

1A.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS

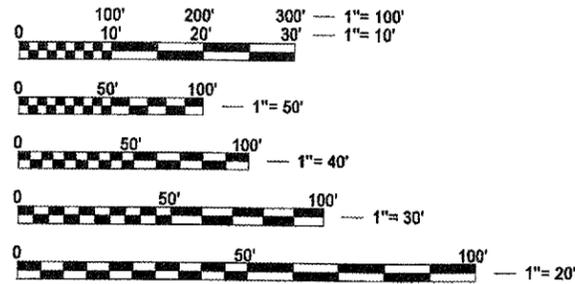
CONSTRUCTION PLANS FOR
GREENVILLE AIRPORT

GREENVILLE, BOND COUNTY, ILLINOIS

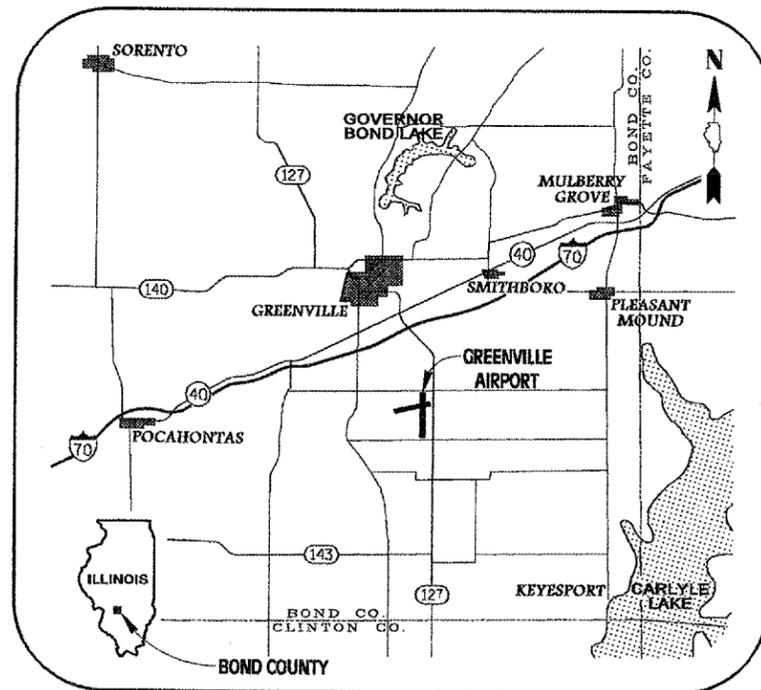
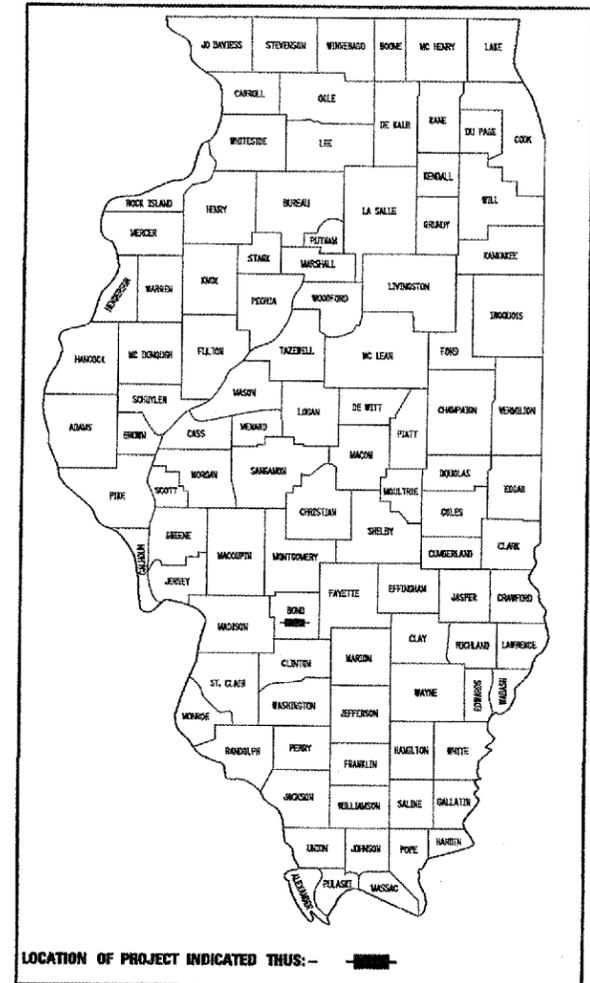
REHABILITATION AND RECONSTRUCTION OF THE
GENERAL AVIATION APRON AND TAXIWAY A1

JANUARY 19, 2007

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GR002	BOND	30	1



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES, REDUCED SIZE PLANS WILL NOT CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.



LOCATION MAP
SCALE 1" = 3 MILES

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

APPROVED: *[Signature]* CHAIRMAN
DATE: 10-26 20 06

APPROVED: *[Signature]* SECRETARY
DATE: 10-26 20 06

SPONSOR SIGNATURE BLOCK

A.I.P. PROJECT NO. 3-17-0049-B4
I.D.O.T. PROJECT NO. GRE-3215
HMG PROJECT NO. 5536

PREPARED BY:
HMG
HENRY, MEISENHEIMER & GENDE, INC.
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 594-3711 Fax (618) 594-8217

SCOTT A. RAKERS
062-049177
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
[Signature] 10/24/06
SCOTT A. RAKERS, P.E.
ILLINOIS REGISTERED ENGINEER NO. 062-049177
REGISTRATION EXPIRES NOV. 30, 2007

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
CALL TOLL FREE 1-800-892-0123

CONTRACT NO. GR002

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	30	2

GENERAL NOTES

THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE "STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS", ADOPTED JANUARY 1, 1985; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JULY 1, 2004; AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.

AT THE TIME OF THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A PROGRESS SCHEDULE, A CRITICAL PATH SCHEDULE AND CONSTRUCTION PHASING PLAN WHICH SHALL SHOW THE PROPOSED SEQUENCE OF WORK. WORK INCLUDED IN THIS CONTRACT INCLUDES THE REHABILITATION AND RECONSTRUCTION OF THE GENERAL AVIATION APRON AND TAXIWAY AI PAVEMENTS AND ASSOCIATED SITE WORK. THE CONTRACTOR AND HIS SUBCONTRACTORS FOR THIS PROJECT WILL COOPERATE FULLY WITH THE AIRPORT AUTHORITY BY SCHEDULING HIS WORK TO MINIMIZE DISRUPTION TO THE DAILY OPERATIONS OF THE AIRPORT.

ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM, AND EXCEPT AS NOTED ON THE PLANS, REFER TO SURFACE ELEVATIONS OR INVERTS.

EXCEPT AS NOTED IN THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS IS OUTLINED PER ARTICLES 50-06 AND 50-17 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 1-800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE PROPERTY LIMITS OF THE AIRPORT AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO SHOULDER ADJUSTMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL EXISTING DRAINAGE STRUCTURES NOT BEING REMOVED BY THE CONTRACTOR THAT ARE DAMAGED BY HIS NEGLIGENCE DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

EROSION CONTROL SHALL BE PLACED AROUND INLETS AND MANHOLES AND IN DITCHES IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

ALL SAW CUTTING OF EXISTING PAVEMENT FOR REMOVAL OR RELATED TO PAVEMENT PATCHING SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS ITEMS OF WORK INVOLVED AND SHALL NOT BE PAID FOR SEPARATELY. ALL SAWCUTS SHALL BE FULL-DEPTH UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE CONTRACTOR SHALL USE CAUTION IN PERFORMING REMOVALS SO AS NOT TO DISTURB ADJOINING FEATURES THAT ARE TO REMAIN IN PLACE.

ALL MATERIAL PART OF ANY REMOVAL CONSIDERED UNSUITABLE FOR FILL OR THAT CANNOT BE REUSED AS AGGREGATE MATERIAL SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF AIRPORT PROPERTY BY THE CONTRACTOR.

APPLICATION RATES

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05 ton/cu yd
BIT. MATERIALS TACK COAT OF BITUMINOUS BASES	0.08 gals/sq yd
BIT. MATERIALS PRIME COAT OF AGGREGATE BASES	0.30 gals/sq yd
AGGREGATE PRIME COAT	3.00 lbs/sq yd
BITUMINOUS CONCRETE SURFACE & BINDER COURSE	112 lbs/sq yd/1/4 inch thickness

SUMMARY OF QUANTITIES

ITEM NO.	ITEM	UNIT	F90/S1 QUANTITY	F95/S1 QUANTITY	AWARDED TOTAL QUAN.	AS-BUILT QUANTITY
* AR150530	TRAFFIC MAINTENANCE	L.S.		1.0	1.0	
AR152480	SHOULDER ADJUSTMENT	S.Y.		1,310.0	1,310.0	
AR152540	SOIL STABILIZATION FABRIC	S.Y.		3,050.0	3,050.0	
* AR156520	INLET PROTECTION	EACH		5.0	5.0	
* AR201611	BITUMINOUS BASE COURSE - METHOD I	TON		373.0	373.0	
* AR201620	BITUMINOUS BASE COURSE, LEVELING	TON		740.0	740.0	
* AR201663	SAND MIX CRACK REPAIR	L.F.	10,500.0		10,500.0	
* AR201670	CRACK CONTROL FABRIC	S.Y.	7,750.0		7,750.0	
* AR209604	CRUSHED AGGREGATE BASE COURSE - 4"	S.Y.		2,916.0	2,916.0	
* AR209951	PAVEMENT REMOVAL & RECONSTRUCTION	S.Y.	3,105.0		3,105.0	
* AR401611	BITUMINOUS SURFACE COURSE - METHOD I	TON		792.0	792.0	
* AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	7,042.9		7,042.9	
AR401655	BUTT JOINT CONSTRUCTION	S.Y.		547.8	547.8	
* AR501530	PCC TEST BATCH	EACH	1.0		1.0	
* AR501555	5 1/2" PCC PAVEMENT	S.Y.	1,498.4		1,498.4	
* AR501604	4" PCC SIDEWALK	S.F.	84.0		84.0	
AR602510	BITUMINOUS PRIME COAT	GAL		500.0	500.0	
AR603510	BITUMINOUS TACK COAT	GAL		45.0	45.0	
* AR620520	PAVEMENT MARKING - WATERBORNE	S.F.		1,982.0	1,982.0	
* AR701010	10" PVC STORM SEWER	L.F.		66.0	66.0	
* AR701512	12" RCP, CLASS IV	L.F.		149.4	149.4	
* AR701530	30" RCP, CLASS IV	L.F.	428.6		428.6	
* AR701900	REMOVE PIPE	L.F.		459.0	459.0	
* AR751411	INLET-TYPE A	EACH		1.0	1.0	
* AR751415	INLET-SPECIAL	EACH		2.0	2.0	
* AR751540	MANHOLE 4'	EACH		1.0	1.0	
* AR751550	MANHOLE 5'	EACH		1.0	1.0	
* AR751602	CATCH BASIN, TYPE B	EACH		1.0	1.0	
* AR751943	ADJUST MANHOLE	EACH		1.0	1.0	
AR901510	SEEDING	ACRE		0.3	0.3	
AR908510	MULCHING	ACRE		0.3	0.3	

* SEE SPECIAL PROVISIONS

INDEX OF SHEETS

- 01 COVER SHEET
- 02 INDEX OF SHEETS, GENERAL NOTES AND SUMMARY OF QUANTITIES
- 03 CONSTRUCTION SAFETY PLAN - AIRPORT LAYOUT
- 04 CONSTRUCTION SAFETY PLAN - GENERAL REQUIREMENTS
- 05 CONSTRUCTION SAFETY PLAN - HAUL ROUTE AND STAGING AREA
- 06 HORIZONTAL ALIGNMENT AND MONUMENT LOCATIONS
- 07 TYPICAL SECTIONS
- 08 TYPICAL SECTIONS
- 09 PROPOSED DEMOLITION PLAN
- 10 PROPOSED DRAINAGE PLAN
- 11 DRAINAGE DETAILS
- 12 PROPOSED PROFILE ALONG BASELINE AND TAXIWAY A
- 13 PROPOSED PAVING PLAN - BEGIN TO STA. 18+00.00
- 14 PROPOSED PAVING PLAN - STA. 18+00.00 TO END
- 15 PROPOSED PCC PAVING PLAN
- 16 PCC JOINT DETAILS AND MISCELLANEOUS BITUMINOUS DETAILS
- 17 PROPOSED PAVEMENT MARKINGS
- 18 STANDARD 602006 - CATCH BASIN TYPE B
- 19 STANDARD 602301 - INLET TYPE A
- 20 STANDARD 602401 - MANHOLE TYPE A
- 21 STANDARD 602601 - PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 22 STANDARD 602701 - CAST IRON STEPS
- 23 STANDARD 604001 - FRAME AND LIDS TYPE 1
- 24 STANDARD 604031 - GRATE TYPE 7
- 25 STANDARD 604036 - GRATE TYPE 8
- 26 CROSS SECTIONS
- 27 CROSS SECTIONS
- 28 CROSS SECTIONS
- 29 CROSS SECTIONS
- 30 CROSS SECTIONS

DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGH

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS



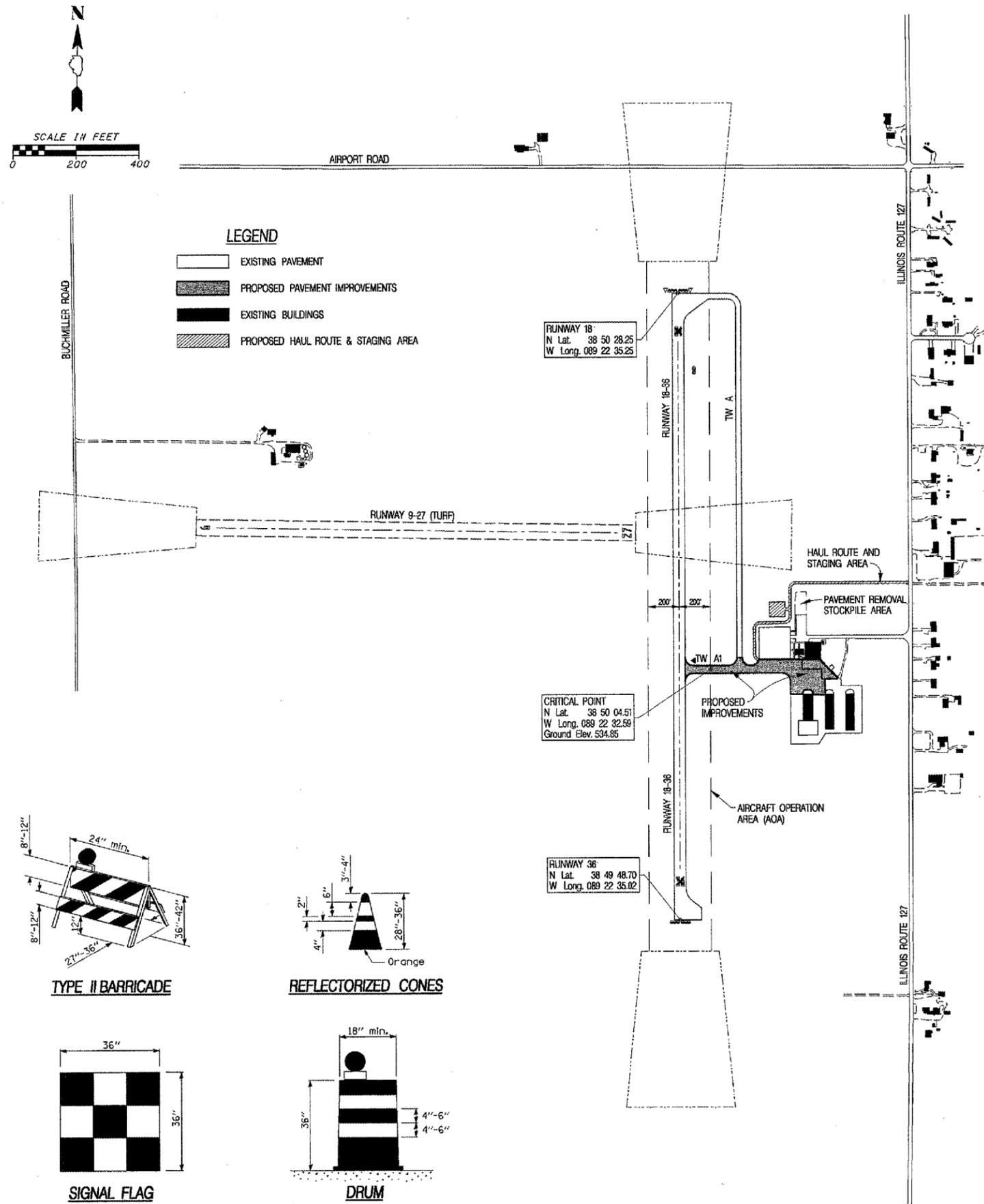
HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgenglmeas.com
(618) 504-3711 Fax (618) 664-8217

**INDEX OF SHEETS,
GENERAL NOTES AND
SUMMARY OF QUANTITIES**

IL PROJ. NO.	GRE-3215
A.L.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-GENOTE
DATE	01-19-2007

H.M.G. NO. 6536

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GR002	BOND	30	3



GENERAL NOTES

- The proposed project consists of taxiway and apron pavement rehabilitation and reconstruction, utility work, and minor earthwork at the Greenville Municipal Airport.
- This plan has been prepared to comply with the provisions of FAA Advisory Circular No. 150/5370-2E "Operational Safety on Airports During Construction". Aviation safety is the primary consideration at airports, especially during construction. Hazardous practices and marginal conditions created by construction activities can decrease or jeopardize operational safety on the airport. The purpose of this plan is to minimize disruption of normal aircraft operations and to avoid situations that compromise the airports operational safety. This plan in conjunction with the AC listed above sets forth guidelines for operational safety on the airport during the length of construction on this Project.
- The following plan was established and included in these plans to direct the Contractor in the placement of temporary traffic control systems and to provide a plan for compliance under FAA policies. The Contractor shall abide with all requirements in this plan as part of the Contract.
- Certain traffic maintenance items shall be placed as shown herein or as described in this plan. Other items shall be placed as directed by the Engineer based on situations resulting from type of activities, time of year, and weather conditions. All work associated with complying with the requirements of the safety plan, phasing requirements, maintenance of traffic and traffic control including, but not limited to, the moving and maintenance of barricades, temporary signing, temporary signing removal, Air Operations Area (AOA) lathe and ribbon, etc. shall be paid for under Item AR150530 - Traffic Maintenance.
- The Contractor must stage construction around airport operations. The staging shown is suggested and is intended to provide the Contractor with major work areas while minimizing disruptions to airport operations. The Contractor shall submit a construction phasing plan to the Engineer and Airport Manager for approval. The Contractor may use alternate staging plans; however the alternate plans must maintain airport operations to the satisfaction of the Airport Manager and Resident Engineer and be approved by the Division of Aeronautics. The phasing plan must be approved before construction will be allowed to start.
- When conflicts arise between construction activities and aircraft operations and safety, aircraft operations and safety shall take precedence and shall govern.
- Before beginning any construction activity, the Contractor must, through the airport operator, give notice, using the Notice to Airmen (NOTAM) System, of proposed location, time, and date of commencement of construction. Upon completion of work and return of all such areas to standard conditions, the Contractor must, through the airport operator, verify the cancellation of all notices issued via the NOTAM System.
- All airport runways, taxiways and aprons shall be kept open to aircraft traffic to the maximum extent possible during construction except as noted herein.
- Runway 18-36 will be closed any time construction activities are within 200' of the runway centerline. Construction activity within the safety area of a runway, taxiway or apron performed under normal operational conditions must be performed when the runway, taxiway, or apron is closed or use-restricted.
- Vehicles and equipment shall not be allowed within areas 40' from the centerline of active taxiways or 200' from the centerline of active runways.
- The Contractor, through training identified in his/her Compliance Plan, shall ensure that all construction personnel are familiar with safety procedures and regulations on the airport.
- A weekly progress and safety meeting shall be held throughout the duration of the project to discuss and coordinate construction activities and operational safety issues.
- The Contractor shall provide a point of contact who will coordinate an immediate response to correct any construction related activity that may adversely affect the operational safety of the airport.
- The Contractor and airport operator must perform onsite inspections during the project, with immediate remedy of any deficiencies, whether caused by negligence, oversight, or project scope change.

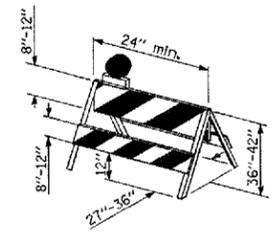
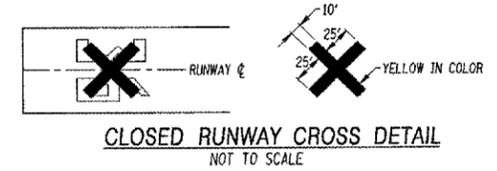
- The maximum anticipated height of any piece of construction equipment will be 25 feet. The tallest piece of equipment is expected to be a long-bed dump trailer.
- The Contractor will be required to be in two-way radio contact (123.050 MHz) with the Airport UNICOM. The Contractor shall have communication equipment capable of changing frequencies to contact each other and the Airport UNICOM or have multiple radios. This will keep the Contractor in constant contact with the Greenville Airport Authority and enable the Airport to immediately contact the Contractor in case of an aeronautical emergency that would require action by the Contractor and/or his personnel. The Contractor shall provide 2 extra sets of radios to the Resident Engineer and Airport Manager for their use during the project.
- The Contractor will be required to put airport signal flags and have beacon (flashing yellow) lights on all vehicles and equipment anytime they are on airport property. An exception is made for vehicles parked in or moving to and from the staging area.
- The Contractor, his employees and equipment shall be restricted to the project work area. The Contractor shall also provide all workers with some type of tag or garment to identify the person as being part of the construction crew.

RUNWAY AND TAXIWAY AIR OPERATIONS AREA (AOA)

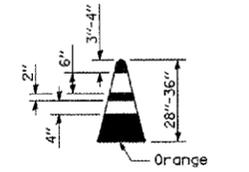
- A runway safety area or air operations area is the defined surface surrounding the runway suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. Construction activities within the AOA are subject to the following conditions:
 - No construction may occur closer than 200 feet from the runway centerline unless the runway is closed.
- A taxiway AOA is a defined surface alongside the taxiway suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.
 - No construction may occur closer than 40 feet from the taxiway centerline unless the taxiway is closed. Construction activity may occur closer to a taxiway if adequate wingtip clearance exists between the aircraft and equipment/materials on ground.
 - Appropriate NOTAM's are issued and;
 - Marking and lighting meeting the provisions of "Hazard Marking and Lighting" detailed herein are implemented.
- Work within the runway and/or taxiway AOA shall be limited to 15 daily closures. No overnight runway or taxiway closures will be permitted. Any dropout shall be adequately lighted, signed and barricaded.
- The Resident Engineer will establish the Aircraft Operational Area (AOA) for the runway and taxiway by placing a row of lathe to delineate the distance from centerline of the AOA. No personnel or equipment will cross the lathe row without closing the respective runway or taxiway.

TEMPORARY RUNWAY CLOSURE

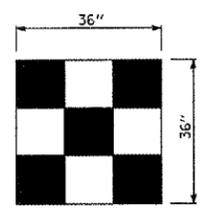
Any time the Contractor is working within 200 feet of the runway centerline, the runway will be closed. After appropriate NOTAM's are issued, the Contractor will place runway closure crosses and lighted barricades as required. Runway closure crosses shall be yellow in color and shall be made of a suitable material as approved by the Resident Engineer. The crosses will be placed over the numerals as shown below and secured in a manner approved by the Resident Engineer. The crosses and barricades will be placed each day the runway is closed and removed when the runway is re-opened.



