

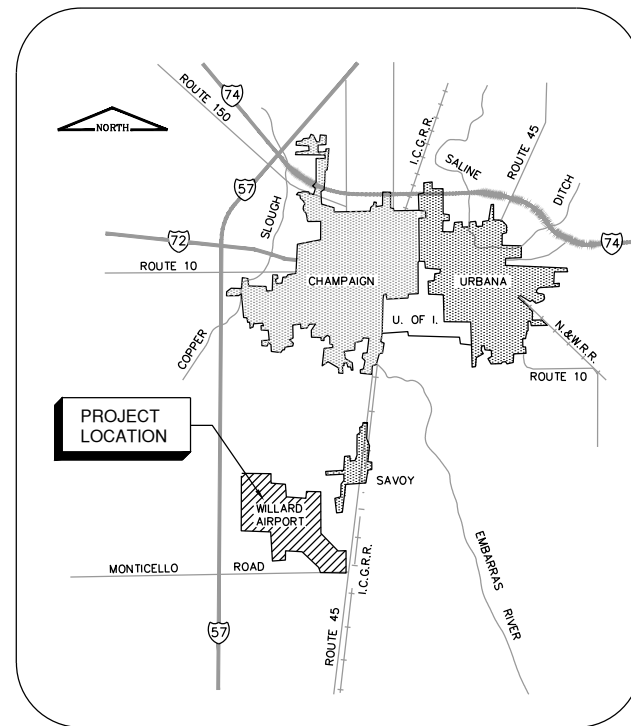
CONSTRUCTION PLANS FOR WILLARD AIRPORT

UNIVERSITY OF ILLINOIS
SAVOY, ILLINOIS

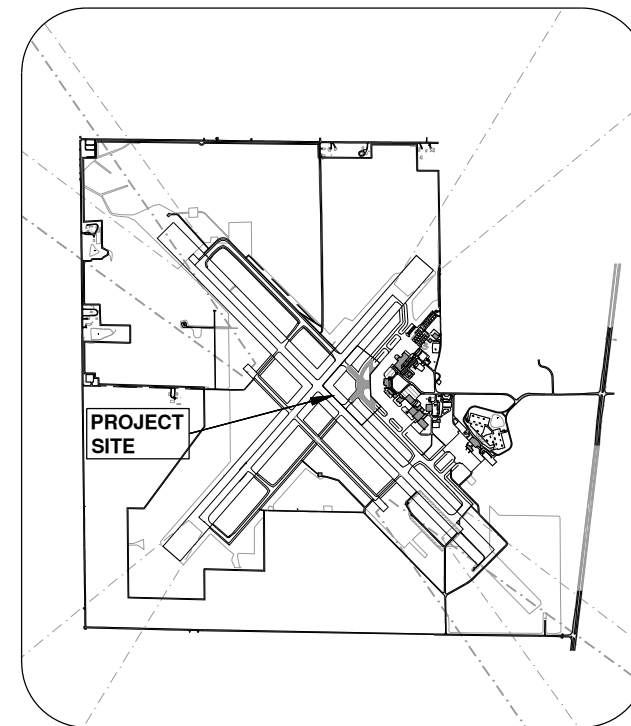
IL. PROJ. NO. CMI-4793
AIP PROJ. NO. 3-17-0016-XXX

MIDFIELD INTERSECTION RECONFIGURATION

JULY 8, 2022



LOCATION MAP



SITE PLAN

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

UNIVERSITY OF ILLINOIS - WILLARD AIRPORT

TOWNSHIP: T 18 N
RANGE: R 8 E
COUNTY: CHAMPAIGN
SECTION 2, 3, 10 AND 11

TAXIWAY A

AIRPLANE DESIGN GROUP - ADG IV
TAXIWAY DESIGN GROUP 5
DESIGN APPROACH CATEGORY - C

PAVEMENT STRUCTURE DESIGN DATA

GROSS WEIGHT - 361,000 LBS.
DUAL WHEEL GEAR

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

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT

FLY
CHAMPAIGN
URBANA

APPROVED 

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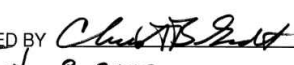
DATE July 6, 2022



Christopher B. Groth
Exp. 11/30/23
July 8, 2022

CMT

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SUBMITTED BY 

DATE July 8, 2022

CMT JOB NUMBER: 20005901

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FILE: 20005901-G1000.dwg
UPDATE BY: Chris Groth
PLOT DATE: 7/7/2022 3:57 PM



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CONSULTANTS

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX UN062

IL PROJ. NO. CMI-4793

CMT PROJECT NO: 20005901

CAD DWG FILE: 20005901-GI101.DWG

DESIGNED BY: HCH

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: CBG

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SHEET TITLE

SUMMARY OF
QUANTITIES & SHEET
INDEX

GI101
SHEET 2 OF 66

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BASE BID QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
AW107408	L-806 WIND CONE -8' LIGHTED	EACH	1
AW107900	REMOVE WIND CONE	EACH	2
AW108067	PAPI CABLE	FOOT	1,125
AW108068	RTR CABLE	FOOT	1,150
AW108069	WIND CONE CABLE	FOOT	2,900
AW108108	1/C #8 5KV UG CABLE	FOOT	400
AW108158	1/C #8 5KV UG CABLE IN UD	FOOT	4,275
AW108258	2/C #8 5KV UG CABLE IN UD	FOOT	1,850
AW108706	1/C #6 COUNTERPOISE	FOOT	3,975
AW109210	VAULT MODIFICATION	L SUM	1
AW110504	4-WAY CONCRETE ENCASED DUCT	FOOT	325
AW110920	REMOVE DUCT	FOOT	625
AW110947	ADJUST ELECTRICAL MANHOLE	EACH	1
AW115610	ELECTRICAL HANDHOLE	EACH	1
AW125100	ELEVATED RETROREFLECTIVE MARKER	EACH	4
AW125415	MITL-BASE MOUNTED	EACH	2
AW125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	4
AW125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	1
AW125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	3
AW125565	SPLICE CAN	EACH	2
AW125904	REMOVE TAXI GUIDANCE SIGN	EACH	12
AW125906	REMOVE SPLICE CAN	EACH	1
AW125932	REPLACE SIGN PANEL	EACH	84
AW125962	RELOCATE BASE MOUNTED LIGHT	EACH	81
AW125964	RELOCATE TAXI GUIDANCE SIGN	EACH	11
AW150510	ENGINEER'S FIELD OFFICE	L SUM	1
AW150520	MOBILIZATION	L SUM	1
AW152410	UNCLASSIFIED EXCAVATION	CU YD	8,200
AW154518	CRUSHED CONCRETE SUBBASE 18"	SQ YD	21,900
AW156500	TEMPORARY EROSION CONTROL	L SUM	1
AW156520	INLET PROTECTION	EACH	9
AW201672	CRACK CONTROL FABRIC	FOOT	300
AW209606	CRUSHED AGG. BASE COURSE - 6"	SQ YD	21,500
AW401010	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	L SUM	1
AW401610	BITUMINOUS SURFACE COURSE	TON	4,850
AW401630	BITUMINOUS SURFACE TEST SECTION	EACH	1
AW401650	BITUMINOUS PAVEMENT MILLING	SQ YD	1,000
AW403610	BITUMINOUS BASE COURSE	TON	7,250
AW403630	BITUMINOUS BASE TEST SECTION	EACH	1
AW501905	REMOVE PAVEMENT	SQ YD	22,200
AW501941	PCC CRUSHING	CU YD	11,100
AW602510	BITUMINOUS PRIME COAT	GALLON	6,200
AW603510	BITUMINOUS TACK COAT	GALLON	3,100
AW620520	PAVEMENT MARKING - WATERBORNE	SQ FT	9,375
AW620590	TEMPORARY MARKING	SQ FT	1,000
AW620610	PAVEMENT MARKING - SURFACE PAINTED	SQ FT	1,200
AW701524	24" RCP, CLASS IV	FOOT	570
AW701530	30" RCP, CLASS IV	FOOT	100
AW701900	REMOVE PIPE	FOOT	650
AW705504	4" PERFORATED UNDERDRAIN W/SOCK	FOOT	3,230
AW705544	4" NON PERFORATED UNDERDRAIN	FOOT	1,000
AW705635	UNDERDRAIN COLLECTION STRUCTURE	EACH	7
AW705640	UNDERDRAIN CLEANOUT	EACH	9
AW705645	UNDERDRAIN CONNECTION	EACH	7
AW751410	INLET	EACH	2
AW751530	MANHOLE	EACH	2
AW751900	REMOVE INLET	EACH	2
AW800200	1/C # 1/0 GUARD WIRE	FOOT	400
AW901510	SEEDING	ACRE	7
AW904510	SODDING	SQ YD	1,850
AW908514	LIGHT-DUTY HYDRAULIC MULCH	ACRE	7

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AIRPORT LAYOUT LEGEND

- RSA —— RSA (RUNWAY SAFETY AREA)
- TSA —— TSA (TAXIWAY SAFETY AREA)
- ROFA —— ROFA (RUNWAY OBJECT FREE AREA)
- TOFA —— TOFA (TAXIWAY OBJECT FREE AREA)
- - - - - RPZ (RUNWAY PROTECTION ZONE)
- ////// ILS CRITICAL AREA

EXISTING CONDITIONS LEGEND

- | | | | |
|------------|--|--|--|
| - - - - - | EXIST. RUNWAY 4/22 LIGHTING CIRCUIT | | EXIST. HANDHOLE PLAZA |
| - - - - - | EXIST. RUNWAY 14L/32R LIGHTING CIRCUIT | | EXIST. HANDHOLE |
| - - - - - | EXIST. RUNWAY 14R/32L LIGHTING CIRCUIT | | EXIST. RUNWAY THRESHOLD BASE-MOUNTED LIGHT |
| - - - - - | EXIST. TAXIWAY A CIRCUIT | | EXIST. RUNWAY BASE-MOUNTED EDGE LIGHT |
| - - - - - | EXIST. TAXIWAY B CIRCUIT | | EXIST. RUNWAY STAKE-MOUNTED EDGE LIGHT |
| - - - - - | EXIST. CENTER CIRCUIT TO REMAIN | | EXIST. TAXIWAY BASE-MOUNTED EDGE LIGHT |
| - - - - - | EXISTING CENTER CIRCUIT TO BE REMOVED | | EXIST. TAXIWAY STAKE-MOUNTED EDGE LIGHT |
| —— VASI —— | EXIST. VASI CIRCUIT | | EXIST. RUNWAY GUARD LIGHTS (RGL) |
| —— PAPI —— | EXIST. PAPI CIRCUIT | | EXIST. AIRFIELD SIGN (TYPE VARIES) |
| —— REIL —— | EXIST. REIL CIRCUIT | | EXIST. SPLICE CAN |
| —— RGL —— | EXIST. RGL CIRCUIT | | EXIST. NAVOID VASI LIGHTS |
| - - - - - | EXIST. ELECTRICAL DUCTBANK | | EXIST. NAVOID WINDCONE |
| —— X —— | EXIST. FENCE | | EXIST. MANHOLE (TELECOMMUNICATIONS) |
| —— UGE —— | EXIST. UNDERGROUND ELECTRIC | | EXIST. MANHOLE (ELECTRICAL) |
| —— FO —— | EXIST. FIBER OPTIC LINE | | EXIST. TELEPHONE SPLICE BOX |
| —— FAA —— | EXIST. FAA POWER / CONTROL CABLE | | EXIST. OVERHEAD LIGHT |
| —— WIND —— | EXIST. WINDCONE CIRCUIT | | EXIST. WATER VALVE |
| —— RLIM —— | EXIST. RWY LIGHT INTENSITY CABLE | | EXIST. FIRE HYDRANT |
| - - - - - | EXIST. CIRCUIT DUCT | | EXIST. UNDERDRAIN CLEANOUT |
| —— W —— | EXIST. WATER LINE | | EXIST. STORM SEWER MANHOLE |
| —— ST —— | EXIST. STORM SEWER LINE | | EXIST. STORM SEWER INLET |
| —— UD —— | EXIST. UNDERDRAIN | | EXIST. STOP SIGN & "DO NOT PROCEED" SIGN |
| —— SS —— | EXIST. SANITARY SEWER | | EXIST. UNDERDRAIN CLEANOUT |
| —— G —— | EXIST. GAS LINE | | |
| —— ——— | EXIST. PAVEMENT MARKING | | |
| —— —— | EXIST. DIRECTIONAL BORE | | |

PROPOSED IMPROVEMENTS LEGEND

- | | | | |
|------------|--|--|---------------------------------------|
| - - - - - | SINGLE CONDUCTOR IN UNIT DUCT OR EXISTING DUCT | | NEW SPLICE CAN |
| - - - - - | TWO CONDUCTORS IN UNIT DUCT OR EXISTING DUCT | | NEW GUIDANCE SIGN |
| —— PAPI —— | NEW PAPI CIRCUIT | | NEW TAXIWAY EDGE LIGHT - BASE MOUNTED |
| —— RTR —— | NEW RTR CIRCUIT | | NEW UNDERDRAIN CLEANOUT |
| | NEW PAVEMENT EDGE | | NEW STORM SEWER INLET |
| | NEW PAVEMENT AREA | | NEW COLLECTION STRUCTURE |
| —— ST —— | NEW STORM SEWER LINE | | NEW MANHOLE |
| —— UD —— | NEW UNDERDRAIN | | INLET PROTECTION |
| —— ——— | NEW TAXIWAY CENTERLINE MARKING | | |
| —— ——— | NEW RUNWAY HOLD POSITION MARKING | | |
| —— ——— | NEW MOVEMENT AREA BOUNDARY MARKING | | |
| —— ——— | NEW ENHANCED TAXIWAY CENTERLINE | | |
| —— ——— | NEW SOD (5' WIDTH) | | |
| —— SF —— | NEW SILT FENCE | | |



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FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX UN062

IL PROJ. NO. CMI-4793

CMT PROJECT NO: 20005901

CAD DWG FILE: 20005901-G1102.DWG

DESIGNED BY: HCH

DRAWN BY: DPA

CHECKED BY: MJD

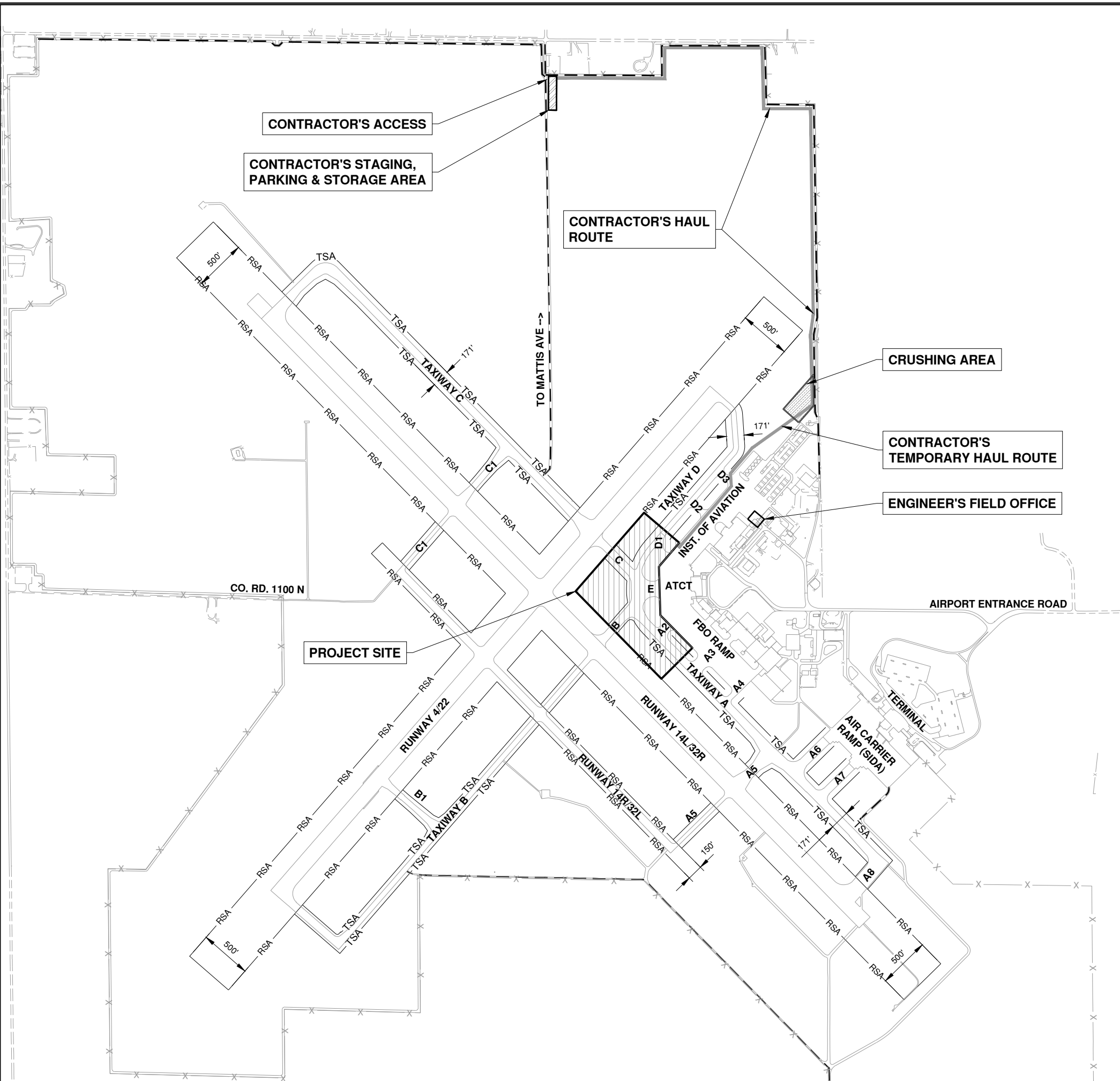
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SHEET TITLE

LEGEND

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Date: Thursday, July 7, 2022 3:59:02 PM



LEGEND

- EXISTING AIRPORT ACCESS ROAD
- x- EXISTING FENCE
- [Hatched Box] PROJECT LIMITS
- [Diagonal Hatched Box] STAGING AREA LIMITS
- [Cross-hatched Box] CONCRETE CRUSHING OPERATIONS AREA
- RSA --- RUNWAY SAFETY AREA
- TSA --- TAXIWAY SAFETY AREA

NOTES

1. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - A. THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLANS.
 - B. DURING ADVERSE WEATHER, THE CONTRACTOR SHALL 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.
 - C. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON HIS ACCESS GATES. HE SHALL PROVIDE KEYS FOR EACH PADLOCK TO THE RPR, AIRPORT SECURITY, AND MAINTENANCE SUPERVISOR. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE AIRPORT MANAGER.
 - D. THE CONTRACTOR SHALL 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 DURING HAULING OPERATIONS, HE SHALL POST A COMPETENT, FULL TIME SECURITY GUARD TO PREVENT UNAUTHORIZED ENTRIES. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS IF SO DIRECTED BY THE AIRPORT MANAGER OR ENGINEER.
 - E. THE CONTRACTOR SHALL 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 SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT MANAGER.
 - G. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - H. EMPLOYEE PERSONAL VEHICLES SHALL NOT BE ALLOWED BEYOND THE CONTRACTOR'S PARKING AREA. CONTRACTOR PERSONNEL SHALL PARK IN THE CONTRACTOR'S STAGING & STORAGE AREA. PERSONNEL SHALL BE TRANSPORTED TO THE WORK SITE BY COMPANY OWNED VEHICLES.
 - I. THE CONTRACTOR SHALL HAVE A VACUUM TYPE SWEEPER AVAILABLE AT ALL TIMES.
2. A LIST OF AUTHORIZED PERSONNEL PERMITTED TO USE THE GATE SHALL BE PROVIDED BY THE CONTRACTOR TO THE RPR.
3. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL & CONSTRUCTION ACCESS ONLY".
4. ALL CONTRACTOR PERSONNEL AND SECURITY GUARDS ON THE AIRFIELD WILL BE REQUIRED TO SUBMIT A TEN YEAR BACKGROUND CHECK TO AIRPORT SECURITY AND WILL BE REQUIRED TO BE TRAINED BY THE AIRPORT TO GAIN ACCESS TO THE WORK AREA. CONTRACTOR SHALL COORDINATE THE BADGING PROCESS A MINIMUM OF 30 DAYS PRIOR TO REQUESTING ACCESS TO THE FIELD. SEE NOTE 5.4 ON SHEET GC001.

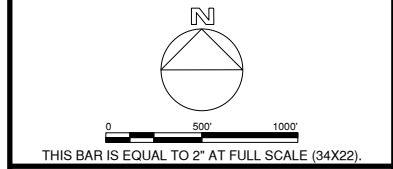
GENERAL NOTES

1. SEE CONSTRUCTION ACTIVITY PLANS FOR CONTRACTOR ACCESS BY PHASE.



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FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
AIP PROJ. NO. 3-17-0016-XXX		UN062
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AIRPORT SITE PLAN

0. GENERAL

- THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS. THE CSPP CONSISTS OF THIS SHEET AND SHEETS GC001- GC101.
- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
- THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
- A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE SWPPP CERTIFICATION STATEMENT.
- ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.

1. COORDINATION

- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
- ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
- DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF, LOCAL FAA ATO AND RPR. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.
- THE CSPP AS WRITTEN HAS BEEN APPROVED BY THE AIRPORT AND THE FAA. PROPOSED CHANGES TO THE WORK LIMITS SHALL BE COORDINATED THROUGH THE FAA FOR AIRSPACE ANALYSIS AND WILL REQUIRE A MINIMUM OF 30 DAYS TO REVIEW.

2. PHASING

- PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

3. CONSTRUCTION ACTIVITY AREAS

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

4. WORK ZONE LIGHTING FOR NIGHTWORK

- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION. LIGHTS SHALL CONSIST OF VEHICLE OR MOVEABLE POLE-MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL NOT INTERFERE WITH AIR OPERATIONS OR ATCT CONTROLLER SIGHT LINES. ANY WORK BEING PERFORMED UNDER INSUFFICIENT ARTIFICIAL LIGHTING, IN THE RPR'S JUDGMENT, SHALL BE STOPPED UNTIL SUCH TIME AS ADDITIONAL LIGHTING IS PROVIDED. ALL WORK PERFORMED DURING THAT TIME WILL NOT BE ACCEPTABLE UNTIL PROPER INSPECTION & TESTING CAN BE MADE.
- ARTIFICIAL LIGHTING SHALL NOT BE AIMED AT THE ATCT OR THE APPROACH ENDS OF AN ACTIVE RUNWAY.

5. CONTRACTOR ACCESS

- CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATES SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS. THE CONTRACTOR SHALL POST A COMPETENT SECURITY GUARD TO CONTROL ACCESS AT THE GATE. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS AS DIRECTED.
- CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE VILLAGE, UNIVERSITY, COUNTY, TOWNSHIP, OR I.D.O.T.
- ALL CONTRACTOR EMPLOYEES WHO ARE DESIGNATED AS DRIVERS FOR THE CONTRACTOR WITHIN THE AIR OPERATIONS AREA (AOA) SHALL ATTEND THE APPROPRIATE DRIVERS TRAINING PROGRAM ADMINISTERED BY THE AIRPORT. ONLY THOSE INDIVIDUALS WHO RECEIVE TRAINING AND DRIVING PRIVILEGES WILL BE PERMITTED TO OPERATE VEHICLES OR EQUIPMENT ON THE AIRPORT. ALL COSTS ASSOCIATED WITH THE DRIVER TRAINING PROGRAM SHALL BE BORNE BY THE CONTRACTOR.
- DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, CONCRETE, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE OR ATTAIN DRIVER'S PRIVILEGES BUT SHALL SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA, THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR PERSONNEL WHO IS BADGED AND HAS OBTAINED DRIVERS PRIVILEGES STATED IN #4 ABOVE. CONTRACTOR DELIVERY ESCORT PROCEDURES SHALL BE APPROVED BY THE AIRPORT PRIOR TO INITIATING ESCORT PROCEDURES.
- CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER (ATCT) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY COMPLETED THE APPROVED CMI/FAA SAFETY COURSE MAY OPERATE THESE RADIOS.
- WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE.
- ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE ATCT. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
- THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
- ALL VEHICLE AND EQUIPMENT OPERATORS UTILIZED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL NOTIFY THE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

6. FOD MANAGEMENT

- THE CONTRACTOR SHALL DISCARD ANY FOREIGN OBJECT DEBRIS (FOD) ON THE AIRFIELD PAVEMENTS.
- ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION.
- THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES AT THE END OF EACH WORKING DAY, REGARDLESS OF THE WORK AREA BEING OPEN OR CLOSED TO AIR TRAFFIC.

7. PROTECTION OF NAVAIDS

- THE CONTRACTOR SHALL MAINTAIN A 100' DISTANCE BETWEEN HIS OPERATIONS AND ANY FAA-OWNED NAVAID (TYPICALLY ORANGE). CONTRACTOR SHALL CONTACT ATCT PRIOR TO ENTERING AN ILS CRITICAL AREA AS SHOWN ON THE SITE PLAN.
- ANY WORK WHICH AFFECTS A NAVAID WILL BE COORDINATED WITH FAA ATO THROUGH THE AIRPORT. WORK IN A NAVAID CRITICAL AREA IS RESTRICTED AND SUBJECT TO AVAILABILITY BASED ON RUNWAY CONFIGURATION AND WEATHER CONDITIONS AND MAY BE POSTPONED BY THE AIRPORT AT ANY TIME.

8. WILDLIFE MANAGEMENT

- THE CONTRACTOR SHALL NOTIFY PUBLIC SAFETY OR THE RPR IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
- CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED AND LOCKED WHEN THE CONTRACTOR IS NOT WORKING.
- THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.
- THE CONTRACTOR SHALL MAINTAIN THE SITE TO LIMIT STANDING WATER AND TALL GRASS TO REDUCE THEIR ATTRACTION AND DISRUPTION TO WILDLIFE HABITAT.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

- THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
- THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO AIRPORT OPERATIONS/ARFF PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT.
- FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
- IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.
- CONTACTS FOR THIS PROJECT ARE AS LISTED BELOW.
PUBLIC SAFETY
 FIRE MARSHAL JOHN CUMBEE - DIRECTOR OF PUBLIC SAFETY
 OFFICE (217) 244-8764
 CELL (217) 202-8213

AIRPORT OPERATIONS
 TIM BANNON - EXECUTIVE DIRECTOR
 OFFICE (217) 300-8225

ENGINEER
 CHRIS GROTH P.E. - PROJECT ENGINEER
 (217) 787-8050
 RPR TO BE DETERMINED
 OFFICE (217) 787-8050

10. INSPECTION REQUIREMENTS

- THE CONTRACTOR SHALL INSPECT THE JOB SITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G OR LATEST MAY BE USED TO AID IN THE INSPECTIONS.
- THE CONTRACTOR SHALL REQUEST FINAL OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR TO THE AREA BEING REOPENED. PUBLIC SAFETY WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED.

11. UNDERGROUND UTILITIES

- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
- BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-04 & 70-05 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. HAZARDOUS MATERIALS MANAGEMENT

- THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT & RESPONSE PLAN AND KEEP COPIES ON THE OBSITE OF MATERIAL SAFETY DATA SHEETS FOR ALL MATERIALS HANDLED ON THE JOBSITE.
- FUELING OPERATIONS SHALL NOT OCCUR IN ANY ACTIVE OBJECT FREE AREAS.

13. PENALTIES

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

14. SPECIAL CONDITIONS

- ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. CONTRACTOR SHALL COORDINATE WITH ADJACENT CONTRACTOR(S) TO PROVIDE UNHINDERED ACCESS TO EACH WORK AREA AND ALLOW FOR THE TIMELY PROSECUTION AND PROGRESS OF ANY OTHER WORK BEING PERFORMED AT THE AIRPORT.

15. RUNWAY & TAXIWAY VISUAL AIDS

- ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
- IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2G OR LATEST EDITION.

16. MARKING & SIGNS FOR ACCESS ROUTES

- BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED ON THIS SHEET AND THE CONSTRUCTION ACTIVITY PLAN SHEET.

17. HAZARD MARKING & LIGHTING

- THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
- ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5D OR LATEST EDITIONS AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
- BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED AND/OR YELLOW LIGHTS AND FLAG PLACEMENT.
- THE AIRPORT WILL PROVIDE TWO PORTABLE CLOSED RUNWAY MARKERS FOR USE DURING THE DURATION OF WORK TO CLOSE RUNWAY 4/22. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTENANCE OF THE RUNWAY CLOSURE MARKERS INCLUDING FUEL, OIL CHANGES AND REPLACEMENT OF THE LIGHTS.

18. PROTECTION

- ALL WORK REQUIRED INSIDE OF THE RUNWAY 4/22 SAFETY AREAS, WHICH EXTENDS 250' FROM THE RUNWAY CENTERLINE, WILL REQUIRE THE RUNWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.
- ALL WORK REQUIRED INSIDE OF RUNWAY 14R/32L OBJECT FREE AREA, WHICH EXTENDS 250' FROM THE RUNWAY CENTERLINE, WILL REQUIRE THE RUNWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.
- ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WHICH EXTENDS 93' FROM THE TAXIWAY CENTERLINE OF 50' TAXIWAYS AND 130' FROM THE CENTERLINE OF 75' TAXIWAYS, WILL REQUIRE THE TAXIWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.
- ALL WORK REQUIRED ON AN ACTIVE APRON OR INSIDE OF AN ACTIVE SAFETY AREA, WHICH EXTENDS 70' FROM THE APRON'S EDGE OF PAVEMENT, WILL REQUIRE A PORTION OF THAT APRON TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.



License No. 184-000613
CONSULTANTS

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-GC000.DWG	
DESIGNED BY: HCH	
DRAWN BY: DPA	
CHECKED BY: MJD	
APPROVED BY: CBG	
COPYRIGHT:	

SHEET TITLE
CONSTRUCTION ACTIVITY NOTES 1

GC001

SHEET **5** OF **66**

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Date: Thursday, July 7, 2022 3:59:15 PM

19. OTHER LIMITATIONS ON CONSTRUCTION

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
3. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.



License No. 184-000613

CONSULTANTS

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

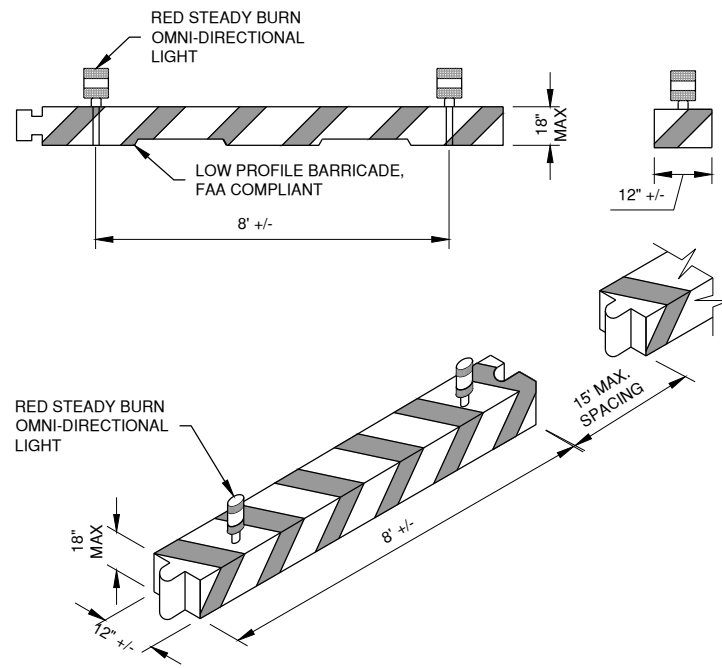


UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-GC000.DWG	
DESIGNED BY: HCH	
DRAWN BY: DPA	
CHECKED BY: MJD	
APPROVED BY: CBG	
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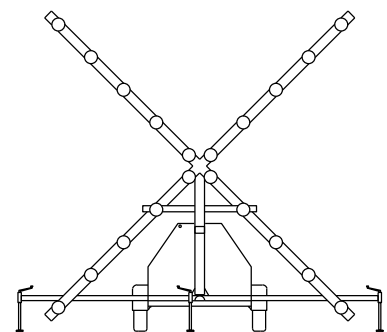
SHEET TITLE
**CONSTRUCTION
ACTIVITY NOTES 2**



1 BEAM BARRICADE DETAIL
N.T.S.

BEAM BARRICADE NOTES

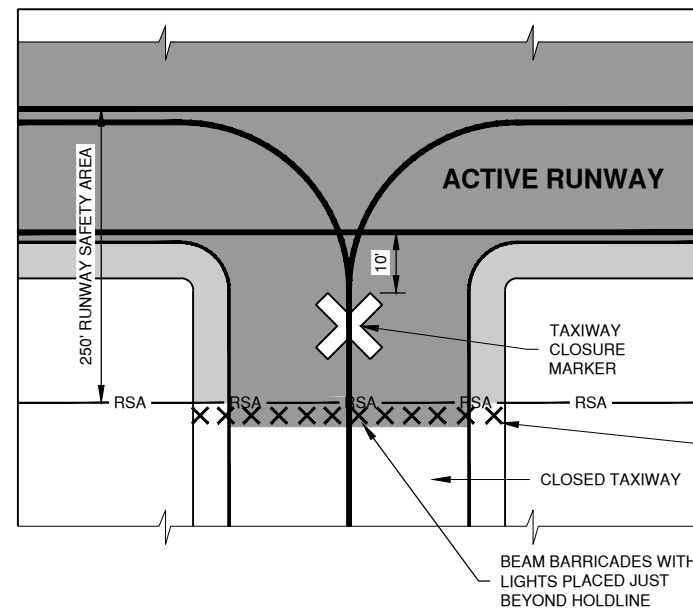
1. BARRICADE SHALL BE WEIGHTED TO WITHSTAND DISPLACEMENT BY WIND, JET OR PROP BLAST.
2. BARRICADE MUST BE OF LOW MASS AND EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AS SHOWN IN PLANS AND AS DIRECTED BY THE RPR.
5. BARRICADES SHALL BE COMPLIANT WITH FAA AC 150/5370-2 (LATEST VERSION).



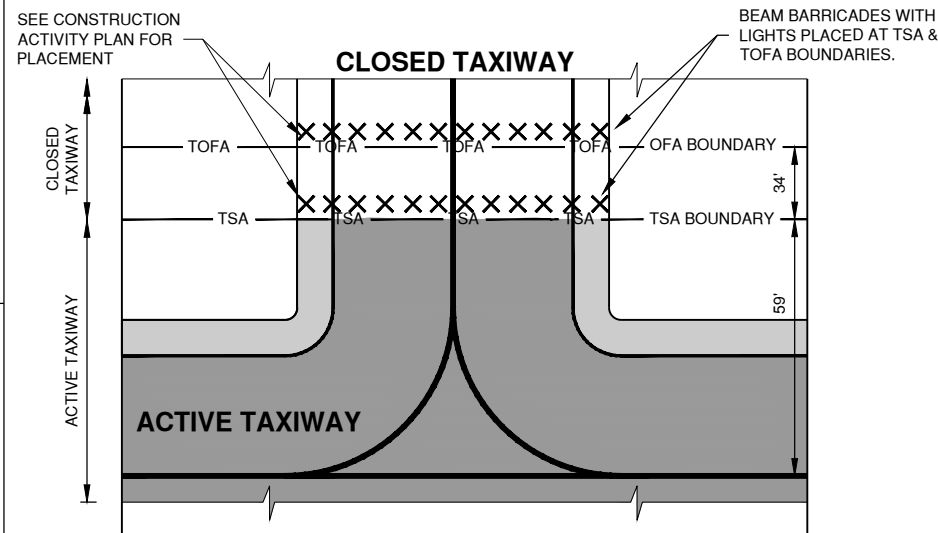
2 LIGHTED RUNWAY CLOSURE MARKER
N.T.S.

RUNWAY CLOSURE NOTES

1. TO BE PLACED ON PAVEMENT AT THE RUNWAY NUMERALS WHEN CONSTRUCTION ACTIVITIES ALLOW 80' FROM THE ENDS OF RUNWAY 4-22 WHEN CONSTRUCTION ACTIVITIES WILL NOT ALLOW.
2. THE AIRPORT WILL PROVIDE TWO LIGHTED CLOSURE MARKERS FOR THE CONTRACTOR TO MAINTAIN (FUEL, OIL, LIGHT BULBS) DURING ALL PHASES DURING THE CLOSURE OF RUNWAY 4/22.
3. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE REPLACEMENT BULBS, FUEL, LUBRICANTS, AND DAILY/PERIODIC MAINTENANCE INSPECTIONS AS REQUIRED BY THE AIRPORT.
4. THE CONTRACTOR SHALL FULLY SERVICE THE LIGHTED CLOSURE MARKERS PRIOR TO RETURNING TO THE AIRPORT. AT A MINIMUM THIS SHALL INCLUDE REPLACEMENT OF ALL LIGHT BULBS AND CHANGING OIL, OIL FILTER, AIR FILTER AND SPARK PLUGS.
5. THE COST OF SET-UP, FUELING, BULBS, INSPECTION, AND REMOVAL OF THE MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
6. CONTRACTOR SHALL OPERATE AND MAINTAIN UNITS PER AC150/5345-55A.



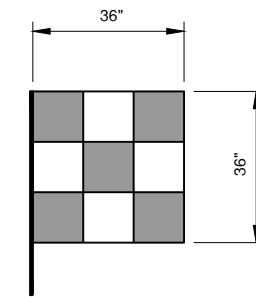
3 CLOSED TAXIWAY/ACTIVE RUNWAY BARRICADE DETAIL
N.T.S.



