



LEGEND

- CONSTRUCTION BARRICADES
- FLAGGER IN CONTACT WITH LOCAL AIR TRAFFIC
- CONTRACTOR ACCESS
- HAUL ROAD
- RUNWAY CLOSURE MARKER
- PHASE 1
- PHASE 2
- TURF RUNWAY TRANSITION

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 FILE: CONACT.dwg
 UPDATE BY: Jason Frank
 PLOT DATE: 4/21/2008 1:28 PM
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REVISIONS

NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).

NOTES:

PRIOR TO INITIATING CONSTRUCTION:

1. WORK ON THIS PROJECT WILL SEVERELY LIMIT OPERATIONS AT THE AIRPORT. PRIOR TO STARTING WORK THE CONTRACTOR SHALL HAVE ON HAND ALL MATERIALS NECESSARY TO COMPLETE ALL WORK LOCATED WITHIN 200' OF THE RUNWAY(S) CENTERLINES.
2. PHASE 1 MAY BE INITIATED BY THE CONTRACTOR WITH THE APPROVAL OF THE AIRPORT MANAGER. PHASE 1 SHALL NOT BEGIN BEFORE SEPTEMBER 1, 2008. PHASE 1 CONSISTS OF ALL WORK NOT WITHIN 200' OF THE RUNWAY 9/27 CENTERLINE. PHASE 2 IS THE WORK THAT REQUIRES BOTH RUNWAYS TO BE SHUT DOWN. THE CONTRACTOR SHALL EXPEDITE ALL WORK WITHIN PHASE 2 WORK AREA TO MINIMIZE THE CLOSURE TIME OF THE TURF RUNWAY. PHASE 2 WILL BE SCHEDULED BY THE CONTRACTOR (APPROVED BY THE AIRPORT MANAGER) DURING THE PHASE 1 CONSTRUCTION.

PHASE 1 NOTES:

1. THIS WORK SHALL CONSIST OF ALL WORK ON THE PROJECT NOT WITHIN 200' EITHER SIDE OF THE RUNWAY 9/27 CENTERLINE. DURING THIS PHASE, RUNWAY 18/36 WILL BE CLOSED WITH CLOSURE MARKERS AS REQUIRED BY THE FAA AND AS DETAILED. THE EXISTING VISUAL NAVAIDS SHALL BE DISCONNECTED IN THE VAULT. THE CONTRACTOR SHALL COORDINATE THE CLOSURE OF THE RUNWAY WITH THE AIRPORT 2 WEEKS IN ADVANCE TO ALLOW FOR THE RELOCATION OF BASED AIRCRAFT.
2. WORK IN THIS PHASE INCLUDES CORING OUT FOR THE PROPOSED WIDENING, EXTENDING THE EXISTING DRAINAGE CONDUIT, CONSTRUCTING EMBANKMENT, CONSTRUCTING THE AGGREGATE SUBBASE, CONSTRUCTING THE AGGREGATE BASE AND CONSTRUCTING NEW FOUNDATIONS FOR THE BASE MOUNTED EDGE LIGHTS AND VISUAL NAVAIDS.
3. THIS WORK WILL REQUIRE THAT THE CONTRACTOR CROSS RUNWAY 9/27. THE CONTRACTOR SHALL BARRICADE BOTH SIDES OF THE RUNWAY AND PROVIDE A FLAGPERSON ON BOTH SIDES OF THE RUNWAY IN CONTACT WITH LOCAL AIR TRAFFIC TO CONTROL THE CROSSING OF VEHICLES. VEHICLES WILL BE REQUIRED TO STOP ON BOTH SIDES OF THE RUNWAY, VISUALLY CHECK THE APPROACH IN BOTH DIRECTIONS AND RECEIVE APPROVAL FROM THE FLAGPERSON BEFORE PROCEEDING ACROSS THE RUNWAY.
4. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN THE OPEN RUNWAY AT THE CROSSING POINT.
5. VEHICLES SHALL OPERATE ON THE RUNWAY. THE CONTRACTOR SHALL VISUALLY INSPECT THE RUNWAY CONTINUOUSLY DURING HAULING OPERATIONS TO VERIFY THAT TRAFFIC IS NOT DAMAGING THE EXISTING PAVEMENT.
6. UPON COMPLETION OF THESE ITEMS OUTSIDE OF THE RUNWAY 9/27 AREA, THE CONTRACTOR WILL INITIATE PHASE 2.

