

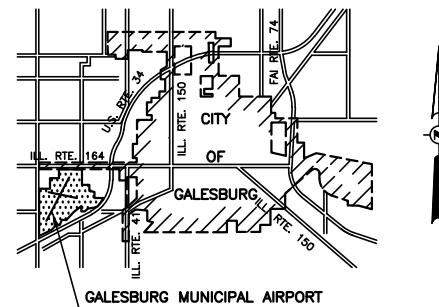
CONSTRUCTION PLANS FOR GALESBURG MUNICIPAL AIRPORT

GALESBURG, KNOX COUNTY, ILLINOIS

REHABILITATE TAXIWAY A; REHABILITATE HANGAR ACCESS PAVEMENT

ILLINOIS PROJECT NO. GBG-4054
AIP PROJECT NO. 3-17-0047-B15

DECEMBER 6, 2013



VICINITY MAP

SUMMARY OF QUANTITIES								
ITEM NO.	DESCRIPTION	UNIT	AS BID QUANTITIES			AS BUILT QUANTITIES		
			TOTAL QUANTITY	FEDERAL STATE LOCAL QUANTITY	STATE LOCAL ONLY QUANTITY	TOTAL QUANTITY	FEDERAL STATE LOCAL QUANTITY	STATE LOCAL ONLY QUANTITY
AR150530	TRAFFIC MAINTENANCE	L. SUM	1	1	0			
AR152480	SHOULDER ADJUSTMENT	SQ. YD.	4,335	4,335	0			
AR209650	AGGREGATE BASE PREPARATION	SQ. YD.	592	0	592			
AR401110	PAVEMENT PREPARATION	L. SUM	1	1	0			
AR401613	BIT. SURF. CSE.-METHOD I, SUPERPAVE	TON	292	0	292			
AR401614	BIT. SURF. CSE.-METHOD II, SUPERPAVE	TON	3,635	3,635	0			
AR401620	BIT. SURFACE COURSE, LEVELING	TON	2,291	2,291	0			
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	1	0			
AR401650	BITUMINOUS PAVEMENT MILLING	SQ. YD.	1,269	0	1,269			
AR401655	BUTT JOINT CONSTRUCTION	SQ. YD.	2,311	2,311	0			
AR401661	BITUMINOUS CRACK SEALING	LIN. FT.	10,975	10,975	0			
AR401662	SURFACE COURSE CRACK REPAIR	SQ. YD.	137	137	0			
AR602510	BITUMINOUS PRIME COAT	GAL.	207	0	207			
AR603510	BITUMINOUS TACK COAT	GAL.	5,516	5,410	106			
AR620520	PAVEMENT MARKING-WATERBORNE	SQ. FT.	13,829	13,829	0			
AR620525	PAVEMENT MARKING-BLACK BORDER	SQ. FT.	3,110	3,110	0			

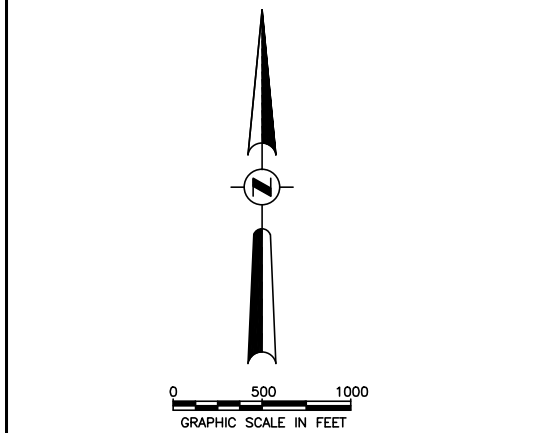
INDEX OF SHEETS	
NO.	DESCRIPTION
1	COVER SHEET
2	IMPROVEMENT AND SAFETY PLAN
3	TYPICAL SECTION AND SPECIAL DETAILS
4	TYPICAL SECTIONS AND CLOSED TAXIWAY MARKER DETAIL
5-8	TAXIWAYS LAYOUT PLAN
9	MARKING LAYOUT
10	HANGAR ACCESS PAVEMENT LAYOUT AND ELEVATIONS

	PLANS PREPARED BY : HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	CITY OF GALESBURG, ILLINOIS
EXPIRES 11/30/2015 ENGINEER'S SEAL	SUBMITTED <i>Gay L. Hutchison</i> DATE <i>November 12, 2013</i>	APPROVED <i>Wayne E. Paul</i> PUBLIC WORKS DIRECTOR DATE <i>11-15-2013</i> APPROVED <i>Wayne E. Paul</i> CITY ENGINEER DATE <i>11-15-2013</i>

1. ALL CONTRACTOR EMPLOYEES WILL PARK THEIR PERSONAL VEHICLES IN THE AREA DESIGNATED BY THE AIRPORT MANAGER FOR USE AS A VEHICLE PARKING AREA. THE CONTRACTOR WILL BE RESPONSIBLE FOR TRANSPORTING EMPLOYEES TO THE PROPOSED CONSTRUCTION SITE. ONLY AUTHORIZED CONTRACTOR VEHICLES WILL BE ALLOWED ON THE AIR OPERATIONS AREA OF THE AIRPORT AND ON THE CONSTRUCTION SITE.
2. FLAGS WILL BE REQUIRED ON ALL CONTRACTOR'S VEHICLES AND EQUIPMENT USED ON THE AIRPORT OPERATIONS AREA AND CONSTRUCTION SITE. THE FLAGS SHALL BE THREE (3) FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE) DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.
3. THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND EQUIPMENT STORAGE AREA SHOWN ON THIS SHEET. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE DESIGNATED HAUL ROUTE AND EQUIPMENT STORAGE AREA FOR THE DURATION OF THE PROJECT. ANY DAMAGE TO EXISTING PAVEMENTS USED TO HAUL MATERIAL TO THE CONSTRUCTION SITE WILL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE AIRPORT MANAGER AND THE RESIDENT ENGINEER.
4. THE CONTRACTOR SHALL FURNISH, MAINTAIN, AND REMOVE ALL BARRICADES REQUIRED TO DELINEATE THE WORK AREA AND KEEP AIRCRAFT FROM ENCRANCHING INTO SAID WORK AREA. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST FOR ITEM AR150530 TRAFFIC MAINTENANCE. NO BARRICADES SHALL BE PLACED WITHIN 66' OF AN ACTIVE TAXIWAY CENTERLINE.
5. CONSTRUCTION ACTIVITY CONTROL AND OPERATION AREA PROTECTION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR NO. 150/5370-2F.
6. THE MAXIMUM CONSTRUCTION EQUIPMENT HEIGHT UTILIZED ON THE AIRPORT FOR THIS PROJECT SHALL BE 30'.
7. THIS PROJECT CONSISTS OF WORK TO REHABILITATE TAXIWAY A AND REHABILITATE HANGAR ACCESS PAVEMENT.
8. THE CONTRACTOR SHALL COORDINATE A METHOD OF DISABLING THE RUNWAY 3-21 AND RUNWAY 10-28 AND ASSOCIATED PARALLEL TAXIWAYS EDGE LIGHTS WITH THE AIRPORT MANAGEMENT SO AS TO KEEP THE LIGHTS INOPERABLE WHILE THE PAVEMENTS ARE CLOSED TO AIR TRAFFIC. THE COST OF DISABLING AND RE-ENERGIZING THE EDGE LIGHT CIRCUIT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
9. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT MANAGEMENT TO ARRANGE FOR SHUTDOWN OF THE RUNWAY 3-21 INSTRUMENT LANDING SYSTEM (ILS) COMPONENTS AND NAVAIDS (VASI, ETC.) BY THE FAA AIRWAYS FACILITY UNIT FOR THE DURATION OF THE TIME CONSTRUCTION IS BEING PERFORMED ON TAXIWAY A AND ASSOCIATED CONNECTING TAXIWAYS TO RUNWAY 3-21.
10. THE UNICOM FREQUENCY AT THE AIRPORT IS 123.0 MHZ. THE CONTRACTOR SHALL FURNISH A FLAGMAN WITH A RADIO IN POSSESSION TO MONITOR AIR TRAFFIC ON THIS FREQUENCY AND DIRECT HAULING EQUIPMENT ACROSS RUNWAY 10-28 DURING CONSTRUCTION. NO VEHICLE, EQUIPMENT OR PERSON SHALL CROSS AN ACTIVE RUNWAY WITHOUT RECEIVING CLEARANCE TO CROSS FROM THE FLAGMAN. VEHICLE DRIVERS SHALL ALSO CONFIRM BY PERSONAL OBSERVATION THAT NO AIRCRAFT IS APPROACHING WHEN GIVEN CLEARANCE TO CROSS.
11. THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND.

