

**CONSTRUCTION AND SAFETY NOTES**

**SEQUENCE OF CONSTRUCTION**

TO MINIMIZE DISRUPTIONS TO AIRPORT OPERATIONS, CONSTRUCTION OPERATIONS MUST BE CONTROLLED THROUGHOUT THE PROJECT'S DURATION AND WORK MUST BE COMPLETED EXPEDITIOUSLY. THE CONTRACTOR IS TO EITHER FOLLOW THE CONSTRUCTION STAGING PLANS PROVIDED OR PREPARE AND FOLLOW AN ALTERNATIVE STAGING PLAN THAT MEETS PLAN REQUIREMENTS. THE ALTERNATE STAGING PLAN MUST BE SATISFACTORY TO THE PROJECT ENGINEER AND THE AIRPORT OWNER. THE CONTRACTOR SHALL EXPEDITE WORK AT THOSE STAGES OR PORTIONS OF STAGES WHEN ACTIVE RUNWAYS, TAXIWAYS, APRONS, ROADWAYS OR PARKING LOTS MUST BE CLOSED OR REDUCED IN SIZE TO MINIMIZE THE LENGTH OF TIME THAT AIRPORT OPERATIONS ARE RESTRICTED.

**LATHING AND WARNING TAPE**

THE PROJECT WILL REQUIRE THE PLACEMENT OF LATHING AND WARNING TAPE TO DELINEATE THE CONSTRUCTION AREA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE, PLACE AND MAINTAIN LATHING AND WARNING TAPE AS SHOWN ON THE CONSTRUCTION STAGING PLANS, AND DETAIL A, THIS SHEET, AND AS DIRECTED BY THE RESIDENT ENGINEER AND THE AIRPORT OWNER. THE CONTRACTOR WILL FURNISH, PLACE, MAINTAIN AND RELOCATE THE LATHING AND WARNING TAPE AS REQUIRED. THE COST OF THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE INCIDENTAL TO THE CONTRACT.

**RUNWAY CLOSURE**

THE PROJECT WILL REQUIRE THE PLACEMENT OF RUNWAY CLOSURE MARKINGS, SEE STAGING PLANS. TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS ASSOCIATED WITH THE RUNWAY CLOSURE, CONSTRUCTION WORK MUST BE COMPLETED EXPEDITIOUSLY. RUNWAY CLOSINGS SHALL ONLY BE PERMITTED BY PRIOR AUTHORIZATION OF THE RESIDENT ENGINEER AND THE AIRPORT OWNER.

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE, INSTALL AND MAINTAIN RUNWAY CLOSURE MARKERS AT THE LOCATIONS SHOWN IN THE STAGING PLAN, SEE DETAIL C, THIS SHEET, AND AS DIRECTED BY THE RESIDENT ENGINEER AND AIRPORT OWNER. THE COST OF FURNISHING, PLACING AND RELOCATING THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE INCLUDED IN ITEM AR800932.

THE AIRPORT OWNER WILL DE-ENERGIZE ASSOCIATED AIRFIELD LIGHTING, NAVAID AND CONTROL CIRCUITS WHEN THE RUNWAY IS CLOSED.

**TEMPORARY BARRICADES ON AIRFIELD**

THE PROJECT WILL ALSO REQUIRE THE OCCASIONAL, TEMPORARY CLOSING OF SEGMENTS OF ACTIVE TAXIWAYS AND APRONS. AIRFIELD BARRICADES WILL BE REQUIRED FOR ALL TAXIWAY AND APRON CLOSURES. TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS ASSOCIATED WITH THESE REQUIREMENTS, CONSTRUCTION WORK MUST BE COMPLETED EXPEDITIOUSLY.

OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL ALSO BE DELINEATED WITH THE USE OF BARRICADES DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS.

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH, PLACE AND MAINTAIN BARRICADES AS SHOWN IN THE STAGING PLAN, AND DETAIL B, THIS SHEET, AND AS DIRECTED BY THE RESIDENT ENGINEER AND AIRPORT OWNER. THE COST OF THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE INCIDENTAL TO THE CONTRACT.

**AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION**

ALL CONSTRUCTION TRAFFIC AND PERSONNEL SHALL REMAIN WITHIN THE CONSTRUCTION LIMIT LINE SHOWN ON THE STAGING PLAN FOR THE STAGE CURRENTLY UNDER CONSTRUCTION. CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT LEAST 200 FEET FROM THE CENTERLINE OF ACTIVE RUNWAYS, 57.5 FEET FROM THE CENTERLINE OF ACTIVE TAXILANES, 65.5 FEET FROM THE CENTERLINE OF ACTIVE TAXIWAYS, AND 10 FEET FROM THE EDGE OF ACTIVE APRONS. CONTRACTOR'S ACTIVITIES IF REQUIRED AT RUNWAY ENDS MAY NOT PENETRATE THE RUNWAY OBJECT FREE AREA OR THE PART 77 SURFACES.

WHEN IT IS NECESSARY FOR CONSTRUCTION VEHICLES TO OPERATE ON OR WITHIN THESE LIMITS, THE RUNWAY, TAXIWAYS, TAXILANE OR APRON MUST BE CLOSED. THE CONTRACTOR WILL PROVIDE POSITIVE CONTROL OF CONSTRUCTION VEHICLES USING RADIO-EQUIPPED FLAGGERS. ALL CONTRACTOR'S EQUIPMENT USED IN ACTIVE AIRPORT OPERATIONS AREAS (AOA) SHALL BE EQUIPPED WITH A FAA-STANDARD FLAG, AS REFERENCED IN FAA AC 150/5370-2, CURRENT ISSUE. ALL WORK WITHIN THE AOA SHALL BE COORDINATED WITH THE AIRPORT MANAGER AND CONTROL TOWER. AIRCRAFT SHALL HAVE THE RIGHT-OF-WAY. CONSTRUCTION VEHICLES SHALL NOT CROSS AN ACTIVE RUNWAY. THE COST OF ALL TRAFFIC CONTROL, BOTH WITHIN AND OUTSIDE OF AIRPORT OPERATIONS AREAS, IS TO BE INCIDENTAL TO THE CONTRACT.

WHEN NOT IN USE AND DURING NONWORKING HOURS, CONTRACTOR'S EQUIPMENT SHALL BE PARKED WITHIN THE CONTRACTOR'S EQUIPMENT STORAGE AND PARKING AREAS. THE EQUIPMENT STORAGE AND PARKING AREAS ARE TO BE LOCATED AS SHOWN ON THE STAGING PLAN. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION ENTRANCE IN GOOD CONDITION. THE COST OF MAINTAINING THE CONSTRUCTION ENTRANCE IS TO BE INCIDENTAL TO THE CONTRACT.

AT NO TIME SHALL THE CONTRACTOR OPERATE OR PARK EQUIPMENT SO AS TO OBSTRUCT AN ACTIVE RUNWAY APPROACH SURFACE.

BEFORE REOPENING TEMPORARILY CLOSED RUNWAYS, TAXIWAYS OR ROADWAYS, THE CONTRACTOR SHALL INSPECT AND CLEAN, AS NECESSARY, THE PAVEMENT TO ASSURE THAT NO MATERIALS OR OBJECTS THAT MAY DAMAGE AIRCRAFT OR VEHICLES REMAIN. ANY REQUIRED CLEANING SHALL BE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT OWNER AND IS INCIDENTAL TO THE CONTRACT.

**VEHICLE SAFETY**

TRAFFIC CONTROL WILL BE REQUIRED WHEN CONTRACTOR ACTIVITIES ARE WITHIN 15 FEET OF AN ACTIVE AIRPORT ROADWAY OR AUTO PARKING AREA. THE TRAFFIC CONTROL SHALL BE AS SHOWN ON THE PLANS AND SPECIFIED IN THE SPECIAL PROVISIONS. COST OF ALL VEHICLE TRAFFIC CONTROL SHALL BE INCIDENTAL TO AR800330.

