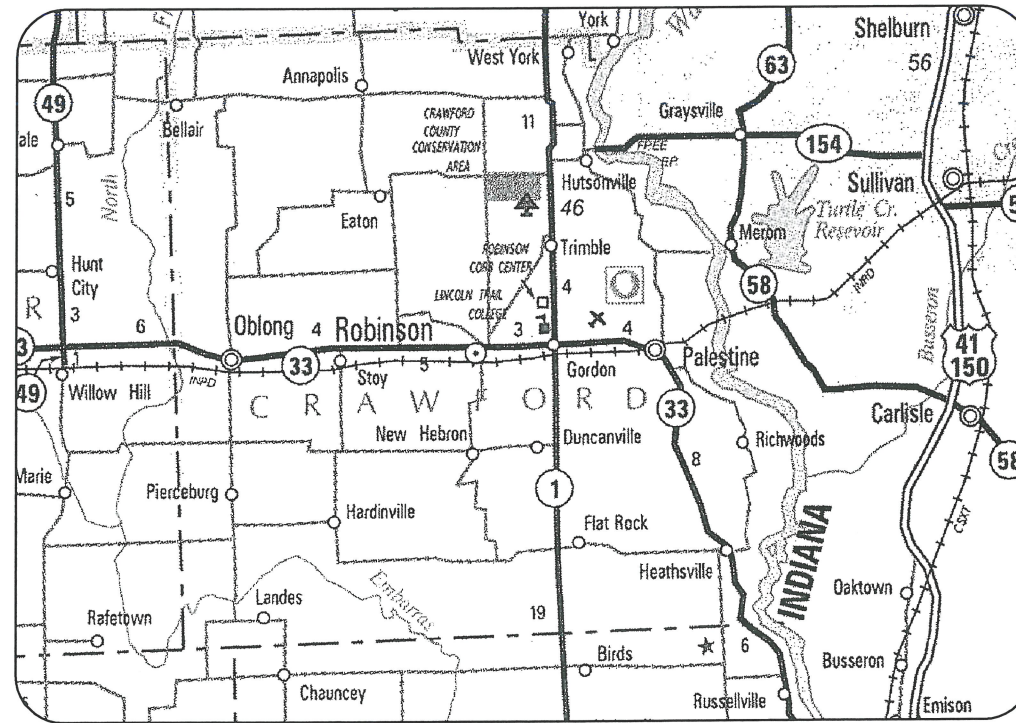


# CONSTRUCTION PLANS FOR CRAWFORD COUNTY AIRPORT ROBINSON, CRAWFORD COUNTY, ILLINOIS REHABILITATE THE NORTH AND SOUTH TAXIWAYS

### SCOPE OF WORK

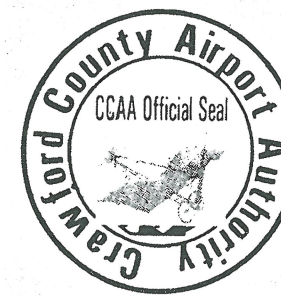
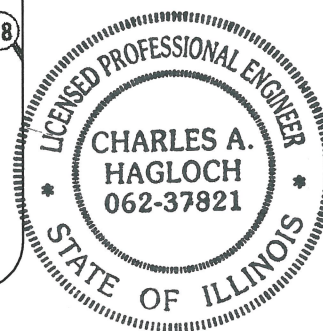
THIS PROJECT CONSISTS OF REHABILITATION OF THE NORTH AND SOUTH APRON ACCESS TAXIWAYS. PROJECT WILL INCLUDE PAVEMENT REPAIRS, CRACK CLEANING AND SEALING, APPLICATION OF A POROUS FRICTION COURSE (PFC) 0.10' DEPTH, APPLICATION OF A BITUMINOUS SURFACE COURSE (2" DEPTH), PAVEMENT MARKING, SHOULDER ADJUSTMENT, SEEDING, MULCHING AND APPLICATION OF AN EXCELSIOR BLANKET.



LOCATION



ILL. PROJ.: RSV-4132  
A.I.P. PROJ.: 3-17-0086-B13  
LATITUDE: 39° 00' 45.01"  
LONGITUDE: 87° 38' 35.39"  
ELEVATION: 461.6' M.S.L.  
DATE: JAN. 31, 2012



REVISED MARCH 14, 2012



Hanson Professional Services Inc.

Submitted by *Charles A. Hagloch* ENG'R

Date Submitted March 14, 2012

Lics. Exp. Date November 30, 2013

CRAWFORD COUNTY AIRPORT AUTHORITY

Approved *John Wappert* CHAIRMAN

Date *2/27/2012*

Approved \_\_\_\_\_ SECRETARY

Date \_\_\_\_\_

DATE	REVISION
3/13/12	REVISED AS PER IDA REVIEW

CRAWFORD COUNTY AIRPORT  
ROBINSON  
CRAWFORD COUNTY, ILLINOIS  
A.I.P. PROJ.: RSV-4132  
IL PROJ.: 3-17-0086-B13

Hanson Proj. No. 11A0076D	09/01/11
Filename: G-001-CVR.dwg	BAK
Scale: NOT TO SCALE	BAK
Date: 01/31/12	CAH
LAYOUT	01/26/12
DRAWN	09/01/11
REVIEWED	09/01/11

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REHAB. NORTH AND  
SOUTH TAXIWAYS  
COVER SHEET

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SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150520	MOBILIZATION	L.S.	1	
AR150540	HAUL ROUTE	L.S.	1	
AR152480	SHOULDER ADJUSTMENT	S.Y.	4,102	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	2,090	
AR401613	BIT. SURF. CSE.-METHOD I, SUPERPAVE	TON	1,235	
AR401655	BUTT JOINT CONSTRUCTION	S.Y.	1,530	
AR401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	133	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	S.Y.	517	
AR402622	POROUS FRICTION COURSE, 0.10'	S.Y.	8,717	
AR603510	BITUMINOUS TACK COAT	GAL	4,479	
AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	2,729	
AR620525	PAVEMENT MARKING-BLACK BORDER	S.F.	450	
AR901510	SEEDING	AC	0.85	
AR908510	MULCHING	AC	0.51	
AR908520	EXCELSIOR BLANKET	S.Y.	1,682	

INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SUMMARY OF QUANTITIES AND INDEX TO SHEETS
3	PROPOSED SAFETY PLAN
4	SUMMARY OF QUANTITIES FOR TAXIWAY A NORTH END
5	PROPOSED CONSTRUCTION PLAN FOR TAXIWAY A NORTH END
6	PROPOSED PLAN AND PROFILE NORTH TAXIWAY
7	PROPOSED CONSTRUCTION PLAN FOR TAXIWAY A NORTH END
8	PROPOSED MARKING PLAN FOR TAXIWAY A NORTH END
9	PROPOSED CROSS-SECTIONS FOR NORTH TXY. STA. 13+02 TO STA. 13+50
10	PROPOSED CROSS-SECTIONS FOR NORTH TXY. STA. 14+00 TO STA. 14+50
11	PROPOSED CROSS-SECTIONS FOR NORTH TXY. STA. 15+00 TO STA. 15+50
12	PROPOSED CROSS-SECTIONS FOR NORTH TXY. STA. 16+00 TO STA. 16+50
13	PROPOSED CROSS-SECTIONS FOR NORTH TXY. STA. 17+00 TO STA. 17+50
14	PROPOSED CROSS-SECTIONS FOR NORTH TXY. STA. 18+00 TO STA. 18+50
15	PROPOSED CROSS-SECTIONS FOR NORTH TXY. STA. 19+00 TO STA. 19+50
16	PROPOSED CROSS-SECTIONS FOR NORTH TXY. STA. 20+00 TO STA. 20+50
17	PROPOSED CROSS-SECTIONS FOR NORTH TXY. STA. 21+00 TO STA. 21+50
18	PROPOSED CROSS-SECTIONS FOR NORTH TXY. STA. 22+00 TO STA. 22+50
19	PROPOSED CROSS-SECTIONS FOR NORTH TXY. STA. 22+99
20	SUMMARY OF QUANTITIES FOR TAXIWAY A SOUTH END
21	PROPOSED CONSTRUCTION PLAN FOR TAXIWAY A SOUTH END
22	PROPOSED PLAN AND PROFILE SOUTH TAXIWAY
23	PROPOSED CONSTRUCTION PLAN FOR TAXIWAY A SOUTH END
24	PROPOSED MARKING PLAN PLAN FOR TAXIWAY A SOUTH END
25	PROPOSED CROSS-SECTIONS FOR SOUTH TXY. STA. 0+39 TO STA. 0+50
26	PROPOSED CROSS-SECTIONS FOR SOUTH TXY. STA. 1+00 TO STA. 1+50
27	PROPOSED CROSS-SECTIONS FOR SOUTH TXY. STA. 2+00 TO STA. 2+50
28	PROPOSED CROSS-SECTIONS FOR SOUTH TXY. STA. 3+00 TO STA. 3+50
29	PROPOSED CROSS-SECTIONS FOR SOUTH TXY. STA. 4+00 TO STA. 4+50
30	PROPOSED CROSS-SECTIONS FOR SOUTH TXY. STA. 5+00 TO STA. 5+50
31	PROPOSED CROSS-SECTIONS FOR SOUTH TXY. STA. 6+00 TO STA. 6+50
32	PROPOSED CROSS-SECTIONS FOR SOUTH TXY. STA. 7+00 TO STA. 7+50
33	PROPOSED CROSS-SECTIONS FOR SOUTH TXY. STA. 8+00 TO STA. 8+50
34	PROPOSED CROSS-SECTIONS FOR SOUTH TXY. STA. 9+00 TO STA. 9+34

REVISION	DATE

CRAWFORD COUNTY AIRPORT  
ROBINSON  
CRAWFORD COUNTY, ILLINOIS

Hanson Proj. No. 11A0076D	09/01/11
Filename G-002-FLP.dwg	BAK
Scale NOT TO SCALE	BAK
Date 01/31/12	09/01/11
LAYOUT	REVIEWED
DRAWN	CAH
	01/26/12



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REHAB. NORTH AND  
SOUTH TAXIWAYS

SUMMARY OF QUANTITIES  
AND INDEX TO SHEETS

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IL PROJ.: RSV-413Z A.I.P. PROJ.: 3-17-0086-B13

**UTILITY NOTE**

THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. 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 UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. **CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123.** CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER, CONTROL, AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA. ALSO CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.

**HEIGHT OF CONSTRUCTION EQUIPMENT**

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A DUMP TRUCK.

**CONTRACTOR RESPONSIBILITIES**

THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA WILL BE AS SHOWN ON THIS SHEET. THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THIS AREA. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE THIS AREA.

THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREA AND ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.

THE CONTRACTOR SHALL KEEP ONE RUNWAY OPEN AT ALL TIMES AND MAINTAIN CONTINUOUS TAXIWAY ACCESS TO ALL OPEN RUNWAYS, HANGARS AND ADMINISTRATIVE AREAS.

ALL WORK PERFORMED SHALL BE DONE IN A ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE.

NO TRENCHES OR HOLES WITHIN THE RUNWAY OBJECT FREE AREA WILL REMAIN OPEN OVERNIGHT.

NO RUNWAY SHALL BE CLOSED OVERNIGHT UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER.

**BARRICADES**

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AS SHOWN OR/AND AS DIRECTED BY THE AIRPORT MANAGER. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR RED STEADY-BURN LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**LEGEND**

- EXISTING IMPROVEMENTS
- PROPOSED IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA
- PROPOSED BENCHMARK
- PROPOSED BARRICADES WHEN CLOSING THE SOUTH TAXIWAY
- PROPOSED BARRICADES WHEN CLOSING THE NORTH TAXIWAY

**SCOPE OF WORK**

THIS PROJECT CONSISTS OF REHABILITATION OF THE NORTH AND SOUTH APRON ACCESS TAXIWAYS. PROJECT WILL INCLUDE PAVEMENT REPAIRS, CRACK CLEANING AND SEALING, APPLICATION OF A POROUS FRICTION COURSE (PFC) 0.10" DEPTH, APPLICATION OF A BITUMINOUS SURFACE COURSE (2" DEPTH), PAVEMENT MARKING, SHOULDER ADJUSTMENT, SEEDING, MULCHING AND APPLICATION OF AN EXCELSIOR BLANKET.

**CERTIFIED PAYROLLS**

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

**MATERIAL CERTIFICATION**

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

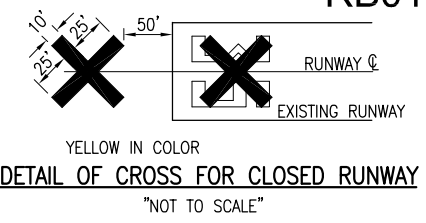
**NOTE**

ALL CONSTRUCTION/OPERATIONS ARE TO BE PERFORMED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR (AC) 150/5370-2F "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" AND AC 150/5300-13 "AIRPORT DESIGN".

ALL CONSTRUCTION EQUIPMENT ON THE AIRPORT SHALL BE MARKED, LIGHTED AND/OR FLAGGED IN ACCORDANCE WITH AC 150/5210-5 AND 70/7460-1.

**BENCHMARK DATA**

NO.	DESCRIPTION	ELEV.
1	NGS MONUMENT, TOP OF STAINLESS STEEL ROD IN SLEEVE. SE CORNER RWY. 35/17 & 9/27	452.56
2	CHISELED "X" CENTER N. SIDE OF SQUARE DROP INLET IN P-LOT NEAR CORNER OF TERM. BLD.	452.08



**NOTE:**

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

**J.U.L.I.E. INFORMATION**

COUNTY CRAWFORD  
 CITY ROBINSON  
 TOWNSHIP LAMOTTE  
 SECTION NO. 28, 29 & 33  
 ADDRESS CRAWFORD COUNTY AIRPORT  
 P.O. BOX 6  
 ROBINSON, ILLINOIS 62454

**PROPOSED SAFETY PLAN**

GENERAL - THE CRAWFORD COUNTY AIRPORT IS COMPRISED OF TWO RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING BOTH RUNWAYS. ANY TIME THE CONTRACTOR IS WORKING WITHIN 250' OF RUNWAY 9-27 CENTERLINE OR 150' OF RUNWAY 17-35 CENTERLINE THE RUNWAY WILL BE CLOSED. THE RUNWAY WILL BE CLOSED ONLY DURING THE CONSTRUCTION DAY UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER. AT THE END OF EACH CONSTRUCTION DAY THE CONTRACTOR WILL SMOOTH GRADE ALL AREAS WITHIN THE SAFETY AREA TO THE SATISFACTION OF THE RESIDENT ENGINEER AND RE-OPEN THE RUNWAY. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ANY TIME THE CONTRACTOR IS WORKING WITHIN 66' OF A TAXIWAY CENTERLINE THE TAXIWAY WILL BE CLOSED.

IDENTIFICATION - WHEN THE CONTRACTORS VEHICLES AND EQUIPMENT ARE ON THE AIRPORT THEY SHALL BE PROPERLY MARKED WITH THREE (3) FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE). THE CONTRACTOR WILL ALSO PROVIDE WORKERS WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THE PERSON AS BEING PART OF THE CONSTRUCTION CREW.

RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (123.00 MHz.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE CRAWFORD COUNTY AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

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

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

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

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

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

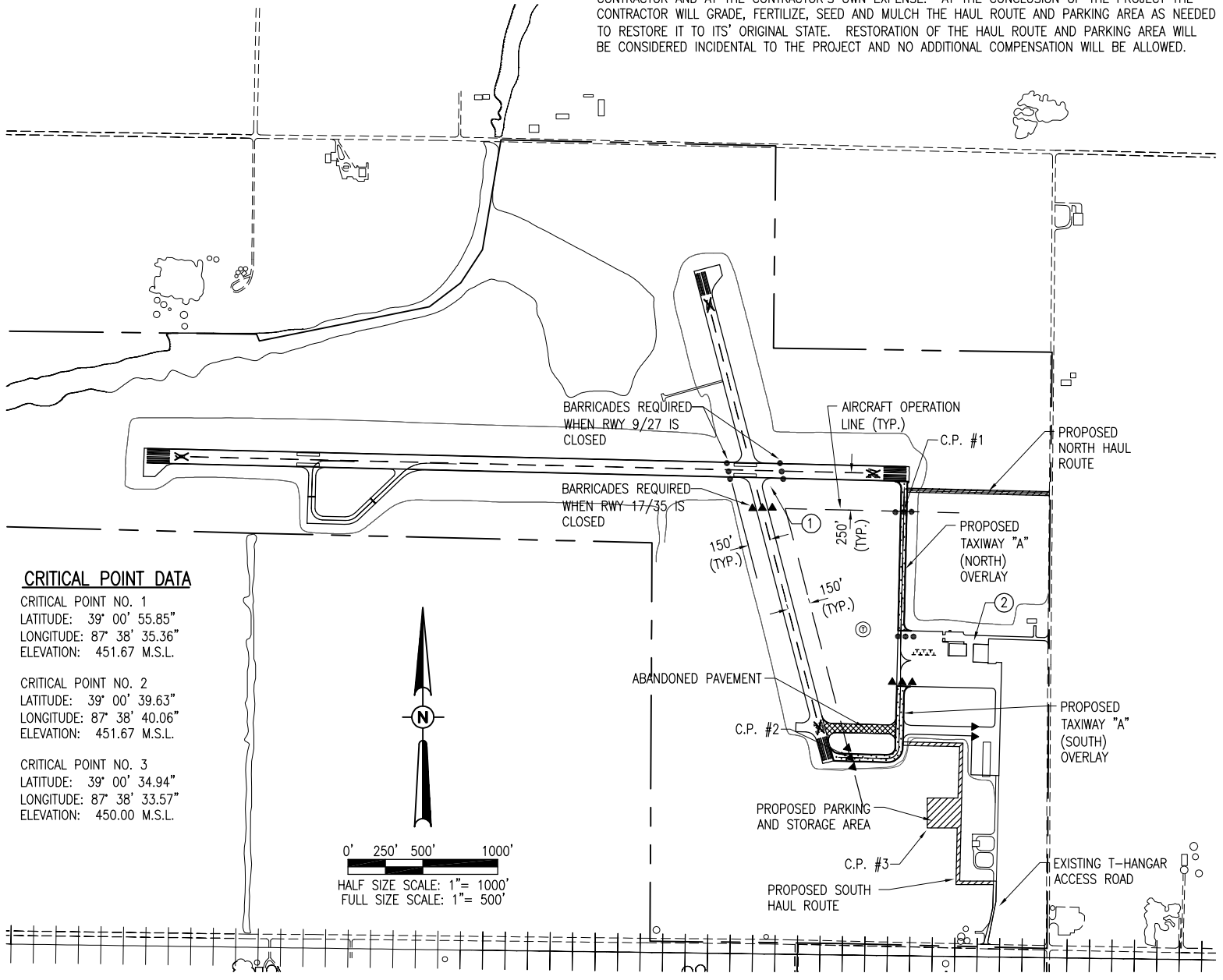
THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE PAID FOR UNDER ITEMS: AR150510 ENGINEER'S FIELD OFFICE 1 L.S.

**EROSION CONTROL**

THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND, THEREFORE NO N.P.D.E.S. PERMIT WILL BE REQUIRED.

**AIRCRAFT OPERATION LINE**

THE CONTRACTOR WILL LOCATE THIS LINE AT THE START OF CONSTRUCTION AND WILL PLACE FLAGGED LATHE EVERY 150' ALONG IT. THIS LINE WILL BE THE LIMITS THAT ALL CONTRACTOR PERSONNEL MAY VENTURE WHEN A RUNWAY IS NOT CLOSED. THE CONTRACTOR WILL MAINTAIN THE LATHE LINE FOR RUNWAYS.



**CRITICAL POINT DATA**

- CRITICAL POINT NO. 1  
 LATITUDE: 39° 00' 55.85"  
 LONGITUDE: 87° 38' 35.36"  
 ELEVATION: 451.67 M.S.L.
- CRITICAL POINT NO. 2  
 LATITUDE: 39° 00' 39.63"  
 LONGITUDE: 87° 38' 40.06"  
 ELEVATION: 451.67 M.S.L.
- CRITICAL POINT NO. 3  
 LATITUDE: 39° 00' 34.94"  
 LONGITUDE: 87° 38' 33.57"  
 ELEVATION: 450.00 M.S.L.

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REVISION DATE 03/13/12 REVISED AS PER IDA REVIEW	CRAWFORD COUNTY AIRPORT ROBINSON CRAWFORD COUNTY, ILLINOIS
HANSON Professional Services Inc. 2012 Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2986 Ph: (217) 788-2450 Fax: (217) 788-2503 www.hanson-inc.com Offices Nationwide	REHAB. NORTH AND SOUTH TAXIWAYS PROPOSED SAFETY PLAN
HANSON Professional Services Inc. 2012 Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2986 Ph: (217) 788-2450 Fax: (217) 788-2503 www.hanson-inc.com Offices Nationwide	LAYOUT 09/01/11 DRAWN BAK REVIEWED CAH DATE 01/31/12 Scale 1" = 500' Project No. 11A0076D Filename G-003-SFY.dwg
3 3 of 34 sheets	ILL. PROJ.: RSV-4132 A.I.P. PROJ.: 3-17-0086-B13

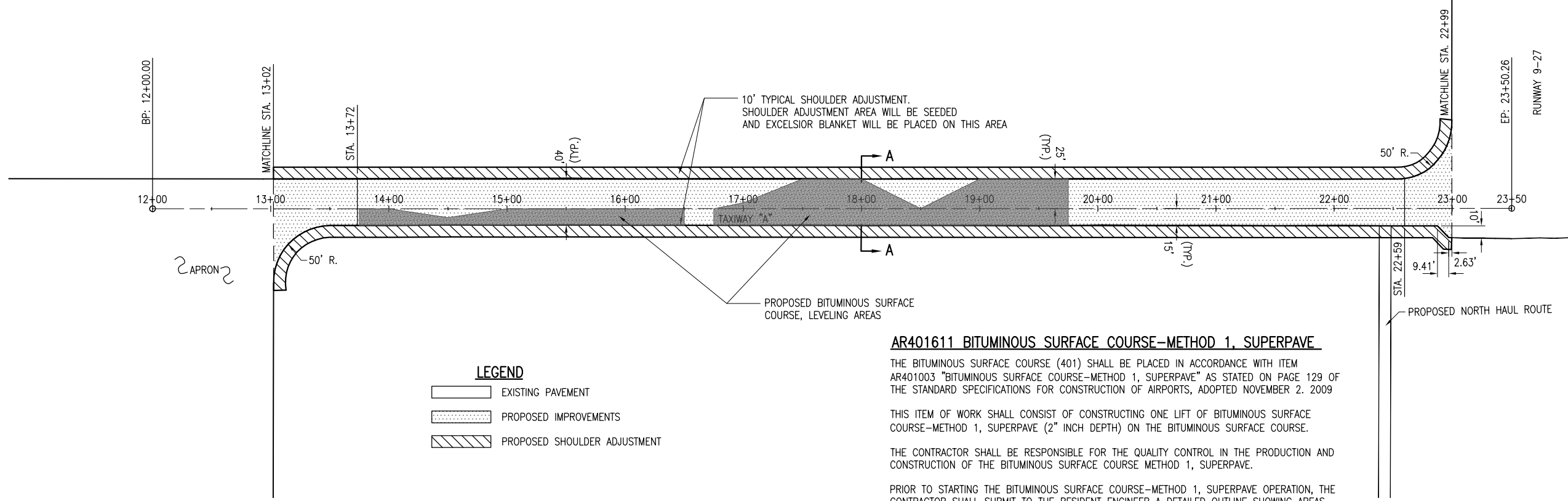
# SUMMARY OF QUANTITIES FOR TAXIWAY A NORTH END

SUMMARY OF QUANTITIES FOR TAXIWAY A NORTH END				
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR152480	SHOLDER ADJUSTMENT	S.Y.	2,275	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	990	
AR401613	BITUMINOUS SURFACE COURSE-METHOD I	TON	585	
AR401655	BUTT JOINT CONSTRUCTION	S.Y.	603	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	S.Y.	231	
AR402622	POROUS FRICTION COURSE, 0.10'	S.Y.	4,507	
AR603510	BITUMINOUS TACK COAT	GAL	2,254	
AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	1,627	
AR620525	PAVEMENT MARKING-BLACK BORDER	S.F.	200	
AR901510	SEEDING	AC	0.47	
AR908510	MULCHING	AC	0.28	
AR908520	EXCELSIOR BLANKET	S.Y.	909	

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REHAB. NORTH AND SOUTH TAXIWAYS SUMMARY OF QUANTITIES FOR TAXIWAY A NORTH END		HANSON © Copyright Hanson Professional Services Inc. 2012 Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2886 Ph: (217) 788-2450 Fax: (217) 788-2503 www.hanson-inc.com Offices Nationwide		HANSON Proj. No. 11A0076D Filename G-004-FLP.dwg Scale NOT TO SCALE Date 01/31/12	LAYOUT 09/01/11 DRAWN BAK 09/01/11 REVIEWED CAH 01/26/12
4 4 of 34 sheets		CRAWFORD COUNTY AIRPORT ROBINSON CRAWFORD COUNTY, ILLINOIS A.I.P. PROJ.: RSV-4132 ILL PROJ.: 3-17-0086-B13		REVISION DATE	





**LEGEND**

[Solid Line]	EXISTING PAVEMENT
[Dotted Pattern]	PROPOSED IMPROVEMENTS
[Hatched Pattern]	PROPOSED SHOULDER ADJUSTMENT

**AR401611 BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE**

THE BITUMINOUS SURFACE COURSE (401) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR401003 "BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE" AS STATED ON PAGE 129 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING ONE LIFT OF BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE (2" INCH DEPTH) ON THE BITUMINOUS SURFACE COURSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY CONTROL IN THE PRODUCTION AND CONSTRUCTION OF THE BITUMINOUS SURFACE COURSE METHOD 1, SUPERPAVE.

PRIOR TO STARTING THE BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE OPERATION, THE CONTRACTOR SHALL SUBMIT TO THE RESIDENT ENGINEER A DETAILED OUTLINE SHOWING AREAS AND ORDER OF PAVING WIDTHS OF PAVING LANES, AND REQUIRED OFFSETS FOR ELECTRONIC GRADE.

THE PROPOSED BITUMINOUS SURFACE COURSE METHOD 1, SUPERPAVE WILL BE DESIGNED TO A SUPERPAVE DESIGN OF LESS THAN 60,000 POUNDS.

401-4.9 ADD THE FOLLOWING TO THIS SECTION:

WHEN HAND SPREADING IS PERMITTED, THE MIXTURE WILL BE DISTRIBUTED AND SPREAD USING HAND TOOLS. WHEN THE WORK IS COMPLETED, THE LAYER WILL HAVE THE REQUIRED THICKNESS AND CONFORM TO THE GRADE AND SURFACE CONTOUR SHOWN ON THE PLANS.

401-4.12 ADD THE FOLLOWING TO THIS PARAGRAPH:

ALL PAVEMENT EDGES (LONGITUDINAL, RADIUS, AND PAVEMENT ENDS) MUST BE LEFT IN PROPER ALIGNMENT AS SHOWN ON THE PLANS. THIS MAY BE ACCOMPLISHED BY THE TRIMMING METHOD OUTLINED ABOVE OR AT THE CONTRACTOR'S OPTION BY SAWING AFTER THE PAVING HAS BEEN COMPLETED. NO ADDITIONAL COMPENSATION WILL BE MADE IF THE SAWING METHOD IS USED.

DUE TO EXISTING PAVEMENT IRREGULARITIES A STRINGLINE WILL BE REQUIRED AS SPECIFIED IN THE STANDARD SPECIAL PROVISIONS. ALSO SOME LEVELING WITH THE BITUMINOUS SURFACE COURSE WILL BE REQUIRED PRIOR TO THE PLACEMENT OF THE 2" DEEP LIFT OF BITUMINOUS SURFACE COURSE.

THE AREAS THAT REQUIRE LEVELING ARE DESIGNATED ON THIS SHEET AND ON SHEET NO.21.

THE LEVELING WILL BE PAID FOR UNDER ITEM AR401611 "BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE".

APPROXIMATELY 60 TON OF BITUMINOUS MIX WILL BE NEEDED ON THE SOUTH TAXIWAY AND 69 TON ON THE NORTH TAXIWAY FOR LEVELING.

**POROUS FRICTION COURSE NOTES**

THE PROPOSED POROUS FRICTION COURSE WILL BE CONSTRUCTED IN ONE LAYER, HAVING A COMPACTED NOMINAL THICKNESS OF ONE TENTH OF A FOOT (0.10') IN ACCORDANCE WITH ITEM AR402622 "POROUS FRICTION COURSE, 0.10" AS STATED ON PAGE 154 OF THE SUPPLEMENTAL SPECIFICATION AND RECURRING SPECIAL PROVISIONS, ADOPTED NOVEMBER 2, 2009.

