

SCOPE OF WORK

THE PROJECT SCOPE CONSISTS OF REALIGNING AND WIDENING TAXIWAY "C" FROM A WIDTH OF 50 FT TO A WIDTH OF 60 FT. THE REALIGNMENT WILL UTILIZE 11" PORTLAND CEMENT CONCRETE (PCC) PAVEMENT, THE WIDENING COMPLETED USING BITUMINOUS PAVEMENT. ASSOCIATED WORK WILL INCLUDE PAVEMENT REMOVAL, EXCAVATION, DRAINAGE, CABLING AND LIGHTING, PAVEMENT MARKING, SEEDING, MULCHING, AND THE PLACEMENT OF EROSION CONTROL BLANKET

AIRPORT SECURITY NOTE

THE AIRPORT SPONSOR MAY PROVIDE ADDITIONAL GUIDANCE AND TRAINING FOR AIRPORT SECURITY MEASURES. AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE AND LOCK THE EXISTING GATE IN THE HAUL ROUTE AT THE END OF EACH WORKING DAY. ANY ACCESS GATES WILL BE CLOSED AT ALL TIMES WHEN NOT IN USE. IF CONTINUOUS HAULING IS REQUIRED, THEN THE GATE ACCESS WILL BE MONITORED TO PREVENT A BREACH FROM OUTSIDE, NON-CONSTRUCTION RELATED TRAFFIC.

UTILITY NOTE

THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES WHICH HAVE LINES OR 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. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ALL UNDERGROUND NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UNDERGROUND IMPROVEMENTS WILL BE LOCATED AT THE CONTRACTOR'S OWN EXPENSE PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A SEMI TRUCK WITH TRAILER IN THE UP POSITION.

HAUL ROUTE AND VEHICLE PARKING

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET AND IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE PROPOSED PARKING AREA WILL BE APPROXIMATELY 250' X 250', POSITIONED AS SHOWN. THE HAUL ROUTE WILL BE LOCATED AS SHOWN. A SWING GATE (10' HT.) SHALL BE INSTALLED AT THE LOCATION SHOWN, AND WILL REMAIN FOLLOWING THE CONCLUSION OF THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL GRADE, FERTILIZE, SEED AND MULCH THE HAUL ROUTE AND PARKING AREA AS NEEDED TO RESTORE IT TO ITS ORIGINAL STATE. CONSTRUCTION, MAINTENANCE, AND ANY REQUIRED RESTORATION OF THE HAUL ROUTE AND PARKING AREA, INCLUDING LABOR, MATERIALS, AND EQUIPMENT TO INSTALL THE PROPOSED SWING GATE, PIPE CULVERT, PERMIT FEES, AND OTHER INCIDENTAL ITEMS ASSOCIATED WITH ESTABLISHING THE TEMPORARY ACCESS TO IL ROUTE 104 WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

CONTRACTOR RESPONSIBILITIES

THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA WILL BE AS SHOWN ON THIS SHEET. THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THIS AREA. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE THIS AREA.

THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREA AND ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.

THE CONTRACTOR SHALL KEEP RUNWAY 4-22 OPEN AT ALL TIMES AND MAINTAIN CONTINUOUS ACCESS TO ALL HANGARS AND ADMINISTRATIVE AREAS.

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

TRENCHES AND/OR HOLES THAT REMAIN OPEN OVERNIGHT WILL REQUIRE BARRICADES AND/OR CONES TO INDICATE THEIR LOCATION AND PREVENT ACCIDENTAL ENTRANCE, WITHIN THE PROJECT AREA AND OUTSIDE ANY ACTIVE SAFETY AREAS.

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 OR HIS DESIGNATED REPRESENTATIVE. 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.

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.

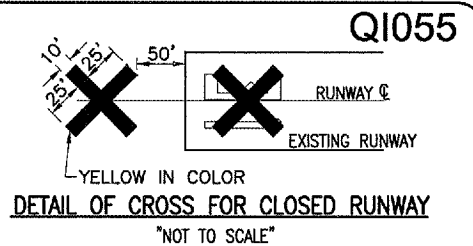
CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 1-800-892-0123.

