

CONSTRUCTION PLANS FOR

SPARTA COMMUNITY AIRPORT

HUNTER FIELD

SPARTA, ILLINOIS

ILLINOIS PROJECT SAR - 3652

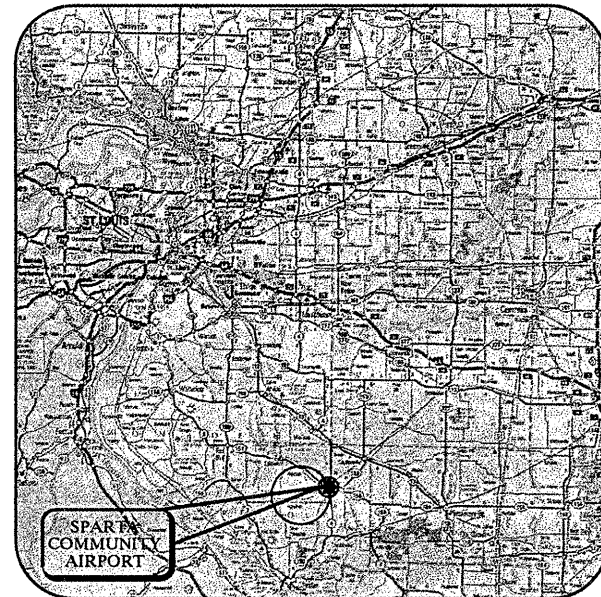
A. I. P. PROJECT 3-17-0094-B9

WIDEN RUNWAY 18/36 TO 75'; OVERLAY WITH POROUS FRICTION COURSE AND INSTALL WIND CONES

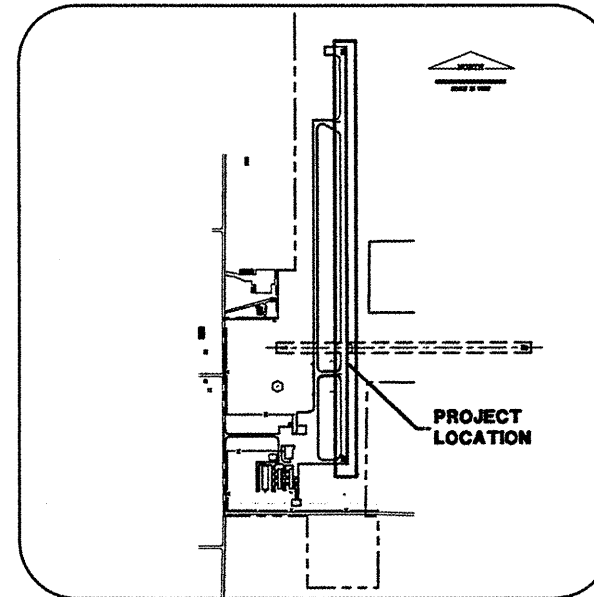
JANUARY 9, 2009

SUMMARY OF QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
AR107708	L-807 WIND CONE - 8' LIGHTED	EACH	2
AR107900	REMOVE WIND CONE	EACH	2
AR108158	1/C #8 5 KV UG CABLE IN UD	L.F.	4460
AR108660	3/C #10 600 V UG CABLE IN UD	L.F.	2350
AR109210	VAULT MODIFICATIONS	L.S.	1
AR110554	EXTEND 4-WAY DUCT	L.F.	20
AR125505	MIRL, STAKE MOUNTED	EACH	16
AR125510	MIRL, BASE MOUNTED	EACH	5
AR125545	MI THRESHOLD LIGHT BASE MTD	EACH	8
AR125565	SPLICE CAN	EACH	2
AR125901	REMOVE STAKE MOUNTED LIGHT	EACH	15
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	13
AR125968	RELOCATE PAPI	EACH	1
AR800222	RELOCATE REIL	EACH	1
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1
AR152410	UNCLASSIFIED EXCAVATION	C.Y.	4130
AR156510	SILT FENCE	L.F.	6540
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	1000
AR201670	CRACK CONTROL FABRIC	S.Y.	1830
AR208608	8" AGGREGATE BASE COURSE	S.Y.	7785
AR209606	CRUSHED AGG. BASE COURSE - 6"	S.Y.	7785
AR401610	BITUMINOUS SURFACE COURSE	TON	2490
AR401620	BIT. SURFACE COURSE, LEVELING	TON	1800
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	830
AR401655	BUTT JOINT CONSTRUCTION	S.Y.	830
AR401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	450
AR402622	POROUS FRICTION COURSE, 0.10'	S.Y.	34335
AR602510	BITUMINOUS PRIME COAT	GAL.	3115
AR603510	BITUMINOUS TACK COAT	GAL.	8930
AR620510	PAVEMENT MARKING	S.F.	35460
AR901510	SEEDING	ACRE	9.5
AR908510	MULCHING	ACRE	9.5

INDEX TO SHEETS	
SHEET	TITLE
01	COVER SHEET
02	SITE PLAN & PROPOSED IMPROVEMENTS
03	CONSTRUCTION ACTIVITY PLAN
04	TYPICAL SECTIONS & PAVING DETAILS
05	WIDENING EDGE PLAN & PROFILE 1 STA. 4+00 TO STA. 18+00
06	WIDENING EDGE PLAN & PROFILE 2 STA. 18+00 TO STA. 32+00
07	WIDENING EDGE PLAN & PROFILE 3 STA. 32+00 TO STA. 48+50
08	ELECTRICAL & LIGHTING PLAN 1
09	ELECTRICAL & LIGHTING PLAN 2
10	ELECTRICAL & LIGHTING DETAILS
11	RELOCATED REIL DETAILS
12	RELOCATED PAPI DETAILS
13	WIND CONE DETAILS
14	MARKING PLAN
15	MARKING DETAILS
16	DRAINAGE & EROSION CONTROL PLAN
17	EARTHWORK SUMMARY
18	CROSS SECTIONS 1 STA. 4+50 TO STA. 9+00
19	CROSS SECTIONS 2 STA. 9+50 TO STA. 12+50
20	CROSS SECTIONS 3 STA. 13+00 TO STA. 16+00
21	CROSS SECTIONS 4 STA. 16+50 TO STA. 21+00
22	CROSS SECTIONS 5 STA. 21+50 TO STA. 25+00
23	CROSS SECTIONS 6 STA. 25+50 TO STA. 29+00
24	CROSS SECTIONS 7 STA. 29+50 TO STA. 33+50
25	CROSS SECTIONS 8 STA. 34+00 TO STA. 38+50
26	CROSS SECTIONS 9 STA. 39+00 TO STA. 41+50
27	CROSS SECTIONS 10 STA. 42+00 TO STA. 46+00
28	CROSS SECTIONS 11 STA. 46+50 TO STA. 48+50



LOCATION MAP



SITE PLAN

01/09/09

JASON E. FRANK
 062-054100
 STATE OF ILLINOIS
Jason E. Frank
 EXP 11/30/09

SPARTA COMMUNITY AIRPORT
 SPARTA, ILLINOIS

APPROVED *Russell B. Williams*
 DATE 4-14-2008

CMT
CRAWFORD MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 ■ SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

SUBMITTED BY *J. Frank*
 DATE 1/9/09

CMT JOB NUMBER 06412-03-00

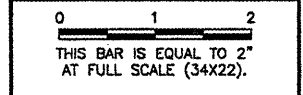
MAXIMUM ALLOWABLE EQUIPMENT HEIGHT = 25'

RADIO CONTROL FREQUENCY 123.075

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

TOWNSHIP: T4S
 RANGE: R5W
 SECTION: 30
 COUNTY: RANDOLPH
 CIVIL TOWNSHIP: COULTERVILLE

REVISIONS		
NUMBER	BY	DATE



**SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS**

**WIDEN AND OVERLAY RUNWAY 18/36
 &
 SITE PLAN
 &
 PROPOSED IMPROVEMENTS**

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DRAWN BY:	CMT
CHECKED BY:	JEF
APPROVED BY:	JEF
DATE:	12/31/2008
JOB No:	0641203
IL PROJ. NO.	SAR-3652
AIP PROJ. NO.	3-17-0094-89
SHEET	02 OF 28 SHEETS



LEGEND

EXISTING
 PROPOSED IMPROVEMENT

TRUCK SIGNAL FLAG
 ORANGE / WHITE
 N.T.S.

FLASHER BARRICADE DETAIL
 N.T.S.

CLOSED RUNWAY MARKER DETAIL
 N.T.S.

STEADY BURN BARRICADE NOTES:

- STEADY BURN TO BE BATTERY OPERATED OMNI DIRECTIONAL LENS TO BE RED.
- SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
- NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- PLACE AT 15' INTERVALS.
- ONE 20" x 20" ORANGE FLAG TO BE INSTALLED ON EACH BARRICADE AND SECURELY FASTENED.

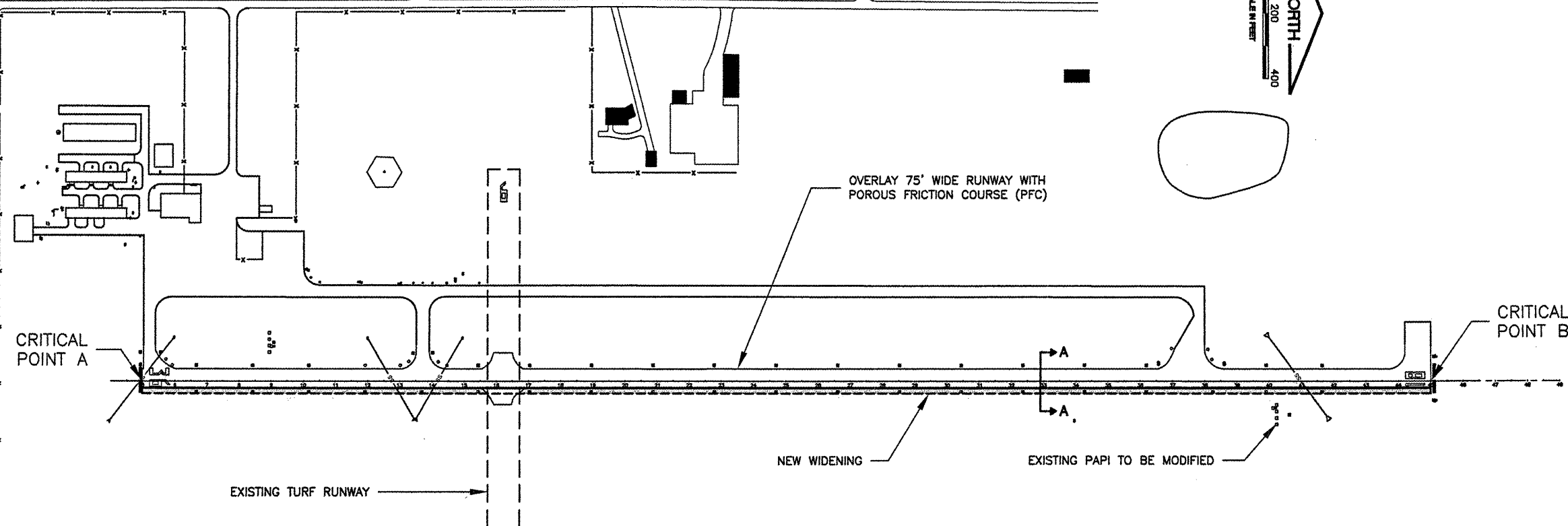
NOTES

- MARKERS SHALL BE SOLID YELLOW.
- MARKERS SHALL BE PAINTED BURLAP, PLYWOOD, PLASTIC, OR OTHER APPROVED MATERIAL.
- CONTRACTOR SHALL MAINTAIN MARKERS.
- COST OF FURNISHING, INSTALLING, MAINTAINING, RELOCATING, AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
- MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS. HOWEVER, WHEN WORK IS NECESSARY FOR THAT AREA, THE MARKERS SHALL BE RELOCATED OFF THE PAVEMENT AS SHOWN ON THE DETAIL.








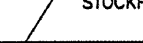
CRITICAL POINTS			
POINT	LATITUDE	LONGITUDE	ELEVATION
A	38° 08' 39.87"	89° 41' 58.22"	521.76'
B	38° 09' 19.43"	89° 41' 58.01"	536.57'

GENERAL NOTES

- MEN, VEHICLES AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE FOLLOWING AREAS, EXCEPT WHEN UNDER THE CONTROL OF A FLAGMAN IN RADIO CONTACT WITH AIR AND GROUND TRAFFIC AT ALL TIMES:
 - 200' FROM THE CENTERLINE OF 9/27 WHEN ACTIVE.
 - 40' FROM THE CENTER OF AN ACTIVE TAXIWAY.
 THE CONTRACTOR SHALL PROVIDE THE FLAGMAN AND RADIO EQUIPMENT AT NO EXTRA COST TO THE CONTRACT.
- ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT SHALL BE UNDER CONTROL OF A FLAGMAN IN RADIO CONTACT WITH FAA AIR TRAFFIC CONTROL TOWER PERSONNEL AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS.
- 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 MANAGER.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN.
- BROKEN CONCRETE, BITUMINOUS MATERIALS, AND MISCELLANEOUS WASTE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY.
- ALL PAVEMENTS, DRIVES, OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT.
- THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.
- 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 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, THE AIRPORT 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.
- CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AS SHOWN IN THE CONSTRUCTION ACTIVITY PLAN.
 - THE CONTRACTOR SHALL USE AN EXISTING GATE(S) FOR ACCESS TO THE AIRFIELD. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON THE ACCESS GATE. HE SHALL PROVIDE KEYS FOR THIS PADLOCK TO THE RESIDENT ENGINEER AND THE AIRPORT. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE RESIDENT ENGINEER.
 - THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T..
 - DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
 - THE CONTRACTOR WILL CLOSE AND LOCK THE ACCESS GATE(S) UPON LEAVING THE SITE.
 - ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS TO VIOLATE AIRSPACE SURFACES, OR RUNWAY AND TAXIWAY OBJECT FREE OR SAFETY AREAS.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.



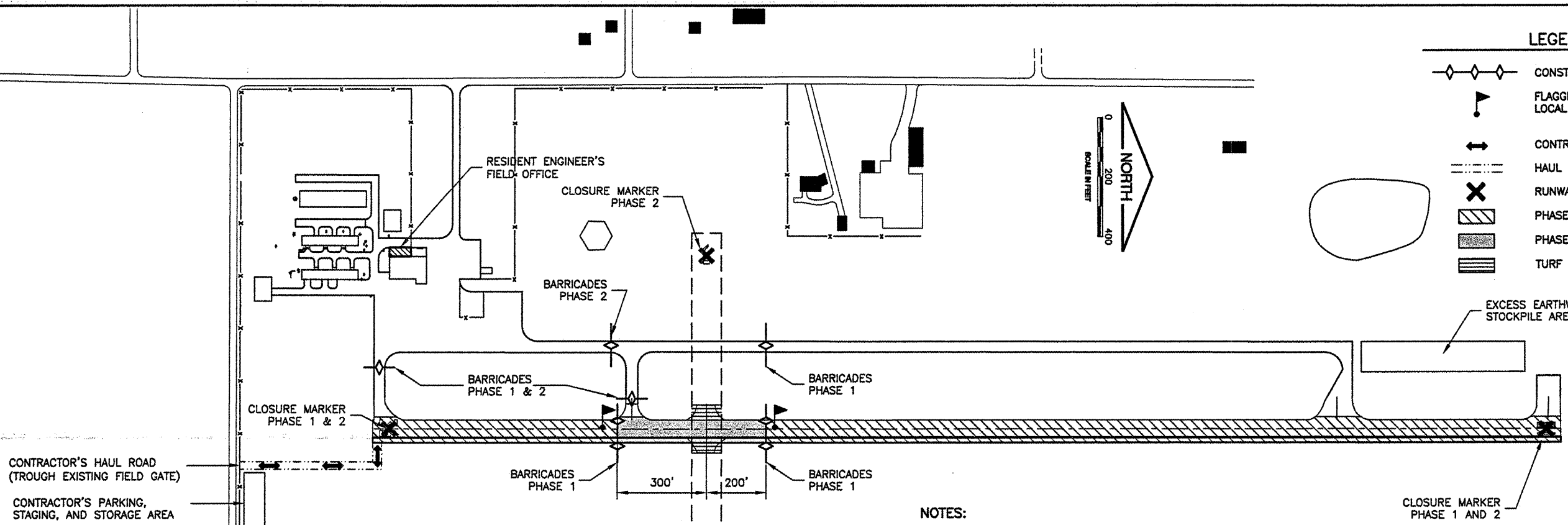
LEGEND

-  CONSTRUCTION BARRICADES
-  FLAGGER IN CONTACT WITH LOCAL AIR TRAFFIC
-  CONTRACTOR ACCESS
-  HAUL ROAD
-  RUNWAY CLOSURE MARKER
-  PHASE 1
-  PHASE 2
-  TURF RUNWAY TRANSITION

REVISIONS

NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).



NOTES:

PRIOR TO INITIATING CONSTRUCTION:

1. WORK ON THIS PROJECT WILL SEVERELY LIMIT OPERATIONS AT THE AIRPORT. PRIOR TO STARTING WORK THE CONTRACTOR SHALL HAVE ON HAND ALL MATERIALS NECESSARY TO COMPLETE ALL WORK LOCATED WITHIN 200' OF THE RUNWAY(S) CENTERLINES.
2. PHASE 1 MAY BE INITIATED BY THE CONTRACTOR WITH THE APPROVAL OF THE AIRPORT MANAGER. PHASE 1 CONSISTS OF ALL WORK NOT WITHIN 200' OF THE RUNWAY 9/27 CENTERLINE. PHASE 2 IS THE WORK THAT REQUIRES BOTH RUNWAYS TO BE SHUT DOWN. THE CONTRACTOR SHALL EXPEDITE ALL WORK WITHIN PHASE 2 WORK AREA TO MINIMIZE THE CLOSURE TIME OF THE TURF RUNWAY. PHASE 2 WILL BE SCHEDULED BY THE CONTRACTOR (APPROVED BY THE AIRPORT MANAGER) DURING THE PHASE 1 CONSTRUCTION.

PHASE 1 NOTES:

1. THIS WORK SHALL CONSIST OF ALL WORK ON THE PROJECT NOT WITHIN 200' EITHER SIDE OF THE RUNWAY 9/27 CENTERLINE. DURING THIS PHASE, RUNWAY 18/36 WILL BE CLOSED WITH CLOSURE MARKERS AS REQUIRED BY THE FAA AND AS DETAILED. THE EXISTING VISUAL NAVAIDS SHALL BE DISCONNECTED IN THE VAULT. THE CONTRACTOR SHALL COORDINATE THE CLOSURE OF THE RUNWAY WITH THE AIRPORT 2 WEEKS IN ADVANCE TO ALLOW FOR THE RELOCATION OF BASED AIRCRAFT.
2. WORK IN THIS PHASE INCLUDES CORING OUT FOR THE PROPOSED WIDENING, CONSTRUCTING EMBANKMENT, CONSTRUCTING THE AGGREGATE SUBBASE, CONSTRUCTING THE AGGREGATE BASE AND CONSTRUCTING NEW FOUNDATIONS FOR THE BASE MOUNTED EDGE LIGHTS AND VISUAL NAVAIDS.
3. THIS WORK WILL REQUIRE THAT THE CONTRACTOR CROSS RUNWAY 9/27. THE CONTRACTOR SHALL BARRICADE BOTH SIDES OF THE RUNWAY AND PROVIDE A FLAGPERSON ON BOTH SIDES OF THE RUNWAY IN CONTACT WITH LOCAL AIR TRAFFIC TO CONTROL THE CROSSING OF VEHICLES. VEHICLES WILL BE REQUIRED TO STOP ON BOTH SIDES OF THE RUNWAY, VISUALLY CHECK THE APPROACH IN BOTH DIRECTIONS AND RECEIVE APPROVAL FROM THE FLAGPERSON BEFORE PROCEEDING ACROSS THE RUNWAY.
4. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN THE OPEN RUNWAY AT THE CROSSING POINT.
5. VEHICLES SHALL OPERATE ON THE RUNWAY. THE CONTRACTOR SHALL VISUALLY INSPECT THE RUNWAY CONTINUOUSLY DURING HAULING OPERATIONS TO VERIFY THAT TRAFFIC IS NOT DAMAGING THE EXISTING PAVEMENT.
6. UPON COMPLETION OF THESE ITEMS OUTSIDE OF THE RUNWAY 9/27 AREA, THE CONTRACTOR WILL INITIATE PHASE 2.

PHASE 2 NOTES:

1. THIS WORK SHALL CONSIST OF THE CONSTRUCTION OF THE SUBGRADE, AGGREGATE SUBBASE, AGGREGATE BASE, BITUMINOUS SURFACE ON THE WIDENING; AND LEVELING COURSE AND THE POROUS FRICTION COURSE ON THE RUNWAY. THE COMPLETION OF THE LIGHTING WITHIN 200' OF THE RUNWAY 9/27 CENTERLINE AND THE INITIAL MARKING OF THE RUNWAY SHALL ALSO BE COMPLETED DURING THIS PHASE. UPON COMPLETION OF PHASE 2 THE TURF RUNWAY SHALL BE REOPENED. THE ONLY CLOSURE OF THE TURF RUNWAY FOLLOWING THE END OF PHASE 2 SHALL BE FOR THE FINAL APPLICATION OF THE PAVEMENT MARKING.
2. THE CONTRACTOR SHALL BE GIVEN 12 CONSECUTIVE CALENDAR DAYS, STARTING ON A MONDAY SELECTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT MANAGER TO COMPLETE THE WORK IN PHASE 2. THE CONTRACTOR WILL BE ALLOWED TO COMPLETE THE BITUMINOUS LEVELING COURSE AND BITUMINOUS WIDENING OUTSIDE OF THE PHASE 2 AREA IF HE REQUESTS TO REDUCE THE AMOUNT OF WORK IN THE PHASE 2 AREA.
3. LIQUIDATED DAMAGES OF \$500 PER DAY WILL BE CHARGED FOR ANY DAYS BEYOND THE SPECIFIED AMOUNT THAT THE TURF RUNWAY REMAINS CLOSED.
4. THE CONTRACTOR MAY CONTINUE TO WORK IN THE PHASE 1 AREA FOLLOWING THE RE-OPENING OF THE TURF RUNWAY AS SPECIFIED IN THE OVERALL CONTRACT TIME.