**NOTIFICATIONS BY CONTRACTOR**

THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT OWNER 7 DAYS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF ACTIVE RUNWAYS, TAXIWAYS AND APRONS. THE DATE, TIME AND SCHEDULED DURATION OF THE CLOSING MUST BE APPROVED BY THE RESIDENT ENGINEER, THE AIRPORT OWNER AND THE CONTROL TOWER. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT OWNER 72 HOURS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF OTHER ACTIVE ROADWAYS, AIRFIELD OR ROADWAY LIGHTING CIRCUITS, OR OTHER AIRPORT FACILITIES. THE CONTROL TOWER MUST BE NOTIFIED AS WELL FOR ANY CLOSINGS THAT AFFECT THE CONTROLLED PORTIONS OF THE AIRFIELD.

**CONTRACTOR'S USE OF SITE**

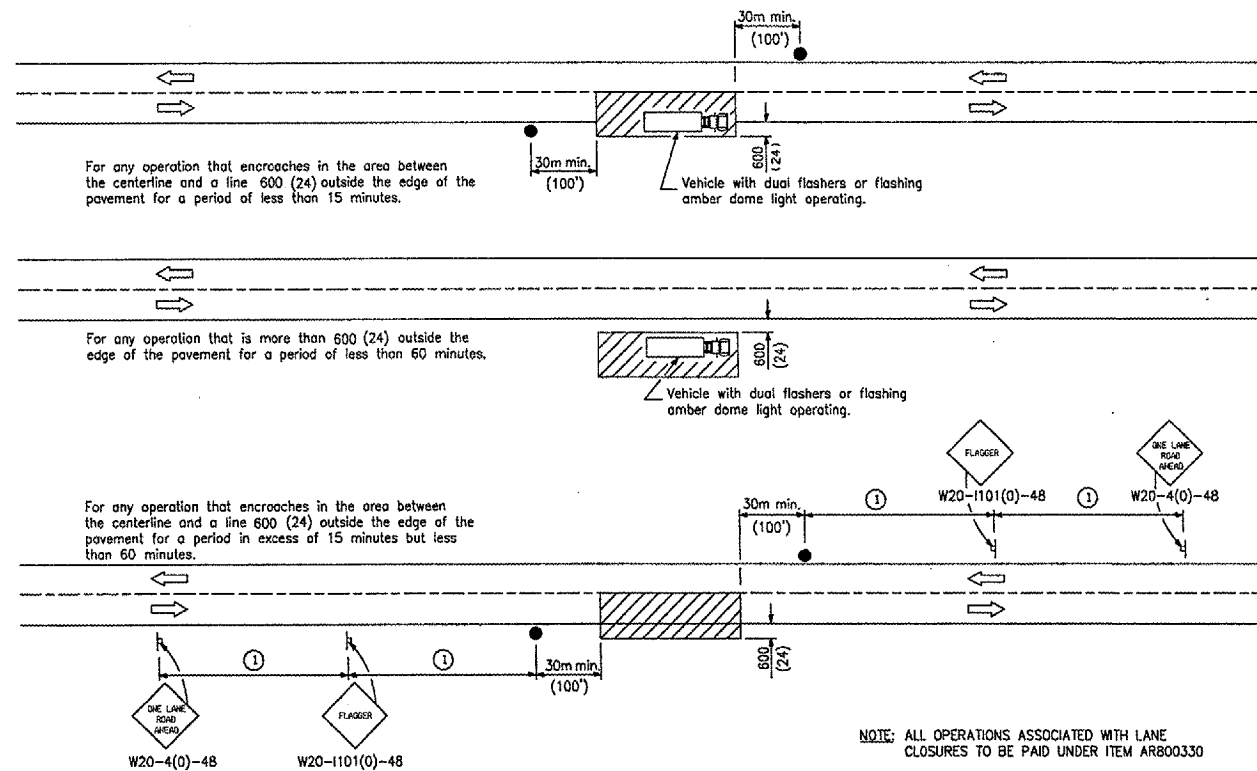
THE CONTRACTOR SHALL NOT OPERATE WITHIN, ENDOACH UPON OR OBSTRUCT AIRPORT OPERATIONAL AREAS, INCLUDING ACTIVE RUNWAY, TAXIWAYS AND APRON SAFETY AREAS, OBJECT AND OBSTACLE FREE ZONES, RUNWAY PROTECTION ZONES AND AIRPORT IMAGINARY SURFACES AS DEFINED IN FEDERAL AVIATION REGULATIONS (FAR) PART 77, "OBJECTS AFFECTING NAVIGABLE AIRSPACE".

