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BID DATE: 05/16/2008

UNIVERSITY OF ILLINOIS INSTITUTE OF AVIATION

UN048
TOTAL SHEETS: 57

UNIVERSITY OF ILLINOIS - WILLARD AIRPORT

ILLINOIS PROJECT CMI-3663
A. I. P. PROJECT 3-17-0016-XX

REHABILITATE AIR CARRIER APRON, PHASE 2, REHABILITATE
TAXIWAY A7, AND ENHANCED CENTERLINE MARKINGS

ADDITIVE ALTERNATE 1 - REHABILITATE
TAXIWAY A6

APRIL 18, 2008

Expires 11/30/2009

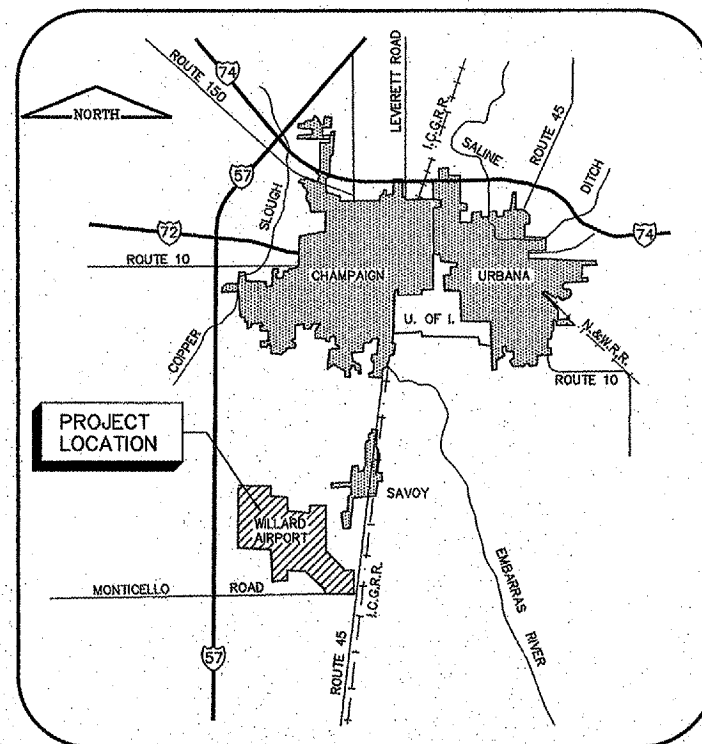


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TOWNSHIP: T 18 N
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TOWNSHIP: TOLONO
COUNTY: CHAMPAIGN

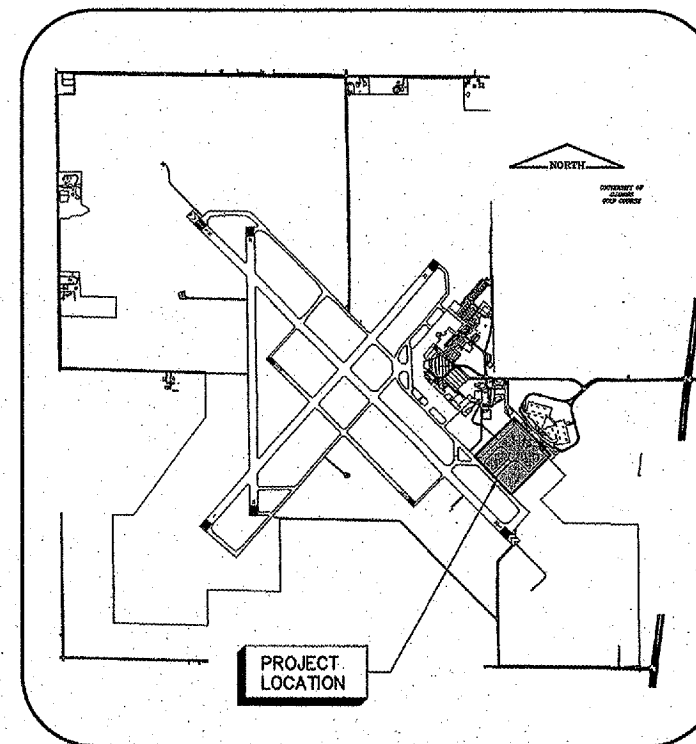
**TAXIWAY A6
GEOMETRIC DESIGN DATA**
DESIGN GROUP - GROUP IV
WINGSPAN - UP TO BUT NOT INCLUDING 171 FT.
DESIGN APPROACH CATEGORY - C

**TAXIWAY A7
GEOMETRIC DESIGN DATA**
DESIGN GROUP - GROUP III
WINGSPAN - UP TO BUT NOT INCLUDING 118 FT.
DESIGN APPROACH CATEGORY - C

PAVEMENT STRUCTURE DESIGN DATA
560 ANNUAL OPERATIONS
DESIGN AIRCRAFT - 737-700
GROSS WEIGHT - 155,000 LBS.
DUAL WHEEL GEAR



LOCATION MAP



SITE PLAN

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 15 April 2008

CMT
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SUBMITTED BY *[Signature]*
DATE April 18 2008
CM&T JOB NUMBER 03059-03

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56	Cross Sections - Additive Alternate 1 - Taxiway A6 Sheet 1 - Sta. 95+50 to Sta. 99+00
57	Cross Sections - Additive Alternate 1 - Taxiway A6 Sheet 2 - Sta. 99+50

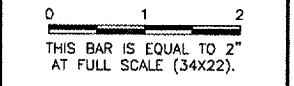
Summary of Quantities

Item Number	Description	UNIT	QUANTITY
BASE BID - REHABILITATE AIR CARRIER APRON, PHASE 2, REHABILITATE TAXIWAY A7, AND ENHANCED CENTERLINE MARKINGS			
AR110949	Adjust Cable Marker	EA	8
AR125941	Adjust Stake Mounted Light	EA	6
AR125942	Adjust Base Mounted Light	EA	4
AR125944	Adjust Taxi Guidance Sign	EA	1
AR150510	Engineer's Field Office	LS	1
AR152410	Unclassified Excavation	CY	800
AR152480	Shoulder Adjustment	SY	2,900
AR156510	Silt Fence	LF	1,200
AR156513	Separation Fabric	SY	6,575
AR156520	Inlet Protection	EA	5
AR162408	Class E Fence, Vinyl-8'	LF	835
AR162720	Electric Gate - 20'	EA	1
AR162900	Remove Class E Fence	LF	830
AR162908	Remove Electric Gate	EA	1
AR163000	Temporary Construction Fence	LF	360
AR201610	Bituminous Base Course	TON	400
AR201661	Clean and Seal Bituminous Cracks	LF	600
AR209608	Crushed Aggregate Base Course - 8"	SY	6,575
AR302900	Remove 4" ATPS	SY	6,115
AR401610	Bituminous Surface Course	TON	525
AR401655	Butt Joint Construction	SY	470
AR401900	Remove Bituminous Pavement	SY	1,795
AR501508	8" PCC Pavement	SY	6,115
AR501530	PCC Test Batch	EA	1
AR501604	4" PCC Sidewalk	SF	1,120
AR501690	PCC Sidewalk Removal	SF	1,120
AR501908	8" PCC Pavement Removal	SY	6,115
AR510515	Ground Rod	EA	5
AR510905	Remove Ground Rod	EA	5
AR602510	Bituminous Prime Coat	GAL	200
AR603510	Bituminous Tack Coat	GAL	1,100
AR620510	Pavement Marking	SF	16,500
AR705524	4" Perforated Underdrain w/Sock	LF	480
AR754210	Concrete Curb	LF	170
AR754410	Comb. Concrete Curb & Gutter	LF	115
AR754900	Remove Concrete Curb	LF	240
AR754904	Remove Comb. Concrete Curb & Gutter	LF	115
AR800215	Remove Bollard	EA	5
AR800283	Clean and Repaint Bollard	EA	12
AR800284	Remove, Repaint and Reinstall Guardrail	LF	150
AR800285	Remove Parking Block	EA	15
AR800390	PCC Joint Milling	LF	3,450
AR800391	PCC Partial Depth Patch	LF	3,450
AR800420	Reflective Crack Control - ISAC	LF	3,450
AR901510	Seeding	AC	1
AR904510	Sodding	SY	650
AR908510	Mulching	AC	1
AR910410	Parking Block	EA	15
AR910420	Bollard	EA	5
ADDITIVE 1 - REHABILITATE TAXIWAY A6			
AS110949	Adjust Cable Marker	EA	4
AS125941	Adjust Stake Mounted Light	EA	6
AS125942	Adjust Base Mounted Light	EA	4
AS125944	Adjust Taxi Guidance Sign	EA	1
AS152480	Shoulder Adjustment	SY	2,500
AS156510	Silt Fence	LF	825
AS156520	Inlet Protection	EA	1
AS201610	Bituminous Base Course	TON	475
AS201661	Clean and Seal Bituminous Cracks	LF	600
AS401610	Bituminous Surface Course	TON	525
AS401655	Butt Joint Construction	SY	650
AS401900	Remove Bituminous Pavement	SY	475
AS603510	Bituminous Tack Coat	GAL	1,000
AS620510	Pavement Marking	SF	3,145
AS705944	Adjust Underdrain Cleanout	EA	1
AS800390	PCC Joint Milling	LF	2,400
AS800391	PCC Partial Depth Patch	LF	2,400
AS800420	Reflective Crack Control - ISAC	LF	2,400
AS901510	Seeding	AC	0.5
AS904510	Sodding	SY	350
AS908510	Mulching	AC	0.5

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 PLOT DATE: 4/18/2008 9:42 AM

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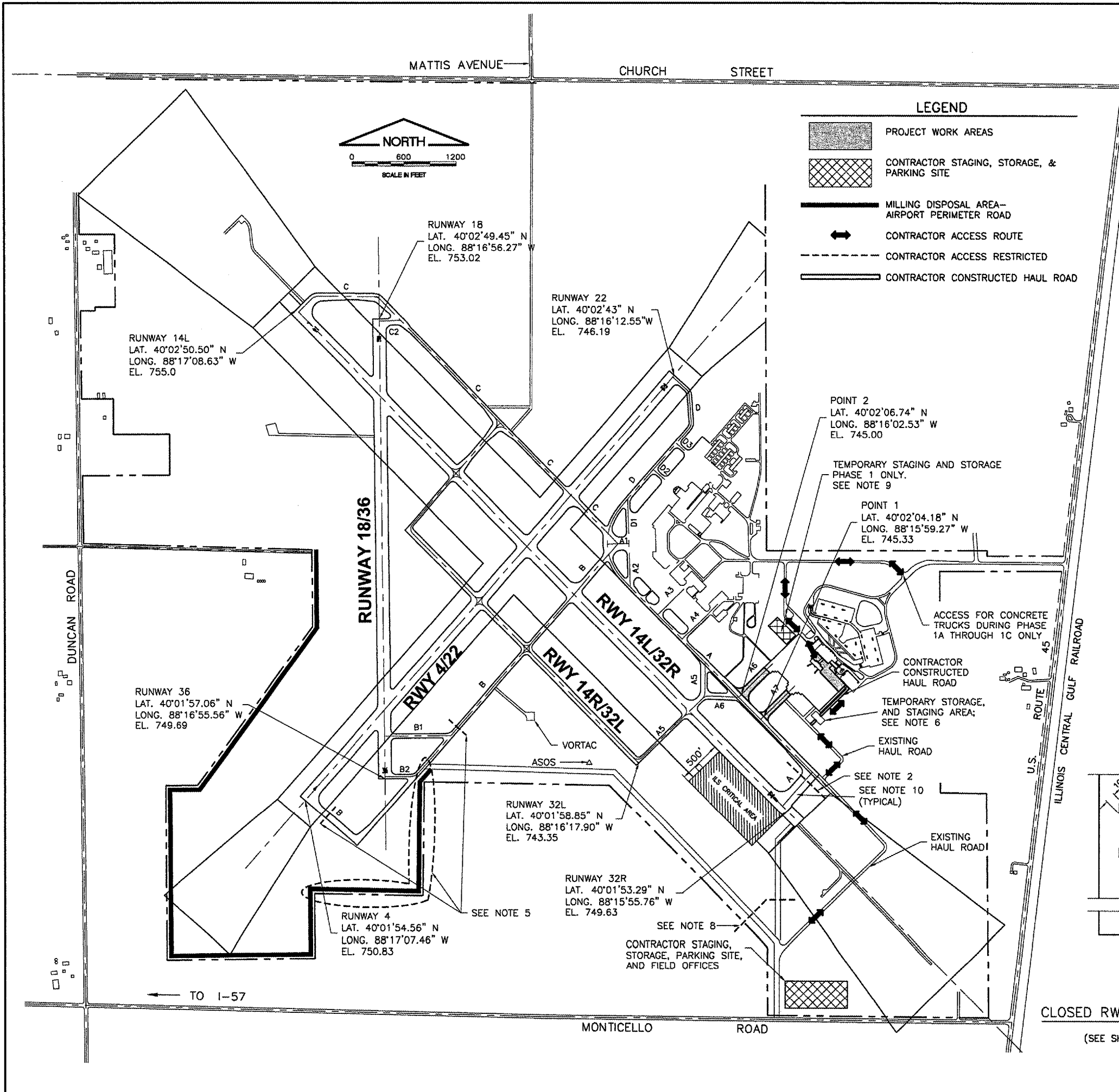
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT

REHABILITATE AIR CARRIER RAMP, PHASE 2
INDEX TO SHEETS
AND
SUMMARY OF QUANTITIES

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SHEET 02 OF 57 SHEETS	



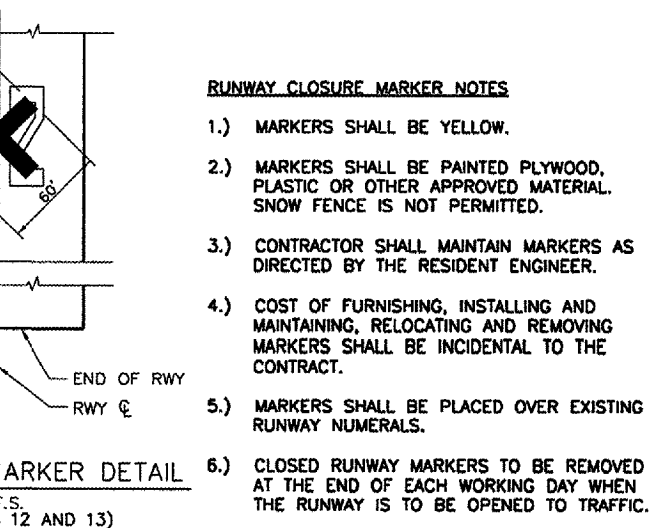
UTILITY NOTE

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 UNDERGROUND 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 AIRPORT MANAGER 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 AIRPORT MANAGER, THE UTILITY COMPANY AND THE ENGINEER.

- NOTES:**
1. FLAGGERS IN CONTACT WITH THE FAA GROUND CONTROL WILL BE REQUIRED FOR ACCESS ACROSS ACTIVE AIRFIELD PAVEMENTS.
 2. CONTRACTOR NOT ALLOWED WITHIN 200 FEET OF ALL RUNWAY CENTERLINES.
 3. AIRFIELD ACCESS, HAUL ROUTES AND FLAGGER REQUIREMENTS TO BE AS SHOWN IN THE CONSTRUCTION ACTIVITY PLANS.
 4. POINTS 1 AND 2 REPRESENT THE CONSTRUCTION LIMITS CLOSEST TO RUNWAY 14L/32R.
 5. WORK ON THE PERIMETER ROAD IN THIS LOCATION REQUIRES AIRPORT ESCORT. COORDINATE THROUGH THE RESIDENT ENGINEER.
 6. CONTRACTOR TO USE THE EXISTING CONSTRUCTION STORAGE AREA AT THE APRON SITE. SEE CONSTRUCTION ACTIVITY PLAN NOTES AND DETAILS.
 7. CONTRACTOR TO DISPOSE OF MILLINGS AT LOCATION SHOWN. SEE DETAIL ON GENERAL NOTES AND DETAILS SHEET.
 8. CONTRACTOR ALLOWED ACCESS BEYOND THIS LOCATION ONLY WHEN DISPOSING OF MILLINGS.
 9. THE CONTRACTOR WILL BE ALLOWED TO USE THIS STAGING AREA DURING THE PORTIONS OF PHASE 1 THAT REQUIRE ACCESS THROUGH THE WEST GATE.
 10. SEE ENHANCED CENTERLINE MARKING CONSTRUCTION ACTIVITY PLAN PHASES 1 THROUGH 6 FOR SITE ACCESS, WORK LOCATIONS AND BARRICADE REQUIREMENTS.

ENHANCED CENTERLINE MARKING WORK AREAS SHOWN ON SHEETS 11 THROUGH 17.

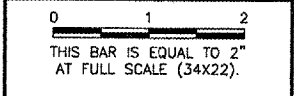


RUNWAY CLOSURE MARKER NOTES

- 1.) MARKERS SHALL BE YELLOW.
- 2.) MARKERS SHALL BE PAINTED PLYWOOD, PLASTIC OR OTHER APPROVED MATERIAL. SNOW FENCE IS NOT PERMITTED.
- 3.) CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE RESIDENT ENGINEER.
- 4.) COST OF FURNISHING, INSTALLING AND MAINTAINING, RELOCATING AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
- 5.) MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS.
- 6.) CLOSED RUNWAY MARKERS TO BE REMOVED AT THE END OF EACH WORKING DAY WHEN THE RUNWAY IS TO BE OPENED TO TRAFFIC.

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PLOT DATE: 4/17/2008 7:50 PM
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**UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
REHABILITATE AIR CARRIER RAMP, PHASE 2
SITE PLAN**

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GENERAL NOTES

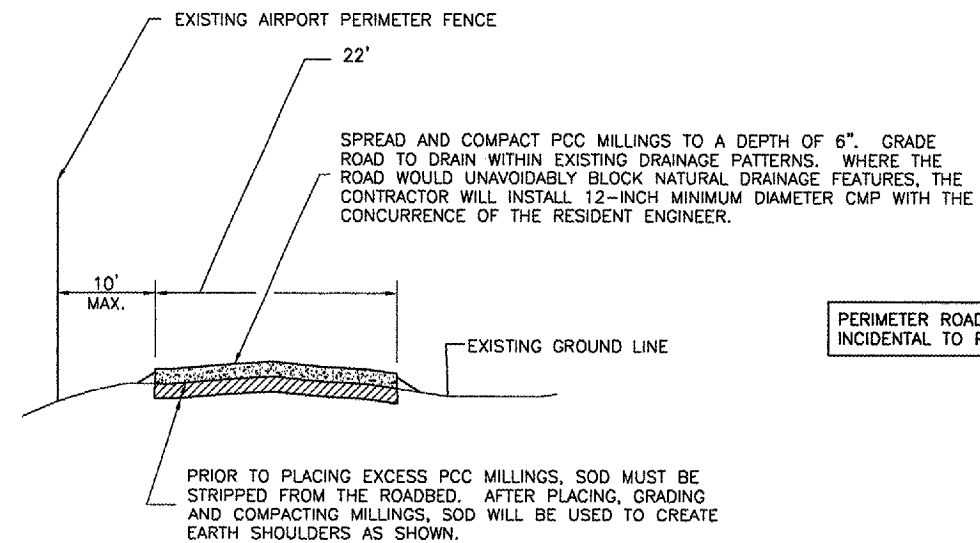
- 1.) ALL RUNWAYS, TAXIWAYS AND APRONS WILL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- 2.) ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING ACTIVE RUNWAYS AND TAXIWAYS MUST BE UNDER THE CONTROL OF A FLAGMAN IN RADIO CONTACT WITH FAA AIR TRAFFIC CONTROL TOWER PERSONNEL AT ALL TIMES. THE CONTRACTOR WILL PROVIDE HIS OWN RADIOS.
- 3.) WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY WILL TAKE PRECEDENCE AND WILL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CLOSING AND OPENING PAVEMENTS AND CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT MANAGER.
- 4.) THE CONTRACTOR MUST STORE EQUIPMENT AND MATERIALS AT THE LOCATION SHOWN FOR THE "CONTRACTOR'S STAGING, STORAGE, PARKING SITE AND FIELD OFFICE".
- 5.) BROKEN OR WASTE CONCRETE WILL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY, UNLESS DIRECTED BY THE RESIDENT ENGINEER. PCC MILLINGS, AT THE OPTION OF THE CONTRACTOR MAY BE USED TO CONSTRUCT A PORTION OF THE AIRPORT'S PERIMETER ROAD AS SHOWN ON THE SITE PLAN. THE ROAD WILL CONFORM TO THE DETAIL ON THIS SHEET. MILLINGS NOT USED ON THE PERIMETER ROAD WILL BE DISPOSED OF OFF AIRPORT PROPERTY.
- 6.) VEHICLES AND EQUIPMENT WILL NOT BE ALLOWED WITHIN AREAS 80' FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 200' FROM THE CENTERLINE OF ACTIVE RUNWAYS, UNLESS SHOWN OTHERWISE IN THE CONSTRUCTION ACTIVITY PLAN DRAWINGS.
- 7.) ALL PAVEMENTS, DRIVES AND OTHER AREAS USED BY THE CONTRACTOR FOR HAUL ROADS AND STORAGE AREAS WILL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- 8.) EXISTING TURF & AGRICULTURAL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS WILL BE COMPLETELY RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER.
- 9.) THE CONTRACTOR MUST THOROUGHLY CLEAN ALL CONSTRUCTION AREAS PRIOR TO OPENING TO AIR TRAFFIC.
- 10.) REFER TO THE CONSTRUCTION ACTIVITY PLANS AND THE SPECIFICATIONS FOR REQUIREMENTS CONCERNING COORDINATION OF CONSTRUCTION ACTIVITIES.
- 11.) THE FIRE/CRASH/RESCUE VEHICLES MUST HAVE COMPLETE ACCESS TO THE ENTIRE AIRFIELD INCLUDING THE CLOSURE AREAS.
- 12.) THE CONTRACTOR IS REQUIRED TO GIVE SEVEN WORKING DAYS NOTICE TO THE AIRPORT MANAGER PRIOR TO CLOSING WORK AREAS TO AIRCRAFT.
- 13.) AT THE PRECONSTRUCTION MEETING, THE CONTRACTOR MUST SUPPLY THE AIRPORT MANAGER WITH PROPOSED CLOSURE AND PHASING DATES FOR HIS REVIEW AND APPROVAL. THE RESIDENT ENGINEER WILL KEEP THE AIRPORT MANAGER ADVISED OF ANY PROPOSED CHANGES IN CLOSURE AND PHASING DATES.
- 14.) ALL CONTRACTOR VEHICLES AND EQUIPMENT MUST DISPLAY AN ORANGE AND WHITE CHECKED AVIATION FLAG, EXCEPT HAUL VEHICLES.
- 15.) ANY VEHICLE OPERATING WITHIN A MOVEMENT AREA DURING THE HOURS OF DARKNESS MUST 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 MUST IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, MEN AND EQUIPMENT.

GROUND CONTROL FREQUENCY 121.8 MHZ

MAXIMUM EQUIPMENT HEIGHT 25 FEET

CONTRACTOR'S ACCESS

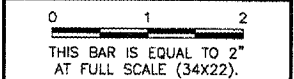
- 1.) CONTRACTOR'S ACCESS WILL BE AS FOLLOWS:
 - A) THE CONTRACTOR'S ACCESS TO THE WORK WILL BE AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLANS.
 - B) DURING ADVERSE WEATHER, THE CONTRACTOR MUST MAKE PROVISIONS FOR ACCESS TO THE WORK SITE AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK. SEE NOTE 3 BELOW.
 - C) THE CONTRACTOR WILL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON THE ACCESS GATE. HE MUST 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 WILL 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, HE MUST POST A COMPETENT, FULL TIME SECURITY GUARD TO PREVENT UNAUTHORIZED ENTRIES. THE CONTRACTOR WILL REPLACE ANY UNSATISFACTORY SECURITY GUARDS IF SO DIRECTED BY THE AIRPORT MANAGER OR RESIDENT ENGINEER.
 - E) THE CONTRACTOR MUST 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 WILL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT MANAGER.
 - G) ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - H) THE CONTRACTOR MUST STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS TO NOT DISTURB AGRICULTURAL AREAS OR VIOLATE THE PART 77 APPROACH AND PRIMARY SURFACES.
 - I) EMPLOYEE PERSONAL VEHICLES WILL NOT BE ALLOWED BEYOND THE CONTRACTOR'S PARKING AREA. CONTRACTOR PERSONNEL WILL PARK IN THE CONTRACTOR'S STORAGE AREA. PERSONNEL WILL BE TRANSPORTED TO THE WORK SITE BY COMPANY OWNED VEHICLES.
 - J) THE CONTRACTOR MUST PROVIDE CONSTRUCTION ENTRANCE SIGNAGE ON MONTICELLO ROAD AS REQUIRED BY CHAMPAIGN COUNTY HIGHWAY DEPARTMENT AND THE TOLONO TOWNSHIP. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING ALL ACCESS ROADS WITH THE APPROPRIATE AGENCY RESPONSIBLE FOR THE ROADWAY.
 - K) THE CONTRACTOR WILL HAVE A VACUUM TYPE SWEEPER AVAILABLE AT ALL TIMES.
- 2.) AN AREA WILL BE PROVIDED BY THE AIRPORT TO THE CONTRACTOR AS THE STAGING, STORAGE AND EMPLOYEE PARKING SITE, AT THE LOCATION SHOWN.
- 3.) THE CONTRACTOR WILL BE ALLOWED TO USE A PORTION OF THE P.C.C. MILLINGS TO CONSTRUCT THE HAUL/ACCESS ROAD TO SUIT HIS NEEDS AS THE WORK PROGRESSES. CONTRACTOR SUPPLIED MATERIAL WILL BE REQUIRED TO CONSTRUCT THE HAUL ROAD PRIOR TO BEGINNING WORK.
- 4.) A LIST OF AUTHORIZED PERSONNEL PERMITTED TO USE THE GATE MUST BE PROVIDED BY THE CONTRACTOR TO THE RESIDENT ENGINEER.
- 5.) THE CONTRACTOR MUST PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY".
- 6.) ALL PERSONNEL ON THE AIRFIELD WILL BE REQUIRED TO SUBMIT A TEN YEAR BACKGROUND CHECK TO AIRPORT SECURITY.



AIRPORT PERIMETER ROAD DETAIL

N.T.S.

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UNIVERSITY OF ILLINOIS
WILLARD AIRPORT

REHABILITATE AIR CARRIER RAMP, PHASE 2

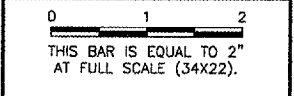
GENERAL NOTES AND DETAILS

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SHEET 04 OF 57 SHEETS	

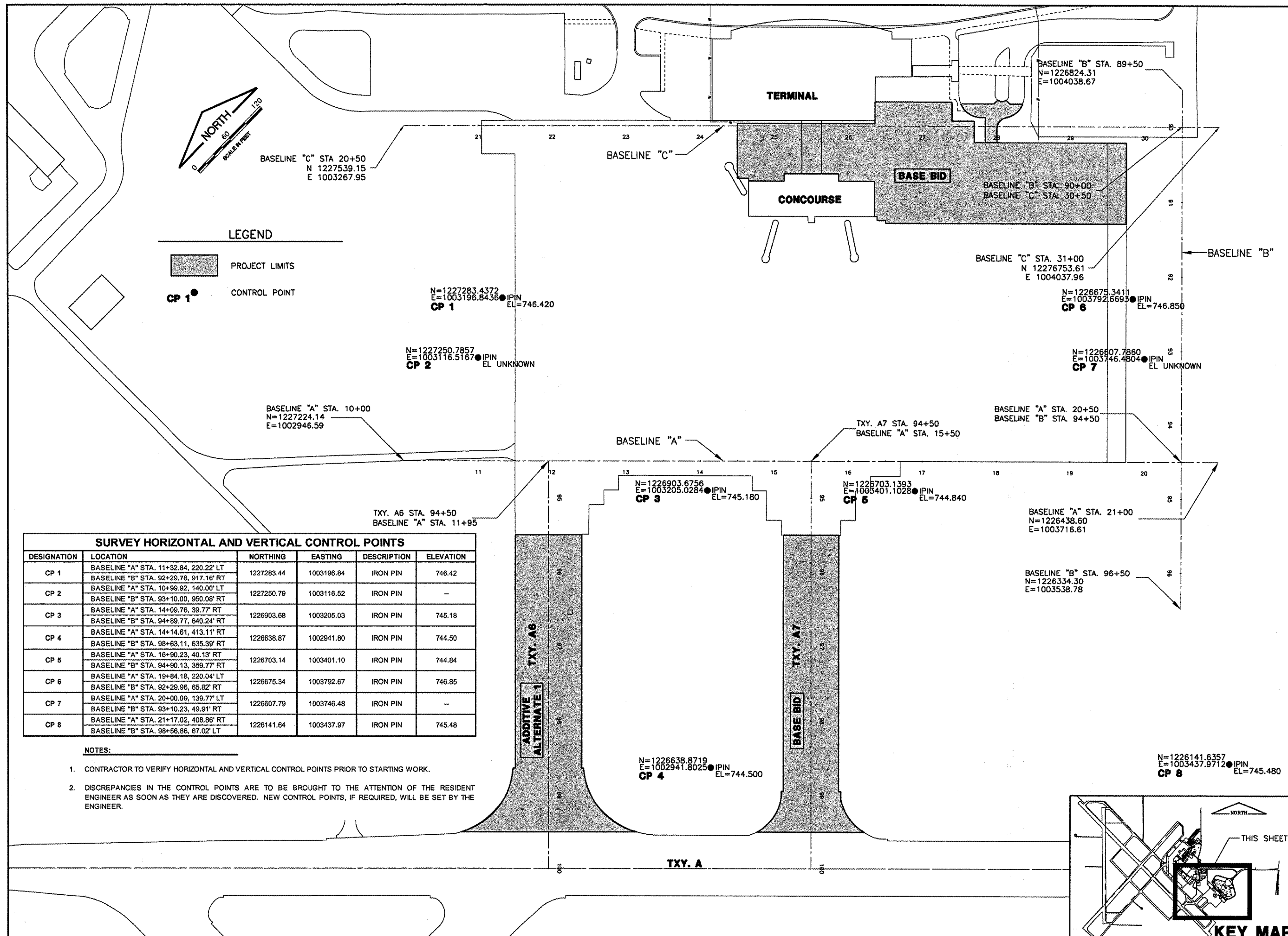
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**UNIVERSITY OF ILLINOIS
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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 HORIZONTAL AND VERTICAL CONTROLS**

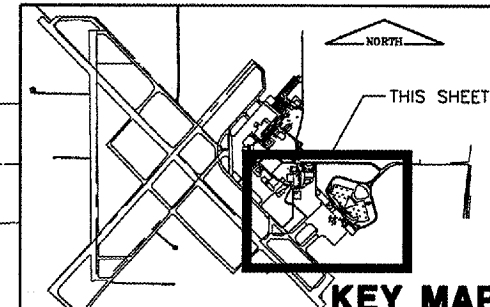
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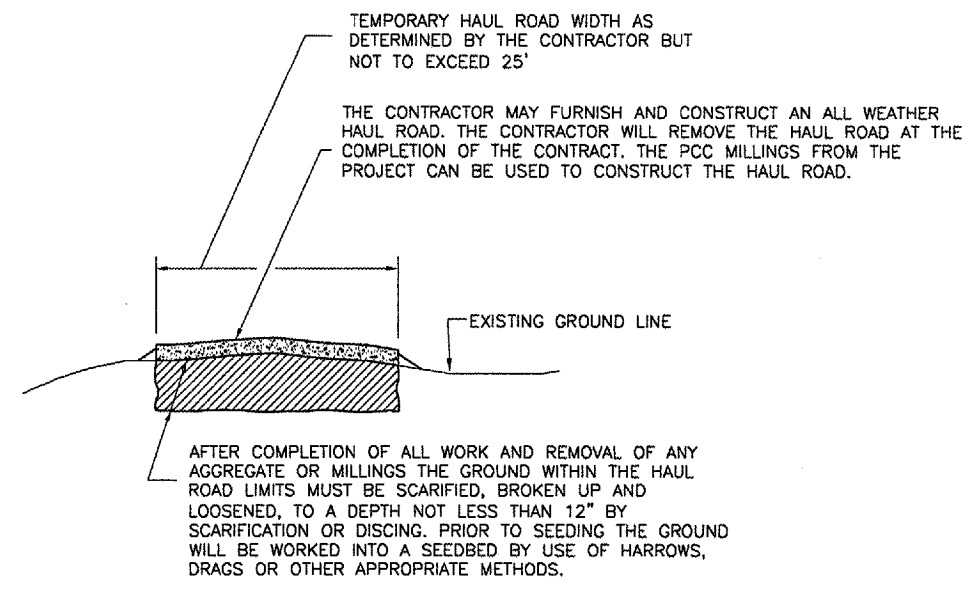
SURVEY HORIZONTAL AND VERTICAL CONTROL POINTS					
DESIGNATION	LOCATION	NORTHING	EASTING	DESCRIPTION	ELEVATION
CP 1	BASELINE "A" STA. 11+32.84, 220.22' LT	1227283.44	1003196.84	IRON PIN	746.42
	BASELINE "B" STA. 92+29.78, 917.16' RT				
CP 2	BASELINE "A" STA. 10+09.92, 140.00' LT	1227250.79	1003116.52	IRON PIN	-
	BASELINE "B" STA. 93+10.00, 950.08' RT				
CP 3	BASELINE "A" STA. 14+09.76, 39.77' RT	1226903.68	1003205.03	IRON PIN	745.18
	BASELINE "B" STA. 94+89.77, 640.24' RT				
CP 4	BASELINE "A" STA. 14+14.61, 413.11' RT	1226638.87	1002941.80	IRON PIN	744.50
	BASELINE "B" STA. 98+63.11, 635.39' RT				
CP 5	BASELINE "A" STA. 16+90.23, 40.13' RT	1226703.14	1003401.10	IRON PIN	744.84
	BASELINE "B" STA. 94+90.13, 369.77' RT				
CP 6	BASELINE "A" STA. 19+84.18, 220.04' LT	1226675.34	1003792.67	IRON PIN	746.85
	BASELINE "B" STA. 92+29.96, 65.62' RT				
CP 7	BASELINE "A" STA. 20+00.09, 139.77' LT	1226607.79	1003746.48	IRON PIN	-
	BASELINE "B" STA. 93+10.23, 49.91' RT				
CP 8	BASELINE "A" STA. 21+17.02, 406.86' RT	1226141.64	1003437.97	IRON PIN	745.48
	BASELINE "B" STA. 98+58.86, 87.02' LT				

- NOTES:**
- CONTRACTOR TO VERIFY HORIZONTAL AND VERTICAL CONTROL POINTS PRIOR TO STARTING WORK.
 - DISCREPANCIES IN THE CONTROL POINTS ARE TO BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER AS SOON AS THEY ARE DISCOVERED. NEW CONTROL POINTS, IF REQUIRED, WILL BE SET BY THE ENGINEER.

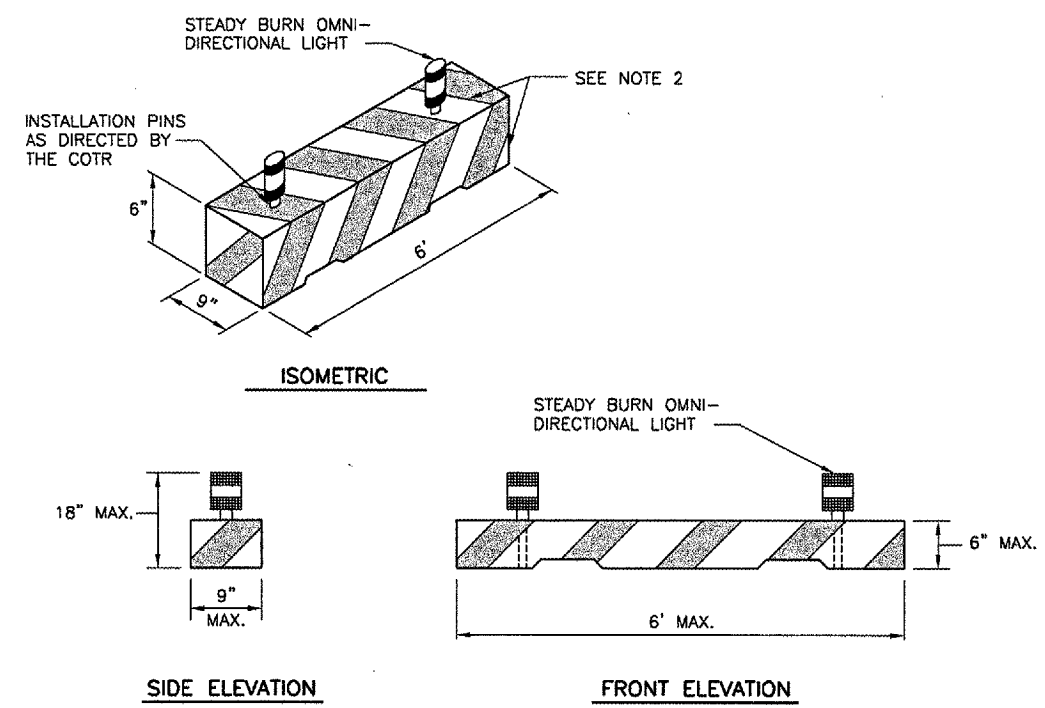


CONSTRUCTION ACTIVITY AND PHASING GENERAL NOTES

1. THE CONTRACTOR WILL PLACE ALL BARRICADES AND RUNWAY CLOSURES MARKERS AS REQUIRED PRIOR TO BEGINNING WORK.
2. THE WORK ZONES FOR EACH PHASE ARE ADJACENT TO SECURITY CONTROLLED AREAS (SIDA) OF THE AIRFIELD. THE CONTRACTOR WILL BE AWARE THAT ANY PERSONNEL FOUND OUTSIDE OF HIS DESIGNATED WORK AREA MAY BE IN VIOLATION OF THE REGULATIONS OF THE TRANSPORTATION SECURITY ADMINISTRATION. ANY SUCH VIOLATIONS ARE SUBJECT TO FINES; ANY FINES LEVIED AGAINST THE AIRPORT AS A RESULT OF THE CONTRACTOR'S OPERATIONS WILL BE PAID BY THE CONTRACTOR AT NO COST TO THE CONTRACT.
3. THE CONTRACTOR WILL BE REQUIRED TO OBTAIN SECURITY BADGES FOR HIS SUPERINTENDENT AND FOREMEN SUCH THAT THEY MAY ACT AS ESCORT FOR CONTRACTOR PERSONNEL AND VEHICLES THAT REQUIRE ACCESS TO OR ACROSS THE SIDA. BADGING COSTS WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. IN CASE OF EMERGENCY, THE CONTRACTOR MUST EXIT THE WORK ZONE VIA HIS DESIGNATED HAUL ROUTE AND RELOCATE TO THE STAGING AND STORAGE LOCATION SHOWN ON THE CONSTRUCTION ACTIVITY PLANS.
5. THE STAGING AND STORAGE LOCATION DESIGNATED ON THE CONSTRUCTION ACTIVITY PLANS IS AN EXISTING AGGREGATE SURFACED AREA. THE CONTRACTOR MAY USE THIS AREA FOR STORAGE OF LARGE EQUIPMENT THAT IS NOT ABLE TO BE MOVED TO THE STAGING AREA AT MONTICELLO ROAD AS SHOWN ON THE SITE PLAN. MOBILE EQUIPMENT SUCH AS ROLLERS AND OTHER WHEELED EQUIPMENT SHALL BE MOVED TO THE MONTICELLO ROAD LOCATION AT THE END OF THE WORKING DAY.
6. EQUIPMENT AND MATERIAL STORED AT THE TEMPORARY STAGING AREA MUST BE PARKED OR STORED SUCH THAT THE PART 77 AND PRIMARY SURFACES ARE NOT VIOLATED IN ANY WAY.
7. WORK THAT MUST BE COMPLETED OUTSIDE OF THE WORK AREAS SHOWN, SUCH AS PAVEMENT MARKING, MUST BE COORDINATED WITH THE AIRPORT. THE AIRPORT WILL BE GIVEN 72 HOURS NOTICE PRIOR TO THE CONTRACTOR BEGINNING THIS WORK.
8. RADIO FLAGMEN WILL NOT BE REQUIRED TO BE IN CONTACT WITH FAA GROUND CONTROL, UNLESS THE CONTRACTOR REQUIRES ACCESS TO ACTIVE AND GROUND CONTROLLED AIRFIELD PAVEMENTS. THE RADIO FLAGMEN WILL MONITOR THE GROUND CONTROL FREQUENCY IN ORDER TO ASSIST IN DETERMINING IF THE CROSSING VEHICLES WILL BE SAFE TO CROSS THE ACTIVE TAXIWAYS/TAXILANES. GROUND CONTROL WILL BE NOTIFIED IF BROOMING OR OTHER CONSTRUCTION OPERATIONS WILL REQUIRE AIRCRAFT TO HOLD FOR THE CONTRACTOR TO CLEAR THE ACTIVE TAXIWAYS/TAXILANES.
9. THE CONTRACTOR WILL BE ALLOWED USE OF THE BITUMINOUS SHOULDER ADJACENT TO THE AIR CARRIER APRON AT THE LOCATION SHOWN ONLY. DAMAGE TO THE SHOULDER AT LOCATIONS OTHER THAN THOSE SHOWN CAUSED BY THE CONTRACTOR WILL BE REPAIRED AT NO COST TO THE CONTRACT.



CONTRACTOR CONSTRUCTED HAUL ROAD DETAIL
N.T.S.



LOW PROFILE BARRICADE DETAILS
N.T.S.

BEAM BARRICADE NOTES

1. BARRICADE TO BE OF LOW MASS; EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS; AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE TO PREVENT DISPLACEMENT FROM PROP WASH, JET BLAST, WING VORTEX, OR OTHER SURFACE WIND CURRENTS.
2. REFLECTIVE MATERIAL, ORANGE FLORESCENT AND WHITE FLORESCENT DIAGONAL WILL BE PLACED ON ALL FACES. MATERIAL WILL BE EITHER SCOTCHLITE OR REPLEXITE MATERIAL.
3. STEADY-BURN LIGHTS WILL HAVE A MINIMUM OF 5 CANDELAS AS EFFECTIVE INTENSITY AND FLASH AT A RATE OF FROM 55 TO 75 FLASHES PER MINUTE.
4. BARRICADES TO BE PLACED END TO END.

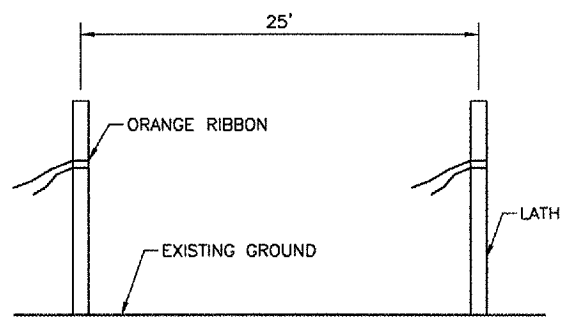
CONTRACTOR CONSTRUCTED HAUL ROAD

1. ACCESS BETWEEN THE END OF TAXIWAY A AND THE WORK SITE WILL BE VIA AN EXISTING HAUL ROAD AT THE ALIGNMENT SHOWN ON THE SITE PLAN. ACCESS WITHIN THE SITE WILL BE AT THE ALIGNMENT SHOWN ON THE CONSTRUCTION ACTIVITY PLANS OR AS PERMITTED BY THE RE.
2. AT THE CONTRACTOR'S OPTION, THE CONTRACTOR MAY CONSTRUCT ADDITIONAL ALL WEATHER HAUL ROADS WITH MILLINGS OR AGGREGATE MATERIALS TO EXPEDITE CONSTRUCTION OPERATIONS.
3. THE DESIGN OF THE CONTRACTOR CONSTRUCTED HAUL ROAD IS AT THE DISCRETION OF THE CONTRACTOR.
4. ALL EXISTING AND CONTRACTOR CONSTRUCTED HAUL ROADS AS SHOWN IN THE PLANS TO BE REMOVED AT THE COMPLETION OF THE CONTRACT. REMOVAL OF THESE HAUL ROADS WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR WILL BE REQUIRED TO REMOVE THE PHASE 3 STORAGE AREA AT THE WEST SIDE OF THE APRON AT THE END OF THE PROJECT.
5. AFTER COMPLETION OF THE WORK, THE GROUND WITHIN THE LIMITS OF THE TEMPORARY HAUL ROAD WILL BE RESTORED TO PRE-DISTURBED CONDITION. AS A MINIMUM, THE GROUND WITHIN THE LIMITS OF THE CONTRACTOR CONSTRUCTED HAUL ROAD MUST FIRST BE SCARIFIED OR OTHERWISE LOOSENED TO A DEPTH NOT LESS THAN 12 INCHES AND RETURNED TO PRE-DISTURBED GRADE. AFTER LOOSENING AND PRIOR TO SEEDING, THE TOP 5 INCHES WILL BE WORKED INTO A SATISFACTORY SEEDBED BY USE OF ROLLERS, DRAGS, HARROWS OR OTHER APPROPRIATE METHODS. THE GROUND WILL THEN BE SEEDED AND MULCHED ACCORDING TO ITEM 901 AND 908.
6. WHERE REQUIRED BY LOCAL DRAINAGE PATTERNS, THE CONTRACTOR WILL INSTALL A MINIMUM 12" # CMP TO FACILITATE DRAINAGE UNDER THE HAUL ROAD. THE COVER OVER THE PIPE SHALL BE ADEQUATE TO PREVENT CRUSHING OF THE PIPE.
7. HAUL ROAD CONSTRUCTION, REMOVAL AND GROUND RESTORATION WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NOT MEASURED FOR PAYMENT. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK. THE COST TO CONSTRUCT, REMOVE AND RESTORE THE GROUND TO PRE-DISTURBED CONDITION WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNIT PRICES FOR THE RESPECTIVE ITEMS UTILIZING THE HAUL ROAD.

HIGH-PROFILE BARRICADE DETAIL
N.T.S.

HIGH-PROFILE BARRICADE NOTES

1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS TO BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AT MAXIMUM 15' INTERVALS.
5. BARREL/DRUM TYPE BARRICADES WILL NOT BE ALLOWED.

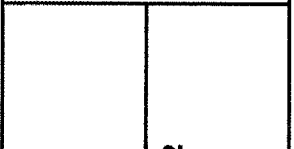


LATHE LINE DETAIL
N.T.S.

