

**SCOPE OF WORK**

THE PROPOSED IMPROVEMENTS INCLUDE THE CONSTRUCTION OF A BITUMINOUS OVERLAY TO TAXIWAY "B" AND "C" AND THE WESTERN HALF OF THE AIRCRAFT APRON, INSTALLATION OF EDGE DRAINS ADJACENT TO THE SOUTHERN PORTION OF TAXIWAY "B", AND THE REHABILITATION OF THE TAXIWAY "B" AND "C" MEDIUM INTENSITY TAXIWAY LIGHTING (MITL) SYSTEM.

**CONTRACTOR'S RESPONSIBILITIES**

**GENERAL :**  
THE CONTRACTOR MUST FOLLOW PROCEDURES ON THIS SHEET THAT ASSURES SAFE OPERATING CONDITIONS FOR AIRCRAFT AS WELL AS HIS PERSONNEL AND EQUIPMENT. THE AIRPORT MANAGER WILL AT ALL TIMES HAVE JURISDICTION OVER THE SAFETY OF AIR TRAFFIC DURING CONSTRUCTION.

**IDENTIFICATION -** THE CONTRACTOR IS REQUIRED TO MARK ALL VEHICLES AND EQUIPMENT USED FOR CONSTRUCTION WITH 3 FT. SQUARE, INTERNATIONAL ORANGE AND WHITE CHECKERED FLAGS ANYTIME THEY ARE ON AIRPORT PROPERTY.

ALL CONTRACTOR PERSONNEL SHALL HAVE IDENTIFICATION MAKING IT OBVIOUS THAT THEY ARE A PART OF THE CONSTRUCTION CREW.

THE CONTRACTOR, HIS EMPLOYEES, AND EQUIPMENT SHALL BE RESTRICTED TO THE PROJECT WORK AREA.

**RADIO CONTROL -** THE CONTRACTOR IS REQUIRED TO BE IN TWO-WAY RADIO CONTACT WITH THE KEWANEE MUNICIPAL AIRPORT UNICOM (122.80 MHZ) WHENEVER HIS PERSONNEL IS ON THE AIRPORT PROPERTY.

**EQUIPMENT PARKING AND STORAGE -** THE CONTRACTOR'S EQUIPMENT PARKING, MATERIAL STORAGE, AND EMPLOYEE PARKING WILL BE AT THE LOCATION SHOWN ON THIS DRAWING. ONLY VEHICLES AND EQUIPMENT NECESSARY FOR CONSTRUCTION WILL BE PERMITTED TO LEAVE THESE AREAS.

THE CONTRACTOR IS REQUIRED TO LIMIT THE USE OF CONSTRUCTION EQUIPMENT ON THE EXISTING PAVEMENTS. ONLY EQUIPMENT NEEDED TO COMPLETE THE SPECIFIC WORK ON THE EXISTING PAVEMENT WILL BE PERMITTED. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING PAVEMENTS CAUSED BY HIS PERSONNEL OR EQUIPMENT.

**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.

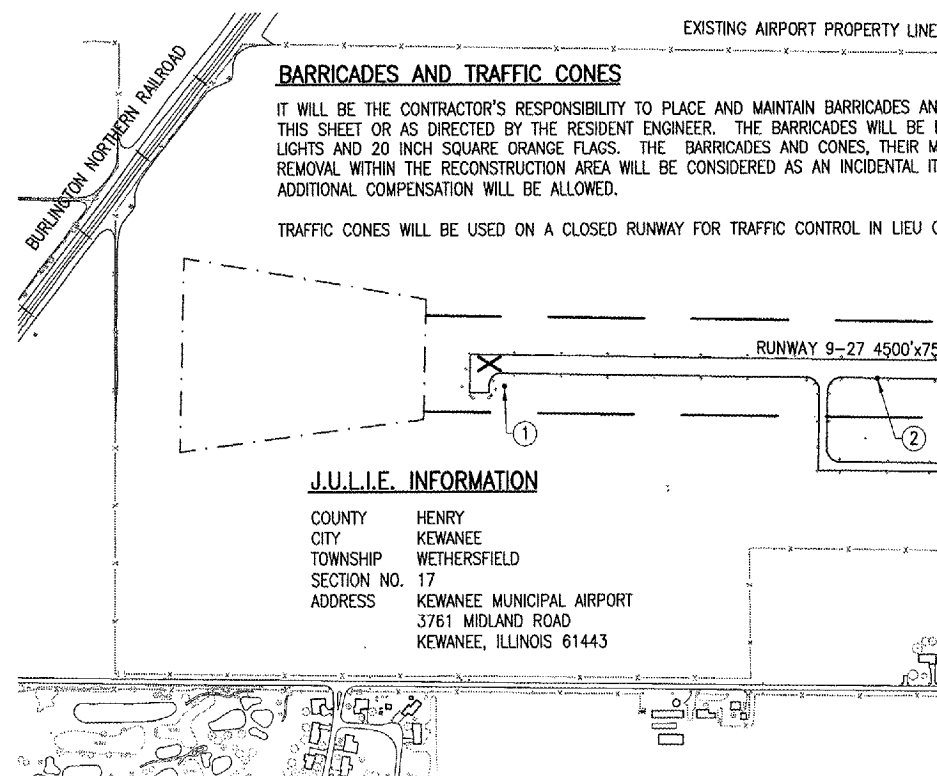
THE LOCATION OF THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.

