

PHASE 1



SUGGESTED SEQUENCE OF CONSTRUCTION

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 LAYOUT: Layout 1
 UPDATE BY: Adham Odeh
 SURVEY BOOK #
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PHASE 1

- COORDINATE CLOSURES WITH RESIDENT ENGINEER AND AIRPORT MANAGER.
- PLACE BARRICADES AS SHOWN.
- MILL EXISTING BITUMINOUS PAVEMENT AND EXCAVATE TO SUBGRADE.
- REMOVE EXISTING STORM SEWER AND REPLACE WITH NEW STORM SEWER.
- CONSTRUCT 6" AGGREGATE BASE COURSE (208) AND 6" CRUSHED AGGREGATE BASE COURSE (209).

PHASE 2

- COORDINATE CLOSURES WITH RESIDENT ENGINEER AND AIRPORT MANAGER.
- DEACTIVATE RUNWAY 9/27 EDGE LIGHTING AND PLACE TEMPORARY RUNWAY CLOSURE MARKERS. (SEE NOTE 2)
- DEACTIVATE OR COVER TAXIWAY EDGE LIGHTS AND SIGN PANELS FOR TEMPORARY CLOSED TAXIWAYS.
- MILL REMAINING EXISTING BITUMINOUS PAVEMENT AREAS.
- PREPARE EXISTING AGGREGATE BASE AND PROOF ROLL.
- APPLY PRIME COAT AND CONSTRUCT BITUMINOUS BASE COURSE AND BITUMINOUS SURFACE COURSE.
- APPLY PAVEMENT MARKING AND RESTORE DISTURBED TURF AREAS.
- CLEAN PAVEMENTS AND REMOVE BARRICADES AND RUNWAY MARKERS.
- COORDINATE OPENING OF PAVEMENTS WITH RESIDENT ENGINEER AND AIRPORT MANAGER.

WORK AREA	ALLOWABLE WORK PERIOD	OPERATION STATUS/RESTRICTIONS
PHASE 1 PORTION OF T-HANGAR PAVEMENT REHABILITATION	NO RESTRICTIONS	RUNWAY 9/27 AND RUNWAY 18/36 OPEN EAST T-HANGAR - EAST "UNITS" CLOSED EAST T-HANGAR - WEST "UNITS" OPEN ALL TAXIWAYS OPEN
PHASE 2 ALL NEW PAVEMENT REHABILITATION AREAS	BEGIN WORK AFTER PHASE 1 ITEM 209 IS CONSTRUCTED OTHERWISE NO RESTRICTIONS	RUNWAY 9/27 CLOSED RUNWAY 18/36 OPEN EAST T-HANGAR "UNITS" ALL CLOSED WEST T-HANGAR - EAST "UNITS" CLOSED WEST T-HANGAR - WEST "UNITS" OPEN TAXIWAYS - PARTIAL CLOSURES AS SHOWN ON PLANS

NOTES

- CONTRACTOR SHALL PLACE AND COMPACT ALL BITUMINOUS PAVEMENT TO BE REMOVED (ITEM 401650 BITUMINOUS PAVEMENT MILLING) AT THE CONTRACTOR'S HAUL ROAD LOCATION IN THE TURF AREA. THE HAUL ROUTE SHALL BE CONSTRUCTED WITH BITUMINOUS PAVEMENT MILLINGS TO A 12" DEPTH AND 20' WIDTH, GRADED TO MATCH THE PRIOR EXISTING GROUNDLINE AND COMPACTED TO THE SATISFACTION OF THE RESIDENT ENGINEER. THE EXCAVATION AND PLACEMENT OF MILLINGS SHALL BE DONE ON THE SAME DAY. THE EXCAVATED MATERIAL SHALL NOT BE STOCKPILED ONSITE. THE TOTAL NOT TO EXCEED AMOUNT ON THE UNCLASSIFIED EXCAVATION ON THE HAUL ROUTE IS 460 CY. SHOULD THE EXCAVATION EXCEED THIS LIMIT, IT SHALL BE AT NO ADDITIONAL COST TO THE CONTRACT. THE HAUL ROUTE SHALL BE REGRADED AT THE END OF THE CONTRACT. THE CONTRACTOR SHALL NOT FILL ABOVE THE EXISTING GROUNDLINE WITH ANY MATERIALS. THE LOCATION TO BE DETERMINED BY RESIDENT ENGINEER AND AIRPORT MANAGER.
- CONTRACTOR SHALL TURN OFF RUNWAY 9/27 EDGE LIGHTING REGULATOR AND LOCK-OUT / TAG-OUT CIRCUIT BREAKER AND CUTOUT INSIDE THE VAULT. CONTRACTOR SHALL COORDINATE ACCESS TO THE VAULT WITH THE AIRPORT MANAGER / RESIDENT ENGINEER.

