10A Item, 8-4-06 Letting CITY OF FREEPORT
FREEPORT, ILLINOIS


06294-02-00

CONSTRUCTION PLANS FOR
FREEPORT - ALBERTUS AIRPORT


## INDEX TO SHEETS

1. COVER SHEET (CVR1)
2. SUMMARY OF QUANTITIES (SUM1)
3. SITE PLAN AND PROJECT CONTROL (SPL1)
4. SEQUENCE OF CONSTRUCTION PLAN, NOTES AND DETAILS - 1 (SEQ1)
5. SEQUENCE OF CONSTRUCTION PLAN, NOTES AND DETAILS-2 (SEQ2)
6. STAGE 1: TAXIWAY "D" AND TERMINAL APRON REPAIR PLAN (STG1)
7. STAGE 2: taxiways "E" AND "A" EAST REPAIR PLAN (STG2)
8. Stage 3: T-hANGAR PAVEMENTS REPAIR PLAN (STG3)
9. MISCELLANEOUS DETAILS -1 (DTL1)




## GENERAL NOTES

1. SUGGESTED SEQUENCE OF CONSTRUCTIO

THE SUGGESTED SEOUENCE OF CONSTRUCTION SHOWN IS INTENDED TO
ALLOW FOR THE ORDERLY CONSTRUCTION OF THE NEW IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOW IS A SUGGESTED ONLY AND MAY BE MODIFIED WITH THE APPROVAL OF THE
ENGINEER AND AIRPORT MANAGER

## 2. HAUL ROAD/STAGING AREA RESTORATION

ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STAGING AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION TO THE SATISFACTION OF THE AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING SEEDING INCIDENTAL TO THE CONTRACT.

## 3. AIRPORT APPROVAL OF PHASING:

THE ENGINEER AND AIRPORT MANAGER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION SEQUENCE AS IT RELATES TO OPERATIONS HVE THERIGTOF WAYONTHE ARFELD VEHCHLR TRAFFIC / CONTRACTOR ACTVITIES SHALL YIELD TO AIRCRAFT OPERATIONS

## 4. AIRFIELD PAVEMENT / SITE DEBRIS REMOVAL:

THE CONTRACTOR SHALL RESTRICT ACCESS TO ALL TRUCKS, EQUIPMENT AND MATERIALS FROM THE EXISTING RUNWAYS AND TAXIWAYS OUTSIDE OF
THE PROJECT LIMITS SHOWN. SHOULD THE CONTRACTOR TRACK ANY DEBRIS THE EXNTTTNG PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WORK ZONE AND MAINTAIN SANITARY FACIITIES FOR EMPLOYEE USE.

## 5. PROJECT LIGHTING OUTSIDE OF DAYLIGHT HOURS:

WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVEABLE POLE MOUNTED FLOODLIGHTS AND / OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. LIGHTING SHALL BE USED IF THEY AFFECT FLIGHT SAFETY.

## 6. EXISTING UTILITY COORDINATION

COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTLLITIES SHALL BE COMPLETED PRIOR TO CONSTRUCTION. SEE SECTION $50-17$ OF THE SPECIAL UNDERGROUND UTLLITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM AVALLABLE RECORDS. NEITHER THE AIRPORT NOR THE ENGINEER ASSUMES ANY RESPONSIBLLITY WHATEVER IN RESPECT TO THE ACCURACY COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THEREISNO AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTLLTIES AS INDICATED, ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING
CONSTRUCTIO CONSTRUCTION.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILTTES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITES. PRIID TO CONSTR UCTION, THE
CONTRACTOR SHALL NOTIFY THE UTLITY COMPANY OWNER OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMEN DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTLLTTES. IN THE EVENT AN UNEXPECTED UTLITY INTERFERENCEIS ENCOUNTERED DURING COMPANY, THE AIRPORT AND THE ENGINEER. ANY SUCH UTLITIES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT AND engineer.
7. TRAFFIC CONTROL PAYMENT:

PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, ETC. SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO ASSOCIATED CONTRACT ITEM, TYPE 2 BARRICADES WITH STEADY BURN RED
LIGHTS SHALL BE PLACED ON 15 ' CENTERS WITH CONSTRUCTION FENCE BETWEEN EACH SET OF BARRICADES. TYPE 2 BARRICADES SHALL BE PLACED AS SHOWN ON THIS PLAN AND ASDIRECTED BY THE ENGINER FOR WORK
ADJACENT TO THE EXPEDITED WORK AREAS. WHEN NOT TIN USE THESE ADJACENT TO THE EXPEDTTED WORK AREAS. WHEN NOT IN USE, THESE OFF SITE. ACCESS TO THE ACTIVE RUNWAY AND TAXIWAY PAVEMENTS SHALL BE SIGNED WITH STOP SIGNS MOUNTED ON THE CLOSEST BARRICADES (2 EACH, RIGHT AND LEFT) AT THE ENTRANCE. IN ADDITION TO THE STOP SIGNS, SIGNS SHALL STATE "ACTVE AIRFIELD AREA /UNAUTHORIZED ACCESS SUBJECTTO FINE." ALL TYPE II AND TYPE II BARRICADES SHALL CONFORM TO IDOT STANDARD DETALL 702001 . ALL PAVEMENT DROP-OFFS GREATER THAN

