

## **Attachment 8**

### **A. Alternative Technical Concept Notes**

The parties hereto acknowledge that the project herein is a design-build project, and that accordingly the Department's standard Request for Proposals (RFP) allows proposal of Alternative Technical Concepts (ATCs); however, the parties agree that the Florida Department of Transportation (FDOT) shall not consider the following for modification in the area of the project segment fronting and/or immediately surrounding or abutting the St. Pete-Clearwater International Airport (PIE) from the Ulmerton Road intersection to the northern edge of the Fairchild Drive access:

1. Proposals to project construction or design changes which negatively impact and/or increase the water volumes of ponds which the County must maintain, as set forth in the RFP.
2. Proposals to project construction or design changes of any kind which impact or change Airport roadway access points for the segment fronting and/or abutting the St. Pete-Clearwater International Airport, as set forth in Attachment 1.
3. Project construction or design changes as to the agreed upon aesthetic design, color and/or minimum height of any permanent barrier/fronting wall between SR 686 and the reverse access road as set forth in Attachment 2.
4. Proposals to reduce the minimum clear distance between retaining walls of 127.5 feet at the Terminal Boulevard overpass bridge.
5. Permanent pavement connections to Airport facilities with a longitudinal grade steeper than 8%.

### **B. General Design Notes**

1. If any existing destination signage to the Airport needs to be moved for construction, it must be relocated to a location approved by Airport Operations. None are to be permanently or temporarily removed without prior approval from Airport Operations. The Design Build Team shall furnish and install 10 temporary destination signs, with a maximum sign size of 50 sq. ft., within the construction limits at locations to be determined by the Airport. Two VMS signs shall be placed two weeks prior to an Airport entrance change and shall remain a minimum of two weeks after the change.
2. The signalized intersection to be constructed by this project at the Terminal Boulevard overpass bridge shall accommodate the potential future roadway connection from SR 686 to 46<sup>th</sup> Street or to the Airport's remote parking area. Additionally, this intersection must maintain the same movements and capacity that is provided by the existing entrance.
3. The Design Build Team shall furnish and install a complete lighting system to illuminate the westbound SR 686 surface road parallel to the reverse access road, and furnish and install a lighting system in the Airport Right of Way to illuminate the reverse access road as depicted in Attachment 1. Each lighting system will require a separate load center. The type and location of light pole foundations and electrical conduit should be coordinated with Airport Operations. Lighting levels

will meet minimum criteria for “All other Roadways” as outlined in the Department’s Current Version of the PPM Volume 1, Ch. 7, as well as applicable Federal Aviation Administration Requirements. Prior to opening to the public, the reverse access road shall have temporary or permanent lighting. The proposed lighting installation may require providing notice to the Federal Aviation Administration (FAA) by filing Form 7460.

4. All points of ingress and egress to the airport and its facilities shall have a geometric layout, sufficient to accommodate turning movements for semi-trucks up to WB 62FL in conformance with the FDOT Plans Preparation Manual, Vol 1, Ch. 1. This includes temporary conditions as well.

### **C. General Construction Notes**

1. The Contractor shall obtain a license agreement from the County to enter airport property during construction for temporary and/or permanent conditions. The Contractor shall also obtain a permit from the County for construction and maintenance of drainage structures within the County’s existing drainage easement along Roosevelt Boulevard.
2. The Contractor shall inform the Department, Airport Operations, FAA, local airway facilities (A.F.) sector maintenance personnel, and the County’s designee of the anticipated start and completion date of construction.
3. The Contractor shall invite Airport Operations, A.F., FAA Air Traffic Control Tower (ATCT), and the County’s designee to the weekly construction progress meetings. The Contractor shall hold the first meeting at least 15 days prior to mobilization of equipment, material, or personnel to the project site.
4. The Contractor shall be familiar with airport emergency procedures and shall not conduct operations that conflict with them. Clear routes for crash/fire/rescue equipment shall be maintained in operable condition at all times. The Contractor shall provide Airport Operations a list of contact information for its Project Manager and on-site Superintendent for continuous (24/7) communication during construction.
5. All safety related issues shall be corrected by the Contractor as directed by the Department Engineer. The Contractor shall provide initial and continuing instructions to all supervisors, employees, subcontractors, and suppliers to enable them to conduct their work in a manner that will provide the maximum safety with the least hindrance to air and ground traffic, the general public, airport employees, and to the workers employed on the site.
6. The construction site shall be kept free of all hazards and wildlife attractants in accordance with any and all FAA Regulations and Advisories, including but not limited to FAA Advisory Circular (AC) No: 150/5200-33B, or the latest edition. Ponds shall be designed with steep (2:1) side slopes and with fabric formed concrete rip rap to minimize wading bird habitat. Ponds shall not be designed with littoral shelves.