4 CLOSED TAXIWAY/ACTIVE TAXIWAY BARRICADE DETAIL
N.T.S.

NIGHT WORK RUNWAY CLOSURE NOTES

1. WORK WITHIN THE RUNWAY SAFETY AREA MAY NOT BEGIN UNTIL THE RUNWAY HAS BEEN CLOSED, NAVAIDS DISABLED, EDGE LIGHTING, CENTERLINE LIGHTING, AND TDZ LIGHTING DISABLED IN THE VAULT AND THE LIGHTED CLOSURE MARKERS ARE IN PLACE.
2. UPON COMPLETION OF WORK IN NIGHTTIME OFF-PEAK CLOSURE, NO EXCAVATIONS OR STOCKPILES SHALL EXIST IN EXCESS OF 3" AND ALL GRADES SHALL MEET FAA REQUIREMENTS. BARRICADES AND CLOSURE MARKERS SHALL BE REMOVED. AIRPORT OPERATIONS WILL INSPECT RUNWAY AT 4:30 AM.
3. SEE SECTION 80 OF THE SPECIFICATIONS FOR INFORMATION REGARDING LIQUIDATED DAMAGES AND REOPENING THE RUNWAY.
4. PRIOR TO REOPENING THE RUNWAY, THE CONTRACTOR SHALL SWEEP THE PAVEMENT AND REMOVE DEBRIS WITHIN THE RUNWAY SAFETY AREA.



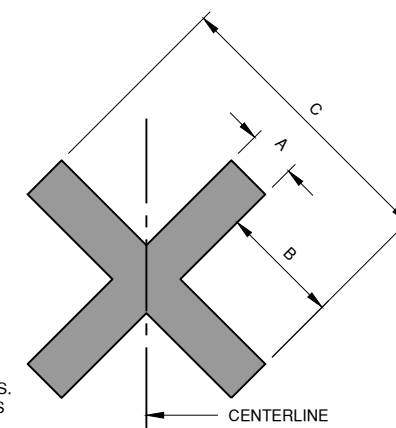
5 EQUIPMENT & VEHICLE SIGNAL FLAG
N.T.S. (ORANGE / WHITE)

SIGNAL FLAG NOTES

1. ALL CONTRACTOR VEHICLES AND EQUIPMENT SHALL DISPLAY COMPANY LOGO PLACARDS AND FLAG.
2. WHEN WORKING PRIOR TO DAWN OR AFTER DUSK, A 360 DEGREE ROTATING AMBER BEACON IS REQUIRED ON ALL EQUIPMENT AND TRUCKS.
3. CONTRACTOR SHALL REPLACE FLAGS THAT ARE WORN AND INEFFECTIVE.

NOTES

1. CLOSURE MARKERS SHALL BE SOLID YELLOW.
2. MARKERS SHALL BE PLACED ON TAXIWAYS AT THE RUNWAY INTERSECTIONS INSIDE THE RUNWAY SAFETY AREA.
3. MARKERS SHALL BE PLACED ON RUNWAYS TO COVER THE NUMERALS ON BOTH ENDS.
4. MARKERS MAY BE CONSTRUCTED OF FABRIC, COLORED PLASTIC, PAINTED SHEETS OF PLYWOOD OR SIMILAR MATERIALS.
5. MARKERS SHALL BE SECURED TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURRENTS. METHODS OF SECURING THE MARKERS SHALL NOT PROTRUDE MORE THAN 3" ABOVE THE PAVEMENT.

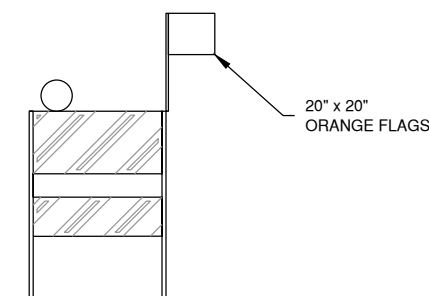


SYMBOL TYPE	DIMENSION	A	B	C
CLOSED TAXIWAY		5'-0"	12'-6"	30'-0"
CLOSED RUNWAY		10'-0"	25'-0"	60'-0"

6 NON-LIGHTED CLOSURE MARKER
N.T.S.

FLASHER BARRICADE NOTES

1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AT 20' INTERVALS.



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

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-GC000.DWG	
DESIGNED BY: HCH	
DRAWN BY: DPA	
CHECKED BY: MJD	
APPROVED BY: CBG	
COPYRIGHT:	

SHEET TITLE
**CONSTRUCTION
ACTIVITY DETAILS 1**

PHASE 1 NOTES

1. WORK LIMITS FOR THIS PHASE WILL BE FROM TAXIWAY A3 TO THE SAFETY AREA OF RUNWAY 14L/32R AT TAXIWAY B TO THE GA APRON TO THE INTERSECTION OF TAXIWAY C AND D.
2. WORK ITEMS TO BE COMPLETED DURING THIS PHASE SHALL INCLUDE: PAVEMENT REMOVALS, EARTH EXCAVATION, NEW PAVEMENT STRUCTURE CONSTRUCTION, DRAINAGE IMPROVEMENTS, ELECTRICAL IMPROVEMENTS (TAXIWAY EDGE LIGHT, GUIDANCE SIGNS AND OTHER AIRFIELD CIRCUITS), SAFETY AREA GRADING AND PAVEMENT MARKING.
3. CONTRACTOR WILL BE ALLOWED 5 CALENDAR DAYS TO REENTER THE PHASE 1 WORK AREA TO COMPLETE TURFING. THIS WORK SHALL BE COMPLETED UNDER RADIO CONTROL WITHOUT CLOSING ACTIVE TAXIWAY SURFACES. THE CONTRACTOR WILL BE ALLOW 1 HOUR BLOCKS OF TIME TO WORK WITHIN THE PHASE 1 WORK AREA TO COMPLETE THE TURFING OPERATIONS. CONTRACTOR SHALL COORDINATE INTENT TO REENTER THIS WORK AREA 7 CALENDAR DAYS PRIOR TO BEGINNING WORK.
4. AT THE COMPLETION OF THIS PHASE ALL CLOSURE MARKERS, BARRICADES AND CONSTRUCTION STAKES SHALL BE REMOVED.
5. THE CONTRACTOR SHALL PAINT THE TEMPORARY CENTERLINE AND TAXIWAY EDGE MARKINGS SHOWN IN PLANS PRIOR TO COMPLETING THE WORK CLOSURE AREA. THIS WORK SHALL BE COMPLETED UNDER LOCAL CLOSURE AND RADIO CONTACT WITH THE TOWER. CENTERLINE TURNING RADIUS MARKING LEADING TO TAXIWAY E AND THE TAXIWAY A/B INTERSECTION SHALL BE REMOVED.
6. THE DESIGNATIONS SHOWN FOR THE TAXIWAYS REPRESENTS THEIR CURRENT NAMING CONVENTION. THE PLANS WILL INCLUDE THE RENAMING OF MOST TAXIWAYS ON THE AIRFIELD. FOR THE PURPOSE OF THE PROPOSED WORK, THE EXISTING NAMING WILL BE USED THROUGHOUT THE PLANS.

CRITICAL POINT TABLE			
POINT	LATITUDE	LONGITUDE	ELEVATION
11	N40° 02' 22.93"	W88° 16' 28.53"	746.48
12	N40° 02' 16.81"	W88° 16' 20.73"	740.00
13	N40° 02' 19.56"	W88° 16' 17.06"	746.20
14	N40° 02' 21.47"	W88° 16' 19.48"	747.28
15	N40° 02' 24.58"	W88° 16' 19.60"	748.31
16	N40° 02' 24.45"	W88° 16' 26.51"	746.58
67	N40° 02' 41.27"	W88° 16' 04.10"	745.00
68	N40° 02' 39.96"	W88° 16' 02.17"	746.00
69	N40° 02' 41.61"	W88° 16' 00.29"	746.00
70	N40° 02' 44.56"	W88° 16' 00.35"	745.00



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

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX UN062

IL PROJ. NO. CMI-4793

CMT PROJECT NO: 20005901

CAD DWG FILE: 20005901-GC101.DWG

DESIGNED BY: HCH/CBG

DRAWN BY: DPA

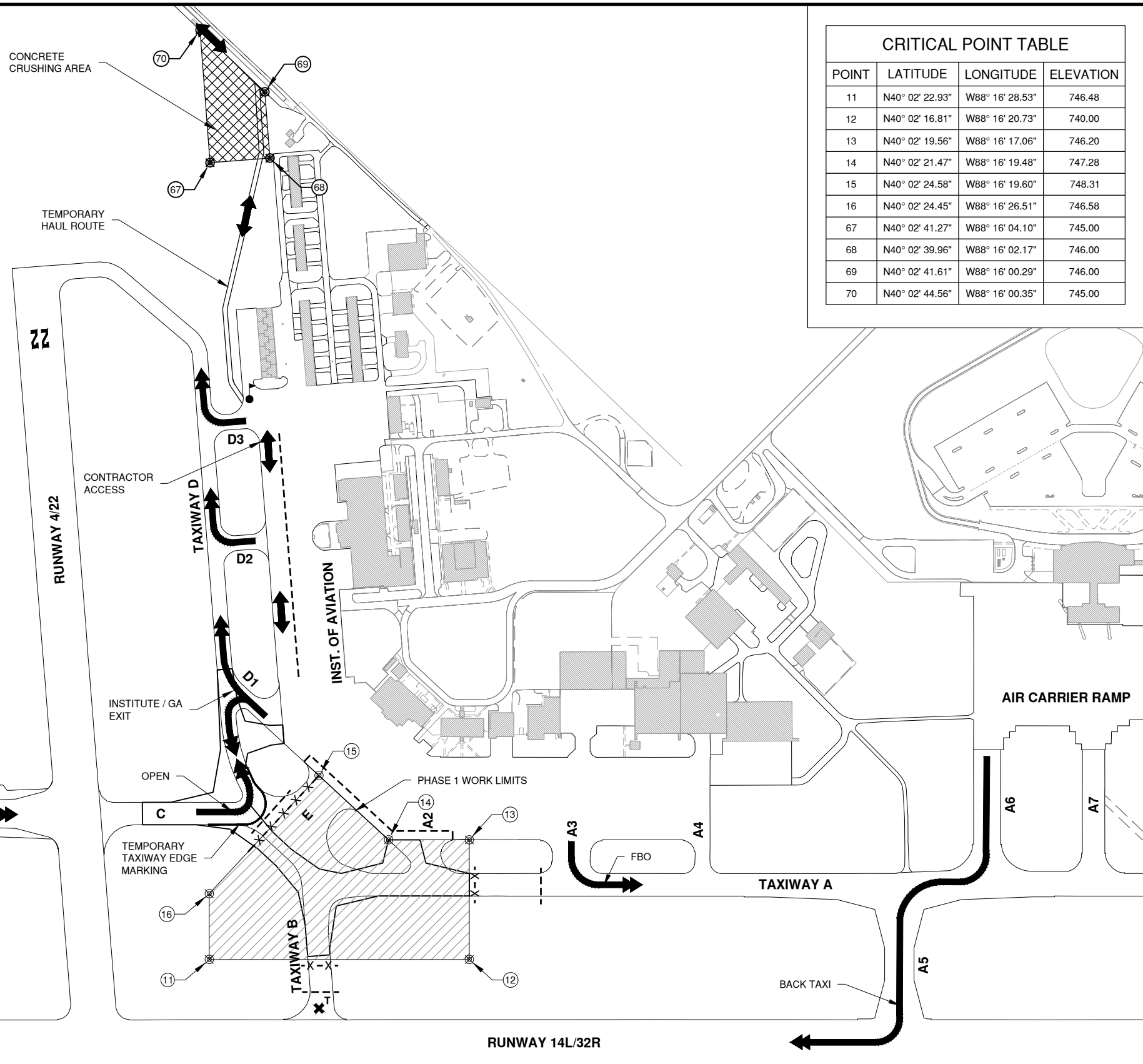
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SHEET TITLE
**CONSTRUCTION
ACTIVITY PLAN 1**

GC101
SHEET 8 OF 66



PAVEMENT	PHASE 1
RUNWAY 14L/32R	OPEN
RUNWAY 4/22	OPEN
TAXIWAY A	CLOSED WEST OF TXY A3
TAXIWAY A2	CLOSED
TAXIWAY B	CLOSED NORTH OF RWY 14L/32R
TAXIWAY C	OPEN
TAXIWAY D	OPEN
TAXIWAY D1	OPEN
EXISTING TAXIWAY E	CLOSED
NEW TAXIWAY E	CLOSED

LEGEND

- WORK AREA
- BEAM BARRICADES
- BARRICADE IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" RED FLAGS AT 15' SPACING
- TAXIWAY CLOSURE MARKER (TEMPORARY)
- CONTRACTOR'S ACCESS ROUTE
- AIRCRAFT TAXI ROUTE
- FLAGMAN W/ RADIO
- CRITICAL POINT

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PHASE 2 NOTES

1. WORK LIMITS FOR THIS PHASE WILL BE FROM TAXIWAY D2 TO THE SAFETY AREA OF RUNWAY 4/22 AT TAXIWAY C TO THE GA APRON TO THE COMPLETED PHASE 1 CONSTRUCTION.
2. WORK ITEMS TO BE COMPLETED DURING THIS PHASE SHALL INCLUDE: PAVEMENT REMOVALS, EARTH EXCAVATION, NEW PAVEMENT STRUCTURE CONSTRUCTION, DRAINAGE IMPROVEMENTS, ELECTRICAL IMPROVEMENTS (TAXIWAY EDGE LIGHT, GUIDANCE SIGNS AND OTHER AIRFIELD CIRCUITS), SAFETY AREA GRADING AND PAVEMENT MARKING.
3. TURFING OPERATIONS MAY BE COMPLETED FOR PHASE 1 AND 2 AT THE SAME TIME, SEE PHASE 1 NOTE 3 FOR LIMITATIONS.
4. AT THE COMPLETION OF THIS PHASE ALL CLOSURE MARKERS, BARRICADES AND CONSTRUCTION STAKES SHALL BE REMOVED.

PHASE 2A NOTES

1. WORK LIMITS FOR THIS PHASE WILL BE WITHIN THE RUNWAY 4/22 SAFETY AREA AT THE CONNECTION TO TAXIWAY C.
2. WORK IN THIS PHASE WILL REQUIRE THE CLOSURE OF RUNWAY 4/22. CONTRACTOR SHALL MAKE CLOSURE REQUEST A MINIMUM OF 7 DAYS PRIOR TO THE DESIRED CLOSURE DATE.
3. THIS IS A HIGH PRIORITY WORK AREA. IT WILL REQUIRE THE CLOSURE OF RUNWAY 4/22.
4. CONTRACTOR'S SCHEDULE FOR THIS AREA SHALL CONSIDER WEATHER FORECAST AND THE POSSIBLE NEED OR ADDITIONAL WORK CREWS.
5. CONTRACTOR SHALL CLOSE RUNWAY 4/22 NO LONGER THAN 10 CONSECUTIVE CALENDAR DAYS.
6. WORK DURING PHASE 2A SHALL BE CONCURRENT WITH WORK IN PHASE 2.
7. WORK ITEMS TO BE COMPLETED DURING THIS PHASE SHALL INCLUDE: PAVEMENT MILLING AND NEW PAVEMENT STRUCTURE CONSTRUCTION.
8. THE CONTRACTOR WILL HAVE THE OPTION TO USE THE AIRPORT LIGHTED CLOSURE "X"s TO SHUT DOWN RUNWAY 4/22. LIGHTED "X"s SHALL BE MAINTAINED BY THE CONTRACTOR DURING USE. SEE GC003 FOR DETAIL.

CRITICAL POINT TABLE			
POINT	LATITUDE	LONGITUDE	ELEVATION
21	N40° 02' 30.66"	W88° 16' 20.60"	745.62
22	N40° 02' 25.73"	W88° 16' 27.13"	745.45
23	N40° 02' 23.52"	W88° 16' 25.96"	747.27
24	N40° 02' 23.72"	W88° 16' 19.57"	748.38
25	N40° 02' 26.14"	W88° 16' 19.66"	747.67
26	N40° 02' 28.37"	W88° 16' 17.20"	745.62

CRITICAL POINT TABLE			
POINT	LATITUDE	LONGITUDE	ELEVATION
31	N40° 02' 28.61"	W88° 16' 25.23"	745.73
32	N40° 02' 27.18"	W88° 16' 26.98"	745.35
33	N40° 02' 26.20"	W88° 16' 25.69"	745.42
34	N40° 02' 27.55"	W88° 16' 23.90"	746.03



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FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
AIP PROJ. NO. 3-17-0016-XXX		UN062
IL PROJ. NO. CMI-4793		
CMT PROJECT NO: 20005901		
CAD DWG FILE: 20005901-GC101.DWG		
DESIGNED BY: HCH/CBG		
DRAWN BY: DPA		
CHECKED BY: MJD		
APPROVED BY: CBG		
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SHEET TITLE
**CONSTRUCTION
ACTIVITY PLAN 2**

GC102
SHEET 9 OF 66

RUNWAY 4/22 CLOSURE
MARKER REQUIRED
DURING PHASE 2A (BOTH
ENDS OF THE RUNWAY)

PHASE 2 WORK LIMITS
PHASE 2A WORK LIMITS

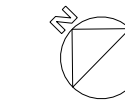
TAXIWAY C CLOSURE MARKER

LEGEND

- WORK AREA
- PHASE 2A WORK AREA
- BEAM BARRICADES
- BARRICADE IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" RED FLAGS AT 15' SPACING
- TAXIWAY CLOSURE MARKER (TEMPORARY)
- RUNWAY CLOSURE MARKER
- CONTRACTOR'S ACCESS ROUTE
- AIRCRAFT TAXI ROUTE
- FLAGMAN W/ RADIO
- CRITICAL POINT

PAVEMENT	PHASE 2	PAVEMENT	PHASE 2A
RUNWAY 14L/32R	OPEN	RUNWAY 14L/32R	OPEN
RUNWAY 4/22	OPEN	RUNWAY 4/22	CLOSED
TAXIWAY A	OPEN	TAXIWAY A	OPEN
TAXIWAY A2	OPEN	TAXIWAY A2	OPEN
TAXIWAY B	OPEN	TAXIWAY B	OPEN
TAXIWAY C	CLOSED EAST OF RWY 4/22	TAXIWAY C	CLOSED EAST OF RWY 4/22
TAXIWAY D	CLOSED SOUTH OF TXY D2	TAXIWAY D	OPEN
TAXIWAY D1	CLOSED	TAXIWAY D1	OPEN
EXISTING TAXIWAY E	CLOSED	EXISTING TAXIWAY E	CLOSED
NEW TAXIWAY E	CLOSED	NEW TAXIWAY E	OPEN

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0 400' 800'

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JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

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IL. PROJ. NO. CMI-4793

CMT PROJECT NO: 20005901

CAD DWG FILE: 20005901-GC101.DWG

DESIGNED BY: CBG/HCH

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: CBG

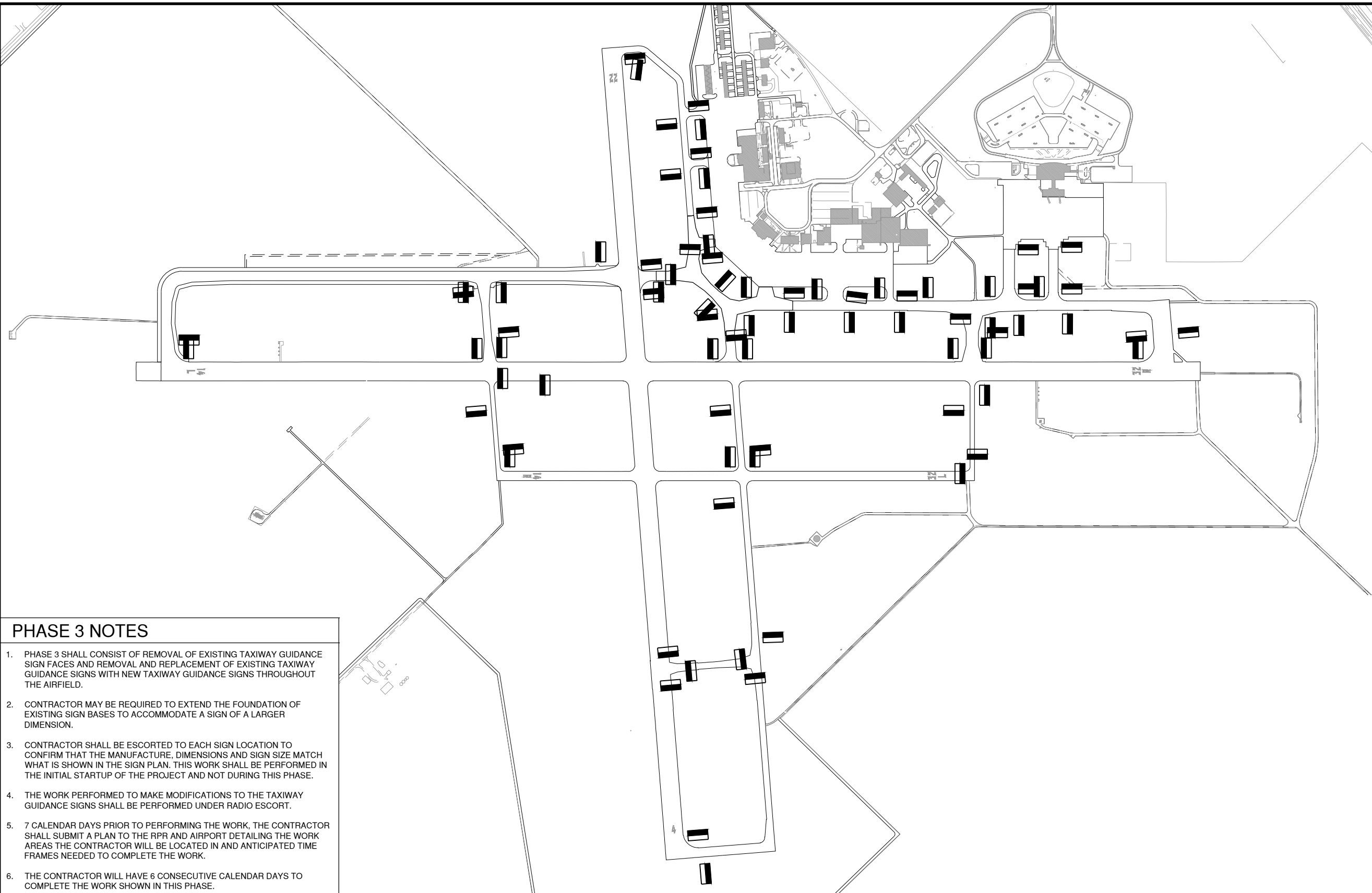
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SHEET TITLE

CONSTRUCTION
ACTIVITY PLAN 3

GC103

SHEET 10 OF 66



PHASE 3 NOTES

1. PHASE 3 SHALL CONSIST OF REMOVAL OF EXISTING TAXIWAY GUIDANCE SIGN FACES AND REMOVAL AND REPLACEMENT OF EXISTING TAXIWAY GUIDANCE SIGNS WITH NEW TAXIWAY GUIDANCE SIGNS THROUGHOUT THE AIRFIELD.
2. CONTRACTOR MAY BE REQUIRED TO EXTEND THE FOUNDATION OF EXISTING SIGN BASES TO ACCOMMODATE A SIGN OF A LARGER DIMENSION.
3. CONTRACTOR SHALL BE ESCORTED TO EACH SIGN LOCATION TO CONFIRM THAT THE MANUFACTURE, DIMENSIONS AND SIGN SIZE MATCH WHAT IS SHOWN IN THE SIGN PLAN. THIS WORK SHALL BE PERFORMED IN THE INITIAL STARTUP OF THE PROJECT AND NOT DURING THIS PHASE.
4. THE WORK PERFORMED TO MAKE MODIFICATIONS TO THE TAXIWAY GUIDANCE SIGNS SHALL BE PERFORMED UNDER RADIO ESCORT.
5. 7 CALENDAR DAYS PRIOR TO PERFORMING THE WORK, THE CONTRACTOR SHALL SUBMIT A PLAN TO THE RPR AND AIRPORT DETAILING THE WORK AREAS THE CONTRACTOR WILL BE LOCATED IN AND ANTICIPATED TIME FRAMES NEEDED TO COMPLETE THE WORK.
6. THE CONTRACTOR WILL HAVE 6 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE WORK SHOWN IN THIS PHASE.
7. THIS PHASE SHALL BE COMPLETED PRIOR TO BEGINNING WORK ON PHASE 2.
8. THE COMPLETED WORK WILL RESULT IN THE RENAMING OF MOST OF THE TAXIWAYS ON THE AIRFIELD. IT IS IMPORTANT THAT THE WORK BE COMPLETED IN A SHORT TIMEFRAME TO LIMIT CONFUSION BETWEEN THE AIR TRAFFIC CONTROL TOWER AND TAXIING AIRCRAFT.
9. CONTRACTOR SHALL HAVE ALL MATERIALS ON HAND PRIOR TO INITIATING THIS PHASE.
10. ADVANCED WORK (SUCH AS FOUNDATION EXTENSIONS) MAY BE COMPLETED PRIOR TO INITIATING THIS PHASE. NO SIGN LEGENDS CAN BE CHANGED UNTIL THIS PHASE IS INITIATED.

LEGEND

WORK AREA

NOTES

- LIGHTS AND SIGNS TO BE REMOVED SHALL BE REUSED ON PROJECT OR TURNED OVER TO AIRPORT

LEGEND

- REM. PVMT STRUCTURE (HMA / PCC)
- BITUMINOUS PAVEMENT MILLING
- FULL DEPTH SAWCUT
- PARTIAL DEPTH SAWCUT
- EXISTING DUCT BANK
- DIRECTIONAL BORE
- R** TO BE REMOVED
- R/R** REMOVE AND REUSE
- REMOVE PIPE
- EXISTING RUNWAY OR TAXIWAY EDGE LIGHT
- EXISTING GUIDANCE SIGN
- EXISTING HANDHOLE
- EXISTING RUNWAY GUARD LIGHTS (RGL)
- EXISTING SPLICE CAN
- EXISTING ELECTRICAL MANHOLE
- EXISTING STORM SEWER MANHOLE
- EXISTING STORM SEWER INLET
- SURVEY CONTROL POINT
- EXISTING ELECTRICAL CIRCUITS
- VASI EXISTING VASI CIRCUIT
- PAPI EXISTING PAPI CIRCUIT
- REIL EXISTING REIL CIRCUIT
- RGL EXISTING RGL CIRCUIT
- FAA EXISTING FAA POWER / CONTROL CABLE
- WIND EXISTING WINDCONE CIRCUIT
- ST EXISTING STORM SEWER LINE
- UD EXISTING UNDERDRAIN
- RTR EXISTING RTR CIRCUIT
- LOC EXISTING LOCALIZER CIRCUIT

SEE SHEET G1102 FOR ADDITIONAL LEGEND ITEMS

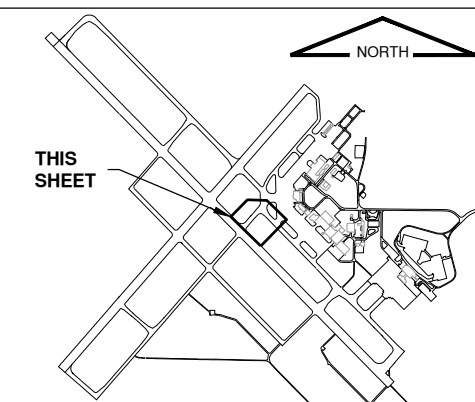
UTILITY DISCLAIMER

THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER, NOR THE PROJECT 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.

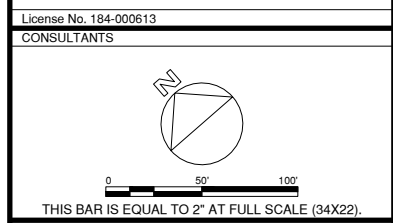
IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY AND FAA OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER, AND THE RESIDENT ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

EXISTING ELECTRIC MANHOLE TO REMAIN IN PLACE. CONTRACTOR SHALL PROTECT DURING REMOVAL PROCESS. EXISTING CONCRETE PANEL CONTAINING ELECTRICAL MANHOLE IS APPROXIMATELY 9' X 6'. CONTRACTOR SHALL REDUCE TO A SIZE THAT DOES NOT IMPACT THE MANHOLE STRUCTURE. TO BE FIELD DETERMINED.

KEYMAP



CONTROL POINT TABLE			
POINT	NORTHING	EASTING	ELEVATION
41	1228188.582	1000935.771	746.81
43	1228358.845	1001338.369	746.63
44	1228074.326	1001555.804	746.33



FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION RECONFIGURATION



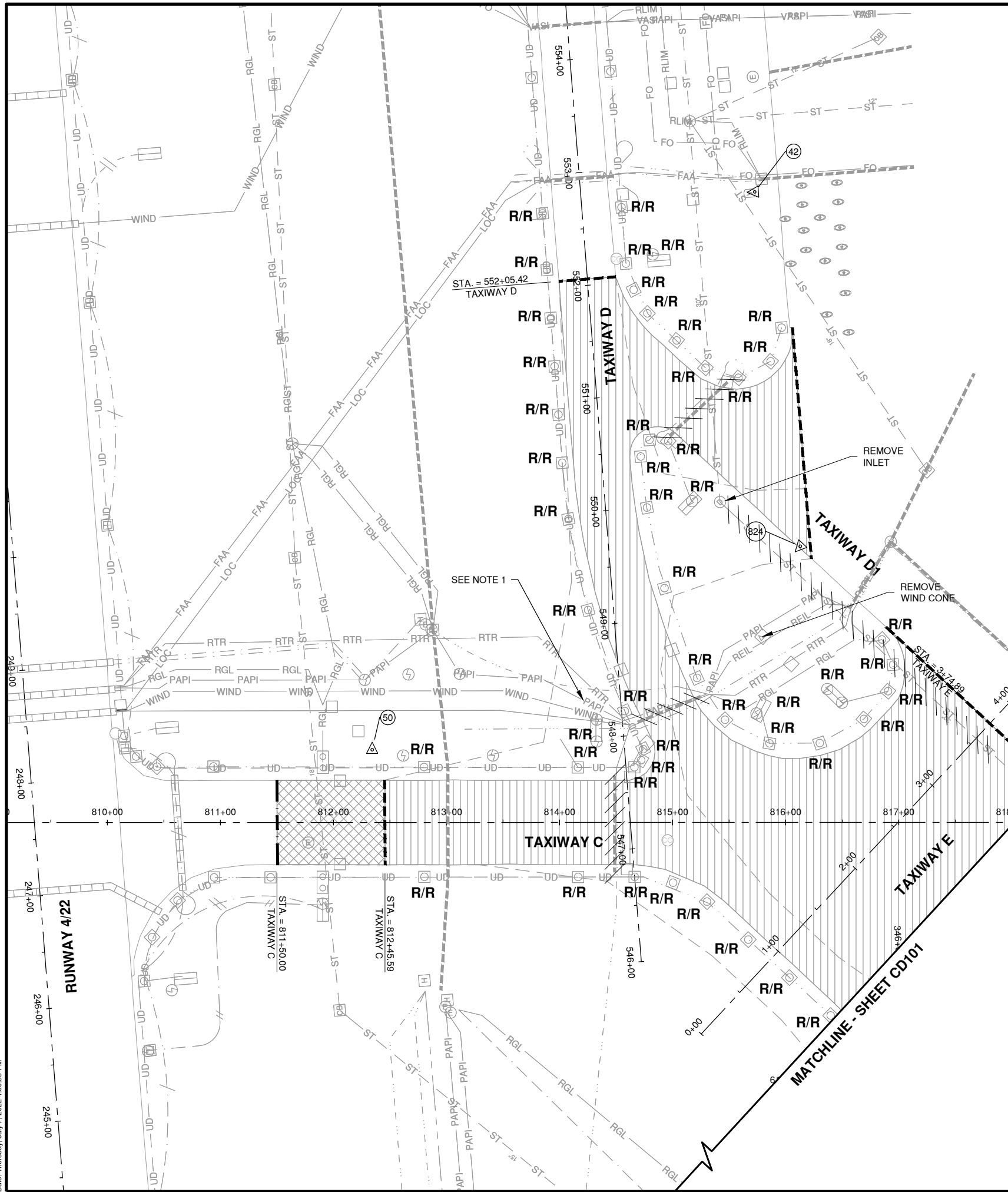
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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IL PROJ. NO. CMI-4793		
CMT PROJECT NO: 20005901		
CAD DWG FILE: 20005901-CD100.DWG		
DESIGNED BY: HCH		
DRAWN BY: DPA		
CHECKED BY: MJD		
APPROVED BY: CBG		
COPYRIGHT:		

EXISTING CONDITIONS & REMOVALS 1

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Date: Thursday, July 7, 2022 4:00:38 PM



CONTROL POINT TABLE			
POINT	NORTHING	EASTING	ELEVATION
42	1228965.940	1001582.915	745.57
50	1228862.073	1000993.850	746.55
824	1228717.703	1001387.432	747.59

NOTES

- CONTRACTOR SHALL USE CAUTION WHEN WORKING IN THIS AREA AND MAY BE REQUIRED TO HAND DIG AROUND EXISTING UTILITIES.

