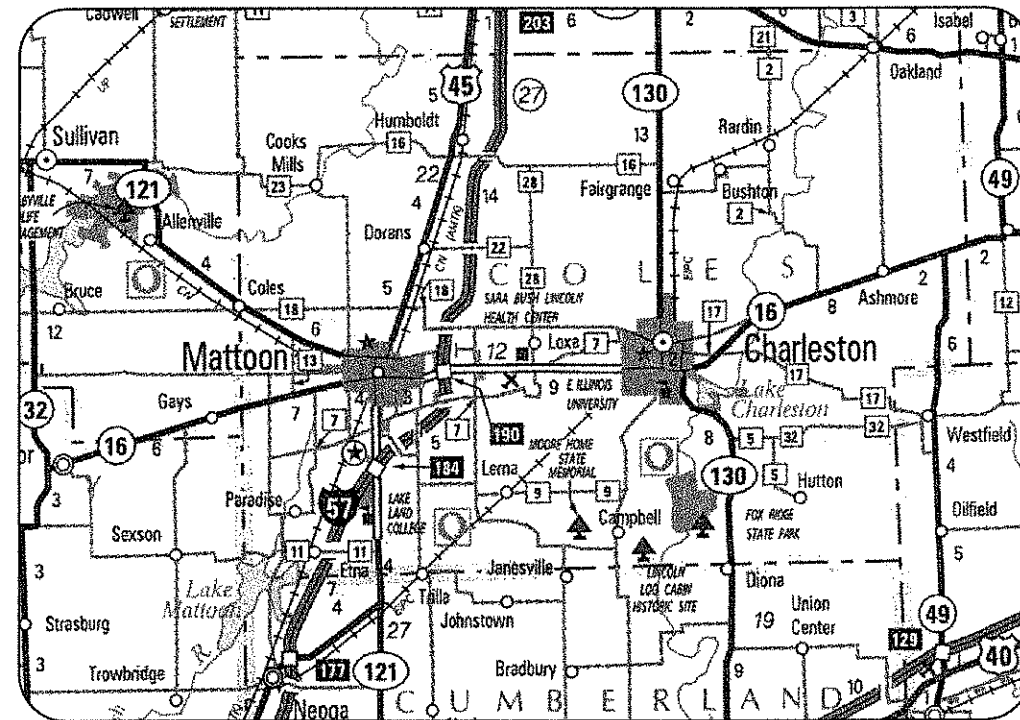


CONSTRUCTION PLANS FOR COLES COUNTY MEMORIAL AIRPORT MATTOON-CHARLESTON, COLES COUNTY, ILLINOIS REHABILITATE PAVEMENT BY HANGAR "G"

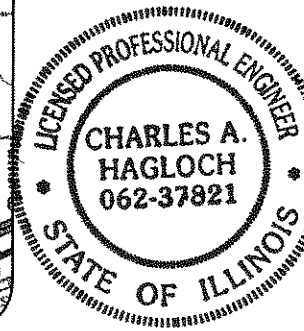
SCOPE OF WORK

THIS PROJECT CONSISTS OF BITUMINOUS PAVEMENT REMOVAL, PAVEMENT REMOVAL AND REPLACEMENT, CRACK CLEANING AND SEALING, BITUMINOUS SURFACE COURSE, BITUMINOUS TACK COAT, AGGREGATE BASE COURSE, 6" PCC PAVEMENT, PAVEMENT MARKING, SHOULDER ADJUSTMENT, SEEDING AND EROSION CONTROL BLANKET.



LOCATION

ILL. PROJ.: MTO-4214
BLOCK GRANT PROJ.: 3-17-0066-B29
LATITUDE: 39° 28' 40"
LONGITUDE: 88° 16' 45"
ELEVATION: 721.0' M.S.L.
DATE: JAN. 16, 2013



Hanson Professional Services Inc.

Submitted by: *Charles A. Hagloch* ENG'R
Date Submitted: APRIL 11, 2013
Lic. Exp. Date: NOVEMBER 30, 2013

COLES COUNTY AIRPORT AUTHORITY

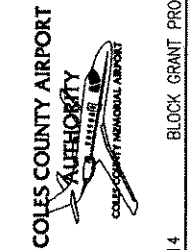
Approved: *Mark Vaughan* CHAIRMAN
Date: 1-24-13
Approved: *Andy Stearn* AIRPORT DIRECTOR
Date: 1-17-2013



LOCATION OF COUNTY

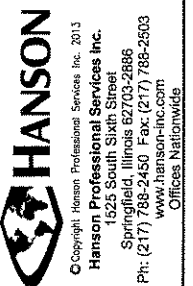
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REVISION	DATE



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Hanson Proj. No. 12A0066D	File Name G-001.CVR.dwg	Date 07/20/12
Scale NOT TO SCALE		
LAYOUT	CAH	07/20/12
DRAWN	BAK	07/20/12
REVIEWED	xxx	xx/xx/xx



REHABILITATE PAVEMENT BY HANGAR "G"
COVER SHEET

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150520	MOBILIZATION	L.S.	1	
AR150540	HAUL ROUTE	L.S.	1	
AR152480	SHOULDER ADJUSTMENT	S.Y.	260	
AR156532	EXCELSIOR BLANKET	S.Y.	260	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	700	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	60	
AR401613	BIT. SURF. CSE.-METHOD I, SUPERPAVE	TON	308	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	687	
AR401655	BUTT JOINT CONSTRUCTION	S.Y.	16	
AR401665	BITUMINOUS PAVEMENT SAWING	L.F.	388	
AR401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	1,008	
AR501506	6" PCC PAVEMENT	S.Y.	367	
AR501604	4" PCC SIDEWALK	S.F.	144	
AR501924	PCC SIDEWALK REMOVAL	S.F.	144	
AR602510	BITUMINOUS PRIME COAT	GAL.	225	
AR603510	BITUMINOUS TACK COAT	GAL.	328	
AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	338	
AR620525	PAVEMENT MARKING-BLACK BORDER	S.F.	339	
AR705943	ADJUST UNDERDRAIN INSP. HOLE	EACH	1	

INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SUMMARY OF QUANTITIES AND INDEX TO SHEETS
3	PROPOSED SAFETY PLAN
4	PROPOSED CONSTRUCTION PLAN
5	PROPOSED PAVEMENT PREPARATION PLAN
6	PROPOSED STAKING PLAN
7	PROPOSED JOINTING PLAN
8	PROPOSED MARKING PLAN
9	PROPOSED CROSS-SECTIONS STA. 0+50 TO STA. 1+25
10	PROPOSED CROSS-SECTIONS STA. 1+50 TO STA. 2+25
11	PROPOSED CROSS-SECTIONS STA. 2+50 TO STA. 3+25
12	PROPOSED CROSS-SECTIONS STA. 3+75 TO STA. 4+13

REVISION	DATE



ILL. PROJ.: MTO-4214 BLOCK GRANT PROJ.: 3-17-0066-B29

Hanson Proj. No. 12A0068D	Filename G-002FLP.dwg	Scale NOT TO SCALE	Date XX/XX/12
LAYOUT	CAH	07/20/12	xx/xx/xx
DRAWN	BAK	07/20/12	xx/xx/xx
REVIEWED	xxx		xx/xx/xx

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 www.hanson-inc.com
 Offices Nationwide

REHABILITATE PAVEMENT
 BY HANGAR "G"
 SUMMARY OF QUANTITIES
 AND INDEX TO SHEETS

UTILITY NOTE

THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. **CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123.** CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER, CONTROL, AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA. ALSO CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.

HAUL ROUTE AND VEHICLE PARKING

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET. THE PROPOSED EQUIPMENT PARKING AREA WILL BE 200' X 200'. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL RETURN THE HAUL ROUTE AND PARKING AREA TO THEIR ORIGINAL STATE. RESTORATION OF THE HAUL ROUTE AND PARKING AREA WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

CONTRACTOR RESPONSIBILITIES

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

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

THE CONTRACTOR SHALL KEEP BOTH RUNWAYS OPEN AT ALL TIMES AND MAINTAIN CONTINUOUS TAXIWAY ACCESS TO ALL HANGARS AND ADMINISTRATIVE AREAS NOT DIRECTLY ADJACENT TO THE CONSTRUCTION.







ALL WORK PERFORMED SHALL BE DONE IN A ORDERLY AND EFFECTIVE MANNER TO MINIMIZE THE LACK OF ACCESS TO THE NORTH SIDE OF THE T-HANGAR.

NO TRENCHES OR HOLES WILL REMAIN OPEN OVERNIGHT WITHOUT PROPER BARRICADING IN ACCORDANCE TO THE PLANS AND SPECIFICATIONS.

BARRICADES AND TRAFFIC CONES

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

LEGEND

-  EXISTING IMPROVEMENTS
-  PROPOSED IMPROVEMENTS
-  EXISTING BUILDINGS
-  PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA
-  PROPOSED BENCHMARK
-  PROPOSED BARRICADES OR TRAFFIC CONES

SCOPE OF WORK

THIS PROJECT CONSISTS OF BITUMINOUS PAVEMENT REMOVAL, PAVEMENT REMOVAL AND REPLACEMENT, CRACK CLEANING AND SEALING, BITUMINOUS SURFACE COURSE, BITUMINOUS TACK COAT, AGGREGATE BASE COURSE, 6" PCC PAVEMENT, PAVEMENT MARKING, SHOULDER ADJUSTMENT, SEEDING AND EROSION CONTROL BLANKET.

AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE THE EXISTING GATE IN THE HAUL ROUTE AT THE END OF EACH WORKING DAY.

HEIGHT OF CONSTRUCTION EQUIPMENT

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

BENCHMARK DATA				
NO.	DESCRIPTION	NORTHING	EASTING	ELEV.
1	CONTROL POINT	1025318.4970	999334.6475	704.94
2	FIRE HYDRANT	1025262.0010	999547.4112	705.97

CERTIFIED PAYROLLS

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

MATERIAL CERTIFICATION

COMPLETED WORK CANNOT BE PLACED ON A CONSTRUCTION REPORT UNTIL ALL MATERIAL CERTIFICATIONS FOR THAT PAY ITEM HAVE BEEN RECEIVED, REVIEWED AND ACCEPTED BY THE RESIDENT ENGINEER. ALL NON-AGGREGATE MATERIAL CERTIFICATION THAT DOES NOT HAVE AN FAA WAIVER MUST INCLUDE DOCUMENTATION THAT THE PRODUCT IS 100 PERCENT MADE IN THE USA WITH 100 PERCENT USA MATERIAL.

NOTE

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

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

J.U.L.I.E. INFORMATION

COUNTY.....COLES
 CITY.....MATTOON
 TOWNSHIP.....LAFAYETTE
 SECTION NO.....14, 15, 22 & 23
 ADDRESS.....COLES COUNTY MEMORIAL AIRPORT
 432 AIRPORT ROAD
 MATTOON, ILLINOIS 61938

CRITICAL POINT DATA

LATITUDE: 39° 28' 51.30"
 LONGITUDE: 88° 16' 39.05"
 ELEVATION: 703.32 M.S.L.

PROPOSED SAFETY PLAN

GENERAL - THE COLES COUNTY MEMORIAL AIRPORT IS COMPRISED OF TWO RUNWAYS. THE PROPOSED CONSTRUCTION WILL NOT NECESSITATE CLOSING ANY RUNWAYS.

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

RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (122.70 MHZ.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE COLES COUNTY MEMORIAL AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

150-ENGINEER'S FIELD OFFICE NOTES

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE FURNISHED, MAINTAINED, AND REMOVED IN ACCORDANCE WITH ITEM AR150510 "ENGINEER'S FIELD OFFICE" AS STATED ON PAGE 49 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS APRIL 1, 2012.

