

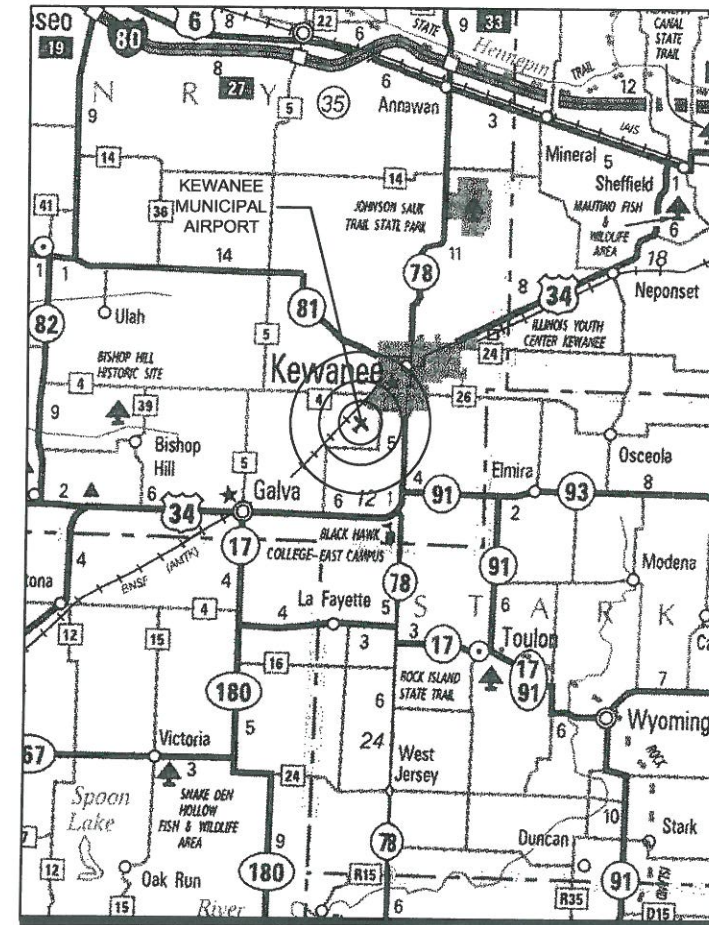
CONSTRUCTION PLANS

REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

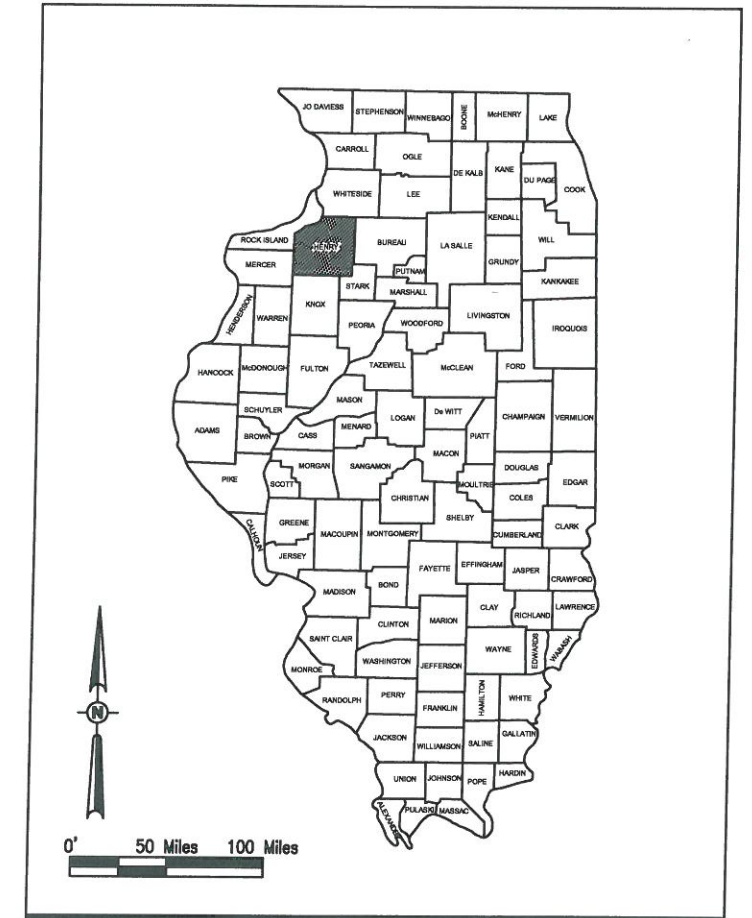
**KEWANEE AIRPORT AUTHORITY
KEWANEE MUNICIPAL AIRPORT (EZI)
KEWANEE, HENRY COUNTY, ILLINOIS**

**SBG PROJECT NO. 3-17-SBGP-133/139/144/TBD
IDA PROJECT NO. EZI-4710**

NOVEMBER 15, 2019



VICINITY MAP



LOCATION MAP

NOTICE TO CONTRACTORS AND BIDDERS

THESE CONSTRUCTION PLANS RELY UPON THE SPECIAL PROVISIONS AND THE SPECIFICATIONS TO PROVIDE FOR A COMPLETE DESCRIPTION OF THE WORK AND CONSTRUCTION REQUIREMENTS. THE PLANS SHALL ONLY BE USED IN COMBINATION WITH ALL CONTRACT DOCUMENTS.

No.	Issue/Description	Sheets Changed	Date	By

PLANS PREPARED BY:
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LINDSAY DENET HAUSMAN
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
11/30/21
15 November 2019
Date
Lindsay D. Hausman, P.E.
Project Engineer

KEWANEE MUNICIPAL AIRPORT
1783 Inland Road
Kewanee, Illinois 61441
Telephone: 309.855.8222
Ann Carbone
Ann Carbone, Director
15 November 2019
Date

GENERAL NOTES

PROJECT DESCRIPTION

THIS PROJECT IS TO REHABILITATE TAXIWAY A AND B TO RUNWAY RUNWAY 1-19 AT KEWANEE MUNICIPAL AIRPORT INCLUDING, AMONG OTHER INCIDENTAL WORK, THE FOLLOWING ITEMS:

- PLACEMENT OF TEMPORARY SOIL EROSION CONTROL MEASURES.
- MILLING OF EXISTING PAVEMENTS.
- CRACK REPAIR OF EXISTING PAVEMENTS.
- INSTALLATION OF CRACK CONTROL FABRIC.
- PLACEMENT OF BITUMINOUS OVERLAY.
- PLACEMENT OF PAVEMENT MARKINGS.
- SHOULDER ADJUSTMENT, SEEDING AND MULCHING IN ALL DISTURBED AREAS, INCLUDING ALONG NEW PAVEMENT EDGES.

PROTECTION OF EXISTING AIRPORT FACILITIES

THE CONTRACTOR IS TO BE RESPONSIBLE FOR THE PROTECTION OF EXISTING UNDERGROUND AND OVERHEAD UTILITIES AND LIGHTING EQUIPMENT; DRIVEWAY AND ROAD PAVEMENT AND SHOULDERS; RUNWAY, TAXIWAY AND APRON PAVEMENTS AND SHOULDERS; RUNWAY, TAXIWAY AND AIRPORT LIGHTING EQUIPMENT; AND SEEDING AND TURFED AREAS THAT ARE UTILIZED IN OR AFFECTED BY THE CONTRACTOR'S ACTIVITIES. ITEMS DAMAGED BY THE CONTRACTOR ARE TO BE REPAIRED AT CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF AIRPORT MANAGER AND THE OWNER'S REPRESENTATIVE.

IN ADDITION, WHEN CONDITIONS DICTATE OR AS DETERMINED BY THE AIRPORT MANAGER OR THE OWNER'S REPRESENTATIVE, THE CONTRACTOR SHALL BE REQUIRED TO USE A PICK-UP TYPE SWEEPER IN ALL ACTIVE CONSTRUCTION AIRFIELD PAVEMENT AREAS. THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. THE COST OF SWEEPING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

CONTRACTOR'S ACCESS AND TEMPORARY FACILITIES

CONTRACTOR'S ACCESS TO THE PROJECT WHEN ON AIRPORT PROPERTY IS SHOWN ON SHEET 3. CONTRACTOR'S ACCESS TO THE AIRPORT ITSELF IS TO BE PROVIDED BY PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR IS TO SECURE ALL NECESSARY PERMITS FOR THE USE OF ANY PUBLIC RIGHTS-OF-WAY AND IS TO MAINTAIN TRAFFIC ON THESE PUBLIC ROADS AT ALL TIMES, WITH THE COSTS OF PERMITTING, CLEANING AND REPAIRING OF PAVEMENT DAMAGED BY CONTRACTOR'S ACTIVITIES INCIDENTAL TO THE CONTRACT. USE OF AND REPAIRS TO ANY PUBLIC FACILITIES ARE TO BE COMPLETED TO THE SATISFACTION OF THE FACILITY'S OWNER.

THE CONTRACTOR IS TO PROVIDE TEMPORARY CONSTRUCTION ROADS WITHIN THE CONSTRUCTION LIMIT LINES AS MAY BE REQUIRED BY HIS ACTIVITIES. HEAVY VEHICLES SHALL NOT CROSS EXISTING PAVEMENT SURFACES EXCEPT AS APPROVED BY THE AIRPORT MANAGER AND THE OWNER'S REPRESENTATIVE. ANY DAMAGE TO PAVEMENTS THAT MAY OCCUR BY THE CONTRACTOR'S ACTIVITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE AIRPORT MANAGER AND THE OWNER'S REPRESENTATIVE. FOR HAUL ROUTES MADE BY THE CONTRACTOR THROUGH GRASSED AREAS, CONTRACTOR SHALL GRADE, LEVEL, TOPSOIL, SEED AND MULCH AT THE END OF THE PROJECT, COST INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR IS TO PROVIDE AN EQUIPMENT STORAGE AND PARKING AREA AT THE LOCATIONS SHOWN ON SHEET 3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE ACCESS ROADS AND THE STORAGE AREA DURING CONSTRUCTION AND TO RESTORE THE AREAS AT PROJECT COMPLETION TO CONDITIONS SUITABLE TO THE AIRPORT MANAGER AND THE OWNER'S REPRESENTATIVE. AT THE AIRPORT MANAGER'S DISCRETION, THE TEMPORARY FACILITIES MAY REMAIN, BUT THEY MUST BE LEFT IN CONDITIONS SUITABLE TO THE AIRPORT MANAGER. THE COST OF PROVIDING, MAINTAINING AND RESTORING THE TEMPORARY FACILITIES IS INCIDENTAL TO THE CONTRACT.

RESPONSIBILITY FOR EXISTING UTILITIES

THE LOCATION, SIZE AND/OR TYPE OF MATERIAL OF EXISTING UNDERGROUND OR OVERHEAD UTILITIES AS MAY BE INDICATED ON THESE CONSTRUCTION PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE PROJECT ENGINEER HAVE INDEPENDENTLY VERIFIED THIS INFORMATION AND NEITHER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, SUFFICIENCY OR COMPLETENESS OF THE INFORMATION AND GIVE NO EXPRESSED OR IMPLIED GUARANTEE THAT ANY CONDITIONS INDICATED ARE REPRESENTATIVE OF ACTUAL CONDITIONS TO BE ENCOUNTERED.

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 ALL UTILITY COMPANIES AND AGENCIES OF HIS CONSTRUCTION PLANS AND SHALL OBTAIN FROM EACH PARTY DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF ALL UTILITIES AND THE WORKING SCHEDULE OF ANY REMOVALS OR ADJUSTMENTS REQUIRED OF THE UTILITY. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (PHONE 800-892-0123) TO ASSIST IN THE ABOVE.

THE CONTRACTOR SHALL PROTECT ANY FACILITIES TO THE SATISFACTION OF THE UTILITY OR OWNING-AGENCY WITH THE COST OF ANY REQUIRED PROTECTION TO BE INCIDENTAL TO THE CONTRACT. IN THE EVENT A UTILITY LINE OR SERVICE IS UNEXPECTEDLY ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER'S REPRESENTATIVE AND THE UTILITY COMPANY OR AGENCY OF JURISDICTION. ANY SUCH UTILITIES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO SERVICE AT ONCE.

