

CONSTRUCTION PLANS FOR WILLARD AIRPORT

UNIVERSITY OF ILLINOIS SAVOY, ILLINOIS

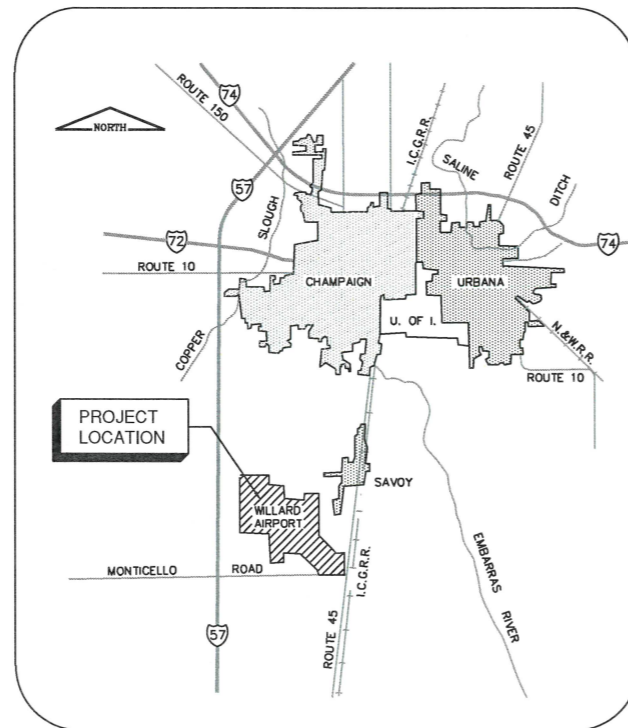
IL. PROJ. NO. CMI-4632

REHABILITATE AIRPORT ENTRANCE ROAD

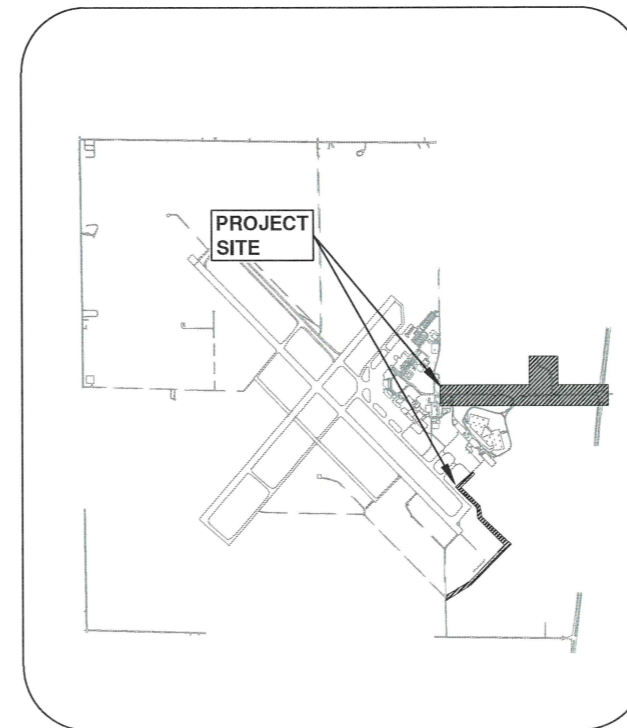
SUMMARY OF QUANTITIES					
ITEM NUMBER	ITEM DESCRIPTION	UNIT	STATE / LOCAL	LOCAL 1	LOCAL 2
			AIRPORT ENTRANCE ROAD	AIRPORT ENTRANCE ROAD EXTENSION	HARTWELL DRIVE
AR150510	ENGINEER'S FIELD OFFICE	LS	1	0	0
AR150530	TRAFFIC MAINTENANCE	LS	1	0	0
AR152410	UNCLASSIFIED EXCAVATION	CY	0	234	0
AR152480	SHOULDER ADJUSTMENT	SY	734	1103	629
AR152511	SUBGRADE REPAIR	SY	165	213	149
AR201670	CRACK CONTROL FABRIC	SY	3109	3356	2821
AR209606	CRUSHED AGG. BASE COURSE - 6"	SY	0	623	0
AR401610	BITUMINOUS SURFACE COURSE	TON	284	367	342
AR401650	BITUMINOUS PAVEMENT MILLING	SY	0	0	2978
AR401654	BITUMINOUS PAVEMENT MILLING - 4"	SY	3293	4254	0
AR401663	LONGITUDINAL JOINT SEALANT	LF	1101	1654	943
AR403610	BITUMINOUS BASE COURSE	TON	473	755	0
AR501900	REMOVE PCC PAVEMENT	SY	0	623	0
AR602510	BITUMINOUS PRIME COAT	GAL	0	249	0
AR603510	BITUMINOUS TACK COAT	GAL	494	732	0
AR620520	PAVEMENT MARKING - WATERBORNE	SF	2150	1241	708
AR901510	SEEDING	AC	0.25	0.38	0.22
AR908520	EXCELSIOR BLANKET	SY	1223	1838	1048
AR910320	RAISED RETROREFLECTIVE MARKER	EA	15	0	0

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3	SAFETY PHASING NOTES & DETAILS
4	CONSTRUCTION ACTIVITY PLAN
5	GENERAL NOTES AND DETAILS
6	IDOT STANDARDS
7	HORIZONTAL CONTROL PLAN
8	EXIST. CONDITIONS & REMOVALS - EXTENSION ROAD
9	PROPOSED IMPROVEMENTS - EXTENSION ROAD
10	EXIST. CONDITIONS & REMOVALS - HARTWELL DRIVE
11	PROPOSED IMPROVEMENTS - HARTWELL DRIVE
12	EXIST. CONDITIONS & REMOVALS - ENTRANCE ROAD
13	PROPOSED IMPROVEMENTS - ENTRANCE ROAD
14	MARKING PLAN

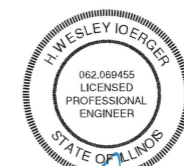
NOVEMBER 16, 2018



LOCATION MAP



SITE PLAN



W. Joerger

GROUND CONTROL RADIO FREQUENCY - 121.8
ATIS FREQUENCY - 124.85
MAXIMUM HEIGHT OF EQUIPMENT
ABOVE GROUND IS 25 FT.

VILLAGE OF
SAVOY, ILLINOIS

APPROVED *[Signature]*
DATE 11.13.18

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT

APPROVED *[Signature]*
DATE November 15, 2018

CMT
License No. 184-000613 Copyright CMT, Inc.

SUBMITTED BY *[Signature]*
DATE 11/16/2018

CMT JOB NUMBER: 180059-01-00

CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123

UNIVERSITY OF ILLINOIS - WILLARD AIRPORT

TOWNSHIP: T 18 N
RANGE: R 8 E
COUNTY: CHAMPAIGN
SECTION 2, 3, 10 AND 11

CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123

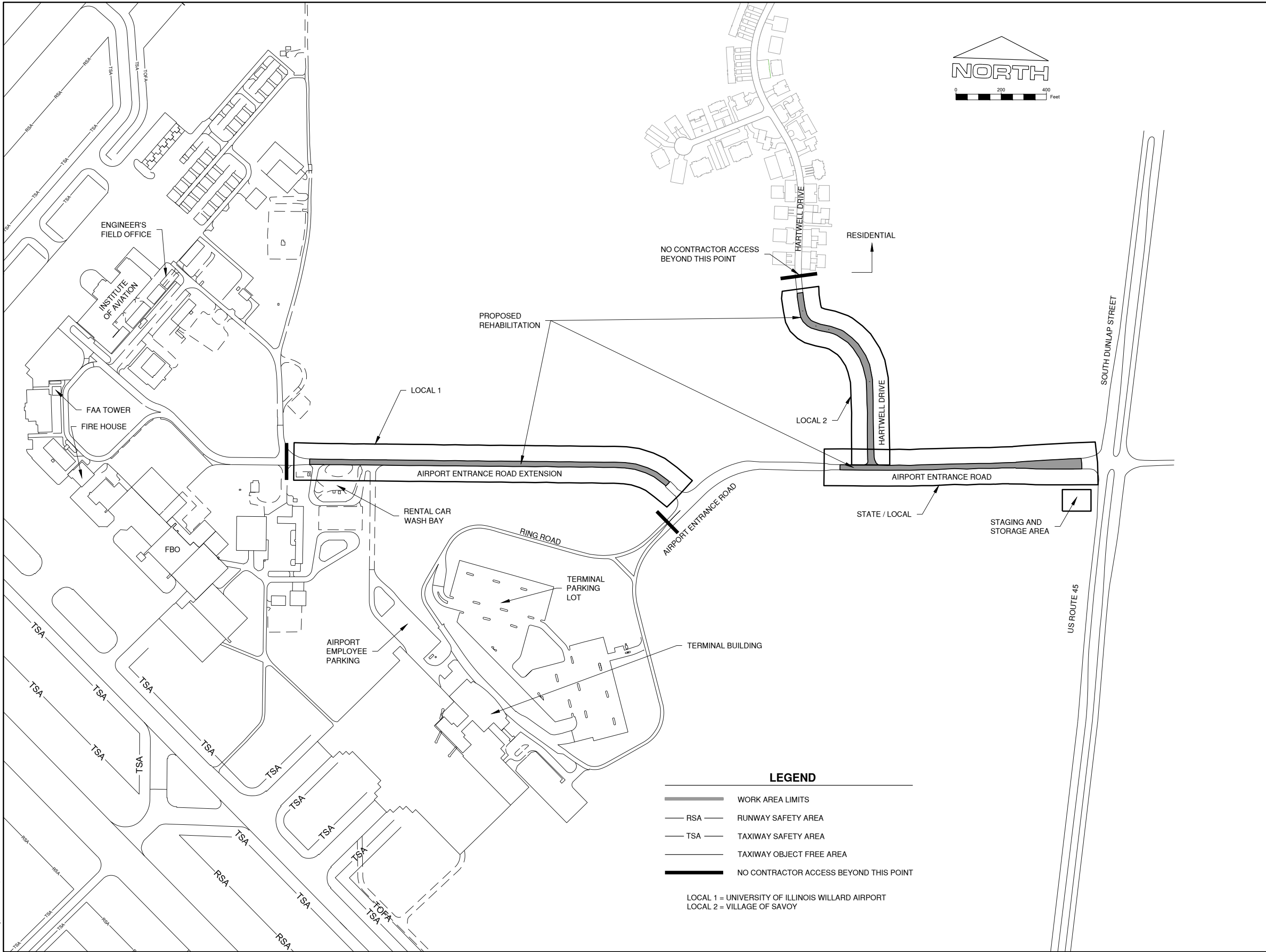
ADT COUNTS (IDOT - 2016)

AIRPORT ENTRANCE ROAD - 2950

HARTWELL DRIVE - 1050

K:\Champaign\18059-01\Draw\Sheets
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 UPDATE BY: Wes Joerger
 PLOT DATE: 11/30/2018 11:44 AM

Path: K:\Champaign\A018059-01\Draw\Sheets\G101 AIRPORT SITE PLAN.dwg
 Date: Friday, November 30, 2018 11:15:29 AM



LEGEND

- WORK AREA LIMITS
- RSA RUNWAY SAFETY AREA
- TSA TAXIWAY SAFETY AREA
- TAXIWAY OBJECT FREE AREA
- NO CONTRACTOR ACCESS BEYOND THIS POINT

LOCAL 1 = UNIVERSITY OF ILLINOIS WILLARD AIRPORT
 LOCAL 2 = VILLAGE OF SAVOY



License No. OFFICE NUMBER
 CONSULTANTS

FOR BIDDING
 NOVEMBER 16, 2018

**REHABILITATE AIRPORT
 ENTRANCE ROAD**



UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

IL PROJ. NO. CMI-4606
 CMT PROJECT NO: 18059-01-00
 CAD DWG FILE: G1101 AIRPORT SITE PLAN.DWG
 DESIGNED BY: HWI
 DRAWN BY: CMT
 CHECKED BY: MJD
 APPROVED BY: RLV
 COPYRIGHT:

SHEET TITLE
SITE PLAN

GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE SWPPP CERTIFICATION STATEMENT IF SWPPP IS REQUIRED BY CONTRACT.
6. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.

1. COORDINATION

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF, THE VILLAGE OF SAVOY, AND THE RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.
4. THE CSPP AS WRITTEN HAS BEEN APPROVED BY THE AIRPORT AND THE FAA. PROPOSED CHANGES TO THE WORK LIMITS SHALL BE COORDINATED THROUGH THE FAA FOR AIRSPACE ANALYSIS AND WILL REQUIRE A MINIMUM OF 30 DAYS TO REVIEW.

2. PHASING

1. TOTAL CONTRACT TIME SHALL BE 101 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEET.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATES SHOWN. AIRPORT PERSONNEL SHALL PROVIDE ACCESS AND ESCORT TO THE CONTRACTOR WHEN ACCESSING THE AIRFIELD.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE VILLAGE, UNIVERSITY, COUNTY, TOWNSHIP, OR I.D.O.T.
4. CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE MARKED AND FLAGGED PER SECTION 70-10 OF THE STANDARD SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.
5. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, CONCRETE, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA, THE TRUCK DRIVERS SHALL BE ESCORTED BY AIRPORT PERSONNEL.
6. THE CONTRACTORS STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE SITE PLAN
7. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
8. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.
9. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
10. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.
11. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE ATCT. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
12. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER.