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

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

**FLAG-MEN**

WHEN RUNWAY 1-19 IS CLOSED AND CONSTRUCTION TRAFFIC IS REQUIRED TO CROSS THE OPEN RUNWAY, RUNWAY 9-27, THE CONTRACTOR WILL USE FLAG-MEN, EQUIPPED WITH RADIOS, TO DIRECT TRUCK TRAFFIC ACROSS RUNWAY 9-27. THE FLAG-MEN MUST HAVE THE COMMUNICATION EQUIPMENT CAPABLE OF CHANGING FREQUENCIES TO CONTACT EACH OTHER AND THE AIRPORT UNICOM (122.80 MHZ). THE REQUIRED USE OF FLAGMEN WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



**BARRICADES AND TRAFFIC CONES**

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS SHOWN ON THIS SHEET OR AS DIRECTED BY THE RESIDENT ENGINEER. THE BARRICADES WILL BE EQUIPPED WITH RED STEADY BURN LIGHTS AND 20 INCH SQUARE ORANGE FLAGS. THE BARRICADES AND CONES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WITHIN THE RECONSTRUCTION AREA WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

TRAFFIC CONES WILL BE USED ON A CLOSED RUNWAY FOR TRAFFIC CONTROL IN LIEU OF BARRICADES.

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

COUNTY HENRY  
CITY KEWANEE  
TOWNSHIP WETHERSFIELD  
SECTION NO. 17  
ADDRESS KEWANEE MUNICIPAL AIRPORT  
3761 MIDLAND ROAD  
KEWANEE, ILLINOIS 61443

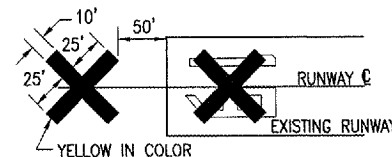
HORIZONTAL AND VERTICAL DATA				
NO.	DESCRIPTION	NORTHING	EASTING	ELEV.
1	KEWPORT AZ (NGS) MARKER, ALUM. ROD	1,652,491.649	2,349,792.846	850.62
2	CHISELED "□" ON INSPECTION HOLE	-	-	848.87
3	KEWPORT (NGS) MARKER, ALUM. ROD	1,652,431.715	2,352,728.103	854.13
4	CHISELED "□" ON EAST END OF CONC. SIGN BASE	-	-	854.76
5	CHISELED "□" ON WEST END OF CONC. SIGN BASE	-	-	851.21

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.

**TEMPORARY RUNWAY CLOSURE 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 RESIDENT ENGINEER. THE 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. NO ADDITIONAL COMPENSATION TO THE CONTRACT WILL BE ALLOWED.



**DETAIL OF CROSS FOR CLOSED RUNWAY**

"NOT TO SCALE"

**RUNWAY CLOSURE PROCEDURES:**

- \* CONTACT THE AIRPORT MANAGER OR HIS ASSIGNED REPRESENTATIVE.
- \* ISSUANCE OF NOTAM BY THE AIRPORT MANAGER OR HIS ASSIGNED REPRESENTATIVE.
- \* PLACEMENT OF CROSSES (SEE DETAIL THIS SHEET).
- \* PLACEMENT OF LIGHTED BARRICADES. ONLY AT THE TIME THAT ALL OF THE ABOVE ARE COMPLETED MAY ANY CONSTRUCTION OPERATIONS WITHIN 200 FT. OF THE AFFECTED RUNWAY CENTERLINE BEGIN.

**RUNWAY RE-OPENING PROCEDURES:**

- \* REMOVE CROSSES.
- \* REMOVE LIGHTED BARRICADES.
- \* NOTIFY THE AIRPORT MANAGER OR HIS REPRESENTATIVE TO CANCEL THE NOTAM.
- \* CANCELLATION OF THE NOTAM. A CLOSED RUNWAY WILL NOT BE RE-OPENED UNTIL ALL EQUIPMENT AND WORK ARE FURTHER THAN 200 FT. FROM THE AFFECTED RUNWAY CENTERLINE.

