CONSTRUCTION AND SAFETY NOTES

SEQUENCE OF CONSTRUCTION

TO MINIMIZE DISRUPTIONS TO AIRPORT OPERATIONS, CONSTRUCTION OPERATIONS MUST BE CONTROLLED THROUGHOUT THE PROJECT'S DURATION AND WORK MUST BE COMPLETED EXPEDITIOUSLY. THE CONTRACTOR IS TO PREPARE AND FOLLOW A STAGING PLAN THAT COORDINATES HIS WORK WITH THE WORK OF HIS SUBCONTRACTORS AND THE WORK OF OTHER CONTRACTORS ON-FIELD. THIS STAGING PLAN MUST BE SATISFACTORY TO THE PROJECT ENGINEER AND THE AIRPORT DIRECTOR. THE CONTRACTOR SHALL EXPEDITE WORK AT THOSE STAGES WHEN ACTIVE TAXIWAYS, APRONS, ROADWAYS OR PARKING LOTS MUST BE CLOSED TO MINIMIZE THE LENGTH OF TIME THAT AIRPORT OPERATIONS ARE DESTRICTED.

LATHING AND WARNING TAPE

THE PROJECT WILL REQUIRE THE PLACEMENT OF LATHING AND WARNING TAPE TO DELINEATE THE CONSTRUCTION AREA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE, PLACE AND MAINTAIN LATHING AND WARNING TAPE AS SHOWN ON THE CONSTRUCTION STAGING PLAN, SHEETS 4 AND 5, AND DETAIL A, THIS SHEET, AND AS DIRECTED BY THE RESIDENT ENGINEER AND THE AIRPORT DIRECTOR. THE CONTRACTOR WILL FURNISH, PLACE, MAINTAIN AND RELOCATE THE LATHING AND WARNING TAPE AS REQUIRED. THE COST OF THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE INCIDENTAL TO THE CONTRACT.

TEMPORARY BARRICADES ON AIRFIELD

THE PROJECT WILL REQUIRE THE PLACEMENT OF BARRICADES TO DELINEATE PORTIONS OF THE CONSTRUCTION AREA. THE PROJECT WILL ALSO REQUIRE THE OCCASIONAL, TEMPORARY CLOSING OF PORTIONS OF AN APRON AND SEGMENTS OF ACTIVE TAXIMAYS. AIRFIELD BARRICADES WILL BE REQUIRED FOR THE APRON CLOSING AND ALL TAXIMAYS TO BE CLOSED. TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS ASSOCIATED WITH THESE REQUIREMENTS, CONSTRUCTION WORK MUST BE COMPLETED EXPEDITIOUSLY.

OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL ALSO BE DELINEATED WITH THE USE OF BARRICADES DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS.

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH, PLACE AND MAINTAIN BARRICADES AS SHOWN IN THE STAGING PLAN, AND DETAIL B, THIS SHEET, AND AS DIRECTED BY THE RESIDENT REGINEER AND AIRPORT DIRECTOR. THE COST OF THESE TIENS, AND THEIR MAINTENANCE, IS TO BE INCIDENTAL. TO THE CONTRACT.

VEHICULAR TRAFFIC CONTRO

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND PLACE ROAD WARNING SIGNS AND BARRICADES ON THE EXISTING ROADWAYS PRIOR TO THE START OF CONSTRUCTION IN THE WCINITY. THIS TRAFFIC CONTROL SHALL BE AS SHOWN ON THE CONSTRUCTION STAGING PLAN. THE CONTRACTOR SHALL PROVIDE, INSTALL AND RELOCATE THE ITEMS AS RECUIRED. THE COST OF THIS WORK IS TO BE INCIDENTAL TO THE CONTRACT.

