

SCOPE OF WORK

THE PROPOSED IMPROVEMENTS CONSISTS OF: THE APPLICATION OF A POROUS FRICTION COURSE, BITUMINOUS SURFACE COURSE, MARKING, AND EARTH SHOULDERING ON RUNWAY 3/21

PROPOSED SAFETY PLAN

GENERAL - THE OLNEY NOBLE AIRPORT IS COMPRISED OF TWO PAVED RUNWAYS.

THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING BOTH RUNWAYS. RUNWAY 3/21 WILL BE CLOSED FOR THE DURATION OF THE PROJECT. ANY TIME THE CONTRACTOR IS WORKING WITHIN 200' OF THE RUNWAY 11/29 CENTERLINE, THE RUNWAY WILL BE CLOSED. AT THE END OF EACH CONSTRUCTION DAY THE CONTRACTOR WILL SMOOTH GRADE ALL AREAS WITHIN THE SAFETY AREA TO THE SATISFACTION OF THE RESIDENT ENGINEER AND RE-OPEN RUNWAY 11/29. CLOSURE OF RUNWAY 11/29 WILL BE KEPT TO A MINIMUM. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAYS WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR IS REQUIRED TO NOTIFY THE AIRPORT MANAGER, THROUGH THE RESIDENT ENGINEER, SEVEN (7) DAYS IN ADVANCE OF THE COMMENCEMENT OF WORK. THIS WILL ALLOW THE AIRPORT MANAGER TIME TO ISSUE ALL NECESSARY NOTAM'S. THE CONTRACTOR IS REQUIRED TO PROVIDE 24 HOURS NOTICE PRIOR TO CLOSING EITHER RUNWAY.

IT IS THE RESPONSIBILITY OF THE AIRPORT MANAGER TO ISSUE ALL NOTAM'S REQUIRED THROUGHOUT THE CONSTRUCTION OF THE PROJECT.

CONTRACTOR'S RESPONSIBILITIES

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).

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 WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (123.00 MHZ.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE OLNEY-NOBLE 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.

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. CONTRACTOR WILL PROVIDE 1 WEEK NOTICE OF CLOSURES PRIOR TO START.

HAUL ROUTE AND EQUIPMENT PARKING

THE CONTRACTOR IS RESTRICTED TO USING THE DESIGNATED HAUL ROUTE AND EQUIPMENT PARKING AREA SHOWN ON THIS SAFETY PLAN. THE PARKING AREA IS APPROXIMATELY 200 FT. BY 200 FT. THE CONTRACTOR IS REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE PROJECT DURATION. ALL DISTURBED AREAS WILL BE RETURNED TO THE ORIGINAL CONDITION AT THE CONCLUSION OF THE PROJECT. MAINTENANCE AND RESTORATION OF THE HAUL ROUTE AND EQUIPMENT PARKING AREA WILL BE COMPLETED TO THE SATISFACTION OF THE ENGINEER AND WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 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 DIRECTED BY THE AIRPORT MANAGER. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR STEADY BURN LIGHTS AND 20" SQUARE ORANGE FLAGS. THE CONES, BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE TALLEST EQUIPMENT EXPECTED TO BE REQUIRED FOR THE PROJECT IS A DUMP TRUCK IN THE UP POSITION. THE MAXIMUM ANTICIPATED HEIGHT OF THE TRUCK BED IS 25 FT.

UTILITY NOTE

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE UTILITY COMPANIES AND ORGANIZATIONS THAT HAVE LINES OR CONDUITS IN THE PROPOSED CONSTRUCTION AREA AND CONTACTING THEM FOR LOCATION AND DEPTH OF THE LINE. ALL LINES AND CONDUITS ARE TO BE LOCATED AND IDENTIFIED FOR DEPTH PRIOR TO ANY EXCAVATION. THE CONTRACTOR IS REQUIRED TO CONTACT JULIE (1-800-892-0123) TO ASSIST IN THESE REQUIREMENTS. THE CONTRACTOR IS ALSO RESPONSIBLE FOR IDENTIFYING ALL NON-JULIE UTILITIES WITHIN THE CONSTRUCTION LIMITS. THESE UTILITIES MUST ALSO BE LOCATED BEFORE CONSTRUCTION BEGINS.

