

10A

UNIVERSITY OF ILLINOIS INSTITUTE OF AVIATION

UN048
TOTAL SHEETS: 49

UNIVERSITY OF ILLINOIS - WILLARD AIRPORT

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

REHABILITATE AIR CARRIER APRON PHASE 2

APRIL 27, 2007

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

UNIVERSITY OF ILLINOIS - WILLARD AIRPORT
TOWNSHIP: T 18 N
RANGE: R 8 E
TOWNSHIP: TOLONO
COUNTY: CHAMPAIGN

**TAXIWAY A6
GEOMETRIC DESIGN DATA**

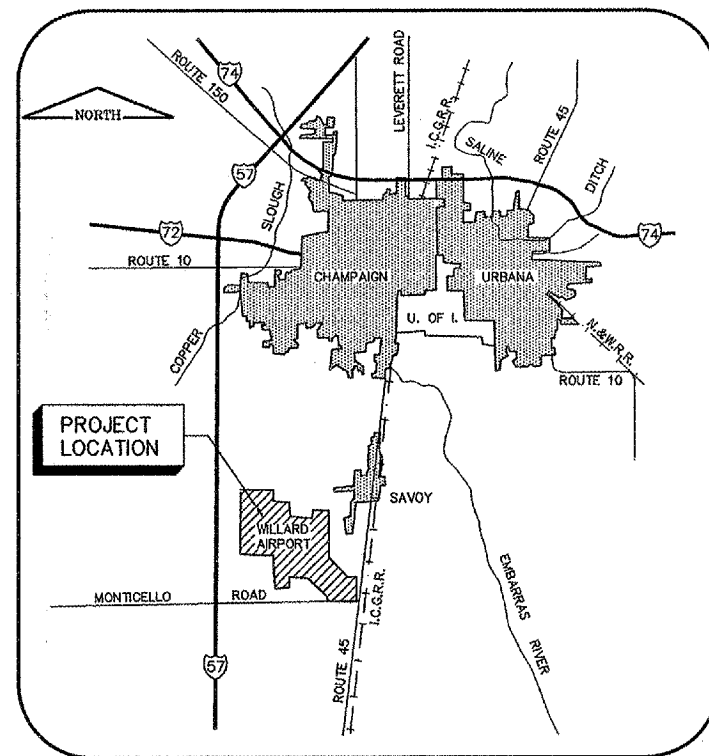
DESIGN GROUP - GROUP IV
WINGSPAN - UP TO BUT NOT INCLUDING 171 FT.
DESIGN APPROACH CATEGORY - C

**TAXIWAY A7
GEOMETRIC DESIGN DATA**

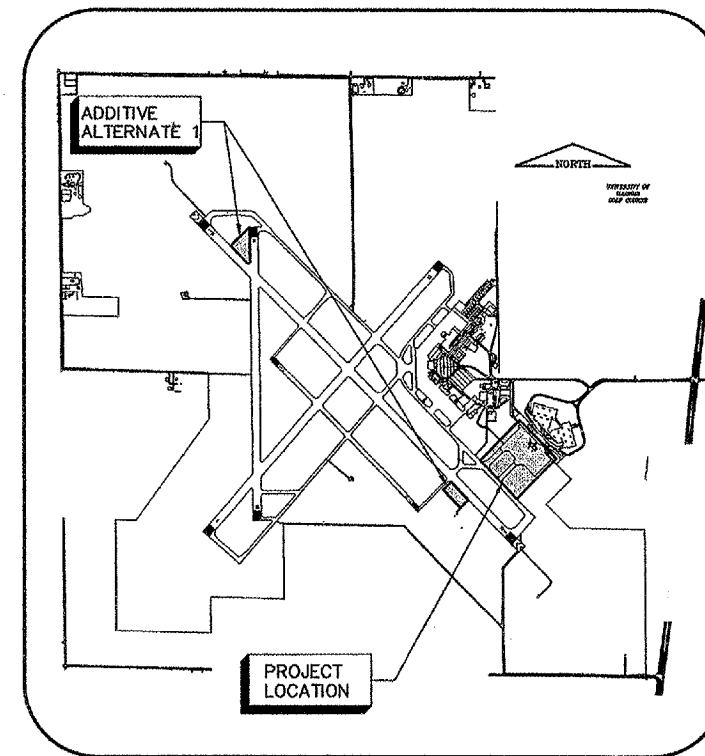
DESIGN GROUP - GROUP III
WINGSPAN - UP TO BUT NOT INCLUDING 118 FT.
DESIGN APPROACH CATEGORY - C

PAVEMENT STRUCTURE DESIGN DATA

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



LOCATION MAP



SITE PLAN

04-30-2007

SEAN M. SMITH
062-057627
LICENSED PROFESSIONAL ENGINEER
OF ILLINOIS

Se M Smith
EXPIRES: 11-30-2007

GROUND CONTROL RADIO FREQUENCY - 121.8
ATIS FREQUENCY - 124.85
MAXIMUM HEIGHT OF EQUIPMENT
ABOVE GROUND IS 25 FT.

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT

APPROVED *Se M Smith*
DATE 20 APRIL 2007

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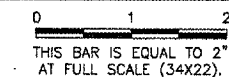
SUBMITTED BY *Se M Smith*
DATE 04-30-2007 2007
CM&T JOB NUMBER 03059-03

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48	CROSS SECTIONS - TXY A6 - 2
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Summary of Quantities

Item Number	Description	UNIT	QUANTITY
AR110949	Adjust Cable Marker	EA	12
AR125941	Adjust Stake Mounted Light	EA	12
AR125942	Adjust Base Mounted Light	EA	8
AR125944	Adjust Taxi Guidance Sign	EA	2
AR150510	Engineer's Field Office	LS	1
AR152410	Unclassified Excavation	CY	800
AR152480	Shoulder Adjustment	SY	5,370
AR156510	Silt Fence	LF	1,925
AR156513	Separation Fabric	SY	6,740
AR156520	Inlet Protection	EA	6
AR162408	Class E Fence, Vinyl-8'	LF	835
AR162720	Electric Gate - 20'	EA	1
AR162900	Remove Class E Fence	LF	830
AR162908	Remove Electric Gate	EA	1
AR163000	Temporary Construction Fence	LF	360
AR201661	Clean and Seal Bituminous Cracks	LF	600
AR209608	Crushed Aggregate Base Course - 8"	SY	6,740
AR302900	Remove 4" ATPS	SY	6,105
AR401610	Bituminous Surface Course	TON	740
AR401655	Butt Joint Construction	SY	1,110
AR401900	Remove Bituminous Pavement	SY	2,390
AR501508	8" PCC Pavement	SY	6,105
AR501509	9" PCC Pavement	SY	6,250
AR501515	15" PCC Pavement	SY	170
AR501530	PCC Test Batch	EA	1
AR501550	PCC Pavement Milling	SY	6,250
AR501604	4" PCC Sidewalk	SF	900
AR501690	PCC Sidewalk Removal	SF	900
AR501908	8" PCC Pavement Removal	SY	6,105
AR501915	15" PCC Pavement Removal	SY	170
AR510515	Ground Rod	EA	5
AR510905	Remove Ground Rod	EA	5
AR602510	Bituminous Prime Coat	GAL	180
AR603510	Bituminous Tack Coat	GAL	890
AR620510	Pavement Marking	SF	5,425
AR705524	4" Perforated Underdrain w/Sock	LF	480
AR705944	Adjust Underdrain Cleanout	EA	1
AR751944	Adjust Manhole - Pavement	EA	2
AR754210	Concrete Curb	LF	170
AR754410	Comb. Concrete Curb & Gutter	LF	115
AR754900	Remove Concrete Curb	LF	240
AR754904	Remove Comb. Concrete Curb & Gutter	LF	115
AR800215	Remove Bollard	EA	5
AR800281	Liquid Bond Breaker	SY	6,250
AR800283	Clean and Repaint Bollard	EA	12
AR800284	Remove, Repaint and Reinstall Guardrail	LF	150
AR800285	Remove Parking Block	EA	15
AR901510	Seeding	AC	1.5
AR904510	Sodding	SY	970
AR908510	Mulching	AC	1.5
AR910410	Parking Block	EA	15
AR910420	Bollard	EA	5

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UNIVERSITY OF ILLINOIS
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REHABILITATE AIR CARRIER RAMP, PHASE 2
INDEX TO SHEETS
&
SUMMARY OF QUANTITIES

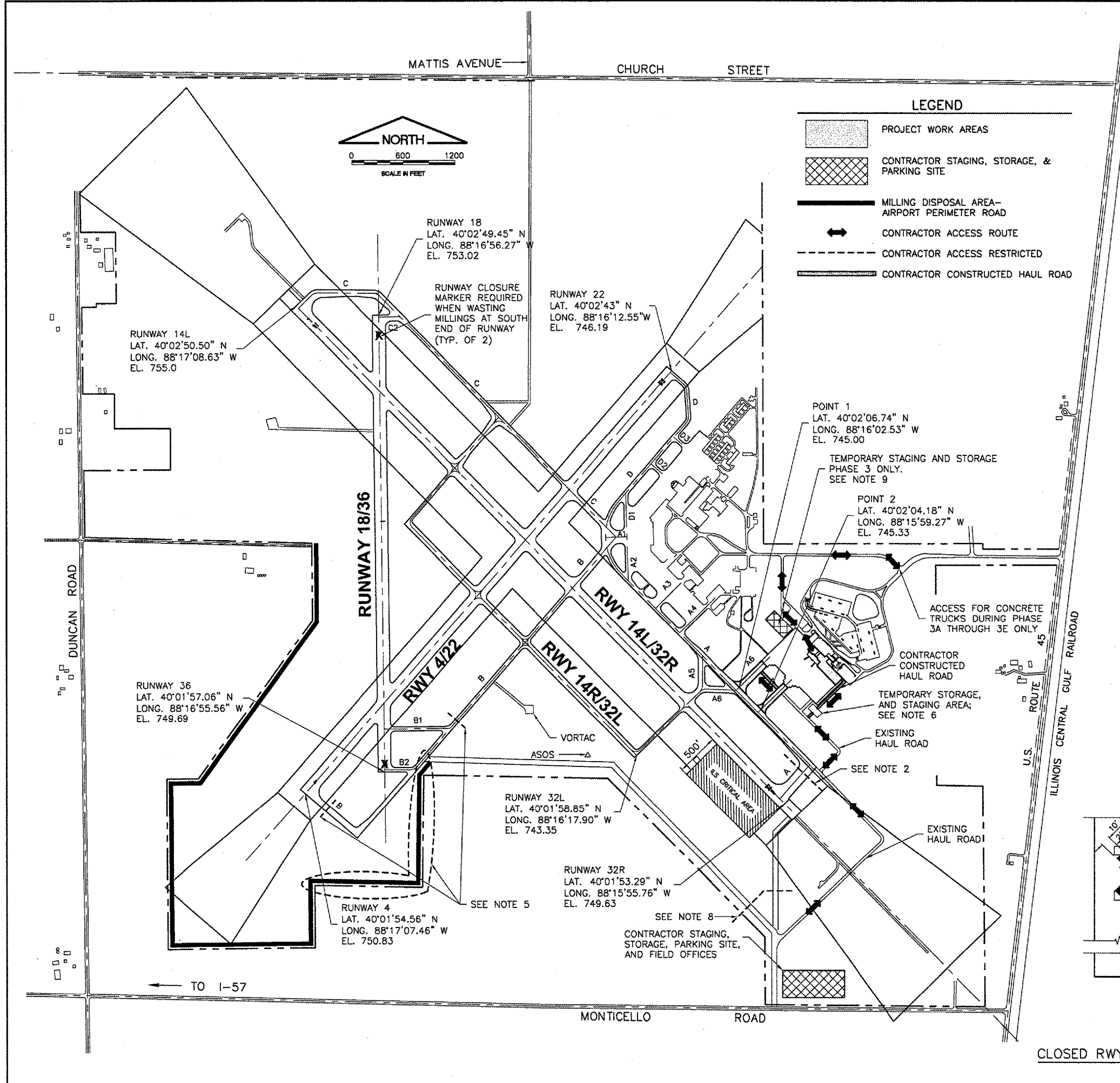
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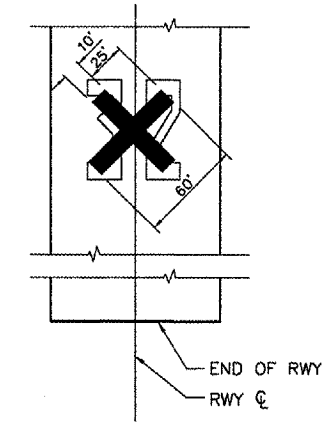


UTILITY NOTE

THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY 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 COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE AIRPORT MANAGER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT MANAGER, THE UTILITY COMPANY AND THE ENGINEER.

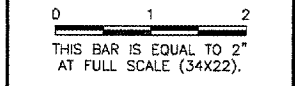
- NOTES:**
- FLAGGERS IN CONTACT WITH THE FAA GROUND CONTROL WILL BE REQUIRED FOR ACCESS ACROSS ACTIVE AIRFIELD PAVEMENTS.
 - CONTRACTOR NOT ALLOWED WITHIN 200 FEET OF RUNWAY 14L/32R CENTERLINE.
 - AIRFIELD ACCESS, HAUL ROUTES AND FLAGGER REQUIREMENTS TO BE AS SHOWN IN THE CONSTRUCTION ACTIVITY PLANS.
 - POINTS 1 AND 2 REPRESENT THE CONSTRUCTION LIMITS CLOSEST TO RUNWAY 14L/32R.
 - TAXIWAY B, FROM TAXIWAY B1 TO THE APPROACH OF RUNWAY 4 AND RUNWAY 18/36 TO BE CLOSED DURING CONSTRUCTION OF AIRPORT PERIMETER ROAD IN THIS LOCATION. PLACE HIGH PROFILE BARRICADES AT LOCATIONS INDICATED.
 - CONTRACTOR TO USE THE EXISTING CONSTRUCTION STORAGE AREA AT THE APRON SITE. SEE CONSTRUCTION ACTIVITY PLAN NOTES AND DETAILS.
 - CONTRACTOR TO DISPOSE OF MILLINGS AT LOCATION SHOWN. SEE DETAIL ON GENERAL NOTES AND DETAILS SHEET.
 - CONTRACTOR ALLOWED ACCESS BEYOND THIS LOCATION ONLY WHEN DISPOSING OF MILLINGS.
 - THE CONTRACTOR WILL BE ALLOWED TO USE THIS STAGING AREA DURING THE PORTIONS OF PHASE 3 THAT REQUIRE ACCESS THROUGH THE WEST GATE.



CLOSED RWY MARKER DETAIL
N.T.S.

K:\Champaign\030590302 Apron Rehab 2\Draw\5
FILE: SITE.dwg
UPDATE BY: Sean Smith
PLOT DATE: 4/28/2007 4:06 PM
CMI-SitePlanGeo

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**UNIVERSITY OF ILLINOIS
WILLARD AIRPORT**

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

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SHEET 03 OF 49 SHEETS	

GENERAL NOTES

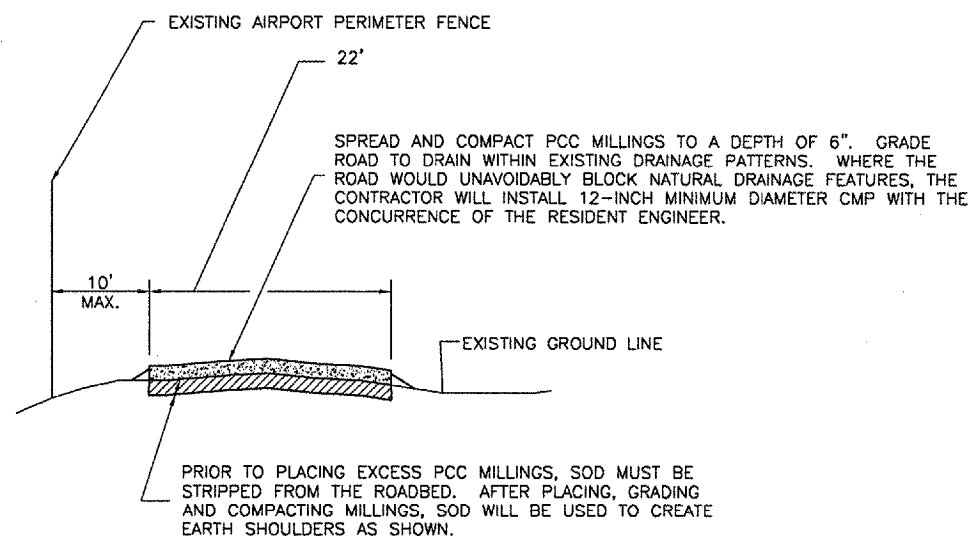
- 1.) ALL RUNWAYS, TAXIWAYS AND APRONS WILL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- 2.) ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING ACTIVE RUNWAYS AND TAXIWAYS MUST BE UNDER THE CONTROL OF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

GROUND CONTROL FREQUENCY 121.8 MHZ

MAXIMUM EQUIPMENT HEIGHT 25 FEET

CONTRACTOR'S ACCESS

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



AIRPORT PERIMETER ROAD DETAIL
N.T.S.

K:\Champaign\030590302 Apron Rehab 2\Draw\15
FILE: GENNOTDET.dwg
UPDATE BY: Sean Smith
PLOT DATE: 4/28/2007 4:07 PM

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

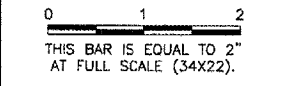
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**REHABILITATE AIR CARRIER RAMP, PHASE 2
GENERAL NOTES
& DETAILS**

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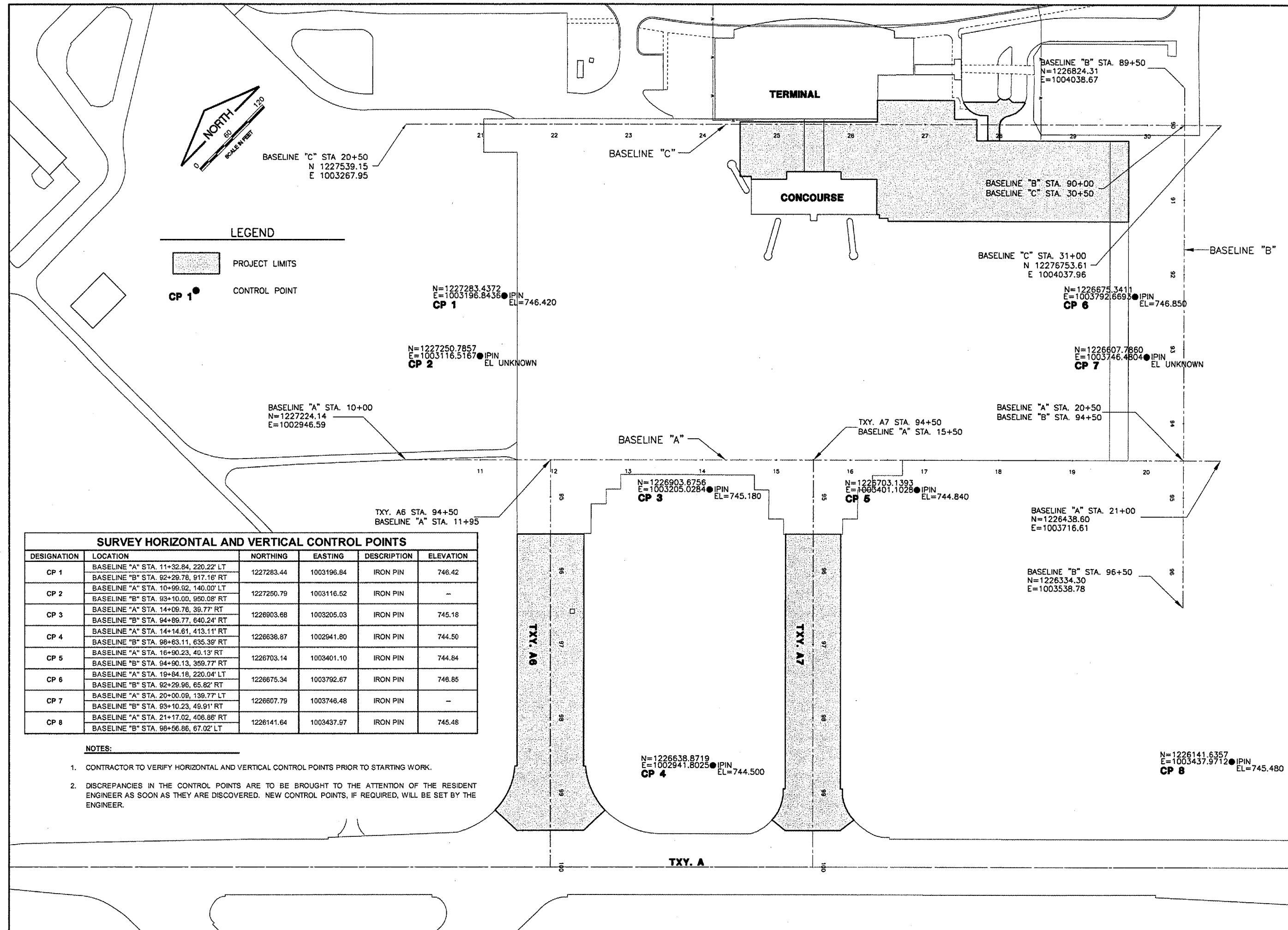
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**REHABILITATE AIR CARRIER RAMP, PHASE 2
 HORIZONTAL &
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SURVEY HORIZONTAL AND VERTICAL CONTROL POINTS

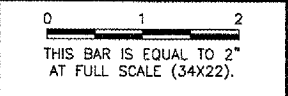
DESIGNATION	LOCATION	NORTHING	EASTING	DESCRIPTION	ELEVATION
CP 1	BASELINE "A" STA. 11+32.84, 220.22' LT	1227283.44	1003196.84	IRON PIN	746.42
	BASELINE "B" STA. 92+29.78, 917.16' RT				
CP 2	BASELINE "A" STA. 10+99.92, 140.00' LT	1227250.79	1003116.52	IRON PIN	-
	BASELINE "B" STA. 93+10.00, 960.08' RT				
CP 3	BASELINE "A" STA. 14+09.76, 39.77' RT	1226903.68	1003205.03	IRON PIN	745.18
	BASELINE "B" STA. 94+89.77, 640.24' RT				
CP 4	BASELINE "A" STA. 14+14.61, 413.11' RT	1226638.87	1002941.80	IRON PIN	744.50
	BASELINE "B" STA. 98+63.11, 635.39' RT				
CP 5	BASELINE "A" STA. 16+90.23, 40.13' RT	1226703.14	1003401.10	IRON PIN	744.84
	BASELINE "B" STA. 94+90.13, 359.77' RT				
CP 6	BASELINE "A" STA. 19+84.18, 220.04' LT	1226675.34	1003792.67	IRON PIN	746.85
	BASELINE "B" STA. 92+29.96, 65.82' RT				
CP 7	BASELINE "A" STA. 20+00.09, 139.77' LT	1226607.79	1003746.48	IRON PIN	-
	BASELINE "B" STA. 93+10.23, 49.91' RT				
CP 8	BASELINE "A" STA. 21+17.02, 406.86' RT	1226141.64	1003437.97	IRON PIN	745.48
	BASELINE "B" STA. 98+56.86, 67.02' LT				

NOTES:

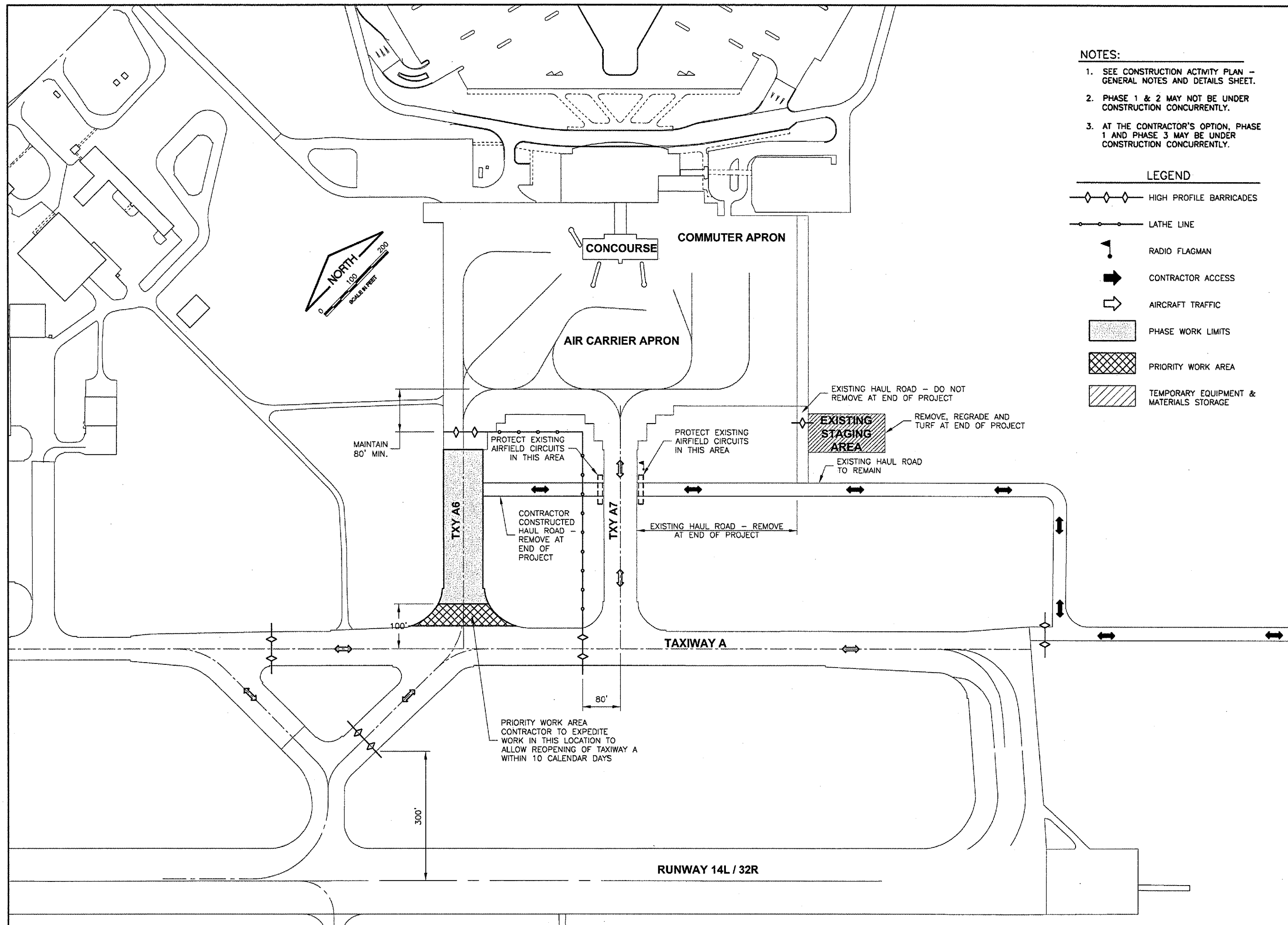
- CONTRACTOR TO VERIFY HORIZONTAL AND VERTICAL CONTROL POINTS PRIOR TO STARTING WORK.
- DISCREPANCIES IN THE CONTROL POINTS ARE TO BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER AS SOON AS THEY ARE DISCOVERED. NEW CONTROL POINTS, IF REQUIRED, WILL BE SET BY THE ENGINEER.

- NOTES:**
- SEE CONSTRUCTION ACTIVITY PLAN - GENERAL NOTES AND DETAILS SHEET.
 - PHASE 1 & 2 MAY NOT BE UNDER CONSTRUCTION CONCURRENTLY.
 - AT THE CONTRACTOR'S OPTION, PHASE 1 AND PHASE 3 MAY BE UNDER CONSTRUCTION CONCURRENTLY.

REVISIONS		
NUMBER	BY	DATE



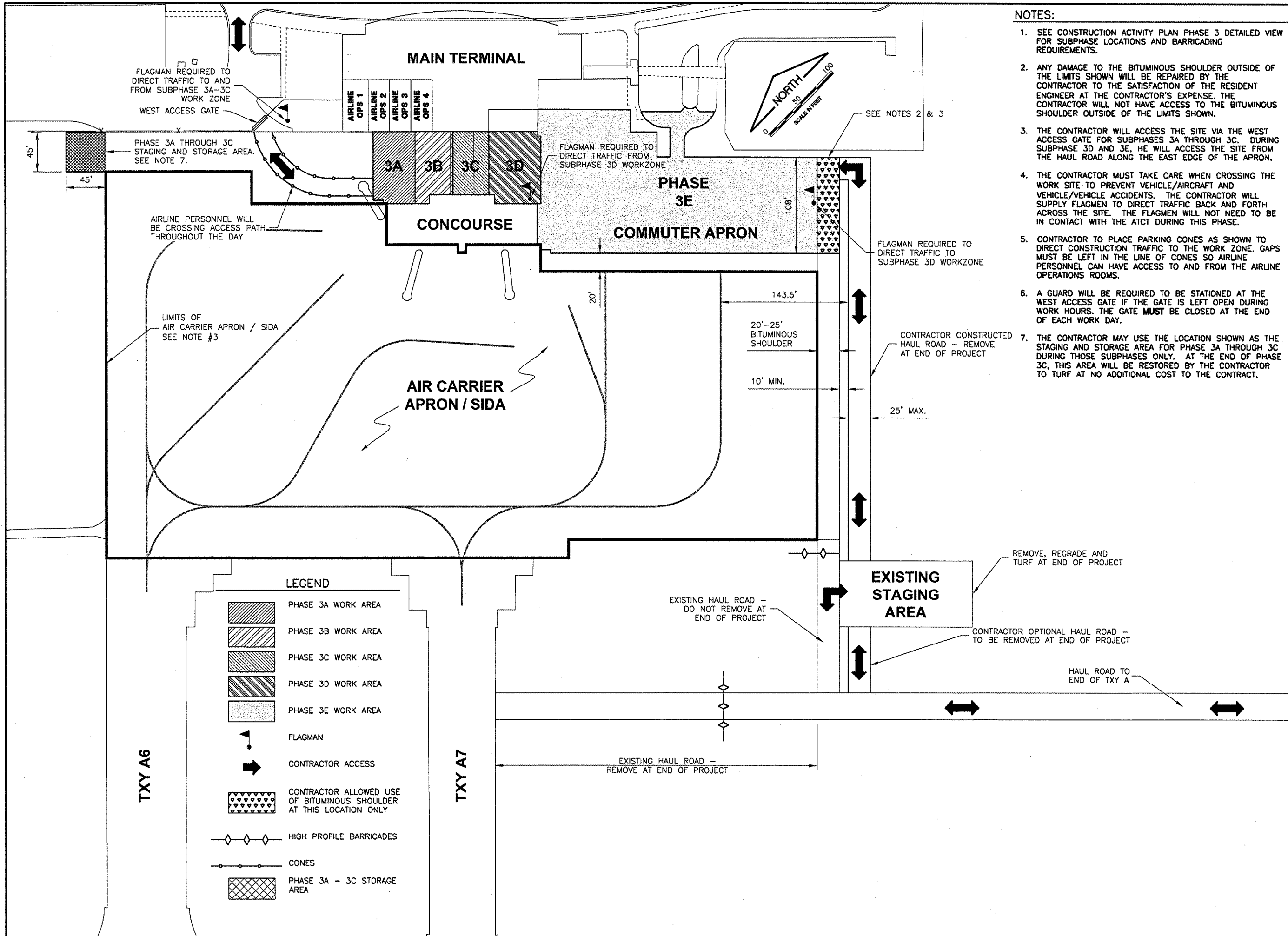
- LEGEND**
- HIGH PROFILE BARRICADES
 - LATHE LINE
 - RADIO FLAGMAN
 - CONTRACTOR ACCESS
 - AIRCRAFT TRAFFIC
 - PHASE WORK LIMITS
 - PRIORITY WORK AREA
 - TEMPORARY EQUIPMENT & MATERIALS STORAGE



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

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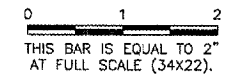


NOTES:

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

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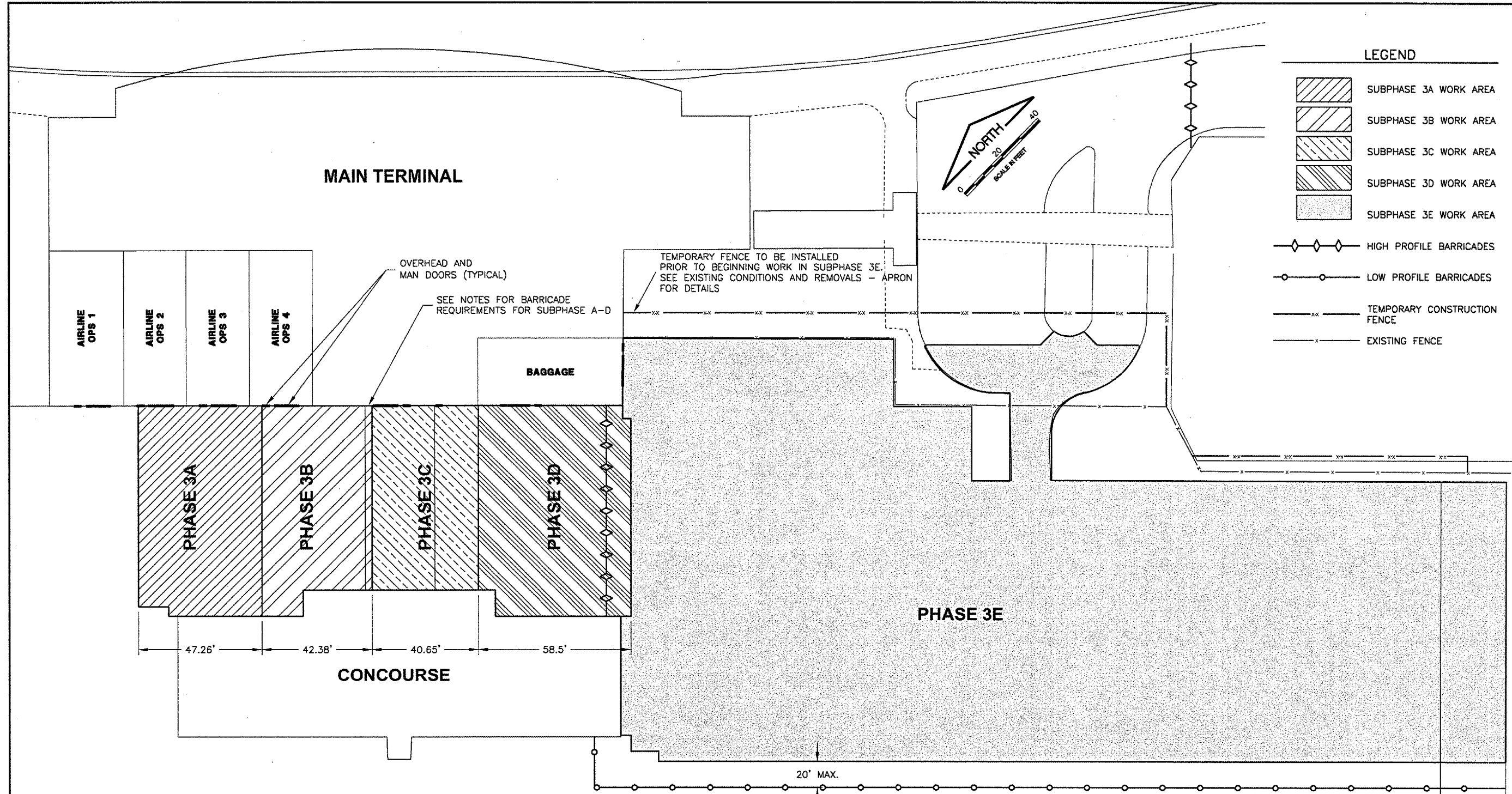
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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 CONSTRUCTION ACTIVITY PLAN
 PHASE 3

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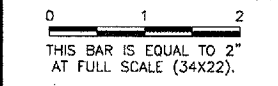
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LEGEND

- SUBPHASE 3A WORK AREA
- SUBPHASE 3B WORK AREA
- SUBPHASE 3C WORK AREA
- SUBPHASE 3D WORK AREA
- SUBPHASE 3E WORK AREA
- HIGH PROFILE BARRICADES
- LOW PROFILE BARRICADES
- TEMPORARY CONSTRUCTION FENCE
- EXISTING FENCE

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**UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP, PHASE 2
 CONSTRUCTION ACTIVITY PLAN
 PHASE 3 DETAILED VIEW**

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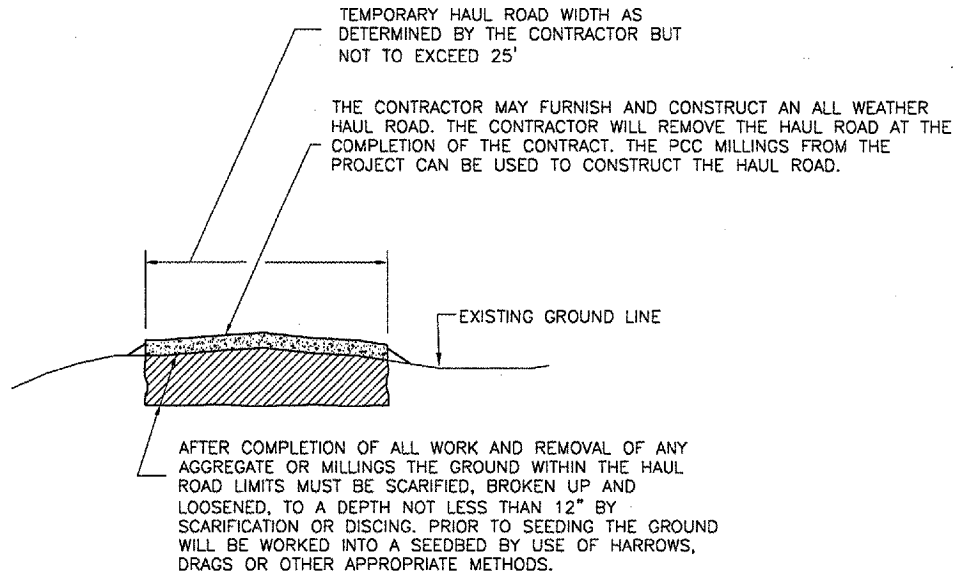
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NOTES:

1. SEE CONSTRUCTION ACTIVITY PLAN PHASE 3 OVERVIEW FOR ACCESS TO PHASE 3 SITE LOCATION.
2. PHASE 3 MAY BE CONCURRENT WITH PHASE 1 OR PHASE 2 AT THE CONTRACTOR'S OPTION. PHASE 1 AND PHASE 2 MAY NOT BE CONCURRENT.
3. SUBPHASES 3A CANNOT BE CONSTRUCTED WITH ANY OTHER PHASE.
4. SUBPHASES 3B, 3C, AND 3D MAY BE CONSTRUCTED CONCURRENTLY AT THE AIRPORT'S OPTION.
5. SUBPHASE 3E MAY NOT BE CONSTRUCTED CONCURRENT WITH SUBPHASES 3A, 3B, 3C OR 3D.
6. PRIOR TO BEGINNING WORK IN PHASE 3, THE CONTRACTOR MUST SUBMIT FOR APPROVAL HIS OPERATIONAL PLANS, INCLUDING DATES OF CLOSURE, TO THE RESIDENT ENGINEER. APPROVAL OF THE CLOSURES IS ESSENTIAL AS THE AIRLINES WILL BE REQUIRED TO RELOCATE OPERATIONS ROOMS DURING SUBPHASES A AND B, AND MUST BE PROVIDED WITH THE ACCESS ROUTES TO THE BAGGAGE ROOM THROUGHOUT THE CONSTRUCTION.
7. PHASE LIMITS MUST BE COORDINATED WITH THE NEW JOINTING PLAN USING ACTUAL FIELD MEASUREMENTS. PARTIAL SLAB REMOVAL TO FACILITATE THE NEW CONSTRUCTION WILL BE ALLOWED, PROVIDED ACCESS TO THE AIRLINE OPERATIONS ROOMS, BAGGAGE ROOM AND TERMINAL ARE NOT INFRINGED.
8. BARRICADES WILL BE PLACED ON ALL SIDES OF THE EXCAVATED AREA FOR SUBPHASES A, B, C AND D. ACTUAL BARRICADE LOCATIONS WILL BE COORDINATED WITH THE AIRPORT AND SHALL NOT BLOCK ACCESS TO THE ADJACENT OPERATIONS ROOMS. HIGH PROFILE BARRICADES WILL BE USED.
9. FOR SUBPHASE E, BARRICADES WILL BE AS SHOWN.
10. TEMPORARY CONSTRUCTION FENCE MUST BE IN-PLACE PRIOR BEGINNING SUBPHASE E AND PRIOR TO REMOVING THE EXISTING SECURITY FENCE. SEE EXISTING CONDITIONS AND REMOVALS - APRON SHEET FOR DETAILS.

