

SCOPE OF WORK

CONTRACT 1 INCLUDES THE FOLLOWING:

THE WIDENING OF TAXIWAY "G" FROM RUNWAY 12-30 TO RUNWAY END 24 FROM 50 FEET TO 75 FEET. THE TAXIWAY CROSSOVERS "G3" AND "G4" WILL BE WIDENED FROM 67 FEET TO 130 FEET. THE TAXIWAY WIDENING WILL INCLUDE TAXIWAY TAPERS AT THE INTERSECTIONS. THE EXISTING TAXIWAY "G" FROM RUNWAY 12-30 TO AND INCLUDING TAXIWAY CROSSOVER "G3" WILL RECEIVE A BITUMINOUS OVERLAY.

CONTRACT 2 INCLUDES THE FOLLOWING:

THE RECONSTRUCTION OF A PORTION OF RUNWAY 6-24 PAVEMENT APPROXIMATELY 800 FEET BY 150 FEET.
 THE CONVERSION OF A PORTION OF TAXIWAY "A" AND "D" TO AN EMERGENCY ACCESS ROAD.
 MODIFICATION OF TAXIWAY SIGNS ALONG TAXIWAY "B" AND "C."
 INSTALLATION OF LIGHTED WIND CONES AT RUNWAY ENDS.

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, 12/30 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 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 AND BARRIERS

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.

THE BARRIER WILL BE CONSTRUCTED AS DETAILED ON THE TEMPORARY BARRIER DETAIL SHEET.

PAYMENT FOR BARRICADES AND BARRIERS, 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

THE CONTRACTOR IS RESPONSIBLE FOR THE CONSTRUCTION OF THE ACCESS ROAD AND EQUIPMENT STORAGE AREA SHOWN ON THIS SHEET.

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-TRUCK 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.

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.

EROSION CONTROL

THE PROPOSED CONSTRUCTION WILL DISTURB MORE THAN 1 ACRES OF LAND, THEREFORE AN EROSION CONTROL PLAN IS PROVIDED.

