

SCOPE OF WORK

THIS PROJECT CONSISTS OF AN OVERLAY OF THE EXISTING APRON, ACCESS ROAD, SRE DRIVE AND PARKING AREA. REMOVAL AND REPLACEMENT OF PAVEMENT ON RUNWAY 18-36. REMOVAL AND REPLACEMENT OF TIE DOWNS AND PAVEMENT MARKING OF THE RUNWAY AND APRON

PROPOSED SAFETY PLAN

GENERAL - RUNWAY 18-36 WILL BE CLOSED DURING REMOVAL AND REPLACEMENT OF THE PAVEMENT AND PAVEMENT MARKING. THE AIRPORT MANAGER WILL BE NOTIFIED SEVEN DAYS IN ADVANCE OF ANY CLOSURE.

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) DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A TRACTOR-TRAILER TRUCK.

HAUL ROUTE AND VEHICLE PARKING

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE, EQUIPMENT AND EMPLOYEE PARKING AREA AS SHOWN ON THIS SHEET. NO CONTRACTOR EMPLOYEE'S PERSONAL VEHICLES WILL BE ALLOWED BEYOND THE PARKING AREA SHOWN ON THIS SHEET. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN AND MARK WITH FLAGGED LATH THE DESIGNATED HAUL ROUTE, EQUIPMENT AND EMPLOYEE PARKING AREA FOR THE DURATION OF THE PROJECT. THE CONTRACTOR WILL RESTORE THE HAUL ROUTE, EQUIPMENT AND EMPLOYEE PARKING AREA TO ITS ORIGINAL STATE. ANY DAMAGE TO EXISTING PAVEMENTS USED TO HAUL MATERIAL TO THE CONSTRUCTION SITE WILL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE AIRPORT MANAGER AND THE RESIDENT ENGINEER. THIS WORK WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

UTILITY NOTE

THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES WHICH HAVE LINES AND CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO ACCOMPLISH THE ABOVE.

THE APPROXIMATE LOCATION OF 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 IN THE CONSTRUCTION. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATIONS TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITIES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITIES. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR.

CONTRACTOR RESPONSIBILITIES

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

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

ALL WORK PERFORMED SHALL BE DONE IN A ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE.

WORK SHALL BE SEQUENCED SO AS NOT TO ALLOW THE CONTRACTOR'S HAULING EQUIPMENT TO DRIVE ON THE FINISHED PAVEMENT. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO REFRAIN FROM TRACKING BITUMINOUS TACK COAT MATERIAL ONTO THE EXISTING PAVEMENT SURFACE OF THE AIRPORT WITH HIS/HER HAULING EQUIPMENT

EROSION CONTROL

THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND.

PLACE CLOSED RUNWAY MARKER OVER RUNWAY NUMERALS TO CLOSE RUNWAY 18-36 WHEN WORK ON THE RUNWAY IS BEING PERFORMED.

CRITICAL POINT
LAT. 90° 24' 17.099"
LONG. 39° 58' 39.716"
ELEV. 464.00

PROPOSED EQUIPMENT AND EMPLOYEE PARKING AREA

AIRPORT ENTRANCE ROAD

EXISTING AIRPORT PROPERTY LINE

RUNWAY 18 -36

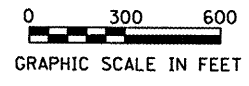
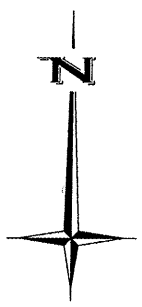
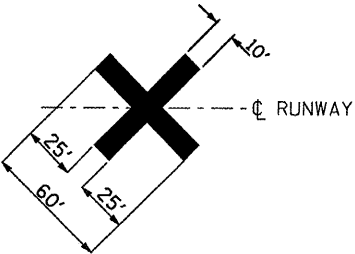
EXISTING AIRPORT PROPERTY LINE

BENCHMARK DATA

NO.	DESCRIPTION	ELEVATION
1	CHISLED "□" SW CORNER CONC. BEACON BASE	462.69
2	CHISLED "□" NW CORNER CONC. BASE FOR WIND CONE	462.87

CLOSED RUNWAY MARKER DETAIL

- CLOSED RUNWAY MARKER SHALL BE YELLOW IN COLOR.
- CLOSED RUNWAY MARKER SHALL BE PAINTED PLYWOOD OR PLASTIC SHEETING WEIGHTED DOWN WITH SANDBAGS, OR OTHER APPROVED MATERIALS ACCEPTABLE TO THE RESIDENT ENGINEER.
- CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE RESIDENT ENGINEER.
- FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE CLOSED RUNWAY MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- ANY WORK WITHIN 200' OF RUNWAY CENTERLINE WILL REQUIRE RUNWAY CLOSURE.



LEGEND

- ⊕ EXISTING AIRPORT BEACON
- ⊞ EXISTING WIND CONE
- - - EXISTING IMPROVEMENTS
- █ EXISTING BUILDING
- ▨ PROPOSED IMPROVEMENT
- CONTRACTORS ACCESS/HAUL ROUTE

PLACE CLOSED RUNWAY MARKER OVER RUNWAY NUMERALS TO CLOSE RUNWAY 18-36 WHEN WORK ON THE RUNWAY IS BEING PERFORMED.

STOCK LANE

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DATE	REVISION

GREATER BEARDSTOWN MUNICIPAL AIRPORT
CITY OF BEARDSTOWN, BEARDSTOWN, ILLINOIS

FILENAME	07e1899002.dgn	
PLOT SCALE	600.0000' / IN.	
DATE	JANUARY 9, 2009	
SHEET 2 OF 40 SHEETS		
LAYOUT	MGM	04/01/08
DRAWN	MGM	04/01/08
REVIEWED	RHB	05/06/08



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IMPROVEMENT AND SAFETY PLAN

ILL. PROJ. NO. K06-3749 A.I.P. PROJ. NO. 3-17-0004-B12