

SCOPE OF WORK

PROJECT CONSISTS OF APPLYING A POROUS FRICTION COURSE OVERLAY (0.10") TO TAXIWAYS A AND A2, A PORTION OF TAXIWAY B, TAXIWAYS B1, B2, E1, AND E2. ASSOCIATED WORK INCLUDES REMOVAL AND REPLACEMENT OF BITUMINOUS PAVEMENT, BITUMINOUS CRACK REPAIR, CRACK CLEANING AND SEALING, PAVEMENT MARKING, TOPSOILING, SEEDING, APPLICATION OF AN EROSION CONTROL BLANKET.

AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE AND LOCK THE EXISTING GATE IN THE HAUL ROUTE AT THE END OF EACH WORKING DAY.

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-TRAILER TRUCK.

HAUL ROUTE AND VEHICLE PARKING

THE CONTRACTOR WILL USE THE EXISTING DESIGNATED PAVED/TURF HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET. THE PROPOSED PARKING AREA WILL BE 150' X 200'. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE 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. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL GRADE, FERTILIZE, SEED AND MULCH ALL TURF AREAS DISTURBED OUTSIDE OF THE CONSTRUCTION LIMITS, INCLUDING AREAS WITHIN THE HAUL ROUTE OR EQUIPMENT PARKING AREA, TO RESTORE THEM TO THEIR ORIGINAL STATE IN ACCORDANCE TO ITEMS 901 AND 908, RESPECTIVELY. EXISTING PAVEMENTS WITHIN THE LIMITS OF THE HAUL ROUTE AND EQUIPMENT PARKING AREA SHALL ALSO BE REPAIRED TO THEIR ORIGINAL STATE. THE COST OF ALL REPAIRS, MAINTENANCE, AND RESTORATION OF THE HAUL ROUTE AND PARKING AREA WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. SEE ITEM AR150540 - HAUL ROUTE IN THE SPECIAL PROVISIONS FOR ADDITIONAL CLARIFICATION.

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 WILL BE REQUIRED TO LIMIT THE USE OF CONSTRUCTION EQUIPMENT ON ANY EXISTING PAVEMENTS. ONLY THAT EQUIPMENT NEEDED TO COMPLETE THE SPECIFIC WORK ON EXISTING PAVEMENTS WILL BE ALLOWED. NO EXCESSIVE TRAFFIC ACROSS THESE PAVEMENTS WILL BE PERMITTED. ANY DAMAGE TO THE EXISTING PAVEMENTS WILL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT.

THE CONTRACTOR SHALL KEEP RUNWAY 5-23 OPEN AT ALL TIMES OTHER THAN WHEN WORKING WITHIN 200' OF THE RUNWAY 5-23 CENTERLINE AND MAINTAIN CONTINUOUS TAXIWAY ACCESS TO THE AIRCRAFT RAMP.

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

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

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.

FLAG PERSONS

WHENEVER THE NE-SW (5-23) RUNWAY IS OPEN AND THE CONTRACTOR IS CONDUCTING CONTINUOUS HAULING OPERATIONS ON TAXIWAY B, AND TAXIWAYS E1 AND E2 ARE CLOSED, THE CONTRACTOR WILL FURNISH A FLAG PERSON TO CONTROL THE VEHICLES CROSSING THE INTERSECTION OF TAXIWAY B AND TAXIWAY E, TO PERMIT CONTINUOUS ACCESS TO THE AIRCRAFT RAMP. ALL VEHICLES MUST COME TO A COMPLETE HALT PRIOR TO BEING DIRECTED ACROSS THE INTERSECTION BY THE FLAG PERSONNEL. A SECOND FLAGGER WILL ALSO BE REQUIRED AT THE INTERSECTION OF TAXIWAY A AND THE MAINTENANCE RAMP WHEN RUNWAY 15-33 AND/OR TAXIWAY A IS OPEN DURING ACTIVE HAULING OPERATIONS, TO ALLOW AIRCRAFT TO TAXI TO AND FROM RUNWAY END 5, AND CONTROL CONSTRUCTION TRAFFIC CROSSING ACTIVE RUNWAY 15-33.

THE FLAG PERSONS WILL BE EQUIPPED WITH TWO-WAY RADIOS (CHANNEL 123.0 MHz.) FOR MONITORING THE AIRPORT RADIO FREQUENCY. THEY SHALL ALSO HAVE A STOP AND GO SIGN. EACH FLAG PERSONNEL SHALL BE LOCATED AS SHOWN ON THIS SHEET.