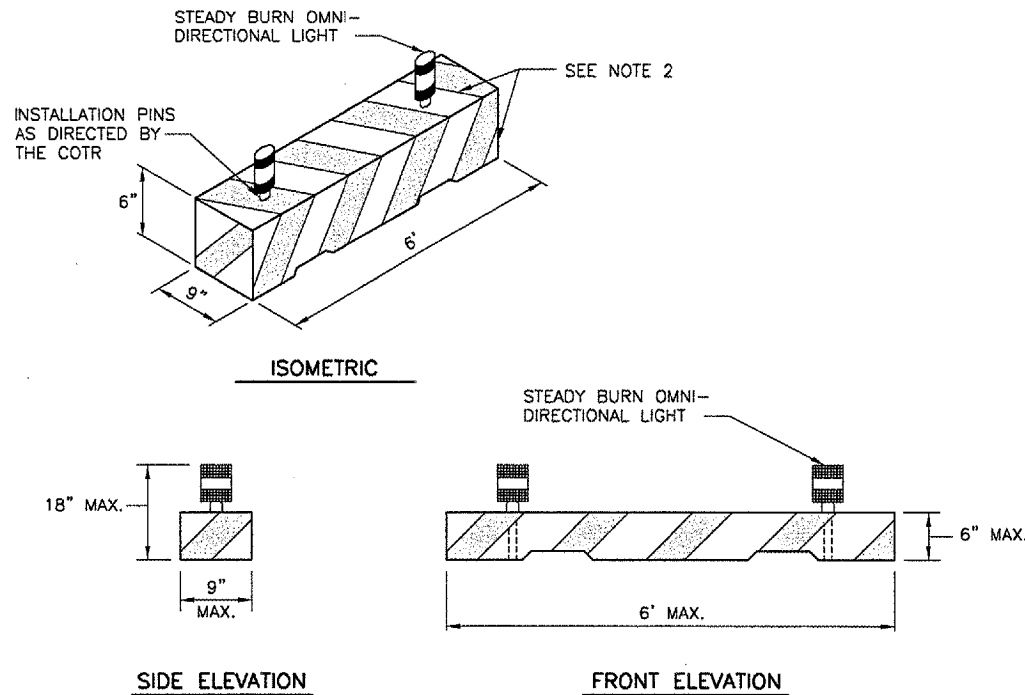
CONSTRUCTION ACTIVITY AND PHASING GENERAL NOTES

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



CONTRACTOR CONSTRUCTED HAUL ROAD DETAIL

N.T.S.



LOW PROFILE BARRICADE DETAILS

N.T.S.

BEAM BARRICADE NOTES

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

CONTRACTOR CONSTRUCTED HAUL ROAD

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

HIGH-PROFILE BARRICADE DETAIL

N.T.S.

HIGH-PROFILE BARRICADE NOTES

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

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 CONSTRUCTION ACTIVITY
 GENERAL NOTES & DETAILS

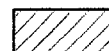


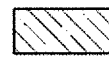
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


















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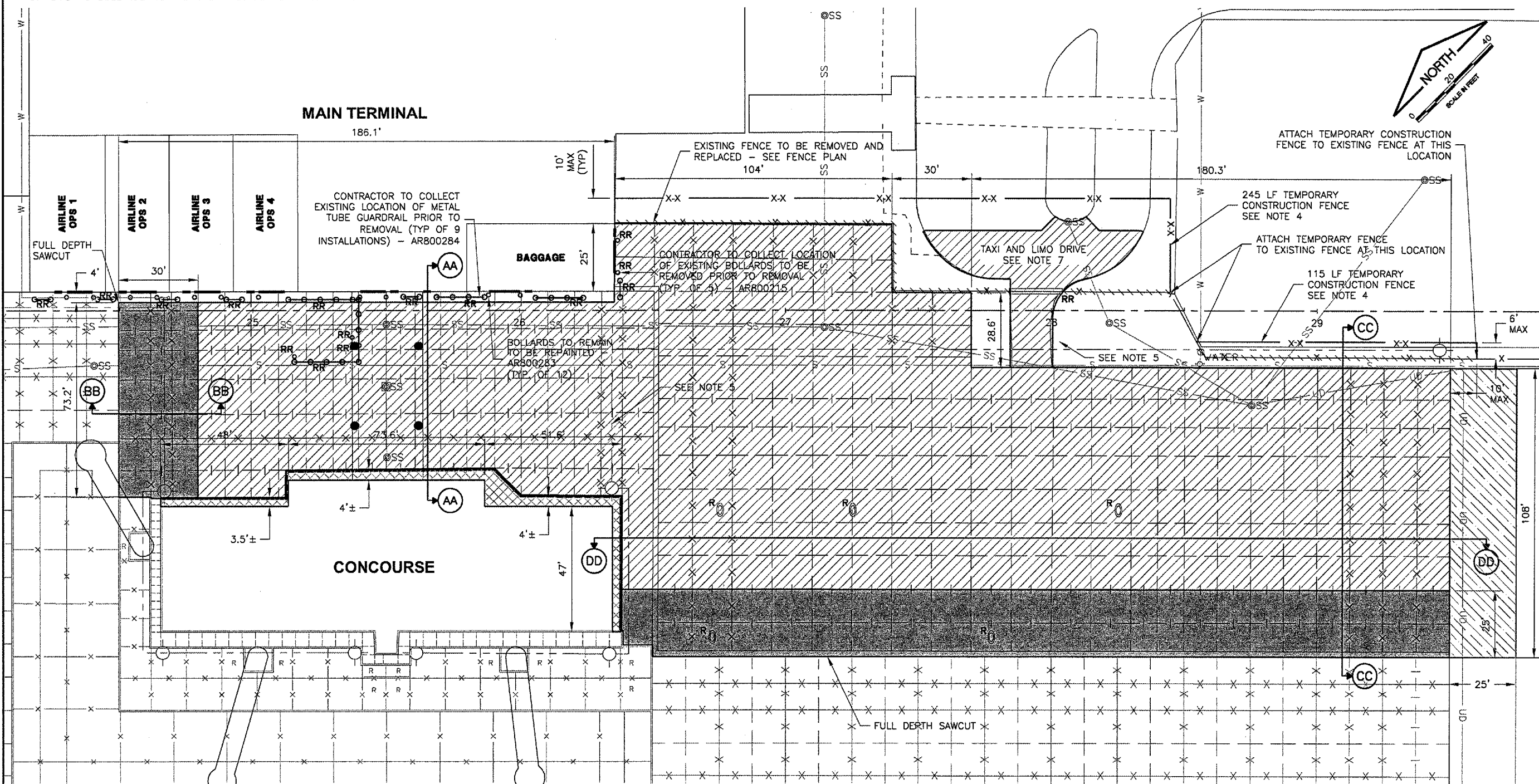
1. SEE PAVEMENT REMOVAL DETAILS SHEET 1 FOR PAVEMENT REMOVAL DETAILS.
2. SEE PAVEMENT REMOVAL DETAILS SHEET 2 FOR EXISTING JOINTING DETAILS.
3. EXISTING KEYED JOINTS WERE CONSTRUCTED USING METAL KEYWAY LINER. SEE DETAILS ON PAVEMENT REMOVAL DETAILS SHEET 3.
4. TEMPORARY FENCE SHALL BE INSTALLED PRIOR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

PAVEMENT LEGEND

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

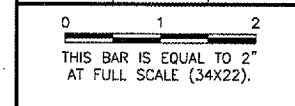
REMOVALS LEGEND

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



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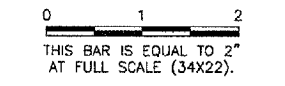


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**REHABILITATE AIR CARRIER RAMP, PHASE 2
 EXISTING CONDITIONS &
 REMOVALS - APRON**

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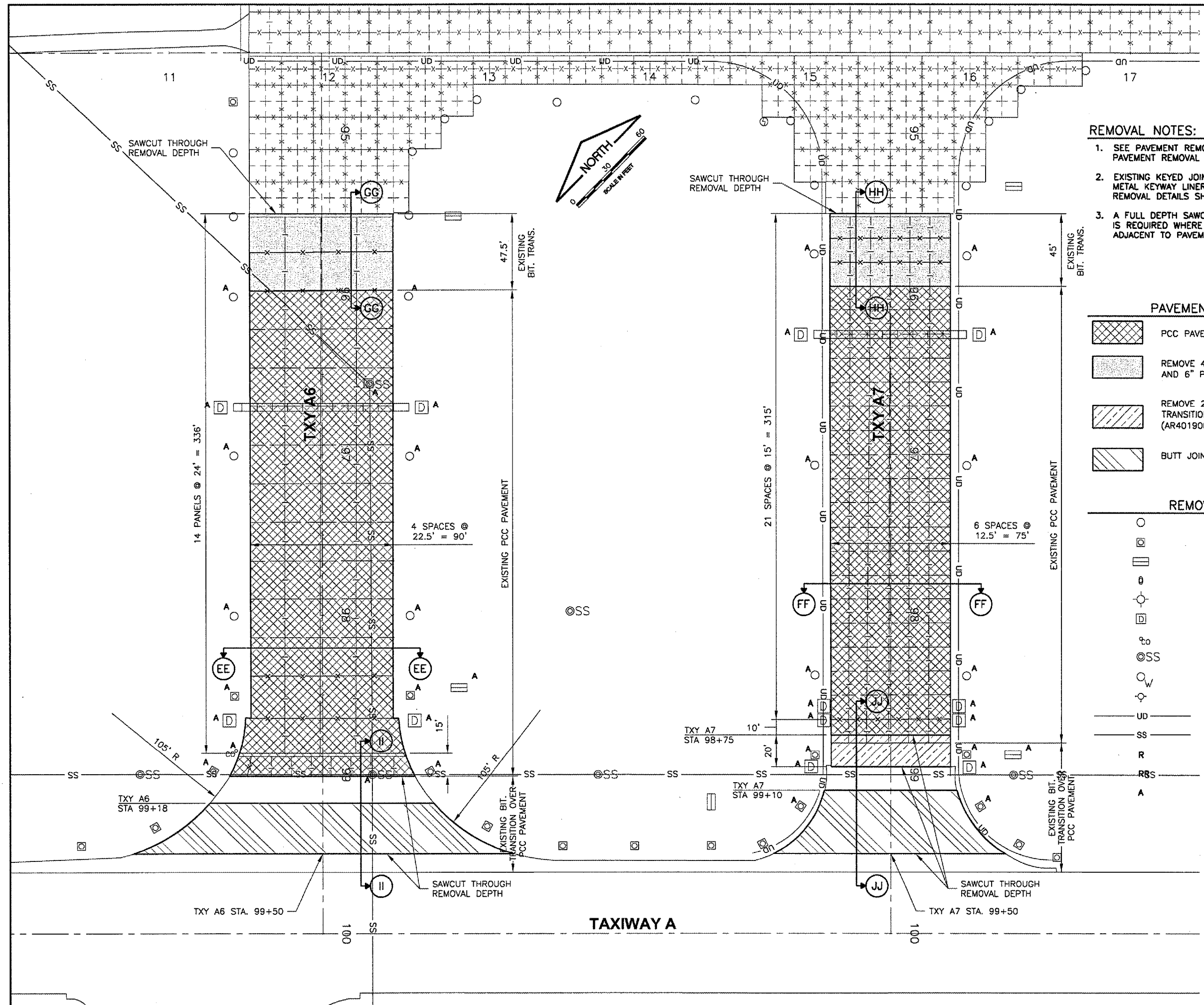


**UNIVERSITY OF ILLINOIS
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**REHABILITATE AIR CARRIER RAMP, PHASE 2
 EXISTING CONDITIONS &
 REMOVALS - TAXIWAYS**

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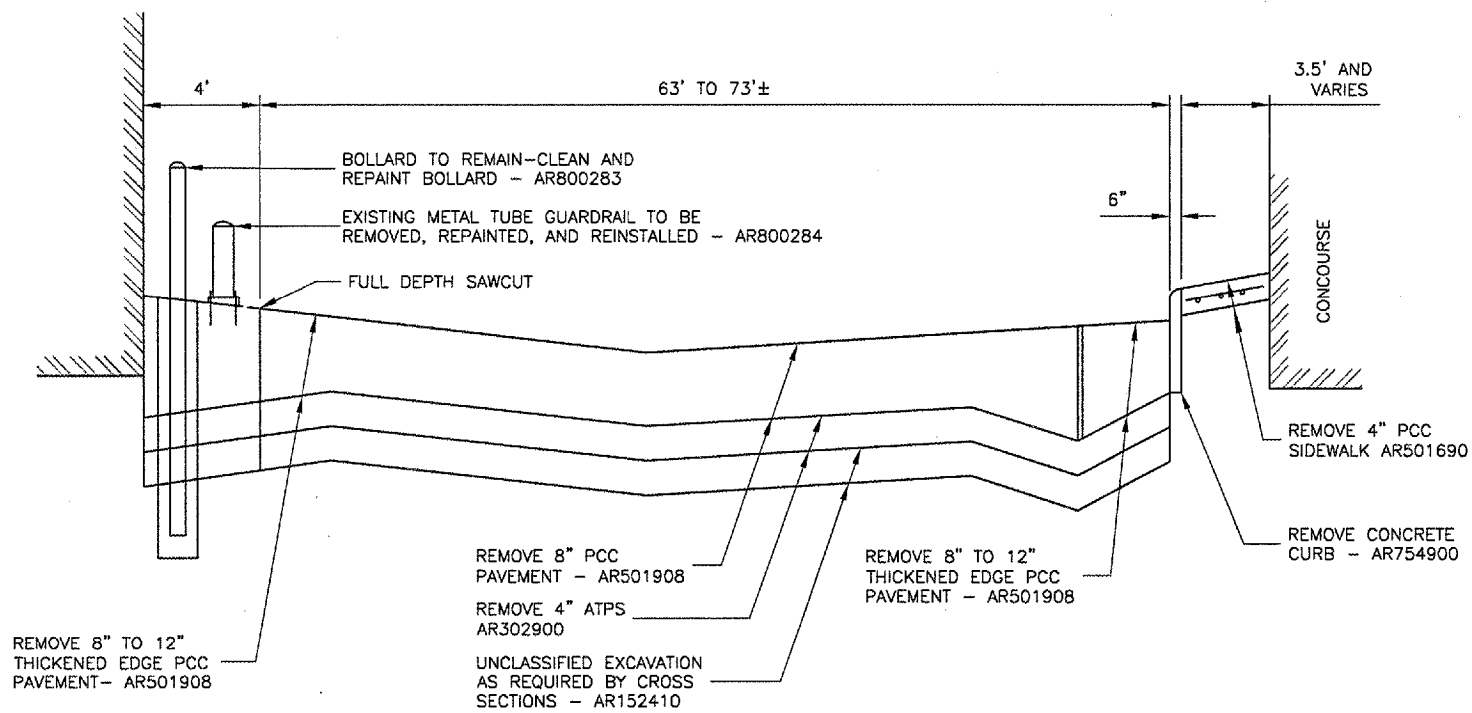
- REMOVAL NOTES:**
- SEE PAVEMENT REMOVAL DETAILS SHEET 2 FOR PAVEMENT REMOVAL DETAILS.
 - EXISTING KEYED JOINTS WERE CONSTRUCTED USING METAL KEYWAY LINER. SEE DETAILS ON PAVEMENT REMOVAL DETAILS SHEET 3.
 - A FULL DEPTH SAWCUT THROUGH THE MILLING DEPTH IS REQUIRED WHERE PAVEMENT WILL BE REMOVED ADJACENT TO PAVEMENT THAT IS TO REMAIN.

- PAVEMENT LEGEND**
- PCC PAVEMENT MILLING - 6" TYP. (AR501550)
 - REMOVE 4" AND VARIABLE BITUMINOUS OVERLAY AND 6" PCC MILLING (AR401900 AND AR501550)
 - REMOVE 2" AND VARIABLE BITUMINOUS TRANSITION, 15" PCC AND 4" ATPS (AR401900, AR501915 AND AR302900)
 - BUTT JOINT CONSTRUCTION (AR401655)

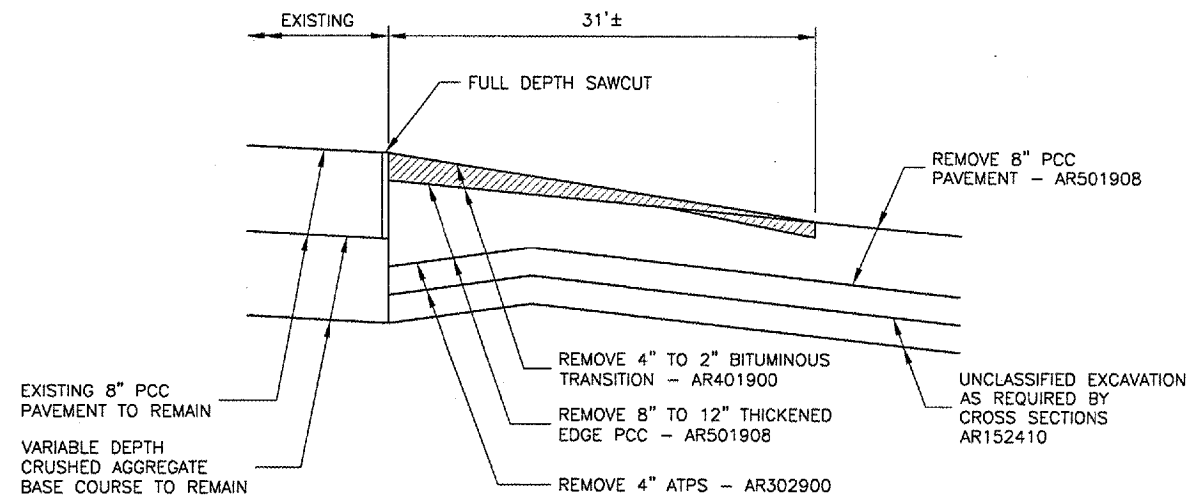
- REMOVALS LEGEND**
- STAKE MOUNTED TAXIWAY LIGHT
 - BASE MOUNTED TAXIWAY LIGHT
 - TAXI GUIDANCE SIGN
 - GROUND ROD
 - APRON LIGHT
 - DUCT / CABLE MARKER
 - CLEANOUT
 - MANHOLE
 - WATER VALVE
 - FIRE HYDRANT
 - EXISTING UNDERDRAIN
 - EXISTING STORM SEWER
 - ITEM TO BE REMOVED
 - ITEM TO BE REMOVED &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

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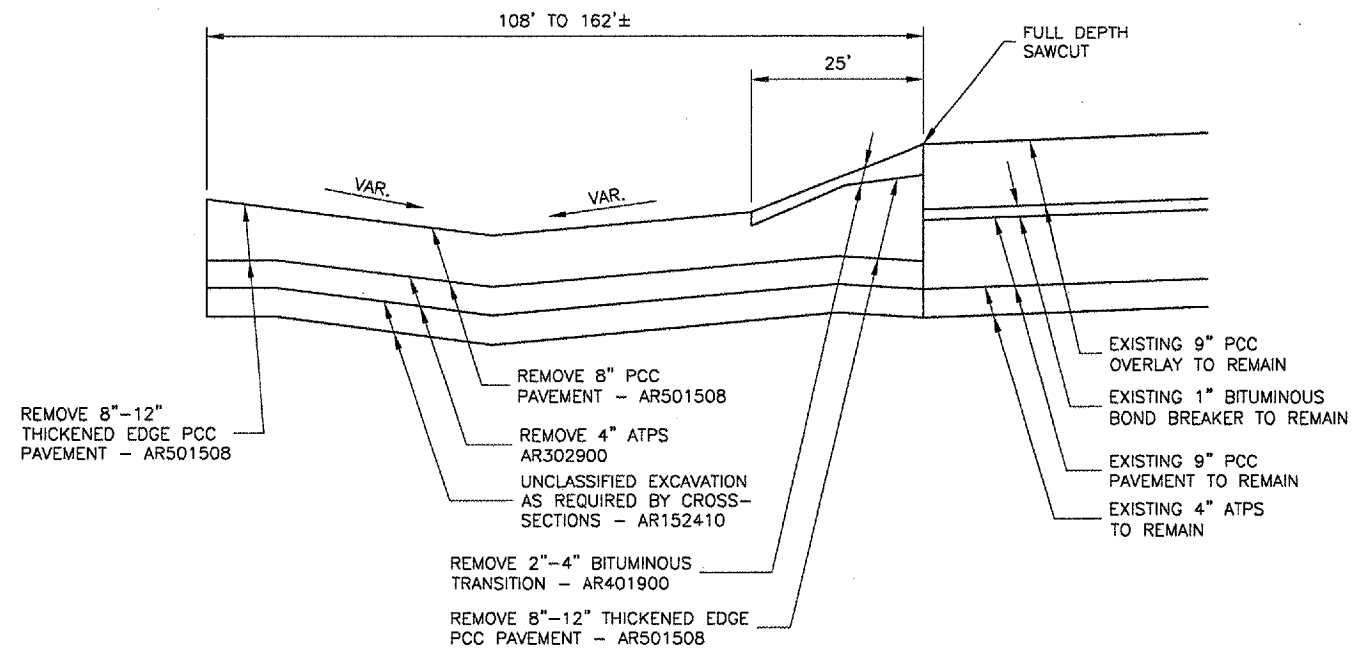
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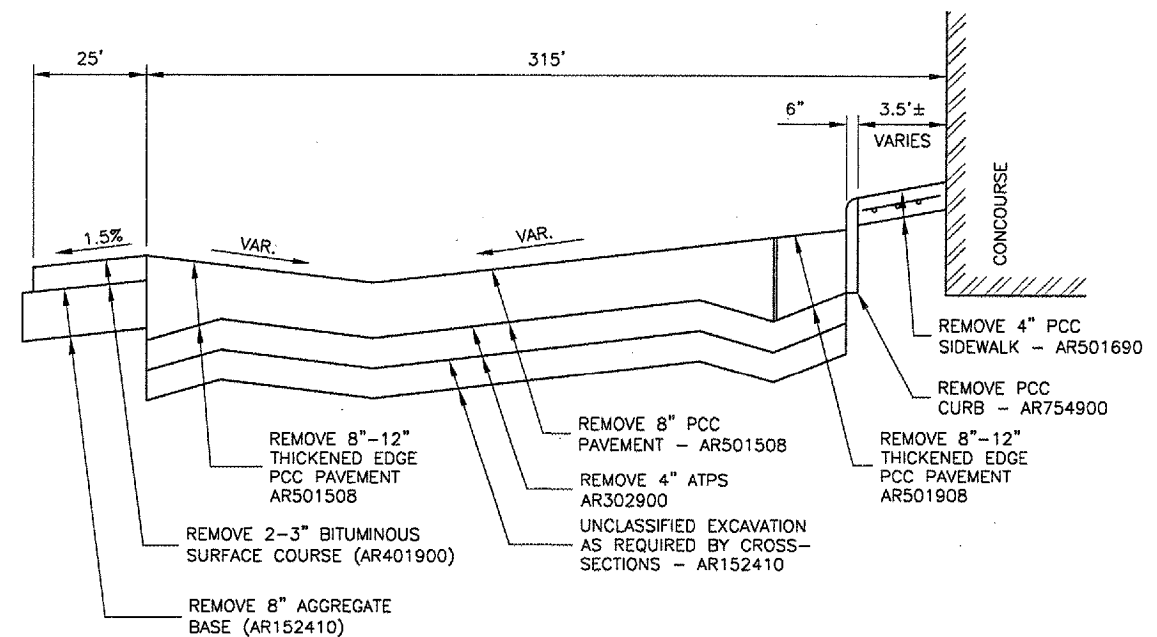
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REMOVAL SECTION - SERVICE PAVEMENT (BB)
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REMOVAL SECTION - COMMUTER APRON (CC)
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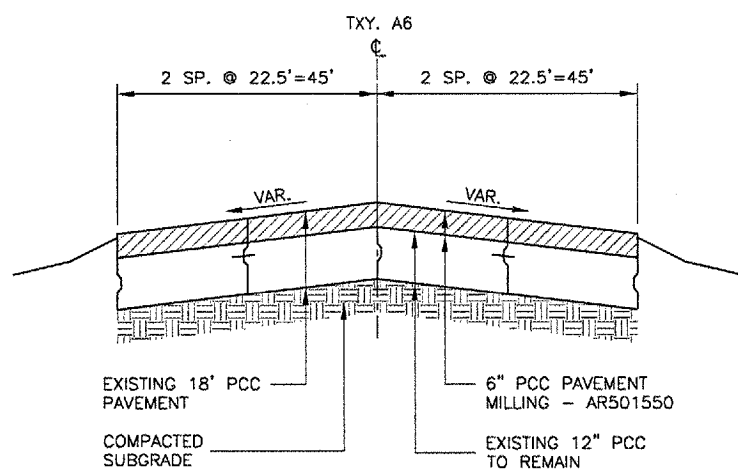
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REHABILITATE AIR CARRIER RAMP, PHASE 2
 PAVEMENT REMOVAL DETAILS SHEET 1

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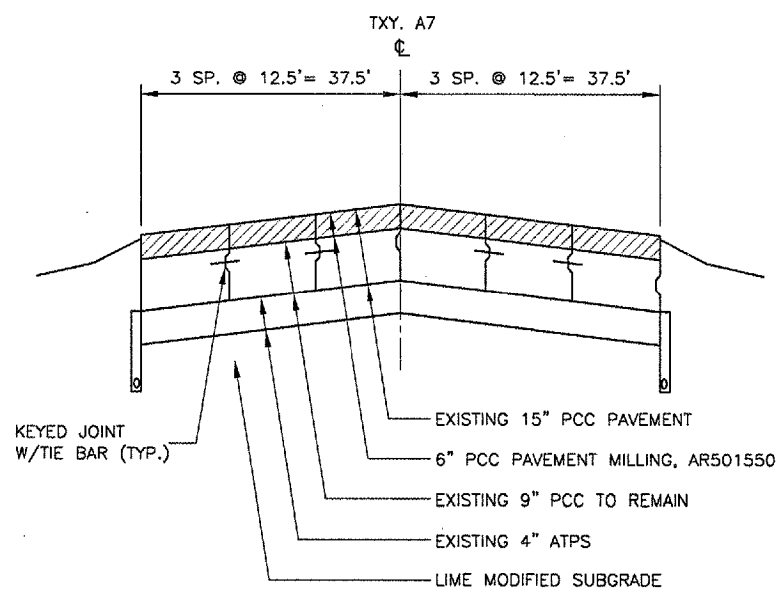
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REMOVAL SECTION - TAXIWAY A6

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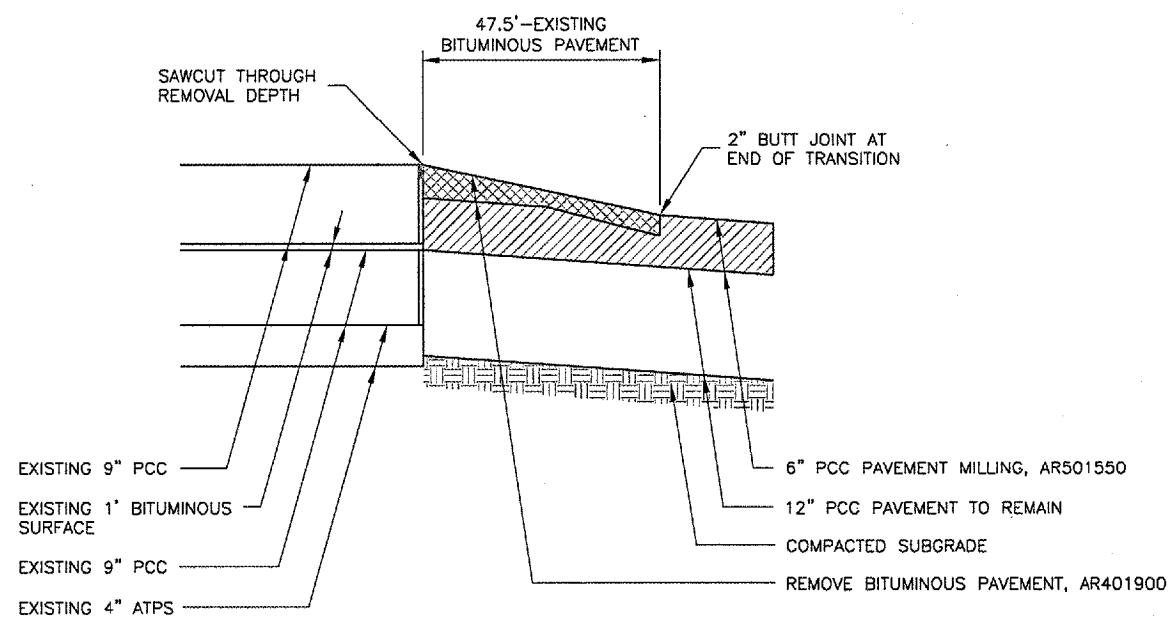
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REMOVAL SECTION - TAXIWAY A7

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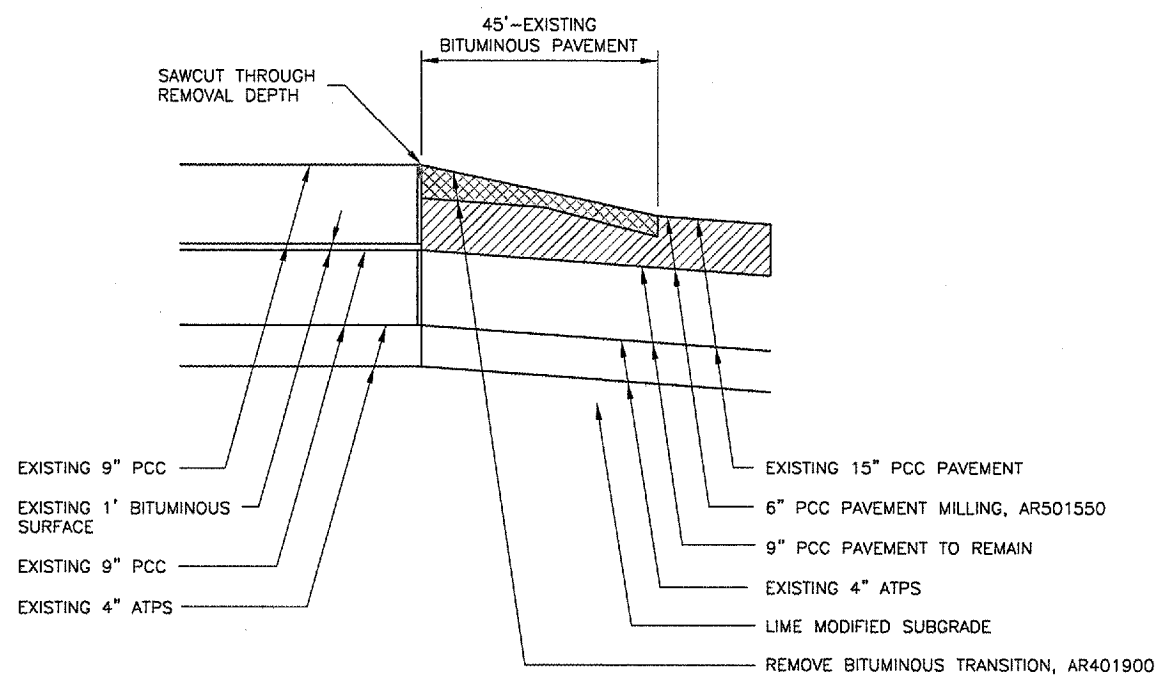
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REMOVAL SECTION - TAXIWAY A6 AT APRON