BENCHMARK DATA

| NO. | DESCRIPTION | NORTHING | EASTING | ELEV. |
|-----|--|----------------|----------------|--------|
| 1 | CP #61 STAINLESS STEEL ROD IN SLEEVE ±200' SE OF WINDSOCK POST | 1,192,998.5670 | 2,009,012.5220 | 760.63 |
| 2 | CB-24 CHISELED "□" NE CORNER CONCRETE AROUND DROP INLET | - | - | 757.77 |
| 3 | CB-25 CHISELED "□" NE CORNER CONCRETE AROUND DROP INLET | - | - | 759.85 |
| 4 | PK NAIL AT RUNWAY END 31 | 1,191,936.0250 | 2,010,470.4040 | - |

CRITICAL POINT DATA

| POINT NO. | DESCRIPTION | LATITUDE | LONGITUDE | ELEVATION |
|-----------|--------------------------------------|--------------|--------------|-----------|
| 1 | AIRCRAFT OPERATION LINE @ C OF TXY C | 39°56'05.87" | 91°11'15.26" | 767.20' |



NOTE:

COST OF CONSTRUCTING, PLACING, MAINTAINING AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ALL RUNWAY CLOSURES WILL BE IN ACCORDANCE WITH ALL FAA ADVISORY CIRCULARS THAT RELATE TO RUNWAY CLOSURES DURING CONSTRUCTION OPERATIONS. THE RUNWAY CLOSURE PROCEDURES SHALL BE REVIEWED BY THE AIRPORT MANAGER AND COORDINATED WITH THE RESIDENT ENGINEER. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE RESIDENT ENGINEER AND REVIEWED BY THE AIRPORT MANAGER. THE CROSSES WILL BE PLACED OVER THE NUMERALS AND SECURED IN A MANNER APPROVED BY THE AIRPORT MANAGER. THE PROPOSED 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 WILL BE ALLOWED.

J.U.L.I.E. INFORMATION

COUNTY: ADAMS
 CITY: QUINCY
 TOWNSHIP: GLIMMER
 SECTION NO.: 34
 ADDRESS: QUINCY REGIONAL AIRPORT - BALDWIN FIELD
 1645 HIGHWAY 104
 QUINCY, ILLINOIS 62305
 217-885-3285

PROPOSED SAFETY PLAN

GENERAL - THE QUINCY REGIONAL AIRPORT IS COMPRISED OF THREE RUNWAYS. RUNWAY 4-22 WILL REMAIN OPEN AT ALL TIMES. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING RUNWAY 13-31 ANY TIME THE CONTRACTOR IS WORKING WITHIN 200' OF THE RUNWAY CENTERLINE. PRIOR TO OPENING RUNWAY 13-31 FOR USE, THE CONTRACTOR WILL SMOOTH GRADE ALL AREAS WITHIN THE SAFETY AREA TO THE SATISFACTION OF THE RESIDENT ENGINEER, ENSURE RUNWAY LIGHTING IS OPERABLE, AND REMOVE ALL TRAFFIC CONES, BARRICADES, AND CLOSURE CROSSES. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE AIRPORT MANAGER, OR HIS DESIGNATED REPRESENTATIVE, WILL ISSUE ALL NOTICES TO AIRMAN (NOTAM) RELATED TO OPENING AND CLOSING PAVEMENTS THROUGHOUT THE PROJECT.

IDENTIFICATION - WHEN THE CONTRACTOR'S VEHICLES AND EQUIPMENT ARE ON THE AIRPORT THEY SHALL BE PROPERLY MARKED WITH THREE (3') FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE). THE CONTRACTOR WILL ALSO PROVIDE WORKERS WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THE PERSON AS BEING PART OF THE CONSTRUCTION CREW.

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 QUINCY REGIONAL 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.

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.

