

**SCOPE OF WORK**

PROJECT INCLUDES: THE RECONSTRUCTION OF RUNWAY 18-36, TAXIWAY A, AND EACH OF THE INTERSECTING CROSSOVER TAXIWAYS BY MILLING AND REPLACEMENT OF THE BITUMINOUS SURFACE ON RUNWAY 18-36 AND EACH CROSSOVER AND REMOVAL AND REPLACEMENT OF BITUMINOUS PAVEMENT FAILURE ON TAXIWAY A. ASSOCIATED WORK INCLUDES CLEANING AND SEALING OF CRACKS, REMOVAL AND REPLACEMENT OF BITUMINOUS PAVEMENT, AND PAVEMENT MARKING.

**AIRPORT SECURITY NOTE**

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE AND LOCK THE PROPOSED GATE IN THE HAUL ROUTE AT THE END OF EACH WORKING DAY.

**UTILITY NOTE**

NO EXCAVATION IS ANTICIPATED AS PART OF THIS PROJECT, HOWEVER IF EXCAVATION BECOMES NECESSARY THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES WHICH 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. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ALL UNDERGROUND NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UNDERGROUND IMPROVEMENTS WILL BE LOCATED AT THE CONTRACTOR'S OWN EXPENSE PRIOR TO THE START OF CONSTRUCTION ACTIVITIES THAT COULD IMPACT UNDERGROUND UTILITIES.

**HEIGHT OF CONSTRUCTION EQUIPMENT**

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A SEMI-TRAILER TRUCK. RUNWAY 9R-27L WILL BE CLOSED ON DAYS WHICH MILLING AND PAVING OPERATIONS ARE TO OCCUR WITHIN THE AREA BETWEEN CRITICAL POINT NO. 1 AND NO. 2 (200' EITHER SIDE OF RUNWAY 9R-27L).

**HAUL ROUTE AND VEHICLE PARKING**

THE CONTRACTOR WILL CONSTRUCT AND USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET. THE HAUL ROUTE AND PARKING AREA (AS NECESSARY) WILL BE CONSTRUCTED USING THE WASTE MILLINGS FROM RUNWAY 18-36 AND THE TAXIWAYS. THE PROPOSED PARKING AREA SHOWN SHALL BE SIZED TO ACCOMMODATE THE CONTRACTOR'S EQUIPMENT AND NO LARGER. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR WILL RESTORE THE PARKING AREA AND LEAVE THE HAUL ROUTE IN PLACE TO THE SIZE AND SHAPE INDICATED ON THE PAVEMENT PREPARATION PLAN. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL GRADE, FERTILIZE, SEED AND MULCH AREAS ADJACENT TO THE HAUL ROUTE THAT MAY BE DAMAGED AS A RESULT OF THE PROJECT TO RESTORE IT TO ITS ORIGINAL CONDITION. THE CONTRACTOR WILL ROLL THE SOD STRIP AREA FROM SPRESSER STREET TO APPROXIMATELY 100 FEET WEST OF RUNWAY 18-36 CENTERLINE. ROLLING OF THE SOD STRIP AND RESTORATION OF THE AREAS ADJACENT TO THE HAUL ROUTE WILL BE CONSIDERED INCIDENTAL TO THE HAUL ROUTE PAY ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**CONTRACTOR RESPONSIBILITIES**

THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA WILL BE AS SHOWN ON THIS SHEET. THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THIS AREA. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE THIS AREA.

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

THE CONTRACTOR SHALL MAKE EVERY EFFORT TO PROVIDE ACCESS BETWEEN RUNWAY 9R-27L, THE FUEL FARM, AND HANGARS. RUNWAY 9R-27L WILL BE OPEN ON THE WEEKEND AND ACCESS TO FUEL AND THE HANGARS WILL BE MAXIMIZED.

ALL WORK PERFORMED SHALL BE DONE IN A ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE.

NO TRENCHES OR HOLES WILL REMAIN OPEN OVERNIGHT.

