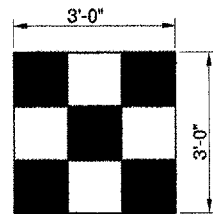


1  
3  
DETAIL OF CROSS FOR CLOSED RUNWAY

N.T.S.  
NOTE:  
COST OF CONSTRUCTION, 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. 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.



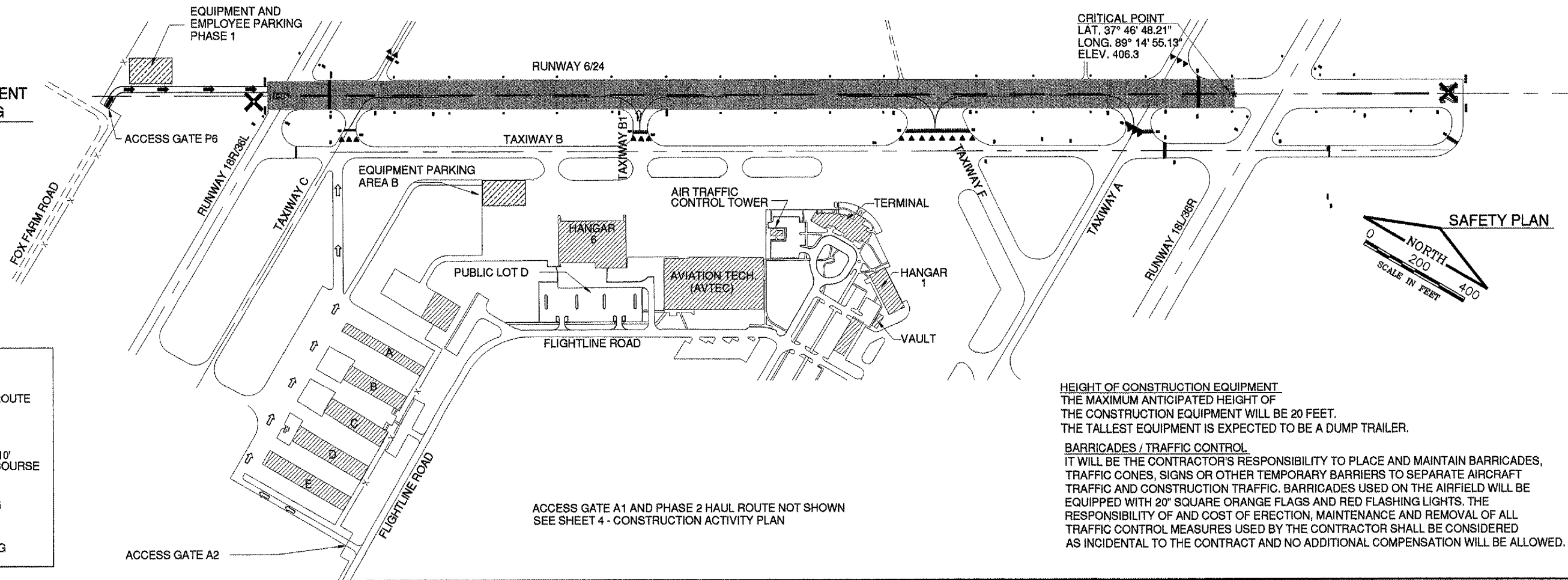
2  
3  
ORANGE AND WHITE CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

N.T.S.

GENERAL NOTES:

- ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED.
- WHILE ON THE AIRPORT SITE, THE CONTRACTOR'S VEHICLES ARE TO BE PROPERLY MARKED. THE MARKINGS SHALL CONSIST OF A 3 FOOT SQUARE FLAG CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES (SEE DETAIL THIS SHEET) DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.
- ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL OF A FLAGMAN IN RADIO CONTACT WITH FAA AIR TRAFFIC CONTROL TOWER PERSONNEL AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE HIS OWN 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 MANAGER.
- THE CONTRACTOR MAY BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN. IT IS INTENDED FOR THE CONTRACTOR TO PARK ROLLERS, BROOMS, MILLING EQUIPMENT, ETC. ON THE PAVED SURFACES AND TO USE GRASS AREAS TO STORE THE PAVER AND ANY OTHER EQUIPMENT REQUIRING CLEAN-UP WITH SOLVENTS. THE CONTRACTOR SHALL EXERCISE EXTREME CARE AND RESTORE THE SOD AREAS TO THEIR ORIGINAL CONDITION AND AVOID THE MARRING OF THE PAVEMENTS.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN AREAS 80' FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 250' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
- ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT MANAGER. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT MANAGER.
- WHEN THE CONTRACTOR'S OPERATIONS REQUIRE CONTINUOUS MOVEMENT WITHIN A RUNWAY'S SAFETY AREA, THAT RUNWAY WILL BE NOTAMED CLOSED AND THE YELLOW CROSSES MUST BE PLACED AT BOTH ENDS OF THE AFFECTED RUNWAY AS SHOWN IN THE DETAIL.