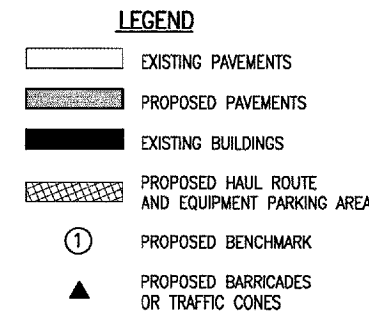
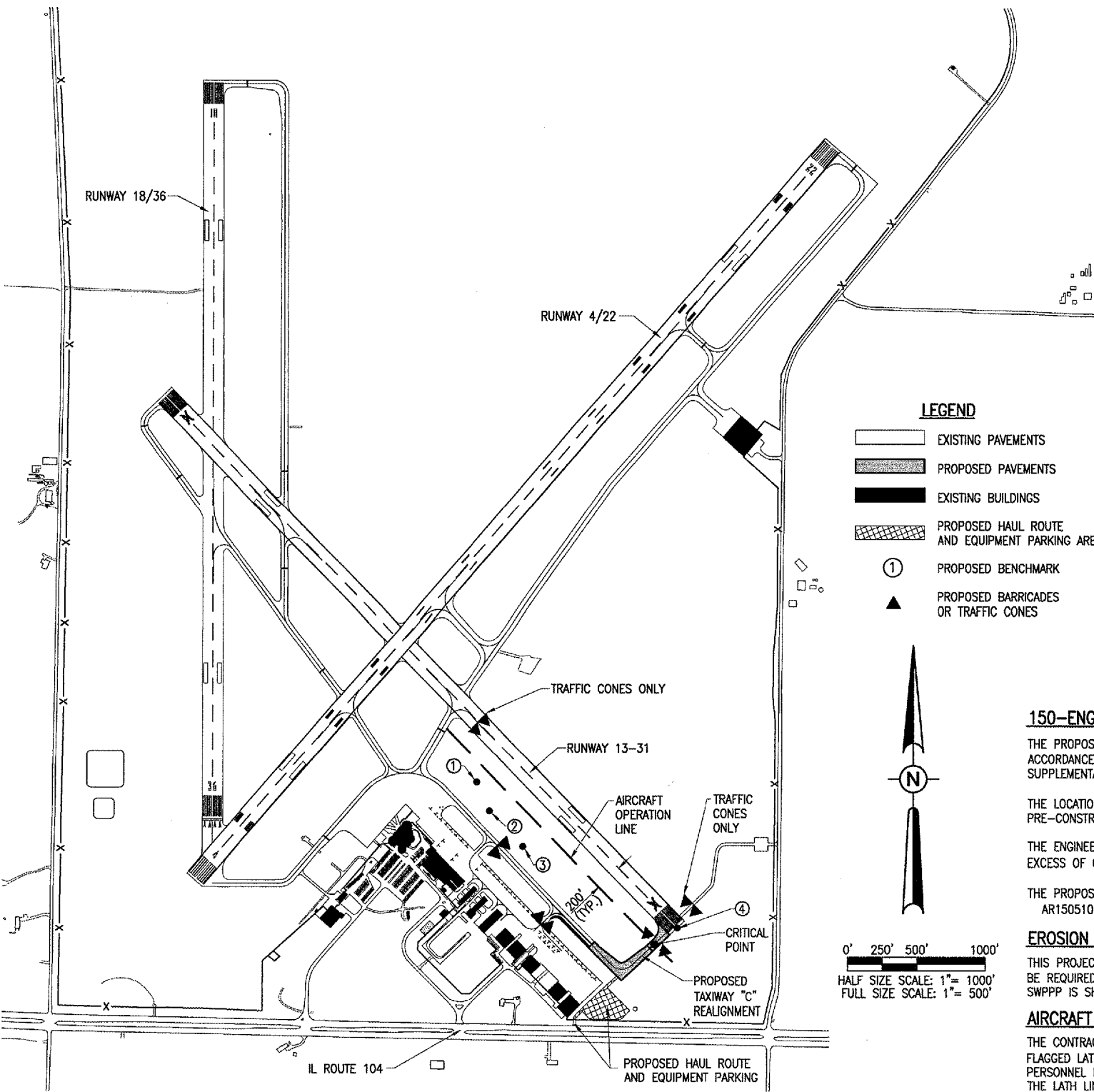
THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE PAID FOR UNDER ITEMS:
 AR150510 ENGINEER'S FIELD OFFICE ____ 1 L.S.

EROSION CONTROL

THIS PROJECT WILL DISTURB MORE THAN 1 ACRE OF LAND, THEREFORE A N.P.D.E.S. PERMIT WILL BE REQUIRED AND A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IMPLEMENTED. THE SWPPP IS SHOWN ON SHEET 6.

AIRCRAFT OPERATION LINE

THE CONTRACTOR WILL LOCATE THIS LINE AT THE START OF CONSTRUCTION AND WILL PLACE FLAGGED LATH EVERY 150' ALONG IT. THIS LINE WILL BE THE LIMITS THAT ALL CONTRACTOR PERSONNEL MAY VENTURE WHEN A RUNWAY IS NOT CLOSED. THE CONTRACTOR WILL MAINTAIN THE LATH LINE FOR RUNWAYS THROUGHOUT THE PROJECT.



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| BY | |
| REVISION | |
| DATE | |
| <p>QUINCY REGIONAL AIRPORT BALDWIN FIELD ADAMS COUNTY, ILLINOIS</p> | |
| I.L. PROJ.: UN-3338 A.I.P. PROJ.: 3-17-0085-XX | |
| I.E. Project No. 82406TCD-0240 Filename: R-003SFY.DWG Scale: 1"=500' Date: 06/19/06 | 06/19/06 06/19/06 07/12/06 RAW BAK RAW |
| <p>HANSON Hanson Professional Services Inc. 1525 South State Street Springfield, Illinois 62703-2988 Offices Nationwide</p> | |
| REALIGN AND WIDEN TAXIWAY "C" | PROPOSED SAFETY PLAN |
| 3 | |
| 3 of 24 sheets | |