

VILLAGE OF LANSING LANSING, ILLINOIS

CONSTRUCTION PLANS FOR LANSING MUNICIPAL AIRPORT

REHABILITATE NORTH QUADRANT T-HANGAR PAVEMENT - PHASE 1

ILLINOIS PROJECT: IGO-3768
A.I.P. PROJECT: 3-17-0121-B27

APRIL 25, 2008

ILLINOIS PROFESSIONAL ENGINEERING PRACTICE ACT OF 1989



ANTONIO R. MARIN
LICENSE EXPIRES 11-30-2009

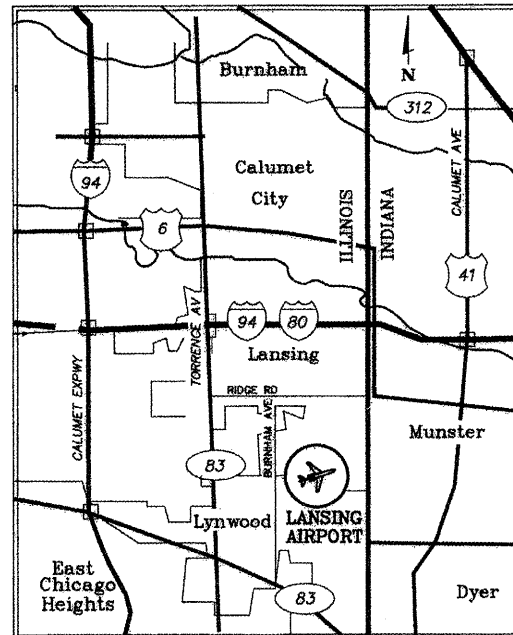
DESIGN INFORMATION
APPROACH CATEGORY B
DESIGN GROUP II

LANSING MUNICIPAL AIRPORT
TOWNSHIP: 36 NORTH BLOOM TOWNSHIP
RANGE: 15 EAST (SECTION: 8 AND 17)
COOK COUNTY OPPOSITE GLENWOOD-LANSING ROAD

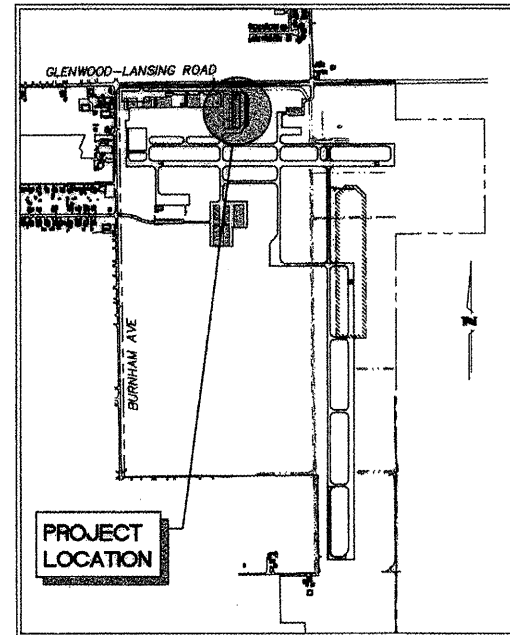
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CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
LICENSE NO. 184-000618
HTTP://WWW.CMTENG.COM
SUBMITTED BY D. Kyle Peabody, P.E.
D. KYLE PEABODY, P.E.
DATE April 25, 2008

Lansing Municipal
airport
APPROVED BY [Signature] MAYOR
DANIEL PODGORSKI
APPROVED BY Robert R. Malkas AIRPORT
ROBERT R. MALKAS
DATE April 22, 2008



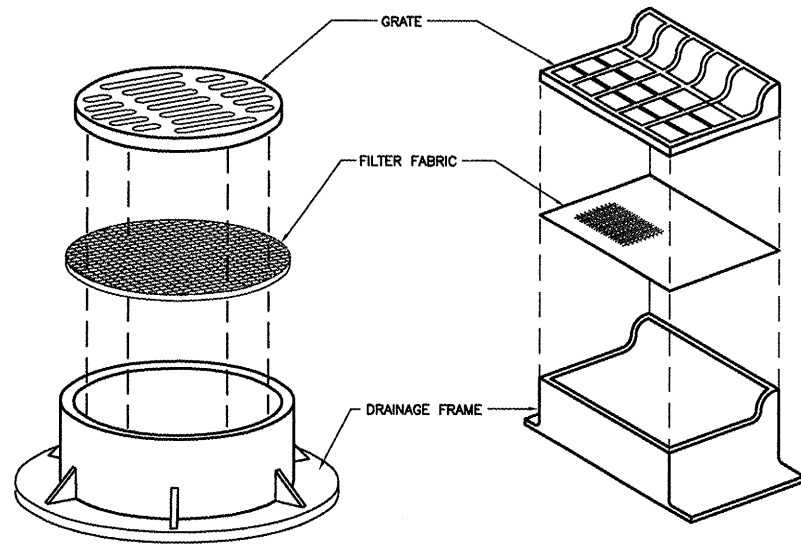
LOCATION MAP



SITE PLAN

INDEX TO SHEETS

- 1 COVER SHEET
- 2 SUMMARY OF QUANTITIES / MISCELLANEOUS NOTES AND DETAILS
- 3 SITE PLAN / PROJECT CONTROL PLAN
- 4 SEQUENCE OF CONSTRUCTION PER AC 150/5370-2E (LATEST EDITION)
- 5 EXISTING CONDITIONS / PROPOSED REMOVALS
- 6 GRADING PLAN / TYPICAL SECTION
- 7 PAVEMENT MARKING PLAN



DRAINAGE STRUCTURE FILTER WRAP

N.T.S.

