

CONSTRUCTION PLANS FOR MT. HAWLEY AUXILIARY AIRPORT

METROPOLITAN AIRPORT AUTHORITY OF PEORIA PEORIA, ILLINOIS

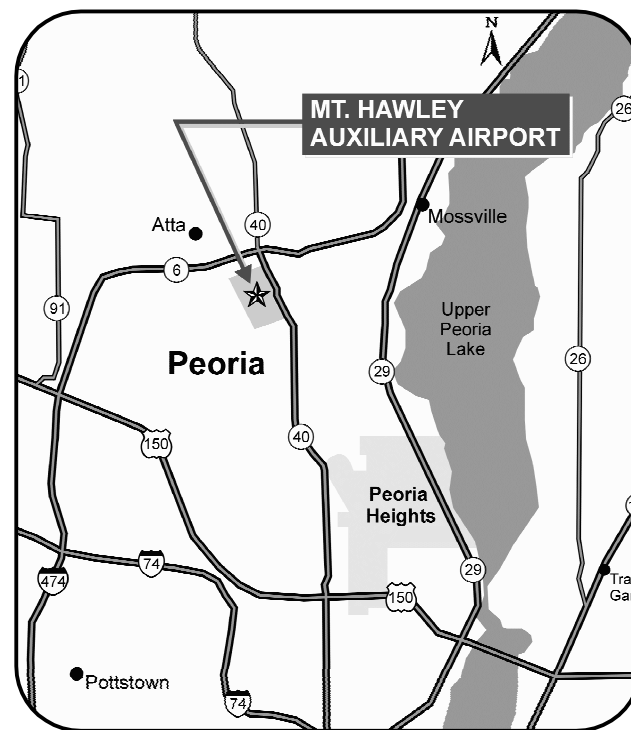
**IL. PROJ. NO. 3MY-4280
SBG PROJ. NO. 3-17-0079-B12**

REHABILITATE T-HANGAR TAXILANE PAVEMENT

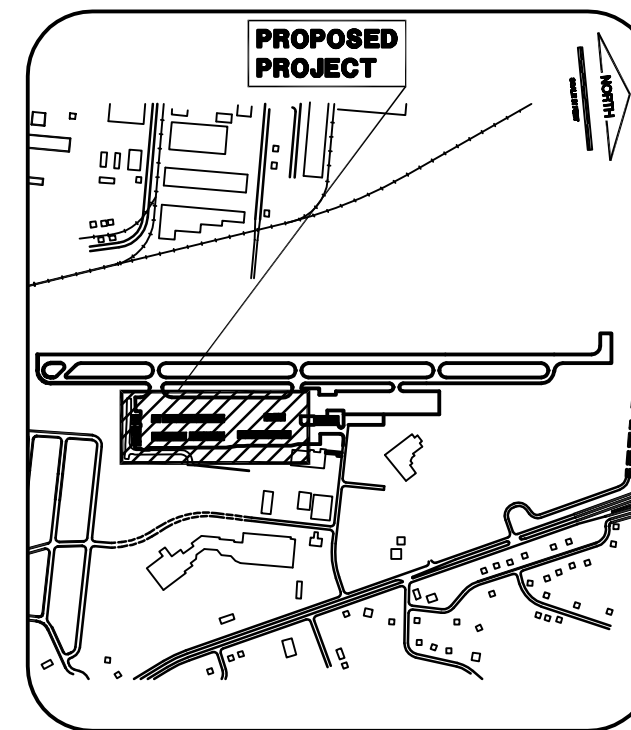
APRIL 19, 2013

SUMMARY OF QUANTITIES			
Item Number	DESCRIPTION	UNIT	QUANTITY
AR109902	REMOVE ELECTRICAL EQUIPMENT	LS	1
AR150510	ENGINEER'S FIELD OFFICE	LS	1
AR152511	SUBGRADE REPAIR	SY	1850
AR209600	GEOTEXTILE FABRIC	SY	1850
AR209605	CRUSHED AGG. BASE COURSE - 5"	SY	1850
AR401610	BITUMINOUS SURFACE COURSE	TON	3720
AR401630	BITUMINOUS SURFACE TEST SECTION	EA	1
AR401650	BITUMINOUS PAVEMENT MILLING	SY	19042
AR501505	5" PCC PAVEMENT	SY	20
AR602510	BITUMINOUS PRIME COAT	GAL	7617
AR603510	BITUMINOUS TACK COAT	GAL	1904
AR620510	PAVEMENT MARKING	SF	2115
AR620900	PAVEMENT MARKING REMOVAL	SF	155
AR625511	SEAL COAT	SY	760
AR800287	FOUNDATION REMOVAL	EA	30

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13	PAVING & MISCELLANEOUS DETAILS
14	MARKING PLAN 1



LOCATION MAP



SITE PLAN

DESIGN INFORMATION

GEOMETRIC DESIGN

DESIGN GROUP - GROUP 1
WINGSPAN - UP TO BUT NOT INCLUDING 49 FT.
DESIGN APPROACH CATEGORY - B

PAVEMENT STRUCTURE DESIGN DATA

DEPARTURE WEIGHT = 12,500 LBS.
SINGLE WHEEL GEAR

CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123

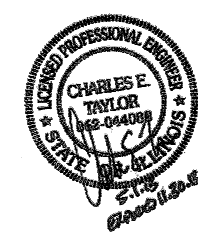
TOWNSHIP: 9 & 10 NORTH
RANGE: 8 EAST OF 4TH P.M.
SECTION: 9 & 10 NORTH
COUNTY: PEORIA
CIVIL TOWNSHIP: MEDINA RICHWOODS

WEST SIDE OF MT. HAWLEY RD. 2/3 MI. SOUTH OF
THE ROUTE 6/88 (MT. HAWLEY RD.) INTERCHANGE

METROPOLITAN AIRPORT AUTHORITY
OF PEORIA
MT. HAWLEY AUXILIARY AIRPORT

APPROVED *[Signature]*

DATE APRIL 24, 2013



GMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS

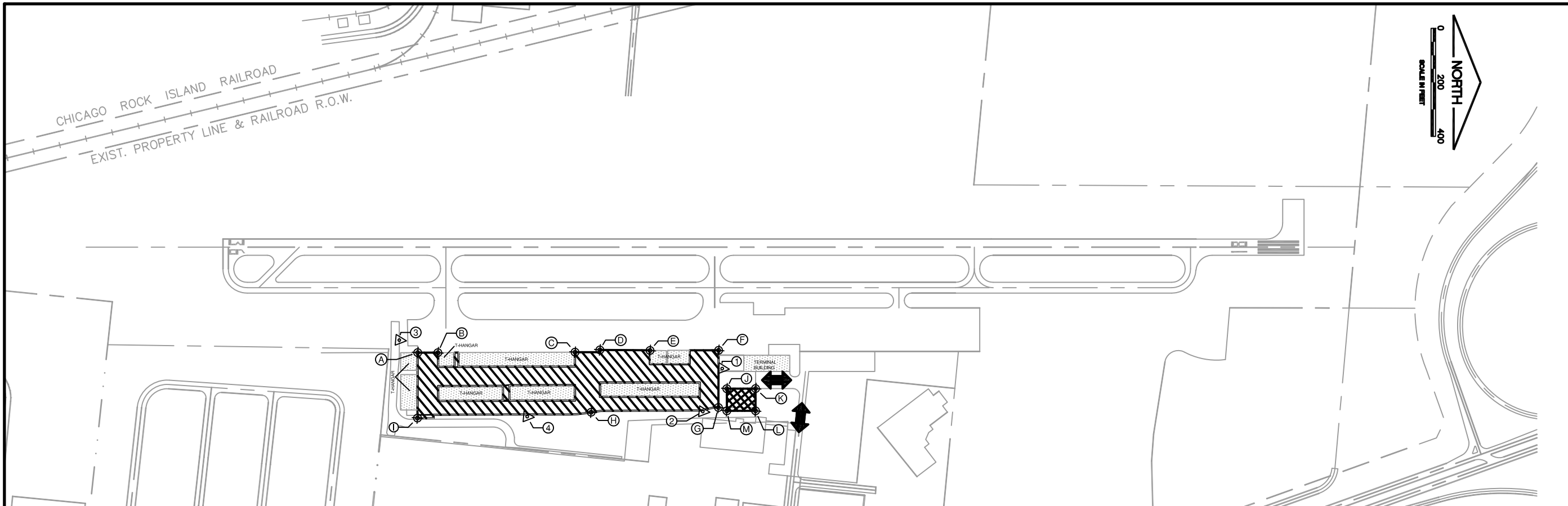
■ SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

SUBMITTED BY *[Signature]*

DATE 5.1.13

CMT JOB NUMBER: 12061-04

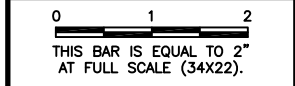
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 FILE: COVER SHEET.dwg
 UPDATE BY: Jeremy Wasilewski
 PLOT DATE: 5/13/2013 8:28 AM



K:\M\Hawley\1206104\Draw\Sheets
 FILE: SITE.dwg
 UPDATE BY: Jeremy Wasilewski
 PLOT DATE: 5/3/2013 10:30 AM
 BASE MT HAWLEY
 BASE PROP GEO

MH023

REVISIONS		
NUMBER	BY	DATE



METROPOLITAN AIRPORT AUTHORITY OF PEORIA
MT. HAWLEY AUXILIARY AIRPORT
PEORIA, ILLINOIS
REHABILITATE T-HANGAR TAXILANE PAVEMENT
SITE PLAN

GENERAL NOTES

- ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLANS.
- THE CONTRACTOR SHALL CONFIRM WITH THE AIRPORT THROUGH THE RESIDENT ENGINEER THAT ALL RUNWAYS, TAXIWAYS, AND APRONS WITHIN THE CONSTRUCTION LIMITS HAVE BEEN CLOSED TO AIRCRAFT TRAFFIC PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL HAVE PERSONNEL CAPABLE OF MONITORING AIRCRAFT COMMUNICATIONS. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY COMPLETED RADIO TRAINING TO MONITOR THESE RADIOS.
- WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN. THE MAXIMUM HEIGHT OF EQUIPMENT, MATERIALS AND STOCKPILES SHALL BE 25' ABOVE GROUND ELEVATION.
- BROKEN ASPHALT, ASPHALT MILLINGS, PCC AND OTHER CONSTRUCTION DEBRIS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF OF AIRPORT PROPERTY UNLESS OTHERWISE DIRECTED BY THE AIRPORT.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 45' FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 200' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
- ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS OUTSIDE OF THE DESIGNATED GRADING LIMITS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT.
- THE CONTRACTOR SHALL CONTINUOUSLY CLEAN CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.
- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
- CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - THE CONTRACTOR'S ACCESS TO THE WORK AREA SHALL BE AS SHOWN IN THE PLANS.
 - THE CONTRACTOR SHALL USE AN EXISTING GATE(S) FOR ACCESS TO THE AIRFIELD. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT FOR OPERATION OF THE ACCESS GATE.
 - CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
 - DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS.
 - THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE(S) UPON LEAVING THE SITE.
 - ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY, SHALL BE AT THE CONTRACTORS RESPONSIBILITY.
 - THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRPORT PART 77 SURFACES, OR RUNWAY SAFETY AREAS AND TAXIWAY OBJECT FREE AREAS.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE USED BY THE CONTRACTORS VEHICLES ACCESSING THE WORK SITE OR DEPARTING THE WORK SITE IMMEDIATELY FOLLOWING SAID VEHICLE.

