

SCOPE OF WORK

BASE BID - THE PROPOSED IMPROVEMENTS CONSIST OF THE REHABILITATION OF RUNWAY 5-23. INCLUDED WILL BE BITUMINOUS PAVEMENT MILLING, CRACK CLEANING AND SEALING, BITUMINOUS PAVING, RUNWAY END SHOULDER ADJUSTMENTS, AND MARKING

ALTERNATE NO. 1 - THE PROPOSED IMPROVEMENTS CONSIST OF THE INSTALLATION OF TWO LIGHTED WIND CONES AND ASSOCIATED ELECTRICAL IMPROVEMENTS.

ALTERNATE NO. 2 - THE PROPOSED IMPROVEMENTS CONSIST OF THE IMPROVEMENT OF THE AIRPORT ELECTRICAL SYSTEM, INCLUDING THE INSTALLATION OF SURGE SUPPRESSION EQUIPMENT.

AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE AND LOCK THE EXISTING GATE IN THE HAUL ROUTE AT THE END OF EACH WORKING DAY.

UTILITY NOTE

THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES WHICH HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR WILL CALL J.U.L.I.E.

(1-800-892-0123) TO ACCOMPLISH THE ABOVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ALL UNDERGROUND NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UNDERGROUND IMPROVEMENTS WILL BE LOCATED AT THE CONTRACTOR'S OWN EXPENSE PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A SEMI-TRAILER TRUCK.

HAUL ROUTE AND VEHICLE PARKING

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. ABSOLUTELY NO PERSONAL VEHICLES ARE PERMITTED OUTSIDE THE DESIGNATED PARKING AREA. RESTORATION AND SWEEPING OF THE HAUL ROUTE AND PARKING AREA WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

CONTRACTOR RESPONSIBILITIES

THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA WILL BE AS SHOWN ON THIS SHEET. THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THIS AREA. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE THIS AREA.

THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREA AND ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.

THE CONTRACTOR WILL BE REQUIRED TO LIMIT THE USE OF CONSTRUCTION EQUIPMENT ON ANY EXISTING PAVEMENTS. ONLY THAT EQUIPMENT NEEDED TO COMPLETE THE SPECIFIC WORK ON EXISTING PAVEMENTS WILL BE ALLOWED. NO EXCESSIVE TRAFFIC ACROSS THESE PAVEMENTS WILL BE PERMITTED. ANY DAMAGE TO THE EXISTING PAVEMENTS WILL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT.

ALL WORK PERFORMED SHALL BE DONE IN ACCORDANCE WITH THE WORK SEQUENCE TO MINIMIZE ALL RUNWAY CLOSURES.

FLAGMAN

WHENEVER THE NW-SE (15-33) RUNWAY IS OPEN AND THE CONTRACTOR IS CONDUCTING CONTINUOUS HAULING OPERATIONS ACROSS THIS ACTIVE RUNWAY, THE CONTRACTOR WILL FURNISH TWO FLAGMEN TO CONTROL THE VEHICLES CROSSING RUNWAY 15-33. ALL VEHICLES MUST COME TO A COMPLETE HALT PRIOR TO BEING DIRECTED ACROSS THE ACTIVE RUNWAY BY THE FLAGMEN. BOTH FLAGMEN WILL BE EQUIPPED WITH A TWO-WAY RADIO (CHANNEL 123.0 MHZ.) FOR MONITORING THE AIRPORT RADIO FREQUENCY. THEY ALSO SHALL BE IN RADIO CONTACT WITH EACH OTHER USING WALKIE-TALKIES, AND HAVE STOP AND GO SIGNS. THE FLAGMEN SHALL BE LOCATED AS SHOWN.

J.U.L.I.E. INFORMATION

COUNTY JEFFERSON
 CITY MT. VERNON
 TOWNSHIP MT. VERNON
 SECTION NO. 22, 23, 26 & 27
 ADDRESS MT. VERNON AIRPORT AUTHORITY
 RR# 4
 MT. VERNON, IL. 62864

EROSION CONTROL

THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND. THEREFORE NO N.P.D.E.S. PERMIT WILL BE REQUIRED.