EXISTING BENCHMARKS

PROJECT BENCHMARKS ARE AS FOLLOWS:

"KEWPORT" NGS MONUMENT N 1,652,431.74
E 2,352,728.14
ELEV. 854.2

"KEWPORT AZ MK" NGS MONUMNT N 1,652,491.68
E 2,349,792.88
ELEV. 850.6

RUNWAY END COORDINATES

DESCRIPTION	LATITUDE	LONGITUDE	RUNWAY STATION	RUNWAY ELEVATION
RUNWAY 9 END	41°12'14.7602" N	89°58'25.7181" W	218+00	853.7
RUNWAY 27 END	41°12'13.9076" N	89°57'26.8606" W	263+00	856.3
RUNWAY 1 END	41°12'09.3902" N	89°57'45.1290" W	55+00	855.2
RUNWAY 19 END	41°12'40.3903" N	89°57'36.8856" W	87+00	837.5



800.892.0123

PROJECT IS LOCATED IN NORTHWEST 1/4 OF SECTION 17, WETHERSFIELD TOWNSHIP, HENRY COUNTY

NOTES

1. VERTICAL COORDINATES ARE IN NGVD 29. HORIZONTAL COORDINATES ARE IN STATE PLANE NAD 83 ILLINOIS WEST.
2. STATIONS, OFFSETS AND ELEVATIONS SHOWN ARE IN FEET.
3. THE APPROACH END OF RUNWAY 1 IS STATION 55+00.
4. THE AIRPORT REFERENCE CODE FOR RUNWAY 9-27 IS B-II. RUNWAY 9 HAS A NON-PRECISION APPROACH WITH VISIBILITY MINIMUM OF 1 MILE WHILE RUNWAY 27 HAS A VISUAL APPROACH.
5. THE AIRPORT REFERENCE CODE FOR RUNWAY 1-19 IS B-I. RUNWAY 1 HAS A NON-PRECISION APPROACH WITH VISIBILITY MINIMUM OF 1 MILE WHILE RUNWAY 19 HAS A VISUAL APPROACH.

OBJECT INFORMATION													
ITEM NO.	DESCRIPTION	PHASE	MOBILITY	GROUND ELEVATION	OBJECT ELEVATION	LATITUDE	LONGITUDE	RUNWAY 9-27 STATION	RUNWAY 9-27 OFFSET	RUNWAY 9-27 EXIST EL.	RUNWAY 1-19 STATION	RUNWAY 1-19 OFFSET	RUNWAY 1-19 EXIST EL.
1	CONSTRUCTION EQUIPMENT	ALL	STATIONARY	848.0	868.0	41° 12' 03.0292" N	89° 57' 32.1366" W	259+17.56	1,108.50	858.0	95+63.94	1,100.54	855.4
2	BARRICADES	1A	STATIONARY	856.4	860.4	41° 12' 16.6155" N	89° 57' 43.2081" W	250+45.02	250.00	857.0	107+45.32	0.00	856.4
3	BARRICADES	1A	STATIONARY	856.5	860.5	41° 12' 11.6932" N	89° 57' 44.5175" W	249+54.52	250.00	856.0	102+37.19	0.00	856.5
4	CONSTRUCTION EQUIPMENT	1, 1A	MOVING	856.6	876.6	41° 12' 16.5292" N	89° 57' 37.2619" W	254+99.60	250.00	858.0	108+26.28	447.31	855.0
5	CONSTRUCTION EQUIPMENT	1	MOVING	852.0	872.0	41° 12' 25.0734" N	89° 57' 38.2891" W	254+04.48	1,113.05	858.0	116+58.59	200.00	853.0
6	BARRICADES	2A	STATIONARY	852.0	856.0	41° 12' 25.2206" N	89° 57' 39.2508" W	253+30.70	1,126.54	858.0	116+58.72	125.00	852.1
7	BARRICADES	2A	STATIONARY	855.0	859.0	41° 12' 14.1780" N	89° 57' 45.5246" W	248+72.73	0.00	855.0	104+68.59	125.00	857.0
8	BARRICADES	2A	STATIONARY	857.0	861.0	41° 12' 14.1288" N	89° 57' 42.2015" W	251+26.78	0.00	857.0	105+13.74	125.00	857.0
9	BARRICADES	2A	STATIONARY	854.0	858.0	41° 12' 10.2466" N	89° 57' 46.5703" W	248+00.45	399.39	854.0	100+62.75	125.00	855.7
10	BARRICADES	2A	STATIONARY	852.0	856.0	41° 12' 11.4441" N	89° 57' 27.3646" W	262+65.86	250.00	856.0	104+70.75	1,290.37	857.0
11	CONSTRUCTION EQUIPMENT	2, 2A	MOVING	854.6	874.6	41° 12' 11.5897" N	89° 57' 37.3888" W	254+99.51	250.00	858.0	103+34.26	536.28	856.0
12	BARRICADES	2	STATIONARY	855.0	859.0	41° 12' 10.2895" N	89° 57' 43.2229" W	250+56.19	390.13	858.0	101+17.41	125.00	856.0



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REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

IDA No: EZI-4710
SBGP No:
3-17-SBGP-133/139/144/TBD

Contract No.: KE017

NO.	DATE	DESCRIPTION		
		LAY	DWN	REV

ISSUE: NOVEMBER 15, 2019
PROJECT NO: 19A0007
CAD FILE: C-102-SOW.DWG
LAYOUT BY: LDH 3/14/19
DRAWN BY: LDH 3/14/19
REVIEWED BY: LDH 11/9/19
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SITE AND SAFETY PLAN NOTES

NO.	DATE	DESCRIPTION		
		LAY	DWN	REV

ISSUE: NOVEMBER 15, 2019

PROJECT NO: 19A0007

CAD FILE: C-104-SOW.DWG

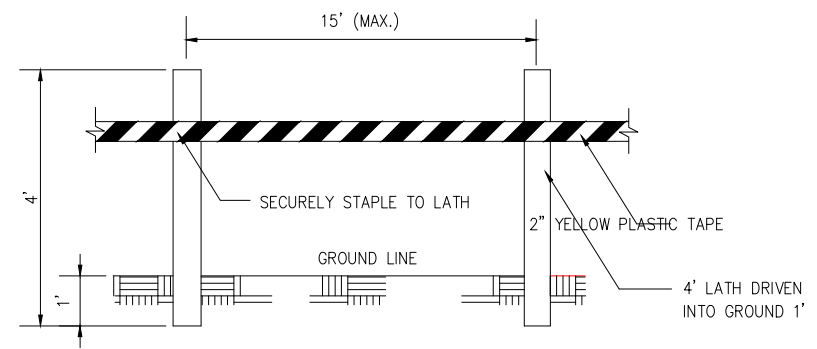
LAYOUT BY: LDH 3/14/19

DRAWN BY: LDH 3/14/19

REVIEWED BY: LDH 11/9/19

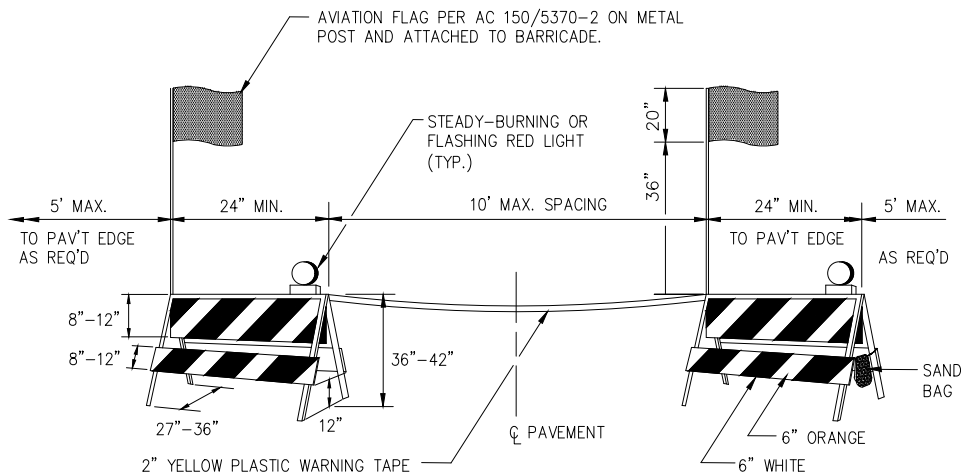
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SHEET TITLE



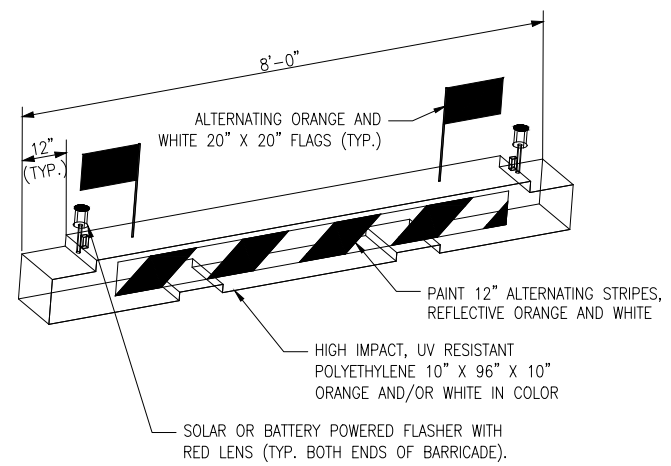
MATERIALS ARE TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION. COST OF MATERIALS, INSTALLATION, RELOCATION AND MAINTENANCE OF LATHING AND WARNING TAPE IS TO BE INCIDENTAL TO THE CONTRACT.

DETAIL A
LATHING AND WARNING TAPE



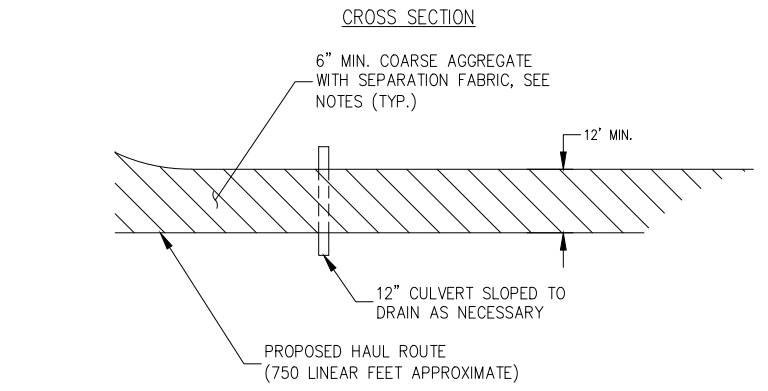
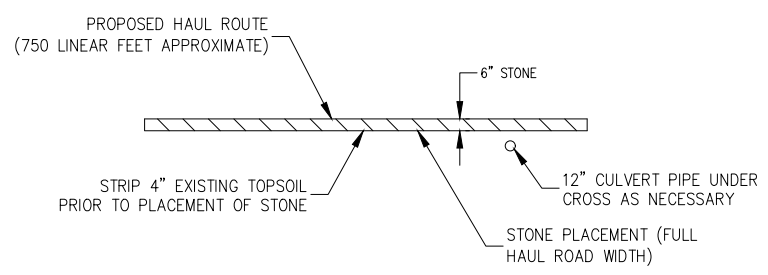
BARRICADES ARE TO BE OF IDOT TYPE II. A STEADY-BURNING OR FLASHING RED LIGHT FACING PASSING TRAFFIC IS TO BE MOUNTED ABOVE THE TOP OF EACH BARRICADE FRAME. THE BARRICADE IS TO BE STABILIZED FROM WIND BY SANDBAGS PLACED ON THE FRAME OR OTHER METHODS APPROVED BY THE RESIDENT ENGINEER. NO PART OF THE REFLECTORIZED PORTION OF THE BARRICADE IS TO BE OBSTRUCTED IN ANY MANNER. COST OF FURNISHING, INSTALLING, RELOCATING, MAINTAINING AND REMOVING BARRICADES IS TO BE PAID FOR UNDER ITEM AR150530 TRAFFIC MAINTENANCE.

DETAIL B1
STANDARD PAVEMENT BARRICADES



- NOTES:**
- INTENDED USE FOR THE FOLLOWING:
 - MARKING/LIGHTING OF TEMPORARY HAZARDS WITHIN THE AOA.
 - LONGTERM CLOSURE OF AIRCRAFT ROUTES.
 - INSTALL AT 12' CENTER TO CENTER SPACING ALONG FULL WIDTH OF PAVEMENT.
 - USE TYPE 2 AIRCRAFT BARRICADES IN AREAS SUBJECT TO JET BLAST.
 - BARRICADE SHALL BE EQUIPPED WITH ALTERNATING ORANGE AND WHITE 20" X 20" FLAGS.
 - BARRICADES SHALL BE WATER-FILLED AND MODULAR TO ASSEMBLE/DISASSEMBLE AND NEST FOR COMPACT STORAGE.
 - CONTRACTOR MAY SUBMIT ALTERNATIVE BARRICADE FOR APPROVAL BY ENGINEER. ALTERNATIVE MUST MEET MINIMUM REQUIREMENTS OF FAA AC 150/5370-2 (LATEST EDITION).
 - FURNISHING, INSTALLING, MAINTAINING AND REMOVING BARRICADES SHALL BE PAID UNDER ITEM AR150530. SEE SPECIAL PROVISIONS.
 - CONTRACTOR SHALL MAINTAIN THE BARRICADES. ANY DAMAGED BARRICADES SHALL BE REPLACED AND NEW BARRICADES PROVIDED.

