

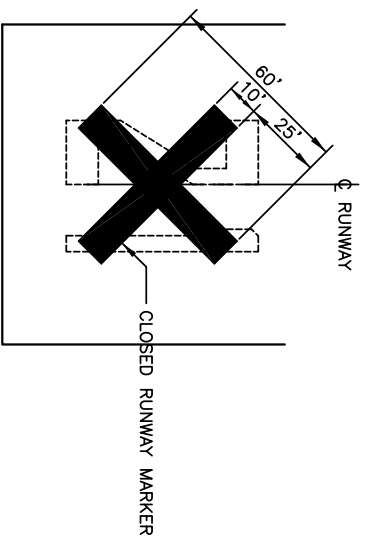
**CONSTRUCTION PROCEDURE NOTES**

1. ALL CONTRACTOR EMPLOYEES WILL PARK THEIR PERSONAL VEHICLES IN THE AREA DESIGNATED BY THE AIRPORT MANAGER FOR USE AS A VEHICLE PARKING AREA. THE CONTRACTOR WILL BE RESPONSIBLE FOR TRANSPORTING EMPLOYEES TO THE PROPOSED CONSTRUCTION SITE. ONLY AUTHORIZED CONTRACTOR VEHICLES WILL BE ALLOWED ON THE AIR OPERATIONS AREA OF THE AIRPORT AND ON THE CONSTRUCTION SITE.
2. FLAGS WILL BE REQUIRED ON ALL CONTRACTOR'S VEHICLES AND EQUIPMENT USED ON THE AIRPORT OPERATIONS AREA AND CONSTRUCTION SITE. THE FLAGS SHALL BE THREE (3) FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE) DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.
3. THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND EQUIPMENT STORAGE AREA SHOWN ON THIS SHEET. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE DESIGNATED HAUL ROUTE AND EQUIPMENT STORAGE AREA FOR THE DURATION OF THE PROJECT. ANY DAMAGE TO EXISTING PAVEMENTS USED TO HAUL MATERIAL TO THE CONSTRUCTION SITE WILL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE AIRPORT MANAGER AND THE RESIDENT ENGINEER.
4. THE CONTRACTOR SHALL FURNISH, MAINTAIN, AND REMOVE ALL BARRICADES REQUIRED TO DELINEATE THE WORK AREA AND KEEP AIRCRAFT FROM ENCRoACHING INTO SAID WORK AREA. THIS REQUIREMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
5. CONSTRUCTION ACTIVITY CONTROL AND OPERATION AREA PROTECTION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR NO. 150/5370-2E.
6. THE MAXIMUM CONSTRUCTION EQUIPMENT HEIGHT UTILIZED ON THE AIRPORT FOR THIS PROJECT SHALL BE 30'.
7. THIS PROJECT CONSISTS OF WORK TO APPLY POROUS FRICTION COURSE (PFC) TO A PORTION OF RUNWAY 3-21.
8. THE CONTRACTOR SHALL COORDINATE A METHOD OF DISABLING THE RUNWAY 3-21 EDGE LIGHTS WITH THE AIRPORT MANAGEMENT SO AS TO KEEP THE LIGHTS INOPERABLE WHILE THE RUNWAY IS CLOSED TO AIR TRAFFIC. THE COST OF DISABLING AND RE-ENERGIZING THE EDGE LIGHT CIRCUIT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
9. THE UNICOM FREQUENCY AT THE AIRPORT IS 123.0 MHZ. THE CONTRACTOR SHALL FURNISH A FLAGMAN WITH A RADIO IN HIS POSSESSION TO MONITOR AIR TRAFFIC ON THIS FREQUENCY AND DIRECT HAULING EQUIPMENT ACROSS RUNWAY 10-28 DURING CONSTRUCTION. NO VEHICLE, EQUIPMENT OR PERSON SHALL CROSS AN ACTIVE RUNWAY WITHOUT RECEIVING CLEARANCE TO CROSS FROM THE FLAGMAN. VEHICLE DRIVERS SHALL ALSO CONFIRM BY PERSONAL OBSERVATION THAT NO AIRCRAFT IS APPROACHING WHEN GIVEN CLEARANCE TO CROSS.
10. PRIOR TO THE OPERATION OF ANY CONSTRUCTION VEHICLES WITHIN THE AIR OPERATIONS AREA, IT WILL BE REQUIRED THAT THE CONTRACTOR RECEIVE TRAINING FROM THE AIRPORT MANAGEMENT REGARDING PROCEDURES FOR VEHICLE OPERATIONS TO ENSURE AIRCRAFT SAFETY DURING CONSTRUCTION. IT WILL BE REQUIRED THAT THE CONTRACTOR RECEIVE PERMISSION FROM THE AIRPORT MANAGEMENT IN ADVANCE OF ANY ACTIVITY SPECIFIC TO THE DAY, TIME AND EXACT PURPOSE OF ANY NEED TO ENTER THE AIRPORT OPERATIONS AREA.
11. THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND.