- FILTER WRAP TO BE PLACED IN ALL SLOPE BOX INLETS, INLETS, MANHOLES, TRENCH DRAINS AND CATCH BASINS LOCATED IN PAVED AREAS AND NONPAVED AREAS.
- FABRIC SHALL BE IN CONFORMANCE WITH ARTICLE 1080.03 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2007.
- FABRIC SHALL OVERLAY FRAME BY 2" (MIN.).
- CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE THROUGH THE STRUCTURE.
- FABRIC SHALL REMAIN IN PLACE UNTIL COMPLETION OF PAVEMENT REHABILITATION.
- COST OF FILTER WRAP AND MAINTENANCE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

| SUMMARY OF QUANTITIES | | | | |
|-----------------------|-------------------------------|------|----------|--------|
| ITEM NO. | ITEM DESCRIPTION | UNIT | QUANTITY | RECORD |
| AR150520 | MOBILIZATION | LS | 1 | |
| AR152410 | UNCLASSIFIED EXCAVATION | CY | 1,060 | |
| AR201610 | BITUMINOUS BASE COURSE | TON | 300 | |
| AR208515 | POROUS GRANULAR EMBANKMENT | CY | 555 | |
| AR209606 | CRUSHED AGG. BASE COURSE - 6" | SY | 2,550 | |
| AR401610 | BITUMINOUS SURFACE COURSE | TON | 225 | |
| AR401900 | REMOVE BITUMINOUS PAVEMENT | SY | 2,550 | |
| AR602510 | BITUMINOUS PRIME COAT | GAL | 765 | |
| AR603510 | BITUMINOUS TACK COAT | GAL | 385 | |
| AR620520 | PAVEMENT MARKING - WATERBORNE | SF | 660 | |
| AR620900 | PAVEMENT MARKING-REMOVAL | SF | 275 | |
| AR751940 | ADJUST INLET | EACH | 2 | |
| AR800075 | STABILIZATION GEOGRID | SY | 2,550 | |

NOTES

- THE NEW PAVEMENT STRUCTURE WAS DESIGNED FOR EXCLUSIVE USE BY SMALL AIRCRAFT. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE PAVEMENT STRUCTURE AND SUBGRADE FROM DAMAGE, WHICH MAY INCLUDE BUT NOT BE LIMITED TO USE OF TRACKED EQUIPMENT, SHORT HAUL TRUCKS OR TRACKED PAVERS.
- AT ALL TIMES THE CONTRACTOR SHALL PERFORM ALL MAINTENANCE WORK NECESSARY TO KEEP EACH NEWLY CONSTRUCTED PAVEMENT SECTION LAYER IN A SATISFACTORY CONDITION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT. ANY WORK NECESSARY TO CORRECT DAMAGED WORK SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.

Report of Thin-Walled Tube Test Data

| LOCATION | DEPTH BELOW SURFACE OF PAVEMENT (IN INCHES) | PERCENT WATER CONTENT | DRY WEIGHT IN POUNDS PER CUBIC FOOT | UNCONFINED COMPRESSIVE STRENGTH IN TONS PER SQUARE FOOT | SOIL DESCRIPTION |
|--------------------------------|---|-----------------------|-------------------------------------|---|--|
| Apron on East side of T-Hanger | | | | | |
| B1S1 | 0 - 8 | - | - | - | Pavement Section |
| B1S2 | 8 - 24 | 27.1 | 97.3 | 2.0* | Fri. Brown & gray silty CLAY, little sand, trace gravel (CL) |
| B1S3 | 24 - 40 | 23.3 | 103.4 | 2.25* | Very tough brown & gray silty CLAY, little sand, trace gravel (CL) |
| B1S4 | 40 - 52 | 20.8 | 107.9 | 3.8* | Very tough brown & gray silty CLAY, little sand, trace gravel (CL) |
| B1S5 | 52 - 64 | 20.1 | 109.2 | 4.5* | Hard brown silty CLAY, little sand, trace gravel (CL) |
| Apron on West side of T-Hanger | | | | | |
| B2S1 | 0 - 11.4 | - | - | - | Pavement Section |
| B2S2 | 11.4 - 30 | 25.0 | 95.0 | 2.0* | Very tough dark brown silty CLAY, little sand, trace gravel (CL) |
| B2S3 | 30 - 40 | 23.9 | 102.2 | 2.5* | Very tough dark brown silty CLAY, little sand, trace gravel (CL) |
| B2S4 | 40 - 56 | 22.5 | 104.8 | 4.0* | Hard brown silty CLAY, little sand, trace gravel (CL) |
| Apron on East side of T-Hanger | | | | | |
| C2S1 | 0 - 7.1 | - | - | - | Pavement Section |
| C2S2 | 7.1 - 24 | 26.2 | 98.7 | 2.75* | Fri. Brown & gray silty CLAY, little sand, trace gravel (CL) |
| C2S3 | 24 - 36 | 23.7 | 107.4 | 2.0* | Very tough brown silty CLAY, little sand, trace gravel (CL) |

* BASED ON READINGS MADE WITH A CALIBRATED POCKET PENETROMETER.