LEGEND

- CONTRACTOR'S ACCESS ROUTE
- WORK AREA
- CONTRACTOR'S STAGING, STORAGE AND PARKING AREA
- CRITICAL POINT
- CONTROL POINT

CONTROL POINT TABLE			
POINT	NORTHING	EASTING	ELEVATION
1	1504149.345	2450207.631	770.42
2	1504092.542	2450372.814	769.70
3	1502949.775	2450214.566	768.86
4	1503447.522	2450452.158	771.21

CRITICAL POINT TABLE						
POINT	LATITUDE	LONGITUDE	ELEVATION	EQUIPMENT HIEIGHT	TOTAL HIEIGHT	
A	N40° 47' 32.68"	W89° 36' 41.98"	771'	25'	796'	
B	N40° 47' 33.42"	W89° 36' 42.07"	771'	25'	796'	
C	N40° 47' 38.41"	W89° 36' 42.66"	771'	25'	796'	
D	N40° 47' 39.31"	W89° 36' 42.88"	771'	25'	796'	
E	N40° 47' 41.14"	W89° 36' 43.06"	771'	25'	796'	
F	N40° 47' 43.63"	W89° 36' 43.35"	770'	25'	795'	
G	N40° 47' 43.81"	W89° 36' 40.61"	770'	25'	795'	
H	N40° 47' 39.19"	W89° 36' 39.85"	770'	25'	795'	
I	N40° 47' 32.88"	W89° 36' 38.85"	770'	25'	795'	
J	N40° 47' 44.05"	W89° 36' 41.55"	769'	25'	794'	
K	N40° 47' 45.10"	W89° 36' 41.68"	770'	25'	795'	
L	N40° 47' 45.17"	W89° 36' 40.61"	771'	25'	796'	
M	N40° 47' 44.13"	W89° 36' 40.49"	771'	25'	796'	

UNICOM FREQUENCY - 122.7
 MAXIMUM HEIGHT OF EQUIPMENT - 25'

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DESIGN BY: JMW
 DRAWN BY: CMT
 CHECKED BY: CBG
 APPROVED BY: CET
 DATE: APRIL 19, 2013
 JOB No: 12061-04
 ILL. PROJ. NO. 3MY-4280
 SBG PROJ. NO. 3-17-0079-B12
 SHEET 02 OF 14 SHEETS

1. GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2F, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2F. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL.
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE SWPPP CERTIFICATION STATEMENT.
6. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.

2. COORDINATION

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

3. PHASING

1. TOTAL CONTRACT TIME SHALL BE 50 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

4. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATES SHOWN.
3. CERTAIN CONTRACTOR EMPLOYEES MAY BE REQUIRED TO OBTAIN AN AIRPORT IDENTIFICATION BADGE. THIS CONSISTS OF FILLING OUT ALL NECESSARY PAPERWORK, FINGERPRINTING, ATTENDING AND PASSING A TRAINING CLASS CONCERNING SAFETY AND SECURITY AT THE AIRPORT. CONTRACTOR EMPLOYEES MUST MEET CERTAIN BACKGROUND CHECK CRITERIA AND THE CONTRACTOR MUST MAKE CERTAIN CERTIFICATION ABOUT EACH EMPLOYEE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINGERPRINTING COSTS. ALL COSTS ASSOCIATED WITH OBTAINING THE IDENTIFICATION BADGE SHALL BE BORNE BY THE CONTRACTOR.
4. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, CONCRETE, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE.
5. CONTRACTOR WORK CREWS MUST MONITOR THE UNICOM AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS. BE AWARE OF TENANT AIRCRAFT MOVEMENT NEAR THE WORK AREAS.
6. THE CONTRACTORS STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE SITE PLAN.
7. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
8. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.
9. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE.
10. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
11. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
12. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.

6. WILDLIFE MANAGEMENT

1. THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO AIRPORT OPERATIONS PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT.
3. THE CONTRACTOR SHALL NOTIFY THE AIRPORT 7 DAYS BEFORE STARTING WORK IN EACH PHASE. THIS WILL ENSURE THAT THE AIRPORT CAN CONTACT TENANTS ABOUT MOVING AIRCRAFT DURING THE TIME OF CONSTRUCTION.
4. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
5. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.
6. CONTACTS FOR THIS PROJECT ARE AS DISCUSSED IN THE PRE-CONSTRUCTION MEETING.

10. INSPECTION REQUIREMENTS

1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2F MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR AND AIRPORT SHALL ATTEND AN INSPECTION OF EACH PHASE WORK AREA PRIOR TO OPENING THE AREA TO AIRPORT OPERATIONS.

11. UNDERGROUND UTILITIES

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. 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 IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. PENALTIES

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

13. SPECIAL CONDITIONS

1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

14. HAZARD MARKING AND LIGHTING

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2F AND 150/5210-5C AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE RESIDENT ENGINEER.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

15. PROTECTION

1. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WHICH EXTENDS 45' FROM THE TAXIWAY CENTERLINE, WILL REQUIRE THE TAXIWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.

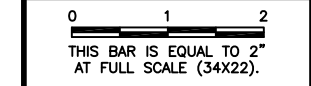
16. OTHER LIMITATIONS ON CONSTRUCTION

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.

FILE: CSPP.dwg
UPDATE BY: Jeremy Wasilewski
PLOT DATE: 5/3/2013 10:30 AM

MH023

REVISIONS		
NUMBER	BY	DATE



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PEORIA, ILLINOIS**

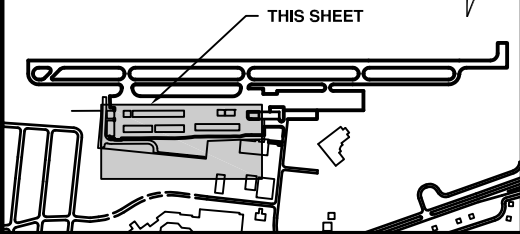
**REHABILITATE T-HANGAR TAXILANE PAVEMENT
CSPP - CONSTRUCTION SAFETY PHASING
PLAN NOTES**

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DESIGN BY:	JMW
DRAWN BY:	CMT
CHECKED BY:	CBG
APPROVED BY:	CET
DATE:	APRIL 19, 2013
JOB No:	12061-04
IL PROJ. NO. 3MY-4280 SBG PROJ. NO. 3-17-0079-B12	
SHEET 03 OF 14 SHEETS	

KEYMAP



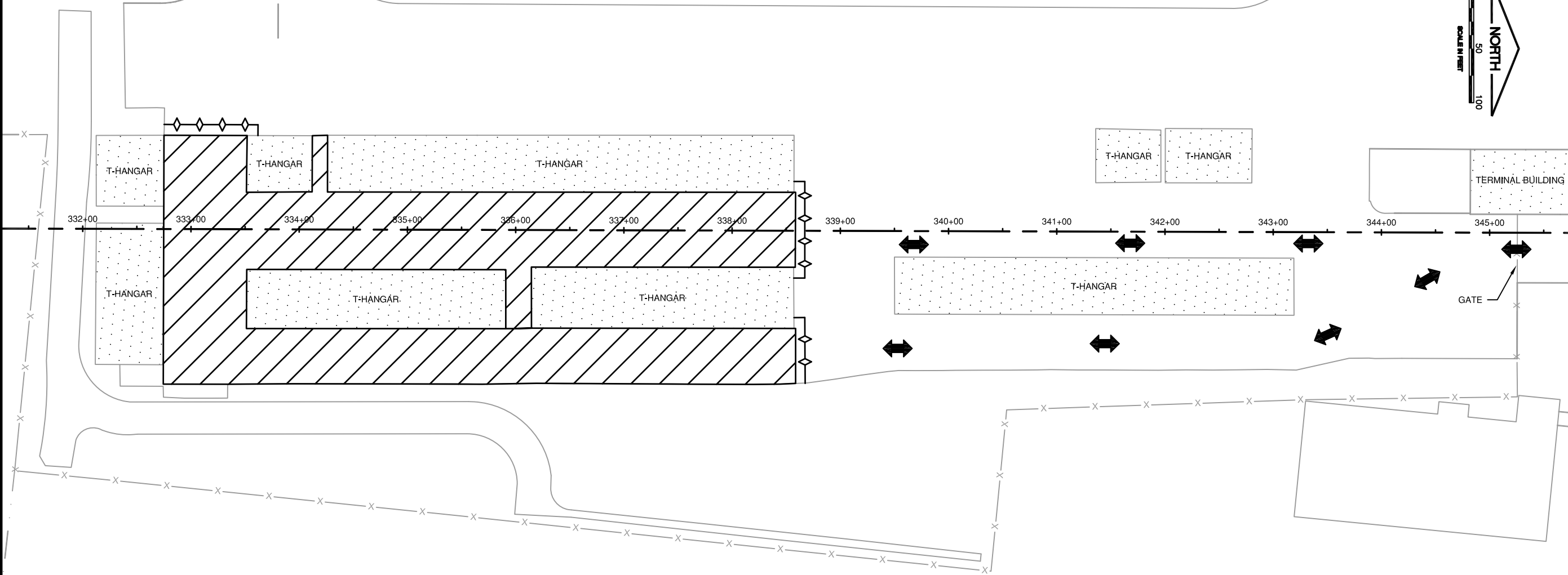
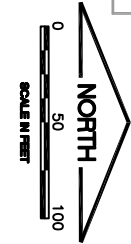
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 UPDATE BY: Jeremy Wasilewski
 PLOT DATE: 5/3/2013 10:31 AM
 BASE PROP GEO
 BASE MT HAWLEY
 KEYMAP

MH023

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NUMBER	BY	DATE

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



**METROPOLITAN AIRPORT AUTHORITY OF PEORIA
 MT. HAWLEY AUXILIARY AIRPORT
 PEORIA, ILLINOIS**





**REHABILITATE T-HANGAR TAXILANE PAVEMENT
 CONSTRUCTION ACTIVITY PLAN 1**

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DESIGN BY:	JMW
DRAWN BY:	CMT
CHECKED BY:	CBG
APPROVED BY:	CET
DATE:	APRIL 19, 2013
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SHEET	04 OF 14 SHEETS

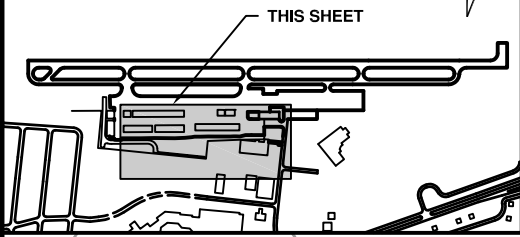
LEGEND

-  PHASE 1 WORK LIMITS
-  CONTRACTOR'S ACCESS ROUTE
-  IDOT TYPE 1 BARRICADES WITH OMNIDIRECTIONAL FLASHING RED LIGHTS & 20"X20" ORANGE FLAGS AT 10' SPACING
-  EXISTING FENCE LINE

PHASE 1 NOTES:

1. THE CONTRACTOR SHALL PLACE ALL BARRICADES AS SHOWN PRIOR TO STARTING WORK ON THIS PHASE.
2. THE AIRPORT WILL REQUIRE 7 DAYS NOTICE PRIOR TO INITIATING THIS PHASE TO COORDINATE WITH THE T-HANGAR TENANTS.
3. ACCESS TO THE T-HANGARS ON THE NORTH END OF THE WORK AREA SITE SHALL BE MAINTAINED THROUGHOUT THE DURATION OF PHASE 1.
4. CONTRACTOR SHALL CONTINUOUSLY CLEAN THIS AREA FOR AIRCRAFT ACCESS.
5. AIRCRAFT AND AIRPORT VEHICLES ALWAYS HAVE THE RIGHT OF WAY.