LEGEND

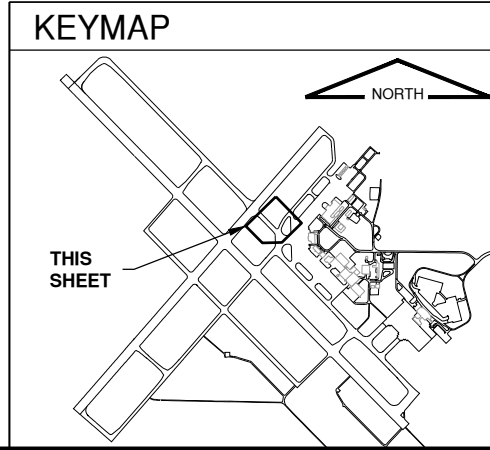
- REM. PVMT STRUCTURE (HMA / PCC)
- BITUMINOUS PAVEMENT MILLING
- FULL DEPTH SAWCUT
- PARTIAL DEPTH SAWCUT
- EXISTING DUCT BANK
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JULY 8, 2022

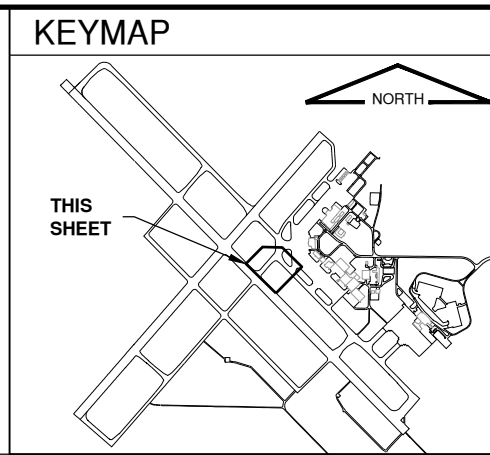
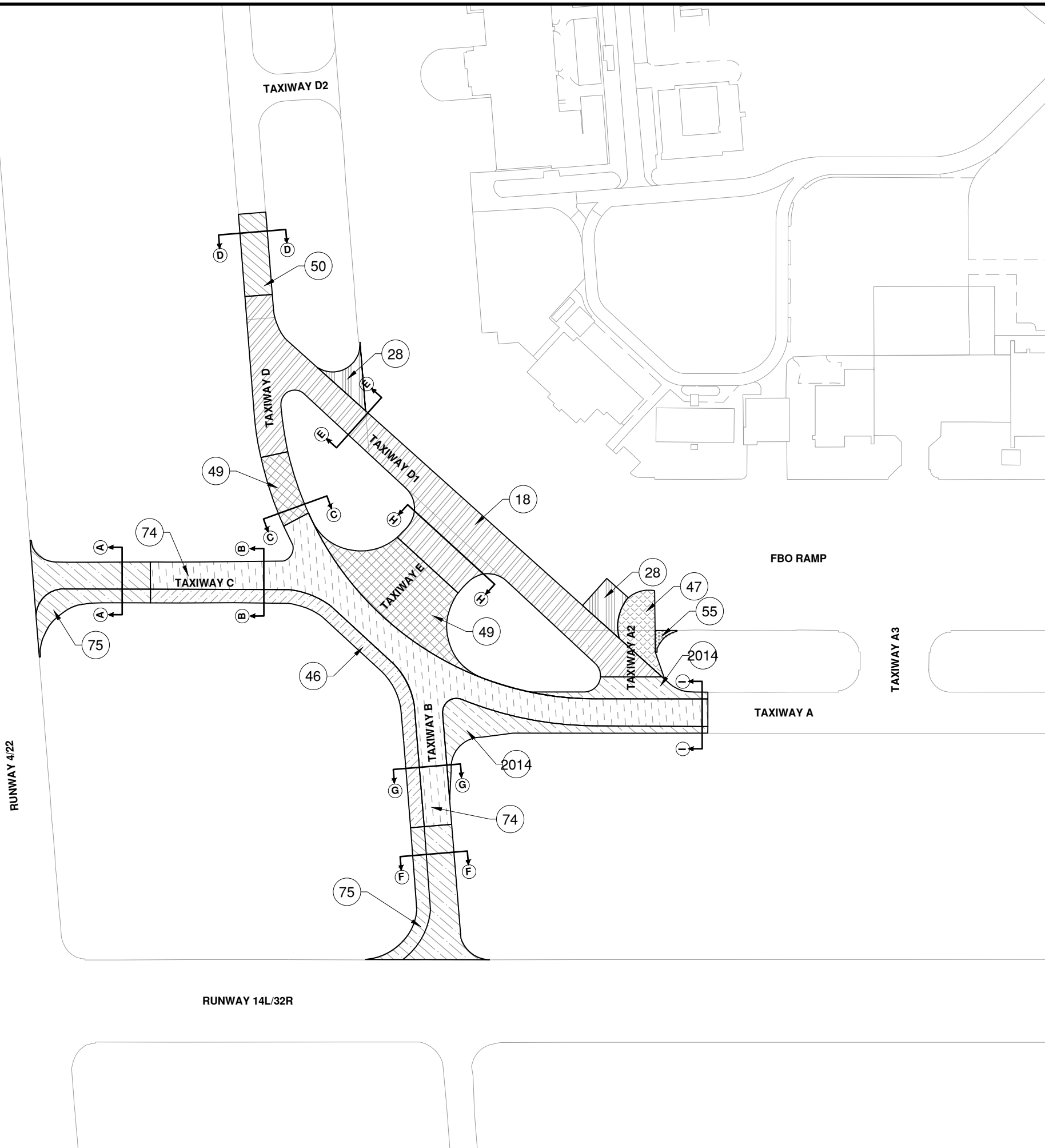
MIDFIELD INTERSECTION RECONFIGURATION

OWNER

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
AIP PROJ. NO. 3-17-0016-XXX		UN062
IL PROJ. NO. CMI-4793		
CMT PROJECT NO: 20005901		
CAD DWG FILE: 20005901-CD100.DWG		
DESIGNED BY: HCH		
DRAWN BY: DPA		
CHECKED BY: MJD		
APPROVED BY: CBG		
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SHEET TITLE		
EXISTING CONDITIONS & REMOVALS 2		
CD102		
SHEET 12	OF	66

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CMT
 License No. 184-000613
 CONSULTANTS

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

LEGEND

18	21" PCC BONDED OVERLAY 12" PCC 501 - 1976 9" PCC 501 - 1944	
28	19" PCC BONDED OVERLAY 12" PCC 501 - 1976 9" PCC 501 - 1961	
46	27" HMA OVERLAY ON PCC 2" HMA 401 - 2004 3" HMA 201 - 2004 15" PCC 501 - 1973 7" HMA BASE 403 - 1973	
47	14" PCC PAVEMENT 14" PCC 501-1976	
49	21" PCC BONDED OVERLAY 12" PCC 501 - 1976 9" PCC 501 - 1944	
50	9" & VAR. DEPTH HMA TRANSITION ON PCC BITUMINOUS TRANSITION - 1976 9" PCC 501 - 1944	
55	16" PCC OVERLAY ON HMA 12" PCC 501 - 1980 4" HMA 201 - 1980	
74	26" HMA OVERLAY ON PCC 2" HMA 401 - 2004 3" HMA 201 - 2004 12" PCC 501 - 1973 9" PCC 501 - 1944	
75	30" HMA OVERLAY ON PCC 2" HMA P-401 MILL & OVERLAY - 2021 8" HMA 401 - 1999 15" PCC 501 - 1973 7" HMA 403 - 1973	
2014	25" HMA ON CAB 15" HMA 401 - 2012 10" CRUSHED AGG. - 2012	

FOR BID SET
 JULY 8, 2022

MIDFIELD INTERSECTION
 RECONFIGURATION

OWNER

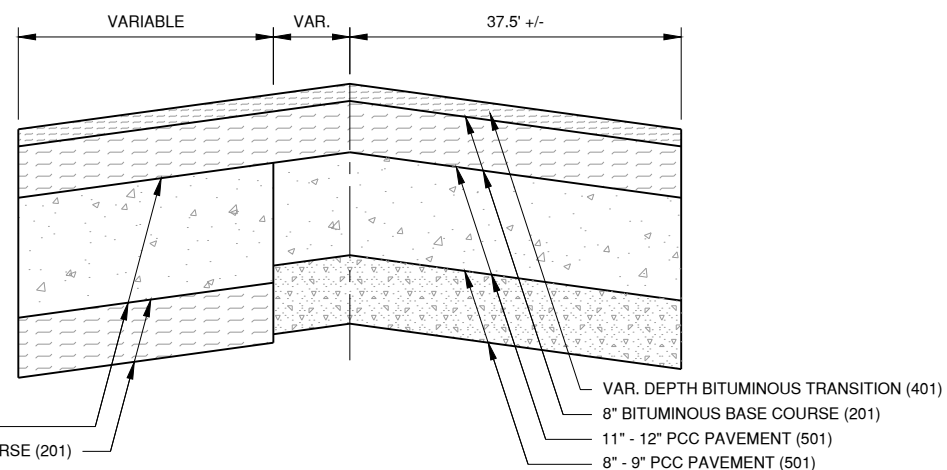
UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 SAVOY, ILLINOIS

NOTES

- PAVEMENT STRUCTURES SHOWN WERE TAKEN FROM RECORD DRAWINGS AND ARE CONSIDERED GENERALLY REPRESENTATIVE OF THE "AS CONSTRUCTED" PAVEMENT SECTION WITH SOME VARIABILITY FROM THE THICKNESS INDICATED TO BE EXPECTED. THERE WILL BE NO ADDITIONAL PAYMENT TO THE CONTRACTOR DUE TO VARIATIONS IN SIZE OR QUANTITY OF EXISTING FEATURES.

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EXISTING PAVEMENT STRUCTURES	
CD103	
SHEET 13	OF 66



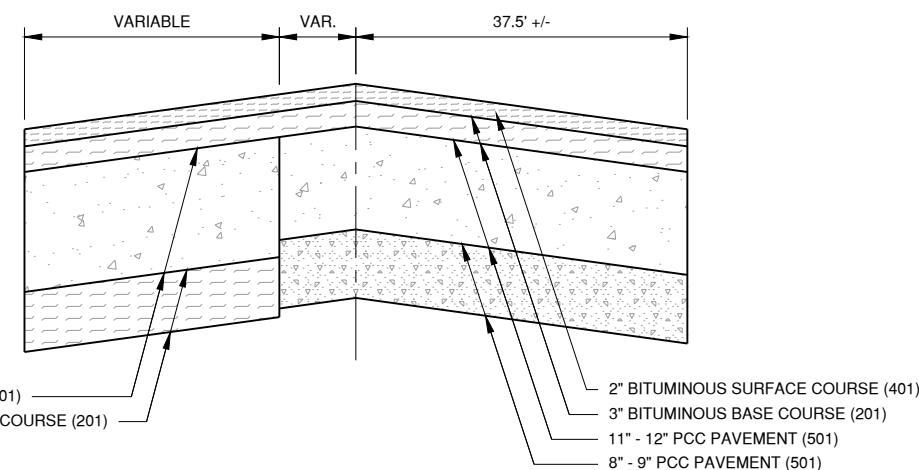
15" PCC PAVEMENT (501)
7" BITUMINOUS BASE COURSE (201)

VAR. DEPTH BITUMINOUS TRANSITION (401)
8" BITUMINOUS BASE COURSE (201)
11" - 12" PCC PAVEMENT (501)
8" - 9" PCC PAVEMENT (501)

A EXISTING TYPICAL SECTION TAXIWAY C TRANSITION

N.T.S.

CD101



15" PCC PAVEMENT (501)
7" BITUMINOUS BASE COURSE (201)

2" BITUMINOUS SURFACE COURSE (401)
3" BITUMINOUS BASE COURSE (201)
11" - 12" PCC PAVEMENT (501)
8" - 9" PCC PAVEMENT (501)

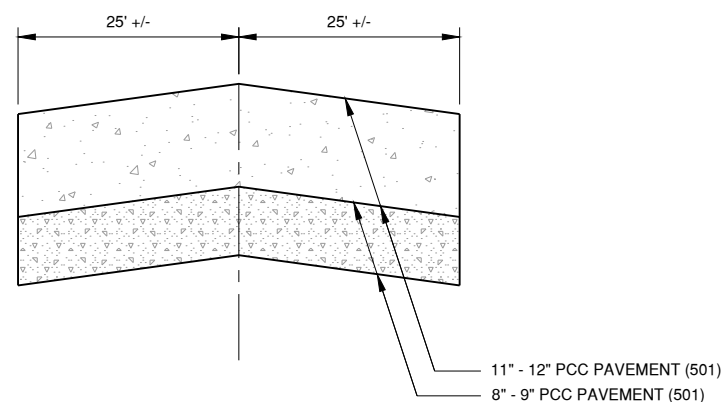
B EXISTING TYPICAL SECTION TAXIWAY C

N.T.S.

CD101

NOTES

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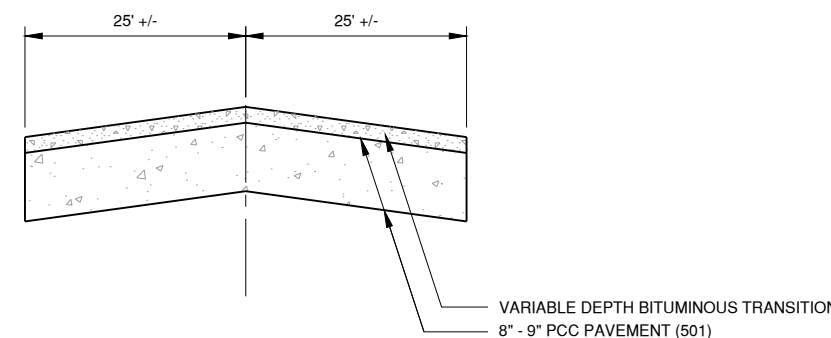


11" - 12" PCC PAVEMENT (501)
8" - 9" PCC PAVEMENT (501)

C EXISTING TYPICAL SECTION TAXIWAY D

N.T.S.

CD101



VARIABLE DEPTH BITUMINOUS TRANSITION
8" - 9" PCC PAVEMENT (501)

D EXISTING TYPICAL SECTION TAXIWAY D

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SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX UN062

IL PROJ. NO. CMI-4793

CMT PROJECT NO: 20005901

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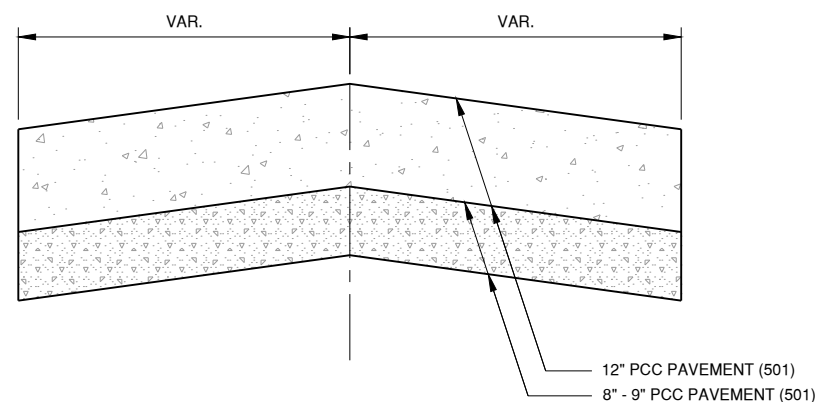
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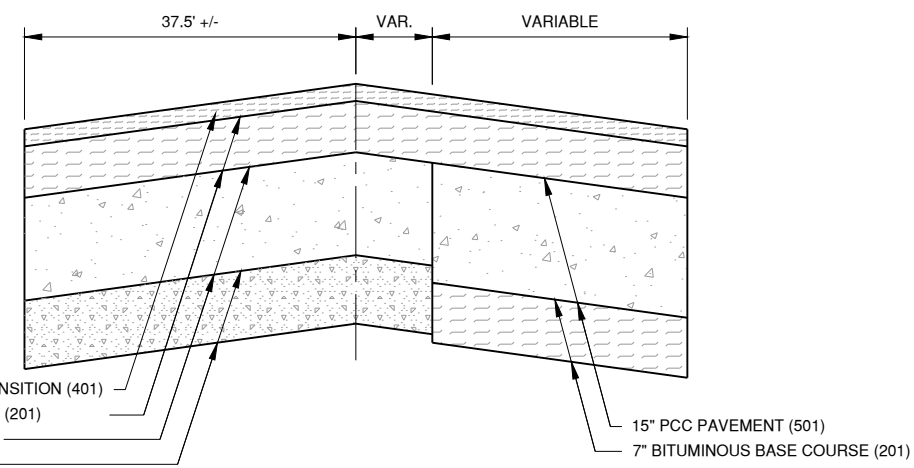
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EXISTING TYPICAL
SECTIONS 1



E EXISTING TYPICAL SECTION TAXIWAY D1
N.T.S.
CD101

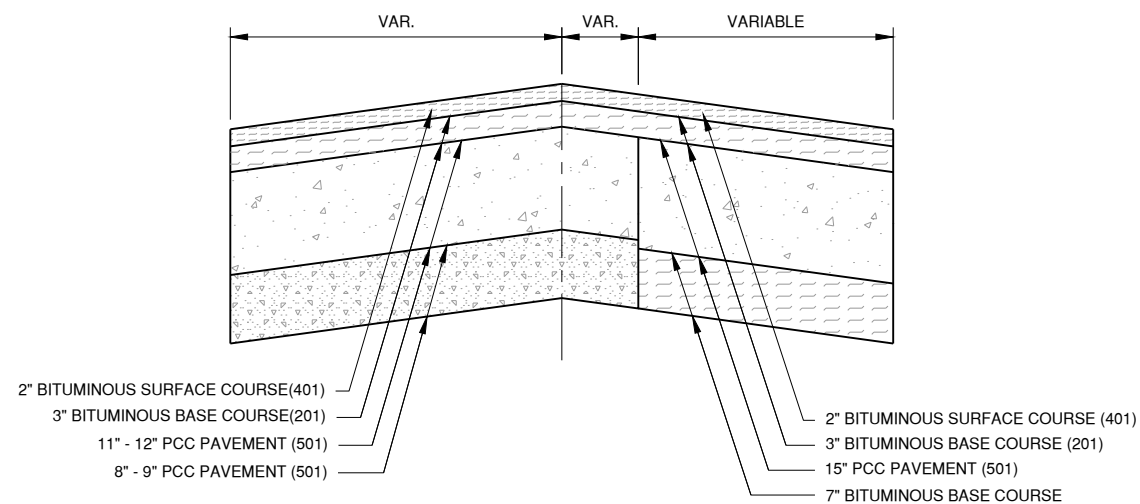


VAR. DEPTH BITUMINOUS TRANSITION (401)
8" BITUMINOUS BASE COURSE (201)
11" - 12" PCC PAVEMENT (501)
8" - 9" PCC PAVEMENT (501)
15" PCC PAVEMENT (501)
7" BITUMINOUS BASE COURSE (201)

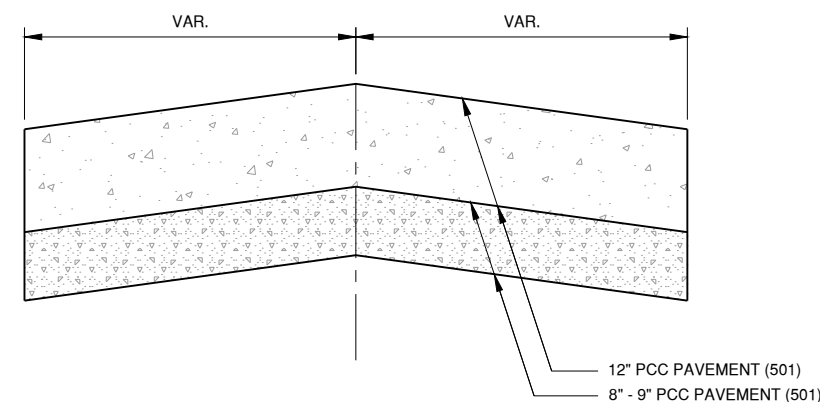
F EXISTING TYPICAL SECTION TAXIWAY B TRANSITION
N.T.S.
CD101

NOTES

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G EXISTING TYPICAL SECTION TAXIWAY B
N.T.S.
CD101



H EXISTING TYPICAL SECTION TAXIWAY E
N.T.S.
CD101

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**EXISTING TYPICAL
SECTIONS 2**

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
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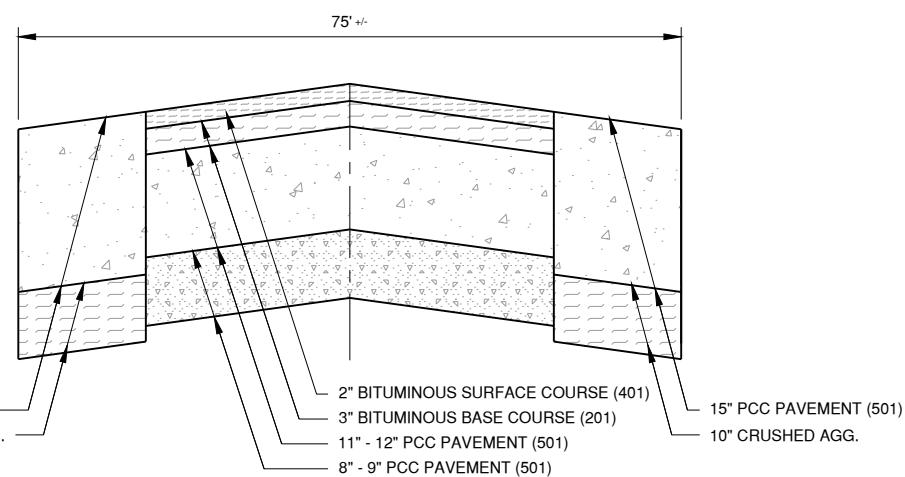
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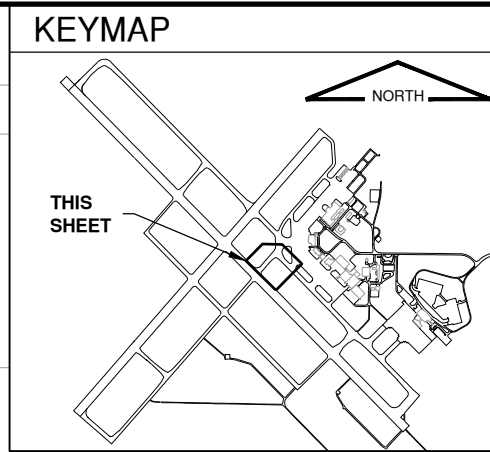
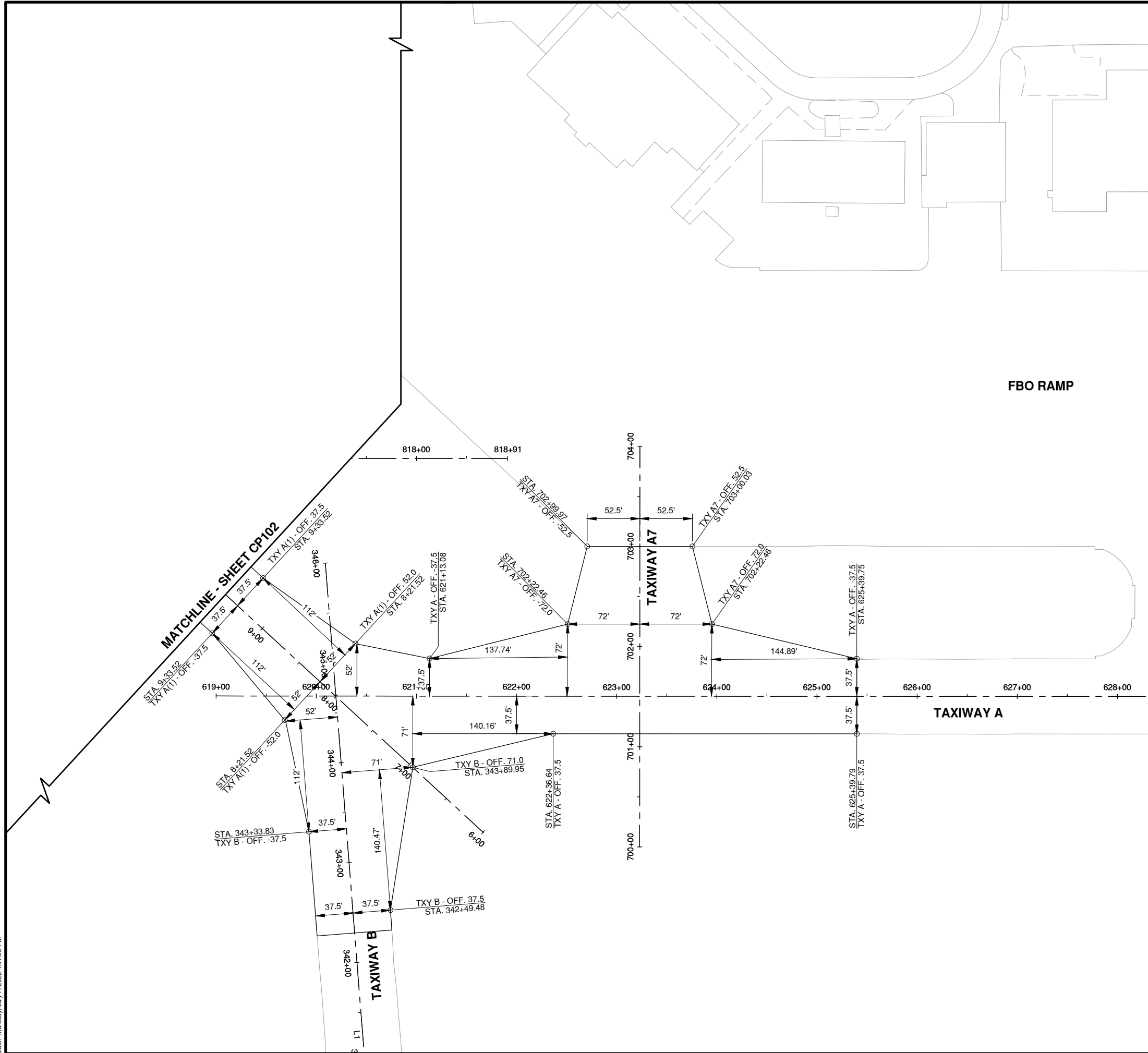


EXISTING TYPICAL SECTION TAXIWAY A
N.T.S.
CD101

NOTES

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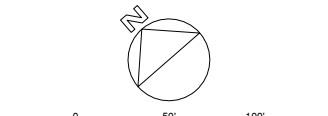
NOTES

1. TAXIWAY DESIGNATIONS REFLECT NEW NOMENCLATURE.



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

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION RECONFIGURATION

OWNER



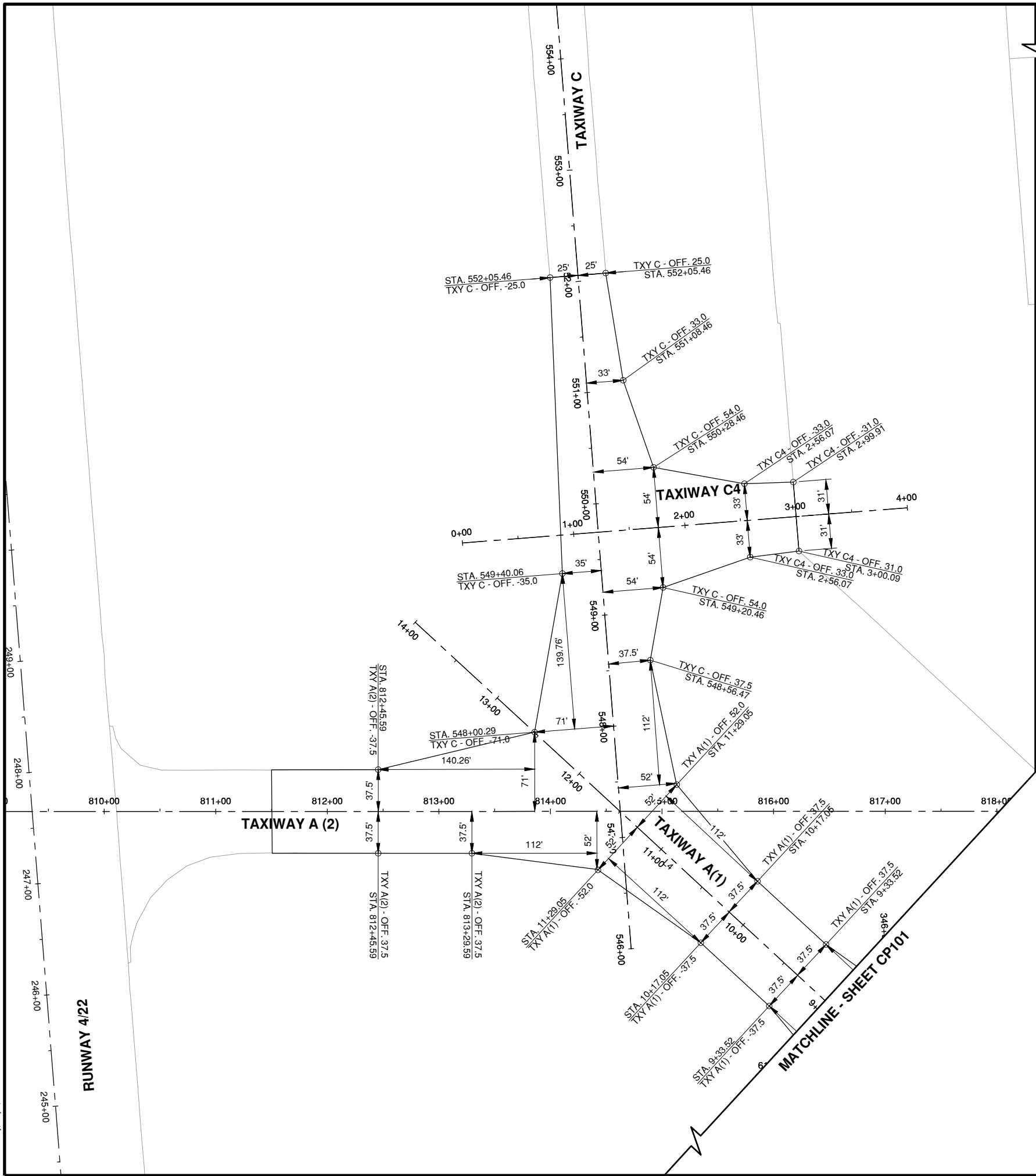
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

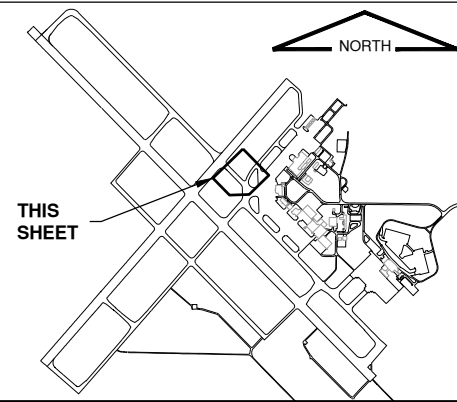
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IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-CP100.DWG	
DESIGNED BY: HCH	
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PROPOSED IMPROVEMENTS 1

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 Date: Thursday, July 7, 2022 4:01:52 PM



KEYMAP



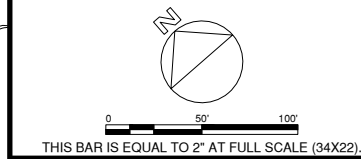
NOTES

1. TAXIWAY DESIGNATIONS REFLECT NEW NOMENCLATURE.



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 JULY 8, 2022

**MIDFIELD INTERSECTION
 RECONFIGURATION**

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MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-CP100.DWG	
DESIGNED BY: HCH	
DRAWN BY: DPA	
CHECKED BY: MJD	
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**PROPOSED
 IMPROVEMENTS 2**

ALIGNMENT - TXY C
 STA. = 553+00.00
 NORTH = 1229088.91
 EAST = 1001486.38

ALIGNMENT - TXY C4
 STA. = 0+00.00
 NORTH = 1228923.50
 EAST = 1001180.57

ALIGNMENT - TXY A(1)
 STA. = 14+00.00
 NORTH = 1228904.00
 EAST = 1001100.20

ALIGNMENT - TXY A(2)
 STA. = 811+00.00
 NORTH = 1228912.89
 EAST = 1000853.95

ALIGNMENT - TXY C4
 STA. = 4+00.00
 NORTH = 1228660.88
 EAST = 1001482.29

ALIGNMENT - TXY A(2)
 STA. = 817+00.00
 NORTH = 1228404.55
 EAST = 1001274.10

ALIGNMENT - TWY A7
 STA. = 704+00.00
 NORTH = 1228262.82
 EAST = 1001508.75

ALIGNMENT - TXY B
 STA. = 346+00.00
 NORTH = 1228404.99
 EAST = 1001205.95

ALIGNMENT - TXY C
 STA. = 546+00.00
 NORTH = 1228560.91
 EAST = 1001026.80

ALIGNMENT - TXY A
 STA. = 619+00.00
 NORTH = 1228389.97
 EAST = 1001034.83

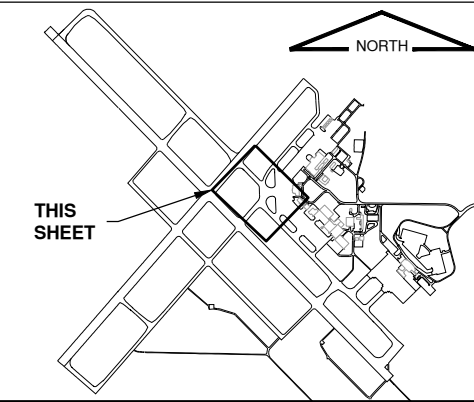
ALIGNMENT - TXY A
 STA. = 626+00.00
 NORTH = 1227889.94
 EAST = 1001524.69

ALIGNMENT - TWY A7
 STA. = 700+00.00
 NORTH = 1227982.75
 EAST = 1001223.15

ALIGNMENT - TXY A(1)
 STA. = 6+00.26
 NORTH = 1228104.62
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ALIGNMENT - TXY B
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 NORTH = 1228065.54
 EAST = 1000910.52

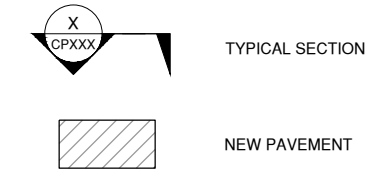
KEYMAP



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LEGEND



FOR BID SET
 JULY 8, 2022

MIDFIELD INTERSECTION
 RECONFIGURATION



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 SAVOY, ILLINOIS

ALIGNMENT DATA					
ALIGNMENT SEGMENT	ALIGNMENT	BEGIN STATION/ PI STATION	NORTHING/ EASTING	END STATION/ CURVE RADIUS	NORTHING/ EASTING
L1	TAXIWAY B	STA. 335+00.00	N:1227575.2270 E:1000483.8061	STA. 346+00.00	N: 1228404.9947 E: 1001205.9457
L2	TAXIWAY A	STA. 619+00.00	N:1228389.9671 E:1001034.8276	STA. 640+00.00	N: 1226889.8739 E: 1002504.4264
L3	TAXIWAY A7	STA. 700+00.00	N:1227982.7520 E:1001223.1535	STA. 704+00.00	N: 1228262.8183 E: 1001508.7457
L4	TAXIWAY A(1)	STA. 6+00.00	N:1228104.3632 E:1001124.3172	STA. 14+00.00	N: 1228903.9996 E: 1001100.2002
L8	TAXIWAY C4	STA. 0+00.00	N:1228923.5028 E:1001180.5722	STA. 4+00.00	N: 1228660.8834 E: 1001482.2856
L10	TAXIWAY C	STA. 546+00.00	N:1228560.9065 E:1001026.7966	STA. 561+79.21	N: 1229752.0784 E: 1002063.6216
L12	TAXIWAY A(2)	STA. 800+00.00	N:1229698.1670 E:1000083.6656	STA. 818+90.89	N: 1228348.2809 E: 1001407.7735

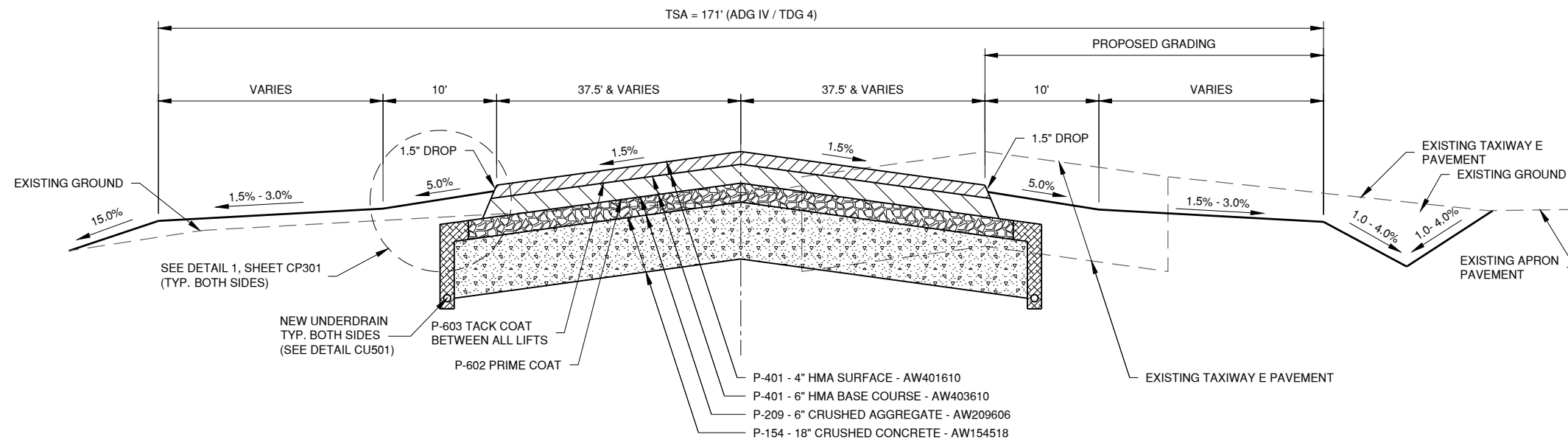
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RUNWAY 4/22

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-CP103.DWG	
DESIGNED BY: HCH	
DRAWN BY: DPA	
CHECKED BY: MJD	
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SHEET TITLE
PROPOSED IMPROVEMENTS 3
 CP103
 SHEET 19 OF 66



NOTE:

SEE GRADING SHEETS FOR GRADES

E PROPOSED TAXIWAY A(1) TYPICAL SECTION
N.T.S.
CP102

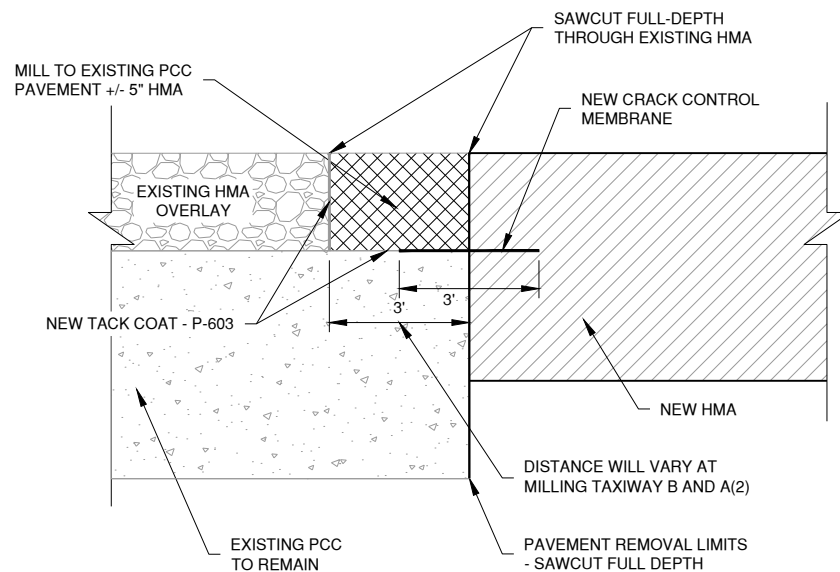
FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

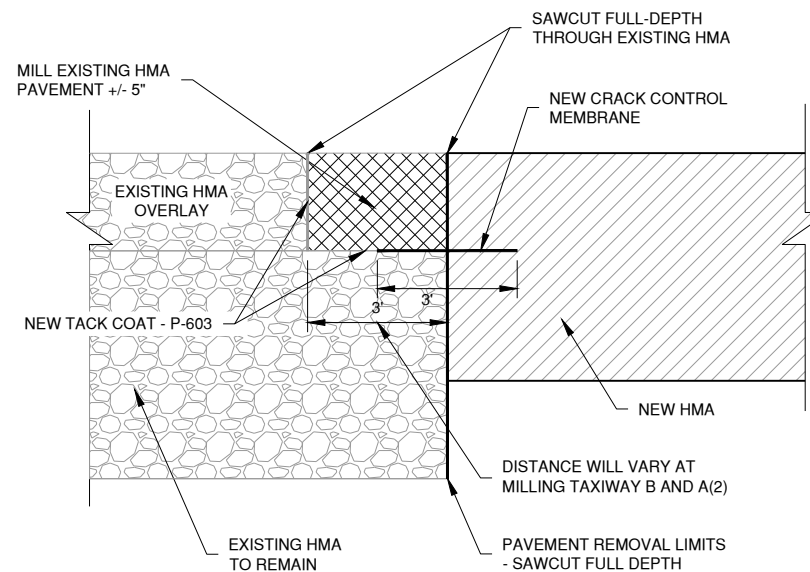
OWNER



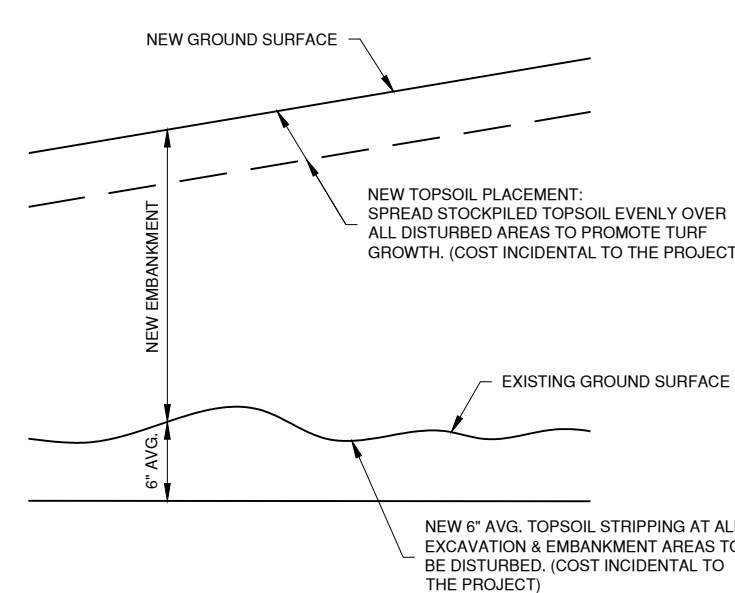
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A1 HMA ABUTT REMOVAL AT EXISTING
HMA/PCC & REPLACEMENT DETAIL
N.T.S.