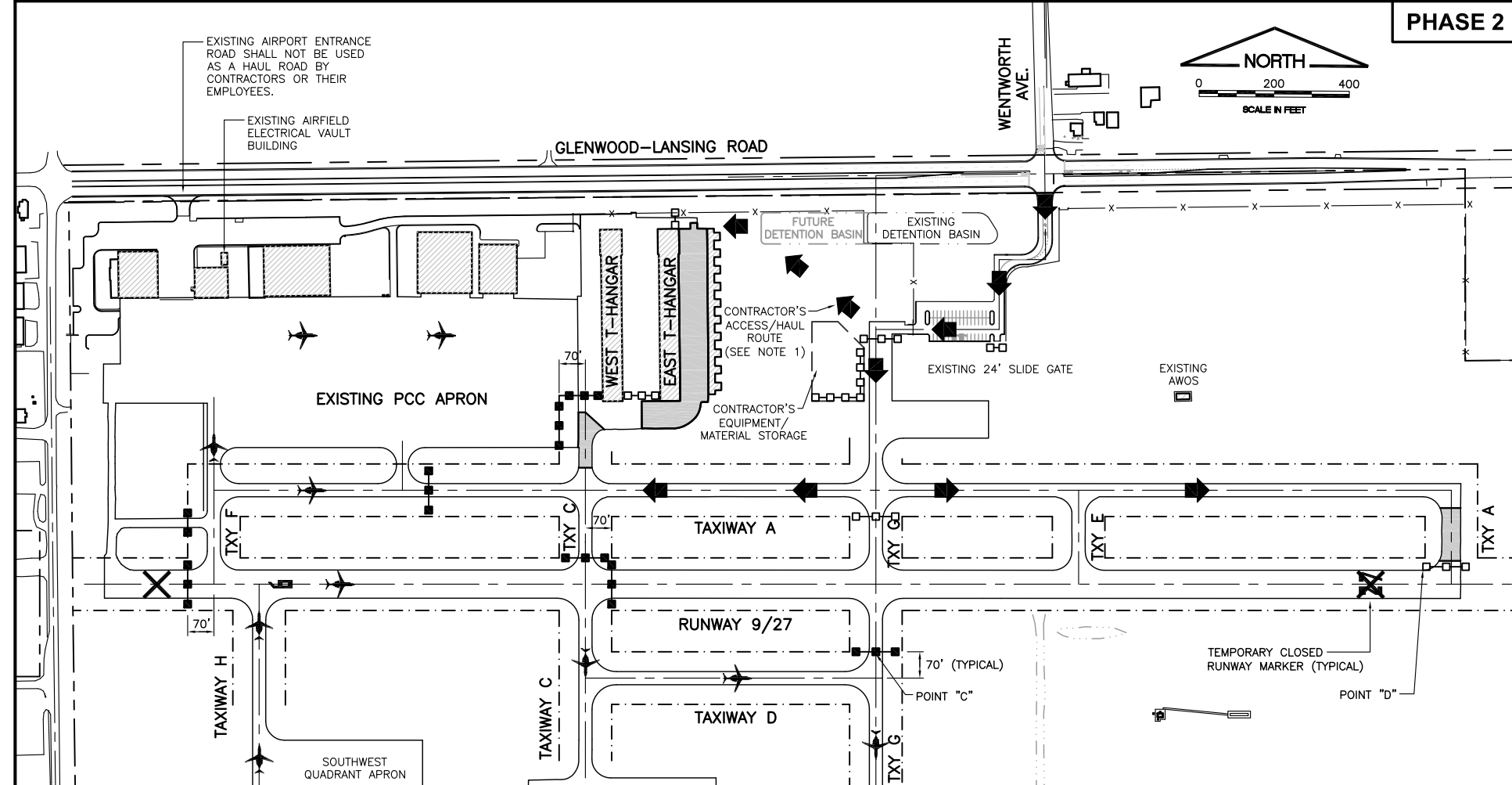
LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- EXISTING BUILDING
- EXISTING AIRPORT PROPERTY LINE
- EXISTING 6' CLASS E FENCE
- CONTRACTOR'S ACCESS/HAUL ROUTE
- AIR OPERATIONS AREA (A.O.A.)
 ACTIVE RUNWAY 75' CENTERLINE TO A.O.A.
 ACTIVE TAXIWAY 65.5' CENTERLINE TO A.O.A.
 ACTIVE TAXILANE 57.5' CENTERLINE TO A.O.A.
- AIRCRAFT MOVEMENT AREA
- TEMPORARY CLOSED RUNWAY MARKER
- LOW PROFILE BARRICADES WITH RED LIGHTS AND SIGNS "DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA"
- LOW PROFILE OR IDOT TYPE II BARRICADES WITH RED LIGHTS AND SIGNS "DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA"