KEYMAP



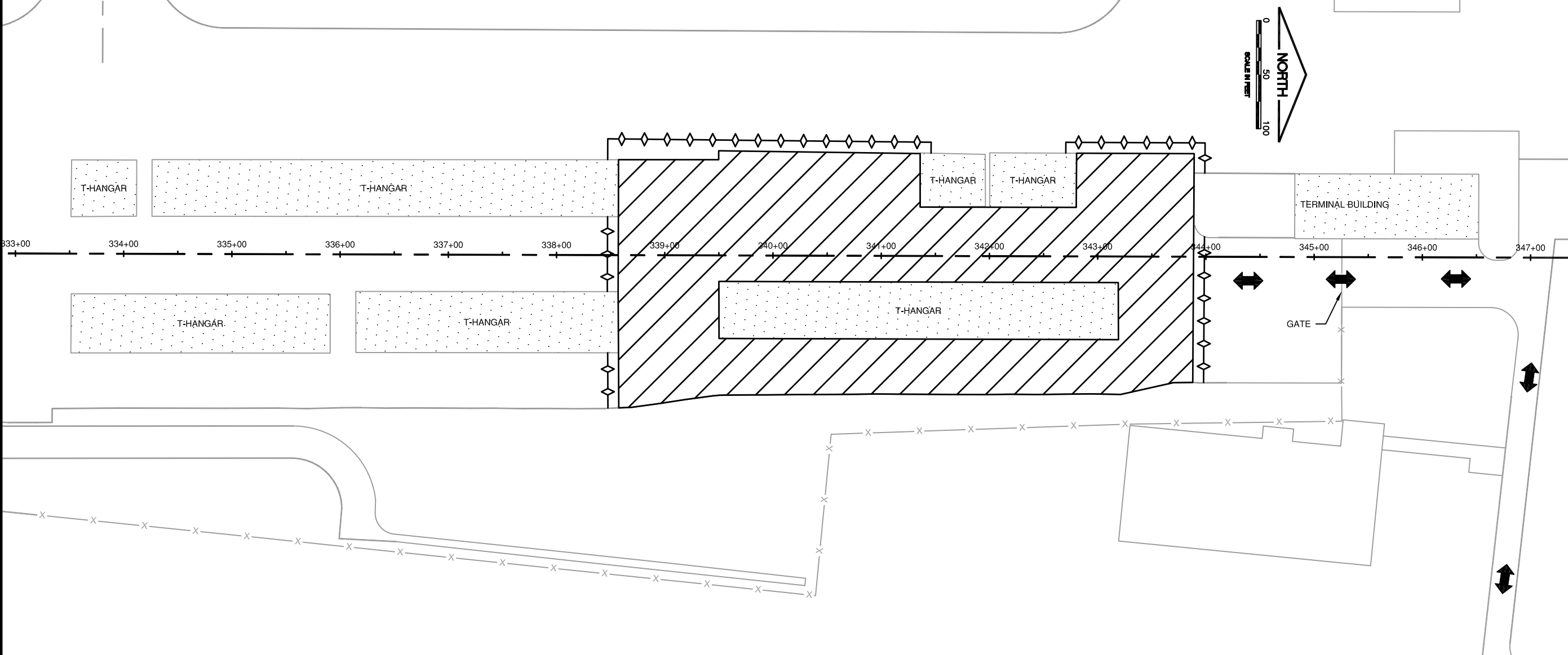
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 BASE MT HAWLEY
 KEYMAP

MH023

REVISIONS

NUMBER	BY	DATE

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





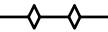
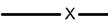
**METROPOLITAN AIRPORT AUTHORITY OF PEORIA
 MT. HAWLEY AUXILIARY AIRPORT
 PEORIA, ILLINOIS**

**REHABILITATE T-HANGAR TAXILANE PAVEMENT
 CONSTRUCTION ACTIVITY PLAN 2**

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DESIGN BY: JMW
 DRAWN BY: CMT
 CHECKED BY: CBG
 APPROVED BY: CET
 DATE: APRIL 19, 2013
 JOB No: 12061-04
 IL. PROJ. NO. 3MY-4280
 SBG PROJ. NO. 3-17-0079-B12
 SHEET 05 OF 14 SHEETS

LEGEND

-  PHASE 2 WORK LIMITS
-  CONTRACTOR'S ACCESS ROUTE
-  IDOT TYPE 1 BARRICADES WITH OMNIDIRECTIONAL FLASHING RED LIGHTS & 20"x20" ORANGE FLAGS AT 10' SPACING
-  EXISTING FENCE LINE

PHASE 2 NOTES:

1. THE CONTRACTOR SHALL PLACE ALL BARRICADES AS SHOWN PRIOR TO STARTING WORK ON THIS PHASE.
2. THE AIRPORT WILL REQUIRE 7 DAYS NOTICE PRIOR TO INITIATING THIS PHASE TO COORDINATE WITH THE T-HANGAR TENANTS.
3. ACCESS TO THE T-HANGARS ON THE SOUTH END OF THE WORK SITE AREA SHALL BE MAINTAINED THROUGHOUT THE DURATION OF PHASE 2.
4. CONTRACTOR SHALL CONTINUOUSLY CLEAN THIS AREA FOR AIRCRAFT ACCESS.
5. AIRCRAFT AND AIRPORT VEHICLES HAVE RIGHT OF WAY.

SECURITY NOTES

1. MAINTAINING THE SECURITY REQUIREMENTS OF THE AIRPORT SHALL BE A PRIMARY CONCERN FOR THE CONTRACTOR.
2. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING AIRPORT SECURITY BY SUPERVISING OPENINGS OR MAINTAINING THE AIRPORT PERIMETER FENCE LINE AT ALL TIMES DURING THE COURSE OF THE WORK.
3. FINES CAN BE LEVIED AGAINST THE CONTRACTOR BY THE TRANSPORTATION SECURITY ADMINISTRATION (TSA) FOR NEGLIGENCE IF THE AIRPORT SECURITY IS COMPROMISED AND THE AIRPORT PERIMETER FENCE LINE IS NOT MAINTAINED AS SPECIFIED ABOVE. FINES CAN ALSO BE LEVIED AGAINST THE CONTRACTOR FOR FAILURE TO COOPERATE WITH THE AIRPORT MANAGEMENT AS REQUIRED TO MAINTAIN AIRPORT SECURITY.

CONSTRUCTION ACTIVITY GENERAL NOTES

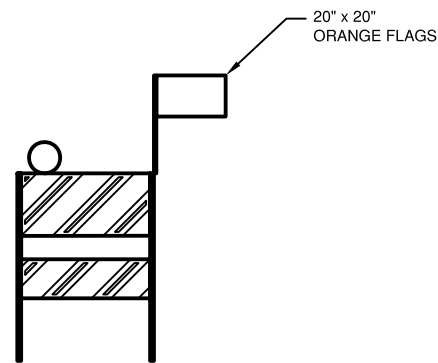
1. CONSTRUCTION PHASING IS OF CRITICAL IMPORTANCE TO THE AIRPORT FOR THIS PROJECT.
2. THE CONTRACTOR SHALL PLAN AND CONDUCT HIS WORK SO AS TO NOT INTERFERE OR HINDER THE PROGRESS OR WORK BEING PERFORMED BY OTHER CONTRACTORS.
3. THE TIMELY PROSECUTION OF THE OVERALL PROJECT IS DEPENDENT UPON THE PROPER COORDINATION BETWEEN CONTRACTORS.
4. IT SHALL BE FULLY UNDERSTOOD BY THE CONTRACTOR THAT THE PROSECUTION OF THE OVERALL PROJECT ARE THE GOVERNING CRITERIA FOR RESOLVING CONFLICTS WHICH MAY ARISE BETWEEN HIS SCHEDULE AND THE SCHEDULE OF OTHER CONTRACTORS.
5. WHEN CONFLICTS ARISE, RESOLUTION OF SUCH CONFLICTS WILL BE MADE BY THE AIRPORT THROUGH THE RESIDENT ENGINEER IN THE BEST INTEREST OF THE AIRPORT.
6. DELAYS, CHANGES IN SCHEDULING, OR THE EXPEDITION OF WORK UNDER THIS CONTRACT TO PROVIDE FOR THE TIMELY PROSECUTION OF THE PROJECT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
7. CONTRACTOR'S STAGING, STORAGE, AND PARKING WILL BE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLANS.
8. THE CONTRACTOR SHALL PLACE ALL BARRICADE ITEMS AS SHOWN IN THE PLANS PRIOR TO INITIATING WORK IN EACH PHASE. ALL COSTS TO FURNISH, INSTALL, AND MAINTAIN THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
9. CONSTRUCTION BARRICADES SHALL BE SET AT THE LIMITS OF THE WORK AREA OF EACH PHASE. DURING PAVING OPERATIONS, BARRICADES MAY BE PLACED UP TO 30' BEYOND THE WORK LIMIT TO ALLOW ROOM FOR PAVING OPERATIONS. OFFSETTING THE BARRICADES TO THIS LOCATION SHALL BE COORDINATED WITH THE AIRPORT IN ADVANCE. IN THE EVENT OF A CONFLICT BETWEEN CONSTRUCTION OPERATIONS AND TAXIING AIRCRAFT, THE CONTRACTOR SHALL CEASE OPERATIONS AND RETURN THE BARRICADES TO THE EDGE OF THE WORKING LIMITS. ALL BARRICADES SHALL BE LOCATED AT THE EDGE OF THE WORKING LIMITS AT THE END OF EACH WORKING DAY.
10. ACTUAL WORK LIMITS/PAVING LIMITS MAY BE REVISED WITH THE AIRPORT'S APPROVAL. ALL MINIMUM DISTANCES SHALL BE MAINTAINED, AIR TRAFFIC ACCESS SHALL REMAIN UNAFFECTED, AND THE PROJECT SCHEDULE SHALL REMAIN THE SAME.
11. IF DURING CONSTRUCTION OPERATIONS NOTICEABLE DESTRUCTION TO THE SUBBASE OCCURS AFTER MILLING, CORRECTIVE ACTION SHALL TAKE PLACE TO MITIGATE THIS ISSUE. APPROVAL FROM THE RESIDENT ENGINEER SHALL BE MADE IF SEEN THAT SUBGRADE REPAIR SHALL BE PREFORMED TO CORRECT THIS ISSUE.
12. EXISTING AGGREGATE SUBBASE SHALL BE RECOMPACTED AFTER MILLING AND BEFORE THE BITUMINOUS PAVING OPERATION. THIS WORK SHALL BE INCIDENTAL TO THE BITUMINOUS MILLING OPERATIONS.
13. IT IS TO THE DISCRETION OF THE RESIDENT ENGINEER IF ANY AREAS OF THE SUBBASE SHALL BE REMOVED, REPLACED AND COMPACTED. THESE LIMITS OF WORK SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION AND THE PROJECT SHALL REMAIN ON SCHEDULE.
14. A LINE 18" OFF OF THE BUILDING EDGES SHALL BE SAW CUT. THIS SHALL BE THE EXTENTS OF THE MILLING, UNLESS OTHERWISE NOTED ON EXISTING CONDITIONS SHEET.
15. EXISTING LEAD IN LINE TO T-HANGARS SHALL BE SURVEYED AND LOCATIONS RECORDED PRIOR TO MILLING THE EXISTING BITUMINOUS SURFACE. LOCATIONS OF LEAD IN LINES ON THE MARKING SHEET ARE SHOWN AS APPROXIMATE LOCATIONS BASED OFF OF RECORD DRAWINGS. AT TIME OF MARKING TAXIWAY CENTERLINES, USE THIS SURVEYED INFORMATION TO REMARK AND LAYOUT THE LEAD IN LINES TO THE T-HANGARS.
16. PAVEMENT AROUND SELECT INLETS AND MANHOLES CALLED OUT ON THE PROPOSED IMPROVEMENTS 1 SHEET SHALL BE RECONSTRUCTED IN ACCORDANCE TO THE DETAIL AND NOTES ON THE PAVING & MISCELLANEOUS DETAILS SHEET.

MH023

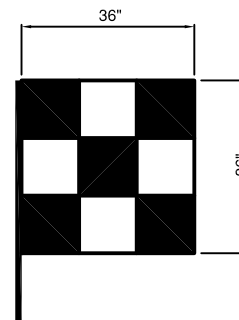
REVISIONS

NUMBER	BY	DATE

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



FLASHER BARRICADE DETAIL-IDOT TYPE 1
 N.T.S.



