GENERAL PHASING NOTES

1. THIS PROJECT WILL BE CONDUCTED DURING ACTIVE FLYING OPERATIONS INCLUDING STUDENT TRAINING. STRICT COMPLIANCE TO THE PHASING PLAN AND RESTRICTIONS IS REQUIRED.

2. NO RUNWAYS OR TAXIWAYS ARE TO BE CLOSED FOR THIS PHASE OF WORK. ALL AIRFIELD LIGHTS WILL BE OPERATIONAL EACH NIGHT BY MANUAL OR ATC CONTROL. THE CONTRACTOR MAY UTILIZE TEMPORARY SOLAR LED EDGE LIGHTING FOR TAXIWAY AND APRON EDGE AREAS AT THE CONTRACTOR EXPENSE AS PART OF THE TEMPORARY MEASURES TO MAINTAIN AIRFIELD LIGHTING FOR ROUTINE OPERATIONS DURING THE PROJECT.

3. WORK OFF PAVEMENT AND OUTSIDE OF RUNWAY SHOULDER LIMITS-200' FROM EDGE, & TAXIWAY WINGTIP CLEARANCE LIMITS-75' FROM TAXIWAY/TAXILANE CENTERLINE CAN BE CONDUCTED DURING THE ENTIRE PROJECT DURATION IF NO OPERATIONAL IMPACT IS REQUIRED. ANY ACTIVE HAULING ACROSS TAXIWAYS WILL REQUIRE FLAGMEN AND SWEEPER/VACUUMS TO PREVENT FOD.

4. SEE PLANS FOR MINIMUM CLEARANCE DISTANCES FROM OPEN TAXIWAYS & RUNWAYS.

5. ALL CONTRACTOR VEHICLES OR HAULING OPERATIONS SHALL BE UNDER ESCORT OR UNDER CONTROL AND IN DIRECT RADIO CONTACT UPON ENTRY ONTO THE MAIN PARKING APRON AT TAXIWAY S AND AT THE BUILDING 1241 ACCESS ROAD.

6. THE CONTRACTOR SHALL ANTICIPATE THE USE OF CONTRACTOR PROVIDED TEMPORARY AIRFIELD LIGHTING CONSTANT CURRENT REGULATORS TO MAINTAIN LIGHTING OPERATIONS ON ALL OPEN AIRFIELD PAVEMENTS. TEMPORARY REGULATORS MAY BE MANUALLY CONTROLLED AND THEIR USE IS DEPENDENT UPON THE CONTRACTOR'S PHASING AND WORK PLAN. IF TEMPORARY REGULATORS ARE UTILIZED THEY ARE TO BE ACCESSIBLE AND OPERABLE BY AIRFIELD ELECTRICAL MAINTENANCE STAFF. TEMPORARY CIRCUITS SHALL BE ON WHEN THE CONTRACTOR IS NOT ON SITE.

7. PRIOR TO BEGINNING CONSTRUCTION WORK IN A WORK AREA AND DISCONNECTING LIGHTING CIRCUITS, THE CONTRACTOR SHALL ENSURE THAT THE LIGHTING CIRCUIT WILL BE OPERABLE OR TEMPORARY LIGHTING IS PROVIDED WHEN THE WORK AREA REOPENS FOR TRAFFIC. THE USE OF TEMPORARY JUMPERS IS ANTICIPATED. TEMPORARY CABLES PLACED ABOVE GROUND SHALL BE ENCLOSED IN ORANGE CONDUIT AND WEIGHTED WITH SAND BAGS AND FLAGGED FOR AVOIDANCE BY MOVERS. THE DURATION OF THE USE OF TEMPORARY JUMPER CABLES SHALL BE MINIMIZED AND BROUGHT TO THE ATTENTION OF THE CONTRACTING OFFICERS AND INSPECTION PERSONNEL PRIOR TO INSTALLATION.

