

PAVING CONSTRUCTION SEQUENCE

PHASE 1

1. CLOSE RUNWAY 4-22, TAXIWAY A SOUTH OF A1, TAXIWAY A2 AND TAXIWAY C. PLACE FLAGMEN AS NECESSARY FOR TRAFFIC CROSSING TAXIWAY A1 DURING THIS PHASE.
2. SIMULTANEOUSLY BEGIN CRACK SEALING AND THE BUTT JOINT CONSTRUCTION IN THE CLOSED AREAS. BEGIN SHOULDER ADJUSTMENT AT THIS TIME IN THE AREA SOUTH OF TAXIWAY A2.
3. ONCE THE CRACK SEALING, BUTT JOINT MILLING, SHOULDER ADJUSTMENT, AND TACK COAT (AND CURE) ARE COMPLETED, BEGIN PAVING OF THE PFC IN PHASE 1 AREA.
4. ONCE ALL WORK ON AND WITHIN THE TAXIWAY SAFETY AREAS OF THE PHASE 1 REGION IS COMPLETED, REOPEN THOSE CLOSED PORTIONS OF THE TAXIWAY.


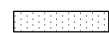


PHASE 2

1. CLOSE TAXIWAY A1 AT THE RAMP AND NEXT TO RUNWAY 4-22 AND TAXIWAY A NORTH OF TAXIWAY A2. RUNWAY 4-22 TO REMAIN CLOSED.
2. COMPLETE CRACK SEALING, MILLING, PAVING AND SHOULDER ADJUSTMENT IN THE PHASE 2 AREA.
3. APPLY PAINT MARKING ON BOTH PHASES.
4. RE-OPEN RUNWAY 4-22 AND ALL TAXIWAYS WHEN COMPLETED WITH THE PAINTING OPERATIONS AND WHEN ALL PAVEMENTS ARE CLEANED TO THE SATISFACTION OF THE AIRPORT REPRESENTATIVE.

GENERAL NOTES:

A FLAGMAN IN RADIO CONTACT WITH THE AIRPORT UNICOM (FREQ. 122.7 MHZ) SHALL BE POSITIONED FOR PHASE 1 & 2 OPERATIONS TO CONTROL THE HAUL TRUCKS AND EQUIPMENT THAT CROSS TAXIWAY A1. IT IS IMPERATIVE THAT THE FLAGMAN UNDERSTAND THAT ALL AIRCRAFT SHALL HAVE THE RIGHT OF WAY AT ALL TIMES.

LEGEND

-  PROPOSED PHASE 1 CONSTRUCTION
-  PROPOSED PHASE 2 CONSTRUCTION
-  PROPOSED HAUL ROUTE
-  PROPOSED BARRICADES

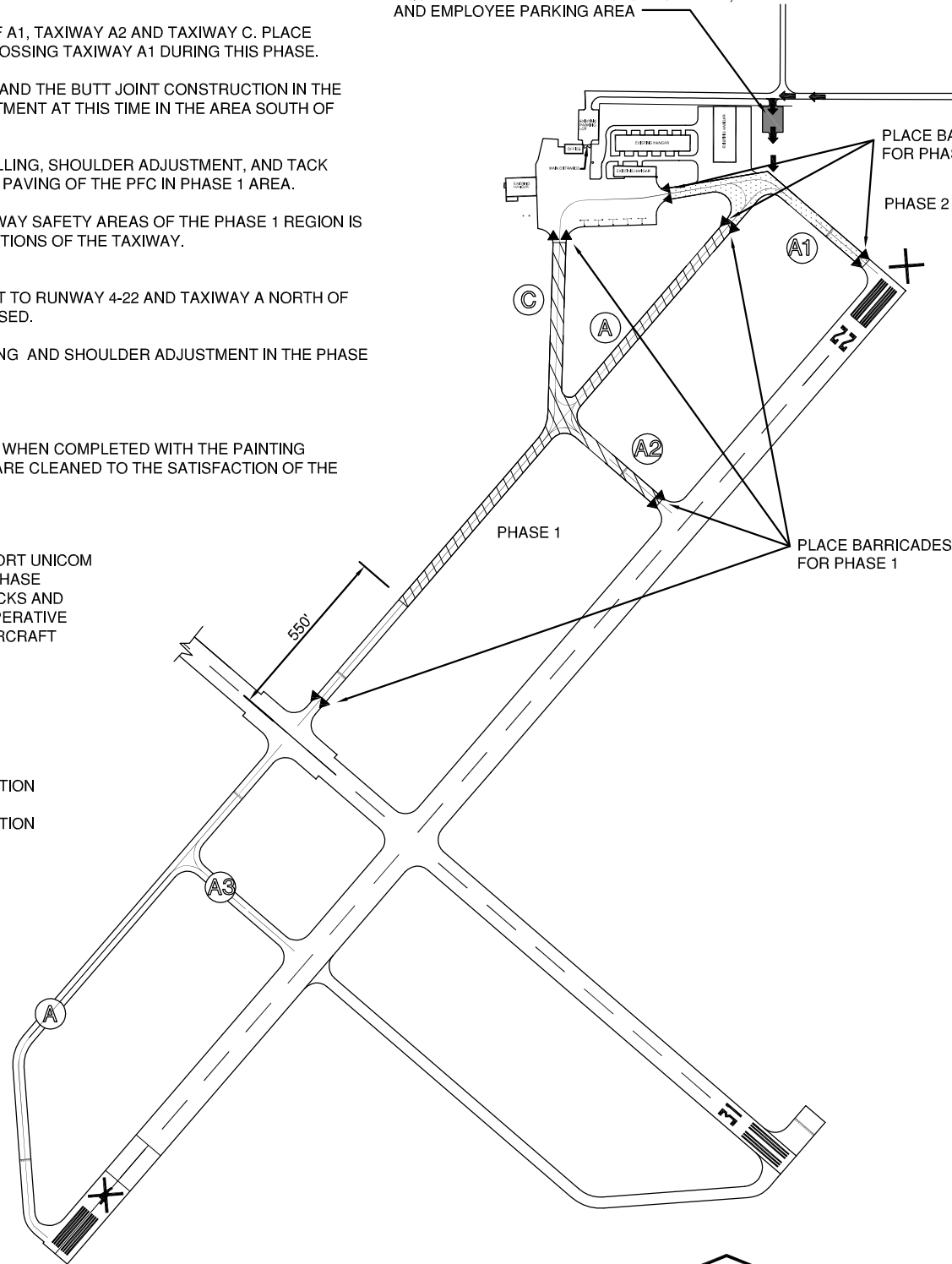
PROPOSED CONTRACTOR STAGING AREA, EQUIPMENT AND MATERIAL STORAGE AREA, AND EMPLOYEE PARKING AREA