5. CONTRACTOR ACCESS (CONTINUED)

16. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
17. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
18. THE CONTRACTOR SHALL NOTIFY THE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

6. WILDLIFE MANAGEMENT

1. THE CONTRACTOR SHALL NOTIFY PUBLIC SAFETY OR THE ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.
4. THE CONTRACTOR SHALL MAINTAIN THE SITE TO LIMIT STANDING WATER AND TALL GRASS TO REDUCE THEIR ATTRACTANT TO WILDLIFE.

7. NOTIFICATION OF CONSTRUCTION ACTIVITIES

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO AIRPORT OPERATIONS/ARFF PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT.
3. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
4. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.
5. CONTACTS FOR THIS PROJECT ARE AS LISTED BELOW.
 - PUBLIC SAFETY
CHIEF JOHN RIEGEL - PUBLIC SAFETY
OFFICE (217) 244-8764
CELL (217) 202-8213
 - AIRPORT MAINTENANCE
TIM BANNON - MAINTENANCE CONTACT
OFFICE (217) 300-8225
CELL (217) ???
 - ENGINEER
WES IOERGER P.E. - PROJECT MANAGER
(217) 787-8050
RESIDENT ENGINEER TO BE DETERMINED
OFFICE (217) 787-8050

8. INSPECTION REQUIREMENTS

1. THE CONTRACTOR SHALL INSPECT THE JOBISTE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR SHALL REQUEST OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. PUBLIC SAFETY WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED.

9. UNDERGROUND UTILITIES

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 50-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

10. PENALTIES

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

11. SPECIAL CONDITIONS

1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

12. RUNWAY AND TAXIWAY VISUAL AIDS

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
2. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2G.

13. MARKING AND SIGNS FOR ACCESS ROUTES

1. BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED IN THE PROJECT DOCUMENTS AND AS REQUIRED BY I.D.O.T.

14. HAZARD MARKING AND LIGHTING

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5D AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

15. PROTECTION

1. ALL WORK REQUIRED INSIDE OF RUNWAY SAFETY AREAS WILL REQUIRE THE RUNWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.
2. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WHICH EXTENDS 93' FROM THE TAXIWAY CENTERLINE OF 50' TAXIWAYS AND 130' FROM THE CENTERLINE OF 75' TAXIWAYS, WILL REQUIRE THE TAXIWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.
3. ALL WORK REQUIRED ON AN ACTIVE APRON OR INSIDE OF AN ACTIVE SAFETY AREA, WHICH EXTENDS 70' FROM THE APRON'S EDGE OF PAVEMENT, WILL REQUIRE A PORTION OF THAT APRON TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.

16. OTHER LIMITATIONS ON CONSTRUCTION

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
3. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.



License No. OFFICE NUMBER
CONSULTANTS

FOR BIDDING
NOVEMBER 16, 2018

REHABILITATE AIRPORT
ENTRANCE ROAD

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

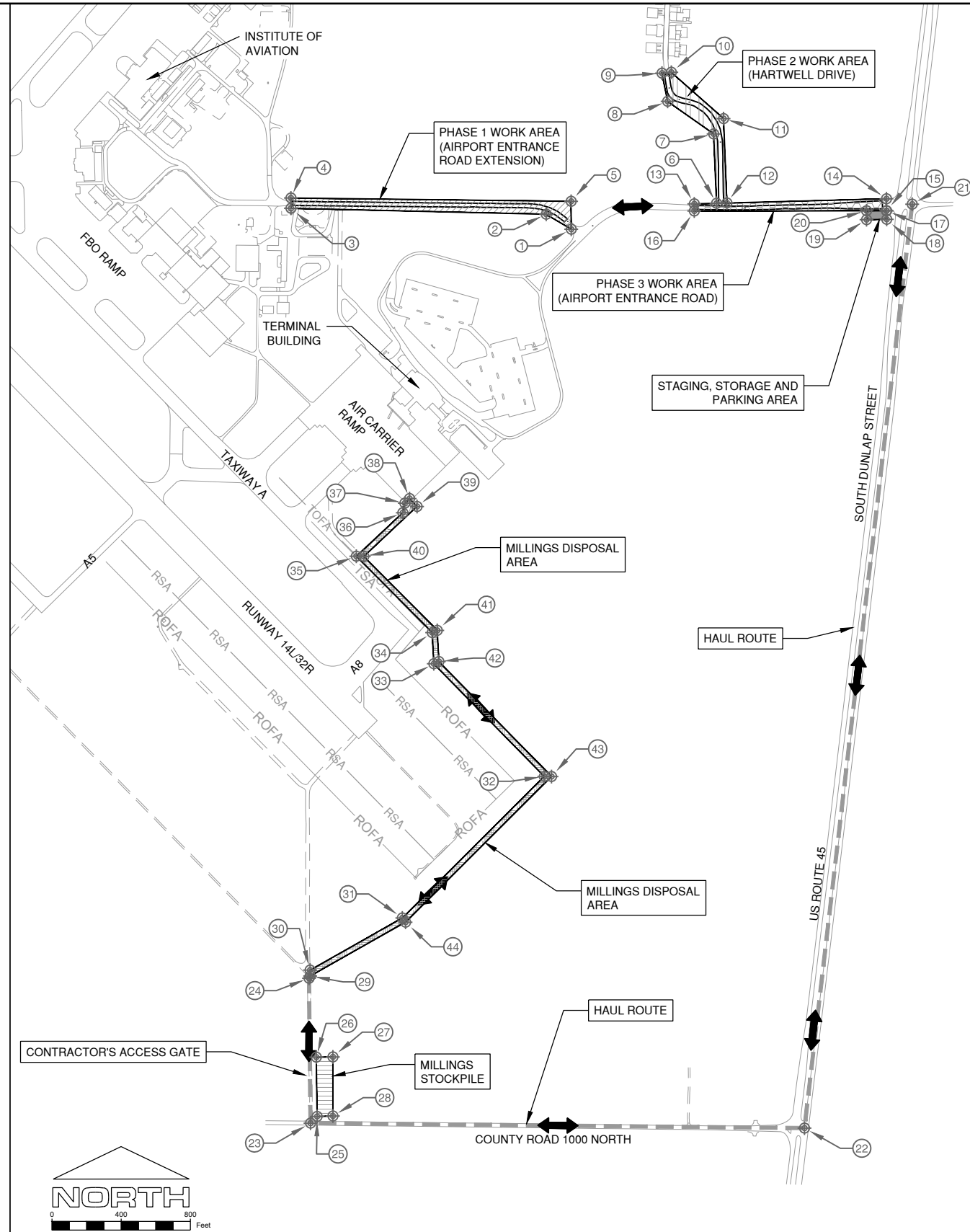
MARK | DATE | DESCRIPTION

IL PROJ. NO. CMI-4606
 CMT PROJECT NO: 18059-01-00
 CAD DWG FILE: GC001 SAFETY PHASING PLAN NOTES.DWG
 DESIGNED BY: HWI
 DRAWN BY: CMT
 CHECKED BY: CBG
 APPROVED BY: CBG
 COPYRIGHT:

SHEET TITLE
**SAFETY PHASING
NOTES & DETAILS**

POINTS OF INTEREST

POINT	POINT DESCRIPTION	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT	ABOVE GROUND ELEVATION
1	WORK AREA 1	N40° 02' 20.51"	W88° 15' 38.85"	745'	25'	770'
2	WORK AREA 1	N40° 02' 21.36"	W88° 15' 40.71"	741'	25'	766'
3	WORK AREA 1	N40° 02' 21.71"	W88° 15' 59.69"	742'	25'	767'
4	WORK AREA 1	N40° 02' 22.30"	W88° 15' 59.69"	742'	25'	767'
5	WORK AREA 1	N40° 02' 22.10"	W88° 15' 38.86"	747'	25'	772'
6	WORK AREA 2	N40° 02' 21.98"	W88° 15' 28.05"	742'	25'	767'
7	WORK AREA 2	N40° 02' 25.94"	W88° 15' 28.26"	740'	25'	765'
8	WORK AREA 2	N40° 02' 27.81"	W88° 15' 31.68"	736'	25'	761'
9	WORK AREA 2	N40° 02' 29.41"	W88° 15' 32.10"	730'	25'	755'
10	WORK AREA 2	N40° 02' 29.47"	W88° 15' 31.40"	730'	25'	755'
11	WORK AREA 2	N40° 02' 26.82"	W88° 15' 27.52"	735'	25'	760'
12	WORK AREA 2	N40° 02' 22.00"	W88° 15' 27.28"	737'	25'	762'
13	WORK AREA 3	N40° 02' 21.95"	W88° 15' 29.71"	742'	25'	767'
14	WORK AREA 3	N40° 02' 22.23"	W88° 15' 15.41"	738'	25'	763'
15	WORK AREA 3	N40° 02' 21.55"	W88° 15' 15.41"	738'	25'	763'
16	WORK AREA 3	N40° 02' 21.54"	W88° 15' 29.71"	742'	25'	767'
17	STAGING AND STORAGE	N40° 02' 21.55"	W88° 15' 15.41"	738'	25'	763'
18	STAGING AND STORAGE	N40° 02' 21.05"	W88° 15' 15.40"	738'	25'	763'
19	STAGING AND STORAGE	N40° 02' 21.04"	W88° 15' 16.90"	739'	25'	764'
20	STAGING AND STORAGE	N40° 02' 21.54"	W88° 15' 16.90"	738'	25'	763'
21	HAUL ROUTE	N40° 02' 21.92"	W88° 15' 13.51"	740'	25'	765'
22	HAUL ROUTE	N40° 01' 29.15"	W88° 15' 21.57"	744'	25'	769'
23	HAUL ROUTE	N40° 01' 29.46"	W88° 15' 58.28"	748'	25'	773'
24	HAUL ROUTE	N40° 01' 37.73"	W88° 15' 58.38"	746'	25'	771'
25	STOCKPILE	N40° 01' 29.84"	W88° 15' 57.79"	746'	25'	771'
26	STOCKPILE	N40° 01' 33.23"	W88° 15' 57.85"	748'	25'	773'
27	STOCKPILE	N40° 01' 33.24"	W88° 15' 56.62"	747'	25'	772'
28	STOCKPILE	N40° 01' 29.86"	W88° 15' 56.62"	747'	25'	772'
29	MILLINGS DISPOSAL AREA	N40° 01' 37.87"	W88° 15' 58.30"	747'	25'	772'
30	MILLINGS DISPOSAL AREA	N40° 01' 38.20"	W88° 15' 58.31"	747'	25'	772'
31	MILLINGS DISPOSAL AREA	N40° 01' 41.17"	W88° 15' 51.44"	746'	25'	771'
32	MILLINGS DISPOSAL AREA	N40° 01' 49.25"	W88° 15' 40.89"	746'	25'	771'
33	MILLINGS DISPOSAL AREA	N40° 01' 55.69"	W88° 15' 49.10"	744'	25'	769'
34	MILLINGS DISPOSAL AREA	N40° 01' 57.47"	W88° 15' 49.21"	746'	25'	771'
35	MILLINGS DISPOSAL AREA	N40° 02' 01.84"	W88° 15' 54.84"	746'	25'	771'
36	MILLINGS DISPOSAL AREA	N40° 02' 04.32"	W88° 15' 51.39"	745'	25'	770'
37	MILLINGS DISPOSAL AREA	N40° 02' 04.87"	W88° 15' 51.23"	748'	25'	773'
38	MILLINGS DISPOSAL AREA	N40° 02' 05.13"	W88° 15' 50.88"	748'	25'	773'
39	MILLINGS DISPOSAL AREA	N40° 02' 04.68"	W88° 15' 50.33"	745'	25'	770'
40	MILLINGS DISPOSAL AREA	N40° 02' 01.83"	W88° 15' 54.29"	745'	25'	770'
41	MILLINGS DISPOSAL AREA	N40° 01' 57.60"	W88° 15' 48.84"	746'	25'	771'
42	MILLINGS DISPOSAL AREA	N40° 01' 55.82"	W88° 15' 48.72"	744'	25'	769'
43	MILLINGS DISPOSAL AREA	N40° 01' 49.24"	W88° 15' 40.35"	746'	25'	771'
44	MILLINGS DISPOSAL AREA	N40° 01' 40.93"	W88° 15' 51.21"	746'	25'	771'



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REHABILITATE AIRPORT
ENTRANCE ROAD



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

IL PROJ. NO. CMI-4606
CMT PROJECT NO: 18059-01-00
CAD DWG FILE: GC002 CONSTRUCTION ACTIVITY PLAN.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: CBG
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SHEET TITLE
**CONSTRUCTION
ACTIVITY PLAN**

LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3 WORK AREA
- MILLINGS DISPOSAL AREA
- MILLINGS STOCKPILE AREA
- CONTRACTOR'S STAGING, STORAGE, AND PARKING AREA
- CONTRACTOR'S ACCESS/HAUL ROUTE
- RUNWAY SAFETY AREA
- RUNWAY OBJECT FREE AREA
- TAXIWAY SAFETY AREA
- TAXIWAY OBJECT FREE AREA
- CRITICAL POINT

