

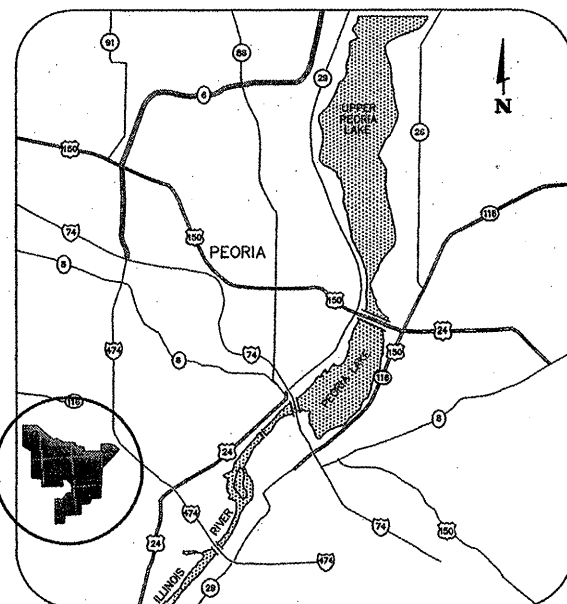
100% PLANS
FOR

GENERAL WAYNE A. DOWNING PEORIA INTERNATIONAL AIRPORT

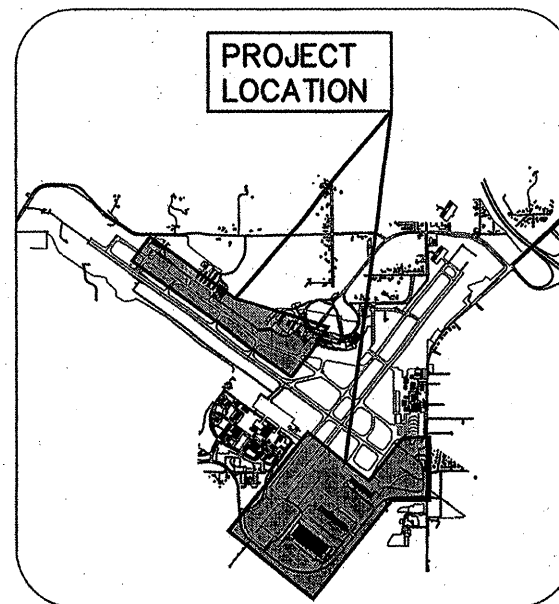
AIP PROJECT NO. 3-17-0080-XX
ILLINOIS PROJECT NO. PIA-3865

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

FEBRUARY 13, 2009

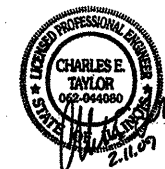


LOCATION MAP



SITE PLAN

PEORIA INTERNATIONAL AIRPORT



MAXIMUM EQUIPMENT HEIGHT = 25'
GROUND FREQUENCY 121.85 MHZ

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GREATER PEORIA REGIONAL AIRPORT
TOWNSHIP: 8 NORTH
RANGE: 7 EAST
COUNTY: PEORIA
TOWNSHIP: LIMESTONE

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METROPOLITAN AIRPORT AUTHORITY OF PEORIA
GREATER PEORIA REGIONAL AIRPORT
PEORIA, ILLINOIS

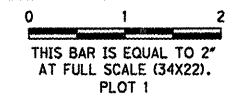
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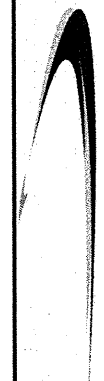


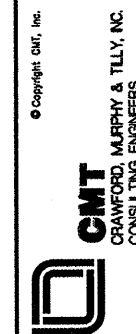
SUMMARY OF QUANTITIES

| Item # | Description | Unit | Quantity |
|----------|--|------|----------|
| AR800250 | 2 - 1/C #8 5KV UG Cable in UD | LF | 280 |
| AR108082 | 1/C #2 XLP - USE | LF | 1,700 |
| AR108084 | 1/C #4 XLP - USE | LF | 3,150 |
| AR108088 | 1/C #8 XLP - USE | LF | 850 |
| AR108806 | 6 Pair Control Cable | LF | 850 |
| AR110014 | 4" Directional Bore | LF | 170 |
| AR110504 | 4-Way Conc. Encased Duct | LF | 64 |
| AR119510 | Airport Obstruction Light | EA | 8 |
| AR125964 | Relocate Taxi Guidance Sign | EA | 2 |
| AR152410 | Unclassified Excavation | CY | 72,818 |
| AR156510 | Silt Fence | LF | 5,124 |
| AR156511 | Ditch Check | EA | 20 |
| AR156513 | Separation Fabric | SY | 1,850 |
| AR156520 | Inlet Protection | EA | 36 |
| AR156532 | Excelsior Blanket | SY | 2,640 |
| AR156540 | RipRap | SY | 770 |
| AR162510 | Class E Fence 10' | LF | 13,820 |
| AR162620 | Class E Gate - 20' | EA | 1 |
| AR162630 | Class E Gate - 30' | EA | 1 |
| AR162716 | Electrical Gate - 16' | EA | 1 |
| AR162724 | Electrical Gate - 24' | EA | 3 |
| AR162900 | Remove Class E Fence | LF | 14,715 |
| AR162908 | Remove Electric Gate | EA | 4 |
| AR162910 | Remove Class E Gate | EA | 7 |
| AR201610 | Bituminous Base Course | TON | 2,783 |
| AR201630 | Bituminous Base Test Section | EA | 1 |
| AR209600 | Geotextile Fabric | SY | 1,755 |
| AR209612 | Crushed Aggregate Base Coarse - 12" | SY | 29,257 |
| AR401610 | Bituminous Surface Course | TON | 2,783 |
| AR401630 | Bituminous Surface Test Section | EA | 1 |
| AR401900 | Remove Bituminous Pavement | SY | 18,931 |
| AR602510 | Bituminous Prime Coat | GAL | 10,285 |
| AR603510 | Bituminous Tack Coat | GAL | 2,305 |
| AR620510 | Pavement Marking | SF | 1,280 |
| AR620900 | Pavement Marking Removal | SF | 2,440 |
| AR701230 | 30" CMP | LF | 220 |
| AR701236 | 36" CMP | LF | 240 |
| AR701512 | 12" Reinforced Concrete Pipe, Class IV | LF | 675 |
| AR701515 | 15" Reinforced Concrete Pipe, Class IV | LF | 161 |
| AR701518 | 18" Reinforced Concrete Pipe, Class IV | LF | 182 |
| AR701536 | 36" Reinforced Concrete Pipe, Class IV | LF | 433 |
| AR701542 | 42" Reinforced Concrete Pipe, Class IV | LF | 89 |
| AR701548 | 48" Reinforced Concrete Pipe, Class IV | LF | 48 |
| AR701572 | 72" Reinforced Concrete Pipe, Class IV | LF | 165 |
| AR701596 | 96" Reinforced Concrete Pipe, Class IV | LF | 240 |
| AR701900 | Remove Pipe | LF | 434 |
| AR751410 | Inlet | EA | 9 |
| AR751412 | Inlet - Type B | EA | 1 |
| AR751567 | Manhole 7' | EA | 7 |
| AR751569 | Manhole 9' | EA | 2 |
| AR751900 | Remove Inlet | EA | 1 |
| AR752230 | Metal End Section 30" | EA | 1 |
| AR752236 | Metal End Section 36" | EA | 6 |
| AR752412 | Precast Reinforced Concrete FES 12" | EA | 17 |
| AR752415 | Precast Reinforced Concrete FES 15" | EA | 4 |
| AR752418 | Precast Reinforced Concrete FES 18" | EA | 1 |
| AR752900 | Remove End Section | EA | 9 |
| AR754410 | Comb. Concrete Curb and Gutter | LF | 18 |
| AR754904 | Remove Comb. Curb and Gutter | LF | 18 |
| AR800396 | Gate Operator Modifications | L.S. | 1 |
| AR800397 | Temporary Fence | L.S. | 1 |
| AR800398 | Straw Wattle | LF | 1,298 |
| AR901510 | Seeding | AC | 21.0 |
| AR908510 | Mulching | AC | 21.0 |

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GENERAL WAYNE A. DOWNING
PEORIA INTERNATIONAL AIRPORT
CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3



L. PROJECT: PIA-3865
AP PROJ: 3-17-0080-XX

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| FILE: | SUMMARY OF QUANTITIES |
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| DRAWN BY: | CMT |
| CHECKED BY: | CET |
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| JOB No: | 07061-04-00 |

SUMMARY OF QUANTITIES /INDEX TO SHEETS

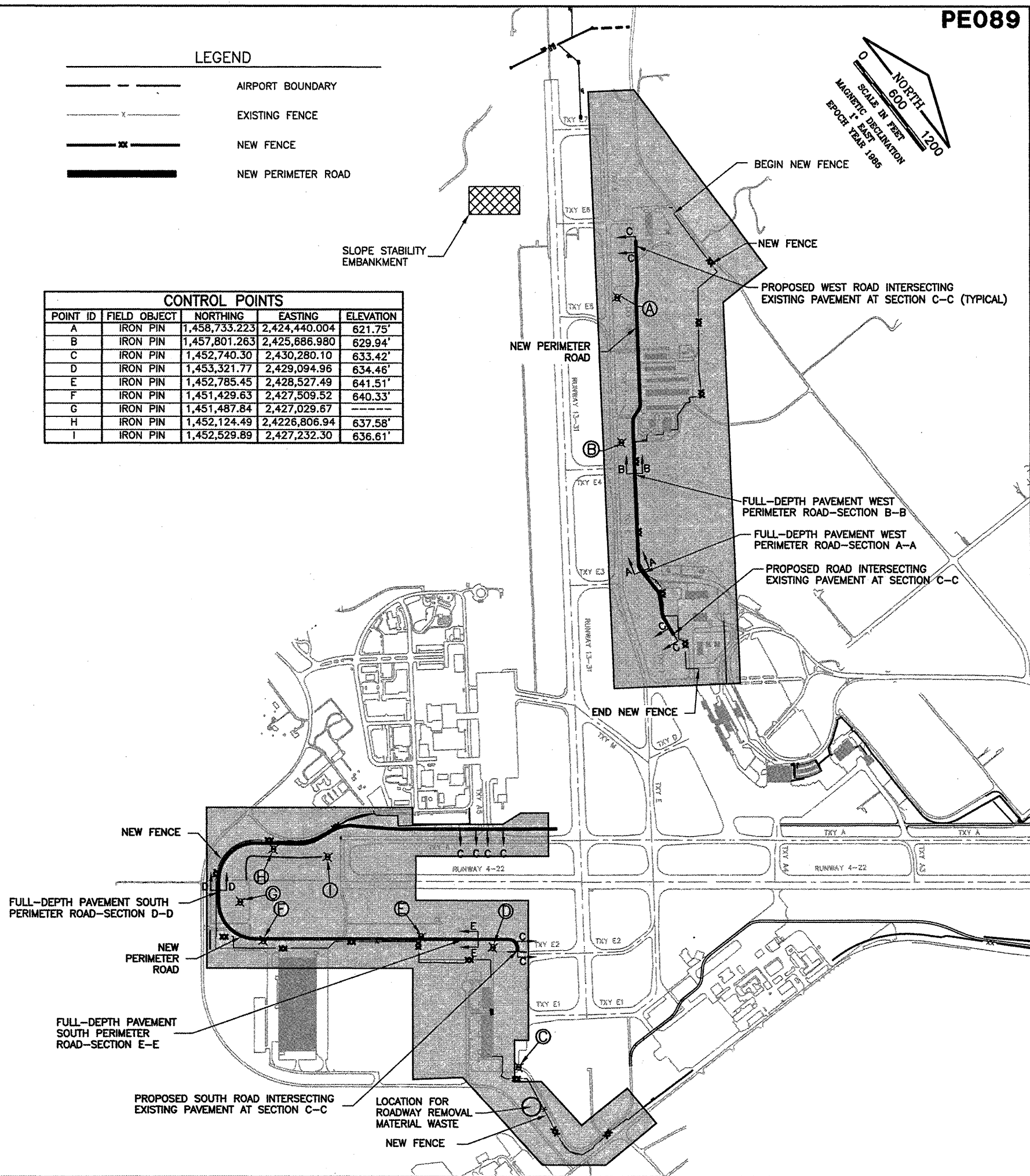
GENERAL NOTES

- ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION.
- ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING RUNWAYS, TAXIWAYS, AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL OF A FLAGMAN IN RADIO CONTACT WITH FAA AIR TRAFFIC CONTROL TOWER PERSONNEL AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY COMPLETED THE APPROVED MAAP/FAA SAFETY COURSE MAY OPERATE THESE RADIOS.
- 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 OPERATIONS DIRECTOR.
- 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.
- BROKEN ASPHALT, CONCRETE, OR FENCE MATERIALS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF OF AIRPORT PROPERTY UNLESS OTHERWISE DIRECTED BY THE AIRPORT.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 115' FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 250' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
- 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 RESIDENT ENGINEER AND THE AIRPORT.
- THE CONTRACTOR SHALL CONTINUOUSLY CLEAN CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.
- 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 COMPLETE A SECURITY FORM FOR ALL PERSONNEL HE PROPOSES TO USE ON THE AIRPORT. THESE FORMS SHALL BE COMPLETED PRIOR TO THAT PERSON BEING ALLOWED ON THE AIRFIELD. A LIST OF PERSONNEL AUTHORIZED TO WORK ON THE AIRFIELD SHALL BE PROVIDED TO THE RESIDENT ENGINEER BY THE CONTRACTOR.
 - THE CONTRACTOR SHALL USE AN EXISTING GATE(S) FOR ACCESS TO THE AIRFIELD. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON THE ACCESS GATE. HE SHALL PROVIDE KEYS FOR HIS PADLOCK TO THE RESIDENT ENGINEER, M.A.A.P. DIRECTOR OF OPERATIONS, AND M.A.A.P. OPERATIONS OR MAINTENANCE PERSONNEL. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE RESIDENT ENGINEER.
 - 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 POST A COMPETENT SECURITY GUARD TO CONTROL ACCESS AT THE GATE. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS AS DIRECTED.
 - 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.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING
- IN AREAS WHERE NO TEMPORARY FENCE IS USED, THE NEW FENCE SHALL BE INSTALLED BEFORE THE EXISTING FENCE IS REMOVED SO AS TO MAINTAIN A SECURED PERIMETER.
- THE LATITUDE, LONGITUDE, AND ELEVATION ARE GIVEN AT EACH CRITICAL POINT AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN.

LEGEND

- AIRPORT BOUNDARY
- - - - - EXISTING FENCE
- NEW FENCE
- NEW PERIMETER ROAD

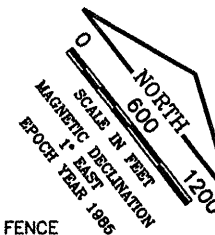
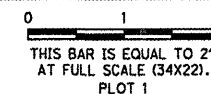
| CONTROL POINTS | | | | |
|----------------|--------------|---------------|---------------|-----------|
| POINT ID | FIELD OBJECT | NORTHING | EASTING | ELEVATION |
| A | IRON PIN | 1,458,733.223 | 2,424,440.004 | 621.75' |
| B | IRON PIN | 1,457,801.263 | 2,425,686.980 | 629.94' |
| C | IRON PIN | 1,452,740.30 | 2,430,280.10 | 633.42' |
| D | IRON PIN | 1,453,321.77 | 2,429,094.96 | 634.46' |
| E | IRON PIN | 1,452,785.45 | 2,428,527.49 | 641.51' |
| F | IRON PIN | 1,451,429.63 | 2,427,509.52 | 640.33' |
| G | IRON PIN | 1,451,487.84 | 2,427,029.67 | ----- |
| H | IRON PIN | 1,452,124.49 | 2,4226,806.94 | 637.58' |
| I | IRON PIN | 1,452,529.89 | 2,427,232.30 | 636.61' |



PE089

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**GENERAL WAYNE A. DOWNING
PEORIA INTERNATIONAL AIRPORT
CONSTRUCT NEW PERIMETER ROAD AND
PERIMETER FENCE - PROJECT 3**

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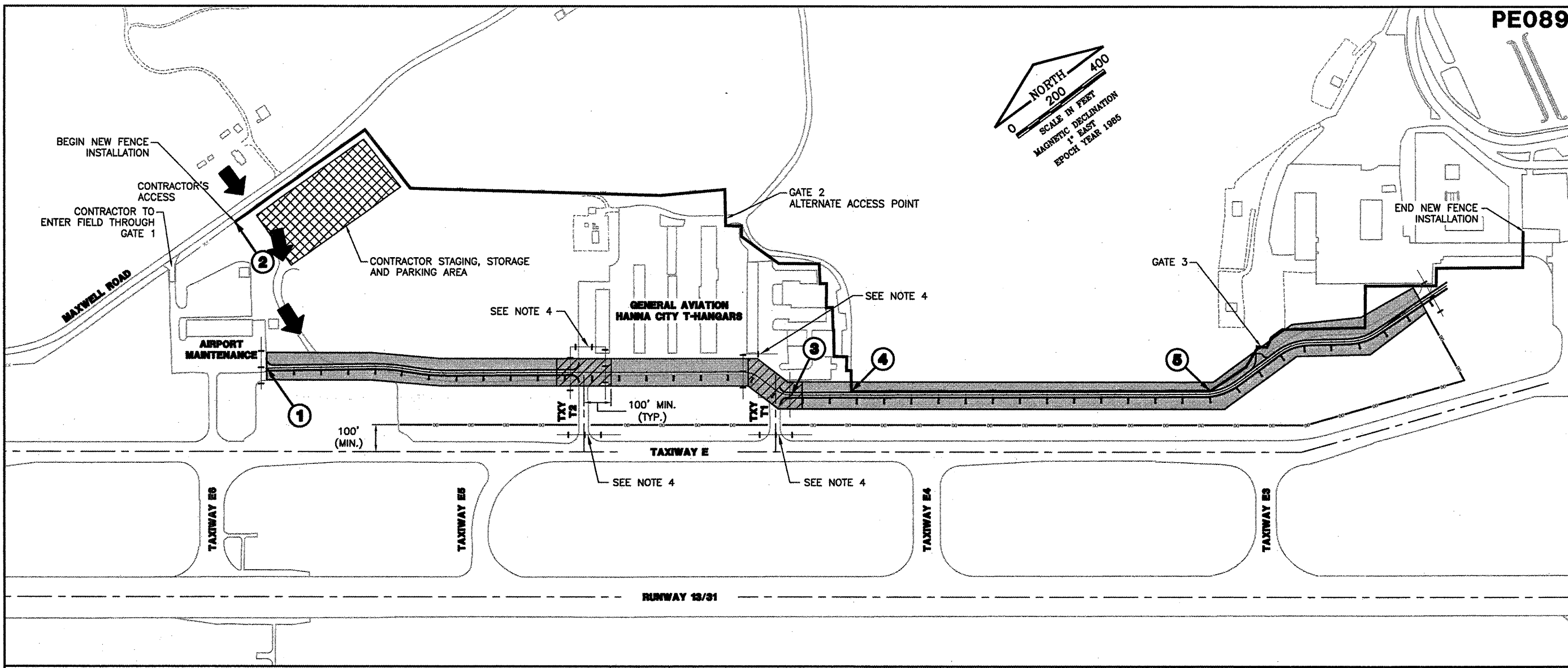
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AIRPORT SITE PLAN

PE089

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



GENERAL WAYNE A. DOWNING
PEORIA INTERNATIONAL AIRPORT

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

LEGEND

- NEW 10' FENCE WORK AREA
- LATHE LINE - WORK LIMITS
- LOW PROFILE BARRICADES
- CONTRACTOR STAGING, STORAGE AND PARKING LOCATION
- PERIMETER ROAD WORK AREAS
- PRIORITY PERIMETER ROAD WORK AREAS
- CONTRACTOR ACCESS ROUTE
- CRITICAL POINT

PHASE 1 NOTES

1. THE CONTRACTOR WILL BE ALLOWED ACCESS TO THE FIELD AT THE LOCATION SHOWN. EQUIPMENT AND MATERIALS WILL NOT BE ALLOWED ACCESS ENT-HANGAR ROADWAY OR TERMINAL ROADWAY.
2. WORK ADJACENT TO THE GENERAL AVIATION (T-HANGAR) AREA MUST BE SCHEDULED TO MINIMIZE IMPACT ON TENANTS.
3. DURING WORK ON GATES 2 AND 3, THE CONTRACTOR WILL POST A SIGN NOTIFYING GATE USERS THAT THE GATE IS CLOSED AND DIRECTING THEM TO THE NEXT CLOSEST AVAILABLE GATE. GATES 2 AND 3 ARE NOT TO BE CLOSED AT THE SAME TIME.
4. WORK WITHIN 100' OF THE CENTERLINE OF TAXIWAYS T1 AND T2, SHOWN AS THE PRIORITY PERIMETER ROAD WORK AREAS, MUST BE COORDINATED WITH THE AIRPORT PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES. TAXIWAYS T1 AND T2 ARE NOT TO BE CLOSED AT THE SAME TIME. THE CONTRACTOR WILL CLOSE THE TAXIWAY BY PLACING LOW PROFILE BARRICADES AS DIRECTED BY THE AIRPORT AND THE RESIDENT ENGINEER TO MINIMIZE DISRUPTION TO THE T-HANGAR TENANTS. THE CONTRACTOR IS TO ASSUME THAT A MINIMUM OF 50 BARRICADES WILL BE REQUIRED FOR THE TAXIWAY CLOSURE.
5. PHASES 1, 2 AND 3 MAY BE CONSTRUCTED CONCURRENTLY WITH THE APPROVAL OF THE AIRPORT.