A2 HMA ABUTT REMOVAL AT EXISTING FULL
DEPTH HMA & REPLACEMENT DETAIL
N.T.S.



TOPSOIL STRIPPING DETAIL
N.T.S.

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX UN062

IL PROJ. NO. CMI-4793

CMT PROJECT NO: 20005901

CAD DWG FILE: 20005901-CS300.DWG

DESIGNED BY: HCH

DRAWN BY: DPA

CHECKED BY: MJD

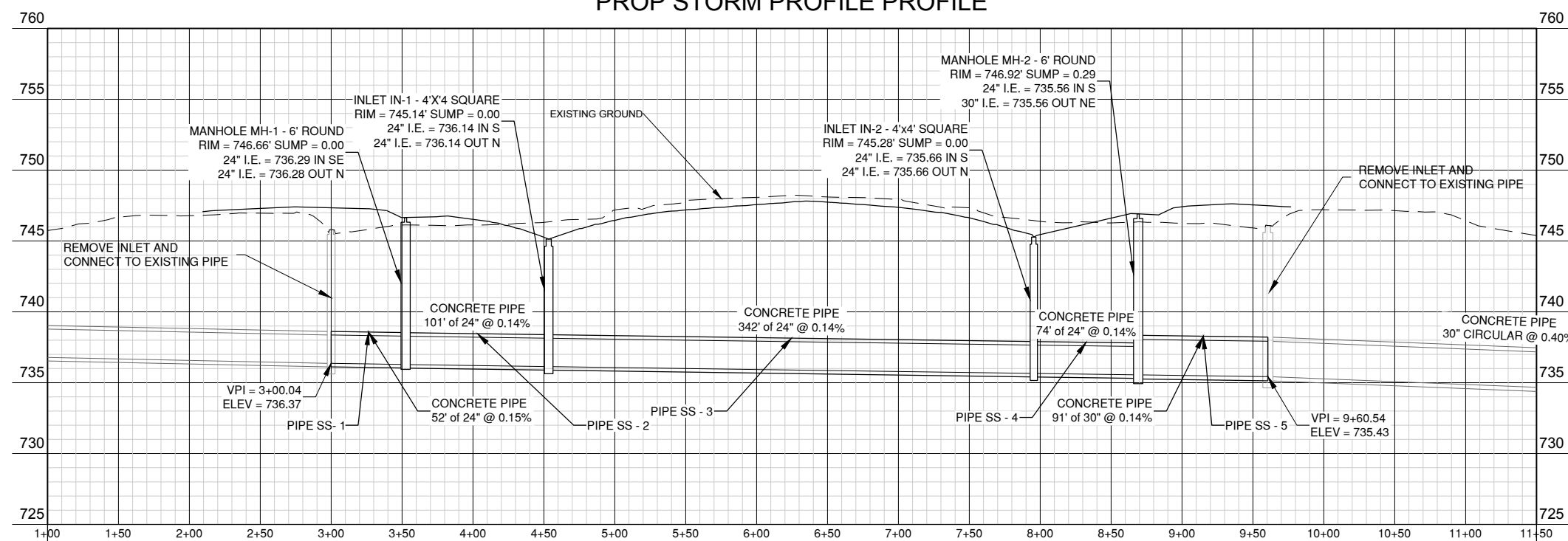
APPROVED BY: CBG

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SHEET TITLE

PROPOSED TYPICAL
SECTIONS 3

PROP STORM PROFILE PROFILE



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MIDFIELD INTERSECTION RECONFIGURATION

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MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-CG400.DWG	
DESIGNED BY: HCH	
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STORM SEWER PROFILE



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MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX UN062

IL PROJ. NO. CMI-4793

CMT PROJECT NO: 20005901

CAD DWG FILE: 20005901-CG400.DWG

DESIGNED BY: HCH

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SHEET TITLE

STORM SEWER &
UNDERDRAIN
SCHEDULES 2

CG402
SHEET 29 OF 66

STRUCTURE TABLE TAXI A(1) - EAST UNDERDRAIN

STRUCTURE NAME AND TYPE	STRUCTURE DETAILS	HORIZONTAL CONTROL
CO - 4	RIM = 748.26 SUMP = 744.91 A(1) - 7 INV OUT = 744.91 A(1) - 8 INV OUT = 744.91	TAXI A(1) STA 10+16.79 OFFSET 41.50 R
CS - 4	RIM = 747.33 SUMP = 741.63 A(1) - 12 INV IN = 741.63 A(1) - 13 INV OUT = 741.63	TAXI C4 STA 3+00.21 OFFSET 49.09 R
CS - 5	RIM = 747.07 SUMP = 742.30 A(1) - 2 INV IN = 742.30 A(1) - 1 INV OUT = 742.30	TAXI A7 STA 702+95.53 OFFSET -57.24 L
INLET IN-1 - 4'x4' SQUARE	RIM = 746.35 SUMP = 741.76 A(1) - 1 INV IN = 741.76	TAXI A(1) STA 8+01.13 OFFSET 205.17 R
INLET IN-2 - 4'x4' SQUARE	RIM = 746.44 SUMP = 740.95 A(1) - 13 INV IN = 740.95	TAXI A(1) STA 11+43.19 OFFSET 205.18 R
NODE A(1) - 1	RIM = 742.99 SUMP = N/A A(1) - 3 INV IN = 742.66 A(1) - 2 INV OUT = 742.66	TAXI A7 STA 702+25.78 OFFSET -74.83 L
NODE A(1) - 2	RIM = 743.50 SUMP = N/A A(1) - 4 INV IN = 743.17 A(1) - 3 INV OUT = 743.17	TAXI A(1) STA 7+23.61 OFFSET 149.28 R
NODE A(1) - 3	RIM = 743.90 SUMP = N/A A(1) - 5 INV IN = 743.57 A(1) - 4 INV OUT = 743.57	TAXI A(1) STA 7+59.81 OFFSET 94.13 R
NODE A(1) - 4	RIM = 744.27 SUMP = N/A A(1) - 6 INV IN = 743.94 A(1) - 5 INV OUT = 743.94	TAXI A(1) STA 8+22.68 OFFSET 55.88 R
NODE A(1) - 5	RIM = 744.83 SUMP = N/A A(1) - 7 INV IN = 744.50 A(1) - 6 INV OUT = 744.50	TAXI A(1) STA 9+33.78 OFFSET 41.50 R
NODE A(1) - 6	RIM = 744.35 SUMP = N/A A(1) - 8 INV IN = 744.02 A(1) - 9 INV OUT = 744.02	TAXI A(1) STA 11+27.88 OFFSET 55.93 R
NODE A(1) - 7	RIM = 743.45 SUMP = N/A A(1) - 9 INV IN = 743.12 A(1) - 10 INV OUT = 743.12	TAXI A(1) STA 12+19.15 OFFSET 120.77 R
NODE A(1) - 8	RIM = 742.95 SUMP = N/A A(1) - 10 INV IN = 742.62 A(1) - 11 INV OUT = 742.62	TAXI C4 STA 1+79.29 OFFSET 71.36 R
NODE A(1) - 9	RIM = 742.31 SUMP = N/A A(1) - 11 INV IN = 741.98 A(1) - 12 INV OUT = 741.98	TAXI C4 STA 2+56.61 OFFSET 51.07 R

STRUCTURE TABLE TAXI A(1) - WEST UNDERDRAIN

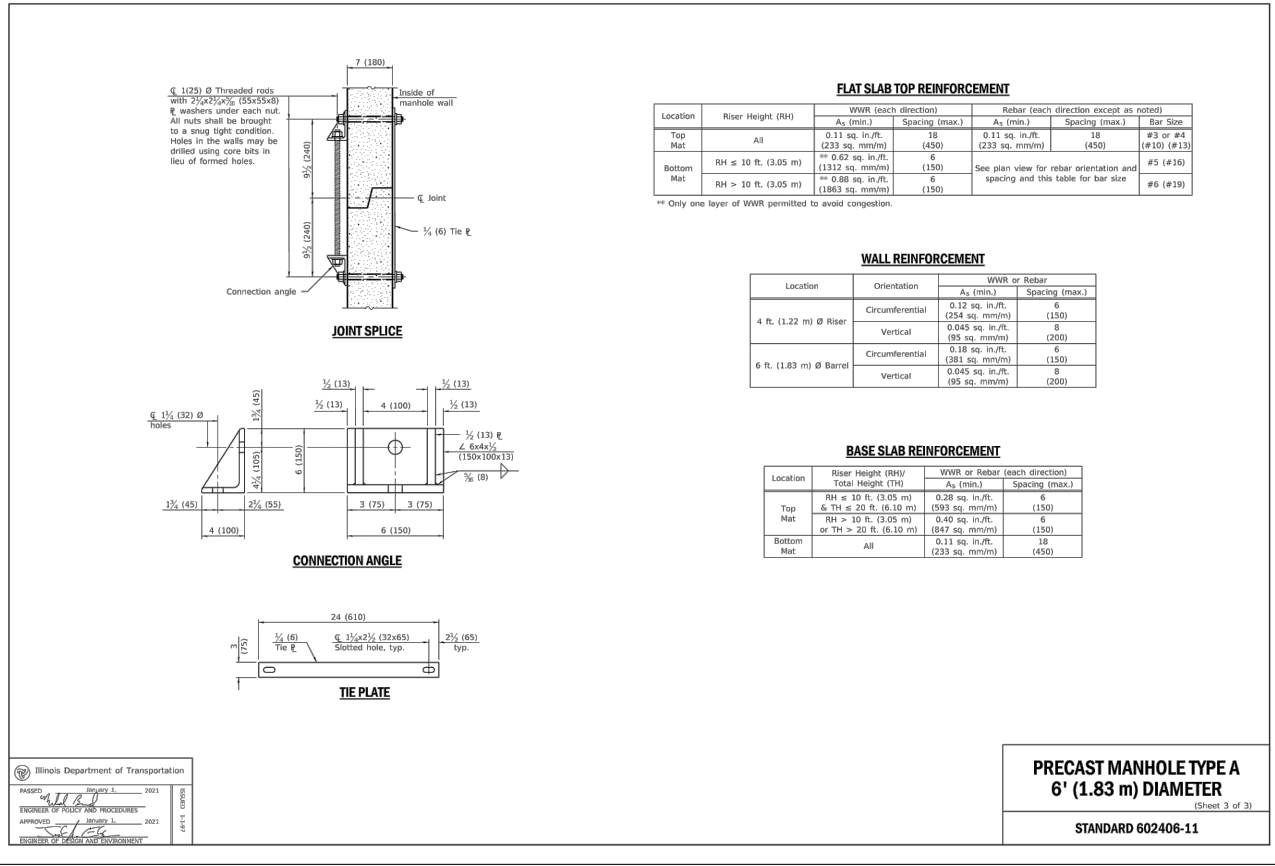
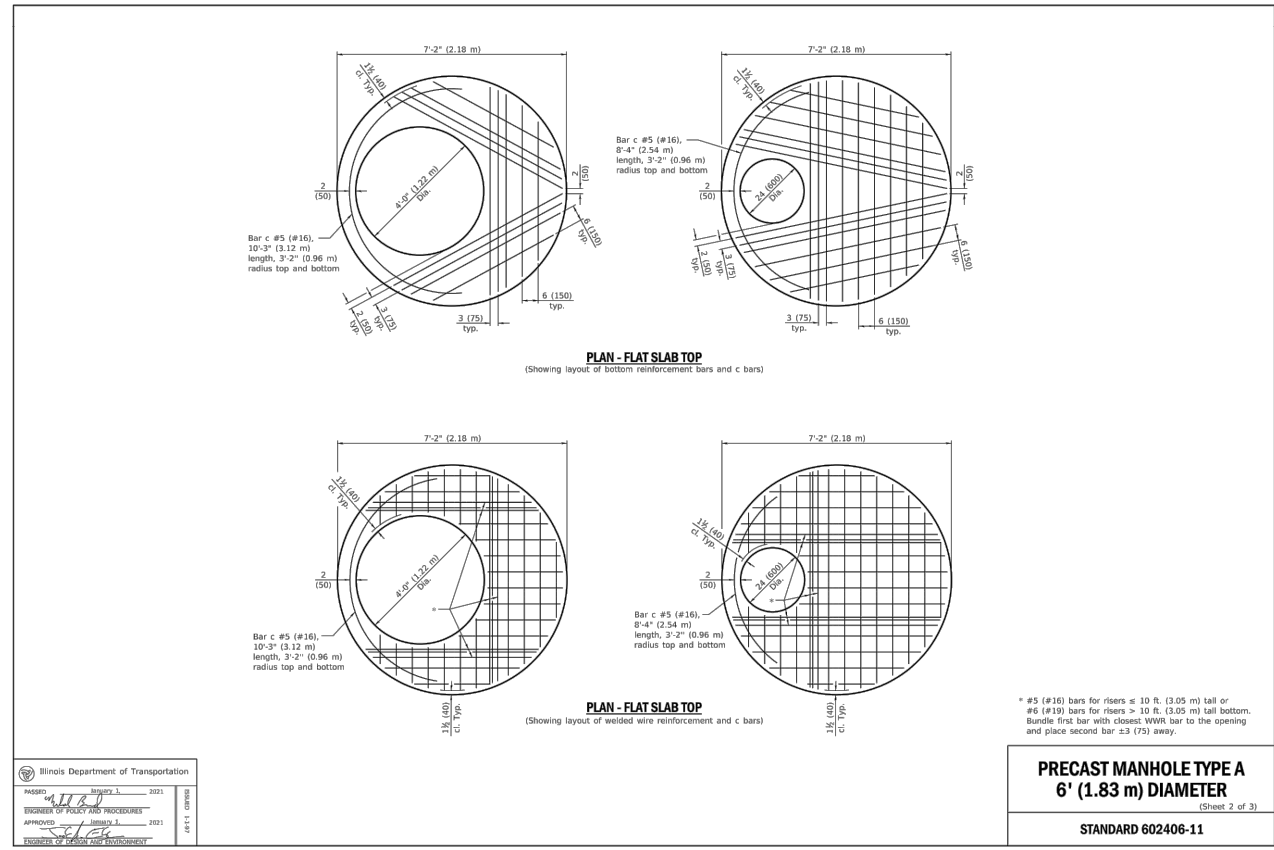
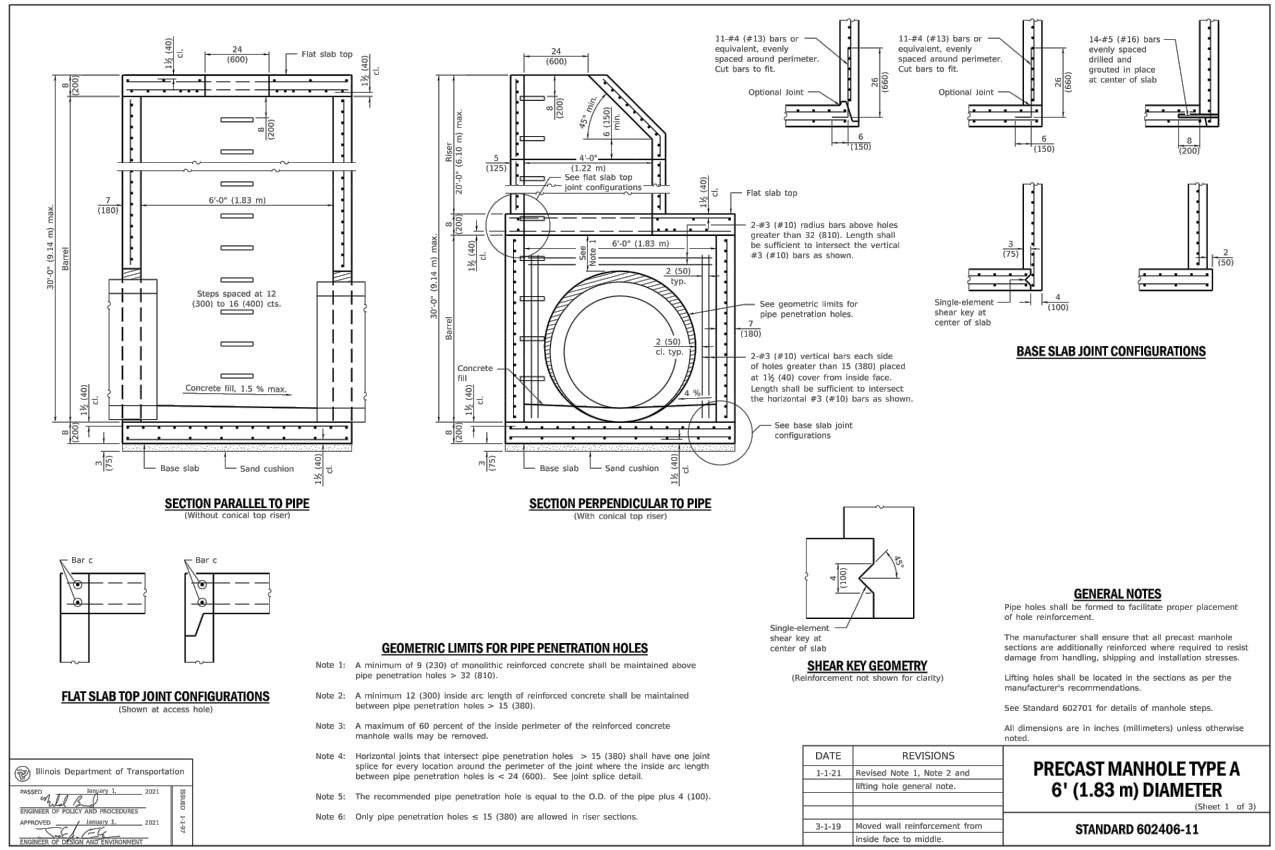
STRUCTURE NAME AND TYPE	STRUCTURE DETAILS	HORIZONTAL CONTROL
CO - 5	RIM = 748.30 SUMP = 742.30 A(1) - 17 INV IN = 742.30 A(1) - 18 INV OUT = 742.30	TAXI A(1) STA 9+75.28 OFFSET -41.50 L
CO - 6	RIM = 748.07 SUMP = 744.05 A(1) - 14 INV OUT = 744.05	TAXI B STA 342+49.48 OFFSET -41.50 L
CS - 2	RIM = 747.49 SUMP = 740.55 A(1) - 21 INV IN = 740.55 A(1) - 22 INV OUT = 740.55	TAXI A(2) STA 812+45.59 OFFSET 41.50 R
INLET EIN - 4	RIM = 744.67 SUMP = 739.73 A(1) - 22 INV IN = 739.73	TAXI A(2) STA 811+85.49 OFFSET 165.56 R
NODE A(1) - 10	RIM = 743.96 SUMP = N/A A(1) - 14 INV IN = 743.63 A(1) - 15 INV OUT = 743.63	TAXI B STA 343+33.57 OFFSET -41.50 L
NODE A(1) - 11	RIM = 743.41 SUMP = N/A A(1) - 15 INV IN = 743.08 A(1) - 16 INV OUT = 743.07	TAXI A(1) STA 8+21.65 OFFSET -56.04 L
NODE A(1) - 12	RIM = 742.84 SUMP = N/A A(1) - 16 INV IN = 742.51 A(1) - 17 INV OUT = 742.51	TAXI A(1) STA 9+33.77 OFFSET -41.50 L
NODE A(1) - 13	RIM = 742.42 SUMP = N/A A(1) - 18 INV IN = 742.09 A(1) - 19 INV OUT = 742.09	TAXI A(1) STA 10+16.79 OFFSET -41.50 L
NODE A(1) - 14	RIM = 741.86 SUMP = N/A A(1) - 19 INV IN = 741.53 A(1) - 20 INV OUT = 741.53	TAXI A(2) STA 814+40.48 OFFSET 55.89 R
NODE A(1) - 15	RIM = 741.30 SUMP = N/A A(1) - 20 INV IN = 740.97 A(1) - 21 INV OUT = 740.97	TAXI A(2) STA 813+29.34 OFFSET 41.50 R

PIPE SCHEDULE TAXI A(1) - EAST UNDERDRAIN

PIPE	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	INVERT	INVERT	LENGTH (FT)	SLOPE	TYPE
A(1) - 5	NODE A(1) - 4	NODE A(1) - 3	743.94	743.57	74	0.50%	PVC PIPE - 4"
A(1) - 1	CS - 5	INLET IN-1 - 4'x4' SQUARE	742.30	741.76	108	0.50%	PVC PIPE - 4"
A(1) - 2	NODE A(1) - 1	CS - 5	742.66	742.30	72	0.50%	PVC PIPE - 4"
A(1) - 3	NODE A(1) - 2	NODE A(1) - 1	743.17	742.66	73	0.70%	PVC PIPE - 4"
A(1) - 4	NODE A(1) - 3	NODE A(1) - 2	743.57	743.17	66	0.60%	PVC PIPE - 4"
A(1) - 6	NODE A(1) - 5	NODE A(1) - 4	744.50	743.94	112	0.50%	PVC PIPE - 4"
A(1) - 7	CO - 4	NODE A(1) - 5	744.91	744.50	83	0.50%	PVC PIPE - 4"
A(1) - 8	CO - 4	NODE A(1) - 6	744.91	744.02	112	0.80%	PVC PIPE - 4"
A(1) - 9	NODE A(1) - 6	NODE A(1) - 7	744.02	743.12	112	0.80%	PVC PIPE - 4"
A(1) - 10	NODE A(1) - 7	NODE A(1) - 8	743.12	742.62	63	0.80%	PVC PIPE - 4"
A(1) - 11	NODE A(1) - 8	NODE A(1) - 9	742.62	741.98	80	0.80%	PVC PIPE - 4"
A(1) - 12	NODE A(1) - 9	CS - 4	741.98	741.63	44	0.80%	PVC PIPE - 4"
A(1) - 13	CS - 4	INLET IN-2 - 4'x4' SQUARE	741.63	740.95	85	0.80%	PVC PIPE - 4"

PIPE SCHEDULE TAXI A(1) - WEST UNDERDRAIN

PIPE	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	INVERT	INVERT	LENGTH (FT)	SLOPE	TYPE
A(1) - 14	CO - 6	NODE A(1) - 10	744.05	743.63	84	0.50%	PVC PIPE - 4"
A(1) - 15	NODE A(1) - 10	NODE A(1) - 11	743.63	743.08	112	0.50%	PVC PIPE - 4"
A(1) - 16	NODE A(1) - 11	NODE A(1) - 12	743.07	742.51	113	0.50%	PVC PIPE - 4"
A(1) - 17	NODE A(1) - 12	CO - 5	742.51	742.30	42	0.50%	PVC PIPE - 4"
A(1) - 18	CO - 5	NODE A(1) - 13	742.30	742.09	42	0.50%	PVC PIPE - 4"
A(1) - 19	NODE A(1) - 13	NODE A(1) - 14	742.09	741.53	112	0.50%	PVC PIPE - 4"
A(1) - 20	NODE A(1) - 14	NODE A(1) - 15	741.53	740.97	112	0.50%	PVC PIPE - 4"
A(1) - 21	NODE A(1) - 15	CS - 2	740.97	740.55	84	0.50%	PVC PIPE - 4"
A(1) - 22	CS - 2	INLET EIN - 4	740.55	739.73	138	0.60%	PVC PIPE - 4"



FOR BID SET
JULY 8, 2022

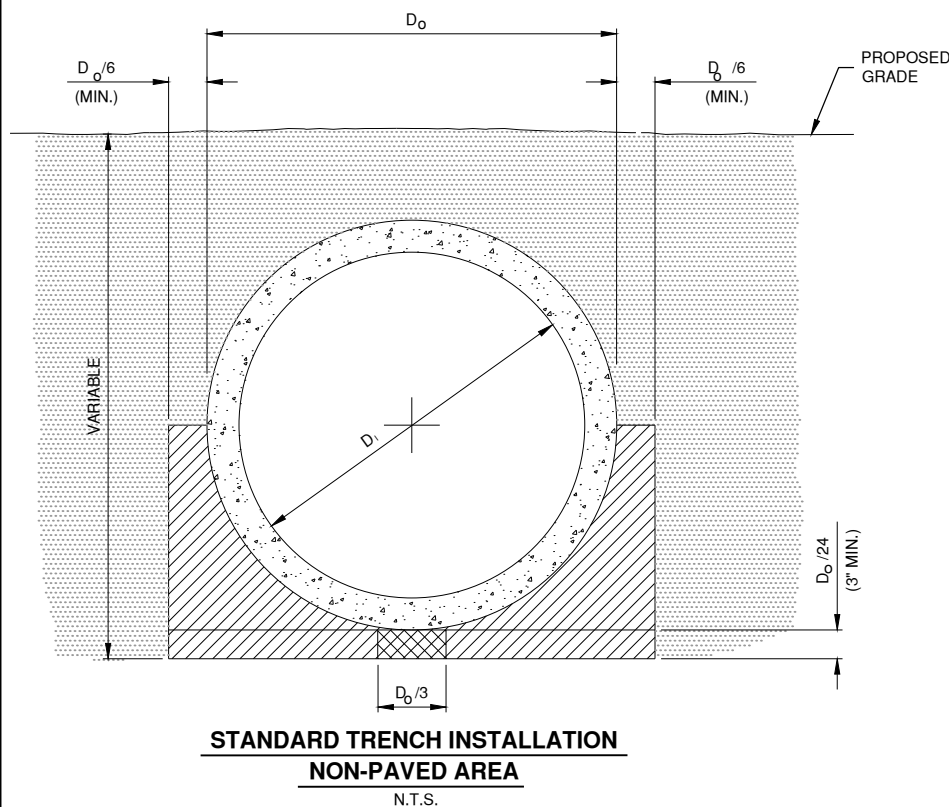
MIDFIELD INTERSECTION
RECONFIGURATION



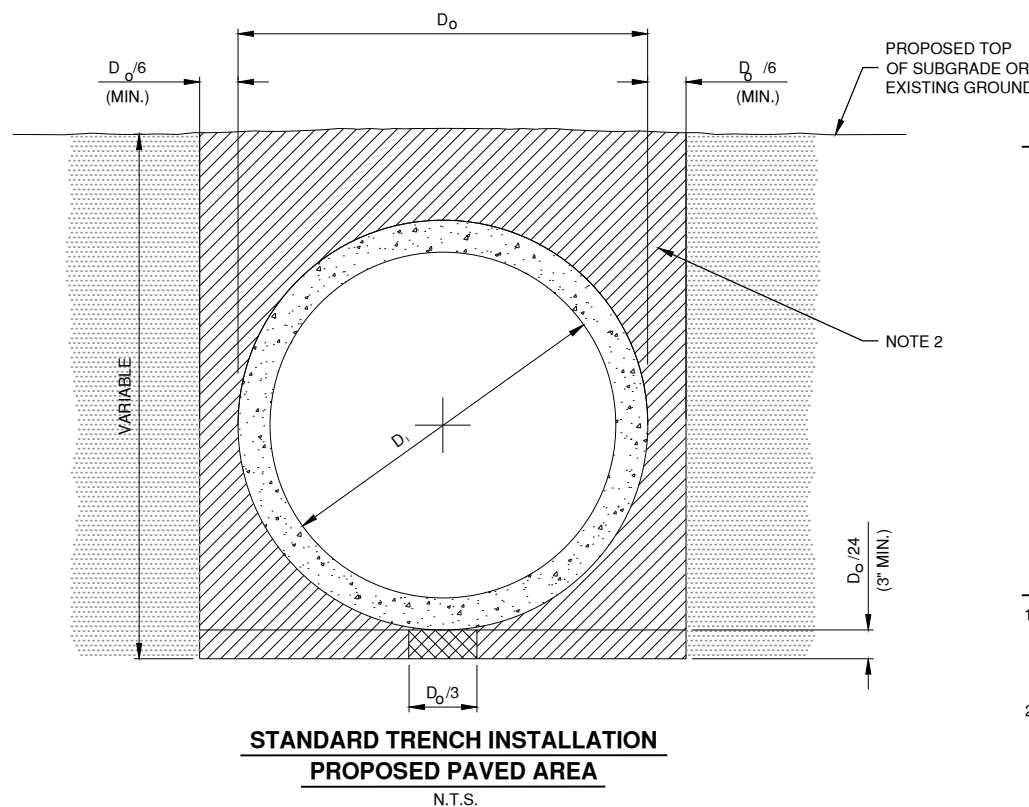
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
AIP PROJ. NO. 3-17-0016-XXX		UN062
IL PROJ. NO. CMI-4793		
CMT PROJECT NO: 20005901		
CAD DWG FILE: 20005901 - CU500.DWG		
DESIGNED BY: CBG		
DRAWN BY: DPA		
CHECKED BY: MJD		
APPROVED BY: CBG		
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SHEET TITLE
DRAINAGE DETAILS 1



**STANDARD TRENCH INSTALLATION
NON-PAVED AREA**
N.T.S.



**STANDARD TRENCH INSTALLATION
PROPOSED PAVED AREA**
N.T.S.

LEGEND

	DRAINAGE CONDUIT MATERIAL-CONCRETE
	MIDDLE BEDDING LOOSELY PLACED UNCOMPACTED BEDDING
	HAUNCH AND OUTER BEDDING COMPACTION- 95% STANDARD PROCTOR
	LOWER SIDE AND OVERFILL COMPACTION- SAME AS EMBANKMENT REQUIREMENTS
D_o	PIPE OUTSIDE DIAMETER
D_i	PIPE INSIDE DIAMETER

- NOTES**
- BEDDING SHOWN IS IN ACCORDANCE WITH "STANDARD EMBANKMENT INSTALLATIONS", STANDARD INSTALLATION & BEDDING FACTORS FOR THE INDIRECT DESIGN METHOD (DESIGN DATA 40), AMERICAN CONCRETE PIPE ASSOCIATION.
 - BACKFILL TO EXTEND 3' BEYOND EDGES OF PROPOSED PAVEMENT.

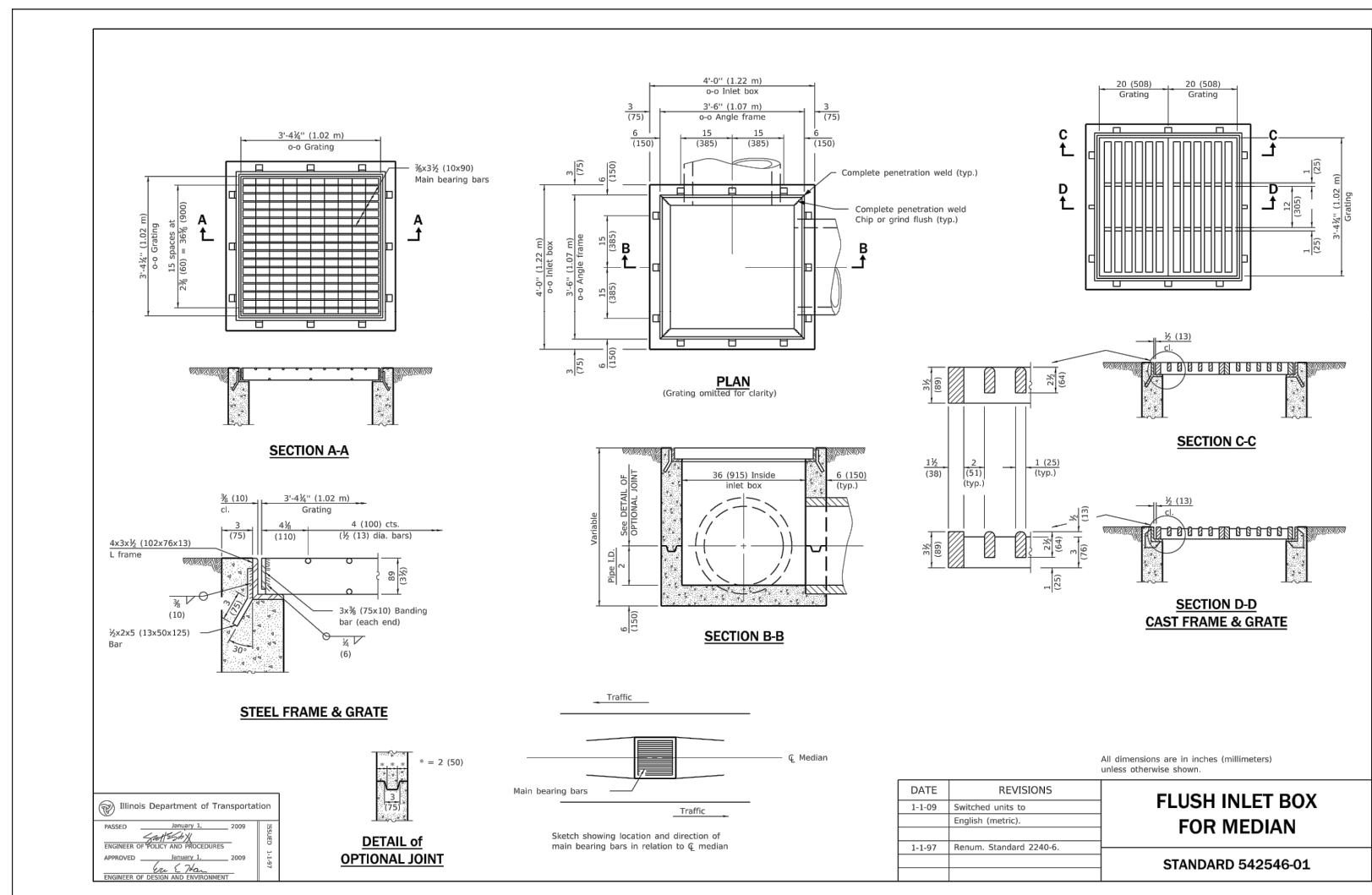
FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER



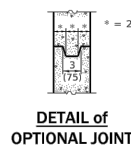
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WILLARD AIRPORT
SAVOY, ILLINOIS



DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-97	Renum. Standard 2240-6.