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REMOVAL SECTION - TAXIWAY A7 AT APRON

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 PAVEMENT REMOVAL DETAILS SHEET 2

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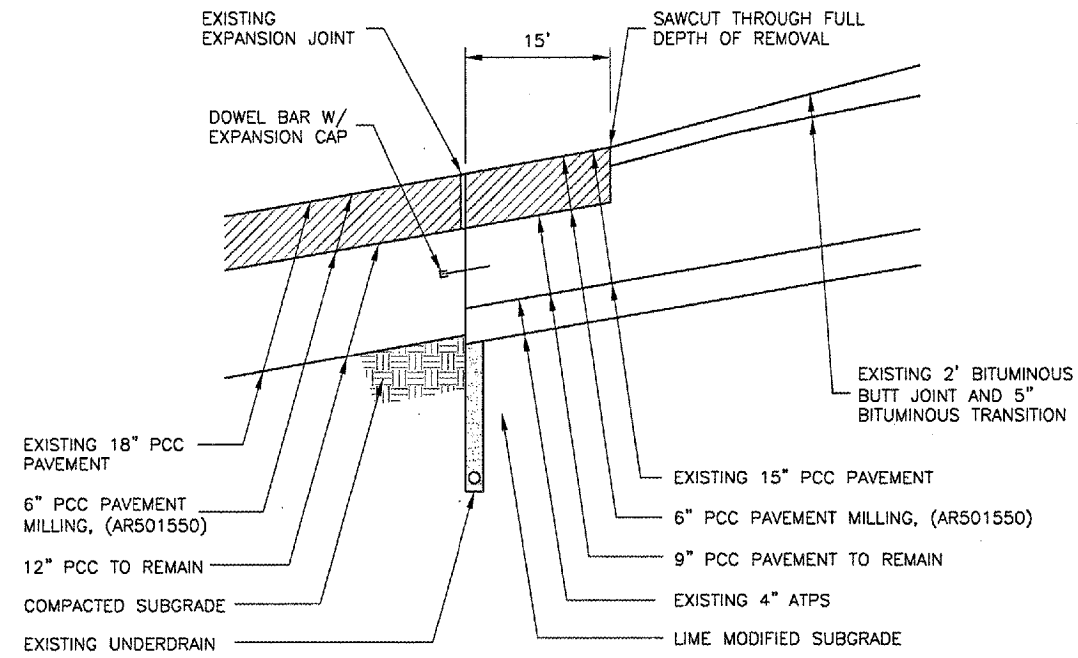
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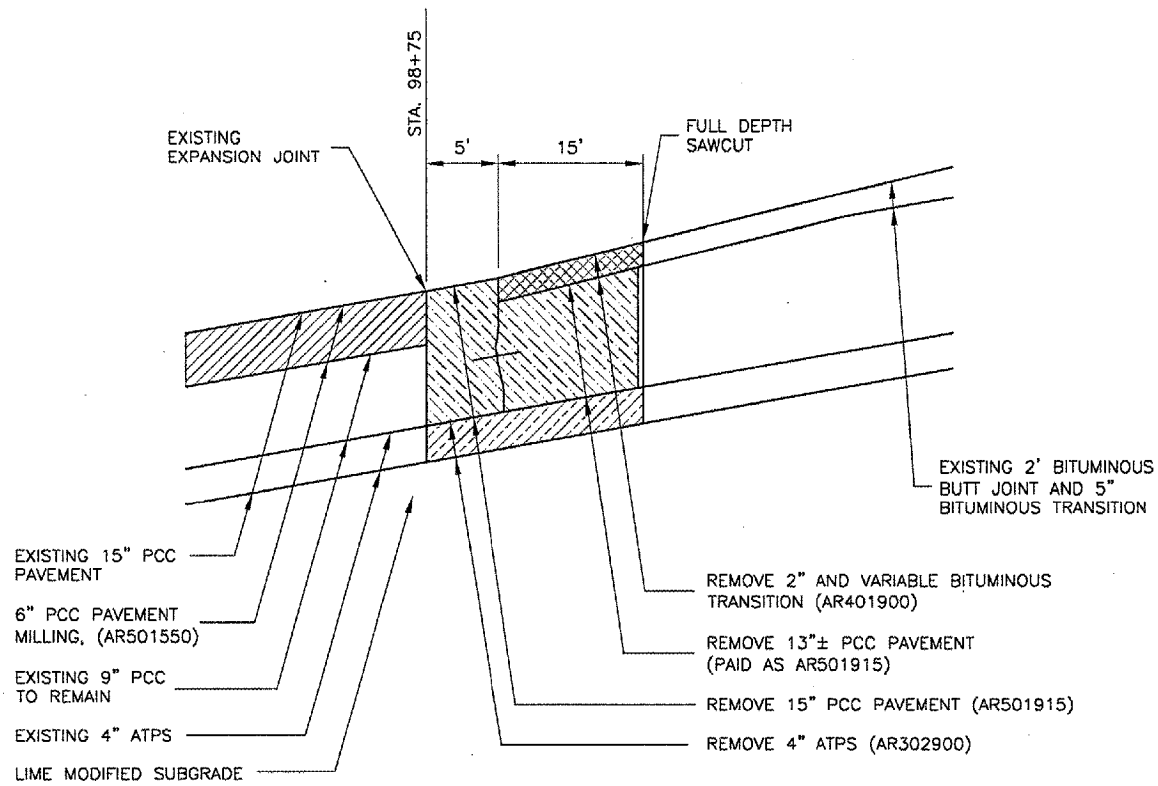
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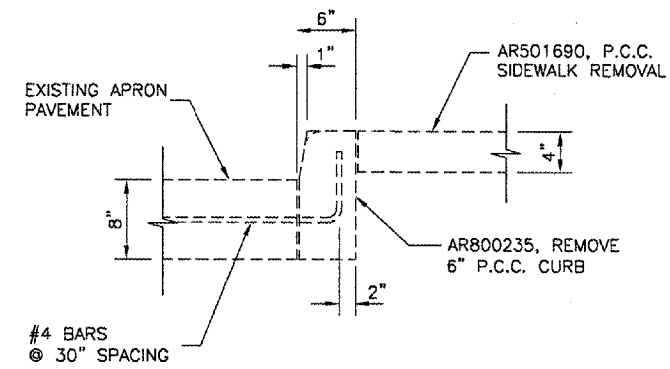
SHEET 14 OF 49 SHEETS



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

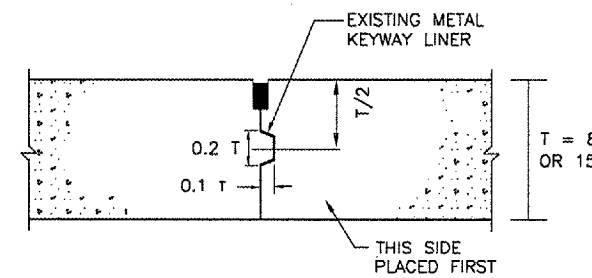


REMOVAL SECTION - TAXIWAY A7 AT TAXIWAY A
 N.T.S. (JJ)

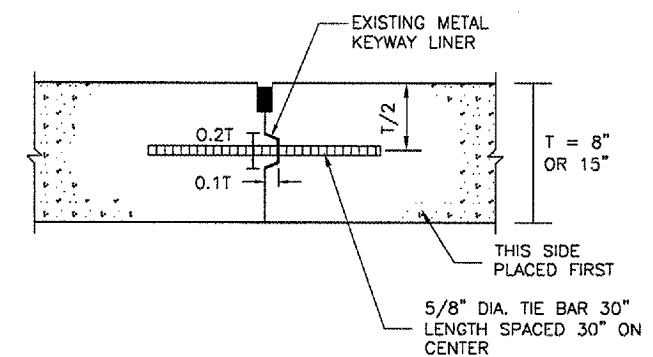


NOTE:
 ANY DAMAGE TO EXISTING PAVEMENT ADJACENT TO THE REMOVAL LOCATION TO BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT AT NO EXPENSE TO THE CONTRACT.

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



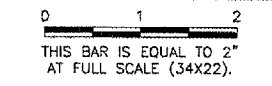
EXISTING TYPE C KEYED JOINT DETAIL
 SYMBOL ———



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

EXISTING KEYED JOINT DETAILS
 N.T.S.

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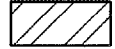

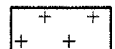




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 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP, PHASE 2
 PAVEMENT REMOVAL DETAILS SHEET 3




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PAVEMENT LEGEND

-  NEW AR501508 8" PCC PAVEMENT
NEW AR209510 8" CRUSHED AGGREGATE BASE COURSE
-  NEW AR501604 4" PCC SIDEWALK
-  NEW AR401504 4" BITUMINOUS SURFACE COURSE
NEW AR209608 8" CRUSHED AGGREGATE BASE COURSE
-  NEW AR754210 CONCRETE CURB
-  NEW HANDICAP ACCESSIBLE SIDEWALK RAMP

LEGEND

-  BOLLARD
-  GUARDRAIL
-  INLET/MANHOLE

NOTES

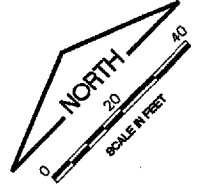
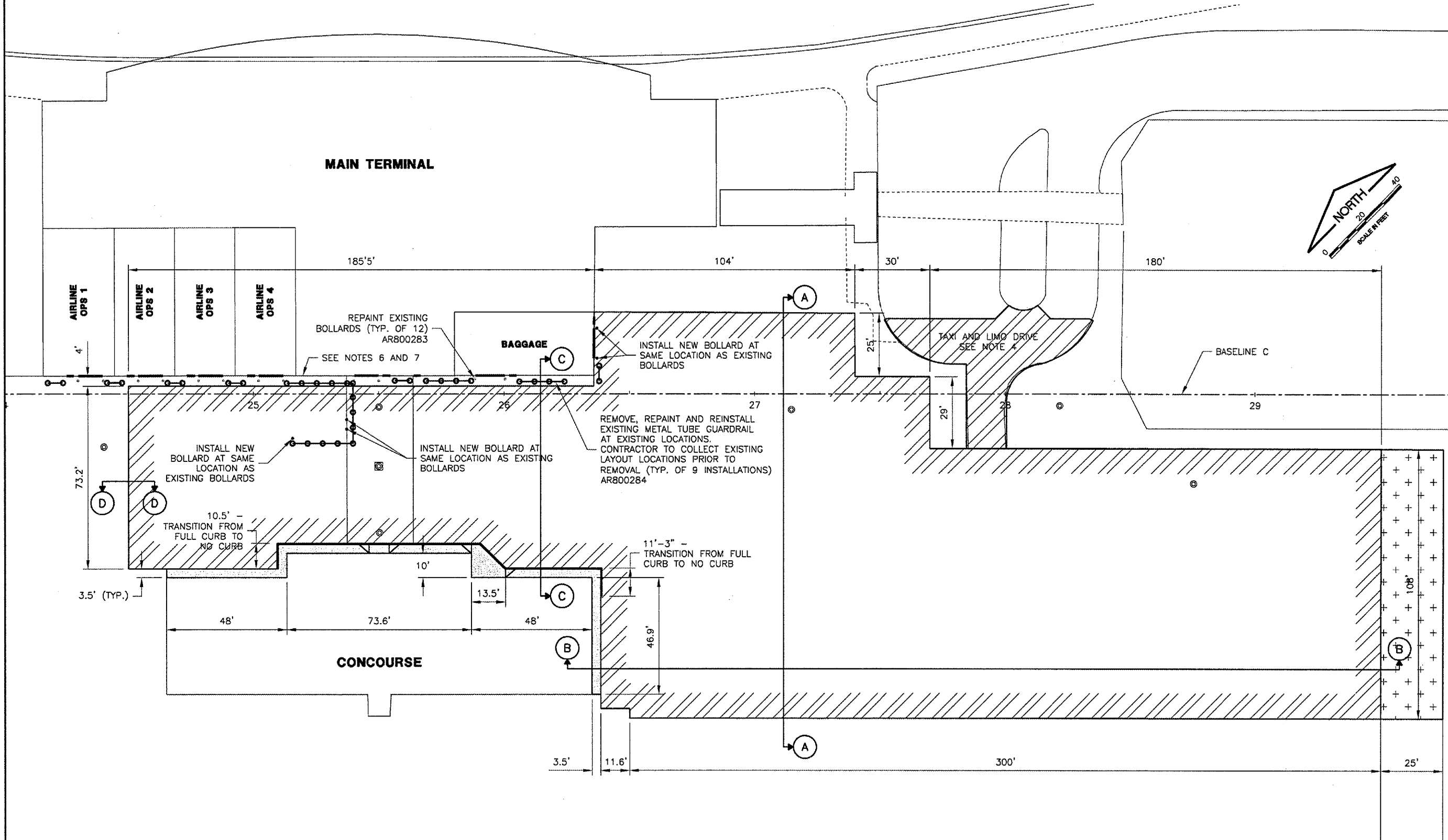
1. CONTRACTOR TO COLLECT LOCATION OF EXISTING BOLLARDS AND METAL TUBE GUARDRAIL PRIOR TO REMOVAL.
2. NEW BOLLARDS TO BE INSTALLED AT THE SAME LOCATION AS THE BOLLARDS REMOVED.
3. METAL TUBE GUARDRAIL TO BE REMOVED, REPAINTED AND REINSTALLED AT THE SAME LOCATION AS THE EXISTING INSTALLATIONS.
4. CONTRACTOR TO MATCH EXISTING GEOMETRY OF THE CURBLINE AND EDGE OF PAVEMENT AT THE TAXI AND LIMO DRIVE PAVEMENT. SEE DETAIL ON PROJECT IMPROVEMENTS - TAXI AND LIMOUSINE WAITING AREA SHEET.
5. EXISTING BOLLARDS NOT REMOVED TO BE CLEANED, EXISTING PAINT REMOVED, AND REPAINTED.
6. CONTRACTOR TO REMOVE EXISTING SEALANT ALONG FACE OF TERMINAL BUILDING AND RESEAL. THE ENTIRE LENGTH OF THE BUILDING WILL BE RESEEALED.
7. THE COSTS ASSOCIATED WITH STRIPPING THE EXISTING SEALANT, PREPARING THE JOINT AND RESEALING THE JOINT ALONG THE FACE OF THE TERMINAL BUILDING WILL BE CONSIDERED INCIDENTAL TO THE PCC PAVING.

K:\Champaign\030590302 Apron Rehab 2\Draw\S
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 PLOT DATE: 4/28/2007 4:08 PM
 baselines
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 TerminalDoors
 ProjImprovements

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



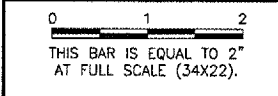
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PROJECT IMPROVEMENTS - APRON

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CMI-3663 3-17-0016-XX	
SHEET 16 OF 49 SHEETS	



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PAVEMENT LEGEND

- NEW AR501509 9" PCC PAVEMENT
NEW AR401610 1" BITUMINOUS SURFACE COURSE
- NEW AR501515 15" PCC PAVEMENT
NEW AR209608 8" CRUSHED AGGREGATE BASE COURSE
- NEW AR401610 4" AND VARIABLE BITUMINOUS SURFACE COURSE
- NEW AR401655 BUTT JOINT CONSTRUCTION
- NEW AR201661 CLEAN & SEAL BITUMINOUS CRACKS

LEGEND

- MANHOLE

NOTES

1. THE CONTRACTOR WILL ROUT, CLEAN AND SEAL CRACKS IN THE BITUMINOUS PAVEMENT ON TAXIWAYS A6 AND A7 FROM STA. 99+50 TO STA. 99+65 IN LOCATIONS DETERMINED BY THE RESIDENT ENGINEER.
2. SEE CRACK SEALING DETAILS ON THE PAVING AT IN-PAVEMENT STRUCTURES AND CRACK SEALING DETAILS SHEET.

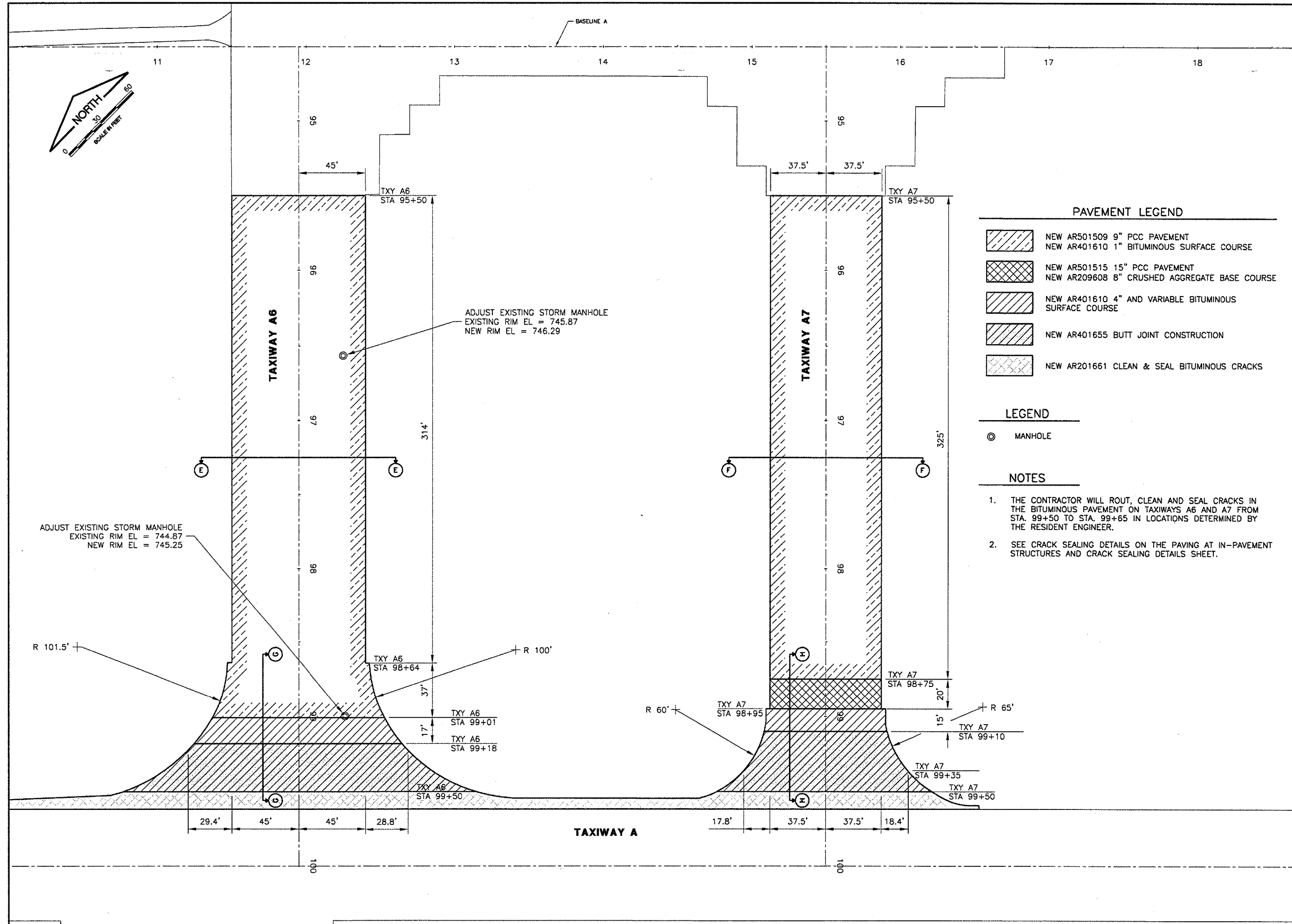
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REHABILITATE AIR CARRIER RAMP, PHASE 2
PROJECT IMPROVEMENTS - TAXIWAYS



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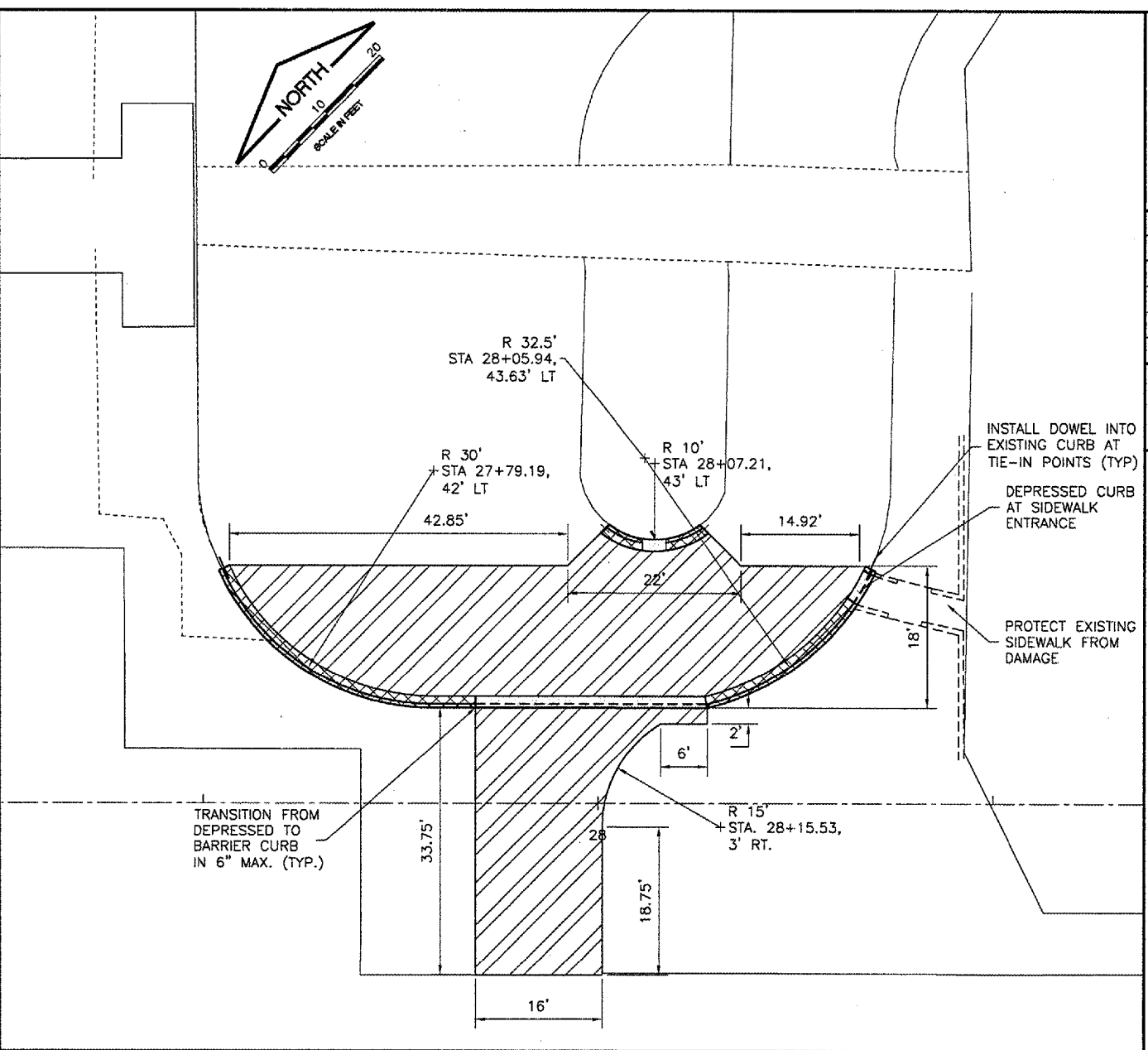
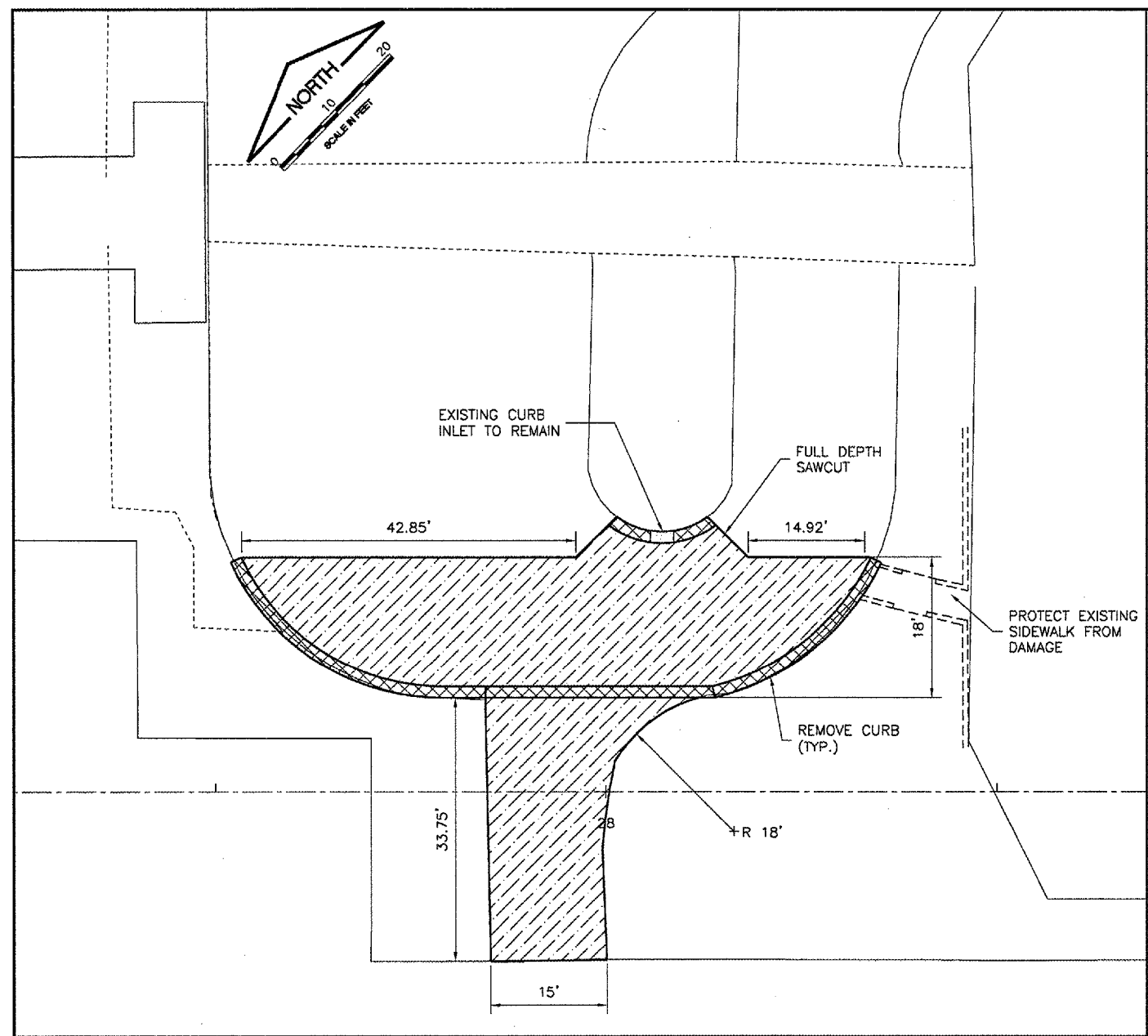
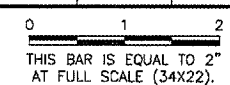


ADJUST EXISTING STORM MANHOLE
EXISTING RIM EL = 745.87
NEW RIM EL = 746.29

ADJUST EXISTING STORM MANHOLE
EXISTING RIM EL = 744.87
NEW RIM EL = 745.25

TAXIWAY A

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1 REMOVAL DETAIL

2 REPLACEMENT DETAIL

REMOVAL LEGEND

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

REMOVAL LEGEND

- NEW AR501508 8" PCC PAVEMENT AND AR209510 8" CRUSHED AGGREGATE BASE
- NEW COMBINED CURB & GUTTER, TYPE B-6.12
- NEW DEPRESSED COMBINED CURB & GUTTER, TYPE B-6.12

REPLACEMENT NOTES:

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

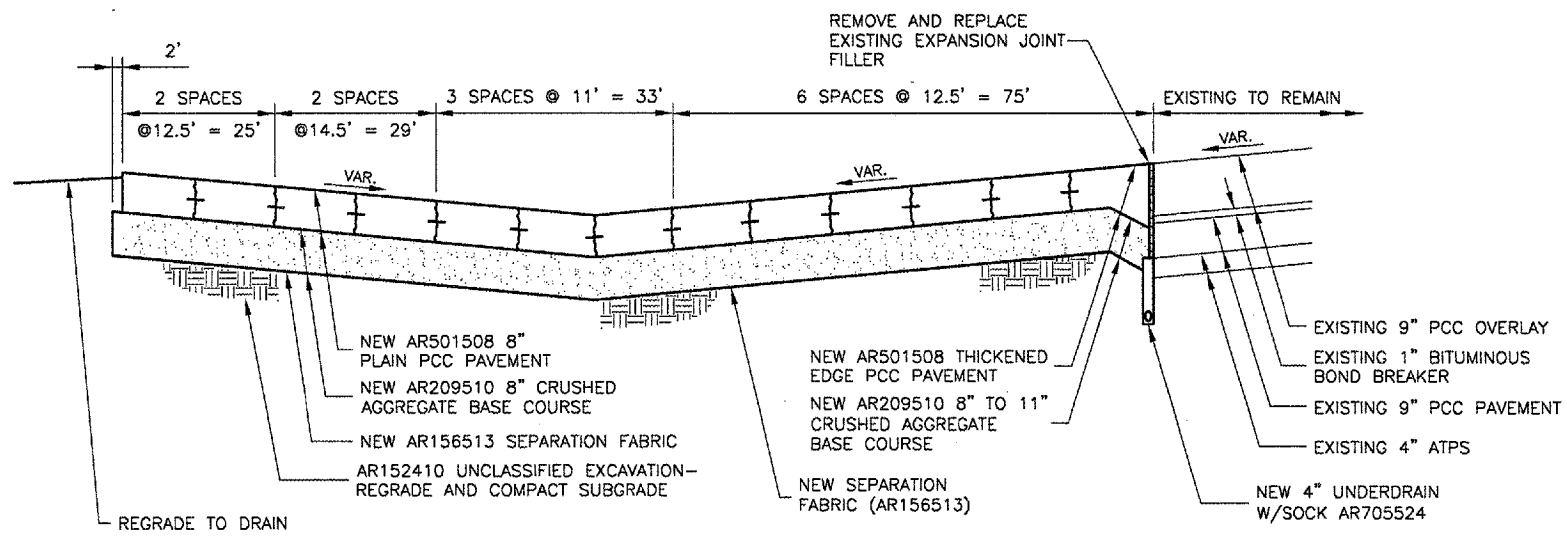
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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 PROJECT IMPROVEMENTS - TAXI AND
 LIMOUSINE WAITING AREA

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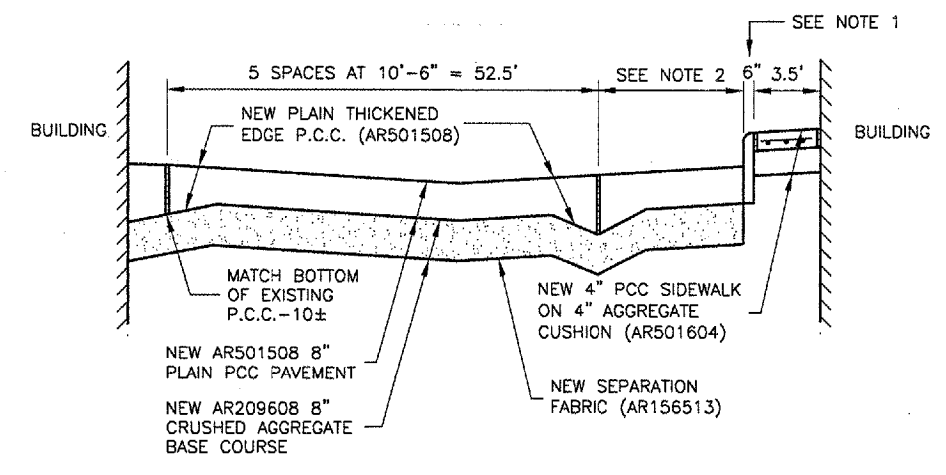


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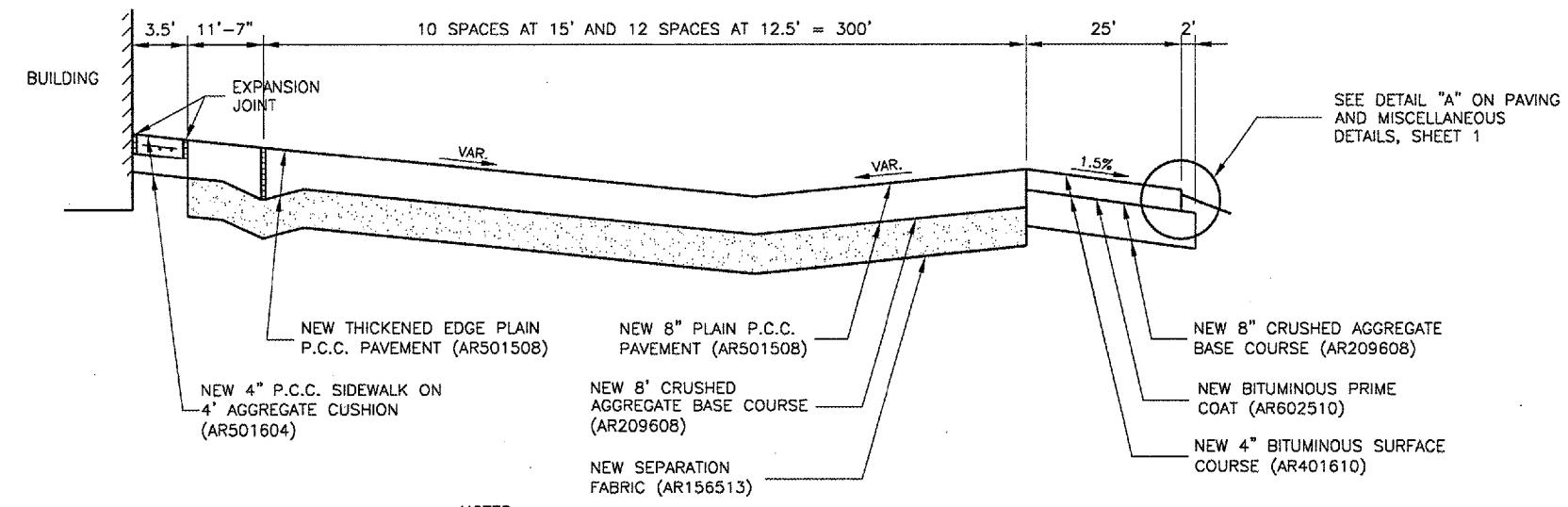


NEW COMMUTER APRON TYPICAL SECTION **A**
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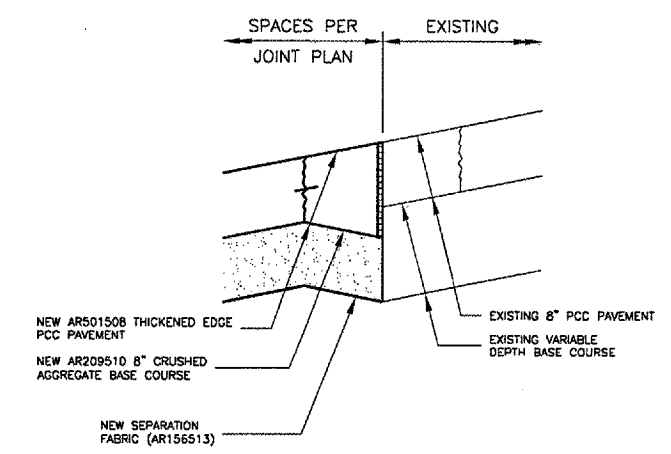
- NOTES**
- CURBLINE STARTS AT BASELINE C STA. 25+09 AND ENDS AT STA. 26+39.
 - BASELINE C STA. 25+09 TO STA. 25+90 = 1 SPACE AT 10'-6".
 BASELINE C STA. 24+50 TO BASELINE C STA. 25+09 AND
 BASELINE C STA. 25+90 TO STA. 26+39 = 1 SPACE AT 10'-4" AND
 1 SPACE AT 10'-6".