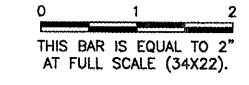
PAVEMENT COMPOSITION

| Location & Core Number | Description | Thickness in Inches | |
|---|--|---------------------|--|
| | | Thickness in Inches | Depth Below Pavement Surface (In Inches) |
| North Quadrant T-Hanger Apron, East Side B1 | Bituminous Concrete Surface Course | 1.0 | 0 - 1.0 |
| | Bituminous Concrete Binder Course | 1.5 | 1.0 - 2.5 |
| | One inch maximum size crushed stone with fines | 7.5 | 2.5 - 8.0 |
| Note: Surface Course is fractured into several segments | | | |
| North Quadrant T-Hanger Apron, West Side B2 | Bituminous Concrete Surface Course | 1.1 | 0 - 1.1 |
| | Bituminous Concrete Binder Course | 1.3 | 1.1 - 2.4 |
| | One inch maximum size crushed stone with fines | 6.0 | 2.4 - 11.4 |
| North Quadrant T-Hanger Apron, East Side C1 | Bituminous Concrete Surface Course | 1.2 | 0 - 1.2 |
| | Bituminous Concrete Binder Course | 1.0 | 1.2 - 2.2 |
| | One inch maximum size crushed stone with fines | 7.0 | 2.2 - 9.2 |
| North Quadrant T-Hanger Apron, East Side C2 | Bituminous Concrete Surface Course | 1.1 | 0 - 1.1 |
| | Bituminous Concrete Binder Course | 1.0 | 1.1 - 2.1 |
| | One inch maximum size crushed stone with fines | 6.0 | 2.1 - 7.1 |
| North Quadrant T-Hanger Apron, South Side C3 | Bituminous Concrete Surface Course | 1.3 | 0 - 1.3 |
| | Bituminous Concrete Binder Course | 1.5 | 1.3 - 2.8 |
| | One inch maximum size crushed stone with fines | 7.0 | 2.8 - 9.8 |
| North Quadrant T-Hanger Apron, West Side C4 | Bituminous Concrete Surface Course | 1.3 | 0 - 1.3 |
| | Bituminous Concrete Binder Course | 1.2 | 1.3 - 2.5 |
| | One inch maximum size crushed stone with fines | 7.5 | 2.5 - 10.0 |
| North Quadrant T-Hanger Apron, South Side C5 | Bituminous Concrete Surface Course | 1.3 | 0 - 1.3 |
| | Bituminous Concrete Binder Course | 1.1 | 1.3 - 2.4 |
| | One inch maximum size crushed stone with fines | 4.5 | 2.4 - 6.9 |

IL. CONTRACT: LAO30
IL. LETTING ITEM: 20A
IL. PROJECT: IGG-3768
A.I.P. PROJECT: 3-17-0121-B27

SURVEY BOOK # BOOK #

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| NUMBER | BY | DATE |
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LANSING MUNICIPAL AIRPORT
LANSING, ILLINOIS
REHAB NORTH QUADRANT T-HANGER PAVEMENT - PHASE 1

SUMMARY OF QUANTITIES / MISCELLANEOUS NOTES AND DETAILS

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| CHECKED BY: | |
| APPROVED BY: | |
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| JOB No: | 07297-02 |

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GLENWOOD-LANSING ROAD

7 STA. 190+24.28 @ B
EDGE OF PAVEMENT

8 STA. 190+46.75, 0.36' LT. @ B
P.K. NAIL

IL. CONTRACT: LAO30
 IL. LETTING ITEM: 20A
 IL. PROJECT: IGQ-3768
 A.I.P. PROJECT: 3-17-0121-B27

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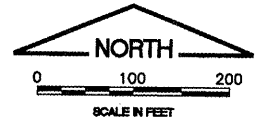
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0 1 2
 THIS BAR IS EQUAL TO 2'
 AT FULL SCALE (34X22).

LEGEND

- EXISTING BUILDING
- EXISTING PAVEMENT
- PAVEMENT TO BE REHABILITATED
- BENCHMARK/CONTROL POINT

EXISTING PCC APRON



3 STA. 195+12.31, 50.10' RT. @ B
S.E. CORNER OF WEST BOX HANGARS

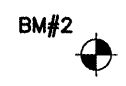
6 STA. 195+13.11, 50.10' LT. @ B
S.W. CORNER OF EAST BOX HANGARS