RECOMMENDED CONSTRUCTION SEQUENCE

1. PLACE BARRICADES AT 30' FROM THE BACK EDGE OF THE APRON AREA IN ORDER TO PERFORM CONSTRUCTION WORK ON FBO HANGAR ACCESS PAVEMENT.
2. PLACE BARRICADES AT THE INTERSECTION OF TAXIWAYS A AND D WITH THE APRON PAVEMENT. PLACE BARRICADES AT CP-1, CP-3 CP-4, CP-5, CP-6, CP-7 AND CP-8 AND PLACE CLOSED TAXIWAY MARKERS ON TAXIWAYS ASSOCIATED WITH THESE CRITICAL POINTS TO CLOSE TAXIWAY A TO AIRCRAFT SO AS TO PERFORM CONSTRUCTION. PLACE BARRICADES ON TAXIWAY A ON THE NORTH AND SOUTH SIDES OF TAXIWAY C TO ALLOW AIRCRAFT TO TAXI ON TAXIWAY C BETWEEN THE APRON AND RUNWAY 3-21 WHILE WORK IS BEING PERFORMED ON TAXIWAY A FROM A LOCATION 150' NORTH OF TAXIWAY D TO THE SOUTHERLY LIMITS OF TAXIWAY A. PERFORM WORK ON TAXIWAYS D, E, F AND THE SOUTH CONNECTION OF TAXIWAY A; SEQUENCING THE WORK SO AS TO TEMPORARILY CLOSE RUNWAY 3-21 IN ORDER TO WORK ON THE TAXIWAYS CONNECTIONS TO RUNWAY 3-21. THE CONTRACTOR WILL BE ALLOWED TO COMPLETE WORK ON TAXIWAY A SOUTH OF RUNWAY 10-28, THEN PERFORM WORK ON THE REMAINDER OF TAXIWAY A NORTH OF RUNWAY 10-28.
3. AIRCRAFT SHALL USE RUNWAY 3-21 AND RUNWAY 10-28 WHILE WORK IS PERFORMED ON TAXIWAY A. CLOSE RUNWAY 10-28 TEMPORARILY TO WORK ON THE TAXIWAY A PAVEMENT AT ITS INTERSECTION WITH RUNWAY 10-28. THE CONTRACTOR MAY ELECT TO CLOSE RUNWAY 10-28 WHEN HAULING MATERIAL AND PERFORMING WORK ON TAXIWAY A SOUTH OF RUNWAY 10-28 IN LIEU OF USING FLAGMEN AT THE POINT OF CROSSING RUNWAY 10-28.
4. REMOVE THE BARRICADES AT THE INTERSECTION OF TAXIWAY D AND THE APRON PAVEMENT AND REMOVE THE BARRICADES AND CLOSED TAXIWAY MARKER AT CP-3, INSTALL BARRICADES ON TAXIWAY A ON THE NORTH AND SOUTH SIDES OF TAXIWAY D TO ALLOW AIRCRAFT TO TAXI ON TAXIWAY D BETWEEN APRON AND RUNWAY 3-21. PLACE BARRICADES AT THE INTERSECTION OF TAXIWAY C AND THE APRON PAVEMENT AND AT CP-2, AND PLACE CLOSED TAXIWAY MARKER ON TAXIWAY C, CLOSING TAXIWAY C.
5. PERFORM WORK ON TAXIWAY A FROM THE LOCATION 150' NORTH OF TAXIWAY D TO THE NORTHERLY LIMITS OF TAXIWAY A, INCLUDING WORK ON TAXIWAY C FROM THE APRON TO RUNWAY 3-21.
6. PERFORM PAVEMENT MARKING ON THE TAXIWAYS, THEN REMOVE BARRICADES AND CLOSED TAXIWAY MARKERS AND OPEN ALL TAXIWAYS TO AIRCRAFT TRAFFIC.



LEGEND

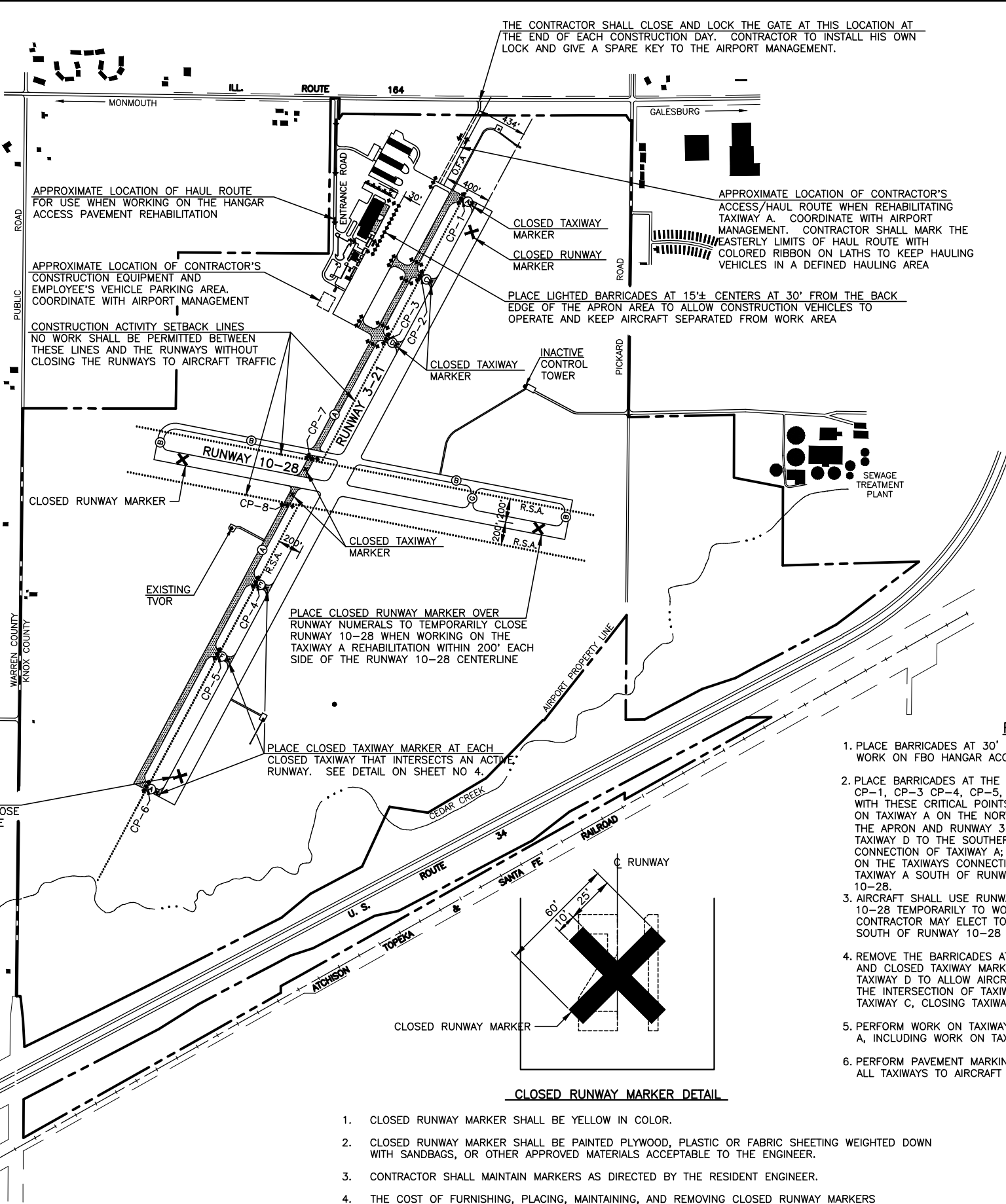
- CONTRACTOR'S ACCESS/HAUL ROUTE
- REHABILITATE TAXIWAY A AND REHABILITATE HANGAR ACCESS PAVEMENT
- LOCATION OF LIGHTED BARRICADES (USING FLASHING RED LIGHTS) AT 15± CTRS.

GENERAL NOTES

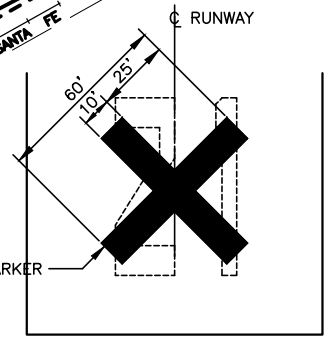
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS. PRIOR TO STARTING WORK, THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS) PHONE 1-800-892-0123 TO ARRANGE FOR LOCATION OF UTILITIES IN THE WORK AREA. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK.

COUNTY - KNOX
 CITY - GALESBURG
 TOWNSHIP - T. 11 N., R. 1 E. 4th P.M.
 SECTION NO. - 18 & 19

PLACE CLOSED RUNWAY MARKER OVER RUNWAY NUMERALS TO TEMPORARILY CLOSE RUNWAY 3-21 WHEN WORKING ON THE CONNECTING TAXIWAYS WITHIN THE CONSTRUCTION ACTIVITY SETBACK LINE (TYPICAL EACH END OF RUNWAY)



