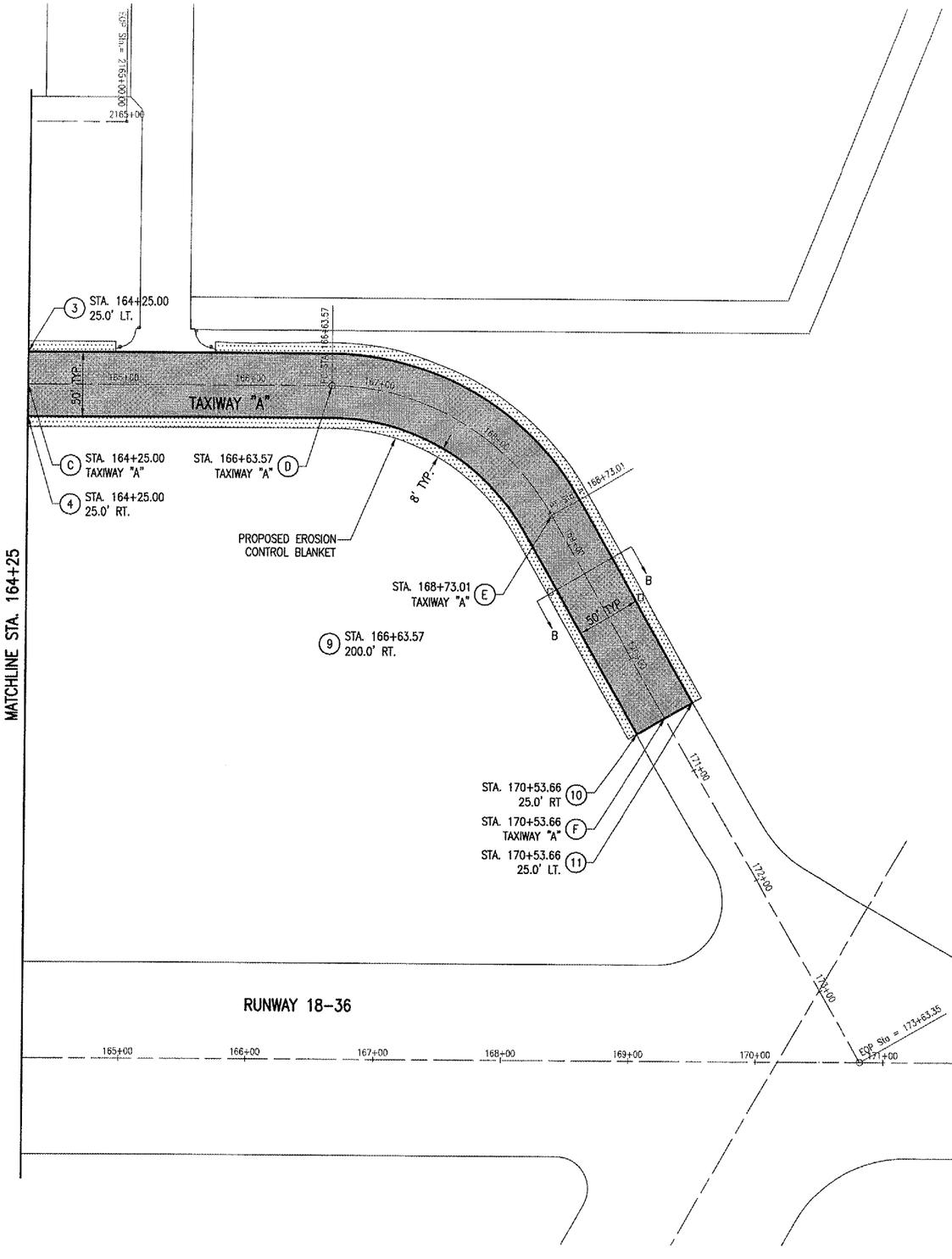

SCOPE OF WORK

THE WORK CONSISTS OF THE RECONSTRUCTION OF TAXIWAY "A" BETWEEN STA. 150+95 AND STA. 170+54. THE WORK INCLUDES MILLING, ASPHALT PAVING, SHOULDER ADJUSTMENT, SEEDING, AND TAXIWAY MARKING.