PLACE BARRICADES HERE FOR PHASE 2

PHASE 2

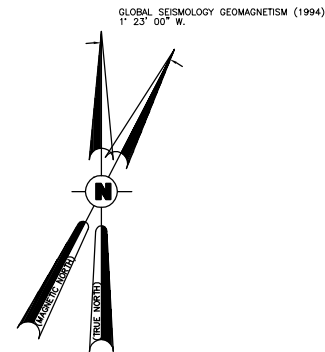
PLACE BARRICADES HERE FOR PHASE 1

PHASE 1





GENERAL NOTES:

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED.
2. WHILE ON THE AIRPORT SITE, THE CONTRACTOR'S VEHICLES ARE TO BE PROPERLY MARKED. THE MARKINGS SHALL CONSIST OF A 3 FOOT SQUARE FLAG CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES (SEE DETAIL THIS SHEET) DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.
3. THE CONTRACTOR SHALL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT WITH THE AIRPORT UNICOM (FREQ. 122.7 MHZ) ANYTIME CONSTRUCTION ACTIVITIES ARE UNDERWAY. THIS WILL PROVIDE A MEANS FOR THE AIRPORT TO CONTACT THE CONTRACTOR IN THE EVENT OF AN AERONAUTICAL EMERGENCY THAT WOULD REQUIRE AN ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS.
4. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT MANAGER.
5. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN. THE CONTRACTOR SHALL EXERCISE CARE AND RESTORE THE SOD AREAS TO THEIR ORIGINAL CONDITION AND AVOID THE MARRING OF THE PAVEMENTS.
6. VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN AREAS 80' FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 250' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
7. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT MANAGER. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
8. TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS OUTSIDE OF THE CONSTRUCTION LIMITS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT MANAGER.
9. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.
10. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - A. THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AT THE LOCATIONS SHOWN. DURING OPERATIONS INVOLVING CONTINUOUS HAULING, THE SOUTHEAST GATE SHALL BE USED.
 - B. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL TRAFFIC CONTROL SIGNAGE REQUIRED BY THE COUNTY, TOWNSHIP OR I.D.O.T.
 - C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORKHOURS.
 - D. THE CONTRACTOR SHALL ENSURE THAT THE ACCESS GATE(S) ARE CLOSED AND LOCKED UPON LEAVING THE SITE.
 - E. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - F. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRPORT PART 77 SURFACES, OR RUNWAY AND TAXIWAY SAFETY.
 - G. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.
 - H. UPON COMPLETION OF PROJECT, CONTRACTOR SHALL RESTORE THE ACCESS ROADS AND LAYDOWN AREA TO PRE-CONSTRUCTION CONDITION AT NO ADDITIONAL EXPENSE TO THE PROJECT.



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| THE CITY OF Mount Carmel MT. CARMEL MUNICIPAL AIRPORT A.I.P. PROJ.: 3-17-0073-B15 I.L. PROJ.: AUG-3967 | | | | | |
| HEI Project No. 09A0148D_0800 | File Name R-0045TG.DWG | Scale 1" = 250' | Date 03/19/10 | LAYOUT J.S.L. 03/04/10 | DRAWN C.W.S. 03/04/10 |
| | | | REVIEWED C.A.H. 03/18/10 | | |
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| Hanson Professional Services Inc. 1625 S. State Street Springfield, IL 62703-2886 Offices Nationwide | | | | | |
| REHAB. N.E. PORTION OF PARALLEL TAXIWAY | | | ACTIVITY AND SEQUENCING PLAN | | |
| 4 | | | | | |
| 4 of 8 sheets | | | | | |