TAXIWAY CLOSURE

A TAXIWAY MUST BE CLOSED AT ANYTIME CONSTRUCTION ACTIVITIES ARE WITHIN 72 FT. OF THE TAXIWAY'S CENTERLINE.

THE CONTRACTOR IS REQUIRED TO PLACE BARRICADES AND TRAFFIC CONES AT THE LOCATIONS SHOWN ON THIS DRAWING AND AS DIRECTED BY THE RESIDENT ENGINEER, EFFECTIVELY CLOSING THE CONSTRUCTION AREA.

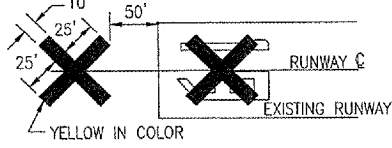
BARRICADES WILL BE EQUIPPED WITH FLASHING RED OR STEADY BURN LIGHTS AND SQUARE ORANGE FLAGS. PLACEMENT, MAINTENANCE AND REMOVAL OF THE BARRICADES AND TRAFFIC CONES IS INCIDENTAL TO THE CONTRACT, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

EROSION CONTROL

THE PROPOSED PROJECT WILL DISTURB MORE THAN 1 ACRE. THEREFORE, A STORM WATER POLLUTION PREVENTION PLAN AND A N.P.D.E.S. PERMIT IS REQUIRED.

AIRPORT SECURITY

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES THROUGHOUT THE PROJECT. THE CONTRACTOR IS RESTRICTED TO THE PROPOSED HAUL ROUTE FOR ACCESS TO THE AIRPORT PROPERTY. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE GATES TO THE ACCESS AT THE END OF EACH DAY. THE CONTRACTOR IS REQUIRED TO PROVIDE LOCKS TO ACCOMPLISH THIS REQUIREMENT. FURNISHING LOCKS AND MAINTAINING AIRPORT SECURITY WILL BE INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION 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 CROSSSES (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 REOPENING PROCEDURES:

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

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 IN 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.

