

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 PLAN 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 MANAGER. 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 THEIR USE RESTRICTED 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 PLAN, AND DETAIL A, THIS SHEET, AND AS DIRECTED BY THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. 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.

AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION

ALL CONSTRUCTION TRAFFIC AND PERSONNEL SHALL REMAIN WITHIN THE CONSTRUCTION LIMIT LINE SHOWN ON THIS SHEET. CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT LEAST 150 FEET FROM THE CENTERLINE OF AN ACTIVE RUNWAY, 300 FEET FROM THE DISPLACED THRESHOLD OF AN ACTIVE RUNWAY, 65.5 FEET FROM THE CENTERLINE OF AN ACTIVE TAXIWAY, AND 10 FEET FROM THE EDGE OF AN ACTIVE APRON. THE CONTRACTOR'S EQUIPMENT HEIGHT WILL BE LIMITED TO THE ELEVATIONS DEPICTED ON THE CONSTRUCTION AND SAFETY PLAN SHEET WITHOUT PRIOR APPROVAL OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.

WHEN IT IS NECESSARY FOR CONSTRUCTION VEHICLES TO OPERATE ON OR WITHIN THESE LIMITS, THE CONTRACTOR WILL COORDINATE ALL MOVEMENTS WITH THE AIRPORT MANAGER AND THE RESIDENT ENGINEER AND PROVIDE POSITIVE CONTROL OF CONSTRUCTION VEHICLES USING RADIO-EQUIPPED FLAGGERS. RADIOS SHALL BE TUNED TO THE CTAF FREQUENCY. AT NO TIME WILL CONSTRUCTION VEHICLES BE WITHIN THE RUNWAY SAFETY AREA. ALL CONTRACTOR'S EQUIPMENT USED IN ACTIVE AIRPORT OPERATIONS AREAS SHALL BE EQUIPPED WITH A FAA-STANDARD FLAG, AS REFERENCED IN FAA AC 150/5370-2, CURRENT ISSUE. 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 INCIDENTAL TO THE CONTRACT.

WHEN NOT IN USE, ALL CONTRACTOR'S EQUIPMENT SHALL BE WITHIN THE CONTRACTOR'S EQUIPMENT STORAGE AND PARKING AREA.

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

RUNWAY CLOSURE

THE RUNWAY SHALL BE CLOSED TO AIR TRAFFIC WHEN THE CONTRACTOR MUST WORK WITHIN 150 FEET OF THE RUNWAY CENTERLINE OF 300 FEET OF THE DISPLACED THRESHOLD OR OPERATE EQUIPMENT THAT EXCEEDS THE HEIGHTS SHOWN IN THE CONSTRUCTION AND SAFETY PLAN. THE CONTRACTOR SHALL PLACE RUNWAY CLOSURE MARKERS AS SHOWN ON THIS SHEET, DETAIL B. THE MARKERS SHALL BE FURNISHED TO THE CONTRACTOR BY THE AIRPORT MANAGER. RUNWAY CLOSINGS SHALL ONLY BE PERMITTED BY PRIOR AUTHORIZATION.

THE CONTRACTOR SHALL INSTALL AND MAINTAIN THE RUNWAY CLOSURE MARKERS AT THE LOCATIONS SHOWN, AND AS DIRECTED BY THE RESIDENT ENGINEER. THE COST OF PLACING AND RELOCATING THE MARKERS, AND THEIR MAINTENANCE, SHALL BE INCLUDED TO THE CONTRACT.

THE AIRPORT OWNER WILL DE-ENERGIZE AIRFIELD LIGHTING OR NAVAID POWER AND CONTROL WHEN THE RUNWAY IS CLOSED.

NOTIFICATIONS BY CONTRACTOR

THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER 5 DAYS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF ACTIVE RUNWAYS, TAXIWAYS OR APRON PAVEMENTS. THE DATE, TIME AND SCHEDULED DURATION OF THE CLOSING MUST BE APPROVED BY THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER 72 HOURS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF OTHER ACTIVE ROADWAYS, AIRFIELD OR ROADWAY LIGHTING CIRCUITS, OR OTHER AIRPORT FACILITIES.