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

THE SURFACES TO BE OVERLAYED WILL BE SPRAYED WITH A APPLICATION OF A BITUMINOUS TACK COAT. AN APPLICATION RATE OF 0.25 GAL./S.Y. (DILUTED) WAS USED FOR CALCULATING THE QUANTITY OF TACK FOR THIS APPLICATION. THE EXACT RATE OF APPLICATION WILL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION. TACKED AREAS WORN FROM HAULING OPERATIONS SHALL BE RETACKED AT THE DISCRETION OF THE RESIDENT ENGINEER. THE TACK COAT MUST BE DRY (CURED) TO THE SATISFACTION OF THE RESIDENT ENGINEER PRIOR TO THE PLACEMENT OF THE POROUS FRICTION COURSE.

PAYMENT FOR THIS ITEM OF WORK WILL BE UNDER ITEM: AR402622 "POROUS FRICTION COURSE, 0.10" \_\_\_\_\_ PER S.Y.

**908 MULCHING NOTES**

THE PROPOSED MULCHING SHALL BE ACCOMPLISHED IN ACCORDANCE WITH ITEM 908 "MULCHING" AS STATED ON PAGE 334 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

THIS ITEM SHALL CONSIST OF THE FURNISHING, TRANSPORTING, AND PLACING MULCH OVER THE SEEDED AREA. DISTURBED AREAS OUTSIDE THE GRADING LIMITS SHALL ALSO BE MULCHED AND PARTICIPATION WILL BE THE SAME AS FOR SEEDED AREAS.

908-2.1 MULCH MATERIAL: THE CONTRACTOR MAY EITHER FURNISH STRAW OR HYDROMULCH AS THE TYPE OF MULCH MATERIAL TO BE USED ON THIS PROJECT.

908-3.1 MULCHING: THE HYDRAULIC MULCH SHALL BE APPLIED AS A SLURRY OF 2,500 POUNDS OF MULCH AND NOT LESS THAN 2,500 GALLONS OF WATER PER ACRE.

908-3.4 STRUCTURE CLEANING: AFTER THE PROPOSED MULCH HAS BEEN APPLIED, THE CONTRACTOR WILL CLEAN THE MULCH OFF ALL STRUCTURES (DRAINAGE, ELECTRICAL, LIGHTS, ETC.).

DATE MULCHING COMPLETED \_\_\_\_\_

THE PROPOSED MULCHING WILL BE PAID FOR UNDER ITEMS: AR908510 MULCHING \_\_\_\_\_ 0.28 ACRES

**SHOULDER ADJUSTMENT NOTES:**

SHOULDER ADJUSTMENT WILL BE PERFORMED ADJACENT TO ALL PAVEMENT OVERLAY AREAS TO PROVIDE A 1-1/2" DROP-OFF. PRIOR TO PLACING THE SHOULDER ADJUSTMENT MATERIAL, THE LIMITS WILL BE MOWED AND PULVERIZED, DISKED OR TILLED TO THE SATISFACTION OF THE RESIDENT ENGINEER. THE PROPOSED GRADING, SEEDING AND EXCELSIOR BLANKET LIMITS ARE SHOWN ON THE CONSTRUCTION PLANS AS PROPOSED SHOULDER ADJUSTMENT. THE EARTH FILLETS (SHOULDER ADJUSTMENT) WILL NOT REQUIRE COMPACTION OR GRADING, OTHER THAN LIGHT ROLLING AND SHAPING. THE MATERIAL FOR THE PROPOSED EARTH FILLETS (SHOULDER ADJUSTMENT) WILL BE OBTAINED FROM AN OFF-SITE LOCATION.

THE PROPOSED EARTH MATERIAL USED FOR THE PROPOSED SHOULDER ADJUSTMENT WILL BE PAID FOR UNDER ITEM AR152480 "SHOULDER ADJUSTMENT".

QUANTITY OF "SHOULDER ADJUSTMENT" THIS SHEET \_\_\_\_\_ 2,275 S.Y.

**SEEDING NOTES:**

THE PROPOSED SHOULDER ADJUSTMENT AREA WILL BE LIMED, FERTILIZED AND SEEDED IN ACCORDANCE WITH ITEM 901510.

ALL AREAS WHICH ARE DISTURBED BY THE CONTRACTOR, OUTSIDE OF THE PROPOSED SHOULDER ADJUSTMENT LIMITS, WILL BE LIMED, FERTILIZED AND SEEDED IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 901510 AT NO ADDITIONAL COST TO THE CONTRACT.

THE PROPOSED LIMING, FERTILIZING AND SEEDING USED FOR THE PROPOSED SHOULDER ADJUSTMENT AREA WILL BE PAID FOR UNDER ITEM AR901510 "SEEDING".

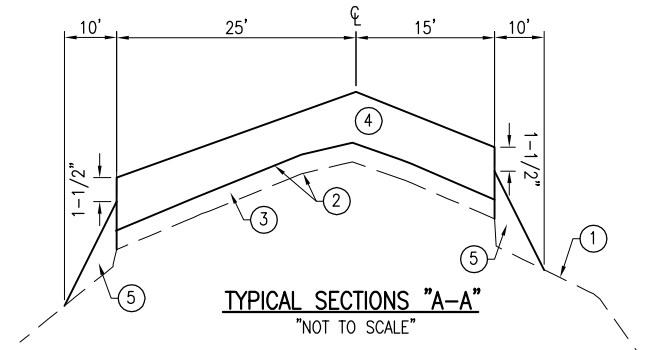
QUANTITY OF "SEEDING" THIS SHEET \_\_\_\_\_ 0.47 ACRES.

**EXCELSIOR BLANKET NOTES:**

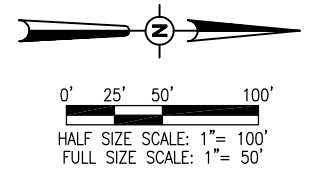
AN EROSION CONTROL MATERIAL (EXCELSIOR BLANKET) WILL BE INSTALLED OVER THE SHOULDER ADJUSTMENT LOCATIONS SHOWN ON THESE CONSTRUCTION PLAN SHEETS AND IN ACCORDANCE WITH THE SPECIAL PROVISION.

THE PROPOSED EROSION CONTROL MATERIAL USED FOR THE PROPOSED SHOULDER ADJUSTMENT AREA WILL BE PAID FOR UNDER ITEM AR908520 "EXCELSIOR BLANKET".

QUANTITY OF "EXCELSIOR BLANKET" THIS SHEET \_\_\_\_\_ 909 S.Y.



- LEGEND FOR TYPICAL SECTIONS "A-A"**
- ① EXISTING GRADE
  - ② PROPOSED BITUMINOUS TACK COAT (0.25 GAL PER S.Y.)
  - ③ PROPOSED POROUS FRICTION COURSE (0.10' IN DEPTH)
  - ④ PROPOSED BITUMINOUS SURFACE COURSE (2" IN DEPTH)
  - ⑤ PROPOSED EARTH FILLETS (SHOULDER ADJUSTMENT)

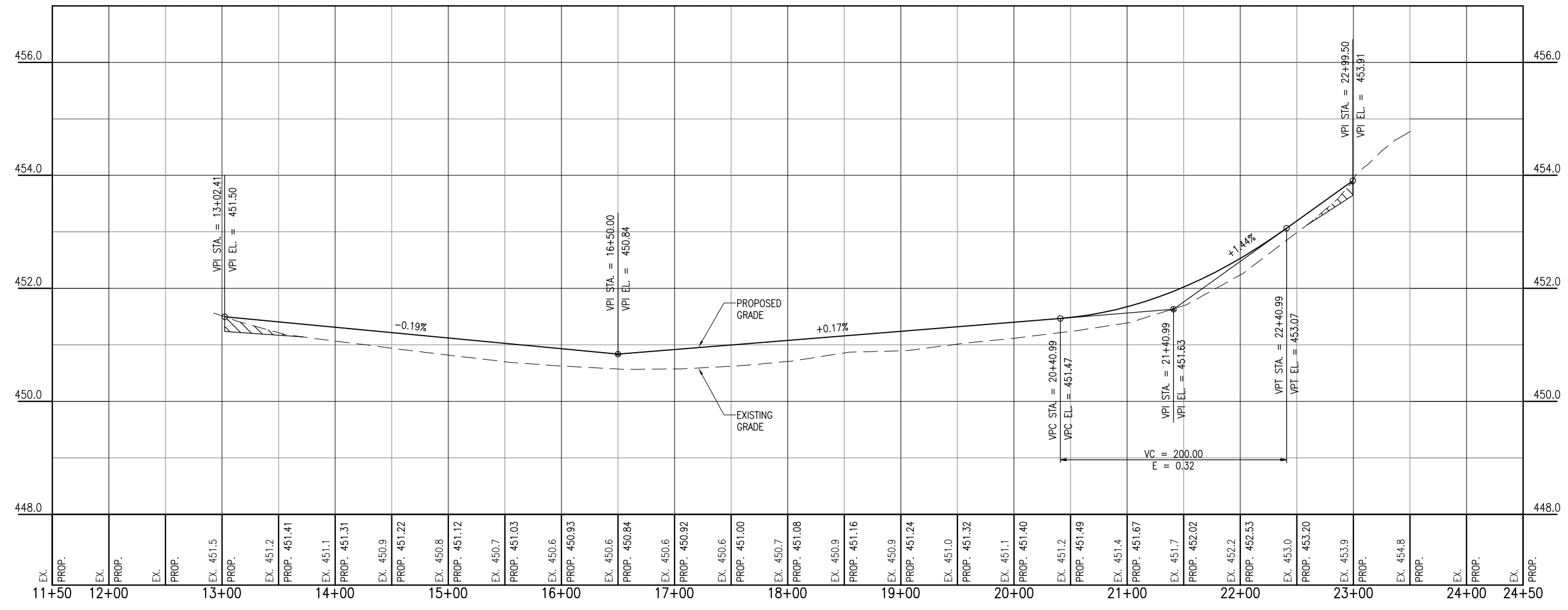
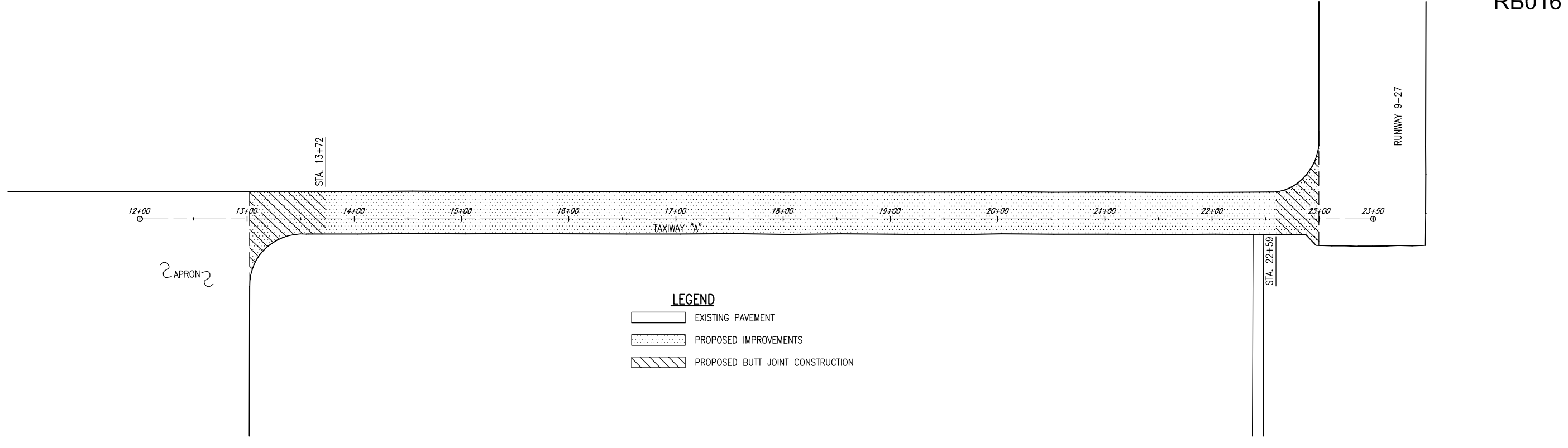


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<b>5</b> 5 of 34 sheets	

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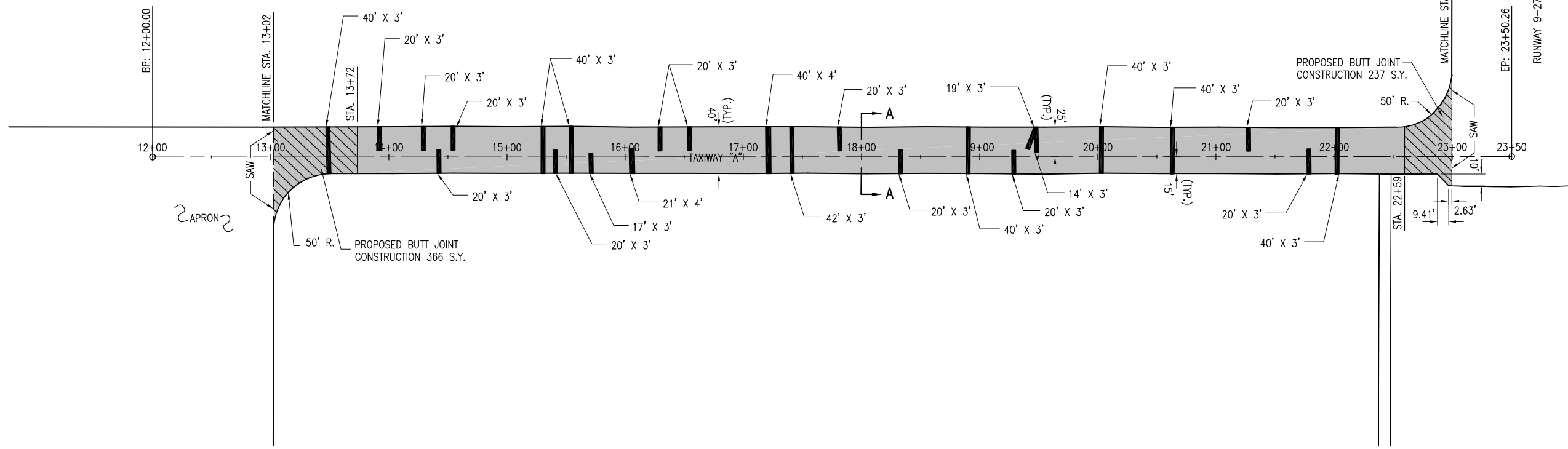
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REHAB. NORTH AND  
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 PROPOSED PLAN  
 AND PROFILE  
 NORTH TAXIWAY

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**201-CLEANING AND SEALING BITUMINOUS CRACKS**

THE CLEANING AND SEALING OF BITUMINOUS CRACKS (201) SHALL BE PLACED IN ACCORDANCE WITH ITEM (AR201661) "CLEANING & SEALING BITUMINOUS CRACKS" AS STATED ON PAGE 82 OF THE STANDARD SPECIFICATION FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

THE PAVEMENT CONDITIONS AND CRACKS WERE IDENTIFIED DURING A SURVEY (JANUARY 2012) OF THE EXISTING TAXIWAY AREA. THE EXACT AMOUNT OF CRACKS TO BE CLEANED AND SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION. THE APPROXIMATE NUMBER OF L.F. TO BE CLEANED AND SEALED ON THIS PAGE IS 990 L.F.

ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER FOR CLEANING AND SEALING WILL BE DONE SO AS STATED IN THE SPECIAL PROVISIONS.

THE PROPOSED PAVEMENT MILLING WILL BE ACCOMPLISHED BEFORE THE CRACKS ARE CLEANED AND SEALED. THE RESIDENT ENGINEER WILL DETERMINE IF THE CRACKS LOCATED IN A MILLED AREA ARE LARGE ENOUGH TO WARRANT CLEANING AND SEALING.

THE QUANTITY OF CRACKS TO BE CLEANED AND SEALED HAS BEEN INCREASED BY 10% IN ANTICIPATION OF ADDITIONAL CRACKS THAT DEVELOP BETWEEN THE SURVEY AND CONSTRUCTION.

THE CONTRACTOR WILL GIVE A MINIMUM OF 2 DAYS NOTICE BEFORE STARTING THIS WORK SO THE RESIDENT ENGINEER CAN LOCATE THE CRACKS THAT WILL BE CLEANED AND SEALED.

ALL CLEANING AND SEALING OF BITUMINOUS CRACKS SHALL BE PAID FOR UNDER ITEM: AR201661 "CLEANING & SEALING BITUMINOUS CRACKS" \_\_\_\_\_ PER L.F.

**REMOVE AND REPLACE BITUMINOUS PAVEMENT**

THE AREA(S) DESIGNATED AS [REDACTED] ON THIS SHEET AND SHEET NO. 23 WILL HAVE THE EXISTING BITUMINOUS PAVEMENT REMOVED (FULL DEPTH) AND REPLACED WITH BITUMINOUS MATERIAL. THE BITUMINOUS MATERIAL USED IN THE REPLACEMENT WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED REMOVAL AND REPLACEMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ALL REMOVED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE.

WHERE THE PROPOSED REMOVAL AND REPLACEMENT AREA ABUTS THE EXISTING PAVEMENT, THE PAVEMENT WILL BE SAWED. THE SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT REMOVAL AND REPLACEMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM: AR401910 "REMOVE & REPLACE BIT. PAVEMENT" - PER S.Y.

**603-BITUMINOUS TACK COAT NOTES:**

THE BITUMINOUS TACK COAT (603) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR603 "BITUMINOUS TACK COAT" AS STATED ON PAGE 254 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

THE PROPOSED BITUMINOUS TACK COAT SHALL BE PLACED ON THE EXISTING BITUMINOUS PAVEMENT, PROPOSED MILLED SURFACE, PROPOSED POROUS FRICTION COURSE AND PROPOSED BITUMINOUS PAVEMENT PRIOR TO THE PLACEMENT OF THE NEXT LIFT OF PROPOSED BITUMINOUS SURFACE COURSE. THE PROPOSED BITUMINOUS PAVEMENT SHALL HAVE A TACK COAT OF BITUMINOUS MATERIAL APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.

THE PROPOSED BITUMINOUS TACK COAT WILL BE PAID FOR UNDER ITEM: AR603510 BITUMINOUS TACK COAT \_\_\_\_\_ PER GAL.

**AR401655 BUTT JOINT CONSTRUCTION NOTES**

THE PROPOSED BUTT JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM AR401655 "BUTT JOINT CONSTRUCTION" AS STATED ON PAGE 154 OF THE SUPPLEMENTAL SPECIFICATION AND RECURRING SPECIAL PROVISIONS, ADOPTED NOVEMBER 2, 2009.

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

WHERE THE PROPOSED PAVEMENT ABUTS THE EXISTING PAVEMENT, THE PAVEMENT WILL BE SAWED. THE SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED BUTT JOINT CONSTRUCTION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE PAVEMENT SURFACE WILL THEN BE MILLED TO A DEPTH OF 0.27 FT. AT THE BUTT END AND WILL TAPER TO 0 IN. AT THE OPPOSITE END. THE PLANER MUST BE CAPABLE OF MILLING THE SURFACE TO THE DESIRED ELEVATIONS AND GRADES.

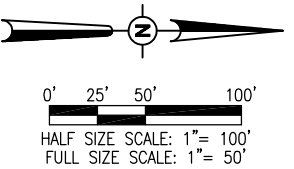
ANY ADJACENT PAVEMENT DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

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

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

**LEGEND**

- EXISTING PAVEMENT
- PROPOSED PFC, 0.10' PATH
- PROPOSED BUTT JOINT CONSTRUCTION
- PROPOSED REMOVE AND REPLACE BIT. PAVEMENT



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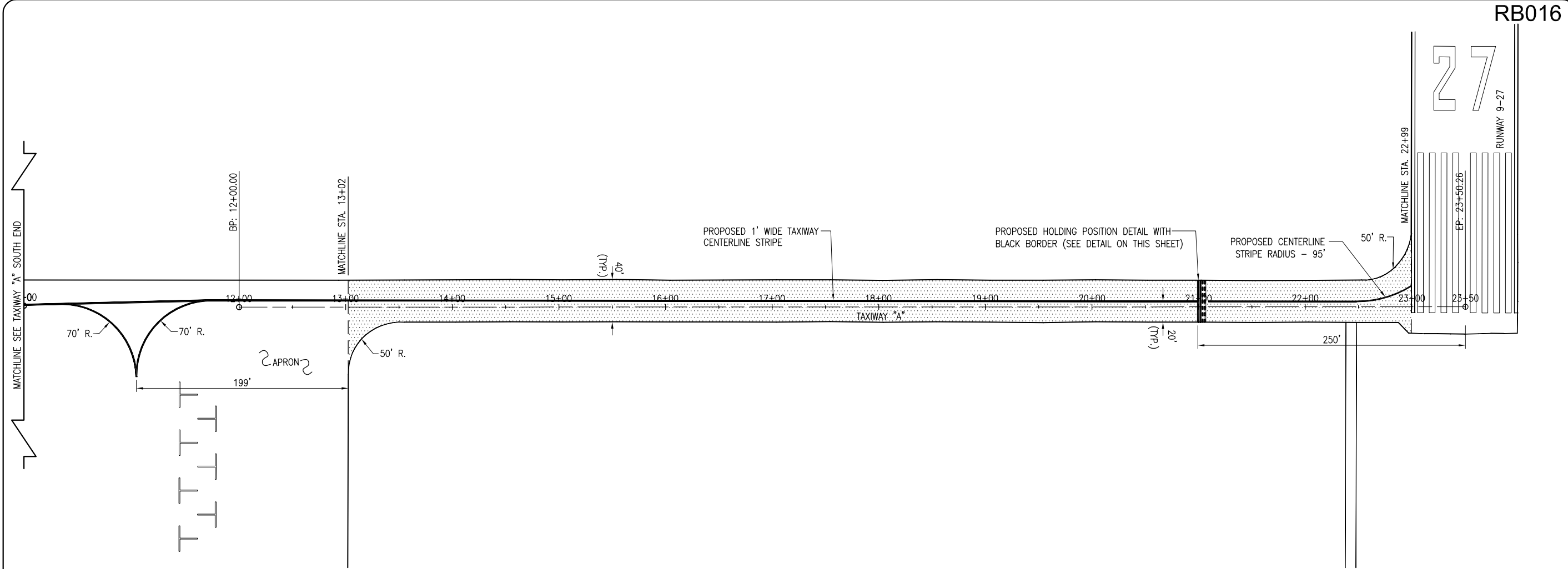
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PROPOSED CONSTRUCTION PLAN FOR TAXIWAY A NORTH END

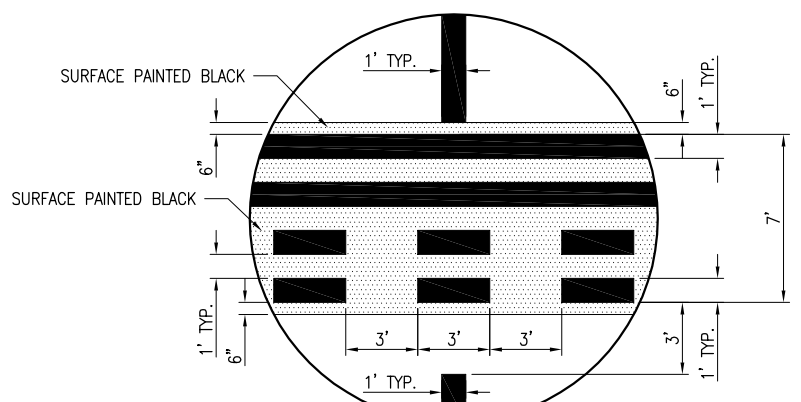
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**HOLDING POSITION DETAIL**  
 "NOT TO SCALE"

**620-PAVEMENT MARKING-WATERBORNE NOTES**

THE PAVEMENT MARKING-WATERBORNE (620) SHALL BE PLACED IN ACCORDANCE WITH ITEM 620 "PAVEMENT MARKING" AS STATED ON PAGE 277 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOV. 2, 2009.

THIS ITEM SHALL CONSIST OF TAXIWAY CENTERLINE, AND HOLDING POSITION MARKING IN ACCORDANCE WITH THESE SPECIFICATIONS AND AT THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS. ALL MARKING WILL BE YELLOW IN COLOR AND THE HOLDING POSITION MARKING WILL HAVE A 6-IN BLACK BORDER. THE PROPOSED PAVEMENT MARKING WILL BE APPLIED IN TWO APPLICATIONS.

ANY MATERIAL DELIVERED THAT FAILS TO MEET THE SPECIFICATIONS SHALL BE DISPOSED OF BY THE VENDOR AND IMMEDIATELY REPLACED WITH ACCEPTABLE MATERIAL ENTIRELY AT THE VENDOR'S EXPENSE, INCLUDING HANDLING AND TRANSPORTATION CHARGES.

ALL CURING COMPOUND WILL BE CLEANED FROM CONCRETE PAVEMENT PRIOR TO APPLYING PAINT. NO EXCEPTIONS.

ALL PROPOSED MARKING WILL BE COMPLETED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE CONSTRUCTION PLANS.

GLASS BEADS SHALL BE REQUIRED ONLY ON THE SECOND APPLICATION OF YELLOW MARKING.

CUT-OFF SHEETS WILL BE REQUIRED TO INSURE STRAIGHT EDGES.

THE PROPOSED MARKING WILL BE PAID FOR UNDER ITEM:  
 AR620520 PAVEMENT MARKING-WATERBORNE \_\_\_\_ PER S.F.  
 AR620525 PAVEMENT MARKING-BLACK BORDER \_\_\_\_ PER S.F.

