



INDEX TO SHEETS	
SHEET NO.	SHEET TITLE
1	COVER SHEET
2	SUMMARY OF QUANTITIES AND INDEX TO SHEETS
3	SCOPE OF WORK AND SAFETY PLAN
4	CONSTRUCTION PHASING PLAN - PHASE 1
5	CONSTRUCTION PHASING PLAN - PHASE 2
6	SAFETY NOTES AND DETAILS
7	TYPICAL SECTIONS
8	REMOVAL PLAN
9	CONSTRUCTION PLAN
10	COORDINATE DATA
11	STAKING PLAN
12	MARKING PLAN
13	MARKING, TIE-DOWN, & GROUND ROD DETAILS

SUMMARY OF QUANTITIES - BASE BID				
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	AS-BUILT QUANTITY
AR108756	1/C #6 GROUND	L.F.	600	
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150520	MOBILIZATION	L.S.	1	
AR152480	SHOULDER ADJUSTMENT	S.Y.	900	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	5,000	
AR201670	CRACK CONTROL FABRIC	S.Y.	13,500	
AR401613	BIT. SURF. CSE.-METHOD I, SUPERPAVE	TON	2,350	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	13,500	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	S.Y.	500	
AR510510	TIE DOWN	EACH	55	
AR510515	GROUND ROD	EACH	10	
AR510900	REMOVE TIE DOWN	EACH	61	
AR603510	BITUMINOUS TACK COAT	GAL.	3,400	
AR608511	NEW ASPHALT SURFACE TREATMENT	S.Y.	4,600	
AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	2,550	
AR620525	PAVEMENT MARKING-BLACK BORDER	S.F.	2,650	
AR901510	SEEDING	ACRE	0.2	
AR908510	MULCHING	ACRE	0.2	

SUMMARY OF QUANTITIES - ADDITIVE ALTERNATE				
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	AS-BUILT QUANTITY
AS201670	CRACK CONTROL FABRIC	S.Y.	3,350	
AS401613	BIT. SURF. CSE. -METHOD I, SUPERPAVE	TON	600	
AS401650	BITUMINOUS PAVEMENT MILLING	S.Y.	3,350	
AS401910	REMOVE & REPLACE BIT. PAVEMENT	S.Y.	150	
AS603510	BITUMINOUS TACK COAT	GAL.	850	

GENERAL NOTES

1. THE PROJECT PAY ITEMS ARE INTENDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THESE PLANS. ALL INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT TO THE SATISFACTION OF THE RESIDENT ENGINEER IS TO BE INCLUDED IN THE COSTS OF PERFORMING THESE ITEMS. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIAL, EQUIPMENT, AND TRANSPORTATION NECESSARY TO CONSTRUCT ALL ELEMENTS OF THE PROJECT AS DESCRIBED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS.
2. THE RULES, REGULATIONS, AND SPECIFICATIONS ENUMERATED HEREIN SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS. THEY SHALL NOT PROHIBIT THE CONTRACTOR FROM FURNISHING AND INSTALLING HIGHER GRADES OF MATERIAL THAN ARE SPECIFIED HEREIN, IF APPROVED BY THE ENGINEER.
3. ACCESS TO THE SITE SHALL BE RESTRICTED EXCLUSIVELY TO THE DESIGNATED CONSTRUCTION ENTRANCE, STAGING AREA, AND HAUL ROUTE. NO EQUIPMENT OR PERSONNEL SHALL BE PERMITTED OUTSIDE THE GENERAL PROJECT AREA.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT AND KEEP CLEAN OF DEBRIS ALL EXISTING AIRFIELD AND ROADWAY PAVEMENTS AT ALL TIMES. ANY DAMAGE TO EXISTING ELECTRICAL, DRAINAGE, AND PAVEMENT STRUCTURES SHALL BE IMMEDIATELY REPAIRED AT NO ADDITIONAL COST TO THE CONTRACT.
5. CONTRACTOR IS REQUIRED TO PROVIDE THEIR OWN RESTROOM FACILITIES.
6. THE LOCATION OF THE ENGINEER'S FIELD OFFICE WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.
7. THE OWNER SHALL HAVE THE RIGHT OF FIRST REFUSAL FOR ALL SALVAGEABLE MATERIAL REMOVED ON THE PROJECT.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING PERMITS FOR HAULING ON PUBLIC ROADS, AS APPLICABLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY DAMAGES TO ANY PAVEMENTS (PUBLIC OR PRIVATE) CAUSED BY HIS/HER CONSTRUCTION EQUIPMENT OR PERSONNEL.
9. THE CONTRACTOR SHALL PROVIDE ONE SET OF PRELIMINARY REDLINED RECORD DRAWINGS TO THE RESIDENT ENGINEER AT THE COMPLETION OF THE PROJECT FOR INCORPORATION INTO THE OFFICIAL RECORD DRAWINGS HE WILL PREPARE.
10. APPROXIMATE LOCATIONS OF UNDERGROUND UTILITIES ARE SHOWN THROUGHOUT THESE PLANS. THE CONTRACTOR SHALL DETERMINE EXACT LOCATIONS AND PROTECT THESE UTILITIES DURING CONSTRUCTION. ANY UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL COORDINATE WITH THE PROPER AUTHORITIES FOR THE PURPOSE OF LOCATING AND PROTECTING EXISTING UNDERGROUND UTILITIES.
11. NPDES PERMIT - THIS PROJECT WILL NOT DISTURB MORE THAN 1 ACRE, THEREFORE A NPDES PERMIT IS NOT REQUIRED.
12. MATERIAL CERTIFICATIONS - MATERIALS CANNOT BE INSTALLED UNTIL ALL THE MATERIAL CERTIFICATIONS FOR THAT ITEM HAVE BEEN RECEIVED, REVIEWED AND ACCEPTED BY THE RESIDENT ENGINEER. MATERIALS INSTALLED WITHOUT APPROVAL ARE SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.
13. CERTIFIED PAYROLLS - THE RESIDENT ENGINEER CANNOT FORWARD A CONSTRUCTION REPORT FOR PAYMENT TO THE IDOT-DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL CERTIFIED PAYROLLS FOR THAT PERIOD HAVE BEEN RECEIVED.

