APPENDIX D

MASSPORT REQUIREMENTS – SUPPLEMENTARY GENERAL CONDITIONS

PROJECT ITEM 1

SUPPLEMENTARY GENERAL CONDITIONS

1-1.1 ACCESS FOR CONSTRUCTION AND PAVEMENT SWEEPING

Access to the construction area will be as shown on the Drawings. The Contractor is advised that his/her vehicles, subcontractor's vehicles and supplier's vehicles are restricted from using any City of Boston streets (Neptune Road, Maverick Street and Porter Street) for travel to and from the airport. This regulation will be enforced and the Contractor shall so notify the appropriate parties.

Trucks loaded in the construction area shall have loads trimmed and covered as necessary to assure that no particles, stones, or debris will fall off.

All paved haul roads or access roads shall be kept clean at all times to prevent the accumulation of dirt and mud and the generation of dust by sweeping, washing or other methods directed by MASSPORT. Unpaved haul roads shall be maintained by blading and filling when directed by MASSPORT and dust shall be controlled at all times.

The Contractor shall have immediate access to, while the construction under this contract is in progress, a minimum of one self-propelled, self-contained vacuum sweepers with not less than a 10-foot broom and not less than 4 cubic yards capacity, approved by MASSPORT. The sweeper shall operate as necessary to keep active aircraft pavements, access roads and the work areas clean. At the close of each day's work, all active aircraft pavements and airport paved roads, including ramps to and from highways, used or dirtied by the Contractor shall again be swept. The Contractor is required to have a minimum of one sweeper with a dedicated operator on site during all work hours. A dedicated operator is defined as a person solely assigned to the sweeper with no splitting of time between another piece of equipment.

If in the Contractors opinion, sweepers are not needed for a portion of work, the Contractor may submit a request for waiver of the sweeper requirements in writing to Massport no less than 48 hours in advance of the work. The minimum requirement of one on-site sweeper with dedicated operator, may be waived, if in the opinion of MASSPORT, construction activities for a particular day or portion of a day, do not require the use of a sweeper.

No separate payment will be made for the construction, repair, sweeping and maintenance of haul and access roads, and all costs thereof shall be included in the contract prices for the various items of work in the Proposal.

1-2.1 CONTRACTOR IDENTIFICATION FOR AIRPORT WORK

The Contractor shall provide all contractor and subcontractor employees working on this project in an aircraft operations area with security badges and/or Contractor Escort required badges to be issued by the Public Safety Department of the Authority's Aviation Division. The Contractor must submit complete, proper applications at least three (3) weeks in advance of actual need. Security badge applications and vehicle permits shall be submitted to the Authority's Engineer with justification as to need. All requests are to be reviewed by the Authority's Project Manager and subject to training and testing. The Contractor shall issue one badge to each employee and shall maintain a record of the name and Social Security number of the individual to whom it has been issued. The employee shall be required to display the badge at all times he/she is on the security side of the airport. Airport security areas are defined as all areas within the security fence. Any visitors to the Contractor's field office need not be issued badges as long as the visitor is escorted by person with a security badge. Failure to comply with this provision shall constitute a violation of the General Rules and Regulations for Logan International Airport and shall be subject to the penalty set forth for each violation. All security badges shall be carefully controlled. The Authority may at its discretion audit the records of the Contractor to verify the accountability of the badges. The Contractor shall return all badges issued to him/her to the MASSPORT Project Manager. Badges returned elsewhere shall be considered lost. The Contractor shall pay to the Authority a sum of money to be determined by Public Safety Department for every badge not returned to the Authority at the completion of the work or for any badge found missing at an audit. Lost or missing badges shall be reported immediately to the Authority's Project Manager and the Public Safety Department.

All employees of the contractor or subcontractor needing unrestricted access to security areas at Logan International Airport must first be trained by the Authority's Aviation Operations Department and thereafter obtain security clearance from MASSPORT." The background check and execution of the form is the responsibility of the Contractor and should be forwarded to the Authority's Project Manager for processing. Unrestricted access will be given to Contractor supervisory personnel only, and the Contractor shall schedule work accordingly.

Any Contractor not conforming to these requirements will be considered in direct violation of the FAA approved Logan International Airport Security Program and the work will be stopped until approval is given by the Public Safety Officer to once again start. No time extension for the contract will be given nor will there be any consideration for extra cost claims relative to security violations. It is the responsibility of the Contractor to instruct, monitor and supervise work staff so that violations never occur.

No separate payment will be made for this identification program, the cost of which is considered a subsidiary part of the contract.

