

LETTING ITEM NO. 04A
MARCH 6, 2020 LETTING

CONSTRUCTION PLANS

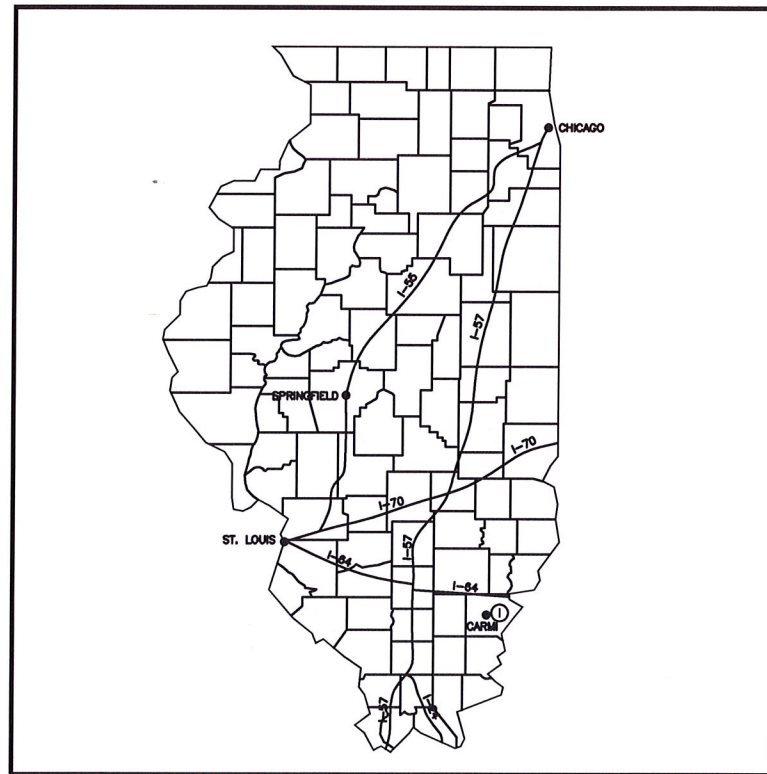
CR006
TOTAL SHEETS: 13

FOR CARMİ MUNICIPAL AIRPORT REHABILITATION OF THE AIRPORT ENTRANCE ROAD AND AUTOMOBILE PARKING LOT

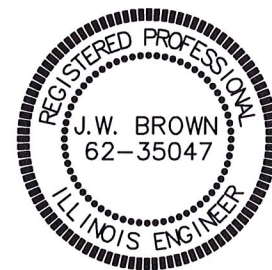
ILLINOIS PROJECT NUMBER: CUL-4722
SBG PROJECT NUMBER: 3-17-SBGP-120/133

FINAL SUBMITTAL JANUARY 10, 2020

CARMİ, ILLINOIS
WHITE COUNTY



LOCATION MAP



VICINITY MAP

BROWN AND ROBERTS, INC.
CONSULTING ENGINEER
PRESIDENT
SUBMITTED BY: *Jim W. Brown*
JIM W. BROWN, PRESIDENT
DATE SUBMITTED: 1/10/2020
LICENSE NUMBER: 062-035047
LICENSE EXPIRATION DATE: NOVEMBER 30, 2019

PLANS PREPARED BY:

BROWN AND ROBERTS, INC.
1 WESTRIDGE ROAD
HARRISBURG, IL. 62946
(618) 252-8111

CARMİ MUNICIPAL AIRPORT
AIRPORT MANAGER
APPROVED BY: *Greg Brown*
GREG BROWN
DATE: 1/10/2020

INDEX OF SHEETS	
SHEET NUMBER	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS AND SUMMARY OF QUANTITIES
3	CONSTRUCTION SAFETY & PHASING PLAN
4	TYPICAL SECTIONS
5	REMOVAL PLAN 1
6	REMOVAL PLAN 2
7	REMOVAL PLAN 3
8	PROPOSED PLAN 1
9	PROPOSED PLAN 2
10	PROPOSED PLAN 3
11	MARKING PLAN AND DETAILS
12	FENCE DETAILS 1
13	FENCE DETAILS 2

SUMMARY OF QUANTITIES			
ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
AR150520	MOBILIZATION	L. S.	1
AR152511	SUBGRADE REPAIR	S.Y.	250
AR162504	CLASS E FENCE 4'	L.F.	110
AR162750	DETECTOR LOOP	L.S.	1
AR162900	REMOVE CLASS E FENCE	L.F.	110
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	150
AR401613	BIT. SURF. CSE. - METHOD I, SUPERPAVE	TON	250
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	2400
AR403613	BIT. BASE CSE. - METHOD I, SUPERPAVE	TON	250
AR501900	REMOVE PCC PAVEMENT	S.Y.	200
AR602510	BITUMINOUS PRIME COAT	GAL	100
AR603510	BITUMINOUS TACK COAT	GAL	550
AR620520	PAVEMENT MARKING - WATERBORNE	S.F.	200
AR910200	ROADWAY SIGN	EACH	1
AR910230	HANDICAP SIGN	EACH	1
AR910410	PARKING BLOCK	EACH	19
AR910415	REMOVE PARKING BLOCK	EACH	20

SCOPE OF WORK

THE PROJECT SCOPE CONSISTS OF THE REHABILITATION OF THE AIRPORT ENTRANCE ROAD AND AUTOMOBILE PARKING LOT, ALONG WITH OTHER NECESSARY AND RELATED WORK.

PROPOSED SAFETY PLAN

GENERAL - THE CARMI MUNICIPAL AIRPORT CURRENTLY HAS A PAVED NORTH-SOUTH RUNWAY (4001-FT BY 75-FT).

IT IS ANTICIPATED THAT RUNWAY 18/36 WILL REMAIN OPEN FOR THE DURATION OF THIS PROJECT, AS NO CONSTRUCTION ACTIVITIES ASSOCIATED WITH THIS PROJECT WILL BE WITHIN 125 FT OF THE RUNWAY 18/36 C. ANY WORK WITHIN 125 FT OF THE C WILL REQUIRE CLOSURE OF THE RUNWAY.

THE CONTRACTOR SHALL SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) CONFIRMING COMPLIANCE WITH THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) PRIOR TO THE ISSUANCE OF THE NOTICE TO PROCEED AS SPECIFIED IN FAA AC 150/5370-2G.

CONTRACTOR'S RESPONSIBILITIES

IDENTIFICATION - THE CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE PROPERLY MARKED WITH 3-FOOT SQUARE INTERNATIONAL ORANGE AND WHITE CHECKERED FLAGS ANYTIME THEY ARE ON AIRPORT PROPERTY.

THE CONTRACTOR AND HIS EMPLOYEES SHALL BE RESTRICTED TO THE WORK AREA.

EQUIPMENT PARKING AND STORAGE - THE CONTRACTOR'S EQUIPMENT PARKING, STORAGE, AND EMPLOYEE PARKING WILL BE AT THE LOCATION SHOWN ON THIS SHEET. ONLY CONTRACTOR VEHICLES AND EQUIPMENT REQUIRED FOR CONSTRUCTION WILL BE ALLOWED OUTSIDE THIS AREA.

BARRICADES AND TRAFFIC CONES - IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS REQUIRED AND AS DIRECTED BY THE RESIDENT ENGINEER. BARRICADES, THEIR MAINTENANCE, PLACEMENT, AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR WILL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING PAVEMENTS CAUSED BY HIS PERSONNEL OR EQUIPMENT.

ACCESS AND EQUIPMENT PARKING

THE CONTRACTOR WILL USE THE DESIGNATED ACCESS ROUTE AND EQUIPMENT PARKING AREA SHOWN OF THIS SAFETY PLAN. THE PROPOSED EQUIPMENT PARKING AREA WILL BE APPROXIMATELY 80-FT BY 180-FT. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED ACCESS ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. AT THE CONCLUSION OF THE PROJECT, ALL AREAS DISTURBED WILL BE RESTORED AS NEEDED TO ITS ORIGINAL STATE. RESTORATION OF THE ACCESS ROUTE AND EQUIPMENT PARKING AREA WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

UTILITY NOTE

THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES AND ORGANIZATIONS THAT HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR SHALL CALL JULIE (1-800-892-0123) TO ACCOMPLISH THESE REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UTILITIES ARE TO BE LOCATED PRIOR TO THE START OF CONSTRUCTION.

