

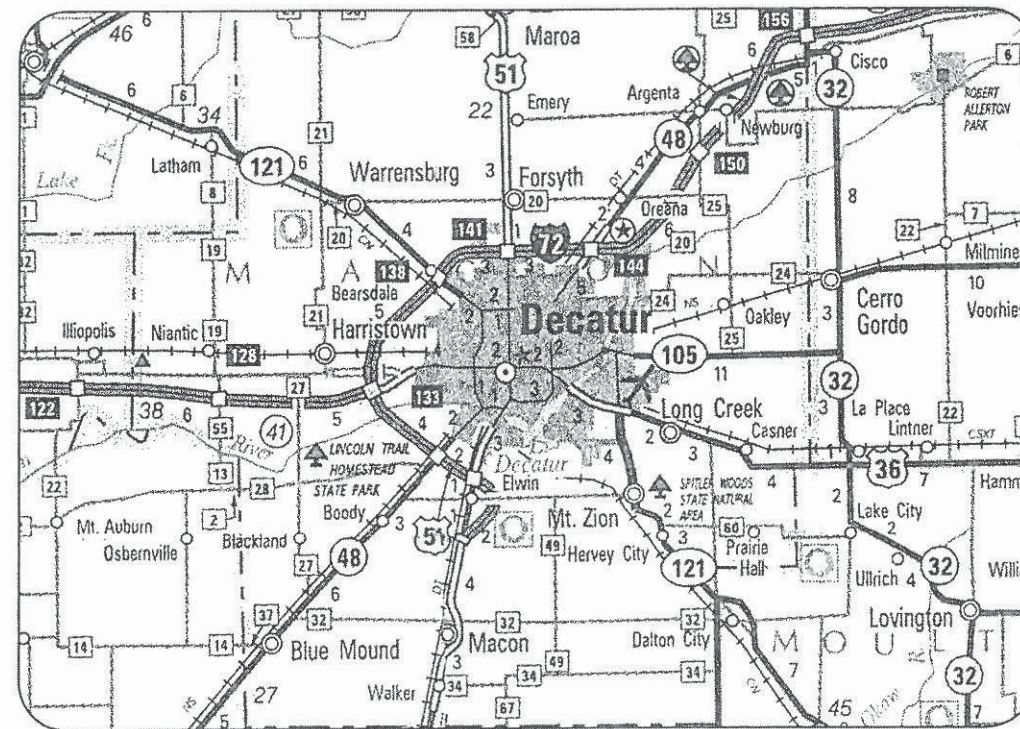
CONSTRUCTION PLANS FOR DECATUR AIRPORT DECATUR, MACON COUNTY, ILLINOIS RECONSTRUCT NORTH GA RAMP

SCOPE OF WORK

THIS PROJECT CONSISTS OF THE MILLING AND BITUMINOUS PAVING OF APPROXIMATELY 18,000 S.Y. OF THE NORTH GENERAL AVIATION PARKING RAMP. ANCILLARY WORK SHALL INCLUDE CONSTRUCTION OF ONE (1) PORTLAND CEMENT CONCRETE AND FOUR (4) BITUMINOUS DRAINAGE IMPROVEMENTS ON THE EAST END OF FIVE (5) T-HANGAR BUILDINGS; REMOVAL AND REPLACEMENT OF DISTRESSED T-HANGAR PAVEMENT; TIE DOWN REMOVAL AND REPLACEMENT; AND PAVEMENT MARKING.

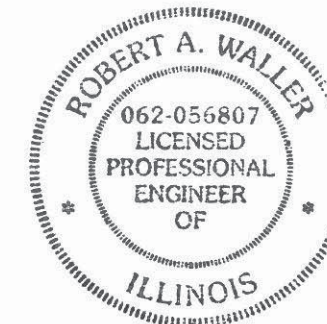


LOCATION OF COUNTY



LOCATION

ILL. PROJ.: DEC-4102
A.I.P. PROJ.: 3-17-0033-B3
LATITUDE: 39° 50' 05"
LONGITUDE: 88° 51' 59"
ELEVATION: 682.0' M.S.L.
DATE: MAY 13, 2011



HANSON
Hanson Professional Services Inc.
Submitted by: *[Signature]* ENG'R
Date Submitted: 6/20/2011
Lic. Exp. Date: 4/30/2011

DECATUR PARK DISTRICT
Approved: *[Signature]* REPORT DIRECTOR
Date: 6/20/2011

REVISION	DATE

MISSION: No. 10A01360_0001	LAYOUT	JSL	03/21/11
EXHIBIT: R-001CVR.DWG	DRAWN	BAK	03/21/11
SCALE: NOT TO SCALE	REVIEWED	RAW	04/07/11
DATE: 04/06/11			

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RECONSTRUCT
NORTH GA RAMP
COVER SHEET
1
1 of 10 sheets

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SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150530	TRAFFIC MAINTENANCE	L.S.	1	
AR150540	HAUL ROUTE	L.S.	1	
AR152480	SHOULDER ADJUSTMENT	S.Y.	330	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	160	
AR401614	BIT. SURF. CSE.-METHOD II, SUPERPAV	TON	4,250	
AR401630	BITUMINOUS SURFACE TEST SECTION	EA.	1	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	18,053	
AR401915	REM & REP BIT PAVEMENT -- TYPE A	S.Y.	170	
AR510510	TIE DOWN	EA.	36	
AR510900	REMOVE TIE DOWN	EA.	87	
AR603510	BITUMINOUS TACK COAT	GAL.	4,700	
AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	6,565	
AE620525	PAVEMENT MARKING-BLACK BORDER	S.F.	5,752	
AR620900	PAVEMENT MARKING REMOVAL	S.F.	660	
AR800534	CONSTRUCT PAVED CRICKET	S.Y.	190	
AR800573	STABILIZATION GEOGRID	S.Y.	160	
AR904510	SODDING	S.F.	330	

INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SUMMARY OF QUANTITIES AND INDEX TO SHEETS
3	PROPOSED SAFETY PLAN
4	PROPOSED HAUL ROUTE DETAIL
5	PROPOSED PAVEMENT PREPARATION PLAN
6	PROPOSED CONSTRUCTION PLAN
7	EXISTING AND PROPOSED TYPICAL SECTIONS
8	PROPOSED TYPICAL SECTIONS FOR CRICKETS
9	PROPOSED MARKING PLAN
10	PROPOSED MARKING COORDINATE TABLE

REVISION	DATE



DECATUR, ILLINOIS

Hanson Proj. No. 10A01360_0001	Filename R-002ELP_1.DWG	Scale NOT TO SCALE	Date 04/08/11
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RECONSTRUCT
 NORTH GA RAMP

SUMMARY OF QUANTITIES
 AND INDEX TO SHEETS

UTILITY NOTE

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

HAUL ROUTE AND VEHICLE PARKING

THE HAUL ROUTE AND EQUIPMENT PARKING WILL BE AS SHOWN ON THIS SHEET. SEE SHEET 4 FOR DETAILS.

CONTRACTOR RESPONSIBILITIES

THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA WILL BE AS SHOWN ON THIS SHEET AND SHEET 4. THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THE PROPOSED EMPLOYEE PARKING AREA AS SHOWN ON THIS SHEET. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE THIS AREA.

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

THE CONTRACTOR WILL FURNISH ALL HIS EMPLOYEES WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THEM AS BEING PART OF THE CONSTRUCTION CREW.

WHEN THE CONTRACTOR'S VEHICLES ARE ON THE AIRPORT SITE THEY SHALL BE PROPERLY MARKED. THE MARKING SHALL CONSIST OF A THREE (3) FOOT SQUARE FLAG CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES OF NOT LESS THAN (1) FOOT ON EACH SIDE DISPLAYED IN FULL ABOVE WORK VEHICLE.

BARRICADES AND TRAFFIC CONES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND BARRIERS AS SHOWN ON THIS SHEET AND AS DIRECTED BY THE RESIDENT ENGINEER. THE BARRICADES WILL BE IDOT TYPE 1, EQUIPPED WITH RED FLASHING OR RED STEADY-BURN LIGHTS AND 20" SQUARE ORANGE FLAGS.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A SEMI-TRUCK WITH A TRAILER IN THE UP POSITION.

150-ENGINEER'S FIELD OFFICE NOTES

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE FURNISHED, MAINTAINED, AND REMOVED IN ACCORDANCE WITH ITEM AR150510 "ENGINEER'S FIELD OFFICE" AS STATED ON PAGE 49 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS NOV. 2, 2009.

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

THE ENGINEERING FIRM WILL MAKE PAYMENT FOR ALL LONG DISTANCE TELEPHONE CALLS IN EXCESS OF ONE HUNDRED DOLLARS (\$100.00) PER MONTH.

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

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

SCOPE OF WORK

THIS PROJECT CONSISTS OF THE MILLING AND BITUMINOUS PAVING OF APPROXIMATELY 18,000 S.Y. OF THE NORTH GENERAL AVIATION PARKING RAMP. ANCILLARY WORK SHALL INCLUDE CONSTRUCTION OF ONE (1) PORTLAND CEMENT CONCRETE AND FOUR (4) BITUMINOUS DRAINAGE IMPROVEMENTS ON THE EAST END OF FIVE (5) T-HANGAR BUILDINGS; REMOVAL AND REPLACEMENT OF DISTRESSED T-HANGAR PAVEMENT; TIE DOWN REMOVAL AND REPLACEMENT; AND PAVEMENT MARKING.

AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. ONLY CONTRACTOR EMPLOYEES OR MATERIAL SUPPLIERS SHALL BE ALLOWED WITHIN THE PROJECT LIMITS. THE CONTRACTOR WILL CLOSE AND LOCK THE EXISTING GATE IN THE HAUL ROUTE AT THE END OF EACH WORKING DAY. THE GATES WILL BE SECURED USING DOUBLE LOCKS. THIS WILL ALLOW THE CONTRACTOR AND THE AIRPORT PERSONNEL TO USE THE GATE INDEPENDENT OF EACH OTHER.

BENCHMARK DATA		
NO.	DESCRIPTION	ELEV.
1	BM #6 CHISELED SQUARE ON SOUTHEAST CORNER OF CONCRETE FOUNDATION OF TAXIWAY SIGN	676.13
2	CB-51 CHISELED SQUARE ON SOUTH SIDE OF CONCRETE LID OF DROP INLET, NORTH END OF GRASS MEDIAN	672.91
3	TP #41 USGS BRASS DISC STAMPED "AP STA A 1965, STA. 171+57, 111' RT. RUNWAY 18-36	676.19
4	CB-53 CHISELED SQUARE ON NORTHWEST CORNER OF CONCRETE LID OF DROP INLET IN APRON	676.22