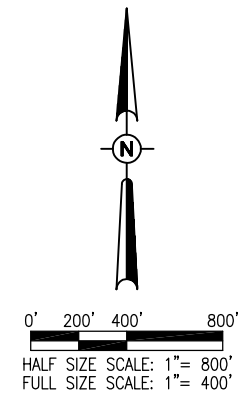
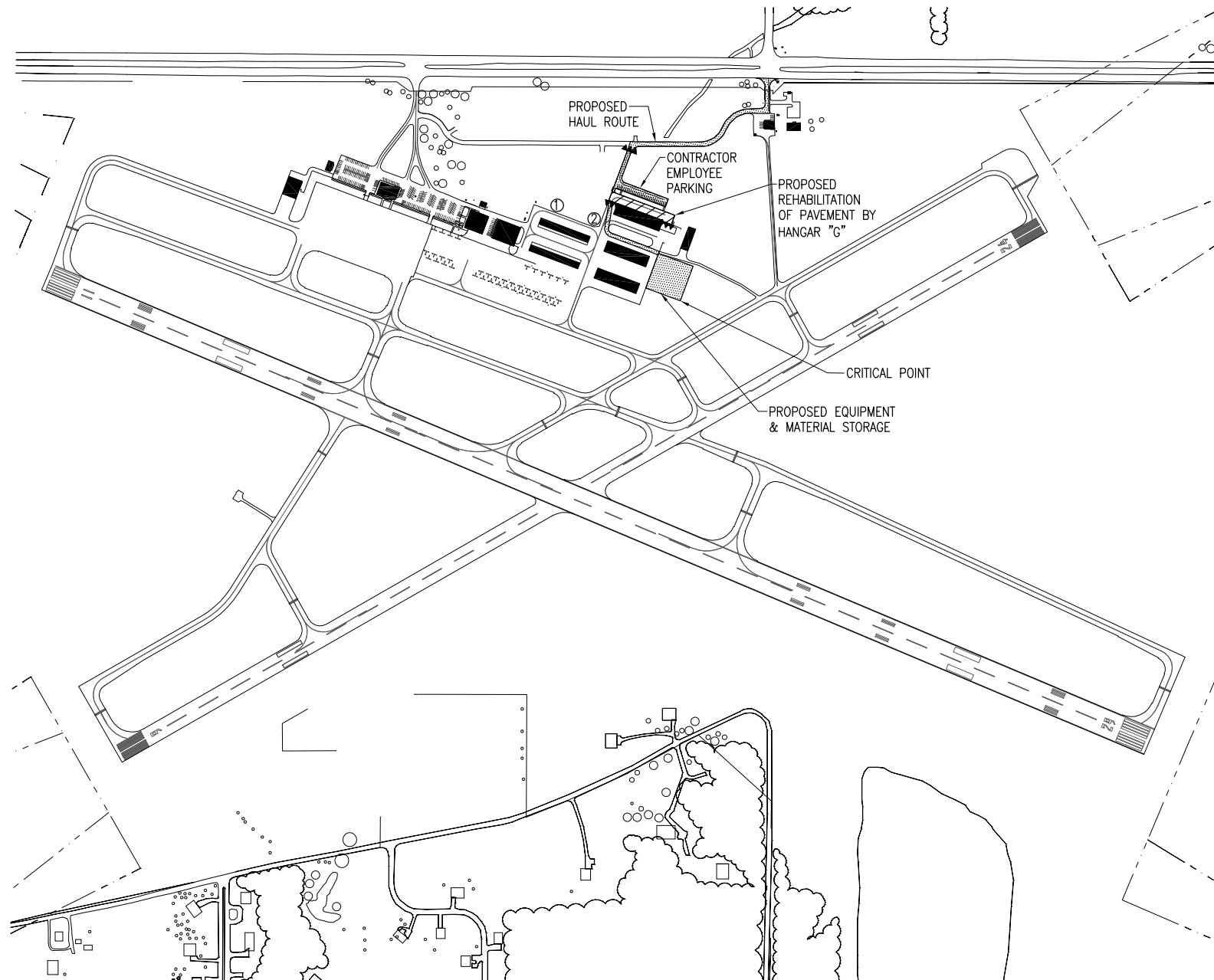
THE LOCATION OF THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.

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



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

EROSION CONTROL

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



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REVISION					
DATE					
					
BLOCK GRANT PROJ.: 3-17-0066-B29 IL PROJ.: MTO-4214					
Hanson Proj. No. 1240068D Filename: G-003SFY.DWG Scale: 1" = 400' Date: XX/XX/12	LAYOUT	CAH	07/20/12	DRAWN	BAK
REVIEWED	xx	xx	07/20/12	xx	xx/xx/xx
 <p style="font-size: x-small;">© Copyright Hanson Professional Services Inc. 2013 Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2886 Ph: (217) 788-2450 Fax: (217) 788-2503 www.hanson-inc.com Offices Nationwide</p>					
REHABILITATE PAVEMENT BY HANGAR "G"			PROPOSED SAFETY PLAN		
3					
3 of 12 sheets					

AR209--CRUSHED AGGREGATE BASE COURSE NOTES

THE CRUSHED AGGREGATE BASE COURSE (209) SHALL BE PLACED IN ACCORDANCE WITH ITEM 209 "CRUSHED AGGREGATE BASE COURSE" AS STATED ON PAGE 92 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

THE CRUSHED AGGREGATE BASE COURSE MATERIAL (CA-6) WILL BE USED TO FILL IN AREAS THAT DO NOT MATCH THE PROPOSED SUB-BASE ELEVATIONS. THE CRUSHED AGGREGATE BASE COURSE MATERIAL WILL BE VARIABLE IN DEPTH AND COMPACTED TO NOT LESS THAN 95 PERCENT DENSITY.

THE PROPOSED AGGREGATE FOR THE BASE COURSE MATERIAL SHALL MEET THE REQUIREMENTS OF GRADATION "B" IN TABLE 1 OF THE SUPPLEMENTAL SPECIFICATIONS.

209-3.2 EQUIPMENT. ADD THE FOLLOWING PARAGRAPHS TO THIS SECTION:

"PROVISIONS SHALL BE MADE BY THE CONTRACTOR FOR FURNISHING WATER AT THE PLANT AND AT THE SITE OF THE WORK BY EQUIPMENT OF AMPLE CAPACITY AND OF SUCH DESIGN AS TO ASSURE UNIFORM MIXING AND APPLICATION."

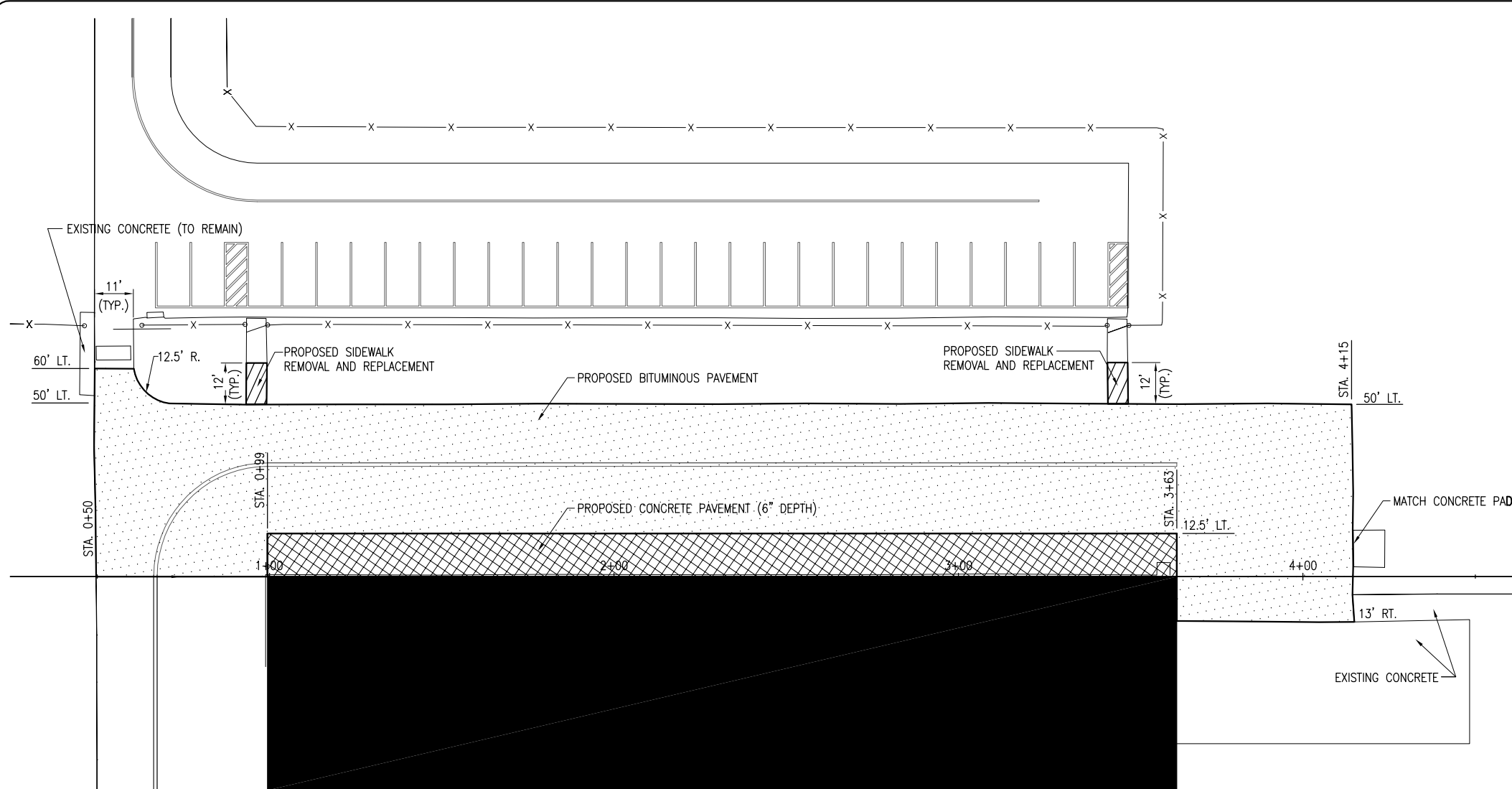
THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER A PROCTOR CURVE SHOWING OPTIMUM DENSITY AND MOISTURE FOR THE SUPPLIED BASE COURSE MATERIAL.

THE COMPACTION CONTROL TEST TO BE USED SHALL BE FAA COMPACTION CONTROL TEST T-611 FOR AIRCRAFT WEIGHING LESS THAN 60,000 LBS.

209-4.1. DELETE THE FIFTH SENTENCE AND REPLACE IT WITH THE FOLLOWING:

"IF AT THE TIME THE AGGREGATES ARE WEIGHED THEY CONTAIN MORE THAN SIX (6) PERCENT OF ABSORBED AND FREE MOISTURE BY WEIGHT, A DEDUCTION FOR THE MOISTURE IN EXCESS OF THIS AMOUNT SHALL BE MADE IN DETERMINING THE PAY QUANTITY."

209-5.1 ADD THE FOLLOWING TO THIS SECTION
AR209510 CRUSHED AGGREGATE BASE COURSE _____ PER TON



AR401613 BITUMINOUS SURFACE COURSE--METHOD 1, SUPERPAVE

THE BITUMINOUS SURFACE COURSE (401) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR401003 "BITUMINOUS SURFACE COURSE--METHOD 1, SUPERPAVE" AS STATED ON PAGE 127 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING: 1 LIFT OF BITUMINOUS SURFACE COURSE--METHOD 1, SUPERPAVE (2 INCH DEPTH) ON THE EXISTING AGGREGATE BASE COURSE; CONSTRUCTING A VARIABLE LIFT OF BITUMINOUS SURFACE COURSE--METHOD 1, SUPERPAVE ON THE EXISTING BITUMINOUS BASE/SURFACE COURSE; AND CONSTRUCTING A 2 INCH SURFACE LIFT OF BITUMINOUS SURFACE COURSE--METHOD 1, SUPERPAVE ON THE EXISTING/PROPOSED BITUMINOUS BASE/SURFACE COURSE.

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

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

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

401-4.9 ADD THE FOLLOWING TO THIS SECTION:

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

401-4.12 ADD THE FOLLOWING TO THIS PARAGRAPH:

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

401-6.1 ADD THE FOLLOWING TO THIS SECTION
AR401613 BIT. SURF. CSE--METHOD 1, SUPERPAVE _____ PER TON

602--BITUMINOUS PRIME COAT NOTES:

THE BITUMINOUS PRIME COAT (602) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR602 "BITUMINOUS PRIME COAT" AS STATED ON PAGE 247 OF THE ILLINOIS STANDARD SPECIFICATION FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

THE PROPOSED BITUMINOUS PRIME COAT SHALL BE PLACED ON THE PROPOSED AGGREGATE BASE COURSE PRIOR TO THE PLACEMENT OF THE FIRST LIFT OF PROPOSED BITUMINOUS BASE COURSE. THE PROPOSED AGGREGATE BASE COURSE SHALL HAVE A PRIME COAT OF BITUMINOUS MATERIAL APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.

THE PROPOSED BITUMINOUS PRIME COAT WILL BE PAID FOR UNDER ITEM:
AR602510 BITUMINOUS PRIME COAT _____ PER GAL.

603--BITUMINOUS TACK COAT NOTES:

THE BITUMINOUS TACK COAT (603) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR603 "BITUMINOUS TACK COAT" AS STATED ON PAGE 250 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

THE PROPOSED BITUMINOUS TACK COAT SHALL BE PLACED ON THE PROPOSED BITUMINOUS PAVEMENT PRIOR TO THE PLACEMENT OF THE NEXT LIFT OF PROPOSED BITUMINOUS SURFACE COURSE. THE PROPOSED BITUMINOUS PAVEMENT SHALL HAVE A TACK COAT OF BITUMINOUS MATERIAL APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS.