LEGEND

- EXISTING IMPROVEMENTS
- PROPOSED IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA
- PROPOSED BENCHMARK
- PROPOSED BARRICADES OR TRAFFIC CONES
- PROPOSED FLAGGER LOCATION

PROPOSED SAFETY PLAN

GENERAL - THE MT. VERNON AIRPORT IS COMPRISED OF TWO RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING BOTH RUNWAYS AT VARIOUS TIMES. ANY TIME THE CONTRACTOR IS WORKING WITHIN 200' OF A RUNWAY CENTERLINE OR 100' OF A TAXIWAY CENTERLINE THE RUNWAY OR TAXIWAY WILL BE CLOSED. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAYS WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

IDENTIFICATION - WHEN THE CONTRACTORS VEHICLES AND EQUIPMENT ARE ON THE AIRPORT THEY SHALL BE PROPERLY MARKED WITH THREE (3') FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE). THE CONTRACTOR WILL ALSO PROVIDE WORKERS WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THE PERSON AS BEING PART OF THE CONSTRUCTION CREW.

RADIO CONTROL - THE ONSITE CONTRACTORS AND SUBCONTRACTORS WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (123.00 MHZ.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE MT. VERNON AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

BARRICADES AND TRAFFIC CONES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS DIRECTED BY THE AIRPORT MANAGER. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR STEADY BURN LIGHTS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

TEMPORARY MARKING PROVISION

IF ADDITIONAL CURING TIME IS NECESSARY PRIOR TO THE GROOVING OPERATIONS, BEYOND THE AMOUNT SPECIFIED IN THE CONSTRUCTION PLANS, RUNWAY 5-23 WILL BE TEMPORARILY MARKED AS A VISUAL RUNWAY. TEMPORARY MARKING WILL NOT INCLUDE BEADS. THE TEMPORARY MARKING WILL CONSIST OF THE RUNWAY CENTERLINE, THRESHOLD BAR, NUMERALS, CHEVRONS, AND CHEVRON SHAFTS AS DETAILED IN THE CONSTRUCTION PLANS. WHEN THE TEMPORARY MARKING IS COMPLETE AND THE RUNWAY ENDS ARE ADJUSTED RUNWAY 5-23 WILL BE AS DESCRIBED IN THE SCHEDULE OF OPERATIONS. WHEN THE PAVEMENT HAS ADEQUATELY CURED THE SCHEDULE WILL PROGRESS ACCORDING TO STEP NO. 9 OF THE PROGRESS SCHEDULE AND CONTINUE UNTIL COMPLETION.

SCHEDULING OF OPERATIONS

THE CONTRACTOR SHALL FOLLOW THE WORK SEQUENCE LISTED BELOW TO INSURE THAT THE CONSTRUCTION WILL CAUSE THE LEAST AMOUNT OF INCONVENIENCE POSSIBLE TO NORMAL AIRPORT ACTIVITY. THE CONTRACTOR WILL COORDINATE ALL STEPS WITH THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.

STEP NO. 1 - ONE WEEK NOTICE
 CLOSE RUNWAY 5-23, INCL. REMOVAL OF POWER TO RUNWAY 5-23 LIGHTING AT THE VAULT, BARRICADES, CONES, AND CROSSES PLACED AS SHOWN ON SAFETY PLAN, AND APPROPRIATE NOTAMS ISSUED BY AIRPORT PERSONNEL.

STEP NO. 2
 BEGIN BITUMINOUS PAVEMENT MILLING IN AREA 1 AS SHOWN ON SAFETY PLAN, FOLLOWED BY ANY NECESSARY CRACK CLEANING AND SEALING.

STEP NO. 3
 BEGIN BITUMINOUS PAVEMENT MILLING IN AREA 2 AS SHOWN ON THE SAFETY PLAN, FOLLOWING BY ANY NECESSARY CRACK CLEANING AND SEALING.

STEP NO. 4 - 24 HOUR NOTICE
 CLOSE RUNWAY 15-33, INCL. REMOVAL OF POWER TO RUNWAY 15-33 LIGHTING AT VAULT, BARRICADES, CONES AND CROSSES PLACED AS SHOWN ON SAFETY PLAN, AND APPROPRIATE NOTAMS ISSUED BY AIRPORT PERSONNEL.

STEP NO. 5
 COMPLETE REMAINING BITUMINOUS PAVEMENT MILLING IN AREA 3 AS SHOWN ON THE SAFETY PLAN, FOLLOWING BY ANY NECESSARY CRACK CLEANING AND SEALING. APPLY BITUMINOUS TACK COAT TO AREAS 1, 2, AND 3 THE SAME DAY.