CONSTRUCTION ACTIVITY PLAN NOTES:

1. THE CONTRACTOR SHALL PLACE ALL BARRICADES AND DEACTIVATE PAPI SYSTEMS AS SHOWN PRIOR TO STARTING WORK.
2. THE CONTRACTOR SHALL CONTINUOUSLY MAINTAIN CONTROL OF DUST IN THIS AREA DURING HAULING OPERATIONS.
3. THE CONTRACTOR SHALL SEQUENCE HIS/ HER CONSTRUCTION OPERATIONS SO AS TO MINIMIZE DISRUPTIONS TO THE AIRCRAFT OPERATIONS.
4. THE CONTRACTOR'S FLAGGER SHALL BE IN CONSTANT RADIO CONTACT WITH LOCAL AIR TRAFFIC ANY TIME CONSTRUCTION TRAFFIC IS CROSSING OR OPERATING WITHIN 200' OF THE RUNWAY CENTERLINE. THE CONTRACTOR SHALL PROVIDE RADIOS CAPABLE OF OPERATING ON THE NECESSARY FREQUENCY.
5. WHEN WORK IS TAKING PLACE WITHIN 200' OF THE RUNWAY 9/27 CENTERLINE (PHASE 2) THE RUNWAY AND AIRPORT SHALL BE CLOSED.
6. THE CONTRACTOR SHALL PROVIDE LIGHTS AND FLAGGING ON ALL EQUIPMENT IN CONFORMANCE WITH THE FAA ADVISORY CIRCULAR 150/5210-5B AND 5370-2E (LATEST).
7. THE CONTRACTOR SHALL PROVIDE LIGHTED BARRICADES AT ALL CLOSURE LOCATIONS OR EDGE DROP-OFFS GREATER THAN 3 INCHES. ADJACENT TO THE PAVEMENTS THAT ARE OPEN TO AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE BARRICADES IN AN OPERABLE CONDITION FOR THE DURATION OF THE PROJECT.
8. BARRICADES SHALL BE PLACED ON 15' CENTERS AND SHALL BE PLACED 40' FROM ACTIVE TAXIWAY CENTERLINES AND 200' FROM ACTIVE RUNWAY CENTERLINES.
9. THE CONTRACTOR SHALL NOT HAVE ACCESS TO ANY PART OF THE AIRPORT OTHER THAN THE AREAS THAT ARE INDICATED ON THE CONSTRUCTION ACTIVITY PLAN WITHOUT THE APPROVAL OF THE AIRPORT MANAGER.

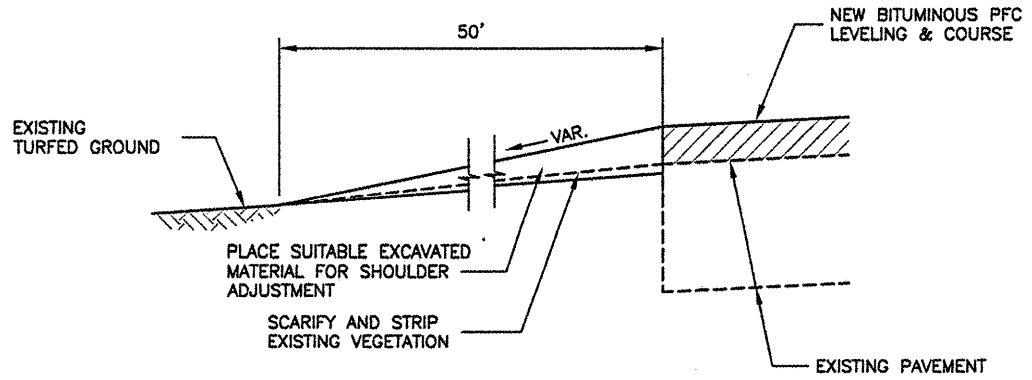
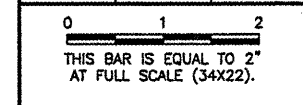
**SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS**

**WIDEN AND OVERLAY RUNWAY 18/36
 CONSTRUCTION ACTIVITY PLAN**

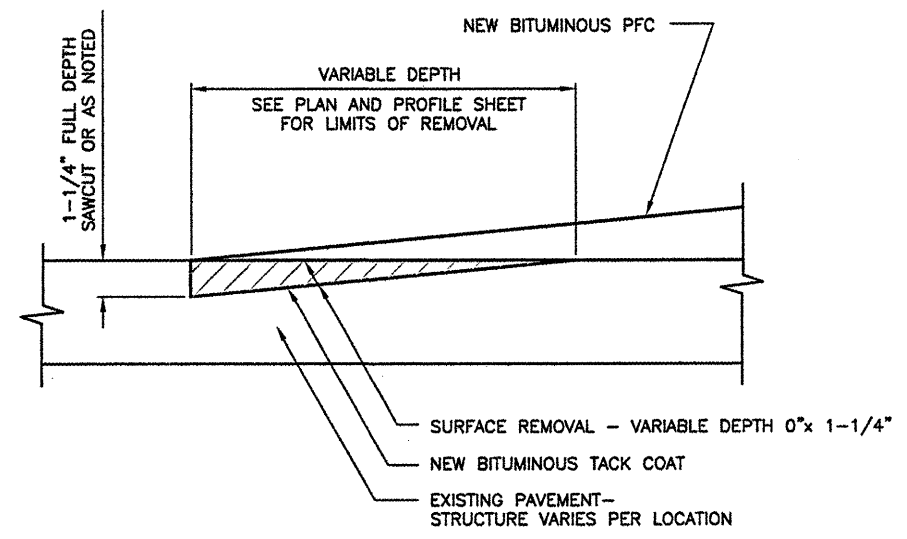
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APPROVED BY:	JEF
DATE:	12/31/2008
JOB No:	0641203
IL PROJ. NO. SAR-3852	
AIP PROJ. NO. 3-17-0094-B9	
SHEET 03 OF 28 SHEETS	

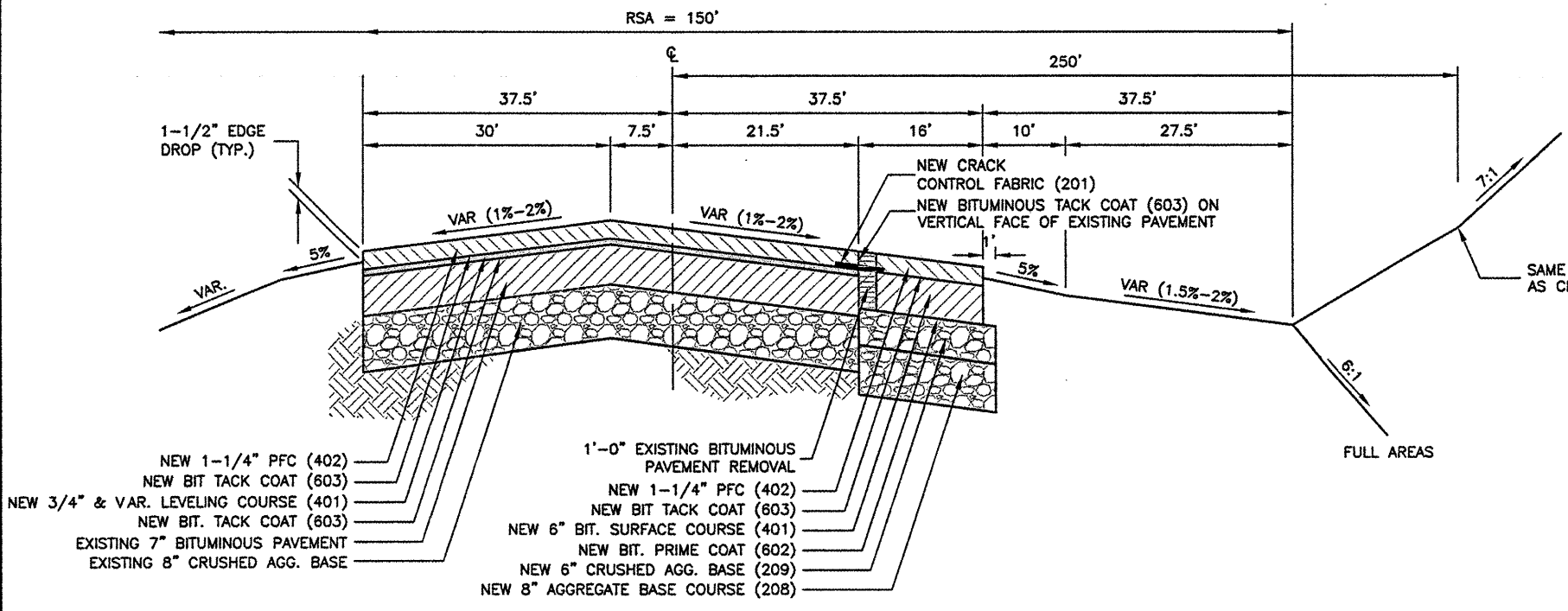
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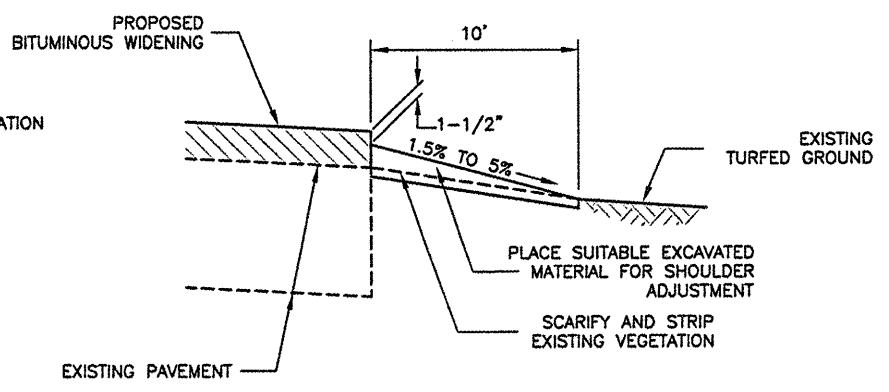
TURF / RUNWAY INTERSECTION TRANSITION DETAIL
N.T.S.



BUTT JOINT DETAIL
N.T.S.



SECTION A-A
N.T.S.



SHOULDER ADJUSTMENT DETAIL
N.T.S.

**SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS**

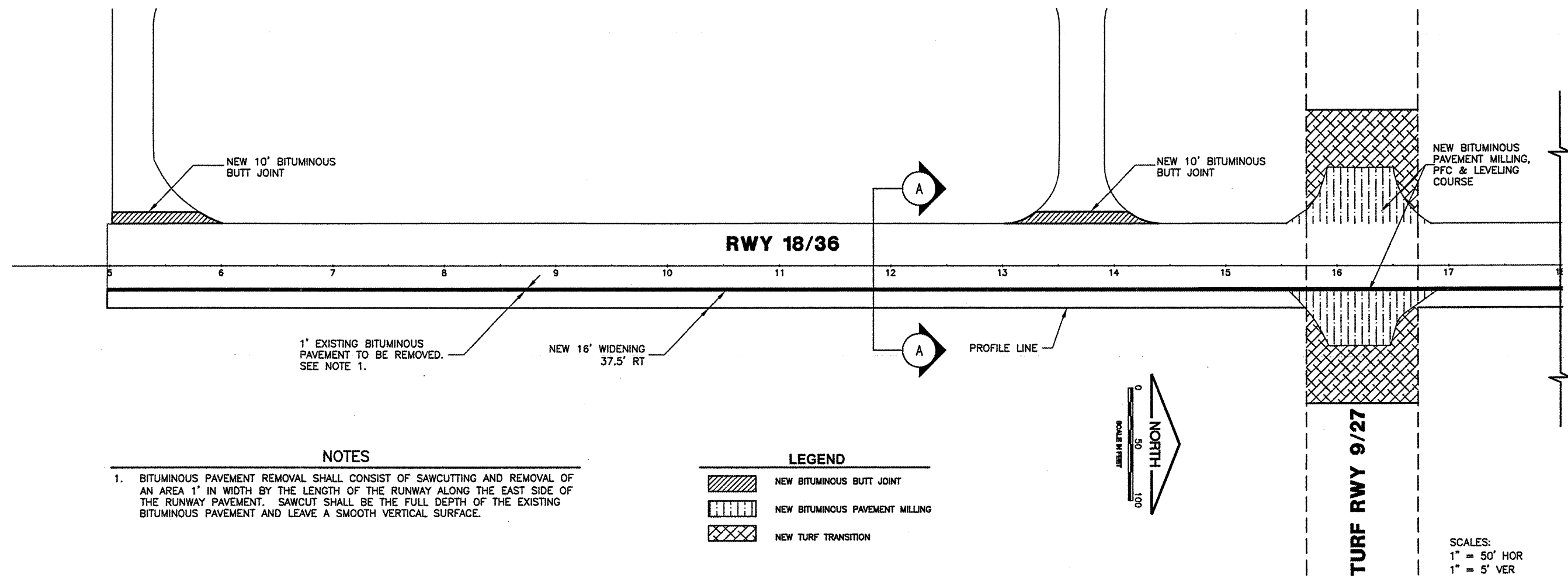
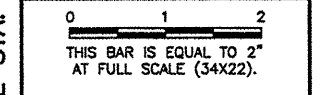
**WIDEN AND OVERLAY RUNWAY 18/36
 &
 TYPICAL SECTIONS
 &
 PAVING DETAILS**

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JOB No:	0641203
IL PROJ. NO.	SAR-3652
AIP PROJ. NO.	3-17-0094-89
SHEET 04 OF 28 SHEETS	

K:\Sparta\AP\0641203 Widen Runway\Draw\EGPT\Plot
 FILE: RCp01001.dwg
 UPDATE BY: Dave Allen
 PLOT DATE: 1/9/2009 9:32 AM
 rcp01001
 BASE_EXISTOPO
 BASE_PROPELEC
 BASE_PROPGEO
 BASE_PROPSITE

REVISIONS		
NUMBER	BY	DATE



1' EXISTING BITUMINOUS PAVEMENT TO BE REMOVED. SEE NOTE 1.

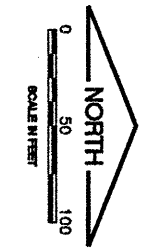
NEW 16' WIDENING 37.5' RT

NOTES

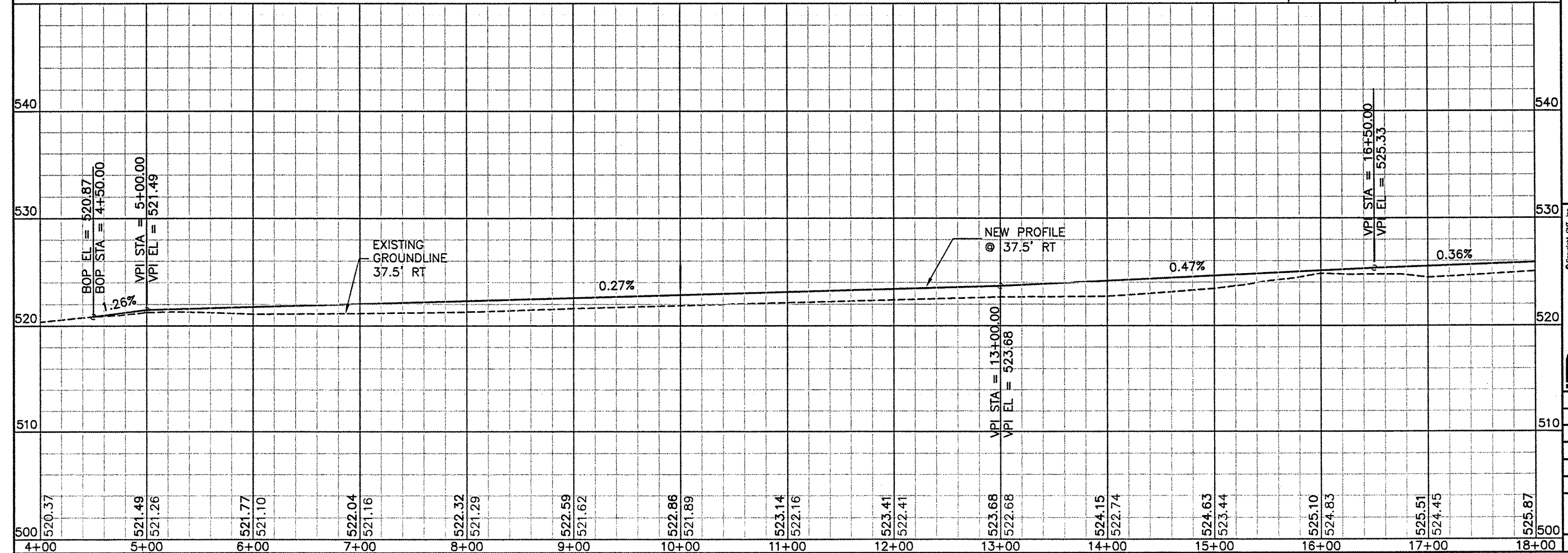
1. BITUMINOUS PAVEMENT REMOVAL SHALL CONSIST OF SAWCUTTING AND REMOVAL OF AN AREA 1' IN WIDTH BY THE LENGTH OF THE RUNWAY ALONG THE EAST SIDE OF THE RUNWAY PAVEMENT. SAWCUT SHALL BE THE FULL DEPTH OF THE EXISTING BITUMINOUS PAVEMENT AND LEAVE A SMOOTH VERTICAL SURFACE.

LEGEND

- NEW BITUMINOUS BUTT JOINT
- NEW BITUMINOUS PAVEMENT MILLING
- NEW TURF TRANSITION



SCALES:
 1" = 50' HOR
 1" = 5' VER



SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS

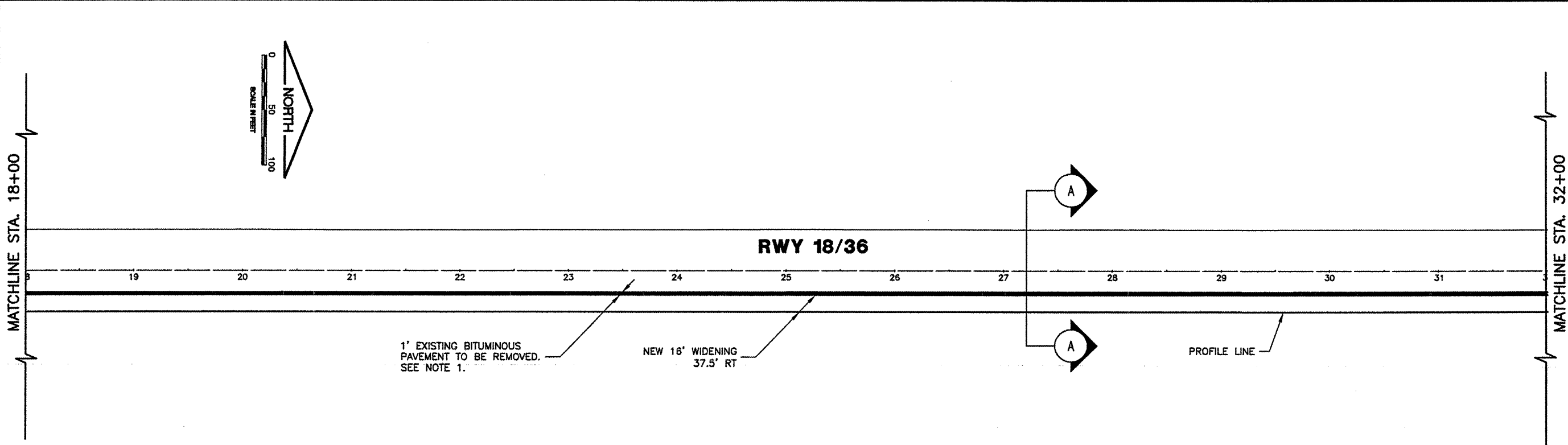
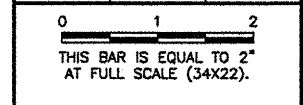
WIDEN AND OVERLAY RUNWAY 18/36
 WIDENING EDGE
 PLAN & PROFILE 1
 STA. 4+00 TO STA. 18+00

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DATE:	12/31/2008
JOB No:	0641203
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SHEET 05 OF 28 SHEETS	

K:\SpartaAP\0641203\Widen Rwy\Draw\EGPT\Plot
 FILE: RCp02001.dwg
 UPDATE BY: Dave Allen
 PLOT DATE: 1/9/2009 9:27 AM
 rcp001
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 BASE_PROPELEC
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 BASE_PROPSITE

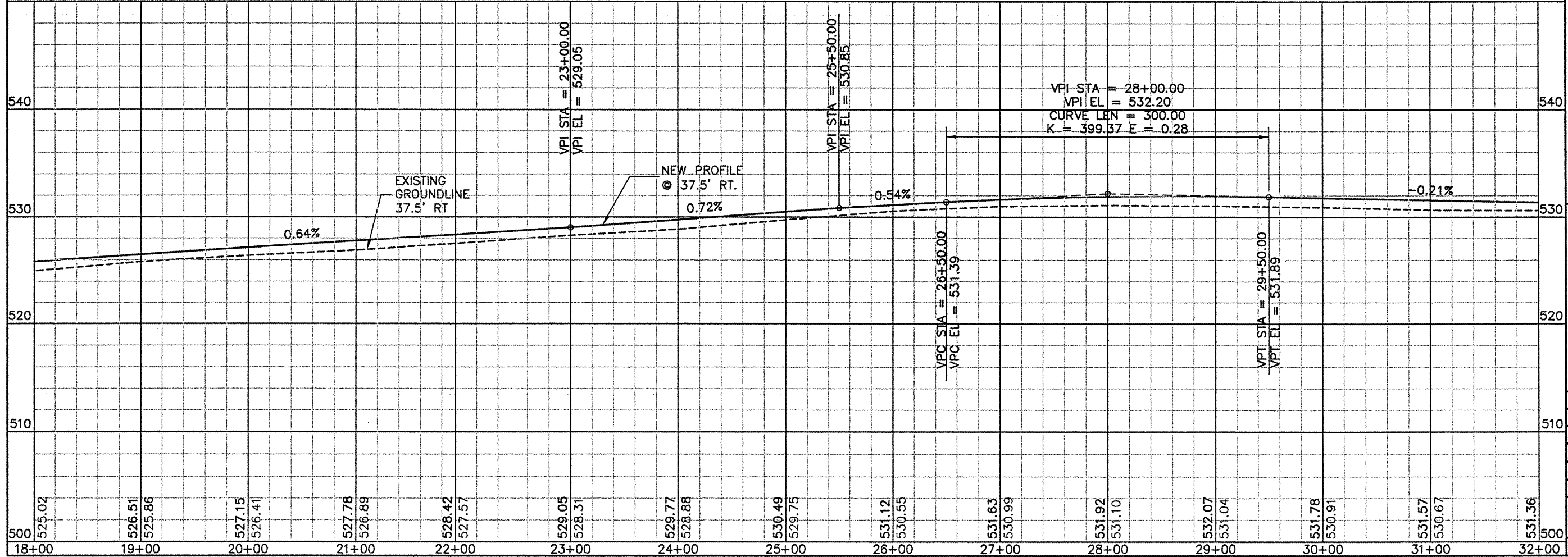
REVISIONS		
NUMBER	BY	DATE



NOTES

1. BITUMINOUS PAVEMENT REMOVAL SHALL CONSIST OF SAWCUTTING AND REMOVAL OF AN AREA 1' IN WIDTH BY THE LENGTH OF THE RUNWAY ALONG THE EAST SIDE OF THE RUNWAY PAVEMENT. SAWCUT SHALL BE THE FULL DEPTH OF THE EXISTING BITUMINOUS PAVEMENT AND LEAVE A SMOOTH VERTICAL SURFACE.