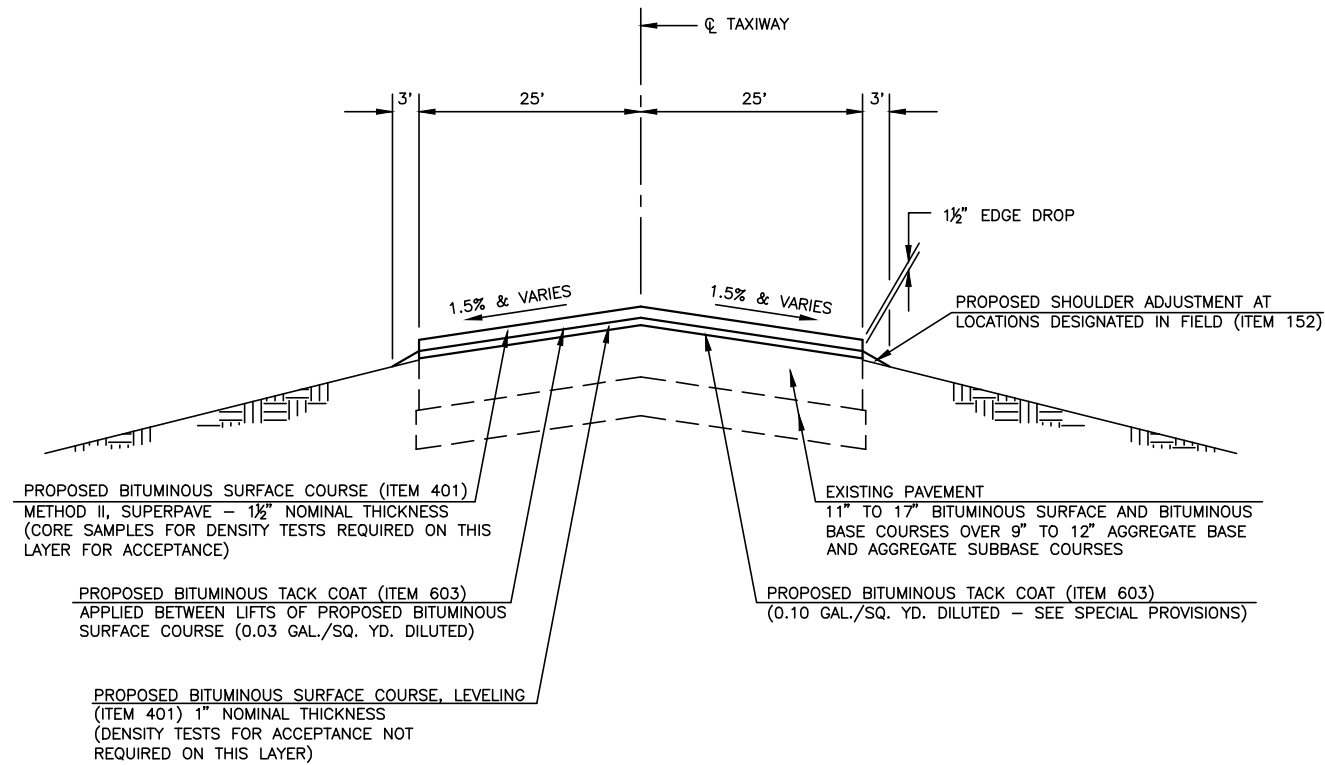
CLOSED RUNWAY MARKER DETAIL



1. CLOSED RUNWAY MARKER SHALL BE YELLOW IN COLOR.
2. CLOSED RUNWAY MARKER SHALL BE PAINTED PLYWOOD, PLASTIC OR FABRIC SHEETING WEIGHTED DOWN WITH SANDBAGS, OR OTHER APPROVED MATERIALS ACCEPTABLE TO THE ENGINEER.
3. CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE RESIDENT ENGINEER.
4. THE COST OF FURNISHING, PLACING, MAINTAINING, AND REMOVING CLOSED RUNWAY MARKERS SHALL BE PAID FOR UNDER ITEM AR150530 TRAFFIC MAINTENANCE.

CRITICAL POINTS			
ALL POINTS ARE 200' FROM C RUNWAY			
NO.	LATITUDE	LONGITUDE	ELEVATION
CP-1	40°56'42.42"	90°25'38.18"	763.4
CP-2	40°56'35.82"	90°25'42.85"	760.2
CP-3	40°56'30.45"	90°25'46.64"	759.3
CP-4	40°56'09.76"	90°26'01.25"	760.9
CP-5	40°56'03.66"	90°26'05.55"	757.8
CP-6	40°55'52.40"	90°26'13.51"	752.4
CP-7	40°56'20.19"	90°25'55.29"	761.2
CP-8	40°56'16.54"	90°25'57.86"	761.8

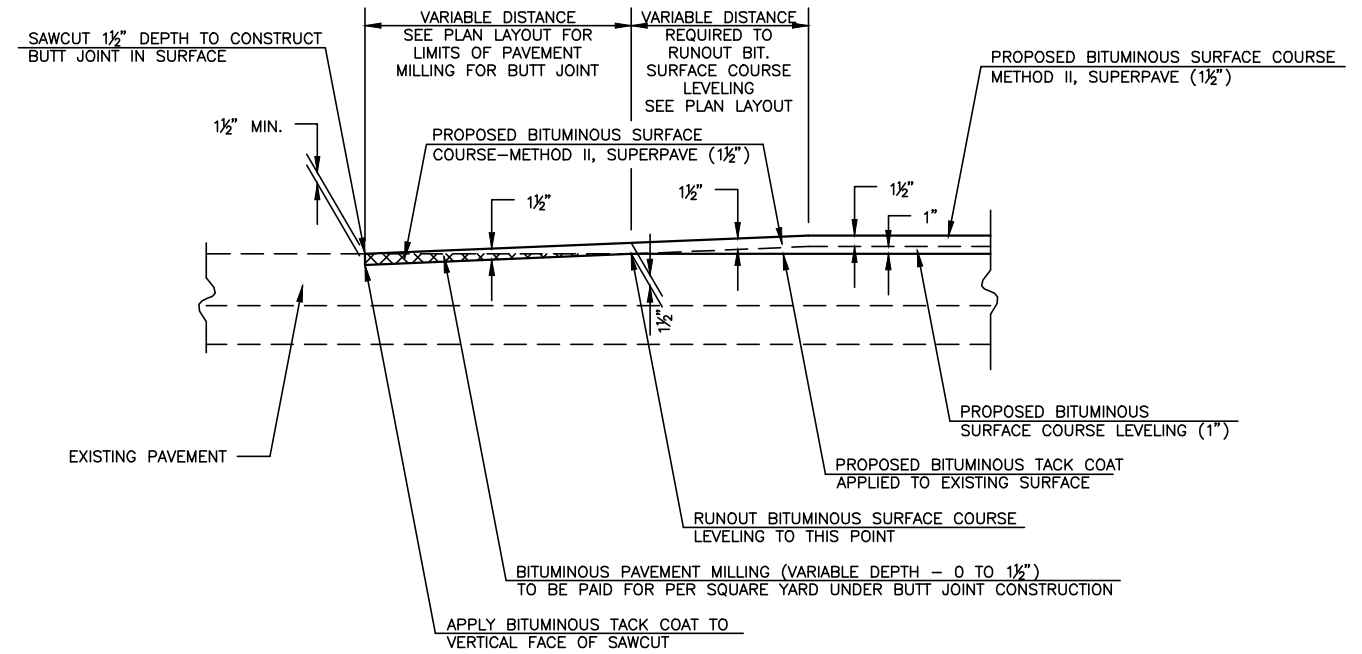
GALESBURG MUNICIPAL AIRPORT GALESBURG, ILLINOIS	
IMPROVEMENT AND SAFETY PLAN	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
DRAWN BY: R.L.R. DATE: NOVEMBER, 2013	ILL. PROJ. NO. C6G-4054 AIP PROJ. NO. 3-17-0047-815



