide flange purlin beams with galvanized c-clamp type deck clips.
   c. No splicing of deck panels.
   d. Column Deck Penetrations: Supported by 3/16” steel collars, finished to match decking.

2. Fascia: Fabricated from 3mm minimum aluminum composite material.
   a. Pan form panels; nominally equal lengths per side.
   b. 90 degree corner sections shall be one piece with equal returns of 1’-6” minimum to 5’-0” maximum.
   c. All bends to be factory pre-routed.
   d. No exposed fasteners on exterior face.
   e. Fascia system to be protected throughout fabrication, transportation and erection with factory applied strippable film.
   f. Vertical seams to be attached together by fastening return flange of adjacent panels.
   g. Bottom screw trim shall be in 20’-0” lengths and match decking and gutter
   h. Attachment systems
      1) All components shall be galvanized steel or aluminum.
         Substrates shall be prepared per manufacturer’s requirements.

E. Integral Gutter System:
   1. Material: minimum 20 gauge steel.
   2. Size: 8” wide x 5” deep; minimum.
   3. No splicing of gutters up to 25 feet in length with machine formed slip joints for smooth seams.
   4. Hardware: No. 12x3/4” long, self-drilling carbon steel cadmium plated screws with an integral hex head.

F. Downspouts:
   1. Schedule 40 PVC inside designated columns, from perimeter gutter to drain at base of column.
   2. Injection molded drop out transition from perimeter gutter to downspout.
   3. Continuous metal gutter leader to cover schedule 40 PVC.

G. Electrical Power Service:

   1. Provide pathways for conduits for light fixtures provided and installed by others.

H. Finishes:
   1. Structural Steel Finishes
      a. Structural framing members shall be cleaned to remove loose mill scale and other foreign matter. Cleaning process will meet or exceed Steel Structures Painting Council Specification SSPC-3 for powered hand tool cleaning. After cleaning, all framing members shall be given one shop coat of primer. The primer coat thickness shall be a minimum of one mil.
      b. Refer to Section 099600 High-Performance Coatings for final finish requirements.

   2. Baked-Enamel or Powder-Coat Finish: AAMA 2603, except with a minimum dry film thickness of 1.5 mils. Comply with coating manufacturer's written instructions for cleaning, conversion coating, and applying and baking finish.
      a. Color and Gloss: As selected by Architect from manufacturer's full range.

PART 3 - EXECUTION

3.1 EXAMINATION

A. Examine substrates, areas, and conditions, with Installer present, for compliance with requirements for installation tolerances, including concrete bases; accurate placement, pattern, and orientation of anchor bolts; critical dimensions; and other conditions affecting performance of the Work.

B. Examine roughing-in for electrical and communication systems to verify actual locations of connections before control booth installation.

C. Prepare written report, endorsed by Installer, listing conditions detrimental to performance of the Work.

D. Proceed with installation only after unsatisfactory conditions have been corrected.

3.2 INSTALLATION

A. Install fabricated vehicle canopy in accordance with manufacturer's written instructions.

B. Set structural columns plumb and aligned. Level baseplates true to plane, with full bearing on concrete bases.

C. Fasten structural columns securely to concrete base with anchorage indicated.

D. Connect to electrical power service and communication systems.

3.3 ADJUSTING

A. After completing installation, inspect exposed finishes and repair damaged finishes.

END OF SECTION 133423

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AIRPORT SAFETY AND SECURITY REQUIREMENTS

SAFETY

1. THE CONTRACTOR SHALL ACQUAINT HIS SUPERVISORS AND EMPLOYEES OF THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO THIS ACTIVE AIR CARRIER AIRPORT AND SHALL CONDUCT THE CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC AND EMERGENCY GROUND VEHICLE REQUIREMENTS AND GUIDELINES ON SAFETY AS SPECIFIED IN THE CONTRACT DOCUMENTS AND ACCORDING TO SLC SAFETY MANUAL (CONSTRUCTION SAFETY AND SECURITY COMPLIANCE MANUAL–SALT LAKE CITY INTERNATIONAL AIRPORT [CURRENT EDITION]), FOUND ON THE AIRPORT WEBSITE UNDER THE BUSINESS SERVICES AND CONSTRUCTION TAB.

2. ALL CONTRACTOR VEHICLES THAT ARE AUTHORIZED TO OPERATE ON THE AIRPORT IN THE ACTIVE AIRCRAFT OPERATIONS AREA (AOA) SHALL DISPLAY IN FULL VIEW (360°) A FLASHING AMBER (YELLOW) DOME–TYPE LIGHT MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES, OR A 3' X 3' LARGER, ORANGE AND WHITE CHECKERBOARD FLAG, EACH CHECKERBOARD COLOR BEING 1–FOOT SQUARE, (SEE CONSTRUCTION SAFETY FLAG DETAIL, SHEET C005).
   ANY VEHICLE OPERATING IN THE ACTIVE AOA DURING THE HOURS OF DARKNESS SHALL BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME LIGHT, AS DESCRIBED ABOVE.

3. NO RUNWAY, TAXIWAY, APRON OR AIRPORT ROADWAY SHALL BE CLOSED WITHOUT APPROVAL OF AIRPORT OPERATIONS. TO ENABLE NECESSARY "NOTICES TO AIRMEN" (NOTAM) OR ADVISORIES TO AIRPORT SERVICES OR TENANTS, A MINIMUM OF 48 HOURS WRITTEN NOTICE REQUESTING CLOSING SHALL BE DIRECTED TO THE SLCDA ENGINEER WHO WILL COORDINATE THE REQUEST WITH AIRPORT OPERATIONS. CLOSURES ARE NOT GUARANTEED AND SUBJECT TO AVAILABILITY.

4. ANY CONSTRUCTION ACTIVITY WITHIN 300 FEET OF AN ACTIVE RUNWAY CENTERLINE OR 129.5 FEET FROM AN ACTIVE TAXIWAY CENTERLINE OR OPEN EXCAVATIONS IN EXCESS OF THREE INCHES DEEP AND 5 INCHES WIDE WITHIN THE ABOVE AREAS, WILL REQUIRE CLOSURE OF THE AFFECTED RUNWAY OR TAXIWAY. CLOSURE REQUIRES THE SAME PROVISIONS AS PARAGRAPH NO. 3 ABOVE.

5. OPEN TRENCHES AND EXCAVATIONS LOCATED IN THE AOA SHALL BE PROMINENTLY MARKED WITH BARRICADES, FLAGS, AND LIGHTED BY APPROVED LIGHT UNITS DURING HOURS OF RESTRICTED VISIBILITY AND DARKNESS. AREAS OPEN TO AIRCRAFT OR VEHICLES SHALL NOT HAVE OPEN TRENCHES. PLATES ARE NOT ALLOWED ON THE AIRFIELD.

6. OPEN FLAME WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS HAVE BEEN TAKEN AND THE PROCEDURE APPROVED BY THE OWNERS REPRESENTATIVE AND/OR AIRPORT OPERATIONS.

7. NO STOCKPILED MATERIAL SHALL BE ALLOWED OUTSIDE OF THE STAGING AREA. CARE SHALL BE TAKEN BY THE CONTRACTOR TO PREVENT MOVEMENT OF SUPPLIES THAT COULD RESULT FROM AIRCRAFT JET BLAST OR WIND CONDITIONS IN EXCESS OF TEN MILES PER HOUR. MATERIAL IN STAGING AREAS MAY REQUIRE SILT FENCE OR OTHER APPROVED DEVICE LOCATED AROUND THE MATERIAL TO PREVENT FOD FROM MOVING ONTO THE AIRFIELD PAVEMENTS OR POLLUTING WATERCOURSES. CONSTRUCTION WASTE MATERIAL MUST BE HAULED OFF SITE BY THE CONTRACTOR AT THE END OF EACH DAY.

8. IT IS THE CONTRACTOR'S RESPONSIBILITY KEEP AREAS CLEAN WITH THEIR OWN VACUUM TRUCK. DEBRIS, WASTE AND LOOSE MATERIAL CAPABLE OF CAUSING DAMAGE TO AIRCRAFT, SHALL NOT BE ALLOWED ON ACTIVE AIRCRAFT RAMPS & MOVEMENT AREAS. IF THESE MATERIALS ARE OBSERVED TO BE ON OR NEAR ACTIVE AIRCRAFT MOVEMENT AREAS, THEY WILL BE REMOVED IMMEDIATELY AND/OR CONTINUOUSLY DURING CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE AT LEAST ONE VACUUM TRUCK AT THE STARTUP OF CONSTRUCTION TO CONTINUOUSLY VACUUM ALL PAVEMENTS AFFECTED BY CONSTRUCTION AND ASSOCIATED HAUL ROUTES. THE VACUUM TRUCK SHALL REMAIN ON–SITE FOR THE DURATION OF THE PROJECT AND SHALL BE AVAILABLE AT THE DISCRETION OF THE OWNER TO VACUUM PAVEMENT AREAS ADJACENT TO THE CONSTRUCTION AREAS TO ENSURE NO FOD IS PRESENT ON PAVEMENTS. IF AREAS ARE NOT ABLE TO BE KEPT CLEAN TO THE ENGINEERS SATISFACTION, AN ADDITIONAL VACUUM TRUCK SHALL BE PROVIDED. THE COST OF THE VACUUM(S) TRUCK SHALL BE INCIDENTAL TO THE CONTRACT.

9. THE SLCDA ENGINEER WILL ARRANGE WITH AIRPORT OPERATIONS FOR INSPECTION PRIOR TO OPENING FOR AIRCRAFT USE ANY RUNWAY, TAXIWAY, OR WORK AREA THAT HAS BEEN CLOSED FOR WORK, ON OR ADJACENT THERETO, OR THAT HAS BEEN USED FOR A CROSSING POINT OR HAUL ROUTE BY THE CONTRACTOR. CONTRACTOR SHALL REMAIN ON SITE UNTIL INSPECTION IS COMPLETE AND SITE IS APPROVED TO BE OPENED.

10. THE CONTRACTOR IS DIRECTED TO COMPLY WITH AND ACQUAINT HIS/HER EMPLOYEES WITH THE FOLLOWING SAFETY GUIDELINES, RELATED MATERIALS AND FAA ADVISORY CIRCULARS:
    150/5200–18 "AIRPORT SAFETY–SELF INSPECTION"
    150/5210–5 "PAINTING, MARKING & LIGHTING OF VEHICLES USED ON AIRPORTS"
    150/5370–2 "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION"
    CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)
    CONSTRUCTION SAFETY AND SECURITY MANUAL FOR SALT LAKE CITY INTERNATIONAL AIRPORT (CURRENT EDITION)

11. CONSTRUCTION DURING THE PROJECT MAY BE HALTED AT ANY TIME BY THE SLCDA ENGINEER, AND/OR AIRPORT OPERATIONS IF IT IS DETERMINED TO BE IN THE BEST INTEREST OF AIRPORT OPERATIONS OR SAFETY. THE CONTRACTOR MAY BE DIRECTED TO REMOVE EQUIPMENT AND/OR EVACUATE THE SITE IN ORDER TO ENABLE AIRCRAFT OPERATIONS. NECESSARY EXTENSIONS IN CONTRACT TIME WILL BE GRANTED OR A STOP WORK ORDER WILL BE ISSUED DUE TO THESE DELAYS, HOWEVER, THERE WILL BE NO ADJUSTMENTS IN CONTRACT PRICE DUE TO THESE DELAYS. IF CONSTRUCTION IS HALTED DUE TO SAFETY OR FOD CONCERNS THERE WILL BE NO ADJUSTMENT IN CONTRACT TIME OR COST OF DELAY.

12. THE CONTRACTOR SHALL PREPARE SAFETY PLANS SPECIFIC TO DAYTIME AND NIGHTTIME CONSTRUCTION OPERATIONS, AS WELL AS A CONTINGENCY PLAN TO ADDRESS CASES OF ABNORMAL FAILURES OR UNEXPECTED DISASTERS. THE CONTRACTOR SHALL ALSO PREPARE A DESTRUCTIVE WEATHER PLAN TO SET FORTH GENERAL GUIDANCE AND INFORMATION FOR THE CONTRACTOR TO COORDINATE PREPAREDNESS PLANS WHEN DESTRUCTIVE WEATHER THREATENS THE AIRPORT.

13. HAUL ROUTES ON THE AIRFIELD ARE ON DRAWINGS C004 AND C010–C015. OTHER MEANS TO CLEARLY MARK THE ROUTES TO THE WORK SITE MAY BE APPROVED BY THE SLCDA ENGINEER, AND/OR AIRPORT OPERATIONS.

14. ALL COMMUNICATION WITH THE AIR TRAFFIC CONTROL TOWER OR OTHER ELEMENTS OF THE AIRPORT SHALL BE THROUGH THE SLCDA ENGINEER AND/OR AIRPORT OPERATIONS.

15. THE CONTRACTOR SHALL INSTALL ALL APPROVED REQUIRED BARRICADES AT DESIGNATED PLAN LOCATIONS, HAVE ALL ACCESS GATES GUARDED AND LOCKABLE, HAVE FLAG PERSONS IN PLACE, INSTALL ALL TEMPORARY TAXIWAY OR RUNWAY LIGHTING AND/OR SIGNS. THE CONTRACTOR SHALL INSTALL ALL SAFETY AND SECURITY COMPONENTS AT THE APPROPRIATE TIMES AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL INSPECT EVERY ASPECT OF THE SAFETY AND SECURITY ITEMS ON A DAILY BASIS AND ENSURE ALL COMPONENTS ARE FUNCTIONING PROPERLY. THE SLCDA ENGINEER AND/OR AIRPORT OPERATIONS SHALL ALSO DAILY INSPECT THE SYSTEM AND IF ANY DEFICIENCIES ARE NOTED, THE CONTRACTOR WILL BE SHUT DOWN, WITH NO COST OR TIME DELAY ALLOWANCES, UNTIL DEFICIENCIES ARE RECTIFIED. THE SAFETY AND SECURITY ITEMS TO BE INSPECTED AND DEFICIENCIES NOTED ARE AS FOLLOWS:
    *GENERAL MAINTENANCE AND CLEANING AS LISTED ABOVE IN NOTE 8.
    *APPROVED BARRICADES SET PROPERLY & MAINTAINED CLEAN AND ALL FLASHING WARNING LIGHTS OPERATING PROPERLY.
    *ALL CONTRACTOR PERSONNEL AND EQUIPMENT ACCESS GATES MANNED AND SECURITY PROCEDURES IN PLACE.
    *ALL FLAG PERSONS IN PLACE.
    *ALL EQUIPMENT FLAGGED OR OUTFITTED WITH FLASHING AMBER DOME–TYPE LIGHTS AND APPROPRIATE VEHICLE MARKINGS.
    *CONTRACTOR USE OF UNAUTHORIZED AIRPORT ACCESS GATES CHECKED.
    *INSTALLATION OF ALL TEMPORARY TAXIWAY OR RUNWAY LIGHTING AND/OR SIGNAGE.
    ANY OF THE ABOVE SAFETY AND SECURITY ITEMS FOUND TO BE DEFICIENT AT THE BEGINNING OF THE DAY COULD RESULT IN THE CONTRACTOR BEING SHUT DOWN. THE CONTRACTOR SHALL MAKE A CONCERTED EFFORT TO ENSURE ALL SAFETY AND SECURITY ITEMS ARE IN PROPER WORKING ORDER EACH DAY DUE TO THE HEIGHTENED SECURITY STATUS OF THE AIRPORT AND THE CONSIDERABLE LIABILITY ASSOCIATED WITH THE SAFETY AND SECURITY OF THE WORK.

16. THE CONTRACTOR SHALL SUBMIT A FOD (FOREIGN OBJECT DEBRIS) PLAN THAT MUST BE APPROVED BY SLCDA 72 HOURS PRIOR TO CONSTRUCTION. ONCE APPROVED, IT SHALL BE FOLLOWED BY THE CONTRACTOR ON A DAILY BASIS.

17. AIRCRAFT HAVE THE RIGHT OF WAY.

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, BY AIRPORT OPERATIONS, AND ACCORDING TO THE SLC SAFETY MANUAL (CONSTRUCTION SAFETY AND SECURITY COMPLIANCE FOR SALT LAKE CITY INTERNATIONAL AIRPORT [LATEST EDITION]). THE CONTRACTOR SHALL DESIGNATE TO THE SLCDA ENGINEER AND AIRPORT OPERATIONS, IN WRITING, THE NAME OF HIS "CONTRACTOR SECURITY AND SAFETY OFFICER (CSSO)." THE CSSO SHALL REPRESENT THE CONTRACTOR ON THE SECURITY REQUIREMENTS FOR THE CONTRACT.

2. CONTRACTOR PERSONNEL SECURITY ORIENTATION: THE CSSO SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR PERSONNEL ON SECURITY REQUIREMENTS. ALL CONTRACTOR EMPLOYEES SHALL BE BRIEFED ON SECURITY REQUIREMENTS PRIOR TO WORKING IN THE CONSTRUCTION AREA.