UTILITY NOTE

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

J.U.L.I.E. INFORMATION

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

REHABILITATE EAST PORTION OF AIRCRAFT PARKING RAMP

IDA No: MTO-4639

SBG Project No: N/A

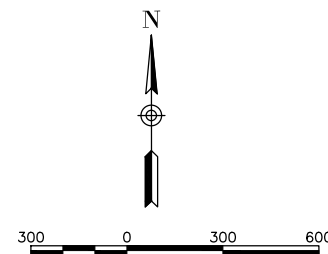
Contract No. CO066

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 11/16/2018
PROJECT NO: 18A0086
CAD FILE: C-002-FLP.DWG
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DRAWN BY: KBS
REVIEWED BY: MJD 10/18/18

SHEET TITLE

SUMMARY OF QUANTITIES AND INDEX TO SHEETS



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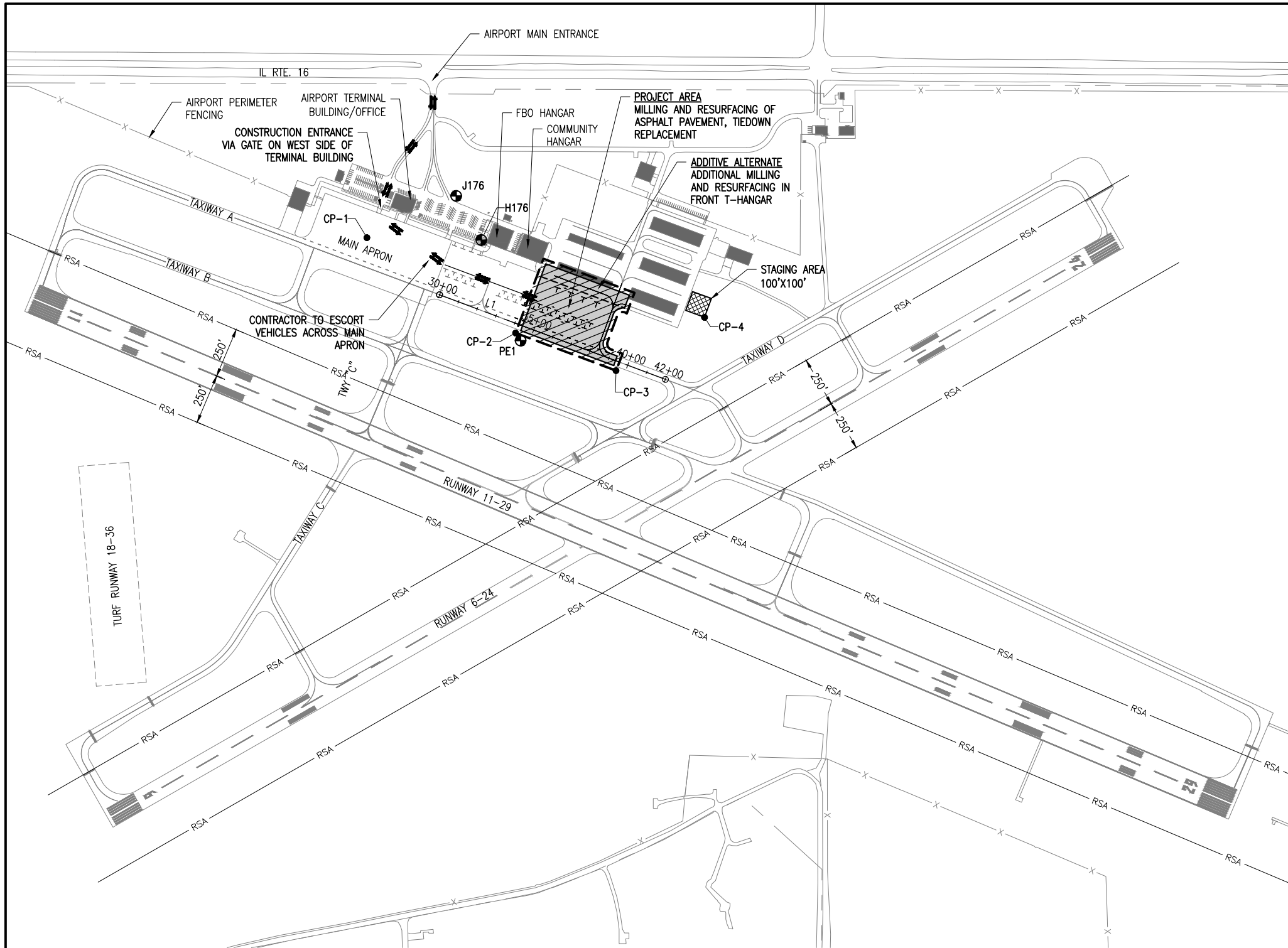
- EXISTING PAVEMENT
- EXISTING BUILDINGS
- PROPOSED PAVEMENT REHAB AREA
- PROPOSED WORK AREA
- PROPOSED HAUL ROUTE (ESCORTED)
- EXISTING FENCE

CONSTRUCTION SAFETY PLAN

- SCOPE OF WORK** - THIS PROJECT WILL CONSIST OF REHABILITATING THE EAST PORTION OF THE ASPHALT GENERAL AVIATION APRON BY MILLING AND RESURFACING. ASSOCIATED WORK ITEMS INCLUDE BITUMINOUS MILLING, PATCHING, AND PAVING; CRACK CONTROL FABRIC; REPLACEMENT OF TIE-DOWNS AND GROUNDING POINTS; PAVEMENT MARKING; SHOULDER ADJUSTMENT, SEEDING, AND MULCHING. AN ADDITIVE ALTERNATE BID ITEM IS ALSO INCLUDED TO REHABILITATE THE ADJACENT PAVEMENT IN FRONT OF THE SOUTHWEST T-HANGAR.
- GENERAL** - THE COLES COUNTY MEMORIAL AIRPORT IS NON-TOWER CONTROLLED, PART 139, GENERAL AVIATION AIRPORT COMPRISED OF TWO PAVED RUNWAYS AND ONE SOD SHORT TAKEOFF AND LANDING (STOL) RUNWAY. THE PROPOSED CONSTRUCTION WILL NECESSITATE THE CLOSING OF A PORTION OF TAXIWAY A WITHIN THE PROJECT LIMITS FOR A PORTION OF THE PROJECT, TAXIWAY B WILL BE USED BY AIRCRAFT TO ACCESS THE MAIN APRON.
- AIRFIELD SAFETY ASSURANCE** - AIRFIELD SAFETY SHALL BE HELD PARAMOUNT AT ALL TIMES. ANY INDIVIDUALS RESPONSIBLE FOR INCURSIONS OR POTENTIAL INCURSIONS WITH AIR TRAFFIC DUE TO NON-COMPLIANCE WITH REQUIREMENTS SET FOR IN THESE PLANS, SPECIFICATIONS, SPECIAL PROVISIONS, AND FAA ADVISORY CIRCULAR CURRENT ADDITION WILL BE SUBJECT TO AN IMMEDIATE SUSPENSION OF DRIVING PRIVILEGES ON THE AIRPORT OR A COMPLETE RESTRICTION FROM ENTERING THE AIR OPERATIONS AREA ALTOGETHER. THE AIRPORT MANAGER OR RESIDENT ENGINEER/TECHNICIAN MAY STOP THE WORK AT ANY TIME THEY BELIEVE AIRFIELD SAFETY IS BEING COMPROMISED.
- AIRPORT SECURITY** WILL BE MAINTAINED AT ALL TIMES. ONLY CONTRACTOR EMPLOYEES SHALL BE ALLOWED WITHIN THE PROJECT LIMITS. GATES SHALL BE CLOSED AT ALL TIMES UNLESS THE CONTRACTOR IS IN A CONTINUOUS HAULING OPERATIONS, DURING WHICH TIME HE WILL PROVIDE A PERSON TO MONITOR THE GATE AREA.
- RADIO CONTROL** - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT WITH THE AIRPORT UNICOM (122.70 MHz) ANY TIME THERE ARE WORKERS OR EQUIPMENT ON THE AIRFIELD.