8. WORK AREA 1 INVOLVES WORK IN THE AIRFIELD LIGHTING VAULT BUILDING 1241 AND HOME RUN CABLE INSTALLATION. AIRFIELD LIGHTING VAULT REPAIR AND EXPANSION WORK SHALL BE COORDINATED WITH THE OTHER SUB-PROJECTS. TEMPORARY WORK IN THE VAULT WILL BE REQUIRED TO MAINTAIN AIRFIELD LIGHTING IN THE OPERATION.

9. WORK ASSOCIATED WITH THE INSTALLATION OF THE COMMUNICATION DUCT BETWEEN THE VAULT AND ATCT SHALL BE COORDINATED WITH THE CONTRACTING OFFICER AND THE WORK AREA SHALL BE DELINEATED BY USE OF LOW PROFILE BARRICADES.

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WORK AREA NOTES

AIRFIELD LIGHTING VAULT - WORK AREA 1

A. WORK AND ACCESS IS TO BE COORDINATED WITH CONCURRENT WORK ON THE MAIN APRON AND TAXIWAY E.

B. ALL ACCESS TO THE PROJECT SITE SHALL BE FROM GATE 13 AND THE MAIN APRON. NO ACCESS OR HAUL IS ALLOWED ACROSS RUNWAYS.

SUBPROJECT PHASING NOTES

1. THIS PROJECT INVOLVES THE REPAIR, RENOVATION, AND EXPANSION OF BUILDING 1241, THE AIRFIELD LIGHTING VAULT. THE PROJECT ALSO INVOLVES REPLACEMENT OF NEARLY ALL THE CCRS AND REPLACEMENT OF PANELS AND CONTROLS. THE EXISTING BUILDING WILL BE RENOVATED TO INCLUDE REPLACEMENT OF INTERIOR LIGHTING AND HVAC. THE BUILDING WILL BE EXPANDED TO PROVIDE ADDITIONAL SPACE FOR CCRS AND EQUIPMENT.

2. THE AIRFIELD LIGHTING SYSTEM IS TO REMAIN OPERATIONAL EACH NIGHT AND DURING INCLEMENT WEATHER. IF LIGHTS ARE OPERATING ON MANUAL CONTROL THEY MUST BE DEACTIVATED DURING THE DAY OR WHEN NOT REQUIRED DURING THE ENTIRE PROJECT DURATION.

3. THE RUNWAY LIGHTS SHALL BE OPERATIONAL EACH NIGHT OR DURING INCLEMENT WEATHER.

4. TAXIWAY LIGHT SEGMENTS MAY BE DEACTIVATED FOR EXTENDED DURATIONS IN EXCESS OF 24 HOURS, IF TEMPORARY SOLAR POWERED TAXIWAY LIGHTS ARE INSTALLED. THE USE OF TEMPORARY TAXIWAY LIGHTS IS A CONTRACTOR OPTION AND IS NOT REQUIRED.

5. REFER TO VAULT DETAILS AND ELECTRICAL NOTES FOR PHASING REQUIREMENTS OF THE BUILDING EXPANSION, RENOVATION, AND EQUIPMENT INSTALLATION. THE CONTRACTOR SHALL ANTICIPATE THE USE OF TEMPORARY WIRING TO MAINTAIN FUNCTION OF THE AIRFIELD LIGHTS.

6. TEMPORARY CABLES PLACED ABOVE GROUND SHALL BE ENCLOSED IN ORANGE CONDUIT AND WEIGHTED WITH SAND BAGS AND FLAGGED FOR AVOIDANCE BY MOWERS. THE DURATION OF THE USE OF TEMPORARY JUMPER CABLES SHALL BE MINIMIZED AND BROUGHT TO THE ATTENTION OF THE CONTRACTING OFFICERS AND INSPECTION PERSONNEL PRIOR TO INSTALLATION.

7. CONTRACTOR SHALL NOT CROSS ACTIVE RUNWAYS DURING THIS PROJECT. ACTIVE TAXIWAY CROSSINGS REQUIRE A TRAINED RADIO EQUIPPED FLAGMAN AND SWEEPER/VACUUM TRUCK DURING ALL HAULING OPERATIONS.

