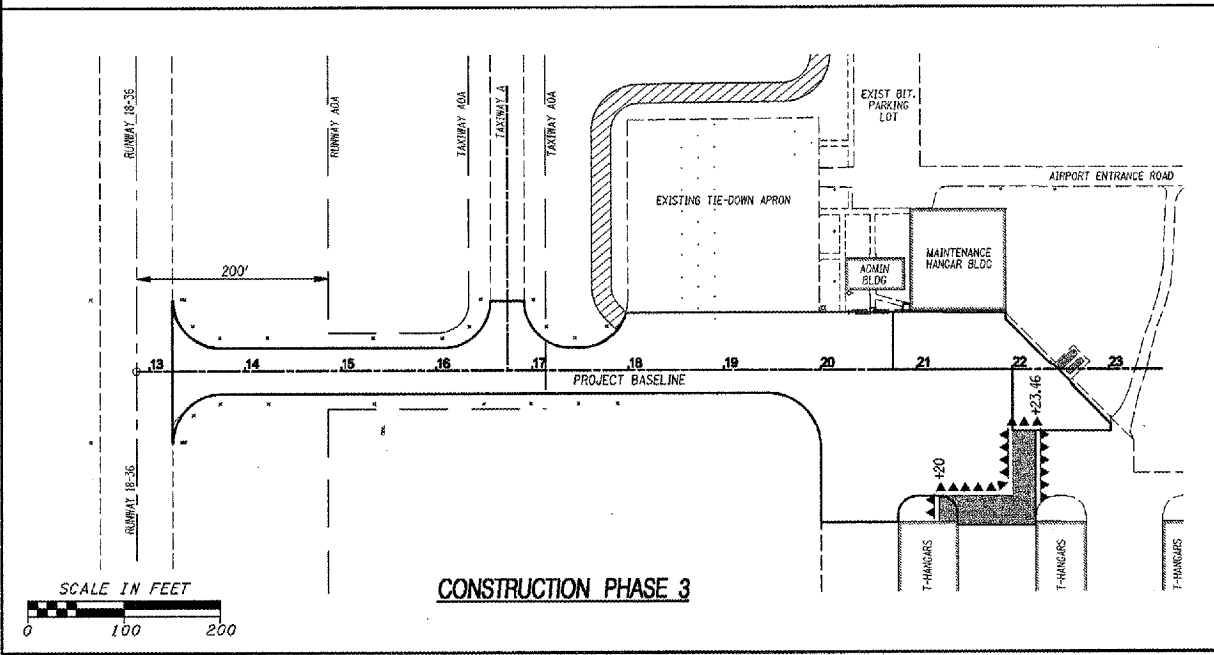
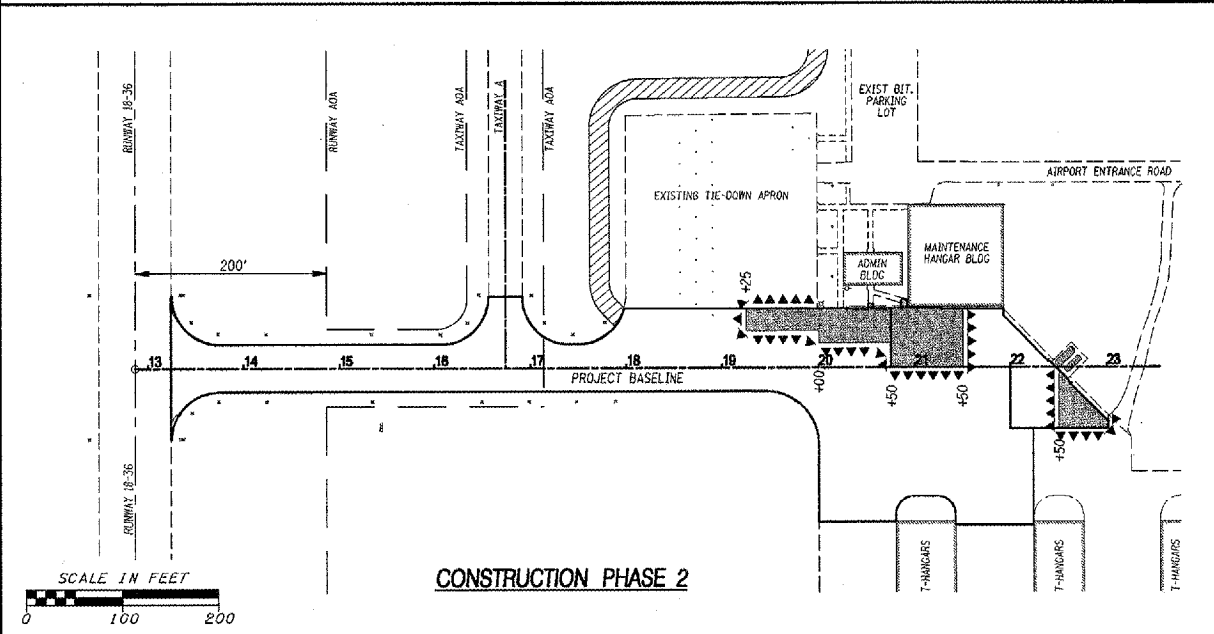
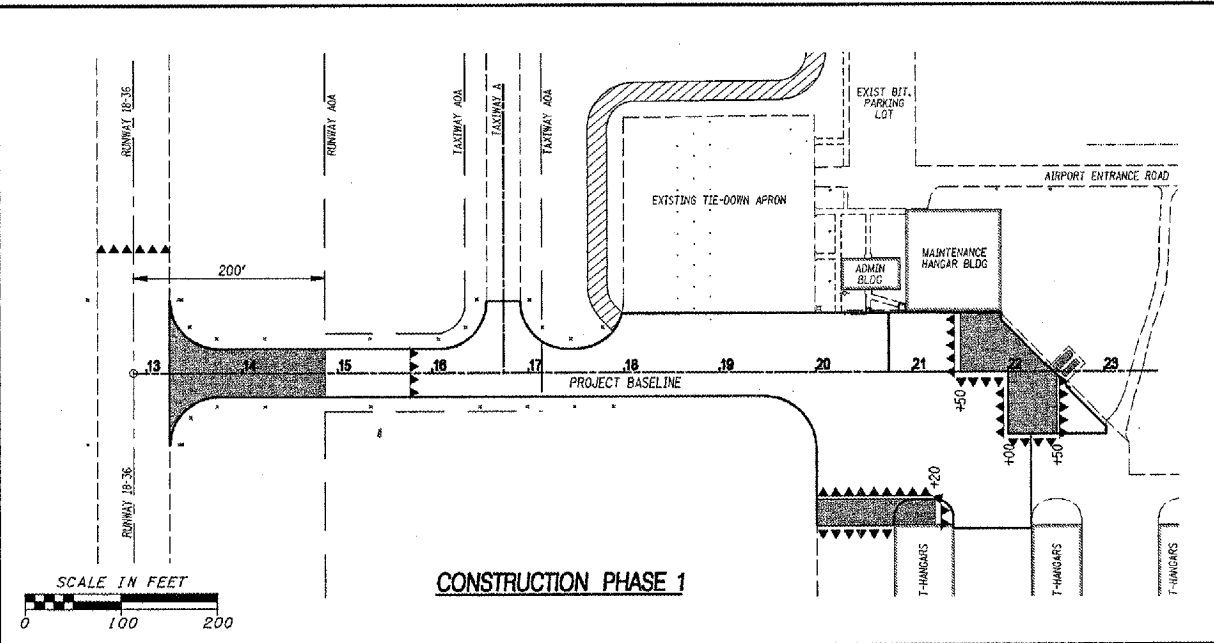


CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	30	4



**PHASING NOTES**

- The Contractor will maintain runway closure crosses for the duration of Phase 1 or as is required by the Resident Engineer.
- The phasing diagrams shown herein represent the minimum phasing requirements for the project. The Contractor will be required to maintain traffic control items throughout the project in other locations not shown here. The type and duration of the traffic control will depend on the location and work item.
- During the construction day, the Contractor will schedule his operations to provide aircraft access to the aircraft fueling area and maintenance hangar. The Contractor may be required to provide steel plates of sufficient strength to support aircraft to bridge excavations for access to these areas.
- The Engineer, airport operator, or other designated airport representative may order the Contractor to suspend operations; move personnel, equipment, and materials to a safe location; and stand by until aircraft use of an area is completed.
- The work in Phase 1 shall be expedited by the Contractor to minimize the number of days Runway 18-36 must be closed.
- Barricades at 15-foot centers shall be placed at the locations shown or as directed by the Resident Engineer. The barricades shall be weighted down to prevent blowing over, have a flashing red light and conform to IDOT Standard T02001-06, Type II. Rope with high visibility orange flagging shall be installed between all barricades.

**EXCAVATIONS**

- The Contractor must prominently mark all open trenches and excavations at the construction site with red or orange flags, as approved by the engineer or airport operator, and light them with red lights during hours of restricted visibility or darkness.
- Open trenches or excavations are not permitted within 200 feet of the runway centerline while the runway is open. If the runway must be opened before excavations are backfilled, the Contractor must cover the open trench with a material of sufficient strength to support a minimum of 12,500 lbs. All runways must be put back in service at the end of each day. At no time will a runway be allowed to be closed overnight.
- Excavations and open trenches may be permitted up to the edge of a structural taxiway and apron pavement provided the dropoff is marked and lighted per the provisions of "Hazard Marking and Lighting" detailed herein.

**FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT**

- Waste and loose materials, commonly referred to as FOD, are capable of causing damage to aircraft landing gears, propellers, and jet engines. The Contractor must not leave or place FOD on or near active aircraft movement areas. Each day at the completion of work, or more frequently as determined by the Resident Engineer, the Contractor shall be required to sweep all active construction airfield pavement areas and Illinois Route 127. The Contractor shall be required to have a sweeper available for use at all times throughout the project.
- If deemed necessary, a vehicle wash off area with yard hydrants will be provided by the Contractor to help reduce vehicle tracking of sediments. The Contractor shall provide all measures required by IDOT for accessing public roads by construction vehicles.

**HAZARD MARKING AND LIGHTING**

- Provide prominent, comprehensible warning indicators for any area affected by construction that is normally accessible to aircraft, personnel, or vehicles. Hazard marking and lighting must restrict access and make specific hazards obvious to pilots, vehicle drivers, and other personnel. Barricades, traffic cones (weighted or sturdily attached to the surface), or flashers are acceptable methods used to identify and define the limits of construction and hazardous areas on the airport.
- Provide temporary hazard marking and lighting to prevent aircraft from taxiing onto a closed runway for takeoff and to identify open manholes, small areas under repair, stockpiled material, and waste areas.
- The Contractor must provide a person to be on call 24 hours a day for emergency maintenance of airport hazard lighting and barricades.

**LEGEND**

- EXISTING PAVEMENT EDGE
- ▨ EXISTING BUILDINGS
- PROPOSED PHASED WORK AREA
- ▨ PROPOSED HAUL ROUTE & STAGING AREA
- ▲▲▲▲ PROPOSED BARRICADES IDOT TYPE 2 WITH FLASHING RED LIGHT

**WASTE DISPOSAL**

- Waste Materials - All waste materials will be collected and stored in containers with lids and will be disposed of by a licensed solid waste company. The containers will meet all state and local solid waste management regulations. All trash and construction debris from the site will be deposited in the containers. The containers will be emptied and the trash hauled offsite on an as-needed basis or as directed by the Resident Engineer.
- Hazardous Waste - All hazardous waste materials shall be disposed of in the manner specified by state or local regulations or by the Manufacturer's Material Safety Data Sheet (MSDS). Site personnel will be instructed regarding the correct procedure for hazardous waste disposal.
- Sanitary Waste - All sanitary waste will be collected from any portable units a minimum of once per week by a licensed sanitary waste management contractor, as required by local regulations.

**SPILL PREVENTION**

**Material Management Practices** The following will be used to reduce the risk of spills or other accidental exposure of materials and substances to storm water runoff:

- The following good housekeeping practices will be followed onsite during construction:
  - Effort to store only enough product required to do the job.
  - Materials stored in a neat, orderly manner in their appropriate containers.
  - Products kept in original containers with original manufacturer's labels.
  - No mixing of materials unless recommended by the manufacturer.
  - Manufacturer's recommendations for proper use and disposal will be followed.
- The following practices are used to reduce the risks associated with hazardous materials:
  - Products will be kept in original containers unless they are not resealable.
  - Original labels and Material Safety Data Sheets (MSDS) will be retained.
  - If surplus product must be disposed of, manufacturer's or local and state recommended methods for proper disposal will be followed.

**Product Specific Practices** The following practices will be followed onsite:

- Petroleum Products - All onsite vehicles will be monitored for leaks and receive regular preventative maintenance to reduce the chance of leakage. Petroleum products will be stored in tightly sealed containers which are clearly labeled. Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.
- Fertilizers - All fertilizers used will be applied only in the minimum amounts specified. Once applied, fertilizer will be worked into the soil to limit exposure to storm water runoff. Storage will be in a covered area. The contents of any partially used bags of fertilizer will be transferred to a sealable plastic bin to avoid spills.
- Paints - All containers will be tightly sealed and stored when not in use. Excess paint will not be dumped on the ground or discharged to the storm sewer system, but will be properly disposed of according to manufacturer's instructions or applicable state or local regulations.
- Concrete Trucks - Concrete trucks will not be allowed to wash out or discharge surplus concrete or drum wash water onsite unless in an approved holding basin.

DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RCH

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

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**CONSTRUCTION SAFETY PLAN PHASING PLAN**

IL PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-SAFETY02
DATE	01-19-2007

H.M.G. NO. 6598