SCALES:
 1" = 50' HOR
 1" = 5' VER



SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS

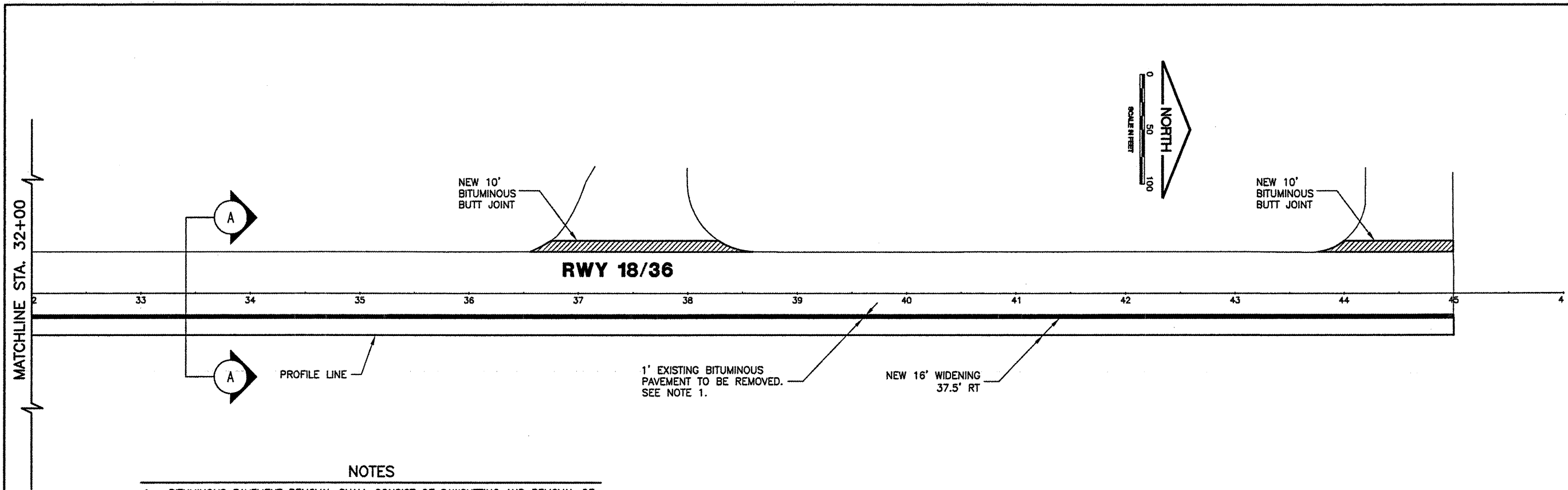
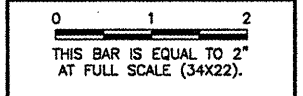
WIDEN AND OVERLAY RUNWAY 18/36
 WIDENING EDGE
 PLAN & PROFILE 2
 STA. 18+00 TO STA. 32+00

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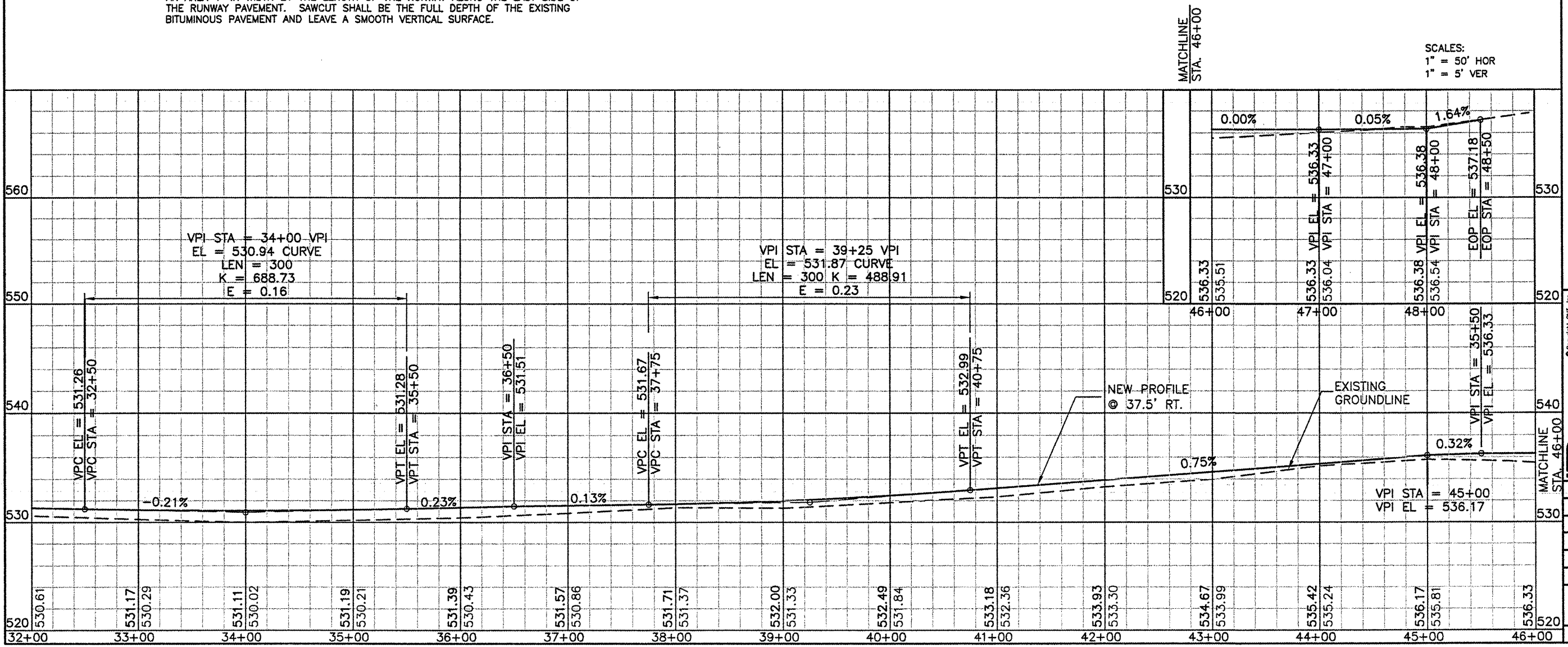
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CHECKED BY:	JEF
APPROVED BY:	JEF
DATE:	12/31/2008
JOB No:	0641203
IL PROJ. NO.	SAR-3652
AIP PROJ. NO.	3-17-0094-B9
SHEET 06 OF 28 SHEETS	

REVISIONS		
NUMBER	BY	DATE



NOTES

1. BITUMINOUS PAVEMENT REMOVAL SHALL CONSIST OF SAWCUTTING AND REMOVAL OF AN AREA 1' IN WIDTH BY THE LENGTH OF THE RUNWAY ALONG THE EAST SIDE OF THE RUNWAY PAVEMENT. SAWCUT SHALL BE THE FULL DEPTH OF THE EXISTING BITUMINOUS PAVEMENT AND LEAVE A SMOOTH VERTICAL SURFACE.



**SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS**

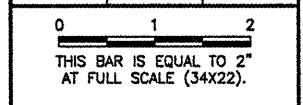
**WIDEN AND OVERLAY RUNWAY 18/36
 WIDENING EDGE
 PLAN & PROFILE 3
 STA. 32+00 TO STA. 48+50**

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AIP PROJ. NO.	3-17-0094-89
SHEET 07 OF 28 SHEETS	

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NUMBER	BY	DATE



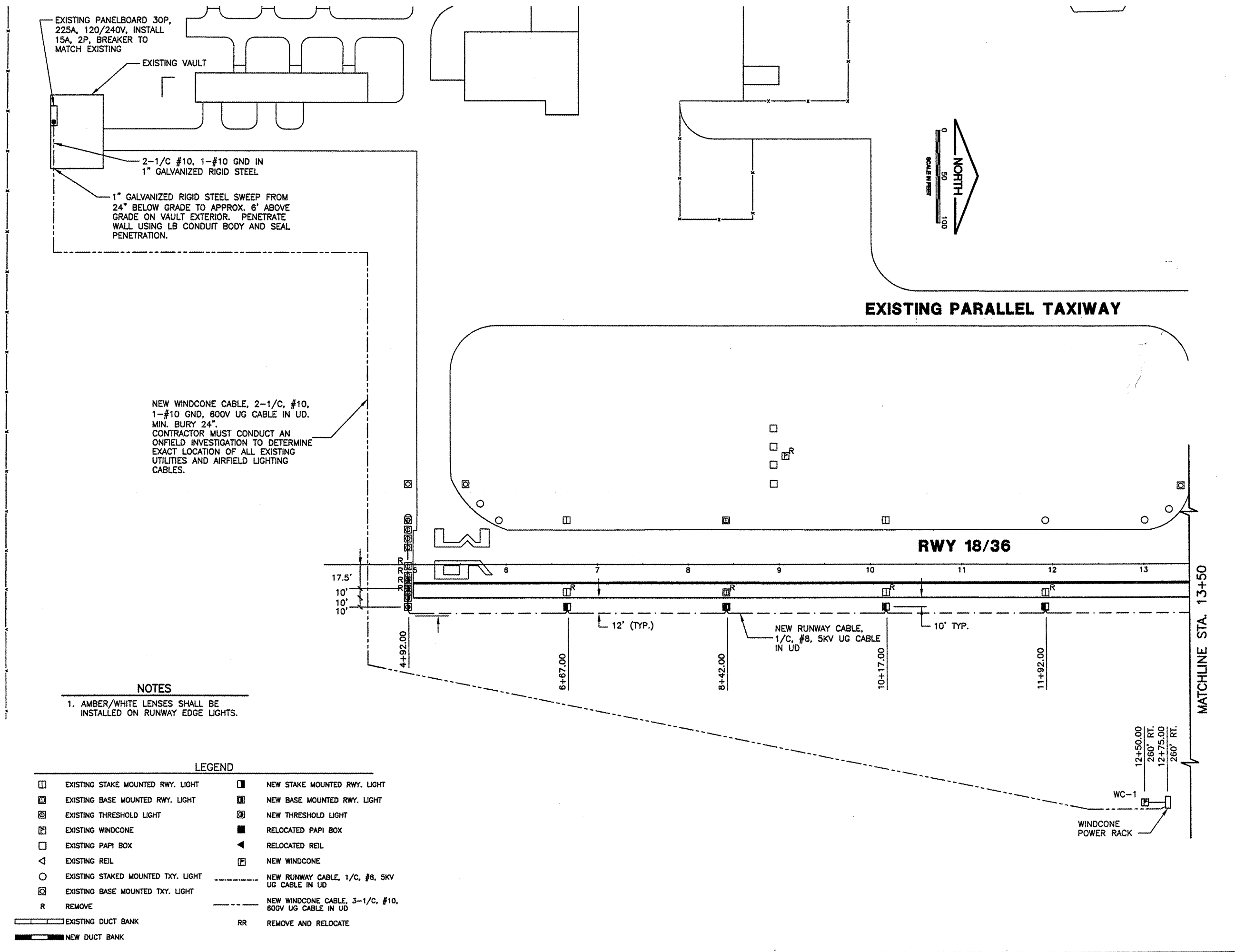
**SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS**

**WIDEN AND OVERLAY RUNWAY 18/36
 ELECTRICAL & LIGHTING PLAN 1**

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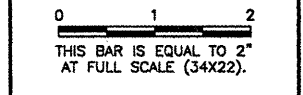
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JOB No:	0641203
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SHEET 08 OF 28 SHEETS	



NOTES

1. AMBER/WHITE LENSES SHALL BE INSTALLED ON RUNWAY EDGE LIGHTS.

REVISIONS		
NUMBER	BY	DATE

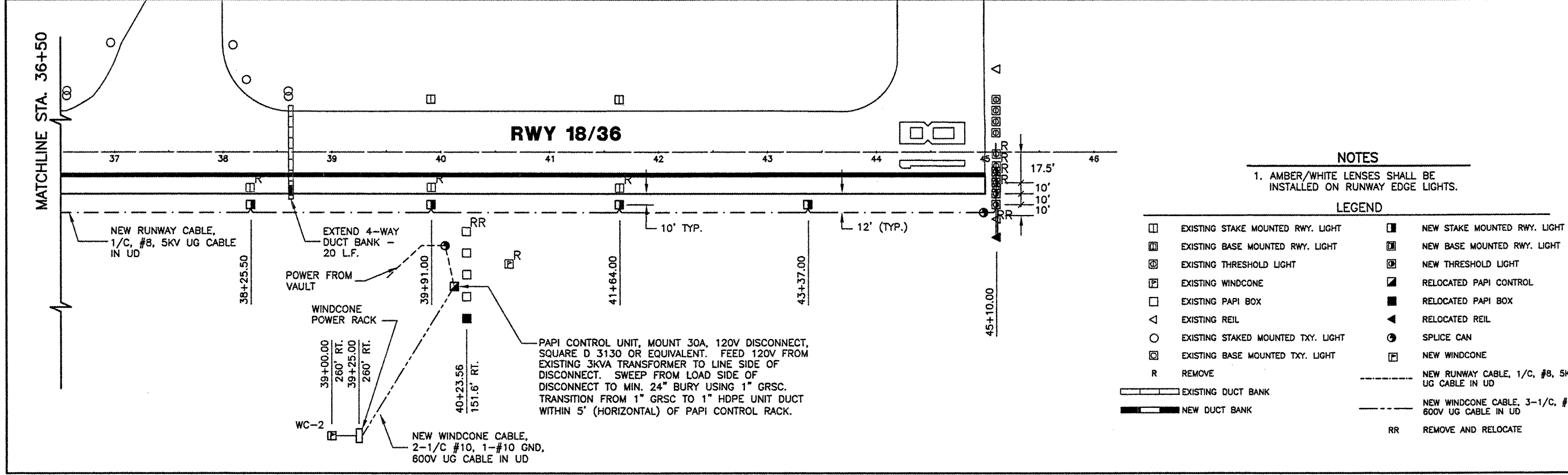
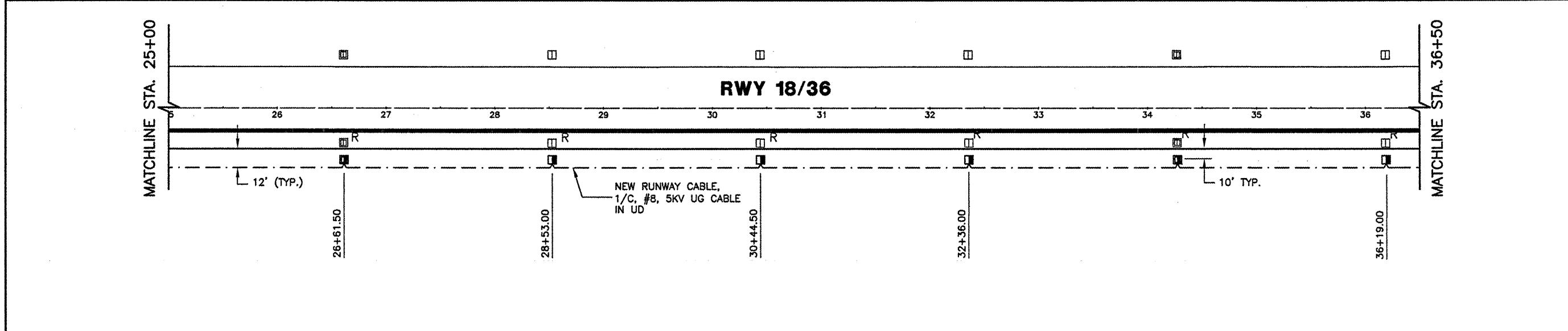
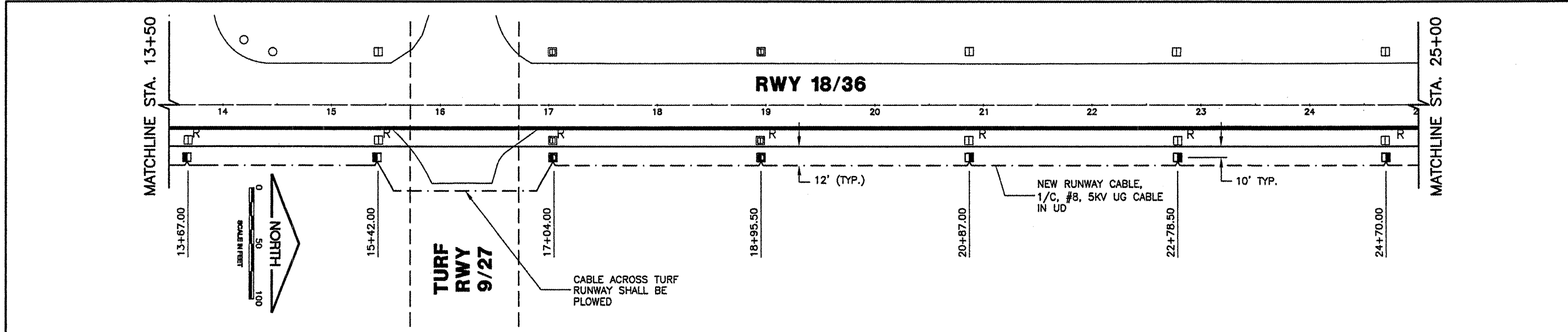


SPARTA COMMUNITY AIRPORT
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 SPARTA, ILLINOIS

WIDEN AND OVERLAY RUNWAY 18/36
 ELECTRICAL & LIGHTING PLAN 2

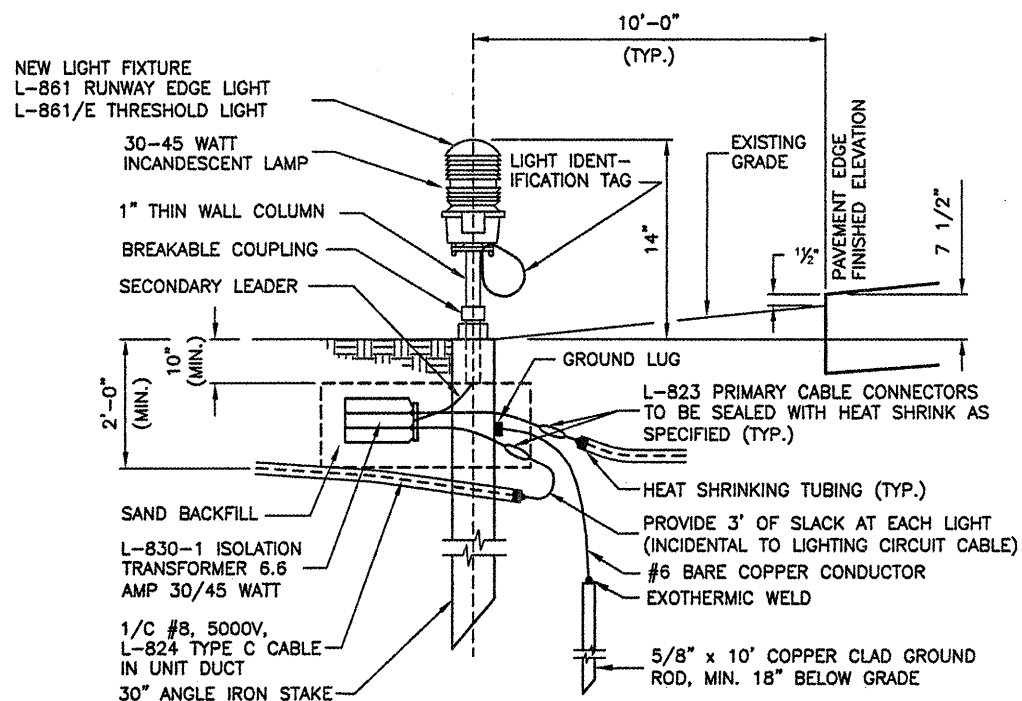
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SHEET	09 OF 28 SHEETS



NOTES
 1. AMBER/WHITE LENSES SHALL BE INSTALLED ON RUNWAY EDGE LIGHTS.

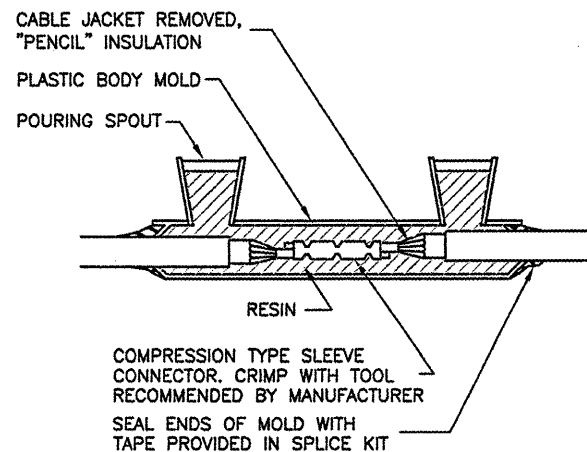
LEGEND	
	EXISTING STAKE MOUNTED RWY. LIGHT
	EXISTING BASE MOUNTED RWY. LIGHT
	EXISTING THRESHOLD LIGHT
	EXISTING WINDCONE
	EXISTING PAPI BOX
	EXISTING REIL
	EXISTING STAKED MOUNTED TXY. LIGHT
	EXISTING BASE MOUNTED TXY. LIGHT
	REMOVE
	EXISTING DUCT BANK
	NEW DUCT BANK
	NEW STAKE MOUNTED RWY. LIGHT
	NEW BASE MOUNTED RWY. LIGHT
	NEW THRESHOLD LIGHT
	RELOCATED PAPI CONTROL
	RELOCATED PAPI BOX
	RELOCATED REIL
	SPLICE CAN
	NEW WINDCONE
	NEW RUNWAY CABLE, 1/C, #8, 5KV UG CABLE IN UD
	NEW WINDCONE CABLE, 3-1/C, #10, 600V UG CABLE IN UD
	REMOVE AND RELOCATE



UNIT DUCT SHALL BE TERMINATED AT THE L-823 CONNECTORS AND SEALED WITH HEAT SHRINK AS SPECIFIED.

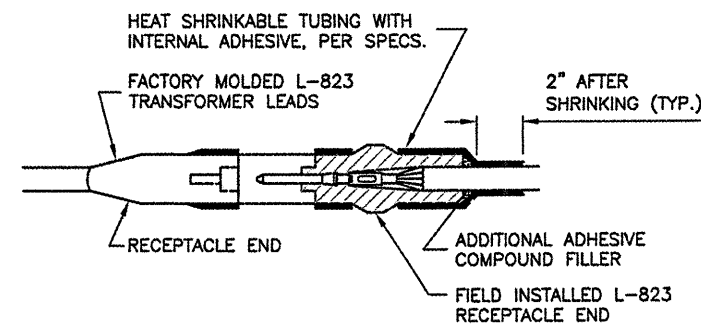
STAKE MOUNTED MEDIUM INTENSITY MARKER LIGHTS

N.T.S.



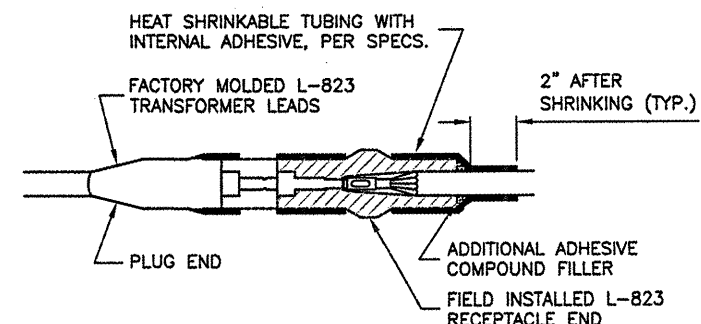
FOR EMERGENCY IN-LINE CONNECTIONS OF EXISTING CABLES CUT DURING CONSTRUCTION.