CERTIFIED PAYROLLS

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

MATERIAL CERTIFICATION

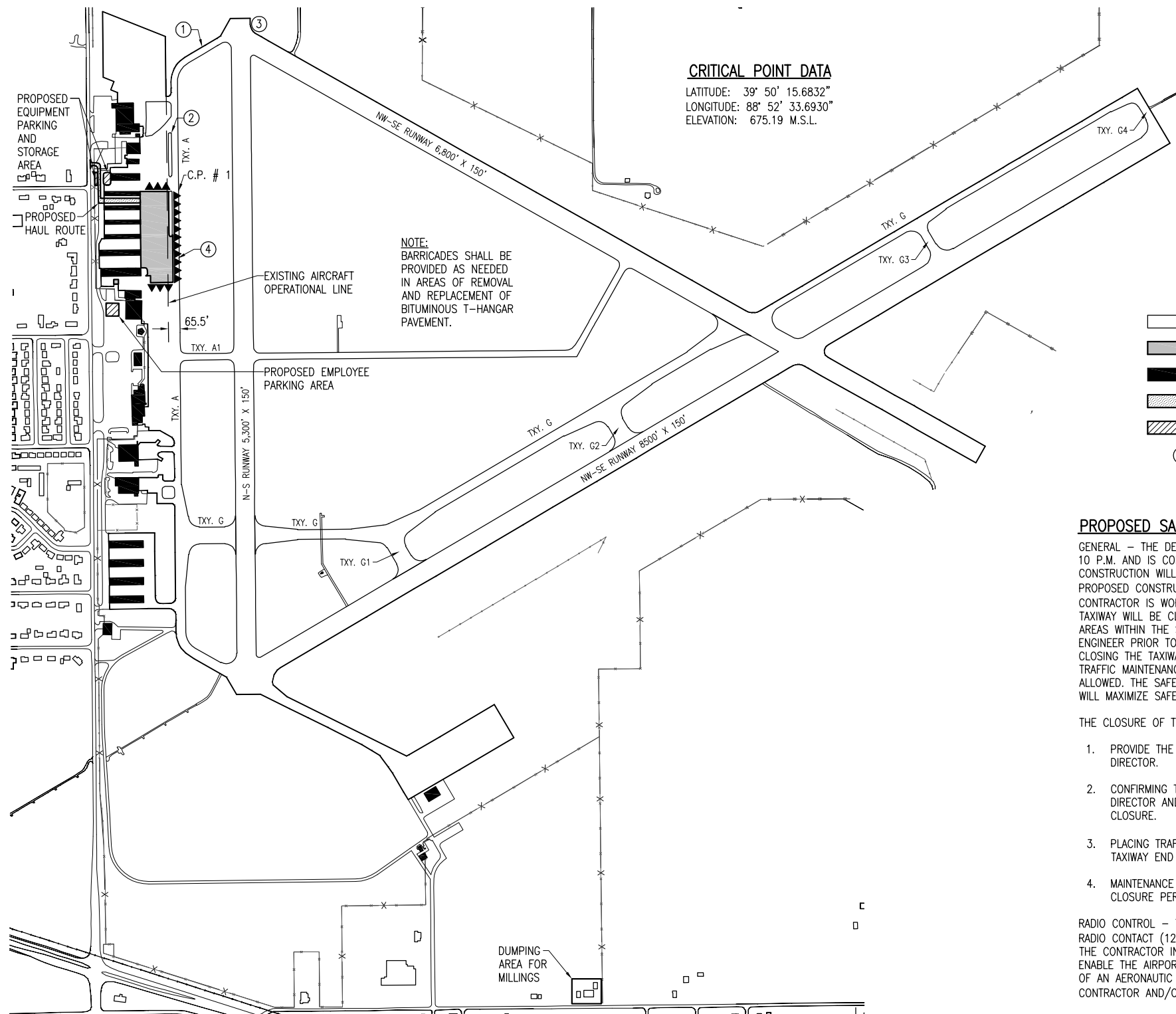
COMPLETED WORK CANNOT BE PLACED ON A CONSTRUCTION REPORT UNTIL ALL MATERIAL CERTIFICATIONS FOR THAT PAY ITEM HAVE BEEN RECEIVED, REVIEWED AND ACCEPTED BY THE RESIDENT ENGINEER.

EROSION CONTROL

THE PROPOSED CONSTRUCTION WILL NOT DISTURB MORE THAN 1 ACRE OF LAND. THEREFORE A N.P.D.E.S. PERMIT WILL NOT BE REQUIRED.

AIRCRAFT OPERATION LINE

THE CONTRACTOR WILL LOCATE THIS LINE AT THE START OF CONSTRUCTION AND WILL PLACE A FRANGIBLE MARKER (TRAFFIC CONE) EVERY 150' ALONG IT. THIS LINE WILL BE THE LIMITS THAT ALL CONTRACTOR PERSONNEL MAY VENTURE WHEN THE TAXIWAY IS NOT CLOSED.



DE073

J.U.L.I.E. INFORMATION

COUNTY: MACON
 CITY: DECATUR
 TOWNSHIP: LONG CREEK
 SECTION NO.: 20 & 21
 ADDRESS: DECATUR AIRPORT
 AIRPORT ROAD
 DECATUR, ILLINOIS 62524

REVISION	DATE

HANSON
 DECATUR AIRPORT
 DECATUR, ILLINOIS
 A.I.P. PROJ.: 3-17-0033-B3
 IL PROJ.: DEC-4102

Hanson Proj. No. 10A0136D_0001	JSL	03/21/11
Filename R-0035FY.DWG	BAK	03/21/11
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Date 04/08/11		

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RECONSTRUCT
 NORTH GA RAMP
 PROPOSED
 SAFETY PLAN
 3
 3 of 10 sheets

PROPOSED SAFETY PLAN

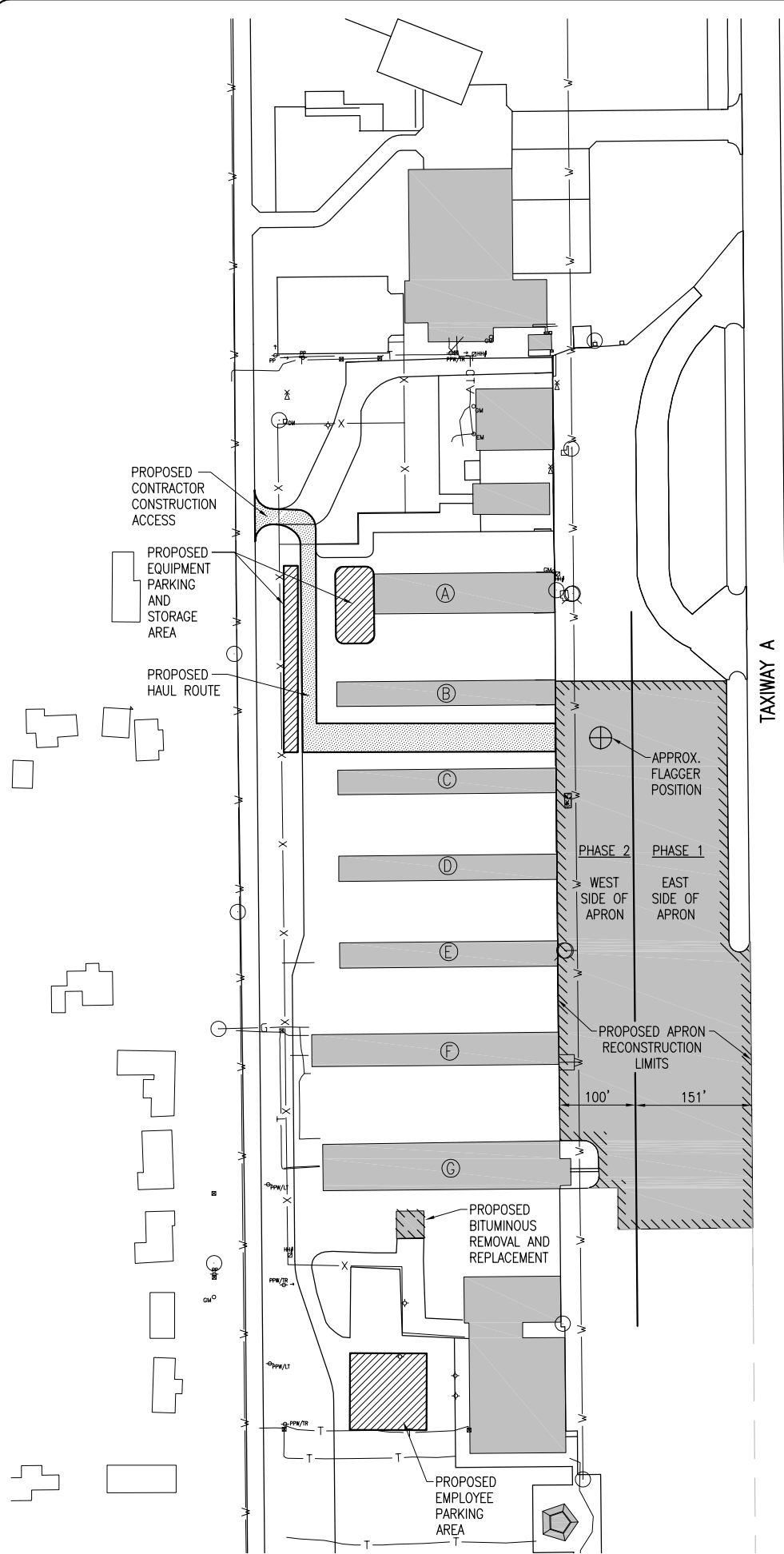
GENERAL - THE DECATUR AIRPORT IS TOWER CONTROLLED FROM 6 A.M. TO 10 P.M. AND IS COMPRISED OF THREE RUNWAYS. THE PROPOSED CONSTRUCTION WILL NOT NECESSITATE CLOSING ANY RUNWAYS. THE PROPOSED CONSTRUCTION WILL EFFECT TAXIWAY "A". ANY TIME THE CONTRACTOR IS WORKING WITHIN 65.5' OF THE TAXIWAY CENTERLINE, THE TAXIWAY WILL BE CLOSED. THE CONTRACTOR WILL SMOOTH GRADE ALL AREAS WITHIN THE SAFETY AREA TO THE SATISFACTION OF THE RESIDENT ENGINEER PRIOR TO REOPENING THE TAXIWAY. ALL WORK IN OPENING AND CLOSING THE TAXIWAY WILL BE CONSIDERED INCIDENTAL TO THE AR150530 TRAFFIC MAINTENANCE PAY ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE SAFETY PLAN OUTLINED HERE AND IN THE SPECIAL PROVISION WILL MAXIMIZE SAFETY AND ALLOW MINIMUM TAXIWAY CLOSURE.

THE CLOSURE OF THE TAXIWAY WILL REQUIRE THE FOLLOWING:

1. PROVIDE THE SPECIFIED ADVANCE NOTIFICATION TO THE AIRPORT DIRECTOR.
2. CONFIRMING THE ISSUANCE OF THE NOTAM WITH THE AIRPORT DIRECTOR AND CONTROL TOWER PRIOR TO STARTING THE ACTUAL CLOSURE.
3. PLACING TRAFFIC CONES AND BARRICADES (SEE NOTE BELOW) AT THE TAXIWAY END OR AS DIRECTED BY THE RESIDENT ENGINEER.
4. MAINTENANCE OF THE TRAFFIC CONES AND BARRICADES DURING THE CLOSURE PERIOD.

RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (121.75 MHz.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE DECATUR AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

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RUNWAY 18-36

TAXIWAY A

CONSTRUCTION SEQUENCING:

THE CONTRACTOR SHALL COMPLETE THE RAMP REHABILITATION IN TWO PHASES, DIVIDED BY A NORTH/SOUTH LINE AS SHOWN ON THIS SHEET. THE EASTERN PORTION SHALL BE COMPLETED FIRST.

PHASE 1
 PRIOR TO STARTING WORK IN THE PHASE 1 AREA, LIGHTED BARRICADES SHALL BE POSITIONED ON ALL SIDES OF THE CLOSED AREA AND AS DIRECTED TO CLOSE TAXIWAY A. THE CONTRACTOR SHALL COMPLETE ALL PAVEMENT REMOVAL AND PAVING WORK ON THE EAST PORTION OF THE RAMP, INCLUDING THE REMOVAL AND INSTALLATION OF THE TIE DOWNS. THE PAVEMENT MARKINGS AND SHOULDER WORK MAY BE COMPLETED AT THE END OF PHASE 2. ACCESS TO THE T-HANGARS SHALL BE KEPT OPEN DURING THIS PHASE AND A FLAGGER WITH AN AIRFIELD RADIO WILL BE POSITIONED AT THE NORTH END OF THE PROJECT LIMITS TO DIRECT TRAFFIC WHEN CONTINUOUS HAULING OPERATIONS ARE IN EFFECT, NOTING THAT AIRCRAFT WILL HAVE THE RIGHT-OF-WAY AT ALL TIMES.

