

SCOPE OF WORK

BASE BID: THIS PROJECT CONSISTS OF AN EXPANSION TO THE GENERAL AVIATION RAMP. THE RAMP EXPANSION WILL BE CONSTRUCTED OF 6-IN PORTLAND CEMENT CONCRETE (PCC). ASSOCIATED WORK INCLUDES GRADING; PAVING; MARKING; AIRFIELD LIGHTING, DUCTS, CABLING, HANDHOLES, AND ASSOCIATED ELECTRICAL WORK; DRAINAGE; SEEDING, MULCHING, AND INSTALLATION OF AN EROSION CONTROL BLANKET; AND OTHER INCIDENTAL ITEMS.

BID ALTERNATE NO. 1: A SINGLE LIGHT POLE WITH THREE FIXTURES AND A SINGLE BUILDING MOUNTED LIGHTING FIXTURE IS PROPOSED AS AN ADDITIVE ALTERNATE TO THIS PROJECT. ASSOCIATED WORK SHALL INCLUDE CONSTRUCTION OF A LIGHT POLE FOUNDATION; CABLING; ERECTION OF THE LIGHT POLE; THE INSTALLATION OF A LIGHTING CONTROL SYSTEM; AND ALL ASSOCIATED ELECTRICAL WORK.

AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. ONLY CONTRACTOR EMPLOYEES OR MATERIAL SUPPLIERS SHALL BE ALLOWED WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL COMPLY WITH THE AIRPORT MANAGER, OR HIS AUTHORIZED REPRESENTATIVE, IN REGARD TO ALL SECURITY MATTERS.

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-TRUCK WITH TRAILER IN THE UP POSITION.

HAUL ROUTE AND VEHICLE PARKING

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET. THE PROPOSED PARKING AREA WILL BE 75' X 275' (APPROXIMATE). THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE (INCLUDING THE ENTRANCE) 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. THE CONTRACTOR SHALL SUPPLY, PLACE, AND REMOVE ANY TEMPORARY PIPE CULVERTS NECESSARY TO CONSTRUCT THE HAUL ROUTE AT NO ADDITIONAL COST TO THE PROJECT. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL GRADE, FERTILIZE, SEED AND MULCH ALL AREAS CURRENTLY TURFED WITHIN THE HAUL ROUTE AND PARKING AREA LIMITS, AS NEEDED, TO RESTORE IT TO ITS ORIGINAL STATE. ALL AREAS OF THE HAUL ROUTE THAT ARE WITHIN EXISTING CROP LINES SHALL BE TILLED TO ELIMINATE THE COMPACTION OF THE SOIL THAT OCCURS OVER THE COURSE OF THE PROJECT, TO THE SATISFACTION OF THE RESIDENT ENGINEER. IN ALL CASES ONLY ORGANIC MATERIAL (SOIL OR TURF) SHALL EXIST IN THE AREA OF THE HAUL ROUTE FOLLOWING ITS RESTORATION. RESTORATION OF THE HAUL ROUTE AND PARKING AREA WILL BE PAID FOR IN ACCORDANCE WITH ITEM AR150540 HAUL ROUTE, PER LUMP SUM, AND NO ADDITIONAL COMPENSATION SHALL 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 SHALL KEEP ONE RUNWAY OPEN AT ALL TIMES AND MAINTAIN CONTINUOUS TAXIWAY ACCESS TO ALL HANGARS AND ADMINISTRATIVE AREAS.

METHODS TO REDUCE DUST IN THE PROJECT AREA TO THE SATISFACTION OF THE AIRPORT MANAGER IS REQUIRED AND SHALL BE CONSIDERED INCIDENTAL TO THE APRON PROJECT AND NO EXTRA COMPENSATION IS ALLOWED.

ALL WORK PERFORMED SHALL BE DONE IN A ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE.

TRENCHES OR HOLES MAY REMAIN OPEN OVERNIGHT BUT SHALL BE ENTIRELY BARRICADED.

NO RUNWAY SHALL BE CLOSED OVERNIGHT.

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 1-800-892-0123.

CONTROL POINT DATA				
NO.	DESCRIPTION	NORTHING	EASTING	ELEVATION
1	NGS MON., STEEL ROD IN SLEEVE	1,403,476.08	2,161,141.29	684.61
2	IRON PIN	1,402,486.40	2,160,694.36	N/A
3	IRON PIN	1,402,927.42	2,160,214.70	N/A
4	CHSLD BOX ON W. SIDE PCC FOUNDATION OF AIRPORT BEACON			686.12
5	CHSLD BOX ON N. SIDE PCC FOUNDATION OF FLAGPOLE			688.94

150-ENGINEER'S FIELD OFFICE NOTES

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE FURNISHED, MAINTAINED, AND REMOVED IN ACCORDANCE WITH ITEM AR150510 "ENGINEER'S FIELD OFFICE" AS STATED ON PAGE 168 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE LOCATION OF THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.