2 STA. 14+18.71 @ TAXIWAY A
STA. 7+50.01 @ TAXIWAY C

5 STA. 15+71.07 @ TAXIWAY A
STA. 197+49.99 @ B

1 STA. 14+18.71 @ RUNWAY 9/27
STA. 10+00.01 @ TAXIWAY C

4 STA. 15+73.93 @ RUNWAY 9/27
STA. 200+00.01 @ B



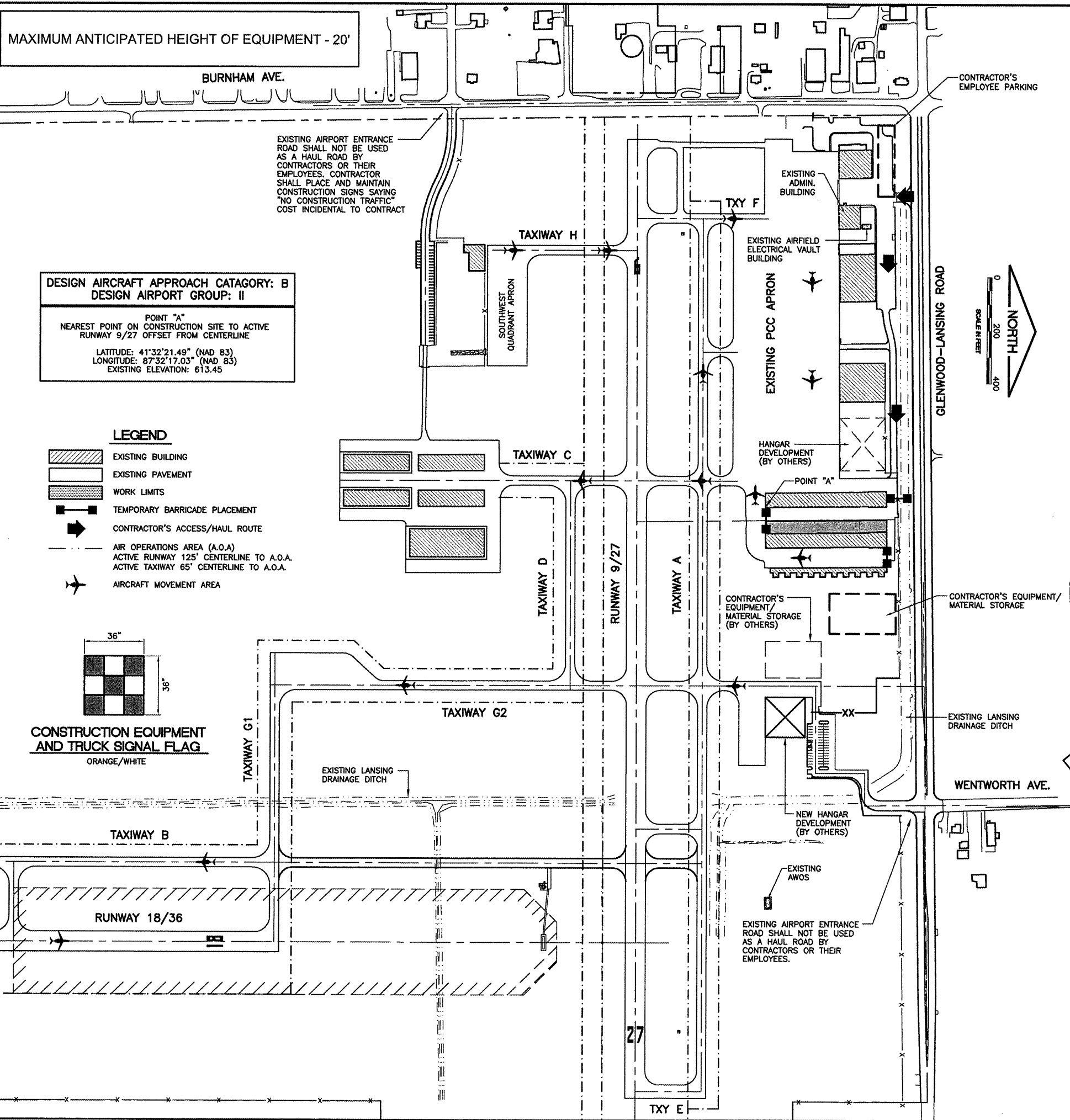
LANSING MUNICIPAL AIRPORT
LANSING, ILLINOIS
REHAB NORTH QUADRANT T-HANGAR PAVEMENT - PHASE 1
SITE PLAN / PROJECT CONTROL PLAN

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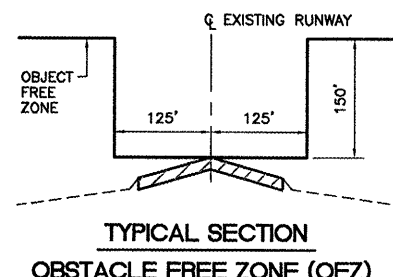
| HORIZONTAL/VERTICAL CONTROL | | | | | |
|-----------------------------|--------------------------------------|-----------|------------|-----------|---|
| NO. | STATION/OFFSET | ELEVATION | NORTHING | EASTING | DESCRIPTION |
| 1 | 14+18.71 CL RUNWAY 9/27 | ---- | 1775895.11 | 718841.22 | INTERSECTION OF RUNWAY 9/27 & TAXIWAY C |
| 2 | 14+18.71 CL TAXIWAY A | ---- | 1776145.10 | 718839.48 | INTERSECTION OF TAXIWAY A & TAXIWAY C |
| 3 | 195+12.31, 50.10' RT. BASELINE B | ---- | 1776382.88 | 718937.40 | SOUTHEAST CORNER OF WEST T-HANGARS |
| 4 | 15+73.93 CL RUNWAY 9/27 | ---- | 1775896.15 | 718990.99 | INTERSECTION RUNWAY 9/27 AND BASELINE B |
| 5 | 15+71.07 CL TAXIWAY A | ---- | 1776146.14 | 718989.26 | INTERSECTION TAXIWAY A AND BASELINE B |
| 6 | 195+13.11, 50.10' LT. BASELINE B | ---- | 1776383.92 | 719037.60 | SOUTHWEST CORNER OF EAST T-HANGARS |
| 7 | 190+24.28 BASELINE B | ---- | 1776871.76 | 718984.21 | EDGE OF PAVEMENT ON BASELINE B |
| 8 | 190+46.75, 0.36' LT. BASELINE B | ---- | 1776849.29 | 718979.35 | P.K. NAIL |
| BM#1 | 3+10.61, 215.31 RT. CL RUNWAY 9/27 | 613.53 | 1775672.09 | 717734.60 | AZ MARKER "LANSPORT" (ROD IN CAN) (CMT#202) |
| BM#2 | 23+37.02, 209.83' RT. CL RUNWAY 9/27 | 613.56 | 1775691.67 | 719760.92 | MARKER "LANSPORT 1990" (ROD IN CAN) (CMT#201) |

