

**MT CARMEL  
MUNICIPAL AIRPORT**

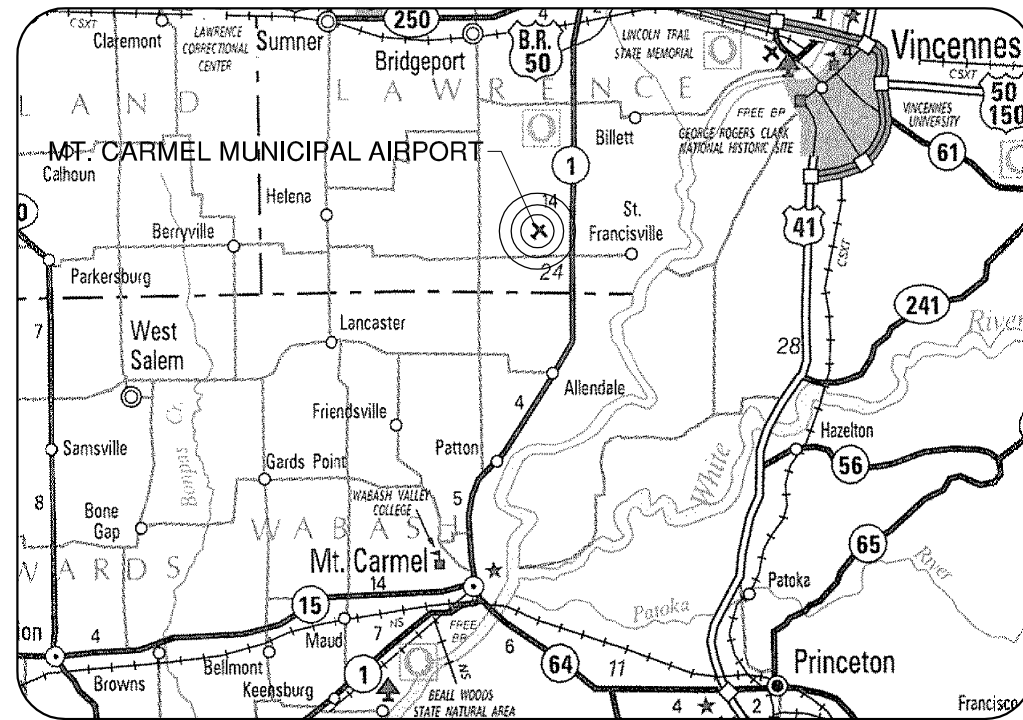
TOWNSHIP: DENISON  
SECTION: 14 & 15  
COUNTY : LAWRENCE  
DESIGN AIRCRAFT APPROACH CATEGORY: B  
DESIGN AIRCRAFT GROUP: II

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

# CONSTRUCTION PLANS FOR MT. CARMEL MUNICIPAL AIRPORT MT. CARMEL, LAWRENCE COUNTY, ILLINOIS REHABILITATE NE PORTION OF PARALLEL TAXIWAY TO RUNWAY 4/22

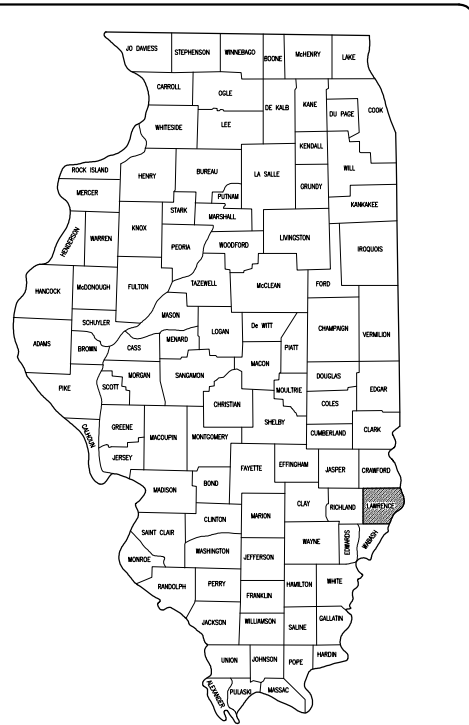
SCOPE OF WORK

THIS PROJECT CONSISTS OF THE REHABILITATION OF THE NE PORTION OF TAXIWAY "A" WITH A POROUS FRICTION COURSE.

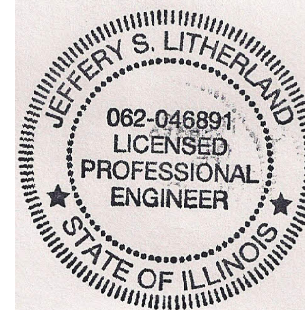


## LOCATION

ILL. PROJ.: AJG-3967  
A.I.P. PROJ.: 3-17-0073-B15  
LATITUDE: 38° 36' 24"  
LONGITUDE: 87° 43' 36"  
ELEVATION: 429.0' M.S.L.  
DATE: March 19, 2010



LOCATION OF COUNTY



**HANSON**  
Hanson Professional Services Inc.

Submitted by: *Jeffery S. Litherland* ENG'R  
Date Submitted: 3/23/10  
Lic. Exp. Date: 11/30/11

CITY OF MT. CARMEL

Approved: *Thomas W. Meeks* MAYOR  
Date: 3-23-2010

AIRPORT COMMISSION

Approved: *James E. Litherland* CHAIRMAN  
Date: 3/23/10

REVISION	DATE	BY

THE CITY OF  
**Mount Carmel**  
MT. CARMEL MUNICIPAL AIRPORT  
A.I.P. PROJ.: 3-17-0073-B15  
ILL. PROJ.: AJG-3967

HEI Project No. 09A0148D_0800	J.S.L.	03/04/10
Filename R-001CVR.DWG	C.W.S.	03/04/10
Scale NOT TO SCALE	C.A.H.	03/18/10
Date 03/19/10		
LAYOUT		
DRAWN		
REVIEWED		