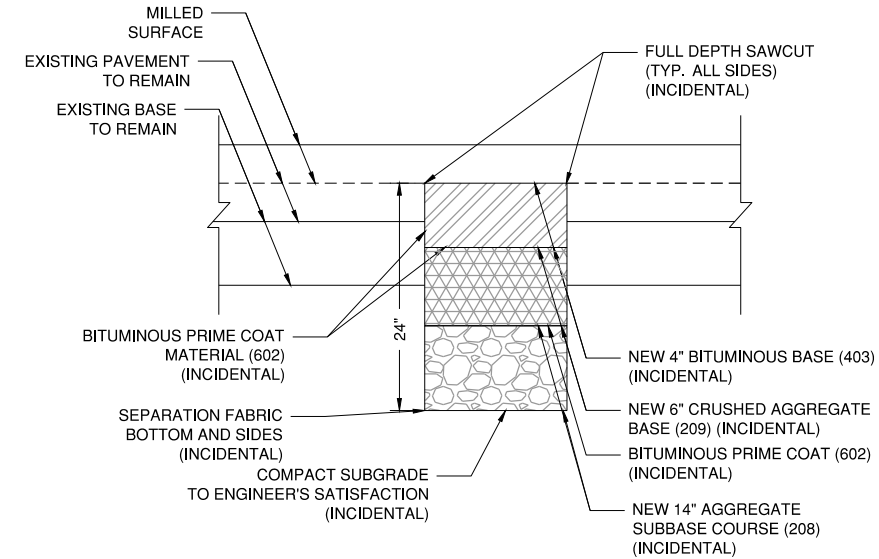
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Date: Friday, November 30, 2018 11:16:00 AM

GENERAL NOTES

1. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS IN THE AREAS IDENTIFIED AS CONTRACTOR STAGING, STORAGE AND PARKING AREAS SHOWN ON THE WORK AREA OVERVIEW SHEET. THE MAXIMUM HEIGHT OF STRUCTURES, EQUIPMENT, MATERIALS, AND STOCKPILES SHALL BE 25 FEET.
2. NO CONTRACTOR ACCESS TO AIRSIDE PAVEMENTS WILL BE ALLOWED WITHOUT ESCORT..
3. EXCESS EARTH, BROKEN ASPHALT, AND CONCRETE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY UNLESS OTHERWISE DIRECTED BY THE AIRPORT.
4. ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER, AIRPORT, AND THE VILLAGE OF SAVOY. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
5. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN PUBLIC ROADWAYS DURING CONSTRUCTION.
6. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE RESIDENT ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR.
7. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT PUBLIC AND PRIVATE PROPERTY INCLUDING UTILITIES AND STRUCTURES TO REMAIN. IF AT ANY TIME, THE CONTRACTOR DAMAGES OR DESTROYS ANY OTHER PUBLIC OR PRIVATE PROPERTY, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, RESTORE SUCH PROPERTY TO A CONDITION EQUAL TO THAT OF EXISTING BEFORE SUCH DAMAGE. PUBLIC ROADWAYS, PRIVATE ENTRANCES, AND OTHER FACILITIES SHALL REMAIN ACCESSIBLE AND FREE OF CONSTRUCTION DEBRIS. ANY MATERIAL TO BE STAGED OR STOCKPILED SHALL BE COORDINATED WITH THE AIRPORT THROUGH THE RESIDENT ENGINEER.
8. IF EXISTING ROADWAY SIGNS INTERFERE WITH THE INSTALLATION OF THE WORK FOR THIS PROJECT, SUCH SIGNS AND POSTS SHALL BE REMOVED AND REINSTALLED AFTER CONSTRUCTION. THE COST OF REMOVING AND STORING EXISTING SIGNS WILL NOT BE PAID FOR DIRECTLY. THE COST SHALL BE INCLUDED IN OTHER PAY ITEMS.
9. PUBLIC ACCESS TO ALL ROADWAYS SHALL BE MAINTAINED AT ALL TIMES.
10. CONTRACTOR SHALL BE EXPLICITLY RESTRICTED FROM USING THE RING ROAD IN FRONT OF THE MAIN TERMINAL BUILDING FOR ACCESS OF ANY KIND. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR'S VEHICLES OR EQUIPMENT BE ALLOWED TO USE THESE AREAS.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TRAFFIC CONTROL IN ACCORDANCE WITH ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARDS AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). PERMITS MAY BE REQUIRED BY THE LOCAL IDOT DISTRICT FOR TRAFFIC CONTROLS IMPACTING ROUTE 45.
12. CONTRACTOR WILL BE REQUIRED TO HOLD WEEKLY SCHEDULING MEETINGS TO OUTLINE WORK TO BE COMPLETED THE NEXT 7 DAYS. AIRPORT WILL REQUIRE 48 HOUR NOTICE FOR ALL LANE CLOSURES. AIRPORT AND IMPACTED TENANTS, AIRLINE REPS, RENTAL CAR, INSTITUTE OF AVIATION, FBO, ARFF, CITY OF SAVOY MAY ATTEND SCHEDULING MEETINGS.

CONSTRUCTION SEQUENCING NOTES

1. ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE THE FLAGMEN AND SIGNAGE NECESSARY FOR TRAFFIC CONTROL.
2. ALL ROADWAYS SHALL BE REOPENED FOR TWO-WAY TRAFFIC DURING NON-WORKING HOURS. TEMPORARY TRANSITIONS SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR.
3. IF THE CONTRACTOR IS UNABLE TO REOPEN THE ROADWAYS TO TWO-WAY TRAFFIC DURING NON-WORKING HOURS, THE CONTRACTOR SHALL PROVIDE 24-HOUR FLAGGERS AT NO ADDITIONAL COST TO THE CONTRACT.
4. PRIOR TO REOPENING ROADWAYS TO TWO-WAY TRAFFIC, THE CONTRACTOR SHALL ESTABLISH VERTICAL TRANSITIONS BETWEEN EXISTING AND MILLED SURFACES AS REQUIRED BY IDOT SPECIFICATIONS.
5. ALL PAVEMENTS SHALL BE MARKED AT THE COMPLETION OF EACH PHASE OF WORK. TEMPORARY PAVEMENT MARKINGS MAY BE UTILIZED AT THE CONTRACTOR'S OPTION. NO ADDITIONAL PAYMENT WILL BE MADE FOR THE USE OF TEMPORARY MARKINGS.
6. THE CONTRACTOR SHALL CLEAN ALL SURFACES THAT WILL BE REOPENED TO TRAFFIC PRIOR TO OPENING. SURFACES THAT ARE LEFT WITH A BITUMINOUS RESIDUE MAY REQUIRE A BLOTTER SAND TO PREVENT TRAFFIC FROM STICKING TO SURFACES.
7. LONGITUDINAL JOINT SEAL (LJS) MAY REQUIRE THE CONTRACTOR TO ADD ADDITIONAL PERSONNEL TO PROVIDE TRAFFIC CONTROL TO PREVENT DAMAGE TO THE LJS.



SUBGRADE REPAIR (AR152511)

N.T.S

SUBGRADE REPAIR NOTES:

1. REMOVAL AREAS SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION BY THE RESIDENT ENGINEER.
2. THE FOLLOWING SHALL BE THE STEPS TAKEN TO REPAIR THE SUBGRADE:
 - 2.1. SAWCUT AND REMOVE BITUMINOUS PAVEMENT, AGGREGATE BASE AND SOIL SUBGRADE TO A MINIMUM DEPTH OF 24" BELOW THE MILLED PAVEMENT SURFACE.
 - 2.2. COMPACT THE SUBGRADE TO THE SATISFACTION OF THE RESIDENT ENGINEER.
 - 2.3. PLACE SEPARATION FABRIC ITEM ON TOP OF THE COMPACTED SUBGRADE AND UP THE SIDES OF THE EXCAVATION.
 - 2.4. PLACE AND CONSOLIDATE AGGREGATE SUBBASE ITEM 208.
 - 2.5. PLACE AND COMPACT CRUSHED AGGREGATE ITEM 209.
 - 2.6. APPLY PRIME COAT ITEM 602 TO THE BOTTOM AND SIDES OF THE EXCAVATED AREA.
 - 2.7. PLACE NEW BITUMINOUS BASE ITEM 403 TO THE MILLED SURFACE OF THE REMAINING PAVEMENT.
3. AGGREGATE SUBBASE SHALL BE IDOT GRANULAR SUBBASE, TYPE C OR OTHER SUITABLE MATERIAL APPROVED BY THE RESIDENT ENGINEER.
4. THE FOLLOWING SHALL BE INCIDENTAL TO THE SUBGRADE UNDERCUT PAY ITEM (AR152511):
 - 4.1. FULL DEPTH SAWCUT
 - 4.2. UNCLASSIFIED EXCAVATION (152)
 - 4.3. SUBGRADE PREPARATION
 - 4.4. SEPARATION FABRIC (156513)
 - 4.5. AGGREGATE SUBBASE (208)
 - 4.6. CRUSHED AGGREGATE BASE COURSE (209)
 - 4.7. BITUMINOUS PRIME COAT (602)
 - 4.8. BITUMINOUS BASE COURSE (403)



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NOVEMBER 16, 2018

REHABILITATE AIRPORT
ENTRANCE ROAD

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

IL PROJ. NO. CMI-4606
CMT PROJECT NO: 180059-01
CAD DWG FILE: G1102 GENERAL NOTES.DWG
DESIGNED BY: HWI
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CHECKED BY: MJD
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**GENERAL NOTES AND
DETAILS**



THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. 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 ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

FOR BIDDING
NOVEMBER 16, 2018

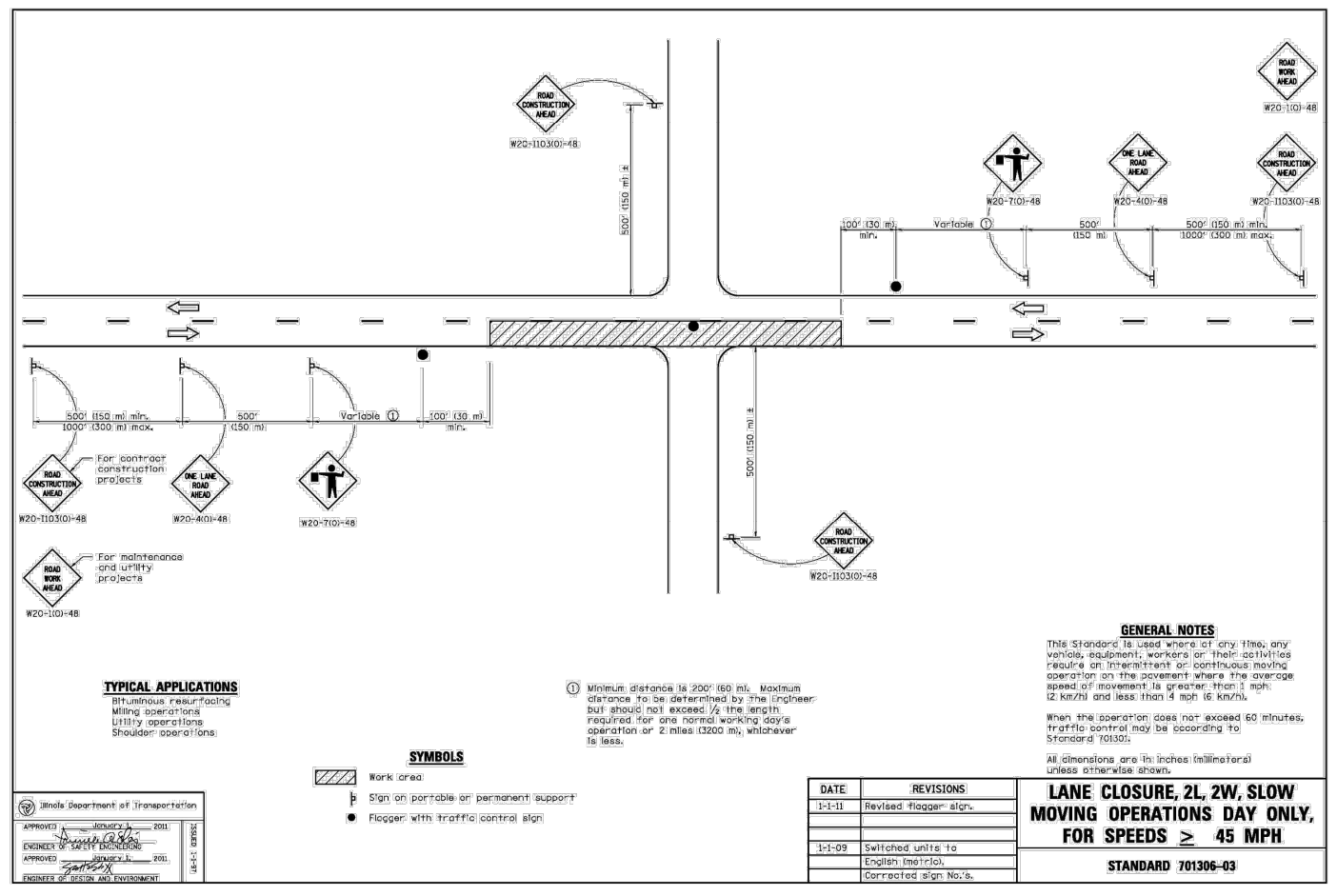
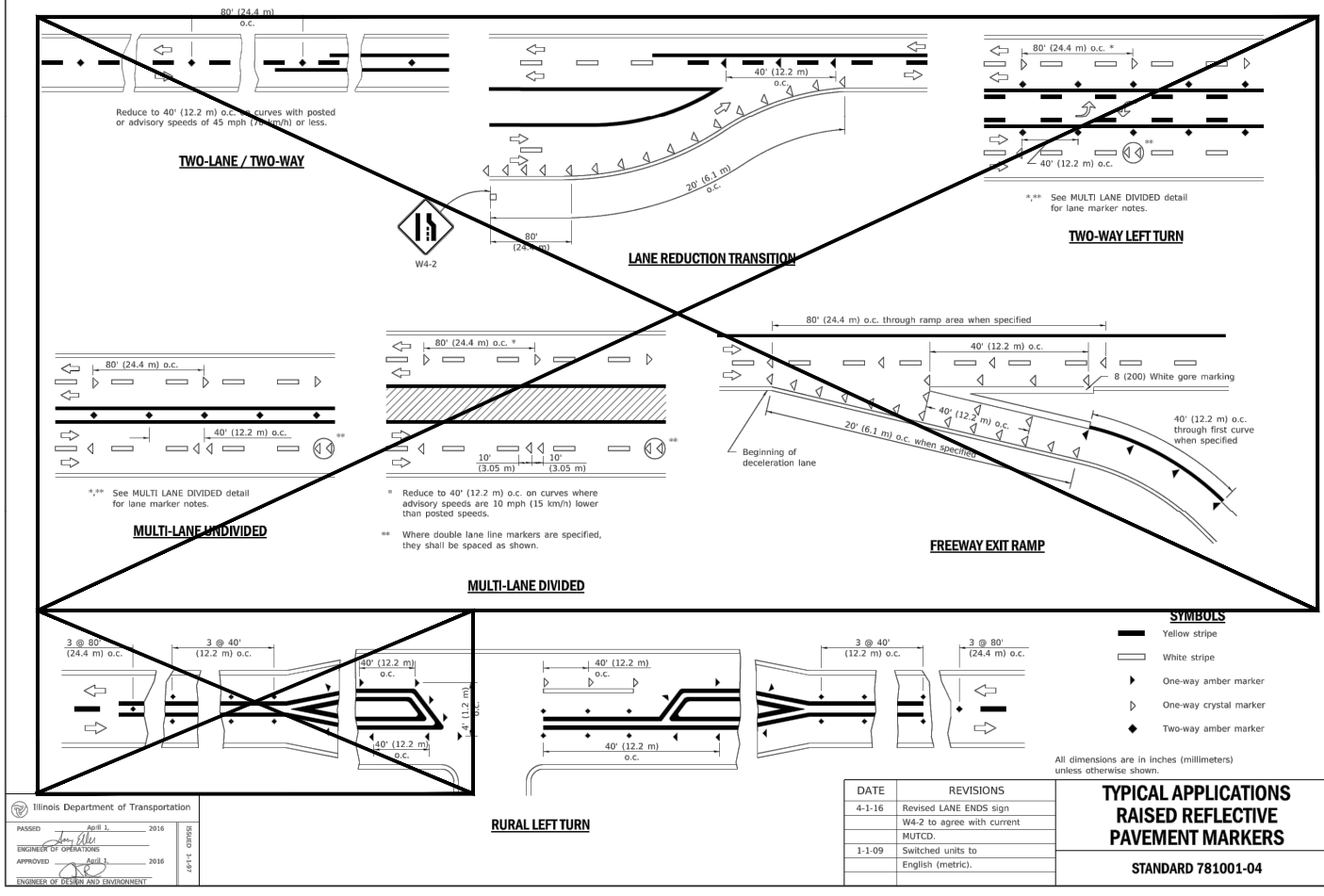
REHABILITATE AIRPORT
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WILLARD AIRPORT
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SHEET TITLE
IDOT STANDARDS