DETAIL B2
TYPE 2 - LOW PROFILE AIRCRAFT BARRICADE DETAIL



- NOTES:**
- STRIP 4" OF EXISTING TOPSOIL PRIOR TO PLACEMENT OF STONE.
 - STONE SHALL BE 2-INCH SIZE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT, OR RECYCLED ASPHALT.
 - HAUL ROUTE THICKNESS SHALL NOT BE LESS THAN SIX INCHES.
 - HAUL ROUTE WIDTH SHALL BE 12 FEET MINIMUM.
 - SURFACE WATER FLOWING OR DIVERTED SHALL BE CARRIED IN CULVERT (CMP, STEEL OR HDPE).
 - PLACE SEPARATION FABRIC PRIOR TO STONE PLACEMENT FOR FULL WIDTH OF HAUL ROUTE. FABRIC TO MEET THE REQUIREMENTS OF SEPARATION FABRIC DESCRIBED IN SECTION 156513 STANDARD SPECIFICATIONS, COST INCIDENTAL TO ITEM AR150540.
 - THE HAUL ROUTE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO AIRPORT PAVEMENTS OR PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL AGGREGATE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEAN OUT OF ANY MEASURE USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO AIRPORT PAVEMENTS OR PUBLIC RIGHT-OF-WAYS MUST BE REMOVED IMMEDIATELY.
 - PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
 - HAUL ROUTE TO BE REMOVED AT PROJECT END. AREA TO BE RESTORED AND RESEEDED AND LEFT IN A CONDITION SATISFACTORY TO THE RESIDENT ENGINEER.
 - COST OF INSTALLING, MAINTAINING, REMOVING AND RESTORING HAUL ROUTE SHALL BE PAID UNDER ITEM AR150540.

DETAIL D
HAUL ROUTE

DETAILS SHOWN ARE NOT TO SCALE



NOTES

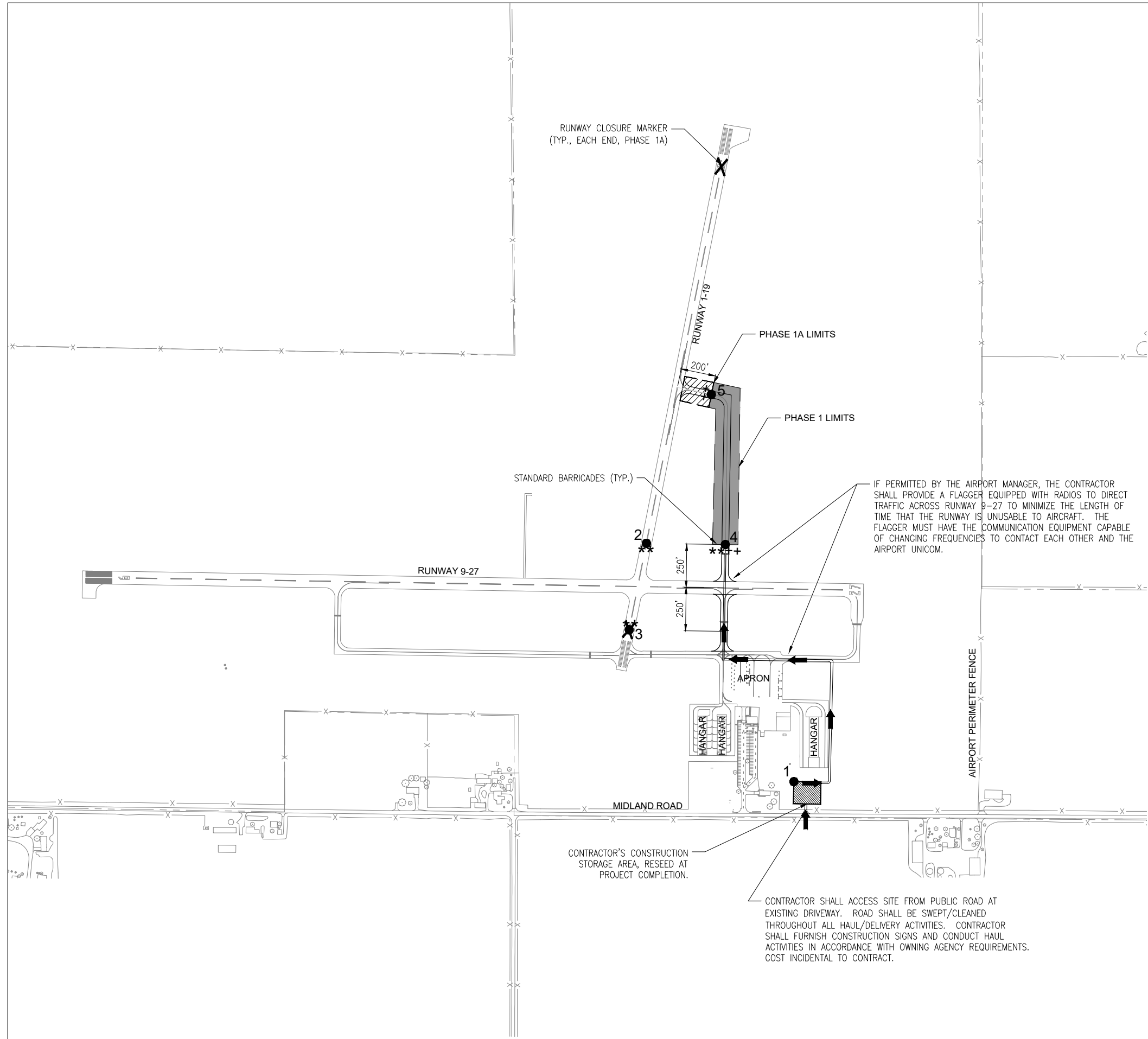
1. ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
2. ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 20 FEET UNLESS PRIOR APPROVAL IS GIVEN BY THE ENGINEER (SEE SPECIAL PROVISIONS).
3. CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 9-27 AT ANY TIME.
4. RUNWAY 1-19 SHALL BE CLOSED WHEN WORKING WITHIN 200 FEET OF THE CENTERLINE (PHASE 1A).
5. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
6. SEE CONSTRUCTION SITE PLAN AND SAFETY NOTES ON SHEET 3-6.

CONSTRUCTION VEHICLES SHALL BE CONTROLLED BY CONTRACTOR AND SHALL ALWAYS YIELD TO AIRCRAFT. SEE SPECIAL PROVISIONS.

THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE 1:

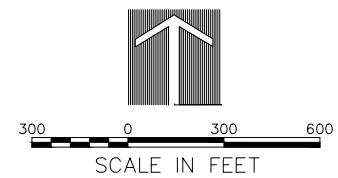
1. INSTALLATION OF SOIL EROSION CONTROL MEASURES FOR ENTIRE PROJECT AREA.
2. MILLING OF PAVEMENTS WITHIN THE PHASE 1 LIMITS.
3. CRACK REPAIR WITHIN PHASE 1 LIMITS.
4. PLACEMENT OF CRACK CONTROL FABRIC WITHIN PHASE 1 LIMITS.
5. PLACEMENT OF SURFACE COURSE WITHIN PHASE 1 LIMITS.
6. INSTALLATION OF PAVEMENT MARKINGS WITHIN PHASE 1 LIMITS.
7. GRADING, TOPSOILING, SEEDING AND MULCHING WITHIN PHASE 1 LIMITS.

- PHASE 1A LIMITS
- PHASE 1A BARRICADES
- PHASE 1 LIMITS
- PHASE 1 BARRICADES



CONTRACTOR'S CONSTRUCTION STORAGE AREA, RESEED AT PROJECT COMPLETION.

CONTRACTOR SHALL ACCESS SITE FROM PUBLIC ROAD AT EXISTING DRIVEWAY. ROAD SHALL BE SWEEP/CLEANED THROUGHOUT ALL HAUL/DELIVERY ACTIVITIES. CONTRACTOR SHALL FURNISH CONSTRUCTION SIGNS AND CONDUCT HAUL ACTIVITIES IN ACCORDANCE WITH OWNING AGENCY REQUIREMENTS. COST INCIDENTAL TO CONTRACT.



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REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

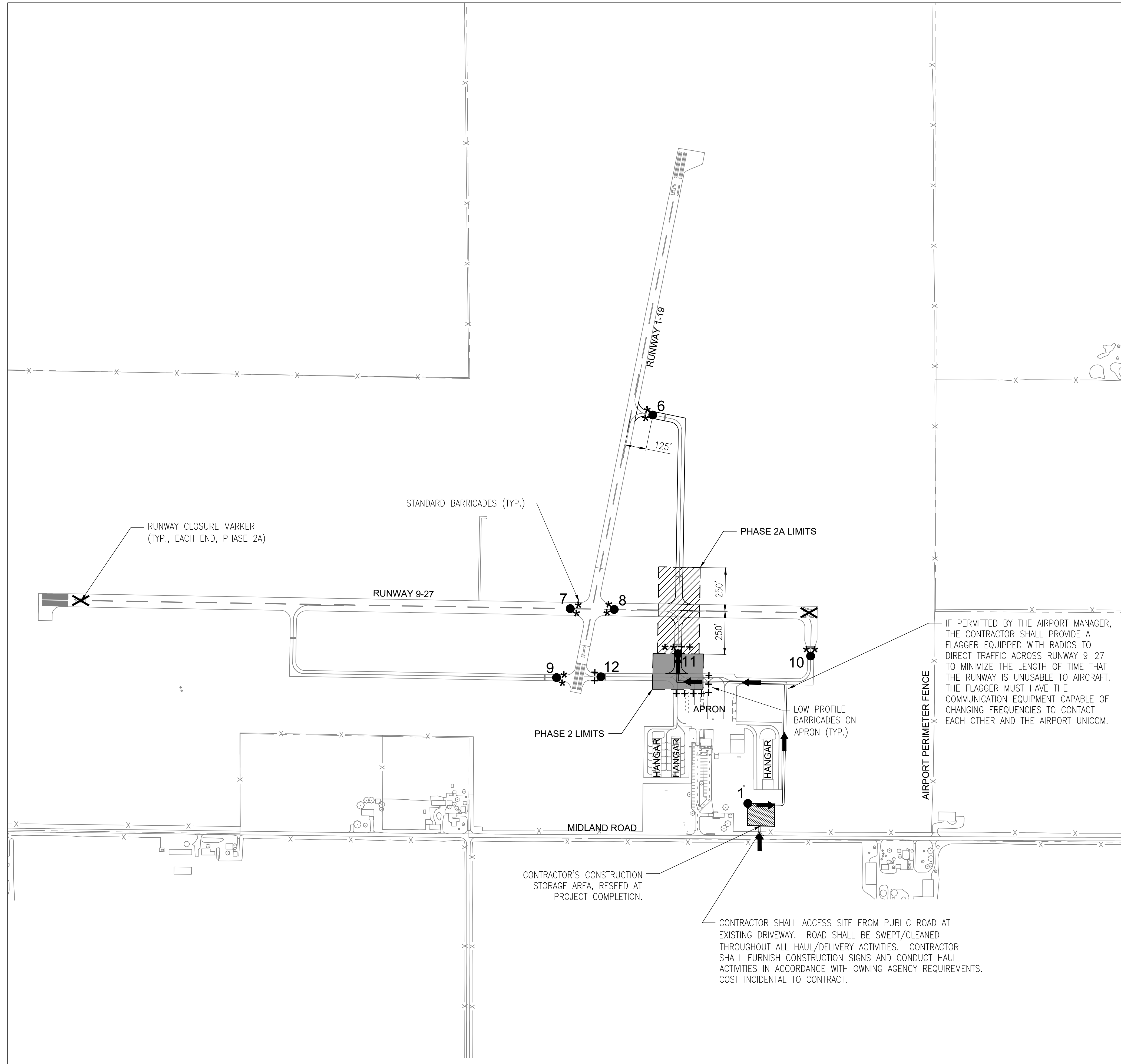
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SBGP No:
3-17-SBGP-133/139/144/TBD

Contract No.: KE017

NO.	DATE	DESCRIPTION		
		LAY	DWN	REV

ISSUE: NOVEMBER 15, 2019
PROJECT NO: 19A0007
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DRAWN BY: LDH 10/7/19
REVIEWED BY: LDH 11/9/19
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PHASING PLAN PHASE 1



NOTES

1. ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
2. ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 20 FEET UNLESS PRIOR APPROVAL IS GIVEN BY THE ENGINEER (SEE SPECIAL PROVISIONS).
3. CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 1-19 AT ANY TIME.
4. RUNWAY 9-27 SHALL BE CLOSED WHEN WORKING WITHIN 250 FEET OF THE CENTERLINE (PHASE 2A).
5. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
6. SEE CONSTRUCTION SITE PLAN AND SAFETY NOTES ON SHEET 3-6.