**LEGEND**

- EXISTING IMPROVEMENTS
- PROPOSED IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA
- PROPOSED BENCHMARK
- PROPOSED BARRICADES
- PROPOSED TRAFFIC CONES

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 1-800-892-0123.

**J.U.L.I.E. INFORMATION**

COUNTY: CHRISTIAN  
CITY: TAYLORVILLE  
TOWNSHIP: TAYLORVILLE  
SECTION NO.: 32  
ADDRESS: TAYLORVILLE MUNICIPAL AIRPORT  
R.R. #3, BOX 364  
TAYLORVILLE, ILLINOIS 62568

**CRITICAL POINT NO. 1 DATA**

N: 1,043,926.76  
E: 2,533,266.89  
LATITUDE: 39° 31' 49.51"  
LONGITUDE: 89° 19' 39.13"  
ELEVATION: 616'  
DESCRIPTION: WEST EDGE OF PAVEMENT OF RUNWAY 18-36, 200' NORTH OF RUNWAY 9R-27L CENTERLINE.

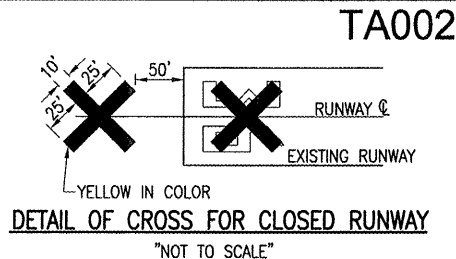
**CRITICAL POINT NO. 2 DATA**

N: 1,043,526.76  
E: 2,533,275.81  
LATITUDE: 39° 31' 45.56"  
LONGITUDE: 89° 19' 39.06"  
ELEVATION: 616'  
DESCRIPTION: WEST EDGE OF PAVEMENT OF RUNWAY 18-36, 200' SOUTH OF RUNWAY 9R-27L CENTERLINE.

BENCHMARK DATA table with columns: NO., DESCRIPTION, ELEV.

**BARRICADES AND TRAFFIC CONES**

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS SHOWN OR AS DIRECTED BY THE AIRPORT MANAGER. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR RED STEADY-BURN LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE UNDER ITEM AR150530 TRAFFIC MAINTENANCE, PER LUMP SUM, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. NO BARRICADE WILL BE USED ON A RUNWAY SURFACE, ONLY TRAFFIC CONES WHERE NECESSARY.



**NOTE:**

COST OF CONSTRUCTING, PLACING, MAINTAINING AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE AIRPORT MANAGER. THE CROSSES WILL BE PLACED AS SHOWN AND SECURED IN A MANNER APPROVED BY THE MANAGER. THE PROPOSED CROSSES WILL BE PLACED EACH DAY THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES INCLUDING ANY TURF DAMAGE FROM THE CROSSES. NO ADDITIONAL COMPENSATION WILL BE ALLOWED. A MINIMUM OF THREE SETS OF CLOSURE MARKERS SHALL BE PROVIDED BY THE CONTRACTOR FOR USE THROUGHOUT THE PROJECT.

**PROPOSED SAFETY PLAN**

GENERAL - THE TAYLORVILLE MUNICIPAL AIRPORT IS COMPRISED OF THREE RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING RUNWAY 18-36 (N-S RUNWAY), AS WELL AS THE SOD STRIP, (RUNWAY 9L-27R), THROUGHOUT THE DURATION OF THE PROJECT. RUNWAY 9R-27L SHALL BE CLOSED DURING MAINLINE PAVING AND MILLING OPERATIONS. RUNWAY 9R-27L WILL BE OPEN AFTER 5 P.M. EACH FRIDAY AND CLOSED, IF REQUIRED, EACH MONDAY MORNING. TAXIWAY "A" WILL BE CLOSED WHEN WORK IS BEING ACCOMPLISHED WITHIN 80 FT OF THE TAXIWAY CENTERLINE. THE TAXIWAY WILL BE OPEN TO PROVIDE ACCESS FROM RUNWAY 9R-27L, THE FUEL FARM, AND HANGARS WHENEVER CONSTRUCTION ACTIVITIES ARE HALTED AND DURING THE WEEKENDS. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAYS AND TAXIWAYS WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ALL AIRFIELD PAVEMENTS WITHIN THE PROJECT AREA SHALL BE BROOMED CLEAN PRIOR TO BEING REOPENED. THE AIRPORT PERSONNEL WILL INSPECT THE RUNWAY/TAXIWAY PRIOR TO OPENING.