STEP NO. 6
 PAVE FROM RUNWAY END 5 TO 350' BEYOND THE CENTERLINE OF RUNWAY 15-33, AREAS 1 AND 3. CONTINUE PAVING FOR THE FULL WIDTH OF THE RUNWAY, STAGGERING THE FUTURE CONSTRUCTION JOINTS A MINIMUM OF 20 FEET LONGITUDINALLY. NO PAVING LANES WILL END PRIOR TO THE ESTABLISHED FINISH POINT DESCRIBED ABOVE, IN ORDER TO MINIMIZE THE NUMBER OF CONSTRUCTION JOINTS.

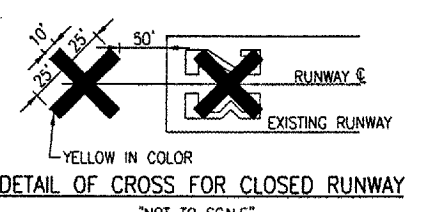
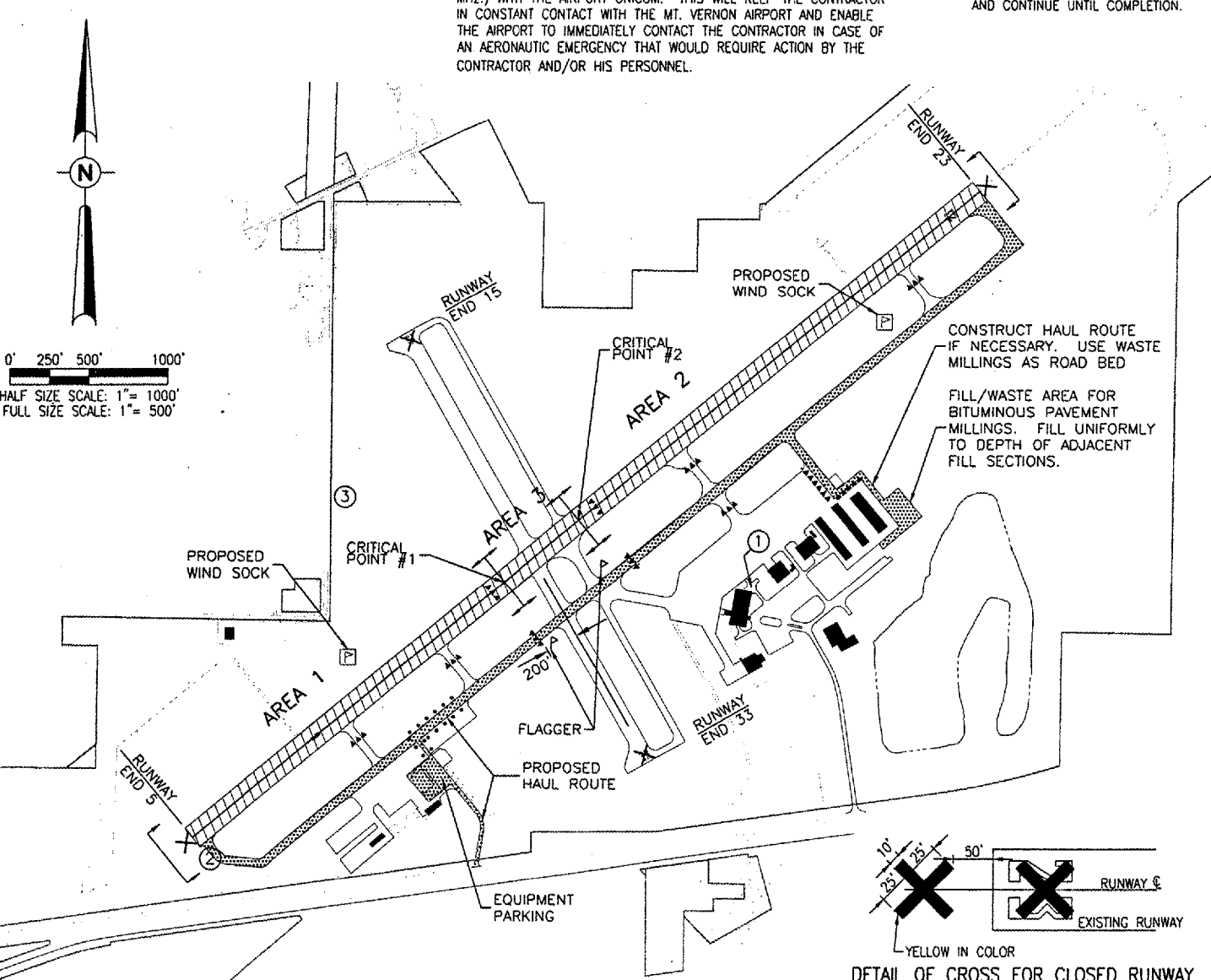
STEP NO. 7
 OPEN RUNWAY 15-33, INCL. RESTORATION OF POWER TO RUNWAY 15-33 LIGHTING AT VAULT, BARRICADES, CONES AND CROSSES REMOVED AS NECESSARY, AND APPROPRIATE NOTAMS ISSUED BY AIRPORT PERSONNEL.

