

LETTING ITEM NO. 4A
FEBRUARY 28, 2014 LETTING

TOTAL SHEETS: 11
VE050

CONSTRUCTION PLANS FOR VERMILION REGIONAL AIRPORT

VERMILION REGIONAL AIRPORT AUTHORITY DANVILLE, ILLINOIS

IL. PROJ. NO. DNV-4270

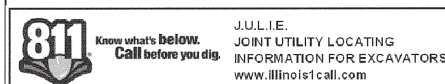
REHABILITATE T-HANGAR TAXIWAY PAVEMENTS

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01	COVER SHEET
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08	TYPICAL SECTION
09	STAKING PLAN
10	PAVING AND MISCELLANEOUS DETAILS
11	MARKING PLAN

BASE BID			
ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANT
AR150510	ENGINEER'S FIELD OFFICE	LS	1
AR152511	SUBGRADE REPAIR	S.Y.	570
AR209600	GEOTEXTILE FABRIC	S.Y.	570
AR209606	CRUSHED AGG. BASE COURSE - 6"	S.Y.	570
AR401610	BITUMINOUS SURFACE COURSE	TON	750
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	5728
AR501505	5" PCC PAVEMENT	SY	5
AR602510	BITUMINOUS PRIME COAT	GAL	285
AR603510	BITUMINOUS TACK COAT	GAL	945
AR620510	PAVEMENT MARKING	S.F.	750
AR625511	SEAL COAT	S.Y.	1988

ADDITIVE ALTERNATE #1			
ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANT
AS401610	BITUMINOUS SURFACE COURSE	TON	236
AS401650	BITUMINOUS PAVEMENT MILLING	S.Y.	1988
AS501505	5" PCC PAVEMENT	SY	3
AS603510	BITUMINOUS TACK COAT	GAL	298

JANUARY 3, 2014



THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM 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 AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

DESIGN INFORMATION

GEOMETRIC CRITERIA

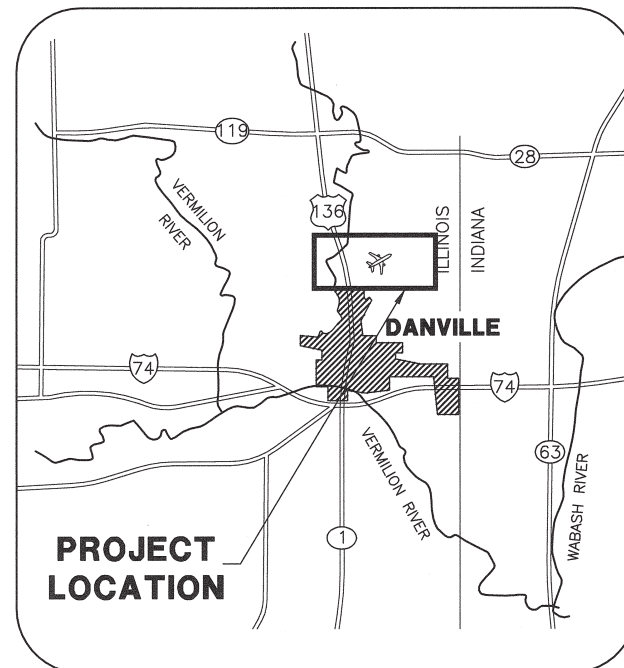
AIRPLANE DESIGN GROUP I
AIRCRAFT APPROACH CATEGORY B

PAVEMENT DESIGN CRITERIA

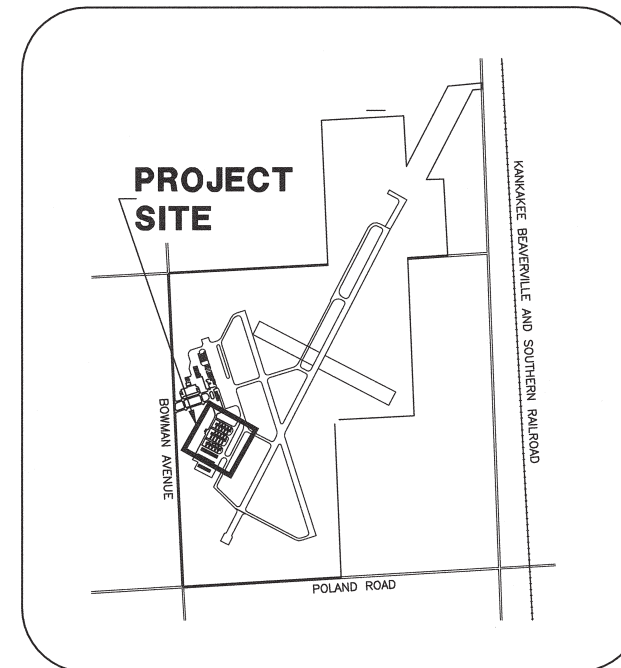
DEPARTURE WEIGHT = 11,500 LBS.
SINGLE WHEEL GEAR

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

TOWNSHIP: 20 NORTH
RANGE: 11 WEST
SECTION: 15
COUNTY: VERMILION
CIVIL TOWNSHIP: NEWELL



LOCATION MAP



SITE PLAN

MAXIMUM EQUIPMENT HEIGHT - 25'
UNICOM FREQUENCY - 122.70

VERMILION REGIONAL AIRPORT AUTHORITY
VERMILION REGIONAL AIRPORT
DANVILLE, ILLINOIS

APPROVED *Robert Johnson*
EXECUTIVE DIRECTOR OF AVIATION

DATE 1-3-14



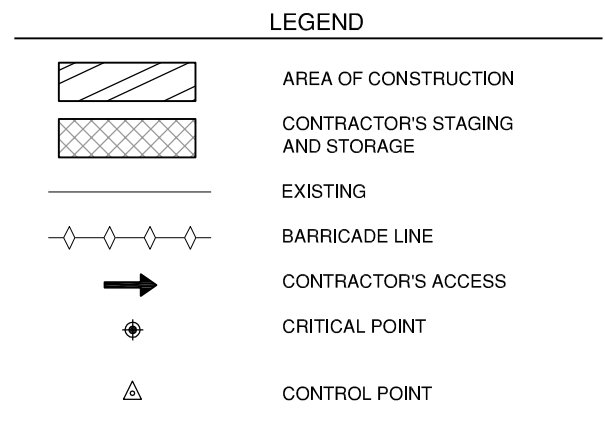
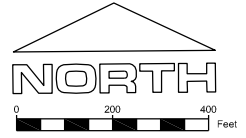
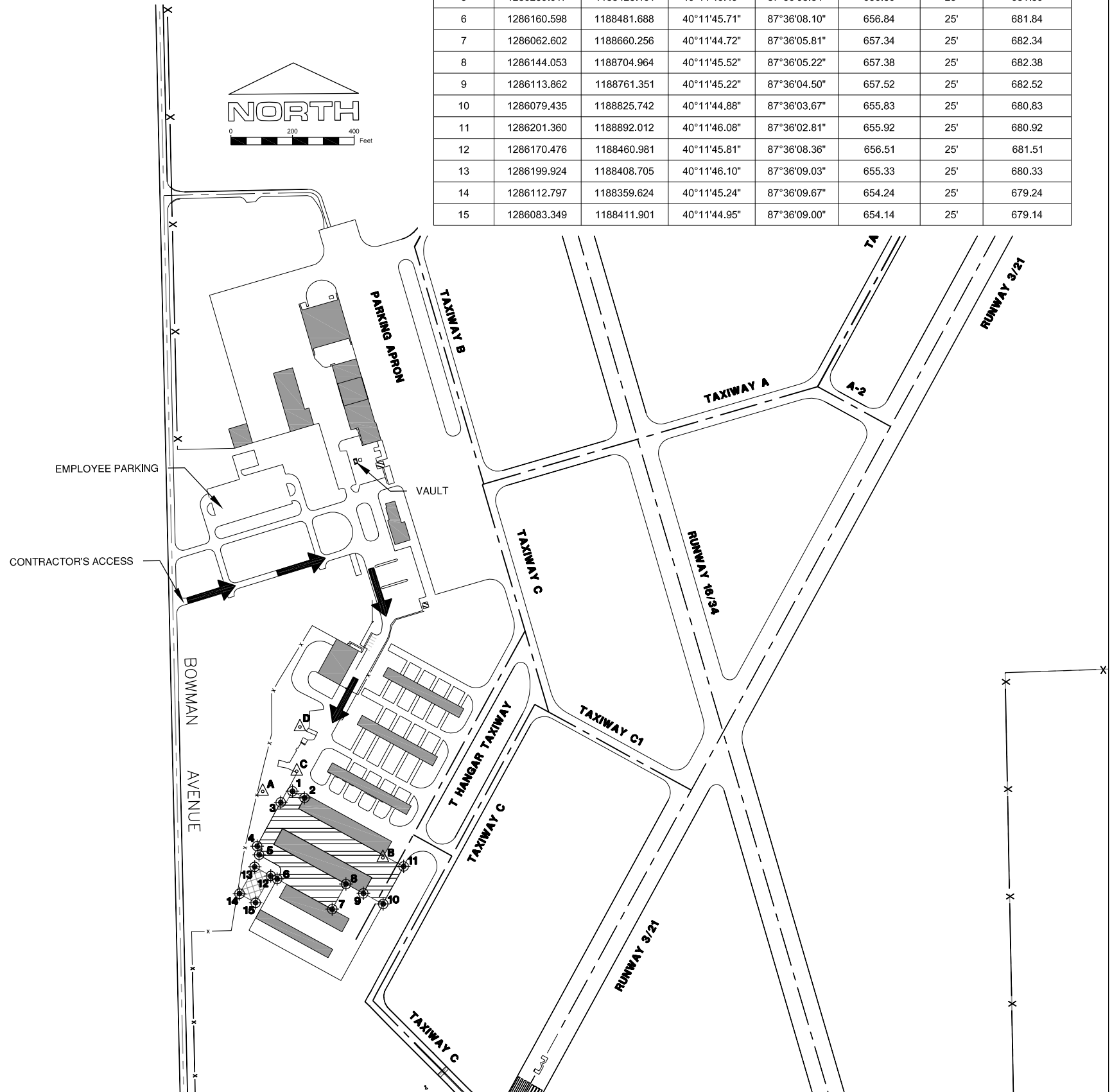
CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
■ SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

