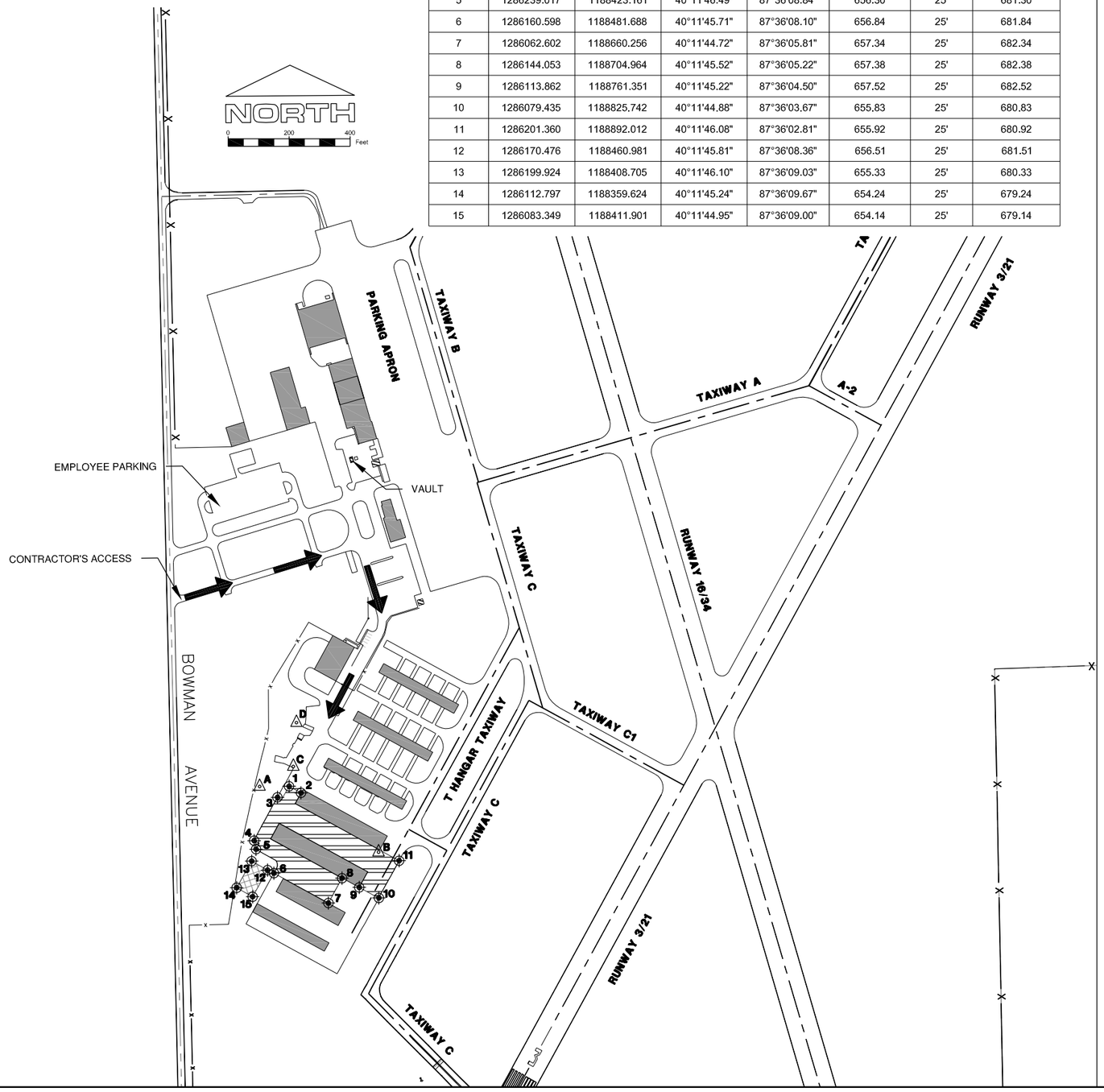
CONTROL POINTS

POINT	OBJECT	NORTHING	EASTING	ELEVATION
A	BARN SPIKE	1286444.436	1188434.833	655.30
B	PK NAIL	1286229.704	1188824.581	657.45
C	PK NAIL	1286510.304	1188545.223	656.52
D	BARN SPIKE	1286653.675	1188555.549	656.63