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 UPDATE BY: Tony Marin
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SEQUENCE OF CONSTRUCTION PLAN NOTES - PHASE 1

- MARK THE AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AS SHOWN BY THE CONSTRUCTION SETBACK LINE OR AS DIRECTED BY THE RESIDENT ENGINEER.
- THE AIRPORT WILL REQUIRE SEVEN (7) CALENDAR DAYS NOTICE FROM THE CONTRACTOR PRIOR TO INITIATING WORK TO COORDINATE WITH THE TENANTS.
- THE CONTRACTOR SHALL PLACE ALL BARRICADES AS SHOWN PRIOR TO THE START OF WORK OR AS DIRECTED BY THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL RETURN THE EQUIPMENT TO THE STAGING & STORAGE AREA AT THE END OF EACH DAY UNLESS PERMISSION IS GIVEN BY THE AIRPORT TO DO OTHERWISE.
- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
- ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2E OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION. (LATEST EDITION).
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
- THE AIRPORT MANAGER IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
- ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER.
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY.
- THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES, WHEN PAVEMENTS ARE UTILIZED AS HAUL ROADS BY THE CONTRACTOR. MATERIAL TRACKED ON TO THE PAVEMENT SHALL BE CONTINUALLY REMOVED WITH SAID SWEEPER. THIS SWEEPING SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
- PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. TEMPORARY BARRICADES AT 10-FOOT CENTERS SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A FLASHING RED LIGHT AND CONFORM TO IDOT STANDARD 702001, TYPE II. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, EQUIPMENT OR MATERIAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY". THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL, THIS SHEET.
- IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE RESIDENT ENGINEER IMMEDIATELY.
- DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK 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.
- NO PERSONAL VEHICLES WILL BE ALLOWED ON THE AIRFIELD.
- ALL TAXIWAY AND TAXILANE PAVEMENTS SHALL BE OPEN TO TRAFFIC AT THE END OF EACH WORK DAY OUTSIDE CONSTRUCTION LIMITS.
- THE LANSING MUNICIPAL AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR SHALL COORDINATE ALL WORK AND ALL CLOSURES WITH THE AIRPORT MANAGER TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
- CONTRACTOR SHALL ALLOW TUGGED AIRCRAFT TO PASS THROUGH CONSTRUCTION AREA WHEN REQUIRED. ANY TEMPORARY RELOCATION OF EQUIPMENT, BARRICADES OR MATERIALS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



CONTRACTOR SHALL NOT WORK WITHIN THE RUNWAY OBJECT FREE ZONE WHILE THE RUNWAY IS OPEN TO AIR TRAFFIC.

IL. CONTRACT: LAO30
 IL. LETTING ITEM: 20A
 IL. PROJECT: IGQ-3768
 A.I.P. PROJECT: 3-17-0121-B27

SURVEY BOOK # BOOK #

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

LANSING MUNICIPAL AIRPORT
 LANSING, ILLINOIS
 REHAB NORTH QUADRANT T-HANGAR PAVEMENT - PHASE 1

SEQUENCE OF CONSTRUCTION
 PER AC 150/5370-2E (LATEST EDITION)

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SHEET 4 OF 7 SHEETS

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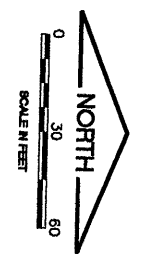
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LAYOUT: Layout_1

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| GEOTECHNICAL LAYOUT TABLE | | | | |
|---------------------------|------------|-----------|-------|-----------|
| BORING NO. | NORTHING | EASTING | DEPTH | ELEVATION |
| C-1 | 1776565.21 | 719107.42 | -- | 613.39 |
| C-2 | 1776470.23 | 719109.36 | -- | 613.29 |
| C-3 | 1776350.95 | 719048.28 | -- | 613.35 |
| C-4 | 1776766.09 | 719011.19 | -- | 613.31 |
| C-5 | 1776592.91 | 718994.73 | -- | 613.13 |
| B-1 | 1776811.09 | 719112.94 | 5' | 613.11 |
| B-2 | 1776468.42 | 719012.29 | 5' | 613.25 |

NOTES

- EXACT LIMITS OF PAVEMENT REMOVAL SHALL BE COORDINATED WITH RESIDENT ENGINEER.
- SEE SHEET 2 FOR PAVEMENT BORING AND CORE DATA.
- CONTRACTOR TO TAKE MEASURES TO PROTECT EXISTING STORM SEWER PIPE AND UNDERDRAIN FROM DAMAGE DUE TO CONSTRUCTION EQUIPMENT.



