

CONSTRUCTION PLANS FOR WILLARD AIRPORT

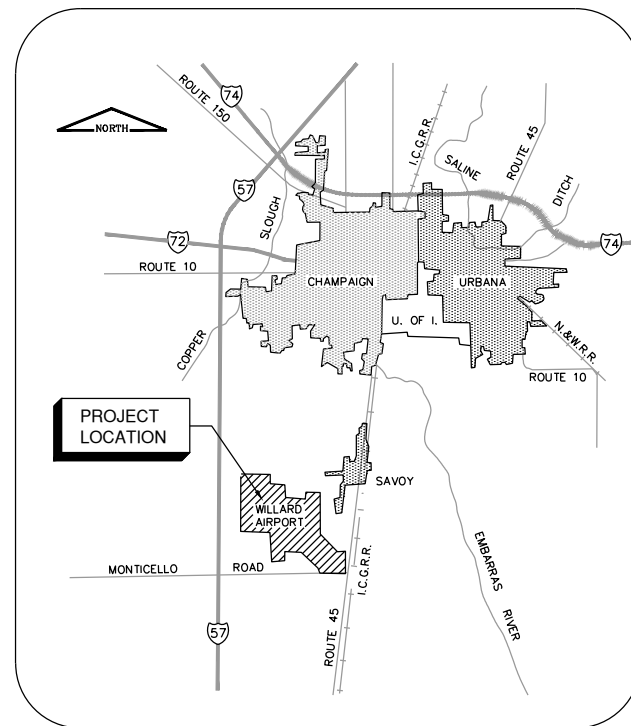
UNIVERSITY OF ILLINOIS
SAVOY, ILLINOIS

IL. PROJ. NO. CMI-4606

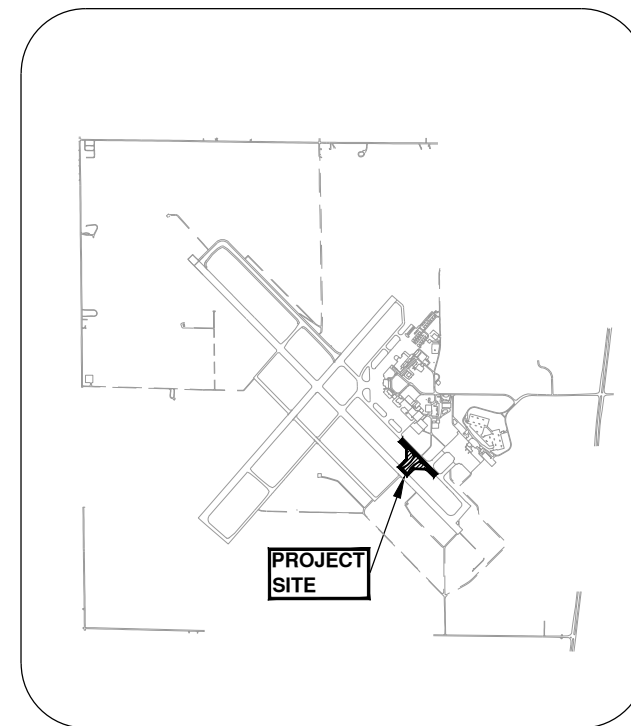
AIP PROJ. NO. 3-17-0016-33

RECONSTRUCT TAXIWAY A5/A6 (RSAT REQUIREMENT)

MARCH 1, 2019



LOCATION MAP



SITE PLAN

March 20, 2019

CHRISTOPHER B. GROTH
062-056232
LICENSED PROFESSIONAL ENGINEER
OF ILLINOIS

Christopher B. Groth
Exp. 11/30/19

GROUND CONTROL RADIO FREQUENCY - 121.8
ATIS FREQUENCY - 124.85
MAXIMUM HEIGHT OF EQUIPMENT ABOVE GROUND IS 25 FT.

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT

APPROVED *[Signature]*
DATE March 20, 2019

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SUBMITTED BY *Chris B. Groth*
DATE March 20, 2019

CMT JOB NUMBER: 16059-03-00

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

UNIVERSITY OF ILLINOIS - WILLARD AIRPORT

TOWNSHIP: T 18 N
RANGE: R 8 E
COUNTY: CHAMPAIGN
SECTION 2, 3, 10 AND 11

TAXIWAY A

AIRPLANE DESIGN GROUP - ADG IV
TAXIWAY DESIGN GROUP 5
DESIGN APPROACH CATEGORY - C

PAVEMENT STRUCTURE DESIGN DATA

GROSS WEIGHT - 361,000 LBS.
DUAL WHEEL GEAR

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FILE: CMI4606-1605903-G1001.dwg
UPDATE BY: Andrew Jones
PLOT DATE: 3/21/2019 3:20 PM

PAY ITEM	ITEM DESCRIPTION	UNIT	QUANTITY
AR108065	RGL CABLE	LF	430
AR108067	PAPI CABLE	LF	600
AR108158	1/C #8 5KV UG CABLE IN UD	LF	4465
AR108706	1/C #6 COUNTERPOISE	LF	2550
AR110501	1 WAY CONC. ENCASED DUCT	LF	55
AR110504	4 WAY CONC. ENCASED DUCT	LF	50
AR110506	6 WAY CONC. ENCASED DUCT	LF	120
AR110610	ELECTRICAL HANDHOLE	EA	2
AR110900	REMOVE DUCT	LF	370
AR110906	REMOVE ELECTRICAL HANDHOLE	EA	1
AR125416	MITL - BASE MOUNTED - LED	EA	22
AR125443	TAXI GUIDE SIGN, 3 CHARACTER	EA	2
AR125444	TAXI GUIDE SIGN, 4 CHARACTER	EA	1
AR125445	TAXI GUIDE SIGN, 5 CHARACTER	EA	1
AR125449	TAXI GUIDE SIGN, 9 CHARACTER	EA	1
AR125470	MODIFY EXISTING SIGN PANEL	EA	3
AR125525	HIRL - IN PAVEMENT	EA	1
AR125565	SPLICE CAN	EA	25
AR125901	REMOVE STAKE MOUNTED LIGHT	EA	29
AR125902	REMOVE BASE MOUNTED LIGHT	EA	31
AR125904	REMOVE TAXI GUIDANCE SIGN	EA	4
AR125906	REMOVE SPLICE CAN	EA	2
AR125911	REMOVE RUNWAY GUARD LIGHT	EA	2
AR125962	RELOCATE BASE MOUNTED LIGHT	EA	22
AR125975	RELOCATE RUNWAY GUARD LIGHT	EA	2
AR150510	ENGINEER'S FIELD OFFICE	LS	1
AR152410	UNCLASSIFIED EXCAVATION	CY	4000
AR154512	RECYCLED PCC, 4" MINUS GRAD 12"	SY	3500
AR154706	CRUSHED AGG BASE COURSE - 6"	SY	7125
AR156500	TEMPORARY EROSION CONTROL	LS	1
AR156510	SILT FENCE	LF	500
AR401650	BITUMINOUS PAVEMENT MILLING	SY	7710
AR401710	FAA P-401 HMA SURFACE	TON	150
AR501617	FAA P-501 PCC PAVEMENT 17"	SY	7460
AR501900	REMOVE PCC PAVEMENT	SY	7501
AR620520	PAVEMENT MARKING - WATERBORNE	SF	11441
AR620545	PAVEMENT MARKING - WATERBORNE SPHPS	SF	1172
AR620900	PAVEMENT MARKING REMOVAL	SF	2300
AR701512	12" RCP - CLASS IV	LF	152
AR701900	REMOVE PIPE	LF	188
AR705524	4" PERFORATED UNDERDRAIN W/SOCK	LF	720
AR705544	4" NON-PERFORATED UNDERDRAIN	LF	261
AR705635	UNDERDRAIN COLLECTION STRUCTURE	EA	2
AR705640	UNDERDRAIN CLEANOUT	EA	4
AR751410	INLET	EA	2
AR751900	REMOVE INLET	EA	1
AR800217	NEW TAXIWAY GUIDE SIGN ON EXISTING BASE	EA	4
AR901510	SEEDING	AC	3
AR904510	SODDING	SY	2281
AR908510	MULCHING	AC	3
AR908525	KNITTED STRAW MAT	SY	2281

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MARCH 1, 2019

CONSTRUCT TAXIWAY A5

OWNER


 UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-33

IL PROJ. NO. CMI-4606

CMT PROJECT NO: 16059-03-00

CAD DWG FILE: CMI4606-1605903-GI002.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: CBG

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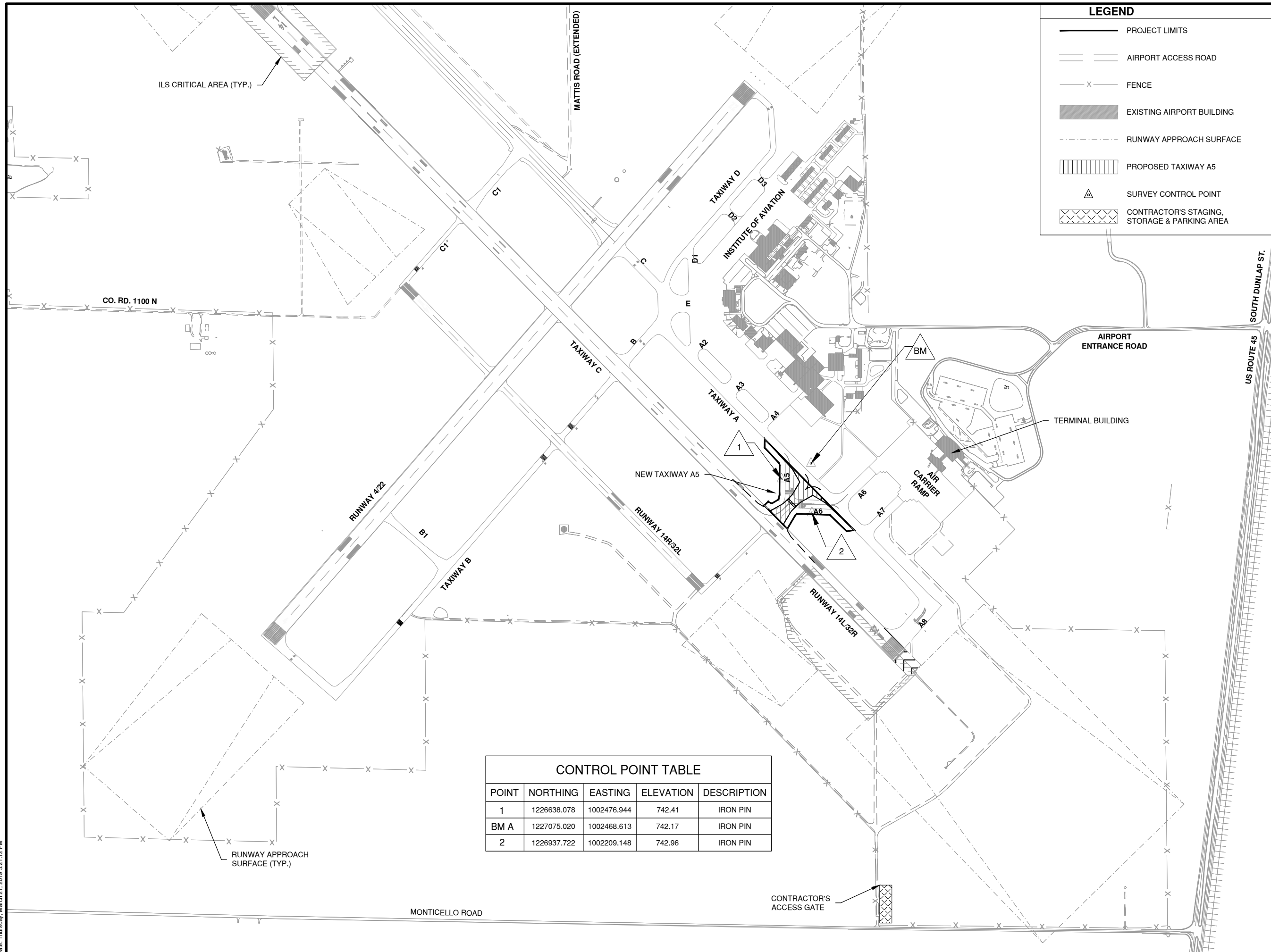
SHEET TITLE

 INDEX TO SHEETS &
SUMMARY OF
QUANTITIES

GI002

SHEET 2 OF 39

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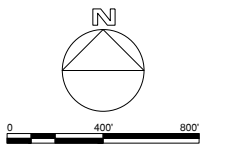
LEGEND

- PROJECT LIMITS
- AIRPORT ACCESS ROAD
- X FENCE
- EXISTING AIRPORT BUILDING
- RUNWAY APPROACH SURFACE
- PROPOSED TAXIWAY A5
- SURVEY CONTROL POINT
- CONTRACTOR'S STAGING, STORAGE & PARKING AREA



License No. 184-000613

CONSULTANTS



MARCH 1, 2019

CONSTRUCT TAXIWAY A5



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

CONTROL POINT TABLE

POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	1226638.078	1002476.944	742.41	IRON PIN
BM A	1227075.020	1002468.613	742.17	IRON PIN
2	1226937.722	1002209.148	742.96	IRON PIN

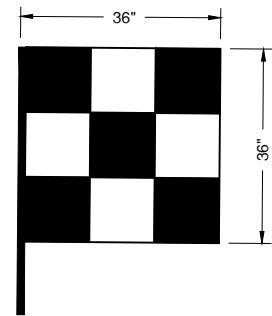
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SHEET TITLE

AIRPORT SITE PLAN & CONTROL POINTS

GENERAL NOTES

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLANS OR AS DIRECTED BY THE AIRPORT MANAGER.
2. ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING ACTIVE RUNWAYS, TAXIWAYS AND APRONS SHALL BE UNDER CONTROL OF A FLAGGER IN RADIO CONTACT WITH FAA AIR TRAFFIC CONTROL TOWER PERSONNEL AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS & FLAGGING PERSONNEL.
3. 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 CLOSING AND OPENING PAVEMENTS AND CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT MANAGER.
4. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS AT THE LOCATION SHOWN FOR THE "CONTRACTOR'S STAGING, STORAGE, PARKING SITE AND FIELD OFFICE".
5. BROKEN OR WASTE CONCRETE AND ASPHALT SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY, UNLESS DIRECTED BY THE AIRPORT MANAGER.
6. VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN AREAS 129.5' (ADG IV - OFA) FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 250' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
7. ALL PAVEMENTS, DRIVES AND OTHER AREAS USED BY THE CONTRACTOR FOR HAUL ROADS AND 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. EXISTING TURF & AGRICULTURAL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS OUTSIDE OF THE TURFING LIMITS SHALL BE COMPLETELY RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT MANAGER. DAMAGE TO EXISTING CROPS ADJACENT TO THE WORK AREA SHALL BE QUANTIFIED BY THE AIRPORT AND COST TO COMPENSATE THE FARMER REIMBURSED BY THE CONTRACTOR AT (\$2500/AC).
9. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS PRIOR TO OPENING TO AIR TRAFFIC.
10. REFER TO THE CONSTRUCTION ACTIVITY PLANS AND THE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS CONCERNING COORDINATION OF CONSTRUCTION ACTIVITIES.
11. THE AIRFIELD RESCUE AND FIREFIGHTING VEHICLES SHALL HAVE COMPLETE ACCESS TO THE ENTIRE AIRFIELD INCLUDING THE CLOSURE AREAS.
12. THE CONTRACTOR IS REQUIRED TO GIVE TEN (10) FULL WORKING DAYS NOTICE TO THE AIRPORT MANAGER PRIOR TO CLOSING WORK AREAS TO AIRCRAFT.
13. AT THE PRECONSTRUCTION MEETING, CONTRACTOR SHALL PROVIDE THE AIRPORT MANAGER WITH PROPOSED CLOSURE AND PHASING DATES FOR HIS REVIEW AND APPROVAL. THE RESIDENT ENGINEER SHALL KEEP THE AIRPORT MANAGER ADVISED OF ANY PROPOSED CHANGES IN CLOSURE AND PHASING DATES.
14. ALL CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL DISPLAY AN ORANGE AND WHITE CHECKERED AVIATION SIGNAL FLAG, EXCEPT HAUL VEHICLES.
15. ANY VEHICLE OPERATING WITHIN A MOVEMENT AREA DURING THE HOURS OF DARKNESS SHOULD BE EQUIPPED WITH AN AMBER REVOLVING OR FLASHING DOME-TYPE LIGHT AS SPECIFIED IN THE SPECIAL PROVISIONS.
16. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.



**VEHICLE SIGNAL FLAG
(ORANGE / WHITE)**
N.T.S.

NOTES:

1. CONTRACTOR VEHICLES SHALL CONTAIN COMPANY LOGO PLACARDS.
2. WHEN WORKING PRIOR TO DAWN OR AFTER DUSK, A 360 DEGREE ROTATING AMBER BEACON IS REQUIRED ON ALL EQUIPMENT AND TRUCKS.
3. CONTRACTOR SHALL REPLACE FLAGS THAT ARE WORN AND INEFFECTIVE.

CONTRACTOR'S ACCESS

1. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - A. THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLANS.
 - B. DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK SITE 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.
 - C. 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, AIRPORT SECURITY, AND MAINTENANCE SUPERVISOR. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE AIRPORT MANAGER.
 - D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED & SECURED AT ALL TIMES INCLUDING WORK HOURS. IF THE CONTRACTOR CHOOSES TO LEAVE THE GATE OPEN DURING HAULING OPERATIONS, HE SHALL POST A COMPETENT, FULL TIME SECURITY GUARD TO PREVENT UNAUTHORIZED ENTRIES. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS IF SO DIRECTED BY THE AIRPORT MANAGER OR ENGINEER.
 - E. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATES UPON LEAVING THE SITE.
 - F. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGE TO THE ACCESS GATES OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT MANAGER.
 - G. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - H. EMPLOYEE PERSONAL VEHICLES SHALL NOT BE ALLOWED BEYOND THE CONTRACTOR'S PARKING AREA. CONTRACTOR PERSONNEL SHALL PARK IN THE CONTRACTOR'S STAGING & STORAGE CONSISTENT AREA. PERSONNEL SHALL BE TRANSPORTED TO THE WORK SITE BY COMPANY OWNED VEHICLES.
 - I. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL ACCESS ROADS WITH THE APPROPRIATE LOCAL AGENCY RESPONSIBLE FOR THE ROADWAY.
 - J. THE CONTRACTOR SHALL HAVE A VACUUM TYPE SWEEPER AVAILABLE AT ALL TIMES.
2. A LIST OF AUTHORIZED PERSONNEL PERMITTED TO USE THE GATE SHALL BE PROVIDED BY THE CONTRACTOR TO THE RESIDENT ENGINEER.
3. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL & CONSTRUCTION ACCESS ONLY".
4. ALL CONTRACTOR PERSONNEL AND SECURITY GUARDS ON THE AIRFIELD WILL BE REQUIRED TO SUBMIT A TEN YEAR BACKGROUND CHECK TO AIRPORT SECURITY AND WILL BE REQUIRED TO BE TRAINED BY THE AIRPORT TO GAIN ACCESS TO THE WORK AREA. CONTRACTOR SHALL COORDINATE THE BADGING PROCESS A MINIMUM OF 30 DAYS PRIOR TO REQUESTING ACCESS TO THE FIELD.

CONTRACTOR'S RESPONSIBILITY FOR UTILITY SERVICE

THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDER- GROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

GROUND CONTROL FREQUENCY 121.8 MHZ

MAXIMUM EQUIPMENT HEIGHT = 25'

CSPP



License No. 184-000613

CONSULTANTS

MARCH 1, 2019

CONSTRUCT TAXIWAY A5

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-33

IL PROJ. NO. CMI-4606

CMT PROJECT NO: 16059-03-00

CAD DWG FILE: GENERAL NOTES.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: CBG

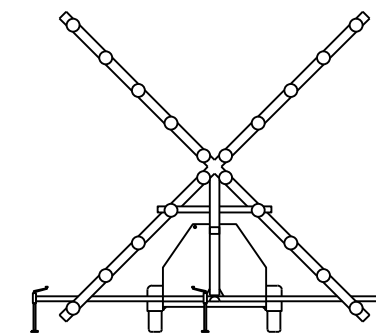
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GENERAL NOTES

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SHEET 4 OF 39

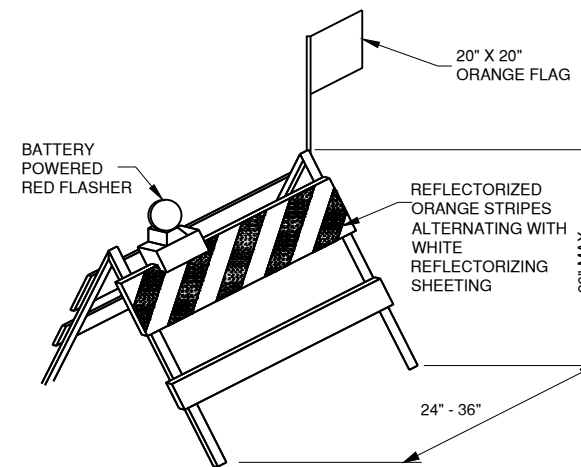


LIGHTED RUNWAY CLOSURE MARKER

N.T.S.

NOTES

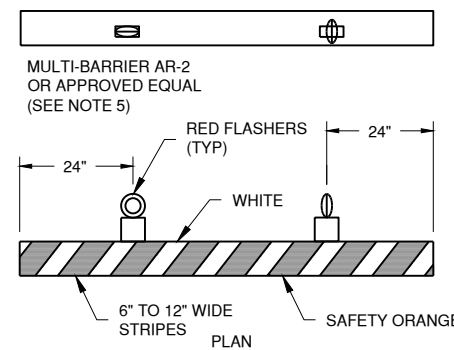
1. TO BE PLACED ON PAVEMENT AT THE RUNWAY NUMERALS.
2. PAIR OF LIGHTED 'X'S TO BE PROVIDED BY THE AIRPORT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE (FUEL, OIL, LIGHT BULBS) WHEN USED DURING CONSTRUCTION CLOSURES. CONTRACTOR SHALL RETURN EQUIPMENT TO THE EXCELLENT WORKING CONDITION, WITH ALL NECESSARY REPAIRS COMPLETED BY THE CONTRACTOR AT HIS EXPENSE.



NOTE:
BARRICADES SHALL BE PLACED AS SHOWN ON THE CONSTRUCTION ACTIVITY PLANS 20' ON CENTER AT DESIGNATED LOCATIONS. BARRICADE SHALL BE WEIGHTED TO PREVENT THEM FROM BEING BLOWN OVER.

IDOT TYPE 1 BARRICADE DETAIL

NTS

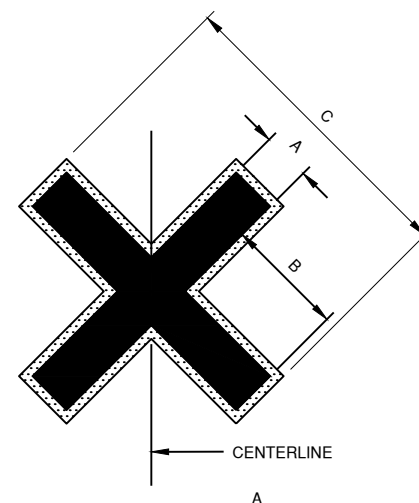


LOW PROFILE LIGHTED BARRICADE

NTS

BARRICADE NOTES

1. FLASHERS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
3. BARRICADES ARE TO BE PLACED WITH A MAXIMUM OF 15' SPACING BETWEEN ENDS OF BARRICADES ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER. ROTATE EVERY OTHER FLASHER LENS 90°.
4. FLASHERS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS, AND WEIGHTED TO THE SURFACE.
6. IF INTENDED TO EXCLUDE VEHICLES, GAPS BETWEEN BARRICADES MUST BE SMALLER THAN WIDTH OF VEHICLES.



CLOSED RUNWAY/ TAXIWAY MARKER DETAIL

N.T.S.

SYMBOL TYPE	DIMENSION	A	B	C
CLOSED RUNWAY		10'-0"	25'-0"	60'-0"
CLOSED TAXIWAY		5'-0"	12'-6"	30'-0"

NOTES

1. CLOSURE MARKERS SHALL BE SOLID YELLOW.
2. MARKERS SHALL BE PLACED ON TAXIWAYS AT THE RUNWAY INTERSECTIONS INSIDE THE RUNWAY SAFETY AREA.
3. MARKERS MAY BE PAINTED ON THE TAXIWAY USING TEMPORARY PAINT OR CONSTRUCTED OF FABRIC, COLORED PLASTIC, PAINTED SHEETS OF PLYWOOD OR SIMILAR MATERIALS.
4. NON PAINTED MARKERS SHALL BE SECURED TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURRENTS. METHODS OF SECURING THE MARKERS SHALL NOT PROTRUDE MORE THAN 3" ABOVE THE PAVEMENT.

SEQUENCE OF CONSTRUCTION NOTES

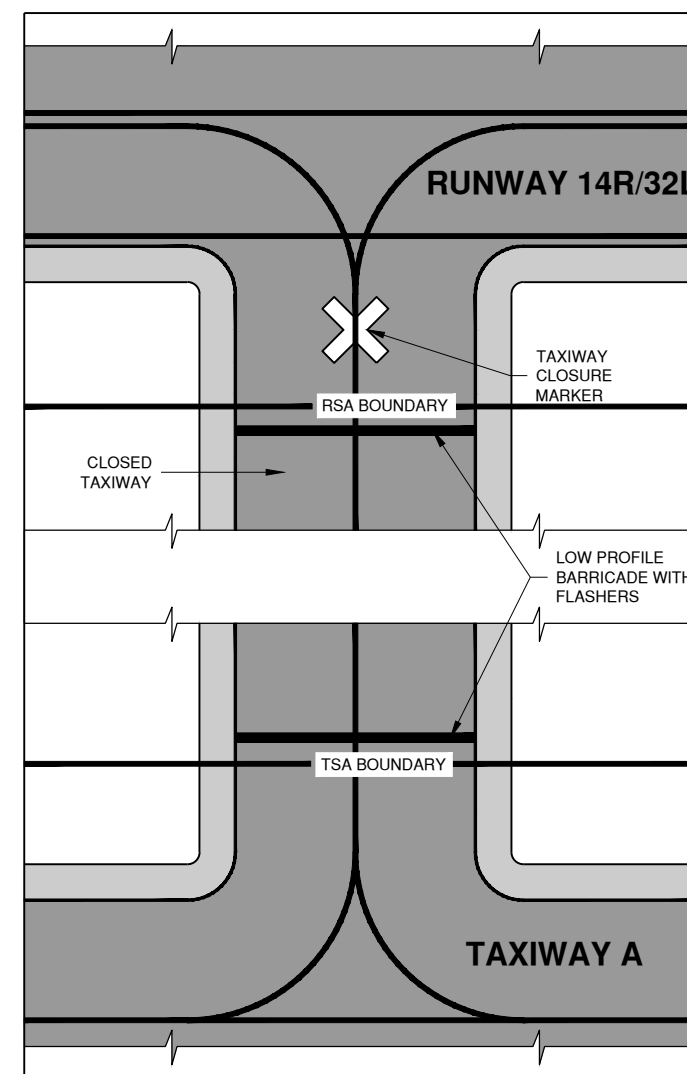
- THE GENERAL PROGRESSION OF THE WORK SHALL BE AS FOLLOWS:
- A. SUBMIT EQUIPMENT AND SHOP, PLAN AND WORKING DRAWINGS FOR REVIEW. INCLUDE WITH THE SUBMITTALS ALL BUY AMERICAN CERTIFICATIONS FOR ALL MATERIALS.
 - B. SUBMIT NOTICE OF OBSTRUCTION EVALUATION- AIRPORT AIRSPACE ANALYSIS (OE/AAA) INFORMATION FOR ANTICIPATED EQUIPMENT HEIGHTS IF IN EXCESS OF 25'. NOTE THAT THIS PROCESS MAY REQUIRE UP TO 90 DAYS FOR FAA APPROVAL. EQUIPMENT ABOVE 25' HEIGHT SHALL NOT BE UTILIZED UNTIL FAA APPROVAL HAS BEEN PROVIDED.
 - C. SUBMIT PROJECT SCHEDULE SHOWING RELATIONSHIP BETWEEN CONSTRUCTION DURATION FOR PAY ITEMS IN RELATION TO THE PHASES OF WORK WHERE THEY ARE BEING PERFORMED. CLEARLY IDENTIFY DATES OF RUNWAY CLOSURES AND WHAT PHASES WILL BE WORKED IN DURING THAT CLOSURE.
 - D. SUBMIT PRELIMINARY MATERIALS CERTIFICATIONS INCLUDING BUY AMERICAN CERTIFICATIONS AND WAIVER REQUEST FOR MATERIALS THAT DO NOT MEET THE CONTRACT REQUIREMENTS.
 - E. INSTALL BARRICADES AS OUTLINED ON THE CONSTRUCTION ACTIVITY PLANS. INITIATE DEMOLITION AND REMOVAL OF EXISTING PAVEMENTS. FIELD-VERIFY LOCATION OF EXISTING CIRCUITS, AND PERFORM TESTING ON EXISTING AIRFIELD CIRCUITS TO VERIFY CONDITION OF CIRCUIT CABLES. THE R.E. SHALL BE PRESENT AT THE TIME OF TESTING AND SHALL BE GIVEN A COPY OF THE TEST RESULTS.
 - F. INITIATE CONSTRUCTION WITHIN THE VARIOUS PHASES OF THE PROJECT. REMOVAL OF TAXIWAYS A5 & A6 SHALL BE CONSIDERED THE PRIMARY WORK AREAS. WORK IN THESE AREAS SHALL INCLUDE REMOVAL OF PAVEMENT/ELECTRICAL EQUIPMENT, EARTH EMBANKMENT EXCAVATION, PAVEMENT CONSTRUCTION, DRAINAGE IMPROVEMENTS, ELECTRICAL/LIGHTING IMPROVEMENTS, PAVEMENT MARKING AND TURFING.
 - G. UPON COMPLETION OF ALL PHASES, THE CONTRACTOR SHALL REQUEST A FINAL INSPECTION OF THE PROJECT.

RUNWAY SAFETY AREAS

1. WORK IN THE RUNWAY 14L/32R SAFETY AREA SHALL BE LIMITED TO THE WORK NECESSARY TO REMOVE THE TAXIWAY A5/A6 PAVEMENT, CONSTRUCT NEW TAXIWAY A5, INCLUDING DRAINAGE, ELECTRICAL, AND GRADE AND SEED.
2. RUNWAY 4/22 AND RUNWAY 14R/32L SHALL REMAIN OPEN AT ALL TIMES.
3. EQUIPMENT OR PERSONNEL SHALL REMAIN CLEAR OF THE RUNWAY PAVEMENTS AT ALL TIMES UNLESS INSTRUCTED BY A FLAGGER IN RADIO CONTACT WITH THE CONTROL TOWER.
4. NO EQUIPMENT, STOCKPILES OR EXCAVATIONS SHALL REMAIN INSIDE THE RUNWAY SAFETY AREAS AFTER WORKING HOURS.

APRON / TAXIWAY OBJECT FREE AREAS

1. WORK IN THE TAXIWAY OBJECT FREE AREAS SHALL REQUIRE THAT TAXIWAY TO BE CLOSED. WORK WITHIN THE TAXIWAY OBJECT FREE AREAS BUT NOT ON THE HARD SURFACE OF THE TAXIWAY SHALL INCLUDE TAXIWAY GUIDANCE SIGN INSTALLATION, TRENCHING CABLE, DRAINAGE IMPROVEMENT AND LIGHT INSTALLATION. WORK WITHIN THE TAXIWAY OBJECT FREE AREAS ON THE HARD SURFACE WILL INCLUDE PAVEMENT REMOVAL & REPLACEMENT, MARKING AND PAVEMENT MARKING REMOVAL.
2. NO EQUIPMENT, OPEN TRENCHES OR EXCAVATIONS SHALL REMAIN INSIDE THE TAXIWAY OBJECT FREE AREAS AFTER WORKING HOURS.
3. THE TAXIWAYS SHALL BE CLOSED WITH BARRICADES AT 15' MAXIMUM SPACING PRIOR TO WORKING IN THE CRITICAL WORK AREAS.