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



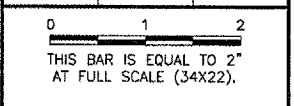
- NOTES:**
- DOWEL BARS AND JOINT SPACING NOT SHOWN TO INCREASE CLARITY.
 - BITUMINOUS TACK REQUIRED BETWEEN LIFTS OF BITUMINOUS SURFACE COURSE (AR603510).

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



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

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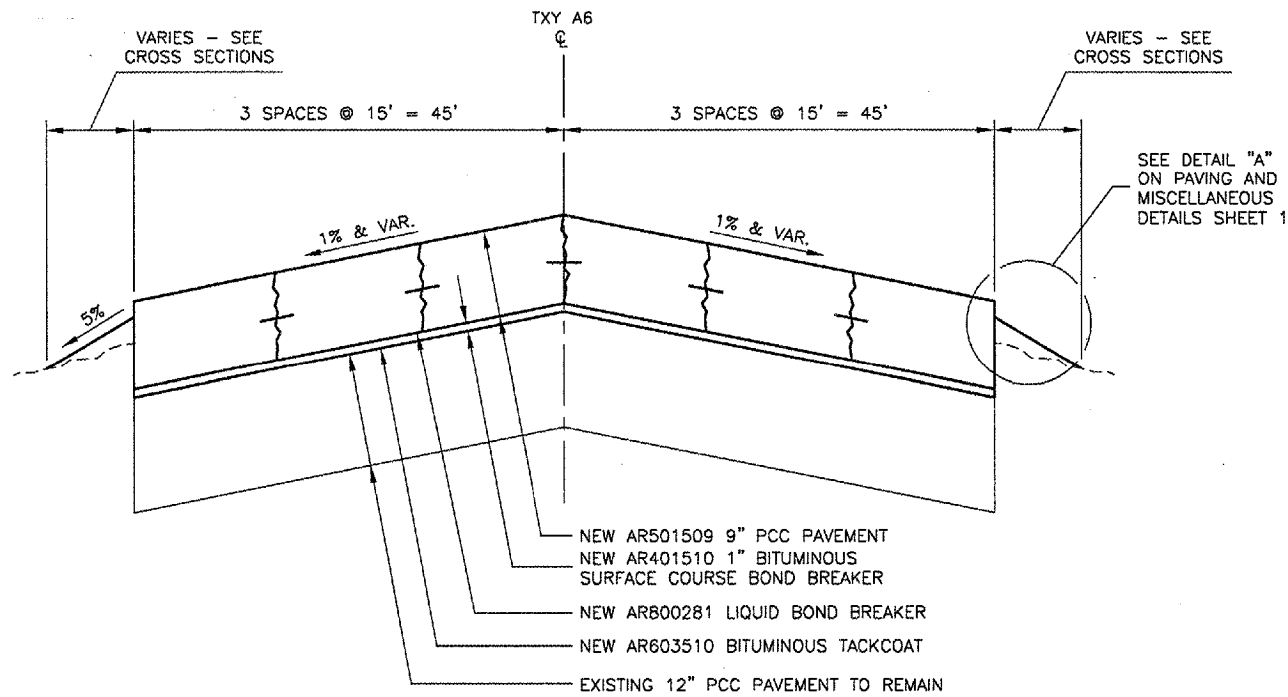


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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 NEW TYPICAL SECTIONS - APRON

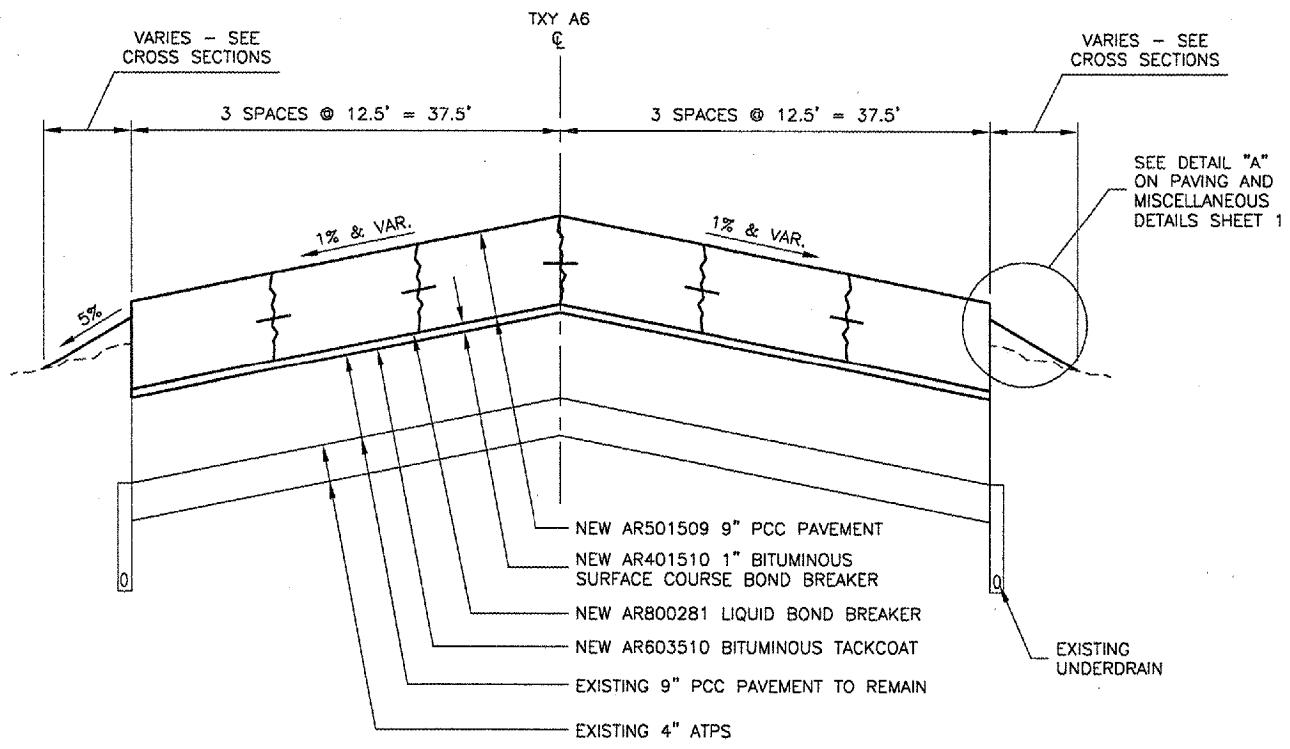
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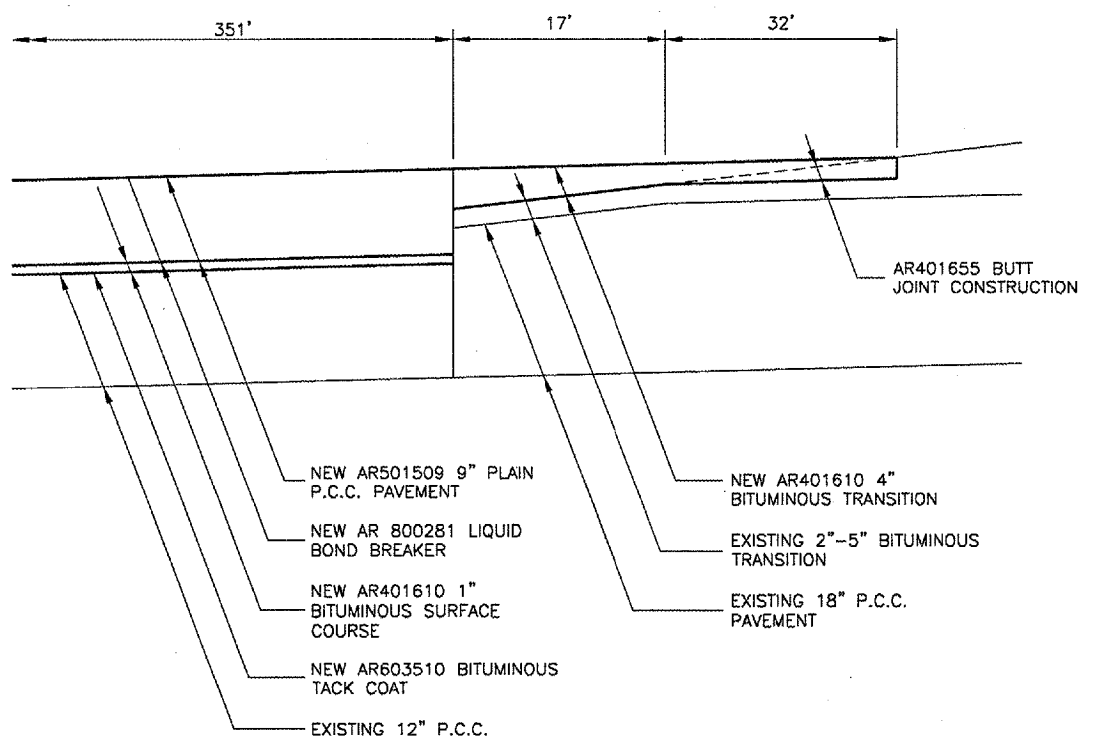
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SHEET 19 OF 49 SHEETS	



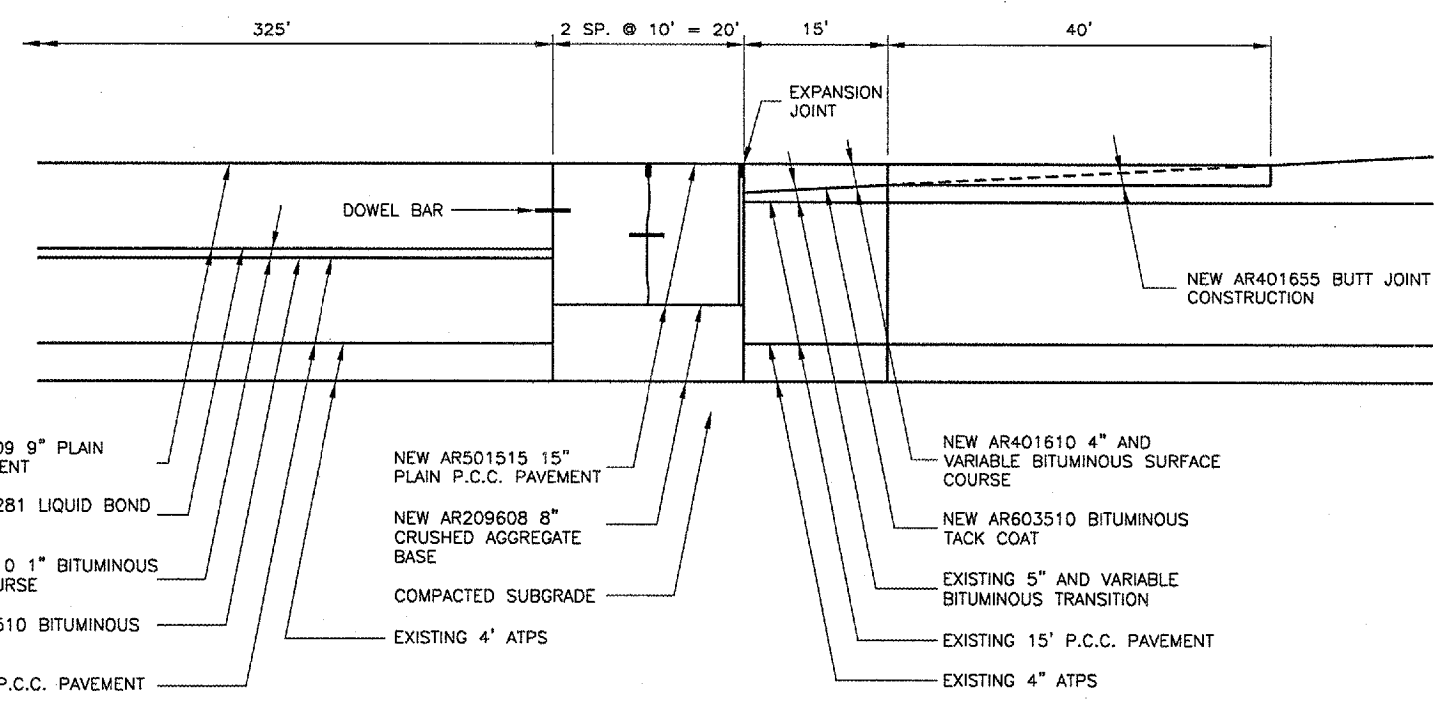
NEW TAXIWAY A6 TYPICAL SECTION
 N.T.S. (E)



NEW TAXIWAY A7 TYPICAL SECTION
 N.T.S. (F)

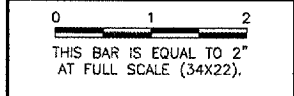


NEW TYPICAL SECTION - TXY A6 AT TXY A
 N.T.S. (G)



NEW TYPICAL SECTION - TXY A7 AT TXY A
 N.T.S. (H)

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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 NEW TYPICAL SECTIONS - TAXIWAYS

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JOINTING LEGEND

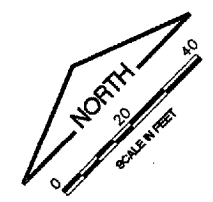
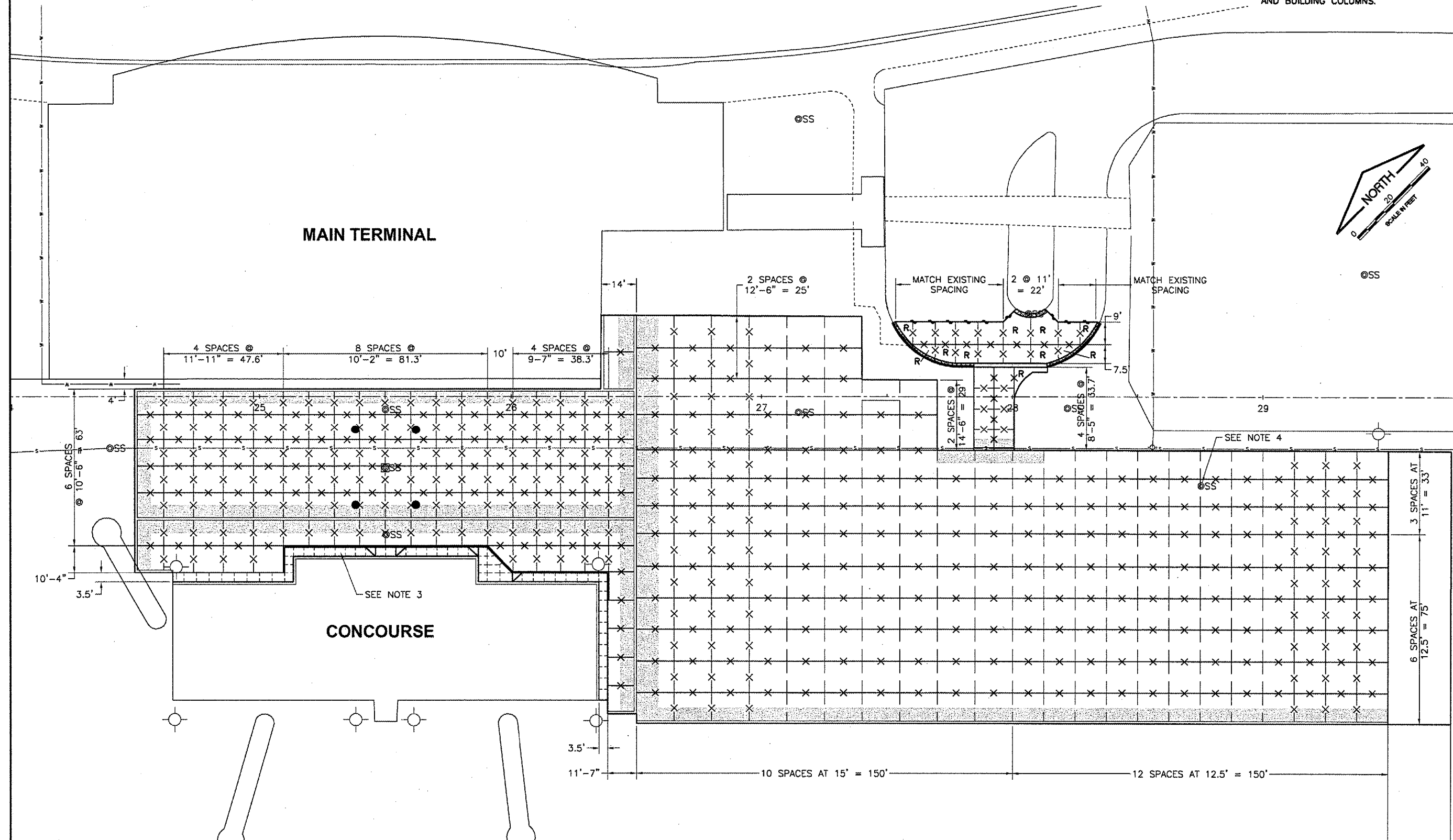
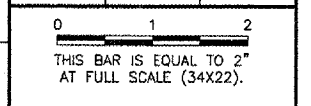
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- X — X — X — X — TYPE D DOWELED CONSTRUCTION JOINT
- — — — — TYPE H DUMMY CONTRACTION JOINT
- ==== TYPE B EXPANSION JOINT
- — — — — TYPE S SPECIAL JOINT
- R** ODD SHAPED PANEL REINFORCEMENT
-  THICKENED EDGE PAVEMENT; THICKENED EDGE ACCORDING TO TYPE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

NOTES:

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

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 PLOT DATE: 4/28/2007 4:09 PM
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**REHABILITATE AIR CARRIER RAMP, PHASE 2
 JOINTING PLAN - APRON**

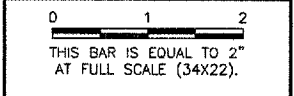
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SHEET 21 OF 49 SHEETS	

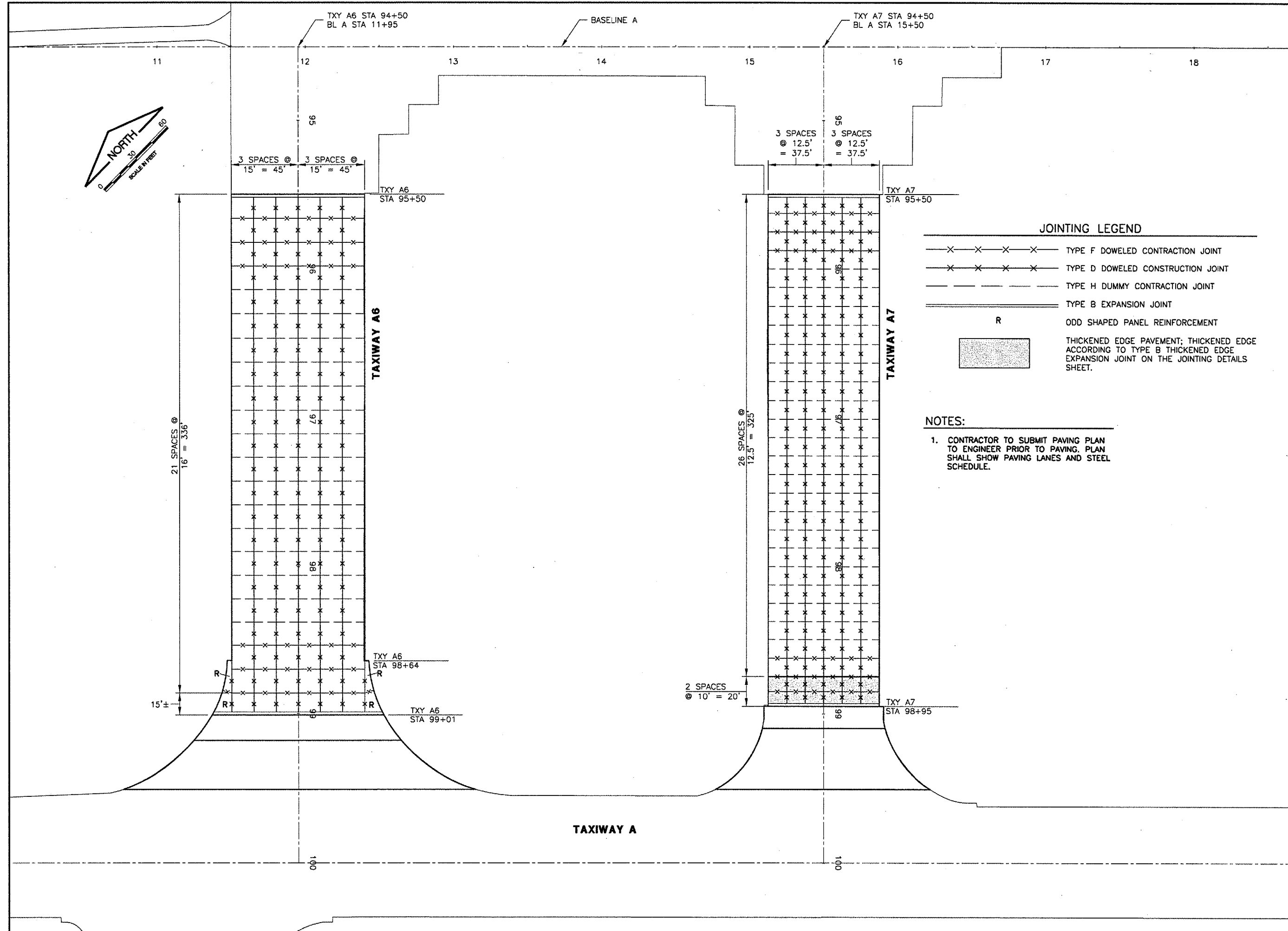
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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 JOINTING PLAN - TAXIWAYS

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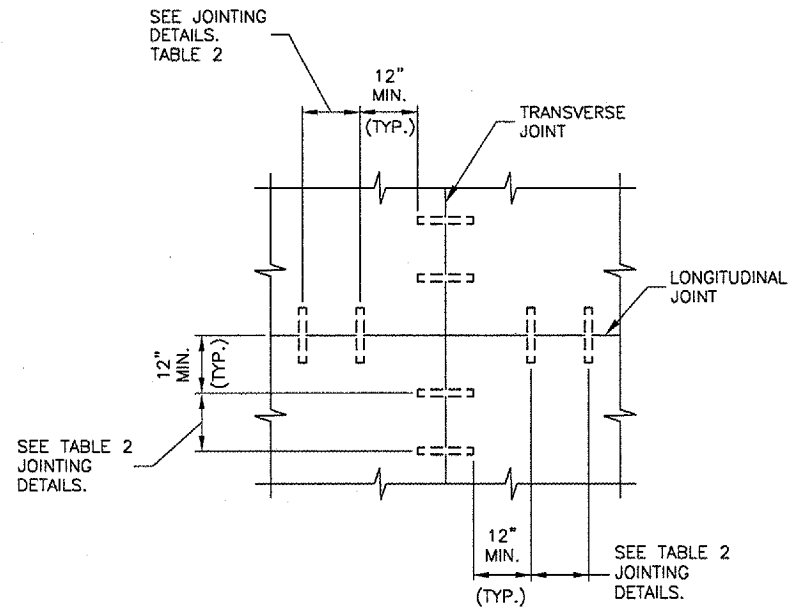
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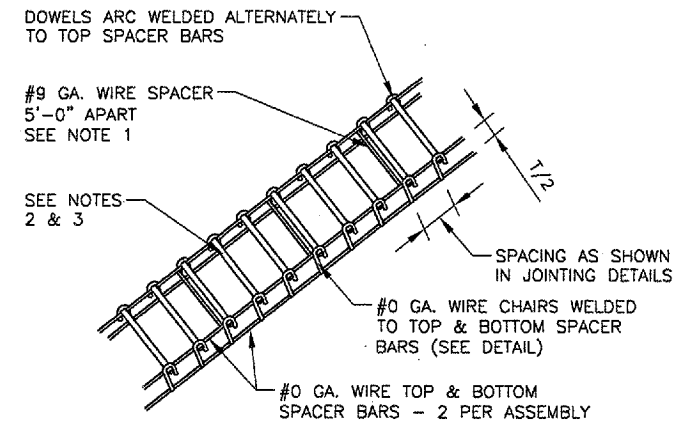
JOINTING LEGEND

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

- NOTES:**
- CONTRACTOR TO SUBMIT PAVING PLAN TO ENGINEER PRIOR TO PAVING. PLAN SHALL SHOW PAVING LANES AND STEEL SCHEDULE.



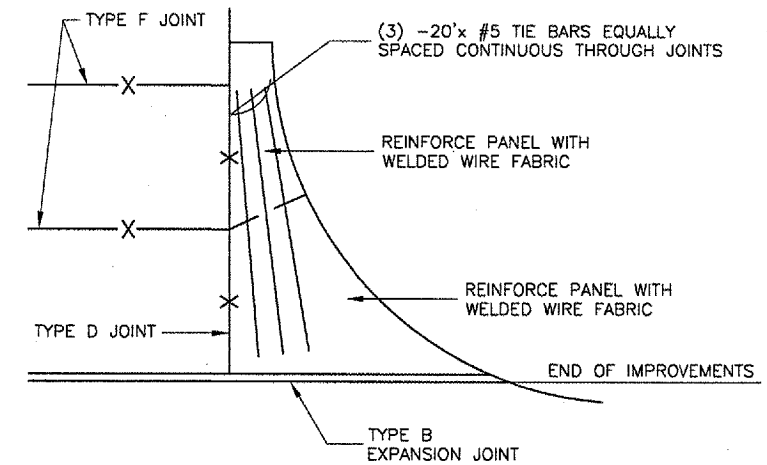
DOWEL INSTALLATION AT JOINT CORNERS DETAIL
 N.T.S.



DOWEL BASKET ASSEMBLY DETAIL
 N.T.S.

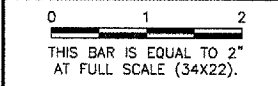
DOWEL BASKET NOTES

- 1.) #9 GA. WIRE SPACER BAR ARC WELDED TO THE BOTTOM OF TOP SPACER BAR (MAY BE MECHANICALLY ATTACHED IN LIEU OF WELDING); 3 REQUIRED PER UNIT.
- 2.) DOWEL BAR DIAMETER, LENGTH & SPACING SHALL BE AS SHOWN IN TABLE 2 OF JOINTING DETAILS SHEET.
- 3.) DOWELS SHALL BE EPOXY COATED FULL LENGTH OF DOWEL IMMEDIATELY PRIOR TO PAVING, THE FREE END OF EACH DOWEL SHALL BE LUBRICATED OR OILED, FOR HALF THE LENGTH OF THE DOWEL ONLY.



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

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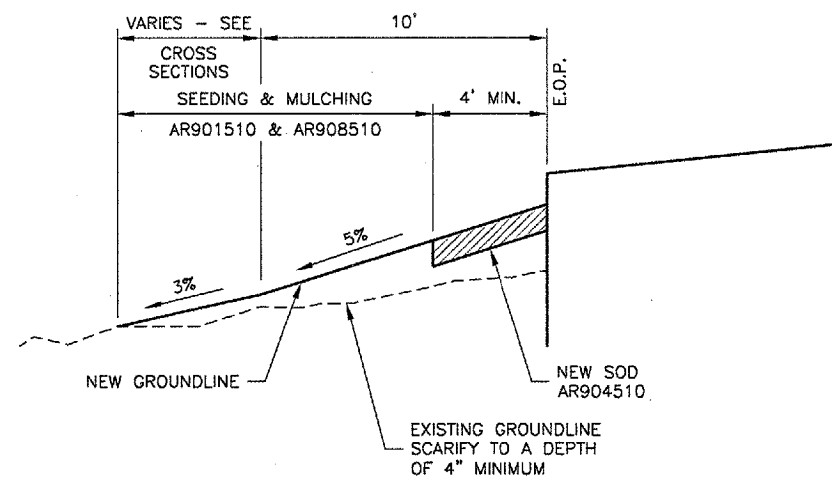


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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 PAVING & MISCELLANEOUS DETAILS SHEET 1

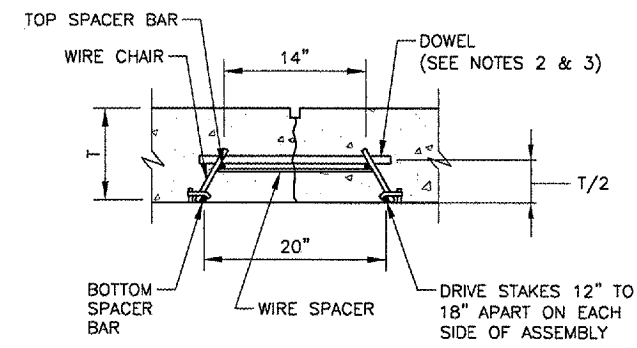
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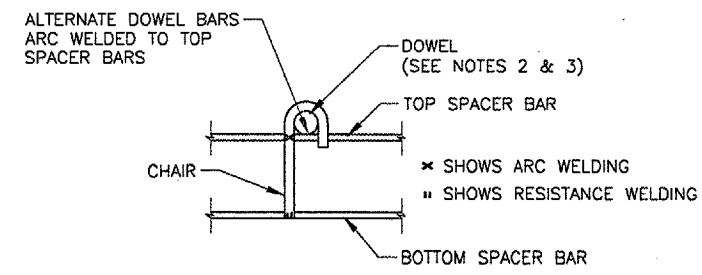
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NEW TURF SHOULDER DETAIL "A"
 N.T.S.

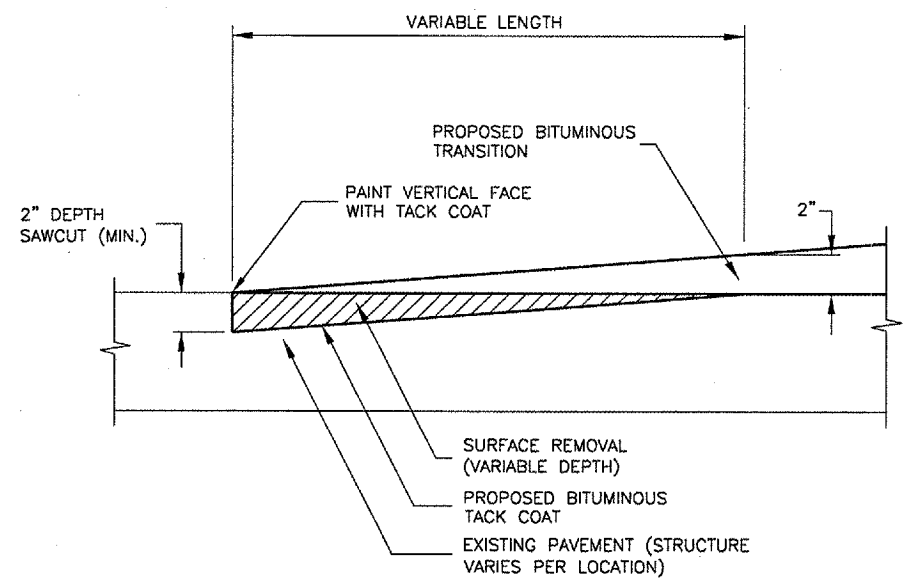


DOWEL BAR INSTALLATION DETAIL
 N.T.S.



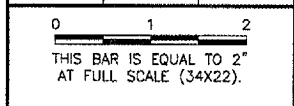
TYPICAL DOWEL BASKET ELEVATION DETAIL SHOWING CHAIR
 N.T.S.

DOWEL BASKET DETAILS



BUTT JOINT DETAIL
 N.T.S.

