

SCOPE OF WORK

THIS PROJECT CONSISTS OF MOVING THE DISPLACED THRESHOLD ON RUNWAY END 31 BACK TO THE END OF RUNWAY. ASSOCIATED WORK INCLUDES PAVEMENT MARKING REMOVAL, PAVEMENT MARKING, RUNWAY LIGHT REMOVAL AND RUNWAY LIGHT INSTALLATION.

AIRPORT SECURITY NOTE

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.

THE CONTRACTOR WILL CONTACT THE AIRPORT MANAGEMENT FOR ADDITIONAL GUIDANCE AND TRAINING FOR AIRPORT SECURITY PROCEDURES.

ALL ACCESS GATES WILL BE LOCKED WHEN NOT IN USE. DURING PERIODS OF CONTINUOUS HAULING OPERATIONS, THE CONTRACTOR WILL FURNISH AN EMPLOYEE AT ALL ACCESS GATES TO MONITOR TRAFFIC THROUGH THE ACCESS GATES.

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 CONCRETE TRUCK.

HAUL ROUTE AND VEHICLE PARKING

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET. THE PROPOSED PARKING AREA WILL BE 200' X 200'. 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. RESTORATION OF THE HAUL ROUTE AND PARKING AREA 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 ONE RUNWAY OPEN AT ALL TIMES AND MAINTAIN CONTINUOUS TAXIWAY ACCESS TO ALL HANGARS AND ADMINISTRATIVE AREAS.

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






NO TRENCHES OR HOLES WILL REMAIN OPEN OVERNIGHT.

ONCE THE CONTRACTOR BEGINS REMOVING THE MARKING FROM RUNWAY 13-31, RUNWAY 13-31 WILL BE CLOSED AND WILL REMAIN CLOSED UNTIL THE MARKING HAS BEEN REPLACED.

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 STEADY BURN OR RED FLASHING 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.

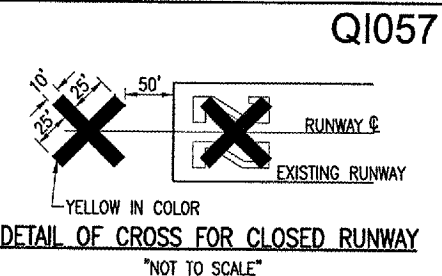
LEGEND

-  EXISTING IMPROVEMENTS
-  PROPOSED IMPROVEMENTS
-  EXISTING BUILDINGS
-  PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA
-  PROPOSED BARRICADES OR TRAFFIC CONES

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.

CRITICAL POINT DATA				
POINT NO.	DESCRIPTION	LATITUDE	LONGITUDE	ELEVATION
1	CENTERLINE RUNWAY 13-31 STA. 127+00	39°56'26.06"	91°11'37.52"	761.48
2	CENTERLINE RUNWAY 13-31 STA. 123+02.85	39°56'28.87"	91°11'41.15"	761.12
3	CENTERLINE RUNWAY 13-31 STA. 108+06.68	39°56'39.39"	91°11'54.62"	766.66



NOTE:

COST OF CONSTRUCTING, PLACING, MAINTAINING AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. 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 DIRECTOR. THE CROSSES WILL BE PLACED OVER THE NUMERALS AND SECURED IN A MANNER APPROVED BY THE AIRPORT DIRECTOR. 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. ALL RUNWAY CLOSURES WILL BE DONE IN ACCORDANCE WITH ALL PERTINENT FAA ADVISORY CIRCULARS. ALL RUNWAY CLOSURE PROCEDURES WILL BE REVIEWED BY THE AIRPORT DIRECTOR AND COORDINATED WITH THE RESIDENT ENGINEER.