LATHE LINE NOTES

1. SPACE LATHE 25' APART.
2. CONTRACTOR SHALL ERECT LATHE LINE WHERE SHOWN IN THE PLANS.

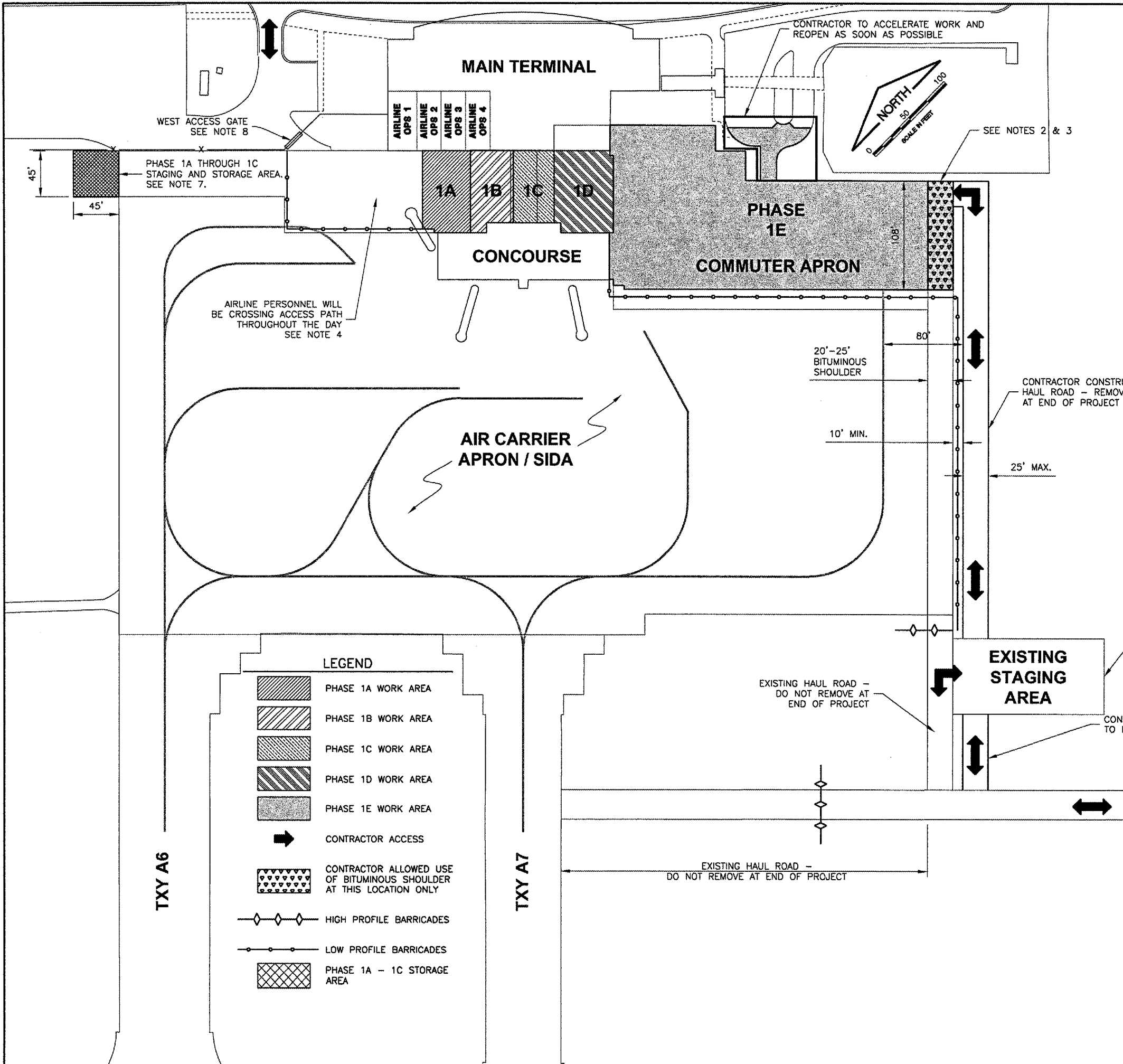
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**UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT**
**REHABILITATE AIR CARRIER RAMP, PHASE 2
 CONSTRUCTION ACTIVITY
 GENERAL NOTES AND DETAILS**

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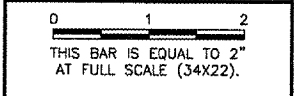


NOTES:

1. SEE CONSTRUCTION ACTIVITY PLAN PHASE 1 DETAILED VIEW FOR SUBPHASE LOCATIONS AND BARRICADING REQUIREMENTS.
2. ANY DAMAGE TO THE BITUMINOUS SHOULDER OUTSIDE OF THE LIMITS SHOWN WILL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR WILL NOT HAVE ACCESS TO THE BITUMINOUS SHOULDER OUTSIDE OF THE LIMITS SHOWN.
3. THE CONTRACTOR WILL ACCESS THE SITE VIA THE WEST ACCESS GATE FOR SUBPHASES 1A THROUGH 1C. DURING SUBPHASE 1D AND 1E, HE WILL ACCESS THE SITE FROM THE HAUL ROAD ALONG THE EAST EDGE OF THE APRON.
4. THE CONTRACTOR MUST TAKE CARE WHEN CROSSING THE WORK SITE TO PREVENT VEHICLE/AIRCRAFT AND VEHICLE/VEHICLE ACCIDENTS. THE CONTRACTOR WILL SUPPLY FLAGMEN TO DIRECT TRAFFIC BACK AND FORTH ACROSS THE SITE. THE FLAGMEN WILL NOT NEED TO BE IN CONTACT WITH THE ATCT DURING THIS PHASE.
5. CONTRACTOR TO PLACE PARKING CONES AS SHOWN TO DIRECT CONSTRUCTION TRAFFIC TO THE WORK ZONE. GAPS MUST BE LEFT IN THE LINE OF CONES SO AIRLINE PERSONNEL CAN HAVE ACCESS TO AND FROM THE AIRLINE OPERATIONS ROOMS.
6. A GUARD WILL BE REQUIRED TO BE STATIONED AT THE WEST ACCESS GATE IF THE GATE IS LEFT OPEN DURING WORK HOURS. THE GATE MUST BE CLOSED AT THE END OF EACH WORK DAY.
7. THE CONTRACTOR MAY USE THE LOCATION SHOWN AS THE STAGING AND STORAGE AREA FOR PHASE 1A THROUGH 1C DURING THOSE SUBPHASES ONLY. AT THE END OF PHASE 1C, THIS AREA WILL BE RESTORED BY THE CONTRACTOR TO THE PRE-CONSTRUCTION CONDITION AT NO ADDITIONAL COST TO THE CONTRACT.
8. THE CONTRACTOR WILL BE PROVIDED A GATE CARD. CONTRACTOR WILL BE RESPONSIBLE FOR OPENING THE GATE FOR ONLY HIS EMPLOYEES. GATE TO REMAIN CLOSED AT ALL TIMES.
9. WORK SHOWN ON THIS SHEET IS WITHIN THE SIDA, A CONTROLLED AREA. ALL WORKERS MUST BE ESCORTED BY SIDA BADGED PERSONNEL AT ALL TIMES.

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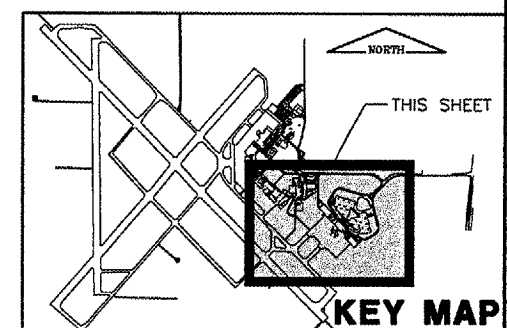


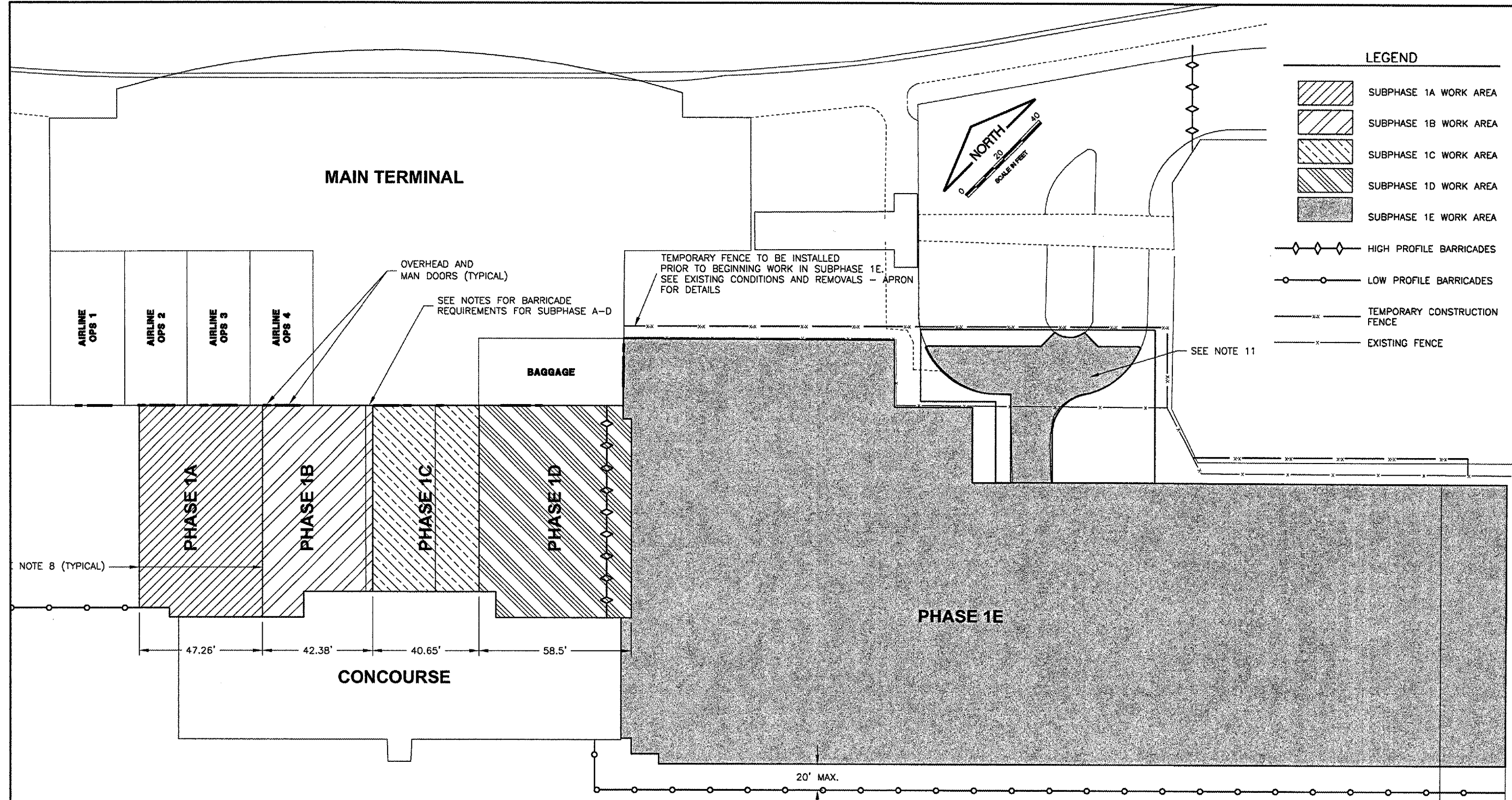
LEGEND	
	PHASE 1A WORK AREA
	PHASE 1B WORK AREA
	PHASE 1C WORK AREA
	PHASE 1D WORK AREA
	PHASE 1E WORK AREA
	CONTRACTOR ACCESS
	CONTRACTOR ALLOWED USE OF BITUMINOUS SHOULDER AT THIS LOCATION ONLY
	HIGH PROFILE BARRICADES
	LOW PROFILE BARRICADES
	PHASE 1A - 1C STORAGE AREA

UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP, PHASE 2
 CONSTRUCTION ACTIVITY PLAN
 PHASE 1 OVERVIEW

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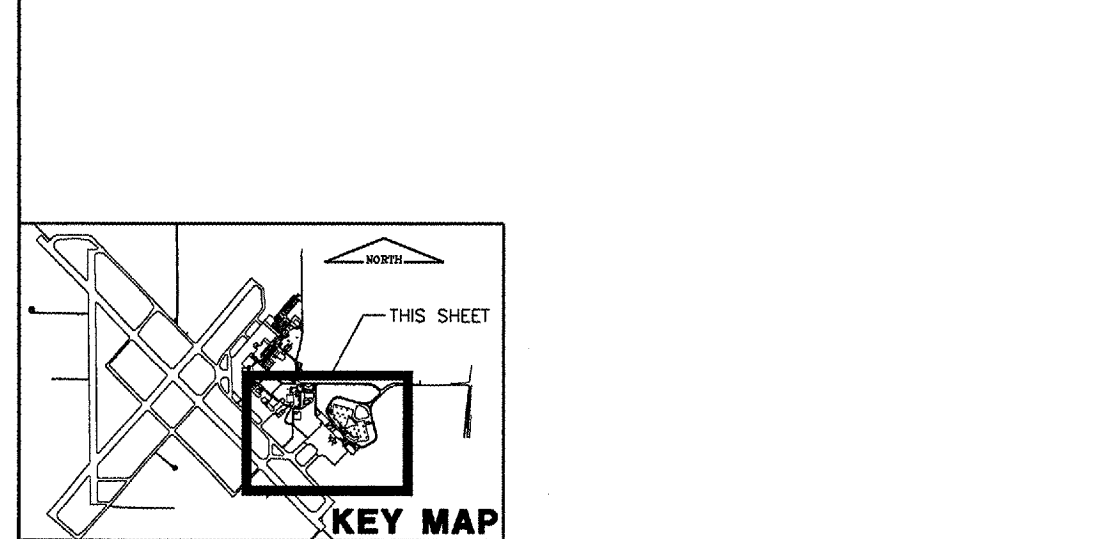
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**UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT**

**REHABILITATE AIR CARRIER RAMP, PHASE 2
 CONSTRUCTION ACTIVITY PLAN
 PHASE 1 DETAILED VIEW**



- NOTES:**
- SEE CONSTRUCTION ACTIVITY PLAN PHASE 1 OVERVIEW FOR ACCESS TO PHASE 1 SITE LOCATION.
 - PHASE 1 MAY BE CONCURRENT WITH PHASE 2 AT THE CONTRACTOR'S OPTION.
 - SUBPHASE 1A CANNOT BE CONSTRUCTED WITH ANY OTHER PHASE.
 - SUBPHASES 1B, 1C, AND 1D MAY BE CONSTRUCTED CONCURRENTLY AT THE AIRPORT'S OPTION.
 - SUBPHASE 1E MAY NOT BE CONSTRUCTED CONCURRENT WITH SUBPHASES 1A, 1B, 1C OR 1D.
 - PRIOR TO BEGINNING WORK IN PHASE 1, THE CONTRACTOR MUST SUBMIT FOR APPROVAL HIS OPERATIONAL PLANS, INCLUDING DATES OF CLOSURE, TO THE RESIDENT ENGINEER. APPROVAL OF THE CLOSURES IS ESSENTIAL AS THE AIRLINES WILL BE REQUIRED TO RELOCATE OPERATIONS ROOMS DURING SUBPHASES A AND B, AND MUST BE PROVIDED WITH THE ACCESS ROUTES TO THE BAGGAGE ROOM THROUGHOUT THE CONSTRUCTION.
 - PHASE LIMITS MUST BE COORDINATED WITH THE NEW JOINTING PLAN USING ACTUAL FIELD MEASUREMENTS. PARTIAL SLAB REMOVAL TO FACILITATE THE NEW CONSTRUCTION WILL BE ALLOWED, PROVIDED ACCESS TO THE AIRLINE OPERATIONS ROOMS, BAGGAGE ROOM AND TERMINAL ARE NOT INFRINGED.
 - BARRICADES WILL BE PLACED ON ALL SIDES OF THE EXCAVATED AREA FOR SUBPHASES A, B, C AND D. ACTUAL BARRICADE LOCATIONS WILL BE COORDINATED WITH THE AIRPORT AND SHALL NOT BLOCK ACCESS TO THE ADJACENT OPERATIONS ROOMS. HIGH PROFILE BARRICADES WILL BE USED.
 - FOR SUBPHASE E, BARRICADES WILL BE AS SHOWN.
 - TEMPORARY CONSTRUCTION FENCE MUST BE IN-PLACE PRIOR BEGINNING SUBPHASE E AND PRIOR TO REMOVING THE EXISTING SECURITY FENCE. SEE EXISTING CONDITIONS AND REMOVALS - APRON SHEET FOR DETAILS.
 - PRIORITY WORK AREA. CONTRACTOR SHALL MAKE WORK IN THIS AREA A PRIORITY AND REOPEN TO TRAFFIC AS SOON AS POSSIBLE.

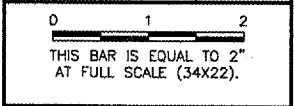
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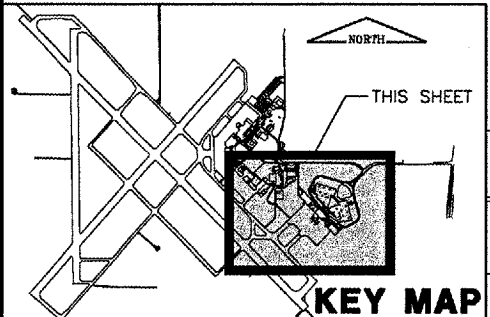
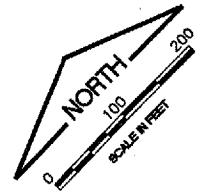
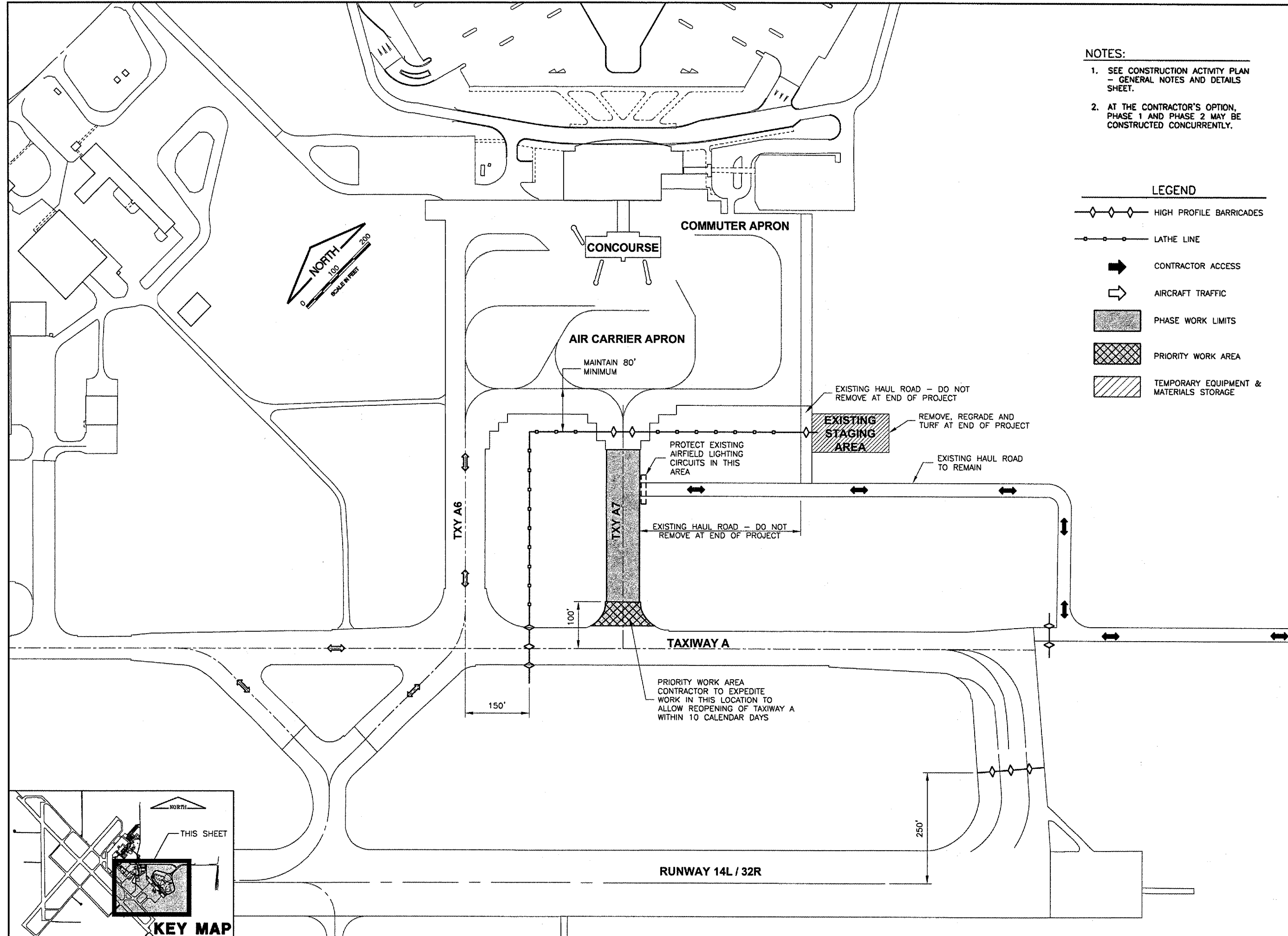
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- NOTES:**
- SEE CONSTRUCTION ACTIVITY PLAN - GENERAL NOTES AND DETAILS SHEET.
 - AT THE CONTRACTOR'S OPTION, PHASE 1 AND PHASE 2 MAY BE CONSTRUCTED CONCURRENTLY.

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- LEGEND**
- HIGH PROFILE BARRICADES
 - LATHE LINE
 - CONTRACTOR ACCESS
 - AIRCRAFT TRAFFIC
 - PHASE WORK LIMITS
 - PRIORITY WORK AREA
 - TEMPORARY EQUIPMENT & MATERIALS STORAGE



**UNIVERSITY OF ILLINOIS
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REHABILITATE AIR CARRIER RAMP, PHASE 2

**CONSTRUCTION ACTIVITY PLAN
 PHASE 2**

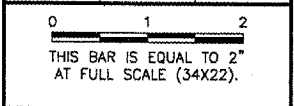
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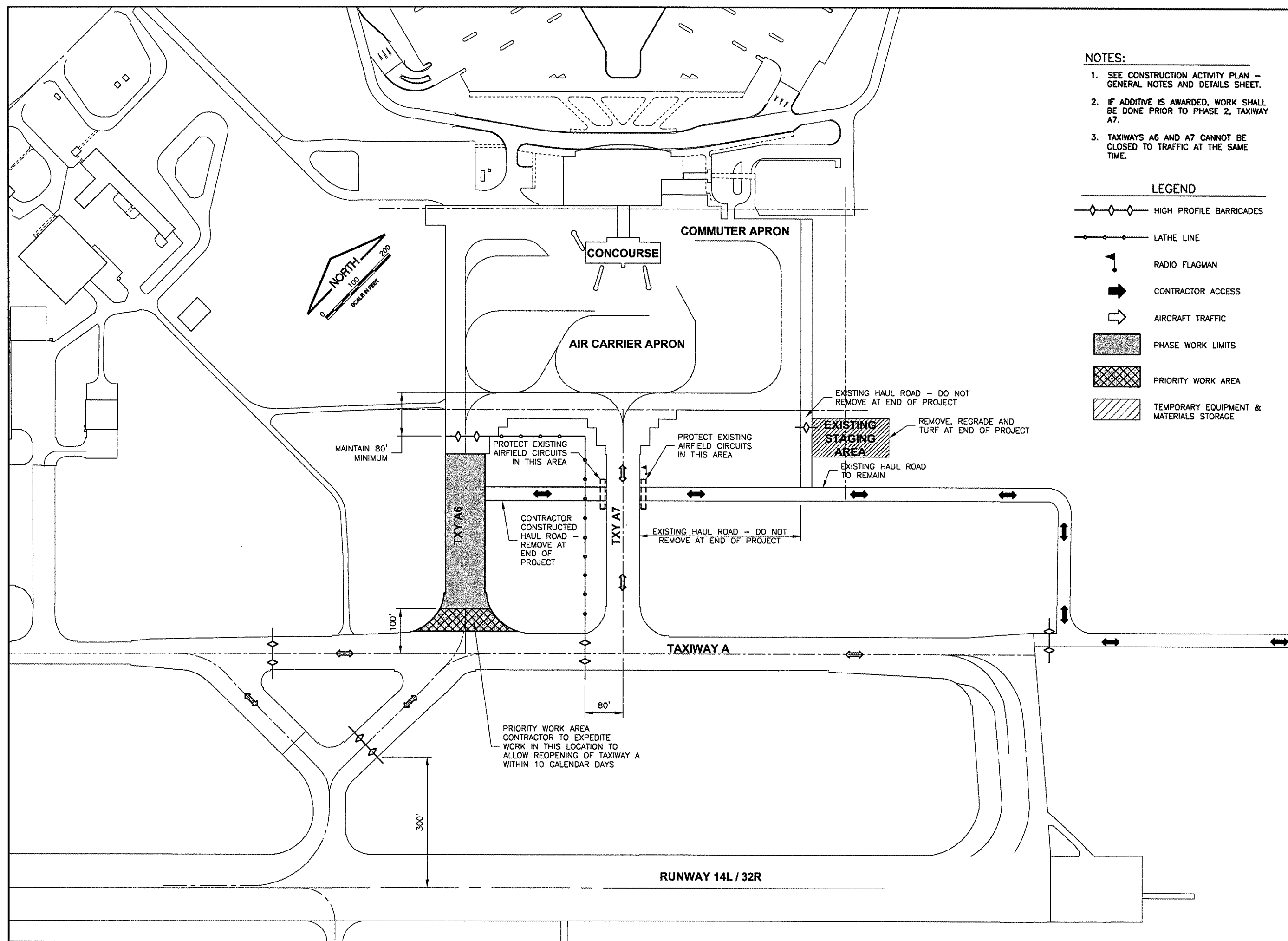
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SHEET 09 OF 57 SHEETS	

- NOTES:**
1. SEE CONSTRUCTION ACTMITY PLAN - GENERAL NOTES AND DETAILS SHEET.
 2. IF ADDITIVE IS AWARDED, WORK SHALL BE DONE PRIOR TO PHASE 2, TAXIWAY A7.
 3. TAXIWAYS A6 AND A7 CANNOT BE CLOSED TO TRAFFIC AT THE SAME TIME.

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- LEGEND**
- HIGH PROFILE BARRICADES
 - LATHE LINE
 - RADIO FLAGMAN
 - CONTRACTOR ACCESS
 - AIRCRAFT TRAFFIC
 - PHASE WORK LIMITS
 - PRIORITY WORK AREA
 - TEMPORARY EQUIPMENT & MATERIALS STORAGE



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 WILLARD AIRPORT

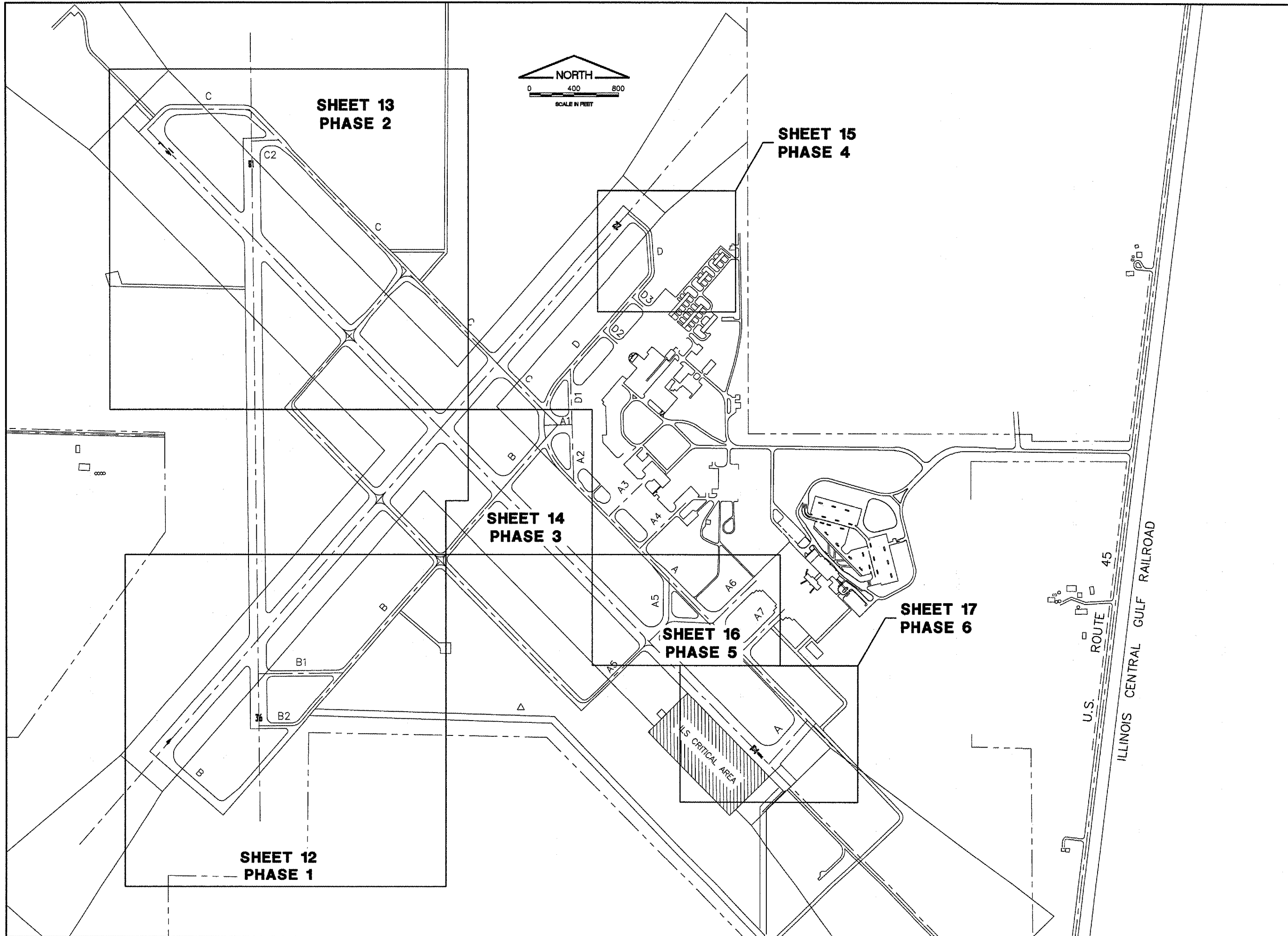
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CONSTRUCTION ACTIVITY PLAN
 ADDITIVE ALTERNATE 1

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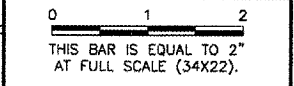
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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 ENHANCED CENTERLINE MARKING
 WORK AREAS

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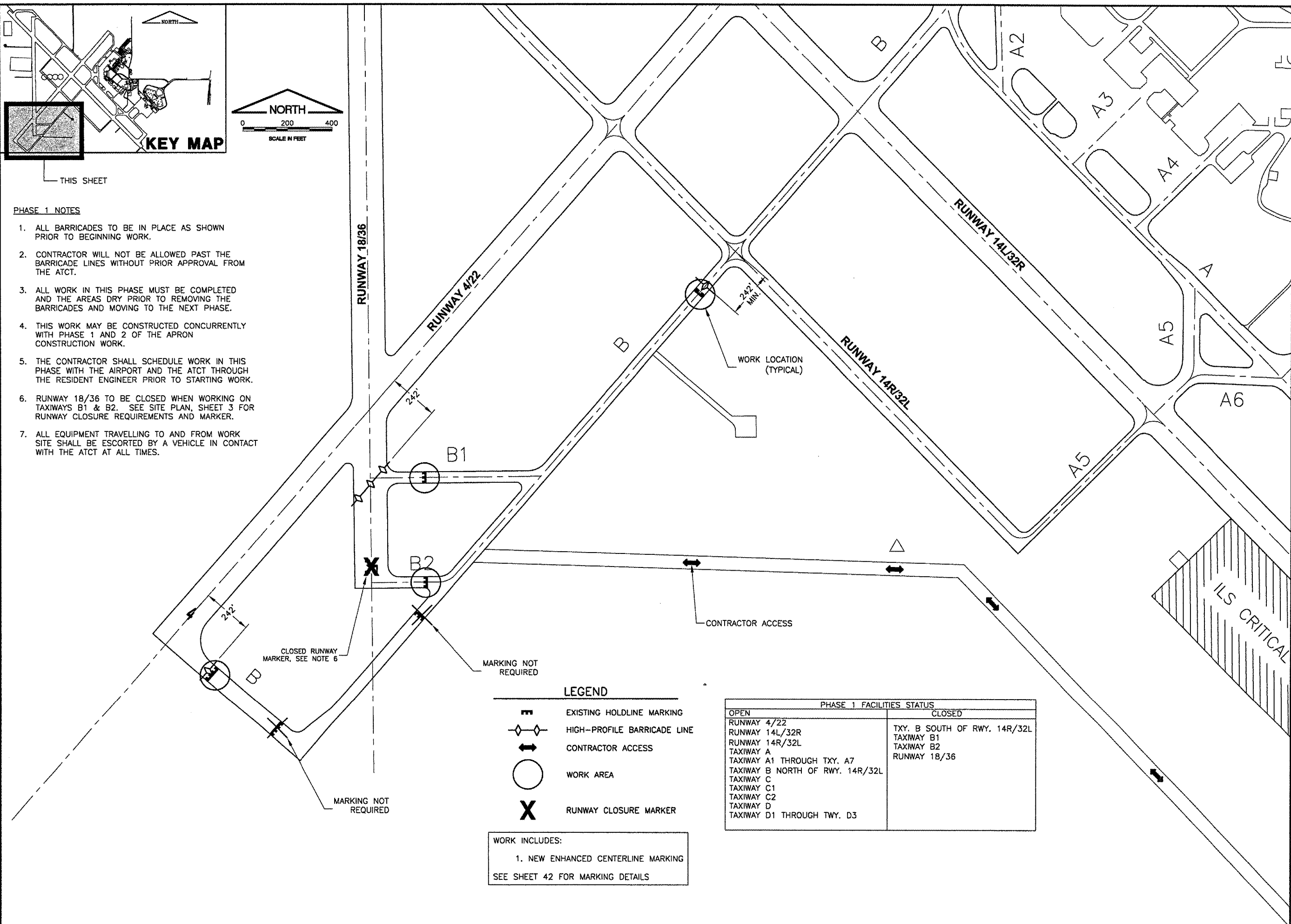
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**REHABILITATE AIR CARRIER RAMP, PHASE 2
 ENHANCED CENTERLINE MARKING
 CONSTRUCTION ACTIVITY PLAN PHASE 1**

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- PHASE 1 NOTES**
1. ALL BARRICADES TO BE IN PLACE AS SHOWN PRIOR TO BEGINNING WORK.
 2. CONTRACTOR WILL NOT BE ALLOWED PAST THE BARRICADE LINES WITHOUT PRIOR APPROVAL FROM THE ATCT.
 3. ALL WORK IN THIS PHASE MUST BE COMPLETED AND THE AREAS DRY PRIOR TO REMOVING THE BARRICADES AND MOVING TO THE NEXT PHASE.
 4. THIS WORK MAY BE CONSTRUCTED CONCURRENTLY WITH PHASE 1 AND 2 OF THE APRON CONSTRUCTION WORK.
 5. THE CONTRACTOR SHALL SCHEDULE WORK IN THIS PHASE WITH THE AIRPORT AND THE ATCT THROUGH THE RESIDENT ENGINEER PRIOR TO STARTING WORK.
 6. RUNWAY 18/36 TO BE CLOSED WHEN WORKING ON TAXIWAYS B1 & B2. SEE SITE PLAN, SHEET 3 FOR RUNWAY CLOSURE REQUIREMENTS AND MARKER.
 7. ALL EQUIPMENT TRAVELLING TO AND FROM WORK SITE SHALL BE ESCORTED BY A VEHICLE IN CONTACT WITH THE ATCT AT ALL TIMES.

LEGEND

	EXISTING HOLDLINE MARKING
	HIGH-PROFILE BARRICADE LINE
	CONTRACTOR ACCESS
	WORK AREA
	RUNWAY CLOSURE MARKER

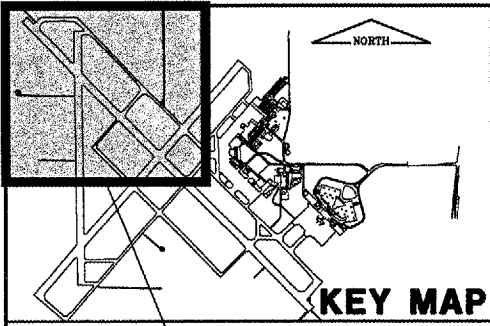
WORK INCLUDES:

1. NEW ENHANCED CENTERLINE MARKING
 SEE SHEET 42 FOR MARKING DETAILS

PHASE 1 FACILITIES STATUS	
OPEN	CLOSED
RUNWAY 4/22	TXY. B SOUTH OF RWY. 14R/32L
RUNWAY 14L/32R	TAXIWAY B1
RUNWAY 14R/32L	TAXIWAY B2
TAXIWAY A	RUNWAY 18/36
TAXIWAY A1 THROUGH TXY. A7	
TAXIWAY B NORTH OF RWY. 14R/32L	
TAXIWAY C	
TAXIWAY C1	
TAXIWAY C2	
TAXIWAY D	
TAXIWAY D1 THROUGH TWY. D3	



THIS SHEET



KEY MAP

THIS SHEET

WORK INCLUDES:
 1. NEW ENHANCED CENTERLINE MARKING
 SEE SHEET 42 FOR MARKING DETAILS

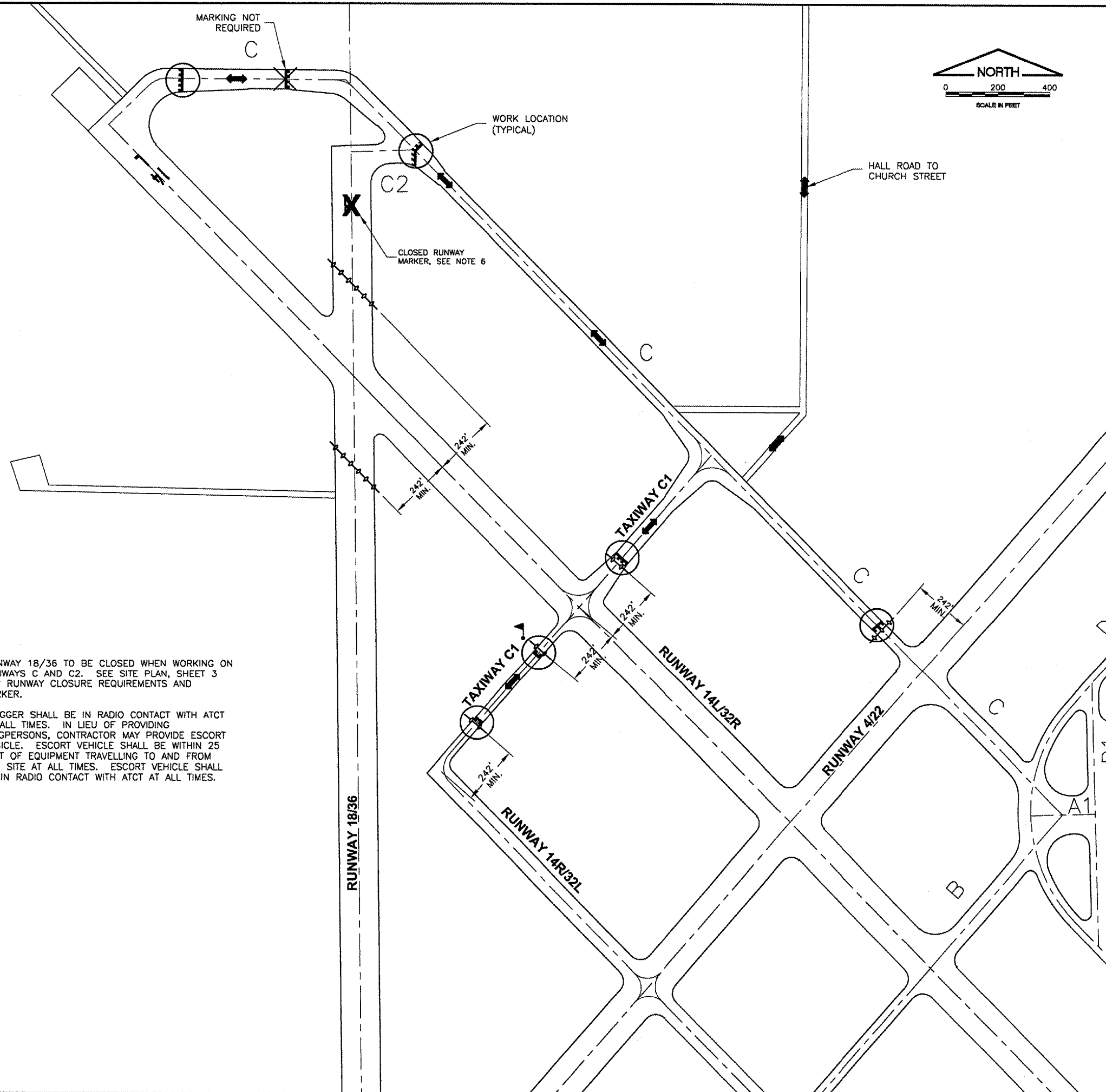
LEGEND

- EXISTING HOLDLINE MARKING
- HIGH-PROFILE BARRICADE LINE
- CONTRACTOR ACCESS
- FLAGGER
- WORK AREA
- RUNWAY CLOSURE MARKER

PHASE 2 NOTES

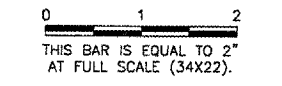
1. ALL BARRICADES TO BE IN PLACE AS SHOWN PRIOR TO BEGINNING WORK.
2. CONTRACTOR WILL NOT BE ALLOWED PAST THE BARRICADE LINES WITHOUT PRIOR APPROVAL FROM THE ATCT.
3. ALL WORK IN THIS PHASE MUST BE COMPLETED AND THE AREAS DRY PRIOR TO REMOVING THE BARRICADES AND MOVING TO THE NEXT PHASE.
4. THIS WORK MAY BE CONSTRUCTED CONCURRENTLY WITH PHASE 1 AND 2 OF THE APRON CONSTRUCTION WORK.
5. THE CONTRACTOR SHALL SCHEDULE WORK IN THIS PHASE WITH THE AIRPORT AND THE ATCT THROUGH THE RESIDENT ENGINEER.
6. RUNWAY 18/36 TO BE CLOSED WHEN WORKING ON TAXIWAYS C AND C2. SEE SITE PLAN, SHEET 3 FOR RUNWAY CLOSURE REQUIREMENTS AND MARKER.
7. FLAGGER SHALL BE IN RADIO CONTACT WITH ATCT AT ALL TIMES. IN LIEU OF PROVIDING FLAGPERSONS, CONTRACTOR MAY PROVIDE ESCORT VEHICLE. ESCORT VEHICLE SHALL BE WITHIN 25 FEET OF EQUIPMENT TRAVELLING TO AND FROM THE SITE AT ALL TIMES. ESCORT VEHICLE SHALL BE IN RADIO CONTACT WITH ATCT AT ALL TIMES.

PHASE 2 FACILITIES STATUS	
OPEN	CLOSED
RUNWAY 4/22	TXY. C N.W. OF RWY. 4/22
RUNWAY 14L/32R	TAXIWAY C1
RUNWAY 14R/32L	TAXIWAY C2
TAXIWAY A	RUNWAY 18/36
TAXIWAY A1 THROUGH TXY. A7	
TAXIWAY B	
TAXIWAY B1	
TAXIWAY B2	
TAXIWAY C FROM RWY. 4/22 TO TXY. A1	
TAXIWAY D	
TAXIWAY D1 THROUGH TWY. D3	



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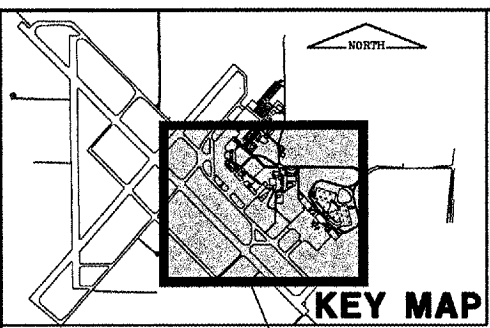
**UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT**

**REHABILITATE AIR CARRIER RAMP, PHASE 2
 ENHANCED CENTERLINE MARKING
 CONSTRUCTION ACTIVITY PLAN PHASE 2**

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 JOB No: 0305903

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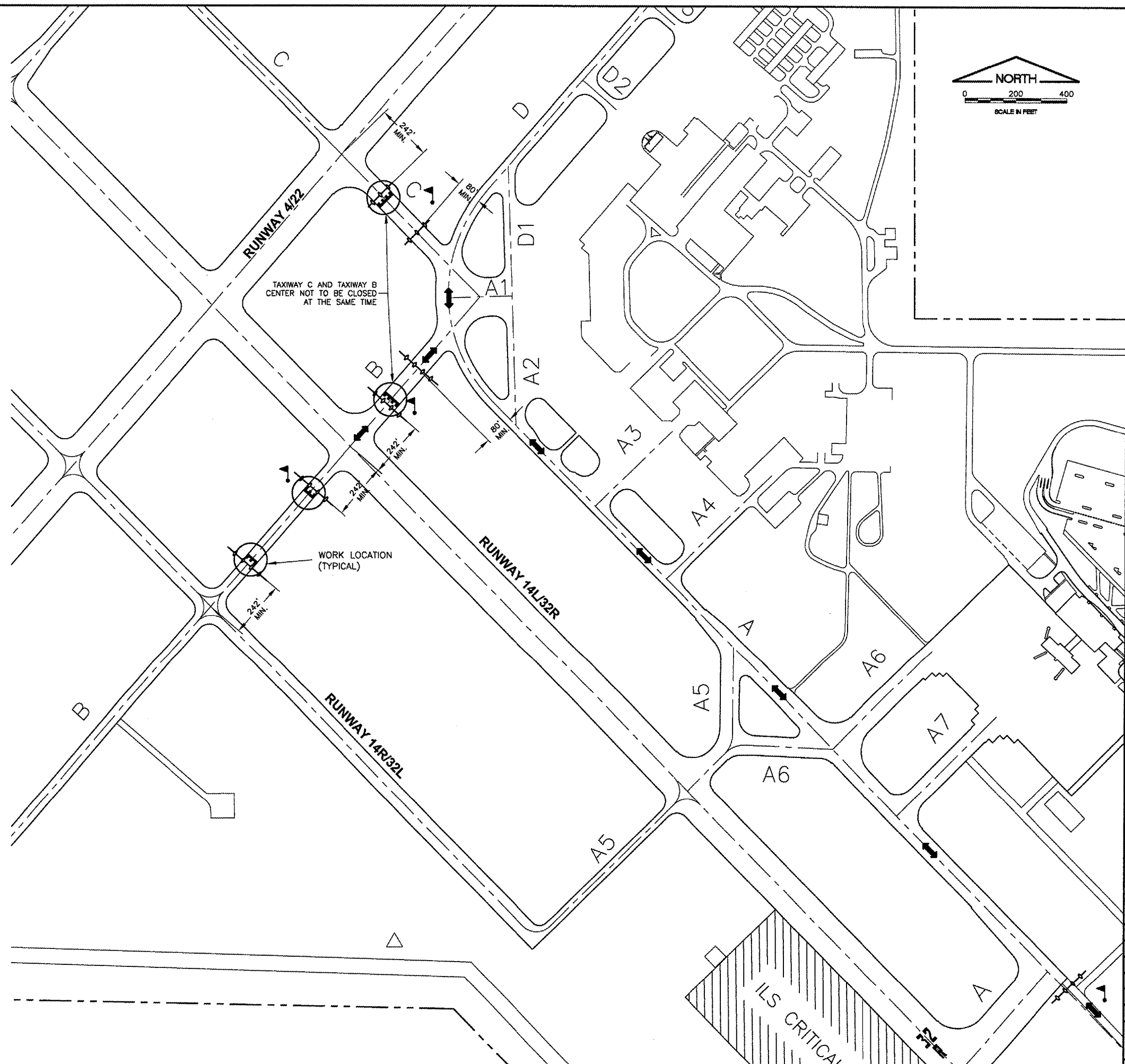
- EXISTING HOLDLINE MARKING
- HIGH-PROFILE BARRICADE LINE
- CONTRACTOR ACCESS
- FLAGGER
- WORK AREA

WORK INCLUDES:
 1. NEW ENHANCED CENTERLINE MARKING
 SEE SHEET 42 FOR MARKING DETAILS

PHASE 3 NOTES

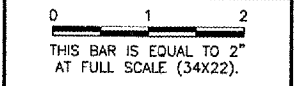
1. ALL BARRICADES TO BE IN PLACE AS SHOWN PRIOR TO BEGINNING WORK.
2. CONTRACTOR WILL NOT BE ALLOWED PAST THE BARRICADE LINES WITHOUT PRIOR APPROVAL FROM THE ATCT.
3. ALL WORK IN THIS PHASE MUST BE COMPLETED AND THE AREAS DRY PRIOR TO REMOVING THE BARRICADES AND MOVING TO THE NEXT PHASE.
4. THIS WORK MAY BE CONSTRUCTED CONCURRENTLY WITH PHASE 1 AND 2 OF THE APRON CONSTRUCTION WORK.
5. THE CONTRACTOR SHALL SCHEDULE WORK IN THIS PHASE WITH THE AIRPORT AND THE ATCT THROUGH THE RESIDENT ENGINEER PRIOR TO STARTING WORK.
6. FLAGGER SHALL BE IN RADIO CONTACT WITH ATCT AT ALL TIMES. IN LIEU OF PROVIDING FLAGPERSONS, CONTRACTOR MAY PROVIDE ESCORT VEHICLE. ESCORT VEHICLE SHALL BE WITHIN 25 FEET OF EQUIPMENT TRAVELLING TO AND FROM THE SITE AT ALL TIMES. ESCORT VEHICLE SHALL BE IN RADIO CONTACT WITH ATCT AT ALL TIMES.

