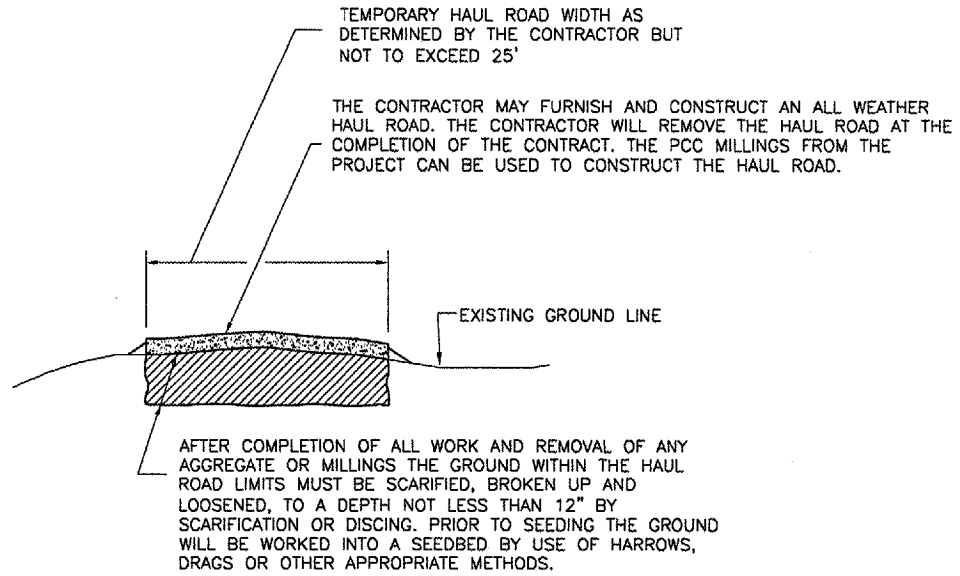


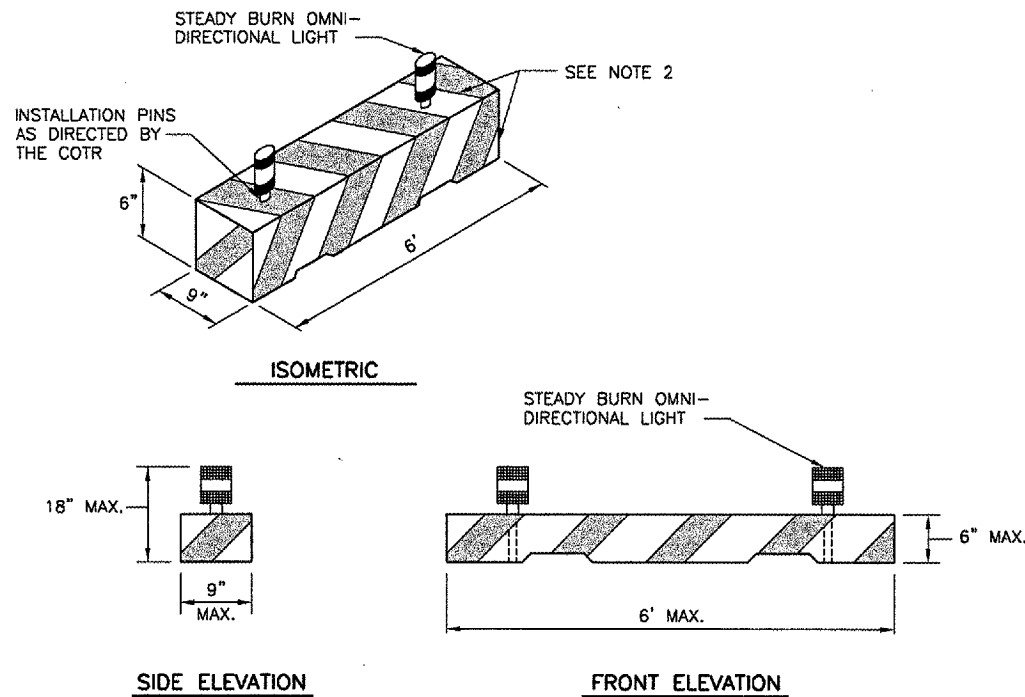
CONSTRUCTION ACTIVITY AND PHASING GENERAL NOTES

1. THE CONTRACTOR WILL PLACE ALL BARRICADES AND RUNWAY CLOSURES MARKERS AS REQUIRED PRIOR TO BEGINNING WORK.
2. THE WORK ZONES FOR EACH PHASE ARE ADJACENT TO SECURITY CONTROLLED AREAS (SIDA) OF THE AIRFIELD. THE CONTRACTOR WILL BE AWARE THAT ANY PERSONNEL FOUND OUTSIDE OF HIS DESIGNATED WORK AREA MAY BE IN VIOLATION OF THE REGULATIONS OF THE TRANSPORTATION SECURITY ADMINISTRATION. ANY SUCH VIOLATIONS ARE SUBJECT TO FINES; ANY FINES LEVIED AGAINST THE AIRPORT AS A RESULT OF THE CONTRACTOR'S OPERATIONS WILL BE PAID BY THE CONTRACTOR AT NO COST TO THE CONTRACT.
3. THE CONTRACTOR WILL BE REQUIRED TO OBTAIN SECURITY BADGES FOR HIS SUPERINTENDENT AND FOREMEN SUCH THAT THEY MAY ACT AS ESCORT FOR CONTRACTOR PERSONNEL AND VEHICLES THAT REQUIRE ACCESS TO OR ACROSS THE SIDA. BADGING COSTS WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. IN CASE OF EMERGENCY, THE CONTRACTOR MUST EXIT THE WORK ZONE VIA HIS DESIGNATED HAUL ROUTE AND RELOCATE TO THE STAGING AND STORAGE LOCATION SHOWN ON THE CONSTRUCTION ACTIVITY PLANS.
5. THE STAGING AND STORAGE LOCATION DESIGNATED ON THE CONSTRUCTION ACTIVITY PLANS IS AN EXISTING AGGREGATE SURFACED AREA. THE CONTRACTOR MAY USE THIS AREA FOR STORAGE OF LARGE EQUIPMENT THAT IS NOT ABLE TO BE MOVED TO THE STAGING AREA AT MONTICELLO ROAD AS SHOWN ON THE SITE PLAN. MOBILE EQUIPMENT SUCH AS ROLLERS AND OTHER WHEELED EQUIPMENT SHALL BE MOVED TO THE MONTICELLO ROAD LOCATION AT THE END OF THE WORKING DAY.