MARKING QUANTITIES ON THIS SHEET			
DESCRIPTION	UNIT AREA	NO. REQUIRED	TOTAL AREA
TAXIWAY CENTERLINE STRIPE	987	1	987
APRON CENTERLINE STRIPE	520	1	520
HOLDING LINE	120	1	120
TOTAL YELLOW			1,627
HOLDING LINE (BLACK)	200	1	200
TOTAL BLACK			200
TOTAL MARKING			1,827

**LEGEND**

- EXISTING PAVEMENT
- PROPOSED IMPROVEMENTS
- EXISTING MARKING
- PROPOSED MARKING

HALF SIZE SCALE: 1" = 100'  
 FULL SIZE SCALE: 1" = 50'

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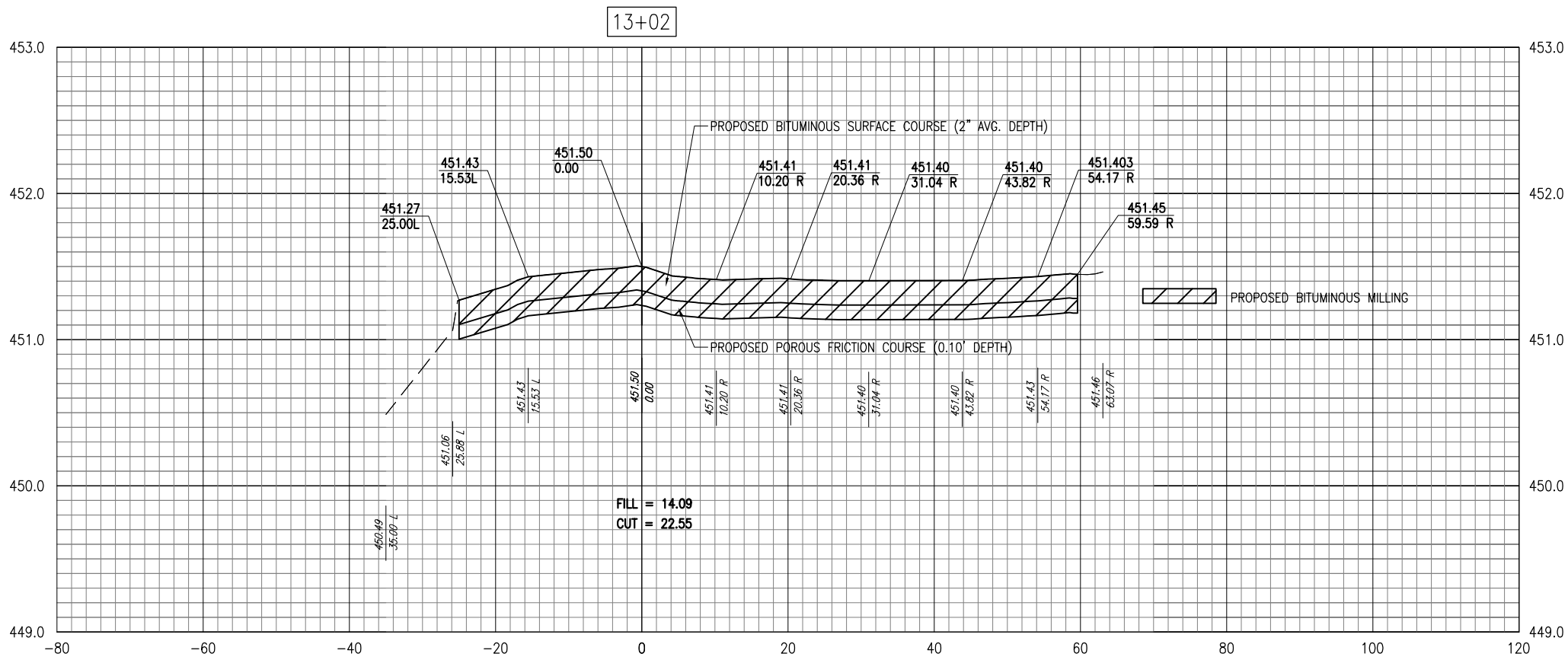
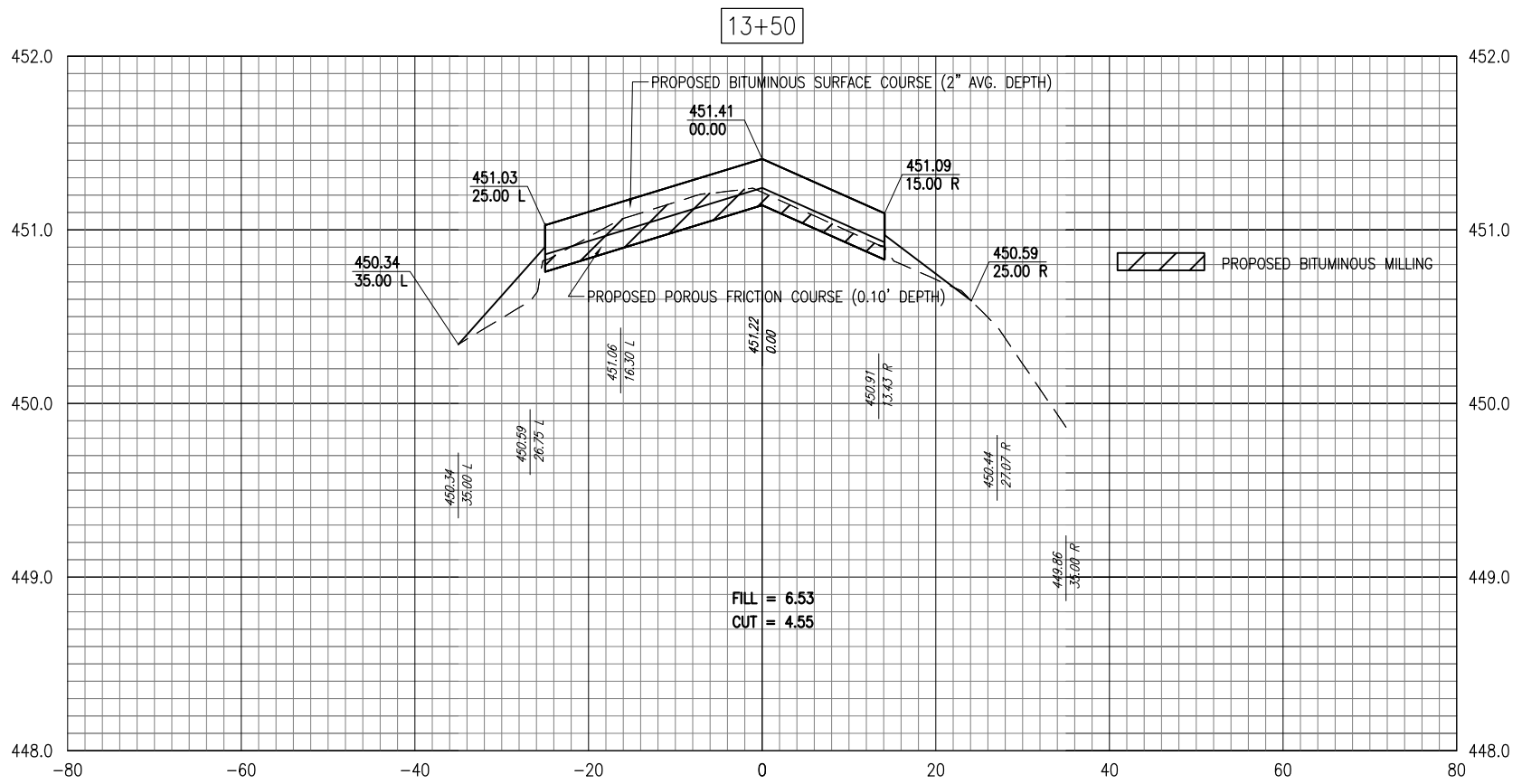
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PROPOSED MARKING PLAN FOR TAXIWAY A NORTH END





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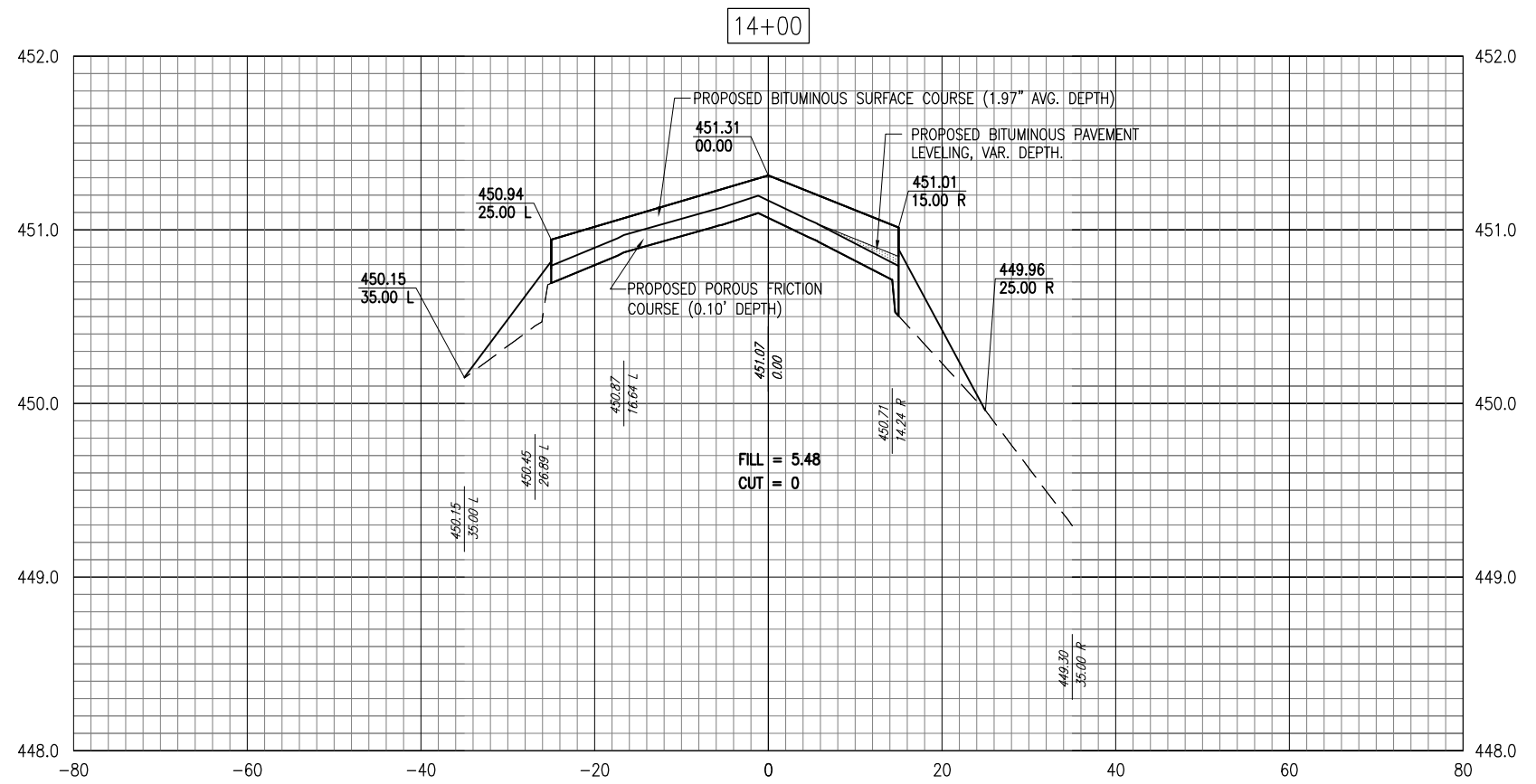
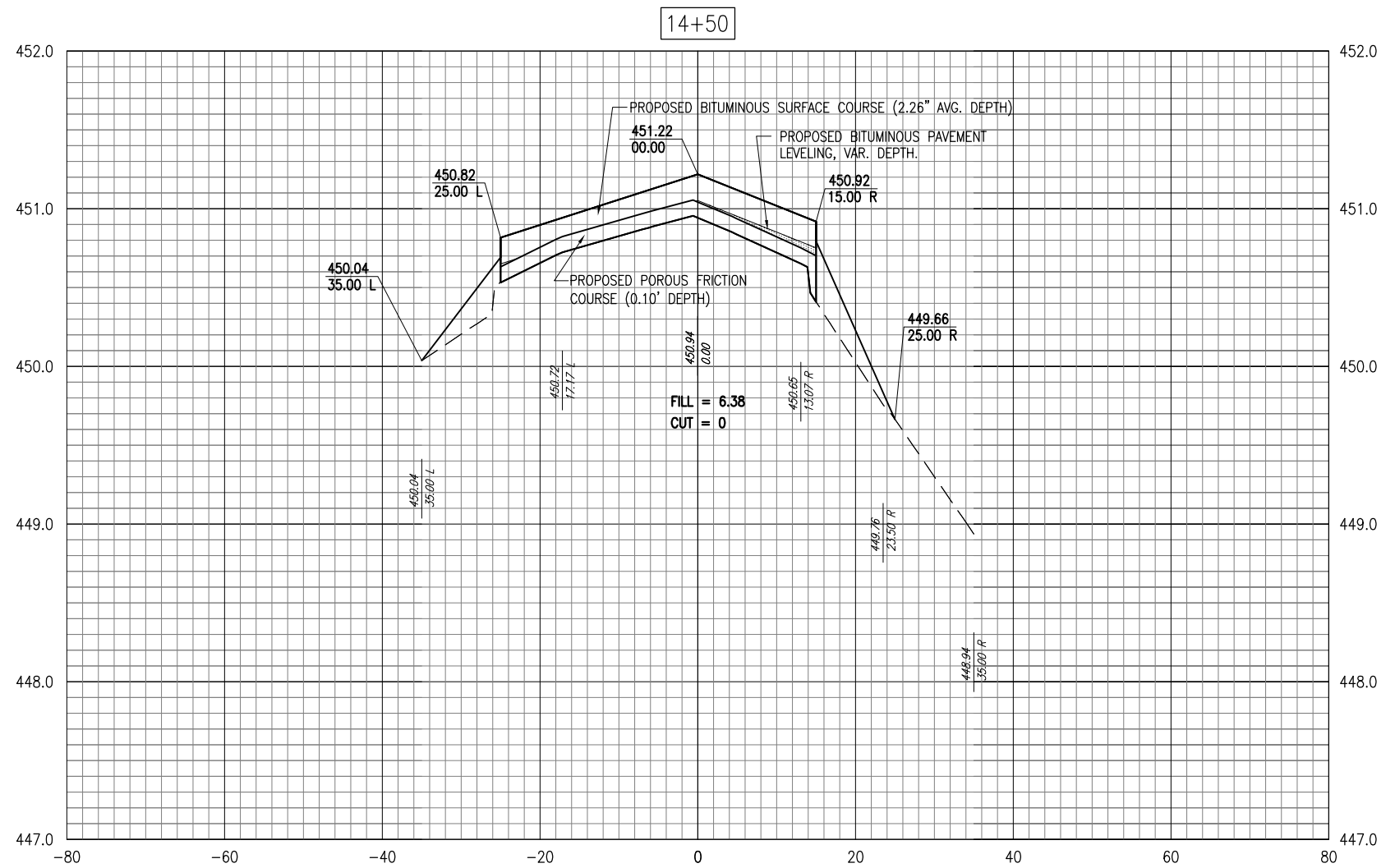
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REHAB. NORTH AND  
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PROPOSED CROSS-SECTIONS  
 FOR NORTH TXY. STA. 13+02  
 TO STA. 13+50



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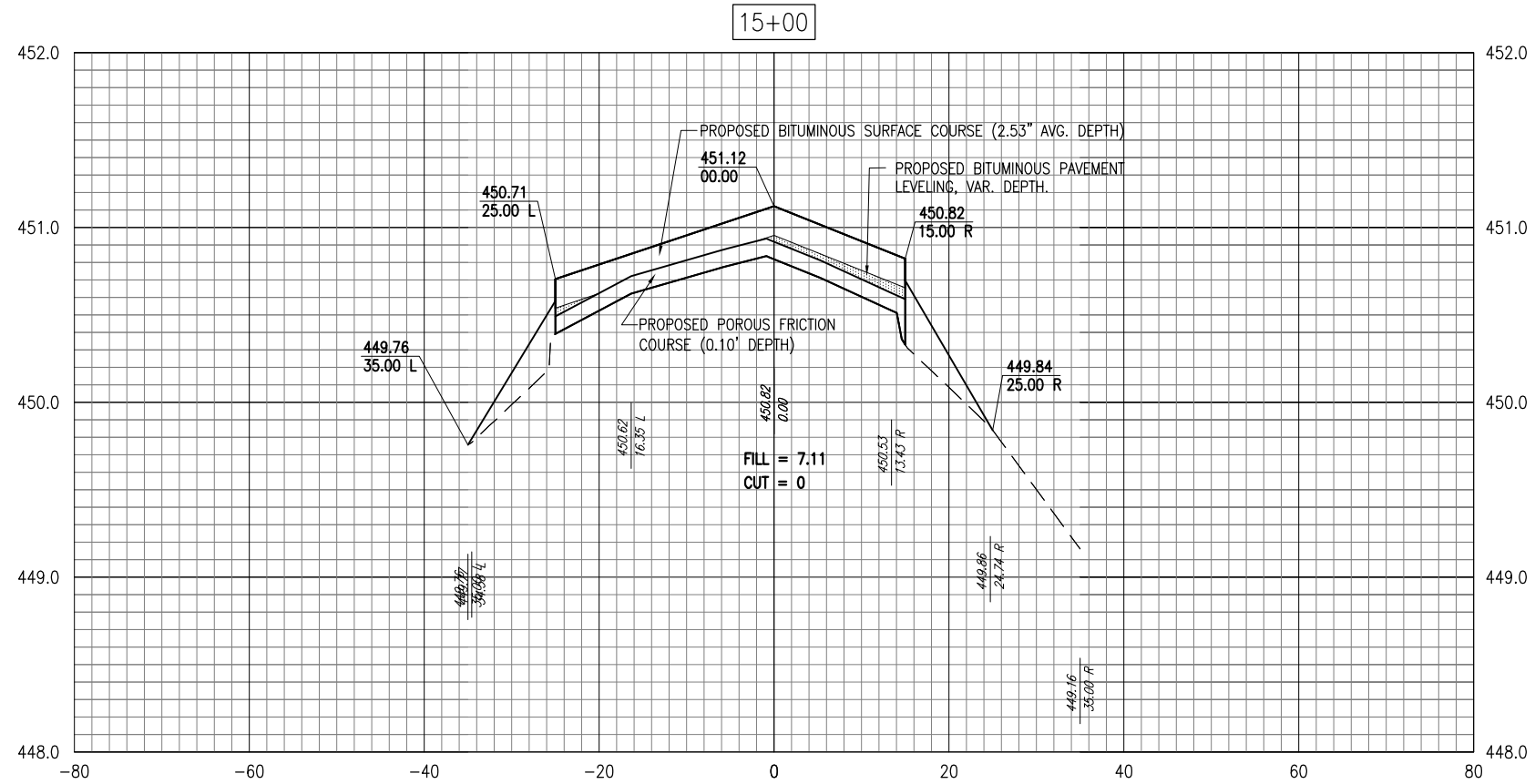
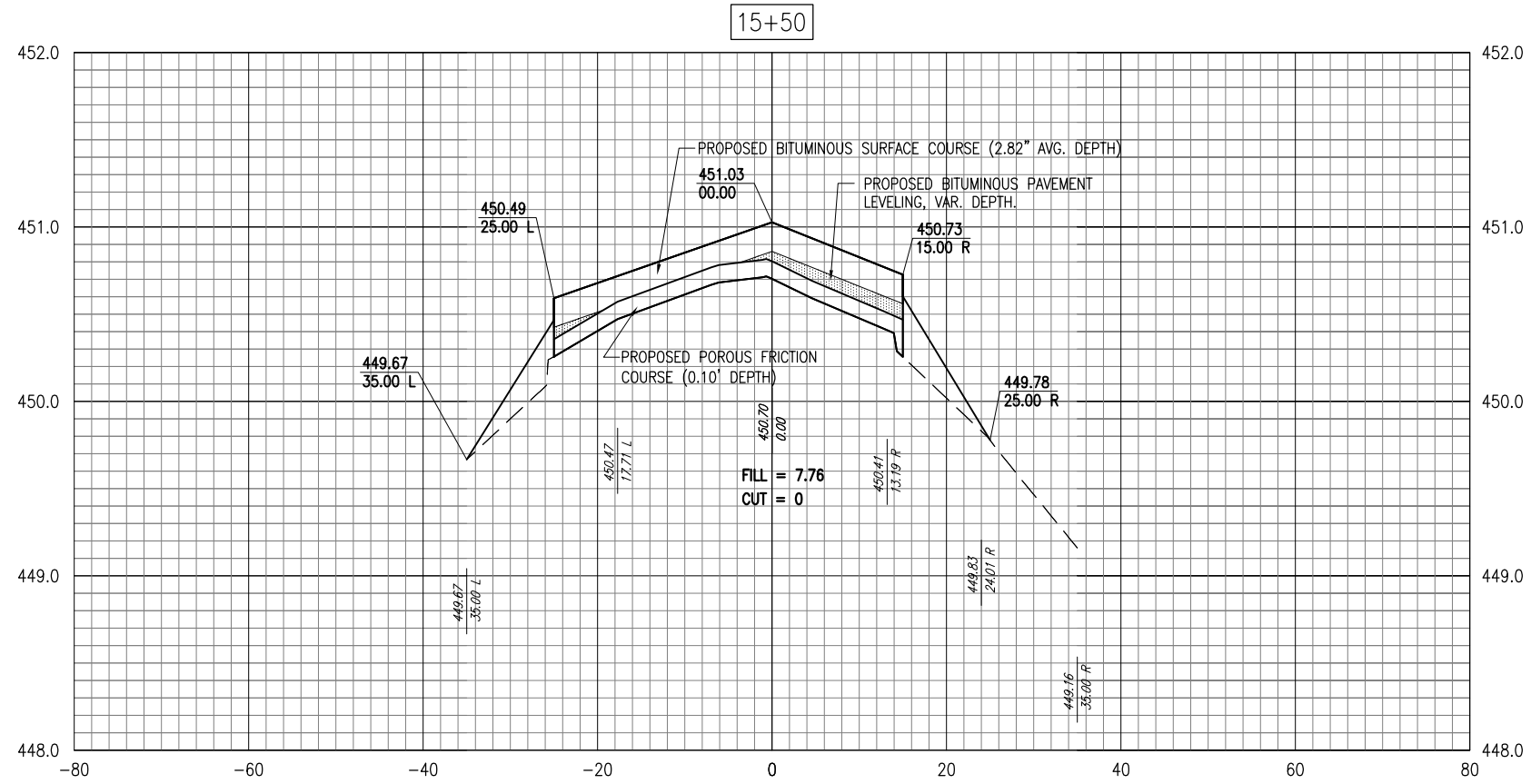
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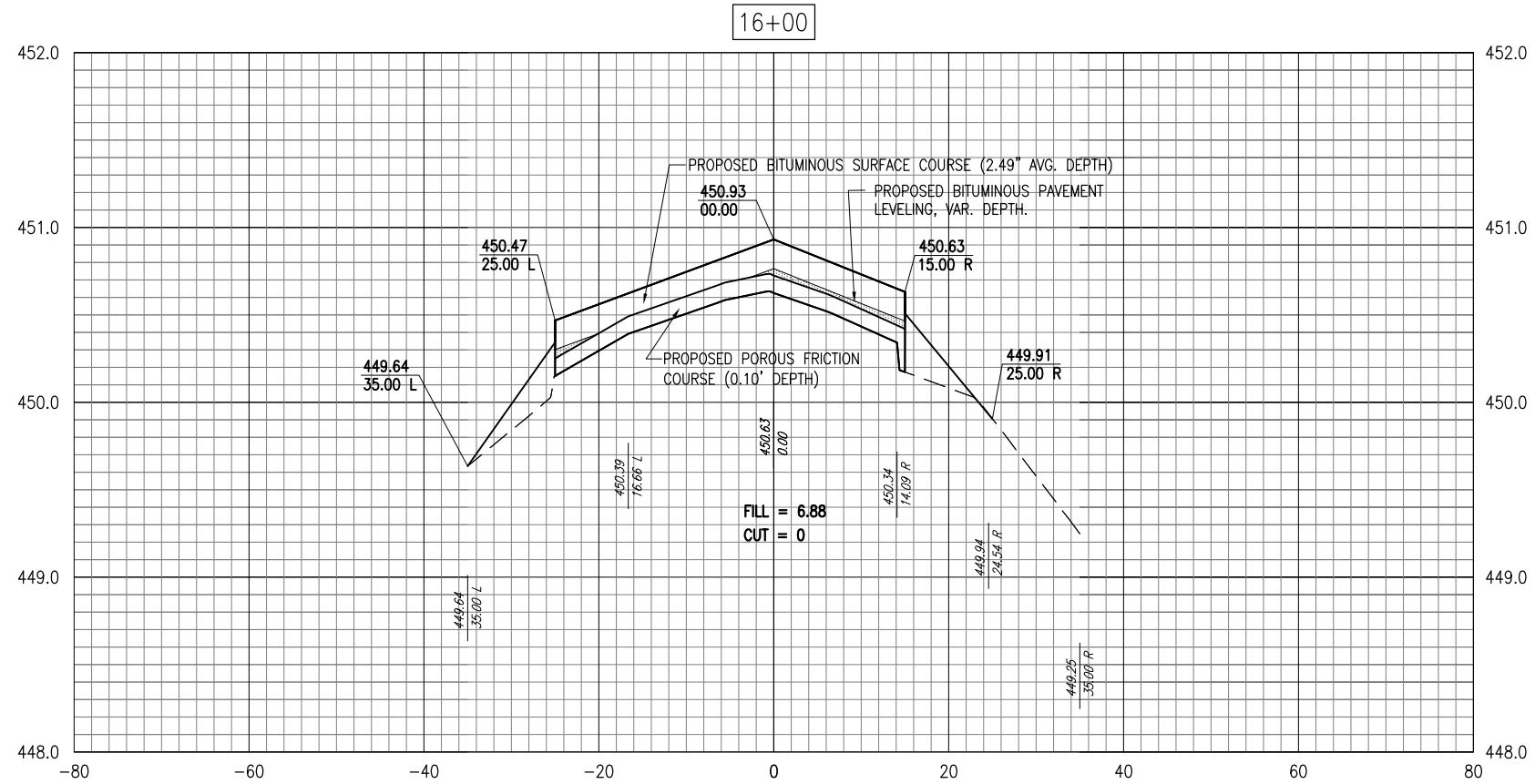
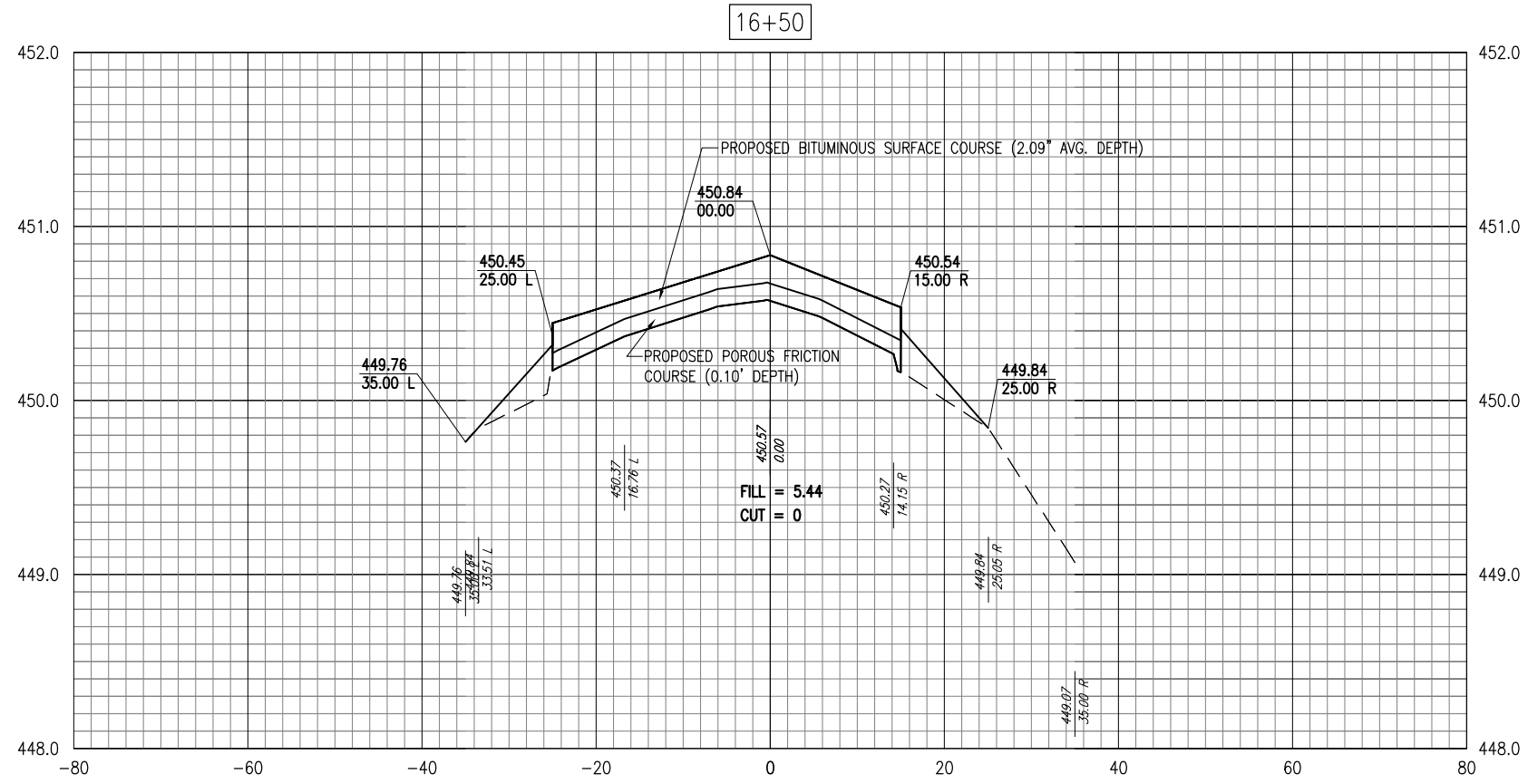
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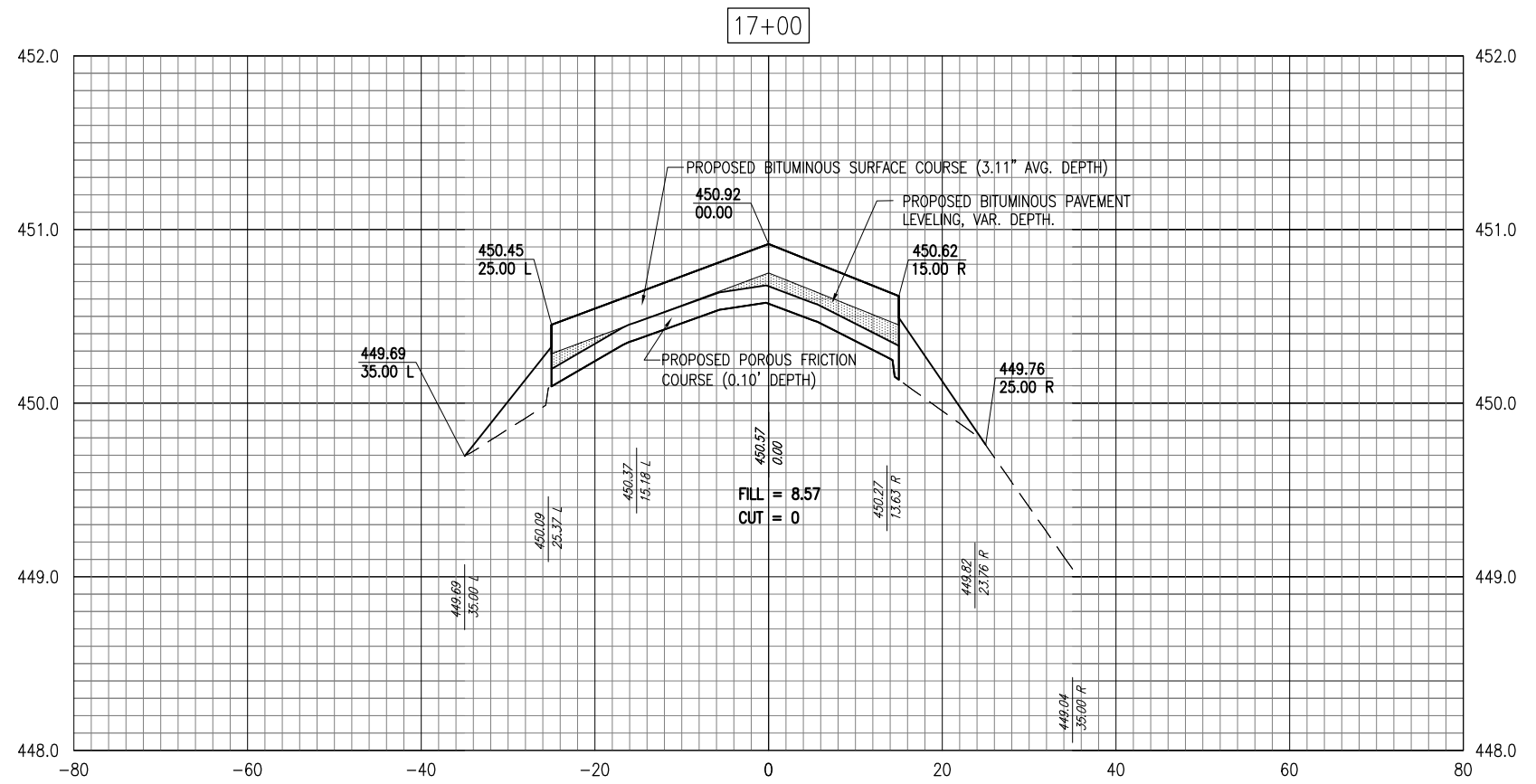
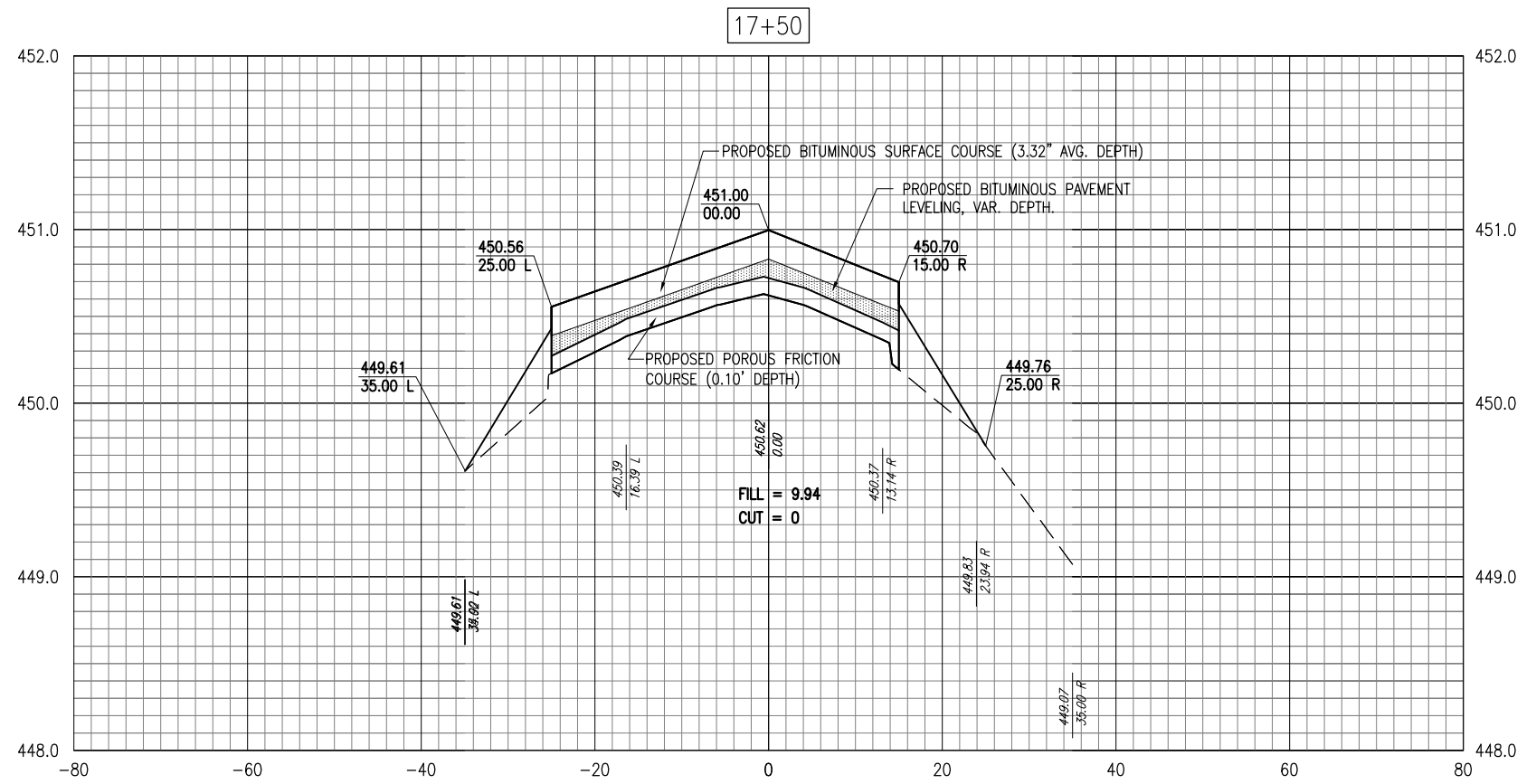
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REHAB. NORTH AND SOUTH TAXIWAYS  
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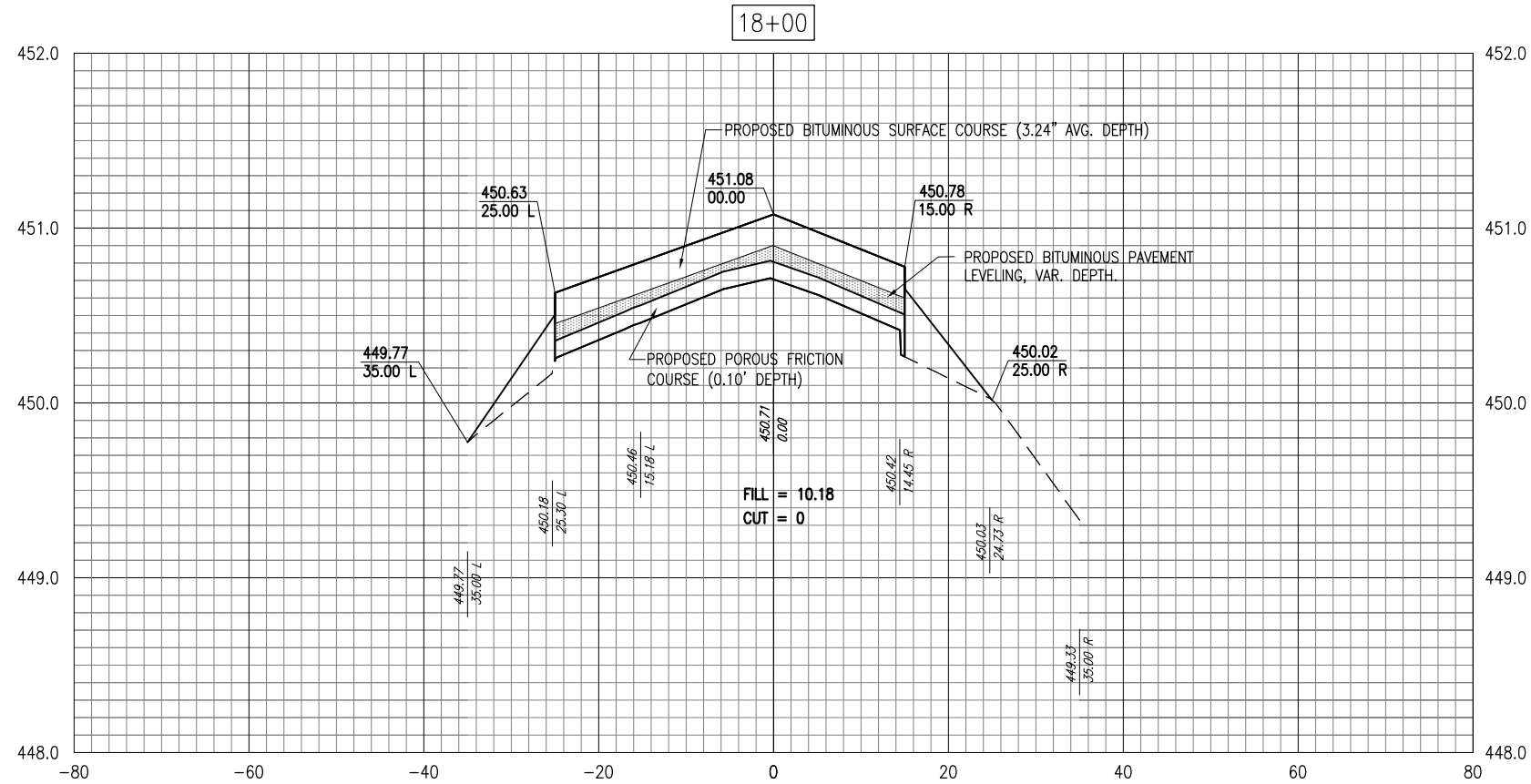
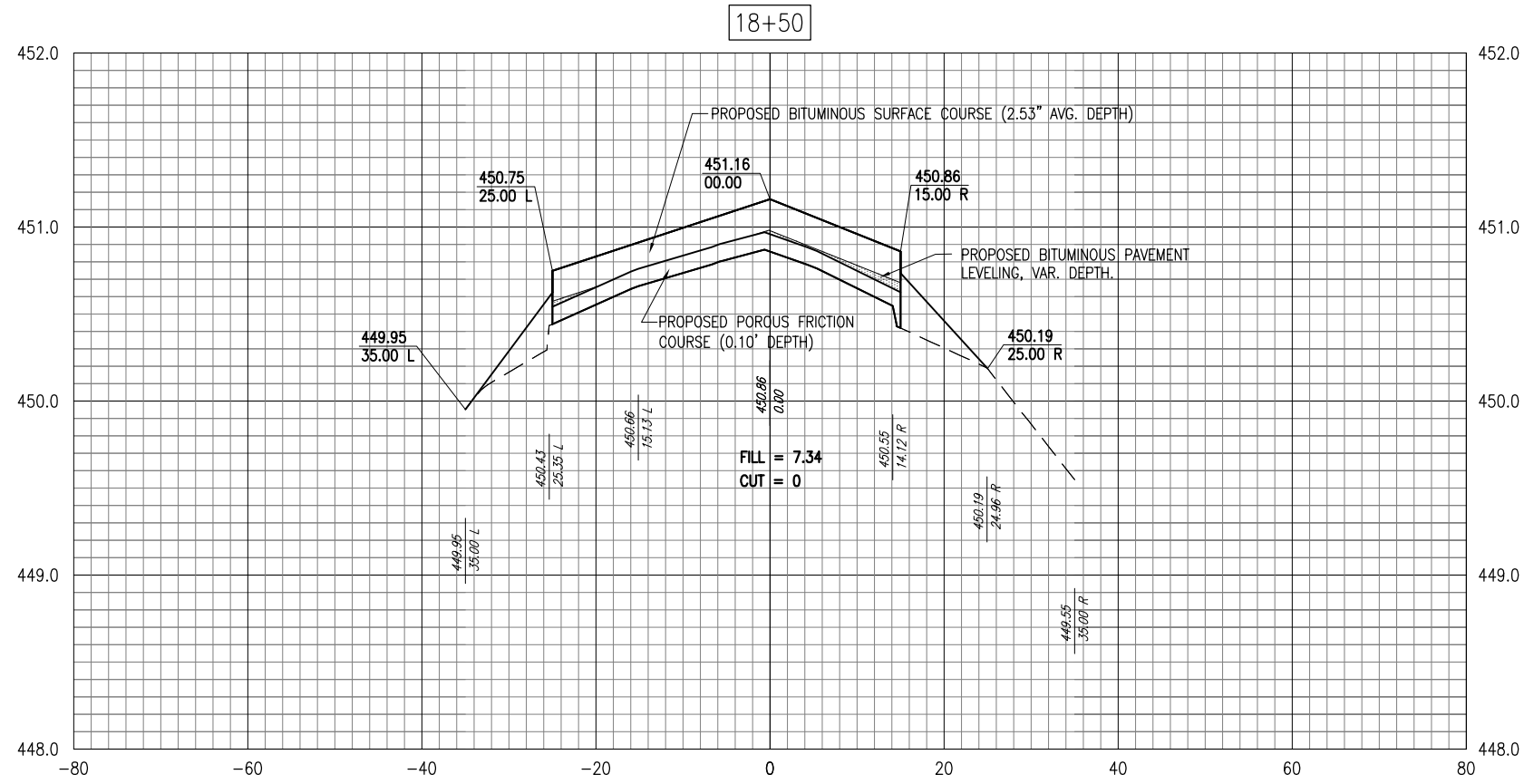
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REHAB. NORTH AND SOUTH TAXIWAYS