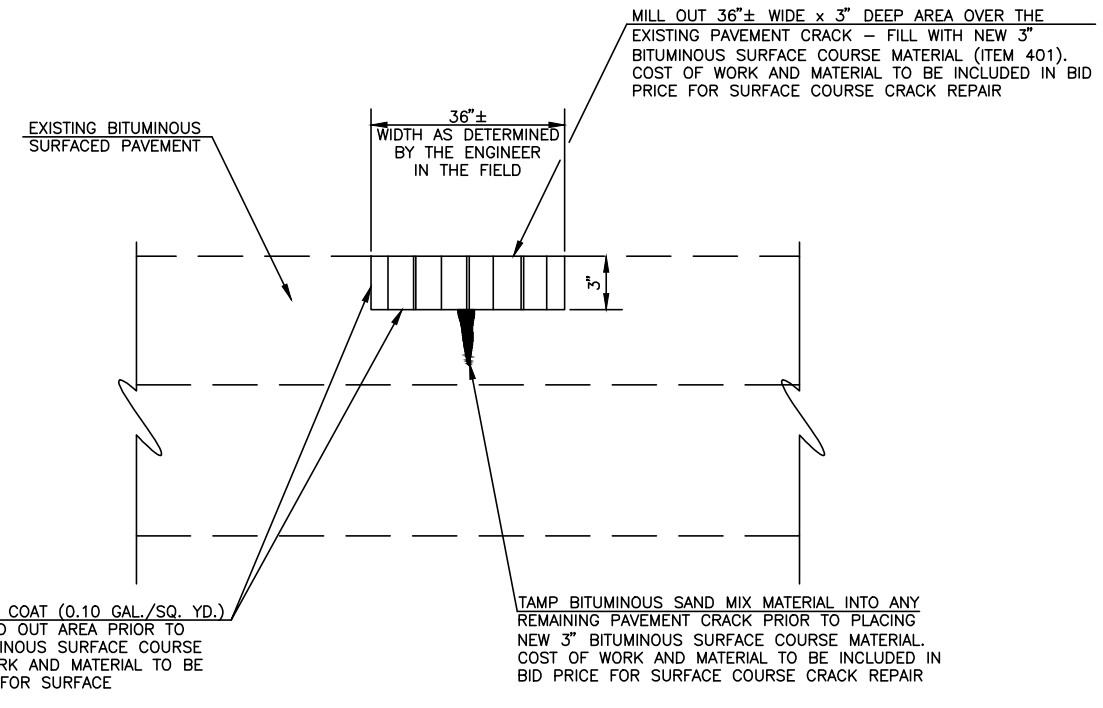
TAXIWAY TYPICAL SECTION
TAXIWAYS A, C, D, E, AND F
NOT TO SCALE

GENERAL NOTES

1. OPEN PAVING JOINTS AND/OR CRACKS IN THE EXISTING SURFACE OF THE PAVEMENT OVER ¼" IN WIDTH SHALL BE DESIGNATED BY THE PROJECT ENGINEER IN THE FIELD TO BE REPAIRED PRIOR TO PLACING THE BITUMINOUS SURFACE COURSE. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR BITUMINOUS CRACK SEALING OR SURFACE COURSE CRACK REPAIR AT THE LOCATIONS SHOWN IN THESE PLANS.
2. THE AS BID QUANTITIES FOR CRACK SEALING HAVE BEEN ESTIMATED BY MEASURING CRACK SEALING IN SELECTED REPRESENTATIVE LOCATIONS ON THE PAVEMENT. THESE QUANTITIES MAY BE INCREASED OR REDUCED AT THE TIME OF CONSTRUCTION BASED UPON THE CRACK WORK THAT IS MARKED OUT BY THE RESIDENT ENGINEER AFTER FIELD INSPECTION OF THE PAVEMENT CRACKS.
3. ANY SOD WHICH HAS ENCRACHED UPON THE PAVEMENT EDGE SHALL BE BLADED BACK PRIOR TO THE PROPOSED BITUMINOUS SURFACE COURSE APPLICATION. THE ENTIRE PAVEMENT SURFACE SHALL BE SWEEPED TO REMOVE ALL LOOSE MATERIALS BEFORE THE APPLICATION OF BITUMINOUS TACK COAT. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR PAVEMENT PREPARATION.
4. ANY DAMAGE TO THE EXISTING SOD BEYOND THE EDGE OF PAVEMENT RESULTING FROM THE BLADING OF THE SOD OFF THE PAVEMENT SURFACE SHALL BE FILLED WITH DIRT, GRADED, FERTILIZED AND SEEDED TO RESTORE THE SOD SHOULDERS TO THEIR ORIGINAL CONDITION. ANY LOCALLY AVAILABLE 12-12-12 FERTILIZER MAY BE USED APPLIED AT A RATE OF 1 POUND OF FERTILIZER PER EACH 160 SQUARE FEET OF DISTURBED OR RESEEDING AREA. SEED USED SHALL BE ALTA FESCUE OR KENTUCKY 31, APPLIED AT THE RATE OF 1 POUND OF PURE LIVE SEED PER EACH 436 SQUARE FEET OF RESEEDING AREA. THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCIDENTAL TO PAVEMENT PREPARATION.
5. A BITUMINOUS TACK COAT SHALL BE APPLIED TO THE EXISTING PAVEMENT PRIOR TO PLACING THE BITUMINOUS SURFACE COURSE. THE APPLICATION RATE SHOWN ON THE TYPICAL SECTION WAS USED TO CALCULATE THE PLAN QUANTITY. THE EXACT AMOUNT OF BITUMINOUS TACK COAT TO BE USED SHALL BE DETERMINED BY THE PROJECT ENGINEER AT THE TIME OF CONSTRUCTION.
6. THE BITUMINOUS SURFACE COURSE SHALL BE ABUTTED TO THE EXISTING PAVEMENT AT INTERSECTING TAXIWAYS AS SHOWN ON THE BITUMINOUS BUTT JOINT DETAIL. THE EXISTING PAVEMENT CONTAINED WITHIN THE BITUMINOUS PAVEMENT MILLING AREA WILL BE REMOVED IN ACCORDANCE WITH THE DETAIL FROM 0 TO 1½" DEPTH AT THE BUTT JOINT LOCATION. FILLING OF THE MILLED AREA WILL BE MADE USING BITUMINOUS SURFACE COURSE MIX AND WILL BE PAID FOR PER TON FOR BITUMINOUS SURFACE COURSE - METHOD II, SUPERPAVE.
7. AT LOCATIONS WHERE THE EDGE DROP FROM THE FINISHED SURFACE TO THE EXISTING TURF SHOULDER EXCEEDS 1½", THE SHOULDER SHALL BE ADJUSTED AS SHOWN IN THE TYPICAL SECTION USING SOIL OBTAINED OFF SITE THAT IS FREE OF HEAVY SOD, DECAYED VEGETATIVE MATTER, RUBBISH, AGGREGATE AND OTHER UNSUITABLE MATERIAL. THE SHOULDER ADJUSTMENT AREAS SHALL BE FERTILIZED AND SEEDED AND THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR SHOULDER ADJUSTMENT.
8. ALL AREAS DISTURBED BY THE CONTRACTOR INCLUDING THE CONTRACTOR'S PARKING AREA, HAUL ROADS, ETC. SHALL BE REGRADED AND RESEEDED AND/OR RESTORED TO THEIR ORIGINAL CONDITION. THIS RESTORATION SHALL BE ACCOMPLISHED BY THE CONTRACTOR AT HIS OWN EXPENSE UPON COMPLETION OF THIS IMPROVEMENT PROJECT.