3. ACCESS POINTS/GATES/GATE GUARDS:
   ACCESS POINTS – ACCESS TO CONSTRUCTION SITES THROUGH VEHICLE GATES SHALL BE COORDINATED WITH AIRPORT STAFF. CONTRACTOR LOCKS SHALL NOT BE PLACED ON GATES. AIRPORT LOCKS SHALL BE USED. MANUAL VEHICLE GATES USED FOR CONSTRUCTION ACCESS WILL BE UNLOCKED AND OPENED AT THE BEGINNING OF EACH SHIFT BY A SALT LAKE CITY DEPARTMENT OF AIRPORTS EMPLOYEE. A QUALIFIED GATE GUARD MUST BE PRESENT AND PREPARED TO PERFORM ALL GATE GUARD DUTIES WHEN THE GATE IS UNLOCKED. AT THE END OF THE SHIFT, THE GATE GUARD SHALL REMAIN UNTIL THE GATE IS CLOSED AND LOCKED BY A SALT LAKE CITY DEPARTMENT OF AIRPORTS EMPLOYEE. THE CONTRACTOR SHALL COORDINATE ALL REQUIRED GATE ACCESS TIMES, ONE BUSINESS DAY, TWENTY FOUR (24) HOURS IN ADVANCE WITH THE SLCDA ENGINEER.
   CONTRACTOR PROVIDED CONSTRUCTION GATE GUARDS – CONTRACTOR SHALL PROVIDE QUALIFIED PERSONNEL TO PERFORM GATE GUARD SERVICES AT CONSTRUCTION GATES USED FOR ACCESS TO SECURE AREAS OF THE AIRPORT; THESE GATES MUST BE STAFFED AT ALL TIMES WHEN OPEN AND IN USE. GATE GUARD SERVICES MUST BE PROVIDED BY A COMPANY THAT HAS RECEIVED SAFETY ACT DESIGNATION AND CERTIFICATION FROM THE DEPARTMENT OF HOMELAND SECURITY FOR ACCESS CONTROL IN AN AIRPORT ENVIRONMENT. SEE SLCDA CONSTRUCTION SAFETY AND SECURITY COMPLIANCE MANUAL FOR MORE DETAILS. AFTER CHOOSING THE APPROVED COMPANY THAT MEETS THE REQUIREMENTS FOR A GATE GUARD, THE GUARDS THEMSELVES MUST COMPLETE THE SLCDA AND TSA SPECIFIC TRAINING ALONG WITH FINGERPRINT, CRIMINAL RECORD CHECKS AND THREAT ASSESSMENTS. PERSONNEL ASSIGNED TO PROVIDE GATE GUARD SERVICES SHALL BE SUPERVISED AND CHECKED AT FREQUENT INTERVALS BY CONTRACTOR'S SUPERVISOR AND DEPARTMENT OF AIRPORTS' PERSONNEL TO ENSURE THEY ARE IN COMPLIANCE WITH ALL SECURITY REQUIREMENTS ASSOCIATED WITH STAFFING A PERIMETER GATE ACCESS POINT LEADING TO A SECURE AREA OF THE AIRPORT. PERSONNEL ASSIGNED TO PROVIDE GATE GUARD SERVICES SHALL WEAR A SAFETY VEST AT ALL TIMES. PERSONNEL ASSIGNED TO PROVIDE GATE GUARD SERVICES SHALL NOT CARRY A FIREARM. THE CONTRACTOR SHALL PROVIDE TEMPORARY RESTROOM FACILITIES FOR USE BY THE GATE GUARDS AT THE ACCESS GATE. IF THE GATE IS TO BE USED FOR ACCESS AT NIGHT, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN WORKING CONDITION A TEMPORARY LIGHT PLANT TO ILLUMINATE THE GATE AREA.
   GATE GUARD DUTIES – THE GATE GUARD IS REQUIRED TO CHECK EACH PERSON ENTERING THE SECURE AREA THROUGH THE GATE FOR A VALID AIRPORT ID BADGE OR ESCORT–REQUIRED BADGE, AND THE VEHICLE FOR A VALID RAMP PERMIT AND COMPANY MARKINGS. ANYONE NOT IN COMPLIANCE WITH THESE REQUIREMENTS WILL BE DENIED ACCESS. THE GATE GUARD ALSO CONDUCTS VEHICLE SEARCHES TO ENSURE WEAPONS, EXPLOSIVE DEVICES, AND OTHER PROHIBITED ITEMS ARE NOT ALLOWED INTO THE SECURE AREA OF THE AIRPORT. SEE CONSTRUCTION SAFETY AND SECURITY COMPLIANCE MANUAL FOR ADDITIONAL GATE GUARD DUTIES.

4. MATERIALS DELIVERY TO THE SITE: ALL CONTRACTOR'S MATERIAL ORDERS FOR DELIVERY TO THE WORK SITE WILL USE AS A DELIVERY ADDRESS, THE STREET NAME ASSIGNED TO THE ACCESS POINT AT THE CONTRACTOR'S STAGING SITE AT THE AIRPORT. THE NAME "SALT LAKE CITY INTERNATIONAL AIRPORT" SHALL NOT BE USED IN THE DELIVERY ADDRESS AT ANY TIME.

5. CONSTRUCTION AREA LIMITS: THE LIMITS OF CONSTRUCTION, MATERIAL STORAGE AREAS, PLANT SITE, EQUIPMENT STORAGE AREA, PARKING AREA AND OTHER AREAS DEFINED AS REQUIRED FOR THE CONTRACTOR'S EXCLUSIVE USE DURING CONSTRUCTION SHALL BE DELINEATED BY THE CONTRACTOR. UPON COMPLETION OF THE PROJECT THESE AREAS WILL BE RESTORED AS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL ERECT AND MAINTAIN AROUND THE PERIMETER OF THESE AREAS, MARKING AND/OR WARNING DEVICES VISIBLE FOR DAY/NIGHT USE. TEMPORARY BARRICADES, FLAGGING AND FLASHING WARNING LIGHTS WILL BE REQUIRED AS SHOWN IN PHASING PLANS OR AS DIRECTED BY ENGINEER/OPERATIONS. TYPE OF MARKING AND WARNING DEVICES SHALL BE APPROVED BY THE AIRPORT.

6. IDENTIFICATION––PERSONNEL: ALL EMPLOYEES, AGENTS, VENDORS, INVITEES, ETC. OF THE CONTRACTOR OR SUBCONTRACTORS REQUIRING ACCESS TO THE CONSTRUCTION SITE SHALL, IN ACCORDANCE WITH THE AIRPORT OPERATIONS SECURITY PROGRAM, BE REQUIRED TO DISPLAY AIRPORT ISSUED IDENTIFICATION OR BE UNDER ESCORT BY PROPERLY BADGED PERSONNEL. THESE BADGES WILL BE IDENTIFIED NUMERICALLY AND ISSUED TO INDIVIDUAL EMPLOYEES WITH A PERMANENT RECORD MAINTAINED ON EACH INDIVIDUAL TO WHOM A BADGE IS ISSUED. NO BADGE WILL BE ISSUED TO ANY PERSON UNTIL A REVIEW OF THE TSA REQUIRED PAPERWORK BY AIRPORT SECURITY AND ALL REQUIREMENTS ARE MET. PAPERWORK SHALL BE SUBMITTED IN ACCORDANCE WITH THE SALT LAKE CITY DEPARTMENT OF AIRPORTS AND BADGING REQUIREMENTS AS LOCATED IN THE FORMS SECTION OF THE CONTRACT SPECIFICATIONS. IDENTIFIABLE HARD HATS OR OTHER IDENTIFICATION SHALL ALSO BE WORN AT ALL TIMES IF REQUIRED BY AIRPORT OPERATIONS. THE CONTRACTOR AND ITS STAFF ARE RESPONSIBLE FOR ATTENDING TRAINING AND COMPLETING SECURITY BADGE APPLICATIONS, WHICH WILL INCLUDE TAXIWAY AND AIRPORT FAMILIARIZATION. ESTIMATED TIME FOR COMPLETION OF TRAINING IS 2 HOURS. IN ADDITION, APPROPRIATE FEES WILL BE REQUIRED FOR BADGING AND FINGERPRINTING. SEE CONTRACT SPECIFICATIONS FOR BADGING FEE INFORMATION. NO PERSONS UNDER ESCORT WILL BE ALLOWED TO DO ANY WORK.

7. IDENTIFICATION––VEHICLES: THE CONTRACTOR, THROUGH THE CSSO, SHALL ESTABLISH AND MAINTAIN A LIST OF CONTRACTOR AND SUBCONTRACTOR VEHICLES AUTHORIZED TO OPERATE ON THE SITE AND SHALL ISSUE A PERMIT TO EACH VEHICLE TO BE MADE AVAILABLE UPON DEMAND BY AIRPORT OPERATIONS, THE OWNERS REPRESENTATIVE, OR ANY OTHER AIRPORT REPRESENTATIVE. A BLOCK OF VEHICLE PERMITS SHALL BE ISSUED BY AIRPORT. MORE INFORMATION CAN BE FOUND AT https://www.slcairport.com/badging CONTRACTOR EMPLOYEE VEHICLES SHALL BE RESTRICTED TO THE CONTRACTOR'S EMPLOYEE PARKING AREA AND ARE NOT ALLOWED ON THE AOA AT ANY TIME. ALL VEHICLES AND EQUIPMENT, EXCEPT THOSE UNDER ESCORT, MUST BE MARKED WITH THE COMPANY NAME OR LOGO ON BOTH SIDES IN NO LESS THAN 2–INCH HIGH LETTERS OF A CONTRASTING COLOR IN COMPLIANCE WITH THE AIRPORT. MARKINGS MAY BE PAINTED ON THE VEHICLE, OR MAGNETIC SIGNS MAY BE USED. HAND–DRAWN SIGNS ARE NOT ACCEPTABLE. CONSTRUCTION VEHICLES UNDER ESCORT ARE THE RESPONSIBILITY OF THE PROPERLY EQUIPPED LEAD VEHICLE AND ARE NOT REQUIRED TO HAVE A FLAG, BEACON OR COMPANY MARKINGS.

8. FINES: PAYMENT OF ALL FINES ASSESSED TO SALT LAKE CITY DEPARTMENT OF AIRPORTS DUE TO VIOLATIONS BY THE CONTRACTOR OF FAA SECURITY OR SAFETY REQUIREMENTS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

9. THE CSSO, GATE GUARD, AND FLAGGERS SHALL ALL HAVE AT LEAST A CELL PHONE FOR THIS PROJECT COORDINATION. IF ADDITIONAL COMMUNICATION DEVICES ARE WARRANTED, THEY WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

SAFETY PLAN NARRATIVE

1. THIS PROJECT INCLUDES CONSTRUCTION INSIDE THE AOA AT THE PROPOSED GATE 11 LOCATION AND THE REALIGNMENT OF THE DEICING ACCESS ROAD. THERE WILL BE A TEMPORARY BARRIER CHAIN LINK FENCE BUILT TO KEEP THE CONSTRUCTION OF THE NEW GATE 10 OUTSIDE THE AOA FENCE. ADDITIONALLY, THERE WILL BE AN ADDITIONAL SOUTHBOUND RIGHT TURN LANE CONSTRUCTED FROM 3700W TO XBAR WESTBOUND AND 3700W SOUTHBOUND WILL BE RECONSTRUCTED SOUTH OF XBAR TO THE PROPOSED GATE 10 LOCATION.

2. AIRCRAFT OPERATIONS WILL BE AFFECTED ONLY AT THE NORTHERN REMAIN OVERNIGHT (RON) RAMP PARKING LOCATION. THIS PARKING POSITION WILL BE BLACKED OUT AND THERE WILL BE TEMPORARY CENTERLINE MARKING ADDED TO LEAD AIRCRAFT TO THE NEXT PARKING POSITION TO THE SOUTH.

3. BASIS FOR TEMPORARY DISPLACED THRESHOLDS: NOT APPLICABLE.

4. BASIS FOR DEVIATING FROM STANDARDS: NOT APPLICABLE.

5. TYPE AND HEIGHT (NOT–TO–EXCEED) OF CONSTRUCTION EQUIPMENT:
   A. TRUCKS (DUMP, FLATBED, PANEL, PICKUP, CONCRETE) – 20 FEET
   B. FRONT END LOADERS – 15 FEET
   C. ROLLERS AND COMPACTORS – 15 FEET
   * – CONSTRUCTION EQUIPMENT LOCATIONS SHALL NOT VIOLATE FAR PART 77 RUNWAY PRIMARY SURFACE (1000' CENTERED ON RUNWAY) AND THE 7 TO 1 TRANSITIONAL SURFACES AND RUNWAY APPROACH ZONE HEIGHT LIMITATIONS EXCEPT UNDER SPECIAL WAIVER CONDITIONS. APPROPRIATE WAIVERS MUST BE OBTAINED BY THE OWNER FROM FAA. AT THE END OF EACH DAY'S WORK, EQUIPMENT MUST BE STORED IN THE SIDA AREA AS SHOWN ON SHEET C010 OR AS DIRECTED BY SLCDA ENGINEER OR OPERATIONS.

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REGISTERED PROFESSIONAL ENGINEER No. 7047588-2202 GREGORY P. HILEY STATE OF UTAH

REVISIONS

No.	DATE	REMARKS	BY	APV
1	3/25/20	ADDENDUM NO. 1	AJM	GPR

DESIGNED AJM 3/4/20 DATE
DRAWN ZAA 3/4/20 DATE
CHECKED GPR 3/4/20 DATE
APPROVED GPR
DATE MARCH 4, 2020

Salt Lake City Department of Airports

ENGINEERING DIVISION
SALT LAKE CITY
DEPARTMENT OF AIRPORTS
P.O. BOX 145550
SALT LAKE CITY, UT. 84114–5550

SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11

SAFETY & SECURITY

BID DOCUMENTS

DRAWING G003
PROJECT 54 1019 1765
SHEET 3 OF 127

Drawing: T:\P\22517\54.0173 Salt Lake Relocated Vehicle Gates 10 & 11\Cad\V\G003.dwg
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GENERAL CONTRACT NOTES

1. HAUL ROUTES: LOCATION OF HAUL ROUTES ON THE AIRPORT SITE SHALL BE AS SPECIFIED ON THE PLANS OR AS APPROVED BY THE SLCDA ENGINEER AND AIRPORT OPERATIONS. HAUL ROUTES ARE TO BE CLEANED CONTINUOUSLY BY VACUUM SWEEPER TRUCK. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED TO THEIR ORIGINALLY CONSTRUCTED CONDITION UPON COMPLETION OF THE PROJECT. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND AIRPORT REPRESENTATIVES. FENCING, DRAINAGE, GRADING, DRAINAGE PIPE 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 AIRPORT OPERATIONS AND ENGINEERING PRIOR TO THE WORK. ALL ON-SITE FAA ACCESS ROADS TO FAA FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES. PHOTOGRAPHS AND A VIDEO OF THE HAUL ROUTES SPECIFIED BY THE PLANS MUST BE PROVIDED BY THE CONTRACTOR BEFORE AND AFTER CONSTRUCTION TO AIRPORT OPERATIONS. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO HAUL ROUTES RESULTING FROM CONSTRUCTION TRAFFIC. ANY SERVICE, ACCESS OR FAA ROADWAY CROSSED BY CONSTRUCTION TRAFFIC SHALL BE PROTECTED AGAINST DAMAGE AND ALL DAMAGE OCCURRING WILL BE REPAIRED WITH NEW MATERIAL AT THE CONTRACTOR'S EXPENSE WITH NO ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL DETERMINE THE DEPTH OF THE ASPHALT PAVEMENT LOCATIONS WHERE THE CONTRACTOR MUST CROSS TO GET TO THE CONSTRUCTION SITE. ANY EXISTING AIRFIELD CONCRETE PAVEMENTS DAMAGED BY CROSSING CONSTRUCTION EQUIPMENT SHALL BE REMOVED AND REPLACED TO AT LEAST 10 FEET ON EACH SIDE OF THE MOST EXTREME OUTER TIRE MARKS TO ENSURE THAT ALL DAMAGED CONCRETE OR ASPHALT PAVEMENTS TRAVERSED BY THE CONSTRUCTION EQUIPMENT IS REMOVED AND REPLACED. THE REMOVAL AND REPLACEMENT OF EXISTING CONCRETE OR ASPHALT PAVEMENT SHALL BE AT NO ADDITIONAL COST TO THE OWNER. THE CONTRACTOR SHALL MAINTAIN THE EXISTING REFLECTIVE MARKERS PLACED AT THE EDGE OF THE EXISTING HAUL ROUTE AND REPLACE ANY THAT ARE DAMAGED DURING CONSTRUCTION. THE CONTRACTOR SHALL PLACE NEW REFLECTIVE MARKERS, THAT MATCH THE EXISTING MARKERS, ALONG ALL NEW HAUL ROUTES THAT ARE CONSTRUCTED FOR THIS PROJECT.

2. WASTE DISPOSAL AND BORROW AREAS: CONCRETE RUBBLE AND UNSUITABLE EXCAVATION WASTE MATERIAL REMOVED FROM THE CONSTRUCTION AREA SHALL BE DISPOSED OF OFF THE AIRPORT PROPERTY. UNCLASSIFIED EXCAVATION SUITABLE FOR EMBANKMENT CONSTRUCTION SHALL BE APPROVED BY SLCDA ENGINEER FOR PLACEMENT IN SPOIL AREA. ALL SUITABLE SOILS FOR EMBANKMENT CONSTRUCTION THAT ARE EXCAVATED UNDER THIS PROJECT SHALL BE TRANSPORTED, STOCKPILED AND PROTECTED FROM EROSION AND SILTATION IN AN AREA SHOWN ON THE PLANS. ALL SUCH MATERIALS SHALL REMAIN THE PROPERTY OF SLCDA. NO MATERIAL SHALL BE WASTED ON THE AIRPORT SITE UNLESS APPROVED BY THE SLCDA ENGINEER. WASTE AND DISPOSAL AREAS SHALL BE SEEDED AND RESTORED IN A SMOOTH GRADED AND DRAINABLE CONDITION.

3. CONTRACTOR UTILITIES: STAGING AREAS DO NOT HAVE UTILITIES. ANY UTILITIES REQUIRED BY THE CONTRACTOR SHALL BE COORDINATED WITH THE UTILITY COMPANIES AND SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

4. PROTECTION AND REPAIR OF DAMAGE TO EXISTING CABLES: ALL UNDERGROUND CABLES SHALL BE PROTECTED AND DAMAGES REPAIRED EXPEDITIOUSLY AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE OWNER.