PROPOSED CROSS-SECTIONS FOR NORTH TXY. STA. 17+00 TO STA. 17+50



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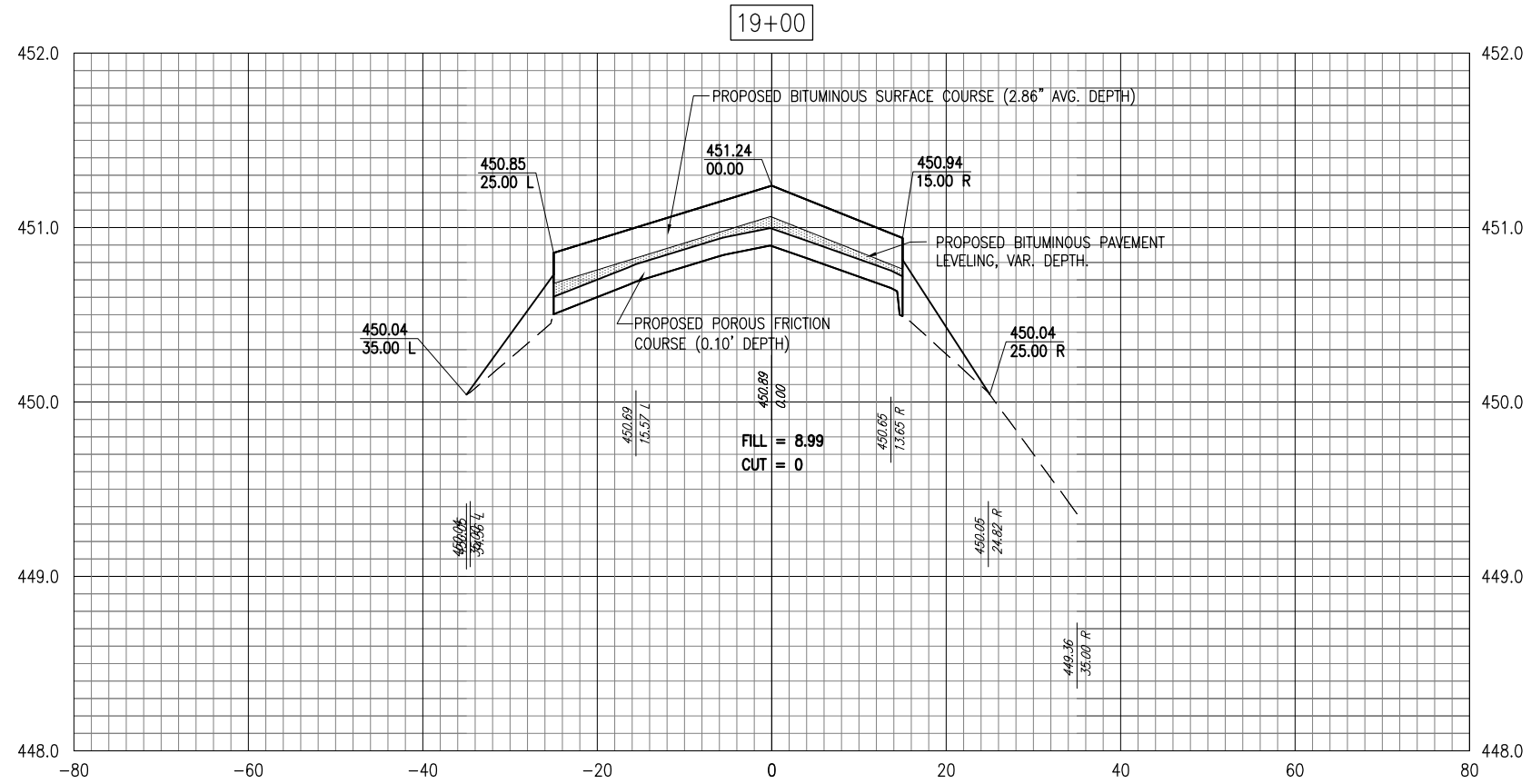
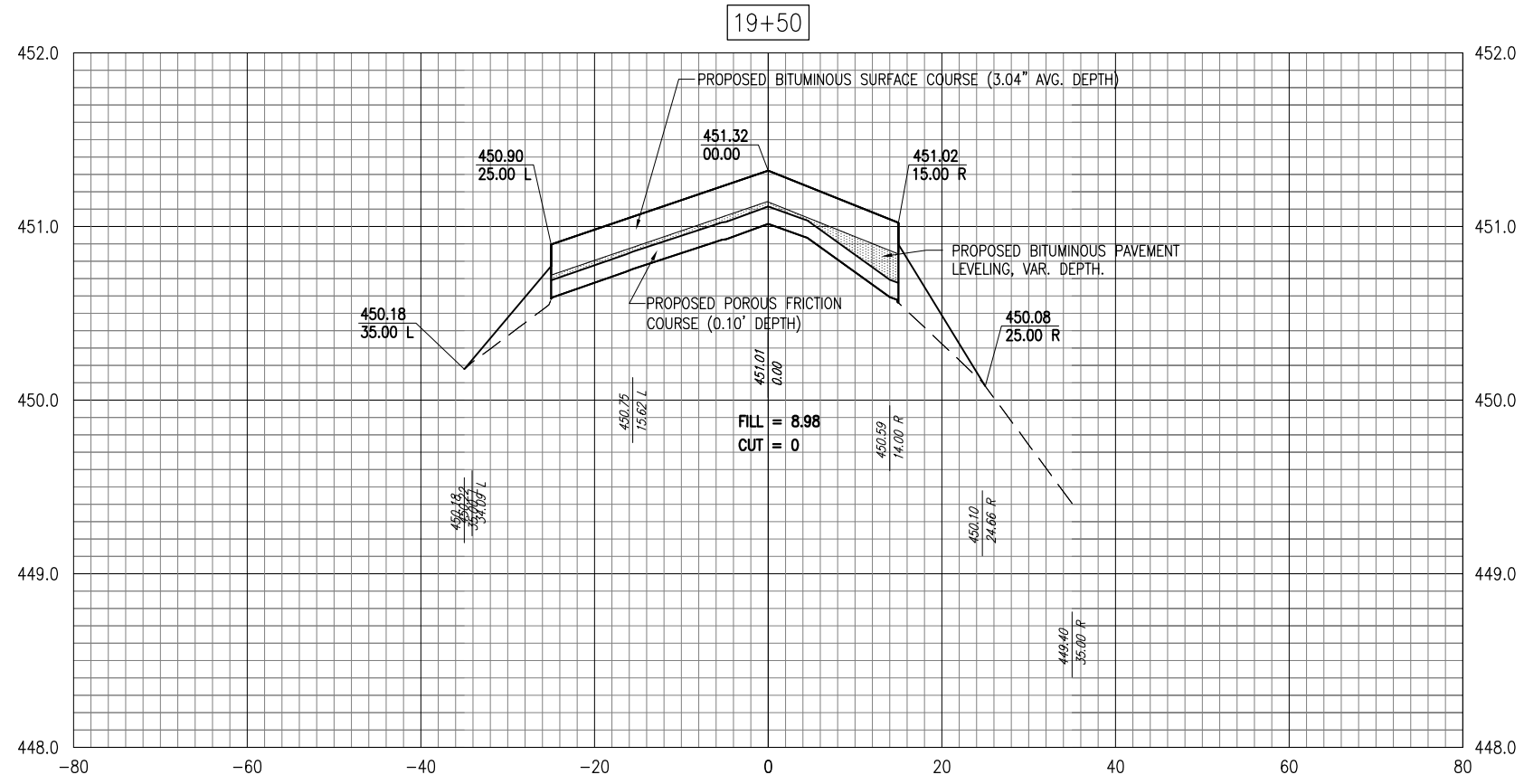
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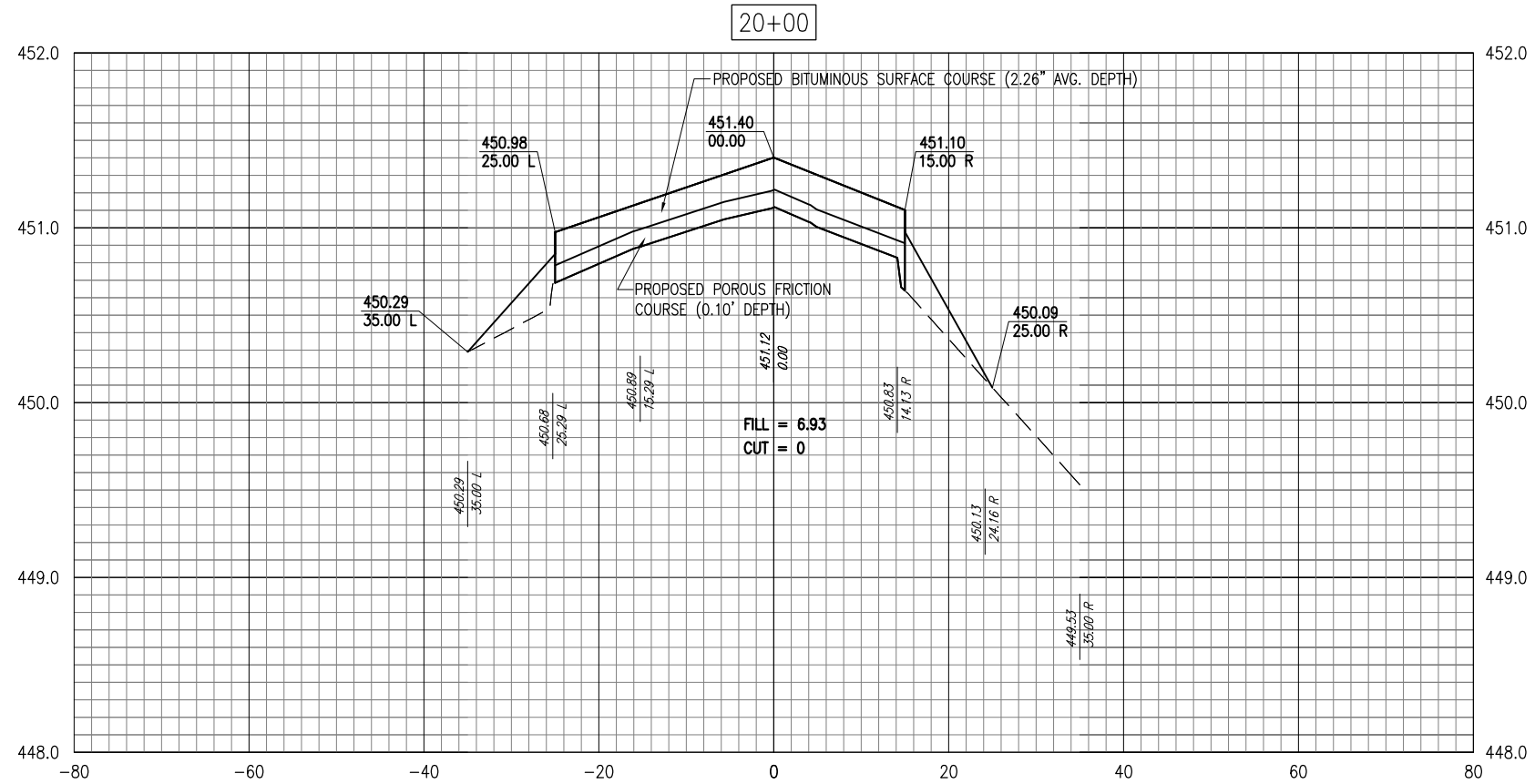
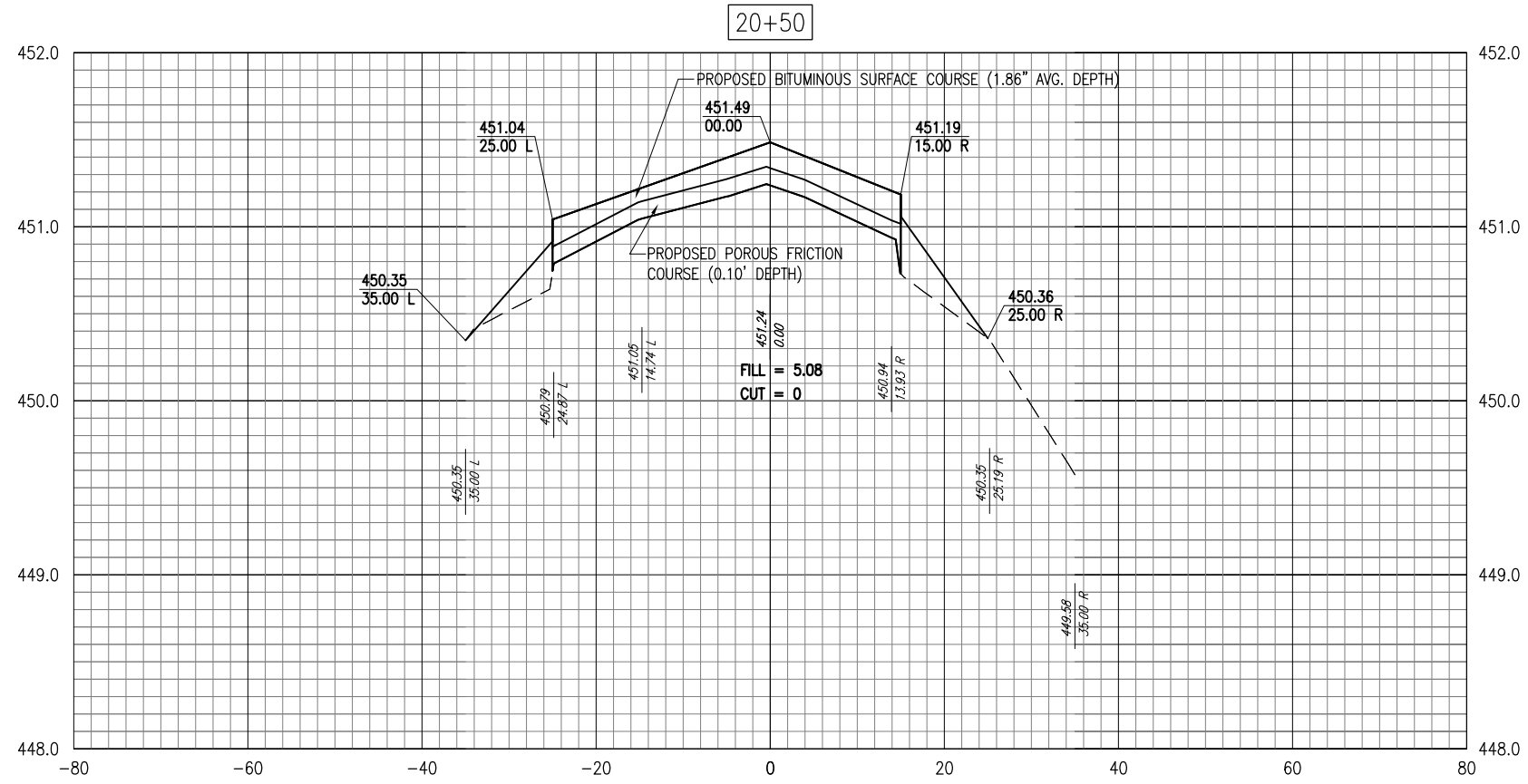
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PROPOSED CROSS-SECTIONS  
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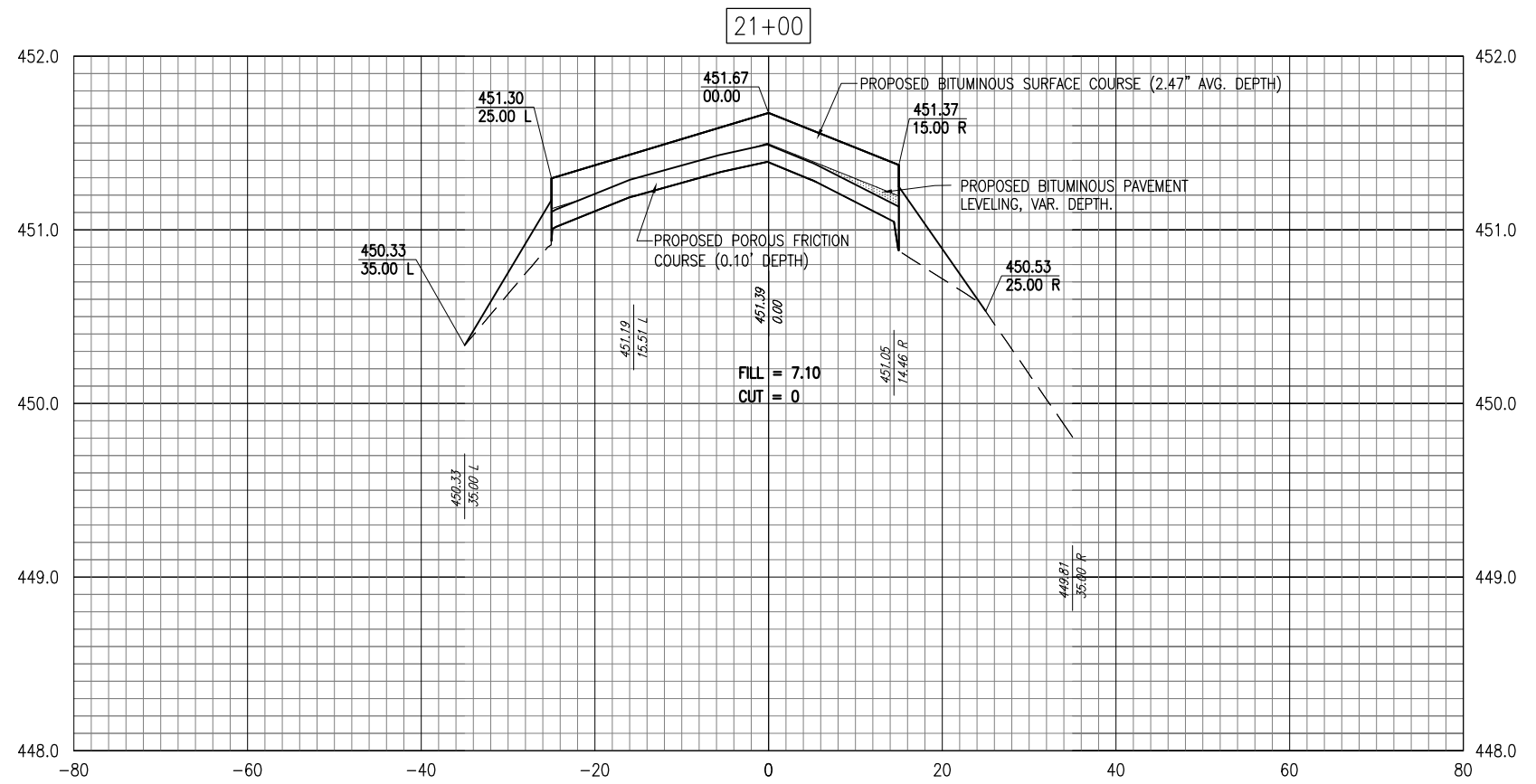
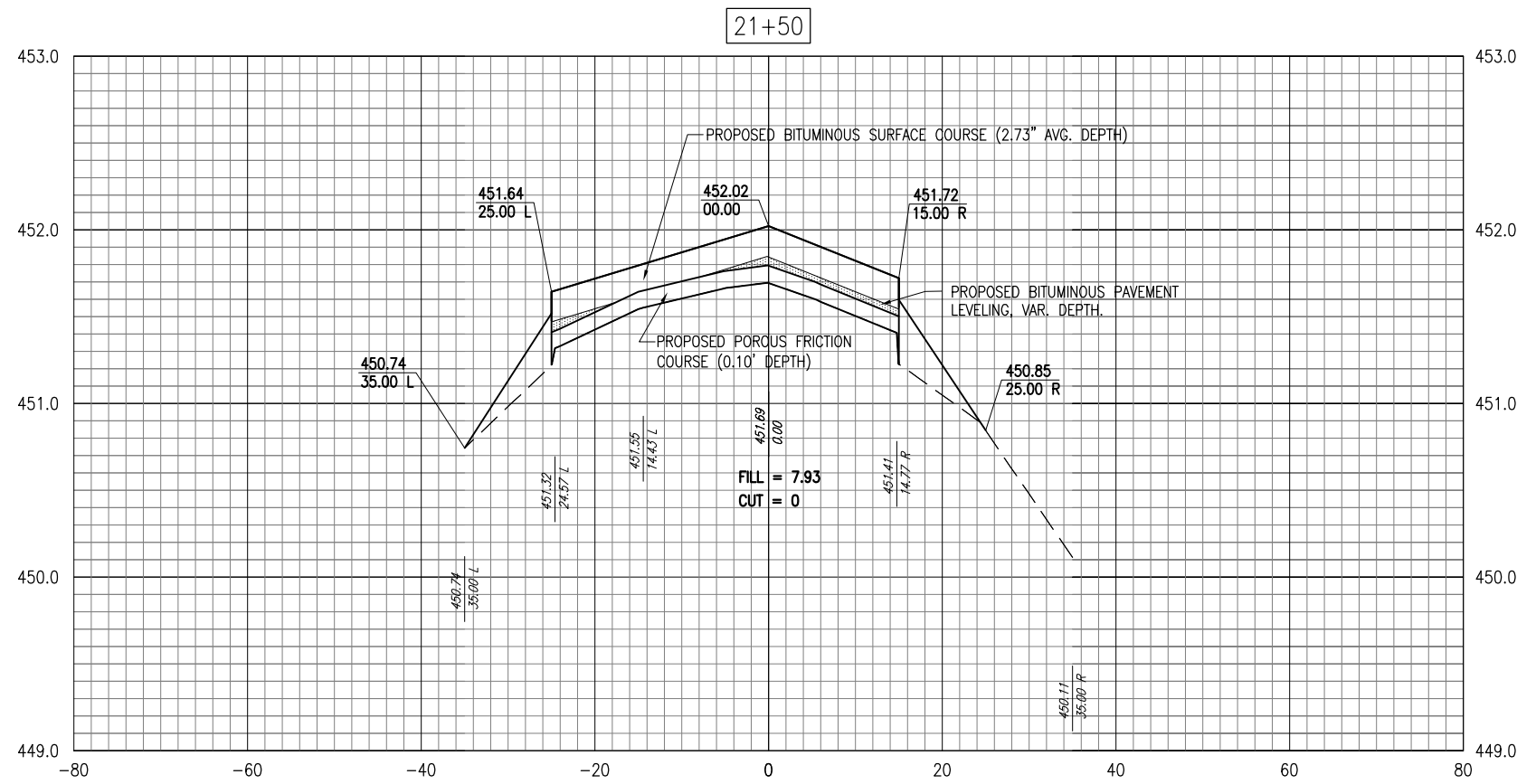
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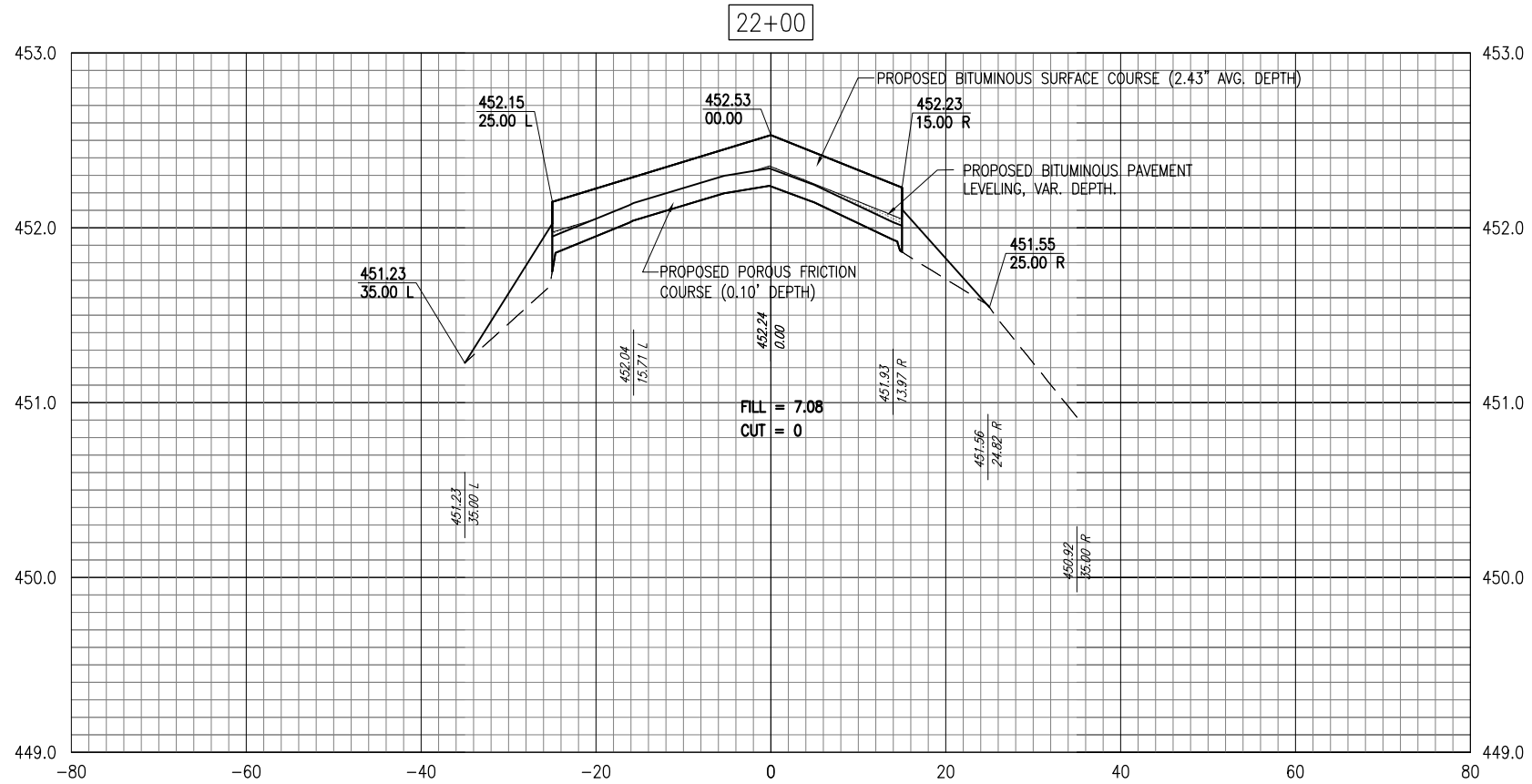
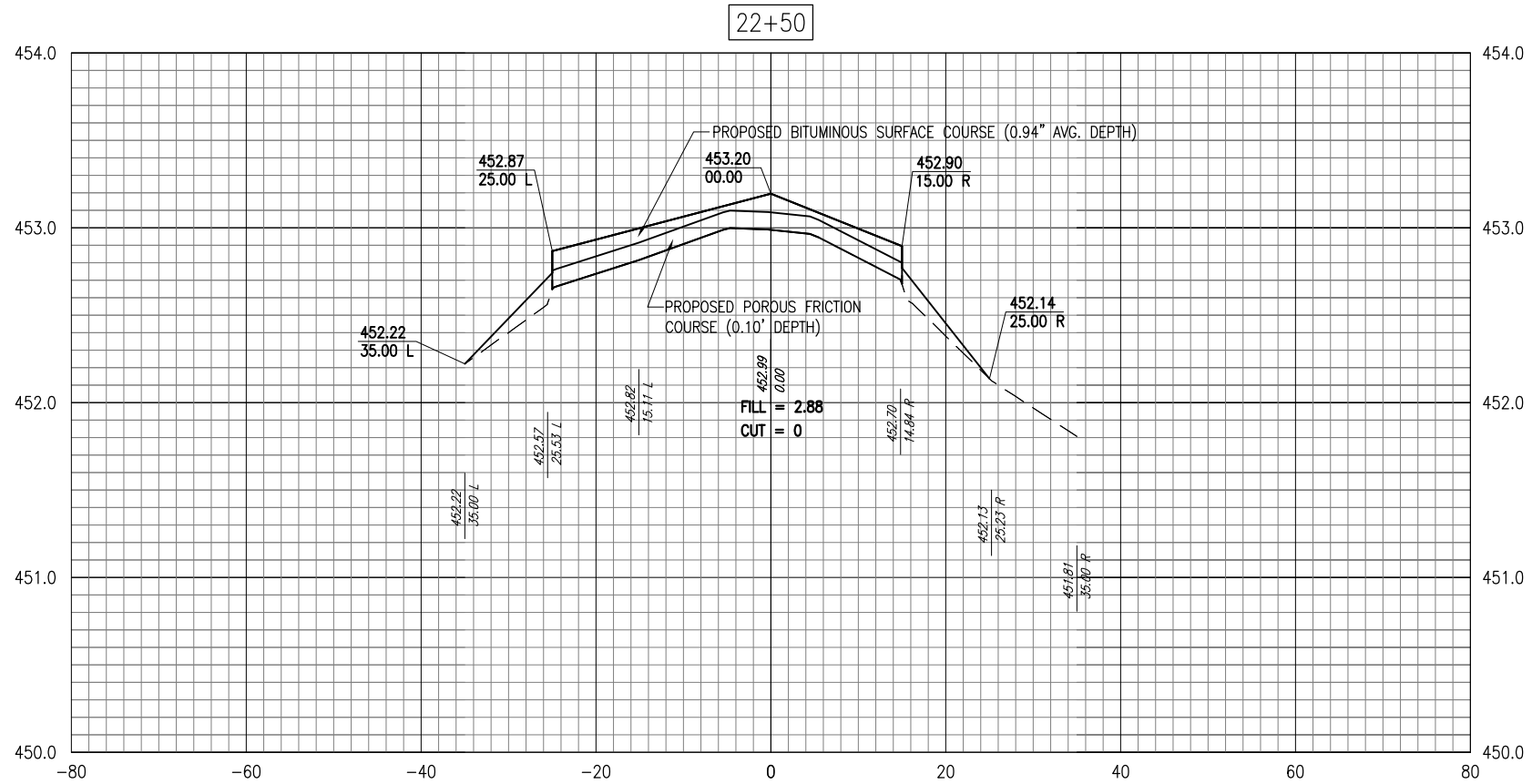
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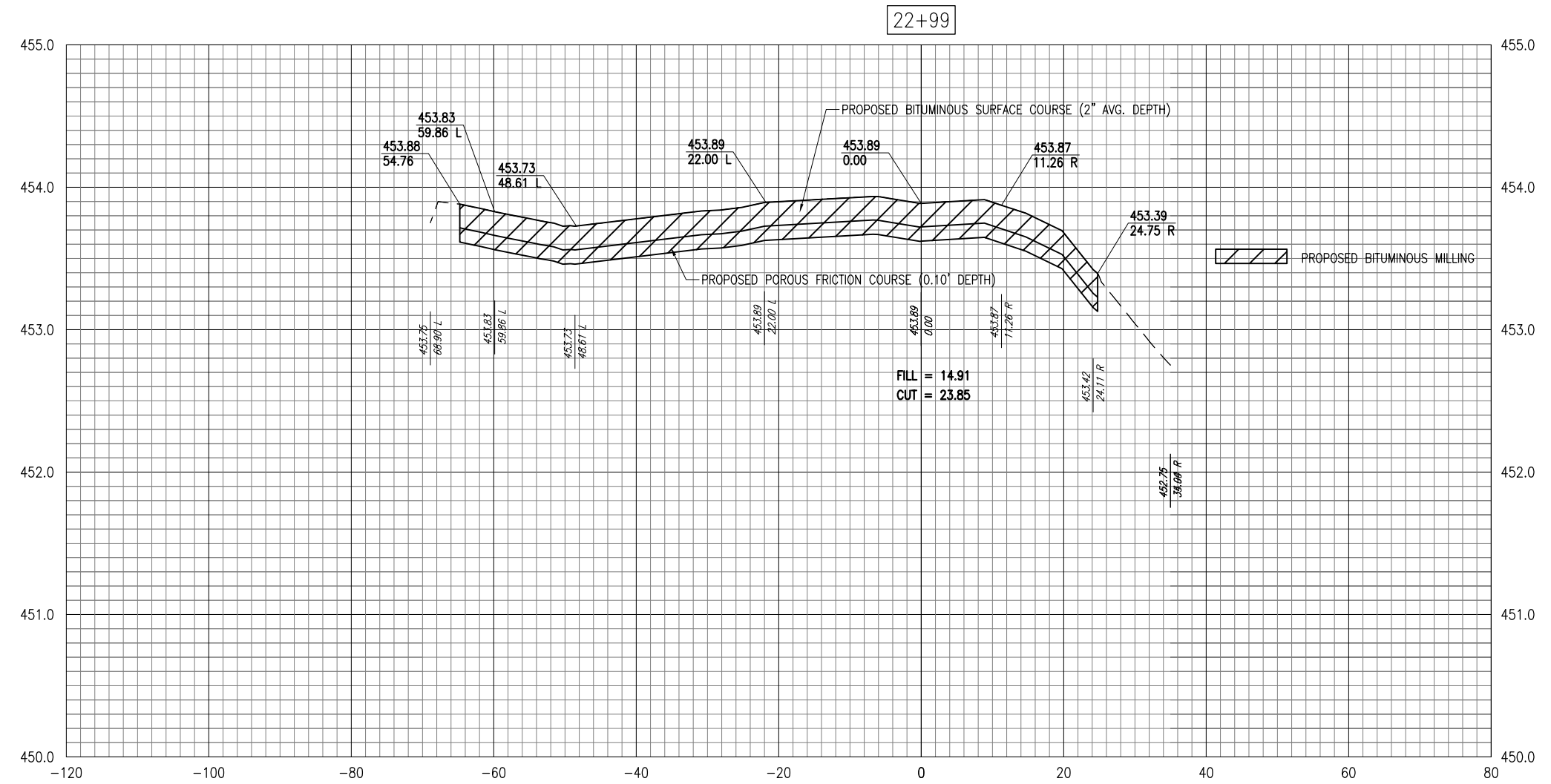
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PROPOSED CROSS-SECTIONS  
 FOR NORTH TXY. STA. 22+99

# SUMMARY OF QUANTITIES FOR TAXIWAY A SOUTH END

SUMMARY OF QUANTITIES FOR TAXIWAY A SOUTH END				
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR152480	SHOLDER ADJUSTMENT	S.Y.	1,827	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	1,100	
AR401613	BITUMINOUS SURFACE COURSE-METHOD I	TON	650	
AR401655	BUTT JOINT CONSTRUCTION	S.Y.	927	
AR401900	REMOVE BITIUMINOUS PAVEMENT	S.Y.	133	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	S.Y.	286	
AR402622	POROUS FRICTION COURSE, 0.10'	S.Y.	4,210	
AR603510	BITUMINOUS TACK COAT	GAL	2,225	
AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	1,102	
AR620525	PAVEMENT MARKING-BLACK BORDER	S.F.	250	
AR901510	SEEDING	AC	0.38	
AR908510	MULCHING	AC	0.23	
AR908520	EXCELSIOR BLANKET	S.Y.	773	

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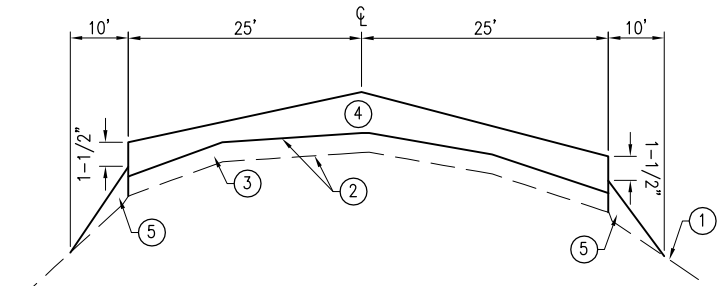
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REHAB. NORTH AND  
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 SUMMARY OF QUANTITIES  
 FOR TAXIWAY A SOUTH END





TYPICAL SECTIONS "A-A"  
"NOT TO SCALE"

LEGEND FOR TYPICAL SECTIONS "A-A"

- ① EXISTING GRADE
- ② PROPOSED BITUMINOUS TACK COAT (0.25 GAL PER S.Y.)
- ③ PROPOSED POROUS FRICTION COURSE (0.10' IN DEPTH)
- ④ PROPOSED BITUMINOUS SURFACE COURSE (? IN DEPTH)
- ⑤ PROPOSED EARTH FILLETS

908 MULCHING NOTES

THE PROPOSED MULCHING SHALL BE ACCOMPLISHED IN ACCORDANCE WITH ITEM 908 "MULCHING" AS STATED ON PAGE 334 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

THIS ITEM SHALL CONSIST OF THE FURNISHING, TRANSPORTING, AND PLACING MULCH OVER THE SEEDED AREA. DISTURBED AREAS OUTSIDE THE GRADING LIMITS SHALL ALSO BE MULCHED AND PARTICIPATION WILL BE THE SAME AS FOR SEEDED AREAS.

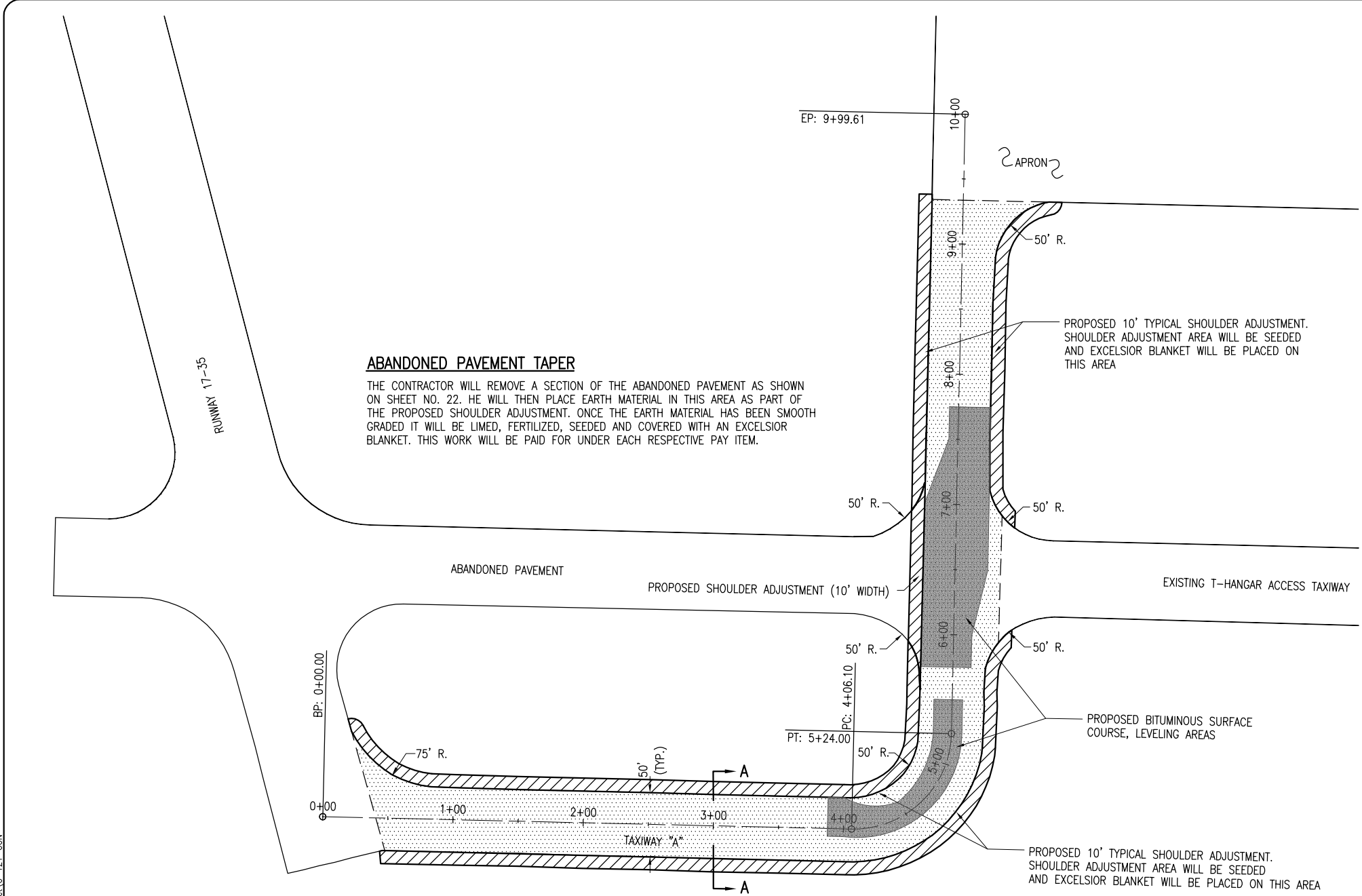
908-2.1 MULCH MATERIAL: THE CONTRACTOR MAY EITHER FURNISH STRAW OR HYDOMULCH AS THE TYPE OF MULCH MATERIAL TO BE USED ON THIS PROJECT.

908-3.1 MULCHING: THE HYDRAULIC MULCH SHALL BE APPLIED AS A SLURRY OF 2,500 POUNDS OF MULCH AND NOT LESS THAN 2,500 GALLONS OF WATER PER ACRE.