**HANSON**  
Hanson Professional Services Inc.  
1600 S. State Street  
Springfield, IL 62703-2886  
Offices Nationwide

REHAB. N.E. PORTION  
OF PARALLEL TAXIWAY

COVER SHEET

DATE	REVISION

THE CITY OF  
**Mount Carmel**  
MT. CARMEL MUNICIPAL AIRPORT  
A.I.P. PROJ.: 3-17-0073-B15  
IL PROJ.: AUG-3967

HEI Project No. 09A0148D_0800	FILENAME R-002FLP.DWG	SCALE NOT TO SCALE	DATE 03/19/10	LAYOUT J.S.L. 03/04/10	DRAWN C.W.S. 03/04/10	REVIEWED C.A.H. 03/18/10
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**HANSON**  
Hanson Professional Services Inc.  
1825 S. State Street  
Springfield, IL 62703-2886  
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REHAB. N.E. PROTION  
PARALLEL TAXIWAY

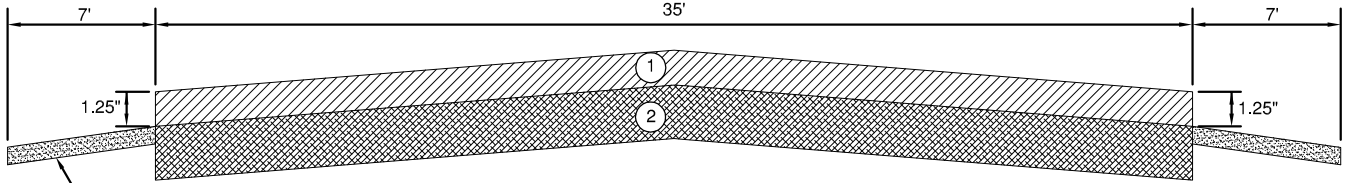
SUMMARY OF QUANTITIES,  
INDEX TO SHEETS, NOTES,  
TYP. CROSS SECTIONS

**INDEX TO SHEETS**

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SUMMARY OF QUANTITIES, INDEX TO SHEETS, NOTES TYP. CROSSSECTIONS
3	PROPOSED SAFETY PLAN
4	ACTIVITY AND SEQUENCING PLAN
5	PROPOSED CONSTRUCTION PLAN TAXIWAY "A"
6	PROPOSED CONSTRUCTION PLAN TAXIWAY "A"
7	MARKING PLAN TAXIWAY "A"
8	MARKING PLAN N.E. PORTION OF TAXIWAY "A"

**SUMMARY OF QUANTITIES**

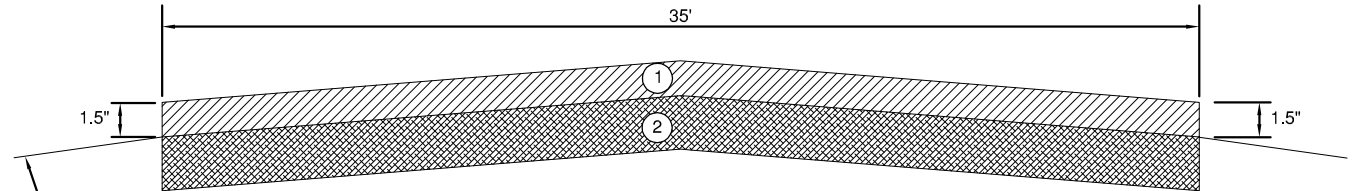
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150540	HAUL ROUTE	L.S.	1	
AR152480	SHOULDER ADJUSTMENT	S.Y.	1,160	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	5,000	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	400	
AR401655	BUTT JOINT CONSTRUCTION	S.Y.	655	
AR401915	REM & REPL BIT PAVT -TYPE A	S.Y.	130	
AR401916	REM & REPL BIT PAVT -TYPE B	S.Y.	70	
AR402622	POROUS FRICTION COURSE, 0.10'	S.Y.	14,920	
AR602510	BITUMINOUS PRIME COAT	GAL.	350	
AR603510	BITUMINOUS TACK COAT	GAL.	3,730	
AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	2,746	
AR620525	PAVEMENT MARKING-BLACK BORDER	S.F.	350	



**TYPICAL SECTION  
STA. 24+47 TO STA. 31+70**

- 1. PROPOSED 0.1' OF POROUS FRICTION COURSE (402)
- 2. EXISTING BITUMINOUS SURFACE COURSE

PROPOSED AGGREGATE  
SHOULDER ADJUSTMENT  
(TYP. BOTH SIDES)



**TYPICAL SECTION  
REMAINDER OF PROJECT**

- 1. PROPOSED 0.1' OF POROUS FRICTION COURSE (402)
- 2. EXISTING BITUMINOUS SURFACE COURSE

EXISTING SHOULDER  
(TYP. BOTH SIDES)

**GENERAL PAVEMENT PREPARATION**

THE CONTRACTOR WILL BE RESPONSIBLE FOR THE FOLLOWING WORK ITEMS BEFORE A TACK COAT CAN BE APPLIED:

- BLADE THE EARTH AND SOD BACK FROM EDGE OF THE PAVEMENT.
- USE A PESTICIDE TO KILL ALL WEEDS ON THE EXISTING PAVEMENT SURFACE.
- ONCE THE WEEDS HAVE DIED USE A TORCH TO BURN OFF WEEDS.
- POWER BROOM THE LOOSE UNWANTED MATERIAL OFF THE PAVEMENT.