MARCH 1, 2019

CONSTRUCT TAXIWAY A5

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

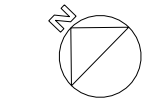
MARK | DATE | DESCRIPTION

AIP PROJ. NO.	3-17-0016-33
IL PROJ. NO.	CM1-4606
CMT PROJECT NO.	16059-03-00
CAD DWG FILE:	CM14606-1605903-G1103.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	MJD
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SHEET TITLE
**CONSTRUCTION
ACTIVITY NOTES &
DETAILS**

G1103

SHEET 5 OF 39



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MARCH 1, 2019

CONSTRUCT TAXIWAY A5

OWNER



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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-33

IL PROJ. NO. CMI-4606

CMT PROJECT NO: 16059-03-00

CAD DWG FILE: CMI4606-1605903-GC003.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

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APPROVED BY: CBG

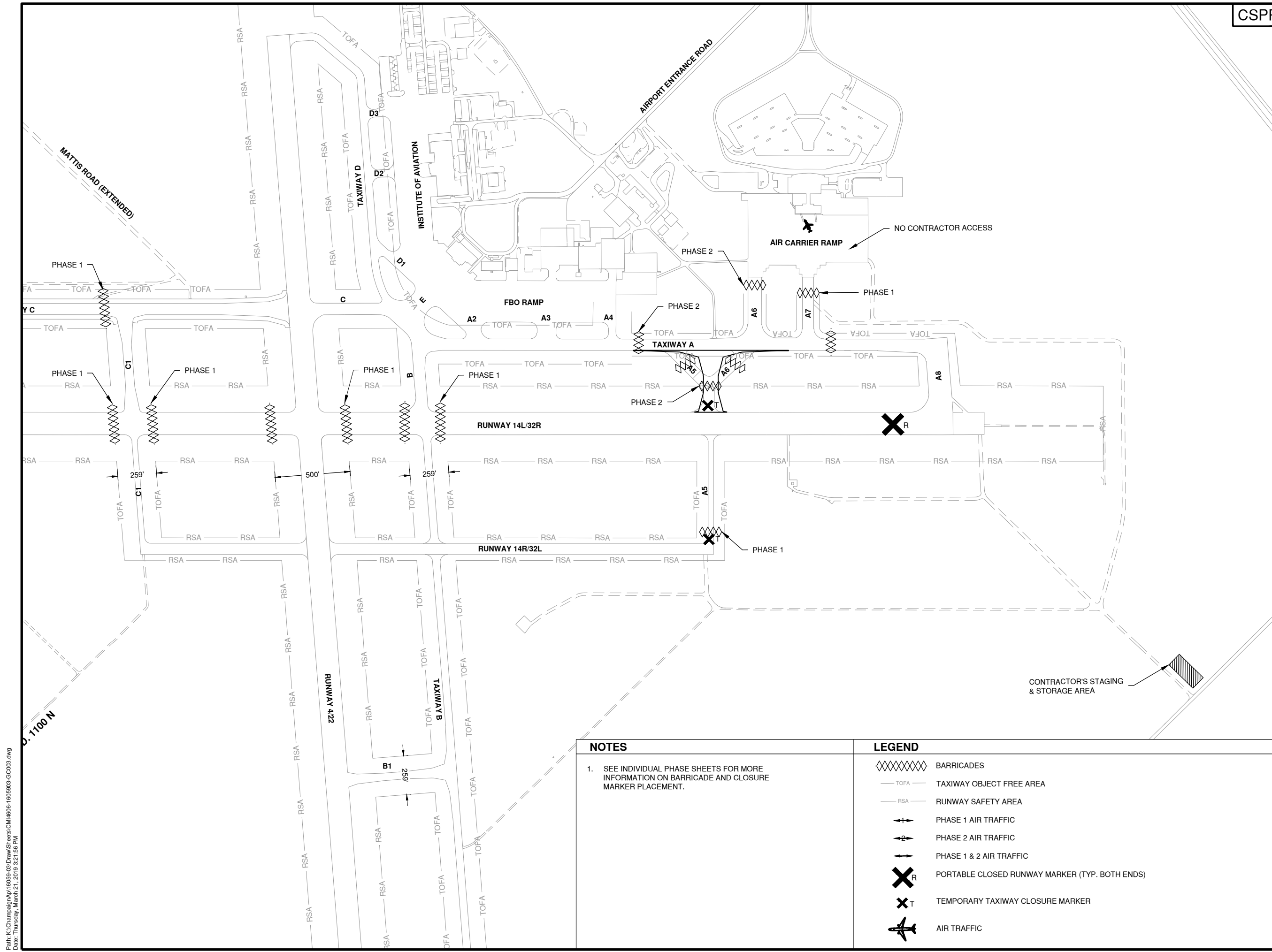
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SHEET TITLE

**RUNWAY 14L-32R
CLOSURE PLAN**

GC003

SHEET 7 OF 39



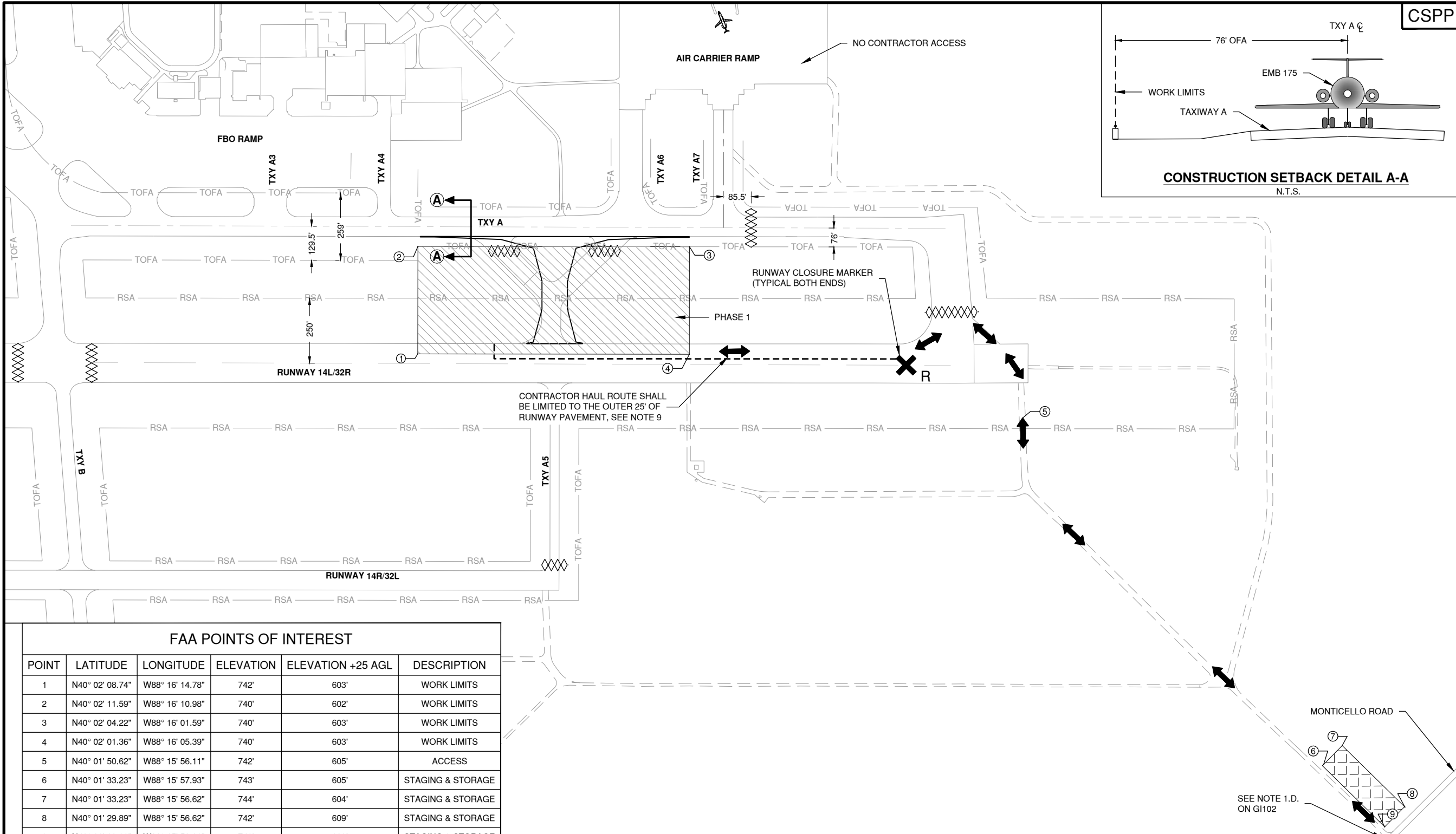
NOTES

1. SEE INDIVIDUAL PHASE SHEETS FOR MORE INFORMATION ON BARRICADE AND CLOSURE MARKER PLACEMENT.

LEGEND

- BARRICADES
- TAXIWAY OBJECT FREE AREA
- RUNWAY SAFETY AREA
- PHASE 1 AIR TRAFFIC
- PHASE 2 AIR TRAFFIC
- PHASE 1 & 2 AIR TRAFFIC
- PORTABLE CLOSED RUNWAY MARKER (TYP. BOTH ENDS)
- TEMPORARY TAXIWAY CLOSURE MARKER
- AIR TRAFFIC

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Date: Thursday, March 21, 2019 3:21:56 PM



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0 200' 400'
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CONSTRUCT TAXIWAY A5

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WILLARD AIRPORT
SAVOY, ILLINOIS

FAA POINTS OF INTEREST

POINT	LATITUDE	LONGITUDE	ELEVATION	ELEVATION +25 AGL	DESCRIPTION
1	N40° 02' 08.74"	W88° 16' 14.78"	742'	603'	WORK LIMITS
2	N40° 02' 11.59"	W88° 16' 10.98"	740'	602'	WORK LIMITS
3	N40° 02' 04.22"	W88° 16' 01.59"	740'	603'	WORK LIMITS
4	N40° 02' 01.36"	W88° 16' 05.39"	740'	603'	WORK LIMITS
5	N40° 01' 50.62"	W88° 15' 56.11"	742'	605'	ACCESS
6	N40° 01' 33.23"	W88° 15' 57.93"	743'	605'	STAGING & STORAGE
7	N40° 01' 33.23"	W88° 15' 56.62"	744'	604'	STAGING & STORAGE
8	N40° 01' 29.89"	W88° 15' 56.62"	742'	609'	STAGING & STORAGE
9	N40° 01' 29.92"	W88° 15' 58.02"	742'	609'	STAGING & STORAGE

PHASE 1 NOTES

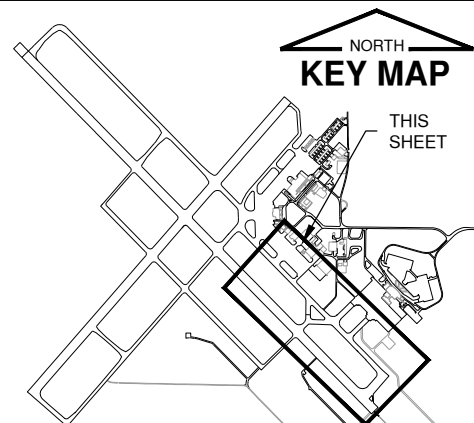
- NO STOCKPILES OR EQUIPMENT MAY REMAIN IN RUNWAY 14L/32R OFA (400' FROM RUNWAY CENTERLINE) WHEN NOT WORKING.
- WORK IN THIS PHASE WILL OCCUR INSIDE THE RUNWAY 14L/32R RSA. WORK ITEMS WITHIN THIS PHASE SHALL BE COMPLETED WITHIN 55 CONSECUTIVE CALENDAR DAYS.
- WORK IN THIS PHASE WILL OCCUR OUTSIDE OF THE TAXIWAY A OFA.
- WORK ITEMS TO BE COMPLETED DURING THIS PHASE SHALL INCLUDE: PAVEMENT REMOVALS, EARTH EXCAVATION, BACKFILL, LIGHT/SIGN BASE REMOVALS, MARKING REMOVALS, PAVEMENT CONSTRUCTION, INFIELD GRADING, SEED & MULCH, PAVEMENT MARKING, AND LIGHTING & CABLING.
- CONTRACTOR MUST PROVIDE THE MEANS NECESSARY TO KEEP THE SAFETY AREAS FREE OF FOD.
- ALL BARRICADES AND CONSTRUCTION STAKES FOR THIS PHASE SHALL BE REMOVED UPON COMPLETION OF THIS PHASE.
- SEE THE RUNWAY 14L/32R CLOSURE PLAN FOR LOCATIONS OF BARRICADES DURING THIS PHASE.
- TOFA WILL BE SET 76' DESIGNED FOR EMBARER 175 AIRCRAFT. SHOULD AIRCRAFT LARGER THAN THIS NEED TO ACCESS THE TAXIWAY, CONSTRUCTION OPERATIONS AND EQUIPMENT SHALL MOVE TO THE STANDARD 93' TOFA.
- CONTRACTOR HAUL TRUCKS SHALL AVOID AIRFIELD PAVEMENT MARKINGS WHERE POSSIBLE. DAMAGE TO AIRFIELD MARKINGS SHALL BE REPAIRED IN KIND BY THE CONTRACTOR AT NO CHARGE TO THE CONTRACT.

PHASE 1 PAVEMENT STATUS

STRUCTURE	STATUS	LOCATION
RUNWAY 14L/32R	CLOSED	ALL
RUNWAY 14R/32L	OPEN	ALL
TAXIWAY A	CLOSED	BETWEEN TXY A7 AND RWY 32R
TAXIWAY A3	OPEN	ALL
TAXIWAY A4	OPEN	ALL
TAXIWAY A5	CLOSED	BETWEEN TXY A AND RWY 14L/32R
TAXIWAY A6	OPEN	BETWEEN TXY A AND RWY 14L/32R
TAXIWAY A7	OPEN	ALL

LEGEND

- PHASE 1 LIMITS
- CONTRACTOR'S ACCESS/HAUL ROUTE
- RUNWAY CLOSURE MARKER
- TAXIWAY CLOSURE MARKER
- IDOT TYPE 1 BARRICADES
- LOW-PROFILE BARRICADES
- RUNWAY SAFETY AREA
- TAXIWAY OBJECT FREE AREA

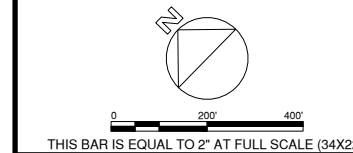


MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-33
IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-GC101.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
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SHEET TITLE
CONSTRUCTION ACTIVITY PLAN - PHASE 1
GC101
SHEET 8 OF 39

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Date: Thursday, March 21, 2019 3:22:07 PM



MARCH 1, 2019

CONSTRUCT TAXIWAY A5

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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-33

IL PROJ. NO. CMI-4606

CMT PROJECT NO: 16059-03-00

CAD DWG FILE: CMI4606-1605903-GC102.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

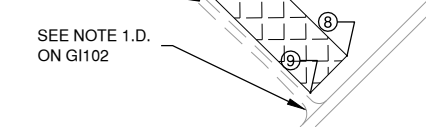
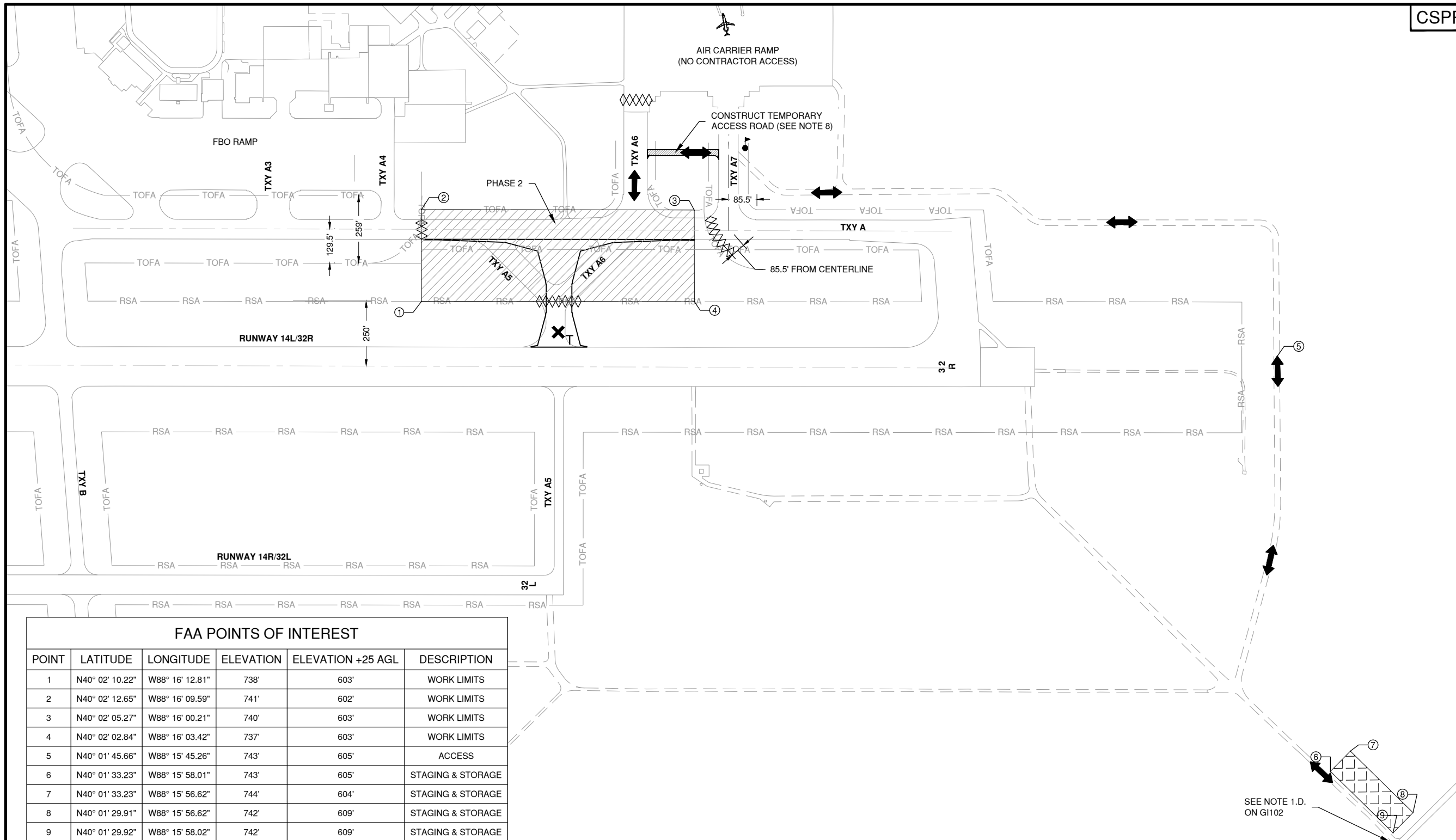
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SHEET TITLE
**CONSTRUCTION
ACTIVITY PLAN -
PHASE 2**

GC102
SHEET 9 OF 39



FAA POINTS OF INTEREST

POINT	LATITUDE	LONGITUDE	ELEVATION	ELEVATION +25 AGL	DESCRIPTION
1	N40° 02' 10.22"	W88° 16' 12.81"	738'	603'	WORK LIMITS
2	N40° 02' 12.65"	W88° 16' 09.59"	741'	602'	WORK LIMITS
3	N40° 02' 05.27"	W88° 16' 00.21"	740'	603'	WORK LIMITS
4	N40° 02' 02.84"	W88° 16' 03.42"	737'	603'	WORK LIMITS
5	N40° 01' 45.66"	W88° 15' 45.26"	743'	605'	ACCESS
6	N40° 01' 33.23"	W88° 15' 58.01"	743'	605'	STAGING & STORAGE
7	N40° 01' 33.23"	W88° 15' 56.62"	744'	604'	STAGING & STORAGE
8	N40° 01' 29.91"	W88° 15' 56.62"	742'	609'	STAGING & STORAGE
9	N40° 01' 29.92"	W88° 15' 58.02"	742'	609'	STAGING & STORAGE

PHASE 2 NOTES

- NO STOCKPILES OR EQUIPMENT MAY REMAIN ON RUNWAY 14L/32R OFA WHEN NOT WORKING.
- WORK IN THIS PHASE WILL OCCUR INSIDE THE TAXIWAY A OFA AND OUTSIDE THE RUNWAY 14L/32R SAFETY AREA.
- WORK ITEMS TO BE COMPLETED DURING THIS PHASE SHALL INCLUDE: PAVEMENT REMOVALS, EARTHWORK, STRUCTURE REMOVALS, MARKING REMOVALS, PAVEMENT CONSTRUCTION, INFIELD GRADING, SEED & MULCH, PAVEMENT MARKING, AND LIGHTING & CABLING.
- CONTRACTOR MUST PROVIDE THE MEANS NECESSARY TO KEEP THE SAFETY AREAS FREE OF FOD.
- ALL BARRICADES AND CONSTRUCTION STAKES FOR THIS PHASE SHALL BE REMOVED UPON COMPLETION OF THIS PHASE.
- NO RUNWAY CLOSURES WILL BE ALLOWED DURING THIS PHASE.
- THE CONTRACTOR SHALL PLACE A FLAGMAN CAPABLE OF MONITORING ATCT FREQUENCY 121.8 MHZ AND SUSPEND HAULING OPERATIONS WHEN AIRCRAFT ARE INBOUND TO OR OUTBOUND FROM THE AIR CARRIER RAMP.
- TEMPORARY CONSTRUCTION ACCESS ROAD SHALL CONSIST OF A STABLE AGGREGATE BASE AND CAPPED WITH AVAILABLE MILLINGS TO MINIMIZE THE TRANSFER OF LOOSE MATERIAL ONTO THE ACTIVE TAXIWAY. CONTRACTOR SHALL PLACE STEEL PLATES AT THE ENDS OF THE ROADWAY TO PROTECT THE EXISTING TAXIWAY PAVEMENT EDGE FROM DETERIORATION.

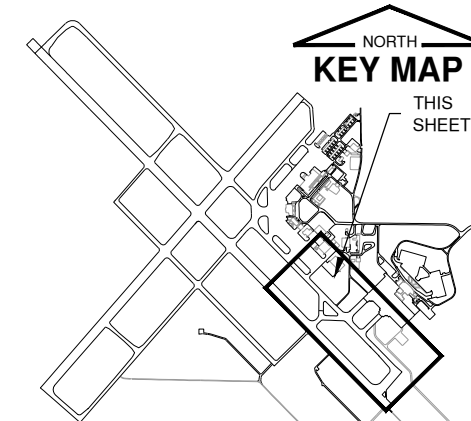
PHASE 2 PAVEMENT STATUS

PAVEMENT	STATUS	LOCATION
RUNWAY 14L/32R	OPEN	ALL
RUNWAY 14R/32L	OPEN	ALL
TAXIWAY A	CLOSED	B/W TXY A4 AND A7
TAXIWAY A3	OPEN	ALL
TAXIWAY A4	OPEN	ALL
TAXIWAY A5	CLOSED	B/W TXY A AND RWY 14L/32R
TAXIWAY A6	OPEN	ALL
TAXIWAY A7	OPEN	ALL

LEGEND

- PHASE 2 LIMITS
- CONTRACTOR'S ACCESS/HAUL ROUTE
- TAXIWAY CLOSURE MARKER
- LOW-PROFILE BARRICADES
- RSA - RUNWAY SAFETY AREA
- TOFA - TAXIWAY OBJECT FREE AREA
- CRITICAL POINT
- FLAGGER

KEY MAP

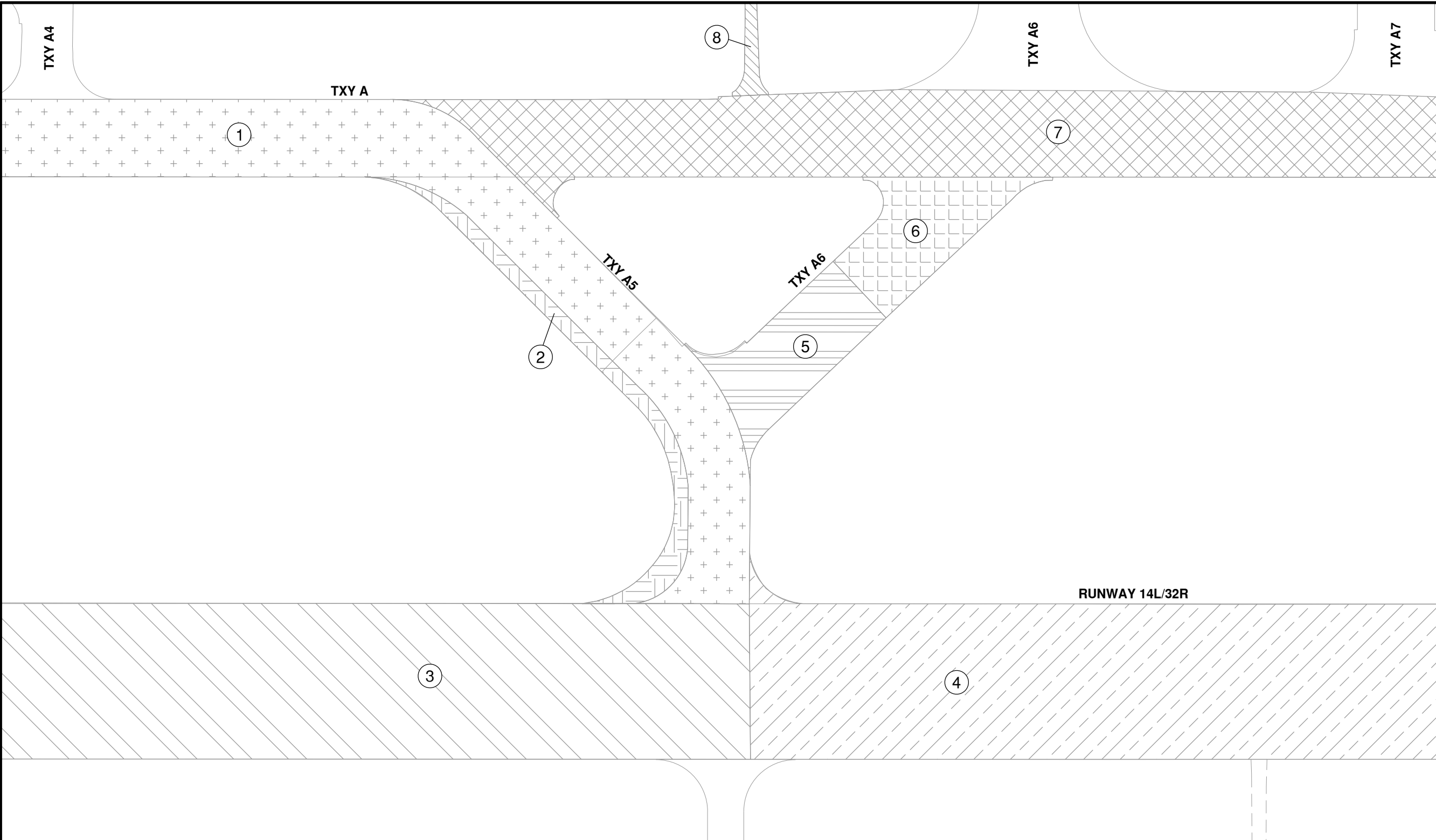


TXY A4

TXY A

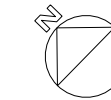
TXY A6

TXY A7



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0 50 100'

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MARCH 1, 2019

CONSTRUCT TAXIWAY A5

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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO.	3-17-0016-33
IL PROJ. NO.	CM1-4606
CMT PROJECT NO.	16059-03-00
CAD DWG FILE:	CM14606-1605903-CD100.DWG
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EXISTING PAVEMENT STRUCTURES

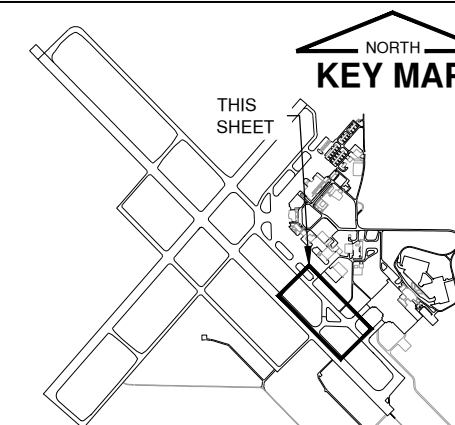
CD100
SHEET 10 OF 39

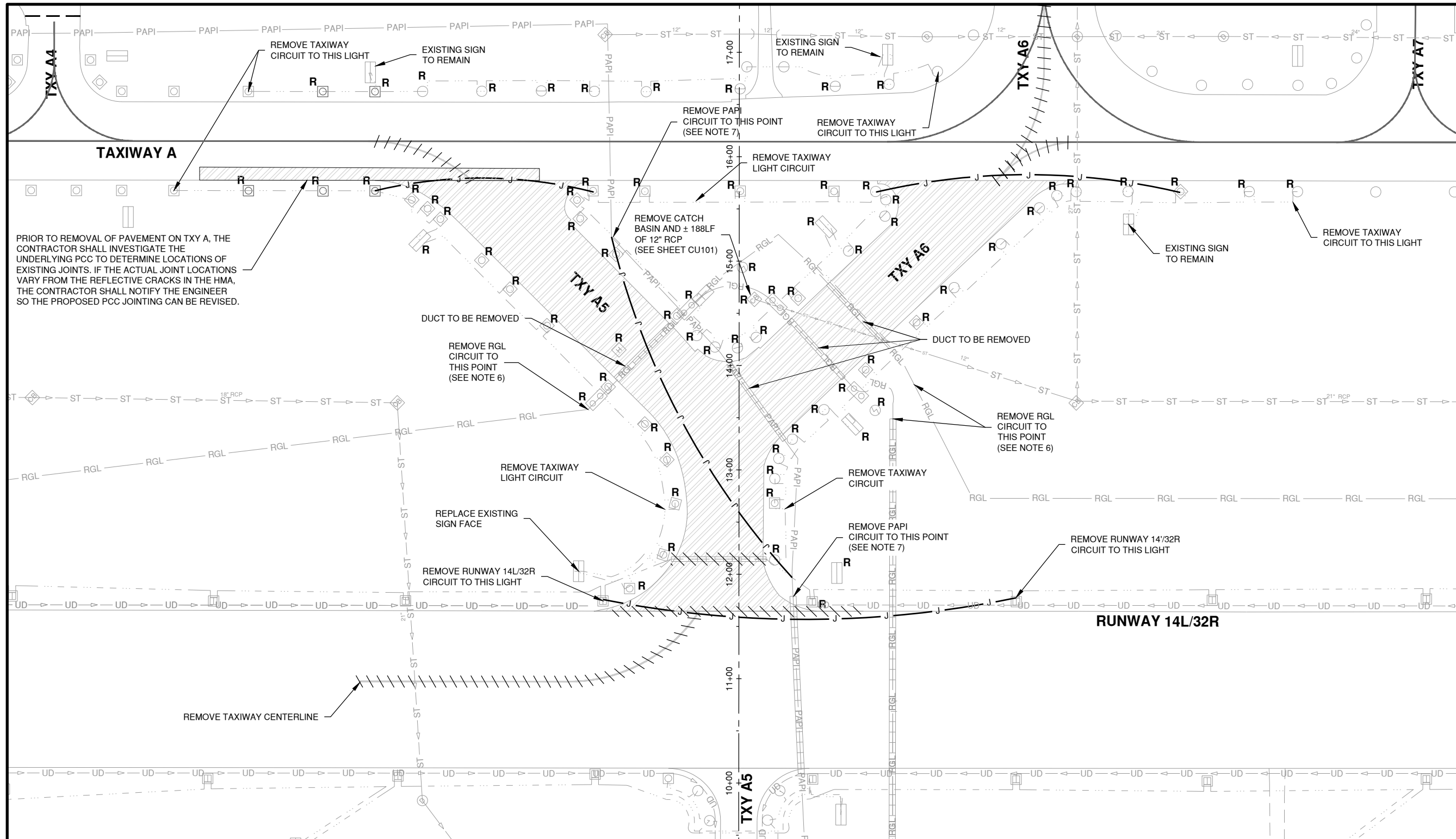
LEGEND

- 1 2" BIT. SURFACE COURSE
3" & VAR. BIT. BASE COURSE
11" TO 12" & VAR. PCC PAVEMENT OVERLAY
8" TO 9" & VAR. PCC PAVEMENT
- 2 2" BIT. SURFACE COURSE
3" & VAR. BIT. BASE COURSE
15" & VAR. PCC PAVEMENT
7" & VAR. PCC BASE COURSE
- 3 2" BIT. SURFACE COURSE
6" BIT. BASE COURSE
9" TO 12" & VAR. PCC PAVEMENT OVERLAY
8" TO 9" & VAR. PCC PAVEMENT
- 4 2" BIT. SURFACE COURSE
6" & VAR. BIT. BASE COURSE
12" TO 15" VAR. PCC PAVEMENT
6" & VAR. PCC BASE COURSE

- 5 2" BIT. SURFACE COURSE
3" & VAR. BIT. BASE COURSE
18" & VAR. PCC PAVEMENT
COMPACTED SUBGRADE
- 6 2" BIT. SURFACE COURSE
3" & VAR. BIT. BASE COURSE
15" & VAR. PCC PAVEMENT
4" ASPHALT TREATED PERMEABLE SUBBASE
8" LIME MODIFIED SUBGRADE
- 7 2" BIT. SURFACE COURSE
3" & VAR. BIT. BASE COURSE
15" & VAR. PCC PAVEMENT
6" & VAR. PCC BASE COURSE
- 8 3" BIT. SURFACE COURSE
6" CRUSHED AGGREGATE BASE COURSE

KEYMAP



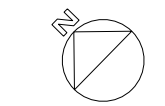


PRIOR TO REMOVAL OF PAVEMENT ON TXY A, THE CONTRACTOR SHALL INVESTIGATE THE UNDERLYING PCC TO DETERMINE LOCATIONS OF EXISTING JOINTS. IF THE ACTUAL JOINT LOCATIONS VARY FROM THE REFLECTIVE CRACKS IN THE HMA, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THE PROPOSED PCC JOINTING CAN BE REVISED.



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CONSTRUCT TAXIWAY A5

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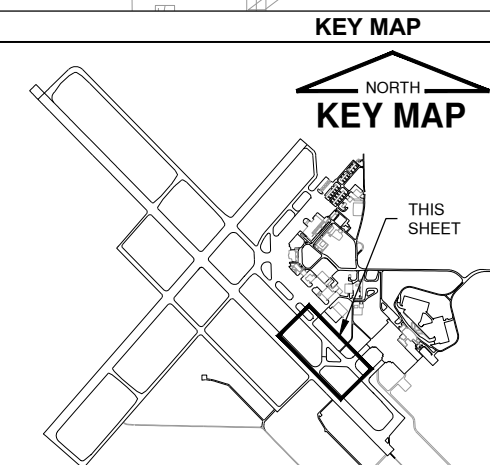


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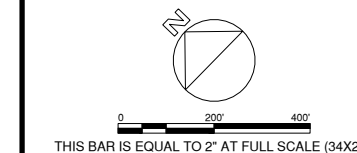
- ### NOTES
- CONTRACTOR SHALL DETERMINE THE DEPTH AND CONDITION OF THE CABLE PRIOR TO BREAKING AND REMOVAL OF PCC. REMOVAL OF PAVEMENT ABOVE THESE CABLES SHALL BE PERFORMED SUCH THAT THE CABLES BELOW ARE NOT DAMAGED.
 - CONTRACTOR SHALL VERIFY THAT DUCTS ARE ABANDONED PRIOR TO REMOVALS.
 - CONTRACTOR SHALL PROTECT EXISTING RUNWAY 14L EDGE TO REMAIN IN PLACE. ADDITIONAL SAWING MAY BE REQUIRED TO PROTECT THIS EDGE.
 - THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY JUMPER CONNECTIONS AS NEEDED TO MAINTAIN ALL CIRCUITS.
 - THE CONTRACTOR SHALL REMOVE AND RELOCATE ONE PAIR OF RUNWAY GUARD LIGHTS AND THE OTHER SET (2 EA) SHALL BE REMOVED AND TURNED OVER TO THE AIRPORT.
 - ACTUAL JUMPER LOCATION TO BE DETERMINED BY THE CONTRACTOR PER PHASE AT NO ADDITIONAL COST. JUMPER CIRCUITS ARE TO REMAIN LIVE AT ALL TIMES WITH GALVANIZED STEEL CONDUIT OR PLACED OUTSIDE PROJECT WORK LIMITS WITH APPROVAL OF THE RESIDENT ENGINEER.
 - SEE SHEET EP101 FOR RELOCATION OF PAPI & REIL CIRCUITS. PROVIDE TEMPORARY POWER TO PAPI'S UNTIL CIRCUIT IS RELOCATED.

