



**Airport Advisory Committee  
Regular Meeting  
AGENDA**

8:00AM, Thursday May 11 2023

In Person at 9 Presidential Lane, Sanford, Maine 04073

Via Zoom:

<https://us02web.zoom.us/j/89096359891?pwd=LzlZRTFXVXByMmpTMHdHUFN4MFZYZz09>

Meeting ID: 890 9635 9891

Passcode: 223470 Call: +1 312 626 6799

- 1. Attendance**
- 2. Minutes of:**
  - a. March 9, 2023 Regular Meeting
- 3. Fixed Base Operator Reports**
  - a. Southern Maine Aviation
    - i. Event: Veteran's Fundraiser & Open House
    - ii. Ground School Starting May 30th -August 10<sup>th</sup>
    - iii. Hosting Young Eagles on May 20<sup>th</sup>
    - iv. 150 4th graders coming May 11th for Aviation Introduction at 0900, small static display.
- 4. Airport Manager's Report**
  - a. Budget FY 23/24 approved
  - b. Update Based Aircraft Inventory Underway
  - c. Proposed development: Apartment Complex Addition
  - d. SFM Hosting the next Maine Aeronautical Advisory Board meeting in June
  - e. Ace Camp Seacoast 2023
- 5. Old Business:**
  - a. Airport Layout Plan Update from Laura Canham, McFarland Johnson
    - i. Review Chapter 3: Forecast
    - ii. Workshop for AAC and tenants May 17<sup>th</sup> 1700-1900
  - b. Sealcoating Grant Application: BIL funding Request
- 6. New Business:**
  - a. Gatehouse Road Fencing Relocation out to bid
    - i. Closes May 18, 2023
- 7. Public Participation**
  - a.
- 8. Agenda items for next meeting July 13, 2023**
- 9. Adjourn**

Next regular meeting: July 13, 2023 8:00am  
*Sanford Seacoast Regional Airport  
9 Presidential Lane*



Sanford (SFM) Airport Advisory Committee  
Minutes of March 9, 2023

**Members present:** See attendance sheet.

Meeting called to order at 0800, January 12, 2023 minutes approved.

**1. Fixed Base Operator Report**

Mark discussed the upcoming “open house “planned for June 24, 2023 as a fund-raising event for Veterans affairs. It will include honoring veterans, firefighters, police etc. The FBO is working with the Pilots Cove, the American legion and the Sanford police and fire departments to honor these individuals.

Entry will be free but **Volunteer donations** will be gladly accepted.

2. Southern Maine Aviation (SMA) will begin offering its safety seminars again beginning April 8<sup>th</sup> 2023. Topics to be discussed will be announced.
3. SMA will be sponsoring 2 for the Air Race Classic (woman’s air race). The sponsorship will hopefully develop an interest in aviation for women. SMA is also looking for additional sponsors to assist with the costs.
4. Jim Knowles discussed the building update for the new hangars that will be build this spring. Building E will include 10 spaces. He currently has a waiting list of about 60 persons interested in the spaces.

He also discussed the moving and repair of the existing fence line along Presidential Lane an environmental assessment still needs to be completed.

**5. Airport Management Report**

Allison mentioned that the winter has not been to difficult keeping the runways and the taxi ways clear due to the low snow amounts. Discussion around the Notams that close the airport during storms has an exception for life Flight. She reported Life Flight has a special contract with the airport to keep their apron area cleared so their operations would be able to continue.

Allison mentioned that the airport budget was still 4 or 5 weeks away from approval. The City Council has informed her that there will be cuts to the airport budget due to finances being more difficult. The main areas for the cuts will be looking at various pieces of airport equipment that needs replacing or purchasing.

**6. Old Business**

Airport update plan with McFarlan continues and will be discussed in future meetings. A workshop will be held in April or May to enlist recommendation from tenants and the public to seek recommendations.

Sanford (SFM) Airport Advisory Committee  
Minutes of March 9, 2023

The plan will also address future hangar development and traffic circulation around the airport.

**Old Business cont.**

Events: The aerobatic practice area was discussed, and it will continue to be as it has been in years past (see map). The city council has suggested having the FAA make it a “permanent box.” This issue will be continued to be addressed by the City Counsel. Allison mentioned that there are the regulations that the FAA mandates and this will take time to explore and address.

Allison commented on the Airport Terminal Plan (ATP) request for funds was denied. She is still exploring other options for funding such as congressional earmarks.

**7. New Business**

No New business to discuss currently.

**8. Public Participation**

Kurt Woltershorf addressed the committee requesting the mowing in the back of the airport by Sam Everett Road be held off until mid-July due to the Grasshopper Sparrows breeding in the area. Allison commented that the midfield area is generally not mowed until the middle of August. She also discussed the “wildlife management” plan the airport has that address hazards to pilot and planes and that grass cannot be more than 6-10 inches high.

**9. Agenda Items for the next meeting.**

The fireworks festival for July was canceled due to a lack of sponsors. Discussion for the next meeting will look at the cost and the possibility or a reschedule for this summer if sponsors can be found.

**Next meeting scheduled for May 11.2023**

**10. Adjourn**



# EAA 225 YOUNG EAGLE FLIGHT RALLY

## FREE AIRPLANE RIDES

FOR KIDS AGE: 8 TO 17

**Where: Sanford Regional Airport**

**Date: Saturday, May 20, 2023**

**Time: 10:00 AM to 2:00 PM**

A parent's or legal guardian's signature is required at the event

Walk-in Registration Will Be Held In The Big Blue Hangar, West Ramp

The Chapter will be serving a Pancake Breakfast throughout the event for a nominal donation during with proceeds to benefit our Aviation Scholarship

This event is solely provided by members of area & local EAA Chapters

All flights are provided by volunteer EAA Pilots

For more info about Young Eagle Flights visit: [www.youngeagles.org](http://www.youngeagles.org)





# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
(3/22/2023)

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

<b>PRODUCER</b> MARSH USA INC. 540 W. MADISON CHICAGO, IL 60661 Attn: Chicago.CertRequest@marsh.com   Fax: 212-948-0770	<b>CONTACT NAME:</b> _____	
	<b>PHONE (A/C. No. Ext):</b> _____	<b>FAX (A/C. No.):</b> _____
<b>E-MAIL ADDRESS:</b> _____		
<b>INSURER(S) AFFORDING COVERAGE</b>		<b>NAIC #</b>
<b>INSURER A :</b> See Attached Schedule of Insurers		
<b>INSURER B :</b>		
<b>INSURER C :</b>		
<b>INSURER D :</b>		
<b>INSURER E :</b>		
<b>INSURER F :</b>		

**INSURED** EAA Chapter 225, Inc., Rochester, NH

Attn: Karen Kryzaniak  
PO Box 3086  
Oshkosh, WI 54903-3086

### COVERAGES

### CERTIFICATE NUMBER:

### REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<b>COMMERCIAL GENERAL LIABILITY</b> <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Aviation Operations Liability GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER: _____			13000709	12/01/2022	12/01/2023	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ N/A MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ N/A PRODUCTS - COMP/OP AGG \$ 1,000,000
	<b>AUTOMOBILE LIABILITY</b> <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	<b>UMBRELLA LIAB</b> <input type="checkbox"/> OCCUR <b>EXCESS LIAB</b> <input type="checkbox"/> CLAIMS-MADE DED _____ RETENTION \$ _____						EACH OCCURRENCE \$ AGGREGATE \$
	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? <input type="checkbox"/> Y <input checked="" type="checkbox"/> N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

EAA 225 Spring 2023 Young Eagle Flight Rally  
Saturday, May 20, 2023 , Rain Date(s): Sunday, May 21, 2023

### CERTIFICATE HOLDER

### CANCELLATION

City of Sanford 9 Presidential Lane Sanford, ME 04073	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE  Manashi Mukherjee <i>Manashi Mukherjee</i>

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**ADDITIONAL REMARKS SCHEDULE**

<b>AGENCY</b> MARSH USA INC.		<b>NAMED INSURED</b> Experimental Aircraft Association and EAA Aviation Foundation, Inc., et al. Attn: Karen Kryzaniak PO Box 3086 Oshkosh, WI 54903-3086	
<b>POLICY NUMBER</b>		<b>EFFECTIVE DATE:</b> (3/22/2023)	
<b>CARRIER</b>	<b>NAIC CODE</b>		

**ADDITIONAL REMARKS**

**THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,**  
**FORM NUMBER:** 25 **FORM TITLE:** Certificate of Liability Insurance

The Insured Chapter named above is covered per the terms and conditions of Endorsement - SPM001 (12/2009) - ADDITIONAL INSURED - DESIGNATED PERSON OR ORGANIZATION (Activities Of And Events Sponsored Directly By A Chapter) attached to the Aviation Operations Liability policy evidenced above.

The Certificate Holder is included as an additional insured for use of facility but solely as respects the operations of the Insured and solely as respects the chapter sponsored event.

Experimental Aircraft Association and EAA Aviation Foundation, Inc. etal  
 Schedule of Insurers for the period December 1, 2022 - December 1, 2023 under Insurer letter A.

Insurers:

AIG	10.00%
Air Centurion	2.50%
Applied Underwriters	2.50%
Global Aerospace	19.00%
Old Republic Aerospace	8.00%
Starr	8.50%
XL Cattin	13.00%
AIG London	5.00%
Chaucer	2.00%
Chubb	9.00%
Elseco	2.50%
LRA	10.00%
Swiss Re	8.00%

The insurance is provided by separate insurers. The liability of these is several and not joint.

This insurance applies to Experimental Aircraft Association Chapters, International Aerobatic Association Chapters, EAA Vintage Aircraft Association Chapters, EAA Ultralight Chapters and EAA Warbirds of America Squadrons in the US and Canada.

 Southern Maine Aviation, LLC  
199 Airport Road  
Sanford, ME 04073  
207-324-8919  
Fax 207-324-5417

## Sanford Open House Operation Screaming Eagle Fundraiser

Venue: 12 Presidential Lane, Sanford, Maine 04073

Date: June 24, 2023

Time: 11am-5pm

Attendees: Approximately 2000

Linda Woodruff has reached out to Southern Maine Aviation to see if it would be possible to host an Open House Fundraiser for Veteran's and their families affected by suicide. We would like to host this event and partner with the City of Sanford Airport supporting Operation Screaming Eagle for the Navy Seal Foundation and Camp Kita at the hangar and surrounding areas near 12 Presidential Lane. (See attached Poster and proposed schedule)

Impact on Airport Operations: Minimal for Sky Divers at the beginning of the event

The event will be centered around the large hangar at 12 Presidential Lane. Attendees will arrive by car, Gatehouse Road to Presidential Lane, and will pass through the airport perimeter fence at the gate adjacent to the Airport Management and Maintenance Building. Parking will be on grass and asphalt, south of the venue hangar and north of the LifeFlight hangar. Volunteer parking will be in front of 12 Presidential Lane access road and ADA and motorcycle parking will be directly in front of the Hangar. (See Event Layout Map)

Markers will be placed to separate pedestrian and vehicle areas from Airport Operations areas – primarily taxiway C. Display Aircraft will be marked off so pedestrians will stay clear of taxi ways. Event personnel will be on ramp area monitoring and directing activities.

Display tables will be set up inside the hangar for informational services related to suicide. Inside the open door will be a seating area for 20 to have a shaded area to rest if needed.

### Process:

The Information was presented to the Airport Advisory Committee on March 9<sup>th</sup>, 2023. The Airport Manager has reviewed the event details and layout and I'm working with her to get approval and send to the City Manager. We request no application fees to be collected on behalf of this fundraiser event. Food truck vendors are Veteran owned and will be donating a portion of the proceeds to this. All gate donations will go to charities. Southern Maine Aviation is volunteering facilities, personnel and support. Pilot's Cove Café, Pine Tree Helicopters and Lifelight of Maine are also volunteering support. I was briefed Sanford PD and Sanford Fire Department will be participating as well.



Mark C. Damuth  
General Manager  
Southern Maine Aviation





# City of Sanford

Fire Department

Office of the Fire Marshal

Office: 919 Main St. Sanford Maine 04073

Mailing: 972 Main St. Sanford, Maine 04073

[firemarshal@sanfordmaine.org](mailto:firemarshal@sanfordmaine.org)

207-324-5293



## APPLICATION FOR SPECIAL EVENT PERMIT

Application is hereby made for operation of all exhibits and trade shows, to conduct a Special Event as per NFPA 1-10.15.1; 20.1.4.5.1 and local ordinance. This registration binds the applicant to conform to NFPA 1, NFPA 101, (editions as adopted by ME Fire Code) standards and local ordinances. This registration can be revoked by the Sanford Fire Department Office of the Fire Marshal for failure to follow the above mentioned Codes, Ordinances, and Permitting process. Completing this application confirms that the applicant understands the above mentioned.

### INFORMATION NEEDED:

**This application shall be filled out completely and returned to the Sanford Fire Marshal's Office at least 10 days PRIOR to the event.**

**Please attach a map of the facility or area and the layout of the event. This may be a printed map marked up, or a freehand drawing. Fee must be paid with application.**

Date(s) of Event 6/24/23  
Company Name SOUTHERN MAINE AVIATION Company Phone 207 324 8919 Co.  
Fax 207 324-5417  
Applicants Name (Individual) MARK DAMUTH Applicants Phone  
207 651-9308  
Applicants Address (where permit will be mailed)  
199 AIRPORT ROAD SANFORD ME 04073  
Email Address mdamuth@flyingma.com

### EVENT INFORMATION:

Location (Street Address) of the event: 12 PRESEBANTIAL LAWE SANFORD ME 04073  
Estimate of how many persons will attend event: 2000? Chief Crowd  
Manager: MARK DAMUTH Number of Additional: 20 VOLUNTEERS  
Please note: **Crowd Management is required at a ratio of 1 Crowd Manager per every 250 persons**  
Brief description of the event: SEE ATTACHED LETTER AND MAP LAYOUT

Live Music, Alcoholic Beverages, or other special considerations needed?: NO OTHER MUSIC, GUEST SPEAKERS  
Cooking or food vendors to be present?: FOOD TRUCKS, BOTTLES WATER  
Tents or portable structures to be used?: 2 10x10 CANOPY TENTS?  
**THIS IS NOT A PERMIT. Fee of \$75.00 per event payable to City of Sanford.**



**Sanford Airport Presents:  
Operation Screaming Eagle  
Proceeds to benefit:**



**Support our veterans & victims of suicide.**

**Guest Speakers:**

*Scott Hyder -  
Hidden Battles Foundation*

*Joe Torrillo*

9/11 Survivor/Motivational Speaker



**Frog Dog K9:**



**\*K9 Demonstrations \*Antique Airplane Display \*Skydivers**

**Veteran Owned Food Vendors**

**\*Gotta Be Frank \*Fatboys \* Fresh Squeezed Lemonade  
\*SmokinLamps BBQ**

**Come out and enjoy a day of fun for the entire family  
& help raise money for 2 great causes.**

**Sanford Airport - 12 Presidential Lane, Sanford, ME**

**Saturday, June 24th**

**11am to 5pm**

**Schedule of the day's events will be available in the coming weeks.**



Operation Screaming Eagle 2023  
Event Layout





## OPEN HOUSE EVENT SCHEDULE (Proposal)

- 11:00 Open to Public
- 11:30 Sky Dive New England
- 12:00 Music and Announcements
- 12:30 FrogDogK9 Jump and Demo
- 13:00 Guest Speaker Joe Torillo NY Firefighter during 9/11
- 14:00 K9 to 5 Dogs Services Demo
- 14:30 Guest Speaker Scott Hyder from Hidden Battles
- 15:00 Sanford Tactical Demo (Repelling from Big Blue Hangar or Dog Demo)
- 16:00 Live Auction

Food Tucks 11-4

Static Airplanes on display

Music and Announcements

Support Group Information in Hangar

Sanford Fire Department

Sanford PD

Southern Maine Aviation

Pine Tree Helicopters

Pilots Cove Café

Lifelight of Maine

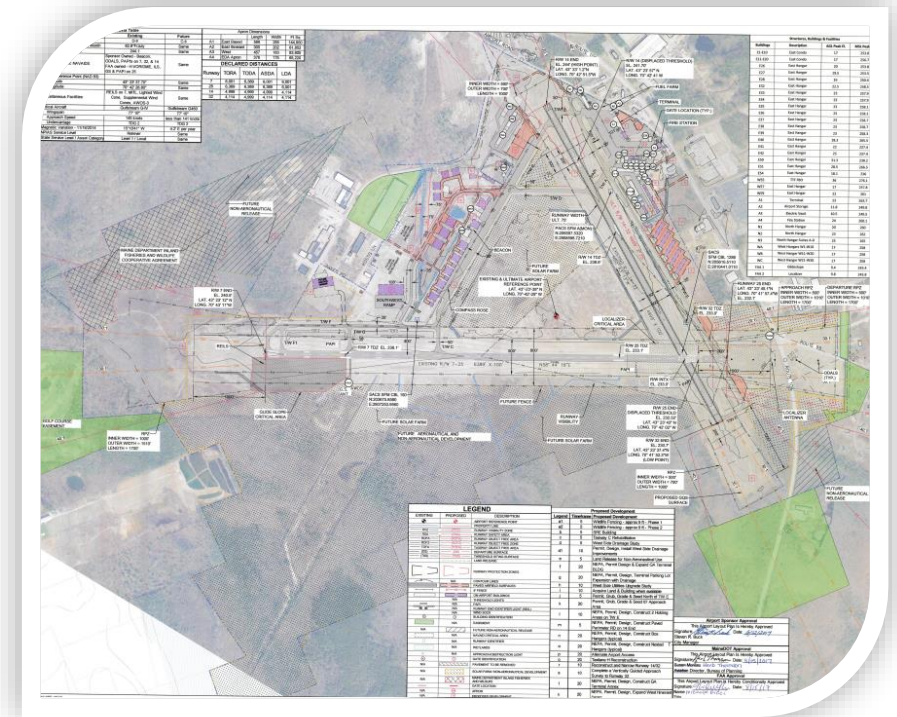


# Airport Layout Plan Update Project Status

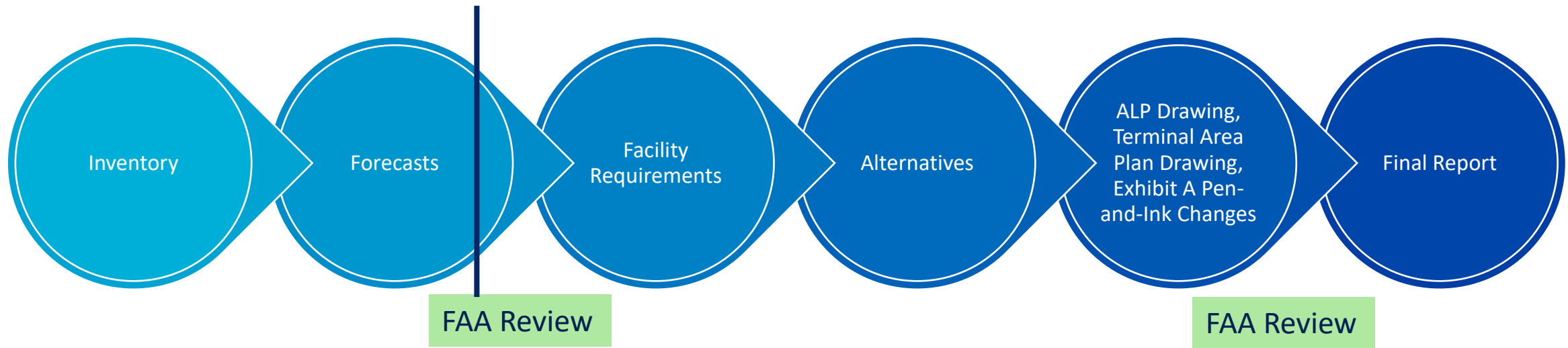
May 11, 2023

# Project Purpose

- Planning tool for the airport and FAA that depicts existing and future facilities at an airport
- Used by the FAA to program future funding assistance and to monitor the airport's compliance with design standards and grant assurances
- A current FAA approved ALP showing the proposed airport development is a prerequisite for issuance of a grant