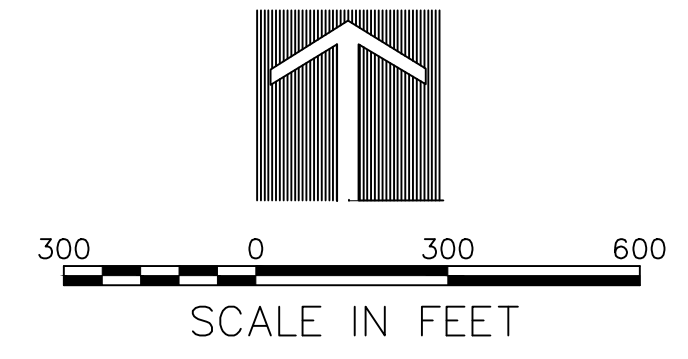
CONSTRUCTION VEHICLES SHALL BE CONTROLLED BY CONTRACTOR AND SHALL ALWAYS YIELD TO AIRCRAFT. SEE SPECIAL PROVISIONS.

THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE 2:

1. MILLING OF PAVEMENTS WITHIN THE PHASE 2 LIMITS.
2. CRACK REPAIR WITHIN PHASE 2 LIMITS.
3. PLACEMENT OF CRACK CONTROL FABRIC WITHIN PHASE 2 LIMITS.
4. PLACEMENT OF SURFACE COURSE WITHIN PHASE 2 LIMITS.
5. INSTALLATION OF PAVEMENT MARKINGS WITHIN PHASE 2 LIMITS.
6. GRADING, TOPSOILING, SEEDING AND MULCHING WITHIN PHASE 2 LIMITS.

- PHASE 2A LIMITS
- PHASE 2A BARRICADES
- PHASE 2 LIMITS
- PHASE 2 BARRICADES

IF PERMITTED BY THE AIRPORT MANAGER, THE CONTRACTOR SHALL PROVIDE A FLAGGER EQUIPPED WITH RADIOS TO DIRECT TRAFFIC ACROSS RUNWAY 9-27 TO MINIMIZE THE LENGTH OF TIME THAT THE RUNWAY IS UNUSABLE TO AIRCRAFT. THE FLAGGER MUST HAVE THE COMMUNICATION EQUIPMENT CAPABLE OF CHANGING FREQUENCIES TO CONTACT EACH OTHER AND THE AIRPORT UNICOM.



REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

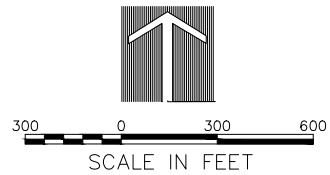
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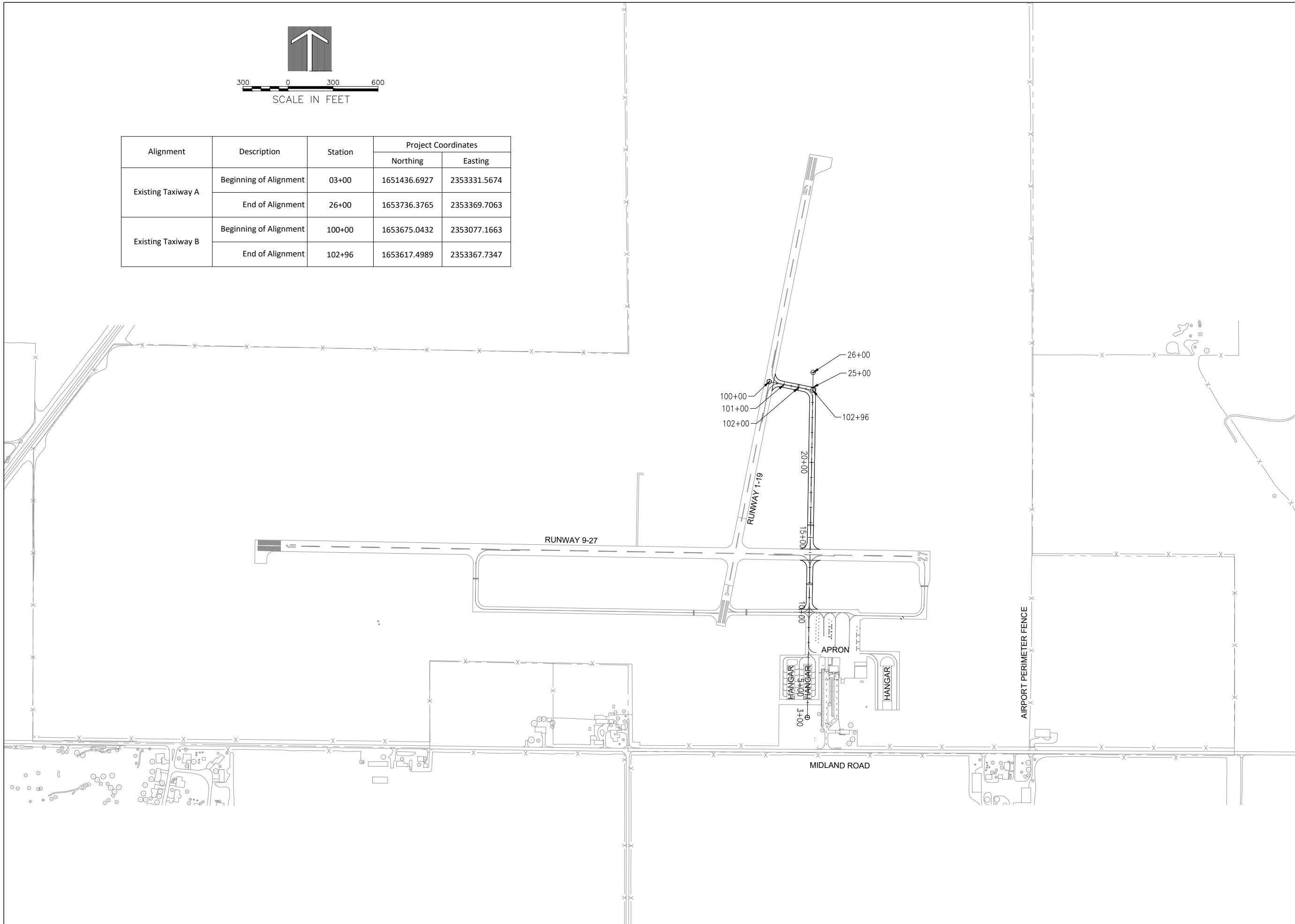
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CAD FILE: C:\19A0007\19A0007.DWG
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DRAWN BY: LDH 10/7/19
REVIEWED BY: LDH 11/9/19
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PHASING PLAN PHASE 2



Alignment	Description	Station	Project Coordinates	
			Northing	Easting
Existing Taxiway A	Beginning of Alignment	03+00	1651436.6927	2353331.5674
	End of Alignment	26+00	1653736.3765	2353369.7063
Existing Taxiway B	Beginning of Alignment	100+00	1653675.0432	2353077.1663
	End of Alignment	102+96	1653617.4989	2353367.7347



**REHABILITATE
PARALLEL TAXIWAY TO
RUNWAY 1-19**

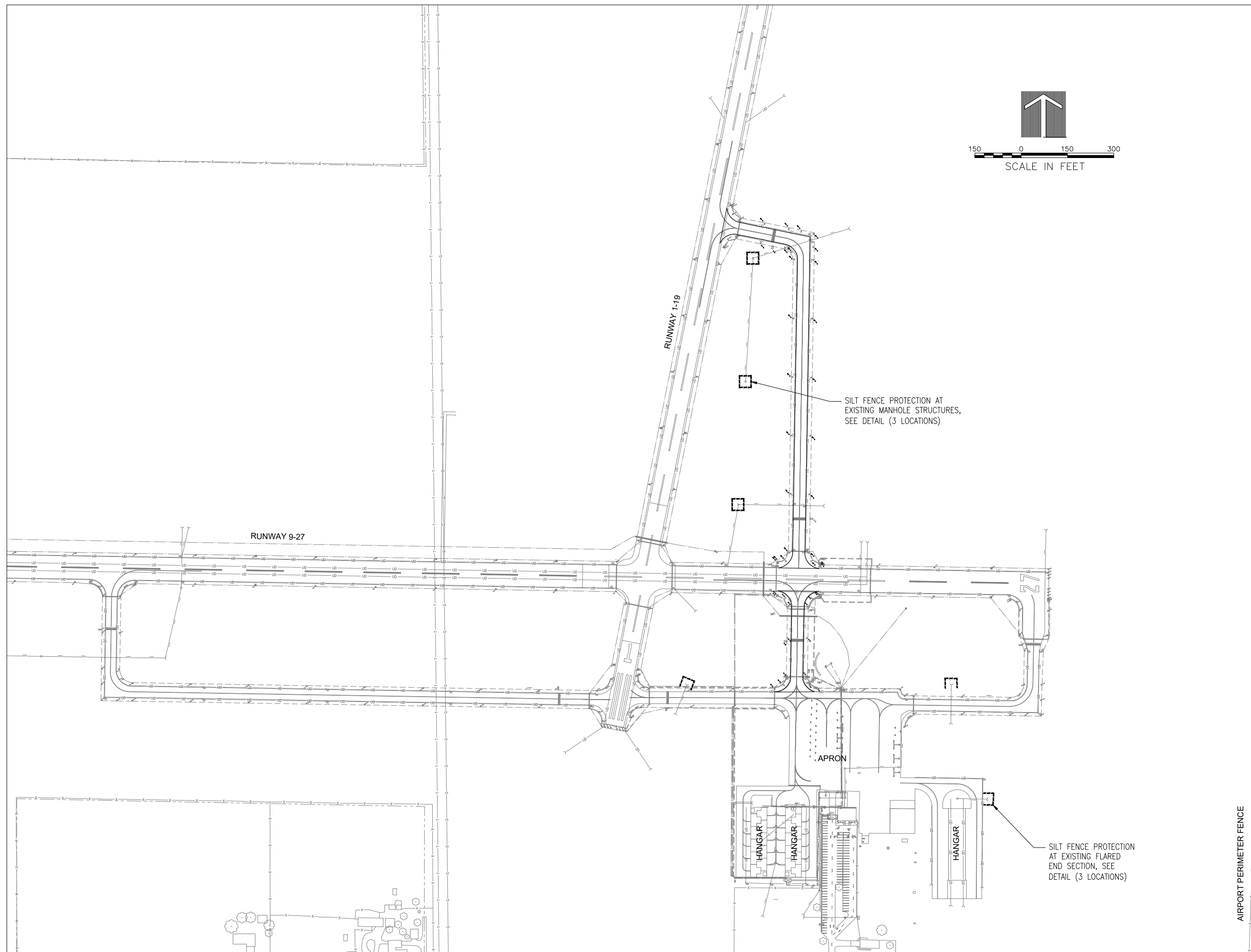
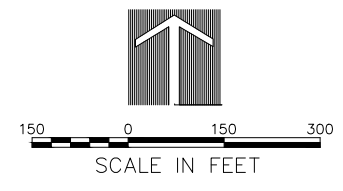
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NO.	DATE	DESCRIPTION		
		LAY	DWN	REV

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CAD FILE: C-108-ALN.DWG
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**ALIGNMENT DATA
TABLE**



SILT FENCE PROTECTION AT EXISTING MANHOLE STRUCTURES, SEE DETAIL (3 LOCATIONS)

SILT FENCE PROTECTION AT EXISTING FLARED END SECTION, SEE DETAIL (3 LOCATIONS)

AIRPORT PERIMETER FENCE

REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

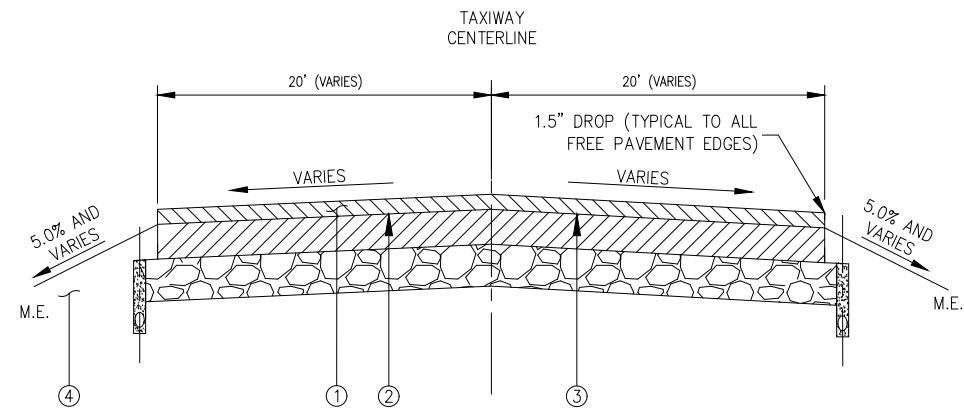
IDA No: EZI-4710
SBGP No: 3-17-SBGP-133/139/144/TBD

Contract No.: KE017

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		LAY	DWN	REV

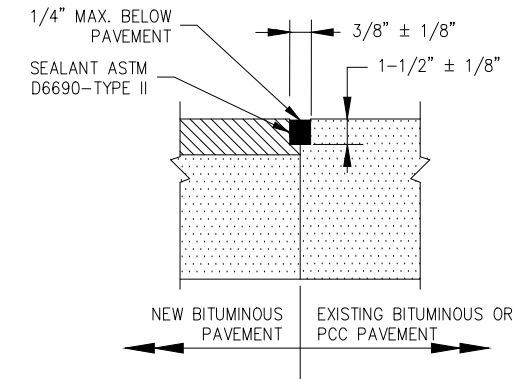
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PROJECT NO: 19A0007
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STORMWATER POLLUTION PREVENTION PLAN



TYPICAL SECTION A-A
(SECTION SHOWN LOOKING NORTH)

- ① PROPOSED 2 INCH NOMINAL DEPTH MILLING AND 2 INCH BITUMINOUS SURFACE COURSE, ITEM AR401650 AND AR401613
- ② PROPOSED BITUMINOUS TACK COAT, ITEM AR603510
- ③ PROPOSED CRACK CONTROL FABRIC, ITEM AR201670
- ④ PROPOSED SHOULDER ADJUSTMENT, SEEDING AND MULCHING, ITEM AR152480, AR901510 AND AR908510.