908-3.4 STRUCTURE CLEANING: AFTER THE PROPOSED MULCH HAS BEEN APPLIED, THE CONTRACTOR WILL CLEAN THE MULCH OFF ALL STRUCTURES (DRAINAGE, ELECTRICAL, LIGHTS, ETC.).

DATE MULCHING COMPLETED \_\_\_\_\_.

THE PROPOSED MULCHING WILL BE PAID FOR UNDER ITEMS:  
AR908510 MULCHING \_\_\_\_\_ 0.23 ACRES



ABANDONED PAVEMENT TAPER

THE CONTRACTOR WILL REMOVE A SECTION OF THE ABANDONED PAVEMENT AS SHOWN ON SHEET NO. 22. HE WILL THEN PLACE EARTH MATERIAL IN THIS AREA AS PART OF THE PROPOSED SHOULDER ADJUSTMENT. ONCE THE EARTH MATERIAL HAS BEEN SMOOTH GRADED IT WILL BE LIMED, FERTILIZED, SEEDED AND COVERED WITH AN EXCELSIOR BLANKET. THIS WORK WILL BE PAID FOR UNDER EACH RESPECTIVE PAY ITEM.

PROPOSED 10' TYPICAL SHOULDER ADJUSTMENT. SHOULDER ADJUSTMENT AREA WILL BE SEEDED AND EXCELSIOR BLANKET WILL BE PLACED ON THIS AREA

PROPOSED BITUMINOUS SURFACE COURSE, LEVELING AREAS

PROPOSED 10' TYPICAL SHOULDER ADJUSTMENT. SHOULDER ADJUSTMENT AREA WILL BE SEEDED AND EXCELSIOR BLANKET WILL BE PLACED ON THIS AREA

SHOULDER ADJUSTMENT NOTES:

SHOULDER ADJUSTMENT WILL BE PERFORMED ADJACENT TO ALL PAVEMENT OVERLAY AREAS TO PROVIDE A 1-1/2" DROP-OFF. PRIOR TO PLACING THE SHOULDER ADJUSTMENT MATERIAL, THE LIMITS WILL BE MOWED AND PULVERIZED, DISKED OR TILLED TO THE SATISFACTION OF THE RESIDENT ENGINEER. THE PROPOSED GRADING, SEEDING AND EXCELSIOR BLANKET LIMITS ARE SHOWN ON THE CONSTRUCTION PLANS AS PROPOSED SHOULDER ADJUSTMENT. THE EARTH FILLETS (SHOULDER ADJUSTMENT) WILL NOT REQUIRE COMPACTION OR GRADING, OTHER THAN LIGHT ROLLING AND SHAPING. THE MATERIAL FOR THE PROPOSED EARTH FILLETS (SHOULDER ADJUSTMENT) WILL BE OBTAINED FROM AN OFF-SITE LOCATION.

THE PROPOSED EARTH MATERIAL USED FOR THE PROPOSED SHOULDER ADJUSTMENT WILL BE PAID FOR UNDER ITEM AR152480 "SHOULDER ADJUSTMENT".

QUANTITY OF "SHOULDER ADJUSTMENT" THIS SHEET \_\_\_\_\_ 1,827 S.Y.

SEEDING NOTES:

THE PROPOSED SHOULDER ADJUSTMENT AREA WILL BE LIMED, FERTILIZED AND SEEDED IN ACCORDANCE WITH ITEM 901510.

ALL AREAS WHICH ARE DISTURBED BY THE CONTRACTOR, OUTSIDE OF THE PROPOSED SHOULDER ADJUSTMENT LIMITS, WILL BE LIMED, FERTILIZED AND SEEDED IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 901510 AT NO ADDITIONAL COST TO THE CONTRACT.

THE PROPOSED LIMING, FERTILIZING AND SEEDING USED FOR THE PROPOSED SHOULDER ADJUSTMENT AREA WILL BE PAID FOR UNDER ITEM AR901510 "SEEDING".

QUANTITY OF "SEEDING" THIS SHEET \_\_\_\_\_ 0.38 ACRES.

EXCELSIOR BLANKET NOTES:

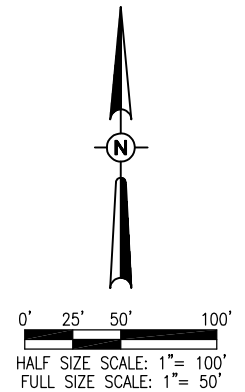
AN EROSION CONTROL MATERIAL (EXCELSIOR BLANKET) WILL BE INSTALLED OVER THE SHOULDER ADJUSTMENT LOCATIONS SHOWN ON THESE CONSTRUCTION PLAN SHEETS AND IN ACCORDANCE WITH THE SPECIAL PROVISION.

THE PROPOSED EROSION CONTROL MATERIAL USED FOR THE PROPOSED SHOULDER ADJUSTMENT AREA WILL BE PAID FOR UNDER ITEM AR908520 "EXCELSIOR BLANKET".

QUANTITY OF "EXCELSIOR BLANKET" THIS SHEET \_\_\_\_\_ 773 S.Y.