PHASE 3 FACILITIES STATUS	
OPEN	CLOSED
RUNWAY 4/22	TXY. C SE OF RWY. 4/22
RUNWAY 14L/32R	TAXIWAY B FROM TXY. A TO RWY. 14R/32L
RUNWAY 14R/32L	
RUNWAY 18/36	
TAXIWAY A	
TAXIWAY A1 THROUGH TXY. A7	
TAXIWAY B SW OF RWY. 14R/32L	
TAXIWAY B1	
TAXIWAY B2	
TAXIWAY C NW OF RWY. 4/22	
TAXIWAY C1	
TAXIWAY C2	
TAXIWAY D	
TAXIWAY D1 THROUGH TWY. D3	



K:\Champaign\030590302 Apron Rehab 2\Draw\3
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 UPDATE BY: Sean Smith
 PLOT DATE: 4/17/2008 7:52 PM
 CMI-SitePlanGeo

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NUMBER	BY	DATE



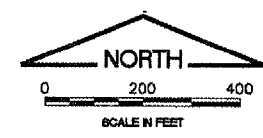
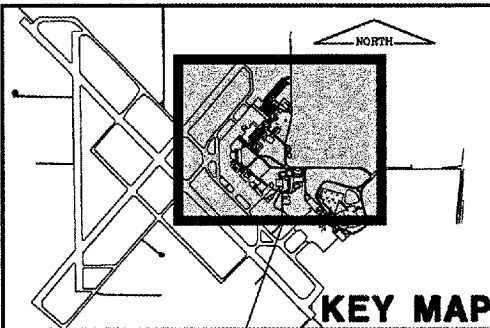
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 WILLARD AIRPORT**

**REHABILITATE AIR CARRIER RAMP, PHASE 2
 ENHANCED CENTERLINE MARKING
 CONSTRUCTION ACTIVITY PLAN PHASE 3**

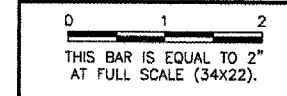
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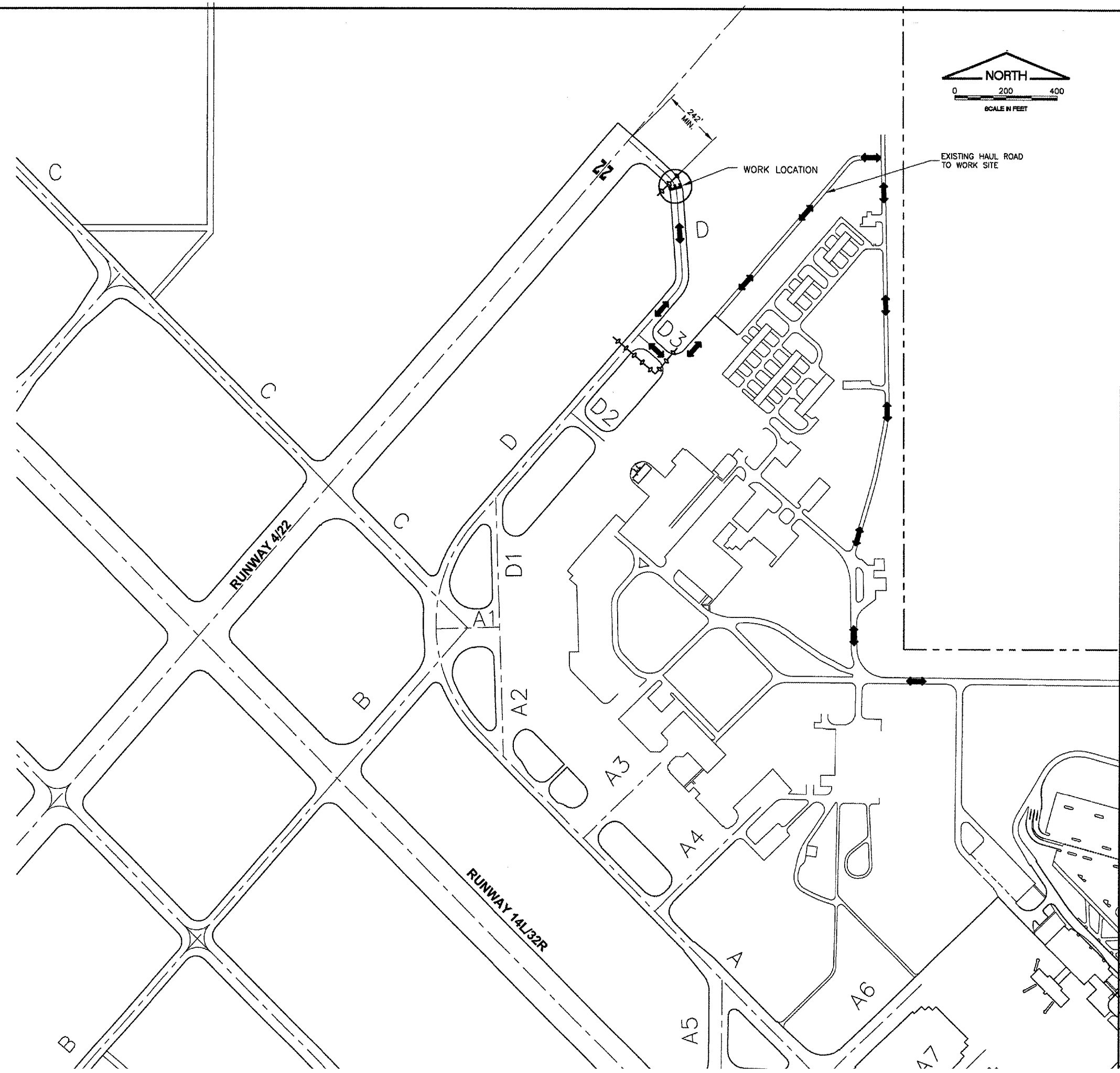
- EXISTING HOLDLINE MARKING
- HIGH-PROFILE BARRICADE LINE
- CONTRACTOR ACCESS
- WORK AREA

WORK INCLUDES:
 1. NEW ENHANCED CENTERLINE MARKING
 SEE SHEET 42 FOR MARKING DETAILS

PHASE 4 NOTES

1. ALL BARRICADES TO BE IN PLACE AS SHOWN PRIOR TO BEGINNING WORK.
2. CONTRACTOR WILL NOT BE ALLOWED PAST THE BARRICADE LINES WITHOUT PRIOR APPROVAL FROM THE ATCT.
3. ALL WORK IN THIS PHASE MUST BE COMPLETED AND THE AREAS DRY PRIOR TO REMOVING THE BARRICADES AND MOVING TO THE NEXT PHASE.
4. THIS WORK MAY BE CONSTRUCTED CONCURRENTLY WITH PHASE 1 AND 2 OF THE APRON CONSTRUCTION WORK.
5. THE CONTRACTOR SHALL SCHEDULE WORK IN THIS PHASE WITH THE AIRPORT AND THE ATCT THROUGH THE RESIDENT ENGINEER PRIOR TO STARTING WORK.
6. ALL EQUIPMENT TRAVELLING TO AND FROM THE WORK SITE SHALL BE ESCORTED BY A VEHICLE IS RADIO CONTACT WITH THE ATCT AT ALL TIMES.

PHASE 4 FACILITIES STATUS	
OPEN	CLOSED
RUNWAY 4/22	TAXIWAY D NE OF TXY. D2
RUNWAY 14L/32R	TAXIWAY D3
RUNWAY 14R/32L	
RUNWAY 18/36	
TAXIWAY A	
TAXIWAY A1 THROUGH TXY. A7	
TAXIWAY B	
TAXIWAY B1	
TAXIWAY B2	
TAXIWAY C	
TAXIWAY C1	
TAXIWAY C2	
TAXIWAY D SW OF TXY.D3	
TAXIWAY D1 THROUGH TWY. D2	

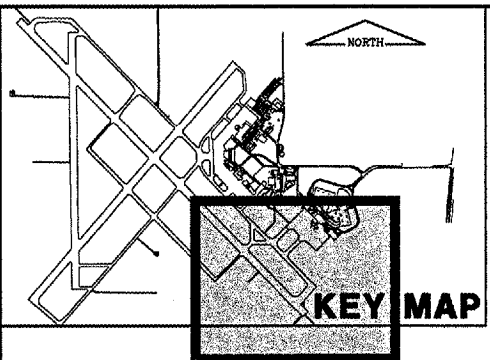


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REHABILITATE AIR CARRIER RAMP, PHASE 2
 ENHANCE CENTERLINE MARKING
 CONSTRUCTION ACTIVITY PLAN 4

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 JOB No: 0305903



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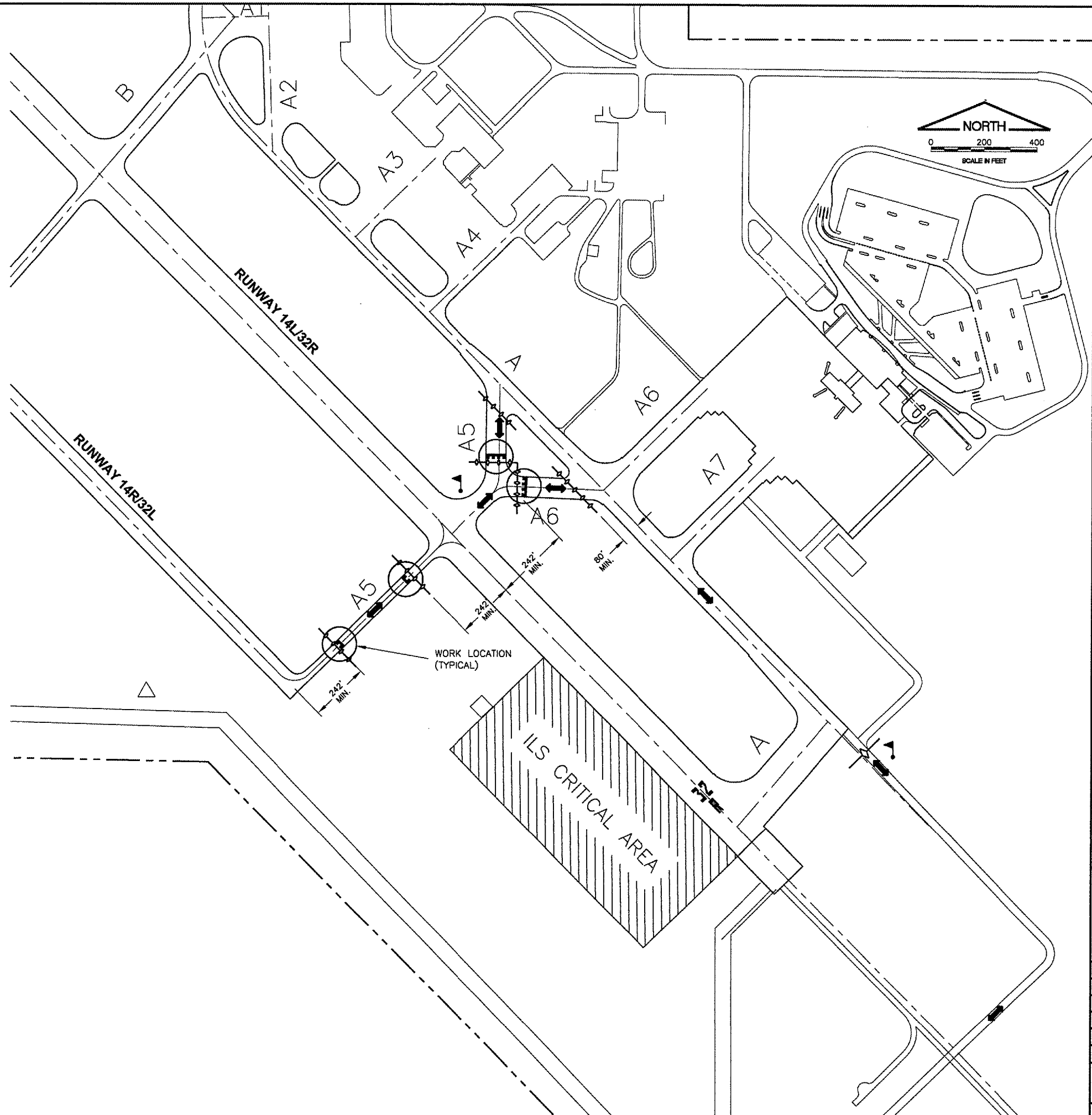
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- HIGH-PROFILE BARRICADE LINE
- CONTRACTOR ACCESS
- FLAGGER
- WORK AREA

WORK INCLUDES:
 1. NEW ENHANCED CENTERLINE MARKING
 SEE SHEET 42 FOR MARKING DETAILS

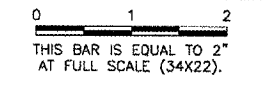
PHASE 5 NOTES

1. ALL BARRICADES TO BE IN PLACE AS SHOWN PRIOR TO BEGINNING WORK.
2. CONTRACTOR WILL NOT BE ALLOWED PAST THE BARRICADE LINES WITHOUT PRIOR APPROVAL FROM THE ATCT.
3. ALL WORK IN THIS PHASE MUST BE COMPLETED AND THE REAS DRY PRIOR TO REMOVING THE BARRICADES AND MOVING TO THE NEXT PHASE.
4. THIS WORK MAY BE CONSTRUCTED CONCURRENTLY WITH PHASE 1 AND 2 OF THE APRON CONSTRUCTION WORK.
5. THE CONTRACTOR SHALL SCHEDULE WORK IN THIS PHASE WITH THE AIRPORT AND THE ATCT THROUGH THE RESIDENT ENGINEER PRIOR TO STARTING WORK.
6. FLAGGER SHALL BE IN RADIO CONTACT WITH ATCT AT ALL TIMES. IN LIEU OF PROVIDING FLAGPERSONS, CONTRACTOR MAY PROVIDE ESCORT VEHICLE. ESCORT VEHICLE SHALL BE WITHIN 25 FEET OF EQUIPMENT TRAVELLING TO AND FROM THE SITE AT ALL TIMES. ESCORT VEHICLE SHALL BE IN RADIO CONTACT WITH ATCT AT ALL TIMES.

PHASE 5 FACILITIES STATUS	
OPEN	CLOSED
RUNWAY 4/22	TXYS. A5 AND A6 FROM TXY. A TO RWY. 14R/32L
RUNWAY 14L/32R	
RUNWAY 14R/32L	
RUNWAY 18/36	
TAXIWAY A	
TAXIWAY A1 THROUGH TXY. A4	
TAXIWAY A6 FROM TXY. A TO AIR CARRIER APRON	
TAXIWAY A7	
TAXIWAY B	
TAXIWAY B1	
TAXIWAY B2	
TAXIWAY C	
TAXIWAY C1	
TAXIWAY C2	
TAXIWAY D	
TAXIWAY D1 THROUGH TWY. D3	



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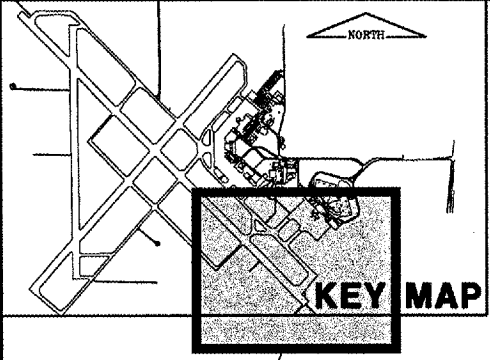
**UNIVERSITY OF ILLINOIS
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**REHABILITATE AIR CARRIER RAMP, PHASE 2
 ENHANCED CENTERLINE MARKING
 CONSTRUCTION ACTIVITY PLAN 5**

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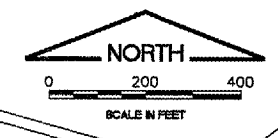
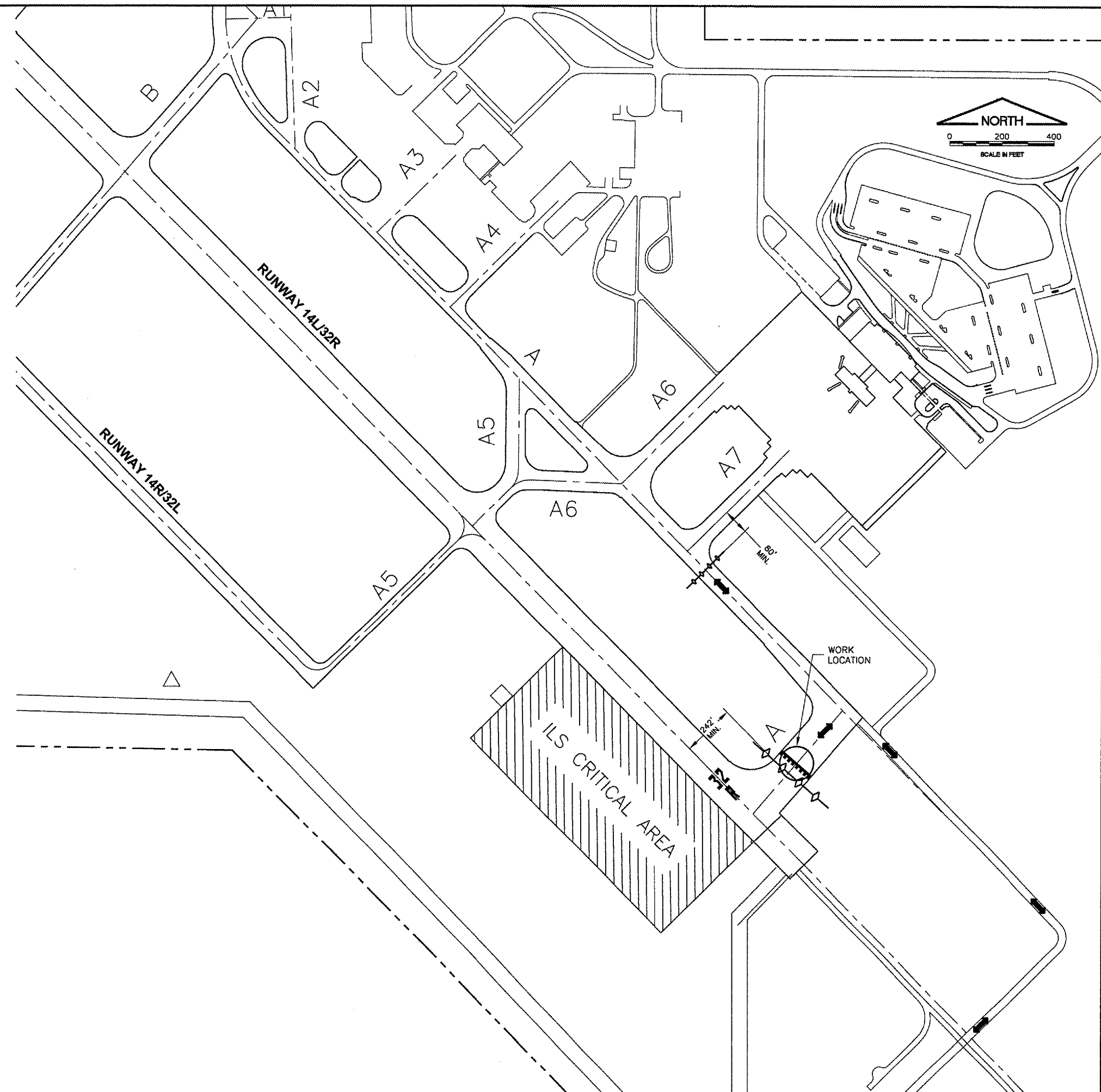
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- HIGH-PROFILE BARRICADE LINE
- CONTRACTOR ACCESS
- WORK AREA

WORK INCLUDES:
 1. NEW ENHANCED CENTERLINE MARKING
 SEE SHEET 42 FOR MARKING DETAILS

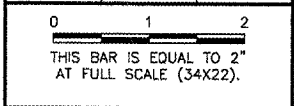
PHASE 6 NOTES

1. ALL BARRICADES TO BE IN PLACE AS SHOWN PRIOR TO BEGINNING WORK.
2. CONTRACTOR WILL NOT BE ALLOWED PAST THE BARRICADE LINES WITHOUT PRIOR APPROVAL FROM THE ATCT.
3. ALL WORK IN THIS PHASE MUST BE COMPLETED AND THE AREAS DRY PRIOR TO REMOVING THE BARRICADES AND MOVING TO THE NEXT PHASE.
4. THIS WORK MAY BE CONSTRUCTED CONCURRENTLY WITH PHASE 1 AND 2 OF THE APRON CONSTRUCTION WORK.
5. THE CONTRACTOR SHALL SCHEDULE WORK IN THIS PHASE WITH THE AIRPORT AND THE ATCT THROUGH THE RESIDENT ENGINEER PRIOR TO STARTING WORK.
6. ALL EQUIPMENT TRAVELLING TO AND FROM THE WORK SITE SHALL BE ESCORTED BY A VEHICLE IN RADIO CONTACT WITH THE ATCT AT ALL TIMES.

PHASE 6 FACILITIES STATUS	
OPEN	CLOSED
RUNWAY 4/22	TAXIWAY A SE OF TAXIWAY A7
RUNWAY 14L/32R	
RUNWAY 14R/32L	
RUNWAY 18/36	
TAXIWAY A NW OF TAXIWAY A7	
TAXIWAY A1 THROUGH TAXIWAY A7	
TAXIWAY B	
TAXIWAY B1	
TAXIWAY B2	
TAXIWAY C	
TAXIWAY C1	
TAXIWAY C2	
TAXIWAY D	
TAXIWAY D1 THROUGH TAXIWAY D3	



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**UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT**

**REHABILITATE AIR CARRIER RAMP, PHASE 2
 ENHANCED CENTERLINE MARKING
 CONSTRUCTION ACTIVITY PLAN 6**

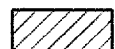
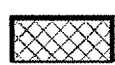

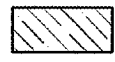
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DATE:	04/18/2008
JOB No:	0305903
CMI-3663 3-17-0016-XX	
SHEET 17 OF 57 SHEETS	










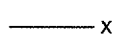

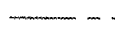


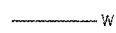






REMOVAL NOTES:

1. SEE PAVEMENT REMOVAL DETAILS SHEET 1 FOR PAVEMENT REMOVAL DETAILS.
2. SEE PAVEMENT REMOVAL DETAILS SHEET 2 FOR EXISTING JOINTING DETAILS.
3. EXISTING KEYED JOINTS WERE CONSTRUCTED USING METAL KEYWAY LINER. SEE DETAILS ON PAVEMENT REMOVAL DETAILS SHEET 3.
4. TEMPORARY FENCE SHALL BE INSTALLED PRIOR TO THE REMOVAL OF THE EXISTING FENCE, SEE FENCING PLAN.
5. EXISTING ELECTRIC LINE TO APRON LIGHTS IS IN 1" CONCRETE ENCASED DUCT. TOP OF DUCT 24"± FROM TOP OF PAVEMENT. CONTRACTOR TO VERIFY PRIOR TO CONSTRUCTION.
6. A FULL DEPTH SAWCUT THROUGH THE REMOVAL DEPTH IS REQUIRED WHERE PAVEMENT WILL BE REMOVED ADJACENT TO PAVEMENT THAT IS TO REMAIN.
7. SEE DETAIL ON TAXI AND LIMO DRIVE REPLACEMENT SHEET.
8. EXISTING WHEEL STOPS TO BE REMOVED AND DISPOSED OF OFF SITE BY THE CONTRACTOR. NEW WHEEL STOPS TO BE PROVIDED AND INSTALLED AT LOCATIONS DESIGNATED BY THE RESIDENT ENGINEER.
9. EXISTING BOLLARDS NOT REMOVED WILL BE REPAINTED IN PLACE.
10. PCC SIDEWALK PANELS AT THE DOORS TO THE CONCOURSE ON THE SOUTH AND WEST SIDES TO BE REMOVED AND REPLACED ACCORDING TO THE DETAILS ON SHEET 34, SIDEWALK AND CURB DETAILS.

PAVEMENT LEGEND

-  REMOVE 8" & VARIABLE PCC AND 4" ATPS (AR501908 AND AR302900)
-  REMOVE PCC SIDEWALK & CONCRETE CURB (AR501690 AND AR754900)
-  REMOVE 4" & VARIABLE BITUMINOUS TRANSITION, 8" & VARIABLE PCC, AND 4" ATPS (AR401900, AR501908, AND AR302900)
-  REMOVE 2"± BITUMINOUS SURFACE AND 8" CRUSHED AGGREGATE BASE COURSE (AR401900 AND AR152410)

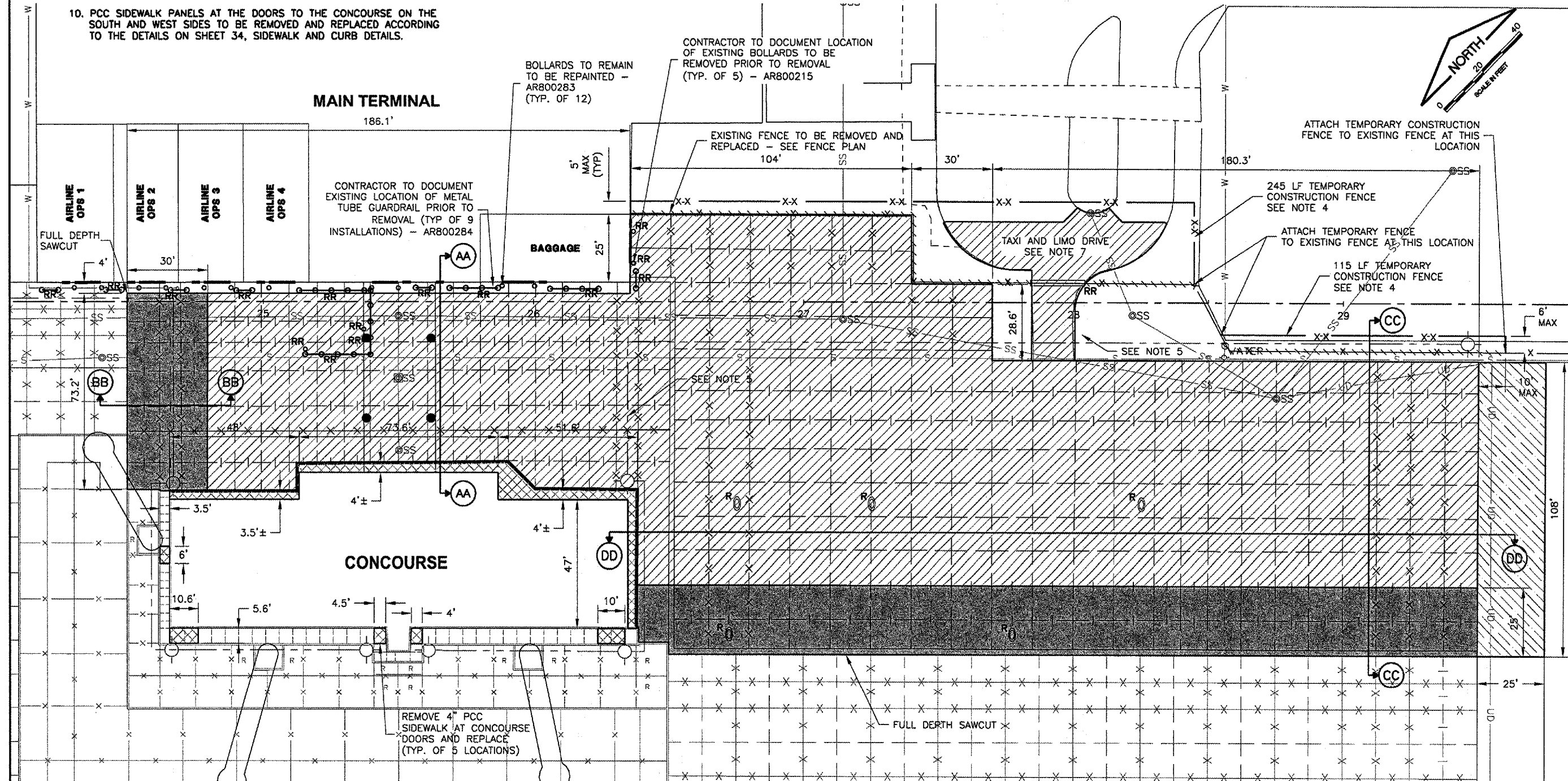
REMOVALS LEGEND

-  STAKE MOUNTED TAXIWAY LIGHT
-  BASE MOUNTED TAXIWAY LIGHT
-  TAXI GUIDANCE SIGN
-  GROUND ROD
-  MANHOLE
-  APRON LIGHT
-  WATER VALVE
-  FIRE HYDRANT
-  BUILDING COLUMN TO BE PROTECTED
-  EXISTING UNDERDRAIN
-  EXISTING FENCE
-  TEMPORARY CLASS E FENCE
-  EXISTING ELECTRIC CABLE
-  EXISTING STORM DRAIN
-  EXISTING WATER
-  EXISTING SANITARY SEWER
-  ITEM TO BE REMOVED
-  ITEM TO BE REMOVED & REPLACED OR REINSTALLED
-  ITEM TO BE ADJUSTED
-  EXISTING GUARDRAIL
-  EXISTING BOLLARD

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 UPDATE BY: Sean Smith
 PLOT DATE: 4/17/2008 7:53 PM
 baselines
 CMIBaseEOPDEL
 TerminalDoors
 Exist_Cond

REVISIONS		
NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).



**UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT**
**REHABILITATE AIR CARRIER RAMP, PHASE 2
 EXISTING CONDITIONS AND
 REMOVALS - APRON**

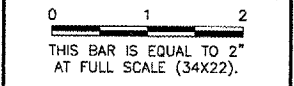
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 DATE: 04/18/2008
 JOB No: 0305903

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 3-17-0016-XX
 SHEET 18 OF 57 SHEETS

- REMOVAL NOTES:**
1. SEE PAVEMENT REMOVAL DETAILS SHEET 2 FOR PAVEMENT REMOVAL DETAILS.
 2. EXISTING KEYED JOINTS WERE CONSTRUCTED USING METAL KEYWAY LINER. SEE DETAILS ON PAVEMENT REMOVAL DETAILS SHEET 3.
 3. A FULL DEPTH SAWCUT THROUGH THE MILLING DEPTH IS REQUIRED WHERE PAVEMENT WILL BE REMOVED ADJACENT TO PAVEMENT THAT IS TO REMAIN.
 4. PARTIAL DEPTH PCC REMOVAL AND PATCHING WILL BE USED TO REPAIR ALL EXISTING TRANSVERSE AND LONGITUDINAL JOINTS AND ALL JOINTS EXPOSED AFTER BITUMINOUS PAVEMENT REMOVAL. SEE PAVEMENT REMOVAL DETAILS SHEET 3.

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NUMBER	BY	DATE



- PAVEMENT LEGEND**
- PCC JOINT MILLING (AR800390)
 - REMOVE 4" AND VARIABLE BITUMINOUS OVERLAY AND PCC JOINT MILLING (AR401900 AND AR800390)
 - BUTT JOINT CONSTRUCTION (AR401655)

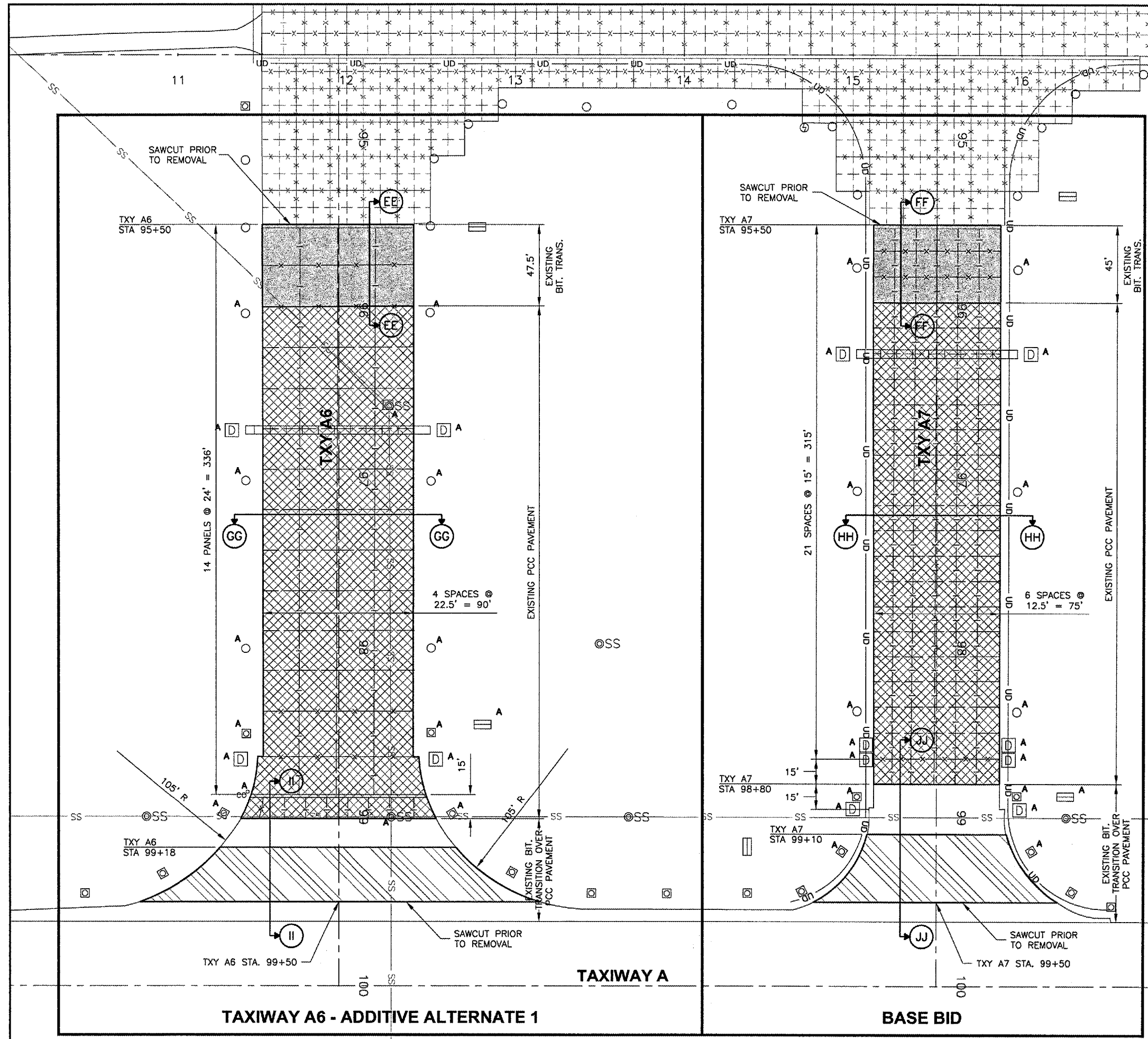
- REMOVALS LEGEND**
- STAKE MOUNTED TAXIWAY LIGHT
 - BASE MOUNTED TAXIWAY LIGHT
 - TAXI GUIDANCE SIGN
 - GROUND ROD
 - APRON LIGHT
 - DUCT / CABLE MARKER
 - CLEANOUT
 - MANHOLE
 - WATER VALVE
 - FIRE HYDRANT
 - EXISTING UNDERDRAIN
 - EXISTING STORM SEWER
 - ITEM TO BE REMOVED
 - ITEM TO BE REMOVED & REPLACED
 - ITEM TO BE ADJUSTED

UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP, PHASE 2
 EXISTING CONDITIONS AND
 REMOVALS - TAXIWAY A6 & A7

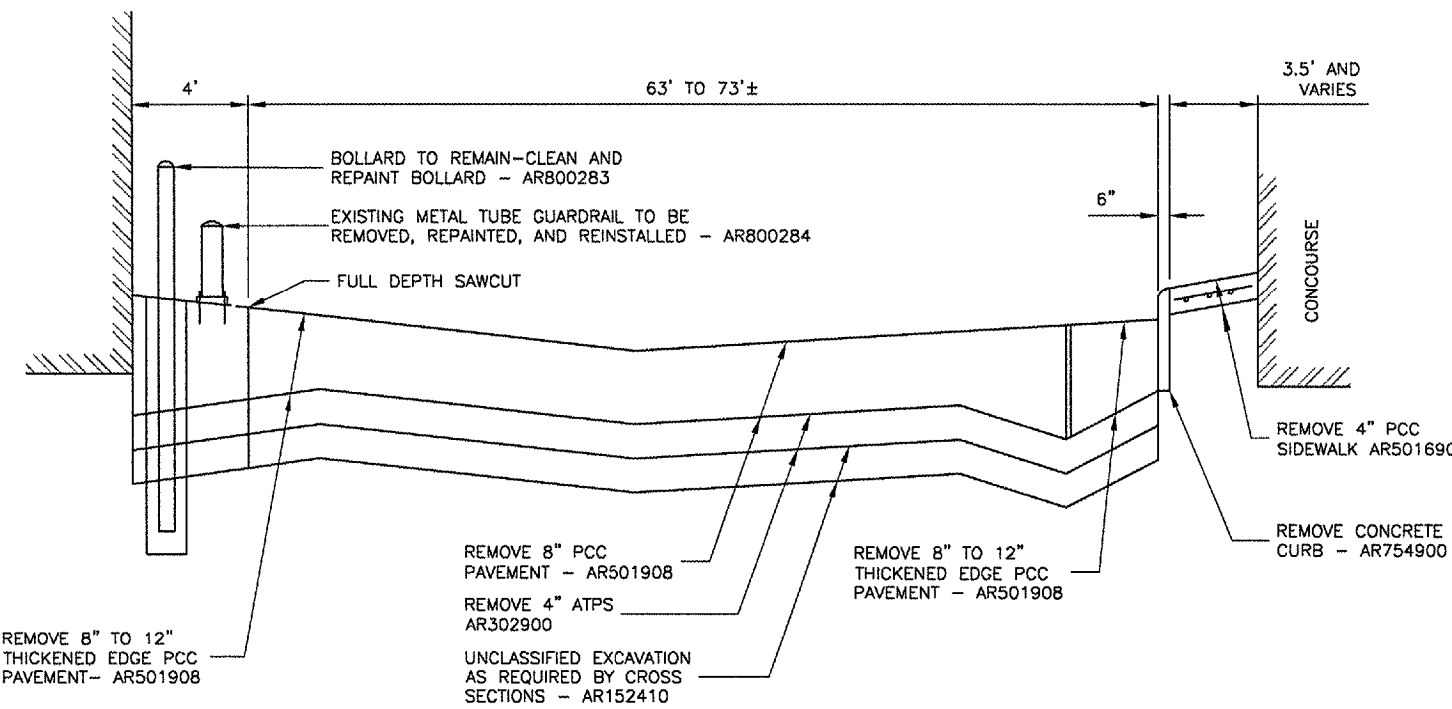
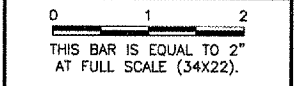
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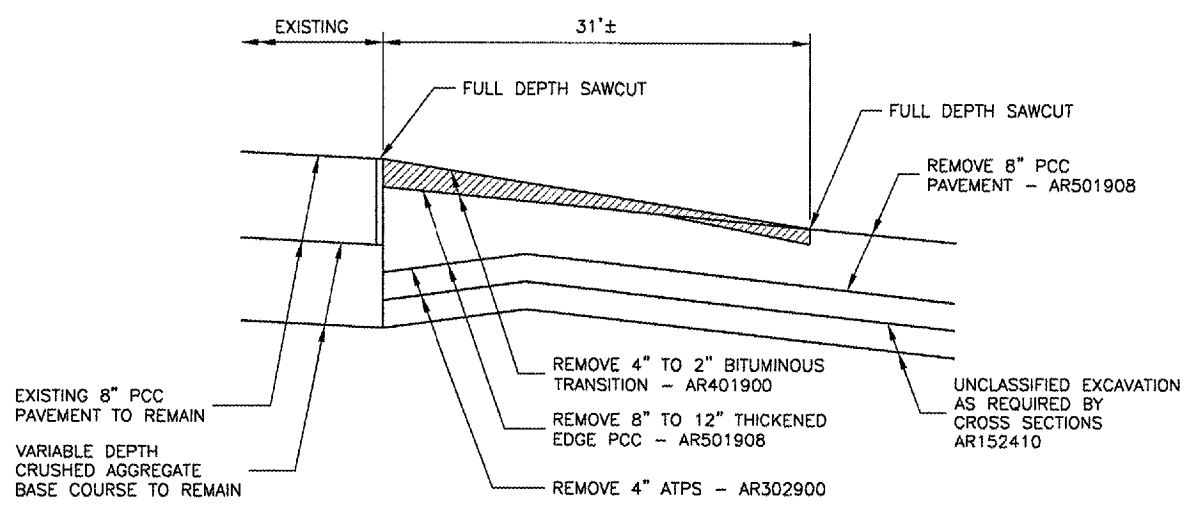
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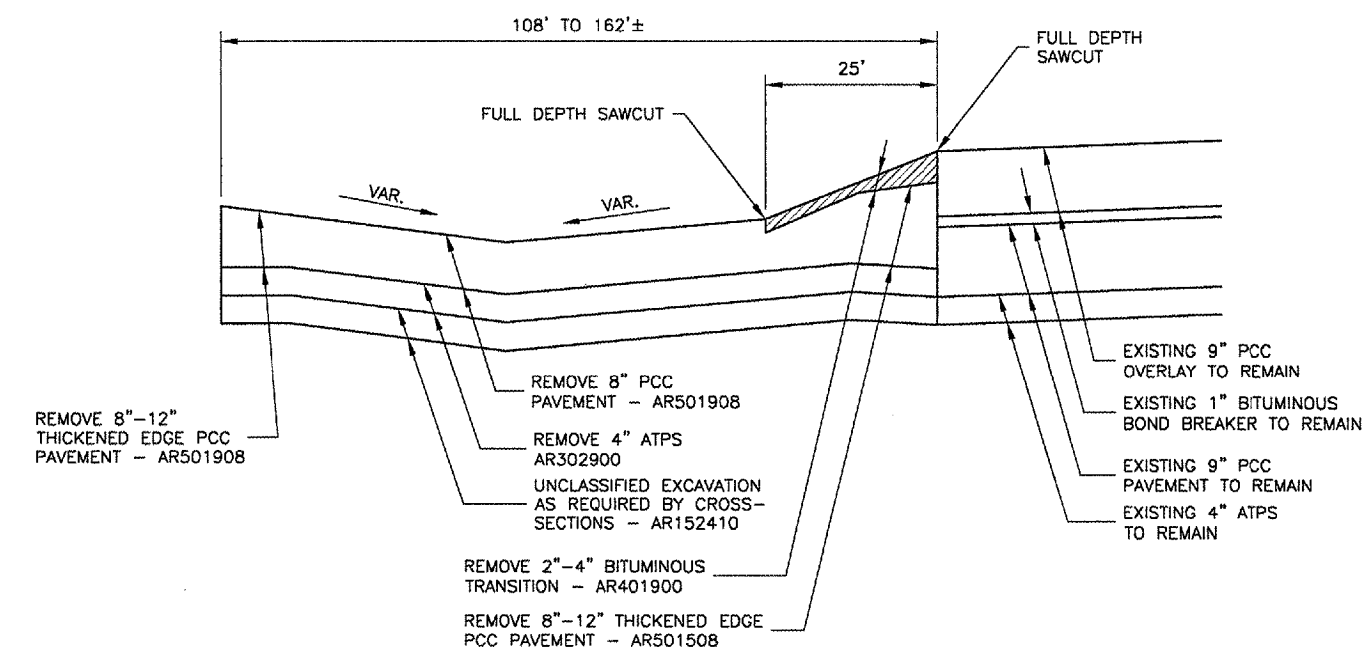
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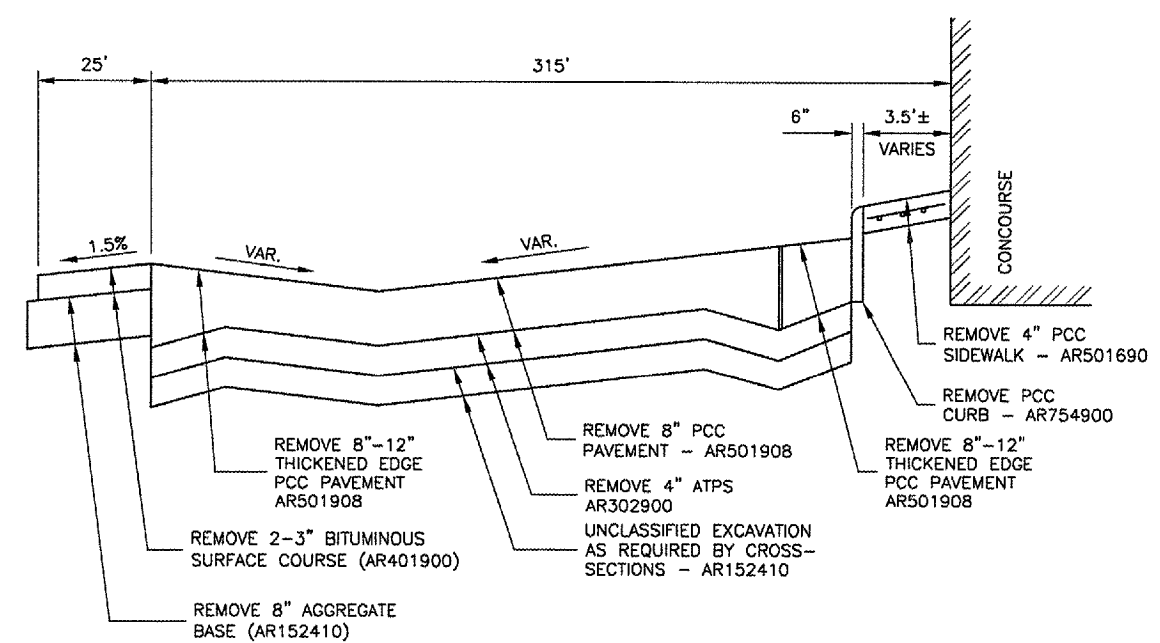
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 N.T.S. (AA)



REMOVAL SECTION - SERVICE PAVEMENT
 N.T.S. (BB)



REMOVAL SECTION - COMMUTER APRON
 N.T.S. (CC)

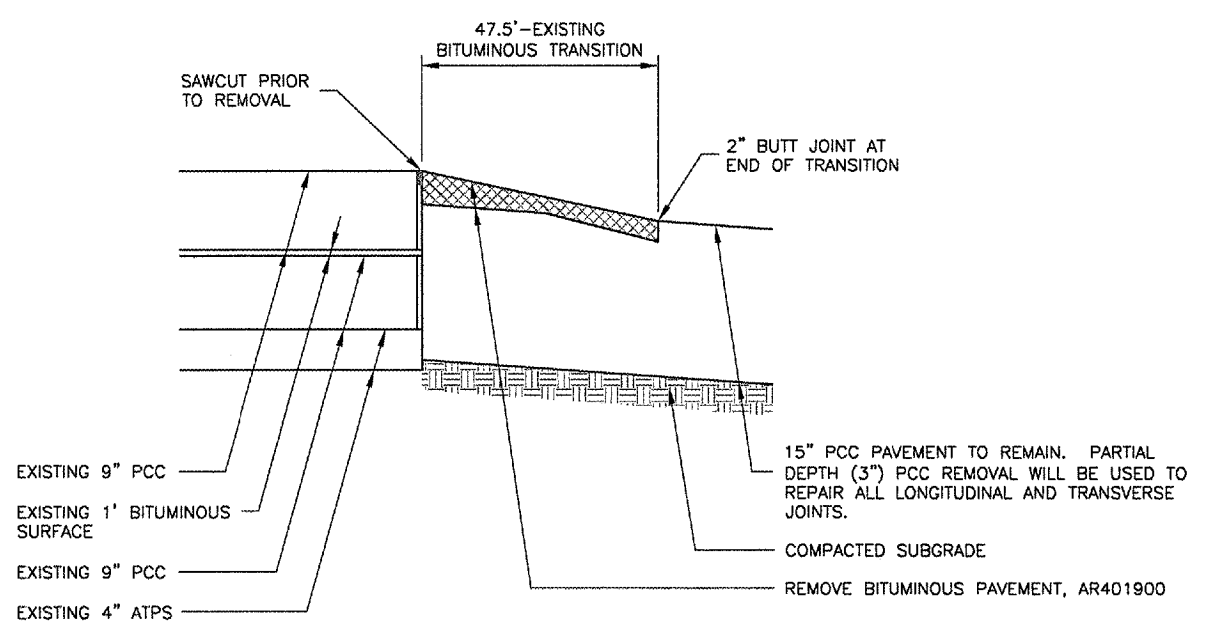


REMOVAL SECTION - COMMUTER APRON
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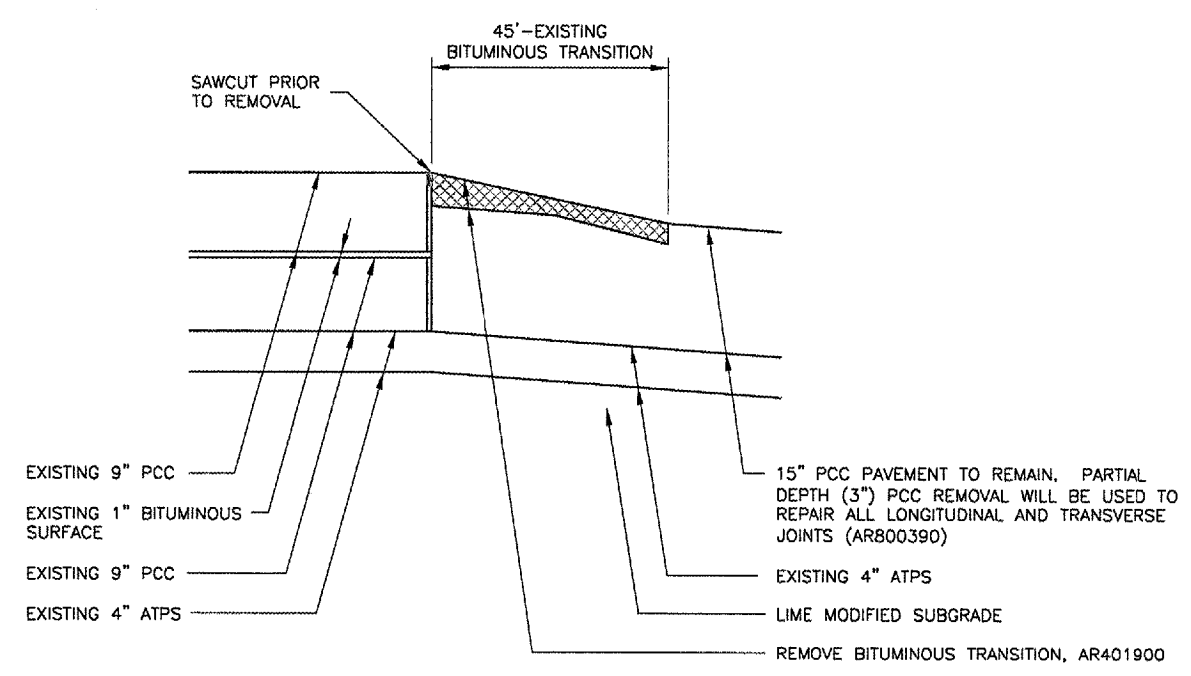
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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 PAVEMENT REMOVAL DETAILS SHEET 1