TYPE A



FOR SPLICES AT TAXIWAY LIGHTS AND SIGNS.

TYPE C



FOR SPLICES AT TAXIWAY LIGHTS AND SIGNS.

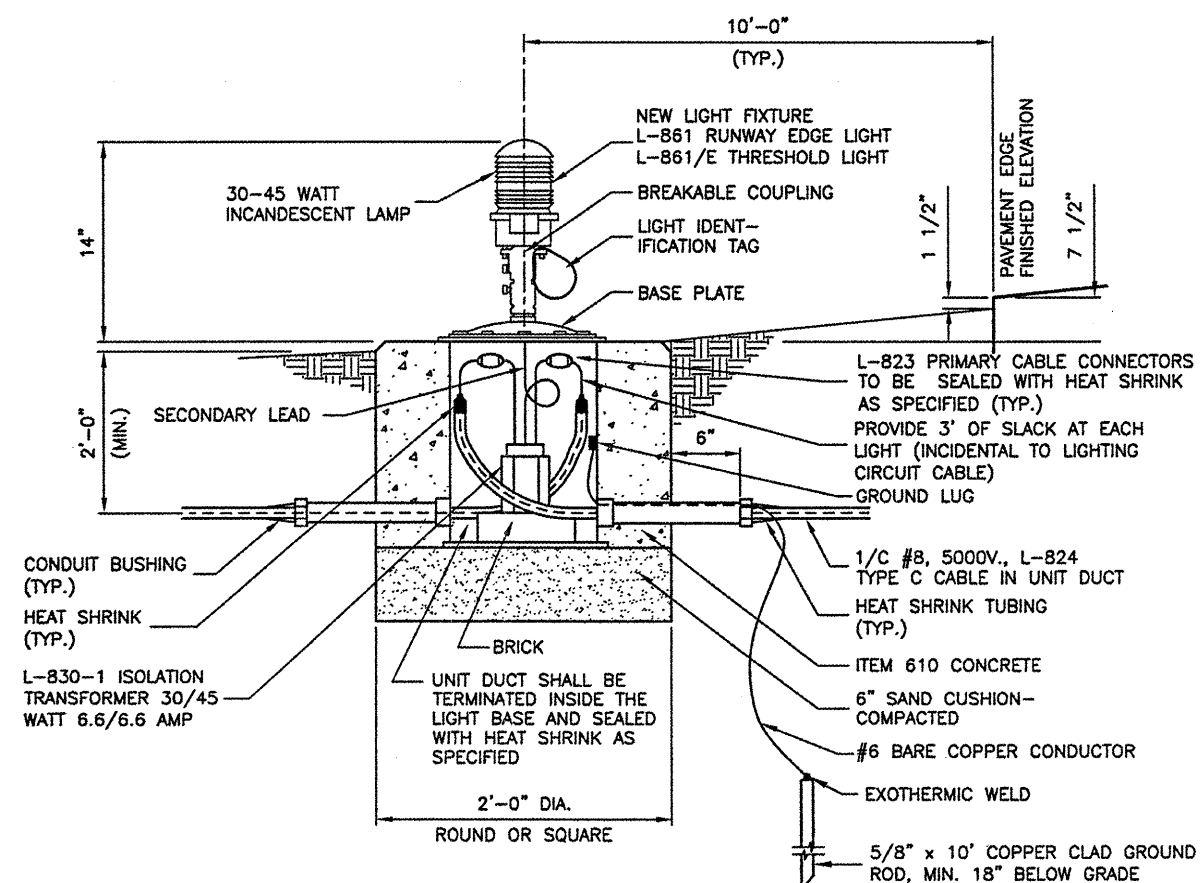
TYPE D

CABLE SPLICE NOTES

1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
2. THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
3. THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.
4. ALL SPLICES WILL BE MADE AT LIGHTS. ANY AIRFIELD LIGHTING CABLE CUT BY THE CONTRACTOR WILL BE REPLACED FROM LIGHT TO LIGHT AT THE CONTRACTOR'S EXPENSE.

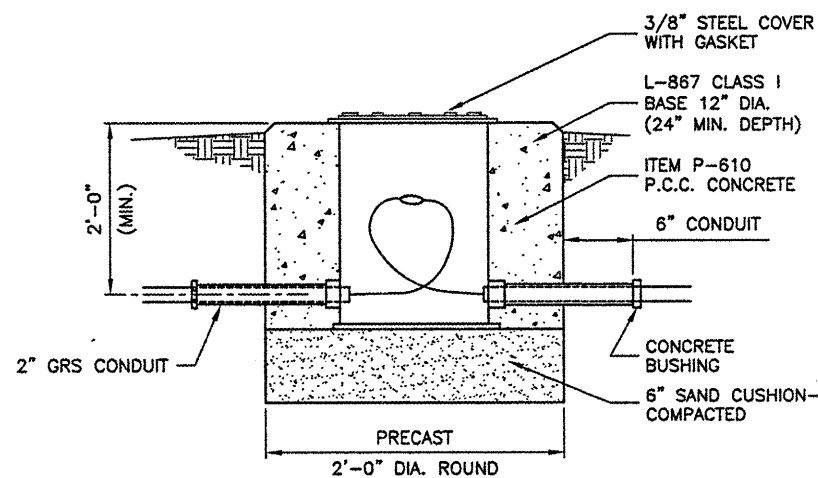
CABLE SPLICES

N.T.S.



BASE MOUNTED MEDIUM INTENSITY MARKER LIGHTS

N.T.S.



SPLICE CAN DETAIL

N.T.S.

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2' AT FULL SCALE (34x22).

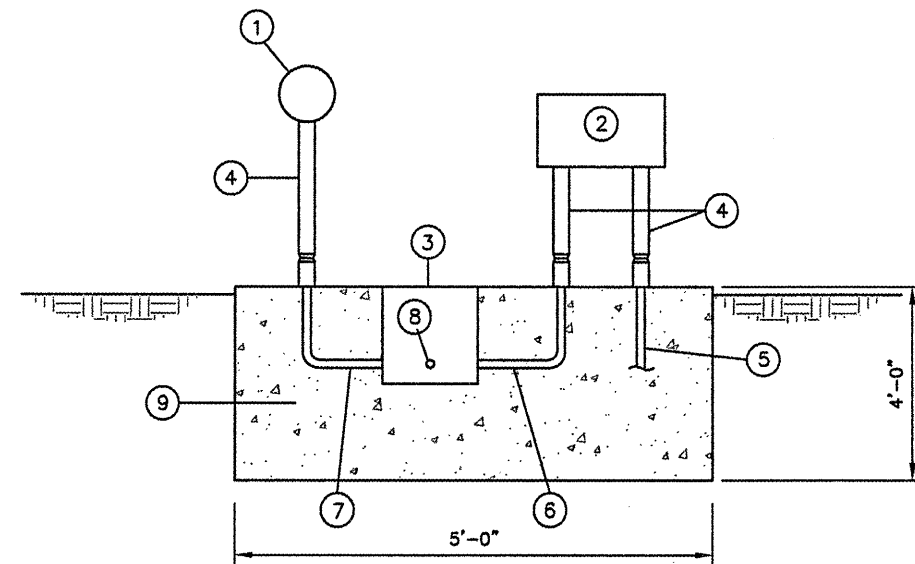
SPARTA COMMUNITY AIRPORT
HUNTER FIELD
SPARTA, ILLINOIS

WIDEN AND OVERLAY RUNWAY 18/36

ELECTRICAL & LIGHTING DETAILS

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AIP PROJ. NO. 3-17-0094-B9	
SHEET 10 OF 28 SHEETS	

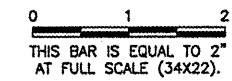


REIL ELEVATION
N.T.S.

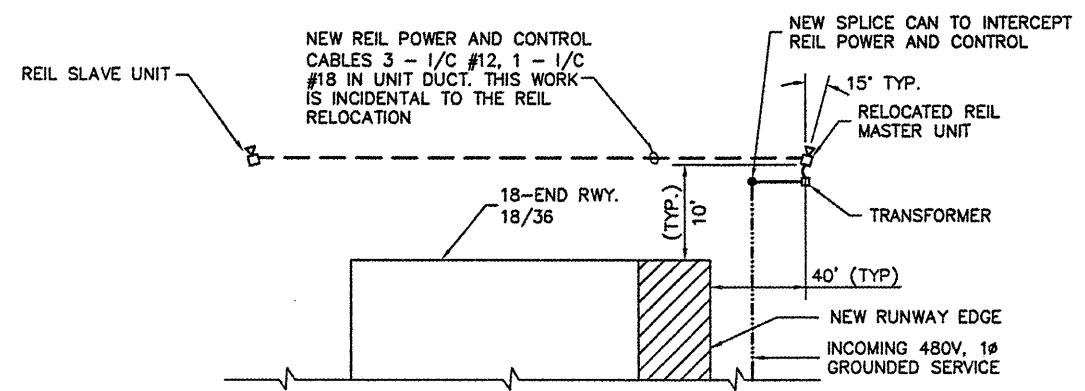
REIL ELEVATION NOMENCLATURE

- ① RELOCATED REIL FLASH HEAD
- ② RELOCATED REIL POWER SUPPLY.
- ③ L-867 SPLICE CAN, 12" DIAMETER x 12" DEEP, WITH BLANK COVER. (REQUIRED AT REIL MASTER LOCATION ONLY.)
- ④ 2" PIPE SUPPORT WITH FRANGIBLE COUPLING AND FLOOR FLANGE. CAP SUPPORT.
- ⑤ AT REIL MASTER LOCATION:
 - THREE #12 L-824, 600V CABLES (120/240V POWER), ONE #12 GROUND IN UNIT DUCT TO STEP-DOWN TRANSFORMER. INSTALL UNIT DUCT IN GRS CONDUIT WITHIN LIMITS OF FOUNDATION.
 AT REIL SLAVE LOCATION:
 - 3 - 1/C #12, 1 - 1/C #18 IN UNIT DUCT FROM REIL MASTER LOCATION. INSTALL UNIT DUCT IN GRS CONDUIT WITHIN LIMITS OF FOUNDATION.
- ⑥ AT REIL MASTER LOCATION:
 - REIL MASTER FLASH HEAD WIRING PER MANUFACTURER AND CONDUCTORS PER MANUFACTURER TO REIL SLAVE LOCATION IN GRS CONDUIT.
 AT REIL SLAVE LOCATION:
 - REIL SLAVE FLASH HEAD WIRING PER MANUFACTURER IN GRS CONDUIT. (L-867 SPLICE CAN NOT REQUIRED.)
- ⑦ REIL FLASH HEAD WIRING PER MANUFACTURER IN GRS CONDUIT.
- ⑧ AT REIL MASTER LOCATION:
 - CONDUCTORS PER MANUFACTURER TO REIL SLAVE LOCATION IN UNIT DUCT. INSTALL UNIT DUCT IN GRS CONDUIT WITHIN LIMITS OF FOUNDATION.
- ⑨ ITEM 610 CONCRETE FOUNDATION, 5'-0" LONG BY 2'-0" WIDE BY 4'-0" DEEP.

REVISIONS		
NUMBER	BY	DATE



SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS
 WIDEN AND OVERLAY RUNWAY 18/36
 RELOCATED REIL DETAILS



REIL-18 INSTALLATION PLAN VIEW
N.T.S.

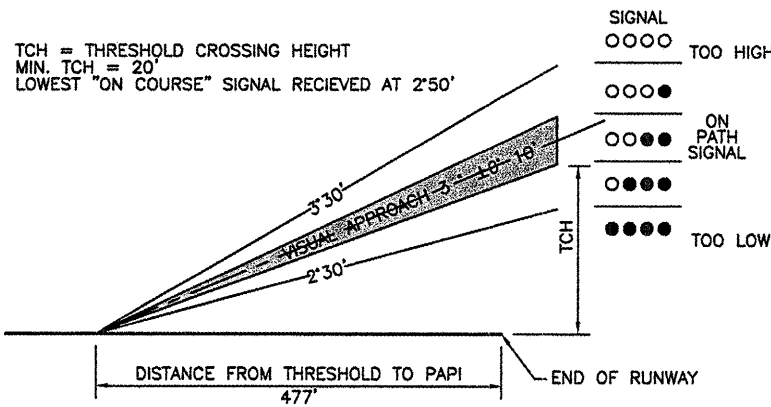
RELOCATED REIL NOTES

1. REIL-18: 2-1/C #6, L-824, TY. C, 600V CABLES, 1 #8 GND. IN UNIT-DUCT.
2. GRS CONDUIT IN DIRECT CONTACT WITH THE EARTH SHALL RECEIVE 1 COAT 8 DRY MILS OF 46-413 TNEC-TAR COAL TAR EPOXY AS MANUFACTURED BY TNEC CO., OR EQUAL.
3. ALL FLEX AND GRS CONDUIT, PVC CONDUIT, UNIT-DUCT, GROUND ROD, TRANSFORMER, STRUT FRAMING, SUPPORTS, FOUNDATION, L-867 BASES, WIRING AND MISCELLANEOUS MATERIALS, LABOR AND EQUIPMENT NEEDED TO PROVIDE POWER AND CONTROL FROM PAPI PCU TO LIGHT BOXES OR REIL MASTER TO SLAVE UNIT SHALL BE CONSIDERED INCIDENTAL TO THE PAPI OR REIL INSTALLATION. SEE SPEC ITEM 125. INCOMING 480V, L-824, TY. C, 600V CABLES WITH GROUND IN UNIT-DUCT SHALL BE MEASURED AND PAID FOR UNDER APPLICABLE PAY ITEM IN ITEM 108 OF SPECIFICATIONS.

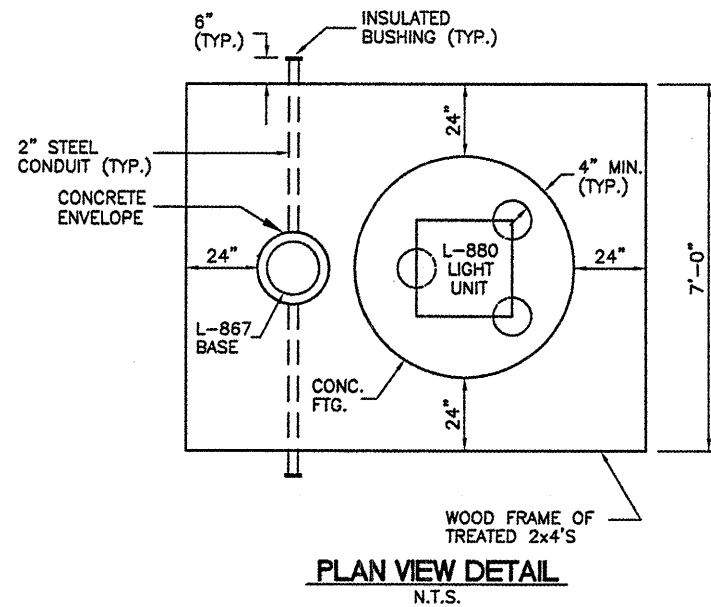
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JOB No:	0641203
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SHEET 11 OF 28 SHEETS	

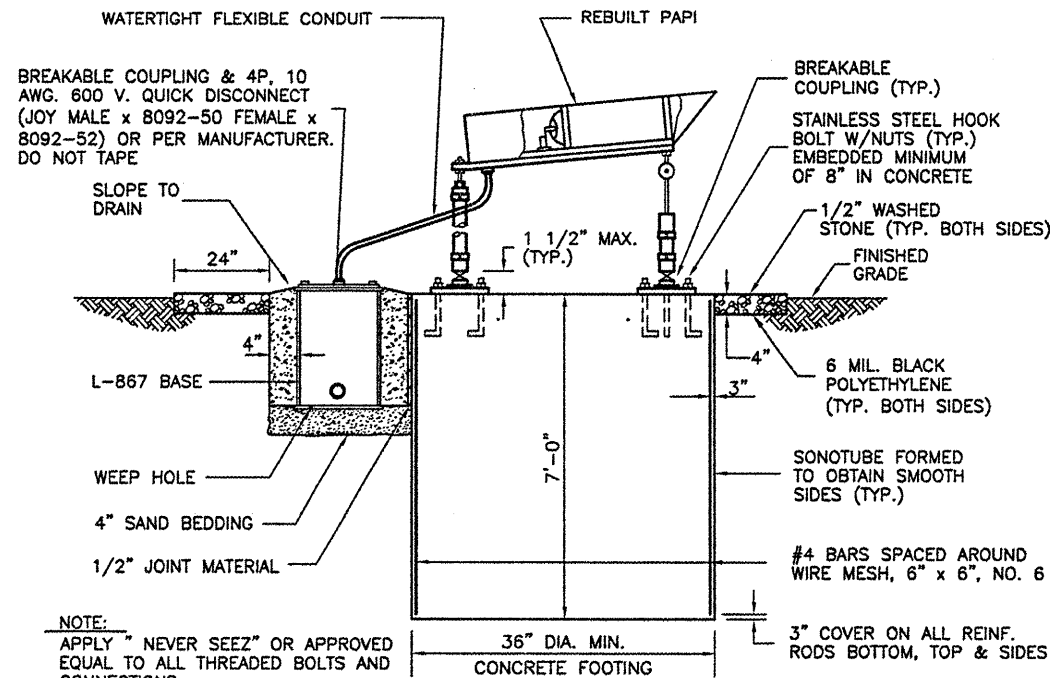
TCH = THRESHOLD CROSSING HEIGHT
 MIN. TCH = 20'
 LOWEST "ON COURSE" SIGNAL RECEIVED AT 2'50'



RUNWAY 18 TYPICAL PROFILE
 N.T.S.



PLAN VIEW DETAIL
 N.T.S.

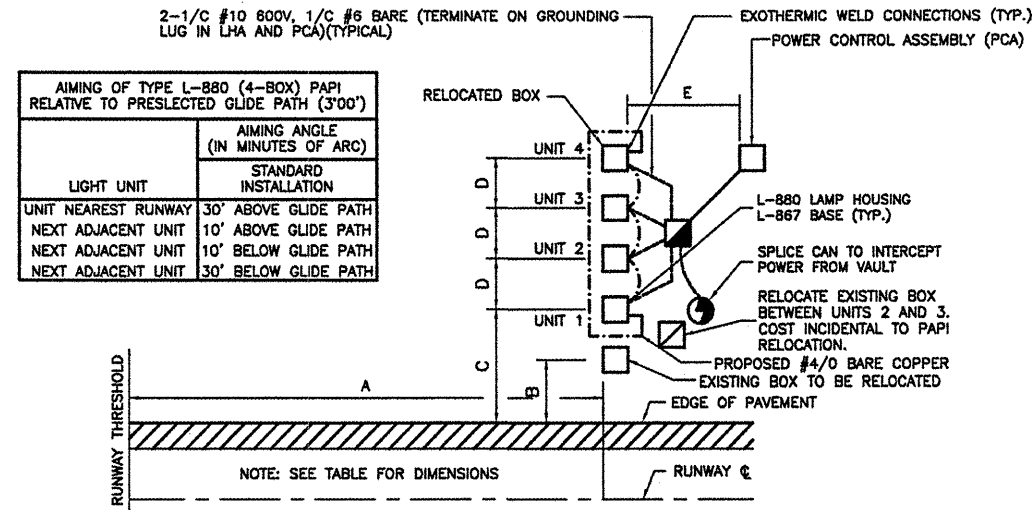


ELEVATION VIEW
 N.T.S.

GENERAL NOTES

- FOUNDATIONS:**
- FOUNDATIONS FOR MOUNTING LIGHT BOXES SHALL BE MADE OF ITEM 610 CONCRETE. ALL LIGHT BOXES SHALL BE FRANGIBLY MOUNTED TO THE FOUNDATION.
- AZIMUTHAL AIMING:**
- EACH LIGHT UNIT SHALL BE AIMED OUTWARD INTO THE APPROACH ZONE ON A LINE PARALLEL TO THE RUNWAY CENTERLINE WITHIN A TOLERANCE OF ±1/2 DEGREE. COST WILL BE INCIDENTAL TO PAPI RELOCATION.
- MOUNTING HEIGHT TOLERANCES:**
- THE BEAM CENTERS OF ALL LIGHT UNITS SHALL BE WITHIN ±1 INCH OF A HORIZONTAL PLANE AT THE ELEVATION GIVEN IN THE TABLE.
- TOLERANCE ALONG LINE PERPENDICULAR TO RUNWAY:**
- THE FRONT FACE OF EACH LIGHT UNIT IN A BAR SHALL BE LOCATED ON A LINE PERPENDICULAR TO THE RUNWAY CENTERLINE WITHIN ±6 INCHES.
 - PROVIDE FRANGIBLE MOUNTS FOR ALL LEGS OF LIGHT UNITS AND POWER ADAPTERS.
 - NUMBER AND CONFIGURATION OF LEGS PER MANUFACTURER. (3 LEGS MINIMUM)
 - GROUND EACH LAMP HOUSING AND POWER ADAPTER PER MANUFACTURER
 - THE POWER AND CONTROL UNIT SHALL BE STYLE A, CLASS II.
 - THE DIFFERENCE IN LATERAL SPACING BETWEEN THE LIGHT UNITS SHALL NOT EXCEED ONE FOOT.
 - EACH LIGHT UNIT SHALL HAVE FOUR LAMPS AND SHALL PROVIDE A BEAM OF LIGHT SPLIT HORIZONTALLY TO PRODUCE WHITE LIGHT IN THE TOP SECTOR AND RED LIGHT UN THE BOTTOM SECTOR. THEY SHALL HAVE A MINIMUM OF THREE MOUNTING LEGS WHICH SHALL BE ADJUSTABLE TO PERMIT LEVELING WHERE ONE SIDE OF THE UNIT IS INSTALLED UP TO 1 INCH LOWER THAN THE OPPOSITE SIDE.
 - APPLY "NEVER SEEZ" OR APPROVED EQUAL TO ALL THREADED BOLTS AND CONNECTIONS.
 - THE COST OF THE PAPI SHALL INCLUDE ANY SITE WORK AROUND THE PAPI, INCLUDING BUT NOT LIMITED TO THE CRUSHED STONE, EARTHWORK AND LANDSCAPING.
 - THE CONTRACTOR SHALL RE-AIM ALL EXISTING AND RELOCATED LIGHT UNITS IN ACCORDANCE WITH TABLE.