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Date: Friday, November 30, 2018 11:16:20 AM

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L6	ENT. RD. EXT.	STA. 20+31.31	N:1228180.4241 E:1004539.1408	STA. 21+50.00	N: 1228095.4854 E: 1004622.0400
L5	ENT. RD. EXT.	STA. 1+00.00	N:1228290.0296 E:1002632.5079	STA. 17+95.44	N: 1228270.8661 E: 1004327.8378
C7	HARTWELL DR.	CENTER STA. 9+06.63	PI N:1228899.0283 PI E:1005132.7620	R = 80.000	CENTER N: 1228962.4243 E: 1005205.0246
C6	HARTWELL DR.	CENTER STA. 6+63.20	PI N:1228822.1870 PI E:1005418.2275	R = 244.000	CENTER N: 1228634.2225 E: 1005177.7902
L12	HARTWELL DR.	STA. 9+47.36	N:1228951.8622 E:1005125.7249	STA. 12+00.00	N: 1229202.2869 E: 1005092.3702
L11	HARTWELL DR.	STA. 7+94.32	N:1228869.8358 E:1005241.2123	STA. 8+53.33	N: 1228885.1741 E: 1005184.2305
L10	HARTWELL DR.	STA. 1+00.00	N:1228259.0888 E:1005429.0351	STA. 4+79.89	N: 1228638.9047 E: 1005421.7452
L7	ENT. ROAD	STA. 0+00.00	N:1227955.7928 E:1004478.9107	STA. 2+85.51	N: 1228155.2139 E: 1004683.2380

ALIGNMENT DATA					
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L8	ENT. ROAD	STA. 5+84.70	N:1228263.8181 E:1004953.8525	STA. 11+78.99	N: 1228257.9036 E: 1005548.1166
C5	ENT. ROAD	CENTER STA. 11+87.23	PI N:1228257.8216 PI E:1005556.3523	R = 500.000	CENTER N: 1228757.8788 E: 1005553.0927
L9	ENT. ROAD	STA. 11+95.46	N:1228258.0109 E:1005564.5864	STA. 22+00.00	N: 1228281.1026 E: 1006568.8572

POINT TABLE			
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CONTROL POINT	1	1228299.382	1003108.446
CONTROL POINT	2	1228293.100	1003808.699
CONTROL POINT	3	1228262.226	1004508.674
CONTROL POINT	4	1228241.052	1005470.045
CONTROL POINT	5	1228293.094	1006170.470
CONTROL POINT	6	1228828.461	1005357.677
CENTER POINT	7	1227970.998	1004324.335
CENTER POINT	8	1227881.837	1004950.051
CENTER POINT	9	1228757.879	1005553.093
CENTER POINT	10	1228634.222	1005177.790



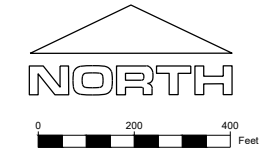
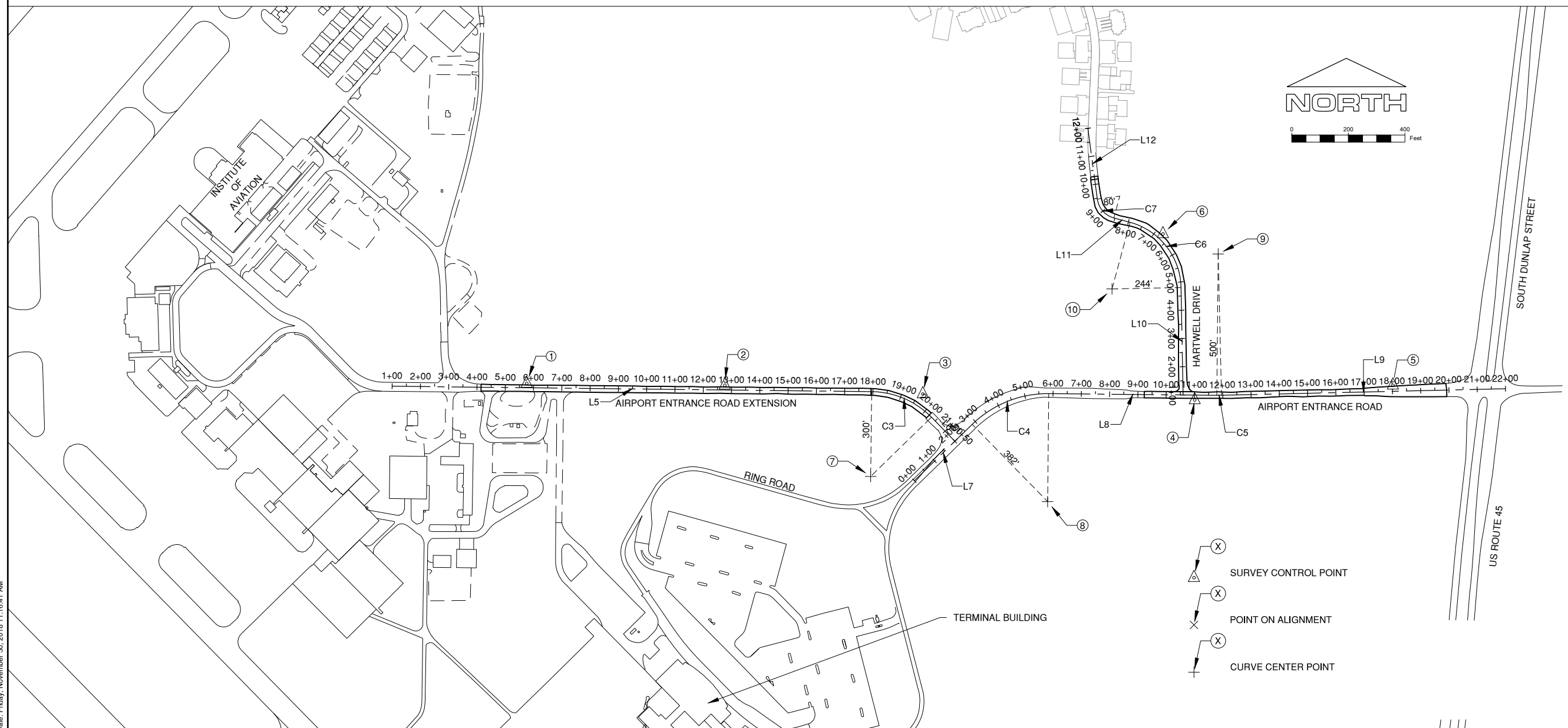
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- (X) SURVEY CONTROL POINT
- (X) POINT ON ALIGNMENT
- (X) CURVE CENTER POINT

MARK	DATE	DESCRIPTION

IL PROJ. NO. CMI-4606
 CMT PROJECT NO: 18059-01-00
 CAD DWG FILE: G1501 HORIZONTAL CONTROL PLAN.DWG
 DESIGNED BY: HWI
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**HORIZONTAL
CONTROL PLAN**

