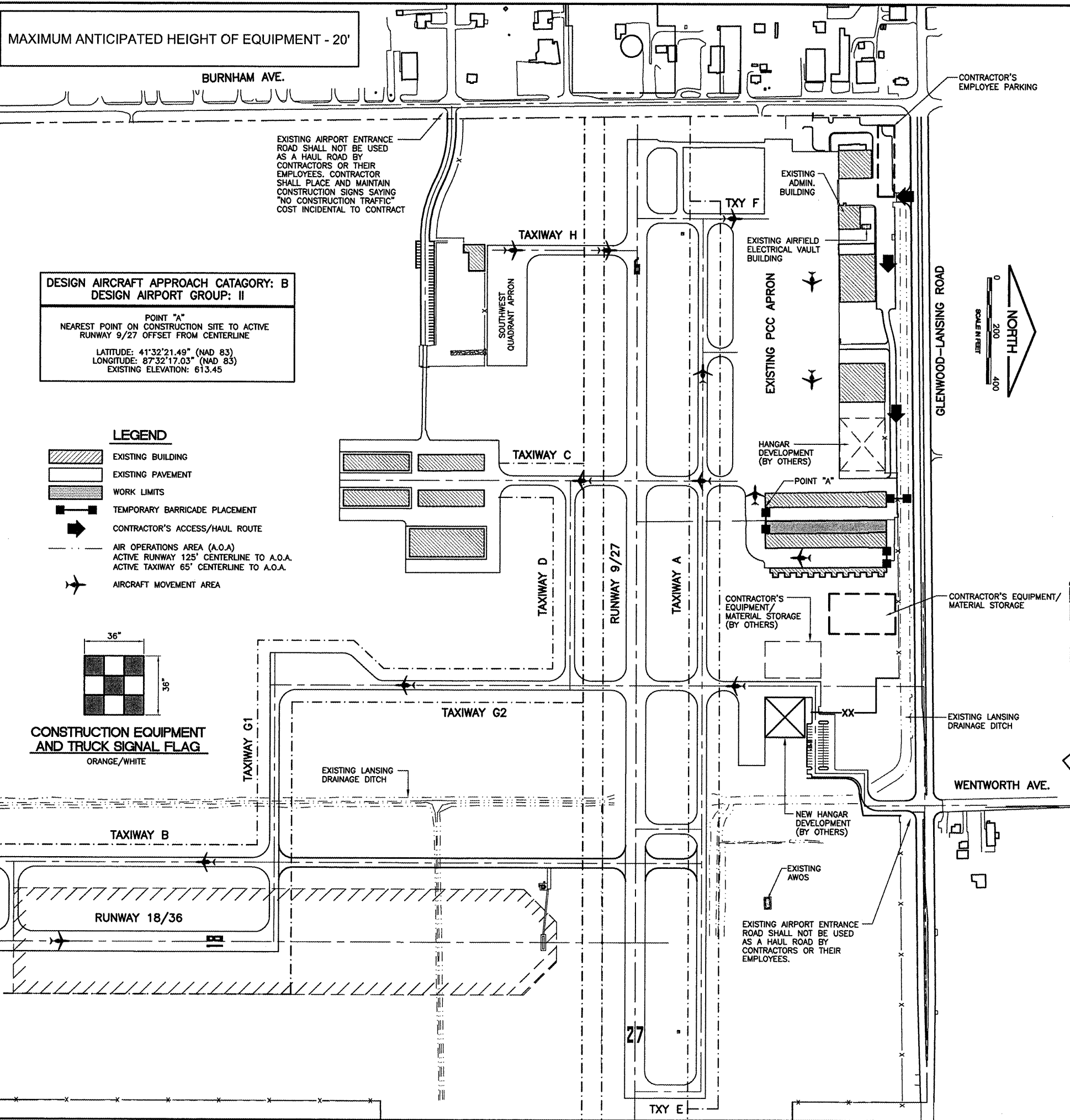


DATE: Friday, April 25, 2008 2:27:49 PM
 FILE: K:\Lansing\04-0729702\Drawn Sheets\04-0729702-01.dwg
 UPDATE BY: Tony Martin
 LAYOUT: 1
 REF: DWG: Base-By-Drawn
 NAME: FILES:

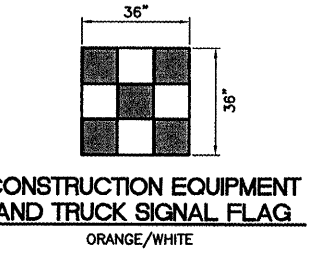


DESIGN AIRCRAFT APPROACH CATEGORY: B
DESIGN AIRPORT GROUP: II

POINT "A"
 NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 9/27 OFFSET FROM CENTERLINE