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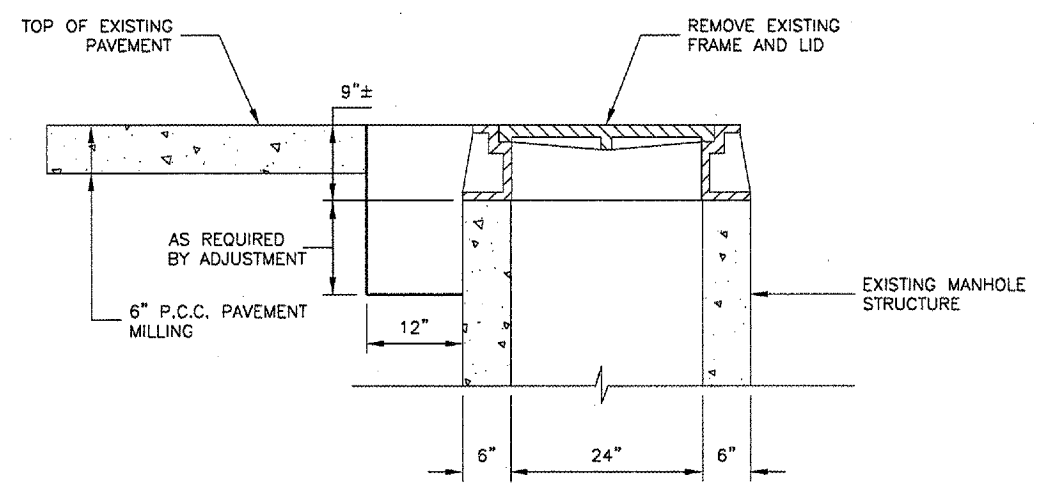
REHABILITATE AIR CARRIER RAMP, PHASE 2

PAVING AND MISCELLANEOUS DETAILS SHEET 2

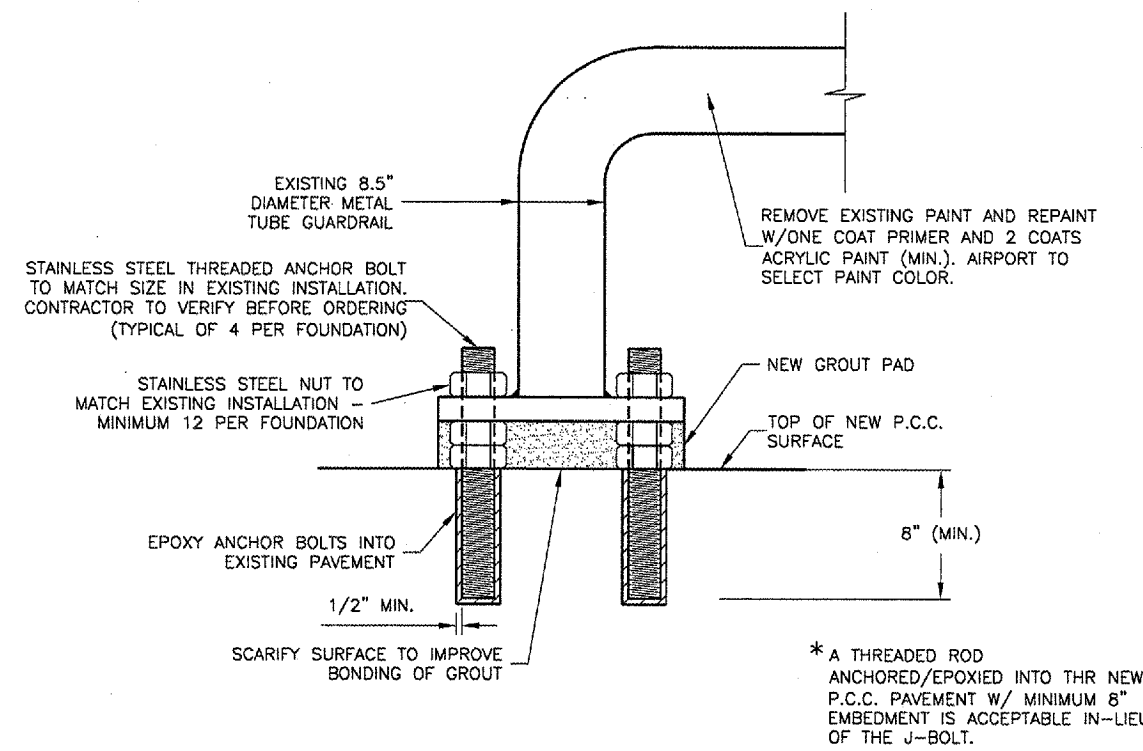
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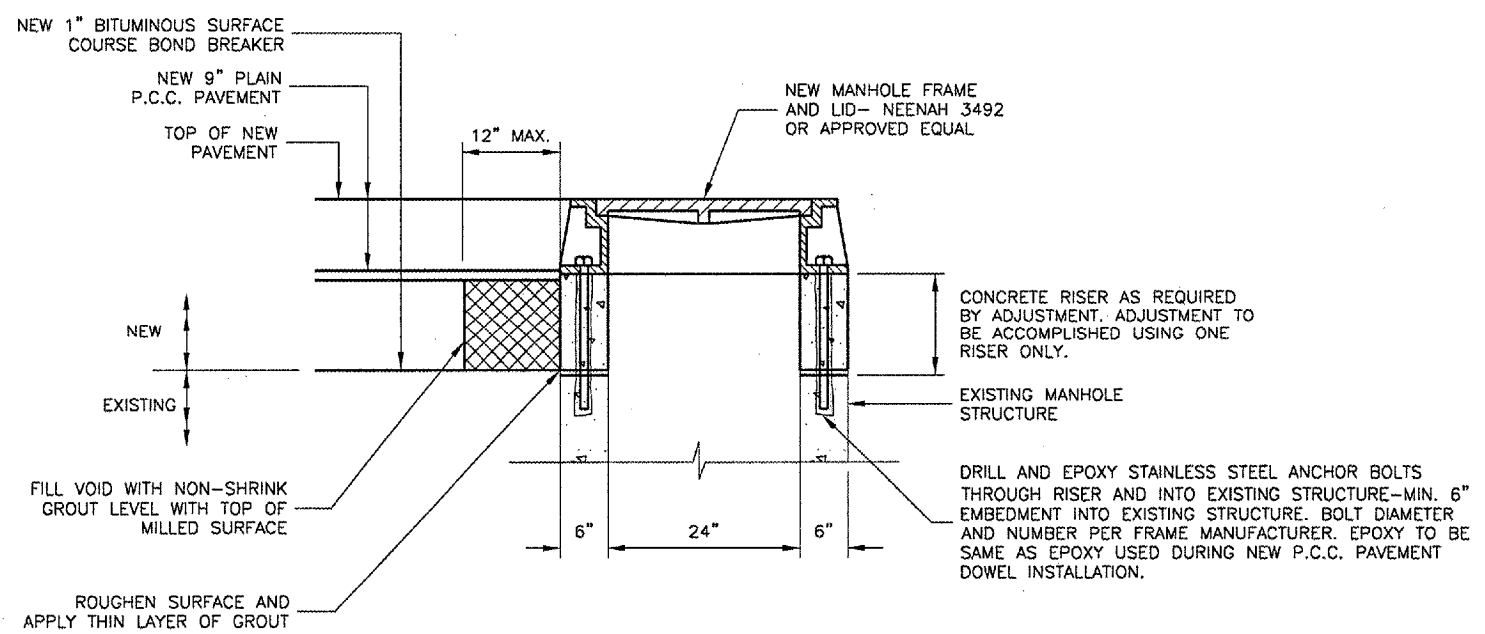
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JOB No:	0305903



BEFORE ADJUSTMENT



REMOVE AND REINSTALL METAL GUARDRAIL



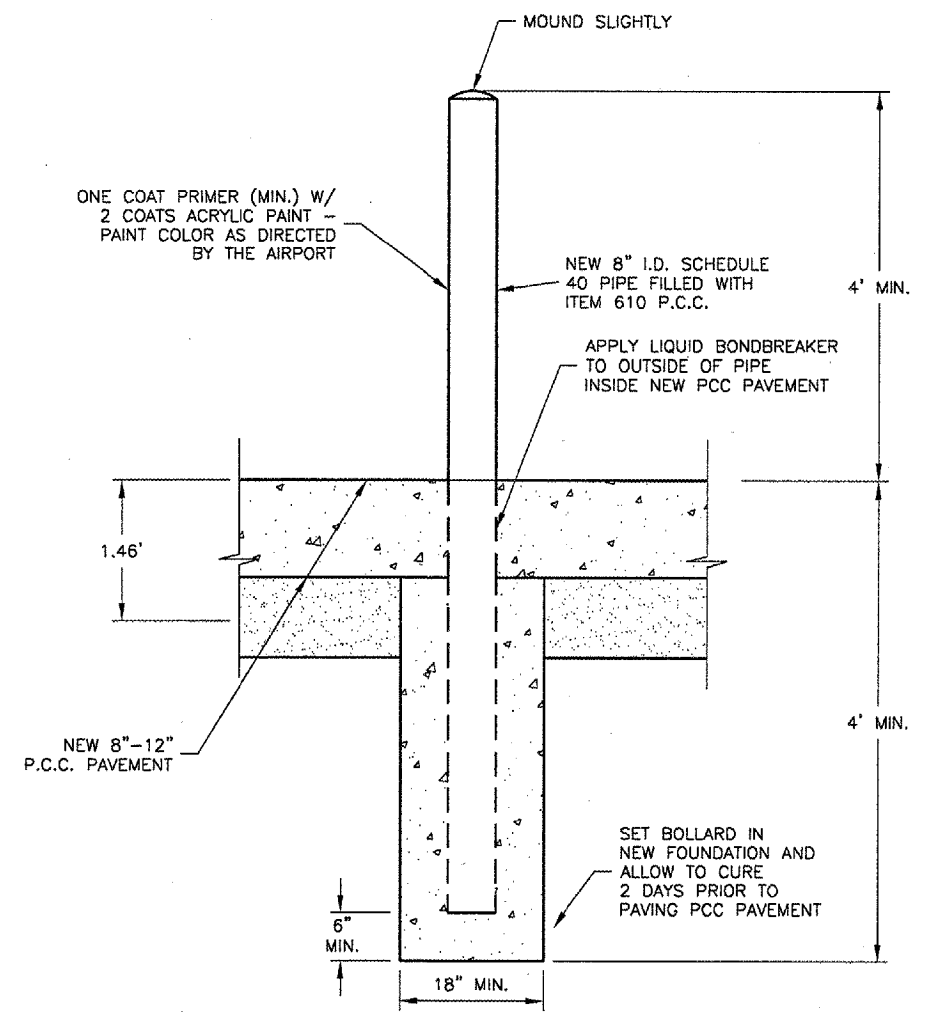
AFTER ADJUSTMENT

MANHOLE NOTES

- HEIGHT OF ADJUSTMENT SHOWN ON PROJECT IMPROVEMENTS SHEETS.

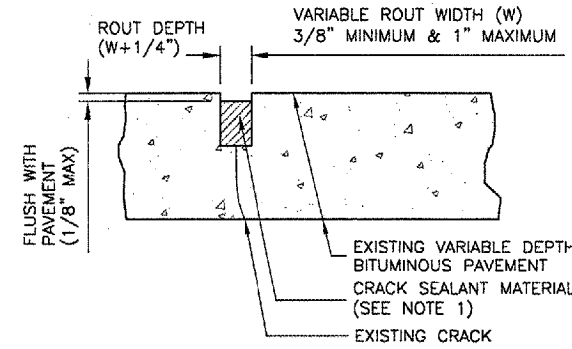
IN PAVEMENT MANHOLE ADJUSTMENT

N.T.S.



NEW BOLLARD DETAIL

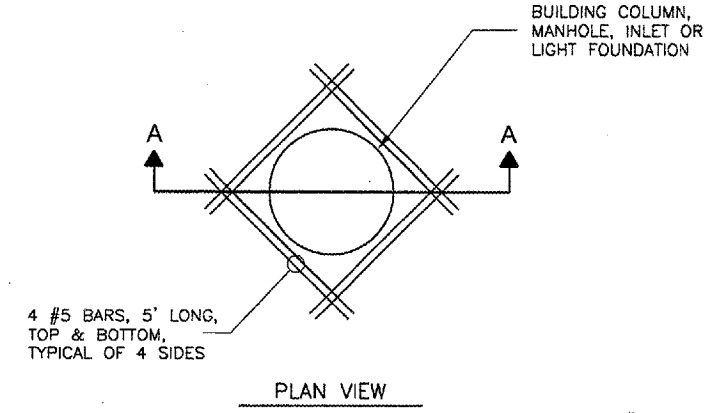
N.T.S.



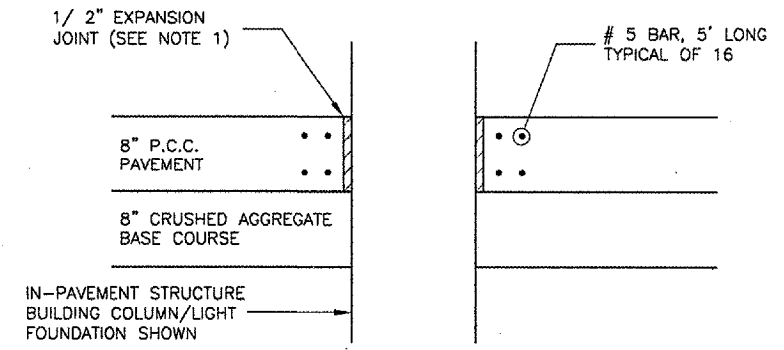
CLEAN & SEAL BITUMINOUS CRACKS (AR201661)
 N.T.S.

NOTES:

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



PLAN VIEW



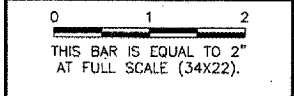
SECTION A-A

P.C.C. PAVING AT IN-PAVEMENT STRUCTURES
 N.T.S.

NOTES:

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

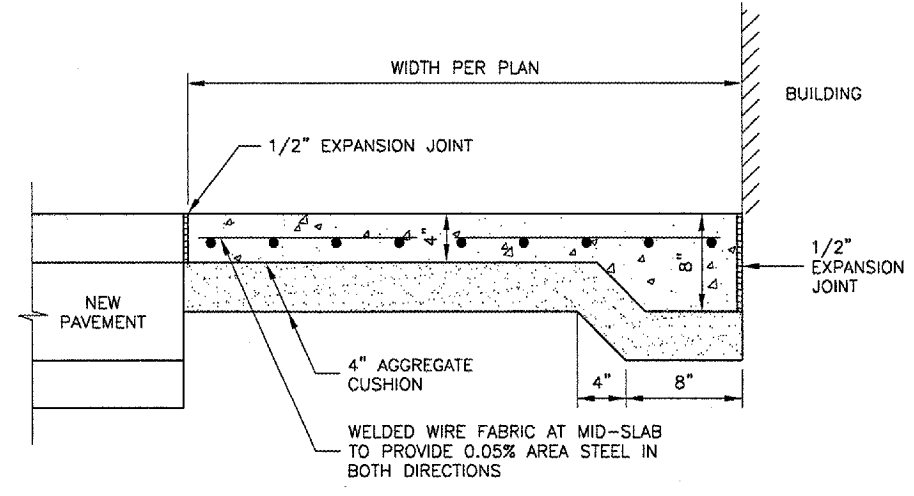
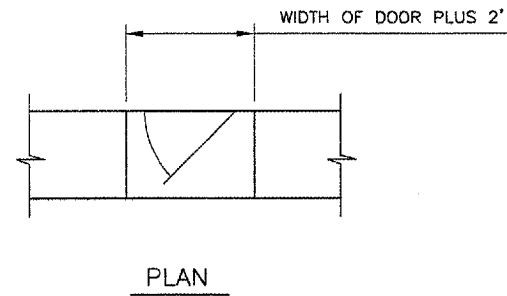
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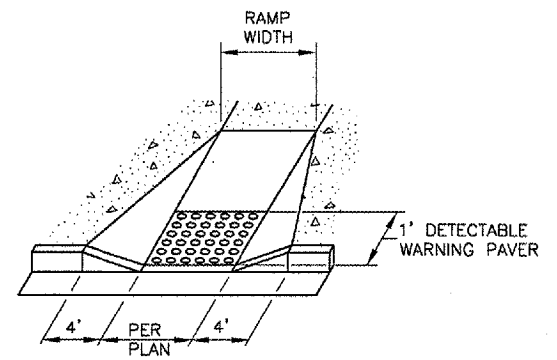
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REHABILITATE AIR CARRIER RAMP, PHASE 2
**PAVING AT IN-PAVEMENT STRUCTURES
 AND CRACK SEALING DETAILS**

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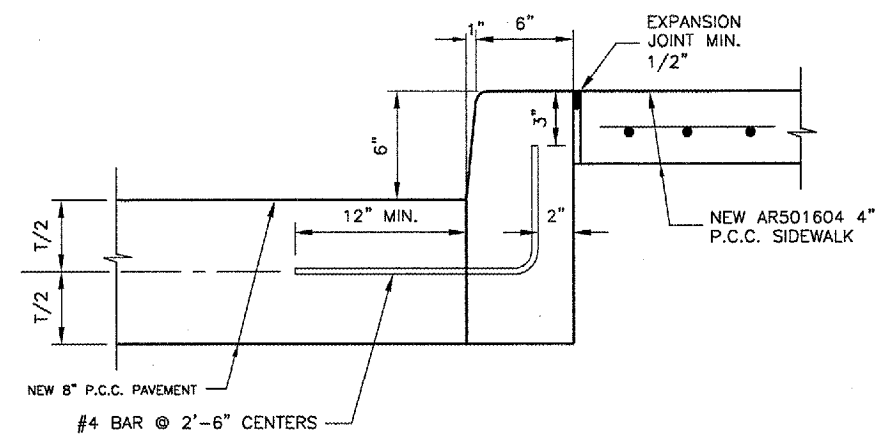
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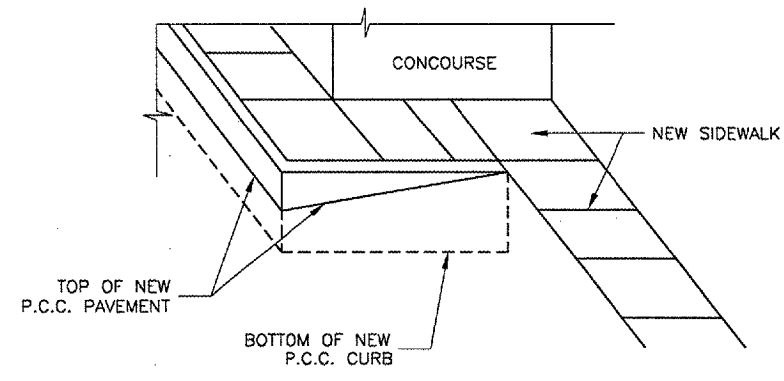
SIDEWALK AT DOORS
N.T.S.



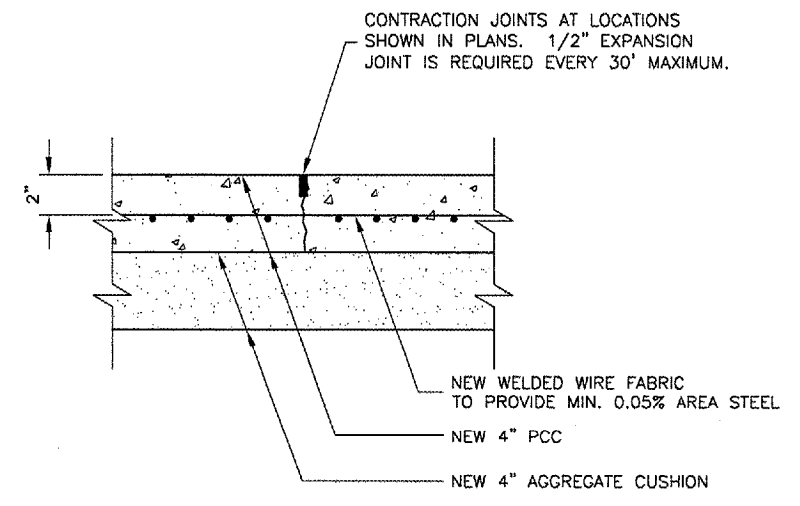
SIDEWALK RAMPS
N.T.S.



NEW AR754210 CONCRETE CURB
N.T.S.



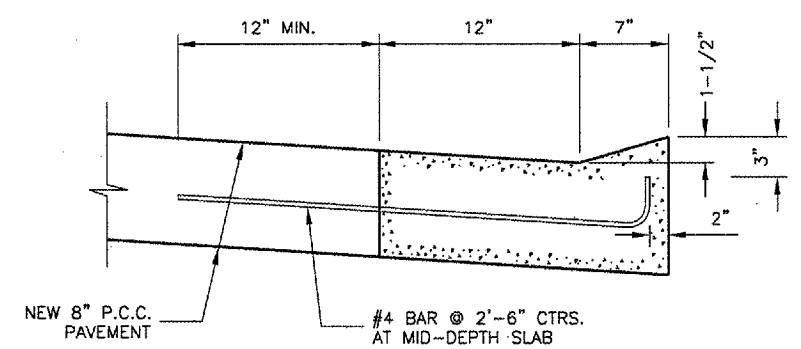
END OF CURB DETAIL
N.T.S.



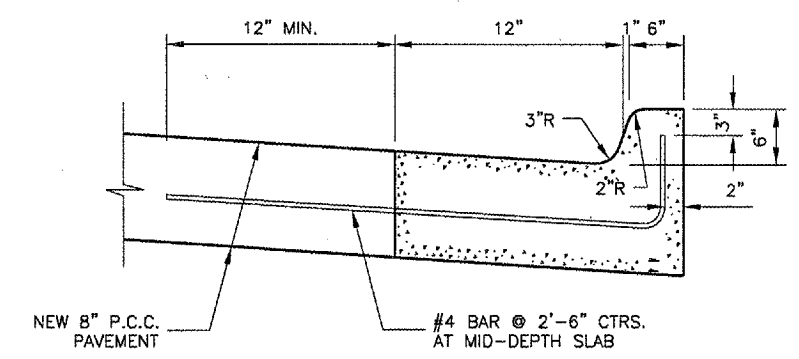
AR501604 NEW 4" PCC SIDEWALK
N.T.S.

SIDEWALK AND CURB NOTES:

1. NEW CURB DETAILS MATCH RECORDS OF EXISTING CURB AS BUILT IN FIELD. ADJUSTMENT MAY BE REQUIRED AT TIE-IN POINTS OF NEW CURB TO EXISTING CURB.
2. SIDEWALK RAMP CONSTRUCTION, INCLUDING DETECTABLE WARNING PAVERS, INCIDENTAL TO ITEM AR501604.
3. CONTRACTION JOINTS ARE REQUIRED IN THE NEW CURB CONSTRUCTION. JOINTS MUST MATCH JOINTING IN NEW PCC PAVEMENT.
4. 1/2" EXPANSION JOINT IS REQUIRED AT THE BUILDING FACE AND BACK OF CURB OR NEW PCC PAVEMENT, DEPENDING ON LOCATION IN THE NEW SIDEWALK CONSTRUCTION
5. 1/2" EXPANSION JOINTS SPACED A MAXIMUM OF 30 FEET ON CENTERS ARE REQUIRED IN THE NEW SIDEWALK. THE EXPANSION JOINT WILL BE IN PLACE OF A CONTRACTION JOINT AT THAT LOCATION. EXPANSION JOINTS WILL BE PLACED AT THE END OF EACH DAY'S PLACEMENT IN THE SIDEWALK CONSTRUCTION.
6. EXTEND 8" AGGREGATE BASE COURSE TO BACK OF CURB PLUS 1 FOOT MAXIMUM.



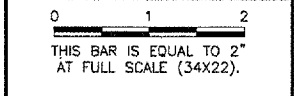
DEPRESSED



BARRIER

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

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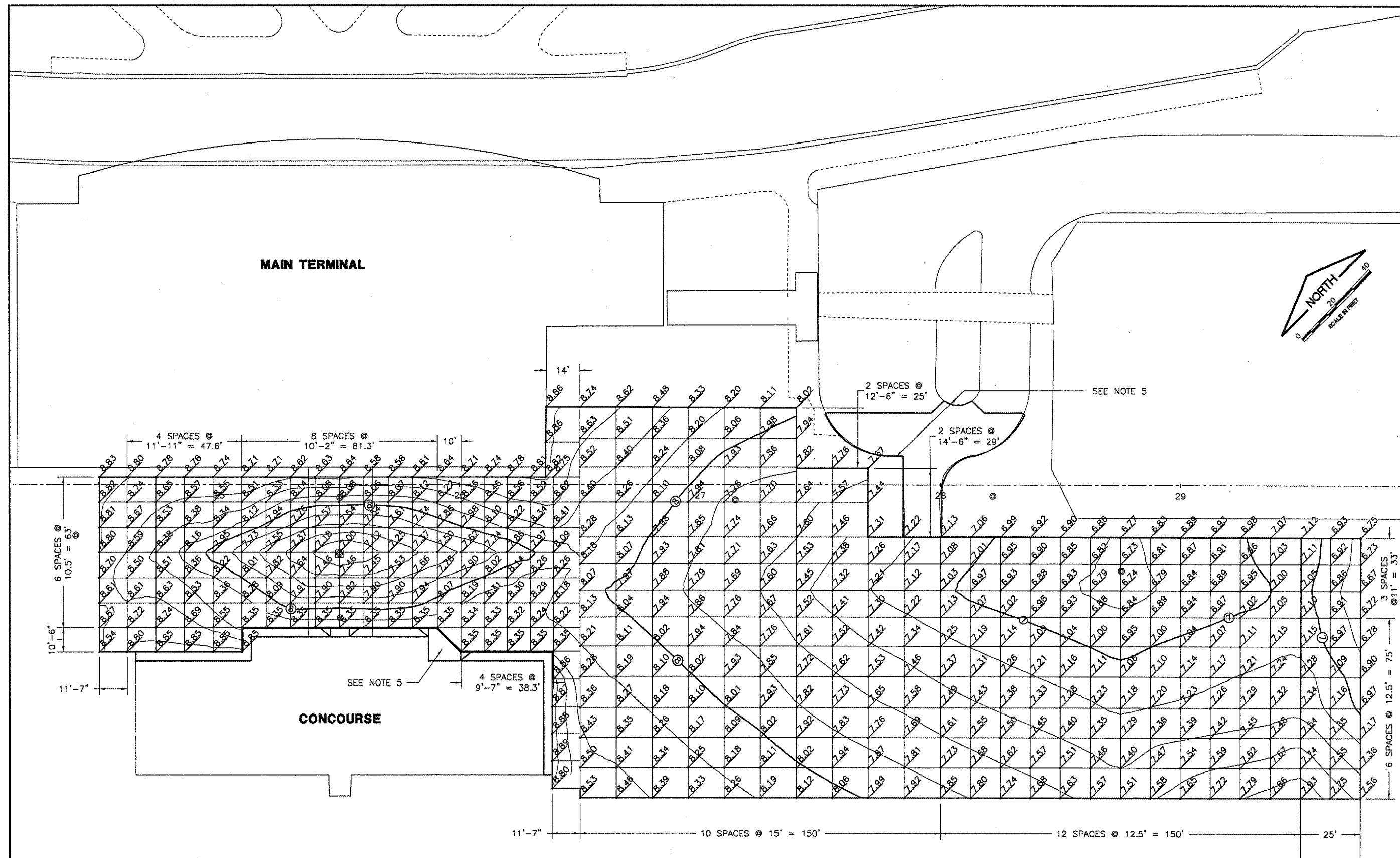
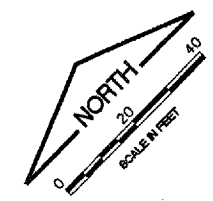
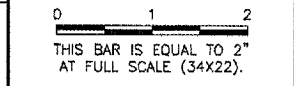
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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 SIDEWALK AND CURB DETAILS

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

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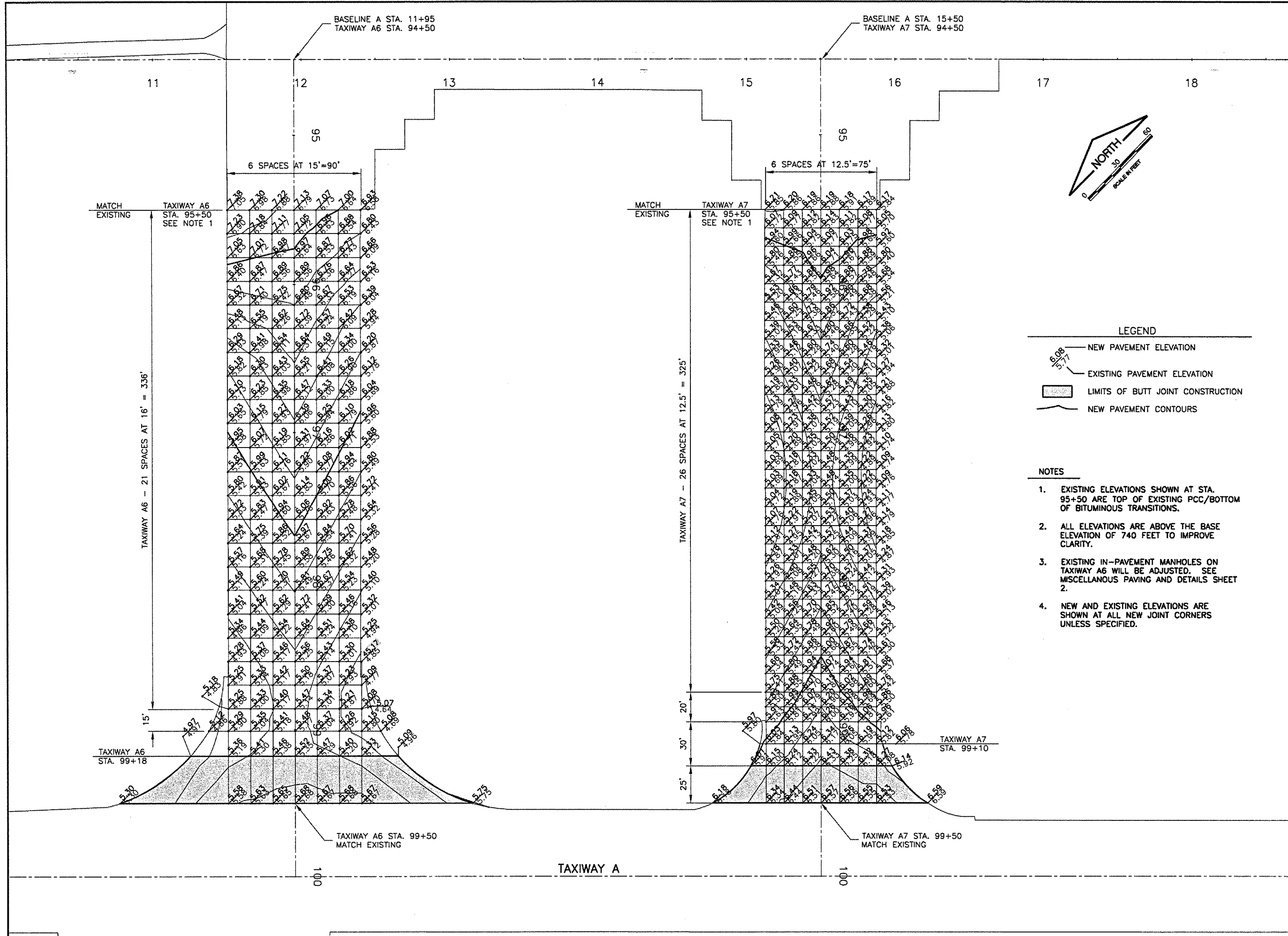
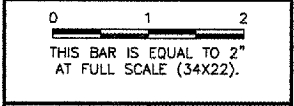
NOTES

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

LEGEND	
	NEW PAVEMENT ELEVATION
	NEW CONTOUR

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SHEET 28 OF 49 SHEETS	

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LEGEND

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

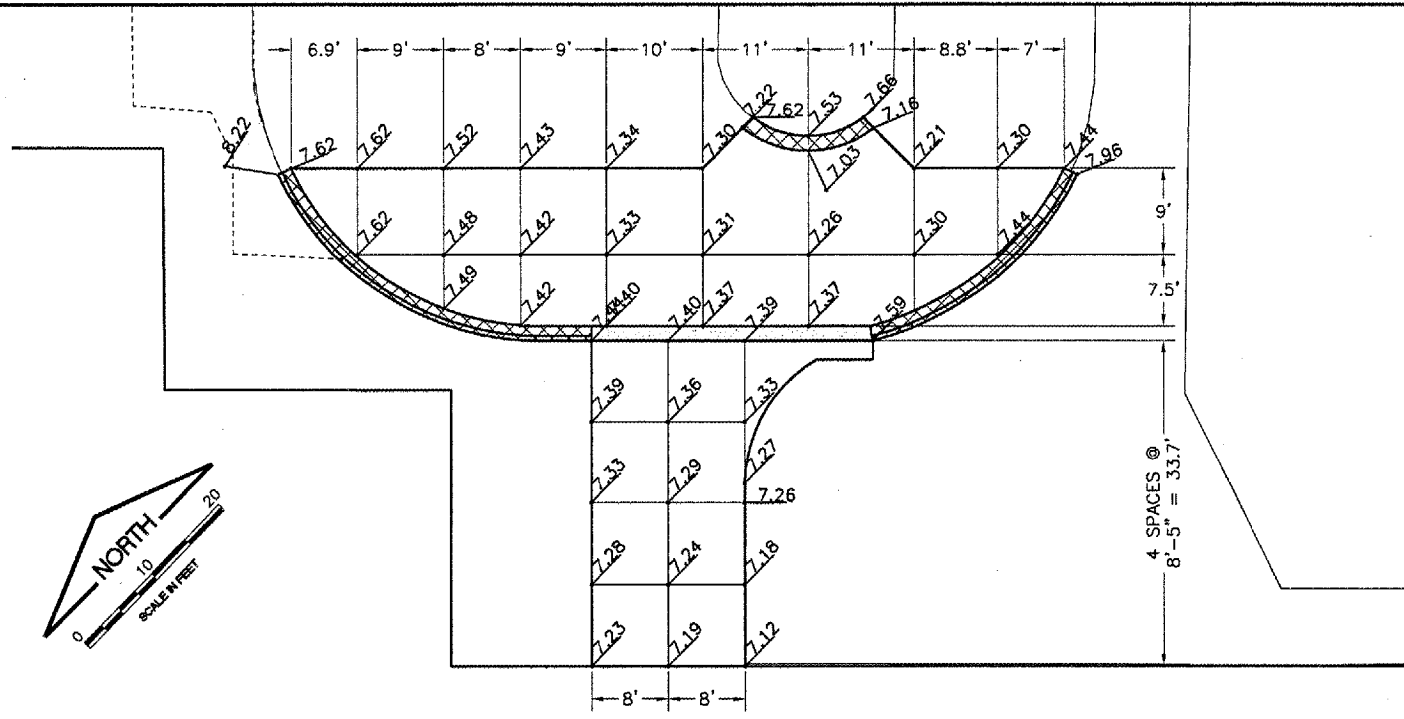
- NOTES**
- EXISTING ELEVATIONS SHOWN AT STA. 95+50 ARE TOP OF EXISTING PCC/BOTTOM OF BITUMINOUS TRANSITIONS.
 - ALL ELEVATIONS ARE ABOVE THE BASE ELEVATION OF 740 FEET TO IMPROVE CLARITY.
 - EXISTING IN-PAVEMENT MANHOLES ON TAXIWAY A6 WILL BE ADJUSTED. SEE MISCELLANEOUS PAVING AND DETAILS SHEET 2.
 - NEW AND EXISTING ELEVATIONS ARE SHOWN AT ALL NEW JOINT CORNERS UNLESS SPECIFIED.

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**REHABILITATE AIR CARRIER RAMP, PHASE 2
STAKING PLAN 2 - TAXIWAYS**

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SHEET 29 OF 49 SHEETS	



LEGEND
 1.06 NEW PAVEMENT OR CURB ELEVATION

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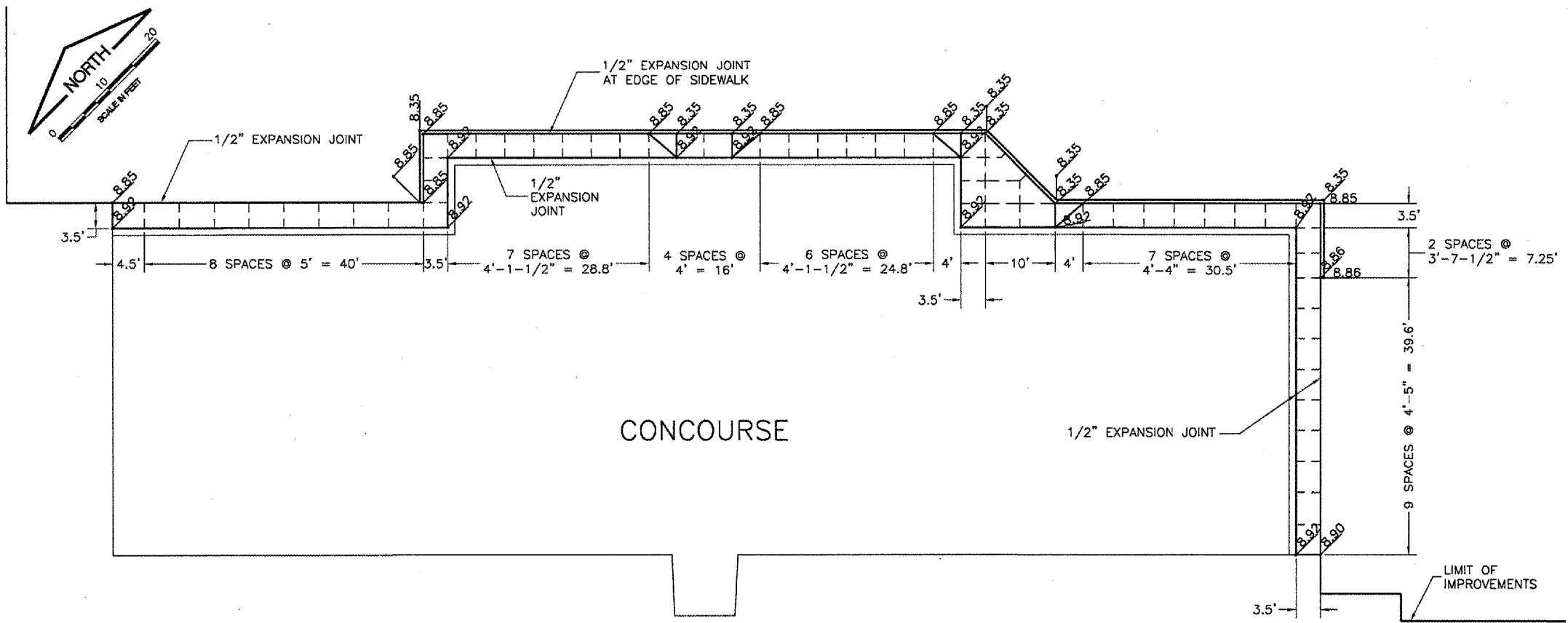
0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).

