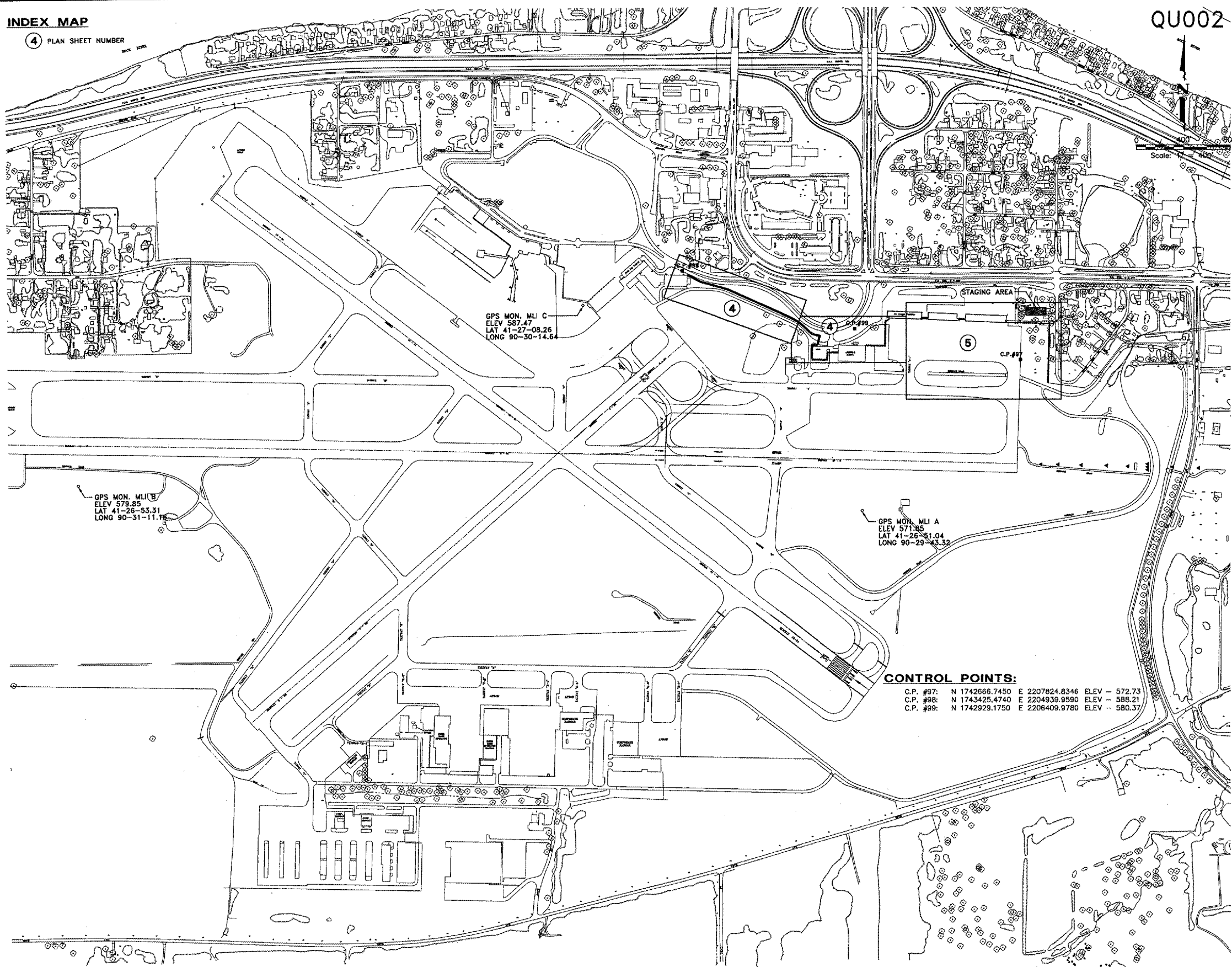


INDEX MAP

4 PLAN SHEET NUMBER

SAFETY PLAN NOTES:

- 1.) IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE ALL CONSTRUCTION ACTIVITIES AND SCHEDULES WITH M.A.A. AND THE ENGINEER.
- 2.) THE METROPOLITAN AIRPORT AUTHORITY SHALL RETAIN THE RIGHT TO RESTRICT ACCESS TO THE CONSTRUCTION AREA DURING EMERGENCY SITUATIONS, OR PERIODS OF INCLEMENT WEATHER REQUIRING SPECIAL AIRCRAFT HANDLING CONDITIONS, OR DURING VISITS BY HIGH RANKING DIGNITARIES OR OTHER SECURITY RELATED ACTIVITIES.
- 3.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND SUPERVISING ALL SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE PROJECT.
 - A. THE CONTRACTOR SHALL PROCURE, FROM THE AIRPORT AUTHORITY, SECURITY IDENTIFICATION BADGES FOR HIS EMPLOYEES TO GUARANTEE AT LEAST ONE MEMBER OF EACH CONSTRUCTION CREW WILL HAVE A BADGE. ANY CONSTRUCTION CREW WITHOUT A BADGED MEMBER SHALL NOT BE ALLOWED ON THE AIRFIELD SITE.
 - B. A 24 HOUR LOCAL TELEPHONE SHALL BE ESTABLISHED AND MANNED AT ALL TIMES BY THE CONTRACTOR TO PROVIDE INSTANT RESPONSE TO BREACHES OF SAFETY/SECURITY AND MAINTENANCE OF SIGNS/BARRICADES, ETC.
- 4.) THE CONTRACTOR SHALL TAKE ALL REASONABLE PRECAUTIONS FOR THE SAFETY OF AND SHALL PROVIDE ALL REASONABLE PROTECTION TO PREVENT DAMAGE, INJURY, OR LOSS TO:
 - A. ALL EMPLOYEES ON THE PROJECT AND ALL OTHER PERSONS WHO MAY BE AFFECTED.
 - B. ALL THE WORK AND ALL MATERIALS AND EQUIPMENT TO BE INCORPORATED UNDER THE CARE, CUSTODY, OR CONTROL OF THE CONTRACTOR OR ANY OF HIS SUBCONTRACTORS.
 - C. ALL EXISTING FACILITIES THAT ARE TO REMAIN IN PLACE.
- 5.) ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2 (LATEST EDITION) OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
- 6.) ALL CONSTRUCTION VEHICLES, EQUIPMENT AND PERSONNEL SHALL REMAIN CLEAR OF THE AIRFIELD SAFETY AREA LIMITS, UNLESS AUTHORIZED BY THE ENGINEER AND MAA.
- 7.) ALL CONSTRUCTION VEHICLES AND EQUIPMENT SHALL PROMINENTLY DISPLAY 3'x3' ORANGE AND WHITE CHECKERED FLAGS. NO PERSONAL VEHICLES SHALL BE ALLOWED ON THE CONSTRUCTION SITE. ALL VEHICULAR TRAFFIC SHALL BE KEPT TO A MINIMUM. WHERE TRAFFIC CANNOT BE AVOIDED, IT SHALL BE KEPT WITHIN THE CONSTRUCTION LIMITS. ALL VEHICLES ON THE AIRFIELD REQUIRE APPROVAL OF THE ENGINEER/MAA.
- 8.) GATES SHALL BE MANNED BY A COMPETENT GUARD OR LOCKED AT ALL TIMES. ANY GAPS IN FENCING FOR CONSTRUCTION PURPOSES SHALL BE RESECURED DURING NON-WORKING HOURS AND WHEN THE CONTRACTOR IS NOT IN THE IMMEDIATE VICINITY. VIOLATIONS ARE SUBJECT TO FINES/PENALTIES AND THE CONTRACTOR SHALL PAY ANY FINES INCURRED, INCLUDING FINES INCURRED BY THE ENGINEER AND/OR MAA DUE TO THE CONTRACTOR'S NEGLIGENCE.
- 9.) NO CONSTRUCTION ACTIVITIES SHALL TAKE PLACE WITHIN 200' OF THE CENTER LINE OF RUNWAYS AND TAXIWAYS UNLESS AUTHORIZED BY THE ENGINEER & M.A.A.