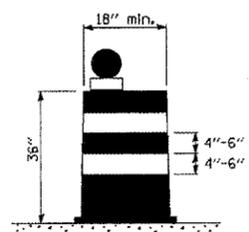
TYPE II BARRICADE



REFLECTORIZED CONES



SIGNAL FLAG



DRUM

DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGH

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

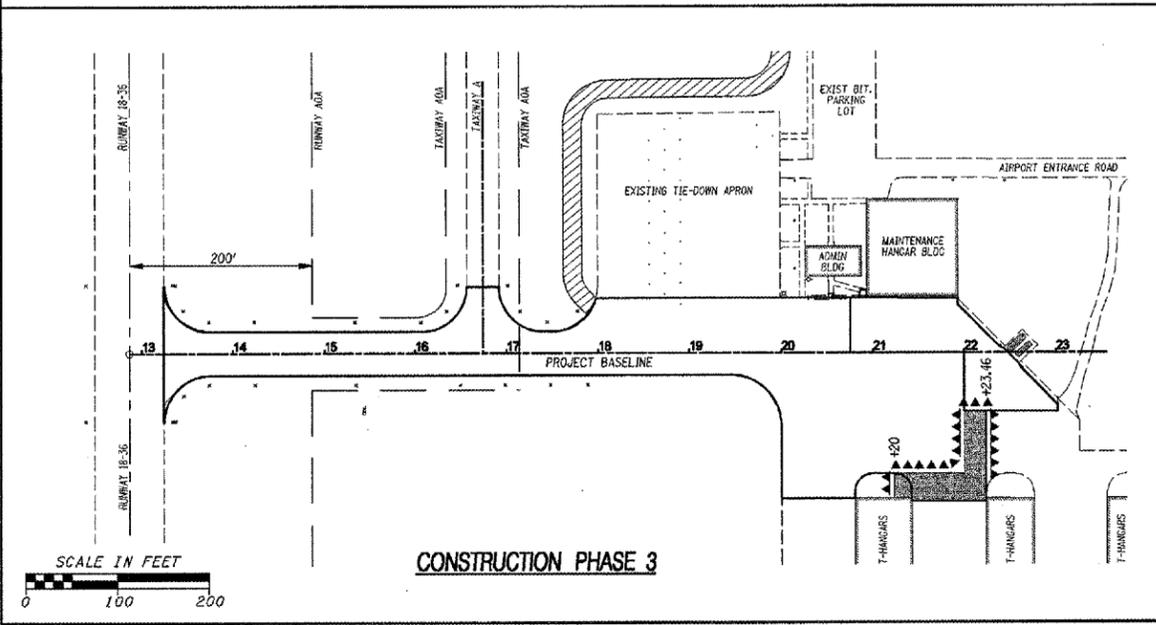
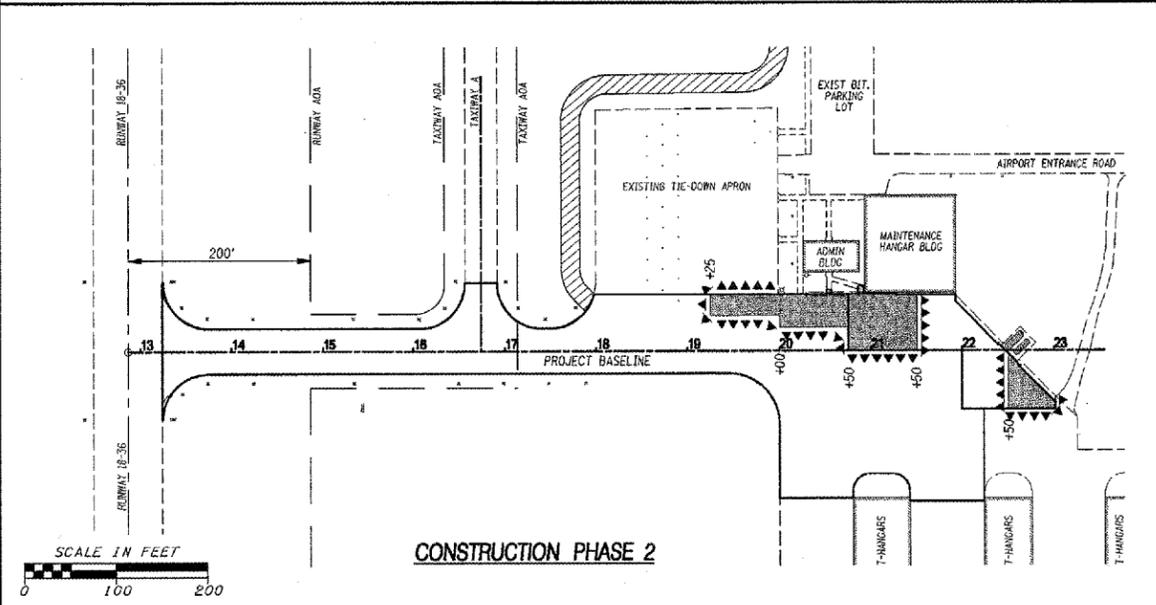
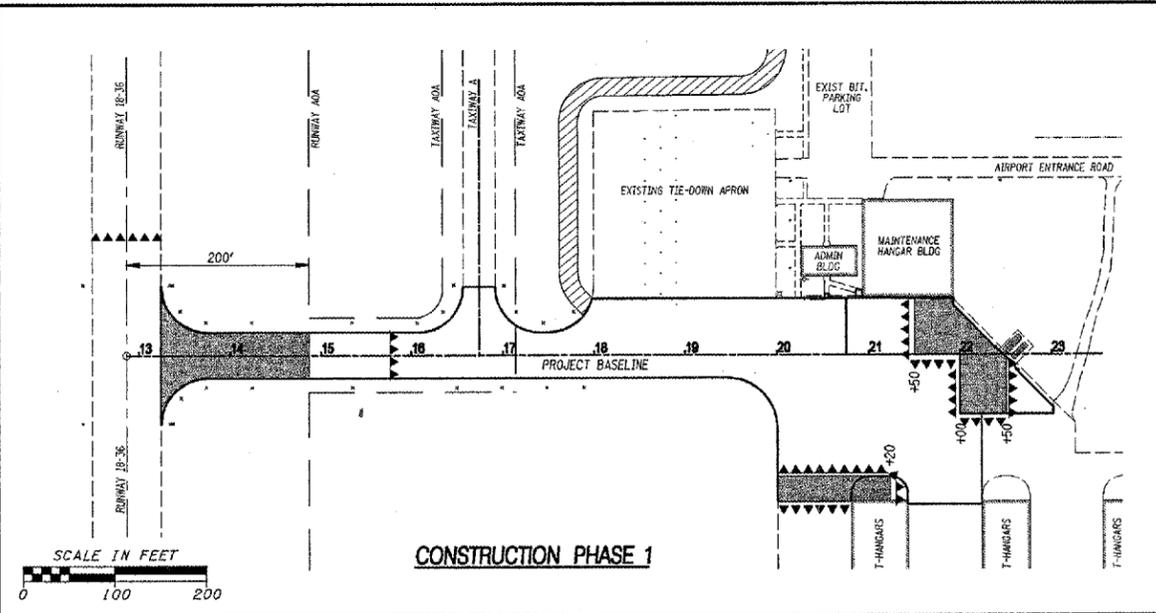
HMG HENRY, MEISENHEIMER & GENDE, INC. ENGINEERS CARLYLE, ILLINOIS 62231 www.hmgengineers.com (818) 564-3711 Fax (818) 564-8217

CONSTRUCTION SAFETY PLAN AIRPORT LAYOUT

IL PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-SAFETY01
DATE	01-19-2007

H.M.G. NO. 5636

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	30	4



PHASING NOTES

- The Contractor will maintain runway closure crosses for the duration of Phase 1 or as is required by the Resident Engineer.
- The phasing diagrams shown herein represent the minimum phasing requirements for the project. The Contractor will be required to maintain traffic control items throughout the project in other locations not shown here. The type and duration of the traffic control will depend on the location and work item.
- During the construction day, the Contractor will schedule his operations to provide aircraft access to the aircraft fueling area and maintenance hangar. The Contractor may be required to provide steel plates of sufficient strength to support aircraft to bridge excavations for access to these areas.
- The Engineer, airport operator, or other designated airport representative may order the Contractor to suspend operations; move personnel, equipment, and materials to a safe location; and stand by until aircraft use of an area is completed.
- The work in Phase 1 shall be expedited by the Contractor to minimize the number of days Runway 18-36 must be closed.
- Barricades at 15-foot centers shall be placed at the locations shown or as directed by the Resident Engineer. The barricades shall be weighted down to prevent blowing over, have a flashing red light and conform to IDOT Standard T02001-06, Type II. Rope with high visibility orange flagging shall be installed between all barricades.

EXCAVATIONS

- The Contractor must prominently mark all open trenches and excavations at the construction site with red or orange flags, as approved by the engineer or airport operator, and light them with red lights during hours of restricted visibility or darkness.
- Open trenches or excavations are not permitted within 200 feet of the runway centerline while the runway is open. If the runway must be opened before excavations are backfilled, the Contractor must cover the open trench with a material of sufficient strength to support a minimum of 12,500 lbs. All runways must be put back in service at the end of each day. At no time will a runway be allowed to be closed overnight.
- Excavations and open trenches may be permitted up to the edge of a structural taxiway and apron pavement provided the dropoff is marked and lighted per the provisions of "Hazard Marking and Lighting" detailed herein.

FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- Waste and loose materials, commonly referred to as FOD, are capable of causing damage to aircraft landing gears, propellers, and jet engines. The Contractor must not leave or place FOD on or near active aircraft movement areas. Each day at the completion of work, or more frequently as determined by the Resident Engineer, the Contractor shall be required to sweep all active construction airfield pavement areas and Illinois Route 127. The Contractor shall be required to have a sweeper available for use at all times throughout the project.
- If deemed necessary, a vehicle wash off area with yard hydrants will be provided by the Contractor to help reduce vehicle tracking of sediments. The Contractor shall provide all measures required by IDOT for accessing public roads by construction vehicles.

HAZARD MARKING AND LIGHTING

- Provide prominent, comprehensible warning indicators for any area affected by construction that is normally accessible to aircraft, personnel, or vehicles. Hazard marking and lighting must restrict access and make specific hazards obvious to pilots, vehicle drivers, and other personnel. Barricades, traffic cones (weighted or sturdily attached to the surface), or flashers are acceptable methods used to identify and define the limits of construction and hazardous areas on the airport.
- Provide temporary hazard marking and lighting to prevent aircraft from taxiing onto a closed runway for takeoff and to identify open manholes, small areas under repair, stockpiled material, and waste areas.
- The Contractor must provide a person to be on call 24 hours a day for emergency maintenance of airport hazard lighting and barricades.

LEGEND

- EXISTING PAVEMENT EDGE
- ▨ EXISTING BUILDINGS
- PROPOSED PHASED WORK AREA
- ▨ PROPOSED HAUL ROUTE & STAGING AREA
- ▲▲▲▲ PROPOSED BARRICADES IDOT TYPE 2 WITH FLASHING RED LIGHT

WASTE DISPOSAL

- Waste Materials** - All waste materials will be collected and stored in containers with lids and will be disposed of by a licensed solid waste company. The containers will meet all state and local solid waste management regulations. All trash and construction debris from the site will be deposited in the containers. The containers will be emptied and the trash hauled offsite on an as-needed basis or as directed by the Resident Engineer.
- Hazardous Waste** - All hazardous waste materials shall be disposed of in the manner specified by state or local regulations or by the Manufacturer's Material Safety Data Sheet (MSDS). Site personnel will be instructed regarding the correct procedure for hazardous waste disposal.
- Sanitary Waste** - All sanitary waste will be collected from any portable units a minimum of once per week by a licensed sanitary waste management contractor, as required by local regulations.

SPILL PREVENTION

Material Management Practices The following will be used to reduce the risk of spills or other accidental exposure of materials and substances to storm water runoff:

- The following good housekeeping practices will be followed onsite during construction:
 - Effort to store only enough product required to do the job.
 - Materials stored in a neat, orderly manner in their appropriate containers.
 - Products kept in original containers with original manufacturer's labels.
 - No mixing of materials unless recommended by the manufacturer.
 - Manufacturer's recommendations for proper use and disposal will be followed.
- The following practices are used to reduce the risks associated with hazardous materials:
 - Products will be kept in original containers unless they are not resealable.
 - Original labels and Material Safety Data Sheets (MSDS) will be retained.
 - If surplus product must be disposed of, manufacturer's or local and state recommended methods for proper disposal will be followed.

Product Specific Practices The following practices will be followed onsite:

- Petroleum Products** - All onsite vehicles will be monitored for leaks and receive regular preventative maintenance to reduce the chance of leakage. Petroleum products will be stored in tightly sealed containers which are clearly labeled. Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.
- Fertilizers** - All fertilizers used will be applied only in the minimum amounts specified. Once applied, fertilizer will be worked into the soil to limit exposure to storm water runoff. Storage will be in a covered area. The contents of any partially used bags of fertilizer will be transferred to a sealable plastic bin to avoid spills.
- Paints** - All containers will be tightly sealed and stored when not in use. Excess paint will not be dumped on the ground or discharged to the storm sewer system, but will be properly disposed of according to manufacturer's instructions or applicable state or local regulations.
- Concrete Trucks** - Concrete trucks will not be allowed to wash out or discharge surplus concrete or drum wash water onsite unless in an approved holding basin.

DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RCH

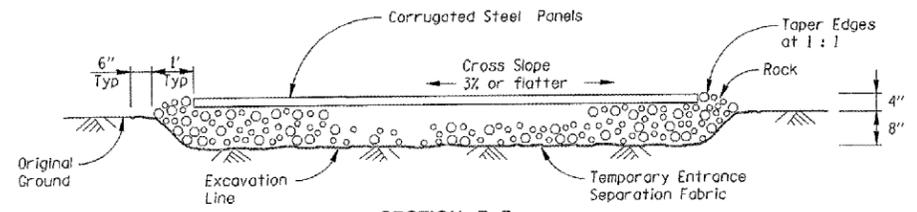
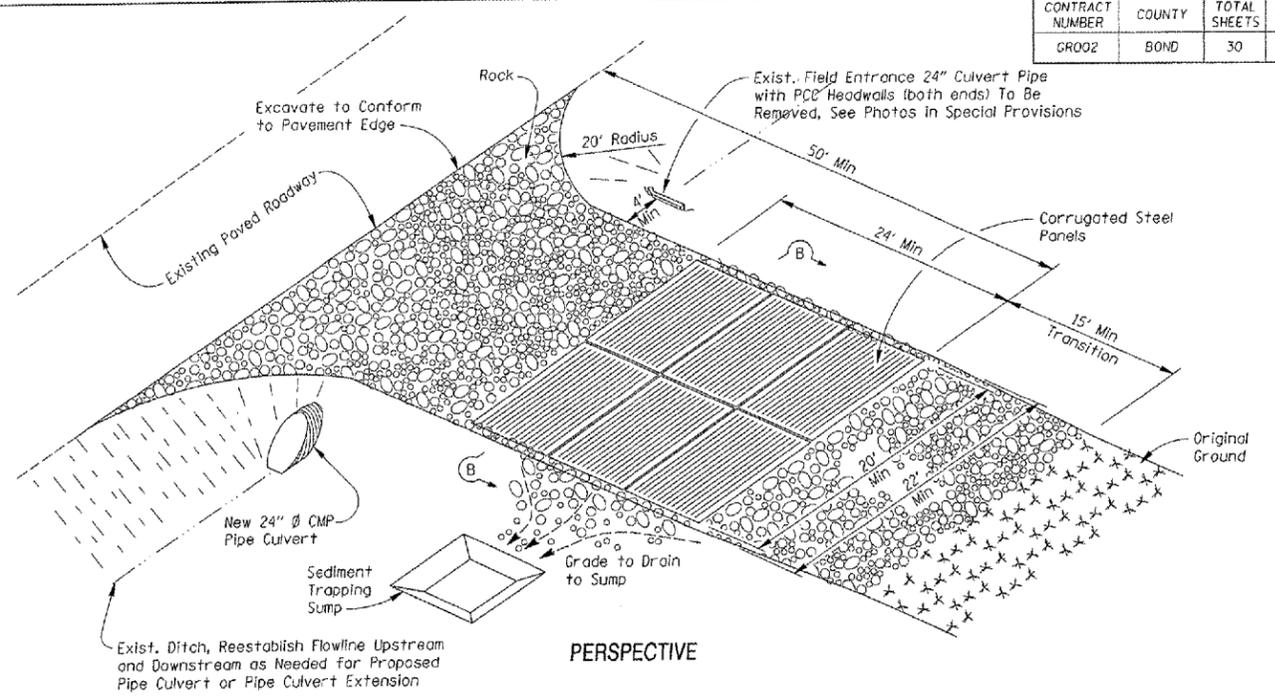
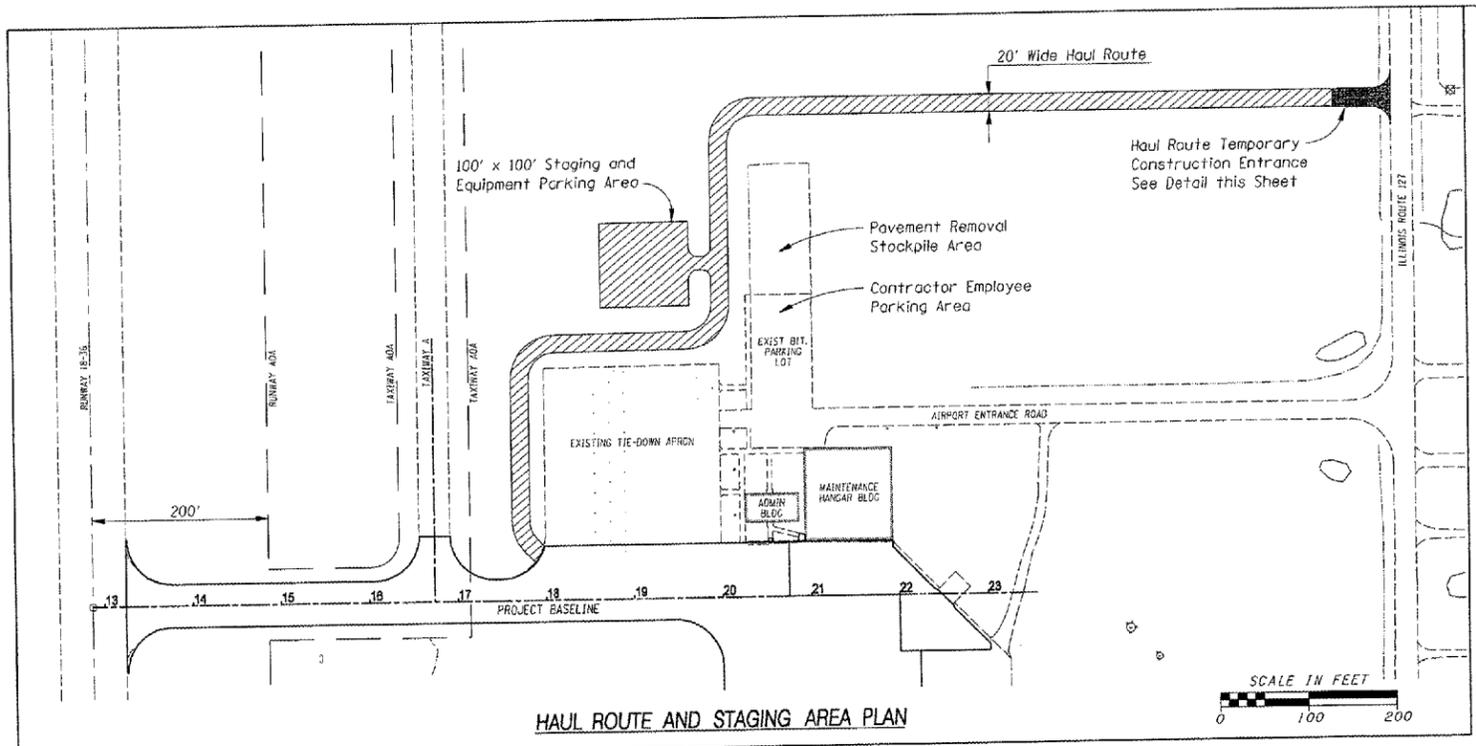
GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 684-3711 Fax (618) 594-8217

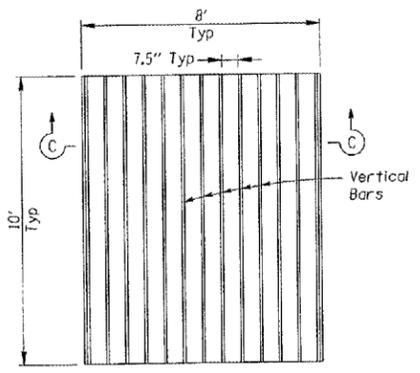
CONSTRUCTION SAFETY PLAN PHASING PLAN

IL PROJ. NO.	GRE-3215
A.C.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-SAFETY02
DATE	01-19-2007

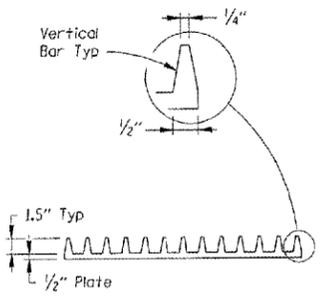
CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	30	5



SECTION B-B
TEMPORARY CONSTRUCTION ENTRANCE DETAIL

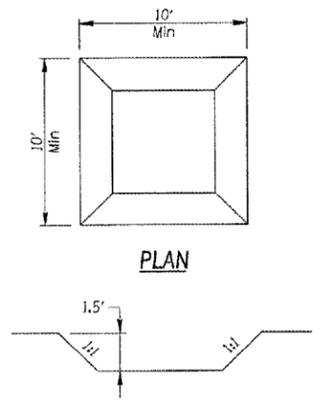


PLAN



SECTION C-C

CORRUGATED STEEL PANEL DETAIL



PLAN

ELEVATION

SEDIMENT TRAPPING SUMP

HAUL ROUTE, STAGING AND VEHICLE OPERATIONS

1. Strict control of construction vehicles shall be maintained and only essential construction equipment and vehicles will be allowed in the movement area.
2. Contractor employees will be allowed to use the far north side of the existing airport auto parking lot or the staging area for parking their vehicles. Use of personal vehicles beyond these areas will not be allowed.
3. Access to the job site shall be via the haul route designated on the safety plan or as directed by the Engineer. The designated haul route shall be the only access to the job site for construction purposes used by the Contractor, his employees or his subcontractors.
4. The existing area identified as the proposed haul route and staging/parking area consists of agricultural vegetation and turf grass. The Contractor will be allowed to park his vehicles and store his materials in a 100' x 100' area located west of the airport parking lot and north of the tie-down apron.
5. The Contractor shall store all equipment and materials within the staging and equipment parking area shown on the safety plan. The maximum height of equipment, materials and/or stockpile shall not exceed 25 feet above ground elevation.
6. The Contractor's equipment shall be stored in the staging area when construction is not in progress.
7. The Contractor will be required to construct a haul route temporary construction entrance at the location shown on the Safety Plan and in accordance with the details on this sheet. An existing field entrance approximately 20' wide at grade with the edge of pavement of Illinois Route 127 is at the location of the proposed construction entrance. The field entrance consists of mixed aggregate and turf grass at the surface and is bordered on each side by two pcc headwalls which serve as end sections for a 24" clay pipe culvert under the entrance (see photos in the Special Provisions). The Contractor shall remove the existing culvert and headwalls and dispose of offsite. The Contractor shall place a new 24" CMP Pipe Culvert at the existing ditch flowline. The pipe culvert shall be cut flush with the foreslope embankment (1:4 typical) of the new entrance or be constructed with a metal end section on each side (see IDOT Standard 542401). The approximate length of pipe culvert material required shall be 46 lineal feet. The rock used in the construction of the entrance shall conform to IDOT Gradation CA-3 and shall be placed in accordance with Section 208 the Standard Specifications. The steel panels shall be approved by the Engineer prior to their installation. The separation fabric shall be constructed in accordance with Item AR156513 Separation Fabric of the Special Provisions. The new pipe culvert and end sections shall be constructed in accordance with Section 701 of the Standard Specifications or as directed by the Engineer.
8. The Contractor shall be required to maintain the proposed haul route, staging area and construction entrance throughout the course of the project. At the conclusion of the project, the Contractor shall grade, disk, fertilize, seed and mulch the haul route and staging/equipment parking areas as needed to restore these areas back to their original state. Damage to any other areas outside of the construction limits shall be repaired by the Contractor back to their original condition or to the satisfaction of the Resident Engineer. The steel plates and sediment sump shall be cleaned/removed from the construction entrance and the aggregate regraded to the satisfaction of the Engineer. The remainder of the entrance shall be left in place. All work associated with the construction, maintenance, repair, and restoration of all haul routes, staging/parking areas and construction entrances shall be considered incidental to Item AR150530 Traffic Maintenance and no additional compensation will be allowed.