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

COMMUTER APRON

TAXIWAY AND LIMO DRIVE
 NEW PAVEMENT AND CURB ELEVATIONS

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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 SIDEWALK AND CURB PLAN &
 TAXI AND LIMO DRIVE PLAN



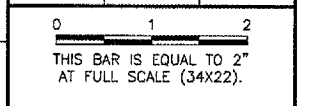
CONCOURSE
 NEW SIDEWALK AND CURB ELEVATIONS

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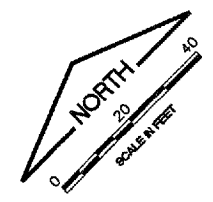
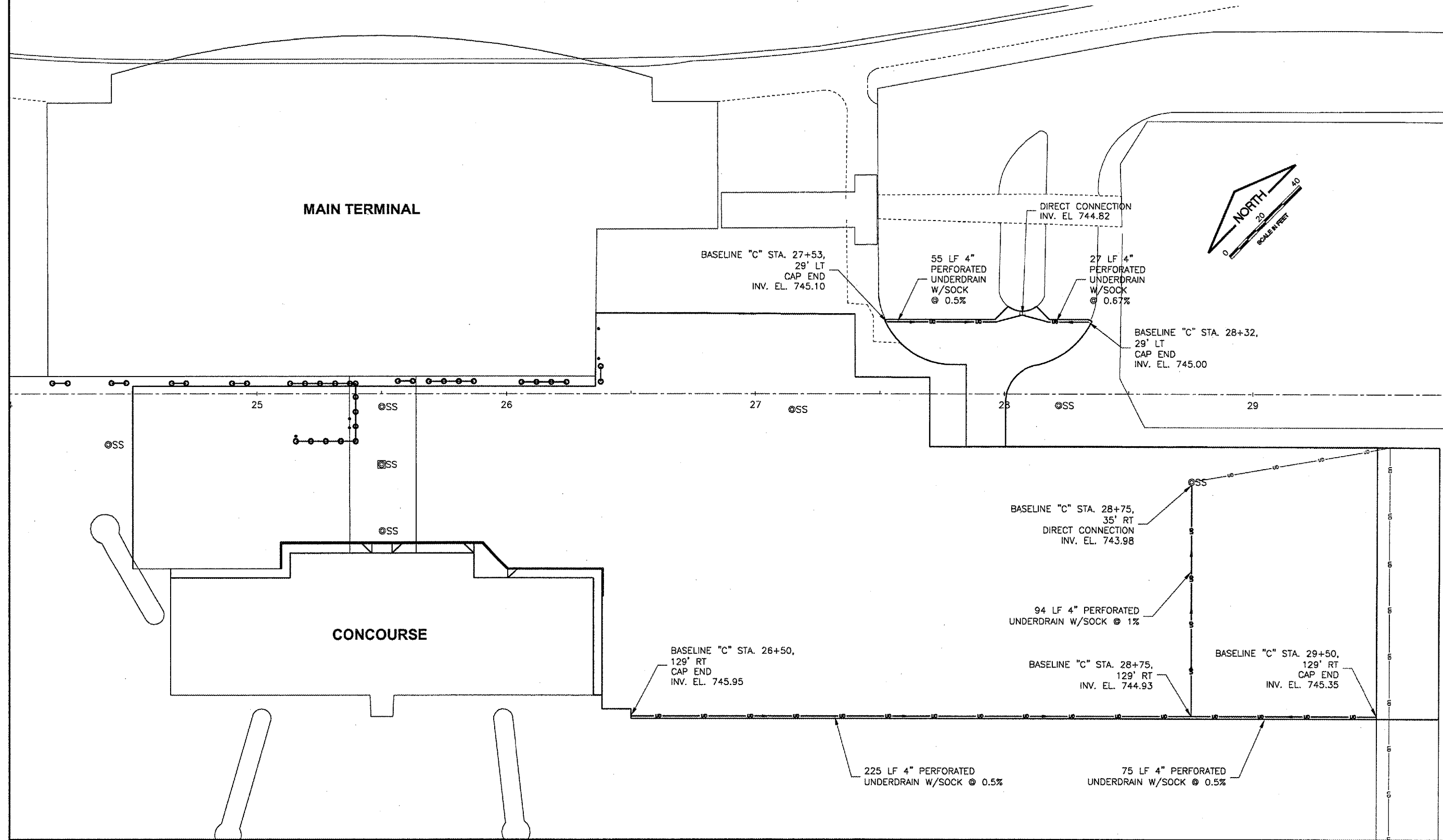
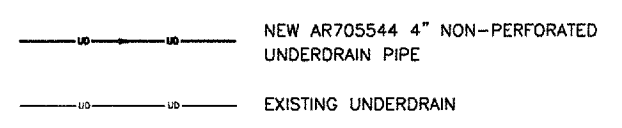
**REHABILITATE AIR CARRIER RAMP, PHASE 2
 UNDERDRAIN PLAN**

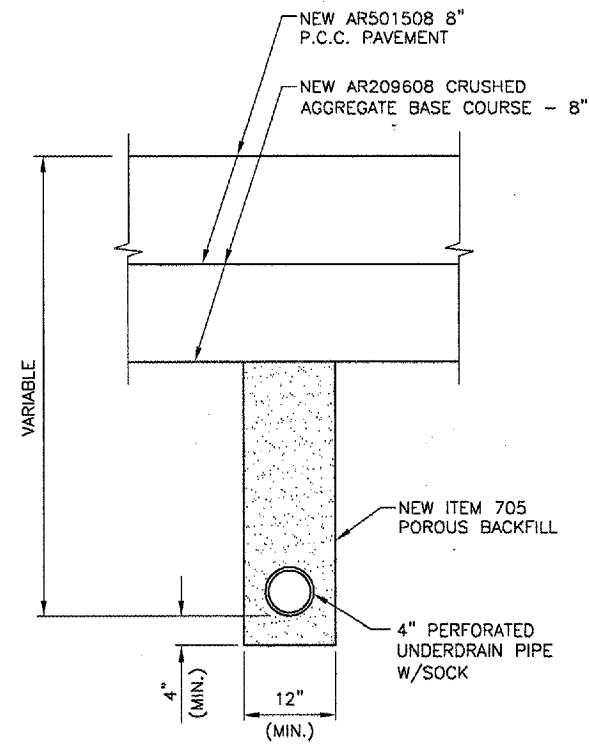
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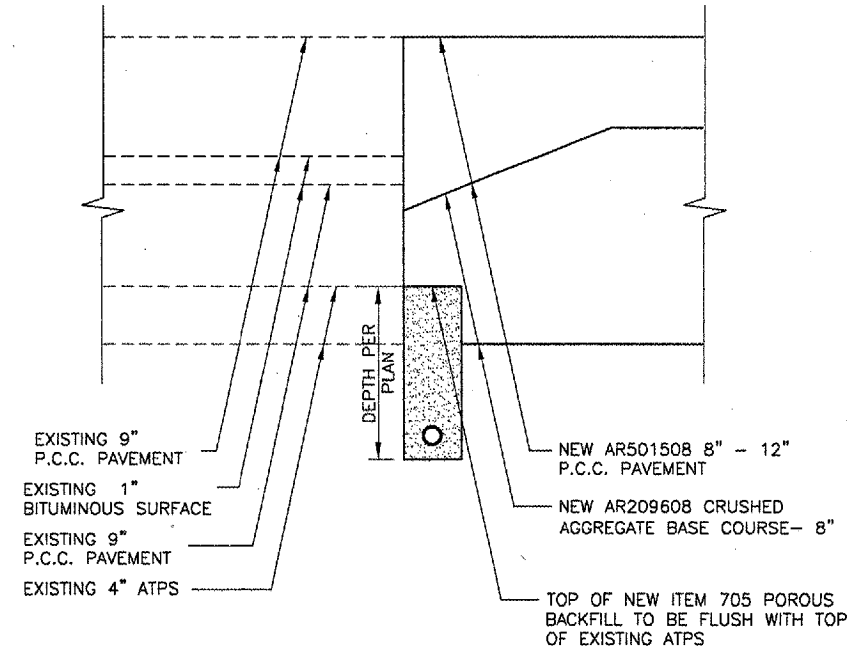
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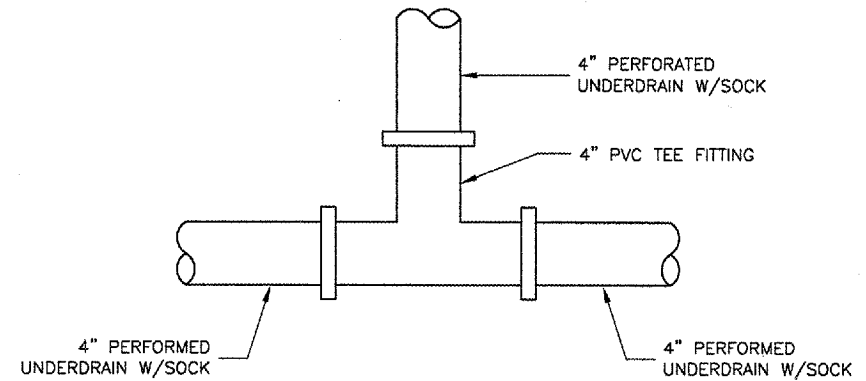




**UNDERDRAIN PIPE INSTALLATION
 BELOW PAVEMENT DETAIL**
 N.T.S.



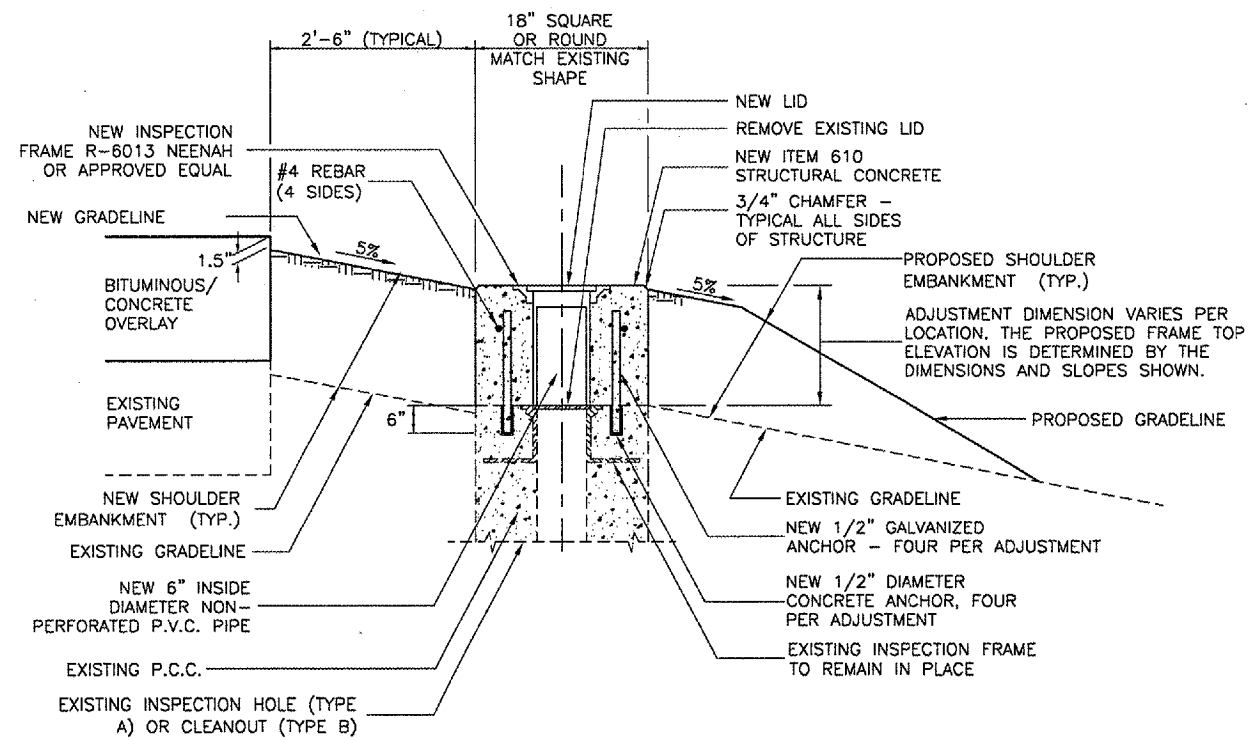
**UNDERDRAIN INSTALLATION AT
 EDGE OF EXISTING ATPS DETAIL**
 N.T.S.



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

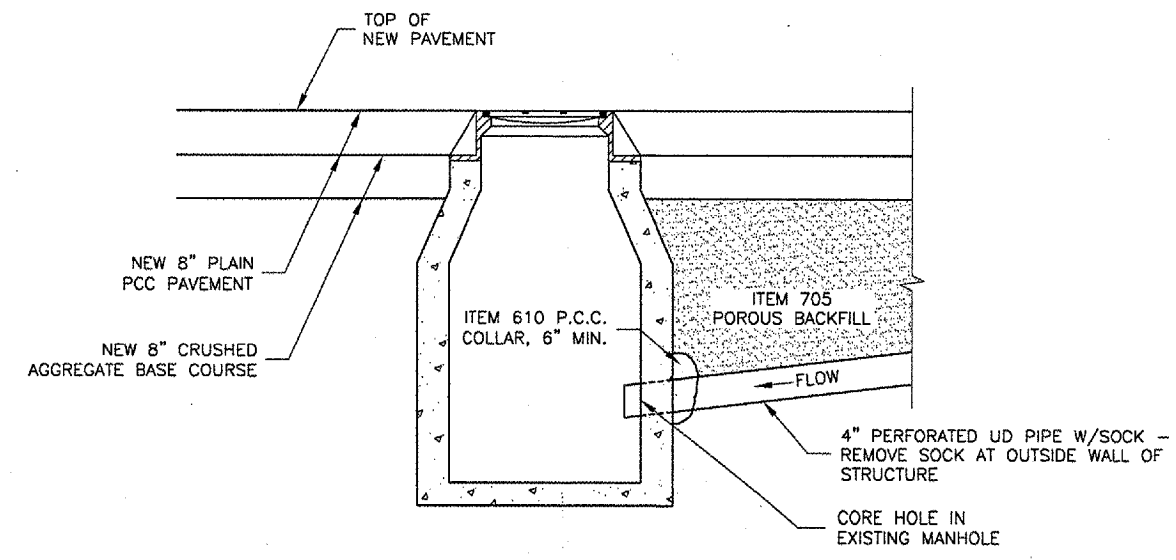
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0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).



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

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



DIRECT CONNECTION DETAIL
 N.T.S.

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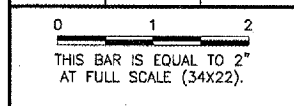
REHABILITATE AIR CARRIER RAMP, PHASE 2
 UNDERDRAIN DETAILS

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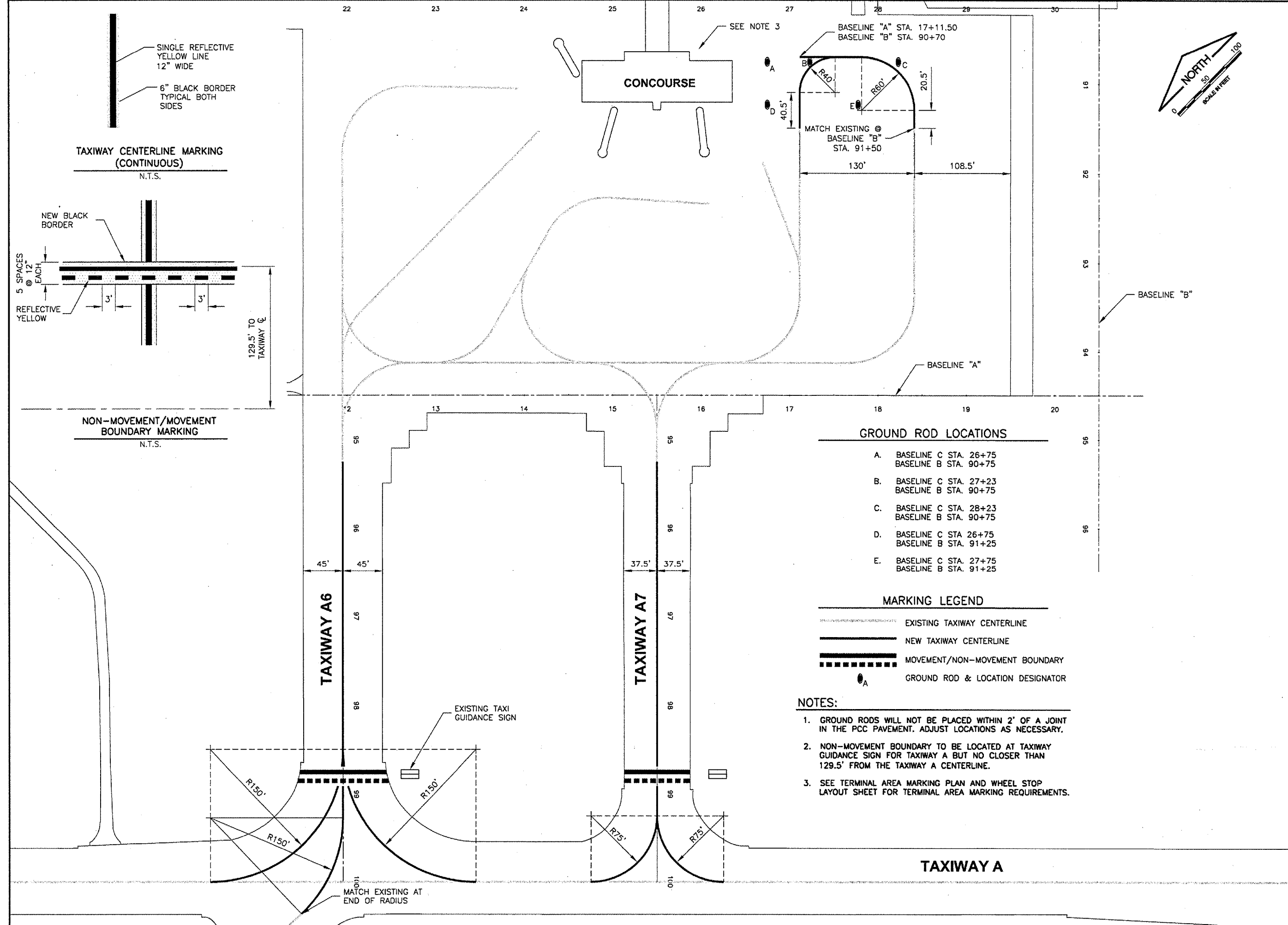


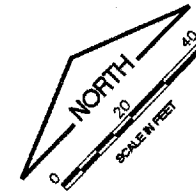
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**REHABILITATE AIR CARRIER RAMP, PHASE 2
 MARKING AND GROUND ROD PLAN**

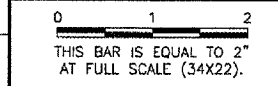
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MAIN TERMINAL

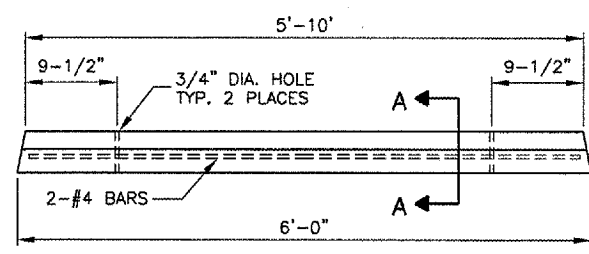
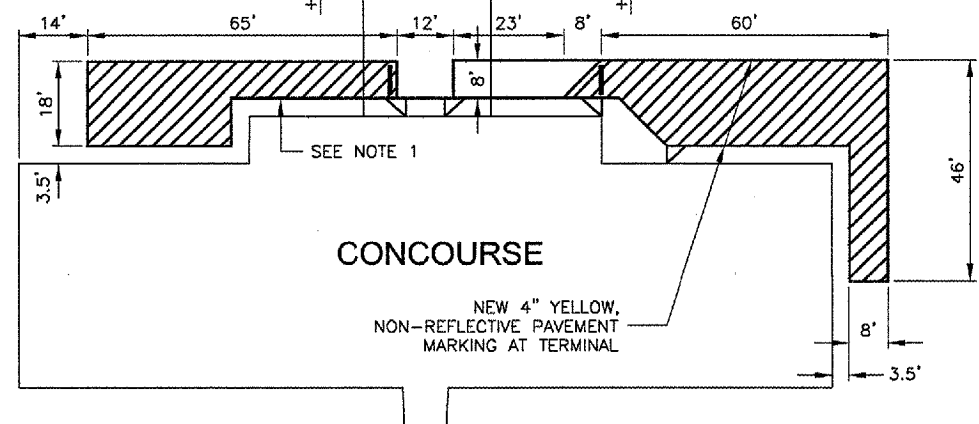
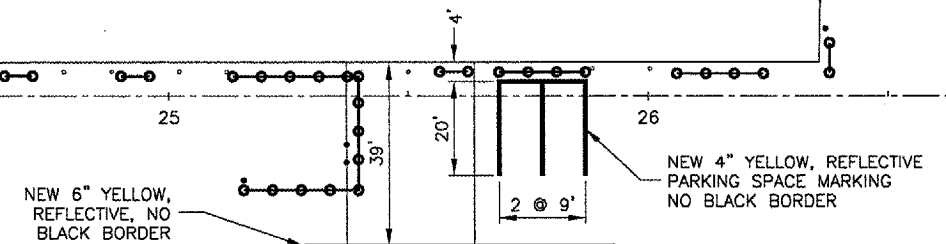
LEGEND

- NEW PAVEMENT MARKING
- NEW WHEEL STOP

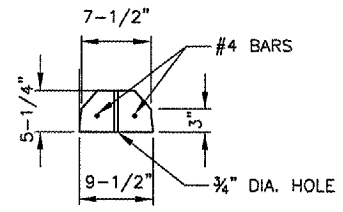
NOTES:

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

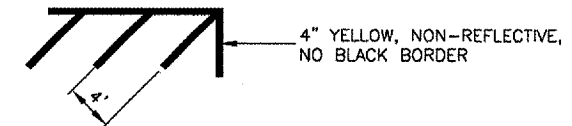
24' TO CTR. 7 SPACES @ 10' = 70' CENTER SPACED



PRECAST WHEEL STOP
N.T.S.



SECTION A-A
N.T.S.



PAVEMENT MARKING AT TERMINAL
N.T.S.

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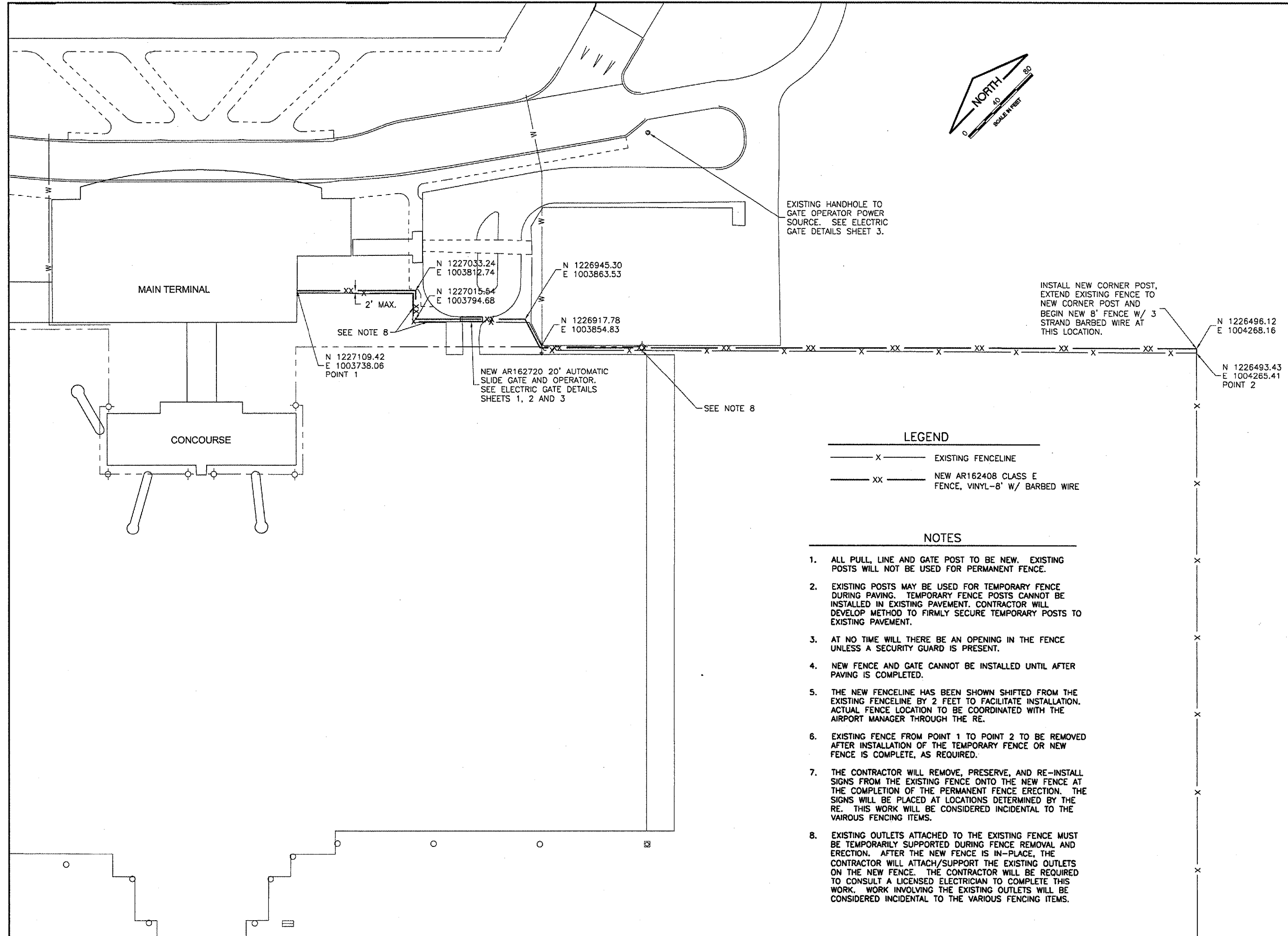
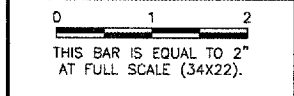
REHABILITATE AIR CARRIER RAMP, PHASE 2

**TERMINAL AREA MARKING PLAN
 AND WHEEL STOP LAYOUT**

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LEGEND

- X — EXISTING FENCELINE
- XX — NEW AR162408 CLASS E FENCE, VINYL-8' W/ BARBED WIRE

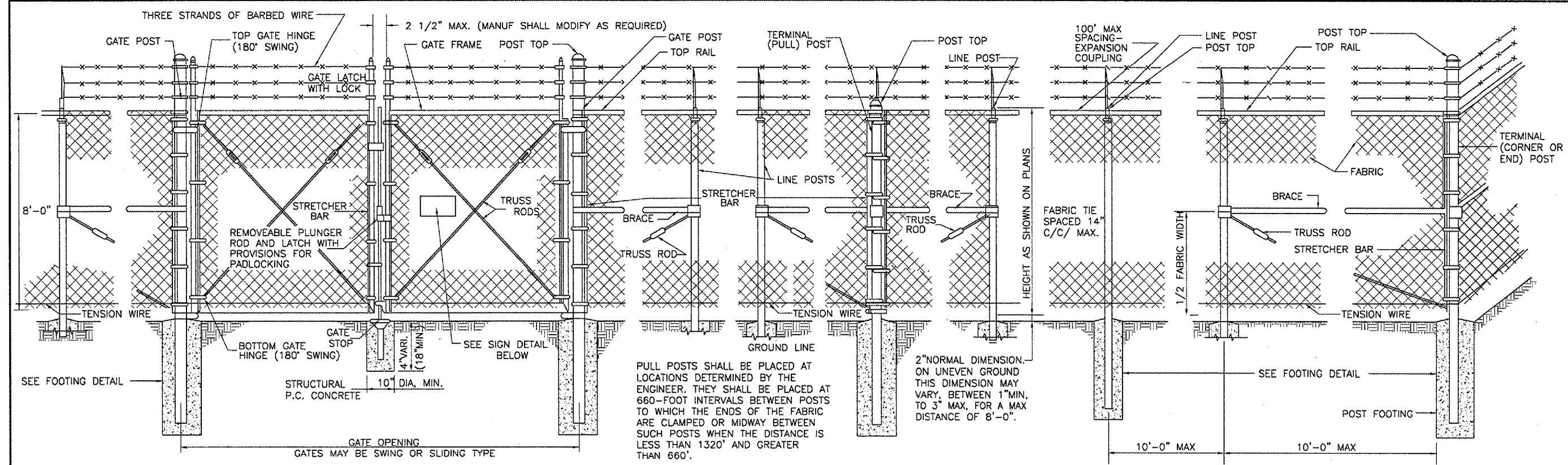
NOTES

1. ALL PULL, LINE AND GATE POST TO BE NEW. EXISTING POSTS WILL NOT BE USED FOR PERMANENT FENCE.
2. EXISTING POSTS MAY BE USED FOR TEMPORARY FENCE DURING PAVING. TEMPORARY FENCE POSTS CANNOT BE INSTALLED IN EXISTING PAVEMENT. CONTRACTOR WILL DEVELOP METHOD TO FIRMLY SECURE TEMPORARY POSTS TO EXISTING PAVEMENT.
3. AT NO TIME WILL THERE BE AN OPENING IN THE FENCE UNLESS A SECURITY GUARD IS PRESENT.
4. NEW FENCE AND GATE CANNOT BE INSTALLED UNTIL AFTER PAVING IS COMPLETED.
5. THE NEW FENCELINE HAS BEEN SHOWN SHIFTED FROM THE EXISTING FENCELINE BY 2 FEET TO FACILITATE INSTALLATION. ACTUAL FENCE LOCATION TO BE COORDINATED WITH THE AIRPORT MANAGER THROUGH THE RE.
6. EXISTING FENCE FROM POINT 1 TO POINT 2 TO BE REMOVED AFTER INSTALLATION OF THE TEMPORARY FENCE OR NEW FENCE IS COMPLETE, AS REQUIRED.
7. THE CONTRACTOR WILL REMOVE, PRESERVE, AND RE-INSTALL SIGNS FROM THE EXISTING FENCE ONTO THE NEW FENCE AT THE COMPLETION OF THE PERMANENT FENCE ERECTION. THE SIGNS WILL BE PLACED AT LOCATIONS DETERMINED BY THE RE. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE VARIOUS FENCING ITEMS.
8. EXISTING OUTLETS ATTACHED TO THE EXISTING FENCE MUST BE TEMPORARILY SUPPORTED DURING FENCE REMOVAL AND ERECTION. AFTER THE NEW FENCE IS IN-PLACE, THE CONTRACTOR WILL ATTACH/SUPPORT THE EXISTING OUTLETS ON THE NEW FENCE. THE CONTRACTOR WILL BE REQUIRED TO CONSULT A LICENSED ELECTRICIAN TO COMPLETE THIS WORK. WORK INVOLVING THE EXISTING OUTLETS WILL BE CONSIDERED INCIDENTAL TO THE VARIOUS FENCING ITEMS.

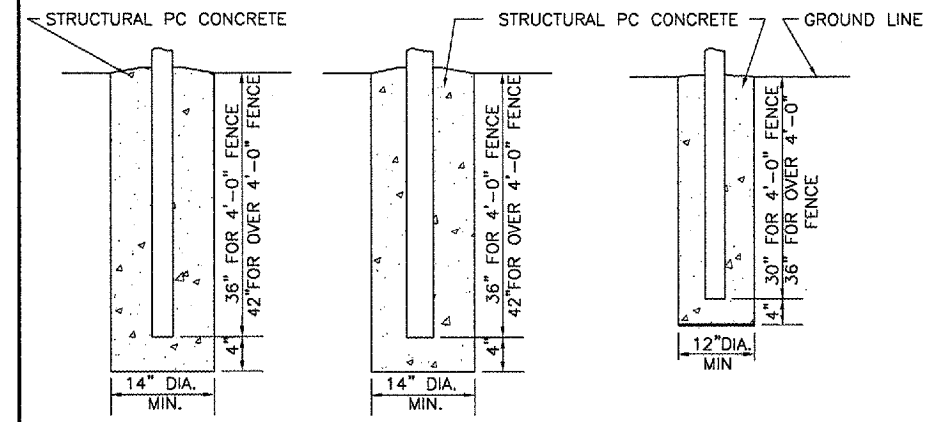
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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 FENCING PLAN**

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SHEET 35 OF 49 SHEETS	



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

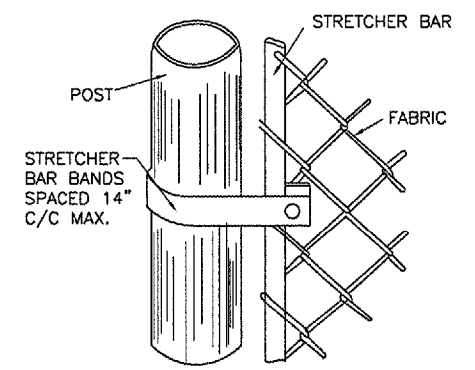


FOOTING FOR TERMINAL POST

FOOTING FOR GATE POST

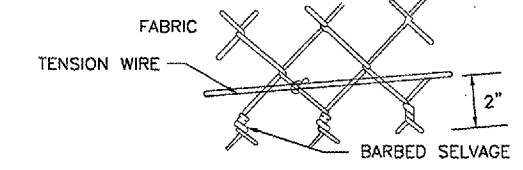
FOOTING FOR LINE POST

DETAIL - BARBED WIRE ARM ON LINE POST



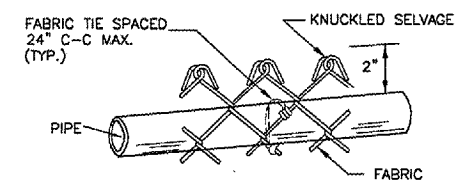
METHOD OF FASTENING STRETCHER BAR TO POST

PULL POST ARRANGEMENT



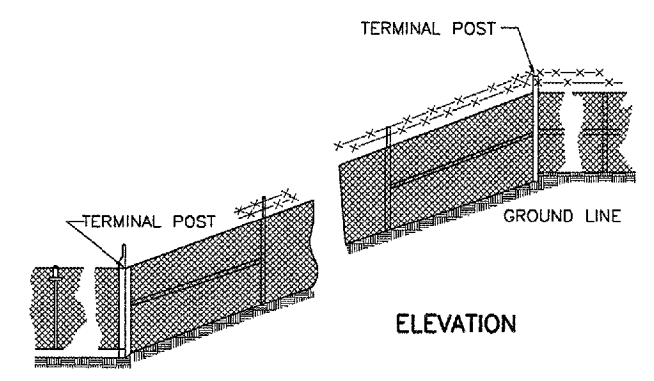
METHOD OF TYING FABRIC TO TENSION WIRE

LINE POST ARRANGEMENT



METHOD OF TYING FABRIC TO TOP RAIL PIPE

CORNER OR END POST ARRANGEMENT

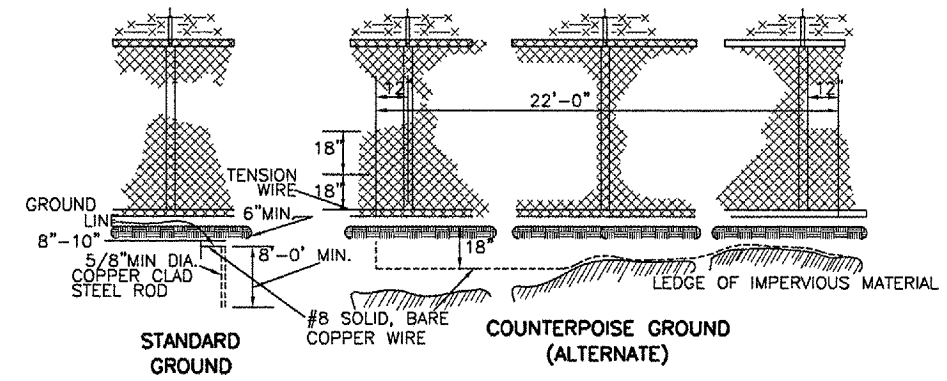


FENCE INSTALLATION ON SLOPES

PULL POSTS SHALL BE PLACED AT LOCATIONS DETERMINED BY THE ENGINEER. THEY SHALL BE PLACED AT 660'-FOOT INTERVALS BETWEEN POSTS TO WHICH THE ENDS OF THE FABRIC ARE CLAMPED OR MIDWAY BETWEEN SUCH POSTS WHEN THE DISTANCE IS LESS THAN 1320' AND GREATER THAN 660'.