ACCESS TO RUNWAY 9R-27L, THE FUEL FARM AND THE HANGARS WILL BE MAINTAINED THROUGHOUT THE PROJECT EXCEPT DURING PAVING AND MILLING OPERATIONS AS DESCRIBED ABOVE. THE CONTRACTOR SHALL SUBMIT A WORK SCHEDULE TO THE RESIDENT ENGINEER PRIOR TO WORK BEGINNING, DEFINING THE ORDER IN WHICH THE WORK SHALL BE ACCOMPLISHED. THE RESPECTIVE WORK AREAS WILL BE BARRICADED AS SHOWN TO PREVENT INADVERTENT TAXIING INTO ACTIVE CONSTRUCTION AREAS. AT NO TIME WILL BARRICADES BE USED ON A RUNWAY SURFACE TO MAINTAIN OR LIMIT TRAFFIC.

IDENTIFICATION - WHEN THE CONTRACTORS VEHICLES AND EQUIPMENT ARE ON THE AIRPORT THEY SHALL BE PROPERLY MARKED WITH THREE (3') FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE). THE CONTRACTOR WILL ALSO PROVIDE WORKERS WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THE PERSON AS BEING PART OF THE CONSTRUCTION CREW.

RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (122.80 MHz.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE TAYLORVILLE MUNICIPAL AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

**150-ENGINEER'S FIELD OFFICE NOTES**

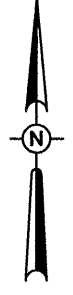
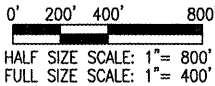
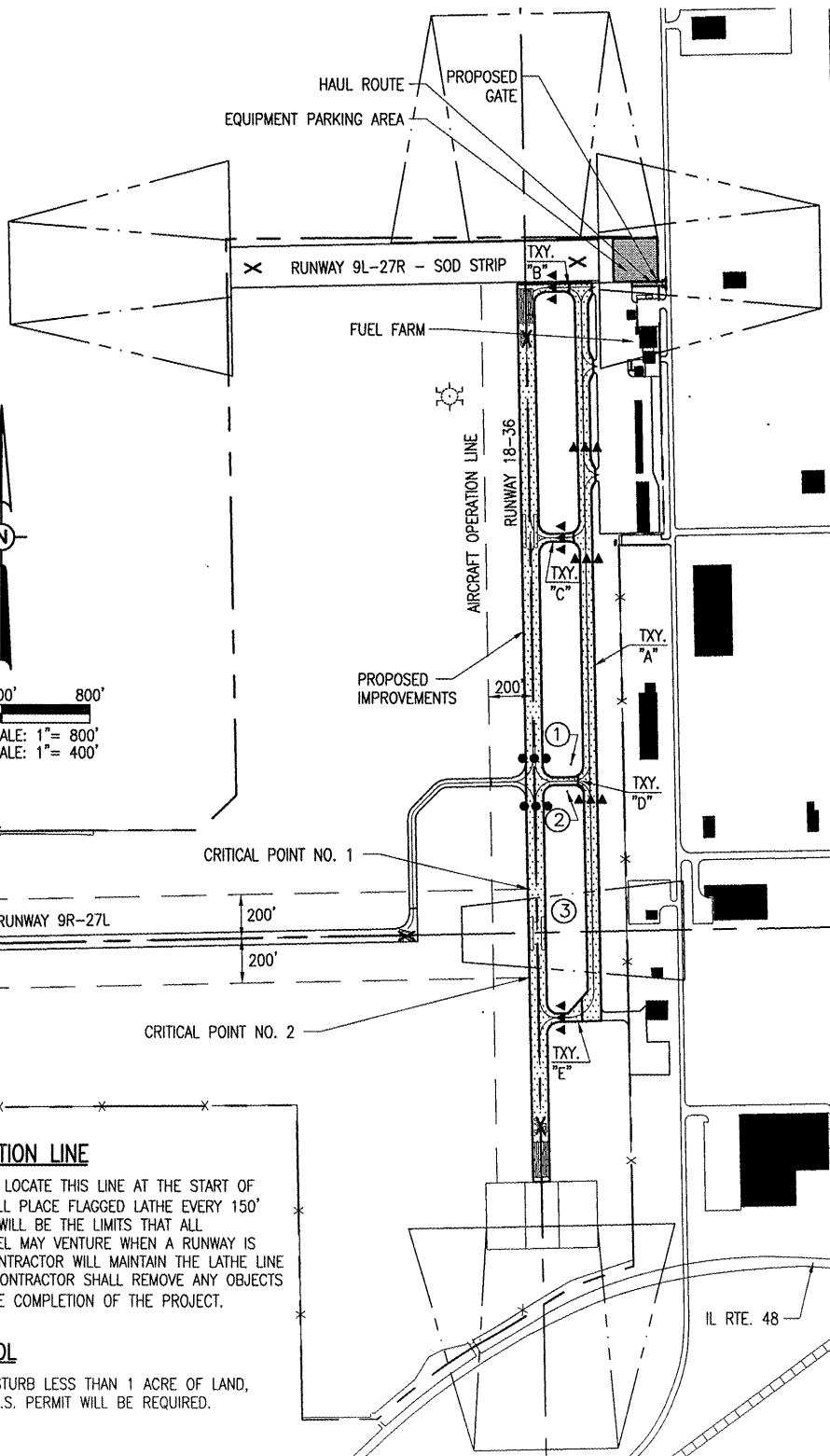
THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE FURNISHED, MAINTAINED, AND REMOVED IN ACCORDANCE WITH ITEM AR150510 "ENGINEER'S FIELD OFFICE" AS STATED ON PAGE 168 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE LOCATION OF THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.

