

SAFETY PLAN NOTES:

QU094

1.) IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL TYPE II BARRICADES EQUIPPED WITH FLASHING YELLOW LIGHTS AND 20"X20" ORANGE FLAGS AS SHOWN ON THE SAFETY PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL FURNISH, MAINTAIN, AND MOVE THE BARRICADES AS REQUIRED BY THE RESIDENT ENGINEER. THE BARRICADES SHALL BE SUFFICIENTLY WEIGHED WITH SANDBAGS OR OTHER APPROPRIATE METHOD TO WITHSTAND HIGH WINDS AND/OR JET BLAST WITHOUT DISLOCATION. BARRICADES SHALL BE CHECKED DAILY BY THE CONTRACTOR FOR PROPER PLACEMENT, ADEQUATE BALLAST, PROPER LIGHTING, PROPER FLAGGING AND WORKING BATTERIES. ALL DISCREPANCIES SHALL BE CORRECTED IMMEDIATELY. BARRICADES SHALL BE RELOCATED UPON THE COMPLETION OF EACH STAGE OF CONSTRUCTION. COST TO BE INCLUDED IN MAINTENANCE OF TRAFFIC LUMP SUM PRICE.

2.) THE METROPOLITAN AIRPORT AUTHORITY (MAA) SHALL DETERMINE WHEN AND WHERE THE CONTRACTOR WILL BE ALLOWED TO WORK. THE CONTRACTOR SHALL BE PREPARED AT ALL TIMES TO EXIT RUNWAY/TAXIWAY SAFETY AREAS WHEN DIRECTED TO DO SO BY THE METROPOLITAN AIRPORT AUTHORITY. ALL PAVEMENTS SHALL BE OPEN TO AIRCRAFT TRAFFIC UNLESS "NOTAM" INSTRUCTS OTHERWISE DURING THE CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF ALL BARRICADES, AND LATH LINES AS SHOWN, PRIOR TO ANY EQUIPMENT ENTERING THE AIRFIELD OUTSIDE OF THE CONSTRUCTION STAGING AREA.

3.) THE METROPOLITAN AIRPORT AUTHORITY SHALL RETAIN THE RIGHT TO RESTRICT ACCESS TO THE CONSTRUCTION AREA DURING EMERGENCY SITUATIONS, OR PERIODS OF INCLEMENT WEATHER REQUIRING SPECIAL AIRCRAFT HANDLING CONDITIONS, OR DURING VISITS BY HIGH RANKING DIGNITARIES OR OTHER SECURITY RELATED ACTIVITIES.

4.) SOLID CLOSED RUNWAY MARKING CROSSES ARE REQUIRED AT EACH END OF THE RUNWAY DURING ALL RUNWAY CLOSURES.

5.) THE CONTRACTOR SHALL NOT TRAVEL IN OR THROUGH THE RESTRICTED AREAS AND/OR SAFETY AREAS UNLESS PERMISSION IS RECEIVED AND CONTACT HAS BEEN MADE WITH THE FAA CONTROL TOWER.

6.) THE CONTRACTOR SHALL PROCURE ENOUGH SECURITY/IDENTIFICATION BADGES FOR HIS EMPLOYEES AND SUBCONTRACTOR'S EMPLOYEES TO GUARANTEE AT LEAST ONE MEMBER OF EACH CONSTRUCTION CREW WILL HAVE A BADGE. ANY CONSTRUCTION CREW WITHOUT A BADGED MEMBER SHALL NOT BE ALLOWED ON THE AIRFIELD SITE. BADGES MAY BE OBTAINED, AFTER MEETING SECURITY REQUIREMENTS, FROM THE SECURITY OFFICE AT THE QCI AIRPORT. A FIFTY DOLLAR (\$50.00) REFUNDABLE DEPOSIT IS REQUIRED FOR EACH BADGE.