CRITICAL POINTS

POINT	NORTHING	EASTING	LATITUDE	LONGITUDE	GROUND ELEVATION	MAX. EQUIP. HEIGHT	OVERALL ELEVATION
1	1286445.208	1188531.315	40°11'48.51"	87°36'07.43"	656.62	25'	681.62
2	1286423.710	1188570.441	40°11'48.30"	87°36'06.93"	657.44	25'	682.44
3	1286409.049	1188493.351	40°11'48.16"	87°36'07.92"	657.34	25'	682.34
4	1286267.092	1188416.912	40°11'46.76"	87°36'08.92"	656.32	25'	681.32
5	1286239.017	1188423.161	40°11'46.49"	87°36'08.84"	656.30	25'	681.30
6	1286160.598	1188481.688	40°11'45.71"	87°36'08.10"	656.84	25'	681.84
7	1286062.602	1188660.256	40°11'44.72"	87°36'05.81"	657.34	25'	682.34
8	1286144.053	1188704.964	40°11'45.52"	87°36'05.22"	657.38	25'	682.38
9	1286113.862	1188761.351	40°11'45.22"	87°36'04.50"	657.52	25'	682.52
10	1286079.435	1188825.742	40°11'44.88"	87°36'03.67"	655.83	25'	680.83
11	1286201.360	1188892.012	40°11'46.08"	87°36'02.81"	655.92	25'	680.92
12	1286170.476	1188460.981	40°11'45.81"	87°36'08.36"	656.51	25'	681.51
13	1286199.924	1188408.705	40°11'46.10"	87°36'09.03"	655.33	25'	680.33
14	1286112.797	1188359.624	40°11'45.24"	87°36'09.67"	654.24	25'	679.24
15	1286083.349	1188411.901	40°11'44.95"	87°36'09.00"	654.14	25'	679.14



LEGEND

- AREA OF CONSTRUCTION
- CONTRACTOR'S STAGING AND STORAGE
- EXISTING
- BARRICADE LINE
- CONTRACTOR'S ACCESS
- CRITICAL POINT
- CONTROL POINT

GENERAL NOTES

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN. THE MAXIMUM HEIGHT OF EQUIPMENT, MATERIALS AND STOCKPILES SHALL BE 25' ABOVE GROUND ELEVATION. AT NO POINT SHALL EQUIPMENT OR MATERIALS BE ALLOWED TO BE STORED ON RUNWAYS.
4. MEN, VEHICLES AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE FOLLOWING AREAS:
   A. 250' FROM THE CENTERLINE OF AN ACTIVE RUNWAY.
   B. 93' FROM THE CENTERLINE OF AN ACTIVE TAXIWAY.
5. BROKEN ASPHALT, ASPHALT MILLINGS, PCC AND OTHER CONSTRUCTION DEBRIS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF OF AIRPORT PROPERTY UNLESS OTHERWISE DIRECTED BY THE AIRPORT.
6. ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
7. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTINUOUSLY CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.
9. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
10. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
    A. THE CONTRACTOR'S ACCESS TO WORK SHALL BE AS SHOWN IN THE PLANS.
    B. THE CONTRACTOR SHALL MAINTAIN A COMPLETE LIST OF PERSONNEL AUTHORIZED BY THE CONTRACTOR TO WORK ON THE AIRFIELD. THIS LIST SHALL BE PROVIDED TO THE AIRPORT AND RESIDENT ENGINEER BY THE CONTRACTOR UPON REQUEST.
    C. THE CONTRACTOR SHALL USE AN EXISTING GATE(S) FOR ACCESS TO THE AIRFIELD. THE CONTRACTOR SHALL
    D. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
    E. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
    F. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS.
    G. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE(S) UPON LEAVING THE SITE.
    H. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
    I. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRPORT PART 77 SURFACES, OR RUNWAY AND TAXIWAY SAFETY AREAS.

FILE: SITE PLAN.dwg
UPDATE BY: Andrew Bodine
PLOT DATE: 1/21/2014 8:16 AM

DNVBase_StatePlane

VE050

REVISIONS

NUMBER	BY	DATE

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

VERMILION REGIONAL AIRPORT
VERMILION REGIONAL AIRPORT AUTHORITY
DANVILLE, ILLINOIS

REHABILITATE T-HANGAR TAXIWAY PAVEMENTS

SITE PLAN

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DESIGN BY:	AJB
DRAWN BY:	CMT
CHECKED BY:	TJH
APPROVED BY:	CET
DATE:	JANUARY 3, 2014
JOB No:	13042-02

IL. PROJ. NO. DNV-4270

SHEET 02 OF 11 SHEETS

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