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

SIDEWALK REMOVAL AND REPLACEMENT

THE AREA(S) DESIGNATED AS [Hatched Pattern] ON THIS SHEET WILL HAVE THE EXISTING SIDEWALK ADJUSTED TO MATCH THE PROPOSED PAVEMENT. ALL REMOVED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE.

THE EXISTING SIDEWALK WILL BE REMOVED TO THE JOINT THAT IS NEAREST TO THE DIMENSIONS SHOWN ON THIS SHEET.

ALL REMOVED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE IN A LEGAL MANNER.

THE SIDEWALK WILL BE REPLACED IN ACCORDANCE WITH THE WIDTHS AND DEPTHS OF THE SIDEWALKS REMOVED AND IN ACCORDANCE WITH THE SPECIFICATIONS.

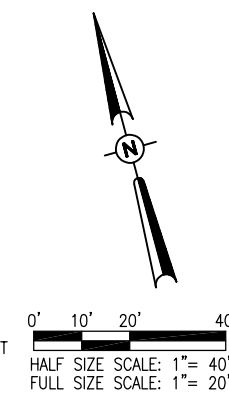
THE CONTRACTOR WILL INSTALL A HAND TOOLED JOINT AT A DISTANCE OF 6' FROM THE EDGE OF THE PROPOSED BITUMINOUS PAVEMENT.

THE REMOVAL OF THE SIDEWALKS WILL BE PAID FOR UNDER:
AR501924 "PCC SIDEWALK REMOVAL" _____ PER S.F.

THE REPLACEMENT OF THE SIDEWALKS WILL BE PAID FOR UNDER:
AR501604 "4" PCC SIDEWALK" _____ PER S.F.

LEGEND

[White Box]	EXISTING IMPROVEMENTS
[Black Box]	EXISTING BUILDINGS
[Dotted Pattern]	PROPOSED BITUMINOUS PAVEMENT
[Hatched Pattern]	PROPOSED SIDEWALK REMOVAL AND REPLACEMENT
[Cross-hatched Pattern]	PROPOSED CONCRETE PAVEMENT



REVISION	DATE

COLES COUNTY AIRPORT AUTHORITY
ILL. PROJ.: MTO-4214
BLOCK GRANT PROJ.: 3-17-0066-B29

Hanson Proj. No. 12A0068D	10/26/12
Filename: C-121-CON.DWG	CAH
Scale: 1" = 20'	BAK
Date: XX/XX/12	CAH
LAYOUT	xx/xx/xx
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Ph: (217) 788-2450 Fax: (217) 788-2503
www.hanson-inc.com
Offices Nationwide

REHABILITATE PAVEMENT BY HANGAR "G"
PROPOSED CONSTRUCTION PLAN
4
4 of 12 sheets

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CLEAN & SEAL BITUMINOUS CRACKS NOTES

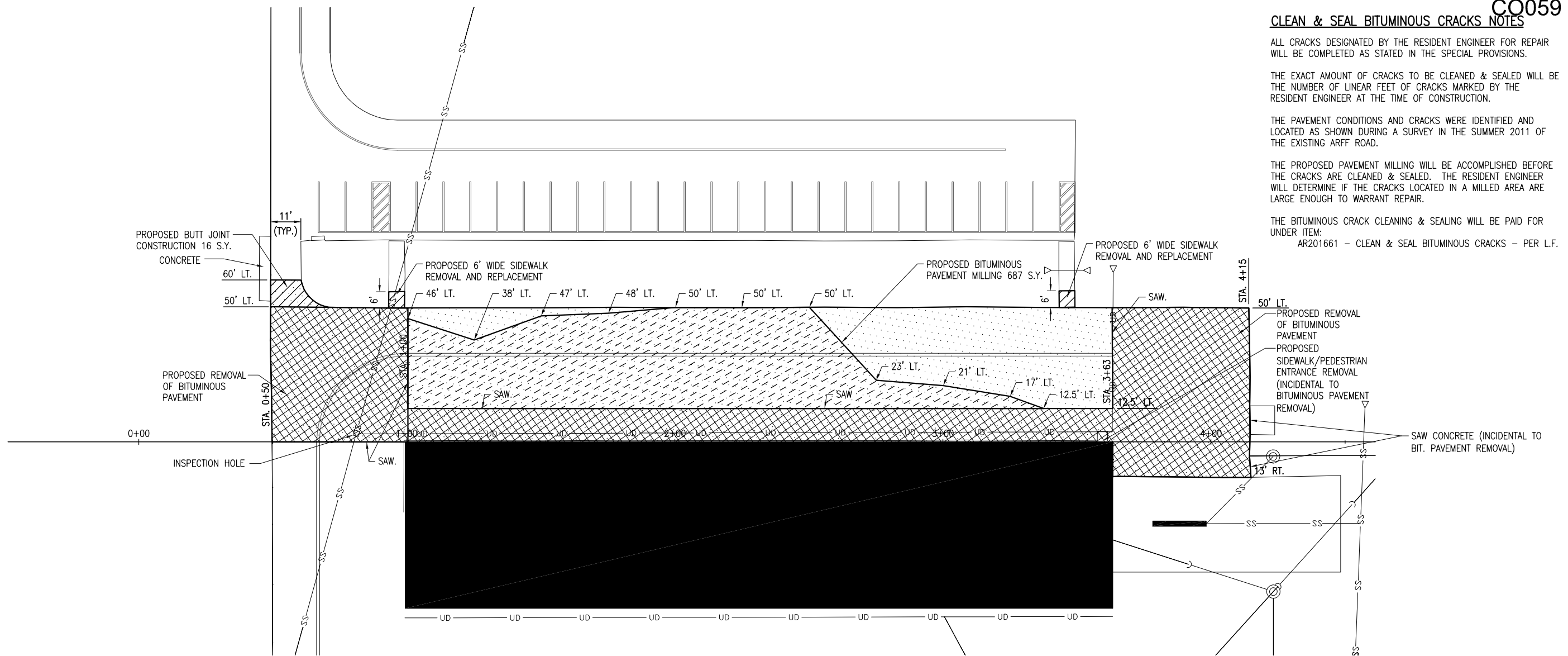
ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER FOR REPAIR WILL BE COMPLETED AS STATED IN THE SPECIAL PROVISIONS.

THE EXACT AMOUNT OF CRACKS TO BE CLEANED & SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

THE PAVEMENT CONDITIONS AND CRACKS WERE IDENTIFIED AND LOCATED AS SHOWN DURING A SURVEY IN THE SUMMER 2011 OF THE EXISTING ARFF ROAD.

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

THE BITUMINOUS CRACK CLEANING & SEALING WILL BE PAID FOR UNDER ITEM:
AR201661 - CLEAN & SEAL BITUMINOUS CRACKS - PER L.F.



AR401655 BUTT JOINT CONSTRUCTION NOTES

THE PROPOSED BUTT JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM AR401655 "BUTT JOINT CONSTRUCTION" AS STATED ON PAGE 152 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

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

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

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

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

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

PAVEMENT SAWING

THE EXISTING BITUMINOUS PAVEMENT WILL BE SAWS AS SHOWN ON THIS SHEET FULL DEPTH TO PROVIDE FOR THE INSTALLATION OF THE 6" PCC CONCRETE PAVEMENT AND FOR THE BITUMINOUS PAVEMENT REMOVAL.

THE RESIDENT ENGINEER WILL MARK THE PROPOSED SAW LINE IN THE FIELD.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR401665 "BITUMINOUS PAVEMENT SAWING" - PER L.F.

INSPECTION HOLE ADJUSTMENT NOTE

THE EXISTING INSPECTION HOLE IS IN THE BITUMINOUS PAVEMENT REMOVAL AREA. THE CONTRACTOR WILL PROTECT THE INSPECTION HOLE FROM DAMAGE AND DEBRIS ENTERING THE ASSOCIATED VERTICAL PLASTIC PIPE.

ONCE THE PAVEMENT HAS BEEN REMOVED, THE CONTRACTOR WILL ADJUST THE EXISTING FRAME AND LID TO THE PROPOSED GRADE AND PLACE THE LIFTS OF BITUMINOUS AROUND THE INSPECTION HOLE USING HAND TAMPING DEVICES TO PREVENT DAMAGE TO THE VERTICAL PLASTIC PIPE.

THE ADJUSTMENT OF THE INSPECTION HOLE WILL BE PAID FOR UNDER ITEM:
AR705943 "ADJUST UNDERDRAIN INSP. HOLE" _____ PER EACH

BITUMINOUS PAVEMENT MILLING

THE AREA(S) DESIGNATED AS [Hatched Pattern] ON THIS SHEET WILL BE CUT OR TRIMMED AS SHOWN ON THE CROSS-SECTIONS TO PROVIDE FOR A 2" INCH NOMINAL BITUMINOUS OVERLAY. THE CUTTING OR TRIMMING WILL BE DONE BY ROTO-MILLING. THE TOLERANCE OF THE MILLING WILL BE AS STATED IN THE STANDARD SPECIFICATIONS.

IF A SQUARE STRAIGHT EDGE IS NOT OBTAINED FROM THE MILLING OPERATIONS, THE EXISTING PAVEMENT WILL BE SAWS AS SHOWN ON THIS SHEET. SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT MILLING AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL MILLED MATERIAL WILL BE DISPOSED OF ON THE AIRPORT SITE. THE MILLED MATERIAL WILL BE STOCKPILED EAST OF THE PROPOSED CONSTRUCTION SITE (APPROXIMATELY 200' AWAY) AS DIRECTED BY THE AIRPORT MANAGER.

PRIOR TO APPLYING THE BITUMINOUS OVERLAY ALL MILLED MATERIAL WILL BE BROOMED AND BLOWN CLEAN AND A BITUMINOUS TACK COAT APPLIED. THE VERTICAL FACE OF ALL SAW CUTS WILL BE PAINTED WITH A LIQUID ASPHALT.

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

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

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR401650 "BITUMINOUS PAVEMENT MILLING" - PER S.Y.

REMOVE BITUMINOUS PAVEMENT

THE AREA(S) DESIGNATED AS [Cross-hatched Pattern] ON THIS SHEET WILL HAVE THE EXISTING PAVEMENT REMOVED (FULL DEPTH) TO A SUITABLE SUBGRADE. ALL REMOVED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE.

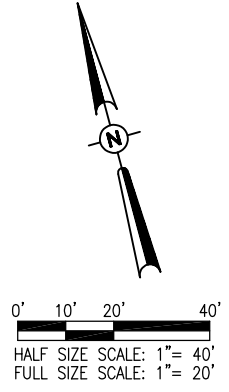
WHERE THE PROPOSED REMOVAL AREA ABUTTS THE EXISTING PAVEMENT, THE PAVEMENT WILL BE SAWS AS SHOWN ON THIS SHEET. THE SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR401900 "REMOVE BITUMINOUS PAVEMENT" - PER S.Y.

LEGEND

- [Solid White Box] EXISTING IMPROVEMENTS
- [Solid Black Box] EXISTING BUILDINGS
- [Dotted Pattern Box] PROPOSED IMPROVEMENTS
- [Diagonal Hatched Pattern Box] PROPOSED BUTT JOINT CONSTRUCTION
- [Cross-hatched Pattern Box] PROPOSED REMOVAL OF BITUMINOUS PAVEMENT
- [Wavy Hatched Pattern Box] PROPOSED BITUMINOUS PAVEMENT MILLING