DATE	DESCRIPTION OF THE REVISIONS	BY
03-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	ROH

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

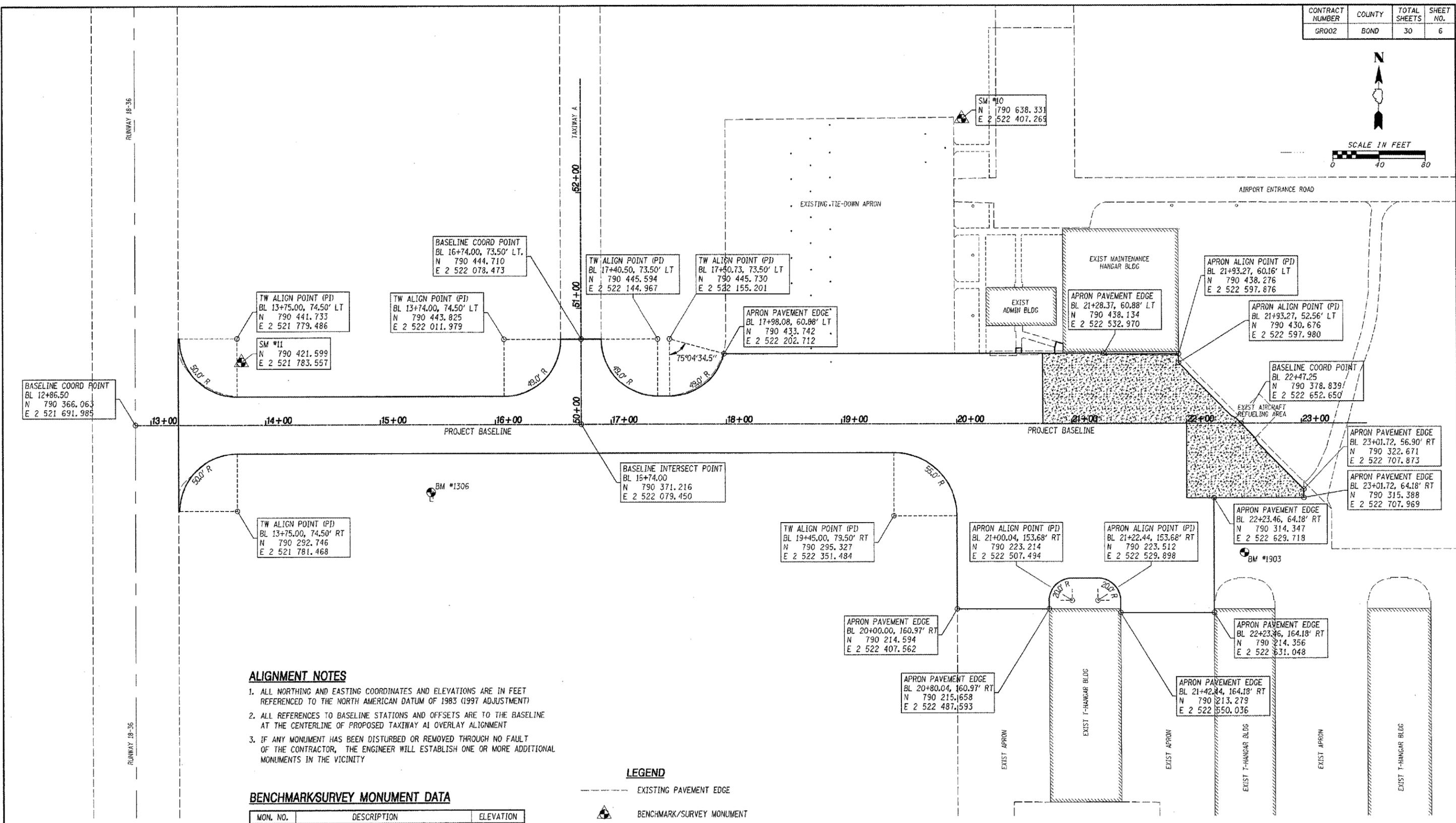
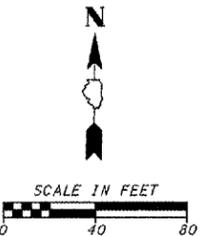
HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgeni.com
(618) 504-3711 Fax (618) 594-8217

**CONSTRUCTION SAFETY PLAN
HAUL ROUTE AND STAGING AREA**

IL PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-SAFETY03
DATE	01-19-2007

H.M.G. NO. 6596

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GR002	BOND	30	6



ALIGNMENT NOTES

1. ALL NORTHING AND EASTING COORDINATES AND ELEVATIONS ARE IN FEET REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (1997 ADJUSTMENT)
2. ALL REFERENCES TO BASELINE STATIONS AND OFFSETS ARE TO THE BASELINE AT THE CENTERLINE OF PROPOSED TAXIWAY A1 OVERLAY ALIGNMENT
3. IF ANY MONUMENT HAS BEEN DISTURBED OR REMOVED THROUGH NO FAULT OF THE CONTRACTOR, THE ENGINEER WILL ESTABLISH ONE OR MORE ADDITIONAL MONUMENTS IN THE VICINITY

LEGEND

- EXISTING PAVEMENT EDGE
- ▲ BENCHMARK/SURVEY MONUMENT
- PROPOSED BASELINE/CENTERLINE
- ▨ EXISTING BUILDINGS
- ▩ PROPOSED PCC PAVEMENT AREA
- PROPOSED AC PAVEMENT AREA

BENCHMARK/SURVEY MONUMENT DATA

MON. NO.	DESCRIPTION	ELEVATION
SM 10	5/8" IRON ROD WITH CAP N 790 638.331 E 2 522 407.269	537.715
SM 11	NGS CONTROL POINT (GPS) 1/2" STEEL ROD IN ALUMINUM CASING N 790 421.599 E 2 521 783.557	533.503
BM 1903	PAINTED "+" S.E. COR. INLET TOP	535.800
BM 1306	CHISELED "X" N.W. COR. CONCRETE HOLD SIGN PAD ON SOUTH SIDE TW A1	533.981

DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGH

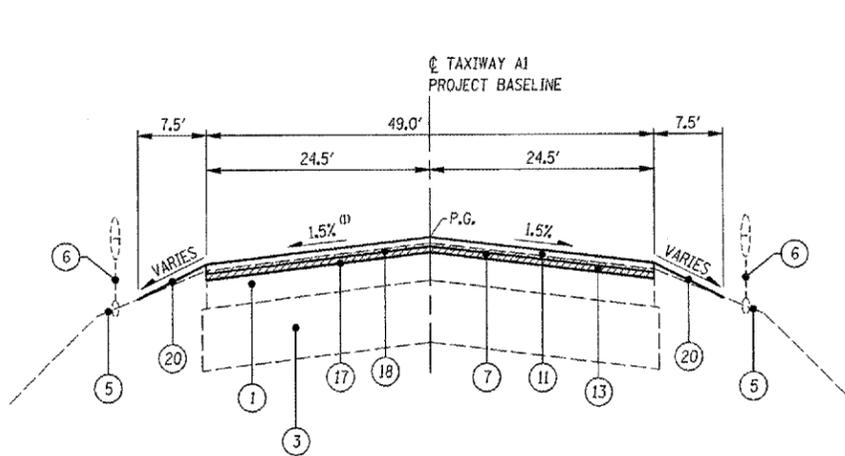
GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HORIZONTAL ALIGNMENT AND MONUMENT LOCATIONS

IL PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-HALIGN
DATE	01-19-2007

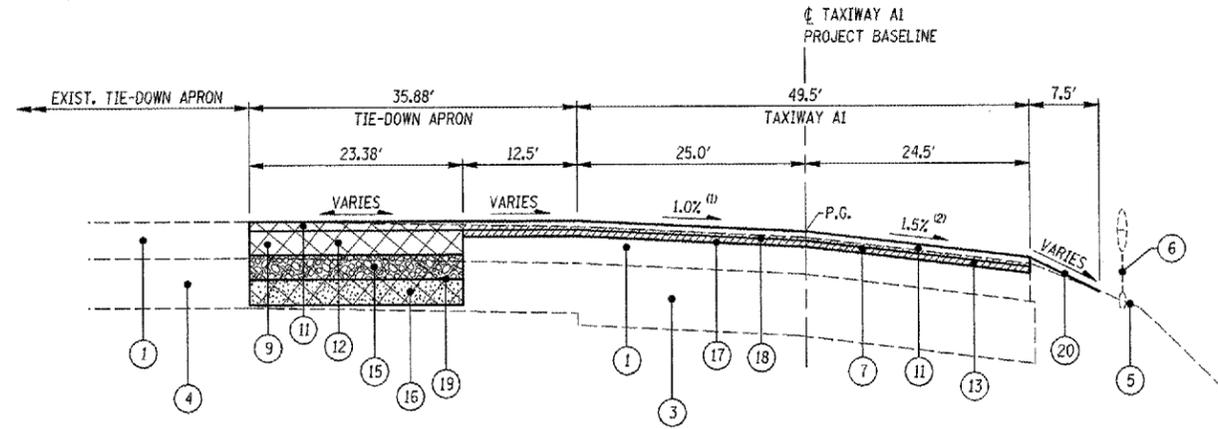
H.M.G. NO. 5636

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	30	7



TYPICAL SECTION - TAXIWAY A1
STA. 13+74.00 TO STA. 17+50.73

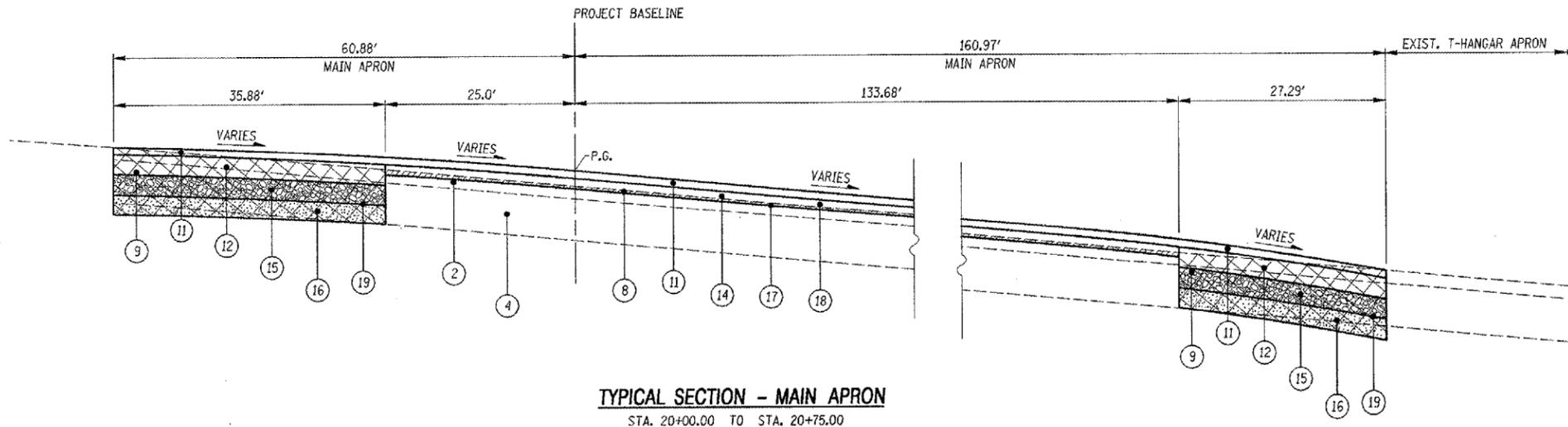
- (1) TRANSITION CROSS-SLOPE FROM -1.50% TO +1.00% FROM STA. 17+28.85 TO STA. 18+25.00
- (2) TRANSITION CROSS-SLOPE FROM -1.50% TO -1.00% FROM STA. 19+25.00 TO STA. 19+50.00



TYPICAL SECTION - TAXIWAY A1
STA. 17+50.73 TO STA. 20+00.00

LEGEND

- ① EXISTING BITUMINOUS CONC. PAVEMENT (±6")
- ② EXISTING BITUMINOUS CONC. PAVEMENT (±2½")
- ③ EXISTING AGGREGATE BASE (±10")
- ④ EXISTING AGGREGATE BASE (±8½")
- ⑤ EXISTING EARTH SHOULDER
- ⑥ EXISTING RUNWAY/TAXIWAY LIGHT
- ⑦ BITUMINOUS PAVEMNT MILLING, VARIABLE DEPTH, (½" MIN.)
- ⑧ BITUMINOUS PAVEMNT MILLING, VARIABLE DEPTH, (½" MIN.)
- ⑨ PAVEMENT REMOVAL AND RECONSTRUCTION
- ⑩ 5½" PCC PAVEMENT
- ⑪ ½" BITUMINOUS SURFACE COURSE
- ⑫ 4" BITUMINOUS BASE COURSE
- ⑬ BITUMINOUS BASE COURSE, LEVELING, VARIABLE DEPTH, (1" MIN.)
- ⑭ BITUMINOUS BASE COURSE, LEVELING, VARIABLE DEPTH, (2" MIN.)
- ⑮ 4" CRUSHED AGGREGATE BASE COURSE
- ⑯ 6" RECYCLED SUBBASE MATERIAL FROM ⑦, ⑧ AND ⑨
- ⑰ SAND MIX CRACK REPAIR
- ⑱ CRACK CONTROL MATERIAL
- ⑲ SOIL STABILIZATION FABRIC
- ⑳ SHOULDER ADJUSTMENT (GRADING & SEEDING)



TYPICAL SECTION - MAIN APRON
STA. 20+00.00 TO STA. 20+75.00

NOTES

- 1. SEE SHEETS 13 THRU 15 FOR PAVEMENT GRADES AND ELEVATIONS
- 2. SEE SHEETS 26 THRU 30 FOR CROSS SECTIONS IN THESE AREAS
- 3. SEE SHEET 16 FOR PCC AND MISCELLANEOUS AC DETAILS
- 4. PAVEMENT BETWEEN TYPICAL SECTIONS ARE EITHER IN TRANSITION IN GRADES, CROSS-SLOPES OR PAVEMENT WIDTHS
- 5. ALTHOUGH NOT SHOWN, A BITUMINOUS PRIME COAT SHALL BE APPLIED TO ANY EXPOSED AGGREGATE BASE AT A RATE OF 0.30 GALLONS/SQUARE YARD
- 6. ALTHOUGH NOT SHOWN, AT THE DISCRETION OF THE ENGINEER, A BITUMINOUS TACK COAT MAY BE APPLIED BETWEEN SUCCESSIVE COURSES OF BITUMINOUS PAVEMENTS AT A RATE OF 0.08 GALLONS/SQUARE YARD

DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGR

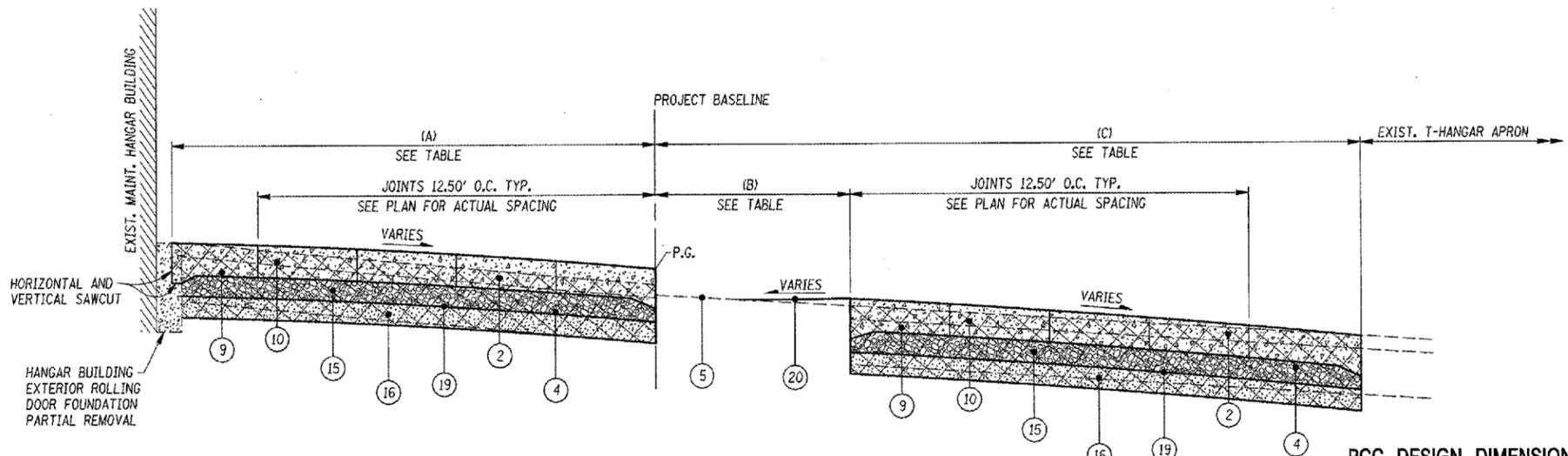
GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
ENGINEERS (618) 504-3711 Fax (618) 504-8217

TYPICAL SECTIONS	ILL. PROJ. NO.	GRE-3215
	A.I.P. PROJ. NO.	3-17-0049-B4
	FILE NAME	GA-TYPSEC-01
	DATE	01-19-2007

H.M.G. NO. 5536

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	30	8

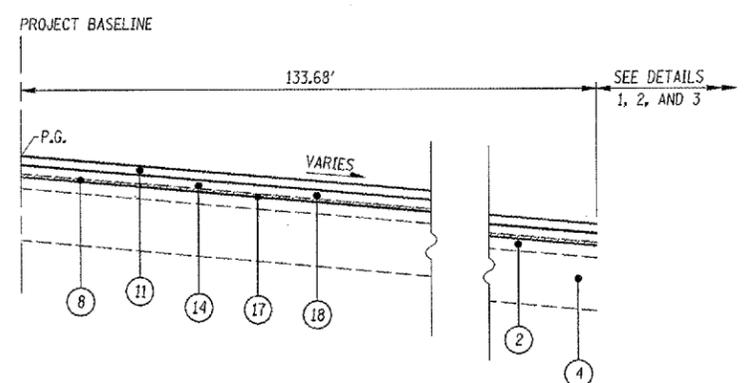


TYPICAL SECTION - PCC CONSTRUCTION

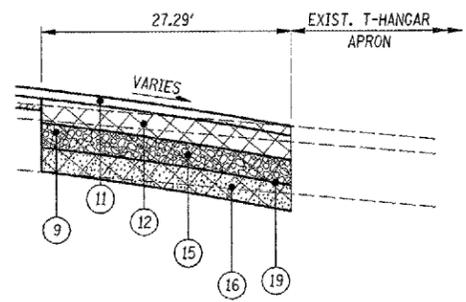
PCC DESIGN DIMENSIONS

LOCATION	(A)	(B)	(C)
STA. 20+75.00 - STA. 21+28.37	60.88'	N/A	N/A
STA. 21+28.37 - STA. 21+93.27	60.16'	N/A	N/A
STA. 21+93.27 - STA. 22+00.00	TRANSITION 54.48' TO 45.77'	N/A	N/A
STA. 22+00.00 - STA. 22+47.25	TRANSITION 45.77' TO 0.00'	0.00'	64.18'
STA. 22+47.25 - STA. 23+01.72	N/A	TRANSITION 0.00' TO 56.90'	64.18'

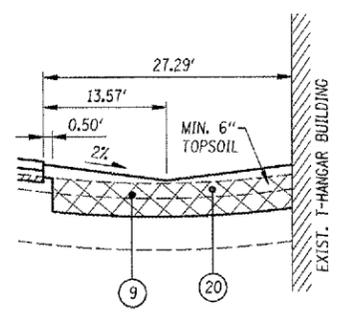
- LEGEND**
- ① EXISTING BITUMINOUS CONC. PAVEMENT (±6")
 - ② EXISTING BITUMINOUS CONC. PAVEMENT (±2 1/2")
 - ③ EXISTING AGGREGATE BASE (±10")
 - ④ EXISTING AGGREGATE BASE (±8 1/2")
 - ⑤ EXISTING EARTH SHOULDER
 - ⑥ EXISTING RUNWAY/TAXIWAY LIGHT
 - ⑦ BITUMINOUS PAVEMENT MILLING, VARIABLE DEPTH, (1 1/2" MIN.)
 - ⑧ BITUMINOUS PAVEMENT MILLING, VARIABLE DEPTH, (1 1/2" MIN.)
 - ⑨ PAVEMENT REMOVAL AND RECONSTRUCTION
 - ⑩ 5 1/2" PCC PAVEMENT
 - ⑪ 1 1/2" BITUMINOUS SURFACE COURSE
 - ⑫ 4" BITUMINOUS BASE COURSE
 - ⑬ BITUMINOUS BASE COURSE, LEVELING, VARIABLE DEPTH, (1" MIN.)
 - ⑭ BITUMINOUS BASE COURSE, LEVELING, VARIABLE DEPTH, (2" MIN.)
 - ⑮ 4" CRUSHED AGGREGATE BASE COURSE
 - ⑯ 6" RECYCLED SUBBASE MATERIAL FROM ⑦, ⑧ AND ⑨
 - ⑰ SAND MIX CRACK REPAIR
 - ⑱ CRACK CONTROL MATERIAL
 - ⑲ SOIL STABILIZATION FABRIC
 - ⑳ SHOULDER ADJUSTMENT (GRADING & SEEDING)



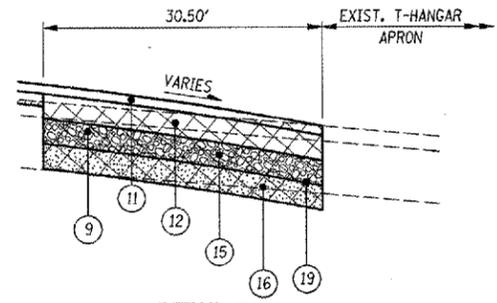
TYPICAL SECTION - MAIN APRON
STA. 20+75.00 TO STA. 22+23.46



DETAIL 1
STA. 20+75.00 TO STA. 20+80.04



DETAIL 2
STA. 20+80.04 TO STA. 21+42.44



DETAIL 3
STA. 21+42.44 TO STA. 22+23.46

- NOTES**
1. SEE SHEETS 13 THRU 15 FOR PAVEMENT GRADES AND ELEVATIONS
 2. SEE SHEETS 26 THRU 30 FOR CROSS SECTIONS IN THESE AREAS
 3. SEE SHEET 16 FOR PCC AND MISCELLANEOUS AC DETAILS
 4. PAVEMENT BETWEEN TYPICAL SECTIONS ARE EITHER IN TRANSITION IN GRADES, CROSS-SLOPES OR PAVEMENT WIDTHS
 5. ALTHOUGH NOT SHOWN, A BITUMINOUS PRIME COAT SHALL BE APPLIED TO ANY EXPOSED AGGREGATE BASE AT A RATE OF 0.30 GALLONS/SQUARE YARD
 6. ALTHOUGH NOT SHOWN, AT THE DISCRETION OF THE ENGINEER, A BITUMINOUS TACK COAT MAY BE APPLIED BETWEEN SUCCESSIVE COURSES OF BITUMINOUS PAVEMENTS AT A RATE OF 0.08 GALLONS/SQUARE YARD

DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RCM

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HENRY, WEISENHEIMER & GEWDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 694-3711 Fax (618) 694-8217

TYPICAL SECTIONS

IL PROJ. NO.	GRE-3215
A.J.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-TYPSEC-02
DATE	01-19-2007