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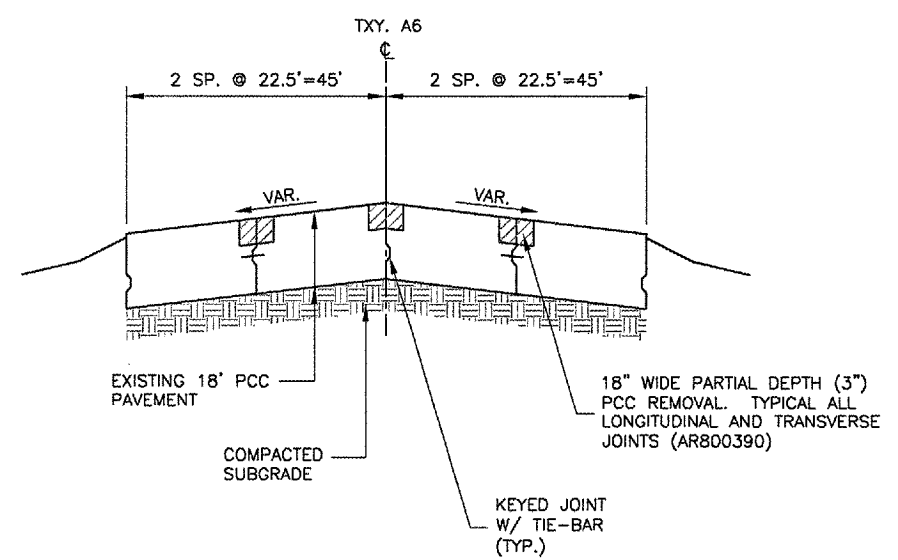
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APPROVED BY:	<i>SMS</i>
DATE:	04/18/2008
JOB No:	0305903
CMI-3663 3-17-0016-XX	
SHEET 20 OF 57 SHEETS	



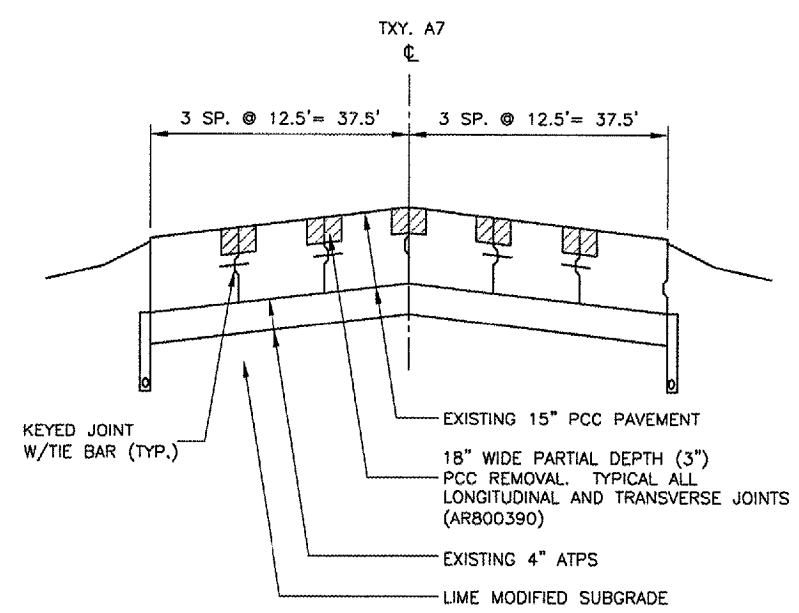
REMOVAL SECTION - TAXIWAY A6 AT APRON
 N.T.S. (EE)



REMOVAL SECTION - TAXIWAY A7 AT APRON
 N.T.S. (FF)

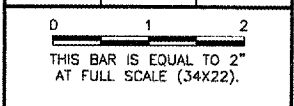


REMOVAL SECTION - TAXIWAY A6
 N.T.S. (GG)



REMOVAL SECTION - TAXIWAY A7
 N.T.S. (HH)

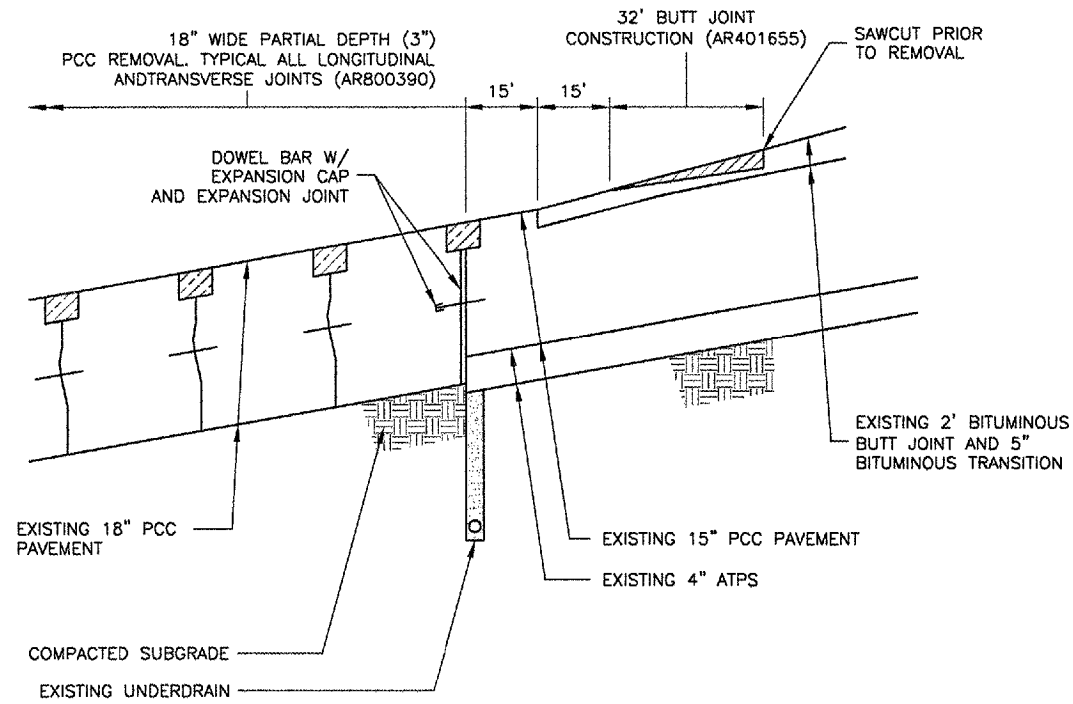
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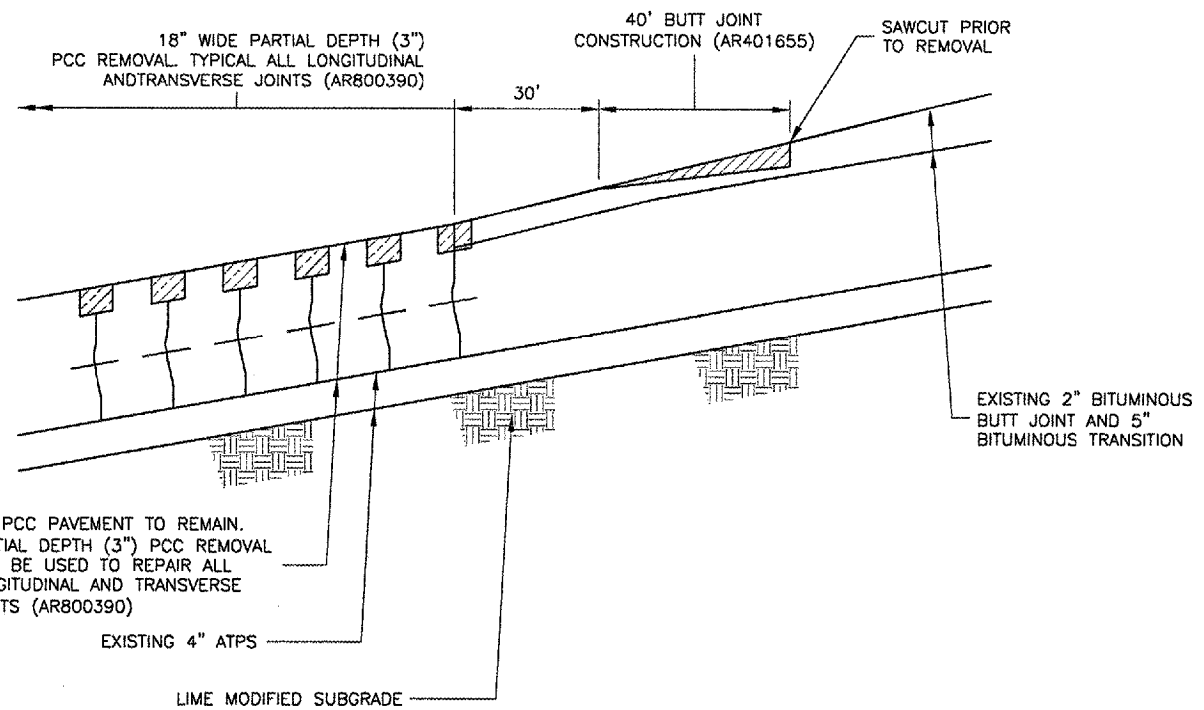
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 PAVEMENT REMOVAL DETAILS SHEET 2

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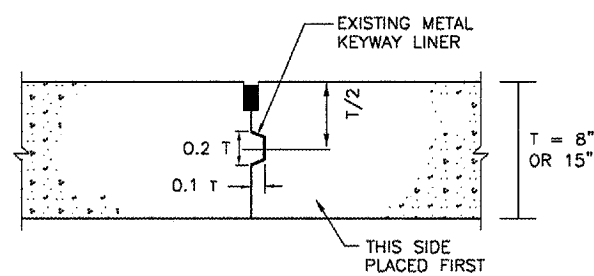
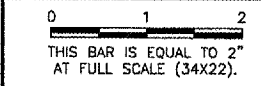


REMOVAL SECTION - TAXIWAY A6 AT TAXIWAY A
 N.T.S. (II)

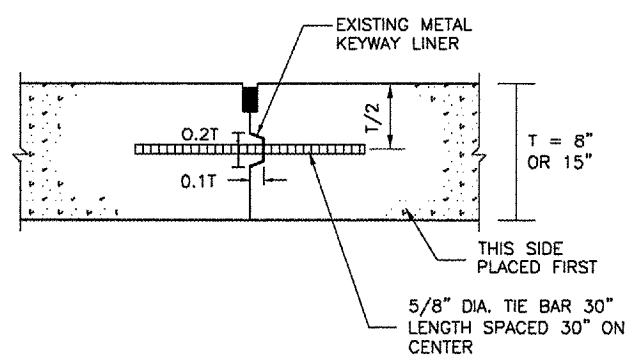


REMOVAL SECTION - TAXIWAY A7 AT TAXIWAY A
 N.T.S. (GG)

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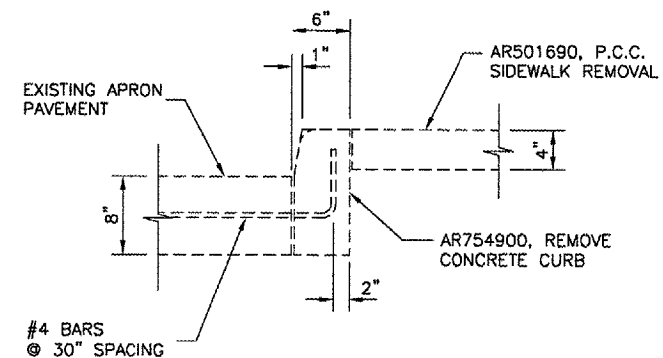


EXISTING TYPE C KEYED JOINT DETAIL
 SYMBOL ————



EXISTING TYPE E HINGED (KEYED) JOINT DETAIL
 SYMBOL ————

EXISTING KEYED JOINT DETAILS
 N.T.S.



NOTE:
 ANY DAMAGE TO EXISTING PAVEMENT ADJACENT TO THE REMOVAL LOCATION TO BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT AT NO EXPENSE TO THE CONTRACT.

CURB ADJACENT TO CONCOURSE TYPICAL DETAIL
 N.T.S.

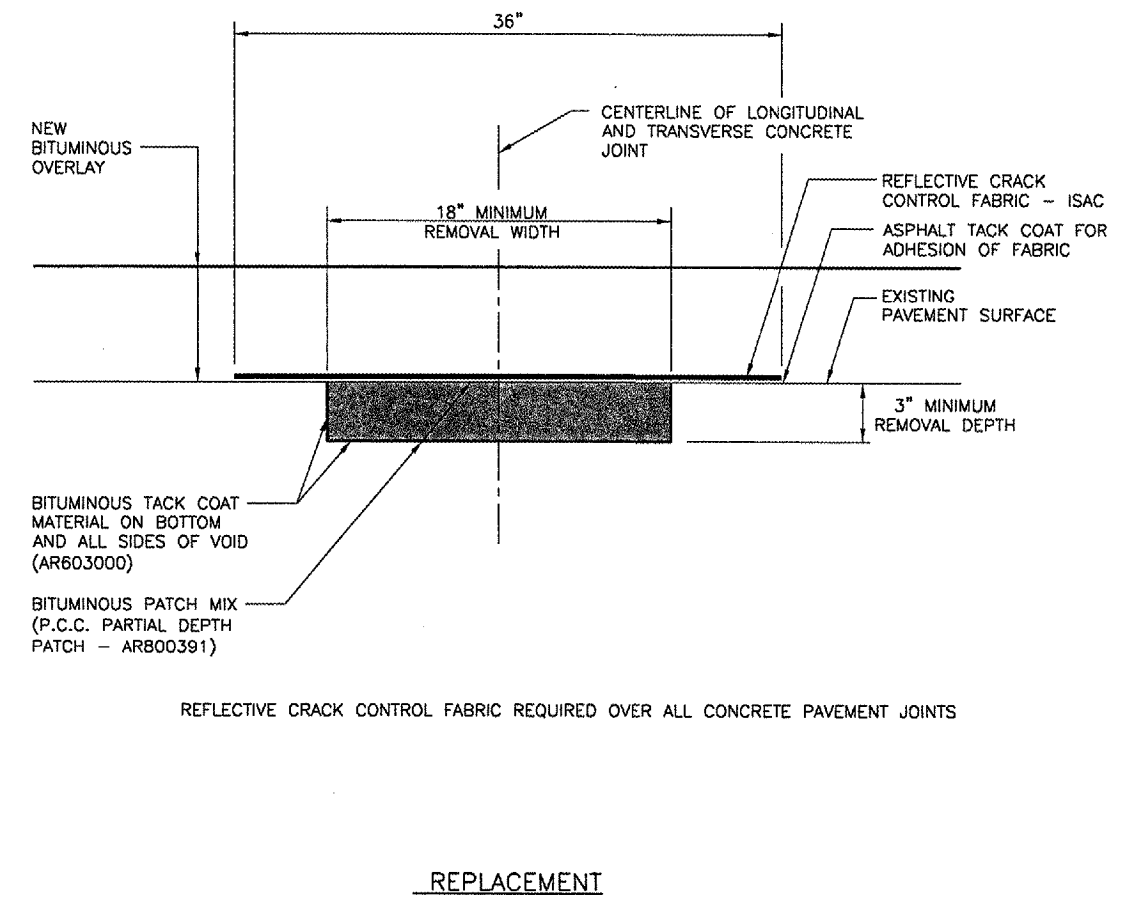
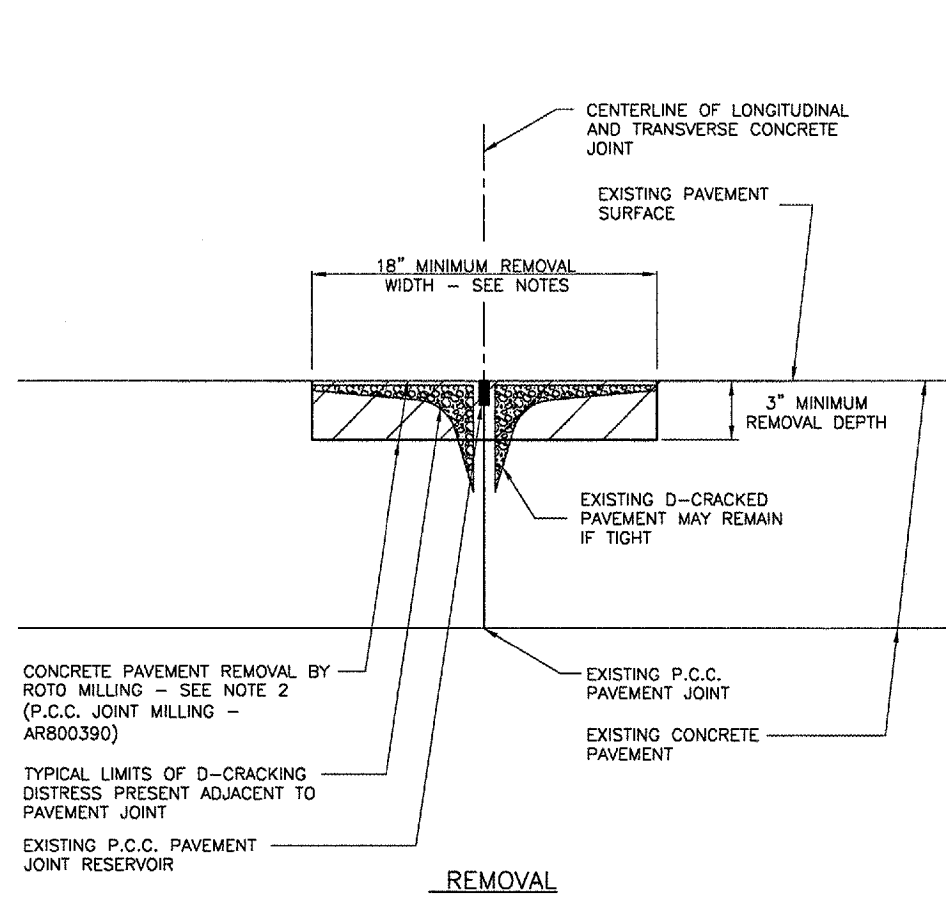
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REHABILITATE AIR CARRIER RAMP, PHASE 2
 PAVEMENT REMOVAL DETAILS SHEET 3

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CONCRETE PAVEMENT REMOVAL BY
 ROTO MILLING - SEE NOTE 2
 (P.C.C. JOINT MILLING -
 AR800390)

TYPICAL LIMITS OF D-CRACKING
 DISTRESS PRESENT ADJACENT TO
 PAVEMENT JOINT

EXISTING P.C.C. PAVEMENT
 JOINT RESERVOIR

REMOVAL

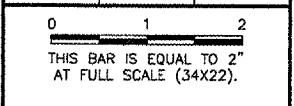
P.C.C. REMOVAL AND BITUMINOUS REPLACEMENT NOTES

- 1.) THE MINIMUM MILLING CUT WIDTH OF 18 INCHES AND CUT DEPTH OF 3 INCHES WILL BE ACCOMPLISHED BY ONE PASS OF THE MILLING HEAD. THE MILLING HEAD WILL BE A MINIMUM WIDTH OF 18 INCHES.
- 2.) THE MILLING HEAD WILL BE CENTERED ON THE EXISTING PAVEMENT JOINT, EXCEPT WHEN OTHERWISE NOTED BY THE ENGINEER.
- 3.) PARTIAL DEPTH P.C.C. REMOVAL AND BITUMINOUS PATCHING WILL BE USED TO REPAIR ALL TRANSVERSE AND LONGITUDINAL PAVEMENT JOINTS WITHIN THE LIMITS OF THE PROJECT ACCORDING TO THE DETAIL ON THIS DRAWING.

PARTIAL DEPTH P.C.C. REMOVAL AND BITUMINOUS PATCHING DETAIL
 N.T.S.

REPLACEMENT

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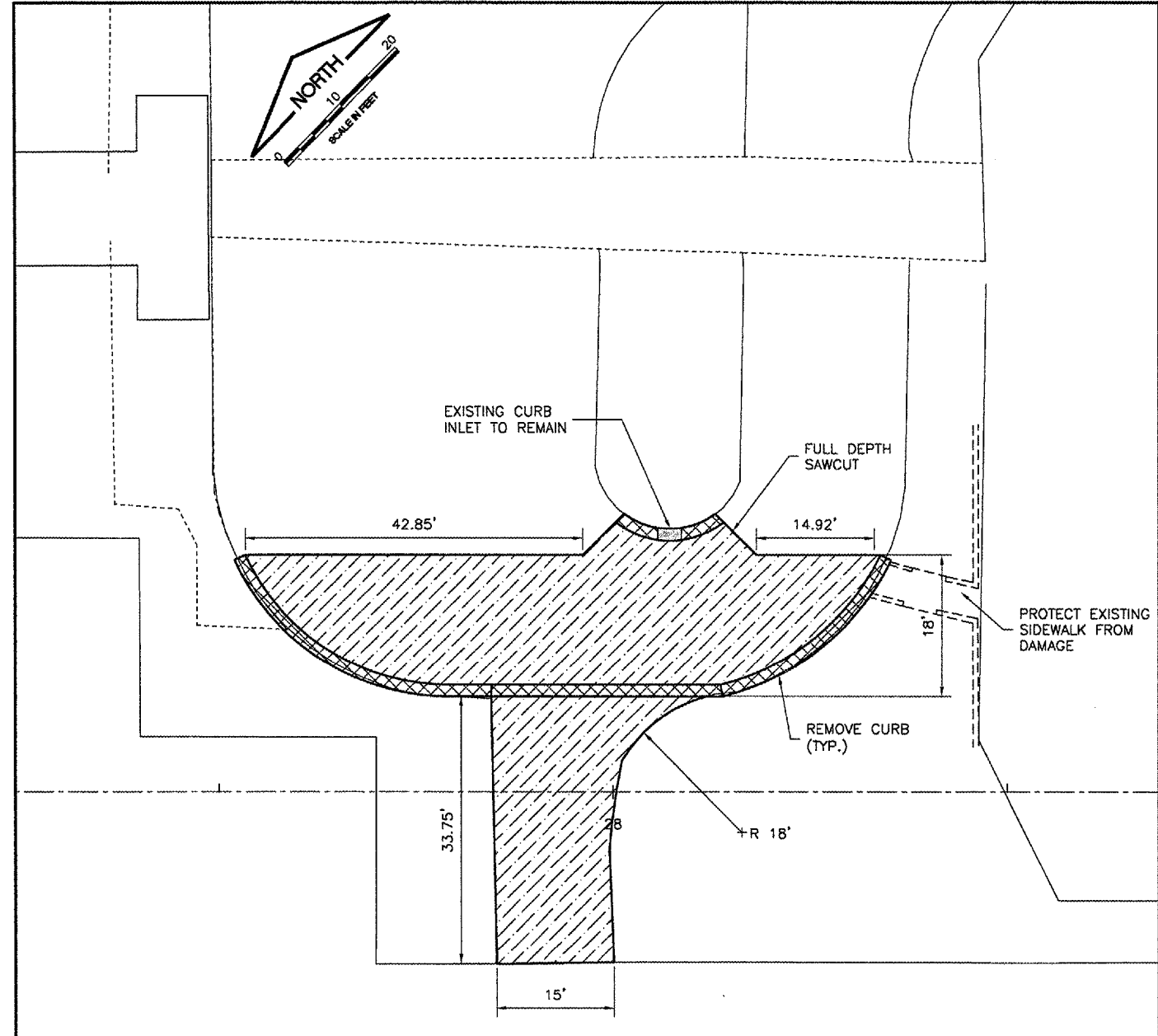
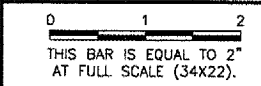
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 PAVEMENT REMOVAL DETAILS SHEET 4

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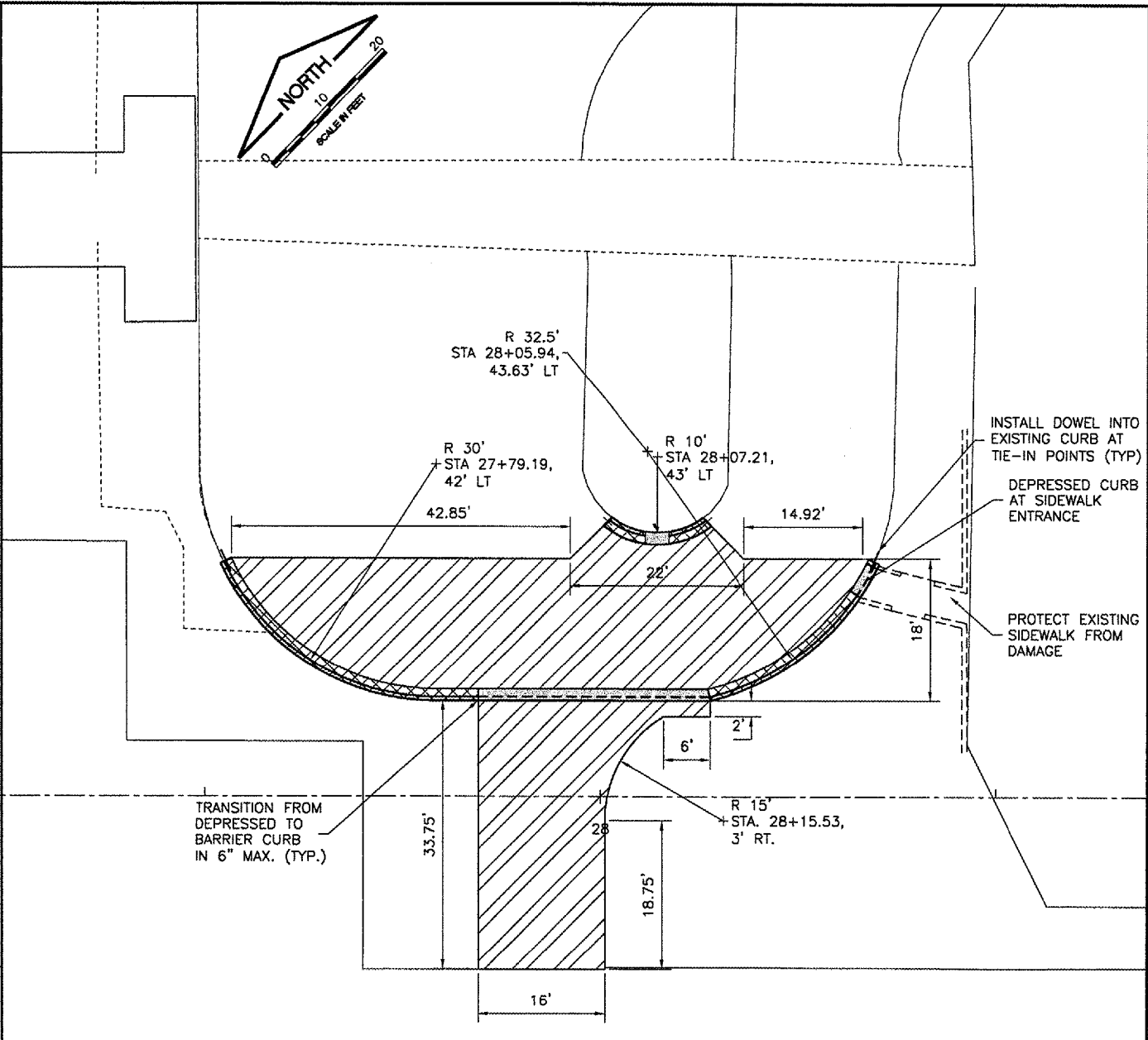
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1 REMOVAL DETAIL

REMOVAL LEGEND

- REMOVE 8" PCC PAVEMENT AND 4" ATPS (AR501908 AND AR302900)
- REMOVE COMBINED CURB & GUTTER - AR754904



2 REPLACEMENT DETAIL

REPLACEMENT LEGEND

- NEW AR501508 8" PCC PAVEMENT AND AR209608 8" CRUSHED AGGREGATE BASE COURSE
- NEW AR754410 COMB. CONCRETE CURB & GUTTER, BARRIER
- NEW AR754410 COMB. CONCRETE CURB & GUTTER, DEPRESSED

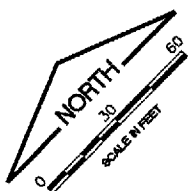
REPLACEMENT NOTES:

1. MATCH INTO EXISTING CURB AT EXISTING FLOWLINE AND B.O.C. ELEVATIONS.
2. SEE JOINTING PLAN FOR JOINT SPACING AND LAYOUT.
3. MISCELLANEOUS EARTHWORK REQUIRED FOR NEW GEOMETRY TO BE CONSIDERED INCIDENTAL TO 8" PCC REMOVAL.
4. MATCH NEW CURB TO EXISTING CURB INLET.
5. SEE SIDEWALK & CURB AND LIMO & TAXI DRIVE STAKING PLAN FOR NEW PAVEMENT ELEVATIONS.

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 PROJECT IMPROVEMENTS - TAXI AND
 LIMOUSINE WAITING AREA

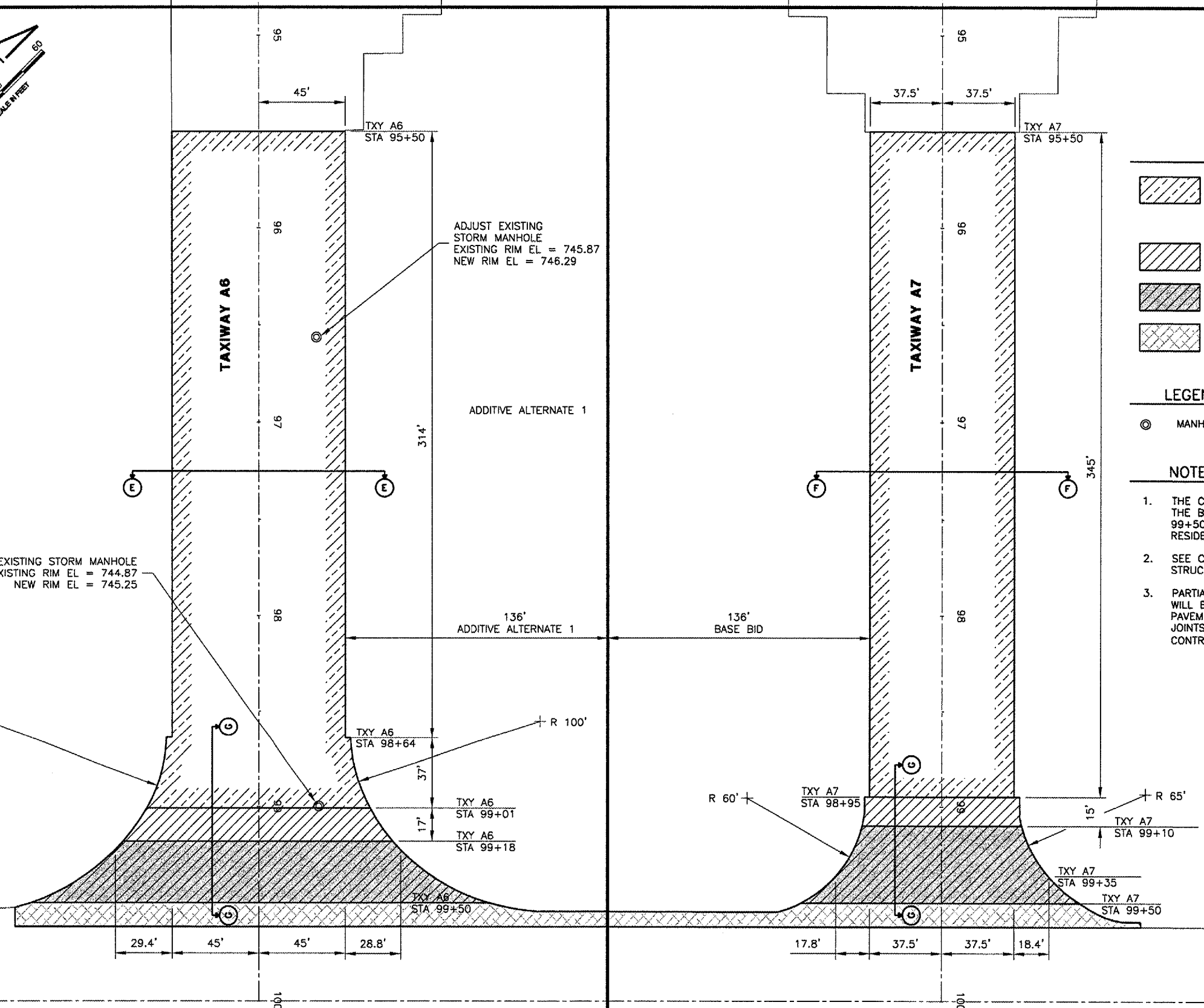
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11 12 13 14 15 16 17 18

BASELINE A



PAVEMENT LEGEND

- NEW AR401610 2" BITUMINOUS SURFACE COURSE
 NEW AR201610 2" BITUMINOUS BASE COURSE
 NEW TRANSVERSE AND LONGITUDINAL JOINT REPAIR
 (AR800390, AR800391 AND AR800420)
- NEW AR401610 2" BITUMINOUS SURFACE COURSE AND
 NEW AR201610 2" AND VARIABLE BITUMINOUS BASE COURSE
- NEW AR401655 BUTT JOINT CONSTRUCTION
- NEW AR201661 CLEAN & SEAL BITUMINOUS CRACKS

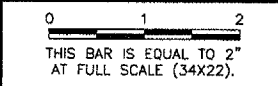
LEGEND

- MANHOLE

NOTES

1. THE CONTRACTOR WILL ROUT, CLEAN AND SEAL CRACKS IN THE BITUMINOUS PAVEMENT ON TAXIWAYS A AND A7 FROM STA. 99+50 TO STA. 99+65 IN LOCATIONS DETERMINED BY THE RESIDENT ENGINEER.
2. SEE CRACK SEALING DETAILS ON THE PAVING AT IN-PAVEMENT STRUCTURES AND CRACK SEALING DETAILS SHEET.
3. PARTIAL DEPTH P.C.C. REMOVAL AND BITUMINOUS PATCHING WILL BE USED TO REPAIR ALL TRANSVERSE AND LONGITUDINAL PAVEMENT JOINTS WITHIN THE LIMITS SHOWN. ALL REPAIRED JOINTS WILL HAVE ISAC INSTALLED FOR REFLECTIVE CRACK CONTROL. (AR800390, AR800391 AND AR800420).

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REHABILITATE AIR CARRIER RAMP, PHASE 2

PROJECT IMPROVEMENTS - TAXIWAY A6 & A7

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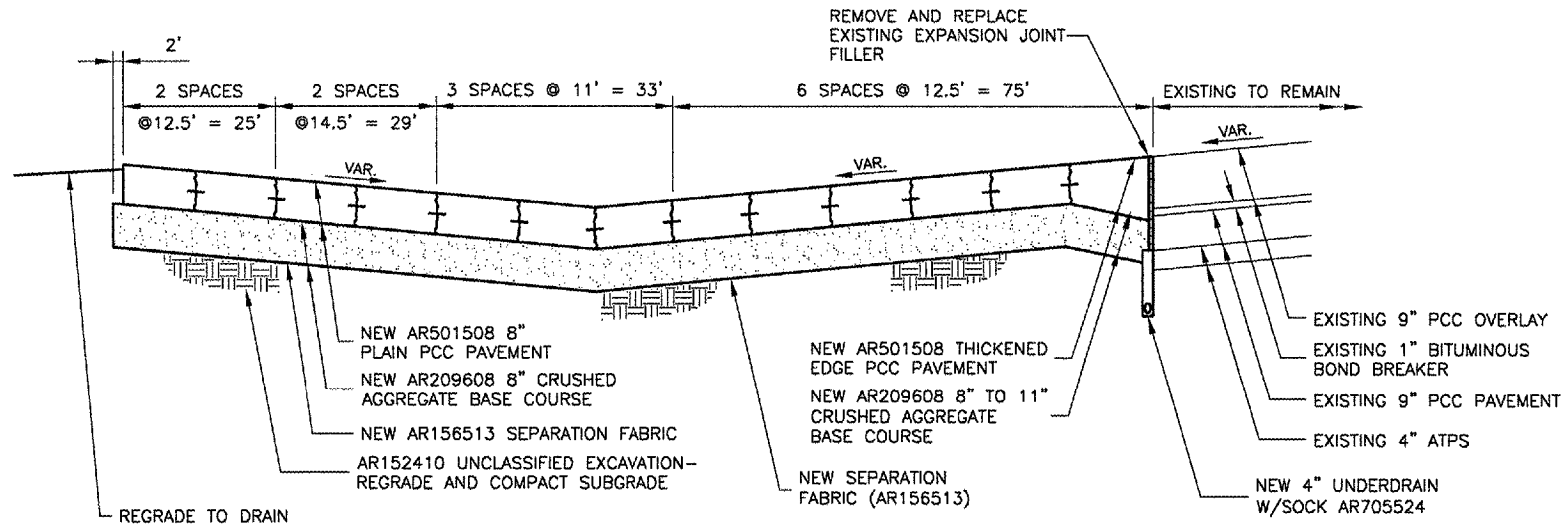
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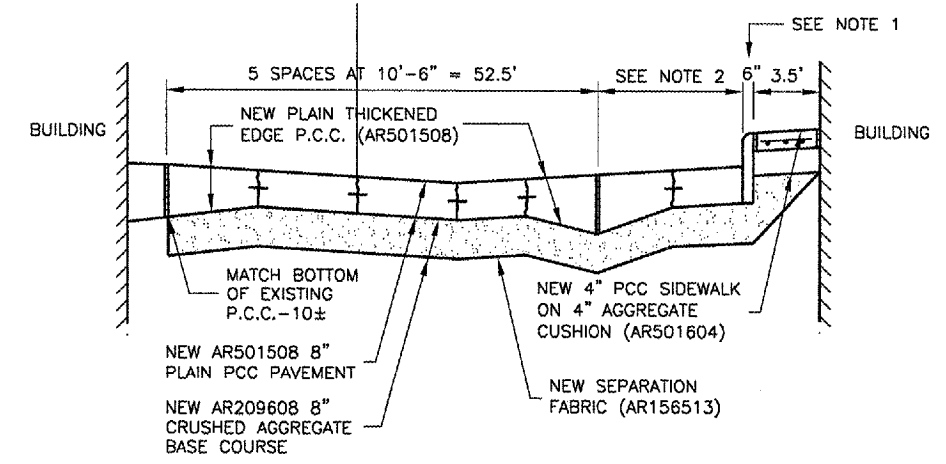
TAXIWAY A6 - ADDITIVE ALTERNATE 1

BASE BID

TAXIWAY A

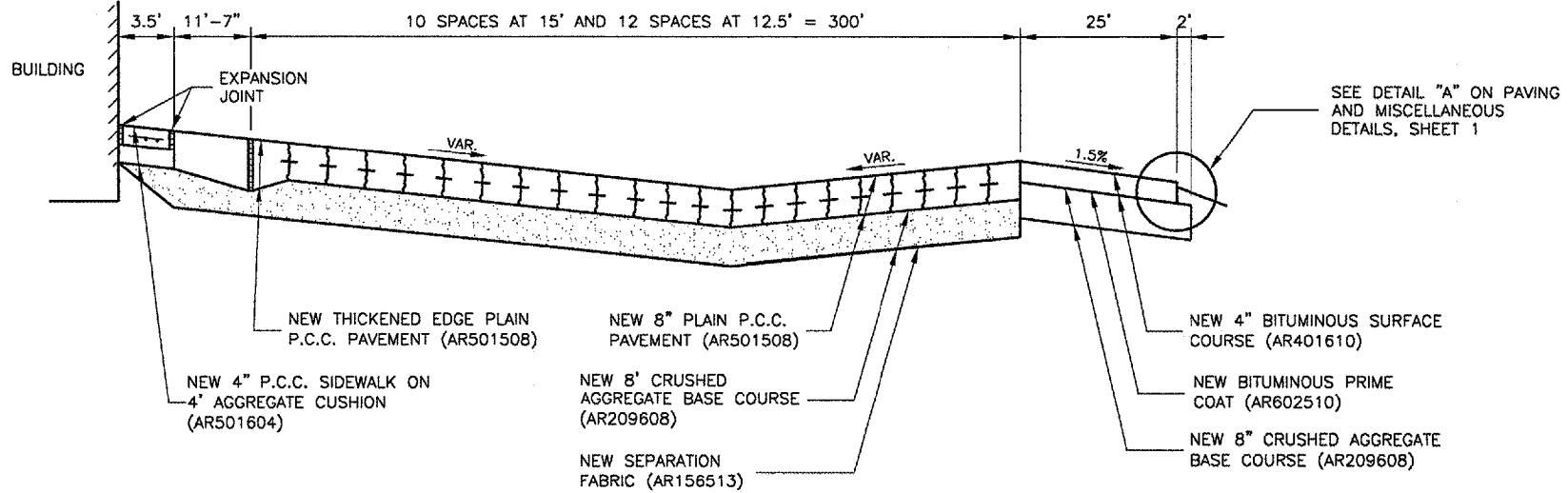


NEW COMMUTER APRON TYPICAL SECTION A
 N.T.S.



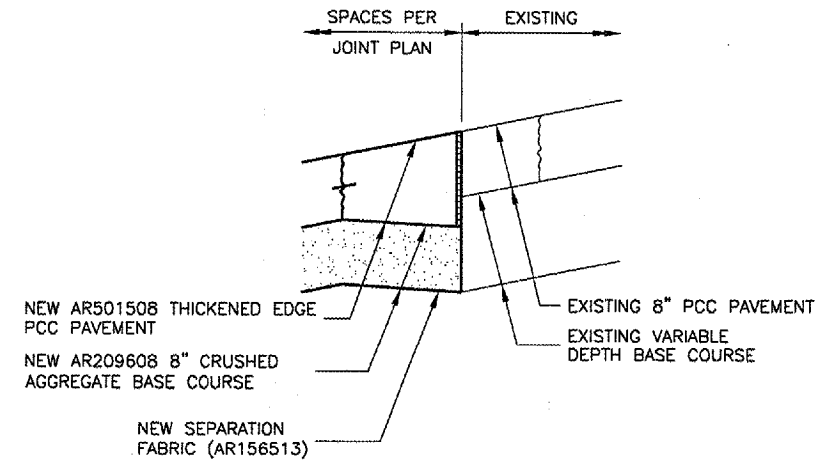
- NOTES**
1. CURBLINE STARTS AT BASELINE C STA. 25+09 AND ENDS AT STA. 26+39.
 2. BASELINE C STA. 25+09 TO STA. 25+90 = 1 SPACE AT 10'-6".
 BASELINE C STA. 24+50 TO BASELINE C STA. 25+09 AND
 BASELINE C STA. 25+90 TO STA. 26+39 = 1 SPACE AT 10'-4" AND
 1 SPACE AT 10'-6".

NEW COMMUTER APRON TYPICAL SECTION C
 N.T.S.



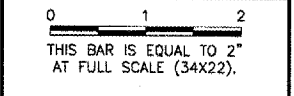
- NOTES:**
1. 2" MAXIMUM LIFT THICKNESS REQUIRED FOR BITUMINOUS SURFACE COURSE.
 2. BITUMINOUS TACK REQUIRED BETWEEN LIFTS OF BITUMINOUS SURFACE COURSE (AR603510).

NEW COMMUTER APRON TYPICAL SECTION B
 N.T.S.



NEW SERVICE PAVEMENT TYPICAL SECTION D
 N.T.S.