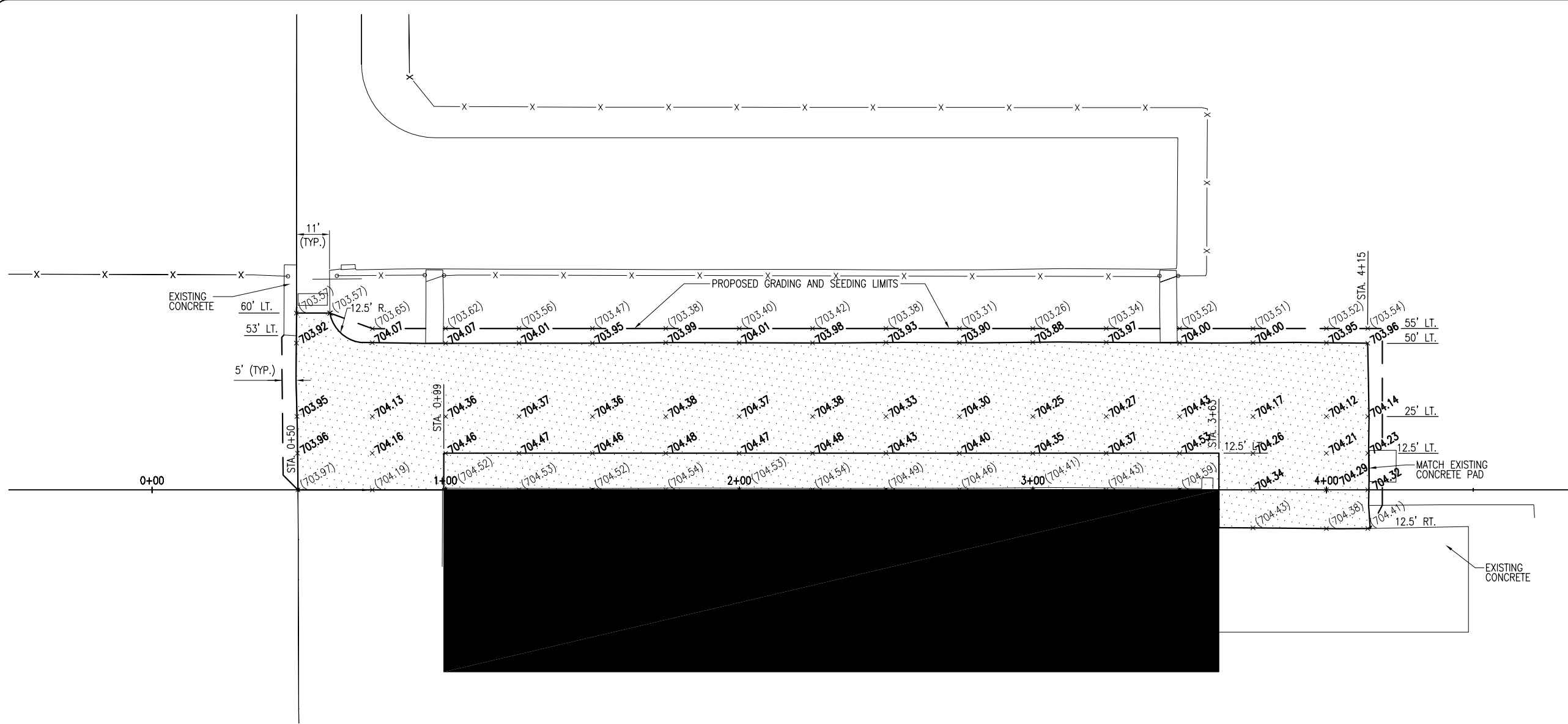
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REHABILITATE PAVEMENT BY HANGAR "G"
 PROPOSED PAVEMENT PREPARATION PLAN
5
 5 of 12 sheets

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EARTH SHOULDERS

EARTH SHOULDERS WILL BE CONSTRUCTED ADJACENT TO ALL PAVEMENT AREAS AS SHOWN ON THIS SHEET. THE EXISTING SOD WILL BE TILLED/DISKED THOROUGHLY TO REMOVE ANY CLUMPS OR CLODS AND TO INCORPORATE ANY EARTH MATERIAL BROUGHT IN TO BRING THE SHOULDERS TO GRADE. THE DROP-OFF FROM PAVEMENT TO SHOULDER WILL NOT EXCEED ONE AND A HALF INCHES (1-1/2"). THE SHOULDER MATERIAL WILL NOT REQUIRE COMPACTING, OTHER THAN LIGHT ROLLING AND SHAPING. THE MATERIAL FOR THE PROPOSED EARTH SHOULDERS WILL BE OBTAINED FROM OFF-SITE. NO GRADATION, ORGANIC CONTENT OR PH TESTING WILL BE REQUIRED FOR THE SHOULDER MATERIAL, PROVIDED THE EARTH MATERIAL FACILITATES THE GROWTH OF THE SEEDING.

SEEDING WILL BE PART OF THIS PAY ITEM. THE AREA DISTURBED WITHIN THE GRADING AND SEEDING LIMITS WILL BE DONE IN ACCORDANCE TO THE AR901510 SEEDING SPECIFICATION AS STATED ON PAGE 319 OF THE ILLINOIS STANDARD SPECIFICATION FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

901-3.4 MAINTENANCE OF SEEDED AREAS. DELETE THE SECOND PARAGRAPH OF THIS SECTION AND ADD THE FOLLOWING:

"THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH A GOOD STAND OF GRASS OF UNIFORM COLOR AND DENSITY TO THE SATISFACTION OF THE RESIDENT ENGINEER. IF AT THE TIME WHEN THE CONTRACT HAS BEEN OTHERWISE COMPLETED, IT IS NOT POSSIBLE TO MAKE AN ADEQUATE DETERMINATION OF COLOR, DENSITY, AND UNIFORMITY OF SUCH STAND OF GRASS, THE ITEM OF WORK WILL BE REVIEWED AT A LATER DATE DETERMINED BY THE ILLINOIS DIVISION OF AERONAUTICS."

DATE SEEDING COMPLETED _____



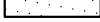
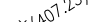
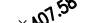

THE MATERIAL FOR THE PROPOSED EARTH SHOULDERS AND THE SEED, FERTILIZER AND LIME WILL BE PAID FOR UNDER:
ITEM AR152480 "SHOULDER ADJUSTMENT" PER S.Y.

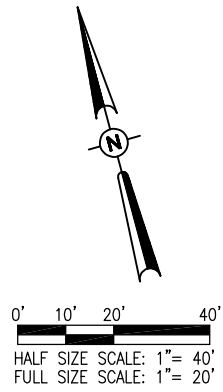
EXCELSIOR BLANKET NOTES

THE PROPOSED EARTH SHOULDERS, AS SHOWN ON THIS SHEET, WILL BE COVERED WITH AN EROSION CONTROL BLANKET (EXCELSIOR BLANKET) IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM
AR908520 "EXCELSIOR BLANKET" _____ PER S.Y.

LEGEND

-  EXISTING IMPROVEMENTS
-  EXISTING BUILDINGS
-  PROPOSED IMPROVEMENTS
-  EXISTING GRADE
-  PROPOSED GRADE
-  PROPOSED GRADING AND SEEDING LIMITS



REVISION	DATE

COLES COUNTY AIRPORT AUTHORITY
 ILL. PROJ.: MTO-4214
 BLOCK GRANT PROJ.: 3-17-0066-B29

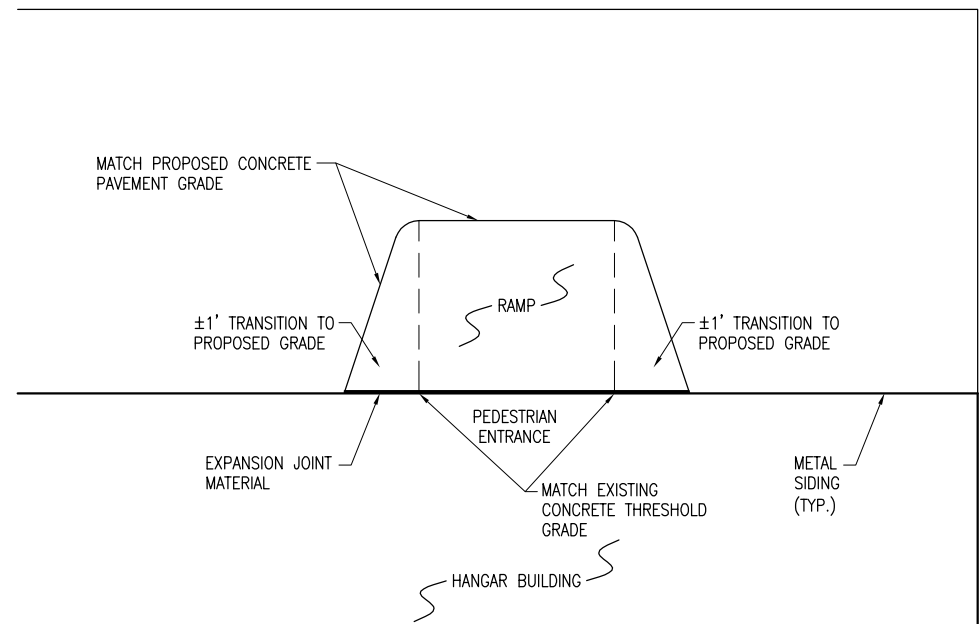
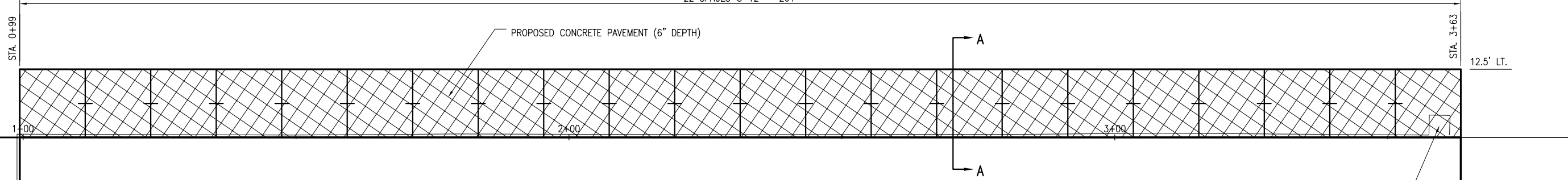
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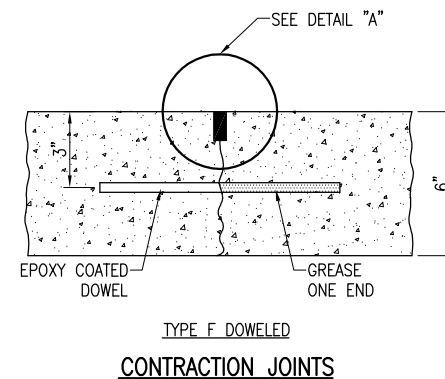
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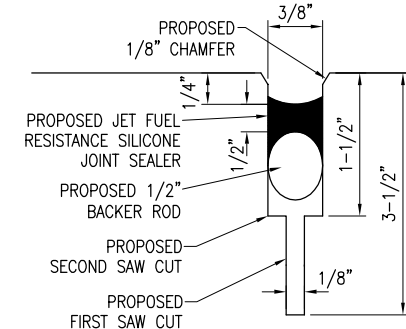
PROPOSED PEDESTRIAN ENTRANCE RAMP DETAIL
"NOT TO SCALE"

HANGAR "G"

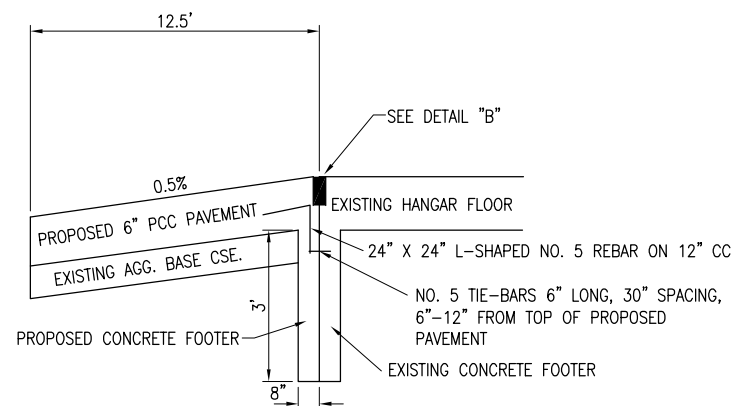
PROPOSED PEDESTRIAN ENTRANCE RAMP
(SEE DETAIL THIS SHEET)



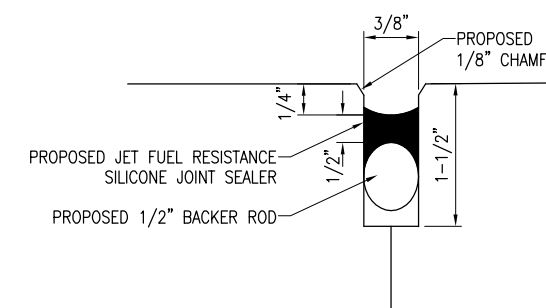
**TYPE F DOWELED
CONTRACTION JOINTS**



DETAIL "A"
"NOT TO SCALE"



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

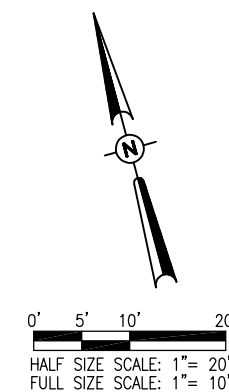


DETAIL "B"
"NOT TO SCALE"

