



GUIDE SPECIFICATION
Los Angeles World Airports

01 56 23 TEMPORARY BARRICADE AND ENCLOSURE STANDARDS

Construction Barricades and Enclosures

A. General Requirements

1. All construction activities within public areas are required to be secured with a LAWA approved barrier as described in this section. The barricade plan shall be a component of the Project Site Logistics Plan. The plan shall include directional/way-finding needs and probable location of any access doors for equipment and crews and fire watch windows where required. The phasing plan for temporary barricades must be provided as part of the Project Site Logistics Plan as described below in A2. In some cases, the LAWA Project Manager may require temporary partition walls to be used during barricade construction.
2. The initial barricade plan is part of the Project Site Logistics Plan and is submitted to the LAWA Project Manager prior to installation of any enclosure or barrier. Further changes will be submitted to the LAWA Project Manager for review and approval prior to field changes, additions and/or removals.
3. All temporary barricades, enclosures, fences and components shall be designed for their specific and intended use. The design shall meet Los Angeles Department of Building and Safety building code requirements, including wind load design and detailing. Design of barricades for wind shall also meet the DCH requirements. Since areas under SLR can have increased wind speed and pressure, EOR shall take necessary measures to account for any local effects on design of barricades in those areas. When barricades and or fences are used for guardrails and or to protect against falls they shall be designed to resist an overturning moment created as the result of the greater of Code prescribed forces or by the force of 50 pounds per lineal foot applied horizontally at the height of 3 feet 6 inches perpendicular to the partition for the full length of the partition. The stamped details shall be included in the Area Shutdown Request (ASR) applications and kept on site as part of the ASR. Incorporate the LAWA Inspection process as a function of the construction of the Temporary Barricades and Enclosures. Designate the type of stud (i.e., gauge of material, mil thickness, height, etc.), type of thickness sheeting, and anchoring systems. (Also see section B for required finishes). Equipment and or material to be supported by temporary barricades shall be shown. Implemented fastening shall not present a trip hazard or any other hazard.
4. The contractor must coordinate enclosures that encompass Automated External Defibrillators (AED), Fire Pull Boxes, Cameras, Fire Sprinklers, Pay Phones, and Exit Doors with the LAWA Project Manager at least two weeks in advance of barricade placement.
5. Existing floor and carpet areas beneath panels and within barrier and enclosure areas shall be protected with Masonite-type board, polyethylene sheeting, cardboard, carpet or other suitable material.
6. A straight, clean and uniform appearance of all barricades shall be maintained at all times. Scuffed, dirty, punctured, or discolored barricades shall be cleaned, painted or replaced as required. Each barrier shall be inspected daily with repairs made immediately. It is the contractor's responsibility to maintain the aesthetic integrity of the barricades throughout the life of the project.
7. Project renderings may be requested for large scale installation on barricades that are visible to the visiting public. These renderings will be included in various LAWA outlets including,



