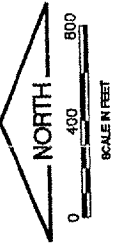
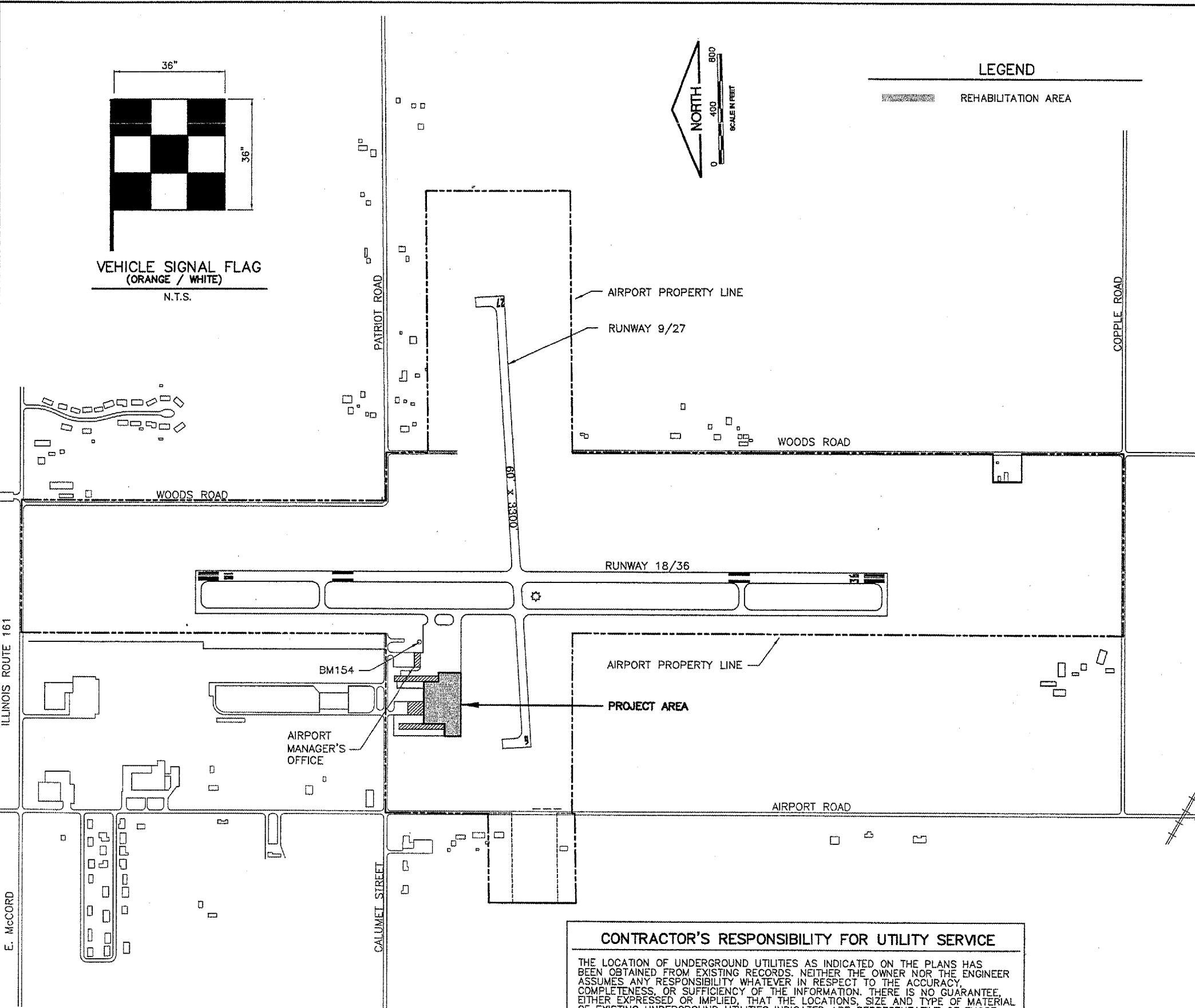


VEHICLE SIGNAL FLAG
(ORANGE / WHITE)
N.T.S.