7. The Contractor is required to relocate the fence around the PIE remote parking lot as illustrated in Attachment 1.
8. The Contractor shall submit a Temporary Work Zone Lighting Plan to Airport Operations and the Department Engineer that shows compliance with the contract documents and Federal Aviation Regulations. The original and four (4) copies of the plan shall be submitted a minimum of ten (10) calendar days (excluding weekends and Department recognized holidays) prior to beginning any night work. The Contractor shall be responsible to make all submittals to FAA and ATCT and obtain approvals as required by those entities.
9. Any work on airport property will require FAA approval of a Construction Safety and Phasing Plan in compliance with FAA AC 150/5370-2F, or the latest edition as it may be amended. The Contractor shall obtain a license agreement from the County to enter Airport property to modify Airport ponds and to harmonize access connections during construction for temporary and/or permanent conditions. The Contractor shall also obtain a permit from the County to construct and maintain drainage structures within the County's existing drainage easement along Roosevelt Boulevard.
10. Temporary pavement connections to Airport facilities shall not have a longitudinal grade steeper than 10%.
11. The Contractor shall maintain a minimum of two access points to the airport terminal area from Roosevelt Blvd at all times, unless otherwise authorized from Airport Operations, throughout the duration of the project. One of these access points must be a fully signalized intersection that provides the same movements and capacity of the existing signalized intersection.
12. The Contractor shall maintain two access points to Fairchild Drive throughout construction, one of which shall be the intersection off of the northbound ramp to the Bayside Bridge or Rescue Way. A southbound movement onto Roosevelt Blvd must be maintained by one of the intersections.
13. The Contractor will provide a permanent roadway connection at Fairchild Drive north of the existing signal at Airport Parkway from the westbound SR 686 road, as depicted in Attachment 3.
14. Extended Airport Holidays are listed below. The Contractor will not be allowed to have lane closures without approval from the Department Engineer in the area of the project segment fronting and/or immediate surrounding or abutting the St. Pete-Clearwater International Airport from approximately the Ulmerton Road intersection to the northern edge of the Fairchild Drive access during this time.
  - Christmas/New Year's: December 21<sup>st</sup> – January 4<sup>th</sup>
  - Memorial Day Weekend: Wednesday before through Wednesday after the holiday weekend
  - Independence Day: July 1<sup>st</sup> – July 10<sup>th</sup>
  - Labor Day: Wednesday before through Wednesday after the holiday weekend
  - Thanksgiving: Monday before Thanksgiving through Wednesday after the Holiday
15. The Contractor must maintain access at all times to the Airport Remote Parking Lot from 46<sup>th</sup> Street N. and 144<sup>th</sup> Ave N, as well as from the existing/temporary/permanent terminal roadways to the remote parking lot.

16. The Contractor shall not remove the existing perimeter road security fence before December 31, 2017 or until the County has installed the Airport's new perimeter road security fence, whichever occurs first.

#### **D. Protected Airspace Requirements**

Any temporary or permanent construction or alteration in the area of the project segment fronting and/or immediate surrounding or abutting the St. Pete-Clearwater International Airport from the Ulmerton Road intersection to the northern edge of the Fairchild Drive access that deviates from the initial approved concept requires providing notice to FAA by filing Form 7460, Notice of Proposed Construction or Alteration, if required to do so pursuant to federal regulations at 14 C.F.R. § 77.9, as it may be amended. No construction shall be commenced until Department has received notification of FAA action with regard to the Form 7460.

Note that FAA consent may be withheld if the construction, alteration, or maintenance of a proposed structure: (1) is a height that might exceed any FAA obstruction standard; (2) could constitute a hazard to air navigation, as evidenced by issuance of a Notice of Presumed Hazard or a Determination of Hazard by FAA; (3) could result in an increase to minimum flight altitudes during any phase of flight; or (4) could otherwise be determined to pose a significant adverse impact on airport or aircraft operations, including having an effect on flight patterns, departure profiles or other actual or planned operations at St. Pete – Clearwater International Airport. FAA consent will consider all facilities shown on the latest FAA-approved Airport Layout Plan or in the latest completed Airport Master Plan and all flight procedures which are currently in effect or which have been adopted but are not yet in effect.

All construction activities shall meet the conditions stipulated by the FAA in their Final Determination Letters.

