BASE BID: INCLUDES PAVEMENT REMOVAL, SOIL STABILIZATION FABRIC, DRAINAGE IMPROVEMENTS, EROSION CONTROL, TIEDOWN INSTALLATION, MARKING, SEEDING AND INCIDENTALS.

ALTERNATE BID A - PAVEMENT STRUCTURE SHALL CONSIST OF PORTLAND CEMENT CONCRETE (6" DEPTH) SURFACE ON A 4" CRUSHED AGGREGATE SUB-BASE.

ALTERNATE BID B - PAVEMENT STRUCTURE SHALL CONSIST OF 4" BITUMINOUS (SURFACE AND BASE COURSES) ON AN 8" CRUSHED AGGREGATE SUB-BASE.

PROPOSED SAFETY PLAN

ALL PROVISIONS OF THE LATEST EDITION OF FAA ADVISORY CIRCULAR 150/5370-2, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" APPLY TO THIS CONTRACT, EXCEPT AS MODIFIED BY THIS SAFETY PLAN, OR AS MODIFIED BY THE EDGAR COUNTY AIRPORT AT THE PRECONSTRUCTION CONFERENCE OR DURING THE COURSE OF THE CONTRACT.

GENERAL - THE EDGAR COUNTY AIRPORT IS A SINGLE RUNWAY GENERAL AVIATION FACILITY WITH 13 BASED AIRCRAFT. THE PROPOSED CONSTRUCTION WILL NOT REQUIRE CLOSURE OF THE RUNWAY OR MAIN TAXIWAYS ACCESSING THE RUNWAY.

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

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 EDGAR COUNTY AIR TRAFFIC AND ENABLE THEM TO BE IMMEDIATELY CONTACTED IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

HAUL ROUTE, CONTRACTOR ACCESS, AND EQUIPMENT PARKING AREA

THE CONTRACTOR'S ACCESS TO THE PROPOSED PROJECT SHALL BE THE AIRPORT'S ENTRANCE ROAD. THE ROADWAY WAS CONSTRUCTED APPROXIMATELY 30 YEARS AGO OF FULL DEPTH BITUMINOUS MATERIAL (6-8 INCHES) ON COMPACTED SUBGRADE. ANY DAMAGE TO THE EXISTING PAVEMENT CAUSED BY THE CONTRACTOR'S HAULING OF EQUIPMENT AND MATERIALS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE,

THE CONTRACTOR MAY ELECT TO AVOID POTENTIAL DAMAGE TO THE ROADWAY BY UTILIZING THE ROADWAY SHOULDER FOR ACCESS. THE SHOULDER GRADES AND WIDTH ARE SUFFICIENT TO ACCOMMODATE SUCH TRAFFIC. IF THIS OPTION IS SELECTED, THE CONTRACTOR WILL BE REQUIRED TO REGRADE, SEED, AND FERTILIZE THE SHOULDER AT THE CONCLUSION OF THE PROJECT AS NECESSARY TO RETURN IT TO ITS ORIGINAL CONDITION.

THE PROPOSED EQUIPMENT PARKING (AND MATERIAL STORAGE) AREA IS SHOWN ON THIS SHEET. AT THE CONCLUSION OF THE PROJECT, THE CONTRACTOR IS REQUIRED TO GRADE, SEED, AND FERTILIZE THE AREA AS NECESSARY TO RETURN IT TO ITS ORIGINAL CONDITION.

CONTRACTOR EMPLOYEES SHALL PARK THEIR PERSONAL VEHICLES ON THE EXISTING AIRPORT PARKING LOT AS NOTED ON THIS SHEET.

ALL REPAIR TO HAUL ROUTES, CONTRACTOR ACCESS, EQUIPMENT PARKING AREAS, AND AREAS DAMAGED BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR IS RESPONSIBLE FOR ACQUIRING ALL PERTINENT PERMITS AND APPROVAL TO USE THE STATE, LOCAL, AND TOWNSHIP ROADS IN ACCORDANCE WITH SECTION 50-04 OF THE SUPPLEMENTAL SPECIFICATIONS.

CONTRACTOR RESPONSIBILITIES

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

ALL WORK PERFORMED SHALL BE DONE IN AN ORDERLY AND EFFICIENT MANNER TO MINIMIZE

NO TRENCHES OR HOLES WILL REMAIN OPEN OVERNIGHT UNLESS APPROVED BY THE RESIDENT

THE CONTRACTOR IS REQUIRED TO LIMIT THE USE OF CONSTRUCTION EQUIPMENT ON THE EXISTING PAVEMENTS. ONLY EQUIPMENT NEEDED TO COMPLETE THE SPECIFIC WORK ON THE EXISTING PAVEMENT WILL BE PERMITTED. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING PAVEMENTS CAUSED BY HIS PERSONNEL OR EQUIPMENT.