CRITICAL POINTS

| POINT NUMBER | TYPE | LATITUDE | LONGITUDE | ELEVATION |
|--------------|-----------|----------------|----------------|-----------|
| A | RUNWAY 13 | 40° 40' 22.43" | 89° 42' 44.72" | 635.9 |
| 1 | ROAD | 40° 40' 21.81" | 89° 42' 25.17" | 631.0 |
| 2 | FENCE | 40° 40' 26.72" | 89° 42' 22.24" | 666.0 |
| 3 | ROAD | 40° 40' 09.63" | 89° 42' 05.80" | 629.2 |
| 4 | FENCE | 40° 40' 08.43" | 89° 42' 03.40" | 640.0 |
| 5 | FENCE | 40° 40' 00.66" | 89° 41' 49.60" | 636.0 |

1. CONTRACTOR SHALL INSTALL SOLAR POWERED OBSTRUCTION LIGHTS AT POINTS 4 AND 5 OR AS SPECIFIED BY THE AIRPORT.

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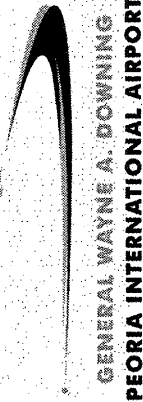
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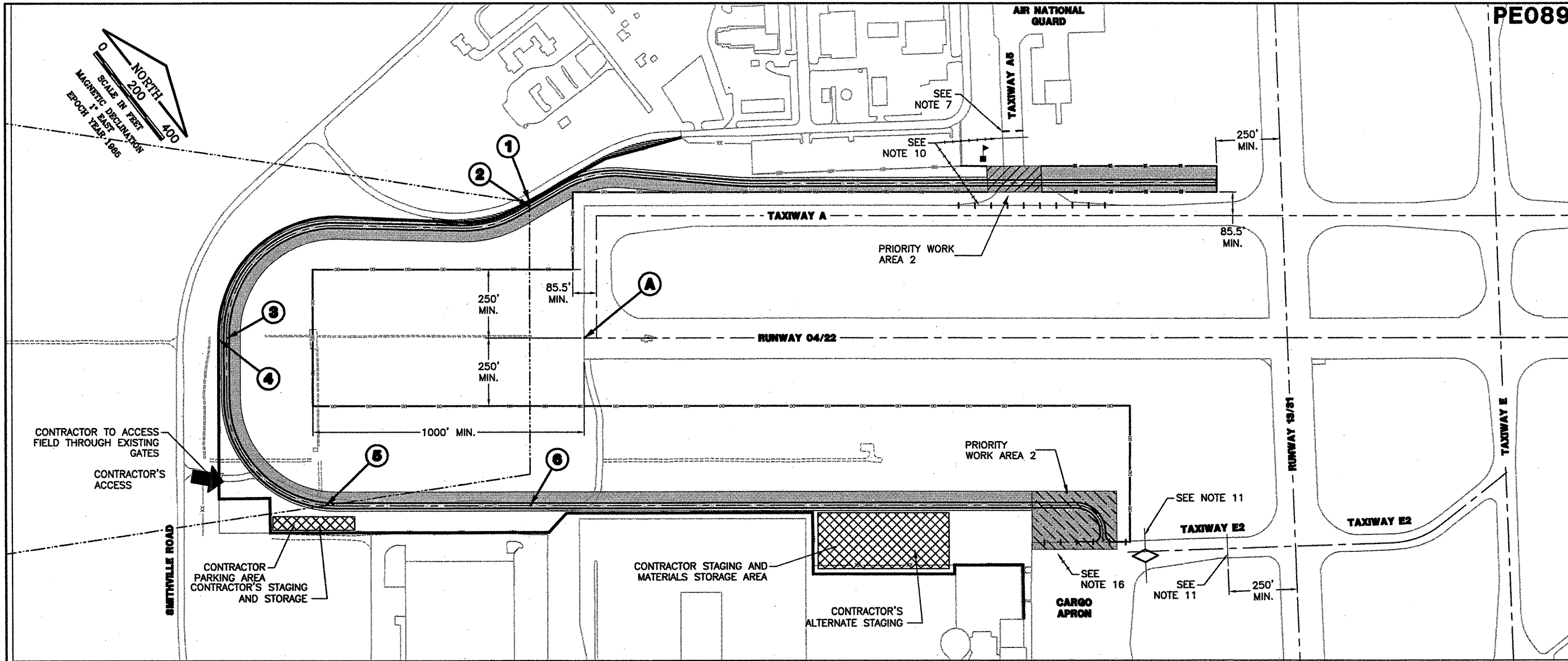
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CONSTRUCTION ACTIVITY PLAN - PHASE 1

PE089

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GENERAL WAYNE A. DOWNING
PEORIA INTERNATIONAL AIRPORT
CONSTRUCT NEW PERIMETER ROAD AND
PERIMETER FENCE - PROJECT 3



LEGEND


| | |
|--|--|
| | NEW 10' FENCE WORK AREA |
| | TYPE 1 BARRICADES |
| | LOW PROFILE BARRICADES |
| | LATHE LINE - WORK LIMITS |
| | CONTRACTOR STAGING, STORAGE AND PARKING LOCATION |
| | PERIMETER ROAD WORK AREAS |
| | PRIORITY PERIMETER ROAD WORK AREA 1 |
| | PRIORITY PERIMETER ROAD WORK AREA 2 |
| | RADIO FLAGMAN |
| | CONTRACTOR ACCESS ROUTE |
| | CRITICAL POINT |

- PHASE 2 NOTES**
1. THE CONTRACTOR WILL BE ALLOWED ACCESS TO THE FIELD THROUGH THE DOUBLE SWING GATES LOCATED OFF OF SMITHVILLE ROAD.
 2. ABSOLUTELY NO ADMITTANCE BEYOND THE HOLD LINE ON TAXIWAY A5. CONTRACTOR PERSONNEL FOUND BEYOND THE DASHED YELLOW PAINTED LINE ON TAXIWAY A5 WILL BE SUBJECT TO POSSIBLE IMPRISONMENT BY THE ILLINOIS AIR NATIONAL GUARD. ANY WORK REQUIRED ON ILANG PROPERTY MUST BE COORDINATED IN ADVANCE WITH THE BASE COMMANDER OR HIS DULY AUTHORIZED REPRESENTATIVE.
 3. DURING WORK ON PERIMETER ROAD PRIORITY WORK AREA 1, TAXIWAY A5 WILL BE CLOSED TO AIRCRAFT TRAFFIC BY PLACING BARRICADES AT THE LOCATIONS SHOWN. THE CONTRACTOR MUST EXPEDITE CONSTRUCTION OPERATIONS IN THIS AREA TO REDUCE THE LENGTH OF TAXIWAY CLOSURE.
 4. DURING WORK ON PERIMETER ROAD PRIORITY WORK AREA 2, TAXIWAY E2 WILL BE CLOSED TO AIRCRAFT TRAFFIC DURING WORKING HOURS BY PLACING BARRICADES AT THE THE LOCATIONS SHOWN. UPON COMPLETION OF WORK, THE CONTRACTOR SHALL REMOVE BARRICADES AND RE-OPEN TAXIWAY E2. AIRPORT OPERATIONS SHALL APPROVE TAXIWAY PRIOR TO RE-OPENING.
 5. THE CONTRACTOR MUST HAVE A RADIO FLAGMAN IN CONTACT WITH THE AIR TRAFFIC CONTROL TOWER WHEN CROSSING TAXIWAY A5 UNLESS TAXIWAY A5 IS CLOSED.
 6. LOW LEVEL BARRICADES WILL BE PLACED AT THE APPROXIMATE LOCATION SHOWN FOR THE ENTIRETY OF PHASE 2. ACTUAL BARRICADE PLACEMENT LOCATION TO BE COORDINATED WITH THE AIRPORT AND AIR CARGO OPERATORS.
 7. PHASES 1, 2 AND 3 MAY BE CONSTRUCTED CONCURRENTLY WITH THE APPROVAL OF THE AIRPORT.

CRITICAL POINTS

| POINT NUMBER | TYPE | LATITUDE | LONGITUDE | ELEVATION |
|--------------|----------|----------------|----------------|-----------|
| A | RUNWAY 4 | 40° 39' 14.53" | 89° 41' 41.01" | 643.8 |
| 1 | FENCE | 40° 39' 16.08" | 89° 41' 47.72" | 637.4 |
| 2 | ROAD | 40° 39' 15.95" | 89° 41' 47.50" | 642.4 |
| 3 | ROAD | 40° 39' 04.35" | 89° 41' 51.69" | 647.5 |
| 4 | FENCE | 40° 39' 04.12" | 89° 41' 51.89" | 642.5 |
| 5 | ROAD | 40° 39' 03.37" | 89° 41' 42.49" | 655.0 |
| 6 | ROAD | 40° 39' 09.18" | 89° 41' 36.37" | 655.0 |

1. CONTRACTOR SHALL INSTALL SOLAR POWERED OBSTRUCTION LIGHTS AT POINTS 2,4, AND 5 OR AS SPECIFIED BY THE AIRPORT.


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| JOB No: | 07081-04-00 |

CONSTRUCTION ACTIVITY PLAN - PHASE 2

SHEET 5 OF 151 SHEETS

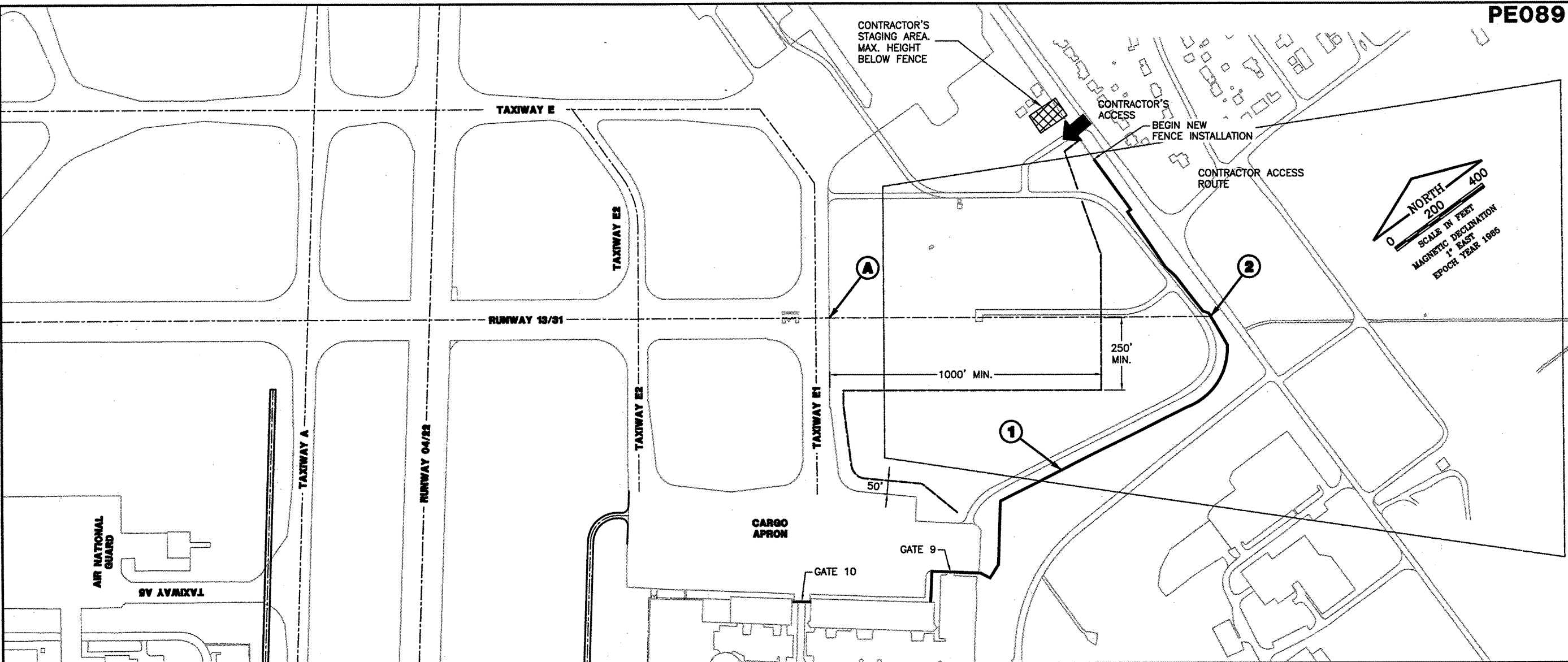
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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1

GENERAL WAYNE A. DOWNING
PEORIA INTERNATIONAL AIRPORT

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3



LEGEND

- NEW 10' FENCE WORK AREA
- LATHE LINE - WORK LIMITS
- CONTRACTOR STAGING, STORAGE AND PARKING LOCATION
- CONTRACTOR ACCESS ROUTE
- CRITICAL POINT

PHASE 3 NOTES

1. THE CONTRACTOR WILL BE ALLOWED ACCESS TO THE FIELD THROUGH GATE AS SHOWN.
2. THIS PHASE CONSISTS OF THE INSTALLATION OF NEW 10' CHAIN LINK FENCE AT THE LOCATIONS SHOWN AND THE REMOVAL AND REPLACEMENT OF GATES 9 AND 10 ONLY. WORK ON NEW FENCE ITEMS TO THE WEST OF CARGO BUILDING #2 ARE TO BE COMPLETED UNDER PHASE 2.
3. PHASE 1, 2 AND 3 MAY BE CONSTRUCTED CONCURRENTLY WITH THE APPROVAL OF THE AIRPORT.

CRITICAL POINTS

| POINT NUMBER | TYPE | LATITUDE | LONGITUDE | ELEVATION |
|--------------|-----------|----------------|----------------|-----------|
| A | RUNWAY 31 | 40° 39' 25.95" | 89° 41' 04.55" | 642.5 |
| 1 | FENCE | 40° 39' 16.64" | 89° 41' 01.17" | 650.0 |
| 2 | FENCE | 40° 39' 17.68" | 89° 40' 49.91" | 650.0 |

CONTRACTOR SHALL INSTALL SOLAR POWERED OBSTRUCTION LIGHTS AT POINTS 1, 2 AND AT THE BEGINNING OF THE NEW FENCE OR AS SPECIFIED BY THE AIRPORT.

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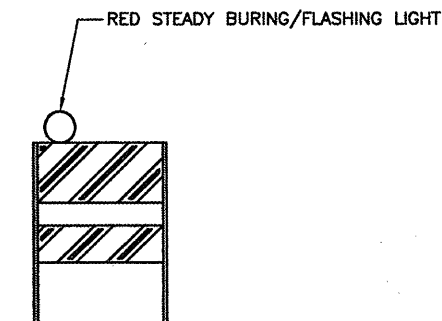
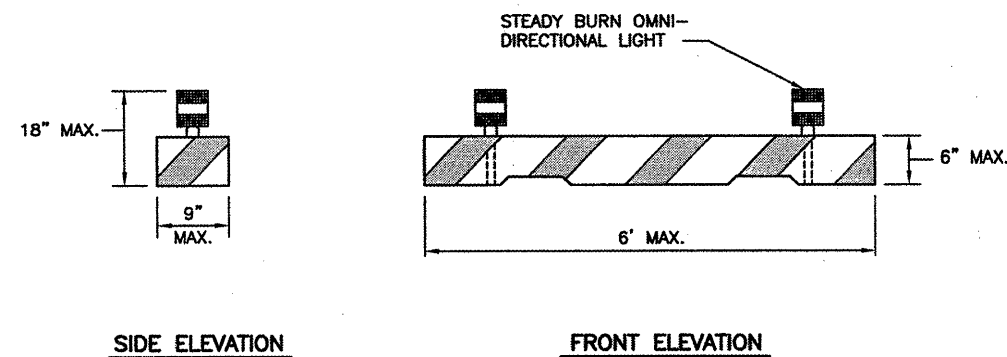
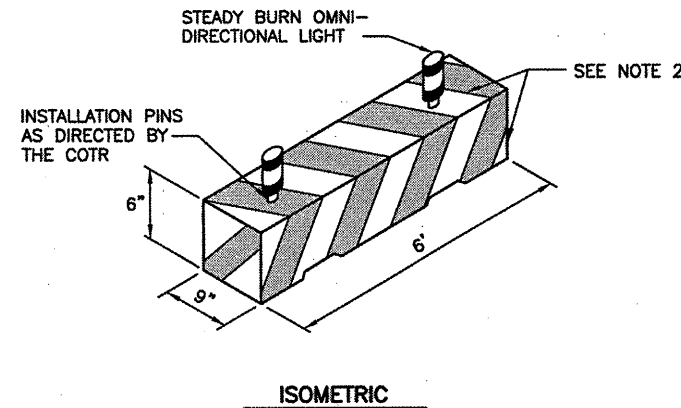
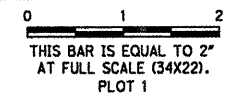
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CONSTRUCTION ACTIVITY PLAN - PHASE 3

CONSTRUCTION ACTIVITY AND PHASING GENERAL NOTES

1. THE WORK ZONES FOR EACH PHASE ARE ADJACENT TO RUNWAY AND TAXIWAY SAFETY AREAS OF THE AIRFIELD. THE CONTRACTOR WILL BE AWARE THAT ANY PERSONNEL FOUND OUTSIDE OF HIS DESIGNATED WORK AREA MAY BE IN VIOLATION OF THE REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION. ANY SUCH VIOLATIONS ARE SUBJECT TO DISCIPLINARY ACTION AND MAY RESULT IN THE DISMISSAL OF THE INDIVIDUAL OR PERSONS RESPONSIBLE.
2. THE CONTRACTOR WILL BE REQUIRED TO OBTAIN SECURITY BADGES FOR HIS SUPERINTENDENT AND FOREMEN SUCH THAT THEY MAY ACT AS ESCORT FOR CONTRACTOR PERSONNEL AND VEHICLES THAT REQUIRE ACCESS TO OR ACROSS THE AIRFIELD. BADGING COSTS WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
3. IN CASE OF EMERGENCY, THE CONTRACTOR MUST EXIT THE WORK ZONE VIA HIS DESIGNATED HAUL ROUTE AND RELOCATE TO HIS STAGING AND STORAGE LOCATION.
4. THE CONTRACTOR MUST PROVIDE CONTINUOUS FENCELINE ON THE PERIMETER OF THE PROJECT. TEMPORARY FENCING MUST BE IN PLACE PRIOR TO THE REMOVAL OF THE EXISTING FENCE. ANY OPENING IN THE FENCE MUST BE GUARDED BY THE CONTRACTOR SO AS TO NOT ALLOW UNAUTHORIZED ACCESS TO THE AIRPORT. NO OPENING GREATER THAN 24' WILL BE ALLOWED AT ANY TIME.
5. OPEN GATES MUST BE CONSTANTLY MONITORED BY CONTRACTOR PERSONNEL. ONLY APPROVED INDIVIDUALS SHALL ENTER THE SIDA.
6. ANY WORK TO BE PERFORMED AROUND EXISTING UTILITIES MUST BE LOCATED PRIOR TO COMMENCING WORK.
7. CONTRACTOR MUST COORDINATE ALL WORK LOCATED IN TOWNSHIP OR COUNTY RIGHT OF WAY WITH THE APPROPRIATE AGENCY.
8. THE CONTRACTOR WILL PROVIDE AND UTILIZE CONSTRUCTION BARRICADES WHEN WORKING IN CLOSE PROXIMITY TO PUBLIC USE ROADS.
9. CLOSURES TO THE EXISTING PERIMETER ROADWAY MUST BE MINIMIZED AND CLOSELY COORDINATED WITH THE AIRPORT.
10. THE CONTRACTOR WILL BE ALLOWED TO STORE MATERIALS AND EQUIPMENT AT THE LOCATIONS SHOWN ONLY. ADDITIONAL STORAGE AREAS MAY BE DESIGNATED BY THE CONTRACTOR WITH THE APPROVAL OF THE AIRPORT. EQUIPMENT AND MATERIAL STORED AT THE STAGING AREA MUST BE PARKED OR STORED SUCH THAT THE PART 77 AND PRIMARY SURFACES ARE NOT VIOLATED IN ANY WAY.
11. ALL CONTRACTOR PERSONNEL ARE REQUIRED TO PARK AT THE LOCATIONS DESIGNATED AS THE CONTRACTOR STAGING, STORAGE AND PARKING AREA. NO PERSONAL VEHICLES WILL BE ALLOWED PAST THE PARKING AREAS.
12. THE CONTRACTOR WILL INSTALL A LINE OF LATHE AT THE LOCATIONS SHOWN TO DESIGNATE THE EXTENT OF HIS WORK AREAS. THE LATHE WILL BE PAINTED ORANGE OR HAVE ORANGE RIBBON SECURELY TIED TO THE LATHE AND INSTALLED PRIOR TO BEGINNING WORK. LATHE WILL BE SPACED AT NO MORE THAN 50 FOOT ON CENTERS. THE LATHE LINE WILL BE REMOVED AT THE COMPLETION OF THE PROJECT.

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LOW PROFILE BARRICADE DETAILS
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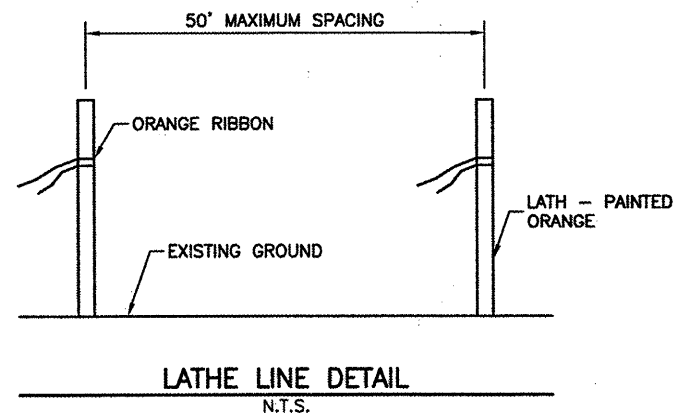
HIGH-PROFILE BARRICADE DETAIL
N.T.S.

BEAM BARRICADE NOTES

1. BARRICADE TO BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS, AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE TO PREVENT DISPLACEMENT FROM PROP WASH, JET BLAST, WING VORTEX, OR OTHER SURFACE WIND CURRENTS.
2. REFLECTIVE MATERIAL, ORANGE FLUORESCENT AND WHITE FLUORESCENT DIAGONAL WILL BE PLACED ON ALL FACES. MATERIAL WILL BE EITHER SCOTCHLITE OR REPLEXITE MATERIAL.
3. STEADY-BURN LIGHTS WILL HAVE A MINIMUM OF 5 CANDELAS AS EFFECTIVE INTENSITY.
4. BARRICADES TO BE PLACED END TO END.

HIGH-PROFILE BARRICADE NOTES

1. LIGHT TO BE BATTERY OPERATED. LENS TO BE RED, BI-DIRECTIONAL, 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 TO BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AT MAXIMUM 15' INTERVALS.
5. BARREL/DRUM TYPE BARRICADES WILL NOT BE ALLOWED.



LATHE LINE DETAIL
N.T.S.