6. EQUIPMENT AND MATERIAL STORED AT THE TEMPORARY STAGING AREA MUST BE PARKED OR STORED SUCH THAT THE PART 77 AND PRIMARY SURFACES ARE NOT VIOLATED IN ANY WAY.
7. WORK THAT MUST BE COMPLETED OUTSIDE OF THE WORK AREAS SHOWN, SUCH AS PAVEMENT MARKING, MUST BE COORDINATED WITH THE AIRPORT. THE AIRPORT WILL BE GIVEN 72 HOURS NOTICE PRIOR TO THE CONTRACTOR BEGINNING THIS WORK.
8. RADIO FLAGMEN WILL NOT BE REQUIRED TO BE IN CONTACT WITH FAA GROUND CONTROL, UNLESS THE CONTRACTOR REQUIRES ACCESS TO ACTIVE AND GROUND CONTROLLED AIRFIELD PAVEMENTS. THE RADIO FLAGMEN WILL MONITOR THE GROUND CONTROL FREQUENCY IN ORDER TO ASSIST IN DETERMINING IF THE CROSSING VEHICLES WILL BE SAFE TO CROSS THE ACTIVE TAXIWAYS/TAXILANES. GROUND CONTROL WILL BE NOTIFIED IF BROOMING OR OTHER CONSTRUCTION OPERATIONS WILL REQUIRE AIRCRAFT TO HOLD FOR THE CONTRACTOR TO CLEAR THE ACTIVE TAXIWAYS/TAXILANES.
9. THE CONTRACTOR WILL BE ALLOWED USE OF THE BITUMINOUS SHOULDER ADJACENT TO THE AIR CARRIER APRON AT THE LOCATION SHOWN ONLY. DAMAGE TO THE SHOULDER AT LOCATIONS OTHER THAN THOSE SHOWN CAUSED BY THE CONTRACTOR WILL BE REPAIRED AT NO COST TO THE CONTRACT.



CONTRACTOR CONSTRUCTED HAUL ROAD DETAIL

N.T.S.



LOW PROFILE BARRICADE DETAILS

N.T.S.

