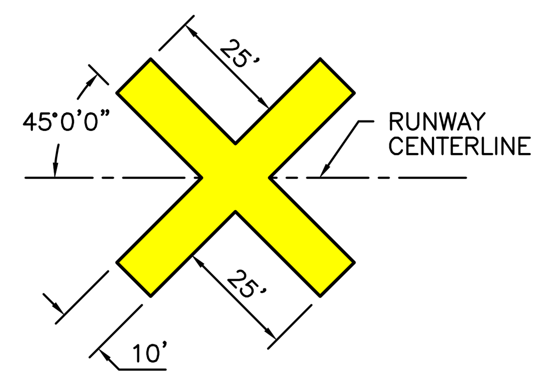
ILLINOIS PROJECT NO. VYS-4177
STATE BLOCK GRANT NO. 3-17-0060-B21
CONTRACT No. = IL 029

NOTE:

1.) SIGN COST INCIDENTAL TO CONTRACT

2.) BACKGROUND – ORANGE
LETTERS – BLACK

WARNING SIGN DETAIL
NOT TO SCALE



NOTE:

1.) CLOSED RUNWAY MARKERS SHALL BE YELLOW.

2.) MARKERS SHALL BE DOUBLE LAYERED PAINTED SNOW FENCE, COLORED PLASTIC, PAINTED PLYWOOD OR OTHER MATERIAL APPROVED BY THE ENGINEER.

3.) CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE ENGINEER.

4.) MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AND AS DIRECTED BY THE ENGINEER.

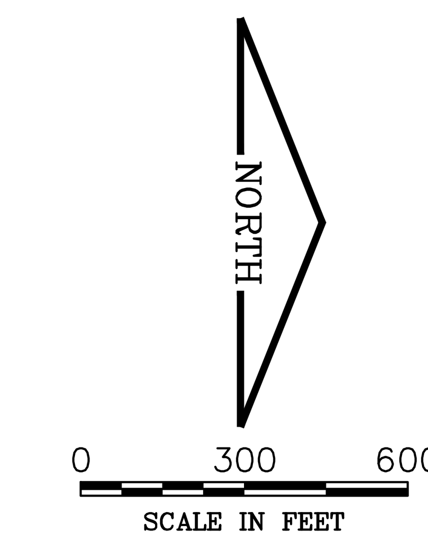
5.) COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS AND BARRICADES SHALL BE CONSIDERED INCIDENTAL TO CONTRACT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

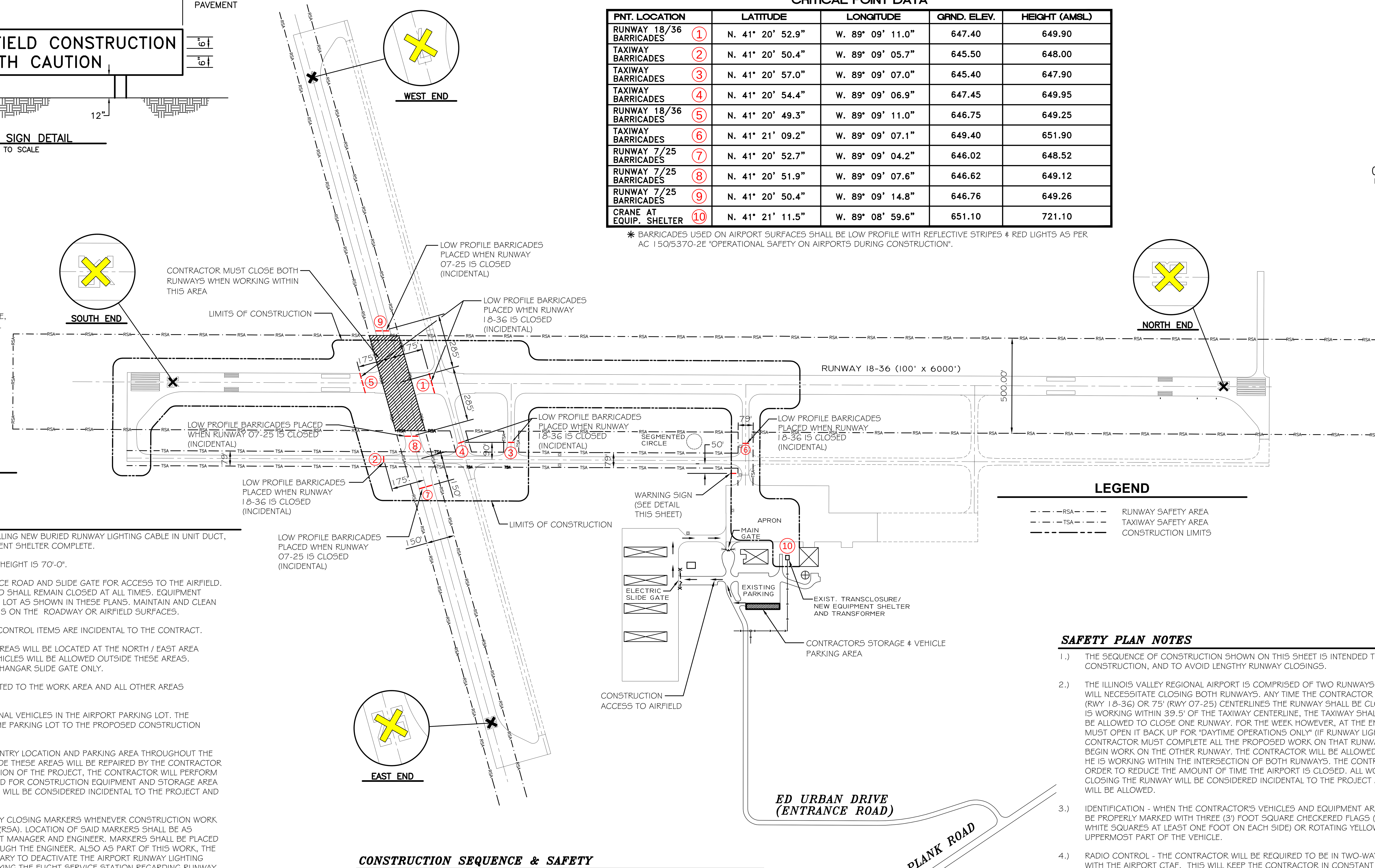
TEMPORARY CLOSED RUNWAY MARKER DETAIL
NOT TO SCALE