THE ENGINEERING FIRM WILL MAKE PAYMENT FOR ALL LONG DISTANCE TELEPHONE CALLS IN EXCESS OF ONE HUNDRED DOLLARS (\$100.00) PER MONTH.

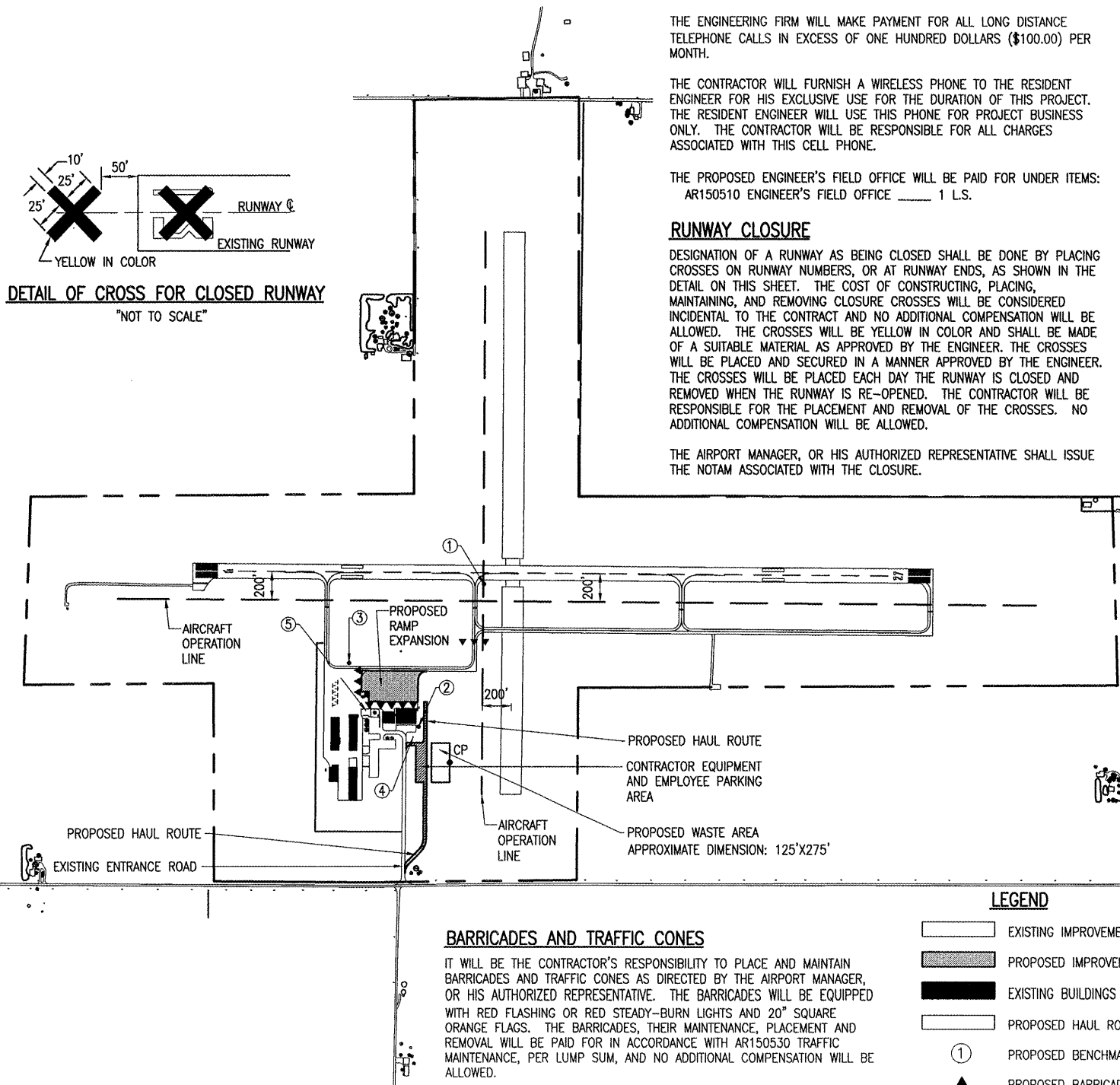
THE CONTRACTOR WILL FURNISH A WIRELESS PHONE TO THE RESIDENT ENGINEER FOR HIS EXCLUSIVE USE FOR THE DURATION OF THIS PROJECT. THE RESIDENT ENGINEER WILL USE THIS PHONE FOR PROJECT BUSINESS ONLY. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL CHARGES ASSOCIATED WITH THIS CELL PHONE.

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE PAID FOR UNDER ITEMS: AR150510 ENGINEER'S FIELD OFFICE _____ 1 L.S.