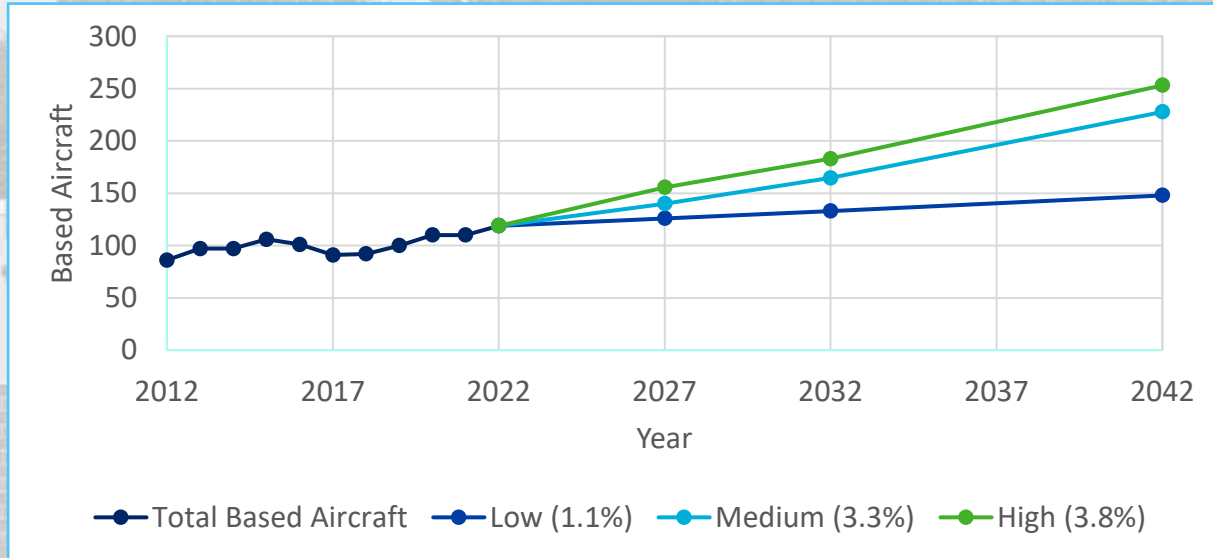


# Airport Layout Plan Process





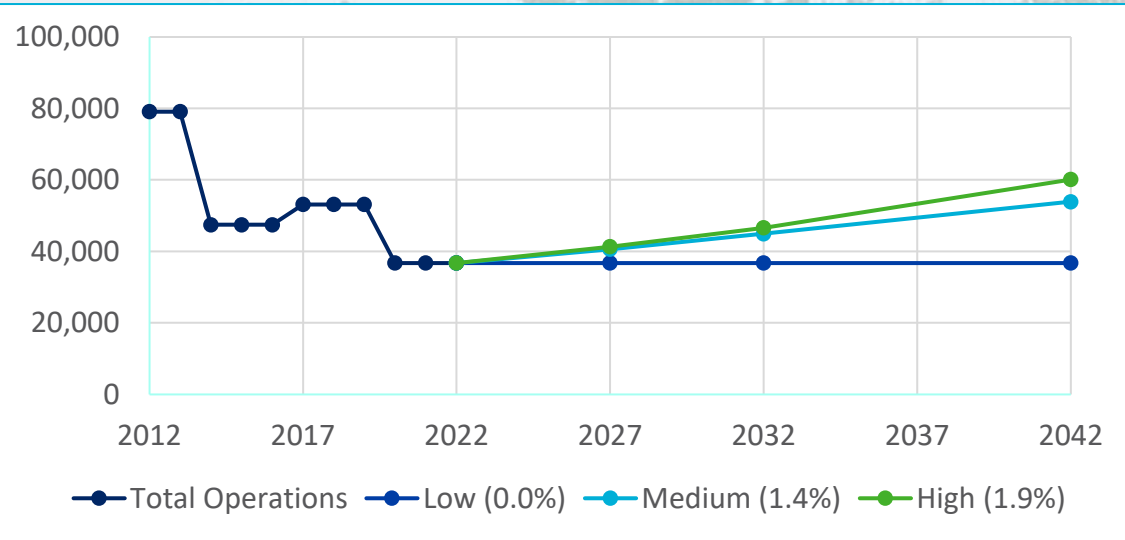
# Forecasts – Based Aircraft



Source: SFM Airport

	Low (1.1%) - 2022 New England Market Share	Medium (3.3%) - 10-year Trend Analysis	High (3.8%) - 5-year Trend Analysis
<b>2027</b>	126	140	156
<b>2032</b>	133	165	183
<b>2042</b>	148	228	253

# Forecasts - Operations



	Low (0.0%) – FAA TAF	Medium (1.4%) - Combination	High (1.9%) – 5-Year Fuel Sale Growth
<b>2027</b>	36,738	40,590	41,295
<b>2032</b>	36,738	44,912	46,573
<b>2042</b>	36,738	53,891	60,118

# FAA TAF Comparison and Critical Aircraft

- FAA TAF Comparison
  - 10% in 5 years of FAA TAF
  - 15% in 10 years of FAA TAF
  - 10 t-hangar units this year, difference of 9% in 2027
  
- Critical Aircraft – 500+ annual operations
  - Existing: B-II Cessna Citation Excel/XLS
  - Proposed: C-II Bombardier Challenger 600

	Baseline	2027	2032	2042
<b>FAA TAF</b>				
<b>Total Operations</b>	36,738	36,738	36,738	36,738
<b>Based Aircraft</b>	119	119	119	119
<b>Master Plan Forecast</b>				
<b>Total Operations</b>	36,738	41,295	46,573	60,118
<b>Based Aircraft</b>	119	140	165	228
<b>Percent Difference from TAF</b>				
<b>Total Operations</b>		12.40%	26.77%	63.64%
<b>Based Aircraft</b>		17.65%	38.37%	91.47%



# Next Steps



FAA Forecasts Approval



Tenant Meeting

Economic Development Council/Chamber of Commerce Meeting



Facility Requirements Chapter



Alternative Layout(s)



# Thank You!



### 3. FORECASTS

#### 3.1. Introduction and Forecast Methodologies

Forecasting future activity involves both analytical techniques and subjective considerations. The forecasting approach used in this analysis will be to identify several methodologies to project future aviation demand, apply those methodologies to each forecast area of interest, and identify a preferred forecast of activity growth at the Airport. The preferred forecast will be identified through detailed consideration of the forecast analyses presented in this chapter.

Forecast of aviation demand is presented in this chapter for a short-term, 5-year planning period (2022-2027) and that growth percentage is applied to the full 20-year planning period (2022-2042). The projections of aviation activity provide a basis for determining the type, size, and timing of aviation facility development. As a result, the forecast will influence all subsequent chapters of this report.

The following forecasts and analysis will be developed and presented in this chapter:

- Based Aircraft
- Annual Aircraft Operations
- GA (General Aviation) Passengers
- Comparison to FAA TAF
- Critical Aircraft

##### 3.1.1. Forecast Methodologies

The most reliable approach to estimating future aviation demand is to use a variety of analytical techniques. As such, the forecast prepared and described in this chapter were reviewed using several methodologies. Various methods of forecasting aviation demand exist and are widely used throughout the industry including, regression analysis, trend line analysis, market share analysis, the FAA’s Terminal Area Forecast (TAF), and the FAA’s Aerospace Forecasts Fiscal Year (FY) 2022-2042. These methods have been applied to develop the most accurate forecast possible for SFM and are described in more detail below. An accurate forecast also takes into consideration the role an airport plays in its region. SFM’s role as a reliever airport for the region, its location near tourist destinations and other large/busy airports, and

accessibility to facilities (fuel, runway length, apron space, etc.) are drivers of its growth.

##### 3.1.1.1. Regression Analysis

Regression analysis involves the use of historical data to identify the relationship between a selected dependent variable, such as based aircraft, and independent variables, such as population. When strong correlations exist between dependent and independent variables useful forecasts can be generated. For this forecast effort, however, no correlations were identified, and regression analysis was not used.

##### 3.1.1.2. Trend Analysis

Trend analysis examines historical growth trends in activity at a specific airport and applies the historical trends to current demand levels to produce projections of future activity. Trend analysis assumes that activity, and the factors which have historically affected activity, will continue to influence demand levels at similar rates over an extended period. Linear time series trend projections are typically used to provide baseline forecasts that reflect stable market conditions. Based aircraft, operations, and fuel sales histories were reviewed using this trend analysis and results are shown in **Table 3-1**.

**Table 3-1: Trend Analysis Results**

	5-year CAGR <sup>1</sup> percent	10-year CAGR <sup>1</sup> percent
Total Based Aircraft	5.5	3.3
Total Operations (TAF)	-7.1	-7.4
Total Operations (TFMSC)	3.9	1.9
ADG II Operations	4.8	6.0
AAC C & D Operations	11.7	3.8
Fuel Sale (Total Gallons)	5.6	8.2 <sup>2</sup>
Fuel Sale (Avgas/100LL)	2.0	4.9 <sup>2</sup>
Fuel Sale (Jet A)	7.4	10.0 <sup>2</sup>

<sup>1</sup> CAGR – compound annual growth rate

<sup>2</sup> Fuel sale history was calculated for an 8-year CAGR due to data provided through 2014.

Sources: FAA TAF, FAA Traffic Flow Management System Counts (TFMSC), Airport records, and McFarland Johnson analysis, 2023.

##### 3.1.1.3. Market Share Analysis

Market share analysis is a method for projecting future aeronautical activity that can be applied to any measure for which a reliable higher-

level forecast is available. Using this methodology historical shares are calculated and used as a basis for projecting future shares. This approach is a “top-down” method of forecasting since forecasts of larger aggregates are used to derive forecasts for smaller elements of the system – in this case Sanford Seacoast Regional Airport. For the market share analysis for SFM, data relative to the State of Maine, the combined States of Maine and New Hampshire, and New England were reviewed for both GA operations and based aircraft. According to the FAA’s TAF, SFM market share is shown the **Table 3-2**.

**Table 3-2: Market Share Results**

Ratio of SFM to	2012	2017	2022
Maine (based aircraft)	9.0%	9.8%	13.1%
Maine + New Hampshire (based aircraft)	4.4%	4.9%	6.4%
New England (based aircraft)	1.5%	1.7%	2.4%
Maine (operations)	12.9%	10.2%	7.7%
Maine + New Hampshire (operations)	7.7%	6.1%	4.4%
New England (operations)	2.2%	1.7%	1.2%

Sources: FAA TAF, 2023.

##### 3.1.1.4. FAA Terminal Area Forecast (TAF)

The FAA TAF is a basic forecast generated by the FAA that features national and regional growth attributes in its composition. While the local market considerations are minimal, it is a required benchmark in the development of new forecasts which are required to be within 10 percent of the 5-year TAF and 15 percent within the 10-year TAF. The current TAF published by the FAA shows no growth throughout the 20-year planning period. Considering Sanford’s history of growth, the TAF does not provide an accurate forecast for the Airport.

##### 3.1.1.5. FAA’s National Aerospace Forecast

The FAA Aerospace Forecasts FY 2022-2042 provides national growth projections for the aviation industry. The FAA’s Aerospace Forecasts identifies projected compound annual growth rates (CAGR) for GA aircraft through the end of its forecast period (2042). This study did not apply the FAA’s Aerospace Forecasts as it shows both declining single engine GA operations and based aircraft on a national level, which is inconsistent with the operations and based aircraft at SFM. These national trends rates are identified in **Table 3-3** and **Table 3-4**.

**Table 3-3: National Operations by Aircraft Type**

CAGR	GA Itinerant	GA Local	Air Taxi/Commuter
2010-2021	-0.7%	1.3%	-4.2%
2022-2032	0.8%	1.0%	0.5%
2022-2042	0.6%	0.7%	0.5%

Sources: FAA National Aerospace Forecast FY 2022-2042

**Table 3-4: National Based Aircraft Trends by Aircraft Type**

CAGR	Single Engine	Multi Engine	Turbo Prop	Turbo Jet	Total Rotorcraft
2010-2021	-1.1%	-2.6%	0.8%	2.9%	-0.3%
2022-2032	-1.0%	-0.6%	0.2%	2.9%	1.5%
2022-2042	-0.9%	-0.3%	0.6%	2.6%	1.5%

Sources: FAA National Aerospace Forecast FY 2022-2042

### 3.2. Based Aircraft

The number of based aircraft at an airport is an important factor for determining future activity levels and the need for expanding or improving airport facilities. Forecasts of based aircraft are used directly to estimate the need for certain types of facilities, such as hangars and aircraft aprons. At non-towered GA airports, such as SFM, projections of based aircraft also often serve as the basis for developing the forecasts of other components of demand, such as aircraft operations. There are 119 aircraft based at Sanford Seacoast Regional Airport, but the Airport consistently gets up to 132 based aircraft. Some of these 13 based aircraft may be splitting their time between airports and may not be counted toward either airport's based aircraft. The demand for additional hangars in recent years has led to additional hangars on the western portion of the airfield with the most recent T-hangar units. Though there has been recent development that was quickly filled up, the Airport still has a waiting list of about 65 individuals interested in basing their aircraft when hangar space becomes available. The Airport has 10 T-hangar units being designed and out to bid as this chapter is being written (January 2023). The Airport also plans for 36 additional units to be added within the next two to three years, including box hangars and T-hangars. Airports and developers generally have a good idea for true demand for short-term hangar need before construction (due to down payments, etc.).

It should also be noted that at the time this forecast was written, Twitchell Airport announced they would be closing and thus, the

number of based aircraft at SFM may increase to accommodate the aircraft previously based at Twitchell Airport.

#### 3.2.1. Historical Based Aircraft

Airport records are consistent with the FAA TAF for the total number of based aircraft. In the past 10 years, based aircraft have varied from a low of 86 (in 2012) to the current high of 119.

#### 3.2.2. Forecast Based Aircraft

Utilizing the forecast methodologies outlined in the preceding sections, multiple forecast of based aircraft were developed for SFM. These based aircraft projections are depicted in **Figure 3-1** and tabulated in **Table 3-5**.

**Low Growth:** The market share analysis of SFM and other airports in the New England Region shows that SFM's based aircraft market share have grown as a percentage of Maine, combined Maine and New Hampshire, and New England (shown in **Table 3-1**). If SFM maintains the current 2.2 percent based aircraft market share of New England based aircraft, the Airport will experience an approximately 1.1 percent CAGR of based aircraft within the 20-year planning period.

**Medium Growth:** The medium forecast scenario represents the middle of forecast operations at SFM. This scenario takes into consideration the historical 10-year based aircraft CAGR of 3.3 percent SFM has experienced. This scenario also aligns with the organic growth the Airport is already experiencing. There are 10 additional T-hangar units that are out to bid as of Spring 2022 to be constructed in the Summer of 2022. There are additional hangar projects planned that would continue to provide space for people currently on the waitlist.

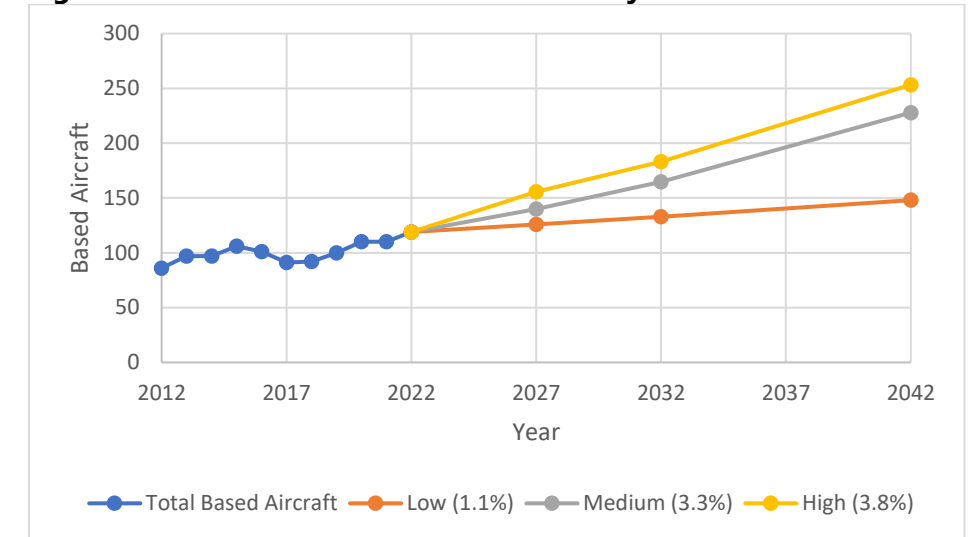
**High Growth:** The high forecast scenario represents the high end of forecast operations at SFM. This scenario considers the 5-year based aircraft CAGR of 5.5 percent (which also matches the 5-year total fuel sale CAGR). These forecast trends are also consistent with the current/short-term demand at the Airport, with recent hangar development, and a remaining demand for more development. This high growth rate is applied to the first five years of the forecast period after which the 10-year 3.3 percent CAGR is applied for the remainder of the planning period.