BENCHMARK DATA

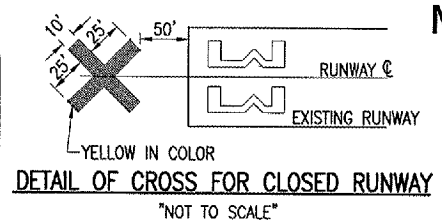
NO.	DESCRIPTION	ELEVATION
1	BRASS DISC IN THE CENTER OF THE SIDEWALK ON THE NORTH SIDE OF TERMINAL BUILDING	463.65
2	BRASS DISC 100.4' SE OF RUNWAY END 5 CORNER, 29.4' SW OF SW EDGE OF TAXIWAY	463.57
3	BRASS DISC 82' E. OF THE N-S PAVED ROAD CL, 3' S. OF HOUSE DRIVEWAY CL	456.42

EROSION CONTROL

THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND, THEREFORE NO N.P.D.E.S. PERMIT WILL BE REQUIRED.

LEGEND

- EXISTING IMPROVEMENTS
- PROPOSED IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA
- PROPOSED BENCHMARK
- PROPOSED BARRICADES OR TRAFFIC CONES
- PROPOSED FLAGGER



NOTE:

COST OF CONSTRUCTING, PLACING, MAINTAINING AND REMOVING 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 AIRPORT MANAGER. THE CROSSES WILL BE PLACED OVER THE NUMERALS AND SECURED IN A MANNER APPROVED BY THE MANAGER. THE PROPOSED 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.

J.U.L.I.E. INFORMATION

COUNTY: JEFFERSON
 CITY: MT. VERNON
 TOWNSHIP: MT. VERNON
 SECTION NO.: 22, 23, 26 & 27
 ADDRESS: MT. VERNON AIRPORT AUTHORITY
 R.R. #4
 MT. VERNON, ILLINOIS 62864

PROPOSED SAFETY PLAN

GENERAL - THE MT. VERNON AIRPORT IS COMPRISED OF TWO RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING BOTH RUNWAYS AT VARIOUS TIMES. ANY TIME THE CONTRACTOR IS WORKING WITHIN 200' OF THE RUNWAY CENTERLINE OR 100' OF A TAXIWAY CENTERLINE, THE RUNWAY OR TAXIWAY WILL BE CLOSED. THE CONTRACTOR SHALL MINIMIZE THE AMOUNT OF TIME ANY RUNWAY IS CLOSED, AND ONE MUST REMAIN OPEN AT ALL TIMES THROUGH STAGED CONSTRUCTION AND FLAG PERSONNEL STATIONED AS SHOWN. CLOSURE OF EITHER RUNWAY WILL BE ONLY DURING THE CONSTRUCTION DAY. THE CLOSURE OF EACH TAXIWAY ADJACENT TO THE WORK AREA WILL BE NECESSARY AT SOME TIME THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL STAGE THE CONSTRUCTION IN SUCH A MANNER TO ALLOW CONTINUAL ACCESS TO THE AIRCRAFT RAMP. TAXIWAYS WILL BE ALLOWED TO REMAIN CLOSED OVERNIGHT, BUT LENGTHS OF CLOSURE SHALL BE MINIMIZED. ALL WORK INCLUDED IN OPENING AND CLOSING A RUNWAY OR TAXIWAY, INCLUDING BARRICADES, LABOR, OTHER NECESSARY ITEMS SHALL BE INCIDENTAL TO ITEM AR150540 - TRAFFIC MAINTENANCE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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 GARMET 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 (123.00 MHz.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE MT. VERNON 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.