NOTE:
ALL BITUMINOUS/BITUMINOUS JOINT SEALING TO BE PAID UNDER SAW AND SEAL BITUMINOUS JOINTS, ITEM AR401660.

BITUMINOUS/BITUMINOUS SEAL

REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

IDA No: EZI-4710
SBGP No:
3-17-SBGP-133/139/144/TBD

Contract No.: KE017

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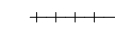
TYPICAL SECTION AND PAVEMENT DETAILS

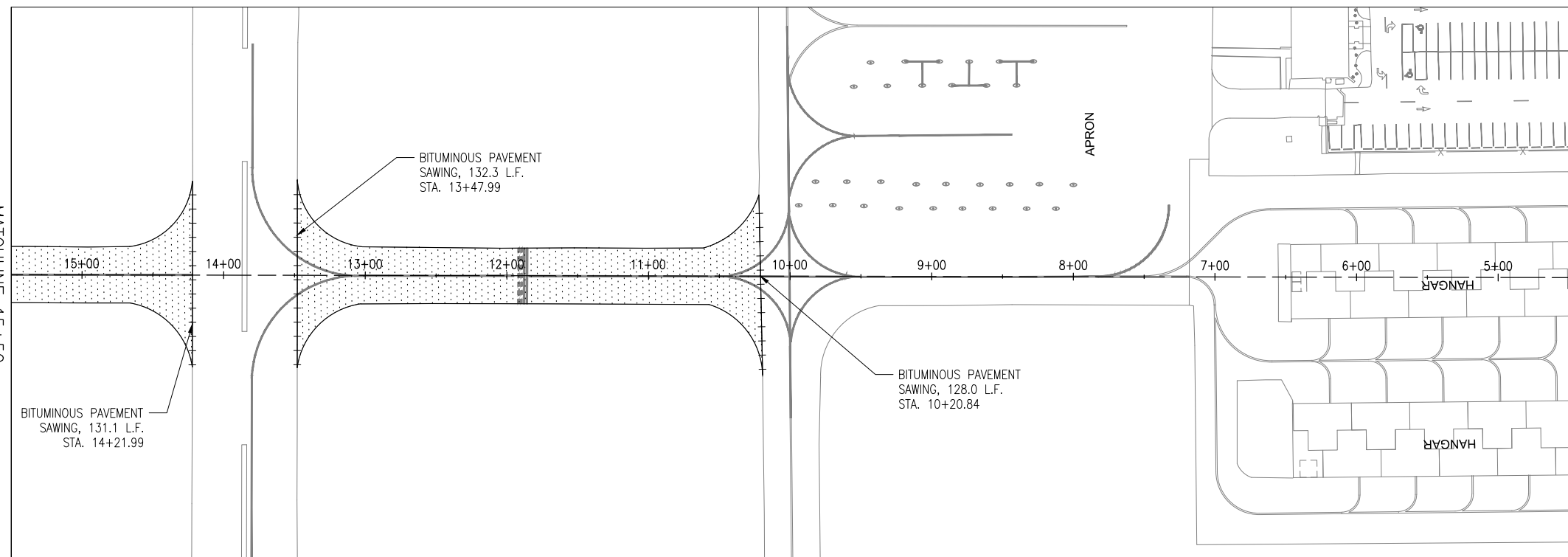
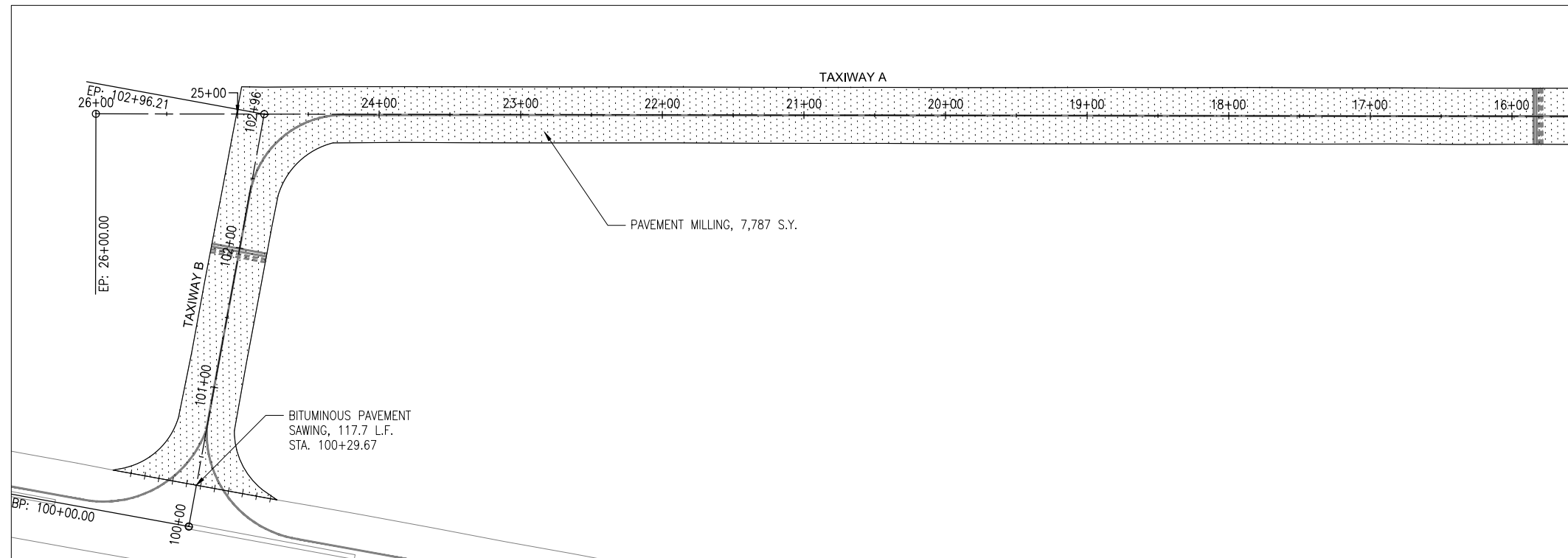
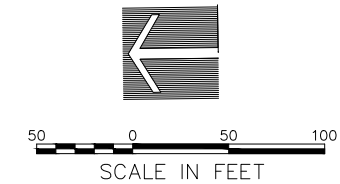


THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. 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 OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123. CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER CONTROL, AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA. CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVE GROUND UTILITIES.

LEGEND:

-  PROPOSED BITUMINOUS PAVEMENT MILLING
-  PROPOSED BITUMINOUS PAVEMENT SAWING



REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

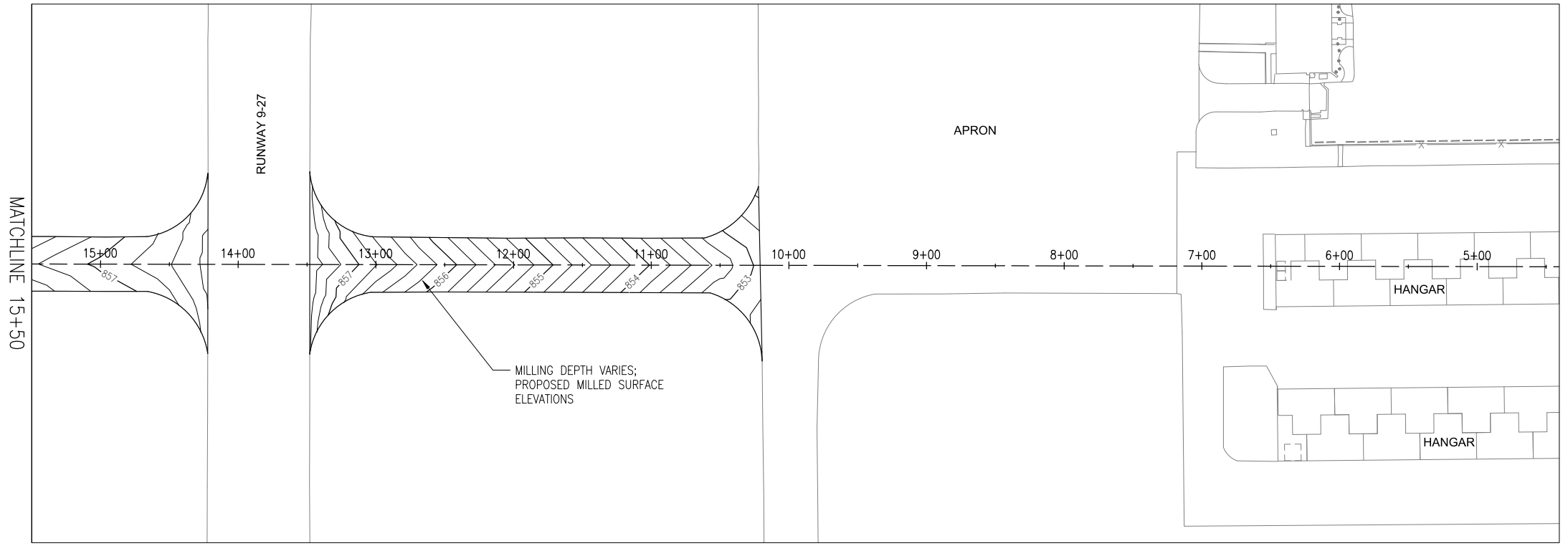
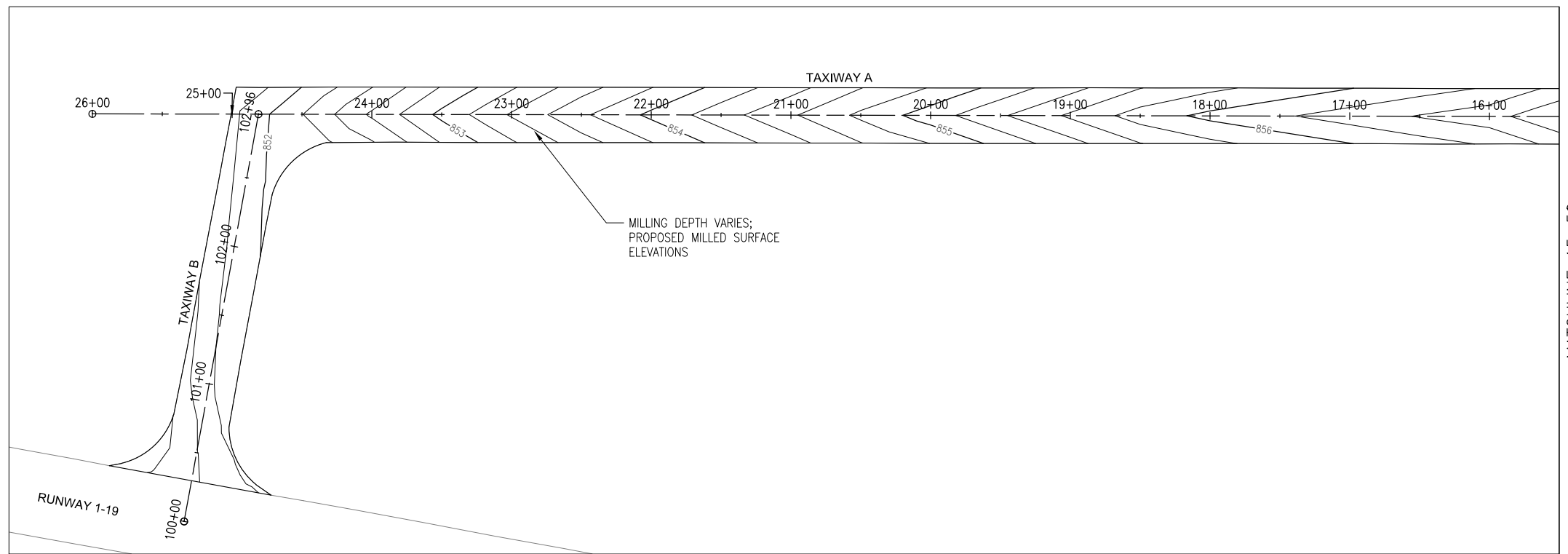
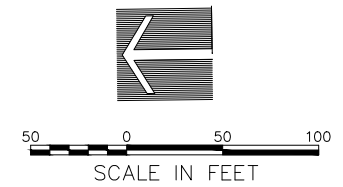
IDA No: EZI-4710
SBGP No:
3-17-SBGP-133/139/144/TBD