J.U.L.I.E. INFORMATION

COUNTY.....WHITE
 CITY.....CARMI
 TOWNSHIP/RNG.....T5S-R10E
 SECTION NO.....17
 NEAREST MAJOR ROAD INTERSECTION...ILLINOIS ROUTE 1 AND COUNTY HIGHWAY 5 (COUNTY ROAD 1500N)
 AIRPORT ADDRESS....CARMI MUNICIPAL AIRPORT
 1379 COUNTY ROAD 1500 N
 CARMI, IL 62821

NOTE:

THE COST OF CONSTRUCTING, PLACING, MAINTAINING, AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE RESIDENT ENGINEER. THE CROSSES WILL BE PLACED AT THE ENDS OF THE RUNWAY AND SECURED IN A MANNER APPROVED BY THE RESIDENT ENGINEER. THE PROPOSED CROSSES WILL BE PLACED WHEN THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES AT NO ADDITIONAL COST TO THE CONTRACT.

RUNWAY CLOSURE PROCEDURES:

- * CONTACT THE AIRPORT MANAGER OR HIS ASSIGNED REPRESENTATIVE.
- * ISSUANCE OF NOTAM BY THE AIRPORT MANAGER OR HIS ASSIGNED REPRESENTATIVE.
- * PLACEMENT OF CROSSES (SEE DETAIL THIS SHEET).
- * PLACEMENT OF LIGHTED BARRICADES. ONLY AT THE TIME THAT ALL OF THE ABOVE ARE COMPLETED MAY ANY CONSTRUCTION OPERATIONS WITHIN 200-FT OF THE AFFECTED RUNWAY CENTERLINE AND WITHIN 600 FT OF THE RUNWAY END BEGIN.
- * RUNWAY LIGHTS AND THE PRECISION APPROACH PATH INDICATORS (PAPI) SHALL BE DISABLED DURING CONSTRUCTION

RUNWAY RE-OPENING PROCEDURES:

- * REMOVE CROSSES.
- * REMOVE LIGHTED BARRICADES.
- * NOTIFY THE AIRPORT MANAGER OR HIS REPRESENTATIVE TO CANCEL THE NOTAM.
- * CANCELLATION OF THE NOTAM. A CLOSED RUNWAY WILL NOT BE RE-OPENED UNTIL ALL EQUIPMENT AND WORK ARE FURTHER THAN 200 FT. FROM THE AFFECTED RUNWAY CENTERLINE
- * RUNWAY LIGHTS AND THE PRECISION APPROACH PATH INDICATORS (PAPI) SHALL BE REACTIVATED.

HEIGHT OF CONSTRUCTION EQUIPMENT

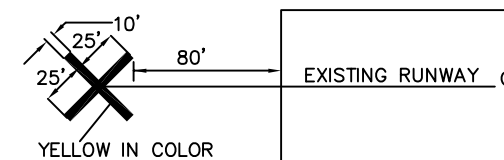
THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT IS 20 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A SEMI-TRUCK WITH TRAILER IN THE UP POSITION.

AIRPORT SECURITY

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE PROPOSED ACCESS ROUTE SHOWN ON THIS SAFETY PLAN IS THE ONLY ACCESS CONTRACTOR EQUIPMENT AND PERSONNEL WILL BE ALLOWED TO USE. THE CONTRACTOR SHALL PROVIDE BARRICADES AT THIS ACCESS AND ENSURE THE BARRICADES ARE IN PLACE AT THE END OF EACH WORKING DAY.

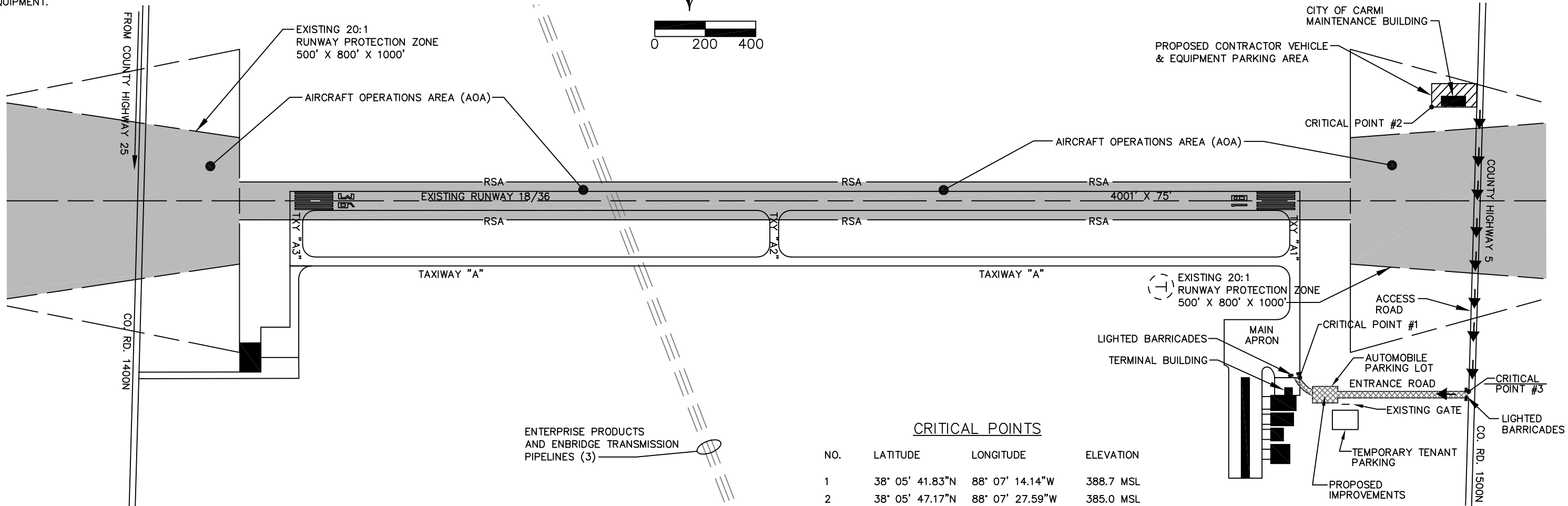
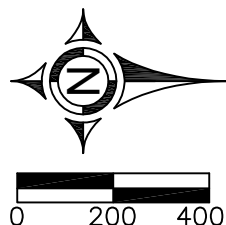
AIRCRAFT OPERATIONAL AREA

THE CONTRACTOR, HIS EMPLOYEES, OR ANY EQUIPMENT WILL NOT PROCEED WITH ANY WORK WITHIN THE AIRCRAFT OPERATIONAL AREA WITHOUT FIRST CLOSING THE RUNWAY.



