PROPOSED SAFETY PLAN

GENERAL - THE ROBINSON MUNICIPAL AIRPORT IS COMPRISED OF ONE EAST/WEST PRIMARY (9/27) AND A NORTH/SOUTH (17/35) RUNWAY. THE CLOSURE OF RUNWAY 9/27 WILL BE REQUIRED FOR THE DURATION OF THE PROJECT, RUNWAY (17/35) WILL BE CLOSED WHENEVER CONSTRUCTION ACTIVITIES ARE BEING CONDUCTED WITHIN 200' OF ITS CENTERLINE, ONCE WORK WITHIN THE 200 FT LIMIT IS COMPLETED, THE CONTRACTOR WILL REOPEN THE RUNWAY. THE CONTRACTOR WILL NOT BE ALLOWED TO CROSS RUNWAY 17/35 WHEN IT IS OPEN. THE CONTRACTOR WILL BE REQUIRED TO USE THE DESIGNATED HAUL ROUTE TO ACCESS EACH END OF THE RUNWAY. THE AIRPORT MANAGER WILL BE ADVISED A MINIMUM OF SEVEN DAYS PRIOR TO CLOSING A RUNWAY IN ORDER TO INSURE

IDENTIFICATION - WHEN THE CONTRACTOR'S VEHICLES AND EQUIPMENT ARE ON THE AIRPORT THEY SHALL BE PROPERLY MARKED WITH THREE-FOOT (3') SQUARE CHECKERED FLAGS (INTERNATIONAL

RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT WITH THE AIRPORT CTAF (123.00 MHZ) AT ALL TIMES. THIS WILL ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN THE CASE OF AN AERONAUTICAL EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

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

HAUL ROUTE

THERE WILL BE TWO (2) HAUL ROUTES FOR THIS PROJECT AS SHOWN ON THIS SHEET.

THERE IS AN EXISTING HAUL ROUTE TO ACCESS THE WEST END OF RUNWAY 9-27.

THE CONTRACTOR WILL INSTALL A CORRUGATED METAL PIPE AT THE ENTRANCE TO THE EAST HAUL

THE CONTRACTOR SHALL CONSTRUCT AN ALL WEATHER HAUL ROUTE TO ACCESS TO THE EAST END OF RUNWAY 9-27. BOTH HAUL ROUTES WILL BE MAINTAINED AS NOT TO CAUSE DELAY TO THE PROPOSED CONSTRUCTION. THE CONSTRUCTION, MAINTENANCE, REMOVAL, AND RESTORATION OF THE HAUL ROUTES WILL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND IS A CONTRACT BID ITEM THE TRAFFIC CONTROL AND SAFETY OF VEHICLES USING THE ENTRANCES AND HAUL ROUTES ARE THE RESPONSIBILITY OF THE CONTRACTOR. ALL STATE OF ILLINOIS AND CRAWFORD COUNTY PERMITTING REQUIREMENTS PERTAINING TO THESE ENTRANCES WILL ALSO BE THE CONTRACTOR'S RESPONSIBILITY.

AT THE CONCLUSION OF THE CONSTRUCTION PROJECT, THE HAUL ROUTES WILL BE RESTORED TO THE SATISFACTION OF THE RESIDENT ENGINEER AND PAID FOR UNDER ITEM AR150540 "HAUL ROUTE" PER

SCHEDULING OF OPERATIONS

RUNWAY CLOSURES

RUNWAY 9/27 WILL BE CLOSED FOR THE DURATION OF THE PROJECT. RUNWAY 17/35 WILL BE CLOSED DURING PHASE 2 AND ONE DAY OF PHASE 3.

THIS PROJECT SHALL BE CONSTRUCTED IN THREE (3) PHASES. THE PHASING IS DESIGNED TO MINIMIZE THE TIME IN WHICH BOTH RUNWAYS WILL BE CLOSED.

PHASE 1 SHALL CONSIST OF THE WIDENING OF RUNWAY 9/27 FROM STATION 120+00 TO STATION 158+00 AND STATION 163+00 TO STATION 171+06.57. DURING THIS PHASE THE CONTRACTOR WILL COMPLETE ALL PROPOSED: PAVEMENT PREPARATION, BITUMINOUS PAVING, EDGEDRAIN SYSTEM, ELECTRICAL WORK, EARTH WORK, SEEDING AND MULCHING WITHIN THE PHASE 1 AREA.

PHASE 2 WILL CONSIST OF THE WIDENING OF THE REMAINDER OF THE RUNWAY 9/27. DURING THIS PHASE BOTH RUNWAYS WILL BE CLOSED. THE WORK WILL INCLUDE ALL PROPOSED: PAVEMENT PREPARATION, BITUMINOUS PAVING, EDGEDRAIN SYSTEM, ELECTRICAL WORK, EARTH WORK, SEEDING AND MULCHING DURING THIS PHASE. RUNWAY 17/35 WILL BE OPENED FOR TRAFFIC WITH THE COMPLETION OF PHASE 2. TO FACILITATE THIS PHASE THE CONTRACTOR WILL NOT BE REQUIRED TO LIME MODIFY THE SUBGRADE, INSTEAD HE WILL BE REQUIRED TO PLACE A GEOGRID FABRIC PRIOR TO PLACEMENT OF THE CRUSHED AGGREGATE BASE COURSE.