Contract No.: KE017

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PROJECT NO: 19A0007
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SHEET TITLE

REMOVAL PLAN



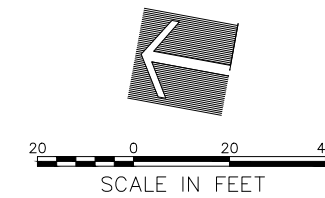
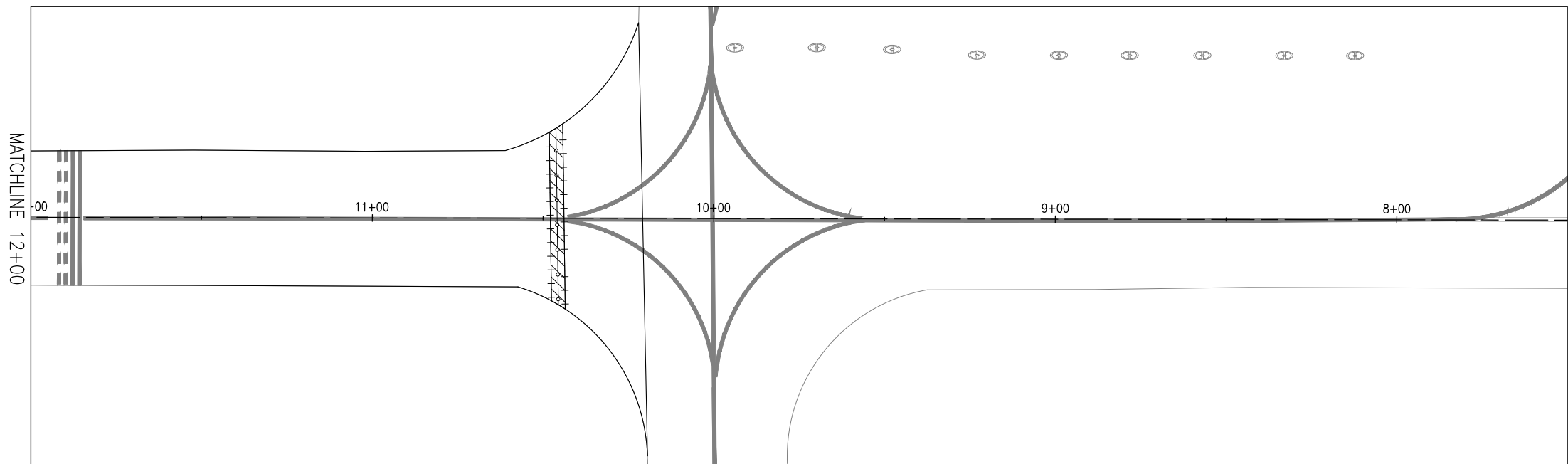
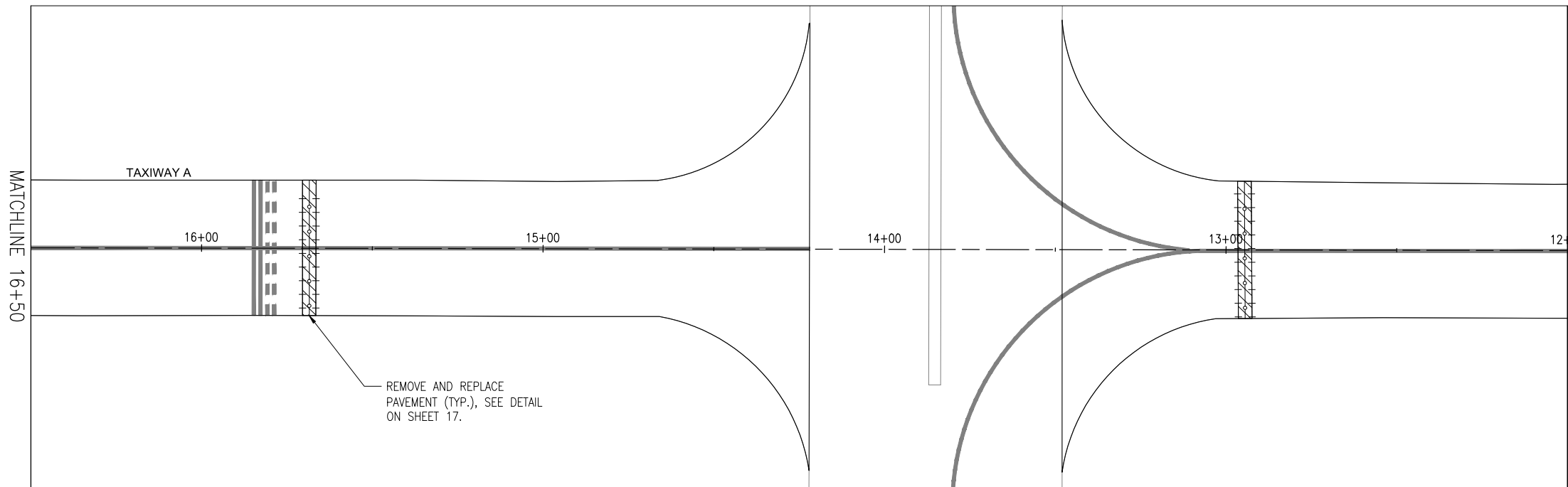
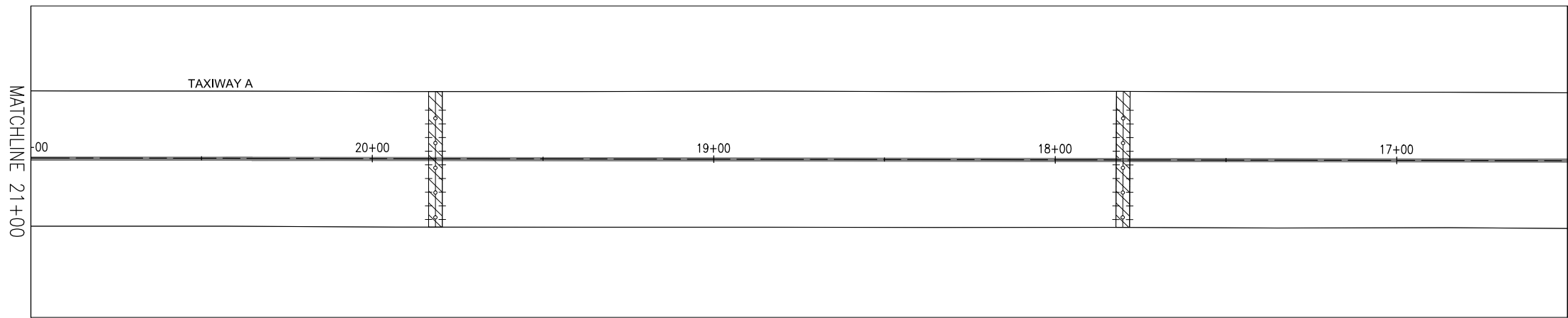
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PARALLEL TAXIWAY TO
RUNWAY 1-19

IDA No: EZI-4710
SBGP No:
3-17-SBGP-133/139/144/TBD

Contract No.: KE017

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MILLING GRADING
PLAN



NOTES

- FOR ALIGNMENT DATA TABLE SEE SHEET 9.
- TYPE A AND B CRACKS WERE SURVEYED, BUT HAVE BEEN OMITTED FROM THE PLAN SHEETS FOR CLARITY. SEE DETAIL.
- THE WORK QUANTITIES FOR AR201661 CLEAN AND SEAL BITUMINOUS CRACKS AND AR201663 SAND MIX CRACK REPAIR ASSUME THAT 75 PERCENT OF THE TYPE A CRACKS ARE ELIMINATED AND 50 PERCENT OF THE TYPE B CRACKS BECOME TYPE A DURING THE 2.0 INCH SURFACE REMOVAL UNDER ITEM AR401650. THE ACTUAL LOCATION AND QUANTITY OF CRACKS TO BE REPAIRED SHALL BE DETERMINED BY THE RESIDENT ENGINEER AFTER MILLING OPERATIONS.

LEGEND

- REMOVE AND REPLACE PAVEMENT, TYPE D CRACK
- SAWCUT REQUIRED FOR CRACK REPAIR

REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

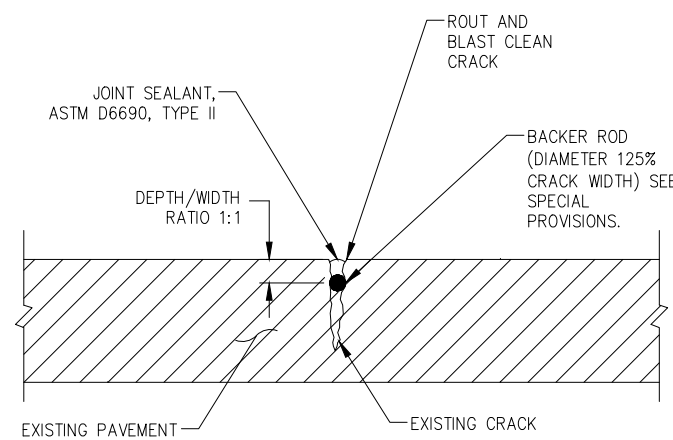
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SBGP No:
3-17-SBGP-133/139/144/TBD

Contract No.: KE017

NO.	DATE	DESCRIPTION		
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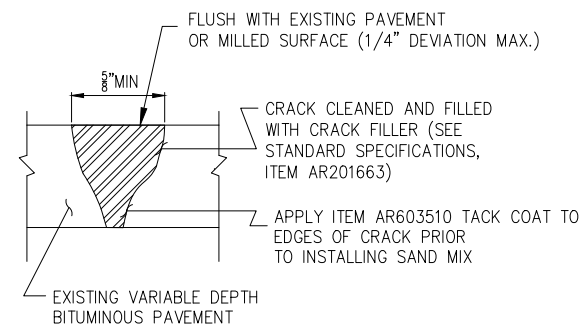
**CRACK REPAIR PLAN
2**



CLEAN AND SEAL CRACKS

TYPE A

(LESS THAN 1 INCH)



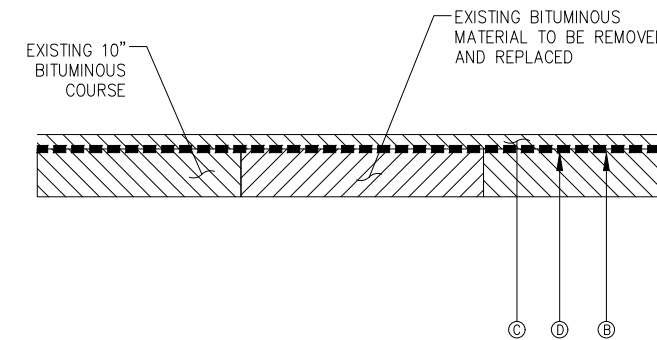
NOTES:

1. CRACKS TO BE FILLED WITH SAND MIX SHALL BE AS SHOWN IN PLANS OR AS DESIGNATED BY THE RESIDENT ENGINEER.
2. SAND MIX CRACK REPAIR SHALL BE USED ON ALL TYPE B CRACKS, OR AS DESIGNATED BY THE RESIDENT ENGINEER.
3. CONTRACTOR SHALL ROUT, CRACK PLOW AND REMOVE LOOSE FILLER, LOOSE AGGREGATE AND LAITANCE WITH COMPRESSED AIR AS SPECIFIED PRIOR TO TACK COAT AND SEALING.