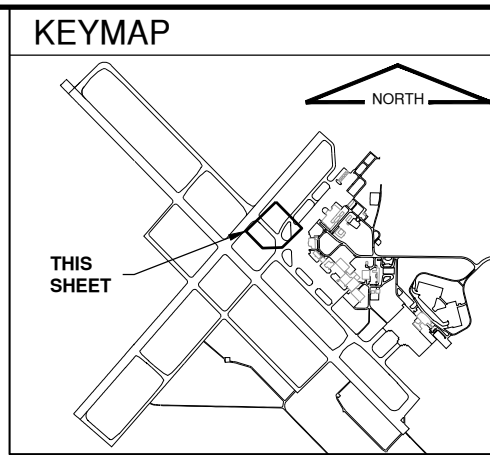
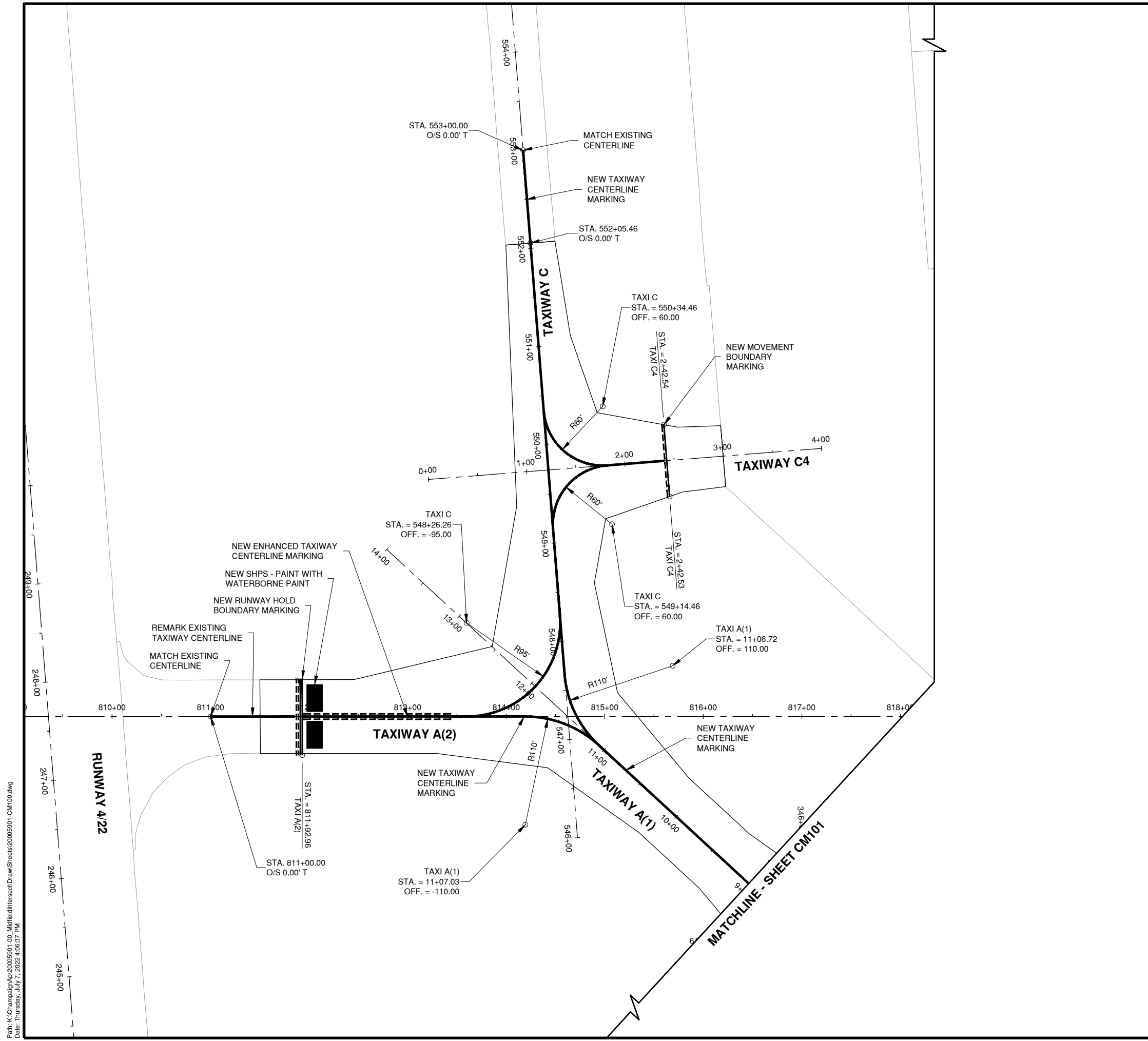
FLUSH INLET BOX FOR MEDIAN
STANDARD 542546-01

Illinois Department of Transportation
PASSED January 1, 2009
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT



MARK	DATE	DESCRIPTION
AIP PROJ. NO. 3-17-0016-XXX		UN062
IL PROJ. NO. CMI-4793		
CMT PROJECT NO: 20005901		
CAD DWG FILE: 20005901 - CU500.DWG		
DESIGNED BY: CBG		
DRAWN BY: DPA		
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SHEET TITLE
DRAINAGE DETAILS 2



CMT

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CONSULTANTS

NOTES

FOR BID SET
JULY 8, 2022

LEGEND

	EXISTING MARKING
	NEW TAXIWAY CENTERLINE MARKING
	NEW RUNWAY HOLDING POSITION MARKING
	NEW MOVEMENT BOUNDARY MARKING
	NEW ENHANCED TAXIWAY CENTERLINE MARKING
	SURFACE PAINTED HOLD POSITION SIGN MARKING

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-CM100.DWG	
DESIGNED BY: HCH	
DRAWN BY: DPA	
CHECKED BY: MJD	
APPROVED BY: CBG	
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SHEET TITLE

MARKING PLAN 2

Path: K:\Champaign\A0\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-CM100.dwg
Date: Thursday, July 7, 2022 4:06:37 PM

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

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AIP PROJ. NO. 3-17-0016-XXX UN062

IL PROJ. NO. CMI-4793

CMT PROJECT NO: 20005901

CAD DWG FILE: 20005901-CM500.DWG

DESIGNED BY: HCH

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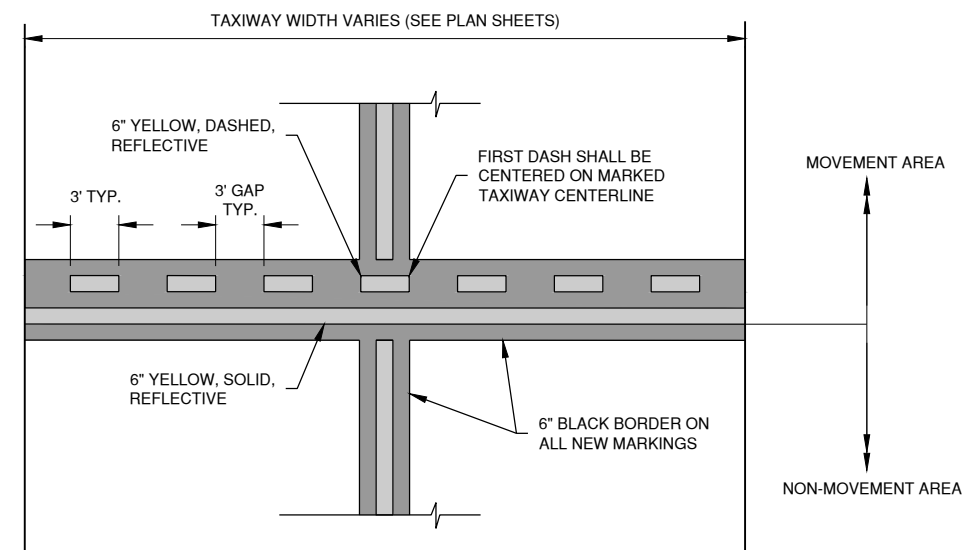
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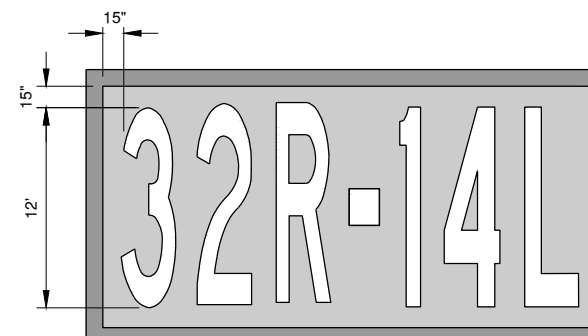
MARKING DETAILS 1

CM501

SHEET 35 OF 66



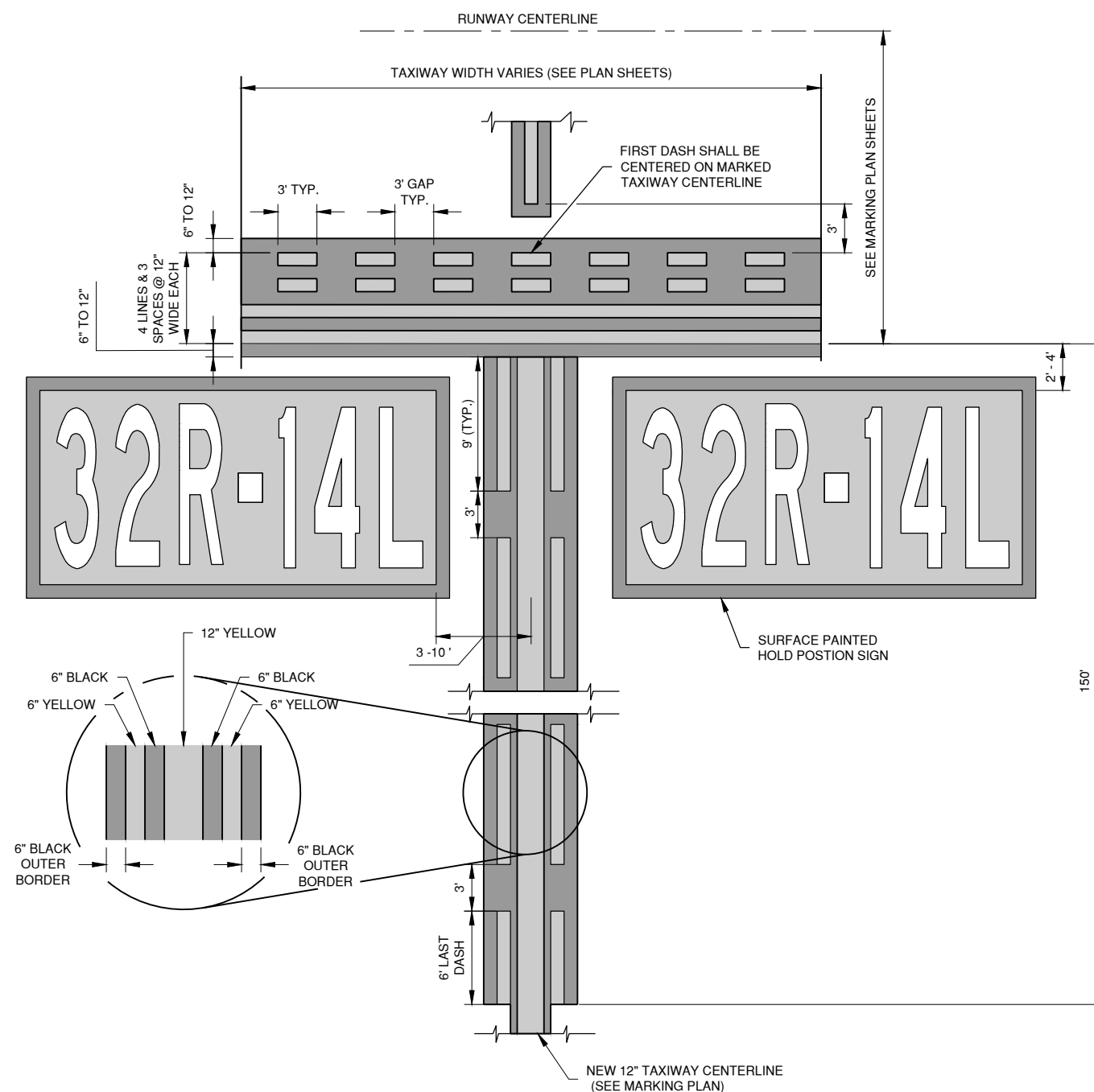
2 NON-MOVEMENT HOLDLINE
N.T.S.



3 SURFACE PAINTED HOLD POSITION SIGN (SPHPS)
N.T.S.

NOTES:

- ALL NEW WATER BORNE PAVEMENT MARKING (RED, YELLOW, WHITE) WILL BE PAID UNDER WATERBORNE MARKING PAY ITEM AND SHALL HAVE REFLECTIVE BEADS.
- ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE 6" BLACK BORDER UNLESS OTHERWISE NOTED. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.



1 RUNWAY HOLD POSITION & ENHANCED TAXIWAY CENTERLINE
N.T.S.

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX UN062

IL PROJ. NO. CMI-4793

CMT PROJECT NO: 20005901

CAD DWG FILE: 20005901-CM500.DWG

DESIGNED BY: HCH

DRAWN BY: DPA

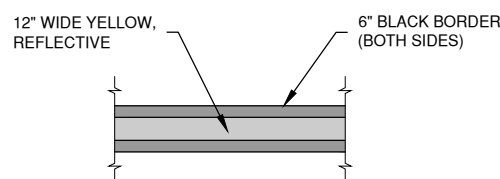
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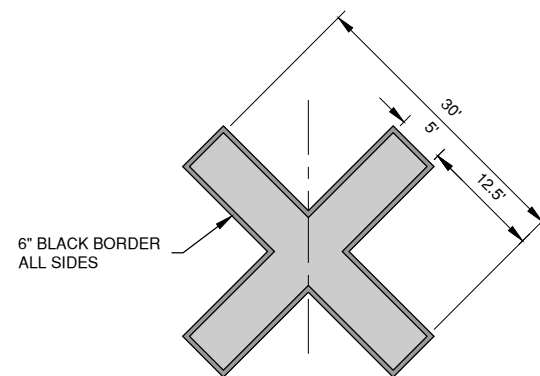
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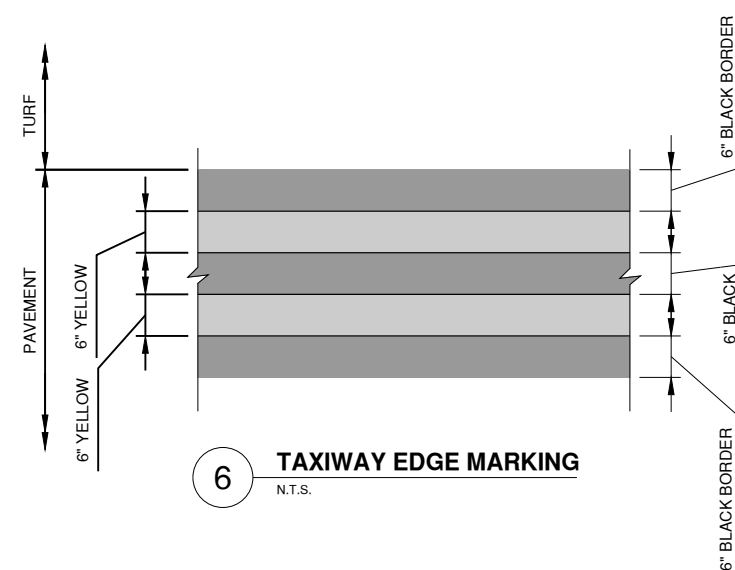
MARKING DETAILS 2



4 TAXIWAY CENTERLINE DETAIL
N.T.S.



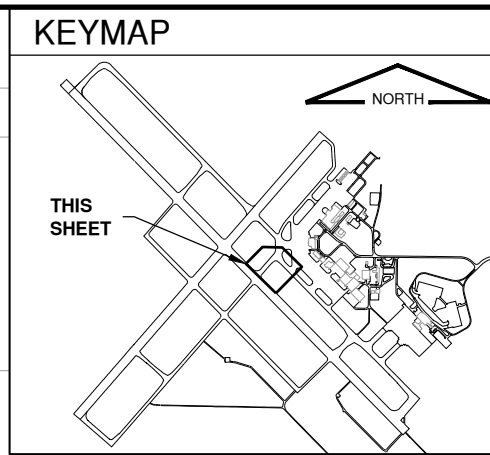
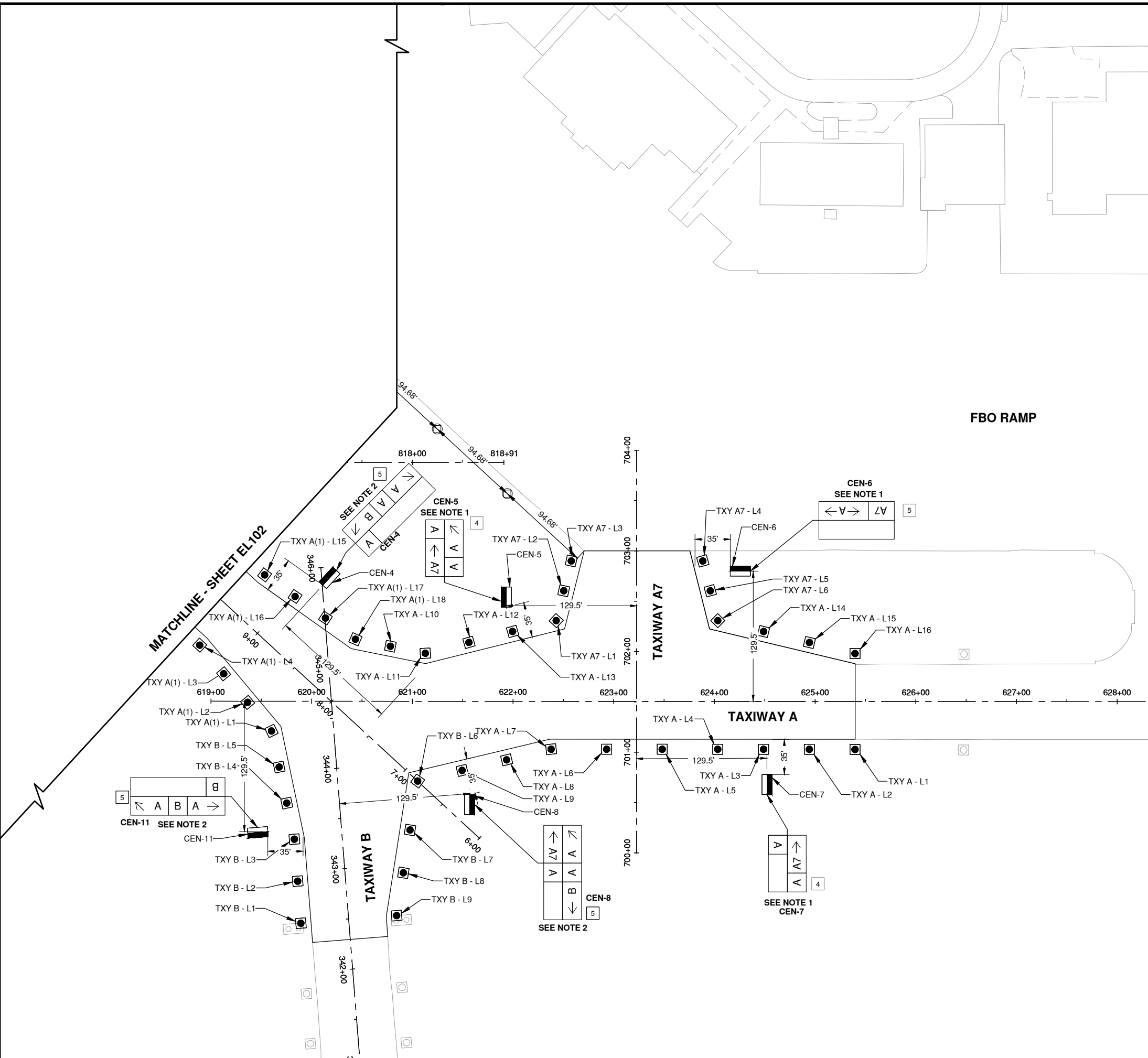
5 CLOSED TAXIWAY MARKING (YELLOW)
N.T.S.



6 TAXIWAY EDGE MARKING
N.T.S.

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 Date: Thursday, July 7, 2022 4:07:21 PM



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

- ### NOTES
- RELOCATE EXISTING SIGN.
 - RELOCATE EXISTING SIGN & CHANGE LEGEND.
 - RELOCATE EXISTING LIGHT.
 - LIGHT TXY A7-L5 MAY NEED TO BE FILED ADJUSTED +/1 24" TO ACCOUNT FOR ELECTRIC MANHOLE TO REMAIN IN PLACE. ADJUSTMENT SHALL BE THE SAME FOR LIGHT TXY A7 - L2 TO KEEP LIGHTS AT SAME STATION.

LEGEND

- * PLACED IN 2020 DURING CMI-4643
- # NEW SIGN CHARACTER COUNT
- # EXISTING SIGN CHARACTER COUNT
- x-xx SIGN FROM EL113 OR EL114 THAT WILL BE RELOCATED TO THE LOCATION SHOWN ON EL102 & EL103
- NEW/RELOCATED TAXIWAY LIGHT
- ▬ AIRFIELD GUIDANCE SIGN
- NEW ELEVATED RETRO-REFLECTIVE MARKER

FOR BID SET
 JULY 8, 2022

MIDFIELD INTERSECTION
 RECONFIGURATION

OWNER

UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

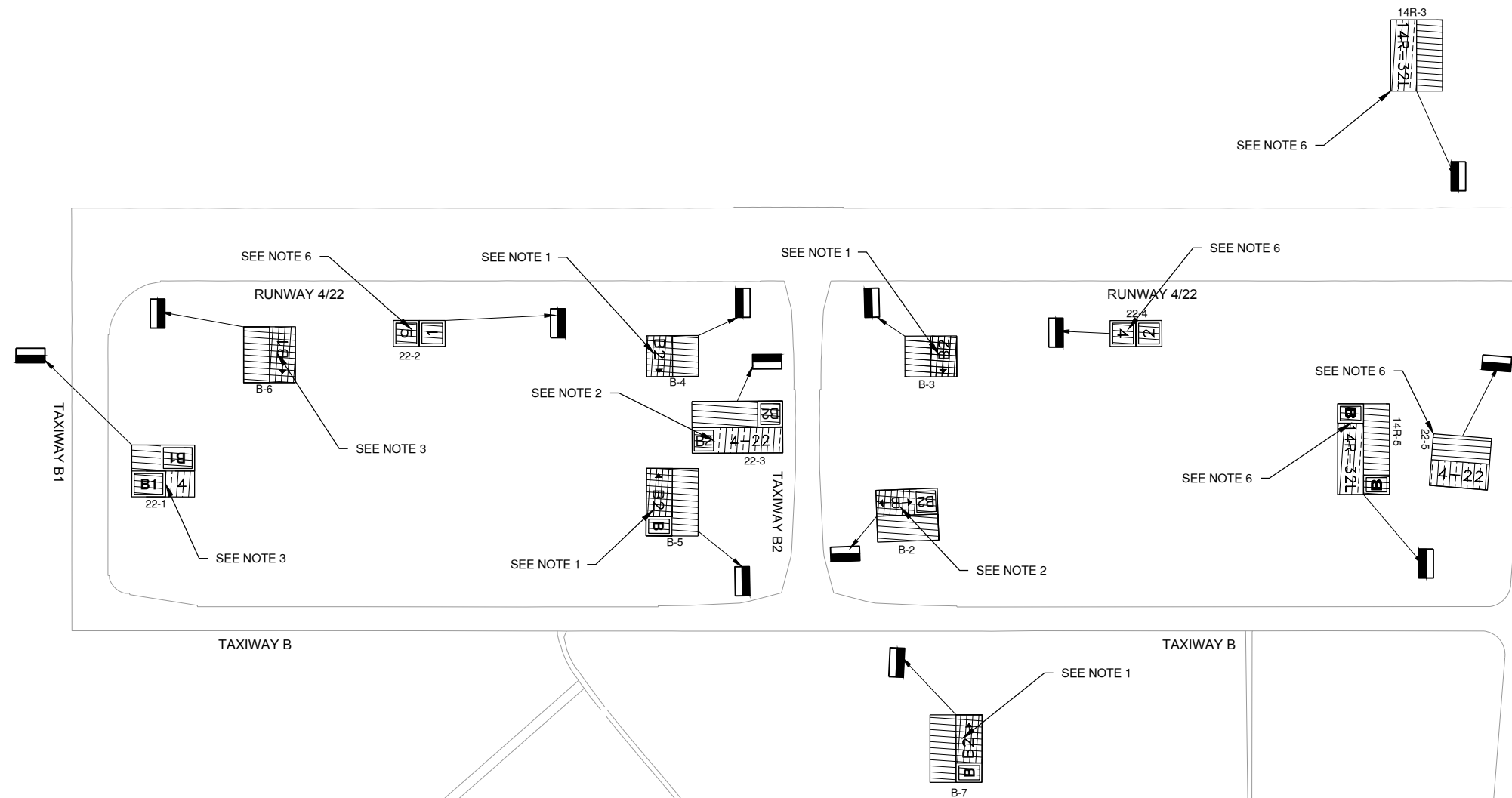
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IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-EL100.DWG	
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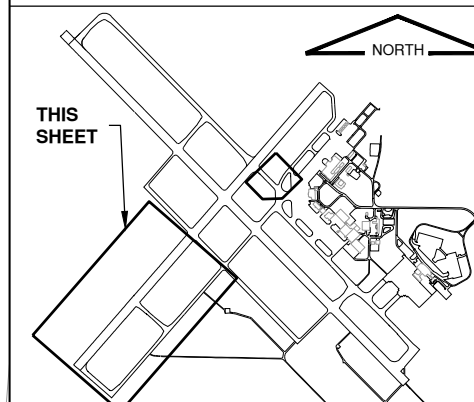
ELECTRICAL PLAN 1

EL101
 SHEET 37 OF 66

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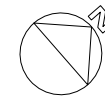


KEYMAP



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

NOTES

1. REMOVE AND REPLACE 1 SIGN LEGEND
2. REMOVE AND REPLACE 2 SIGN LEGENDS
3. REMOVE SIGN AND REPLACE WITH NEW 3 CHARACTER SIGN
4. REMOVE SIGN AND REPLACE WITH NEW 4 CHARACTER SIGN
5. REMOVE SIGN AND REPLACE WITH NEW 5 CHARACTER SIGN
6. NO CHANGE TO SIGN OR SIGN LEGEND
7. SEE SHEET EL101 FOR SIGN DETAILS
8. SEE SHEET EL102 FOR SIGN DETAILS
9. SEE SHEET EL506 FOR SIGN LEGEND DETAILS
10. REFER TO CONSTRUCTION ACTIVITY PLAN 3 FOR DETAILS ON HOW THIS WORK SHALL PROGRESS.

FOR BID SET
 JULY 8, 2022

MIDFIELD INTERSECTION RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 SAVOY, ILLINOIS

LEGEND

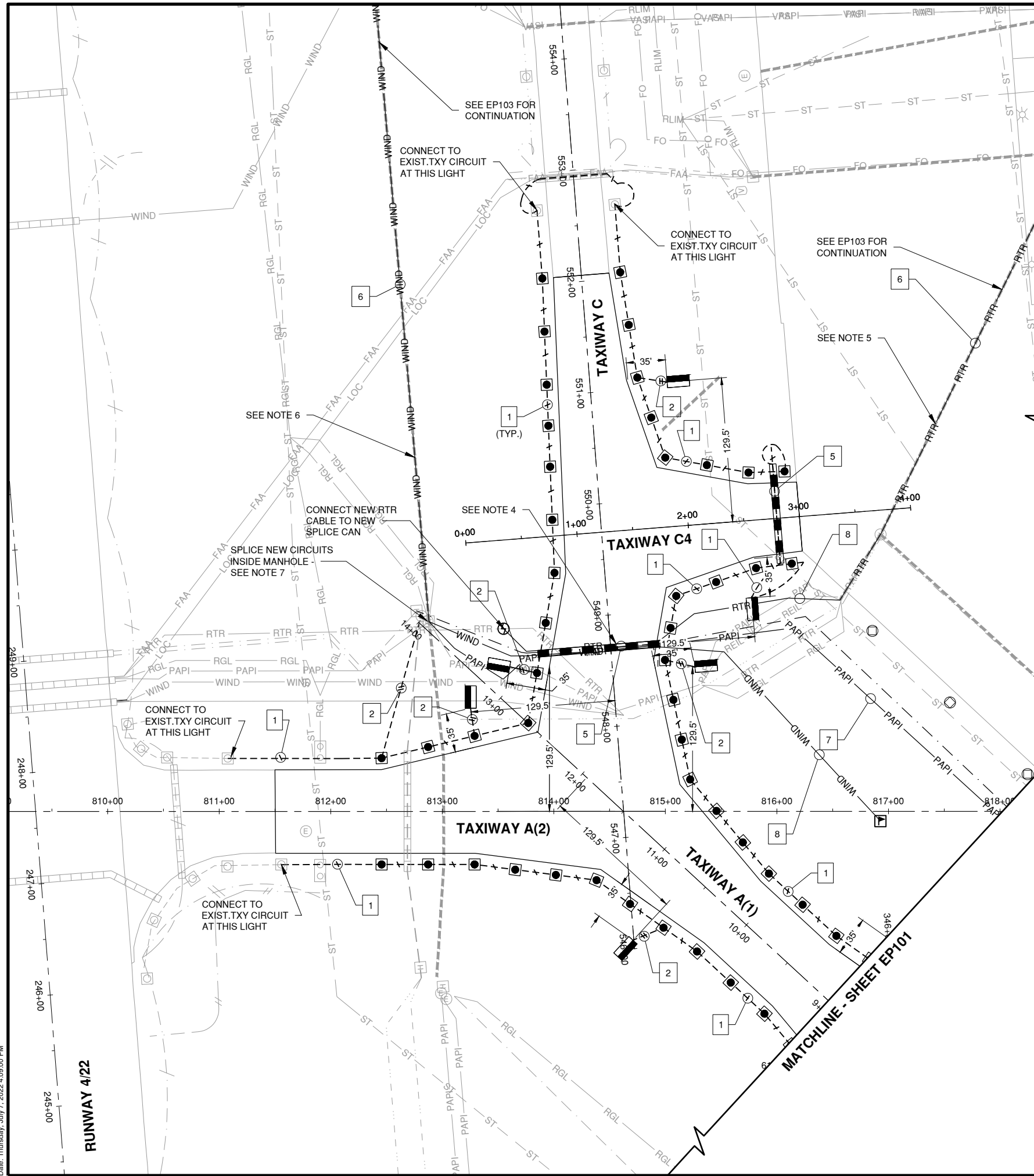
- TAXIWAY GUIDANCE SIGN
- YELLOW LEGEND ON BLACK BACKGROUND
- BLACK LEGEND ON YELLOW BACKGROUND
- WHITE LEGEND ON RED BACKGROUND

MARK | DATE | DESCRIPTION

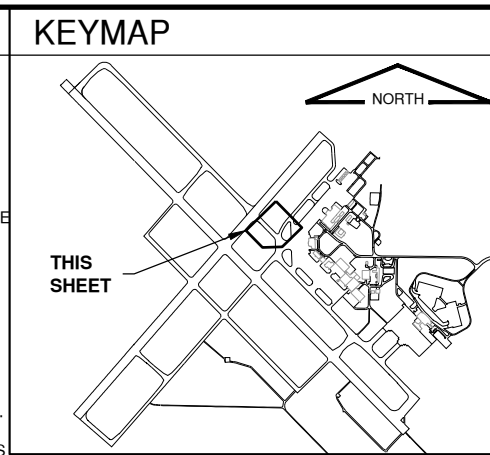
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IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-EL103.DWG	
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ELECTRICAL PLAN 5

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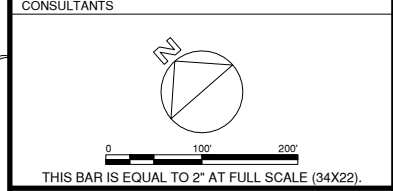


- ### NOTES
- LIGHTS SHALL BE LOCATED NO MORE THAN 10' FROM THE EXISTING PAVEMENT EDGE, IN A STRAIGHT LINE.
 - THE CONTRACTOR SHALL VERIFY LAYOUT OF LIGHTS WITH THE RPR PRIOR TO INSTALLING.
 - LIGHTS SHALL BE INSTALLED IN A STRAIGHT LINE FROM THE I.P., P.T., P.C., OR TAPER POINT.
 - FIELD LOCATES INDICATE THAT THE FAA RTR, 32R PAPI AND TAXIWAY A CIRCUIT ARE THE ACTIVE CIRCUITS IN THE INFIELD THAT RUN THROUGH EXISTING DUCT WORK. OTHER CIRCUITS SHOWN MAY BE OLD CIRCUITS THAT ARE NOT CURRENTLY ACTIVE. DUCT BANK SHOWN AT THIS LOCATION SHALL BE REMOVED AND REPLACED WITH A NEW 4-WAY DUCT BANK.
 - CONTRACTOR SHALL SPLICE THE RTR CABLE AS SHOWN AND RUN NEW CABLE TO THE FAA SSC TERMINAL LOCATION (NOT SHOWN). EXISTING RTR CABLE SHALL BE REMOVED PRIOR TO INSTALLATION OF NEW CABLE. CONTRACTOR WILL HAVE A 48 HOUR WINDOW TO COMPLETE ALL RTR RELATED WORK.
 - NEW WIND CONE CIRCUIT SHALL BE INSTALLED IN EXISTING DUCT WORK SHOWN AND RUN BACK TO AIRFIELD LIGHTING VAULT.
 - CONTRACTOR SHALL RE-LABEL EXISTING CIRCUITS IN ALL MANHOLES TO MATCH REVISED CIRCUIT NAMING.
 - CONTRACTOR SHALL FURNISH AND INSTALL NEW ISOLATION TRANSFORMERS FOR ALL RELOCATED SIGNS AND LIGHTS.



- ### LEGEND
- | | |
|---|---|
| 1 | 1/C #8 5KV UG CABLE IN UD WITH COUNTERPOISE |
| 2 | 2/C #8 5KV UG CABLE IN UD WITH COUNTERPOISE |
| 3 | 1/C #8 5KV UG CABLE WITH COUNTERPOISE |
| 4 | 2/C #8 5KV UG CABLE WITH COUNTERPOISE |
| 5 | 4-WAY CONC. ENCASED DUCT |
| 6 | NEW CABLE IN EXISTING DUCT |
| 7 | 3 #2 XLP-USE, 1 #8 GROUND IN UD |
| 8 | 2 #6 XLP-USE, 1 #8 GROUND IN UD |
| 9 | 1-50PR #19 CONTROL CABLE AND 1/C #1/0 GUARD WIRE WITH GROUND RODS EVERY 90' |

- | | | | |
|--|-----------|--|--|
| | EXISTING | | NEW/RELOCATED |
| | | | |
| | | | |
| | | | |
| | | | |
| | — PAPI — | | NEW PAPI CIRCUIT |
| | — RTR — | | NEW RTR CIRCUIT |
| | — WIND — | | NEW WIND CONE CIRCUIT |
| | - - - - - | | NEW TAXIWAY HOMERUN CIRCUIT |
| | - - - - - | | SINGLE CONDUCTOR IN UNIT DUCT OR EXISTING DUCT |
| | - - - - - | | TWO CONDUCTORS IN UNIT DUCT OR EXISTING DUCT |



FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

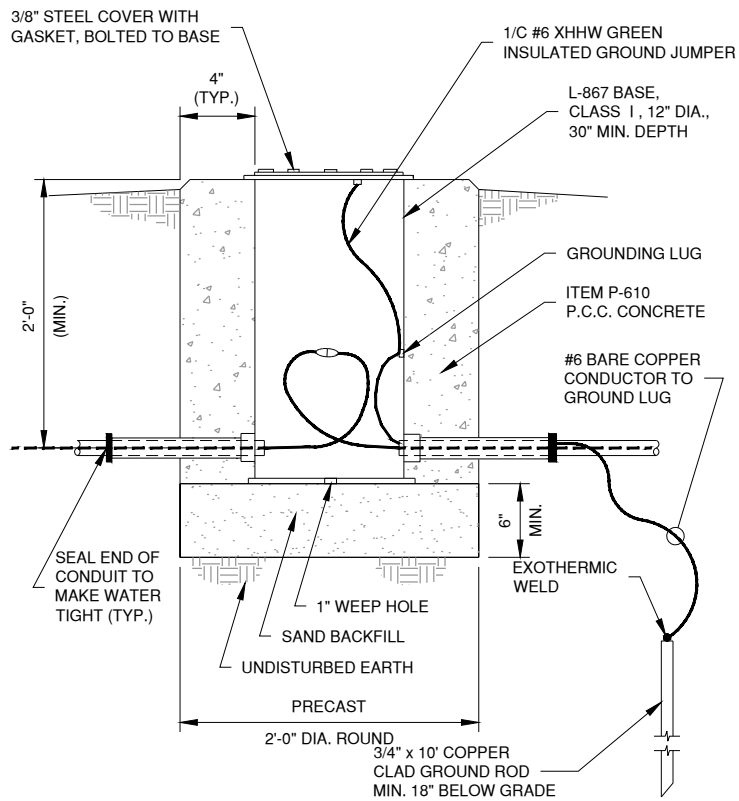
MARK	DATE	DESCRIPTION
AIP PROJ. NO. 3-17-0016-XXX		UN062
IL PROJ. NO. CMI-4793		
CMT PROJECT NO: 20005901		
CAD DWG FILE: 20005901-EP100.DWG		
DESIGNED BY: HCH		
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SHEET TITLE

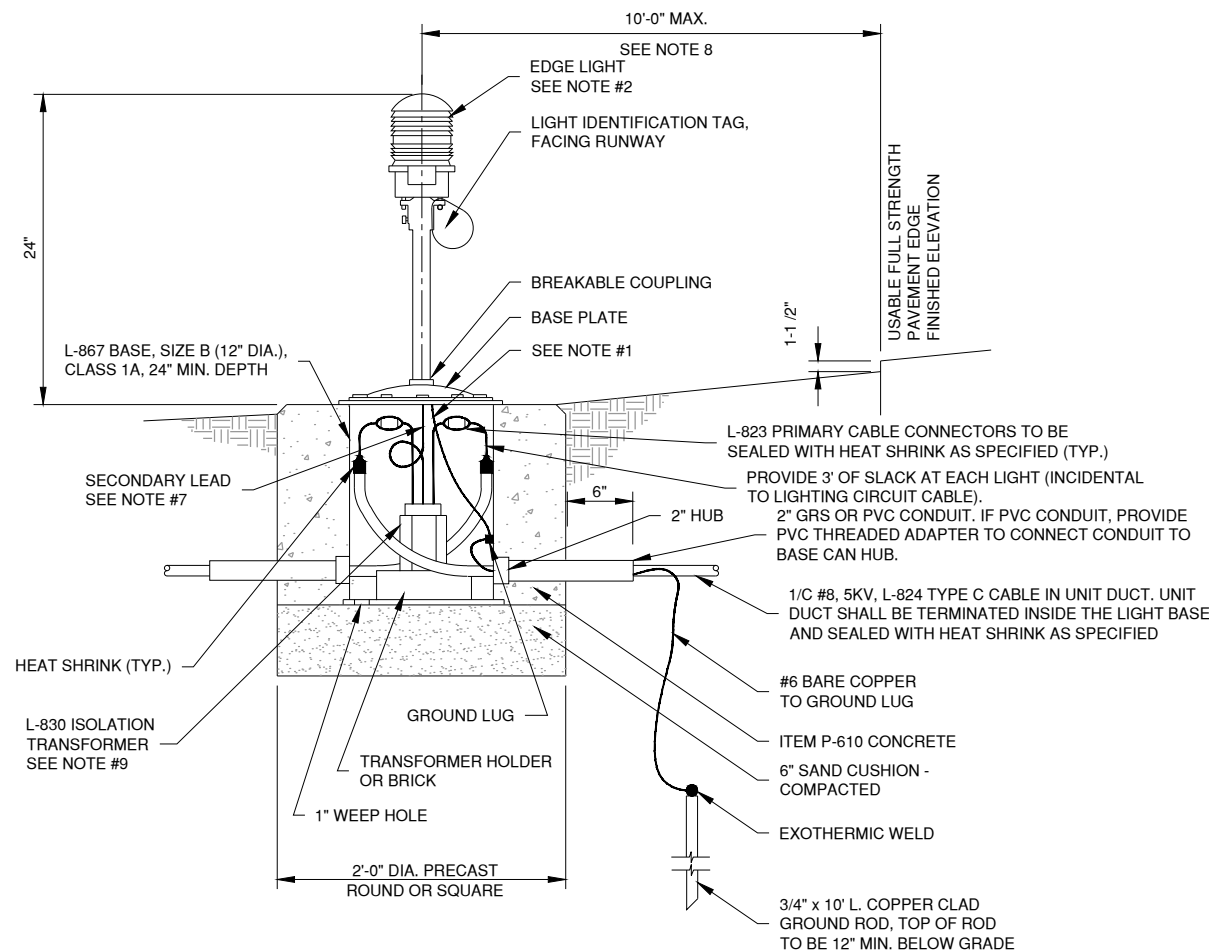
CABLING PLAN 2

EP102

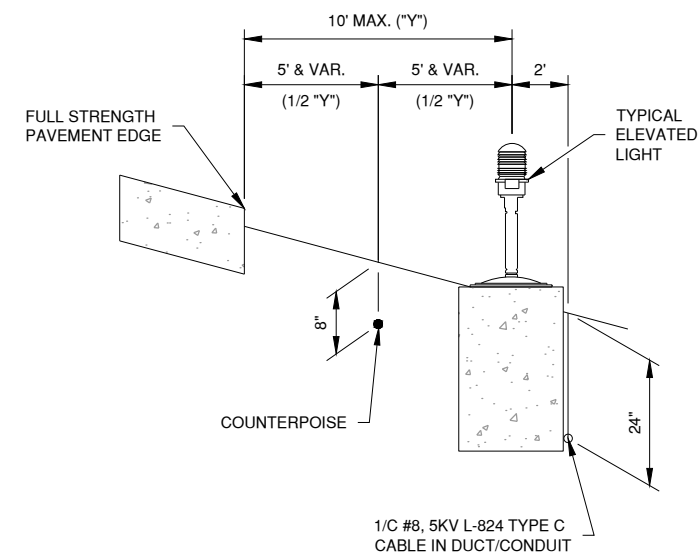
SHEET 44 OF 66



1 SPLICE CAN
N.T.S.



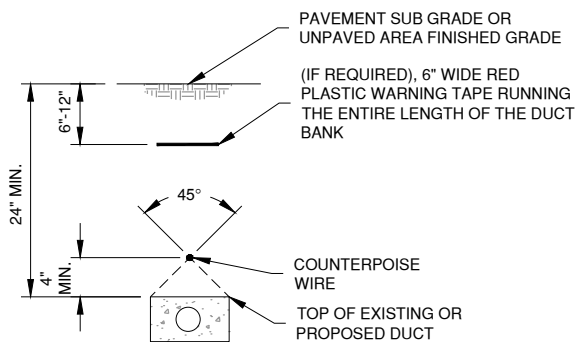
2 BASE MOUNTED ELEVATED EDGE LIGHT
N.T.S.
NOTE: SEE COUNTERPOISE LOCATION DETAIL



4 COUNTERPOISE LOCATION DETAIL
N.T.S.

COUNTERPOISE NOTES

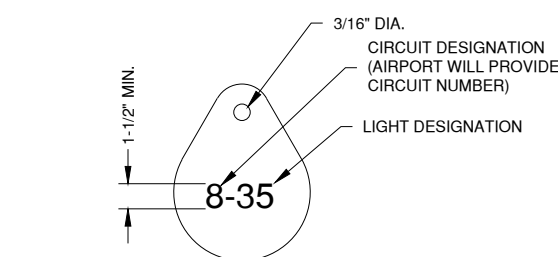
- #6 BARE COUNTERPOISE WITH 3/4" x 10" GROUND ROD INSTALLED AT MAX. 500' SPACING. ALSO USE GROUND ROD TO TERMINATE THE COUNTERPOISE AT BOTH ENDS OF DUCT. GROUND RODS SHALL BE CONSIDERED INCIDENTAL TO COUNTERPOISE ITEMS.