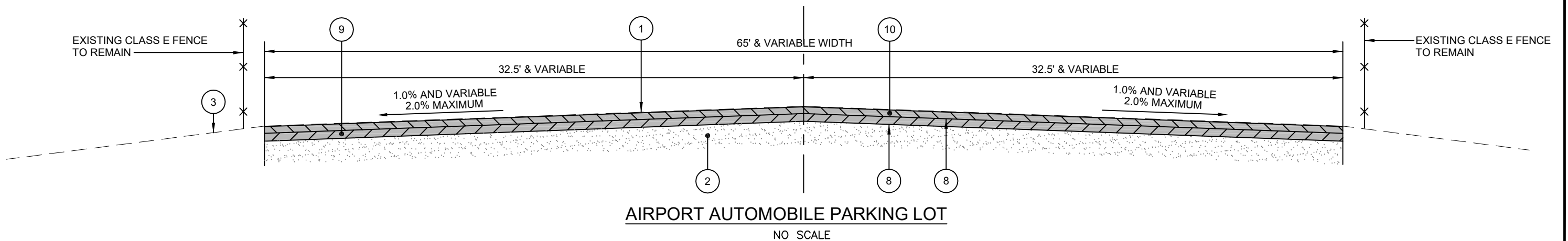
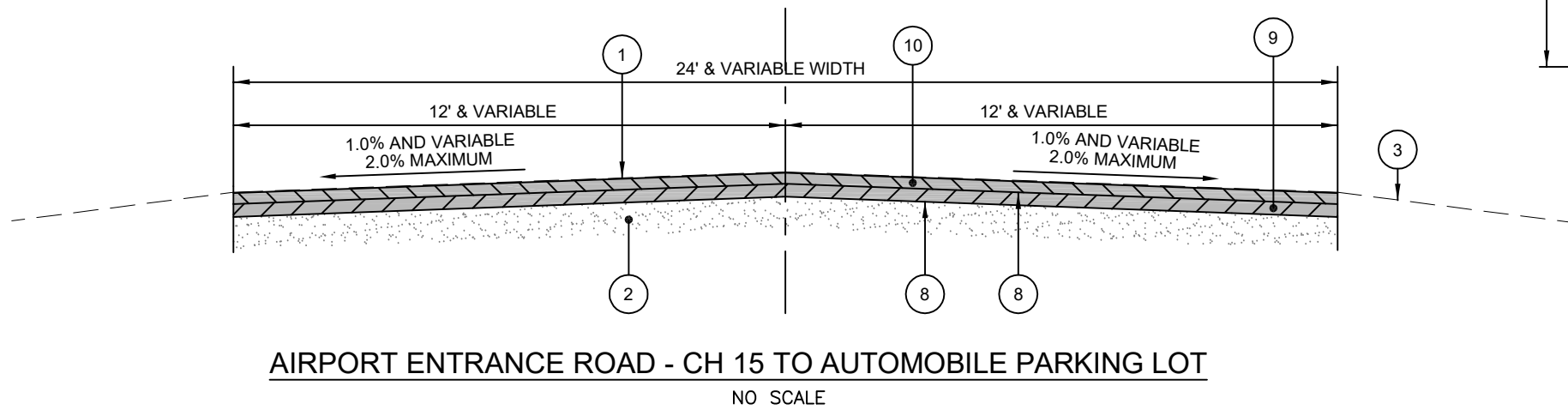
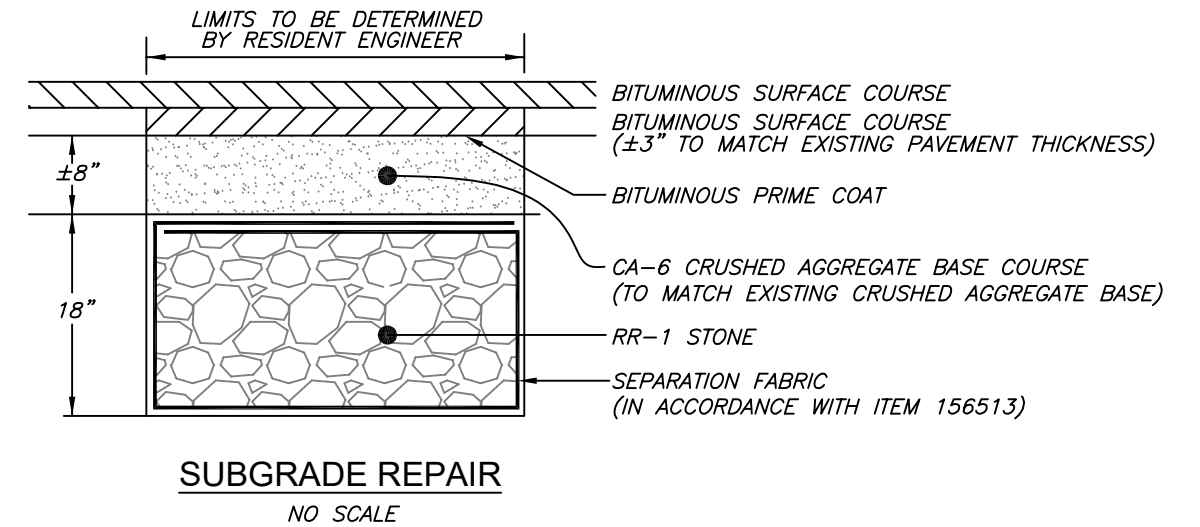
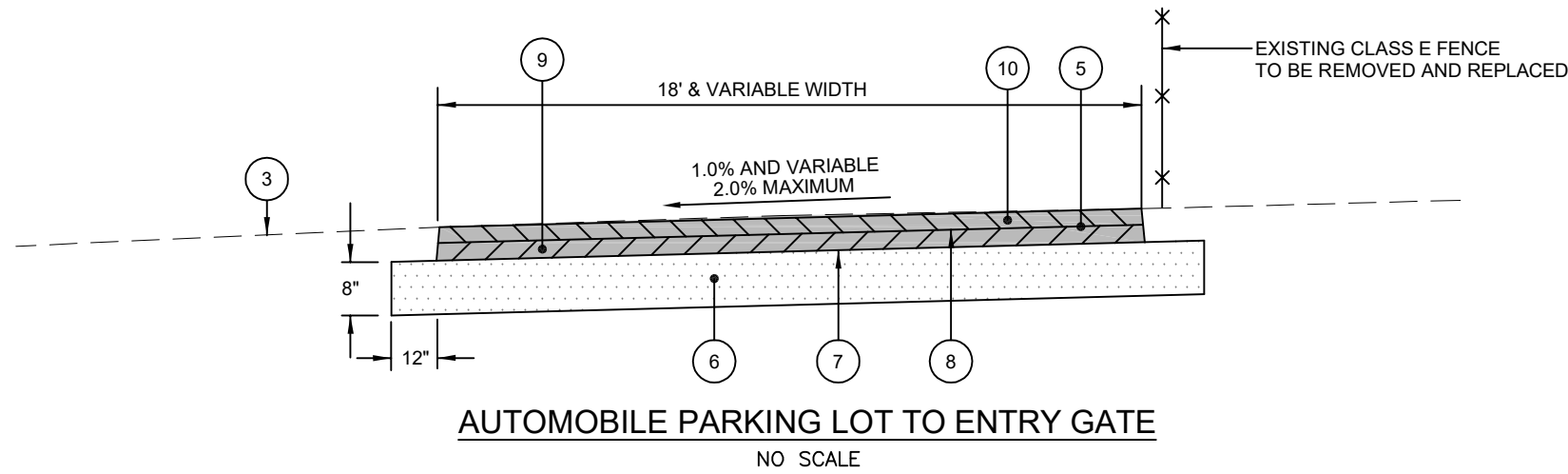
DETAIL OF CROSS FOR CLOSED RUNWAY

"NOT TO SCALE"