- ### LEGEND
- | | |
|---------|--|
| —ST—ST— | EXISTING STORM SEWER |
| CB | EXISTING INLET |
| —VASI— | EXISTING VASI CABLE |
| —PAPI— | EXISTING PAPI CABLE |
| —RGL— | EXISTING RUNWAY GUARD LIGHT CABLE |
| ⊠ ⊠ | EXISTING BASE MOUNTED TAXIWAY OR RUNWAY LIGHT |
| ○ | EXISTING STAKE MOUNTED TAXIWAY LIGHT |
| ⊠ | EXIST. AIRFIELD GUIDANCE SIGN OR PCC SIGN BASE |
| ⊠ ⊠ | RUNWAY GUARD LIGHT |
| ⊠ ⊠ ⊠ ⊠ | EXISTING UNDERGROUND DUCT |

- ### LEGEND
- | | |
|------|---|
| --- | EXISTING TAXIWAY A CIRCUIT |
| --- | EXISTING RUNWAY 18/36 CIRCUIT |
| --- | EXISTING TAXIWAY A5/A6 CIRCUIT |
| J—J | PROPOSED ELEC. JUMPER CABLE |
| ⊕ | EXISTING SPLICE CAN |
| //// | REMOVAL |
| R | REMOVAL |
| //// | BIT. SURFACE TO BE MILLED & PCC TO BE REMOVED |
| — | PAVEMENT EDGE |
| //// | PAVEMENT MARKING TO BE REMOVED |
| —UD— | EXISTING UNDERDRAIN |



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AIP PROJ. NO. 3-17-0016-33		
IL PROJ. NO. CMI-4606		
CMT PROJECT NO: 16059-03-00		
CAD DWG FILE: CMI4606-1605903-CD101.DWG		
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DRAWN BY:		DPA
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SHEET TITLE		
EXISTING CONDITIONS & REMOVALS		
CD101		
SHEET	11	OF 39



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CONSTRUCT TAXIWAY A5

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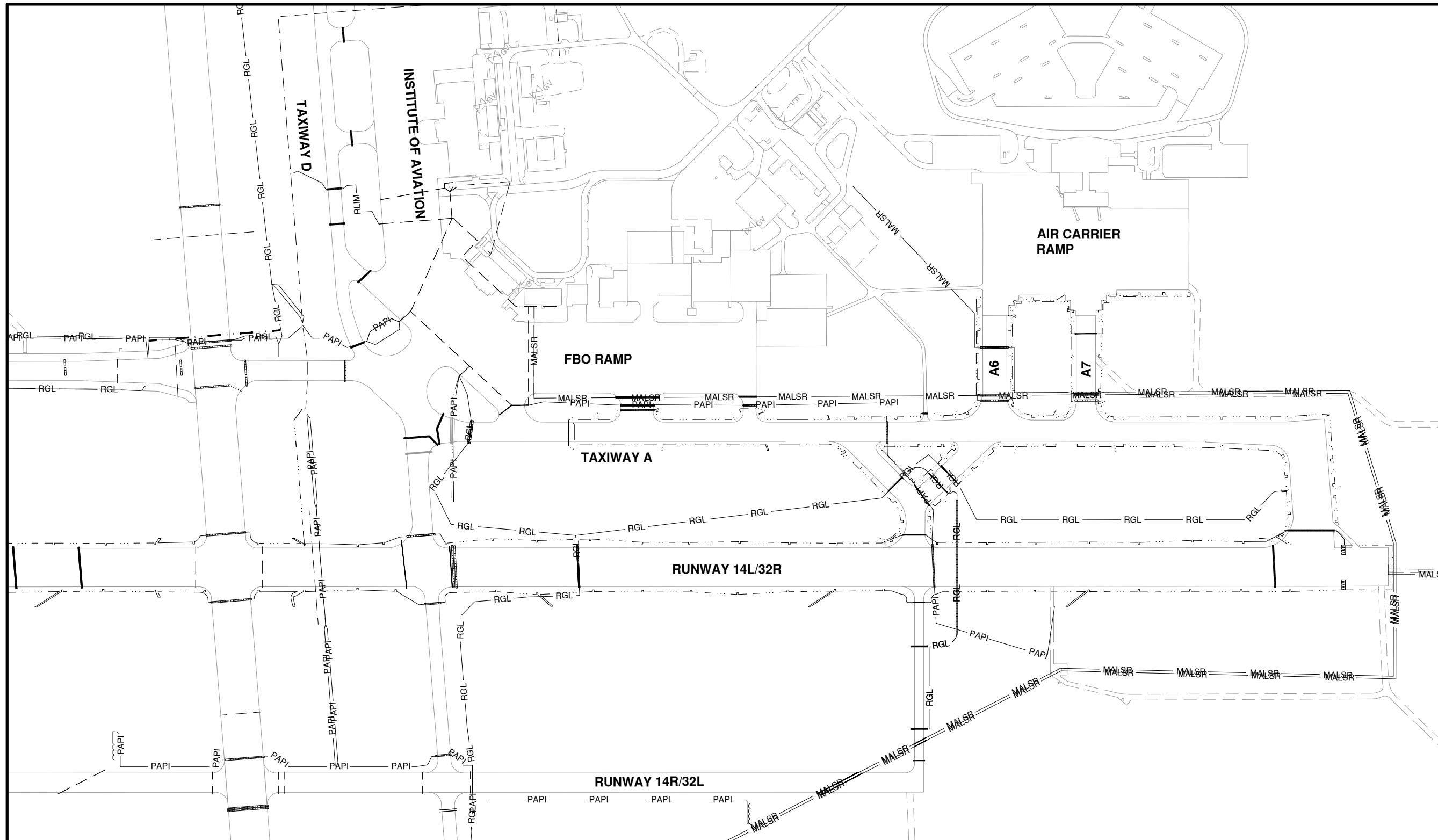
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SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

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IL PROJ. NO.	CEI-4606
CMT PROJECT NO.	16059-03-00
CAD DWG FILE:	CEI4606-1605903-CEI100.DWG
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SHEET TITLE
**EXISTING AIRFIELD
CABLING**

CE100
SHEET 12 OF 39



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Date: Thursday, March 21, 2019 3:22:59 PM

THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER, NOR THE PROJECT ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION.

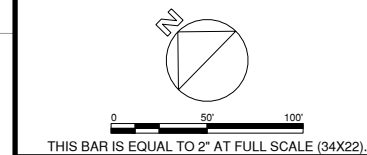
IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY AND FAA OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER, AND THE RESIDENT ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

NOTES

1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL REQUEST THE SSC TO LOCATE AND FLAG EXISTING FAA UTILITIES. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AT THE TIME OF THIS REQUEST.

LEGEND

- RGL — EXISTING RUNWAY GUARD LIGHT POWER
- PAPI — EXISTING PRECISION APPROACH PATH INDICATOR POWER
- - - - - EXISTING TAXIWAY A5/A6 CIRCUIT
- MALSR — EXISTING FAA MALSR POWER / CONTROL
- VASI — EXISTING FAA VASI POWER / CONTROL
- - - - - EXISTING 14L/32R RUNWAY CIRCUIT



MARCH 1, 2019

CONSTRUCT TAXIWAY A5

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CMT PROJECT NO: 16059-03-00

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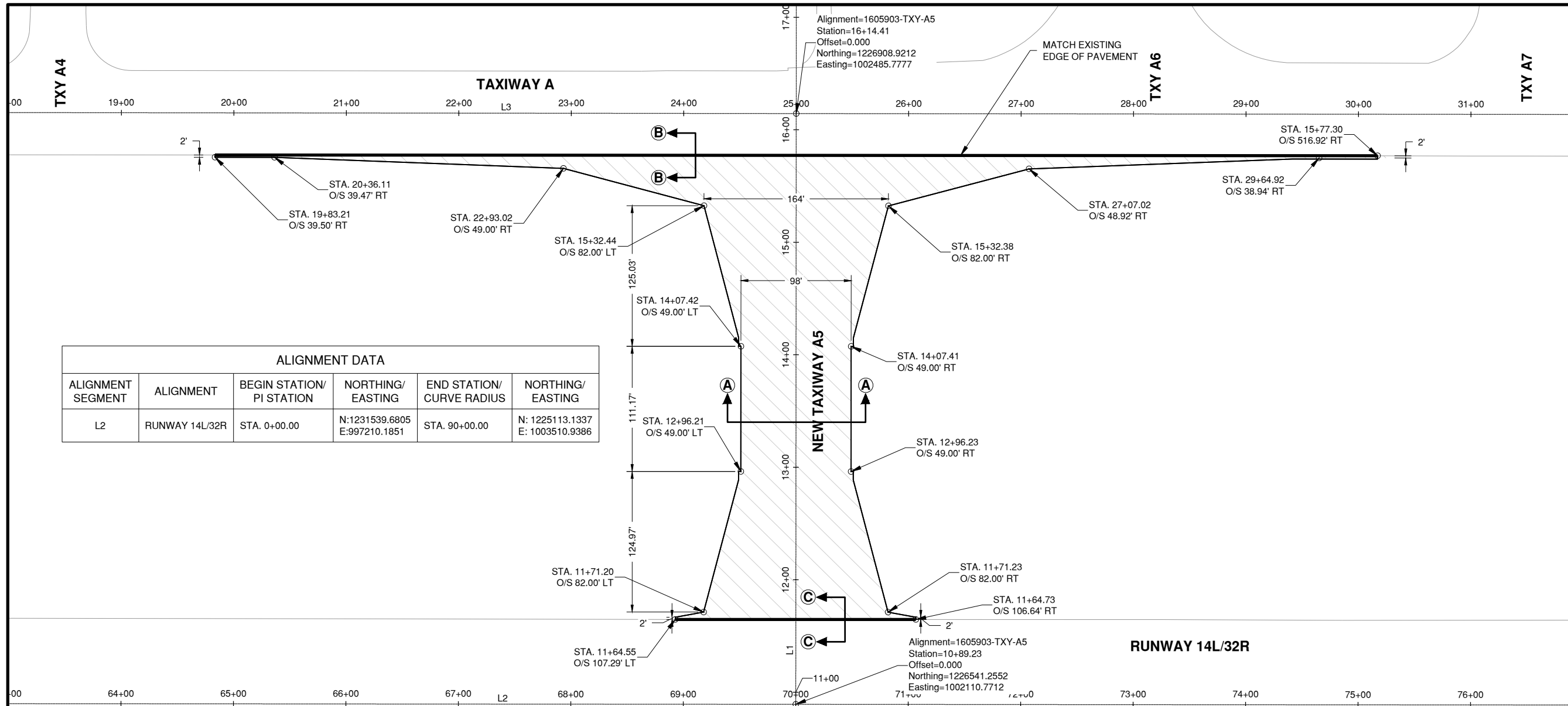
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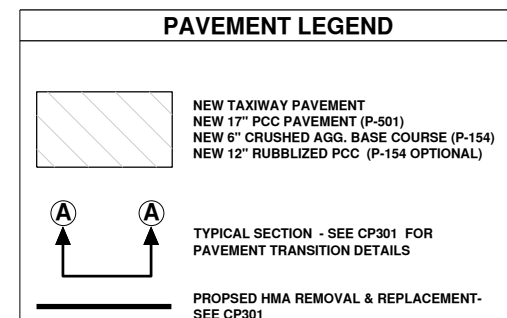
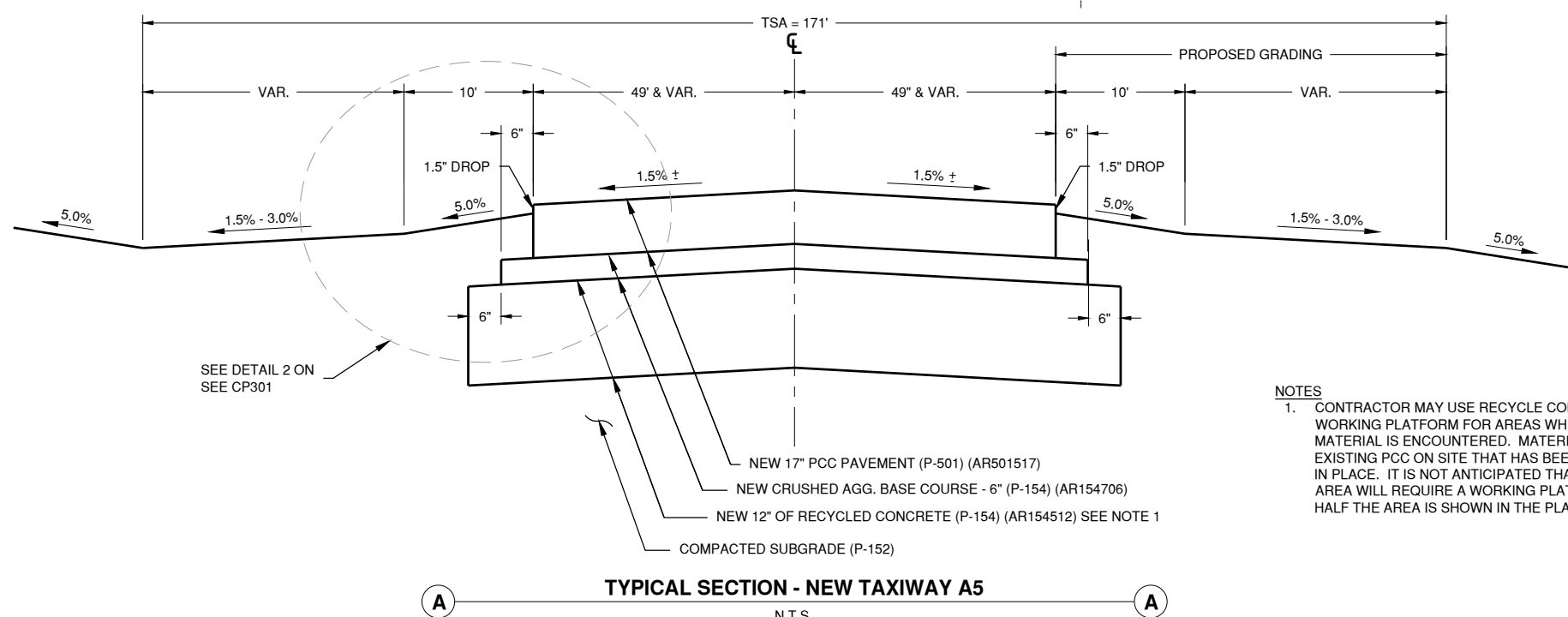
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SHEET TITLE
**PROPOSED
IMPROVEMENTS &
TYPICAL SECTION**

CP101
SHEET 13 OF 39



ALIGNMENT DATA					
ALIGNMENT SEGMENT	ALIGNMENT	BEGIN STATION/ PI STATION	NORTHING/ EASTING	END STATION/ CURVE RADIUS	NORTHING/ EASTING
L2	RUNWAY 14L/32R	STA. 0+00.00	N:1231539.6805 E:997210.1851	STA. 90+00.00	N: 1225113.1337 E: 1003510.9386



NOTES

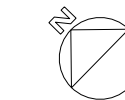
- CONTRACTOR MAY USE RECYCLE CONCRETE TO CONSTRUCT A WORKING PLATFORM FOR AREAS WHERE SOFT AND YIELDING MATERIAL IS ENCOUNTERED. MATERIAL SHALL BE FROM EXISTING PCC ON SITE THAT HAS BEEN CRUSHED OR RUBBLIZED IN PLACE. IT IS NOT ANTICIPATED THAT THE FULL PAVEMENT AREA WILL REQUIRE A WORKING PLATFORM, A QUANTITY OF HALF THE AREA IS SHOWN IN THE PLAN QUANTITIES.

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 Date: Thursday, March 21, 2019 3:23:12 PM



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CONSTRUCT TAXIWAY A5

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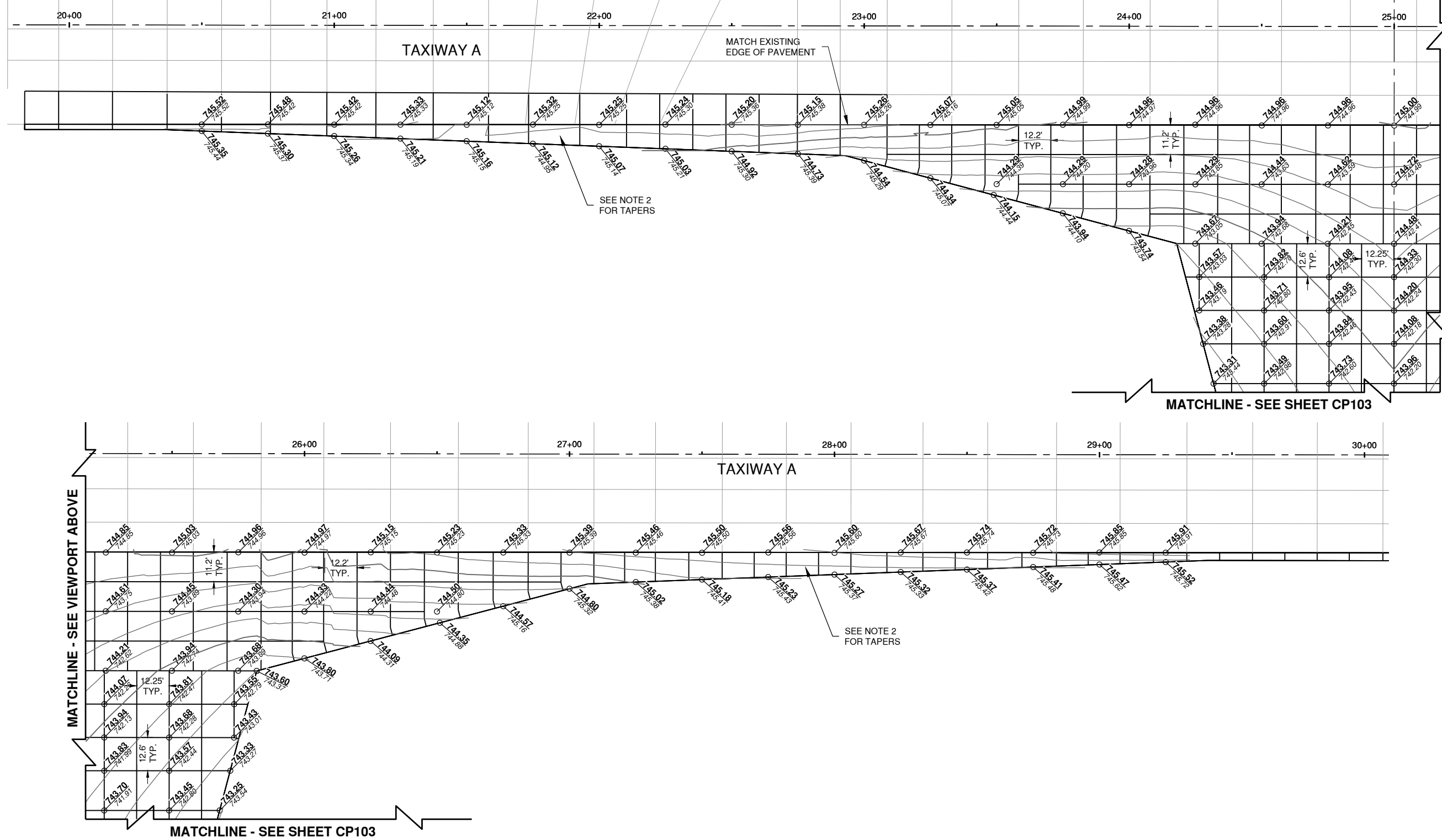
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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

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CAD DWG FILE: CMI4606-1605903-CP102.DWG
DESIGNED BY: HWI
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SHEET TITLE
STAKING PLAN 1

CP102
SHEET 14 OF 39



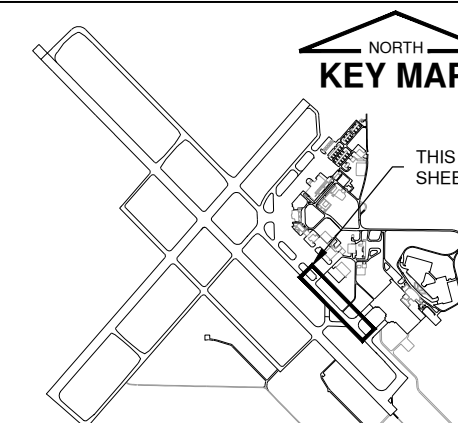
NOTES

- ELEVATIONS ARE SHOWN AT THE PROPOSED JOINT LOCATIONS.
- SURFACE GRADIENT OF PROPOSED TAPERS SHALL MATCH THE EXISTING TAXIWAY A.

LEGEND

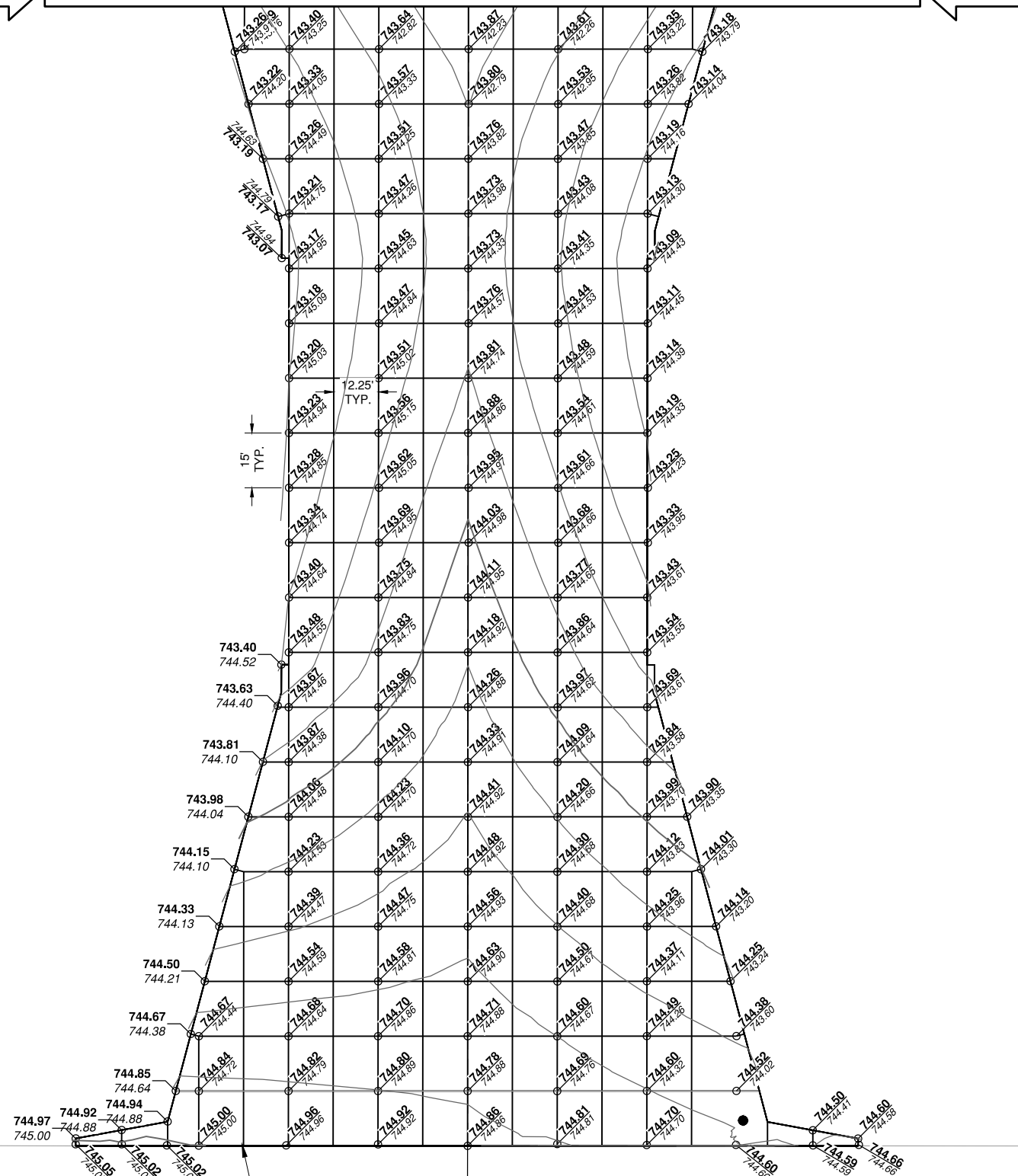
- PROPOSED ELEVATION
- EXISTING ELEVATION
- PROPOSED CONTOUR
- PROPOSED JOINT LINES

KEY MAP



Path: K:\Champaign\A5\16059-03\DrawSheets\CMI4606-1605903-CP102.dwg
Date: Thursday, March 21, 2019 3:23:27 PM

MATCHLINE - SEE SHEET CP102



RUNWAY 14L/32R

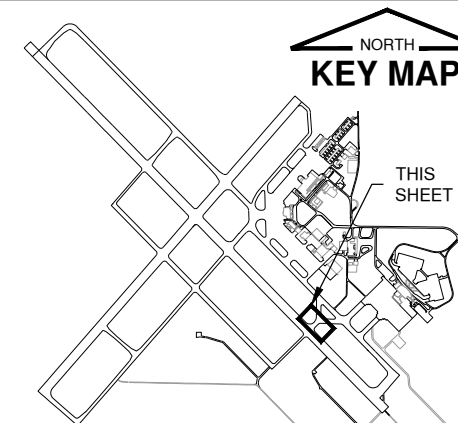
69+00

70+00

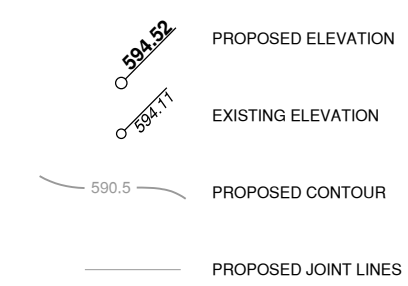
71+00

72+00

KEY MAP



LEGEND



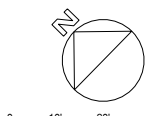
NOTES

- ELEVATIONS ARE SHOWN AT THE PROPOSED JOINT LOCATIONS.
- SURFACE GRADIENT OF PROPOSED TAPERS SHALL MATCH THE EXISTING TAXIWAY A.



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CONSULTANTS



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

MARCH 1, 2019

CONSTRUCT TAXIWAY A5

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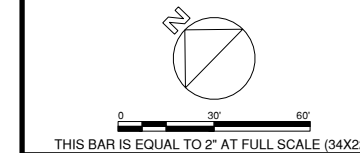
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IL PROJ. NO.	CMI-4606
CMT PROJECT NO.	16059-03-00
CAD DWG FILE:	CMI4606-1605903-CP103.DWG
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SHEET TITLE
STAKING PLAN 2

CP103
SHEET 15 OF 39

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MARCH 1, 2019

CONSTRUCT TAXIWAY A5

OWNER



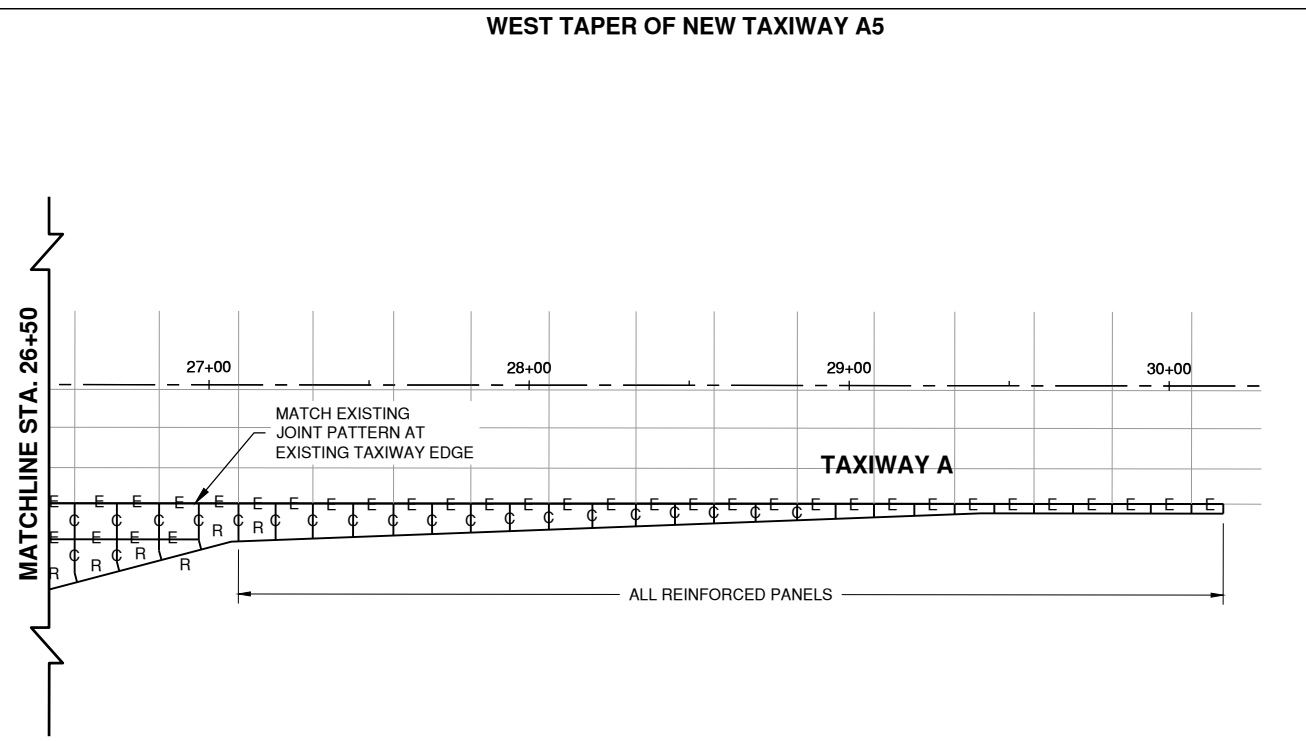
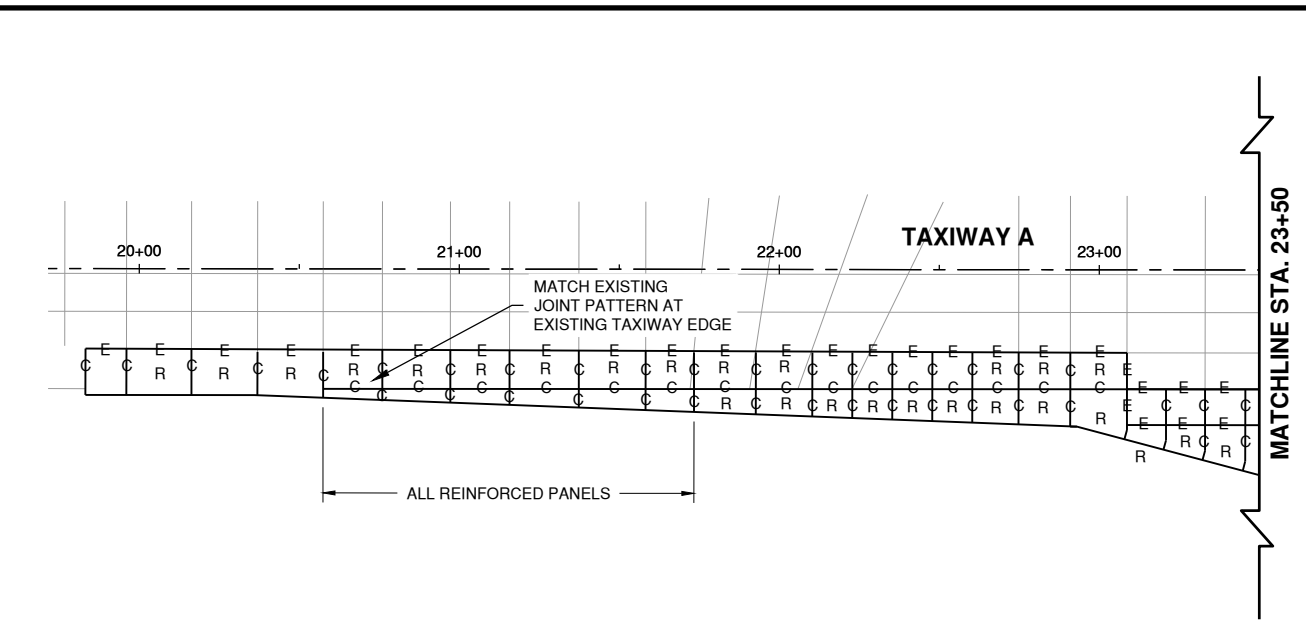
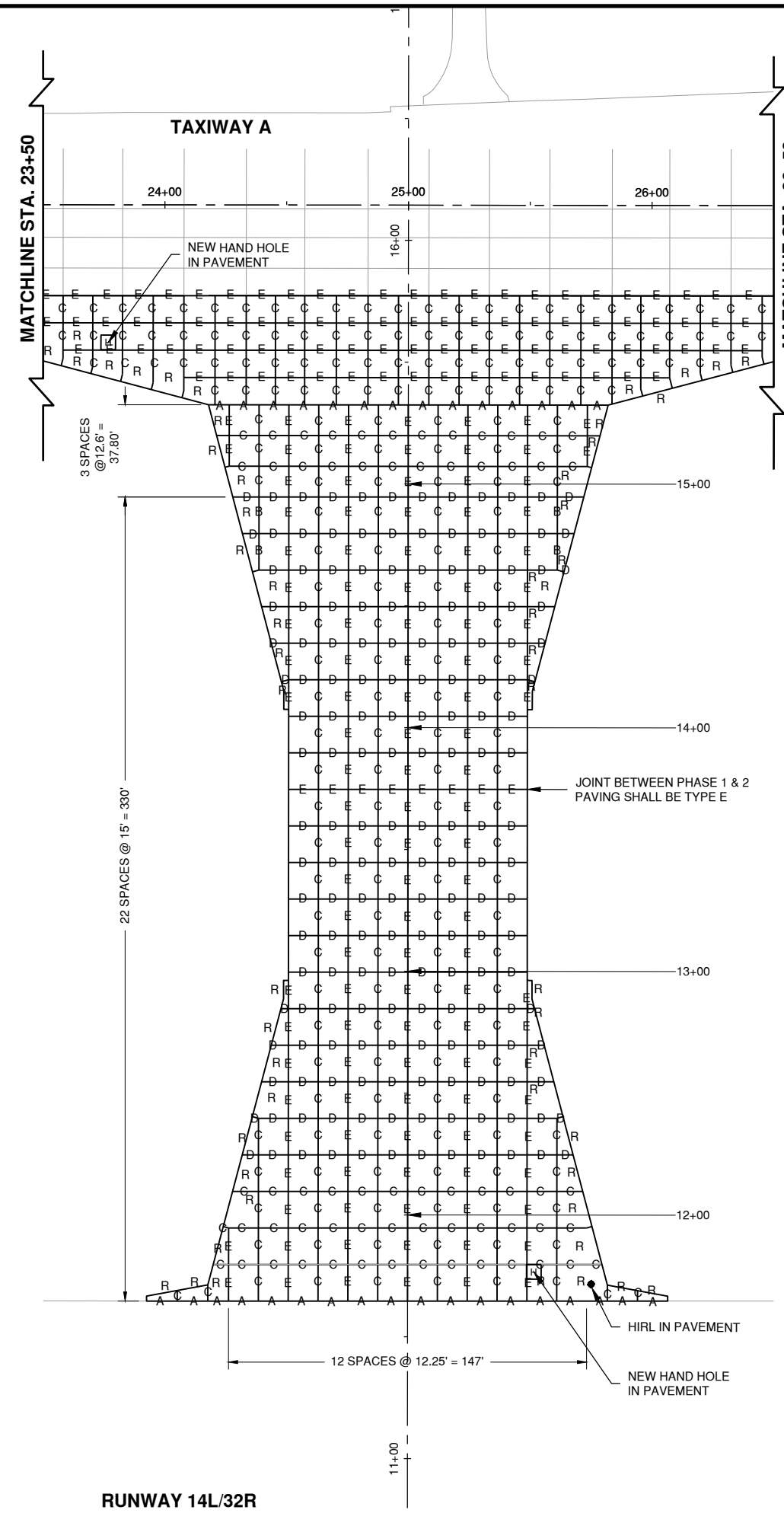
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WILLARD AIRPORT
SAVOY, ILLINOIS

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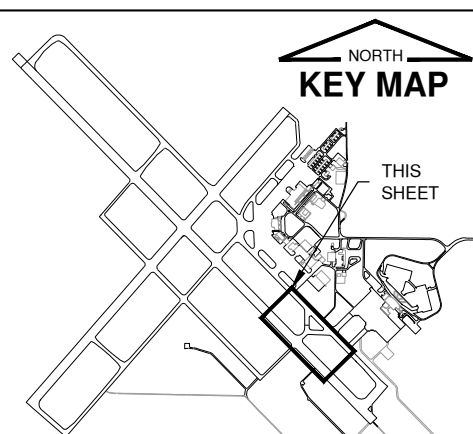
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IL PROJ. NO.	CM1-4606
CMT PROJECT NO.	16059-03-00
CAD DWG FILE:	CM14606-1605903-CJ101.DWG
DESIGNED BY:	HWI
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SHEET TITLE
JOINTING PLAN

CJ101
SHEET 16 OF 39

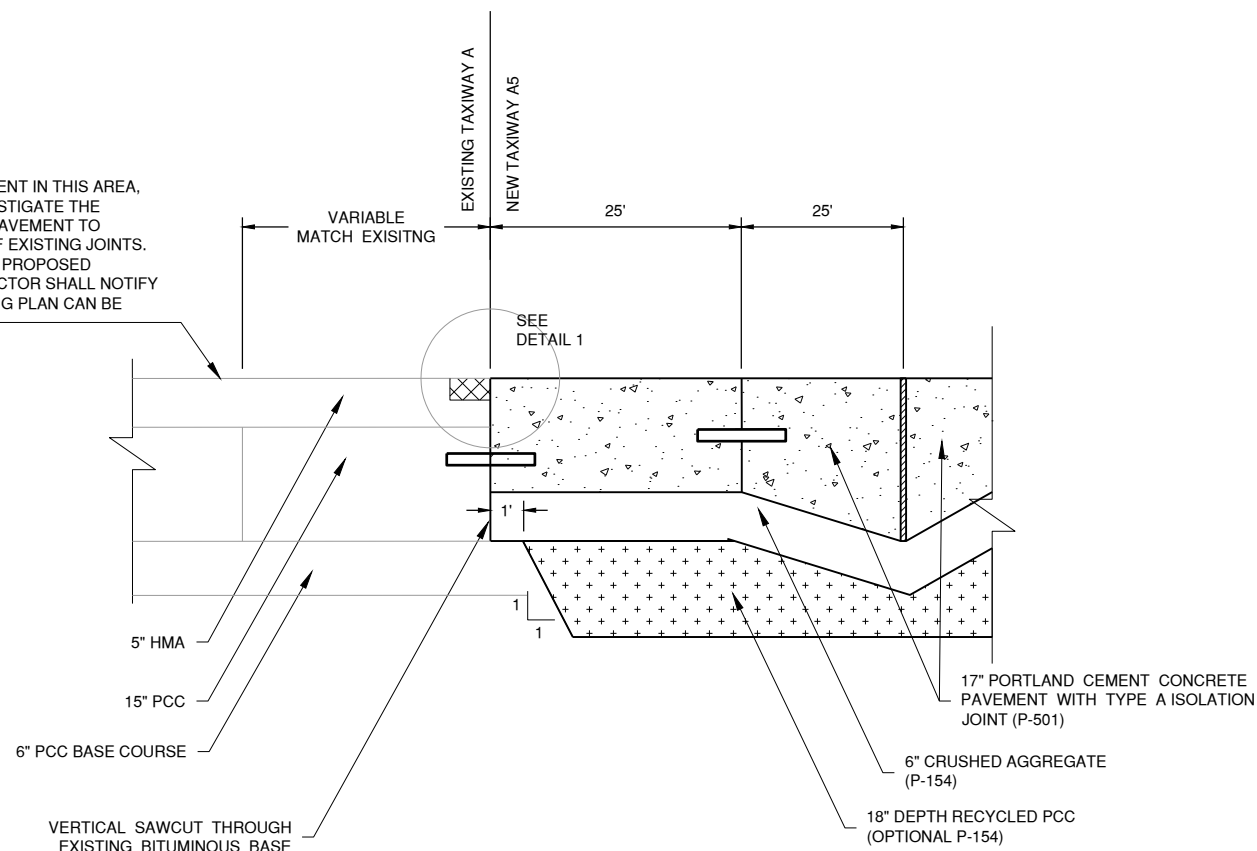


- LEGEND**
- A — TYPE A ISOLATION JOINT (3/4")
 - B — TYPE B HINGED (TIED) CONTRACTION JOINT
 - C — TYPE C DOWELED CONTRACTION JOINT
 - D — TYPE D DUMMY CONTRACTION JOINT
 - E — TYPE E DOWELED CONSTRUCTION JOINT
 - THICKENED EDGE
 - R** REINFORCED PANEL
 - EXISTING PCC JOINT LOCATION (EST.) UNDER HMA OVERLAY
 - HIRL IN PAVEMENT - SEE EL506 FOR DETAILS



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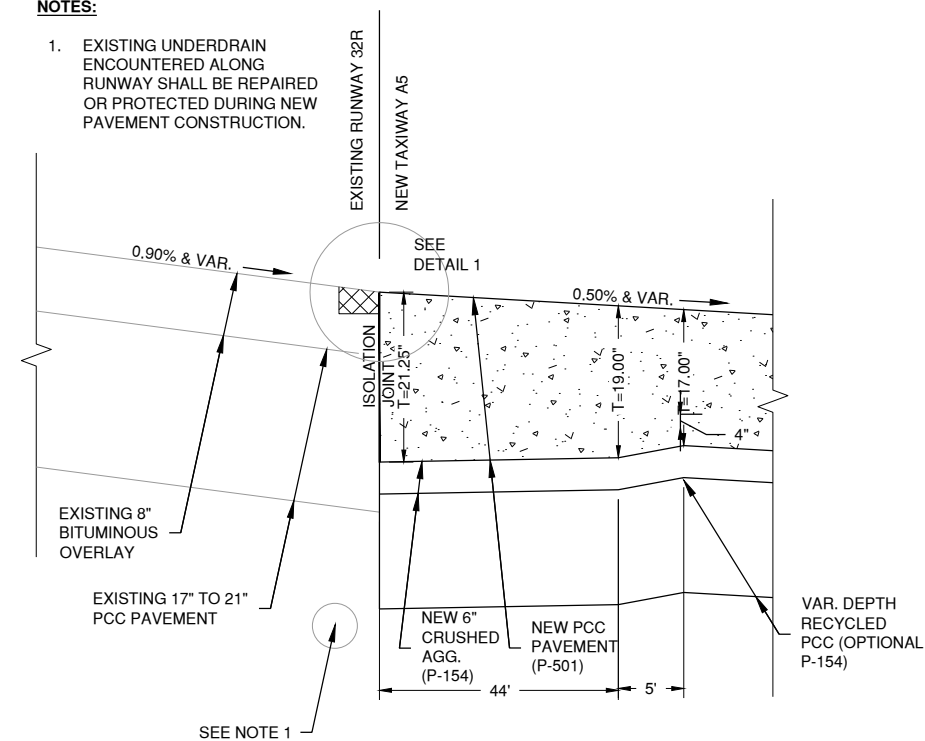
PRIOR TO REMOVAL OF PAVEMENT IN THIS AREA, THE CONTRACTOR SHALL INVESTIGATE THE ADJACENT UNDERLYING PCC PAVEMENT TO DETERMINE THE LOCATIONS OF EXISTING JOINTS. IF THE JOINTS VARY FROM THE PROPOSED REMOVAL LIMITS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THE JOINTING PLAN CAN BE REVISED PRIOR TO PAVING.