**Table 3-5: Based Aircraft Forecast Summary**

	Low (1.1%) - 2022 New England Market Share	Medium (3.3%) - 10-year Trend Analysis	High (3.8%) - 5-year Trend Analysis
2027	126	140	156
2032	133	165	183
2042	148	228	253

Sources: FAA TAF, Airport Records, and McFarland Johnson analysis, 2023

**Figure 3-1: Based Aircraft Forecast Summary**



Sources: FAA TAF, Airport records, and McFarland Johnson analysis, 2023

Based on the growth at SFM, it is anticipated that the medium-growth forecast is very likely to occur based on planned development at SFM (as described at the beginning of this section) and was chosen as the preferred alternative. Actual growth will occur based on demand. **Table 3-6** breaks down the preferred based aircraft by type of aircraft. It is anticipated that multi-engine, jet and other aircraft will increase their presence and single-engine based aircraft will grow but represent 68 percent of total based aircraft compared 81 percent in 2022.

**Table 3-6: Based Aircraft Preferred Forecast Summary By Type**

	Single Engine	Multi Engine	Jet	Rotorcraft	Other
2022	96	9	1	9	4
2027	108	12	3	11	6
2032	122	17	5	13	8
2042	155	27	11	18	16

Source: McFarland Johnson analysis, 2023



### 3.3. Annual Aircraft Operations

The FAA defines an aircraft operation as a takeoff or a landing and categorizes the operations by aircraft type and purpose. These categories include commercial (air taxi), GA (both recreational and corporate), and military. The forecasting of these operations by category is used in planning buildings, runways, taxiways, and other airport infrastructure.

#### 3.3.1. Historical Operations by Type

It is common to collect aircraft operations records from airport control towers at airports for the most accurate historical data. However, SFM is a non-towered airport, which usually have inaccurately recorded operations counts. To address that, the state of Maine implemented a record collection effort through the General Audio Recording Device (GARD) system program, SFM has been recording operations using the GARD system that uses radio clicks to estimate aircraft operations counts. The GARD data was collected but this system does not accurately, nor consistently record the operation counts, and has resulted in incomplete data sets. It is likely that the GARD data accounts for approximately 50-60% of total aircraft operations.

Per FAA requirements, all aircraft operating in Class A, B, C, and Class E above 10,000 feet are required to have automatic dependent surveillance – broadcast (ADS-B) equipment and beginning in 2020 SFM has been equipped with an ADS-B system that has been recording traffic counts. Though the ADS-B data provides insight into the airport operations, the historical data does not provide more than a year of consistent data and is therefore insufficient to serve as historical data. In this case, the FAA TAF, is the only consistent source of aircraft operations at the Airport. This historical data for aircraft operations is presented in **Table 3-7**.

**Table 3-7: Historical Aircraft Operations**

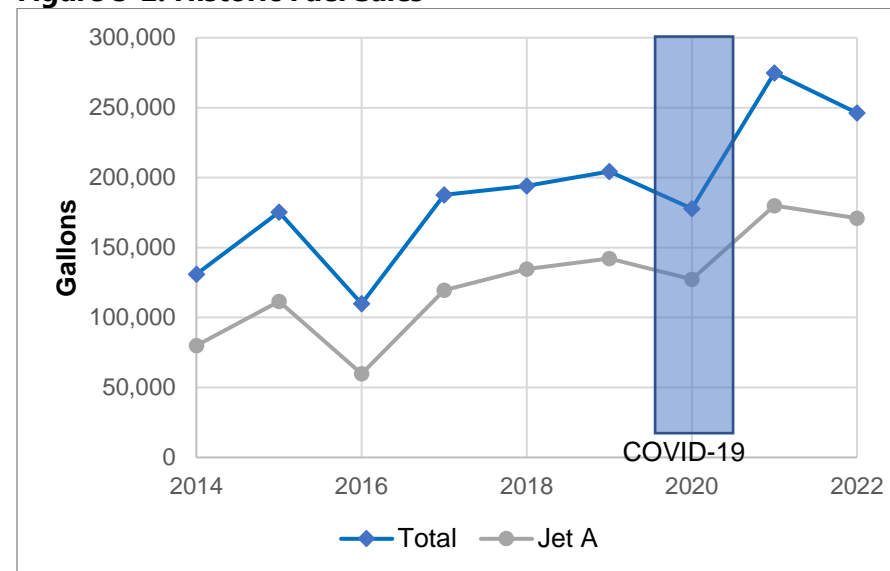
Year	Military	Itinerant	GA Local	Total
2012	50	31,900	47,200	79,100
2013	50	31,900	47,200	79,100
2014	30	19,140	28,320	47,460
2015	30	19,140	28,320	47,460
2016	30	19,140	28,320	47,460
2017	100	21,112	32,000	53,112
2018	100	21,112	32,000	53,112

Year	Military	Itinerant	GA Local	Total
2019	100	21,112	32,000	53,112
2020	100	8,738	28,000	36,738
2021	100	8,738	28,000	36,738
2022	100	8,738	28,000	36,738

Source: FAA Terminal Area Forecast, 2023

Though the GARD system acts as a baseline to count operations, there unfortunately has been a lack of reliable GARD data with gaps in data over the past 5 years. Therefore, the historical operations trend analysis was not a good predictor of forecast operations. This study also analyzed the historical fuel sales data as an indicator of operations at the Airport. **Figure 3-2** detailed a history of the total fuel sales at SFM. This historical data for aircraft operations is presented in **Table 3-7**.

**Figure 3-2: Historic Fuel Sales**



Source: Airport fuel sales records, 2023

#### 3.3.2. Forecast Operations by Type

The following forecast methodologies were used/developed to allow for a range of options for forecasted operations at SFM. The summary results are shown in **Table 3-8** and **Figure 3-3**.

**Low/No Growth** – The FAA TAF is a basic forecast generated by the FAA that features national and regional growth attributes in its composition. The current TAF published by the FAA shows no growth

throughout the 20-year planning period. This methodology represents the low-end forecast operations at SFM.

**Medium Growth** – The medium forecast scenario represents the middle of forecast operations at SFM. This scenario is derived from a combination of FAA’s Aerospace Forecasts, fuel sale growth, and the TFMSC 10-year total operations growth. The result of this forecast is a CAGR of 1.4 percent for the forecast years.

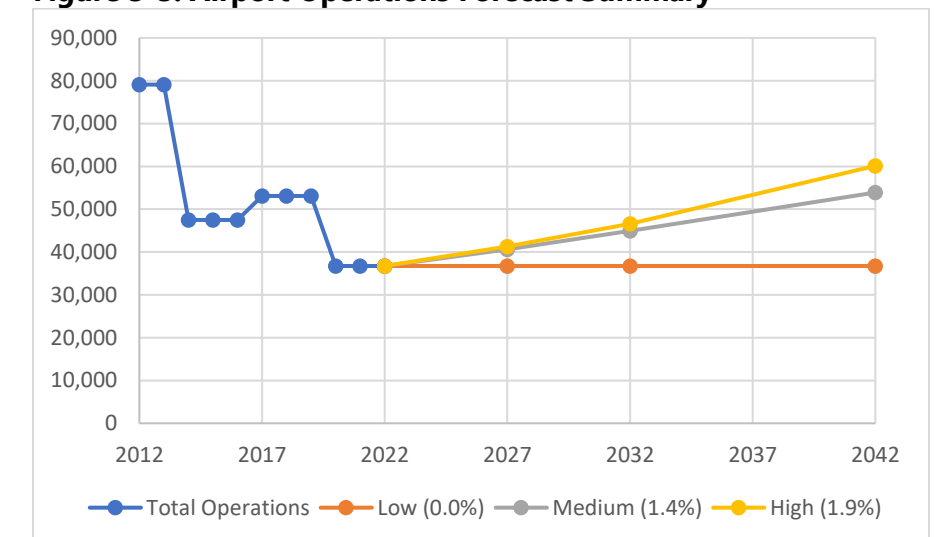
**High Growth** – The high forecast scenario represents the high end of forecast operations at SFM. This scenario considers the past five years of historical fuel sales growth. The 5-year CAGR of Avgas/100LL was applied to the GA local and itinerant operations and the 5-year CAGR of Jet A fuel sales was applied to the air taxi operations. This resulted in a total airport operations CAGR of 1.9 percent for forecast years.

**Table 3-8: Operations Forecast Summary**

	Low (0.0%) – FAA TAF	Medium (1.4%) - Combination	High (1.9%) – 5-Year Fuel Sale Growth
2027	36,738	40,590	41,295
2032	36,738	44,912	46,573
2042	36,738	53,891	60,118

Sources: FAA TAF and McFarland Johnson analysis, 2023

**Figure 3-3: Airport Operations Forecast Summary**



Source: McFarland Johnson analysis, 2023

While the 5-year CAGR of fuel sale growth was applied to the High Growth forecast, the 8-year CAGR is even higher, which could indicate a growth of operations above and beyond the High Growth Forecast

and/or a higher frequency of larger aircraft operating at SFM. This also aligns with the TFMSC trend analysis for total operations, combined ADG II and larger operations, and combined AAC C and D operations. Therefore, the High Growth Forecast was chosen as the preferred operations forecast. The break-down of the preferred operations forecast by type is shown in **Table 3-9**. Air taxi and 10 percent of GA itinerant operations are forecast to grow at the 5-year CAGR of Jet A fuel sales growth and GA local and 90 percent of the GA itinerant operations are forecast to grow at the 5-year CAGR of Avgas/100LL fuel sales growth. Military operations are anticipated to remain constant.

**Table 3-9: Operations Forecast Summary by Type**

Year	Air Taxi	GA Local	GA Itinerant	Military	Total Operations
2027	2,147	30,930	8,118	100	41,295
2032	3,072	34,168	9,233	100	46,573
2042	6,293	41,694	12,031	100	60,118

Source: McFarland Johnson analysis, 2023

### 3.3.3. Peaking Characteristics

Annual projections provide a good overview of activity at an airport but fail to reflect operational characteristics of the facility. In many cases, facility requirements are not driven by annual demand but rather by the capacity shortfalls and delays experienced during times of peak operational activity. Therefore, forecasts are developed for the peak month, the average day in the peak month (ADPM), and the peak hour of the ADPM. The values for these metrics were calculated using the methodology in FAA Advisory Circular 150/5360-13A, *Airport Terminal Planning*, with exception of the peak month calculation. Airport peaking characteristics were calculated using the following assumptions:

- **Peak Month Operation:** This level of activity is defined as the calendar month when peak aircraft operations occur. At SFM, the peak month is generally in the summer (July/August) with occasional September peaks. In the past ten years, the average peak month operations as a total of annual operations according to FAA’s TFMSC is 18.1 percent.
- **Average Day/Peak Month (ADPM):** This level of operation is defined as the average day within the peak month

determined by dividing peak month operations by number of days within the peak month (in this case 30).

- **Design Hour Operation:** This level of operation is defined as the peak hour within the design day, assuming 12 percent of daily operations in the design hour.

The peaking characteristics for operations in the recommended forecast scenario is detailed in **Table 3-10**.

**Table 3-10: Forecast Operations Peaking Characteristics**

Year	Peak Month	ADPM	Peak Hour
2022	6,650	222	27
2027	7,474	249	30
2032	8,430	281	34
2042	10,881	363	44

Source: McFarland Johnson analysis, 2023

### 3.4. GA Passengers

GA passengers are defined as the boarding (enplaning) and getting off (deplaning) of an aircraft. For SFM, GA passengers consist of passengers traveling to/from the Airport (itinerant traffic) using GA facilities. Unlike commercial airline passengers and charters, the number of GA passengers are not recorded by either the FAA or the Airport.

To estimate GA passenger enplanements at the Airport, guidance pertaining to the sizing of GA Terminal Buildings contained in *ACRP Report 113, Guidebook on General Aviation Facility Planning (ACRP 113)* is utilized to establish a reasonable point of reference. ACRP 113 states that for planning purposes, a factor of 2.5 people (pilots and passengers) can be assumed. For this analysis, the planning factor of 2.5 people is applied to baseline GA itinerant operations to determine the reasonableness of the Airport’s GA passenger and crew estimate. Additionally, as the intent of this analysis is to forecast passenger enplanement, the factor was also reduced to 1.5 people per GA itinerant operation. The results are presented in **Table 3-11**.

**Table 3-11: Passenger Enplanements Summary**

			GA Passengers and Crew	GA Passengers
Baseline	GA	Itinerant	7,138	7,138
Operations				
Planning Factor			2.5	1.5
Baseline GA Passengers			17,845	10,707
2042 GA Passengers			30,078	18,047

Source: McFarland Johnson analysis, 2023

### 3.5. Comparison to FAA TAF

If an airport is included in the FAA TAF, any new aviation activity forecast needs to be reviewed and approved by the agency before they can be applied to further analyses. During this review the FAA looks to see if the based aircraft and annual operations forecast differ from the TAF by less than ten percent in the first five-year period and 15 percent in the first 10-year period. To express the relationship between the FAA forecast for SFM and that developed in this report **Table 3-12** compares each for both based aircraft and operations.

**Table 3-12: Comparison to TAF Summary Table**

	Baseline	2027	2032	2042
<b>FAA TAF</b>				
Total Operations	36,738	36,738	36,738	36,738
Based Aircraft	119	119	119	119
<b>Master Plan Forecast</b>				
Total Operations	36,738	41,295	46,573	60,118
Based Aircraft	119	140	165	228
<b>Percent Difference from TAF</b>				
Total Operations		12.40%	26.77%	63.64%
Based Aircraft		17.65%	38.37%	91.47%

Sources: FAA TAF and McFarland Johnson analysis, 2023

For GA and reliever airports, such as SFM, FAA AC 150/5070-7B, *Airport Master Plans*, identifies that “when the 5- and 10-year forecast is less than 100,000 annual operations or 100 based aircraft, the forecast does not need to be reviewed at FAA Headquarters.” The forecast operations do not exceed 100,000 annual operations and the existing based aircraft already exceed 100 based aircraft. Given that 10 new T-hangar units will be constructed in 2022, if the based aircraft increase

to 129 by the end of the calendar year 2022, the 2027 based aircraft numbers are less than nine percent difference in 2027.

### 3.6. Critical Aircraft

The methodologies described in FAA AC 150/500-17, *Critical Aircraft and Regular Use Determination*, were used to determine the current and future critical aircraft for the Airport. Ten-year historical operations data from the FAA TFMSC was used to determine the critical aircraft for SFM. While this source does not capture 100 percent of all airport activity, particularly local operations not filing formal flight plans, the database does provide a reasonable understanding of airport activity and should be the most accurate with respect to the more complex aircraft as they are more likely to fly under IFR with a filed flight plan.

**Table 3-13** reveals the level of airport activity by AAC and ADG for calendar year 2022. During this period, a significant number of combined AAC B and C aircraft and ADG II aircraft operations were identified through this database. Based on the 10-year CAGR of 3.8 percent of combined AAC C and D operations at SFM, it is anticipated that within the 20-year planning period, the combined C and D operations will exceed 500. This may be achieved earlier considering the 5-year CAGR for AAC C and D operations was 11.7 percent.

**Table 3-13: 2022 Critical Aircraft Table**

Airplane Design Group	Aircraft Approach Category				Grand Total
	A	B	C	D	
I	669	110	41	3	823
II	40	438	149	34	661
III		4	12	18	34
IV			2		2
<b>Grand Total</b>	709	552	204	55	1,520

Source: FAA TFMSC, 2023

The operations data by AAC and ADG for the 2022 calendar year, determines that the existing critical aircraft for SFM is the Cessna Citation Excel/XLS. The proposed critical aircraft is anticipated to be a Bombardier Challenger 600-type aircraft as detailed in **Table 3-14**.

Based on 2021 and 2022 TFMSC data, SFM is a TDG 1B airport. Should the 10-year CAGR of combined TDG 2<sup>1</sup>, 2A, and 2B aircraft continue for the next 10 years, SFM will become a TDG 2A airport.

**Table 3-14: Critical Aircraft Characteristics**

Characteristics	Existing: Cessna Citation Excel/XLS
Length	52.50'
Wingspan	56.33'
Tail Height	17.17'
MTOW	20,200 pounds
Approach Speed	117 knots
AAC	B
ADG	II
TDG	1B
Characteristics	Proposed: Bombardier Challenger 600
Length	68.42'
Wingspan	64.33'
Tail Height	20.67'
MTOW	41,100 pounds
Approach Speed	125 knots
AAC	C
ADG	II
TDG	1B

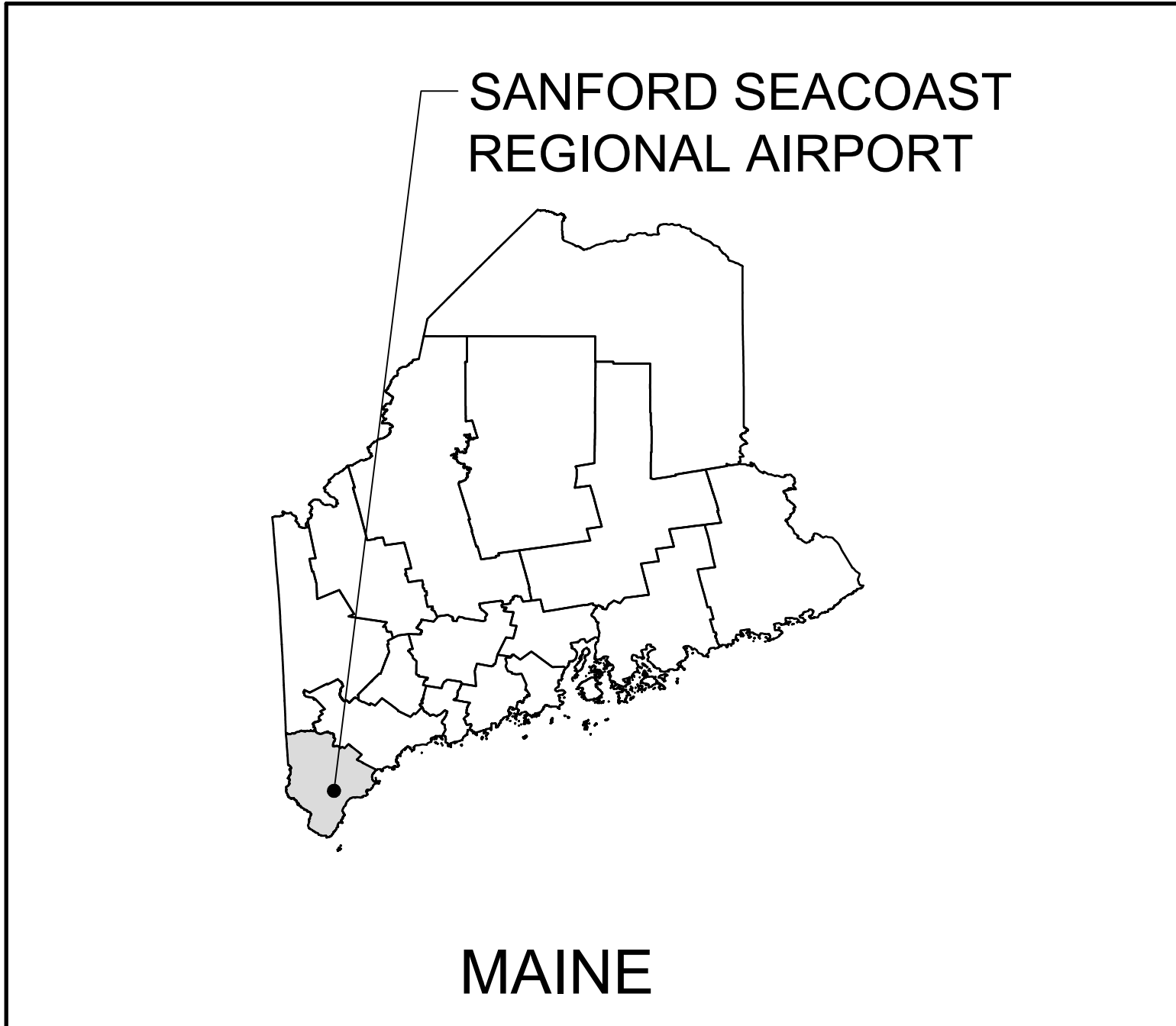
Sources: FAA AC 150/5300-13B, <https://bjtonline.com/business-jet-news/cessna-citation-xls>, and [https://commons.wikimedia.org/wiki/File:Canadair\\_CL500\\_Challenger\\_604\\_\(4826809923\).jpg](https://commons.wikimedia.org/wiki/File:Canadair_CL500_Challenger_604_(4826809923).jpg)



<sup>1</sup> TDG 2 is included since the FAA's TFMSC still carries the old designation prior to FAA AC 150/5300-13B change of splitting out TDG 2 aircraft.



