

UTILITY NOTE

THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. 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 OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. **CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123.** CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER, CONTROL, AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA. ALSO CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.

SCOPE OF WORK

THIS PROJECT CONSISTS OF REMARKING BOTH RUNWAYS. INCLUDED IN THIS PROJECT SHALL BE ASSOCIATED TAXIWAY CENTERLINE AND HOLDING LINES MARKING WITH MARKING REMOVAL.

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.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 15 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A PAINT TRUCK.

CRITICAL POINT DATA

POINT NO. 1	POINT NO. 2
TAXIWAY "A" CENTERLINE,	144.5' NORTH RUNWAY 18 END
125' LEFT RUNWAY 18-36	234.5' EAST RUNWAY 18-36 CENTERLINE
LATITUDE: 38° 22' 42.83"	LATITUDE: 38° 22' 59.33"
LONGITUDE: 88° 24' 28.70"	LONGITUDE: 88° 24' 23.96"
ELEVATION: 414.24 M.S.L.	ELEVATION: 415.9 M.S.L.

CERTIFIED PAYROLLS

THE RESIDENT ENGINEER CANNOT FORWARD CONSTRUCTION REPORTS TO THE ILLINOIS DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL CERTIFIED PAYROLLS FOR THE PERIOD HAVE BEEN RECEIVED.

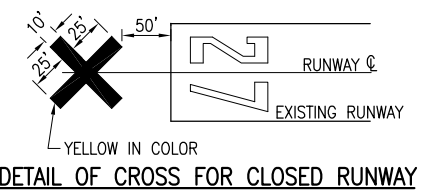
MATERIAL CERTIFICATION

COMPLETED WORK CANNOT BE PLACED ON A CONSTRUCTION REPORT UNTIL ALL MATERIAL CERTIFICATIONS FOR THAT PAY ITEM HAVE BEEN RECEIVED, REVIEWED AND ACCEPTED BY THE RESIDENT ENGINEER.

NOTE

ALL CONSTRUCTION/OPERATIONS ARE TO BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF FAA ADVISORY CIRCULAR (AC) 150/5370-2 "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" AND AC 150/5300-13 "AIRPORT DESIGN".

ALL CONSTRUCTION EQUIPMENT ON THE AIRPORT SHALL BE MARKED, LIGHTED AND/OR FLAGGED IN ACCORDANCE WITH AC 150/5210-5 AND 70/7460-1 (CURRENT EDITIONS).



NOTE:
"NOT TO SCALE"
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 AIRPORT MANAGER. THE CROSSES WILL BE PLACED AS DETAILED AND SECURED IN A MANNER APPROVED BY THE 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 _____ WAYNE
CITY _____ FAIRFIELD
TOWNSHIP _____ BIG MOUND
SECTION NO. _____ 3
ADDRESS _____ FAIRFIELD MUNICIPAL AIRPORT
ROUTE 45
FAIRFIELD, ILLINOIS 62837

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 100' X 100'. 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 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.

EXCEPT FOR WHEN HE IS WORKING WITHIN THE INTERSECTION OF THE TWO RUNWAYS. THE CONTRACTOR SHALL KEEP ONE RUNWAY OPEN AT ALL TIMES AND MAINTAIN CONTINUOUS TAXIWAY ACCESS TO ALL HANGARS AND ADMINISTRATIVE AREAS.