- 10.) THE CONTRACTOR SHALL USE THE DESIGNATED HAUL ROUTES, CONSTRUCTION STAGING AREAS AND ENTRANCES TO THE AIRFIELD AS SHOWN ON THE SAFETY PLAN. NO CONSTRUCTION TRAFFIC SHALL BE ALLOWED ON THE AIRFIELD OUTSIDE THE HAUL ROUTES AND WORK AREAS UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER AND MAA.
- 11.) IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE THE CONSTRUCTION STAGING AREA, THE CONSTRUCTION HAUL ROAD AND AREAS OUTSIDE THE CONSTRUCTION LIMITS TO THEIR ORIGINAL CONDITION FOLLOWING COMPLETION OF CONSTRUCTION. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, REGRADING, FERTILIZING, SEEDING, AND MULCHING OF EARTH SURFACES TO THE SATISFACTION OF THE ENGINEER. ALL GROUND SURFACES, PAVEMENTS, AND FACILITIES DAMAGED BY THE CONTRACTOR WHILE COMPLETING THE PROPOSED WORK SHALL BE REPAIRED OR RETURNED TO ITS ORIGINAL STATE. COST TO BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.
- 12.) DUST ABATEMENT MEASURES WILL BE REQUIRED, WHEN, IN THE OPINION OF THE RESIDENT ENGINEER, A HAZARD TO AIR TRAFFIC, LOCAL RESIDENTS, OR CONSTRUCTION PROJECT PERSONNEL EXISTS. PREVENTATIVE MEASURES CAN INCLUDE, BUT ARE NOT LIMITED TO, WATERING AND TREATMENT WITH CALCIUM CHLORIDE.
- 13.) UNLESS OTHERWISE DIRECTED, ALL MATERIALS NOT TO BE INCORPORATED IN EACH CONTRACT SHALL BE DISPOSED OF OFF-SITE AT THE CONTRACTOR'S EXPENSE. NOTHING MOUNDED HIGHER THAN 3" ABOVE THE EXISTING SURFACE WILL BE PERMITTED ON THE AIRFIELD AT ANY TIME.
- 14.) SEQUENCE OF CONSTRUCTION:
 - A. ALL STAGES OF CONSTRUCTION MUST BE COORDINATED WITH THE M.A.A. AND THE ENGINEER.
 - B. M.A.A. RESERVES THE RIGHT TO CHANGE OR ADJUST ANY SEQUENCE OF CONSTRUCTION.
 - C. TEMPORARY FENCE, WHERE SHOWN ON THE PLANS, SHALL BE SECURELY IN PLACE BEFORE EXISTING FENCE IS REMOVED.
 - D. WHERE NO TEMPORARY FENCE IS SHOWN, THE PROPOSED FENCE SHALL BE IN PLACE BEFORE THE EXISTING FENCE IS REMOVED.



CONTROL POINTS:

C.P. #97:	N 1742666.7450	E 2207824.8346	ELEV - 572.73
C.P. #98:	N 1743425.4740	E 2204939.9590	ELEV - 588.21
C.P. #99:	N 1742929.1750	E 2206409.9780	ELEV - 580.37

IL. PROJ: MLI - 3638 AIP PROJ: 3-17-0068-58



REVISIONS		
NO.	ITEM	DATE

PLOTTING SCALE: 1" = 400'
 DRAWN BY: SPW
 CHECKED BY:
 DATE: SEPTEMBER 2006

McCLURE ENGINEERING ASSOCIATES, INC.
 4700 Kennedy Drive East Moline, Illinois 61244
 (309) 792-9350 FAX (309) 792-8874
Design Firm License: Illinois #164-000816
 Copyright © 2006 by McClure Engineering Associates, Inc.

SAFETY PLAN & INDEX MAP
 QUAD CITY INTERNATIONAL AIRPORT SECURITY FENCE - PHASE IV
 Moline, Illinois
 FILE NAME: 7:\M0106.008\DWG\0808MOL.DWG(Safety-4)
 JOB NUMBER: 01-29-06-191