PHASE 2 NOTES:

1. THIS WORK SHALL CONSIST OF THE CONSTRUCTION OF THE SUBGRADE, AGGREGATE SUBBASE, AGGREGATE BASE, BITUMINOUS SURFACE ON THE WIDENING; AND LEVELING COURSE AND THE POROUS FRICTION COURSE ON THE RUNWAY. THE COMPLETION OF THE LIGHTING WITHIN 200' OF THE RUNWAY 9/27 CENTERLINE AND THE INITIAL MARKING OF THE RUNWAY SHALL ALSO BE COMPLETED DURING THIS PHASE. UPON COMPLETION OF PHASE 2 THE TURF RUNWAY SHALL BE REOPENED. THE ONLY CLOSURE OF THE TURF RUNWAY FOLLOWING THE END OF PHASE 2 SHALL BE FOR THE FINAL APPLICATION OF THE PAVEMENT MARKING.
2. THE CONTRACTOR SHALL BE GIVEN 12 CONSECUTIVE CALENDAR DAYS, STARTING ON A MONDAY SELECTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT MANAGER TO COMPLETE THE WORK IN PHASE 2. THE CONTRACTOR WILL BE ALLOWED TO COMPLETE THE BITUMINOUS LEVELING COURSE AND BITUMINOUS WIDENING OUTSIDE OF THE PHASE 2 AREA IF HE REQUESTS TO REDUCE THE AMOUNT OF WORK IN THE PHASE 2 AREA.
3. LIQUIDATED DAMAGES OF \$500 PER DAY WILL BE CHARGED FOR ANY DAYS BEYOND THE SPECIFIED AMOUNT THAT THE TURF RUNWAY REMAINS CLOSED.
4. THE CONTRACTOR MAY CONTINUE TO WORK IN THE PHASE 1 AREA FOLLOWING THE RE-OPENING OF THE TURF RUNWAY AS SPECIFIED IN THE OVERALL CONTRACT TIME.

CONSTRUCTION ACTIVITY PLAN NOTES:

1. THE CONTRACTOR SHALL PLACE ALL BARRICADES AND DEACTIVATE PAPI SYSTEMS AS SHOWN PRIOR TO STARTING WORK.
2. THE CONTRACTOR SHALL CONTINUOUSLY MAINTAIN CONTROL OF DUST IN THIS AREA DURING HAULING OPERATIONS.
3. THE CONTRACTOR SHALL SEQUENCE HIS/ HER CONSTRUCTION OPERATIONS SO AS TO MINIMIZE DISRUPTIONS TO THE AIRCRAFT OPERATIONS.
4. THE CONTRACTOR'S FLAGGER SHALL BE IN CONSTANT RADIO CONTACT WITH LOCAL AIR TRAFFIC ANY TIME CONSTRUCTION TRAFFIC IS CROSSING OR OPERATING WITHIN 200' OF THE RUNWAY CENTERLINE. THE CONTRACTOR SHALL PROVIDE RADIOS CAPABLE OF OPERATING ON THE NECESSARY FREQUENCY.
5. WHEN WORK IS TAKING PLACE WITHING 200' OF THE RUNWAY 9/27 CENTERLINE (PHASE 2) THE RUNWAY AND AIRPORT SHALL BE CLOSED.
6. THE CONTRACTOR SHALL PROVIDE LIGHTS AND FLAGGING ON ALL EQUIPMENT IN CONFORMANCE WITH THE FAA ADVISORY CIRCULAR 150/5210-5B AND 5370-2E (LATEST).
7. THE CONTRACTOR SHALL PROVIDE LIGHTED BARRICADES AT ALL CLOSURE LOCATIONS OR EDGE DROP-OFFS GREATER THAN 3 INCHES, ADJACENT TO THE PAVEMENTS THAT ARE OPEN TO AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE BARRICADES IN AN OPERABLE CONDITION FOR THE DURATION OF THE PROJECT.
8. BARRICADES SHALL BE PLACED ON 15' CENTERS AND SHALL BE PLACED 40' FROM ACTIVE TAXIWAY CENTERLINES AND 200' FROM ACTIVE RUNWAY CENTERLINES.
9. THE CONTRACTOR SHALL NOT HAVE ACCESS TO ANY PART OF THE AIRPORT OTHER THAN THE AREAS THAT ARE INDICATED ON THE CONSTRUCTION ACTIVITY PLAN WITHOUT THE APPROVAL OF THE AIRPORT MANAGER.

**SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS**

**WIDEN AND OVERLAY RUNWAY 18/36
 CONSTRUCTION ACTIVITY PLAN**

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DESIGN BY:	KLB
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APPROVED BY:	JEF
DATE:	04/18/2008
JOB No:	0641203
IL PROJ. NO. SAR-3652	
AIP PROJ. NO. 3-17-0094-B9	
SHEET 03 OF 28 SHEETS	