ONCE WORK IS COMPLETED IN PHASE 1 AREA AS SPECIFIED, THE CONTRACTOR SHALL CLEAN TAXIWAY A AND REOPEN. ALL BARRICADES SHALL BE REMOVED FROM THE TAXIWAY AND MOVED OUT OF THE TAXIWAY SAFETY AREA. THE CONTRACTOR SHALL HAVE 21 CONSECUTIVE CALENDAR DAYS TO COMPLETE THIS PHASE OF WORK.

PHASE 2
 ONCE PHASE 1 WORK IS COMPLETE, THE CONTRACTOR SHALL CLOSE THE PHASE 2 AREA AND COMPLETE ALL WORK WEST OF THE DIVIDING LINE, INCLUDING THE CRICKETS AND THE FULL DEPTH PATCH SOUTH OF HANGAR G. THE CONTRACTOR SHALL HAVE A MAXIMUM OF TWO CONSECUTIVE CALENDAR DAYS TO COMPLETE THE FULL DEPTH PATCH WORK. THE CONTRACTOR SHALL COMPLETE THE PHASE 2 WORK IN 14 CONSECUTIVE CALENDAR DAYS, INCLUDING THE PAVEMENT MARKINGS. AT THE END OF THE 14 CALENDAR DAYS, THE PHASE 2 AREA MUST BE SWEEPED BROOM CLEAN AND REOPENED TO TRAFFIC. ONCE THE SHOULDER WORK IS COMPLETED AND THE ENTIRE JOBSITE HAS BEEN SWEEPED CLEAN, THE CONTRACTOR SHALL REMOVE ALL BARRICADES AND OPEN RAMP TO TRAFFIC.

HAUL ROUTE, CONSTRUCTION ACCESS, AND EQUIPMENT PARKING

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE, CONSTRUCTION ACCESS, EQUIPMENT STORAGE, AND AUTO PARKING LOT AS SHOWN ON THIS SHEET. THE CONTRACTOR SHALL IDENTIFY 24' WIDTH HAUL ROUTE CENTERED BETWEEN THE HANGARS USING TRAFFIC CONES AND SHALL NOT DEVIATE FROM THIS PATH. THE PAVEMENTS WILL BE KEPT BROOMED CLEAN. THE PROPOSED PARKING AREA WILL BE 175' X 100' (APPROXIMATE). THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE, CONSTRUCTION ACCESS, EQUIPMENT STORAGE, AND AUTO PARKING LOT THROUGH THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL RESTORE THE HAUL ROUTE, CONSTRUCTION ACCESS, EQUIPMENT STORAGE AND AUTO PARKING LOT IN ACCORDANCE TO THE SPECIAL PROVISIONS. RESTORATION OF THE HAUL ROUTE, CONSTRUCTION ACCESS, EQUIPMENT STORAGE, AND AUTO PARKING LOT WILL BE PAID FOR IN ACCORDANCE WITH ITEM:

AR150540 "HAUL ROUTE" _____ PER LUMP SUM, AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

MAINTENANCE OF TRAFFIC

AIRPORT MANAGEMENT WILL AT ALL TIMES HAVE JURISDICTION OVER THE SAFETY OF AIR AND GROUND TRAFFIC DURING CONSTRUCTION. WHEREVER SAFETY OF AIRPORT USERS (AIRCRAFT OR VEHICLE) IS CONCERNED, HIS DECISIONS AS TO METHODS, PROCEDURES AND MEASURES USED SHALL BE FINAL, AND ANY AND ALL CONTRACTORS PERFORMING WORK MUST BE GOVERNED BY SUCH DECISIONS.

THE CONTRACTOR SHALL NOT BE ENTITLED TO ANY EXTRA COMPENSATION DUE TO DELAYS OR INCONVENIENCE CAUSED BY SAID NECESSARY METHODS, PROCEDURES AND MEASURES.

FLAG PERSON

WHEN USING THE HAUL ROUTE, THE CONTRACTOR SHALL POSITION A FLAG PERSON AS APPROPRIATE TO DIRECT TRAFFIC OF BOTH CONTRACTOR AND NON-CONTRACTOR VEHICLES USING THIS ACCESS POINT. AREA SHOWN IS APPROXIMATE.

THE FLAG PERSON WILL BE EQUIPPED WITH AN AIRCRAFT RADIO AND TRAINED ON ITS USE, SO THAT THE TOWER CONTROL PERSONNEL CAN BE IN COMMUNICATION IN THE EVENT OF AN EMERGENCY. THE FLAG PERSON SHALL ALSO BE EQUIPPED WITH A PORTABLE STOP AND GO SIGN TO CONTROL VEHICULAR TRAFFIC.

PAYMENT FOR THE FLAG PERSON AND EQUIPMENT AND ALL ASPECTS OF TRAFFIC CONTROL WILL BE PAID FOR UNDER ITEM:
 AR150530 TRAFFIC MAINTENANCE_____PER LUMP SUM.

LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDING
- PROPOSED WORK AREA
- PROPOSED HAUL ROUTE
- PROPOSED EQUIPMENT STORAGE AND AUTO PARKING LOT

0' 75' 100' 200'
 FULL SIZE SCALE: 1" = 100'
 HALF SIZE SCALE: 1" = 200'

REVISION	DATE

DECATUR, ILLINOIS

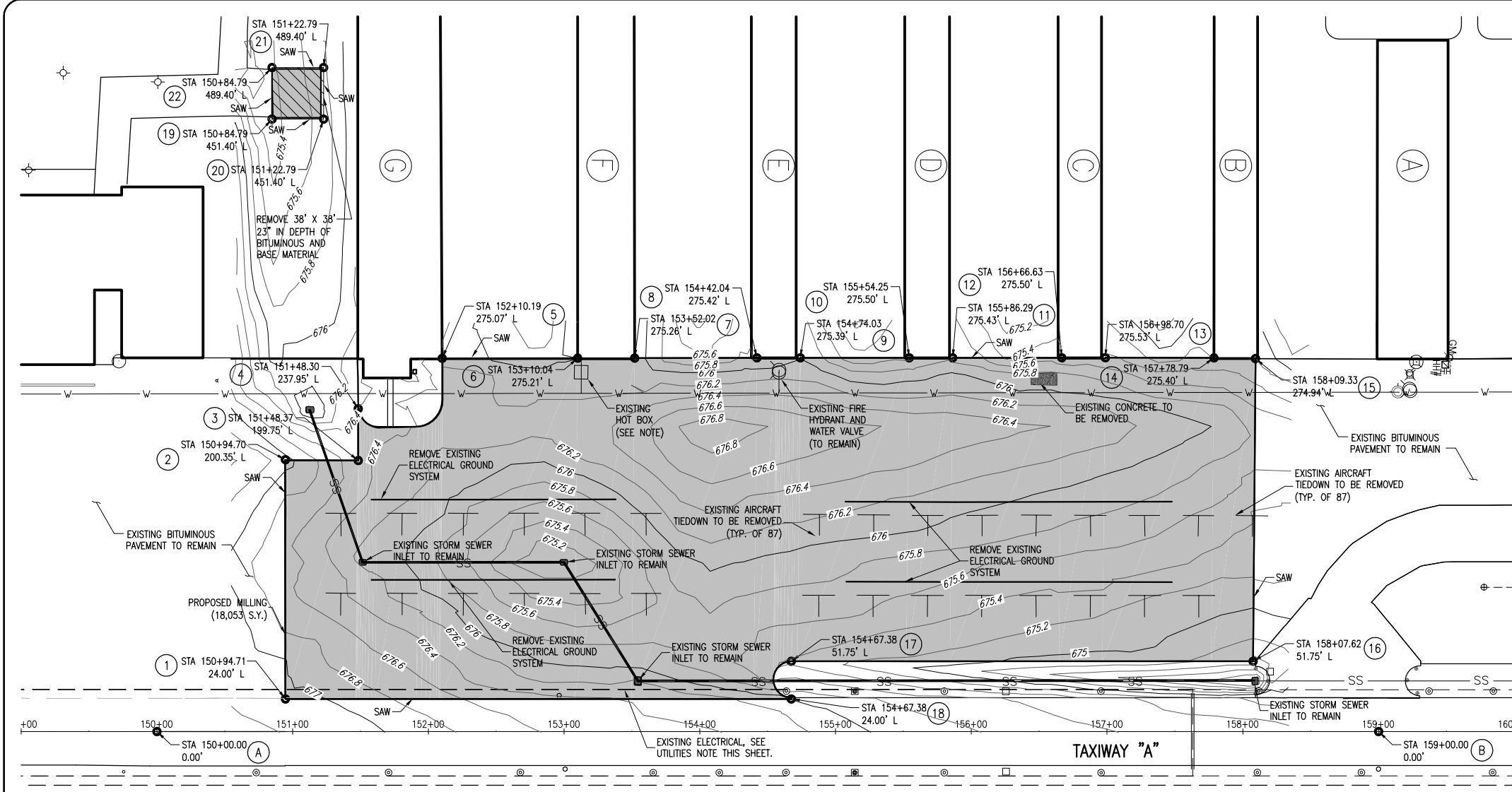
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RECONSTRUCT
 NORTH GA RAMP

PROPOSED HAUL
 ROUTE DETAIL



LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDING
- PROPOSED BITUMINOUS PAVEMENT MILLING
- PROPOSED PAVEMENT PATCH
- EXISTING ELECTRICAL CABLE
- EXISTING BASE MOUNT TAXIWAY LIGHT
- EXISTING STAKE MOUNT TAXIWAY LIGHT
- EXISTING INLET
- EXISTING MANHOLE
- EXISTING GAS VALVE
- EXISTING WATER VALVE
- EXISTING HYDRANT
- EXISTING HANDHOLE

DE073

REM & REPL BIT PAVEMENT – TYPE A (AR401915)

A NOMINAL AMOUNT OF BITUMINOUS CRACK REPAIR HAS BEEN INCLUDED IN THE PLAN QUANTITIES BASED ON THE ANTICIPATION THAT SEVERAL, BUT NOT ALL, EXISTING CRACKS THAT ARE GREATER THAN 1 INCH IN WIDTH AT THE EXISTING SURFACE, BUT NOT EXHIBITING ROLLED EDGES, WILL NEED TO BE REPAIRED. THE QUANTITY INCLUDED IS BASED UPON A PAVEMENT CONDITION AND CRACK SURVEY WHICH WAS PERFORMED IN THE WINTER OF 2010. THE ACTUAL LENGTH AND NUMBER OF CRACKS TO BE REPAIRED AS PART OF THIS PROJECT WILL BE DESIGNATED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION, AFTER THE MILLING OPERATIONS.

THE CRACKS SHALL BE CUT OPEN USING AN MILLING MACHINE AT A WIDTH OF 24", AND A DEPTH OF 3", FOLLOWING THE CRACK CENTERLINE AS CLOSELY AS OBTAINABLE WITH THE SUGGESTED EQUIPMENT. SEE SHEET 5 FOR THE TYPICAL SECTION OF THE EXISTING PAVEMENT (BASED ON RECORD DRAWING CONSTRUCTION PLANS).

THE EXCAVATED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE BY THE CONTRACTOR.

THE HOLES SHALL BE BLOWN DUST FREE WITH COMPRESSED AIR PRIOR TO THE APPLICATION OF THE BITUMINOUS TACK MATERIAL. AN APPLICATION OF BITUMINOUS TACK MATERIAL WILL BE APPLIED TO THE VERTICAL BITUMINOUS FACE. NO AGGREGATE BASE IS ANTICIPATED BASED ON RECORD DRAWING CONSTRUCTION PLANS. THE REPAIR TRENCH WILL BE BACKFILLED WITH BITUMINOUS SURFACE COURSE MATERIAL (401), IN ONE 3 INCH LIFT. THE REPAIRED AREA SHALL BE FLUSH WITH THE SURFACE OF THE EXISTING PAVEMENT. THE PATCH SHALL BE COMPACTED TO THE SATISFACTION OF THE RESIDENT ENGINEER AND ACCEPTED. NO NUCLEAR DENSITY TESTING SHALL BE REQUIRED FOR THIS TASK.

