

CONSTRUCTION PLANS FOR SALEM LECKRONE AIRPORT SALEM, MARION COUNTY, ILLINOIS PHASE I DRAINAGE IMPROVEMENTS

THIS PROJECT SHALL CONSIST OF INSTALLING RUNWAY AND TAXIWAY UNDERDRAINS,
REPLACING A SECTION OF STORM SEWER, AND OTHER ASSOCIATED MISCELLANEOUS WORK.

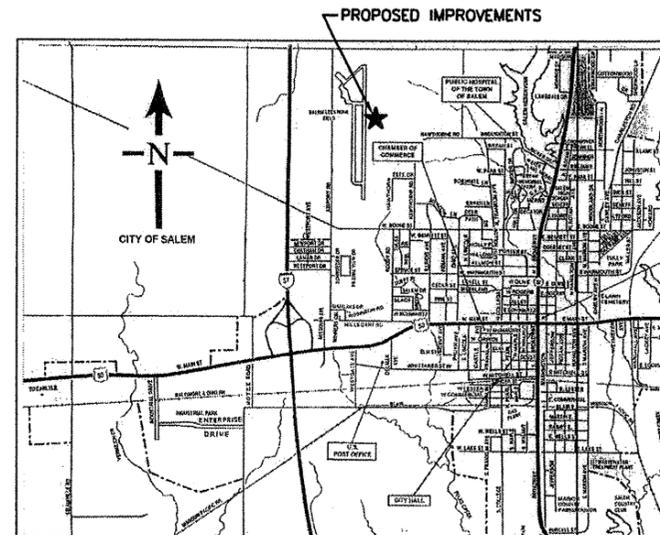


LOCATION MAP

ILLINOIS PROJECT - SLO-3742
AIP PROJECT NO - 3-17-0089-B13
DATE: MAY 7, 2008

INDEX TO SHEETS

- 1 COVER SHEET, INDEX TO SHEETS, AND SUMMARY OF QUANTITIES
- 2 SAFETY PLAN
- 3 SITE LAYOUT AND UTILITY PLAN



VICINITY MAP

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	AWARDED QUANTITY		AS-BUILT QUANTITY
			FED/STATE/LOCAL	TOTAL	
AR701442	42" RCP, CLASS III	L.F.	566		
AR701900	REMOVE PIPE	L.F.	566		
AR705526	6" PERFORATED UNDERDRAIN W/SOCK	L.F.	755		
AR751943	ADJUST MANHOLE	EACH	2		
AR901510	SEEDING	ACRE	0.40		
AR908510	MULCHING	ACRE	0.40		

LATITUDE: 38°38'34"
LONGITUDE: 88°57'51"
ELEVATION: 573 M.S.L.

STS | AECOM

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SUBMITTED BY *Michael R. Quandt*
DATE 5/7/08