BITUMINOUS SURFACE COURSE NOTES:

1. THE BITUMINOUS MIX FOR THIS PROJECT SHALL COMPLY WITH ITEM AR401003 BITUMINOUS SURFACE COURSE – METHOD I, SUPERPAVE AS STATED IN THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.

2. IN TABLE 2 SUPERPAVE DESIGN CRITERIA TRAFFIC MIXTABLE, USE CRITERIA FOR AIRCRAFT OVER 60,000 FOR TAXIWAY "A".

UTILITIES

ELECTRICAL CABLES PARALLEL THE PAVEMENTS WITH 10' TO 15' SEPARATION AND ARE BURIED AT A DEPTH OF APPROXIMATELY 18 INCHES. ALSO, OTHER CABLES ARE BURIED IN THE VICINITY. BEFORE ANY DIGGING OR TRENCHING, ALL CABLES ARE TO BE LOCATED BY THE CONTRACTOR.

SHOULDER ADJUSTMENT

MINIMAL GRADING IS ANTICIPATED TO RESTORE EARTH SHOULDERS ONCE THE PAVING IS COMPLETE. SHOULDER ADJUSTMENT SHALL BE IN ACCORDANCE WITH THE TYPICAL SECTIONS, SPECIAL PROVISIONS AND AS DIRECTED BY THE RESIDENT ENGINEER.

PAYMENT FOR SHOULDER ADJUSTMENT SHALL INCLUDE ALL GRADING, PREPARATION AND SEEDING NECESSARY TO COMPLETE THE WORK TO THE SATISFACTION OF THE RESIDENT ENGINEER. SEEDING WILL NOT BE PAID SEPARATELY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM AR152480 – SHOULDER ADJUSTMENT – PER SQUARE YARD. SEEDING SHALL BE COMPLETED IN ACCORDANCE WITH THE APPLICABLE SUPPLEMENTAL SPECIFICATIONS USING A MIX APPROPRIATE TO THE LOCAL CLIMATE.

MULCHING WILL NOT BE NECESSARY SINCE THE SHOULDER ADJUSTMENT IS EXPECTED TO BE RESTRICTED TO WITHIN THE LIMITS OF THE PROPOSED EROSION CONTROL BLANKET.

COORDINATE DATA – TAXIWAY "A"