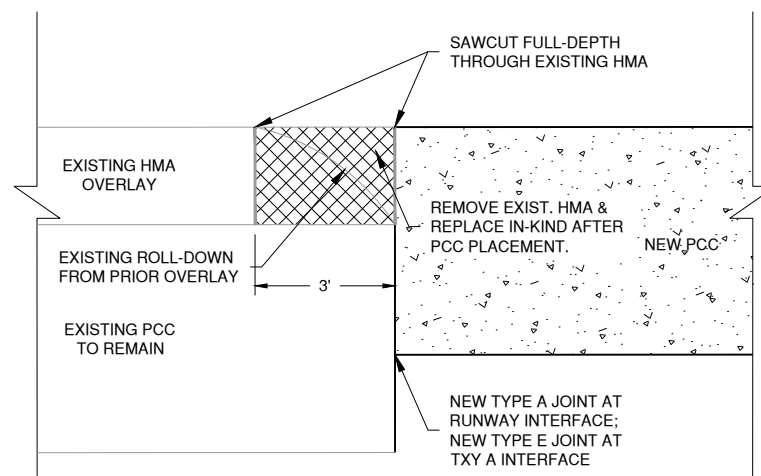
B PAVEMENT TRANSITION - NEW TXY A5 TO EXISTING TXY A
N.T.S.

NOTES:

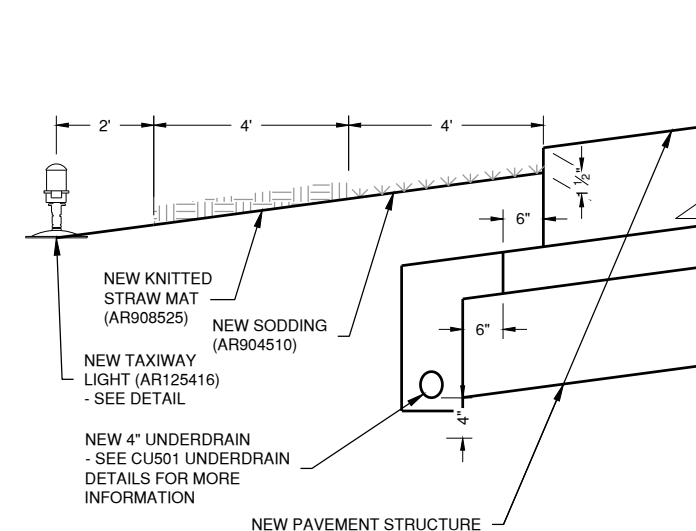
- EXISTING UNDERDRAIN ENCOUNTERED ALONG RUNWAY SHALL BE REPAIRED OR PROTECTED DURING NEW PAVEMENT CONSTRUCTION.



C PAVEMENT TRANSITION - NEW TXY A5 TO EXISTING RUNWAY
N.T.S.



1 HMA EDGE REMOVAL & REPLACEMENT DETAIL
N.T.S.



2 SHOULDER DETAIL-TYPICAL BOTH SIDES
N.T.S.

MARCH 1, 2019

CONSTRUCT TAXIWAY A5

OWNER



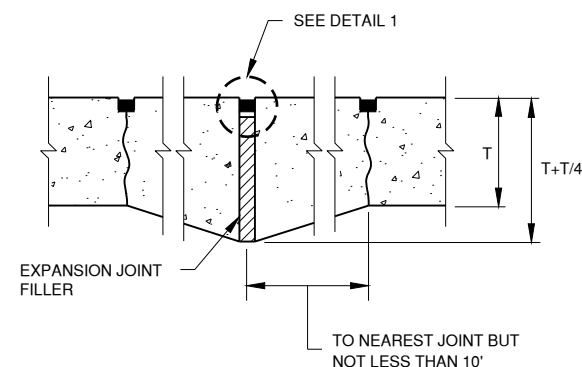
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SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

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IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-CP301.DWG
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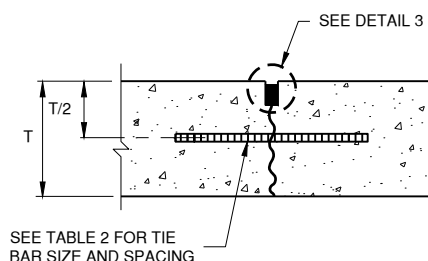
SHEET TITLE
PAVEMENT TRANSITION DETAILS

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT I, INCHES $I=(T/3) \pm 1/4"$
5	1.67"
6	2.00"
7	2.33"
8	2.67"
9	3.00"
10	3.33"
11	3.67"
12	4.00"
13	4.33"
14	4.67"
15	5.00"
16	5.33"
17	5.67"
18	6.00"



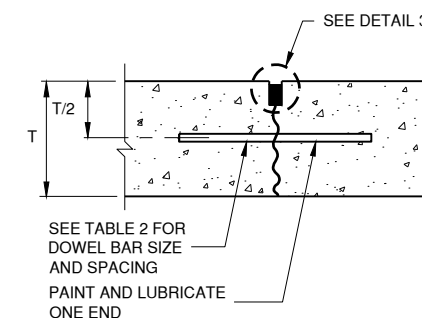
TYPE A THICKENED ISOLATION

SYMBOL A



TYPE B HINGED (TIED) CONTRACTION

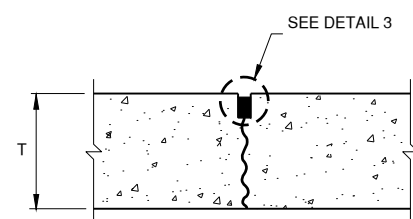
SYMBOL B



TYPE C DOWELED CONTRACTION

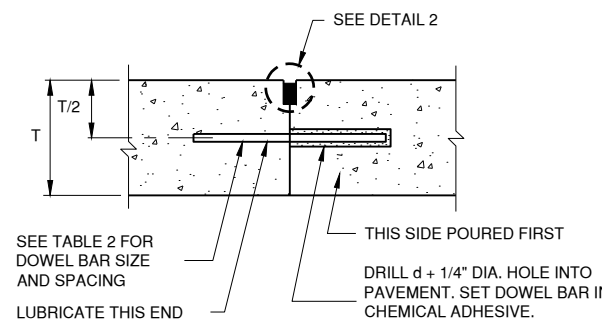
SYMBOL C

PAVEMENT THICKNESS T - INCHES	DOWEL BAR DETAILS			TIE BAR DETAILS		
	DIA.	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
6	3/4"	18"	12" O.C.	#5	30"	30" O.C.
7	3/4"	18"	12" O.C.	#5	30"	30" O.C.
8	1"	18"	12" O.C.	#5	30"	30" O.C.
9	1"	18"	12" O.C.	#5	30"	30" O.C.
10	1"	18"	12" O.C.	#5	30"	30" O.C.
11	1"	18"	12" O.C.	#5	30"	30" O.C.
12	1"	18"	12" O.C.	#5	30"	30" O.C.
13	1 - 1/4"	20"	15" O.C.	#5	30"	30" O.C.
14	1 - 1/4"	20"	15" O.C.	#5	30"	30" O.C.
15	1 - 1/4"	20"	15" O.C.	#5	30"	30" O.C.
16	1 - 1/4"	20"	15" O.C.	#5	30"	30" O.C.
17	1 - 1/2"	20"	18" O.C.	#5	30"	30" O.C.
18	1 - 1/2"	20"	18" O.C.	#5	30"	30" O.C.



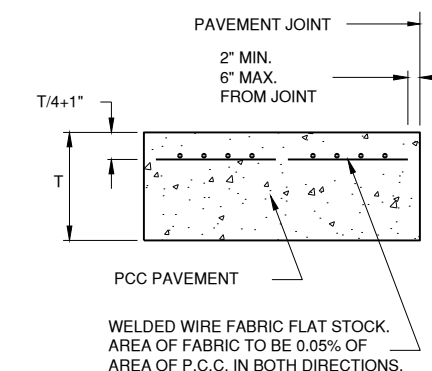
TYPE D DUMMY CONTRACTION

SYMBOL D



TYPE E DOWELED CONSTRUCTION

SYMBOL E



ODD SHAPED PANEL REINFORCEMENT

SYMBOL R

NOTE:
1. INCLUDES ALL ODD-SHAPED PANELS AND RECTANGULAR PANELS WHERE LENGTH / WIDTH RATIO EXCEEDS 1.25. SEE SHEET CJ502 FOR TAPER REINFORCEMENT

MARCH 1, 2019

CONSTRUCT TAXIWAY A5

OWNER



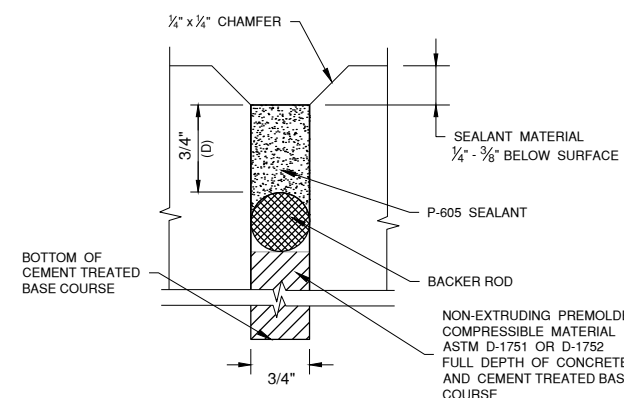
UNIVERSITY OF ILLINOIS
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SAVOY, ILLINOIS

JOINT SEALING DETAILS

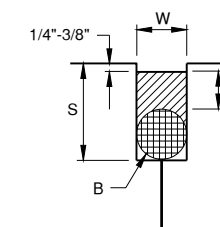
	DETAIL 1	DETAIL 2	DETAIL 3
W=WIDTH OF SEALANT RESERVOIR (IN.)	3/4	1/2	1/2
D=DEPTH OF SEALANT RESERVOIR (IN.)	3/8	1/4	1/4
B=BACKER ROD DIAMETER (IN.)	N/A	5/8	5/8
S=SECOND SAWCUT DEPTH (IN.) MINIMUM	N/A	1-1/8	1-1/8

JOINT NOTES

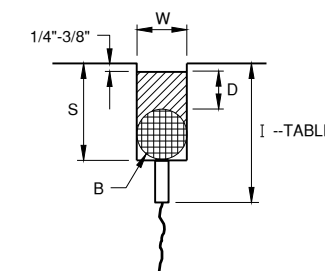
- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL & TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
- ALL TIE BARS & MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING & AFTER CONCRETE PLACEMENT.
- TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH THE SPECIFICATIONS.
- THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO THE DIMENSIONS OF THE SECOND SAWCUT WILL NOT BE ALLOWED.



DETAIL 1



DETAIL 2



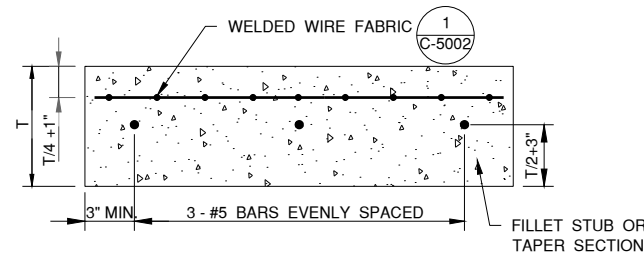
DETAIL 3

MARK | DATE | DESCRIPTION

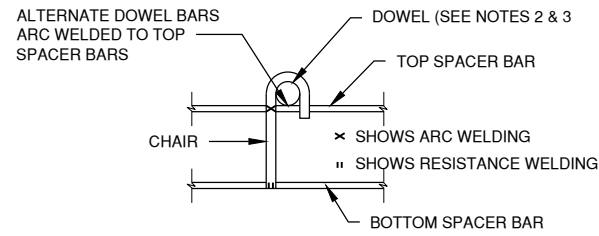
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IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-CJ501.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
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SHEET TITLE

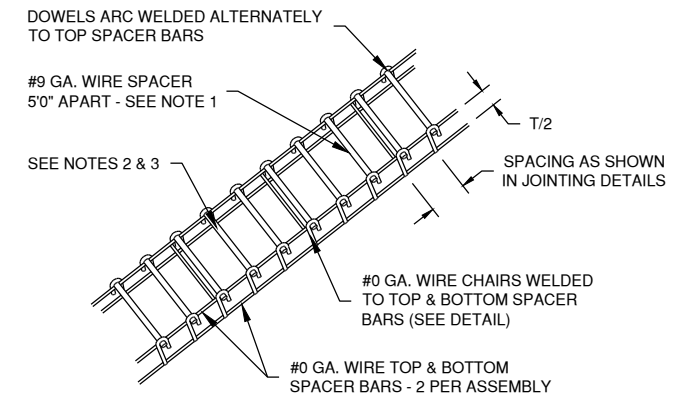
JOINTING DETAILS



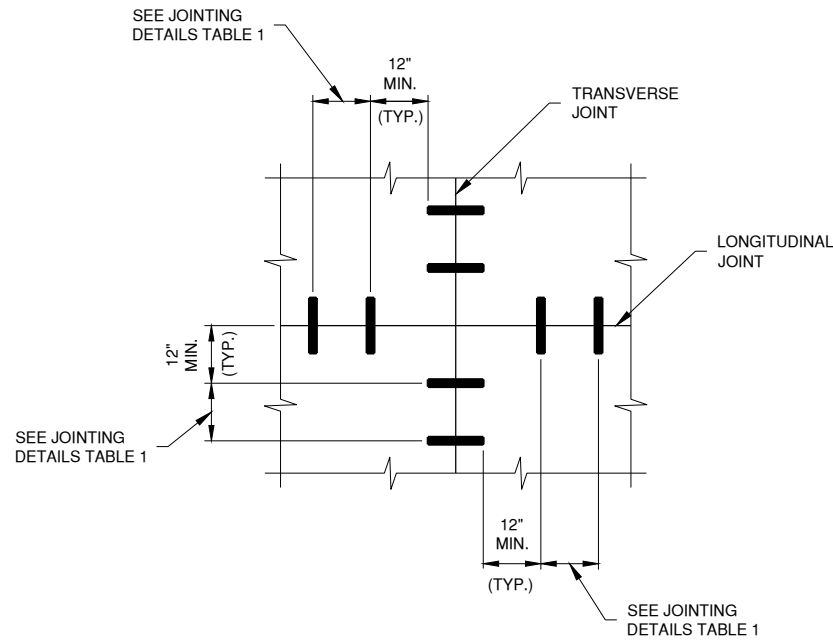
1 REINFORCED FILLET STEEL DETAIL
N.T.S.



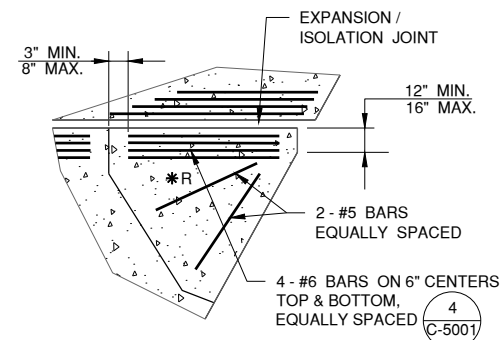
2 TYPICAL DOWEL BASKET ELEVATION DETAIL W/ CHAIR
N.T.S.



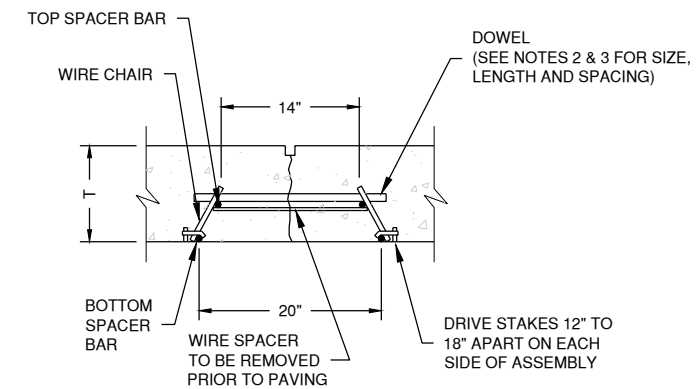
3 DOWEL BASKET ASSEMBLY DETAIL
N.T.S.



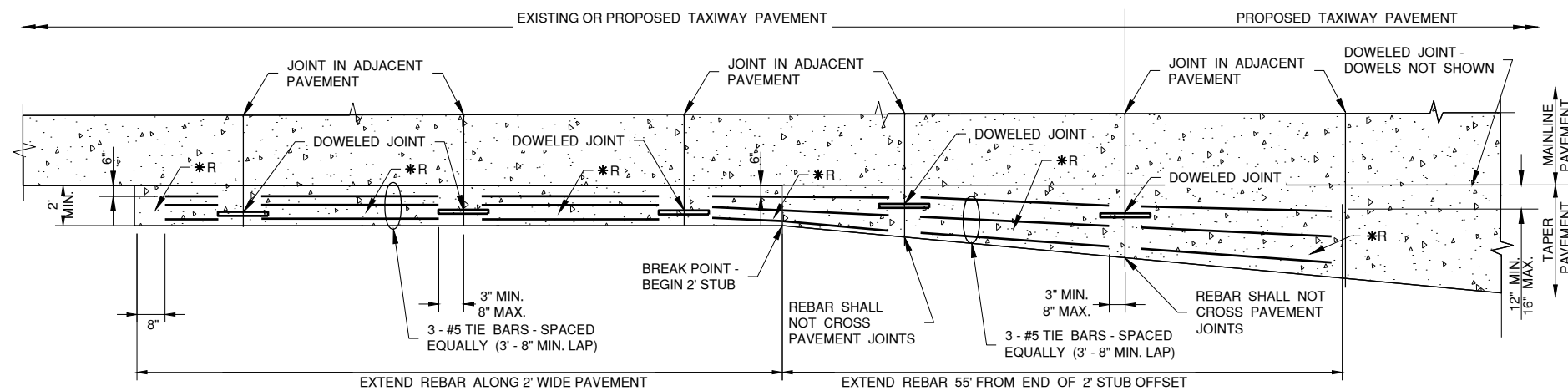
4 DOWEL PLACEMENT DETAIL
N.T.S.



5 STUB DETAIL
N.T.S.
TYPICAL AT ODD-SHAPED PANEL AT EXPANSION / ISOLATION JOINT
*R = ODD SHAPED PANEL REINFORCEMENT



6 DOWEL BAR INSTALLATION DETAIL
N.T.S.



7 FILLET TAPER DETAIL
N.T.S.
*R = TAPER REINFORCEMENT WITH REBAR
SEE DETAILS 1 AND 5 ON THIS SHEET

- DOWEL BASKET NOTES**
- #9 GA. WIRE SPACER BAR ARC WELDED TO THE BOTTOM OF TOP SPACER BAR. (MAY BE MECHANICALLY ATTACHED IN LIEU OF WELDING) 3 REQUIRED PER UNIT. THIS WIRE MUST BE CUT OR REMOVED PRIOR TO PAVING.
 - DOWEL BAR DIAMETER, LENGTH & SPACING SHALL BE AS SHOWN IN TABLE 2.
 - DOWELS SHALL BE EPOXY COATED FULL LENGTH OF DOWEL. BEFORE DELIVERY TO THE CONSTRUCTION SITE, THE FREE END OF EACH DOWEL SHALL BE LUBRICATED OR OILED FOR HALF THE LENGTH OF THE DOWEL.

MARK	DATE	DESCRIPTION

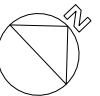
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IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-CJ502.DWG
DESIGNED BY: HWI
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PAVING & MISCELLANEOUS DETAILS



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CONSULTANTS



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

MARCH 1, 2019

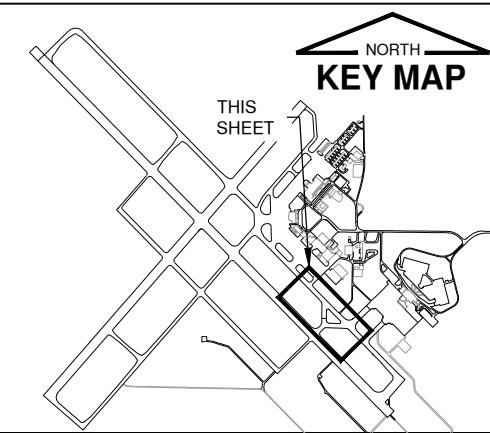
CONSTRUCT TAXIWAY A5

OWNER



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SAVOY, ILLINOIS

KEY MAP



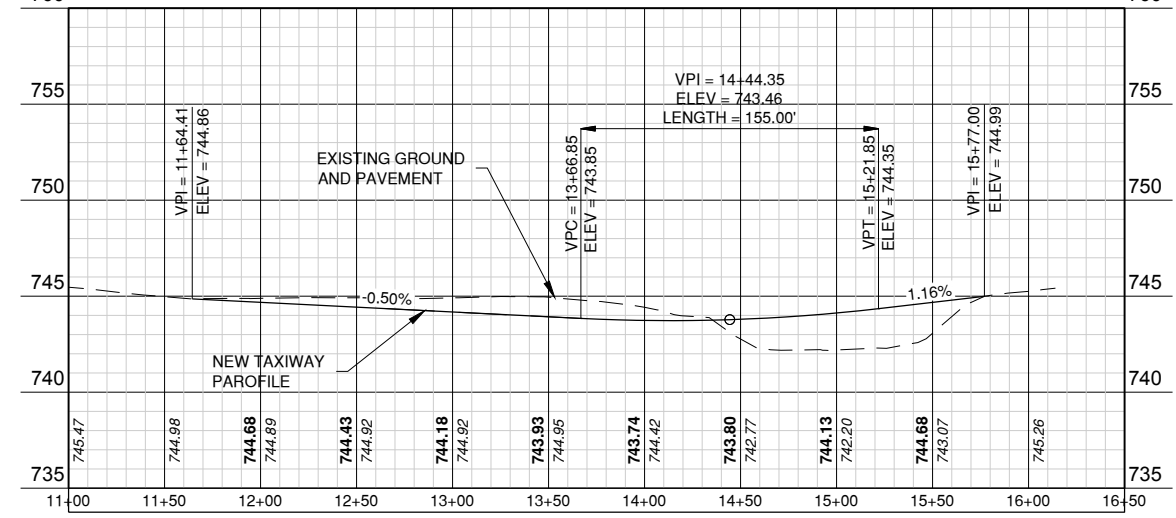
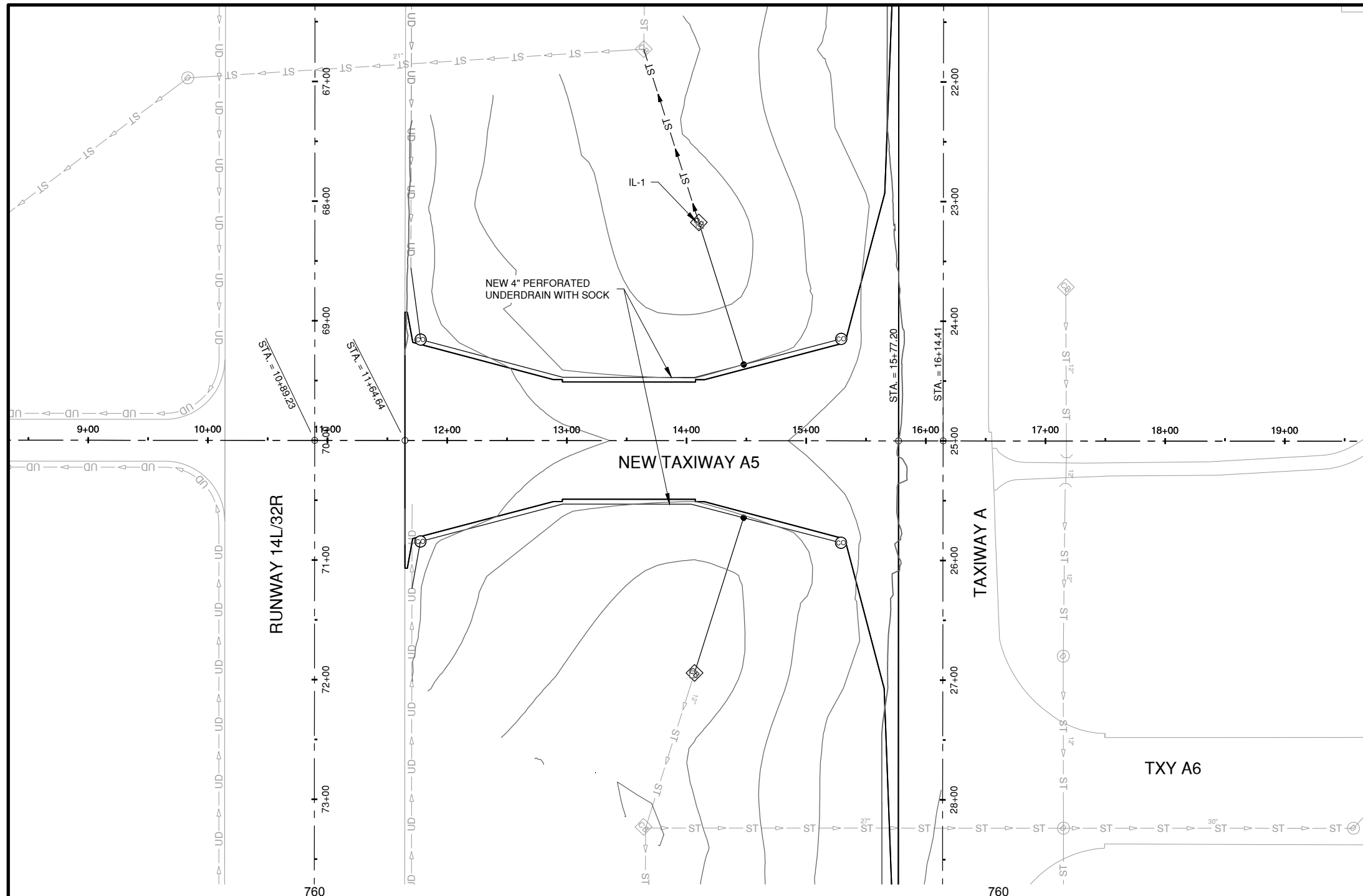
MARK | DATE | DESCRIPTION

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SHEET TITLE
TAXIWAY A5 PLAN & PROFILE

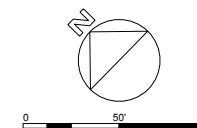
C1200

SHEET 20 OF 39



TAXIWAY A5 PROFILE

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MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-33

IL PROJ. NO. CMI-4606

CMT PROJECT NO: 16059-03-00

CAD DWG FILE: CMI4606-1605903-CU101.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: CBG

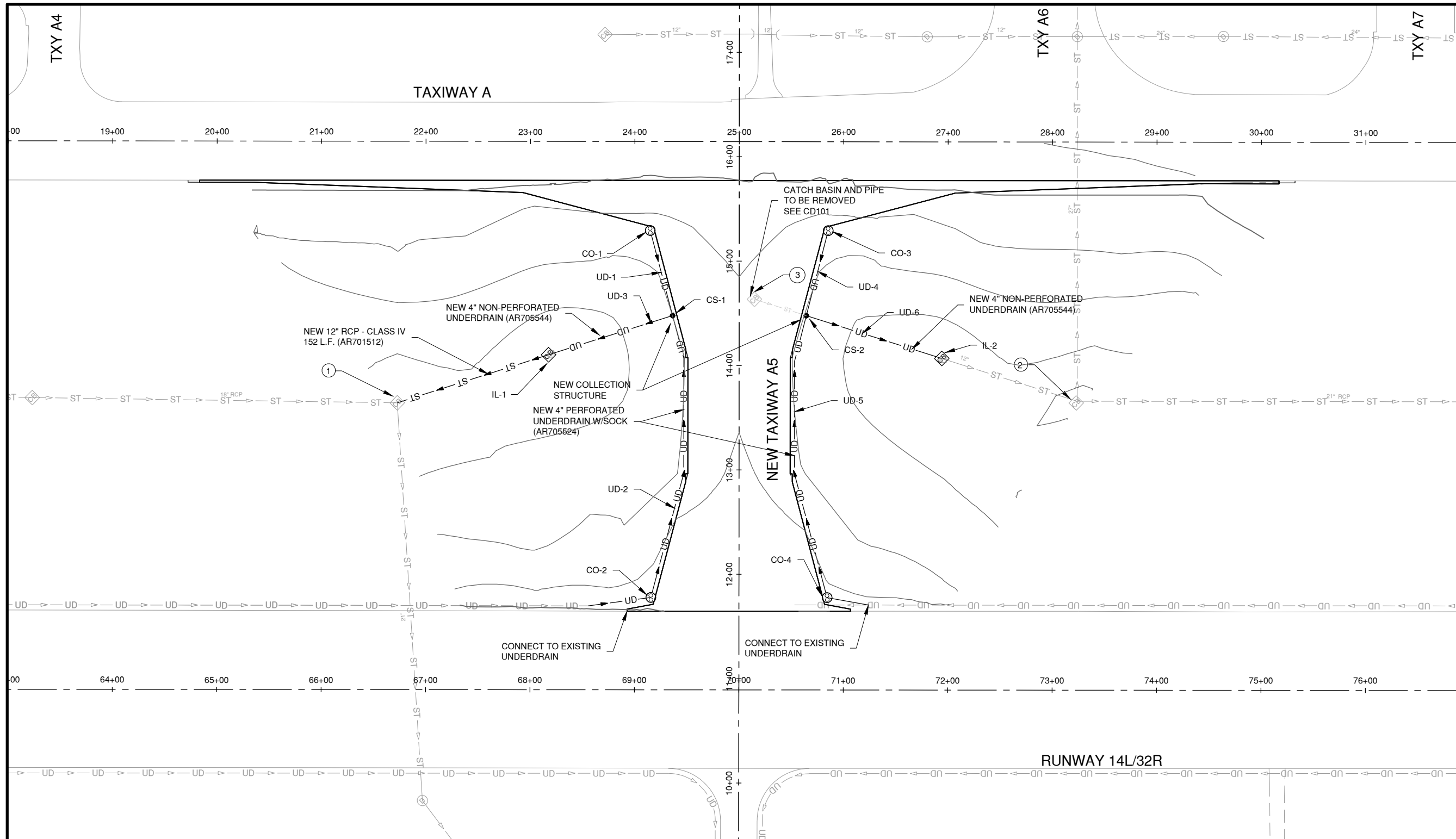
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SHEET TITLE

**GRADING AND
DRAINAGE PLAN**

CU101

SHEET 21 OF 39


LEGEND

- UD — EXISTING UNDERDRAIN
- ST — EXISTING STORM SEWER
- ⊕ EXISTING INLET
- ⊙ EXISTING MANHOLE
- ⊕ NEW UNDERDRAIN CLEANOUT
- ⊕ NEW TYPE A INLET - (AR751411)
- ST — NEW 12" RCP
- UD — NEW 4" UNDERDRAIN
- NEW COLLECTION STRUCTURE
- ~ PROPOSED CONTOUR

NOTES

1. GRADE NEW SHOULDER TO DRAW TO PROPOSED STRUCTURES TO MEET RSA SLOPE.
2. RECORD DRAWINGS DO NOT INDICATE ANY DRAINAGE STRUCTURES DIRECTLY SOUTHEAST OF THE NEW PAVEMENT EDGE, BUT ADDITIONAL UNDERDRAIN WAS ACCOUNTED FOR AS A PROVISION SHOULD THERE BE A NEED AFTER THE REMOVAL PROCESS IS COMPLETE.