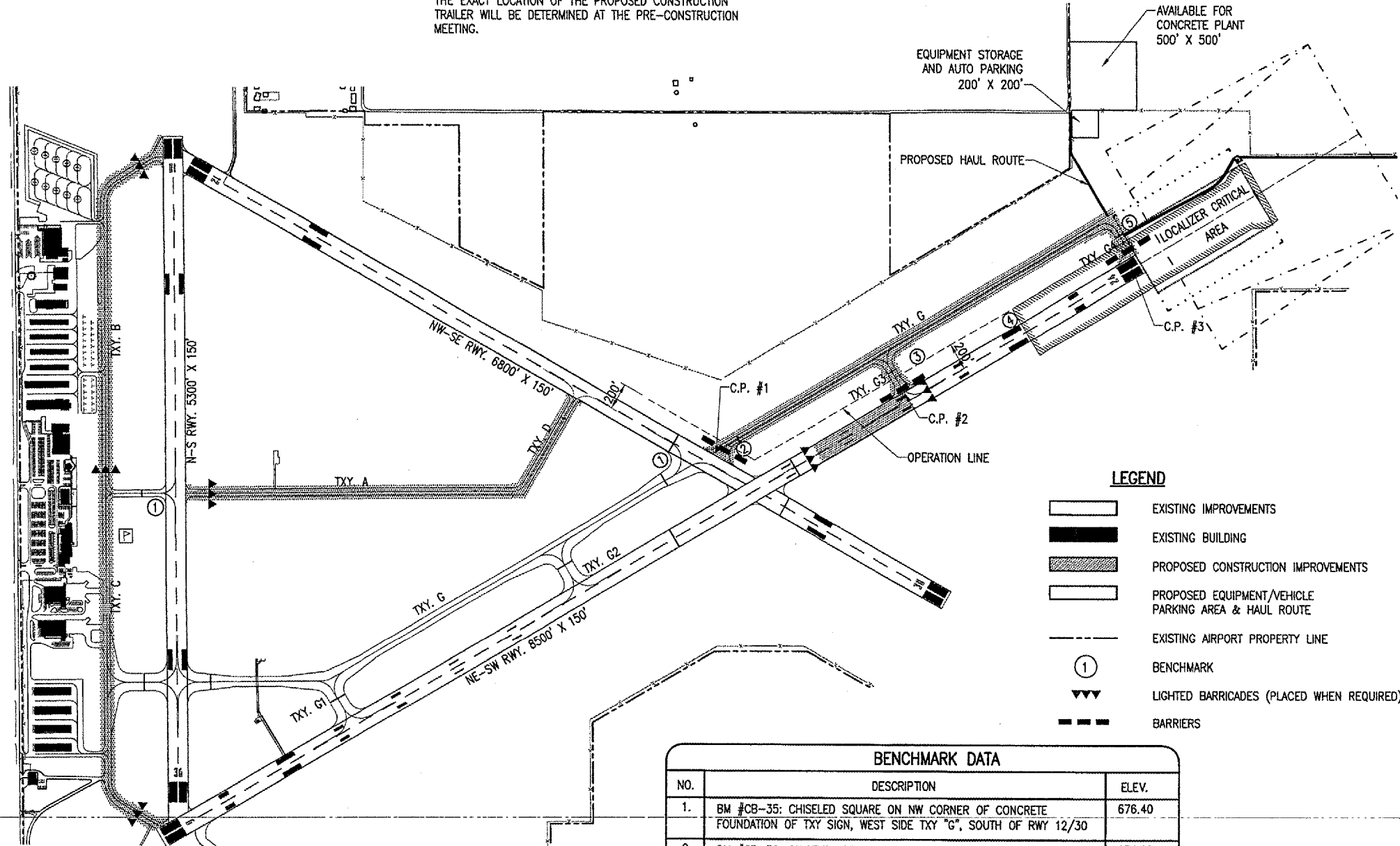
ENGINEER'S FIELD OFFICE

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

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.

DE265



LEGEND

- [Solid line] EXISTING IMPROVEMENTS
- [Solid black] EXISTING BUILDING
- [Hatched] PROPOSED CONSTRUCTION IMPROVEMENTS
- [Dashed] PROPOSED EQUIPMENT/VEHICLE PARKING AREA & HAUL ROUTE
- [Dotted] EXISTING AIRPORT PROPERTY LINE
- [Circle with 1] BENCHMARK
- [Triangle with V] LIGHTED BARRICADES (PLACED WHEN REQUIRED)
- [Dashed line] BARRIERS

BENCHMARK DATA

NO.	DESCRIPTION	ELEV.
1.	BM #CB-35: CHISELED SQUARE ON NW CORNER OF CONCRETE FOUNDATION OF TAXIWAY SIGN, WEST SIDE TYX "G", SOUTH OF RWY 12/30	676.40
2.	BM #CB-36: CHISELED SQUARE ON CORNER OF CONCRETE FOUNDATION OF TAXIWAY SIGN, STA. 370+91, 40.5' RT.	674.28
3.	BM #CB-40: CHISELED SQUARE ON SOUTH SIDE OF DROP INLET BETWEEN TYX "G" AND RWY 6/24, STA. 386+54, 151.5' RT.	672.89
4.	BM #CB-42: CHISELED SQUARE ON NORTH SIDE OF CONCRETE FOUNDATION OF RUNWAY LIGHT, STA. 392+22, 314' RT.	677.16
5.	BM #CB-45: CHISELED SQUARE NE CORNER OF CONC. FOUNDATION OF TYX "G" SIGN & RWY 24 HOLD LINE, STA. 403+81, 144' RT.	680.54

CRITICAL POINT DATA

	C.P. #1	C.P. #2	C.P. #3
LATITUDE	39° 50' 06.3604"	39° 50' 10.8918"	39° 50' 20.9356"
LONGITUDE	88° 51' 35.7380"	88° 51' 17.7943"	88° 50' 55.9809"
ELEVATION	676.96	675.23	680.82

CRITICAL AIRCRAFT DATA

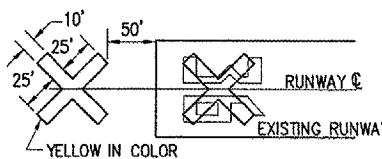
RUNWAY	EXISTING	FUTURE	WING SPAN	APPROACH SPEEDS
18/36	C-II (FALCON 50)	C-II (FALCON 50)	49' - 79'	121 - 141 KNOTS
12/30	C-III (727)	C-IV (757)	125'	
6/24	C-III (727)	C-IV (757)		

CROSS NOTE

THE 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 RESIDENT ENGINEER. THE CROSSES WILL BE PLACED AS SHOWN ON THIS SHEET AND SECURED IN A MANNER APPROVED BY THE RESIDENT ENGINEER. THE PROPOSED CROSSES WILL BE PLACED EACH DAY THE RUNWAY WILL BE 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 TO THE CONTRACT WILL BE ALLOWED.

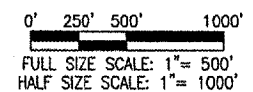
J.U.L.I.E. INFORMATION

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



DETAIL OF CROSS FOR CLOSED RUNWAY

"NOT TO SCALE"



BY: _____

REVISION: _____

DATE: _____

DECATUR, ILLINOIS

PROJECT: 3-17-0033-28

IL PROJ.: DEC-3414

802-047X70
 R-005SAFE.DWG
 Scale 1" = 500'
 Date 04/21/05

LAYOUT	DPE	04/21/05
DRAWN	DPE	04/21/05
REVIEWED	WJM	06/07/05

HANSON
 Engineers, Architects, Scientists
 1225 S. State Street, Suite 62703-2886
 Channahon, Illinois

TAXIWAY G WIDENING
 PHASE II

PROPOSED SAFETY PLAN

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6 of 110 sheets

JUN 10, 2005 2:00 PM CCC
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