NO.	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1	150+94.69	25.0' LT.	1154545.6504	831794.0237	PROPOSED EDGE OF PAVEMENT
2	150+94.51	25.0' RT.	1154545.9361	831844.0232	PROPOSED EDGE OF PAVEMENT
3	164+25.00	25.0' LT.	1155875.9031	831781.6334	PROPOSED EDGE OF PAVEMENT
4	164+25.00	25.0' RT.	1155876.3688	831831.6312	PROPOSED EDGE OF PAVEMENT
5	158+09.32	52.2' LT.	1155259.9990	831760.1568	PROPOSED EDGE OF PAVEMENT
6	158+11.12	274.7' LT.	1155259.7250	831537.6780	PROPOSED EDGE OF PAVEMENT
7	162+47.02	177.9' LT.	1155696.5100	831630.3951	PROPOSED EDGE OF PAVEMENT
8	163+21.36	89.6' LT.	1155771.7897	831717.8346	PROPOSED EDGE OF PAVEMENT
9	166+63.57	200.0' RT.	1156116.5563	832004.4016	CENTER RADIUS
10	170+53.66	25.0' RT.	1156359.0705	832071.0986	PROPOSED EDGE OF PAVEMENT
11	170+53.66	25.0' LT.	1156402.1371	832045.6963	PROPOSED EDGE OF PAVEMENT
12	158+19.02	159.0' LT.	1155268.7010	831653.2404	CENTER OF TIE-DOWN
13	159+43.19	100.8' LT.	1155393.4100	831710.3015	CENTER OF TIE-DOWN
14	159+55.19	83.8' LT.	1155405.5689	831727.1882	CENTER OF TIE-DOWN
15	159+67.19	100.8' LT.	1155417.4090	831710.0779	CENTER OF TIE-DOWN
16	159+88.19	100.8' LT.	1155438.4081	831709.8824	CENTER OF TIE-DOWN
17	160+00.19	83.8' LT.	1155450.5716	831726.7738	CENTER OF TIE-DOWN
18	160+12.19	100.8' LT.	1155462.4070	831709.6588	CENTER OF TIE-DOWN
19	160+33.19	100.8' LT.	1155483.4062	831709.4705	CENTER OF TIE-DOWN
20	160+45.19	83.8' LT.	1155495.5651	831726.3572	CENTER OF TIE-DOWN
21	160+57.19	100.8' LT.	1155507.4051	831709.2454	CENTER OF TIE-DOWN
22	160+78.19	100.8' LT.	1155528.4042	831709.0485	CENTER OF TIE-DOWN
23	160+90.19	83.8' LT.	1155540.5631	831725.9353	CENTER OF TIE-DOWN
24	161+02.19	100.8' LT.	1155552.4031	831708.8235	CENTER OF TIE-DOWN
25	161+23.19	100.8' LT.	1155573.4022	831708.6266	CENTER OF TIE-DOWN
26	161+35.19	83.8' LT.	1155585.5611	831725.5133	CENTER OF TIE-DOWN
27	161+47.19	100.8' LT.	1155597.4012	831708.4015	CENTER OF TIE-DOWN
28	161+68.19	100.8' LT.	1155618.4002	831708.2046	CENTER OF TIE-DOWN
29	161+80.19	83.8' LT.	1155630.5591	831725.0914	CENTER OF TIE-DOWN
30	161+92.19	100.8' LT.	1155642.3992	831707.9796	CENTER OF TIE-DOWN
31	159+77.69	106.3' LT.	1155427.8573	831704.4797	GROUND ROD
32	160+67.69	106.3' LT.	1155517.8534	831703.6472	GROUND ROD
33	161+57.69	106.3' LT.	1155607.8495	831702.8047	GROUND ROD
34	158+00.00	205.4' LT.	1155249.2410	831607.1094	APRON BASELINE
35	161+00.00	205.4' LT.	1155549.2280	831604.3158	APRON BASELINE
36	164+25.00	205.4' LT.	1155874.2233	831601.2893	APRON BASELINE

NOTE: ALL COORDINATE DATA REFERENCED FROM TAXIWAY "A" CENTERLINE.

COORDINATE DATA – TXY "A" CENTERLINE

ID.	STATION	OFFSET	NORTHING	EASTING
A	150+94.58	℄	1154545.7735	831819.0236
B	158+00.00	℄	1155251.1630	831812.4534
C	164+25.00	℄	1155876.1359	831806.6323
D	166+63.57	℄	1156114.6935	831804.4103
E	168+73.01	℄	1156288.8225	831902.7928
F	170+03.66	℄	1156380.6038	832058.3975

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT
- PROPOSED EROSION CONTROL BLANKET
- PROPOSED GROUND ROD
- EXISTING INLET
- EXISTING MANHOLE
- EXISTING GAS VALVE
- EXISTING GAS METER
- EXISTING WATER VALVE
- EXISTING HYDRANT
- EXISTING WELL
- EXISTING HANDHOLE

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

DECATUR, ILLINOIS
A.I.P. PROJ.: 3-17-0033-XX
IL. PROJ.: DEC-3799

DATE	REVISION	BY

HS Project No. 07A0169D 0802
Filename R-121CON.DWG
Scale 1"=50'
Date 04/18/08

	BY	DATE
LAYOUT	MLH	04/03/08
DRAWN	MLH	04/03/08
REVIEWED	JDW	04/17/08

HANSON
Hanson Professional Services Inc.
1525 South Sixth Street
Springfield, Illinois 62703-2886
Offices Nationwide

RECONSTRUCT TAXIWAY "A" AND ADJACENT GA APRON

PROPOSED CONSTRUCTION PLAN
STA. 164+25 TO STA. 170+54

9
9 of 26 sheets

APR 18, 2008 1:54 PM HARRIO1115
I:\AIRPORTS\DECATUR\07A0169\CADD\AIRPORT\SHEET\R-121CON.DWG – 164+25 TO 172+00