ANY DAMAGE TO THE EXISTING ADJACENT PAVEMENT WILL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE. THE QUANTITY OF PAVEMENT REMOVAL, MILLING AND/OR SAWCUTS, IF UTILIZED, TACK MATERIAL, AND BITUMINOUS SURFACE COURSE MATERIAL (401) NECESSARY TO COMPLETE THIS TASK WILL BE CONSIDERED INCIDENTAL TO THE TASK, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE BITUMINOUS CRACK REPAIR WILL BE PAID FOR UNDER ITEM:
AR401915 REM & REPL BIT PAVEMENT – TYPE A – PER S.Y.

ELECTRICAL GROUNDING SYSTEM REMOVAL

THE EXISTING GROUNDING SYSTEM CONSISTS OF PERIODIC GROUND RODS AND WIRING, PRESUMABLY COPPER, THAT IS NO LONGER NEEDED. WHERE ENCOUNTERED WITHIN THE CONSTRUCTION LIMITS, THE CONTRACTOR IS TO EITHER COMPLETELY REMOVE THE RODS AND WIRING OR CUT OFF FLUSH WITH THE PROPOSED MILLED SURFACE. THE REMOVAL AND OFFSITE DISPOSAL OF THE GROUNDING SYSTEM SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE BITUMINOUS PAVEMENT MILLING.

BITUMINOUS PAVEMENT MILLING (AR401650)

THE CONTRACTOR WILL REMOVE THE EXISTING BITUMINOUS PAVEMENT IN THE AREA SHOWN BY MEANS OF ROTO-MILLING 4" NOMINAL DEPTH. THE AIRPORT WILL RETAIN 15 TANDEM TRUCK LOADS OF MILLINGS; DELIVERED AND DUMPED AT THE LOCATION SHOWN ON SHEET 3. THE REMAINDER WILL BE HAULED OFF. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THE EXISTING GRADE AND CONTOURS ARE REESTABLISHED IN THE PROPOSED PAVEMENT AND THAT NO PONDING OF WATER OR BUMPS ARE FORMED. ALL EDGES SHALL BE SAW CUT A MINIMUM TWO INCHES IN DEPTH TO CREATE A UNIFORM AND STRAIGHT FACE. THE REMOVAL OF ALL CUTTING AND EDGE SAWING SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE FOR:

AR401650 "BITUMINOUS PAVEMENT MILLING" _____ PER S.Y.

APRON ASPHALT PATCH

THE CONTRACTOR SHALL SAWCUT THE OUTER EDGES OF THE AREA TO BE PATCHED. THE EXISTING ASPHALT, AGGREGATE BASE AND EARTH EXCAVATION SHALL BE EXCAVATED AND REMOVED FROM THE JOBSITE. ONCE THE AREA HAS BEEN APPROVED BY THE RESIDENT ENGINEER FOR BACKFILL, THE CONTRACTOR MAY PROCEED WITH THE PLACEMENT OF THE SEPARATION FABRIC, CRUSHED AGGREGATE BASE AND BITUMINOUS SURFACE. ANY UNSTABLE OR UNSUITABLE MATERIAL SHALL BE EXCAVATED AT THE RESIDENT ENGINEER'S DIRECTION AND ANY ADDITIONAL AGGREGATE BACKFILL SHALL BE PAID FOR AT THE UNIT PRICES FOR CRUSHED AGGREGATE BASE COURSE. THE REMOVAL AND DISPOSAL OF ALL MATERIALS INCLUDING ANY UNSUITABLE MATERIAL SHALL BE CONSIDERED INCIDENTAL TO THE CRUSHED AGGREGATE BASE COURSE.

THE FOLLOWING QUANTITIES HAVE BEEN ESTIMATED FOR THIS WORK:
AR209510 "CRUSHED AGGREGATE BASE COURSE" _____ 160 TONS
AR401614 "BIT. SURF. CSE-METHOD II, SUPERPAV" _____ 80 TONS
AR800573 "STABILIZATION GEOGRID" _____ 160 S.Y.

HOT BOX NOTE

MILLING SHALL BE COMPLETED WITH IN A FOOT OF THE EXISTING HOT BOX. THE WORK TO SAW CUT, IF NECESSARY, AROUND THIS UTILITY SHALL BE INCIDENTAL IN ORDER TO PROVIDE A NEAT AND CONSTRUCTABLE PAVEMENT.

UTILITIES

ELECTRICAL CABLES PARALLEL THE PAVEMENTS WITH 10' TO 15' SEPARATION AND ARE BURIED AT A DEPTH OF APPROXIMATELY 18 INCHES. ALSO, OTHER CABLES ARE BURIED IN THE VICINITY. BEFORE ANY DIGGING OR TRENCHING, ALL CABLES ARE TO BE LOCATED BY THE CONTRACTOR.

STORMWATER INLETS AND UNDERGROUND CONCRETE PIPES EXIST WITHIN THE LIMITS OF THE RECONSTRUCTION. CONTRACTOR SHALL PROTECT FROM ANY DAMAGE DURING MILLING AND PAVING OPERATIONS. DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED WITHOUT COST TO OWNER.

TIE DOWN REMOVAL NOTES:

THE EXISTING TIE DOWNS LOCATED IN THE AREAS TO BE IMPROVED WILL BE REMOVED AND DISPOSED OF OFF THE AIRPORT SITE.

THE CONTRACTOR WILL SEPARATE THE TIE DOWNS TO BE REMOVED FROM THE SURROUNDING PAVEMENT PRIOR TO PULLING THE TIE DOWN OUT. REMOVAL OF THE TIE DOWN SHALL NOT CAUSE ANY DISPLACEMENT OF THE SURROUNDING PAVEMENT. ANY DISPLACEMENT WILL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER.

THE CONTRACTOR SHALL HAVE THE OPTION OF REMOVING THE TIE DOWNS BY EITHER: COMPLETE REMOVAL BY MEANS OF EXCAVATION, OR MAY REMOVE THE TIE DOWNS FLUSH WITH THE PROPOSED MILLED SURFACE BY MEANS OF MILLING OR JACKHAMMER. IF THE TIE DOWNS ARE REMOVED IN THEIR ENTIRETY BY MEANS OF EXCAVATION, THE VOID SHALL BE FILLED WITH LOW STRENGTH MATERIAL BACKFILL IN ACCORDANCE WITH IDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION SECTION 593 TO THE SATISFACTION OF THE RESIDENT ENGINEER, AND CONSIDERED INCIDENTAL.

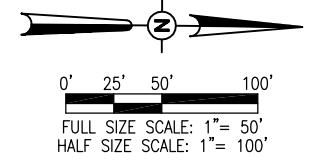
ALL EXCAVATED MATERIALS SHALL BE DISPOSED OF OFF-SITE AND SHALL BE CONSIDERED INCIDENTAL TO THE REMOVAL ITEM. THE REMOVAL AND DISPOSAL OF THE TIE DOWNS AND ANY REQUIRED BACKFILL FOR THE RESULTING HOLES WILL BE PAID FOR UNDER ITEM:
AR510900 REMOVE TIE DOWN _____ PER EACH.

COORDINATE DATA – TXY "A" CENTERLINE

ID.	STATION	OFFSET	NORTHING	EASTING
A	150+00.00	0	1154451.1977	831819.9045
B	159+00.00	0	1155351.1589	831811.5221

COORDINATE DATA – G.A. RAMP

NO.	STATION	OFFSET	NORTHING	EASTING
1	150+94.71	24.00' LT.	1154545.6819	831795.0234
2	150+94.70	200.35' LT.	1154543.7247	831619.0623
3	151+48.37	199.75' LT.	1154597.7041	831618.7834
4	151+48.28	236.41' LT.	1154597.2969	831582.1227
5	152+10.51	274.40' LT.	1154659.1447	831543.5601
6	153+10.04	275.21' LT.	1154758.6588	831541.8180
7	153+52.02	275.26' LT.	1154800.6416	831541.3741
8	154+42.04	275.42' LT.	1154890.6553	831540.3775
9	154+74.03	275.39' LT.	1154922.6460	831540.1084
10	155+54.25	275.50' LT.	1155002.8550	831539.2543
11	155+86.29	275.43' LT.	1155034.8940	831539.0212
12	156+66.63	275.50' LT.	1155115.2312	831538.2030
13	156+98.70	275.53' LT.	1155147.3041	831537.8829
14	157+78.79	275.40' LT.	1155227.3917	831537.2672
15	158+09.33	274.94' LT.	1155257.9366	831537.4420
16	158+07.62	51.75' LT.	1155258.3019	831760.6362
17	154+67.38	51.75' LT.	1154918.0764	831763.8036
18	154+67.38	24.00' LT.	1154918.3349	831791.5524
19	150+84.79	451.40' LT.	1154531.7805	831367.7311
20	151+22.79	451.40' LT.	1154569.7789	831367.3772
21	151+22.79	489.40' LT.	1154569.4250	831329.3789
22	150+84.79	489.40' LT.	1154531.4266	831329.7328



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REVISION	DATE

DECATUR, ILLINOIS

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LAYOUT	03/21/11		
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RECONSTRUCT NORTH GA RAMP

PROPOSED PAVEMENT PREPARATION PLAN

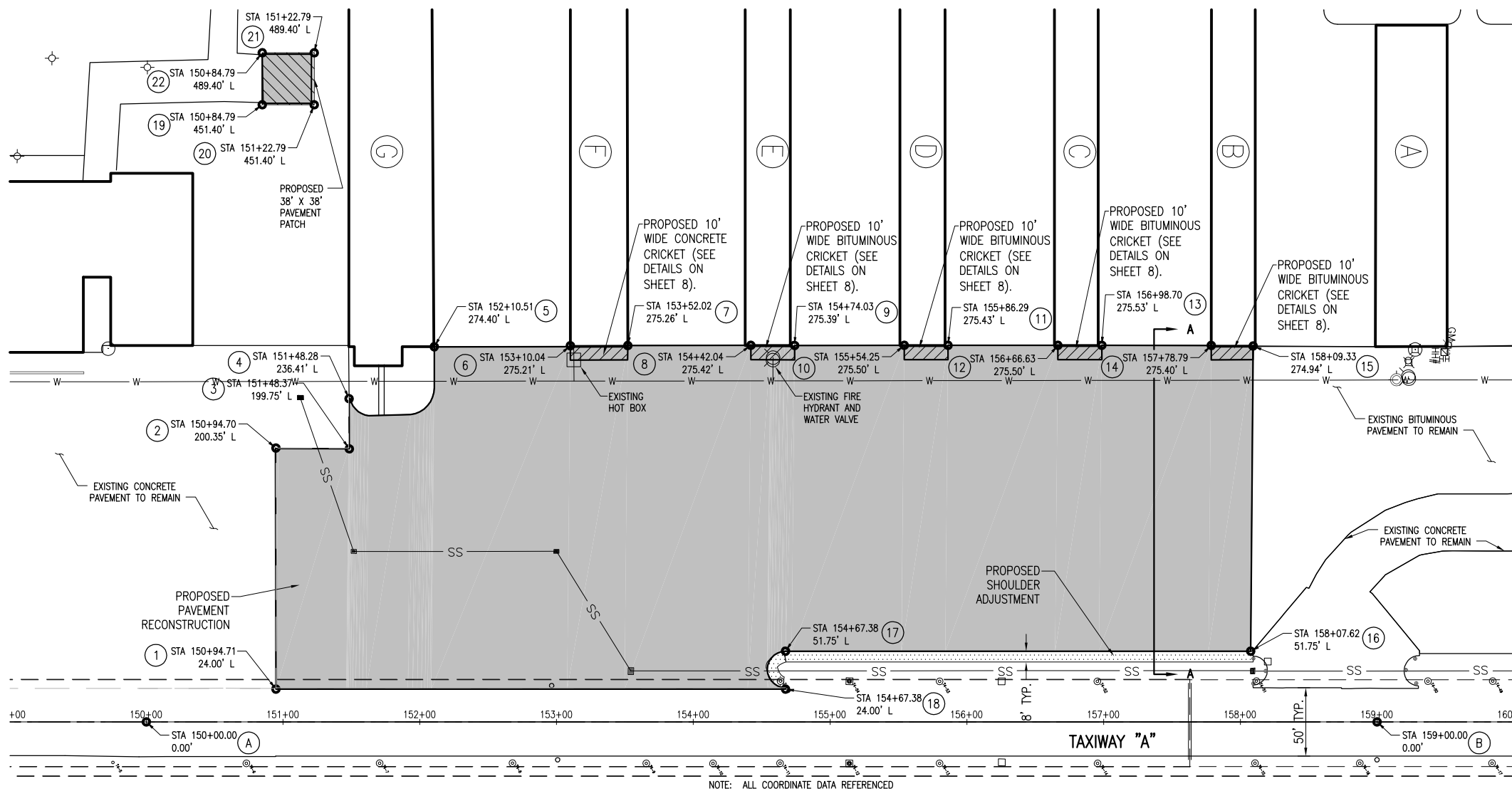
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A.I.P. PROJ.: 3-17-0033-B3
IL PROJ.: DEC-4102

LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDING
- PROPOSED BITUMINOUS PAVEMENT
- PROPOSED PAVEMENT PATCH
- PROPOSED SHOULDER ADJUSTMENT
- EXISTING ELECTRICAL CABLE
- EXISTING BASE MOUNT TAXIWAY LIGHT
- EXISTING STAKE MOUNT TAXIWAY LIGHT
- EXISTING INLET
- EXISTING MANHOLE
- EXISTING GAS VALVE
- EXISTING WATER VALVE
- EXISTING HYDRANT
- EXISTING HANDHOLE



COORDINATE DATA - TXY "A" CENTERLINE

ID.	STATION	OFFSET	NORTHING	EASTING
A	150+00.00	0	1154451.1977	831819.9045
B	159+00.00	0	1155351.1589	831811.5221

COORDINATE DATA - G.A. RAMP

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5	152+10.51	274.40' LT.	1154659.1447	831543.5601
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8	154+42.04	275.42' LT.	1154890.6553	831540.3775
9	154+74.03	275.39' LT.	1154922.6460	831540.1084
10	155+54.25	275.50' LT.	1155002.8550	831539.2543
11	155+86.29	275.43' LT.	1155034.8940	831539.0212
12	156+66.63	275.50' LT.	1155115.2312	831538.2030
13	156+98.70	275.53' LT.	1155147.3041	831537.8829
14	157+78.79	275.40' LT.	1155227.3917	831537.2672
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16	158+07.62	51.75' LT.	1155258.3019	831760.6362
17	154+67.38	51.75' LT.	1154918.0764	831763.8036
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20	151+22.79	451.40' LT.	1154569.7789	831367.3772
21	151+22.79	489.40' LT.	1154569.4250	831329.3789
22	150+84.79	489.40' LT.	1154531.4266	831329.7328

AR401614 BITUMINOUS SURFACE COURSE-METHOD II, SUPERPAVE

THE BITUMINOUS SURFACE COURSE (401) SHALL BE PLACED IN ACCORDANCE WITH ITEM 401 "BITUMINOUS SURFACE COURSE-SUPERPAVE" AS STATED ON PAGE 129 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

ON THE APRON, THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING 2 LIFTS (2 @ 2") OF BITUMINOUS SURFACE COURSE-SUPERPAVE (METHOD II) ON THE PROPOSED MILLED SURFACE.

A STRING LINE WILL NOT BE REQUIRED, HOWEVER THE USE OF A TRAVELING SKI (LONG AND SHORT) AND MATCHING SHOE IS NECESSARY TO MAINTAIN THE CONTOURS AND DRAINAGE CHARACTERISTICS OF THE PAVEMENT AS IT CURRENTLY EXISTS.

REGARDING THE 38' X 38' PAVEMENT PATCH, THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING 3 LIFTS (2 @ 3" & 1 @ 2") OF BITUMINOUS SURFACE COURSE-SUPERPAVE (METHOD II) ON THE PROPOSED CRUSHED AGGREGATE BASE COURSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY CONTROL IN THE PRODUCTION AND CONSTRUCTION OF THE BITUMINOUS SURFACE COURSE SUPERPAVE (METHOD II),

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

THE PROPOSED BITUMINOUS SURFACE COURSE-SUPERPAVE (METHOD II) WILL BE DESIGNED TO A SUPERPAVE DESIGN FOR AIRCRAFT OF LESS THAN 60,000 POUNDS.

401-4.9 ADD THE FOLLOWING TO THIS SECTION:

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

401-4.12 ADD THE FOLLOWING TO THIS PARAGRAPH:

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

SHOULDER ADJUSTMENT NOTE

MINIMAL GRADING IS ANTICIPATED TO RESTORE EARTH SHOULDERS ONCE THE PAVING IS COMPLETE. SHOULDER ADJUSTMENT SHALL BE IN ACCORDANCE WITH THE TYPICAL SECTIONS, SPECIAL PROVISIONS AND AS DIRECTED BY THE RESIDENT ENGINEER.

PAYMENT FOR SHOULDER ADJUSTMENT SHALL INCLUDE ALL GRADING AND PREPARATION FOR SODDING NECESSARY TO COMPLETE THE WORK TO THE SATISFACTION OF THE RESIDENT ENGINEER. SODDING WILL BE PAID SEPARATELY, PER SQUARE YARD. SODDING SHALL BE COMPLETED IN ACCORDANCE WITH THE APPLICABLE SPECIFICATIONS.

SHOULDER ADJUSTMENT SHALL BE PAID FOR UNDER ITEM:
AR152480 "SHOULDER ADJUSTMENT" _____ PER S.Y.

SODDING NOTE

THE GRADING LIMITS ARE SHOWN ON THE CONSTRUCTION PLAN SHEETS BY (). ALL AREAS WITHIN THESE LIMITS, EXCEPT THE PROPOSED PAVEMENT, SHALL BE LIMED, FERTILIZED AND SODDED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

THIS WORK WILL BE PAID FOR UNDER THE FOLLOWING:
ITEM NO. AR904510 "SODDING" _____ PER S.Y.

ALL ROCK, ASPHALT OR CONCRETE DEBRIS LEFT FROM THE PAVING OPERATION WILL BE DISPOSED OF OFF THE AIRPORT SITE.

THE PRIME CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATION OF ALL SUB-CONTRACTORS AS TO THEIR RESPONSIBILITIES PERTAINING TO THE SODDING OPERATIONS.

UTILITIES

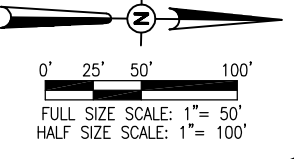
ELECTRICAL CABLES PARALLEL THE PAVEMENTS WITH 10' TO 15' SEPARATION AND ARE BURIED AT A DEPTH OF APPROXIMATELY 18 INCHES. ALSO, OTHER CABLES ARE BURIED IN THE VICINITY. BEFORE ANY DIGGING OR TRENCHING, ALL CABLES ARE TO BE LOCATED BY THE CONTRACTOR.

603-BITUMINOUS TACK COAT NOTES:

THE BITUMINOUS TACK COAT (603) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR603 "BITUMINOUS TACK COAT" AS STATED ON PAGE 254 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

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

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



REVISION

DATE

IL PROJ.: DEC-4102

A.I.P. PROJ.: 3-17-0033-B3

DECATUR, ILLINOIS

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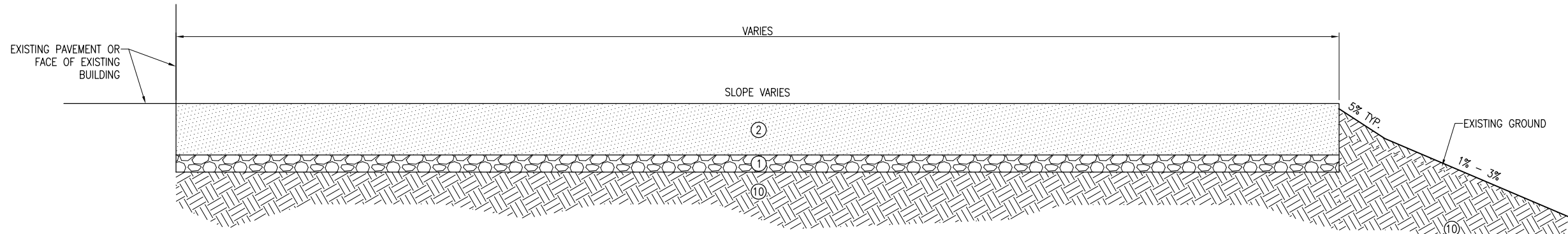
RECONSTRUCT NORTH GA RAMP

PROPOSED CONSTRUCTION PLAN

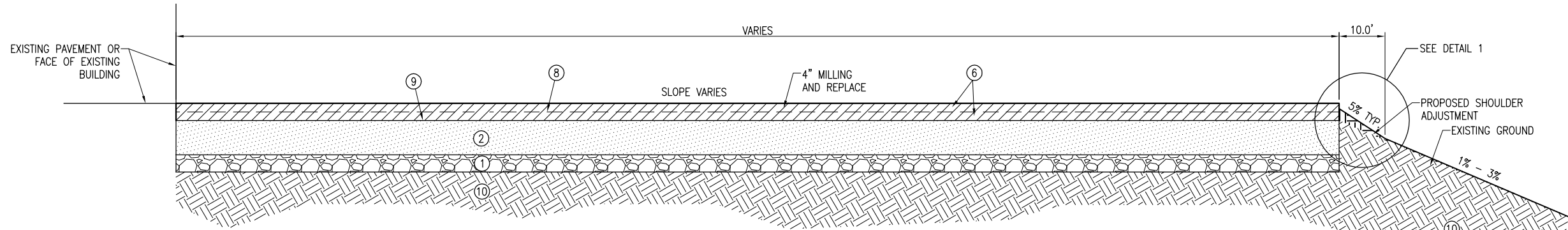
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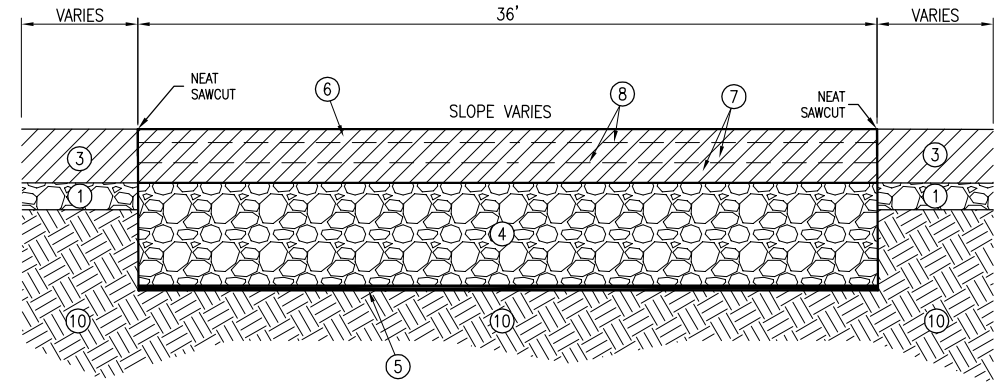
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EXISTING APRON PAVEMENT – TYPICAL SECTION "A-A"
 "NOT TO SCALE"
 STA. 158+09 TO STA. 163+21



