

SCOPE OF WORK

THIS PROJECT CONSISTS OF THE FOLLOWING:

RECONSTRUCTION OF 800 FEET x 150 FEET OF BITUMINOUS PAVEMENT ON RUNWAY 6-24, RECONSTRUCTION OF 425 FEET x 50 FEET OF BITUMINOUS PAVEMENT ON TAXIWAY "A", AND RECONSTRUCTION OF 760 FEET x 50 FEET OF BITUMINOUS PAVEMENT ON TAXIWAY "C"

ADDING A TAXIWAY GUIDANCE SIGN, AND MODIFICATION OF EXISTING TAXIWAY GUIDANCE SIGNS ON TAXIWAYS "B" AND "C".

RUNWAY PAVEMENT GROOVING ON CONCRETE AND BITUMINOUS SURFACES.

PROPOSED SAFETY PLAN

ANY TIME THE CONTRACTOR IS WORKING WITHIN 200' OF THE RUNWAY CENTERLINE, THE RUNWAY WILL BE CLOSED. THE CONTRACTOR WILL SMOOTH GRADE ALL AREAS WITHIN THE SAFETY AREA TO THE SATISFACTION OF THE RESIDENT ENGINEER PRIOR TO REOPENING THE RUNWAY. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE DECATUR AIRPORT IS TOWER CONTROLLED FROM 6 A.M. TO 10 P.M. AND IS COMPRISED OF THREE (3) RUNWAYS. THE PROPOSED CONSTRUCTION WILL EFFECT RUNWAY 6-24 AND 18-36. THE SAFETY PLAN AS OUTLINED HERE AND IN THE SPECIAL PROVISIONS WILL MAXIMIZE SAFETY AND ALLOW MINIMUM RUNWAY CLOSURE TIME.

THE CLOSURE OF A RUNWAY WILL REQUIRE THE FOLLOWING:

- 1) PROVIDING THE SPECIFIED ADVANCE NOTIFICATION TO THE AIRPORT DIRECTOR.
- 2) CONFIRMING THE ISSUANCE OF THE NOTAM WITH AIRPORT DIRECTOR AND CONTROL TOWER PRIOR TO STARTING THE ACTUAL CLOSURE.
- 3) PLACING THE 10 FT. X 60 FT. CROSSES OR PORTABLE RUNWAY CLOSURE MARKERS PROVIDED BY THE AIRPORT AT THE RUNWAY END OR ON THE NUMBERS AS THE SITUATIONS DICTATES.
- 4) MAINTENANCE OF THE CROSSES DURING THE CLOSING PERIOD.

RADIO CONTROL:

THE CONTRACTOR WILL BE REQUIRED TO HAVE A TWO-WAY RADIO, CAPABLE OF BEING IN CONTACT WITH THE CONTROL TOWER, GROUND CONTROL CHANNEL (121.75 MHZ). THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE CONTROL TOWER, THUS KEEPING THE CONTROL TOWER INFORMED ON HIS CONSTRUCTION ACTIVITIES AND ENABLE THE CONTROL TOWER TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE SOME ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

BARRICADES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND BARRIERS AT THE LOCATIONS SHOWN ON THIS SHEET AND THE TEMPORARY BARRIER SHEET IN THE PLANS.

THE BARRICADES WILL BE I.D.O.T. TYPE 1, EQUIPPED WITH RED CONTINUOUS OR FLASHING LIGHTS AND EXTENDED 18 INCH SQUARE ORANGE FLAG.

PAYMENT FOR BARRICADES, THEIR PLACEMENT AND REMOVALS AS RUNWAYS AND TAXIWAYS ARE OPENED AND CLOSED, MAINTENANCE, AND REPAIRS WILL BE MADE BY ITEM: AR150530 "TRAFFIC MAINTENANCE" - PER LUMP SUM.

HAUL ROUTE AND EQUIPMENT PARKING

SEE SHEET 5 FOR DETAILS.

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-TRACTOR AND TRAILER.

CONTRACTOR RESPONSIBILITIES

THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA AS SHOWN ON THIS SHEET. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE THIS AREA.

THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREAS. ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.

THE CONTRACTOR WILL FURNISH ALL OF HIS EMPLOYEES WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THEM AS BEING PART OF THE CONSTRUCTION CREW.

WHEN THE CONTRACTOR'S VEHICLES ARE ON THE AIRPORT SITE THEY SHALL BE PROPERLY MARKED. THE MARKING SHALL CONSIST OF A THREE (3') FOOT SQUARE FLAG CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES OF NOT LESS THAN ONE (1') FOOT ON EACH SIDE DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.