JOINTING NOTES

- ALL EXPOSED JOINT EDGES SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/4" OR STONED TO PRODUCE THE 1/8" CHAMFER.
- ALL LONGITUDINAL AND TRANSVERSE CONTRACTION AND CONSTRUCTION JOINTS SHALL BE SAWED.
- ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE SURFACE OF THE PAVEMENT AND TO THE CENTERLINES OF THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. DOWELS FOR THE 6" PAVEMENT SHALL BE 3/4" DIA., 18" LENGTH AND 12" SPACING.
- ALL TIE-BARS SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT. SUPPORT PINS SHALL BE OF SUFFICIENT LENGTH TO PENETRATE AT LEAST 6" INTO THE SUBGRADE.
- ALL TIE-BARS SHALL BE PLACED AT A POINT NOT EXCEEDING 15" OR CLOSER THAN 6" FROM A TRANSVERSE, CONTRACTION, EXPANSION, OR CONSTRUCTION JOINT AND SPACED 30" ON CENTERS AND SHALL BE NO. 5 DEFORMED BARS, 30" IN LENGTH. TIE-BARS DRILLED AND EPOXYED INTO THE EXISTING CONCRETE SHALL BE 18" IN LENGTH.
- DOWELS IN TRANSVERSE, CONTRACTION, AND CONSTRUCTION JOINTS SHALL BE EPOXY COATED AND HALF THE LENGTH GREASED WITH A HEAVY GREASE.
- ALLOWABLE TOLERANCES FOR GROOVE DEPTH WILL BE +3/8" FOR CONSTRUCTION JOINTS AND +1/4" FOR CONTRACTION JOINTS.
- DOWELS AND TIE-BARS LOCATED IN THE CONSTRUCTION JOINTS WILL BE DRILLED AND EPOXY IN PLACE. THE EPOXY MATERIAL MUST BE APPROVED BY THE ILLINOIS DIVISION OF AERONAUTICS
- THE COST OF ALL DOWEL BARS, TIE-BARS, SAWING AND SEALING SHALL BE INCLUDED IN THE COST OF THE P.C.C. PAVEMENT.
- PRIOR TO PLACING ADJACENT PAVEMENT SECTIONS, THE VERTICAL EDGE SHALL BE CHECKED FOR TRUENESS IF THE FACE IS BURRED OR IRREGULAR, THE CONTRACTOR SHALL GRIND, STONE OR SAW THE FACE A MINIMUM OF 2" IN DEPTH TO PRODUCE A SMOOTH AND STRAIGHT EDGE.
- JOINT SEALANT SHALL BE AS SPECIFIED IN THE STANDARD SPECIFICATIONS ITEM 501-2.5.
- CURING COMPOUND WILL BE AS SPECIFIED IN THE STANDARD SPECIFICATIONS, ITEM 501-3.17 AND SHALL BE APPROVED PRIOR TO THE PAVING OPERATION BY THE ENGINEER.
- ALL NON-ALIGNED EDGES WILL BE SAWED FULL DEPTH.

- LEGEND**
- EXISTING IMPROVEMENTS
 - EXISTING BUILDINGS
 - PROPOSED CONCRETE PAVEMENT
 - PROPOSED TYPE F CONTRACTION JOINT



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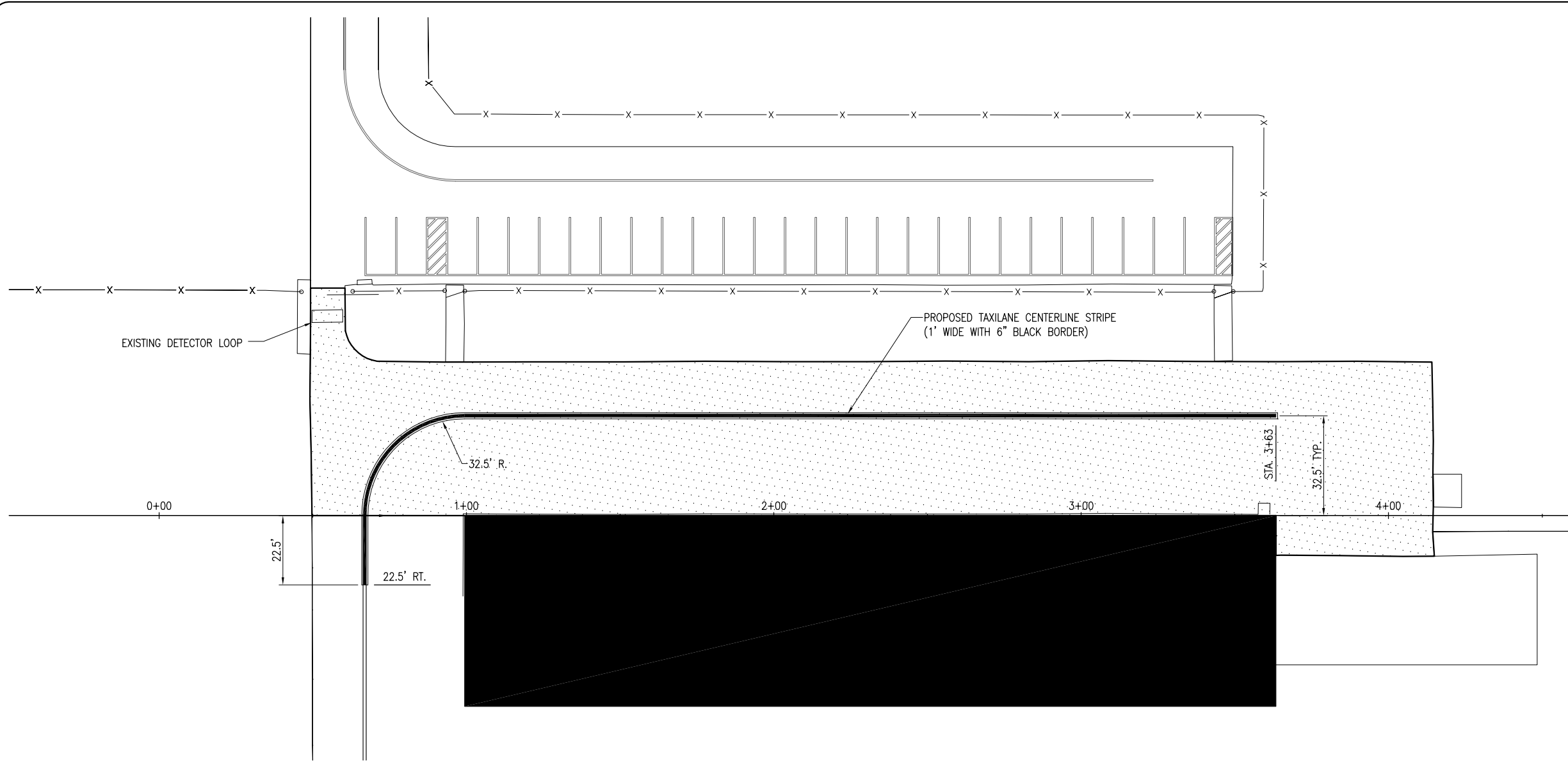
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BLOCK GRANT PROJ.: 3-17-0066-B29

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REHABILITATE PAVEMENT BY HANGAR "G"
PROPOSED JOINTING PLAN

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620-PAVEMENT MARKING-WATERBORNE NOTES

THE PAVEMENT MARKING-WATERBORNE (620) SHALL BE PLACED IN ACCORDANCE WITH ITEM 620 "PAVEMENT MARKING" AS STATED ON PAGE 272 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

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

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

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

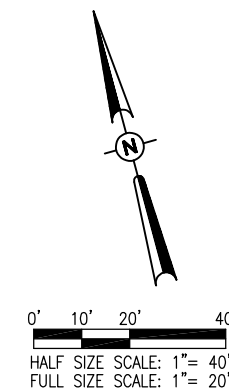
GLASS BEADS SHALL BE REQUIRED ONLY ON THE SECOND APPLICATION OF YELLOW MARKING.

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

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

MARKING QUANTITIES			
DESCRIPTION	UNIT AREA	NO. REQUIRED	TOTAL AREA
TAXILANE CENTERLINE STRIPE	328	1	328
TOTAL YELLOW			328
TAXILANE CENTERLINE STRIPE (BLACK BORDER)	329	1	329
TOTAL BLACK			329
TOTAL MARKING			657

- LEGEND**
- EXISTING IMPROVEMENTS
 - EXISTING BUILDINGS
 - PROPOSED IMPROVEMENTS
 - EXISTING MARKING
 - PROPOSED MARKING