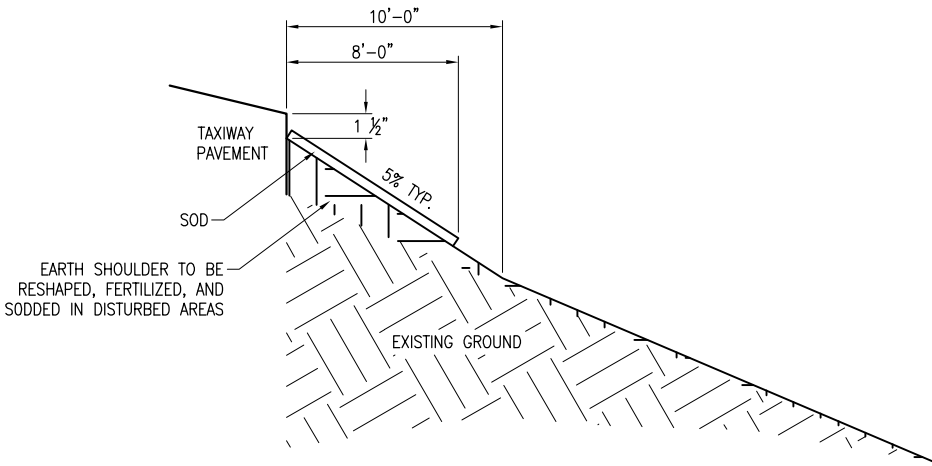
PROPOSED APRON PAVEMENT – TYPICAL SECTION "A-A"
 "NOT TO SCALE"
 STA. 158+09 TO STA. 163+21



PROPOSED PAVEMENT PATCH – TYPICAL SECTION
 "NOT TO SCALE"

LEGEND FOR TYPICAL SECTIONS

- ① EXISTING AR208 AGGREGATE BASE COURSE – 6"
- ② EXISTING AR401 BITUMINOUS – (VARIABLE)
- ③ EXISTING AR401 BITUMINOUS – 8"
- ④ PROPOSED AR209 CRUSHED AGGREGATE BASE COURSE – 15"
- ⑤ PROPOSED AR209 GEOTEXTILE FABRIC
- ⑥ PROPOSED AR401 BITUMINOUS SURFACE COURSE – 2"
- ⑦ PROPOSED AR401 BITUMINOUS SURFACE COURSE – 3"
- ⑧ PROPOSED AR603 BITUMINOUS TACK COAT (0.10 GAL./S.Y.)
- ⑨ PROPOSED AR603 BITUMINOUS TACK COAT (0.15 GAL./S.Y.)
- ⑩ EXISTING SUBGRADE



DETAIL 1
 EARTH SHOULDER

NOTE:
 THE CONTRACTOR WILL REGRADE AND SOD THE DISTURBED EARTH SHOULDER. THE GRADING SHALL SHAPE THE EARTH SHOULDER TO CONFORM TO THE EARTH SHOULDER DETAIL. SODDING SHALL BE ACCOMPLISHED IN ACCORDANCE TO SPECIFICATION ITEM AR904510.

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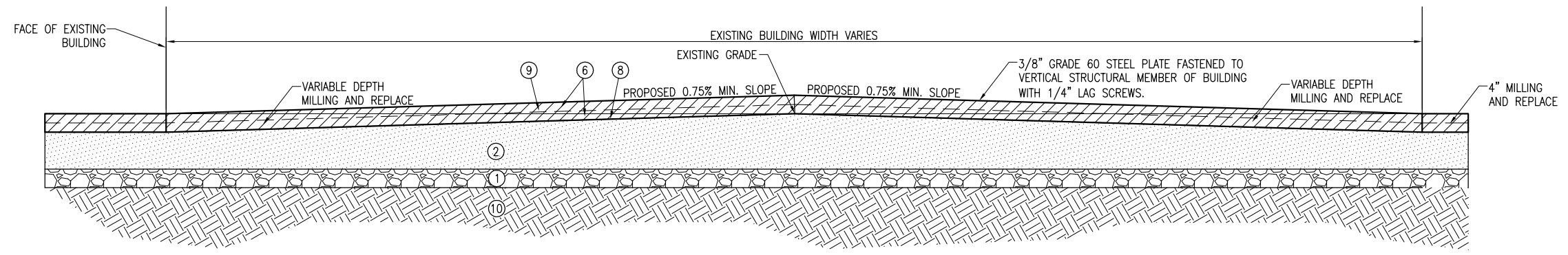
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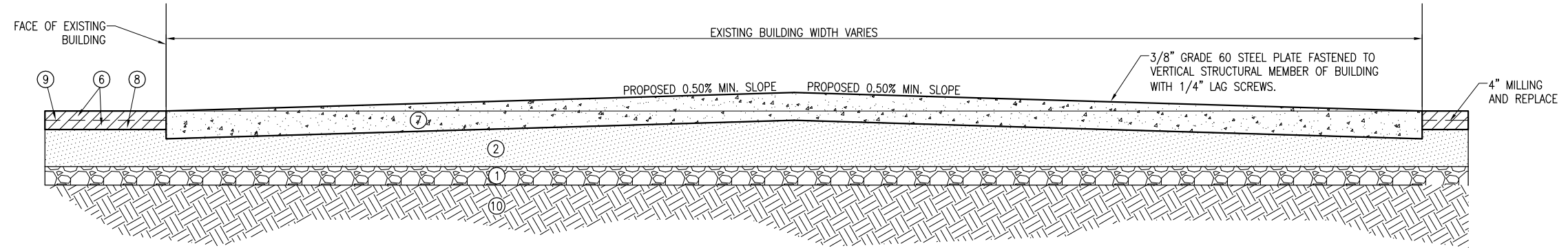
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RECONSTRUCT NORTH GA RAMP

EXISTING AND PROPOSED TYPICAL SECTIONS

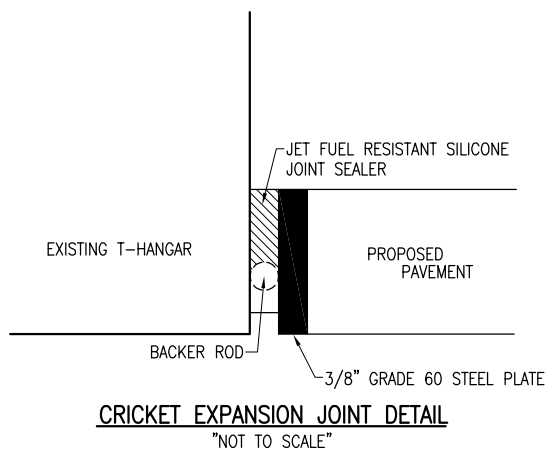
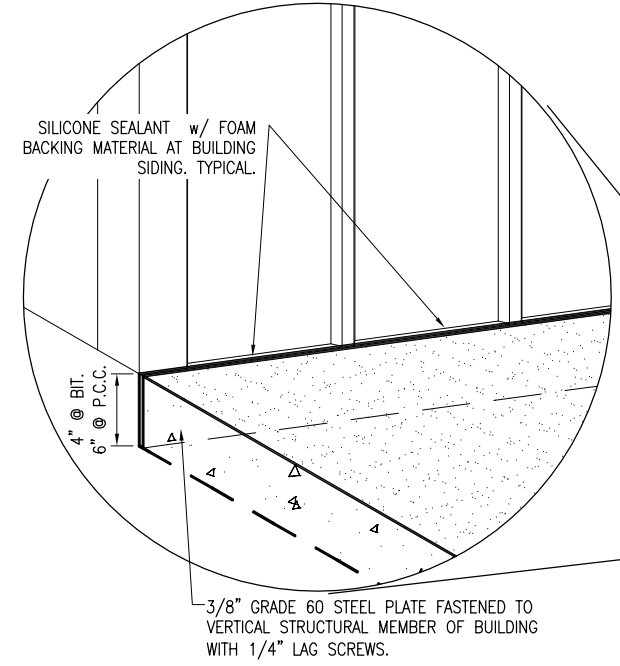


PROPOSED BITUMINOUS CRICKET 4" THICKNESS
"NOT TO SCALE"

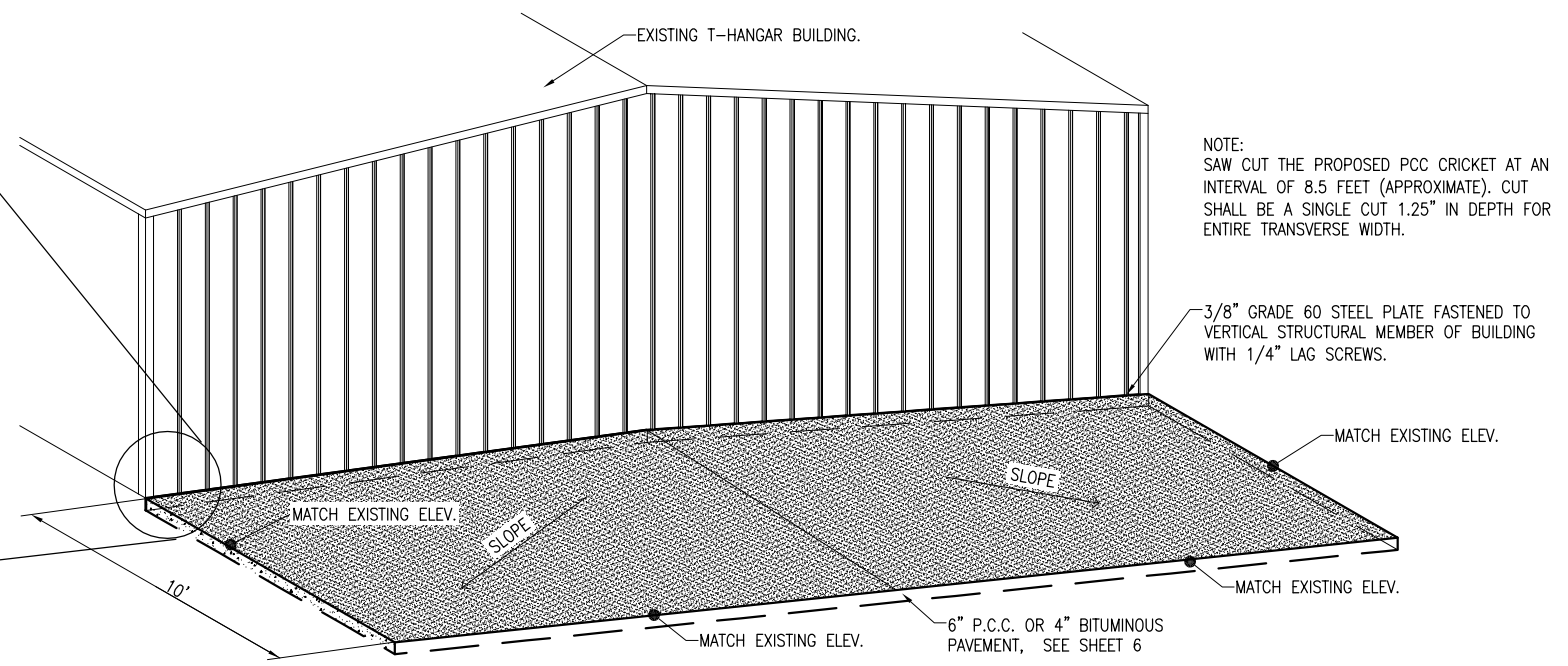


PROPOSED CONCRETE CRICKET 6" THICKNESS
"NOT TO SCALE"

- LEGEND FOR TYPICAL SECTIONS**
- ① EXISTING AR208 AGGREGATE BASE COURSE - 6"
 - ② EXISTING AR401 BITUMINOUS - (VARIABLE)
 - ③ NOT USED THIS SHEET
 - ④ NOT USED THIS SHEET
 - ⑤ NOT USED THIS SHEET
 - ⑥ PROPOSED AR401 BITUMINOUS SURFACE COURSE - 4"
 - ⑦ PROPOSED AR610 6" P.C.C.
 - ⑧ PROPOSED AR603 BITUMINOUS TACK COAT (0.10 GAL./S.Y.)
 - ⑨ PROPOSED AR603 BITUMINOUS TACK COAT (0.15 GAL./S.Y.)
 - ⑩ EXISTING SUBGRADE



CRICKET EXPANSION JOINT DETAIL
"NOT TO SCALE"



PROPOSED BITUMINOUS / PCC CRICKET
"NOT TO SCALE"

NOTE:
SAW CUT THE PROPOSED PCC CRICKET AT AN INTERVAL OF 8.5 FEET (APPROXIMATE). CUT SHALL BE A SINGLE CUT 1.25" IN DEPTH FOR ENTIRE TRANSVERSE WIDTH.