4 LOCATION OF COUNTERPOISE (DUCT BANK)
N.T.S.

COUNTERPOISE NOTES

- THE HEIGHT ABOVE THE CABLE AND/OR CONDUIT IS CALCULATED TO ENSURE THE CABLES AND/OR CONDUITS TO BE PROTECTED ARE WITHIN THE 45° ZONE OF PROTECTION BELOW THE COUNTERPOISE.
- COUNTERPOISE WIRES MUST BE INSTALLED ABOVE MULTIPLE CONDUITS/DUCT BANKS FOR AIRFIELD LIGHTING CABLES, WITH THE INTENT BEING TO PROVIDE A COMPLETE CONE OF PROTECTION OVER THE AIRFIELD LIGHTING CABLES. WHEN MULTIPLE CONDUITS AND/OR DUCT BANKS FOR AIRFIELD CABLE ARE INSTALLED IN THE SAME TRENCH, THE NUMBER AND LOCATION OF THE COUNTERPOISE WIRES ABOVE THE CONDUITS SHALL BE ADEQUATE TO PROVIDE A COMPLETE ZONE OF PROTECTION MEASURED 22-1/2" EACH SIDE OF VERTICAL.
- REFER TO THE CURRENT VERSIONS OF FAA AC 150/5340-30 AND AC 150/5370-10 FOR MORE DETAILS ON COUNTERPOISE INSTALLATION.



5 LIGHT IDENTIFICATION TAG
N.T.S.

LIGHT IDENTIFICATION NOTES

- INSTALL A NON-CORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH SET SCREW.
- LEGENDS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR TO COORDINATE LEGEND WITH AIRPORT.
- THE CONTRACTOR SHALL NUMBER THE EXISTING/PROPOSED LIGHTS AND SIGNS IN EACH CIRCUIT STARTING AT THE HOMERUN CONTINUING AROUND THE ENTIRE CIRCUIT BACK TO THE HOMERUN.
- AIRFIELD SIGNS SHALL BE TAGGED & NUMBERED.

BMTL NOTES

- THE LIGHT FIXTURE SHALL BE BONDED TO THE LIGHT BASE INTERNAL GROUND LUG VIA A #6 AWG STRANDED COPPER WIRE RATED FOR 600 VOLTS WITH GREEN XHHW INSULATION. THE GROUND WIRE LENGTH SHALL BE SUFFICIENT TO ALLOW THE REMOVAL OF THE LIGHT FIXTURE FROM THE LIGHT BASE FOR ROUTINE MAINTENANCE. SEE THE LIGHT FIXTURE MANUFACTURER'S INSTRUCTIONS FOR PROPER METHODS OF ATTACHING THIS BONDING WIRE.
- LIGHT FIXTURES SHALL BE L-861T (L) WITH ARCTIC KIT AS INDICATED ON THE PLANS AND SPECIFICATIONS. LIGHTS MAY BE RELOCATED EXISTING OR NEW LIGHTS.
- THE TOLERANCE FOR THE HEIGHT OF RUNWAY/TAXIWAY EDGE LIGHTS MUST BE ± 1 INCH. THE TOLERANCE FOR THE LATERAL SPACING (LIGHT LANE TO RUNWAY/TAXIWAY CENTERLINE) OF RUNWAY/TAXIWAY EDGE LIGHTS MUST BE ± 1 INCH.
- DIRECTION OF PRIMARY CABLES MUST BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK FACING PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO THE RIGHT IS CODED BLUE.
- APPLY A CORROSION INHIBITING, ANTI-SEIZE COMPOUND TO ALL SCREWS, NUTS AND FRANGIBLE COUPLING THREADS. IF COATED BOLTS ARE USED PER ENGINEERING BRIEF #83, DO NOT APPLY ANTI-SEIZE COMPOUND.
- ELECTRICAL INSULATING GREASE MUST BE APPLIED WITHIN THE L-830 ISOLATION TRANSFORMER SECONDARY TWO CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THE CONNECTORS MUST NOT BE TAPED.
- ENTRANCES IN L-867 BASES MUST BE PLUGGED FROM THE INSIDE WITH DUCT SEAL TO MAKE WATERTIGHT.
- EDGE LIGHTS SHALL BE LOCATED AT 10' FROM THE EXISTING PAVEMENT EDGE, IN A STRAIGHT LINE PARALLEL WITH CENTERLINE. THE CONTRACTOR SHALL VERIFY LAYOUT OF LIGHTS WITH THE RPR AND TO MATCH WITH EXISTING LIGHTS PRIOR TO INSTALLATION.
- ISOLATION TRANSFORMERS SHALL BE SIZED BY LED LIGHT MANUFACTURER WITH ARCTIC KIT. INSTALL NEW TRANSFORMERS FOR ALL RELOCATED LIGHTS.



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FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX **UN062**

IL PROJ. NO. CMI-4793

CMT PROJECT NO: 20005901

CAD DWG FILE: 20005901-EL500.DWG

DESIGNED BY: HCH

DRAWN BY: DPA

CHECKED BY: AMB

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SHEET TITLE

ELECTRICAL DETAILS

1

EL501
SHEET 49 OF 66

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
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UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

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CMT PROJECT NO: 20005901

CAD DWG FILE: 20005901-EL500.DWG

DESIGNED BY: HCH

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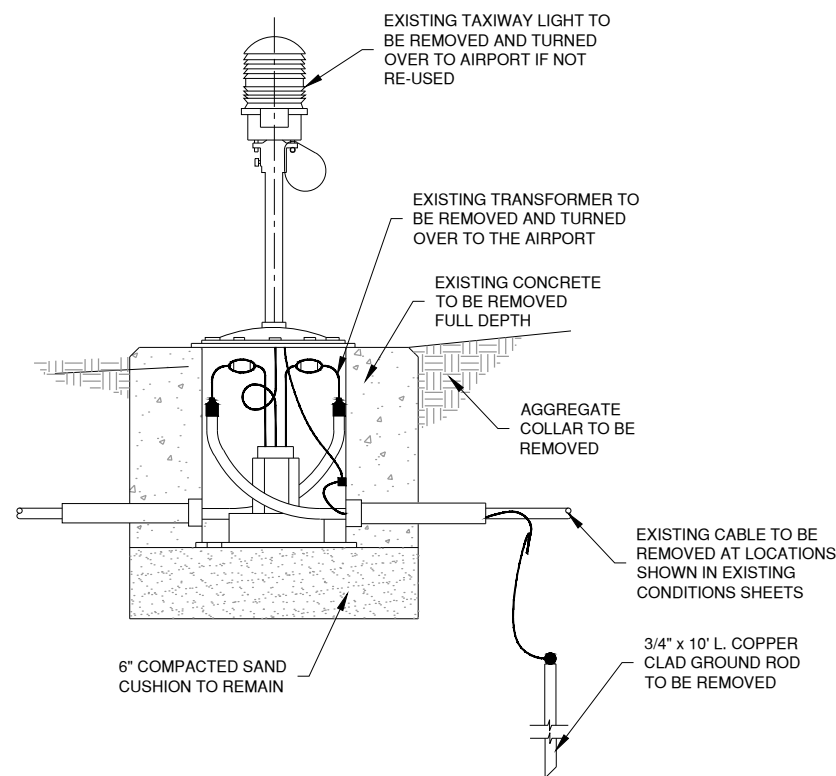
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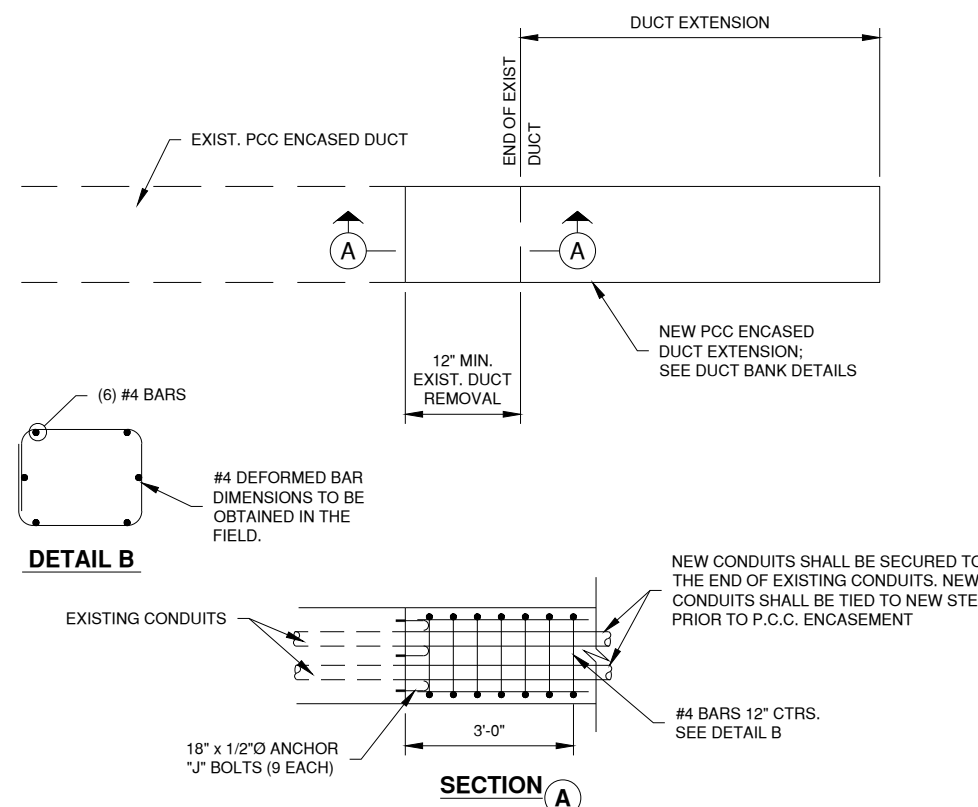
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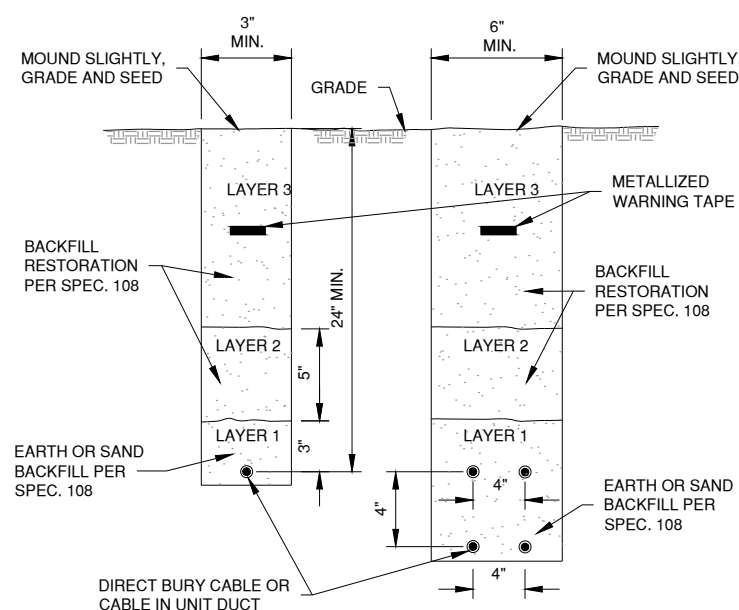
SHEET 50 OF 66



1 EXISTING EDGE LIGHT (TO BE REMOVED)
N.T.S.



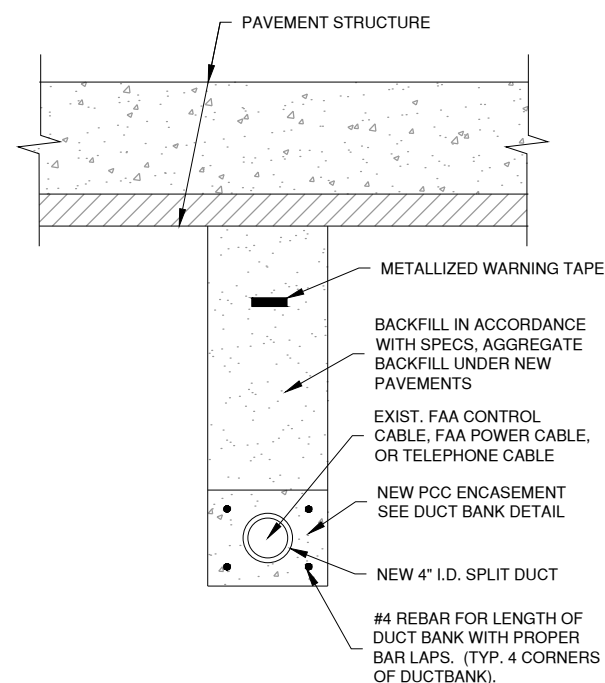
2 DUCT BANK EXTENSION
N.T.S.



3 CABLE TRENCH
N.T.S.

CABLE TRENCH NOTES

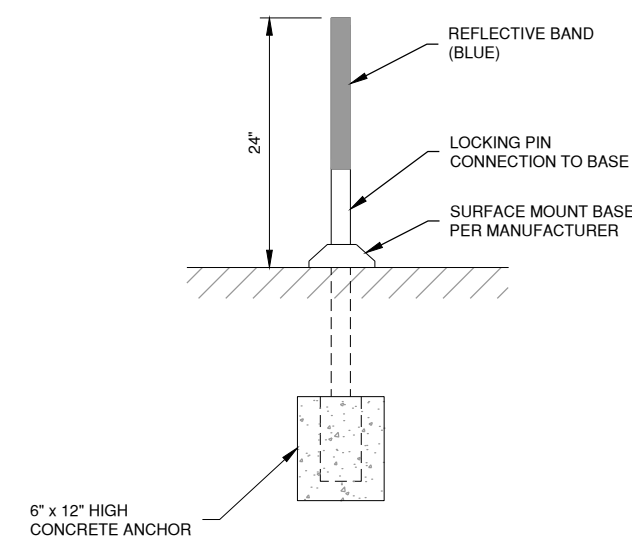
1. CABLES SHALL NOT BE PLACED LESS THAN 24" DEEP IN ANY ONE TRENCH UNLESS PERMITTED BY ENGINEER.
2. WHERE PERMITTED, CONTRACTOR MAY INSTALL CABLE IN UNIT DUCT BY PLOWING METHOD.
3. COUNTERPOISE NOT SHOWN FOR CLARITY



4 SPLIT DUCT
N.T.S.

SPLIT DUCT NOTES

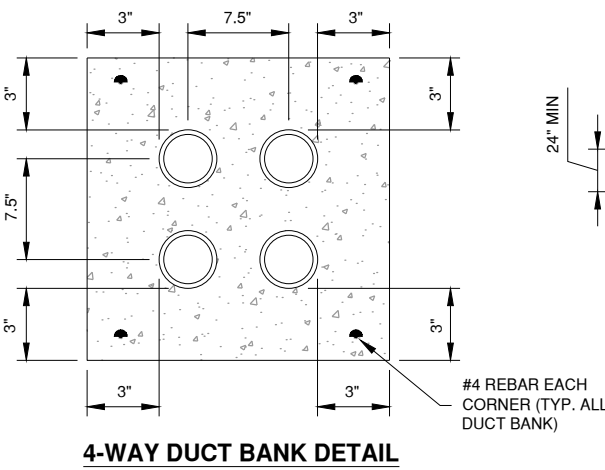
1. CONTRACTOR SHALL CUT THE #6 BARE COPPER WIRE AT EACH END OF THE NEW DUCT AND EXOTHERMICALLY WELD THE WIRE TO A 3/4" DIA. x 10" LONG GROUND ROD. THIS COST SHALL BE INCIDENTAL TO THE SPLIT DUCT INSTALLATION.



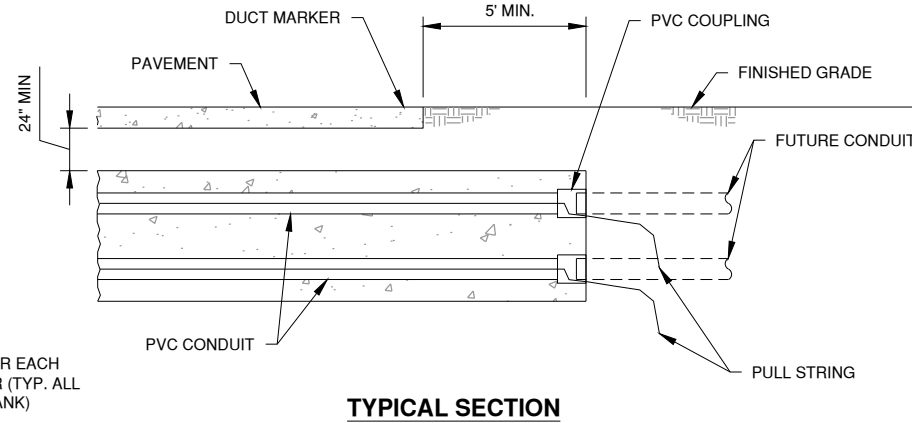
5 L-853 RETROREFLECTIVE MARKER
N.T.S.

RETROREFLECTIVE MARKER NOTES

1. REFLECTORS ARE INSTALLED 10' FROM EDGE OF MARKED PAVEMENT, IN-LINE WITH EXISTING TAXIWAY EDGE LIGHTS.

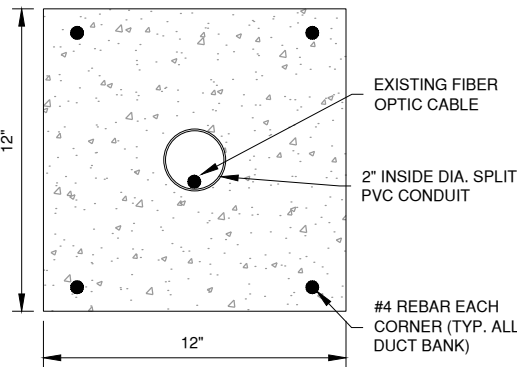


4-WAY DUCT BANK DETAIL



TYPICAL SECTION

1 4-WAY DUCT BANK DETAIL
N.T.S.



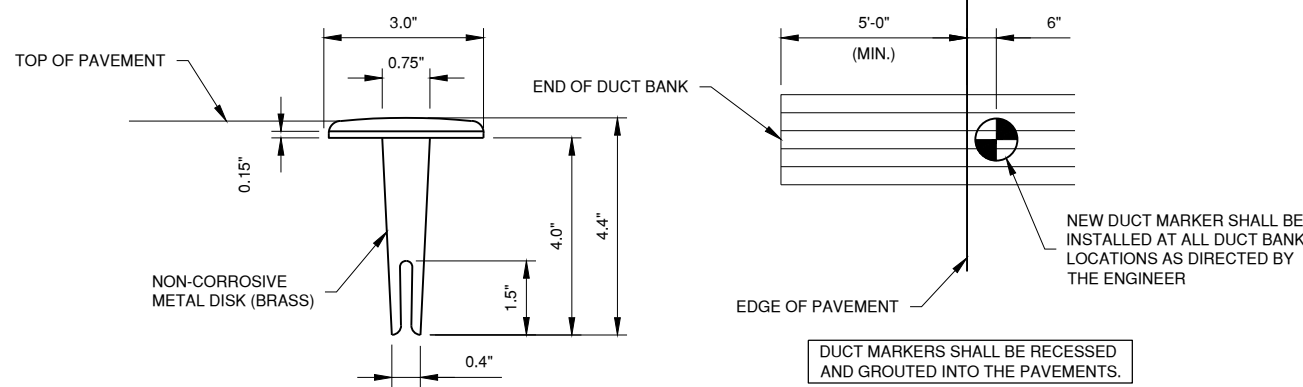
2 1-WAY DUCT BANK DETAIL
N.T.S.

DUCT BANK NOTES

- DIMENSIONS SHOWN ARE MINIMUM.
- TOP OF CONCRETE ENCASEMENT SHALL BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE BELOW PAVEMENTS AND NOT LESS THAN 24" BELOW FINISHED GRADE IN UNPAVED AREAS, EXCEPT WHERE DIRECTED OTHERWISE BY RPR. AVOID ALL CONFLICTS WITH OTHER UTILITIES (UNDERDRAINS, WATER LINES, SEWER LINES, TELEPHONE, ELECTRICAL) OR OTHER OBSTACLES, ADJUSTING DEPTH AS NECESSARY.
- CONCRETE SHALL BE ITEM P-610.
- CONDUIT FOR CONCRETE ENCASEMENT SHALL BE SCHEDULE 40 PVC, 4" NOMINAL DIAMETER, OR AS INDICATED ON THE PLANS.
- CONCRETE ENCASEMENT SHALL EXTEND A MINIMUM OF 5'-0" BEYOND EDGES OF PAVEMENT, OR AS SHOWN ON THE PLANS OR DIRECTED BY THE RPR.
- #4 REBAR SHALL BE INSTALLED CONTINUOUS THE LENGTH OF THE CONCRETE ENCASEMENT.
- DUCT BANK SHALL BE STACKED NO MORE THAN THREE CONDUITS HIGH UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- AT ENDS OF DUCT BANKS, INSTALL A PVC COUPLING FLUSH WITH END OF CONCRETE FOR CONNECTING FUTURE CONDUIT. INSTALL POLYETHYLENE PULL STRING, GREENLEE, OR EQUIVALENT. PLUG THE ENDS OF UNUSED SPARE CONDUITS WITH WOODEN PLUGS.
- HIGH VOLTAGE WIRING, RUNWAY & TAXIWAY SERIES CIRCUIT WIRING, ETC., AND POWER WIRING OVER 480V SHALL BE INSTALLED IN SEPARATE CONDUITS FROM LOW VOLTAGE WIRING, 480V OR LESS.
- IF POSSIBLE, INSTALL FIBER OPTIC CABLES AND COMMUNICATION CABLES (FAA, ETC.) IN THEIR OWN CONDUITS; OTHERWISE, INSTALL THEM IN THE CONDUITS WITH LOW VOLTAGE WIRING.
- DEPTH AS REQUIRED TO NOT IMPACT EDGE DRAIN.

ELEC. 4-4"
TYPE, NUMBER OF DUCTS AND DUCT SIZES STAMPED ON MARKER

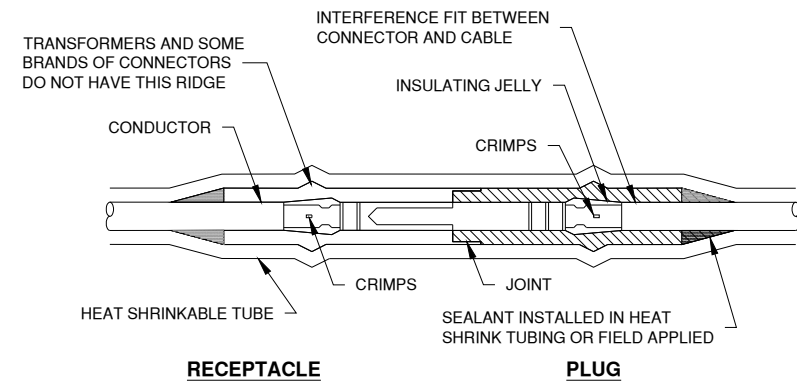
PLAN



SECTION

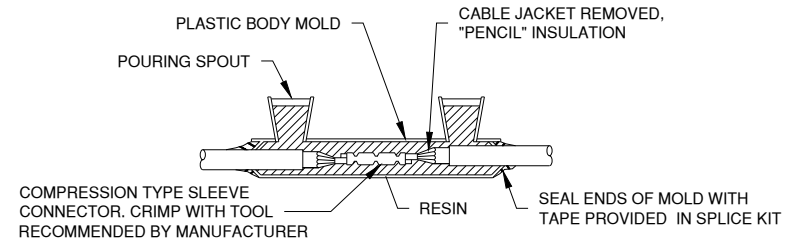
MARKER PLACEMENT

3 IN-PAVEMENT DUCT MARKER DETAIL
N.T.S.



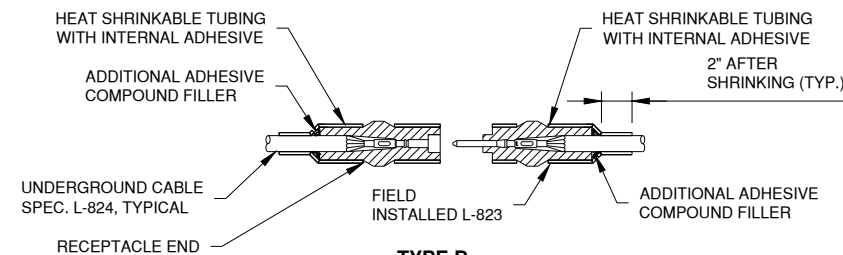
RECEPTACLE

PLUG



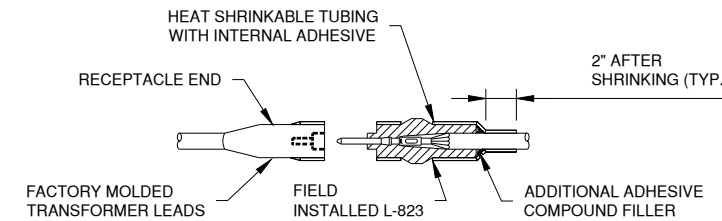
TYPE A

FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY



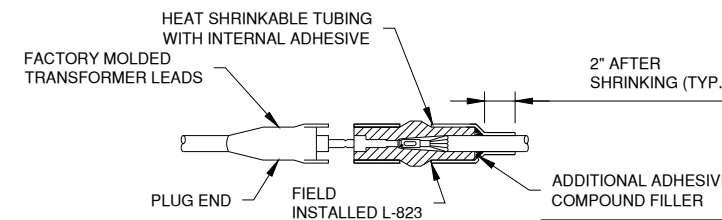
TYPE B

NOT TO BE USED UNLESS DIRECTED BY ENGINEER



TYPE C

FOR SPLICES AT RUNWAY LIGHTS, TAXIWAY LIGHT AND SIGNS



TYPE D

FOR SPLICES AT RUNWAY LIGHTS, TAXIWAY LIGHT AND SIGNS

4 CABLE SPLICES
N.T.S.

CABLE SPLICE NOTES

- MATCH THE OUTSIDE DIAMETER OF CABLE INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY
- WRAP WITH AT LEAST ONE LAYER OF RUBBER OR TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
- CONTRACTOR MAY ELECT TO INSTALL FAA APPROVED "COMPLETE KIT" CONNECTORS IN LIEU OF HEAT SHRINK.

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

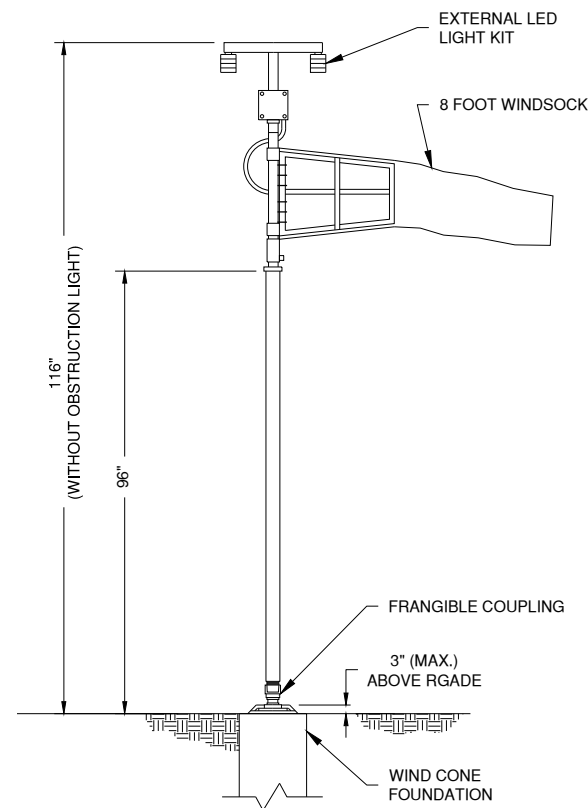
MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-EL500.DWG	
DESIGNED BY: HCH	
DRAWN BY: DPA	
CHECKED BY: AMB	
APPROVED BY: CBG	
COPYRIGHT:	

SHEET TITLE

ELECTRICAL DETAILS

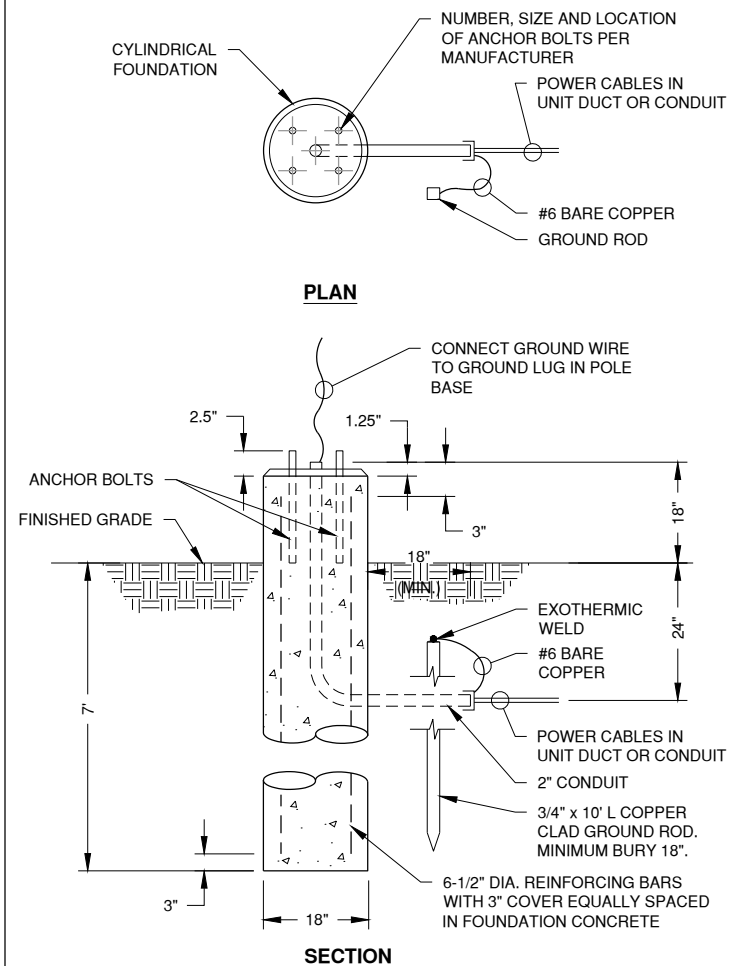
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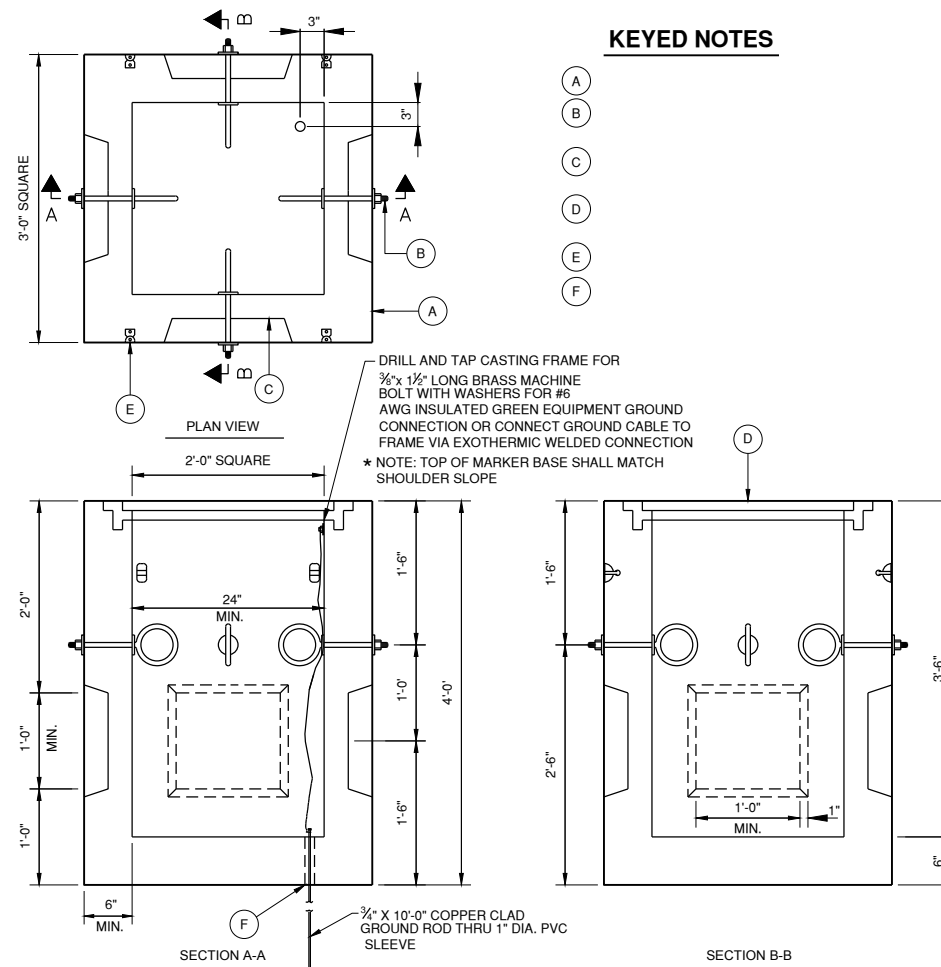
1 L-806 LED SUPPLEMENTAL WIND CONE
N.T.S. EXTERNALLY LIGHTED

NOTES

- L-806 SUPPLEMENTAL (8-FOOT) WIND CONE.
- SUPPLEMENTAL WIND CONE SHALL BE LOCATED OUTSIDE THE RUNWAY SAFETY AREA (RSA).