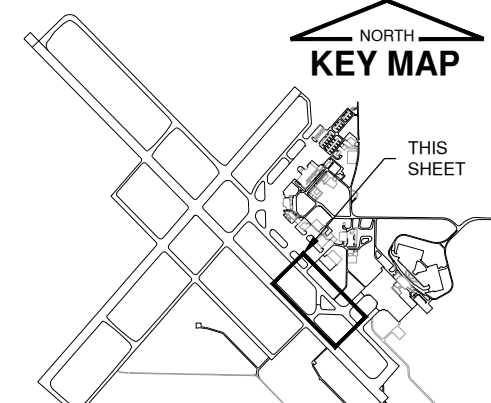
UNDERDRAIN PIPE SCHEDULE

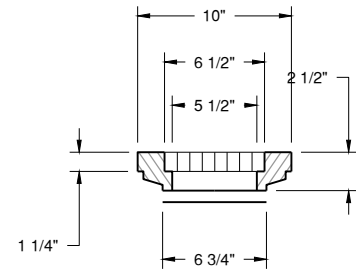
STRUCT.	STRUCT. UP	STRUCT. DOWN	INVERT UP	INVERT DOWN	LENGTH FEET	SLOPE	TYPE
UD-1	CO-1	CS-1	740.13	739.74	84	0.5%	4" PERFORATED
UD-2	CO-2	CS-1	741.27	739.74	276	0.6%	4" PERFORATED
UD-3	CS-1	IL-1	739.74	739.00	124	0.6%	4" NON-PERFORATED
UD-4	CO-3	CS-2	740.13	739.71	84	0.5%	4" PERFORATED
UD-5	CO-4	CS-2	740.97	739.71	276	0.5%	4" PERFORATED
UD-6	CS-2	IL-2	739.71	739.22	134	0.4%	4" NON-PERFORATED

PIPE SCHEDULE

STRUCT. NO.	EXISTING OR NEW STRUCT.	TYPE	RIM. ELEV.	INVERT ELEV.				BASELINE NAME	STATION	OFFSET
				(N)	(S)	(E)	(W)			
1	EXT.	INLET	741.09		736.76			TXY A5	13+63.96	-327.30
2	EXT.	INLET	740.60				736.43	TXY A5	13+66.11	323.81
3	EXT.	INLET	741.40			739.67		TXY A5	14+63.40	14.62
IL-1	NEW	INLET TYPE-A	741.00			738.20	738.14	TXY A5	14+10.14	-182.49
IL-2	NEW	INLET TYPE-A	741.00			739.19	739.25	TXY A5	14+06.86	194.09

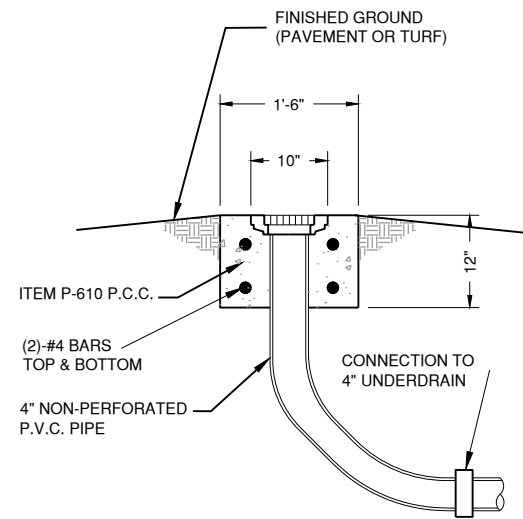
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KEY MAP


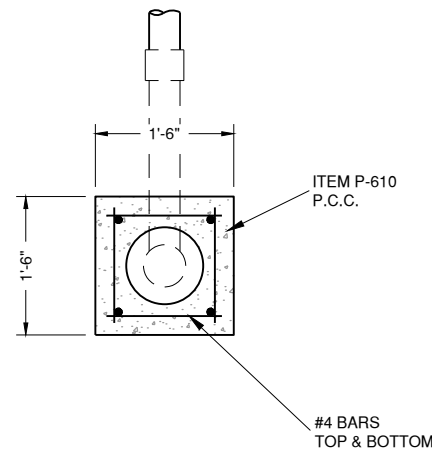


CAST IRON FRAME & COVER
(SIMILAR TO NEENAH R-6013 OR
APPROVED EQUAL)

FRAME & LID



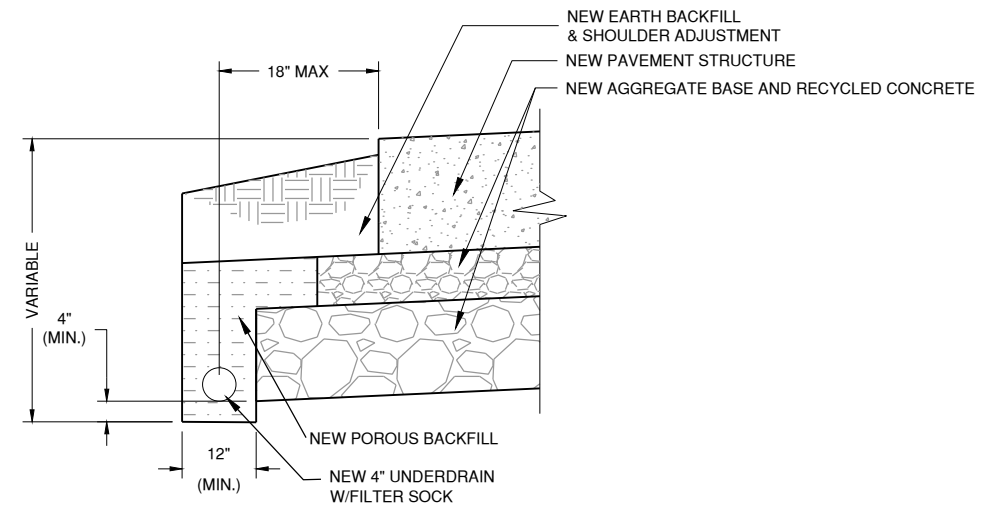
SIDE VIEW



PLAN

UNDERDRAIN CLEAN-OUT DETAILS

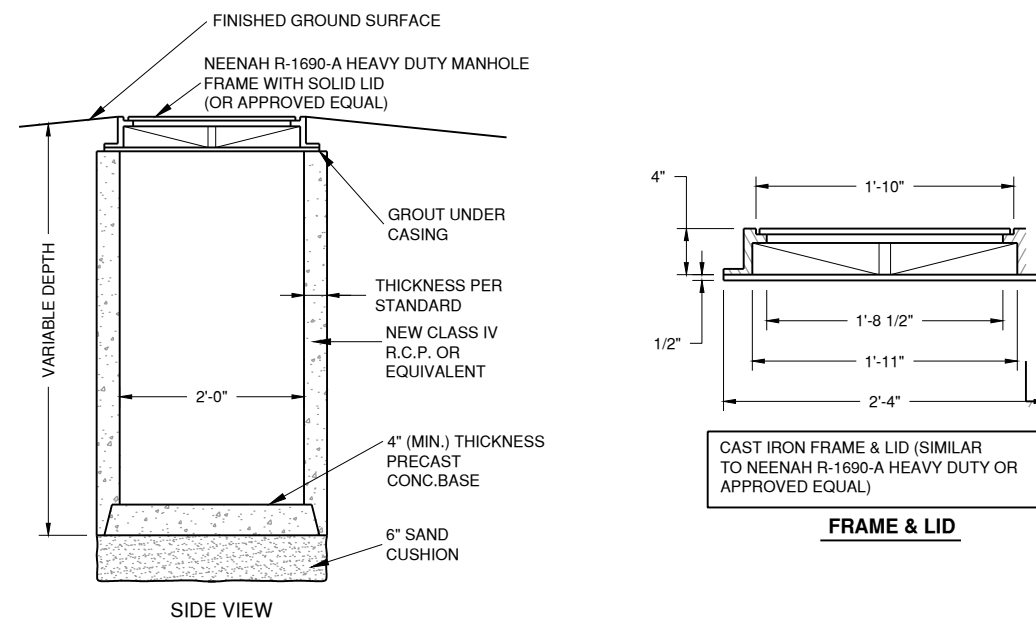
N.T.S.



PAVEMENT EDGE

TYPICAL UNDERDRAIN DETAIL

N.T.S.



SIDE VIEW

FRAME & LID

**UNDERDRAIN COLLECTION
STRUCTURE DETAIL**

N.T.S.

MARCH 1, 2019

CONSTRUCT TAXIWAY A5

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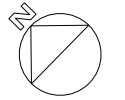
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IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-CU501.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
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SHEET TITLE
**UNDERDRAIN
DETAILS**



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

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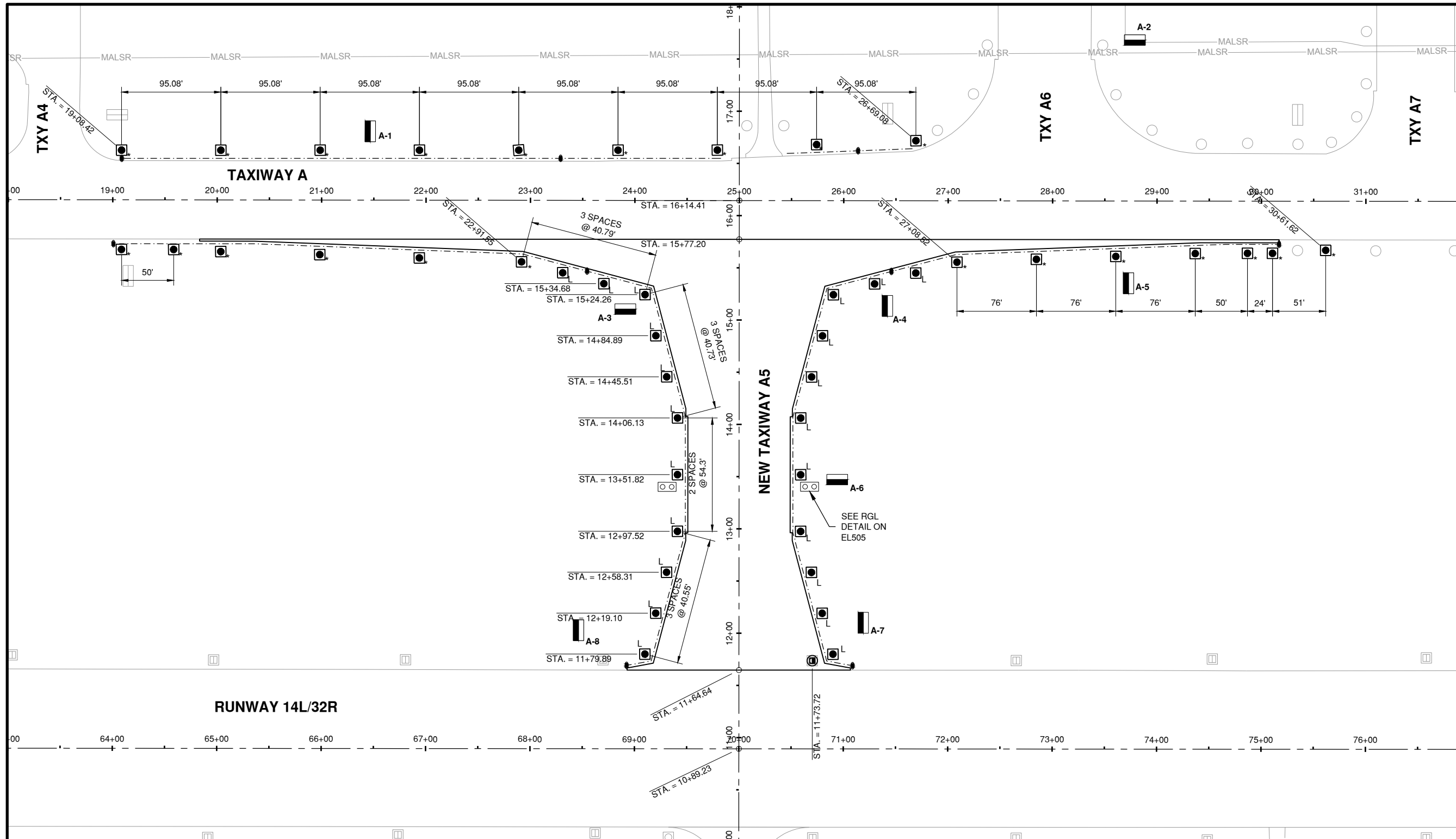
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MARK DATE DESCRIPTION

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IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-EL101.DWG
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SHEET TITLE
LIGHTING AND SIGN PLAN

EL101
SHEET 23 OF 39

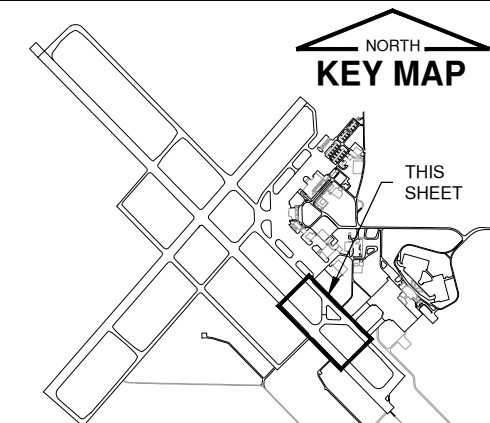


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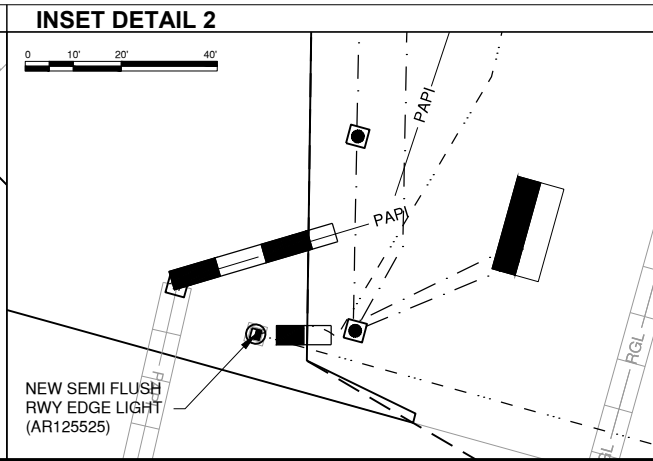
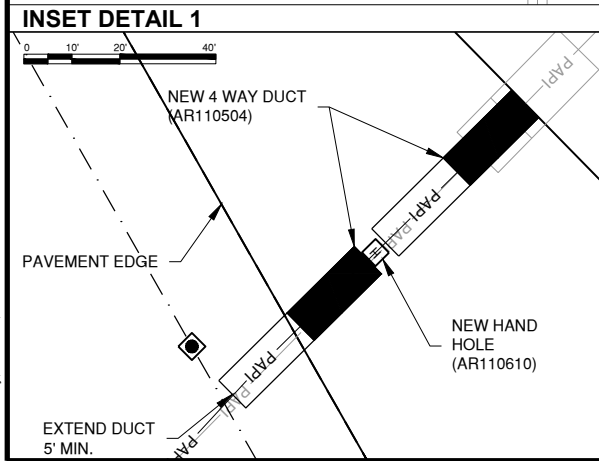
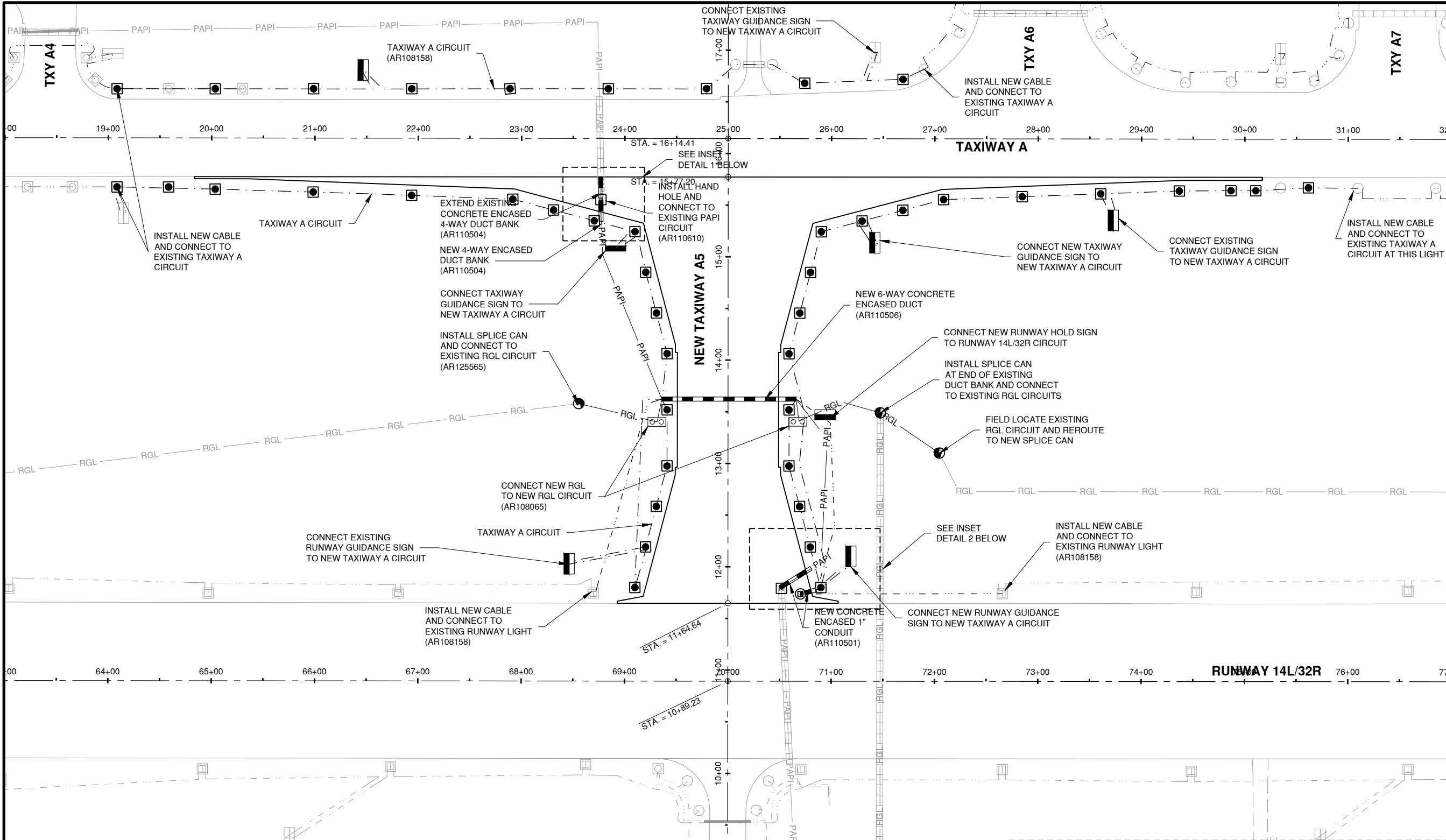
- LIGHTS ARE SHOWN 10' FROM THE USABLE EDGE OF PAVEMENT. SEE DETAIL FOR MORE INFORMATION.
- SEE ELECTRICAL DETAILS EL505 FOR LOCATION OF HOLD SIGNS AND RGL.
- LED SIGNS ON RUNWAY CIRCUIT SHALL BE 5 STEP STYLE 3.
- EXISTING INCANDESCENT LIGHT FIXTURES SHALL BE RELOCATED TO THE LOCATIONS SHOWN ABOVE WITH NEW LIGHT BASES (PAID AS SPLICE CAN) AND ISOLATION TRANSFORMERS.
- HOLD POSITION SIGN (S-6) SHALL BE 257' FROM RUNWAY 14L/32R CENTERLINE @ N: 1226661.172 E: 1002353.061
- IF A STATION OR DIMENSION IS NOT GIVEN FOR A NEW LIGHT, IT SHALL BE LOCATED PERPENDICULAR TO THE TAXIWAY CENTERLINE FROM THE OPPOSING LIGHT ON THE OTHER SIDE OF THE TAXIWAY.

LEGEND

- EXISTING BASE MOUNTED RUNWAY LIGHT OR FOUNDATION
- EXISTING STAKE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING AIRFIELD GUIDANCE SIGN
- NEW BASE MOUNTED TAXIWAY LIGHT (LED)
- NEW IN-PAVEMENT SEMI-FLUSH RUNWAY LIGHT
- NEW AIRFIELD GUIDANCE SIGN
- RELOCATED RUNWAY GUARD LIGHT
- BASE MOUNTED TAXIWAY LIGHT (SEE NOTE 4)
- NEW COUNTERPOISE #6
- NEW GROUND ROD

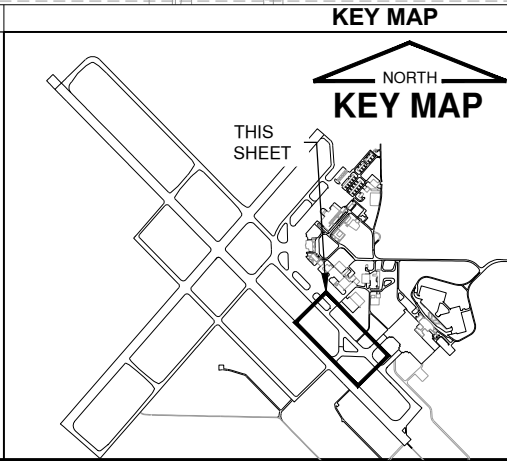


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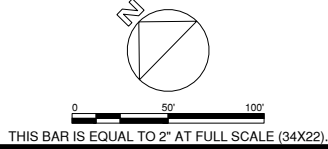


LEGEND

EXISTING	PROPOSED	DESCRIPTION
		PAPI CABLE
		RUNWAY GUARD LIGHT CABLE TWO #10 USE, ONE #8 GND IN 1" UD
		BASE MOUNTED RUNWAY LIGHT
		AIRFIELD GUIDANCE SIGN
		DUCT BANK
		TAXIWAY A CIRC. ONE 1/C 5KV CABLE IN UD
		TAXIWAY A5 CIRC. ONE 1/C 5KV CABLE IN UD
		HANDHOLE
		HIRL IN-PAVEMENT
		SPLICE CAN



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CONSTRUCT TAXIWAY A5



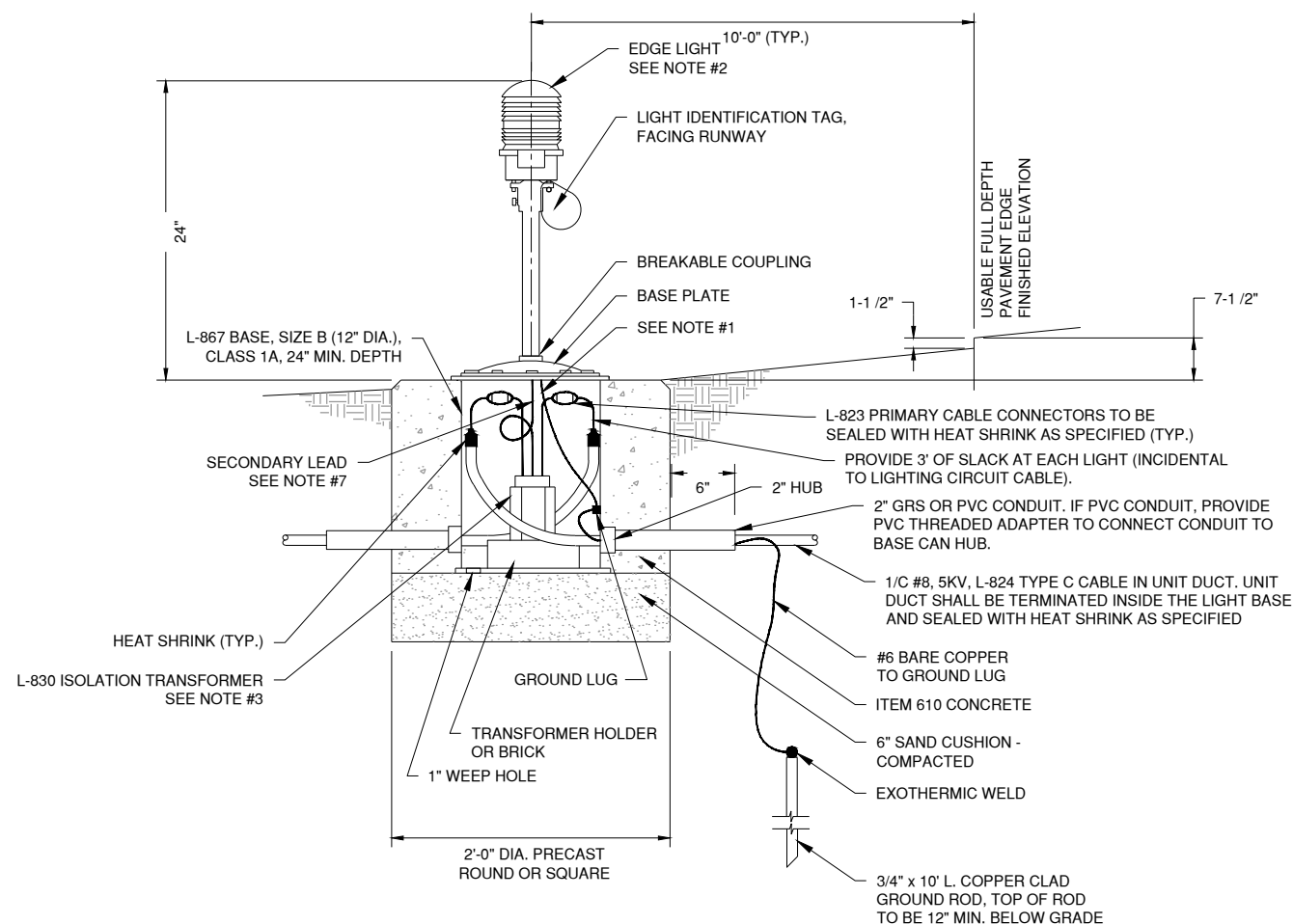
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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IL PROJ. NO. CMI-4606		
CMT PROJECT NO: 16059-03-00		
CAD DWG FILE: CMI4606-1605903-EP101.DWG		
DESIGNED BY: HWI		
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CHECKED BY: MJD		
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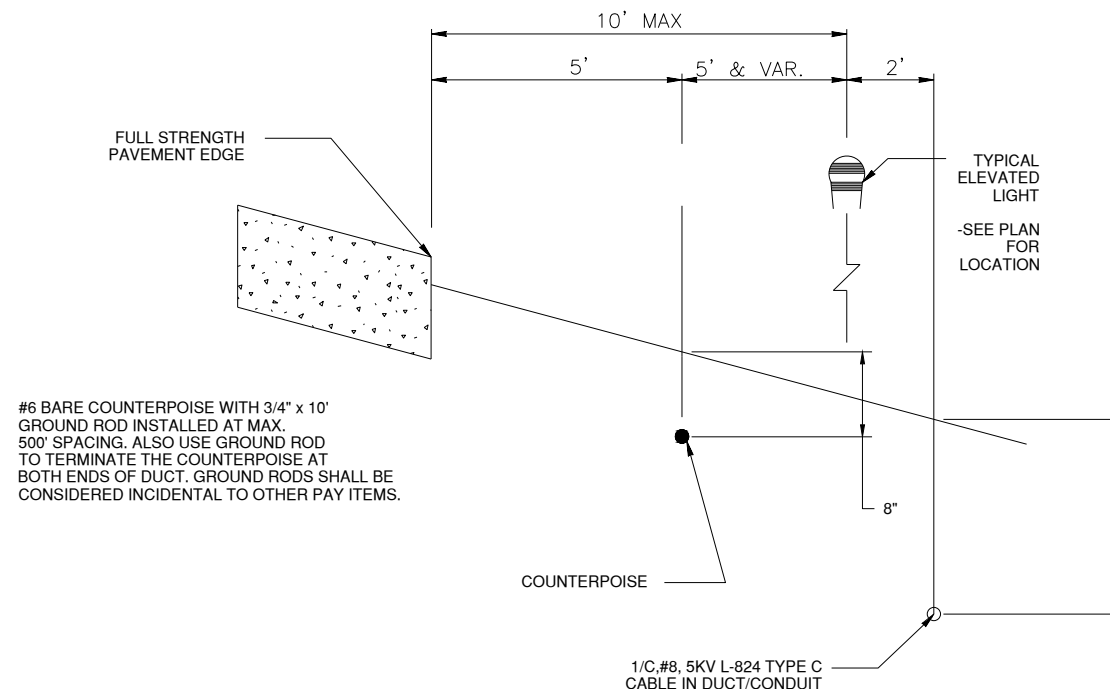
SHEET TITLE
CABLING PLAN

EP101
SHEET 24 OF 39

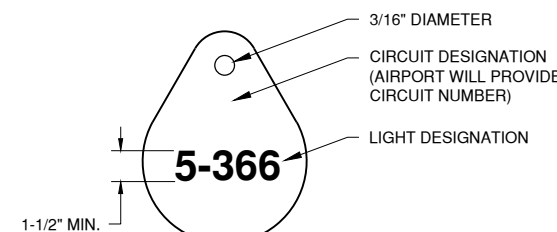
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L-861(T) BASE MOUNTED TAXIWAY EDGE LIGHT
N.T.S.



COUNTERPOISE LOCATION DETAIL
N.T.S.



LIGHT IDENTIFICATION TAG DETAIL
N.T.S.

NOTES

1. THE LIGHT FIXTURE SHALL BE BONDED TO THE LIGHT BASE INTERNAL GROUND LUG VIA A #6 AWG STRANDED COPPER WIRE RATED FOR 600 VOLTS WITH GREEN XHHW INSULATION. THE GROUND WIRE LENGTH SHALL BE SUFFICIENT TO ALLOW THE REMOVAL OF THE LIGHT FIXTURE FROM THE LIGHT BASE FOR ROUTINE MAINTENANCE. SEE THE LIGHT FIXTURE MANUFACTURER'S INSTRUCTIONS FOR PROPER METHODS OF ATTACHING THIS BONDING WIRE.
2. LIGHT FIXTURES SHALL BE L-861, L-861E, AS INDICATED ON THE PLANS AND SPECIFICATIONS. LED EDGE LIGHTS SHALL BE INDICATED WITH THE SUFFIX (L). WHERE INDICATED TO BE QUART LAMPS SHALL BE 30W OR 45W AS REQUIRED BY LIGHT FIXTURE MANUFACTURER TO MEET MINIMUM DISTRIBUTION AND OUTPUT REQUIREMENTS OF AC 150/5345-46 (LATEST EDITION).
3. L-830 ISOLATION TRANSFORMERS FOR QUARTZ EDGE LIGHTS AND LED EDGE LIGHTS WITH HEATERS SHALL BE L-830-1 30/45 WATT. LED EDGE LIGHTS WITHOUT HEATERS SHALL BE L-830-16, 10/15 WATT OR L-830-17, 20/25 WATT, AS RECOMMENDED BY LIGHT MANUFACTURER.
4. THE TOLERANCE FOR THE HEIGHT OF RUNWAY/TAXIWAY EDGE LIGHTS MUST BE ± 1 INCH. THE TOLERANCE FOR THE LATERAL SPACING (LIGHT LANE TO RUNWAY/TAXIWAY CENTERLINE) OF RUNWAY/TAXIWAY EDGE LIGHTS MUST BE ± 1 INCH.
5. DIRECTION OF PRIMARY CABLES MUST BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK FACING PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO THE RIGHT IS CODED BLUE.
6. APPLY A CORROSION INHIBITING, ANTI-SEIZE COMPOUND TO ALL SCREWS, NUTS AND FRANGIBLE COUPLING THREADS. IF COATED BOLTS ARE USED PER ENGINEERING BRIEF #83, DO NOT APPLY ANTI-SEIZE COMPOUND.
7. ELECTRICAL INSULATING GREASE MUST BE APPLIED WITHIN THE L-830 ISOLATION TRANSFORMER SECONDARY TWO CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THE CONNECTORS MUST NOT BE TAPED.
8. ENTRANCES IN L-867 BASES MUST BE PLUGGED FROM THE INSIDE WITH DUCT SEAL TO MAKE WATERTIGHT.

NOTES

1. INSTALL A NONCORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH SET SCREW.
2. NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY, AND SHALL BE AS DIRECTED BY THE RESIDENT ENGINEER.
3. AIRFIELD SIGNS SHALL BE TAGGED AND NUMBERED.
4. THE CONTRACTOR SHALL NUMBER THE EXISTING AND PROPOSED LIGHTS AND SIGNS IN EACH CIRCUIT, STARTING AT THE HOMERUN AND CONTINUING AROUND THE ENTIRE CIRCUIT, BACK TO THE HOMERUN.

MARCH 1, 2019

CONSTRUCT TAXIWAY A5

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-33
IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-EL501.DWG
DESIGNED BY: HWI
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SHEET TITLE
ELECTRICAL DETAILS

1

MARCH 1, 2019

CONSTRUCT TAXIWAY A5

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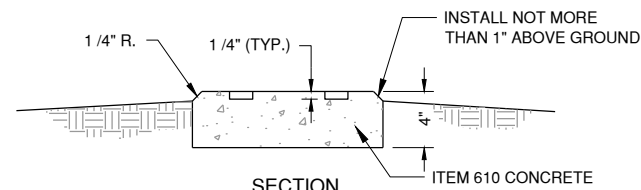
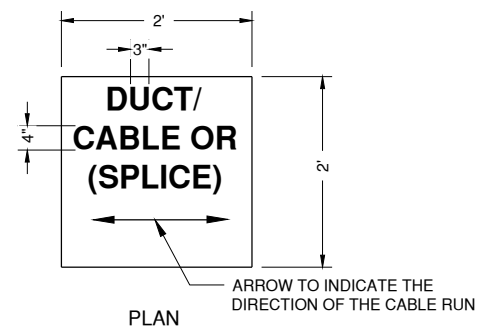
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SHEET TITLE
ELECTRICAL DETAILS
2

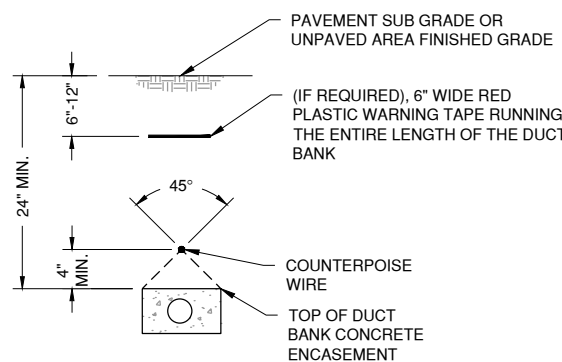
EL502
SHEET **26** OF **39**



TURF CABLE /DUCT/ SPLICE MARKER DETAIL
N.T.S.