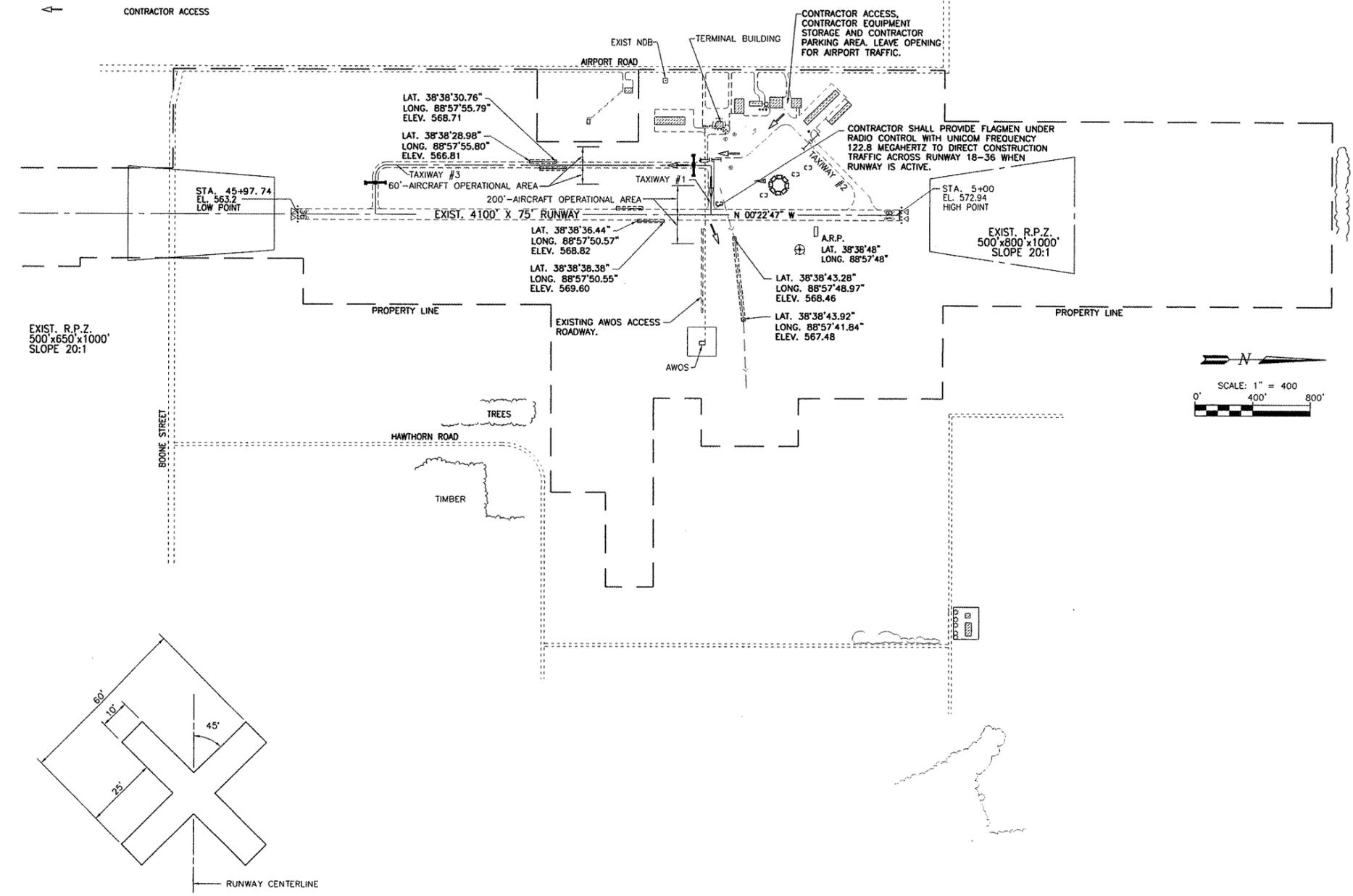
**SALEM LECKRONE
AIRPORT
SALEM, ILLINOIS**

APPROVED *Harry G. Hahn*
CHAIRMAN SALEM AIRPORT AUTHORITY

DATE 5/7/08

LEGEND

- EXISTING NON-DIRECTIONAL BEACON (NDB)
- EXISTING AIRPORT BOUNDARY
- EXISTING ROTATING BEACON
- EXISTING INTERNALLY LIGHTED WIND CONE
- EXISTING THRESHOLD LIGHT - GREEN
- EXISTING RUNWAY PROTECTION ZONE (RPZ)
- FUTURE SEGMENTED CIRCLE
- SECURITY FENCE
- EXISTING AIRPORT BUILDINGS
- EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
- BARRICADES (WHEN RUNWAY IS CLOSED)
- BARRICADES (WHEN TAXIWAY 3 IS CLOSED AND RUNWAY IS OPEN)
- WORK AREA
- CONTRACTOR ACCESS



CONTRACTOR'S RESPONSIBILITIES

1. THE CONTRACTOR'S EMPLOYEES WILL PARK IN THE EQUIPMENT PARKING AREA.
2. THE CONTRACTOR WILL FURNISH ALL EMPLOYEES WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THEM AS BEING PART OF THE CONSTRUCTION CREW.
3. WHEN THE CONTRACTOR'S VEHICLES ARE ON THE AIRPORT SITE THEY WILL BE PROPERLY MARKED WITH THE INTERNATIONAL ORANGE AND WHITE FLAG DISPLAYED IN FULL VIEW ABOVE THE VEHICLES.
4. CONTRACTOR MUST HAVE AERONAUTIC RADIO FOR EMERGENCY USE (122.8 MHZ)
5. THE CONTRACTOR WILL NOT BE ALLOWED ACCESS TO THE AIRPORT TERMINAL BUILDING & WILL NEED TO SUPPLY PORTABLE RESTROOMS ON SITE FOR CONSTRUCTION CREWS.
6. CONTRACTOR PERSONNEL SHALL BE LIMITED TO AREA REQUIRED TO CONSTRUCT IMPROVEMENTS.