THE ABOVE WORK WILL BE CONSIDERED INCIDENTAL TO PAY ITEM AR603510 "BITUMINOUS TACK COAT" AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**152-SHOULDER ADJUSTMENT NOTES:**

SHOULDER ADJUSTMENT SHALL BE CONSTRUCTED UTILIZING THE EXISTING COARSE AGGREGATE. THE MANIPULATION OF THE EXISTING AGGREGATE SHALL BE MINIMIZED AND SHALL RESULT IN A FLUSH EDGE OF PAVEMENT TRANSITION AS SHOWN IN THE TYPICAL CROSS SECTION. ONCE SHOULDER ADJUSTMENT HAS BEEN COMPLETED AND PRIOR TO THE PAVING OF THE POROUS FRICTION COURSE, THE SHOULDER SHALL BE TREATED WITH A PRIME COAT OF MC-30 AT THE RATE OF 0.30 GAL/S.Y.

ANY AREAS OUTSIDE THE LIMITS OF THE SHOULDER ADJUSTMENT AREAS IDENTIFIED ON THE PLANS SHALL BE ADJUSTED AS NECESSARY TO PROVIDE A 1-1/2" MAXIMUM SHOULDER DROP OFF. THESE AREAS SHALL BE FILLED WITH DIRT, SEEDED AND MULCHED ACCORDING TO ITEMS 152, 901 AND 908 OF THE STANDARD SPECIFICATIONS, RESPECTIVELY, AND SHALL BE CONSIDERED INCIDENTAL TO THE ITEM AR402622 POROUS FRICTION COURSE, 0.10.

ALL SHOULDER ADJUSTMENTS SHALL BE PAID FOR UNDER ITEM:  
AR152480 "SHOULDER ADJUSTMENT" \_\_\_\_\_ 1,160 S.Y.

PRIME COAT APPLICATION SHALL BE PAID FOR UNDER ITEM:  
AR602510 "BITUMINOUS PRIME COAT" \_\_\_\_\_ 350 GAL.

**201-CLEANING AND SEALING BITUMINOUS CRACKS NOTES:**

THE PAVEMENT CONDITIONS AND CRACKS WERE IDENTIFIED DURING A SURVEY (FEB. 2010) OF THE EXISTING TAXIWAY AREA. THE EXACT AMOUNT OF CRACKS TO BE CLEANED AND SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

ALL CLEANING AND SEALING OF BITUMINOUS CRACKS SHALL BE PAID FOR UNDER ITEM:  
AR201661 "CLEAN AND SEAL BITUMINOUS CRACKS" \_\_\_\_\_ 5,000 L.F.

**AR401-BUTT JOINT CONSTRUCTION NOTES:**

THE PROPOSED BUTT JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM AR401655 "BUTT JOINT CONSTRUCTION" AS STATED IN THE STANDARD SPECIFICATIONS.

THIS ITEM SHALL CONSIST OF REMOVING THE EXISTING BITUMINOUS PAVEMENT SURFACE BY MILLING IN ORDER TO CONSTRUCT A BUTT JOINT FOR THE TRANSITION OF THE PROPOSED BITUMINOUS OVERLAY AT THE LOCATIONS AS SHOWN ON THE PLANS.

THE PAVEMENT SURFACE WILL THEN BE MILLED TO A DEPTH OF 0.10 FT. AT THE BUTT END AND WILL TAPER TO 0 IN. AT THE OPPOSITE END. THE PLANER MUST BE CAPABLE OF MILLING THE SURFACE TO THE DESIRED ELEVATIONS AND GRADES.

ANY ADJACENT PAVEMENT DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

THE PAVEMENT MILLING WILL BE PAID FOR UNDER ITEM:  
AR401655 "BUTT JOINT CONSTRUCTION" \_\_\_\_\_ 655 S.Y.

**402-POROUS FRICTION COURSE NOTES:**

THE PROPOSED POROUS FRICTION COURSE WILL BE CONSTRUCTED IN ONE LAYER, HAVING A COMPACTED NOMINAL THICKNESS OF 0.10 FOOT.

POROUS FRICTION COURSE SHALL BE PLACED ON A CLEAN AND PREPARED SURFACE ONLY AFTER THE APPROVAL OF THE RESIDENT ENGINEER.

POROUS FRICTION COURSE WILL BE CONSTRUCTED IN THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS AND AS STATED IN THE STANDARD SPECIFICATIONS.



**150-ENGINEER'S FIELD OFFICE NOTES**

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE FURNISHED, MAINTAINED, AND REMOVED IN ACCORDANCE WITH ITEM AR150510 "ENGINEER'S FIELD OFFICE" AS STATED ON PAGE 49 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

THE LOCATION OF THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.

THE ENGINEERING FIRM WILL MAKE PAYMENT FOR ALL LONG DISTANCE TELEPHONE CALLS IN EXCESS OF ONE HUNDRED DOLLARS (\$100.00) PER MONTH.

THE CONTRACTOR WILL FURNISH A CELL PHONE TO THE RESIDENT ENGINEER FOR HIS EXCLUSIVE USE FOR THE DURATION OF THIS PROJECT. THE RESIDENT ENGINEER WILL USE THIS PHONE FOR PROJECT BUSINESS ONLY. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL CHARGES ASSOCIATED WITH THIS CELL PHONE.

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE PAID FOR UNDER ITEMS:  
AR150510 ENGINEER'S FIELD OFFICE \_\_\_\_ 1 L.S.