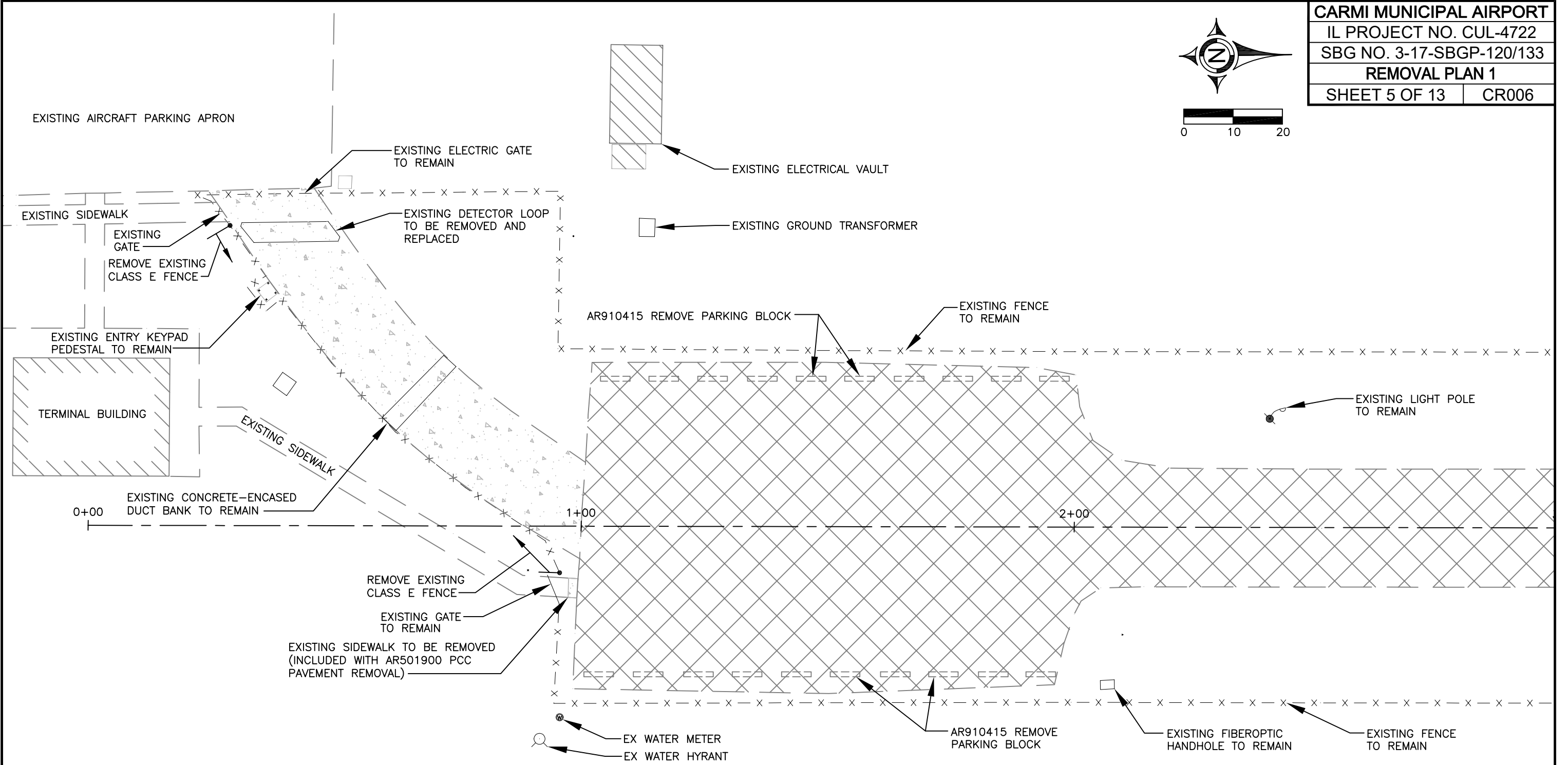
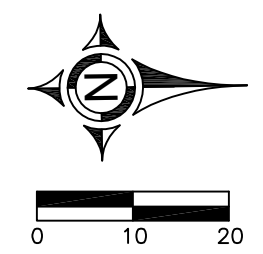
CRITICAL POINTS

NO.	LATITUDE	LONGITUDE	ELEVATION
1	38° 05' 41.83"N	88° 07' 14.14"W	388.7 MSL
2	38° 05' 47.17"N	88° 07' 27.59"W	385.0 MSL
3	38° 05' 48.50"N	88° 07' 14.00"W	382.7 MSL


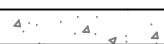


LEGEND

- | | | | |
|--|--|---|---|
| 1 EXISTING BITUMINOUS SURFACE | 4 AR401650 - BITUMINOUS PAVEMENT MILLING | 7 AR602510 - BITUMINOUS PRIME COAT | 10 AR401613 - BIT. SURF. CSE. - METHOD I, SUPERPAVE |
| 2 EXISTING BITUMINOUS AND AGGREGATE BASE TO REMAIN | 5 AR501900 - REMOVE PCC PAVEMENT | 8 AR603510 - BITUMINOUS TACK COAT | |
| 3 EXISTING TURF SHOULDER | 6 AR209510 - CRUSHED AGGREGATE BASE COURSE | 9 AR403613 - BIT. BASE CSE. - METHOD I, SUPERPAVE | |





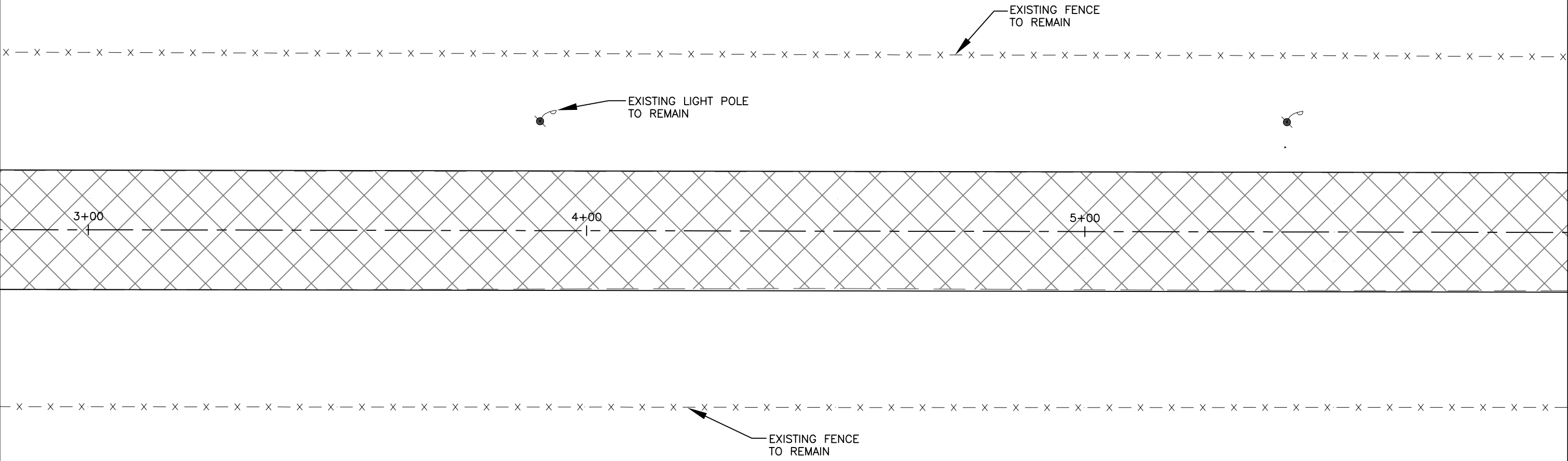
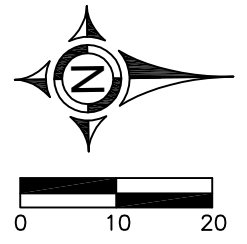
LEGEND

-  AR401650 BITUMINOUS PAVEMENT MILLING
-  AR501900 PCC PAVEMENT REMOVAL

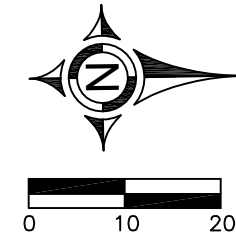
10 Jan 2020 - 10:47am x:\2018\18228\ac\plans\Plan Views.dwg: Layout Tab 'Removals1'