H.M.G. NO. 5535

REMOVAL/PROCESSING & RECONSTRUCTION QUANTITY NOTES

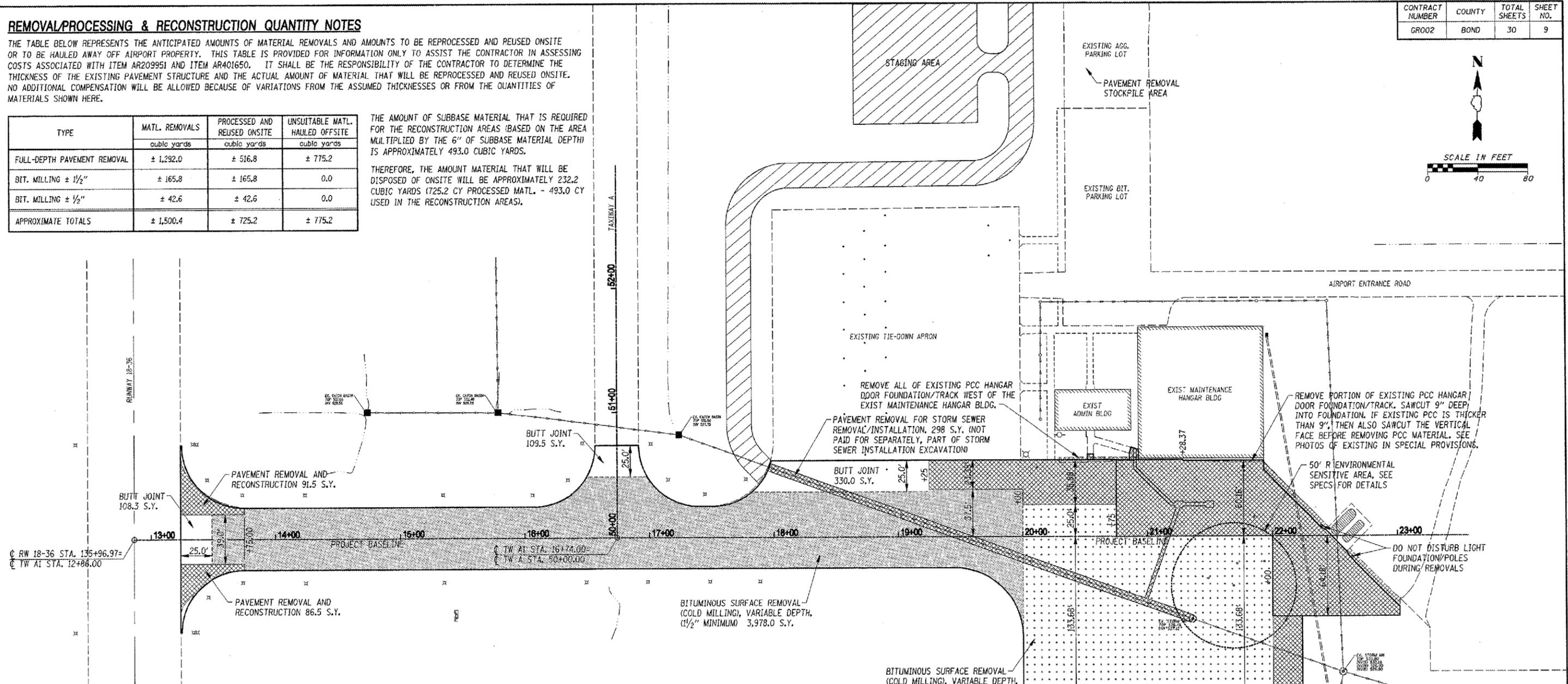
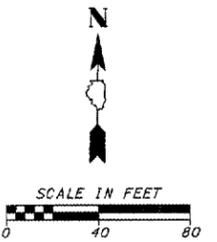
THE TABLE BELOW REPRESENTS THE ANTICIPATED AMOUNTS OF MATERIAL REMOVALS AND AMOUNTS TO BE REPROCESSED AND REUSED ONSITE OR TO BE HAULED AWAY OFF AIRPORT PROPERTY. THIS TABLE IS PROVIDED FOR INFORMATION ONLY TO ASSIST THE CONTRACTOR IN ASSESSING COSTS ASSOCIATED WITH ITEM AR209951 AND ITEM AR401650. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE THICKNESS OF THE EXISTING PAVEMENT STRUCTURE AND THE ACTUAL AMOUNT OF MATERIAL THAT WILL BE REPROCESSED AND REUSED ONSITE. NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF VARIATIONS FROM THE ASSUMED THICKNESSES OR FROM THE QUANTITIES OF MATERIALS SHOWN HERE.

TYPE	MATL. REMOVALS	PROCESSED AND REUSED ONSITE	UNSUITABLE MATL. HAULED OFFSITE
	cubic yards	cubic yards	cubic yards
FULL-DEPTH PAVEMENT REMOVAL	± 1,292.0	± 516.8	± 775.2
BIT. MILLING ± 1 1/2"	± 165.8	± 165.8	0.0
BIT. MILLING ± 1/2"	± 42.6	± 42.6	0.0
APPROXIMATE TOTALS	± 1,500.4	± 725.2	± 775.2

THE AMOUNT OF SUBBASE MATERIAL THAT IS REQUIRED FOR THE RECONSTRUCTION AREAS (BASED ON THE AREA MULTIPLIED BY THE 6" OF SUBBASE MATERIAL DEPTH) IS APPROXIMATELY 493.0 CUBIC YARDS.

THEREFORE, THE AMOUNT MATERIAL THAT WILL BE DISPOSED OF ONSITE WILL BE APPROXIMATELY 232.2 CUBIC YARDS (725.2 CY PROCESSED MATL. - 493.0 CY USED IN THE RECONSTRUCTION AREAS).

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GR002	BOND	30	9



DEMOLITION NOTES

UNDER ITEM AR209951 - PAVEMENT REMOVAL AND RECONSTRUCTION, THE CONTRACTOR SHALL REMOVE ALL EXISTING BITUMINOUS (±2 1/2"-16") PAVEMENT AND AGGREGATE (±8 1/2"-10") BASE MATERIAL, SUBBASE MATERIAL, SUBGRADE MATERIAL, MISCELLANEOUS PCC MATERIAL, OR OTHER APPURTENANCES TO THE LINES AND GRADES SHOWN IN THE CROSSHATCHED AREAS ON THIS SHEET AND IN THE TYPICAL SECTIONS OR AS DIRECTED BY THE RESIDENT ENGINEER. THE MATERIALS RESULTING FROM THE REMOVAL SHALL BE STOCKPILED ON AIRPORT PROPERTY AS SHOWN OR AS DIRECTED BY THE ENGINEER. BITUMINOUS AND AGGREGATE MATERIAL THAT CAN PASS A 2 1/2" SIEVE MAY BE REUSED AS SUBBASE MATERIAL. THIS MATERIAL ALONG WITH THE BITUMINOUS MILLINGS FROM THE BITUMINOUS SURFACE REMOVAL OPERATIONS WILL BE PLACED TO THE SUBBASE ELEVATIONS SHOWN IN THE PLANS AND COMPACTED TO THE SATISFACTION OF THE ENGINEER. ANY EXCESS SUITABLE AGGREGATE MATERIAL WHICH IS NOT USED IN THE CONSTRUCTION OF THE SUBBASE WILL BE DISPOSED OF ON THE AIRPORT SITE AT A LOCATION DESIGNATED BY THE AIRPORT MANAGER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE THICKNESS OF THE EXISTING PAVEMENT STRUCTURE. NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF VARIATIONS FROM THE ASSUMED THICKNESSES OR FROM THE THICKNESSES SHOWN HERE.

ALL REMOVALS OF PCC MATERIAL, UNSUITABLE MATERIAL, NON-AGGREGATE TYPE MATERIAL OR OTHER MATERIAL AS DIRECTED BY THE ENGINEER SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM AIRPORT PROPERTY AS SPECIFIED IN SECTION 151-2.3 OF THE STANDARD SPECIFICATIONS AND SHALL BE RECYCLED, REUSED, OR OTHERWISE DISPOSED OF AS THE CONTRACTOR SEES FIT OR AS ALLOWED BY STATE OR FEDERAL LAWS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ANYWHERE PAVEMENT REMOVAL BUTTS EXISTING PAVEMENT TO REMAIN IN PLACE, THE LIMIT LINE OF REMOVAL SHALL BE SCORED WITH A PERPENDICULAR STRAIGHT JOINT BY A FULL-DEPTH SAWCUT AT THE ENDS AND EDGES OF THE AREAS TO BE REMOVED. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ANY DAMAGE DONE TO THE ADJACENT EXISTING PAVEMENT TO REMAIN IN PLACE BY THE REMOVAL OPERATIONS SHALL BE REPAIRED OR REMOVED AND REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE, AS DIRECTED BY THE RESIDENT ENGINEER.

ANY EXCAVATION MADE BEYOND THE EXISTING PAVEMENT SECTION BY THE CONTRACTOR FOR REMOVAL SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE. THE EXCAVATED SPACE SHALL BE FILLED WITH MATERIAL SATISFACTORY TO THE RESIDENT ENGINEER AND PLACED ACCORDING TO ITEM 152 OF THE STANDARD SPECIFICATIONS

LEGEND

- EXISTING PAVEMENT EDGE
- [Hatched Box] EXISTING BUILDINGS
- [Hatched Box] HAUL ROUTE/STAGING AREA
- [Cross-hatched Box] PAVEMENT REMOVAL AREA
- [Dotted Box] BITUMINOUS SURFACE REMOVAL VARIABLE DEPTH, (1/2" MINIMUM)
- [Dotted Box] BITUMINOUS SURFACE REMOVAL VARIABLE DEPTH, (1/2" MINIMUM)
- [Solid Box] BUTT JOINT CONSTRUCTION

DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGH

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

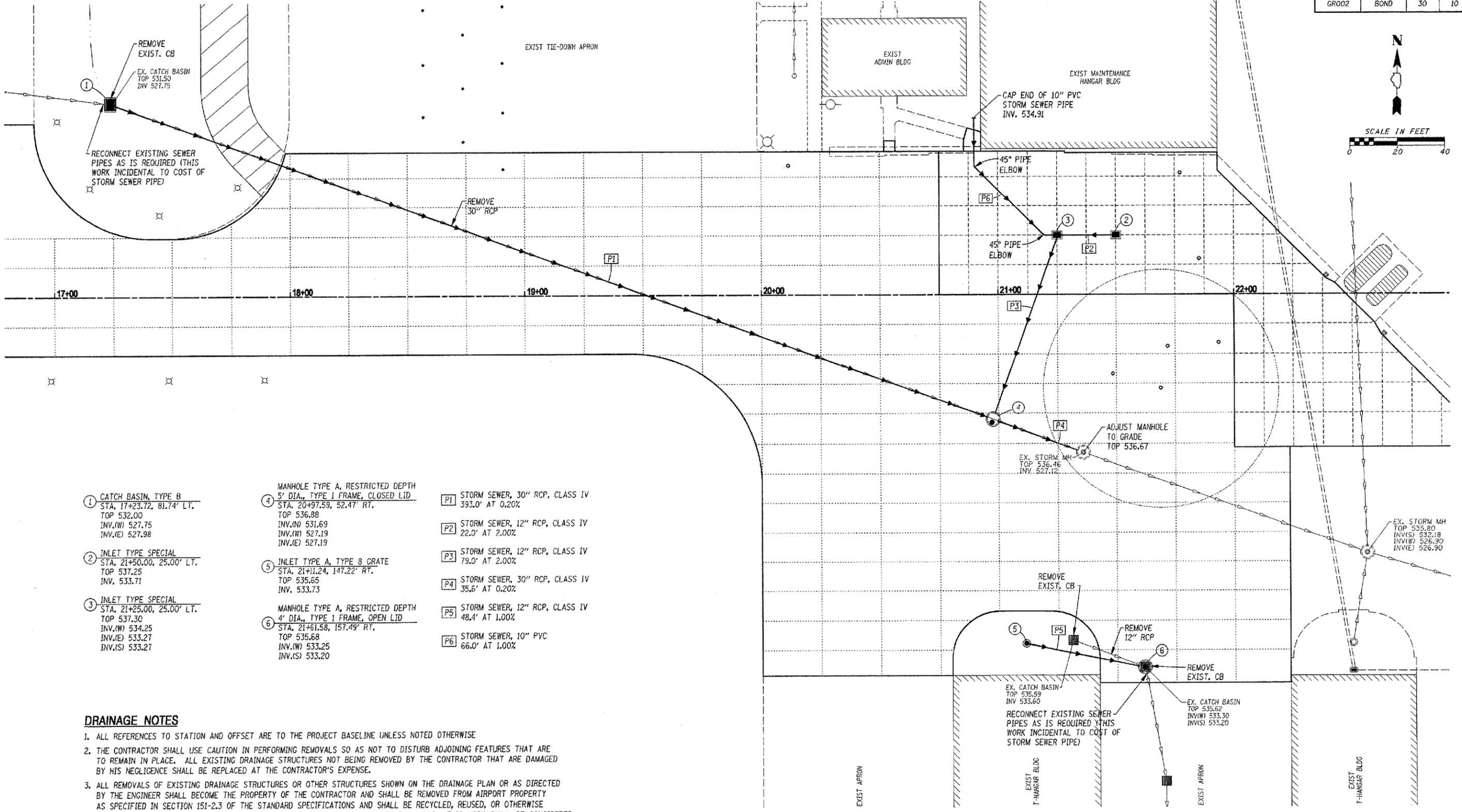
HENRY, MEISENHEIMER & GRENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 584-3711 Fax (618) 584-8217

PROPOSED DEMOLITION PLAN

IL PROJ. NO. GRE-3215
A.I.P. PROJ. NO. 3-17-0049-B4
FILE NAME GA-DEMOPLN
DATE 01-19-2007

H.M.G. NO. 5536

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	30	10



- ① CATCH BASIN, TYPE B
STA. 17+23.72, 81.74' LT.
TOP 532.00
INV.(W) 527.75
INV.(E) 527.98
- ② INLET TYPE SPECIAL
STA. 21+50.00, 25.00' LT.
TOP 537.25
INV. 533.71
- ③ INLET TYPE SPECIAL
STA. 21+25.00, 25.00' LT.
TOP 537.30
INV.(W) 534.25
INV.(E) 533.27
INV.(S) 533.27

- ④ MANHOLE TYPE A, RESTRICTED DEPTH
5' DIA., TYPE 1 FRAME, CLOSED LID
STA. 20+97.53, 52.47' RT.
TOP 536.88
INV.(W) 531.69
INV.(E) 527.19
INV.(S) 527.19
- ⑤ INLET TYPE A, TYPE 8 GRATE
STA. 21+11.24, 147.22' RT.
TOP 535.65
INV. 533.73
- ⑥ MANHOLE TYPE A, RESTRICTED DEPTH
4' DIA., TYPE 1 FRAME, OPEN LID
STA. 21+61.58, 157.49' RT.
TOP 535.68
INV.(W) 533.25
INV.(S) 533.20

- P1 STORM SEWER, 30" RCP, CLASS IV
393.0' AT 0.20%
- P2 STORM SEWER, 12" RCP, CLASS IV
22.0' AT 2.00%
- P3 STORM SEWER, 12" RCP, CLASS IV
79.0' AT 2.00%
- P4 STORM SEWER, 30" RCP, CLASS IV
35.6' AT 0.20%
- P5 STORM SEWER, 12" RCP, CLASS IV
48.4' AT 1.00%
- P6 STORM SEWER, 10" PVC
66.0' AT 1.00%

DRAINAGE NOTES

1. ALL REFERENCES TO STATION AND OFFSET ARE TO THE PROJECT BASELINE UNLESS NOTED OTHERWISE
2. THE CONTRACTOR SHALL USE CAUTION IN PERFORMING REMOVALS SO AS NOT TO DISTURB ADJOINING FEATURES THAT ARE TO REMAIN IN PLACE. ALL EXISTING DRAINAGE STRUCTURES NOT BEING REMOVED BY THE CONTRACTOR THAT ARE DAMAGED BY HIS NEGLIGENCE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
3. ALL REMOVALS OF EXISTING DRAINAGE STRUCTURES OR OTHER STRUCTURES SHOWN ON THE DRAINAGE PLAN OR AS DIRECTED BY THE ENGINEER SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM AIRPORT PROPERTY AS SPECIFIED IN SECTION 151-2.3 OF THE STANDARD SPECIFICATIONS AND SHALL BE RECYCLED, REUSED, OR OTHERWISE DISPOSED OF AS THE CONTRACTOR SEES FIT OR AS ALLOWED BY STATE OR FEDERAL LAWS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS PROPOSED DRAINAGE STRUCTURE ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
4. ALL OFFSETS FOR MANHOLES/INLETS SHOWN ARE TO THE CENTER OF THE STRUCTURE.
5. EROSION CONTROL SHALL BE PLACED AROUND INLETS AND MANHOLES IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.
6. THE CONNECTION OF THE PROPOSED STORM SEWER TO THE EXISTING SHOULD BE FREE OF VOIDS AND SHALL BE SEALED WITH MORTAR OR A CONCRETE COLLAR AS DIRECTED BY THE ENGINEER.

DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGH

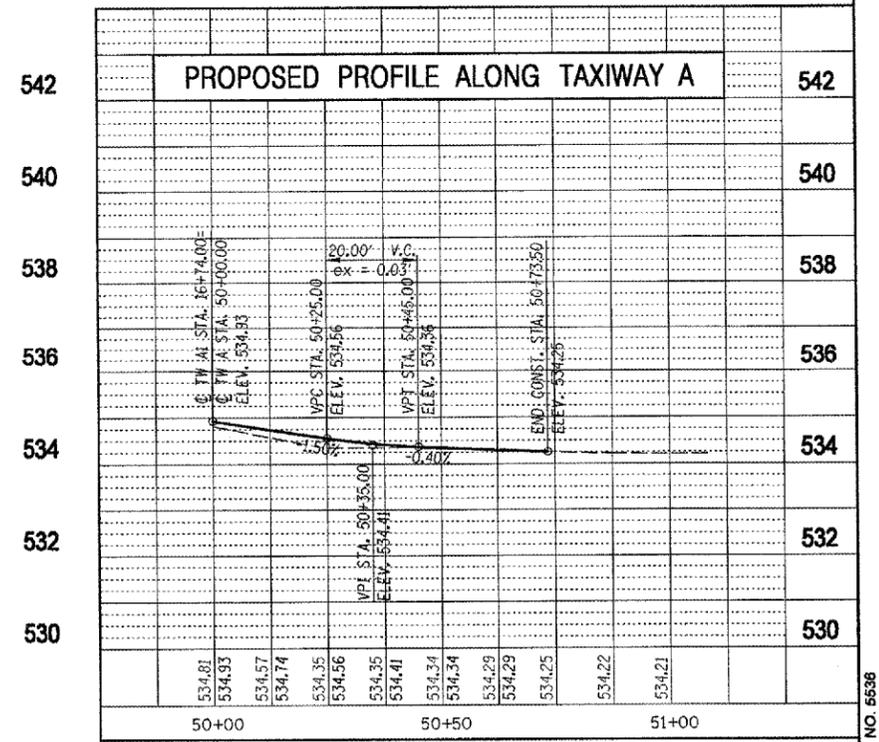
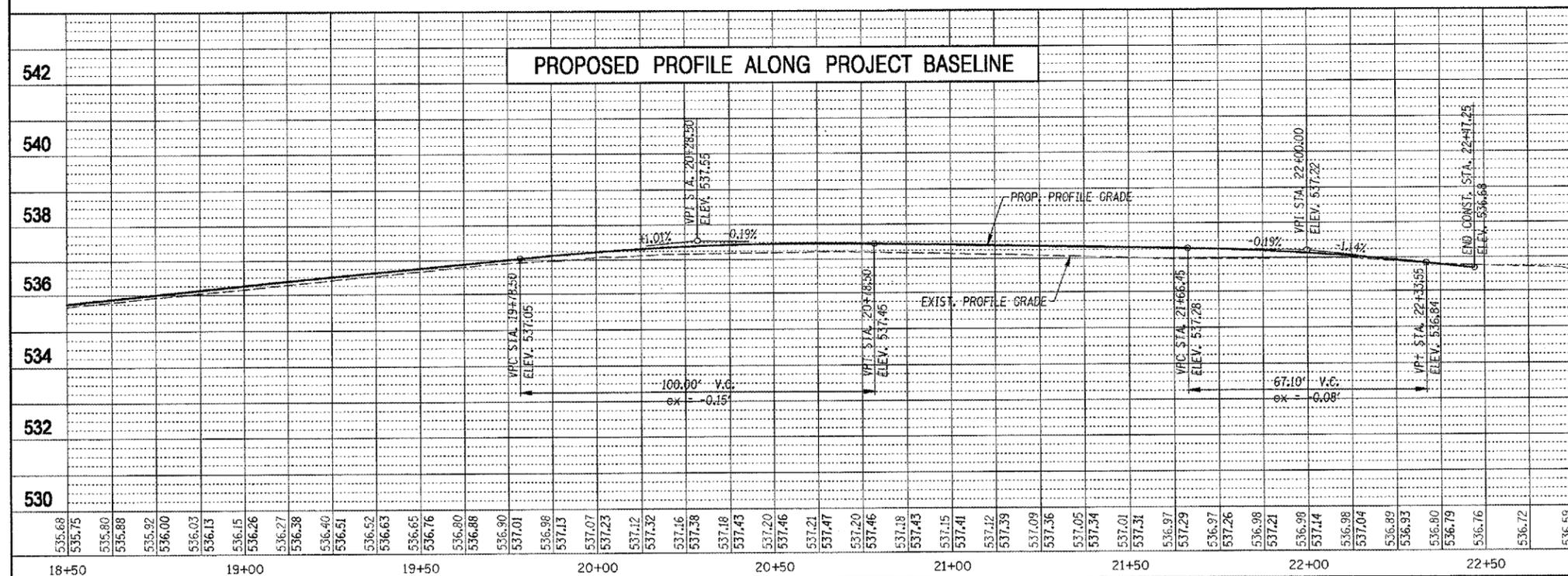
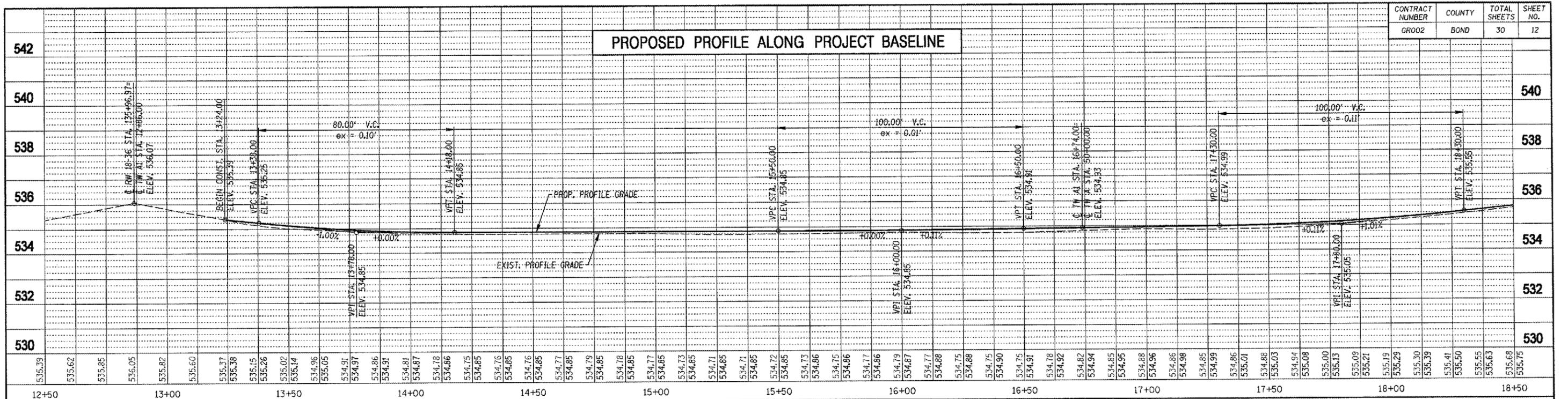
GREENVILLE AIRPORT AUTHORITY
GREENVILLE, ILLINOIS

HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62281
www.hmgengr.com
(618) 694-3711 Fax (618) 694-8217

PROPOSED DRAINAGE PLAN

IL PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-DRAINPLN
DATE	01-19-2007