**AIRPORT SECURITY NOTE**

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE AND LOCK THE EXISTING GATE IN THE HAUL ROUTE AT THE END OF EACH WORKING DAY.

**HEIGHT OF CONSTRUCTION EQUIPMENT**

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 20 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A DUMP TRAILER.

**CERTIFIED PAYROLLS**

THE RESIDENT ENGINEER CANNOT FORWARD CONSTRUCTION REPORTS TO THE ILLINOIS DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL CERTIFIED PAYROLLS FOR THE PERIOD HAVE BEEN RECEIVED

**MATERIAL CERTIFICATION**

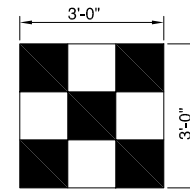
COMPLETED WORK CANNOT BE PLACED ON A CONSTRUCTION REPORT UNTIL ALL MATERIAL CERTIFICATIONS FOR THAT PAY ITEM HAVE BEEN RECEIVED, REVIEWED AND ACCEPTED BY THE RESIDENT ENGINEER.

**UTILITY NOTE**

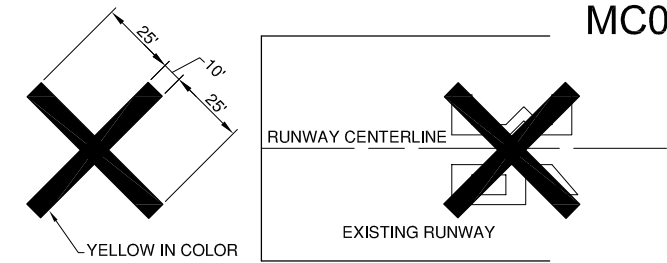
THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES WHICH HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR SHALL CALL J.U.L.I.E. (1-800-892-0123) TO ACCOMPLISH THE ABOVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ALL UNDERGROUND NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UNDERGROUND IMPROVEMENTS WILL BE LOCATED AT THE CONTRACTOR'S OWN EXPENSE PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

**BARRICADES AND TRAFFIC CONES**

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS DIRECTED BY THE AIRPORT DIRECTOR. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR STEADY BURN LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. BARRICADES ARE DEPICTED FOR EACH POINT OF ANTICIPATED CLOSURE DUE TO THE ANTICIPATED CONSTRUCTION STAGING. THE NUMBER OF BARRICADES REQUIRED WILL VARY BY THE LOCATION OF THE WORK AND THE DEPICTION IS NOT INTENDED TO SUGGEST BARRICADES WILL BE LOCATED AT THE POINTS SHOWN THROUGHOUT THE PROJECT.