HAUL ROUTE NOTES

- THE HAUL ROUTE TO THE PROJECT AREA FOR HEAVY EQUIPMENT AND MATERIALS WILL ENTER THE AIRFIELD AT THE GATE ON THE WEST SIDE OF THE TERMINAL BUILDING, AND BE ROUTED ACROSS THE MAIN APRON.
- THE TEMPORARY HAUL ROUTE SHALL BE USED ONLY FOR THE TRANSPORTING OF WORKERS, EQUIPMENT, AND MATERIALS. NO STATIONARY EQUIPMENT OR STOCKPILES MAY BE PLACED ON OR ALONG THE ROUTE. ALL EQUIPMENT MUST BE IN A LOWERED POSITION DURING TRANSPORT OR NOT IN USE.
- THE CONTRACTOR SHALL PROVIDE AN ESCORT IN TWO-WAY RADIO CONTACT WITH THE AIRPORT UNICOM WHEN MOVING MATERIALS OR EQUIPMENT ON THE HAUL ROUTE ACROSS THE MAIN APRON.
- ACCESS SHALL BE COORDINATED ON A DAILY WITH THE AIRPORT MANAGER, AND ANY ADJUSTMENTS MADE AS NEEDED TO MINIMIZE IMPACTS TO AIRFIELD OPERATIONS. THE CONTRACTOR SHALL ALSO COORDINATE WITH THE FIXED-BASE OPERATOR AT THE AIRPORT TO MAINTAIN ACCESS TO THE FBO AND COMMUNITY HANGARS ON THE NORTH SIDE OF THE MAIN APRON.
- DURING DAYS OF CONTINUOUS HAULING, OR FREQUENT USAGE, TRAFFIC CONES SHALL BE PLACED TO FURTHER DELINEATE THE ROUTE, AND REMOVED AT THE END OF THE DAY.
- THE CONTRACTOR SHALL KEEP A SWEEPER ONSITE AT ALL TIMES, AND SWEEP THE AREA AS OFTEN AS NECESSARY TO KEEP FREE OF FOREIGN OBJECT DEBRIS (FOD).



ALIGNMENT LINE DATA

LINE ID	ALIGNMENT NAME	DIRECTION	START	END
L1	TAXIWAY A	S69°27'35"E	30+00.00 N 1024970.24 E 998604.57	42+00.00 N 1024549.19 E 999728.28

HORIZONTAL AND VERTICAL CONTROL POINTS

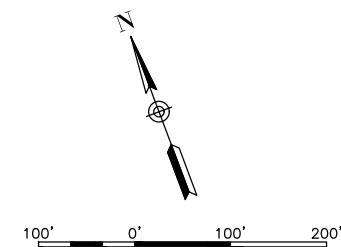
POINT #	DESCRIPTION	NORTHING	EASTING	ELEVATION
H176	NGS H-176	1025242.395	998812.590	710.30
J176	NGS J-176	1025462.040	998687.430	707.85
PE1	5/8 REBAR	1024742.090	999008.027	707.24

SURVEY NOTES

- ALL COORDINATE VALUES SHOWN IN TABLE ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD-83 (2011). ALL ELEVATIONS ARE REFERENCED TO NAVD 88.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION LAYOUT AND ANY EXTENSION OF THE CONTROL NETWORK NEEDED TO PROPERLY COMPLETE THE WORK.

CRITICAL POINTS

POINT #	DESCRIPTION	LATITUDE	LONGITUDE	GROUND ELEVATION (MSL)	HEIGHT (AGL)
CP-1	CONSTRUCTION EQUIP.	N39° 28' 55.48"	W88° 17' 01.53"	706.0'	15'
CP-2	CONSTRUCTION EQUIP.	N39° 28' 50.79"	W88° 16' 52.10"	709.0'	25'
CP-3	CONSTRUCTION EQUIP.	N39° 28' 48.93"	W88° 16' 45.73"	711.0'	25'
CP-4	STAGING AREA	N39° 28' 51.55"	W88° 16' 40.11"	704.0'	25'



LEGEND:

- EXISTING PAVEMENT
- EXISTING BUILDINGS
- PROPOSED PAVEMENT REHAB AREA
- PROPOSED PHASE 1 AREA
- PROPOSED HAUL ROUTE (ESCORTED)
- EXISTING FENCE

PHASE 1 NOTES

1. TAXIWAY A AND ADJACENT T-HANGAR TAXILANE WILL REMAIN OPEN AT ALL TIME DURING CONSTRUCTION.
2. NO WORK OR EQUIPMENT WILL BE PERMITTED OUTSIDE OF THE PHASE 1 WORK AREA.
3. CONTRACTOR MUST COORDINATE WITH AIRPORT MANAGER ACCESS TO THE STAGING AREA WHEN REQUIRED.
4. ALL HAULING OPERATIONS MUST BE COORDINATED WITH AIRPORT AND MUST BE ESCORTED AT ALL TIMES. CONTRACTOR IS RESPONSIBLE FOR DELINEATING THE LIMITS OF THE HAUL ROUTE WITH CONES.