LATHE LINE NOTES

1. SPACE LATHE A MAXIMUM OF 50' APART.
2. CONTRACTOR SHALL ERECT LATHE LINE WHERE SHOWN IN THE PLANS.

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CONSTRUCT NEW PERIMETER ROAD AND
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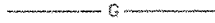
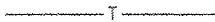
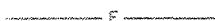




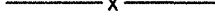
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| JOB No: | 07061-04-00 |

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

LEGEND

-  EXISTING BITUMINOUS PAVEMENT TO BE REMOVED
-  EXISTING GAS
-  EXISTING TELEPHONE
-  EXISTING UNDERGROUND ELECTRIC
-  EXISTING WATER
-  EXISTING SANITARY
-  EXISTING STORM SEWER
-  EXISTING FENCE
-  EXISTING ELECTRICAL DUCT



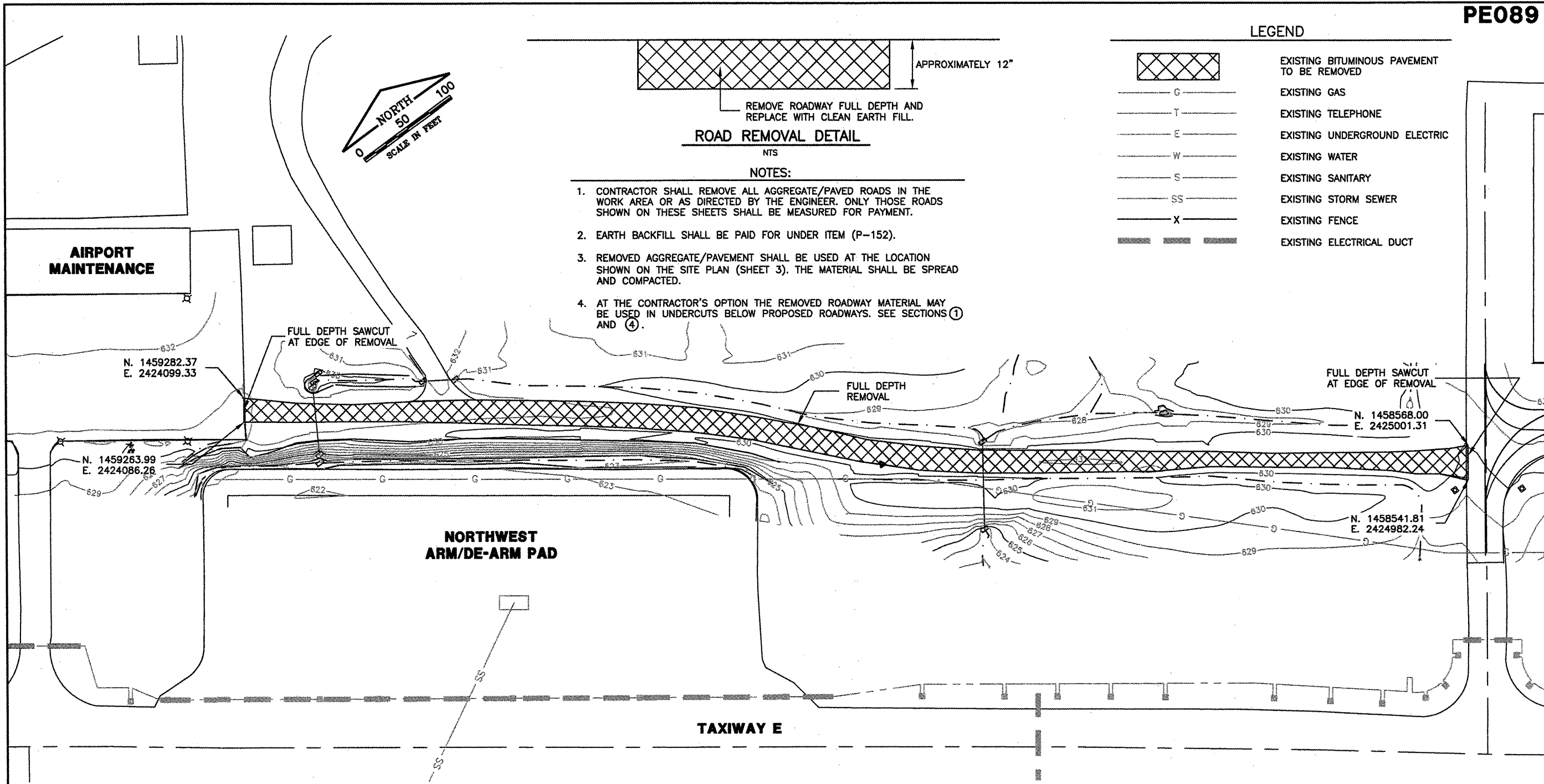
REMOVE ROADWAY FULL DEPTH AND REPLACE WITH CLEAN EARTH FILL.

ROAD REMOVAL DETAIL

NTS

NOTES:

- CONTRACTOR SHALL REMOVE ALL AGGREGATE/PAVED ROADS IN THE WORK AREA OR AS DIRECTED BY THE ENGINEER. ONLY THOSE ROADS SHOWN ON THESE SHEETS SHALL BE MEASURED FOR PAYMENT.
- EARTH BACKFILL SHALL BE PAID FOR UNDER ITEM (P-152).
- REMOVED AGGREGATE/PAVEMENT SHALL BE USED AT THE LOCATION SHOWN ON THE SITE PLAN (SHEET 3). THE MATERIAL SHALL BE SPREAD AND COMPACTED.
- AT THE CONTRACTOR'S OPTION THE REMOVED ROADWAY MATERIAL MAY BE USED IN UNDERCUTS BELOW PROPOSED ROADWAYS. SEE SECTIONS ① AND ④.



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 CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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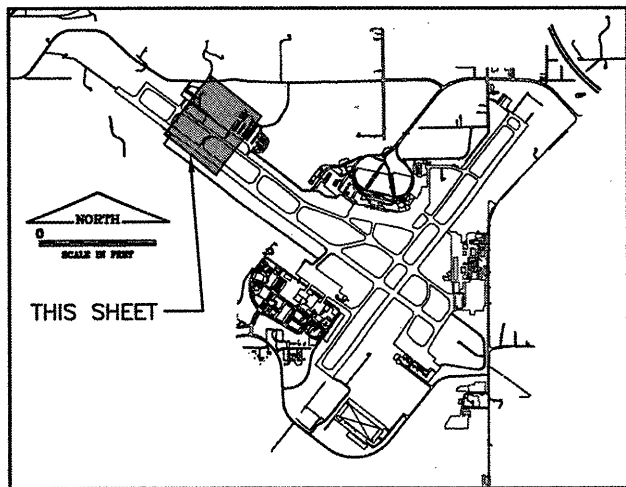
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DEMOLITION PLAN
 SHEET 1 OF 4

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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 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 ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL 911 IN THE EVENT IN WHICH DAMAGE RESULTS IN THE RELEASE OF NATURAL GAS.



KEY MAP

DEMOLITION NOTES:

- ALL ITEMS WITHIN THE PAVEMENT TO BE DEMOLISHED SHALL BE REMOVED, UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL PROTECT PAVEMENTS THAT ARE OUTSIDE THE DEMOLITION AREA ADJACENT TO SPECIFIED PAVEMENT REMOVAL. CONTRACTOR SHALL REPAIR ANY DAMAGE TO ADJACENT PAVEMENT AT HIS/HER OWN EXPENSE AS DIRECTED BY THE RESIDENT ENGINEER.
- SEE FENCING PLANS FOR FENCE REMOVAL.
- SEE DRAINAGE PLAN FOR INLET AND PIPE REMOVALS.

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 THIS BAR IS EQUAL TO 2'
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 PLOT 1

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 PERIMETER FENCE - PROJECT 3










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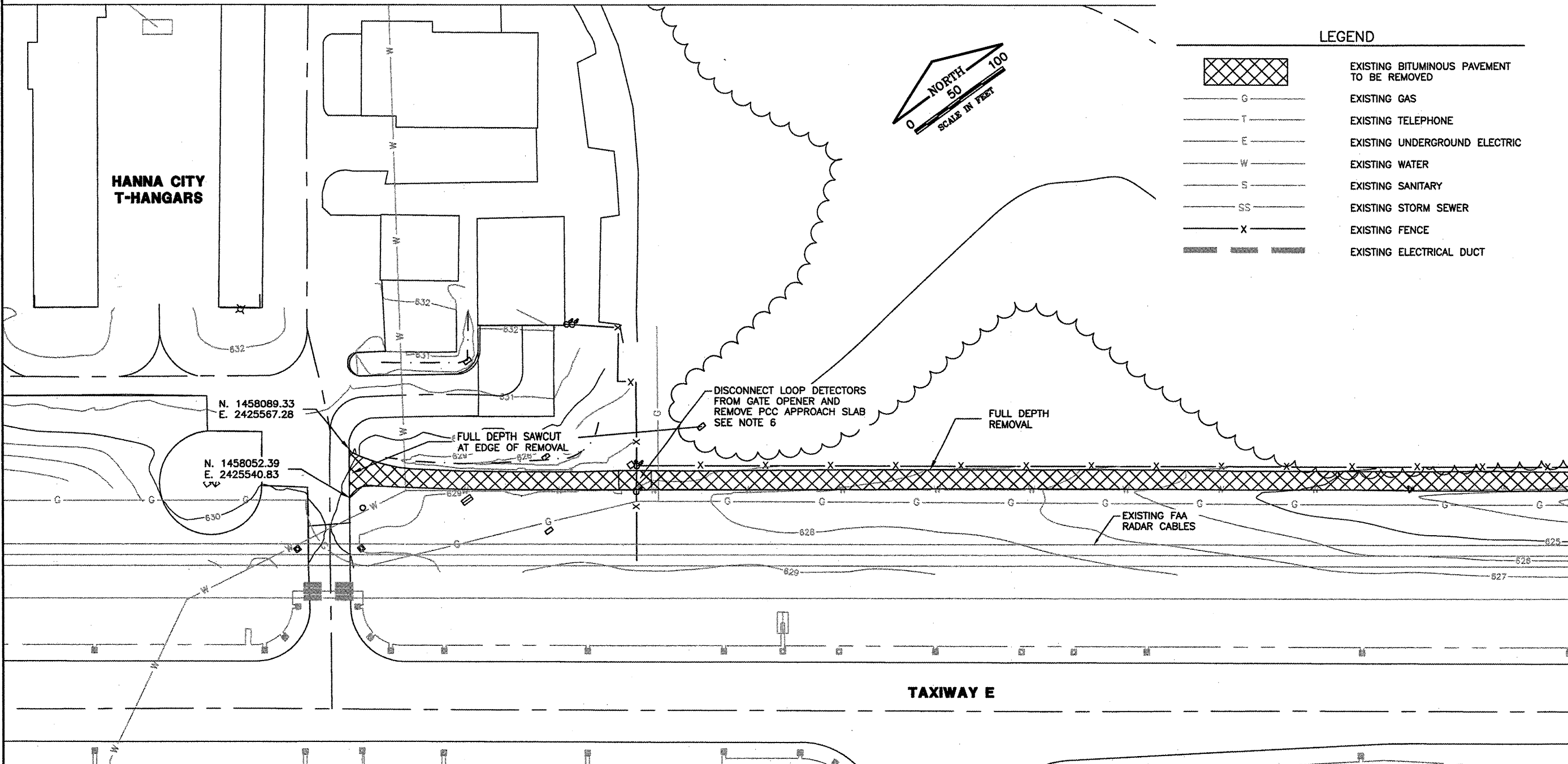
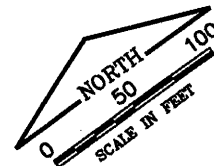
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DEMOLITION PLAN
 SHEET 2 OF 4

LEGEND

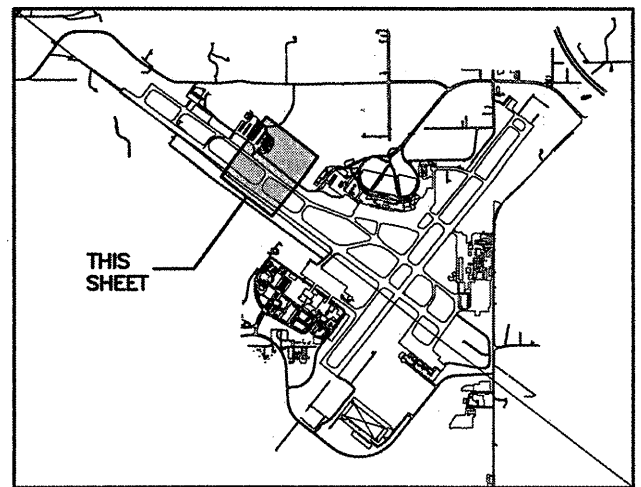
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-  EXISTING UNDERGROUND ELECTRIC
-  EXISTING WATER
-  EXISTING SANITARY
-  EXISTING STORM SEWER
-  EXISTING FENCE
-  EXISTING ELECTRICAL DUCT



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KEY MAP

DEMOLITION NOTES:

- ALL ITEMS WITHIN THE PAVEMENT TO BE DEMOLISHED SHALL BE REMOVED, UNLESS OTHERWISE NOTED.
- ALL EXISTING UNUSED OR OBSOLETE CONDUITS, BOXES, REFLECTIVE MARKERS, CABLES AND OTHER ELECTRICAL ITEMS, SHOWN OR NOT SHOWN, SHALL BE REMOVED BY THE CONTRACTOR. ALL PORTIONS OF EXISTING CIRCUITRY RENDERED OBSOLETE BY THIS WORK, SHOWN OR NOT SHOWN, SHALL BE REMOVED BY THE CONTRACTOR.
- CONTRACTOR SHALL PROTECT PAVEMENTS THAT ARE OUTSIDE THE DEMOLITION AREA ADJACENT TO SPECIFIED PAVEMENT REMOVAL. CONTRACTOR SHALL REPAIR ANY DAMAGE TO ADJACENT PAVEMENT AT HIS/HER OWN EXPENSE AS DIRECTED BY THE RESIDENT ENGINEER.
- SEE FENCING PLANS FOR FENCE REMOVAL.
- SEE DRAINAGE PLAN FOR INLET AND PIPE REMOVALS.
- REMOVAL OF THE LOOP DETECTORS AND PCC SLAB AT THE EXISTING GATE SHALL BE CONSIDERED INCIDENTAL TO THE BITUMINOUS PAVEMENT REMOVAL.

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 PLOT 1










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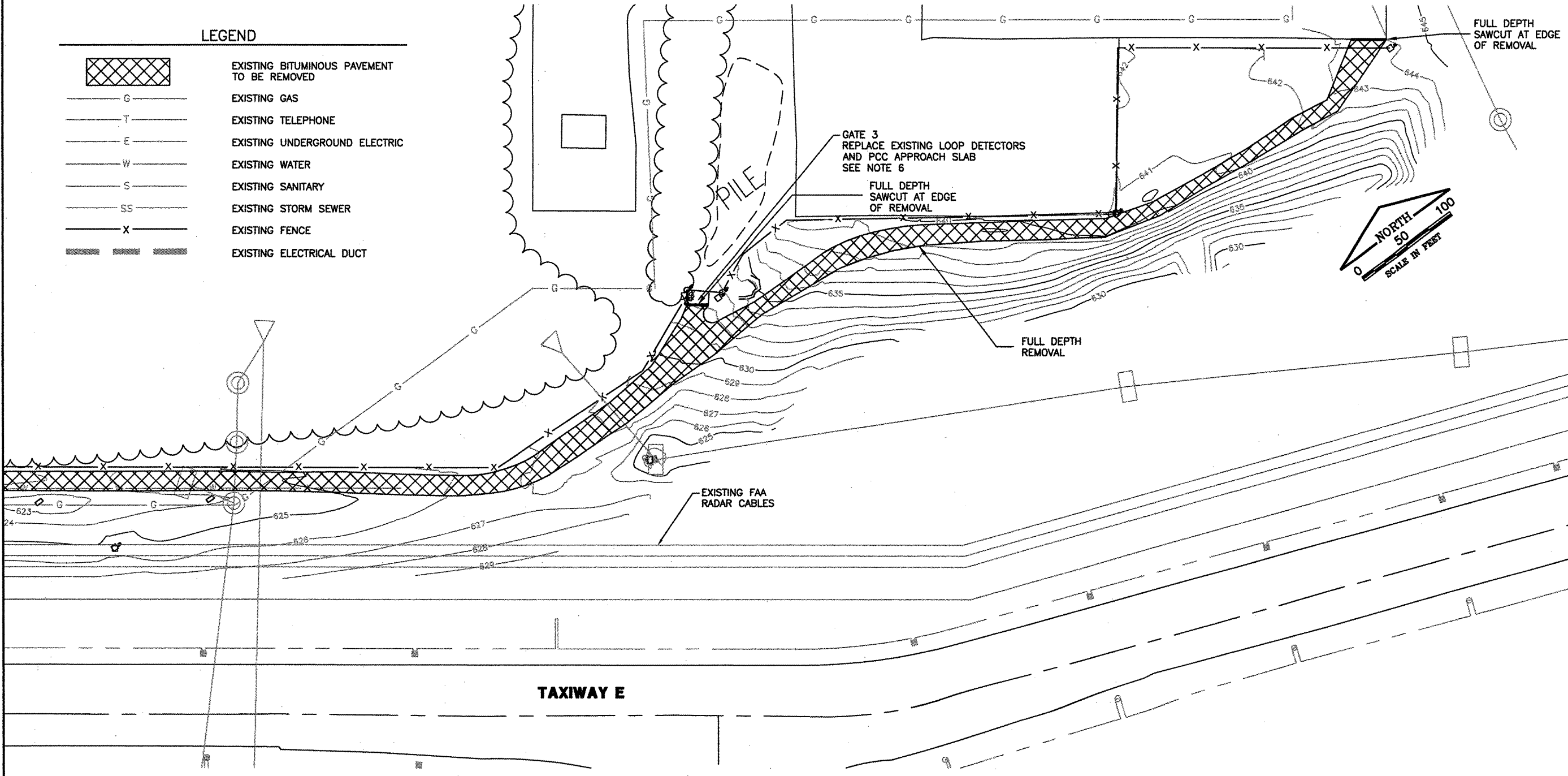
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DEMOLITION PLAN SHEET 3 OF 4
 SHEET 10 OF 151 SHEETS

LEGEND

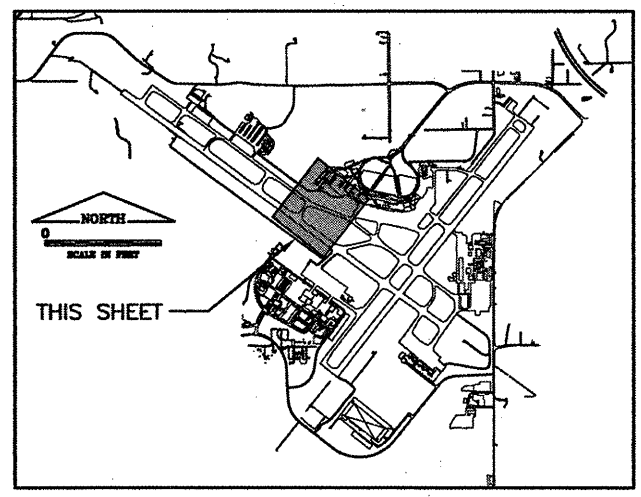
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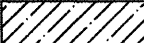

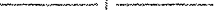
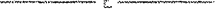





- DEMOLITION NOTES:**
- ALL ITEMS WITHIN THE PAVEMENT TO BE DEMOLISHED SHALL BE REMOVED, UNLESS OTHERWISE NOTED.
 - ALL EXISTING UNUSED OR OBSOLETE CONDUITS, BOXES, REFLECTIVE MARKERS, CABLES AND OTHER ELECTRICAL ITEMS, SHOWN OR NOT SHOWN, SHALL BE REMOVED BY THE CONTRACTOR. ALL PORTIONS OF EXISTING CIRCUITRY RENDERED OBSOLETE BY THIS WORK, SHOWN OR NOT SHOWN, SHALL BE REMOVED BY THE CONTRACTOR.
 - CONTRACTOR SHALL PROTECT PAVEMENTS THAT ARE OUTSIDE THE DEMOLITION AREA ADJACENT TO SPECIFIED PAVEMENT REMOVAL. CONTRACTOR SHALL REPAIR ANY DAMAGE TO ADJACENT PAVEMENT AT HIS/HER OWN EXPENSE AS DIRECTED BY THE RESIDENT ENGINEER.
 - SEE FENCING PLANS FOR FENCE REMOVAL.
 - SEE DRAINAGE PLAN FOR INLET AND PIPE REMOVALS.
 - REMOVAL AND REPLACEMENT OF THE LOOP DETECTORS AND PCC SLAB AT THE EXISTING GATE 3 SHALL BE CONSIDERED INCIDENTAL TO THE REPLACEMENT OF GATE 3.

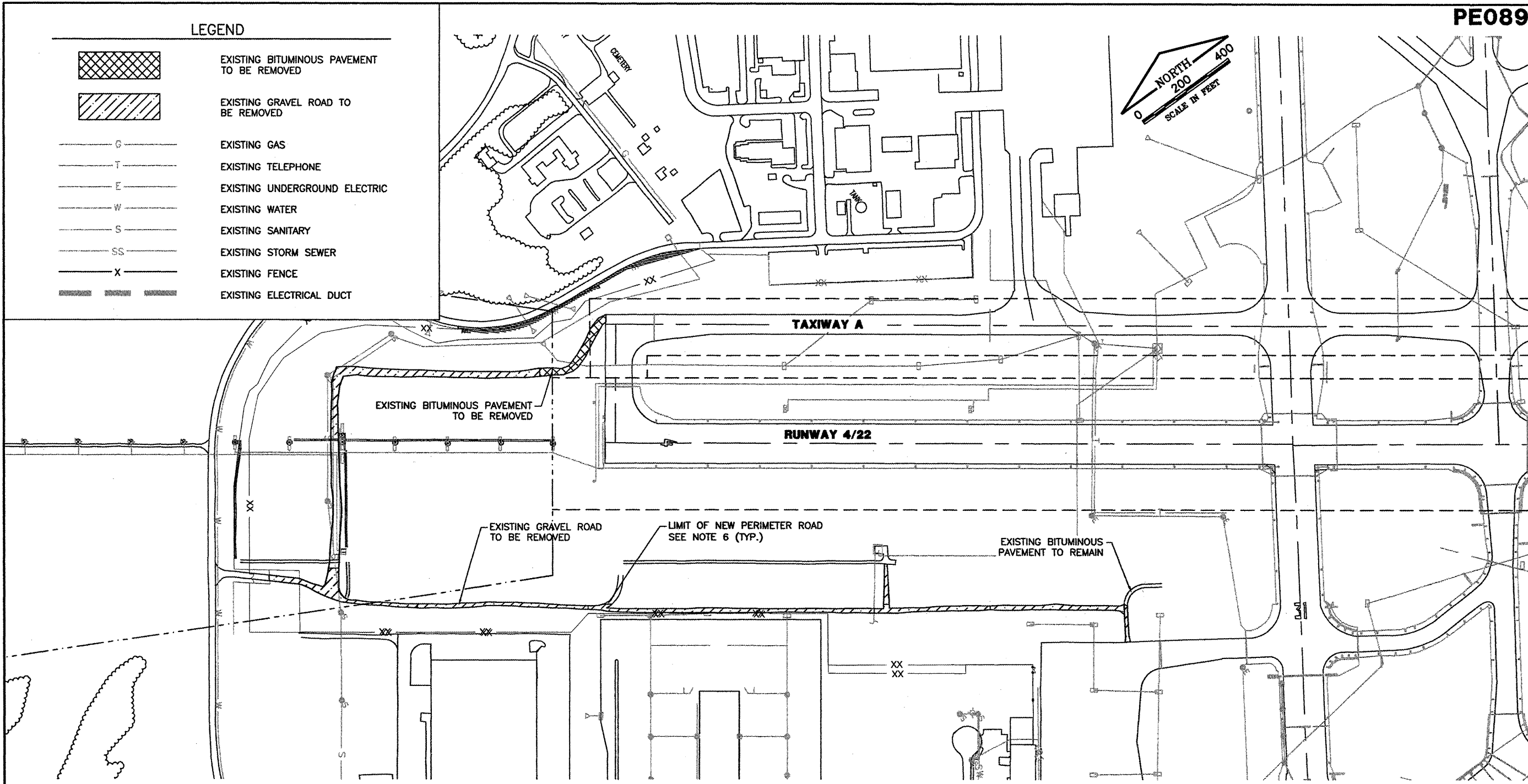
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0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).
 PLOT 1

LEGEND

-  EXISTING BITUMINOUS PAVEMENT TO BE REMOVED
-  EXISTING GRAVEL ROAD TO BE REMOVED
-  EXISTING GAS
-  EXISTING TELEPHONE
-  EXISTING UNDERGROUND ELECTRIC
-  EXISTING WATER
-  EXISTING SANITARY
-  EXISTING STORM SEWER
-  EXISTING FENCE
-  EXISTING ELECTRICAL DUCT



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 CONSTRUCT NEW PERIMETER ROAD AND
 PERIMETER FENCE - PROJECT 3

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L. PROJECT: PIA-3865
AP PROJ: 3-17-0080-XX

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| FILE: | DEMOLITION PLAN 4 |
| DESIGN BY: | TJH/SMS |
| DRAWN BY: | CMT |
| CHECKED BY: | CET |
| APPROVED BY: | CET |
| DATE: | 02-13-2009 |
| JOB No: | 07061-04-00 |

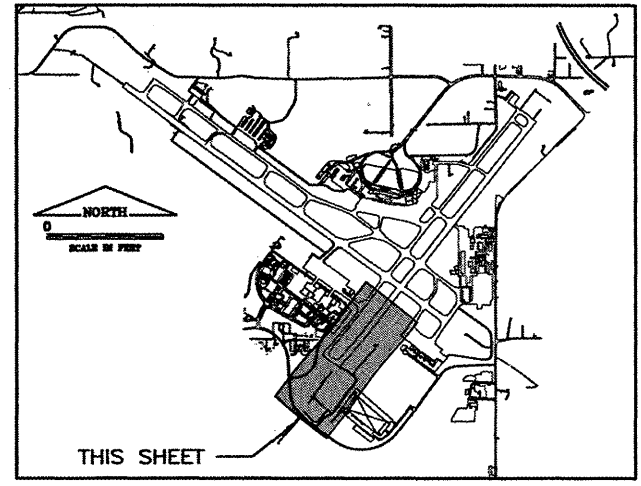
DEMOLITION PLAN
SHEET 4 OF 4

SHEET 11 OF 151 SHEETS

 **811** Know what's below.
 Call before you dig.
COMMON GROUND ALLIANCE
 www.call811.com or
 Phone: 811

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 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 ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL 911 IN THE EVENT IN WHICH DAMAGE RESULTS IN THE RELEASE OF NATURAL GAS.