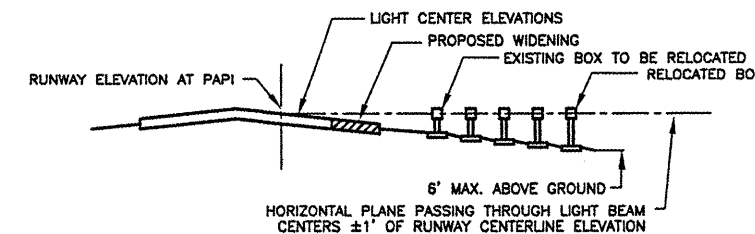
AIMING OF TYPE L-880 (4-BOX) PAPI RELATIVE TO PRESLECTED GLIDE PATH (3°00')	
LIGHT UNIT	AIMING ANGLE (IN MINUTES OF ARC)
	STANDARD INSTALLATION
UNIT NEAREST RUNWAY	30' ABOVE GLIDE PATH
NEXT ADJACENT UNIT	10' ABOVE GLIDE PATH
NEXT ADJACENT UNIT	10' BELOW GLIDE PATH
NEXT ADJACENT UNIT	30' BELOW GLIDE PATH



PAPI LIGHT UNIT LOCATION
 N.T.S.

DESCRIPTION	RUNWAY END 18
DIMENSION A	477'
DIMENSION B	35'
DIMENSION C	55'
DIMENSION D	20'
DIMENSION E	15'
HEIGHT GROUP USED FOR SITING	1
THRESHOLD STATION	45+00
THRESHOLD ELEVATION	536.70
THRESHOLD CROSSING HEIGHT	20'
GLIDE PATH ANGLE	3°
ELEVATION ϕ OF APERTURE UNIT 1	533.26
ELEVATION ϕ OF APERTURE UNIT 2	533.26
ELEVATION ϕ OF APERTURE UNIT 3	533.26
ELEVATION ϕ OF APERTURE UNIT 4	533.26
AIMING ANGLE UNIT 1	3° 30'
AIMING ANGLE UNIT 2	3° 10'
AIMING ANGLE UNIT 3	2° 50'
AIMING ANGLE UNIT 4	2° 30'

- NOTE:**
- BASE DESIGN AND LAYOUT ON ADVISORY CIRCULAR 150/5345-28F. CONTRACTOR SHALL MEET THE REQUIREMENTS IN ADVISORY CIRCULAR 150/5345-28F.
 - SEE PAPI LIGHT UNIT LOCATION FOR UNIT LOCATIONS AND DIMENSIONS
 - THE VISUAL GLIDE PATH ANGLE IS THE CENTER OF THE ON COURSE ZONE AND IS MEASURED FROM THE HORIZONTAL.
 - CONTRACTOR SHALL ALIGN RELOCATED LIGHT UNIT WITH EXISTING UNITS.
 - RELOCATION OF PAPI SYSTEM PAY ITEM SHALL INCLUDE BUT NOT LIMITED TO PAPI LIGHT UNITS, RE-AIMING, POWER CONTROL AND MONITORING, ALL CABLES BETWEEN PCU AND LIGHT UNITS, GROUNDING SYSTEM, FOUNDATIONS AND ANY NECESSARY EQUIPMENT FOR A COMPLETE AND OPERATIONAL SYSTEM.
 - CONTRACTOR SHALL RE-AIM ALL EXISTING AND RELOCATED LIGHT UNIT IN ACCORDANCE WITH THE TABLE.



ELEVATION - TYPICAL
 N.T.S.

K:\Sparta\0641203 Widen Runway\Draw\Sheets
 FILE: PAPI DETAILS.dwg
 UPDATE BY: Jim Raubach
 PLOT DATE: 1/5/2009 1:51 PM

REVISIONS		
NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).

SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS

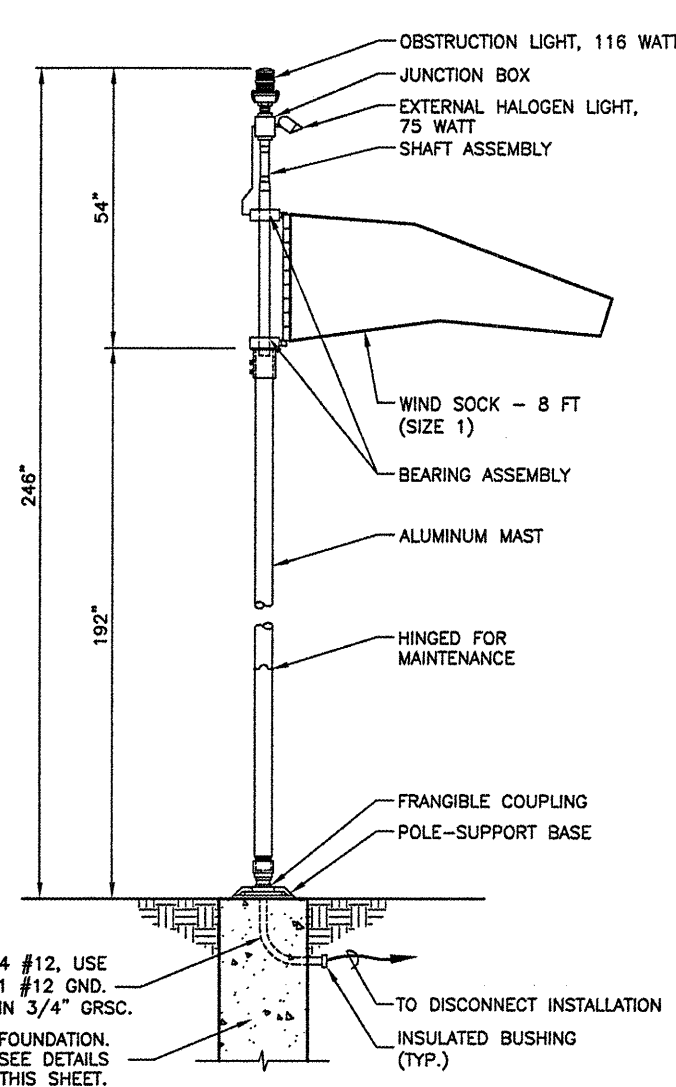
WIDEN AND OVERLAY RUNWAY 18/36

RELOCATED PAPI DETAILS

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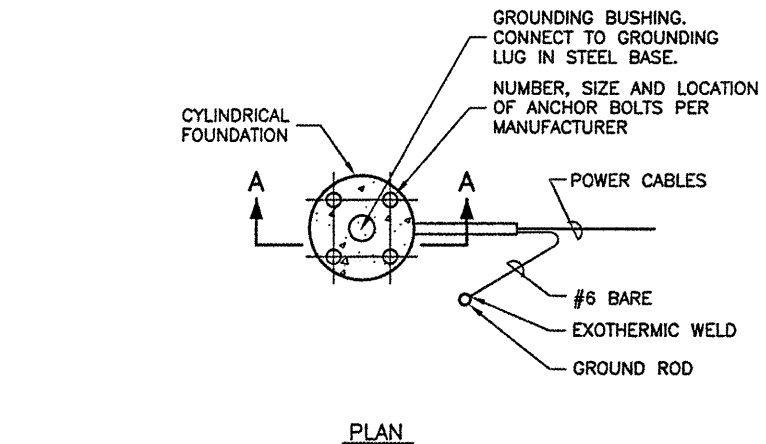


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AIP PROJ. NO. 3-17-0094-B9	
SHEET 12 OF 28 SHEETS	



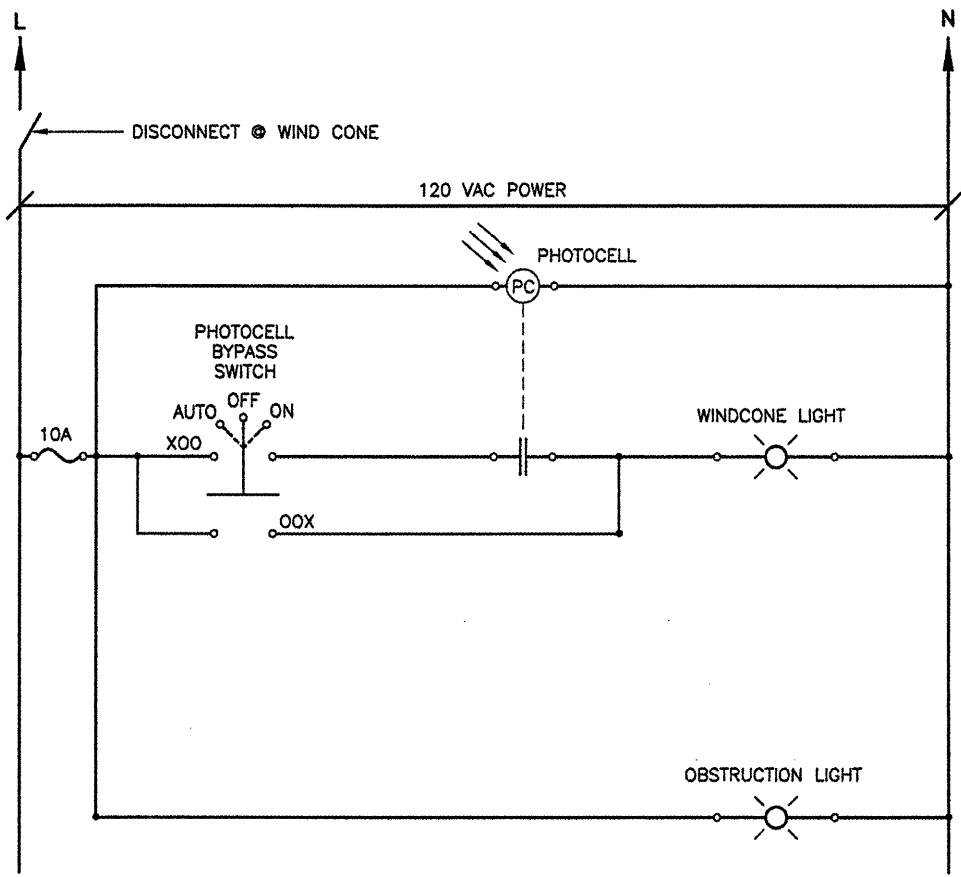
L-807 WIND CONE DETAIL
N.T.S.

WINDCONE SHALL BE HALI-BRITE L-807-S1-EX-120-DN-N OR EQUIVALENT. MAXIMUM LIGHTING POWER 200W.

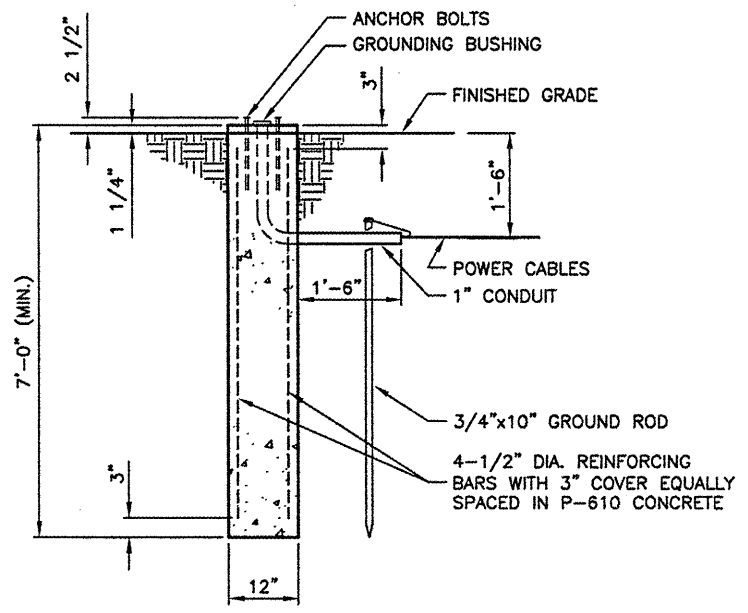


PLAN

WIND CONE FOUNDATION
N.T.S.



WIND CONE SCHEMATIC
N.T.S.

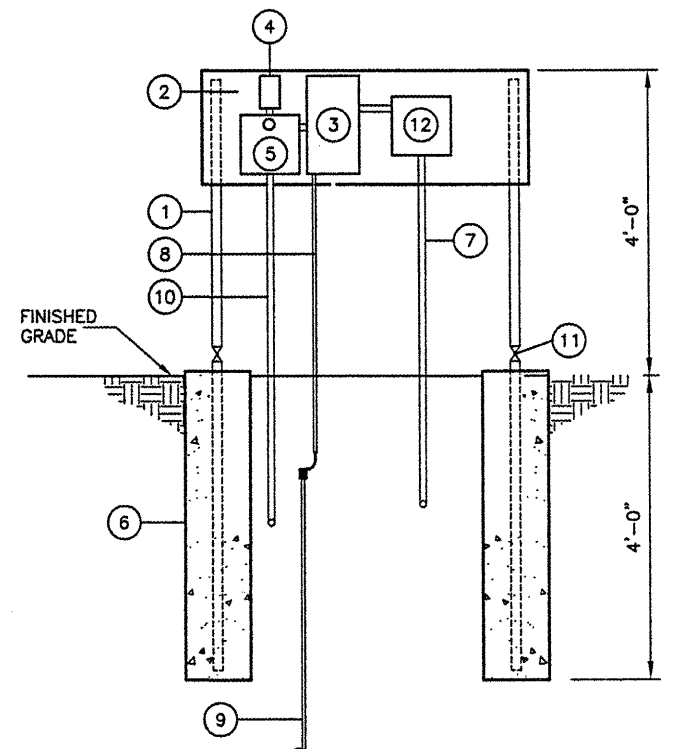


SECTION A-A

WIND CONE POWER LEGEND

- ① 2" ALUMINUM SUPPORT POST (TYP. OF 2). PROVIDE CAP AT EACH END. WHERE SUPPORT POST IS EMBEDDED IN CONCRETE, IT SHALL RECEIVE ONE COAT, 8 DRY MILS, COAL TAR EPOXY, EPOXYSYSTEMS #210 COAL TAR EPOXY COATING, OR EQUIVALENT.
- ② MINIMUM 1/8" THICK ALUMINUM MOUNTING PANEL, SIZED AS REQUIRED TO MOUNT EQUIPMENT.
- ③ HEAVY-DUTY 30A, 600V UNFUSED DISCONNECT IN NEMA 3R ENCLOSURE, SQUARE D HU361RB, OR EQUIVALENT (NOTE: ONLY ONE POLE OF DISCONNECT WILL BE USED). PROVIDE GROUND LUGS. PROVIDE LABEL READING: "WIND CONE DISCONNECT".
- ④ WIND CONE PHOTOCELL, TORK MODEL #2101, OR EQUIVALENT. (NOTE: PHOTOCELL OPERATION IS AS FOLLOWS: DURING THE DAYTIME THE WIND CONE LIGHTS ARE OFF AND THE OBSTRUCTION LIGHT IS ON; AFTER DARK THE WIND CONE LIGHTS AND OBSTRUCTION LIGHT ARE ON.)

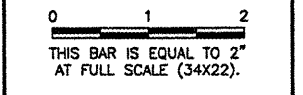
IMPORTANT NOTE:
LOCATE DISCONNECT/PHOTOCELL INSTALLATION NEAR WIND CONE SUCH THAT WIND CONE LIGHTS WILL NOT ADVERSELY AFFECT THE PHOTOCELL OPERATION.
- ⑤ NEMA 4 JUNCTION BOX SIZED AS REQUIRED TO HOUSE 10A IN-LINE FUSE AND PHOTOCELL BYPASS SELECTOR SWITCH. PROVIDE LABELS READING: "PHOTOCELL BYPASS" OVER SELECTOR SWITCH AND "FUSE INSIDE" BELOW SELECTOR SWITCH. (SEE WIND CONE SCHEMATIC.)
- ⑥ 12" DIAMETER x 4'-0" DEEP (MIN.) CONCRETE FOUNDATION.
- ⑦ 2 #10 USE, ONE #10 USE GROUND TO EXISTING PANELBOARD IN LIGHTING VAULT FOR WC-1, TO PAPI CONTROL FOR WC-2. MINIMUM BURY: 24". INSTALL IN 3/4" GRSC TO MINIMUM OF 5' FROM DISCONNECT. ADAPT GRSC TO UNIT DUCT AND DIRECT BURY CABLE IN UNIT DUCT BACK TO LIGHTING VAULT FOR WC-1, TO PAPI CONTROL RACK FOR WC-2.
- ⑧ ONE #8 GROUND IN 1/2" PVC CONDUIT TO 1" BELOW GRADE.
- ⑨ 3/4" DIAMETER x 10' LONG COPPERCLAD GROUND ROD, MINIMUM BURY: 1'-0". BOND GROUND WIRE TO GROUND ROD USING EXOTHERMIC WELD, CADWELD, OR EQUIVALENT. CLAMPED CONNECTIONS SHALL NOT BE ACCEPTABLE.
- ⑩ TWO #12 USE (OBSTRUCTION LIGHT POWER), TWO #12 USE (WIND CONE LIGHT POWER), ONE #12 USE GROUND TO WIND CONE. MINIMUM BURY: 24". INSTALL IN 1" GRSC TO MINIMUM OF 5' FROM JUNCTION BOX. INSTALL INSULATING BUSHING AND SEAL CONDUIT END TO MAKE WATERTIGHT. DIRECT BURY REMAINING CABLES TO WIND CONE.
- ⑪ FRANGIBLE COUPLING (TYP. OF 2).
- ⑫ WEATHER PROOF 1 KVA SINGLE PHASE XFMR, 240V PRIMARY, 120V SECONDARY, SQUARE D 1S1F LF OR EQUIVALENT FOR WC-1. AT WC-2 NO TRANSFORMER WILL BE INSTALLED.



WIND CONE POWER DETAIL
N.T.S.

K:\Sparta\0641203 Widen Rwy\Draw\Sheets
FILE: WINDCONE DETAILS.dwg
UPDATE BY: Jim Raubach
PLOT DATE: 1/5/2009 1:51 PM

REVISIONS		
NUMBER	BY	DATE

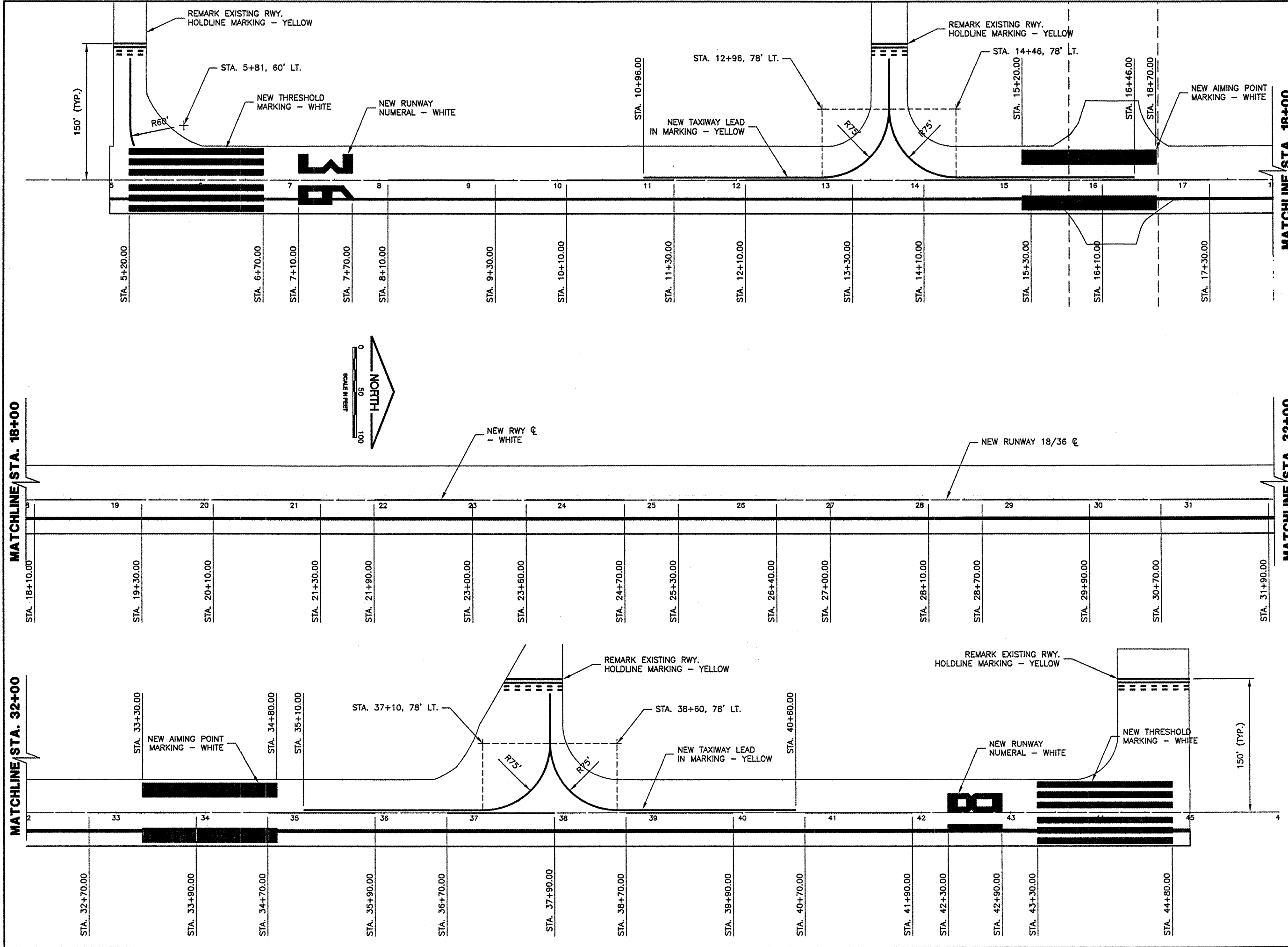


SPARTA COMMUNITY AIRPORT
HUNTER FIELD
SPARTA, ILLINOIS

WIDEN AND OVERLAY RUNWAY 18/36
WIND CONE DETAILS

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APPROVED BY:	JEF
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JOB No:	0641203
IL PROJ. NO.	SAR-3652
AIP PROJ. NO.	3-17-0094-B9
SHEET	13 OF 28 SHEETS



K:\Sporta\0641203 Widen Rwy\Draw\Sheets
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 UPDATE BY: Jim Raubach
 PLOT DATE: 1/5/2009 1:51 PM
 BASE_PROPMARK
 BASE_EXISTTOPO
 BASE_PROPSITE

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0 1 2
 THIS BAR IS EQUAL TO 2'
 AT FULL SCALE (34X22).