AIRCRAFT OPERATIONAL AREA

THE RESIDENT ENGINEER WILL ESTABLISH THE AIRCRAFT OPERATION AREA BY PLACING A ROW OF FLAGGED LATH 200' FROM THE RUNWAY CENTERLINE. THE CONTRACTOR OR HIS EMPLOYEES WILL NOT PROCEED INTO THE AIRCRAFT OPERATIONAL AREA WITHOUT FIRST CLOSING THE AFFECTED RUNWAY. THE CONTRACTOR WILL NOTIFY THE AIRPORT MANAGER ONE WEEK IN ADVANCE OF A RUNWAY CLOSING. ANY RUNWAY CLOSURE MUST BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO ANY CONSTRUCTION. WHEN CONSTRUCTION ACTIVITIES ARE WITHIN 200' OF THE RUNWAY CENTERLINE, THE RUNWAY WILL BE CLOSED BY PLACING YELLOW CROSSES OVER THE NUMBERS OF THE RUNWAY. COST OF CONSTRUCTING, MAINTAINING AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

CONTRACTOR'S OPERATIONS WITHIN THE 200' AIRCRAFT OPERATION AREA SHALL BE STAGED SO THAT SIX DAILY RUNWAY CLOSINGS MAXIMUM WILL OCCUR. THE CLOSURES SHALL NOT BE MORE THAN TWO CONSECUTIVE DAYS DURING DAYTIME HOURS BETWEEN 7:00 A.M. AND 5:00 P.M..

MISCELLANEOUS NOTES

NO OPEN HOLES OR TRENCHES WILL BE ALLOWED WITHIN 200' OF THE RUNWAY CENTERLINES OR WITHIN 60' OF THE TAXIWAY CENTERLINE. THESE HOLES OR TRENCHES WILL BE FILLED IN AND ALL RUNWAYS WILL BE REOPENED AFTER EACH WORKDAY. WASTE AND LOOSE MATERIAL WITHIN 200' OF THE RUNWAY AND 60' OF THE TAXIWAY WILL BE REMOVED AFTER EACH WORKING DAY.

THE LOCATIONS OF THE UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAVE BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER, IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED, THAT THE CONDITIONS ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED.

EROSION CONTROL

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

SCOPE OF WORK

THIS PROJECT SHALL CONSIST OF INSTALLING RUNWAY AND TAXIWAY UNDERDRAINS, REPLACING A SECTION OF STORM SEWER, AND OTHER ASSOCIATED MISCELLANEOUS WORK.

HAUL ROAD AND EQUIPMENT PARKING AREA

CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND EQUIPMENT PARKING AREA AS SHOWN ON THIS SHEET. IT WILL BE THEIR RESPONSIBILITY TO MAINTAIN THE AIRPORT SECURITY AT THE HAUL ROUTE ENTRANCE, AND RESTORE THESE AREAS TO THEIR ORIGINAL CONDITION AFTER CONSTRUCTION IS COMPLETED. ANY AREAS DAMAGED OUTSIDE THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

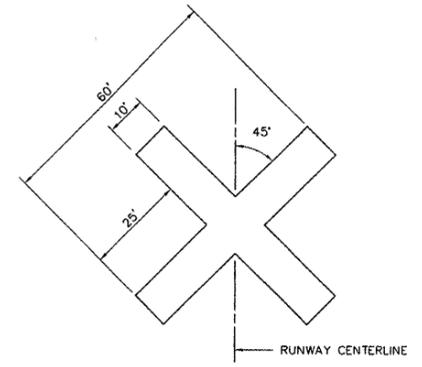
EXISTING CABLE LOCATIONS

THE CONTRACTOR SHALL CONTACT J.U.L.I.E. AND HAVE ALL UTILITIES LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. 811 OR 1-800-892-0123.

IT WILL BE THE CONTRACTORS RESPONSIBILITY TO LOCATE ALL UNDERGROUND UTILITIES.

CONSTRUCTION EQUIPMENT HEIGHT

MAXIMUM HEIGHT OF CONSTRUCTION EQUIPMENT SHALL NOT EXCEED 25'.



DETAIL OF CROSS FOR CLOSED RUNWAY

ILLINOIS PROJECT: SLO-3742
AIP PROJECT NO: 3-17-0089-B13

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**PHASE I DRAINAGE IMPROVEMENTS
SALEM LECKRONE AIRPORT
SALEM, ILLINOIS**

SAFETY PLAN

SURVEY	JAS	CHECKED	DATE	05/07/08	SHEET	2
DESIGN	MRO	APPROVED	REVISED			
DRAWN	JMW/CDP		JOB NO.	200705896		OF 3