**RUNWAY AND TAXIWAY CLOSURE NOTE:**

RUNWAY 9-27 AND 1-19 WILL BE CLOSED ANY TIME CONSTRUCTION ACTIVITIES ARE REQUIRED WITHIN 200' OF THE RESPECTIVE RUNWAY CENTERLINE, IN ACCORDANCE WITH THE PROCEDURES SHOWN ON THIS PROPOSED SAFETY PLAN. HOWEVER, ONE RUNWAY WILL REMAIN OPEN WHEN THE OTHER IS CLOSED, THROUGH THE USE OF FLAGMEN, WHERE NECESSARY. TAXIWAY "B" AND "C", AS WELL AS THE PORTION OF THE RAMP AFFECTED BY THE PROJECT, WILL BE CLOSED FOR THE DURATION OF THE PROJECT.

**AIRCRAFT OPERATION LINE**

THE RESIDENT ENGINEER WILL ESTABLISH THE AIRCRAFT OPERATIONAL AREA FOR EACH OF THE AIRPORT RUNWAYS BY PLACING A ROW OF LATH, 200 FT. FROM EACH OF THE CENTERLINES. NO PERSONNEL OR EQUIPMENT WILL CROSS THE LATH ROW WITHOUT CLOSING THE RESPECTIVE RUNWAY.

**HEIGHT OF CONSTRUCTION EQUIPMENT**

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FT. THE TALLEST EQUIPMENT IS EXPECTED TO BE A SEMI-TRACTOR AND TRAILER.

**HAUL ROUTE AND EQUIPMENT PARKING**

THE CONTRACTOR IS REQUIRED TO CONSTRUCT A TEMPORARY HAUL ROUTE AND EQUIPMENT PARKING AREA IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND AT THE LOCATION SHOWN ON THIS SHEET. THE HAUL ROUTE AND EQUIPMENT PARKING AREA SHALL BE ESTABLISHED AS FAR SOUTH AND EAST OF RUNWAY 1-19 AS IS PRACTICAL.

THE DESIGNATED HAUL ROUTE SHALL BE THE ONLY ACCESS USED BY THE CONTRACTOR OR HIS EMPLOYEES.

THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS TO USE STATE, CITY, COUNTY, OR TOWNSHIP ROADS.

THE CONTRACTOR AND HIS PERSONNEL SHALL ACCESS THE AIRPORT THROUGH AN EXISTING GATE LOCATED OFF MIDLAND ROAD. THE CONTRACTOR WILL ENSURE THE GATE IS CLOSED AND LOCKED AT THE END OF EACH DAY.

ALL WORK ASSOCIATED WITH THE PROPOSED HAUL ROUTE SHALL BE CONSIDERED INCIDENTAL TO AR150540 - HAUL ROUTE.

**EROSION CONTROL**

THE PROPOSED CONSTRUCTION WILL DISTURB MORE THAN 1 ACRES OF LAND, THEREFORE AN EROSION CONTROL PLAN AND AN NPDES PERMIT ARE REQUIRED.

**LEGEND**

- EXISTING IMPROVEMENTS
- EXISTING BUILDING
- PROPOSED CONSTRUCTION IMPROVEMENTS
- PROPOSED EQUIPMENT/VEHICLE PARKING AREA & HAUL ROUTE
- EXISTING AIRPORT PROPERTY LINE
- LIGHTED BARRICADES
- HORIZONTAL/VERTICAL CONTROL

**CRITICAL POINT DATA**

CRITICAL POINT 1  
LATITUDE - 41° 12' 12.08227"  
LONGITUDE - 89° 57' 37.36973"  
ELEVATION - 854.90

CRITICAL POINT 2  
LATITUDE - 41° 12' 18.03385"  
LONGITUDE - 89° 57' 37.26742"  
ELEVATION - 856.31

CRITICAL POINT 3  
LATITUDE - 41° 12' 25.08439"  
LONGITUDE - 89° 57' 38.28434"  
ELEVATION - 851.59

KE007

DATE	REVISION

KEWANEE MUNICIPAL AIRPORT  
KEWANEE, HENRY COUNTY, ILLINOIS  
A.I.P. PROJ.: 3-17-0058-B10  
IL PROJ.: E2I-3533

180 Project No. 810-08TYD 0800	08/01/05
Drawn R-101SAE.DWG	08/01/05
Scale 1" = 400'	08/01/05
Date 08/01/05	04/27/06
LAYOUT R.A.W.	08/01/05
DRAWN B.A.K.	08/01/05
REVIEWED C.A.H.	04/27/06



OVERLAY TAXIWAYS AND APRON  
PROPOSED SAFETY PLAN