2 WIND CONE FOUNDATION
N.T.S.



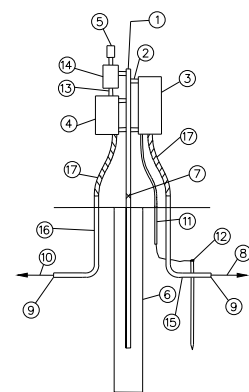
4 ELECTRICAL HANDHOLE (LOW VOLTAGE)
N.T.S.

NOTE

- CONCRETE SHALL MEET THE REQUIREMENTS OF ITEM P-610.
- REBAR MEETING ASTM A-706, GRADE 60, SHALL BE INSTALLED ON 8 INCH CENTERS BOTH WAYS. REBAR SHALL BE MINIMUM #4 BARS. 3" CLEARANCE SHALL BE MAINTAINED BETWEEN THE REBAR AND THE FINISHED FACE OF THE CONCRETE.
- A 6-INCH BED OF CA-7 OR CA-11 SHALL BE PLACED BENEATH THE HANDHOLE.
- INSTALL GROUND ROD IN EACH HANDHOLE
- ANY UNUSED DUCT OPENINGS SHALL BE FITTED WITH APPROVED PLUGS PRIOR TO BACKFILLING.
- HANDHOLES SHALL HAVE A WEEP HOLE CONSTRUCTED IN THE BOTTOM OF HANDHOLE.
- HANDHOLE COVER SHALL BE LABELED "COMMUNICATION".
- 4-WAY DIRECTIONAL BORE SHALL BE CONNECTED IN HANDHOLES IN MANNER THAT CREATES A SINGLE 4-WAY DUCT BANK.

MANHOLE AND HANDHOLE WIRING NOTES

- ALL WIRING IN MANHOLES AND HANDHOLES SHALL BE LABELED INSIDE MANHOLES AND HANDHOLES. LABELING MATERIALS SHALL BE SUITABLE FOR USE IN THE ENVIRONMENT AND SHALL BE WATERPROOF. LABELS SHALL IDENTIFY EACH 480V, 240V AND 120V AND MONITOR CIRCUIT PER MASTER CIRCUIT LABELING SCHEDULE DEVELOPED BY ELECTRICAL CONTRACTOR.
- WHEREVER POSSIBLE, WIRING TO INDIVIDUAL STRUCTURES AND PIECES OF EQUIPMENT SHALL BE GROUPED TOGETHER IN MANHOLES AND HANDHOLES (SEE NOTE #3, BELOW, FOR ADDITIONAL REQUIREMENTS). MULTIPLE CONDUCTORS OF INDIVIDUAL CIRCUITS SHALL BE TIE-WRAPPED TOGETHER AND LABELED.
- WHEREVER POSSIBLE, 480V WIRING, 120V/240V WIRING AND MONITOR/ALARM WIRING SHALL BE SEPARATED FROM EACH OTHER IN MANHOLES AND HANDHOLES. MONITOR WIRING SHALL BE ROUTED ABOVE 120V/240V WIRING WHICH, IN TURN, SHALL BE ROUTED ABOVE 480V WIRING.
- ALL WIRING THROUGH MANHOLES SHALL BE ATTACHED TO CABLE RACKS.



3 L-806 WIND CONE POWER
N.T.S.

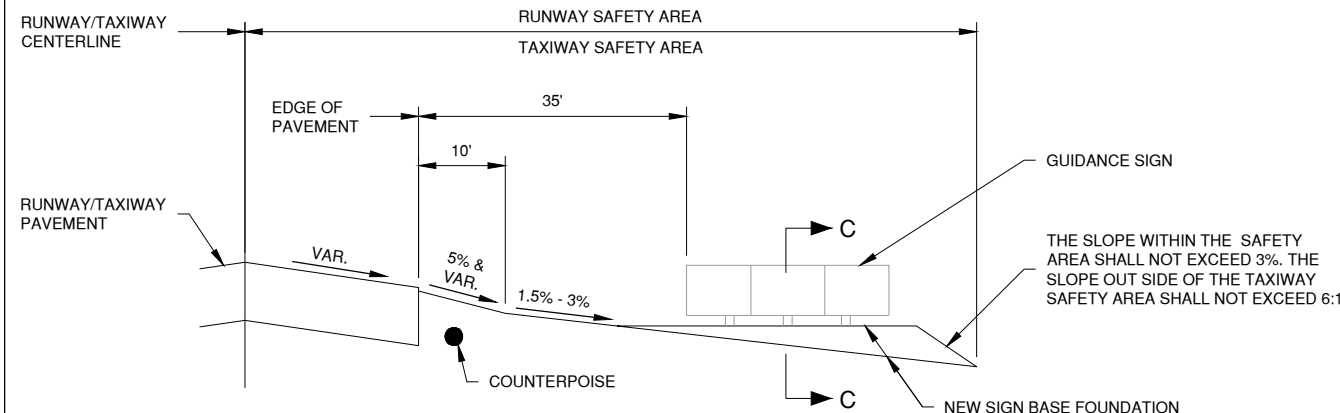
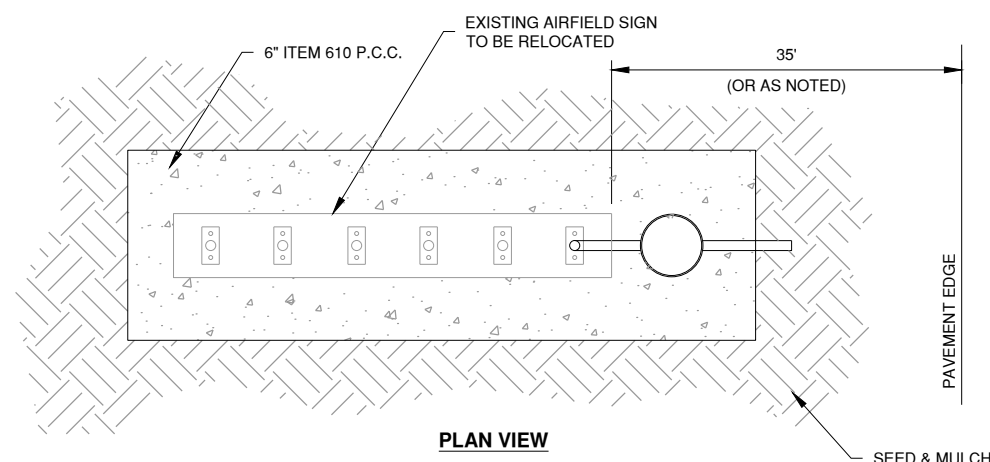
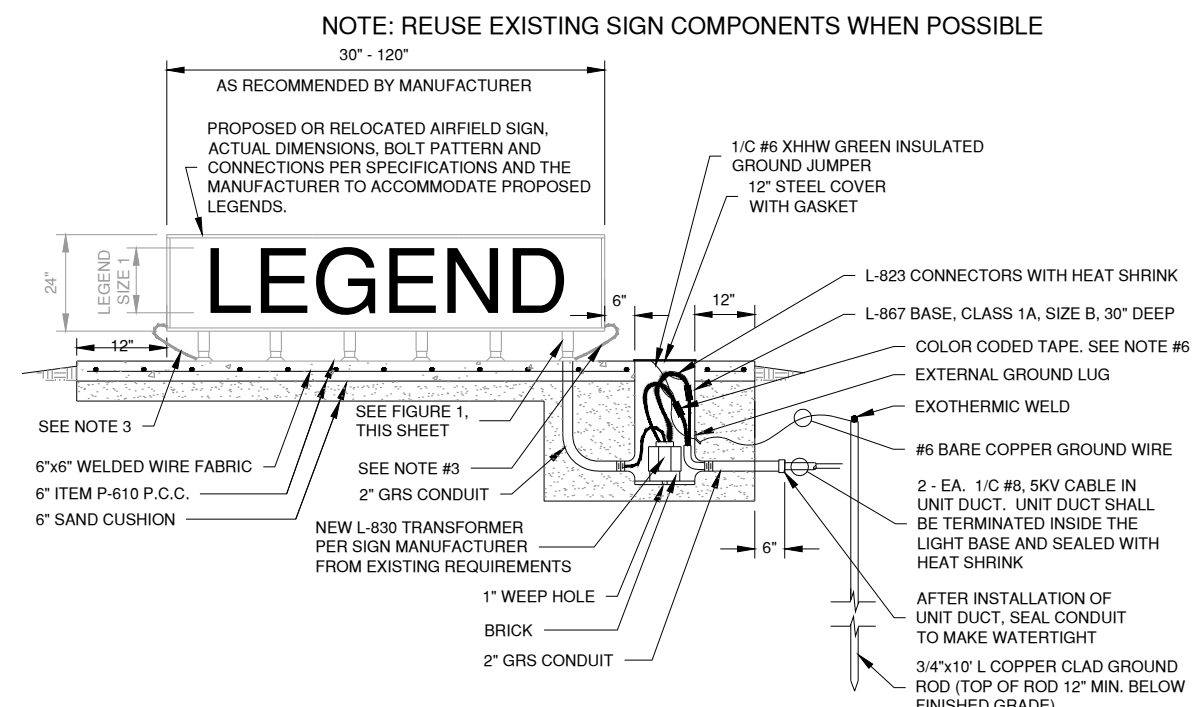
WIND CONE POWER LEGEND

- 2" GALVANIZED STEEL SUPPORT POST WITH END CAPS (TYP. OF 2).
- STRUT-TYPE SUPPORT, UNISTRUT 2000, OR EQUIVALENT (TYP. OF 5).
- HEAVY-DUTY 30A, 600V UNFUSED DISCONNECT IN NEMA 3R ENCLOSURE. PROVIDE GROUND LUGS. PROVIDE LABEL READING: "CAUTION: 480 VOLTS."
- WINDCONE STEP-DOWN TRANSFORMER, 3KVA, 480-120/240V, 1-PHASE, 3-WIRE, NEMA 3R SQUARE D MODEL 3S1F, OR EQUIVALENT.
- WINDCONE PHOTOCELL, TORK MODEL #2101, OR EQUIVALENT. (NOTE: PHOTOCELL OPERATION IS AS FOLLOWS: DURING THE DAYTIME THE WINDCONE LIGHTS ARE OFF AND THE OBSTRUCTION LIGHT IS ON. AFTER DARK THE WINDCONE LIGHTS AND OBSTRUCTION LIGHT ARE ON).
IMPORTANT NOTE:
LOCATE DISCONNECT/ TRANSFORMER/ PHOTOCELL INSTALLATION SUCH THAT WINDCONE LIGHT WILL NOT ADVERSELY AFFECT THE PHOTOCELL OPERATION.
- 12" DIAMETER X 4'-0" DEEP (MIN.) CONCRETE FOUNDATION. (TYP. OF TWO).
- FRANGIBLE COUPLINGS (TYP. OF 2). INSTALL FRANGIBLE COUPLING NOT MORE THAN 3" ABOVE GRADE.
- TWO #6 USE (480V), ONE #8 GROUND IN 2" CONDUIT TO VAULT.
- NOT USED.
- TWO #12 USE (OBSTRUCTION LIGHT 120V POWER), TWO #12 USE (WINDCONE LIGHTS 120V POWER), ONE #10 GROUND IN 2" CONDUIT TO WINDCONE.
- #8 GROUND WIRE IN 1/2" PVC CONDUIT TO GROUND ROD.
- 3/4" DIAMETER X 10' LONG COPPERCLAD GROUND ROD. MIN. BURIAL: 1'-0". BOND GROUND WIRES TO GROUND ROD USING EXOTHERMIC WELD, CADWELD, OR EQUIVALENT. CLAMPED CONNECTIONS SHALL NOT BE ACCEPTABLE.
- TWO #12 USE (SEE WINDCONE SCHEMATIC), ONE #10 GROUND IN 3/4" GRS CONDUIT.
- NEMA 4 JUNCTION BOX SIZED AS REQUIRED TO HOUSE THREE 10A IN-LINE FUSES. PHOTOCELL BYPASS SELECTOR SWITCH AND WEATHERPROOF GFCI CONVENIENCE RECEPTACLE. (SEE WINDCONE SCHEMATIC.)
- 1/2" GRS CONDUIT TO 1'-6" BELOW GRADE.
- 1" GRS CONDUIT TO 1'-6" BELOW GRADE
- LIQUIDTITE FLEXIBLE CONDUIT.

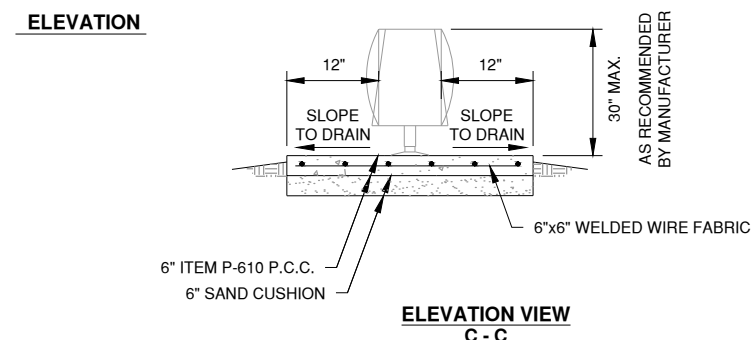
MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
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SHEET TITLE
ELECTRICAL DETAILS
5

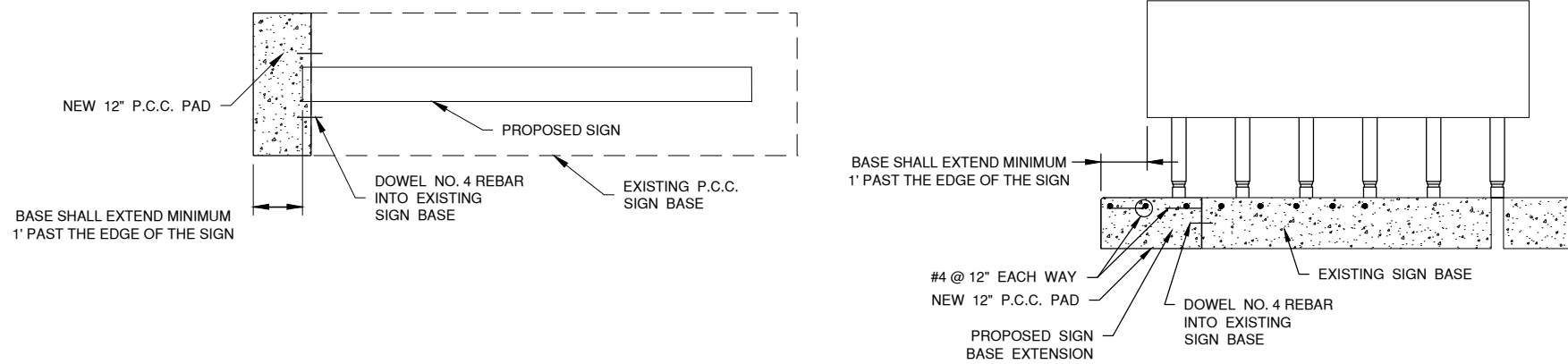
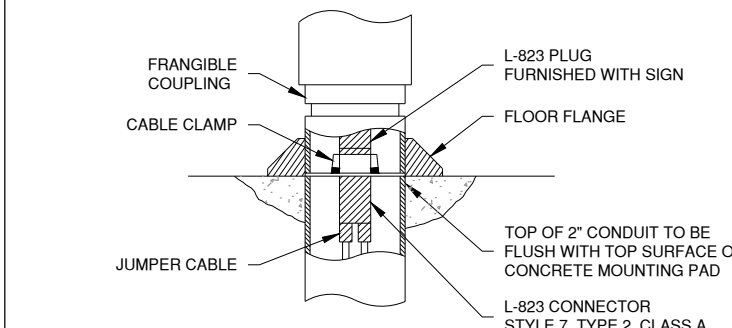
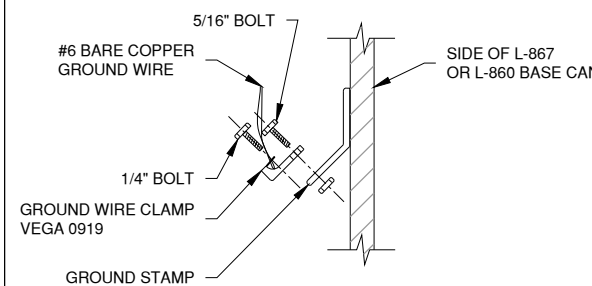


- SIGN NOTES**
- SLOPES SHOWN ARE FROM FAA STANDARDS AND MAY NOT REFLECT THE ACTUAL GRADES IN THE FIELD
 - ESTIMATED 1 C.Y. OF EMBANKMENT MAY BE REQUIRED TO CONSTRUCT SIGN BASE FOUNDATION. COSTS TO CONSTRUCT SHALL BE INCIDENTAL TO SIGN PAY ITEM.
 - ACTUAL LOCATION OF THE SIGN WITHIN THE TAXIWAY SAFETY AREA WILL VARY DUE TO PAVEMENT WIDTHS AND VARIANCES IN SIGN FOUNDATION LENGTHS.



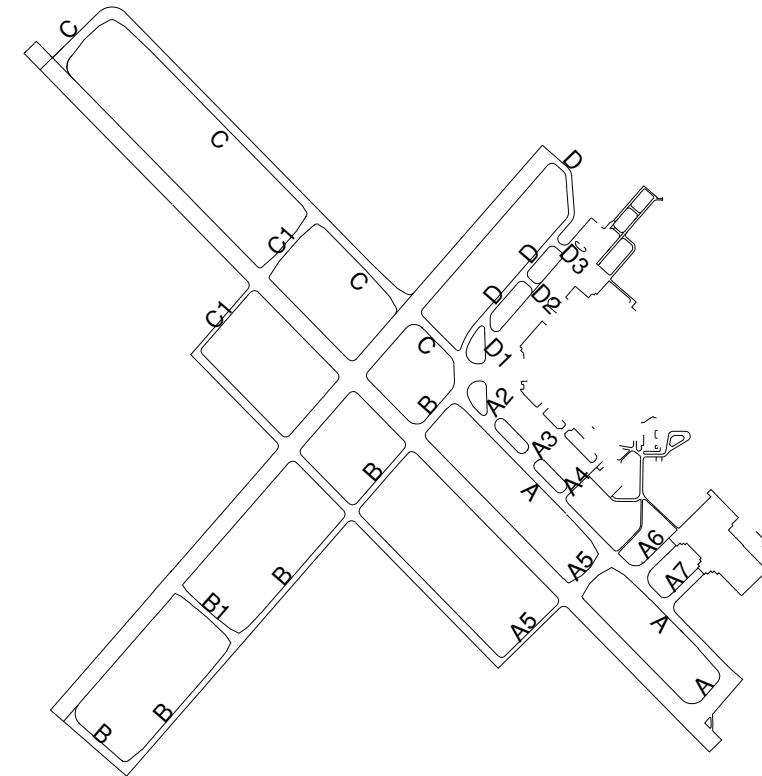
2 AIRFIELD SIGN INSTALLATION
N.T.S.

NOTE: SEE COUNTERPOISE LOCATION DETAIL SHEET EL501

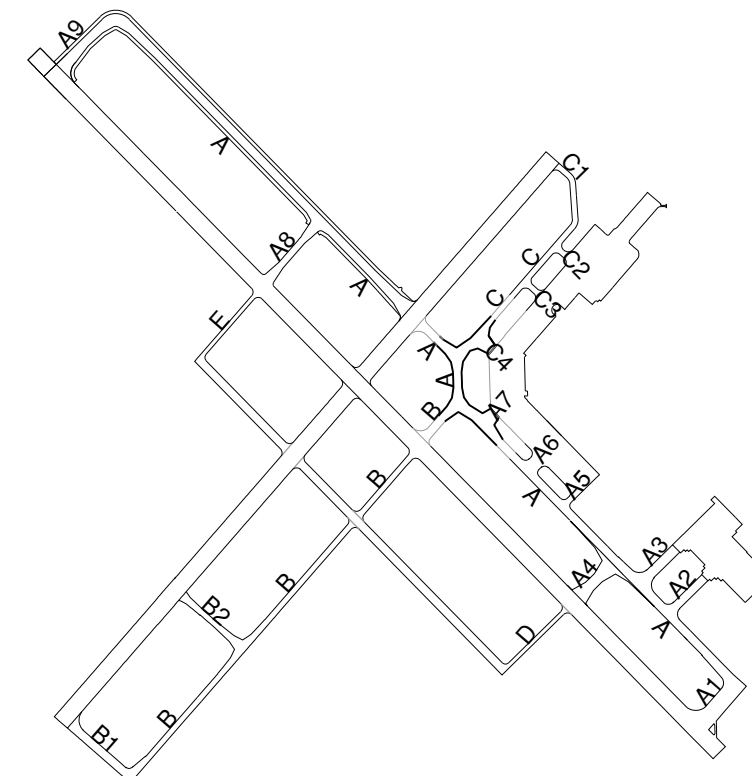


- AIRFIELD GUIDANCE SIGN NOTES**
- TRANSFORMER WATTAGE SHALL BE AS REQUIRED BY SIGN MANUFACTURER. SIGNS ON RUNWAY CIRCUITS SHALL BE STYLE 2 OR 3 DEPENDING ON REGULATOR.
 - SIGN LEGEND SHALL BE AS SHOWN IN THE PLANS. SIGN SCHEDULE IS SUBJECT TO FAA APPROVAL OF THE SIGNAGE PLAN. CHANGES TO NEW LEGENDS MAY OCCUR DURING CONSTRUCTION.
 - SIGN ANCHOR TETHERS AND GROUND WIRES ARE REQUIRED. SEE SPECIFICATIONS.
 - SIGNS SHALL BE SIZE 2, STYLE 2, CLASS 2, AND MODE 2. SEE SIGN SCHEDULE FOR DETAILS
 - LIGHT I.D. TAG FOR SIGN SHALL INCLUDE SIGN DESIGNATOR SHOWN IN THE PLAN TABLES.
 - DIRECTION OF PRIMARY CABLES MUST BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING SIGN IN BACK FACING THE RELATED RUNWAY OR TAXIWAY PAVEMENT, THE CABLE FOR THE CIRCUIT TO THE LEFT IS CODED RED AND CABLE FOR THE CIRCUIT TO THE RIGHT IS CODED BLUE.
 - INSTALL NEW ISOLATION TRANSFORMERS FOR ALL RELOCATED SIGNS. ISOLATION TRANSFORMERS SHALL BE SIZED BY SIGN MANUFACTURER (INCIDENTAL TO SIGN PAY ITEM).

SIGN #	SIDE	NEW SIGN LEGEND	WHITE WITH BLACK OUTLINE ON RED BACKGROUND	BLACK LEGEND ON YELLOW BACKGROUND	YELLOW LEGEND ON BLACK BACKGROUND	NUMBER OF CHARACTERS	POWER CIRCUIT	SIGN STYLE	CIRCUIT INTENSITY	REG OUTPUT	EXISTING MANUFACTURE	SIGN SIZE	ACTION
14L-1	NE SW	A9 14L A9	14L		A9 A9	5	14L-32R	2	HIGH	20.0	AGM ILUX	2	NEW SIGN 5 CHAR.
14L-2	NE SW	A8 32R-14L A8	32R-14L		A8 A8	9	14L-32R	2	HIGH	20.0	LUMACURVE	2	REVISE 2 LEGEND
14L-6	NE SW	A4 32R-14L A4	32R-14L		A4 A4	9	14L-32R	2	HIGH	20.0	AGM ILUX	2	REVISE 2 LEGEND
14L-7	NE SW	32R A1 A1	32R		A1 A1	5	14L-32R	3	HIGH	20.0	AGM ILUX	2	REVISE 2 LEGEND
14L-8	NE SW	A1 32R A1	32R		A1 A1	5	14L-32R	3	HIGH	20.0	AGM ILUX	2	NEW SIGN 5 CHAR.
14L-10	SW NE	D 14L-32R D	14L-32R		D D	8	14L-32R	2	HIGH	20.0	LUMACURVE	2	REVISE 2 LEGEND
14L-18	SW NE	E 14L-32R E	14L-32R		E E	8	14L-32R	2	HIGH	20.0	LUMACURVE	2	REVISE 2 LEGEND
14R-1	NE SW	E 14R E	14R		E E	4	14L-32R	2	MEDIUM	6.6	LUMACURVE	2	REVISE 2 LEGEND
14R-2	SE NW	E →		E →		2	14R-32L	2	MEDIUM	6.6	LUMACURVE	2	REVISE 1 LEGEND
14R-7	NW SE	← D		← D		2	14R-32L	2	MEDIUM	6.6	LUMACURVE	2	REVISE 1 LEGEND
14R-8	NE SW	D 32L D	32L		D D	4	14R-32L	2	MEDIUM	6.6	LUMACURVE	2	REVISE 2 LEGEND
14R-9	SE NW	← E		← E		2	14R-32L	2	MEDIUM	6.6	LUMACURVE	2	REVISE 1 LEGEND
22-1	SE NW	B1 4 B1	4		B1 B1	3	4-22	2	MEDIUM	6.6	AGM ILUX	2	NEW SIGN 3 CHAR.
22-3	NE SW	B2 4-22 B2	4-22		B2 B2	6	4-22	2	MEDIUM	6.6	AGM ILUX	2	REVISE 2 LEGEND
22-10	SE NW	A 4-22 A	4-22		A A	5	4-22	2	MEDIUM	6.6	AGM ILUX	2	REVISE 2 LEGEND
22-12	SE NW	C1 22 C1	22		C1 C1	4	4-22	2	MEDIUM	6.6	AGM ILUX	2	NEW SIGN 4 CHAR.
22-13	NW SE	A 22-4 A	22-4		A A	5	4-22	3	MEDIUM	6.6	AGM ILUX	2	REVISE 2 LEGEND
ANW-1	NW SE	14L A9 →	14L	A9 →		3	TAXI A NW	3	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ANW-2	NW SE	14L ↑ A A8 → XX		A8 →	A	4	TAXI A NW	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ANW-3	SW NE	A8 ← A →		← A →	A8	5	TAXI A NW	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ANW-4	NW SE	← A8		← A8		3	TAXI A NW	2	MEDIUM	6.6	LUMACURVE	2	REVISE 1 LEGEND
ANW-5	SE NW	A8 →		A8 →		3	TAXI A NW	2	MEDIUM	6.6	LUMACURVE	2	REVISE 1 LEGEND
ANW-6	SE NW	← A8 A		← A8	A	4	TAXI A NW	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-1	NW SE	← A6 A		← A6	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-2	NE SW	A6 ← A →		← A →	A6	5	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-3	NW SE	← A5 A		← A5	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-4	NE SW	A5 ← A →		← A →	A5	5	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-5	NW SE	A A4 → XX FBO →		A4 → FBO →	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-6	NW SE	← A3 A		← A3	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-7	NE SW	A3 ↑		A3 ↑		3	TAXI A SE	3	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-8	NE SW	A3 ← A →		← A →	A3	5	TAXI A SE	3	MEDIUM	6.6	AGM ILUX	2	REVISE 2 LEGEND
ASE-9	NW SE	← A3 A XX FBO ↑		← A3 FBO ↑	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-10	NE SW	A2 ↑		A2 ↑		3	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-11	NE SW	A2 ← A →		← A →	A2	5	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 2 LEGEND
ASE-12	NW SE	← A1		← A1		3	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	NEW SIGN 3 CHAR.
ASE-13	NW SE	32R ↑ A A2 → XX		32R ↑ A2 →	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-14	NW SE	A A3 →		A3 →	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-15	SE NW	← A4 A		← A4	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-16	SE NW	A4 →		A4 →		3	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-17	NW SE	← A4		← A4		3	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-18	NE SW	A4 ← A →		← A →	A4	5	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-19	SE NW	A A5 →		A5 →	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-20	SE NW	A A6 →		A6 →	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND



EXISTING TAXIWAY DESIGNATIONS



NEW TAXIWAY DESIGNATIONS



License No. 184-000613

CONSULTANTS

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK DATE DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX UN062

IL PROJ. NO. CMI-4793

CMT PROJECT NO: 20005901

CAD DWG FILE: 20005901-EL500.DWG

DESIGNED BY: HCH

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: CBG

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SHEET TITLE

SIGN SCHEDULE 1

EL506
SHEET 54 OF 66



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CONSULTANTS

SIGN SCHEDULE NOTES

1. SIGN LEGENDS WILL REQUIRE NEW SIGN LEGENDS, NEW SIGNS AND SIGNS FROM EXISTING FIELD LOCATIONS TO BE RELOCATED WITH NEW SIGN LEGENDS.
2. SIGN LEGENDS TO BE REVISED WILL REQUIRE A NEW REVISED SIGN LEGEND. WHERE 2 LEGENDS ARE SHOWN AND ONLY 1 REVISED LEGEND, THE LEGEND TO BE REVISED WILL BE DENOTED WITH AN "XX".
3. RELOCATED SIGNS WILL REQUIRE A NEW FOUNDATION AND A NEW SIGN LEGEND SHOWN IN THE SCHEDULE.
4. NEW SIGNS SHOWN MAY REQUIRE A NEW OR EXTENSION OF THE EXISTING SIGN FOUNDATION.
5. MANUFACTURE OF EXISTING SIGNS SHALL BE FIELD VERIFIED BY THE CONTRACTOR.

SIGN #	SIDE	NEW SIGN LEGEND	WHITE WITH BLACK OUTLINE ON RED BACKGROUND	BLACK LEGEND ON YELLOW BACKGROUND	YELLOW LEGEND ON BLACK BACKGROUND	NUMBER OF CHARACTERS	POWER CIRCUIT	SIGN STYLE	CIRCUIT INTENSITY	REG OUTPUT	EXISTING MANUFACTURE	SIGN SIZE	ACTION
B-2	NW SE	B2 ←B→		←B→	B2	5	TAXI B	2	MEDIUM	6.6	AGM ILUX	2	REVISE 2 LEGEND
B-3	NE SW	←B2		←B2		3	TAXI B	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
B-4	SW NE	B2→		B2→		3	TAXI B	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
B-5	SW NE	←B2 B		←B2	B	4	TAXI B	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
B-6	NE SW	←B1		←B1		3	TAXI B	2	MEDIUM	6.6	AGM ILUX	2	NEW SIGN 3 CHAR.
B-7	NE SW	B B2→		B2→	B	4	TAXI B	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
C-1	NE SW	C C3→		C3→	C	4	TAXI C	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
C-2	NE SW	C C2→		C2→	C	4	TAXI C	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
C-3	SW NE	C1→		C1→		3	TAXI C	2	MEDIUM	6.6	AGM ILUX	2	NEW SIGN 3 CHAR.
C-4	NE SW	←C2 C		←C2	C	5	TAXI C	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
C-5	SE NW	C2 ←C→		←C→	C2	5	TAXI C	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
C-6	NE SW	←C3 C		←C3	C	4	TAXI C	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
C-7	SE NW	C3 ←C→		←C→	C3	5	TAXI C	2	MEDIUM	6.6	AGM ILUX	2	REVISE 2 LEGEND
CEN-1	NE SW	←C4 C		←C4	C	4	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 4 CHAR.
CEN-2	SE NW	C4 ←C→		←C→	C4	5	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 5 CHAR.
CEN-3	NE SW	A↗ C A→ C C4→		A↗ A→ C4→	C C	5	CENTER	2	MEDIUM	6.6		2	RELOCATE 5 CHAR.
CEN-4	N S	A↖ A B↗		A↖ B↗	A	5	CENTER	2	MEDIUM	6.6		2	RELOCATE 5 CHAR.
CEN-5	NE SW	←A7 A		←A7	A	5	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 4 CHAR.
CEN-6	NW SE	A7 ←A→		←A→	A7	5	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 5 CHAR.
CEN-7	NW SE	A A7→ A		A7→	A A	4	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 4 CHAR.
CEN-8	SE NW	←B A A↗ ←A7 A		←B A↗ ←A7	A A	5	CENTER	2	MEDIUM	6.6	LUMACURVE	2	NEW SIGN 5 CHAR.
CEN-11	SW NE	↖A B A→ B		↖A A→	B B	6	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 5 CHAR.
CEN-12	S N	↖A A C↗		↖A C↗	A	5	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 5 CHAR.
CEN-13	SW NE	A→		A→		5	CENTER	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
CEN-14	NE SW	←A		←A		8	CENTER	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
CEN-15	NE SW	←C A A↗		←C A↗	A	5	CENTER	2	MEDIUM	6.6		2	RELOCATE 5 CHAR.
CEN-16	SW NE	C C4→ ↖A C A→		C4→ ↖A A→	C C	5	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 5 CHAR.