CRITICAL POINT DATA

PNT. LOCATION		LATITUDE	LONGITUDE	GRND. ELEV.	HEIGHT (AMSL)
RUNWAY 18/36 BARRICADES	1	N. 41° 20' 52.9"	W. 89° 09' 11.0"	647.40	649.90
TAXIWAY BARRICADES	2	N. 41° 20' 50.4"	W. 89° 09' 05.7"	645.50	648.00
TAXIWAY BARRICADES	3	N. 41° 20' 57.0"	W. 89° 09' 07.0"	645.40	647.90
TAXIWAY BARRICADES	4	N. 41° 20' 54.4"	W. 89° 09' 06.9"	647.45	649.95
RUNWAY 18/36 BARRICADES	5	N. 41° 20' 49.3"	W. 89° 09' 11.0"	646.75	649.25
TAXIWAY BARRICADES	6	N. 41° 21' 09.2"	W. 89° 09' 07.1"	649.40	651.90
RUNWAY 7/25 BARRICADES	7	N. 41° 20' 52.7"	W. 89° 09' 04.2"	646.02	648.52
RUNWAY 7/25 BARRICADES	8	N. 41° 20' 51.9"	W. 89° 09' 07.6"	646.62	649.12
RUNWAY 7/25 BARRICADES	9	N. 41° 20' 50.4"	W. 89° 09' 14.8"	646.76	649.26
CRANE AT EQUIP. SHELTER	10	N. 41° 21' 11.5"	W. 89° 08' 59.6"	651.10	721.10

✱ BARRICADES USED ON AIRPORT SURFACES SHALL BE LOW PROFILE WITH REFLECTIVE STRIPES & RED LIGHTS AS PER AC 150/5370-2E "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".





LEGEND

RSA – RUNWAY SAFETY AREA
TSA – TAXIWAY SAFETY AREA
CONSTRUCTION LIMITS

GENERAL NOTES:

1.) SCOPE OF WORK: THE PROJECT WILL CONSIST OF INSTALLING NEW BURIED RUNWAY LIGHTING CABLE IN UNIT DUCT, SEPARATING EXISTING LIGHTING CIRCUITS & NEW EQUIPMENT SHELTER COMPLETE.

2.) THE MAXIMUM ANTICIPATED CONSTRUCTION EQUIPMENT HEIGHT IS 70'-0".