TRUCK SIGNAL FLAG
 ORANGE / WHITE
 N.T.S.

FLASHER BARRICADE NOTES

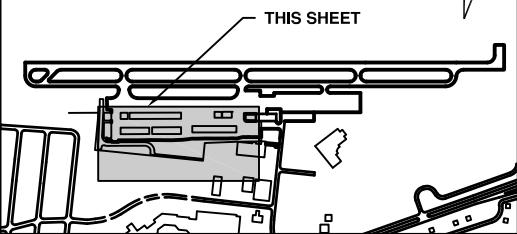
1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AT 10' INTERVALS.

METROPOLITAN AIRPORT AUTHORITY OF PEORIA
MT. HAWLEY AUXILIARY AIRPORT
PEORIA, ILLINOIS
REHABILITATE T-HANGAR TAXILANE PAVEMENT
CONSTRUCTION ACTIVITY PLAN NOTES & DETAILS

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DRAWN BY:	CMT
CHECKED BY:	CBG
APPROVED BY:	CET
DATE:	APRIL 19, 2013
JOB No:	12061-04
IL PROJ. NO. 3MY-4280	
SBG PROJ. NO. 3-17-0079-B12	
SHEET 06 OF 14 SHEETS	

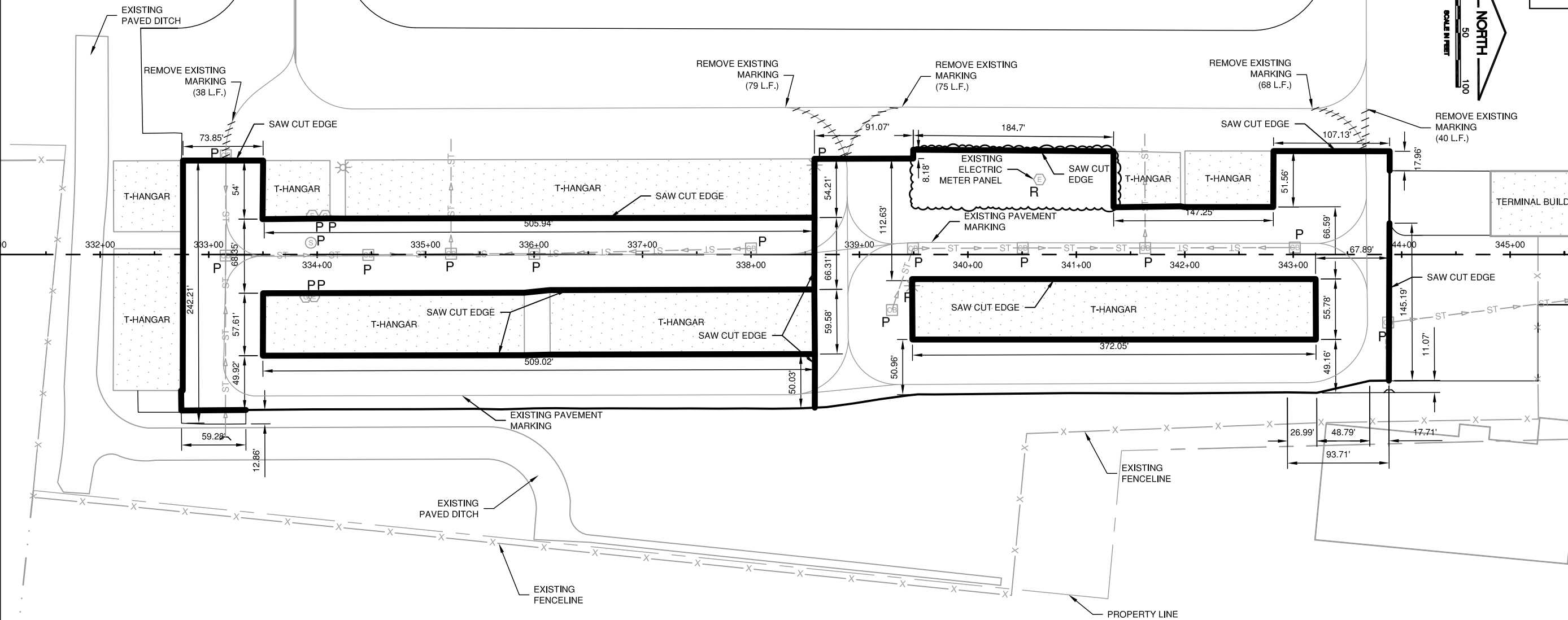
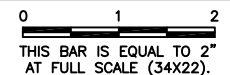
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 BASE PROP: GEO
 BASE_EXIST: UTIL
 KEYMAP

MH023

REVISIONS		
NUMBER	BY	DATE



**METROPOLITAN AIRPORT AUTHORITY OF PEORIA
 MT. HAWLEY AUXILIARY AIRPORT
 PEORIA, ILLINOIS**

**REHABILITATE T-HANGAR TAXILANE PAVEMENT
 EXISTING CONDITIONS & REMOVALS 1**

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CONTRACTOR'S RESPONSIBILITY FOR UTILITY SERVICE

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 OWNER 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 OWNER AND THE ENGINEER.

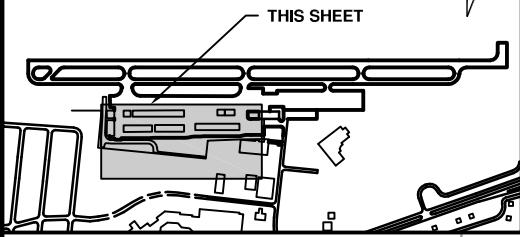
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	EXISTING PAVEMENT		EXISTING GAS METER
	NEW PAVEMENT		EXISTING ELECTRIC METER
	SAW CUT EDGE		EXISTING OVERHEAD LIGHT
	EXISTING PAVEMENT MARKING		EXISTING INLET
	PAVEMENT MARKING REMOVAL		EXISTING END SECTION
	EXISTING STORM SEWER		EXISTING SANITARY
			PROTECT EXISTING STRUCTURE
			REMOVE ELECTRICAL METER BASE
			REMOVE FOUNDATIONS

NOTES:

- EXISTING PAVEMENT STRUCTURE IN WORKING LIMITS:
 - 3" BITUMINOUS SURFACE COURSE
 - 5" CRUSHED AGGREGATE BASE COURSE
- PROTECT ALL EDGES OF PAVEMENT THAT ARE TO REMAIN IN PLACE WHILE SAW CUTTING AND DURING ENTIRE CONSTRUCTION OPERATIONS.
- PROTECT ANY EXISTING INLETS OR MANHOLES THAT ARE WITHIN THE WORKING LIMITS OF THE PROJECT.
- PROTECT ANY UTILITIES ON SIDES OF BUILDINGS.
- IF SUBGRADE REPAIR IS NEEDED, ENSURE THAT NO DAMAGE OCCURS TO THE EXISTING UNDERDRAIN LINES.
- SAW CUT 18" OFF ALL EDGES OF THE BUILDINGS UNLESS OTHERWISE SHOWN IN THE PLANS. THIS SHALL BE THE LINE AS TO WHERE THE MILLING LIMITS ARE TO EXTEND.
- FOR MILLING LIMITS SEE PROPOSED IMPROVEMENTS 1 SHEETS.
- EXISTING LEAD IN LINE TO T-HANGARS SHALL BE SURVEYED PRIOR TO MILLING BITUMINOUS SURFACE AND ARE TO BE REMARKED TO THE EXISTING LOCATION AFTER PAVING NEW BITUMINOUS.
- FOUNDATION REMOVAL ITEM SEE TYPICAL SECTIONS SHEET FOR DETAIL OF A COUNT OF 30 FOUNDATIONS TO BE REMOVED.

DESIGN BY:	JMW
DRAWN BY:	CMT
CHECKED BY:	CBG
APPROVED BY:	CET
DATE:	APRIL 19, 2013
JOB No:	12061-04
IL PROJ. NO.	3MY-4280
SBG PROJ. NO.	3-17-0079-B12
SHEET	07 OF 14 SHEETS

KEYMAP



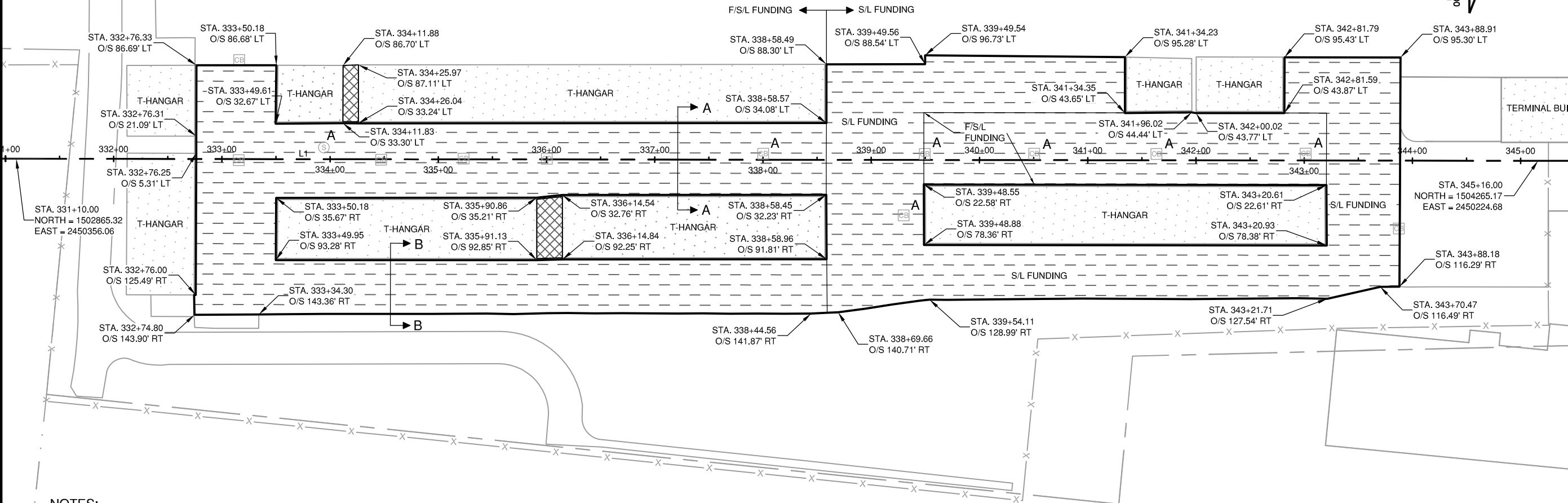
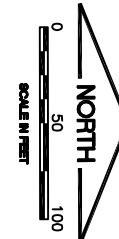
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 BASE_EXIST_UTIL
 BASE MT HAWLEY
 KEYMAP

MH023

REVISIONS

NUMBER	BY	DATE

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



NOTES:

- MILLING SHALL BE OFFSET 18" OF THE FACE OF ALL BUILDING EDGES.
- SEAL COAT SHALL BE APPLIED TO THE 18" STRIP OF BITUMINOUS ALONG ALL BUILDING EDGES, IN ADDITION TO THE SEAL COAT AREAS CALLED OUT ON THIS SHEET.
- SUBGRADE REPAIR WILL BE DETERMINED AT THE TIME OF CONSTRUCTION AT THE DIRECTION OF THE RESIDENT ENGINEER.