KEY MAP

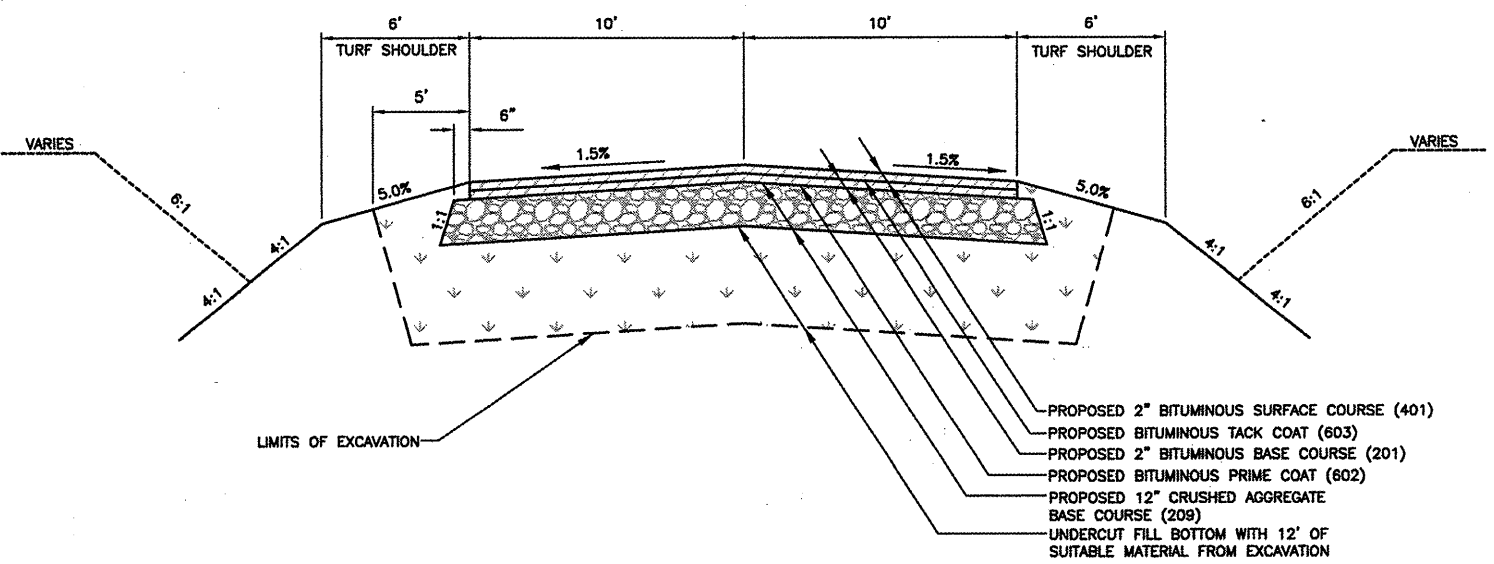
DEMOLITION NOTES:

- ALL ITEMS WITHIN THE PAVEMENT TO BE DEMOLISHED SHALL BE REMOVED, UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL PROTECT PAVEMENTS THAT ARE OUTSIDE THE DEMOLITION AREA ADJACENT TO SPECIFIED PAVEMENT REMOVAL. CONTRACTOR SHALL REPAIR ANY DAMAGE TO ADJACENT PAVEMENT AT HIS/HER OWN EXPENSE AS DIRECTED BY THE RESIDENT ENGINEER.
- SEE FENCING PLANS FOR FENCE REMOVAL.
- SEE DRAINAGE PLAN FOR INLET AND PIPE REMOVALS.
- GRAVEL ROADS OUTSIDE OF THE LIMITS OF THE NEW PERIMETER ROAD ARE NOT TO BE REMOVED. GRAVEL APPROACHES TO THE NEW PERIMETER ROAD SHALL BE RESTORED AT THE COMPLETION OF THE PROJECT.

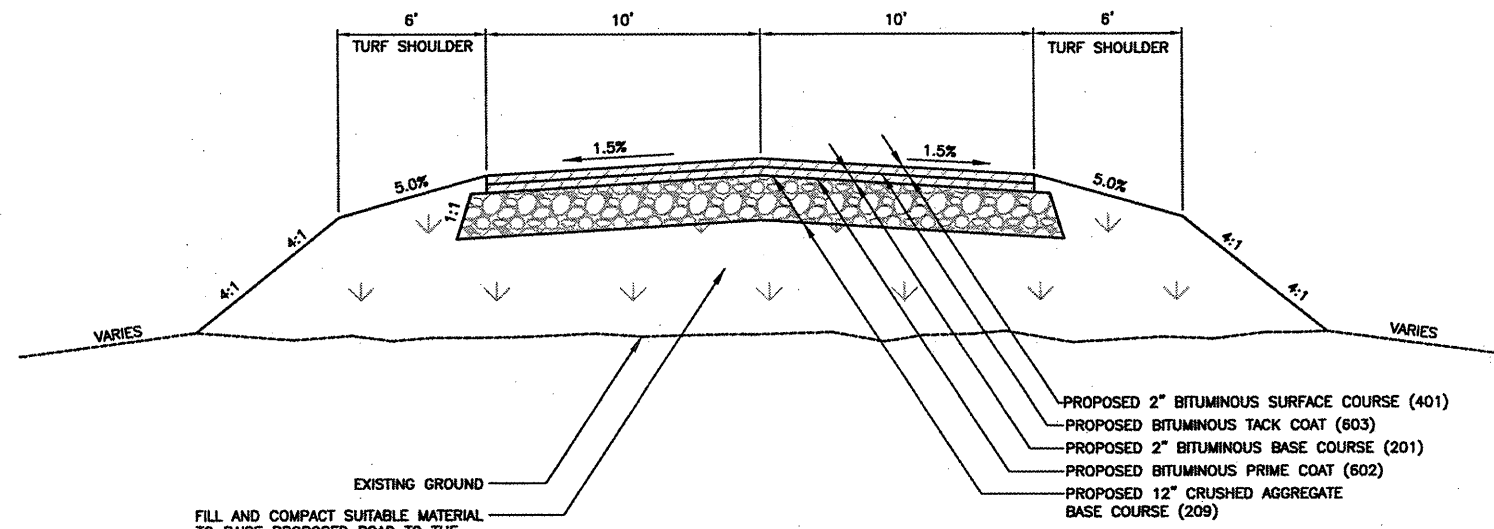
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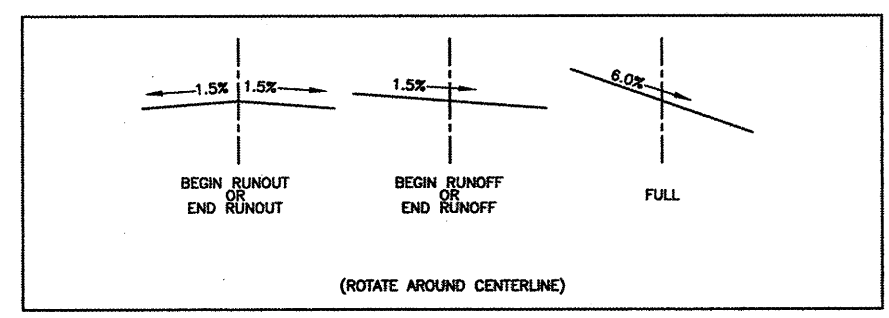
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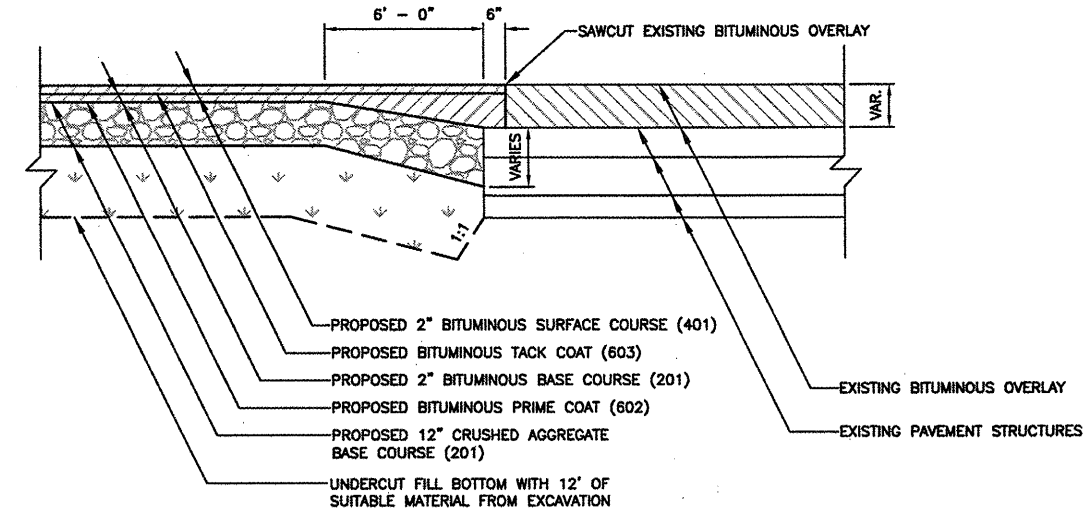
1 SECTION A-A CUT AREAS AND AREAS INVOLVING LESS THAN 12" OF FILL
N.T.S.



2 SECTION B-B AREAS REQUIRING MORE THAN 12" OF FILL TO SUBGRADE
N.T.S.



ROADWAY SUPER ELEVATION



3 SECTION C-C PROPOSED ROAD INTERSECTING EXISTING PAVEMENT
N.T.S.

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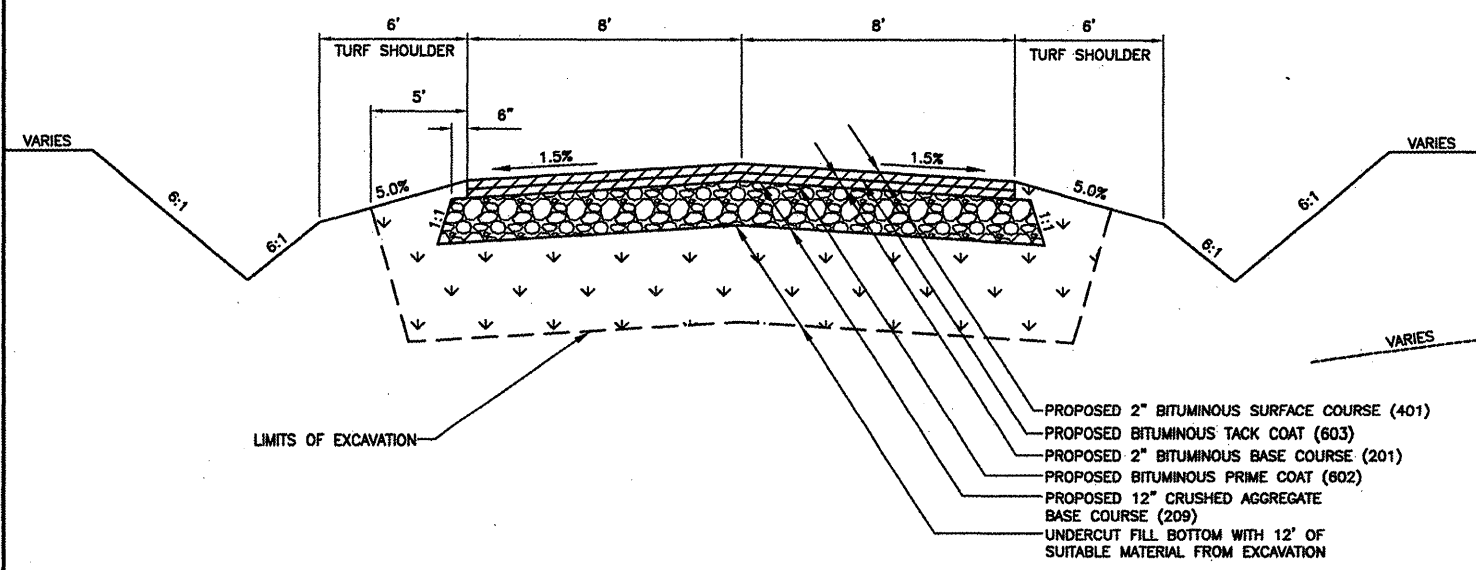
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FILE: TYPICAL SECTIONS WEST
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DATE: 02-13-2009
JOB No: 07061-04-00

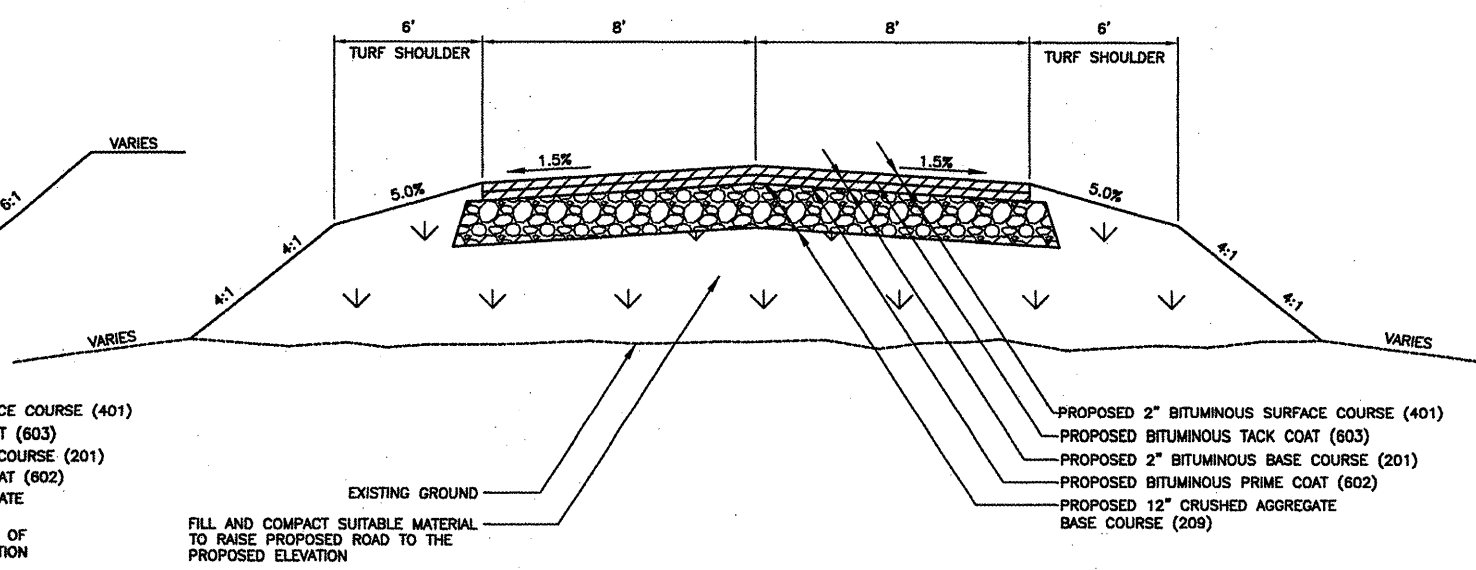
TYPICAL SECTIONS WEST ROAD
SHEET 12 OF 151 SHEETS

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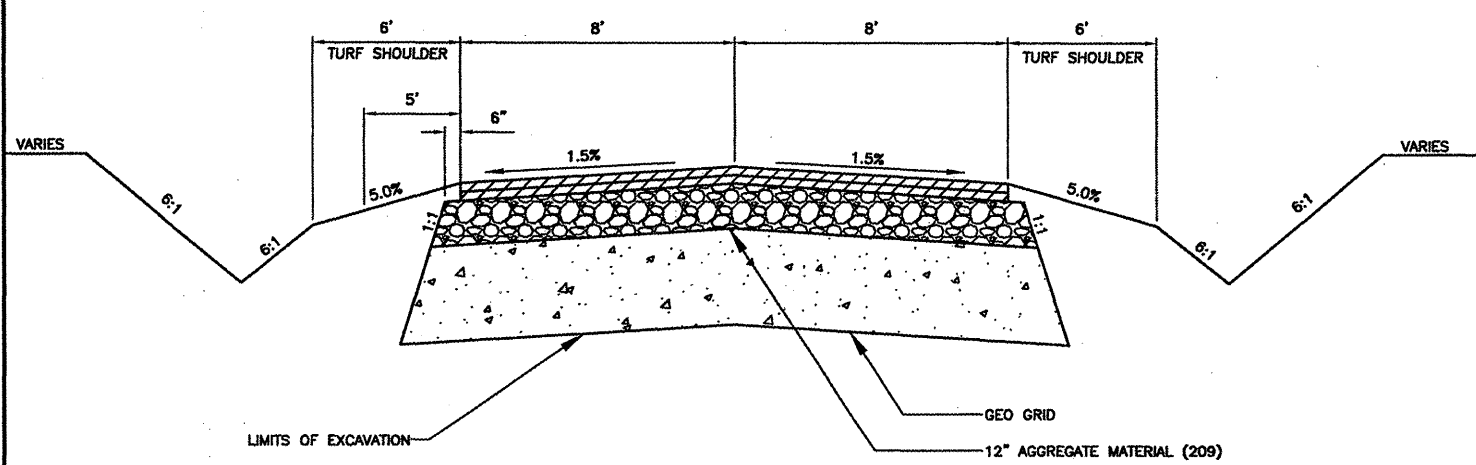
0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1



4 SECTION D-D CUT AREAS AND AREAS INVOLVING LESS THAN 12" OF FILL
N.T.S.

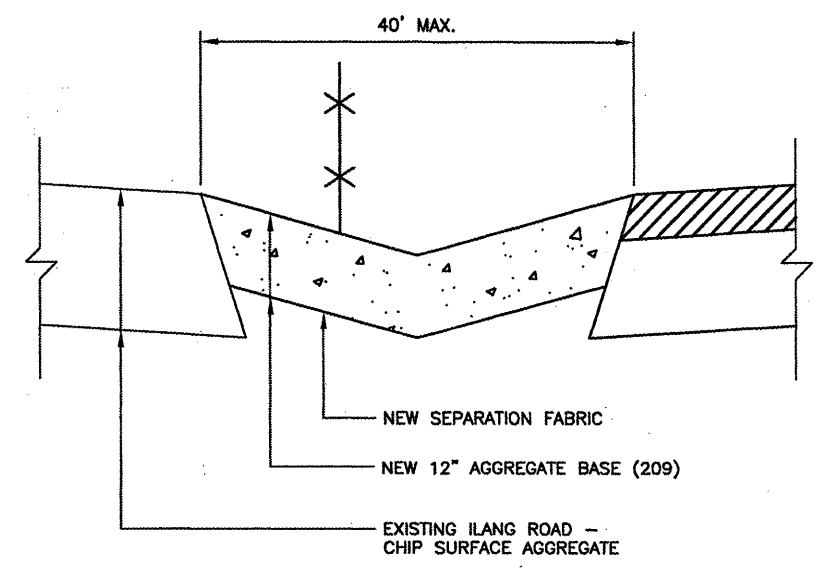


5 SECTION E-E AREAS REQUIRING MORE THAN 12" OF FILL TO SUBGRADE
N.T.S.

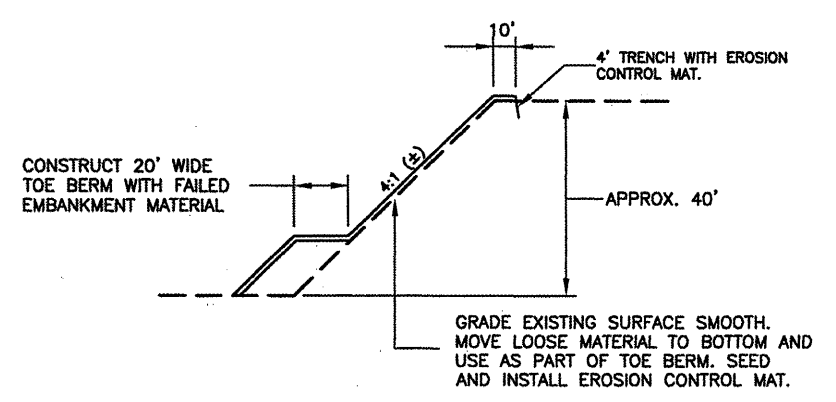


6 SECTION F-F CUT AREAS GEO GRID STABILIZATION DETAIL
N.T.S.

IN AREAS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER, CONTRACTOR SHALL INSTALL GEO GRID AND ADDITIONAL AGGREGATE MATERIAL.