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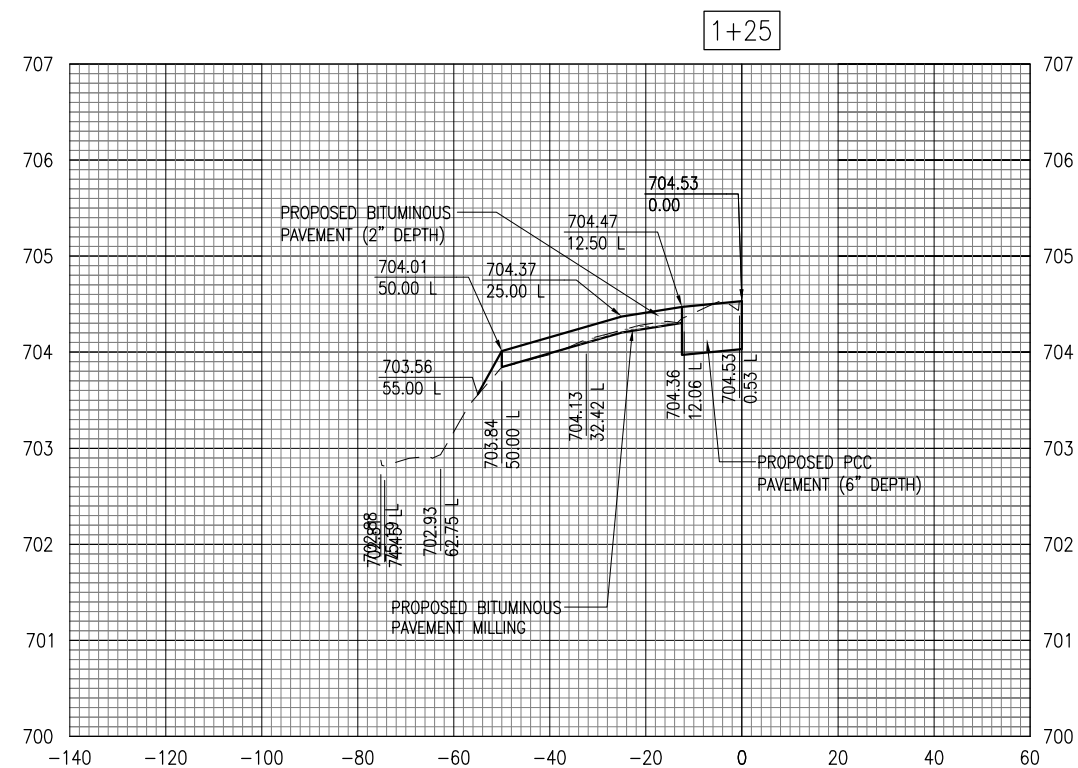
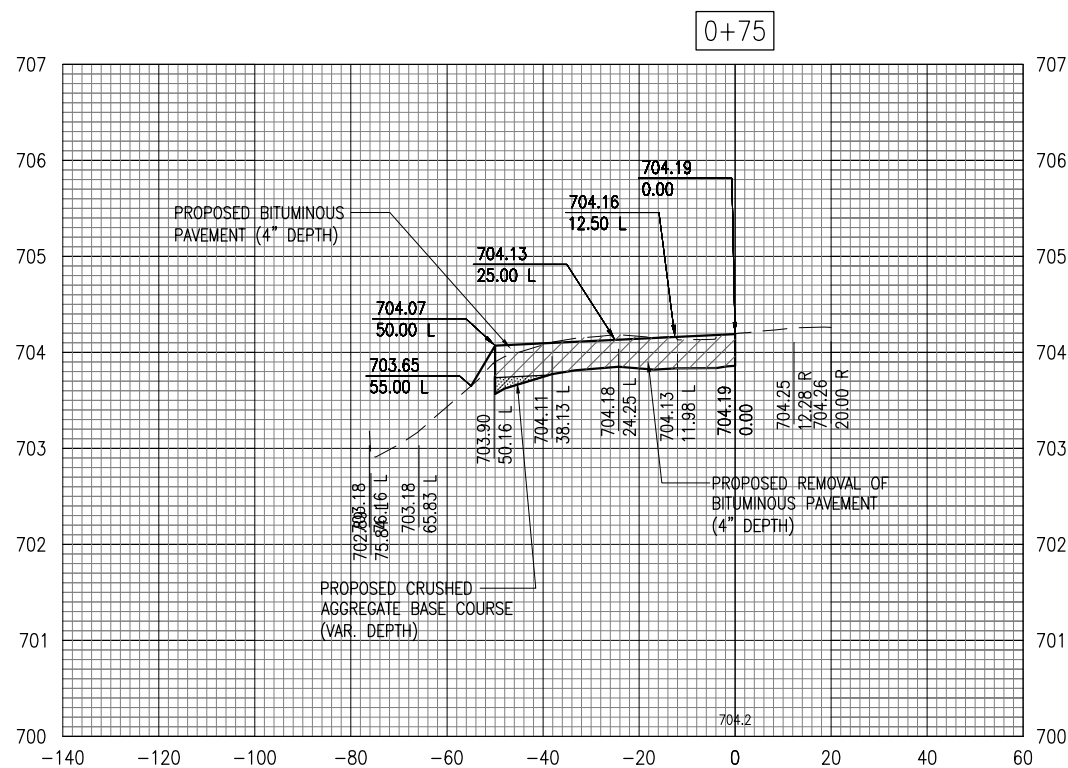
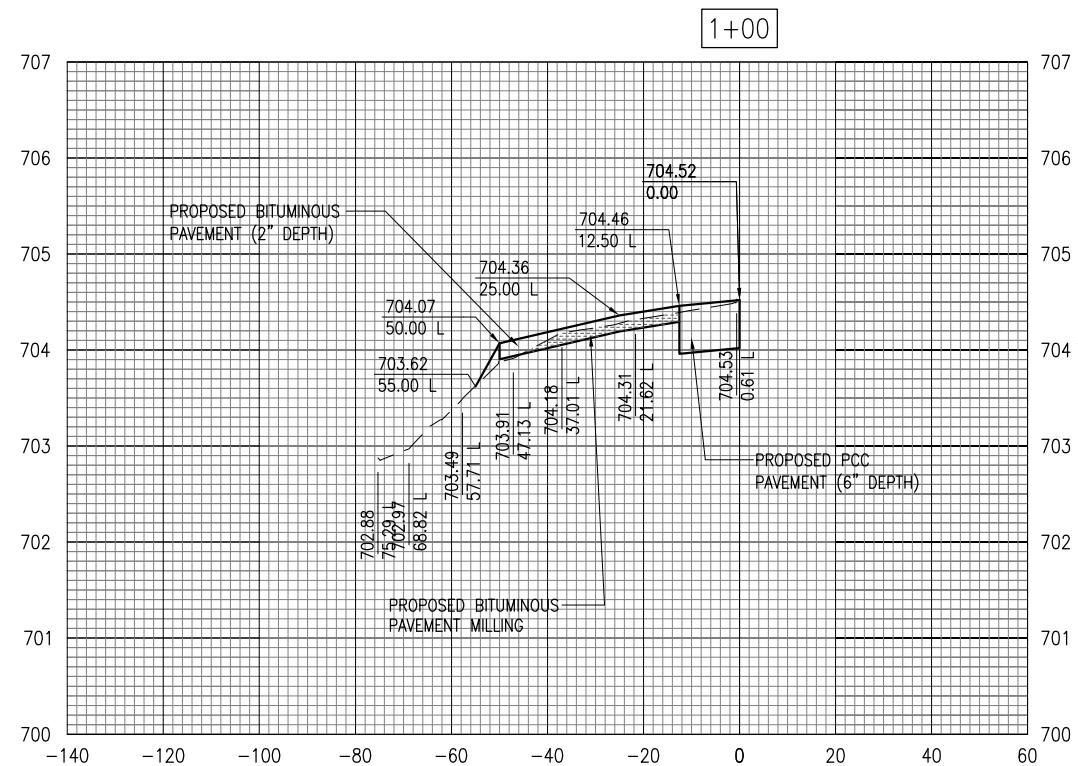
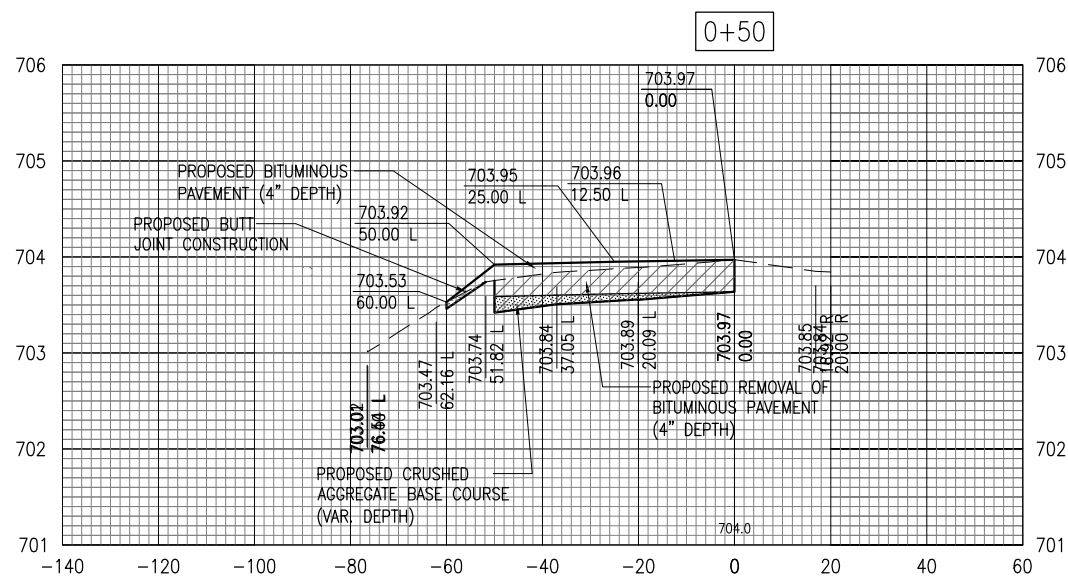
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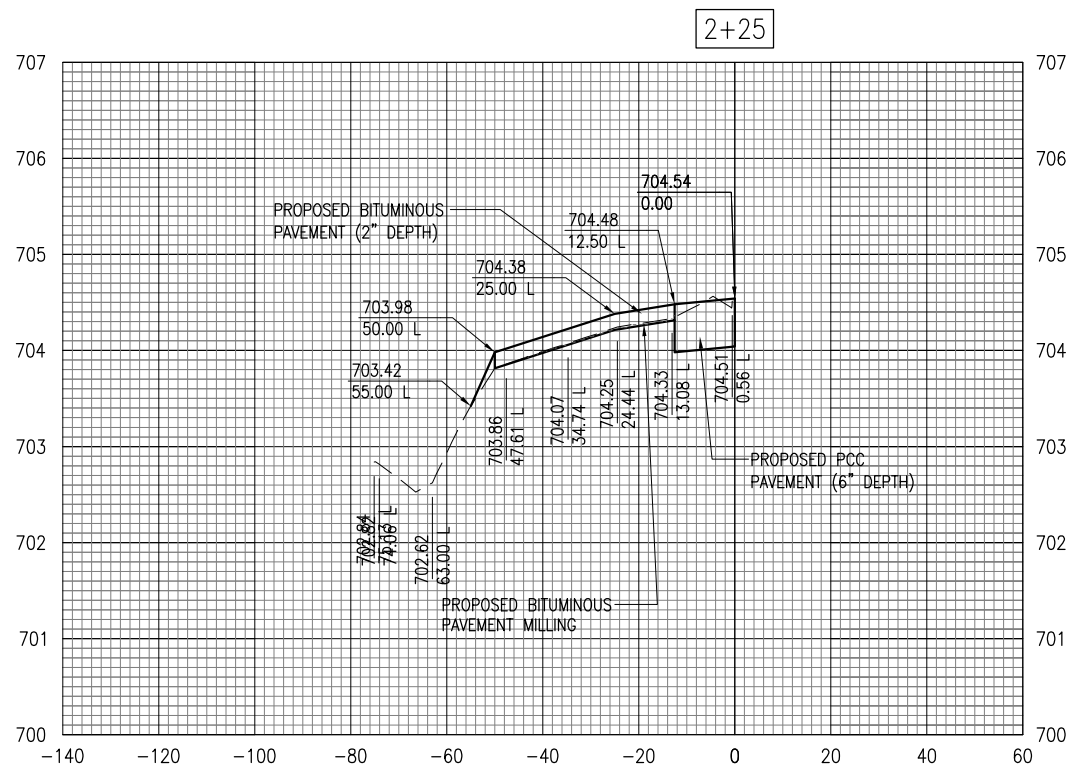
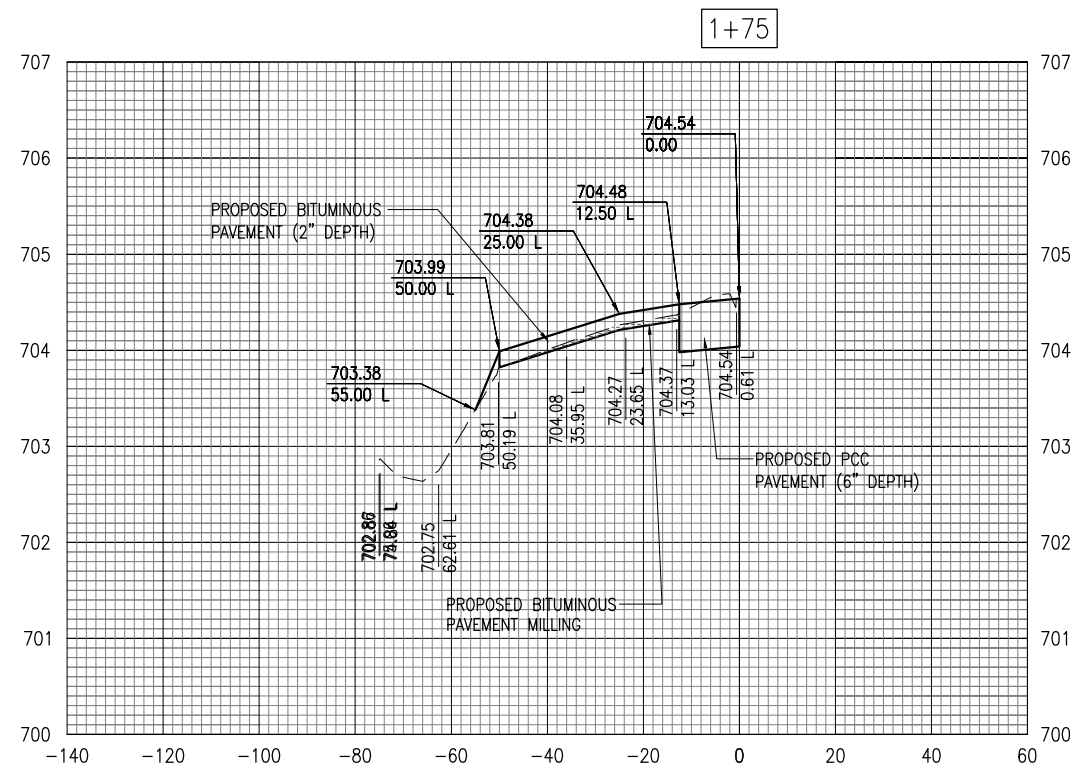
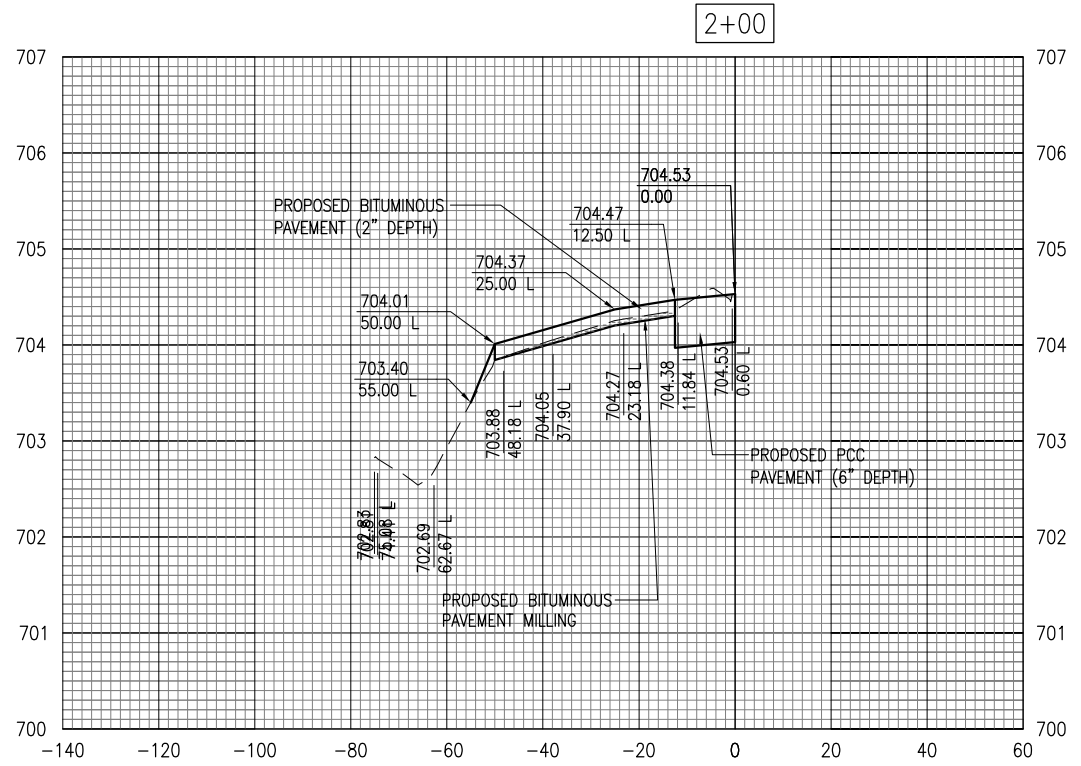
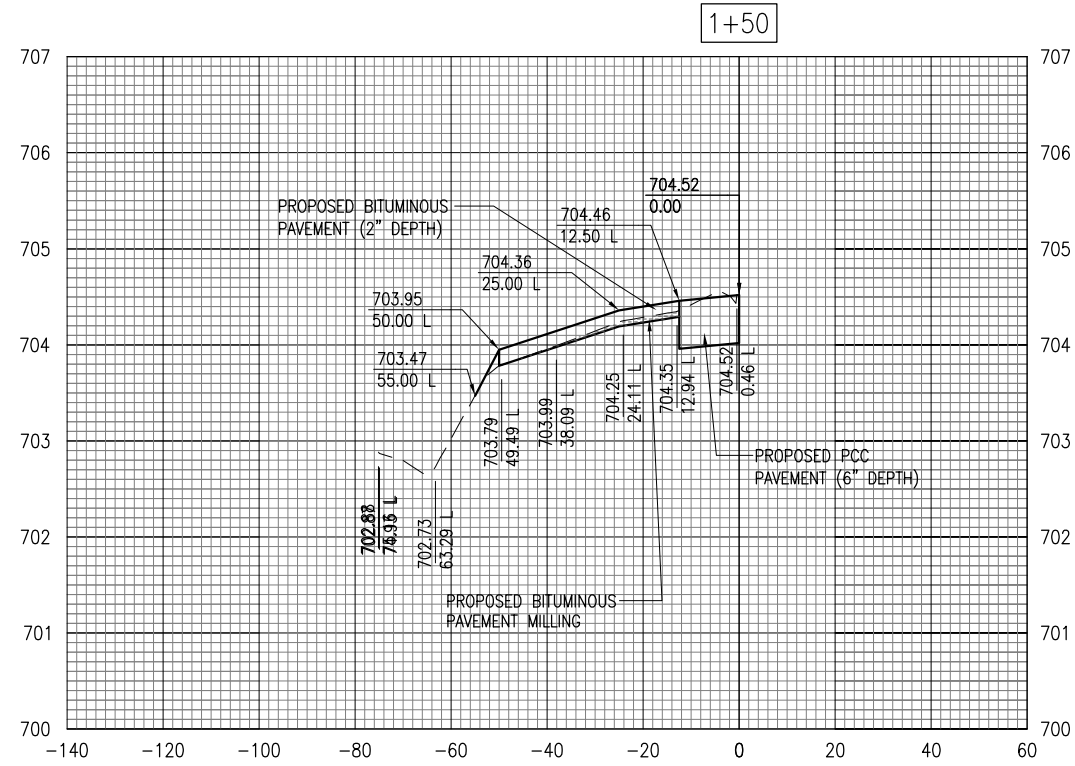
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PROPOSED CROSS-SECTIONS
 STA. 0+50 TO STA. 1+25