Protected Airspace Notes regarding construction activities in the vicinity of Runways 4/22 and 18/36 at St. Petersburg/Clearwater International Airport (PIE):

1. The Contractor shall provide a minimum of 48 hour request to ATCT and Airport Operations prior to commencing work penetrating the PIE imaginary surfaces defined in Federal Regulations 49 CFR Part 77, Imaginary Surfaces associated with runway 4/22. The Contractor shall include in such notice the Airspace Study Determination number, indicate the maximum temporary object height for the work to be done, and provide the timeframe for the work period.
2. Temporary Runway closures shall be outlined in the Contractor's schedule of activities and be presented in the two (2) week look ahead during the Weekly Construction Progress Meetings. The Contractor shall provide 48 hour notice to Airport Operations requesting approval of runway closures for the use of any crane or other equipment as appropriate per the Contractor's approved Temporary FAA 7460 documents, applied for by the Contractor.
3. The temporary closure of Runway 4/22 is not permitted at the same time Runway 18/36 is scheduled to close. The Contractor is advised Runway 18/36 will be closed and under construction for the duration of the Gateway project. The Contractor is to contact Airport Operations to

determine the planned PIE Runway 18/36 construction closures. There will be no internal PIE closures of Runway 18/36 planned between October 1, 2017 and September 30, 2018.

4. The Contractor will have 18 months from the Notice to Proceed Date to complete all construction activities of the new reverse access road and stormwater system, the permanent barrier/fronting wall between Roosevelt Boulevard and the reverse access road, the new airport entrance at Terminal Blvd, all airport ponds, the lighting system, the permanent roadway connection at Fairchild Drive and all affected utility work, including the City of Largo Utility Work.
5. In the event Runway 18/36 needs to be closed, Runway 4/22 will need to be readily available for use. Accordingly, the Contractor shall be required to stop work and extract personnel, equipment, and materials that would prohibit or impair the use of Runway 4/22. Airport Operations will notify the Department Engineer and Contractor when the need to utilize Runway 4/22 occurs. The Contractor must receive permission to resume work again in the areas that require the closure of Runway 4/22.
6. At no time should any Construction activity impact aircraft operations to Runway 18/36.
7. As reasonably necessary and at the Contractor's request, Airport Operations will temporarily close Runway 04/22 from 10:00 p.m. to 6:00 a.m. in order to permit the use of large cranes and other similar equipment to penetrate the Imaginary Surfaces. The cumulative number of days for temporary closures shall not exceed 120 days. Airport Operations will escort the Contractor to runway 4/22 for the placement of the closure devices. The cost for the escorts will be \$200.00 per nightly runway closure. The Contractor shall be responsible for the coordination and payment of escorts to Airport Operations. The maximum allowable consecutive closure duration is five days. Requests to penetrate the Imaginary Surfaces must be submitted by the Contractor a minimum of 48 hours in advance, utilizing the Standard Interference Request Form with all information filled in. Airport Operations shall return a copy of the accepted Form or any objections within 48 hours of receipt. No interference will be allowed until the Contractor has received acceptance of the Interference Request Form. The Contractor shall immediately notify Airport Operations of any cancellations of work scheduled requiring the closure of the runway. Requests to extend closure hours must be submitted by the Contractor to Airport Operations a minimum of fourteen (14) business days in advance. All other closures of Runway 4/22 not specifically permitted must be approved in writing by Airport Operations. Runway 18/36 shall remain open and without operational restriction(s).
8. The Contractor shall provide, set up, maintain, fuel, and remove generator-powered lighted runway "X" closure signs when requiring runway closures. The signs shall conform to the specifications of the Department and the FAA Advisory Circular (AC) No.: 150/5345-55A, or latest edition. The Contractor will coordinate with Airport Operations or approved escorts for all purposes of the lighted "X" closure signs. Two lighted "X" closure signs are required, one placed at each runway end of Runway 4/22, for this runway closure. One back-up unit shall be available at all times as a replacement in case of mechanical failure of a primary unit. Airport approved escorts may not be immediately available at time of Contractor's request.
9. No Contractor vehicles or personnel shall be allowed to enter into the Airport Operations Area (AOA), without an escort from Airport Operations or other approved and/or trained personnel.

Reference Documents:

FAA website- <http://www.faa.gov/>

Standard Interference Request Forms

FAA Advisory Circular- <http://www.faa.gov/regulations> policies/advisory circulars/

Code of Federal Regulations- <http://www.faa.gov/regulations> policies/faa regulations