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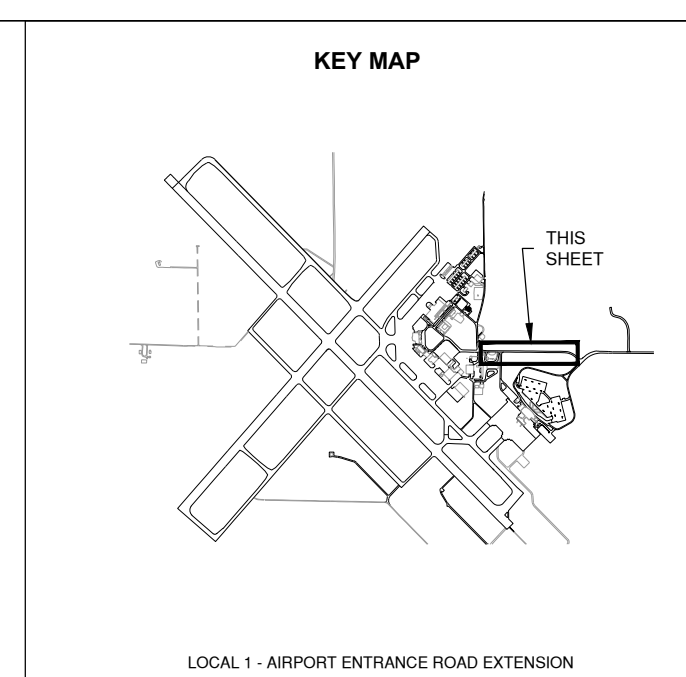
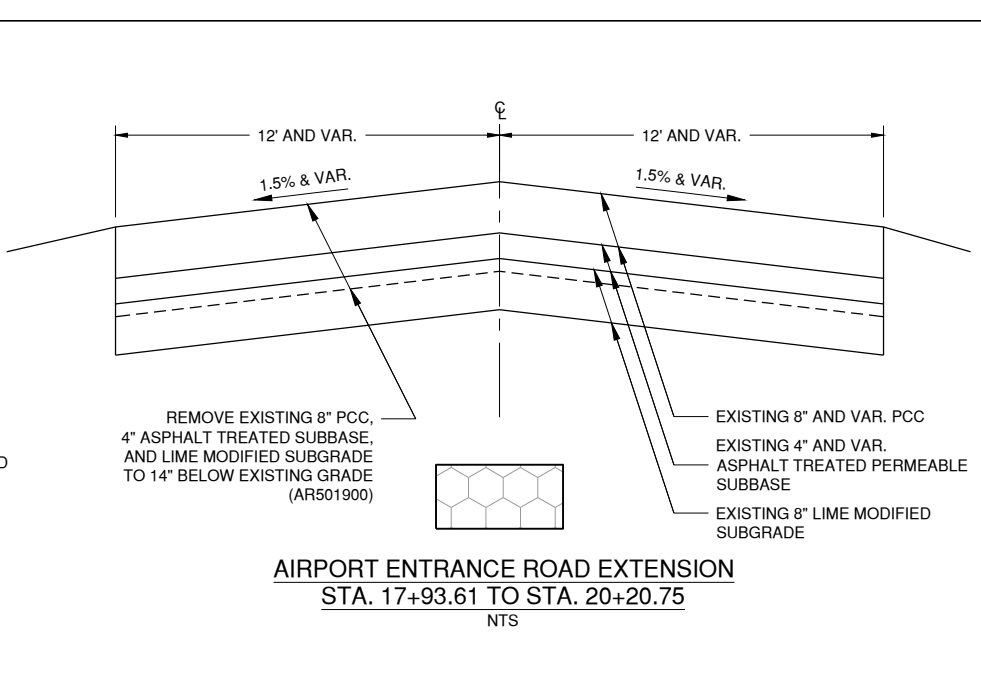
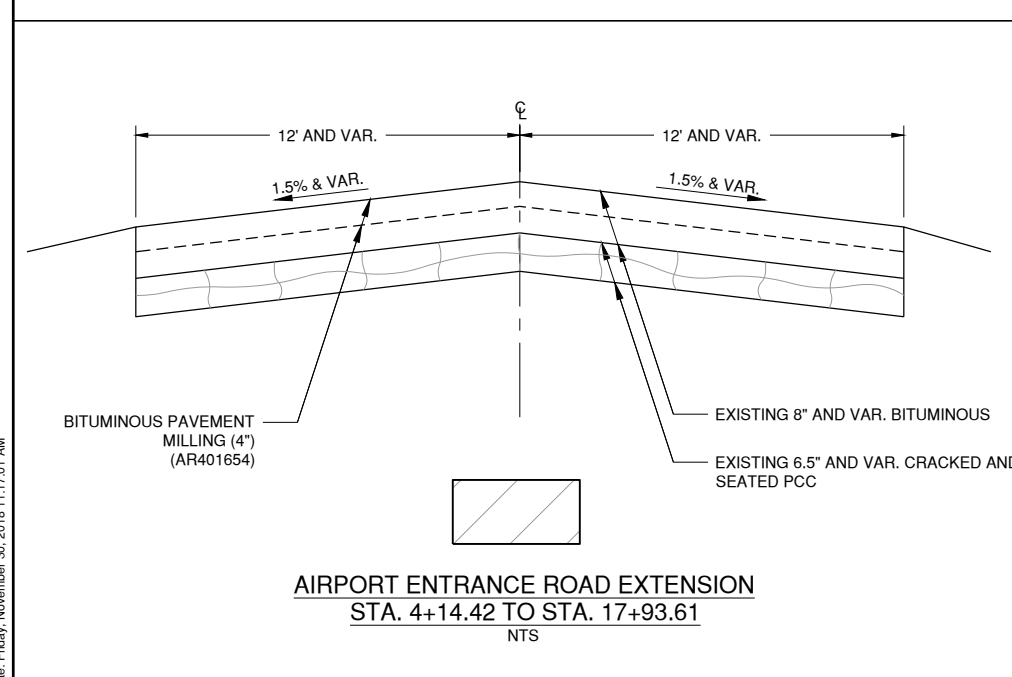
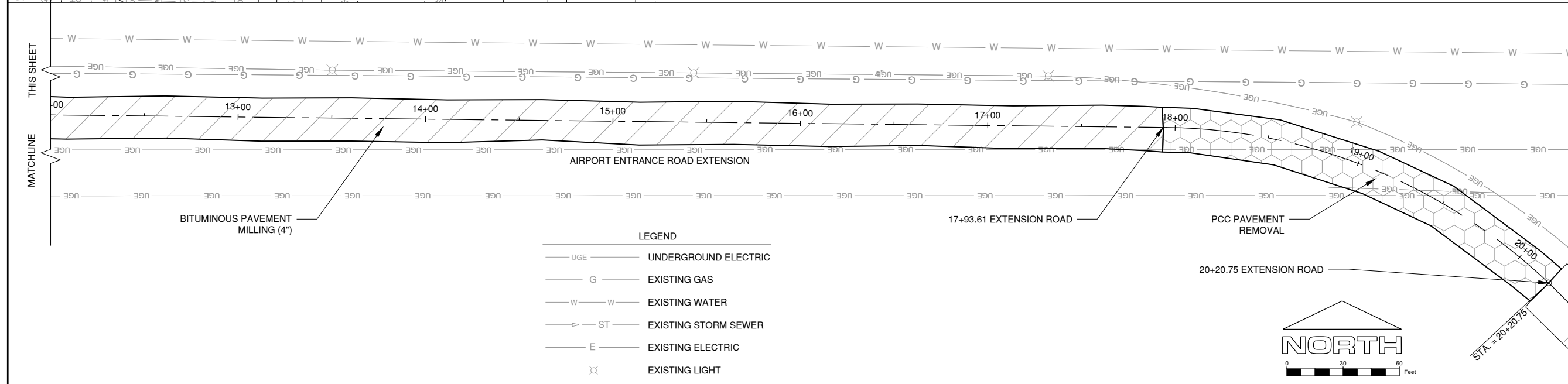
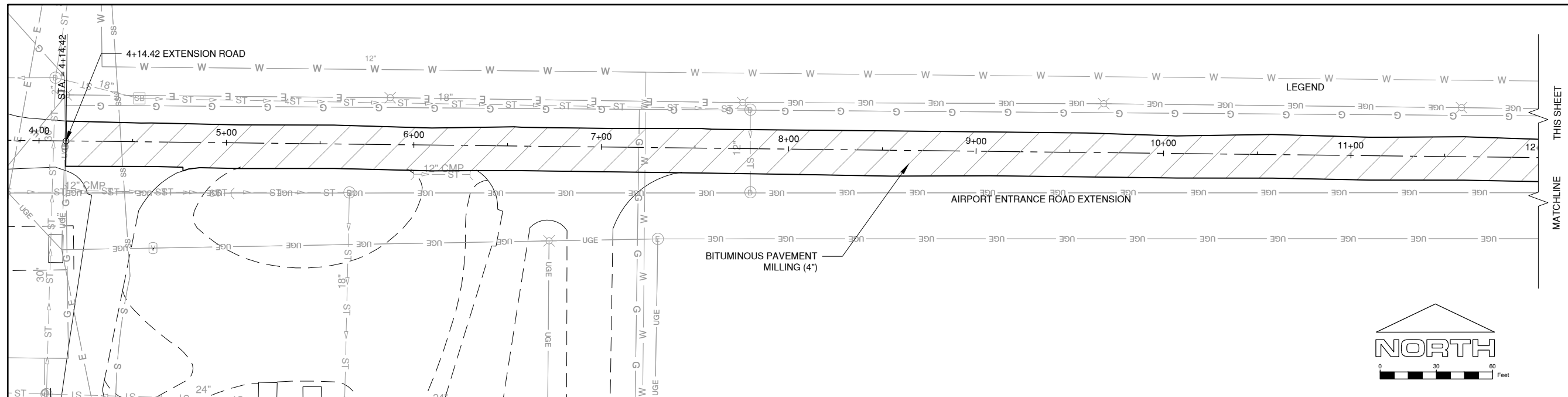