# SANFORD SEACOAST REGIONAL AIRPORT SEAL EAST RAMP (APPROX. 36,000 SY) (BASE BID) AND MARK EAST RAMP (ADD ALT. #1) BID DOCUMENTS



LOCATION MAP

APRIL 5, 2023  
 FAA A.I.P. 3-23-0044-XXX-2023  
 199 AIRPORT RD.  
 YORK COUNTY  
 SANFORD, MAINE



VICINITY MAP

PREPARED FOR:



CITY OF SANFORD  
 919 MAIN STREET  
 SANFORD, ME  
 (207) 324-9125  
 WWW.SANFORDMAINE.ORG

SEALED	SYDNEY R. SENEY P.E.
PE NO	17845
PE DATE	04/05/2023



PREPARED BY:



MJ PROJECT NO.: 18735.03

IT IS A VIOLATION OF THE LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



SEAL AND MARK EAST RAMP – SANFORD SEACOAST REGIONAL AIRPORT  
GENERAL NOTES:

1. CONTRACT DOCUMENTS

1.1 THE CONTRACT DOCUMENTS SHALL CONSIST OF THE CONFORMED CONTRACT PLANS, AND CONFORMED CONTRACT SPECIFICATIONS, THAT INCLUDES BUT IS NOT LIMITED TO THE FOLLOWING:

- TABLE OF CONTENTS;
- INVITATION TO BID;
- INSTRUCTIONS TO BIDDERS;
- BID PROPOSAL;
- BID BOND;
- AWARD OF CONTRACT AND EXECUTION OF CONTRACT BONDS;
- CONTRACT AGREEMENT;
- PERFORMANCE BOND;
- PAYMENT BOND;
- NOTICE OF AWARD;
- NOTICE TO PROCEED;
- CONTRACTOR'S GUARANTY;
- SPECIAL PROVISIONS;
- FAA – GENERAL PROVISIONS;
- FAA – TECHNICAL SPECIFICATIONS;
- PLANS;
- ADDENDUMS; and
- AND OTHER DOCUMENTS AS REFERENCED IN THE GENERAL PROVISIONS.

1.2 THE BIDDER IS EXPECTED TO CAREFULLY EXAMINE THE SITE OF THE PROPOSED WORK, THE PROPOSAL, FRONT END DOCUMENTS, BIDDING REQUIREMENTS, CONTRACT DOCUMENTS, GENERAL PROVISIONS, TECHNICAL SPECIFICATIONS, SUPPLEMENTAL PROVISIONS, AND CONTRACT PLANS. THE BIDDER SHALL BE SATISFIED AS TO THE CHARACTER, QUALITY, AND QUANTITIES OF WORK TO BE PERFORMED, MATERIALS TO BE FURNISHED, AND AS TO THE REQUIREMENTS OF THE PROPOSED CONTRACT. THE SUBMISSION OF A PROPOSAL SHALL BE PRIMA FACIE EVIDENCE THAT THE BIDDER HAS MADE SUCH EXAMINATION AND IS SATISFIED AS TO THE CONDITIONS TO BE ENCOUNTERED IN PERFORMING THE WORK AND AS TO THE REQUIREMENTS OF THE PROPOSED CONTRACT, PLANS, AND SPECIFICATIONS.

1.3 THIS IS A UNIT PRICE PROJECT. REFER TO TECHNICAL SPECIFICATIONS FOR THE METHOD OF MEASUREMENT AND PAYMENT FOR INDIVIDUAL WORK ITEMS. ITEMS OF WORK REQUIRED BUT NOT COVERED BY SPECIFICATION SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE OWNER.

2. AIRPORT OPERATIONS COORDINATION

2.1 THE OWNER WILL DESIGNATE AN AIRPORT OPERATIONS MANAGER. THE AIRPORT OPERATIONAL MANAGER SHALL HAVE THE SOLE AUTHORITY TO OPEN AND CLOSE FACILITIES, ISSUE AND CANCEL NOTAMS, AND TO COORDINATE WITH AIRPORT USERS.  
2.2 THERE MAY BE MULTIPLE AIRFIELD CONSTRUCTION PROJECTS OCCURRING CONCURRENTLY. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING ALL WORK FOR THIS PROJECT WITH OTHER CONTRACTORS TO MINIMIZE IMPACTS TO AIRPORT OPERATIONS

3. AIRPORT SECURITY

3.1 THIS PROJECT IS WITHIN THE SECURED AIRSIDE OF THE AIRPORT.  
3.2 THE CONTRACTOR SHALL COMPLY WITH ALL AIRPORT SECURITY REQUIREMENTS. THIS INCLUDES BUT IS NOT LIMITED TO: CONTROL OF ACCESS (GATES) ENTERING THE SECURE AREA (GATE GUARDS), RESTRICTING MOVEMENT WITHIN THE RESTRICTED AREA TO APPROVED HAUL ROUTES AND WORK AREAS, PROVIDING ESCORTS, CROSSING GUARDS, AND MEETING ALL AIRPORT SECURITY REQUIREMENTS AND PROTOCOLS.  
3.3 THE FAA CAN IMPOSE FINES OF \$10,000 OR MORE FOR SECURITY VIOLATIONS AND INCURSIONS INTO ACTIVE AIRCRAFT OPERATION AREAS. THE CONTRACTOR SHALL PAY ALL FINES ASSESSED AGAINST THE AIRPORT DUE TO VIOLATIONS CAUSED BY THE CONTRACTOR AND HIS/HER PERSONNEL, SUBCONTRACTORS AND VENDORS.  
3.4 WHERE CONTRACTOR'S ARE ENTERING INTO A SECURED AREA THROUGH A GATE, EACH VEHICLE IS SUBJECT TO INSPECTION BY AIRPORT SECURITY STAFF. AIRPORT SECURITY WILL MAKE EVERY EFFORT FOR TIMELY INSPECTIONS; HOWEVER, DELAYS ARE LIKELY TO OCCUR.  
3.5 CONTRACTOR SHALL INSTRUCT SUPPLIERS, AND SUBCONTRACTORS ON ACCESS PROCEDURES TO BE FOLLOWED.  
3.6 ALL SECURITY ARRANGEMENTS SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER, TSA, AND THE FAA. SEE CONSTRUCTION SAFETY AND PHASING PLAN.

4. AIRPORT OPERATIONS AND SAFETY REQUIREMENTS

4.1 THE CONTRACTOR SHALL CONDUCT THEIR OPERATIONS SO AS TO AFFORD COMPLETE UNRESTRICTED ACCESS BY EMERGENCY EQUIPMENT AND PERSONNEL AT ALL TIMES.  
4.2 NORMAL AIRPORT OPERATIONS WILL BE CONDUCTED DURING CONSTRUCTION. THE CONTRACTORS WORK SHALL BE CARRIED ON IN SUCH A MANNER AS NOT TO INTERFERE WITH AIRPORT OPERATIONS. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE THE SAFETY OF OPERATING AIRCRAFT AS WELL AS THEIR OWN EQUIPMENT AND PERSONNEL.  
4.3 THE CONTRACTOR SHALL FOLLOW FAA ADVISORY CIRCULAR 150/5370-2 "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", LATEST VERSION, THE REQUIREMENTS SET FORTH IN THE PROJECT'S FAA APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) AND THE CONTRACTOR'S APPROVED SAFETY PLAN COMPLIANCE DOCUMENT (SPCD).  
4.4 DEVIATIONS FROM THE CSPP WILL REQUIRE A REVISION TO THE CSPP SUBJECT TO THE OWNER, FAA AND MAINEDOT-AD APPROVAL. THE CONTRACTOR IS ADVISED THAT APPROVALS FROM THE FAA IN REGARD TO CSPP REVISIONS CAN TAKE A SIGNIFICATE AMOUNT OF TIME WHICH MAY EFFECT THE PROJECT SCHEDULE.

4.5 PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD). THE SPCD WILL DETAIL HOW THE CSPP WILL BE COMPILED TO. WITHIN THE SPCD THE CONTRACTOR SHALL PROVIDE DETAILS INCLUDING BUT NOT LIMITED TO CONTACT NAMES AND NUMBERS, BARRICADES PROPOSED, RUNWAY CLOSED MARKERS PROPOSED, HAUL ROUTES TO WORK AREAS, COMMUNICATION PLAN, FUELING OF EQUIPMENT, FOREIGN OBJECT DEBRIS (FOD), DUST CONTROL, VERIFICATION OF HEIGHT RESTRICTION ON STOCKPILES AND EQUIPMENT, AND OTHER SAFETY PROCEDURES. APPROVAL OF THE SPCD BY THE OWNER AND ENGINEER WILL BE REQUIRED PRIOR TO THE START OF CONSTRUCTION.

4.6 NO CONSTRUCTION OPERATIONS SHALL BE PERFORMED ON ANY ACTIVE RUNWAYS, WITHIN THE TAXIWAY SAFETY AREAS, OR WITHIN THE LIMITS OF ACTIVE RUNWAYS UNLESS PRIOR PERMISSION HAS BEEN OBTAINED FROM AIRPORT OPERATIONS AND THE ENGINEER. NO OPEN FLAME, WELDING OR SPARKS OR BURNING IS PERMITTED WITH IN ANY OPEN/ACTIVE AREAS ON THE AIRPORT WITH OUT PRIOR PERMISSION OF THE AIRPORT.

4.7 WHEN EQUIPMENT IS NOT ACTIVELY IN USE, IT SHALL BE RETURNED TO THE CONSTRUCTION STAGING AREA OR PARK IN AN AREA(S) APPROVED BY AIRPORT OPERATIONS AND THE ENGINEER. ALL BOOMS SHALL BE LOWERED.

4.8 ALL CONTRACTOR VEHICLES SHALL HAVE THE COMPANY IDENTIFICATION PLAINLY VISIBLE ON BOTH SIDES OF THE VEHICLE IN ORDER TO IDENTIFY THE VEHICLE AND A UNIQUE AND VISIBLE IDENTIFICATION NUMBER OR LETTER.

4.9 EACH CONTRACTOR'S MOTORIZED EQUIPMENT/VEHICLE OPERATING WITHIN THE AIRPORT SECURED AREA OR IN THE VICINITY OF AN ACTIVE RUNWAY APPROACH SHALL BE EQUIPPED WITH AN AMBER FLASHING LIGHT AND/OR A THREE FOOT (3') SQUARE FLAG CONSISTING OF INTERNATIONAL ORANGE AND WHITE SQUARES NOT LESS THAN ONE FOOT (1') DISPLAYED IN FULL VIEW ABOVE THE VEHICLE. ALL VEHICLES SHALL HAVE RELIABLE TWO-WAY RADIO COMMUNICATION.

4.10 THE CONTRACTOR SHALL PROVIDE TWO (2) POINTS OF CONTACT TO THE AIRPORT AND ENGINEER THAT CAN BE CONTACT AT ANY TIME (24/7) AND ARE AUTHORIZED TO UNDERTAKE IMMEDIATE ACTION ON AIRPORT OPERATION SAFETY CONCERNS THAT ARE RELATED TO CONSTRUCTION ACTIVITY.

5. MINIMAL IMPACT TO AIRPORT OPERATION

5.1 THE CONTRACTORS WORK SHALL BE CARRIED ON IN SUCH A MANNER AS NOT TO INTERFERE WITH AIRPORT OPERATIONS. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE THE SAFETY OF OPERATING AIRCRAFT AS WELL AS THEIR OWN EQUIPMENT AND PERSONNEL.  
5.2 REFER TO CSPP REQUIREMENTS.

6. HAUL ROUTES

6.1 THE CONTRACTOR SHALL MAKE ALL IMPROVEMENTS TO DESIGNATED ON AIRPORT HAUL ROUTS SUBJECT TO THE APPROVAL OF THE OWNER AND ENGINEER REQUIRED FOR THE SAFE TRANSIT OF CONSTRUCTION VEHICLES AND EQUIPMENT TO AND FROM THE WORK AREA(S) AT NO ADDITIONAL COST TO THE OWNER.

6.2 ANY EXISTING PAVEMENTS USED FOR HAUL ROUTES SHALL BE VIDEOED INSPECTED BY THE CONTRACTOR TO DOCUMENT PRE-CONSTRUCTION CONDITION. ALL IMPROVEMENTS TO PAVED SURFACE AND RESTORATION OF THE PAVED SURFACE TO EQUAL OR BETTER CONDITION SHALL BE MADE AT NO ADDITIONAL COST TO THE OWNER.

6.3 THE CONTRACTOR SHALL DELINEATE ALL HAUL ROUTES WITH ANCHORED CHANNELIZER CONE OR OTHER MEANS THAT IS ACCEPTABLE TO THE OWNER AT NO ADDITIONAL COST TO THE OWNER.

6.4 THE CONTRACTOR SHALL PROVIDE ALL REQUIRED TRAFFIC CONTROL DEVICES INCLUDING BUT NOT LIMITED TO: STOP SIGNS, CONSTRUCTION ENTRANCE SIGN, INFORMATIONAL SIGN, SPEED LIMIT SIGN AND OTHER AT NO ADDITIONAL COST TO THE OWNER.

6.5 UNLESS OTHERWISE SPECIFIED ON THE PLANS THE SPEED LIMIT FOR ALL ON AIRPORT HAUL ROADS IS 15 MPH.

6.6 ALL VEHICLES EITHER ENTERING OR EXITING THE WORK SITE SHALL BE INSPECTED AND CLEANED/CLEARED OF FOREIGN OBJECT DERIS (FOD).

6.7 WHERE PUBLIC ROADS ARE USED FOR HAUL ROUTES THE CONTRACTOR SHALL OBTAIN ALL PERMITS REQUIRED, COMPLY WITH ALL LAWS, RULES, REGULATIONS AND ORDINANCES AS APPLICABLE AT NO ADDITIONAL COST TO THE OWNER.

7. SCHEDULES REQUIRED

7.1 EACH MORNING A TAILGATE MEETING SHALL OCCUR BETWEEN THE CONTRACTOR, THE ENGINEER, AND THE OWNER'S PROJECT REPRESENTATIVE. THE INTENT OF THIS MEETING IS TO VERBALLY REVIEW THE WORK AND ACTIVITIES PROPOSED FOR THAT DAY.

8. CONTRACTORS STAGING AERA AND EMPLOYEE PARKING

8.1 THE CONTRACTOR SHALL USE THE AREA(S) SHOWN ON THE PLANS FOR THEIR STAGING AREA. THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL IMPROVEMENTS AND RESTORATION OF THE DESIGNATED AREA(S), SUCH AS CLEARING AND GRUBBING, GRADING, AND CONSTRUCTION OF GRAVEL ACCESS ROADS AND STORAGE AREAS, SECURITY FENCING AND OTHER WORK THAT ARE NECESSARY FOR THE UTILIZATION OF THE AREA AT NO ADDITIONAL COST TO THE OWNER.  
8.2 THE CONTRACTOR IS RESPONSIBLE FOR ALL TRASH PICK UP GENERATED BY THE PROJECT. TRASH RECEPTACLES SHALL BE COVERED AND SECURED.  
8.3 RESTROOMS FACILITIES ARE TO BE PROVIDED AND MAINTAINED BY THE CONTRACTOR WITHIN THE STAGING AREA(S) AND WITHIN THE ACTIVE WORK AERA(S) WITH THE PERMISSION OF THE OWNER.

8.4 AT THE COMPLETION OF THE PROJECT, THE STAGING AREA SHALL BE RESTORED TO A CONDITION EQUAL OR BETTER THAT PRE-CONSTRUCTION CONDITION AT NO ADDITIONAL COST TO THE OWNER.

8.5 NO CONTRACTOR WORKERS WILL BE ALLOWED TO PARK PERSONAL CARS WITHIN THE RESTRICTED AREA (INSIDE THE AIRPORT FENCE). CONTRACTOR WORKS ARE REQUIRED TO USE THE DESIGNATED EMPLOYEE PARKING AREA.

9. CONSTRUCTION LAYOUT AND ASSISTANCE TO THE OWNER

9.1 THE CONTRACTOR SHALL FURNISH ASSISTANCE TO THE OWNER AS REQUESTED TO CHECK THE LAYOUT OR WORK IN PROGRESS. SUCH ASSISTANCE SHALL BE UNDERSTOOD TO INCLUDE THE PROVISION OF SUITABLE MANPOWER TO ASSIST THE OWNER IN TAPING MEASUREMENTS, SURVEY FOR CHECKING GRADES AND THE LIKE. THE CONTRACTOR'S OBLIGATIONS FOR LAYOUT, SURVEY AND FURNISHING ASSISTANCE TO THE OWNER SHALL BE DEEMED INCIDENTAL TO THE COMPLETION OF VARIOUS WORK ITEMS AND NO SEPARATE PAYMENT WILL BE MADE FOR SUCH LAYOUT, SURVEY AND ASSISTANCE.