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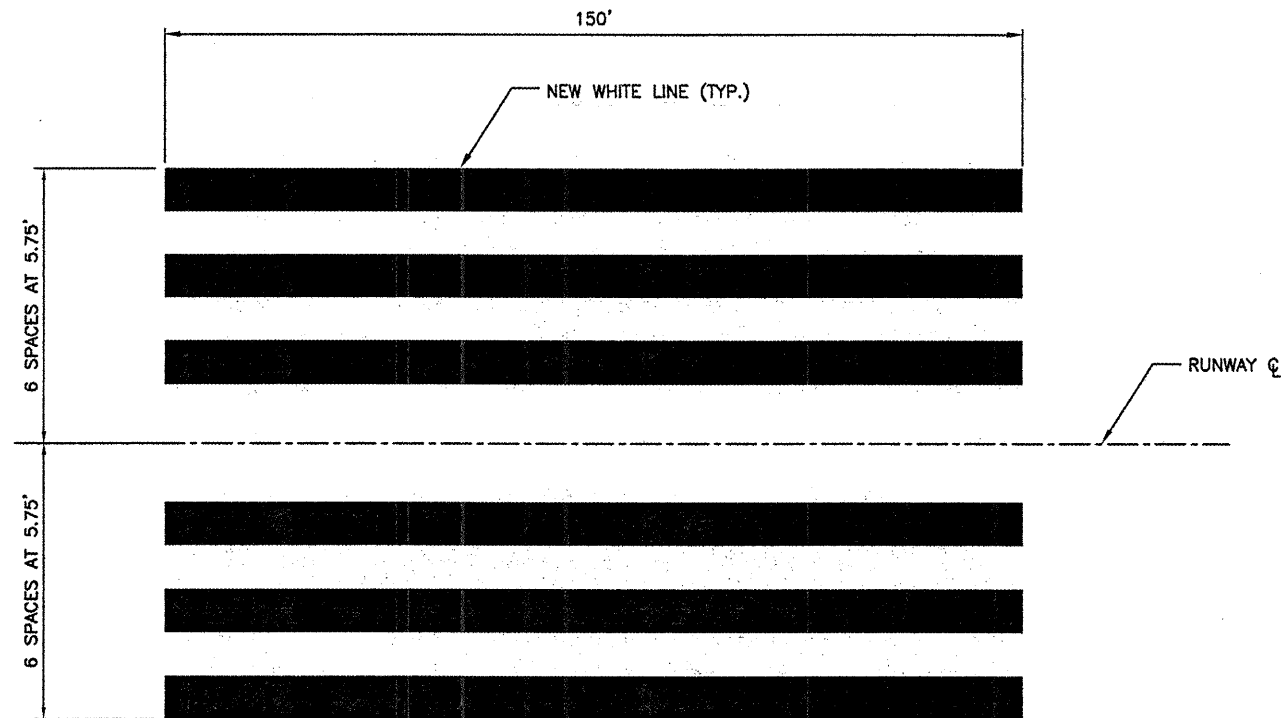
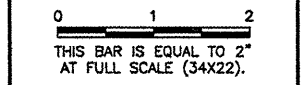
**WIDEN AND OVERLAY RUNWAY 18/36
 MARKING PLAN**

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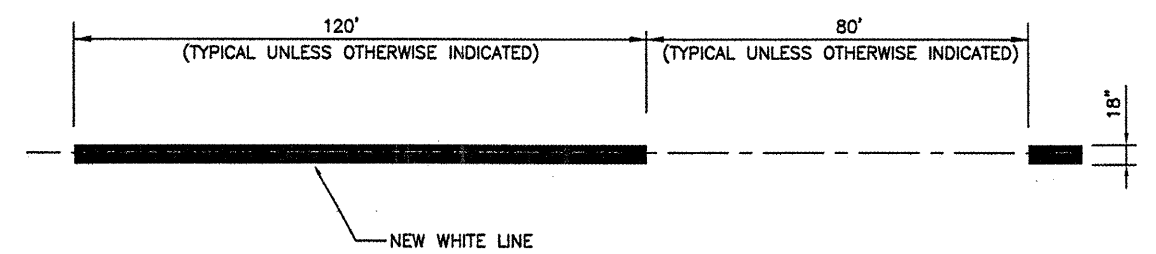
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AIP PROJ. NO.	3-17-0094-B9
SHEET	14 OF 28 SHEETS

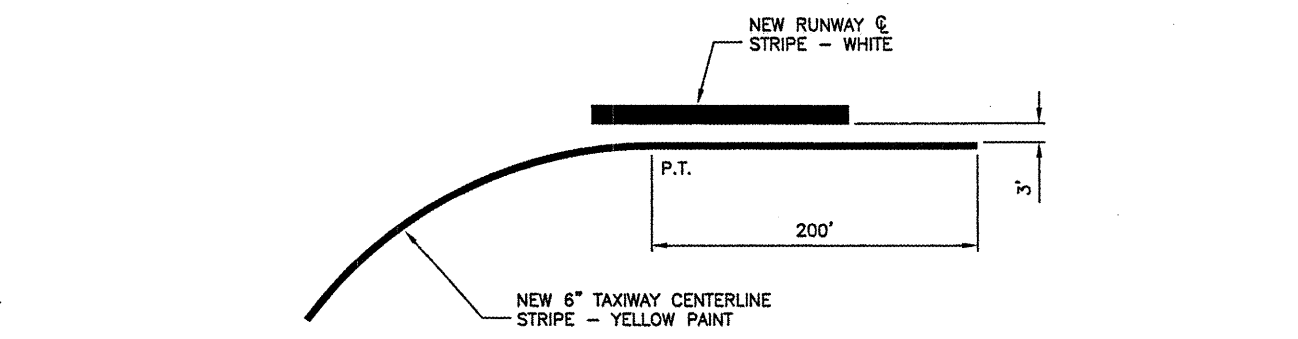
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NUMBER	BY	DATE



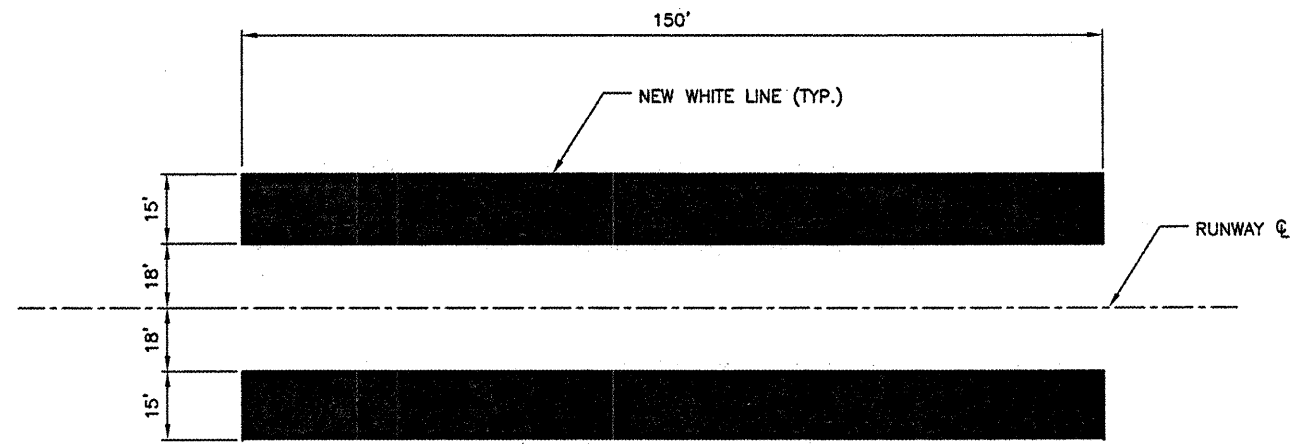
THRESHOLD MARKER DETAIL
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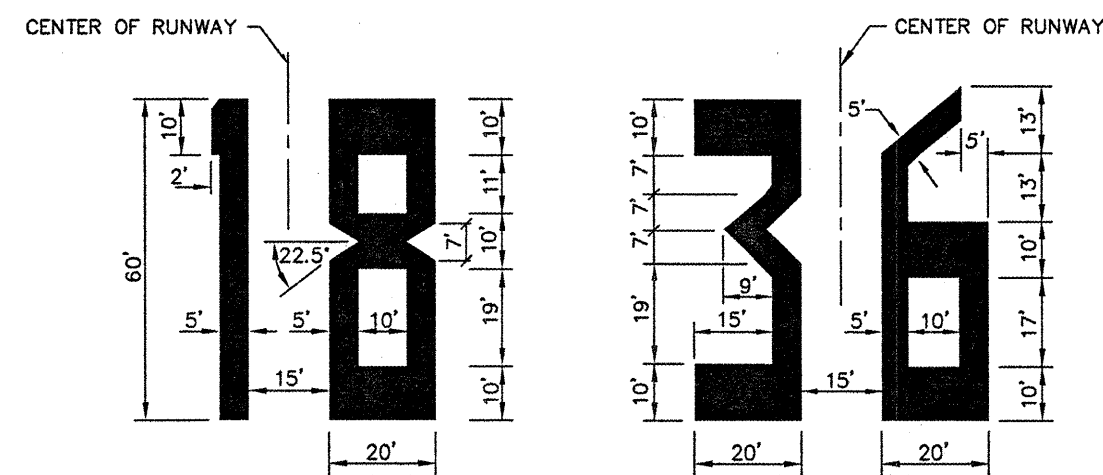
RUNWAY CENTERLINE DETAIL
N.T.S.



TAXIWAY LEAD IN MARKING DETAIL
N.T.S.



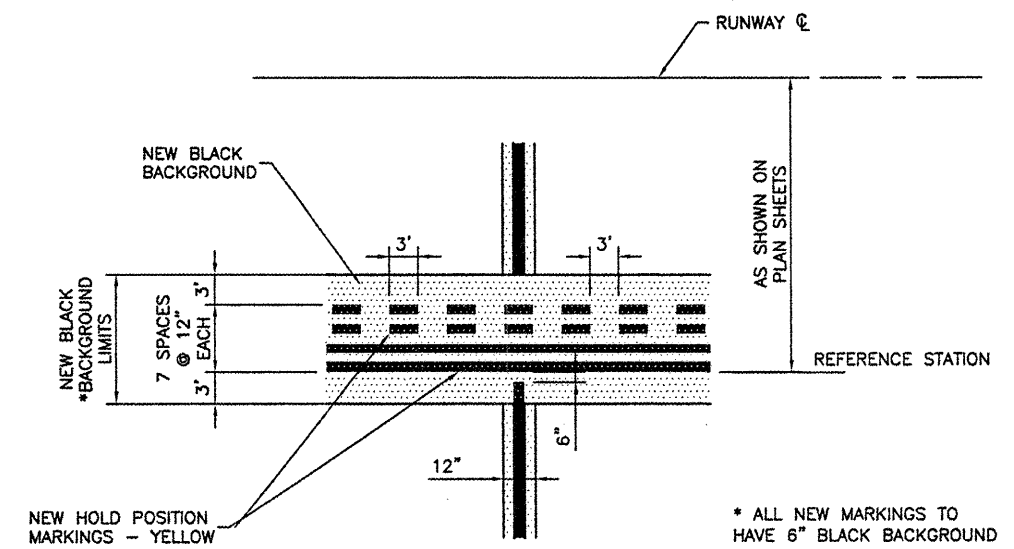
AIMING POINT MARKING DETAIL
N.T.S.



- * ALL RUNWAY MARKINGS TO HAVE 6" BLACK OUTLINE
- * DIMENSIONS DO NOT INCLUDE 6" BLACK BORDER

WHITE	318 SQ. FT.	876 SQ. FT.	WHITE	632 SQ. FT.	712 SQ. FT.
BLACK	67 SQ. SF.	135 SQ. FT.	BLACK	103 SQ. SF.	114 SQ. SF.

RUNWAY NUMERALS DETAILS
N.T.S.



HOLD POSITION MARKING DETAIL
N.T.S.

SPARTA COMMUNITY AIRPORT
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WIDEN AND OVERLAY RUNWAY 18/36
 MARKING DETAILS

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AIP PROJ. NO.	3-17-0094-89
SHEET	15 OF 28 SHEETS

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 BASE_PROPELEC

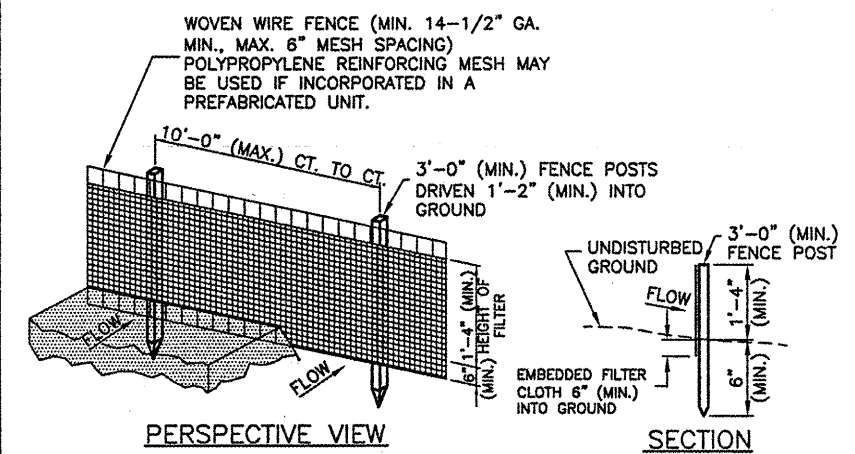
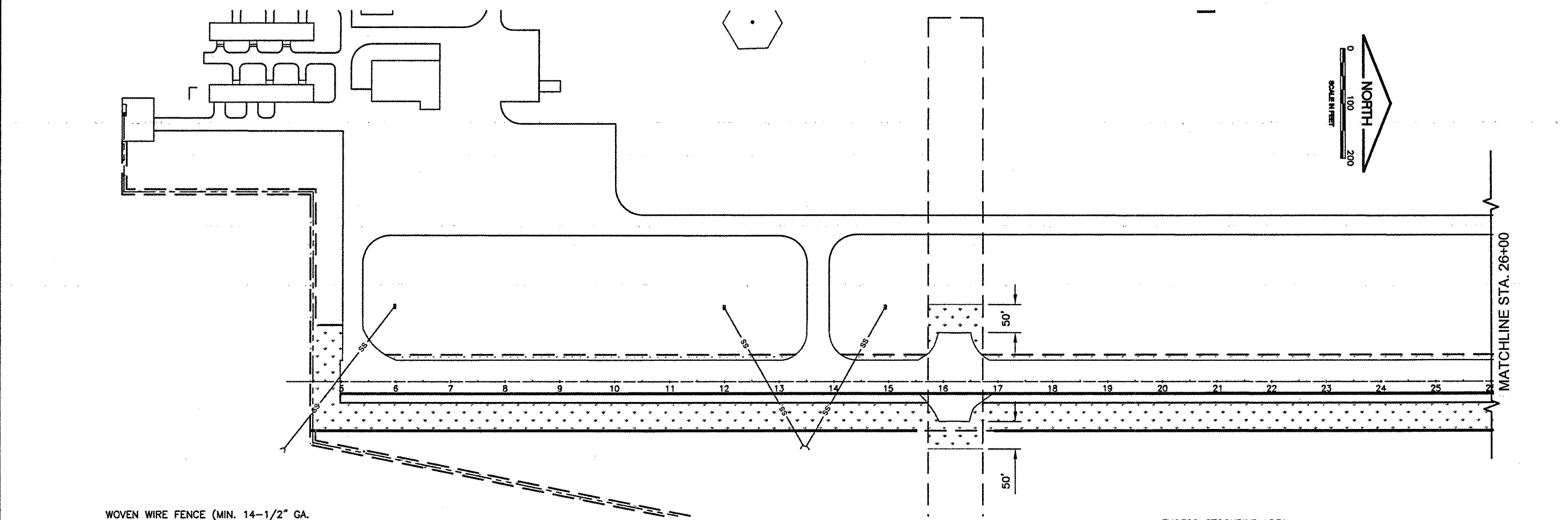
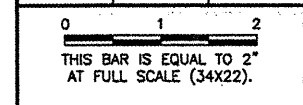
**SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS**

**WIDEN AND OVERLAY RUNWAY 18/36
 &
 DRAINAGE &
 EROSION CONTROL PLAN**

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 AIP PROJ. NO. 3-17-0094-89
 SHEET 16 OF 28 SHEETS

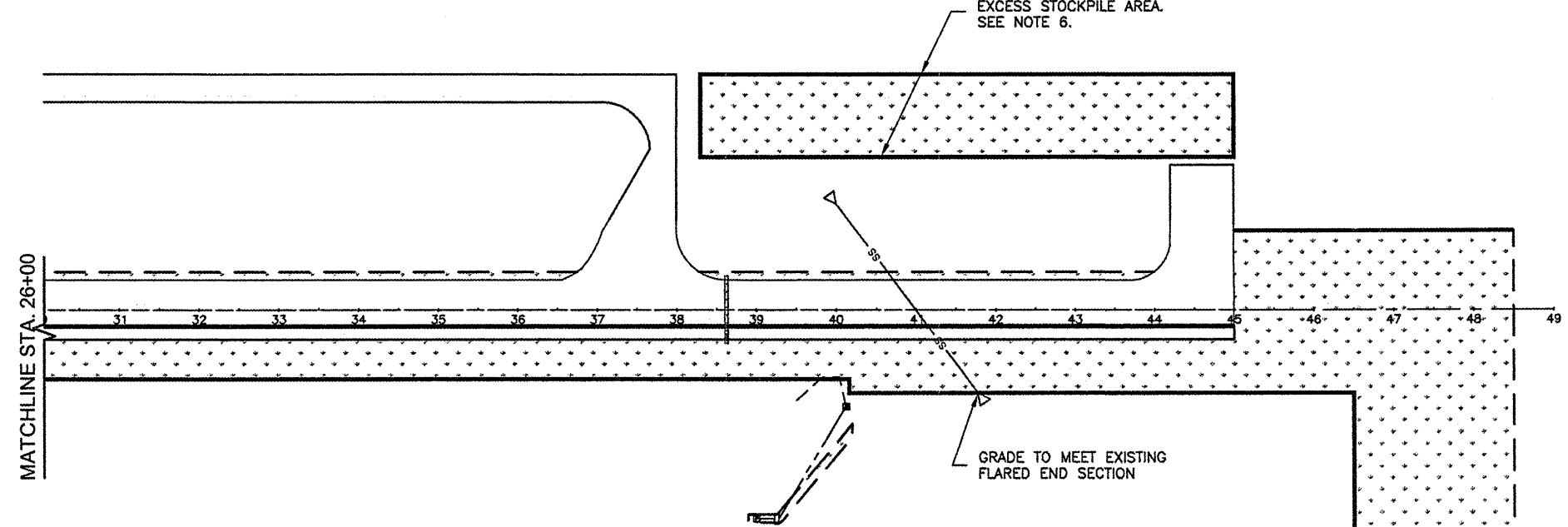
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EROSION CONTROL FABRIC FENCE DETAIL

NOTES

- WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
 - FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 2'-0" AT TOP AND MID SECTION.
 - WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" MINIMUM AND FOLDED.
 - MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.
- POSTS: STEEL EITHER T OR U TYPE OR 2" HARDWOOD.
 FENCE: WOVEN WIRE, 14-1/2" GA. 6" MAX. MESH OPENING POLYPROPYLENE MESH, IF INCORPORATED IN PREFAB UNIT.
 FILTER CLOTH: FILTER X, MIRAF1100X, STABILINKA T140N OR EQUAL.
 PREFABRICATED UNIT: GEOFAB ENVIRONFENCE, GSI SILT FENCE WITH REINFORCING MEAH OR EQUAL.



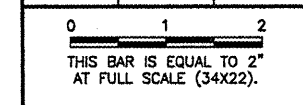
NOTES

- THE CONTRACTOR SHALL SEED/MULCH ALL DISTURBED AREAS.
- AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS OUTSIDE OF THE SEEDING LIMITS SHALL BE RESTORED BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT AT NO ADDITIONAL COST TO THE CONTRACT.
- THE RESIDENT ENGINEER SHALL DETERMINE THE FINAL TURFING LIMITS & SILT FENCE LOCATIONS.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING EARTHWORK.
- CONTRACTOR SHALL MAINTAIN EROSION CONTROL MEASURES THROUGHOUT THE DURATION OF THE PROJECT UNTIL TURF IS COMPLETELY ESTABLISHED.
- CONTRACTOR SHALL GRADE EXCESS STOCKPILE AREA SMOOTHLY AND TO DRAIN.

LEGEND

- PROPOSED SEEDING AND MULCHING
- PROPOSED SILT FENCE
- EXISTING INLET
- EXISTING FLARED END SECTION
- RELOCATED FLARED END SECTION
- TURFING LIMITS
- EXISTING STORM SEWER PIPE
- PROPOSED STORM SEWER PIPE

REVISIONS		
NUMBER	BY	DATE



EARTHWORK SUMMARY

STATION	EXCAVATE END AREA (S.F.)	EMBANK END AREA (S.F.)
4+50.00	0.00	0.00
5+00.00	25.37	0.42
5+50.00	22.72	1.01
6+00.00	20.31	5.58
6+50.00	19.65	9.84
7+00.00	18.48	13.75
7+50.00	17.60	14.56
8+00.00	16.56	14.51
8+50.00	16.43	15.60
9+00.00	16.89	14.74
9+50.00	16.90	12.80
10+00.00	16.66	10.90
10+50.00	17.40	11.57
11+00.00	17.57	13.16
11+50.00	16.91	16.76
12+00.00	16.59	21.45
12+50.00	17.13	21.44
13+00.00	17.18	22.62
13+50.00	14.61	29.55
14+00.00	13.31	39.14
14+50.00	13.54	31.76
15+00.00	14.78	21.62
15+50.00	17.49	6.34
16+00.00	41.28	0.29
16+50.00	31.05	3.76
17+00.00	16.28	15.14
17+50.00	18.23	10.71
18+00.00	18.23	7.42
18+50.00	19.30	5.50
19+00.00	19.70	4.70

EARTHWORK SUMMARY

STATION	EXCAVATE END AREA (S.F.)	EMBANK END AREA (S.F.)
19+50.00	19.14	5.44
20+00.00	18.49	6.08
20+50.00	18.21	9.79
21+00.00	17.43	12.42
21+50.00	17.75	11.96
22+00.00	18.40	10.02
22+50.00	18.90	9.16
23+00.00	18.88	7.52
23+50.00	18.12	9.73
24+00.00	18.20	10.18
24+50.00	19.21	9.91
25+00.00	19.67	7.59
25+50.00	20.01	6.52
26+00.00	20.56	4.38
26+50.00	19.88	5.74
27+00.00	19.68	6.28
27+50.00	18.88	9.76
28+00.00	18.15	10.69
28+50.00	17.06	12.63
29+00.00	17.21	12.81
29+50.00	17.54	12.21
30+00.00	18.64	8.96
30+50.00	18.40	9.17
31+00.00	18.04	9.60
31+50.00	17.77	7.76
32+00.00	18.66	6.85
32+50.00	19.34	9.99
33+00.00	18.70	13.12
33+50.00	17.24	14.21
34+00.00	14.94	17.26