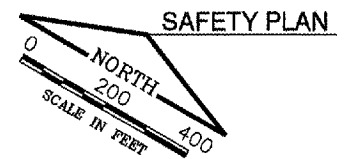
- THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.
- CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
  - THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AT THE LOCATIONS SHOWN. DURING PHASE 1, GATE P6 SHALL BE USED. DURING PHASE 2 AND OPERATIONS INVOLVING PERIODIC MOVEMENTS TO AND FROM THE WORK AREA, THE EAST GATE (A1) SHALL BE USED. ONLY ONE ACCESS ROUTE SHALL BE USED AT ANY GIVEN TIME. SEE SHEET 4 FOR SEQUENCING.
  - CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR THE ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL TRAFFIC CONTROL SIGNAGE REQUIRED BY THE COUNTY, TOWNSHIP OR I.D.O.T.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATES CLOSED DURING WORKHOURS. IF THE CONTRACTOR CHOOSES TO LEAVE THE GATE OPEN, THEN HE SHALL POST A COMPETENT SECURITY GUARD TO PREVENT UNAUTHORIZED ENTRIES. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS IF SO DIRECTED BY THE RESIDENT ENGINEER.
  - THE CONTRACTOR SHALL ENSURE THAT THE ACCESS GATES ARE CLOSED 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 AND TAXIWAY SAFETY.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.
  - UPON COMPLETION OF PROJECT, CONTRACTOR SHALL RESTORE THE ACCESS ROADS AND LAYDOWN AREA TO PRE-CONSTRUCTION CONDITION AT NO ADDITIONAL EXPENSE TO THE PROJECT.



ACCESS GATE A1 AND PHASE 2 HAUL ROUTE NOT SHOWN  
SEE SHEET 4 - CONSTRUCTION ACTIVITY PLAN

HEIGHT OF CONSTRUCTION EQUIPMENT  
THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 20 FEET.  
THE TALLEST EQUIPMENT IS EXPECTED TO BE A DUMP TRAILER.

BARRICADES / TRAFFIC CONTROL  
IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES, TRAFFIC CONES, SIGNS OR OTHER TEMPORARY BARRIERS TO SEPARATE AIRCRAFT TRAFFIC AND CONSTRUCTION TRAFFIC. BARRICADES USED ON THE AIRFIELD WILL BE EQUIPPED WITH 20" SQUARE ORANGE FLAGS AND RED FLASHING LIGHTS. THE RESPONSIBILITY OF AND COST OF ERECTION, MAINTENANCE AND REMOVAL OF ALL TRAFFIC CONTROL MEASURES USED BY THE CONTRACTOR SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



**LEGEND:**

- BARRICADES
- SECONDARY HAUL ROUTE
- TRUCK HAUL ROUTE
- AREA TO RECEIVE .010' POROUS FRICTION COURSE
- CONTRACTOR EMPLOYEE PARKING
- CONTRACTOR EQUIPMENT PARKING

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REHABILITATE RUNWAY 6/24  
**SOUTHERN ILLINOIS AIRPORT**  
MURPHYSBORO / CARBONDALE, ILLINOIS

DATE: 7 JANUARY, 2005  
DRAWN: CWS  
CHECKED: JSL  
APPROVED: BCP  
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SAFETY PLAN  
SHEET NO. **3**  
OF 7

Jan 11, 2005 - 8:57am PROJECT: SIA/DOIT/PHOTOGRAPHS/WORKSHEET/SAFETY PLAN