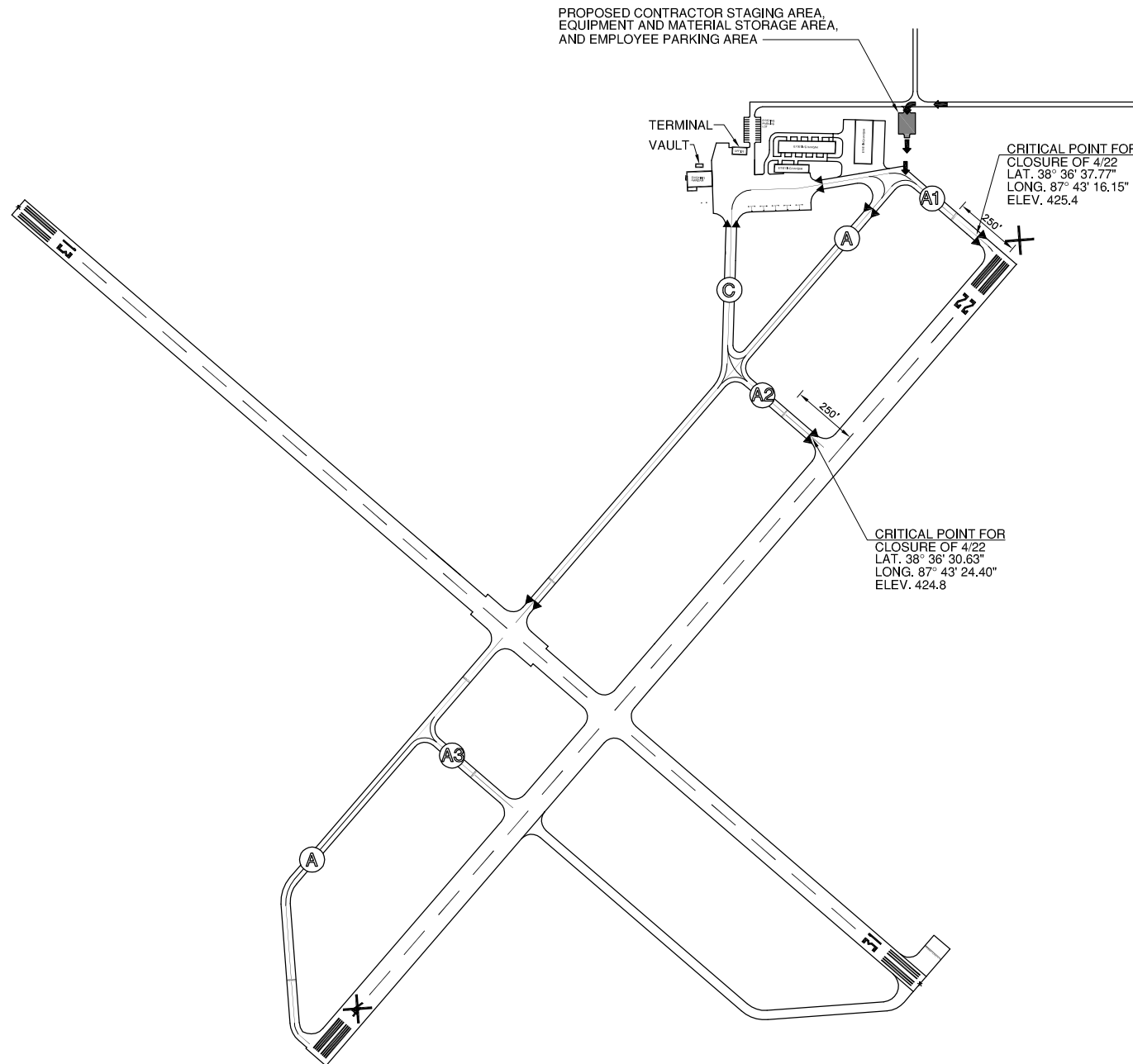


ORANGE AND WHITE  
**CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG**  
2  
3  
N.T.S.



**DETAIL OF CROSS FOR CLOSED RUNWAY**  
1  
3  
N.T.S.

NOTE:  
COST OF CONSTRUCTION, 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 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. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



**LEGEND:**

- BARRICADES
- TRUCK HAUL ROUTE
- CONTRACTOR EQUIPMENT PARKING

GLOBAL SEISMOLOGY GEOMAGNETISM (1994)  
1° 23' 00" W.

NORTH  
0' 300' 600'  
SCALE IN FEET

BY	
REVISION	
DATE	

THE CITY OF  
**Mount Carmel**  
MT. CARMEL MUNICIPAL AIRPORT  
A.I.P. PROJ.: 3-17-0073-B15  
IL PROJ.: AUG-3967

HEI Project No.	09A0148D_0800
File Name	R-0035FY.DWG
Scale	1" = 300'
Date	03/19/10
LAYOUT	J.S.L. 03/04/10
DRAWN	C.W.S. 03/04/10
REVIEWED	C.A.H. 03/18/10

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Offices Nationwide

REHAB. N.E. PORTION OF PARALLEL TAXIWAY  
PROPOSED SAFETY PLAN

MAR 19, 2010 2:43 PM SCHUB01446  
C:\AIRPORTS\MTCARMEL\09A0148\AIRPORT\CADD\SHEETS\R-0035FY.DWG - SAFETY

PAVING CONSTRUCTION SEQUENCE

PHASE 1

1. CLOSE RUNWAY 4-22, TAXIWAY A SOUTH OF A1, TAXIWAY A2 AND TAXIWAY C. PLACE FLAGMEN AS NECESSARY FOR TRAFFIC CROSSING TAXIWAY A1 DURING THIS PHASE.
2. SIMULTANEOUSLY BEGIN CRACK SEALING AND THE BUTT JOINT CONSTRUCTION IN THE CLOSED AREAS. BEGIN SHOULDER ADJUSTMENT AT THIS TIME IN THE AREA SOUTH OF TAXIWAY A2.
3. ONCE THE CRACK SEALING, BUTT JOINT MILLING, SHOULDER ADJUSTMENT, AND TACK COAT (AND CURE) ARE COMPLETED, BEGIN PAVING OF THE PFC IN PHASE 1 AREA.
4. ONCE ALL WORK ON AND WITHIN THE TAXIWAY SAFETY AREAS OF THE PHASE 1 REGION IS COMPLETED, REOPEN THOSE CLOSED PORTIONS OF THE TAXIWAY.





PHASE 2

1. CLOSE TAXIWAY A1 AT THE RAMP AND NEXT TO RUNWAY 4-22 AND TAXIWAY A NORTH OF TAXIWAY A2. RUNWAY 4-22 TO REMAIN CLOSED.
2. COMPLETE CRACK SEALING, MILLING, PAVING AND SHOULDER ADJUSTMENT IN THE PHASE 2 AREA.
3. APPLY PAINT MARKING ON BOTH PHASES.
4. RE-OPEN RUNWAY 4-22 AND ALL TAXIWAYS WHEN COMPLETED WITH THE PAINTING OPERATIONS AND WHEN ALL PAVEMENTS ARE CLEANED TO THE SATISFACTION OF THE AIRPORT REPRESENTATIVE.

GENERAL NOTES:

A FLAGMAN IN RADIO CONTACT WITH THE AIRPORT UNICOM (FREQ. 122.7 MHZ) SHALL BE POSITIONED FOR PHASE 1 & 2 OPERATIONS TO CONTROL THE HAUL TRUCKS AND EQUIPMENT THAT CROSS TAXIWAY A1. IT IS IMPERATIVE THAT THE FLAGMAN UNDERSTAND THAT ALL AIRCRAFT SHALL HAVE THE RIGHT OF WAY AT ALL TIMES.