## 8. DUST CONTROL REQUIREMENTS:

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL
TIMES DURING THE PROJECT DURATION A WATER TRUCK SHALL BE REQUIRED TO BE ON SITE DURING ALL CONSTRUCTION OPERATIONS GENERATING SIGNIFIICANT DUST DURING WORKING HOURS. PAYMENT FOR
DUST CONTROL SHALL BE INCIDENTAL TO THE ASSOCIATED CONTRACT ITEM.
9. OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION (AC 150/5370-22 Latest edition):
ALL WORK SHALL CONFORM TO FAA ADVISORY CIRCULAR (AC) AC 15015370-2(LATEST EDITION) OPERATIONAL SAFETY ON AIRPORTDURING 10. STAGING AREA:

THE CONTRACTOR'S MATERIAL AND EQUIPMENT, WHEN NOT IN USE, SHALL BE REFUELING, EQUIPMENT MAINTENANCE AND EQUIPMENT TRANSFERS SHALL TAKE PLACE WITHIN THE CONTRACTOR'S STAGING AREA.

## 11. AIRFIELD LIGHTING COORDINATION:

THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATIO
PLAN WITH THE AIRPORT MANAGER REGARDING DE-ENERGZZING AND PLAR ENERGIZING OF THE AIRFIE
EACH CONSTRUCTION DAY.

## 12. WEEKLY COORDINATION MEETINGS

WEEKLY COORDINATION MEETINGS SHALL BE REQUIRED TO DISCUS PROJECT PROGRESS. REPRESENTATION BY THE PRIME CONTRACTOR IS

## 13. ARFIELD FENCING / GATE SECURITY

ALL EXISTING AND PROPOSED FENCE LINES, EXCEPT AS OTHERWISE NOTED AROUND THE PERIMETER OF THE PROJECT. ALL EXISTING GATES SHALL MAINTAINED, CLOSED AND LOCKED AS DIRECTED BY THE AIRPORT OWNER'S REPRESENTATIVE SHOULL THE CONTRACTOR CHOOSE TO KEER A GATE SHALL MONITOR THE OPEN GATE. ANY COSTS SHALL NOT BE PAID FOR SEPARATELY, BUT THEY WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

## 14. AIRPORT RADIO COMMUNICATION:

THE CONTRACTOR SHALL SUPPLY AND HAVE IN THEIR POSSESSION AT ALL
TIMES AT LEAST ONE AIRPORT RADIO MONITORING AIRPORT TRAFFIC TIMES AT LEAST ONE AIRPORT RADIO MONITORING AIRPORT TRAFFIC. THE OPERATOR OF THE AIRPORT RADIO SHALL BE FAMLIAR WITH AIRPORT RAD
PROCDURES AND BE TUNED INTO THE APPLICABLE GROUND CONTROL FREQUENCY.

## PROJECT NOTES

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## 1. UNATTENDED CONSTRUCTION ACCESS:

THE OWNER WILL ASSESS THE CONTRACTOR A $\$ 1,000.00$ FINE FOR CLOSING HAS BEEN IDENTIFACH UNATTENDED ACCESS DOOR, GATE OR FENCE WHICH HAS BEENIDENTIFIED AS A CONRACTR RESPONSIBLITY. AN ACCESS
DOOR, GATE OR FENCE ISEFINED AS UNATENDE" ANY TME IT IS OPEN AND CONTRACTOR PWESE RENDERED NE HYCICALLY IN A POSITION TO AETECT AND PREVENT UNAUTHORIZED ENTRY THROUGH IT. IN THE EVENT AIRPORT PERSONNEL ARE UNABLE TO SECURE AN UNATTENDED ACCESS AND CONTRACTORS WILL BE NOTIFIED, CONTRACTORS WILL BE CHARGED THE COST OF PROVIDING SECURITY PERSONNEL UNTIL THE AREA IS AGAIN secure.

## 2. UNAUTHORIZED ACCESS TO AIRFIELD:

THE CONTRACTOR SHALL RESTRICT ALL ACTVITTES TO THE CONSTRUCTIO PEDESTRIAN OR VEHICULAR, TO ACTIVE AIRFIELD PAVEMENTS SHOWN SHALL BE CONSIDERED AIRFIELD INCURSIONS. AIRFIELD INCURSIONS, AT THE DISCRETION OF THE AIRPORT DIRECTOR OF OPERATIONS, MAY BE FINED $\$ 1,000.00$ PER INCIDENT. CONSTRUCTION PAYMENT.

## 3. CONSTRUCTION SITE ACGESS:

THE CONTRACTOR SHALL UTILIZE THE HAUL ROAD AS SHOWN ON THE CONSTRUCTION PHASING PLAN. THE ENTRANCE SHALL BE SIGNED ACCORDINGLY AS TO ALLOW O OLY CONSTRUCTON VEHICLE ACCESS AND
WILL ONLY BE ACCESSIBLE DURING THE CONTRACTOR'S SCHEDULED WORK
DAY.

Freeport, Illinois
City of Freeport
AIP: 3-17-0045-B20 FEP-3129
Airfield Pavemen Repairs