7.) BY THE END OF EACH WORK DAY AND PRIOR TO LEAVING THE AIRFIELD, THE CONTRACTOR SHALL HAVE THOROUGHLY SWEEPED THE AIR TRAFFIC CORRIDORS ADJACENT TO THE WORK AREAS TO REMOVE DUST AND DEBRIS. IN ADDITION, ALL AIR TRAFFIC AREAS USED BY CONSTRUCTION PERSONNEL AND EQUIPMENT MUST BE CONTINUOUSLY SWEEPED AND MAINTAINED FREE OF DEBRIS. SWEEPERS SHALL BE PROVIDED BY THE CONTRACTOR FOR THE ENTIRE LENGTH OF THE CONTRACT AND SHALL BE OF A TYPE CAPABLE OF REMOVING ALL DUST AND DEBRIS TO THE SATISFACTION OF THE MAA. SWEEPERS MUST BE COMMERCIAL QUALITY AND APPROVED BY THE ENGINEER AND THE MAA PRIOR TO THE START OF CONSTRUCTION.

8.) THE CONTRACTOR AND EACH SUBCONTRACTOR SHALL DESIGNATE, PRIOR TO BEGINNING CONSTRUCTION, A PERSON OR PERSONS WHO CAN BE CONTACTED IN AN EMERGENCY INVOLVING THEIR WORK OR EQUIPMENT. THESE DESIGNATED PEOPLE SHALL BE AVAILABLE ON A 24-HOUR / 7 DAYS PER WEEK BASIS.

9.) ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2E OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.

10.) THE CONTRACTOR'S EMPLOYEES SHALL PARK IN THE PROPOSED CONSTRUCTION STAGING AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRANSPORTING EMPLOYEES TO THE PROPOSED CONSTRUCTION SITE. ONLY CONTRACTOR'S MARKED VEHICLES AND EQUIPMENT SHALL BE ALLOWED ON THE AIRFIELD. ALL CONSTRUCTION VEHICLES AND EQUIPMENT, EXCEPT THE PAVING TRAIN, SHALL BE PARKED IN THE STAGING AREA DURING NON-WORKING HOURS UNLESS PRIOR ARRANGEMENTS ARE APPROVED. THE PAVING TRAIN MAY BE PARKED ON THE AIRFIELD OUTSIDE ALL RESTRICTED AREAS IN A LOCATION APPROVED BY THE RESIDENT ENGINEER. ALL CONSTRUCTION VEHICLES AND EQUIPMENT SHALL PROMINENTLY DISPLAY 3' X 3' ORANGE AND WHITE CHECKERED FLAGS. NO PERSONAL VEHICLES SHALL BE ALLOWED ON THE CONSTRUCTION SITE. ALL VEHICULAR TRAFFIC SHALL BE KEPT TO A MINIMUM. IT SHALL BE KEPT WITHIN THE CONSTRUCTION LIMITS OR TO AND FROM THE STAGING AREA. ALL VEHICLES ON THE AIRFIELD REQUIRE APPROVAL OF THE ENGINEER/MAA.

11.) THE CONTRACTOR SHALL LOCATE HIS TRAILER, LONG-TERM STORAGE MATERIALS, AND ALL OTHER NECESSARY FACILITIES IN THE AREA INDICATED AS THE STAGING AREA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONSTRUCT WHATEVER ACCESS ROADS HE DEEMS NECESSARY BETWEEN THE EXISTING ROADS AND THE CONSTRUCTION AREAS.

12.) CONSTRUCTION GATES SHALL BE MANNED BY COMPETENT GUARD OR LOCKED AT ALL TIMES. VIOLATIONS ARE SUBJECT TO FINES/PENALTIES AND THE CONTRACTOR SHALL PAY ANY FINES INCURRED, INCLUDING FINES INCURRED BY THE ENGINEER AND/OR MAA DUE TO THE CONTRACTOR'S NEGLIGENCE.