3.) CONTRACTOR SHALL USE THE EXISTING AIRPORT ENTRANCE ROAD AND SLIDE GATE FOR ACCESS TO THE AIRFIELD. GATE SHALL BE USED FOR CONSTRUCTION USE ONLY AND SHALL REMAIN CLOSED AT ALL TIMES. EQUIPMENT STORAGE SHALL BE CONFINED TO THE EXISTING PARKING LOT AS SHOWN IN THESE PLANS. MAINTAIN AND CLEAN ROADS REGULARLY TO AVOID ANY CONSTRUCTION DEBRIS ON THE ROADWAY OR AIRFIELD SURFACES.

4.) ALL RUNWAY MARKERS, LATHE, FLAGGING, AND TRAFFIC CONTROL ITEMS ARE INCIDENTAL TO THE CONTRACT.

5.) THE CONTRACTOR'S EQUIPMENT AND VEHICLE PARKING AREAS WILL BE LOCATED AT THE NORTH / EAST AREA OF THE EXISTING PARKING LOT. ONLY CONTRACTOR'S VEHICLES WILL BE ALLOWED OUTSIDE THESE AREAS. CONTRACTOR SHALL ENTER THE AIRFIELD AREA AT THE T-HANGAR SLIDE GATE ONLY.

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

7.) THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR PERSONAL VEHICLES IN THE AIRPORT PARKING LOT. THE CONTRACTOR WILL TRANSPORT HIS EMPLOYEES FROM THE PARKING LOT TO THE PROPOSED CONSTRUCTION AREA.

8.) THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE ENTRY LOCATION AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT, THE CONTRACTOR WILL PERFORM ANY AND ALL WORK NECESSARY TO RESTORE AREAS USED FOR CONSTRUCTION EQUIPMENT AND STORAGE AREA TO ITS ORIGINAL STATE. RESTORATION OF THESE AREAS WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

9.) THE CONTRACTOR SHALL INSTALL & MAINTAIN ALL RUNWAY CLOSING MARKERS WHENEVER CONSTRUCTION WORK IS TO BE PERFORMED WITHIN THE RUNWAY SAFETY AREA (RSA). LOCATION OF SAID MARKERS SHALL BE AS SHOWN ON THE PLANS AND AS DIRECTED BY THE AIRPORT MANAGER AND ENGINEER. MARKERS SHALL BE PLACED AND REMOVED WHEN SO DIRECTED BY THE OWNER THROUGH THE ENGINEER. ALSO AS PART OF THIS WORK, THE CONTRACTOR SHALL WORK WITH THE OWNER AS NECESSARY TO DEACTIVATE THE AIRPORT RUNWAY LIGHTING SYSTEM. THE OWNER SHALL BE RESPONSIBLE FOR NOTIFYING THE FLIGHT SERVICE STATION REGARDING RUNWAY CLOSURE.

10.) THE LOCATIONS OF THE EXISTING CABLES ARE ONLY APPROXIMATE AND FOR THE CONTRACTOR'S INFORMATION ONLY. BEFORE CABLE PLACEMENT BEGINS, THE CONTRACTOR MUST FIRST LOCATE ALL EXISTING UTILITIES AND CABLES (SHOWN OR NOT). ANY DAMAGE TO ANY EXISTING UTILITIES AND CABLES WILL BE IMMEDIATELY REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT THE CONTRACTOR'S OWN EXPENSE.

11.) THE PROPOSED CABLES WILL BE HAND DUG IN HEAVILY CONGESTED AREAS AND CROSSING WITH EXISTING UTILITIES OR CABLES.

12.) THE RESIDENT ENGINEER CANNOT FORWARD CONSTRUCTION REPORTS TO THE ILLINOIS DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL CERTIFIED PAYROLLS FOR THE PERIOD HAVE BEEN RECEIVED.

13.) COMPLETED WORK CANNOT BE PLACED ON A CONSTRUCTION REPORT UNTIL ALL MATERIAL CERTIFICATIONS FOR THAT PAY ITEM HAVE BEEN RECEIVED, REVIEWED AND ACCEPTED BY THE RESIDENT ENGINEER.

14.) THE CONTRACTOR AND HIS EMPLOYEES SHALL RESTRICT THEIR ACTIVITIES TO THE WORK AREAS ONLY. THE SHALL PROVIDE HIS OWN RESTROOM FACILITY ON SITE FOR HIS EMPLOYEE USE.