7 SECTION BETWEEN EXISTING GUARD ROAD AND SOUTH PERIMETER ROAD
N.T.S.



8 SLOPE STABILITY EMBANKMENT DETAIL
N.T.S.

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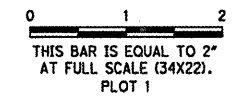
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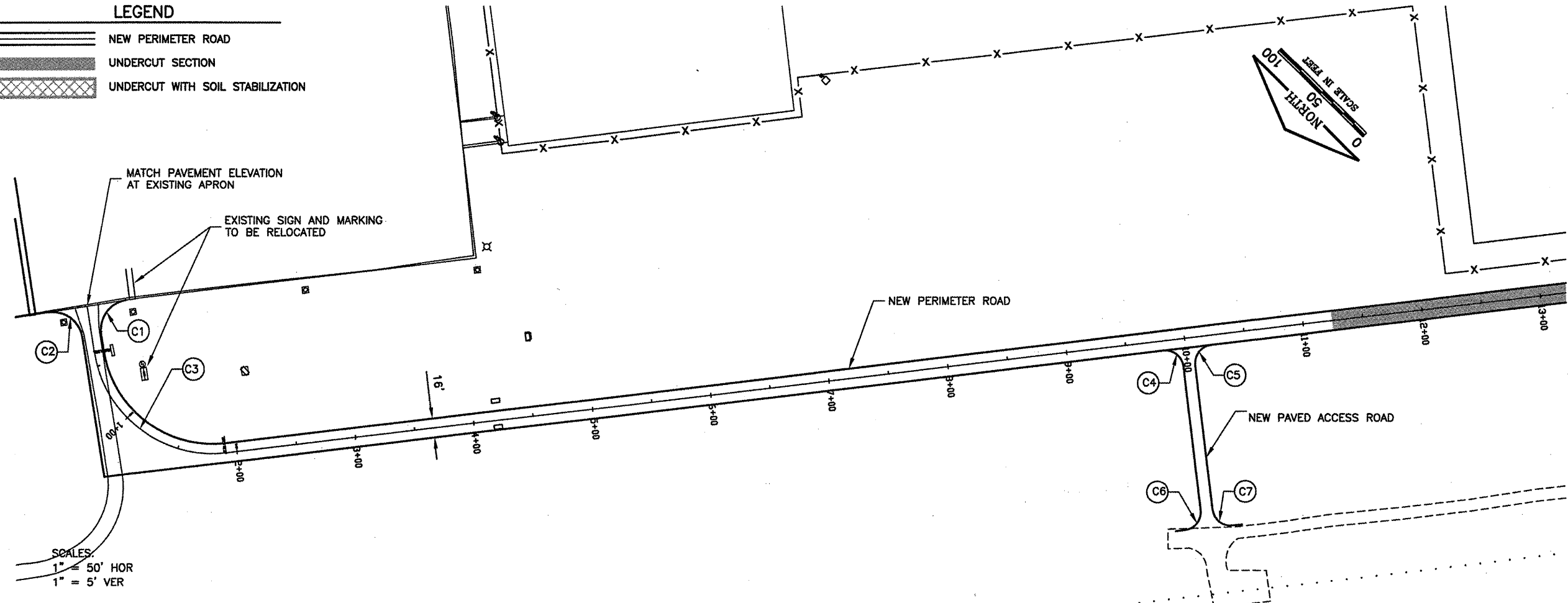
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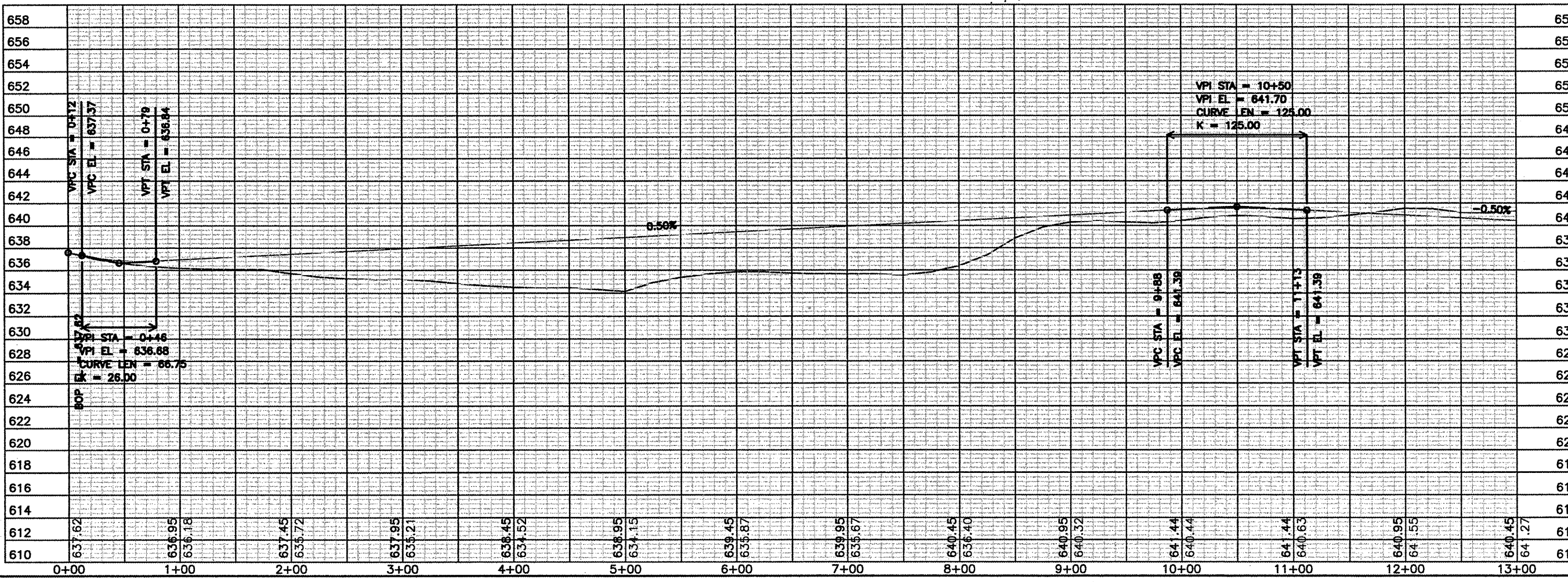


LEGEND

| | |
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| | NEW PERIMETER ROAD |
| | UNDERCUT SECTION |
| | UNDERCUT WITH SOIL STABILIZATION |



SCALES:
1" = 50' HOR
1" = 5' VER



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FILE: SOUTH_PLAN_PROFILE_01

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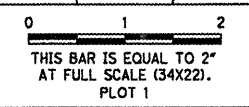
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SOUTH PLAN AND PROFILE SHEET 1 OF 7

SHEET 14 OF 151 SHEETS

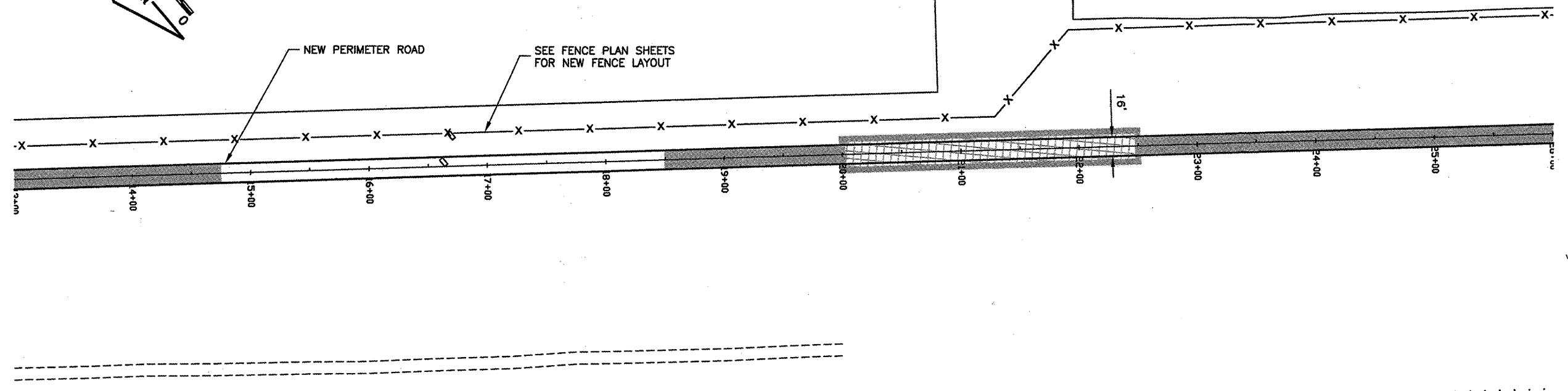
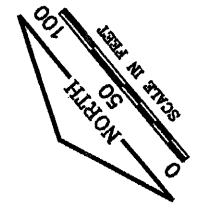
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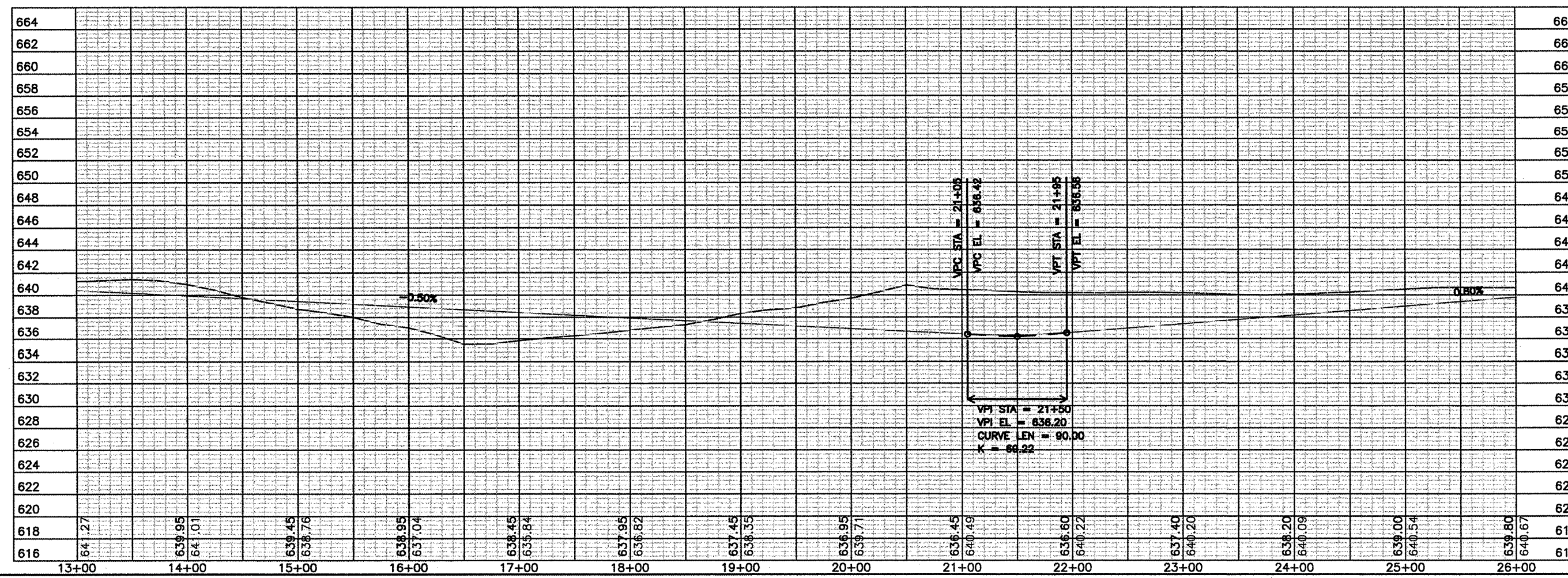


LEGEND

| | |
|--|----------------------------------|
| | NEW PERIMETER ROAD |
| | UNDERCUT SECTION |
| | UNDERCUT WITH SOIL STABILIZATION |



SCALES:
 .1" = 50' HOR
 1" = 5' VER



CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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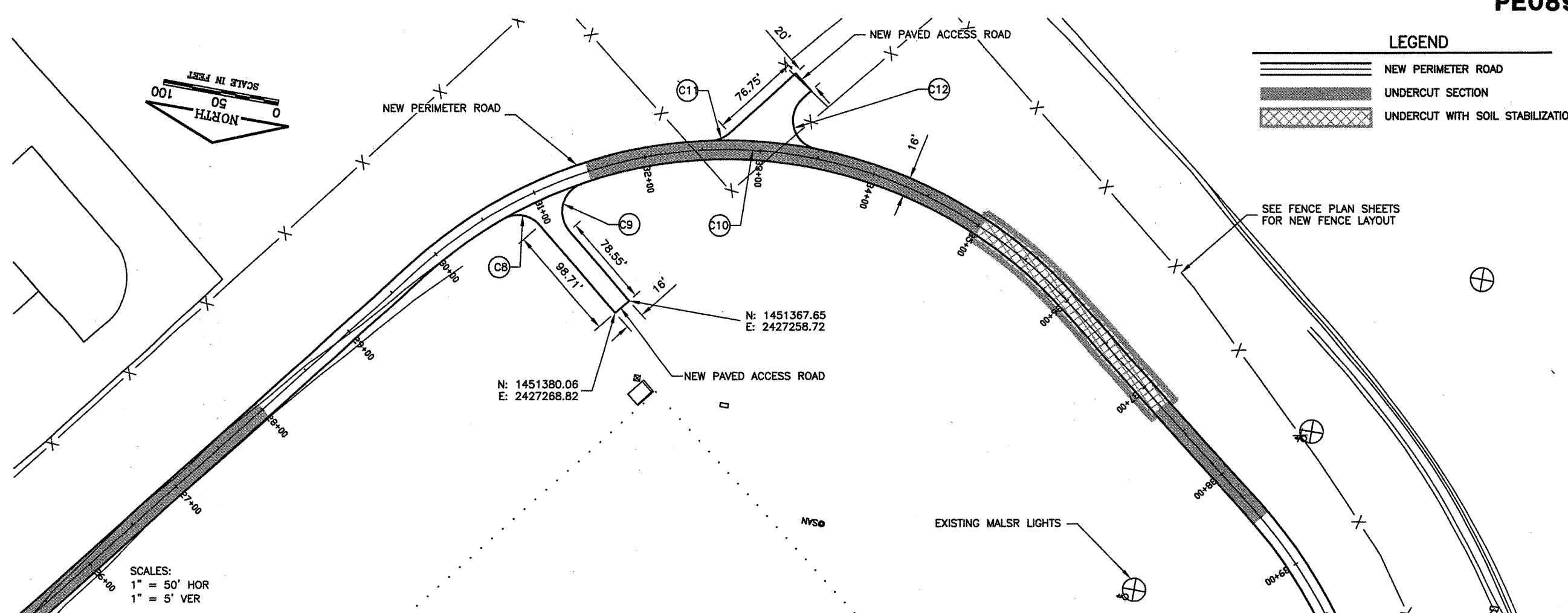
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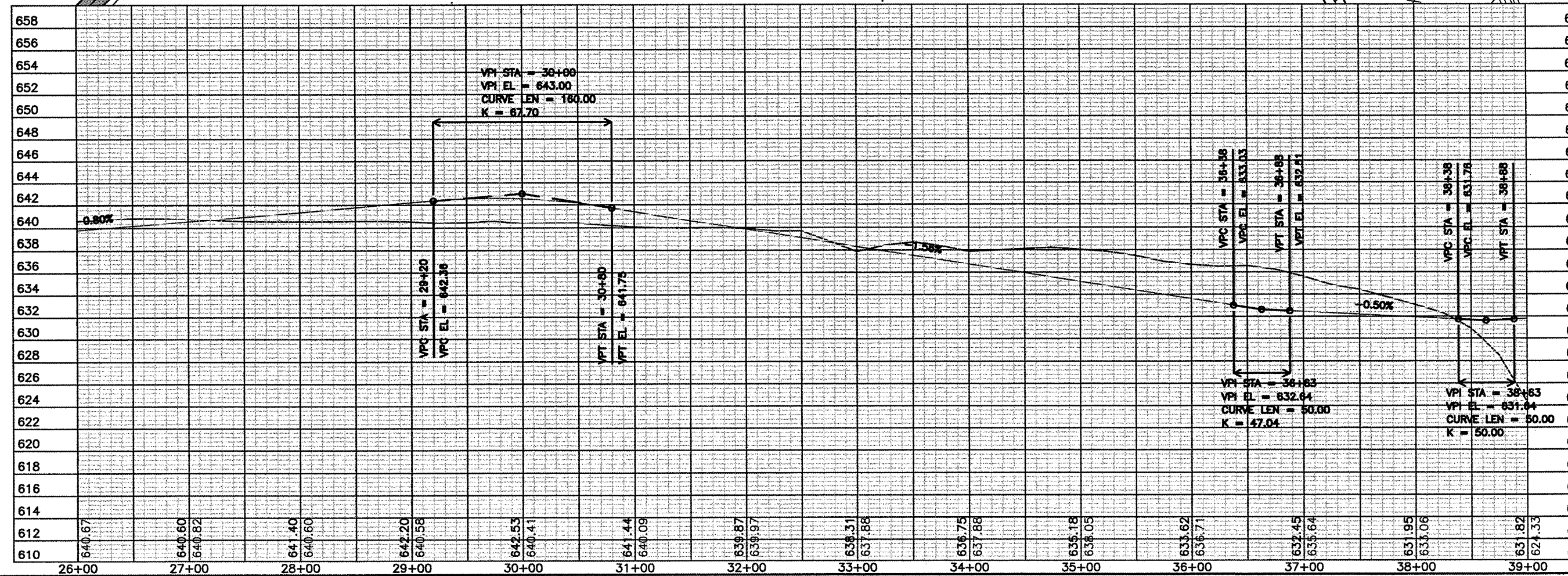
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THIS BAR IS EQUAL TO 2"
AT FULL SCALE (34X22).
PLOT 1

LEGEND

-  NEW PERIMETER ROAD
-  UNDERCUT SECTION
-  UNDERCUT WITH SOIL STABILIZATION



SCALES:
1" = 50' HOR
1" = 5' VER



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SHEET 3 OF 7

SHEET 16 OF 151 SHEETS

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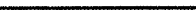


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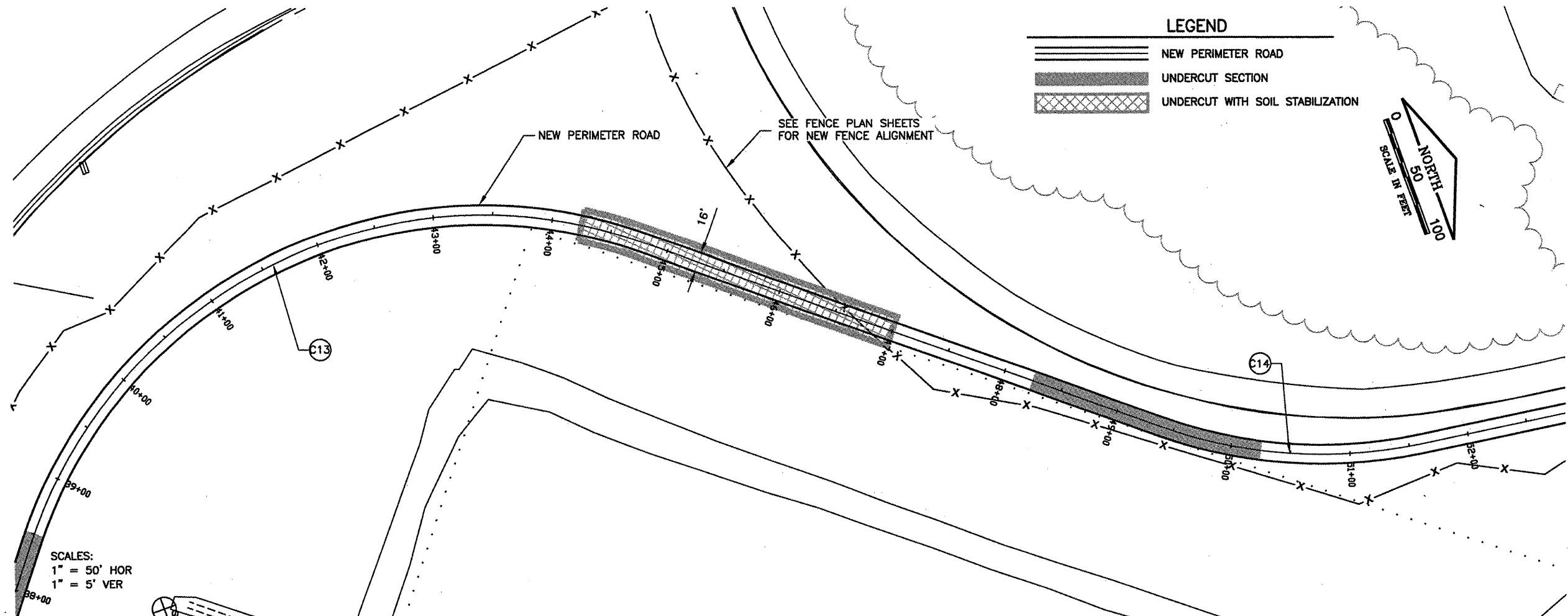
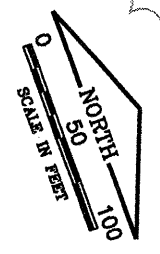

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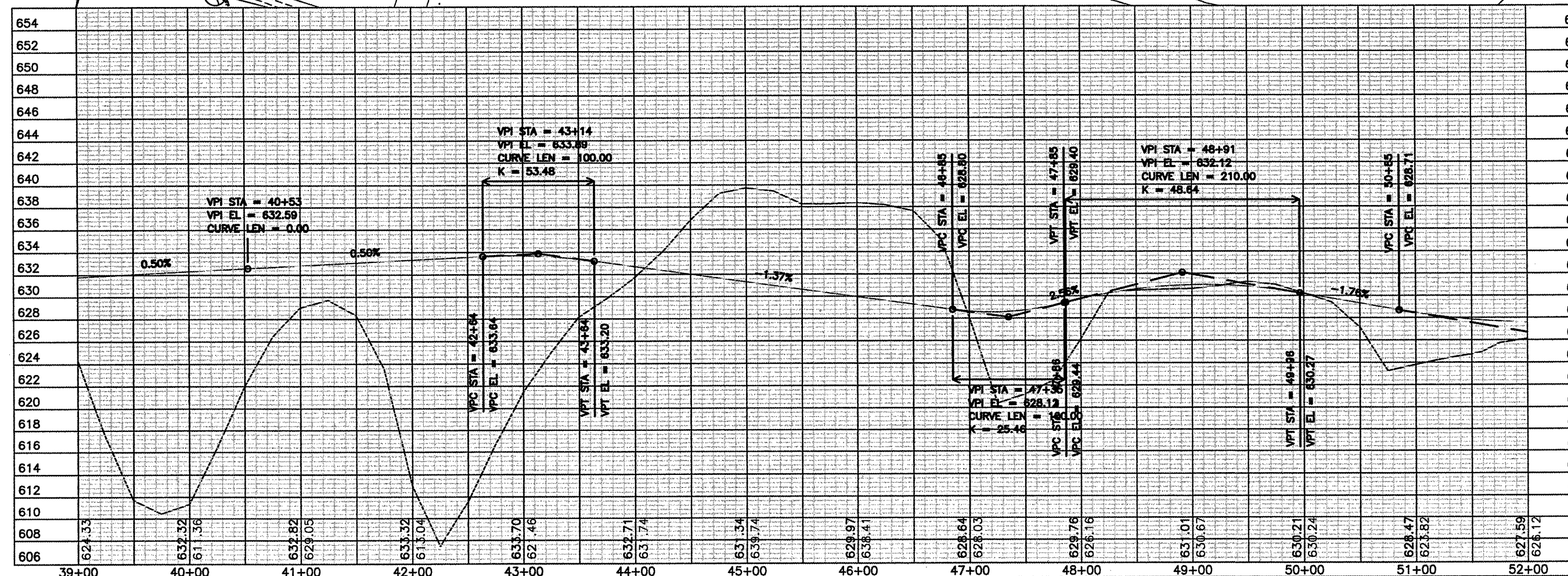
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SOUTH PLAN AND PROFILE
SHEET 4 OF 7
 SHEET 17 OF 151 SHEETS

LEGEND

-  NEW PERIMETER ROAD
-  UNDERCUT SECTION
-  UNDERCUT WITH SOIL STABILIZATION



SCALES:
 1" = 50' HOR
 1" = 5' VER



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0 1 2
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AT FULL SCALE (3/4"X22").
PLOT 1