5. UTILITIES: IT WILL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PROTECT ANY PUBLIC UTILITIES, INCLUDING FIBER OPTIC OR OTHER CABLES, THAT ARE IN OR ADJACENT TO THE WORK AREA. THE UTILITIES WILL BE FLAGGED ONE TIME BY THE VARIOUS UTILITY COMPANIES. THESE FLAGS SHALL BE PROTECTED AND MAINTAINED BY THE CONTRACTOR AT ALL TIMES. IF FLAGS ARE LOST OR REMOVED BY THE CONTRACTOR, THEY WILL BE FLAGGED AGAIN AT THE CONTRACTOR'S EXPENSE. ALL UTILITIES SHALL BE PROTECTED AND DAMAGES REPAIRED EXPEDITIOUSLY AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE OWNER.

6. CONSTRUCTION LIMITS AND FLAG PERSON: ALL CONTRACTOR VEHICLES AND TRAFFIC SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES. ABSOLUTELY NO CONTRACTOR VEHICLES WILL BE ALLOWED ON OTHER ACTIVE AIRFIELD OPERATIONS AREAS. ALL FLAG PERSONS WILL BE UDOT CERTIFIED, AND CONDUCT FLAGGING OPERATIONS TO UDOT STANDARDS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE CERTIFIED FLAGGERS. OBSERVERS AND SPOTTERS SHALL COMPLETE ADDITIONAL TRAINING PROVIDED BY SLCDA.

ALL FLAGGERS, SPOTTERS AND OBSERVERS CONTROLLING EQUIPMENT CROSSING ACTIVE AIRCRAFT AREAS ARE REQUIRED TO HAVE A FULLY OPERATIONAL CELLULAR TELEPHONE TO CONTACT THE AIRPORT DUTY MANAGER (OPS 60) 801-575-2460 TO REPORT ANY PROBLEMS THAT MAY AFFECT AIRCRAFT OPERATIONS. ALL OBSERVERS AND FLAGGERS WILL IMMEDIATELY CONTACT THE AIRPORT DUTY MANAGER (OPS 60) 801-575-2460 IF ANY EQUIPMENT OR VEHICLE BECOMES DISABLED OR IS UNABLE TO YIELD TO AIRCRAFT FOR ANY REASON.

IF APPROVED BY THE AIRPORT DUTY MANAGER (OPS 60), VEHICLE AND PEDESTRIAN CROSSINGS OF ACTIVE TAXIWAYS AND HIGH-USE OR CONGESTED RAMP AREAS MAY BE PERMITTED IF THE FOLLOWING PROVISIONS ARE MET:

A. THE AIRPORT DUTY MANAGER (OPS 60) 801-575-2460 IS NOTIFIED BEFORE ANY ACTIVITY BEGINS AND WHEN THE ACTIVITY ENDS EVERY DAY.
B. AIRPORT OPERATIONS HAS COORDINATED THE ACTIVITY WITH AIR TRAFFIC CONTROL AND HAS ADVISED THE ENGINEER OR CONTRACTOR WHEN TO BEGIN CROSSINGS.
C. AN AIRPORT REPRESENTATIVE IS AVAILABLE TO CONTACT AIR TRAFFIC CONTROL IF THERE ARE ANY PROBLEMS.
D. ALL INVOLVED PERSONNEL UNDERSTAND THAT ALL EQUIPMENT AND PEDESTRIANS MUST YIELD TO ALL AIRCRAFT. AIRCRAFT ALWAYS HAVE THE RIGHT OF WAY.
E. WHEN FLAGGING OPERATIONS ARE ESTABLISHED TO CROSS ACTIVE TAXIWAYS, A FLAGGER IS REQUIRED ON EACH SIDE OF THE TAXIWAY.
F. A DESIGNATED VACUUM SWEEPER TRUCK AND VACUUM SWEEPER TRUCK OPERATOR SHALL BE WITHIN THE CONSTRUCTION AREA WHEN THE CONTRACTOR IS WORKING. INSPECTION OF SITE SHALL ALSO OCCUR AT THE END OF DAY. REFER TO SAFETY NOTE 8, SHEET C002

7. PERMITS: IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN AND PAY FOR ALL APPLICABLE PERMITS FOR CONSTRUCTION AND EQUIPMENT.

8. COORDINATION OF CONSTRUCTION ACTIVITIES: THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING CONSTANT COORDINATION BETWEEN THE SUBCONTRACTORS IN ADDITION TO COORDINATION WITH THE SLCDA ENGINEER. OTHER CONTRACTORS CONSTRUCTION ACTIVITIES SHALL ALSO BE COORDINATED THROUGH SLCDA ENGINEER. ALL CONSTRUCTION ACTIVITIES PLANNED BY THE CONTRACTOR SHALL BE REVIEWED AND APPROVED BY THE SLCDA ENGINEER AND AIRPORT OPERATIONS REPRESENTATIVES 48 HOURS IN ADVANCE OF PLANNED ACTIVITIES.

9. AOA SPEED LIMIT: THE CONTRACTOR SHALL OPERATE WITHIN SPEED LIMITS. THE SPEED LIMIT ON ALL AIRSIDE ROADWAYS IS 20 MILES PER HOUR UNLESS OTHERWISE POSTED.

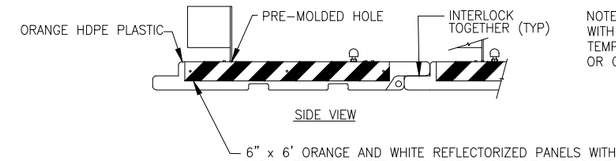
10. EMPLOYEE PARKING: NO CONTRACTOR'S PERSONAL EMPLOYEE VEHICLES WILL BE ALLOWED WITHIN THE AOA AREA. ALL EMPLOYEE AND VISITOR PARKING SHALL BE IN A LOCATION DESIGNATED ON THE PLANS OR AS APPROVED BY AIRPORT OPERATIONS.

11. TEMPORARY DRAINAGE: THE CONTRACTOR SHALL PROVIDE AND INSTALL ANY DRAINAGE PIPE NECESSARY TO ENSURE THAT THE HAUL ROUTE CONSTRUCTION SHALL NOT CREATE ANY PONDING WATER OR RESTRICT THE EXISTING DRAINAGE FLOW PATTERN. AT END OF PROJECT CONTRACTOR SHALL RESTORE ALL GRADES, PER DESIGN PLANS, AND REMOVE ALL TEMPORARY DRAINAGE PIPES AND FACILITIES AT NO ADDITIONAL COST TO OWNER.

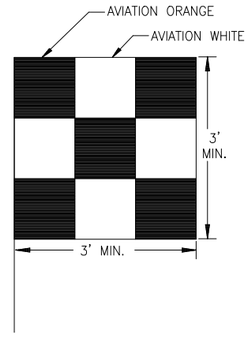
12. RESTORATION: ALL BORROW, STOCKPILE STORAGE, AND HAUL ROUTE AREAS, SHALL BE RESTORED BY THE CONTRACTOR BY TOPSOILING AND SEEDING PER THE SPECIFICATIONS. THIS WORK WILL BE CONSIDERED INCIDENTAL TO P-147 MOBILIZATION AND DEMOBILIZATION.

13. WORKING HOURS: UNLESS OTHERWISE AUTHORIZED BY THE SALT LAKE CITY DEPARTMENT OF AIRPORTS, WORKING HOURS SHALL BE FROM 0600 TO 2200 HOURS (16 HOURS) PER DAY. NIGHT WORK (2200 TO 0600 HOURS) SHALL ALSO BE PERMITTED WITH 48 HOURS ADVANCED NOTICE TO SLCDA.

14. BARRICADES: PLACEMENT & REMOVAL OF APPROVED BARRICADES, AS REQUIRED FOR PHASING, IS INCIDENTIAL TO THE WORK ITEM P-148.



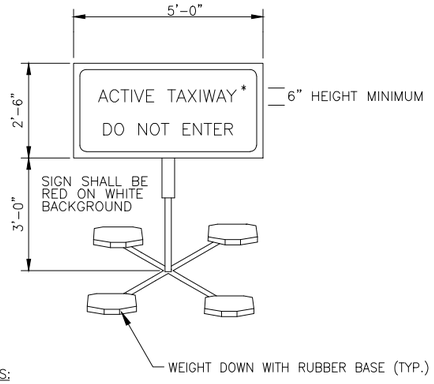
NOTE: INSTALLED BARRICADES SHALL BE FILLED WITH WATER. DURING SUB-FREEZING TEMPERATURES FILL WITH POTASSIUM ACETATE OR CALCIUM CHLORIDE SOLUTION.



NOTE:
SAFETY FLAG SHALL BE PROMINENTLY DISPLAYED ABOVE ROOFLINE ON ALL CONSTRUCTION EQUIPMENT.

CONSTRUCTION SAFETY FLAG

N.T.S.



NOTES:

1. CONSTRUCTION SIGNS SHALL BE MADE OF ALUMINUM AND SHALL BE MOUNTED ON SUITABLE SUPPORTS (GALVANIZED STEEL OR ALUMINUM)

2. ALL SIGNS SHALL BE REFLECTORIZED WITH SMOOTH SURFACE WEATHERPROOF REFLECTORIZED SHEETING.

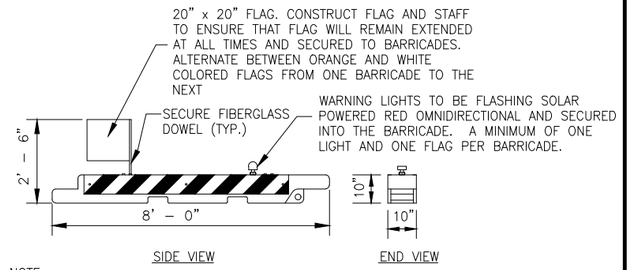
3. ALL SIGNS SHALL CONFORM TO THE REQUIREMENTS OF UDOT AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

4. PLACE A MINIMUM OF FOUR SANDBAGS PER SIGN TO INSURE STABILITY.

5. USE THE WORD "RUNWAY" WHEN SIGN IS USED FOR RUNWAY SAFETY AREA.

PORTABLE ACTIVE RUNWAY/TAXIWAY SIGN

NOTE: N.T.S.
ANY DIRTY OR DAMAGED SIGN, AS DETERMINED BY THE AIRPORT ENGINEER OR OPERATIONS PERSONNEL, WILL BE CLEANED OR REPLACED IMMEDIATELY AT CONTRACTORS EXPENSE.



NOTE:

1. USE MULTI-BARRIER MODEL AR-10x96 0V.2 HDPE SPN OR APPROVED EQUAL.

2. BARRICADES TO BE IN COMPLIANCE WITH AC 150/5370-2G AND THE CONSTRUCTION SAFETY AND PHASING PLANS.

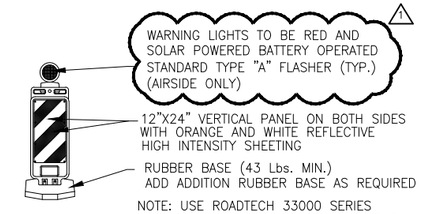
3. OMNIDIRECTIONAL LIGHTS SHALL BE: FLASHING, SOLAR POWERED, LED CONE BARRIER LIGHTS, RED IN COLOR, A MINIMUM OPERATING TIME OF 100 HOURS AT FULL CHARGE, A FLASH RATE OF 55/MIN,1.2V NI-CAD BATTERY AND SCREW INTO THE AR-10x96 0V.2 HDPE SPN BARRIER. USE MODEL C01 FLASHING RED SOLAR LIGHT OR APPROVED EQUAL.

4. FLAGS SHALL BE MAINTAINED IN GOOD CONDITION AT ALL TIMES, WORN OR TATTERED FLAGS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

5. BARRIERS SHALL BE CLEANED AND MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION, INCLUDING ANY NON-WORKING DOWN PERIODS. BROKEN OR FAILED LIGHTS SHALL BE IMMEDIATELY REPLACED. FLAGS SHALL BE MAINTAINED IN GOOD CONDITION. ANY WORN OR TATTERED FLAGS AS DETERMINED BY THE ENGINEER OR OPERATIONS PERSONNEL, SHALL BE IMMEDIATELY REPLACED AT THE CONTRACTOR'S EXPANSE.

LOW PROFILE CLOSURE BARRIER (LP)

NTS



NOTE: USE ROADTECH 33000 SERIES BARRICADE OR APPROVED EQUAL TYPE 3 BARRICADE TO BE SPACED AT 10.0' O.C.

VERTICAL PANEL BARRICADE (VP)

NTS

NOTE:
ANY DIRTY OR DAMAGED BARRICADES, AS DETERMINED BY THE AIRPORT ENGINEER OR OPERATIONS PERSONNEL, WILL BE CLEANED OR REPLACED IMMEDIATELY AT CONTRACTORS EXPENSE.

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PROFESSIONAL ENGINEER No. 7047528-2202 GREGORY P. HILEY 3/4/20 STATE OF UTAH

REVISIONS				
No.	DATE	REMARKS	BY	APV.
1	3/25/20	ADDENDUM NO. 1	AJM	GPR

DESIGNED AJM 3/4/20 DATE
DRAWN ZAA 3/4/20 DATE
CHECKED GPR 3/4/20 DATE
APPROVED GPR
DATE MARCH 4, 2020

Salt Lake City Department of Airports

ENGINEERING DIVISION
SALT LAKE CITY
DEPARTMENT OF AIRPORTS
P.O. BOX 145550
SALT LAKE CITY, UT. 84114-5550

SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11
GENERAL CONTRACT NOTES

BID DOCUMENTS

DRAWING G004
PROJECT 54 1019 1765
SHEET 4 OF 127

Drawing: T:\PJ\225175A.012 Salt Lake Relocated Vehicle Gates 10 & 11\Cad\PJG003.dwg
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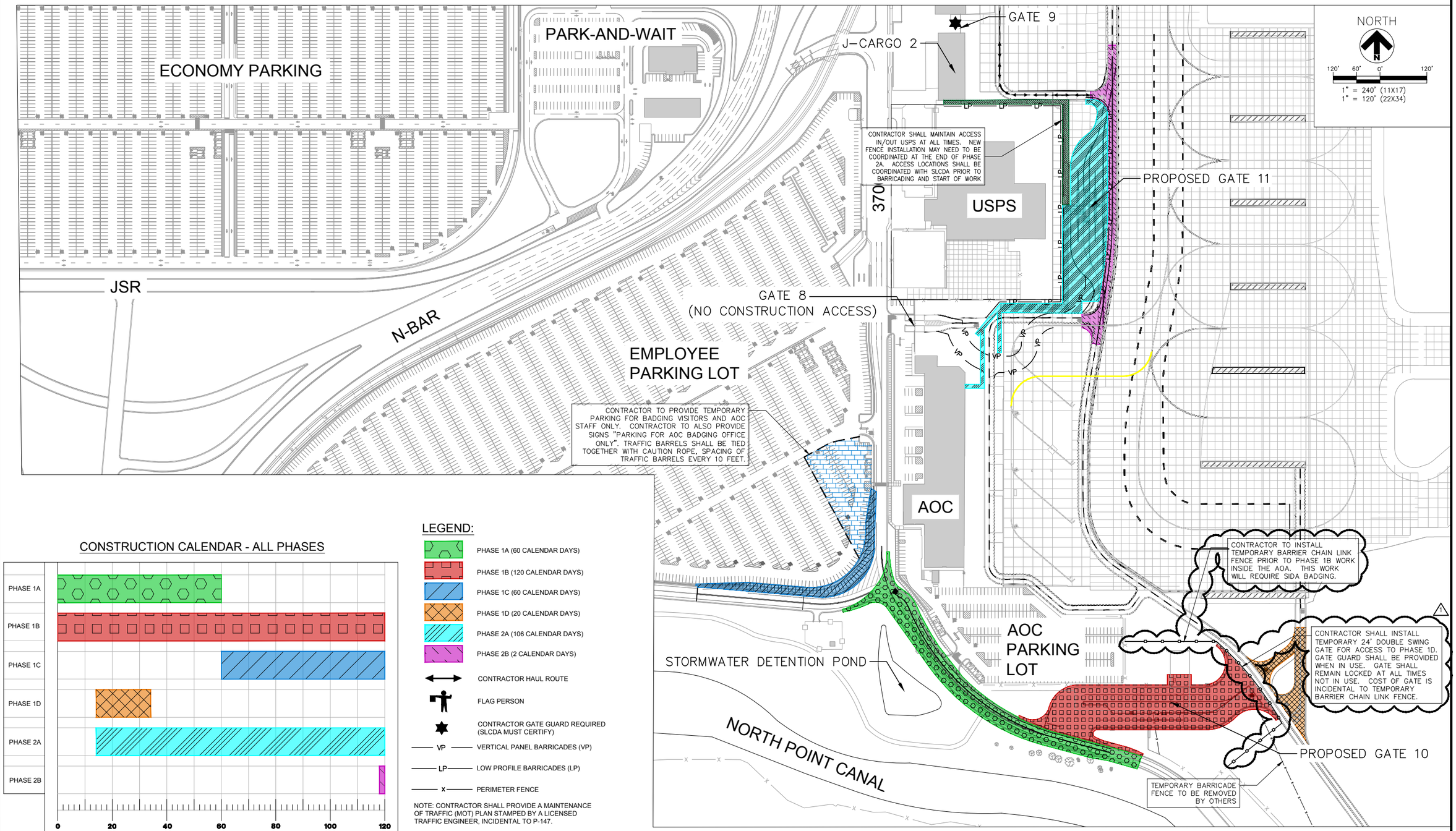

CONSTRUCTION CALENDAR - ALL PHASES

LEGEND:

- PHASE 1A (60 CALENDAR DAYS)
- PHASE 1B (120 CALENDAR DAYS)
- PHASE 1C (60 CALENDAR DAYS)
- PHASE 1D (20 CALENDAR DAYS)
- PHASE 2A (106 CALENDAR DAYS)
- PHASE 2B (2 CALENDAR DAYS)
- CONTRACTOR HAUL ROUTE
- FLAG PERSON
- CONTRACTOR GATE GUARD REQUIRED (SLCDA MUST CERTIFY)
- VP — VERTICAL PANEL BARRICADES (VP)
- LP — LOW PROFILE BARRICADES (LP)
- X — PERIMETER FENCE

NOTE: CONTRACTOR SHALL PROVIDE A MAINTENANCE OF TRAFFIC (MOT) PLAN STAMPED BY A LICENSED TRAFFIC ENGINEER, INCIDENTAL TO P-147.