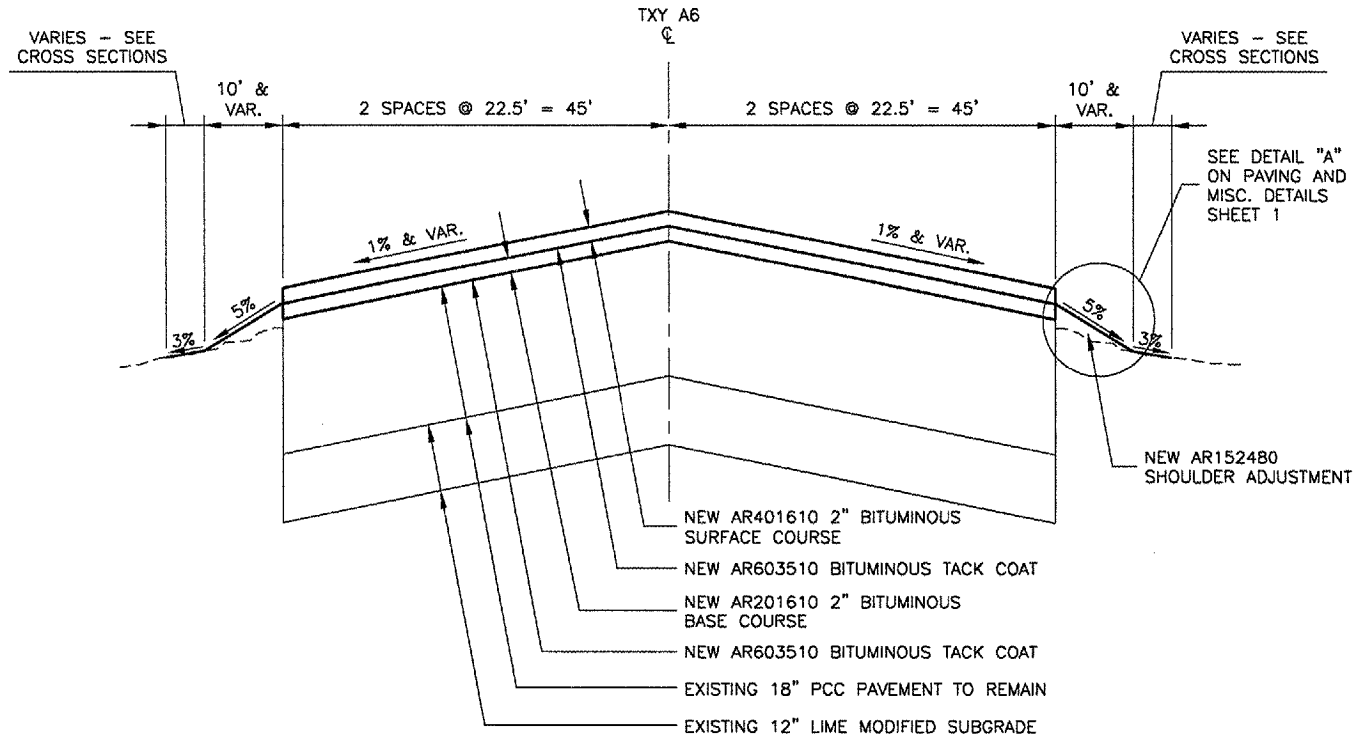
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 NEW TYPICAL SECTIONS - APRON

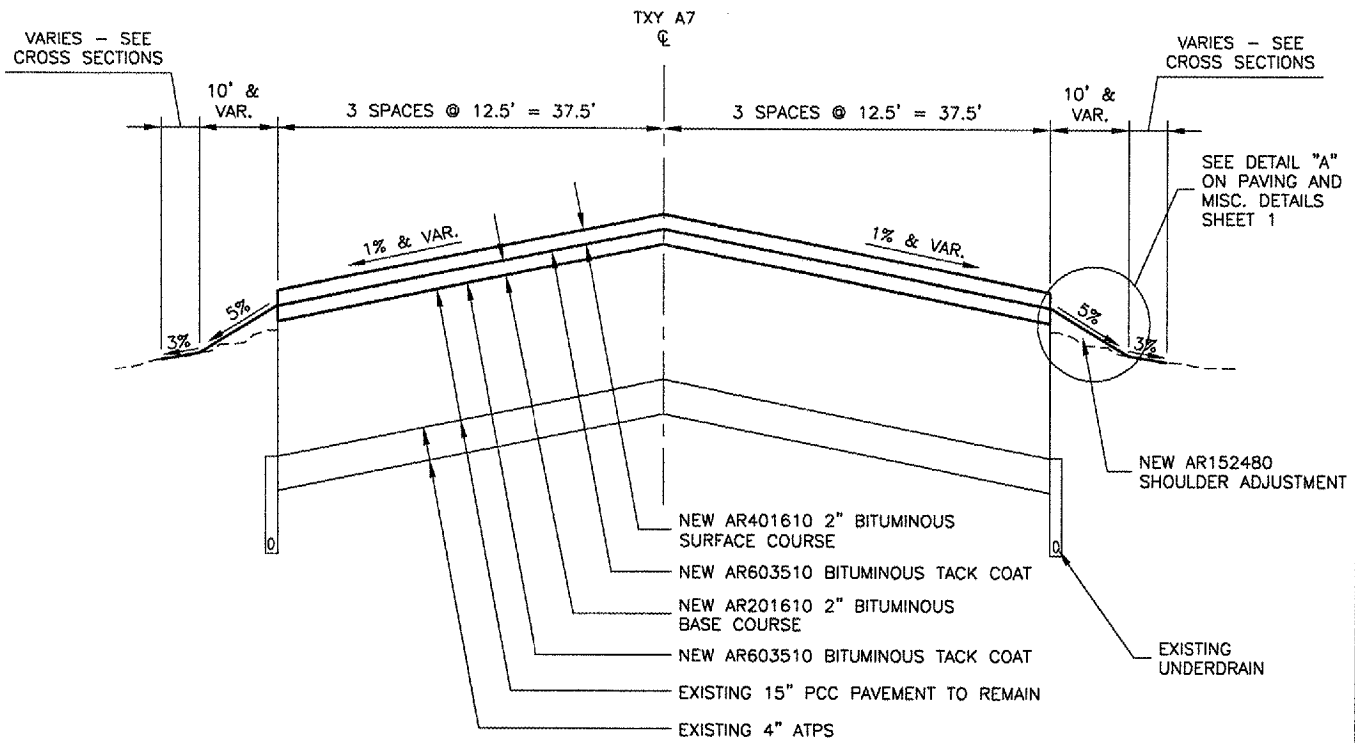
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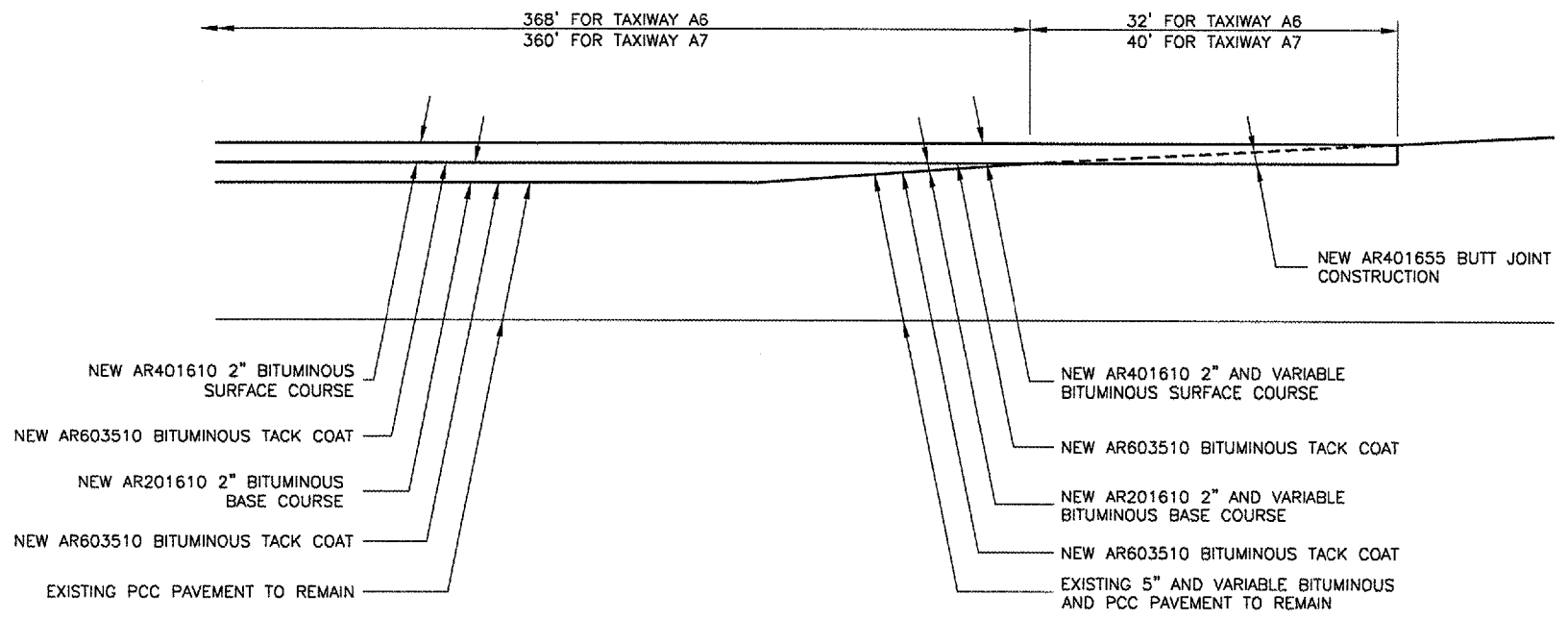
NEW TAXIWAY A6 TYPICAL SECTION
 N.T.S.

(E)



NEW TAXIWAY A7 TYPICAL SECTION
 N.T.S.

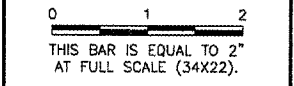
(F)



TXY A6 AT TXY A
 NEW TYPICAL SECTION - TXY A7 AT TXY A
 N.T.S.

(G)

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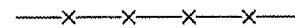
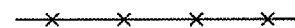







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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 NEW TYPICAL SECTIONS - TAXIWAY A6 & A7

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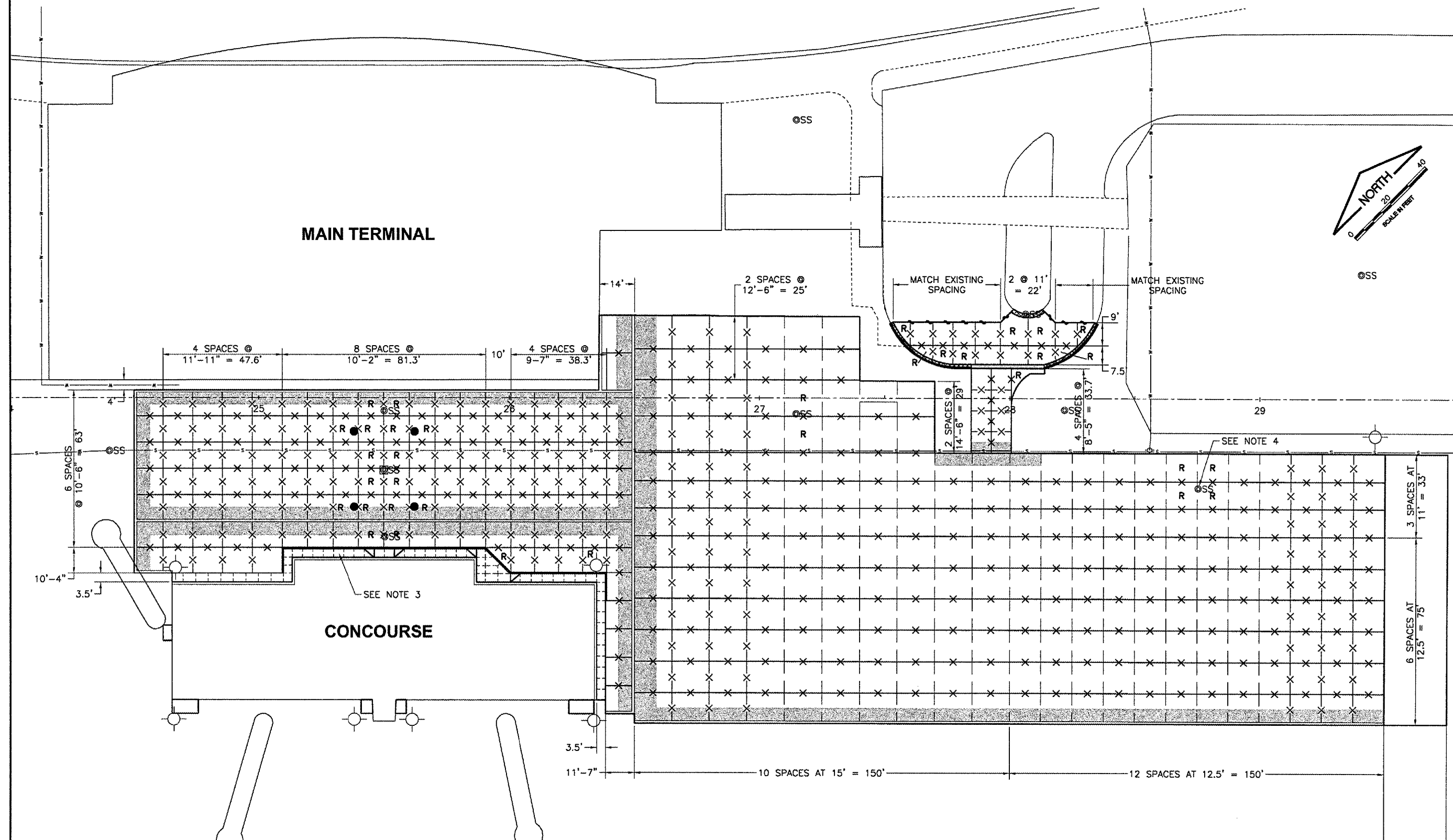
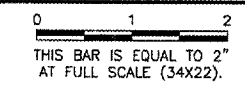
JOINTING LEGEND

-  TYPE F DOWELED CONTRACTION JOINT
-  TYPE D DOWELED CONSTRUCTION JOINT
-  TYPE H DUMMY CONTRACTION JOINT
-  TYPE B EXPANSION JOINT
-  TYPE S SPECIAL JOINT
-  ODD SHAPED PANEL REINFORCEMENT / PANEL REINFORCEMENT
-  THICKENED EDGE PAVEMENT; THICKENED EDGE ACCORDING TO TYPE B THICKENED EDGE EXPANSION JOINT ON THE JOINTING DETAILS SHEET.

- NOTES:**
1. TYPE D & F JOINTS MAY BE USED INTERCHANGEABLY DEPENDING ON THE CONTRACTOR'S PAVING PLAN.
 2. CONTRACTOR TO SUBMIT PAVING PLAN TO ENGINEER PRIOR TO PAVING. PLAN SHALL SHOW PAVING LANES AND STEEL SCHEDULE.
 3. SEE SIDEWALK PLAN FOR SIDEWALK JOINT SPACING AND CURB PLAN.
 4. SEE PAVING AT IN-PAVEMENT STRUCTURE DETAILS FOR REQUIREMENTS WHEN PAVING AROUND IN-PAVEMENT MANHOLES, LIGHT BASES AND BUILDING COLUMNS.

K:\Champaign\030590302 Apron Rehab 2\Draw\JOINTING PLAN.dwg
 FILE: JOINTING PLAN.dwg
 UPDATE BY: Sean Smith
 PLOT DATE: 4/17/2008 7:55 PM
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 Proj Improvements
 Exisit_Cond

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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 JOINTING PLAN - APRON**

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 SHEET 29 OF 57 SHEETS

TABLE 1

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT I, INCHES I=(T/4) ±1/4"
5	1.25"
6	1.50"
7	1.75"
8	2.00"
9	2.25"
10	2.50"
11	2.75"
12	3.00"
13	3.25"
14	3.50"
15	3.75"
16	4.00"
17	4.25"
18	4.50"

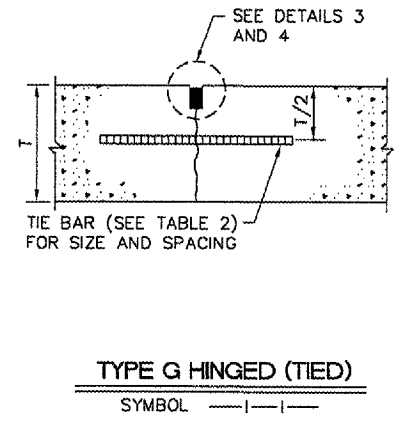
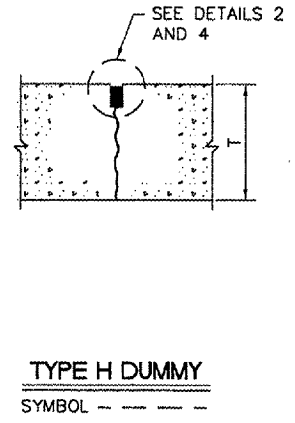
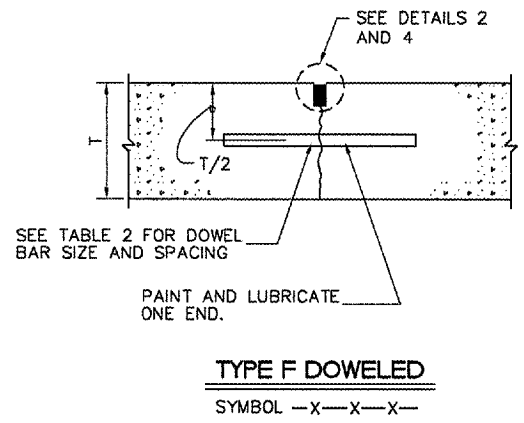
TABLE 2

PAVEMENT THICKNESS T - INCHES	DOWEL BAR DETAILS			TIE BAR DETAILS		
	DIA.	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
5	5/8"	12"	12"	#4	24"	30"
6	3/4"	18"	12"	#5	30"	30"
7	3/4"	18"	12"	#5	30"	30"
8	1"	19"	12"	#5	30"	30"
9	1"	19"	12"	#5	30"	30"
10	1"	19"	12"	#5	30"	30"
11	1"	19"	12"	#5	30"	30"
12	1"	19"	12"	#5	30"	30"
13	1 - 1/4"	20"	15"	#5	30"	30"
14	1 - 1/4"	20"	15"	#5	30"	30"
15	1 - 1/4"	20"	15"	#5	30"	30"
16	1 - 1/4"	20"	15"	#5	30"	30"
17	1 - 1/2"	20"	18"	#5	30"	30"
18	1 - 1/2"	20"	18"	#5	30"	30"

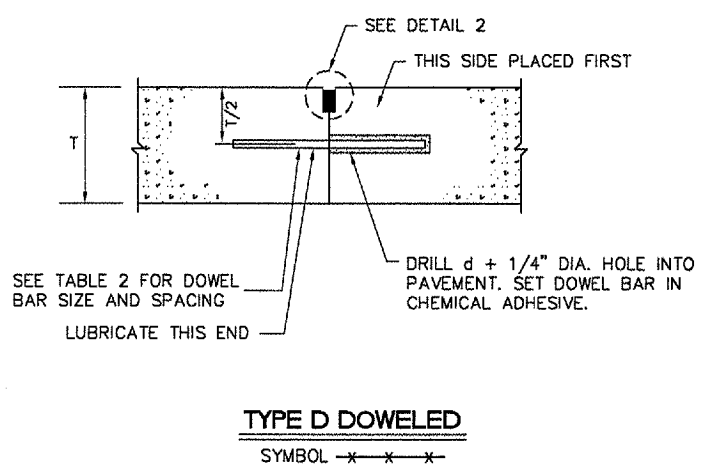
JOINT NOTES

- 1.) 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.
- 2.) THE INITIAL SAWCUT FOR ALL LONGITUDINAL & TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
- 3.) ALL TIE BARS & MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING & AFTER CONCRETE PLACEMENT.
- 4.) TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH THE SPECIFICATIONS.
- 5.) 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.
- 6.) ALL SEALANT TO BE HOT/COLD POUR. SILICONE AND PREFORMED SEALANT SHALL NOT BE USED ON THIS PROJECT.
- 7.) ALL JOINTS THAT ARE THE END OF A CONSTRUCTION PHASE TO BE TYPE D DOWELED CONSTRUCTION JOINTS.

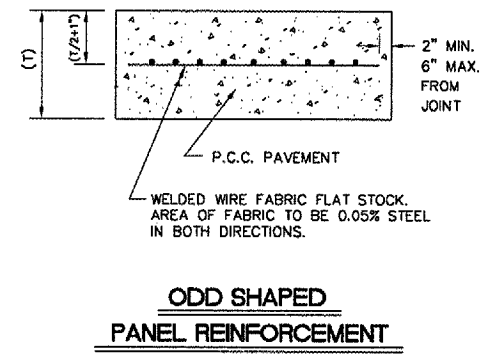
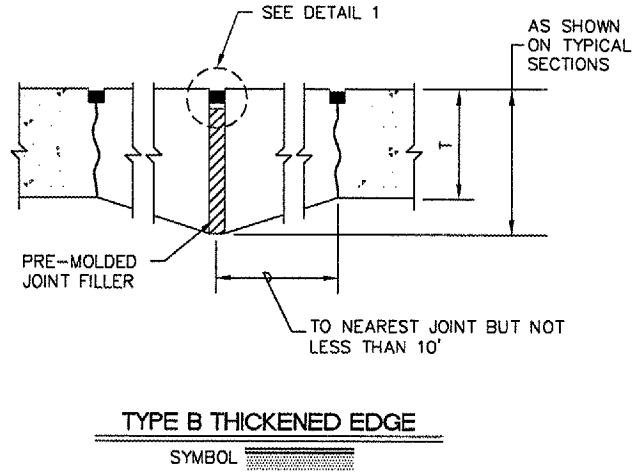
CONTRACTION JOINTS



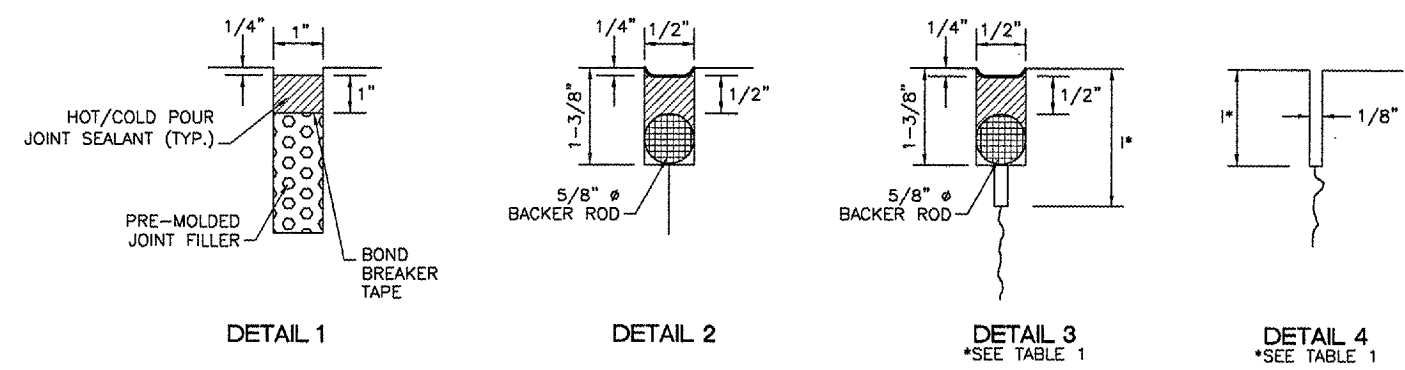
CONSTRUCTION JOINTS



EXPANSION JOINTS

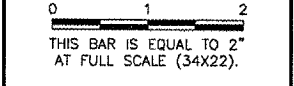


JOINT SEALING DETAILS



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NEW JOINTING DETAILS

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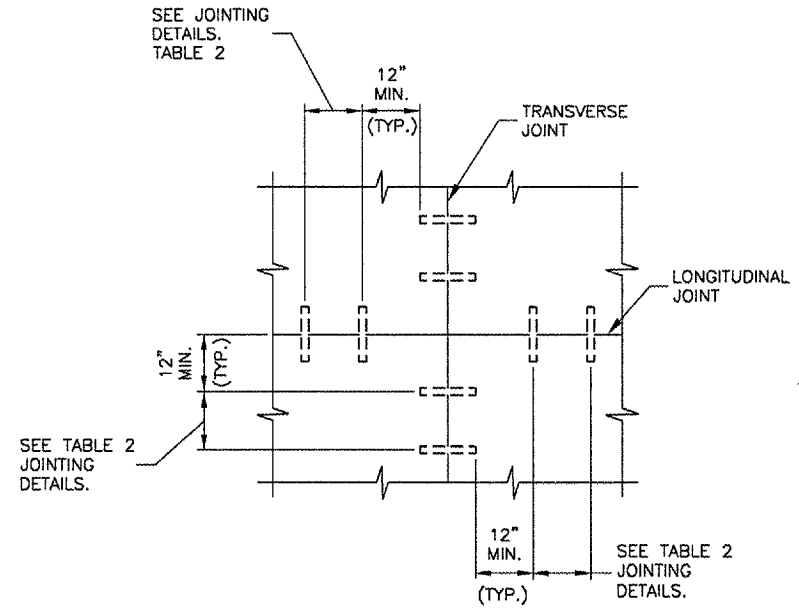
0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

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 PAVING AND MISCELLANEOUS DETAILS SHEET 1

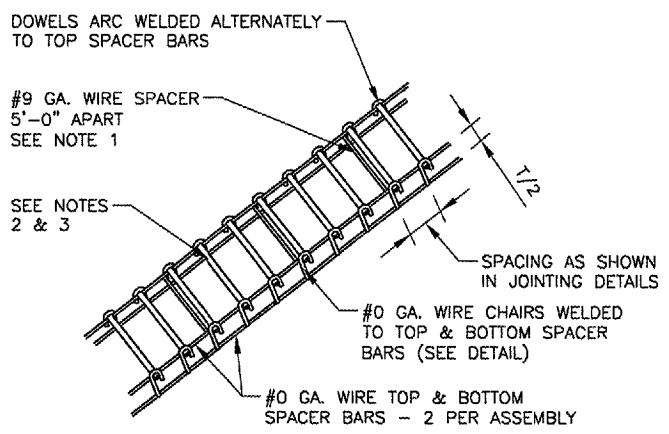
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CMI-3663
 3-17-0016-XX
 SHEET 31 OF 57 SHEETS



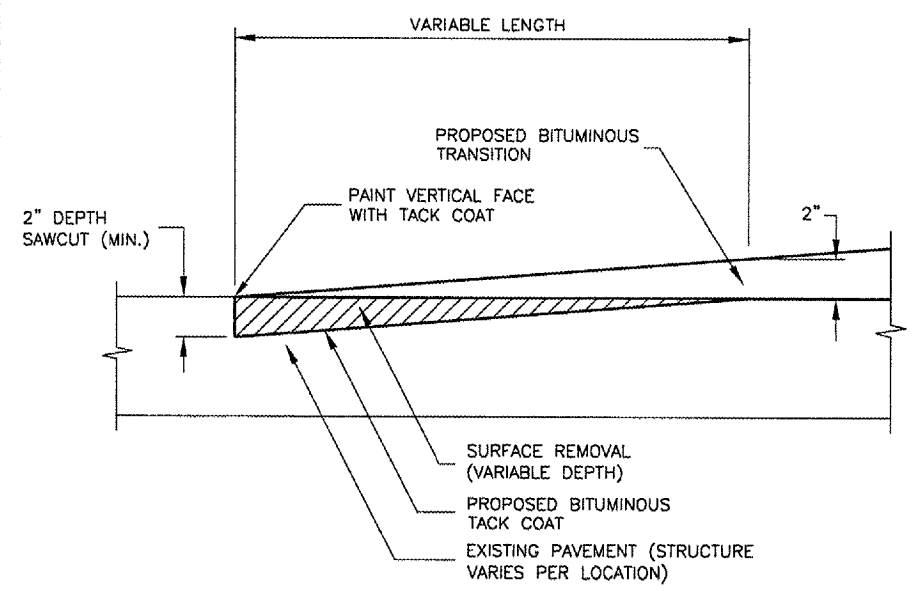
DOWEL INSTALLATION AT JOINT CORNERS DETAIL
 N.T.S.



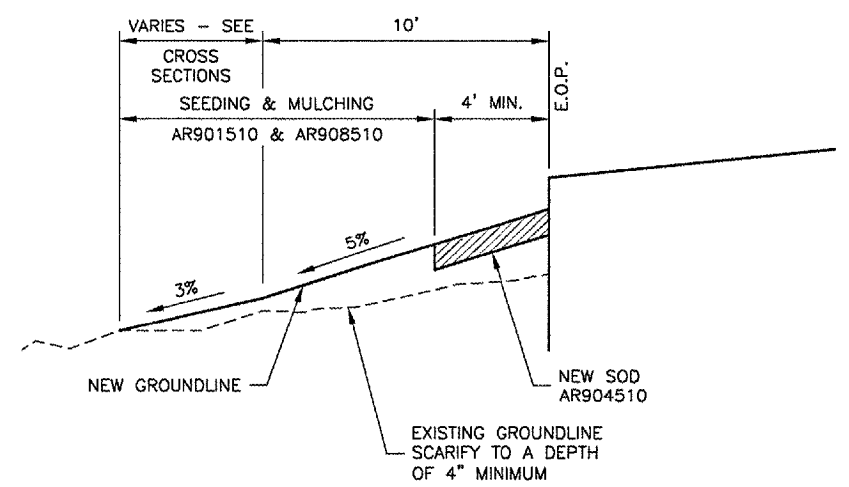
DOWEL BASKET ASSEMBLY DETAIL
 N.T.S.

DOWEL BASKET NOTES

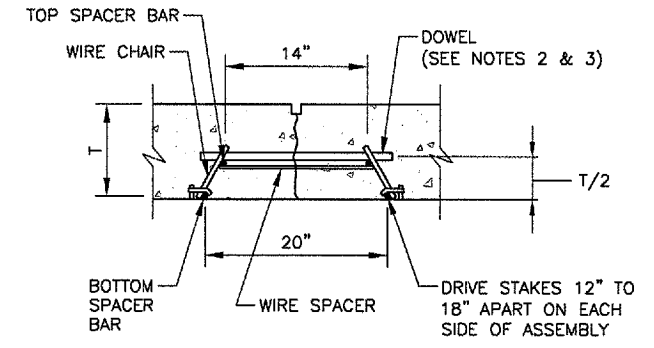
- #9 GA. WIRE SPACER BAR ARC WELDED TO THE BOTTOM OF TOP SPACER BAR (MAY BE MECHANICALLY ATTACHED IN LIEU OF WELDING): 3 REQUIRED PER UNIT.
- DOWEL BAR DIAMETER, LENGTH & SPACING SHALL BE AS SHOWN IN TABLE 2 OF JOINTING DETAILS SHEET.
- DOWELS SHALL BE EPOXY COATED FULL LENGTH OF DOWEL. IMMEDIATELY PRIOR TO PAVING, THE FREE END OF EACH DOWEL SHALL BE LUBRICATED OR OILED, FOR HALF THE LENGTH OF THE DOWEL ONLY.



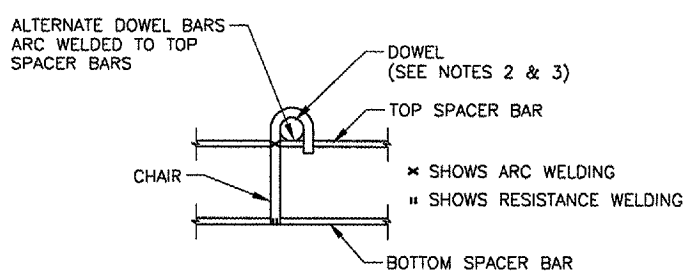
BUTT JOINT DETAIL
 N.T.S.



NEW TURF SHOULDER DETAIL "A"
 N.T.S.

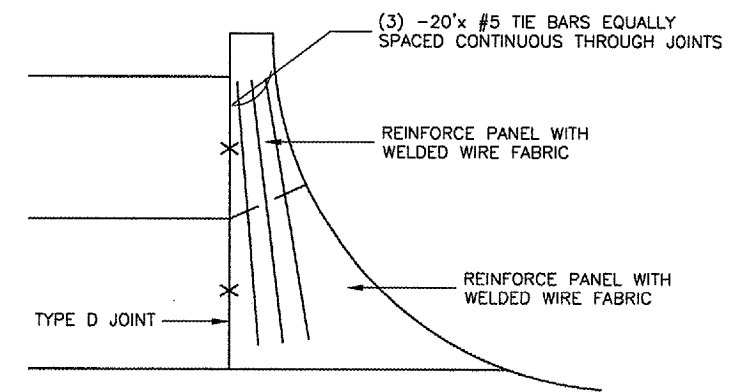


DOWEL BAR INSTALLATION DETAIL
 N.T.S.



TYPICAL DOWEL BASKET ELEVATION DETAIL SHOWING CHAIR
 N.T.S.

DOWEL BASKET DETAILS



FILLET DETAIL AND FILLET REINFORCING DETAIL
 N.T.S.

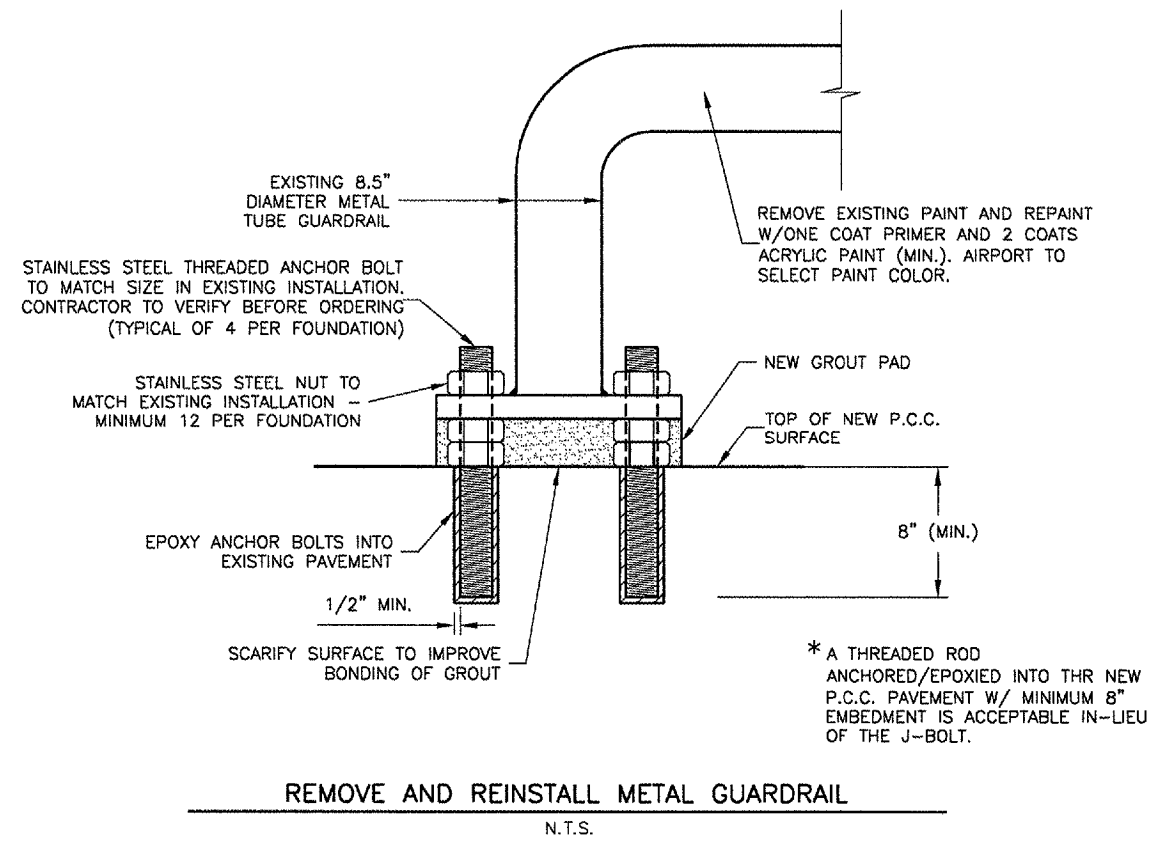
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0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

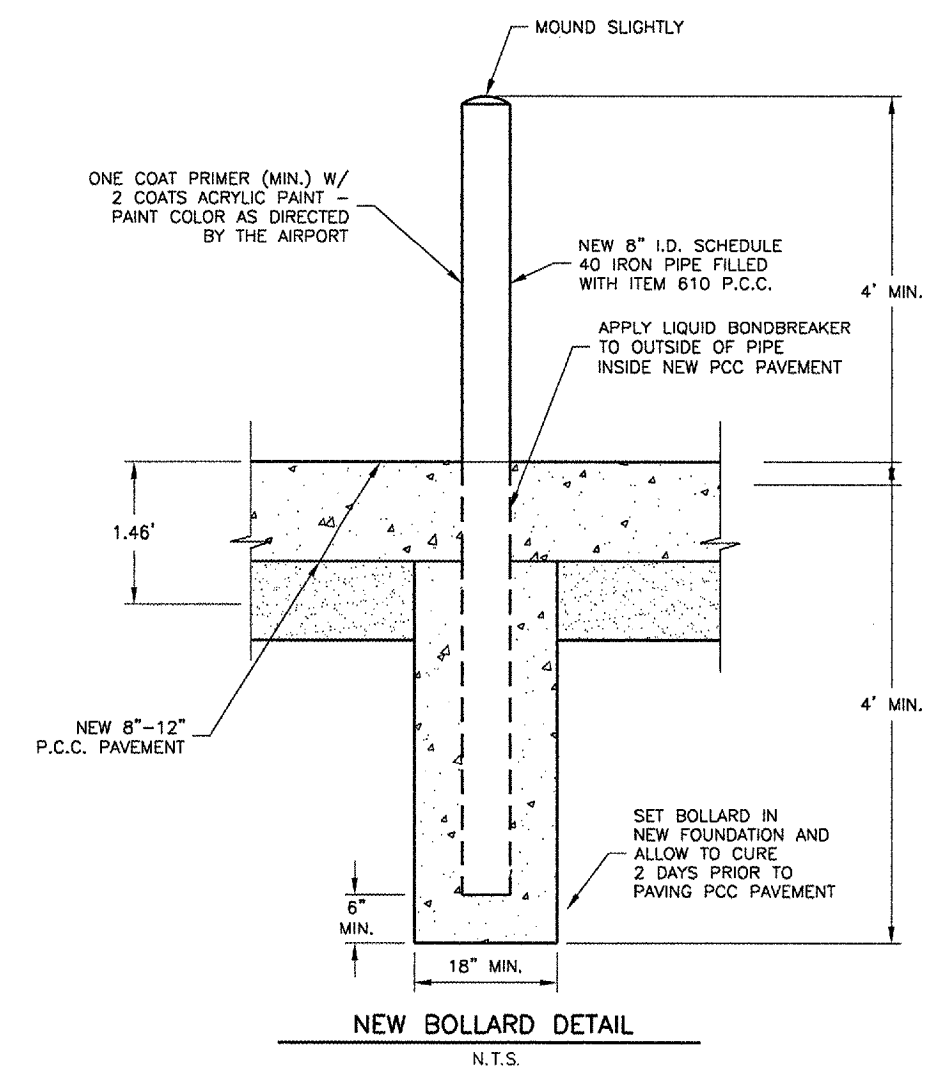
UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP, PHASE 2
 PAVING AND MISCELLANEOUS DETAILS SHEET 2

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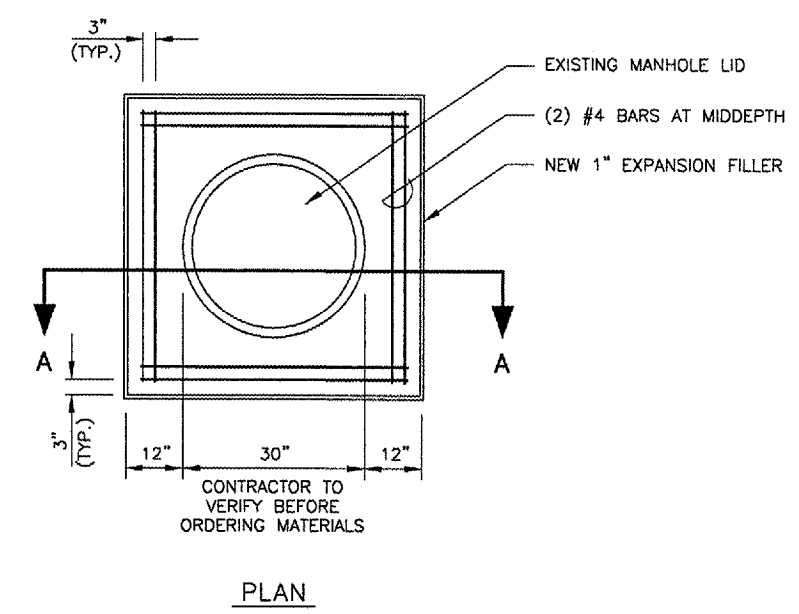
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SHEET 32 OF 57 SHEETS	



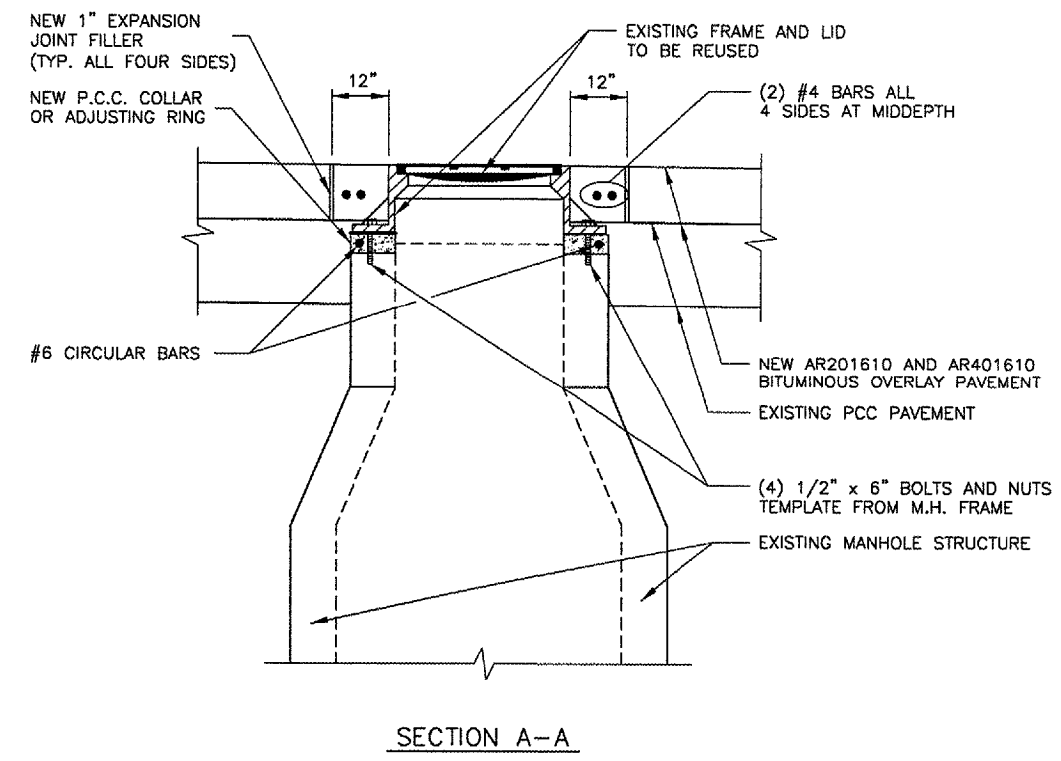
REMOVE AND REINSTALL METAL GUARDRAIL
N.T.S.



NEW BOLLARD DETAIL
N.T.S.



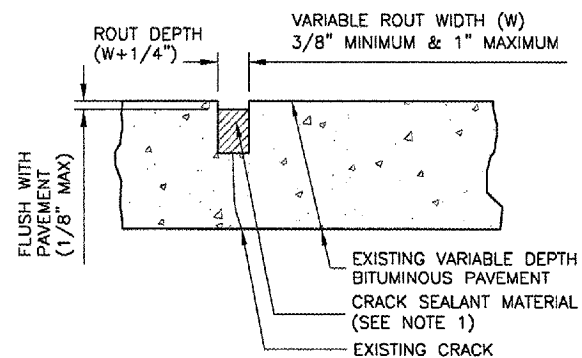
PLAN



SECTION A-A

MANHOLE NOTES
 1.) HEIGHT OF ADJUSTMENT SHOWN ON PROJECT IMPROVEMENTS SHEETS.

IN PAVEMENT MANHOLE ADJUSTMENT
N.T.S.

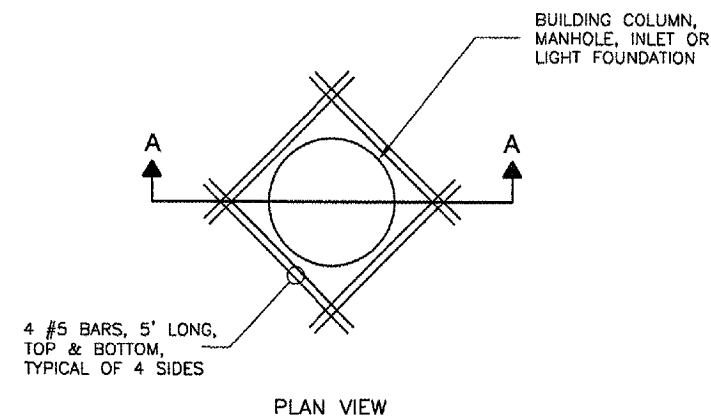


CLEAN & SEAL BITUMINOUS CRACKS (AR201661)

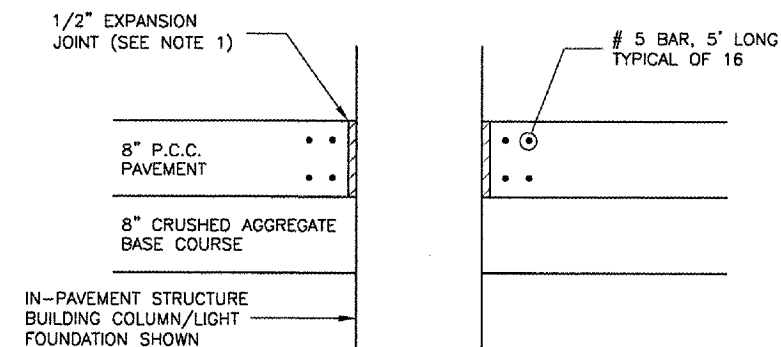
N.T.S.

NOTES:

1. THE CRACK ROUTING DIMENSIONS WILL PROVIDE A WIDTH TO DEPTH RATIO OF 1:1 FOR SEALANT MATERIAL.
2. CRACKS TO BE ROUTED, CLEANED AND SEALED AT LOCATIONS DESIGNATED BY THE RESIDENT ENGINEER.



PLAN VIEW



SECTION A-A

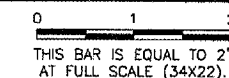
P.C.C. PAVING AT IN-PAVEMENT STRUCTURES

N.T.S.

NOTES:

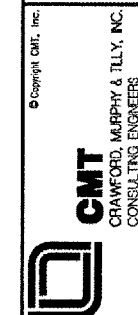
1. A MINIMUM 1/2" EXPANSION IS REQUIRED AT BUILDING COLUMNS AND LIGHT FOUNDATIONS. IN-PAVEMENT MANHOLES AND INLETS MAY HAVE THE EXPANSION JOINT ELIMINATED AT THE DISCRETION OF THE RESIDENT ENGINEER. THE EXPANSION JOINTS WILL BE SEALED.
2. JOINT LOCATIONS SHOWN ARE FOR ILLUSTRATIVE PURPOSES AND MAY NOT REFLECT ACTUAL FIELD CONDITIONS.
3. PAVEMENT LEADING UP TO IN-PAVEMENT MANHOLES AND INLETS DESIGNED TO ACCEPT STORMWATER RUNOFF WILL BE SLOPED TOWARDS THE DRAIN.
4. A MINIMUM OF 2-INCH COVER IS REQUIRED OVER THE TIE BARS LOCATED AS SHOWN IN THE DETAIL.
5. ANY DAMAGE TO THE EXISTING IN-PAVEMENT STRUCTURES CAUSED BY THE CONTRACTOR'S OPERATIONS WILL BE REPAIRED BY HIM AT HIS EXPENSE PRIOR TO COMPLETING THE P.C.C. PAVING.

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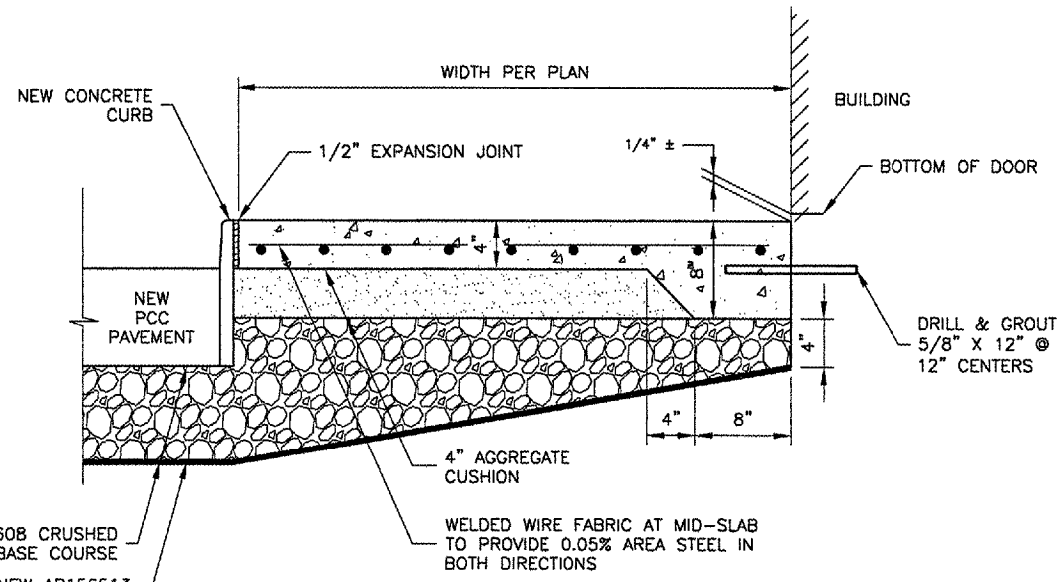
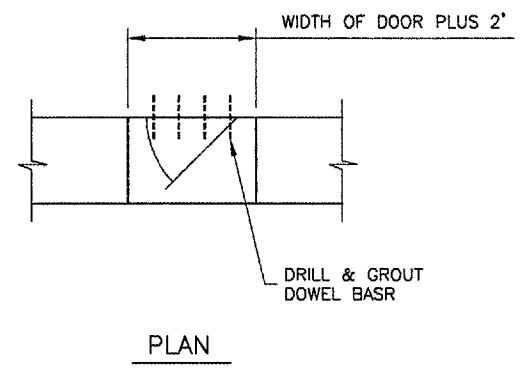
REHABILITATE AIR CARRIER RAMP, PHASE 2
 PAVING AT IN-PAVEMENT STRUCTURES
 AND CRACK SEALING DETAILS



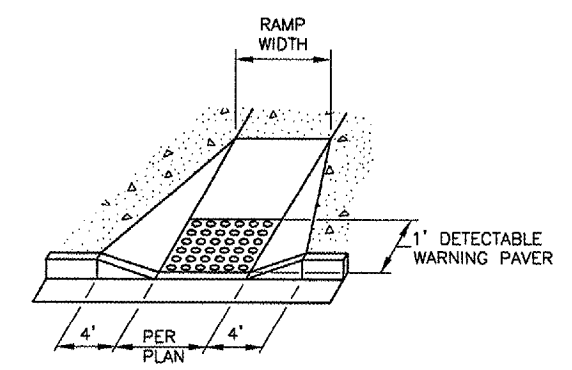
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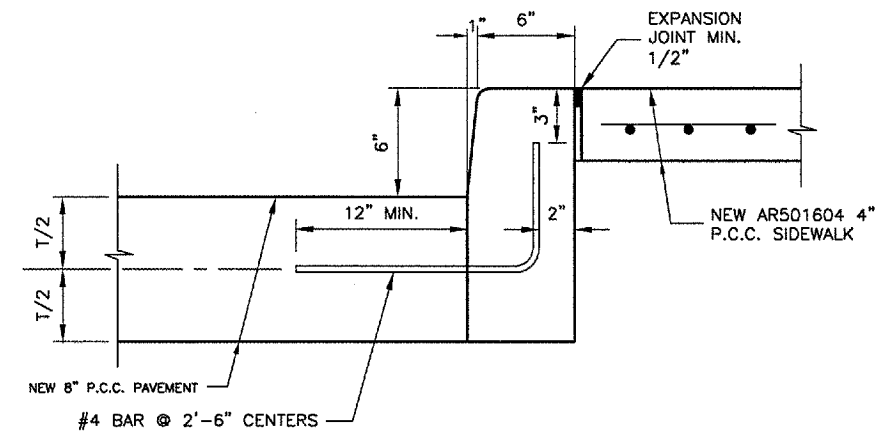
0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).