CONTRACTOR SHALL PROVIDE, INSTALL AND REMOVE ALL TRAFFIC CONTROL ITEMS WHEN CONSTRUCTION ACTIVITIES ARE WITHIN 15 FEET OF AN ACTIVE ROADWAY EDGE OR AS REQUIRED BY THE SITE PLAN AND CONSTRUCTION STAGING PLAN. COST OF THIS WORK IS TO BE INCIDENTAL TO THE CONTRACT.

AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION

ALL CONSTRUCTION TRAFFIC AND PERSONNEL SHALL REMAIN WITHIN THE CONSTRUCTION LIMIT LINE SHOWN ON THE STAGING PLAN FOR THE STAGE CURRENTLY UNDER CONSTRUCTION. CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST NOT OPERATE WITHIN THE DISTANCES FROM ACTIVE TAXIWAY CENTERLINES AND APRON EDGES SHOWN IN THE STAGING PLAN

WHEN IT IS NECESSARY FOR CONSTRUCTION VEHICLES TO OPERATE ON OR WITHIN THESE LIMITS, THE TAXIWAYS OR APRON MUST BE CLOSED. THE CONTRACTOR WILL PROVIDE POSITIVE CONTROL OF CONSTRUCTION VEHICLES USING RADIO—EQUIPPED FLAGGERS. ALL CONTRACTOR'S EQUIPMENT USED IN ACTIVE AIRPORT OPERATIONS AREAS SHALL BE EQUIPPED WITH A FAA—STANDARD FLAG, AS REFERANCED IN FAA AC 150/5370—2, CURRENT ISSUE. AIRCRAFT SHALL HAVE THE RICHT—OF—WAY. CONSTRUCTION VEHICLES SHALL NOT CROSS ANY ACTIVE RUWWAYS. THE COST OF ALL TRAFFIC CONTROL, BOTH WITHIN AND OUTSIDE OF AIRPORT OPERATIONS AREAS, IS TO BE INCIDENTAL TO THE CONTRACT. THE CLOSING OF RUNWAYS SHALL NOT BE PERMITTED DURING THIS PROJECT.

WHEN NOT IN USE AND DURING NONWORKING HOURS, CONTRACTOR'S EQUIPMENT SHALL BE PARKED WITHIN THE CONTRACTOR'S EQUIPMENT, STORAGE AND PARKING AREA. AT NO TIME SHALL THE CONTRACTOR OPERATE OR PARK EQUIPMENT SO AS TO OBSTRUCT AN ACTIVE RUNWAY APPROACH SURFACE.

BEFORE REOPENING TEMPORARILY CLOSED TAXIWAYS, APRONS, ROADWAYS OR PARKING LOTS, THE CONTRACTOR SHALL INSPECT AND CLEAN, AS NECESSARY, THE PAYEMENT TO ASSURE THAT NO MATERIALS OR OBJECTS THAT MAY DAMAGE AIRCRAFT OR VEHICLES REMAIN. ANY REQUIRED CLEANING SHALL BE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT DIRECTOR AND IS INCIDENTAL TO THE CONTRACT.

NOTIFICATIONS BY CONTRACTOR

THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT DIRECTOR 72 HOURS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF ACTIVE TAXIWAYS, APRONS, ROADWAYS, PARKING LOTS, AIRFIELD OR ROADWAY LIGHTING CIRCUITS OR OTHER AIRPORT OPERATIONAL FACILITIES.

CONTRACTOR'S USE OF SITE

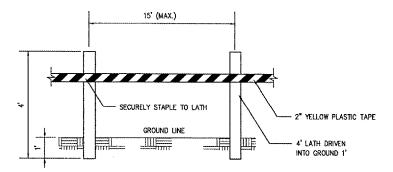
THE CONTRACTOR SHALL NOT OPERATE WITHIN, ENCROACH UPON OR OBSTRUCT AIRPORT OPERATIONAL AREAS, INCLUDING ACTIVE RUNWAY, TAXIWAYS AND APRON SAFETY AREAS, OBJECT AND OBSTACLE FREE ZONES, RUNWAY PROTECTION ZONES AND AIRPORT IMAGINARY SURFACES AS DEFINED IN FEDERAL AMATION REGULATIONS (FAR) PART 77, "OBJECTS AFFECTING NAMGABLE AIRSPACE".