REHABILITATE EAST PORTION OF AIRCRAFT PARKING RAMP

IDA No: MTO-4639
SBG Project No: N/A
Contract No. CO066

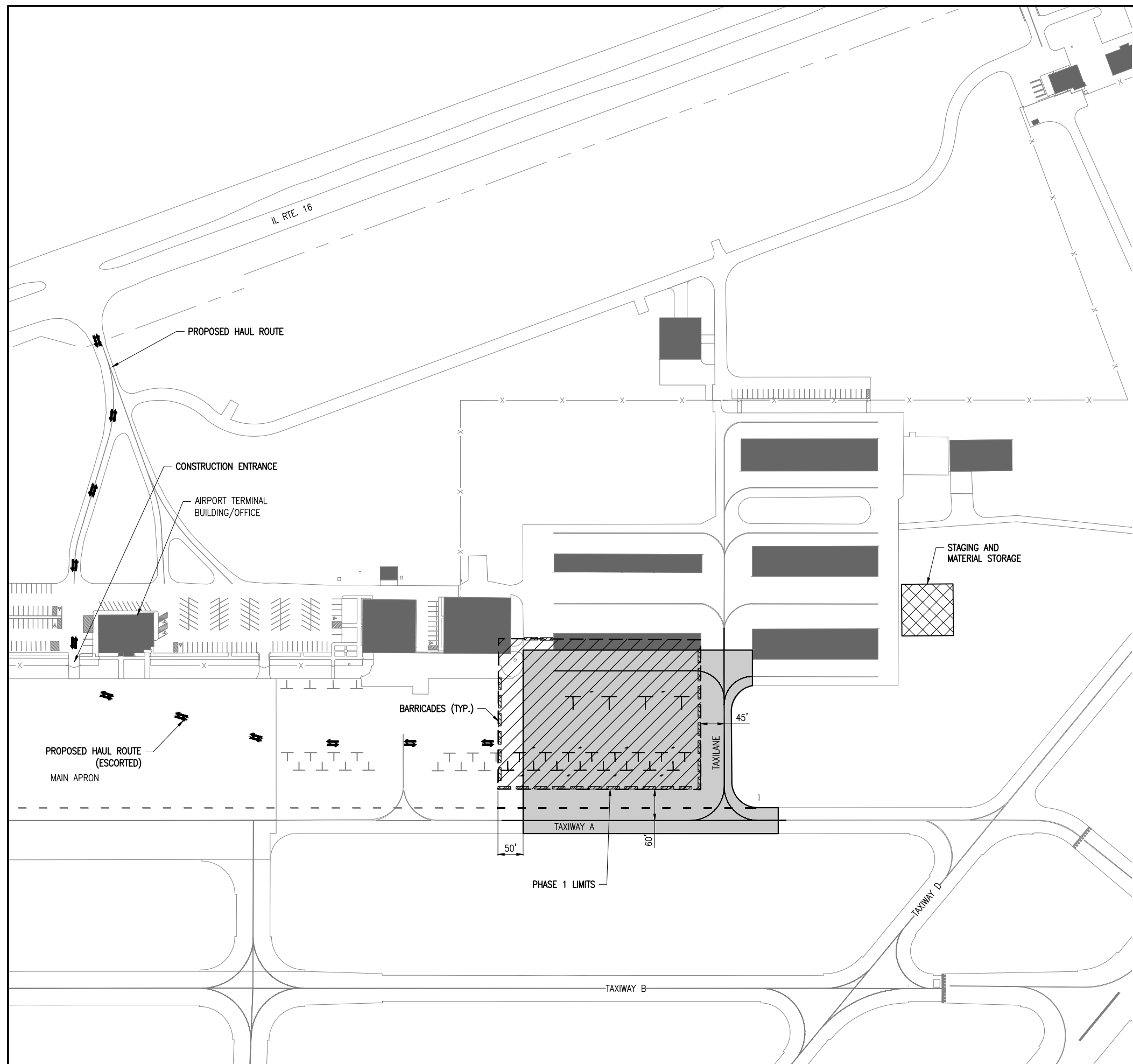
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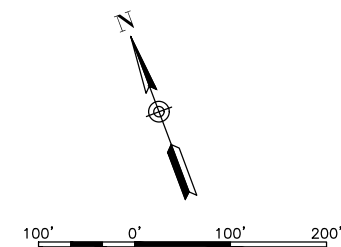
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CAD FILE: C-101-SFY.DWG
DESIGN BY: KBS
DRAWN BY: RAD
REVIEWED BY: KBS 10/18/18

SHEET TITLE

CONSTRUCTION PHASING PLAN - PHASE 1

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LEGEND:

- EXISTING PAVEMENT
- EXISTING BUILDINGS
- PROPOSED PAVEMENT REHAB AREA
- PROPOSED PHASE 2 AREA
- PROPOSED HAUL ROUTE (ESCORTED)
- EXISTING FENCE

PHASE 2 NOTES

1. TAXIWAY A AND T-HANGAR TAXILANE WILL BE CLOSED DURING THIS PHASE. AIRCRAFT ACCESS TO THE T-HANGARS WILL BE PROVIDED ALONG THE WEST SIDE OF THE SOUTHWEST T-HANGAR.
2. NO WORK MAY BEGIN THE IN PHASE 2 AREA UNTIL THE SURFACE LIFT HAS BEEN PAVED IN THE PHASE 1 AREA.
3. ALL HAULING OPERATIONS MUST BE COORDINATED WITH AIRPORT AND MUST BE ESCORTED AT ALL TIMES. CONTRACTOR IS RESPONSIBLE FOR DELINEATING THE LIMITS OF THE HAUL ROUTE WITH CONES.
4. TAXIWAY EDGE LIGHTS ALONG CLOSED AIRFIELD PAVEMENT AREAS THAT ARE UNABLE TO BE TURNED OFF BECAUSE THEY ARE PART OF A LARGER CIRCUIT SHALL BE COVERED OR "BAGGED" BY THE CONTRACTOR WITH A SECURELY FASTENED HEAT RESISTANT OPAQUE MATERIAL THAT FULLY PREVENTS THE LIGHTS FROM BEING VISIBLE TO PILOTS.
5. WORK MAY CONTINUE TO OCCUR WITHIN PHASE 1 AREA BARRICADED LIMITS.