LEGEND

- EXISTING PAVEMENT
- PROPOSED IMPROVEMENTS
- PROPOSED SHOULDER ADJUSTMENT



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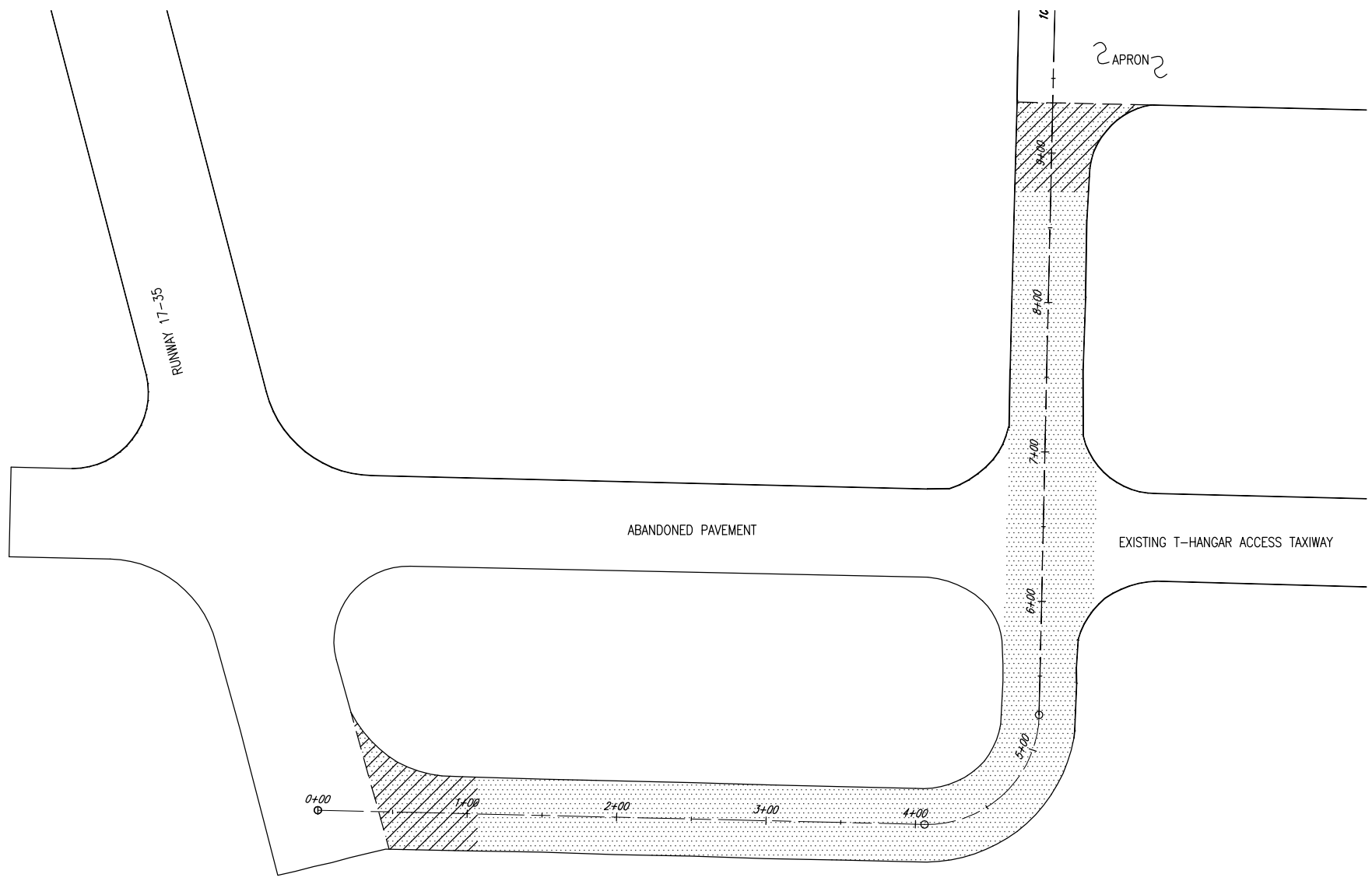
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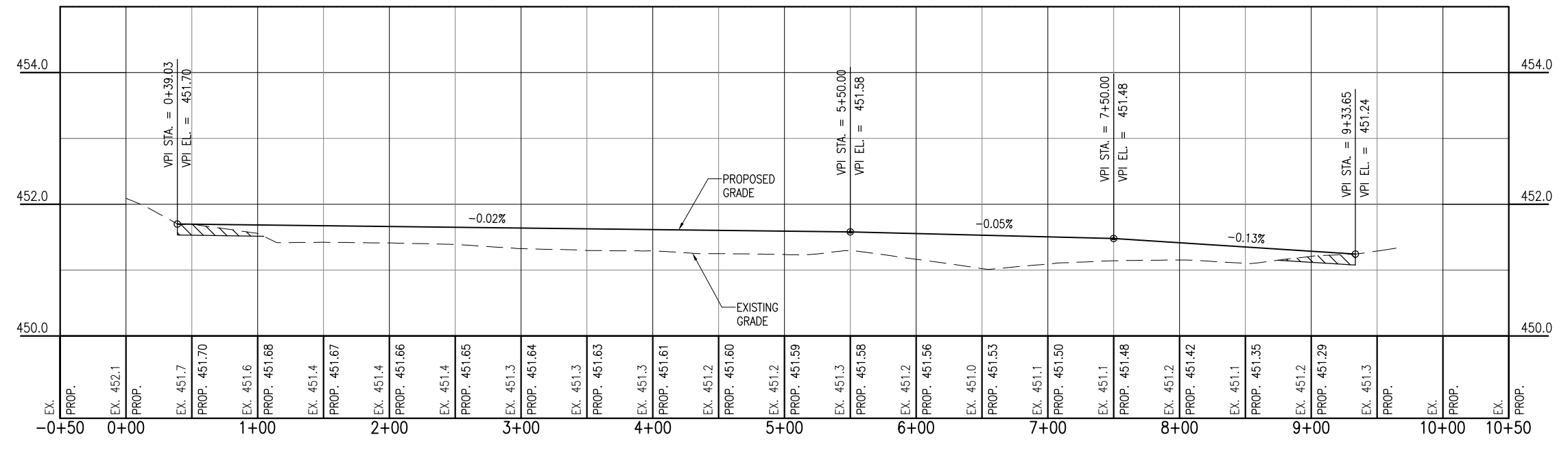
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PROPOSED CONSTRUCTION PLAN FOR TAXIWAY A SOUTH END

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**LEGEND**

- EXISTING PAVEMENT
- PROPOSED IMPROVEMENTS
- PROPOSED BUTT JOINT CONSTRUCTION



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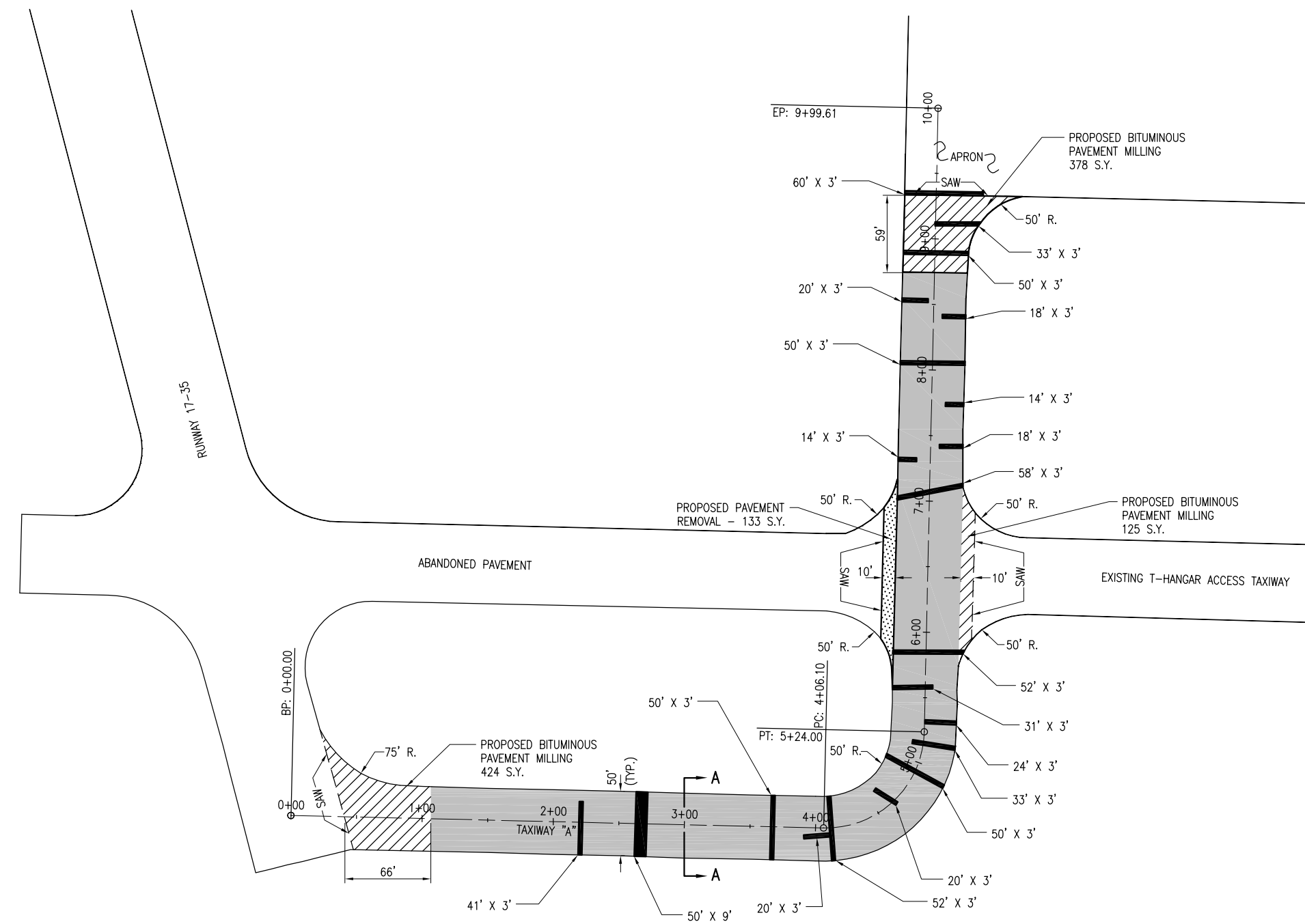
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PROPOSED PLAN AND PROFILE SOUTH TAXIWAY

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**AR401655 BUTT JOINT CONSTRUCTION NOTES**

THE PROPOSED BUTT JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM AR401655 "BUTT JOINT CONSTRUCTION" AS STATED ON PAGE 154 OF THE SUPPLEMENTAL SPECIFICATION AND RECURRING SPECIAL PROVISIONS, ADOPTED NOVEMBER 2, 2009.

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

WHERE THE PROPOSED PAVEMENT ABUTS THE EXISTING PAVEMENT, THE PAVEMENT WILL BE SAWED. THE SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED BUTT JOINT CONSTRUCTION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE PAVEMENT SURFACE WILL THEN BE MILLED TO A DEPTH OF 0.17 FT. AT THE BUTT END AND WILL TAPER TO 0 IN. AT THE OPPOSITE END. THE PLANNER MUST BE CAPABLE OF MILLING THE SURFACE TO THE DESIRED ELEVATIONS AND GRADES.

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

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

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

**AR401900 REMOVE BITUMINOUS PAVEMENT NOTES**

ON THE WEST SIDE OF THE SOUTH TAXIWAY WHERE IT INTERSECTS WITH THE ABANDONED SECTION OF THE EXISTING T-HANGAR ACCESS TAXIWAY A SECTION OF THE PAVEMENT (10 FEET WIDE) WILL BE REMOVED TO ALLOW FOR THE CONSTRUCTION OF AN EARTH SHOULDER ALONG THE SOUTH TAXIWAY IN THIS AREA.

THE CONTRACTOR WILL SAW THE EXISTING PAVEMENT AND REMOVE THE BITUMINOUS PAVEMENT AND AGGREGATE BASE COURSE. THE REMOVED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE AT THE CONTRACTOR'S OWN EXPENSE.

THE EXCAVATED AREA WILL BE FILLED IN WITH EARTH MATERIAL AS PART OF THE SHOULDER ADJUSTMENT (AR152480).





ONCE THE SHOULDER ADJUSTMENT IS COMPLETED THE AREA WILL BE LIMED, FERTILIZED AND SEEDED AS PART OF THE SEEDING (AR901510).

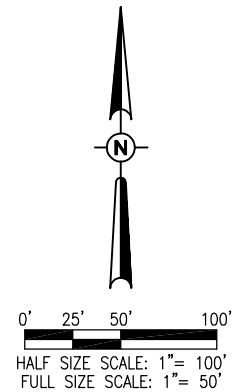
UPON COMPLETING THE SEEDING THE AREA WILL BE COVERED WITH AN EXCELSIOR BLANKET AS PART OF THE EXCELSIOR BLANKET PAY ITEM (AR908520).

THE PAVEMENT REMOVAL AND DISPOSAL WILL BE PAID FOR UNDER ITEM:  
AR401900 "REMOVE BITUMINOUS PAVEMENT" \_\_\_\_ PER S.Y.

**201-CLEANING AND SEALING BITUMINOUS CRACKS**

THE PAVEMENT CONDITIONS AND CRACKS WERE IDENTIFIED DURING A SURVEY (JANUARY 2012) OF THE EXISTING TAXIWAY AREA. THE EXACT AMOUNT OF CRACKS TO BE CLEANED AND SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION. THE APPROXIMATE NUMBER OF L.F. TO BE CLEANED AND SEALED ON THIS PAGE IS 1,100 L.F.

- LEGEND**
-  EXISTING PAVEMENT
  -  PROPOSED PFC, 0.10' PATH
  -  PROPOSED BUTT JOINT CONSTRUCTION
  -  PROPOSED REMOVE AND REPLACE BIT. PAVEMENT



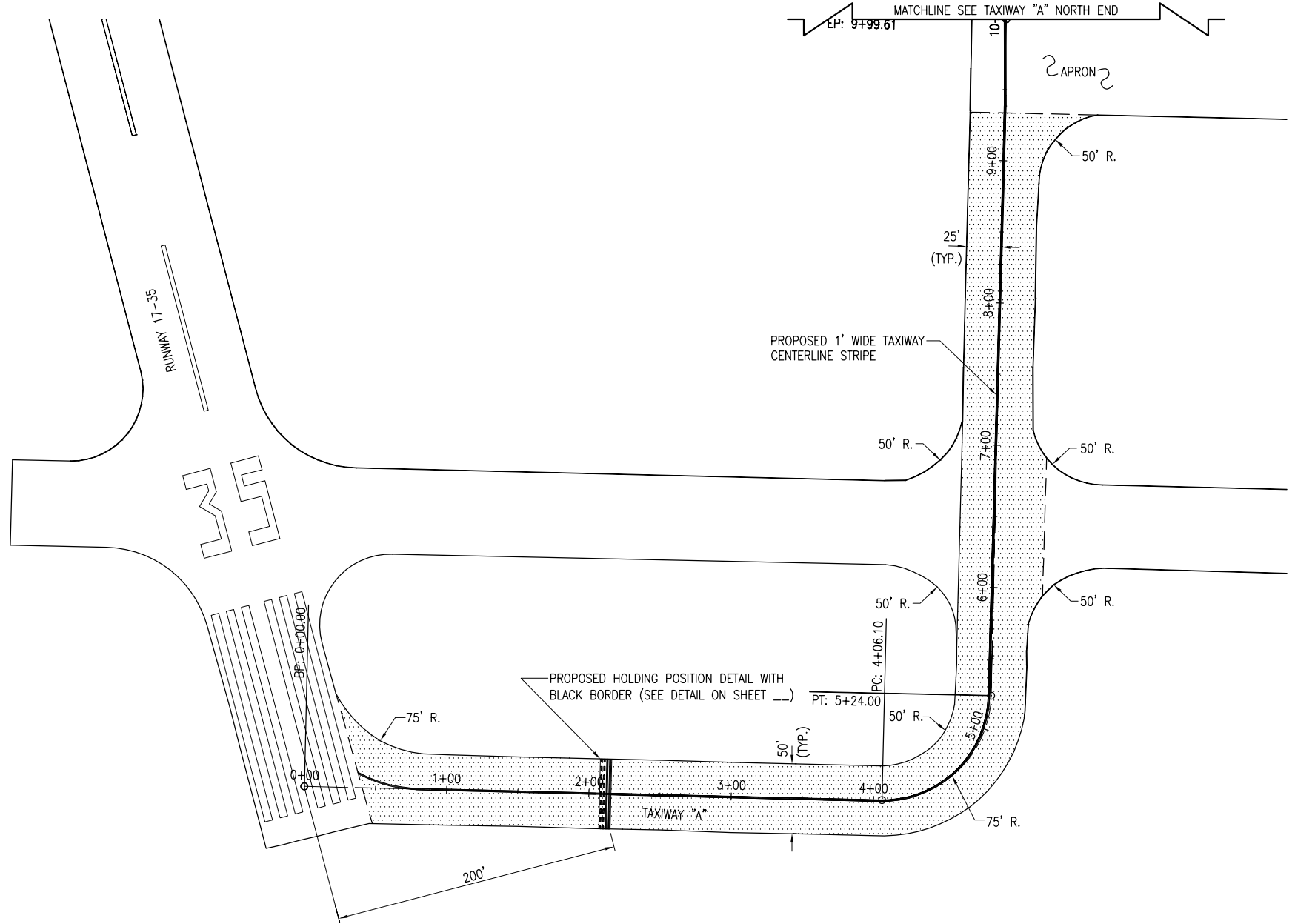
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MARKING QUANTITIES ON THIS SHEET			
DESCRIPTION	UNIT AREA	NO. REQUIRED	TOTAL AREA
TAXIWAY CENTERLINE STRIPE	886	1	886
APRON CENTERLINE STRIPE	66	1	66
HOLDING LINE	150	1	150
TOTAL YELLOW			1,102
HOLDING LINE (BLACK)	250	1	250
TOTAL BLACK			250
TOTAL MARKING			1,352

**LEGEND**

- EXISTING PAVEMENT
- PROPOSED IMPROVEMENTS
- EXISTING MARKING
- PROPOSED MARKING

0' 25' 50' 100'  
 HALF SIZE SCALE: 1"= 100'  
 FULL SIZE SCALE: 1"= 50'

REVISION	DATE

CRAWFORD COUNTY AIRPORT  
 ROBINSON  
 CRAWFORD COUNTY, ILLINOIS

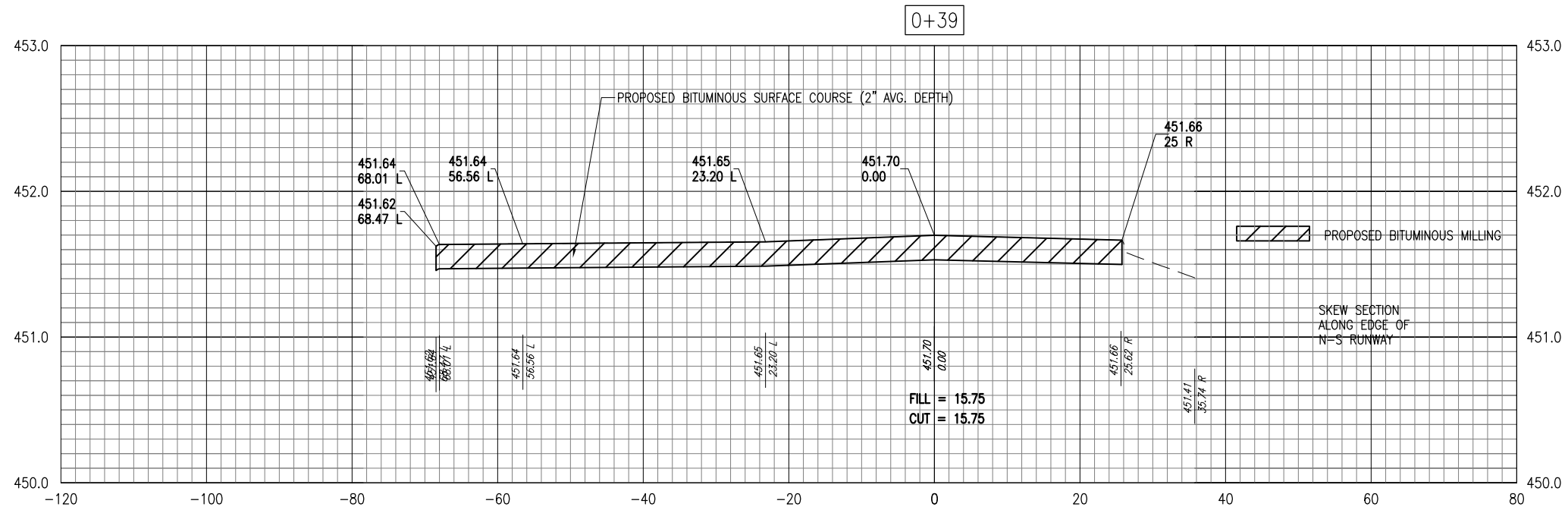
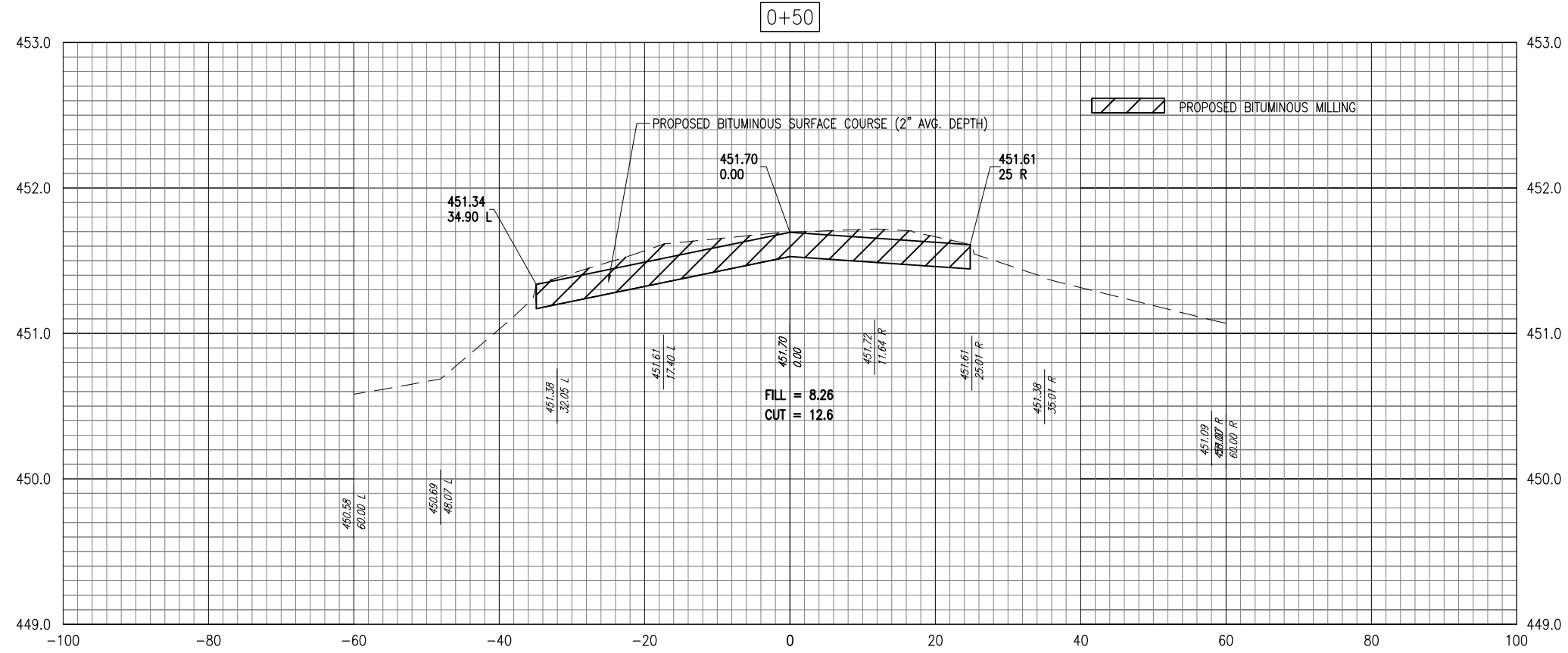
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DRAWN	BAK 11/23/11
REVIEWED	CAH xx/xx/xx

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REHAB. NORTH AND SOUTH TAXIWAYS

PROPOSED MARKING PLAN FOR TAXIWAY A SOUTH END



REVISION	DATE

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ROBINSON  
CRAWFORD COUNTY, ILLINOIS

IL PROJ.: RSV-4132 A.I.P. PROJ.: 3-17-0086-B13

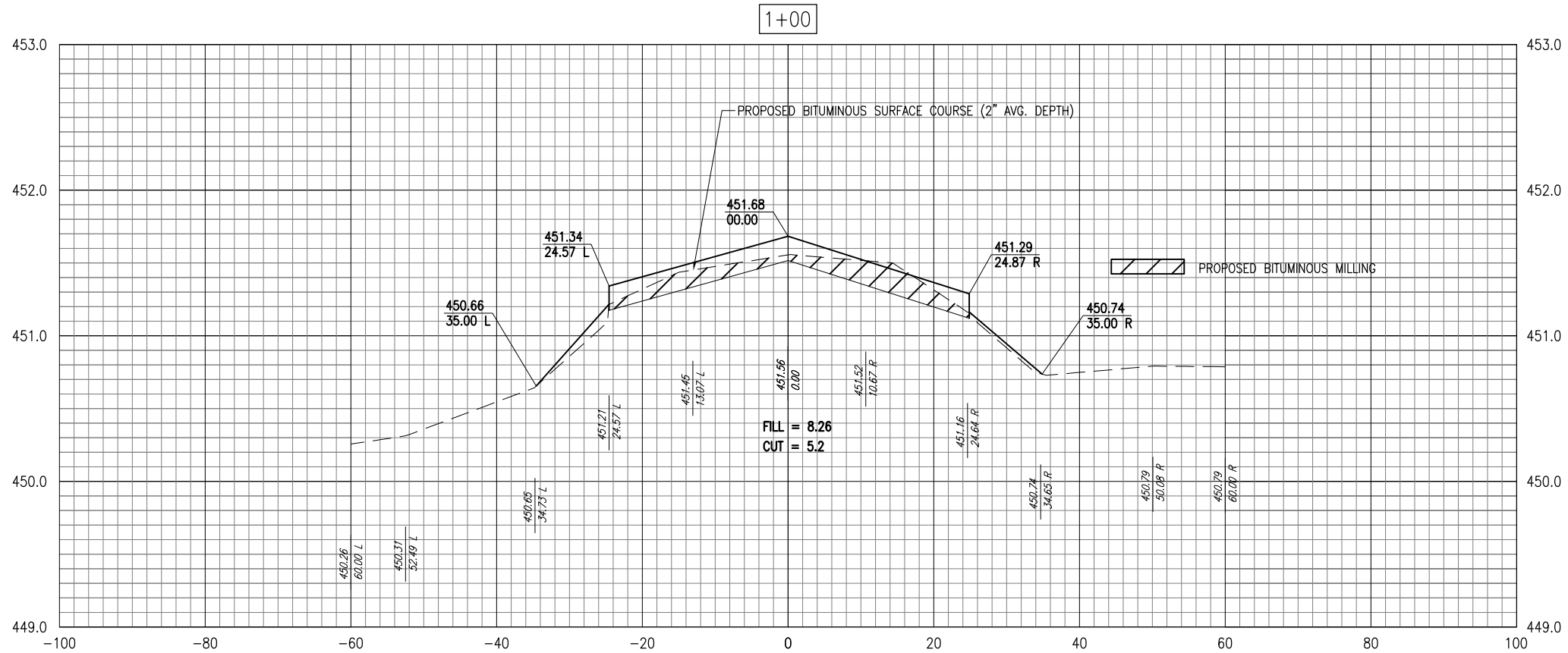
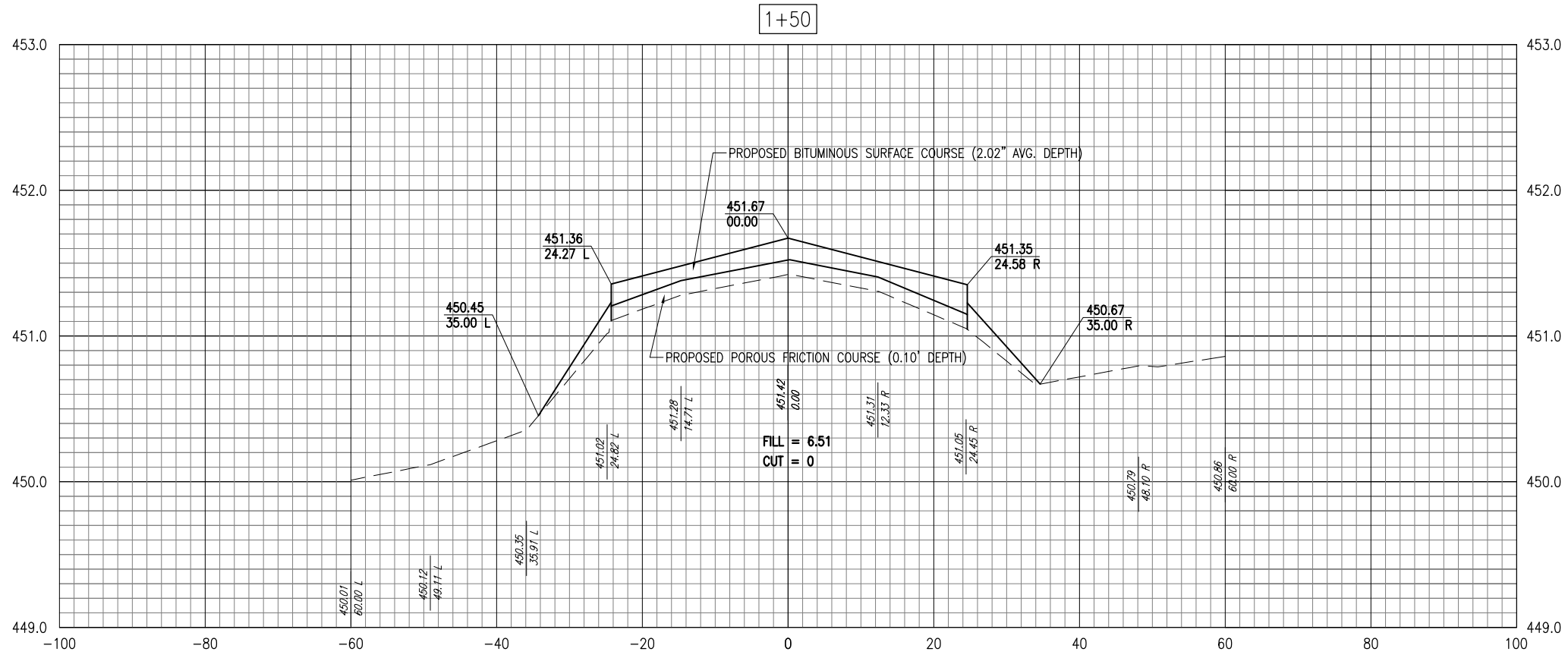
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DRAWN	BAK	12/16/11	
REVIEWED	CAH	XX/XX/XX	