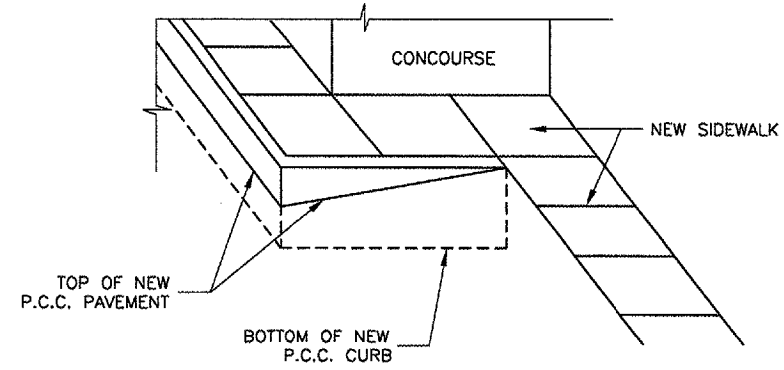
SIDEWALK AT DOORS
 N.T.S.



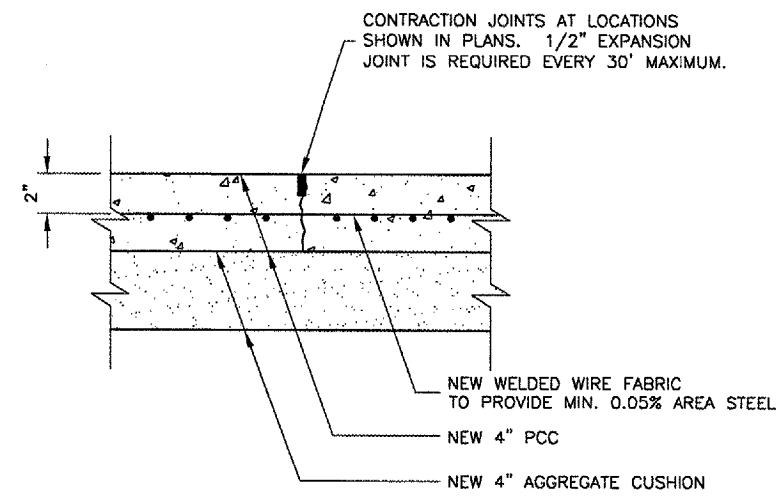
SIDEWALK RAMPS
 N.T.S.



NEW AR754210 CONCRETE CURB
 N.T.S.



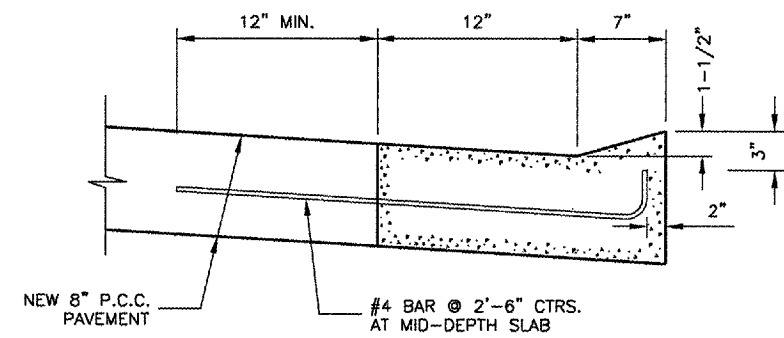
END OF CURB DETAIL
 N.T.S.



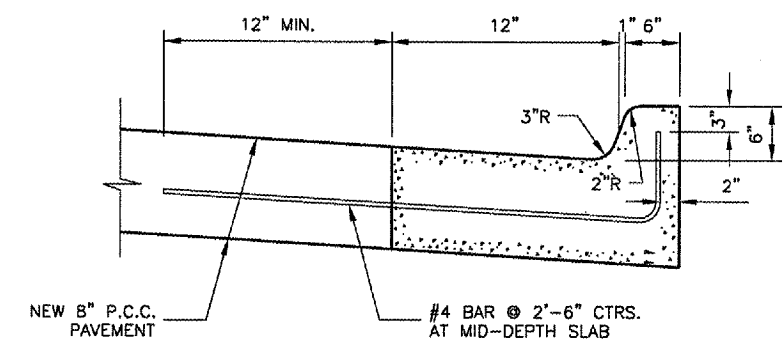
AR501604 NEW 4" PCC SIDEWALK
 N.T.S.

SIDEWALK AND CURB NOTES:

1. NEW COMB. CURB AND GUTTER DETAILS MATCH RECORDS OF EXISTING CURB AS BUILT IN FIELD. ADJUSTMENT MAY BE REQUIRED AT TIE-IN POINTS OF NEW CURB TO EXISTING CURB.
2. SIDEWALK RAMP CONSTRUCTION, INCLUDING DETECTABLE WARNING PAVERS, INCIDENTAL TO ITEM AR501604.
3. CONTRACTION JOINTS ARE REQUIRED IN THE NEW CURB CONSTRUCTION. JOINTS MUST MATCH JOINTING IN NEW PCC PAVEMENT.
4. 1/2" EXPANSION JOINT IS REQUIRED AT THE BACK OF CURB OR NEW PCC PAVEMENT, DEPENDING ON LOCATION IN THE NEW SIDEWALK CONSTRUCTION
5. 1/2" EXPANSION JOINTS SPACED A MAXIMUM OF 30 FEET ON CENTERS ARE REQUIRED IN THE NEW SIDEWALK. THE EXPANSION JOINT WILL BE IN PLACE OF A CONTRACTION JOINT AT THAT LOCATION. EXPANSION JOINTS WILL BE PLACED AT THE END OF EACH DAY'S PLACEMENT IN THE SIDEWALK CONSTRUCTION.



DEPRESSED



BARRIER

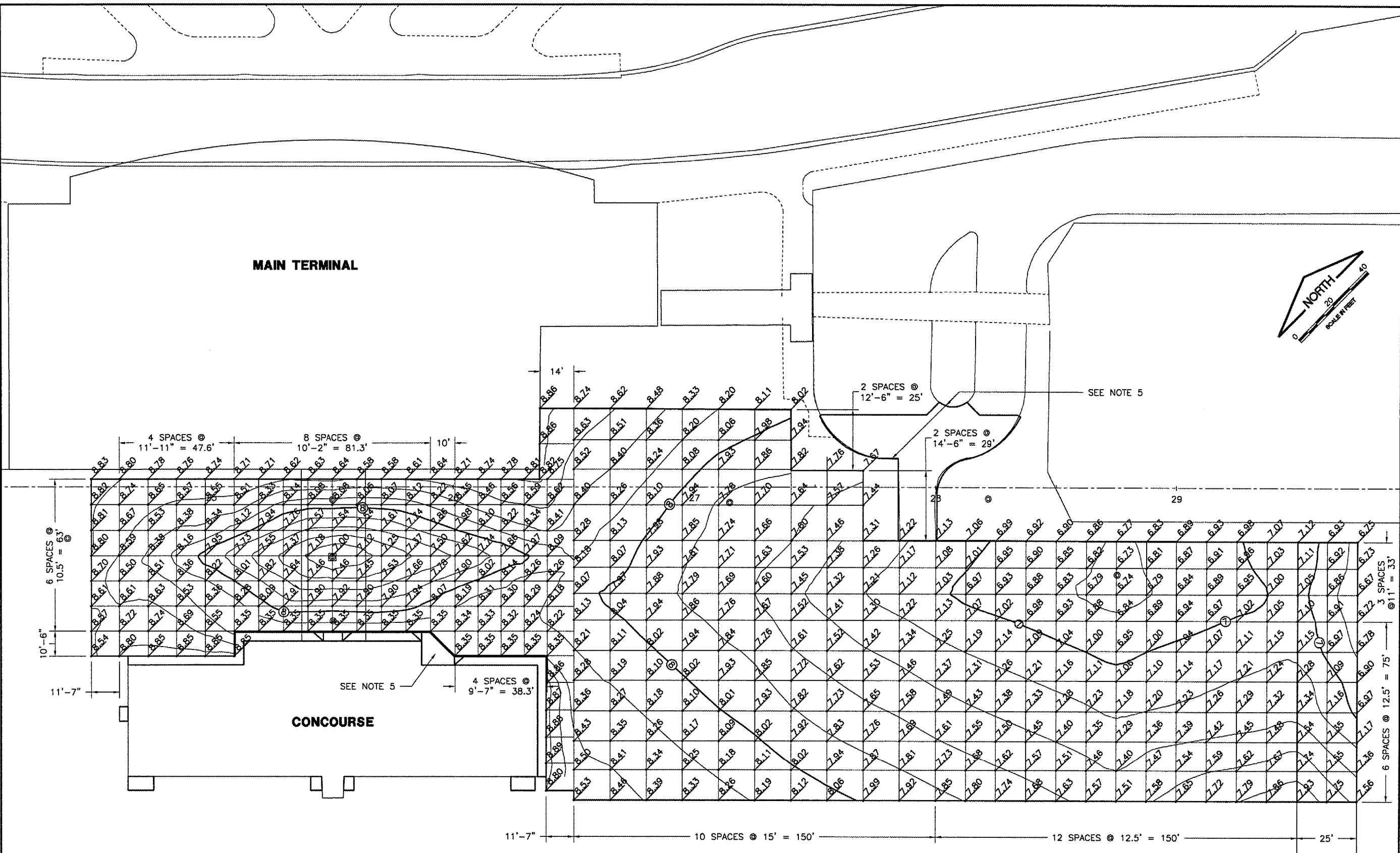
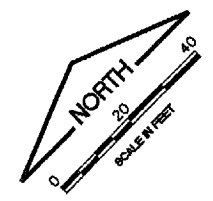
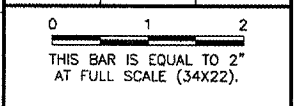
NEW AR754410 COMB. CONCRETE CURB AND GUTTER
 N.T.S.

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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 SIDEWALK AND CURB DETAILS

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**REHABILITATE AIR CARRIER RAMP, PHASE 2
 STAKING PLAN 1 - APRON**

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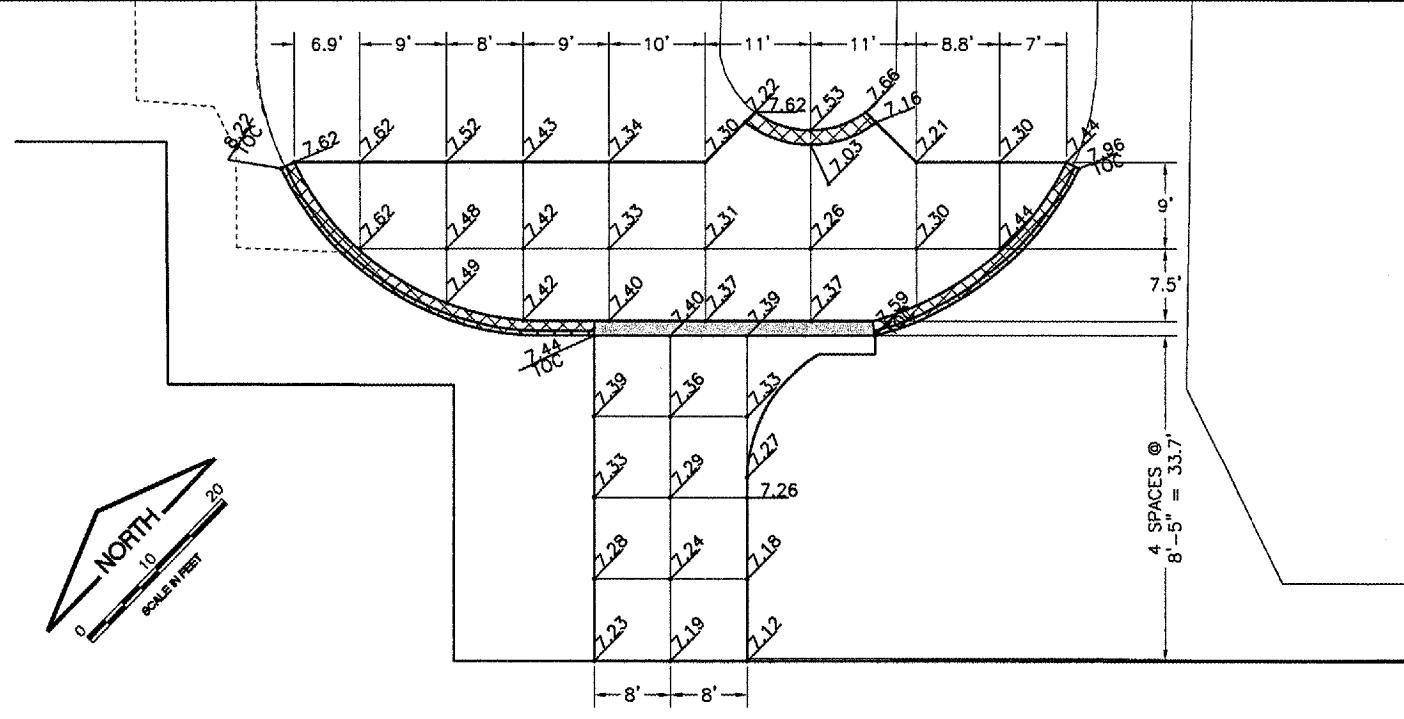
NOTES

- ELEVATIONS ARE SHOWN AT NEW JOINT CORNERS.
- MATCH ELEVATION OF EXISTING MANHOLES LOCATED WITHIN NEW APRON PAVEMENT.
- ALL ELEVATIONS ARE ABOVE THE BASE ELEVATION OF 740 FEET TO INCREASE CLARITY.
- JETWAYS, BUILDING COLUMNS AND APRON LIGHT FOUNDATIONS HAVE NOT BEEN SHOWN TO INCREASE CLARITY.
- SEE CURB & SIDEWALK AND TAXI & LIMO DRIVE STAKING PLAN FOR NEW SIDEWALK, CURB AND TAXI/LIMO DRIVE PAVEMENT ELEVATIONS.

LEGEND

	NEW PAVEMENT ELEVATION
	NEW CONTOUR

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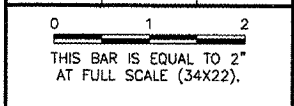
LEGEND

$\frac{7.06}{/}$ NEW PAVEMENT OR CURB ELEVATION

TOC TOP OF CURB

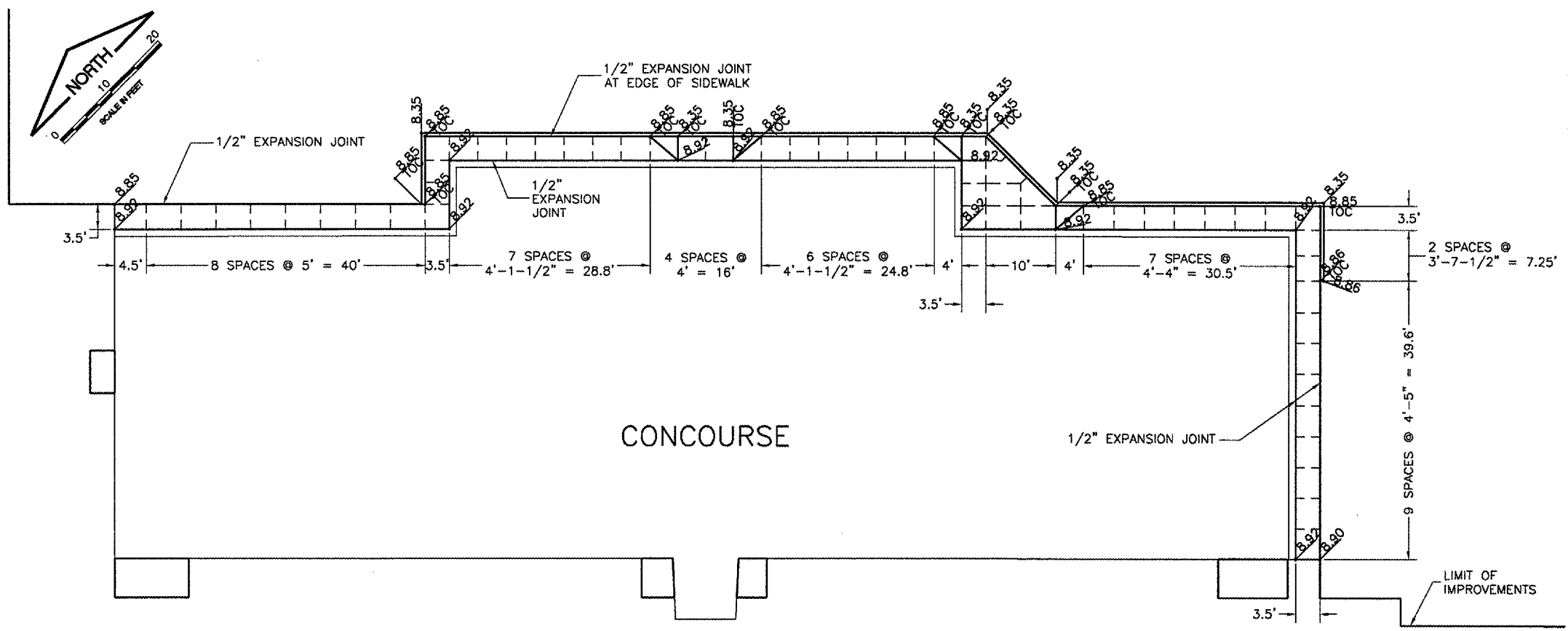
- NOTES**
- ELEVATIONS ARE SHOWN AT NEW JOINT CORNERS FOR TAXI AND LIMO DRIVE IMPROVEMENTS.
 - ALL ELEVATIONS ARE ABOVE THE BASE ELEVATION OF 740 FEET TO INCREASE CLARITY.
 - SEE APRON STAKING PLAN AND TAXIWAYS STAKING PLAN FOR APRON, TAXIWAY A6 AND TAXIWAY A7 NEW PAVEMENT ELEVATIONS.
 - SEE SIDEWALK AND CURB DETAILS SHEET FOR NEW SIDEWALK AND CURB CONSTRUCTION DETAILS.

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COMMUTER APRON

**TAXIWAY AND LIMO DRIVE
 NEW PAVEMENT AND CURB ELEVATIONS**



LEGEND

$\frac{8.85}{/}$ NEW PAVEMENT OR CURB ELEVATION

TOC TOP OF CURB

CONCOURSE

NEW SIDEWALK AND CURB ELEVATIONS

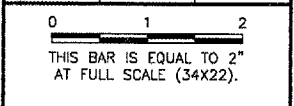
UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP, PHASE 2
 STAKING PLAN 2 - SIDEWALK AND CURB &
 TAXI AND LIMO DRIVE

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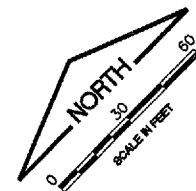
**REHABILITATE AIR CARRIER RAMP, PHASE 2
 STAKING PLAN 3 - TAXIWAY A6 & A7**

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




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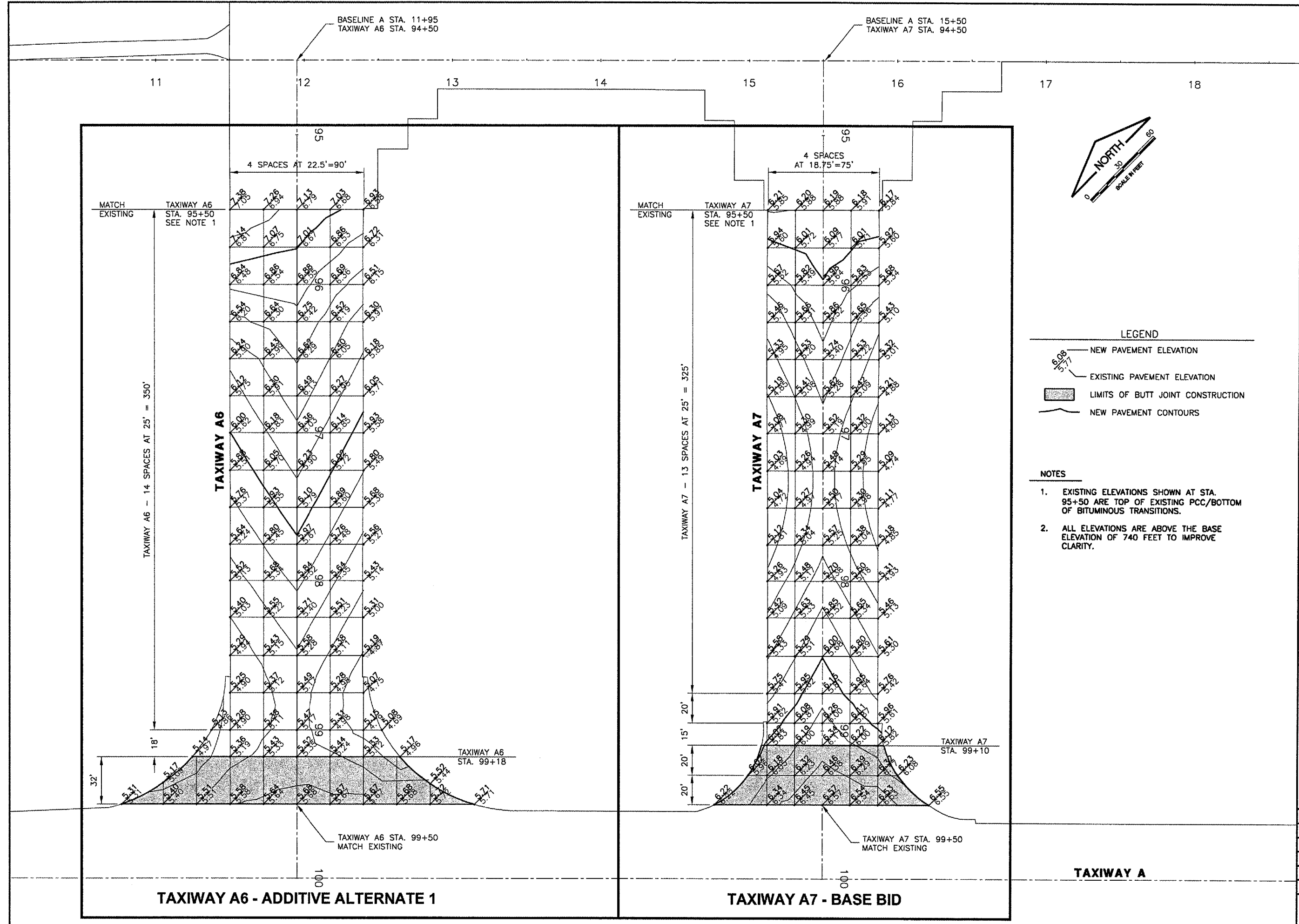
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LEGEND

-  NEW PAVEMENT ELEVATION
-  EXISTING PAVEMENT ELEVATION
-  LIMITS OF BUTT JOINT CONSTRUCTION
-  NEW PAVEMENT CONTOURS

- NOTES**
- EXISTING ELEVATIONS SHOWN AT STA. 95+50 ARE TOP OF EXISTING PCC/BOTTOM OF BITUMINOUS TRANSITIONS.
 - ALL ELEVATIONS ARE ABOVE THE BASE ELEVATION OF 740 FEET TO IMPROVE CLARITY.

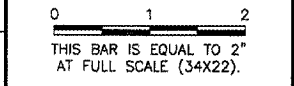


TAXIWAY A6 - ADDITIVE ALTERNATE 1

TAXIWAY A7 - BASE BID

TAXIWAY A

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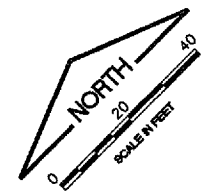
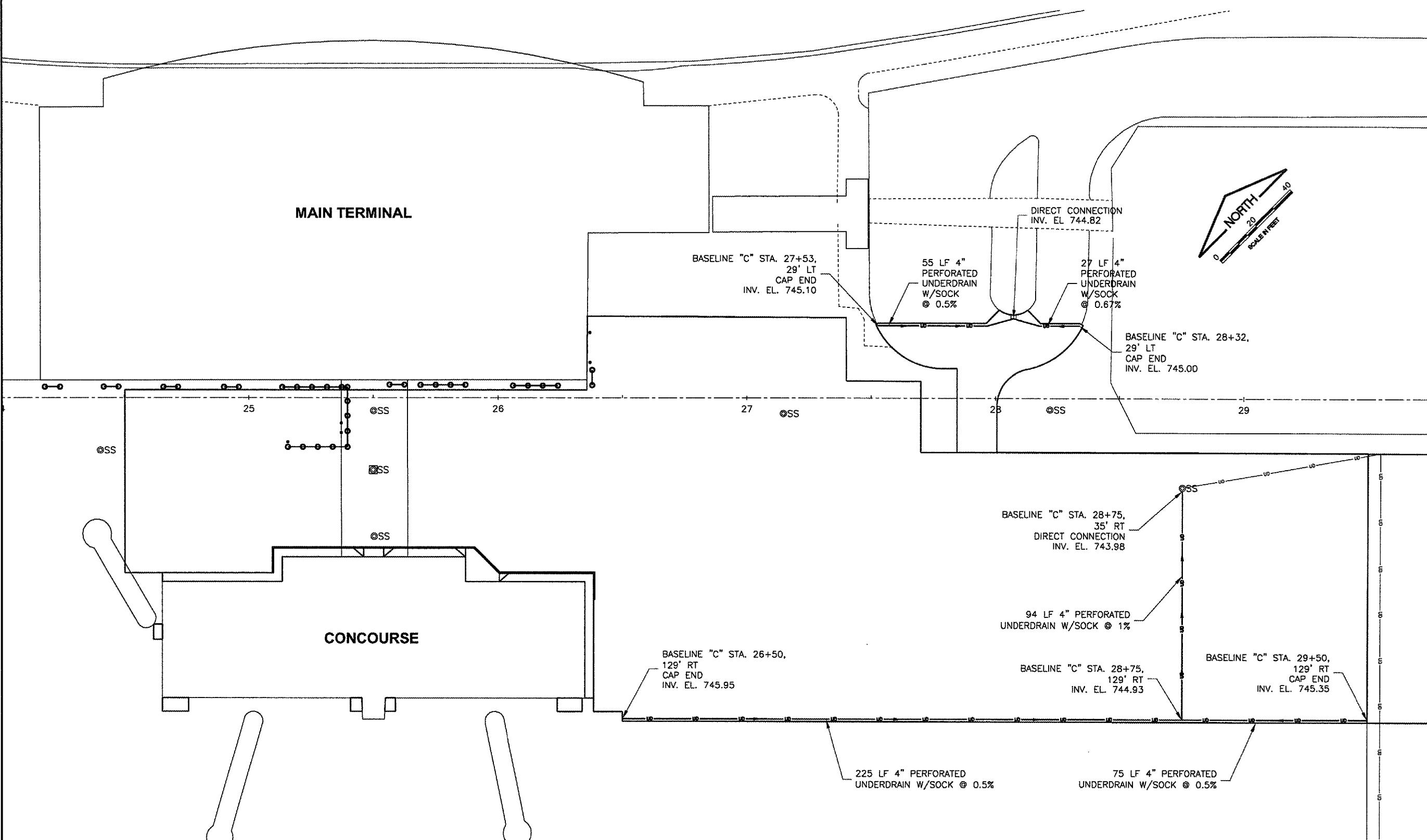
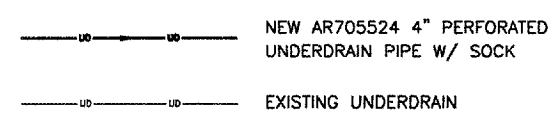
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**REHABILITATE AIR CARRIER RAMP, PHASE 2
 UNDERDRAIN PLAN**

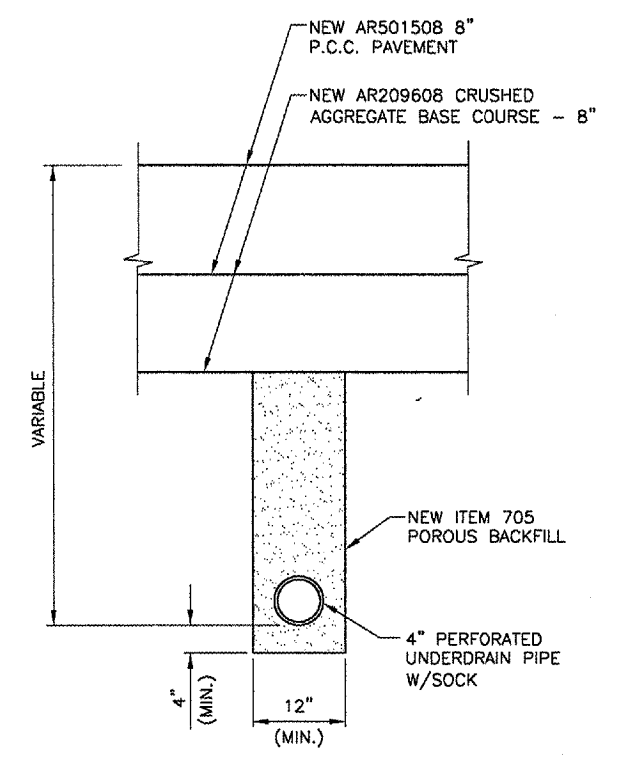
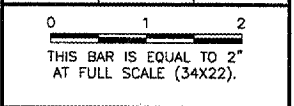
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SHEET 38 OF 57 SHEETS	

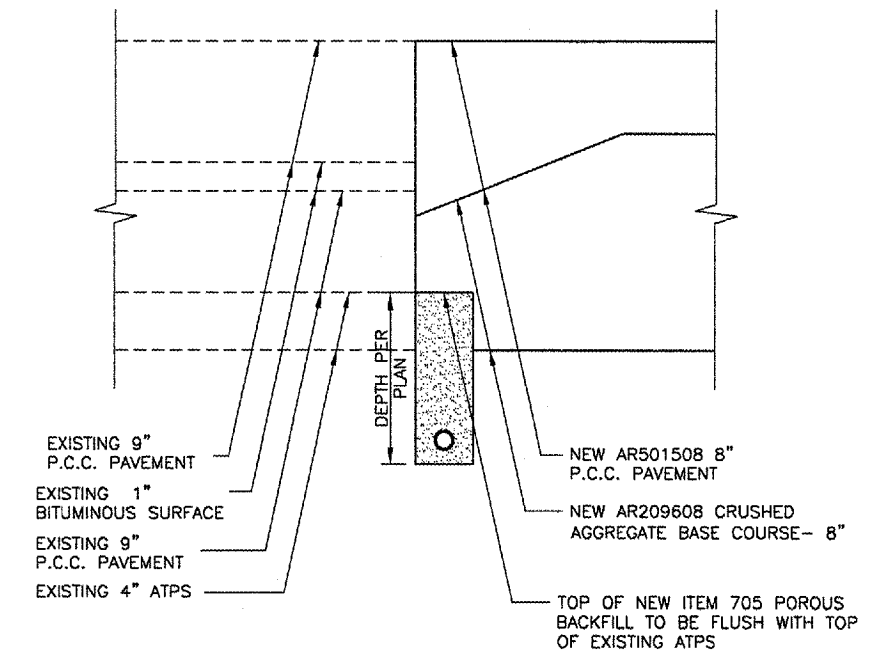
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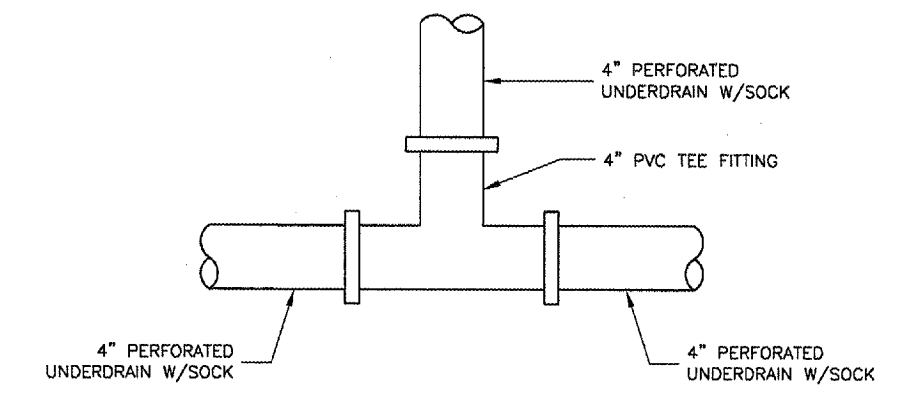
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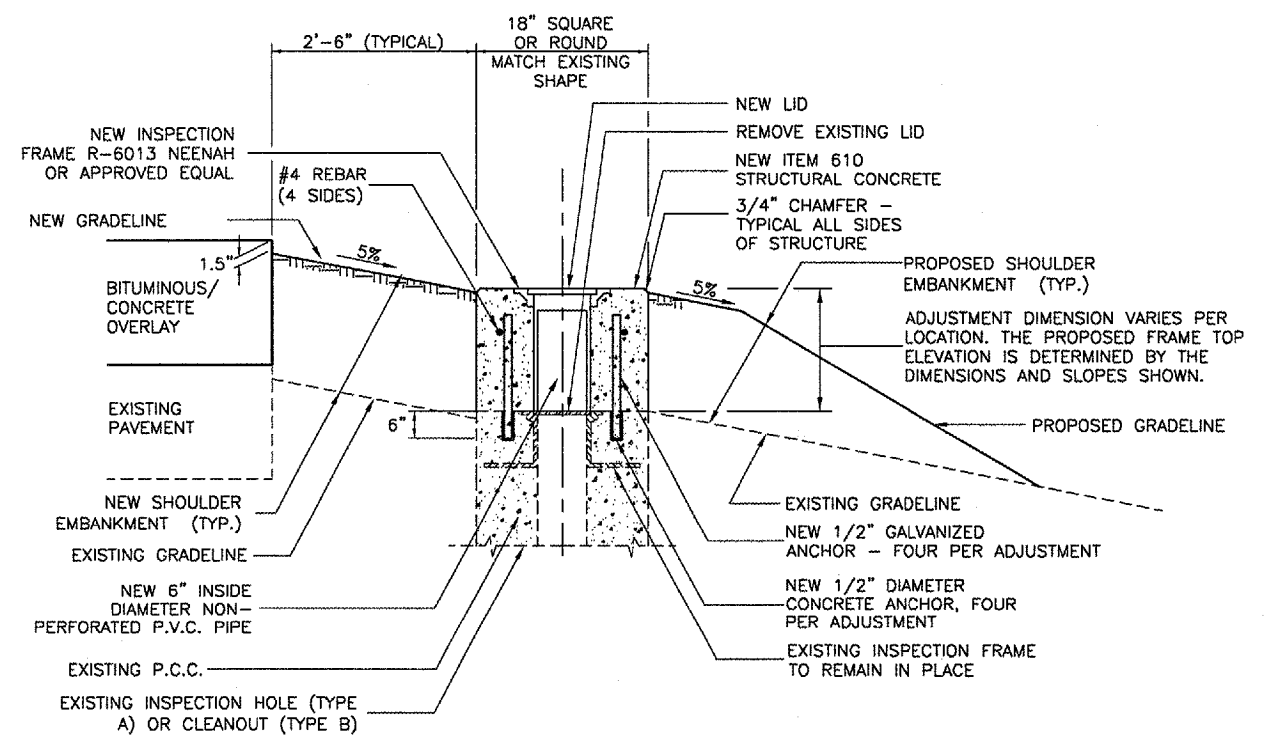
**UNDERDRAIN PIPE INSTALLATION
 BELOW PAVEMENT DETAIL**
 N.T.S.



**UNDERDRAIN INSTALLATION AT
 EDGE OF EXISTING ATPS DETAIL**
 N.T.S.

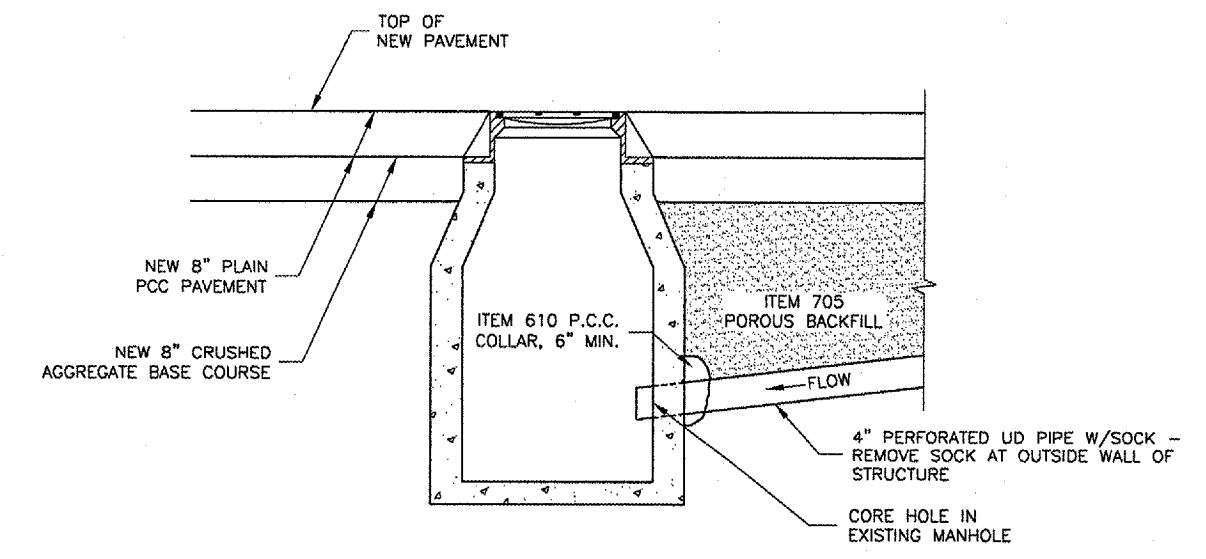


3-WAY UNDERDRAIN CONNECTION DETAIL
 N.T.S.



- METHOD OF CONSTRUCTION**
- 1.) ADJUST SHOULDERS TO GRADE.
 - 2.) EXCAVATE CLEANOUT/INSPECTION HOLE AND ADJUST TO PROPER GRADE.
 - 3.) BACKFILL EXCAVATED MATERIAL.

**CLEANOUT/INSPECTION HOLE ADJUSTMENT -
 IN TURF DETAIL**
 N.T.S.



DIRECT CONNECTION DETAIL
 N.T.S.

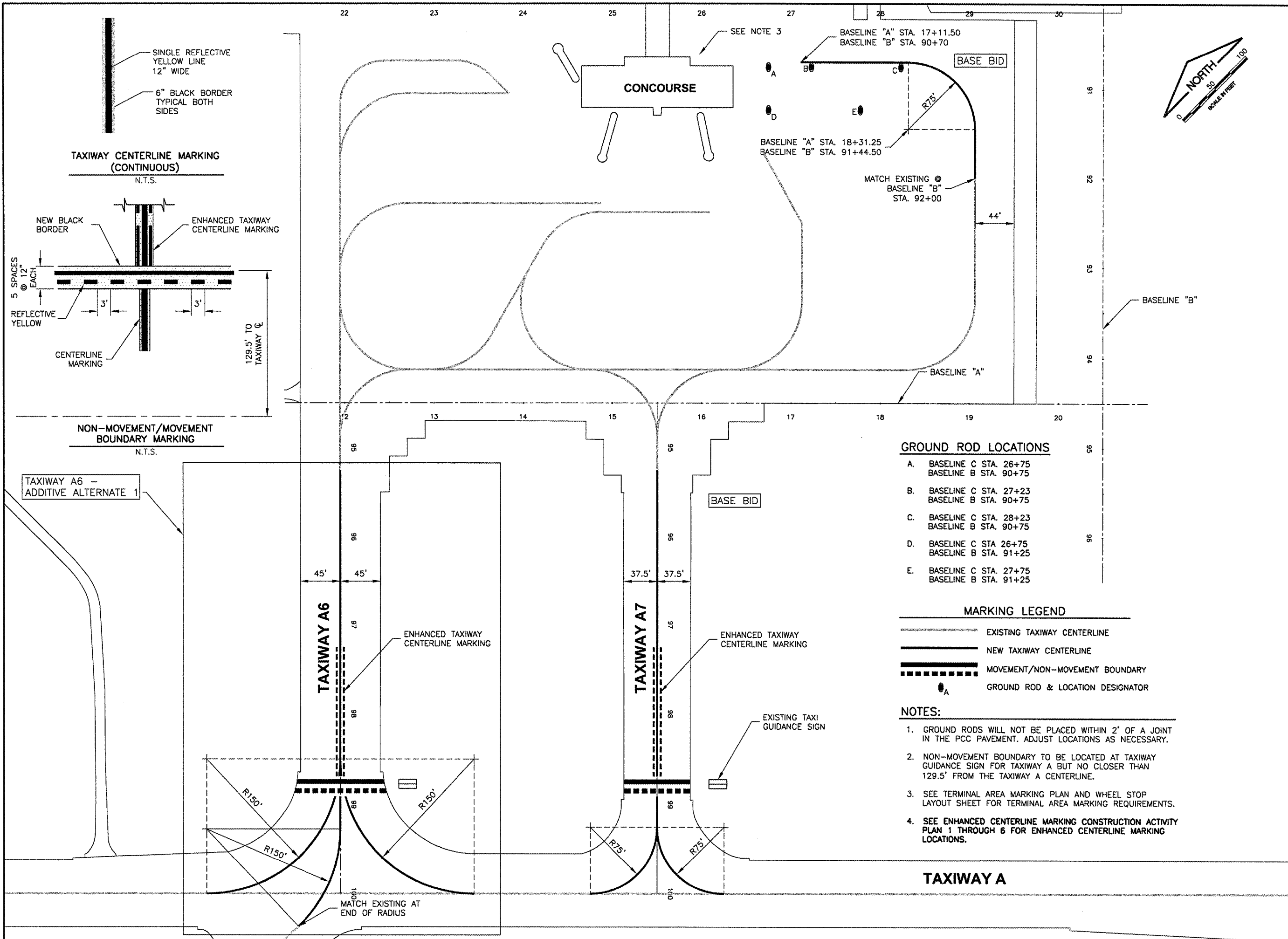
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REHABILITATE AIR CARRIER RAMP, PHASE 2

UNDERDRAIN DETAILS

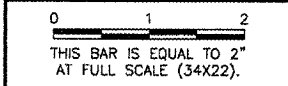
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SHEET 39 OF 57 SHEETS	



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 UPDATE BY: Sean Smith
 PLOT DATE: 4/17/2008 9:00 PM
 baselines
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 CMIBooseEPOPEL

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**REHABILITATE AIR CARRIER RAMP, PHASE 2
 MARKING AND GROUND ROD PLAN**

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CMI-3663
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GROUND ROD LOCATIONS

- A. BASELINE C STA. 26+75
BASELINE B STA. 90+75
- B. BASELINE C STA. 27+23
BASELINE B STA. 90+75
- C. BASELINE C STA. 28+23
BASELINE B STA. 90+75
- D. BASELINE C STA. 26+75
BASELINE B STA. 91+25
- E. BASELINE C STA. 27+75
BASELINE B STA. 91+25

MARKING LEGEND

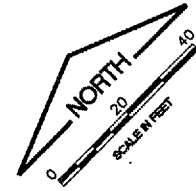
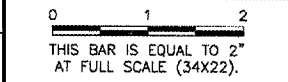
- EXISTING TAXIWAY CENTERLINE
- NEW TAXIWAY CENTERLINE
- MOVEMENT/NON-MOVEMENT BOUNDARY
- GROUND ROD & LOCATION DESIGNATOR

NOTES:

1. GROUND RODS WILL NOT BE PLACED WITHIN 2' OF A JOINT IN THE PCC PAVEMENT. ADJUST LOCATIONS AS NECESSARY.
2. NON-MOVEMENT BOUNDARY TO BE LOCATED AT TAXIWAY GUIDANCE SIGN FOR TAXIWAY A BUT NO CLOSER THAN 129.5' FROM THE TAXIWAY A CENTERLINE.
3. SEE TERMINAL AREA MARKING PLAN AND WHEEL STOP LAYOUT SHEET FOR TERMINAL AREA MARKING REQUIREMENTS.
4. SEE ENHANCED CENTERLINE MARKING CONSTRUCTION ACTIVITY PLAN 1 THROUGH 6 FOR ENHANCED CENTERLINE MARKING LOCATIONS.

TAXIWAY A

REVISIONS		
NUMBER	BY	DATE



MAIN TERMINAL

LEGEND

- NEW PAVEMENT MARKING
- NEW PARKING BLOCK

NOTES:

1. MARK TOP AND FACE OF NEW CURB ALONG NORTH SIDE OF CONCOURSE. GAPS WILL BE LEFT AT THE SIDEWALK RAMPS.
2. CONTRACTOR TO PROTECT TERMINAL BUILDINGS FROM PAINT SPRAY. PAINT SPRAYED ONTO BUILDINGS WILL BE CLEANED AT THE CONTRACTOR'S EXPENSE.
3. SEE MARKING AND GROUND ROD PLAN FOR APRON AND AIRFIELD MARKING.
4. SEE ENHANCED CENTERLINE MARKING CONSTRUCTION ACTIVITY PLANS 1 THROUGH 8 FOR ENHANCED CENTERLINE MARKING LOCATIONS.

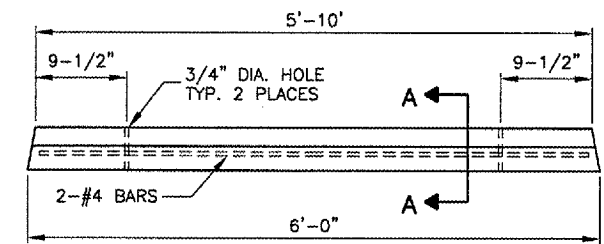
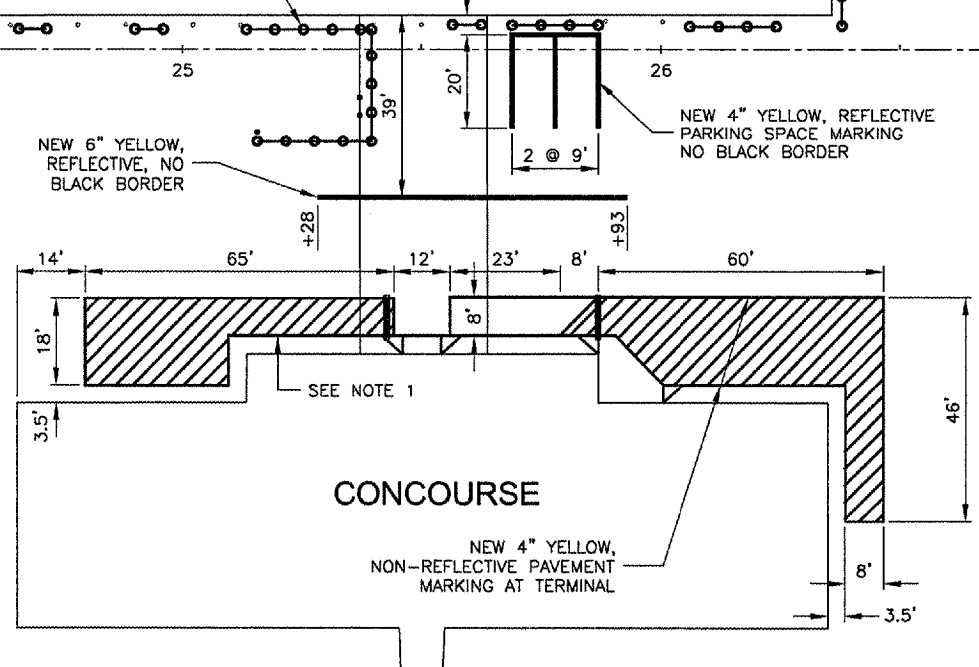
EXISTING GUARDRAIL TO BE REPAINTED (TYP.)

