

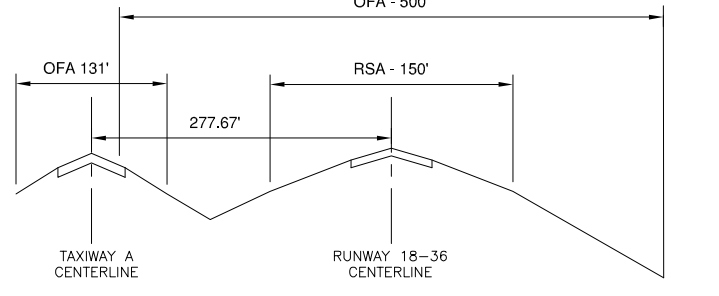
GENERAL NOTES

- MEN, VEHICLES AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE FOLLOWING AREAS, EXCEPT WHEN UNDER THE CONTROL OF A FLAGMAN IN RADIO CONTACT WITH AIR AND GROUND TRAFFIC AT ALL TIMES:
 - 75' FROM THE CENTERLINE OF 9/27 WHEN ACTIVE.
 - 75' FROM THE CENTERLINE OF 18/36 WHEN ACTIVE.
 - 66' FROM THE CENTER OF AN ACTIVE TAXIWAY.

THE CONTRACTOR SHALL PROVIDE THE FLAGMAN AND RADIO EQUIPMENT AT NO EXTRA COST TO THE CONTRACT.
- CONSTRUCTION TRAFFIC SHALL BE RESTRICTED TO DESIGNATED HAUL ROADS CONSTRUCTED BY THE CONTRACTOR. THE CONTRACTOR SHALL NOT ACCESS EXISTING AIRFIELD PAVEMENTS TO GAIN ACCESS TO THE CONSTRUCTION SITE.
- 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.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN.
- BROKEN CONCRETE, BITUMINOUS MATERIALS, AND MISCELLANEOUS WASTE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY.
- 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. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT.
- THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.
- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER, THE AIRPORT AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
- CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AS SHOWN IN THE CONSTRUCTION ACTIVITY PLAN.
 - THE CONTRACTOR SHALL ACCESS THE SITE OFF OF RT. 4 THE CONTRACTOR SHALL CONTACT LOCAL AUTHORITIES WHEN ESTABLISHING THIS CONSTRUCTION ENTRANCE AND ENSURE THAT ALL SIGNAGE IS IN PLACE PER THEIR DIRECTION AND ALL PERMITS (IF NEEDED) ARE IN PLACE. THE 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 CITY, COUNTY, TOWNSHIP, OR I.D.O.T..
 - DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN 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 SITE.
 - THE CONTRACTOR WILL CLOSE AND LOCK THE ACCESS GATE(S) UPON LEAVING THE SITE.
 - ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRSPACE SURFACES, OR RUNWAY AND TAXIWAY OBJECT FREE OR SAFETY AREAS.
 - 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.

CRITICAL POINT TABLE

POINT	LATITUDE	LONGITUDE	GROUND ELEVATION	ABOVE GROUND	TOP ELEVATION
1	N 038° 09' 11.1185"	W 089° 41' 56.9832"	530.69	20'	550.69'
2	N 038° 09' 19.8843"	W 089° 41' 56.9272"	535.05	20'	555.05'
3	N 038° 09' 21.4225"	W 089° 41' 57.7692"	536.02	20'	556.02'
4	N 038° 09' 23.4359"	W 089° 41' 57.7564"	538.84	20'	558.84'
5	N 038° 09' 23.4512"	W 089° 42' 01.5914"	538.90	20'	558.90'
6	N 038° 09' 12.5193"	W 089° 42' 01.7311"	528.08	15'	543.08'
7	N 038° 09' 00.4745"	W 089° 42' 02.7083"	530.07	15'	545.07'
8	N 038° 09' 01.3229"	W 089° 42' 02.7029"	529.88	15'	544.88'
9	N 038° 08' 53.1564"	W 089° 42' 08.3993"	533.82	15'	548.82'
10	N 038° 08' 53.1721"	W 089° 42' 12.3809"	534.75	15'	549.75'
11	N 038° 08' 52.5036"	W 089° 42' 01.4059"	525.99	15'	540.99'
12	N 038° 08' 49.5286"	W 089° 42' 01.8993"	524.61	15'	539.61'
13	N 038° 08' 49.2020"	W 089° 42' 01.1495"	524.00	15'	539'
14	N 038° 08' 49.1954"	W 089° 41' 59.4660"	524.00	15'	539'
15	N 038° 08' 40.8168"	W 089° 42' 01.2029"	522.00	15'	537'
16	N 038° 08' 40.7682"	W 089° 41' 59.4260"	522.00	15'	537'
17	N 038° 09' 19.2579"	W 089° 41' 58.8986"	535.81	15'	550.81'
18	N 038° 08' 52.3418"	W 089° 41' 58.6174"	526.02	15'	541.02'



SAFETY AREA ELEVATION

N.T.S.

LEGEND

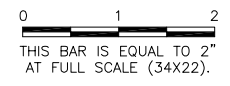
- TSA — TAXIWAY SAFETY AREA
- RSA — RUNWAY SAFETY AREA
- OFA — OBJECT FREE AREA
- - - - - PROPERTY LINE
- ↔ CONTRACTOR'S ACCESS
- ▨ WORK AREA

FILE: SAR4224-GC001.dwg
 UPDATE BY: Chris Groth
 PLOT DATE: 4/26/2013 2:14 PM
 SAR-V-ALAE
 SAR-C-SPAL

SP023

REVISIONS

NUMBER	BY	DATE



**SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS
 TAXIWAY EXTENSION
 SITE PLAN**

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SHEET	02 OF 28 SHEETS

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