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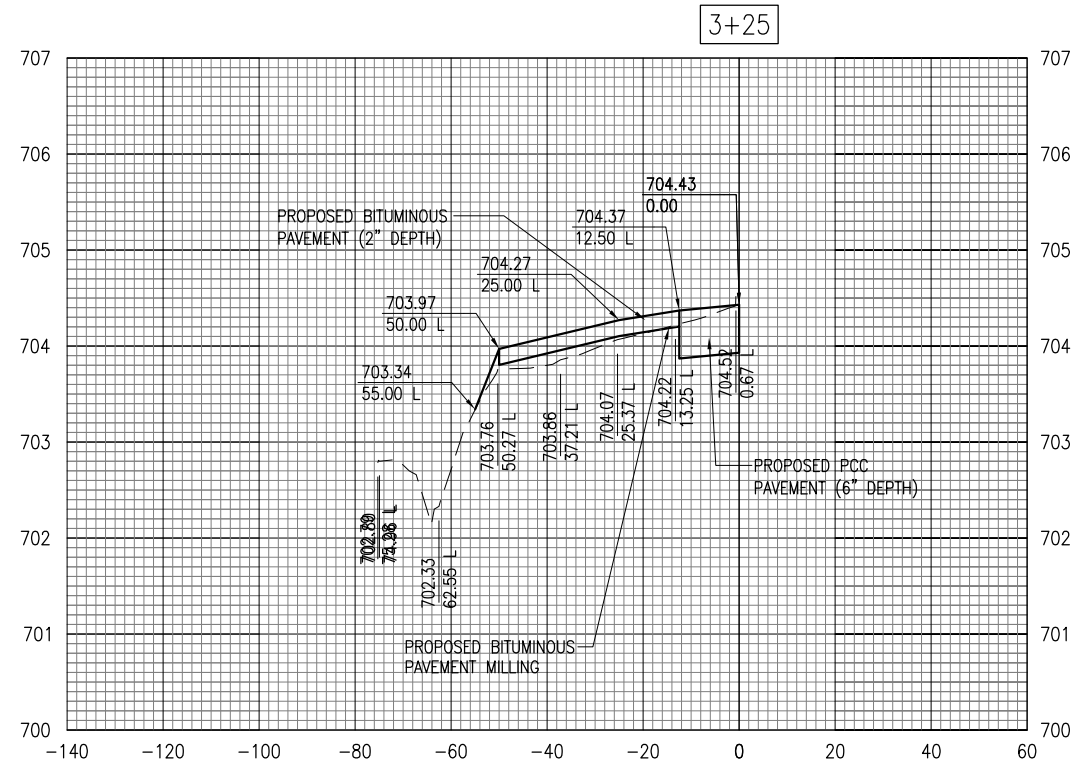
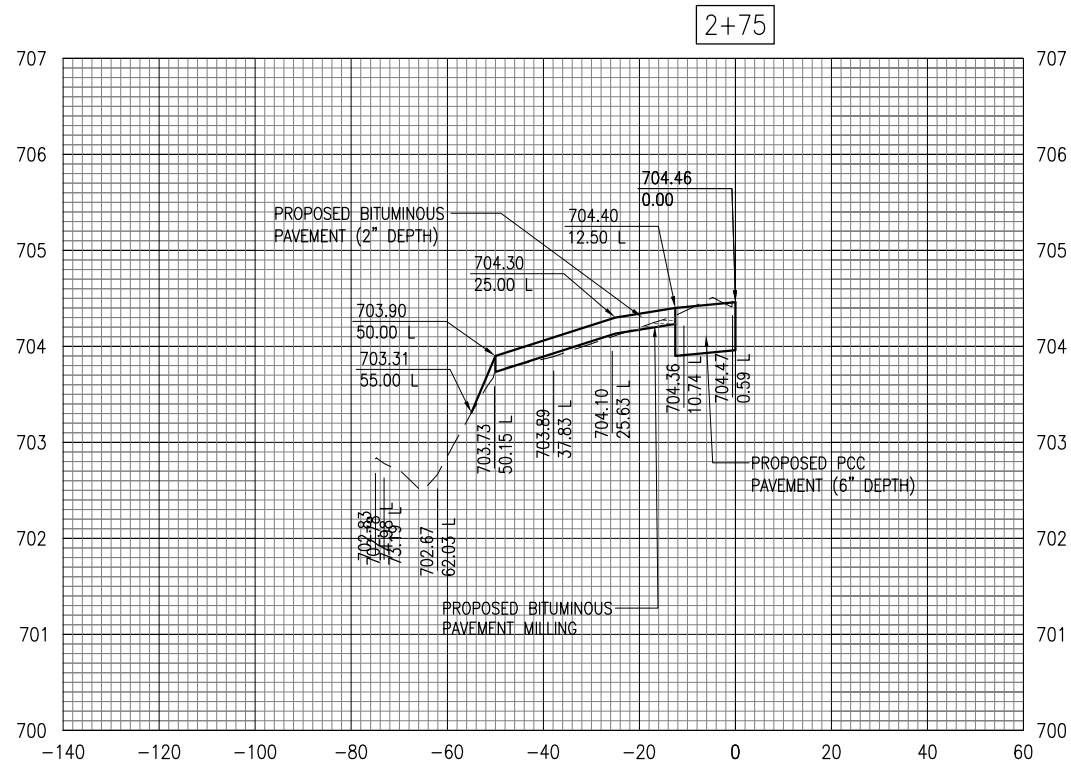
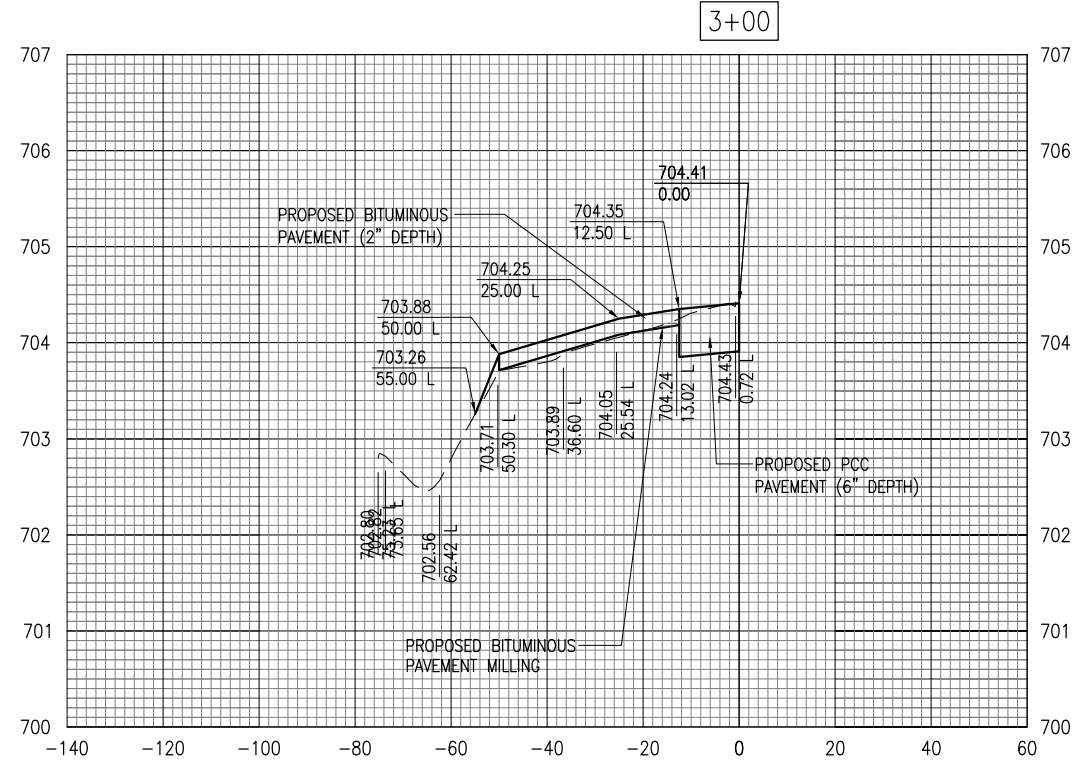
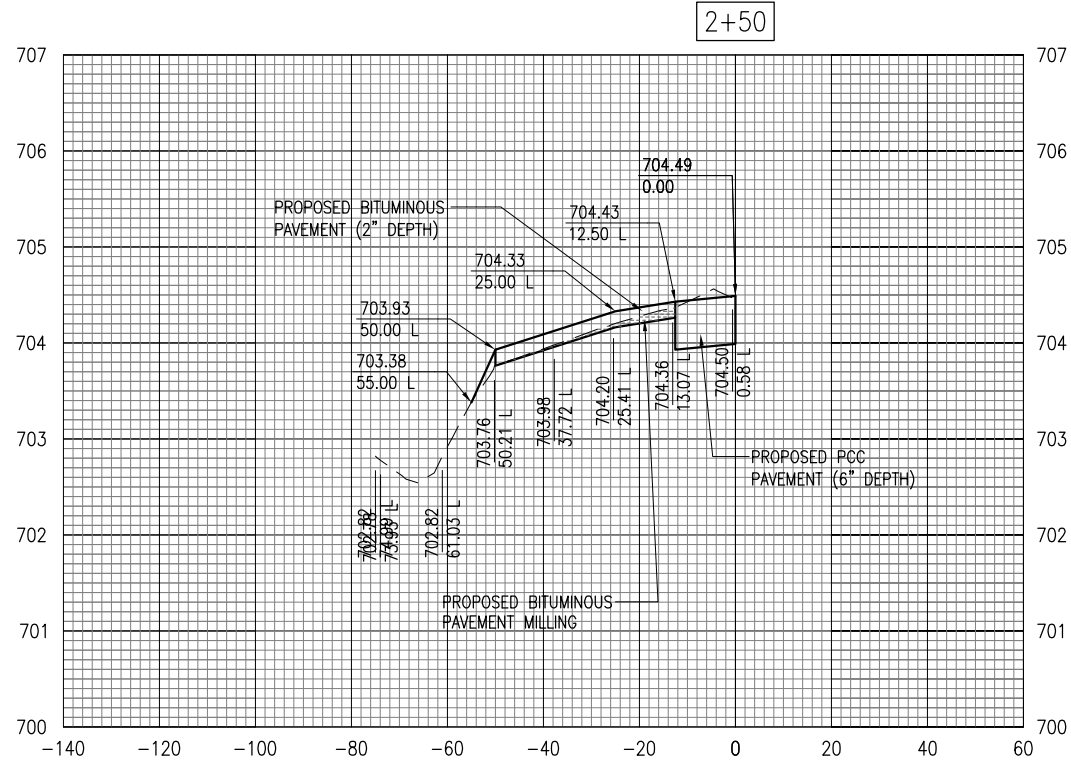
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REHABILITATE PAVEMENT BY HANGAR "G"