REHABILITATE EAST PORTION OF AIRCRAFT PARKING RAMP

IDA No: MTO-4639

SBG Project No: N/A

Contract No. CO066

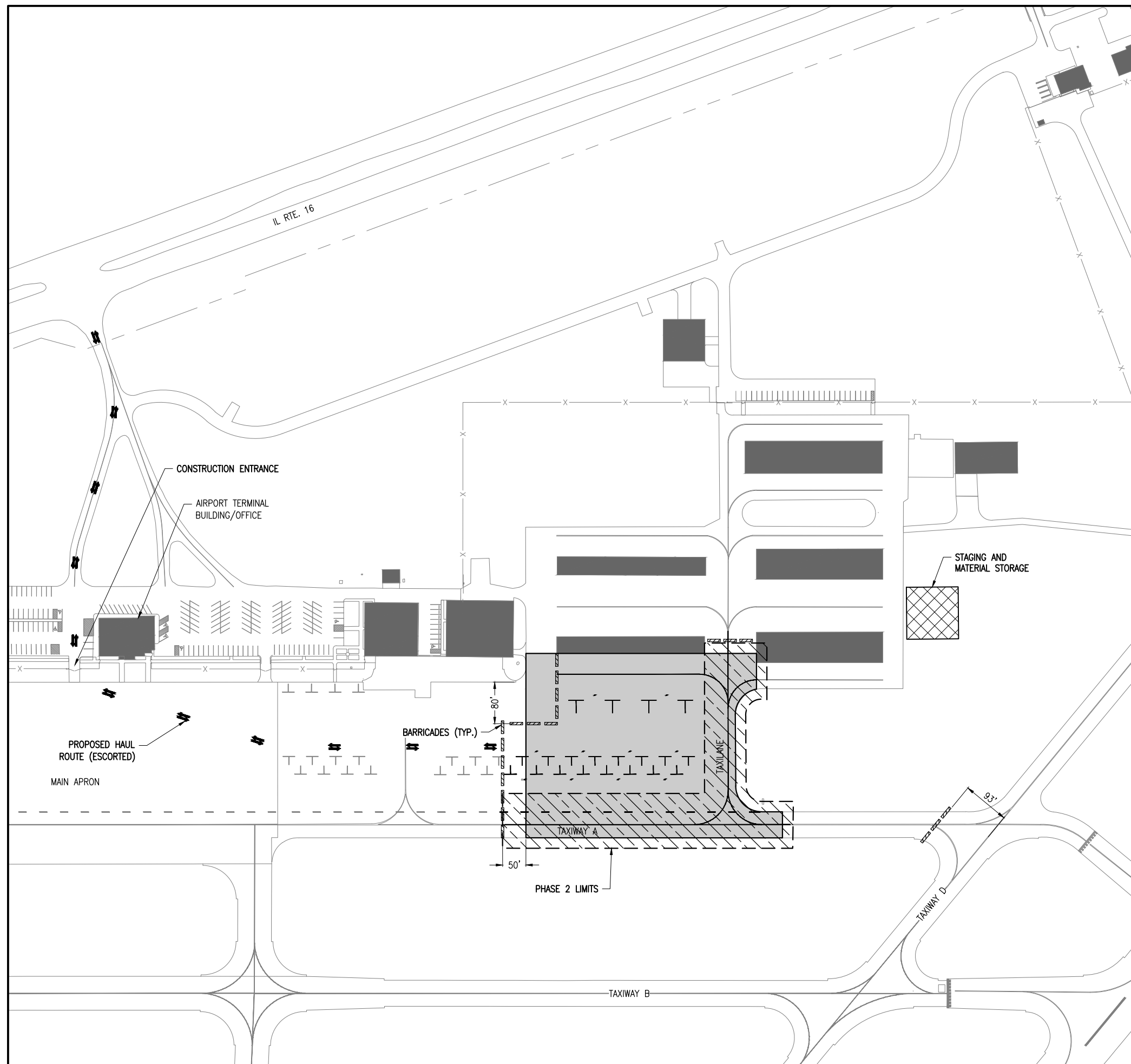
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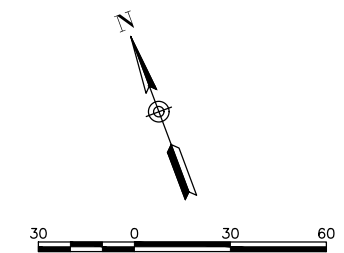
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SHEET TITLE

CONSTRUCTION PHASING PLAN - PHASE 2

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LEGEND:

- EXISTING PAVEMENT
- EXISTING BUILDINGS
- PROPOSED PAVEMENT SAW-CUT
- REMOVE AND REPLACE BITUMINOUS PAVEMENT
- PROPOSED PAVEMENT MILLING
- EXISTING TIEDOWN TO BE REMOVED
- EXISTING DRAINAGE PIPE
- EXISTING UNDER DRAINAGE PIPE
- EXISTING ELECTRICAL CABLES
- EXISTING HANGAR EXTERIOR LIGHTING
- EXISTING DRAINAGE STRUCTURES
- EXISTING BASE MOUNTED TAXIWAY EDGE LIGHTS
- EXISTING STAKE MOUNTED TAXIWAY EDGE LIGHTS
- EXISTING ELECTRICAL STRUCTURES

COORDINATE DATA TABLE			
POINT #	DESCRIPTION	NORTHING	EASTING
R-1	PAVEMENT SAW CUT	1024665.17	999488.74
R-2	PAVEMENT SAW CUT	1024618.29	999471.17
R-3	PAVEMENT SAW CUT	1024791.67	999008.76
R-4	PAVEMENT SAW CUT	1025060.35	999109.43
R-5	PAVEMENT SAW CUT	1024904.65	999525.00
R-6	PAVEMENT SAW CUT	1024903.83	999524.69
R-7	PAVEMENT SAW CUT - ADD. ALT.	1025095.01	999122.42
R-8	PAVEMENT SAW CUT - ADD. ALT.	1025112.01	999128.79
R-9	PAVEMENT SAW CUT - ADD. ALT.	1025123.86	999133.22
R-10	PAVEMENT SAW CUT - ADD. ALT.	1024968.15	999548.79

NOTE:

1. PAVEMENT MILLINGS SHALL BE USED TO CONSTRUCT THE STAGING AREA, ALL OTHER MILLINGS SHALL BE HAULED AND DISPOSED OF OFFSITE.
2. ALL SAW CUTS ARE INCIDENTAL TO PAVEMENT MILLING.
3. REMOVAL OF GROUND RODS AND CABLING ARE INCIDENTAL TO PAVEMENT MILLING.
4. PATCHING AND CRACK SEALING WILL BE LAID OUT BY THE RESIDENT ENGINEER/TECHNICIAN FOLLOWING THE MILLING OPERATION.
5. CRACK SEALING IN THE ADDITIVE ALTERNATE AREA WILL BE INCLUDED IN THE BASE BID REGARDLESS OF ALTERNATE AWARD.