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REHAB. NORTH AND  
SOUTH TAXIWAYS

PROPOSED CROSS-SECTIONS  
FOR SOUTH TXY. STA. 0+39  
TO STA. 0+50

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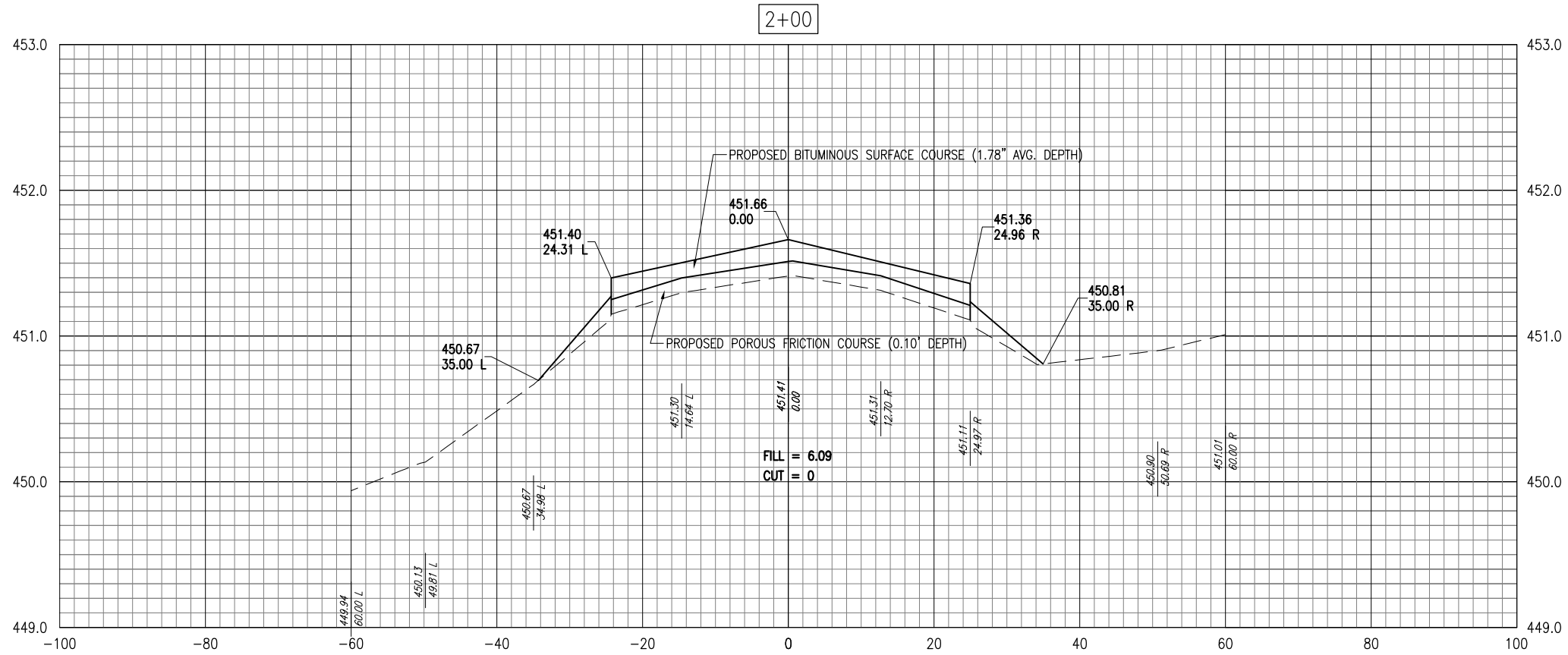
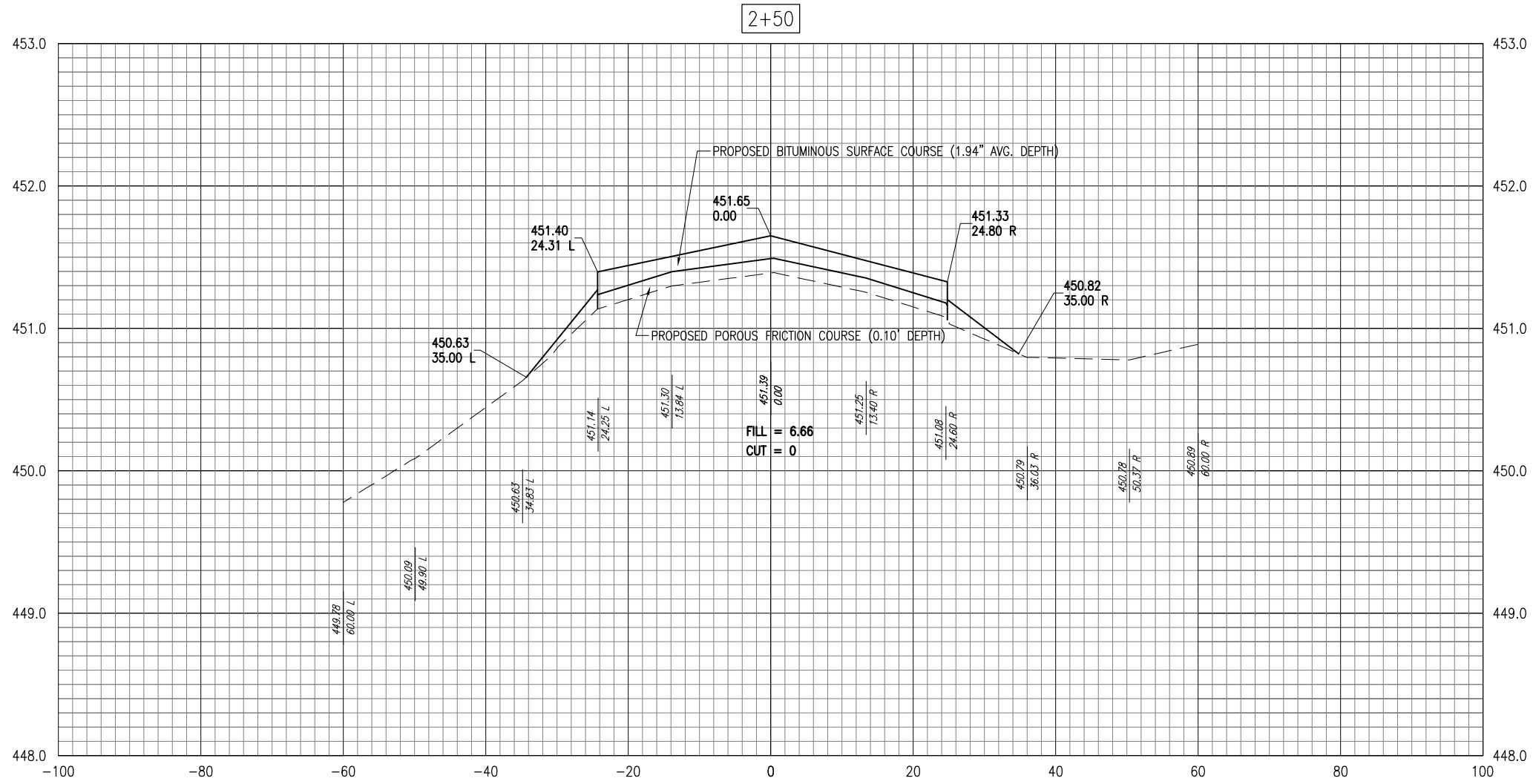
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DRAWN	BAK	12/16/11	
REVIEWED	CAH	XX/XX/XX	

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REHAB. NORTH AND  
 SOUTH TAXIWAYS

PROPOSED CROSS-SECTIONS  
 FOR SOUTH TXY. STA. 1+00  
 TO STA. 1+50

DATE	REVISION
CRAWFORD COUNTY AIRPORT ROBINSON CRAWFORD COUNTY, ILLINOIS	
IL PROJ.: RSV-4132 A.I.P. PROJ.: 3-17-0086-B13	



REVISION	DATE

CRAWFORD COUNTY AIRPORT  
 ROBINSON  
 CRAWFORD COUNTY, ILLINOIS

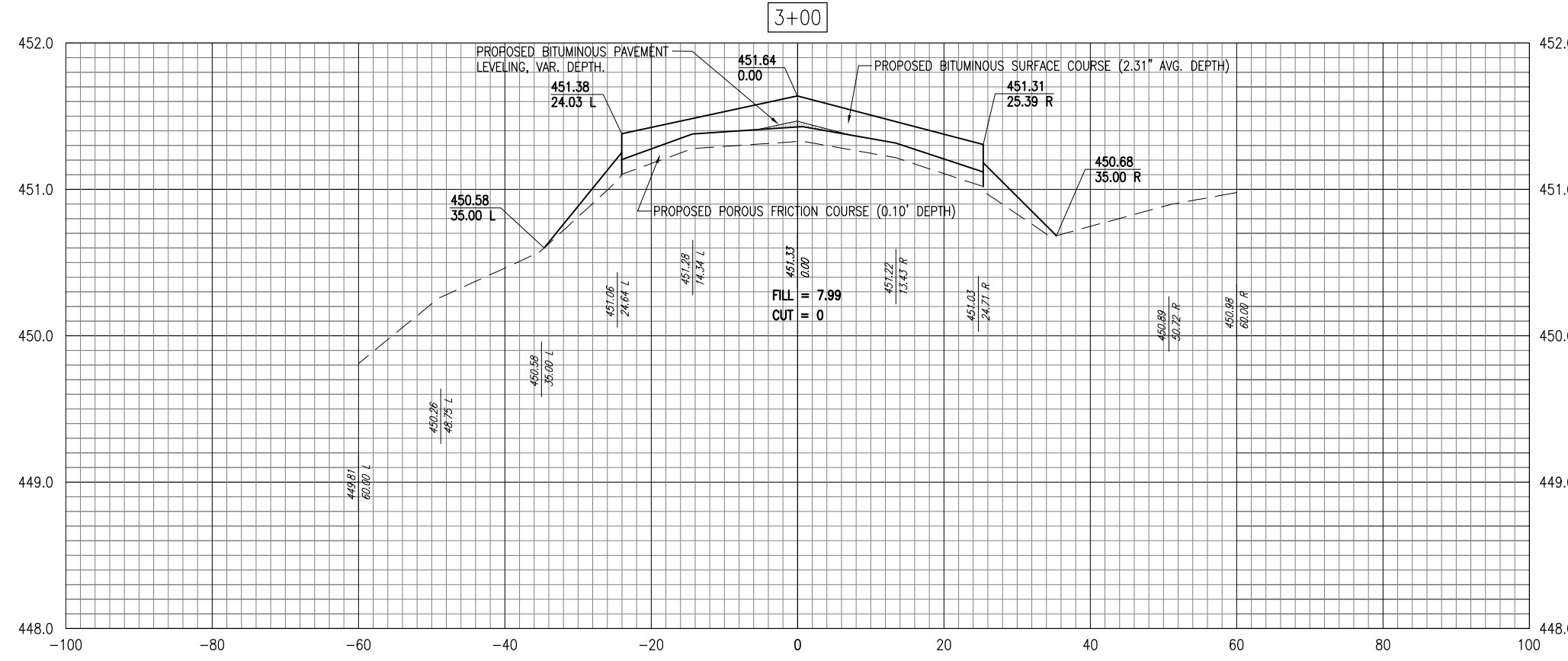
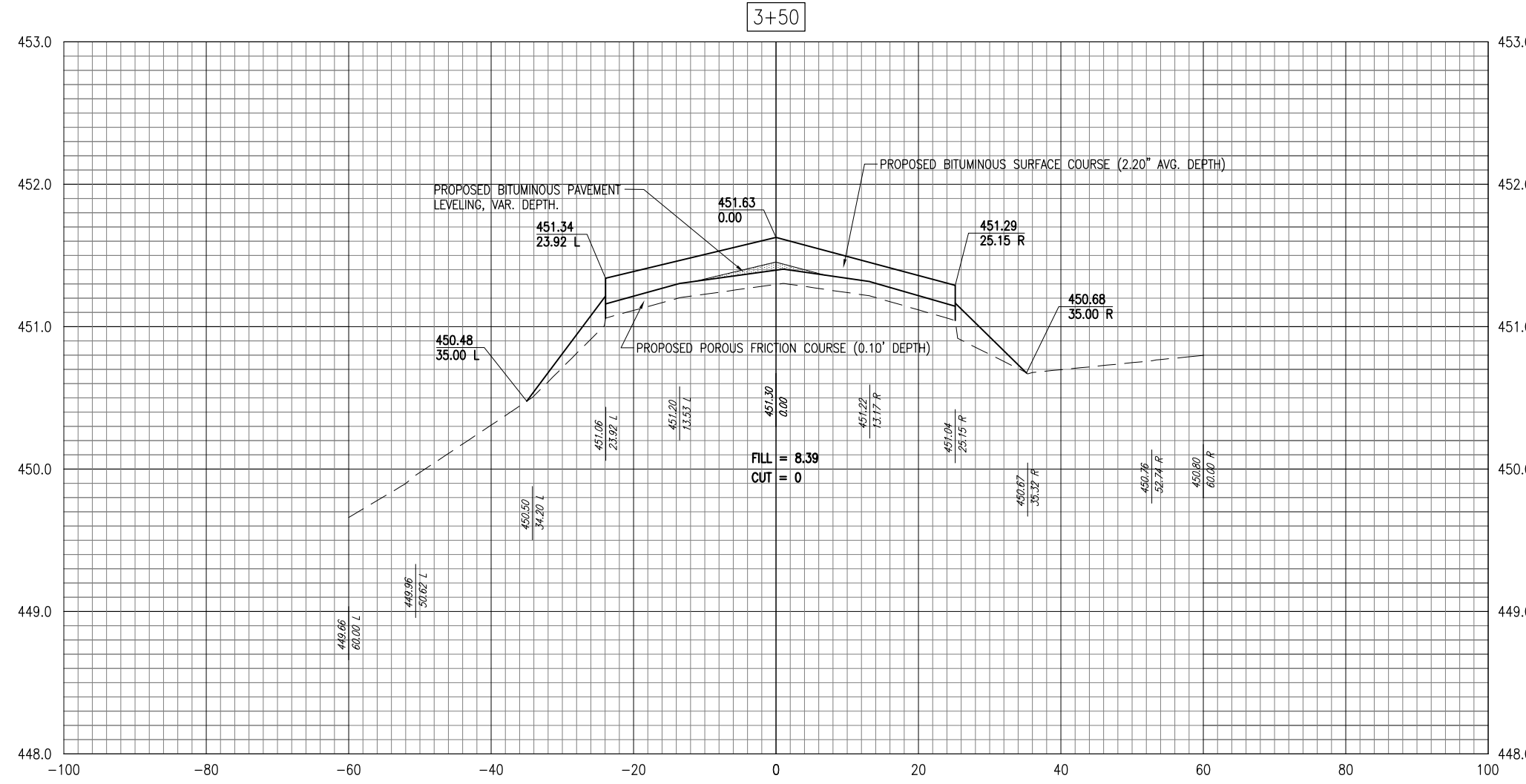
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DRAWN	BAK	12/16/11	
REVIEWED	CAH	XX/XX/XX	

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REHAB. NORTH AND  
 SOUTH TAXIWAYS

PROPOSED CROSS-SECTIONS  
 FOR SOUTH TXY. STA. 2+00  
 TO STA. 2+50



REVISION	DATE

CRAWFORD COUNTY AIRPORT  
ROBINSON  
CRAWFORD COUNTY, ILLINOIS

ILL. PROJ.: RSV-4132 A.I.P. PROJ.: 3-17-0086-B13

Project No.	Scale	Date	Drawn	Reviewed
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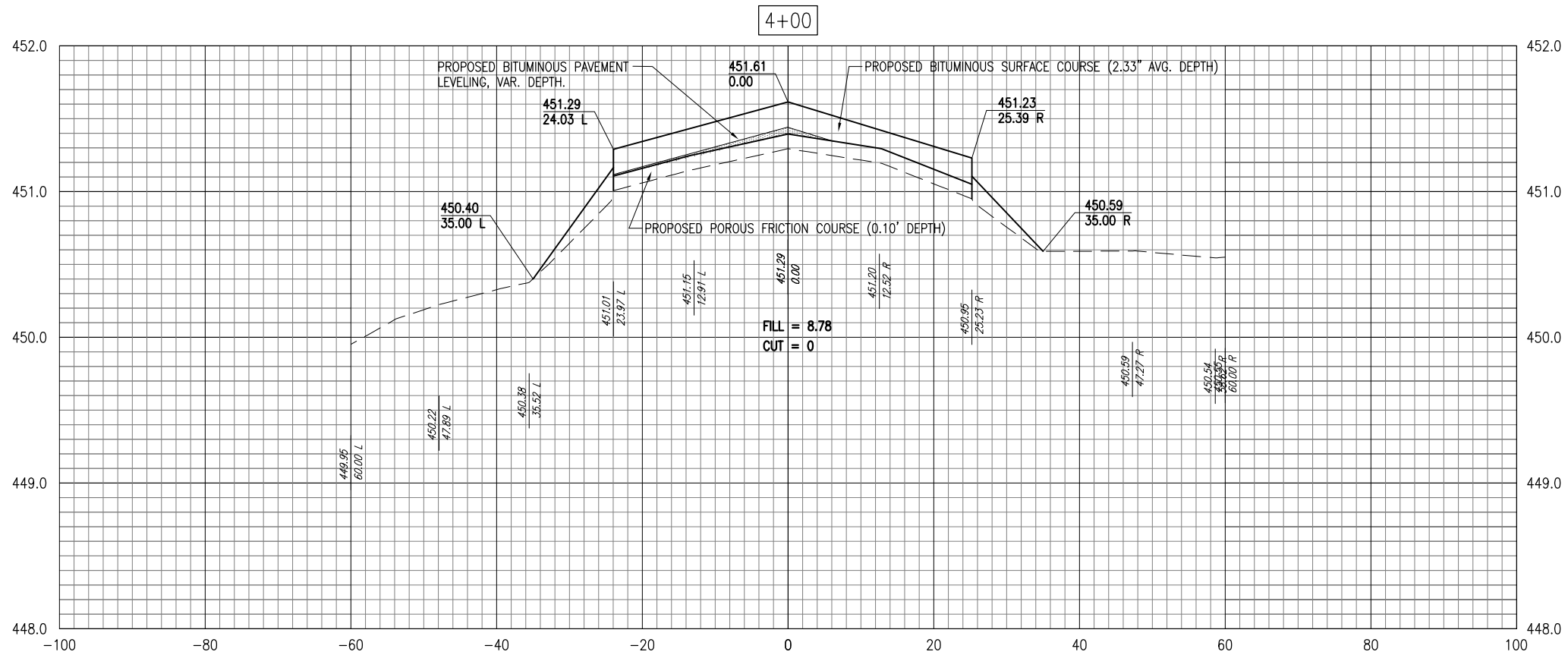
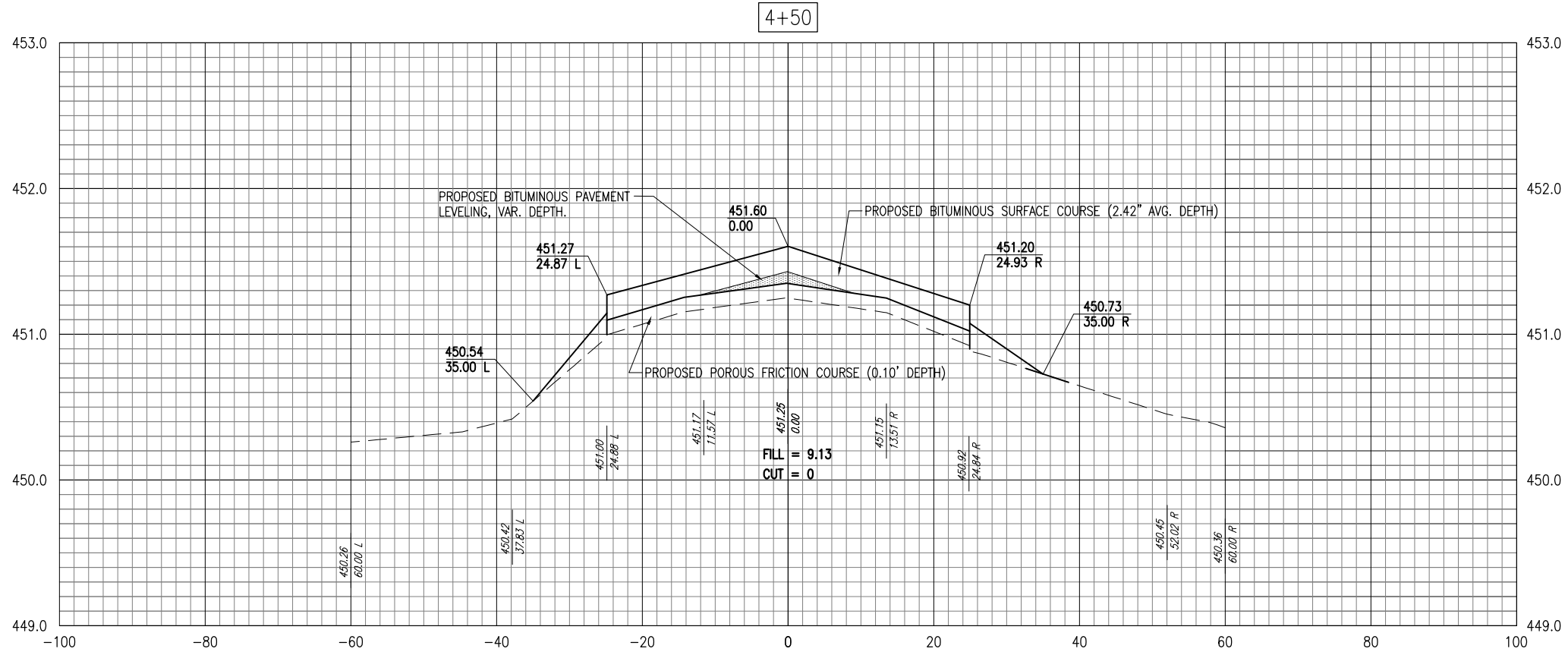
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PROPOSED CROSS-SECTIONS FOR SOUTH TXY. STA. 3+00 TO STA. 3+50



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RB016



REVISION	DATE

CRAWFORD COUNTY AIRPORT  
ROBINSON  
CRAWFORD COUNTY, ILLINOIS

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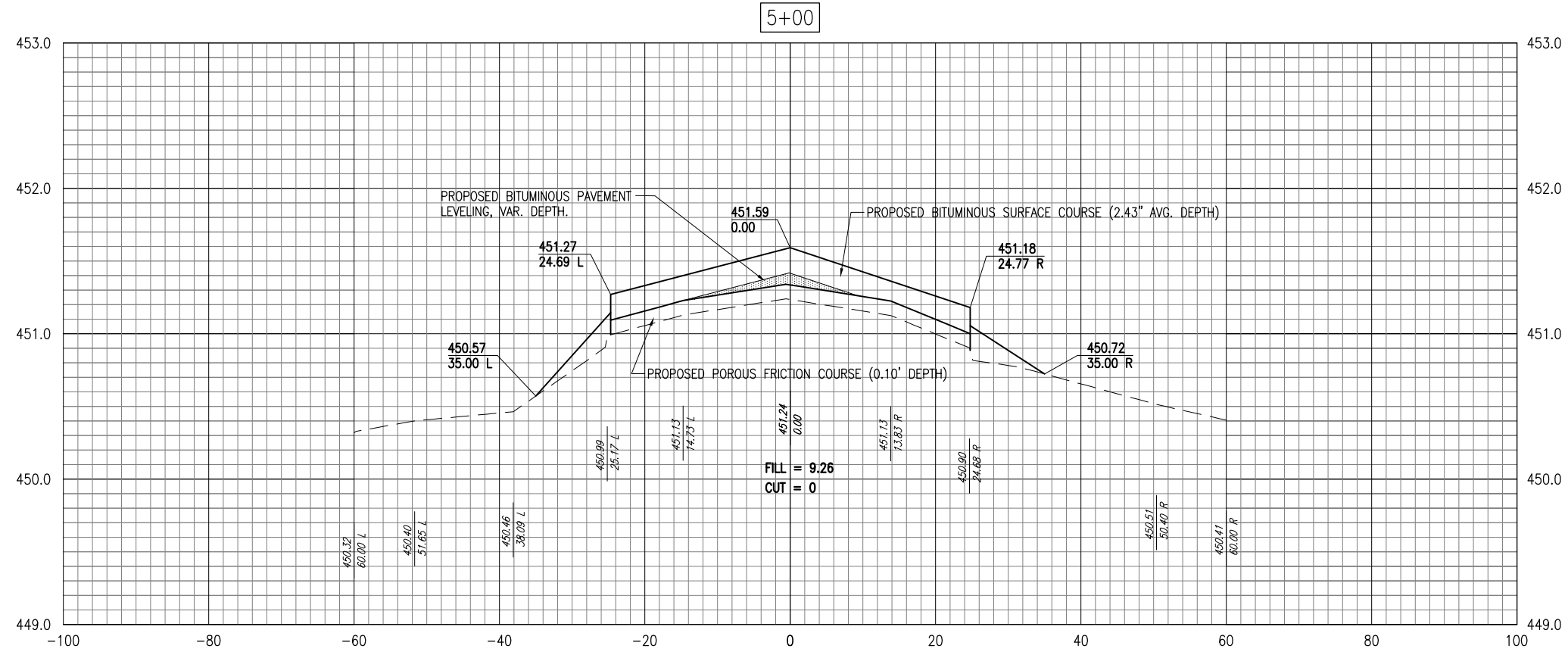
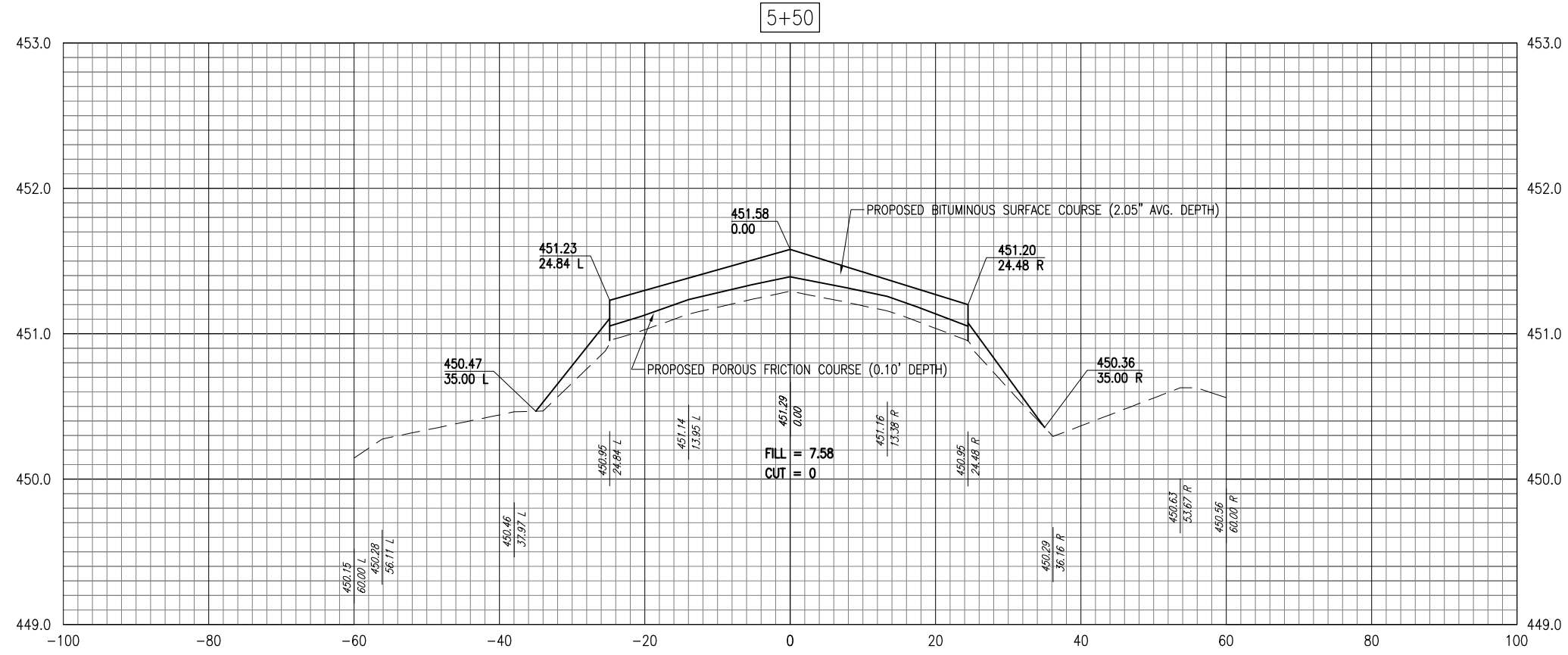
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DRAWN	BAK	12/16/11
REVIEWED	CAH	XX/XX/XX