LEGEND

-  PROPOSED PHASE 1 CONSTRUCTION
-  PROPOSED PHASE 2 CONSTRUCTION
-  PROPOSED HAUL ROUTE
-  PROPOSED BARRICADES

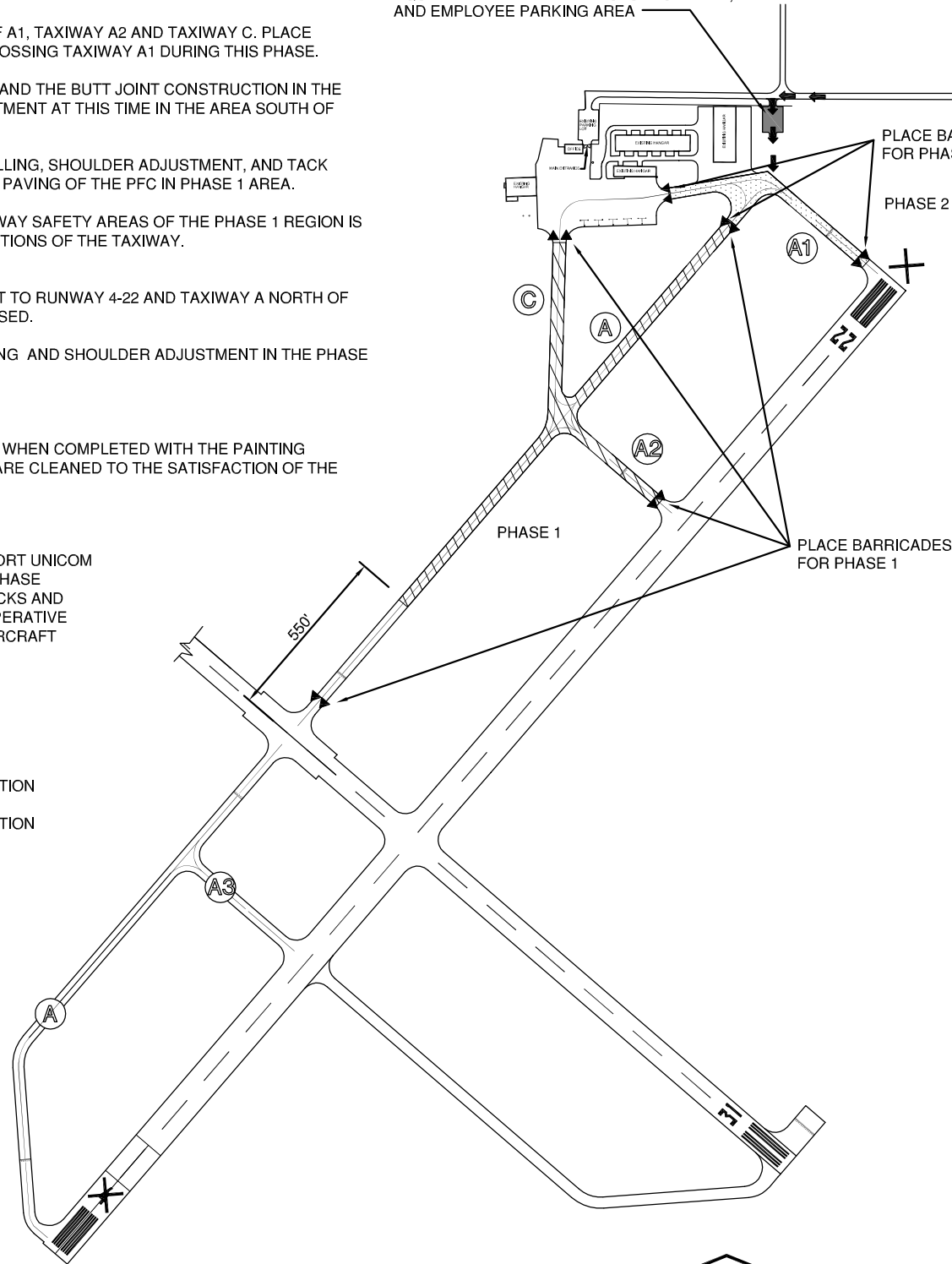
PROPOSED CONTRACTOR STAGING AREA, EQUIPMENT AND MATERIAL STORAGE AREA, AND EMPLOYEE PARKING AREA

PLACE BARRICADES HERE FOR PHASE 2

PHASE 2

PLACE BARRICADES HERE FOR PHASE 1

PHASE 1



GENERAL NOTES:

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED.
2. WHILE ON THE AIRPORT SITE, THE CONTRACTOR'S VEHICLES ARE TO BE PROPERLY MARKED. THE MARKINGS SHALL CONSIST OF A 3 FOOT SQUARE FLAG CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES (SEE DETAIL THIS SHEET) DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.
3. THE CONTRACTOR SHALL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT WITH THE AIRPORT UNICOM (FREQ. 122.7 MHZ) ANYTIME CONSTRUCTION ACTIVITIES ARE UNDERWAY. THIS WILL PROVIDE A MEANS FOR THE AIRPORT TO CONTACT THE CONTRACTOR IN THE EVENT OF AN AERONAUTICAL EMERGENCY THAT WOULD REQUIRE AN ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS.
4. 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.
5. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN. THE CONTRACTOR SHALL EXERCISE CARE AND RESTORE THE SOD AREAS TO THEIR ORIGINAL CONDITION AND AVOID THE MARRING OF THE PAVEMENTS.
6. VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN AREAS 80' FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 250' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
7. 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 MANAGER. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
8. TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS OUTSIDE OF THE CONSTRUCTION LIMITS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT MANAGER.
9. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.
10. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
  - A. THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AT THE LOCATIONS SHOWN. DURING OPERATIONS INVOLVING CONTINUOUS HAULING, THE SOUTHEAST GATE SHALL BE USED.
  - B. 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 COUNTY, TOWNSHIP OR I.D.O.T.
  - C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORKHOURS.
  - D. THE CONTRACTOR SHALL ENSURE THAT THE ACCESS GATE(S) ARE CLOSED AND LOCKED UPON LEAVING THE SITE.
  - E. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
  - F. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRPORT PART 77 SURFACES, OR RUNWAY AND TAXIWAY SAFETY.
  - G. 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.
  - H. UPON COMPLETION OF PROJECT, CONTRACTOR SHALL RESTORE THE ACCESS ROADS AND LAYDOWN AREA TO PRE-CONSTRUCTION CONDITION AT NO ADDITIONAL EXPENSE TO THE PROJECT.