LEGEND
REHABILITATION AREA



BENCHMARK DATA
USGS BM P154 ELEV. 519.31
BRASS DISC BETWEEN
TAXIWAY AND FUEL FARM

CONTRACTOR'S RESPONSIBILITY FOR UTILITY SERVICE

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

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 COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

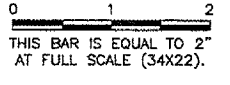
GENERAL NOTES

- ALL RUNWAYS, TAXIWAYS, AND APRON AREAS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC EXCEPT AS NOTED IN THE CONSTRUCTION PHASING PLAN.
- ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING, ACTIVE AIRFIELD PAVEMENTS SHALL BE UNDER RADIO CONTROL.
- 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 MANAGER.
- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UTILITIES, INCLUDING UNDERGROUND UTILITIES, AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND 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.
- THE CONTRACTOR SHALL PROVIDE LIGHTS AND FLAGGING ON ALL EQUIPMENT IN CONFORMANCE WITH FEDERAL AVIATION REGULATIONS, PART 77, OBJECTS MEETING NAVIGABLE AIRSPACE, JANUARY 1975 AND FAA ADVISORY CIRCULAR 5370-2E.
- WHEN ANY VEHICLE IS REQUIRED TO TRAVEL OVER ANY PORTION OF THE AIRCRAFT MOVEMENT AREA AND RUNWAY APPROACH AREA, THE VEHICLE SHALL BE PROPERLY IDENTIFIED TO OPERATE IN THE AREA.
 - DURING DAYLIGHT HOURS, MARK VEHICLES WITH A FLAG ON A STAFF ATTACHED TO THE VEHICLE SO THAT THE FLAG WILL BE READILY VISIBLE. THE FLAG SHOULD BE NOT LESS THAN 3- FEET SQUARE CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES OF NOT LESS THAN ONE FOOT ON EACH SIDE AND DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.
 - DURING NIGHTTIME OR LOW-VISIBILITY OPERATIONS, MARK VEHICLES WITH FLASHING YELLOW BEACONS.
 - MARK CONSTRUCTION VEHICLES REQUIRING AN ESCORT WITH A FLAG ON A STAFF. THE FLAG SHALL BE AS DESCRIBED ABOVE.
 - MARK AND IDENTIFY VEHICLES IN ACCORDANCE WITH AC 150/5210-5, PAINTING, MARKING AND LIGHTING OF VEHICLES USED ON AN AIRPORT.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN AREAS 55' FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 200' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
- CONTRACTOR SHALL PROVIDE HIS OWN RADIOS CAPABLE OF MONITORING UNICOM FREQUENCY 122.80 AT ALL TIMES.
- 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 ENGINEER AND AIRPORT MANAGER. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL RUNWAY, TAXIWAY, APRON PAVEMENTS OR ACCESS DRIVES USED BY HIS VEHICLES AND EQUIPMENT.
- EXISTING TURF AREAS DISTURBED BY THE CONTRACTORS OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT MANAGER.
- CONTRACTORS ACCESS SHALL BE AS SHOWN ON SHEET 4.
- THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS OUTSIDE THE RUNWAY SAFETY AREA (RSAs) AND OBSTACLE FREE ZONES (OFAs). EQUIPMENT AND MATERIALS SHALL NOT BE STORED ON CLOSED RUNWAY AND TAXIWAYS. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN. THE MAXIMUM HEIGHT OF EQUIPMENT, MATERIALS AND STOCKPILES SHALL BE 25'. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE AIRPORT PART 77 SURFACES.
- THE CONTRACTOR SHALL PROVIDE BARRICADES AT THE LOCATIONS SHOWN IN THE PLANS. BARRICADES SHALL BE AT A 15-FOOT SPACING, WITH ONE BARRICADE ON THE CENTERLINE. BARRICADES SHALL HAVE FLAGS AND LIGHTS. THE BARRICADES SHALL BE LIGHTED WITH A FLASHING RED LIGHT AND BE MARKED WITH A 20"x20" ORANGE FLAG.

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UPDATE BY: dallan
SURVEY BOOK #
DATE: Fri 4/7/06 5:39pm
XREF DWG: Centralia.dwg
Cintinfo.dwg
EXISTING.dwg
EXHIBIT11.dwg
IMAGE FILES: TRK.DWG, HIF
FARM_PLAT.DWG

REVISIONS

NUMBER	BY	DATE



CENTRALIA MUNICIPAL AIRPORT
CENTRALIA, ILLINOIS

REHABILITATE SOUTHWEST PORTION OF GA APRON

SITE PLAN

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
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DESIGN BY:	JEF
DRAWN BY:	CMT
CHECKED BY:	JEF
APPROVED BY:	JEF
DATE:	04/21/2006
JOB No:	05072-05
IL. PROJ. NO. ENL-3556	
AIP PROJ. NO. 3-17-0015-B9	
SHEET	3 OF 16 SHEET