LEGEND



-  AR401650 BITUMINOUS PAVEMENT MILLING
-  AR501900 PCC PAVEMENT REMOVAL

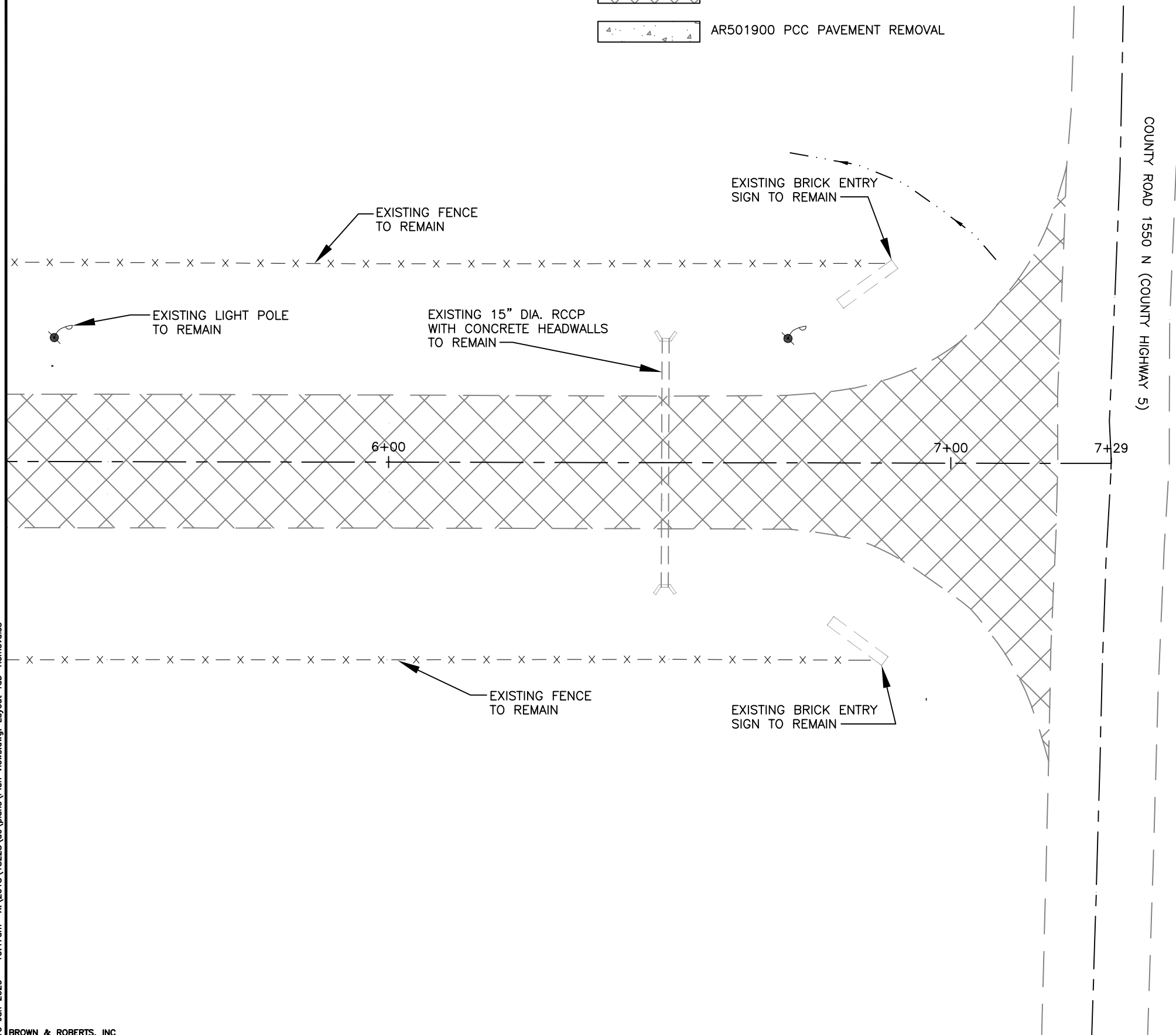


10 Jan 2020 - 10:47am X:\2018\18228\cc\plans\Plan Views.dwg: Layout Tab 'Removals2'



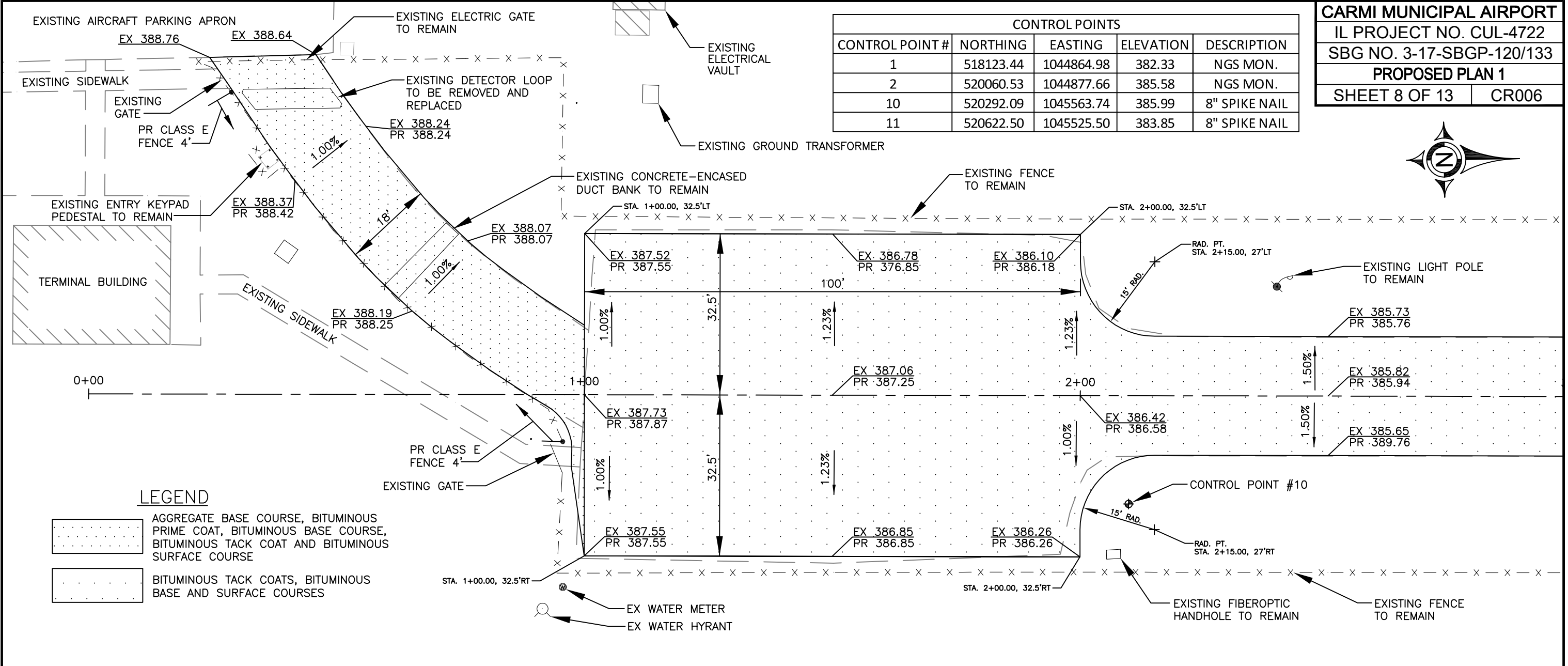
LEGEND

-  AR401650 BITUMINOUS PAVEMENT MILLING
-  AR501900 PCC PAVEMENT REMOVAL



CARMI MUNICIPAL AIRPORT
IL PROJECT NO. CUL-4722
SBG NO. 3-17-SBGP-120/133
PROPOSED PLAN 1
SHEET 8 OF 13 | **CR006**

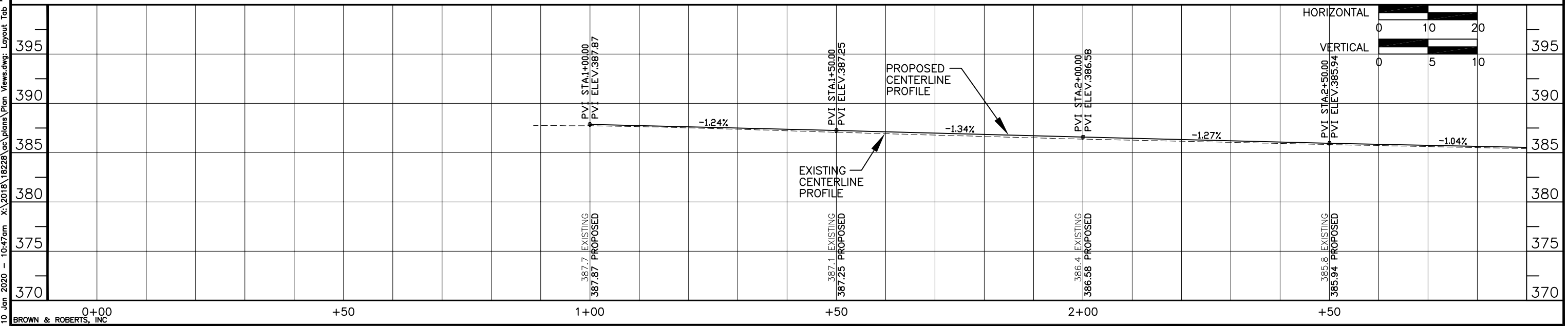
CONTROL POINTS				
CONTROL POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	518123.44	1044864.98	382.33	NGS MON.
2	520060.53	1044877.66	385.58	NGS MON.
10	520292.09	1045563.74	385.99	8" SPIKE NAIL
11	520622.50	1045525.50	383.85	8" SPIKE NAIL



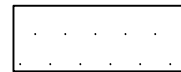
LEGEND

- AGGREGATE BASE COURSE, BITUMINOUS PRIME COAT, BITUMINOUS BASE COURSE, BITUMINOUS TACK COAT AND BITUMINOUS SURFACE COURSE
- BITUMINOUS TACK COATS, BITUMINOUS BASE AND SURFACE COURSES

