HORIZONTAL AND VERTICAL CONTROL POINTS

NO.	DESCRIPTION	STATION	OFFSET	NORTHING	NORTHING	ELEV.
1	CENTER INLET GRATE	168+07	300' RT.	1,196,841.74	2,007,378.99	757.33
2	CENTER INLET GRATE	172+33	282' RT.	1,197,267.18	2,007,361.18	756.01
3	REBAR W/ALUMINUM CAP	176+00	302' LT.	1,197,634.47	2,006,777.32	–
4	REBAR W/CAP	176+01	409' LT.	1,197,635.44	2,007,487.47	–
5	REBAR W/CAP	186+00	305' LT.	1,198,634.46	2,006,773.84	–
6	REBAR W/CAP	185+95	354' RT.	1,198,629.42	2,007,432.76	–
7	RR SPIKE IN TREE	185+95	657' RT.	1,198,629.42	2,007,735.76	742.64

LEGEND

▭ EXISTING PAVEMENT

▦ PROPOSED IMPROVEMENTS

■ EXISTING BUILDINGS

① PROPOSED HORIZONTAL AND VERTICAL CONTROL POINTS

▲ PROPOSED BARRICADES OR TRAFFIC CONES

CRITICAL POINT DATA

Ⓐ LATITUDE – 39°56'45.2170"
LONGITUDE – 91°11'57.2800"
ELEVATION – 763.3'

Ⓑ LATITUDE – 39°56'27.973"
LONGITUDE – 91°11'57.015"
ELEVATION – 765.9'

Ⓒ LATITUDE – 39°56'16.0660"
LONGITUDE – 91°11'56.8330"
ELEVATION – 757.1'

SCOPE OF WORK

THE PROJECT SCOPE OF WORK CONSISTS OF THE REHABILITATION OF THE CONCRETE RUNWAY PAVEMENTS BY MEANS OF BITUMINOUS PATCHING, PAVEMENT REPAIR AND A POROUS FRICTION COURSE OVERLAY HAVING A MINIMUM THICKNESS OF 0.10-FT (1.2 INCHES). THE SCOPE OF THIS PROJECT IS LIMITED TO THE AREAS IDENTIFIED ON THE CONSTRUCTION PLANS AND DOES NOT INCLUDE THE ENTIRE RUNWAY.

AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE AND LOCK THE EXISTING GATE TO THE HAUL ROUTE AT THE END OF EACH WORKING DAY.

UTILITY NOTE

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

HEIGHT OF CONSTRUCTION EQUIPMENT

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

HAUL ROUTE AND EQUIPMENT PARKING

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SAFETY PLAN. THE PROPOSED PARKING AREA WILL BE 200' X 200'. 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 AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL GRADE AND REPAIR THE HAUL ROAD AND GRADE, FERTILIZE, SEED, AND MULCH THE PARKING AREA AS NEEDED TO RESTORE IT TO ITS' PRE CONSTRUCTION STATE TO THE SATISFACTION OF THE RESIDENT ENGINEER. MAINTENANCE AND RESTORATION OF THE HAUL ROUTE AND PARKING AREA WILL 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 TOWNSHIP ROADS.

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 NECESSARY FOR CONSTRUCTION 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.

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 AN ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE.

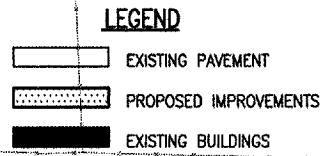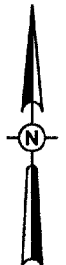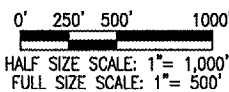NO TRENCHES OR HOLES WILL REMAIN OPEN OVERNIGHT UNLESS APPROVED BY THE AIPRPORT DIRECTOR.

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.

ENGINEER'S FIELD OFFICE

NO ENGINEER'S FIELD OFFICE WILL BE USED ON THIS PROJECT.

