

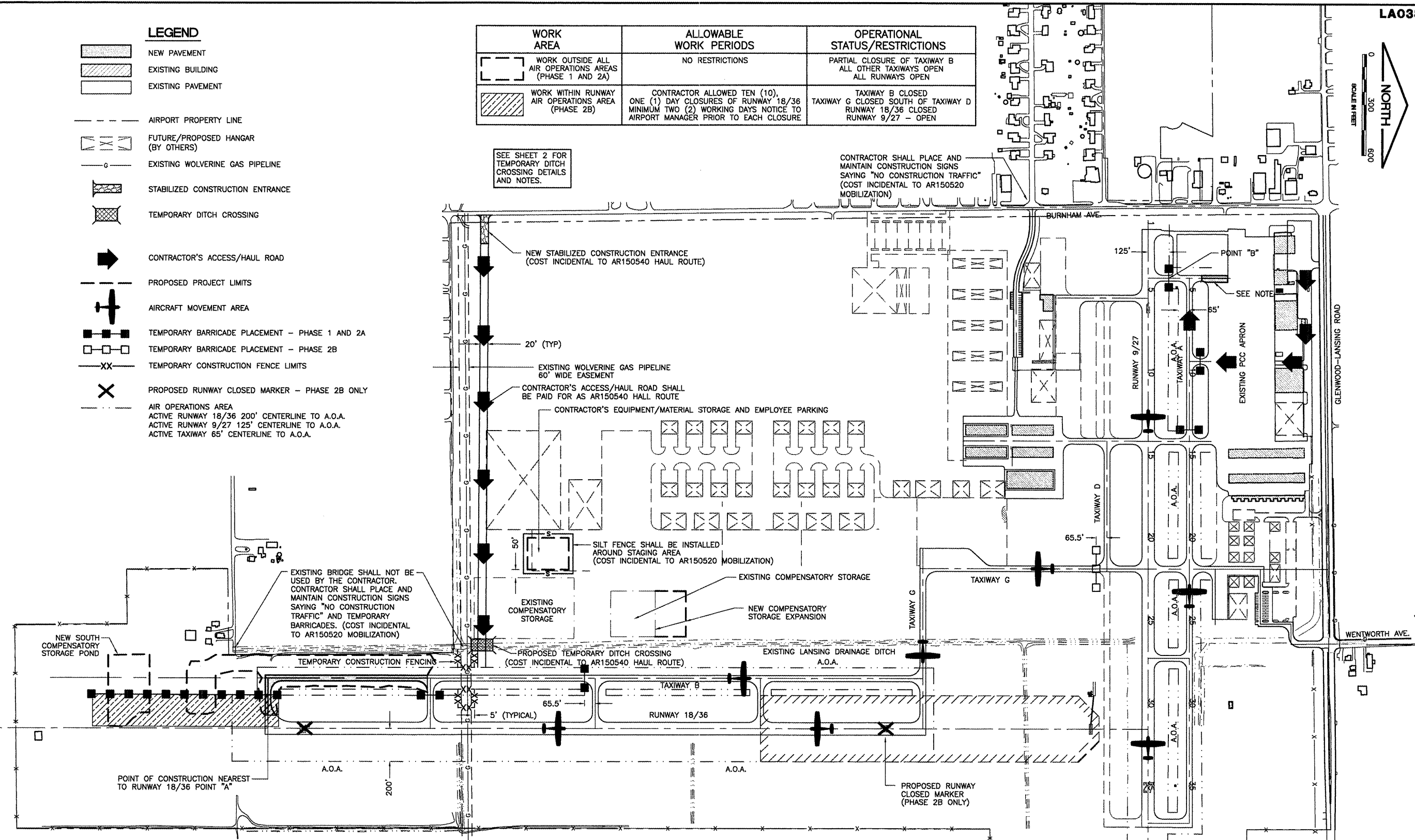
LEGEND

- NEW PAVEMENT
- EXISTING BUILDING
- EXISTING PAVEMENT
- AIRPORT PROPERTY LINE
- FUTURE/PROPOSED HANGAR (BY OTHERS)
- EXISTING WOLVERINE GAS PIPELINE
- STABILIZED CONSTRUCTION ENTRANCE
- TEMPORARY DITCH CROSSING
- CONTRACTOR'S ACCESS/HAUL ROAD
- PROPOSED PROJECT LIMITS
- AIRCRAFT MOVEMENT AREA
- TEMPORARY BARRICADE PLACEMENT - PHASE 1 AND 2A
- TEMPORARY BARRICADE PLACEMENT - PHASE 2B
- TEMPORARY CONSTRUCTION FENCE LIMITS
- PROPOSED RUNWAY CLOSED MARKER - PHASE 2B ONLY
- AIR OPERATIONS AREA**
 ACTIVE RUNWAY 18/36 200' CENTERLINE TO A.O.A.
 ACTIVE RUNWAY 9/27 125' CENTERLINE TO A.O.A.
 ACTIVE TAXIWAY 65' CENTERLINE TO A.O.A.