PHASE 3 WILL CONSIST OF ALL PROJECT MARKING AND MARKING REMOVAL. THE CONTRACTOR WILL CLOSE 9/27 OR 17/35 WHEN WORKING WITHIN 200' OF THE RUNWAY CENTERLINE. THE RUNWAY 17/35 MAY NOT BE CLOSED MORE THAN ONE DAY.

TRAFFIC MAINTENANCE

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AS SHOWN ON THIS SHEET AND AS DIRECTED BY THE RESIDENT ENGINEER. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING LIGHTS AND 20 INCH SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 20 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A SEMI-TRUCK AND TRAILER.

THIS PROJECT WILL DISTURB MORE THAN 1 ACRE OF LAND, THEREFORE A STORM WATER POLLUTION PREVENTION PLAN WILL BE NECESSARY. SEE SHEETS 39 AND 40 FOR THIS PLAN.

AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES AS PER DIRECTION OF THE AIRPORT MANAGER.

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.

RUNWAY CLOSURE

DESIGNATION OF A RUNWAY AS BEING CLOSED SHALL BE DONE BY PLACING CROSSES ON RUNWAY NUMBERS, OR AT RUNWAY ENDS, AS SHOWN IN THE DETAIL ON THIS SHEET. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE ENGINEER. THE CROSSES WILL BE PLACED AND SECURED IN A MANNER APPROVED BY THE ENGINEER. THE CROSSES WILL BE PLACED EACH DAY THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE COST OF CONSTRUCTING, PLACING, MAINTAINING, AND REMOVING CLOSURE CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT 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.

WHENEVER WORK IS PERFORMED WITHIN 200' OF A RUNWAY CENTERLINE, OR EXTENDED RUNWAY CENTERLINE, OR WITHIN 85' OF A TAXIWAY CENTERLINE, THE RUNWAY OR TAXIWAY SHALL BE CLOSED. ALL WORK SHALL BE DONE IN A ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE. SEE RUNWAY SEQUENCING NOTE, THIS SHEET.

THE CONTRACTOR MUST COODRINATE WITH THE AIRPORT MANAGER AND THE FARMERS IF CROPS AREIN THE LOCATIONS WHERE EITHER THE HAUL ROUTES OR EQUIPMENT PARKING AND STORAGE AREAS ARE LOCATED

J.U.L.I.E. INFORMATION

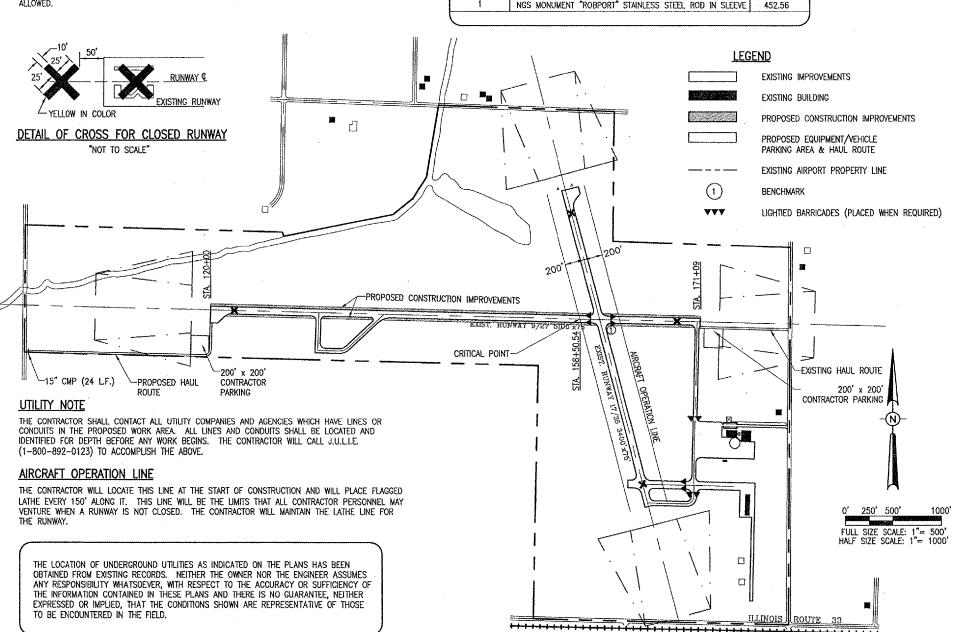
CITY ROBINSON TOWNSHIP LAMOTTE SECTION NO...... 8, 29, & 33

ADDRESS. ROBINSON MUNICIPAL AIRPORT P.O. BOX 6 ROBINSON, ILLINOIS 62454

CRITICAL POINT DATA

LATITUDE: 39' 00' 58.72" LONGITUDE: 87' 38' 50.84" ELEVATION: 456.36 M.S.L.

	BENCHMARK DATA	
NO.	DESCRIPTION	ELEVATION
1	NGS MONUMENT "ROBPORT" STAINLESS STEEL ROD IN SLEEVE	452.56



of 75 sheets