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 RUNWAYS, TAXIWAYS, APRONS, ROADWAYS OR PARKING LOTS MUST BE CLOSED TO MINIMIZE THE LENGTH OF TIME THAT AIRPORT OPERATIONS ARE RESTRICTED.

LATHING AND WARNING TAP

THE PROJECT WILL REQUIRE THE PLACEMENT OF LATHING AND WARNING TAPE TO DELINEATE THE WORK AREA FROM ACTIVE AIRPORT OPERATIONS AREAS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROWDE, PLACE AND MAINTAIN LATHING AND WARNING TAPE SHOWN ON SHEET 3, AND IN 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 AND TO EFFECT TEMPORARY CLOSURES OF ACTIVE RUNWAYS, TAXIWAYS AND APRONS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH, PLACE AND MAINTAIN BARRICADES AS SHOWN ON SHEET 3, AND IN DETAIL B, THIS SHEET, AND AS DIRECTED BY THE RESIDENT ENGINEER AND AIRPORT DIRECTOR. THE COST OF THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE INCIDENTAL TO THE CONTRACT. ANY WORK THAT REQUIRES PORTIONS OF AN ACTIVE TAXIWAY OR APRON TO BE CLOSED MUST BE COMPLETED EXPEDITIOUSLY TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS.

OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL BE DELINEATED WITH THE USE OF BARRICADES DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS. NO OPEN TRENCHES SHALL BE ALLOWED WITHIN AN ACTIVE RUNWAY SAFETY AREA (RSA) OR AN ACTIVE TAXWAY SAFETY AREA (TSA) OVER NIGHT. THE RSA IS DEFINED AS 250 FEET FROM THE RUNWAY CENTERLINE AND 1,000 FEET FROM THE END OF THE RUNWAY. THE ISA IS MEASURED AT 65.5 FEET FROM THE TAXWAY CENTERLINE. THE CONTRACTOR WILL HAVE STEEL PLATES ON-SITE TO ALLOW FOR THE RAPID COVERING OF TRENCHES IN AN ACTIVE RSA OR TSA IN THE EVENT OF UNEXPECTED WORK STOPPAGES FOR WEATHER OR AIRPORT EMERGENCIES.

PLINWAY OF OCUPE

THE PROJECT WILL REQUIRE THE PLACEMENT OF RUNWAY CLOSURE MARKERS; SEE SHEET 3, AND DETAIL C, THIS SHEET. TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS ASSOCIATED WITH THE RUNWAY CLOSURE, CONSTRUCTION WORK MUST BE COMPLETED EXPEDITIOUSLY. RUNWAY CLOSINGS SHALL ONLY BE PERMITTED BY PRIOR AUTHORIZATION OF THE RESIDENT ENGINEER AND THE AIRPORT OWNER.

THE CONTRACTOR WILL FURNISH, INSTALL, OPERATE, MAINTAIN AND REMOVE LIGHTED RUNWAY CLOSURE MARKERS AS SPECIFIED IN THE SPECIAL PROVISIONS, TO BE PAID UNDER ITEM AR800964. IF NECESSARY FOR EMERGENCIES OR EXTENDED MAINTENANCE OF THE LICHTED MARKER EQUIPMENT BY THE CONTRACTOR, THE CONTRACTOR WILL TEMPORATURES OR EXTENDED MAINTENANDED, MINYL MARKERS TO BE FURNISHED TO THE CONTRACTOR BY THE OWNER. IT MILL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL, RELOCATE AND MAINTAIN RUNWAY CLOSURE MARKERS AT THE LOCATIONS SHOWN IN THE PLAN, AND AS DIRECTED BY THE RESIDENT ENGINEER AND AIRPORT OWNER. THE COST OF PLACING AND RELOCATING THESE ITEMS, AND THEIR OPERATION AND MAINTENANCE, IS TO BE INCIDENTAL TO ITEM AR800964.

THE AIRPORT OWNER WILL DE-ENERGIZE AIRPORT/RUNWAY NAVAIDS, AND AIRFIELD LIGHTING POWER AND CONTROL CIRCUITS WHEN THE RINNWAY IS CLOSED.