SUBMITTED BY *T.M.T.*
DATE JANUARY 13, 2014

CMT JOB NUMBER: 13042-02

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

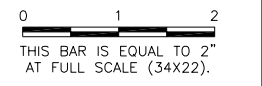


- GENERAL NOTES**
- ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
 - WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
 - 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.
 - MEN, VEHICLES AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE FOLLOWING AREAS:
 - 250' FROM THE CENTERLINE OF AN ACTIVE RUNWAY.
 - 93' FROM THE CENTERLINE OF AN ACTIVE TAXIWAY.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - THE CONTRACTOR'S ACCESS TO WORK SHALL BE AS SHOWN IN THE PLANS.
 - 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.
 - THE CONTRACTOR SHALL USE AN EXISTING GATE(S) FOR ACCESS TO THE AIRFIELD. THE CONTRACTOR SHALL
 - 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.
 - 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.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS.
 - THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE(S) UPON LEAVING THE SITE.
 - ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - 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



VERMILION REGIONAL AIRPORT AUTHORITY
VERMILION REGIONAL AIRPORT AUTHORITY
DANVILLE, ILLINOIS
REHABILITATE T-HANGAR TAXIWAY PAVEMENTS
SITE PLAN

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CMT
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 CONSULTING ENGINEERS
 License No. 184-000613

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	

K:\Dm\104202\Drawn\Sheets

1. GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2F, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. 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 150/5370-2F. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL.
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. 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.

2. COORDINATION

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. 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.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.
4. IT IS ANTICIPATED THAT THE AIRPORT WILL HAVE MULTIPLE CONSTRUCTION PROJECTS THAT WILL REQUIRE CLOSURES. THE CONTRACTOR SHALL COORDINATE THE CONSTRUCTION SCHEDULE/PHASING CLOSELY WITH OTHER CONTRACTORS PRIOR TO THE START OF CONSTRUCTION. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.

3. PHASING

1. TOTAL BASE BID CONTRACT TIME SHALL BE 25 CALENDAR DAYS.
2. TOTAL ADDITIVE ALTERNATE CONTRACT TIME SHALL BE 4 CALENDAR DAYS.
3. PHASING SHALL BE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

4. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE CONSTRUCTION ACTIVITY PLANS.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATES SHOWN.
3. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, ASPHALT, ETC.) SHALL BE REQUIRED TO 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.
4. CONTRACTOR WORK CREWS MUST MONITOR THE UNICOM AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS. BE AWARE OF TENANT AIRCRAFT MOVEMENT NEAR THE WORK AREAS.
5. THE CONTRACTORS STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE SITE PLAN.
6. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR. THE CONTRACTOR SHALL ALSO KEEP A DETAILED RECORD OF HIS/HER WORK HOURS.
7. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.
8. 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.
9. 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. AT A MINIMUM A BLOWER SHALL BE AVAILABLE WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
10. 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. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
11. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.

6. WILDLIFE MANAGEMENT

1. THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

1. THE CONTRACTOR SHALL PICK UP FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO AIRPORT OPERATIONS PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT.
3. THE CONTRACTOR SHALL NOTIFY THE AIRPORT 7 DAYS PRIOR TO STARTING WORK IN EACH PHASE. THIS WILL ENSURE THAT THE AIRPORT CAN CONTACT TENANTS ABOUT MOVING AIRCRAFT DURING THE TIME OF CONSTRUCTION.
4. 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.
5. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911 AND SAFETY.
6. CONTACTS FOR THIS PROJECT ARE AS DISCUSSED IN THE PRE-CONSTRUCTION MEETING.

10. INSPECTION REQUIREMENTS

1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2F MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR AND AIRPORT SHALL ATTEND AN INSPECTION OF EACH PHASE WORK AREA PRIOR TO OPENING THE AREA TO AIRPORT OPERATIONS.

11. UNDERGROUND UTILITIES

1. 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.
2. 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 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. PENALTIES

1. 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.

13. SPECIAL CONDITIONS

1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

14. RUNWAY AND TAXIWAY VISUAL AIDS

1. PROJECT WILL REQUIRE THE CLOSURE OF RUNWAY 3/21 FOR THE DURATION OF THE CONTRACT. THE CONTRACTOR SHALL USE MARKING, LIGHTING, AND SIGNS THAT FOLLOW THE REQUIREMENTS OF FAA AC 150/5370-2F.
2. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET.

15. MARKING AND SIGNS FOR ACCESS ROUTES

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

16. HAZARD MARKING AND LIGHTING

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2F AND 150/5210-5C AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE AIRPORT.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

17. PROTECTION

1. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WHICH EXTENDS 93' FROM THE TAXIWAY CENTERLINE, 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.
2. ALL WORK REQUIRED INSIDE OF THE RUNWAY 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 14 CALENDAR DAYS PRIOR TO THE REQUESTED CLOSURE TIME.

18. OTHER LIMITATIONS ON CONSTRUCTION

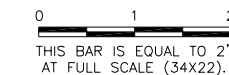
1. IF DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.

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

VE050

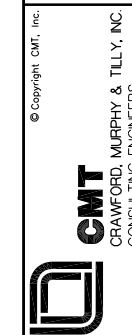
REVISIONS

NUMBER	BY	DATE



**VERMILION REGIONAL AIRPORT
VERMILION REGIONAL AIRPORT AUTHORITY
DANVILLE, ILLINOIS**

**REHABILITATE T-HANGAR TAXIWAY PAVEMENTS
CSPP - CONSTRUCTION SAFETY PHASING
PLAN NOTES**



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 03 OF 11 SHEETS

PHASING NOTES

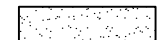
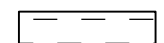

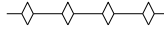
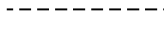



1. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN THE AREA DURING HAULING OPERATIONS.
2. CONSTRUCTION OPERATIONS SHALL REMAIN CLEAR OF THE CONSTRUCTION BARRICADES AT ALL TIMES.
3. THE CONTRACTOR SHALL PLACE ALL BARRICADES AS SHOWN PRIOR TO STARTING WORK ON THIS PHASE.
4. THE AIRPORT WILL REQUIRE 7 DAYS NOTICE PRIOR TO INITIATING THE WORK TO COORDINATE WITH THE T-HANGAR TENANTS.
5. ACCESS TO THE T-HANGAR TAXIWAY AND TAXIWAY C SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE WORK.
6. AIRCRAFT AND AIRPORT VEHICLES ALWAYS HAVE THE RIGHT OF WAY.
7. THE CONTRACTOR SHALL HAVE A TEMPORARY MOBILE RAMP AVAILABLE FOLLOWING THE MILLING OPERATION TO PROVIDE ACCESS TO AND FROM HANGARS AS NECESSARY BY TENANTS. THE COST OF THIS ITEM SHALL BE INCIDENTAL TO THE CONTRACT.
8. THE PURPOSE OF A FLAGMAN IS TO KEEP HAUL TRAFFIC FROM TURNING ON TO THE TWO OPEN TAXILANES PRIOR TO THE SITE.

