CONSTRUCTION PLANS FOR VERMILION REGIONAL AIRPORT AUTHORITY

VERMILION REGIONAL AIRPORT DANVILLE, ILLINOIS

100% SUBMITTAL IL. PROJ. NO. DNV-4662 FED PROJ. NO. 3-17-SBGP-144

REHABILITATE TAXIWAY B BETWEEN RUNWAY 16 AND APRON PAVEMENTS

JANUARY 11, 2019



SUMMARY OF QUANTITIES					
ITEM	DESCRIPTION	QUANTITY	UNIT		
AR150510	ENGINEER'S FIELD OFFICE	1	LS		
AR152480	SHOULDER ADJUSTMENT	570	SY		
AR152511	SUBGRADE REPAIR	200	SY		
AR201660	BITUMINOUS CRACK REPAIR	980	LF		
AR201670	CRACK CONTROL FABRIC	737	SY		
AR401610	BITUMINOUS SURFACE COURSE	1,060	TON		
AR401650	BITUMINOUS PAVEMENT MILLING	5,530	SY		
AR401655	BUTT JOINT CONSTRUCTION	365	SY		
AR603510	BITUMINOUS TACK COAT	2,100	GAL		
AR620520	PAVEMENT MARKING - WATERBORNE	1,440	SF		
AR620525	PAVEMENT MARKING - BLACK BORDER	1,730	SF		
AR901510	SEEDING	0.1	AC		
AR908525	KNITTED STRAW MAT	570	SY		





TOTAL SHEETS: 13 VE054

Sheet List Table					
No.	Sheet Index	Sheet Title			
1	GI000	COVER SHEET			
2	GI000	AIRPORT SITE PLAN			
3	GI501	CONSTRUCTION SAFETY PHASING NOTES			
4	GI502	CONSTRUCTION ACTIVITY PLAN & DETAILS			
5	GC100	CONSTRUCTION ACTIVITY PLAN			
6	GC101	CONSTRUCTION ACTIVITY PLAN - CLOSURES			
7	CD101	EXISTING CONDITIONS & MILLING PLAN			
8	CP101	PROPOSED IMPROVEMENTS & TYPICAL SECTION			
9	CP201	PLAN & PROFILE			
10	CS101	STAKING PLAN			
11	CP501	PAVING DETAILS			
12	CM101	MARKING PLAN & DETAILS			
13	C7201	CROSS SECTIONS			





GENERAL N

- ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KER CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCT
- 2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION AC AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PREC THE APPROVAL OF CONSTRUCTION SEQUENCING LIES
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQU ON THE CONSTRUCTION ACTIVITY PLAN INDEX SHEET. AND STOCKPILES SHALL BE 25' ABOVE GROUND ELEVA MATERIALS BE ALLOWED TO BE STORED ON RUNWAYS
- WORKERS, VEHICLES AND EQUIPMENT WILL NOT BE AL A. 200' FROM THE CENTERLINE OF RUNWAY 16/34 UN' B. 250' FROM THE CENTERLINE OF RUNWAY 3/21 UNT C. 66' FROM THE CENTERLINE OF AN ACTIVE TAXIWA'
- NO CONSTRUCTION TRAFFIC MAY OPERATE ON OR CRC TRAFFIC. ONCE THE RUNWAY IS CLOSED, THE CONTRA OF AN EMERGENCY LANDING.
- ROADS OR STORAGE AREAS SHALL BE MAINTAINED AN SATISFACTION OF THE ENGINEER AND THE AIRPORT. I THE CONTRACTOR FOR THIS WORK.
- EXISTING TURF AREAS BEYOND THE TAXIWAY SHOUL OPERATIONS SHALL BE RESTORED BY THE CONTRAC RESIDENT ENGINEER AND THE AIRPORT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEA THE CONTRACTOR'S VEHICLES ACCESSING THE WORI FOLLOWING SAID VEHICLE.
- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAI THE EXACT LOCATION OF THE UNDERGROUND UTILITIE DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRIC CONTRACTOR SHALL BE REPAIRED BY THE CONTRACT SATISFACTORY TO THE RESIDENT ENGINEER AND TO MUST BE MADE BY THE OWNER OF THE UTILITY SHALL THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMA QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BOR
- 10. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
- A. THE CONTRACTOR'S ACCESS TO WORK SHALL B
- B. THE CONTRACTOR SHALL MAINTAIN A COMPLETE CONTRACTOR TO WORK ON THE AIRFIELD. THIS L RESIDENT ENGINEER BY THE CONTRACTOR UPON
- C. THE CONTRACTOR SHALL USE AN EXISTING GATE SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PAT THE AIRPORT'S PADLOCK. THE CONTRACTOR SHA RESIDENT ENGINEER AND VRAA MAINTENANCE SI DISTRIBUTED UNLESS AUTHORIZED BY THE AIRPO
- D. CONTRACTOR SHALL OBTAIN ALL NECESSARY PER PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COM & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE
- E. DURING ADVERSE WEATHER THE CONTRACTOR S ADDITIONAL COST TO THE CONTRACT. NO EXTENS FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS
- F. THE CONTRACTOR SHALL BE RESPONSIBLE FOR I DURING WORK HOURS.
- G. THE CONTRACTOR SHALL CLOSE AND LOCK THE A
- H. ALL COSTS RELATING TO CONTRACTOR'S ACCESS THE CONTRACTOR.
- . THE CONTRACTOR SHALL STORE EQUIPMENT AND AIRPORT PART 77 SURFACES, OR RUNWAY AND TA
- CONSTRUCTION ON TAXIWAY D (N.I.C.) MAY BE CONCU CONTRACTOR SHALL COORDINATE CLOSURES OF RU TAXIWAY D.