0 NORTH 100
SCALE IN FEET

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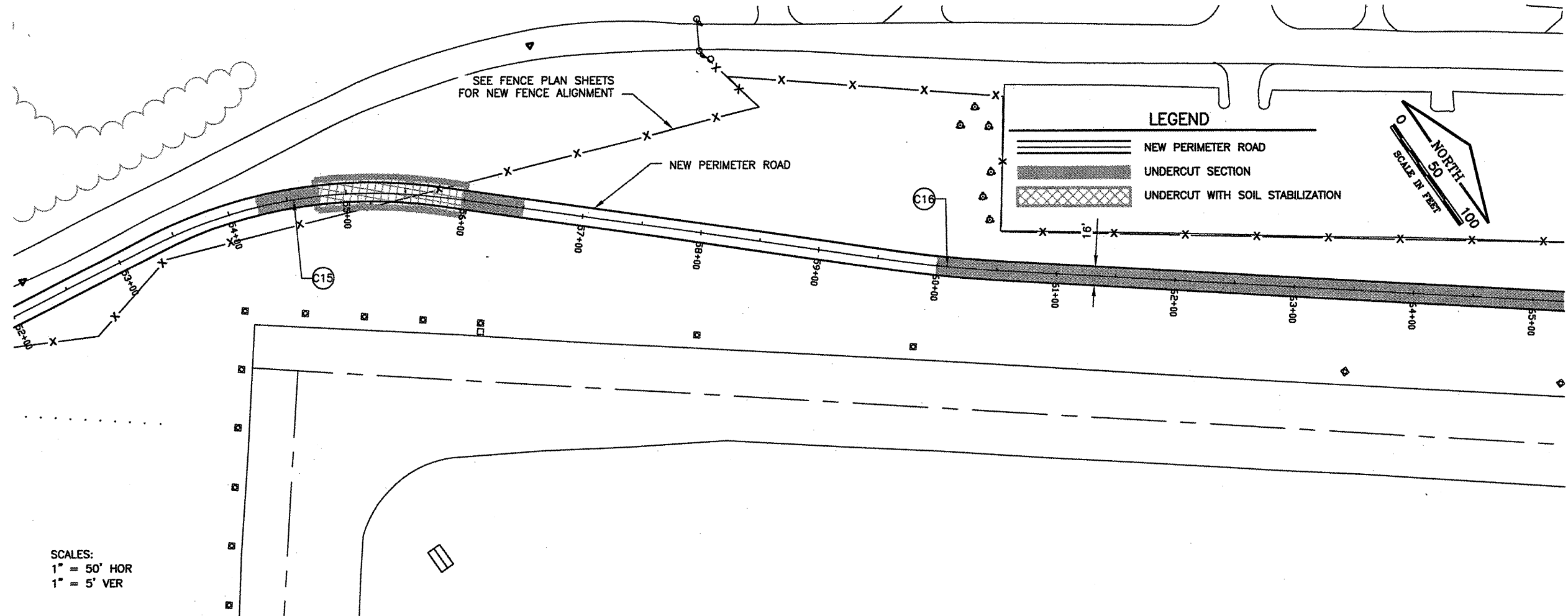
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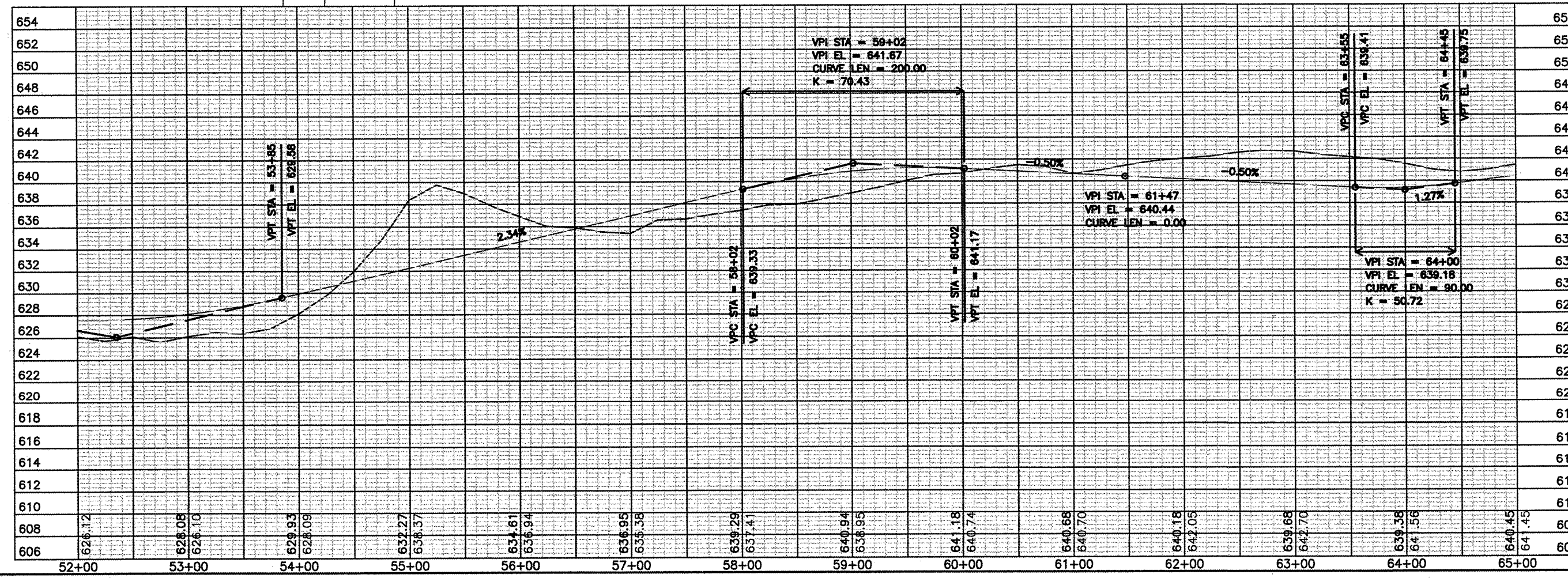
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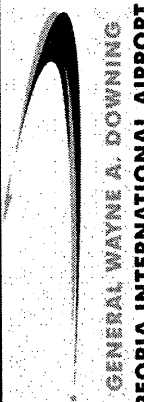


SCALES:
1" = 50' HOR
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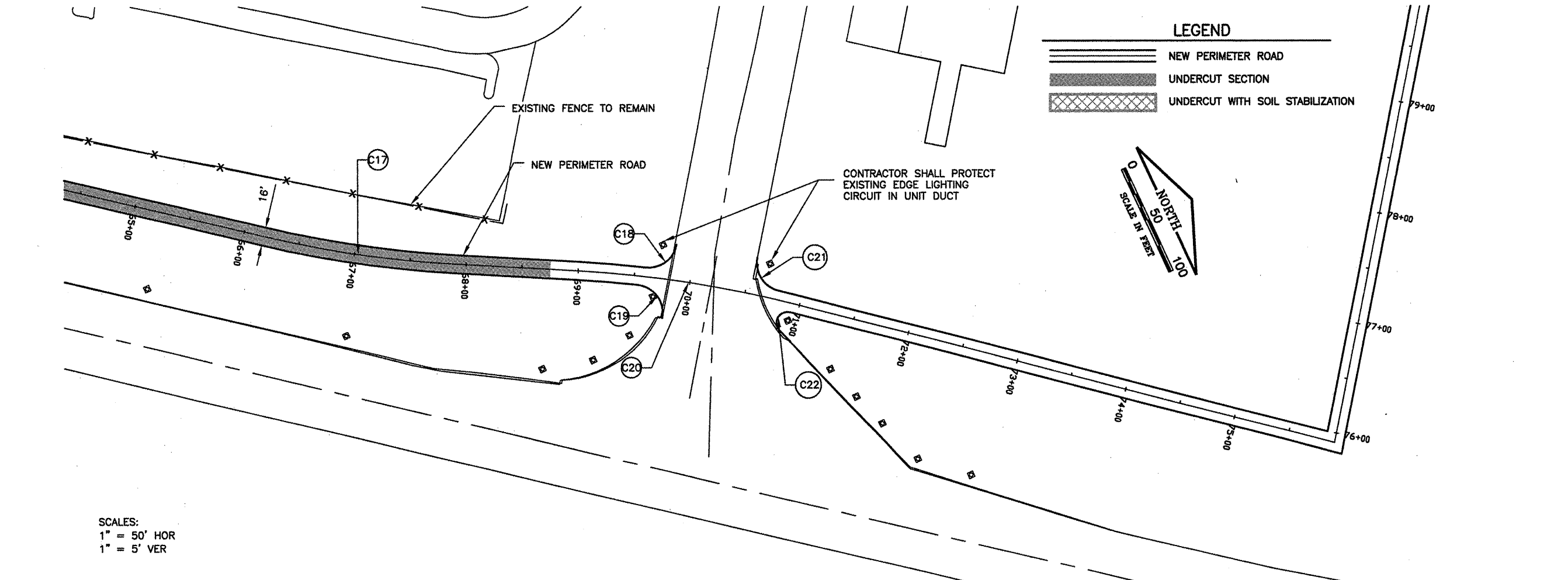
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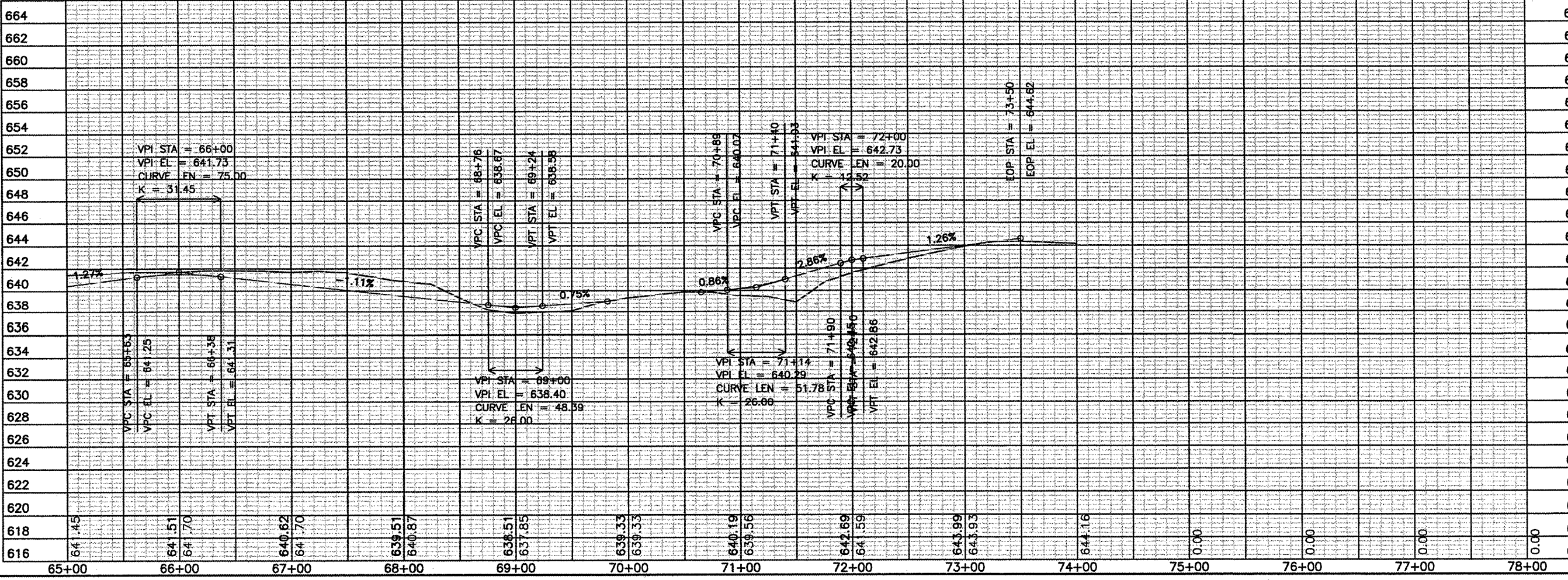
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SOUTH PLAN AND PROFILE
SHEET 6 OF 7

SHEET 19 OF 151 SHEETS



SCALES:
 1" = 50' HOR
 1" = 5' VER

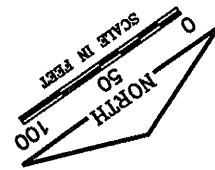
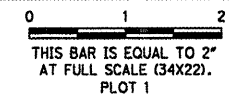


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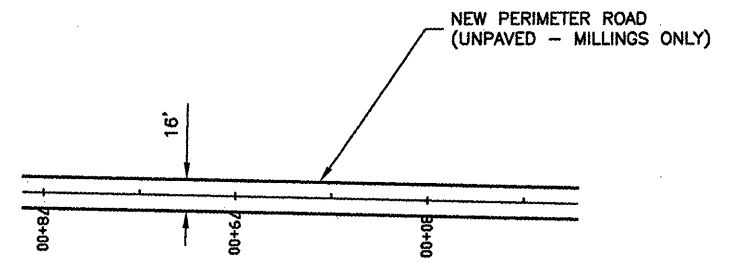
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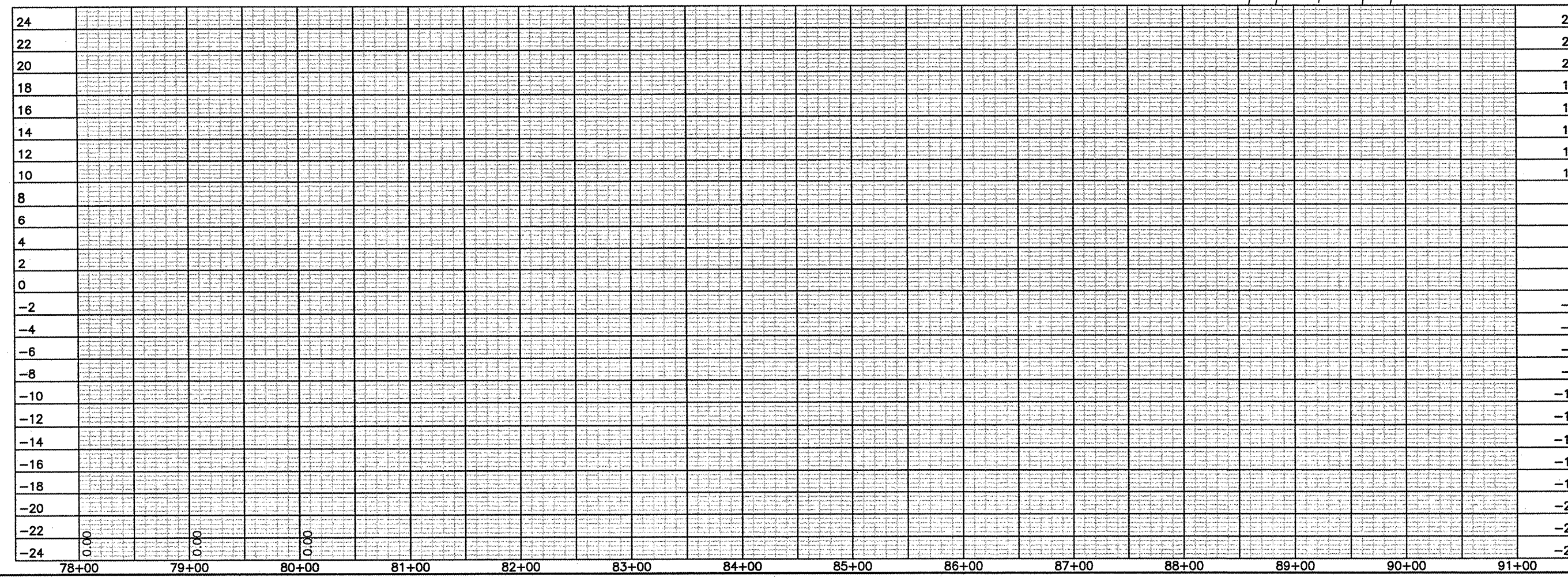
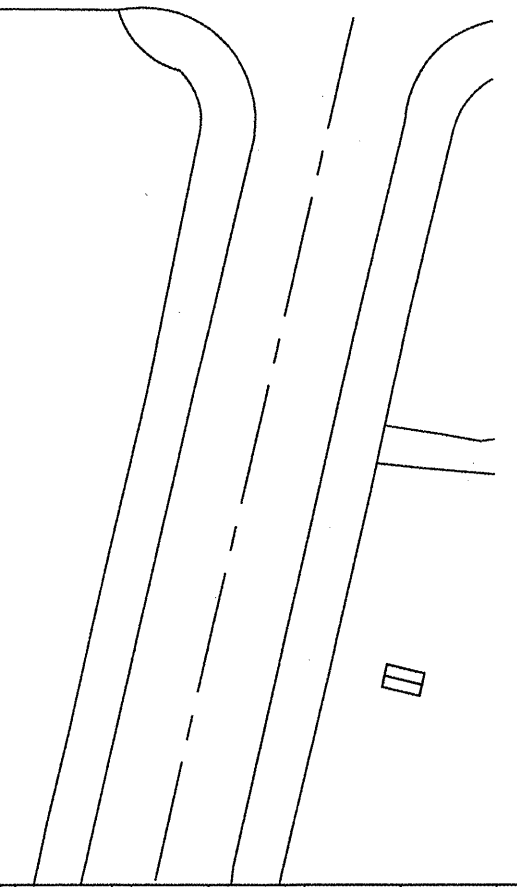


LEGEND

- NEW PERIMETER ROAD
- UNDERCUT SECTION
- UNDERCUT WITH SOIL STABILIZATION



SCALES:
 1" = 50' HOR
 1" = 5' VER



CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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PROJECT: PIA-3865
PIP PROJ: 3-17-0080-XX

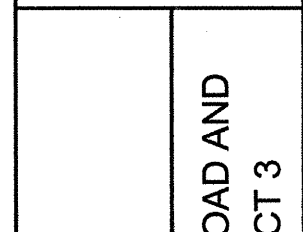
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SOUTH PLAN AND PROFILE SHEET 7 OF 7

SHEET 20 OF 151 SHEETS

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L. PROJECT: PIA-3865
AIP PROJ. 3-17-0080-XX

FILE: PROP. ROAD SOUTH ILS TIE IN

DESIGN BY: TJH/SMS

DRAWN BY: CMT

CHECKED BY: CET

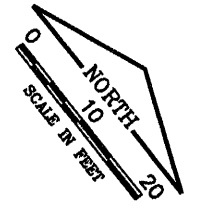
APPROVED BY: CET

DATE: 02-13-2009

JOB No: 07061-04-00

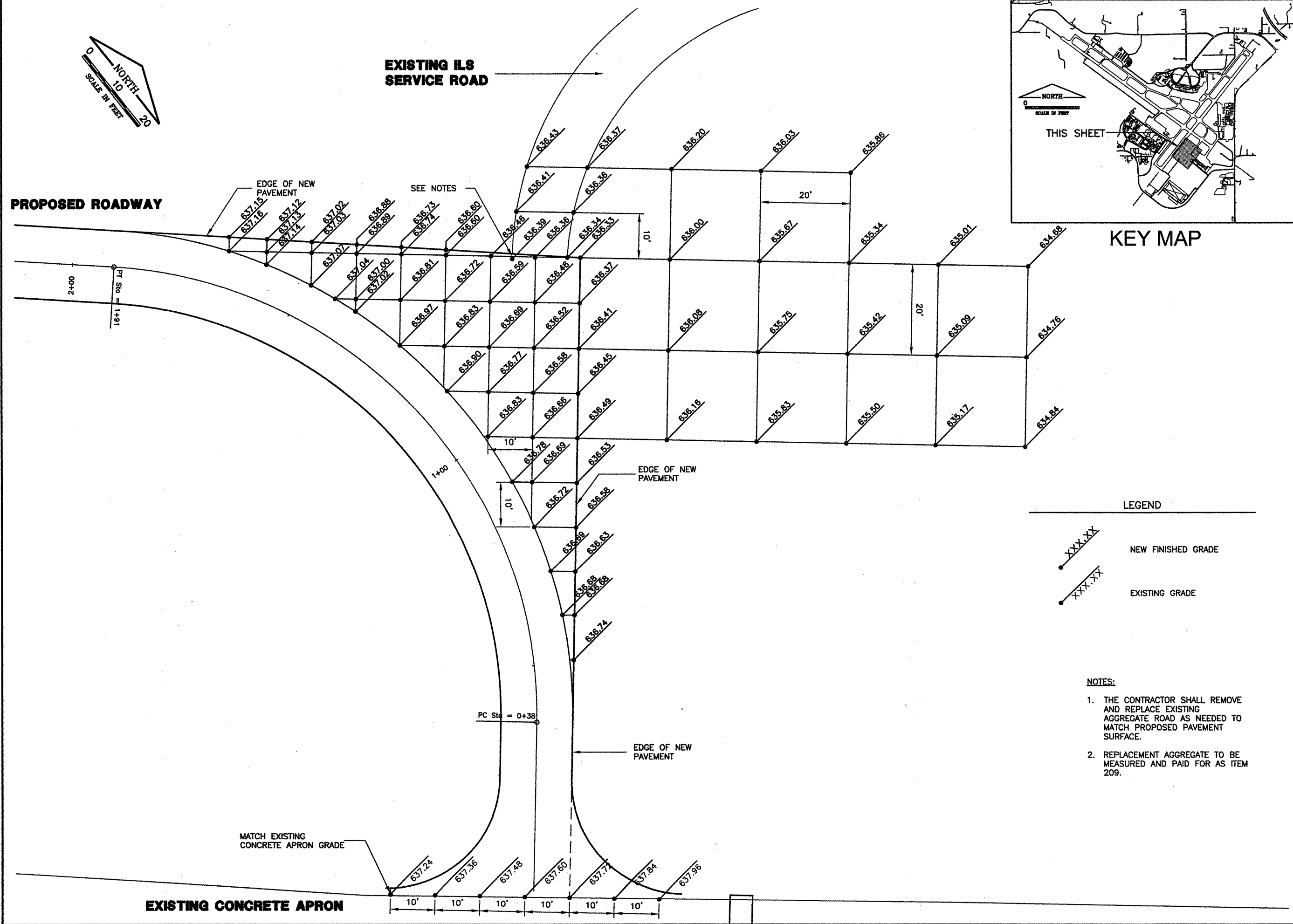
NEW SOUTH ROAD SPOT ELEVATION PLAN

SHEET 21 OF 151 SHEETS



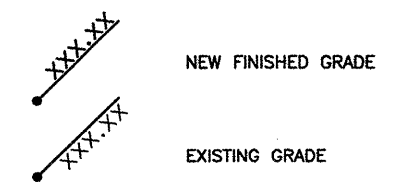
EXISTING ILS SERVICE ROAD

PROPOSED ROADWAY



KEY MAP

LEGEND



NOTES:

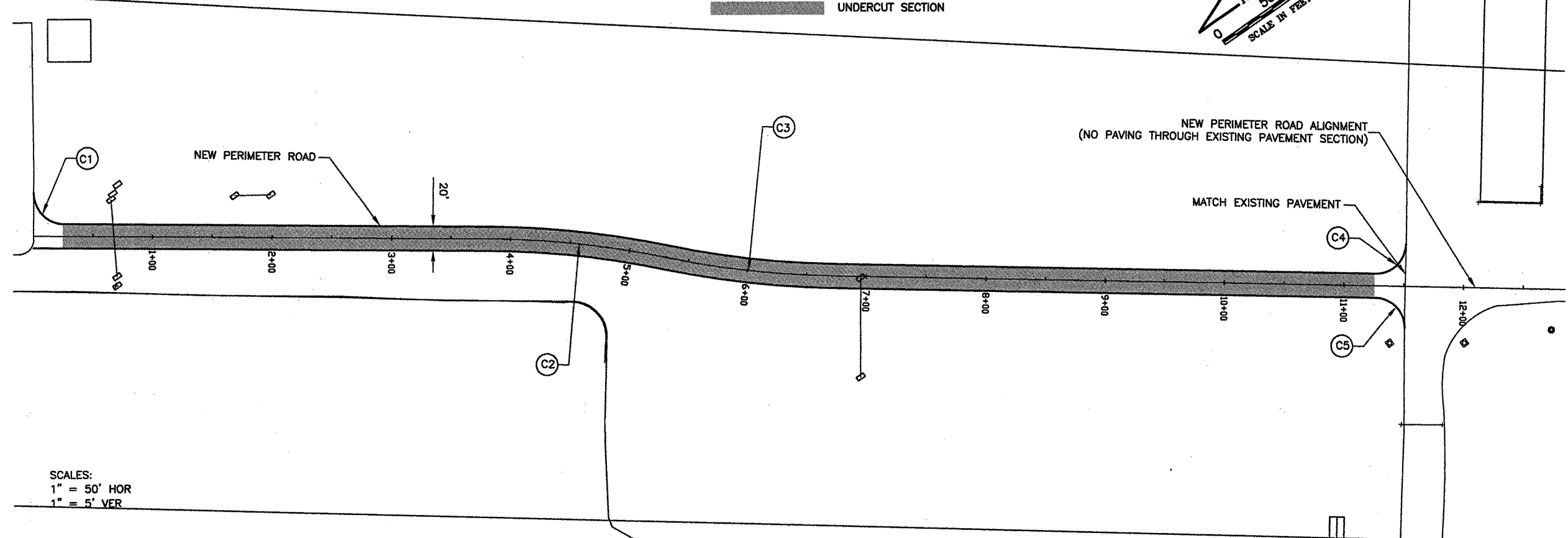
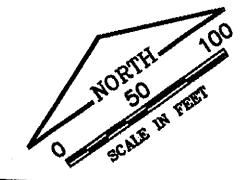
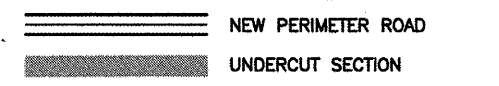
1. THE CONTRACTOR SHALL REMOVE AND REPLACE EXISTING AGGREGATE ROAD AS NEEDED TO MATCH PROPOSED PAVEMENT SURFACE.
2. REPLACEMENT AGGREGATE TO BE MEASURED AND PAID FOR AS ITEM 209.