1-3.1 EMPLOYEES AND VEHICLE TRAFFIC CONTROL BY THE CONTRACTOR

As indicated on the Drawings, access from the public streets to the Contractor's work area permits entry of vehicles to aircraft pavement that will be in use as required for the normal operation of the airport. It is necessary that the Contractor maintain tight control of all vehicles entering the airport destined for or leaving his work area. All vehicles must have printed clearly on each side the Company name and telephone number.

Security measures at the airport will require that the Contractor park only those work vehicles and equipment required for construction within the secured areas of the airport at the North Campsite area. Contractor employee personal cars will not be permitted within the secured areas of the airport or the North Campsite. The Contractor, as a subsidiary obligation, shall provide adequate and safe transportation for his/her employees from outside the secured area of the airport to the North Campsite and to the work area. Employees and drivers of work vehicles shall be instructed as to proper access roads and shall be cautioned that unauthorized use of aircraft pavements or other areas outside the designated work area may lead to their arrest and subsequent payment of fines. Extra construction vehicles needed at the work site will require temporary escort permits as required by the Authority.

The Contractor shall provide signs to properly direct his/her employees and delivery trucks to the proper field office area. There shall be a person on duty in the Contractor's Field Office during all hours materials may be delivered to properly escort vehicles to their destination.

The Contractor shall assure that all vehicles without permits needing to enter the airfield for construction purposes are escorted by approved radio escort vehicles to the work area. The Contractor shall provide adequate security adjacent to the North Gate to properly identify, regulate and direct all construction vehicles during all work hours of the project. Costs incurred by the Contractor for the above shall be considered incidental to the various project items of the Contract.

All orders for material issued by the Contractor or his Subcontractors shall instruct the supplier of the procedures to be followed.

All vehicles destined to or from the campsite or work area shall be escorted by a Contractor's vehicle specifically assigned for the purpose. Workmen shall be transported from a pre-determined assembly area to and from the work area by properly equipped Contractor's escort vehicles.

The Contractor shall provide a minimum of one radio escort vehicle at all times and shall also provide at least one licensed radio escort driver with Massport Aerodrome Vehicle Operators Permits for the duration of the contract. The one radio escort driver must have, as a minimum, a red Class 3 (three) aerodrome licence.

Each Contractor's escort vehicle shall be equipped with a yellow flashing light and a 3-foot square flag consisting of international orange and white squares not less than one foot square displayed in full view above the vehicles.

A Contractor's escort vehicle will accompany vehicles on all trips to and from the work area and all other vehicles making airside trips to other areas of the airport.

The Contractor shall submit to MASSPORT within 10 days after signing of the contract a written method of operations detailing the precautions s/he proposes for the control of vehicle traffic including Flag people, signs, escorts and any other measures s/he proposes. No work shall start until this operations plan is approved by the Authority Engineering Department and the Authority Aviation Operations Department. No contract time extensions or claims for extra costs will be allowed because of the Contractor's inability to get approval for his/her operations plan. If the Contractor submits a reasonable vehicular traffic control plan based on Authority rules and regulations given to him/her by the Authority and these Specifications, there will be no approval delays.

If any of the Contractor's employees violate the airport's security or driving rules and regulations, they will be cited by the Authority, the employee may be arrested, fined and banned from the airport secured areas for the duration of the project. If there are delays in the Contractor's work schedule because of this action, the Authority will not consider any time extensions or claims for extra costs. It is the Contractor's responsibility to provide qualified, responsible and experienced personnel so that violations do not occur.

If more than two employees are banned from working on the secured areas of the airport, work will be subject to shut down until the Contractor can prove to the Public Safety Officer that s/he has retrained his/her forces to work safely and within the rules and regulations of the Authority. No time extensions or claims for extra costs will be considered by the Authority for this type of delay caused by the Contractor's forces. It is the Contractor's responsibility to properly instruct his employees and to assign responsible employees to this project who take direction, are courteous to the Authority staff operating the airport and recognize the importance of working safely within the secured areas of the Airport.

1-4.1 STORAGE AREA AND EQUIPMENT YARD

The areas for the location of the Contractor's Field Offices, for storing materials and for servicing, repairing and parking construction equipment are located in secured areas as shown on the Drawings. All materials to be used in the work shall be stored in these secured areas. The Contractor's attention is alerted to the fact that a limited amount of area is available within the designated areas and that exact limits will be approved by MASSPORT.