	▲ CONTROL POINT TABLE						
POINT	DESCRIPTION	NORTHING	EASTING	ELEVATION			
20	IRON PIN - OLD	1287372.992	1189233.464	660.15			
30	IRON PIN SET IN 2018	1288047.437	1189044.694	664.91			
40	IRON PIN SET IN 2018	1288458.315	1189130.508	674.05			

ⓑ ↔ FAA AIRSPACE: POINT OF INTEREST TABLE						
POINT NUMBER	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT	ABOVE GROUND ELEVATION	DESC.
1	N40° 12' 07.33"	W87° 36' 06.45"	675.0	25'	700.0	STAGING
2	N40° 12' 05.99"	W87° 36' 06.47"	676.0	25'	701.0	STAGING
3	N40° 12' 06.56"	W87° 36' 05.74"	676.0	25'	701.0	HAUL ROUTE
4	N40° 11' 59.38"	W87° 36' 00.66"	668.0	25'	693.0	BARRICADE
5	N40° 11' 59.75"	W87° 35' 58.98"	668.0	25'	693.0	BARRICADE
6	N40° 12' 09.69"	W87° 35' 57.78"	684.0	25'	709.0	BARRICADE
7	N40° 12' 11.09"	W87° 35' 58.25"	686.0	25'	711.0	BARRICADE

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GENERA

- THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
- PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL 2. SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
- THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR 3. SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
- A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
- ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

1. COORDINATION

- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILL INOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
- ON OR BEFORE THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
- DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A 3. WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT

2. PHASING

- TOTAL CONTRACT TIME SHALL BE 33 CALENDAR DAYS.
- PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

- ALL BUNWAYS, TAXIWAYS AND APBONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
- WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
- ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO 3. ONCOMING AIRCRAFT AT ALL TIMES
- THE AIRPORT WILL BE HOSTING EVENTS THROUGHOUT THE SUMMER AND RESERVES THE RIGHT TO HALT CONSTRUCTION UNTIL FURTHER NOTICE. KNOWN EVENTS AT THIS TIME ARE: JULY 9-16, 2019