REVISION	DATE

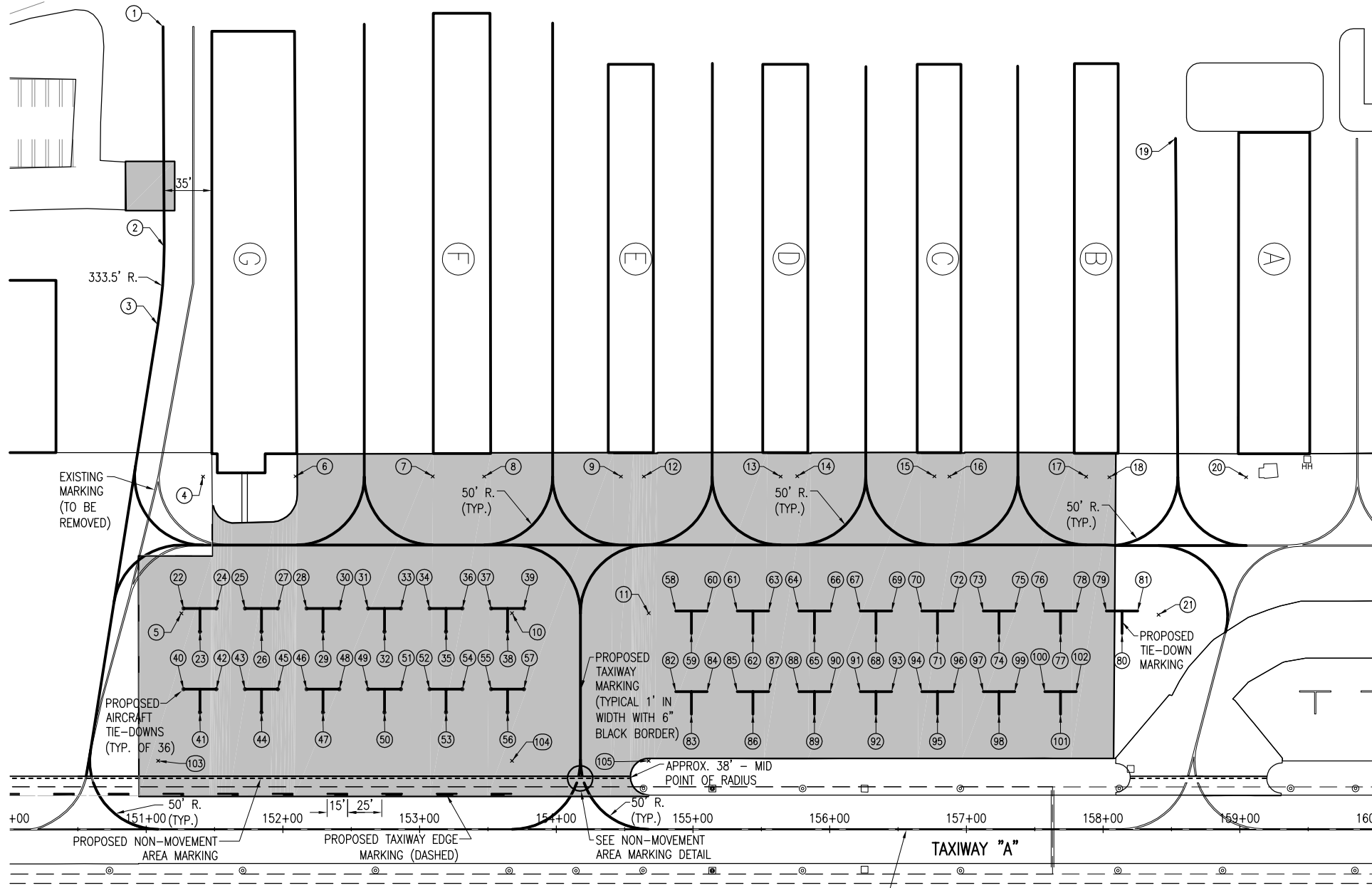
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DECATUR, ILLINOIS
A.I.P. PROJ.: 3-17-0033-B3
IL PROJ.: DEC-4102

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PROPOSED TYPICAL SECTIONS FOR CRICKETS

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MARKING NOTES

THE TAXIWAY CENTERLINE STRIPE, AND HOLDING POSITION MARKING WILL BE SOLID AND YELLOW IN COLOR. THE HOLDING POSITION MARKINGS WILL BE AS SPECIFIED IN THE DETAILS SHOWN ON THIS SHEET.

ALL PROPOSED MARKING WILL BE LOCATED AS SHOWN ON THIS SHEET.

ALL YELLOW PROPOSED MARKING WILL HAVE A REFLECTIVE MEDIA APPLIED IN ACCORDANCE WITH THE SPECIFICATIONS.

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

ALL PROPOSED MARKING ON EXISTING PCC, PROPOSED BITUMINOUS PAVEMENT AND HOLDING LINES SHALL HAVE A 6 INCH WIDE (MIN.) BLACK BORDER.

BLACK BORDER WILL NOT REQUIRE REFLECTIVE MEDIA.

ALL PROPOSED MARKING WILL BE PAINTED WITH TWO APPLICATIONS AT A RATE OF 115 S.F./GAL. MAXIMUM PER THE SUPPLEMENTAL SPECIFICATIONS.

ALL PROPOSED MARKING ITEMS WILL BE PAID FOR UNDER ITEMS:
 AR620520 "PAVEMENT MARKING-WATERBORNE" _____ PER S.F.
 AR620525 "PAVEMENT MARKING-BLACK BORDER" _____ PER S.F.

620900-PAVEMENT MARKING REMOVAL NOTES

THE EXISTING PAVEMENT MARKING SHALL BE REMOVED IN ACCORDANCE WITH ITEM 620 "PAVEMENT MARKING" AS STATED ON PAGE 277 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

THE AREAS THAT ARE DESIGNATED FOR REMOVAL ARE SHOWN ON THE CONSTRUCTION PLANS.

ALL AREAS TO BE REMOVED ARE CALCULATED AREAS. ANY ADDITIONAL AREAS, DUE TO OVER SPRAY, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE PROPOSED MARKING REMOVAL WILL BE PAID FOR UNDER ITEM:
 AR620900 "PAVEMENT MARKING REMOVAL" _____ PER S.F.

TIE DOWN NOTES

NEW TIE DOWNS WILL BE INSTALLED IN ACCORDANCE WITH DETAIL "B" AT THE LOCATIONS SHOWN ON THIS SHEET.

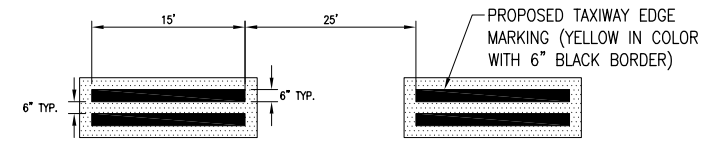
THE PERIMETER OF EACH PROPOSED TIE DOWN SHALL BE SAWED.

TIE DOWN CASTINGS SHALL BE NEENAH R-3490A OR EQUAL.

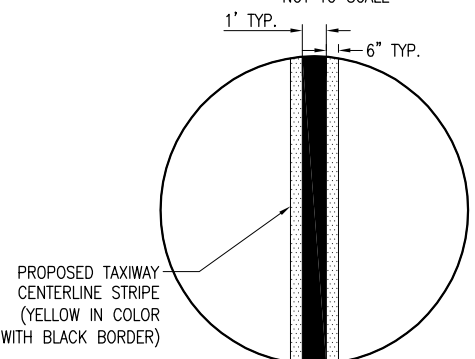
CONCRETE SHALL MEET THE REQUIREMENTS OF 610 - STRUCTURAL CONCRETE.

THE PROPOSED TIE DOWN MARKING WILL BE IN ACCORDANCE WITH THE PROPOSED TIE-DOWN MARKING DETAIL ON THE PROPOSED PAVEMENT MARKING PLAN SHEET AND THE SPECIFICATIONS.

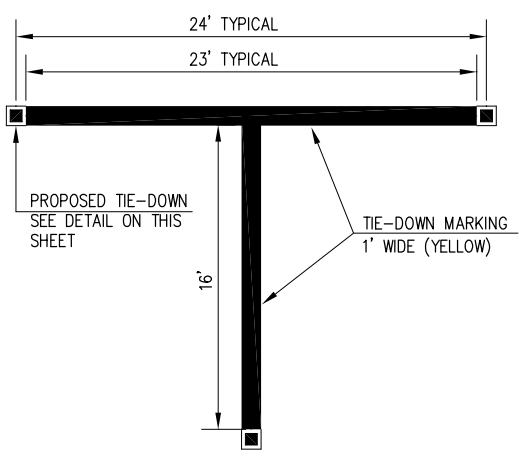
THE TIE DOWNS WILL BE PAID FOR UNDER ITEM:
 AR510510 "TIE DOWN" _____ PER EACH.



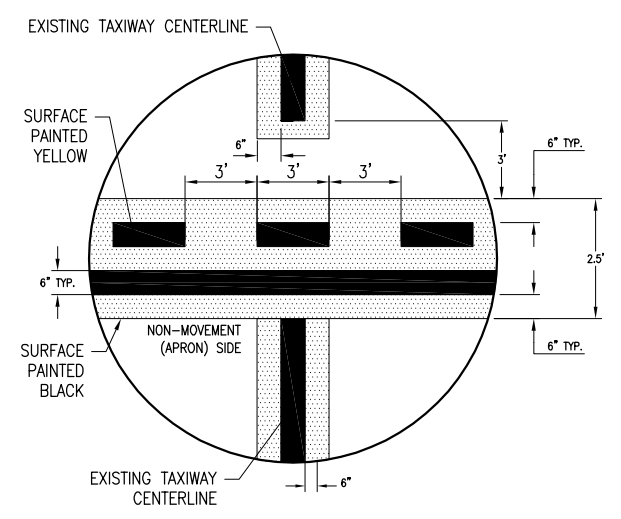
TAXIWAY EDGE MARKING (DASHED)
"NOT TO SCALE"



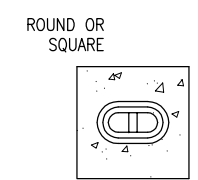
TAXIWAY CENTERLINE DETAIL
"NOT TO SCALE"



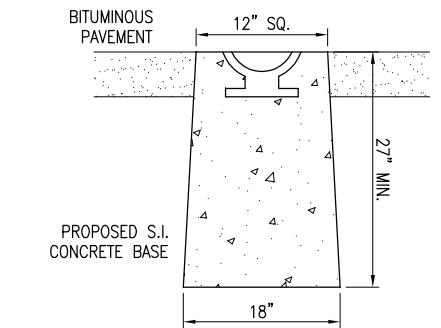
PROPOSED TIE-DOWN MARKING DETAIL
"NOT TO SCALE"



NON-MOVEMENT AREA MARKING DETAIL
"NOT TO SCALE"