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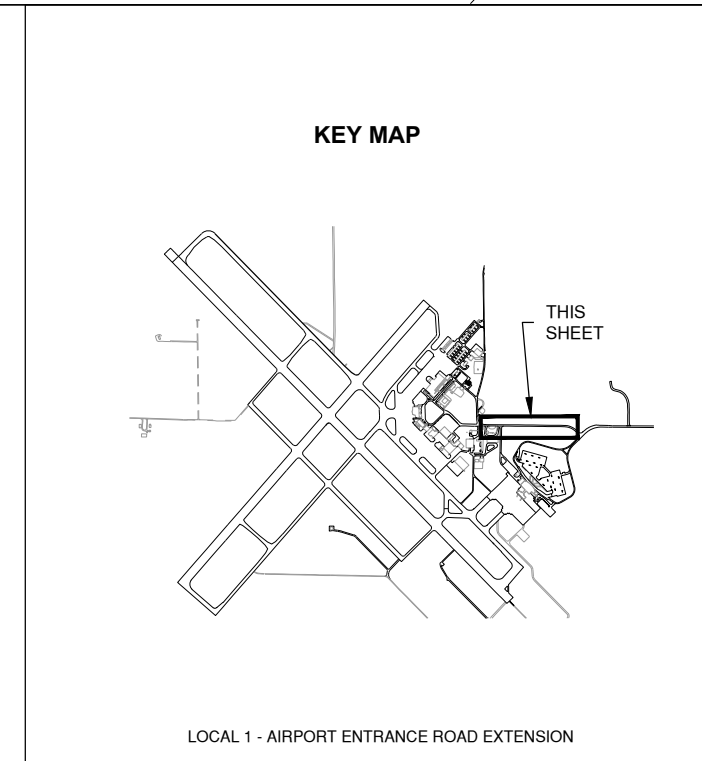
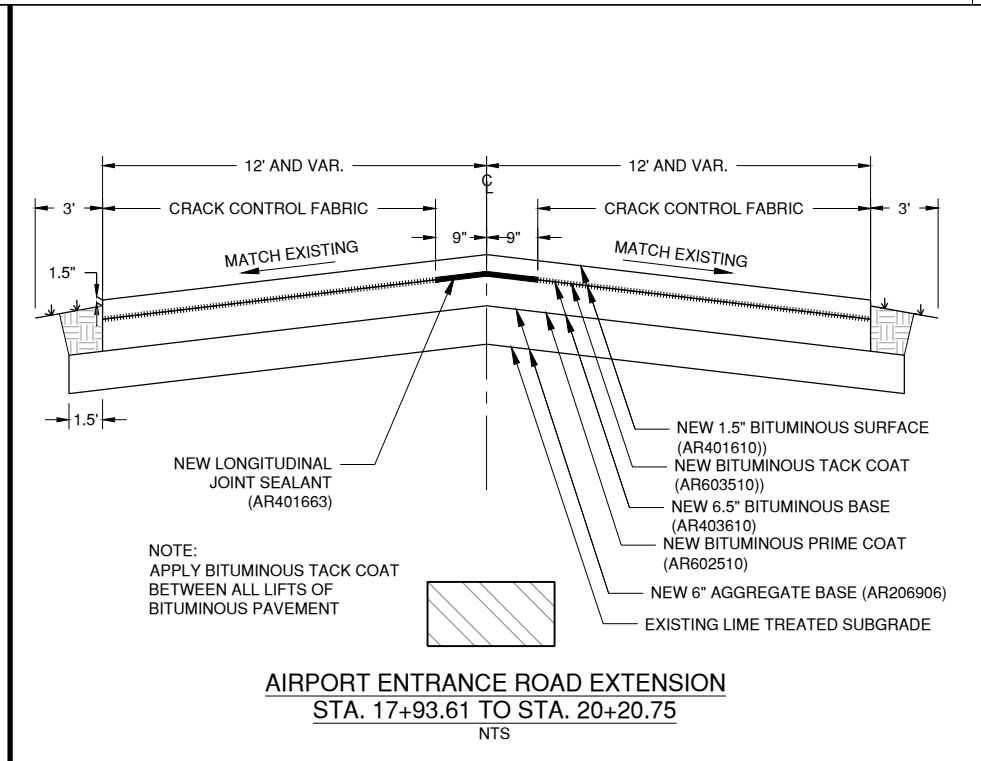
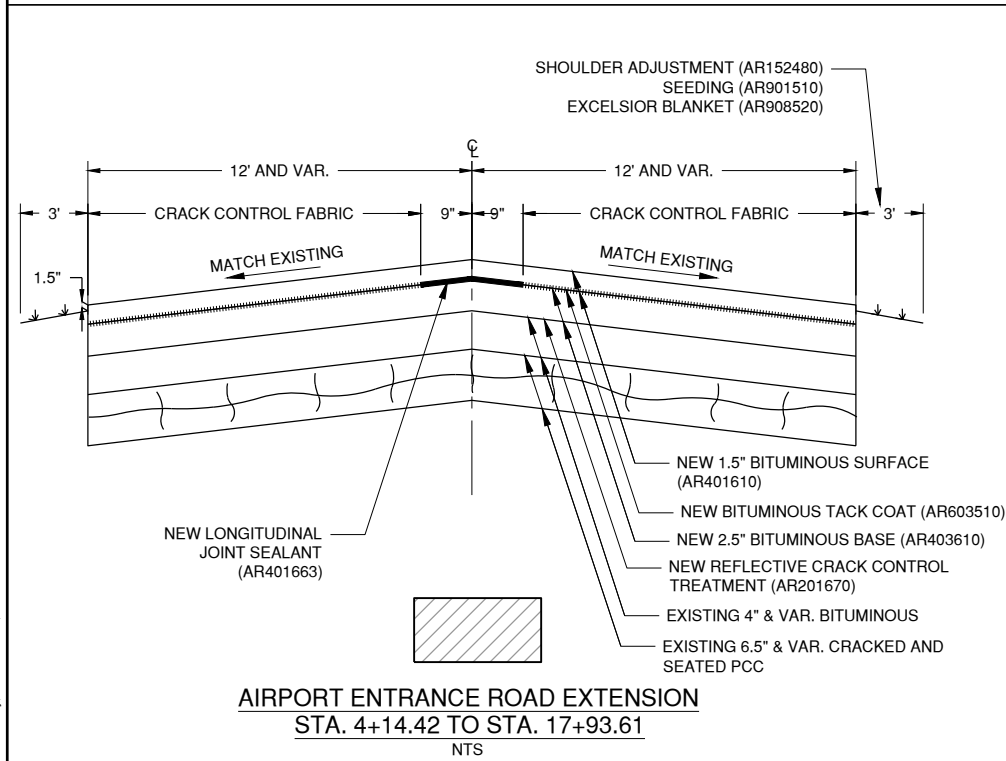
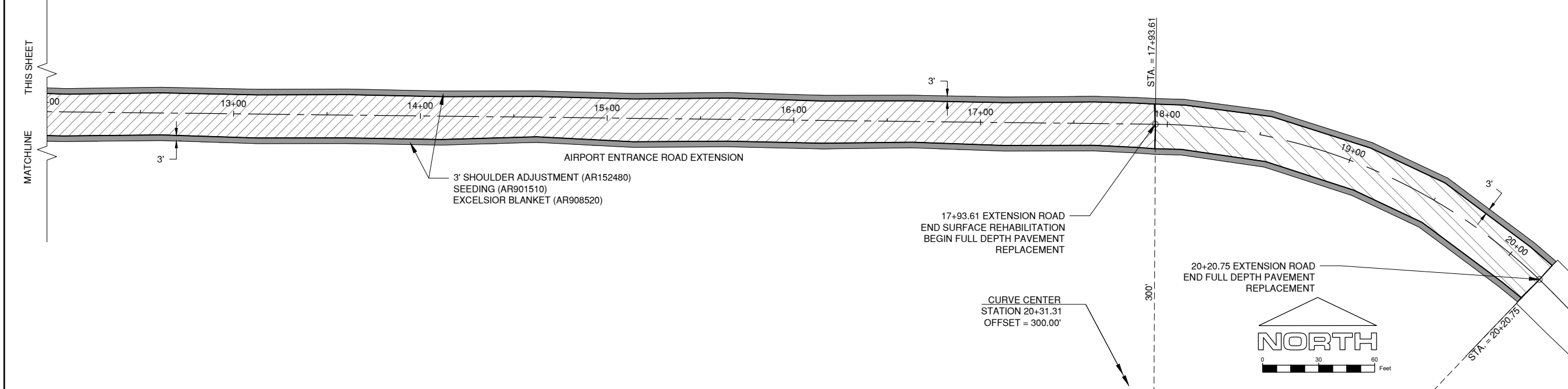
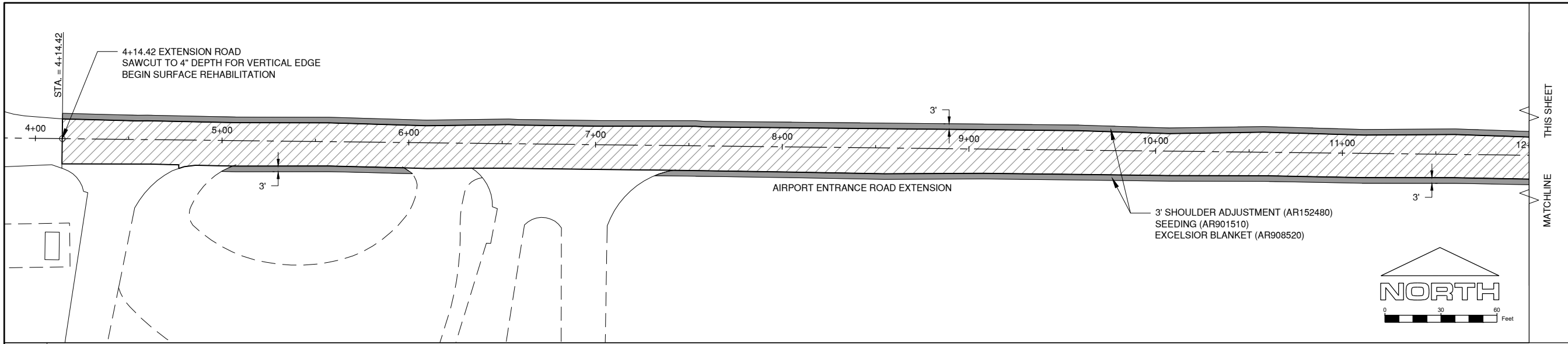
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CAD DWG FILE: CD101 EXISTING CONDITIONS - EXTENSION ROAD.DWG
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**EXIST. CONDITIONS &
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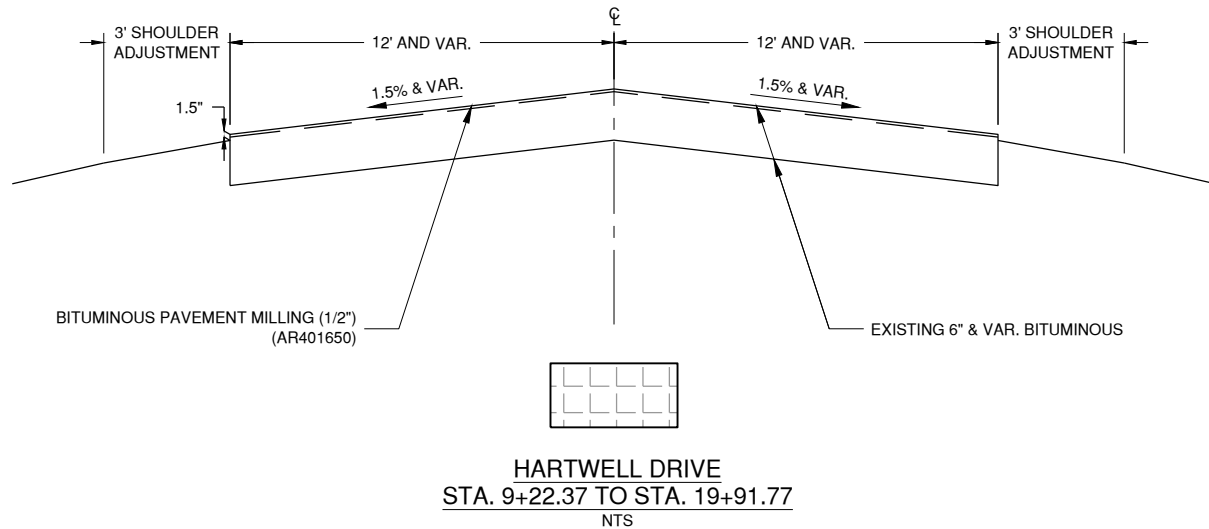
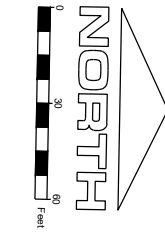
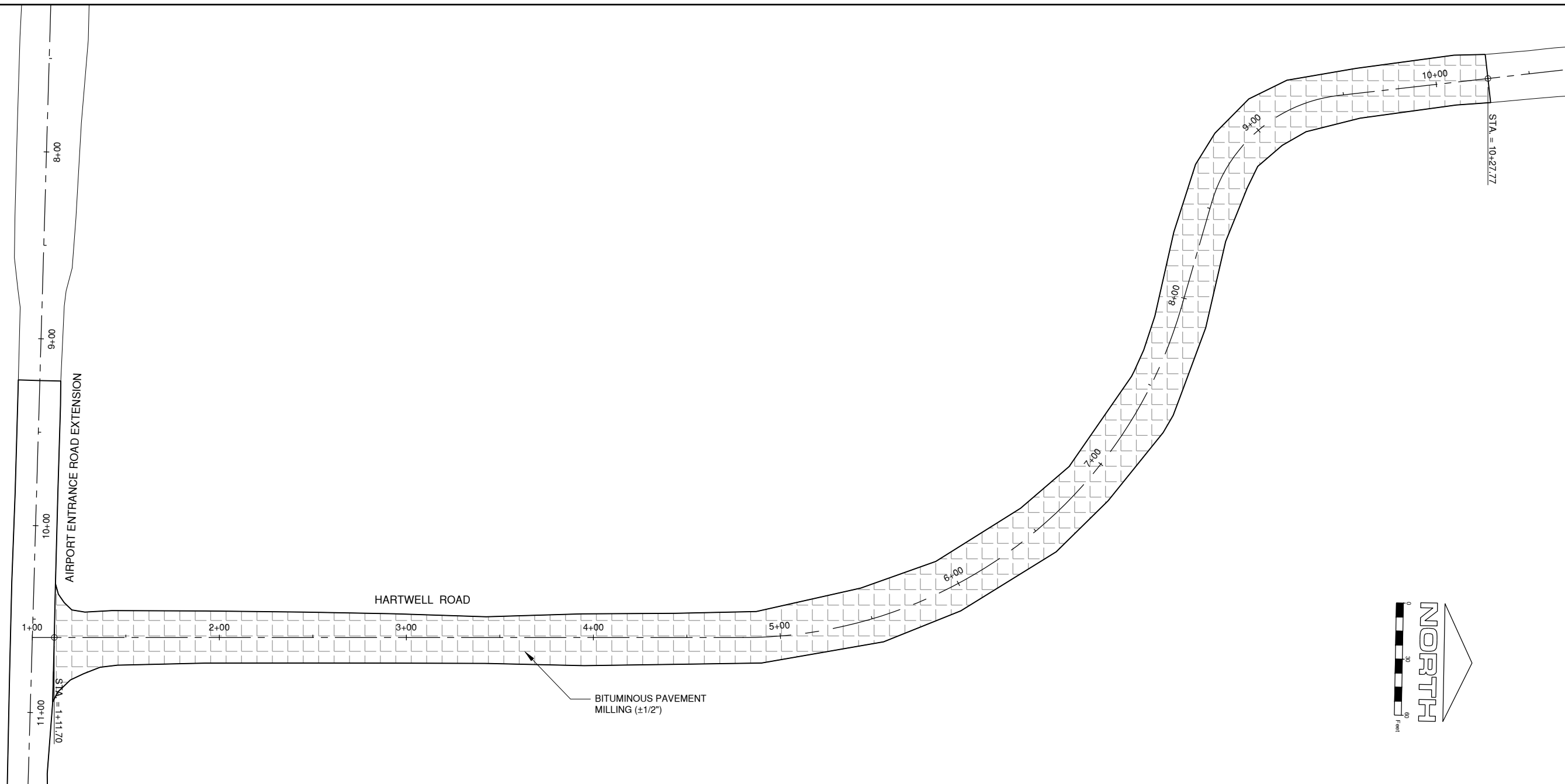
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WILLARD AIRPORT
SAVOY, ILLINOIS

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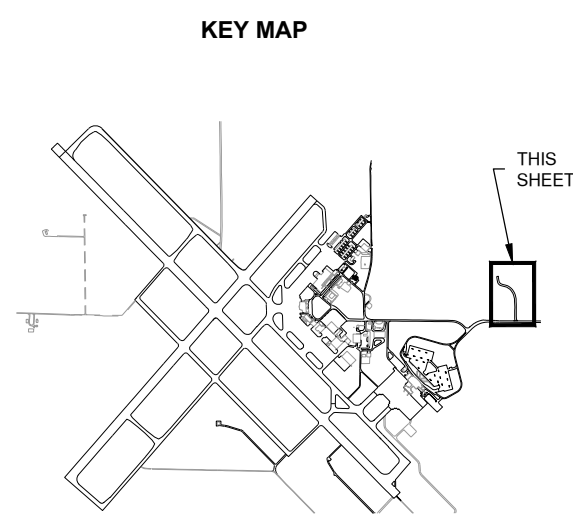
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**EXIST. CONDITIONS &
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HARTWELL DRIVE**