J.U.L.I.E. INFORMATION
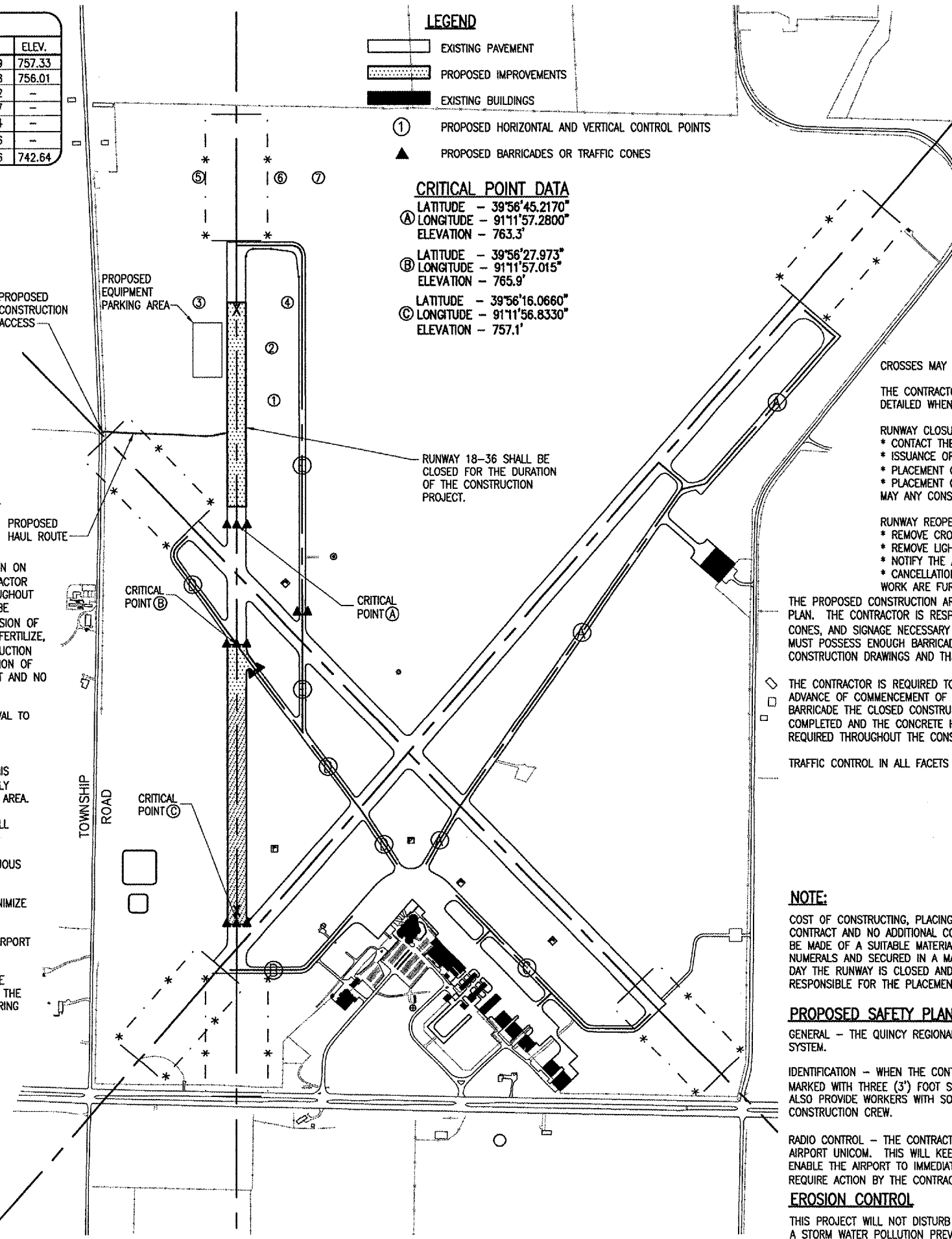
COUNTY_____ADAMS
CITY_____QUINCY
TOWNSHIP_____GLIMER
SECTION NO.____ 34
ADDRESS_____ QUINCY REGIONAL AIRPORT – BALDWIN FIELD
1645 HIGHWAY 104
QUINCY, ILLINOIS 62301

PROPOSED EQUIPMENT PARKING AREA

PROPOSED CONSTRUCTION ACCESS

PROPOSED HAUL ROUTE

CRITICAL POINT Ⓐ
CRITICAL POINT Ⓑ
CRITICAL POINT Ⓒ

TOWNSHIP ROAD

RUNWAY 18-36 SHALL BE CLOSED FOR THE DURATION OF THE CONSTRUCTION PROJECT.

0' 250' 500' 1000'
HALF SIZE SCALE: 1"= 1,000'
FULL SIZE SCALE: 1"= 500'

N

RUNWAY AND TAXIWAY CLOSURE

A RUNWAY MUST BE CLOSED ANYTIME CONSTRUCTION PERSONNEL OR EQUIPMENT ARE WITHIN 250-FT OF THE RUNWAY'S CENTERLINE. RUNWAY 18-36 SHALL BE CLOSED FOR THE DURATION OF THE PROJECT. RUNWAY 4-22 WILL REQUIRE CLOSURE. AT LEAST ONE RUNWAY MUST BE OPEN AT ALL TIMES DURING THE DAY AND TWO RUNWAYS OPEN OVER NIGHT.

WHEN CROSSING ACTIVE RUNWAYS, THE CONTRACTOR IS REQUIRED TO USE RADIO CONTACT WITH THE AIRPORT UNICOM. CROSSING ACTIVE RUNWAYS SHALL BE COORDINATED WITH THE RESIDENT ENGINEER. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION SCHEDULE TO LIMIT THE CROSSING OF ACTIVE RUNWAYS TO A MINIMUM. THE CONTRACTOR'S PERSONNEL WILL NOT BE ALLOWED TO FREELY CROSS THE RUNWAYS UNLESS THE RUNWAY IS CLOSED.