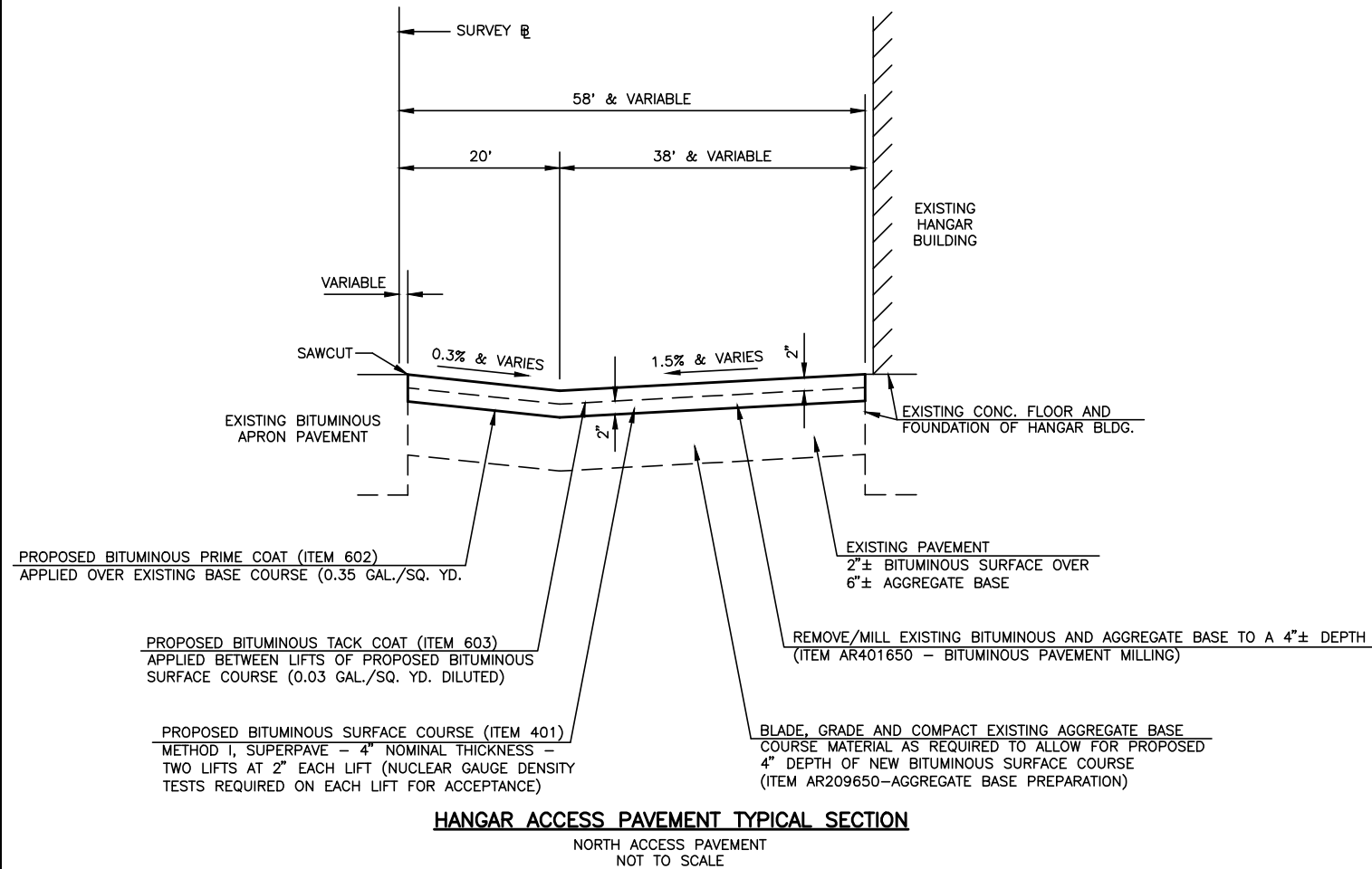


BITUMINOUS BUTT JOINT CONSTRUCTION DETAIL
NOT TO SCALE



SURFACE COURSE CRACK REPAIR DETAIL
SECTION VIEW
NOT TO SCALE

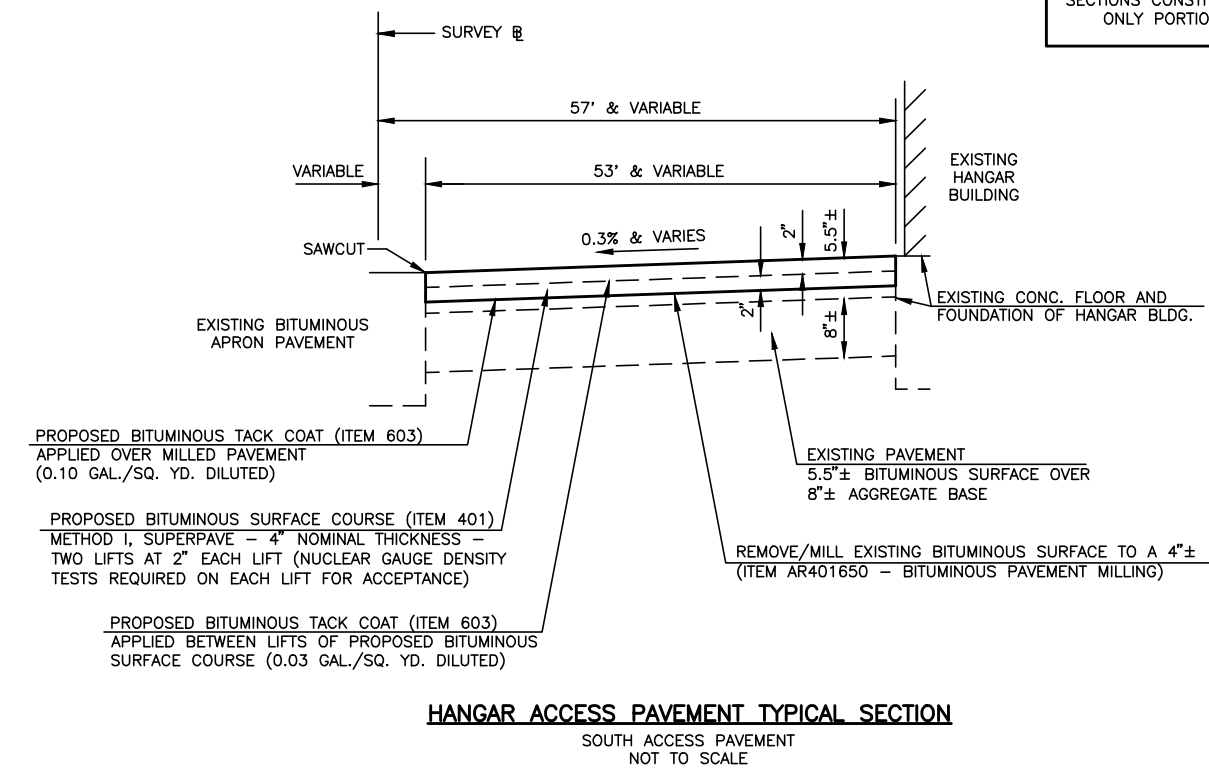
GALESBURG MUNICIPAL AIRPORT GALESBURG, ILLINOIS	
TYPICAL SECTION AND SPECIAL DETAILS	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
DRAWN BY: R.L.R. DATE: NOVEMBER, 2013	ILL. PROJ. NO. C6G-4054 AIP PROJ. NO. 3-17-0047-B15



HANGAR ACCESS PAVEMENT TYPICAL SECTION

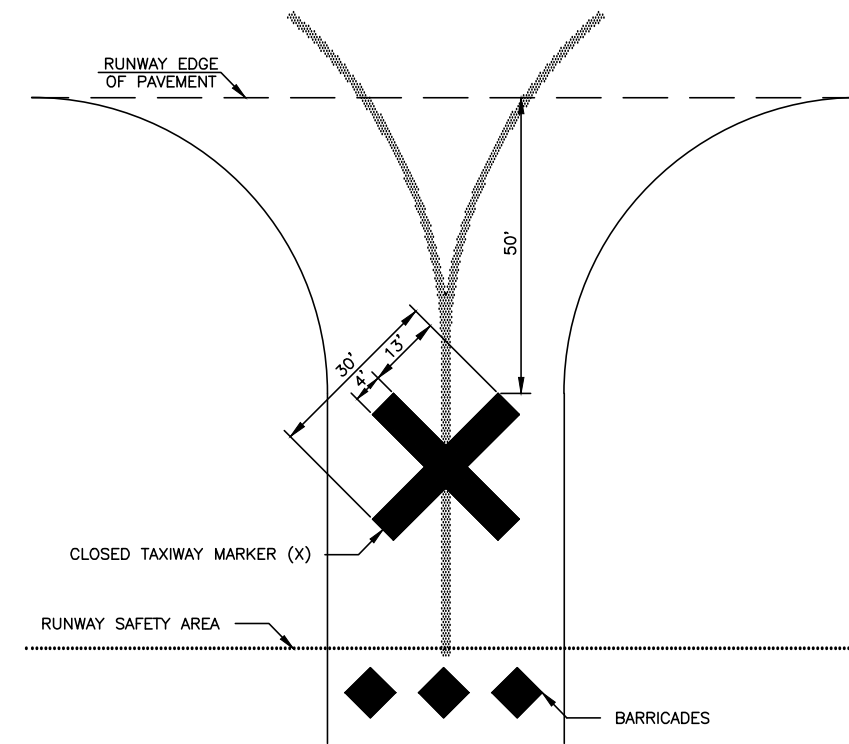
NORTH ACCESS PAVEMENT
NOT TO SCALE

THE WORK SHOWN ON THESE TYPICAL SECTIONS CONSTITUTES THE STATE/LOCAL ONLY PORTION OF THE PROJECT



HANGAR ACCESS PAVEMENT TYPICAL SECTION

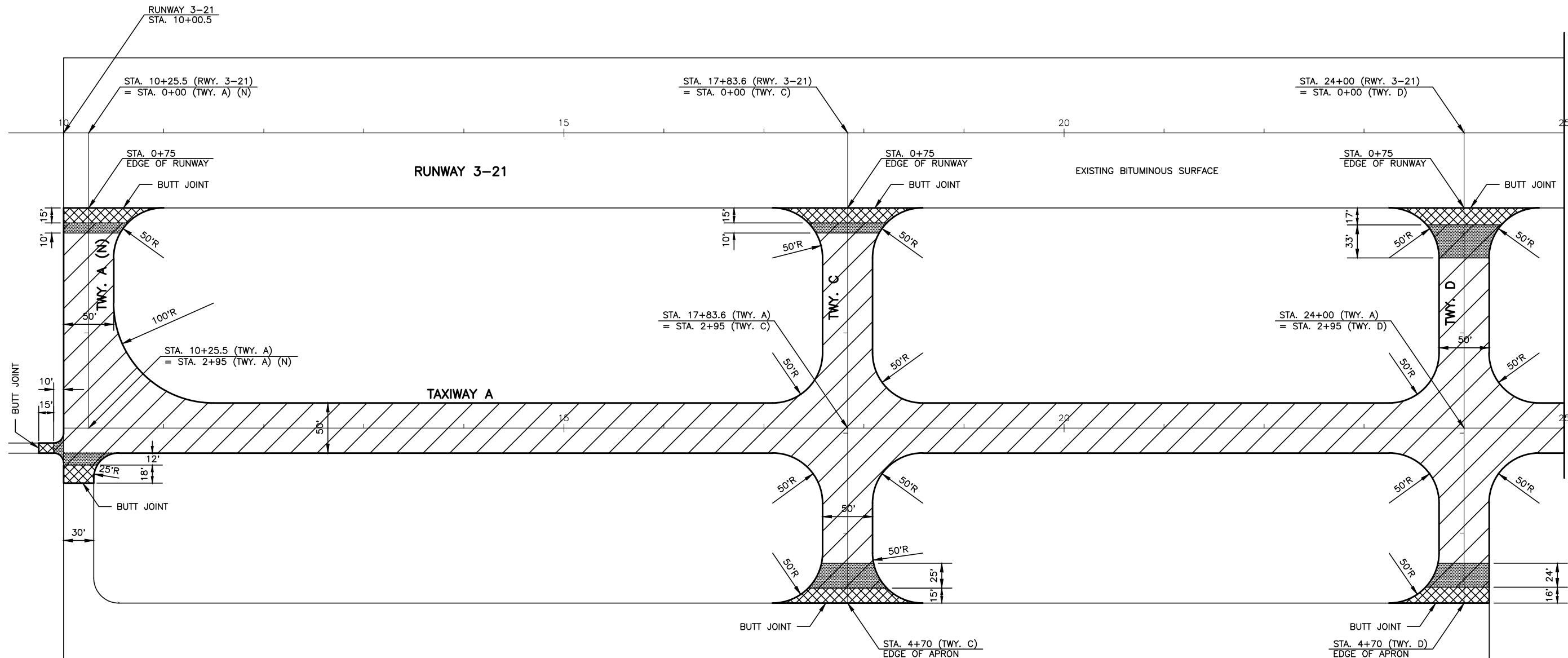
SOUTH ACCESS PAVEMENT
NOT TO SCALE



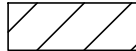


CLOSED TAXIWAY MARKER DETAIL
NOT TO SCALE

1. WHEN A RUNWAY IS OPEN AND EXIT TAXIWAYS ARE CLOSED FOR THE MORE THAN 3 CALENDAR DAYS, A YELLOW "X" PLACED ON THE TAXIWAY BETWEEN THE RUNWAY EDGE AND BARRICADES WILL BE REQUIRED AS A CLOSED TAXIWAY MARKER.
2. CLOSED TAXIWAY MARKERS SHALL BE YELLOW IN COLOR AND SHALL BE PAINTED PLYWOOD, PLASTIC OR FABRIC SHEETING WEIGHTED DOWN WITH SANDBAGS, OR OTHER APPROVED MATERIALS ACCEPTABLE TO THE ENGINEER.
3. CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE RESIDENT ENGINEER.
4. THE COST OF FURNISHING, PLACING, MAINTAINING, AND REMOVING THE CLOSED TAXIWAY MARKERS SHALL BE PAID FOR UNDER ITEM AR150530 TRAFFIC MAINTENANCE.