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5215 Wiley Post Way, Suite 510
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801-924-8555
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PROFESSIONAL ENGINEER No. 7047588-2202 GREGORY P. WILEY 3/4/20 STATE OF UTAH

REVISIONS

No.	DATE	REMARKS	BY	APV
1	3/25/20	ADDENDUM NO. 1	AJM	GPR

DESIGNED	AJM	3/4/20 DATE
DRAWN	ZAA	3/4/20 DATE
CHECKED	GPR	3/4/20 DATE
APPROVED	GPR	
DATE	MARCH 4, 2020	

Salt Lake City Department of Airports

ENGINEERING DIVISION
SALT LAKE CITY
DEPARTMENT OF AIRPORTS
P.O. BOX 145550
SALT LAKE CITY, UT. 84114-5550

SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11

OVERALL PHASING

BID DOCUMENTS

DRAWING G015
PROJECT 54 1019 1765
SHEET 6 OF 127

Drawing: T:\P\2251754.012 Salt Lake Relocated Vehicle Gates 10 & 11\Cad\V\G015-G020.dwg
Plotted on: 3/25/2020 4:02 PM

CONTRACTOR TO PROVIDE TEMPORARY PARKING FOR BADGING VISITORS AND AOC STAFF ONLY. TRAFFIC BARRELS SHALL BE TIED TOGETHER WITH ROPE, SPACING OF BARRELS EVERY 10 FEET.

EMPLOYEE PARKING LOT

3700 W

AOC

CONTRACTOR TO PROVIDE CURB CUTS AND TEMPORARY ASPHALT FOR TWO-WAY SAFE VEHICLE PASSAGE. (INCIDENTAL TO P-147)

TAXIWAY Y

XBAR RD.

BIKE PATH

CONTRACTOR TO MAINTAIN TWO-WAY TRAFFIC AT ALL TIMES. OPEN ALL LANES TO TRAFFIC DURING NON-WORK HOURS.

DOMINION ENERGY GAS TRANSFER STATION

AOC PARKING LOT

CONTRACTOR TO COORDINATE WITH SLCDA AND MAINTAIN AN EMERGENCY VEHICLE ROUTE AT ALL TIMES.

STORMWATER DETENTION POND

CONTRACTOR TO INSTALL TEMPORARY BARRIER CHAIN LINK FENCE PRIOR TO PHASE 1B WORK INSIDE THE AOA. THIS WORK WILL REQUIRE SIDA BADGING.

VSR

CONTRACTOR SHALL INSTALL TEMPORARY 24' DOUBLE SWING GATE FOR ACCESS TO PHASE 1D. GATE GUARD SHALL BE PROVIDED WHEN IN USE. GATE SHALL REMAIN LOCKED AT ALL TIMES NOT IN USE. COST OF GATE IS INCIDENTAL TO TEMPORARY BARRIER CHAIN LINK FENCE.

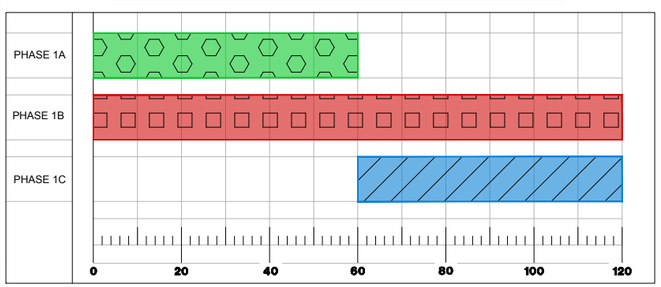
TEMPORARY BARRICADE FENCE TO BE REMOVED BY OTHERS

INSTALL TEMPORARY ASPHALT RAMP FOR BIKE PATH (MAINTAIN ACCESS AT ALL TIMES)

BIKE PATH

3700 W

CONSTRUCTION CALENDAR - PHASES 1A, 1B, 1C



LEGEND:

- PHASE 1A (60 CALENDAR DAYS)
- PHASE 1B (120 CALENDAR DAYS)
- PHASE 1C (60 CALENDAR DAYS)
- CONTRACTOR HAUL ROUTE & EMERGENCY VEHICLE ROUTE ACCESS
- FLAG PERSON (AS REQUIRED)
- VP — VERTICAL PANEL BARRICADES (VP)
- LP — LOW PROFILE BARRICADES (LP)
- x — PERIMETER FENCE
- TEMPORARY BARRIER FENCE

NORTH

50' 25' 0' 50'

1" = 100' (11X17)
1" = 50' (22X34)

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PROFESSIONAL ENGINEER No. 7047588-2202 GREGORY P. WILEY 3/4/20 STATE OF UTAH

REVISIONS

No.	DATE	REMARKS	BY	APV
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CHECKED	GPR	3/4/20 DATE
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DATE	MARCH 4, 2020	

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SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11

PHASE PLAN 1A, 1B, 1C

BID DOCUMENTS

DRAWING G016
PROJECT 54 1019 1765
SHEET 7 OF 127

Drawing: T:\P\225\754.012 Salt Lake Relocated Vehicle Gates 10 & 11\Cad\V\G015-G020.dwg
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EMPLOYEE PARKING LOT

3700 W

AOC

TAXIWAY Y

XBAR RD.

BIKE PATH

DOMINION ENERGY
GAS TRANSFER
STATION

AOC PARKING LOT

STORMWATER
DETENTION POND

BIKE PATH

VSR

VP

THIS WORK AREA WILL REQUIRE CONTRACTOR TO HAVE SIDA ACCESS BADGED EMPLOYEES – SIDA ACCESS VIA GATE 9

CONTRACTOR SHALL INSTALL TEMPORARY 24' DOUBLE SWING GATE FOR ACCESS TO PHASE 1D. GATE GUARD SHALL BE PROVIDED WHEN IN USE. GATE SHALL REMAIN LOCKED AT ALL TIMES NOT IN USE. COST OF GATE IS INCIDENTAL TO TEMPORARY BARRIER CHAIN LINK FENCE.

3700 W

CONSTRUCTION CALENDAR - PHASE 1D

PHASE 1D

0 20 40 60 80 100 120

LEGEND:

- PHASE 1D (20 CALENDAR DAYS)
- CONTRACTOR HAUL ROUTE
- FLAG PERSON
- VP — VERTICAL PANEL BARRICADES (VP)
- LP — LOW PROFILE BARRICADES (LP)
- X — PERIMETER FENCE
- TEMPORARY BARRIER FENCE

NORTH

50' 25' 0' 50'

1" = 100' (11X17)
1" = 50' (22X34)

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GREGORY P. WILEY No. 7047588-2202 STATE OF UTAH 3/4/20

REVISIONS

No.	DATE	REMARKS	BY	APV
1	3/25/20	ADDENDUM NO. 1	AJM	GPR

DESIGNED	AJM	3/4/20 DATE
DRAWN	ZAA	3/4/20 DATE
CHECKED	GPR	3/4/20 DATE
APPROVED	GPR	
DATE	MARCH 4, 2020	

Salt Lake City Department of Airports

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SALT LAKE CITY
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SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11

PHASE PLAN 1D

BID DOCUMENTS

DRAWING G017
PROJECT 54 1019 1765
SHEET 8 OF 127

Drawing: T:\P\2251754.012 Salt Lake Relocated Vehicle Gates 10 & 11\Cad\V\G015-G020.dwg
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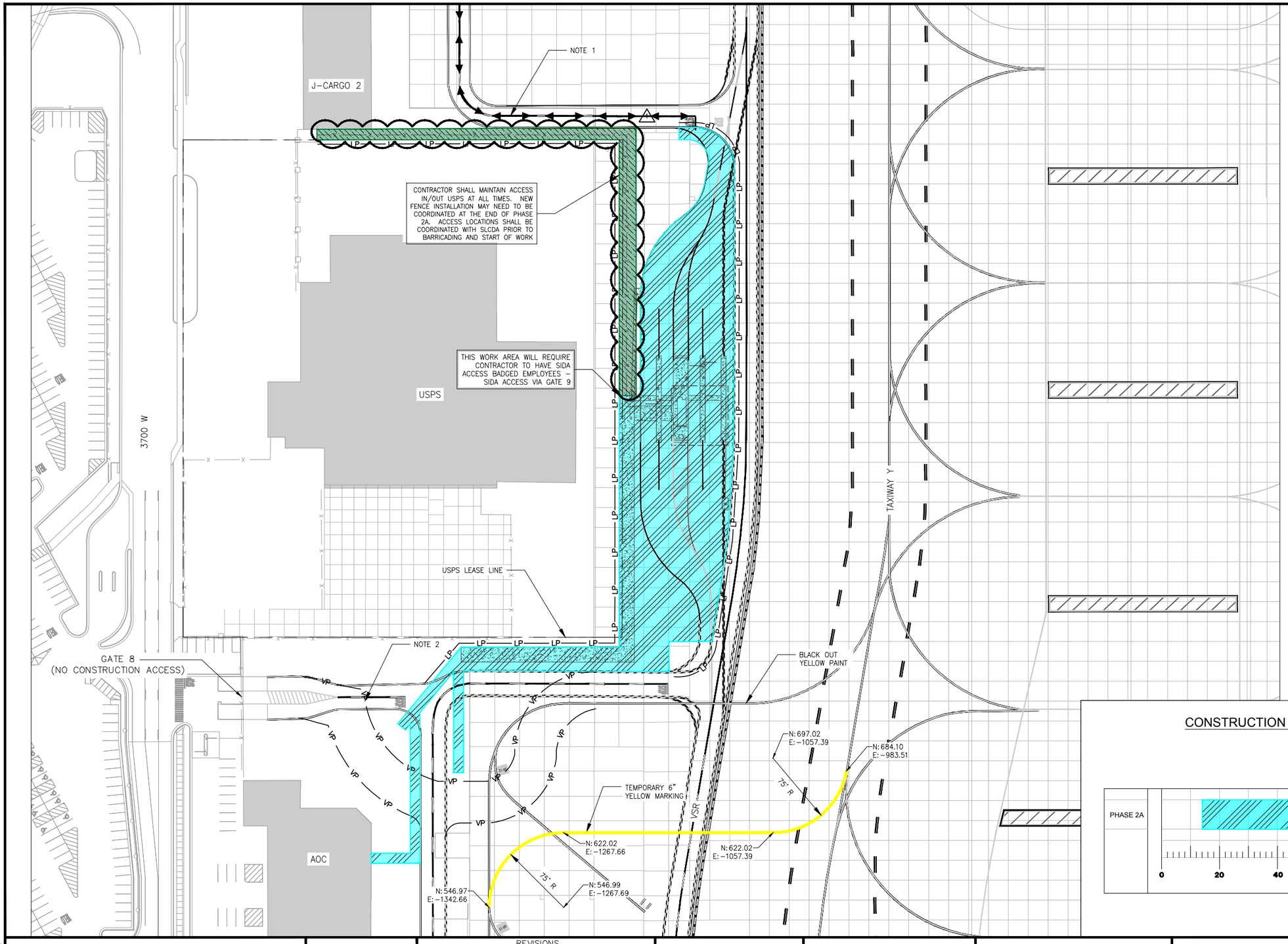


LEGEND:

- PHASE 2A (106 CALENDAR DAYS)
- CONTRACTOR HAUL ROUTE
- FLAG PERSON
- VP — VERTICAL PANEL BARRICADES (VP)
- LP — LOW PROFILE BARRICADES (LP)
- X — PERIMETER FENCE

NOTE:

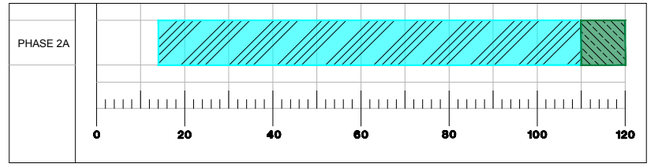
1. CONTRACTOR TO ACCESS AIRSIDE THROUGH GATE 9. GATE GUARD TO BE PROVIDED BY CONTRACTOR.
2. TEMPORARY ACCESS (DELINEATED BY VERTICAL PANELS) TO BE PROVIDED THROUGH GATE 8 AT ALL TIMES.

NORTH

50' 25' 0' 50'

1" = 100' (11X17)
1" = 50' (22X34)

CONSTRUCTION CALENDAR - PHASE 2A



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REVISIONS

No.	DATE	REMARKS	BY	APV
1	3/25/20	ADDENDUM NO. 1	AJM	GPR

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APPROVED	GPR	
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SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11

PHASE PLAN 2A

BID DOCUMENTS

DRAWING G018
PROJECT 54 1019 1765
SHEET 9 OF 127

Drawing: T:\P\225\1754.012 Salt Lake Relocated Vehicle Gates 10 & 11\Cad\V\G015-G020.dwg
Plotted on: 3/25/2020 4:08 PM

MATCH LINE - SEE SHEET C107

WARNING!!! WARNING!!! WARNING!!!
THERE ARE A NUMBER OF AIRPORT, PUBLIC UTILITIES, AND FAA LIGHTING. COMMUNICATIONS, UNDERGROUND CABLES AND PIPES TRAVERSING THE PAVEMENTS AREAS. THE ENGINEER HAS MADE EVERY ATTEMPT TO SHOW THE APPROXIMATE LOCATION OF ALL ITEMS. HOWEVER, THE ENGINEER IS NOT RESPONSIBLE FOR SHOWING OR LOCATING EVERY ITEM CURRENTLY IN PLACE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE EVERY ITEM LOCATED, FLAGGED, AND IDENTIFIED PRIOR TO STARTUP OF CONSTRUCTION. ANY DAMAGE DONE TO ANY OF THE EXISTING ITEMS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY ITEM DAMAGED, CAUSED BY HIS ACTIONS, WITH NO ADDITIONAL COMPENSATION.

TRENCH PCC PAVEMENT, SEE DETAIL A, SHEET C151

INLET
N: 852.00
E: -1138.04
RIM ELEV.: 4222.16

N: 808.58
E: -1370.67

INLET
N: 814.88
E: -1287.51
RIM ELEV.: 4221.92

N: 808.52
E: -1211.79

N: 783.76
E: -1378.32

N: 793.51
E: -1196.79

TRENCH ASPHALT PAVEMENT, SEE DETAIL C, SHEET C151

N: 783.79
E: -1165.75

N: 793.58
E: -1370.67

GATE 8 ENTRANCE ROAD

STOP

N: 731.72
E: -1434.36

N: 758.52
E: -1169.74

BLACK OUT EXISTING YELLOW MARKINGS

N: 743.09
E: -1411.96

INLET
N: 733.21
E: -1481.29
RIM ELEV.: 4221.28

N: 724.07
E: -1134.30

N: 719.29
E: -1122.56

N: 717.76
E: -1111.55

BLACKOUT AND TEMPORARY YELLOW MARKING WORK INSIDE NON-MOVEMENT BOUNDARY LINE REQUIRES TAXIWAY Y CLOSURE - CONTRACTOR TO COORDINATE THIS WORK WITH ENGINEER

COMMUNICATIONS MH
N: 722.30
E: -1483.57
RIM ELEV.: 4221.58

N: 731.02
E: -1421.96

N: 725.35
E: -1426.66

N: 682.34
E: -1368.38

SR 12

N: 697.02
E: -1057.39

75' R

N: 682.34
E: -1378.38

CONNECT TO EXISTING SAN. SEWER LINE
PROTECT SAN. SEWER MH
N: 682.46
E: -1373.81
RIM ELEV.: 4223.77

N: 622.02
E: -1267.66

TEMPORARY YELLOW MARKINGS

ELECTRICAL & COMMUNICATIONS TRENCH

N: 622.02
E: -1057.39

N: 601.32
E: -1421.96

N: 601.49
E: -1461.13

AOC

N: 591.49
E: -1461.18

N: 591.27
E: -1411.96

75' R

N: 547.16
E: -1342.66

INLET
N: 557.06
E: -1289.82
RIM ELEV.: 4223.34

N: 546.99
E: -1267.69

INLET
N: 556.00
E: -1238.93
RIM ELEV.: 4222.74

NORTH

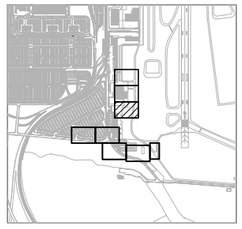
0' 10' 20' 40'
1" = 40' (11"x17")
1" = 20' (22"x34")

LEGEND

- WV — EXISTING WATER VALVE
- W — EXISTING WATER MANHOLE
- EXISTING FIRE HYDRANT
- JBI — EXISTING IRRIGATION JUNCTION BOX
- EXISTING CATCH BASIN
- SD — EXISTING STORM DRAIN MANHOLE
- SS — EXISTING SANITARY SEWER MANHOLE
- EJB — EXISTING ELECTRICAL JUNCTION BOX
- E — EXISTING ELECTRICAL MANHOLE
- CM — EXISTING COMMUNICATIONS MANHOLE
- ET — EXISTING ELECTRICAL TRANSFORMER
- AC — EXISTING AIR-CONDITIONING UNIT
- EXISTING COMMUNICATIONS HANDHOLE
- EXISTING LIGHT POLE, 2 FIXTURES
- W — EXISTING WATER LINE
- SS — EXISTING SANITARY SEWER
- SD — EXISTING STORM DRAIN
- UGE — EXISTING ELECTRIC LINE
- COMM — EXISTING COMMUNICATIONS LINE
- FO — EXISTING FIBER OPTIC LINE
- GAS — EXISTING GAS LINE
- EXISTING FENCE
- X - X — REMOVE ITEM NOTED OR OBLITERATE AIRSIDE PAINT MARKING
- OBLITERATE LANDSIDE PAINT MARKING
- REMOVE SIGN
- BLACK OUT EXISTING PAINT MARKING
- REMOVE EXISTING ASPHALT PAVEMENT
- REMOVE EXISTING CURB AND GUTTER
- REMOVE EXISTING CONCRETE PAVEMENT
- MILLING LIMITS
- PROJECT LIMITS

NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR FINAL CLEANUP.
2. CONTRACTOR RESPONSIBLE FOR DEWATERING UTILITIES.
3. IRRIGATION BOXES IN NEW CONSTRUCTION WILL BE REMOVED BY CONTRACTOR INCIDENTAL TO IRRIGATION.
4. MILLINGS TO BE STOCKPILED EAST OF ELECTRICAL VAULT OR AS DIRECTED BY SLCDA.