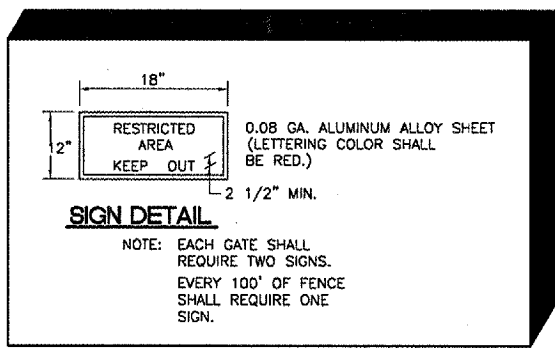
2" NORMAL DIMENSION ON UNEVEN GROUND THIS DIMENSION MAY VARY, BETWEEN 1" MIN. TO 3" MAX. FOR A MAX DISTANCE OF 8'-0".

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



PROTECTIVE ELECTRICAL GROUND

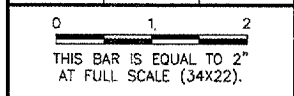
NOTES:
 -CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 1000' EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM A GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
 -FENCE UNDER POWER LINE SHALL BE GROUNDED BY THREE GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH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



SIGN DETAIL

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

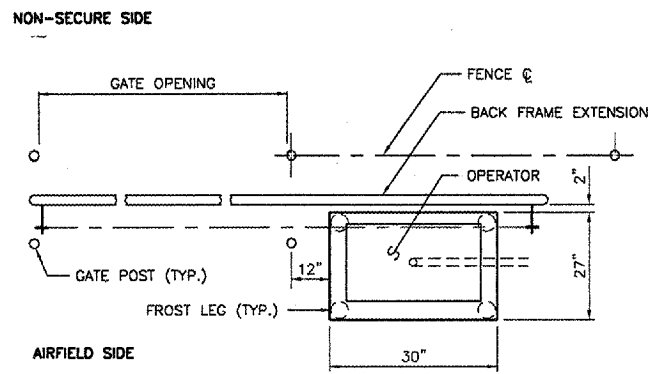
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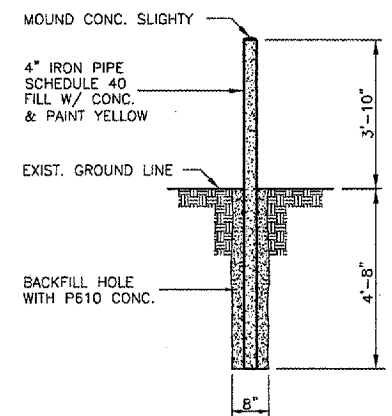
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REHABILITATE AIR CARRIER RAMP, PHASE 2
FENCE DETAILS

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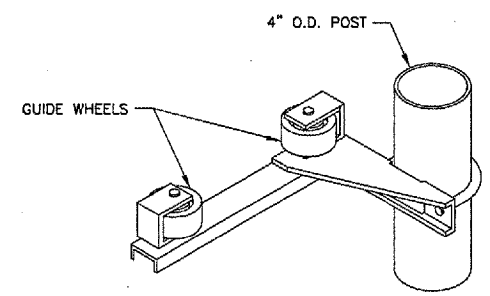
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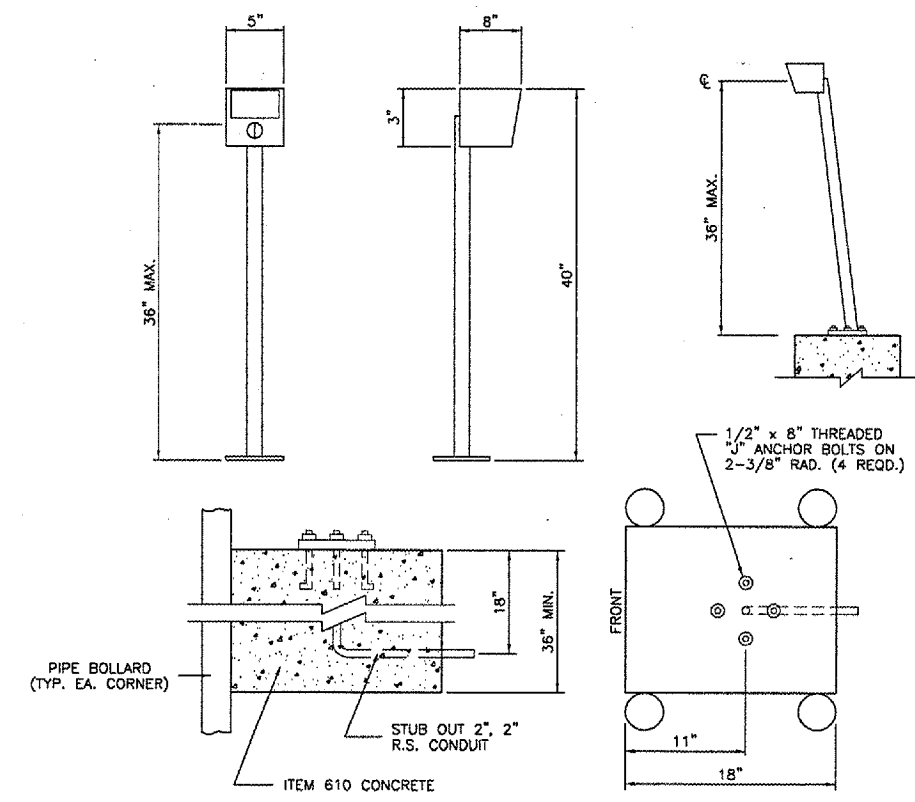
PLAN
GATE OPERATOR DETAIL
 N.T.S.



BOLLARD DETAIL
 N.T.S.

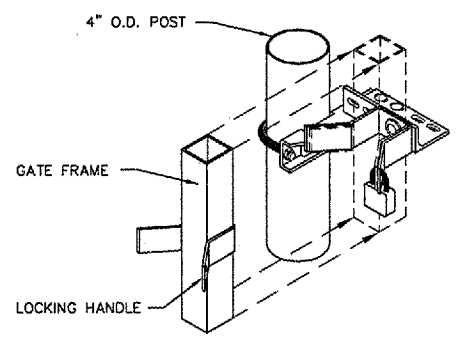


STANDARD BOTTOM GUIDE ASSEMBLY
 N.T.S.



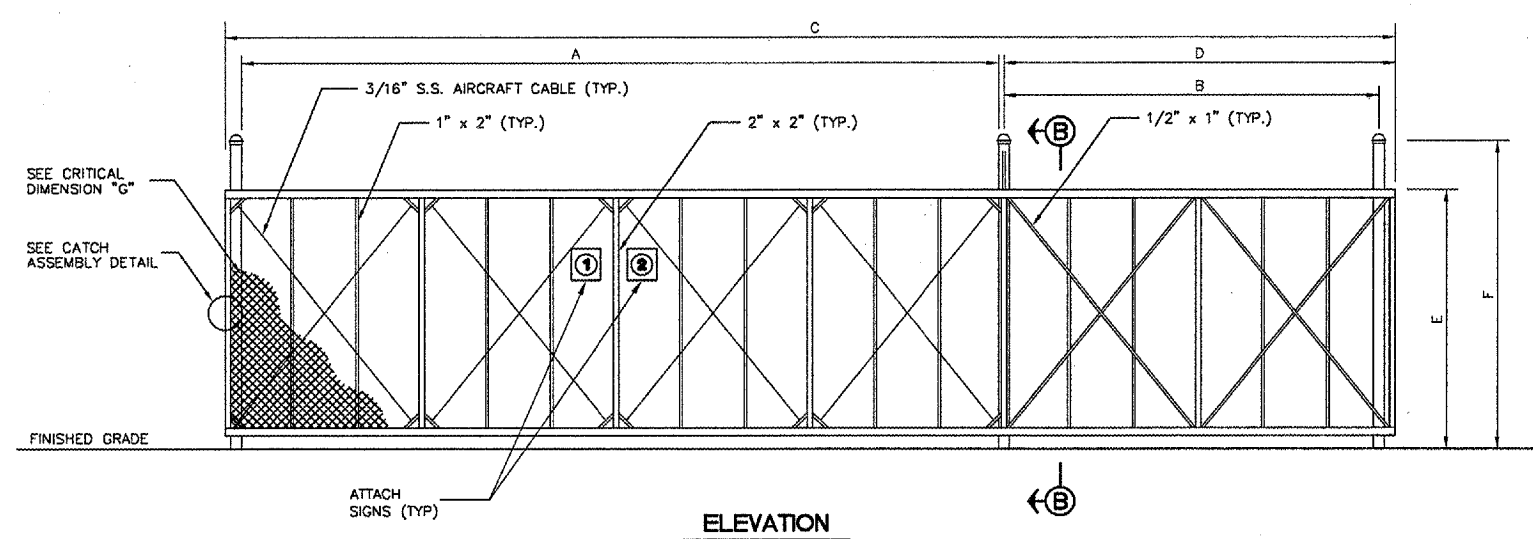
NOTE:
 DIMENSIONS OF CONDUIT KEY CONTROL AND ANCHOR BOLTS MAY BE CHANGED TO MEET MANUFACTURERS SPECIFICATIONS AND DIMENSIONS.

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

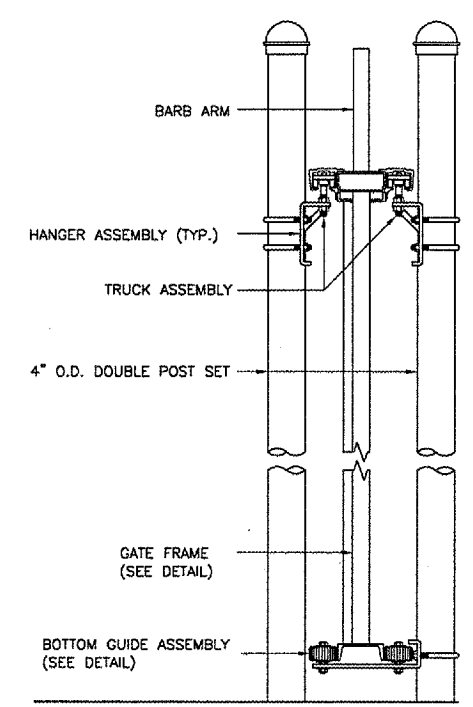


CATCH ASSEMBLY DETAIL
 (26' GATE SHOWN)

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



ELEVATION
CANTILEVER SLIDE GATE
 (26' GATE SHOWN)



NOTE:
 EXTRUSIONS SHALL BE OVERSIZED FOR EXTRA RIGIDITY OVER "STANDARD" GATE DESIGN.

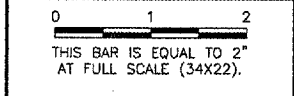
SECTION B-B
 (TYP. ALL GATES)

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

NOTES

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

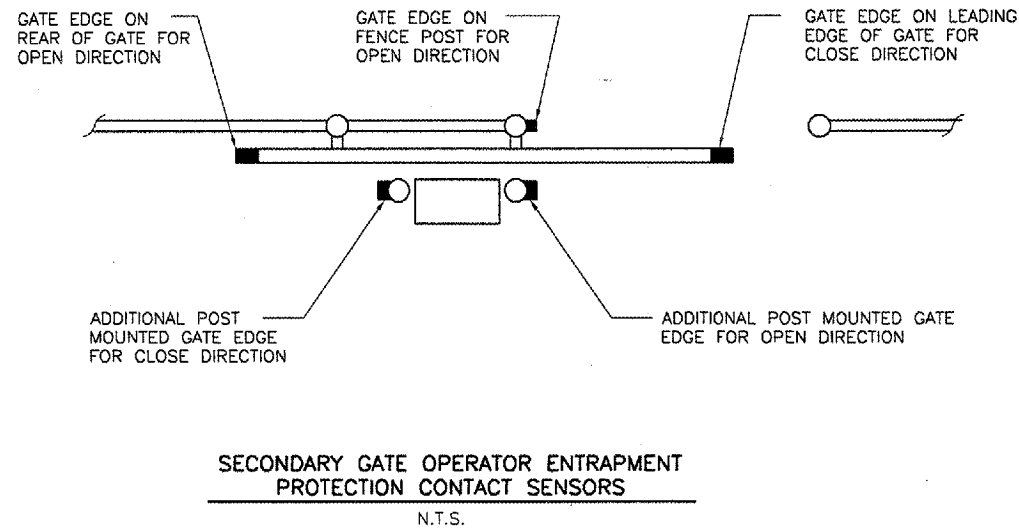
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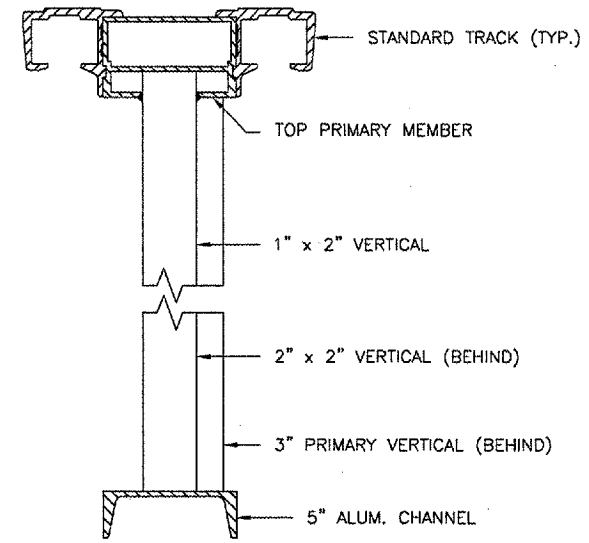
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 ELECTRICAL GATE DETAILS SHEET 1

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

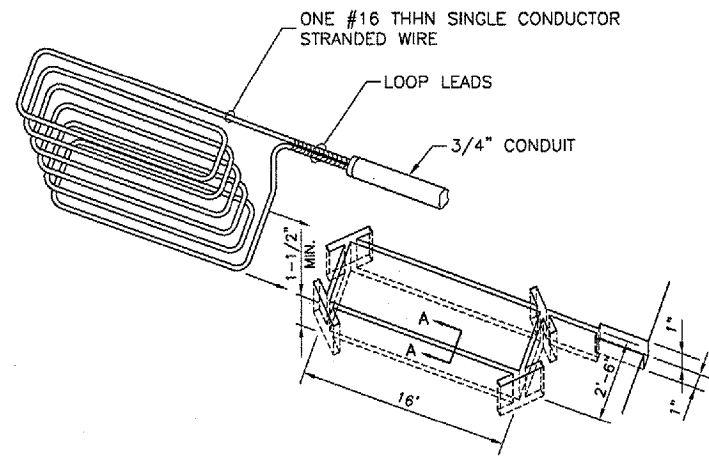
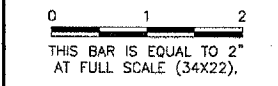


GATE FRAME SECTION
 N.T.S.

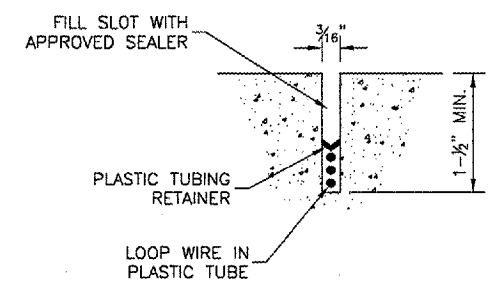
SUMMARY OF OPERATION

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

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



SECTION A-A
 N.T.S.

DETECTOR LOOP DETAILS

CAUTION:

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

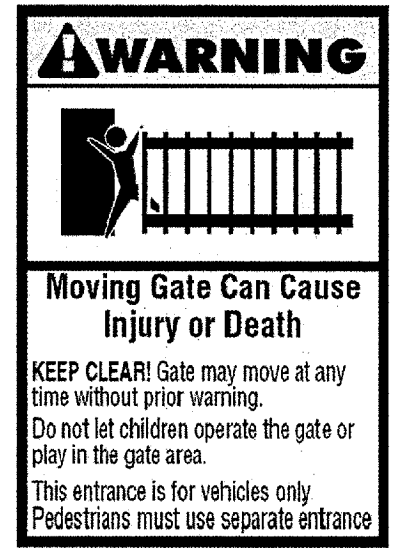
NOTES:

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

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

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

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



WARNING SIGN DETAIL

UL 235 COMPLIANCE NOTES

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

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

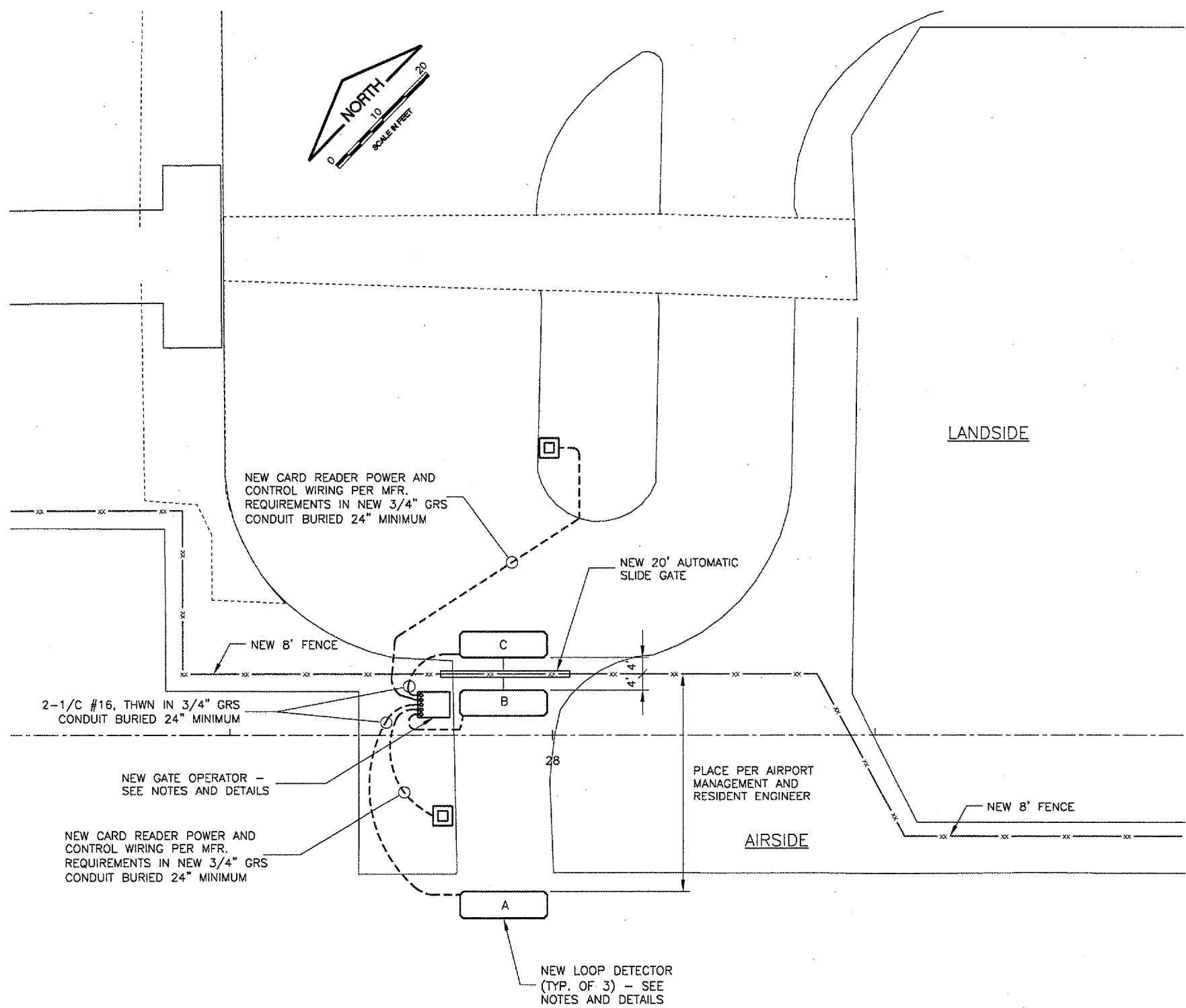
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REHABILITATE AIR CARRIER RAMP, PHASE 2
 ELECTRIC GATE DETAILS SHEET 2

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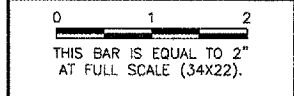
CMI-3663
 3-17-0016-XX



NOTES FOR GATE

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

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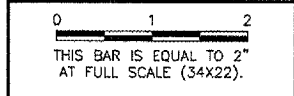
REHABILITATE AIR CARRIER RAMP, PHASE 2
 ELECTRIC GATE DETAILS SHEET 3

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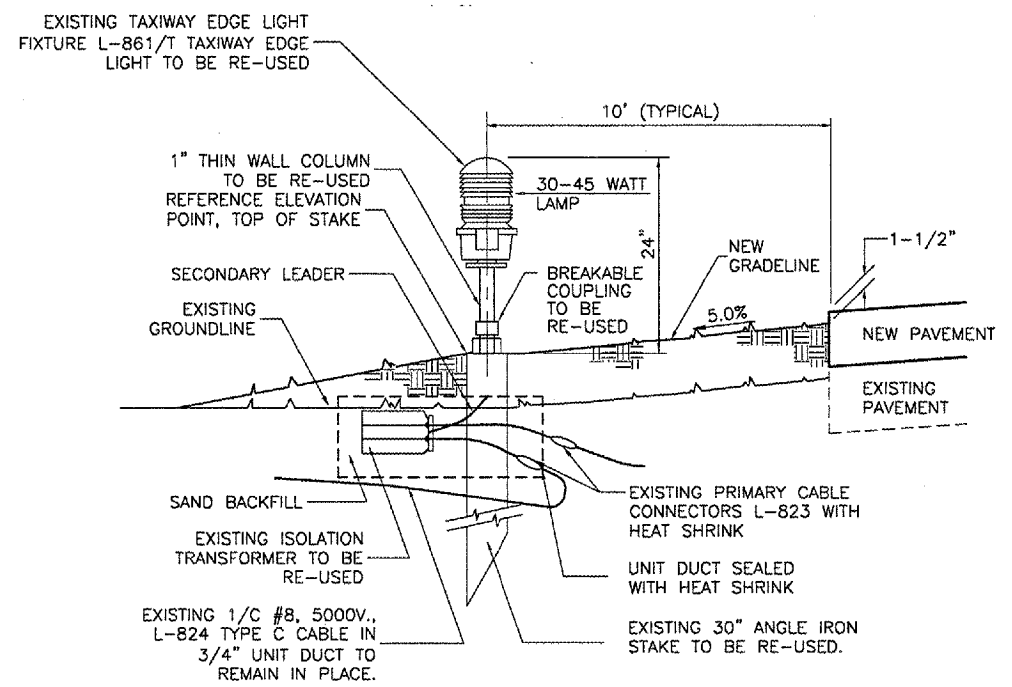
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REHABILITATE AIR CARRIER RAMP, PHASE 2

ELECTRICAL ADJUSTMENTS & DETAILS
 SHEET 1

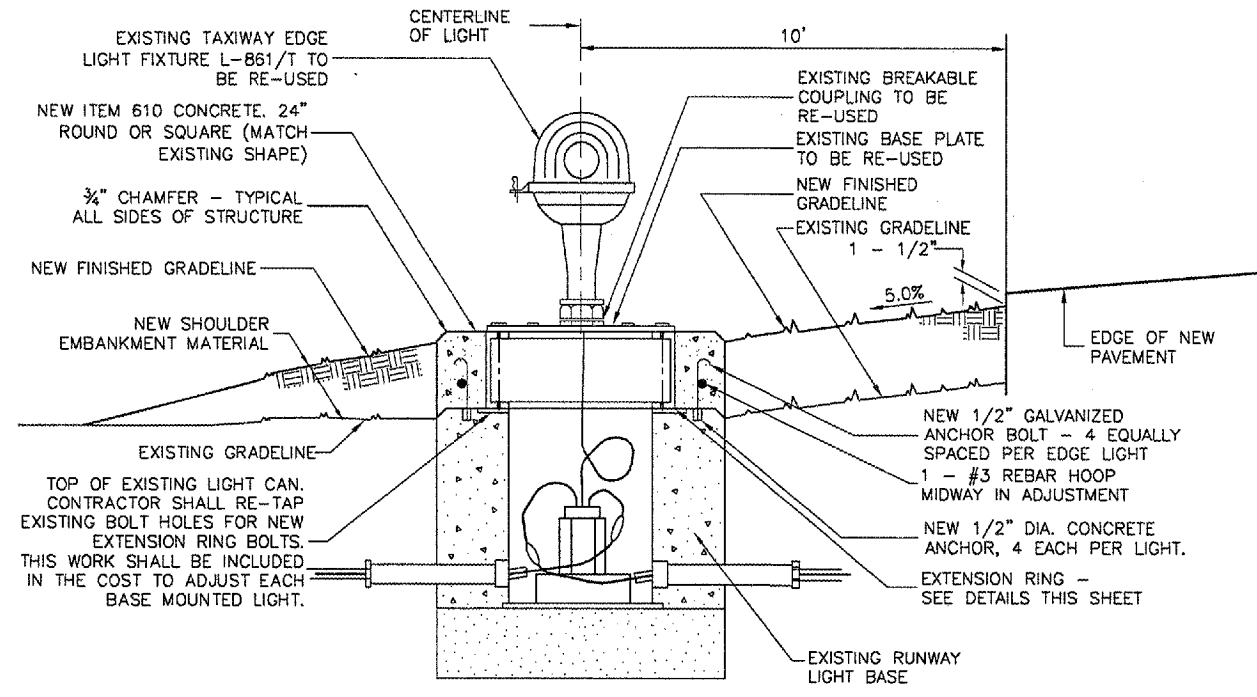
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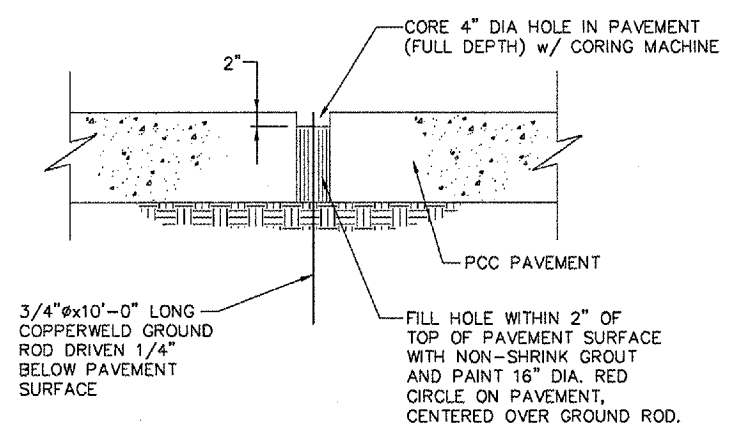
- METHOD OF CONSTRUCTION**
- 1.) ADJUST SHOULDERS TO GRADE.
 - 2.) EXCAVATE STAKE MOUNTED LIGHT AND TRANSFORMER AND SET AT NEW ELEVATION.
 - 3.) BACKFILL EXCAVATED MATERIAL.

TAXIWAY STAKE MOUNTED LIGHT ADJUSTMENT
 N.T.S.

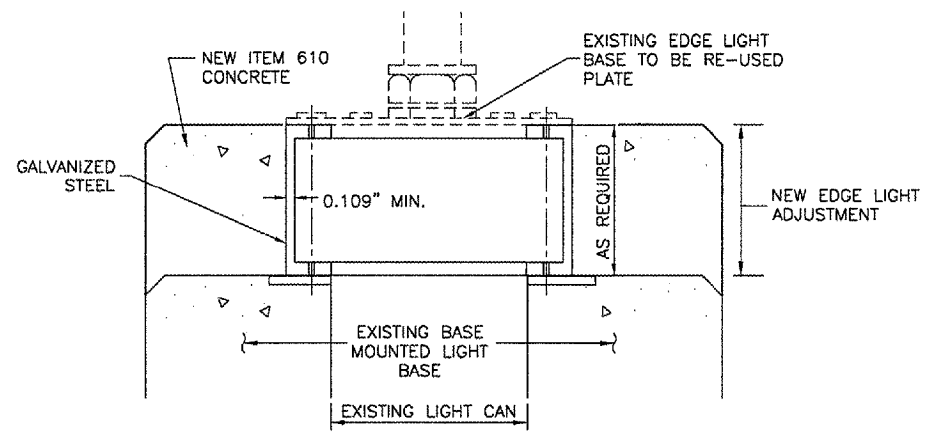


- METHOD OF CONSTRUCTION**
- 1.) ADJUST SHOULDERS TO GRADE.
 - 2.) EXCAVATE BASE MOUNTED LIGHT AND INSTALL NEW EXTENSION RING AND CONCRETE TO PROPER GRADE.
 - 3.) BACKFILL EXCAVATED MATERIAL.

TAXIWAY BASE MOUNTED LIGHT ADJUSTMENT
 N.T.S.