SAND MIX CRACK REPAIR DETAIL

TYPE B

(1-2 INCH)



- Ⓐ PROPOSED BITUMINOUS SURFACE COURSE
- Ⓑ PROPOSED CRACK CONTROL FABRIC
- Ⓒ PROPOSED TACK COAT

NOTES:

1. TACK COAT TO BE PLACED BETWEEN LIFTS OF BASE COURSE.
2. BITUMINOUS PAVEMENT SAWING TO BE PAID UNDER ITEM AR401665.

**BITUMINOUS PAVEMENT
REMOVAL/REPLACEMENT/REPAIR**

TYPE D

(GREATER THAN 3 INCH)

**REHABILITATE
PARALLEL TAXIWAY TO
RUNWAY 1-19**

IDA No: EZI-4710
SBGP No:
3-17-SBGP-133/139/144/TBD

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PROJECT NO: 19A0007

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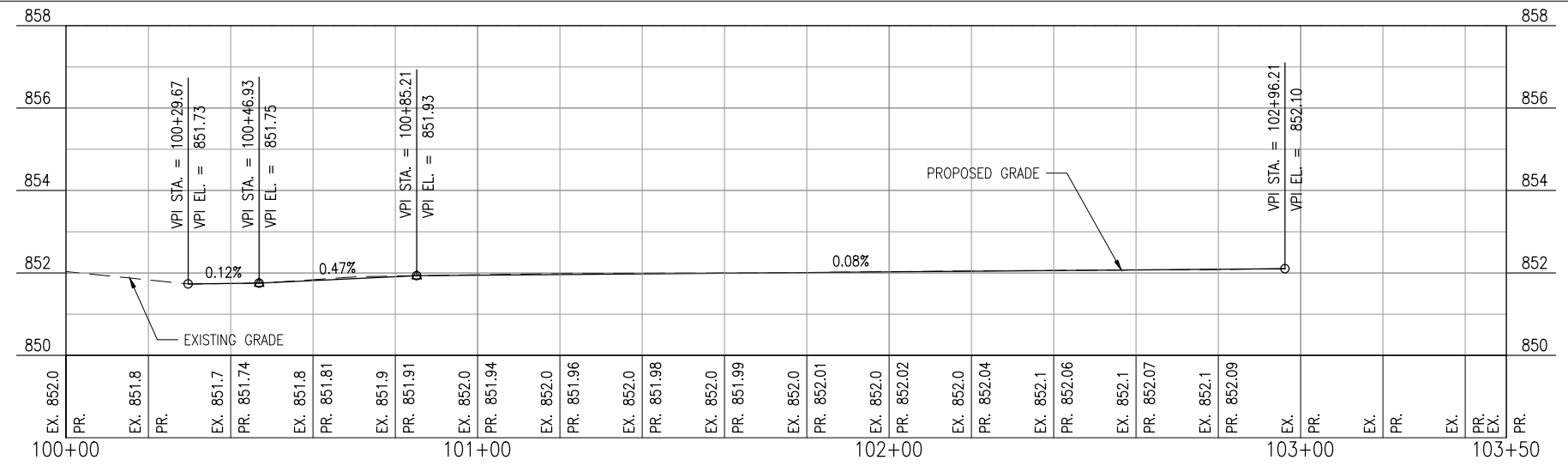
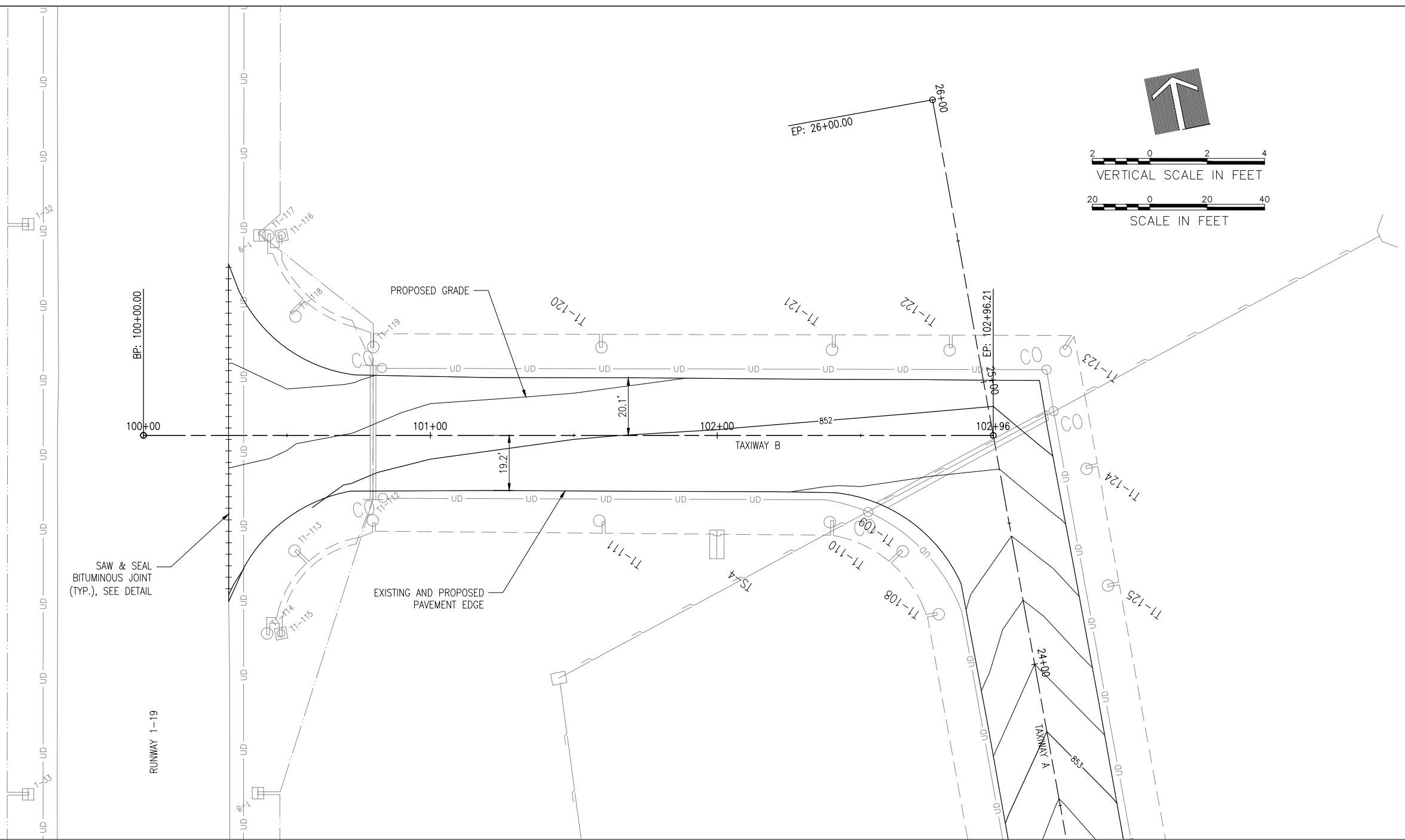
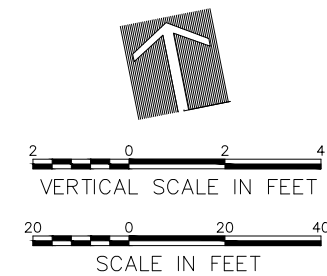
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**CRACK REPAIR
DETAILS**



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PARALLEL TAXIWAY TO
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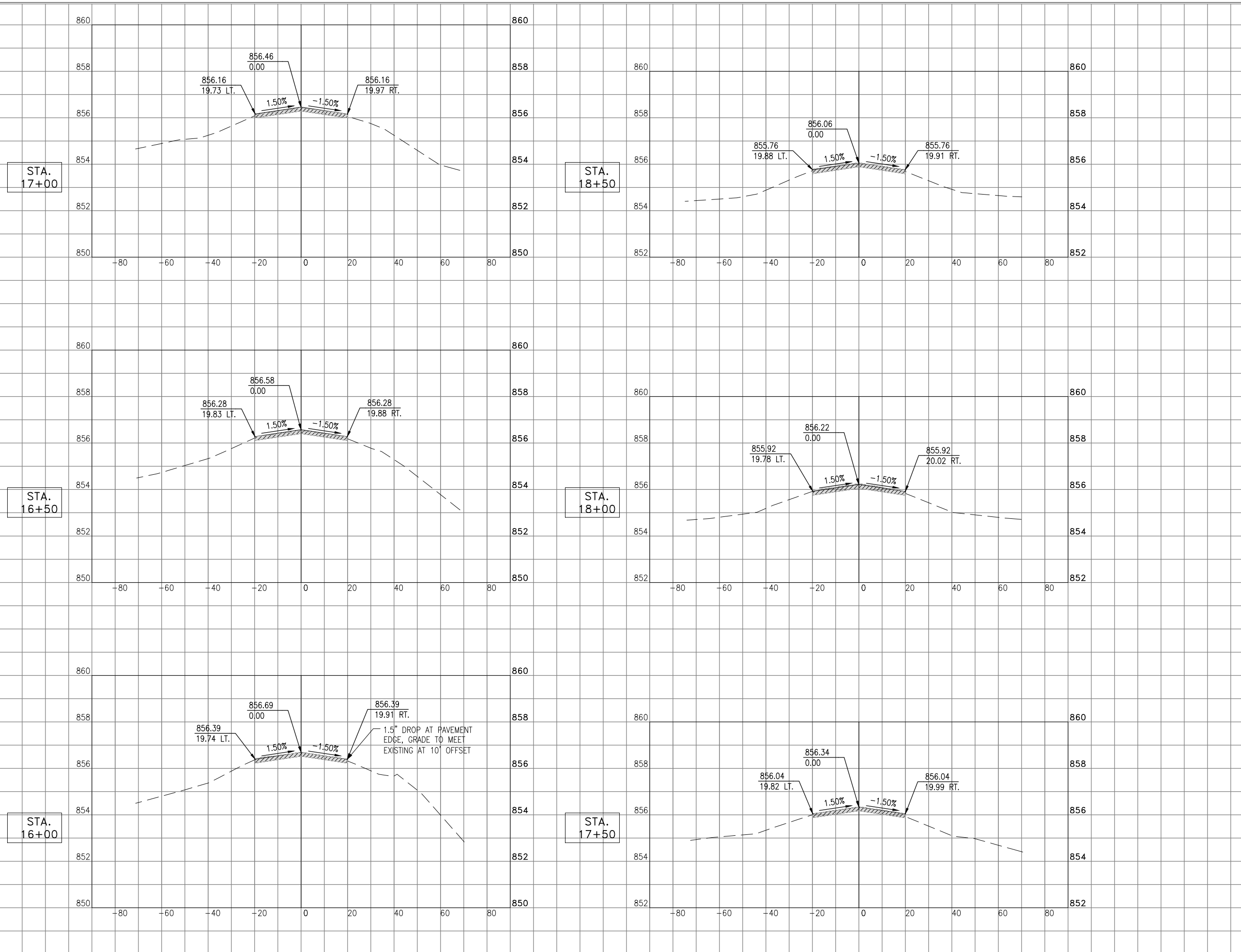
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**PLAN & PROFILE
TAXIWAY B
STA. 100+00 - 103+50**