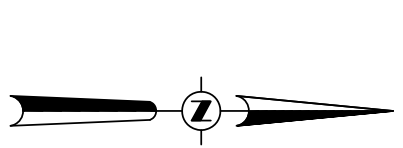
**RECOMMENDED CONSTRUCTION SEQUENCE**

1. INSTALL CLOSED RUNWAY MARKERS AT THE ENDS OF RUNWAY 3-21 TO CLOSE THE RUNWAY DURING THE CONSTRUCTION PERIOD. DISABLE THE RUNWAY 3-21 EDGE LIGHTING CIRCUIT FOR THE DURATION OF THE CONSTRUCTION PERIOD. COORDINATE WITH THE AIRPORT MANAGEMENT TO ARRANGE FOR SHUTDOWN OF THE RUNWAY 3-21 INSTRUMENT LANDING SYSTEM COMPONENTS AND NAVAIDS BY THE FAA AIRWAYS FACILITY UNIT FOR THE CONSTRUCTION PERIOD DURATION.
2. BARRICADE OFF TAXIWAY A AND RUNWAY 3-21 SOUTH OF RUNWAY 10-28 DENNING AIRCRAFT ACCESS TO THIS SECTION OF THE TAXIWAY AND RUNWAY DURING THIS CONSTRUCTION PROJECT.
3. WORK SHALL BE ACCOMPLISHED ON RUNWAY 3-21 LEAVING THE PORTION OF TAXIWAY A LOCATED NORTH OF RUNWAY 10-28 OPEN FOR AIRCRAFT TO ACCESS RUNWAY 10-28 AND ITS PARALLEL TAXIWAY B. RUNWAY 10-28 SHALL REMAIN OPEN FOR USE BY AIR TRAFFIC DURING THIS CONSTRUCTION PROJECT.
4. THE CONTRACTOR MAY USE THE SECTION OF TAXIWAY A LOCATED SOUTH OF RUNWAY 10-28 AS HIS HAUL ROUTE PROVIDED THAT ANY PAVEMENT MARKING THAT IS OBTSCURED BY TRACKED BITUMINOUS TACK COAT SHALL BE REMARKED BY THE CONTRACTOR AT HIS OWN EXPENSE. THE CONTRACTOR IS ENCOURAGED TO INSTRUCT HIS HAULING PERSONNEL TO NOT DRIVE ON THE PAVEMENT CENTERLINE MARKING.
5. WORK SHALL BE SEQUENCED SO AS NOT TO ALLOW THE CONTRACTOR'S HAULING EQUIPMENT TO DRIVE ON THE FINISHED SURFACE OF THE POROUS FRICTION COURSE. OPEN RUNWAY 3-21 UPON COMPLETION OF WORK AND MARKING.

**CLOSED RUNWAY MARKER DETAIL**



1. CLOSED RUNWAY MARKER SHALL BE YELLOW IN COLOR.
2. CLOSED RUNWAY MARKER SHALL BE PAINTED PLYWOOD, PLASTIC SHEETING WEIGHTED DOWN WITH SANDBAGS, OR OTHER APPROVED MATERIALS ACCEPTABLE TO THE ENGINEER.
3. CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE RESIDENT ENGINEER.
4. THE COST OF FURNISHING, PLACING, MAINTAINING, AND REMOVING CLOSED RUNWAY MARKERS SHALL BE PAID FOR UNDER ITEM AR150530 TRAFFIC MAINTENANCE.



