CRITICAL POINT A

CRITICAL POINT B –
PHASE 1 CONTRACTOR
STAGING AND STORAGE

CRITICAL POINT D

CRITICAL POINT C

CRITICAL POINT E –
PHASE 2 CONTRACTOR
STAGING AND STORAGE

FIELD OFFICE

PROPOSED FENCING UPGRADE - BASE BID

PROPOSED FENCING UPGRADE -ADDITIVE ALTERNATE #1

NORTH
0   500   1000
SCALE IN FEET

CRITICAL POINTS

POINT	LATITUDE	LONGITUDE	ELEVATION
A	40° 28' 50.94"	88° 56' 00.29"	865.7'
B	40° 28' 33.86"	88° 55' 58.12"	871.4'
C	40° 28' 43.21"	88° 55' 36.10"	879.0'
D	40° 28' 43.35"	88° 55' 25.26"	870.0'
E	40° 28' 21.95"	88° 55' 25.08"	850.0'

LEGEND

———— EXISTING

———— PROPOSED WORK AREA

⇒ CONTRACTOR'S ACCESS ROUTE

GROUND CONTROL FREQUENCY – 121.65
AIR CONTROL FREQUENCY – 124.60
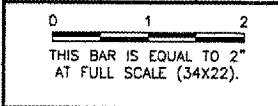MAXIMUM EQUIPMENT HEIGHT – 25 FT.

GENERAL NOTES

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.

2. THE CONTRACTOR SHALL REMAIN WITHIN 50' OF THE EXISTING FENCE LINE AT ALL TIMES DURING CONSTRUCTION. AT NO TIME SHOULD THE CONTRACTOR OR HIS PERSONNEL ACCESS ANY ACTIVE AIRFIELD PAVEMENTS. PRIOR TO BEGINNING CONSTRUCTION THE CONTRACTOR'S SUPERINTENDENT SHALL BE REQUIRED TO ATTEND TRAINING COURSES AT THE AIRPORT TO BECOME AWARE OF POLICIES AND PROCEDURES ASSOCIATED WITH WORKING WITHIN THE AIRPORT SECURITY FENCE.

3. 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 DIRECTOR.

4. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN. THE MAXIMUM HEIGHT OF EQUIPMENT, MATERIALS AND STOCKPILES SHALL BE 25' ABOVE GROUND ELEVATION.

5. BROKEN CONCRETE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY.

6. VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN AREAS 95' FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 250' FROM THE CENTERLINE OF ACTIVE RUNWAYS.

7. ALL PAVEMENTS, DRIVES, OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.

8. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT.

9. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.

10. 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 SO AS TO AVOID ANY DAMAGE. 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, THE AIRPORT AND TO THE OWNER OF THE UTILITY. 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.

11. THE CONTRACTOR SHALL MAINTAIN A SECURE AIRFIELD PERIMETER WITH EXISTING, TEMPORARY, RELOCATED OR PERMANENT FENCE THROUGHOUT THE DURATION OF THE PROJECT. COST OF ERECTION AND REMOVAL OF TEMPORARY FENCE WILL BE INCIDENTAL TO CONTRACT.

12. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:

A. THE CONTRACTOR SHALL COMPLETE A TEN YEAR CRIMINAL AND EMPLOYMENT BACKGROUND CHECK AND A SECURITY FORM FOR THE SUPERINTENDENTS AND SUPERVISING FOREMEN HE PROPOSES TO USE ON THE AIRPORT. THESE FORMS SHALL BE COMPLETED PRIOR TO THAT PERSON BEING ALLOWED ON THE AIRFIELD. A LIST OF PERSONNEL AUTHORIZED TO WORK ON THE AIRFIELD SHALL BE PROVIDED TO THE RESIDENT ENGINEER BY THE CONTRACTOR.

B. THE CONTRACTOR SHALL USE AN EXISTING GATE(S) FOR ACCESS TO THE AIRFIELD. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON THE ACCESS GATE. HE SHALL PROVIDE KEYS FOR THIS PADLOCK TO THE RESIDENT ENGINEER AND BNAA MAINTENANCE SUPERVISOR. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE RESIDENT ENGINEER.

C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS. IF THE CONTRACTOR CHOOSES TO LEAVE THE GATE(S) OPEN, THEN HE SHALL POST A COMPETENT SECURITY GUARD TO PREVENT UNAUTHORIZED ENTRIES. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS IF SO DIRECTED.

D. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T..

E. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.

F. THE CONTRACTOR WILL CLOSE AND LOCK THE ACCESS GATE(S) UPON LEAVING THE SITE.

G. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

H. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRSPACE SURFACES, OR RUNWAY AND TAXIWAY OBJECT FREE OR SAFETY AREAS.

I. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.

BL062

REVISIONS

NUMBER	BY	DATE

0   1   2
THIS BAR IS EQUAL TO 2"
AT FULL SCALE (34X22).

BLOOMINGTON-NORMAL AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS

UPGRADE PERIMETER FENCE PHASE 2

AIRPORT SITE PLAN

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DESIGN BY:	CBG
DRAWN BY:	CMT
CHECKED BY:	CBG
APPROVED BY:	RLV
DATE:	MAY 9, 2008
JOB No:	0708506

BMI-3599
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SHEET 03 OF 16 SHEETS