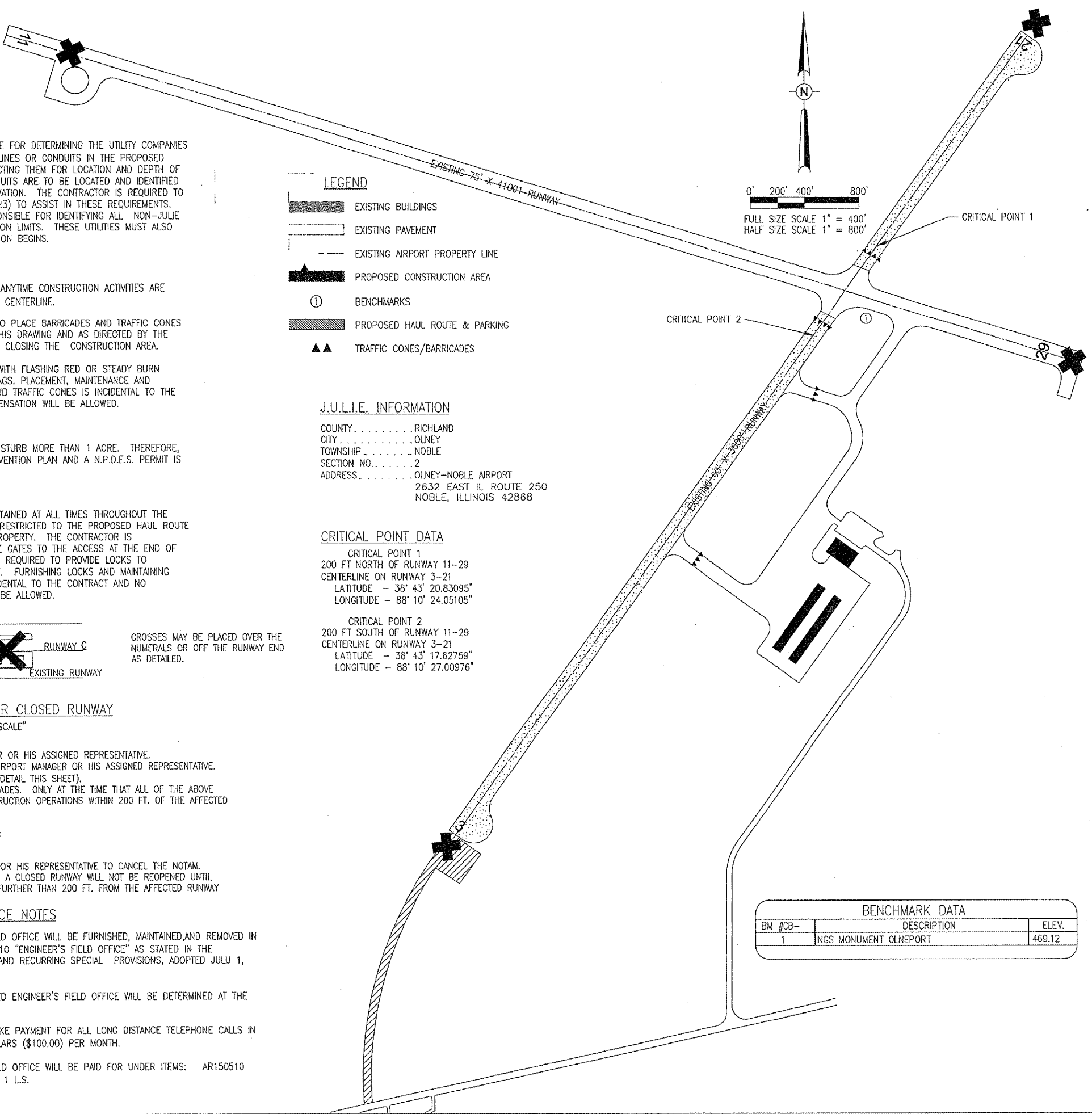
THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE PAID FOR UNDER ITEMS: AR150510 ENGINEER'S FIELD OFFICE ----- 1 L.S.

LEGEND
EXISTING BUILDINGS
EXISTING PAVEMENT
EXISTING AIRPORT PROPERTY LINE
PROPOSED CONSTRUCTION AREA
BENCHMARKS
PROPOSED HAUL ROUTE & PARKING
TRAFFIC CONES/BARRICADES

J.U.L.I.E. INFORMATION
COUNTY: RICHLAND
CITY: OLNEY
TOWNSHIP: NOBLE
SECTION NO.: 2
ADDRESS: OLNEY-NOBLE AIRPORT
2632 EAST IL ROUTE 250
NOBLE, ILLINOIS 42868

CRITICAL POINT DATA
CRITICAL POINT 1
200 FT NORTH OF RUNWAY 11-29
CENTERLINE ON RUNWAY 3-21
LATITUDE - 38° 43' 20.83095"
LONGITUDE - 88° 10' 24.05105"
CRITICAL POINT 2
200 FT SOUTH OF RUNWAY 11-29
CENTERLINE ON RUNWAY 3-21
LATITUDE - 38° 43' 17.62759"
LONGITUDE - 88° 10' 27.00976"

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Revision table with columns: REVISION, DATE, BY. Project info: OLNEY-NOBLE AIRPORT, OLNEY, ILLINOIS, RICHLAND COUNTY. A.I.P. PROJ.: 3-17-0076-B7. I.L. PROJ.: OLY-3438. Project title: REHABILITATE RUNWAY 3/21 PROPOSED SAFETY PLAN. Date: 02/03/05. Scale: 1" = 400'. Sheet number: 3 of 36 sheets.