7 SPACES @ 10' = 70' CENTER SPACED

NEW PARKING BLOCK (TYP.) PLACE AS DIRECTED BY RESIDENT ENGINEER

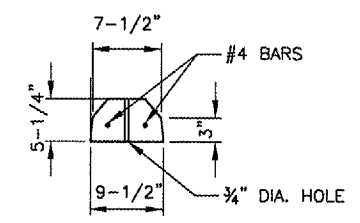
NEW 4" YELLOW, REFLECTIVE PARKING SPACE MARKING NO BLACK BORDER

NEW 6" YELLOW, REFLECTIVE, NO BLACK BORDER



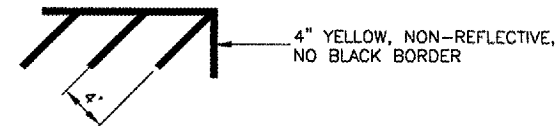
PRECAST PARKING BLOCK

N.T.S.



SECTION A-A

N.T.S.



PAVEMENT MARKING AT TERMINAL

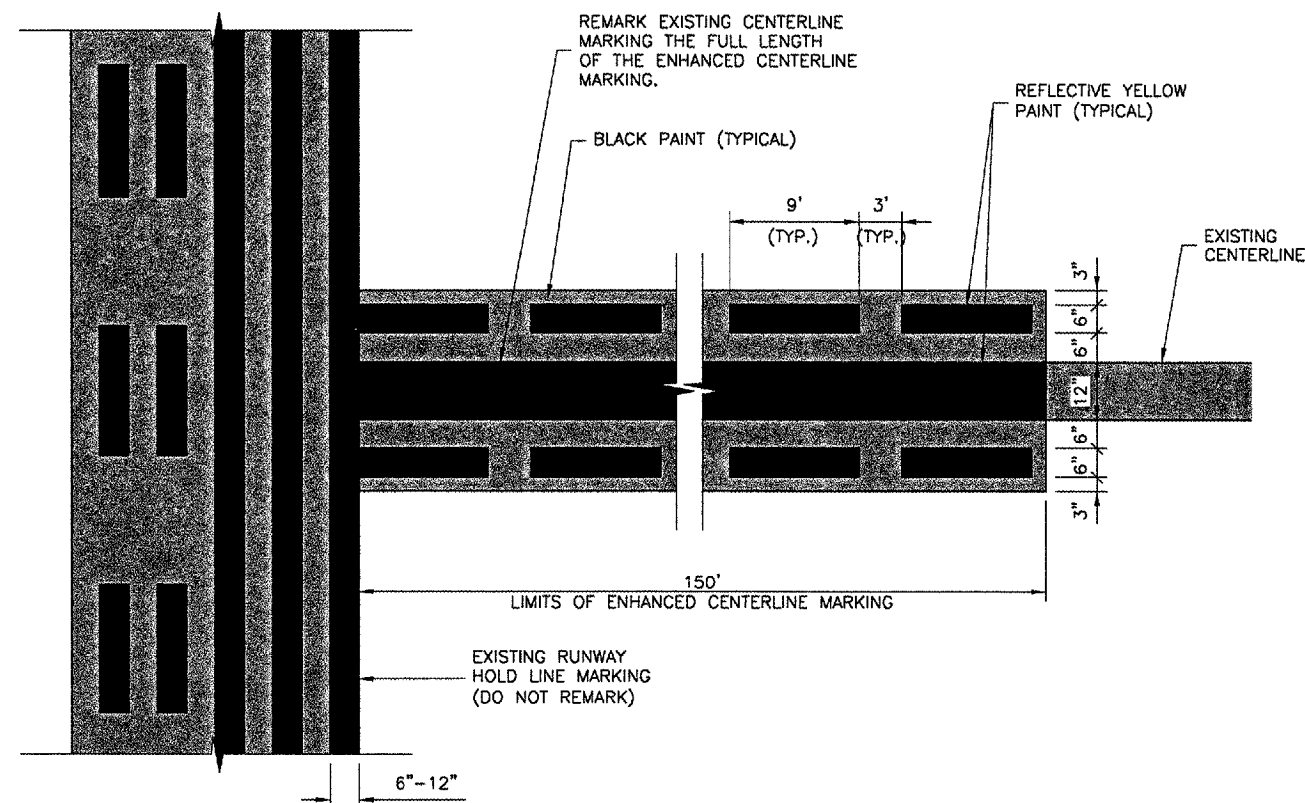
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 TERMINAL AREA MARKING PLAN
 AND PARKING BLOCK LAYOUT

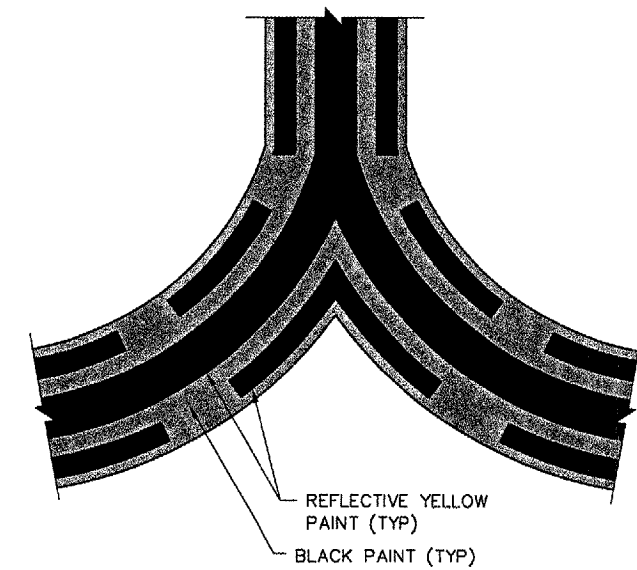
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ENHANCED TAXIWAY CENTERLINE - STRAIGHT SECTION
 N.T.S.



NOTE: THERE MUST BE NO PARTIAL DASHED LINES LESS THAN 9- FEET (2.74 m) AT THE POINT OF CONVERGENCE. THE FIRST INSIDE DASHED LINES MUST BE ALIGNED WITH THE OUTSIDE DASHED LINES - STARTING AND STOPPING WITH THE DASHED LINES ON THE OUTSIDE, AS SHOWN.

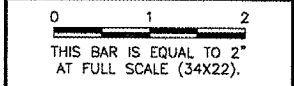
ENHANCED TAXIWAY CENTERLINE - CONVERGENCE SECTION
 N.T.S.

ENHANCED TAXIWAY CENTERLINE MARKINGS
 N.T.S.

SHEET	TAXIWAY	NO. OF LOCATIONS	COMMENT
12	B B1 B2	2 1 1	
13	C C1	3 3	1 - CONVERGENCE
14	C B	1 3	
15	D	1	
16	A5 A6	3 1	
17	A	1	
TOTAL		20	

SEE ENHANCED CENTERLINE MARKING CONSTRUCTION ACTIVITY PLANS 1 THROUGH 6 FOR ENHANCED CENTERLINE MARKING LOCATIONS

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NUMBER	BY	DATE



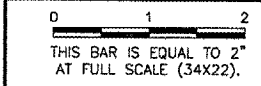
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 ENHANCED TAXIWAY CENTERLINE
 MARKING DETAILS

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SHEET 42 OF 57 SHEETS	

REVISIONS

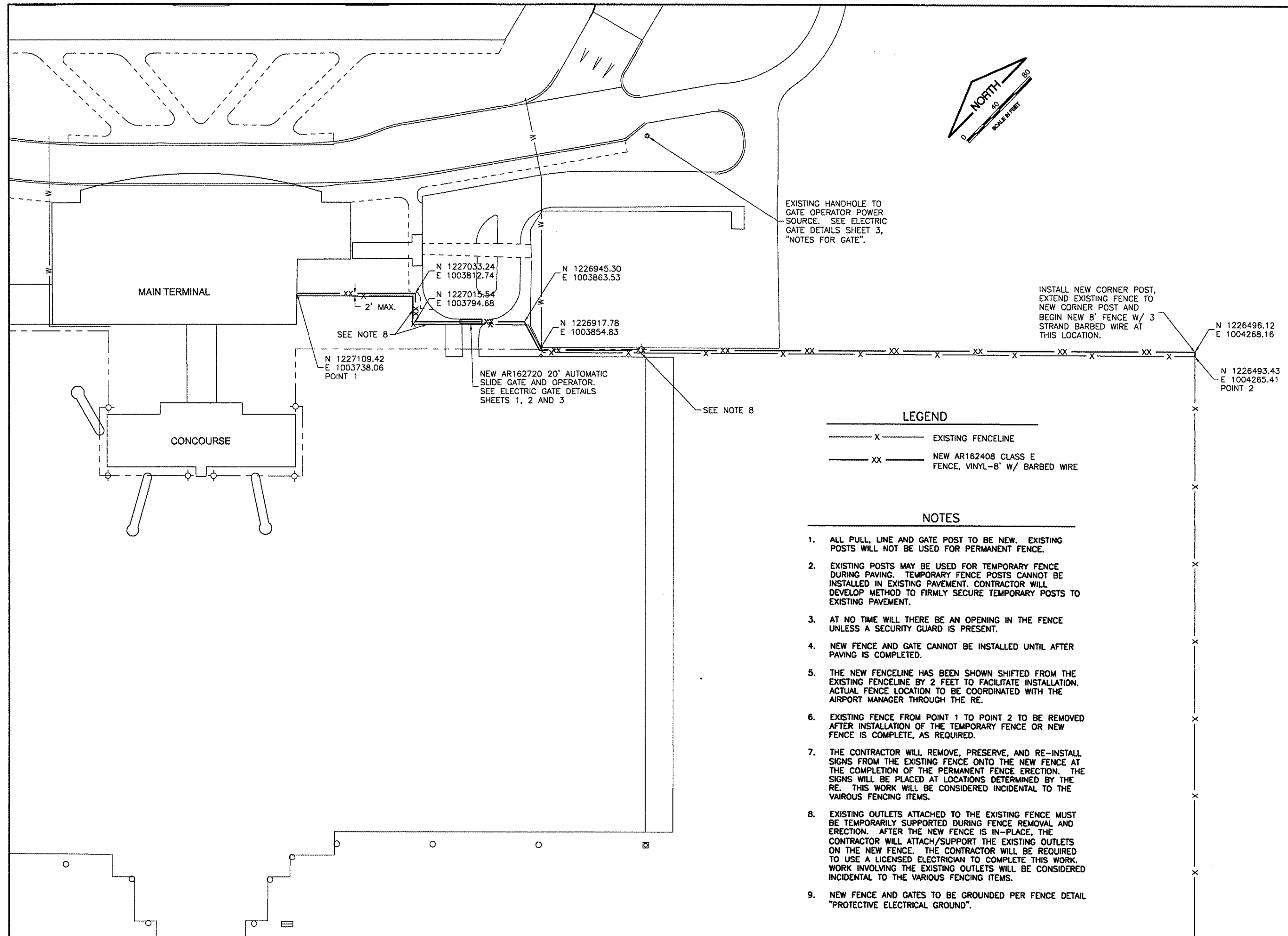
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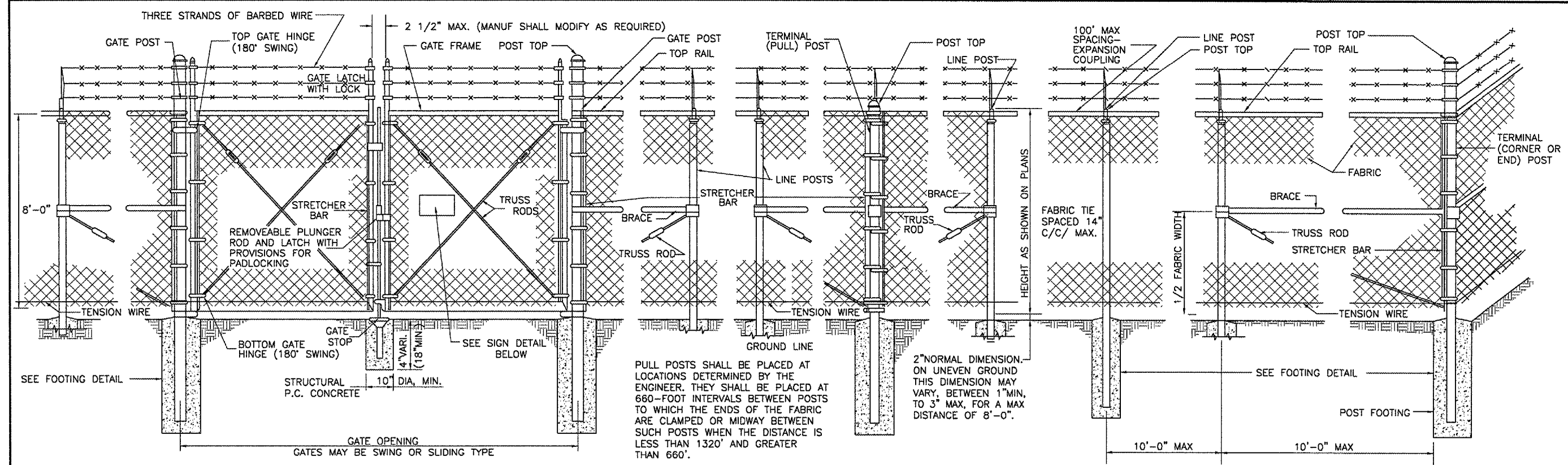


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 FENCING PLAN

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SHEET 43 OF 57 SHEETS	



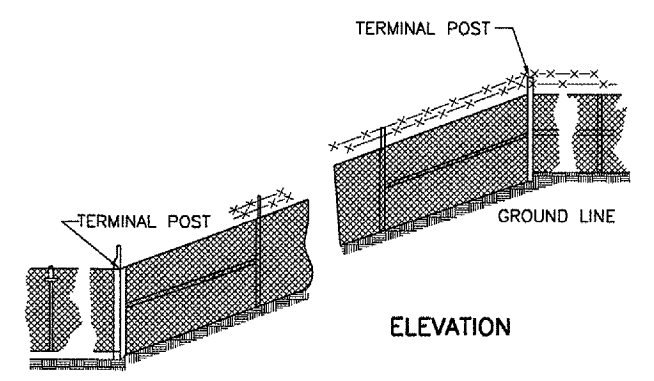
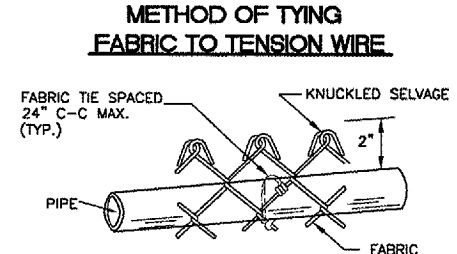
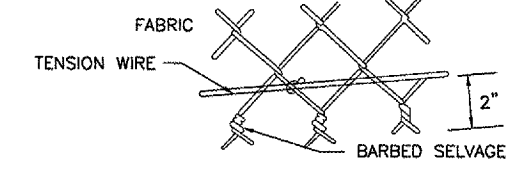
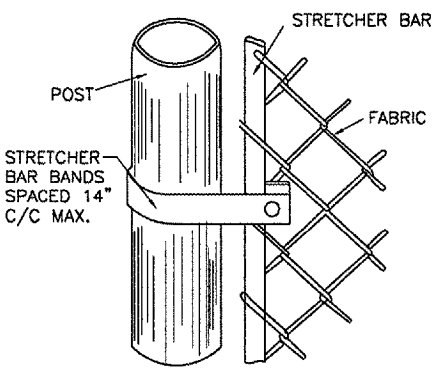
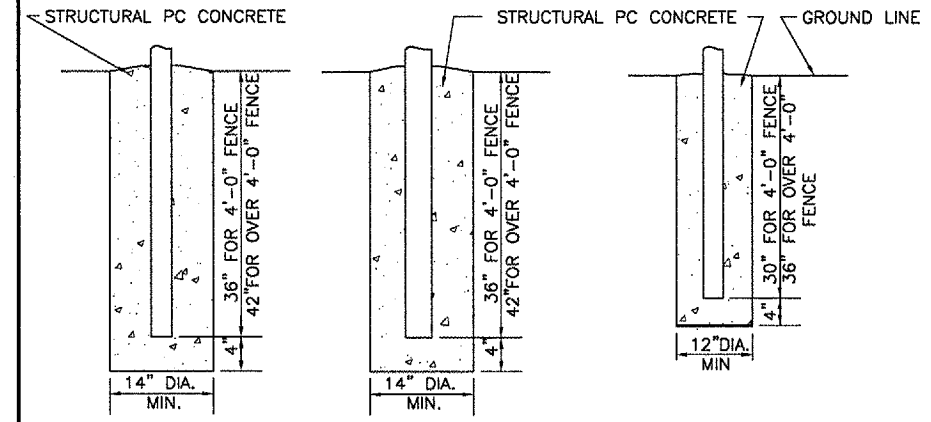


VEHICLE GATE ARRANGEMENT
 (VERTICAL AND HORIZONTAL BRACING NOT SHOWN IN GATE)

PULL POST ARRANGEMENT

LINE POST ARRANGEMENT

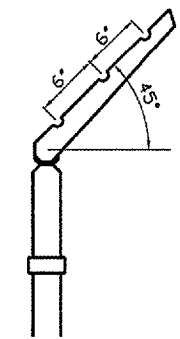
CORNER OR END POST ARRANGEMENT



FOOTING FOR TERMINAL POST

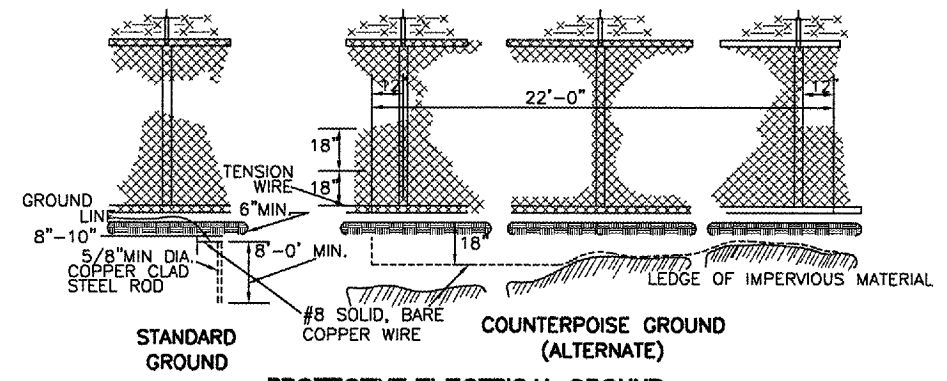
FOOTING FOR GATE POST

FOOTING FOR LINE POST



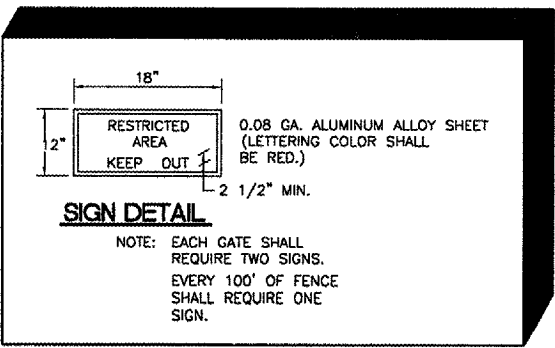
DETAIL - BARBED WIRE ARM ON LINE POST

WHERE FENCE LINE HAS A CHANGE IN DIRECTION OF 15 DEGREES OR MORE, A TERMINAL POST SHALL BE PLACED AS SHOWN ABOVE.
 WHERE ANGLE IS LESS THAN 15 DEGREES AND EXISTING CONDITIONS REQUIRE TERMINAL POST, THEY SHALL BE PLACED AS DIRECTED BY THE ENGINEER.



PROTECTIVE ELECTRICAL GROUND

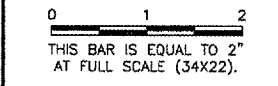
NOTES:
 -CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 1000' EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM A GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
 -FENCE UNDER POWER LINE SHALL BE GROUNDED BY THREE GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 TO 50 FT. AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSING.
 -THE COUNTERPOISE SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD BECAUSE OF AN IMPERVIOUS EARTH STRUCTURES.
 -THE GROUND WIRE SHALL BE CONNECTED TO THE FABRIC, TENSION WIRE AND THE GROUND ROD BY A MECHANICAL CLAMP OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS.



SIGN DETAIL

NOTE: EACH GATE SHALL REQUIRE TWO SIGNS. EVERY 100' OF FENCE SHALL REQUIRE ONE SIGN.

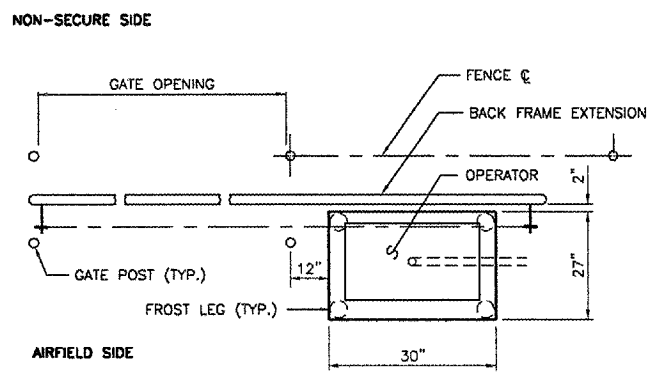
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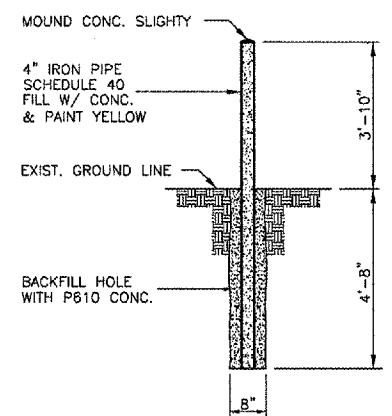
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FENCE DETAILS

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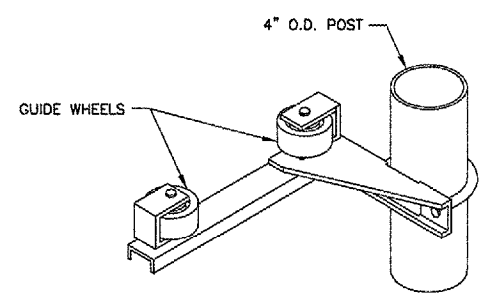
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SHEET 44 OF 57 SHEETS	



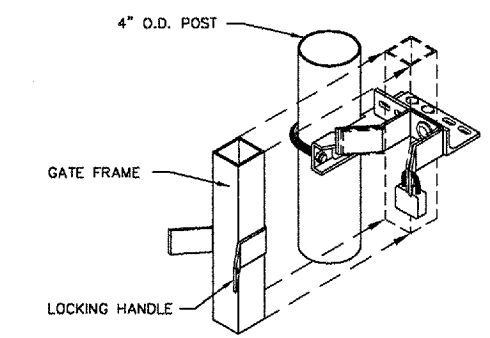
PLAN
GATE OPERATOR DETAIL
 N.T.S.



BOLLARD DETAIL
 N.T.S.
 TYPICAL EACH CORNER OF CARD READER FOUNDATION

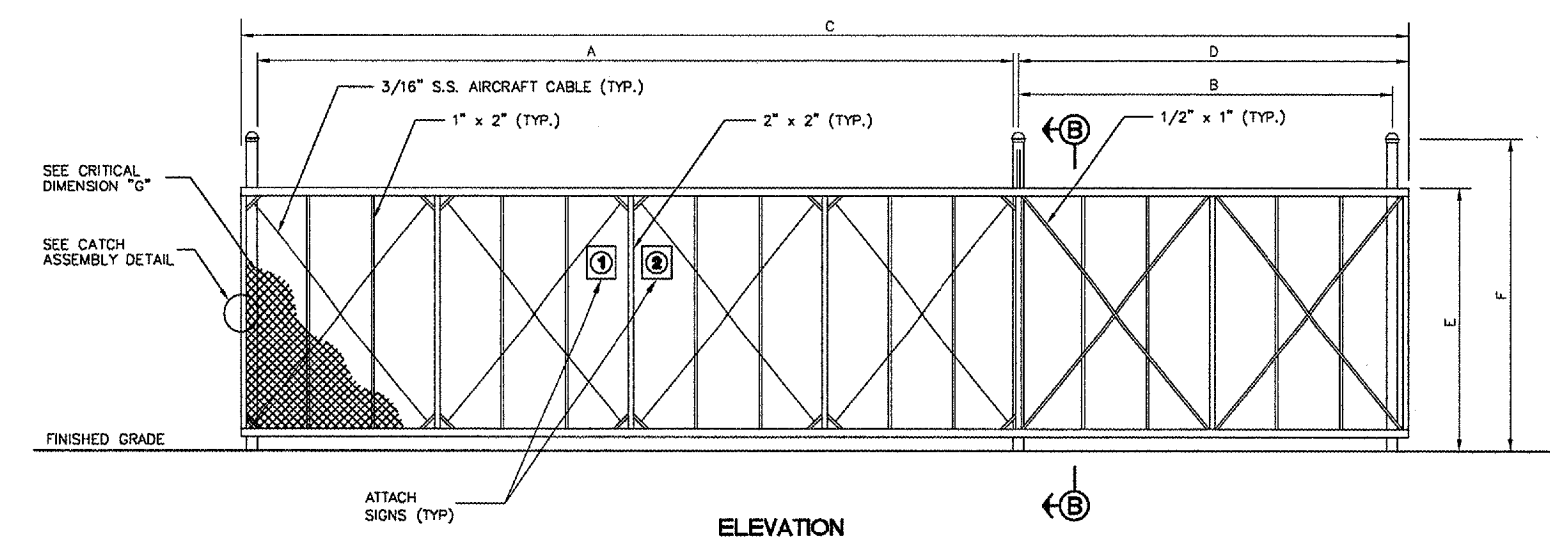


STANDARD BOTTOM GUIDE ASSEMBLY
 N.T.S.

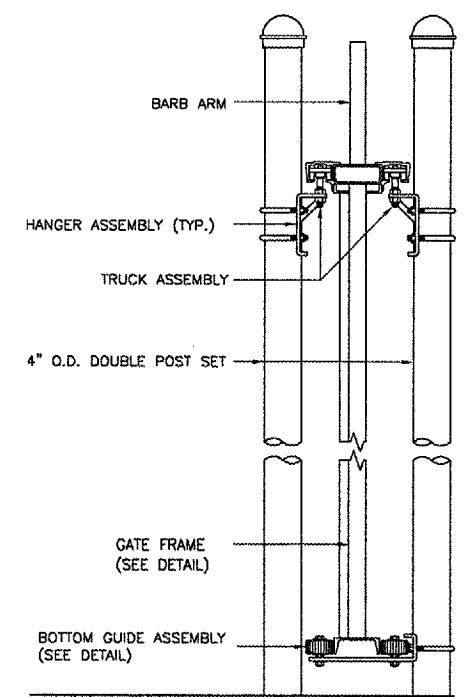


CATCH ASSEMBLY DETAIL
 (26' GATE SHOWN)

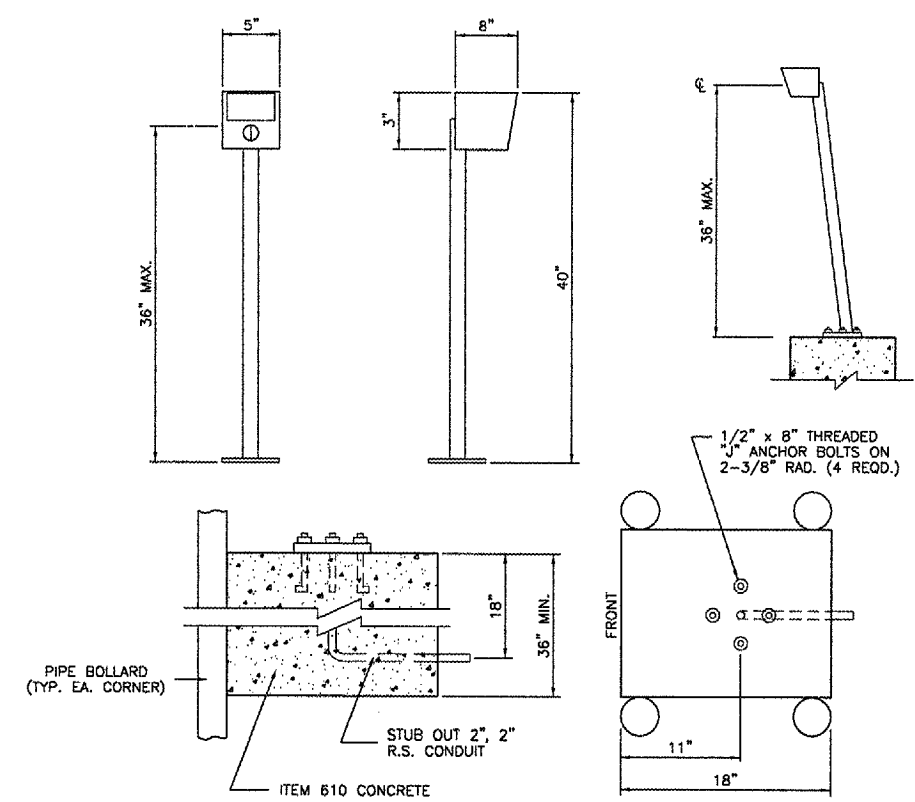
CRITICAL DIMENSIONS		
A	CLEAR OPENING	20'-0"
B	COUNTER BALANCE POST SPACING C/C	9'-1"
C	OVERALL GATE LENGTH	30'-0"
D	COUNTERBALANCE LENGTH	11'-0"
E	NOMINAL GATE HEIGHT	8'-0"
F	POST HEIGHT	9'-6"
G	FABRIC HEIGHT	7'-0"



ELEVATION
CANTILEVER SLIDE GATE
 (26' GATE SHOWN)



SECTION B-B
 (TYP. ALL GATES)



NOTE:
 DIMENSIONS OF CONDUIT KEY CONTROL AND ANCHOR BOLTS MAY BE CHANGED TO MEET MANUFACTURERS SPECIFICATIONS AND DIMENSIONS.

CARD READER DETAIL
 N.T.S.
 (DIMENSIONS SHALL BE ADJUSTED FOR ADDITIONAL EQUIPMENT REQUIRED)

LOCATIONS, DETAILS AND CHARACTER OF EQUIPMENT SHOWN ON THIS SHEET ARE GENERIC. EQUIPMENT LOCATIONS SHALL BE AS RECOMMENDED BY THE EQUIPMENT MANUFACTURER.

NOTES

1. CANTILEVERED GATE SHALL BE SUFFICIENTLY RIGID TO WITHSTAND FLEXING OR BENDING DURING WINDY CONDITIONS. CONTRACTOR SHALL PROVIDE STIFFENERS, STRUCTURAL SHAPES IN EXCESS OF THE MINIMUM SPECIFIED DIMENSIONS OR ADDITIONAL ROLLERS AND POSTS SUFFICIENT TO PREVENT DISPLACEMENT OF THE GATE BY WIND OR BY UNAUTHORIZED PERSONNEL.
2. CONTRACTOR SHALL PROVIDE AND INSTALL GATE AS A COMPLETE WORKING UNIT. THE GATE WORK SHALL INCLUDE, BUT NOT BE LIMITED TO: GATE, OPERATOR, CARD READER AND POWER CABLES, CONDUIT, TRENCHING, CIRCUIT BREAKERS, AND ALL CONNECTIONS, LABOR AND MATERIALS NECESSARY TO COMPLETE OPERATION.
3. LOCATION OF THE GATE OPERATOR SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
4. PIPE BOLLARDS SHALL BE INSTALLED AT LOCATIONS SHOWN IN PLAN VIEW.
5. THE FABRIC TYPE & FINISH OF THE GATE, MATCH WITH THE PROPOSED FENCE OR AS DIRECTED BY THE ENGINEER.
6. ALL SLIDING GATES SHALL HAVE ALL ROLLERS ENCLOSED IN STEEL OR PLASTIC SHROUDS TO PREVENT ACCIDENTAL INJURY.
7. 3 STRANDS OF BARBED WIRE ON TOP OF GATE NOT SHOWN.

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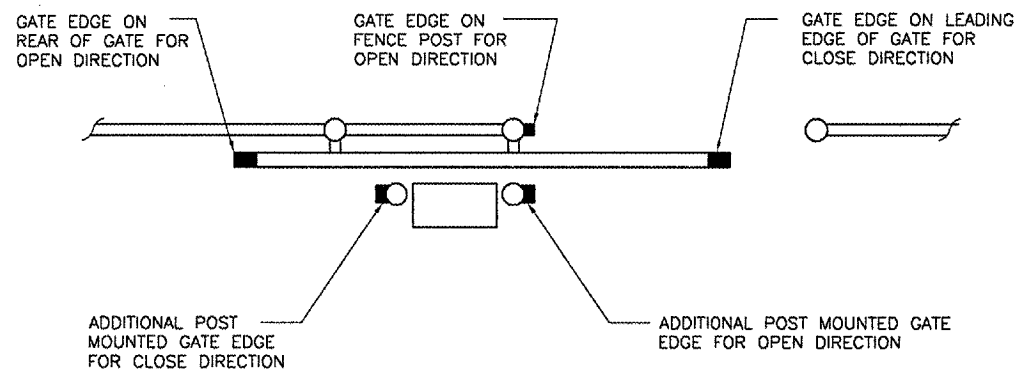
0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

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 ELECTRICAL GATE DETAILS SHEET 1

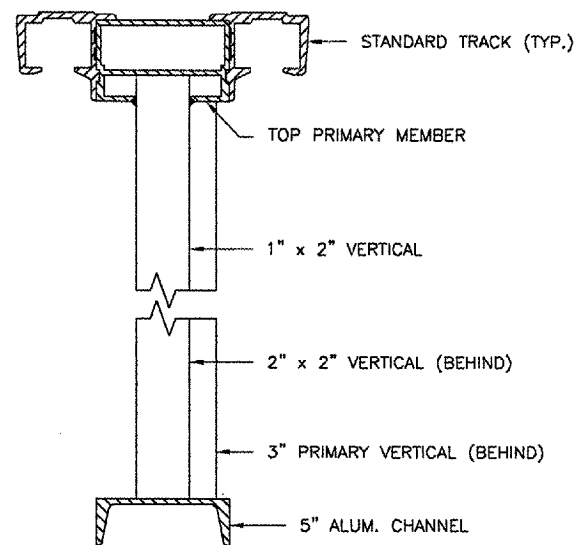
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SECONDARY GATE OPERATOR ENTRAPMENT PROTECTION CONTACT SENSORS
 N.T.S.

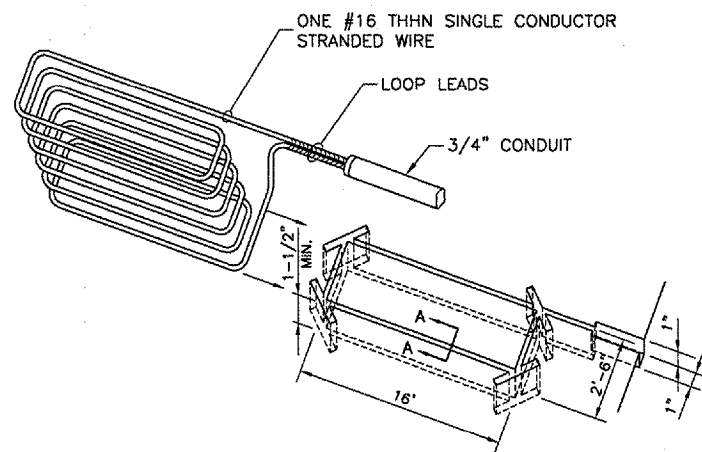
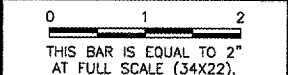


GATE FRAME SECTION
 N.T.S.

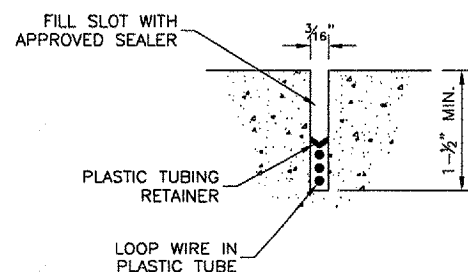
SUMMARY OF OPERATION

- 1.) THE GATES SHALL HAVE AN AUTOMATIC GATE OPERATOR WITH TWO CARD READERS AND REMOTE CONTROL. ONCE THE GATE IS OPENED IT WILL REMAIN OPEN FOR THE TIME SPECIFIED BY THE OWNER AFTER THE LOOP PICKUPS DETERMINE THAT THERE ARE NO VEHICLES OVER THE PICKUP LOOPS.
- 2.) ACTUATING THE GATE OPENERS VIA THE CARD READER REQUIRES THE VEHICLE TO APPROACH THE GATE ENTRANCE AND STOP. THE DRIVER ACTIVATES THE GATE OPENER BY SWEEPING HIS CARD. THE ACCESS CONTROL DEVICE TRANSMITS AN IMPULSE TO ACTIVATE THE GATE OPENER TO OPEN THE GATE. AFTER THE GATE IS FULLY OPENED AND STOPPED, THE VEHICLE PROCEEDS THROUGH THE OPENING, PASSING OVER THE LOOPS. WHILE THE VEHICLE IS IN THE LOOP SENSING RANGE, AN IMPULSE IS TRANSMITTED TO THE GATE OPERATOR TO HOLD THE GATE IN THE OPEN POSITION. WHEN THE LOOP HAS BEEN CLEARED, THE AUTOMATIC TIMER IS ACTIVATED AND, WHEN THE USER-DETERMINED TIME HAS ELAPSED, IT WILL ACTIVATE THE GATE OPENER TO CLOSE THE GATE. EXITING THE AREA IS ACCOMPLISHED IN THE SAME MANNER.

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PERSPECTIVE VIEW OF DETECTOR LOOP SAW SLOT
 N.T.S.



SECTION A-A
 N.T.S.

DETECTOR LOOP DETAILS

CAUTION:

- DO NOT SPLICE WIRE.
 - DO NOT FRACTURE WIRE INSULATION. LOOPS SHORTED TO GROUND WILL CAUSE DETECTOR MALFUNCTION. WHEN PLACING WIRE IN THE SLOT, DO NOT USE SCREWDRIVER OR OTHER SHARP TOOLS.
- TYPICAL LAYOUT FOR LOOP:**
- SAW SLOT 3/16" WIDE x 1-1/2" DEEP. MAKE RECTANGULAR SHAPE TO SPECIFIED LOOP DIMENSIONS PLUS SLOT FOR LEAD CONDUIT.
 - GROUT WITH NO. 202 WEATHERBAN SEALANT (A PRODUCT OF 3M CO.) OR APPROVED EQUIVALENT ... (EXAMPLE: DE WITTS NO. 99 BLACK MASTIC CAULK).

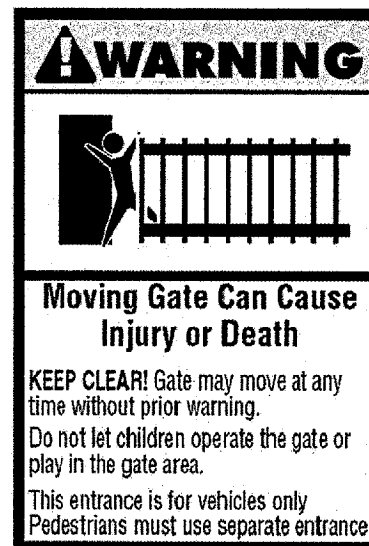
NOTES:

- 1.) LOOP LEADS ARE LIMITED TO 100 FEET.
- 2.) LOOP LEADS MUST HAVE FOUR (4) TWISTS PER FOOT.
- 3.) LOOP AND LOOP LEADS MUST BE LOCATED, AT LEAST, 18" FROM ANY ELECTRICAL POWER SERVICE OR RUN, OR STEEL REINFORCEMENT.
- 4.) LOOP LEADS MUST BE IN SEPERATE CONDUIT BETWEEN LOOP AND DETECTOR. THEY MUST NOT SHARE CONDUIT WITH OTHER WIRING OR LEADS FROM OTHER LOOPS.
- 5.) WIRE SHALL BE #16 THHN SINGLE CONDUCTOR STRANDED WIRE.
- 6.) ALL WIRE SHALL BE CONTINUOUS WITHOUT SPLICING.

NOTE:
 LOCATIONS, DETAILS AND CHARACTER OF EQUIPMENT SHOWN ON THIS SHEET ARE GENERIC. EQUIPMENT LOCATION SHALL BE AS RECOMMENDED BY THE EQUIPMENT MANUFACTURER.

SIGNS						
CONTRACTOR SHALL FURNISH AND INSTALL SIGNS AS INDICATED IN TABLE BELOW						
SIGN	DIMENSIONS	BACKGROUND		LETTERING		TEXT
		COLOR	COLOR	COLOR	HEIGHT	
1	24' x 18"	WHITE	RED	1.5"		FAA REGULATIONS REQUIRE THAT AFTER ENTERING OR EXITING THROUGH THIS SECURITY GATE YOU ARE REQUIRED TO WAIT UNTIL THE GATE CLOSES BEFORE PROCEEDING. FINES OR PENALTIES WILL BE IMPOSED.
2	SEE WARNING SIGN DETAIL					

NOTES
 1) SIGNS #1 AND #3 SHALL BE INSTALLED ON BOTH SIDES OF GATE. SIGN #2 SHALL BE INSTALLED ON "LAND" SIDE OF GATE.



WARNING SIGN DETAIL

UL 235 COMPLIANCE NOTES

GATE INSTALLATION SHALL COMPLY WITH ALL REQUIREMENTS OF UL 235, INCLUDING, BUT NOT LIMITED TO:

1. ALL OPENINGS OF THE SLIDE GATE ARE GUARDED OR SCREENED FROM THE BOTTOM OF THE GATE TO A MINIMUM OF 4 FEET ABOVE GROUND TO PREVENT A 2-1/4" DIAMETER SPHERE FROM PASSING THROUGH THE OPENINGS ANYWHERE IN THE GATE, AND IN THAT PORTION OF THE ADJACENT FENCE THAT THE GATE COVERS IN THE OPEN POSITION.
2. ALL EXPOSED PINCH POINTS ARE ELIMINATED OR GUARDED AND GUARDING IS SUPPLIED FOR ALL EXPOSED ROLLERS.
3. A WARNING SIGN (SEE DETAIL, THIS SHEET) MUST BE AFFIXED TO BOTH SIDES OF THE SLIDE GATE.
4. FOR ADDITIONAL UL 235 REQUIREMENTS FOR THIS GATE INSTALLATION, SEE GATE OPERATOR DETAILS SHEET.

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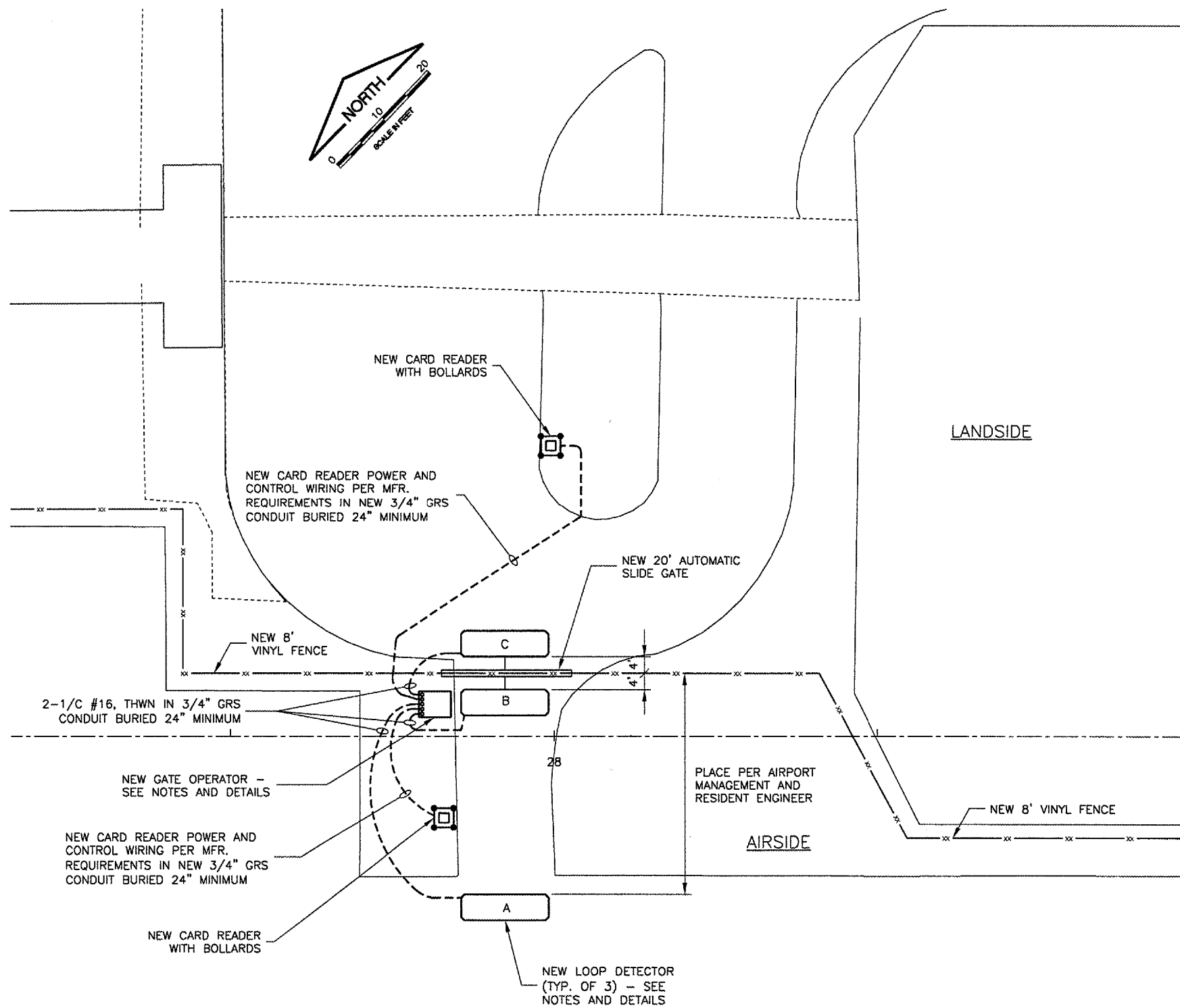
REHABILITATE AIR CARRIER RAMP, PHASE 2
 ELECTRIC GATE DETAILS SHEET 2

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SHEET 46 OF 57 SHEETS	



NOTES FOR GATE

- 1.) DISCONNECT AND REMOVE EXISTING GATE OPERATOR. REPLACE WITH NEW GATE OPERATOR, SENTEX SL-580, 3/4 HP, 208V, 1 PHASE, OR EQUIVALENT. GATE OPERATOR TO INCLUDE ALL ACCESSORIES AS REQUIRED TO INTERFACE WITH REMOTE CONTROL EQUIPMENT LISTED HEREIN.
- 2.) EXISTING GATE OPERATOR IS POWERED FROM AN EXISTING 20A-2P CIRCUIT BREAKER IN A LOAD CENTER LOCATED WEST OF THE TERMINAL BUILDING. PROPOSED GATE OPERATOR SHALL ALSO BE POWERED FROM THIS CIRCUIT BREAKER. EXISTING POWER WIRING SHALL REMAIN IN SERVICE AND BE RECONNECTED TO PROPOSED GATE OPERATOR.
- 3.) DISCONNECT EXISTING POWER CABLE AND, AT NEAREST HANDHOLE (SEE FENCING PLAN), RETRACT EXISTING POWER CABLE TO PROTECT IT DURING REMOVAL OF EXISTING OPERATOR FOUNDATION. PLACE A NEW OPERATOR FOUNDATION PER MANUFACTURE'S INSTRUCTIONS AND CONNECT EXISTING POWER WIRING TO NEW OPERATOR. INSTALL A NEMA-3R JUNCTION BOX AT NEW OPERATOR IF NECESSARY TO SPLICE TO EXISTING WIRING.
- 4.) GATE OPERATOR IS TO INCLUDE 10 PROGRAMMABLE RADIO TRANSMITTERS, FURNISHED WITH GATE OPERATOR. TRANSMITTERS ARE TO BE HAND HELD AND INCLUDE CLIP FOR ATTACHMENT TO VEHICLE SUN VISOR. TRANSMITTERS ARE TO BE LINEAR MODEL #105015 OR EQUIVALENT.
- 5.) GATE OPERATOR TO INCLUDE INTERNAL TWO-CHANNEL RECEIVER, ONE CHANNEL FOR SAFTEY EDGE TRANSMITTER, THE OTHER FOR RADIO TRANSMITTERS. RECEIVER WILL BE LINEAR MODEL 203102 OR EQUIVALENT.
- 6.) GATE OPERATOR TO INCLUDE WEATHERPROOF REMOTE CARD READERS, FURNISHED WITH GATE OPERATOR. CARD READERS WILL BE LOCATED IN SIMILAR MANNER AS EXISTING CARD READERS. CARD READERS WILL BE POWERED BY GATE OPERATOR. REMOVE EXISTING CARD READERS AND TURN THEM OVER TO THE AIRPORT. CARD READERS WILL BE PROGRAMMABLE. CONTRACTOR IS TO INSTALL 3/4" GRS CONDUIT WITH ONE 2/C #16 CABLE (POWER) AND ONE 2/C #16 CABLE (CONTROL) FROM CARD READER TO GATE OPERATOR. CARD READERS WILL BE HID PROXPRO 5355 OR EQUIVALENT.
- 7.) GATE OPERATOR TO INCLUDE THREE IN-PAVEMENT LOOP DETECTORS. ONE IN-PAVEMENT LOOP INSTALLED "OUTSIDE" GATE AND ANOTHER IN-PAVEMENT LOOP INSTALLED "INSIDE" GATE. THESE TWO LOOPS WILL BE USED AS "SAFETY" LOOPS WHEN ENTERING AND EXITING. A THIRD LOOP WILL BE USED AS AN "OPEN" LOOP WHEN EXITING. WIRING WILL BE AS DETAILED. NEW SAW KERF WILL BE SEALED WITH LOOP SEALANT PER DETECTOR LOOP DETAILS ON DETAIL SHEET 2.
- 8.) GATE OPERATOR WILL OPERATE ON REMOTE CONTROLLED "OPEN" (FROM RADIO TRANSMITTERS), BY CARD READER STATION, OR BY "OPEN LOOP" AND AUTOMATIC ADJUSTABLE 0-90 SECOND INTERNAL TIMER CONTROLLED "CLOSE" ("SAFETY" LOOP INITIATES TIMING CYCLE).