- 5. CONTRACTOR ACCESS
- CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL ACCESS THE SITE USING THE GATE 2. SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE CLOSED AND SECURED DURING WORK HOURS.
- CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND 3. TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE VILLAGE, COUNTY, TOWNSHIP, OR I.D.O.T.
- CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE MARKED AND FLAGGED PER SECTION 70-10 OF THE STANDARD SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.
- DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES 5. (AGGREGATE, ASPHALT, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA FENCE. THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR PERSONNEL THAT HAS OBTAINED PROPER DRIVING PRIVILEGES.
- CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT 6. WITH THE COMMON TRAFFIC ADVISORY FREQUENCY (CTAF, 122.7) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY SATISFIED THE AIRPORT OF THEIR COMPETENCE MAY OPERATE THESE RADIOS.
- THE CONTRACTORS STORAGE AND STAGING AREA WILL BE AS 7. SHOWN ON THE SITE PLAN.
- THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL 8. EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
- WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE 9. STORED AT THE STAGING AREA.
- 10. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT 11. AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED FOUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTINGNAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT
- ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING 12. BUNWAYS TAXIWAYS AND APBONS OPEN TO AIBCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE COMMON TRAFFIC ADVISORY FREQUENCY. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
- THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL 13. CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC
- ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS LITH IZED BY THE 14 CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO REGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- 15. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR
- 16. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT

6. WILDLIFE MANAGEMENT

- THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT
- CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE 2. CONTRACTOR IS NOT WORKING.
- THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. NOTIFICATION OF CONSTRUCTION ACTIVITIES

- THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT 1. PERSON AND PHONE NUMBER
- 2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO AIRPORT OPERATIONS PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT
- FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT З. GREATER THAN 25' THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
- 4. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.

8. INSPECTION REQUIREMENTS

- THE CONTRACTOR SHALL INSPECT THE JOBISTE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G OR LATEST EDITION MAY BE USED TO AID IN THE INSPECTIONS.
- THE CONTRACTOR SHALL REQUEST OPERATIONAL INSPECTION OF 2. EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. THE AIRPORT WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED

9. UNDERGROUND UTILITIES

- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION, ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE LITILITY ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
- BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY THE CONTRACTOR SHALL CALL, LILL LE AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

10. PENALTIES

BY LAW

11. SPECIAL CONDITIONS

12. RUNWAY AND TAXIWAY VISUAL AIDS

- ACTIVITY PLAN.
- 2. 150/5370-2G OR LATEST EDITION

13. MARKING AND SIGNS FOR ACCESS ROUTES

14. HAZARD MARKING AND LIGHTING 1.

- STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
- 2. MAXIMUM FOUIPMENT HEIGHT IS 25'.
- 3
- 4. LIGHTS AND FLAG PLACEMENT
- 5. RUNWAY CLOSURE MARKERS FOR THE OTHER RUNWAY

15. PROTECTION

- 1.
- 2. REQUESTED CLOSURE TIME.

16. OTHER LIMITATIONS ON CONSTRUCTION

- 1 VEHICLES, PERSONNEL AND EQUIPMENT.
- 2. UNLESS OTHERWISE SPECIFIED
- 3. COMPLETE
- SPECIFIED IN THE CONTRACT DOCUMENTS.



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SEQUENCE OF CONSTRUCTION NOTES

THE GENERAL PROGRESSION OF THE WORK SHALL BE AS FOLLOWS:

- SUBMIT MATERIAL AND EQUIPMENT SHOP, PLAN AND WORKING Α. DRAWINGS FOR REVIEW. INCLUDE WITH THE SUBMITTALS ALL BUY AMERICAN CERTIFICATIONS FOR ALL MATERIALS.
- SUBMIT NOTICE OF OBSTRUCTION EVALUATION- AIRPORT B. AIRSPACE ANALYSIS (OE/AAA) INFORMATION FOR ANTICIPATED EQUIPMENT HEIGHTS IF IN EXCESS OF 25. NOTE THAT THIS PROCESS MAY REQUIRE UP TO 90 DAYS FOR FAA APPROVAL. EQUIPMENT ABOVE 25' HEIGHT SHALL NOT BE UTILIZED UNTIL FAA APPROVAL HAS BEEN PROVIDED.
- C. SUBMIT PROJECT SCHEDULE SHOWING RELATIONSHIP BETWEEN CONSTRUCTION DURATION FOR PAY ITEMS IN RELATION TO THE PHASES OF WORK WHERE THEY ARE BEING PERFORMED. CLEARLY IDENTIFY DATES OF RUNWAY CLOSURES AND WHAT PHASES WILL BE WORKED IN DURING THAT CLOSURE.
- SUBMIT PRELIMINARY MATERIALS CERTIFICATIONS INCLUDING D. BUY AMERICAN CERTIFICATIONS AND WAIVER REQUEST FOR MATERIALS THAT DO NOT MEET THE CONTRACT REQUIREMENTS.
- INITIATE CONSTRUCTION OF TAXIWAY/APRON REHABILITATION. INSTALL BARRICADES AS OUTLINED ON THE CONSTRUCTION ACTIVITY PLANS. FIELD VERIFY LOCATION OF EXISTING
- INITIATE CONSTRUCTION WITHIN THE VARIOUS PHASES OF THE F PROJECT. WORK IN THESE AREAS SHALL INCLUDE PAVEMENT MILLING, BITUMINOUS PAVING, PAVEMENT MARKING AND TURFING
- G. UPON COMPLETION OF ALL PHASES, THE CONTRACTOR SHALL REQUEST A FINAL INSPECTION OF THE WORK.