**UTILITY OUTAGES AND SHUTDOWNS**

THE CONTRACTOR SHALL PROVIDE 72 HOURS PRIOR NOTICE OF ANY OUTAGES OR SHUTDOWNS TO THE OWNER AND THE AGENCY OWNING THE AFFECTED UTILITY. THE CONTRACTOR SHALL PROVIDE ANY TEMPORARY CONNECTIONS OR OTHER MEASURES AS MAY BE REQUIRED TO MAINTAIN SERVICE AS MAY BE REQUIRED BY THE OWNING AGENCY AT NO COST TO THE OWNER.

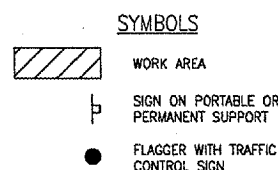
**AVAILABLE SOIL DATA**

DETAILED SOIL TEST MATERIAL FOR THE BEACH PARK HANGAR SITE IS AVAILABLE UPON REQUEST. PAVEMENT CORE INFORMATION IS AVAILABLE FOR THE RUNWAY PAVEMENTS AND RESURFACING AREAS UPON REQUEST. BORING AND CORING INFORMATION AND INFORMATION ON SOIL TESTS IS MADE AVAILABLE SOLELY FOR THE CONVENIENCE OF THE BIDDER AND/OR CONTRACTOR. NEITHER THE OWNER NOR THE PROJECT ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE AVAILABLE INFORMATION AND THERE IS NO EXPRESSED OR IMPLIED GUARANTEE THAT THE CONDITIONS DESCRIBED IN THE SOIL TEST DATA ARE REPRESENTATIVE OF ALL CONDITIONS THAT MAY BE ENCOUNTERED.

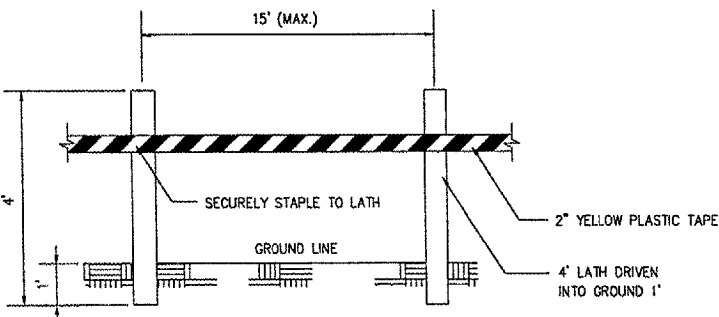


Posted Speed	Sign Spacing
55	164 m (500')
50-45	115 m (350')
<45	60 m (200')

① = Refer to SIGN SPACING table for distances.  
All dimensions are in millimeters (inches) unless otherwise shown.