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 WIGHINTY. THE CONTRACTOR SHALL PROVIDE, INSTALL AND RELOCATE THE ITEMS AS REQUIRED. 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. 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 SITE PLAN FOR THE CURRENT WORK. CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT LEAST 200 FEET FROM THE CENTERLINE OF ACTIVE RUNWAYS, 63.5 FEET FROM THE CENTERLINE OF ACTIVE TRAINWAYS, 63.5 FEET FROM T-HANGAR TAXILANES AND 10 FEET FROM THE EDGE OF ACTIVE APRONS.

WHEN IT IS NECESSARY FOR CONSTRUCTION VEHICLES TO OPERATE ON OR WITHIN THESE LIMITS, THE RUNWAY, 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 APEAS SHALL BE EQUIPPED WITH A FAA-STANDARD FLAG, AS REFERENCED IN FAA AC 150/5370-2, CURRENT ISSUE. AIRCRAFT SHALL HAVE THE RIGHT-OF-WAY. CONSTRUCTION VEHICLES SHALL NOT CROSS AN ACTIVE RUNWAY. THE COST OF ALL TRAFFIC CONTROL, BOTH WITHIN AND OUTSIDE OF AIRPORT OPERATIONS AREAS, IS TO BE INCIDENTAL TO THE CONTRACT.

WHEN NOT IN USE AND DURING NONWORKING HOURS, CONTRACTOR'S EQUIPMENT SHALL BE PARKED WITHIN THE CONTRACTOR'S EQUIPMENT STORAGE AND PARKING AREAS ARE TO BE LOCATED AS SHOWN ON THE SITE PLAN, SHEET 3. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION ENTRANCE IN GOOD CONDITION. THE COST OF MAINTAINING THE CONSTRUCTION ENTRANCE IS TO BE INCIDENTAL TO THE CONTRACT.

AT NO TIME SHALL THE CONTRACTOR OPERATE OR PARK EQUIPMENT SO AS TO OBSTRUCT AN ACTIVE RUNWAY APPROACH

BEFORE REOPENING TEMPORARILY CLOSED RUNWAYS, TAXIWAYS OR ROADWAYS, THE CONTRACTOR SHALL INSPECT AND CLEAN, AS NECESSARY, THE PAVEMENT 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 OWNER AND IS INCIDENTAL TO THE CONTRACT.

ALL CONTRACTOR EQUIPMENT IS LIMITED TO A HEIGHT OF 25 FEET.

NOTIFICATIONS BY CONTRACTOR

THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT OWNER 7 DAYS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF ACTIVE RUNWAYS, TAXIWAYS AND APRONS. THE DATE, TIME AND SCHEDULED DURATION OF THE CLOSING MUST BE APPROVED BY THE RESIDENT ENGINEER AND THE AIRPORT OWNER. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT OWNER 72 HOURS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF OTHER ACTIVE ROADWAYS, AIRFIELD OR ROADWAY LIGHTING CIRCUITS, OR OTHER AIRPORT FACILITIES.

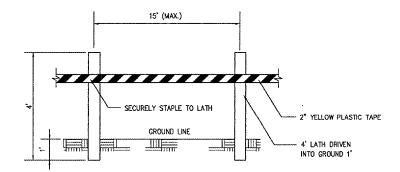
CONTRACTOR'S USE OF SITE

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 NAVIGABLE AIRSOACE"

THE CONTRACTOR IS RESPONSIBLE FOR RESTORATION OF THE WORK AREA PRIOR TO BEGINNING WORK AT A NEW LOCATION.

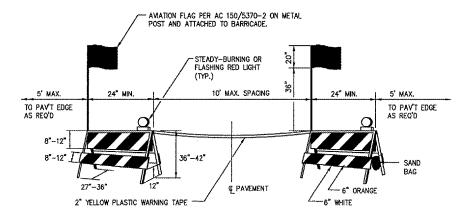
UTILITY OUTAGES AND SHUTDOW

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 BY THE OWNING AGENCY AT NO COST TO THE OWNER.