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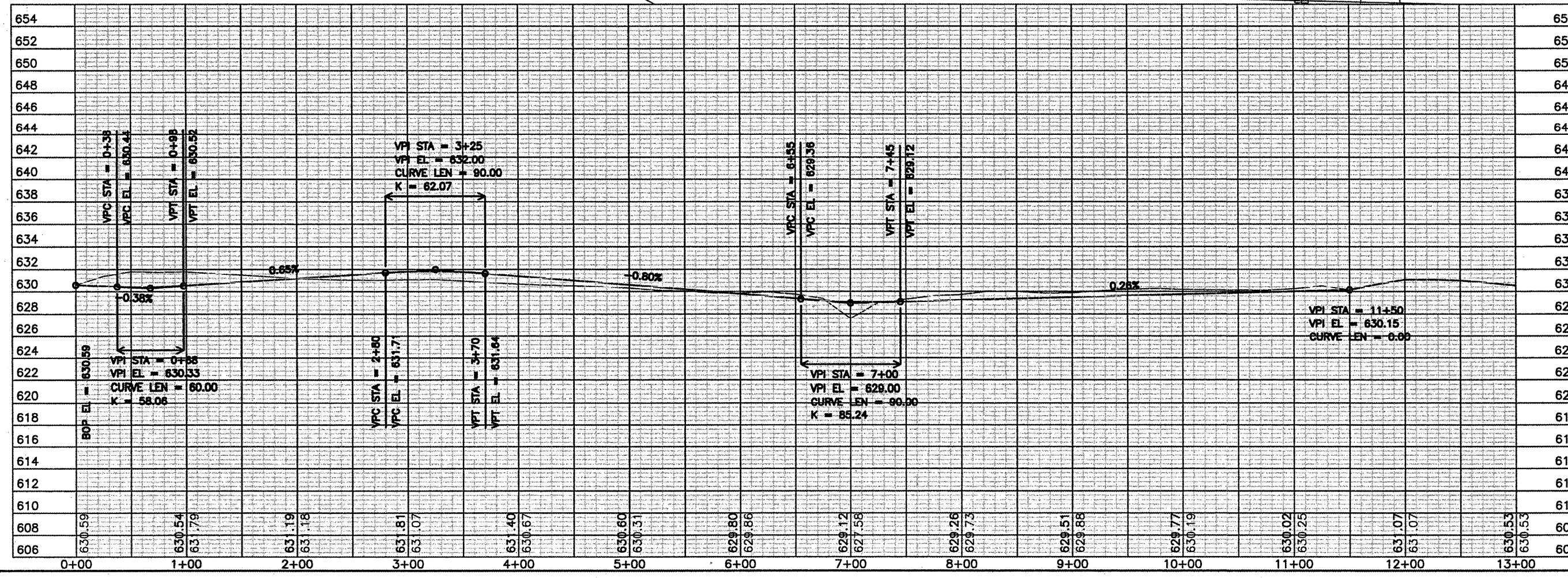
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THIS BAR IS EQUAL TO 2'
AT FULL SCALE (34X22).
PLOT 1

LEGEND

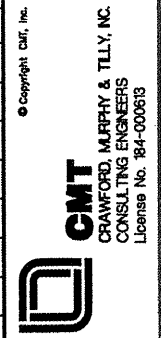


SCALES:
1" = 50' HOR
1" = 5' VER



CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

GENERAL WAYNE A. DOWNING
PEORIA INTERNATIONAL AIRPORT



PROJECT: PIA-3865
AIR PROJ: 3-17-0080-XX

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| DESIGN BY: | TJH/SMS |
| DRAWN BY: | CMT |
| CHECKED BY: | CET |
| APPROVED BY: | CET |
| DATE: | 02-13-2009 |
| JOB No: | 07061-04-00 |

WEST PLAN AND PROFILE SHEET 1 OF 4

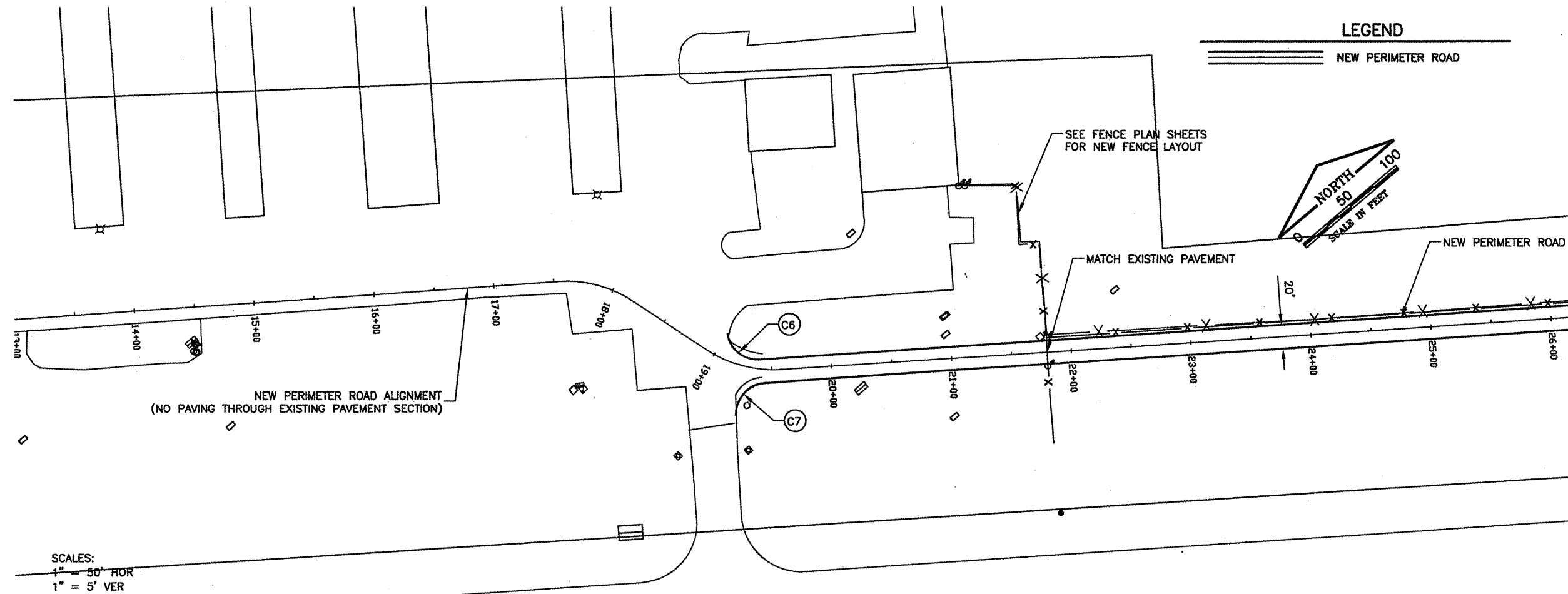
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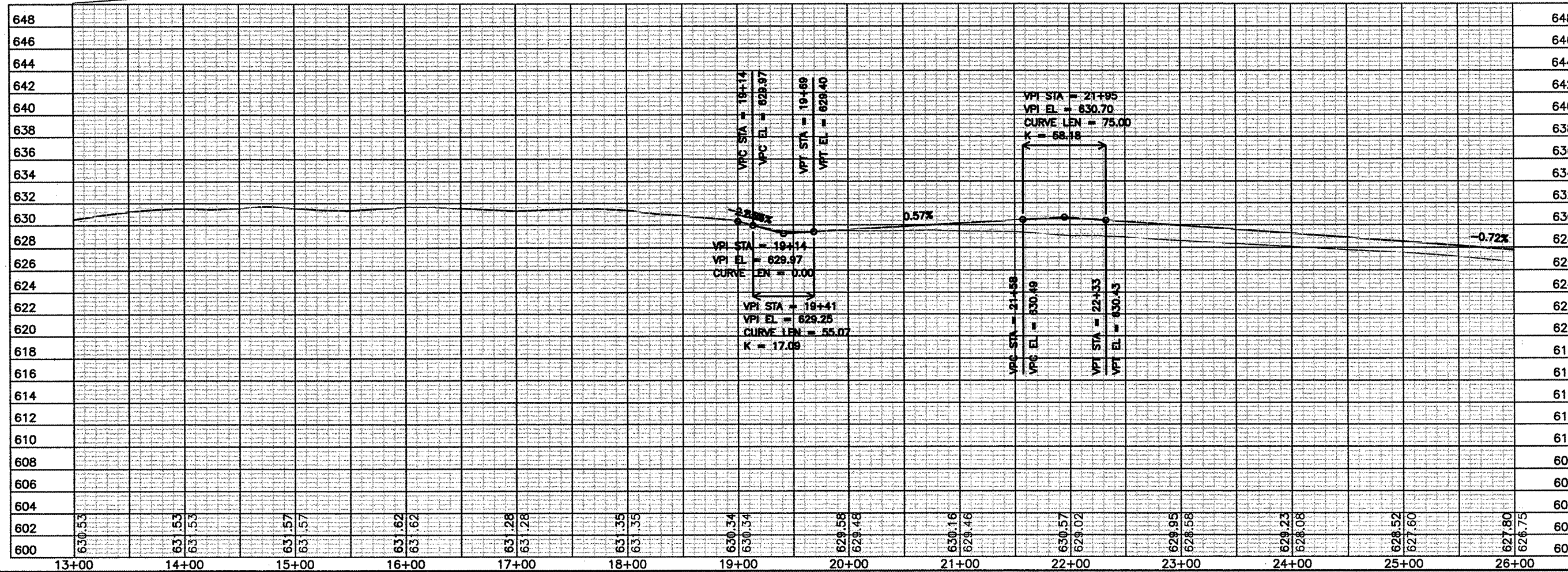
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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1

LEGEND

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NEW PERIMETER ROAD

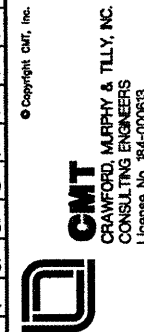


SCALES:
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1" = 5' VER



CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

GENERAL WAYNE A. DOWNING
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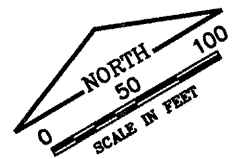
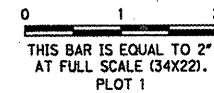
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AIP PROJ: 3-17-0080-XX

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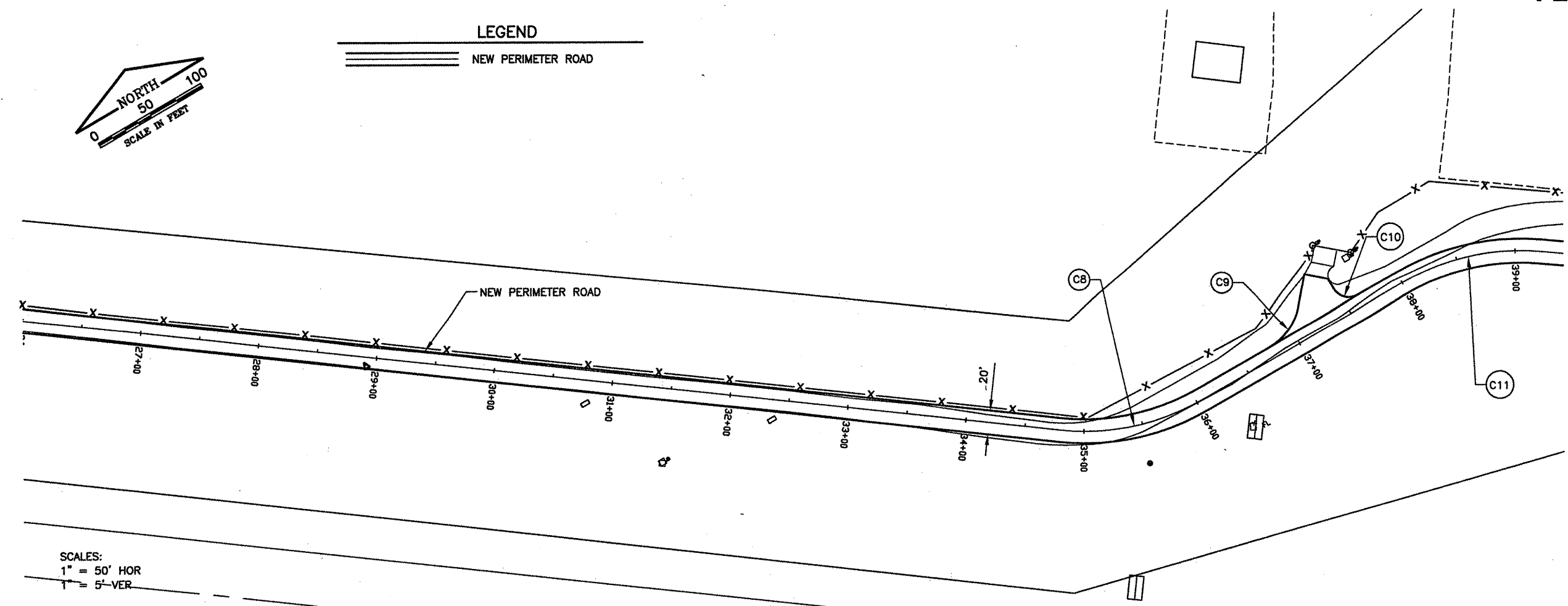
WEST PLAN AND PROFILE SHEET 2 OF 4

SHEET 23 OF 151 SHEETS

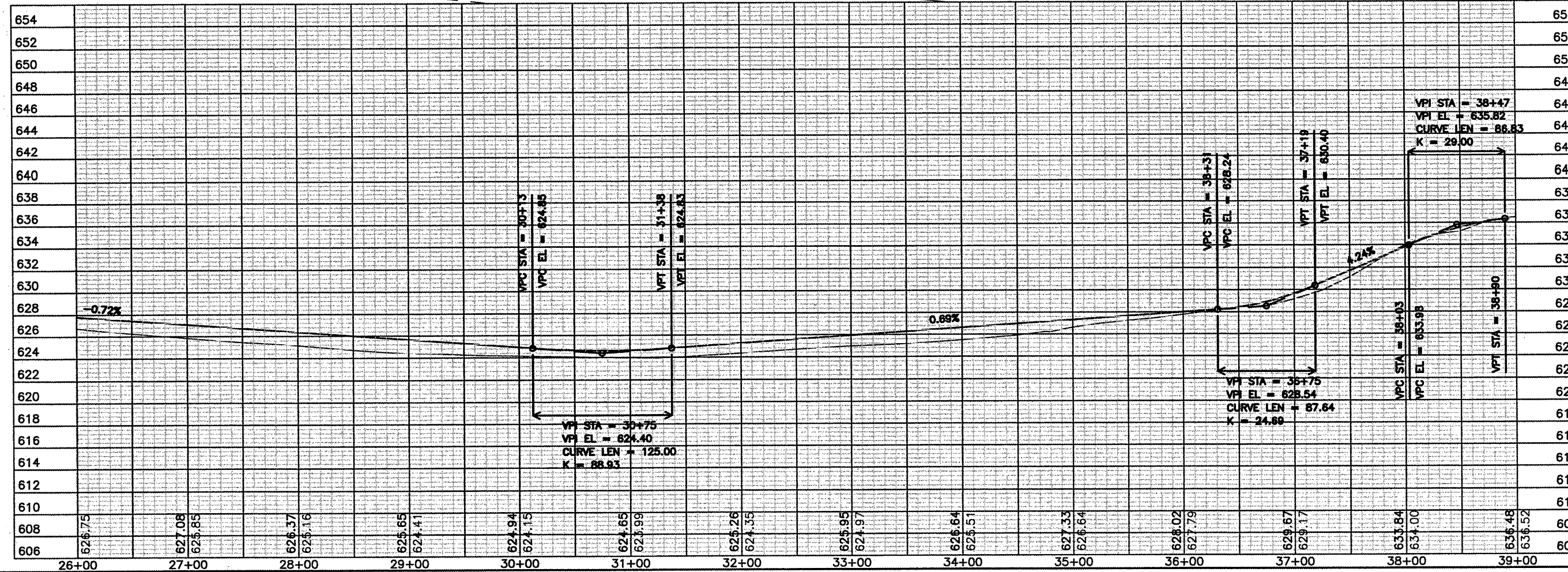
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LEGEND
 NEW PERIMETER ROAD



SCALES:
 1" = 50' HOR
 1" = 5'-VER



CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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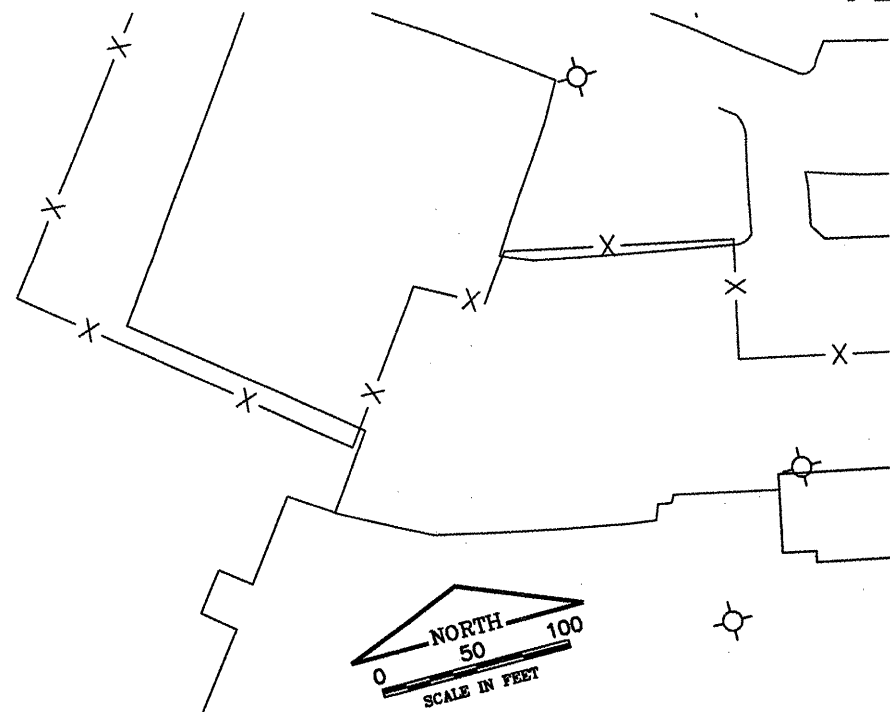
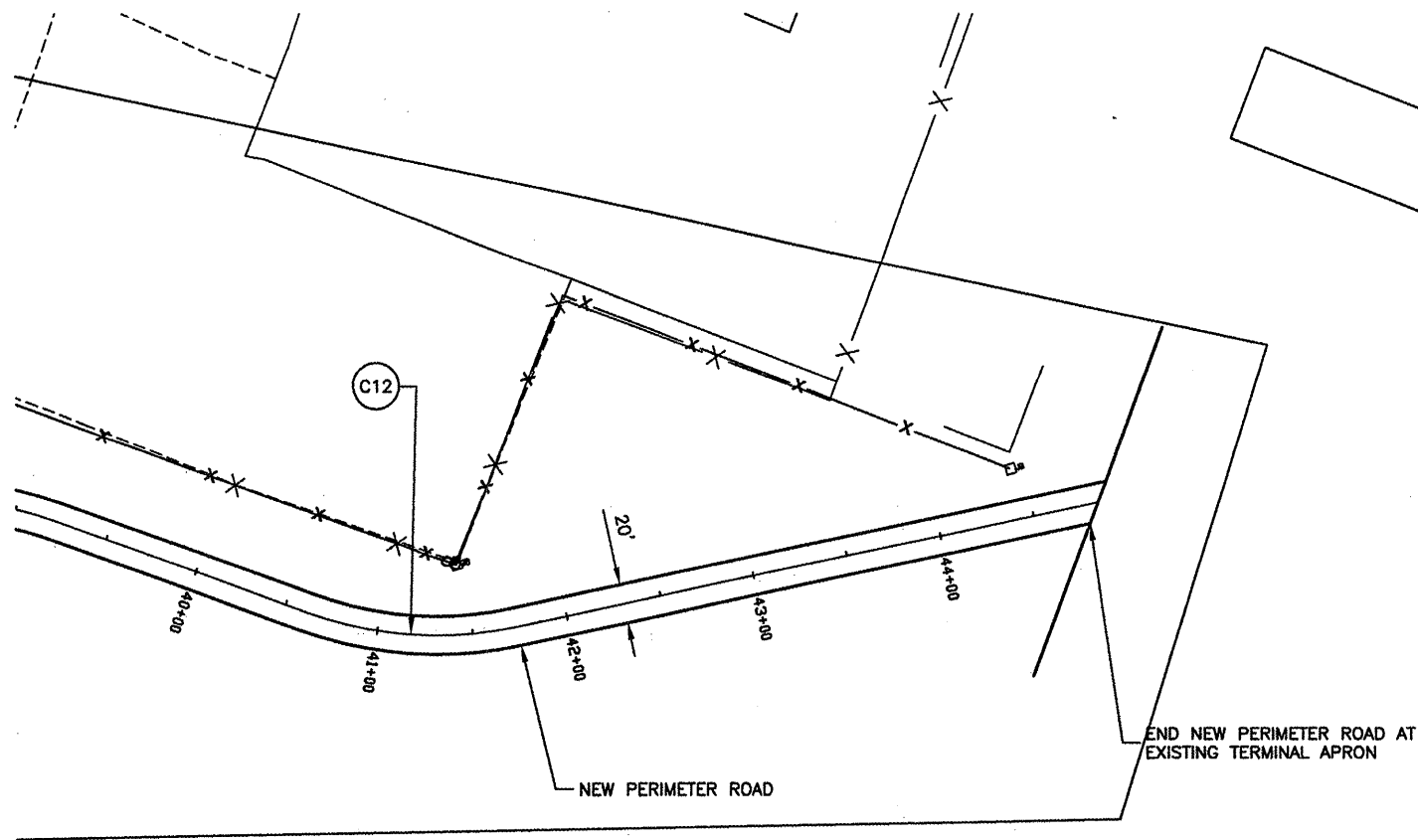
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 SHEET 3 OF 4**