10 Jan 2020 - 10:47am X:\2018\18228\ac\plans\Plan Views.dwg: Layout Tab: Proposed 1'



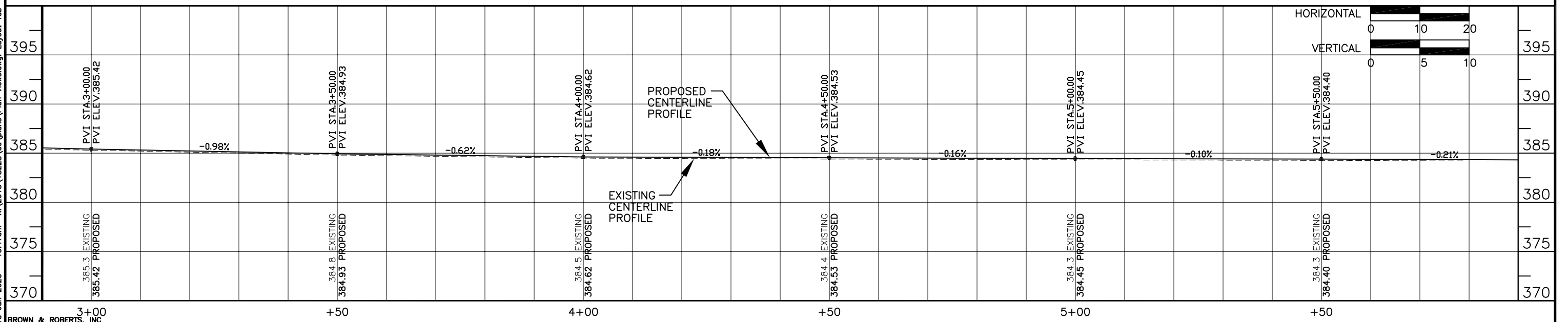
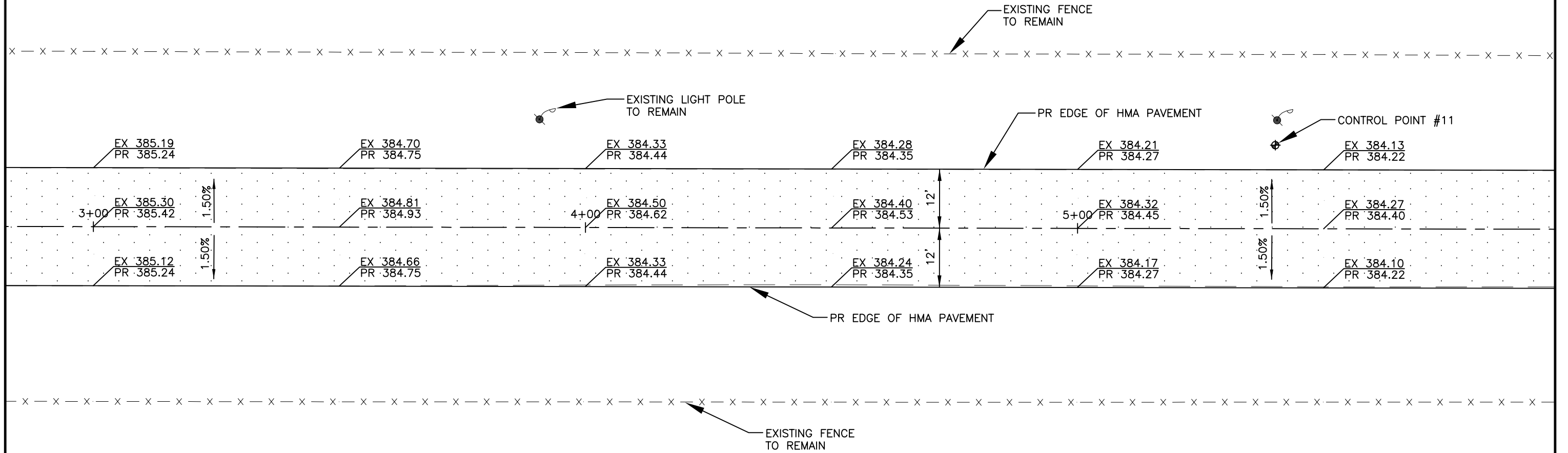
LEGEND

 BITUMINOUS TACK COATS, BITUMINOUS BASE AND SURFACE COURSES

CONTROL POINTS				
CONTROL POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	518123.44	1044864.98	382.33	NGS MON.
2	520060.53	1044877.66	385.58	NGS MON.
10	520292.09	1045563.74	385.99	8" SPIKE NAIL
11	520622.50	1045525.50	383.85	8" SPIKE NAIL