LEGEND

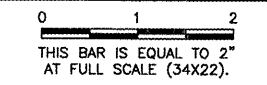
- EXISTING 2.4" AVERAGE BITUMINOUS PAVEMENT TO BE REMOVED
- EXISTING INLET/MANHOLE
- EXISTING FLARED END SECTION
- EXISTING SLOPE BOX
- EXISTING STORM SEWER AND SIZE
- EXISTING UNDERDRAIN COLLECTION STRUCTURE
- EXISTING FIRE HYDRANT
- EXISTING UNDERGROUND COMED ELECTRIC LINE
- EXISTING OVERHEAD COMED ELECTRIC LINE
- EXISTING UTILITY POLE
- EXISTING HANGAR MOUNTED LIGHT
- EXISTING TELEPHONE
- EXISTING 6' FENCE
- EXISTING LANSING DRAINAGE DITCH
- EXISTING UNDERDRAIN
- EXISTING WATERMAIN
- EXISTING INLET/MANHOLE TO BE ADJUSTED
- EXISTING GUARDRAIL
- SOIL BORING
- PAVEMENT CORE

IL. CONTRACT: **LAO30**
 IL. LETTING ITEM: **20A**
 IL. PROJECT: **IGQ-3768**
 A.I.P. PROJECT: **3-17-0121-B27**

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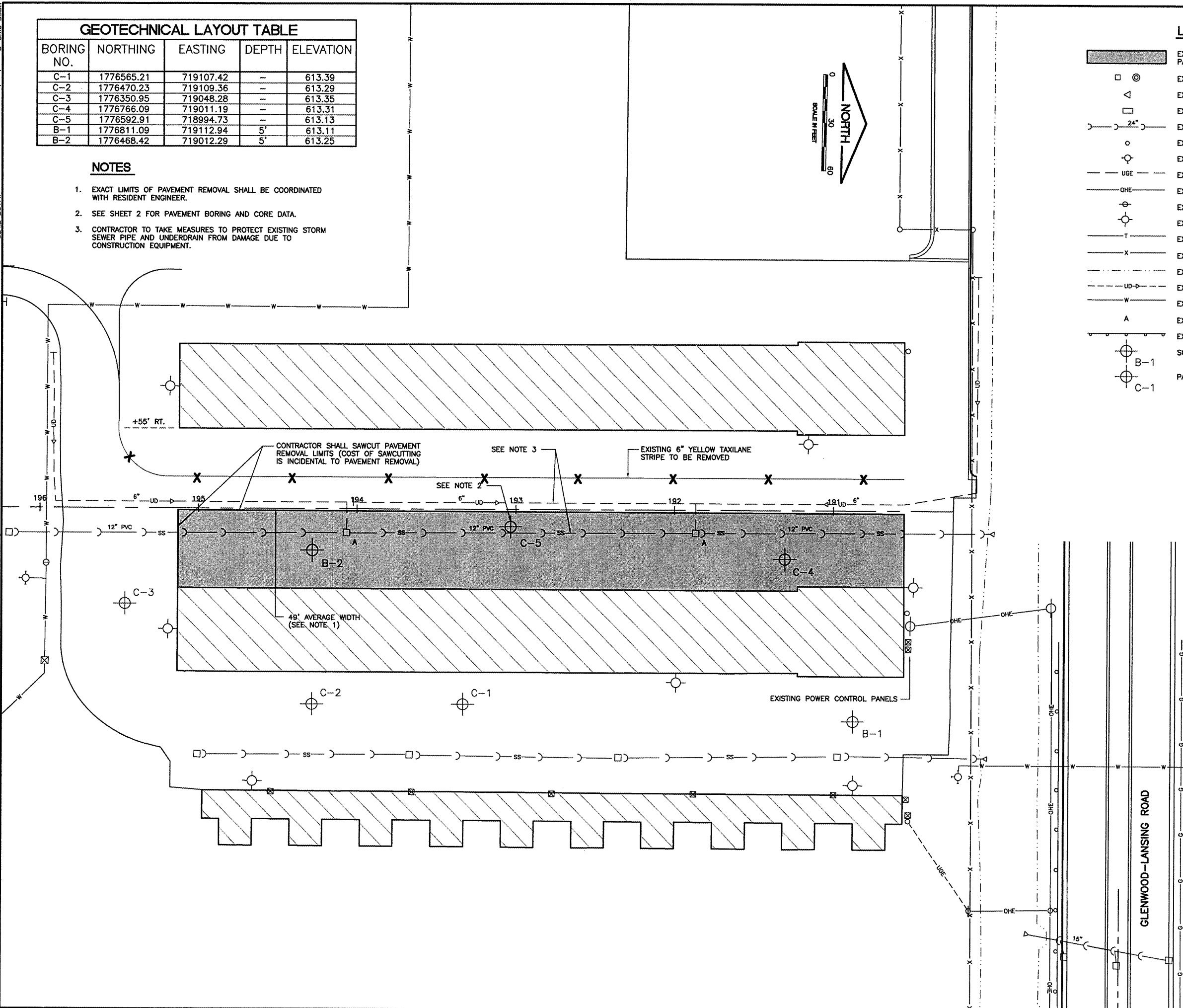


