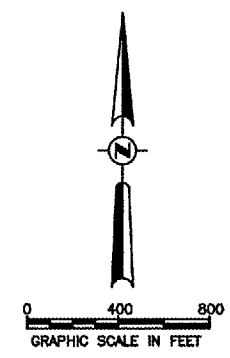


CONSTRUCTION PROCEDURE NOTES

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. THE CONTRACTOR SHALL FURNISH ALL EMPLOYEES WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THEM AS BEING PART OF THE CONSTRUCTION CREW.
3. 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.
4. 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.
5. THE CONTRACTOR SHALL FURNISH, MAINTAIN, AND REMOVE ALL BARRICADES REQUIRED TO DELINEATE THE WORK AREA AND KEEP AIRCRAFT FROM ENCRUCHING INTO SAID WORK AREA. THIS REQUIREMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
6. CONSTRUCTION ACTIVITY CONTROL AND OPERATION AREA PROTECTION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR NO. 150/5370-2E.
7. THE MAXIMUM CONSTRUCTION EQUIPMENT HEIGHT UTILIZED ON THE AIRPORT FOR THIS PROJECT SHALL BE 30'.
8. THIS PROJECT CONSISTS OF WORK TO APPLY POROUS FRICTION COURSE AND MARK RUNWAY 18-36.
9. THE CONTRACTOR SHALL COORDINATE A METHOD OF DISABLING THE RUNWAY 18-36 EDGE LIGHTS WITH THE AIRPORT MANAGEMENT SO AS TO KEEP THE LIGHTS INOPERABLE WHILE THE RUNWAY IS CLOSED TO AIR TRAFFIC. THE RUNWAY 9-27 EDGE LIGHTS SHALL ALSO BE DISABLED WHEN THAT RUNWAY IS CLOSED TO AIR TRAFFIC. THE COST OF DISABLING AND RE-ENERGIZING THE EDGE LIGHT CIRCUITS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
10. THE UNICOM FREQUENCY AT THE AIRPORT IS 122.8 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 9-27 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.
11. 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.
12. THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND.



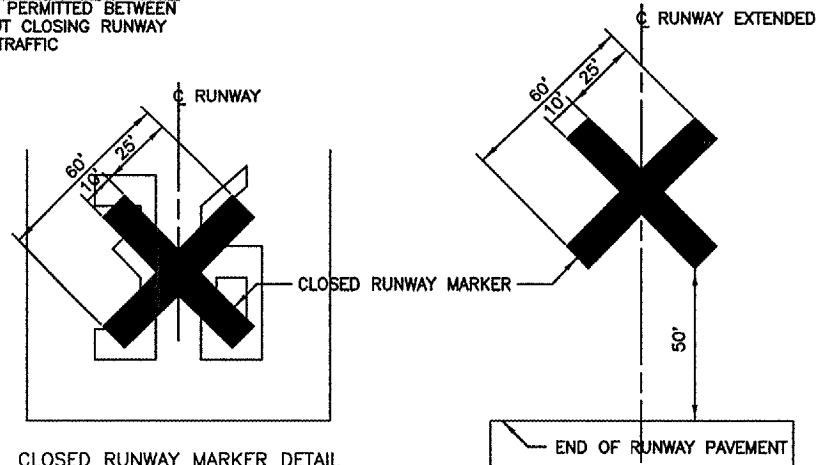
LEGEND

- CONTRACTOR'S ACCESS/HAUL ROUTE
- APPLY POROUS FRICTION COURSE AND MARK RUNWAY 18-36
- LOCATION OF LIGHTED BARRICADES (USING FLASHING RED LIGHTS)