WORK DETAIL NOTES

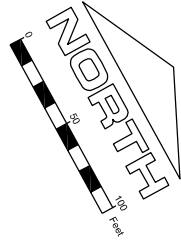
CONSTRUCTION WORK SHALL INCLUDE THE FOLLOWING:

- MILLING OF THE EXISTING T-HANGAR PAVEMENT IN THE AREA SHOWN.
- SEAL COAT THE EXISTING PAVEMENT IN THE AREAS SHOWN.
- REPAIR OF SUBGRADE IN AREAS DEEMED TO BE UNSUITABLE BY THE RESIDENT ENGINEER.
- PLACING AND SECURING OF GEOTEXTILE FABRIC IN AREAS OF SUBGRADE REPAIR. FABRIC MUST HAVE AN APPARENT OPENING SIZE (AOS) COMPATIBLE WITH THE 208 AGGREGATE SPECIFIED.
- PLACING, GRADING, & COMPACTING CRUSHED AGGREGATE BASE COURSE IN AREAS OF SUBGRADE REPAIR.
- PLACING AND COMPACTING BITUMINOUS SURFACE COURSE FOR T-HANGAR TAXIWAY PAVEMENT STRUCTURE.

LEGEND

-  SEAL COAT - BASE BID
-  PHASE 1 WORK AREA
-  STORAGE AREA
-  BARRICADE LINE
-  CONSTRUCTION SETBACK LINE (SEE CONSTRUCTION ACTIVITY PLAN & NOTES)
-  CONTRACTOR'S ACCESS
-  EXISTING FENCE LINE
-  FLAGMAN

BOWMAN AVENUE



FILE: 1304202-GC005.dwg
 UPDATE BY: Andrew Bodine
 PLOT DATE: 1/21/2014 8:16 AM
 DNVBase_StatePlane

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0 1 2
 THIS BAR IS EQUAL TO 2"
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REHABILITATE T-HANGAR TAXIWAY PAVEMENTS
 CONSTRUCTION ACTIVITY PLAN

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ADDITIVE ALTERNATE #1 - MILL 2" SURFACE AND NEW 2" SURFACE. BASE BID - SEAL COAT. IF ADDITIVE ALTERNATE #1 IS AWARDED THE SEAL COAT ITEM SHALL BE DELETED.

T-HANGAR TAXIWAY TO BE REOPENED FOLLOWING THE COMPLETION OF SEAL COAT

EXISTING FUEL DELIVERY AREA TO REMAIN

SEE NOTE 8

EXISTING GATE TO BE USED FOR SITE ACCESS

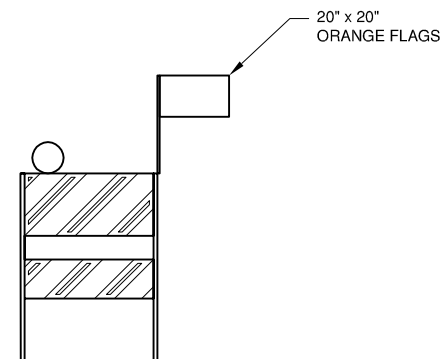
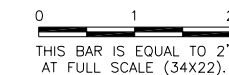
T-HANGAR TAXIWAY

TAXIWAY CHARLIE

93.0'

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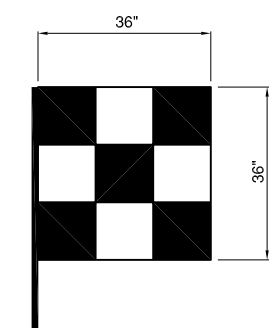
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NUMBER	BY	DATE



FLASHER BARRICADE DETAIL-IDOT TYPE 1
 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 10' INTERVALS.



TRUCK SIGNAL FLAG
 ORANGE / WHITE
 N.T.S.

SECURITY NOTES

1. MAINTAINING THE SECURITY REQUIREMENTS OF THE AIRPORT SHALL BE A PRIMARY CONCERN FOR THE CONTRACTOR.
2. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING AIRPORT SECURITY BY SUPERVISING OPENINGS OR MAINTAINING THE AIRPORT PERIMETER FENCE LINE AT ALL TIMES DURING THE COURSE OF THE WORK.
3. FINES CAN BE LEVIED AGAINST THE CONTRACTOR BY THE TRANSPORTATION SECURITY ADMINISTRATION (TSA) FOR NEGLIGENCE IF THE AIRPORT SECURITY IS COMPROMISED AND THE AIRPORT PERIMETER FENCE LINE IS NOT MAINTAINED AS SPECIFIED ABOVE. FINES CAN ALSO BE LEVIED AGAINST THE CONTRACTOR FOR FAILURE TO COOPERATE WITH THE AIRPORT MANAGEMENT AS REQUIRED TO MAINTAIN AIRPORT SECURITY.

GENERAL NOTES

1. CONSTRUCTION PHASING IS OF CRITICAL IMPORTANCE TO THE AIRPORT FOR THIS PROJECT.
2. THE CONTRACTOR SHALL PLAN AND CONDUCT HIS WORK SO AS TO NOT INTERFERE OR HINDER THE PROGRESS OR WORK BEING PERFORMED BY OTHER CONTRACTORS.
3. THE TIMELY PROSECUTION OF THE OVERALL PROJECT IS DEPENDENT UPON THE PROPER COORDINATION BETWEEN CONTRACTORS.
4. WHEN CONFLICTS ARISE, RESOLUTION OF SUCH CONFLICTS WILL BE MADE BY THE AIRPORT THROUGH THE RESIDENT ENGINEER IN THE BEST INTEREST OF THE AIRPORT.
5. DELAYS, CHANGES IN SCHEDULING, OR THE EXPEDITION OF WORK UNDER THE CONTRACT TO PROVIDE FOR THE TIMELY PROSECUTION OF THE PROJECT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
6. CONTRACTOR'S STAGING, STORAGE, AND PARKING WILL BE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLANS.
7. THE CONTRACTOR SHALL PLACE ALL BARRICADES SHOWN IN THE PLANS PRIOR TO INITIATING WORK IN EACH PHASE. ALL COSTS TO FURNISH, INSTALL, AND MAINTAIN THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
8. CONSTRUCTION BARRICADES SHALL BE SET AT THE LIMITS OF THE WORK AREA OF EACH PHASE. DURING PAVING OPERATIONS, BARRICADES MAY BE PLACED UP TO 30' BEYOND THE WORK LIMIT TO ALLOW ROOM FOR PAVING OPERATIONS. OFFSETTING THE BARRICADES TO THIS LOCATION SHALL BE COORDINATED WITH THE AIRPORT IN ADVANCE. IN THE EVENT OF A CONFLICT BETWEEN CONSTRUCTION OPERATIONS AND TAXIING AIRCRAFT, THE CONTRACTOR SHALL CEASE OPERATIONS AND RETURN THE BARRICADES TO THE EDGE OF THE WORKING LIMITS. ALL BARRICADES SHALL BE LOCATED AT THE EDGE OF THE WORKING LIMITS AT THE END OF EACH WORKING DAY.
9. ACTUAL WORK LIMITS MAY BE REVISED WITH THE AIRPORT'S APPROVAL. ALL MINIMUM DISTANCES SHALL BE MAINTAINED, AIR TRAFFIC ACCESS SHALL REMAIN UNAFFECTED, AND THE PROJECT SCHEDULE SHALL REMAIN THE SAME.
10. IT IS AT THE DISCRETION OF THE RESIDENT ENGINEER IF ANY AREAS OF THE SUBBASE SHALL BE REMOVED, REPLACED, AND COMPACTED. THESE LIMITS OF WORK SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION AND THE PROJECT SHALL REMAIN ON SCHEDULE.
11. A LINE 8" OFF OF THE BUILDING EDGES SHALL BE SAW CUT, THIS SHALL BE THE EXTENTS OF THE MILLING, UNLESS OTHERWISE NOTED ON THE EXISTING CONDITIONS SHEET.
12. EXISTING LEAD IN LINES TO T-HANGARS SHALL BE SURVEYED AND LOCATION RECORDED PRIOR TO MILLING THE EXISTING BITUMINOUS SURFACE. LOCATIONS OF LEAD IN LINES ON THE MARKING SHEET ARE SHOWN AS APPROXIMATE LOCATIONS BASED OFF OF RECORD DRAWINGS. AT TIME OF MARKING TAXIWAY CENTERLINES, USE THIS SURVEYED INFORMATION TO REMARK AND LAYOUT THE LEAD IN LINES TO THE T-HANGARS.