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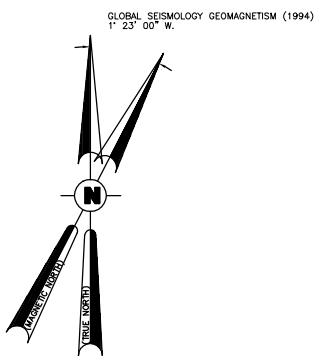
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Scale 1" = 250'	C.A.H.	03/18/10
Date 03/19/10	REVIEWED	
LAYOUT		
DRAWN		

**HANSON**  
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1625 S. State Street  
Springfield, IL 62703-2886  
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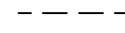
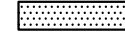
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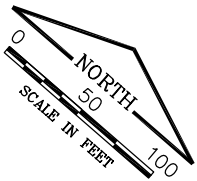
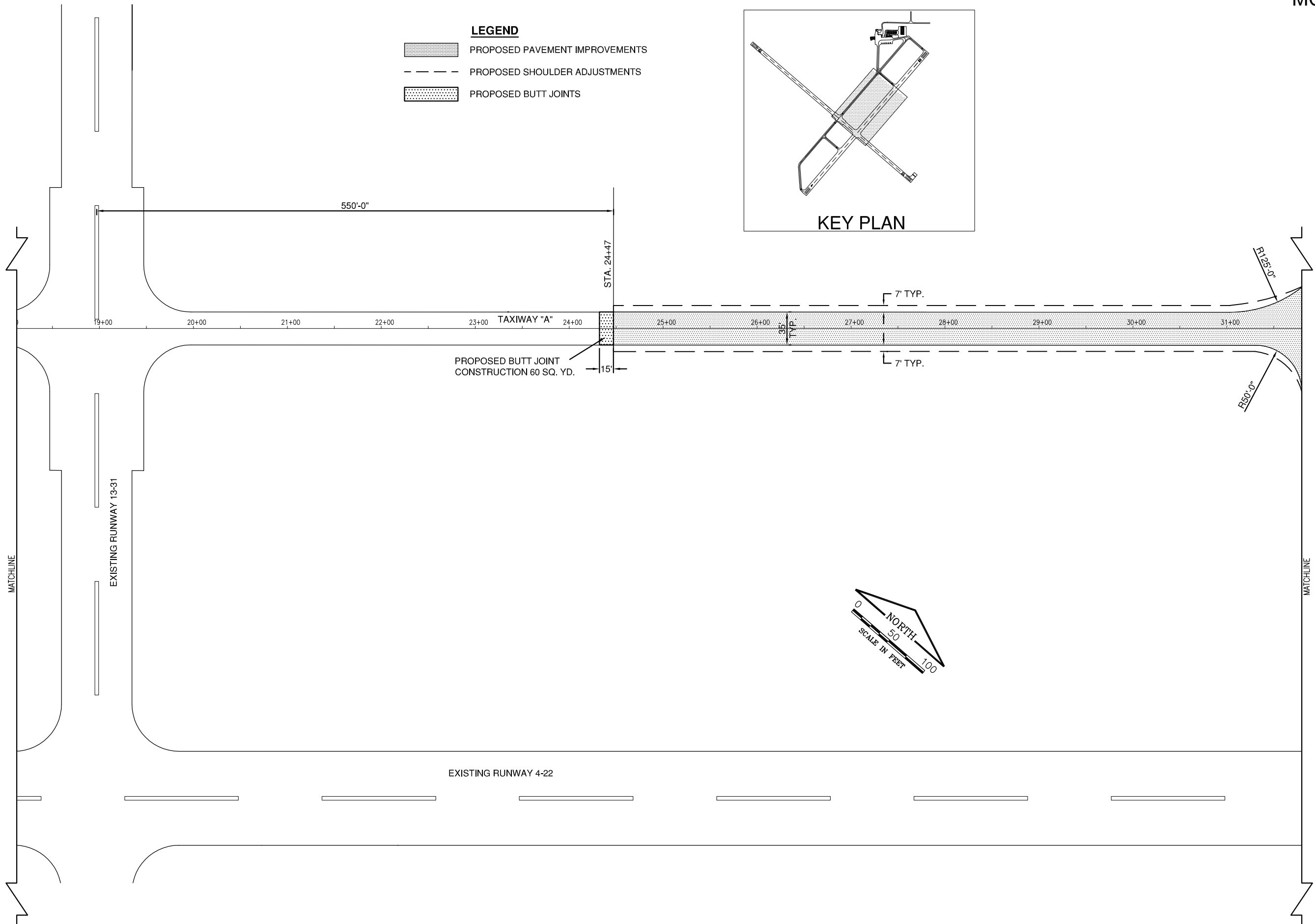
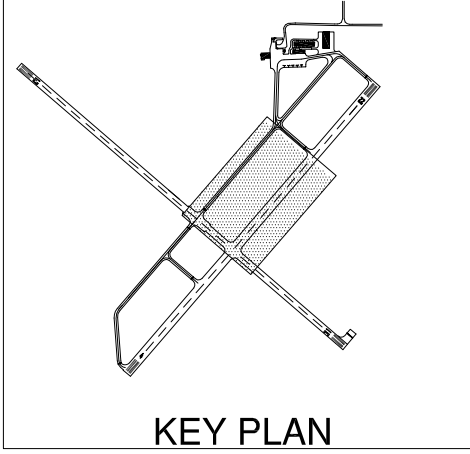
ACTIVITY AND SEQUENCING PLAN