NOTES:

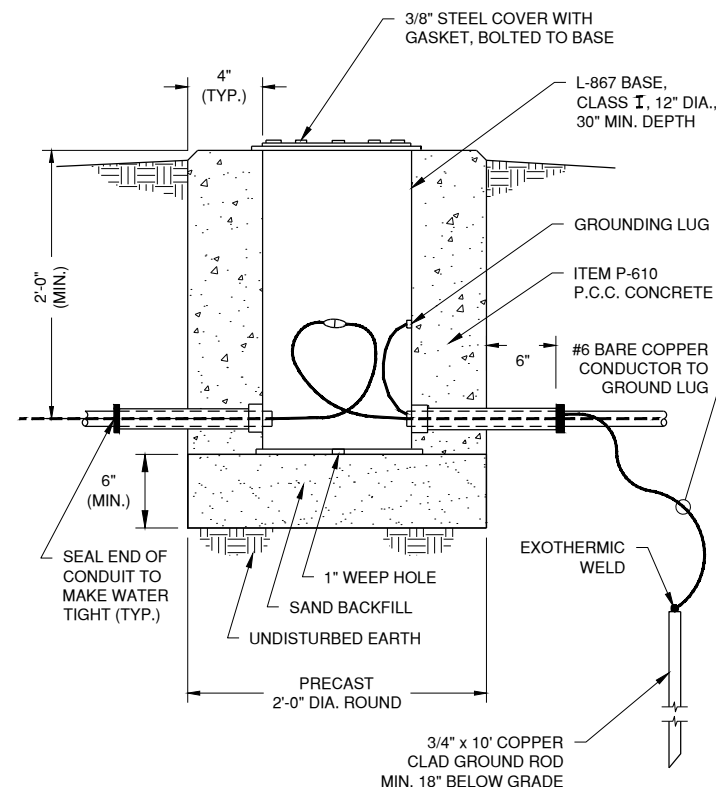
- DUCT MARKERS SHALL BE INSTALLED AT BOTH EDGES OF PAVEMENT WHERE PROPOSED ELECTRICAL DUCTS CROSS BOTH NEW AND EXISTING PAVEMENTS.
- CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE HOMERUN.
- ITEM 610 CONCRETE SHALL BE USED.
- ALL EXPOSED EDGES SHALL BE EDGED WITH A 1/4" RADIUS TOOL.
- THE COST OF FURNISHING AND INSTALLING NEW MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED ITEMS.
- 0.049 CU. YD. CONCRETE PER MARKER.
- A MARKER CONFORMING TO THIS DETAIL MARKED "SPLICE" SHALL BE INSTALLED AT ALL SPLICE LOCATIONS NOT IN LIGHT CANS OR MANHOLES.



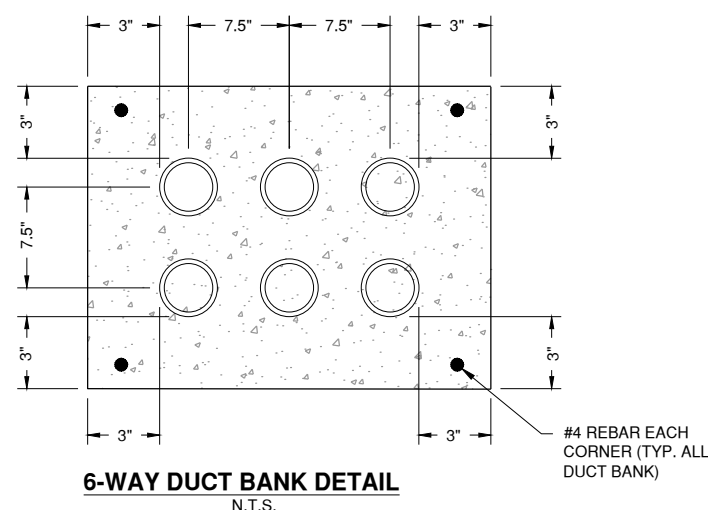
LOCATION OF COUNTERPOISE WIRE (LIGHTING PROTECTION)
N.T.S.

NOTES:

- THE HEIGHT ABOVE THE CABLE AND/OR CONDUIT IS CALCULATED TO ENSURE THE CABLES AND/OR CONDUITS TO BE PROTECTED ARE WITHIN THE 45° ZONE OF PROTECTION BELOW THE COUNTERPOISE.
- COUNTERPOISE WIRES MUST BE INSTALLED ABOVE MULTIPLE CONDUITS/DUCT BANKS FOR AIRFIELD LIGHTING CABLES, WITH THE INTENT BEING TO PROVIDE A COMPLETE CONE OF PROTECTION OVER THE AIRFIELD LIGHTING CABLES. WHEN MULTIPLE CONDUITS AND/OR DUCT BANKS FOR AIRFIELD CABLE ARE INSTALLED IN THE SAME TRENCH, THE NUMBER AND LOCATION OF THE COUNTERPOISE WIRES ABOVE THE CONDUITS SHALL BE ADEQUATE TO PROVIDE A COMPLETE ZONE OF PROTECTION MEASURED 22-1/2" EACH SIDE OF VERTICAL.
- REFER TO THE CURRENT VERSIONS OF FAA AC 150/5340-30 AND AC 150/5370-10 FOR MORE DETAILS ON COUNTERPOISE INSTALLATION.



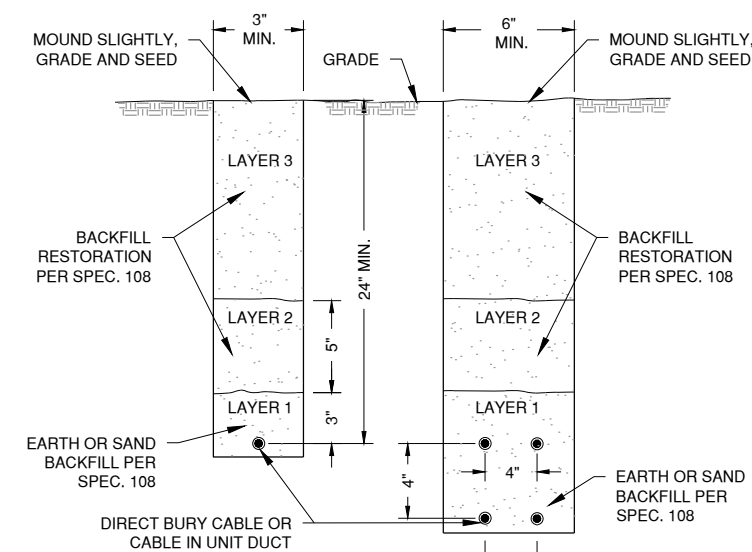
SPLICE CAN- IN TURF DETAIL
N.T.S.



6-WAY DUCT BANK DETAIL
N.T.S.

NOTES:

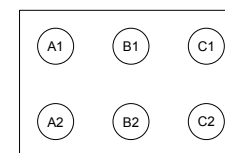
- DIMENSIONS SHOWN ARE MINIMUM.
- TOP OF CONCRETE ENCASUREMENT SHALL BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE BELOW PAVEMENTS AND NOT LESS THAN 24" BELOW FINISHED GRADE IN UNPAVED AREAS, EXCEPT WHERE DIRECTED OTHERWISE BY ENGINEER. AVOID ALL CONFLICTS WITH OTHER UTILITIES (UNDERDRAINS, WATER LINES, SEWER LINES, TELEPHONE, ELECTRICAL) OR OTHER OBSTACLES, ADJUSTING DEPTH AS NECESSARY.
- CONCRETE SHALL BE ITEM P-610.
- CONDUIT FOR CONCRETE ENCASUREMENT SHALL BE SCHEDULE 40 PVC, 4" NOMINAL DIAMETER, OR AS INDICATED ON THE PLANS.
- CONCRETE ENCASUREMENT SHALL EXTEND A MINIMUM OF 5'-0" BEYOND EDGES OF PAVEMENT, OR AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.
- #4 REBAR SHALL BE INSTALLED CONTINUOUS THE LENGTH OF THE CONCRETE ENCASUREMENT.
- DUCT BANK SHALL BE STACKED NO MORE THAN THREE CONDUITS HIGH UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- AT ENDS OF DUCT BANKS, INSTALL A PVC COUPLING FLUSH WITH END OF CONCRETE FOR CONNECTING FUTURE CONDUIT. INSTALL POLYETHYLENE PULL STRING, GREENLEE, OR EQUIVALENT. PLUG THE ENDS OF UNUSED SPARE CONDUITS WITH WOODEN PLUGS.
- HIGH VOLTAGE WIRING, RUNWAY & TAXIWAY SERIES CIRCUIT WIRING, ETC., AND POWER WIRING OVER 480V SHALL BE INSTALLED IN SEPARATE CONDUITS FROM LOW VOLTAGE WIRING, 480V OR LESS.
- IF POSSIBLE, INSTALL FIBER OPTIC CABLES AND COMMUNICATION CABLES (FAA, ETC.) IN THEIR OWN CONDUITS; OTHERWISE, INSTALL THEM IN THE CONDUITS WITH LOW VOLTAGE WIRING.
- DEPTH AS REQUIRED TO NOT IMPACT EDGE DRAIN.



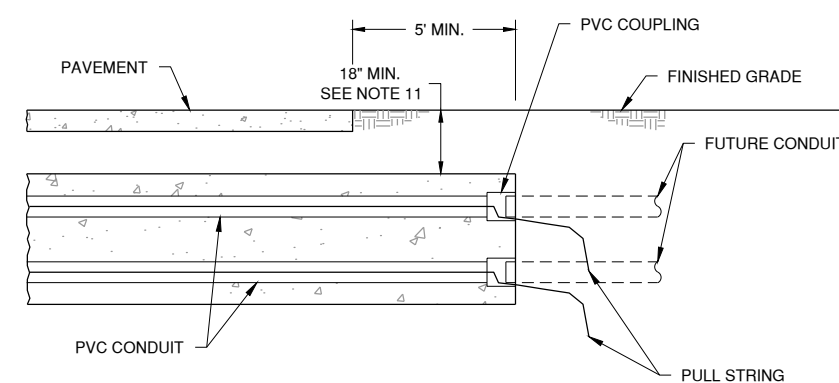
NOTES:

- CABLES SHALL NOT BE PLACED LESS THAN 24" DEEP IN ANY ONE TRENCH UNLESS PERMITTED BY ENGINEER.
- WHERE PERMITTED, CONTRACTOR MAY INSTALL CABLE IN UNIT DUCT BY PLOWING METHOD.

CABLE TRENCH DETAIL
N.T.S.



- A1 NEW RGL CIRCUIT
- B1 NEW TAXIWAY A5 CIRCUIT
- C1 4" SPARE
- A2 NEW PAPI CIRCUIT
- B2 NEW RUNWAY 14L/32R CIRCUIT
- C2 4" SPARE



TYPICAL SECTION
N.T.S.

MARCH 1, 2019

CONSTRUCT TAXIWAY A5

OWNER



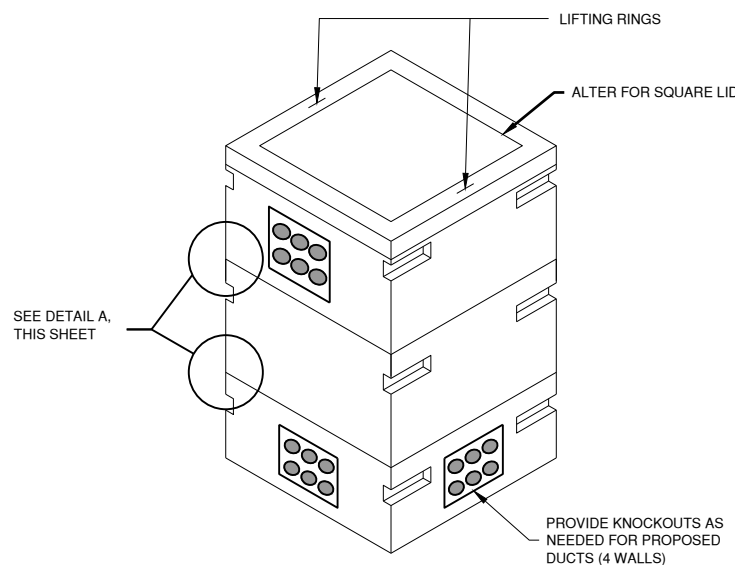
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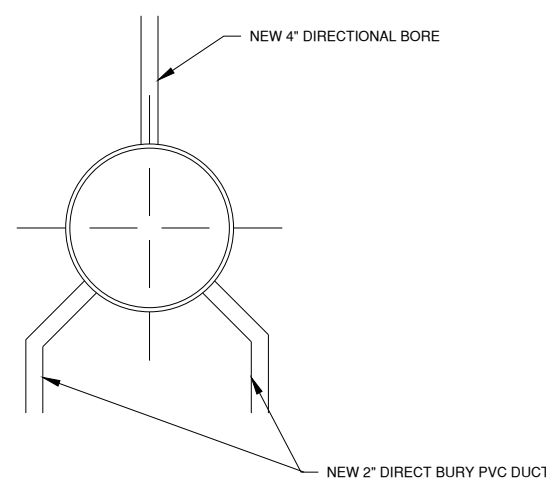
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SHEET TITLE
ELECTRICAL DETAILS
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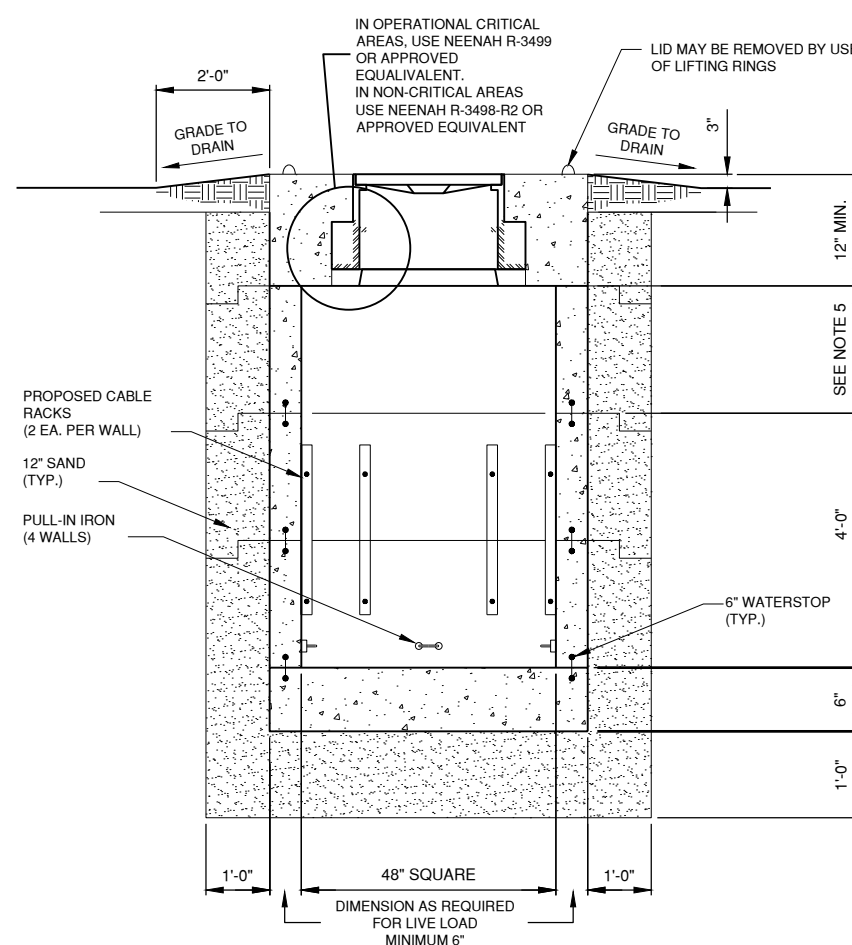
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SHEET **27** OF **39**



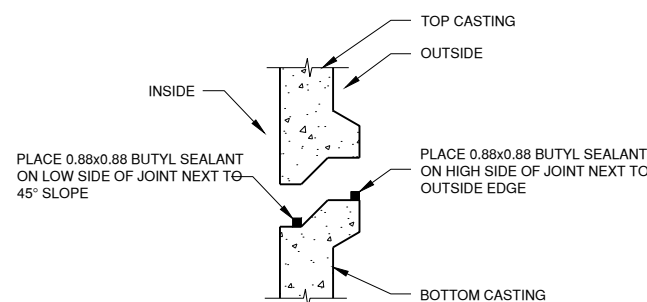
ELECTRICAL MANHOLE DETAIL
N.T.S.



24" SPLICE CAN AT DIRECTIONAL BORE JUNCTION DETAIL
N.T.S.



ELECTRICAL MANHOLE DETAIL
N.T.S.



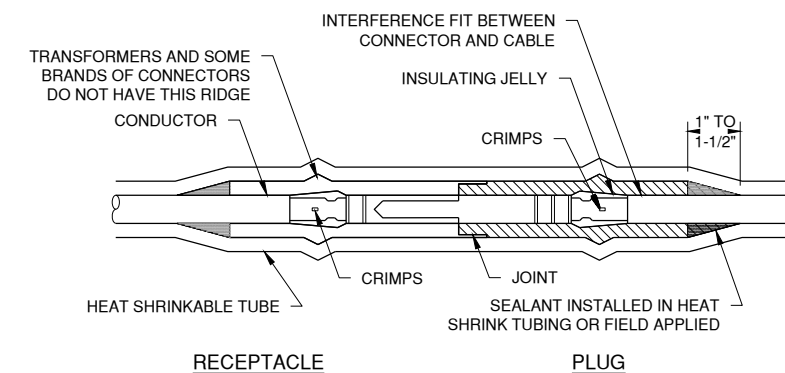
DETAIL A
N.T.S.

NOTES

- THE MANHOLE/GRADE RING/MANHOLE LID ASSEMBLY IN RUNWAY/TAXIWAY SAFETY AREAS SHALL BE CONSTRUCTED TO MEET OR EXCEED THE FOLLOWING LOADINGS:
A. EARTHLOAD = 2 FEET FILL AT 130 LBS/FT.
B. SURCHARGE = 2 FEET FILL AT 130 LBS/FT.
C. LIVE LOAD = 727-200
D. $f_c = 4,500$ P.S.I.
E. $f_y = 60,000$ P.S.I.
F. ULTIMATE STRENGTH DESIGN METHOD
THE SUPPLIER SHALL PROVIDE CERTIFICATION THAT THE MANHOLE MEET OR EXCEED THESE REQUIREMENTS PRIOR TO INSTALLATION.
- THE MANHOLE CONSTRUCTION AND INSTALLATION SHALL BE WATERTIGHT. ALL CONSTRUCTION JOINTS AND DUCTS SHALL BE SEALED TO PREVENT WATER ENTRY. ALL UNUSED DUCT BANK OPENINGS IN MANHOLE SHALL BE SEALED WITH METAL PLATES TREATED FOR CORROSION RESISTANCE AND BOLTED INTO PLACE. MATING SURFACES SHALL BE SEALED USING BUTYL SEALANT.
- THE MANHOLE LID ASSEMBLY SHALL BE INSTALLED SLIGHTLY ABOVE THE SURROUNDING FINAL GRADE AND THE EARTH SHALL BE GRADED UP TO IT.
- THE MANHOLE COVER SHALL BE LOCKABLE UTILIZING A PENTAGON BOLT ASSEMBLY.
- ULTIMATE GRADES WILL BE LOWER. CONTRACTOR SHALL PROVIDE GRADE RING, AS DETAILED, OF THE HEIGHT THAT IS CALLED FOR ON THE LAYOUT SO AS TO ALLOW FOR FUTURE ADJUSTMENT.
- DUCTS SHALL BE SET SO AS TO MAINTAIN SPECIFIED COVER IN FUTURE CONDITION.

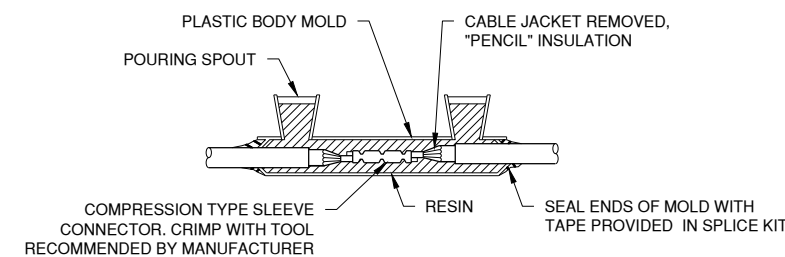
NOTES:

- MATCH THE OUTSIDE DIAMETER OF CABLE. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH OUTSIDE DIA. OF CABLE.
- WRAP WITH AT LEAST ONE LAYER OF RUBBER OR TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
- IN LIEU OF HEAT SHRINKING, CONTRACTOR SHALL INSTALL COMPLETE KIT OR EQUIVALENT CONNECTOR KIT MUST HAVE THREE O-RINGS MOLDED INTEGRALLY INTO CONNECTOR KIT. CONNECTOR KIT MUST HAVE 25° BEND/STRAIN IN RELIEF. CONNECTOR KIT MUST BE MOLDED IN THEROPLASTIC.

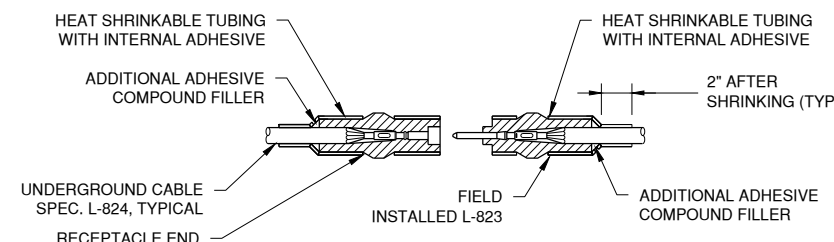


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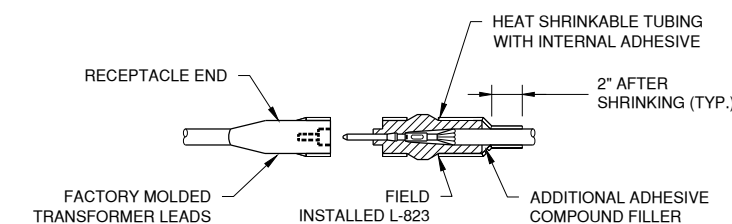
PLUG



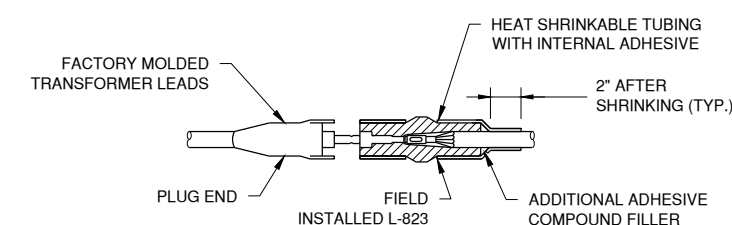
TYPE A
FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY



TYPE B
NOT TO BE USED UNLESS DIRECTED BY ENGINEER

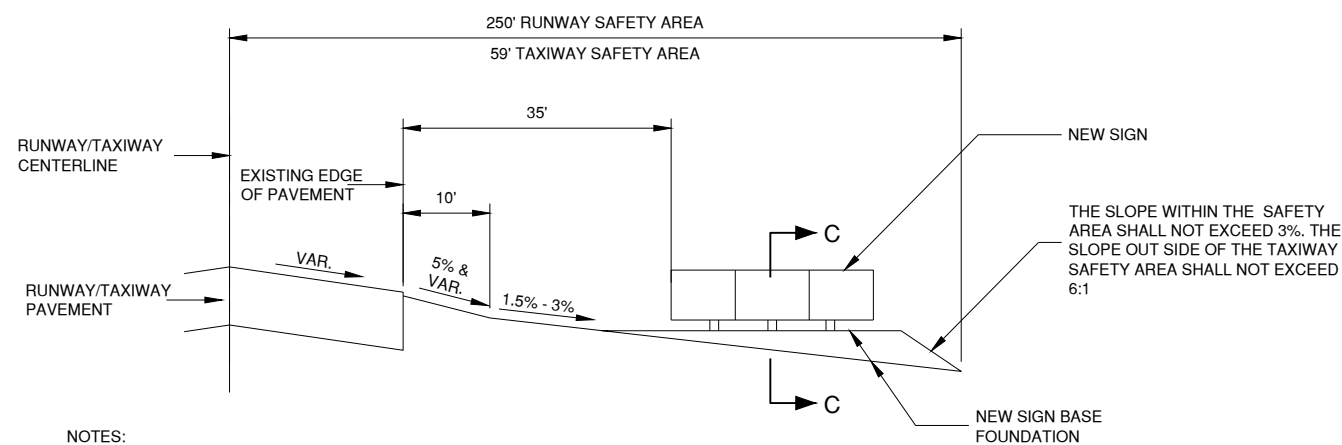


TYPE C
FOR SPLICES AT RUNWAY LIGHTS, TAXIWAY LIGHT AND SIGNS



TYPE D
FOR SPLICES AT RUNWAY LIGHTS, TAXIWAY LIGHT AND SIGNS

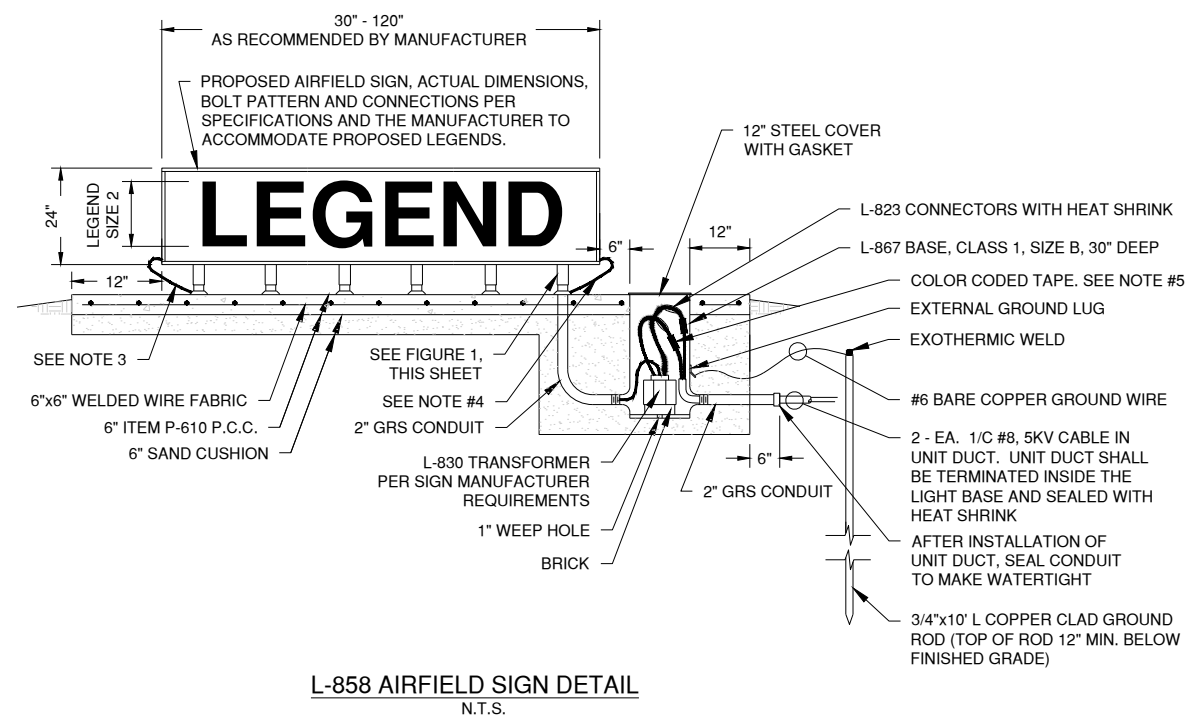
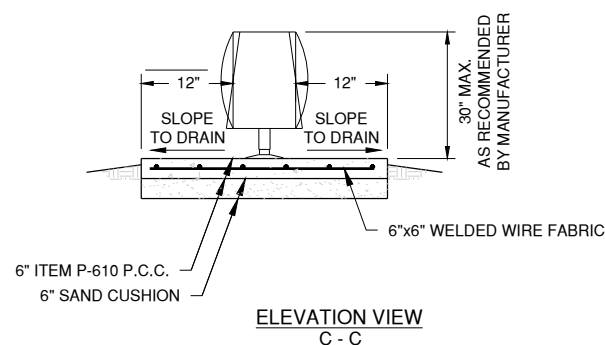
CABLE CONNECTOR DETAILS
N.T.S.



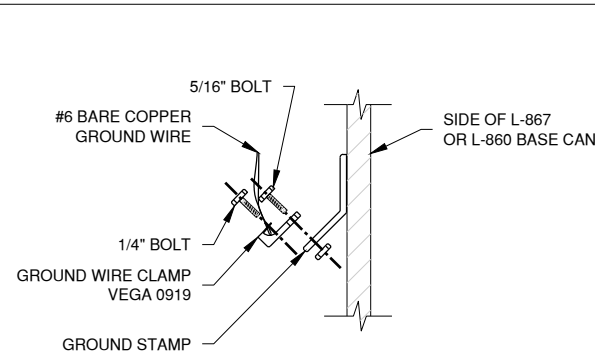
NOTES:

- SLOPES SHOWN ARE FROM FAA STANDARDS AND MAY NOT REFLECT THE ACTUAL GRADES IN THE FIELD
- ESTIMATED 1 C.Y. OF EMBANKMENT MAY BE REQUIRED TO CONSTRUCT SIGN BASE FOUNDATION. COSTS TO CONSTRUCT SHALL BE INCIDENTAL TO SIGN PAY ITEM.
- ACTUAL LOCATION OF THE SIGN WITHIN THE TAXIWAY SAFETY AREA WILL VARY DUE TO PAVEMENT WIDTHS AND VARIANCES IN SIGN FOUNDATION LENGTHS.
- 4" OF KNITTED STRAW MAT SHALL BE PLACED AROUND THE PROTECTION APRON. COST FOR MAT SHALL BE INCIDENTAL TO SIGN PAY ITEM.

ELEVATION



L-858 AIRFIELD SIGN DETAIL
N.T.S.



FACTORY GROUND LUG DETAIL
N.T.S.

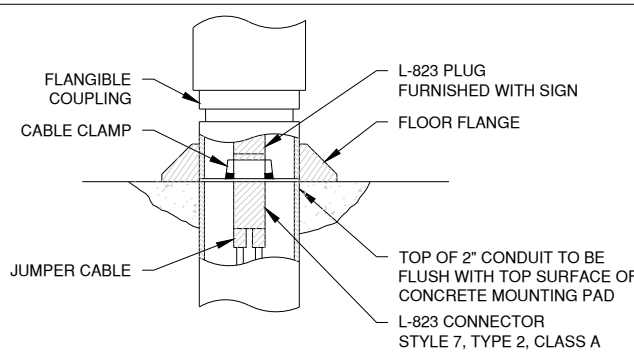
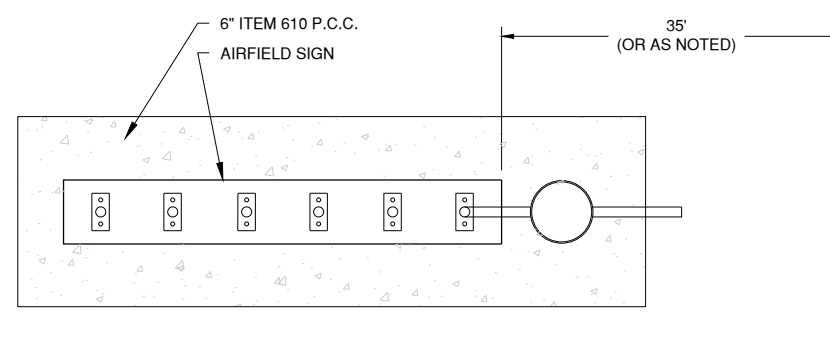


FIGURE 1
ELECTRICAL CONNECTION DETAIL



PLAN VIEW

SIGN #	SIDE	EX SIGN LEGEND	NEW SIGN LEGEND	WHITE WITH BLACK OUTLINE ON RED BACKGROUND	BLACK LEGEND ON YELLOW BACKGROUND	YELLOW LEGEND ON BLACK BACKGROUND	NUMBER OF CHARACTERS	NEW POWER CIRCUIT	SIGN STYLE	INTENSITY
A-1 (EX)	NW SE	A A5 ↗ FBO →	A A5 → FBO →		A5 → FBO →	A	4	TXY A	2	MEDIUM
A-2 (EX)	NE SW	← A ↗ A6 A → A6	A6 ← A → A6		← A →	A6 A6	5	TXY A	2	MEDIUM
A-3 (NEW)	NE SW		A5 ← A →		← A →	A5	5	TXY A	2	MEDIUM
A-4 (NEW)	NW SE		← A5 A		← A5	A	4	TXY A	2	MEDIUM
A-5 (EX)	NW SE	↖ A6 A A6 →	A A6 →		A6 →	A	4	TXY A	2	MEDIUM
A-6 (NEW)	NE SW		A5 32R-14L A5	32R-14L		A5 A5	9	RNWX 14L 32R	3	HIGH
A-7 (NEW)	NW SE		A5 →		A5 →		3	TXY A	2	MEDIUM
A-8 (NEW)	NW SE		← A5		← A5		3	TXY A	2	MEDIUM

NOTE: SIGNS A-1, A-2, AND A-5 ARE TO BE REMOVED, BUT THE CONCRETE BASE AND SPLICE CAN ARE TO REMAIN. CONTRACTOR SHALL INSTALL NEW SIGNS AND NEW LEGENDS ON EXISTING PCC BASE.

AIRFIELD SIGN NOTES

- TRANSFORMER WATTAGE SHALL BE AS REQUIRED BY SIGN MANUFACTURER. SIGN ON RUNWAY CIRCUIT SHALL BE STYLE 3.
- SIGN LEGEND SHALL BE AS SHOWN IN THE PLANS. SIGN SCHEDULE IS SUBJECT TO FAA APPROVAL OF THE SIGNAGE PLAN. CHANGES TO NEW LEGENDS MAY OCCUR DURING CONSTRUCTION.
- SIGN ANCHOR TETHERS AND GROUND WIRES ARE REQUIRED. SEE SPECIFICATIONS.
- SIGNS SHALL BE SIZE 2, STYLE 2 OR 3, CLASS 2, AND MODE 2. SEE SIGN SCHEDULE FOR DETAILS
- LIGHT I.D. TAG FOR SIGN SHALL INCLUDE SIGN DESIGNATOR SHOWN IN THE PLAN TABLES.
- DIRECTION OF PRIMARY CABLES MUST BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING SIGN IN BACK FACING THE RELATED RUNWAY OR TAXIWAY PAVEMENT, THE CABLE FOR THE CIRCUIT TO THE LEFT IS CODED RED AND CABLE FOR THE CIRCUIT TO THE RIGHT IS CODED BLUE.

MARCH 1, 2019

CONSTRUCT TAXIWAY A5

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SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-33
IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-EL504.DWG
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ELECTRICAL DETAILS

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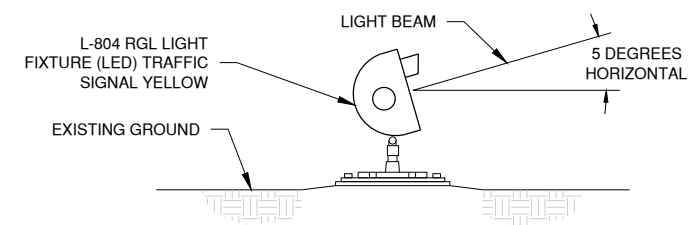


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5



**L-804 RUNWAY GUARD LIGHT
HORIZONTAL AIMING DETAIL**

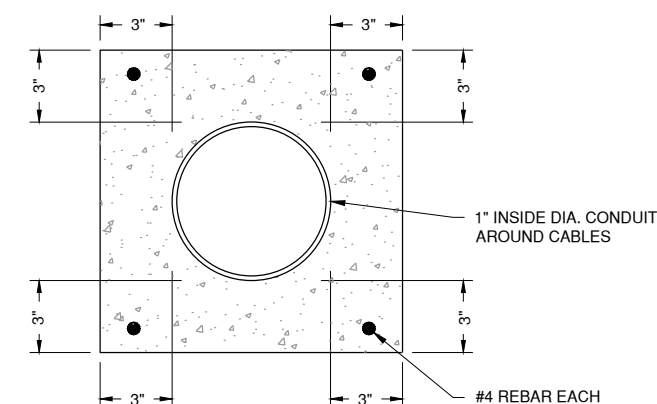
NOTE:
CONTRACTOR SHALL AIM THE RGL UNITS 5 DEGREES UPWARD PER MANUFACTURER'S INSTRUCTIONS.