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DANVILLE, ILLINOIS

REHABILITATE T-HANGAR TAXIWAY PAVEMENTS
CONSTRUCTION SAFETY PLAN NOTES AND
DETAILS

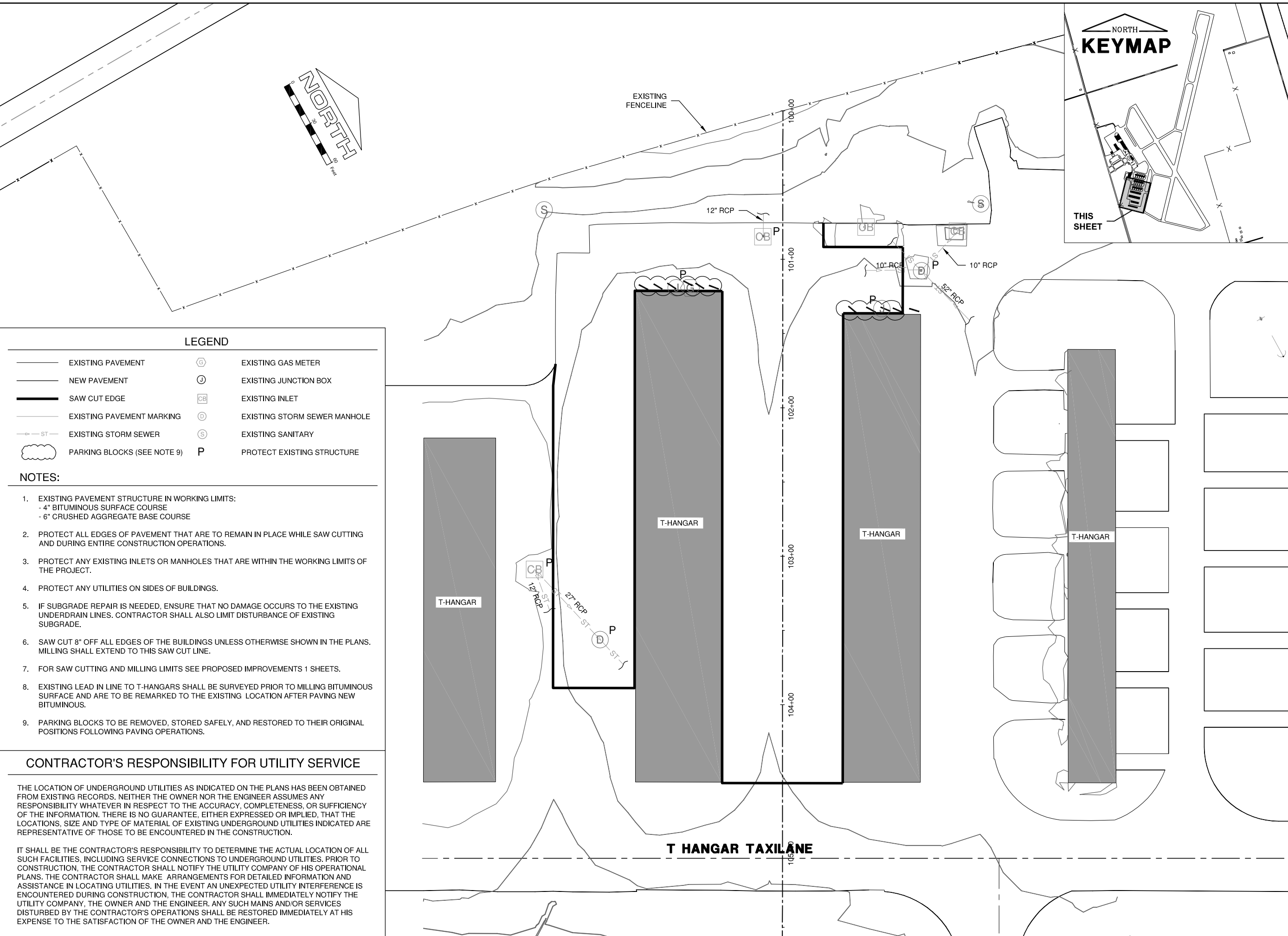
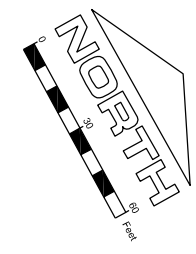
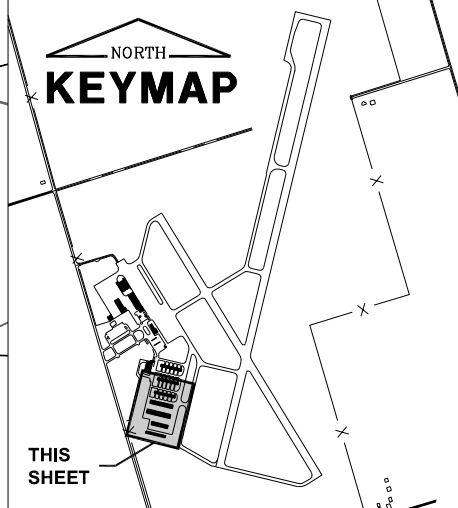
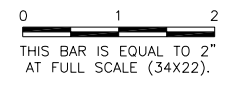
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DATE:	JANUARY 3, 2014
JOB No:	13042-02
IL PROJ. NO.	DNV-4270

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NUMBER	BY	DATE



LEGEND

	EXISTING PAVEMENT		EXISTING GAS METER
	NEW PAVEMENT		EXISTING JUNCTION BOX
	SAW CUT EDGE		EXISTING INLET
	EXISTING PAVEMENT MARKING		EXISTING STORM SEWER MANHOLE
	EXISTING STORM SEWER		EXISTING SANITARY
	PARKING BLOCKS (SEE NOTE 9)		PROTECT EXISTING STRUCTURE

NOTES:

- EXISTING PAVEMENT STRUCTURE IN WORKING LIMITS:
 - 4" BITUMINOUS SURFACE COURSE
 - 6" CRUSHED AGGREGATE BASE COURSE
- PROTECT ALL EDGES OF PAVEMENT THAT ARE TO REMAIN IN PLACE WHILE SAW CUTTING AND DURING ENTIRE CONSTRUCTION OPERATIONS.
- PROTECT ANY EXISTING INLETS OR MANHOLES THAT ARE WITHIN THE WORKING LIMITS OF THE PROJECT.
- PROTECT ANY UTILITIES ON SIDES OF BUILDINGS.
- IF SUBGRADE REPAIR IS NEEDED, ENSURE THAT NO DAMAGE OCCURS TO THE EXISTING UNDERDRAIN LINES. CONTRACTOR SHALL ALSO LIMIT DISTURBANCE OF EXISTING SUBGRADE.
- SAW CUT 8" OFF ALL EDGES OF THE BUILDINGS UNLESS OTHERWISE SHOWN IN THE PLANS. MILLING SHALL EXTEND TO THIS SAW CUT LINE.
- FOR SAW CUTTING AND MILLING LIMITS SEE PROPOSED IMPROVEMENTS 1 SHEETS.
- EXISTING LEAD IN LINE TO T-HANGARS SHALL BE SURVEYED PRIOR TO MILLING BITUMINOUS SURFACE AND ARE TO BE REMARKED TO THE EXISTING LOCATION AFTER PAVING NEW BITUMINOUS.
- PARKING BLOCKS TO BE REMOVED, STORED SAFELY, AND RESTORED TO THEIR ORIGINAL POSITIONS FOLLOWING PAVING OPERATIONS.

CONTRACTOR'S RESPONSIBILITY FOR UTILITY SERVICE

THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION.

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

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REHABILITATE T-HANGAR TAXIWAY PAVEMENTS
 EXISTING CONDITIONS & REMOVALS

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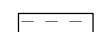

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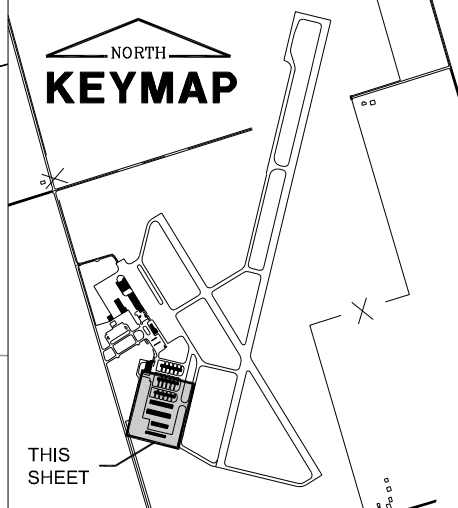
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IL. PROJ. NO. DNV-4270	
SHEET 06 OF 11 SHEETS	

NOTES:

- MILLING SHALL BE OFFSET 8" FROM THE FACE OF ALL BUILDINGS.
- SUBGRADE REPAIR WILL BE DETERMINED AT THE TIME OF CONSTRUCTION AT THE DIRECTION OF THE RESIDENT ENGINEER.
- IF ADDITIVE ALTERNATE #1 IS AWARDED, THE CONCRETE APRON AROUND THIS STRUCTURE SHALL BE REMOVED PRIOR TO PAVING OPERATIONS. PAYMENT FOR REMOVAL SHALL BE INCIDENTAL TO THE BITUMINOUS PAVEMENT MILLING.
- SEE "PAVEMENT REPAIR AROUND INLETS" DETAIL ON PAVING AND MISCELLANEOUS DETAILS SHEET FOR DETAIL OF THE PCC APRONS AROUND INLET/MANHOLE.