LEGEND

- MILL 3" BITUMINOUS SURFACE COURSE
NEW 3" BITUMINOUS SURFACE COURSE (401)
- SEAL COAT
- PAVEMENT REPAIR AROUND INLETS

ALIGNMENT DATA					
ALIGNMENT SEGMENT	ALIGNMENT	BEGIN STATION/ PI STATION	NORTHING/ EASTING	END STATION/ CURVE RADIUS	NORTHING/ EASTING
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METROPOLITAN AIRPORT AUTHORITY OF PEORIA
MT. HAWLEY AUXILIARY AIRPORT
PEORIA, ILLINOIS

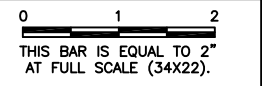
REHABILITATE T-HANGAR TAXILANE PAVEMENT
PROPOSED IMPROVEMENTS 1

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 APPROVED BY: CET
 DATE: APRIL 19, 2013
 JOB No: 12061-04
 IL PROJ. NO. 3MY-4280
 SBG PROJ. NO. 3-17-0079-B12
 SHEET 08 OF 14 SHEETS

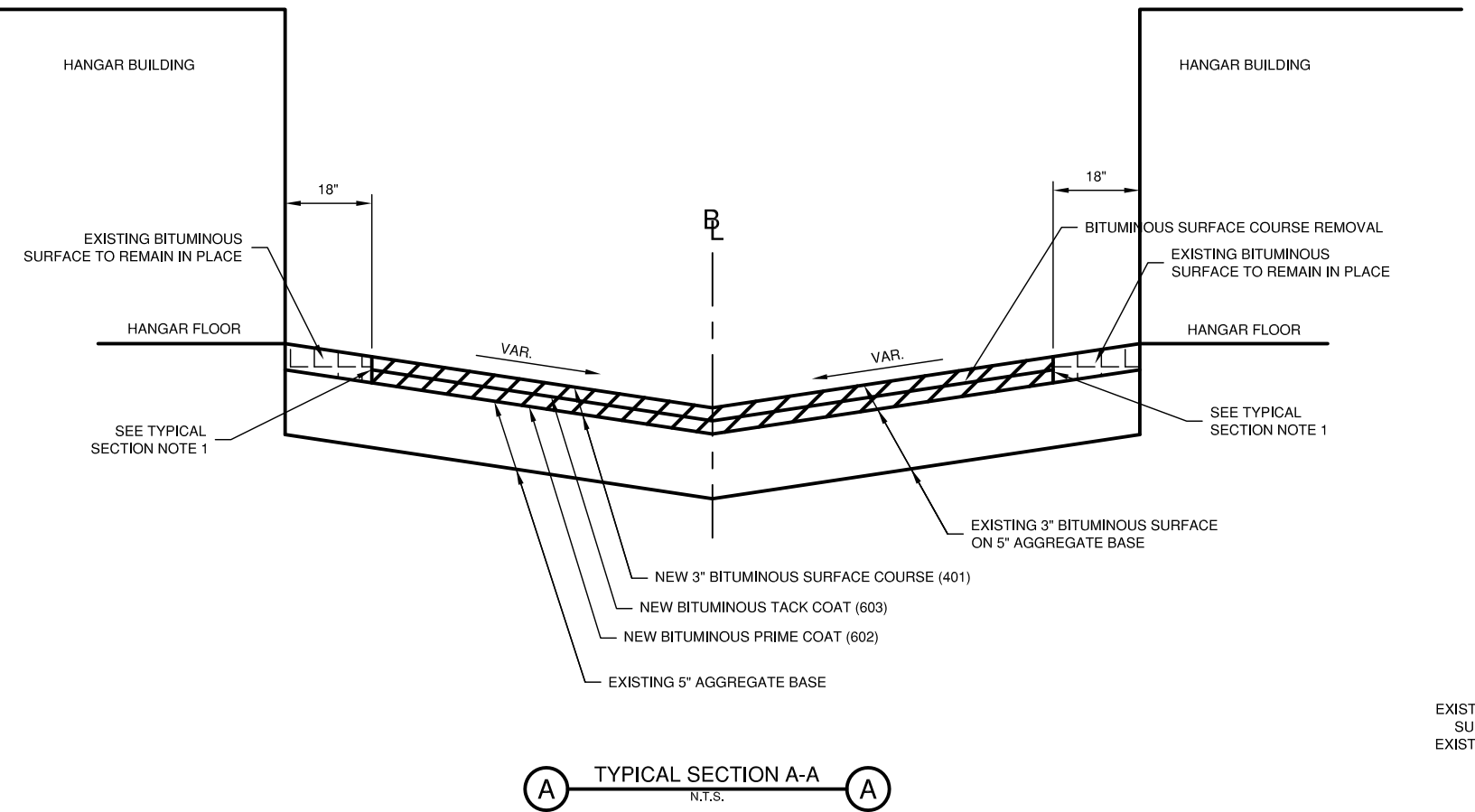
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NUMBER	BY	DATE

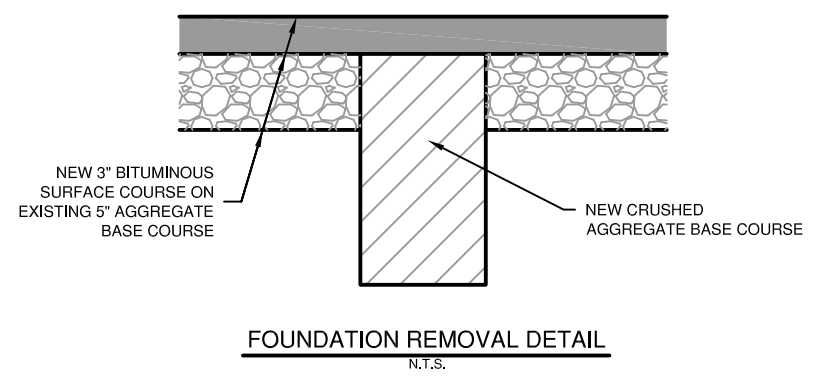
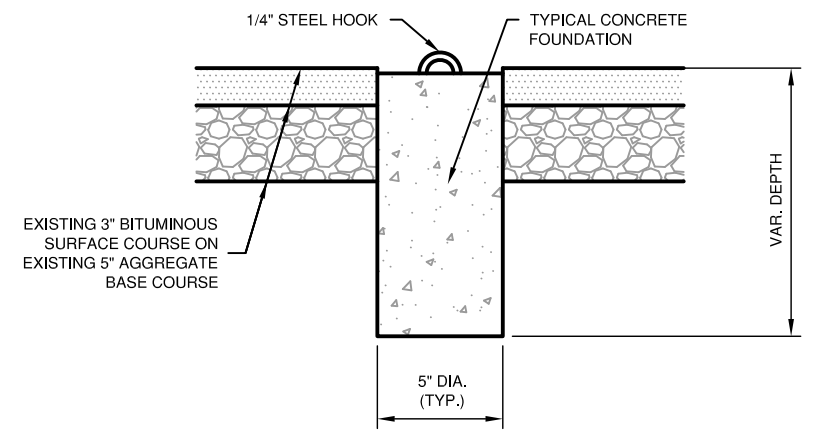


NOTES FOR TYPICAL SECTIONS:

1. FULL DEPTH SAW CUT THROUGH BITUMINOUS SURFACE LAYER.
2. REFER TO EXISTING CONDITIONS AND REMOVALS 1 SHEET FOR LIMITS OF REMOVAL AND LOCATION OF SAW CUT.
3. SAW CUT SHALL BE 18" OFF THE EDGE OF ALL BUILDINGS WITHIN THE CONSTRUCTION LIMITS OF THE PROJECT.
4. PROTECT EXPOSED SAW CUT EDGES THROUGHOUT THE DURATION OF THE PROJECT.
5. PRIME COAT SHALL BE APPLIED TO EXPOSED AGGREGATE SURFACE BEFORE ANY BITUMINOUS LAYERS ARE CONSTRUCTED.
6. TACK COAT SHALL BE APPLIED BETWEEN LIFTS OF BITUMINOUS PAVEMENT LAYERS.
7. BITUMINOUS LAYER SHALL BE PAVED IN 2 LIFTS, A 2" LIFT FOLLOWED BY A 1" FINAL SURFACE LIFT.



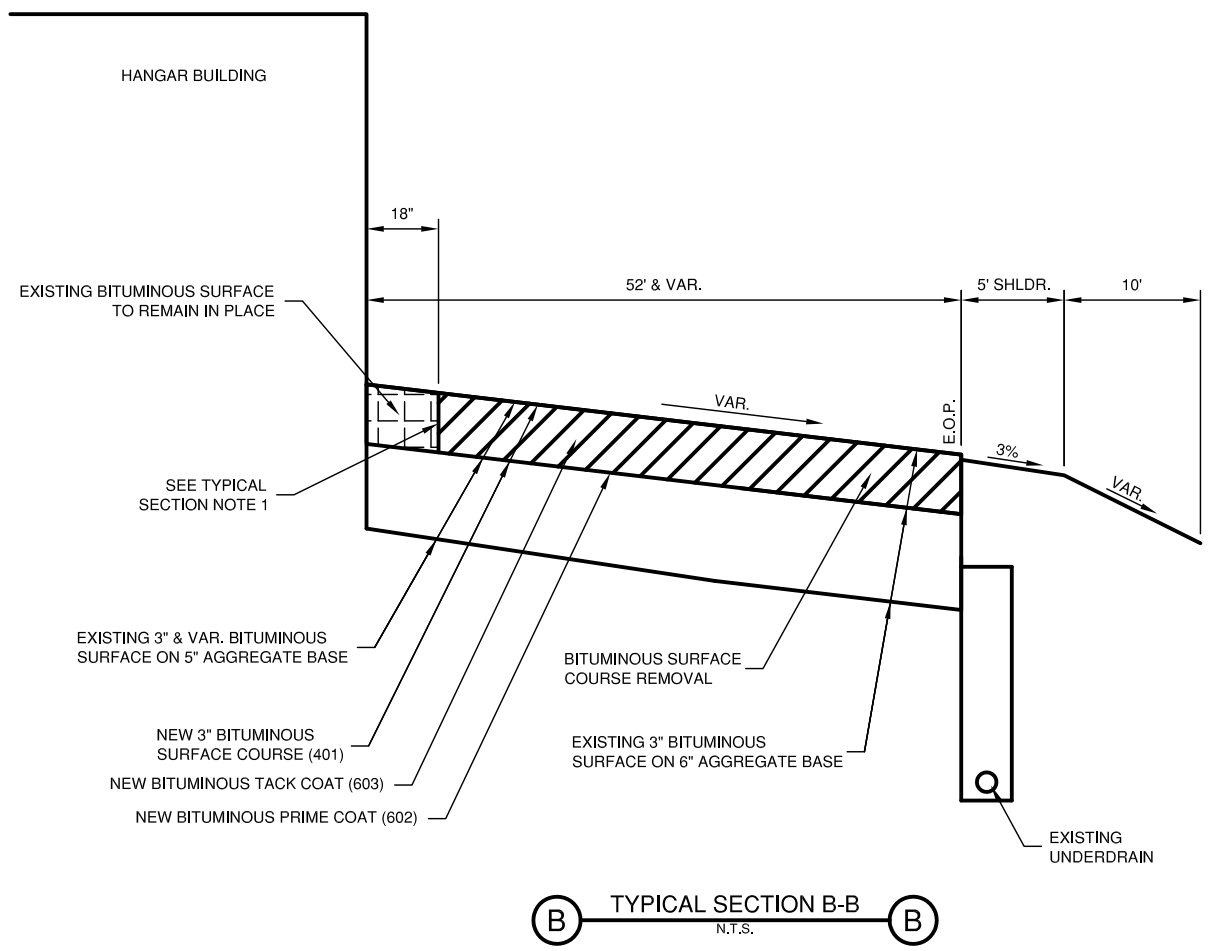
A TYPICAL SECTION A-A
N.T.S.



FOUNDATION REMOVAL DETAIL
N.T.S.