DESIGN AIRCRAFT APPROACH CATEGORY: B
DESIGN AIRPORT GROUP: II
 RUNWAY 9/27 SAFETY AREA TOTAL WIDTH = 150'
 TAXIWAY CENTERLINE TO OBJECT SEPARATION = 65.5'
 TAXILANE CENTERLINE TO OBJECT SEPARATION = 57.5'

POINT "A" NEAREST POINT ON CONSTRUCTION SITE TO RUNWAY 9/27 OFFSET FROM CENTERLINE LATITUDE: 41°32'27.63" (NAD 83) LONGITUDE: 87°31'59.99" (NAD 83) EXISTING ELEVATION: 613.13	POINT "B" NEAREST POINT ON CONSTRUCTION SITE TO RUNWAY 9/27 OFFSET FROM CENTERLINE LATITUDE: 41°32'28.39" (NAD 83) LONGITUDE: 87°31'52.68" (NAD 83) EXISTING ELEVATION: 614.50
POINT "C" NEAREST POINT ON CONSTRUCTION SITE TO RUNWAY 9/27 OFFSET FROM CENTERLINE LATITUDE: 41°32'21.74" (NAD 83) LONGITUDE: 87°31'52.28" (NAD 83) EXISTING ELEVATION: 616.20	POINT "D" NEAREST POINT ON CONSTRUCTION SITE TO RUNWAY 18/36 OFFSET FROM CENTERLINE LATITUDE: 41°32'23.91" (NAD 83) LONGITUDE: 87°31'33.12" (NAD 83) EXISTING ELEVATION: 616.02

MAXIMUM ANTICIPATED HEIGHT OF EQUIPMENT - 25'

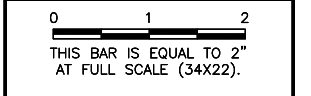


PHASE 2



REVISIONS

NUMBER	BY	DATE



**LANSING MUNICIPAL AIRPORT
 LANSING, ILLINOIS
 REHABILITATE NORTH QUADRANT T-HANGAR
 PAVEMENTS & ADDITIONAL TAXIWAYS
 SEQUENCE OF CONSTRUCTION
 GENERAL NOTES AND DETAILS**

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SHEET 4 OF 10 SHEETS	