RUNWAY SAFETY AREAS

- WORK IN THE RUNWAY 16/34 OBSTACLE FREE ZONE SHALL BE LIMITED TO THAT WORK NECESSARY TO REHABILITATE TAXIWAY B PAVEMENT. NO PAVEMENT IMPROVEMENTS WILL BE MADE TO THE SURFACE OF **RUNWAY 16/34**
- 2. WORK WITHIN THE RUNWAY 16/34 SAFETY AREA SHALL CONSIST OF PAVEMENT MILLING, PAVEMENT CONSTRUCTION AND PAVEMENT MARKING. THE MILLED PAVEMENT SURFACE WILL RESULT IN A DROP OFF WITHIN THE RSA OF LESS THAN 3". CONSTRUCTION WITHIN THE RSA SHALL REQUIRE THE CLOSURE OF RUNWAY 16/34. RUNWAY SHALL BE REOPENED UPON COMPLETION OF CONSTRUCTION ACTIVITIES.
- 3. WORK WITHIN THE RUNWAY SAFETY AREAS OR OBSTACLE FREE ZONES SHALL OCCUR DURING DAY TIME OPERATIONS ONLY AS NOTED IN THE PHASING TABLE BARBICADES AND BUNWAY CLOSURE MARKERS SHALL BE PLACED AT THE BEGINNING OF EACH WORK DAY AND REMOVED AT THE END OF THE WORK DAY, IF THE RUNWAY IS TO BE REOPENED NIGHTLY PER THE CONSTRUCTION ACTIVITY PLAN.
- 4. EQUIPMENT OR PERSONNEL SHALL REMAIN CLEAR OF THE RUNWAY PAVEMENTS AT ALL TIMES.
- 5. NO EQUIPMENT, STOCKPILES OR EXCAVATIONS SHALL REMAIN INSIDE THE RUNWAY SAFETY AREAS AFTER WORKING HOURS.

TAXIWAY OBJECT FREE AREAS

- 1. WORK IN THE TAXIWAY OBJECT FREE AREAS SHALL REQUIRE THAT TAXIWAY TO BE CLOSED.
- 2. NO EQUIPMENT, OPEN TRENCHES OR EXCAVATIONS SHALL REMAIN INSIDE THE TAXIWAY OBJECT FREE AREAS AFTER WORKING HOURS.
- 3. THE TAXIWAY SHALL BE CLOSED WITH BARRICADES AT 15' CLEAR SPACING PRIOR TO WORKING IN THE CLOSED WORK AREAS.





NOTES

- 1. FLASHERS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
- 2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT
- BARRICADES TO BE PLACED WITH A 15' SPACING BETWEEN ENDS OF BARRICADES ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE FLASHER LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°
- 4 ELASHERS SHALL BE SECURED TO THE BARBICADES AS APPROVED BY THE RESIDENT ENGINEER.
- 5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT COMPONENTS, AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE. IF AFFIXED TO THE SURFACE, THE BARRICADE MUST BE FRANGIBLE AT GRADE LEVEL OR LOW AS POSSIBLE, BUT NOT TO EXCEED 3 INCHES ABOVE THE GROUND. ACCEPTABLE MODELS ARE AIRFIELD SOLUTIONS AS3000, OTW SAFETY AR10X96, OR APPROVED EQUIVALENT