REVISIONS

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

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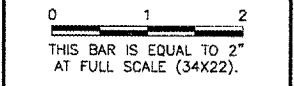
REHABILITATE AIR CARRIER RAMP, PHASE 2

ELECTRIC GATE DETAILS SHEET 3

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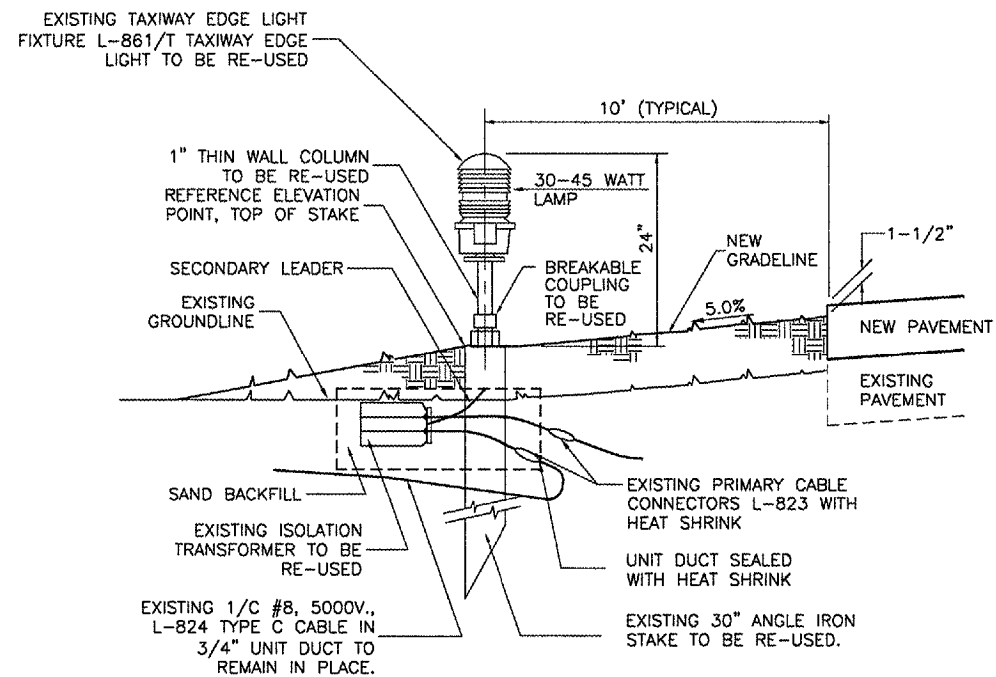
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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 ELECTRICAL ADJUSTMENTS & DETAILS
 SHEET 1

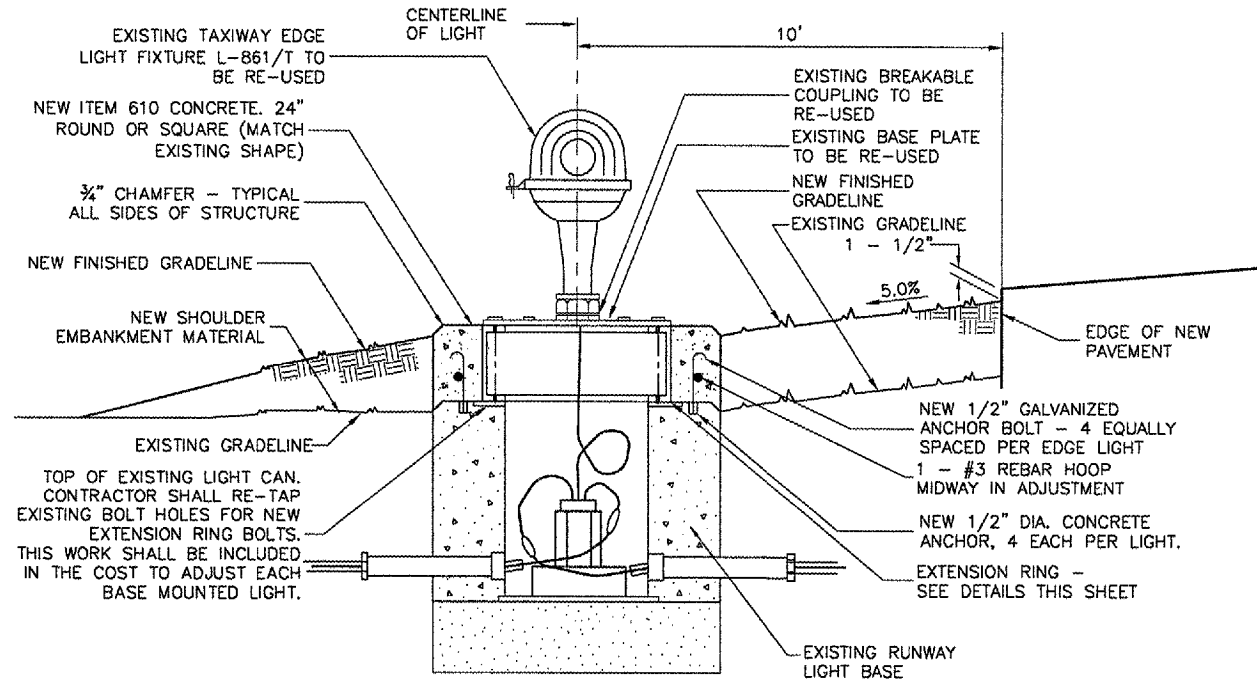
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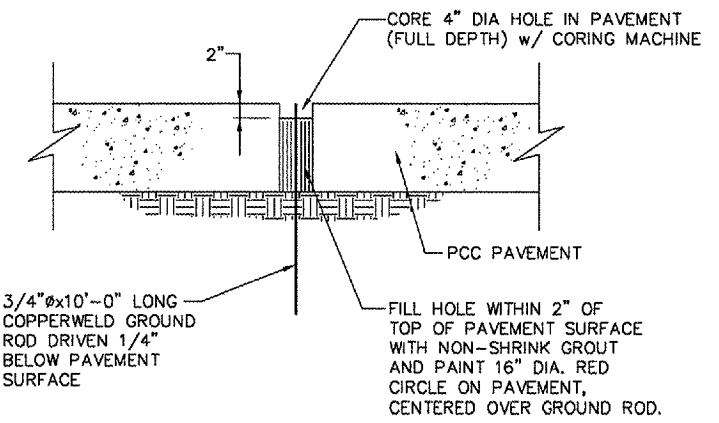
- METHOD OF CONSTRUCTION**
- 1.) ADJUST SHOULDERS TO GRADE.
 - 2.) EXCAVATE STAKE MOUNTED LIGHT AND TRANSFORMER AND SET AT NEW ELEVATION.
 - 3.) BACKFILL EXCAVATED MATERIAL.

TAXIWAY STAKE MOUNTED LIGHT ADJUSTMENT
 N.T.S.

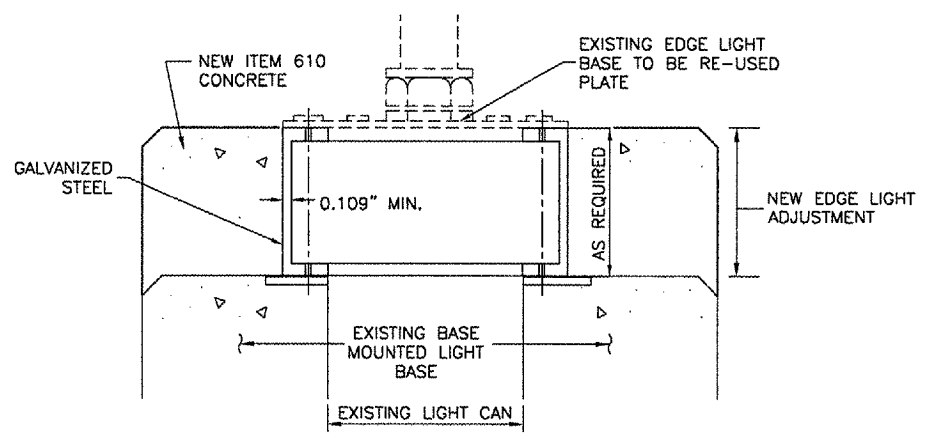


- METHOD OF CONSTRUCTION**
- 1.) ADJUST SHOULDERS TO GRADE.
 - 2.) EXCAVATE BASE MOUNTED LIGHT AND INSTALL NEW EXTENSION RING AND CONCRETE TO PROPER GRADE.
 - 3.) BACKFILL EXCAVATED MATERIAL.

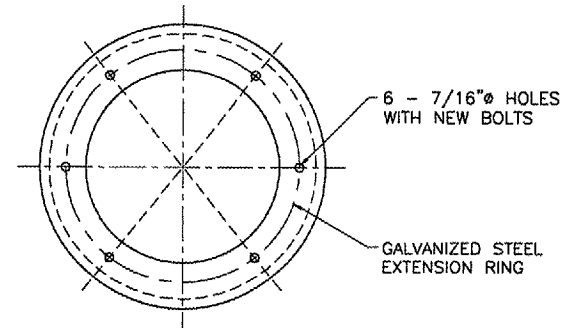
TAXIWAY BASE MOUNTED LIGHT ADJUSTMENT
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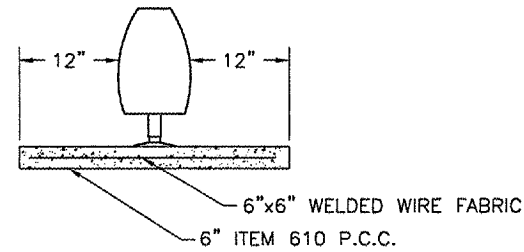
GROUND ROD DETAIL
 N.T.S.



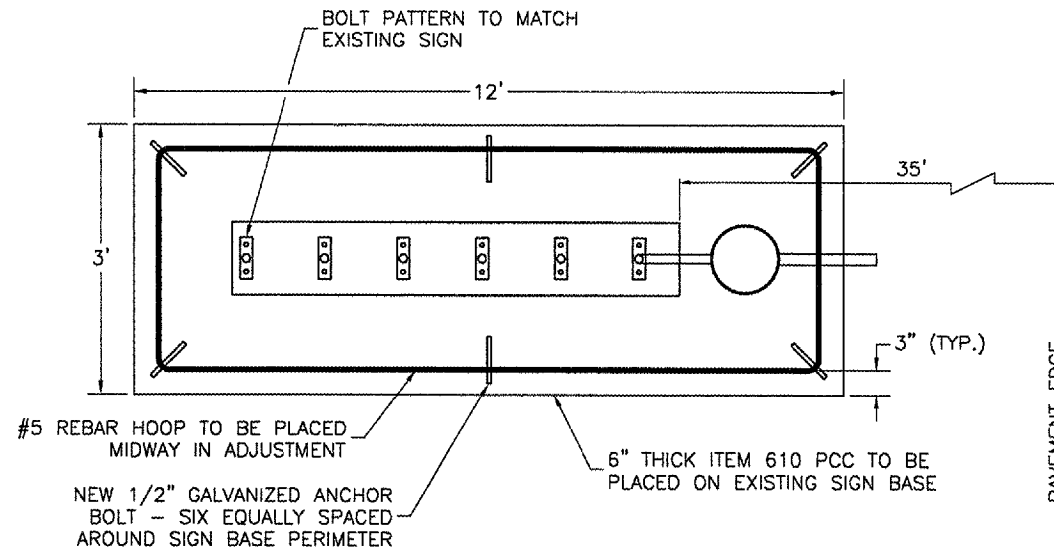
EXTENSION RING DETAIL
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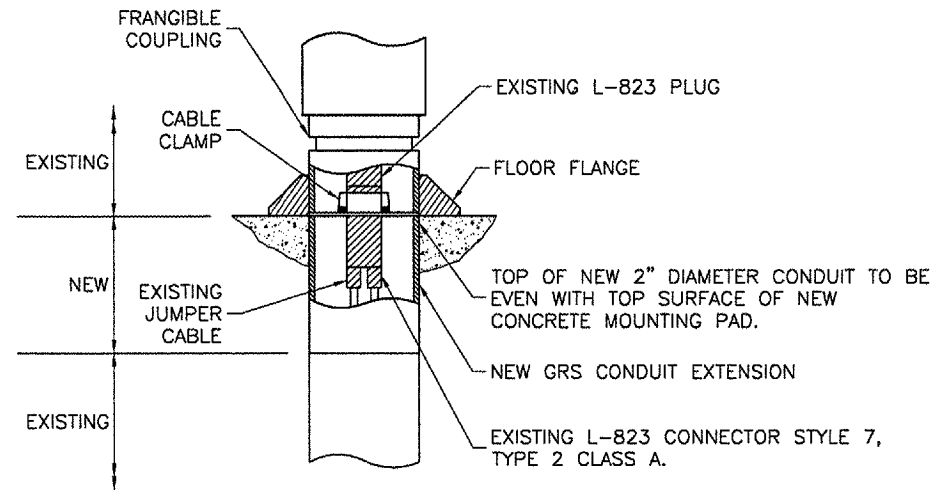
NOTE: 1.) THE CONTRACTOR SHALL FIELD VERIFY EXISTING LIGHT BASE TYPE (MOST ARE L-867, 12" DIA. CLASS 1) AND CALCULATE REQUIRED HEIGHT ADJUSTMENT DIMENSION BASED ON PROPOSED SHOULDER ELEVATION AND THE ELEVATION OF THE TOP OF THE EXISTING LIGHT BASE. NO ADDITIONAL PAYMENT WILL BE MADE FOR ALTERNATE LIGHT CAN TYPES. RETAPPING EXISTING BOLT HOLES IF REQUIRED AND SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE FOR LIGHT ADJUSTMENT.



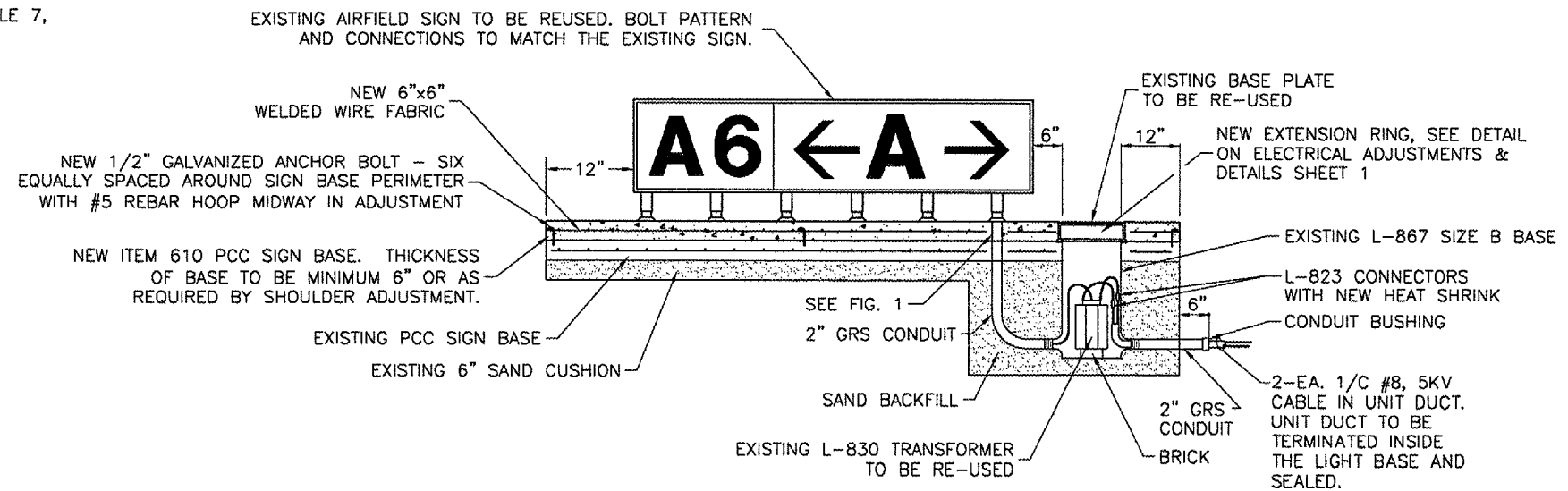
ELEVATION VIEW
NOT TO SCALE



PLAN VIEW
NOT TO SCALE



ELECTRICAL CONNECTION DETAIL
FIGURE 1



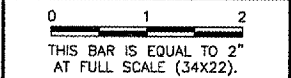
ELEVATION VIEW
NOT TO SCALE

NEW ADJUSTED EXISTING AIRFIELD GUIDANCE SIGN DETAIL
NOT TO SCALE

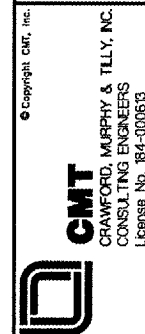
NOTES FOR ADJUSTED SIGN

1. THE EXISTING AIRFIELD GUIDANCE SIGN AND LEGEND IS TO BE REMOVED, PRESERVED AND RE-USED AT THE EXISTING SIGN LOCATION.
2. THE ADJUSTED SIGN WILL BE REMOUNTED ON THE CONCRETE BASE (ITEM 610) AFTER THE BASE HAS BEEN VERTICALLY ADJUSTED. THE SIGN BASE ADJUSTMENT WILL INCLUDE THE 6-INCH MINIMUM CONCRETE SLAB POURED IN-PLACE ON TOP OF THE EXISTING SIGN BASE WITH WIRE FABRIC, ANCHOR BOLTS AND REBAR HOOP, 2-INCH DIAMETER GRS CONDUIT EXTENSION, L-867 BASE EXTENSION RING AND HEAT SHRINK.
3. THE ADJUSTED SIGN WILL RE-USE THE EXISTING TRANSFORMER AND 3/8" STEEL COVER WITH GASKET.
4. THE CONTRACTOR MUST REPLACE IN KIND ANY MOUNTING HARDWARE DAMAGED BY THE ADJUSTMENT PROCESS.

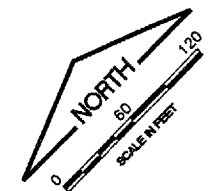
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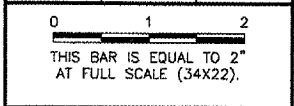
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REHABILITATE AIR CARRIER RAMP, PHASE 2
ELECTRICAL ADJUSTMENTS & DETAILS
SHEET 2



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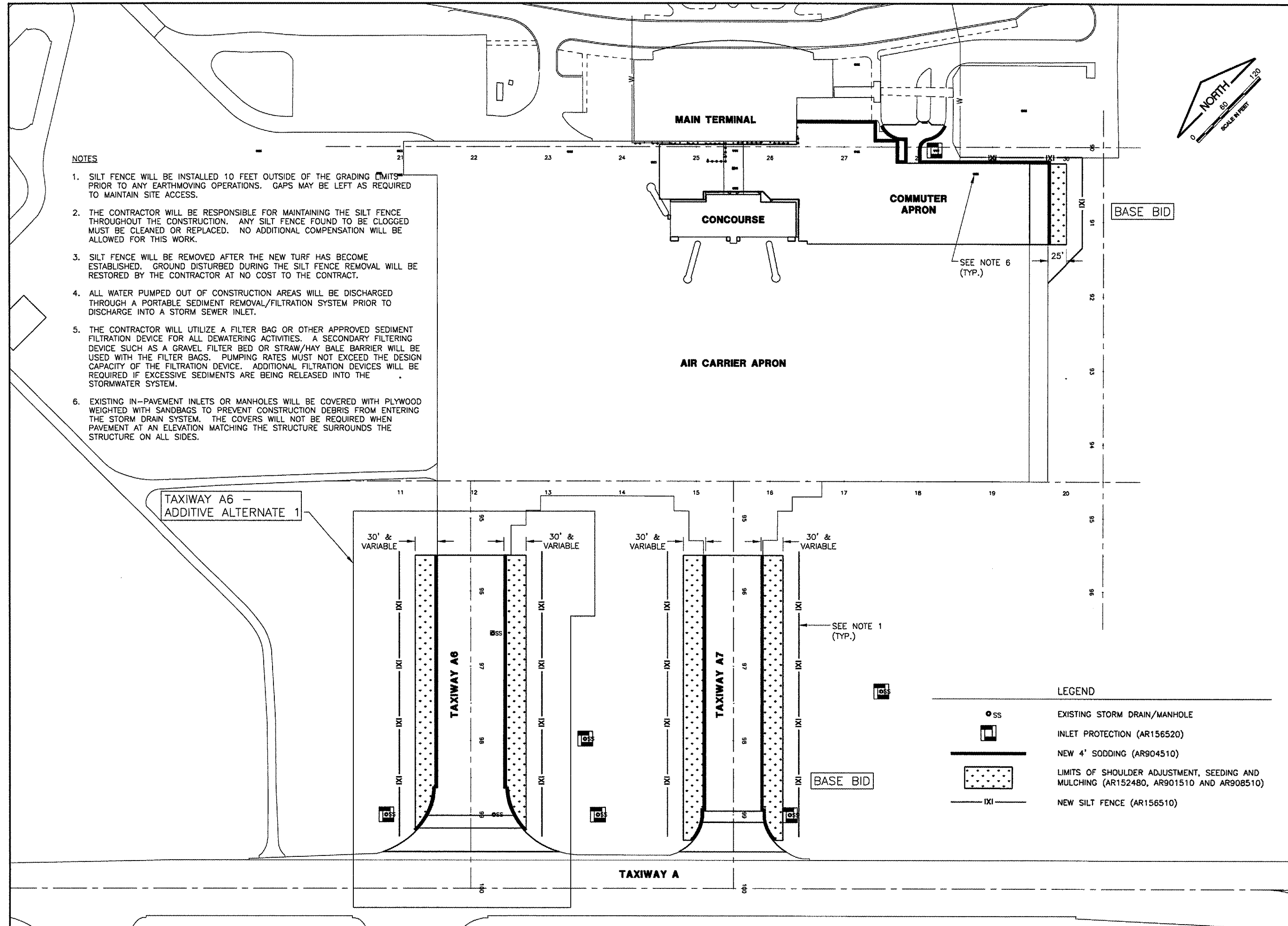


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NOTES

1. SILT FENCE WILL BE INSTALLED 10 FEET OUTSIDE OF THE GRADING LIMITS PRIOR TO ANY EARTHMOVING OPERATIONS. GAPS MAY BE LEFT AS REQUIRED TO MAINTAIN SITE ACCESS.
2. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE SILT FENCE THROUGHOUT THE CONSTRUCTION. ANY SILT FENCE FOUND TO BE CLOGGED MUST BE CLEANED OR REPLACED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK.
3. SILT FENCE WILL BE REMOVED AFTER THE NEW TURF HAS BECOME ESTABLISHED. GROUND DISTURBED DURING THE SILT FENCE REMOVAL WILL BE RESTORED BY THE CONTRACTOR AT NO COST TO THE CONTRACT.
4. ALL WATER PUMPED OUT OF CONSTRUCTION AREAS WILL BE DISCHARGED THROUGH A PORTABLE SEDIMENT REMOVAL/FILTRATION SYSTEM PRIOR TO DISCHARGE INTO A STORM SEWER INLET.
5. THE CONTRACTOR WILL UTILIZE A FILTER BAG OR OTHER APPROVED SEDIMENT FILTRATION DEVICE FOR ALL DEWATERING ACTIVITIES. A SECONDARY FILTERING DEVICE SUCH AS A GRAVEL FILTER BED OR STRAW/HAY BALE BARRIER WILL BE USED WITH THE FILTER BAGS. PUMPING RATES MUST NOT EXCEED THE DESIGN CAPACITY OF THE FILTRATION DEVICE. ADDITIONAL FILTRATION DEVICES WILL BE REQUIRED IF EXCESSIVE SEDIMENTS ARE BEING RELEASED INTO THE STORMWATER SYSTEM.
6. EXISTING IN-PAVEMENT INLETS OR MANHOLES WILL BE COVERED WITH PLYWOOD WEIGHTED WITH SANDBAGS TO PREVENT CONSTRUCTION DEBRIS FROM ENTERING THE STORM DRAIN SYSTEM. THE COVERS WILL NOT BE REQUIRED WHEN PAVEMENT AT AN ELEVATION MATCHING THE STRUCTURE SURROUNDS THE STRUCTURE ON ALL SIDES.



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REHABILITATE AIR CARRIER RAMP, PHASE 2

GRADING, TURFING &
 EROSION CONTROL PLAN

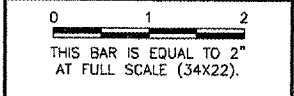
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LEGEND

- EXISTING STORM DRAIN/MANHOLE
- INLET PROTECTION (AR156520)
- NEW 4' SODDING (AR904510)
- LIMITS OF SHOULDER ADJUSTMENT, SEEDING AND MULCHING (AR152480, AR901510 AND AR908510)
- NEW SILT FENCE (AR156510)

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SHEET 50 OF 57 SHEETS	

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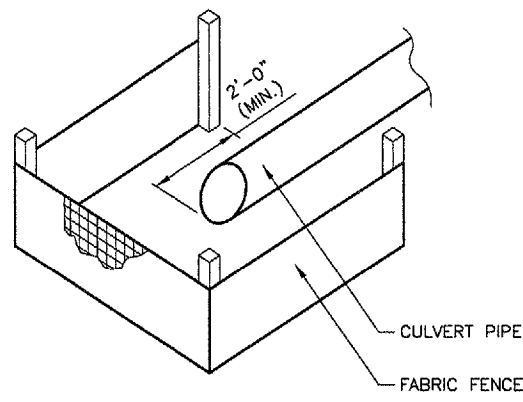
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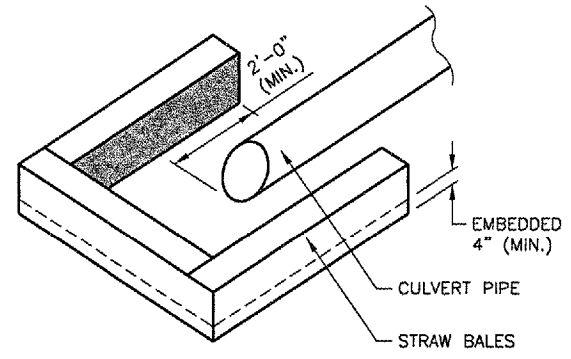
EROSION CONTROL DETAILS

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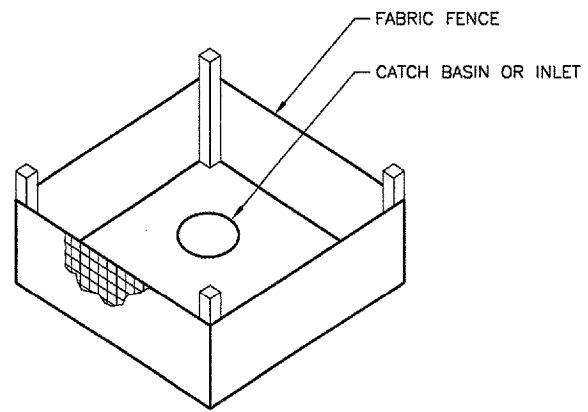
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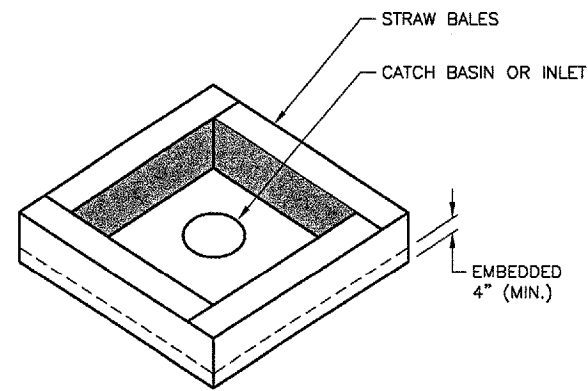
CULVERT PROTECTION WITH FABRIC
 N.T.S.



CULVERT PROTECTION WITH STRAW BALES
 N.T.S.

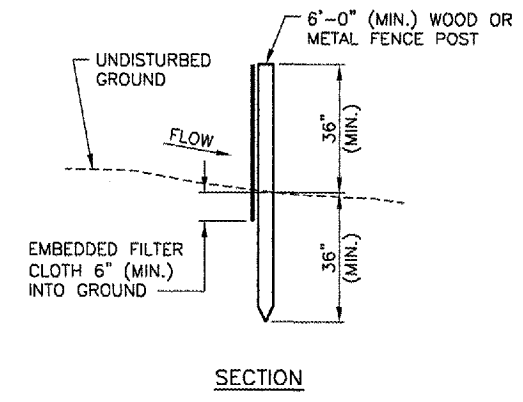


INLET PROTECTION WITH FABRIC
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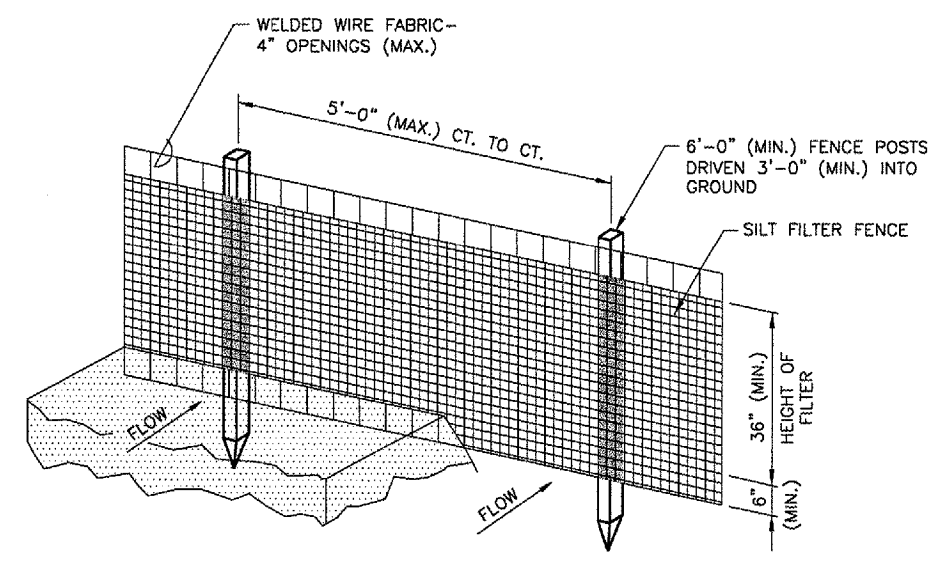


INLET PROTECTION WITH STRAW BALES
 N.T.S.

- NOTES**
1. IF SILT FENCE IS USED FOR INLET PROTECTION, THE FENCE CONSTRUCTION WILL CONFORM TO THE EROSION CONTROL FABRIC FENCE DETAIL ON THIS SHEET.
 2. INLET PROTECTION USED AROUND FLARED END SECTIONS OR CULVERTS WILL ONLY REQUIRE 3 SIDES AND WILL BE PAID FOR AS INLET PROTECTION.



SECTION

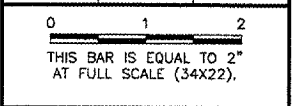


PERSPECTIVE VIEW

EROSION CONTROL FABRIC FENCE DETAIL
 N.T.S.

- NOTES**
1. WELDED WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
 2. FILTER CLOTH TO BE FASTENED SECURELY TO WELDED WIRE FENCE WITH TIES SPACED EVERY 12".
 3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY MUST BE OVERLAPPED BY 6" MINIMUM AND FOLDED.
 4. MAINTENANCE WILL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE, WILL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.

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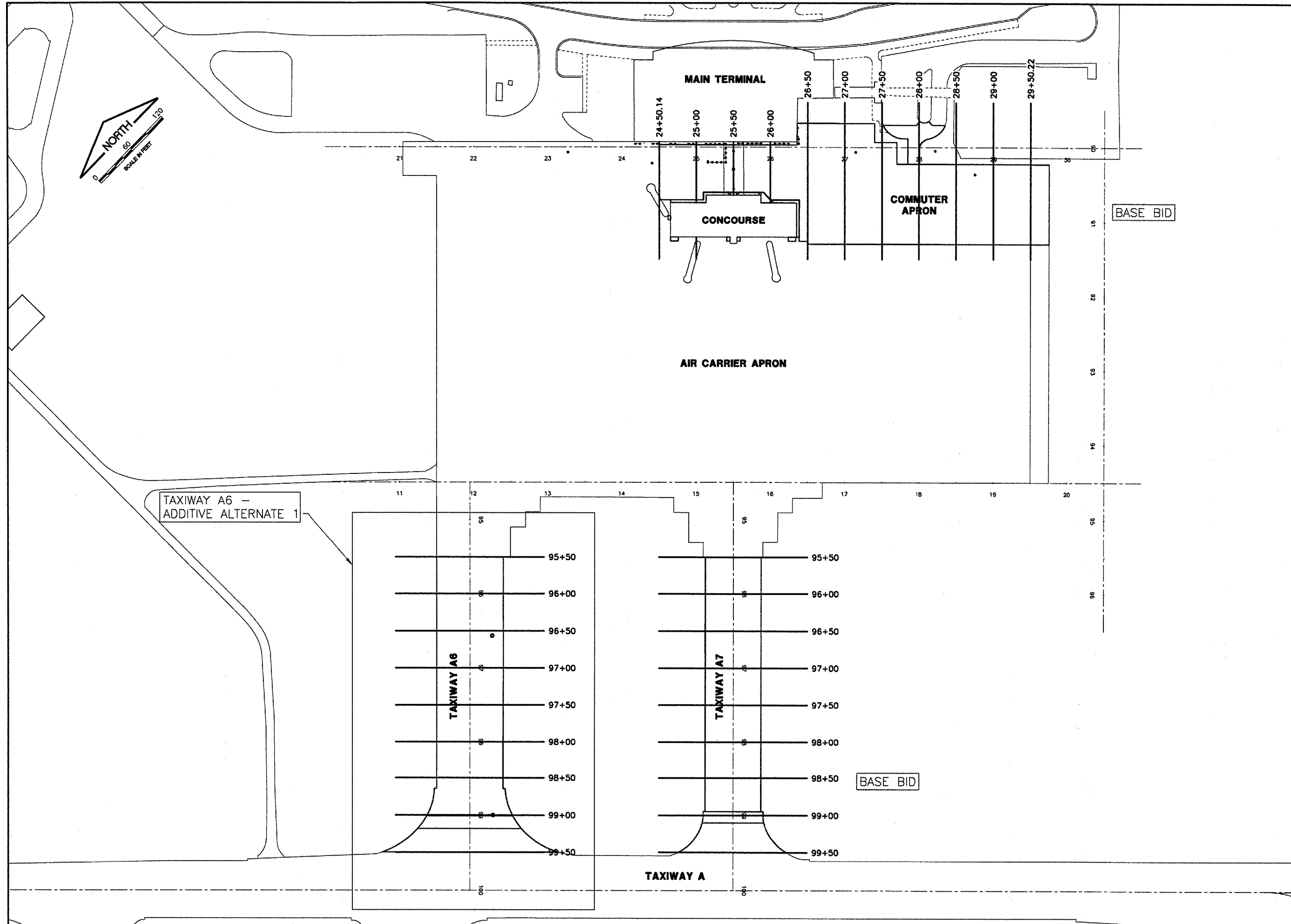
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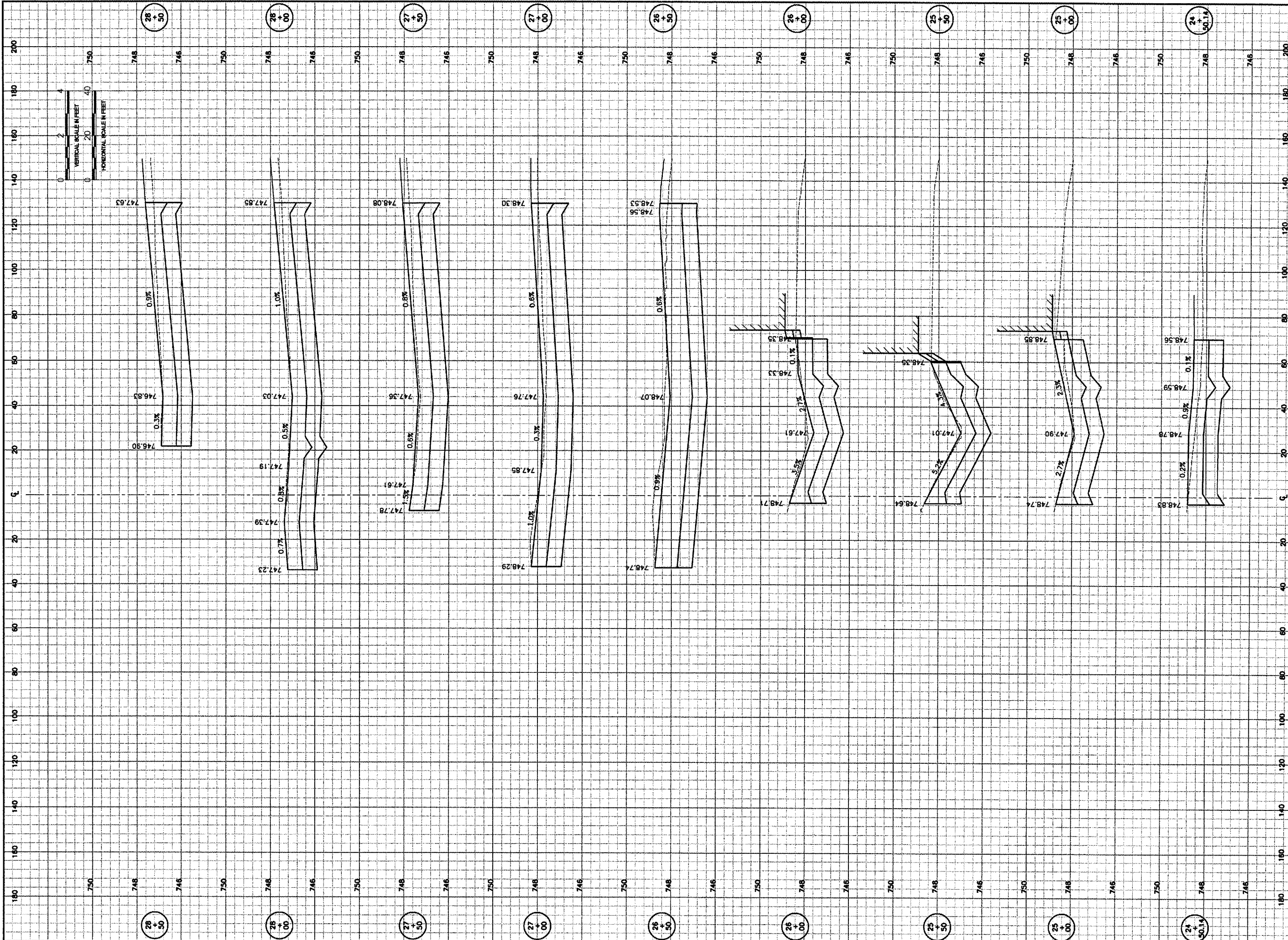
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 APRON SHEET 1
 BASELINE C STA. 24+50.14 TO STA. 28+50

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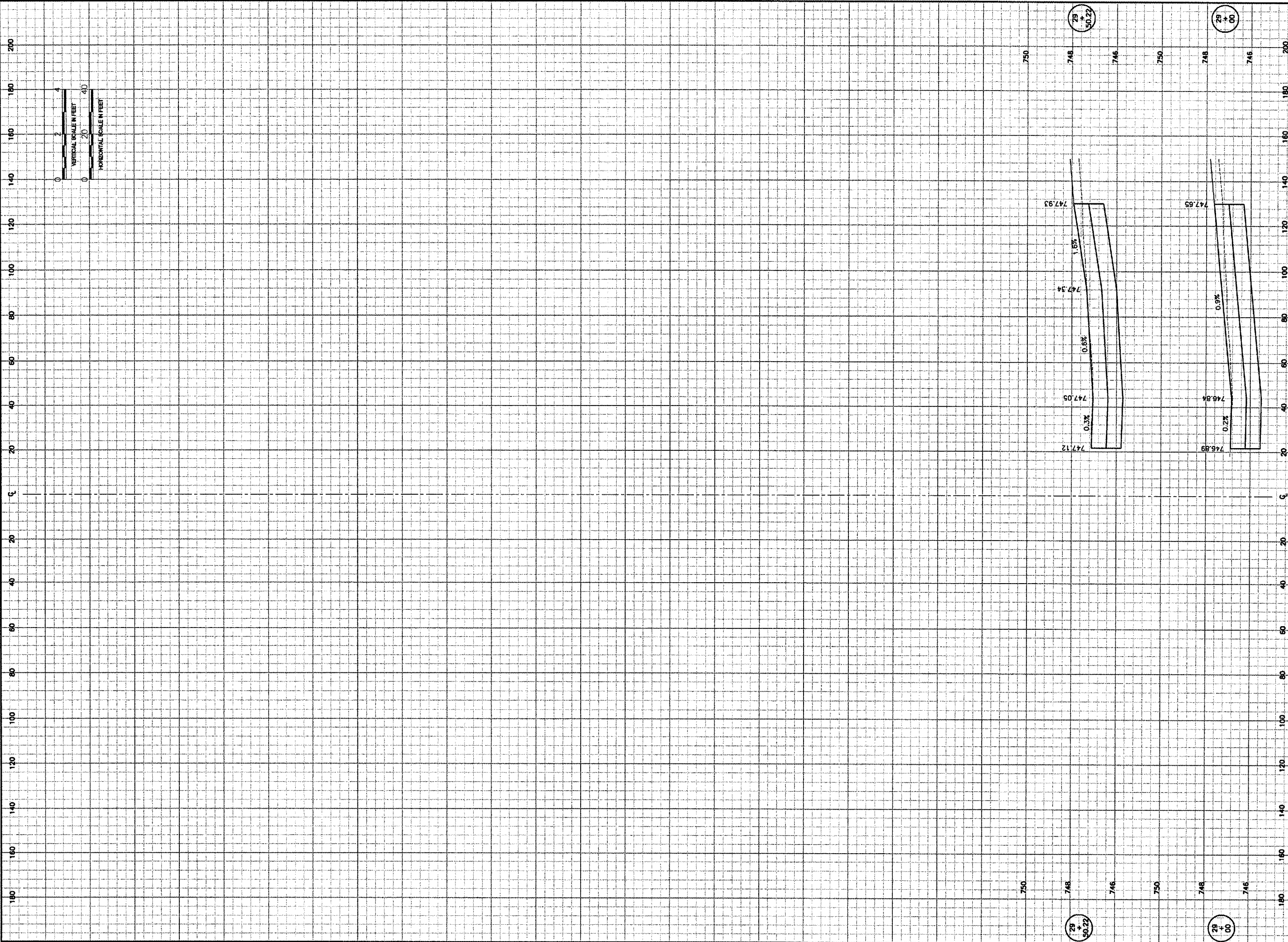
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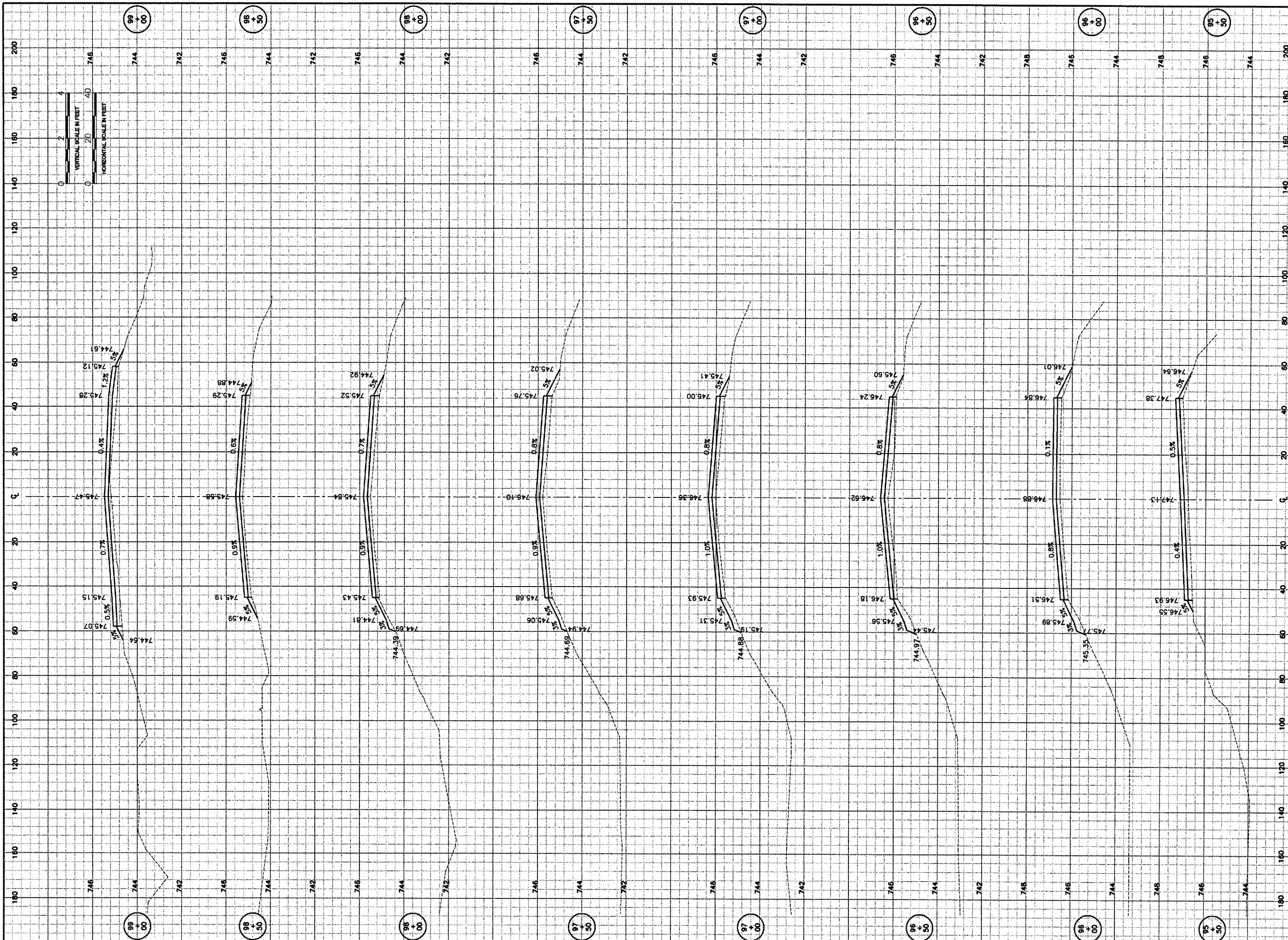
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REHABILITATE AIR CARRIER RAMP, PHASE 2
 CROSS SECTIONS - ADDITIVE ALTERNATE 1
 TAXIWAY A6 SHEET 1
 STA. 95+50 TO STA. 99+00

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REHABILITATE AIR CARRIER RAMP, PHASE 2
 CROSS SECTIONS - ADDITIVE ALTERNATE 1
 TAXIWAY A6 SHEET 2
 STA. 99+50

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