GENERAL NOTES

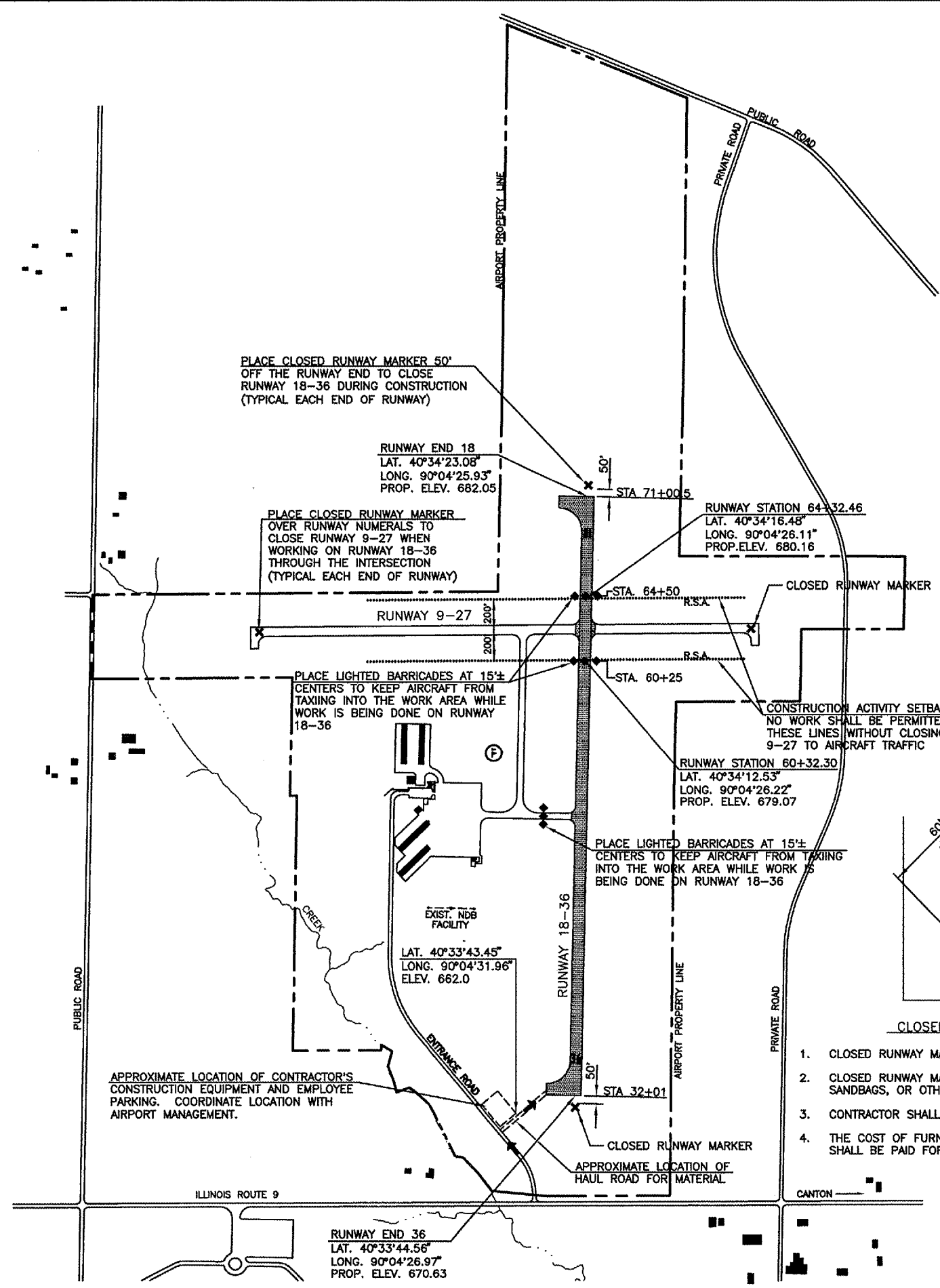
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS. PRIOR TO STARTING WORK, THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS) PHONE 1-800-892-0123 TO ARRANGE FOR LOCATION OF UTILITIES IN THE WORK AREA. A MINIMUM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

COUNTY - FULTON
 CITY - CANTON
 TOWNSHIP - T. 7 N., R. 4 E. 4th P.M. (CANTON)
 SECTION NO. - 20 & 29



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.