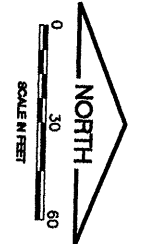
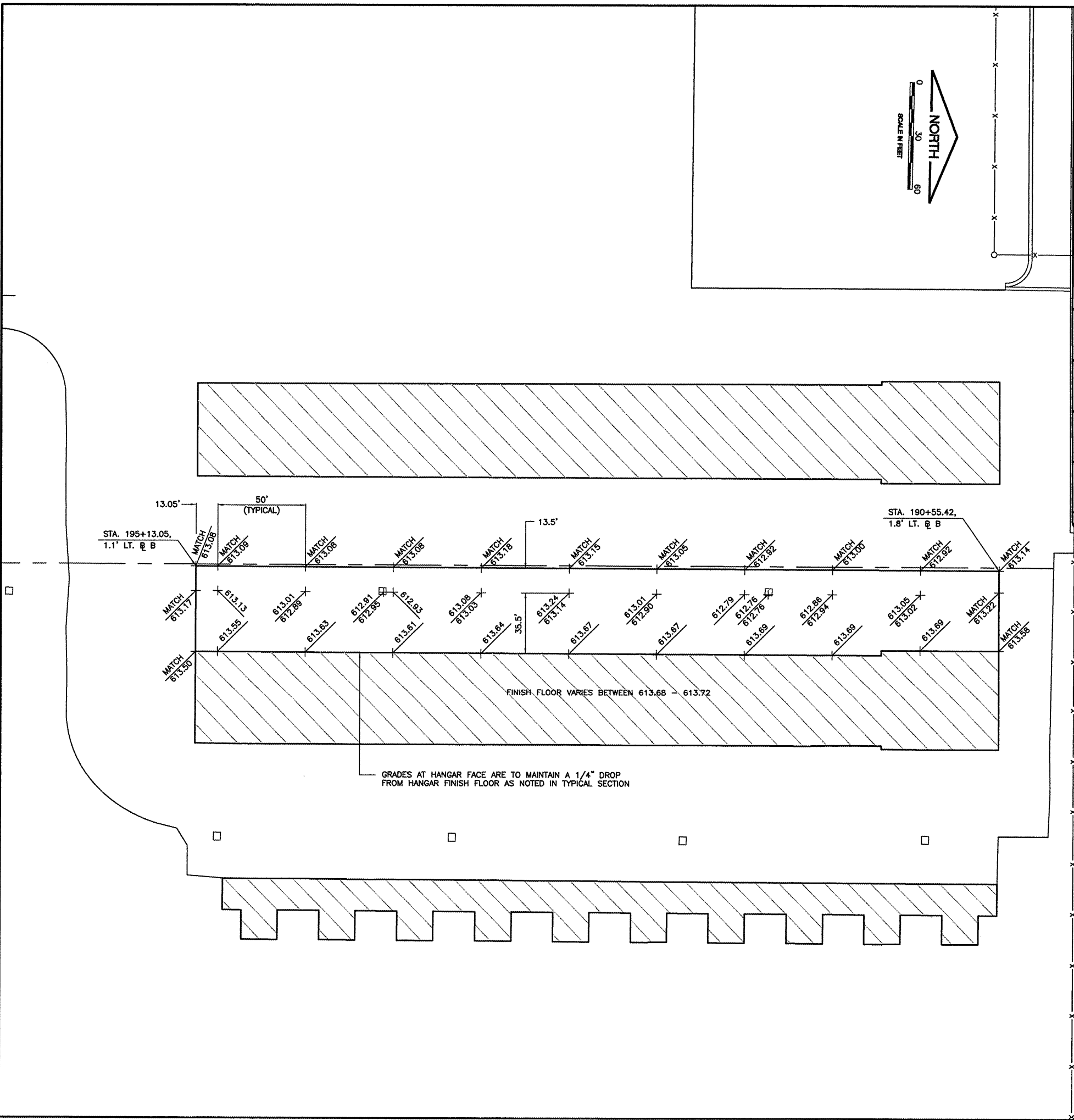
**LANSING MUNICIPAL AIRPORT
 LANSING, ILLINOIS
 REHAB NORTH QUADRANT T-HANGAR PAVEMENT - PHASE 1**

EXISTING CONDITIONS / PROPOSED REMOVALS

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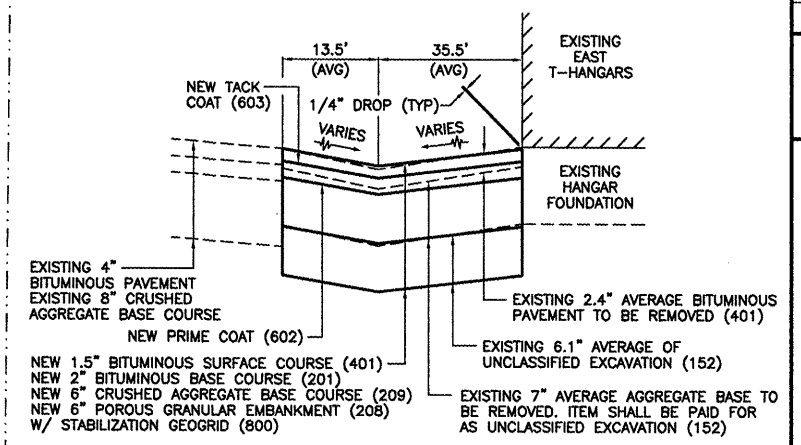
DESIGN BY: ARM
 DRAWN BY: JRO
 CHECKED BY:
 APPROVED BY:
 DATE: 04/25/08
 JOB No: 07297-02