LEGEND

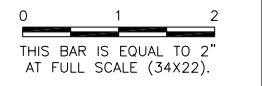
-  MILL 2" BITUMINOUS SURFACE COURSE
NEW 2" BITUMINOUS SURFACE COURSE (401)
-  SEAL COAT - BASE BID
- A** PCC APRON AROUND INLET/MANHOLE



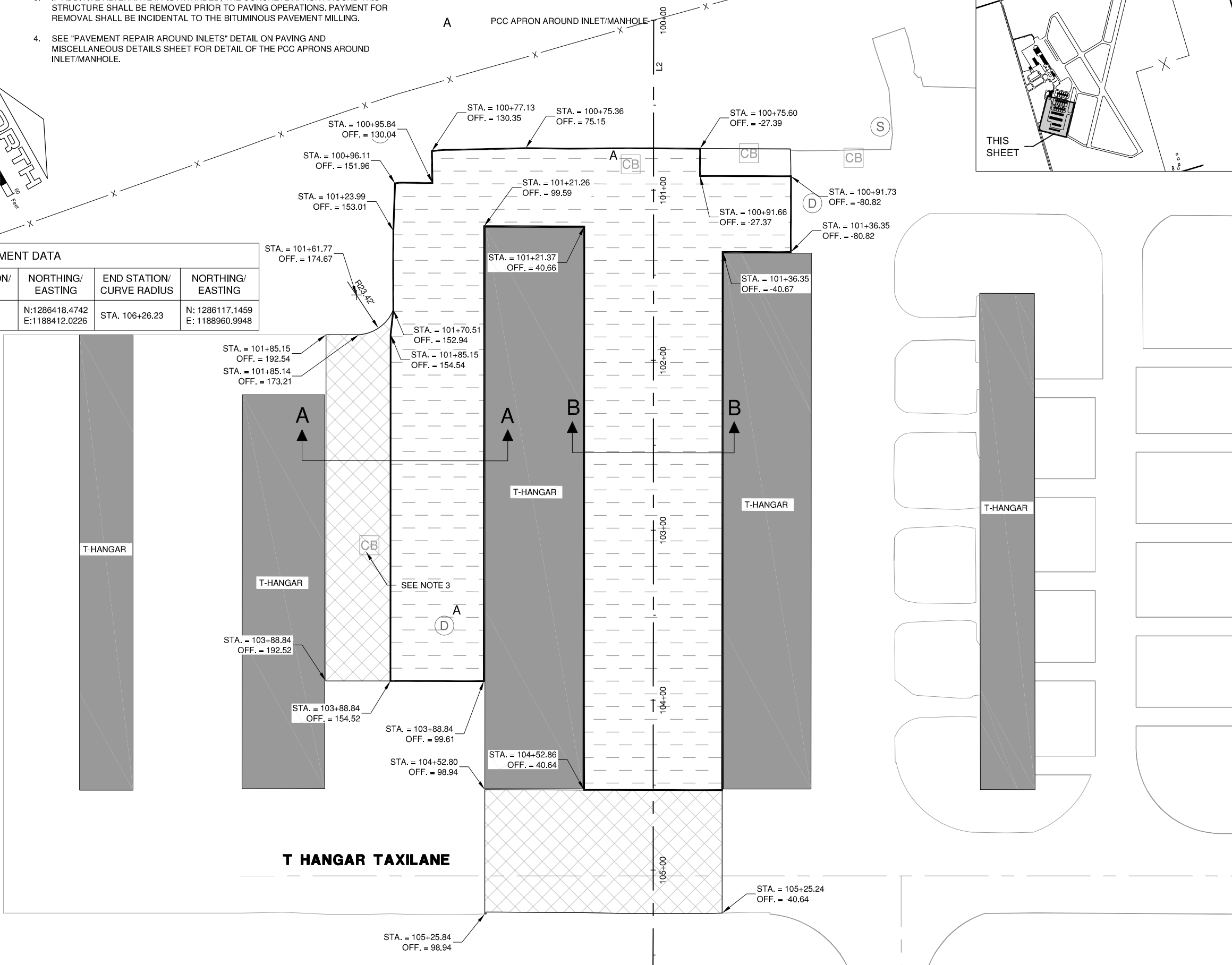
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DANVILLE, ILLINOIS
REHABILITATE T-HANGAR TAXIWAY PAVEMENTS
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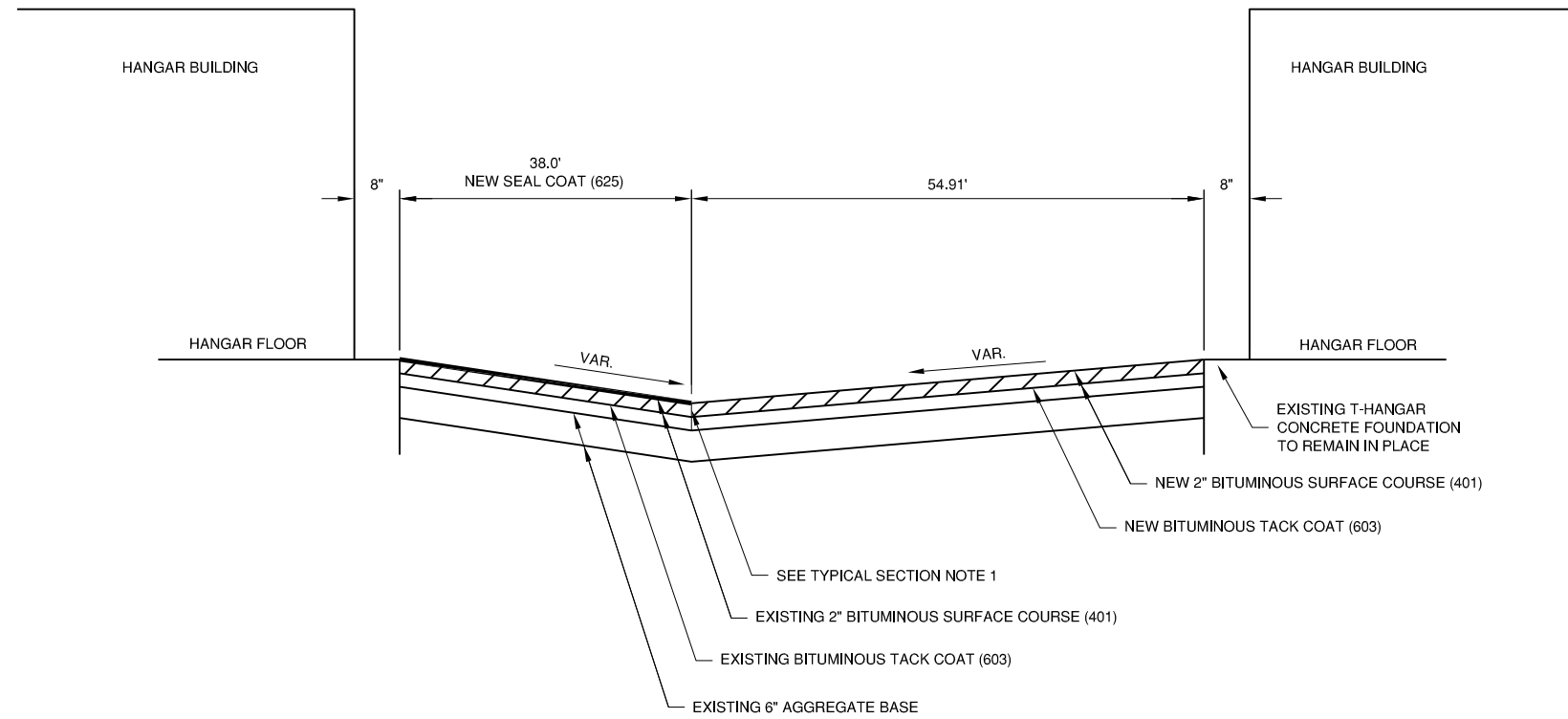
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SHEET	07 OF 11 SHEETS