RECOMMENDED CONSTRUCTION SEQUENCE

1. INSTALL CLOSED RUNWAY MARKERS AT THE ENDS OF RUNWAY 18-36 TO CLOSE THE RUNWAY DURING THE CONSTRUCTION PERIOD. DISABLE THE RUNWAY 18-36 EDGE LIGHTING CIRCUIT FOR THE DURATION OF THE CONSTRUCTION PERIOD. COORDINATE WITH THE AIRPORT MANAGEMENT TO ARRANGE FOR SHUTDOWN OF RUNWAY 18-36 AND TO ALLOW THE AIRPORT MANAGEMENT TO ISSUE A NOTAMS FOR THE CONSTRUCTION TO BE ACCOMPLISHED.
2. CRACK REPAIR AND PAVEMENT PREPARATION CAN BE ACCOMPLISHED ON RUNWAY 18-36 UP TO A LOCATION 200' EACH SIDE OF THE RUNWAY 18-36 CENTERLINE WHILE KEEPING RUNWAY 9-27 OPEN TO AIR TRAFFIC.
3. RUNWAY 9-27 SHALL THEN BE CLOSED TO AIR TRAFFIC WHICH WILL CLOSE THE AIRPORT. PREPARATORY WORK SHALL BE ACCOMPLISHED ON RUNWAY 18-36 BETWEEN STA. 60+25 AND STA. 64+50. WHILE RUNWAY 9-27 IS STILL CLOSED, PERFORM THE PAVEMENT SURFACING WORK ON RUNWAY 18-36 FROM STA. 60+25 TO STA. 71+00.5 (NORTH END OF RUNWAY). ALL WORK IN THIS AREA SHALL BE DONE AS EXPEDITIOUSLY AS POSSIBLE IN ORDER TO KEEP THE AIRPORT CLOSED FOR AS SHORT A TIME AS IS NECESSARY. ENTIRE AIRPORT CLOSURE SHALL NOT EXCEED FIVE CONSECUTIVE DAYS. UPON COMPLETION OF WORK AND PAVEMENT CURING IN THIS AREA, REMOVE THE CLOSED RUNWAY MARKERS FROM THE RUNWAY 9-27 NUMERALS AND RE-OPEN RUNWAY 9-27 TO AIR TRAFFIC.
4. PAVEMENT SURFACING WORK SHALL THEN BE ACCOMPLISHED ON RUNWAY 18-36 FROM STA. 32+01 (SOUTH END OF THE RUNWAY) TO STA. 60+25 WHILE AIR TRAFFIC USES RUNWAY 9-27. UPON COMPLETION OF SHOULDER RESTORATION AND PAVEMENT MARKING ON RUNWAY 18-36, REMOVE THE CLOSED RUNWAY MARKERS FROM RUNWAY 18-36 AND RE-OPEN THE RUNWAY TO AIR TRAFFIC.
5. WORK SHALL BE SEQUENCED SO AS NOT TO ALLOW THE CONTRACTOR'S HAULING EQUIPMENT TO DRIVE ON THE FINISHED PAVEMENT. CONTRACTOR SHALL MAKE EVERY EFFORT TO REFRAIN FROM TRACKING BITUMINOUS TACK COAT MATERIAL ONTO EXISTING PAVEMENT SURFACES OF THE AIRPORT WITH HIS HAULING EQUIPMENT.

INGERSOLL AIRPORT
 CANTON, ILLINOIS

IMPROVEMENT AND SAFETY PLAN

HUTCHISON ENGINEERING, INC.
 JACKSONVILLE, ILLINOIS

DRAWN BY: T.J.D. ILL. PROJ. NO. CTR-3713
 DATE: NOVEMBER, 2007 AIP PROJ. NO. 3-17-0008-89