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- but not limited to, website information, presentation documents, press releases, and social media. Renderings submitted for use must satisfy the following conditions:
- a. Rendered depictions of people must either depict unrecognizable features so as not to be identifiable as any specific individual (e.g., “ghosted” images, silhouettes, or blurred faces are acceptable); or the people in the rendering must consist of stock images purchased from a reputable CGI vendor.
 - b. LAWA has the right to refuse any renderings that do not satisfy this requirement.
8. Provide electrical power outlets for any advertising, safety and/or exit signs to be relocated from their existing locations in or on walls that would be covered by the temporary barricade.
 9. The Contractor shall construct barricades with the least possible obstruction and inconvenience to LAWA, its occupants and the public.
 10. Existing signage and lighting systems in operation as the work proceeds shall be maintained unless otherwise approved by the LAWA Project Manager.
 11. Barricades shall neatly adjoin existing walls. Existing finishes shall be protected prior to installation of partitions. Gaps between existing walls and enclosures shall be 1 ½ inches maximum. Provide braces as necessary to support enclosure, flush with surface of panels.
 12. No unapproved signage shall be affixed to the public side of doors, barricades or fence as stated in Temporary Signage Standards. No unapproved graphics shall be placed, installed, or otherwise affixed to the public sides of doors, barricades, or fences. Contractors may propose graphics for the aforementioned areas, and may present such proposal to the attention of the Alicia Robertson (arobertson@lawa.org). The proposal will undergo committee review for incorporation into the LAWA brand, and if approved production and installation will commence. The LAWA Project Manager will notify the Contractor of any Airport approved graphics and messaging.
 13. Concerning Unauthorized Work, after NTP, and during all phases of construction, the Applicant and the Applicant’s contractor must not deviate from the approved plan. The applicant shall resubmit any changes to the Barricade Plan for approval to the LAWA Project Manager. If Applicant deviates from the approved plan, it will be considered Unauthorized Work and subject to remediation at the Applicant’s expense. Please keep in mind that if the deviations from the approved plans cause an unsafe condition, impacts other Tenants, Customers, or other construction Projects, the Applicant and the Applicant’s Contractor are subject to a “Stop Work Notice” until the condition has been remedied.
 14. Interior and Exterior windows exposing a construction area to the general public, shall be covered with Glass Masking Paint applied in an even and smooth coat to entirely cover each exposed window. Glass Masking Paint like that manufactured by DBox Inc. is acceptable. Paper and plastic coverings are not acceptable.

B. Interior/Fixed Barricades

1. Shall be constructed of metal studs at 16 inches on center with gypsum board affixed by means of drywall screws. When possible the barricades should reach and be even along the ceiling. Ideal barricade installation should extend from floor to ceiling; for instances when the barricade is precluded from extending floor to ceiling, the top edges of the barricade should be even throughout the extension of the barricade.



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2. When floor to ceiling barricades are not feasible, the Airport Project Team shall review and approve polyethylene enclosures from the top of the gypsum wall to the ceiling to mitigate dust exposure to areas outside the work space. The use of polyethylene shall be minimized except as required for dust control. Plastic sheeting/polyethylene is not used in lieu of gypsum board and shall not be used to enclose a work zone, only to mitigate dust in an already acceptably barricaded work area. The top of the wall shall be level horizontally with a metal strip painted to match for an even finish.
3. The Airport Project Team may approve the use of polyethylene sheeting at the top of the barricade and continuously at the deck or soffit above the barricade. Polyethylene enclosures shall be white in color, at least 6 mil thick and fire retardant. Fire rated white tape shall be used to continuously secure the sheeting. Tape in any other color is not permitted. There shall be no wrinkles, holes, tears, patch work pieces, shredded sheets or gathered sections. Polyethylene enclosures shall be supported by framework and be capable of supporting .5 psf applied over the entire surface of each side, separately.
4. All joints shall be smooth and free from tool marks and ridges. A drywall primer prior to two coats of flat paint for a Level 4 finish is required.
5. Gypsum board paint color is to match adjacent, existing walls and approved by the Airport Project Team. Paint shall extend continuously to the next intersection in the wall for a uniform finish to the existing facility. Barricades shall have 4 inch high vinyl base moldings, wall color to match adjacent and existing walls and base molding color to match adjacent and existing moldings.

C. Exterior and Movable Barricades

1. Exterior barricades shall be used for construction along the curbs and adjacent to buildings in public areas. Movable barricades shall be used when work areas require large open space during work hours for equipment and access such as escalator and elevator replacements.
2. Fire retardant treated plywood fastened to light gauge metal studs or 2 inch by 4 inch fire retardant treated timber studs with continuous level framing at top and bottom may be used at curbs and where the LAWA Project Manager deems appropriate.
3. The face of the barricades shall be smooth and free from protrusions with edges and corners eased with no gaps. Nails, screws and other fasteners shall be installed flush with the face of the barricade.
4. Paint on barricades shall match existing walls. Paint must be applied in two coats minimum. Interior barricades shall have four inch high vinyl base moldings, wall color to match adjacent and existing walls and base molding color to match adjacent and existing moldings.