A TAXIWAY MUST BE CLOSED AT ANYTIME CONSTRUCTION PERSONNEL OR EQUIPMENT ARE WITHIN 72-FT OF A TAXIWAY CENTERLINE. VARIOUS TAXIWAY CLOSURE WILL BE REQUIRED THROUGHOUT THE PROJECT.

RUNWAY CLOSURE REQUIRES PLACEMENT OF YELLOW CROSSES OVER THE DESIGNATION NUMERALS AS DETAILED ON THIS SAFETY PLAN. BARRICADES AND TRAFFIC CONES SHALL BE PLACED AS SHOWN AND AS DIRECTED BY THE RESIDENT ENGINEER. BARRICADES MUST BE EQUIPPED WITH RED FLASHING LIGHTS.

PLACEMENT, MAINTENANCE, AND REMOVAL OF BARRICADES AND TRAFFIC CONES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION ALLOWED.

CROSSES MAY BE PLACED OVER THE NUMERALS OR OFF THE RUNWAY END AS DETAILED.

THE CONTRACTOR IS REQUIRED TO PLACE THE RUNWAY CLOSURE CROSS ON RUNWAY NUMERALS AS DETAILED WHEN RUNWAY CLOSURE IS NECESSARY.
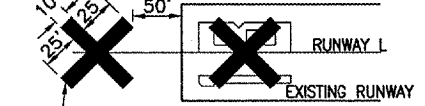
RUNWAY CLOSURE PROCEDURES:
* CONTACT THE AIRPORT MANAGER OR HIS ASSIGNED REPRESENTATIVE
* ISSUANCE OF NOTAM BY THE AIRPORT MANAGER OR HIS ASSIGNED REPRESENTATIVE.
* PLACEMENT OF CROSSES (SEE DETAIL THIS SHEET)
* PLACEMENT OF LIGHTED BARRICADES. ONLY AT THE TIME THAT ALL OF THE ABOVE ARE COMPLETED MAY ANY CONSTRUCTION OPERATIONS WITHIN 250 FT. OF THE AFFECTED RUNWAY CENTERLINE BEGIN.

RUNWAY REOPENING PROCEDURES:
* REMOVE CROSSES
* REMOVE LIGHTED BARRICADES
* NOTIFY THE AIRPORT MANAGER OR HIS REPRESENTATIVE TO CANCEL THE NOTAM.
* CANCELLATION OF THE NOTAM. A CLOSED RUNWAY WILL NOT BE REOPENED UNTIL ALL EQUIPMENT AND WORK ARE FURTHER THAN 250 FT. FROM THE AFFECTED RUNWAY CENTERLINE.

THE PROPOSED CONSTRUCTION AREA WILL BE BLOCKED BY BARRICADES AND TRAFFIC CONES AS SHOWN ON THIS SAFETY PLAN. THE CONTRACTOR IS RESPONSIBLE FOR PLACING, MAINTAINING, RELOCATING, AND REMOVING BARRICADES, TRAFFIC CONES, AND SIGNAGE NECESSARY TO SUCCESSFULLY AND SAFELY CLOSE A RUNWAY AND/OR A TAXIWAY. THE CONTRACTOR MUST POSSESS ENOUGH BARRICADES AND TRAFFIC CONES TO CLOSE THE CONSTRUCTION AREA IN ACCORDANCE WITH THE CONSTRUCTION DRAWINGS AND THE SPECIAL PROVISIONS.

THE CONTRACTOR IS REQUIRED TO NOTIFY THE AIRPORT MANAGER, THROUGH THE RESIDENT ENGINEER, SEVEN (7) DAYS IN ADVANCE OF COMMENCEMENT OF WORK. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROPERLY MARK AND BARRICADE THE CLOSED CONSTRUCTION AREA AND TO REMOVE THE BARRICADES AND CONES WHEN THE WORK IS COMPLETED AND THE CONCRETE HAS CURED. IT IS THE AIRPORT MANAGER'S RESPONSIBILITY TO ISSUE ALL NOTAM'S REQUIRED THROUGHOUT THE CONSTRUCTION OF THE PROJECT.

TRAFFIC CONTROL IN ALL FACETS OF THE PROPOSED PROJECT IS THE RESPONSIBILITY OF THE CONTRACTOR.

DETAIL OF CROSS FOR CLOSED RUNWAY
YELLOW IN COLOR
RUNWAY L
EXISTING RUNWAY

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 OVER THE NUMERALS 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.

PROPOSED SAFETY PLAN

GENERAL – THE QUINCY REGIONAL AIRPORT IS COMPRISED OF THREE PAVED RUNWAYS AND THEIR ASSOCIATED TAXIWAY SYSTEM.

IDENTIFICATION – WHEN THE CONTRACTORS 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 (123.00 MHz.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE QUINCY REGIONAL 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 NOT DISTURB MORE THAN 1 ACRE OF LAND, THEREFORE A N.P.D.E.S. PERMIT WILL NOT BE REQUIRED. A STORM WATER POLLUTION PREVENTION PLAN IS NOT INCLUDED IN THESE CONSTRUCTION PLANS.