The Contractor will be permitted to store equipment needed for the immediate work on hand adjacent to the work area as approved by MASSPORT. When approved by MASSPORT, low profile equipment and temporary stockpiles for materials to be re-used during construction will be permitted to remain overnight or weekends or at other times the work is not proceeding subject to the following restrictions:

No storage within 200 feet of a runway centerline or 125 feet of a taxiway centerline or within the limits of active runway approach zones.

No storage within 100 feet of wetland/coastal buffer zone.

No storage within critical area of any FAA Navigational Aid (coordinate through local FAA Facilities Maintenance Office).

All equipment booms shall be lowered at the close of each day's work or when stored.

Equipment or materials stored in the field shall be located as directed by MASSPORT and approved by MPA operations where it will not interfere with any airport operation or the operations of any other Contractors work on the airfield.

Equipment not immediately being used shall be stored in the area designated on the Drawings as Contractor's Field Office and Storage area. The Authority will not be responsible for any vandalized equipment or material stored on the Airport property.

Any area occupied by the Contractor shall be maintained in a clean and orderly condition satisfactory to MASSPORT. Particular attention shall be given to the elimination of combustible rubbish or debris in the areas and none shall be left exposed overnight or at other periods of time the work is shut down.

Contractor shall remove all debris from the work site and the Contractor's staging area daily. Failure to do so shall result in a $1,000.00 per day fine until removed to the satisfaction of MASSPORT.

No separate payment will be made for the establishment of the Contractor's storage area and equipment yard or for any costs in connection with its maintenance. This work is considered a subsidiary obligation of the Contractor and shall be included in the contract prices for the various items.

1-5.1 DISPOSAL OF MATERIALS

All unsuitable materials excavated, or removed for purposes of constructing the project will be immediately and legally disposed of off airport property. MPA dumpsters are not to be used by the Contractor for disposal. With prior approval by MASSPORT, the Contractor may temporarily store unsuitable material at the North Campsite in an area designated by MASSPORT. The Contractor shall remove and legally dispose of offsite all unsuitable material from the work site and the Contractor's staging area daily. **Failure to do so shall result in a $1000 per day fine and monthly partial payments not being processed until such time that the unsuitable material is removed to the satisfaction of MASSPORT.**

Suitable materials may be stockpiled on airport property to heights not exceeding 5 feet when prior approval is obtained from MASSPORT. Suitable stockpiled materials may then be used for future projects in the construction of airfield pavement sections and embankments. No extra payment shall be made for stockpile storage within airport property limits or offsite disposal of suitable materials.

The definition of suitable and unsuitable materials are as follows:

Suitable Material - Suitable materials shall be granular materials suitable to use in the construction of pavements subject to the approval of MASSPORT.

Unsuitable Material - All materials not meeting the definition stated above shall be considered unsuitable. Unsuitable materials include, but are not limited to, bituminous concrete pavement, cement concrete pavement, masonry and concrete structures, all utility pipes, duct banks, cables, and any other debris which may be generated during construction activities.

MASSPORT shall determine the suitability or unsuitability of all materials. No separate payment will be made for stockpiling and then using the stockpiled material as suitable material for the project when stockpiling is done in an area within the airport property limits.

1-6.1 AIRPORT OPERATION AND SAFETY REQUIREMENTS

Normal airport operations will be conducted on the airfield during construction and the work shall be carried on in such a manner as not to interfere with the necessary operation of the airport. The Contractor shall take all precautions necessary to insure the safety of operating aircraft as well as his/her own equipment and personnel.

No construction or disposal area operations shall be carried on within 125 feet from the centerline of any active taxiway or within 200 feet of the centerline of any active runway or within the limits of active runway approach zones. When permission has been granted to work inside these limits, no equipment shall be left within the lines when not actually working. During lunch hour or other breaks in the daily work schedule, nights, weekends and the days when work is not permitted or is not progressing, the equipment shall be located outside of these restriction lines. All booms shall be lowered when the equipment is not in operation. Booms that cannot be lowered shall be stored where directed by MASSPORT. All booms shall be equipped with standard FAA obstruction lights which shall be lighted at all times. No construction operations including an open flame, such as welding or burning, shall be carried on near any aircraft.

The Contractor shall obey all instructions as to the operation and routes to be taken by equipment traveling on Airport property. Any signs, lights, signals, markings, traffic control and other devices which may be required by the Authority shall be provided and maintained by the Contractor during the course of the work, subject to the approval of MASSPORT. No aircraft pavement or navigationaid currently lighted shall be left unlighted overnight unless closed to all airport operations. The Contractor shall check all temporary lighting to assure its operating condition before leaving the job each day.