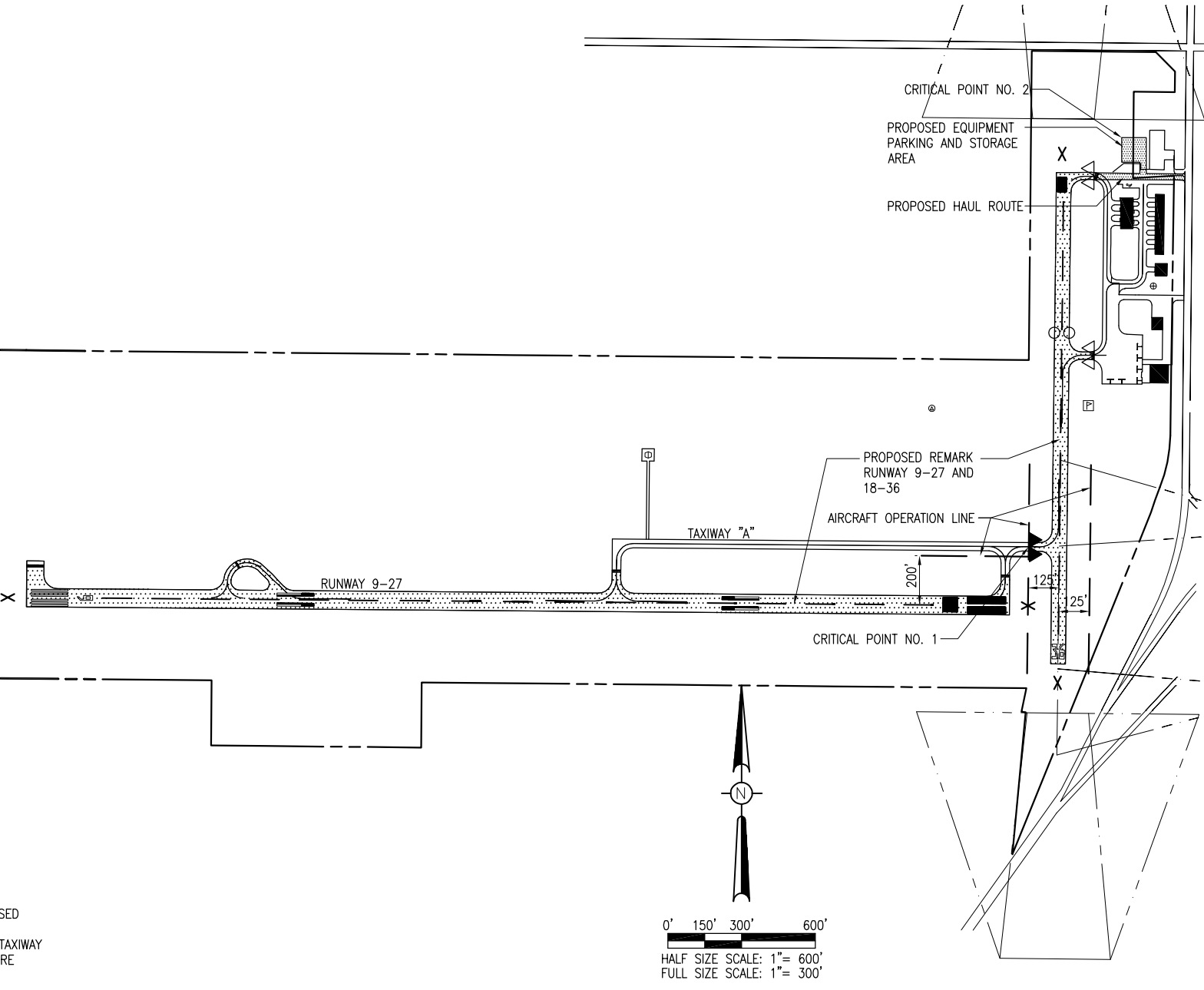
ALL WORK PERFORMED SHALL BE DONE IN A ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE.

BARRICADES AND TRAFFIC CONES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS SHOWN ON THIS SHEET OR AS DIRECTED BY THE AIRPORT MANAGER. 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.