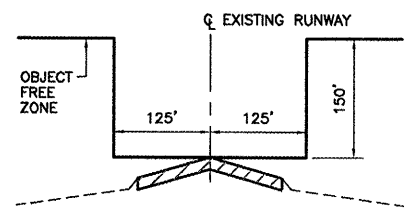
LATITUDE: 41°32'21.49" (NAD 83)
 LONGITUDE: 87°32'17.03" (NAD 83)
 EXISTING ELEVATION: 613.45

- LEGEND**
- EXISTING BUILDING
 - EXISTING PAVEMENT
 - WORK LIMITS
 - TEMPORARY BARRICADE PLACEMENT
 - CONTRACTOR'S ACCESS/HAUL ROUTE
 - AIR OPERATIONS AREA (A.O.A.)
 - ACTIVE RUNWAY 125' CENTERLINE TO A.O.A.
 - ACTIVE TAXIWAY 65' CENTERLINE TO A.O.A.
 - AIRCRAFT MOVEMENT AREA



SEQUENCE OF CONSTRUCTION PLAN NOTES - PHASE 1

1. MARK THE AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AS SHOWN BY THE CONSTRUCTION SETBACK LINE OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. THE AIRPORT WILL REQUIRE SEVEN (7) CALENDAR DAYS NOTICE FROM THE CONTRACTOR PRIOR TO INITIATING WORK TO COORDINATE WITH THE TENANTS.
3. THE CONTRACTOR SHALL PLACE ALL BARRICADES AS SHOWN PRIOR TO THE START OF WORK OR AS DIRECTED BY THE RESIDENT ENGINEER.
4. THE CONTRACTOR SHALL RETURN THE EQUIPMENT TO THE STAGING & STORAGE AREA AT THE END OF EACH DAY UNLESS PERMISSION IS GIVEN BY THE AIRPORT TO DO OTHERWISE.
5. THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
6. ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2E OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION. (LATEST EDITION).
7. CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
8. THE AIRPORT MANAGER IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
9. ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
10. THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER.
11. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY.
12. THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN PAVEMENTS ARE UTILIZED AS HAUL ROADS BY THE CONTRACTOR, MATERIAL TRACKED ON TO THE PAVEMENT SHALL BE CONTINUALLY REMOVED WITH SAID SWEEPER. THIS SWEEPING SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
13. MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
14. PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. TEMPORARY BARRICADES AT 10-FOOT CENTERS SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A FLASHING RED LIGHT AND CONFORM TO IDOT STANDARD 702001. TYPE II. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, EQUIPMENT OR MATERIAL.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY". THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
16. CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL, THIS SHEET.
17. IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE RESIDENT ENGINEER IMMEDIATELY.
18. DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
19. NO PERSONAL VEHICLES WILL BE ALLOWED ON THE AIRFIELD.
20. ALL TAXIWAY AND TAXILANE PAVEMENTS SHALL BE OPEN TO TRAFFIC AT THE END OF EACH WORK DAY OUTSIDE CONSTRUCTION LIMITS.
21. THE LANSING MUNICIPAL AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR SHALL COORDINATE ALL WORK AND ALL CLOSURES WITH THE AIRPORT MANAGER TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
22. CONTRACTOR SHALL ALLOW TUGGED AIRCRAFT TO PASS THROUGH CONSTRUCTION AREA WHEN REQUIRED. ANY TEMPORARY RELOCATION OF EQUIPMENT, BARRICADES OR MATERIALS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



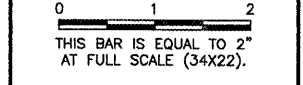
TYPICAL SECTION
OBSTACLE FREE ZONE (OFZ)

NOT TO SCALE
 CONTRACTOR SHALL NOT WORK WITHIN THE RUNWAY OBJECT FREE ZONE WHILE THE RUNWAY IS OPEN TO AIR TRAFFIC.

IL. CONTRACT: LAO30
 IL. LETTING ITEM: 20A
 IL. PROJECT: IGQ-3768
 A.I.P. PROJECT: 3-17-0121-B27

SURVEY BOOK # BOOK #

REVISIONS		
NUMBER	BY	DATE



LANSING MUNICIPAL AIRPORT
 LANSING, ILLINOIS
 REHAB NORTH QUADRANT T-HANGAR PAVEMENT - PHASE 1

SEQUENCE OF CONSTRUCTION
 PER AC 150/5370-2E (LATEST EDITION)

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DESIGN BY:	ARM
DRAWN BY:	JRO
CHECKED BY:	
APPROVED BY:	
DATE:	04/25/08
JOB No:	07297-02