H.M.G. NO. 6536



DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RH

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

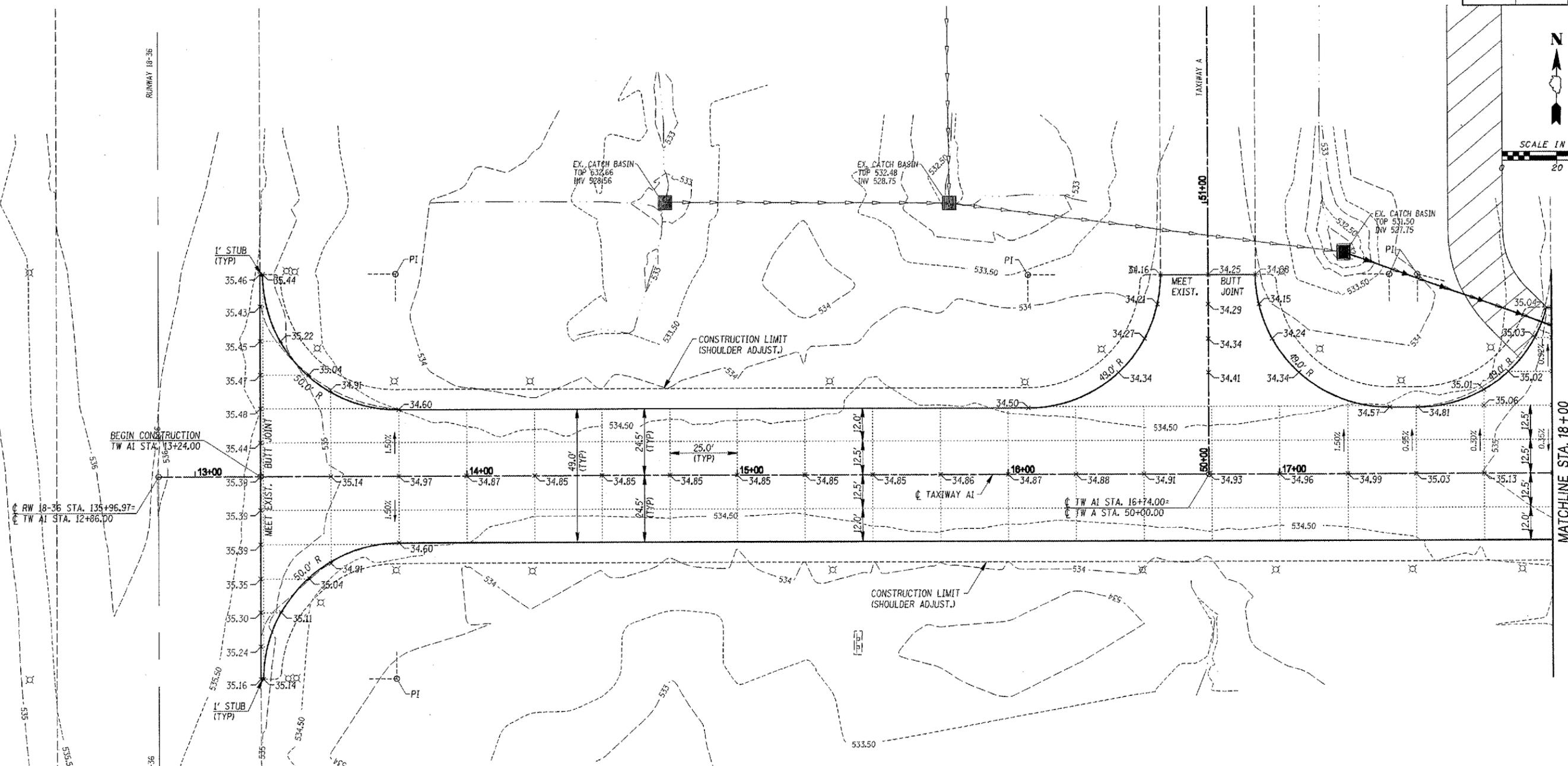
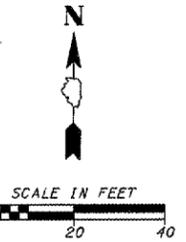
HENRY, MEIBENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 524-3711 Fax (618) 664-8217

**PROPOSED PROFILE ALONG
BASELINE AND TAXIWAY A**

ILL. PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA PROFILE
DATE	01-19-2007

H.M.G. NO. 5638

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	30	13



NOTES

1. FOR CLARITY, ELEVATIONS SHOWN ARE MINUS 500.00 (i.e. 35.52 = 535.52)
2. SEE SHEETS 7 AND 8 FOR TYPICAL PAVEMENT SECTIONS
3. SEE SHEET 16 FOR BUTT JOINT AND MILLING DETAILS
4. THE JOINT LINES SHOWN REPRESENT THE ASSUMED PAVING LANES. THE CONTRACTOR MUST PAVE THE AC SURFACE COURSE IN 12.5' LANE WIDTHS ON TAXIWAY A1 AND THE MAIN APRON. THE JOINTS SHALL MATCH THE JOINTS ALONG THE PCC SECTION. THE CONTRACTOR MAY SUBMIT AN ALTERNATE PLAN FOR JOINT LAYOUT TO THE ENGINEER FOR APPROVAL.
5. THE CONSTRUCTION LIMITS ARE SHOWN ON THIS SHEET BY A DASHED LINE (-----). ALL EARTH EXCAVATION AND/OR EMBANKMENT WILL BE PAID FOR UNDER THE SHOULDER ADJUSTMENT ITEM. ALL EARTHWORK WITHIN THE PROPOSED LIMITS SHOWN ON THE PLANS WILL BE DEFINED AS SHOULDER ADJUSTMENT AND NO ADDITIONAL COMPENSATION WILL BE MADE FOR THE CONTRACTOR TO RESTORE AREAS OUTSIDE OF THE LIMITS SHOWN.
6. SEE SHEETS 3 THROUGH 5 FOR STAGING AND TRAFFIC CONTROL DETAILS

DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGH

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

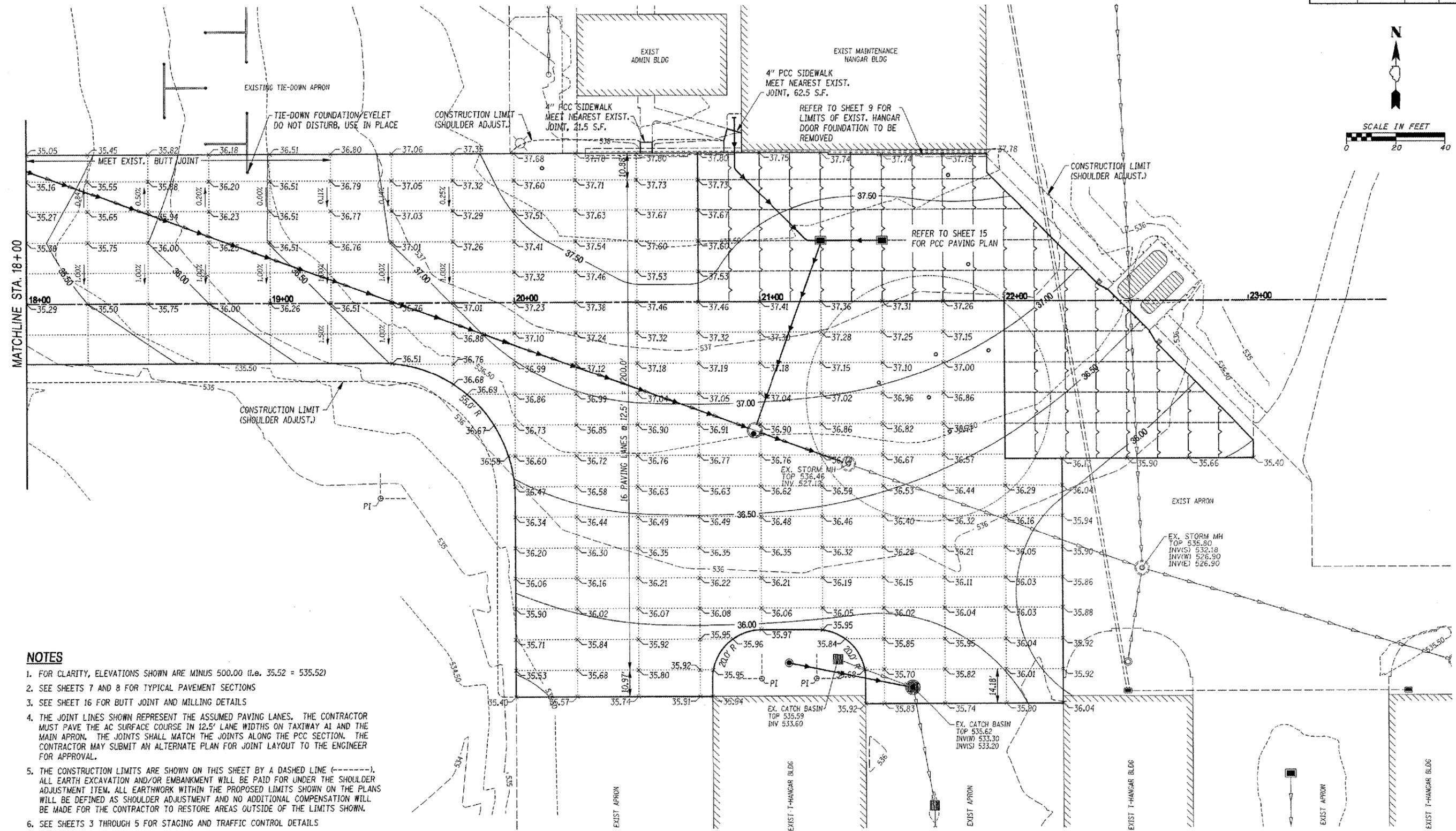
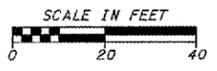
HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 584-3711 Fax (618) 584-8217

**PROPOSED PAVING PLAN
BEGIN TO STA. 18+00.00**

IL. PROJ. NO.	GRE-3215
A.L.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-PAVING01
DATE	01-19-2007

H.M.G. NO. 5536

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GR002	BOND	30	14



NOTES

- FOR CLARITY, ELEVATIONS SHOWN ARE MINUS 500.00 (i.e. 35.52 = 535.52)
- SEE SHEETS 7 AND 8 FOR TYPICAL PAVEMENT SECTIONS
- SEE SHEET 16 FOR BUTT JOINT AND MILLING DETAILS
- THE JOINT LINES SHOWN REPRESENT THE ASSUMED PAVING LANES. THE CONTRACTOR MUST PAVE THE AC SURFACE COURSE IN 12.5' LANE WIDTHS ON TAXIWAY A1 AND THE MAIN APRON. THE JOINTS SHALL MATCH THE JOINTS ALONG THE PCC SECTION. THE CONTRACTOR MAY SUBMIT AN ALTERNATE PLAN FOR JOINT LAYOUT TO THE ENGINEER FOR APPROVAL.
- THE CONSTRUCTION LIMITS ARE SHOWN ON THIS SHEET BY A DASHED LINE (-----). ALL EARTH EXCAVATION AND/OR EMBANKMENT WILL BE PAID FOR UNDER THE SHOULDER ADJUSTMENT ITEM. ALL EARTHWORK WITHIN THE PROPOSED LIMITS SHOWN ON THE PLANS WILL BE DEFINED AS SHOULDER ADJUSTMENT AND NO ADDITIONAL COMPENSATION WILL BE MADE FOR THE CONTRACTOR TO RESTORE AREAS OUTSIDE OF THE LIMITS SHOWN.
- SEE SHEETS 3 THROUGH 5 FOR STAGING AND TRAFFIC CONTROL DETAILS

DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RCH

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

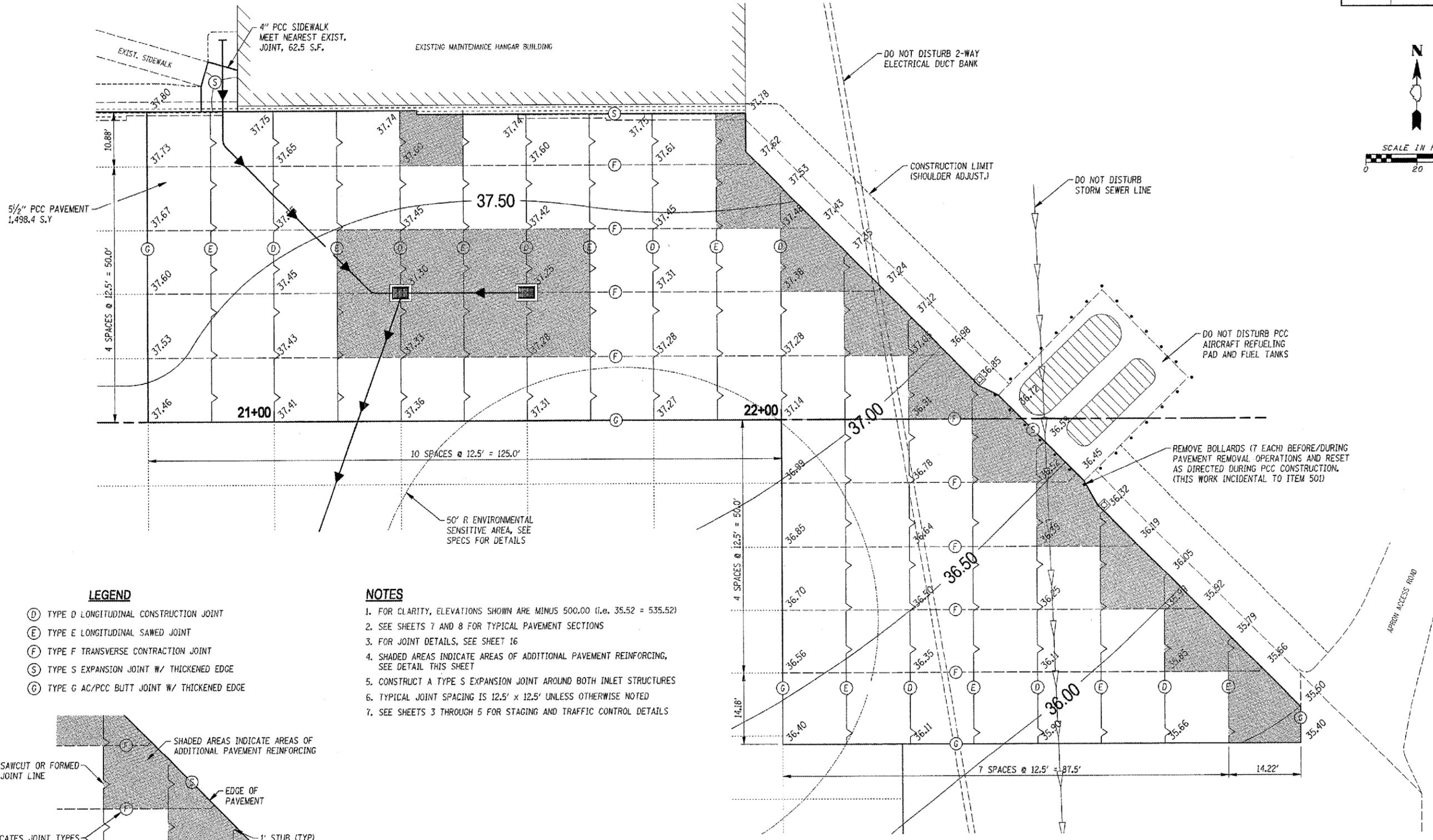
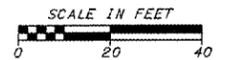
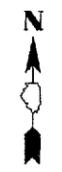
HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgenglmeas.com
(618) 594-3711 Fax (618) 594-8217

**PROPOSED PAVING PLAN
STA. 18+00 TO END**

E. PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-PAVING02
DATE	01-19-2007

H.M.G. NO. 5636

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	30	15

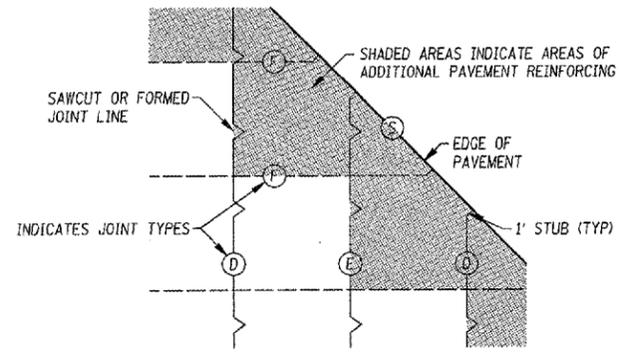


LEGEND

- (D) TYPE D LONGITUDINAL CONSTRUCTION JOINT
- (E) TYPE E LONGITUDINAL SAWED JOINT
- (F) TYPE F TRANSVERSE CONTRACTION JOINT
- (S) TYPE S EXPANSION JOINT W/ THICKENED EDGE
- (G) TYPE G AC/PCC BUTT JOINT W/ THICKENED EDGE

NOTES

1. FOR CLARITY, ELEVATIONS SHOWN ARE MINUS 500.00 (i.e. 35.52 = 535.52)
2. SEE SHEETS 7 AND 8 FOR TYPICAL PAVEMENT SECTIONS
3. FOR JOINT DETAILS, SEE SHEET 16
4. SHADED AREAS INDICATE AREAS OF ADDITIONAL PAVEMENT REINFORCING, SEE DETAIL THIS SHEET
5. CONSTRUCT A TYPE S EXPANSION JOINT AROUND BOTH INLET STRUCTURES
6. TYPICAL JOINT SPACING IS 12.5' x 12.5' UNLESS OTHERWISE NOTED
7. SEE SHEETS 3 THROUGH 5 FOR STAGING AND TRAFFIC CONTROL DETAILS



LAYOUT DETAIL

DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGH

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

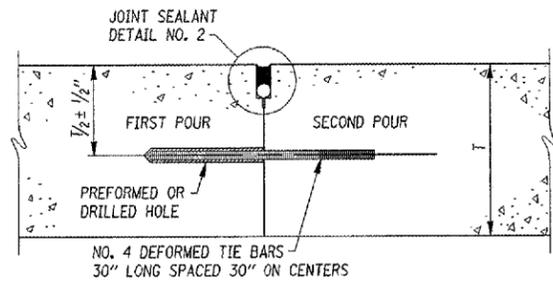
HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 584-3711 Fax (618) 584-6217

PROPOSED PCC PAVING PLAN

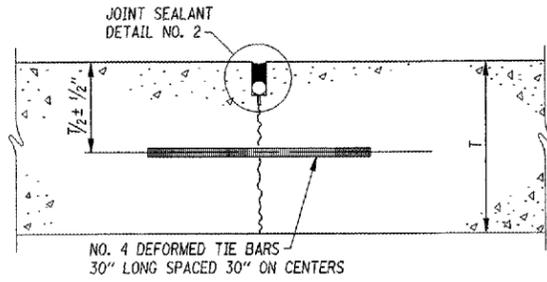
IL PROJ. NO. GRE-3215
A.I.P. PROJ. NO. 3-17-0049-B4
FILE NAME GA-PAVING03
DATE 01-19-2007

H.M.G. NO. 6636

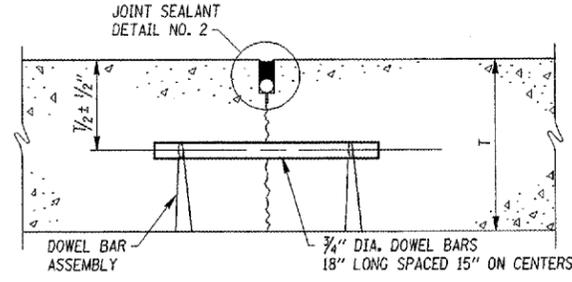
CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	30	16



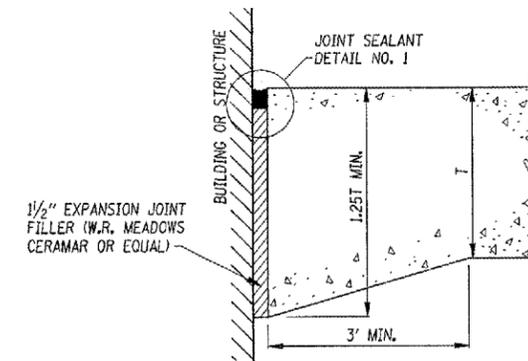
D TYPE D LONGITUDINAL CONSTRUCTION JOINT
NOT TO SCALE



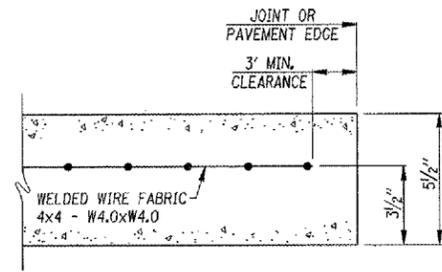
E TYPE E LONGITUDINAL SAWED JOINT
NOT TO SCALE



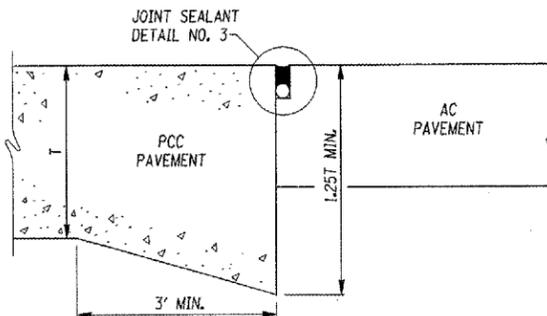
F TYPE F TRANSVERSE CONTRACTION JOINT
NOT TO SCALE



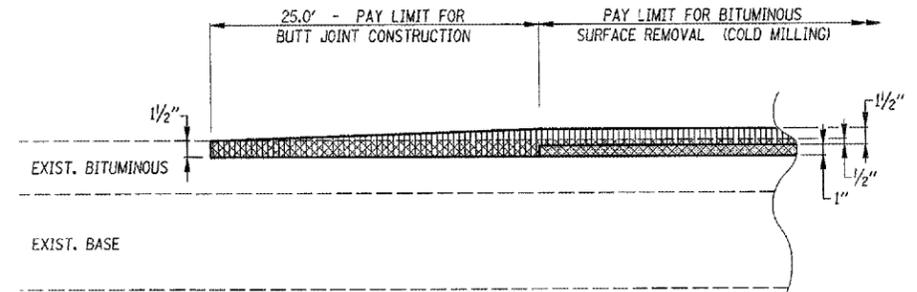
S TYPE S EXPANSION JOINT W/THICKENED EDGE AT STRUCTURE
NOT TO SCALE



REINFORCED PAVEMENT DETAIL
NOT TO SCALE

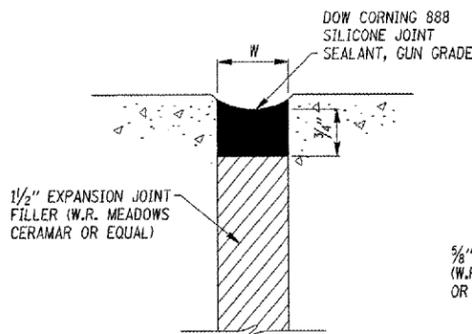


G TYPE G AC/PCC BUTT JOINT W/THICKENED EDGE
NOT TO SCALE

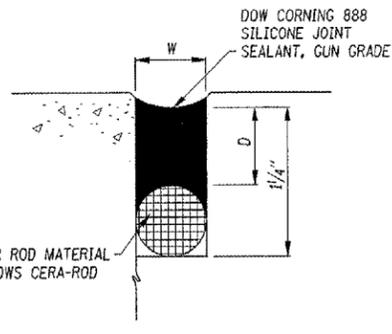


- COLD MILLING LIMITS
- BIT. SURFACE COURSE
- BIT. LEVEL BINDER

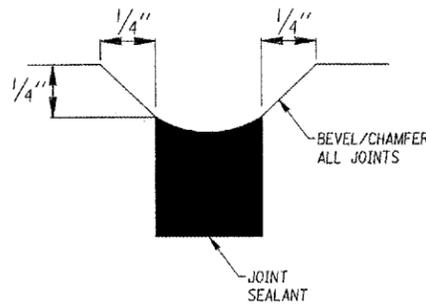
AC BUTT JOINT DETAIL
NOT TO SCALE



DETAIL 1



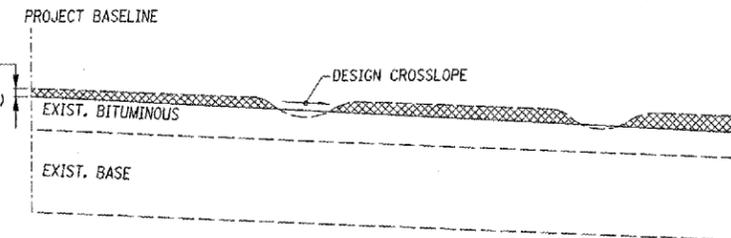
DETAIL 3



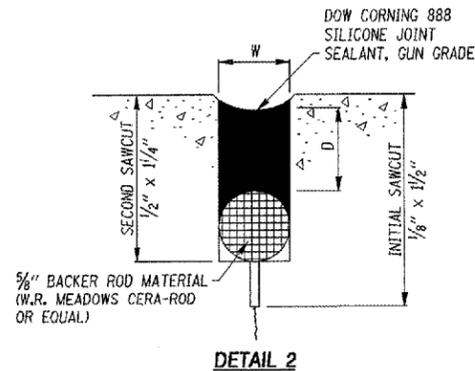
CHAMFER/BEVEL JOINT DETAIL
NOT TO SCALE

NOTES

1. MILLING SHALL BE DONE TO ATTAIN THE DESIGN SLOPE IN CROWN SECTIONS.
2. MILLING TO THE BOTTOM OF RUTS/IRREGULARITIES SHALL NOT BE NECESSARY UNLESS REQUIRED TO OBTAIN SLOPE OR THE DESIGN DEPTH AT CENTERLINE.