NOTES FOR FOUNDATION REMOVAL DETAIL:

1. REMOVE EXISTING T-HANGAR FOUNDATIONS PRIOR TO MILLING THE EXISTING BITUMINOUS SURFACE.
2. FOUNDATION SHALL BE REMOVED FULL DEPTH, INCLUDING CONCRETE AND STEEL BUILDING TIES.
3. FILL HOLE REMAINING WITH NEW CRUSHED AGGREGATE BASE COURSE AND COMPACT.
4. NEW CRUSHED AGGREGATE BASE COURSE SHALL BE PLACED LEVEL WITH THE ADJACENT EXISTING AGGREGATE BASE COURSE.
5. PLACE NEW BITUMINOUS SURFACE COURSE OVER AGGREGATE SUBBASE.



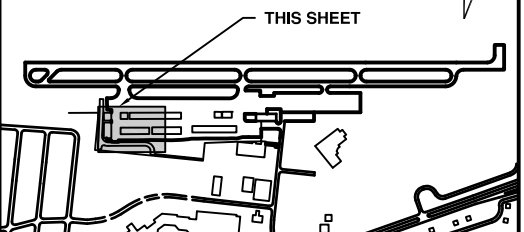
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N.T.S.

METROPOLITAN AIRPORT AUTHORITY OF PEORIA
MT. HAWLEY AUXILIARY AIRPORT
PEORIA, ILLINOIS
REHABILITATE T-HANGAR TAXILANE PAVEMENT
TYPICAL SECTIONS

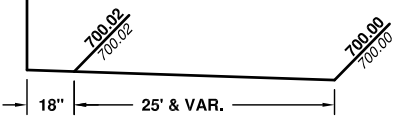
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DATE:	APRIL 19, 2013
JOB No:	12061-04
IL PROJ. NO.	3MY-4280
SBG PROJ. NO.	3-17-0079-B12
SHEET	09 OF 14 SHEETS

KEYMAP

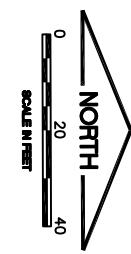


T-HANGAR/BUILDINGS



NOTES:

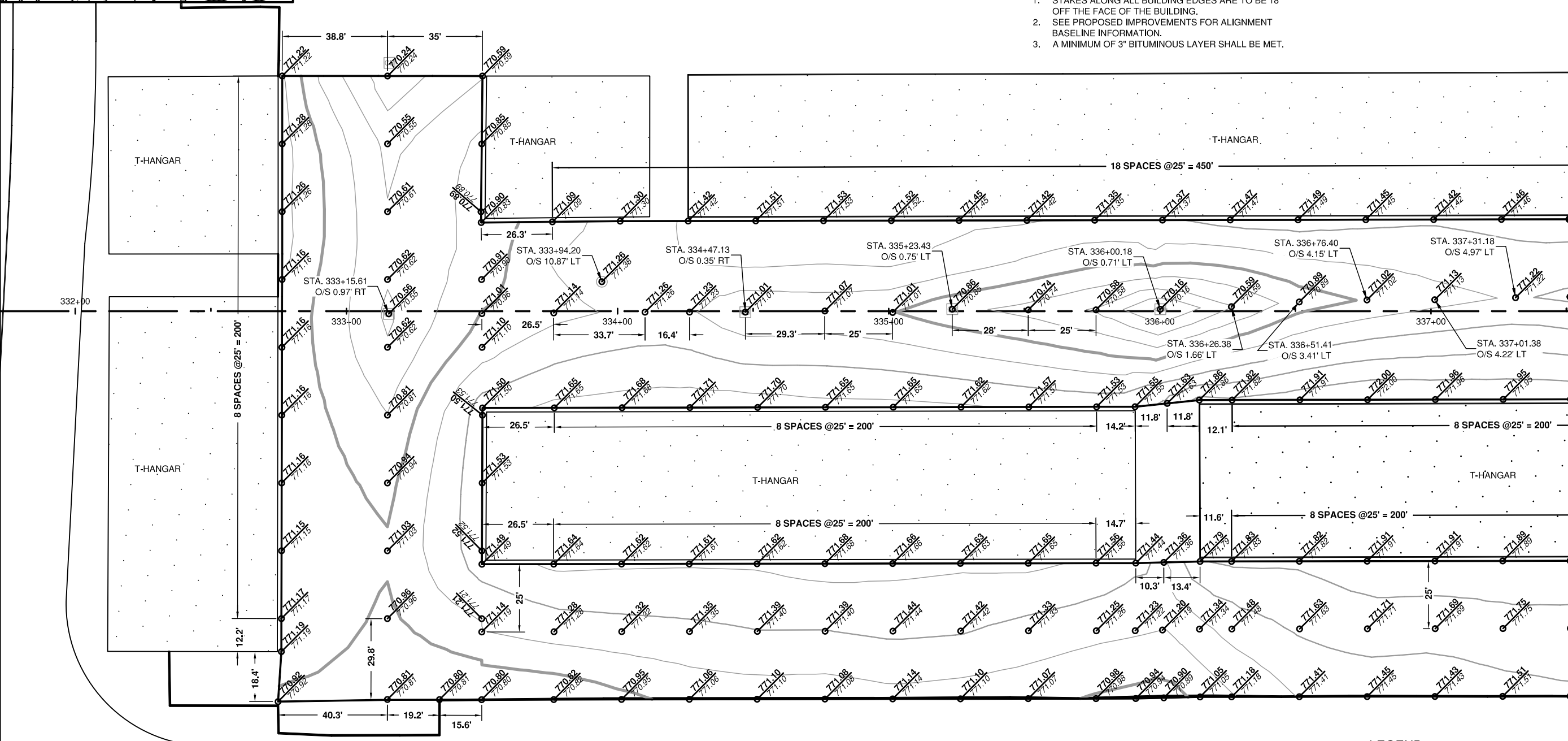
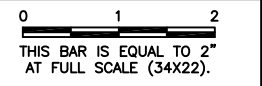
1. STAKES ALONG ALL BUILDING EDGES ARE TO BE 18" OFF THE FACE OF THE BUILDING.
2. SEE PROPOSED IMPROVEMENTS FOR ALIGNMENT BASELINE INFORMATION.
3. A MINIMUM OF 3" BITUMINOUS LAYER SHALL BE MET.



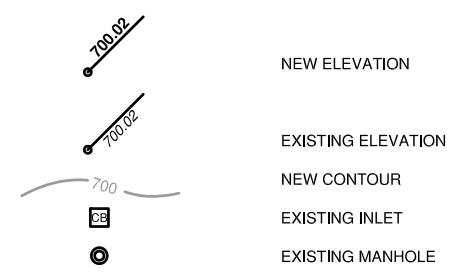
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 PLOT DATE: 5/3/2013 10:33 AM
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 BASE_EXIST_UTIL

MH023

REVISIONS		
NUMBER	BY	DATE



LEGEND

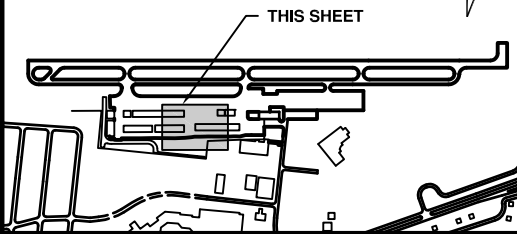


METROPOLITAN AIRPORT AUTHORITY OF PEORIA
MT. HAWLEY AUXILIARY AIRPORT
PEORIA, ILLINOIS
REHABILITATE T-HANGAR TAXILANE PAVEMENT
STAKING PLAN 1

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CHECKED BY:	CBG
APPROVED BY:	CET
DATE:	APRIL 19, 2013
JOB No:	12061-04
IL. PROJ. NO. 3MY-4280	
SBG PROJ. NO. 3-17-0079-B12	
SHEET 10 OF 14 SHEETS	

KEYMAP

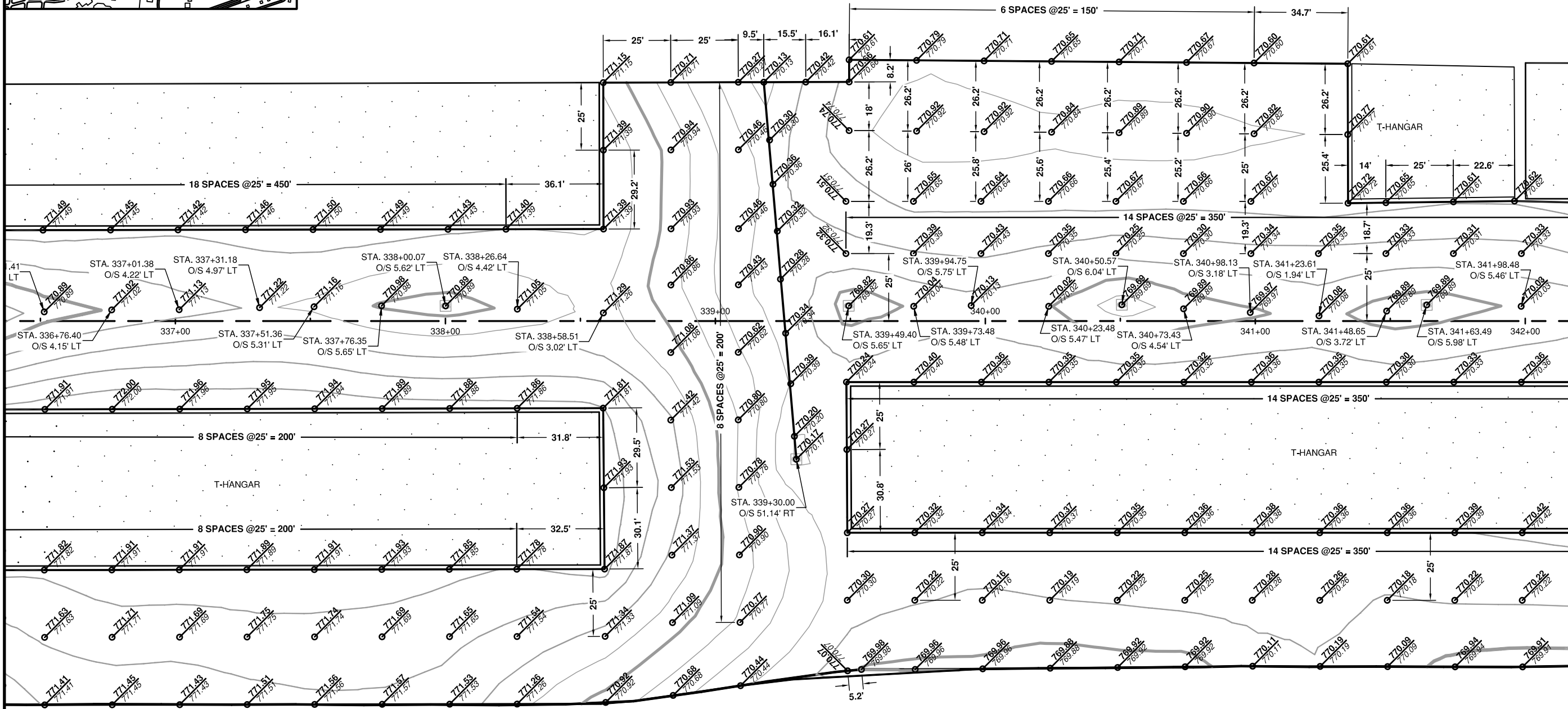


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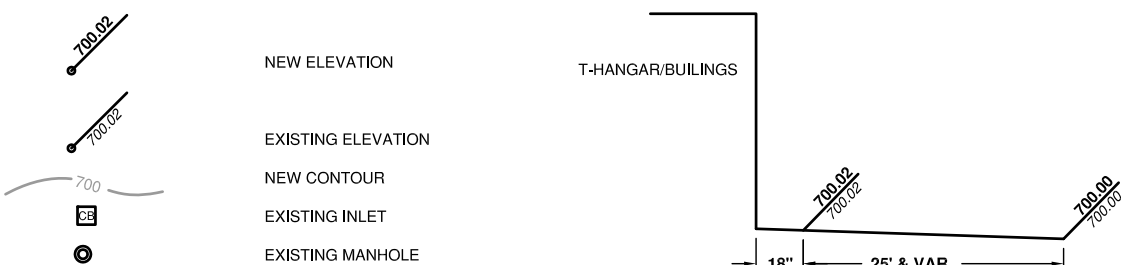
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 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).