AIRCRAFT OPERATION LINE

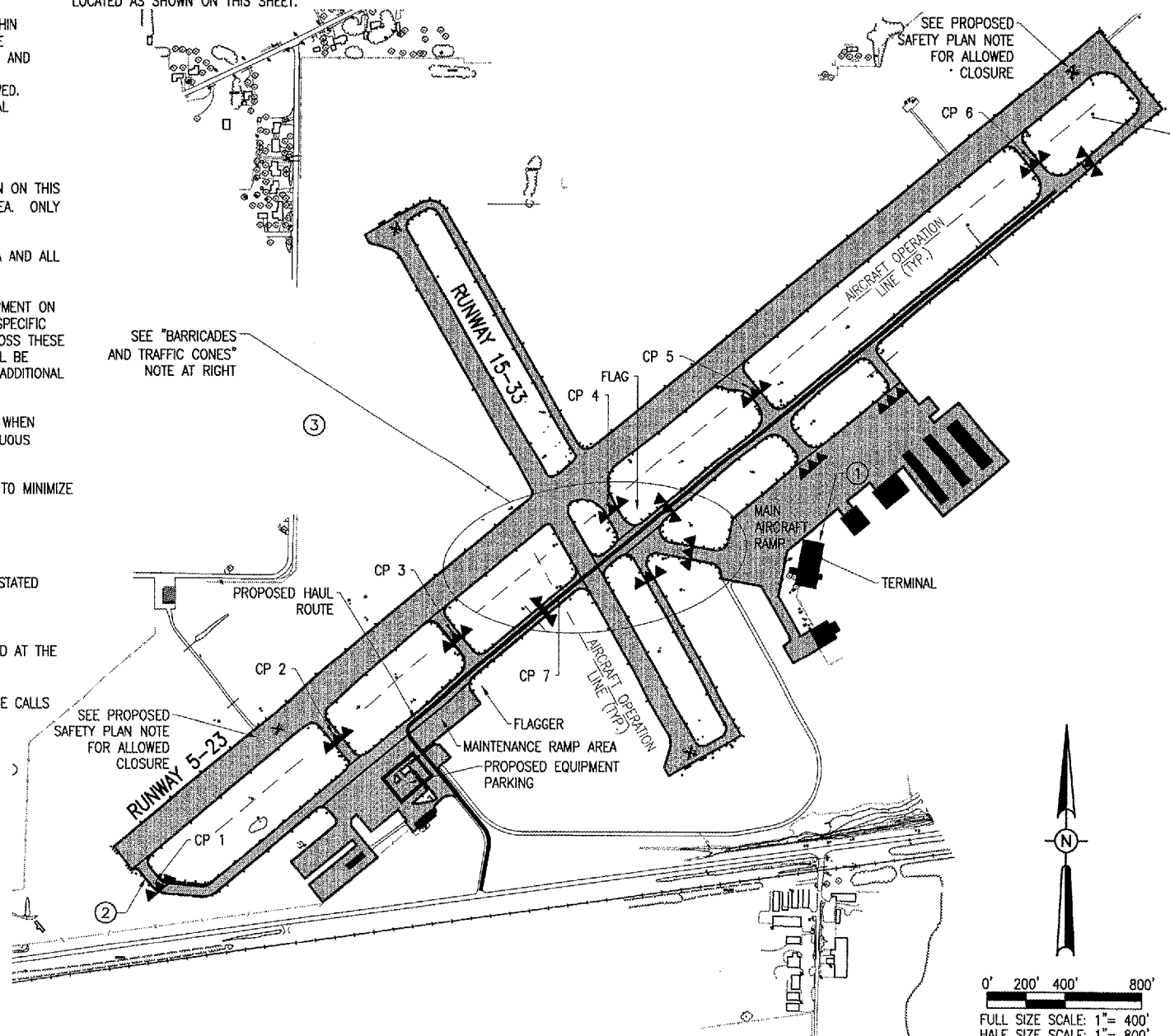
THE CONTRACTOR WILL LOCATE THIS LINE 200' PARALLEL FROM EACH RUNWAY CENTERLINE WITHIN THE PROJECT AREA AT THE START OF CONSTRUCTION AND WILL PLACE FLAGGED LATHE EVERY 150' ALONG IT. THIS LINE WILL REPRESENT THE LIMITS THAT ALL CONTRACTOR PERSONNEL MAY VENTURE WHEN A RUNWAY IS NOT CLOSED. THE CONTRACTOR WILL MAINTAIN THE LATHE LINE FOR RUNWAYS 5-23 AND 15-33 FOR THE DURATION OF THE PROJECT.

BARRICADES AND TRAFFIC CONES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS DIRECTED BY THE AIRPORT DIRECTOR. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR STEADY BURN LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE PAID FOR UNDER ITEM AR150540 - TRAFFIC MAINTENANCE, PER L.S., AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. BARRICADES ARE DEPICTED FOR EACH POINT OF ANTICIPATED CLOSURE DUE TO THE CONSTRUCTION STAGING. THE NUMBER OF BARRICADES REQUIRED WILL VARY BY THE LOCATION OF THE WORK AND THE DEPICTION IS NOT INTENDED TO SUGGEST BARRICADES WILL BE LOCATED AT THE POINTS SHOWN THROUGHOUT THE PROJECT.

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.



CRITICAL POINT DATA

NO.	LATITUDE	LONGITUDE	ELEVATION
CP 1	38° 19' 02.93"	88° 51' 58.23"	±465'
CP 2	38° 19' 10.36"	88° 51' 46.95"	±467'
CP 3	38° 19' 15.34"	88° 51' 39.41"	±466'
CP 4	38° 19' 21.87"	88° 51' 29.50"	±465'
CP 5	38° 19' 27.83"	88° 51' 20.47"	±465'
CP 6	38° 19' 39.48"	88° 51' 02.80"	±468'
CP 7	38° 19' 17.15"	88° 51' 32.56"	±466'

MAY 15, 2007 3:05 PM RAW \\AIRPORTS\MV\VERNON\81907XYXO\AIRPORT\PROJECTS\R-0035FY.DWG - SAFETY PLAN

DATE	REVISION								
MT. VERNON, ILLINOIS									
I.L. PROJ.: MW-3693 A.I.P. PROJ.: 3-17-0074-B16									
I.E. Project No.: 81907XYXO Client: R-0035FY.DWG Scale: 1" = 400' Date: 03/16/07		LAYOUT: CCC DRAWN: CCC REVIEWED: RAW		03/16/07 03/16/07 04/12/07					
					Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2886 Offices Nationwide				
PFC (0.1") OVERLAY OF TAXIWAYS					PROPOSED SAFETY PLAN				
3									
3 of 19 sheets									