BITUMINOUS SURFACE REMOVAL DETAIL
NOT TO SCALE



DETAIL 2

NOTES

1. SEALANT RESERVOIR SIZED TO PROVIDE PROPER SHAPE FACTOR. W/D. FIELD POURED AND PREFORMED SEALANTS REQUIRE DIFFERENT SHAPE FACTORS FOR OPTIMUM PERFORMANCE.
2. SEPARATING TAPE OR BACKER MATERIAL REQUIRED TO PREVENT JOINT SEALANT FROM FLOWING INTO SAWCUT, TO SEPARATE NON-COMPATIBLE MATERIALS AND TO PREVENT SEALANT FROM BONDING TO BOTTOM OF RESERVOIR.
3. SEPARATING TAPE AND BACKER MATERIAL MUST BE COMPATIBLE WITH THE TYPE OF LIQUID SEALANT USED AND SIZED TO PROVIDE THE DESIRED SHAPE FACTOR.
4. W = WIDTH OF SEALANT RESERVOIR, 1/2" MIN. AND 3/8" MAX. EXCEPT FOR EXPANSION JOINTS WHERE W = 1/2" MIN. AND 1 1/2" MAX.
5. D = DEPTH OF SEALANT, 1.0 TO 1.5 TIMES W

DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGH

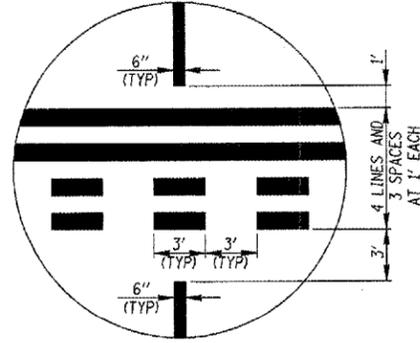
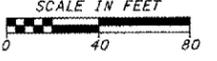
GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HENRY, MEIBENHAUER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 684-5711 Fax (618) 684-8217

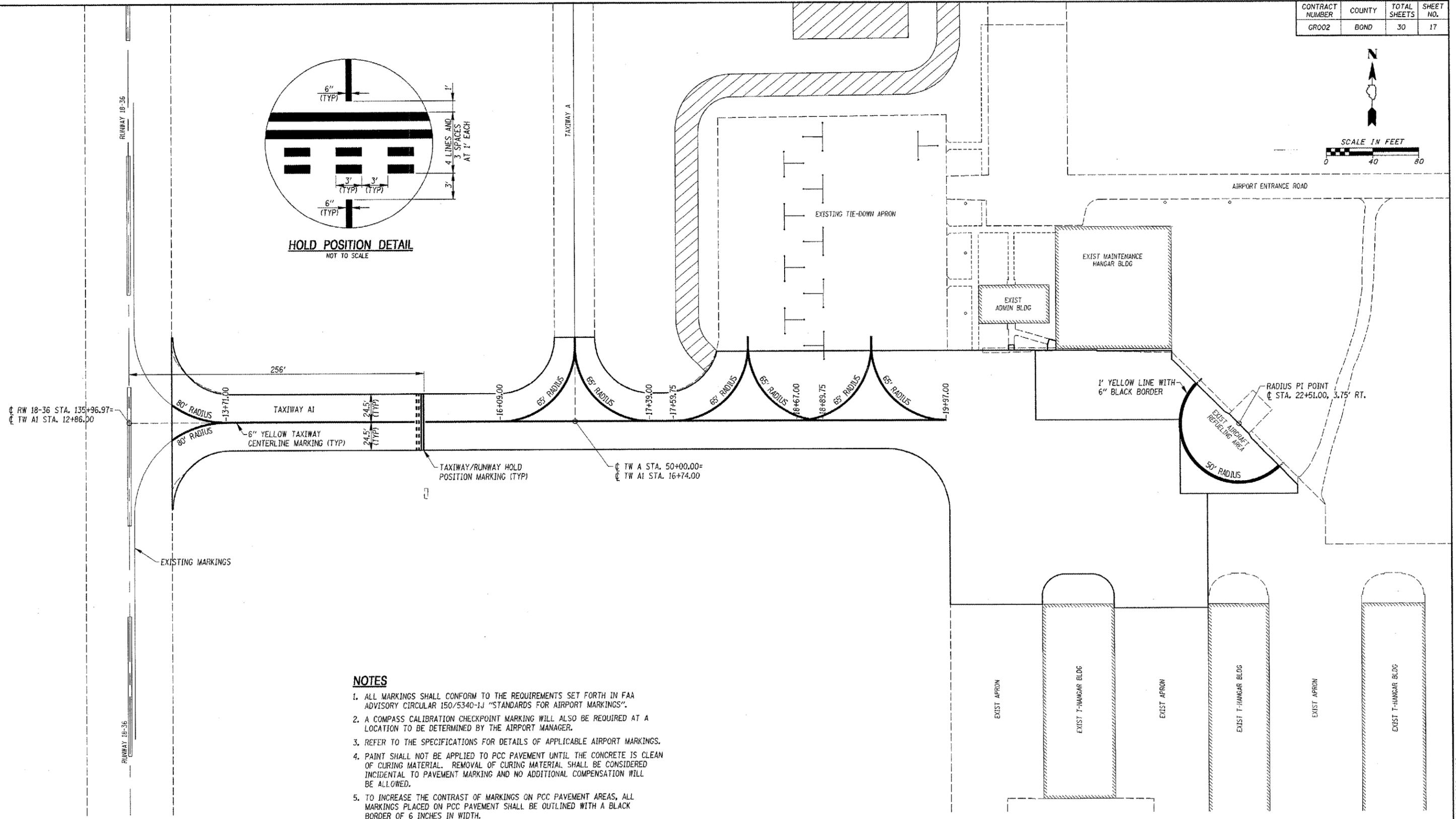
PCC JOINT DETAILS AND MISCELLANEOUS BITUMINOUS DETAILS

IL. PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-JOINTDET
DATE	01-19-2007

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	30	17



HOLD POSITION DETAIL
NOT TO SCALE



NOTES

1. ALL MARKINGS SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN FAA ADVISORY CIRCULAR 150/5340-1J "STANDARDS FOR AIRPORT MARKINGS".
2. A COMPASS CALIBRATION CHECKPOINT MARKING WILL ALSO BE REQUIRED AT A LOCATION TO BE DETERMINED BY THE AIRPORT MANAGER.
3. REFER TO THE SPECIFICATIONS FOR DETAILS OF APPLICABLE AIRPORT MARKINGS.
4. PAINT SHALL NOT BE APPLIED TO PCC PAVEMENT UNTIL THE CONCRETE IS CLEAN OF CURING MATERIAL. REMOVAL OF CURING MATERIAL SHALL BE CONSIDERED INCIDENTAL TO PAVEMENT MARKING AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
5. TO INCREASE THE CONTRAST OF MARKINGS ON PCC PAVEMENT AREAS, ALL MARKINGS PLACED ON PCC PAVEMENT SHALL BE OUTLINED WITH A BLACK BORDER OF 6 INCHES IN WIDTH.

DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGH

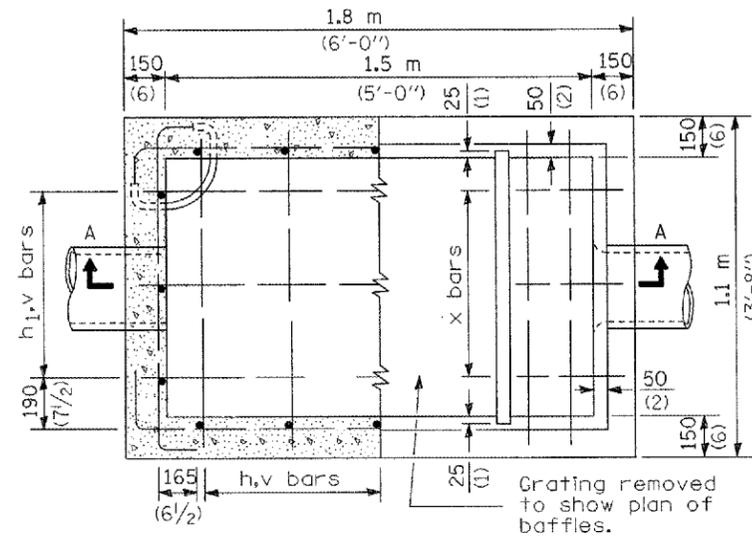
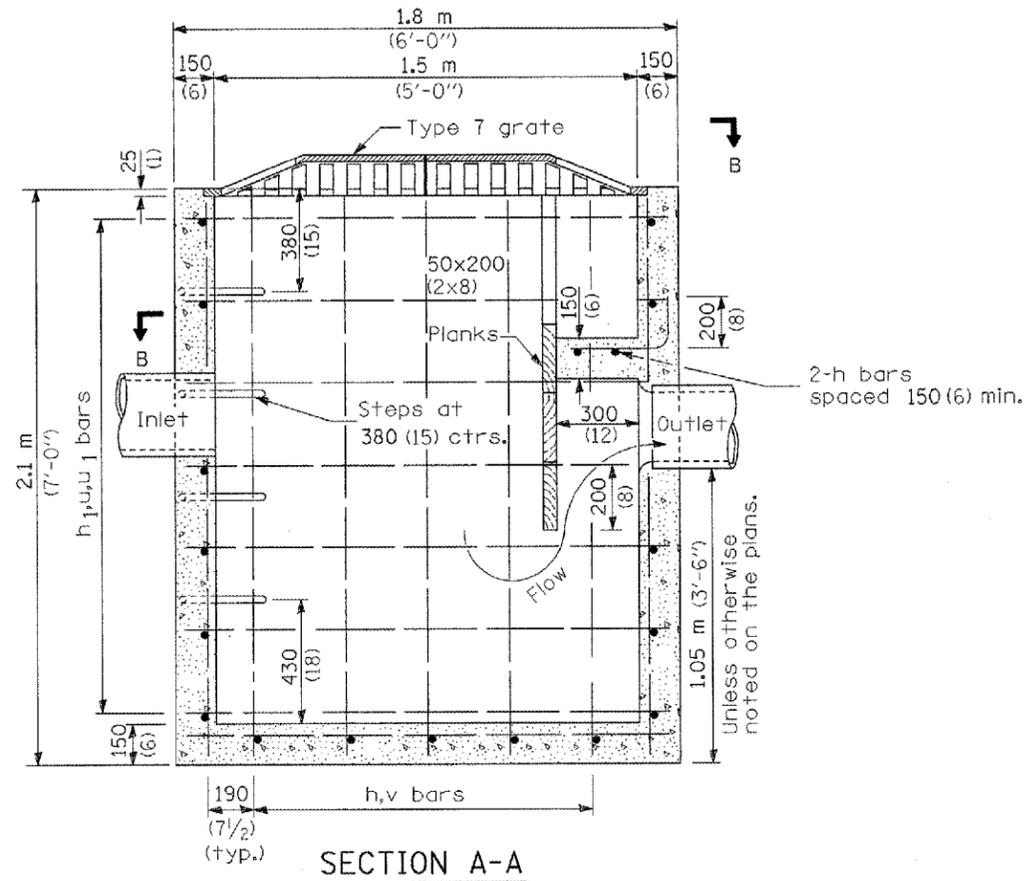
GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 694-3711 Fax (618) 694-6217

PROPOSED PAVEMENT MARKINGS

IL PROJ. NO.	GRE-3215
A.J.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-PMARKING
DATE	01-19-2007

H.M.G. NO. 5536



SECTION B-B

MATERIALS REQUIRED FOR ONE (1) TYPE B CATCH BASIN

Bar	Qty.	Size	Shape	Length
h	7	No. 15 (No. 4)	—	1.02 m (3'-5")
h ₁	3	No. 15 (No. 4)	—	1.72 m (5'-9")
u	14	No. 15 (No. 4)	⌋	2.10 m (7'-0")
u ₁	14	No. 15 (No. 4)	⌋	1.35 m (4'-6")
v	16	No. 15 (No. 4)	—	2.02 m (6'-9")
x	3	No. 15 (No. 4)	⌋	0.58 m (1'-11")
Concrete			m ³ (cu. yd.)	1.90 (2.5)
Reinforcement bars			kg (lbs.)	149 (210)

All bars shall be at 300 (12) centers unless otherwise shown. Reinforcement bar clearance shall be 40 (1 1/2).

GENERAL NOTES

See Standard 602701 for details of steps.
All dimensions are in millimeters (inches) unless otherwise shown.



DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGH

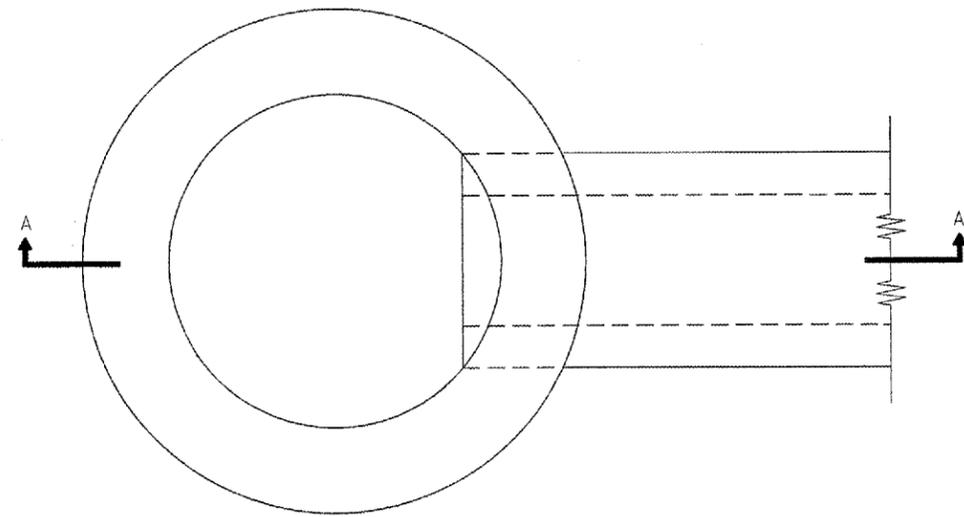
OSGEOVILLE AIRPORT AUTHORITY
OSGEOVILLE, ILLINOIS

HMG HENRY, WEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 504-3711 Fax (618) 504-0217

CATCH BASIN TYPE B	IL PROJ. NO. GRE-3215
	A.L.P. PROJ. NO. 3-17-0049-B4
STANDARD 602006	FILE NAME IDOT-602401
	DATE 01-19-2007

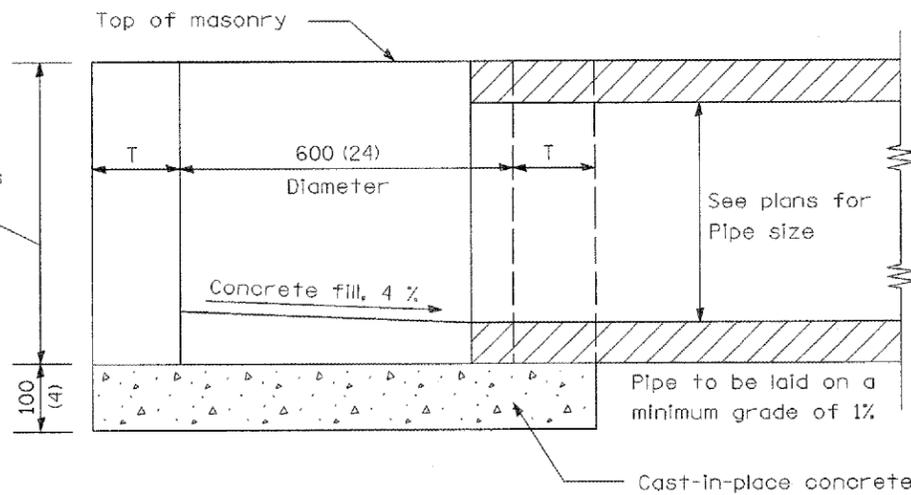
H.M.G. NO. 5598

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	30	19

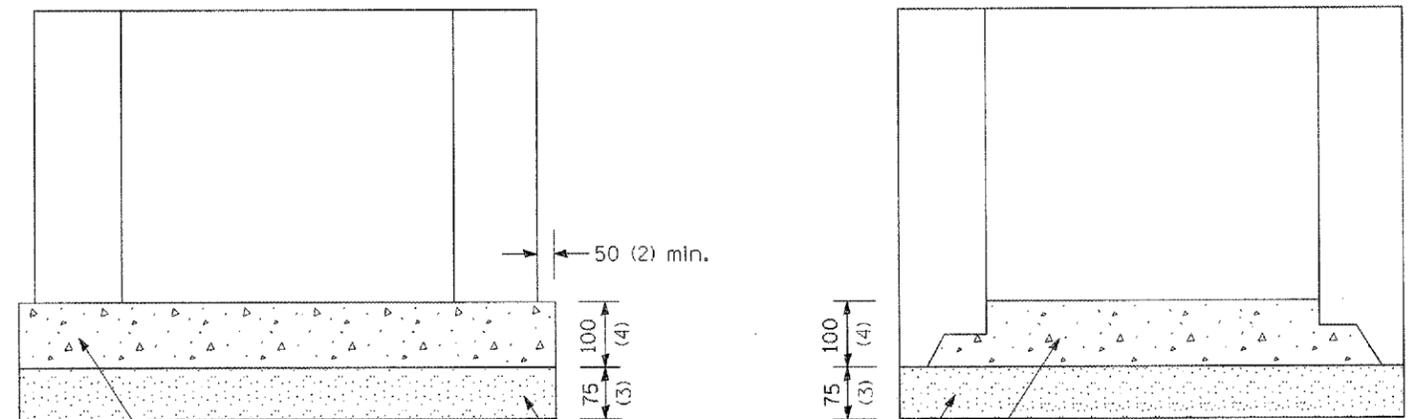


PLAN

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	200 (8)
CAST-IN-PLACE CONCRETE	150 (6)
CONCRETE MASONRY UNIT	125 (5)
PRECAST REINFORCED CONCRETE SECTION	75 (3)



SECTION A-A



ALTERNATE METHODS

Precast reinf. conc. slab, when the precast reinforced concrete section alternate is used.

All dimensions are in millimeters (inches) unless otherwise shown.



DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGH

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

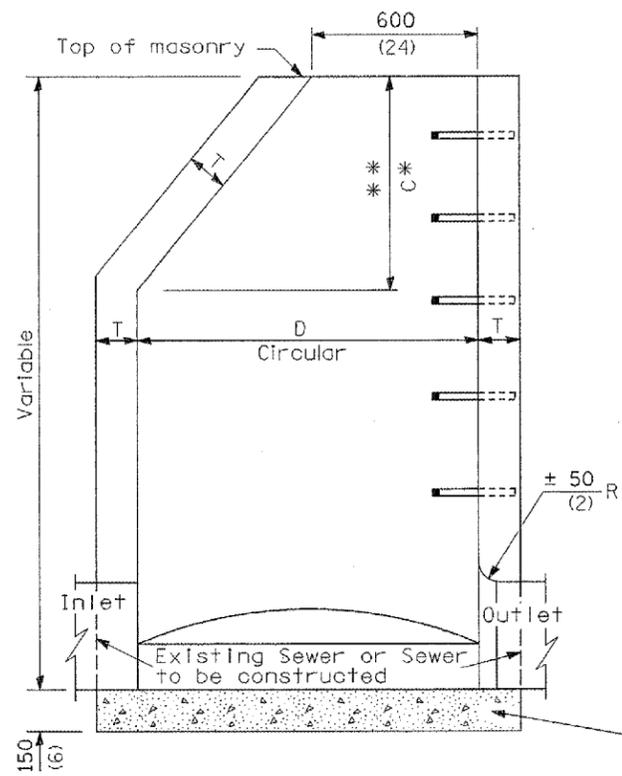
HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 584-5711 Fax (618) 584-0217

INLET - TYPE A

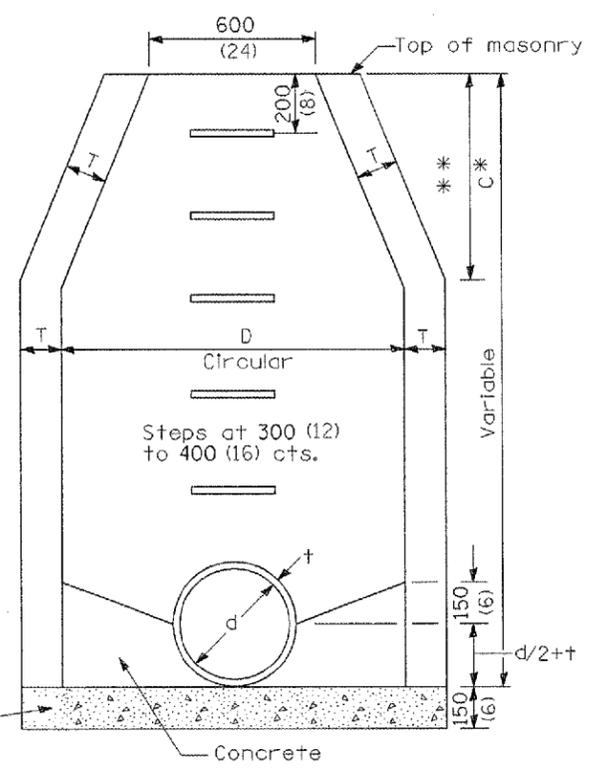
STANDARD 602301

IL. PROJ. NO.	GRE-3215
A.L.P. PROJ. NO.	3-17-0049-B4
FILE NAME	IDOT-602401
DATE	01-19-2007

H.M.G. NO. 5536

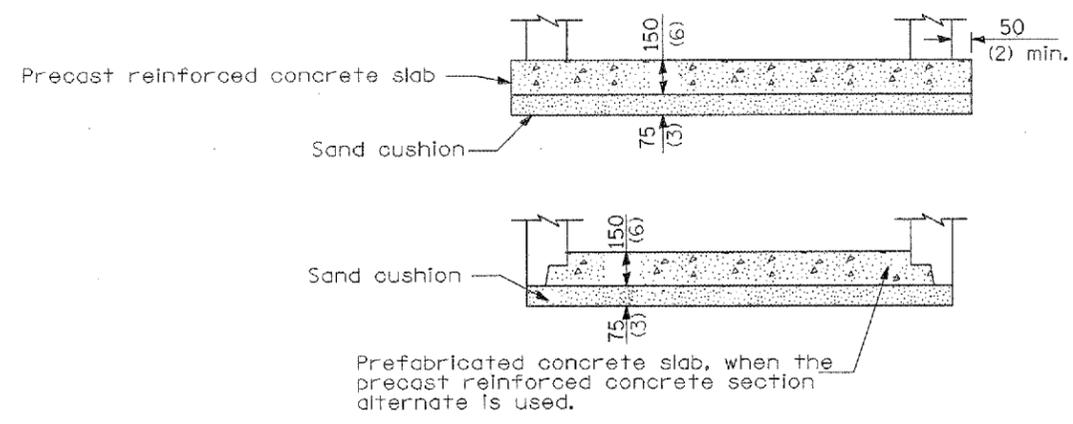


ELEVATION - ECCENTRIC



ELEVATION - CONCENTRIC

ALTERNATE MATERIALS FOR WALLS	D	C	T (min.)
Concrete Masonry Unit	1.2 m (4'-0")	750 (30)	125 (5)
	1.5 m (5'-0")	1.15 m (3'-9")	125 (5)
Brick Masonry	1.2 m (4'-0")	750 (30)	200 (8)
	1.5 m (5'-0")	1.15 m (3'-9")	200 (8)
Precast Reinforced Concrete Section	1.2 m (4'-0")	750 (30)	100 (4)
	1.5 m (5'-0")	1.15 m (3'-9")	125 (5)
Cast-in-place Concrete	1.2 m (4'-0")	750 (30)	150 (6)
	1.5 m (5'-0")	1.15 m (3'-9")	150 (6)