METROPOLITAN AIRPORT AUTHORITY OF PEORIA
 MT. HAWLEY AUXILIARY AIRPORT
 PEORIA, ILLINOIS
 REHABILITATE T-HANGAR TAXILANE PAVEMENT
 STAKING PLAN 2

LEGEND



NOTES:

1. STAKES ALONG ALL BUILDING EDGES ARE TO BE 18" OFF THE FACE OF THE BUILDING.
2. SEE PROPOSED IMPROVEMENTS FOR ALIGNMENT BASELINE INFORMATION.
3. A MINIMUM OF 3" BITUMINOUS LAYER SHALL BE MET.

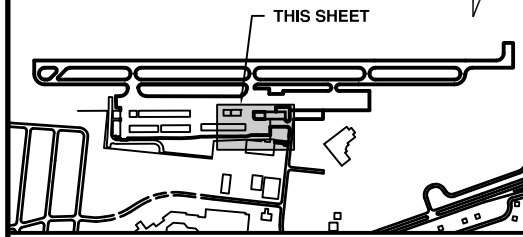
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DATE:	APRIL 19, 2013
JOB No:	12061-04

IL PROJ. NO. 3MY-4280
 SBG PROJ. NO. 3-17-0079-B12

KEYMAP

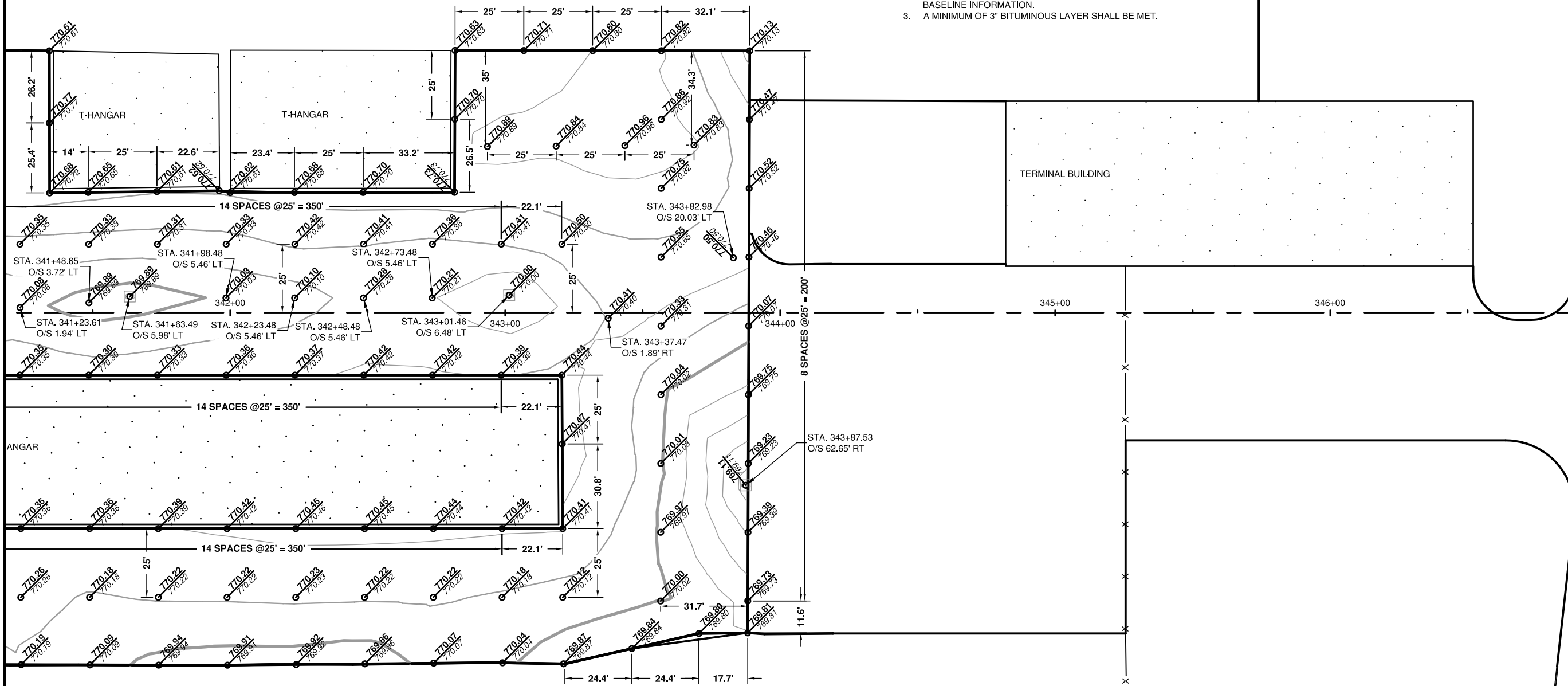


T-HANGAR/BUILDINGS



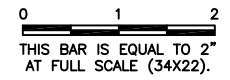
NOTES:

- STAKES ALONG ALL BUILDING EDGES ARE TO BE 18" OFF THE FACE OF THE BUILDING.
- SEE PROPOSED IMPROVEMENTS FOR ALIGNMENT BASELINE INFORMATION.
- A MINIMUM OF 3" BITUMINOUS LAYER SHALL BE MET.



MH023

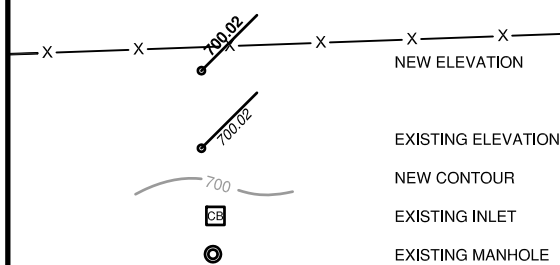
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 MT. HAWLEY AUXILIARY AIRPORT
 PEORIA, ILLINOIS

REHABILITATE T-HANGAR TAXILANE PAVEMENT STAKING PLAN 3

LEGEND



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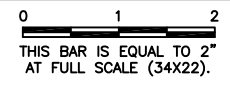
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SHEET 12 OF 14 SHEETS

MH023

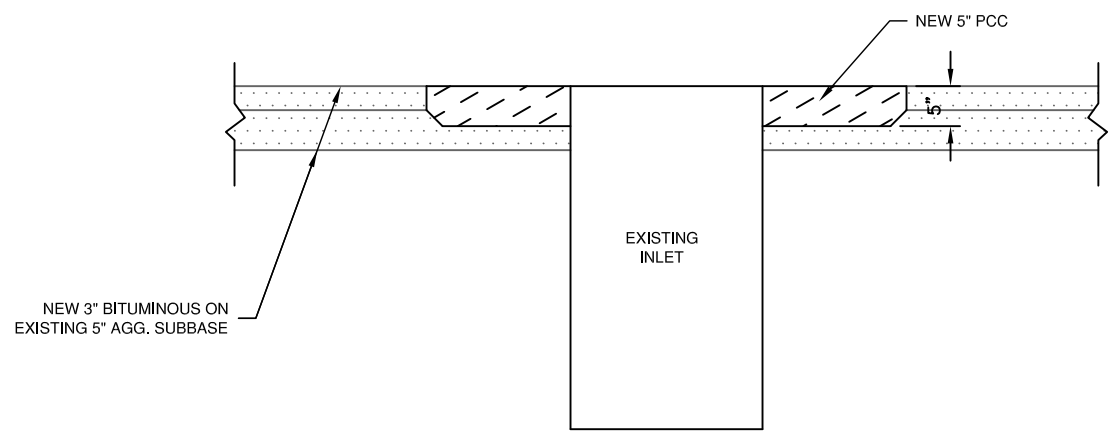
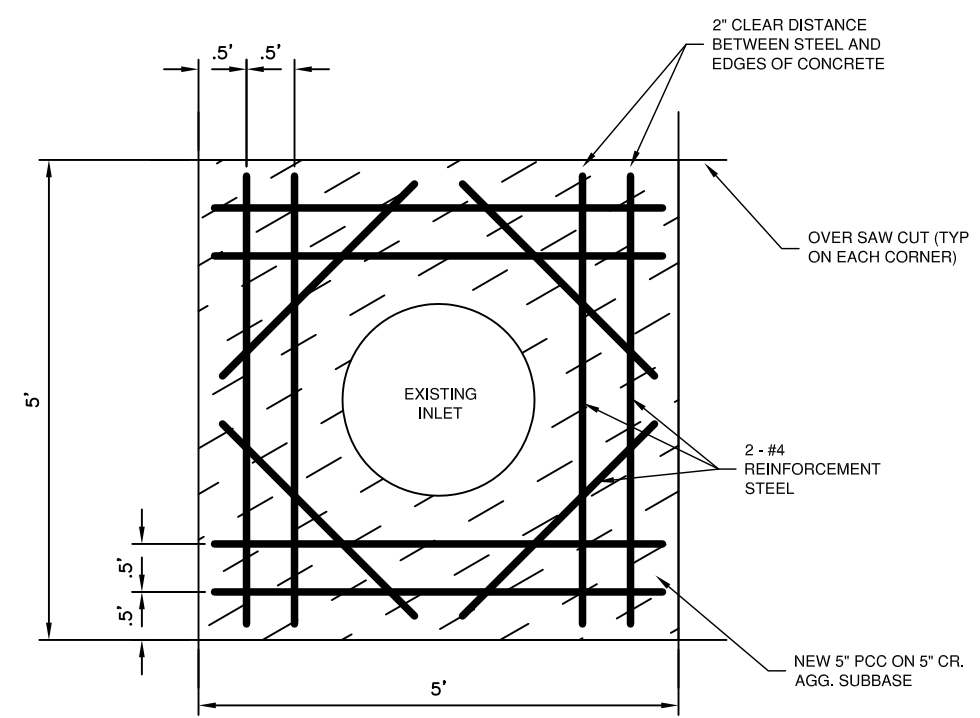
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METROPOLITAN AIRPORT AUTHORITY OF PEORIA
MT. HAWLEY AUXILIARY AIRPORT
PEORIA, ILLINOIS
REHABILITATE T-HANGAR TAXILANE PAVEMENT
PAVING & MISCELLANEOUS DETAILS

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SHEET	13 OF 14 SHEETS

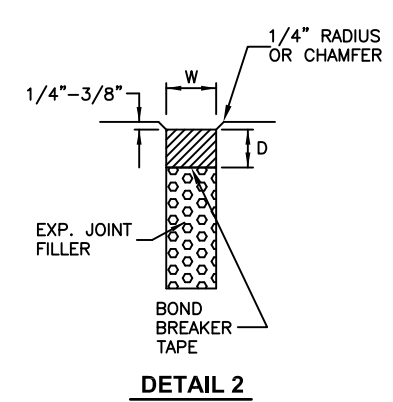
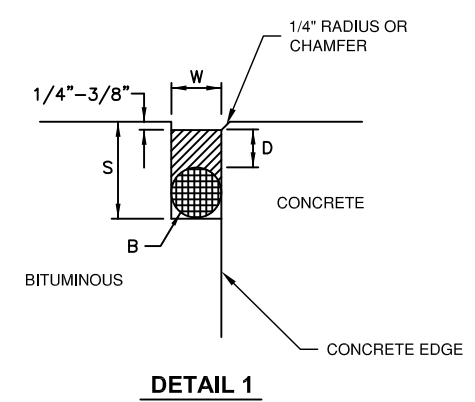


PAVEMENT REPAIR AROUND INLETS DETAIL
N.T.S.