J.U.L.I.E. INFORMATION

COUNTY: ADAMS
 CITY: QUINCY
 TOWNSHIP: GLIMER
 SECTION NO.: 34
 ADDRESS: QUINCY REGIONAL AIRPORT - BALDWIN FIELD
 1645 HIGHWAY 104
 QUINCY, ILLINOIS 62305
 AIRPORT DIRECTOR: (217) 535-3285

PROPOSED SAFETY PLAN

GENERAL - THE QUINCY REGIONAL AIRPORT IS COMPRISED OF THREE RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING ALL THE RUNWAYS. ANY TIME THE CONTRACTOR IS WORKING WITHIN 200' OF THE RUNWAY CENTERLINE THE RUNWAY WILL BE CLOSED. THE RUNWAY WILL BE CLOSED ONLY DURING THE CONSTRUCTION DAY. 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 THE RUNWAY. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL CONTRACTOR PERSONNEL, WHO WILL BE OPERATING VEHICLES ON THE AIR SIDE OF THE SECURITY FENCE, WILL BE REQUIRED TO COMPLETE TRAINING AND CERTIFICATION TESTING IN ACCORDANCE WITH 14CFR PART 139. ALL TRAINING AND TESTING WILL BE DONE BY AIRPORT PERSONNEL. ALL FEES ASSOCIATED WITH THIS TRAINING AND TESTING WILL BE PAID BY THE CONTRACTOR AND WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR WILL BE ALLOWED TO ONLY CLOSE TWO RUNWAYS AT THE SAME TIME. THERE WILL ALWAYS BE ONE RUNWAY OPEN DURING THE CONSTRUCTION DAY AND TWO RUNWAYS WILL BE OPEN AFTER THE CONSTRUCTION HAS CEASED FOR THE DAY.

RUNWAY 4-22 CLOSURE - BEFORE THIS RUNWAY CAN BE CLOSED THE CONTRACTOR MUST CONTACT THE AIRPORT DIRECTOR TO DETERMINE IF IFR CONDITIONS PREVAIL (CEILING HT. < 1,000 FT. AND VISIBILITY < 3 MILES). IF IFR CONDITIONS PREVAIL, THEN RUNWAY 4-22 WILL NOT BE CLOSED. WHEN THE AIRPORT DIRECTOR DETERMINES THAT IFR CONDITIONS ARE NO LONGER PREVAILING, THE RUNWAY CAN BE CLOSED FOR CONSTRUCTION.

WHENEVER THERE ARE STRONG CROSSWINDS, THE CONTRACTOR WILL CONTACT THE AIRPORT DIRECTOR TO DETERMINE IF A GIVEN RUNWAY CAN BE CLOSED. THE AIRPORT DIRECTOR WILL MAKE THE FINAL DECISION AS TO WHEN THE CROSSWIND COMPONENT HAS DECREASED SUFFICIENTLY TO ALLOW 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). THE CONTRACTOR WILL ALSO PROVIDE WORKERS WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THE PERSON AS BEING PART OF THE CONSTRUCTION CREW.