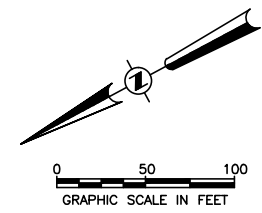
GALESBURG MUNICIPAL AIRPORT GALESBURG, ILLINOIS	
TYPICAL SECTIONS AND CLOSED TAXIWAY MARKER DETAIL	
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LEGEND

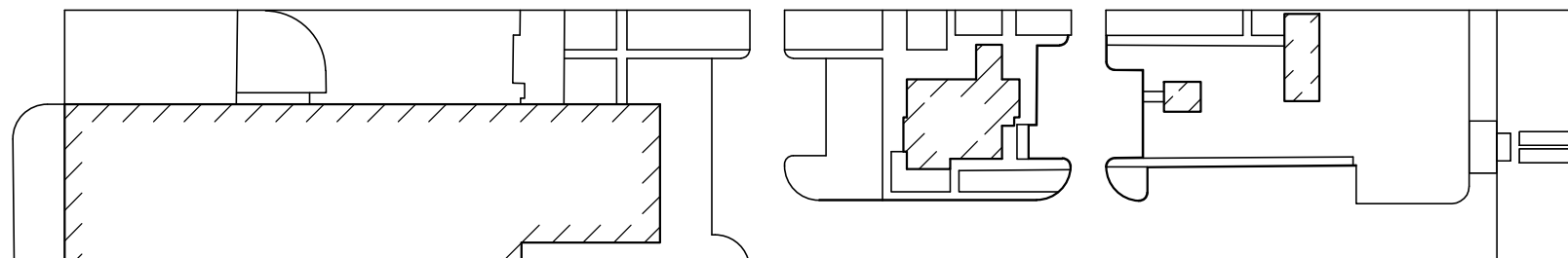
-  BITUMINOUS SURFACE COURSE - 1 1/2" & BIT. SURFACE COURSE, LEVELING - 1"
-  BITUMINOUS SURFACE COURSE LEVELING RUNOUT AREA 1" TO 0"
-  BUTT JOINT CONSTRUCTION AREA (MILLING 0" TO 1 1/2" AT BUTT JOINT)

EXISTING BITUMINOUS SURFACE APRON PAVEMENT

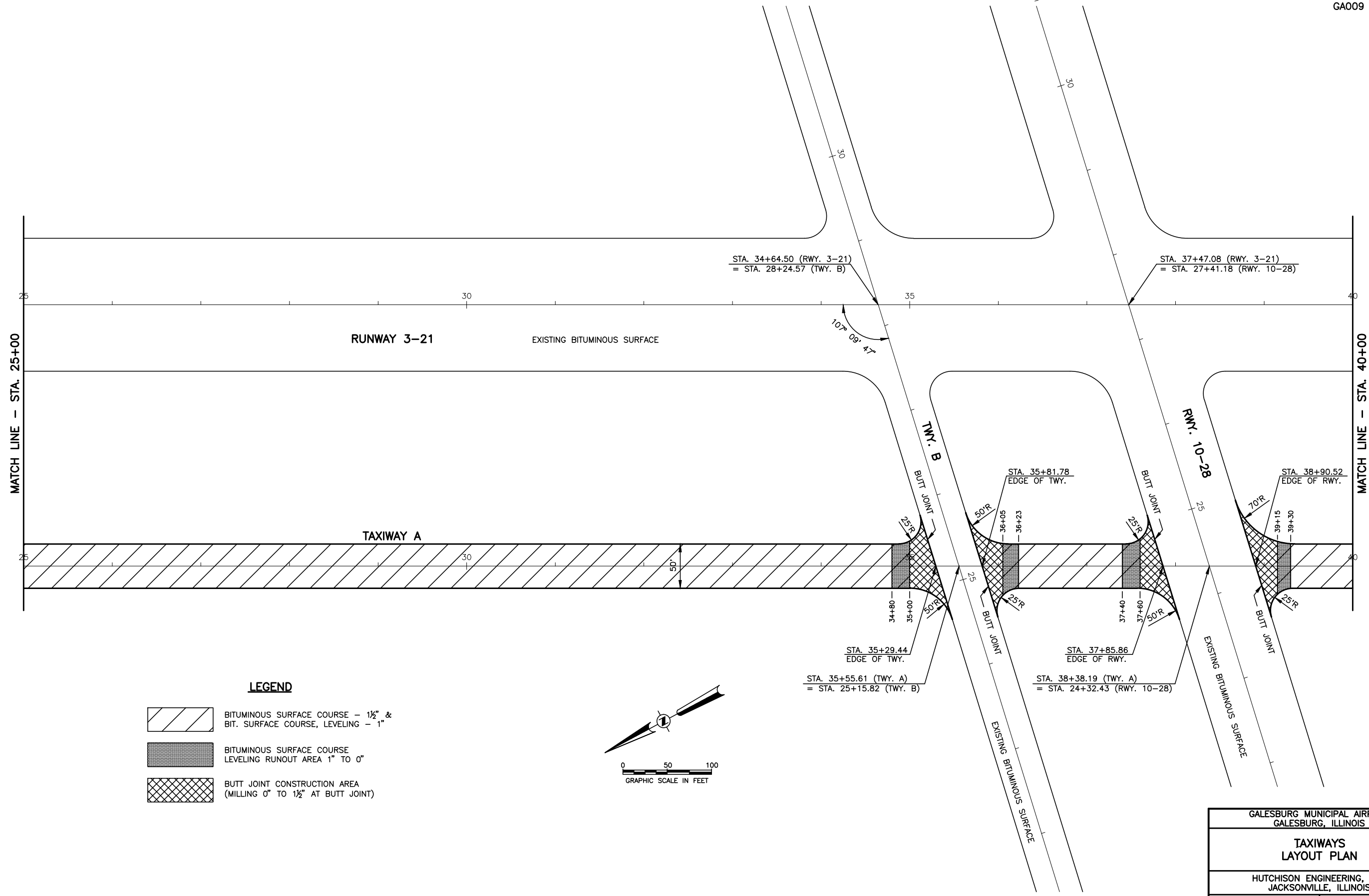


SURFACE COURSE CRACK REPAIR

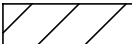


- 26.1' LT TO 26.1' RT STA. 17+19 (TWY. A) = 17.4 SQ. YD.
- 28.5' LT TO 28.5' RT STA. 2+56 (TWY. A) = 19.0 SQ. YD.
- 62.8' LT TO 62.8' RT STA. 2+70 (TWY. D) = 47.3 SQ. YD.
- 25.0' LT TO 34.0' RT STA. 23+80 (TWY. A) = 19.9 SQ. YD.
- TOTAL THIS SHEET = 103.6 SQ. YD.

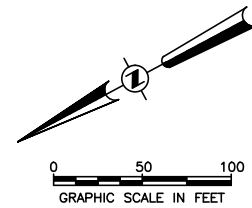


GALESBURG MUNICIPAL AIRPORT GALESBURG, ILLINOIS	
TAXIWAYS LAYOUT PLAN	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
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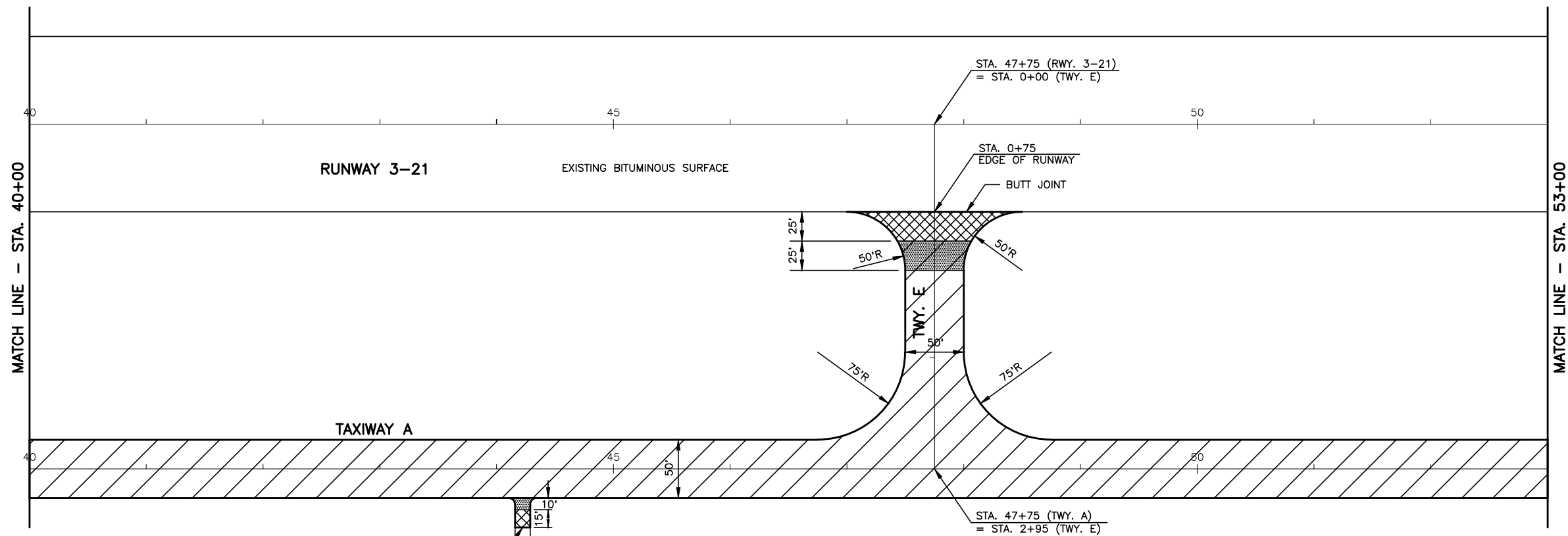