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION RECONFIGURATION

OWNER



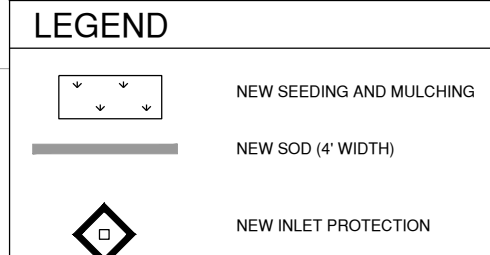
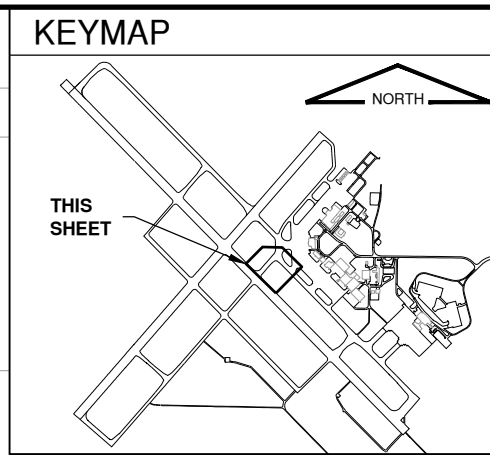
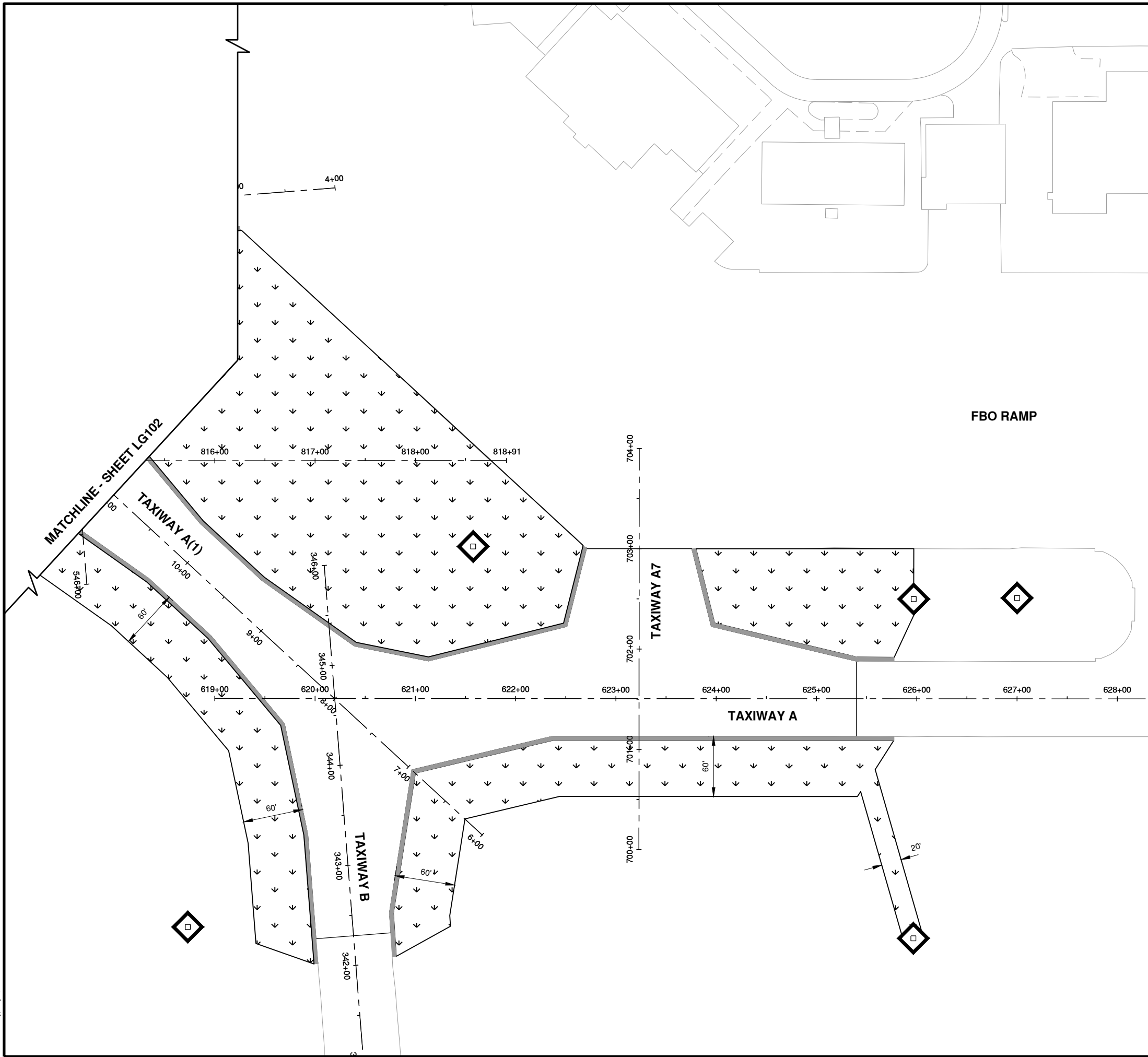
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

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IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-EL500.DWG	
DESIGNED BY: HCH	
DRAWN BY: DPA	
CHECKED BY: MJD	
APPROVED BY: CBG	
COPYRIGHT:	

SIGN SCHEDULE 2

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 Date: Thursday, July 7, 2022 4:10:40 PM



CMT
 License No. 184-000613
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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

FOR BID SET
 JULY 8, 2022

MIDFIELD INTERSECTION
 RECONFIGURATION

OWNER

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 WILLARD AIRPORT
 SAVOY, ILLINOIS

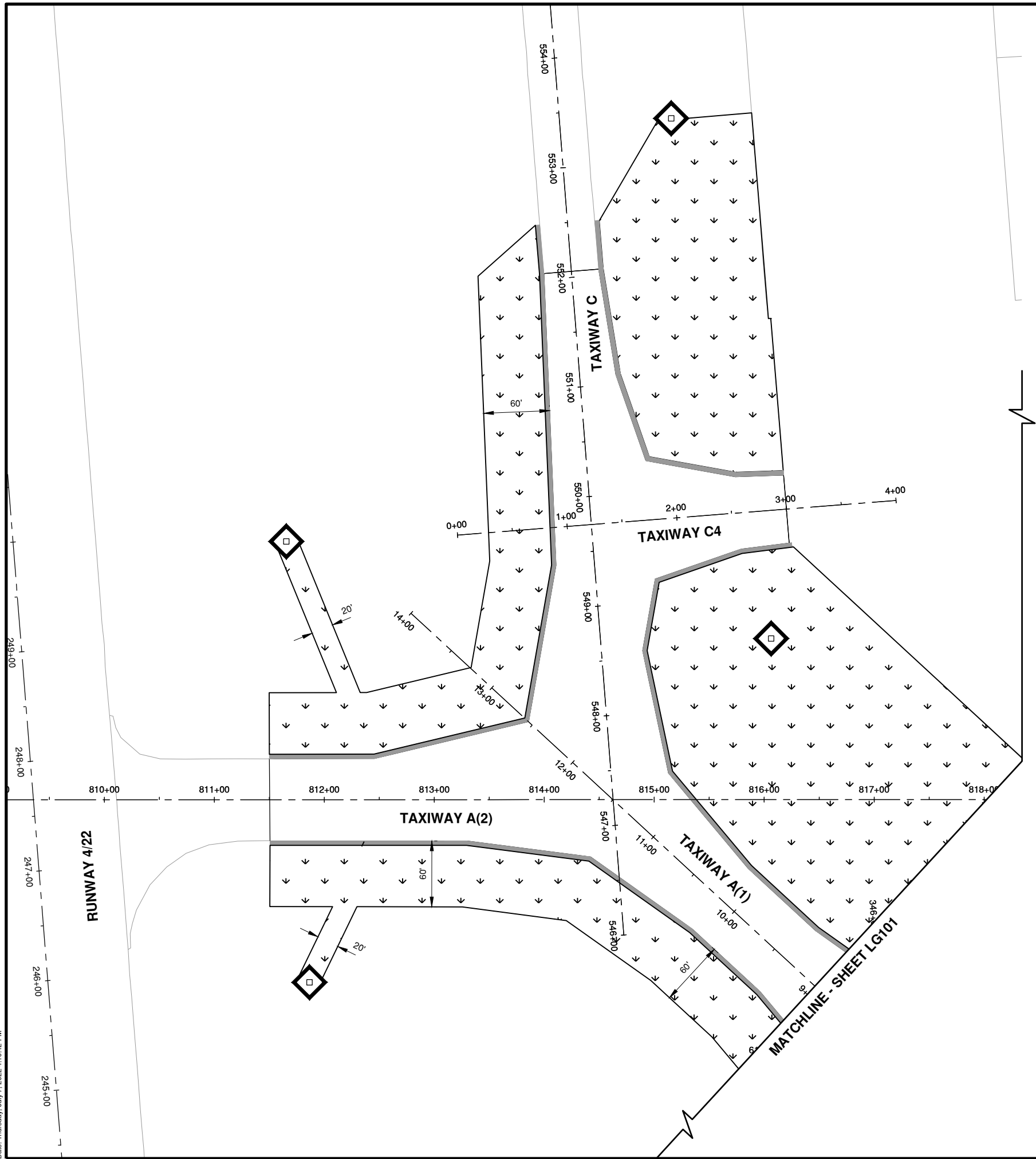
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IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-LG100.DWG	
DESIGNED BY: HCH	
DRAWN BY: DPA	
CHECKED BY: MJD	
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COPYRIGHT:	

SHEET TITLE
**EROSION CONTROL &
 TURFING PLANS 1**

LG101
 SHEET 56 OF 66

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KEYMAP

LEGEND

- NEW SEEDING AND MULCHING
- NEW SOD (4' WIDTH)
- NEW INLET PROTECTION

CMT

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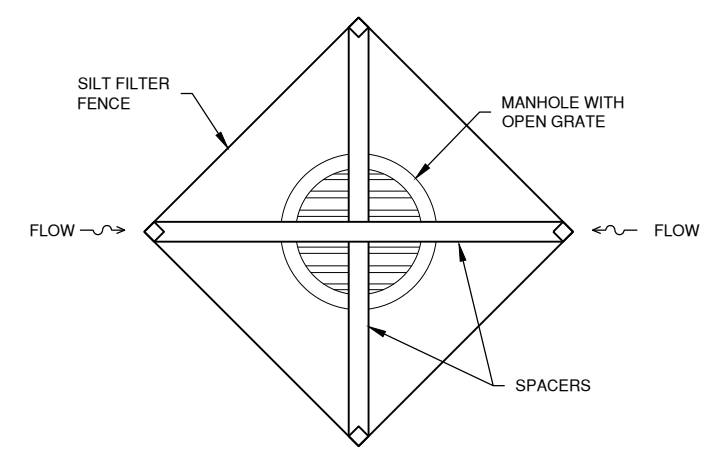
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FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION RECONFIGURATION

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WILLARD AIRPORT
SAVOY, ILLINOIS



1 INLET PROTECTION
N.T.S.

MARK	DATE	DESCRIPTION

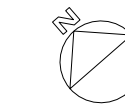
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CAD DWG FILE: 20005901-LG100.DWG	
DESIGNED BY: HCH	
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EROSION CONTROL & TURFING PLANS 2



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0 50 100

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

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX UN062

IL PROJ. NO. CMI-4793

CMT PROJECT NO: 20005901

CAD DWG FILE: 20005901-CS200.DWG

DESIGNED BY: HCH

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: CBG

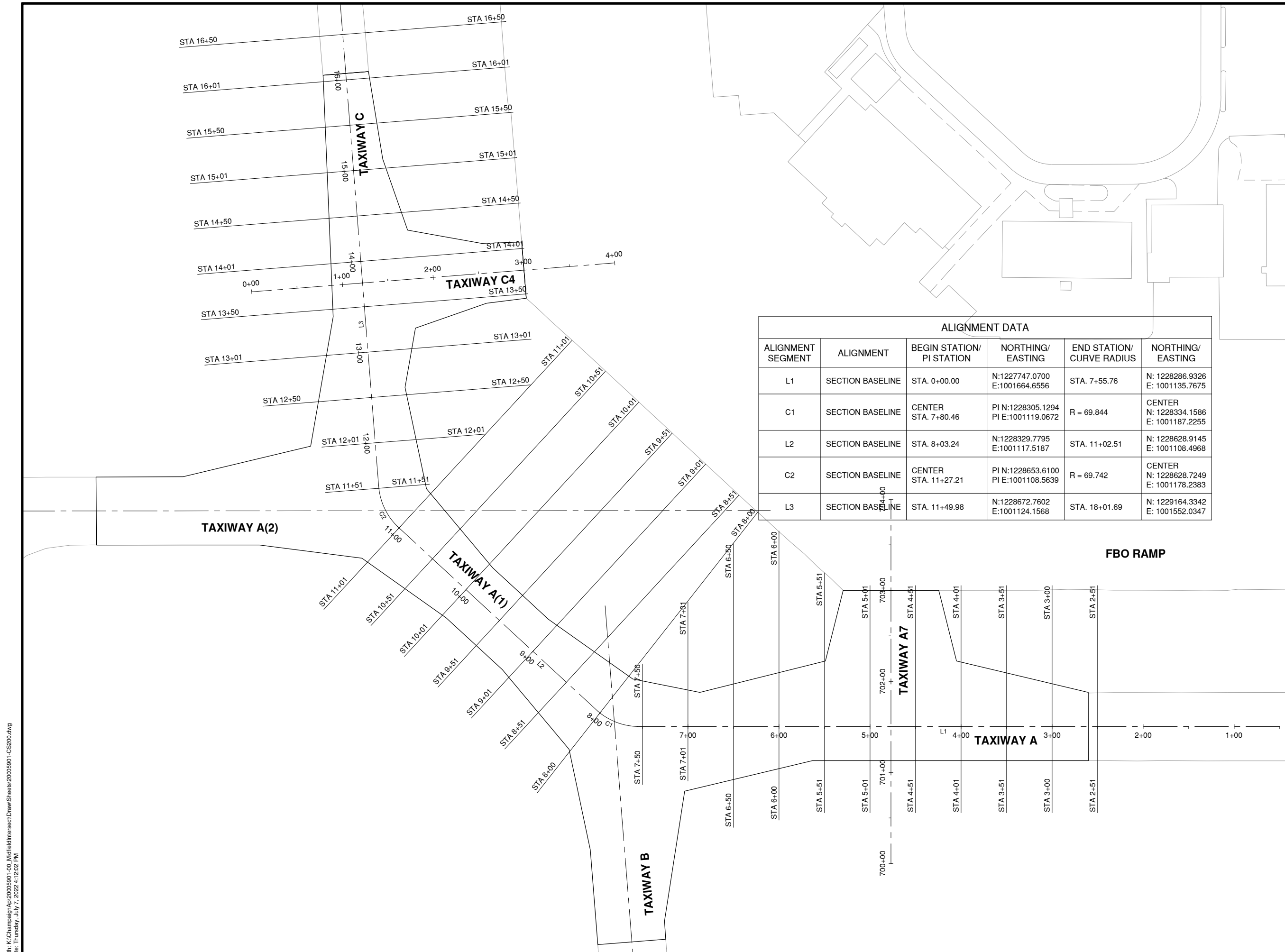
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SHEET TITLE

INDEX TO CROSS
SECTIONS 1

CS201
SHEET 58 OF 66

ALIGNMENT DATA					
ALIGNMENT SEGMENT	ALIGNMENT	BEGIN STATION/ PI STATION	NORTHING/ EASTING	END STATION/ CURVE RADIUS	NORTHING/ EASTING
L1	SECTION BASELINE	STA. 0+00.00	N:1227747.0700 E:1001664.6556	STA. 7+55.76	N: 1228286.9326 E: 1001135.7675
C1	SECTION BASELINE	CENTER STA. 7+80.46	PI N:1228305.1294 PI E:1001119.0672	R = 69.844	CENTER N: 1228334.1586 E: 1001187.2255
L2	SECTION BASELINE	STA. 8+03.24	N:1228329.7795 E:1001117.5187	STA. 11+02.51	N: 1228628.9145 E: 1001108.4968
C2	SECTION BASELINE	CENTER STA. 11+27.21	PI N:1228653.6100 PI E:1001108.5639	R = 69.742	CENTER N: 1228628.7249 E: 1001178.2383
L3	SECTION BASELINE	STA. 11+49.98	N:1228672.7602 E:1001124.1568	STA. 18+01.69	N: 1229164.3342 E: 1001552.0347



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Date: Thursday, July 7, 2022 4:12:02 PM

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STATION	EXCAVATION END AREA (S.F.)	EMBANKMENT END AREA (S.F.)
2+50.00	2.32	20.92
3+00.00	72.44	25.42
3+50.00	68.83	45.99
4+00.00	59.22	113.45
4+50.00	112.80	14.53
5+00.00	234.72	23.20
5+50.00	118.03	62.52
6+00.00	116.53	83.32
6+50.00	115.55	57.13
7+00.00	93.79	57.37
7+50.00	60.41	28.20
8+00.00	143.21	153.95
8+50.00	151.53	133.97
9+00.00	77.76	260.68
9+50.00	99.42	278.82
10+00.00	94.20	274.34
10+50.00	153.36	119.06
11+00.00	213.54	114.68
11+50.00	76.40	6.30
12+00.00	197.71	43.68
12+50.00	214.02	77.47
13+00.00	130.80	90.18
13+50.00	342.97	23.68
14+00.00	300.84	9.57
14+50.00	131.17	112.81
15+00.00	80.65	105.57
15+50.00	105.25	42.83
16+00.00	87.82	4.74
16+50.00	0.00	3.41

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION

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SAVOY, ILLINOIS

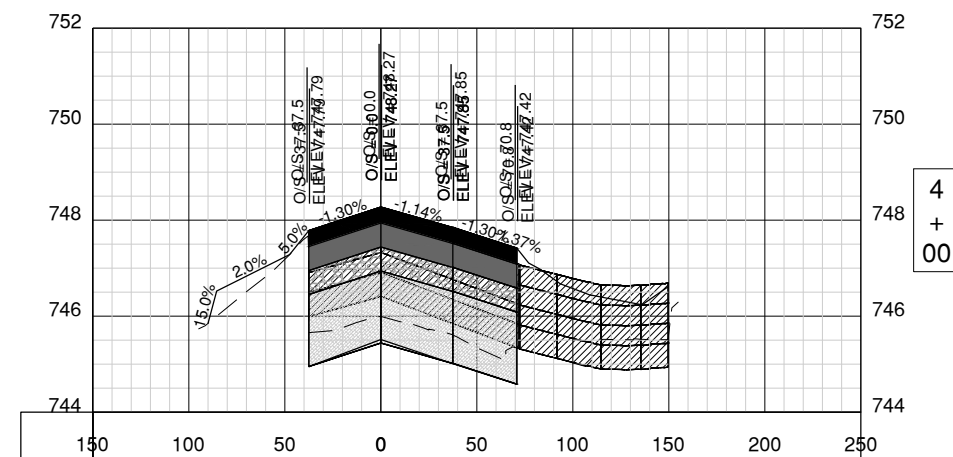
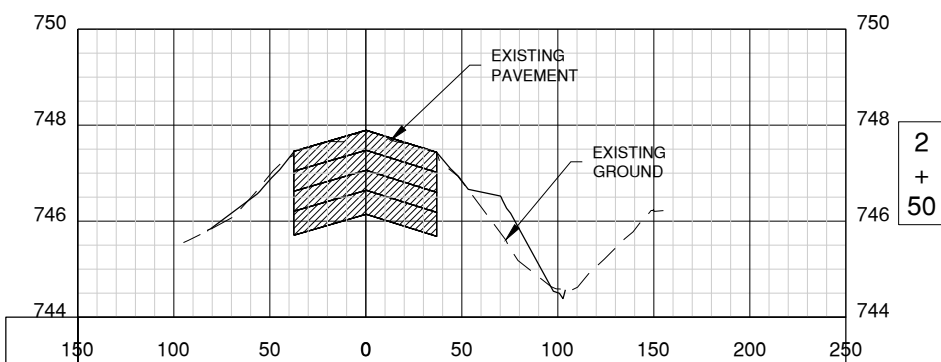
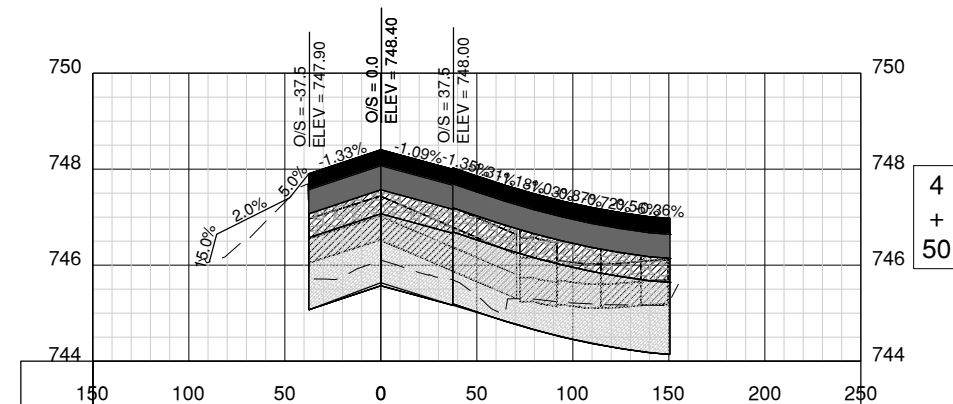
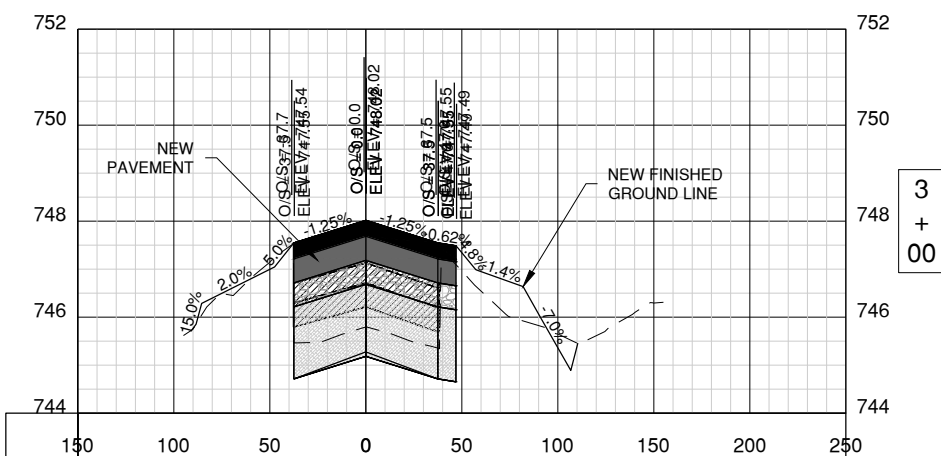
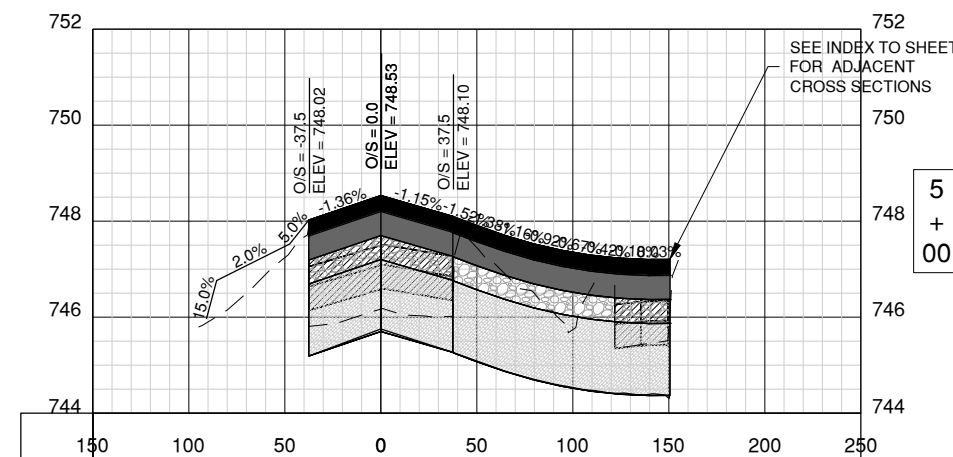
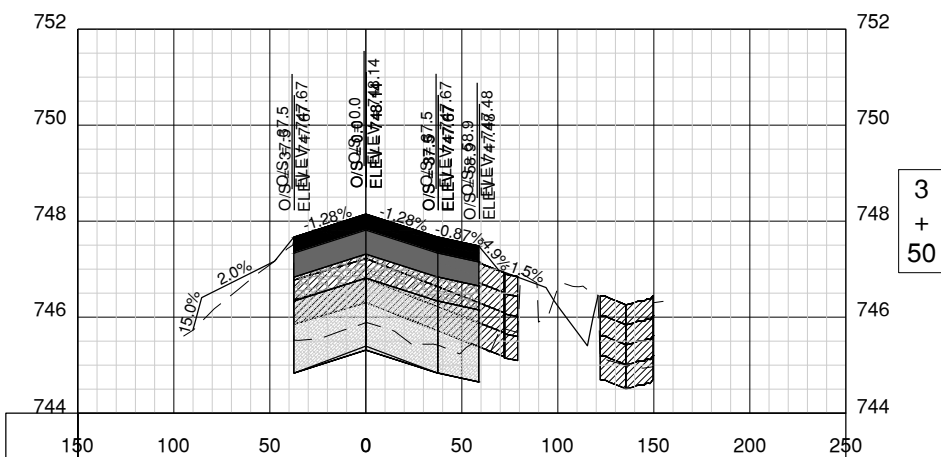
MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-CS700.DWG	
DESIGNED BY: HCH	
DRAWN BY: DPA	
CHECKED BY: MJD	
APPROVED BY: CBG	
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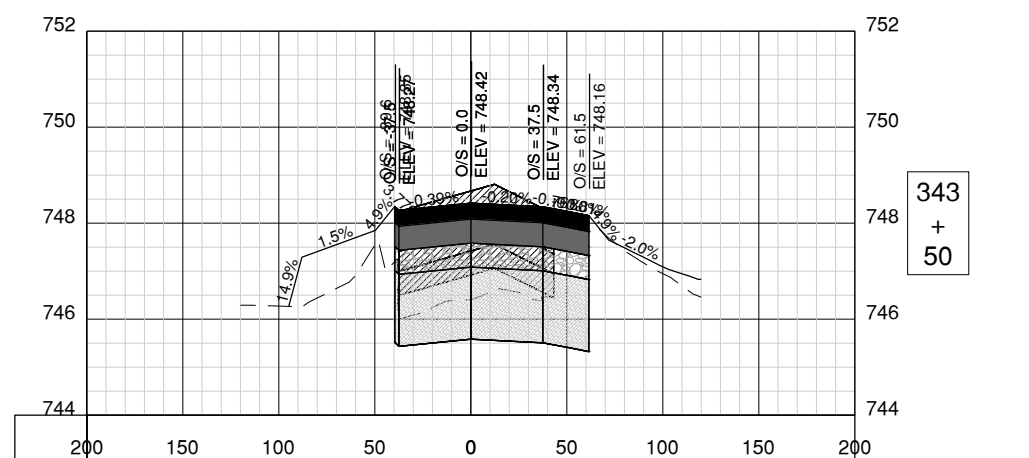
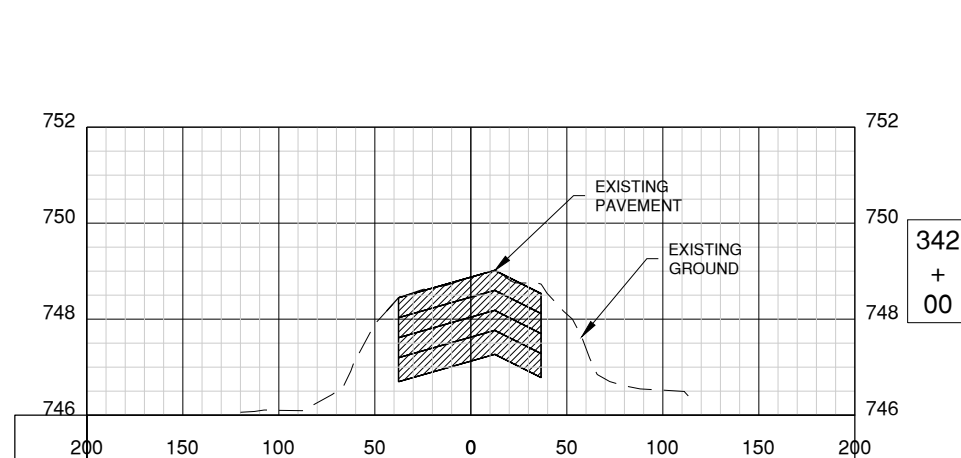
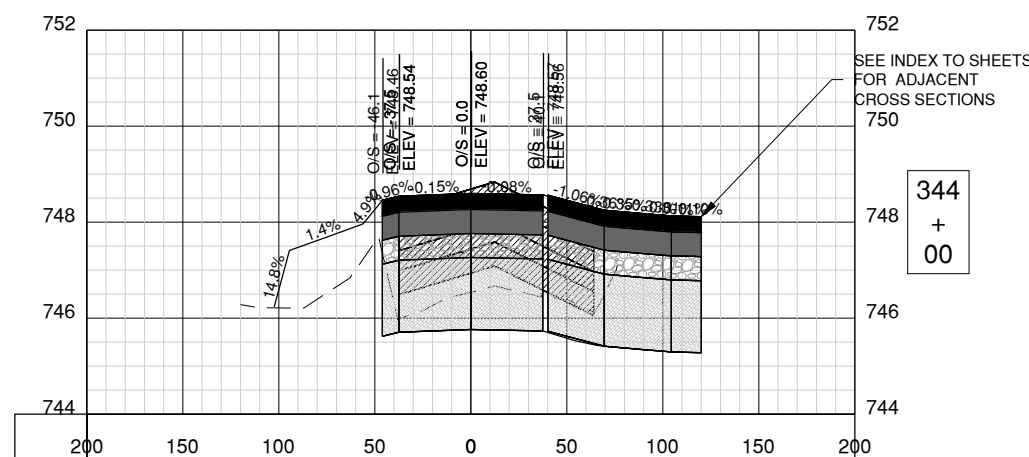
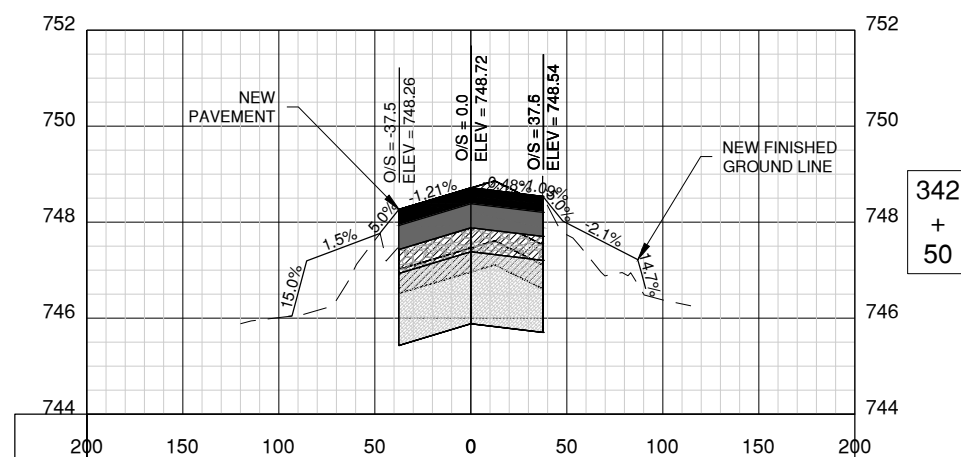
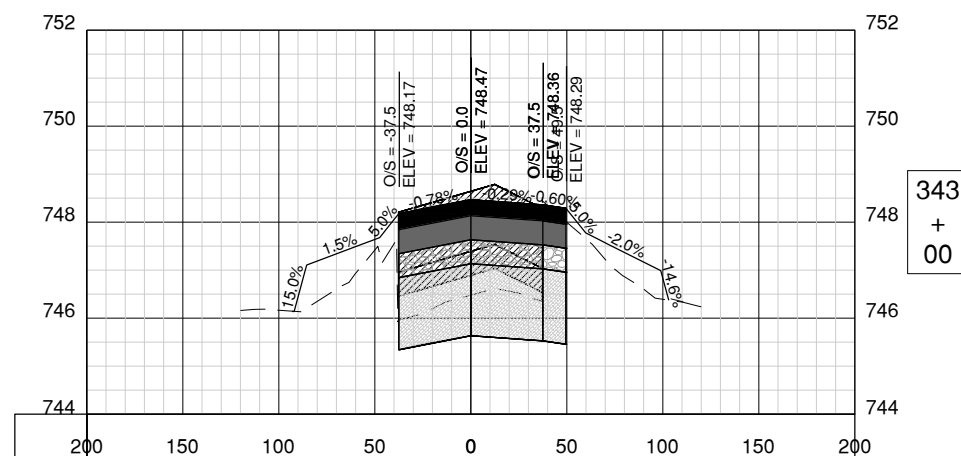
SHEET TITLE
CROSS SECTIONS 1

NOTES

- EXCESS MATERIAL GENERATED FROM EMBANKMENT EXCAVATION SHALL BE HAULED OFF SITE OR TO AREAS DESIGNATED BY THE AIRPORT.



SECTION END AREA		
STATION	EXCAVATION END AREA (S.F.)	EMBANKMENT END AREA (S.F.)
342+00.00	0.00	0.02
342+50.00	164.68	59.40
343+00.00	96.05	54.13
343+50.00	124.20	51.56
344+00.00	191.14	55.61



- NOTES**
- EXCESS MATERIAL GENERATED FROM EMBANKMENT EXCAVATION SHALL BE HAULED OFF SITE OR TO AREAS DESIGNATED BY THE AIRPORT.

FOR BID SET
JULY 8, 2022

MIDFIELD INTERSECTION
RECONFIGURATION



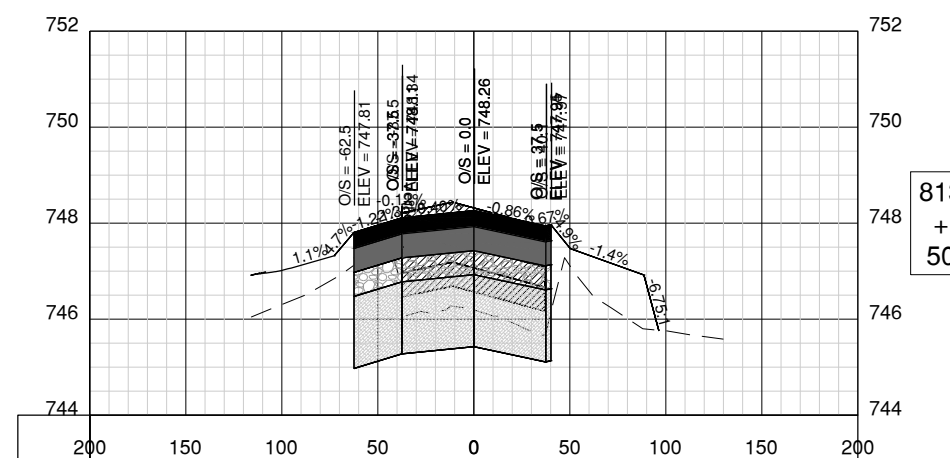
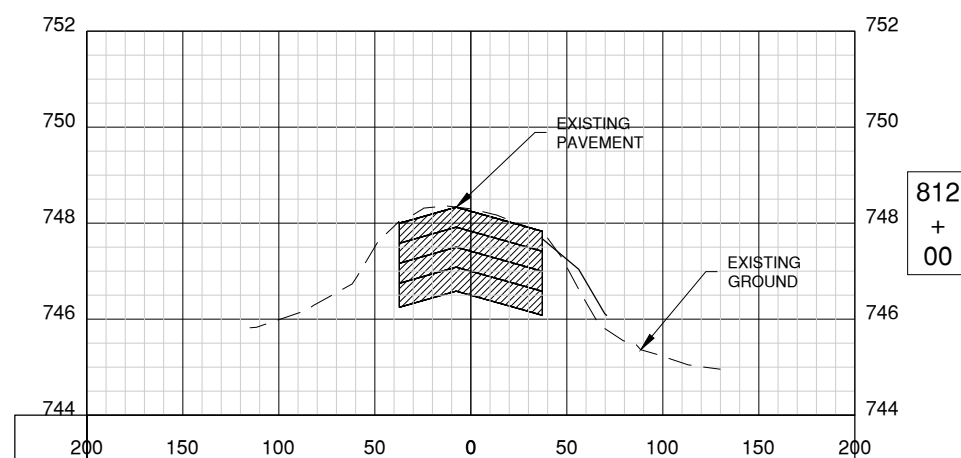
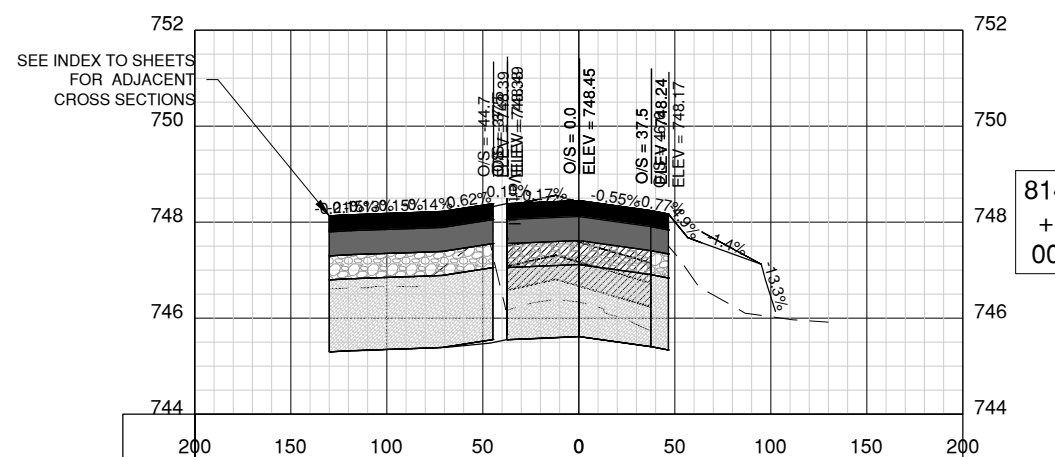
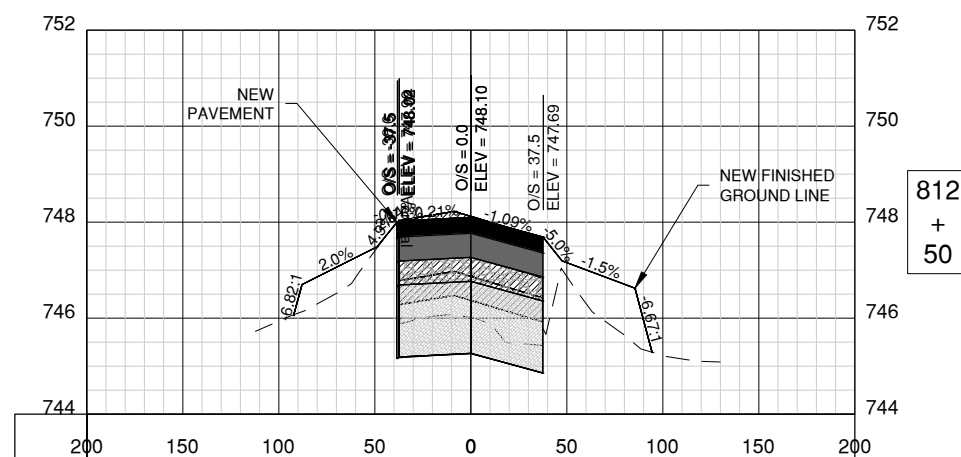
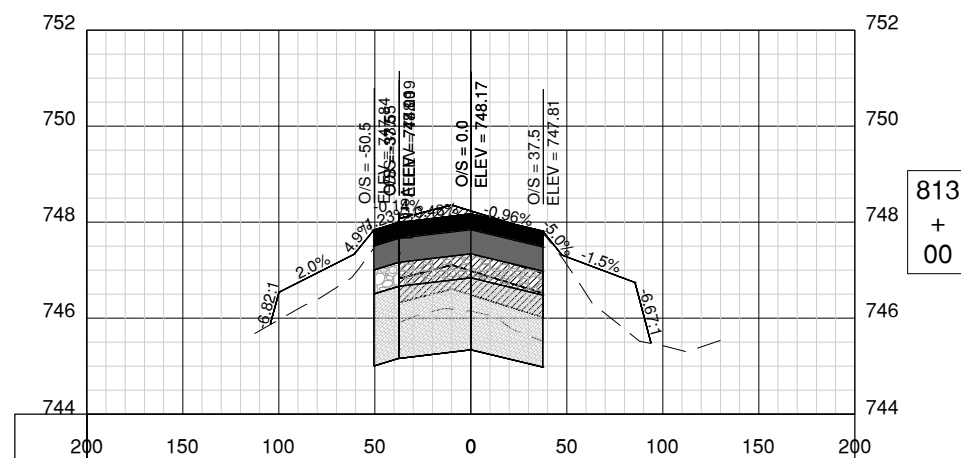
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-CS700.DWG	
DESIGNED BY: HCH	
DRAWN BY: DPA	
CHECKED BY: MJD	
APPROVED BY: CBG	
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SHEET TITLE
CROSS SECTIONS 6

SECTION END AREA		
STATION	EXCAVATION END AREA (S.F.)	EMBANKMENT END AREA (S.F.)
812+00.00	0.64	8.08
812+50.00	55.33	65.95
813+00.00	93.46	59.23
813+50.00	113.60	81.37
814+00.00	209.11	50.02


NOTES

- EXCESS MATERIAL GENERATED FROM EMBANKMENT EXCAVATION SHALL BE HAULED OFF SITE OR TO AREAS DESIGNATED BY THE AIRPORT.

 FOR BID SET
JULY 8, 2022

**MIDFIELD INTERSECTION
RECONFIGURATION**

OWNER


 UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX UN062

ILL. PROJ. NO. CMI-4793

CMT PROJECT NO: 20005901

CAD DWG FILE: 20005901-CS700.DWG

DESIGNED BY: HCH

DRAWN BY: DPA

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CROSS SECTIONS 7