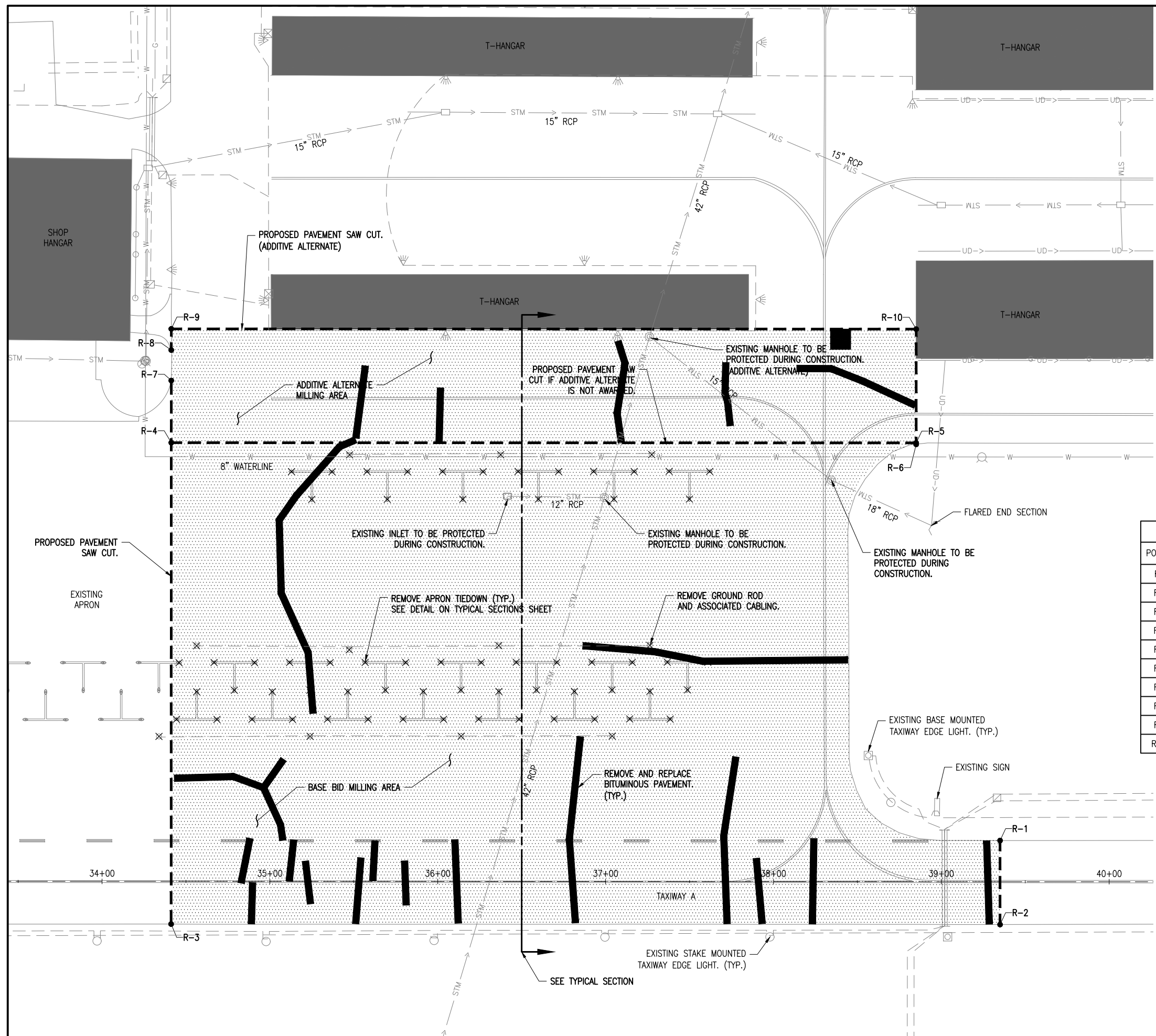
REHABILITATE EAST PORTION OF AIRCRAFT PARKING RAMP

IDA No: MTO-4639
SBG Project No: N/A
Contract No. CO066

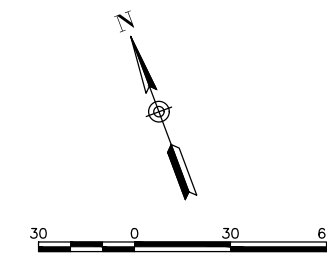
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REVIEWED BY: _____
SHEET TITLE

REMOVAL PLAN



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LEGEND:

- EXISTING PAVEMENT
- EXISTING BUILDINGS
- PROPOSED PAVEMENT
- EXISTING TIEDOWN
- EXISTING DRAINAGE STRUCTURES
- EXISTING BASE MOUNTED TAXIWAY EDGE LIGHTS
- EXISTING STAKE MOUNTED TAXIWAY EDGE LIGHTS
- EXISTING ELECTRICAL STRUCTURES
- PROPOSED TIEDOWN
- PROPOSED GROUND ROD
- PROPOSED GROUND ROD CABLE
- PROPOSED ASPHALT SURFACE TREATMENT
- PROPOSED SHOULDER ADJUSTMENT LIMITS

PAVING NOTES:

1. A MINIMUM OVERLAP OF 12 INCHES SHALL BE LEFT BETWEEN PAVING LIFTS ALONG THE PHASE 1 AND PHASE 2 PAVING AREA LIMITS TO ALLOW FOR TYING THE CRACK CONTROL FABRIC TOGETHER.
2. THE CONTRACTOR SHALL HAVE A MANUFACTURER'S REP. OR QUALIFIED PERSON ONSITE FOR THE PLACEMENT OF THE CRACK CONTROL FABRIC AND DETERMINATION OF BITUMINOUS TACK COAT APPLICATION RATE NECESSARY.
3. THE CONTRACTOR SHALL TAKE ANY NECESSARY MEASURES TO ENSURE THE CRACK CONTROL FABRIC DOES NOT MOVE OR TEAR DURING PLACEMENT OF THE BITUMINOUS SURFACE LIFT, SUCH AS LIGHT SPREADING OF ASPHALT IN FRONT OF THE PAVER TRACKS TO PREVENT BONDING WITH THE FABRIC.
4. THE NEW ASPHALT SURFACE WILL BE ALLOWED TO CURE FOR 30 DAYS PRIOR TO APPLICATION OF THE ASPHALT SURFACE TREATMENT AND TIEDOWN PAVEMENT MARKINGS. SHORTER DURATION MAY BE APPROVED BY THE PROJECT ENGINEER BASED ON CONDITIONS. CONTRACT TIME WILL BE SUSPENDED DURING THIS PERIOD IF ALL OTHER WORK IS COMPLETED. TIEDOWN ANCHORS SHALL BE COVERED/PROTECTED DURING SURFACE TREATMENT APPLICATION.