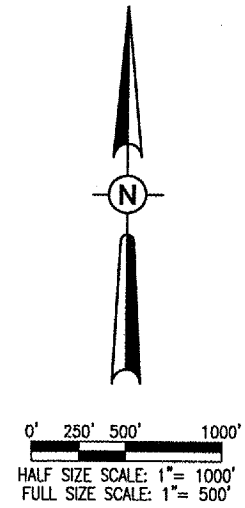
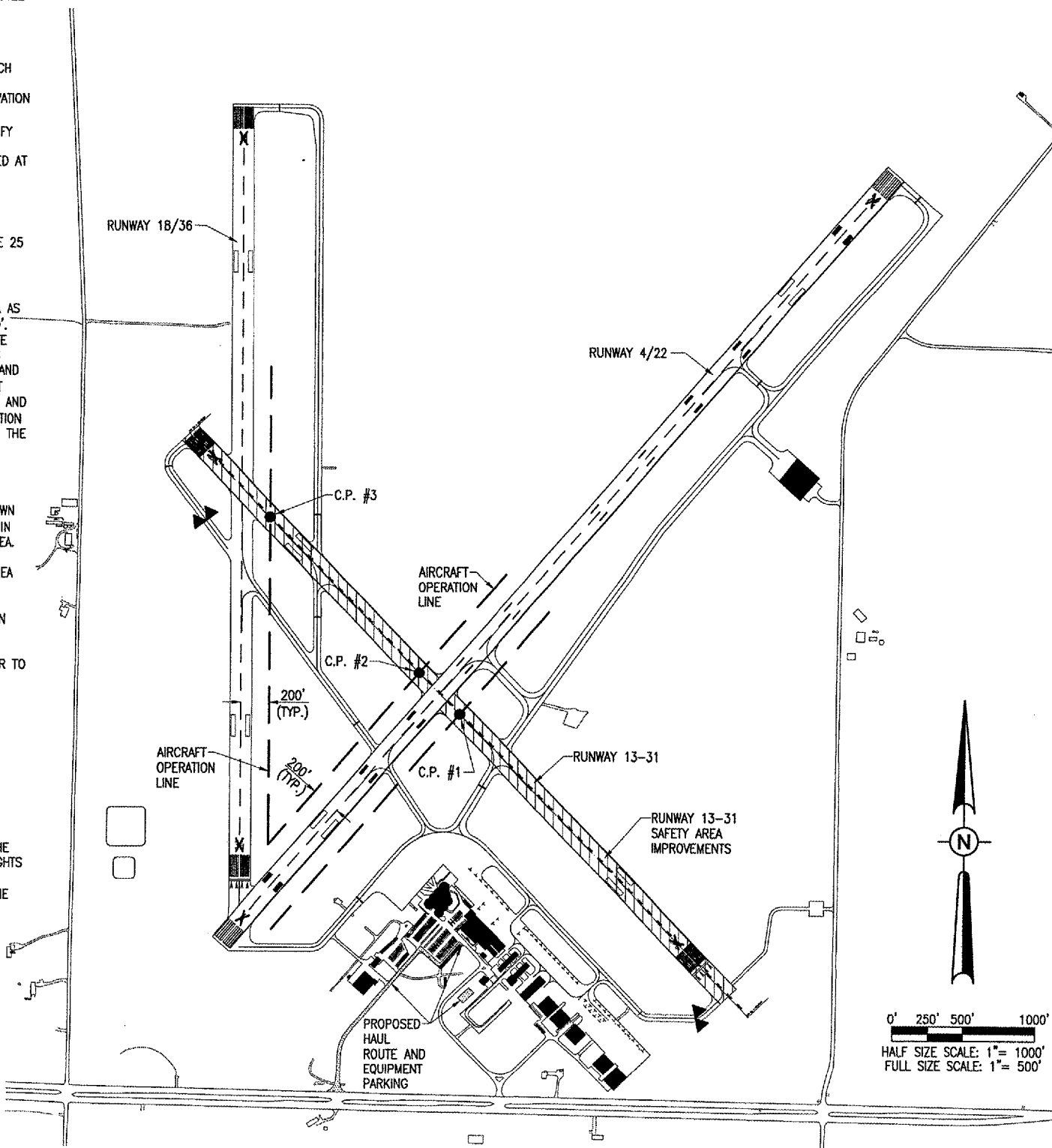
RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (123.00 MHz.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE QUINCY REGIONAL AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

EROSION CONTROL

THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND, THEREFORE NO N.P.D.E.S. PERMIT WILL BE REQUIRED.



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.



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BY	
REVISION	
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QUINCY REGIONAL AIRPORT BALDWIN FIELD ADAMS COUNTY, ILLINOIS	
A.I.P. PROJ.: 3-17-0085-XX I.L. PROJ.: UIN-3619	
I.E. Project No.: 824-06RWD-0240 Elevation: R-0035FY.DWG Scale: 1" = 500' Date: 06/06/06	06/06/06 06/06/06 06/15/06 BAK BAK CAH
	
Hanson Professional Services Inc. 1424 S. Springfield, Illinois 62703-2888 Offices Nationwide	
RUNWAY 13-31 SAFETY AREA IMPROVEMENTS	PROPOSED SAFETY PLAN
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