NOTES:

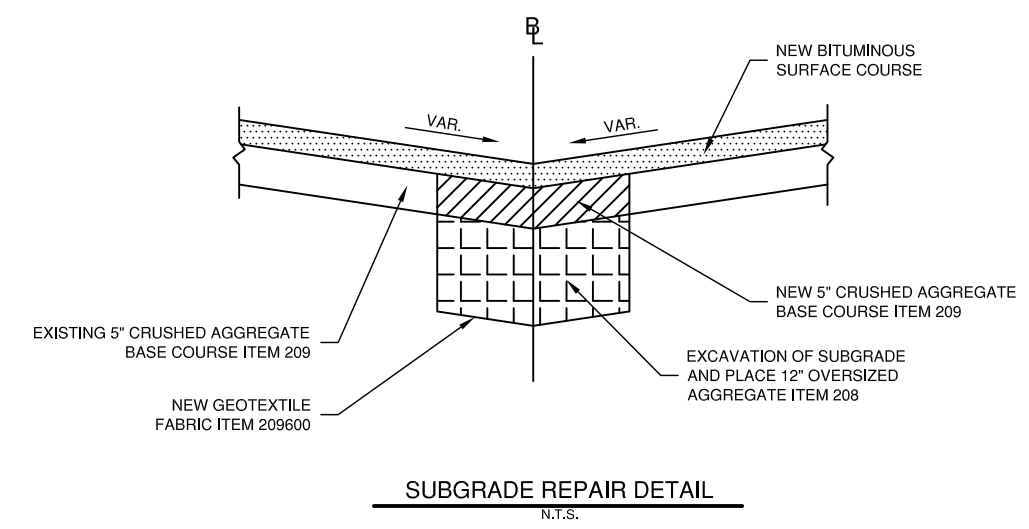
- PAVEMENT REPAIR AROUND SELECT INLETS ARE CALLED OUT ON PROPOSED IMPROVEMENTS 1 SHEET.
- PAVING OF NEW 3" BITUMINOUS SURFACE SHALL BE COMPLETED AND FINISHED TO EDGE OF INLET PRIOR TO CONSTRUCTING THIS DETAIL.
- A 5'x5' SQUARE CENTERED ON THE INLET/MANHOLE SHALL BE SAW CUT AND REMOVE THE 3" BITUMINOUS LAYER.
- REMOVE ADDITIONAL 2" OF EXISTING AGGREGATE SUBBASE. USE CARE TO NOT UNDERMINE NEW BITUMINOUS PAVEMENT SURFACE.
- PLACE EXPANSION JOINT MATERIAL AROUND INLET FRAME.
- PLACE STEEL AS SHOWN IN THE DETAIL AND PLACE 5" PCC LAYER. REBAR SHALL BE PLACED AT A DEPTH OF T/2, T = THICKNESS OF PCC PAVEMENT. KEEP 2" CLEAR DISTANCE BETWEEN REBAR AND EDGES OF PCC PAVEMENT.
- ENSURE THAT GRADES ARE MET ALONG EXISTING EDGES AND INLET WHILE FINISHING THE CONCRETE.
- AFTER CONSTRUCTION CONCRETE LAYER, SAW CUT THE BITUMINOUS PAVEMENT ALONG THE EDGE OF THE CONCRETE. DIMENSIONS OF SAW CUT ARE SHOWN IN THE DETAIL.
- PLACE BACKER ROD AND SEAL WITH JOINT SEALANT AS CALLED OUT IN THE SPECIAL PROVISIONS. DETAIL OF JOINT IS SHOWN ON THIS SHEET. JOINT SHALL BE SAWED IN BITUMINOUS PAVEMENT ADJACENT TO THE PCC PAVEMENT.

JOINT SEALING DIMENSIONS	DETAIL 1	DETAIL 2
	HOT/COLD POUR	HOT/COLD POUR
W=WIDTH OF SEALANT RESERVOIR (IN.)	1/2	3/4
D=DEPTH OF SEALANT RESERVOIR (IN.)	1/4	3/4
B=BACKER ROD DIAMETER (IN.)	5/8	N/A
S=SECOND SAWCUT DEPTH (IN.) MINIMUM	1-3/8	N/A



JOINT NOTES

- 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.
- SAW CUT FOR JOINT SEALANT SHALL BE CONSTRUCTED IN THE BITUMINOUS PAVEMENT MATERIAL ADJACENT TO THE PCC PAVEMENT.
- EXPANSION JOINT MATERIAL SHALL BE PLACED AROUND FRAME PRIOR TO CONCRETE POUR.

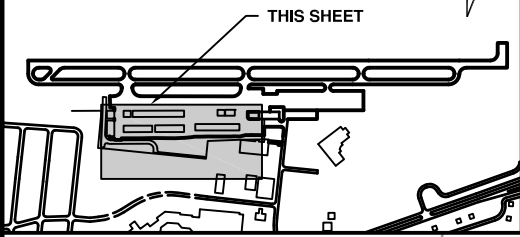


SUBGRADE REPAIR DETAIL
N.T.S.

NOTES:

- LOCATION OF SUBGRADE REPAIR SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION AND APPROVED BY THE RESIDENT ENGINEER.
- LENGTH AND WIDTH OF SUBGRADE REPAIR SHALL VARY DEPENDENT ON THE AFFECT AREA IN NEED OF REPAIR.
- THE FOLLOWING SHALL BE THE STEPS TAKEN TO REPAIR THE SUBGRADE:
 - REMOVE EXISTING AGGREGATE SUBBASE IN AREAS THAT REQUIRE SUBGRADE REPAIR.
 - EXCAVATE 12" DEPTH OF SUBGRADE.
 - COMPACT EXPOSED SUBGRADE.
 - PLACE GEOTEXTILE FABRIC ITEM 209600 ON TOP OF COMPACTED SUBGRADE.
 - PLACE AND COMPACT OVERSIZED AGGREGATE ITEM 208 AT A THICKNESS OF 12".
 - PLACE AND COMPACT 5" CRUSHED AGGREGATE ITEM 209, MEETING THE GRADES OF THE ADJACENT EXISTING AGGREGATE LAYER.
- APPLY PRIME COAT AND CONSTRUCT BITUMINOUS LAYER AS SPECIFIED IN THE PLANS.
- METHODS OF CONSTRUCTION SHALL MEET THE REQUIREMENTS SPECIFIED IN THE SPECIAL PROVISIONS.

KEYMAP

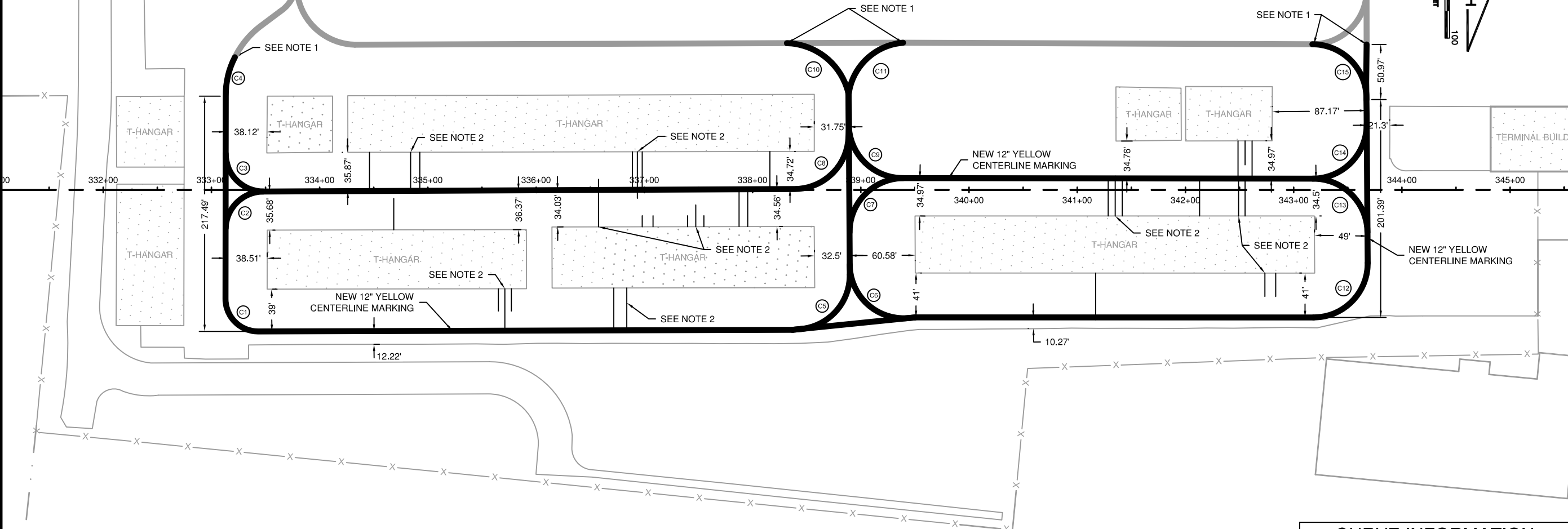


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 UPDATE BY: Jeremy Wasilewski
 PLOT DATE: 5/3/2013 10:38 AM
 BASE MT HAWLEY
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 BASE PROP GEO

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



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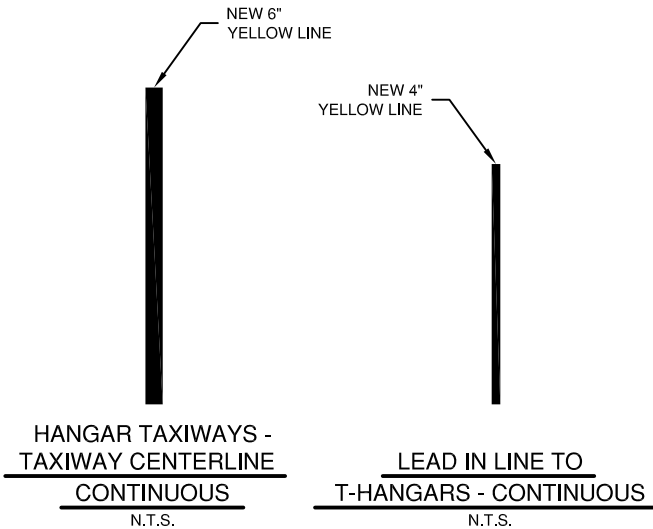
REHABILITATE T-HANGAR TAXILANE PAVEMENT
 MARKING PLAN 1

NOTES:

- MATCH EXISTING TAXIWAY CENTERLINE MARKING ON APRON.
- EXISTING LEAD IN LINE TO T-HANGARS ARE APPROXIMATE LOCATIONS BASED ON RECORD DRAWINGS. EXACT LOCATIONS SHALL BE SURVEYED AND RECORDED PRIOR TO MILLING OF EXISTING SURFACE AND REMARKED TO SAME LOCATIONS.
- EXISTING MARKING ON THE APRON SHALL BE REMOVED PRIOR TO NEW MARKING. SEE EXISTING CONDITIONS AND REMOVALS SHEET FOR EXTENTS OF MARKING REMOVAL.
- TAXIWAY CENTERLINE MARKINGS FOR THE NEW HANGAR PAVEMENT SHALL BE SOLID YELLOW, TO THE WIDTH SHOWN, AND WITHOUT A BLACK BACKGROUND.

LEGEND

- EXISTING MARKING
- NEW MARKING 6" TAXIWAY CENTERLINE
- NEW MARKING 4" LEAD IN LINE TO T-HANGAR
- CURVE INFORMATION



CURVE INFORMATION

CURVE NUMBER	RADIUS (FT)
C1	30
C2	35
C3	35
C4	75
C5	50
C6	50
C7	50
C8	50
C9	50
C10	60
C11	55
C12	50
C13	50
C14	50
C15	50

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