LEGEND

-  BITUMINOUS SURFACE COURSE - 1½" & BIT. SURFACE COURSE, LEVELING - 1"
-  BITUMINOUS SURFACE COURSE LEVELING RUNOUT AREA 1" TO 0"
-  BUTT JOINT CONSTRUCTION AREA (MILLING 0" TO 1½" AT BUTT JOINT)



GALESBURG MUNICIPAL AIRPORT GALESBURG, ILLINOIS	
TAXIWAYS LAYOUT PLAN	
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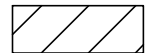
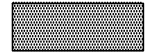

STA. 47+75 (RWY. 3-21)
= STA. 0+00 (TWY. E)

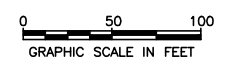
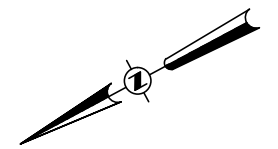
STA. 0+75
EDGE OF RUNWAY

BUTT JOINT

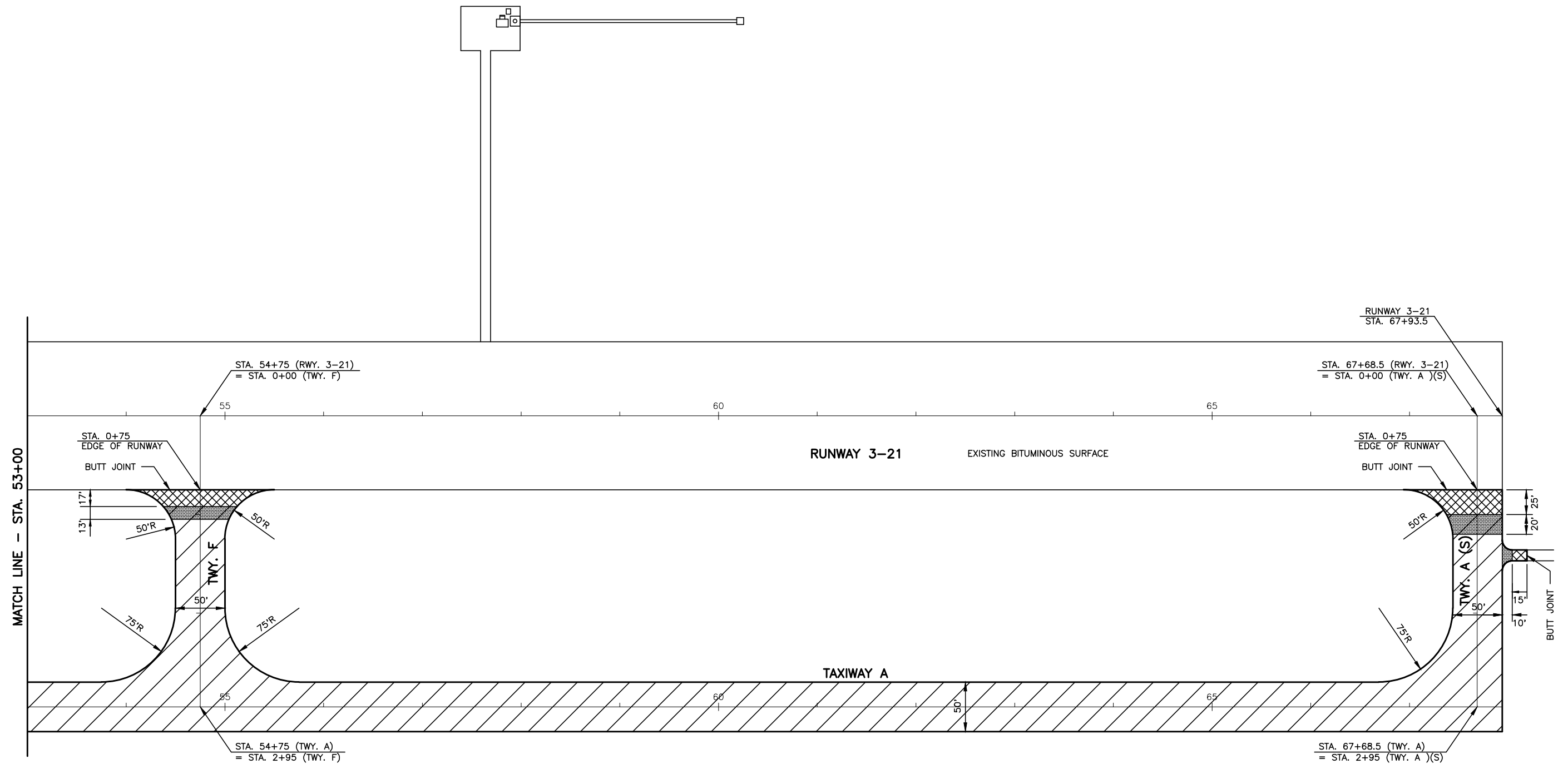
STA. 47+75 (TWY. A)
= STA. 2+95 (TWY. E)

LEGEND

-  BITUMINOUS SURFACE COURSE - 1½" & BIT. SURFACE COURSE, LEVELING - 1"
-  BITUMINOUS SURFACE COURSE LEVELING RUNOUT AREA 1" TO 0"
-  BUTT JOINT CONSTRUCTION AREA (MILLING 0" TO 1½" AT BUTT JOINT)



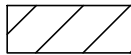


GALESBURG MUNICIPAL AIRPORT GALESBURG, ILLINOIS	
TAXIWAYS LAYOUT PLAN	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
DRAWN BY: R.L.R. DATE : NOVEMBER, 2013	ILL. PROJ. NO. C86-4054 AIP PROJ. NO. 3-17-0047-B15

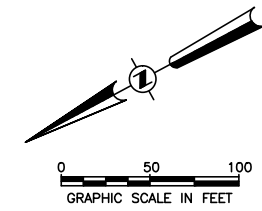


MATCH LINE - STA. 53+00

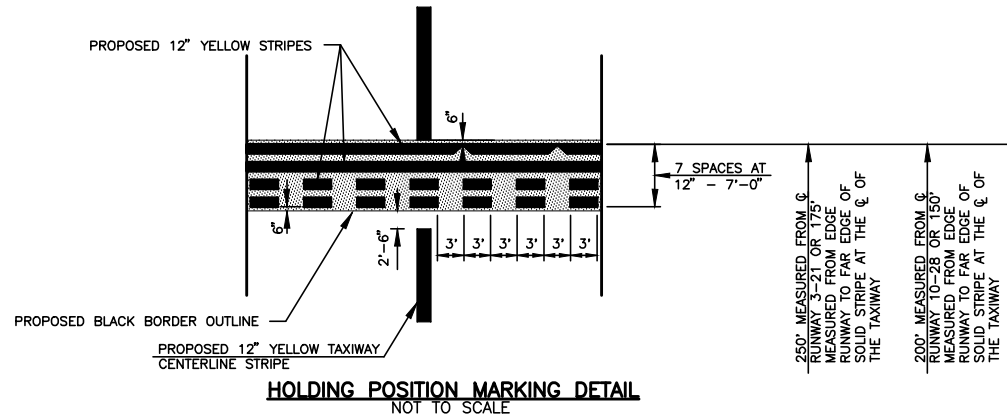
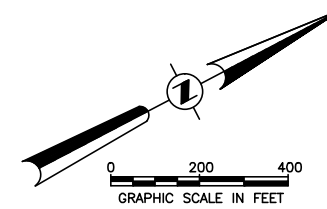
SURFACE COURSE CRACK REPAIR
 25.0' LT TO 25.0' RT STA. 60+69 (TWY. A) = 16.7 SQ. YD.
 25.0' LT TO 25.0' RT STA. 62+35 (TWY. A) = 16.7 SQ. YD.
 TOTAL THIS SHEET = 33.4 SQ. YD.