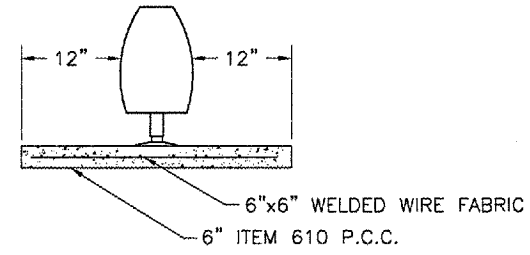


GROUND ROD DETAIL
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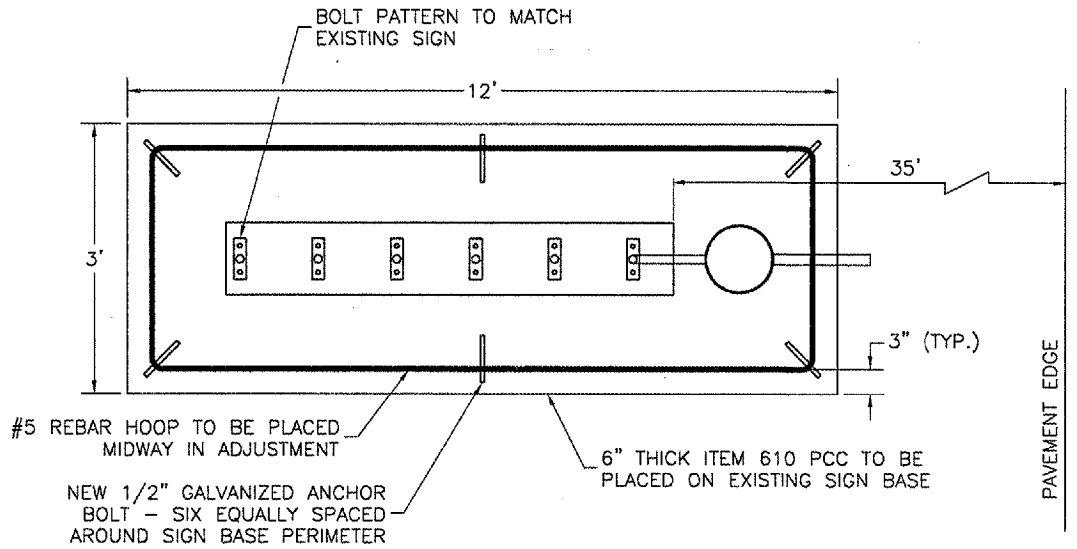


NOTE: 1.) THE CONTRACTOR SHALL FIELD VERIFY EXISTING LIGHT BASE TYPE (MOST ARE L-867, 12" DIA. CLASS 1) AND CALCULATE REQUIRED HEIGHT ADJUSTMENT DIMENSION BASED ON PROPOSED SHOULDER ELEVATION AND THE ELEVATION OF THE TOP OF THE EXISTING LIGHT BASE. NO ADDITIONAL PAYMENT WILL BE MADE FOR ALTERNATE LIGHT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

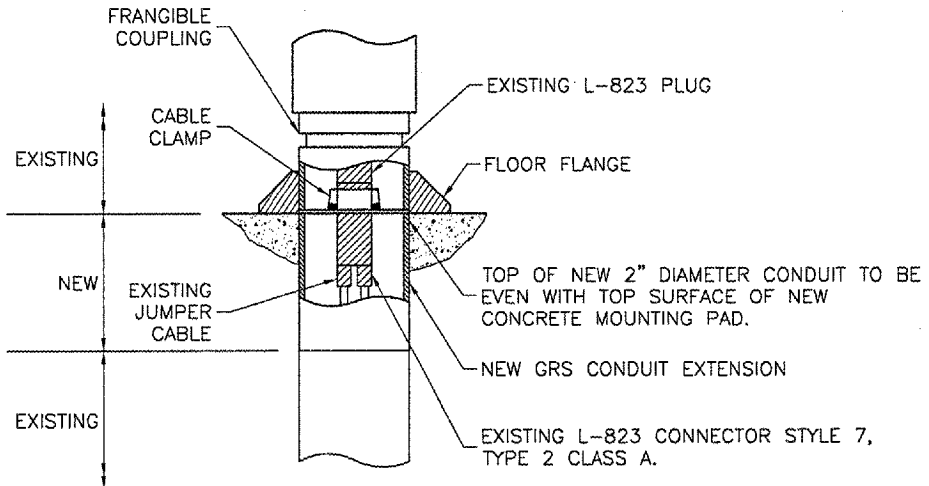
EXTENSION RING DETAIL
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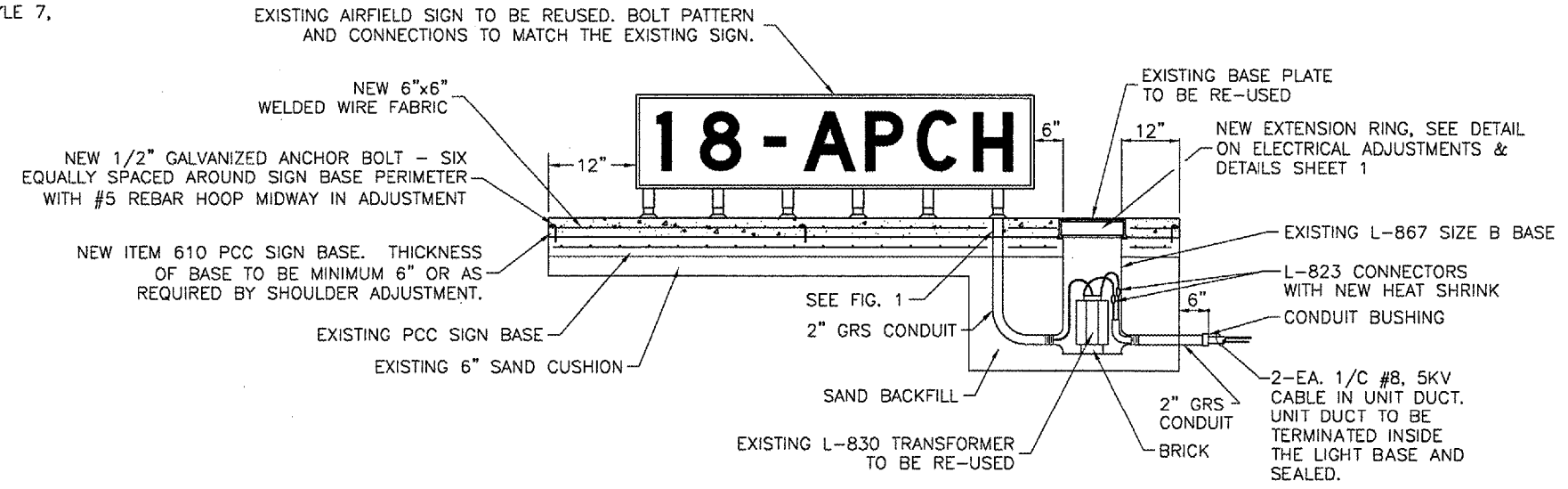
ELEVATION VIEW
 NOT TO SCALE



PLAN VIEW
 NOT TO SCALE



ELECTRICAL CONNECTION DETAIL
 FIGURE 1

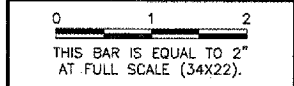


ELEVATION VIEW
 NOT TO SCALE

NEW ADJUSTED EXISTING AIRFIELD GUIDANCE SIGN DETAIL
 NOT TO SCALE

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

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UNIVERSITY OF ILLINOIS
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REHABILITATE AIR CARRIER RAMP, PHASE 2

ELECTRICAL ADJUSTMENTS & DETAILS
 SHEET 2

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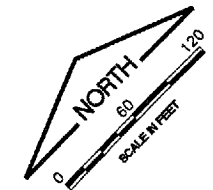
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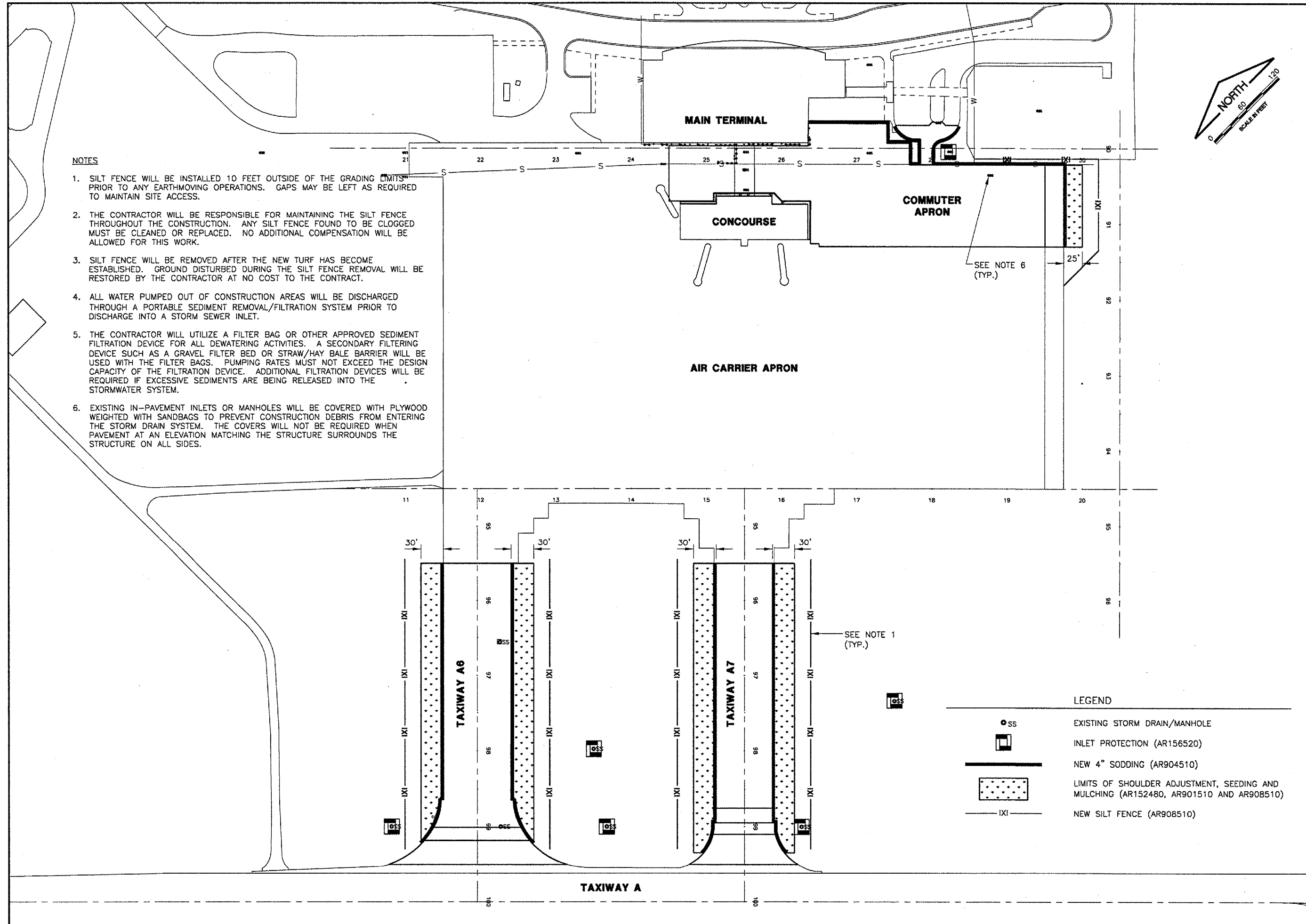
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- NOTES**
1. SILT FENCE WILL BE INSTALLED 10 FEET OUTSIDE OF THE GRADING LIMITS PRIOR TO ANY EARTHMOVING OPERATIONS. GAPS MAY BE LEFT AS REQUIRED TO MAINTAIN SITE ACCESS.
 2. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE SILT FENCE THROUGHOUT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



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REHABILITATE AIR CARRIER RAMP, PHASE 2

**GRADING, TURFING &
 EROSION CONTROL PLAN**

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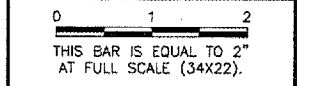
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LEGEND

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

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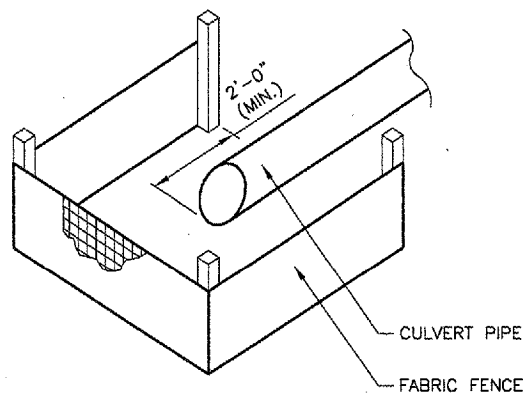
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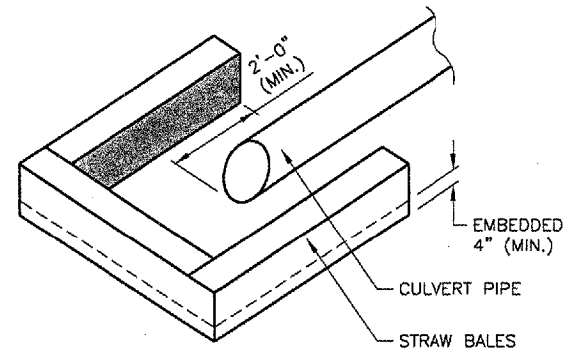
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 REHABILITATE AIR CARRIER RAMP, PHASE 2
 EROSION CONTROL DETAILS

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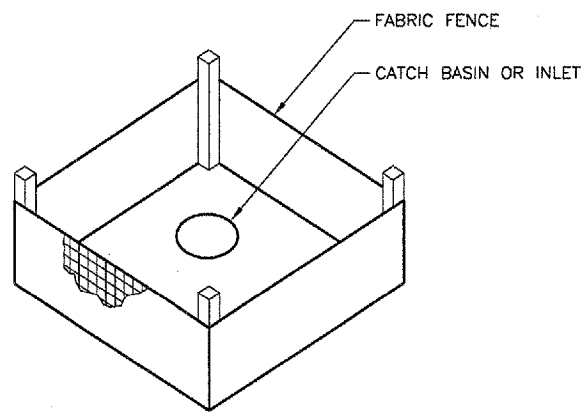
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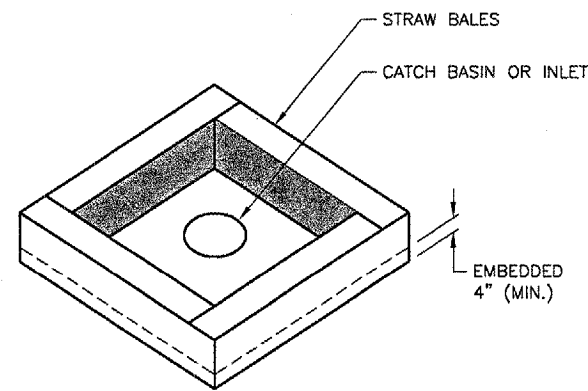
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 N.T.S.



CULVERT PROTECTION WITH STRAW BALES
 N.T.S.



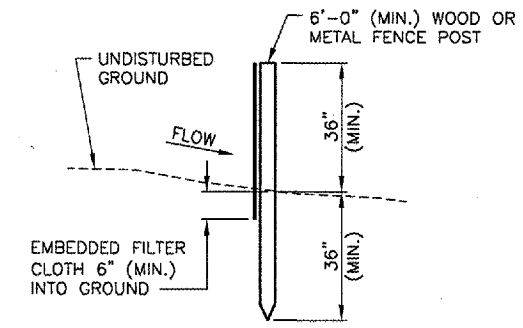
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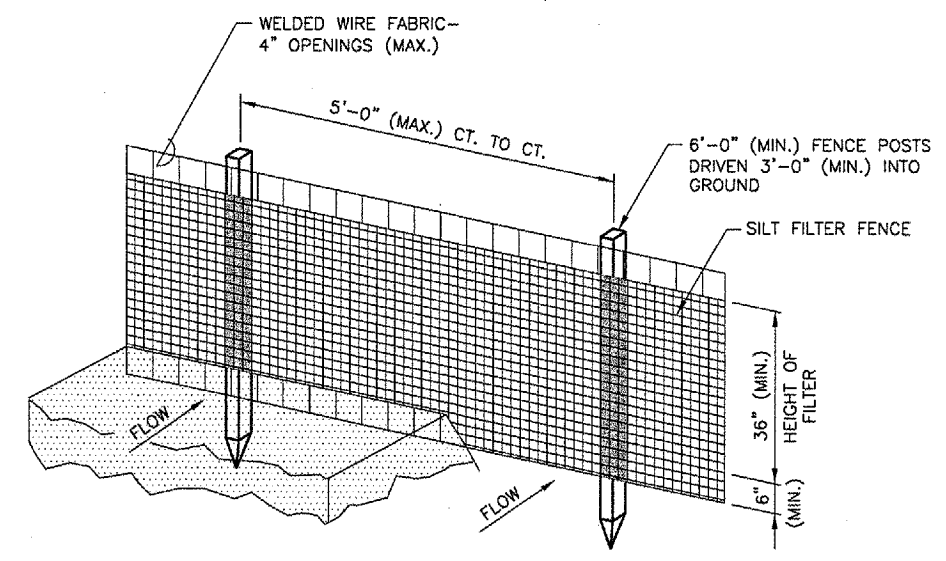
INLET PROTECTION WITH STRAW BALES
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NOTES

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



SECTION



PERSPECTIVE VIEW

EROSION CONTROL FABRIC FENCE DETAIL
 N.T.S.

NOTES

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

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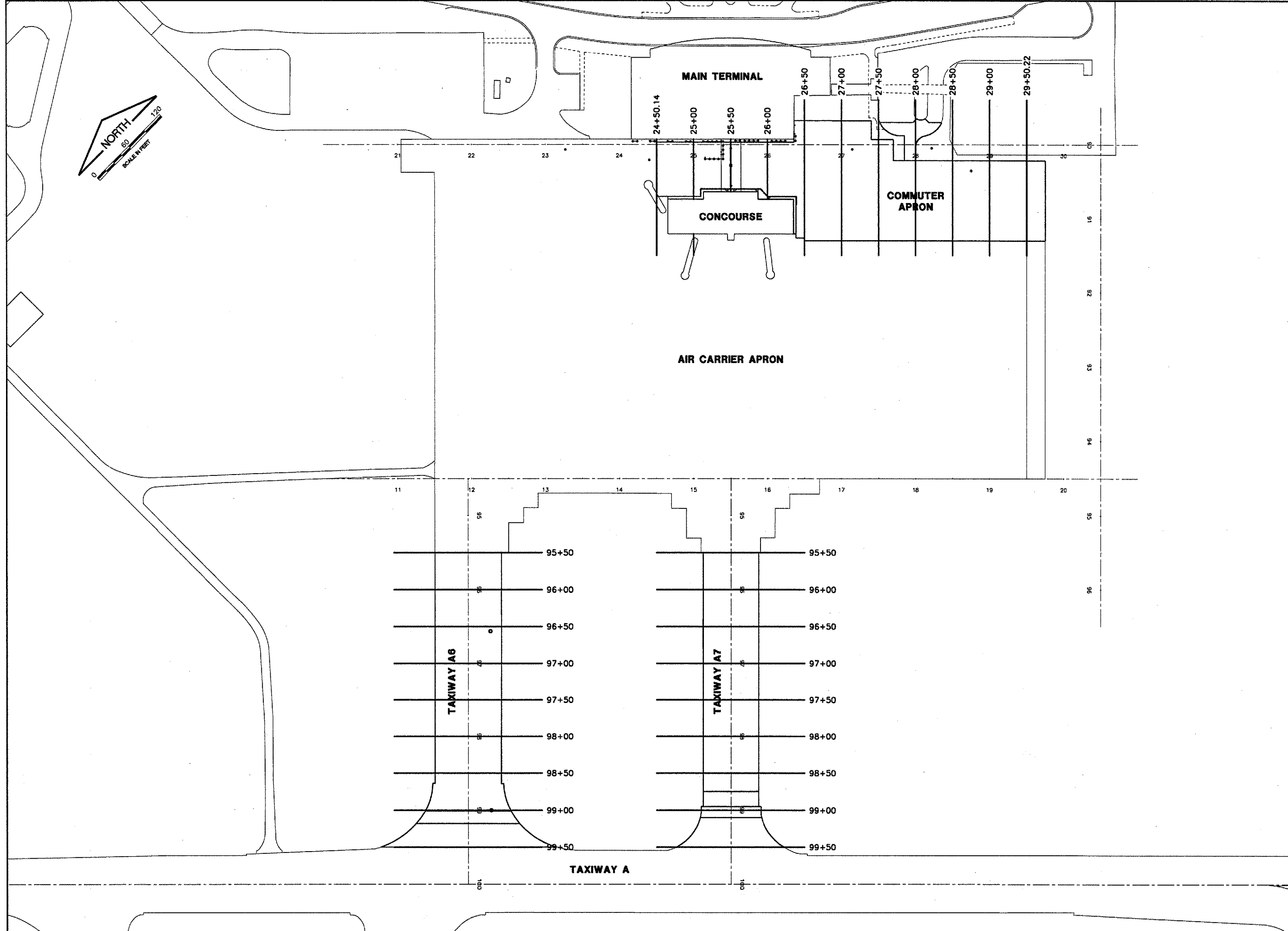
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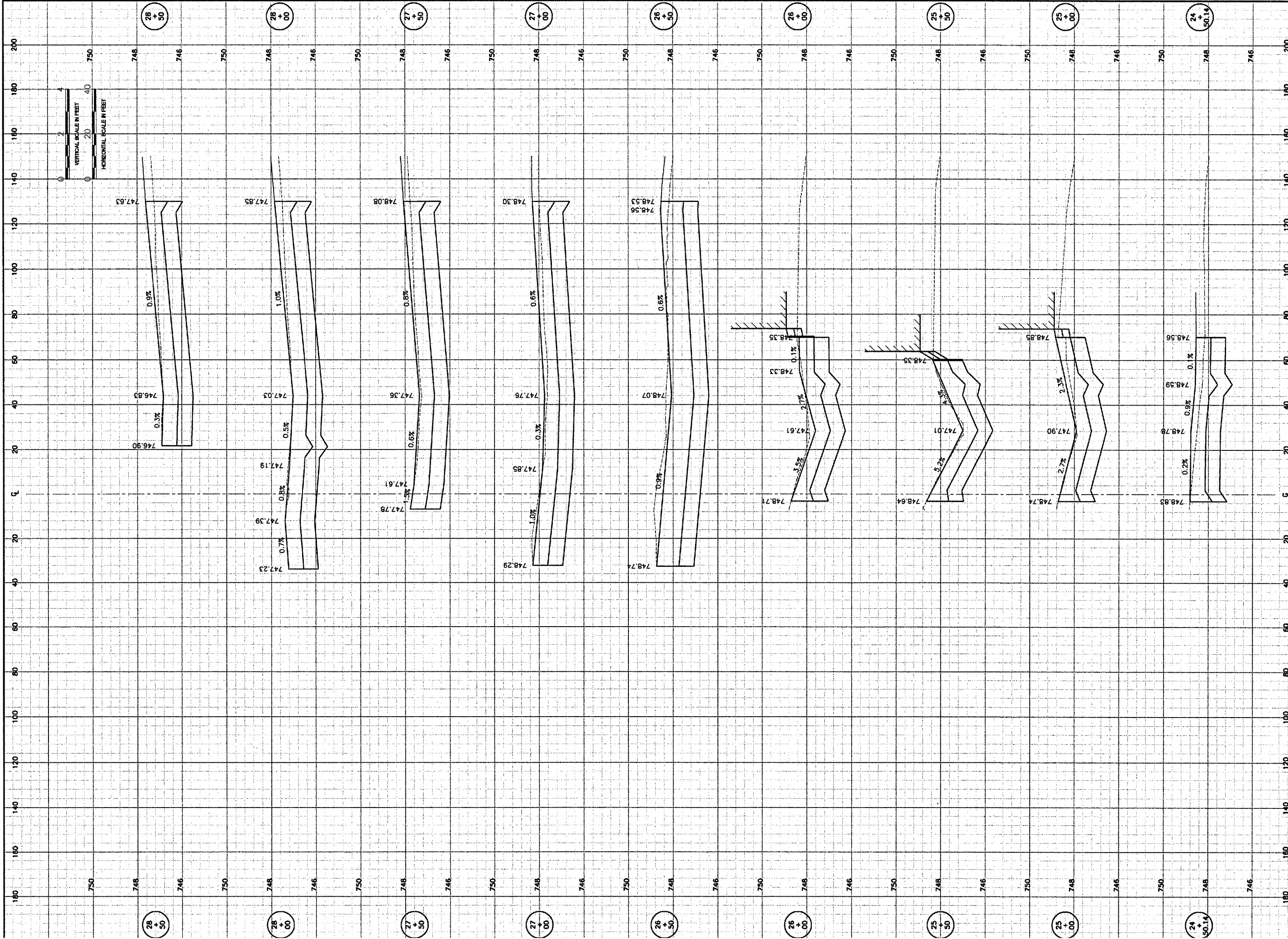
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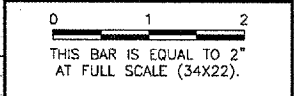
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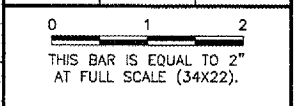
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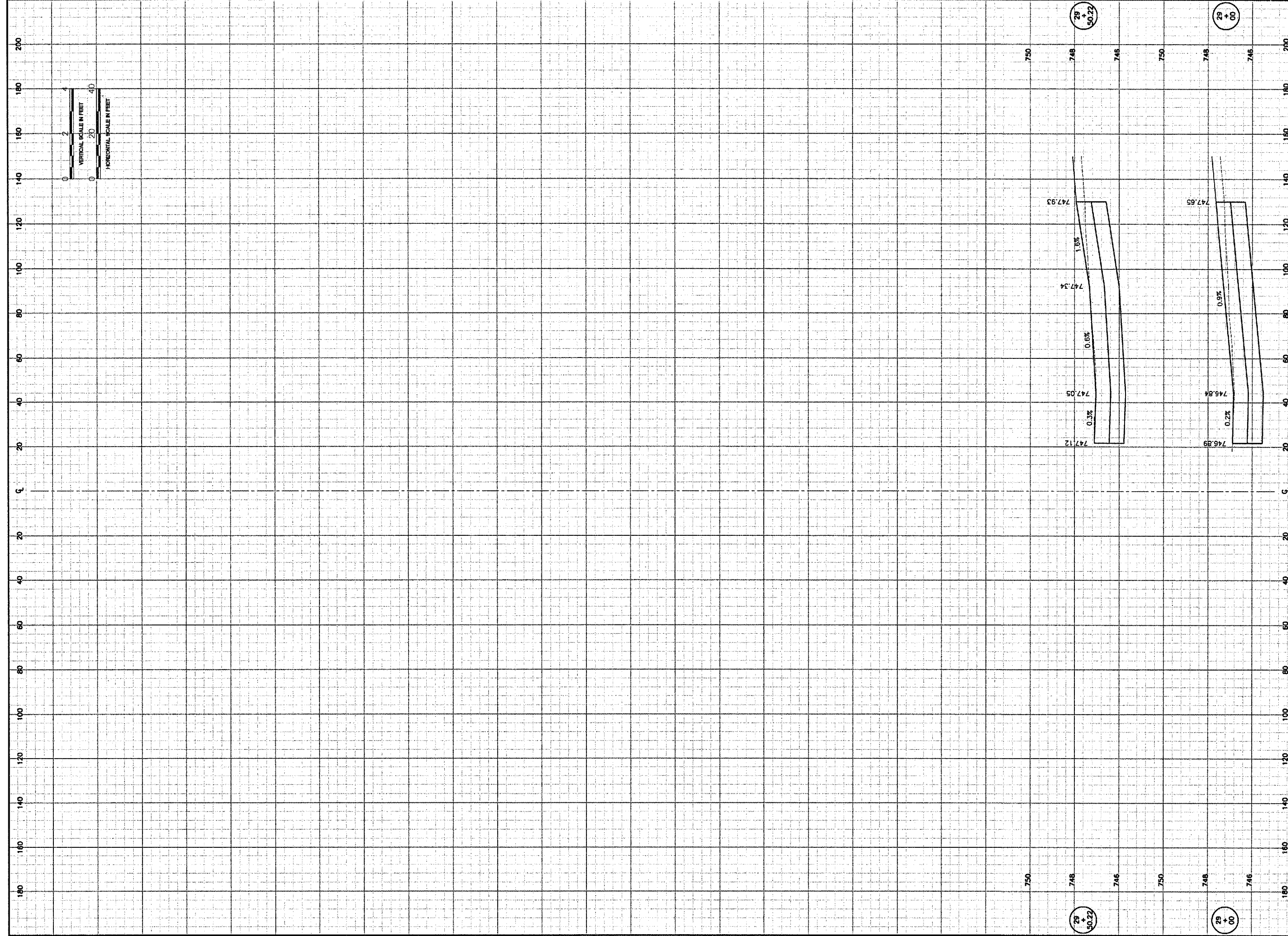
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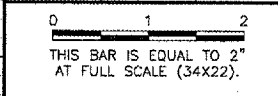


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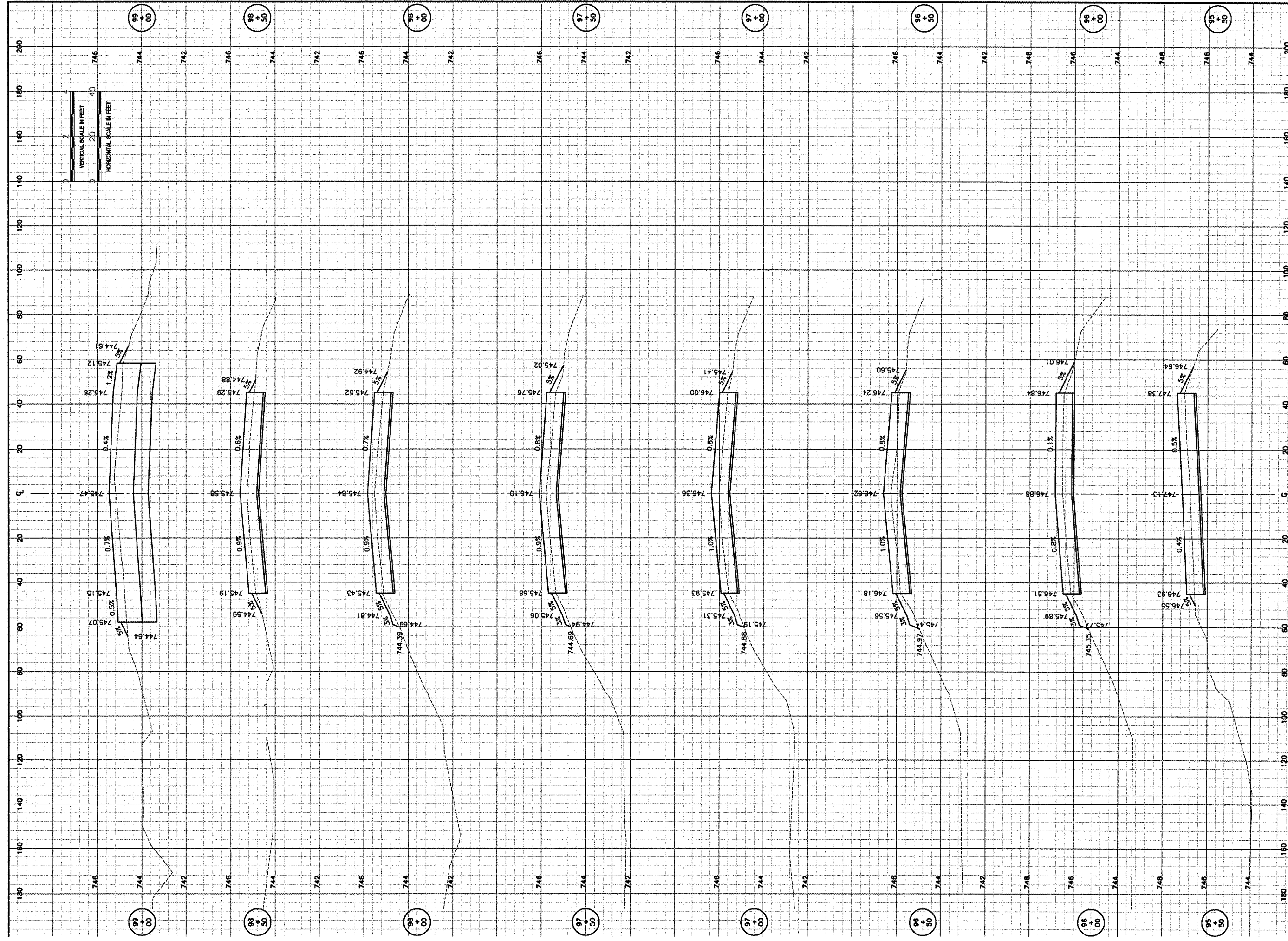
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 TAXIWAY A6 SHEET 1
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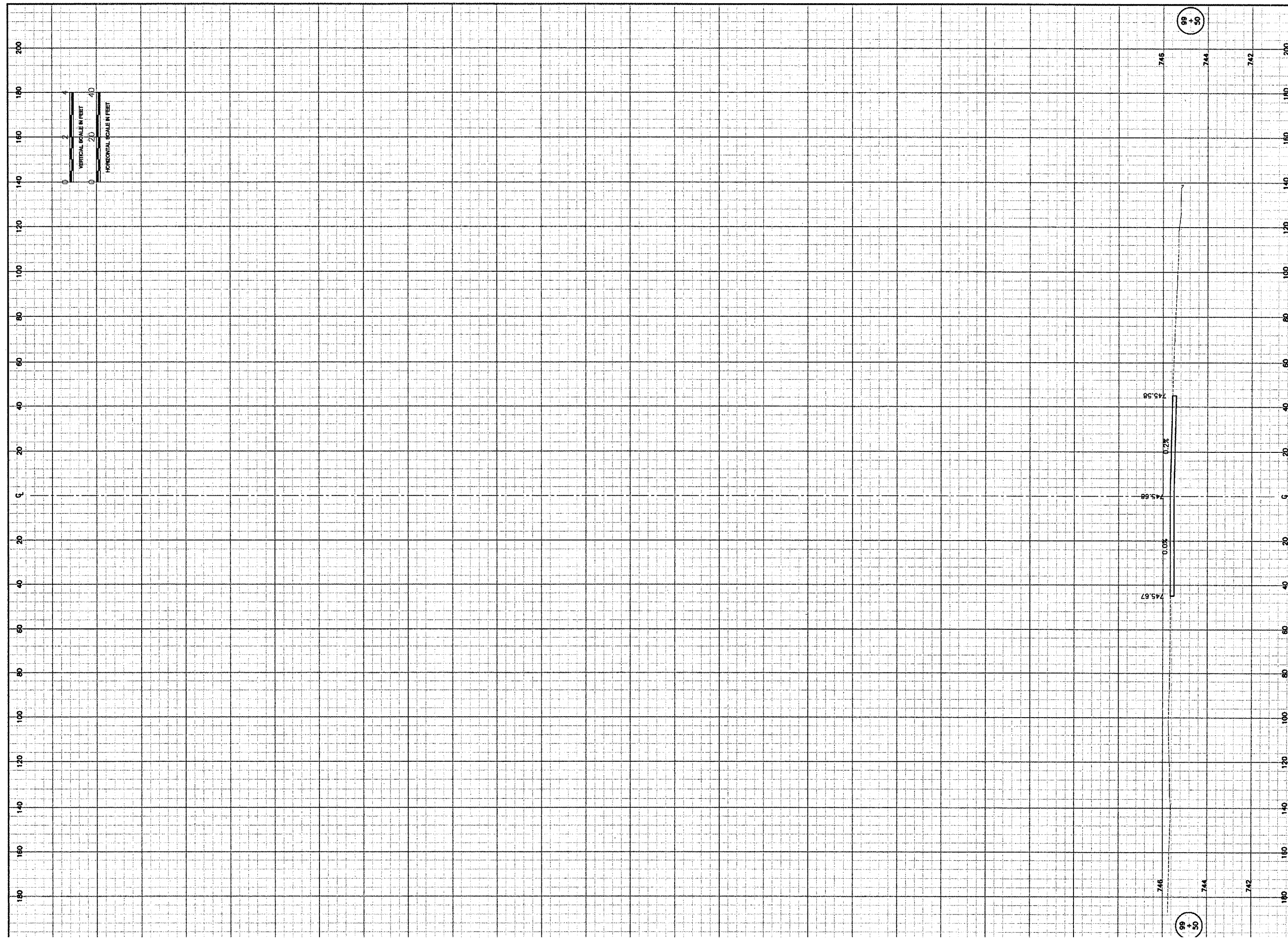
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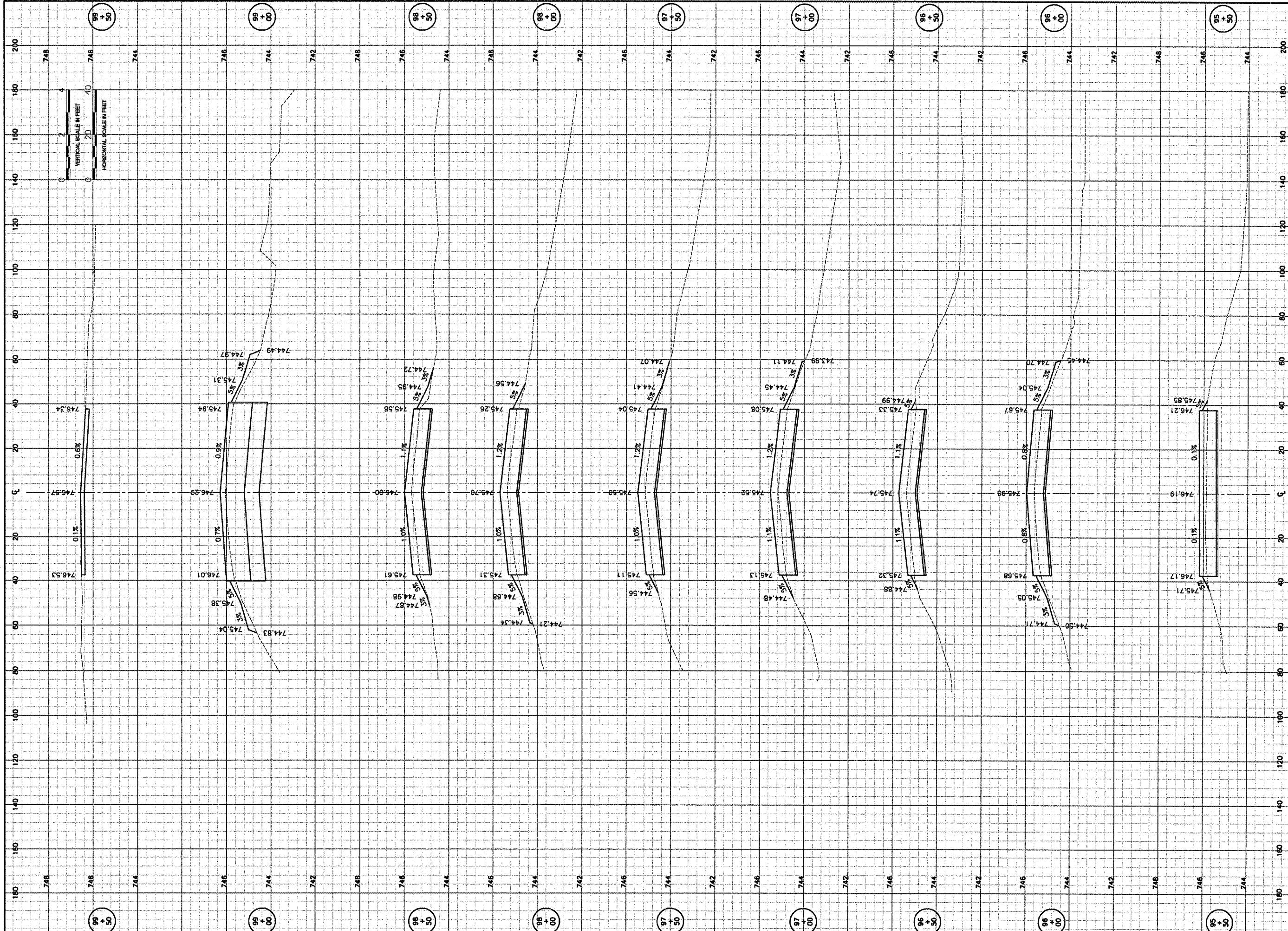
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 TAXIWAY A6 SHEET 2
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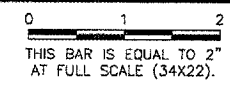
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