UTILITY OUTAGES AND SHUTDOWNS

THE CONTRACTOR SHALL PROVIDE 72 HOURS PRIOR NOTICE OF ANY OUTAGES OR SHUTDOWNS TO THE OWNER AND THE AGENCY OWNING THE AFFECTED UTILITY. THE CONTRACTOR SHALL PROVIDE ANY TEMPORARY CONNECTIONS OR OTHER MEASURES AS MAY BE REQUIRED TO MAINTAIN SERVICE AS MAY BE REQUIRED BY THE OWNING AGENCY AT NO COST TO THE OWNER.

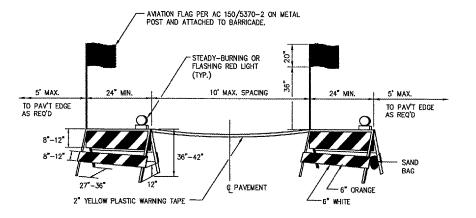
AVAILABLE SOIL DATA

A BORING LOCATION PLAN AND SOIL BORING LOGS ARE INCLUDED WITH THE PLANS. ADDITIONAL DETAILED SOIL TEST MATERIAL IS ALSO AVAILABLE UPON REQUEST. BORING INFORMATION AND INFORMATION ON SOIL TESTS IS MADE AVAILABLE SCLELY FOR THE CONVENIENCE OF THE BIDDER AND/OR CONTRACTOR. NEITHER THE OWNER NOR THE PROJECT ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURATION OF SUFFICIENCY OF THE AVAILABLE INFORMATION AND THERE IS NO EXPRESSED OR IMPLIED GUARANTEE THAT THE CONDITIONS DESCRIBED IN THE SOIL TEST DATA ARE REPRESENTATIVE OF ALL CONDITIONS THAT MAY BE ENCOUNTERED.



MATERIALS ARE TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION.
COST OF MATERIALS, INSTALLATION, RELOCATION AND MAINTENANCE OF
LATHING AND WARNING TAPE IS TO BE INCIDENTAL TO THE CONTRACT.

<u>DETAIL A</u> LATHING AND WARNING TAPE



BARRICADES ARE TO BE OF IDOT TYPE I. A STEADY-BURNING OR FLASHING RED LIGHT FACING PASSING TRAFFIC IS TO BE MOUNTED ABOVE THE TOP OF EACH BARRICADE FRAME. THE BARRICADE IS TO BE STABILIZED FROM WIND BY SANDBAGS PLACED ON THE FRAME OR OTHER METHODS APPROVED BY THE RESIDENT ENGINEER. NO PART OF THE REFLECTORIZED PORTION OF THE BARRICADE IS TO BE OBSTRUCTED IN ANY MANNER. COST OF FURNISHING, INSTALLING, RELOCATING AND MAINTAINING BARRICADES IS TO BE INCIDENTAL TO THE CONTRACT.

DETAIL B PAVEMENT BARRICADES



HANSON PROFESSIONAL SERVICES INC

815 Commerce Drive, Suite 200 Oak Brook, Illinois 60523 Telephone: 630.990.3800 Fax: 630.990.3801

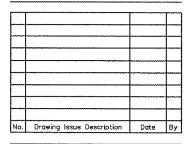


JOLIET REGIONAL PORT DISTRICT

1 Hangar Road Romeoville, Illinois 60446 Telephone: 815.838.9497 Fax: 815.838.9524

EXTEND TAXIWAY E: CONSTRUCT GA APRON, AVGAS FUELING APRON AND AUTO PARK 100

AIP PROJECT NO. 3-17-0140-B38 IDA PROJECT NO. LOT-3441



Date

MARCH 25, 2005

Sheet Title

CONSTRUCTION AND SAFETY NOTES AND DETAILS

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