**LEGEND**

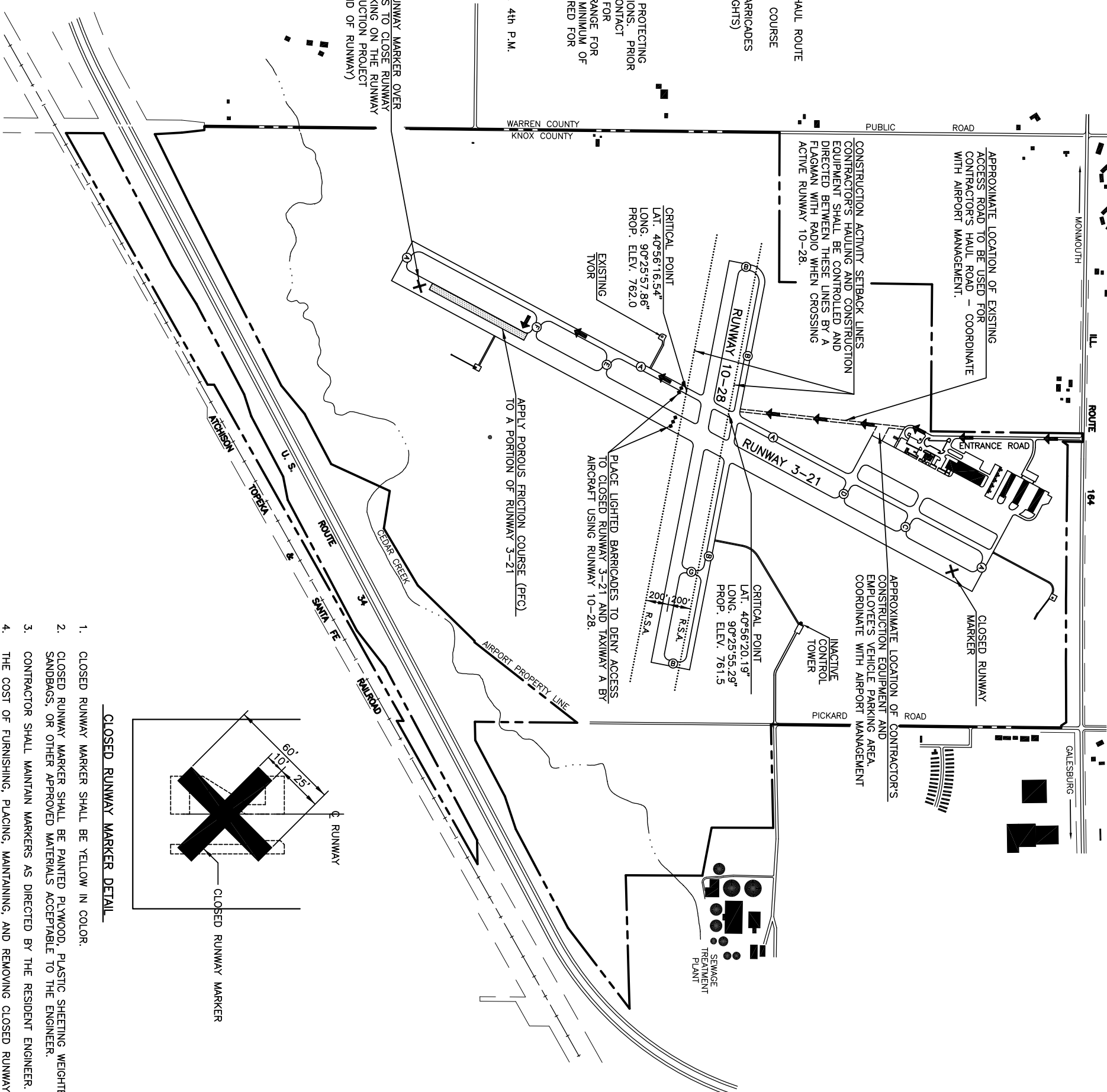
- CONTRACTOR'S ACCESS/HAUL ROUTE
- APPLY POROUS FRICTION COURSE
- LOCATION OF LIGHTED BARRICADES (USING FLASHING RED LIGHTS) AT 15± FT. CTRS.

**GENERAL NOTES**

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS. PRIOR TO STARTING WORK, THE CONTRACTOR SHALL CONTACT JULLIE (JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS) PHONE 1-800-892-0123 TO ARRANGE FOR LOCATION OF UTILITIES IN THE WORK AREA. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK.

COUNTY — KNOX  
 CITY — GALESBURG  
 TOWNSHIP — T. 11 N., R. 1 E. 4th P.M.  
 SECTION NO. — 18 & 19

PLACE CLOSED RUNWAY MARKER OVER RUNWAY NUMERALS TO CLOSE RUNWAY 3-21 WHEN WORKING ON THE RUNWAY FOR THIS CONSTRUCTION PROJECT (TYPICAL EACH END OF RUNWAY)



GALESBURG MUNICIPAL AIRPORT GALESBURG, ILLINOIS	
<b>IMPROVEMENT AND SAFETY PLAN</b>	
HUTCHINSON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
DRAWN BY: R.L.R.	ILL. PROJ. NO. 686-4053
DATE: JANUARY, 2011	AIP PROJ. NO. 3-17-0047-814