8. THE HAUL ROUTE UTILIZES A GATE AT THE NORTHEAST SIDE OF THE AIRFIELD FOR ENTRY FROM OCEAN DRIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING AND/OR IMPROVING THE ACCESS ROAD AS NECESSARY TO SUPPORT CONSTRUCTION TRAFFIC FOR THE DURATION OF THE PROJECT. IF PERMITTED FOR USE BY THE CONTRACTING OFFICER, ANY PORTION OF THE ROUTE RESIDING ON PAVEMENT SHALL BE DELINEATED WITH WATER-FILLED, LOW PROFILE AIRPORT BARRICADES ON EITHER SIDE OF THE ROUTE AND SPACED NO MORE THAN 50-FEET ON CENTER. BARRICADES SHALL BE LIT DURING NIGHT OPERATIONS TO PREVENT CONSTRUCTION VEHICLES FROM TRAVELING OUTSIDE OF THE DELINEATED ROUTE. THESE BARRICADES SHALL BE ORANGE AND MEET THE REQUIREMENTS OF FAA ADVISORY CIRCULAR 150-5730-2E.

9. THE CONTRACTOR SHALL MAINTAIN THE HAUL ROUTE FREE OF DEBRIS BY SWEEPING A MINIMUM OF DAILY OR AS NEEDED TO ENSURE DEBRIS DOES NOT MIGRATE OUTSIDE OF THE HAUL ROUTE LIMITS. THE CONTRACTING OFFICER MY, AT HIS/HER DISCRETION, REQUIRE MORE FREQUENT SWEEPING ACTIVITY IF IT IS DEEMED THAT DEBRIS IS POSING A SAFETY THREAT TO OPERATIONAL AIRCRAFT.

10. CONTRACTOR PERSONNEL SHALL NOT UTILIZE PERSONALLY OWNED VEHICLES (POV) ON THE AIRFIELD. ALL POVS SHALL BE PARKED IN A DESIGNATED AREA WHILE ON NAS CORPUS CHRISTI. ONLY MARKED, COMPANY REGISTERED AND LICENSED VEHICLES WILL BE PERMITTED ON THE AIRFIELD AND ONLY FOR THE PURPOSE OF ACCOMPLISHING WORK.

11. SEE RUNWAY CLOSURE MARKER AND BARRICADE SCHEDULE FOR LOCATION AND APPLICABLE WORK AREA INFORMATION.

12. THE CONTRACTOR STAGING AREAS ARE TO BE GRADED SMOOTH AND STABILIZED WITH PAVEMENT MILLINGS AT THE END OF THE PROJECT. EXCESS TOPSOIL SHALL BE STRIPPED AND DEPOSITED IN AN AREA ON THE AIRFIELD DESIGNATED BY THE CONTRACTING OFFICER AND STABILIZED WITH SEED AND MULCH.

SYM	DESCRIPTION	DATE	APPR
1	DUCTBANK & CABLE MODS	17 JUN 15	
0	ISSUED FOR BID	8 JUN 15	

NAVFAC

COMMONWEALTH OF VIRGINIA
DAVID A. BURGESS
Lic. No. 036015
PROFESSIONAL ENGINEER
SEAL

leidos
LEIDOS ENGINEERING, LLC
ONE WEST 3RD ST.
TULSA, OK 74103

DELTA AIRPORT CONSULTANTS, INC.
9711 Farrar Court, Suite 100
Richmond, Virginia 23236
phone: (804) 275-8301 • fax: (804) 275-8371
www.deltairport.com
Delta Project No. 14072 A/E INFO

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ACTIVITY
SATISFACTORY TO DATE
DES DAB DRW DAB CHK EFC
PROJECT MANAGER
IPT TECH. BRANCH HEAD
CHIEF ENG/ARCH (CORE)

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING COMMAND
CIBL CORE
NAVAL FACILITIES ENGINEERING COMMAND SOUTHEAST
NAVAL AIR STATION JACKSONVILLE
NAS CORPUS CHRISTI
CORPUS CHRISTI, TEXAS
NAS CORPUS CHRISTI AIRFIELD REPAIRS
AIRFIELD LIGHTING VAULT
PHASING NOTES

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