CONSTRUCTION SEQUENCE & SAFETY

A. INSTALL WARNING SIGN AND COORDINATE FUTURE CLOSINGS WITH AIRPORT MANAGER.

B. INSTALL NEW RUNWAY / TAXIWAY CROSSINGS (CLOSE AIRPORT AS REQUIRED)

C. MODIFY THE EXISTING ELECTRIC LIGHTING SYSTEM AS REQUIRED TO PROVIDE SAFE WORKING CONDITIONS FOR PROPOSED CONSTRUCTION. LIGHTING SYSTEM OUTAGES ARE ACCEPTABLE DURING DAYLIGHT HOURS PROVIDING THAT THE SYSTEM IS WORKING PROPERLY FOR NIGHT TIME USE (NOTAM MUST BE ISSUED IF LIGHTING SYSTEM IS NOT OPERABLE).

D. INSTALL NEW CIRCUIT "HOMERUNS" AND RELATED CABLE TO DESIGNATED LOCATIONS.

E. CONSTRUCT NEW EQUIPMENT SHELTER AND PREPARE FOR FINAL CONNECTIONS.

F. CLOSE RUNWAYS AS REQUIRED.

G. CONNECT THE NEWLY INSTALLED RUNWAY CABLE TO THE EXISTING CIRCUITS, RE-ENERGIZE AIRPORT SYSTEM AND CHECK OPERATIONS.

H. RE-OPEN RUNWAY AIRPORT FOR GENERAL USE.

I. REMOVE PREVIOUS ELECTRIC EQUIPMENT SHELTER AND RELATED EQUIPMENT.

SAFETY PLAN NOTES

1.) THE SEQUENCE OF CONSTRUCTION SHOWN ON THIS SHEET IS INTENDED TO ALLOW ORDERLY AND SAFE CONSTRUCTION, AND TO AVOID LENGTHY RUNWAY CLOSINGS.

2.) THE ILLINOIS VALLEY REGIONAL AIRPORT IS COMPRISED OF TWO RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING BOTH RUNWAYS. ANY TIME THE CONTRACTOR IS WORKING WITHIN 250' OF (RWY 18-36) OR 75' (RWY 07-25) CENTERLINES THE RUNWAY SHALL BE CLOSED. ANY TIME THE CONTRACTOR IS WORKING WITHIN 39.5' OF THE TAXIWAY CENTERLINE, THE TAXIWAY SHALL BE CLOSED. THE CONTRACTOR WILL BE ALLOWED TO CLOSE ONE RUNWAY. FOR THE WEEK HOWEVER, AT THE END OF THE CONSTRUCTION WEEK HE MUST OPEN IT BACK UP FOR "DAYTIME OPERATIONS ONLY" (IF RUNWAY LIGHTING IS NOT COMPLETE). THE CONTRACTOR MUST COMPLETE ALL THE PROPOSED WORK ON THAT RUNWAY BEFORE BEING ALLOWED TO BEGIN WORK ON THE OTHER RUNWAY. THE CONTRACTOR WILL BE ALLOWED TO CLOSE BOTH RUNWAYS WHEN HE IS WORKING WITHIN THE INTERSECTION OF BOTH RUNWAYS. THE CONTRACTOR WILL EXPEDITE THIS WORK IN ORDER TO REDUCE THE AMOUNT OF TIME THE AIRPORT IS CLOSED. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

3.) IDENTIFICATION - WHEN THE CONTRACTOR'S VEHICLES AND EQUIPMENT ARE ON THE AIRPORT, THEY SHALL BE PROPERLY MARKED WITH THREE (3') FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE SQUARES AT LEAST ONE FOOT ON EACH SIDE) OR ROTATING YELLOW BEACON PLACED ON THE UPPERMOST PART OF THE VEHICLE.

4.) RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (123.0 MHZ) WITH THE AIRPORT CTAF. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE ILLINOIS VALLEY REGIONAL AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN THE CASE OF AN AERONAUTICAL EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

5.) THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES THAT 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.

6.) AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE SLIDE GATE IN THE ACCESS ROUTE SHALL BE CLOSED AT ALL TIMES.

POINT OF CONTACT
CHUCK STUDER
IL. VALLEY REG. AIRPORT
4150 PLANK ROAD
PERU, IL. 61354
(815) 223-2003

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CHECKED BY: RJC	LEVEL	BY	DATE	DESCRIPTION
DATE: NOVEMBER 2012				

CHAMLIN & ASSOCIATES — PERU MORRIS ILLINOIS

ILLINOIS VALLEY REGIONAL AIRPORT (VYS)
SEPARATE RUNWAY CIRCUITS AND CONSTRUCT VAULT
PERU, ILLINOIS

CONSTRUCTION SAFETY PLAN

CONSTRUCTION PLANS

CURRENT AS OF: 11/16/12	
SCALE: As Noted	SHEET 2
FILE NO.: 1000.96 Y–	OF 10