SHEET 10 OF 14



HARTWELL DRIVE
STA. 9+22.37 TO STA. 19+91.77
NTS



LOCAL 2 - HARTWELL DRIVE

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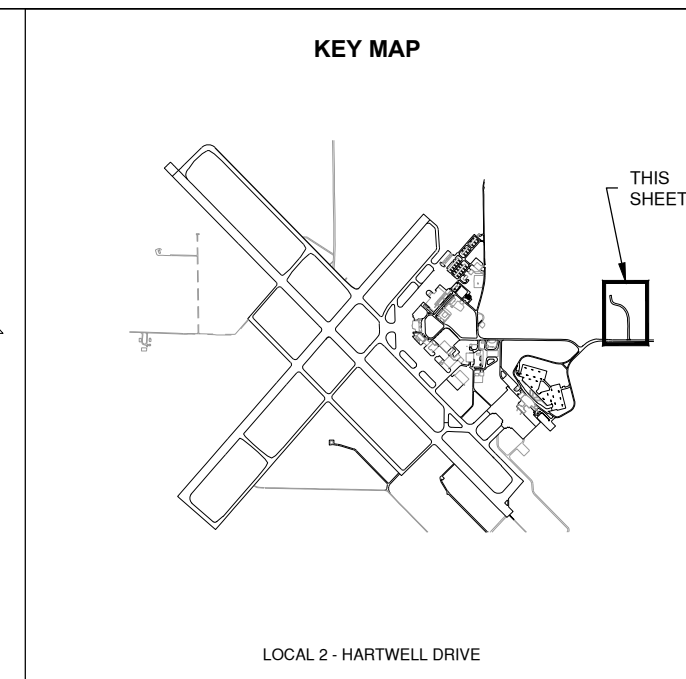
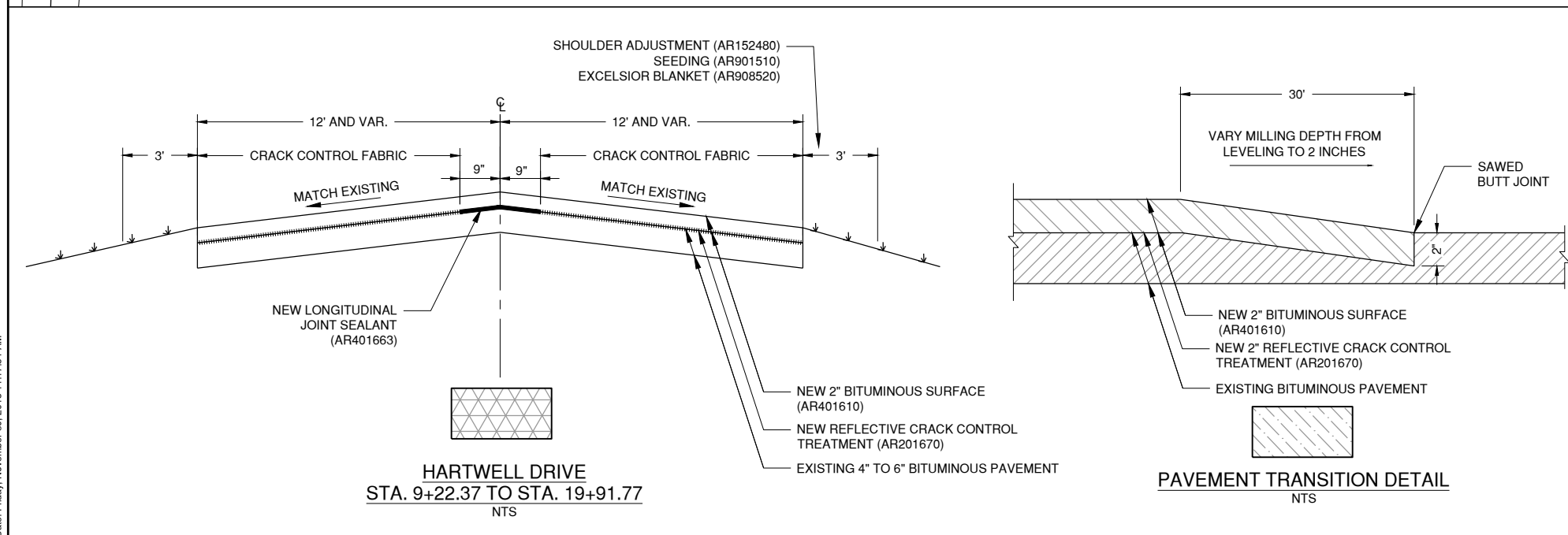
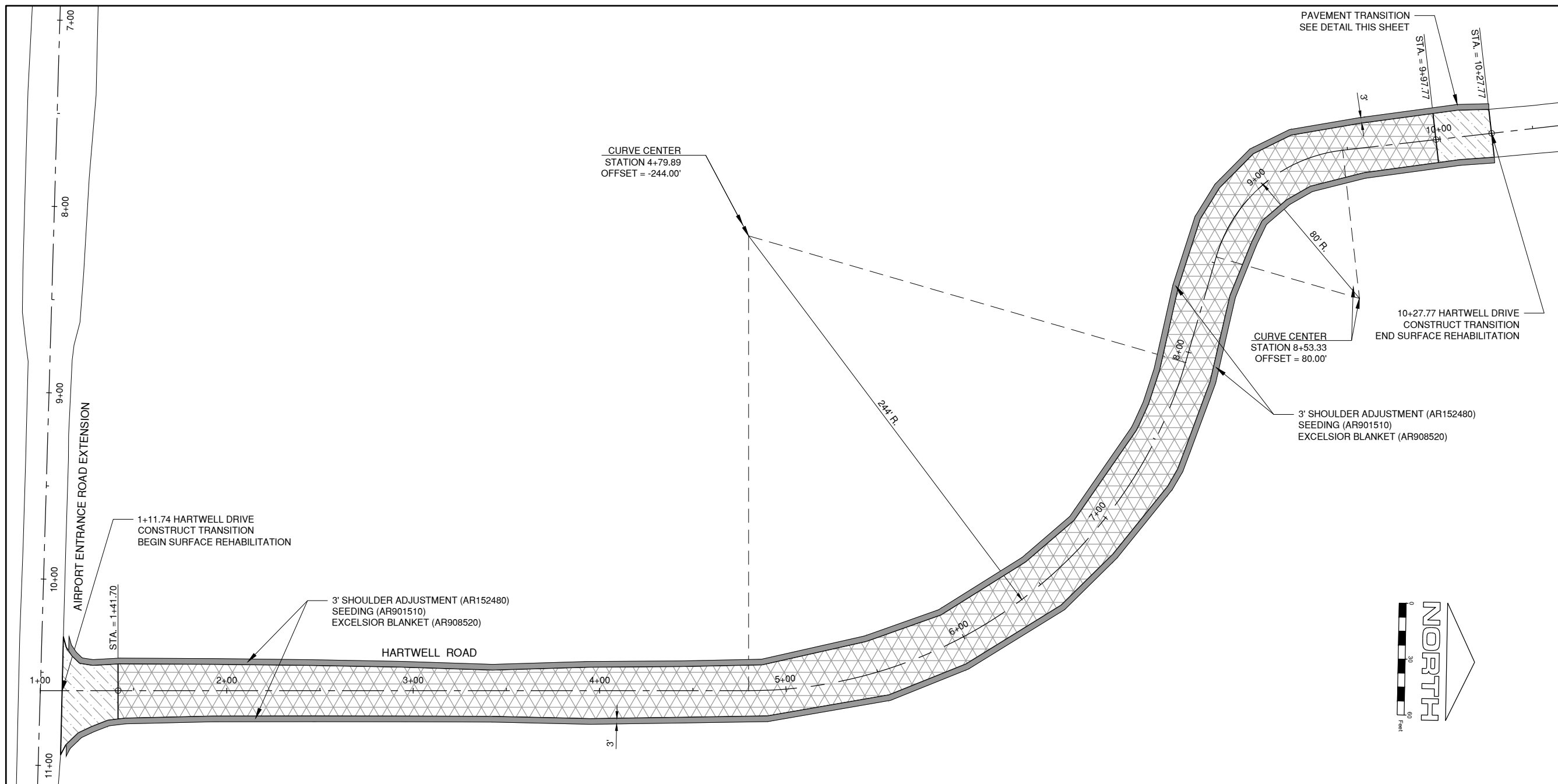
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK DATE DESCRIPTION

IL PROJ. NO. CMI-4606
CMT PROJECT NO: 18059-01-00
CAD DWG FILE: CP201 PROPOSED IMPROVEMENTS - HARTWELL DRIVE.DWG
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SHEET TITLE
**PROPOSED
IMPROVEMENTS -
HARTWELL DRIVE**

SHEET 11 OF 14



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Date: Friday, November 30, 2018 11:17:54 AM



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ENTRANCE ROAD

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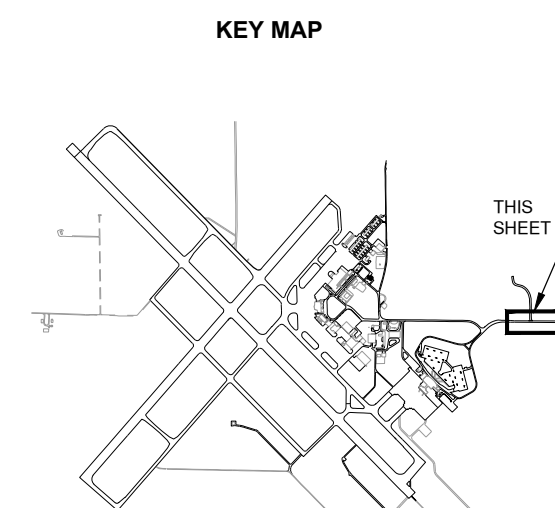
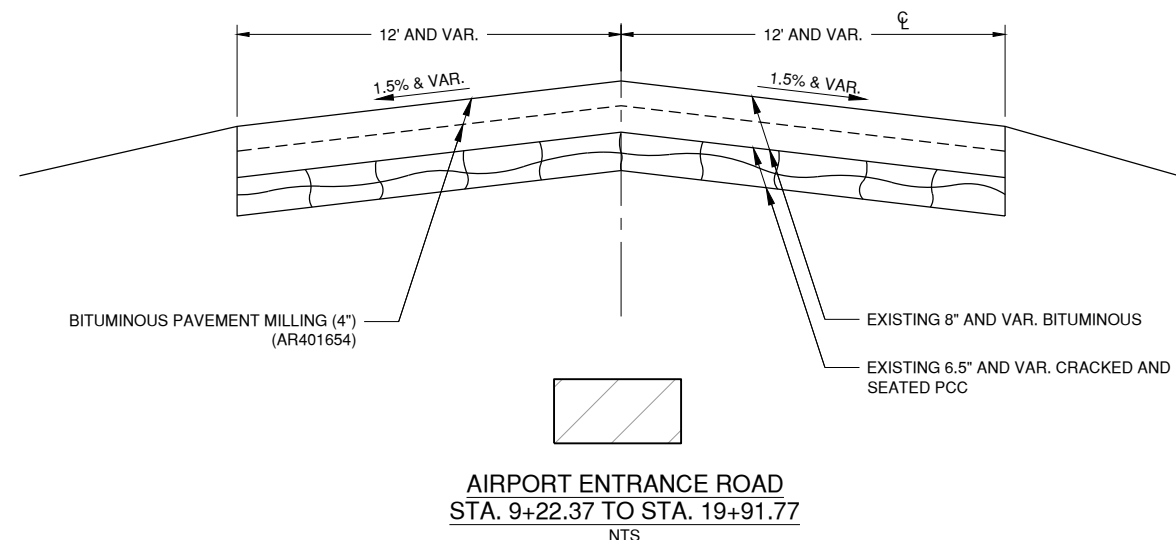
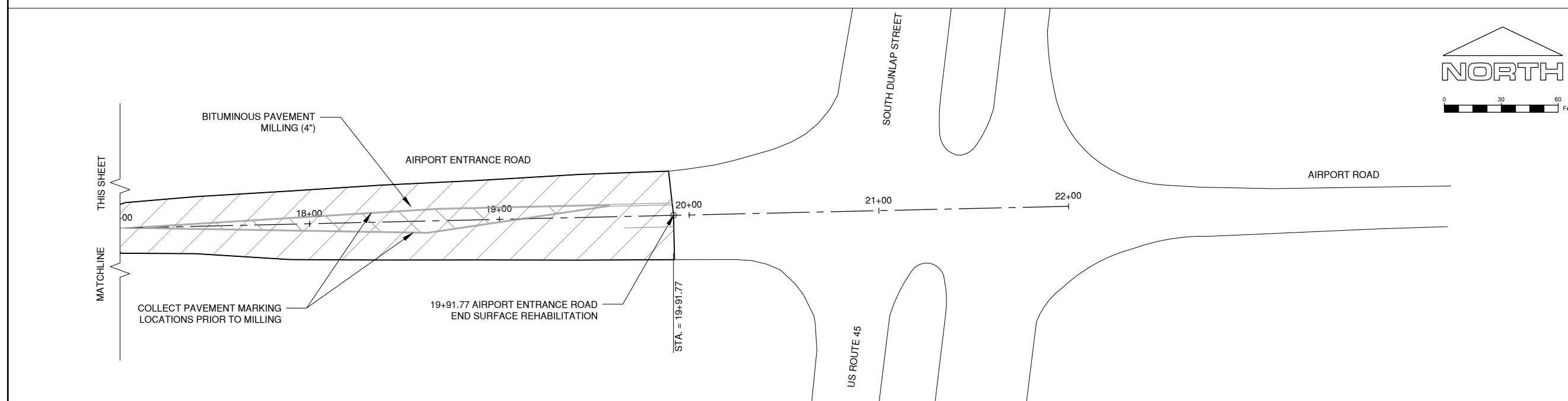
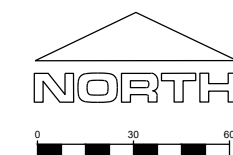
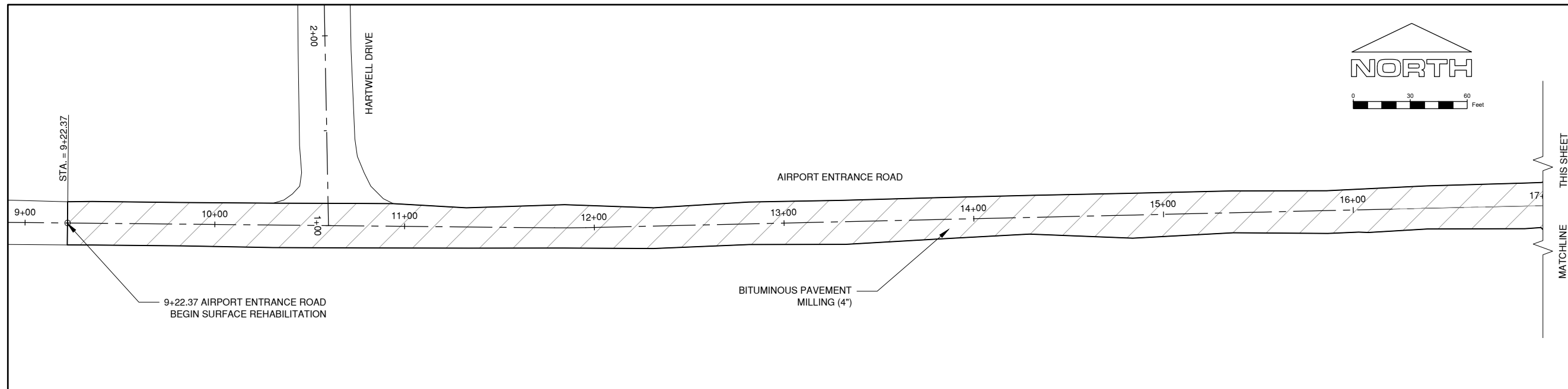
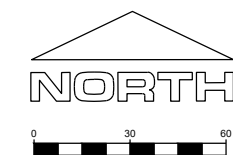
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

IL PROJ. NO. CMI-4606
CMT PROJECT NO: 18059-01-00
CAD DWG FILE: CD301 EXISTING CONDITIONS - ENTRANCE ROAD.DWG
DESIGNED BY: HWI
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**EXIST. CONDITIONS &
REMOVALS -
ENTRANCE ROAD**

SHEET 12 OF 14



STATE / LOCAL - AIRPORT ENTRANCE ROAD

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Date: Friday, November 30, 2018 11:18:17 AM