EARTHWORK SUMMARY

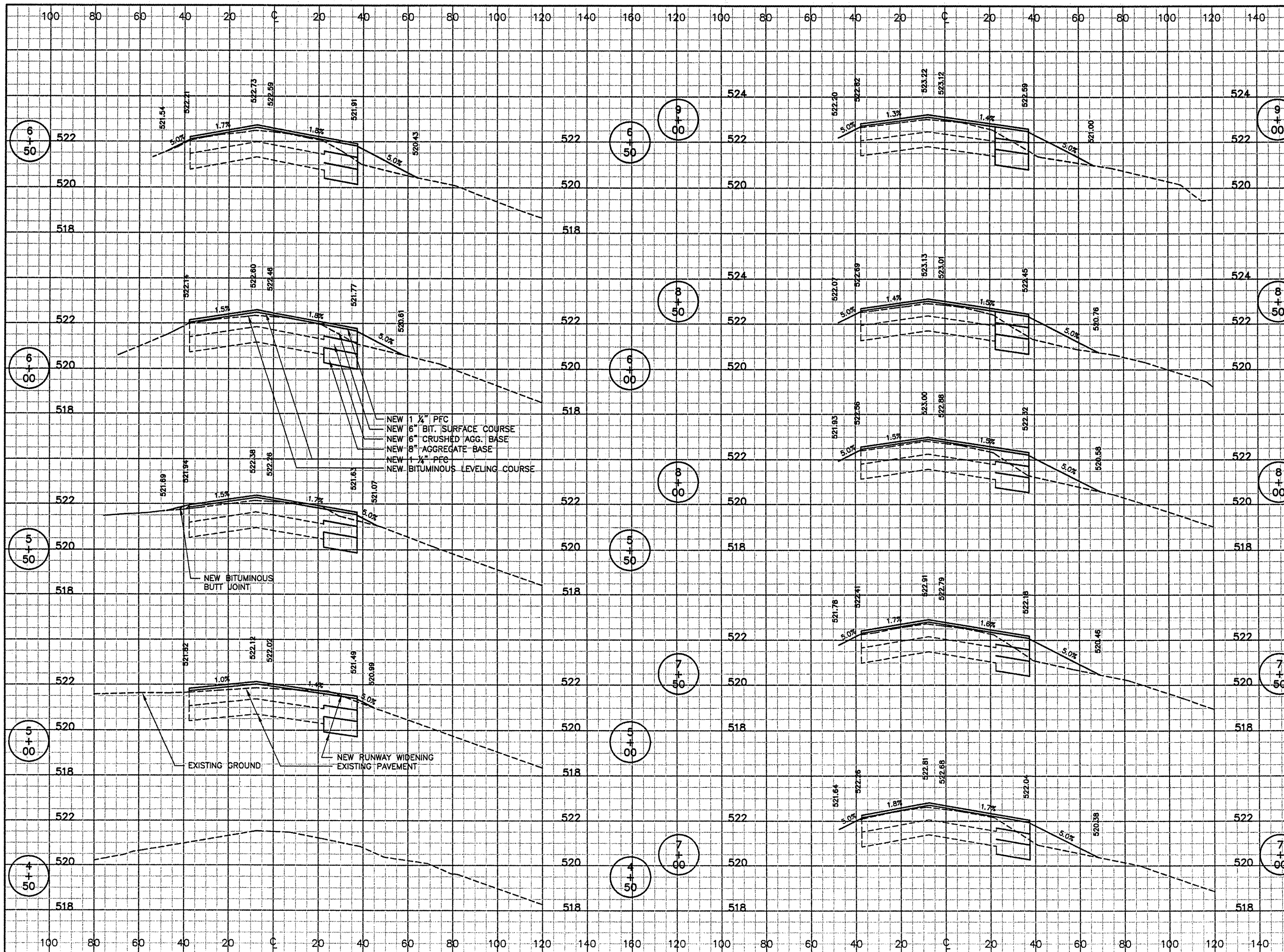
STATION	EXCAVATE END AREA (S.F.)	EMBANK END AREA (S.F.)
34+50.00	16.36	15.39
35+00.00	17.17	14.83
35+50.00	17.42	15.76
36+00.00	17.25	15.81
36+50.00	18.37	11.61
37+00.00	18.99	6.06
37+50.00	21.32	4.94
38+00.00	22.58	3.04
38+50.00	20.79	6.14
39+00.00	19.08	10.72
39+50.00	19.88	19.02
40+00.00	19.07	25.51
40+50.00	19.05	32.73
41+00.00	18.30	46.85
41+50.00	19.44	79.21
42+00.00	20.31	29.47
42+50.00	19.84	7.92
43+00.00	19.54	5.89
43+50.00	22.65	2.21
44+00.00	24.02	0.08
44+50.00	22.98	0.46
45+00.00	22.68	6.15
45+50.00	0.00	73.98
46+00.00	0.00	93.10
46+50.00	0.00	75.26
47+00.00	117.54	118.12
47+50.00	205.31	24.30
48+00.00	302.38	0.00
48+50.00	0.00	0.00

SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS

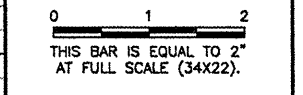
WIDEN AND OVERLAY RUNWAY 18/36
 EARTHWORK SUMMARY

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SHEET 17 OF 28 SHEETS	



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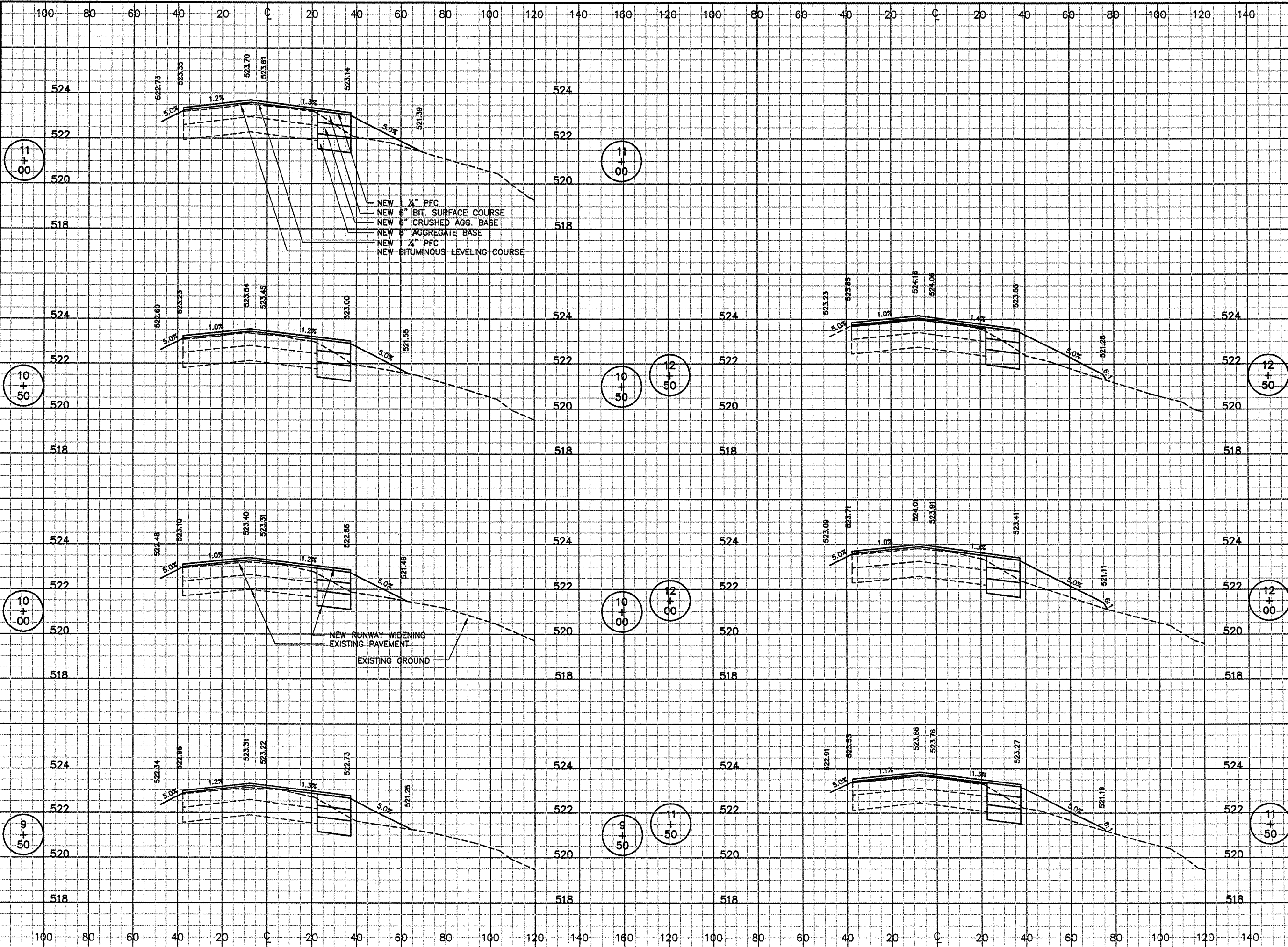


**SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS**

**WIDEN AND OVERLAY RUNWAY 18/36
 CROSS SECTIONS 1
 STA. 4+50 TO STA. 9+00**

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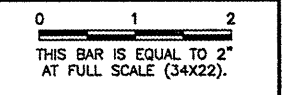
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JOB No:	0641203
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AIP PROJ. NO. 3-17-0094-B9	
SHEET 18 OF 28 SHEETS	



NEW 1/4" PFC
 NEW 6" BIT. SURFACE COURSE
 NEW 6" CRUSHED AGG. BASE
 NEW 8" AGGREGATE BASE
 NEW 1/4" PFC
 NEW BITUMINOUS LEVELING COURSE

NEW RUNWAY WIDENING
 EXISTING PAVEMENT
 EXISTING GROUND

REVISIONS		
NUMBER	BY	DATE



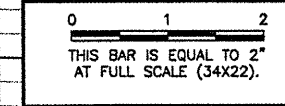
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 CROSS SECTIONS 2
 STA. 9+50 TO STA. 12+50

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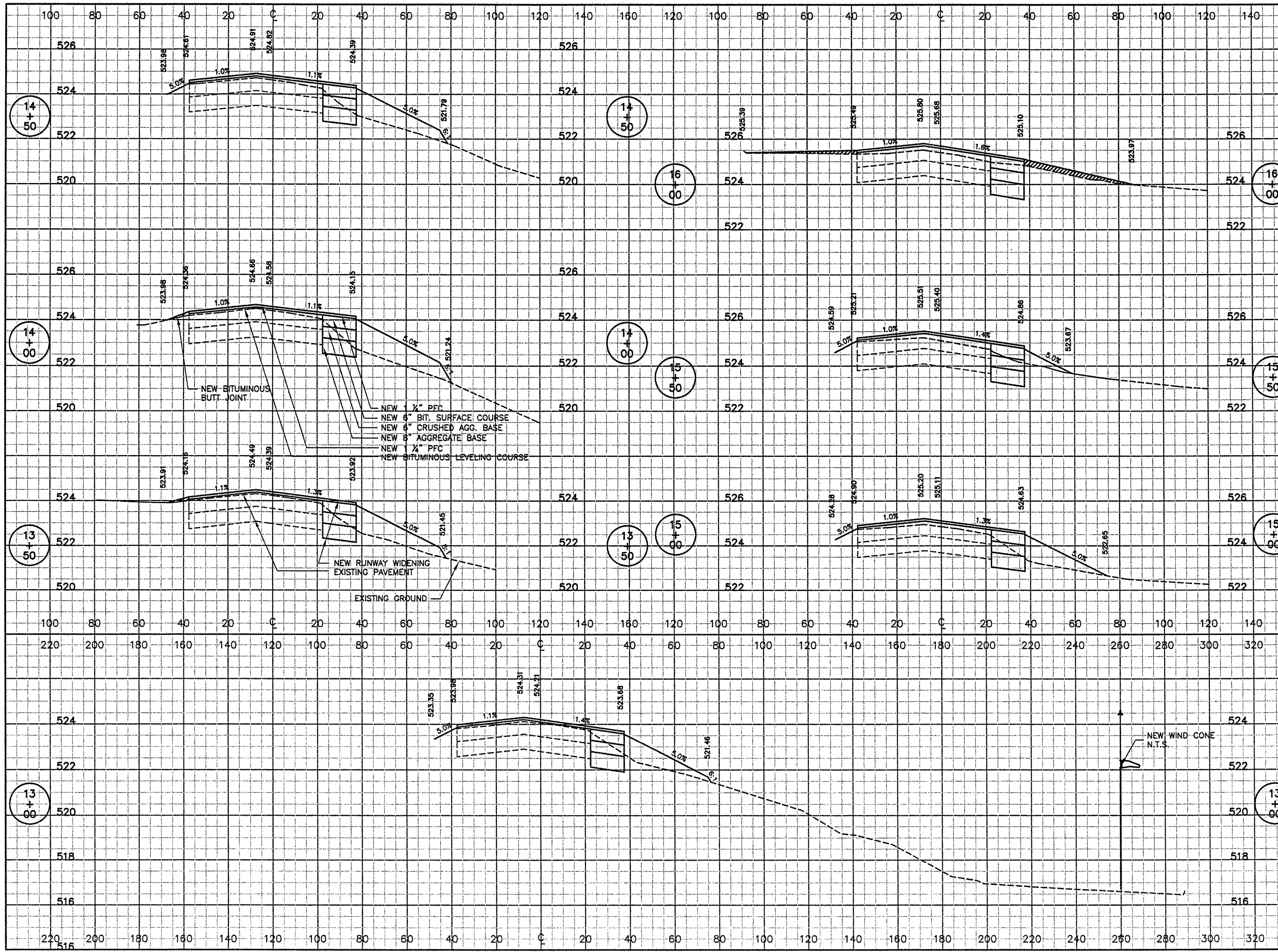


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 SPARTA, ILLINOIS**

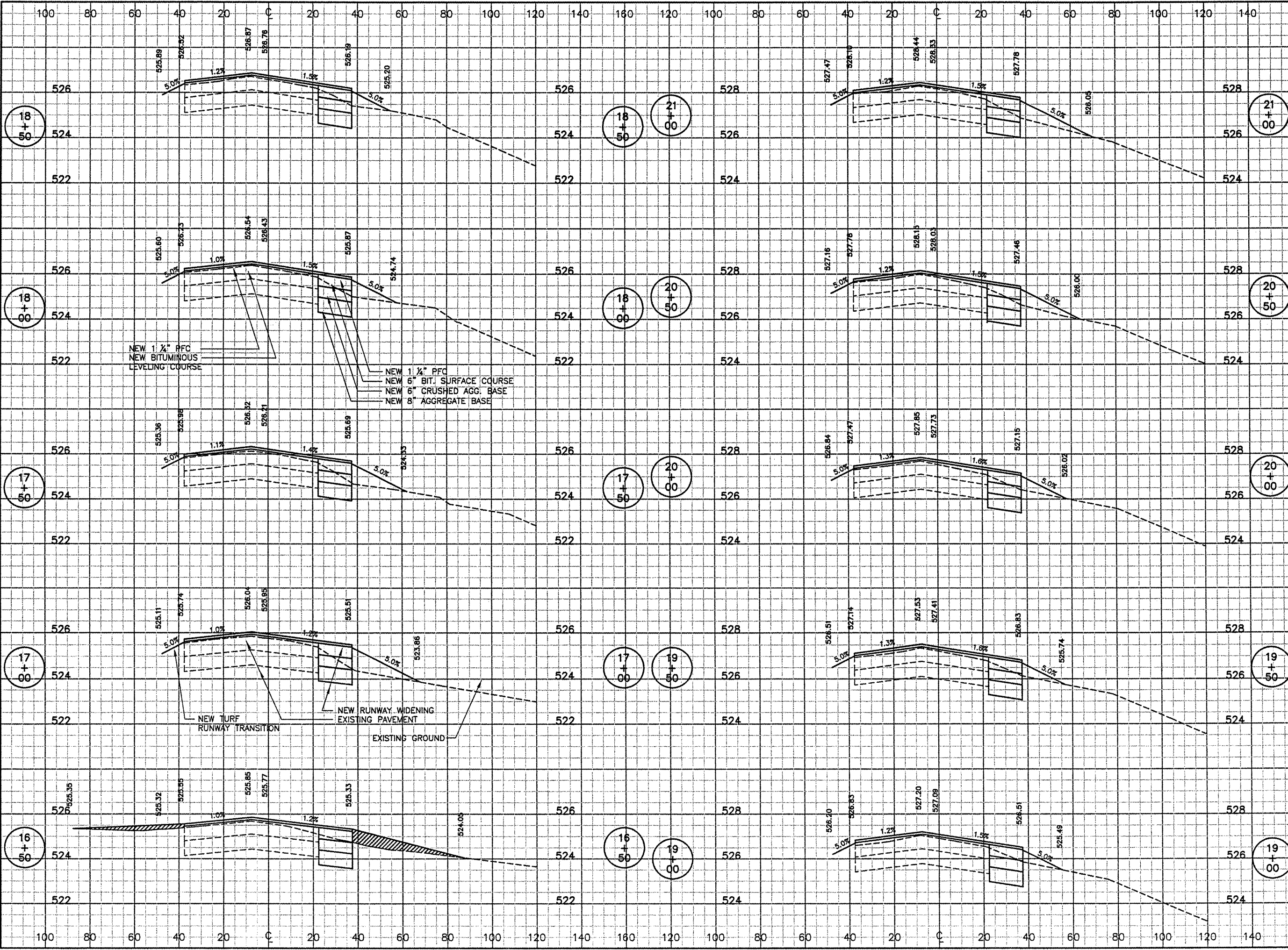
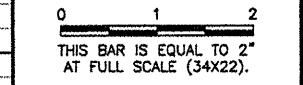
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 CROSS SECTIONS 3
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SHEET 20 OF 28 SHEETS	




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SPARTA COMMUNITY AIRPORT
 HUNTER FIELD
 SPARTA, ILLINOIS

WIDEN AND OVERLAY RUNWAY 18/36
 CROSS SECTIONS 4
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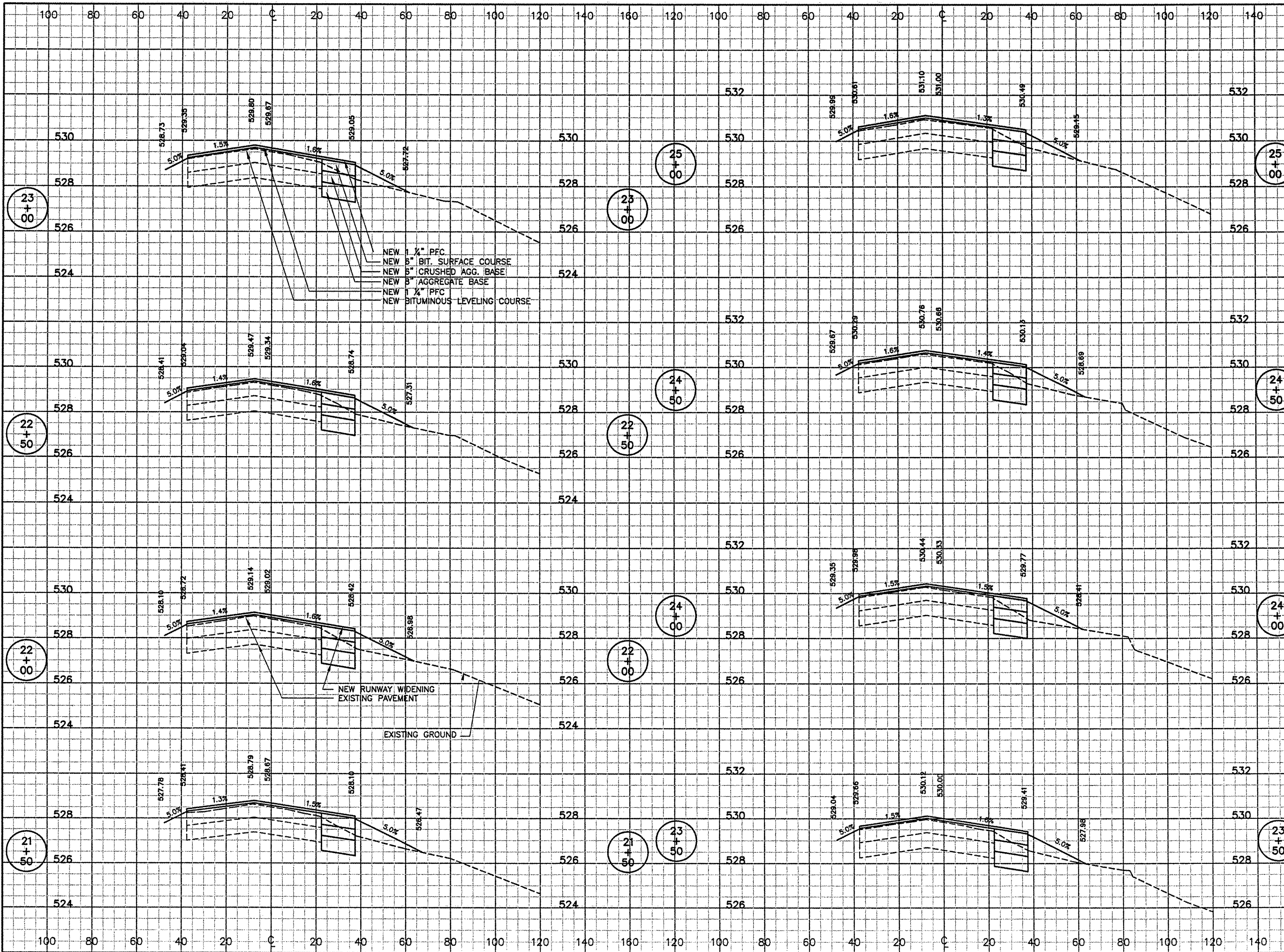
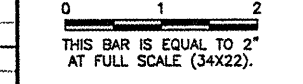
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SHEET 21 OF 28 SHEETS	

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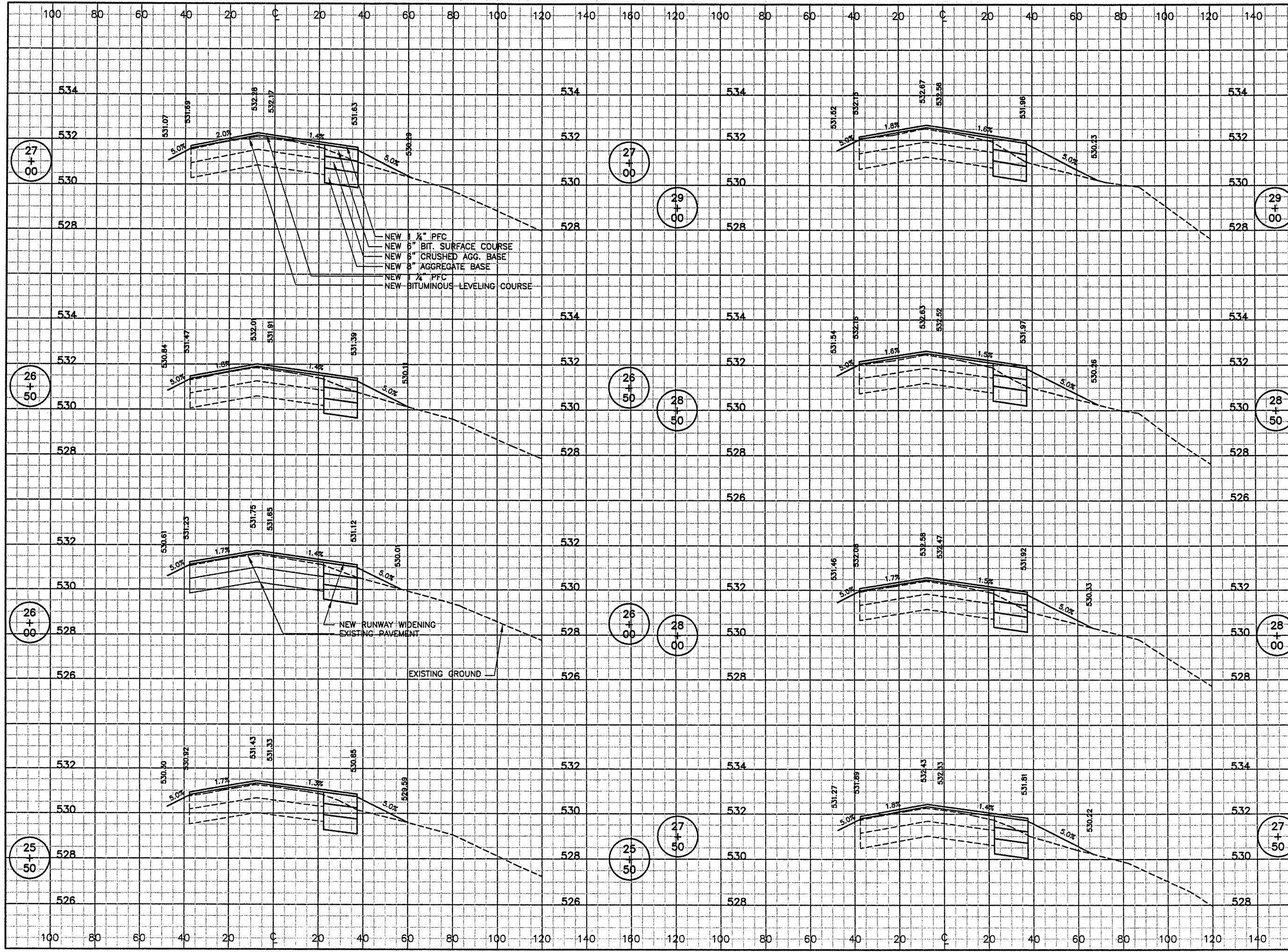
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**WIDEN AND OVERLAY RUNWAY 18/36
 CROSS SECTIONS 5
 STA. 21+50 TO STA. 25+00**