CONTRACTOR'S USE OF SITE

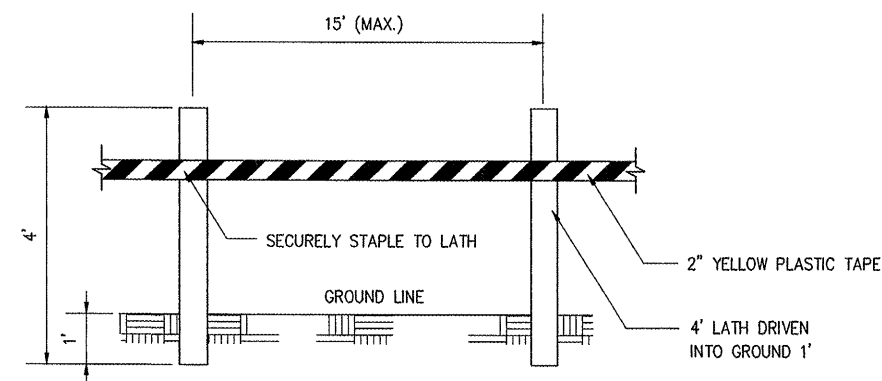
THE CONTRACTOR SHALL NOT OPERATE WITHIN, ENCROACH UPON OR OBSTRUCT AIRPORT OPERATIONAL AREAS, INCLUDING ACTIVE RUNWAY, TAXIWAYS AND APRON SAFETY AREAS, OBJECT AND OBSTACLE FREE ZONES, RUNWAY PROTECTION ZONES AND AIRPORT IMAGINARY SURFACES AS DEFINED IN FEDERAL AVIATION REGULATIONS (FAR) PART 77, "OBJECTS AFFECTING NAVIGABLE AIRSPACE" AND FAA AC 150/5300-13, "AIRPORT DESIGN", CURRENT ISSUE.

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.

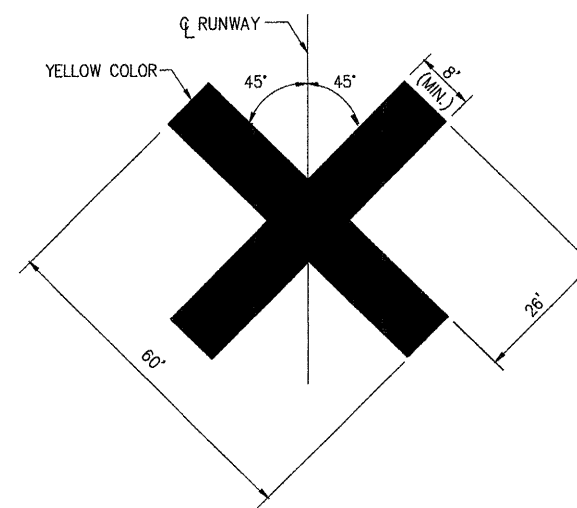
AVAILABLE SOIL DATA

A BORING LOCATION PLAN AND SOIL BORING LOGS ARE INCLUDED WITH THE PLANS. ADDITIONAL DETAILED SOIL TEST MATERIAL IS ALSO AVAILABLE UPON REQUEST. BORING 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.



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



NOTES

1. THE MARKERS, CONSTRUCTED OF VINYL OR OTHER LIGHTWEIGHT DURABLE MATERIAL SHALL BE FURNISHED TO THE CONTRACTOR BY THE AIRPORT MANAGER.
2. CONTRACTOR SHALL LOCATE THE MARKERS ON TOP OF THE RUNWAY NUMERALS DURING CLOSURE OF THE RUNWAY.
3. MARKERS TO BE SECURED BY CONTRACTOR USING SAND BAGS OF A SUFFICIENT SIZE AND NUMBER AS DIRECTED BY THE RESIDENT ENGINEER.
4. COST OF INSTALLING, RELOCATING AND MAINTAINING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.

TEMPORARY CLOSED RUNWAY MARKER
DETAIL B

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