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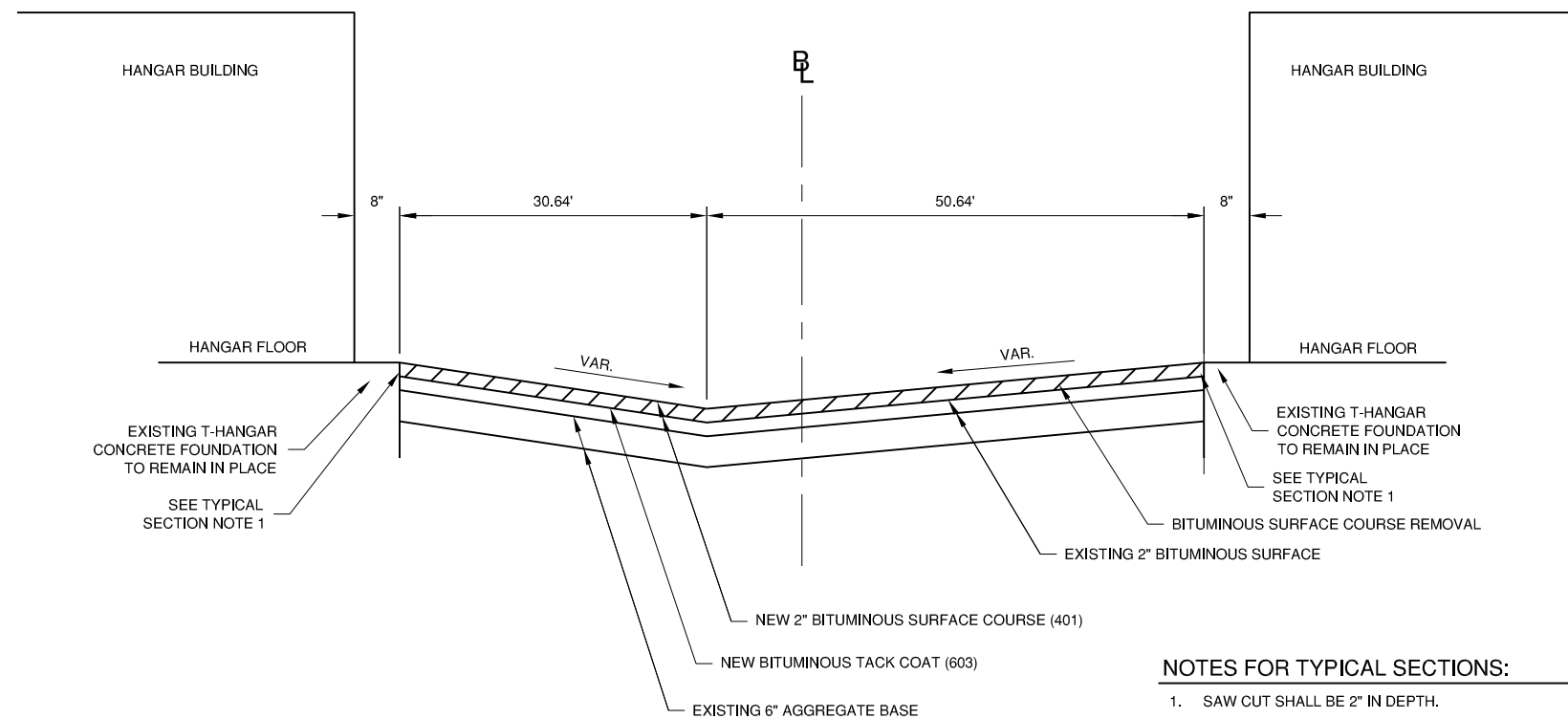
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NUMBER	BY	DATE

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



A TYPICAL SECTION A-A
 N.T.S. **A**



B TYPICAL SECTION B-B
 N.T.S. **B**

NOTES FOR TYPICAL SECTIONS:

1. SAW CUT SHALL BE 2" IN DEPTH.
2. REFER TO EXISTING CONDITIONS AND REMOVALS SHEET FOR LIMITS OF REMOVAL AND LOCATION OF SAW CUT.
3. SAW CUT SHALL BE 8" OFF THE EDGE OF ALL BUILDINGS WITHIN THE CONSTRUCTION LIMITS OF THE PROJECT.
4. PROTECT EXPOSED SAW CUT EDGES THROUGHOUT THE DURATION OF THE PROJECT.
5. PRIME COAT SHALL BE APPLIED BETWEEN CRUSHED AGGREGATE BASE COURSE AND THE BOTTOM LIFT OF BITUMINOUS SURFACE COURSE.
6. IF THE ADDITIVE ALTERNATE IS AWARDED, THE SEAL COAT SHOWN IN TYPICAL SECTION A-A WILL BECOME A MILL OF 2" AND OVERLAY OF 2" OF BITUMINOUS SURFACE COURSE.

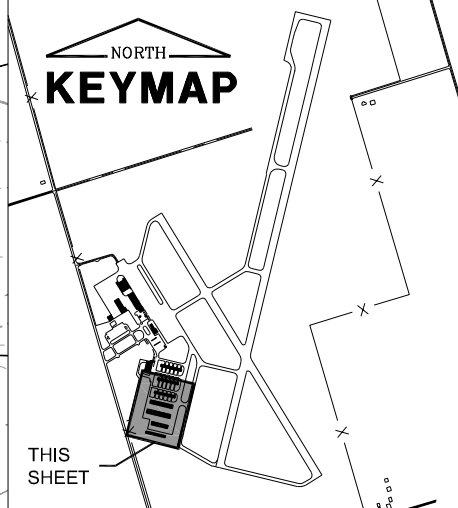
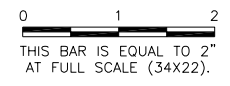
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 TYPICAL SECTION

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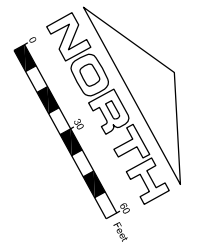
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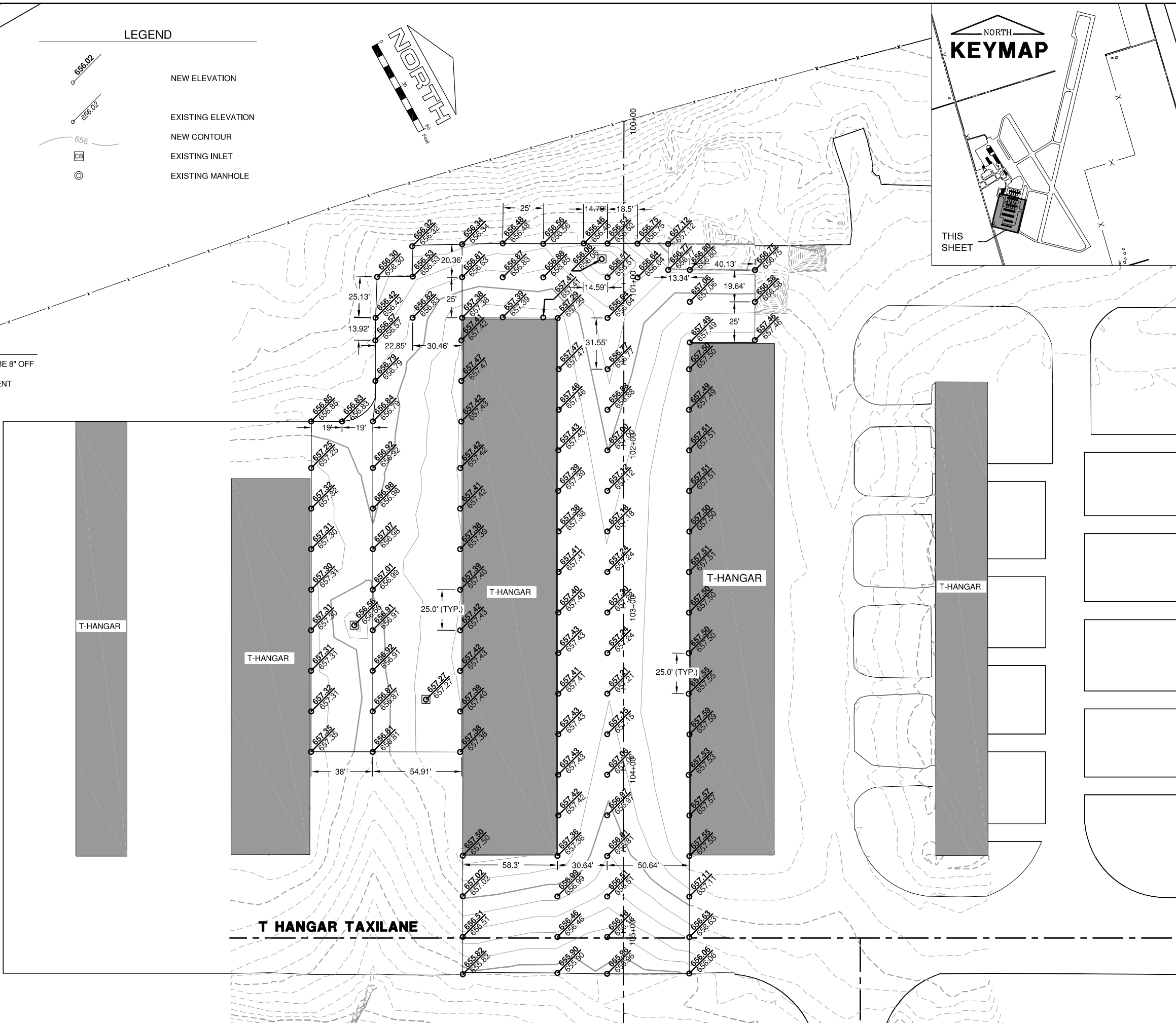
LEGEND