10. CONTRACTOR QUALITY CONTROL.

10.1 THE CONTRACTOR SHALL ESTABLISH A QUALITY CONTROL PROGRAM TO PERFORM INSPECTION AND TESTING OF ALL ITEMS OF WORK REQUIRED BY TECHNICAL SPECIFICATIONS, INCLUDING THOSE PERFORMED BY THE SUBCONTRACTORS. THIS QUALITY CONTROL PROGRAM SHALL ENSURE CONFORMANCE TO APPLICABLE SPECIFICATION AND PLANS WITH RESPECT TO MATERIALS, WORKMANSHIP, CONSTRUCTION, FINISH, AND FUNCTIONAL PERFORMANCE. THE QUALITY CONTROL PROGRAM SHALL BE EFFECTIVE FOR CONTROL OF ALL CONSTRUCTION WORK PERFORMED UNDER THIS CONTRACT AND SHALL SPECIFICALLY INCLUDE SURVEILLANCE AND TESTS REQUIRED BY THE TECHNICAL SPECIFICATIONS, IN ADDITION TO OTHER REQUIREMENTS OF THIS SECTION AND ANY OTHER ACTIVITIES DEEMED NECESSARY BY THE CONTRACTOR TO ESTABLISH AN EFFECTIVE LEVEL OF QUALITY CONTROL. REFER TO TECHINICAL SPECIFICATION SECTION C-100 FOR REQUIREMENTS.

11. ENVIRONMENTAL PROTECTIONS AND REQUIREMENTS.

11.1 THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL LAWS, REGULATIONS AND ORDINANCES IN REGARD TO THE PROTECTION OF THE ENVIRONMENT AND NATURAL RESOURCES. THE CONTRACTOR SHALL PAY ALL FINES ASSESSED AGAINST THE AIRPORT AND RELATED EXPENSES DUE TO VIOLATIONS CAUSED BY THE CONTRACTOR AND THEIR PERSONNEL, SUBCONTRACTORS, AND VENDORS.

11.2 DISTURBANCE OF WETLANDS IS A POTENTIAL VIOLATION OF FEDERAL, STATE AND LOCAL REGULATIONS. NO DISTURBANCE OF WETLANDS IS INTENDED AS PART OF THE PROJECT EXCEPT WERE INDICATED ON THE PLANS. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID ANY UNAUTHORIZED DISTURBANCE OF WETLANDS AS PART OF THEIR WORK.

11.3 THE CONTRACTOR SHALL LIMIT GROUND DISTURBANCE TO THE AREA WITHIN THE LIMITS OF SEALING, HAUL ROUTES, STAGING AREA(S) AND SURPLUS MATERIAL DISPOSAL SITES. ANY INADVERTENT GROUND DISTURBANCE BEYOND THE PROJECTS LIMITS CAUSED BY THE CONTRACTOR AND THEIR PERSONNEL, SUBCONTRACTORS, AND VENDORS SHALL BE REPORTED TO THE OWNER.

11.4 MATERIALS AND EQUIPMENT USED ON THIS PROJECT SHALL BE CLEANED PRIOR TO SITE WORK TO MINIMIZE THE SPREADING OF INVASIVE SPECIES.

BASE BID

SUMMARY OF QUANTITIES			
BID ITEM	DESCRIPTION OF ITEM	UNIT	QUANTITY
C-105a	Mobilization	LS	1
M-100a	Maintenance and Protection of Traffic	LS	1
P-608-8.1	Emulsified Asphalt Seal Coat	SY	36,000
P-620-5.1a	Surface Preparation	SF	3,400

ADD ALT. #1

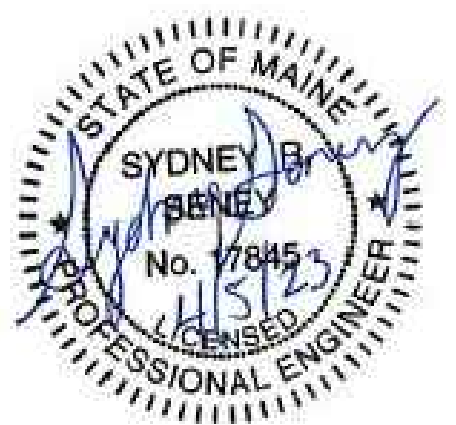

SUMMARY OF QUANTITIES			
BID ITEM	DESCRIPTION OF ITEM	UNIT	QUANTITY
C-105b	Mobilization	LS	1
M-100b	Maintenance and Protection of Traffic	LS	1
P-620-5.2b	Marking	SF	5,400
P-620-5.3c	Reflective Media	LB	40

QUANTITY NOTES:

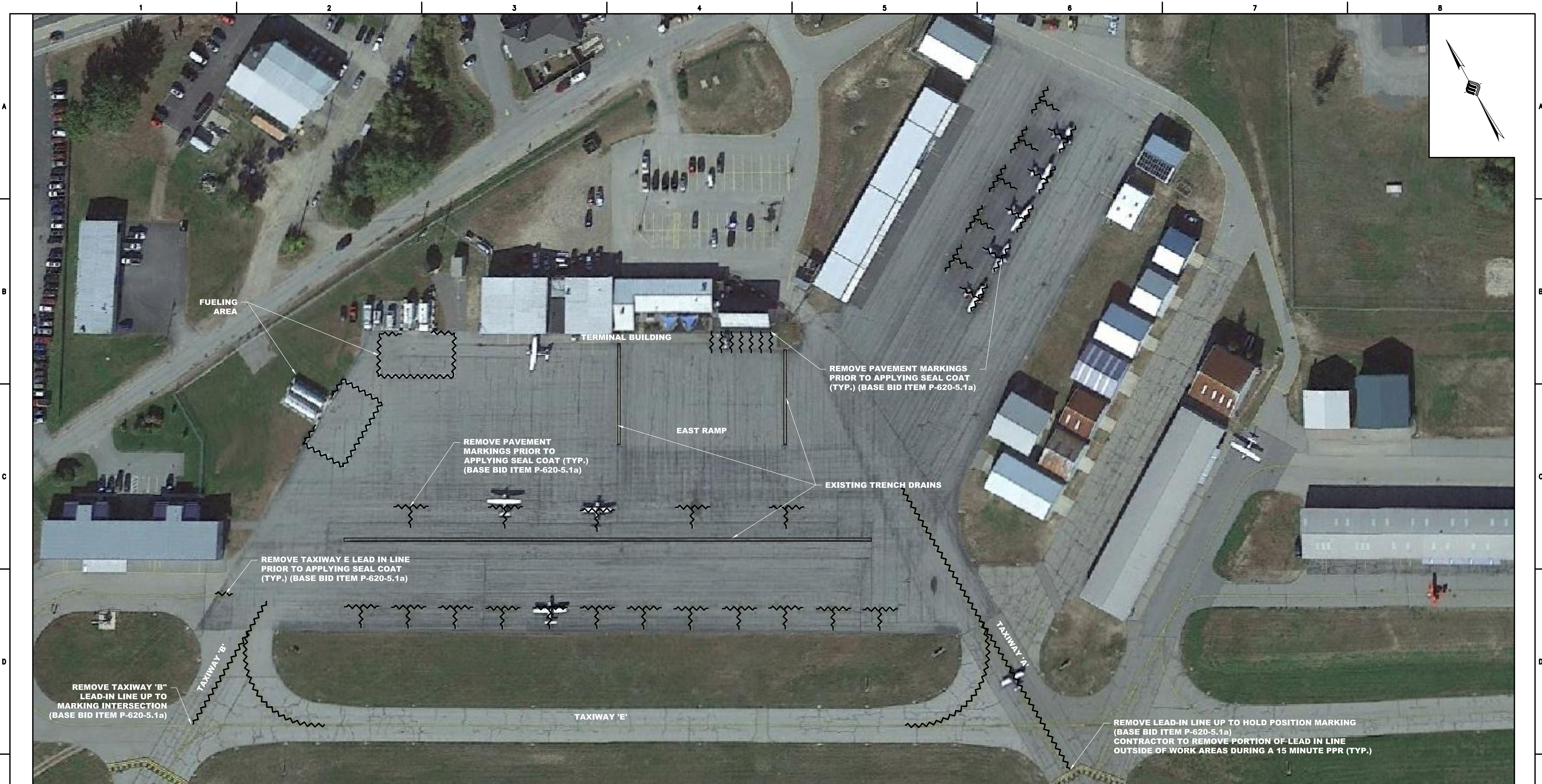
1. WORK AREA 1 AND WORK AREA 2 EACH REQUIRE ONE (1) COAT OF PAVEMENT MARKINGS WITHOUT REFLECTIVE MEDIA.
2. WORK AREA 3 REQUIRES ONE COAT OF PAVEMENT MARKINGS WITH REFLECTIVE MEDIA AS REQUIRED PER SHEET MP-01 AND SHEET DT-01.
3. ITEM P-620-5.2b INCLUDES QUANTITY FOR ONE (1) COAT IN WORK AREA 1, ONE (1) COAT IN WORK AREA 2, AND (1) COAT IN WORK AREA 3.
4. BLACK PAINT SHALL BE USED IN WORK AREA 3 ONLY.

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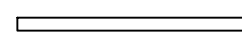
BID DOCUMENTS

	REV	DATE	DESCRIPTION	BY
 <b>McFarland Johnson</b> 100 INTERNATIONAL DRIVE, SUITE 300 PORTSMOUTH, NH 03801				
<b>SANFORD SEACOAST REGIONAL AIRPORT</b> <b>SANFORD, MAINE</b> <b>SEAL EAST RAMP (APPROX. 36,000 SY) (BASE BID)</b> <b>AND MARK EAST RAMP (ADD ALT. #1)</b>				
<b>GENERAL NOTES AND INDEX SHEET</b>				
SCALE: ---	DESIGN: MTO	<b>GN-01</b>		2 OF 7
DRAWN: SRS	PROJECT: 18735.03			
CHECKED: WEV	DATE: APRIL 5, 2023			

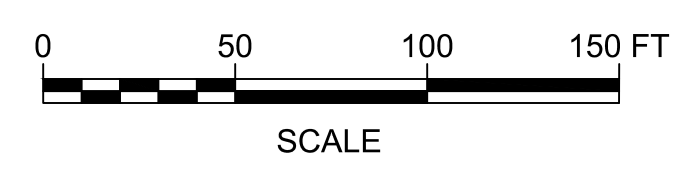




**LEGEND**

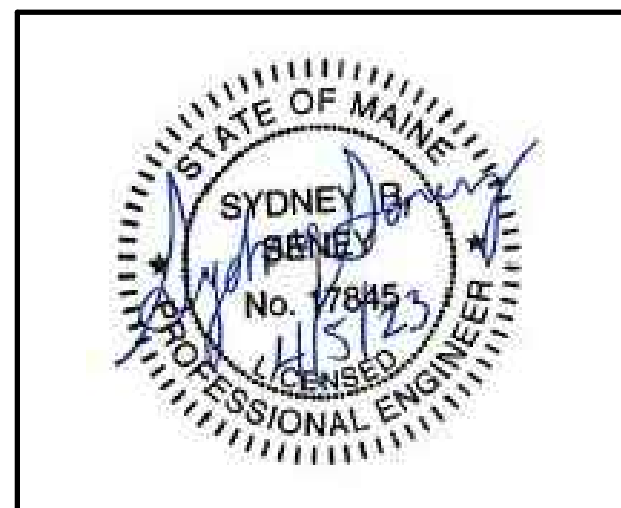
	MARKING REMOVAL
	EXISTING TRENCH DRAIN

**NOTES:**  
 1. ALL PAVEMENT MARKINGS WITHIN SEAL COAT LIMITS SHALL BE REMOVED (BASE BID ITEM P-620-5.1a).



**BID DOCUMENTS**

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**McFarland Johnson**  
 100 INTERNATIONAL DRIVE, SUITE 300  
 PORTSMOUTH, NH 03801

<b>SANFORD SEACOAST REGIONAL AIRPORT SANFORD, MAINE</b>			
<b>SEAL EAST RAMP (APPROX. 36,000 SY) (BASE BID) AND MARK EAST RAMP (ADD ALT. #1)</b>			
<b>EXISTING CONDITIONS AND MARKING REMOVAL PLAN</b>			
SCALE: 1" = 50'	DESIGN: MTO	<b>EX-01</b>	
DRAWN: SRS	PROJECT: 18735.03	3 OF 7	
CHECKED: WEV	DATE: APRIL 5, 2023		

K:\SANFORD\_SEACOAST\18735.03\_SEAL\_AND\_MARK\_EAST\_RAMP\DRAWINGS\DWG\_SHEET\_FILES\18735.03\_01.DWG



**CONTRACT TIME:**  
**BASE BID: SIX (6) CALENDAR DAYS**  
**ADD. ALT #1: THREE (3) CALENDAR DAYS**  
**SFM CTAF/UNICOM: 123.075**

**WORK AREA 1 – WEST PORTION OF EAST RAMP**

- DESCRIPTION**
- INSTALL SAFETY EQUIPMENT AND BARRICADES FOR AREA CLOSURE AND MOBILIZE ON SITE (BASE BID)
  - REMOVE PAVEMENT MARKINGS WITHIN WORK AREA 1 (BASE BID)
  - APPLY SEAL COAT TEST STRIP (BASE BID)
  - CLEAN SURFACE PRIOR TO SEAL COAT, INCLUDED SWEEPING THE SEALANT SURFACE (BASE BID)
  - PROTECT SURFACES FROM SEAL COAT AS SHOWN ON PLAN (BASE BID)
  - INSTALL SEAL COAT (BASE BID)
  - ALLOW ONE CALENDAR DAY FOR SEAL COAT CURING TIME (BASE BID)
  - INSTALL ONE (1) COAT OF PAVEMENT MARKINGS, NO REFLECTIVE MEDIA (ADD. ALT #1)
- OPERATIONAL IMPACTS**
- CLOSURE OF WEST PORTION OF EAST RAMP
  - CLOSURE OF FUEL FARM AREA
  - CLOSURE EAST RAMP ACCESS FROM TAXIWAY 'B'
- WORK AREA VISUAL AIDS**
- NONE
- WORK AREA LIMITATIONS**
- WORK AREA 1 CANNOT BE COMPLETED CONCURRENTLY WITH OTHER PHASES.

- DURATION**
- 3 CONSECUTIVE CALENDAR DAYS (BASE BID)
  - 4 CONSECUTIVE CALENDAR DAYS (BASE BID + ADD. ALT. #1)
- SPECIAL RESTRICTIONS AND COORDINATION**
- HAUL ROUTE TO WORK AREA 1 IS THROUGH ACTIVE RAMP AREA. CONTRACTOR TO GIVE RIGHT OF WAY TO ALL AIRCRAFT AND BE AWARE OF SURROUNDINGS.
  - MARKING REMOVAL OF LEAD-IN LINE TO TAXIWAY 'B'/TAXIWAY 'E' WILL REQUIRE AIRPORT COORDINATION. OWNER WILL BE REQUIRED TO BE PRESENT DURING MARKING REMOVAL.
  - PAVEMENT MARKING REMOVAL OUTSIDE OF THE WORK AREA WILL BE REQUIRED TO BE SWEEPED CLEAN TO THE APPROVAL OF THE OWNER.
  - DURING WORK AREA 1, ALL AIRCRAFT WILL BE REDIRECTED TO TAXIWAY 'A' TO GAIN ACCESS TO THE RAMP. CONTRACTOR WILL BE REQUIRED TO PULL BACK DURING FIRST COAT OF PAVEMENT MARKINGS (ADD. ALT. #1) OUTSIDE OF WORK AREA IN CASE OF AIRCRAFT TAXIING UP TAXIWAY 'A' AND TURNING ONTO TAXIWAY 'E'.
  - BARRICADES SHALL REMAIN IN PLACE UNTIL END OF THE CALENDAR DAYS FOR THIS WORK AREA.

**WORK AREA 2 - EAST PORTION OF EAST RAMP**

- DESCRIPTION**
- INSTALL SAFETY EQUIPMENT AND BARRICADES FOR AREA CLOSURE AND MOBILIZE ON SITE (BASE BID)
  - REMOVE PAVEMENT MARKINGS WITHIN WORK AREA 2 (BASE BID)
  - CLEAN SURFACE PRIOR TO SEAL COAT, INCLUDED SWEEPING THE SEALANT SURFACE (BASE BID)
  - PROTECT SURFACES FROM SEAL COAT AS SHOWN ON PLAN (BASE BID)
  - INSTALL SEAL COAT (BASE BID)
  - ALLOW ONE CALENDAR DAY FOR SEAL COAT CURING TIME (BASE BID)
  - INSTALL ONE (1) COAT PAVEMENT MARKINGS, NO REFLECTIVE MEDIA (ADD. ALT #1)
- OPERATIONAL IMPACTS**
- CLOSURE OF EAST PORTION OF EAST RAMP
  - CLOSURE OF EAST RAMP ACCESS FROM TAXIWAY 'A'
- WORK AREA VISUAL AIDS**
- NONE
- WORK AREA LIMITATIONS**
- WORK AREA 2 CANNOT BE COMPLETED CONCURRENTLY WITH OTHER PHASES.

- DURATION**
- 3 CONSECUTIVE CALENDAR DAYS (BASE BID)
  - 4 CONSECUTIVE CALENDAR DAYS (BASE BID + ADD. ALT. #1)
- SPECIAL RESTRICTIONS AND COORDINATION**
- MARKING REMOVAL OF LEAD-IN LINE TO TAXIWAY 'A' HOLD POSITION MARKINGS WILL REQUIRE AIRPORT COORDINATION. OWNER WILL BE REQUIRED TO BE PRESENT DURING MARKING REMOVAL.
  - PAVEMENT MARKING REMOVAL OUTSIDE OF THE WORK AREA WILL BE REQUIRED TO BE SWEEPED CLEAN TO THE APPROVAL OF THE OWNER.
  - DURING WORK AREA 2, ALL AIRCRAFT WILL BE REDIRECTED TO TAXIWAY 'B' TO GAIN ACCESS TO THE RAMP. CONTRACTOR WILL BE REQUIRED TO PULL BACK DURING FIRST COAT OF PAVEMENT MARKINGS (ADD. ALT. #1) IN CASE OF AIRCRAFT TAXIING UP TAXIWAY 'A' AND TURNING ONTO TAXIWAY 'E'.
  - BARRICADES SHALL REMAIN IN PLACE UNTIL END OF THE CALENDAR DAYS FOR THIS WORK AREA.

**WORK AREA 3 - SECOND COAT OF MARKINGS (NOT DEPICTED IN PLAN) - COMPRISED OF WORK AREA 1 AND WORK AREA 2 (ADD. ALT. #1 ONLY)**

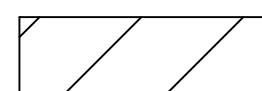




- DESCRIPTION**
- WORK AREA 3 IS COMPRISED OF WORK AREA 1 AND 2
  - INSTALL (1) COAT OF PAVEMENT MARKINGS ON EAST RAMP INCLUDING REFLECTIVE MEDIA AS REQUIRED
  - WORK AREA 3 NOT SHOWN IN PLAN
- OPERATIONAL IMPACTS**
- NO CLOSURES
- WORK AREA VISUAL AIDS**
- NONE
- WORK AREA LIMITATIONS**
- NONE
- DURATION**
- 1 CALENDAR DAYS AT LEAST 90 DAYS AFTER COMPLETION OF WORK AREA 1 AND WORK AREA 2. A WORK STOPPAGE WILL BE GIVEN FOR THIS ADDITIONAL DAY.