KEY MAP

RS&H
5215 Wiley Post Way, Suite 510
Salt Lake City, UT 84116
801-924-8555
www.rsandh.com

PROFESSIONAL ENGINEER No. 7047588-2202 GREGORY P. KILEY 3/4/20 STATE OF UTAH

REVISIONS				
No.	DATE	REMARKS	BY	APV
1	3/25/20	ADDENDUM NO. 1	AJM	GPR

DESIGNED AJM 3/4/20 DATE
DRAWN ZAA 3/4/20 DATE
CHECKED GPR 3/4/20 DATE
APPROVED GPR
DATE MARCH 4, 2020

Salt Lake City Department of Airports

ENGINEERING DIVISION
SALT LAKE CITY
DEPARTMENT OF AIRPORTS
P.O. BOX 145550
SALT LAKE CITY, UT. 84114-5550

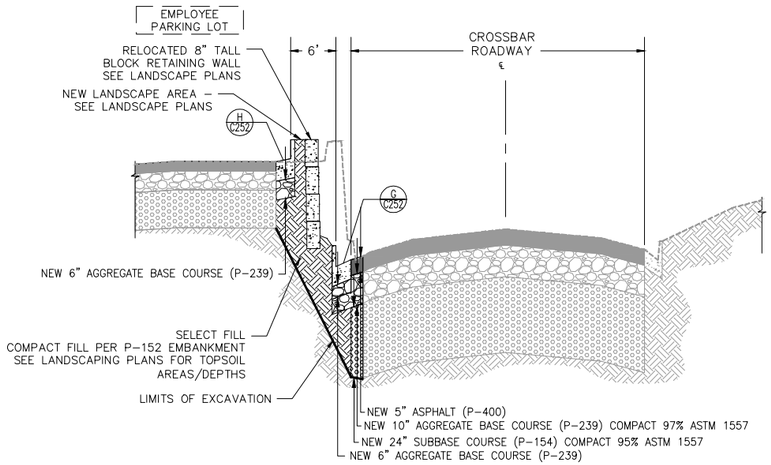
SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11

EXISTING CONDITIONS & DEMOLITION PLAN
(SHEET 8 OF 8)

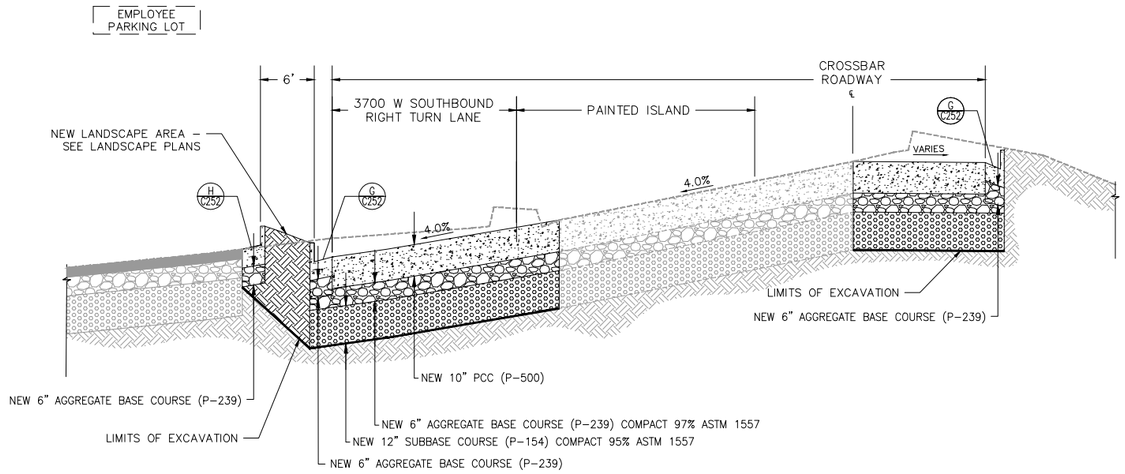
BID DOCUMENTS

DRAWING C108
PROJECT 54 1019 1765
SHEET 20 OF 127

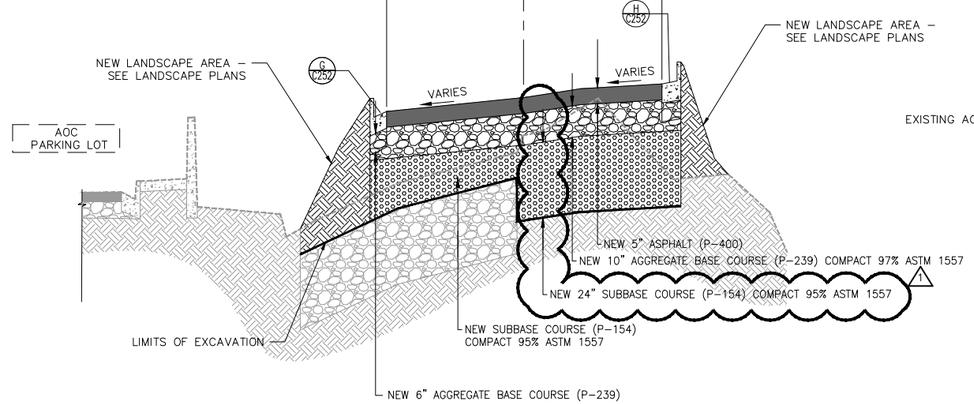
Drawing: T:\P\2251754.012 Salt Lake Relocated Vehicle Gates 10 & 11\Cad\V\C100s.dwg
Plotted on: 3/25/2020 4:42 PM



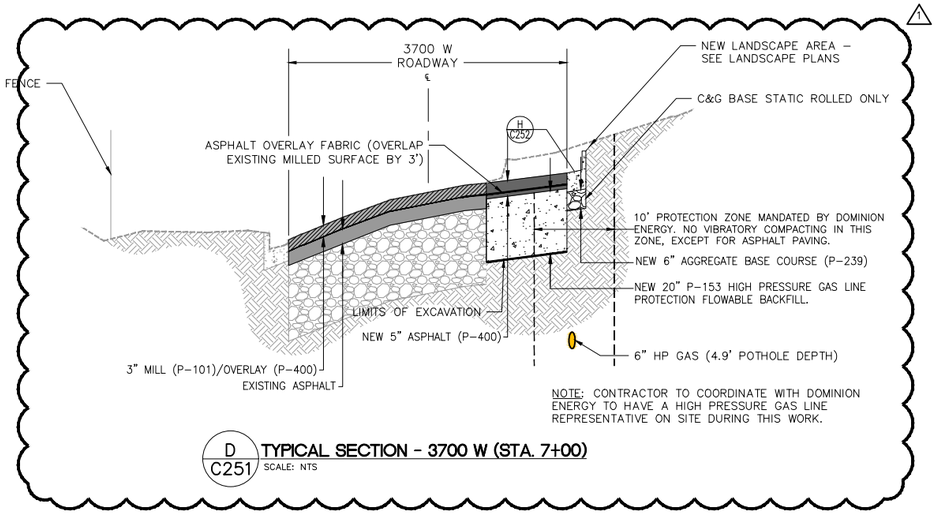
A C251 **TYPICAL SECTION - CROSSBAR (STA. 0+50)**
SCALE: NTS



B C251 **TYPICAL SECTION - CROSSBAR (STA. 4+50)**
SCALE: NTS



C C251 **TYPICAL SECTION - 3700 W (STA. 4+00)**
SCALE: NTS



D C251 **TYPICAL SECTION - 3700 W (STA. 7+00)**
SCALE: NTS

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REGISTERED PROFESSIONAL ENGINEER No. 704756-2202 GREGORY P. WILEY 3/4/20 STATE OF UTAH

REVISIONS

No.	DATE	REMARKS	BY	APV
1	3/25/20	ADDENDUM NO. 1	AJM	GPR

DESIGNED JLH 3/4/20 DATE
DRAWN JLH 3/4/20 DATE
CHECKED GPR 3/4/20 DATE
APPROVED GPR
DATE MARCH 4, 2020

Salt Lake City Department of Airports

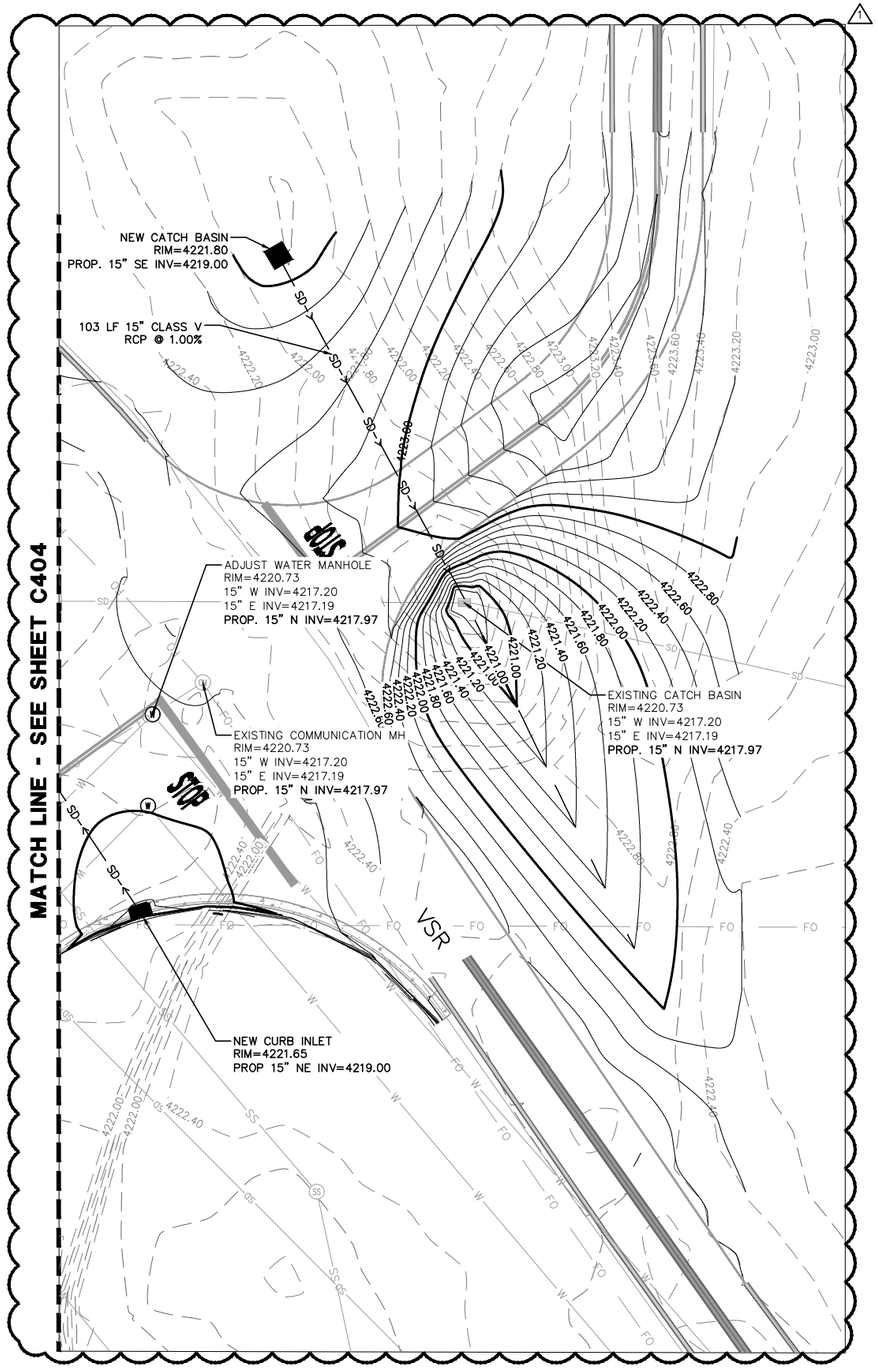
ENGINEERING DIVISION
SALT LAKE CITY
DEPARTMENT OF AIRPORTS
P.O. BOX 145550
SALT LAKE CITY, UT. 84114-5550

SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11
TYPICAL SECTIONS & PAVING DETAILS
(SHEET 1 OF 2)

BID DOCUMENTS

DRAWING C251
PROJECT 54 1019 1765
SHEET 31 OF 127

Drawing: C:\Users\mitchell\Desktop\C250.dwg
Plotted on: 3/26/2020 10:32 AM



LEGEND

- PROJECT LIMITS
- EXISTING SURFACE MAJOR CONTOUR
- EXISTING SURFACE MINOR CONTOUR
- PROPOSED SURFACE MAJOR CONTOUR
- PROPOSED SURFACE MINOR CONTOUR
- W — EXISTING WATER LINE
- SS — EXISTING SANITARY SEWER
- UGE — EXISTING ELECTRIC LINE
- G — EXISTING GAS LINE
- COMM — EXISTING COMMMUNICATION LINE
- EXISTING CATCH BASIN
- SD — EXISTING STORM DRAIN
- SD — NEW STORM DRAIN

0	WV	ADJ. WATER VALVE
2	W	ADJ. WATER MANHOLE
0	SS	ADJ. SANITARY SEWER MANHOLE
0		ADJ. CATCH BASIN
0		ADJ. GAS VALVE
0	SD	ADJ. STORM DRAIN MANHOLE
0	CM	ADJ. COMMUNICATIONS MANHOLE
0	E	ADJ. ELECTRICAL MANHOLE
0	ET	ADJ. ELECTRICAL TRANSFORMER
0	EJB	ADJ. ELECTRICAL JUNCTION BOX
1		NEW CATCH BASIN
1		NEW CATCH BASIN
0	SD	NEW STORM DRAIN MANHOLE

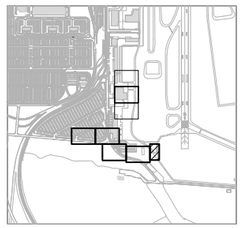
NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR LOCATION AND PROTECTION OF ALL UTILITIES
2. CURB TABLE SHOWN ON C200 SHEETS
3. SEE SPOT ELEVATION PLAN SHEETS FOR MORE GRADE INFORMATION.

NORTH

0' 10' 20' 40'

1" = 40' (11"x17")
1" = 20' (22"x34")



KEY MAP

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PROFESSIONAL ENGINEER No. 7047588-2202 GREGORY P. KILEY 3/4/20 STATE OF UTAH

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CHECKED GPR 3/4/20 DATE
APPROVED GPR
DATE MARCH 4, 2020

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ENGINEERING DIVISION
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SALT LAKE CITY, UT. 84114-5550

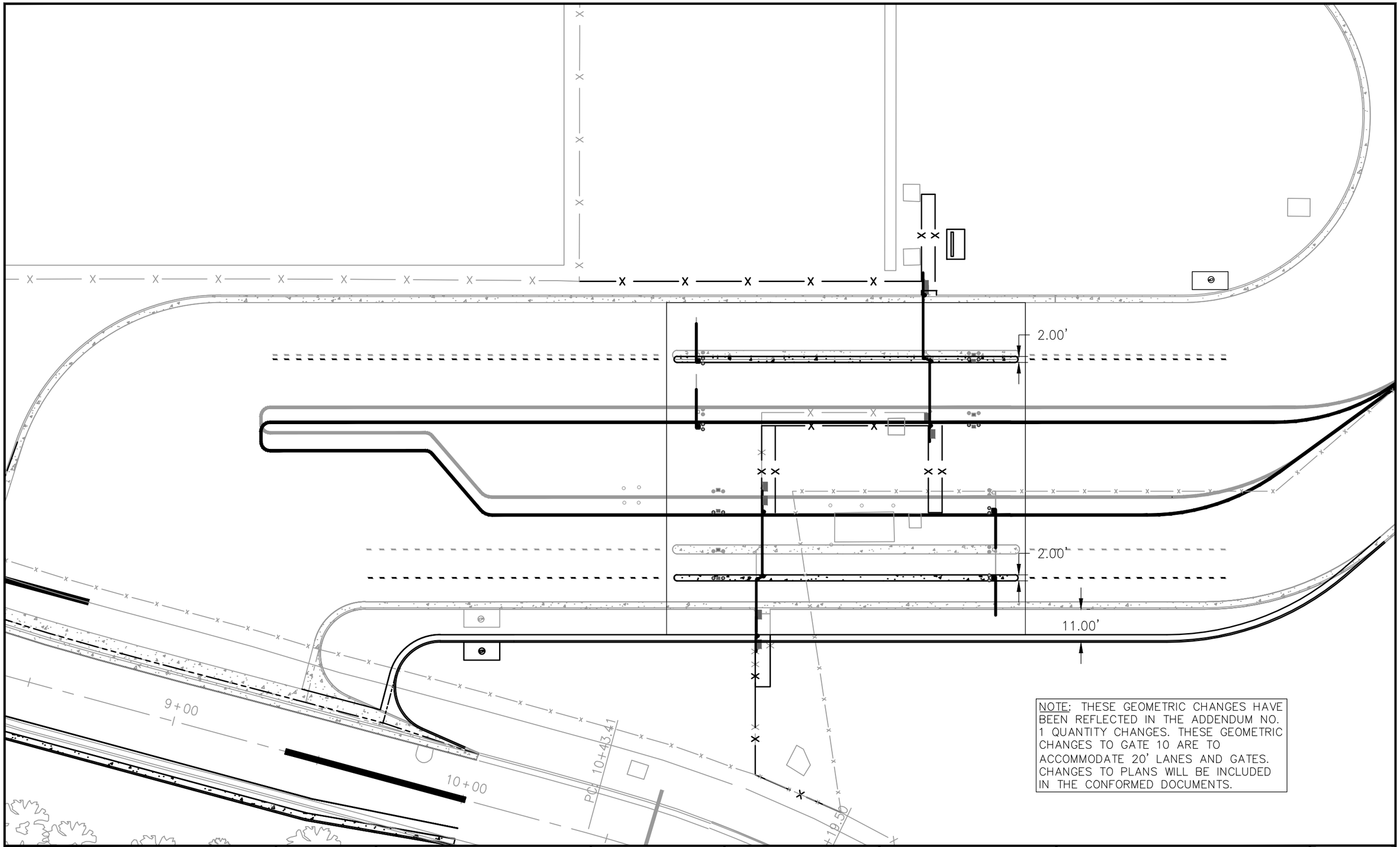
SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11

GRADING & DRAINAGE
PLAN (SHEET 5 OF 5)

BID DOCUMENTS

DRAWING C405
PROJECT 54 1019 1765
SHEET 43 OF 127

Drawing: T:\P\2251754.012 Salt Lake Relocated Vehicle Gates 10 & 11\Cad\V\C400s.dwg
Plotted on: 3/25/2020 6:33 PM



NOTE: THESE GEOMETRIC CHANGES HAVE BEEN REFLECTED IN THE ADDENDUM NO. 1 QUANTITY CHANGES. THESE GEOMETRIC CHANGES TO GATE 10 ARE TO ACCOMMODATE 20' LANES AND GATES. CHANGES TO PLANS WILL BE INCLUDED IN THE CONFORMED DOCUMENTS.