13.) THE CONTRACTOR SHALL USE THE DESIGNATED HAUL ROUTES, CONSTRUCTION STAGING AREA, AND ENTRANCES TO THE AIRFIELD AS SHOWN ON THE SAFETY PLAN. NO CONSTRUCTION TRAFFIC SHALL BE ALLOWED ON THE AIRFIELD OUTSIDE THE HAUL ROUTES AND WORK AREAS UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

14.) IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE THE CONSTRUCTION STAGING AREA, SERVICE ROADS, ACCESS ROADS, AND HAUL ROADS TO ITS ORIGINAL CONDITION FOLLOWING COMPLETION OF CONSTRUCTION. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, REGRADING, FERTILIZING, SEEDING, AND MULCHING OF EARTH SURFACES, TO THE SATISFACTION OF THE ENGINEER. ALL GROUND SURFACES, GRAVEL SURFACES, PAVEMENTS, AND OTHER FACILITIES DAMAGED BY THE CONTRACTOR WHILE COMPLETING THE PROPOSED WORK SHALL BE REPAIRED OR RETURNED TO ITS ORIGINAL STATE. COST TO BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.

15.) THE CONTRACTOR SHALL INSTALL AND MAINTAIN LATH LINES DURING THE LENGTH OF THE PROJECT AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. LATH LINES SHALL CONSIST OF 2" X 2" WOOD POSTS, OR METAL FENCE POST EQUIVALENT, SPACED AT 10' INTERVALS AND DRIVEN INTO THE GROUND. FOUR INCH WIDE YELLOW PLASTIC WARNING RIBBON SHALL BE INSTALLED FROM POST TO POST.

16.) DUST ABATEMENT MEASURES WILL BE REQUIRED, WHEN, IN THE OPINION OF THE RESIDENT ENGINEER, A HAZARD TO AIR TRAFFIC, LOCAL RESIDENTS, OR CONSTRUCTION PROJECT PERSONNEL EXISTS. PREVENTATIVE MEASURES TO BE ACCOMPLISHED BY THE CONTRACTOR SHALL INCLUDE, BUT NOT BE LIMITED TO, WATERING AND TREATMENT WITH CALCIUM CHLORIDE.

17.) UNLESS OTHERWISE DIRECTED, ALL MATERIALS NOT TO BE INCORPORATED IN THE PROJECT SHALL BE DISPOSED OF AT A LOCATION OFF AIRPORT PROPERTY AT THE CONTRACTOR'S EXPENSE. NO MOUNDS OF DIRT OR IRREGULARITIES GREATER THAN 3" WHICH, IN THE OPINION OF THE RESIDENT ENGINEER, COULD INTERFERE WITH AIRFIELD OPERATIONS WILL BE PERMITTED ON THE AIRFIELD.

18.) SEQUENCE OF CONSTRUCTION

A. STAGES ARE AS SHOWN ON THE SAFETY PLAN.

B. THE CONSTRUCTION OF EACH STAGE SHALL BE COMPLETE BEFORE WORK IS STARTED ON ANOTHER STAGE UNLESS OTHERWISE AUTHORIZED BY THE MAA AND THE RESIDENT ENGINEER.

C. SCHEDULING OF ALL STAGES IS SUBJECT TO THE APPROVAL OF MAA.

D. THE CONTRACTOR SHALL GIVE THE MAA 72 HOURS NOTICE PRIOR TO THE START OF ANY WORK REQUIRING THE CLOSE OF ANY PAVEMENTS TO AIRCRAFT TRAFFIC SO A NOTAM CAN BE ISSUED.

E. WORK NOT WITHIN RUNWAY OR TAXIWAY SAFETY AREAS MAY BE PERFORMED CONCURRENTLY WITH STAGED WORK.

F. BARRICADES SHALL BE ADJUSTED FOR EACH STAGE OF CONSTRUCTION AS SHOWN ON THE SAFETY PLAN.

G. MAA RESERVES THE RIGHT TO CHANGE OR ADJUST ANY SEQUENCE OF CONSTRUCTION.

19.) NO CHANGES SHALL BE MADE IN ANY PROVISIONS OF THIS SAFETY PLAN UNLESS APPROVED IN WRITING BY THE METROPOLITAN AIRPORT AUTHORITY, THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS, AND THE FEDERAL AVIATION ADMINISTRATION. THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE SAFETY PLAN SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.



REVISIONS		
NO.	ITEM	DATE

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