- NEW ELEVATION
- EXISTING ELEVATION
- NEW CONTOUR
- EXISTING INLET
- EXISTING MANHOLE



NOTES:

1. STAKES ALONG ALL BUILDING EDGES ARE TO BE 8" OFF THE FACE OF THE BUILDING.
2. SEE PROPOSED IMPROVEMENTS FOR ALIGNMENT BASELINE INFORMATION.
3. THE PROJECT WILL BE 2" MILLING WITH 2" AND VARIABLE SURFACE.



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**REHABILITATE T-HANGAR TAXIWAY PAVEMENTS
 STAKING PLAN**

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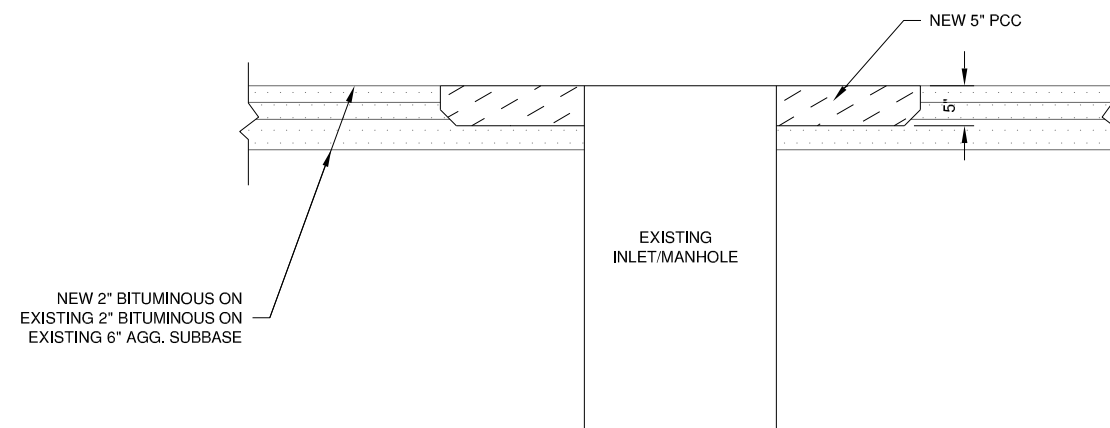
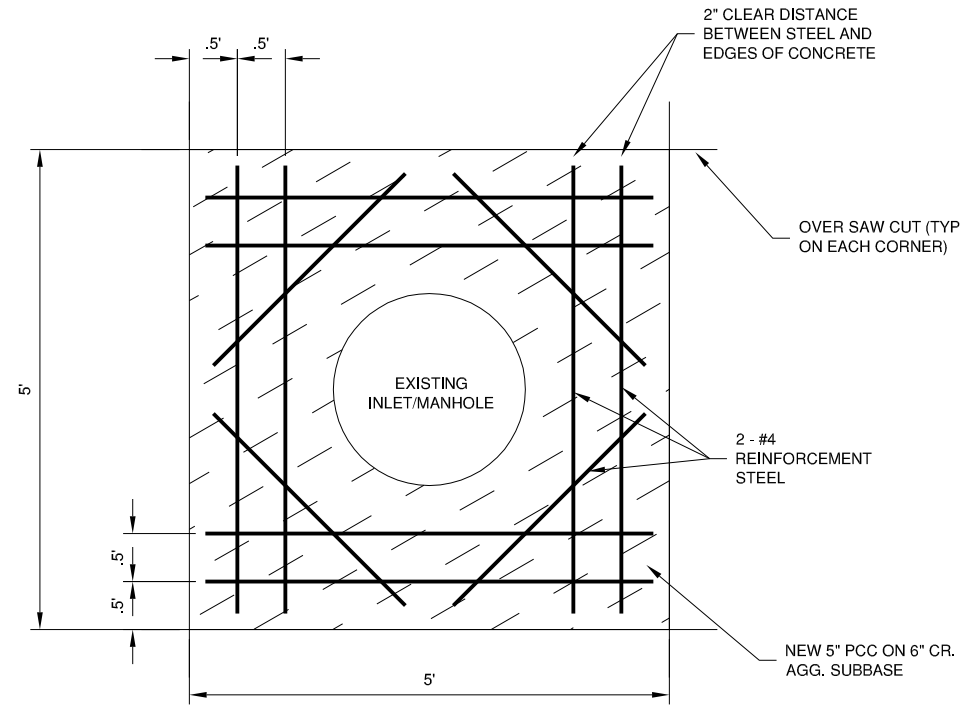
0 1 2
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REHABILITATE T-HANGAR TAXIWAY PAVEMENTS
 PAVING AND MISCELLANEOUS DETAILS

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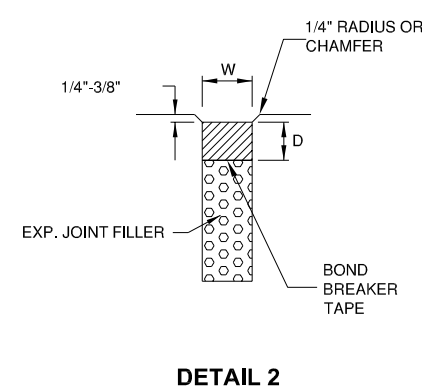
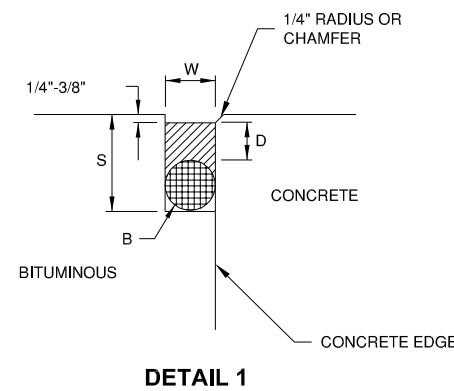


PAVEMENT REPAIR AROUND INLETS DETAIL
 N.T.S.

NOTES:

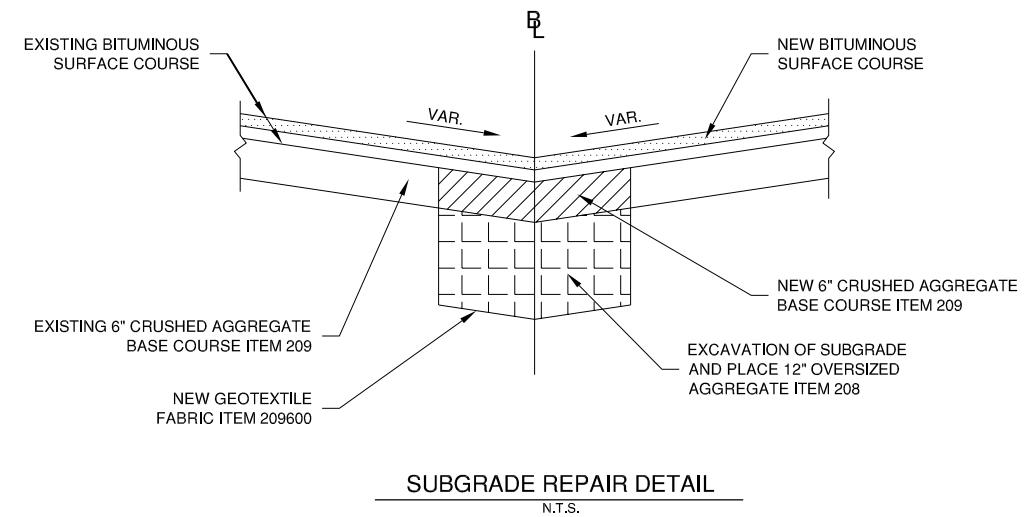
- PAVEMENT REPAIR AROUND SELECT INLETS ARE CALLED OUT ON PROPOSED IMPROVEMENTS SHEET.
- PAVING OF NEW 2" BITUMINOUS SURFACE SHALL BE COMPLETED AND FINISHED TO EDGE OF INLET PRIOR TO CONSTRUCTING THIS DETAIL.
- A 5'x5' SQUARE CENTERED ON THE INLET/MANHOLE SHALL BE SAW CUT AND THE 4" BITUMINOUS LAYER SHALL BE REMOVED.
- REMOVE ADDITIONAL 1" OF EXISTING AGGREGATE SUBBASE. USE CARE TO NOT UNDERMINE BITUMINOUS PAVEMENT SURFACE.
- PLACE EXPANSION JOINT MATERIAL AROUND INLET FRAME.
- PLACE STEEL AS SHOWN IN THE DETAIL AND PLACE 5" PCC LAYER. REBAR SHALL BE PLACED AT A DEPTH OF T/2, T = THICKNESS OF PCC PAVEMENT. KEEP 2" CLEAR DISTANCE BETWEEN REBAR AND EDGES OF PCC PAVEMENT.
- ENSURE THAT GRADES ARE MET ALONG EXISTING EDGES AND INLET WHILE FINISHING THE CONCRETE.
- AFTER CONSTRUCTING THE CONCRETE LAYER, SAW CUT THE BITUMINOUS PAVEMENT ALONG THE EDGE OF THE CONCRETE. DIMENSIONS OF SAW CUT ARE SHOWN IN THE DETAIL.
- PLACE BACKER ROD AND SEAL WITH JOINT SEALANT AS CALLED OUT IN THE SPECIAL PROVISIONS. DETAIL OF JOINT IS SHOWN ON THIS SHEET. JOINT SHALL BE SAWED IN BITUMINOUS PAVEMENT ADJACENT TO THE PCC PAVEMENT.