LEGEND

-  BITUMINOUS SURFACE COURSE - 1 1/2" & BIT. SURFACE COURSE, LEVELING - 1"
-  BITUMINOUS SURFACE COURSE LEVELING RUNOUT AREA 1" TO 0"
-  BUTT JOINT CONSTRUCTION AREA (MILLING 0" TO 1 1/2" AT BUTT JOINT)

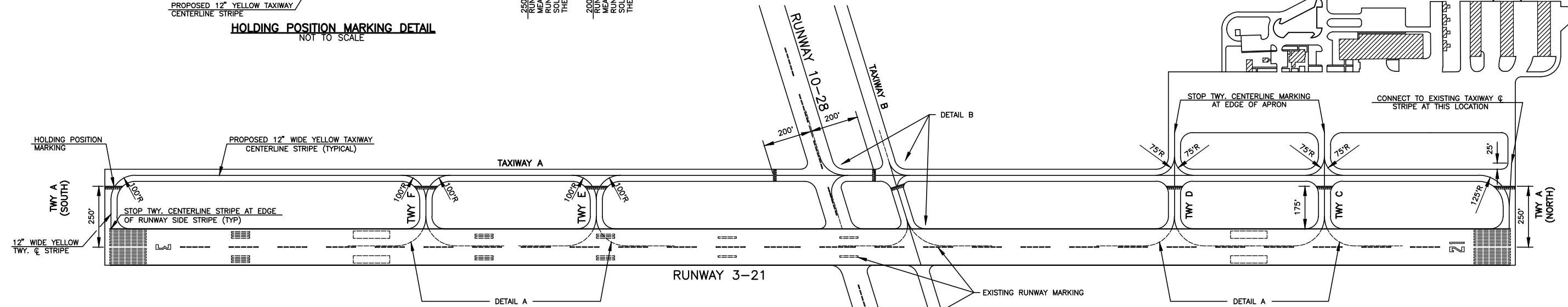


GALESBURG MUNICIPAL AIRPORT GALESBURG, ILLINOIS	
TAXIWAYS LAYOUT PLAN	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
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250' MEASURED FROM ϕ OF RUNWAY 3-21 OR 175' MEASURED FROM EDGE OF TAXIWAY SIDE STRIPE AT THE ϕ OF THE TAXIWAY

200' MEASURED FROM ϕ OF RUNWAY 10-28 OR 150' MEASURED FROM EDGE OF TAXIWAY SIDE STRIPE AT THE ϕ OF THE TAXIWAY



HOLDING POSITION MARKING

TWY A (SOUTH)

12" WIDE YELLOW TWY. ϕ STRIPE

250'

100'R

STOP TWY. CENTERLINE STRIPE AT EDGE OF RUNWAY SIDE STRIPE (TYP)

PROPOSED 12" WIDE YELLOW TAXIWAY CENTERLINE STRIPE (TYPICAL)

TWY A (NORTH)

250'

125'R

175'

75'R

75'R

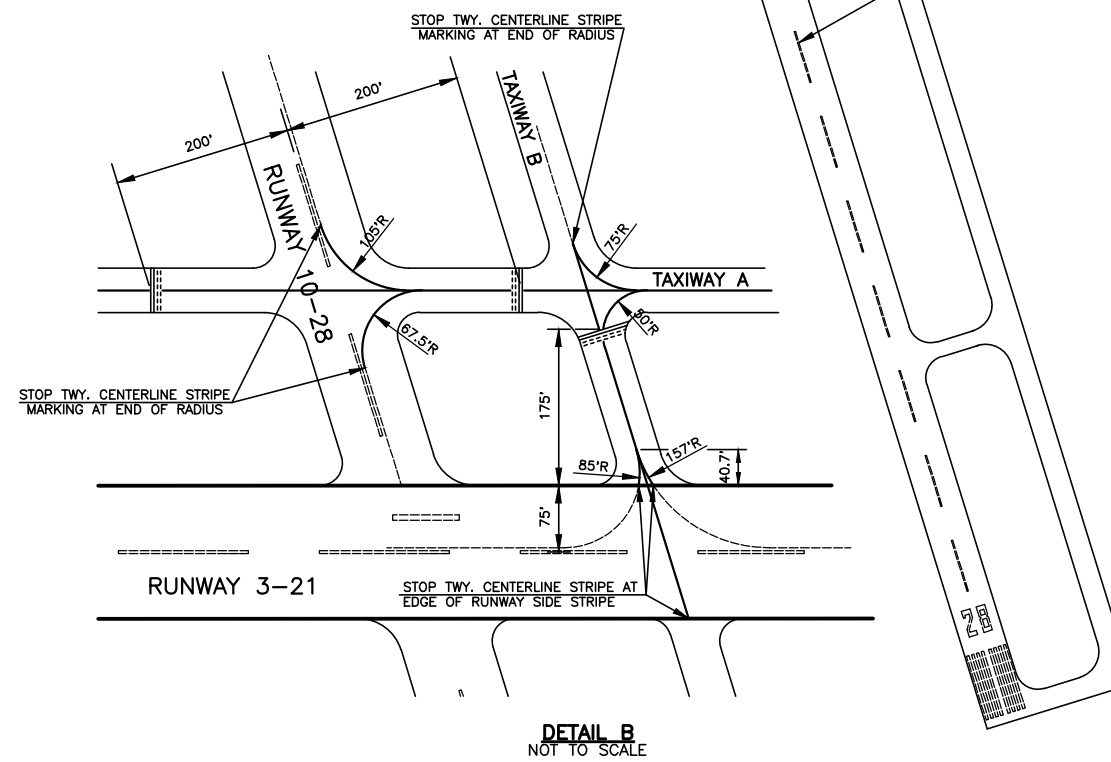
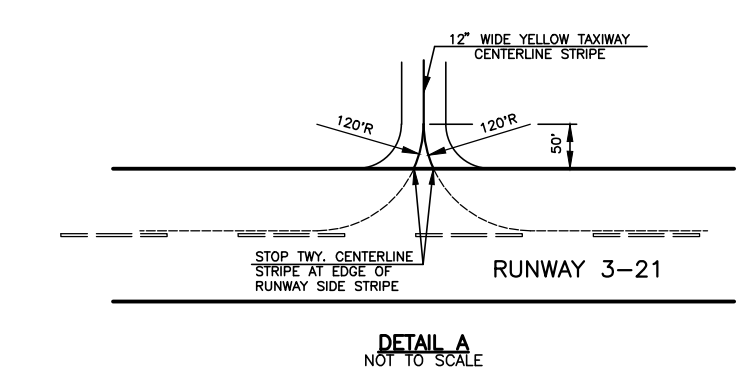
75'R

75'R

25'

CONNECT TO EXISTING TAXIWAY ϕ STRIPE AT THIS LOCATION

STOP TWY. CENTERLINE MARKING AT EDGE OF APRON



MARKING SUMMARY

DESCRIPTION	UNIT AREA SQ. FT.	NUMBER REQ'D	WHITE PAINT	YELLOW PAINT	BLACK PAINT
			SQ. FT.	SQ. FT.	SQ. FT.
HOLDING POSITION MARKING (TWY A)	152-YELLOW 248-BLACK	2		304	496
HOLDING POSITION MARKING (TWY A NORTH)	260-YELLOW 426-BLACK	1		260	426
HOLDING POSITION MARKING (TWY A SOUTH)	215-YELLOW 349-BLACK	1		215	349
HOLDING POSITION MARKING (TWY B)	174-YELLOW 283-BLACK	1		174	283
HOLDING POSITION MARKING (TWY C & D)	201-YELLOW 328-BLACK	2		402	656
HOLDING POSITION MARKING (TWY E & F)	278-YELLOW 450-BLACK	2		556	900
TAXIWAY CENTERLINE STRIPES				9,638	
RUNWAY SIDE STRIPE (TWY. A - NORTH & SOUTH)	240	2	480		
RUNWAY SIDE STRIPES (TWYS. C, D, E & F)	450	4	1,800		
TOTALS			2,280	11,549	3,110

NOTES

- ALL TAXIWAY MARKING SHALL BE SOLID MARKING AND YELLOW IN COLOR. HOLDING POSITION MARKING SHALL BE OUTLINED WITH A BLACK BORDER. RUNWAY SIDE STRIPE MARKING SHALL BE SOLID MARKING AND WHITE IN COLOR.
- THE EXISTING RUNWAY 3-21 SIDE STRIPE MARKING THAT IS TRACKED OVER AND OBSCURED/DAMAGED BY CONSTRUCTION EQUIPMENT AT THE INTERSECTIONS OF THE CONNECTING TAXIWAYS WITH RUNWAY 3-21 SHALL BE RE-MARKED. THE SIDE STRIPES SHALL BE 3' WIDE AND WHITE IN COLOR.
- ALL PAVEMENT MARKING SHALL CONSIST OF TWO APPLICATIONS OF PAINT AND ONE APPLICATION OF GLASS BEADS (REFLECTIVE MEDIA). BLACK OUTLINE MARKINGS WILL NOT REQUIRE THE APPLICATION OF GLASS BEADS. SEE THE SPECIAL PROVISIONS FOR THE APPLICATION RATES.
- TAXIWAY MARKING SHALL BE INTERRUPTED AT THE RUNWAY MARKING COMPONENTS FOR SIDE STRIPES, TOUCHDOWN ZONE MARKING, ETC. (I.E.-TAXIWAY MARKING SHALL NOT BE PAINTED ACROSS THE RUNWAY MARKING COMPONENTS)

GALESBURG MUNICIPAL AIRPORT
GALESBURG, ILLINOIS

MARKING LAYOUT

HUTCHISON ENGINEERING, INC.
JACKSONVILLE, ILLINOIS

DRAWN BY: R.L.R. ILL. PROJ. NO. C6G-4054
DATE: NOVEMBER, 2013 AIP PROJ. NO. 3-17-0047-B15