BARRICADES AND TRAFFIC CONTROL

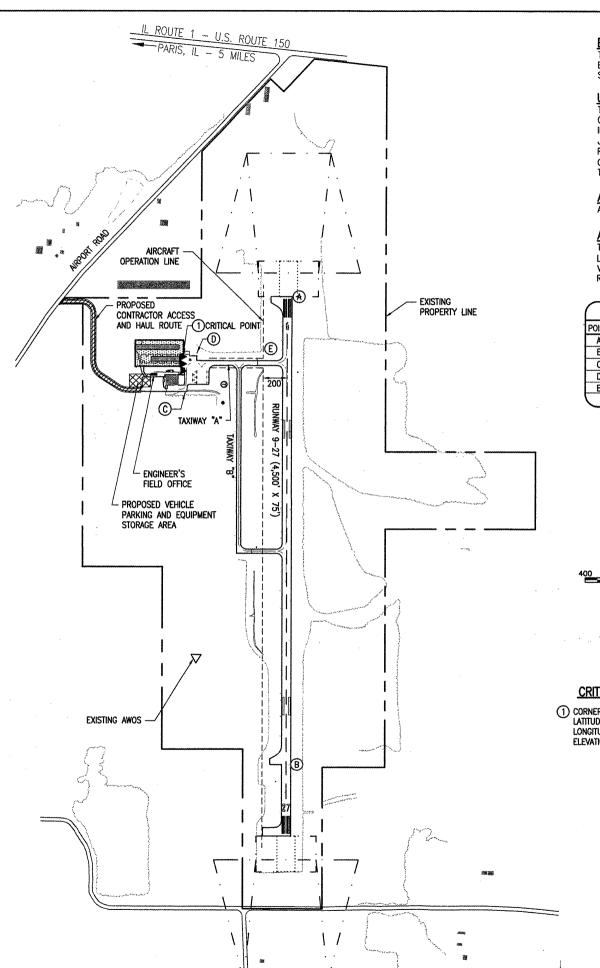
IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS DIRECTED BY THE AIRPORT MANAGER. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR RED STEADY BURN LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT, AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT IS 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A SEMI TRUCK WITH TRAILER IN THE UP POSITION.

ENGINEER'S FIELD OFFICE

THE ENGINEER'S FIELD OFFICE WILL BE LOCATED AS SHOWN ON THIS SAFETY PLAN.



THIS PROJECT WILL DISTURB MORE THAN 1 ACRE OF LAND, THEREFORE AN N.P.D.E.S. PERMIT WILL BE REQUIRED AND EROSION CONTROL MEASURES IMPLEMENTED, AS SHOWN ON THE INCLUDED STORMWATER POLLUTION PREVENTION PLAN.

THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES WHICH HAVE LINES OR ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR IS REQUIRED TO CALL J.U.L.I.E. (1-800-892-0123) TO ACCOMPLISH THIS REQUIREMENT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ALL UNDERGROUND NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE SHALL BE LOCATED AT THE CONTRACTOR'S OWN EXPENSE PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

AIRPORT SECURITY NOTE
AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES.

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. THE LATH SHALL BE REMOVED AT THE CONCLUSION OF THE PROJECT.

CONTROL POINTS				
POINT	DESCRIPTION	NORTHING	EASTING	ELEV.
Α	NGS CONTROL MONUMENT PARPORT	1105390.486	1168748.880	651.44
В	NGS CONTROL MONUMENT PARPORT AZ MK	1105528.283	1172645.024	648.29
С	IRON PIN	1104477.672	1169588.104	655.96
D	IRON PIN	1104563.374	1169246.079	655.22
Ε	IRON PIN	1105172.684	1169187.924	650.99
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CRITICAL AIRCRAFT DATA AIRPLANE DESIGN GROUP AIRCRAFT APPROACH CATEGORY II

LEGEND

EXISTING PAVEMENT PROPOSED IMPROVEMENTS EXISTING BUILDINGS PROPOSED PARKING/STORAGE AREA PROPOSED CONTRACTOR ACCESS AND HAUL ROUTE PROPOSED HORIZONTAL/VERTICAL CONTROL POINTS EXISTING WIND TEE

AIRCRAFT OPERATION LINE 200-FT OFF RWY € & 40-FT OFF TXY €

CRITICAL POINT DATA

HALF SIZE SCALE: 1"= 800"

FULL SIZE SCALE: 1"= 400"

(1) CORNER OF PROPOSED TAXIWAY LATITUDE - 39° 41' 51.55" N LONGITUDE - 87° 40' 33 01" V ELEVATION - 656.96 M.S.L.

J.U.L.I.E. INFORMATION

---- EXISTING PROPERTY LINE

BARRICADES

EXISTING CROP LINE

TOWNSHIP __EDGAR SECTION NO _5 AND 6 EDGAR COUNTY AIRPORT 15551 AIRPORT ROAD

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.

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GAR COUNTY AIRP PARIS, ILLINOIS

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