THE ENGINEERING FIRM WILL MAKE PAYMENT FOR ALL LONG DISTANCE TELEPHONE CALLS IN EXCESS OF ONE HUNDRED DOLLARS (\$100.00) PER MONTH.

THE CONTRACTOR WILL FURNISH A CELL PHONE TO THE RESIDENT ENGINEER FOR HIS EXCLUSIVE USE FOR THE DURATION OF THIS PROJECT. THE RESIDENT ENGINEER WILL USE THIS PHONE FOR PROJECT BUSINESS ONLY. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL CHARGES ASSOCIATED WITH THIS CELL PHONE.

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE PAID FOR UNDER ITEMS: AR150510 ENGINEER'S FIELD OFFICE \_\_\_\_\_ 1 L.S.



**CERTIFIED PAYROLLS**

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.

**MATERIAL CERTIFICATION**

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.

**AIRCRAFT OPERATION LINE**

THE CONTRACTOR WILL LOCATE THIS LINE AT THE START OF CONSTRUCTION AND WILL PLACE FLAGGED LATHE EVERY 150' ALONG IT. THIS LINE WILL BE THE LIMITS THAT ALL CONTRACTOR PERSONNEL MAY VENTURE WHEN A RUNWAY IS NOT CLOSED. THE CONTRACTOR WILL MAINTAIN THE LATHE LINE FOR RUNWAYS. THE CONTRACTOR SHALL REMOVE ANY OBJECTS (LATHE) PLACED AT THE COMPLETION OF THE PROJECT.

**EROSION CONTROL**

THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND, THEREFORE NO N.P.D.E.S. PERMIT WILL BE REQUIRED.

Revision table, Title block (TAYLORVILLE MUNICIPAL AIRPORT), Project info (Hanson Professional Services Inc.), and sheet number (3 of 13 sheets).

MAY 07, 2009 10:22 AM KINCA00394 I:\AIRPORTS\TAYLORVILLE\08A0189D\CADD\AIRPORT\18-36\18-36-03.SYD.DWG - SAFETY