CARMI MUNICIPAL AIRPORT
 IL PROJECT NO. CUL-4722
 SBG NO. 3-17-SBGP-120/133
PROPOSED PLAN 2
 SHEET 9 OF 13 | CR006

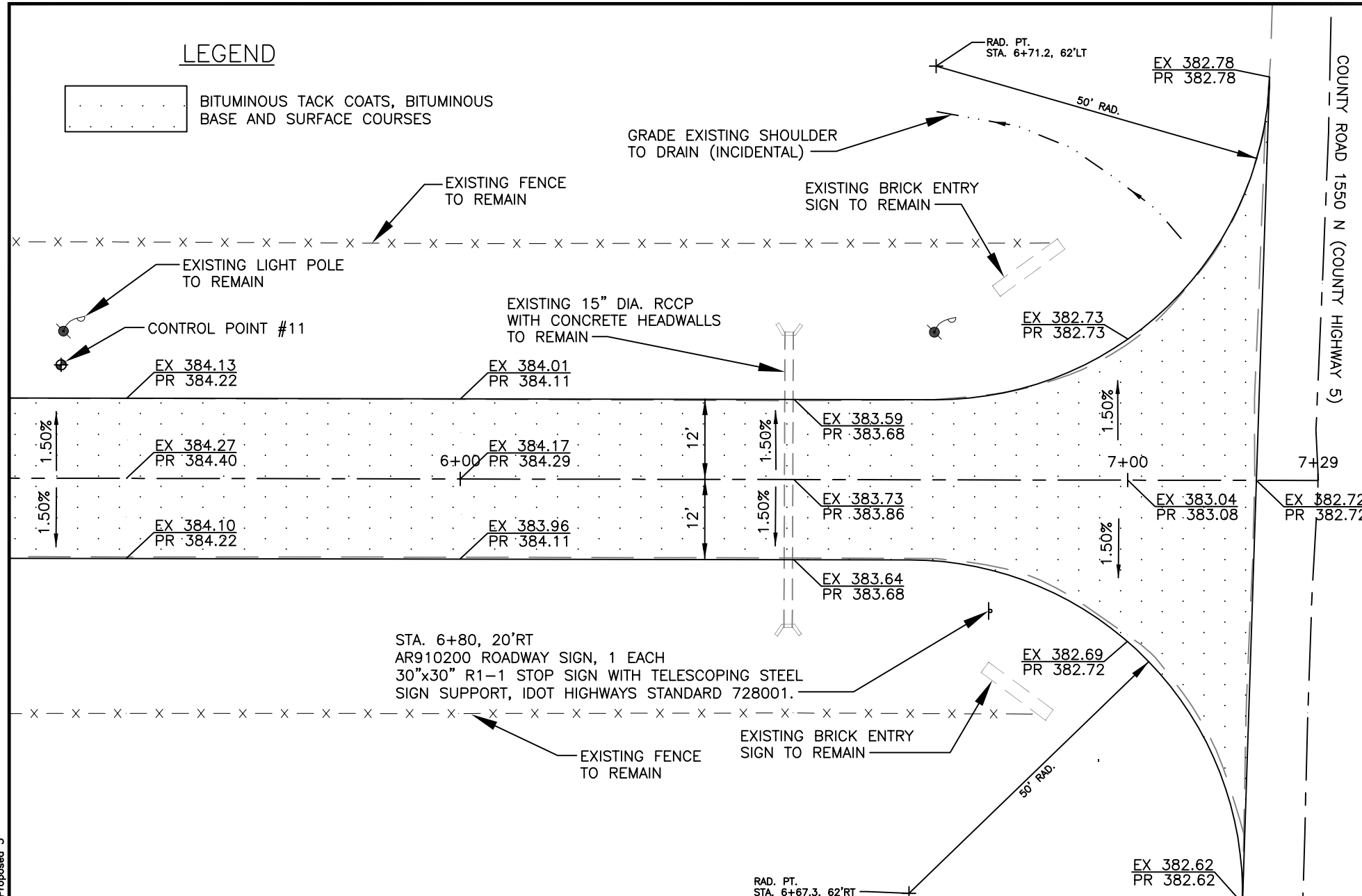


10 Jan 2020 - 10:47am X:\2018\18228\loc\plans\Plan Views.dwg: Layout Tab 'Proposed 2'

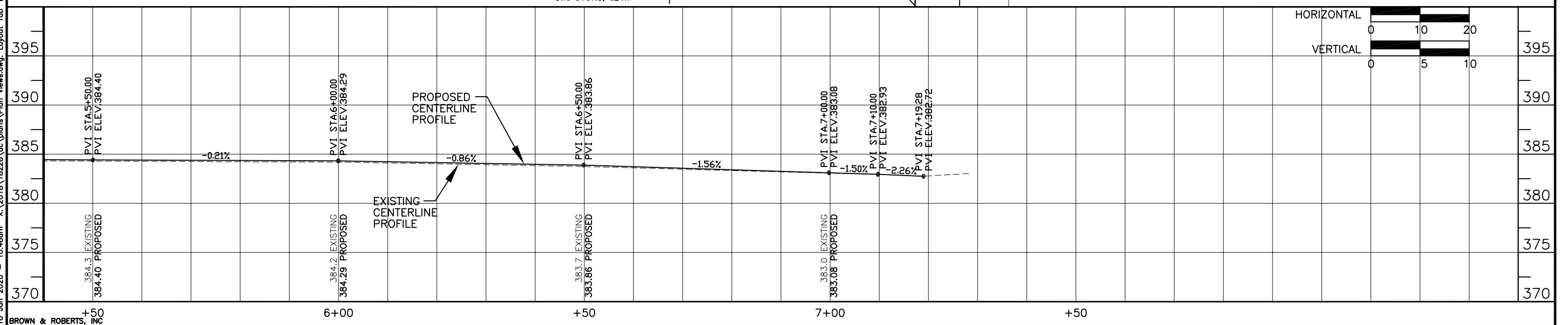


LEGEND

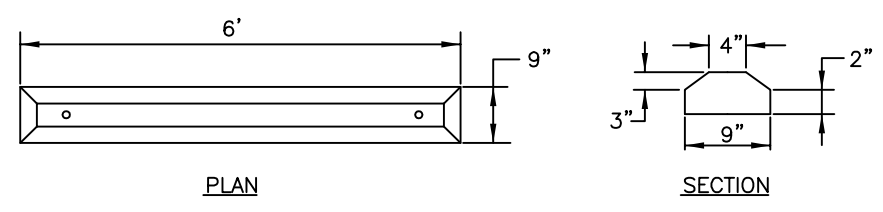
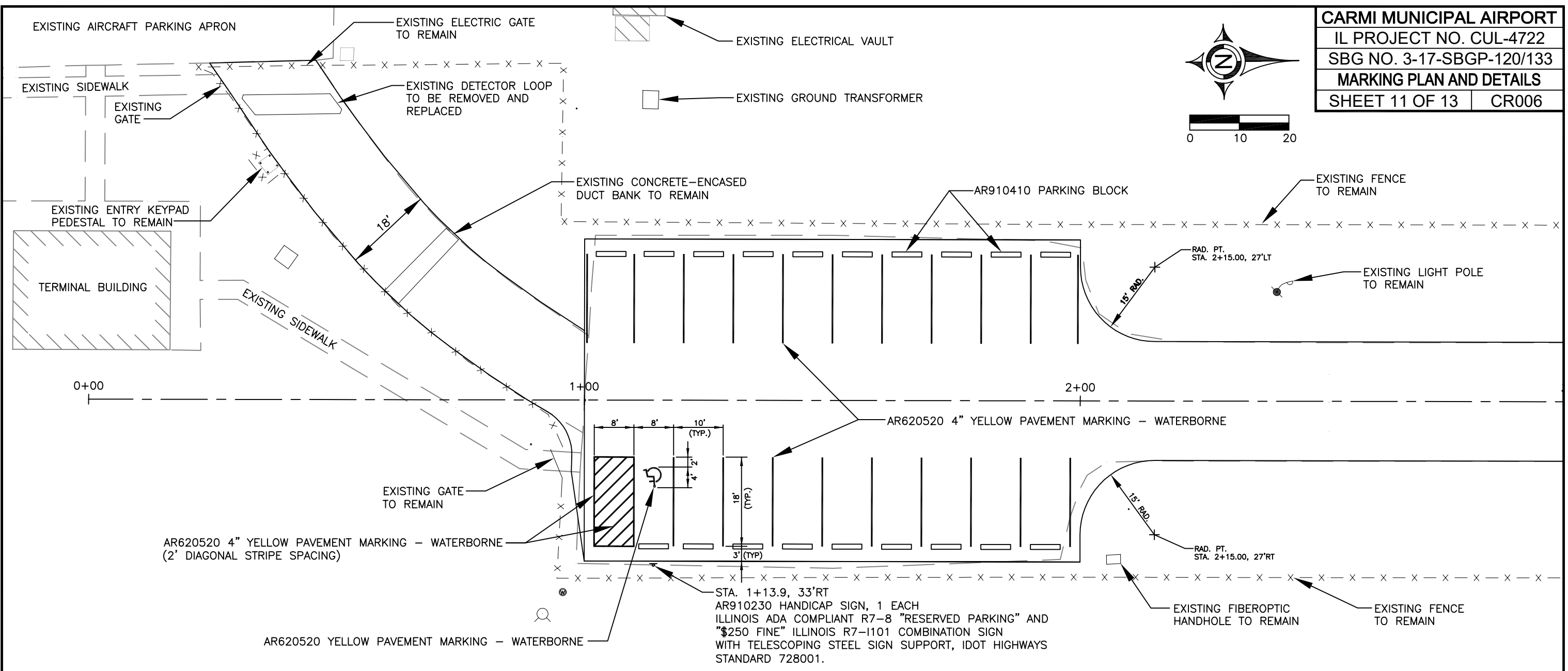
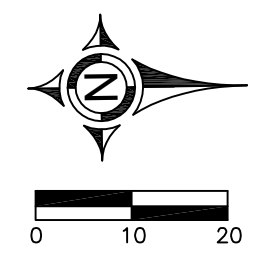
BITUMINOUS TACK COATS, BITUMINOUS BASE AND SURFACE COURSES



CONTROL POINTS				
CONTROL POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	518123.44	1044864.98	382.33	NGS MON.
2	520060.53	1044877.66	385.58	NGS MON.
10	520292.09	1045563.74	385.99	8" SPIKE NAIL
11	520622.50	1045525.50	383.85	8" SPIKE NAIL