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SHEET 22 OF 28 SHEETS	

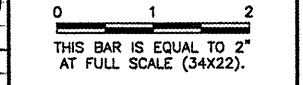


NEW 1/4" PFC
 NEW 6" BIT. SURFACE COURSE
 NEW 6" CRUSHED AGG. BASE
 NEW 6" AGGREGATE BASE
 NEW 1/4" PFC
 NEW BITUMINOUS LEVELING COURSE

NEW RUNWAY WIDENING
 EXISTING PAVEMENT

EXISTING GROUND

REVISIONS		
NUMBER	BY	DATE



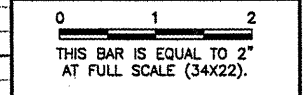
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WIDEN AND OVERLAY RUNWAY 18/36
 CROSS SECTIONS 6
 STA. 25+50 TO STA. 29+00

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 SPARTA, ILLINOIS

WIDEN AND OVERLAY RUNWAY 18/36
 CROSS SECTIONS 7
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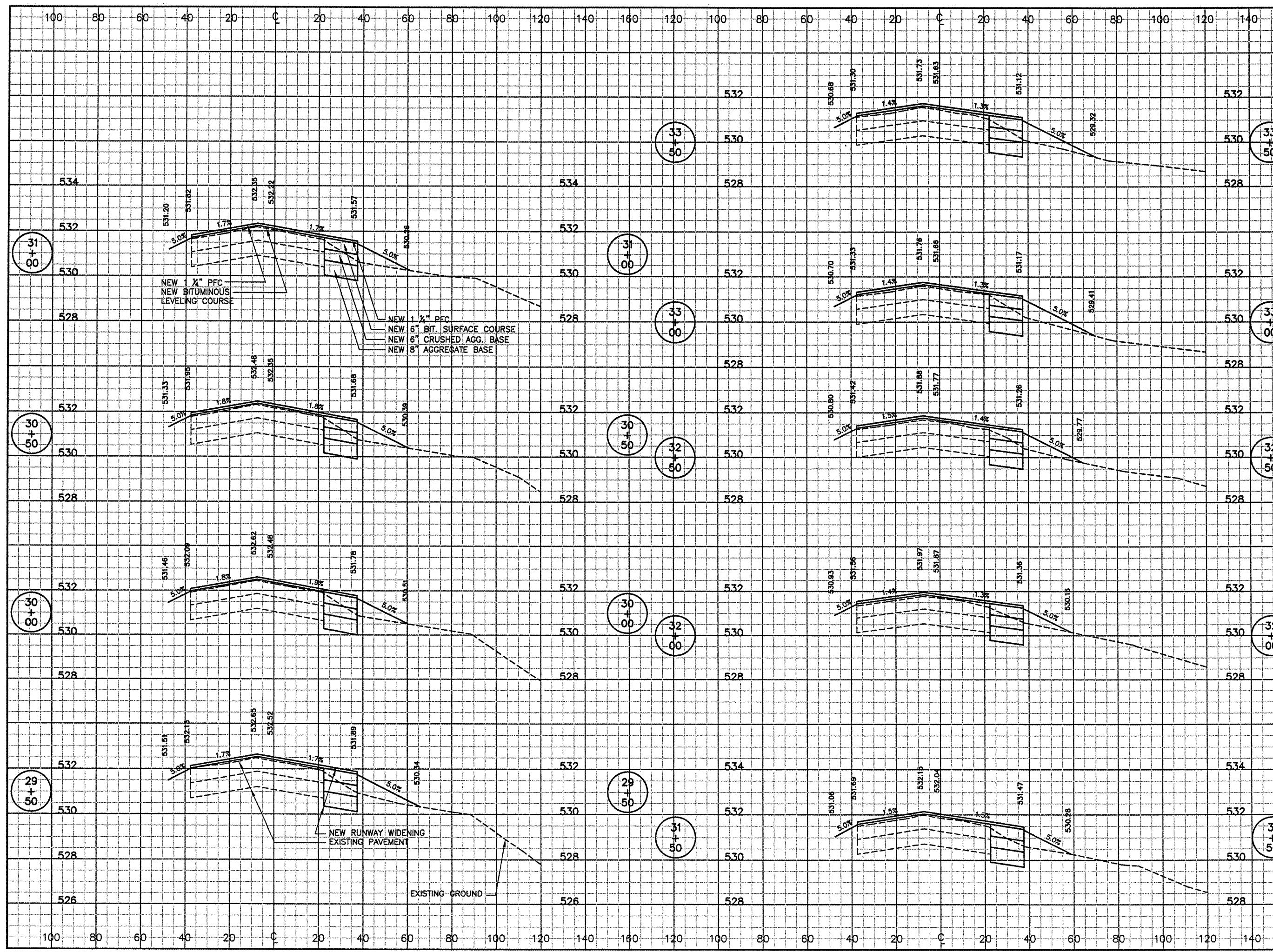
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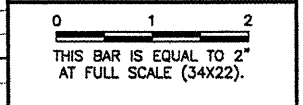


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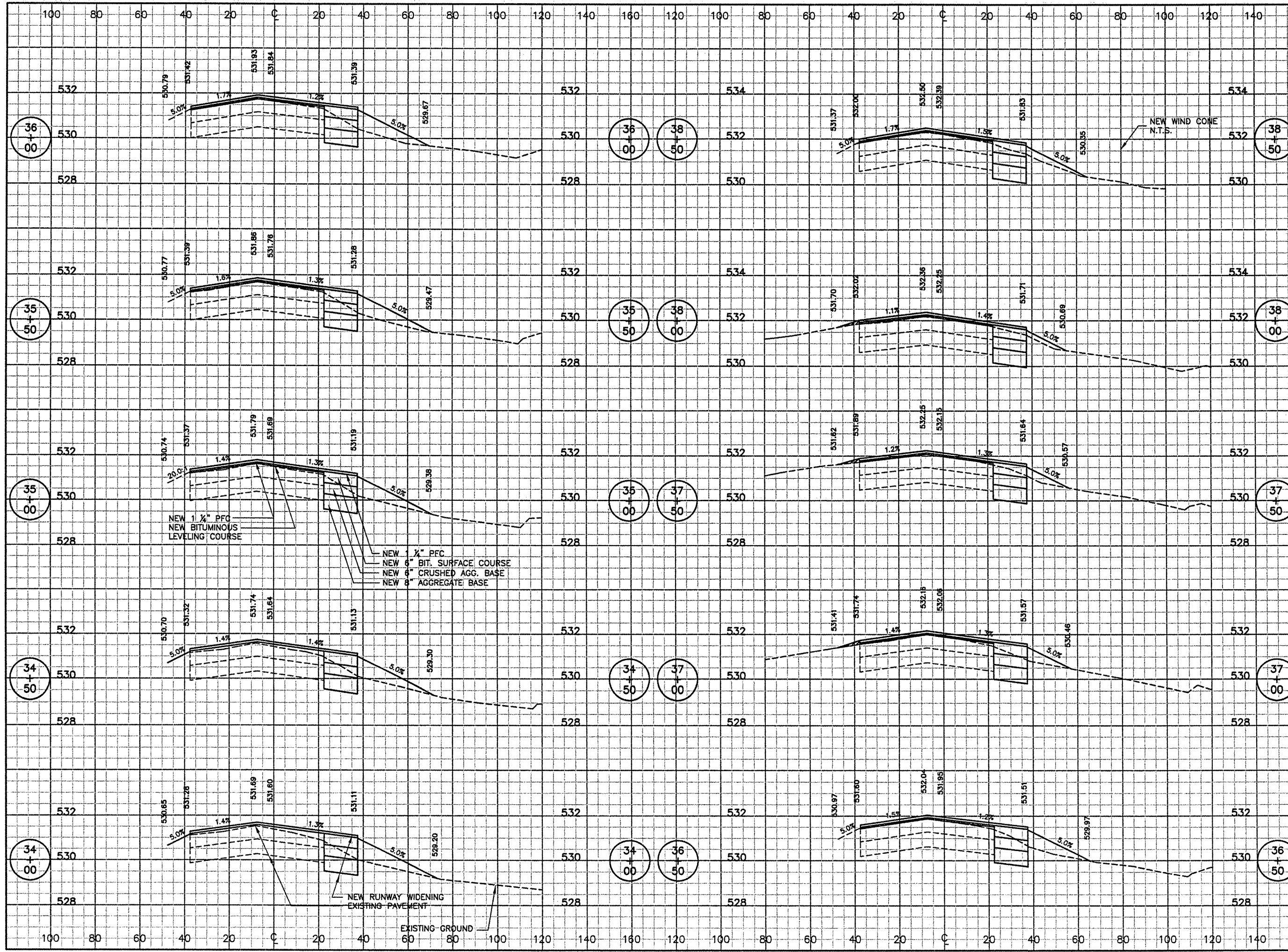


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 SPARTA, ILLINOIS

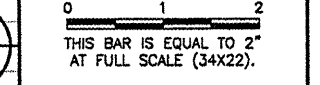
WIDEN AND OVERLAY RUNWAY 18/36
 CROSS SECTIONS 8
 STA. 34+00 TO STA. 38+50

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JOB No:	0641203
IL PROJ. NO. SAR-3652	
AIP PROJ. NO. 3-17-0094-B9	
SHEET 25 OF 28 SHEETS	



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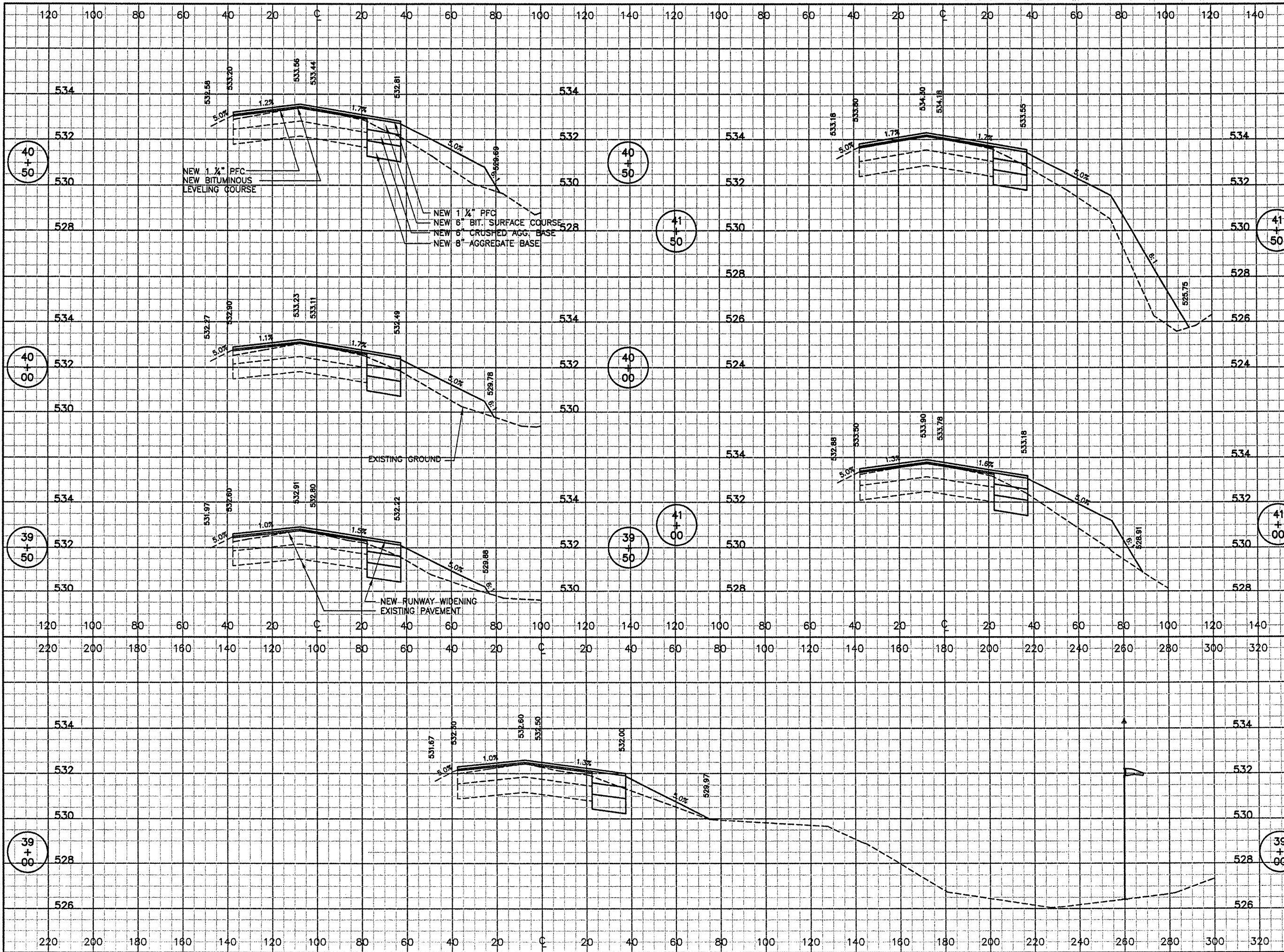
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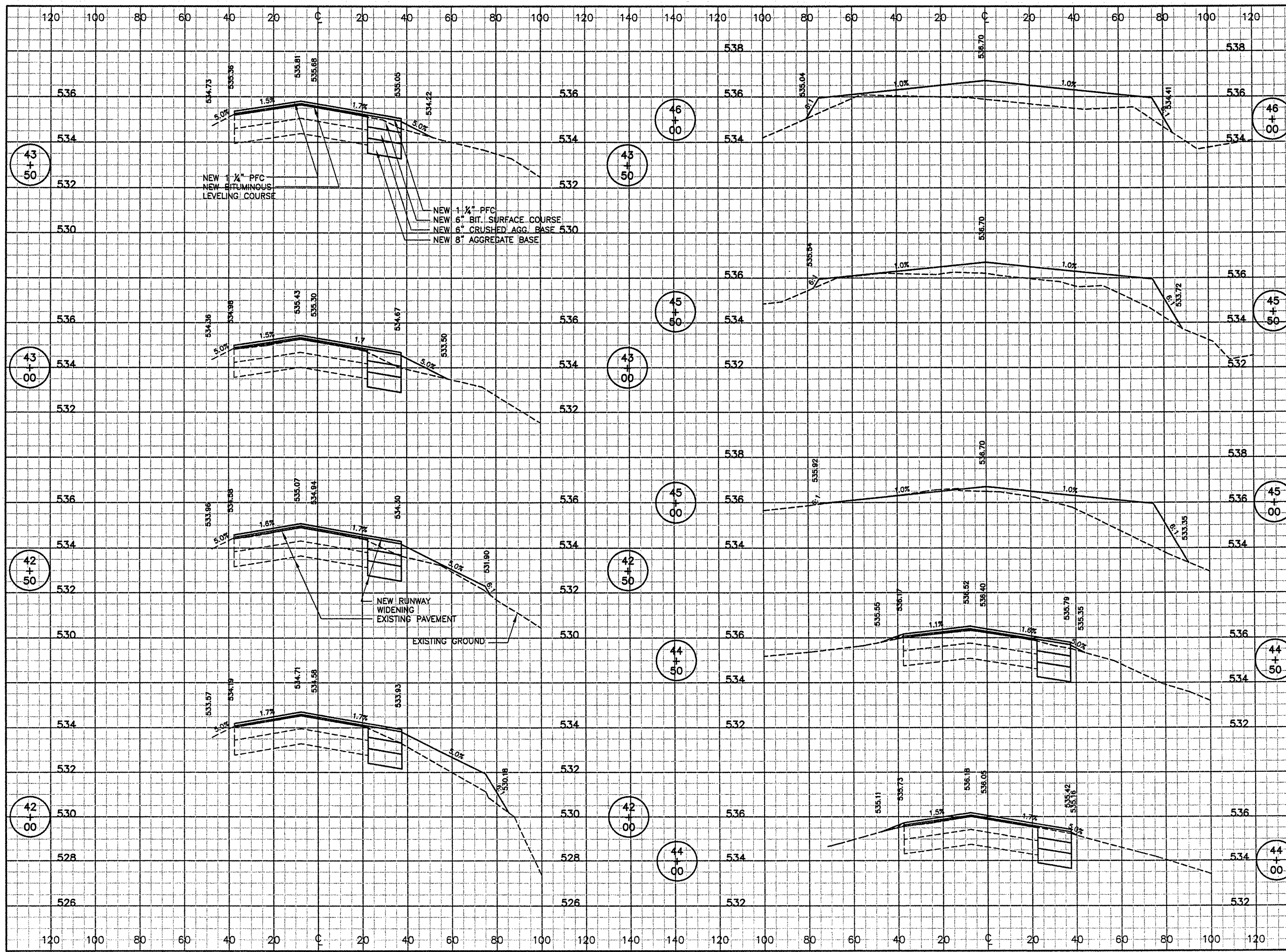
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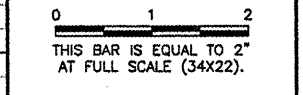
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SHEET 26 OF 28 SHEETS	





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 HUNTER FIELD
 SPARTA, ILLINOIS

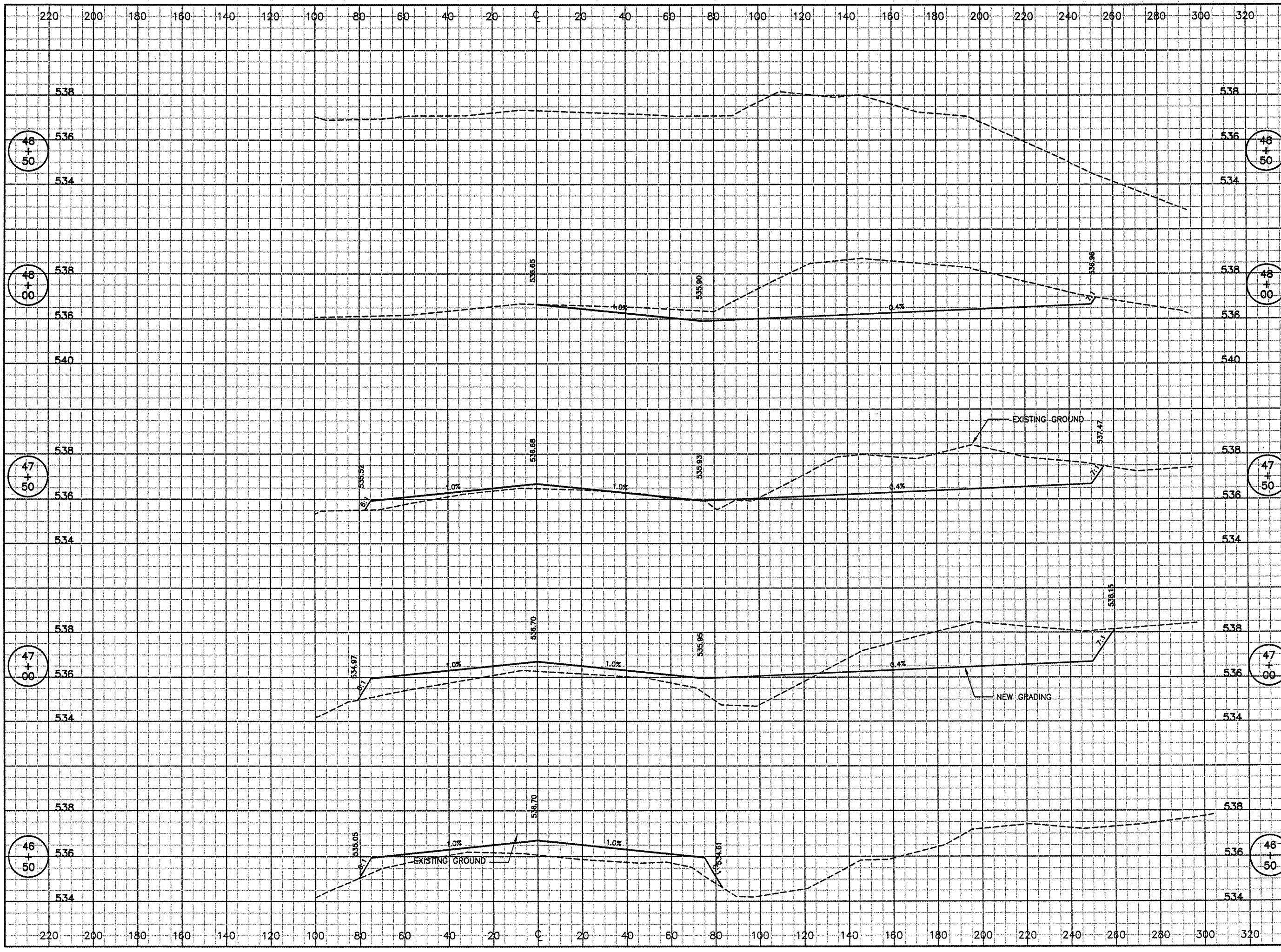
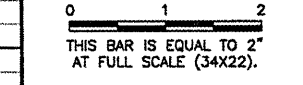
WIDEN AND OVERLAY RUNWAY 18/36
 CROSS SECTIONS 10
 STA. 42+00 TO STA. 46+00

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SHEET 27 OF 28 SHEETS	

K:\Sparta\0641203 Widen Rwy\Draw\Models
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 PLOT DATE: 1/5/2009 1:52 PM
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**WIDEN AND OVERLAY RUNWAY 18/36
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 STA. 46+50 TO STA. 48+50**

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