STEP NO. 8
 COMPLETE REMAINING PAVING ON THE RUNWAY 23 END, AREA 2. ADJUST RUNWAY ENDS AS SPECIFIED IN THE SPECIAL PROVISIONS. ALLOW PAVEMENT TO CURE THE AMOUNT OF TIME SPECIFIED IN THE CONSTRUCTION PLANS PRIOR TO GROOVING.

STEP NO. 9
 AFTER PAVEMENT CURING TIME HAS ELAPSED PERFORM GROOVING FOLLOWED BY THE TWO APPLICATIONS OF PAVEMENT MARKING. THE GROOVING OPERATIONS AS WELL AS BOTH APPLICATIONS OF PAVEMENT MARKING WILL REQUIRE THE TEMPORARY CLOSURE OF RUNWAY 15-33, NOT TO EXCEED 6 HOURS FOR GROOVING AND 3 HOURS FOR MARKING PER APPLICATION.

STEP 10
 OPEN RUNWAY 5-23, INCL. RESTORATION OF POWER TO RUNWAY 5-23 LIGHTING AT VAULT, BARRICADES, CONES, AND CROSSES REMOVED AS NECESSARY, AND APPROPRIATE NOTAMS ISSUED BY AIRPORT PERSONNEL.

THIS WORK SEQUENCE IS NOT INTENDED TO IMPEDE THE PROGRESS OF WORK OR TO CAUSE DOUBLE "MOVE-IN" COST. WORK IN PROGRESS MAY CONTINUE TO THE ADJACENT WORK AREA AS LONG AS THE CONTRACTOR CONTINUES A CONCENTRATED EFFORT TO RE-OPEN THE NW-SE RUNWAY WITHIN THE DESIGNATED PERIOD.



CRITICAL POINTS

CRITICAL POINT #1
 LAT: 38° 19' 20.71"
 LONG: 88° 51' 35.17"
 ELEV: ±468'

CRITICAL POINT #2
 LAT: 38° 19' 24.26"
 LONG: 88° 51' 29.80"
 ELEV: ±468'

BENCHMARK DATA

NO.	DESCRIPTION	ELEV.
1	BRASS DISK IN THE CENTER OF SIDEWALK ON NORTH SIDE OF TERMINAL BUILDING	463.65
2	BRASS DISK 100.4' SE OF RUNWAY END 5 CORNER, 24.9' SW OF SW EDGE OF TAXIWAY	463.57
3	BRASS DISK 82' E. OF THE N-S PAVED ROAD CL, 3' S. OF HOUSE DRIVEWAY CL	456.42

MV053

DATE	REVISION

BY: _____
 DATE: _____

MT. VERNON, ILLINOIS
 A.I.P. PROJ.: 3-17-0074-B1

HEI Project No. B19-05RWYD_0803
 Filename: R-003SEY.dgn
 Scale: 1"=500'
 Date: 11/10/04

LAYOUT	R.A.W.	11/10/04
DRAWN	B.A.K.	11/10/04
REVIEWED	C.A.H.	?

HANSON
 Hanson Professional Services Inc.
 1525 South Sixth Street
 Springfield, Illinois 62703-2896
 Offices Nationwide

REHABILITATE RUNWAY 5-23
PROPOSED SAFETY PLAN
3
 3 of 27 sheets

02/03/2005 10:44 AM L:\airports\mtvernon\B19-05RWY\Design\Sheets\B-003SEY.dgn