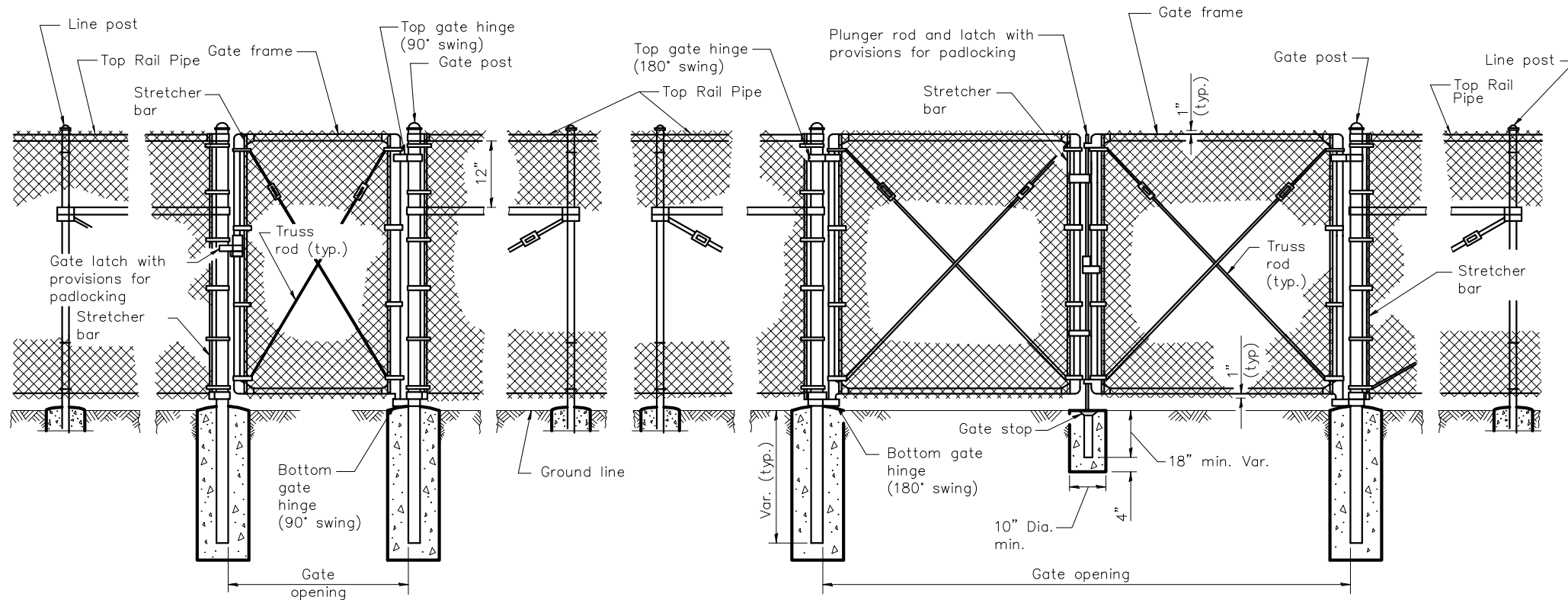
10 Jan 2020 - 10:48am X:\2018\18228\loc\plans\Plan Views.dwg: Layout Tab 'Proposed 3'



PRE-CAST PARKING BLOCK DETAIL
 NO SCALE

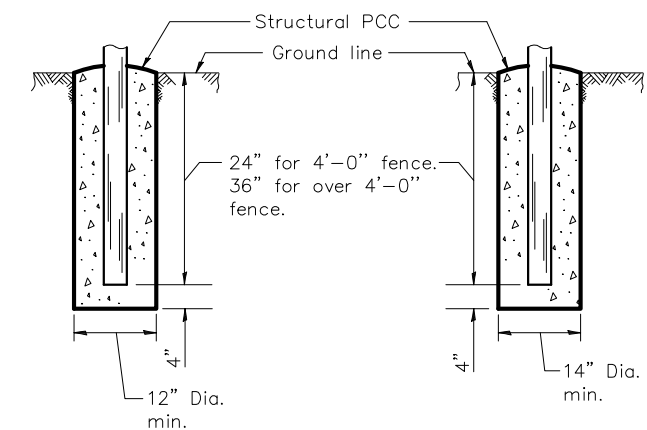
NOTE: PARKING BLOCK TO BE INSTALLED WITH 1/2" DIA. X 18" LONG REBAR EACH END AND PAINTED YELLOW.

10 Jan 2020 - 10:48am X:\2018\18228\ac\plans\Plan Views.dwg: Layout Tab 'Marking Plan'



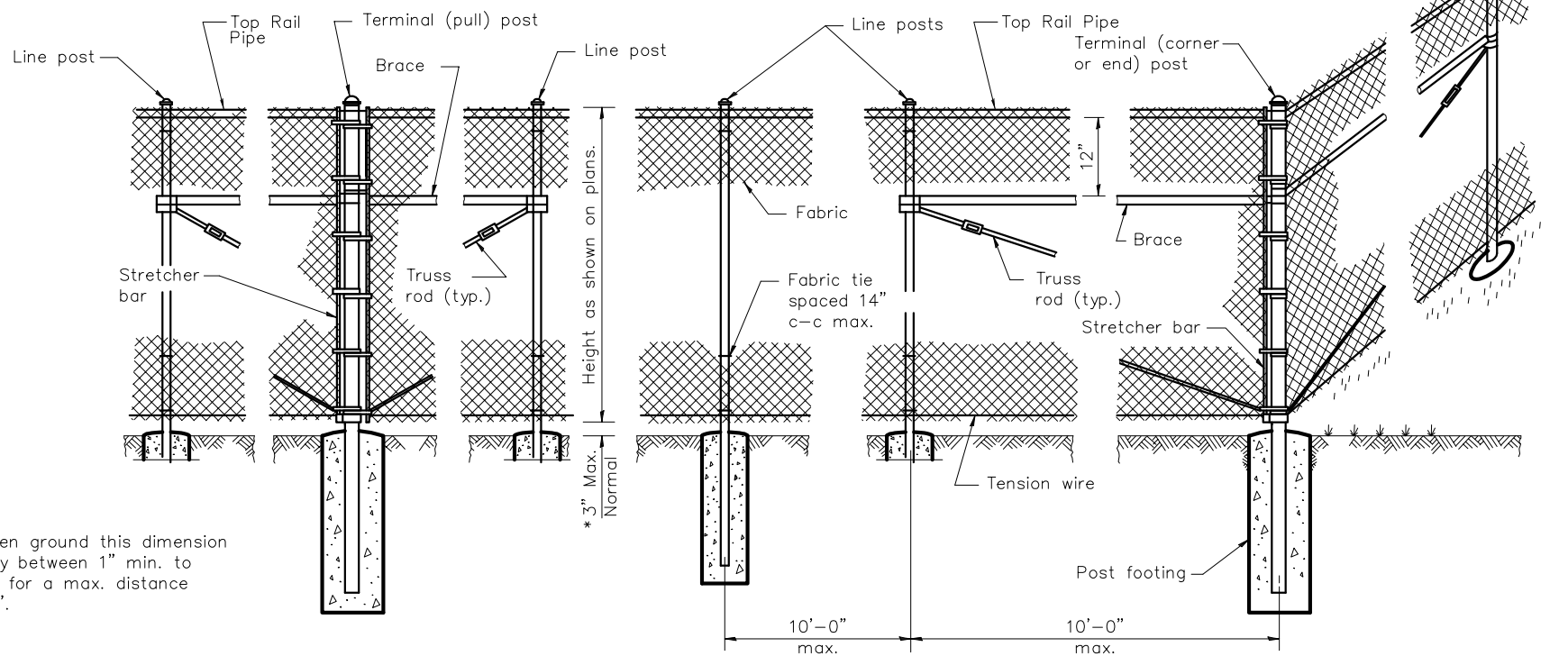
PEDESTRIAN GATE ARRANGEMENT

VEHICLE GATE ARRANGEMENT



FOOTING FOR LINE POST

FOOTING FOR GATE & TERMINAL POST



PULL POST ARRANGEMENT

LINE POST ARRANGEMENT

CORNER OR END POST ARRANGEMENT

* On uneven ground this dimension may vary between 1" min. to 3" max. for a max. distance of 8'-0".

* 3" Max. Normal

NOTES

1. PULL POSTS SHALL BE PLACED AT LOCATIONS DETERMINED BY THE ENGINEER. THEY SHALL BE PLACED AT 660' INTERVALS BETWEEN POSTS TO WHICH THE ENDS OF THE FABRIC ARE CLAMPED OR MIDWAY BETWEEN SUCH POSTS WHEN THE DISTANCE IS LESS THAN 1320' AND GREATER THAN 660'.
2. CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 500 FT. EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT FROM GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
3. FENCE UNDER POWER LINES SHALL BE GROUNDED BY THREE GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 TO 50 FT AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSING.
4. THE COUNTERPOISE SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD BECAUSE OF IMPERVIOUS EARTH STRUCTURES.
5. THE GROUND WIRE SHALL BE CONNECTED TO THE FABRIC AND THE GROUND ROD BY A MECHANICAL CLAMP OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS. WHEN A TENSION WIRE IS REQUIRED, THE BOTTOM CONNECTION OF THE GROUND WIRE SHALL BE MADE TO THE TENSION WIRE.
6. ALL PROPOSED CLASS E FENCE SHALL MEET THE REQUIREMENTS OF IDOT STANDARD 664001 LATEST REVISION, EXCEPT WHERE REVISED ON THESE DETAILS.