- SPECIAL RESTRICTIONS AND COORDINATION**
- MARKINGS WILL BE COMPLETED WITHOUT CLOSURE OF THE EAST RAMP.
  - OWNER WILL COORDINATE RELOCATION OF PARKED AIRCRAFT TO PROVIDE ACCESS TO ALL AIRCRAFT PARKING SPACES FOR THE CONTRACTOR.
  - PAVEMENT MARKINGS FOR LEAD-IN LINES OUTSIDE OF THE EAST RAMP AREA WILL BE DONE THROUGH A 15 MINUTE PPR.
  - CONTRACTOR TO NOTIFY OWNER A MINIMUM OF 30 DAYS PRIOR TO THE START OF WORK AREA 3.

**NOTES:**

- ALL WORK MUST COMPLY WITH THE REQUIREMENTS OF FAA AC 150/5370-2G, OPERATIONAL SAFETY DURING CONSTRUCTION.
- THE CONTRACTOR SHALL PROVIDE A MINIMUM OF THIRTY (30) DAYS NOTICE TO THE OWNER AND ENGINEER PRIOR TO THE CLOSURE OF ANY WORK AREA.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTINUOUS REMOVAL OF FOREIGN OBJECT DEBRIS (FOD) FROM AIRFIELD PAVEMENTS. A VACUUM SWEEPER SHALL BE ON-SITE DURING ALL CONSTRUCTION WORK PERIODS. THE SWEEPER SHALL BE CONSIDERED INCIDENTAL TO M-001 ITEMS.
- PRIOR TO OPENING THE APRON TO AIRCRAFT, THE APRON WILL BE INSPECTED BY THE OWNER. ANY DEFICIENCIES NOTED SHALL BE CORRECTED BY THE CONTRACTOR.
- PAYMENT FOR WORK ASSOCIATED WITH THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) SHALL BE MADE UNDER M-100 MAINTENANCE AND PROTECTION OF TRAFFIC.
- AT NO POINT SHALL CONSTRUCTION PERSONNEL OR EQUIPMENT LEAVE THE BARRICADED WORK AREAS WITHOUT PRIOR COORDINATION WITH THE AIRPORT. ANY WORK REQUIRED BEYOND THE WORK AREAS MUST BE COMPLETED WITH THE PRESENCE OF THE OWNER.

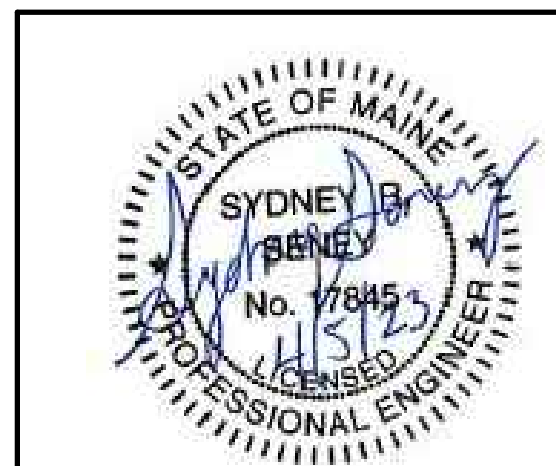
**LEGEND**

-  WORK AREA 1
-  WORK AREA 2
-  CONTRACTOR HAUL ROUTE
-  WORK AREA 1 LOW PROFILE BARRICADE
-  WORK AREA 2 LOW PROFILE BARRICADE



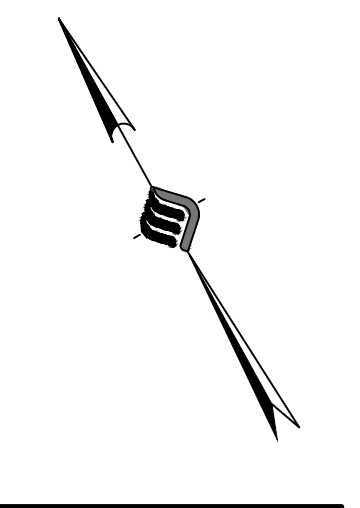
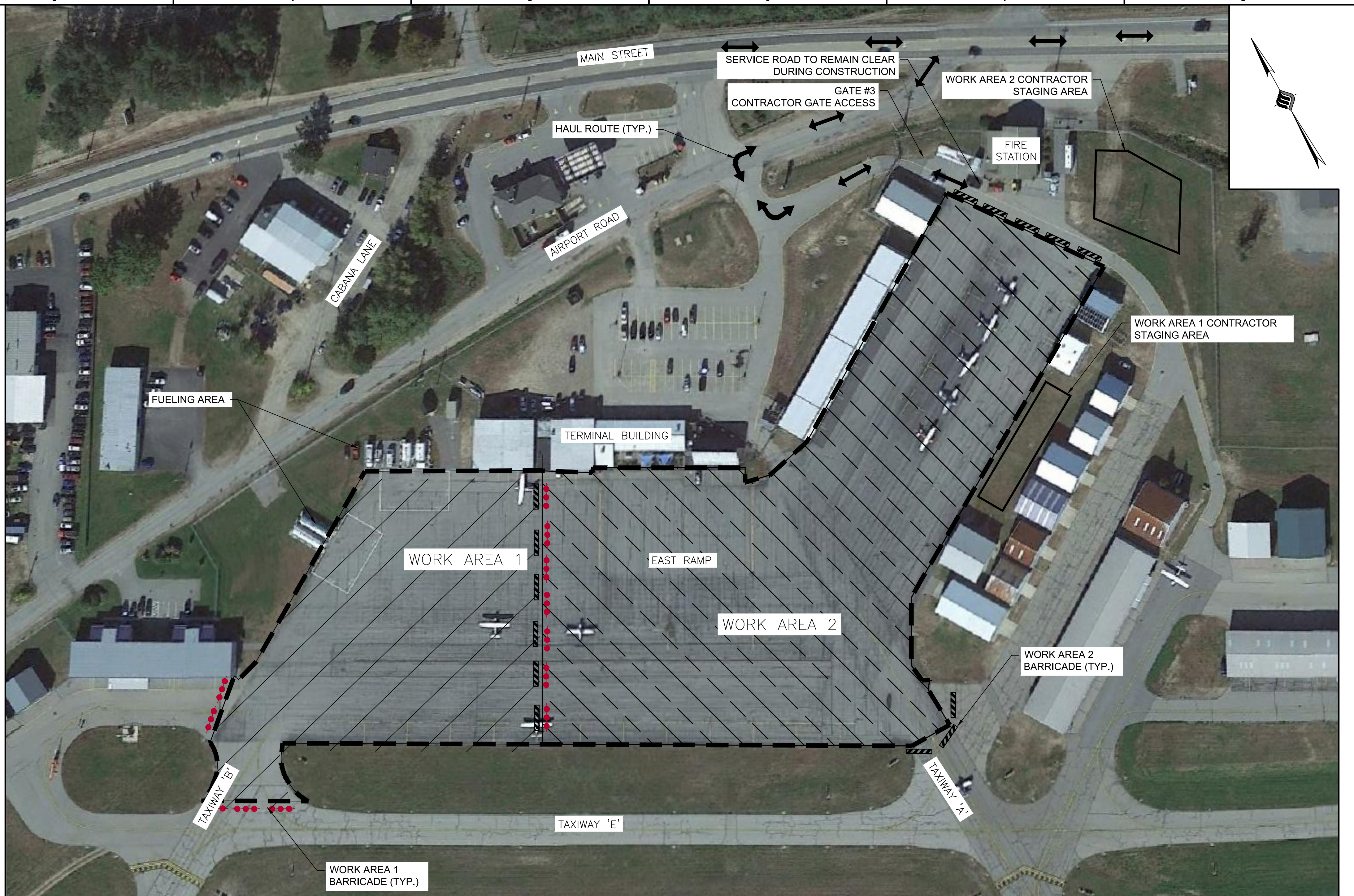
**BID DOCUMENTS**

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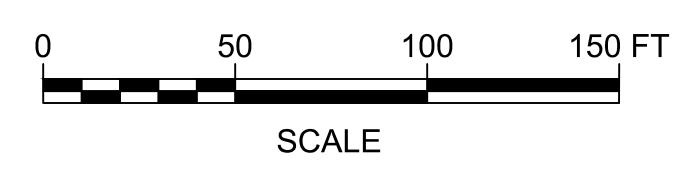
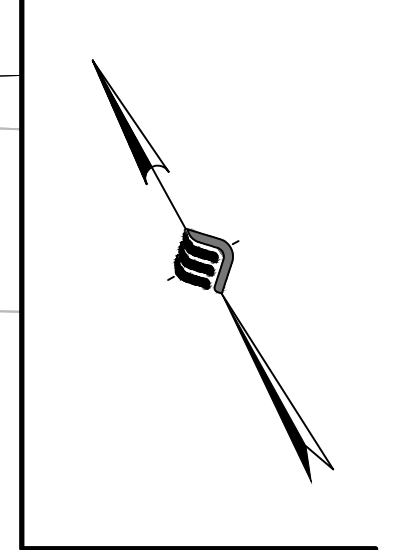
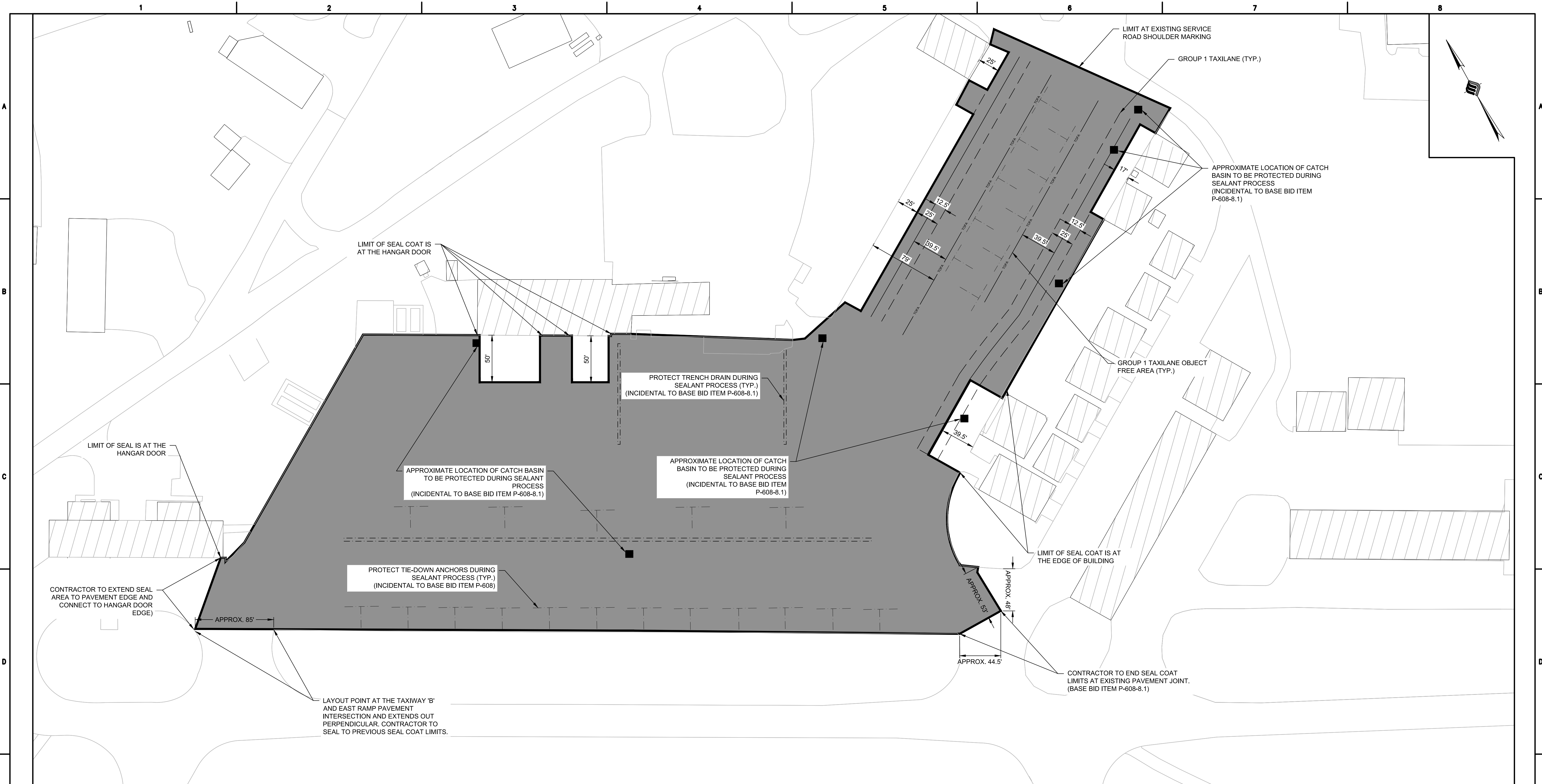


**McFarland Johnson**  
 100 INTERNATIONAL DRIVE, SUITE 300  
 PORTSMOUTH, NH 03801

<b>SANFORD SEACOAST REGIONAL AIRPORT SANFORD, MAINE</b>			
<b>SEAL EAST RAMP (APPROX. 36,000 SY) (BASE BID) AND MARK EAST RAMP (ADD. ALT. #1)</b>			
<b>CONSTRUCTION SAFETY AND PHASING PLAN</b>			
SCALE:	1" = 70'	DESIGN:	MTO
DRAWN:	SRS	PROJECT:	18735.03
CHECKED:	WEV	DATE:	APRIL 5, 2023
			<b>SP-01</b> 4 OF 7







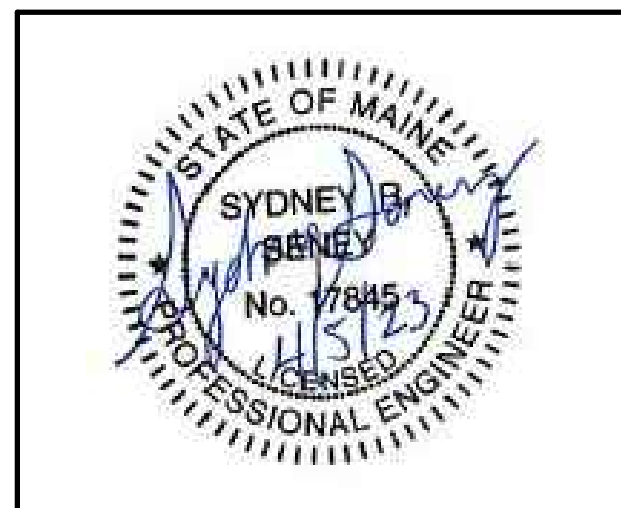
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**LEGEND**

	SEAL COAT AREA
	TAXILANE CENTERLINE
	LIMIT OF TAXILANE
	TAXILANE OBJECT FREE AREA
	AREA TO BE PROTECTED DURING SEALANT
	APPROXIMATE CATCH BASIN LOCATION

- NOTES:**
1. ALL EXISTING MARKINGS IN SEAL COAT AREA SHALL BE REMOVED PRIOR TO APPLYING SEAL COAT (BASE BID ITEM P-620-5.1a)
  2. CONTRACTOR SHALL LAYOUT SEALANT LIMITS AND RECEIVE APPROVAL FROM THE OWNER PRIOR TO APPLYING SEALANT.
  3. FOR MARKING LAYOUT, SEE SHEET MP-01
  4. TAXILANE CENTERLINES AND EDGE LINES ARE SHOWN FOR SEALANT LIMITS ONLY. NO ACTUAL MARKINGS ARE ON THE PAVEMENT.

