

DST 90-1 Topsoiling Temporary Airfield Wiring & Asbestos Checklist

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE AVIATION ADMINISTRATION

TO: Distribution

DATE:

FROM: Benjamin Chin Manager,
Design Services

SUBJECT: Design Standards
BWI and Martin State
Airports

During the past construction season, we have experienced several situations in the field which merit modification and revisions to our design standards at Baltimore/Washington International Airport and Martin State Airport. In order to avoid these situations in the future, please incorporate the following items into your preliminary and final design of contract documents and in your review of Building Permits.

1. Civil Work
In all disturbed areas which do not receive pavement, landscaping, or structures, the areas shall be topsoiled a minimum of 3", seeded and mulched or sodded.
2. Electrical Work
On airfield work which requires temporary wiring of lights, signs, etc. - the temporary wiring shall be buried. All areas disturbed by temporary wiring shall be returned to its original condition following removal of the temporary wiring.
3. Building Work
For renovation work, a checklist should be formulated to insure all possible sources of asbestos have been removed, i.e., ceiling tile, floor tile, insulation, etc. If asbestos is suspected, the Maryland Aviation Administration Safety Coordinator shall be contacted to initiate the proper documentation and testing of the site and determination of the proper abatement procedures.

If you should have any questions regarding this matter, please contact me at 859-7093.

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DATE	12/19	12/20		

DST 90-2 Contractor Key Deposit

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

Design Standards

DST 90-2

TO: Distribution

DATE: MAY 22 1990

FROM: Benjamin Chin, Manager *BCW*
Project Design

SUBJECT: Contractor Access
to BWI Airport

Maryland Aviation Administration (MAA) directive 6314.0.1, dated April 30, 1990, (copy attached), establishes new procedures for control of padlocks on all airfield post gates at BWI Airport. Effective May 30, 1990, all padlocks will be removed from airfield post gates except for A-1 padlocks for MAA and Maryland State Police access and a second padlock for MAA Maintenance.

In the future, contractors requiring access through the post gates will not be allowed to use their own padlocks. Instead, they will be issued keys for the MAA Maintenance padlock. Accordingly, in contract documents taking effect on or after May 30, 1990, the following language should be inserted in the Special Provisions (S.P.) sections for "Access to Site:"

All contractors who require access through any airfield post gate(s) will be issued padlock keys(s) by the Maryland Aviation Administration(MAA) - Division of Maintenance. The contractor will be required to post a \$500 key deposit for each key. The deposit will be made with the MAA - Office of Business Administration, Division of Finance, Accounting Section. A receipt will be issued to the contractor by the Accounting Section. Upon completion of the contract, the contractor shall return all keys to the MAA Division of Maintenance. After verifying that all keys have been returned, the MAA - Division of Maintenance will notify the Accounting Section to refund the contractor's deposit. If the contractor shall lose a key(s), the \$500 deposit per key will be forfeited. The contractor may request a replacement key at an additional key deposit of \$500. Each replacement key will also be subject to forfeiture of the \$500 deposit if lost by the contractor.

BC:bk

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DST 90-3 Six Inch Bollards & Dust Control

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

Design Standards
file

DST 90-3

TO: Distribution

DATE: JUL 31 1990

FROM: Benjamin Chin, Manager *Ben*
Project Design

SUBJECT: Design Standards at
BWI and Martin State
Airports

Please incorporate the following items into your preliminary and final design of contract documents and in your review of Building Permits.

Civil/Site Work

1. All bollards shall be a minimum of six (6) inches in diameter and concrete filled.
2. Additional consideration should be given to dust control during construction. Because dust control is very dependent upon site conditions and characteristics, it is very difficult to establish specific standards.

Please continue to use your sound engineering judgement in the development of dust control plans and specifications. We must be very cognizant to the impacts of our construction on the travelling public and employees. The additional safeguards and precautions we include in the contract documents will go a long way toward ensuring a smooth running job.

If you should have any questions or recommendations, please do not hesitate to contact me at 301-859-7093.

BC:bk

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