REHABILITATE EAST PORTION OF AIRCRAFT PARKING RAMP

IDA No: MTO-4639
SBG Project No: N/A
Contract No. CO066

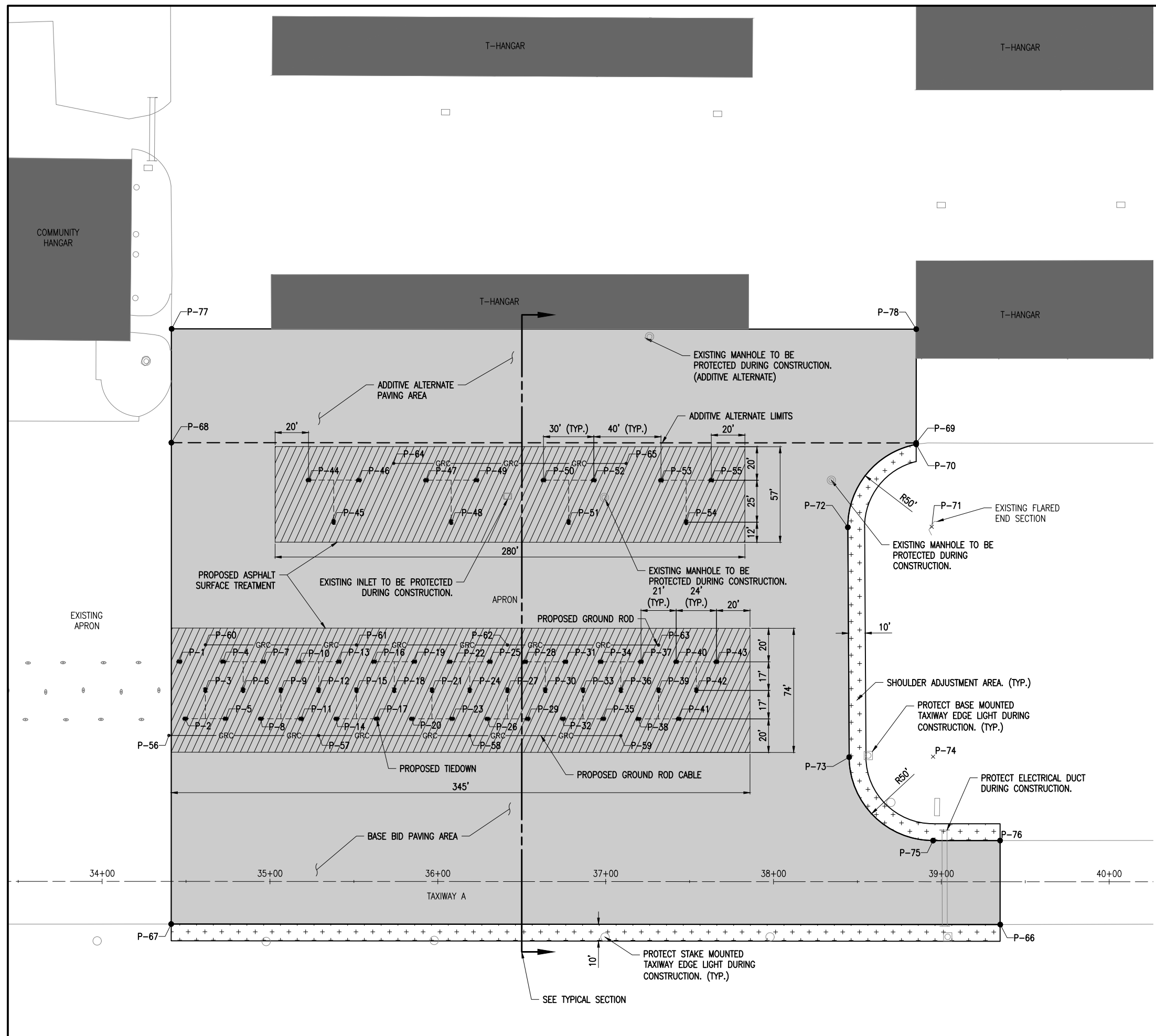
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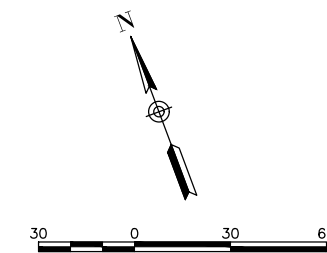
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CAD FILE: C-121-CON.DWG
DESIGN BY: KBS
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SHEET TITLE

CONSTRUCTION PLAN

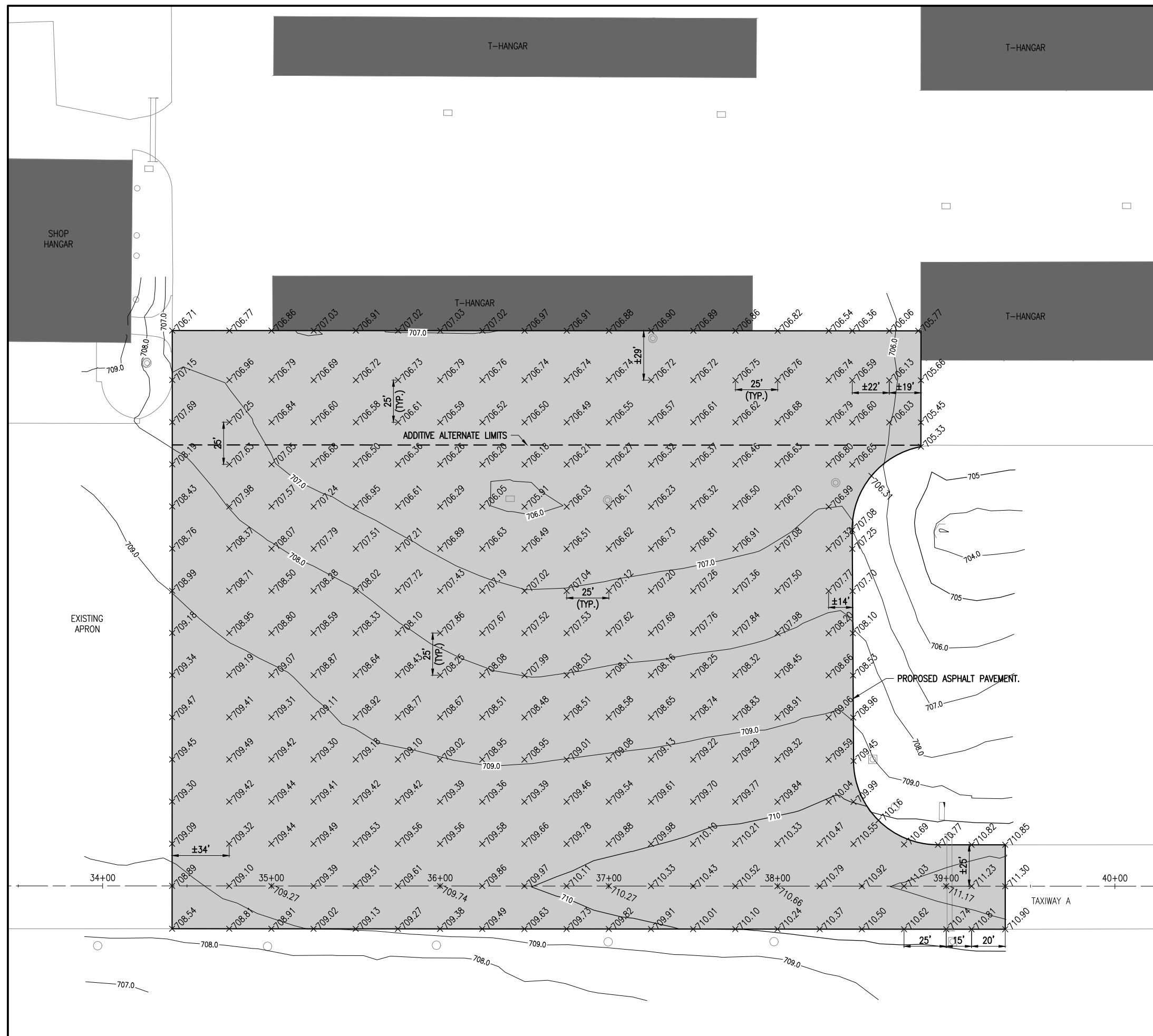
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LEGEND:

- EXISTING PAVEMENT
- EXISTING BUILDINGS
- PROPOSED PAVEMENT
- EXISTING DRAINAGE STRUCTURES



**REHABILITATE EAST
PORTION OF
AIRCRAFT PARKING
RAMP**

IDA No: MTO-4639
SBG Project No: N/A
Contract No. CO066

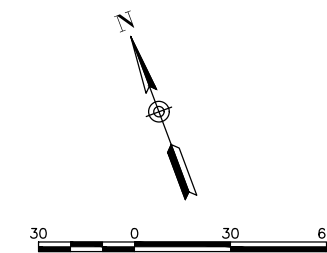
NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 11/16/2018
PROJECT NO: 18A0086
CAD FILE: C-191-STK.DWG
DESIGN BY: RAD
DRAWN BY: RAD
REVIEWED BY: KBS 10/18/18

SHEET TITLE

STAKING PLAN

NOV 14, 2018 10:40 AM SCHW01296
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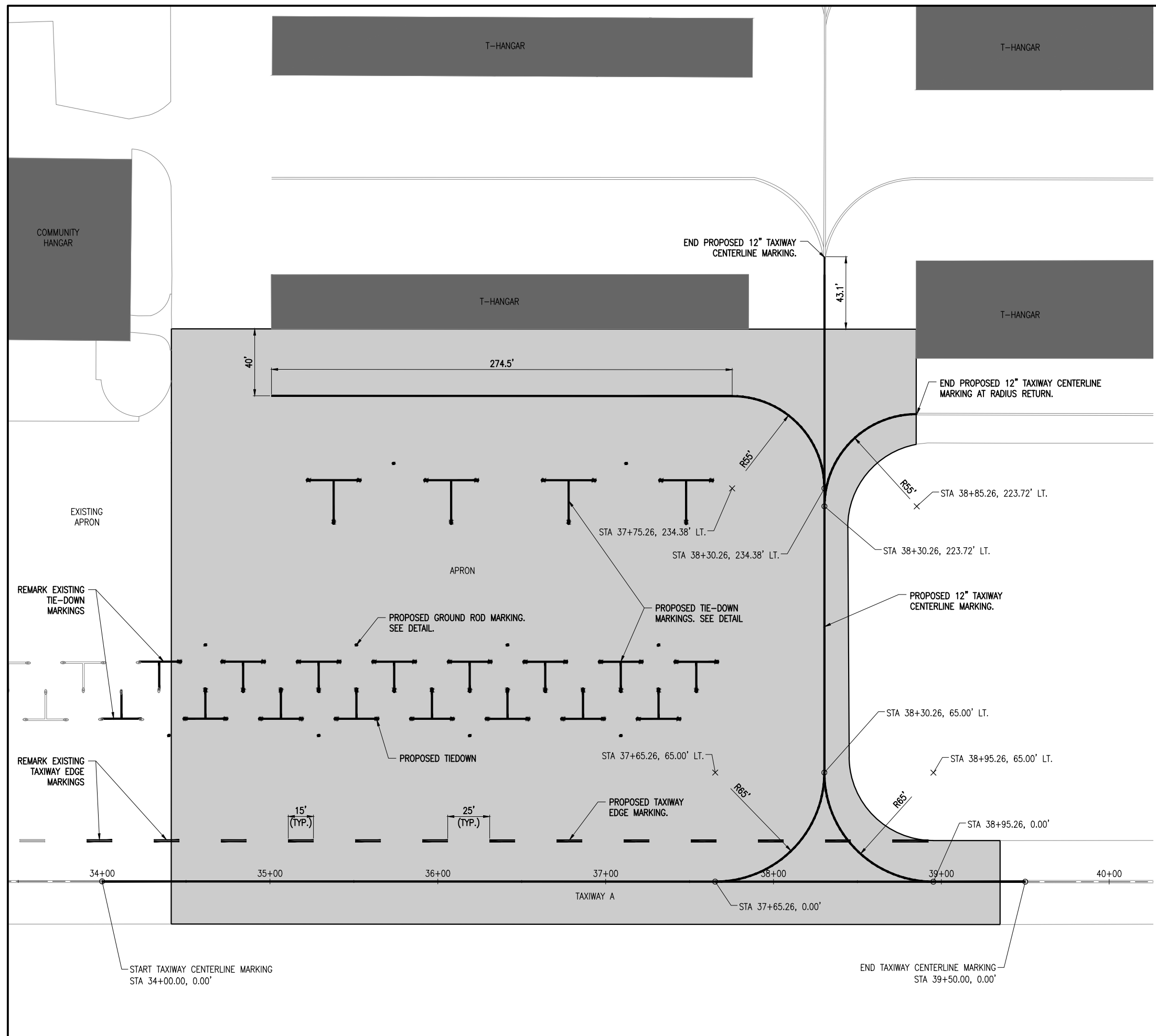


LEGEND:

- EXISTING PAVEMENT
- EXISTING BUILDINGS
- PROPOSED PAVEMENT

NOTE:

1. ALL AREAS SHALL BE MARKED IN AS SHOWN ON THIS PLAN REGARDLESS IF THE ADDITIVE ALTERNATE IS AWARDED.
2. ANY MARKINGS DAMAGED BY THE CONTRACTOR OUTSIDE THE PROJECT LIMITS SHALL BE REMARKED AT THEIR EXPENSE.



REHABILITATE EAST PORTION OF AIRCRAFT PARKING RAMP

IDA No: MTO-4639
SBG Project No: N/A
Contract No. CO066

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 11/16/2018

PROJECT NO: 18A0086
CAD FILE: C-151-MRKG.DWG
DESIGN BY: KBS 10/15/2018
DRAWN BY: RAD 10/15/2018
REVIEWED BY:

SHEET TITLE

MARKING PLAN

NOV 14, 2018 10:40 AM SCHWHE01286
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