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SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11

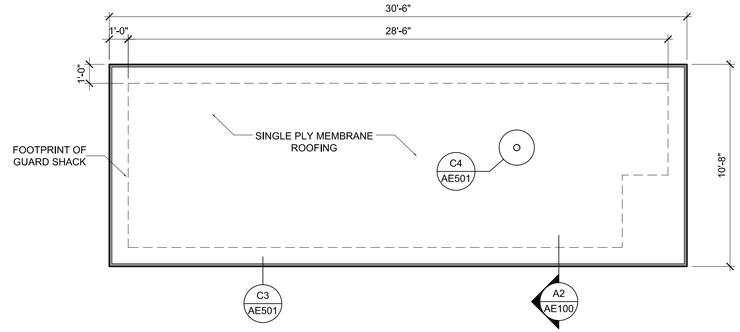
GATE 10 LANE WIDENING EXHIBIT

ADDENDUM NO. 1

DRAWING
PROJECT 54 1019 1765
SHEET OF 127

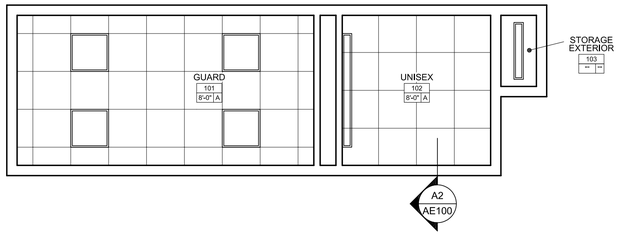
EXHIBIT 1

Drawing: T:\P\2251754.012 Salt Lake Relocated Vehicle Gates 10 & 11\Cad\VX\SLCCP01exhibit.dwg
Plotted on: 3/26/2020 9:56 AM



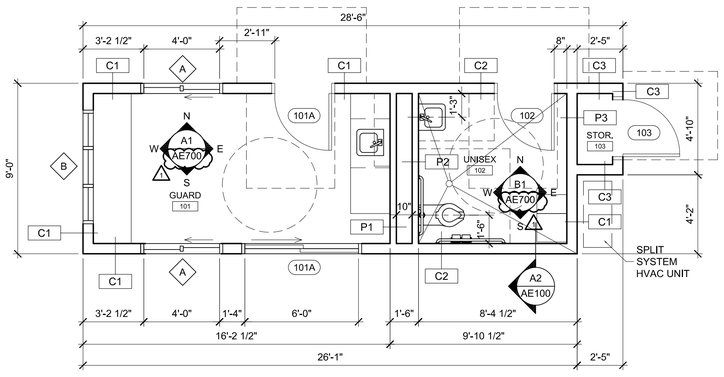
C1 ROOF PLAN - GUARD SHACK

SCALE: 1/4" = 1'-0"



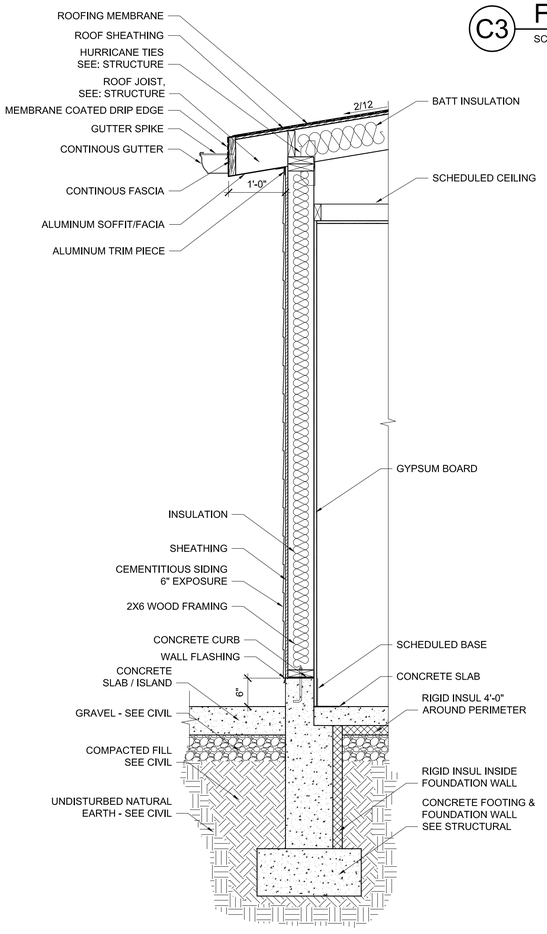
B1 REFLECTED CEILING PLAN - GUARD SHACK

SCALE: 1/4" = 1'-0"



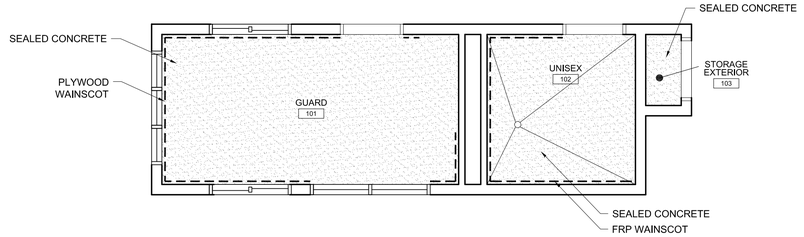
A1 FLOOR PLAN - GUARD SHACK

SCALE: 1/4" = 1'-0"



A2 WALL SECTION - GUARD SHACK

SCALE: 3/4" = 1'-0"



C3 FINISH PLAN - GUARD SHACK

SCALE: 1/4" = 1'-0"

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REVISIONS				
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APPROVED	JBL	
DATE	MARCH 4, 2020	

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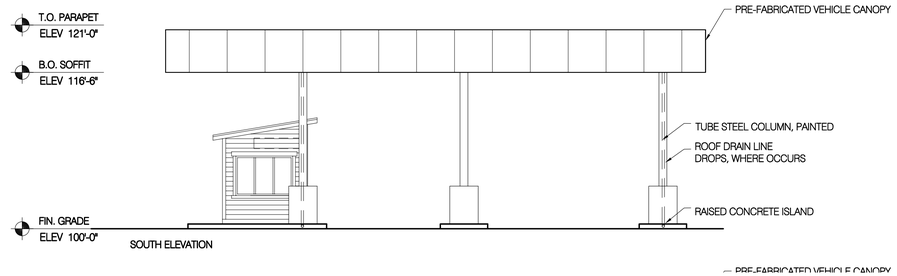
SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11
GUARD SHACK - FLOOR, CEILING & ROOF PLANS

BID DOCUMENTS

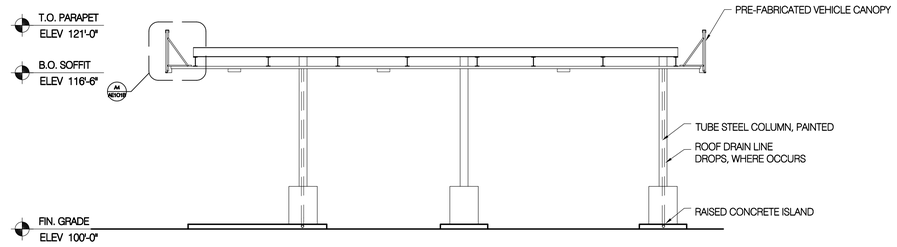
DRAWING AE100
PROJECT 54 1019 1765
SHEET 87 OF 127

Drawing: X:\2019\19177 SLCIAG\1011\02-Dwg\02-Sheets\A100 Floor Plans\AE100 - GUARD SHACK PLANS.dwg
Plotted on: 3/24/2020 2:25 PM



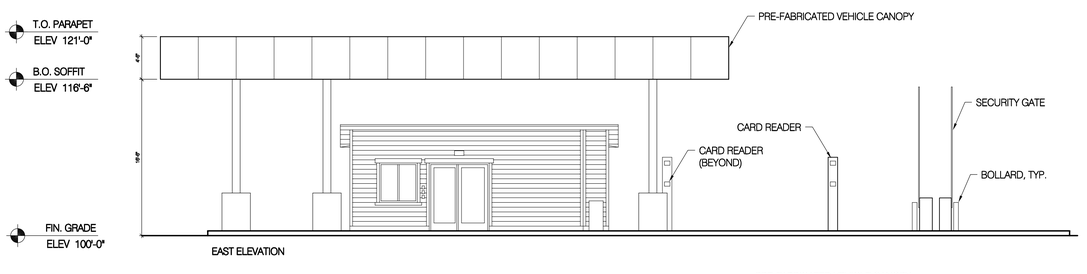
C1 EXTERIOR ELEVATIONS - CANOPY

SCALE: 1/8" = 1'-0"



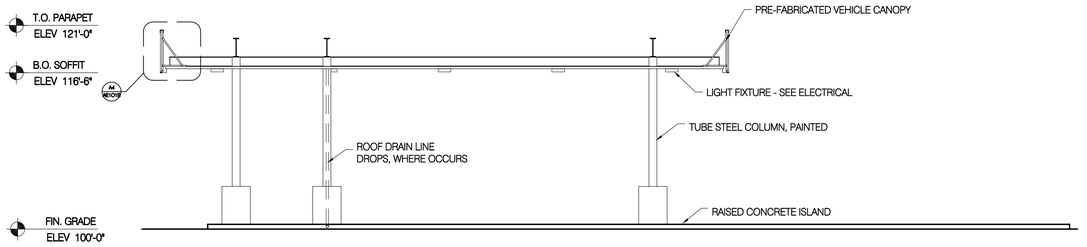
B1 TRANSVERSE CCANOPY SECTION

SCALE: 1/8" = 1'-0"



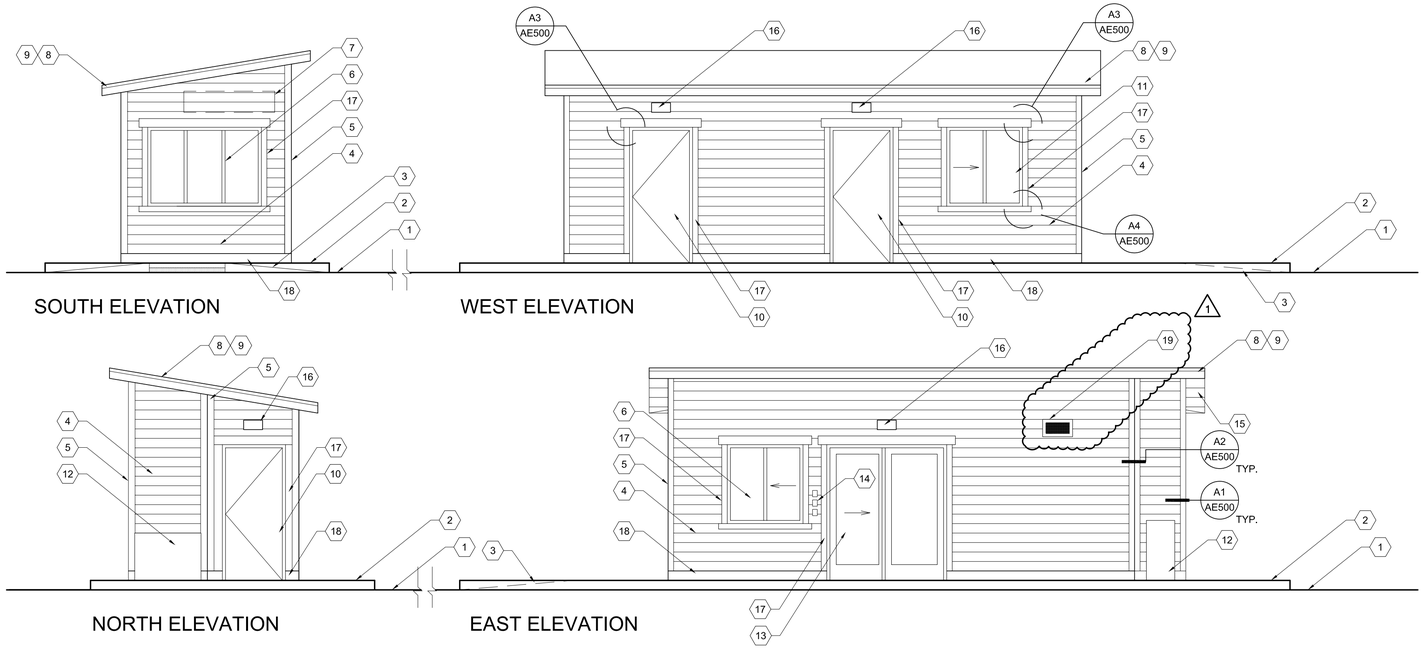
C4 EXTERIOR ELEVATIONS - CANOPY

SCALE: 1/8" = 1'-0"



B4 LONGITUDINAL CANOPY SECTION

SCALE: 1/8" = 1'-0"



A1 EXTERIOR ELEVATIONS - GUARD SHACK

SCALE: 1/8" = 1'-0"

REFERENCE NOTES

1. DRIVE LANE - SEE CIVIL
2. CONCRETE TRAFFIC ISLAND - SEE CIVIL
3. ACCESSIBLE CURB CUT - SEE CIVIL
4. CEMENTITIOUS HORIZONTAL SIDING
5. CEMENTITIOUS TRIM BOARD
6. FIXED ALUMINUM WINDOW
7. LOCATION OF OWNER-PROVIDED LED SIGNAGE
8. SINGLE PLY ROOFING MEMBRANE
9. MEMBRANE COATED METAL DRIP EDGE
10. HOLLOW METAL DOOR
11. HORIZONTAL SLIDING ALUMINUM WINDOW
12. SPLIT SYSTEM OUTSIDE UNIT - SEE MECHANICAL
13. ALUMINUM SLIDING GLASS DOOR
14. CASS EQUIPMENT - SEE ELECTRICAL
15. ALUMINUM SOFFIT & FASCIA
16. LIGHT FIXTURE - SEE ELECTRICAL
17. CEMENTITIOUS WINDOW / DOOR TRIM
18. EXPOSED CONCRETE FOUNDATION WALL
19. EXHAUST FAN - SEE MECHANICAL

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JAMES BRIAN LOHSE
No. 126045-0301
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SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11
EXTERIOR ELEVATIONS
GUARD SHACK & CANOPY

BID DOCUMENTS

DRAWING AE201
PROJECT 54 1019 1765
SHEET 91 OF 127

Drawing: X:\2019\19177 SLCIAG\1011\02-Dwg\02-Sheets\A200 Exterior Elevations\AE201 - ELEVATIONS.dwg
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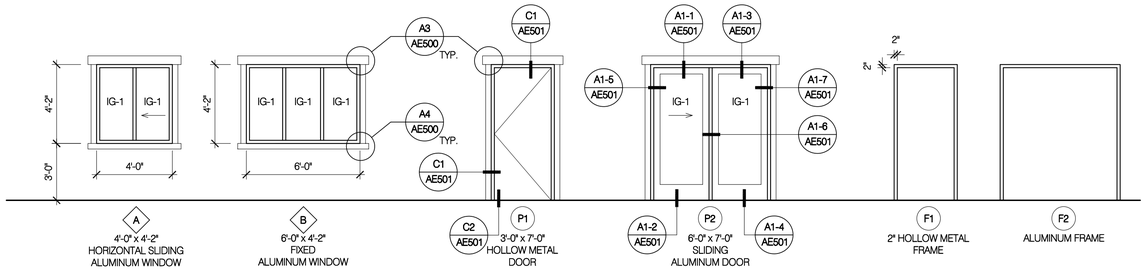
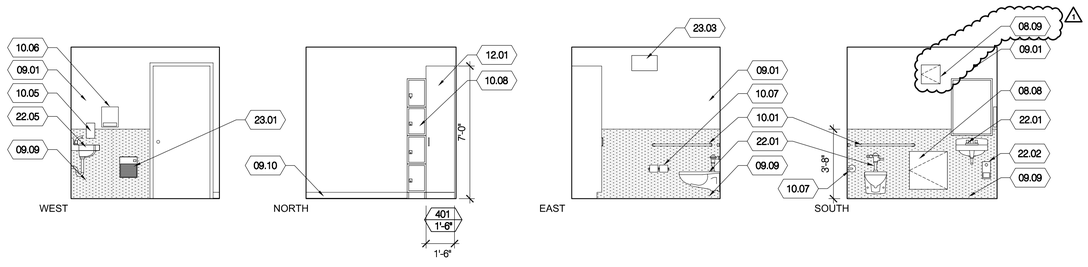