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REHAB. NORTH AND SOUTH TAXIWAYS  
PROPOSED CROSS-SECTIONS FOR SOUTH TAXY. STA. 4+00 TO STA. 4+50

**29**  
29 of 34 sheets



REVISION	DATE

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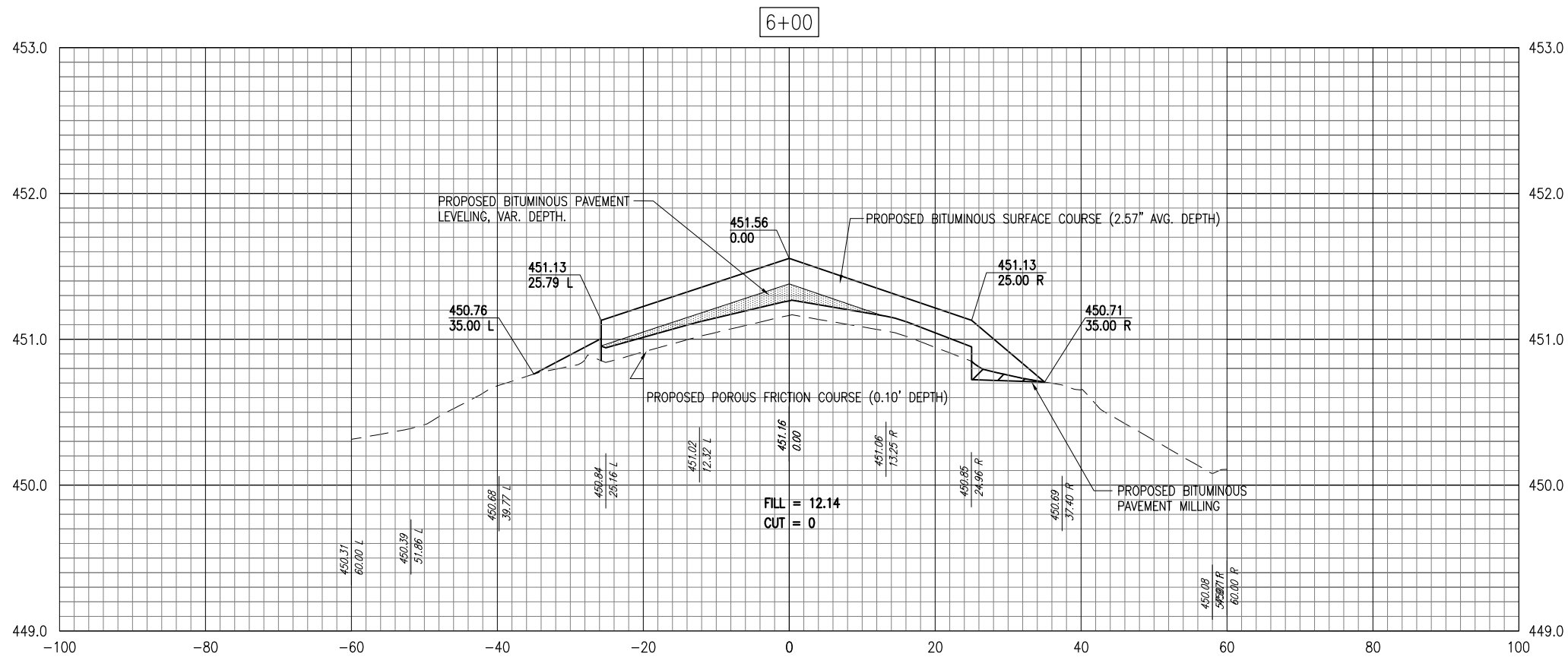
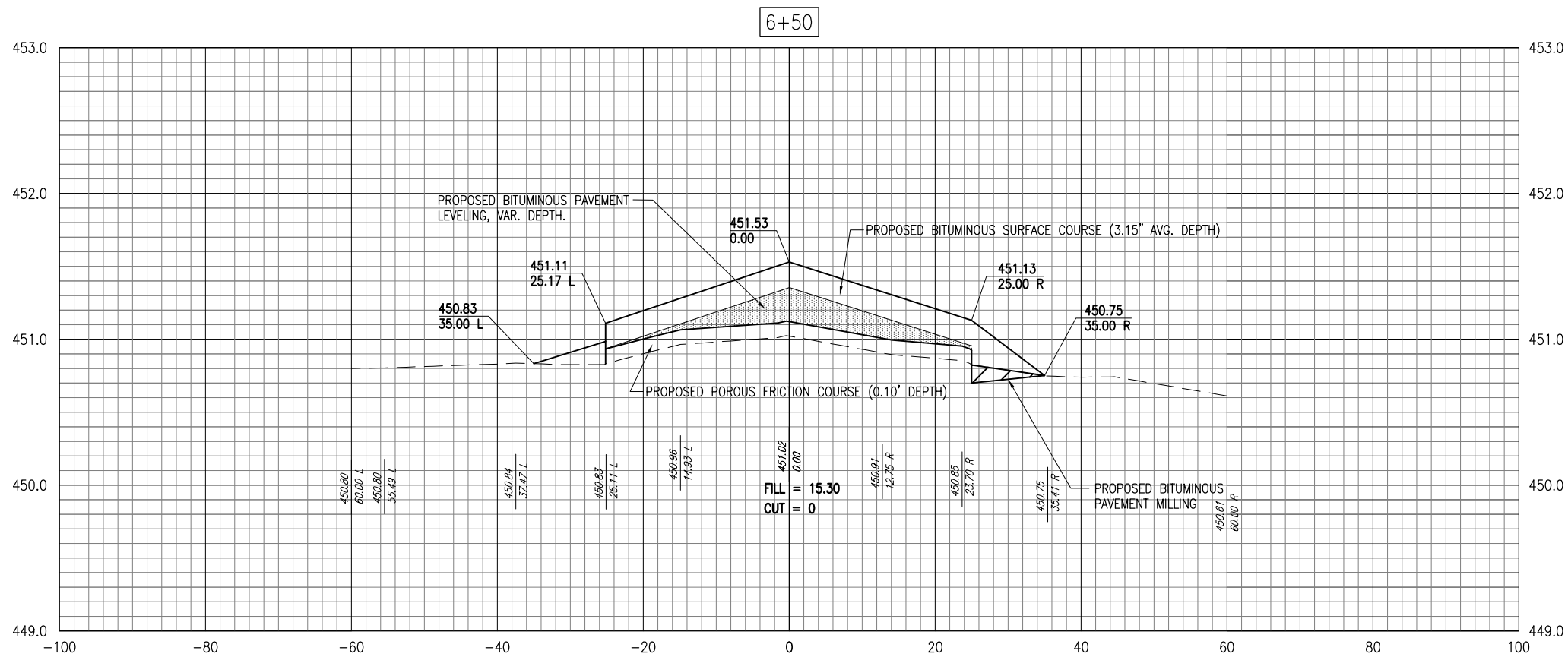
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**REHAB. NORTH AND SOUTH TAXIWAYS**

PROPOSED CROSS-SECTIONS  
FOR SOUTH TXY. STA. 5+00  
TO STA. 5+50



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ROBINSON  
CRAWFORD COUNTY, ILLINOIS

ILL PROJ.: RSV-4132 A.I.P. PROJ.: 3-17-0086-B13

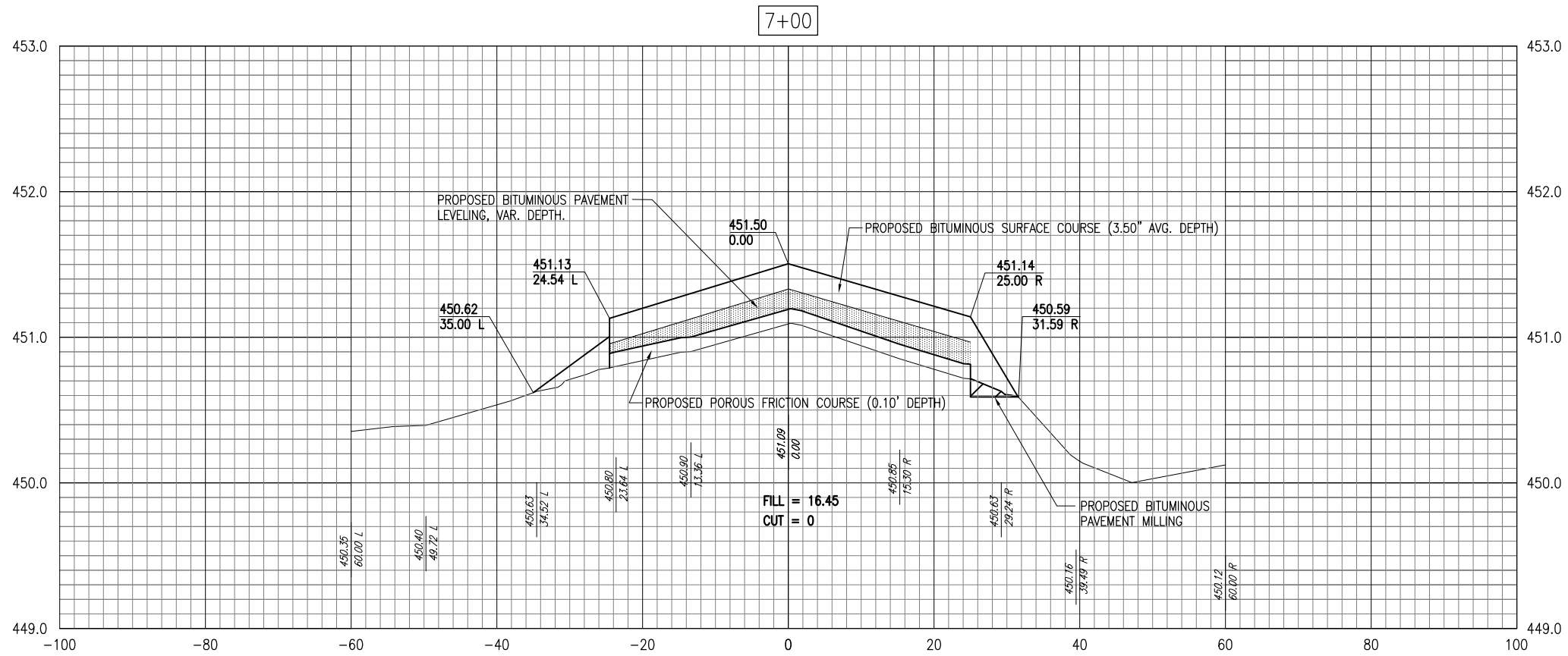
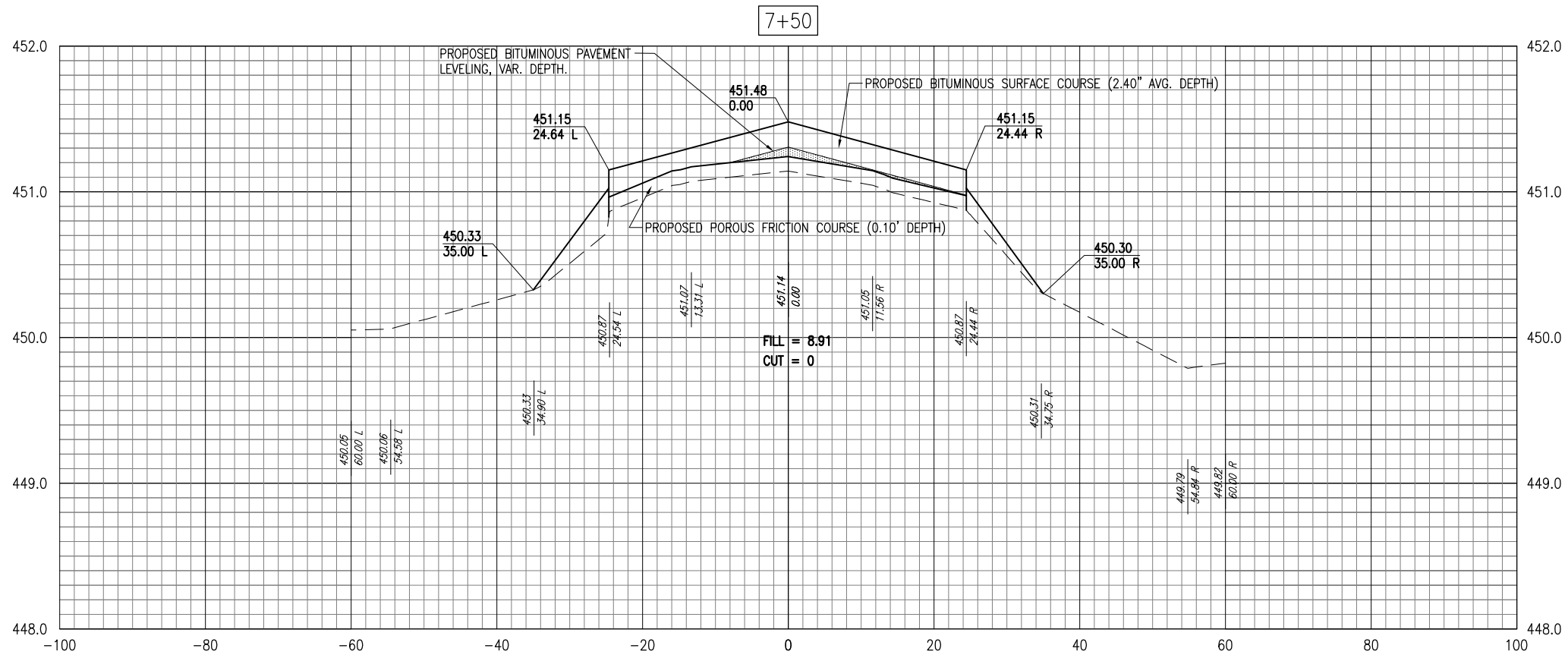
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REHAB. NORTH AND SOUTH TAXIWAYS

PROPOSED CROSS-SECTIONS FOR SOUTH TXY. STA. 6+00 TO STA. 6+50

RB016



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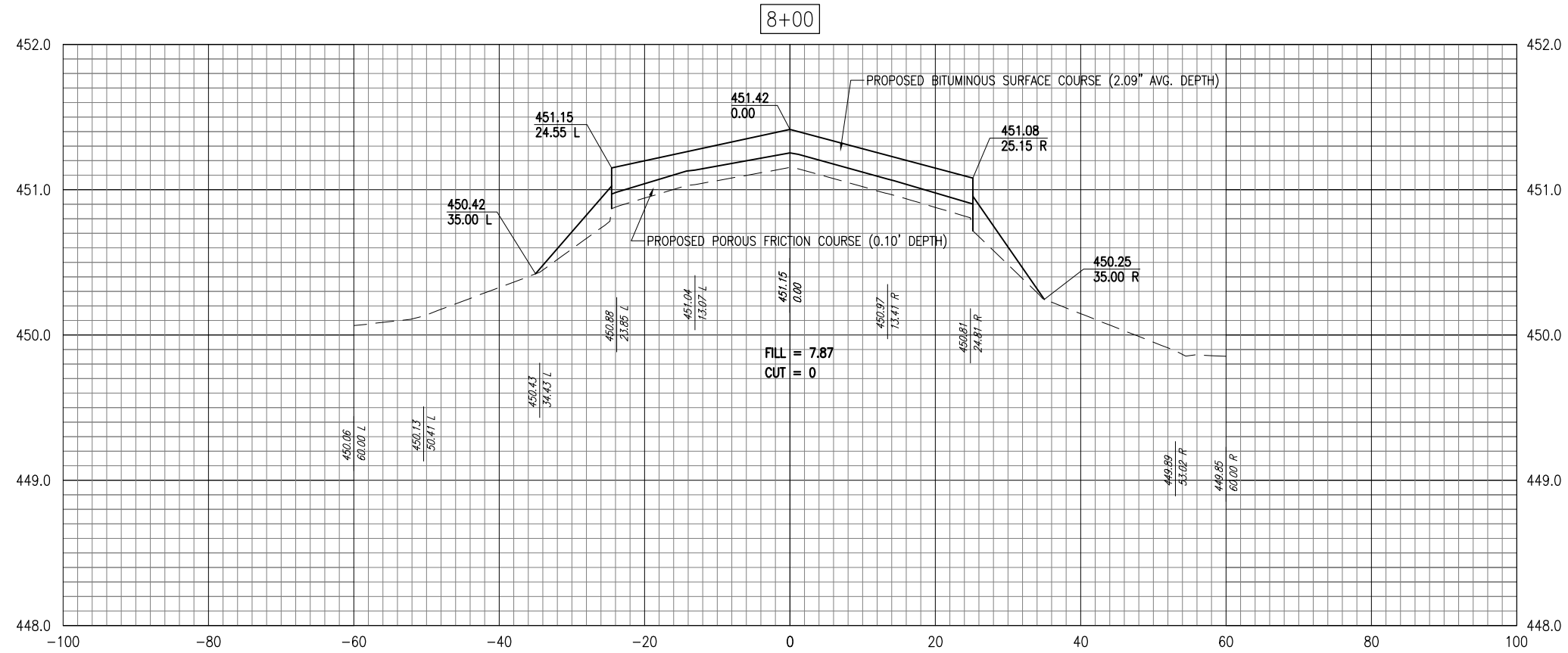
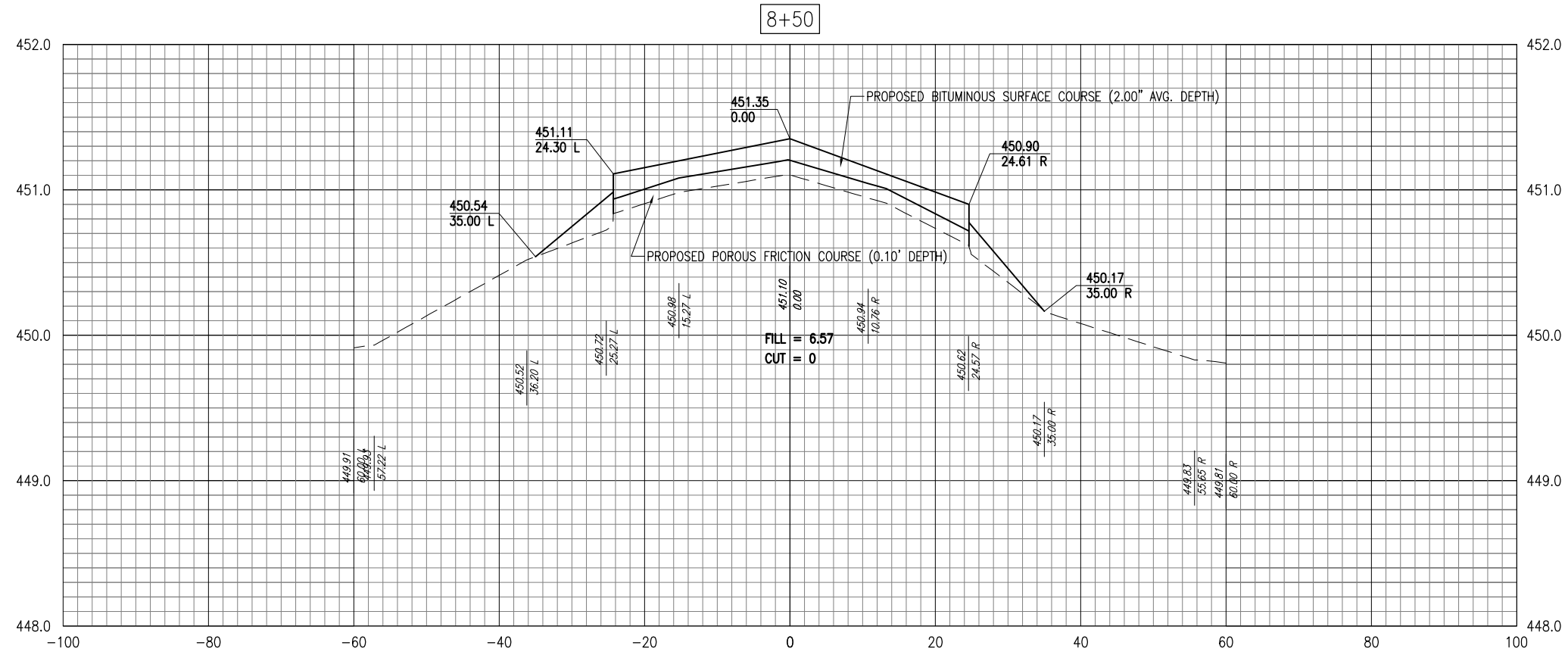
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CRAWFORD COUNTY, ILLINOIS

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REHAB. NORTH AND SOUTH TAXIWAYS  
 PROPOSED CROSS-SECTIONS FOR SOUTH TAXY. STA. 7+00 TO STA. 7+50



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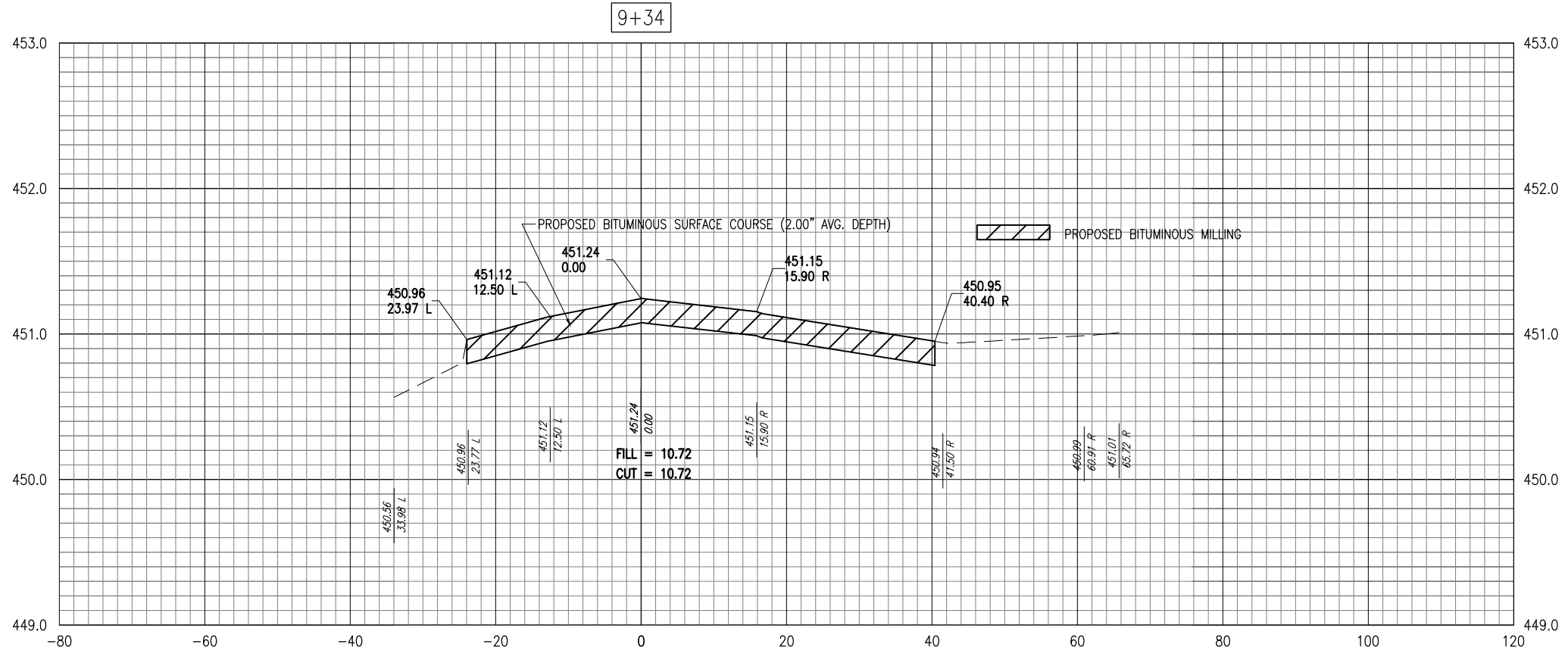
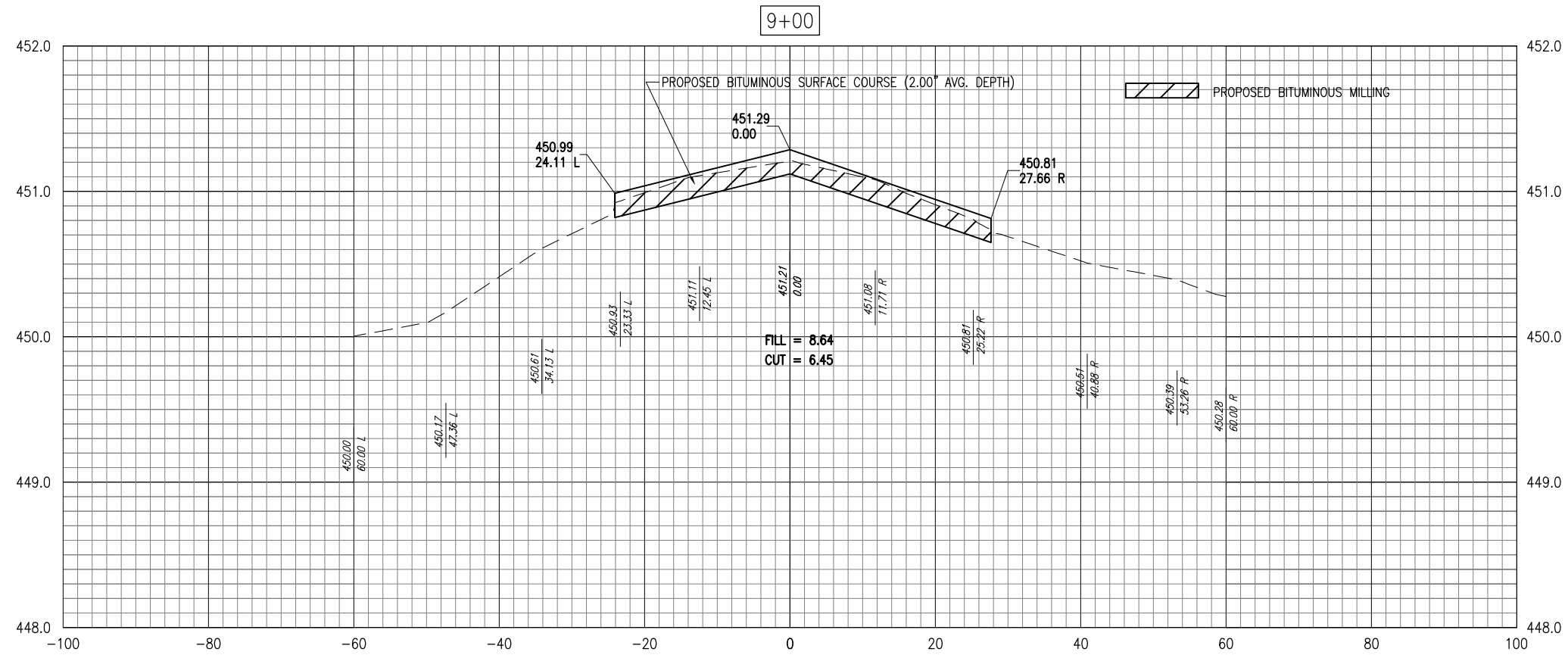
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REHAB. NORTH AND  
 SOUTH TAXIWAYS

PROPOSED CROSS-SECTIONS  
 FOR SOUTH TXY. STA. 8+00  
 TO STA. 8+50



REHAB. NORTH AND  
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PROPOSED CROSS-SECTIONS  
FOR SOUTH TXY. STA. 9+00  
TO STA. 9+34

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