BENCHMARK DATA		
NO.	DESCRIPTION	ELEV.
①	CB#36: CHISELED SQUARE ON CORNER OF CONCRETE FOUNDATION OF TAXIWAY SIGN	674.28
②	CB#40: CHISELED SQUARE ON SOUTH SIDE OF DROP INLET BETWEEN TXY "G" AND RWY 6/24	672.89
③	CB#12: CHISELED "X" ON NORTH RIM OF INLET, 80' LT OF RUNWAY 18/36	676.01
④	CHISELED "X" ON NORTH RIM OF GRATED INLET, 80' LT OF RUNWAY 18/36	675.52

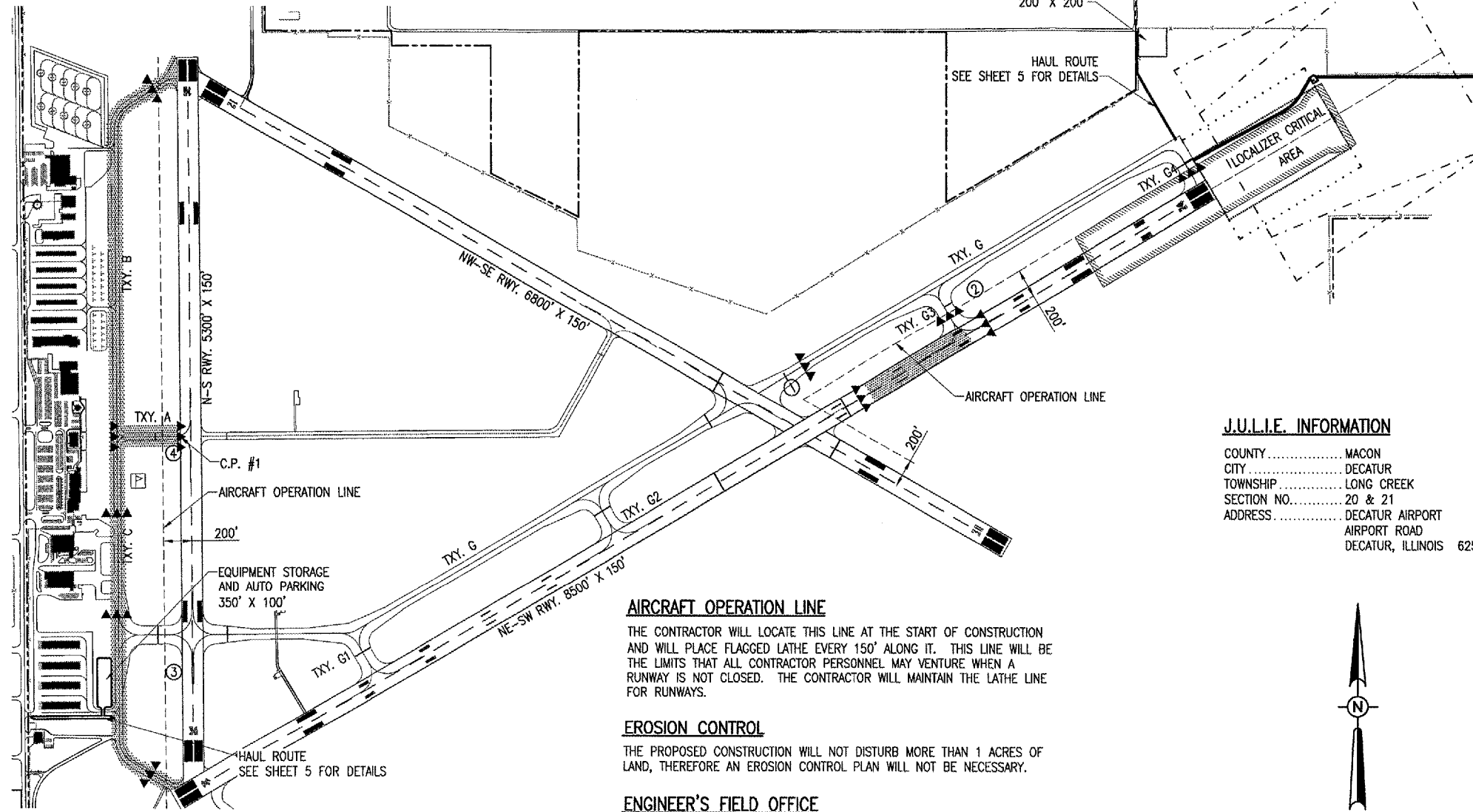
CRITICAL POINT DATA	
C.P. #1	
LATITUDE	39° 50' 03.0620"
LONGITUDE	88° 52' 28.1704"
ELEVATION	675.23

CRITICAL AIRCRAFT DATA				
RUNWAY	EXISTING	FUTURE	WING SPAN	APPROACH SPEEDS
18/36	C-II (FALCON 50)	C-II (FALCON 50)	49' - 79'	121 - 141 KNOTS
12/30	C-IV (757)	C-IV (757)	125'	
6/24	C-IV (757)	C-IV (757)		

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 WORK BEGINS. THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO ACCOMPLISH THE ABOVE.

THE CONTRACTOR SHALL COORDINATE WITH THE FAA AND AIRPORT STAFF TO LOCATE AIRFIELD UTILITIES NOT OWNED BY THE MUNICIPAL OR PRIVATE UTILITY COMPANIES.