	JOINT SEALING DIMENSIONS	
	DETAIL 1	DETAIL 2
W=WIDTH OF SEALANT RESERVOIR (IN.)	1/2	3/4
D=DEPTH OF SEALANT RESERVOIR (IN.)	1/4	3/4
B=BACKER ROD DIAMETER (IN.)	5/8	N/A
S=SECOND SAWCUT DEPTH (IN.) MINIMUM	1-3/8	N/A



JOINT NOTES

- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- SAW CUT FOR JOINT SEALANT SHALL BE CONSTRUCTED IN THE BITUMINOUS PAVEMENT MATERIAL ADJACENT TO THE PCC PAVEMENT.
- EXPANSION JOINT MATERIAL SHALL BE PLACED AROUND FRAME PRIOR TO CONCRETE POUR.



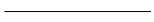



SUBGRADE REPAIR DETAIL
 N.T.S.

NOTES:

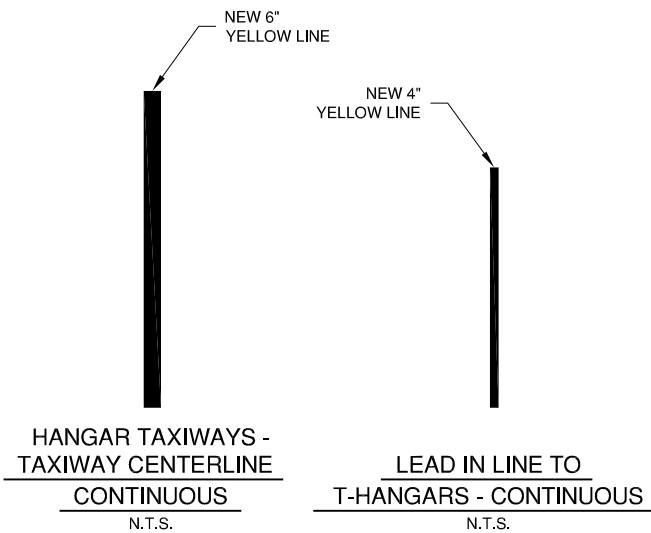
- LOCATION OF SUBGRADE REPAIR SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION AND APPROVED BY THE RESIDENT ENGINEER.
- LENGTH AND WIDTH OF SUBGRADE REPAIR SHALL VARY DEPENDENT ON THE AFFECT AREA IN NEED OF REPAIR.
- THE FOLLOWING SHALL BE THE STEPS TAKEN TO REPAIR THE SUBGRADE:
 - REMOVE ADDITIONAL 2" OF BITUMINOUS SURFACE COURSE.
 - REMOVE EXISTING AGGREGATE SUBBASE IN AREAS THAT REQUIRE SUBGRADE REPAIR.
 - EXCAVATE 12" DEPTH OF SUBGRADE.
 - COMPACT EXPOSED SUBGRADE.
 - PLACE GEOTEXTILE FABRIC ITEM 209600 ON TOP OF COMPACTED SUBGRADE.
 - PLACE AND COMPACT OVERSIZED AGGREGATE ITEM 208 AT A THICKNESS OF 12".
 - PLACE AND COMPACT 6" CRUSHED AGGREGATE ITEM 209, MEETING THE GRADES OF THE ADJACENT EXISTING AGGREGATE LAYER.
- APPLY PRIME COAT AND CONSTRUCT BITUMINOUS LAYER AS SPECIFIED IN THE PLANS.
- METHODS OF CONSTRUCTION SHALL MEET THE REQUIREMENTS SPECIFIED IN THE SPECIAL PROVISIONS.
- ITEMS TO BE INCLUDED IN PAYMENT FOR SUBGRADE REPAIR ARE 3A, 3B, 3C, 3D, AND 3F.

LEGEND

-  EXISTING MARKING
-  NEW MARKING 6" TAXIWAY CENTERLINE
-  NEW MARKING 4" LEAD IN LINE TO T-HANGAR
-  CURVE INFORMATION

NOTES:

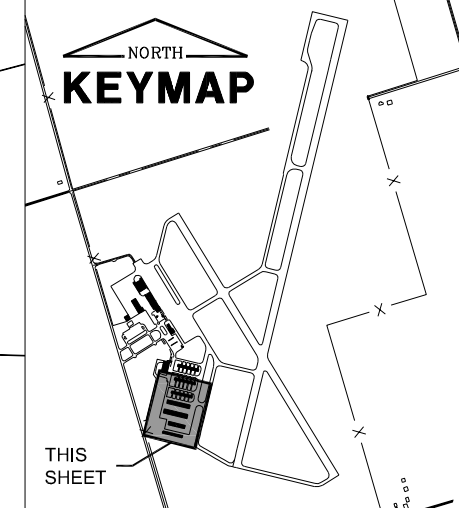
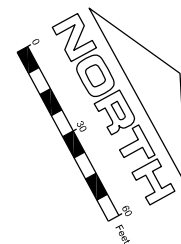
1. MATCH EXISTING TAXIWAY CENTERLINE MARKING ON APRON.
2. EXISTING LEAD IN LINE TO T-HANGARS ARE APPROXIMATE LOCATIONS BASED ON RECORD DRAWINGS. EXACT LOCATIONS SHALL BE SURVEYED AND RECORDED PRIOR TO MILLING OF EXISTING SURFACE AND REMARKED TO SAME LOCATIONS.
3. TAXIWAY CENTERLINE MARKINGS FOR THE NEW HANGAR PAVEMENT SHALL BE SOLID YELLOW, TO THE WIDTH SHOWN, AND WITHOUT A BLACK BACKGROUND.
4. AUTOMOBILE PARKING STALLS SHALL BE MARKED IN THE SAME MANNER AS T-HANGAR LEAD-IN LINES.



CURVE INFO FOR PAVEMENT MARKING

CURVE	STATION	OFFSET	RADIUS
C1	104+76.10	121.08' RT.	25'
C2	104+76.31	25.00' LT.	25'
C3	105+51.41	88.91' LT.	50'

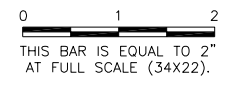
- *NOTE:
- CURVE INFORMATION FOR CENTERLINE MARKING ARE REFERENCING THE CENTER OF THE MARKING.



FILE: MARK01.dwg
 UPDATE BY: Andrew Bodine
 PLOT DATE: 1/21/2014 8:17 AM
 Keymap
 DNVBase_StatePlane

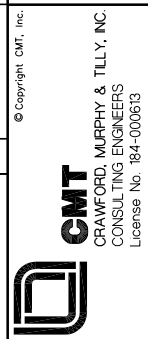
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REVISIONS		
NUMBER	BY	DATE



VERMILION REGIONAL AIRPORT
 VERMILION REGIONAL AIRPORT AUTHORITY
 DANVILLE, ILLINOIS

**REHABILITATE T-HANGAR TAXIWAY PAVEMENTS
 MARKING PLAN**



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	11 OF 11 SHEETS

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