**L-804 RUNWAY GUARD LIGHT INSTALLATION DETAILS
BASE MOUNTED, 6.6 AMP SERIES CIRCUIT**

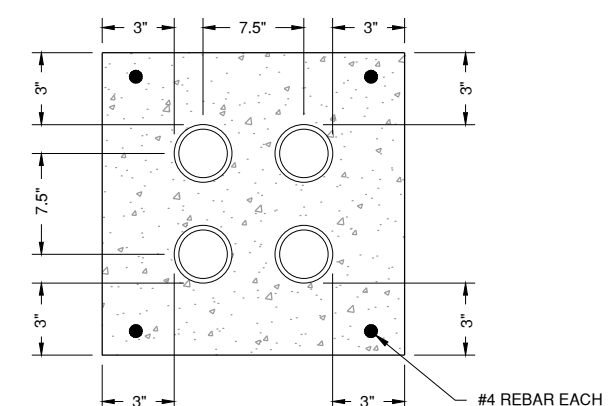
RUNWAY GUARD LIGHT AIMING SCHEDULE			
PAIR NUMBER	L	∠A	R
1	23.4°	23.4°	5°

NOTES:

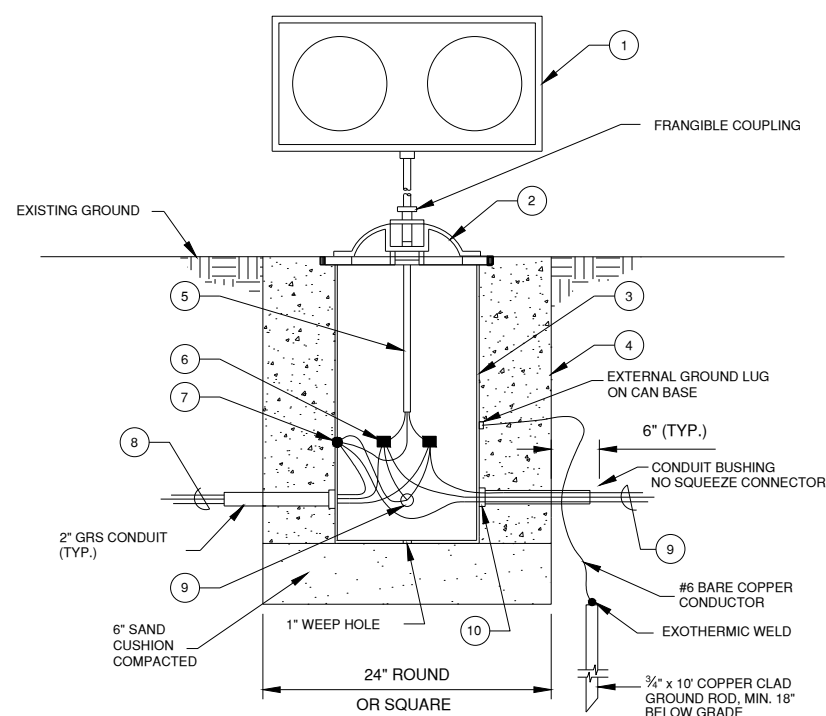
- ∠A IS ANGLE UNIT SHOULD BE AIMED TOWARD TAXIWAY CENTERLINE AND IS SYMMETRICAL ABOUT THE TAXIWAY CENTERLINE.
- ∠B IS ANGLE UNIT SHOULD BE AIMED UPWARD FROM THE HORIZONTAL AND IS THE SAME FOR EACH UNIT IN EVERY PAIR OF RUNWAY GUARD LIGHTS.
- LEFT (L) AND RIGHT (R) ARE DESIGNATED BY LOOKING TOWARD THE RUNWAY FROM THE HOLD SIDE OF THE HOLD LINE.
- PAIR NUMBER IS DESIGNATED ON PROPOSED LIGHTING LAYOUT AND RGL AND SIGN LOCATIONS SHEETS.



1 WAY DUCT DETAIL
N.T.S.



4-WAY DUCT BANK DETAIL
N.T.S.

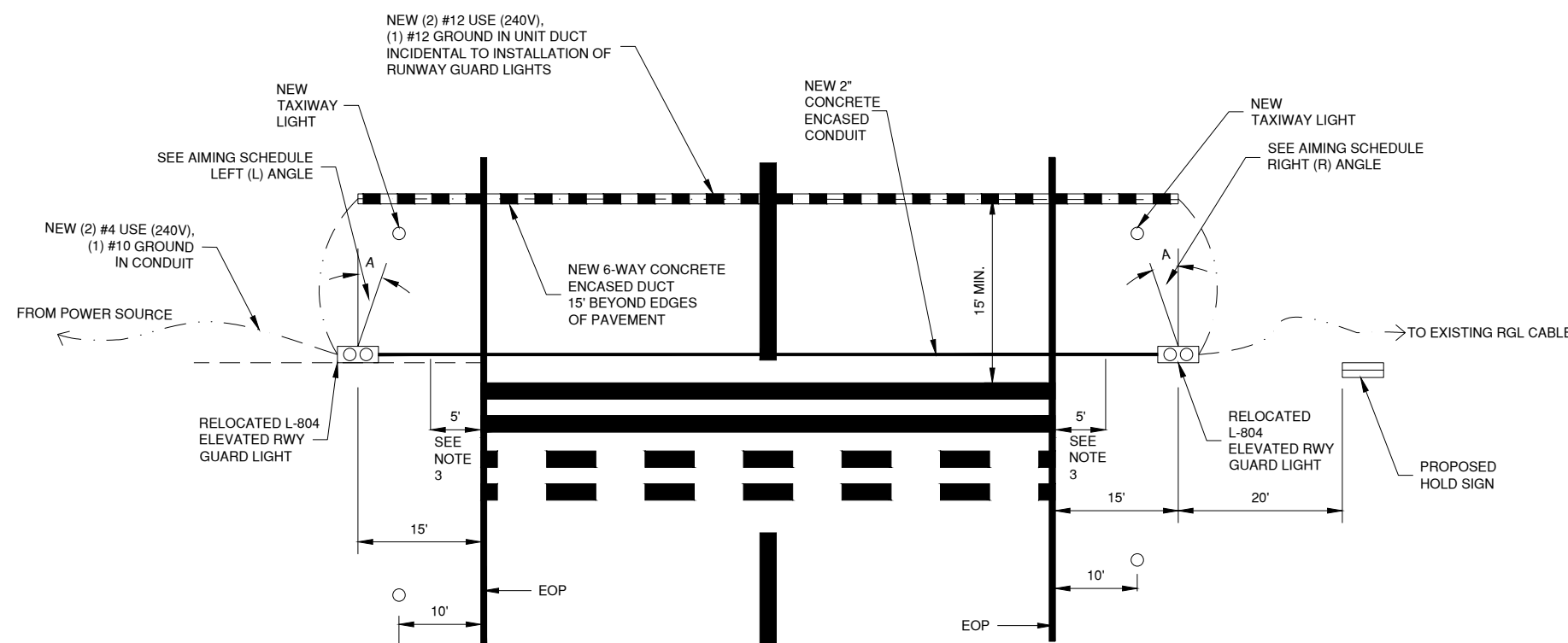


**RELOCATED RUNWAY GUARD LIGHT INSTALLATION
(VOLTAGE POWERED)**

N.T.S.

NOTES:

- L-804 RUNWAY GUARD LIGHT (RGL), MODE 2 (240V) WITH PHOTOCELL, NOT MONITORED, 100W/6.6A INCANDESCENT LAMPS, TRAFFIC SIGNAL YELLOW.
- SPECIAL BASE PLATE, SUPPLIED WITH RUNWAY GUARD LIGHT.
- L-867B LIGHT BASE.
- CONCRETE.
- CONNECTOR AND PIGTAIL, SUPPLIED WITH RUNWAY GUARD LIGHT.
- WATERPROOF TAPED SPLIT BOLT SPLICE (TYP. OF TWO).
- LIGHT BASE GROUND TERMINAL. CONNECT ALL GROUND WIRES TO HERE.
- TWO #10 USE (240V), ONE #10 GROUND IN 1" UNIT DUCT TO NEW SPLICE CAN.
- TWO #12 USE (240V), ONE #12 GROUND TO RUNWAY GUARD LIGHT ON OPPOSITE SIDE OF TAXIWAY. INCIDENTAL TO INSTALLATION OF RUNWAY GUARD LIGHTS.
- PLUG ENTRANCES FROM INSIDE WITH DUCT SEAL.



RUNWAY GUARD LIGHT LAYOUT PLAN

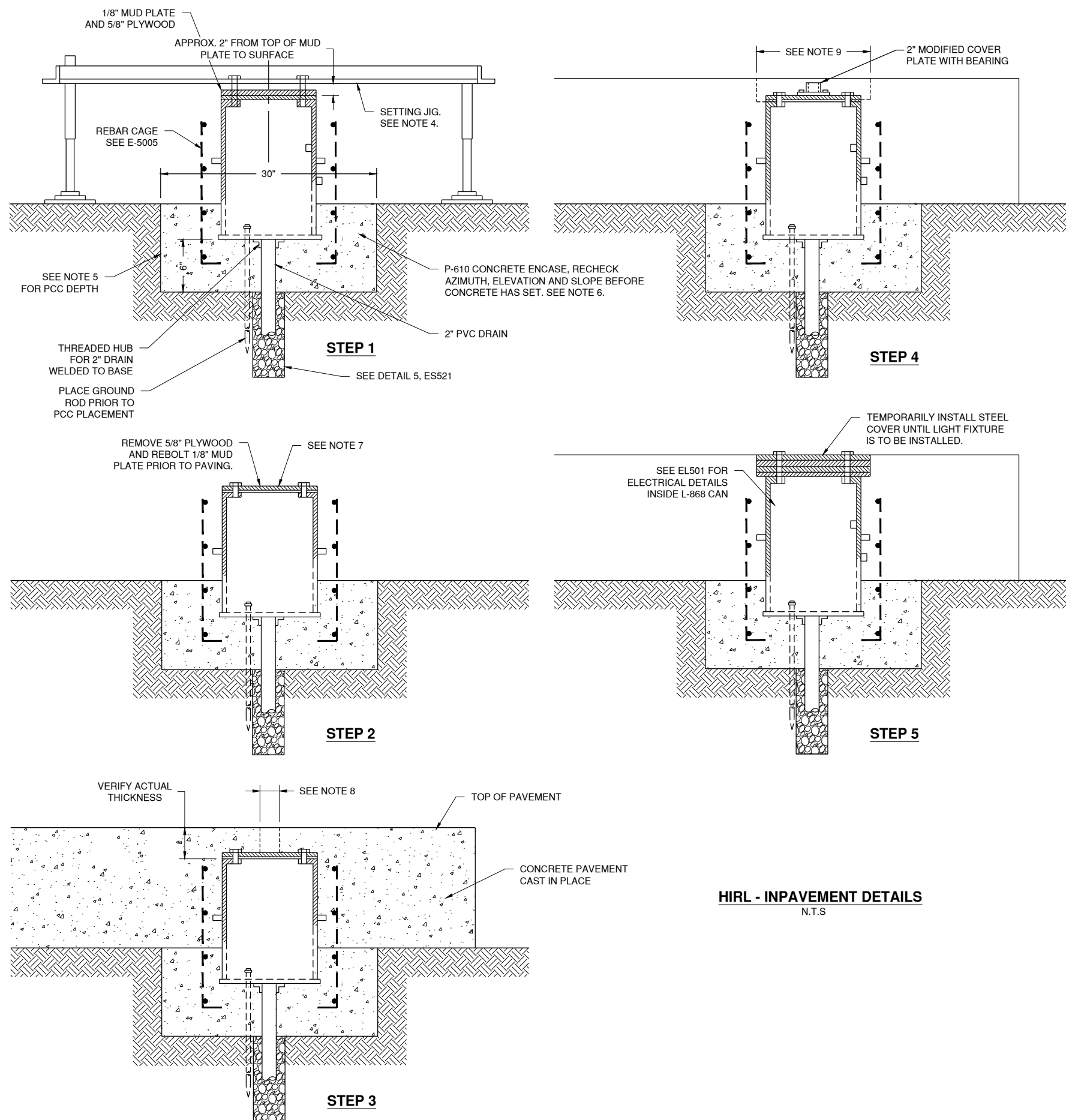
N.T.S.

NOTES:

- LOCATION OF DUCT BANK MAY VARY TO AVOID EXISTING UTILITIES.
- ANGLE 'A' - SEE AIMING SCHEDULE.
- CONCRETE ENCASED CONDUIT SHALL EXTEND 5' FROM EDGE OF PAVEMENT FOR RGL CONTROL CABLE.
- RGL CONTROL CABLE CONDUIT SHALL FIT SNUG ON CONDUIT BUSHING OF LIGHT CAN.

NOTES

- PROVIDE NEW CONCRETE BASE, CABLES, AND MOUNTING FOR RELOCATED RGL'S. LOCATIONS AND ORIENTATION SHALL BE AS SHOWN ON THIS SHEET.



HIRL - INPAVEMENT DETAILS
N.T.S

NOTES FOR INSTALLATION OF NEW HIRL IN PCC PAVEMENT

- COORDINATE LIGHT BASE INSTALLATION WITH PAVING OPERATION. ESTABLISH ALIGNMENT OF LIGHTS BASED ON LAYOUT SHEETS, MINIMUM OF 2' OFFSET BETWEEN BASE CAN AND PCC PAVEMENT JOINT.
- ALL LIGHT BASES SHALL BE CAST-IN-PLACE.
- EXCAVATE 30" CORE TO PROPER DEPTH TO ALLOW 6" CONCRETE ENCASEMENT UNDER NEW LIGHT BASES. COMPACT BOTTOM OF EXCAVATION.
- USE JAQUITH #AW9101 4 LEGGED SETTING JIG WITH SCREW JACKS FOR PROPERLY ALIGNING NEW L-868 BASES. SECURE SETTING JIG TO PREVENT MOVEMENT DURING CONCRETE ENCASEMENT. INSTALL AND SECURE REBAR CAGE.
- INSTALL PVC CONDUIT CONNECTING LIGHT BASES AS SHOWN ON LAYOUT. NO SHARP ANGLES SHALL BE MADE IN CONNECTING CONDUIT TO A NEW LIGHT BASE THAT MIGHT INHIBIT PULLING CABLE.
- ALL LIGHT BASES SHALL BE PROPERLY POSITIONED, ALIGNED, AND INSPECTED PRIOR TO POURING CONCRETE. ANY BASE INSTALLED INCORRECTLY SHALL BE REMOVED AND REINSTALLED ACCORDING TO DESIGN CRITERIA. ALL CONDUIT SHALL BE PROPERLY SECURED IN PLACE BEFORE PLACING CONCRETE. TIGHT CONNECTIONS MUST BE ASSURED TO PREVENT CONCRETE FROM ENTERING BASE OR CONDUIT. ENSURE CONCRETE DEPTH TO BE 6" MINIMUM AROUND AND BELOW LIGHT BASE, AND AROUND CONDUIT AS SHOWN BY DETAILS.
- SURVEY LOCATION OF BULLSEYE PRIOR TO PLACING PCC PAVEMENT.
- AFTER INITIAL CONCRETE SET, CORE 4" DIAMETER PILOT HOLE TO LOCATE THE CENTER OF THE BULLSEYE PLATE.
- AFTER FIXTURE OR COVER INSTALLATION, FILL THE ANNULAR SPACE BETWEEN THE FIXTURE BASE AND SURROUNDING PAVEMENT WITH P-606 SEALANT. ANNULAR SPACE SHALL BE 3/4" WIDE. TOLERANCE: LESS THAN 1/2" ON ANY SIDE WILL NOT BE ACCEPTED.
- INSTALL FIXTURE, EXTENSION AND SPACER RINGS SO THAT THE EDGE OF THE LIGHT FIXTURE ON THE LOW SIDE OF THE PAVEMENT SLOPE SHALL MATCH THE ELEVATION OF THE FINISHED PAVEMENT SURFACE TO (+) 0" (-) 1/16" TOLERANCE. THE TOTAL THICKNESS OF THE SPACER RINGS SHALL BE NO MORE THAN 3/4" IN HEIGHT. NO MORE THAN THREE RINGS SHALL BE USED. FIXTURES (AND LIGHT BASES) TO BE INSTALLED LEVEL ON A HORIZONTAL PLANE ±1/2 DEGREE.
- DO NOT USE SHIPPING BOLTS. USE ONLY CERAMIC/TEFLON COATED BOLTS, MCB INDUSTRIES PART NO. LSO-1 OR EQUAL. TORQUE PER MANUFACTURERS INSTRUCTIONS.
- INSTALL 6" TRANSFORMER STAND. STAND MUST NOT CONFLICT WITH GROUND ROD OR DRAIN.
- INSTALL ISOLATION TRANSFORMER AND CONNECT TO NEW CABLE AS SHOWN ON EL501. IF A 3/4" STEEL COVER IS TEMPORARILY INSTALLED, DO NOT INSTALL ISOLATION TRANSFORMER OR CONDUCTORS UNTIL LIGHT FIXTURE IS TO BE INSTALLED.
- INSTALL GROUND WIRE AND COUNTERPOISE.
- CONTRACTOR SHALL HAVE A MANUFACTURER'S REPRESENTATIVE ON SITE TO AID WITH THE INITIAL INSTALLATION OF LIGHT BASES.
- LIGHT POSITION TOLERANCES:
LONGITUDINAL - ±2' FROM STATIONING.
TRANSVERSE - ±1/4" TRANSVERSE FROM LINE OF LIGHTS
BASE ORIENTATION: ALIGN WITH CENTERLINE OF RUNWAY OR TAXIWAY ± 1/2 DEGREE.
- PROVIDE THREE (3) COPIES OF AN INSTRUCTION AND MAINTENANCE MANUAL TO THE AIRPORT 15 DAYS PRIOR TO START OF INSTALLATION.

MARCH 1, 2019

CONSTRUCT TAXIWAY A5

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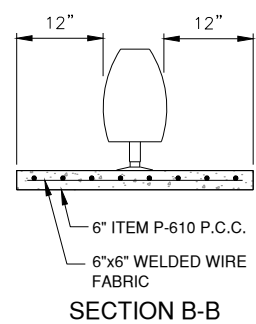
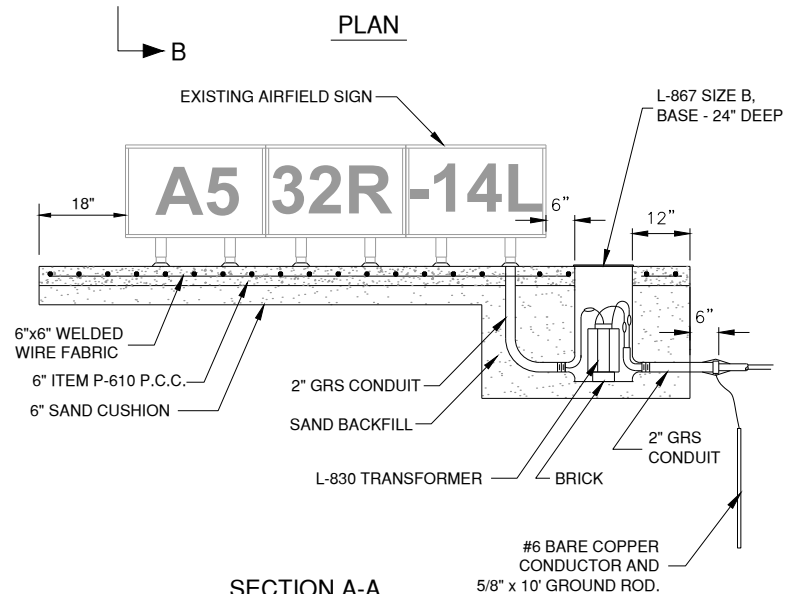
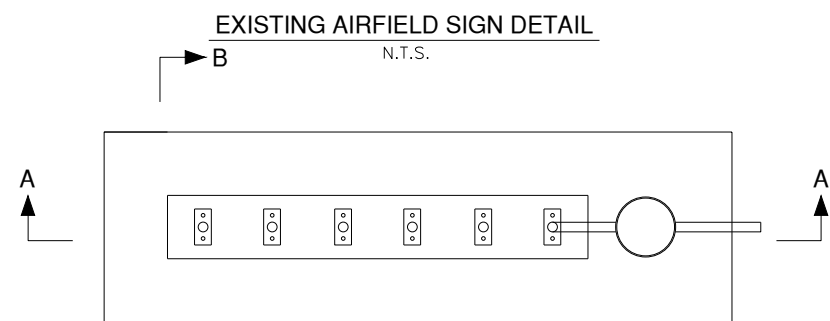
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MARK	DATE	DESCRIPTION

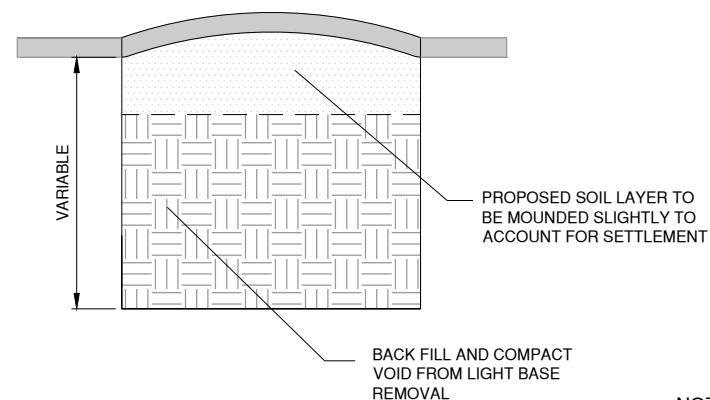
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CMT PROJECT NO: 16059-03-00
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6

EL506
SHEET 30 OF 39

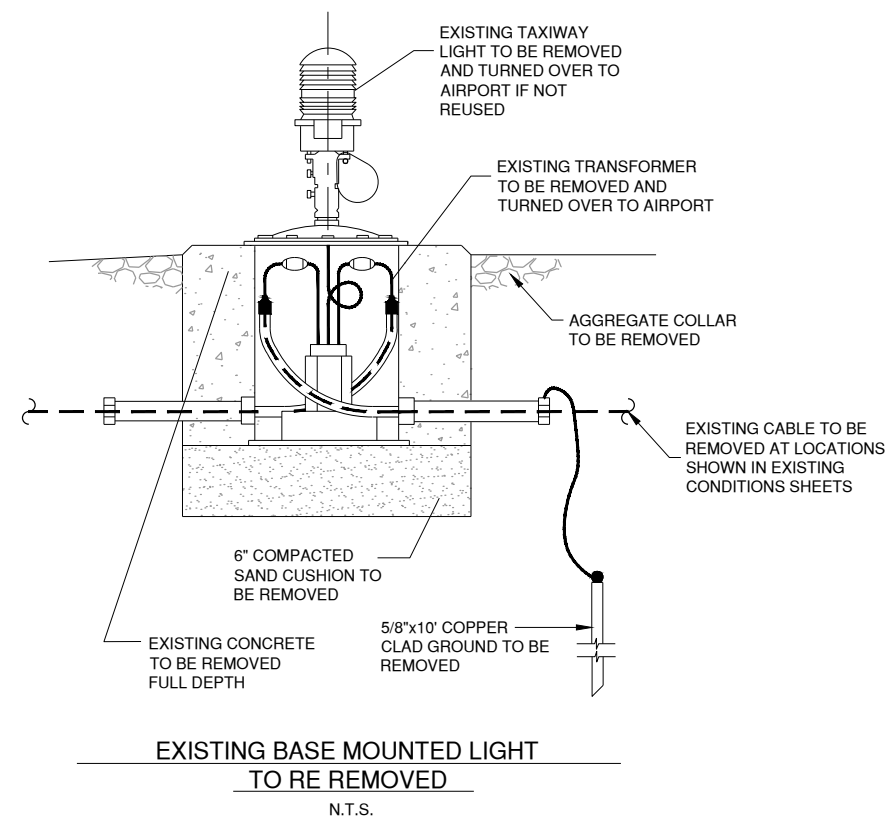


- NOTES**
- SIGN & LIGHT DETAILS SHOWN HAVE BEEN TAKEN RECORD DRAWINGS ACTUAL SIGN DIMENSIONS & FEATURES TO BE REMOVED MAY VARY.
 - NO DISTINCTION IN SIGN TYPE WILL BE MADE FOR PAYMENT RELATED TO SIGN REMOVAL.



- NOTES**
- DOES NOT APPLY TO BASES UNDER PROPOSED PAVEMENT LOCATIONS.

COMPLETED BASE MOUNTED LIGHT REMOVAL
N.T.S.



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MARCH 1, 2019

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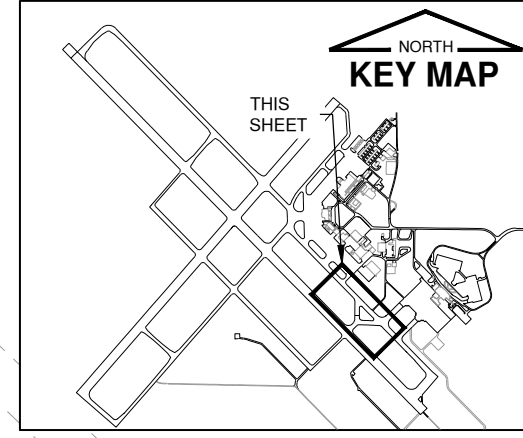
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SIGN BASE AND LIGHT REMOVAL DETAIL

KEY MAP

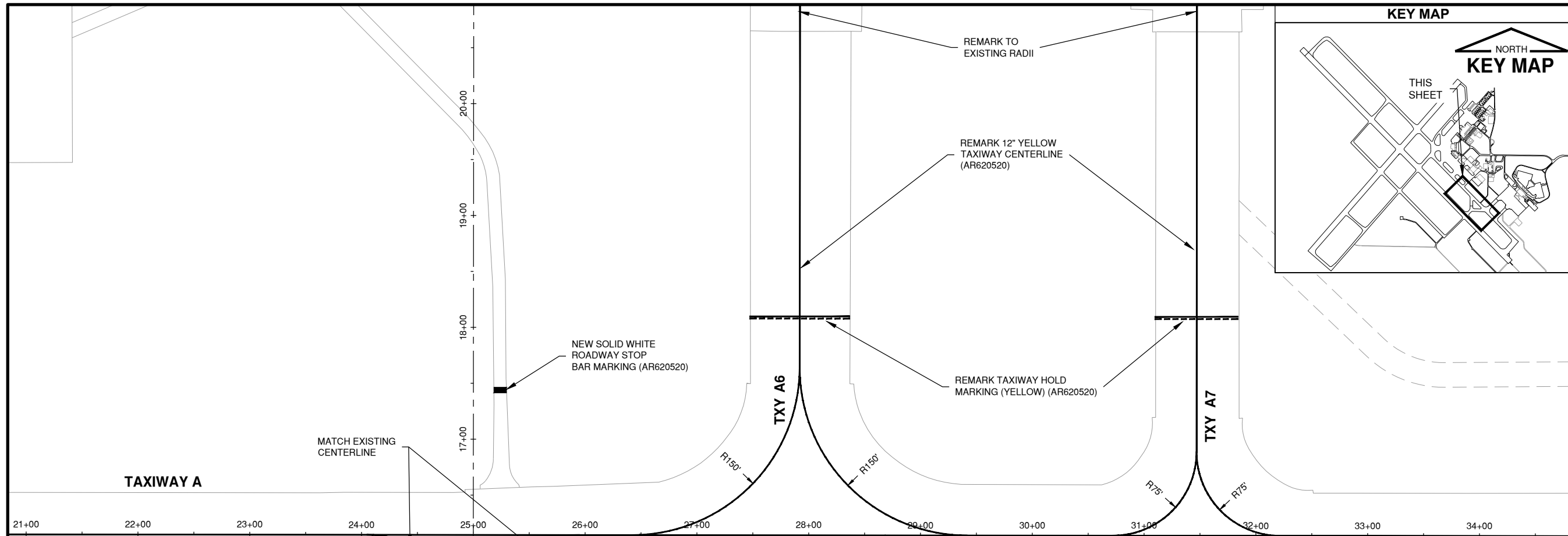


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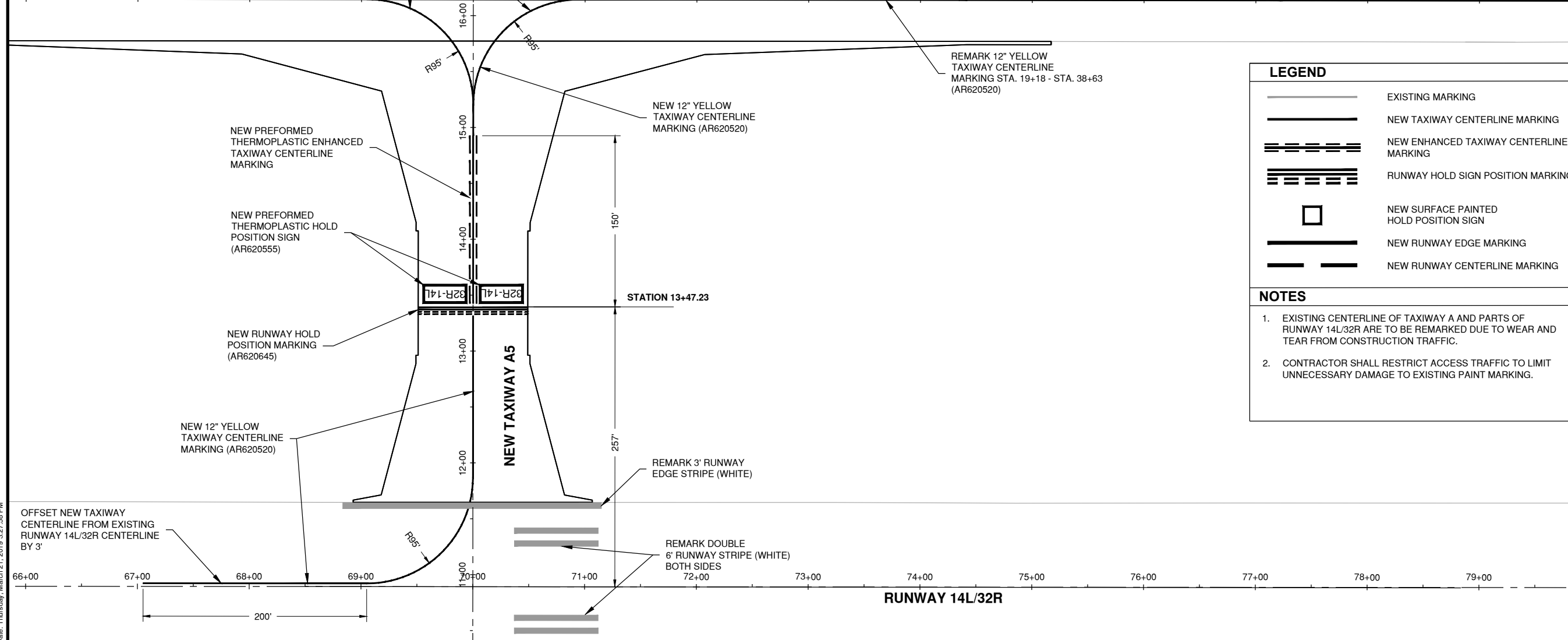


THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).



MARCH 1, 2019

CONSTRUCT TAXIWAY A5



LEGEND

- EXISTING MARKING
- NEW TAXIWAY CENTERLINE MARKING
- NEW ENHANCED TAXIWAY CENTERLINE MARKING
- RUNWAY HOLD SIGN POSITION MARKING
- NEW SURFACE PAINTED HOLD POSITION SIGN
- NEW RUNWAY EDGE MARKING
- NEW RUNWAY CENTERLINE MARKING

NOTES

1. EXISTING CENTERLINE OF TAXIWAY A AND PARTS OF RUNWAY 14L/32R ARE TO BE REMARKED DUE TO WEAR AND TEAR FROM CONSTRUCTION TRAFFIC.
2. CONTRACTOR SHALL RESTRICT ACCESS TRAFFIC TO LIMIT UNNECESSARY DAMAGE TO EXISTING PAINT MARKING.

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MARK	DATE	DESCRIPTION

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MARKING PLAN 1

CM101
SHEET 32 OF 39

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0 50 100'

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SHEET TITLE

MARKING PLAN 2

CM101

SHEET 33 OF 39

35+00 36+00 37+00 38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00

REMARK RUNWAY EDGE STRIPE (WHITE) - 250 LF

REMARK CHEVRON (YELLOW) - 200 LF

80+00 81+00 82+00 83+00 84+00 85+00 86+00 87+00 88+00 89+00 90+00

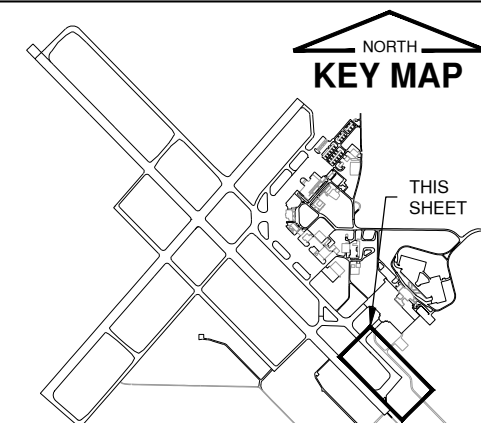
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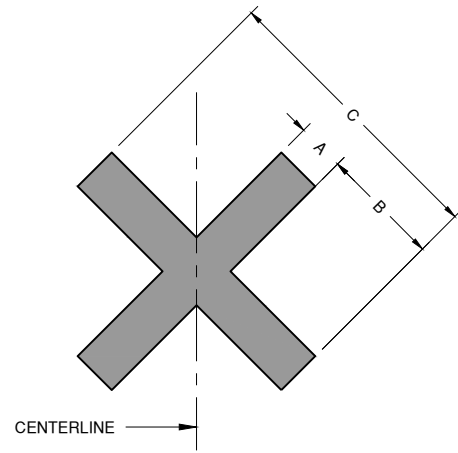
- EXISTING CENTERLINE OF TAXIWAY A AND PARTS OF RUNWAY 14L/32R ARE TO BE REMARKED DUE TO WEAR AND TEAR FROM CONSTRUCTION TRAFFIC.
- CONTRACTOR SHALL RESTRICT ACCESS TRAFFIC TO LIMIT UNNECESSARY DAMAGE TO EXISTING PAINT MARKING.

LEGEND

- EXISTING MARKING
- EXISTING TAXIWAY CENTERLINE MARKING
- EXISTING ENHANCED TAXIWAY CENTERLINE MARKING
- EXISTING RUNWAY HOLD SIGN POSITION MARKING
- NEW RUNWAY EDGE MARKING

KEY MAP



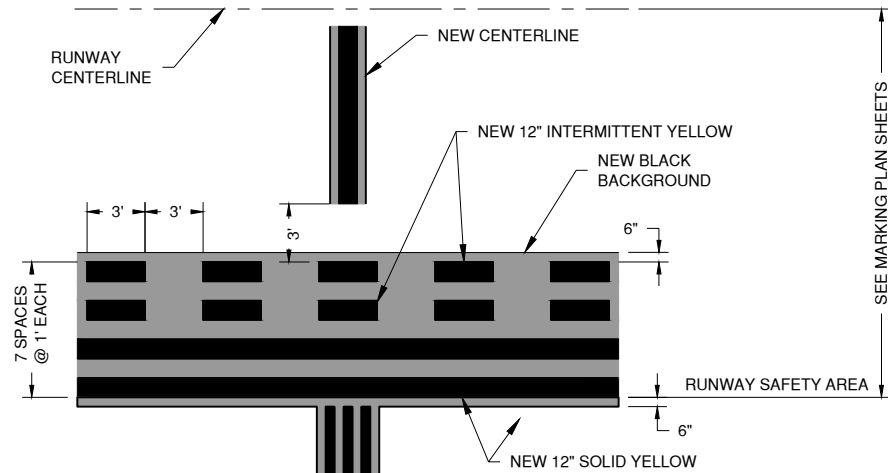


MARKING TYPE	DIMENSION		
	A	B	C
CLOSED RUNWAY	8'	25'	60'
CLOSED TAXIWAY	4'	12.5'	30'

TEMPORARY RUNWAY CLOSURE MARKING
N.T.S.