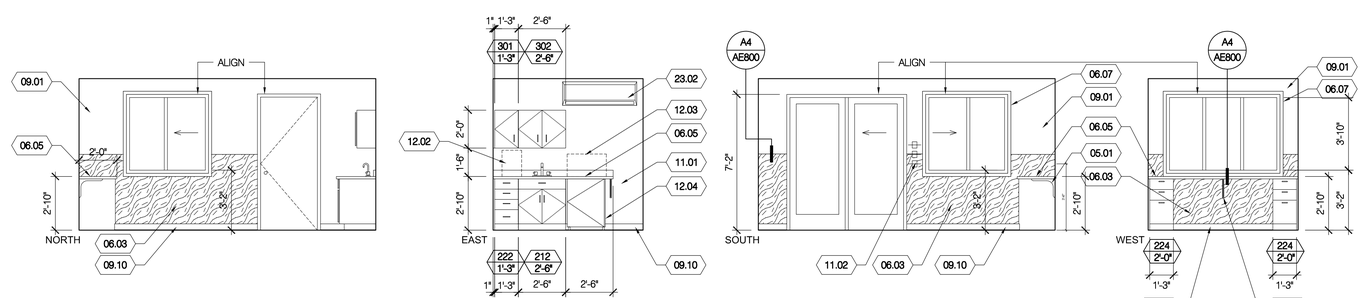
B1 DOOR, WINDOW AND FRAME TYPES

SCALE: 1/4" = 1'-0"



B1 INTERIOR ELEVATION - RESTROOM

SCALE: 1/4" = 1'-0"



A1 INTERIOR ELEVATION - GUARD ROOM

SCALE: 1/4" = 1'-0"

DOOR AND FRAME SCHEDULE

DOOR NO.	DOOR SIZE WIDTH	DOOR SIZE HEIGHT	DOOR SIZE THICKNESS	DOOR MATERIAL	DOOR TYPE	FRAME TYPE	FRAME MATERIAL	FRAME DETAIL - ALL DETAILS REFERENCE THIS DRAWING EXCEPT AS NOTED HEAD	FRAME DETAIL JAMB	FRAME DETAIL THRESHOLD	FIRE RATING LABEL	HARDWARE GROUP	NOTES
101A	3'-0"	7'-0"	1 3/4"	HM	P1	F1	HM	C1/AE501	C1/AE501	C2/AE501	N/A	01	
101B	6'-0"	7'-0"	--	ALUM	P2	F2	ALUM	A1/AE501	A1/AE501	A1/AE501	N/A	02	
102	3'-0"	7'-0"	1 3/4"	HM	P1	F1	HM	C1/AE501	C1/AE501	C2/AE501	N/A	01	
103	3'-0"	7'-0"	1 3/4"	HM	P1	F1	HM	C1/AE501	C1/AE501	C2/AE501	N/A	01	

IG-1 = 1" LOW-E INSULATED GLAZING UNIT

FINISH LEGEND

CODE	PRODUCT TYPE	MANUFACTURER	STYLE	COLOR	DESCRIPTION / LOCATION	FINISH NOTES
PAINT						
P1	PAINT	SHERWIN WILLIAMS	--	SW7005 PURE WHITE	TYPICAL WALL PAINT	.
P2	PAINT	SHERWIN WILLIAMS	--	SW7622 HOMBURG GRAY	ACCENT PAINT	.
P3	PAINT	SHERWIN WILLIAMS	--	SW7032 WARM STONE	EXTERIOR WALL PAINT	.
P4	PAINT	SHERWIN WILLIAMS	--	SW7016 MINDFUL GRAY	EXTERIOR TRIM ACCENT PAINT	.
PLASTIC LAMINATE						
PL-1	PLASTIC LAMINATE	WILSONART	STANDARD	4943-38 CLASSIC LINEN	COUNTERTOPS	.
PL-2	PLASTIC LAMINATE	WILSONART	PREMIUM	4939K-18 VAPOR STRANDZ	CASEWORK	.
WALL BASE						
RB-1	VINYL WALL BASE	ROPPE	4" STANDARD	P193 BLACK-BROWN	ALL WALLS EXCPET WITH FRP WAINSCOT	.
FLOOR FINISH						
SC-1		VARIES	--	CLEAR SEALER SATIN	ALL INTERIOR CONCRETE SLABS	.
WAINSCOT						
FRP-1	SEQUENTIA	CRANE COMPOSITES	FLAT - PEBBLE EMBOSSED	1130 WHITE	RESTROOM WAINSCOT	.
PLY	15/32" PLYWOOD	UNSPECIFIED	DOUGLAS FIR INTERIOR	SANDED CLEAR SATIN FINISH	GUARD WAINSCOT	.
CEILING						
ACT-1	LAY-IN TILE	ARMSTRONG	OPTIMA	WHITE	GUARD & RESTROOM CEILINGS	.

ROOM FINISH SCHEDULE

ROOM NO.	ROOM NAME	FLOOR	BASE	WALLS N	WALLS E	WALLS S	WALLS W	CEILING MATERIAL	CEILING HEIGHT	NOTES
101	GUARD	SC	RB-1	P-2	P-1	P-1	P-1	ACT-1	8'-0"	42" PLYWOOD WAINSCOT
102	UNISEX	SC	RB-1	P-2	P-2, FRP-1	P-2, FRP-1	P-2, FRP-1	ACT-1	8'-0"	48" FRP-1 WAINSCOT
103	STORAGE	SC	NONE	P-1	P-1	P-1	P-1	NONE	8'-0"	PLYWOOD

REFERENCE NOTES:

05.01 METAL SUPPORT BRACKET
06.03 PLYWOOD WAINSCOT
06.05 WORK COUNTER
06.06 WALL CABINET
06.07 2"x3/4" ACTUAL - WOOD WINDOW CASING - PAINTED
09.01 PAINTED GYPSUM BOARD
09.09 SCHEDULED FRP WALL PANEL
09.10 SCHEDULED WALL BASE
08.08 24"x24" ACCESS PANEL - PBV
1 08.09 12"x12" ACCESS PANEL - CONDENSATE
10.01 ADA GRAB BAR
10.05 SOAP DISPENSER
10.06 PAPER TOWEL DISPENSER
10.07 TOILET PAPER DISPENSER
10.08 METAL LOCKERS
11.01 MINI REFRIGERATOR
11.02 CARD READER
12.01 WALL CABINET
12.02 COFFEE MAKER - OWNER PROVIDED
12.03 MICROWAVE - OWNER PROVIDED
12.04 UNDERCOUNTER REFRIGERATOR
22.01 WATER CLOSET
22.02 TANKLESS WATER HEATER
22.05 LAVATORY
23.01 UNIT HEATER
23.02 SPLIT SYSTEM UNIT
23.03 EXHAUST FAN

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APPROVED JBL
DATE MARCH 4, 2020

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SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11
GUARD SHACK -
INTERIOR ELEVATIONS & SCHEDULES

BID DOCUMENTS
DRAWING AE700
PROJECT 54 1019 1765
SHEET 94 OF 127

Drawing: X:\2019\19177 SLCIAG\t1011\02-Dwg\02-Sheets\A700 Interior Elevations\AE700 - INTERIOR ELEVATIONS.dwg
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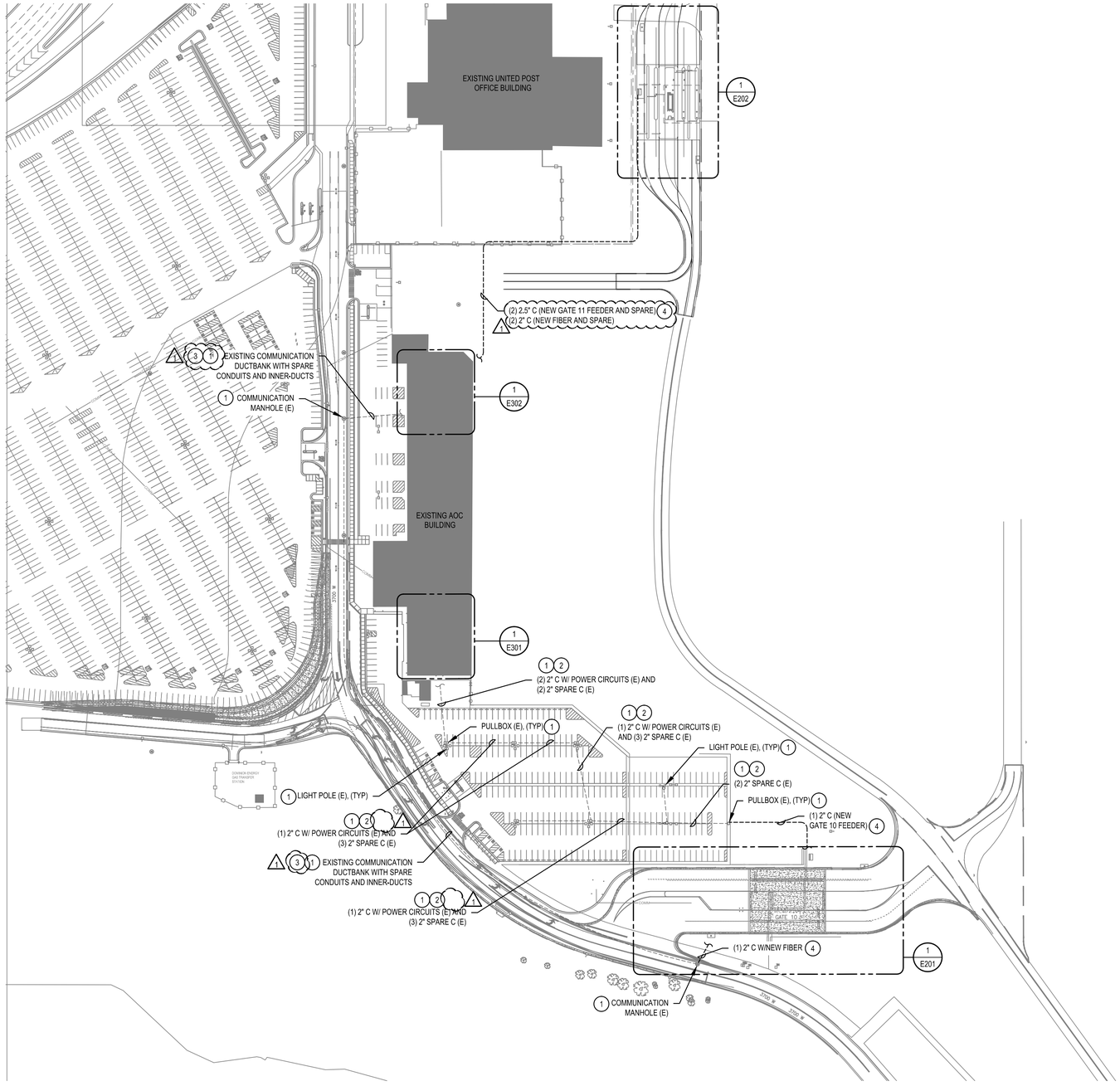

1 OVERALL ELECTRICAL SITE PLAN
SCALE: 1" = 100'-0"

NORTH

KEYED NOTES: (#)

1. PROTECT AND MAINTAIN.
2. INSTALL NEW CONDUCTORS THROUGH EXISTING SPARE CONDUITS AND PULLBOXES. REFER TO ONE-LINE DIAGRAM FOR ADDITIONAL INFORMATION.
3. NEW FIBER (BY OTHERS) THROUGH EXISTING CONDUITS, INNER-DUCTS AND MANHOLES. REFER TO RISER DIAGRAM FOR ADDITIONAL INFORMATION. (1)
4. FIELD COORDINATE EXACT ROUTING. PROTECT AND MAINTAIN ALL EXISTING BURIED UTILITIES. PATCH AND REPAIR GROUND/PAVING TO MATCH EXISTING CONDITIONS.

GENERAL NOTES:

1. PROTECT AND MAINTAIN ALL EXISTING BURIED UTILITIES.
2. COORDINATE ALL WORK WITH AIRPORT PRIOR TO ROUGH-IN.

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PROFESSIONAL ENGINEER 9808039-2202 ALEKSANDAR RANKOVIC STATE OF UTAH 03-04-2020

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DESIGNED AR/KD 3/04/20 DATE
DRAWN KD 3/04/20 DATE
CHECKED AR 3/04/20 DATE
APPROVED AR
DATE MARCH 4, 2020

Salt Lake City Department of Airports

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SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11
OVERALL ELECTRICAL SITE PLAN

BID DOCUMENTS

DRAWING E100
PROJECT 54 1019 1765
SHEET 117 OF 127

Drawing: Q:\19\2019-149.00 - SLCIA Gate 10 and 11 Relocation\Elec\E100.dwg
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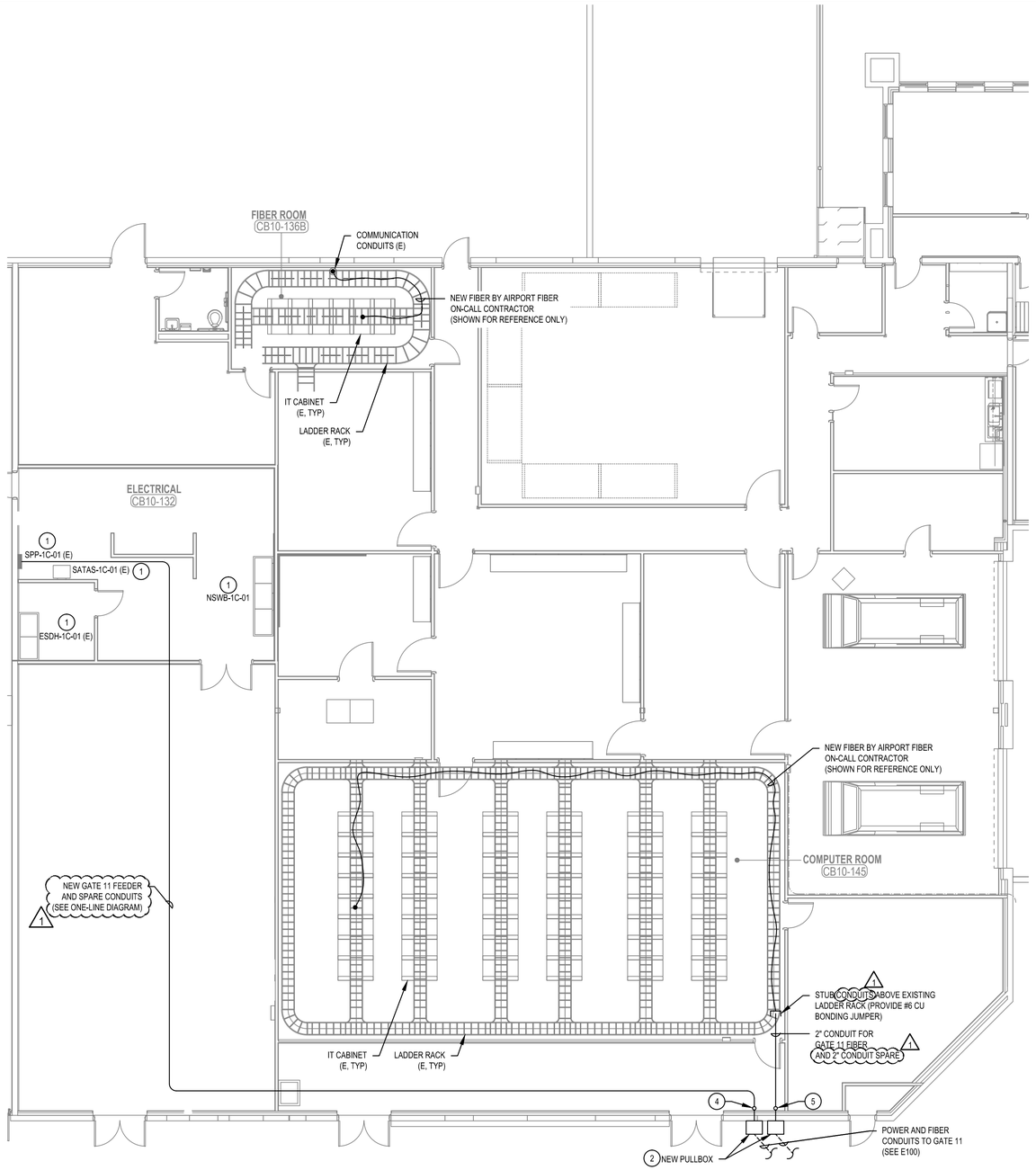

1 PARTIAL AOC FLOOR PLAN NORTH
SCALE: 1/8" = 1'-0"

NORTH

KEYED NOTES: (#)

1. PROTECT AND MAINTAIN.
2. SIZE BOX PER NEC. FIELD COORDINATE EXACT BOX LOCATIONS.
3. CORE DRILL EXISTING WALL AS REQUIRED TO INSTALL NEW CONDUITS. PATCH, REPAIR, AND SEAL OFF ALL NEW PENETRATIONS.
4. RAISE (1) CONDUITS TO STRUCTURAL CEILING AND EXTEND OVERHEAD TO ELECTRICAL PANEL.
5. RAISE (1) CONDUITS TO STRUCTURAL CEILING AND EXTEND OVERHEAD TO ELECTRICAL PANEL.