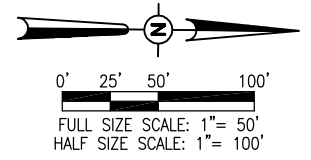


PROPOSED TIE DOWN
NEENAH R-3490A OR EQUAL



TIE DOWN DETAIL "B"
"NOT TO SCALE"

- LEGEND**
- EXISTING PAVEMENT
 - EXISTING BUILDING
 - PROPOSED BITUMINOUS PAVEMENT
 - EXISTING MARKING
 - PROPOSED MARKING



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REVISION									
DATE									
DECATUR, ILLINOIS									
IL PROJ.: DEC-4102 A.I.P. PROJ.: 3-17-0033-B3									
Hanson Proj. No. 10A0136D_0001 Filename R-151MRK.DWG Scale 1" = 50' Date 04/08/11									
LAYOUT	JSL	03/21/11							
DRAWN	BAK	03/21/11							
REVIEWED	RAW	04/07/11							
HANSON Professional Services Inc. 2011 Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2986 Ph: (217) 788-2450 Fax: (217) 788-2503 www.hanson-inc.com Offices Nationwide									
RECONSTRUCT NORTH GA RAMP					PROPOSED MARKING PLAN				
9 of 10 sheets									

COORDINATE TABLE FOR TIE-DOWNS, AND MARKING					
Point #	Stations	Offsets	Northing	Easting	Raw Description
1	151+12	587 LT	1154558.0455	831232.0000	END OF TAXIWAY MARKING
2	151+13	426 LT	1154560.3543	831392.7971	END OF RADIUS
3	151+08	369 LT	1154556.2199	831450.1535	END OF RADIUS
4	151+42	258 LT	1154590.3536	831560.7551	CENTER OF RADIUS
5	151+26	158 LT	1154575.4874	831660.9283	CENTER OF RADIUS
6	152+09	258 LT	1154658.1100	831559.8984	CENTER OF RADIUS
7	153+10	258 LT	1154758.4114	831559.0052	CENTER OF RADIUS
8	153+47	258 LT	1154796.0479	831558.7500	CENTER OF RADIUS
9	154+47	258 LT	1154896.0437	831557.8249	CENTER OF RADIUS
10	153+68	158 LT	1154817.3492	831658.5128	CENTER OF RADIUS
11	154+68	158 LT	1154917.3449	831657.5877	CENTER OF RADIUS
12	154+64	258 LT	1154912.8493	831557.6707	CENTER OF RADIUS
13	155+64	258 LT	1155012.8449	831556.7456	CENTER OF RADIUS
14	155+76	258 LT	1155024.9563	831556.4340	CENTER OF RADIUS
15	156+77	258 LT	1155125.3122	831555.5199	CENTER OF RADIUS
16	156+88	258 LT	1155136.3497	831555.5917	CENTER OF RADIUS
17	157+88	258 LT	1155236.2691	831554.6869	CENTER OF RADIUS
18	158+05	257 LT	1155253.3656	831555.0204	CENTER OF RADIUS
19	158+53	505 LT	1155299.4586	831306.7202	END OF TAXIWAY MARKING
20	159+05	257 LT	1155353.3613	831554.0953	CENTER OF RADIUS
21	158+41	157 LT	1155290.2745	831655.1833	CENTER OF RADIUS
22	151+27	161 LT	1154576.9898	831657.2820	TIE-DOWN
23	151+39	144 LT	1154589.1466	831674.1702	TIE-DOWN
24	151+51	161 LT	1154600.9888	831657.0600	TIE-DOWN
25	151+72	161 LT	1154621.9879	831656.8657	TIE-DOWN
26	151+84	144 LT	1154634.1447	831673.7540	TIE-DOWN
27	151+96	161 LT	1154645.9869	831656.6437	TIE-DOWN
28	152+17	161 LT	1154666.9783	831656.4495	TIE-DOWN
29	152+29	144 LT	1154679.1350	831673.3377	TIE-DOWN
30	152+41	161 LT	1154690.9773	831656.2275	TIE-DOWN
31	152+62	161 LT	1154711.9841	831656.0331	TIE-DOWN
32	152+74	144 LT	1154724.1408	831672.9214	TIE-DOWN
33	152+86	161 LT	1154735.9830	831655.8111	TIE-DOWN
34	153+07	161 LT	1154756.9821	831655.6168	TIE-DOWN
35	153+19	144 LT	1154769.1389	831672.5051	TIE-DOWN

COORDINATE TABLE FOR TIE-DOWNS, AND MARKING					
Point #	Stations	Offsets	Northing	Easting	Raw Description
36	153+31	161 LT	1154780.9811	831655.3948	TIE-DOWN
37	153+52	161 LT	1154801.9802	831655.2005	TIE-DOWN
38	153+64	144 LT	1154814.1370	831672.0888	TIE-DOWN
39	153+76	161 LT	1154825.9792	831654.9785	TIE-DOWN
40	151+27	102 LT	1154577.5356	831716.2795	TIE-DOWN
41	151+39	85 LT	1154589.6924	831733.1677	TIE-DOWN
42	151+51	102 LT	1154601.5346	831716.0574	TIE-DOWN
43	151+72	102 LT	1154622.5337	831715.8632	TIE-DOWN
44	151+84	85 LT	1154634.6905	831732.7514	TIE-DOWN
45	151+96	102 LT	1154646.5327	831715.6411	TIE-DOWN
46	152+17	102 LT	1154667.5318	831715.4469	TIE-DOWN
47	152+29	85 LT	1154679.6885	831732.3351	TIE-DOWN
48	152+41	102 LT	1154691.5308	831715.2249	TIE-DOWN
49	152+62	102 LT	1154712.5299	831715.0306	TIE-DOWN
50	152+74	85 LT	1154724.6866	831731.9188	TIE-DOWN
51	152+86	102 LT	1154736.5288	831714.8086	TIE-DOWN
52	153+07	102 LT	1154757.5279	831714.6143	TIE-DOWN
53	153+19	85 LT	1154769.6847	831731.5026	TIE-DOWN
54	153+31	102 LT	1154781.5269	831714.3923	TIE-DOWN
55	153+52	102 LT	1154802.5260	831714.1980	TIE-DOWN
56	153+64	85 LT	1154814.6828	831731.0863	TIE-DOWN
57	153+76	102 LT	1154826.5250	831713.9760	TIE-DOWN
58	154+87	160 LT	1154936.9832	831655.7052	TIE-DOWN MARKING
59	154+99	143 LT	1154948.6354	831672.0981	TIE-DOWN MARKING
60	155+10	160 LT	1154959.9822	831655.4925	TIE-DOWN MARKING
61	155+32	160 LT	1154981.9813	831655.2889	TIE-DOWN MARKING
62	155+44	143 LT	1154993.6334	831671.6819	TIE-DOWN MARKING
63	155+55	160 LT	1155004.9803	831655.0762	TIE-DOWN MARKING
64	155+77	160 LT	1155026.9794	831654.8727	TIE-DOWN MARKING
65	155+89	143 LT	1155038.6315	831671.2656	TIE-DOWN MARKING
66	156+00	160 LT	1155049.9784	831654.6599	TIE-DOWN MARKING
67	156+22	160 LT	1155071.9775	831654.4564	TIE-DOWN MARKING
68	156+34	143 LT	1155083.6296	831670.8493	TIE-DOWN MARKING
69	156+45	160 LT	1155094.9765	831654.2436	TIE-DOWN MARKING
70	156+67	160 LT	1155116.9755	831654.0401	TIE-DOWN MARKING

COORDINATE TABLE FOR TIE-DOWNS, AND MARKING					
Point #	Stations	Offsets	Northing	Easting	Raw Description
71	156+79	143 LT	1155128.6277	831670.4330	TIE-DOWN MARKING
72	156+90	160 LT	1155139.9745	831653.8273	TIE-DOWN MARKING
73	157+12	160 LT	1155161.9736	831653.6238	TIE-DOWN MARKING
74	157+24	143 LT	1155173.6257	831670.0167	TIE-DOWN MARKING
75	157+35	160 LT	1155184.9726	831653.4110	TIE-DOWN MARKING
76	157+57	160 LT	1155206.9717	831653.2075	TIE-DOWN MARKING
77	157+69	143 LT	1155218.6238	831669.6004	TIE-DOWN MARKING
78	157+80	160 LT	1155229.9707	831652.9947	TIE-DOWN MARKING
79	158+02	160 LT	1155251.9697	831652.7912	TIE-DOWN MARKING
80	158+14	143 LT	1155263.6219	831669.1841	TIE-DOWN MARKING
81	158+25	160 LT	1155274.9688	831652.5784	TIE-DOWN MARKING
82	154+87	101 LT	1154937.5290	831714.7027	TIE-DOWN MARKING
83	154+99	84 LT	1154949.1812	831731.0956	TIE-DOWN MARKING
84	155+10	101 LT	1154960.5280	831714.4899	TIE-DOWN MARKING
85	155+32	101 LT	1154982.5271	831714.2864	TIE-DOWN MARKING
86	155+44	84 LT	1154994.1793	831730.6793	TIE-DOWN MARKING
87	155+55	101 LT	1155005.5261	831714.0736	TIE-DOWN MARKING
88	155+77	101 LT	1155027.5252	831713.8701	TIE-DOWN MARKING
89	155+89	84 LT	1155039.1773	831730.2630	TIE-DOWN MARKING
90	156+00	101 LT	1155050.5242	831713.6574	TIE-DOWN MARKING
91	156+22	101 LT	1155072.5233	831713.4538	TIE-DOWN MARKING
92	156+34	84 LT	1155084.1754	831729.8467	TIE-DOWN MARKING
93	156+45	101 LT	1155095.5223	831713.2411	TIE-DOWN MARKING
94	156+67	101 LT	1155117.5213	831713.0375	TIE-DOWN MARKING
95	156+79	84 LT	1155129.1735	831729.4305	TIE-DOWN MARKING
96	156+90	101 LT	1155140.5203	831712.8248	TIE-DOWN MARKING
97	157+12	101 LT	1155162.5194	831712.6213	TIE-DOWN MARKING
98	157+24	84 LT	1155174.1716	831729.0142	TIE-DOWN MARKING
99	157+35	101 LT	1155185.5184	831712.4085	TIE-DOWN MARKING
100	157+57	101 LT	1155207.5175	831712.2050	TIE-DOWN MARKING
101	157+69	84 LT	1155219.1696	831728.5979	TIE-DOWN MARKING
102	157+80	101 LT	1155230.5165	831711.9922	TIE-DOWN MARKING
103	151+09	50 LT	1154559.4647	831768.8939	CENTER OF RADIUS
104	153+68	50 LT	1154818.3564	831766.4825	CENTER OF RADIUS
105	154+68	50 LT	1154918.3349	831765.5525	CENTER OF RADIUS

MARKING QUANTITIES			
DESCRIPTION	UNIT AREA	NO. REQUIRED	TOTAL AREA
TAXIWAY CENTERLINE	4,821	1	4,821
TIE-DOWN	39	27	1,053
GROUND ROD	7	36	252
TAXIWAY EDGE	15	9	135
NON-MOVEMENT AREA	304	1	304
TOTAL YELLOW			6,565
TAXIWAY CENTERLINE	4,821	1	4,821
TAXIWAY EDGE	25	9	225
NON-MOVEMENT AREA	706	1	706
TOTAL BLACK			5,752
TOTAL MARKING			12,317

REVISION	DATE

DECATUR, ILLINOIS

IL PROJ.: DEC-4102 A.I.P. PROJ.: 3-17-0033-B3

Hanson Proj. No. 10A01360_0001	JSL	03/21/11
Filename R-151MRK.DWG	BAK	03/21/11
Scale 1" = 50'	RAW	04/07/11
Date 04/08/11		

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RECONSTRUCT
NORTH GA RAMP

PROPOSED MARKING
COORDINATE TABLE

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