REHABILITATE
PARALLEL TAXIWAY TO
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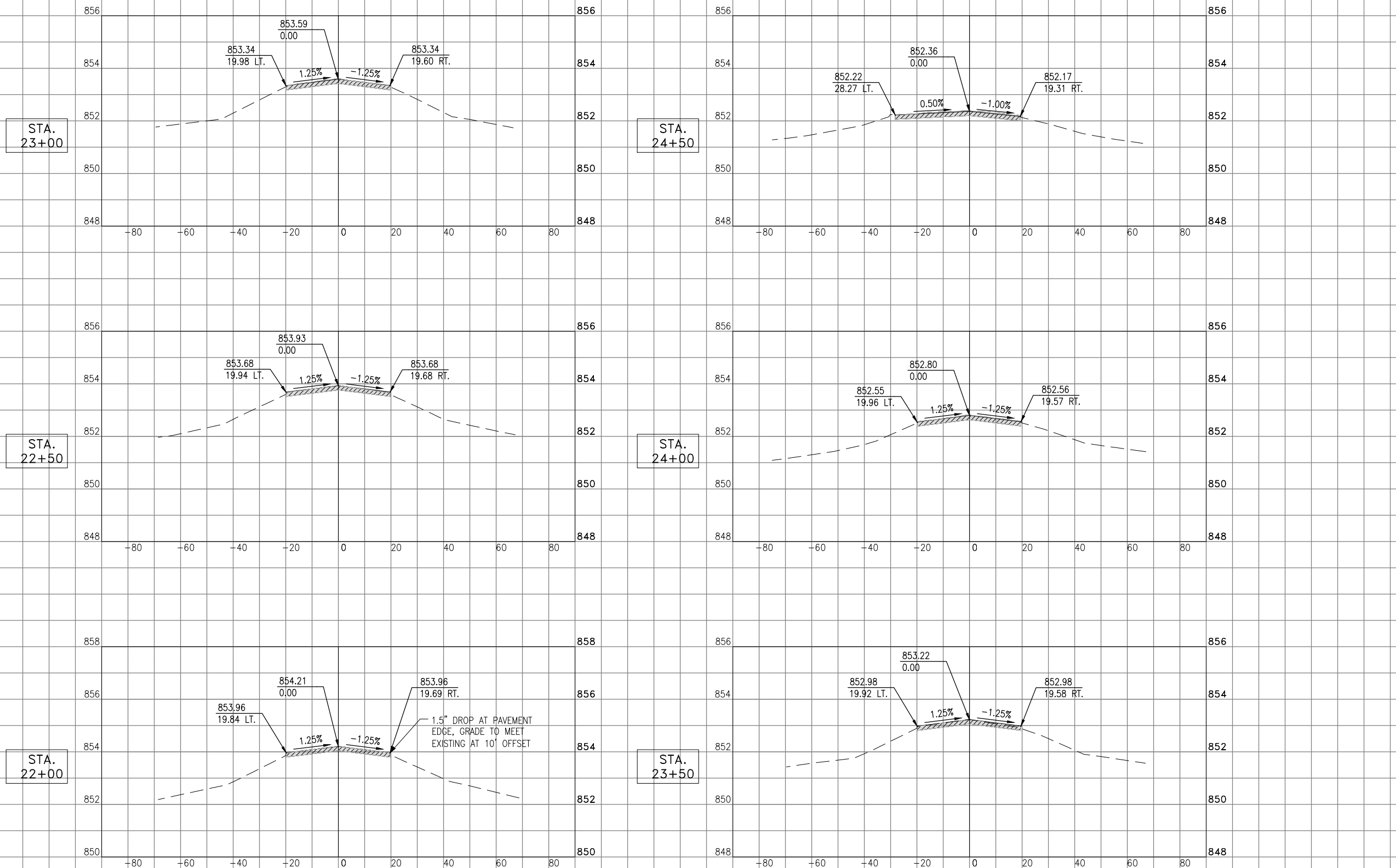
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CROSS SECTIONS
STA. 16+00 THRU
18+50



1.5" DROP AT PAVEMENT
EDGE, GRADE TO MEET
EXISTING AT 10' OFFSET

REHABILITATE
PARALLEL TAXIWAY TO
RUNWAY 1-19

IDA No: EZI-4710
SBGP No:
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CROSS SECTIONS
STA. 22+00 THRU
24+50



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PARALLEL TAXIWAY TO
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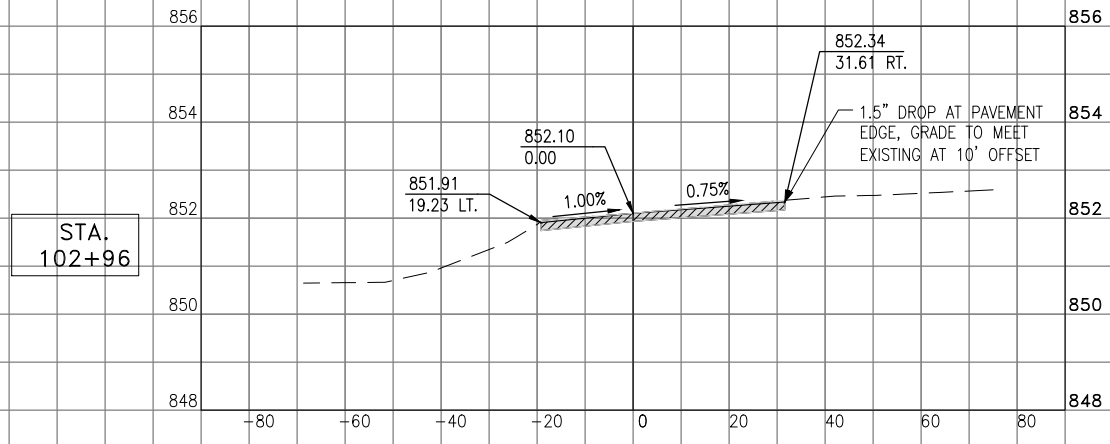
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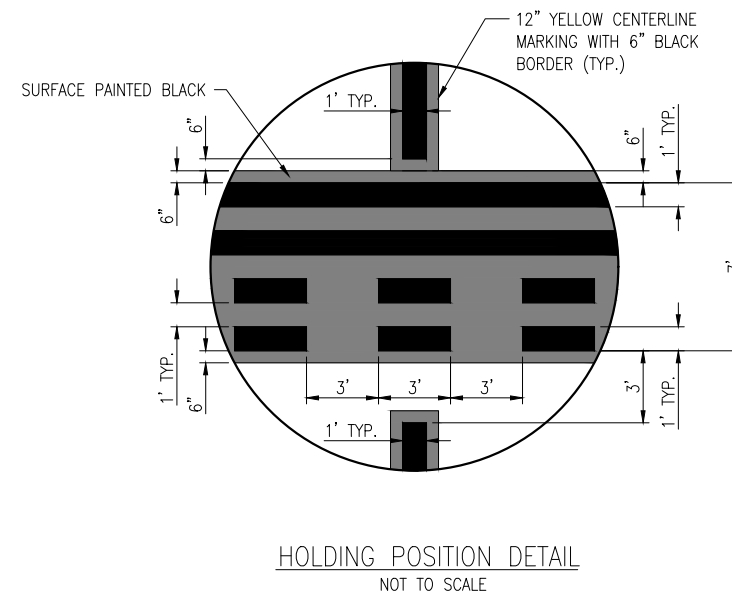
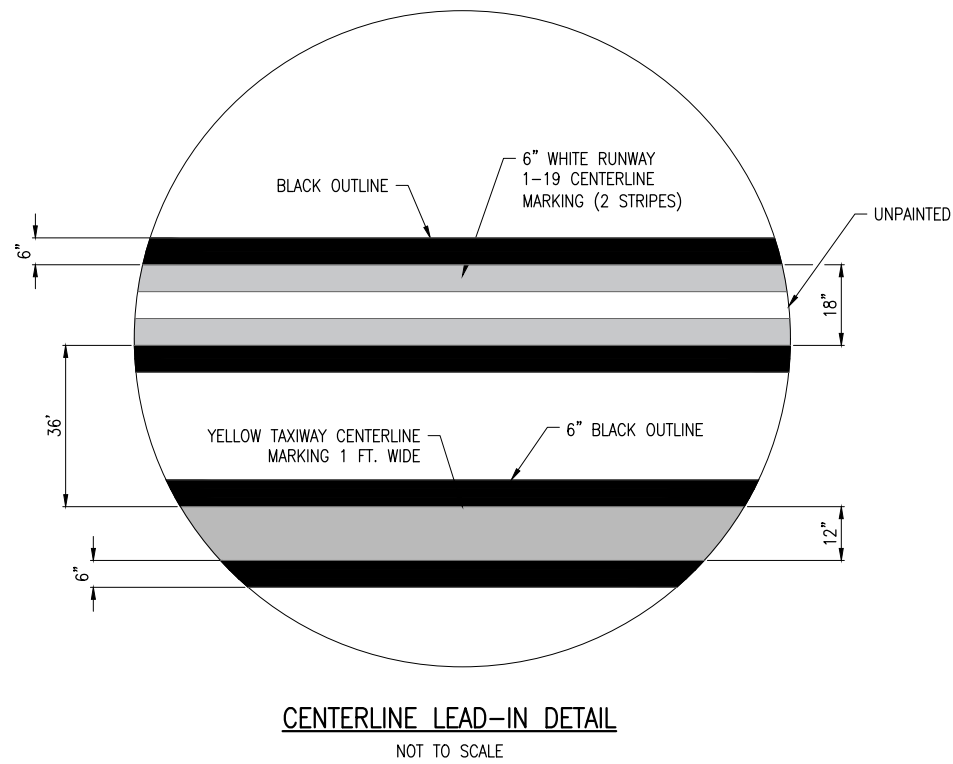
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CROSS SECTIONS
STA. 102+96





REHABILITATE
PARALLEL TAXIWAY TO
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SBGP No:
3-17-SBGP-133/139/144/TBD

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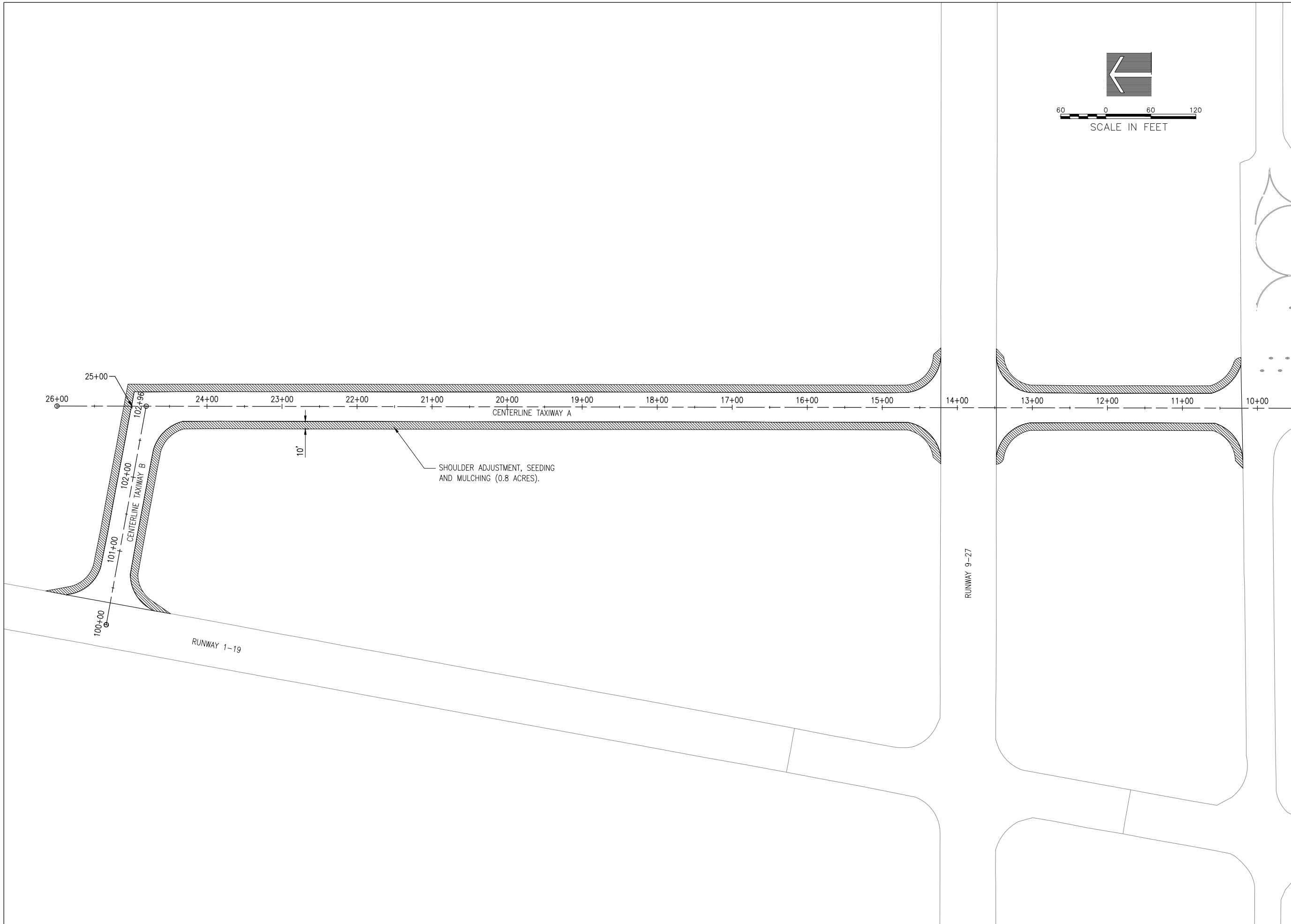
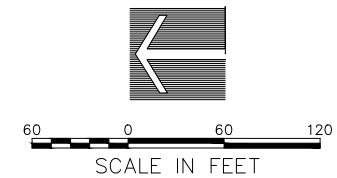
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MARKING DETAILS



**REHABILITATE
PARALLEL TAXIWAY TO
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LANDSCAPING PLAN