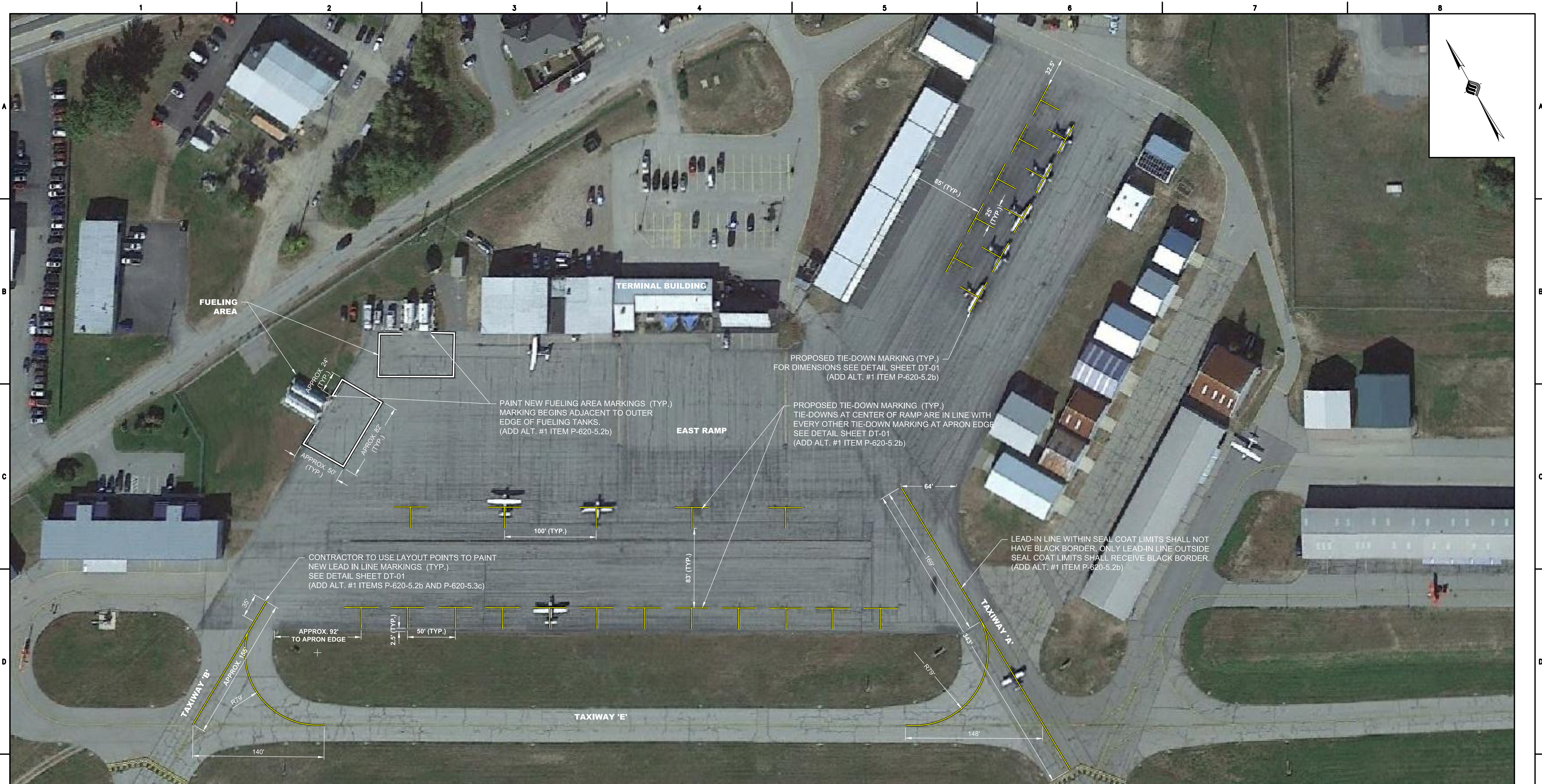


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<b>SANFORD SEACOAST REGIONAL AIRPORT SANFORD, MAINE</b>			
<b>SEAL EAST RAMP (APPROX. 36,000 SY) (BASE BID) AND MARK EAST RAMP (ADD ALT. #1)</b>			
<b>SEAL COATING AREA PLAN</b>			
SCALE: 1" = 50'	DESIGN: MTO	<b>SC-01</b>	
DRAWN: SRS	PROJECT: 18735.03	5 OF 7	
CHECKED: WEV	DATE: APRIL 5, 2023		

REV	DATE	DESCRIPTION	BY





FUELING AREA

TERMINAL BUILDING

EAST RAMP

TAXIWAY 'A'

TAXIWAY 'B'

TAXIWAY 'E'

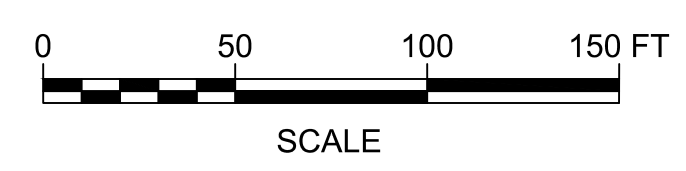
PROPOSED TIE-DOWN MARKING (TYP.)  
FOR DIMENSIONS SEE DETAIL SHEET DT-01  
(ADD ALT. #1 ITEM P-620-5.2b)

PROPOSED TIE-DOWN MARKING (TYP.)  
TIE-DOWNS AT CENTER OF RAMP ARE IN LINE WITH  
EVERY OTHER TIE-DOWN MARKING AT APRON EDGE  
SEE DETAIL SHEET DT-01  
(ADD ALT. #1 ITEM P-620-5.2b)

LEAD-IN LINE WITHIN SEAL COAT LIMITS SHALL NOT  
HAVE BLACK BORDER. ONLY LEAD-IN LINE OUTSIDE  
SEAL COAT LIMITS SHALL RECEIVE BLACK BORDER.  
(ADD ALT. #1 ITEM P-620-5.2b)

CONTRACTOR TO USE LAYOUT POINTS TO PAINT  
NEW LEAD IN LINE MARKINGS (TYP.)  
SEE DETAIL SHEET DT-01  
(ADD ALT. #1 ITEMS P-620-5.2b AND P-620-5.3c)

PAINT NEW FUELING AREA MARKINGS (TYP.)  
MARKING BEGINS ADJACENT TO OUTER  
EDGE OF FUELING TANKS.  
(ADD ALT. #1 ITEM P-620-5.2b)



**BID DOCUMENTS**

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**LEGEND**

	PROPOSED PAVEMENT MARKING
	FUELING AREA MARKING

- NOTES:**
1. ALL MARKING LAYOUT DISTANCES ARE APPROXIMATE. MARKINGS SHALL BE PAINTED IN THEIR EXISTING LOCATION.
  2. CONTRACTOR SHALL GET OWNER APPROVAL OF MARKING LAYOUT LOCATIONS PRIOR TO PAINTING IN ANY LOCATION.
  3. LEAD-IN LINES OUTSIDE OF THE SEAL COAT AREA SHALL RECEIVE BLACK BORDERS. BLACK BORDERS SHALL BE PAINTED DURING WORK AREA 3 ONLY.
  4. WORK AREA 1 AND WORK AREA 2 EACH REQUIRE ONE (1) COAT OF PAVEMENT MARKINGS WITHOUT REFLECTIVE MEDIA.
  5. WORK AREA 3 REQUIRES ONE COAT OF PAVEMENT MARKINGS WITH REFLECTIVE MEDIA AS REQUIRED PER THIS SHEET AND SHEET DT-01.
  6. ITEM P-620-5.2b INCLUDES QUANTITY FOR ONE (1) COAT IN WORK AREA 1, ONE (1) COAT IN WORK AREA 2, AND (1) COAT IN WORK AREA 3.
  7. WORK AREA 3 PAVEMENT MARKINGS SHALL BE INSTALLED A MINIMUM OF 90 DAYS AFTER COMPLETION OF WORK AREA 1 AND WORK AREA 2.

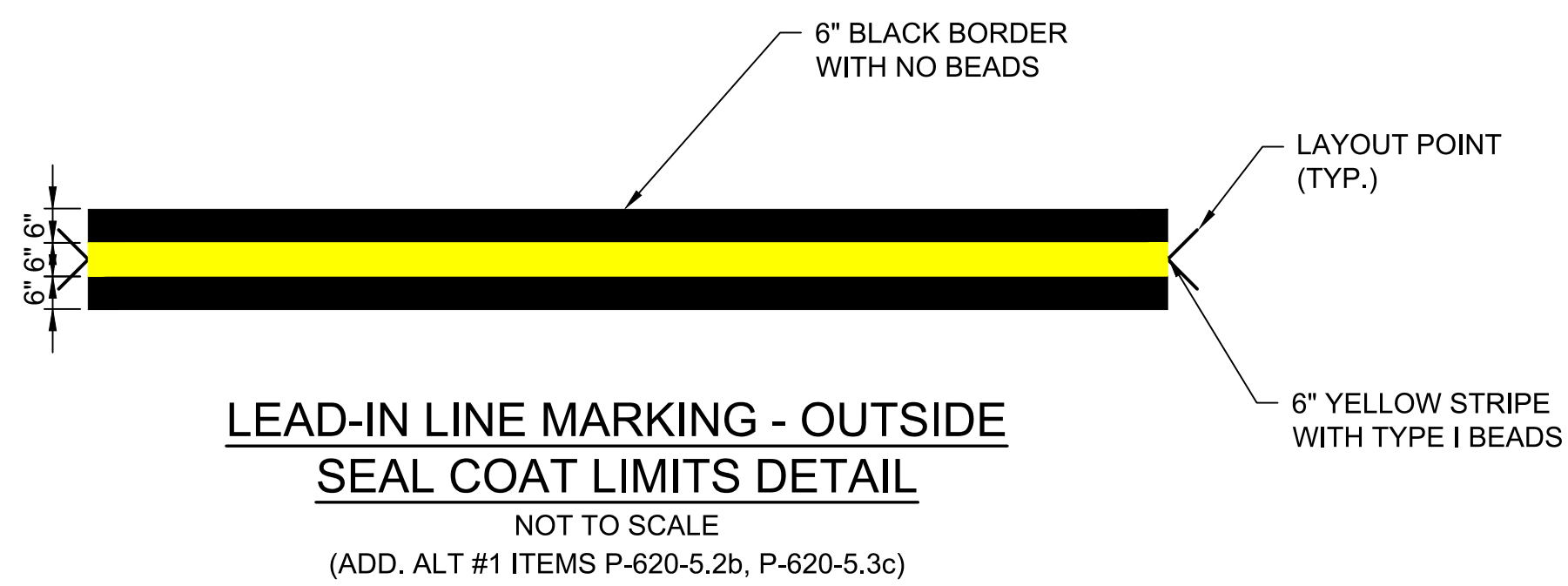


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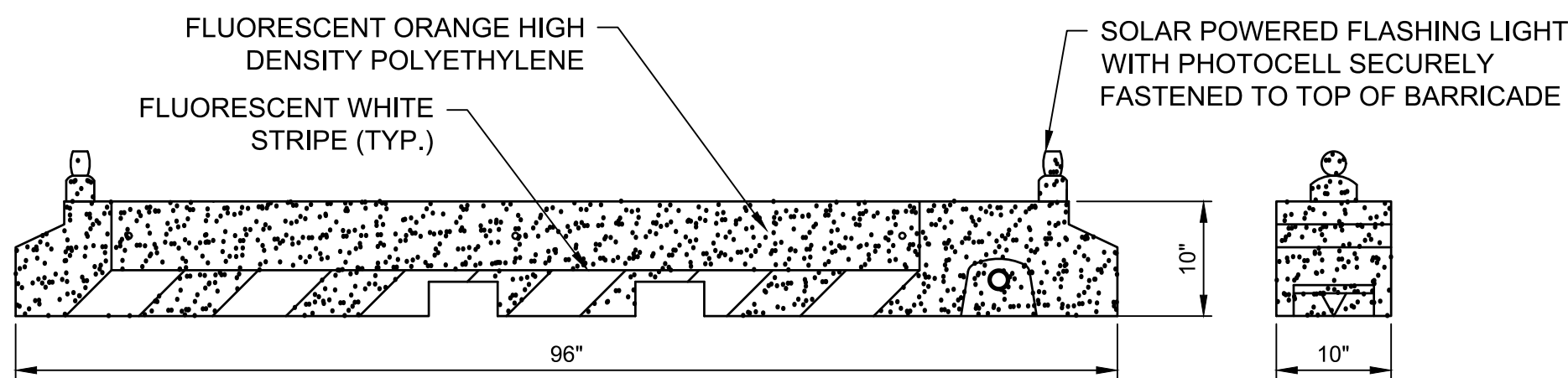
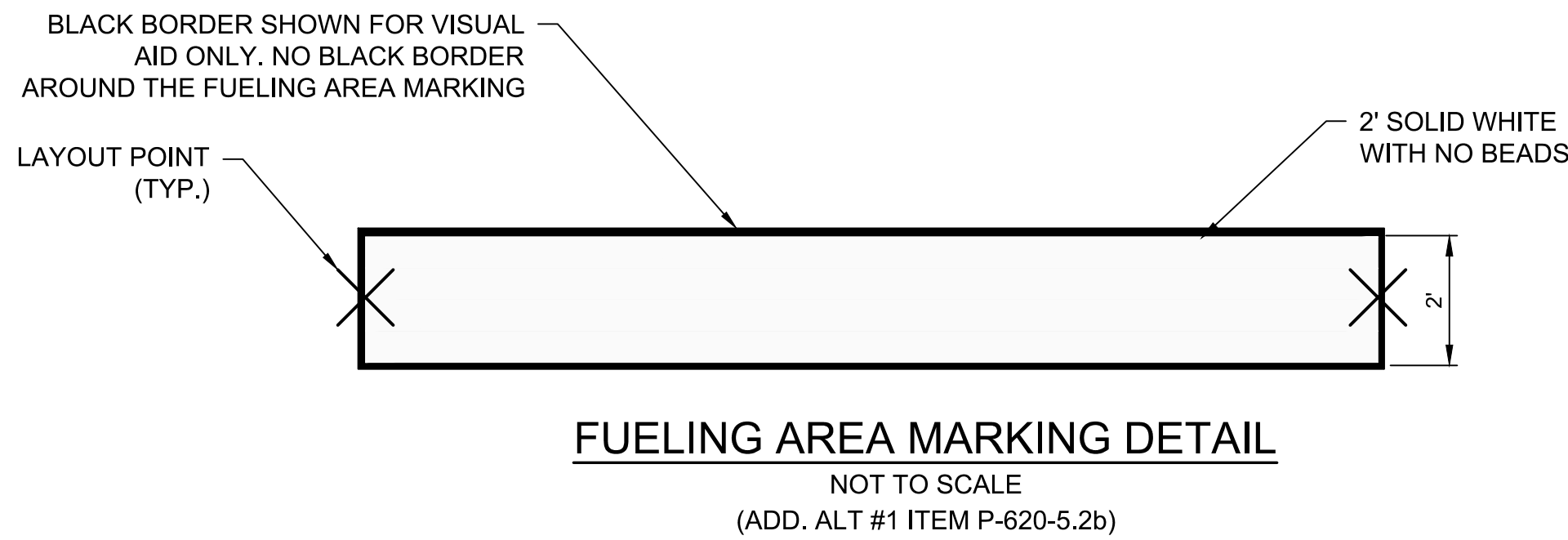
SANFORD SEACOAST REGIONAL AIRPORT SANFORD, MAINE			
SEAL EAST RAMP (APPROX. 36,000 SY) (BASE BID) AND MARK EAST RAMP (ADD ALT. #1)			
MARKING PLAN			
REV	DATE	DESCRIPTION	BY

SCALE: 1" = 50'	DESIGN: MTO	<b>MP-01</b> 6 OF 7
DRAWN: SRS	PROJECT: 18735.03	
CHECKED: WEV	DATE: APRIL 5, 2023	

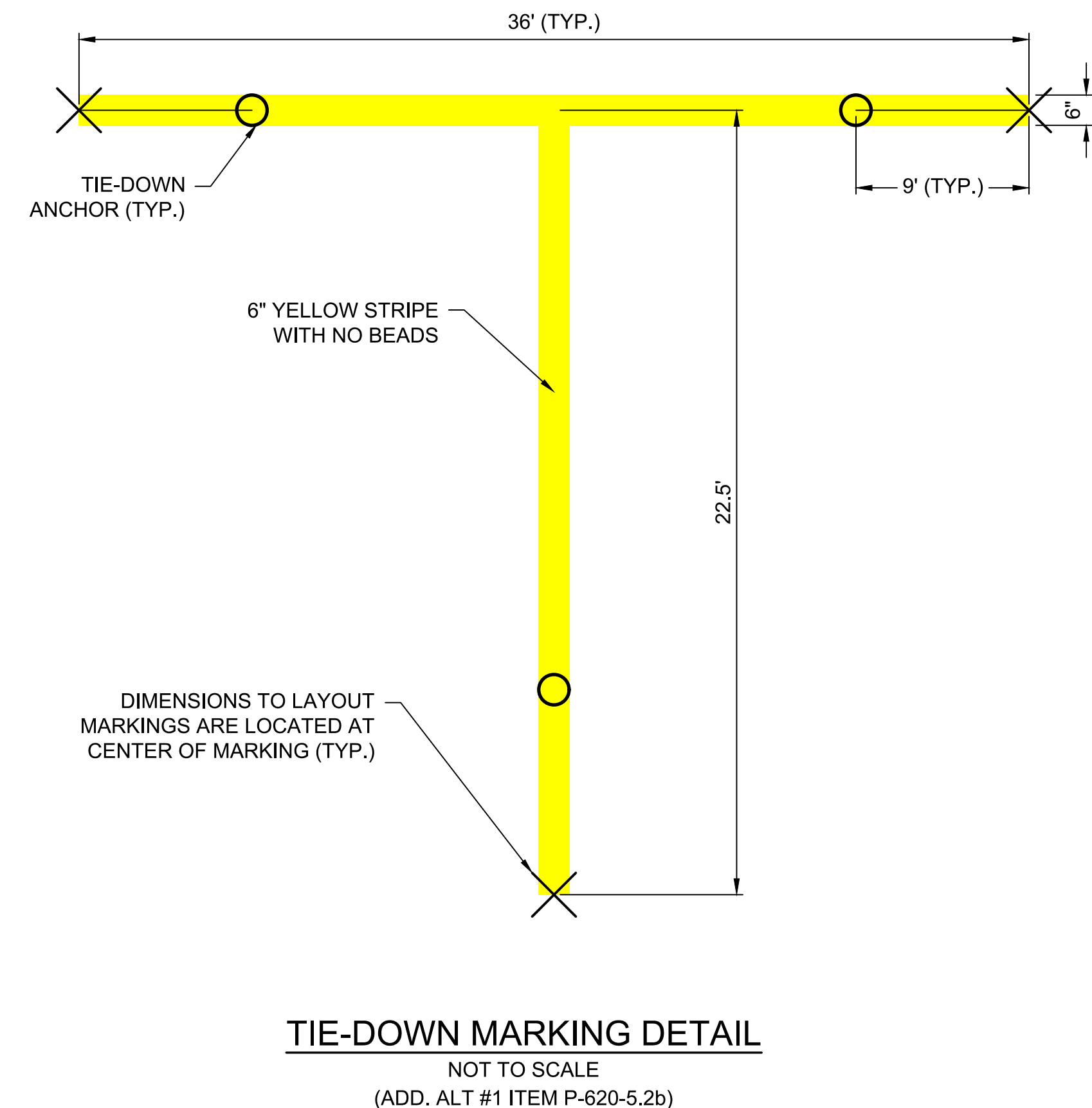




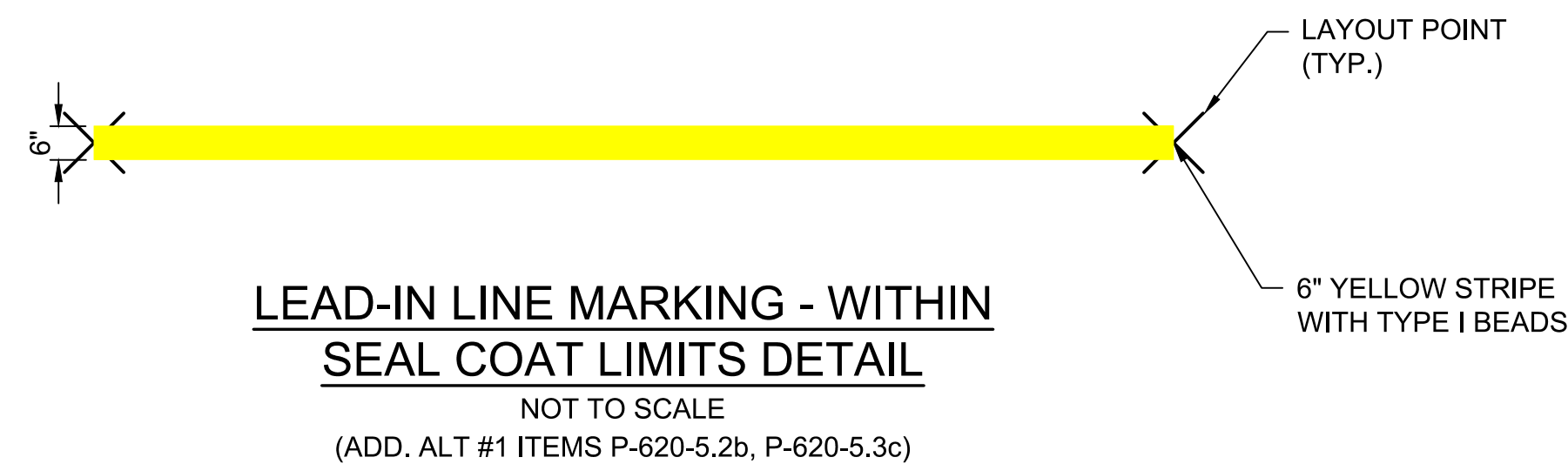
- LEAD-IN LINE MARKING - OUTSIDE SEAL COAT LIMITS NOTES:**
1. BLACK BORDERS SHALL BE PAINTED DURING WORK AREA 3 ONLY.
  2. ALL LEAD-IN LINES OUTSIDE THE SEAL COAT LIMITS SHALL HAVE 6" BLACK BORDER.
  3. ALL BLACK MARKINGS SHALL RECEIVE NO BEADS.
  4. LEAD IN LINE YELLOW MARKINGS SHALL HAVE TYPE I BEADS .
  5. PAINT SHALL BE PAID FOR UNDER ADD. ALT #1 ITEM P-620-5.2b.
  6. BEADS SHALL BE PAID UNDER ADD. ALT #1 ITEM P-620-5.3c.