BEAM BARRICADE NOTES

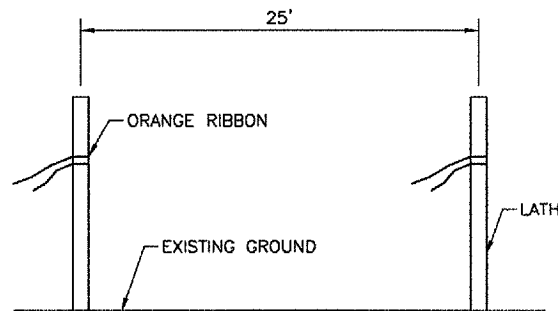
1. BARRICADE TO BE OF LOW MASS; EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS; AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE TO PREVENT DISPLACEMENT FROM PROP WASH, JET BLAST, WING VORTEX, OR OTHER SURFACE WIND CURRENTS.
2. REFLECTIVE MATERIAL, ORANGE FLORESCENT AND WHITE FLORESCENT DIAGONAL WILL BE PLACED ON ALL FACES. MATERIAL WILL BE EITHER SCOTCHLITE OR REPLEXITE MATERIAL.
3. STEADY-BURN LIGHTS WILL HAVE A MINIMUM OF 5 CANDELAS AS EFFECTIVE INTENSITY AND FLASH AT A RATE OF FROM 55 TO 75 FLASHES PER MINUTE.
4. BARRICADES TO BE PLACED END TO END.

HIGH-PROFILE BARRICADE DETAIL

N.T.S.

HIGH-PROFILE BARRICADE NOTES

1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS TO BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AT MAXIMUM 15' INTERVALS.
5. BARREL/DRUM TYPE BARRICADES WILL NOT BE ALLOWED.



LATHE LINE DETAIL

N.T.S.

LATHE LINE NOTES

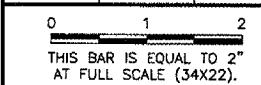
1. SPACE LATHE 25' APART.
2. CONTRACTOR SHALL ERECT LATHE LINE WHERE SHOWN IN THE PLANS.

CONTRACTOR CONSTRUCTED HAUL ROAD

1. ACCESS BETWEEN THE END OF TAXIWAY A AND THE WORK SITE WILL BE VIA AN EXISTING HAUL ROAD AT THE ALIGNMENT SHOWN ON THE SITE PLAN. ACCESS WITHIN THE SITE WILL BE AT THE ALIGNMENT SHOWN ON THE CONSTRUCTION ACTIVITY PLANS OR AS PERMITTED BY THE RE.
2. AT THE CONTRACTOR'S OPTION, THE CONTRACTOR MAY CONSTRUCT ADDITIONAL ALL WEATHER HAUL ROADS WITH MILLINGS OR AGGREGATE MATERIALS TO EXPEDITE CONSTRUCTION OPERATIONS.
3. THE DESIGN OF THE CONTRACTOR CONSTRUCTED HAUL ROAD IS AT THE DISCRETION OF THE CONTRACTOR.
4. ALL EXISTING AND CONTRACTOR CONSTRUCTED HAUL ROADS AS SHOWN IN THE PLANS TO BE REMOVED AT THE COMPLETION OF THE CONTRACT. REMOVAL OF THESE HAUL ROADS WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR WILL BE REQUIRED TO REMOVE THE PHASE 3 STORAGE AREA AT THE WEST SIDE OF THE APRON AT THE END OF THE PROJECT.
5. AFTER COMPLETION OF THE WORK, THE GROUND WITHIN THE LIMITS OF THE TEMPORARY HAUL ROAD WILL BE RESTORED TO PRE-DISTURBED CONDITION. AS A MINIMUM, THE GROUND WITHIN THE LIMITS OF THE CONTRACTOR CONSTRUCTED HAUL ROAD MUST FIRST BE SCARIFIED OR OTHERWISE LOOSENEED TO A DEPTH NOT LESS THAN 12 INCHES AND RETURNED TO PRE-DISTURBED GRADE. AFTER LOOSENING AND PRIOR TO SEEDING, THE TOP 5 INCHES WILL BE WORKED INTO A SATISFACTORY SEEDBED BY USE OF ROLLERS, DRAGS, HARROWS OR OTHER APPROPRIATE METHODS. THE GROUND WILL THEN BE SEEDED AND MULCHED ACCORDING TO ITEM 901 AND 908.
6. WHERE REQUIRED BY LOCAL DRAINAGE PATTERNS, THE CONTRACTOR WILL INSTALL A MINIMUM 12" Ø CMP TO FACILITATE DRAINAGE UNDER THE HAUL ROAD. THE COVER OVER THE PIPE SHALL BE ADEQUATE TO PREVENT CRUSHING OF THE PIPE.
7. HAUL ROAD CONSTRUCTION, REMOVAL AND GROUND RESTORATION WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NOT MEASURED FOR PAYMENT. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK. THE COST TO CONSTRUCT, REMOVE AND RESTORE THE GROUND TO PRE-DISTURBED CONDITION WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNIT PRICES FOR THE RESPECTIVE ITEMS UTILIZING THE HAUL ROAD.

REVISIONS

NUMBER	BY	DATE



UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP, PHASE 2
 CONSTRUCTION ACTIVITY
 GENERAL NOTES AND DETAILS

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