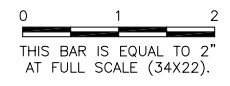


**CA016**

REVISIONS

NUMBER	BY	DATE



**SPRINGFIELD AIRPORT AUTHORITY**  
**ABRAHAM LINCOLN CAPITAL AIRPORT**  
**SPRINGFIELD, ILLINOIS**

**REHABILITATE CHARLIE RAMP T-HANGAR TAXILANES**  
**SITE PLAN**

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DESIGN BY:	JMW
DRAWN BY:	CMT
CHECKED BY:	CBG
APPROVED BY:	RLV
DATE:	JUNE 14, 2013
JOB No:	130350100

**GENERAL NOTES**

- ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLANS.
- THE CONTRACTOR SHALL CONFIRM WITH THE AIRPORT THROUGH THE RESIDENT ENGINEER THAT ALL RUNWAYS, TAXIWAYS, AND APRONS WITHIN THE CONSTRUCTION LIMITS HAVE BEEN CLOSED TO AIRCRAFT TRAFFIC PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL HAVE PERSONNEL CAPABLE OF MONITORING AIRCRAFT COMMUNICATIONS. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY COMPLETED RADIO TRAINING TO MONITOR THESE RADIOS.
- 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.
- 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' ABOVE GROUND ELEVATION.
- BROKEN ASPHALT, ASPHALT MILLINGS, PCC AND OTHER CONSTRUCTION DEBRIS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF OF AIRPORT PROPERTY UNLESS OTHERWISE DIRECTED BY THE AIRPORT.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 93' FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 250' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
- ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS OUTSIDE OF THE DESIGNATED GRADING LIMITS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT.
- THE CONTRACTOR SHALL CONTINUOUSLY CLEAN CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.
- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, 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 UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
- WORK SHALL BE DONE IN ACCORDANCE WITH FAA ADVISORY CIRCULAR AC 150/5370-2, LATEST EDITION, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
- CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
  - THE CONTRACTOR'S ACCESS TO THE WORK AREA SHALL BE AS SHOWN IN THE PLANS.
  - THE CONTRACTOR SHALL COMPLETE A SECURITY FORM FOR ALL PERSONNEL HE PROPOSES TO USE ON THE AIRPORT. THESE FORMS SHALL BE COMPLETED PRIOR TO THAT PERSON BEING ALLOWED ON THE AIRFIELD. A LIST OF PERSONNEL AUTHORIZED TO WORK ON THE AIRFIELD SHALL BE PROVIDED TO THE RESIDENT ENGINEER BY THE CONTRACTOR.
  - THE CONTRACTOR SHALL USE AN EXISTING GATE(S) FOR ACCESS TO THE AIRFIELD. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT FOR OPERATION OF THE ACCESS GATE. HE SHALL PROVIDE KEYS FOR HIS PADLOCK TO THE RESIDENT ENGINEER, S.A.A. MAINTENANCE SUPERVISOR, AND S.A.A. SECURITY CHIEF. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE AIRPORT.
  - CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
  - DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS.
  - THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE(S) UPON LEAVING THE SITE.
  - ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
  - THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRPORT PART 77 SURFACES, OR RUNWAY SAFETY AREAS AND TAXIWAY OFA'S.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE USED BY THE CONTRACTORS VEHICLES ACCESSING THE WORK SITE OR DEPARTING THE WORK SITE IMMEDIATELY FOLLOWING SAID VEHICLE.

**GROUND CONTROL FREQUENCY - 121.90**  
**AIR CONTROL FREQUENCY - 121.30**  
**MAXIMUM HEIGHT OF EQUIPMENT - 25'**

**CRITICAL POINT TABLE**

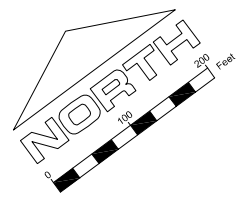
POINT	LATITUDE	LONGITUDE	ELEVATION
1	N39° 50' 19.90"	W89° 40' 32.14"	585.66
2	N39° 50' 18.90"	W89° 40' 29.44"	586.25
3	N39° 50' 17.91"	W89° 40' 27.05"	586.15
4	N39° 50' 17.58"	W89° 40' 26.41"	585.92
5	N39° 50' 16.10"	W89° 40' 23.82"	586.30
6	N39° 50' 14.64"	W89° 40' 21.32"	586.08
7	N39° 50' 15.02"	W89° 40' 20.96"	585.71
8	N39° 50' 14.62"	W89° 40' 20.27"	586.52
9	N39° 50' 12.14"	W89° 40' 22.66"	586.51
10	N39° 50' 10.38"	W89° 40' 21.01"	0.00
11	N39° 50' 13.55"	W89° 40' 26.56"	585.51
12	N39° 50' 15.55"	W89° 40' 28.56"	586.12
13	N39° 50' 15.24"	W89° 40' 29.60"	585.36
14	N39° 50' 16.53"	W89° 40' 33.74"	586.24

**CONTROL POINT TABLE**

POINT	NORTHING	EASTING	ELEVATION
A	1155252.142	2434413.397	586.10
B	1154712.680	2435264.324	586.05
C	1155366.628	2434921.055	585.67

**LEGEND**

- CONTRACTOR'S ACCESS ROUTE
- WORK AREA
- CRITICAL POINT
- CONTROL POINT



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