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APPROVED AR
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SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11
PARTIAL AOC FLOOR PLAN NORTH

BID DOCUMENTS

DRAWING E302
PROJECT 54 1019 1765
SHEET 121 OF 127

Drawing: Q:\19\2019-149.00 - SLCIA Gate 10 and 11 Relocation\Elec\E-302.dwg
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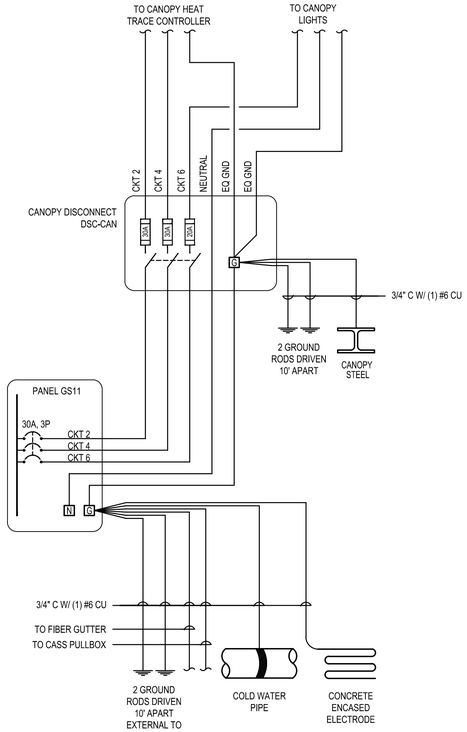
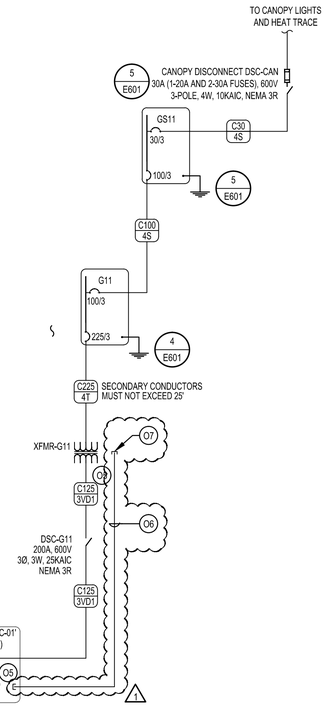
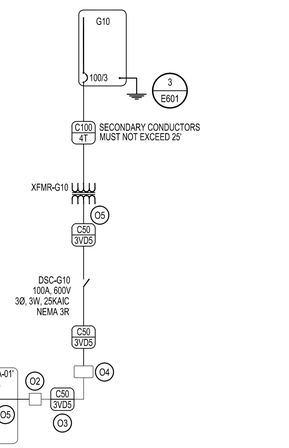
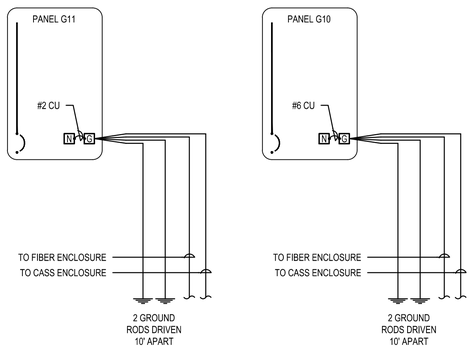


5 GS11 AND CANOPY GROUNDING DETAIL
SCALE: NONE

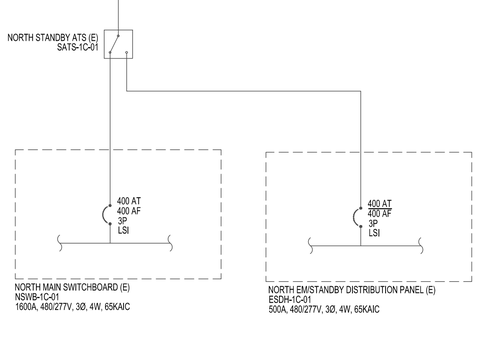




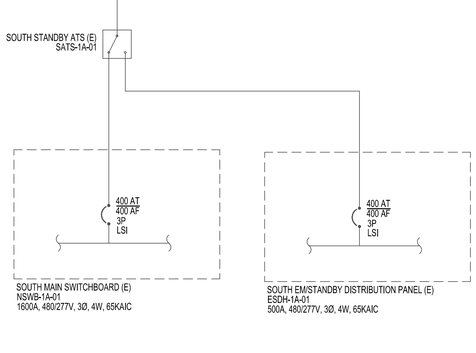


4 G11 GROUNDING DETAIL
SCALE: NONE

3 G10 GROUNDING DETAIL
SCALE: NONE



2 PARTIAL AOC ONE-LINE DIAGRAM - NORTH
SCALE: NONE



1 PARTIAL AOC ONE-LINE DIAGRAM - SOUTH
SCALE: NONE

KEYED NOTES: (O#)

O1. PROVIDE NEW CIRCUIT BREAKER IN EXISTING SPACES.

O2. EXISTING BUILDING PULLBOXES. SEE E301.

O3. RUN NEW CONDUCTOR THROUGH EXISTING CONDUITS. SEE E100.

O4. EXISTING IN-GRADE PULLBOXES. SEE E100.

O5. PROVIDE LARGER FRAME BREAKER, TERMINAL BLOCKS OR WIRE FERRULES AS REQUIRED TO ADJUST THE OVER-SIZED WIRE AT THE EQUIPMENT LOCATION.

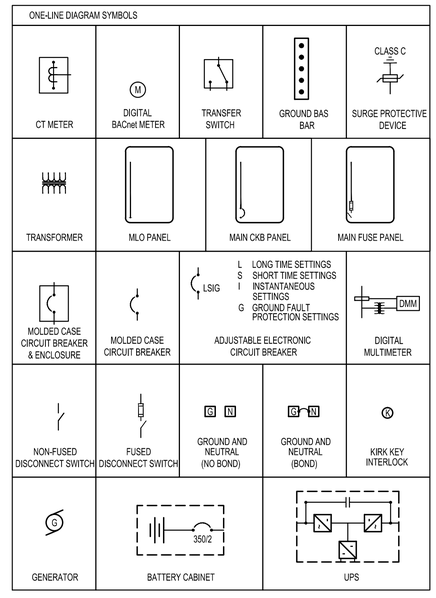
1
O6. 2.5" SPARE CONDUIT WITH PULLSTRING.

O7. STUB CONDUIT 3' NORTH FROM THE TRANSFORMER 6" ABOVE GRADE. CAP AND PROTECT FOR FUTURE USE.

SELECTIVE COORDINATION REQUIREMENTS:

1. THE ELECTRICAL DISTRIBUTION SYSTEM SHALL BE SELECTIVELY COORDINATED TO ENSURE THAT THE BREAKER OR OVERCURRENT PROTECTIVE DEVICE CLOSEST TO A FAULT OPENS UP FIRST AND ENSURES THAT THE REMAINING ELECTRICAL DISTRIBUTION SYSTEM CONTINUES TO FUNCTION. REFER TO SPECIFICATION SECTIONS 260572, 260573, AND 260574 FOR ADDITIONAL REQUIREMENTS.
2. THE SELECTIVE COORDINATION OF THE SYSTEM SHALL INCLUDE ALL NEW STANDBY PANELBOARDS AND OVERCURRENT PROTECTIVE DEVICES, AND ALL EXISTING STANDBY PANELBOARDS AND OVERCURRENT PROTECTIVE DEVICES THAT ARE BEING AFFECTED BY NEW WORK.
3. THE SELECTIVE COORDINATION OF THE SYSTEM SHALL BE COORDINATED TO A LEVEL OF 0.1 SECONDS.
4. PROVIDE ELECTRONIC SOLID STATE BREAKERS WITH LSI ADJUSTMENTS AS NECESSARY TO ENSURE PROPER COORDINATION WITH ALL EXISTING AND NEW OVERCURRENT DEVICES IN THE ELECTRICAL DISTRIBUTION SYSTEM WHETHER SHOWN OR NOT.
5. NO ELECTRICAL EQUIPMENT SUBMITTALS SHALL BE SUBMITTED FOR APPROVAL PRIOR TO SUBMITTING THE SELECTIVE COORDINATION STUDY OF THE PROPOSED ELECTRICAL DISTRIBUTION EQUIPMENT AND ASSOCIATED OVERCURRENT DEVICES BEING PROVIDED. THE COORDINATION STUDY SHALL BE SUBMITTED TO THE ELECTRICAL ENGINEER FOR REVIEW TO ENSURE CONFORMANCE TO THE CONSTRUCTION DOCUMENTS. NO ELECTRICAL DISTRIBUTION EQUIPMENT SHALL BE RELEASED UNTIL THE SELECTIVE COORDINATION STUDY SHOWS PROPER COORDINATION OF ALL SYSTEM ELEMENTS.

ONE-LINE DIAGRAM SYMBOLS



C50 3S
C50.4S
C=COPPER
A=ALUMINUM
AMPERAGE
NUMBER OF WIRE
FEEDER CALLOUT DETAIL
S = STANDARD
H = HARMONICS ON NEUTRAL
IG = ISOLATED GROUND
T = TRANSFORMER
DN = 200% NEUTRAL
VD = VOLTAGE DROP
(REFER TO FEEDER SCHEDULE)

FEEDER	# OF SETS	CONDUIT DIAMETER	TS	CURRENT CARRYING CONDUCTOR	TS	EQUIPMENT GROUNDING CONDUCTOR	TS	ISOLATED GROUNDING CONDUCTOR	TS	SYSTEM BONDING JUMPER CONDUCTOR
C30.4S	1	1	4	1/0	1	10	-	-	-	-
C50.3VD5	1	2	3	1/0	1	4	-	-	-	-
C100.4S	1	2	4	1	1	8	-	-	-	-
C100.4T	1	2	4	1	-	-	-	-	1	8
C125.3VD1	1	2.5	3	4/0	1	2	-	-	-	-
C225.4T	1	2.5	4	250	-	-	-	-	1	2

DRY-TYPE TRANSFORMER SCHEDULE

NAME	KVA	PRIMARY VOLTAGE	PRIMARY CONNECTION	SECONDARY VOLTAGE	SECONDARY CONNECTION	GROUNDING CONDUCTOR	GROUNDING CONDUIT	K FACTOR	ELECTRO-STATIC SHIELD	ENCLOSURE	MOUNTING	REMARKS
XFMR-G10	30	480	DELTA	120/208	WYE	#6	1"	1	YES	NEMA 3R	PAD	
XFMR-G11	75	480	DELTA	120/208	WYE	#2	1.5"	1	YES	NEMA 3R	PAD	

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PROFESSIONAL ENGINEER 9808039-2202 ALEKSANDAR RANKOVIC STATE OF UTAH 03-04-2020

REVISIONS				
No.	DATE	REMARKS	BY	APV
1	03/26/2020	ADDENDUM NO. 1	AR	

DESIGNED	AR/KD	3/04/20 DATE
DRAWN	KD	3/04/20 DATE
CHECKED	AR	3/04/20 DATE
APPROVED	AR	
DATE	MARCH 4, 2020	

Salt Lake City Department of Airports

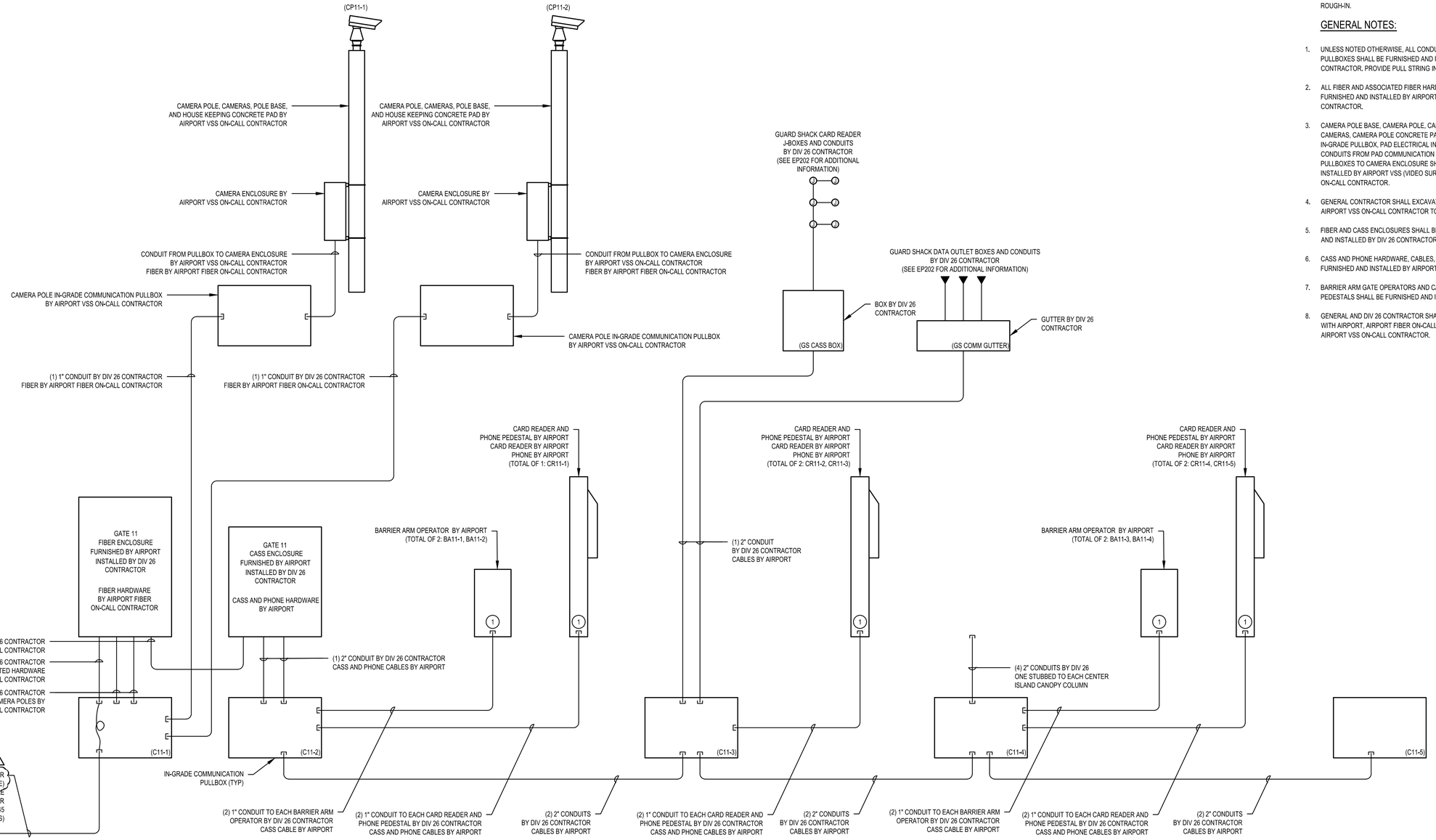
ENGINEERING DIVISION
SALT LAKE CITY
DEPARTMENT OF AIRPORTS
P.O. BOX 145550
SALT LAKE CITY, UT. 84114-5550

SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11
ONE-LINE DIAGRAMS

BID DOCUMENTS

DRAWING E601
PROJECT 54 1019 1765
SHEET 124 OF 127

Drawing: Q:\19\2019-149.00 - SLCIA Gate 10 and 11 Relocation\Elec\E601.dwg
Plotted on 3/25/2020 7:30 PM



KEYED NOTES: (#)

1. STUB CONDUITS INTO EQUIPMENT ENCLOSURES. COORDINATE EXACT CONDUIT STUB-UP LOCATIONS WITH AIRPORT PRIOR TO ROUGH-IN.

GENERAL NOTES:

1. UNLESS NOTED OTHERWISE, ALL CONDUITS AND IN-GRADE PULLBOXES SHALL BE FURNISHED AND INSTALLED BY DIV 26 CONTRACTOR. PROVIDE PULL STRING IN ALL CONDUITS.
2. ALL FIBER AND ASSOCIATED FIBER HARDWARE SHALL BE FURNISHED AND INSTALLED BY AIRPORT FIBER ON-CALL CONTRACTOR.
3. CAMERA POLE BASE, CAMERA POLE, CAMERA ENCLOSURE, CAMERAS, CAMERA POLE CONCRETE PAD, PAD COMMUNICATION IN-GRADE PULLBOX, PAD ELECTRICAL IN-GRADE PULLBOX, AND CONDUITS FROM PAD COMMUNICATION AND ELECTRICAL IN-GRADE PULLBOXES TO CAMERA ENCLOSURE SHALL BE FURNISHED AND INSTALLED BY AIRPORT VSS (VIDEO SURVEILLANCE SYSTEM) ON-CALL CONTRACTOR.
4. GENERAL CONTRACTOR SHALL EXCAVATE AS REQUIRED FOR AIRPORT VSS ON-CALL CONTRACTOR TO INSTALL CONCRETE PAD.
5. FIBER AND CASS ENCLOSURES SHALL BE FURNISHED BY AIRPORT AND INSTALLED BY DIV 26 CONTRACTOR.
6. CASS AND PHONE HARDWARE, CABLES, AND DEVICES SHALL BE FURNISHED AND INSTALLED BY AIRPORT.
7. BARRIER ARM GATE OPERATORS AND CARD READER/PHONE PEDESTALS SHALL BE FURNISHED AND INSTALLED BY AIRPORT.
8. GENERAL AND DIV 26 CONTRACTOR SHALL COORDINATE ALL WORK WITH AIRPORT, AIRPORT FIBER ON-CALL CONTRACTOR, AND AIRPORT VSS ON-CALL CONTRACTOR.

1 GATE 11 TELECOM AND SECURITY RISER DIAGRAM

SCALE: NONE

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1	03/26/2020	ADDENDUM NO. 1	AR	

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DRAWN	KD	3/04/20 DATE
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APPROVED	AR	
DATE	MARCH 4, 2020	

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SALT LAKE CITY INTERNATIONAL AIRPORT
RELOCATION OF GATES 10 & 11
GATE 11 TELECOM AND SECURITY RISER DIAGRAM

BID DOCUMENTS

DRAWING E702
PROJECT 54 1019 1765
SHEET 126 OF 127

Drawing: G:\19\2019-149.00 - SLCIA Gate 10 and 11 Relocation\Elec\E702.dwg
Plotted on: 3/23/2020 7:30 PM