- AVIATION BARRICADE NOTES:**
1. CONTRACTOR SHALL PROVIDE AN ADEQUATE NUMBER OF BARRICADES TO PROPERLY CLOSE AIRFIELD PAVEMENTS AS SHOWN ON THE SAFETY AND PHASING PLANS.
  2. BARRICADES SHALL BE MULTI-BARRIER SAFETY BARRICADES WITH REFLECTIVE STRIPING.
  3. BARRICADES SHALL BE ADEQUATELY WEIGHTED TO WITHSTAND HIGH WINDS AND / OR JET BLAST.
  4. CONTRACTOR SHALL MAINTAIN FLASHING LIGHTS TO ENSURE PROPER WORKING ORDER THROUGHOUT THE DURATION OF THE PROJECT.
  5. CONTRACTOR SHALL MOVE BARRICADES AT THE DIRECTION OF THE RPR OR AIRPORT OPERATIONS.
  6. BARRICADE SPACING SHOULD BE A MAXIMUM OF 4'



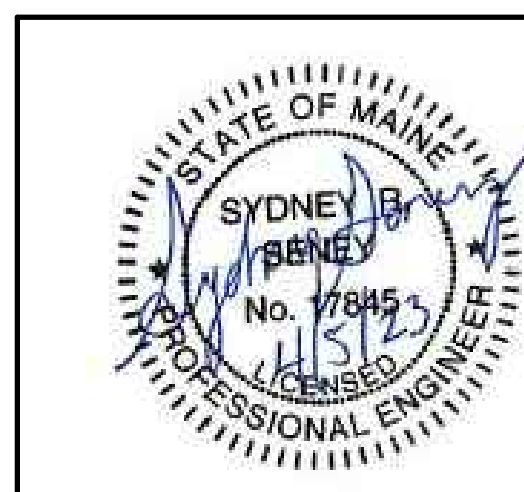
- TIE-DOWN MARKING NOTES:**
1. ANCHORS SHALL BE PROTECTED DURING SEALANT AND PAVEMENT MARKING PROCESS.
  2. YELLOW PAVEMENT MARKING SHALL CONTINUE OVER TIE-DOWN ANCHORS.



- LEAD-IN LINE MARKING - OUTSIDE SEAL COAT LIMITS NOTES:**
1. ALL LEAD-IN LINES WITHIN THE SEAL COAT LIMITS SHALL NOT HAVE BLACK BORDER.
  2. LEAD IN LINE YELLOW MARKINGS SHALL HAVE TYPE I BEADS .
  3. PAINT SHALL BE PAID FOR UNDER ADD. ALT #1 ITEM P-620-5.2b.
  4. BEADS SHALL BE PAID UNDER ADD. ALT #1 ITEM P-620-5.3c.

**BID DOCUMENTS**

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



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REV	DATE	DESCRIPTION	BY

<b>SANFORD SEACOAST REGIONAL AIRPORT</b>		
SANFORD, MAINE		
SEAL EAST RAMP (APPROX. 36,000 SY) (BASE BID)		
AND MARK EAST RAMP (ADD ALT. #1)		
<b>PROJECT DETAILS</b>		
SCALE: ---	DESIGN: MTO	<b>DT-01</b> 7 OF 7
DRAWN: SRS	PROJECT: 18735.03	
CHECKED: WEV	DATE: APRIL 5, 2023	

**CITY OF SANFORD  
ADVERTISEMENT FOR BIDS  
AIRPORT FENCING**

The City of Sanford, Maine is seeking sealed Proposals for installation of approximately 1,127 feet of airport security fencing along Gatehouse Road. One bid alternate is also requested in the proposal: removal of approximately 1,077' of existing airport security fencing.

Sealed bids, which meet the delivery format specified in the City's Request for Proposals (RFP), shall be received at the Airport Manager's Office at 9 Presidential Lane, Sanford Maine 04073, **by 10:00am on Thursday May 18, 2023**, at which time and place all proposals will be publicly opened and read aloud.

The RFP, Specifications, and Proposal Form may be obtained on the City of Sanford's Website > Business > Bid Opportunities:

[https://www.sanfordmaine.org/business/bid\\_opportunities/index.php](https://www.sanfordmaine.org/business/bid_opportunities/index.php)

City of Sanford Airport, Maine

April 19, 2023

**CITY OF SANFORD**  
**REQUEST FOR PROPOSALS: INSTALL APPROX. 1,127 LF OF AIRPORT FENCING**

**INTRODUCTION**

The City of Sanford, Maine (hereinafter, the "City", "Airport" or "Owner") is seeking sealed Proposals for installation of approximately 1,127 linear feet of airport security fencing along Gatehouse Road in Sanford, Maine. One additive alternate to remove approximately 1,077 linear feet of existing fence is included in the project as well. Proposers must submit one hard copy of its Proposal. All hard copies of the Proposal are to be submitted in a sealed envelope clearly marked on the outside "AIRPORT FENCING 2023".

Completed proposals must be received at the Airport Manager's Office at 9 Presidential Lane, Sanford Maine 04073, by 10:00am on Thursday May 18, 2023 and will be opened at that time and publicly read aloud. The Proposal must be signed by the Proposer with its full name and address and included in the sealed envelope. Any Proposal received after the deadline stated above shall not be considered.

Questions regarding this Request for Proposals should be directed to Joseph Ridley, Airport Maintenance Supervisor, in writing at the address above or by email at: [jtridley@sanfordmaine.org](mailto:jtridley@sanfordmaine.org) with a Cc to [anavia@sanfordmaine.org](mailto:anavia@sanfordmaine.org).

Addenda, if any, will be posted on the City website: <https://www.sanfordmaine.org> under Business> Bid Opportunities. Proposers shall acknowledge receipt of any Addenda in the space provided therefore in the Proposal Form, whether the Addenda are in response to questions or otherwise issued by the City. If no Addenda are issued, the number to enter on the proposal form is 0. Addenda will not be issued later than May 4, 2023.

Each Proposer is required to state in the Proposal:

1. its name, principals, mailing address, and telephone number;
2. the name, telephone number, and email address for its Contact Person;
3. a statement that no person acting for or employed by the City is directly or indirectly interested in the Proposal or any agreement which may be entered into to which the Proposal relates or in any portion of the profits herefrom.

**II. PROPOSAL SUBMISSION REQUIREMENTS**

The Proposal must include the following items:

1. Proposal Form.

**DESCRIPTION**

**162-1.1** This item shall consist of furnishing and erecting a chain-link fence in accordance with these specifications.

**MATERIALS**

**162-2.1 Fabric.** The fabric shall be woven with a 9-gauge galvanized steel wire in a 2-inch (50 mm) mesh and shall conform to the requirements of ASTM A491.

**162-2.2 Barbed wire.** Barbed wire shall be 2-strand 12-1/2 gauge zinc-coated **-or-** aluminum-coated wire with 4-point barbs.

**162-2.3 Posts, rails, and braces.** Line posts, rails, and braces shall conform to the requirements of ASTM F1043 or ASTM F1083 as follows:

1. Galvanized tubular steel pipe shall conform to the requirements of Group IA, (Schedule 40) coatings conforming to Type A, or Group IC (High Strength Pipe), External coating Type B, and internal coating Type B or D.

**CITY OF SANFORD**  
**REQUEST FOR PROPOSALS: INSTALL APPROX. 1,127 LF OF AIRPORT FENCING**

2. Roll Formed Steel Shapes (C-Sections) shall conform to the requirements of Group IIA, and be galvanized in accordance with the requirements of ASTM F1043, Type A.
3. Hot-Rolled Shapes (H Beams) shall meet the requirements of Group III, and be galvanized in accordance with the requirements of ASTM F1043, Type A.
4. Aluminum Pipe shall conform to the requirements of Group IB.

**162-2.5 Wire ties and tension wires.** Wire ties for use in conjunction with a given type of fabric shall be of the same material and coating weight identified with the fabric type. Tension wire shall be 7-gauge marcelled steel wire with the same coating as the fabric type and shall conform to ASTM A824.

**162-2.6 Miscellaneous fittings and hardware.** Miscellaneous steel fittings and hardware for use with zinc-coated steel fabric shall be of commercial grade steel or better quality, wrought or cast as appropriate to the article, and sufficient in strength to provide a balanced design when used in conjunction with fabric posts, and wires of the quality specified herein. All steel fittings and hardware shall be protected with a zinc coating applied in conformance with ASTM A153. Miscellaneous aluminum fittings for use with aluminum alloy fabric shall be wrought or cast aluminum alloy. Barbed wire support arms shall withstand a load of 250 pounds (113 kg) applied vertically to the outermost end of the arm.

**162-2.7 Concrete.** Concrete shall have a minimum 28-day compressive strength of 3000 psi (2670 kPa).

**162-2.8 Marking.** Each roll of fabric shall carry a tag showing the kind of base metal (steel, aluminum, or aluminum alloy number), kind of coating, the gauge of the wire, the length of fencing in the roll, and the name of the manufacturer. Posts, wire, and other fittings shall be identified as to manufacturer, kind of base metal (steel, aluminum, or aluminum alloy number), and kind of coating.

### **CONSTRUCTION METHODS**

**162-3.1 General.** The fence shall be constructed as specified here using new materials. All work shall be performed in a workmanlike manner satisfactory to the Airport. Airport personnel shall establish and mark the property line or fence line for the work. The new fence shall be permanently tied to the terminals of existing fences.

The Contractor shall arrange the work so that construction of the new fence will immediately follow the removal of existing fences. The length of unfenced section at any time shall not exceed 300 feet (90 m). The work shall progress in this manner and at the close of the working day the newly constructed fence shall be tied to the existing fence.

**162-3.2 Clearing fence line.** Clearing shall consist of the removal of all stumps, brush, rocks, trees, or other obstructions that will interfere with proper construction of the fence. Stumps within the cleared area of the fence shall be grubbed or excavated. The bottom of the fence shall be placed a uniform distance above ground, but never greater than 4 inches above grade. All holes remaining after post and stump removal shall be refilled with suitable soil, gravel, or other suitable material and compacted with tampers. The cost of removing and disposing of the material shall not constitute a pay item and shall be considered incidental to fence construction.

**162-3.3 Installing posts.** Posts should be spaced not more than 10 feet (3 m) apart and should be set a minimum of 36 inches in concrete footings. The posts holes shall be in proper alignment so that there is a minimum of 3 inches (75 mm) of concrete on all sides of the posts.

The concrete shall be thoroughly compacted around the posts by tamping or vibrating and shall have a smooth finish slightly higher than the ground and sloped to drain away from the posts. All posts shall be set plumb and to the required grade and alignment.

In lieu of drilling, the rock may be excavated to the required footing depth. No extra compensation shall be made for rock excavation.

**162-3.4 Installing top rails.** The top rail shall be continuous and shall pass through the post tops. The coupling used to join the top rail lengths shall allow for expansion.

**162-3.5 Installing braces.** Horizontal brace rails, with diagonal truss rods and turnbuckles, shall be installed at all terminal posts.



**CITY OF SANFORD**  
**REQUEST FOR PROPOSALS: INSTALL APPROX. 1,127 LF OF AIRPORT FENCING**

**162-3.6 Installing fabric.** The wire fabric shall be firmly attached to the posts. All wire shall be stretched taut and shall be installed to the required elevations. The fence shall generally follow the contour of the ground, with the bottom of the fence fabric no less than one inch (25 mm) or more than 4 inches from the ground surface. Grading shall be performed where necessary to provide a neat appearance.

At locations of small natural swales or drainage ditches and where it is not practical to have the fence conform to the general contour of the ground surface, longer posts may be used and multiple strands of barbed wire stretched to span the opening below the fence. The vertical clearance between strands of barbed wire shall be 6 inches (150 mm) or less.

**162-3.7 Electrical grounds.** Electrical grounds shall be constructed at 500 feet (150 m) intervals. The ground shall be accomplished with a copper clad rod 8 feet (2.4 m) long and a minimum of 5/8 inches (16 mm) in diameter driven vertically until the top is 6 inches (150 mm) below the ground surface. A No. 6 solid copper conductor shall be clamped to the rod and to the fence in such a manner that each element of the fence is grounded. Installation of ground rods shall not constitute a pay item and shall be considered incidental to fence construction.

**162-3.8 Cleaning up.** The Contractor shall remove from the vicinity of the completed work all tools, buildings, equipment, etc., used during construction.

**162-3.9 Additive Alternate, Existing Fence Removal.** Approximately 1,077 linear feet of existing fence, posts, braces, top rails, barbed wire and other existing materials to be removed will be marked by Airport Personnel. All removed components will be stockpiled in an area adjacent to the project area as shown on the Plan included in these Specifications. The Contractor is responsible for the uninstallation of the existing fence, filling and compacting of holes, and stockpiling of the fencing and components. Airport Personnel will be responsible for the disposal of the removed fencing and components.

#### **METHOD OF MEASUREMENT**

**162-4.1** Chain-link fence will be measured for payment by the linear foot (meter) for both installation (base bid) and removal (additive alternate 1). Measurement will be along the top of the fence from center to center of end posts.

#### **BASIS OF PAYMENT**

**162-5.1** Payment for chain-link fence will be made at the contract unit price per linear foot (LF). The price shall be full compensation for furnishing all materials, and for all preparation, erection, and installation of these materials, and for all labor equipment, tools, and incidentals necessary to complete the item.

#### **REFERENCES**

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

Federal Aviation Advisory Circular 150-5370-10H Standard Specifications for Construction of Airports, Item F-162

ASTM International (ASTM)

ASTM A121 Standard Specification for Metallic-Coated Carbon Steel Barbed Wire

ASTM A153 Standard Specification for Zinc Coating (Hot-Dip) on Iron and Steel Hardware

ASTM A392 Standard Specification for Zinc-Coated Steel Chain-Link Fence Fabric

ASTM A491 Standard Specification for Aluminum-Coated Steel Chain-Link Fence Fabric

ASTM A824 Standard Specification for Metallic-Coated Steel Marcellled Tension Wire for Use with Chain Link Fence

ASTM B117 Standard Practice for Operating Salt Spray (Fog) Apparatus

ASTM F668 Standard Specification for Polyvinyl Chloride (PVC), Polyolefin and other Organic Polymer Coated Steel Chain-Link Fence Fabric

**CITY OF SANFORD**  
**REQUEST FOR PROPOSALS: INSTALL APPROX. 1,127 LF OF AIRPORT FENCING**

ASTM F1043 Standard Specification for Strength and Protective Coatings on Steel Industrial Fence Framework

ASTM F1083 Standard Specification for Pipe, Steel, Hot-Dipped Zinc-Coated (Galvanized) Welded, for Fence Structures

ASTM F1183 Standard Specification for Aluminum Alloy Chain Link Fence Fabric

ASTM F1345 Standard Specification for Zinc 5% Aluminum-Mischmetal Alloy Coated Steel Chain-Link Fence Fabric

ASTM G152 Standard Practice for Operating Open Flame Carbon Arc Light Apparatus for Exposure of Nonmetallic Materials

ASTM G153 Standard Practice for Operating Enclosed Carbon Arc Light Apparatus for Exposure of Nonmetallic Materials

ASTM G154 Standard Practice for Operating Fluorescent Ultraviolet (UV) Lamp Apparatus for Exposure of Nonmetallic Materials

ASTM G155 Standard Practice for Operating Xenon Arc Light Apparatus for Exposure of Nonmetallic Materials

Federal Specifications (FED SPEC)

FED SPEC RR-F-191/3 Fencing, Wire and Post, Metal (Chain-Link Fence Posts, Top Rails and Braces)

FED SPEC RR-F-191/4 Fencing, Wire and Post, Metal (Chain-Link Fence Accessories)

**ACCEPTANCE/REJECTION**

The City reserves the right to waive any informalities in Proposals, to accept any Proposal, and to reject any or all Proposals, should it be deemed in the best interest of the City to do so.

Proposals may be held by the City for a period not to exceed thirty (30) days from the date of the opening of Proposals for the purpose of reviewing proposals to the award of a contract. Please note the City of Sanford is a tax exempt municipality in the State of Maine.

**CITY OF SANFORD  
REQUEST FOR PROPOSALS: INSTALL APPROX. 1,127 LF OF AIRPORT FENCING**

**PLAN**



END OF SPECIFICATIONS



Do you know a child, ages 12 – 16, who is interested in aviation? Please share this information!

Aviation Day Camp: Maine ACE Camp Seacoast this August right here at SFM.  
More information can be found at [www.maineacecamp.org](http://www.maineacecamp.org)

→ **WHAT**

Maine ACE Camp Seacoast a day camp in which campers are introduced to many different fun aspects of aviation, both military and civilian. They learn through classroom instruction, hands on activities, and many field trips. Weather permitting; campers will get to fly in at least one general aviation airplane during the week.

→ **WHERE**

Sanford Seacoast Regional Airport

→ **WHO**

Campers ages 12-16 interested in all things aviation!

→ **WHEN**

Wednesday, August 9 – August 12, 2023 7:30am – 6:00pm daily

→ **COST**

\$500; scholarships available!

Pre-printed registration forms, scholarship forms, and pre-addressed envelopes are available any time of day in the vestibule at the Airport Maintenance and Administration Building at 9 Presidential Lane. Stop by and pick one up!

Don't know a potential camper but want to help? Your donation to benefit Maine ACE Camp (a qualified 501(c)(3) organization) helps with the scholarship program and the future of aviation as we work to get kids involved.

Contact Darcy LeSiege, [darcy.lesiege@gmail.com](mailto:darcy.lesiege@gmail.com), 207-620-0139.