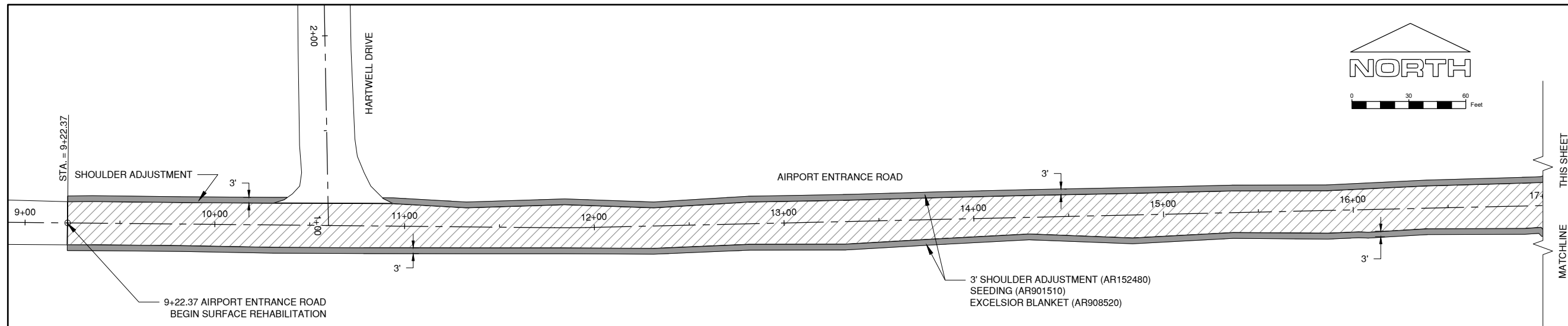


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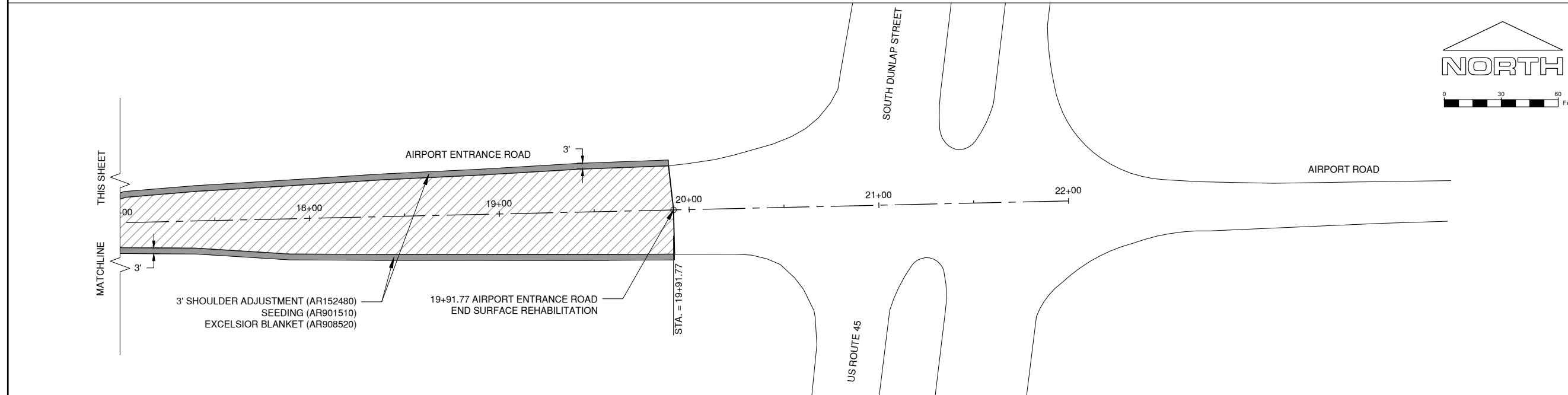
CONSULTANTS



0 30 60 Feet



0 30 60 Feet



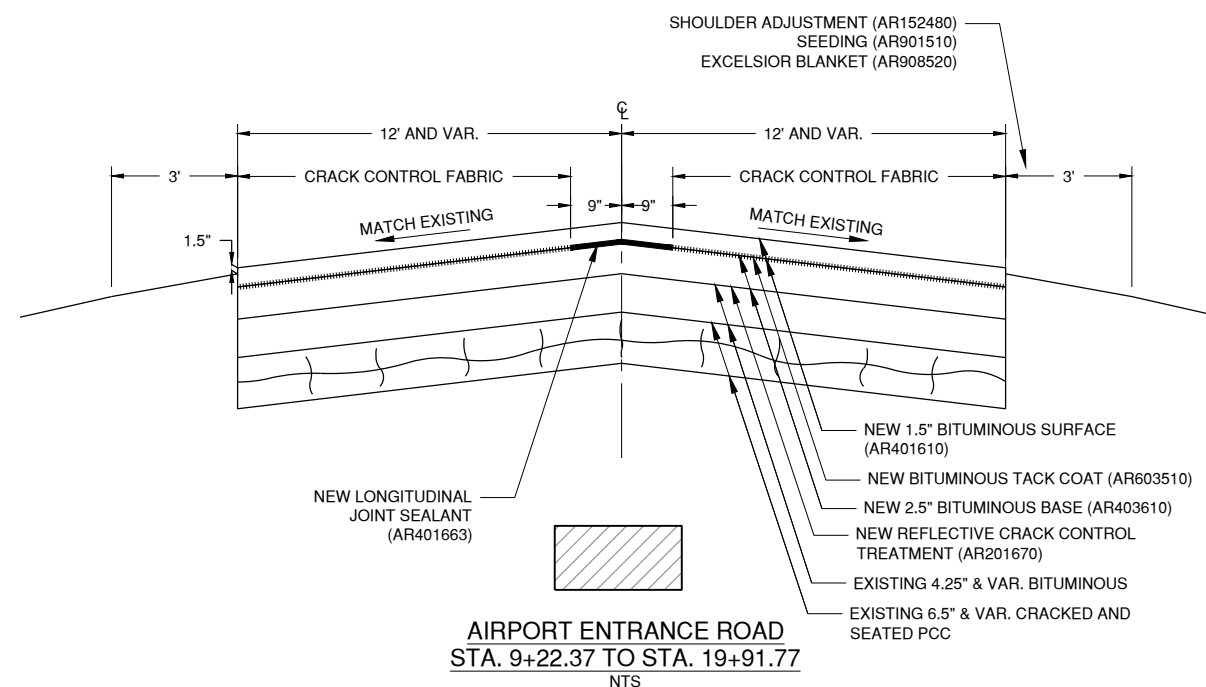
FOR BIDDING
NOVEMBER 16, 2018

REHABILITATE AIRPORT
ENTRANCE ROAD

OWNER

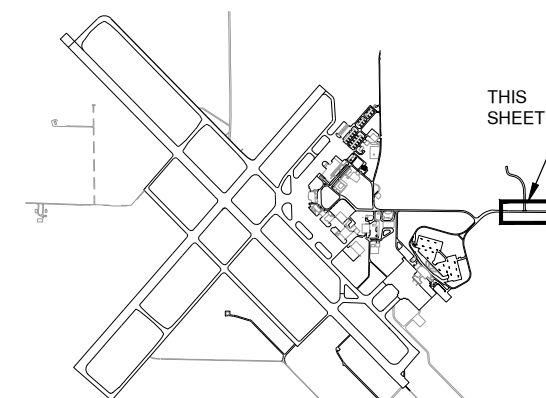


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AIRPORT ENTRANCE ROAD
STA. 9+22.37 TO STA. 19+91.77
NTS

KEY MAP



STATE / LOCAL - AIRPORT ENTRANCE ROAD

MARK | DATE | DESCRIPTION

IL PROJ. NO. CMI-4606
CMT PROJECT NO: 18059-01-00
CAD DWG FILE: CP301 PROPOSED IMPROVEMENTS - ENTRANCE ROAD.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: CBG
COPYRIGHT:

SHEET TITLE
**PROPOSED
IMPROVEMENTS -
ENTRANCE ROAD**

SHEET 13 OF 14



FOR BIDDING
NOVEMBER 16, 2018

REHABILITATE AIRPORT
ENTRANCE ROAD

OWNER

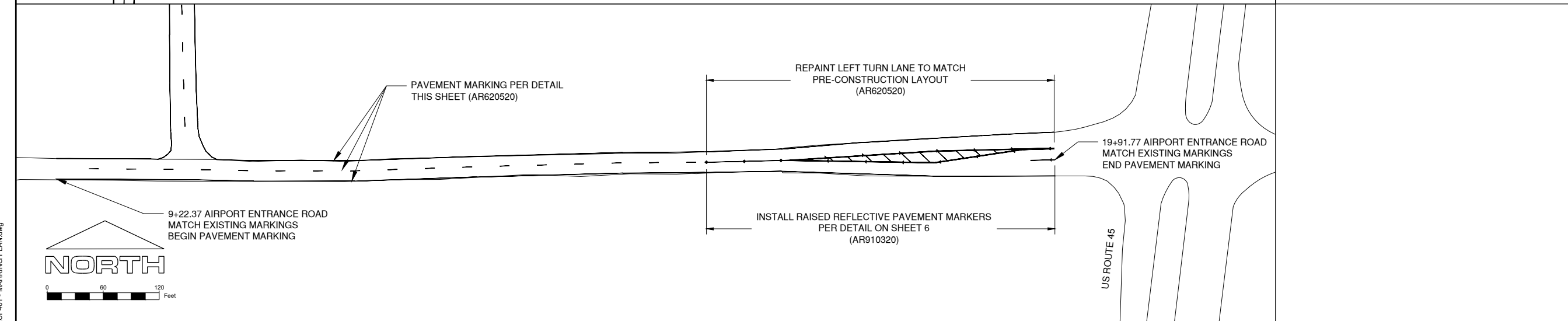
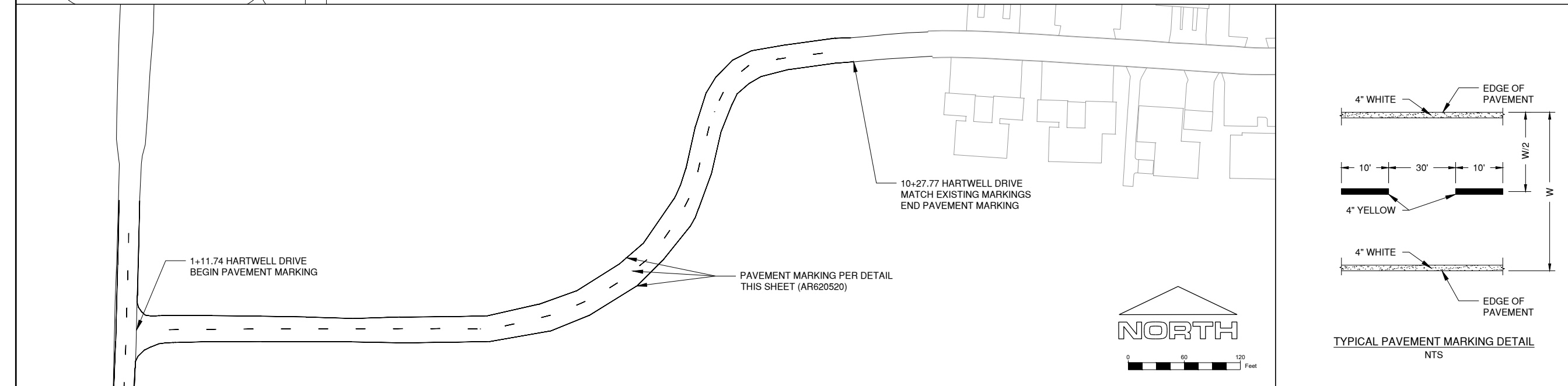
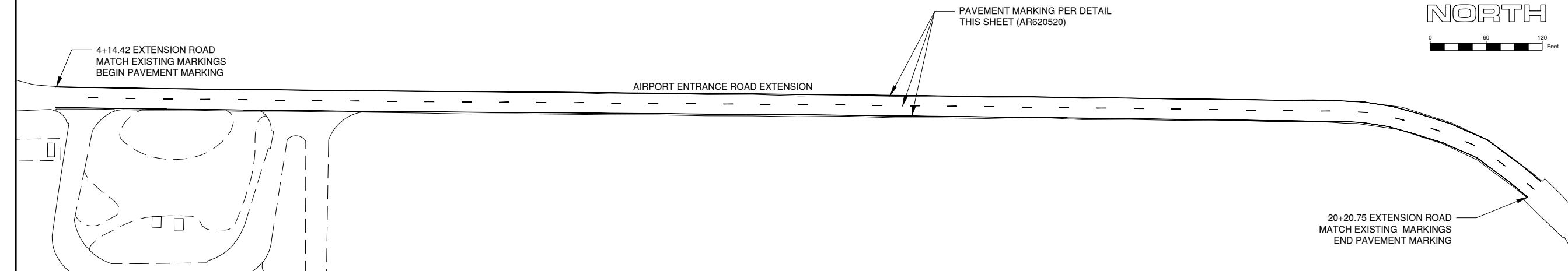


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WILLARD AIRPORT
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MARK	DATE	DESCRIPTION

IL PROJ. NO. CMI-4606
CMT PROJECT NO: 18059-01-00
CAD DWG FILE: CP401 - MARKING PLAN.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
CHECKED BY: MJM
APPROVED BY: CBG
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SHEET TITLE
MARKING PLAN



NOTE:
AT A MINIMUM, THE CENTERLINE AND LEFT-TURN LANE SHALL BE MARKED AT THE END OF EACH PHASE OF CONSTRUCTION. THE CONTRACTOR MAY, AT HIS EXPENSE, USE TEMPORARY MARKING TAPE FOR THIS PURPOSE AND PLACE ALL PERMANENT MARKINGS AT THE COMPLETION OF THE PROJECT.

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Date: Friday, November 30, 2018 11:19:04 AM