MARKER NOTE

WHEN CLOSING A RUNWAY, MARKINGS WILL BE PLACED AT EACH END OF OF THE RUNWAY AS SHOWN ON THIS SHEET AND SECURED IN A MANNER APPROVED BY THE RESIDENT ENGINEER. THE PROPOSED MARKINGS WILL BE PLACED EACH DAY THE RUNWAY WILL BE CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR PLACEMENT AND REMOVAL OF THE MARKINGS.

THE MARKINGS WILL BE DETAILED ON THIS SHEET AND BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE RESIDENT ENGINEER.

AS A SUBSTITUTE FOR THE FIELD CONSTRUCTED MARKERS, THE DECATUR AIRPORT WILL MAKE AVAILABLE TWO LIGHTED RUNWAY CLOSURE MARKERS FOR CLOSING OF A RUNWAY. THE MARKERS ARE MANUFACTURED BY AN FAA APPROVED SOURCE. THE MARKERS WILL BE PROVIDED TO THE CONTRACTOR AT NO COST, BUT PLACING THEM TO OPEN AND CLOSE A RUNWAY, AND MAINTAINING THEM WILL BE THE CONTRACTORS RESPONSIBILITY.

AT THE END OF THE PROJECT, THE CONTRACTOR WILL TURN OVER TO THE AIRPORT THE CLOSURE MARKERS. THE MARKERS WILL BE RETURNED IN THE SAME CONDITION AS THE CONTRACTOR RECEIVED THEM. ANY REPAIRS BY THE AIRPORT TO RESTORE THE MARKERS WILL BE PAID FOR BY THE CONTRACTOR.

THE COST OF PLACING, REMOVING AND MAINTAINING THE MARKERS WILL BE PAID FOR UNDER ITEM: AR150530 "TRAFFIC MAINTENANCE" - PER LUMP SUM.

AIRCRAFT OPERATION LINE

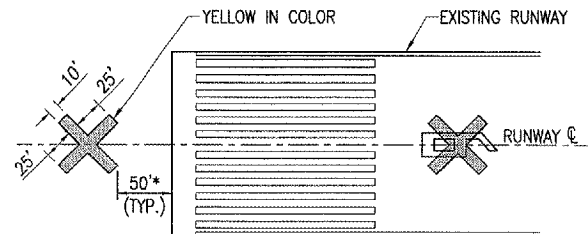
THE CONTRACTOR WILL LOCATE THIS LINE AT THE START OF CONSTRUCTION AND WILL PLACE FLAGGED LATHE EVERY 150' ALONG IT. THIS LINE WILL BE THE LIMITS THAT ALL CONTRACTOR PERSONNEL MAY VENTURE WHEN A RUNWAY IS NOT CLOSED. THE CONTRACTOR WILL MAINTAIN THE LATHE LINE FOR RUNWAYS.

EROSION CONTROL

THE PROPOSED CONSTRUCTION WILL NOT DISTURB MORE THAN 1 ACRES OF LAND, THEREFORE AN EROSION CONTROL PLAN WILL NOT BE NECESSARY.

ENGINEER'S FIELD OFFICE

THE EXACT LOCATION OF THE PROPOSED CONSTRUCTION TRAILER WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.



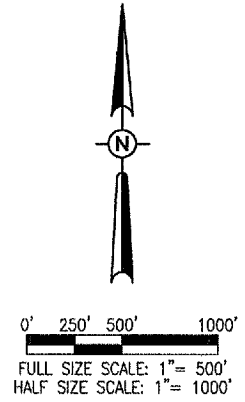
* UNLESS OTHERWISE NOTED
DETAIL OF RUNWAY CLOSURE MARKER
"NOT TO SCALE"

LEGEND

	EXISTING IMPROVEMENTS
	EXISTING BUILDING
	PROPOSED CONSTRUCTION IMPROVEMENTS
	PROPOSED EQUIPMENT/VEHICLE PARKING AREA & HAUL ROUTE
	EXISTING AIRPORT PROPERTY LINE
	BENCHMARK
	LIGHTED BARRICADES (PLACED WHEN REQUIRED)

J.U.L.I.E. INFORMATION

COUNTY	.....	MACON
CITY	.....	DECATUR
TOWNSHIP	.....	LONG CREEK
SECTION NO.	.....	20 & 21
ADDRESS	.....	DECATUR AIRPORT AIRPORT ROAD DECATUR, ILLINOIS 62524



DATE	REVISION	BY

DECATUR AIRPORT
DECATUR, ILLINOIS

A.I.P. PROJ.: 3-17-0033-30
L. PROJ.: DEC-3667

FILE PROJECT NO.	DATE	LAYOUT	REVIEWED
802-07RWY	12/01/06	CCC	WJM/RAW
R-0035AF.DWG	12/01/06	CCC	CCC
Scale: 1" = 500'	12/01/06		

HANSON
Hanson Professional Services Inc.
1525 South Sixth Street
Springfield, Illinois 62703-2886
Offices Nationwide

RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C

PROPOSED SAFETY PLAN

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3 of 25 sheets

MAR 16, 2007 1:36 PM RAW I:\AIRPORTS\DECATUR\802-07RWY\AIRPORT\SHEETS\R-0035AF.DWG - SAFETY