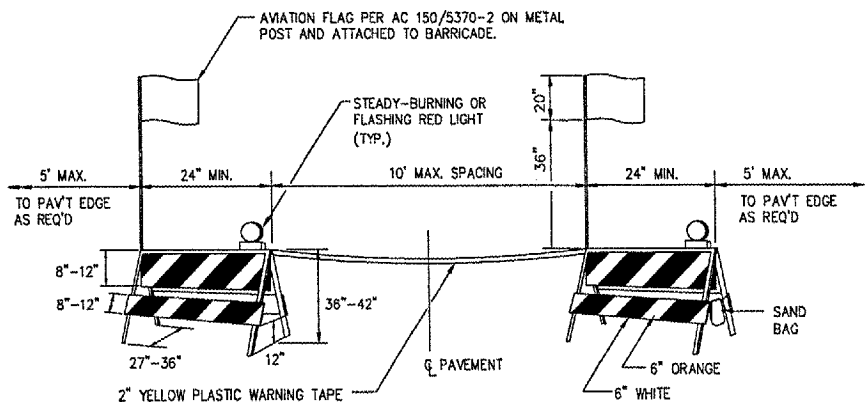


**LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS (IDOT STANDARD 701301-02)**



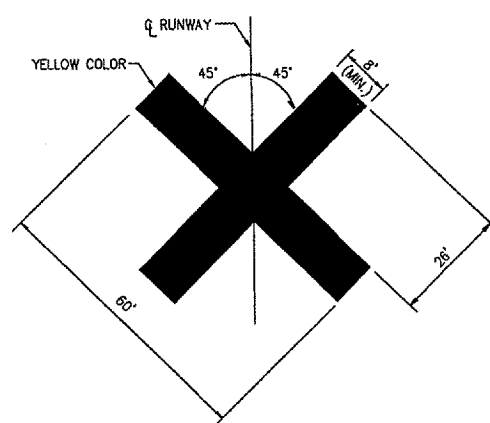
MATERIALS ARE TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION. COST OF MATERIALS, INSTALLATION, RELOCATION AND MAINTENANCE OF LATHING AND WARNING TAPE IS TO BE INCIDENTAL TO THE CONTRACT.

**DETAIL A LATHING AND WARNING TAPE**



BARRICADES ARE TO BE OF IDOT TYPE I, A STEADY-BURNING OR FLASHING RED LIGHT FACING PASSING TRAFFIC IS TO BE MOUNTED ABOVE THE TOP OF EACH BARRICADE FRAME. THE BARRICADE IS TO BE STABILIZED FROM WIND BY SANDBAGS PLACED ON THE FRAME OR OTHER METHODS APPROVED BY THE RESIDENT ENGINEER. NO PART OF THE REFLECTORIZED PORTION OF THE BARRICADE IS TO BE OBSTRUCTED IN ANY MANNER. COST OF FURNISHING, INSTALLING, RELOCATING AND MAINTAINING BARRICADES IS TO BE INCIDENTAL TO THE CONTRACT.

**DETAIL B PAVEMENT BARRICADES**



**NOTES:**

- THE MARKERS ARE TO BE OF A PERMANENT TYPE, CONSTRUCTED OF VINYL OR OTHER LIGHTWEIGHT DURABLE MATERIAL AS MANUFACTURED BY NEUBERT AERO CORP ITEM TS-100 OR EQUAL. ONE SET OF TWO MARKERS WITH MATCHING STORAGE BAG SHALL BE FURNISHED.
- THE MARKERS ARE TO BECOME THE PROPERTY OF THE AIRPORT UPON COMPLETION OF THE PROJECT.
- CONTRACTOR SHALL LOCATE THE MARKERS ON TOP OF THE RUNWAY NUMERALS DURING CLOSURE OF THE RUNWAY.
- MARKERS TO BE SECURED BY CONTRACTOR AS RECOMMENDED BY MANUFACTURER.
- COST OF FURNISHING, INSTALLING, RELOCATING AND MAINTAINING MARKERS SHALL BE PAID UNDER ITEM AR800932 (SEE SPECIAL PROVISIONS).

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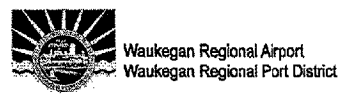
**DETAIL C TEMPORARILY CLOSED RUNWAY MARKER**

DETAILS SHOWN ARE NOT TO SCALE

WA055



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**REPAIR SELECTED PAVEMENT AREAS, REHABILITATE HANGAR TAXILANES AND SERVICE ROAD, AND CONSTRUCT NEW HANGAR PAVEMENTS**

A.I.P. PROJ.: 3-17-0105-B30  
IL PROJ.: UGN-3449

No.	Drawing Issue Description	Date	By

Date: MAY 06, 2005  
Sheet Title

**CONSTRUCTION AND SAFETY NOTES AND DETAILS**

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Project Number

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REP	03/11/05
Designed By	Date
RMH/VTM	04/11/05
Reviewed By	Date
DSY	-
Drawn By	-

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