LEGEND

- EXISTING IMPROVEMENTS
- PROPOSED IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA
- PROPOSED BARRICADES WHEN RUNWAY 9-27 IS CLOSED
- PROPOSED BARRICADES WHEN RUNWAY 18-36 & 9-27 ARE CLOSED
- BARRICADES WILL BE MOVED FROM ACROSS THE APRON ACCESS TAXIWAY TO THIS LOCATION IF RUNWAY 18-36 RE-MARKING REQUIRES MORE THAN ONE DAY TO COMPLETE



PROPOSED SAFETY PLAN

GENERAL - THE FAIRFIELD MUNICIPAL AIRPORT IS COMPRISED OF TWO RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING BOTH RUNWAYS. ANY TIME THE CONTRACTOR IS WORKING WITHIN 200' OF RUNWAY 9-27 CENTERLINE OR 125' OF RUNWAY 18-36 CENTERLINE, THAT RUNWAY WILL BE CLOSED. TO CLOSE A RUNWAY THE CONTRACTOR WILL TURN OFF THE RUNWAY LIGHTING CIRCUIT, TURN OFF ALL ASSOCIATED NAVAIDS AND PLACE CROSSES OFF BOTH RUNWAY ENDS.

RUNWAY 9-27 WILL BE CLOSED AT THE START OF CONSTRUCTION AND WILL REMAIN CLOSED UNTIL THE RE-MARKING HAS BEEN ESSENTIALLY COMPLETED ON RUNWAY 9-27. THEN THE CONTRACTOR WILL CLOSE RUNWAY 18-36 WHILE LEAVING RUNWAY 9-27 CLOSED (THUS CLOSING THE AIRPORT). THE CONTRACTOR WILL HAVE ONE DAY TO COMPLETE THE MARKING REMOVAL ON RUNWAY 18-36 AND AT LEAST THE PLACEMENT OF BOTH APPLICATIONS OF PAINT ON THE SOUTH 1,400 FEET OF RUNWAY 18-36. THIS WILL COMPLETE THE RE-MARKING OF RUNWAY 18-36 PAST THE FIRST APRON ACCESS TAXIWAY. AT THE END OF THIS CONSTRUCTION DAY THE CONTRACTOR WILL RE-OPEN RUNWAY 9-27 TO AIRCRAFT OPERATIONS. RUNWAY 18-36 WILL REMAIN CLOSED UNTIL THE RE-MARKING HAS BEEN COMPLETED AND THEN THE CONTRACTOR WILL RE-OPEN RUNWAY 18-36.

IN ORDER TO RE-OPEN A RUNWAY THE CONTRACTOR, RESIDENT ENGINEER AND A REPRESENTATIVE OF THE AIRPORT WILL INSPECT THE RUNWAY AND IF ALL PARTIES AGREE, THEN THE CONTRACTOR WILL ACTIVATE THE RUNWAY LIGHTING CIRCUIT, ACTIVATE ALL ASSOCIATED NAVAIDS AND REMOVE THE CROSSES. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAYS WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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 (123.05 MHz.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE FAIRFIELD MUNICIPAL 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 AIRCRAFT OPERATION LINE WILL BE LOCATED 125' FROM THE RUNWAY CENTERLINE FOR RUNWAY 18-36 AND 200' FROM THE RUNWAY CENTERLINE FOR RUNWAY 9-27. NO CONTRACTOR PERSONNEL OR VEHICLE MAY VENTURE BEYOND THE AIRCRAFT OPERATION LINE WITHOUT FIRST CLOSING THE RUNWAY.

DATE	REVISION	REVISED AS PER I.D.A. COMMENTS
12/18/13		
01/10/14		

FAIRFIELD MUNICIPAL AIRPORT
FAIRFIELD, ILLINOIS

Hanson Project No.	13A0064
Filename	G-003-SFY.DWG
Scale	1" = 300'
Date	09/20/13
LAYOUT	BAK 07/10/13
DRAWN	BAK 07/10/13
REVIEWED	BSS/CAH 11/25/13

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REMARK RUNWAYS 18-36 AND 9-27
PROPOSED SAFETY PLAN
3
3 of 12 sheets

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