The Contractor shall stake and permanently mark on the ground with a readily recognizable marking (football field marking or similar material) the restriction lines parallel to the taxiways and runways adjacent to the work and the approach zone limits so that workmen can readily recognize the limitations.

The Contractor shall coordinate his/her work with MASSPORT so that no less than 48 hours notice will be given before he starts work in any area. No trenches or other excavation shall be left open within the safety areas of any aircraft pavement if the facility is to be released for use by aircraft when the Contractor's operations stop for the day.

Vehicles will be permitted to cross intersecting active runways or taxiways only when such operations have been approved in advance and then only when the crossings are controlled with a radio vehicle on one side and a flagperson on the other side.

The Contractor vehicles will be permitted to use the existing service road across the approach to Runways 4R, 33L, 27, 33R, 22L, 22R and 15L in clear weather when approved by MASSPORT. Material delivery trucks shall be escorted. When the weather degrades so that the line of sight is lost to the tower or visibility degrades to 1 mile with a ceiling of 500 feet, based on National Weather Bureau observations, the Contractor, shall work only with the approval of MASSPORT. The Contractor shall also cease work if the FAA and MPA operations determines that any other condition warrants shutting down construction. Such shutdown shall not be considered a valid reason for any claim for extra compensation by the Contractor.

1-7.1 RADIO CONTROL, FLAGPEOPLE, GATE GUARD, AND SIGNS

Radio Control. Radio control of construction operations will be required when the Contractor is crossing an active runway or taxiway or is working on a closed runway or taxiway subject to recall.

The Contractor shall have on the site at all times a minimum of three radio-equipped vehicles with operators who shall monitor the radio during all working hours. The radio vehicles shall each have a two-way radio on the FAA frequency. The vehicles shall also be equipped with a two-way radio on the Massachusetts Port Authority frequencies. The Contractor's superintendent shall have on site at all times a portable 2-way radio on the Massachusetts Port Authority frequencies. The radios shall be monitored by the superintendent at all time during construction to coordinate the work with aircraft movements and receive instructions from MASSPORT.

The Contractor is required to purchase, install and maintain the following radios:

The Contractor shall purchase, install, maintain, and remove all radios required for the Contractor's radio escort vehicles. The Contractor shall operate these radios, at his/her expense

The Contractor shall, before the start of construction requiring radio control, test his/her radios with the appropriate agencies to demonstrate their capabilities and to demonstrate the performance of the equipment to their satisfaction. The operators of the radio escort vehicles shall be qualified as approved by the Authority. Radio control will be required when construction equipment or vehicles are crossing an active runway or as hereinbefore specified.

At his/her own expense, the Contractor shall also have radio communication between his/her escort vehicles and either his/her field office or superintendent's vehicle. This shall be the Contractor's own radio frequency. No FAA or Authority frequency shall be used for this purpose.

No separate payment will be made for providing all necessary markings, signs, lights, signals, Flagpeople, traffic control and radios, all of which are considered a subsidiary obligation of the Contractor and shall be included in the contract prices for the various items.

1-8.1 TEMPORARY LIGHTS – Not Applicable

1-9.1 LIGHTED PORTABLE RUNWAY/TAXIWAY CLOSURE MARKERS Not Applicable

1-10.1 CONSTRUCTION SCHEDULE

General. No more than one runway or one taxiway may be closed at any one time except as otherwise noted in the Drawings and Specifications or as agreed to by MASSPORT. When the airport is closed due to inclement weather, no work will be permitted anywhere on the airfield. When construction operations are permitted during the hours of darkness, any engine-driven equipment shall have the exhaust equipped with mufflers suitable for use in residential areas and approved in advance by MASSPORT. The use of backup alarms for all pieces of equipment will also be prohibited during nighttime construction. The Contractor shall provide additional labor to assure that equipment is backed up safely and complies with all OSHA regulations. No separate payment will be made for extra labor required to meet these regulations. Any lights required for nighttime construction shall be properly masked to prevent annoyance to adjacent residential areas. It is not intended that this schedule will cover the details of all the work. The Contractor shall plan work not scheduled herein to correspond with the times the areas are available. When the Authority closes an active operations area at the request of the Contractor to do any project work, the Contractor must be mobilized and ready to proceed to said area with all necessary men and equipment within five (5) minutes of receiving the closure.

1-12.1 FIELD OFFICES Not Applicable

1-14.1 MEASUREMENT AND PAYMENT Not Applicable

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