RUNWAY CLOSURE

DESIGNATION OF A RUNWAY AS BEING CLOSED SHALL BE DONE BY PLACING CROSSES ON RUNWAY NUMBERS, OR AT RUNWAY ENDS, AS SHOWN IN THE DETAIL ON THIS SHEET. THE COST OF CONSTRUCTING, PLACING, MAINTAINING, AND REMOVING CLOSURE CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE ENGINEER. THE CROSSES WILL BE PLACED AND SECURED IN A MANNER APPROVED BY THE ENGINEER. THE CROSSES WILL BE PLACED EACH DAY THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE AIRPORT MANAGER, OR HIS AUTHORIZED REPRESENTATIVE SHALL ISSUE THE NOTAM ASSOCIATED WITH THE CLOSURE.



J.U.L.I.E. INFORMATION

COUNTY: McDONOUGH
 CITY: MACOMB
 TOWNSHIP: MACOMB T-6-N, R-2-W
 SECTION NO.: 7 & 8
 ADDRESS: MACOMB MUNICIPAL AIRPORT RR #1 MACOMB, ILLINOIS 61455

MB026

CERTIFIED PAYROLLS

THE RESIDENT ENGINEER CANNOT FORWARD CONSTRUCTION REPORTS TO THE ILLINOIS DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL CERTIFIED PAYROLLS FOR THE PERIOD HAVE BEEN RECEIVED.

MATERIAL CERTIFICATION

COMPLETED WORK CANNOT BE PLACED ON A CONSTRUCTION REPORT UNTIL ALL MATERIAL CERTIFICATIONS FOR THAT PAY ITEM HAVE BEEN RECEIVED, REVIEWED AND ACCEPTED BY THE RESIDENT ENGINEER.

PROPOSED SAFETY PLAN

GENERAL - THE MACOMB MUNICIPAL AIRPORT IS COMPRISED OF TWO RUNWAYS. THE PROPOSED CONSTRUCTION IS NOT ANTICIPATING REQUIRED RUNWAY CLOSURES. HOWEVER, IF RUNWAY CLOSURE IS NECESSARY, IT WILL BE ACCOMPLISHED AS DESCRIBED ON THIS SHEET AND CONSIDERED INCIDENTAL TO THE PROJECT WITH NO ADDITIONAL COMPENSATION.

THE TAXIWAY ADJACENT TO THE RAMP WILL BE CLOSED ANY TIME WORK IS BEING ACCOMPLISHED WITHIN THE PROJECT LIMITS AND WITHIN 80' OF THE TAXIWAY CENTERLINE. ANY TIME THE GRADE OFF THE EDGE OF PAVEMENT EXCEEDS A DEPTH OF 3", BARRICADES WILL BE PLACED AS SHOWN IN ACCORDANCE WITH ALL OTHER NOTES ON THIS SHEET. ACCESS TO THE TWO HANGARS SOUTH OF THE PROJECT LIMIT WILL BE CONTINUOUS. HOWEVER TAXING OF AIRCRAFT IN THIS AREA IS PROHIBITED, WITH TRANSPORT OF ALL AIRCRAFT IN THIS AREA BEING UNDER TOW.

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 CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (122.80 MHz.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE MACOMB MUNICIPAL 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.

EROSION CONTROL

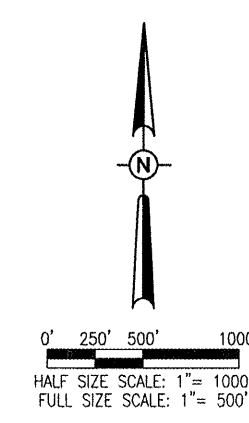
THIS PROJECT WILL DISTURB MORE THAN 1 ACRE OF LAND, THEREFORE A N.P.D.E.S. PERMIT WILL BE REQUIRED.

SEE SHEET 7 FOR SWPP MEASURES PROPOSED.

CRITICAL POINT DATA

CRITICAL POINT (CP)
 LATITUDE: 40° 30' 57.82"
 LONGITUDE: 90° 39' 16.78"
 ELEVATION: 692' M.S.L.

<p>MACOMB MUNICIPAL AIRPORT MACOMB, ILLINOIS</p>	<p>BY: _____</p> <p>REVISION: _____</p> <p>DATE: _____</p>	<p>IL PROJ.: MB0-3798</p> <p>A.I.P. PROJ.: 3-17-0064-B16</p>	
			<p>FILE PROJECT NO.: 08A0004D_0800</p> <p>FILE NAME: R-003SEY.DWG</p> <p>SCALE: 1" = 500'</p> <p>DATE: 02/18/08</p>
			<p>LAYOUT: RAW 02/18/08</p> <p>DRAWN: BAK 02/18/08</p> <p>REVIEWED: CAH 04/24/08</p>
<p>HANSON <small>Hanson Professional Services Inc. 1645 S. Illinois Springfield, Illinois 62703-2886 Offices Nationwide</small></p>	<p>CONSTRUCT RAMP EXPANSION</p> <p>PROPOSED SAFETY PLAN</p>	<p>3</p> <p>3 of 32 sheets</p>	



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