ALTERNATE BOTTOM SLAB

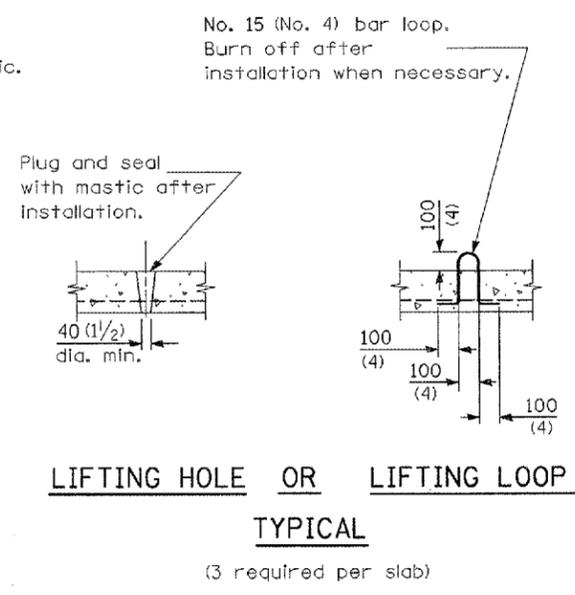
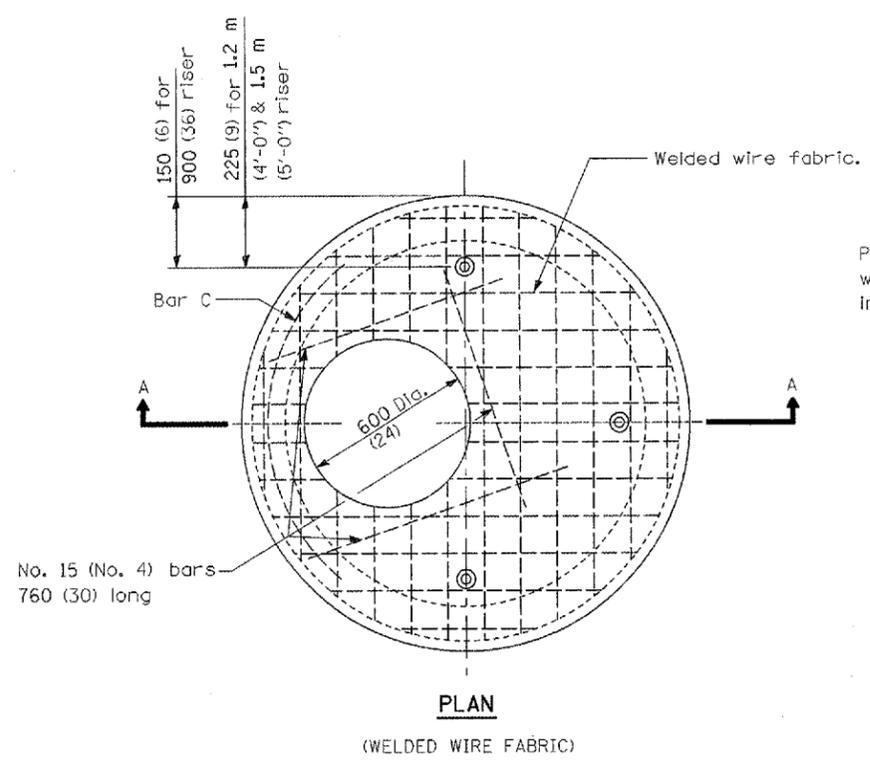
GENERAL NOTES

- See Standard 602701 for details of steps.
 - * Dimension "C" for Precast Reinforced Concrete Sections may vary from the dimension given to plus 150 mm (6").
 - ** See Standard 602601 for Optional Precast Reinforced Concrete Flat Slab Top.
- All dimensions are in millimeters (inches) unless otherwise shown.

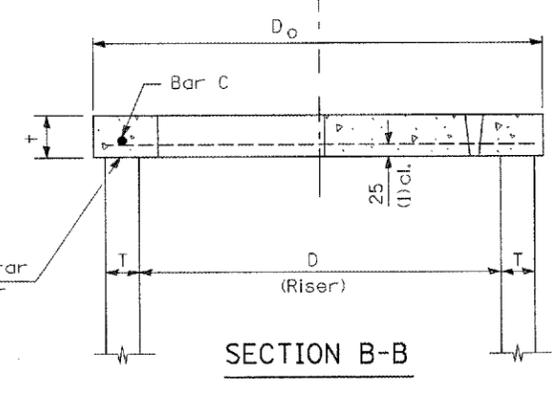
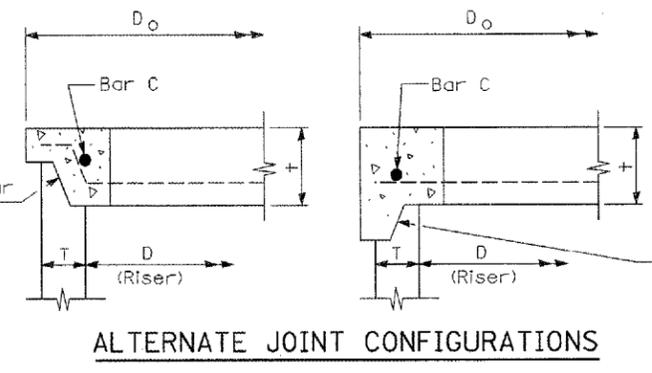
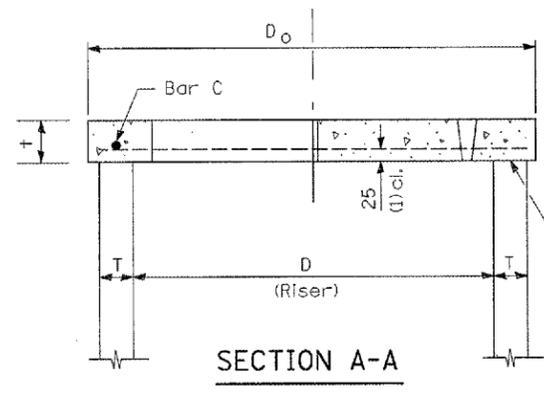
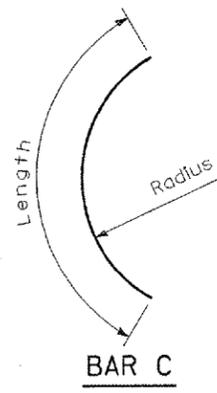
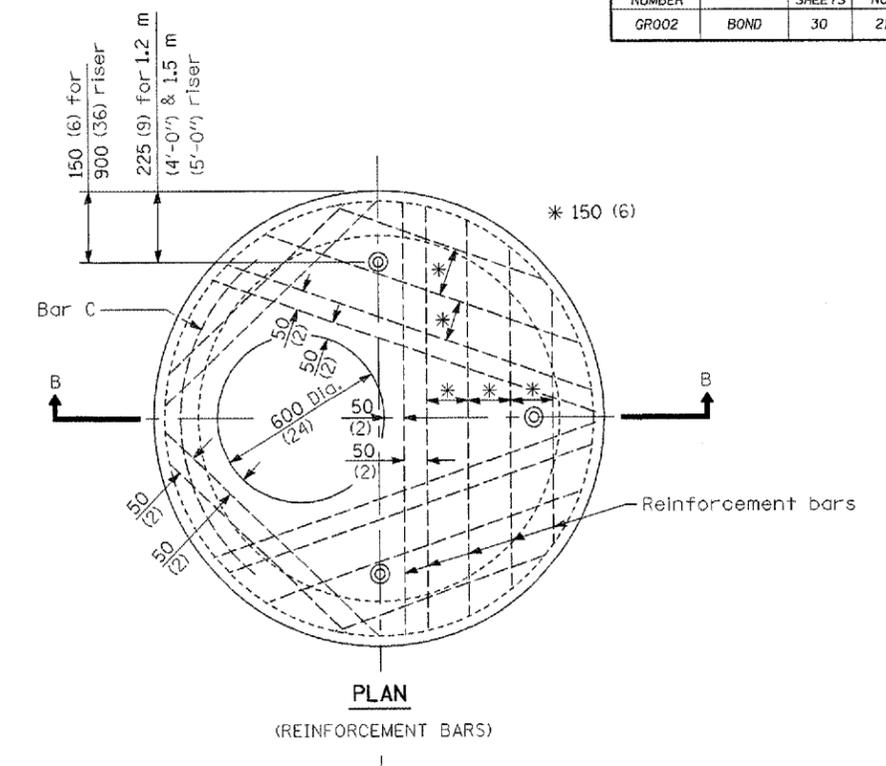
DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RCH

MANHOLE TYPE A	IL PROJ. NO. GRE-3215
	A.I.P. PROJ. NO. 3-17-0049-B4
STANDARD 602401	FILE NAME IDOT-602401
	DATE 01-19-2007

H.M.G. NO. 6538



LIFTING HOLE OR LIFTING LOOP
TYPICAL
 (3 required per slab)



TABLE

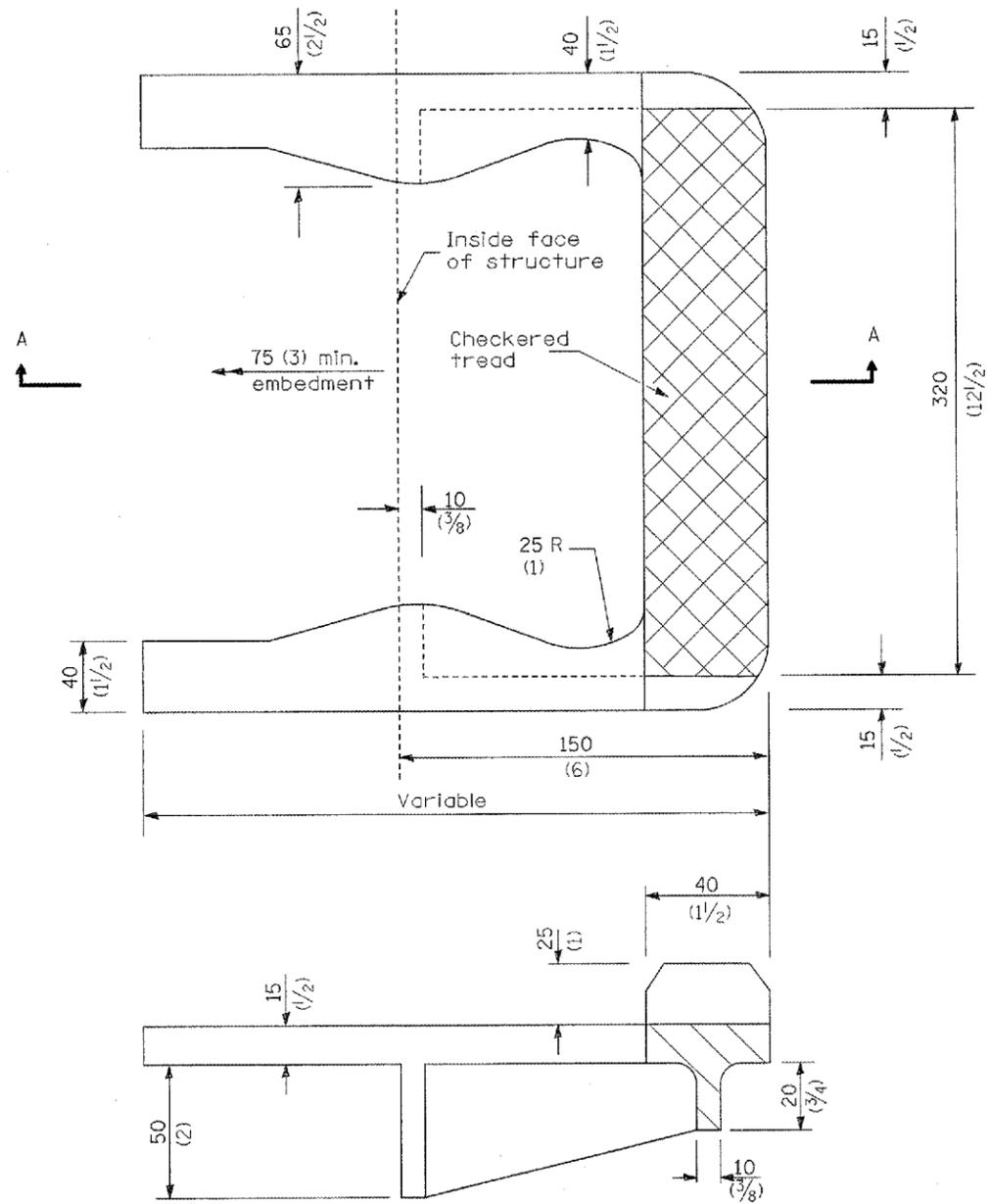
D	T	D _o (min.)	t	Reinforcement "A _s " W.W.F. each direction	OR Bar size	No. 15 (No. 4) Bar C Length	No. 15 (No. 4) Bar C Radius	
900 (36)	See applicable Standards	D + 2T	↑	150 (6)	425 mm ² / m (.20 sq. inch/ft.)	No. 15 (No. 4)	1.2 m (4'-0")	480 (19)
1.2 m (4'-0")				150 (6)	740 mm ² / m (.35 sq. inch/ft.)	No. 15 (No. 5)	1.35 m (4'-6")	660 (26)
1.5 m (5'-0")				200 (8)	740 mm ² / m (.35 sq. inch/ft.)	No. 15 (No. 5)	1.5 m (5'-0")	810 (32)

GENERAL NOTES

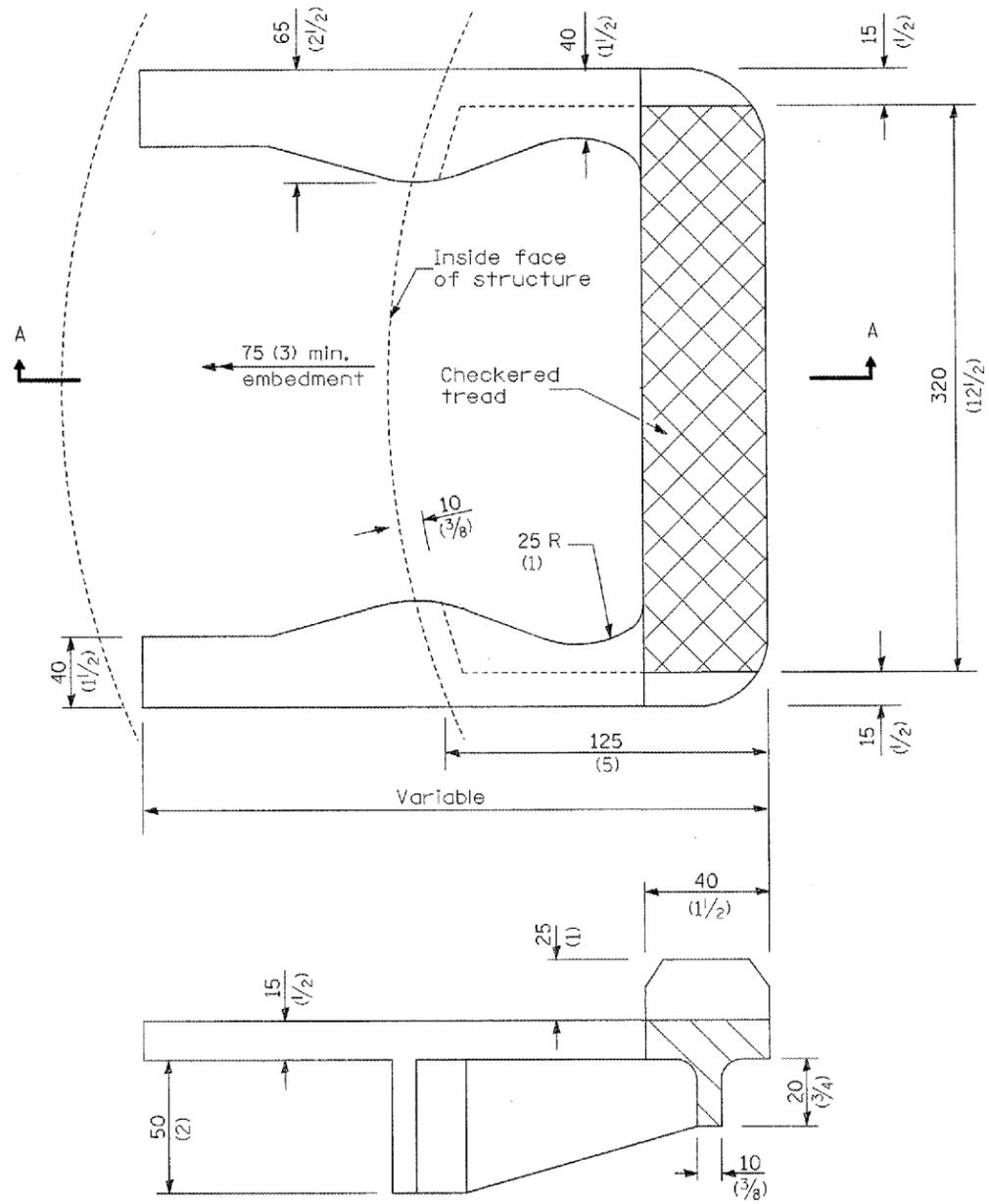
The flat slab top may be used in lieu of the tapered tops shown on Standards 602001, 602011, 602306, 602401, or 602501 at the option of the Contractor or when field conditions prohibit the use of tapered tops.

All dimensions are in millimeters (inches) unless otherwise shown.

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GR002	BOND	30	22



SECTION A-A
STRAIGHT WALL STRUCTURE



SECTION A-A
CIRCULAR WALL STRUCTURE

All dimensions are in millimeters (inches) unless otherwise shown.



DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGH

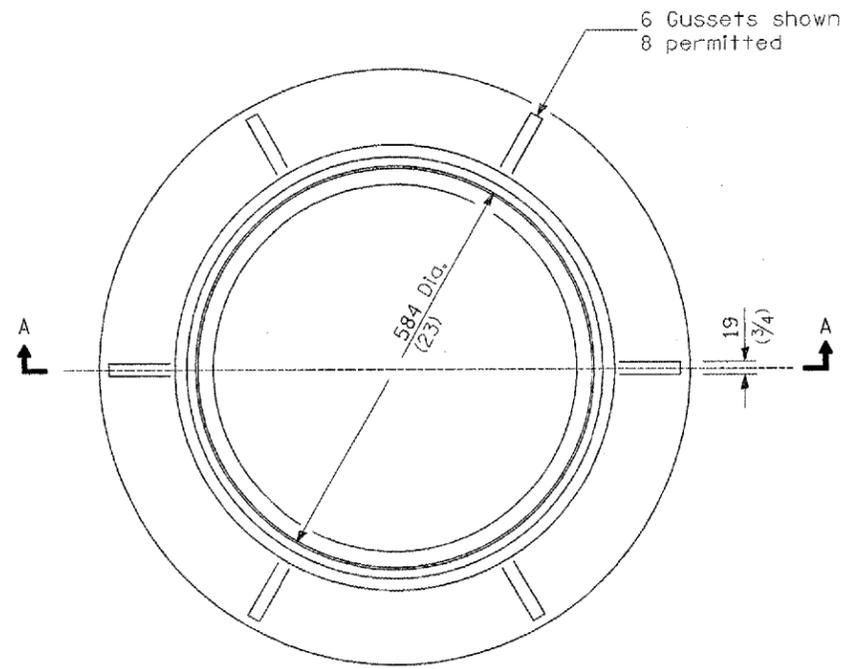
GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 504-3711 Fax (618) 504-8217

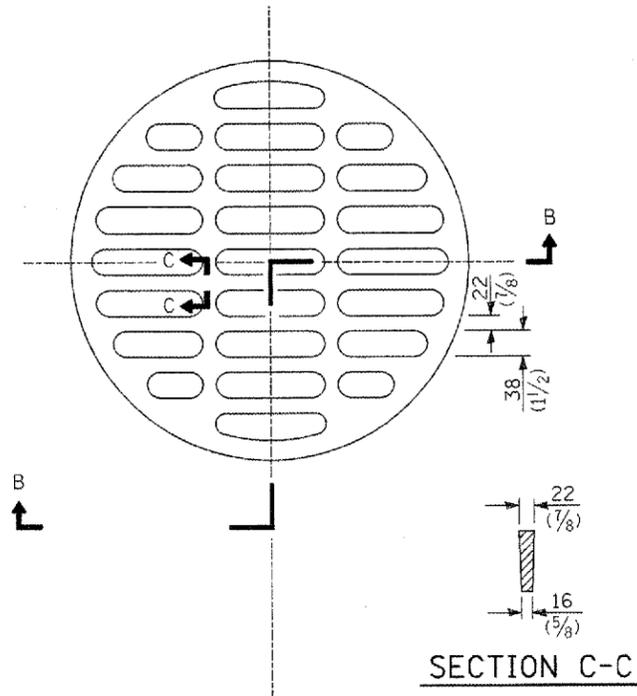
CAST IRON STEPS	IL PROJ. NO. GRE-3215
	A.I.P. PROJ. NO. 3-17-0049-B4
STANDARD 602701	FILE NAME IDOT-602701
	DATE 01-19-2007

H.M.G. NO. 5536

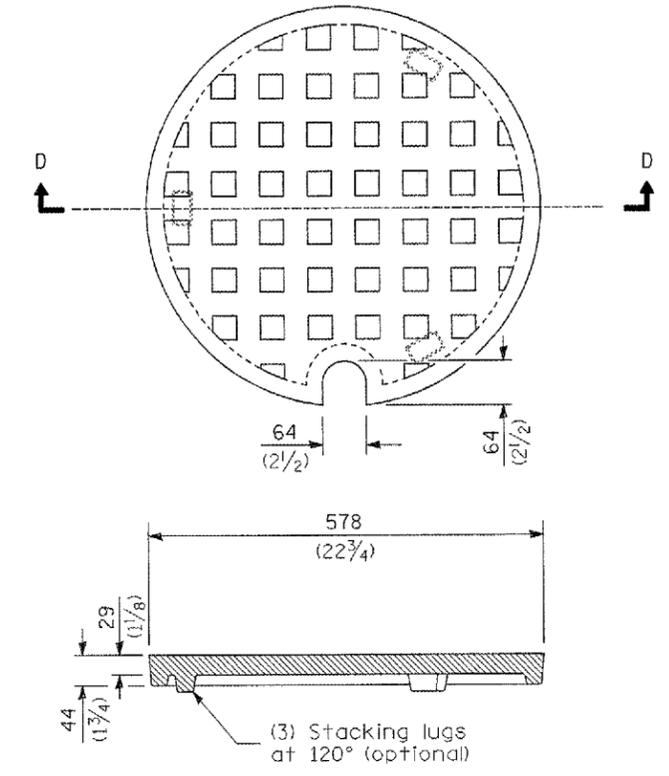
CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GR002	BOND	30	23



CAST FRAME



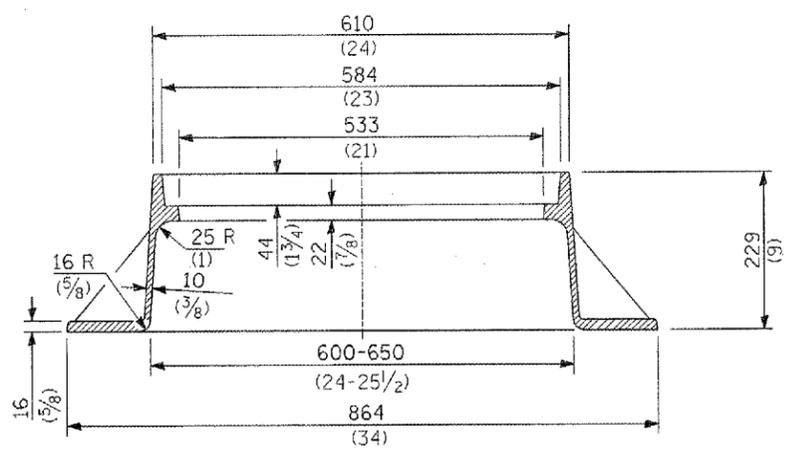
SECTION C-C



SECTION D-D

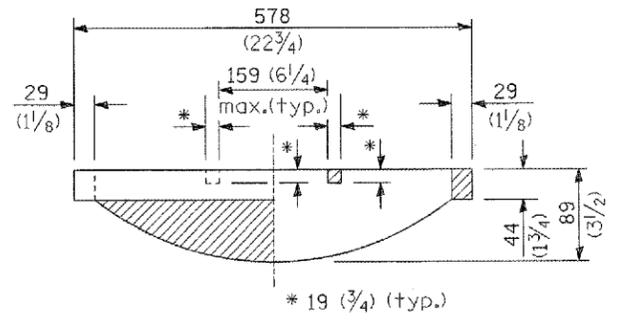
CAST CLOSED LID

Gray Iron Lid
56.7 kg (125 lbs)



SECTION A-A

Gray Iron
73.5 kg (162 lb)



SECTION B-B

CAST OPEN LID

53 kg (116 lbs)

All dimensions are in millimeters (inches) unless otherwise shown.



DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGH

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 684-3711 Fax (618) 684-8217

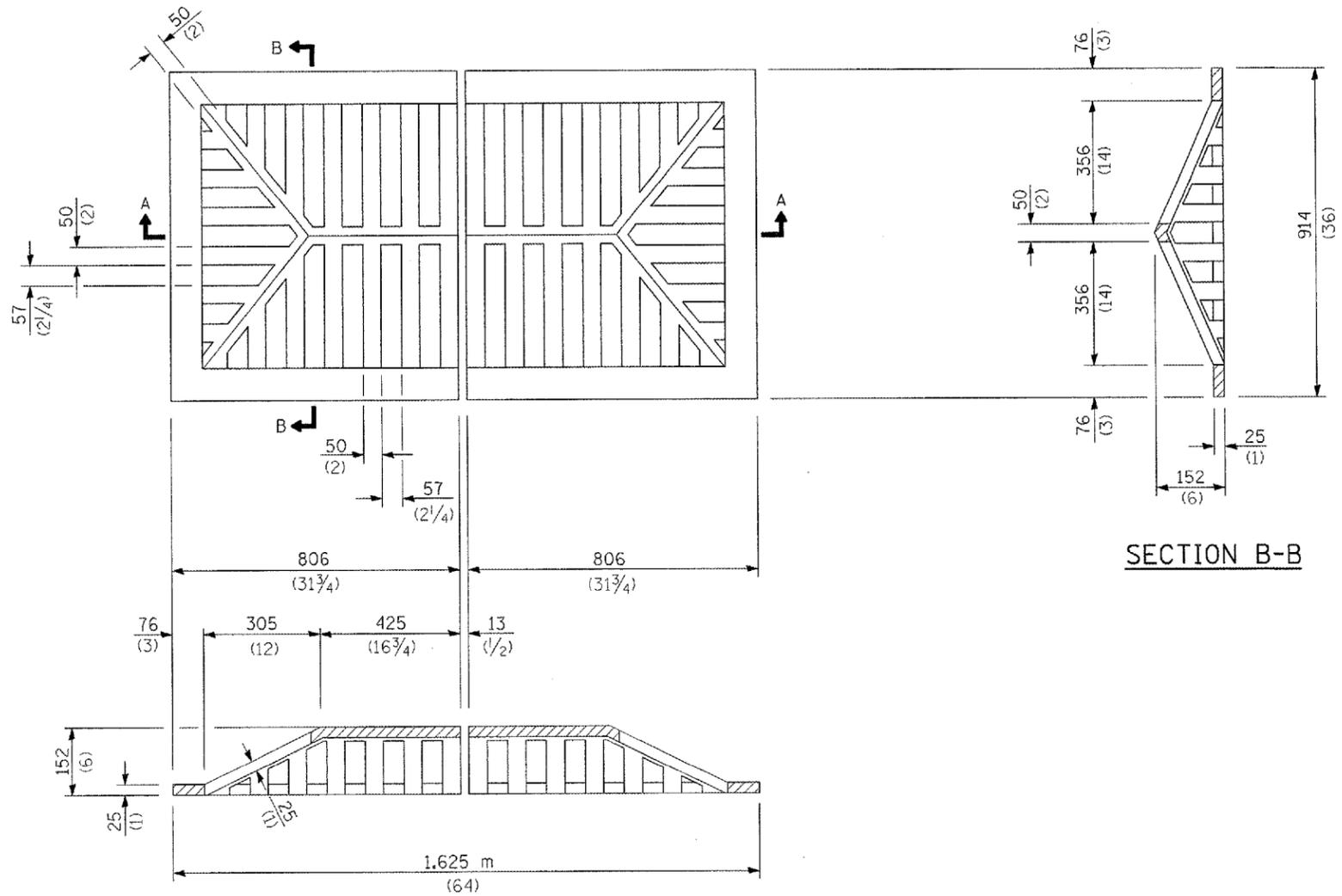
**FRAME AND LIDS
TYPE 1**

STANDARD 604001

IL. PROJ. NO. GRE-3215
A.I.P. PROJ. NO. 3-17-0049-B4
FILE NAME IDOT-604001
DATE 01-19-2007

H.M.G. NO. 5536

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GR002	BOND	30	24



SECTION A-A

CAST GRATE

SECTION B-B

All dimensions are in millimeters (inches) unless otherwise shown.



DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RCH

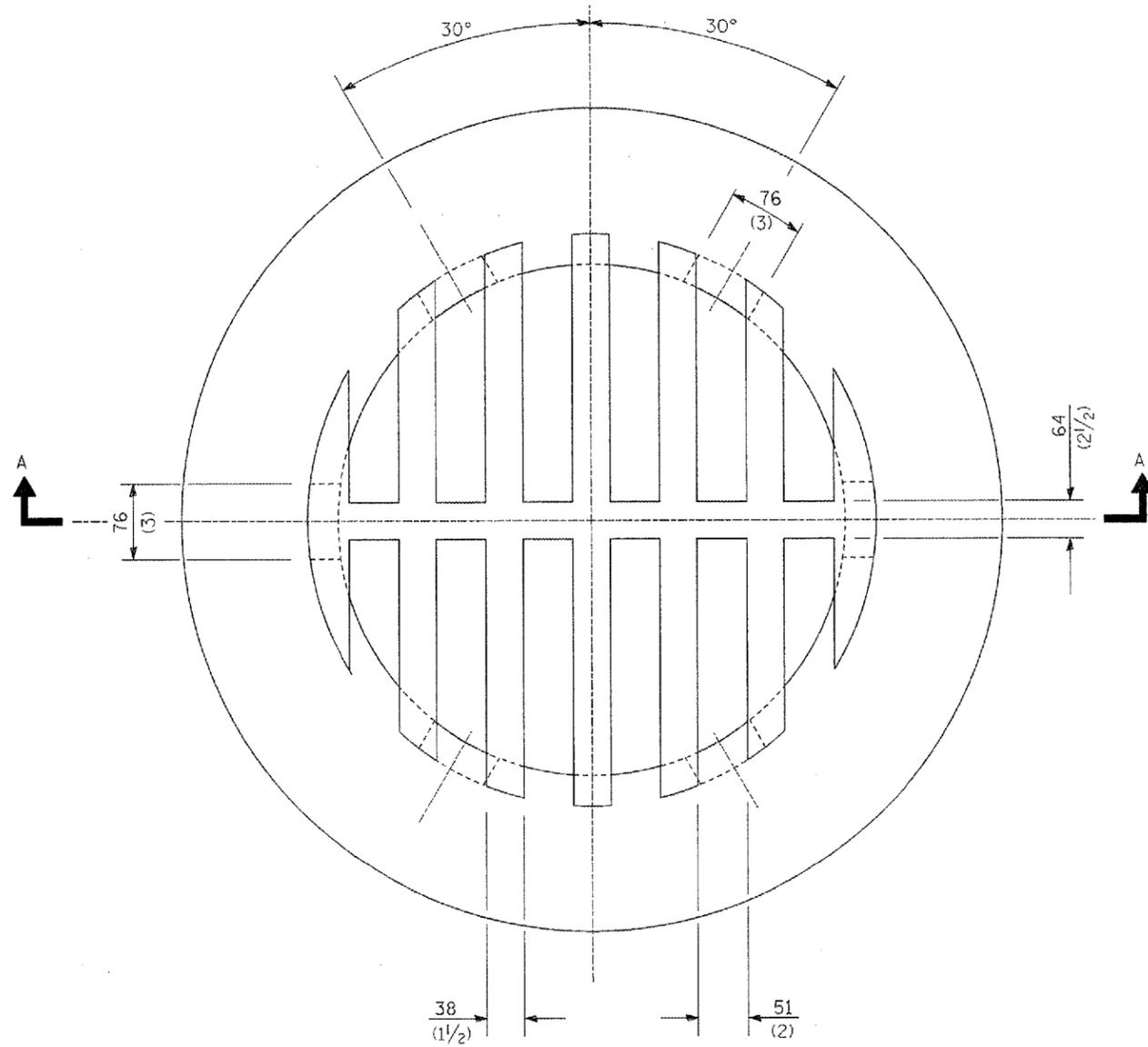
GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HENRY, MEISENHEIMER & GEMDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 584-3711 Fax (618) 584-8217

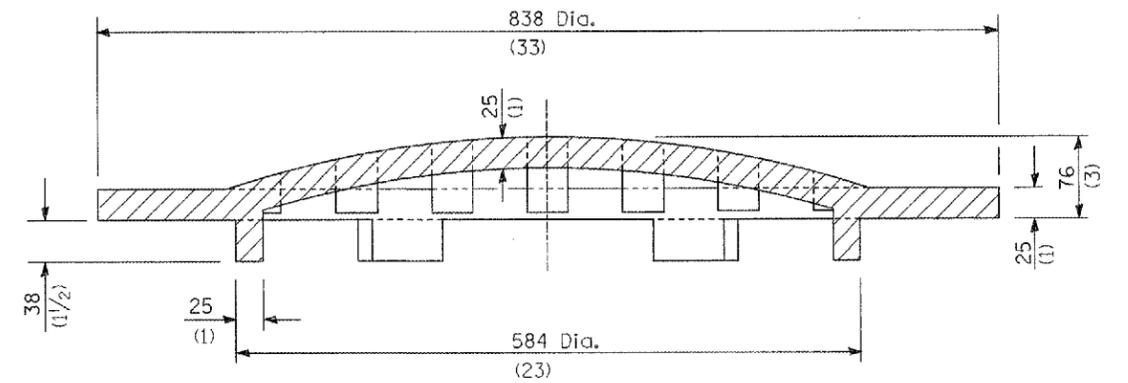
GRATE TYPE 7	IL PROJ. NO. GRE-3215
	A.I.P. PROJ. NO. 3-17-0049-B4
STANDARD 604031	FILE NAME IDOT-604031
	DATE 01-19-2007

H.M.G. NO. 5536

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	30	25



CAST GRATE
91 kg (200 lbs.)



SECTION A-A

All dimensions are in millimeters (inches) unless otherwise shown.



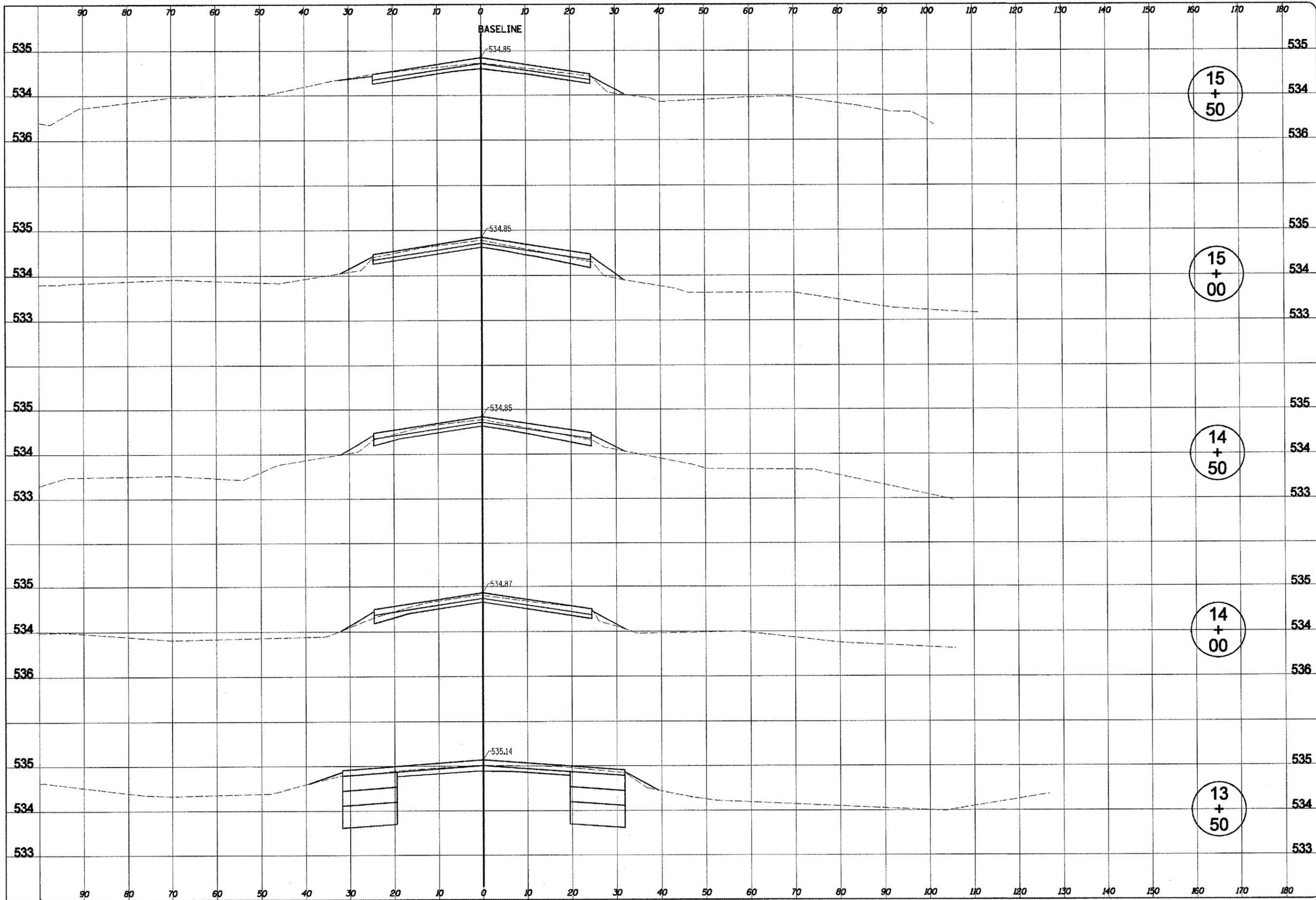
DATE	DESCRIPTION OF THE REVISIONS	BY
09-20-06	REVISED AND REPACKAGED FOR JAN. '07 LETTING	RGH

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLEYLE, ILLINOIS 62291
www.hmgengineers.com
(618) 584-3711 Fax (618) 584-8217

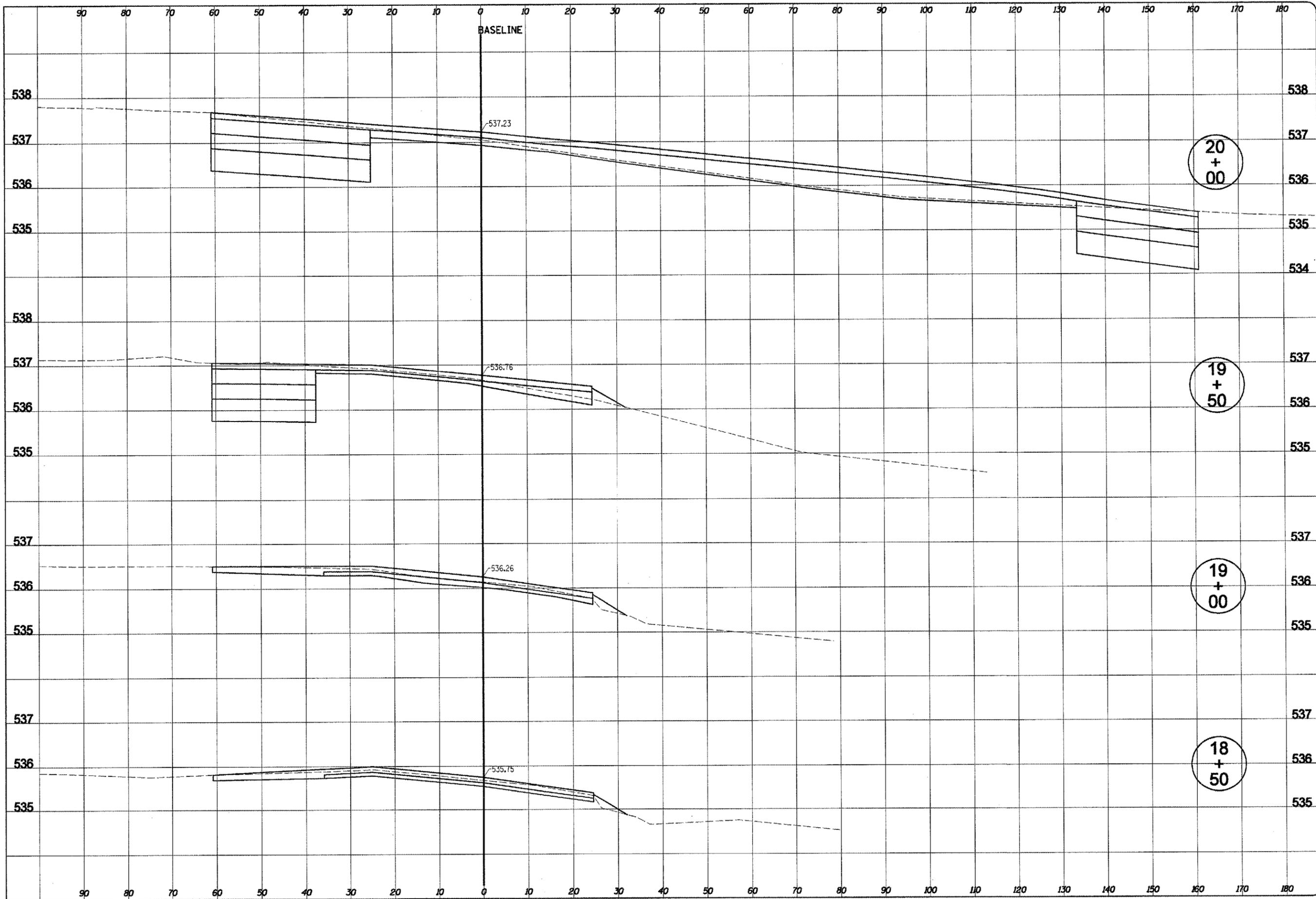
GRATE TYPE 8	IL. PROJ. NO. GRE-3215
	A.I.P. PROJ. NO. 3-17-0049-B4
STANDARD 604036	FILE NAME IDOT-604036
	DATE 01-19-2007

H.M.G. NO. 5538



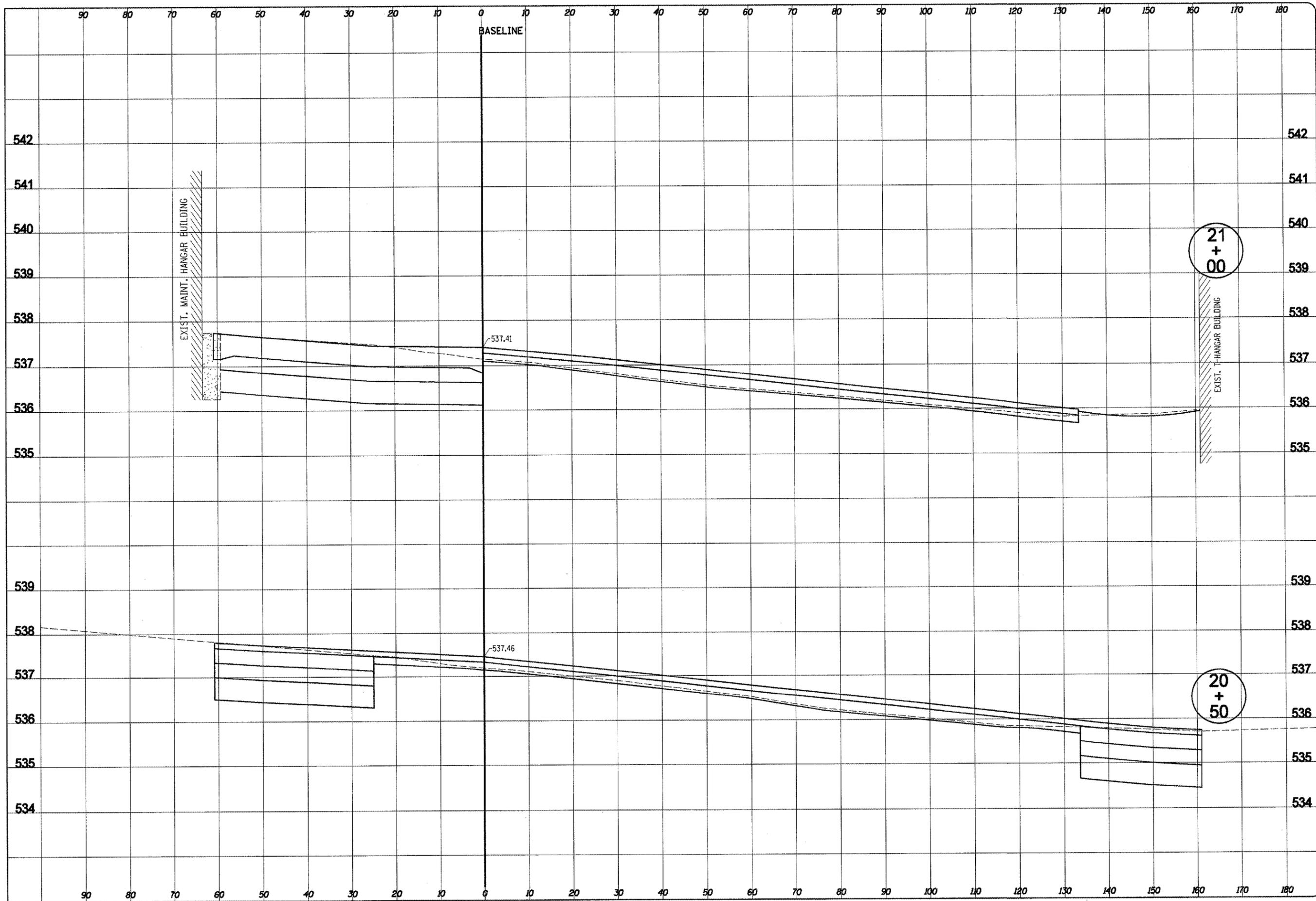
BY	
DESCRIPTION OF THE REVISIONS	
DATE	
DESIGNED BY:	RGH
DRAWN BY:	EDW
CHECKED BY:	BWC
DATE:	01-19-2007
<p style="text-align: center;">CROSS SECTIONS</p>	
IL. PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	
SHEET NO.	
26	

H.M.G. NO. 5535



BY		
DESCRIPTION OF THE REVISIONS		
DATE		
DESIGNED BY:	RGH	
DRAWN BY:	EDW	
CHECKED BY:	BWC	
DATE:	01-19-2007	
		
CROSS SECTIONS		
IL. PROJ. NO.	GRE-3215	
A.I.P. PROJ. NO.	3-17-0049-B4	
FILE NAME		
SHEET NO.	28	

H.M.G. NO. 6536



EXIST. MAINT. HANGAR BUILDING

EXIST. HANGAR BUILDING

21
+
00

20
+
50

BASELINE

537.41

537.46

BY		DESCRIPTION OF THE REVISIONS	
DATE		DATE	
DESIGNED BY:	RGH	CHECKED BY:	BWC
DRAWN BY:	EDW	DATE:	01-19-2007
			
CROSS SECTIONS			
ILL. PROJ. NO.	GRE-3215	FILE NAME	
A.I.P. PROJ. NO.	3-17-0049-B4		
SHEET NO.		29	
H.M.G. NO. 5536			