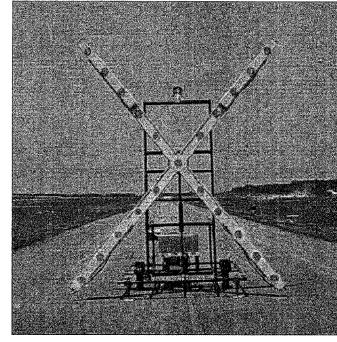
MATERIALS ARE TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION, COST OF MATERIALS, INSTALLATION, RELOCATION AND MAINTENANCE OF LATHING AND WARNING TAPE IS TO BE INCIDENTAL TO THE CONTRACT.

DETAIL A LATHING AND WARNING TAPE



BARRICADES ARE TO BE OF 100T 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, MAINTAINING and REMOVING BARRICADES IS TO BE INCIDENTAL TO THE CONTRACT.

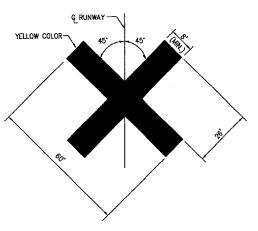
DETAIL B PAVEMENT BARRICADES



MATEC

- THE COST OF SUPPLYING, PLACING, OPERATING, MAINTAINING AND REMOVING THE LIGHTED RUNWAY CLOSURE MARKERS WILL BE PAID UNDER ITEM ARBOO964.
- THE LIGHTED MARKERS SHALL COMPLY WITH FAA ADVISORY CIRCULAR 150/5345-55 AND THE SPECIAL PROVISIONS, AND SHALL BE MANUFACTURED BY SHERWIN INDUSTRIES, INC., HALIBRITE, INC. OR ANOTHER FAA-APPROVED MANUFACTURED.
- THE LIGHTED MARKERS SHALL BE PLACED OVER THE RUNWAY NUMERALS AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.
- LIGHTED MARKERS SHALL BE SECURED FROM WIND EFFECTS BY THE CONTRACTOR AS RECOMMENDED BY THE MANUFACTURER.
- THE LIGHTED MARKERS SHALL BE IN PLACE AND OPERATING WHENEVER THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED.
- 6. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY REMOVE THE LIGHTED MARKERS FROM SERVICE, SUCH INTERRUPTION SHALL BE DURING DAYLIGHT CONDITIONS ONLY. THE LIGHTED MARKER SHALL BE REPLACED WITH OWNER-SUPPLIED VINYL MARKERS, WHICH SHALL BE PLACED, SECURED AND REMOVED BY THE CONTRACTOR AS SHOWN IN THE DETAIL, THIS SHEET. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM ARROOSSA.

LIGHTED RUNWAY CLOSURE MARKER



NOTES

- VNYL MARKERS SHALL BE FURNISHED BY THE OWNER. THE CONTRACTOR SHALL FURNISH ALL LABOR AND MATERIALS FOR INSTALLING, RELOCATING AND MAINTAINING THE MARKERS, WHOSE COST SHALL BE INCIDENTAL TO THE CONTRACT.
- 2. CONTRACTOR SHALL LOCATE THE MARKERS ON TOP OF THE RUNWAY NUMERALS DURING CLOSURE OF THE RUNWAY.
- 3. MARKERS TO BE SECURED BY CONTRACTOR AS RECOMMENDED BY THE MANUFACTURER.

VINYL RUNWAY CLOSURE MARKER (DAYLIGHT EMERGENCY USE ONLY)

> <u>DETAIL C</u> RUNWAY CLOSURE MARKER

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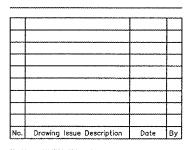


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REMOVE AND REPLACE PORTIONS OF RUNWAY 9-27 AND TAXIWAY C

AIP PROJECT NO. 3-17-0140-841 IDA PROJECT NO. LOT-3709



Do

JUNE 18, 2007

CONSTRUCTION AND SAFETY NOTES AND DETAILS

840-07B8053
Project Number

LDH 05/14/07
LDH 05/14/07
Designed By 0ate

RMH 06/18/07
Reviewed By 0ate

LDH 0-1
Drown By 0ate

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DETAILS SHOWN ARE NOT TO SCALE

MINNOS SHEETS O4—SAFETY NOTES, DING JOIN 19, 2007 4:36PM BLB