PROPOSED CROSS-SECTIONS STA. 1+50 TO STA. 2+25

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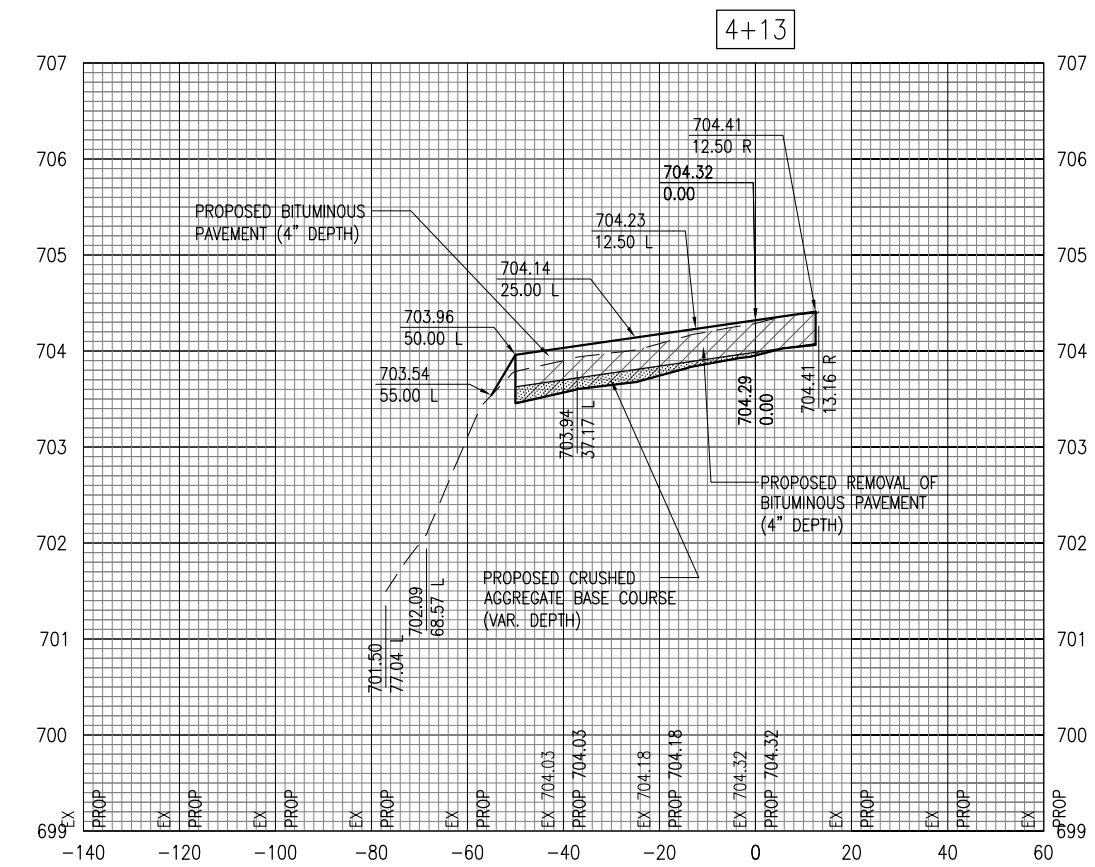
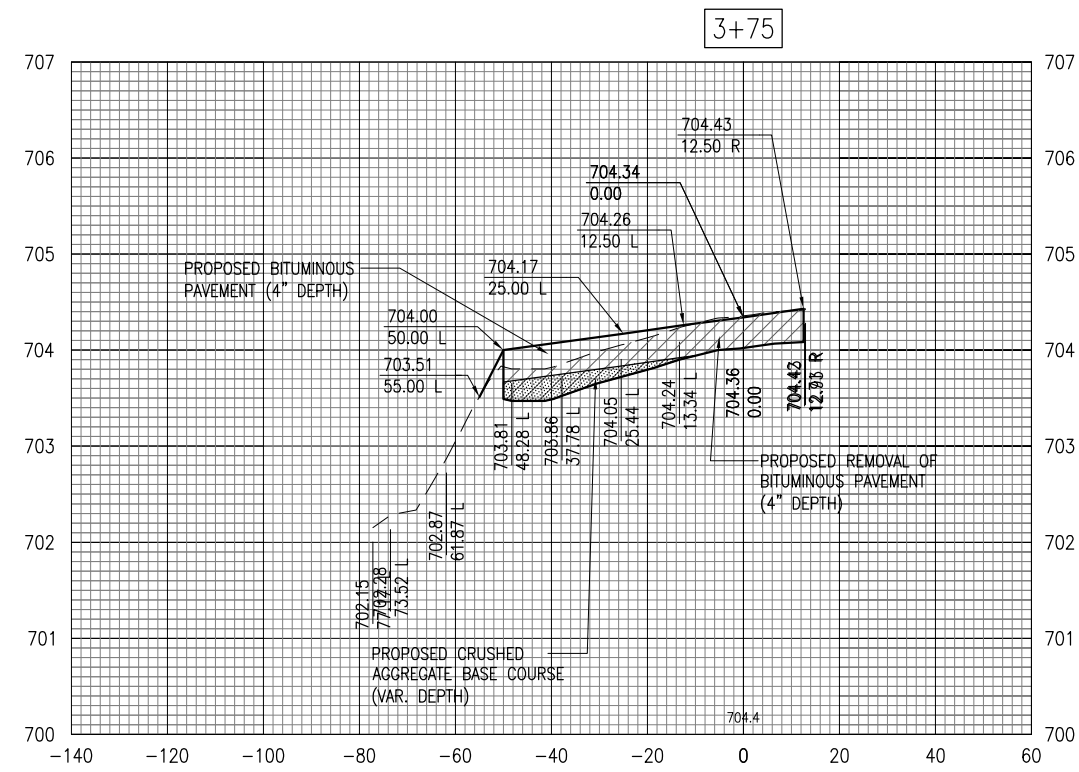
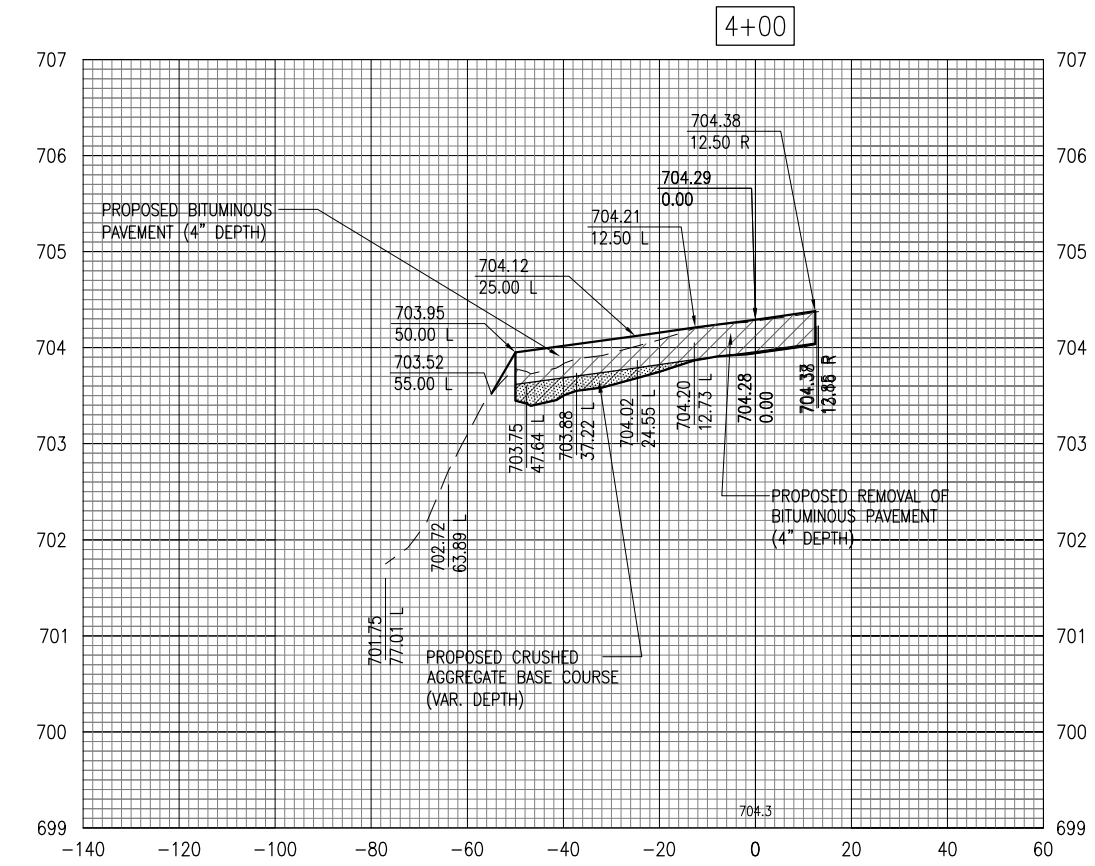
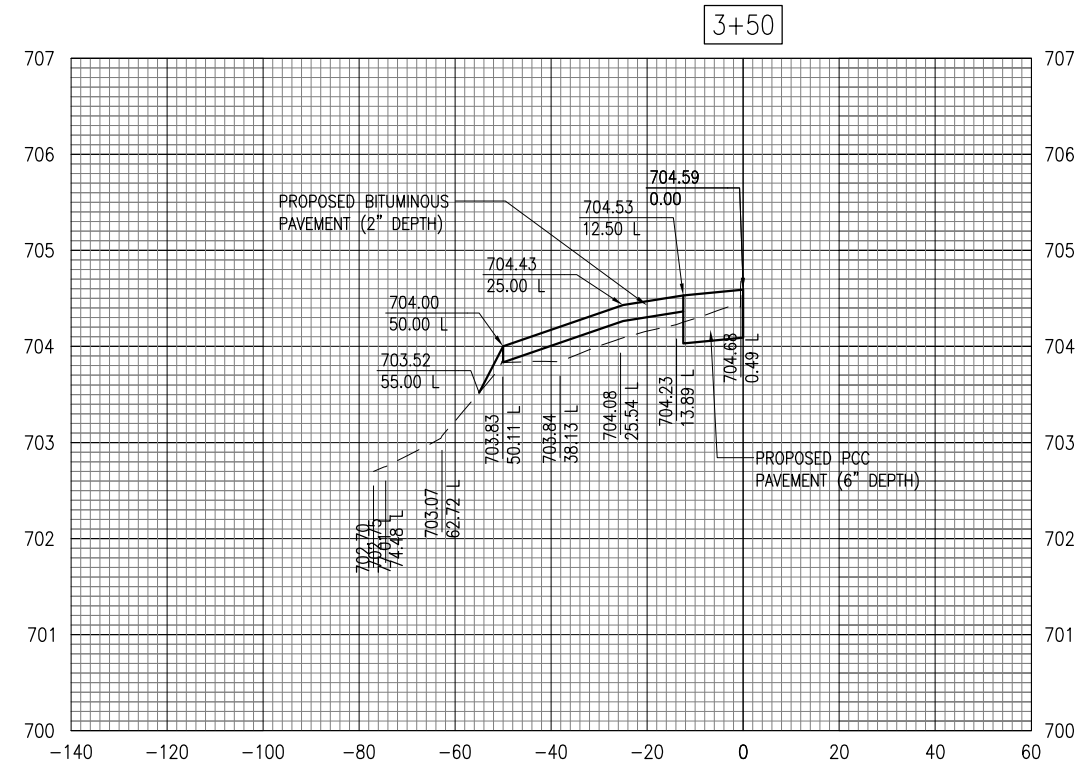
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Filename C-301-XS.DWG	BAK	10/26/12
Scale H. 1" = 20' V. 1" = 1'	CAH	xx/xx/xx
Date XX/XX/12	REVIEWED	
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REVISION

DATE

COLES COUNTY AIRPORT AUTHORITY

ILL. PROJ.: MTO-4214 BLOCK GRANT PROJ.: 3-17-0066-B29

Hanson Proj. No. 12A0068D	CAH	10/26/12
Filename C-301-XS.DWG	BAK	10/26/12
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Date XX/XX/12		

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