TEMPORARY CLOSURE NOTE

1. PAINTING OF THE TEMPORARY CLOSURE MARKINGS IS NOT REQUIRED, MARKING IS TO BE AN OPTION.



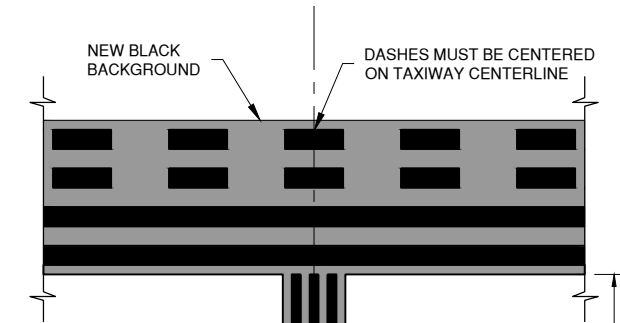
HOLDLINE NOTE

1. ON TAXIWAYS WITHOUT SHOULDER OR EDGE MARKING, CONTINUE INTERMITTENT DASH UNTIL EDGE OF PAVEMENT, FINAL DASH NOT TO EXCEED 3' IN LENGTH.

HOLD POSITION MARKING
N.T.S.

MARKING NOTE

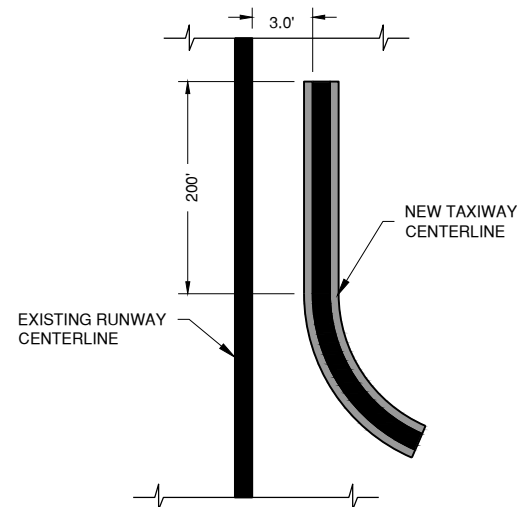
1. ALL NEW WATER BORNE PAVEMENT MARKING (RED, YELLOW, WHITE) WILL BE PAID UNDER AR620520.
2. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS & 6" BLACK BORDER PAID UNDER AR620525.
3. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.
4. CLOSED 'X' MARKERS DO NOT RECEIVE BLACK BORDERS.



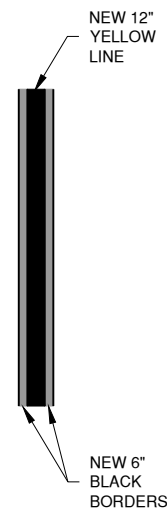
TAXIWAY CENTERLINE ENHANCED
N.T.S.

ENHANCED TXY CENTERLINE NOTE

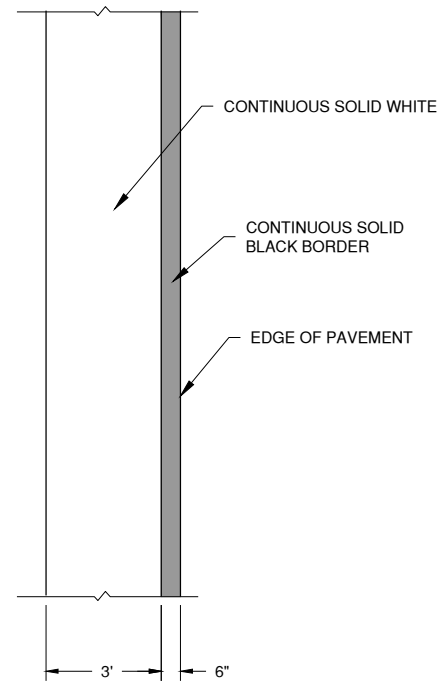
1. REGARDLESS OF CENTERLINE WIDTH, THE DASHED LINES PROVIDED BY THE ENHANCEMENTS WILL ALWAYS BE 6" IN WIDTH.
2. FIRST DASHED MUST START 6" FROM HOLDING POSITION.



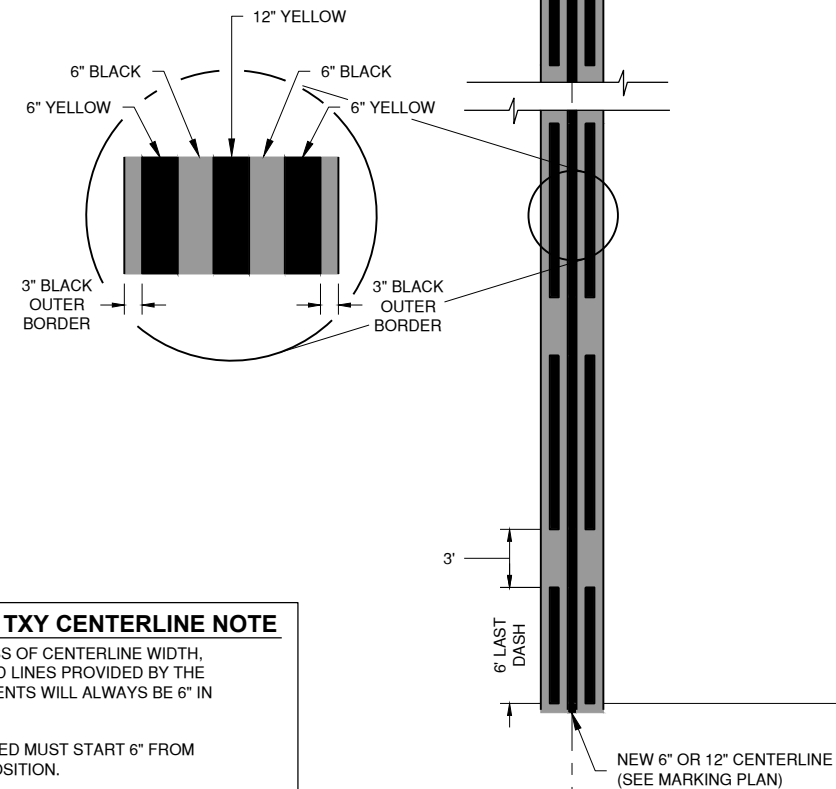
TAXIWAY CENTERLINE AT RUNWAY CENTERLINE MARKING
N.T.S.



TAXIWAY CENTERLINE CONTINUOUS
N.T.S.



RUNWAY EDGE MARKING
N.T.S.



MARK	DATE	DESCRIPTION

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MARKING DETAILS 1

MARCH 1, 2019

CONSTRUCT TAXIWAY A5

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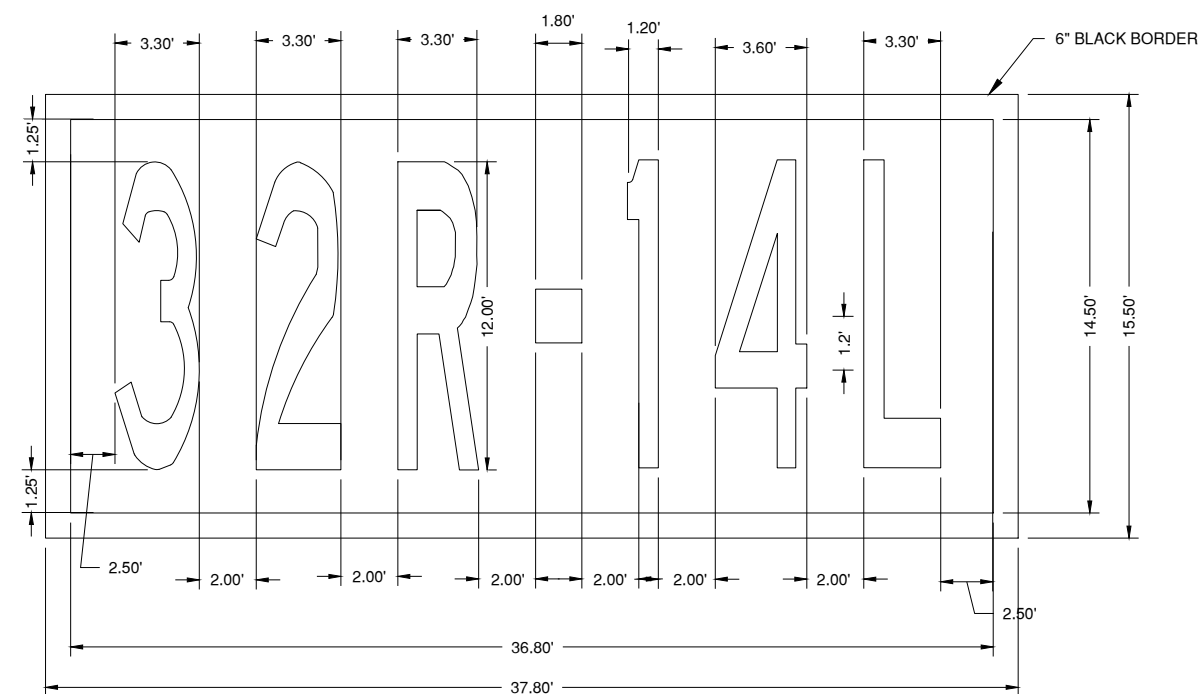
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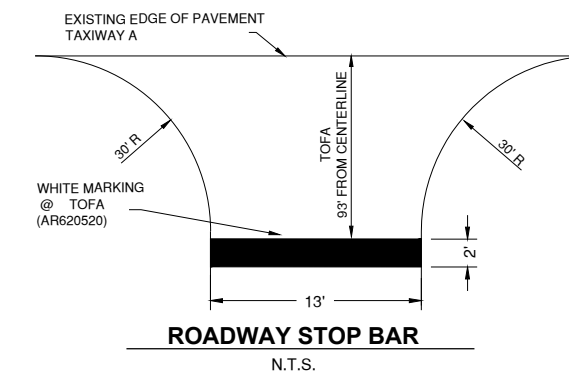
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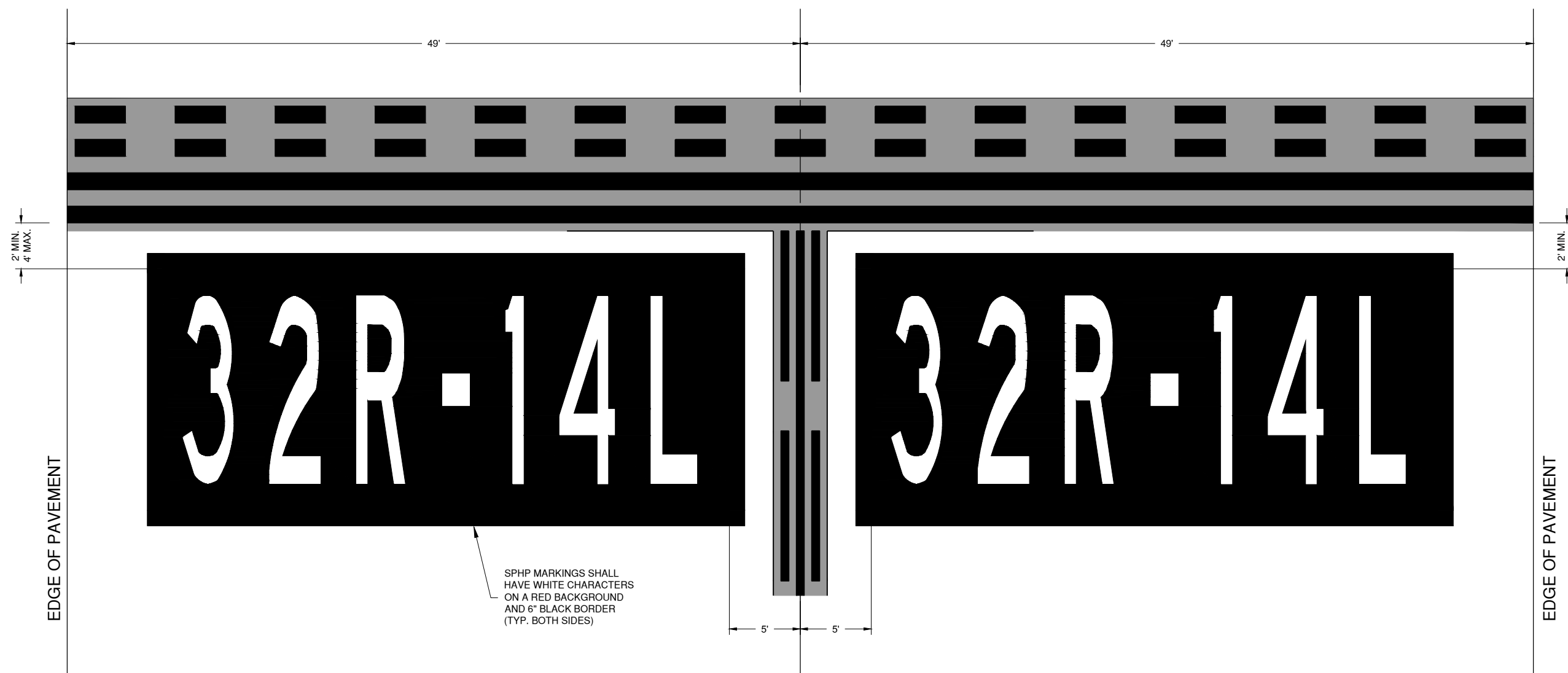
SURFACE PAINTED HOLDING POSITION SIGN (585.9 S.F.)
N.T.S.

NOTES:

1. SPHP SHALL BE WATERBORNE AR620545.
2. THE DASH USED WITH 12' TALL NUMBERS AND LETTERS SHALL BE 2.1' TALL AND 1.8' WIDE.
3. THE NUMBERS AND LETTERS USED SHALL CONFORM IN STYLE AND APPEARANCE TO THOSE USED IN APPENDIX 1 OF THE FAA AIRPORT ADVISORY CIRCULAR 150/5340-1L.
4. ON A CURVED TAXIWAY, THE MARKING SHALL REMAIN PARALLEL TO THE HOLD LINE MARKING.
5. THE SURFACE PAINTED HOLDING POSITION MARKING SHALL BE 3' TO 10' FROM THE CENTER OF THE CENTERLINE AND AT LEAST 2' FROM THE EDGE OF THE TAXIWAY. THESE SHALL BE MEASURED TO THE CLOSEST CORNER OF THE SURFACE PAINTED HOLDING POSITION MARKING.
6. ALL NEW AIRFIELD MARKINGS SHALL HAVE REFLECTIVE BEADS, INCLUDING RED PAVEMENT MARKING.
7. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.



ROADWAY STOP BAR
N.T.S.



SPHP MARKINGS SHALL HAVE WHITE CHARACTERS ON A RED BACKGROUND AND 6" BLACK BORDER (TYP. BOTH SIDES)

SURFACE PAINTED HOLDING POSITION SIGN LAYOUT
N.T.S.



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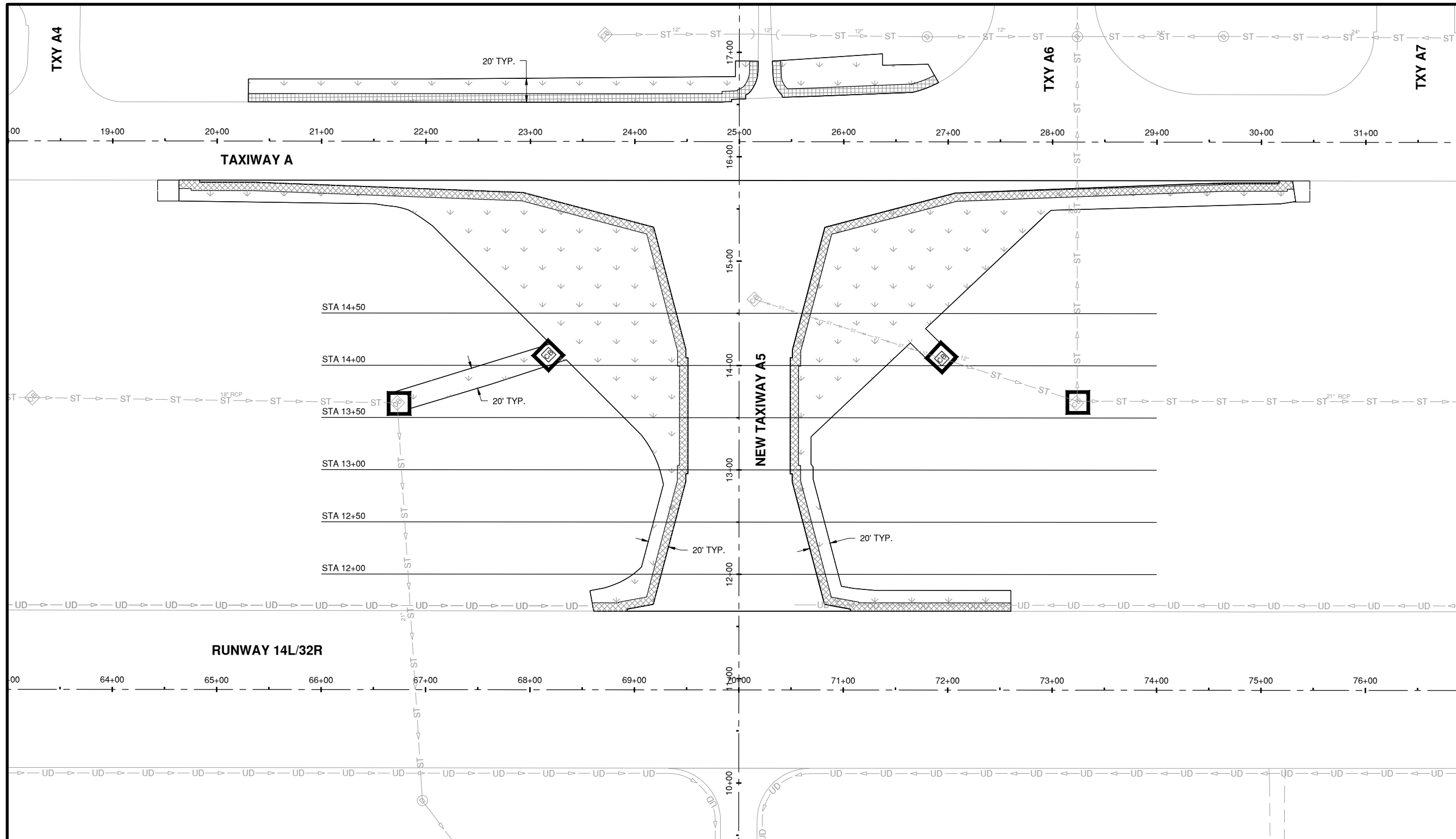
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-33
IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-LG401.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: CBG
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SHEET TITLE
**EROSION CONTROL,
TURFING PLAN &
INDEX TO SECTIONS**

LG401
SHEET 36 OF 39



LEGEND



NEW SEEDING (T-901) & MULCHING (T-908)

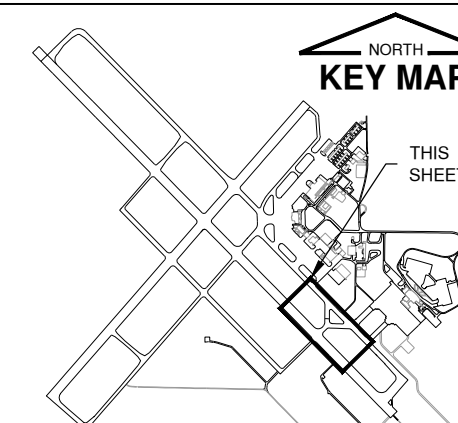


NEW SOD (T-904) / KNITTED STRAW MAT (T-908)



NEW INLET PROTECTION (P-156)

KEY MAP



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Date: Thursday, March 21, 2019 3:29:01 PM

MARCH 1, 2019

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AIP PROJ. NO. 3-17-0016-33

IL PROJ. NO. CMI-4606

CMT PROJECT NO: 16059-03-00

CAD DWG FILE: CMI-4606-1605903-LG501.DWG

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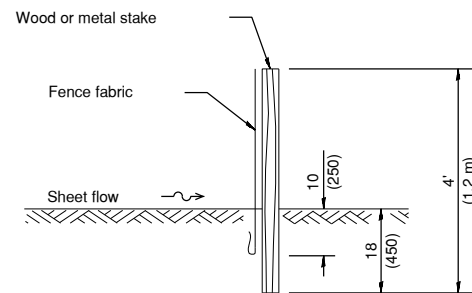
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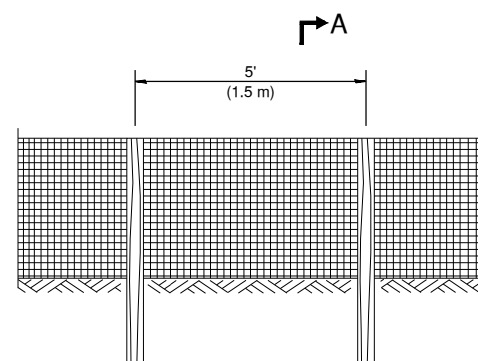
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SHEET TITLE

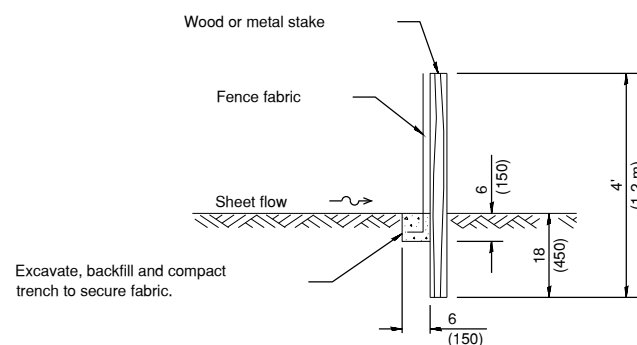
**EROSION CONTROL
DETAILS**



SLICE METHOD



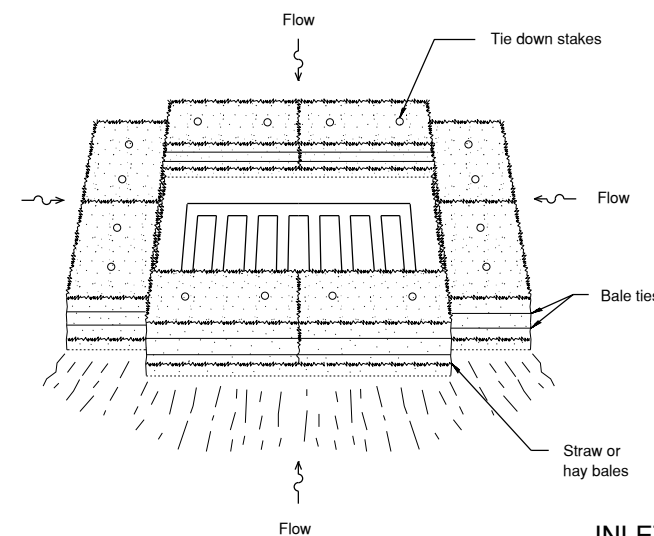
ELEVATION



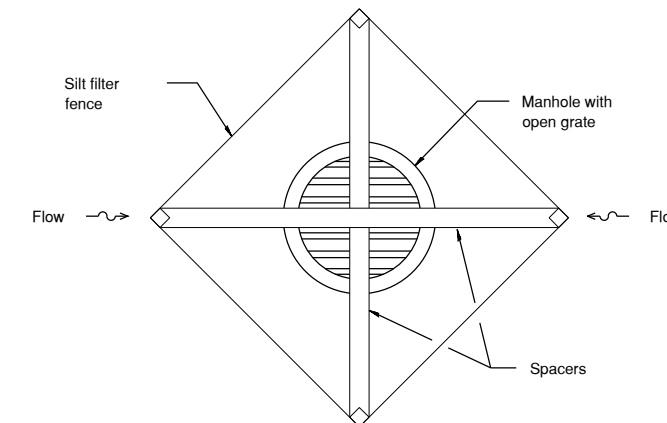
TRENCH METHOD

SECTION A-A

**SILT FILTER FENCE AS A
PERIMETER EROSION BARRIER**

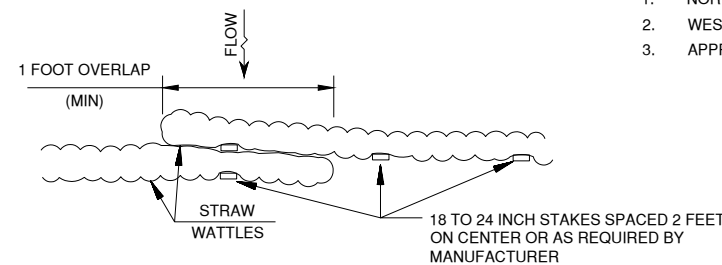


INLET PROTECTION



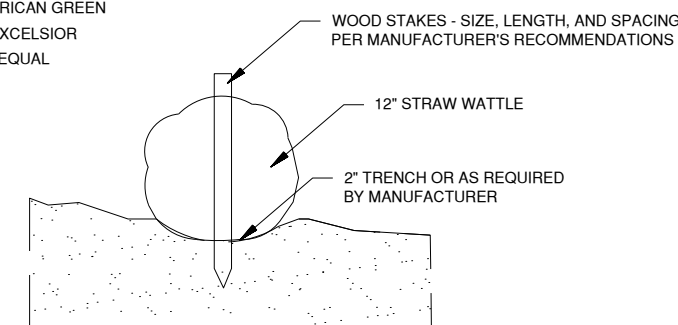
MANUFACTURERS:

1. NORTH AMERICAN GREEN
2. WESTERN EXCELSIOR
3. APPROVED EQUAL



PLAN

**STRAW WATTLES
N.T.S.**



SECTION

MARCH 1, 2019

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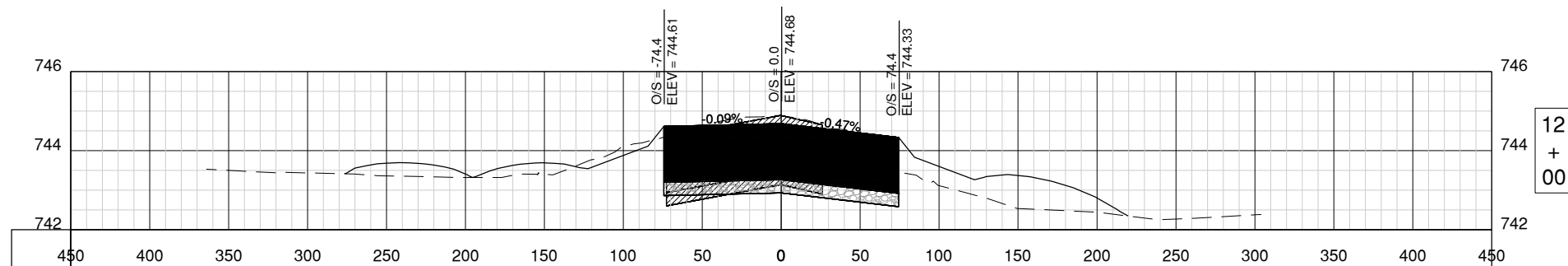
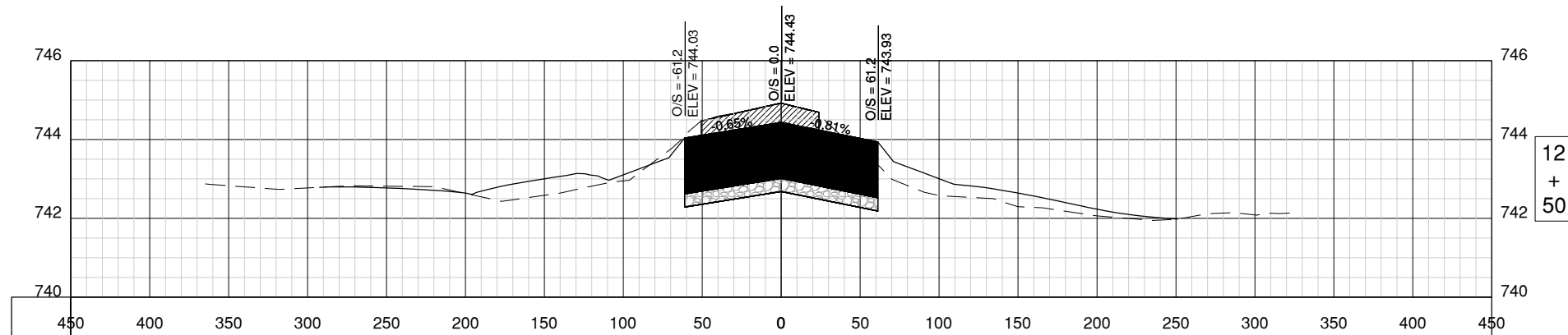
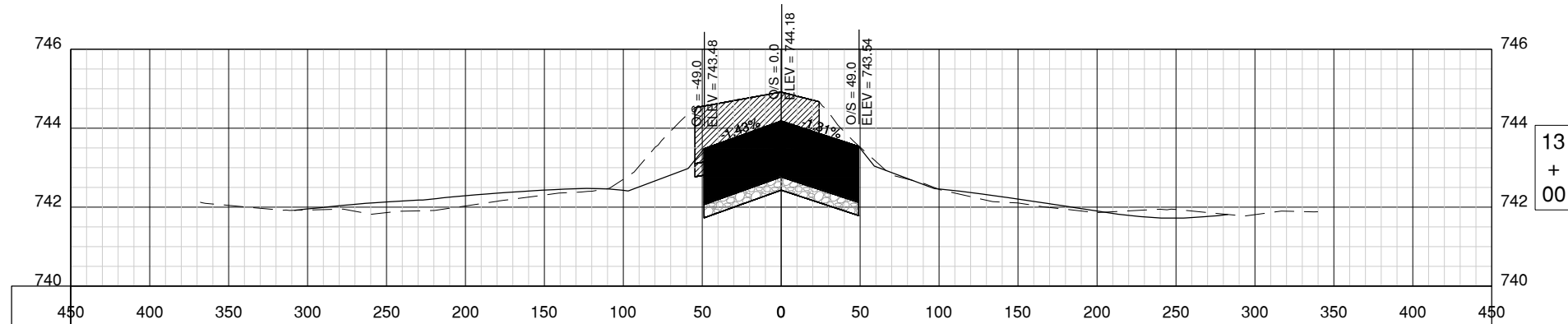
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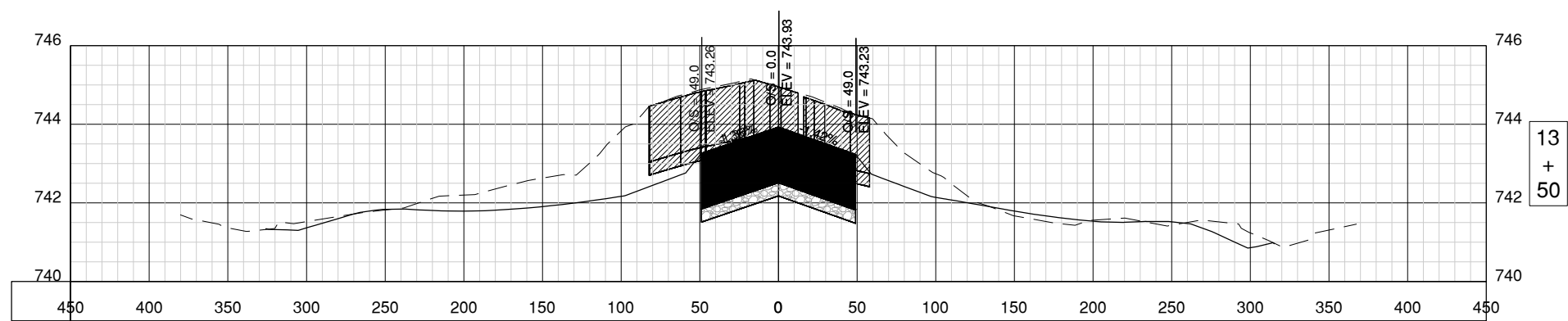
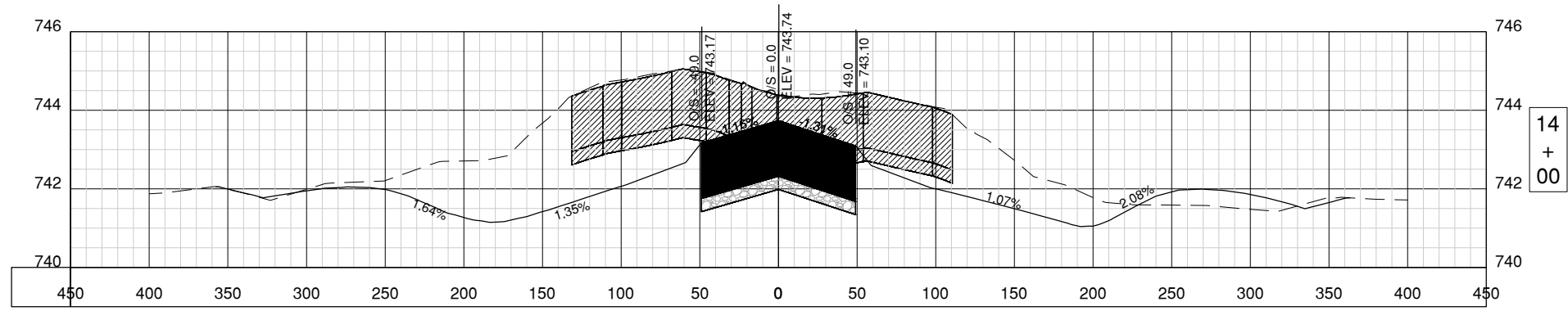
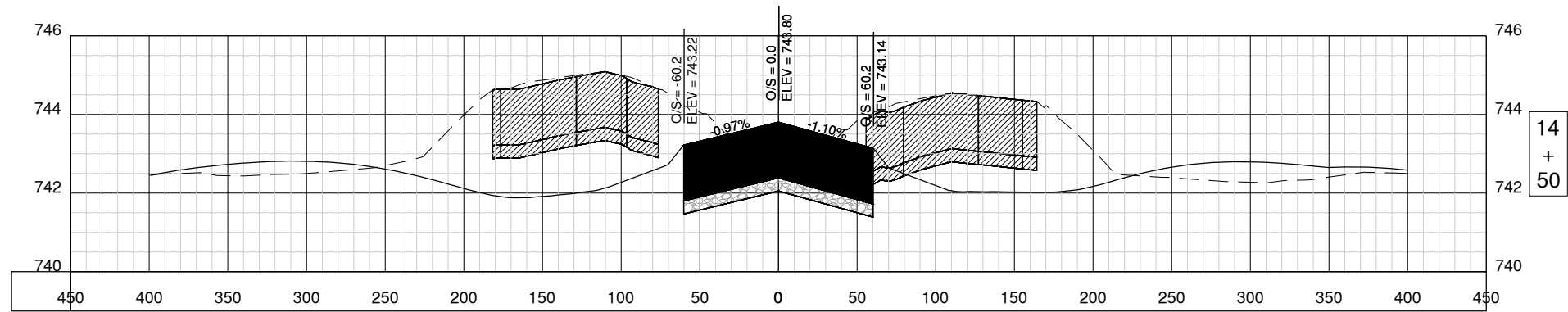
MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-33
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SHEET TITLE
CROSS SECTIONS 1

CS701
SHEET 38 OF 39





MARCH 1, 2019

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CS702
SHEET 39 OF 39