LEGEND

- NEW PAVEMENT
- EXISTING INLET/MANHOLE
- EXISTING SLOPE BOX
- EXISTING 6' FENCE
- NEW GRADE
- EXISTING GRADE

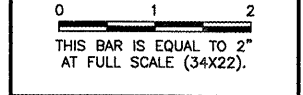


GLENWOOD-LANSING ROAD

IL CONTRACT: LAO30
 IL LETTING ITEM: 20A
 IL PROJECT: IGQ-3768
 A.I.P. PROJECT: 3-17-0121-B27

SURVEY BOOK # BOOK #

| REVISIONS | | |
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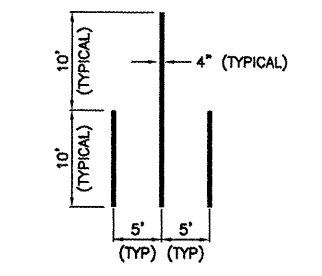
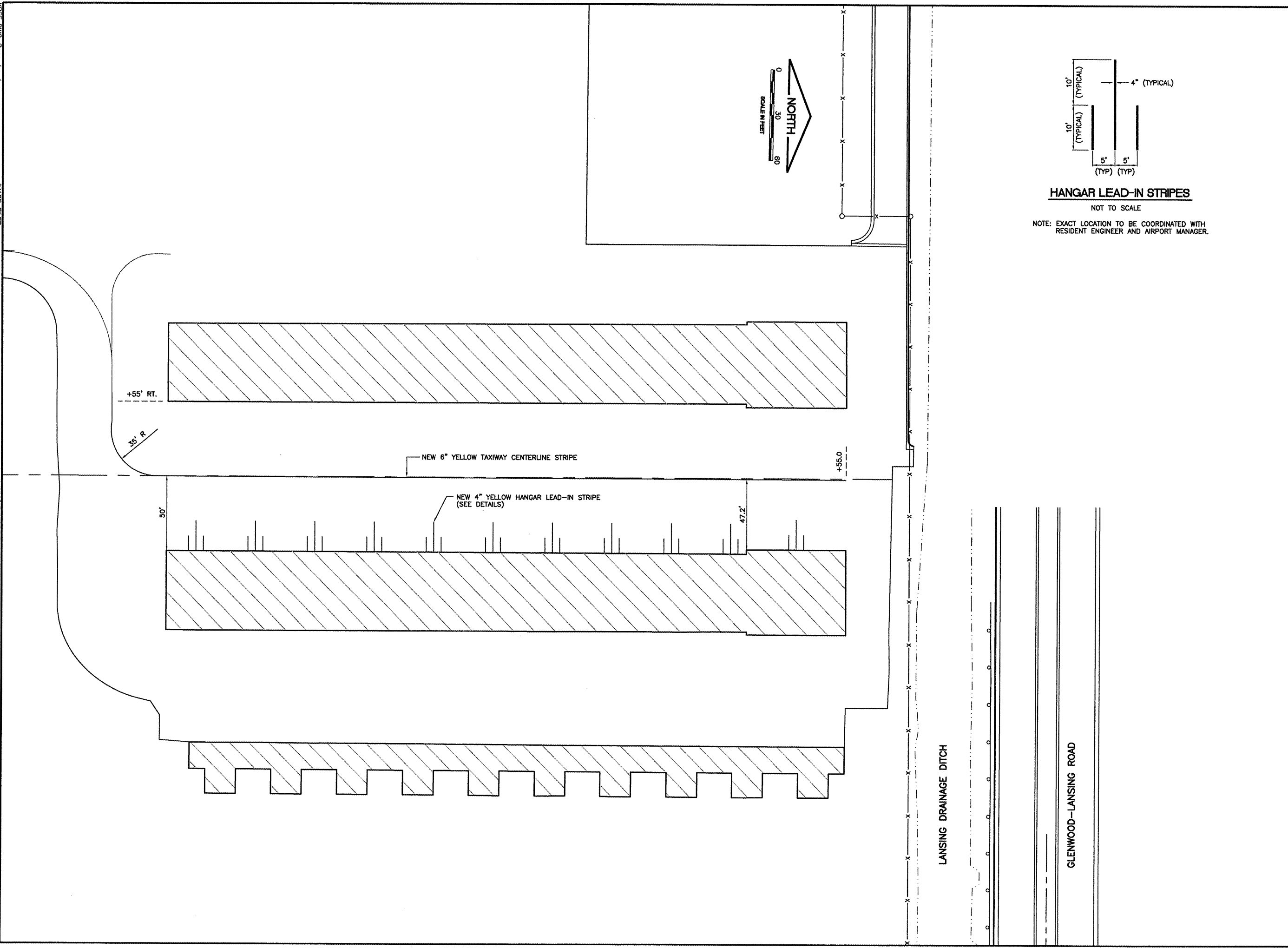
LANSING MUNICIPAL AIRPORT
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GRADING PLAN / TYPICAL SECTIONS

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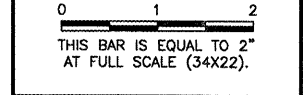


NOTE: EXACT LOCATION TO BE COORDINATED WITH RESIDENT ENGINEER AND AIRPORT MANAGER.

IL. CONTRACT: **LAO30**
IL. LETTING ITEM: **20A**
IL. PROJECT: **IGQ-3768**
A.I.P. PROJECT: **3-17-0121-B27**

SURVEY BOOK # BOOK #

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**LANSING MUNICIPAL AIRPORT
LANSING, ILLINOIS
REHAB NORTH QUADRANT T-HANGAR PAVEMENT - PHASE 1**

PAVEMENT MARKING PLAN

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| APPROVED BY: | |
| DATE: | 04/25/08 |
| JOB No: | 07297-02 |
| | |
| SHEET 7 OF 7 SHEETS | |