WORK AREA	ALLOWABLE WORK PERIODS	OPERATIONAL STATUS/RESTRICTIONS
WORK OUTSIDE ALL AIR OPERATIONS AREAS (PHASE 1 AND 2A)	NO RESTRICTIONS	PARTIAL CLOSURE OF TAXIWAY B ALL OTHER TAXIWAYS OPEN ALL RUNWAYS OPEN
WORK WITHIN RUNWAY AIR OPERATIONS AREA (PHASE 2B)	CONTRACTOR ALLOWED TEN (10), ONE (1) DAY CLOSURES OF RUNWAY 18/36 MINIMUM TWO (2) WORKING DAYS NOTICE TO AIRPORT MANAGER PRIOR TO EACH CLOSURE	TAXIWAY B CLOSED TAXIWAY G CLOSED SOUTH OF TAXIWAY D RUNWAY 18/36 CLOSED RUNWAY 9/27 - OPEN

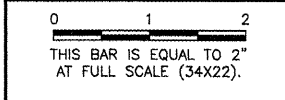
SEE SHEET 2 FOR TEMPORARY DITCH CROSSING DETAILS AND NOTES.

CONTRACTOR SHALL PLACE AND MAINTAIN CONSTRUCTION SIGNS SAYING "NO CONSTRUCTION TRAFFIC" (COST INCIDENTAL TO AR150520 MOBILIZATION)



REVISIONS

NUMBER	BY	DATE



**LANSING MUNICIPAL AIRPORT
 LANSING, ILLINOIS
 PARTIAL PARALLEL TAXIWAY TO RUNWAY 18/36
 SEQUENCE OF CONSTRUCTION
 PER AC 150/5370-2E (LATEST EDITION)**

- PHASE 1**
- PLACE BARRICADES AND SIGNS AS SHOWN OR AS DIRECTED BY THE ENGINEER.
 - MARK GAS LINE/EASEMENT AND AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AS SHOWN OR AS DIRECTED BY THE ENGINEER.
 - CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE.
 - CONSTRUCT HAUL ROAD.
 - CONSTRUCT CONTRACTOR STAGING AREA.
 - CONSTRUCT TEMPORARY DITCH CROSSING.
 - MEGGAR EXISTING AIRFIELD CABLES
 - PLACE SILT FENCE AND TEMPORARY INLET PROTECTION.
 - PLACE TEMPORARY CONSTRUCTION FENCING ALONG GAS PIPELINE EASEMENT AS SHOWN OR AS DIRECTED BY THE ENGINEER.

- SUGGESTED SEQUENCE OF CONSTRUCTION**
- PHASE 2A**
- STRIP TOPSOIL AND PLACE EMBANKMENT FILL.
 - PLACE STORM SEWER.
 - PLACE ADDITIONAL TEMPORARY STORM WATER PROTECTION MEASURES AS NEEDED.
 - REMOVE EXCESS FILL MATERIAL.
 - PLACE STONE BASE/BITUMINOUS BASE COURSE/BITUMINOUS SURFACE COURSE.
 - PLACE AIRFIELD LIGHTING AND CABLE.
 - PLACE SEEDING/EROSION CONTROL BLANKET/MULCHING.
 - CLEAN PAVEMENTS/REMOVE BARRICADES/OPEN PAVEMENT.

- PHASE 2B**
- PLACE BARRICADES AND CLOSED RUNWAY MARKERS.
 - STRIP TOPSOIL AND PLACE EMBANKMENT FILL.
 - PLACE STONE BASE/BITUMINOUS BASE COURSE/BITUMINOUS SURFACE COURSE
 - PLACE AIRFIELD LIGHTING AND CABLE.
 - PLACE SEEDING/EROSION CONTROL BLANKET/MULCHING.
 - CLEAN PAVEMENT/REMOVE BARRICADES AND CLOSED RUNWAY MARKERS/OPEN PAVEMENT.

NOTE
 CONTRACTOR SHALL MILL 800 SY OF BITUMINOUS PAVEMENT AN AVERAGE DEPTH OF 2" AND REPLACE WITH BITUMINOUS SURFACE COURSE. ALL WORK SHALL BE PERFORMED DURING PHASE 2A OF THIS PROJECT. CONTRACTOR SHALL COORDINATE SEQUENCE AND REMOVAL LIMITS WITH AIRPORT MANAGER AND RESIDENT ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.

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Lansing Municipal
airport

DESIGN BY:	ARM
DRAWN BY:	JRO
CHECKED BY:	ARM
APPROVED BY:	ARM
DATE:	02/27/09
JOB No:	05297-02
IL. PROJECT: IGQ-3681 A.I.P. PROJECT: 3-17-0121-B26	
SHEET 5 OF 30 SHEETS	