D. Doors

1. All interior and exterior doors leading into construction areas and build outs must be self-closing, self-locking and open inward towards the construction area.
2. Interior doors shall be a pair of pre-hung and of hollow or solid core with three hinges (1 ½ pair) with levered lock set. Doors shall be painted and framed to prevent warping, and shall be mounted flush to the barricade walls.



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3. Exterior doors shall be a pair of pre-hung hollow or solid core doors or two 4-foot wide plywood doors, optional to Contractor. One door leaf will be stationary with cane bolt or similar device to keep door closed when not in use. Operating second door shall have three hinges (1 ½ pair) with levered lock set. Hardware should match existing hardware.
4. All interior and exterior doors must remain locked at all times. When doors are open for delivery of materials, the entrance must be staffed to prevent public entry into the construction area. Cipher Locksets must be attached to the door. Hasp and locks shall not be used on interior or exterior doors or near the doors. Other methods for securing or locking the door (i.e., LAXPD-required Cyber Locks, or similar mandates) may be approved on a case-by-case basis by the LAWA Project Manager.
5. Maintenance, cleaning, painting, patching or replacement of interior and exterior doors, door frames and hardware is required on a regular basis during the duration of the construction project.
6. The interior and exterior door signage is a component of Temporary Signage Standards. No unapproved signage shall be affixed to the public side of the door. If the contractor determines that additional types of signage are necessary (e.g., “laser in use,” “wet paint,” “do not enter,” etc.), the CALM Sign Shop should be notified. Contractor shall not affix any paper or laminated signs of any type.

E. Exterior Fencing

1. Contractor fencing shall be used at exterior construction locations as approved by the LAWA Project Manager. All fencing installation will be secured or anchored using approved means and methods at the discretion of the Project Management Team. Two types of fencing may be feasible depending on the location and conditions. Standard 6 or 8-foot construction fencing with post buried in the ground are required. Where K-rails or concrete barriers are used, screened chain link fencing shall be secured atop the barrier in order to reach the appropriate height. Screened 4-foot chain link fence shall be secured along the top of concrete barriers. The top of the fence should be uniform and even along the entire length of fence.
2. The screen shall be an 85% closed woven panel made from polypropylene and blue in color. All edges will be hemmed and grommeted. There shall be no wrinkles, holes, tears, patch work pieces, shredded sheets or gathered sections in the screen. Wind slits are generally not needed within the Central Terminal Area. However, if necessary, wind slits should only be made at the discretion of the CALM Sign Shop.
3. Areas outside of the CTA (i.e. laydown areas) requiring mesh fence shall be green in color and adhere to the same standards as outlined above in E2.
4. Construction entrances shall be constructed of framed and screened chain linked gates. The gate width shall be approved by the LAWA Project Manager. Gates shall be chained and locked at all times.
5. Exterior fence and gate signage is a component of Temporary Signage Standards. No unapproved signage shall be affixed to the public side of the fencing.

F. Other Barricades

1. If approved by the LAWA Project Manager the following can be used on a temporary short term basis:



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- a. Stanchions with retractable barrier tape;
 - b. Bicycle Racks – Interlocking Steel Crowd Control Barriers;
 - c. Temporary Partition Walls as well as folding, accordion-style barriers.
2. Caution tape is not an approved barrier for any Construction. Caution tape shall only be used in an emergency situation. If used, caution tape must be replaced within 24-hours with an Airport approved barricade. No orange cones or other, non-specified barricades are allowed within passenger areas of the Terminals and/or other public buildings. In an emergency situation when caution tape is implemented, the tape must be presented neatly and sparingly. Plastic yellow chain is preferable over any other type of rope or tape.
3. Barricades used on the airfield must have red flashers and comply with the FAA Specifications and be submitted for review and approval to Airport Operations.