CLOSED RUNWAY/ TAXIWAY MARKER DETAIL N.T.S



NOTES

- 1. CLOSURE MARKERS SHALL BE SOLID YELLOW.
- 2. MARKERS SHALL BE PLACED ON TAXIWAYS AT THE RUNWAY INTERSECTIONS INSIDE THE RUNWAY SAFETY AREA
- MARKERS MAY BE PAINTED ON THE TAXIWAY 3. USING TEMPORARY PAINT OR CONSTRUCTED OF FABRIC, COLORED PLASTIC, PAINTED SHEETS OF PLYWOOD OR SIMILAR MATERIALS.
- 4. NON PAINTED MARKERS SHALL BE SECURED TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURRENTS. METHODS OF SECURING THE MARKERS SHALL NOT PROTRUDE MORE THAN 3" ABOVE THE PAVEMENT.





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NOTES







FLASHER BARRICADE NOTES

- 1. FLASHERS SHALL BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES
- SANDBAGS SHALL BE PLACED ON EACH 2. SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST
- NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- 4. PLACE AT 15' INTERVALS.



	PHAS	SING SCHEDULE
PHASE	WORK AREA	PAVEMENT STATUS
1A	TXY B SOUTH OF HOLD LINE	TAXIWAY B CLOSED; RWY 16/34, 12/30, 3/21 OPEN
1B	TXY B NORTH OF HOLD LINE	TXY B & RWY 16/34 CLOSED; RWY 12/30 & RWY 3/210PEN



POINT OF INTEREST TABLE - FAA USE ONLY							
POINT NUMBER	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT	ABOVE GROUND ELEVATION	DESC.	
11	N40° 11' 59.42"	W87° 35' 59.46"	668'	25'	693'	BARRICADE	
12	N40° 11' 46.91"	W87° 35' 48.17"	666'	25'	691'	BARRICADE	
13	N40° 12' 00.35"	W87° 35' 53.10"	679'	25'	704'	BARRICADE	
14	N40° 11' 53.63"	W87° 35' 50.65"	667'	25'	692'	BARRICADE	
15	N40° 11' 59.05"	W87° 35' 52.65"	658'	25'	683'	BARRICADE	
16	N40° 12' 09.09"	W87° 35' 59.54"	0'	25'	25'	BARRICADE	
17	N40° 11' 59.32"	W87° 35' 59.97"	663'	25'	688'	BARRICADE	
18	N40° 11' 36.75"	W87° 35' 55.58"	649'	25'	674'	BARRICADE	

NC	DTES	LEGEND		
1.	BARRICADE LOCATIONS SHOWN ARE FOR PHASES 1A AND 1B UNLESS OTHERWISE NOTED.		PHASE 1A	
2. 3.	PHASES 1A & 1B SHALL BE CONCURRENT. CONTRACTOR SHALL NOTIFY THE AIRPORT 48 HOURS PRIOR TO INITIATING A PHASE.		PHASE 1B	
4.	CONTRACTOR SHALL PLACE BARRICADES AND TAXIWAY CLOSURE MARKERS AT THE LOCATIONS SHOWN ON THE PLANS PRIOR TO INITIATING ANY WORK IN A PHASE.		LOW-PRO. LIGHTED BARRICADES	
5.	THE CONTRACTOR SHALL YIELD THE RIGHT OF WAY TO ALL AIRCRAFT WHEN ACCESSING THE WORK AREA AND MONITOR CTAF FREQUENCY.		IDOT TYPE 1 BARRICADES	
6.	BETWEEN THE HOURS OF 9:00 PM TO 8:00 AM, AT LEAST ONE PAVED RUNWAY MUST BE OPEN TO AIR TRAFFIC.	6	FAA AIRSPACE CRITICAL POINT	
7.	CONSTRUCTION MAY NOT BEGIN UNTIL JULY 29, 2019 AFTER THE AIRPORT'S BALLOON FESTIVAL, OR AT ANOTHER DATE TO BE DETERMINED BY THE AIRPORT.	X	EXISTING FENCE	



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