MAR 19, 2010 2:14 PM SCHUB01446 C:\AIRPORTS\MTCARMEL\09A0148\AIRPORT\CADD\SHEETS\R-0045TG.DWG - STAGING





- LEGEND**
-  PROPOSED PAVEMENT IMPROVEMENTS
  -  PROPOSED SHOULDER ADJUSTMENTS
  -  PROPOSED BUTT JOINTS




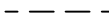
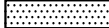



DATE	REVISION	BY

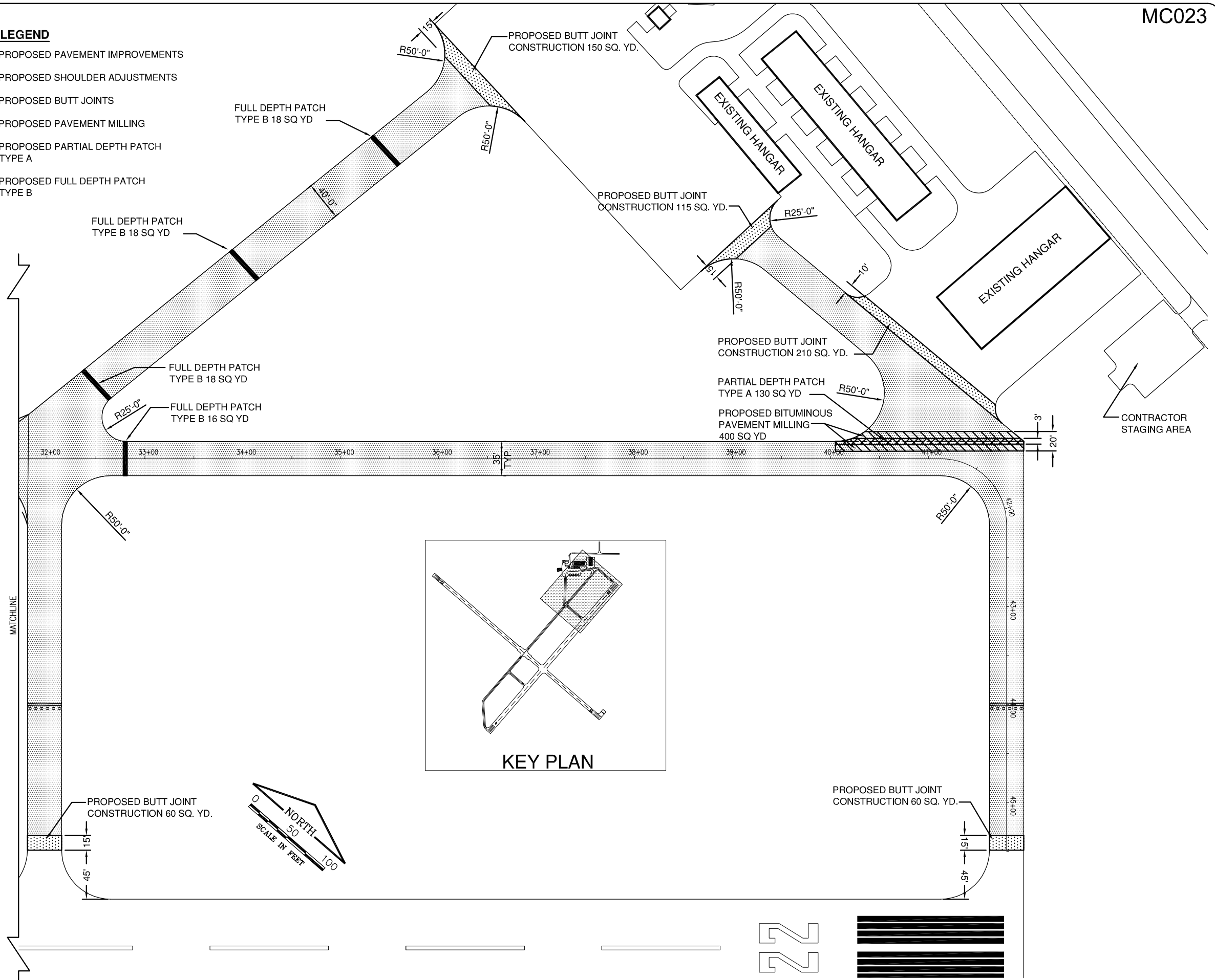
THE CITY OF  
**Mount Carmel**  
 MT. CARMEL MUNICIPAL AIRPORT  
 A.I.P. PROJ.: 3-17-0073-B15  
 I.L. PROJ.: AUG-3967

HEI Project No.	09A0148D_0800
Filename	R-121CON.DWG
Scale	1" = 50'
Date	03/19/10
LAYOUT	J.S.L. 03/04/10
DRAWN	C.W.S. 03/04/10
REVIEWED	C.A.H. 03/18/10

**HANSON**  
 Hanson Professional Services Inc.  
 1425 W. State Street  
 Springfield, IL 62703-2886  
 Offices Nationwide

REHAB. N.E. PORTION  
 OF PARALLEL TAXIWAY  
 PROPOSED  
 CONSTRUCTION PLAN  
 TAXIWAY "A"

- LEGEND**
-  PROPOSED PAVEMENT IMPROVEMENTS
  -  PROPOSED SHOULDER ADJUSTMENTS
  -  PROPOSED BUTT JOINTS
  -  PROPOSED PAVEMENT MILLING
  -  PROPOSED PARTIAL DEPTH PATCH TYPE A
  -  PROPOSED FULL DEPTH PATCH TYPE B



DATE	REVISION	BY

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HEI Project No.	09A0148D_0800
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