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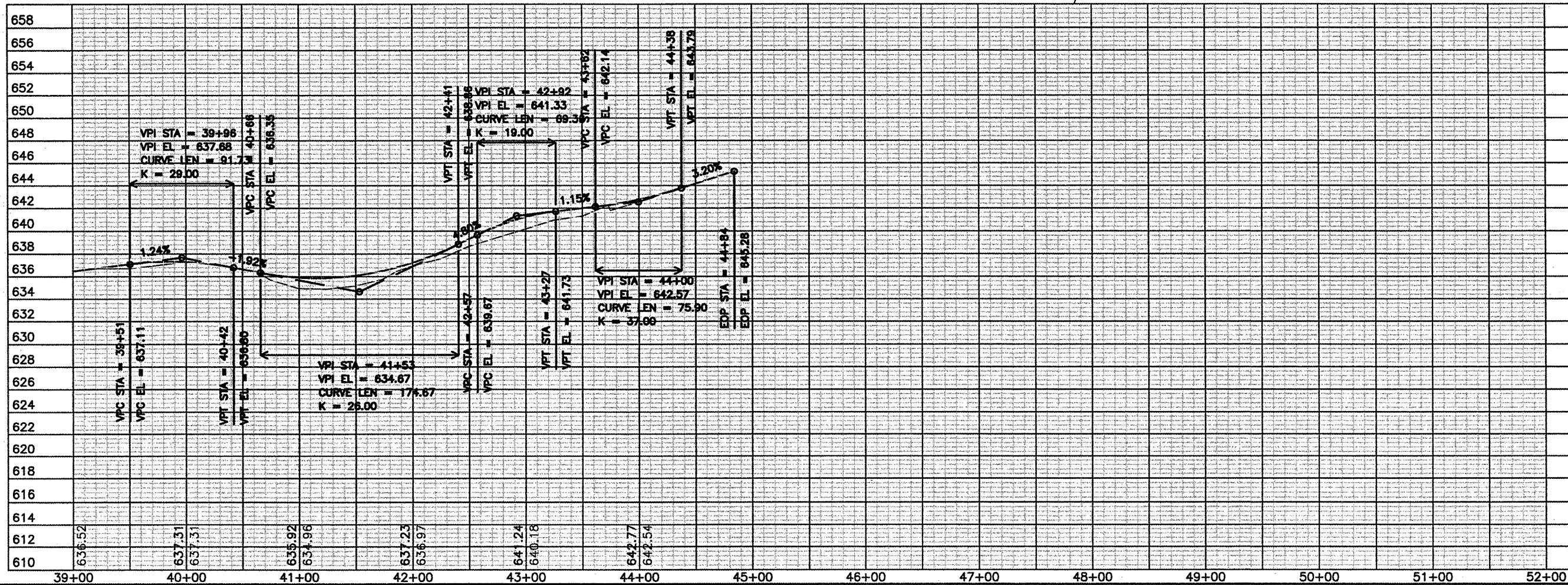
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0 1 2
THIS BAR IS EQUAL TO 2'
AT FULL SCALE (34X22).
PLOT 1



LEGEND
 NEW PERIMETER ROAD

SCALES:
 1" = 50' HOR
 1" = 5' VER



CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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**IL PROJECT: PIA-3865
 AP PROJ: 3-17-0080-XX**

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| DATE: | 02-13-2009 |
| JOB No: | 07061-04-00 |

WEST PLAN AND PROFILE
 SHEET 4 OF 4

SHEET 25 OF 151 SHEETS

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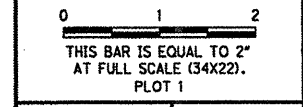
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HORIZONTAL CURVE DATA - SOUTH PLAN

| Curve | Point | Offset | Offset | Coordinates | | Curve Elements |
|-------|-------|--------|-------------|-------------|------------|---------------------|
| | | | | Northing | Easting | |
| C1 | PC | 0+00 | 33.00' LT | 1453530.90 | 2429320.20 | RADIUS= 25' |
| | RP | 0+25 | 33.00' LT | 1453545.63 | 2429300.00 | LENGTH= 39.27' |
| | PT | 0+25 | 8.00' LT | 1453565.83 | 2429314.73 | DELTA= 90° 00' 00" |
| C2 | PC | 0+00 | 33.00' RT | 1453578.76 | 2429324.15 | RADIUS= 25' |
| | RP | 0+25 | 33.00' RT | 1453598.96 | 2429338.88 | LENGTH= 39.27' |
| | PT | 0+25 | 8.00' RT | 1453578.76 | 2429324.15 | DELTA= 90° 00' 00" |
| C3 | PC | 0+38 | 0 | 1453579.68 | 2429309.32 | RADIUS= 100' |
| | RP | 1+14 | 100.00' LT | 1453498.87 | 2429250.41 | LENGTH= 153.18' |
| | PT | 1+91 | 0 | 1453560.88 | 2429171.96 | DELTA= 87° 45' 57" |
| C4 | PC | 9+81 | 8.00' RT | 1452945.58 | 2428675.37 | RADIUS= 15' |
| | RP | 9+81 | 23.00' RT | 1452954.88 | 2428663.61 | LENGTH= 23.56' |
| | PT | 9+96 | 23.00' RT | 1452943.11 | 2428654.30 | DELTA= 90° 00' 00" |
| C5 | PC | 10+06 | 23.00' RT | 1452935.27 | 2428648.10 | RADIUS= 15' |
| | RP | 10+21 | 23.00' RT | 1452923.50 | 2428638.80 | LENGTH= 23.56' |
| | PT | 10+21 | 8.00' RT | 1452914.20 | 2428650.57 | DELTA= 90° 00' 00" |
| C6 | PC | 9+96 | 143.13' RT | 1453017.61 | 2428560.06 | RADIUS= 15' |
| | RP | 9+81 | 143.13' RT | 1453029.38 | 2428569.36 | LENGTH= 23.56' |
| | PT | 9+81 | 158.13' RT | 1453038.68 | 2428557.59 | DELTA= 90° 00' 00" |
| C7 | PC | 10+06 | 143.97' RT | 1453010.28 | 2428553.21 | RADIUS= 15' |
| | RP | 10+21 | 143.97' RT | 1452998.52 | 2428543.90 | LENGTH= 23.56' |
| | PT | 10+21 | 158.97' RT | 1453007.82 | 2428532.14 | DELTA= 19° 52' 50" |
| C8 | PC | 30+66 | 8.00' RT | 1451317.79 | 2427376.98 | RADIUS= 25' |
| | RP | 30+66 | 33.00' RT | 1451337.15 | 2427361.16 | LENGTH= 34.21' |
| | PT | 30+92 | 27.17' RT | 1451317.76 | 2427345.38 | DELTA= 78° 24' 42" |
| C9 | PC | 31+15 | 41.77' RT | 1451318.07 | 2427319.64 | RADIUS= 25' |
| | RP | 31+41 | 33.00' RT | 1451298.68 | 2427303.86 | LENGTH= 49.03' |
| | PT | 31+41 | 8.00' RT | 1451276.71 | 2427315.79 | DELTA= 112° 22' 40" |
| C10 | PC | 29+79 | 0 | 1451307.46 | 2426880.79 | RADIUS= 400' |
| | RP | 32+93 | 400.00' RT | 1451621.26 | 2427128.84 | LENGTH= 628.32' |
| | PT | 36+08 | 0 | 1451373.21 | 2427442.64 | DELTA= 90° 00' 01" |
| C11 | PC | 32+58 | 8.00' LT | 1451221.82 | 2427212.00 | RADIUS= 25' |
| | RP | 32+58 | 33.00' LT | 1451197.35 | 2427217.09 | LENGTH= 17.42' |
| | PT | 32+73 | 14.14' LT | 1451212.85 | 2427197.48 | DELTA= 39° 54' 53" |
| C12 | PC | 33+30 | 48.58' LT | 1451172.83 | 2427140.35 | RADIUS= 25' |
| | RP | 33+48 | 33.00' LT | 1451188.33 | 2427120.74 | LENGTH= 55.52' |
| | PT | 33+48 | 8.00' LT | 1451213.33 | 2427121.21 | DELTA= 127° 15' 12" |
| C13 | PC | 38+41 | 0 | 1452020.98 | 2426637.52 | RADIUS= 400' |
| | RP | 41+60 | 400.00' RT | 1451766.01 | 2426945.73 | LENGTH= 637.22' |
| | PT | 44+78 | 0 | 1451452.21 | 2426697.67 | DELTA= 91° 16' 30" |
| C14 | PC | 49+40 | 0 | 1452376.41 | 2426931.56 | RADIUS= 400' |
| | RP | 50+49 | 400.00' LT | 1452631.38 | 2426623.36 | LENGTH= 219.48' |
| | PT | 51+59 | 0 | 1452574.59 | 2427019.31 | DELTA= 31° 26' 18" |
| C15 | PC | 53+82 | 0 | 1452923.03 | 2427115.78 | RADIUS= 400' |
| | RP | 54+55 | 400.00' RT | 1452690.40 | 2427441.17 | LENGTH= 138.79' |
| | PT | 55+40 | 0 | 1452798.52 | 2427056.06 | DELTA= 19° 52' 50" |
| C16 | PC | 59+65 | 0 | 1453247.80 | 2427413.22 | RADIUS= 1000' |
| | RP | 60+08 | 1000.00' LT | 1453930.85 | 2426682.85 | LENGTH= 84.61' |
| | PT | 60+50 | 0 | 1453311.97 | 2427468.34 | DELTA= 04° 50' 53" |
| C17 | PC | 66+15 | 0 | 1453755.46 | 2427817.76 | RADIUS= 1000' |
| | RP | 67+03 | 1000.00' LT | 1454374.34 | 2427032.27 | LENGTH= 175.64' |
| | PT | 67+90 | 0 | 1453902.24 | 2427913.82 | DELTA= 10° 03' 48" |
| C18 | PC | 69+60 | 8.00' LT | 1454054.08 | 2427988.10 | RADIUS= 25' |
| | RP | 69+60 | 33.00' LT | 1454067.17 | 2427966.81 | LENGTH= 37.24' |
| | PT | 69+84 | 31.26' LT | 1454087.34 | 2427981.59 | DELTA= 85° 20' 49" |
| C19 | PC | 69+54 | 8.00' RT | 1454041.00 | 2427998.84 | RADIUS= 25' |
| | RP | 69+54 | 33.00' RT | 1454028.02 | 2428020.21 | LENGTH= 41.44' |
| | PT | 69+80 | 34.84' RT | 1454048.18 | 2428034.99 | DELTA= 94° 58' 48" |
| C20 | PC | 68+99 | 0 | 1454162.08 | 2428075.05 | RADIUS= 1000' |
| | RP | 69+98 | 1000.00' RT | 1453526.06 | 2428846.73 | LENGTH= 197.65' |
| | PT | 70+97 | 0 | 1453998.16 | 2427965.19 | DELTA= 11° 19' 29" |
| C21 | PC | 70+55 | 32.70' LT | 1454148.05 | 2428022.35 | RADIUS= 25' |
| | RP | 70+79 | 33.18' LT | 1454168.12 | 2428037.27 | LENGTH= 38.01' |
| | PT | 70+78 | 8.19' LT | 1454152.22 | 2428056.56 | DELTA= 87° 07' 13" |
| C22 | PC | 70+88 | 26.44' RT | 1454138.17 | 2428089.68 | RADIUS= 10' |
| | RP | 70+94 | 18.00' RT | 1454147.66 | 2428086.50 | LENGTH= 25.84' |
| | PT | 70+94 | 8.00' RT | 1454154.02 | 2428078.78 | DELTA= 148° 02' 45" |


HORIZONTAL CURVE DATA - WEST PLAN

| Curve | Point | Offset | Offset | Coordinates | | Curve Elements |
|-------|-------|--------|------------|-------------|------------|--------------------|
| | | | | Northing | Easting | |
| C1 | PC | 0+00 | 35.00' LT | 1459294.35 | 2424113.57 | RADIUS= 25' |
| | RP | 0+25 | 35.00' LT | 1459279.81 | 2424128.04 | LENGTH= 39.40' |
| | PT | 0+25 | 10.00' LT | 1459259.42 | 2424113.57 | DELTA= 90° 13' 42" |
| C2 | PC | 3+83 | 0 | 1458947.04 | 2424511.45 | RADIUS= 750' |
| | RP | 4+57 | 750.00' RT | 1458432.24 | 2423966.04 | LENGTH= 147.91' |
| | PT | 5+31 | 0 | 1459043.93 | 2424400.01 | DELTA= 11° 17' 58" |
| C3 | PC | 5+31 | 0 | 1458947.04 | 2424511.45 | RADIUS= 750' |
| | RP | 6+01 | 750.00' LT | 1459461.84 | 2425056.87 | LENGTH= 139.32' |
| | PT | 6+71 | 0 | 1458855.17 | 2424615.92 | DELTA= 10° 38' 36" |
| C4 | PC | 11+25 | 10.00' LT | 1458595.35 | 2424990.39 | RADIUS= 25' |
| | RP | 11+25 | 35.00' LT | 1458615.57 | 2425005.09 | LENGTH= 39.25' |
| | PT | 11+50 | 35.00' LT | 1458600.85 | 2425025.30 | DELTA= 89° 56' 39" |
| C5 | PC | 11+25 | 10.00' RT | 1458579.21 | 2424978.58 | RADIUS= 25' |
| | RP | 11+25 | 35.00' RT | 1458558.99 | 2424963.88 | LENGTH= 39.29' |
| | PT | 11+50 | 35.00' RT | 1458544.27 | 2424984.09 | DELTA= 90° 03' 21" |
| C6 | PC | 19+01 | 20.61' LT | 1458093.75 | 2425571.17 | RADIUS= 25' |
| | RP | 19+31 | 32.47' LT | 1458080.28 | 2425592.24 | LENGTH= 37.70' |
| | PT | 19+39 | 8.16' LT | 1458060.11 | 2425577.47 | DELTA= 86° 24' 19" |
| C7 | PC | 19+29 | 40.64' RT | 1458037.56 | 2425532.87 | RADIUS= 25' |
| | RP | 19+47 | 35.94' RT | 1458022.42 | 2425552.77 | LENGTH= 38.80' |
| | PT | 19+44 | 11.16' RT | 1458042.6 | 2425567.53 | DELTA= 85° 55' 57" |
| C8 | PC | 34+80 | 0 | 1457143.20 | 2426813.67 | RADIUS= 200' |
| | RP | 35+43 | 200.00' LT | 1457104.61 | 2426931.77 | LENGTH= 126.57' |
| | PT | 36+06 | 0 | 1457104.61 | 2426932.01 | DELTA= 36° 15' 35" |
| C9 | PC | 36+77 | 10.00' LT | 1457114.69 | 2427002.77 | RADIUS= 50' |
| | RP | 36+77 | 60.00' LT | 1457164.69 | 2427002.71 | LENGTH= 42.47' |
| | PT | 37+15 | 26.98' LT | 1457131.71 | 2427040.29 | DELTA= 48° 40' 02" |
| C10 | PC | 37+48 | 25.00' LT | 1457129.77 | 2427073.36 | RADIUS= 15' |
| | RP | 37+63 | 25.00' LT | 1457129.79 | 2427088.36 | LENGTH= 23.56' |
| | PT | 37+63 | 10.00' LT | 1457114.79 | 2427088.38 | DELTA= 89° 59' 34" |
| C11 | PC | 37+99 | 0 | 1457068.73 | 2427239.81 | RADIUS= 200' |
| | RP | 38+60 | 200.00' RT | 1456904.83 | 2427125.19 | LENGTH= 122.30' |
| | PT | 39+21 | 0 | 1457104.83 | 2427124.95 | DELTA= 35° 02' 11" |
| C12 | PC | 40+62 | 0 | 1456988.40 | 2427354.68 | RADIUS= 200' |
| | RP | 41+18 | 200.00' LT | 1457152.29 | 2427469.30 | LENGTH= 111.83' |
| | PT | 41+73 | 0 | 1456952.55 | 2427459.08 | DELTA= 32° 02' 13" |




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 PEORIA INTERNATIONAL AIRPORT

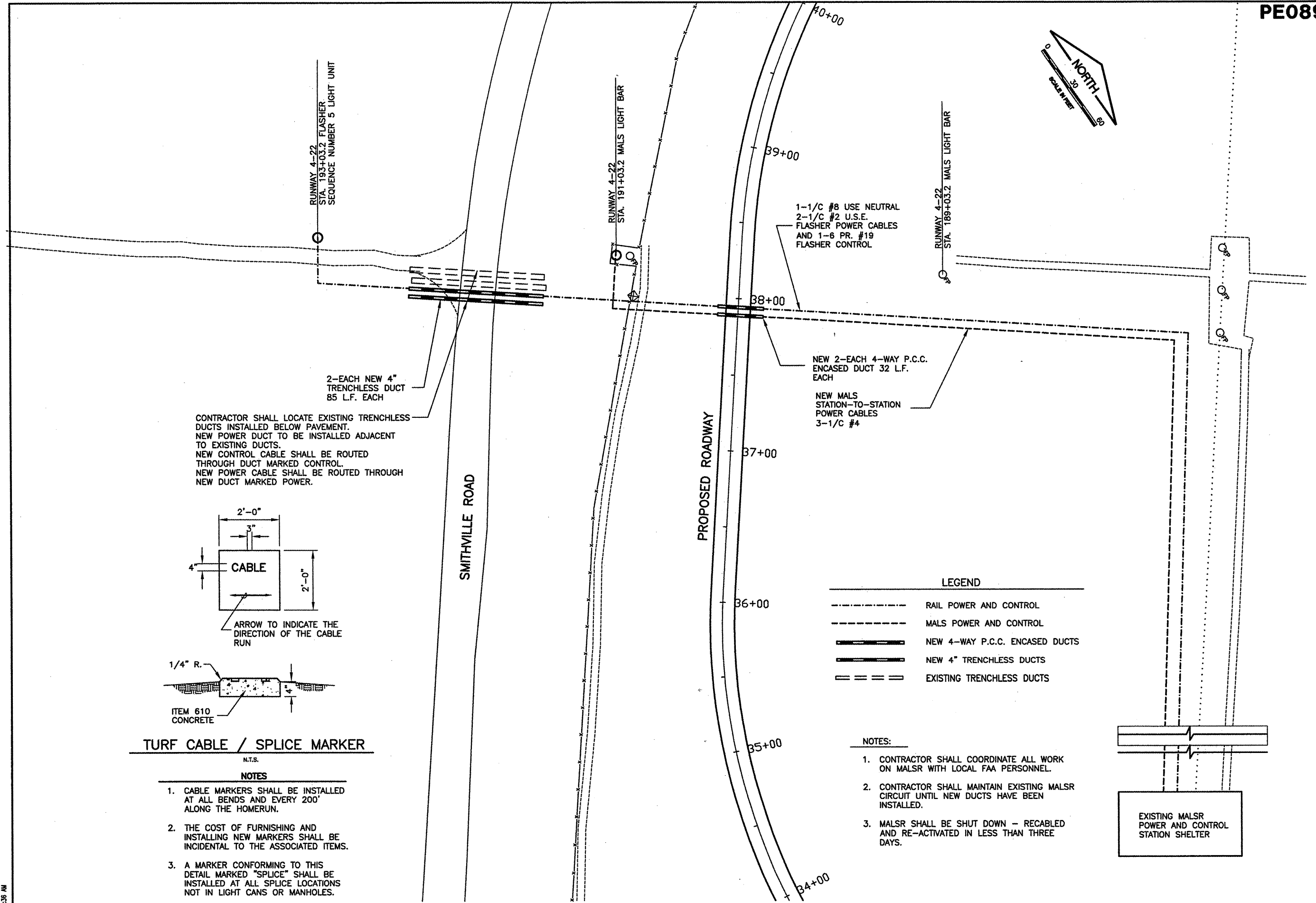
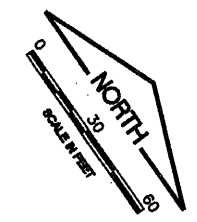
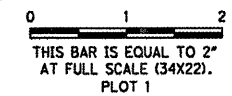
CONSTRUCT NEW PERIMETER ROAD AND
 PERIMETER FENCE - PROJECT 3

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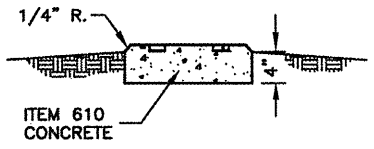
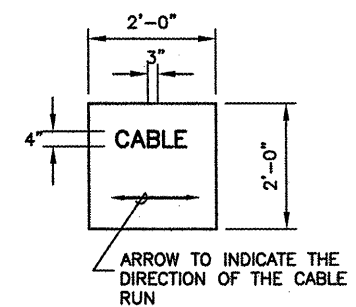
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| APPROVED BY: | CET |
| DATE: | 02-13-2009 |
| JOB No: | 07061-04-00 |

| REVISIONS | | |
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| NUMBER | BY | DATE |
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CONTRACTOR SHALL LOCATE EXISTING TRENCHLESS DUCTS INSTALLED BELOW PAVEMENT. NEW POWER DUCT TO BE INSTALLED ADJACENT TO EXISTING DUCTS. NEW CONTROL CABLE SHALL BE ROUTED THROUGH DUCT MARKED CONTROL. NEW POWER CABLE SHALL BE ROUTED THROUGH NEW DUCT MARKED POWER.



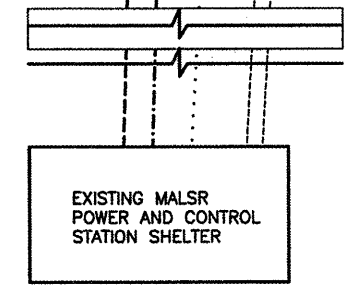
TURF CABLE / SPLICE MARKER
N.T.S.

- NOTES**
1. CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE HOMERUN.
 2. THE COST OF FURNISHING AND INSTALLING NEW MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED ITEMS.
 3. A MARKER CONFORMING TO THIS DETAIL MARKED "SPLICE" SHALL BE INSTALLED AT ALL SPLICE LOCATIONS NOT IN LIGHT CANS OR MANHOLES.

LEGEND

| | |
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| | RAIL POWER AND CONTROL |
| | MALS POWER AND CONTROL |
| | NEW 4-WAY P.C.C. ENCASED DUCTS |
| | NEW 4" TRENCHLESS DUCTS |
| | EXISTING TRENCHLESS DUCTS |

- NOTES:**
1. CONTRACTOR SHALL COORDINATE ALL WORK ON MALS WITH LOCAL FAA PERSONNEL.
 2. CONTRACTOR SHALL MAINTAIN EXISTING MALS CIRCUIT UNTIL NEW DUCTS HAVE BEEN INSTALLED.
 3. MALS SHALL BE SHUT DOWN - RECABLED AND RE-ACTIVATED IN LESS THAN THREE DAYS.



GENERAL WAYNE A. DOWNING
PEORIA INTERNATIONAL AIRPORT

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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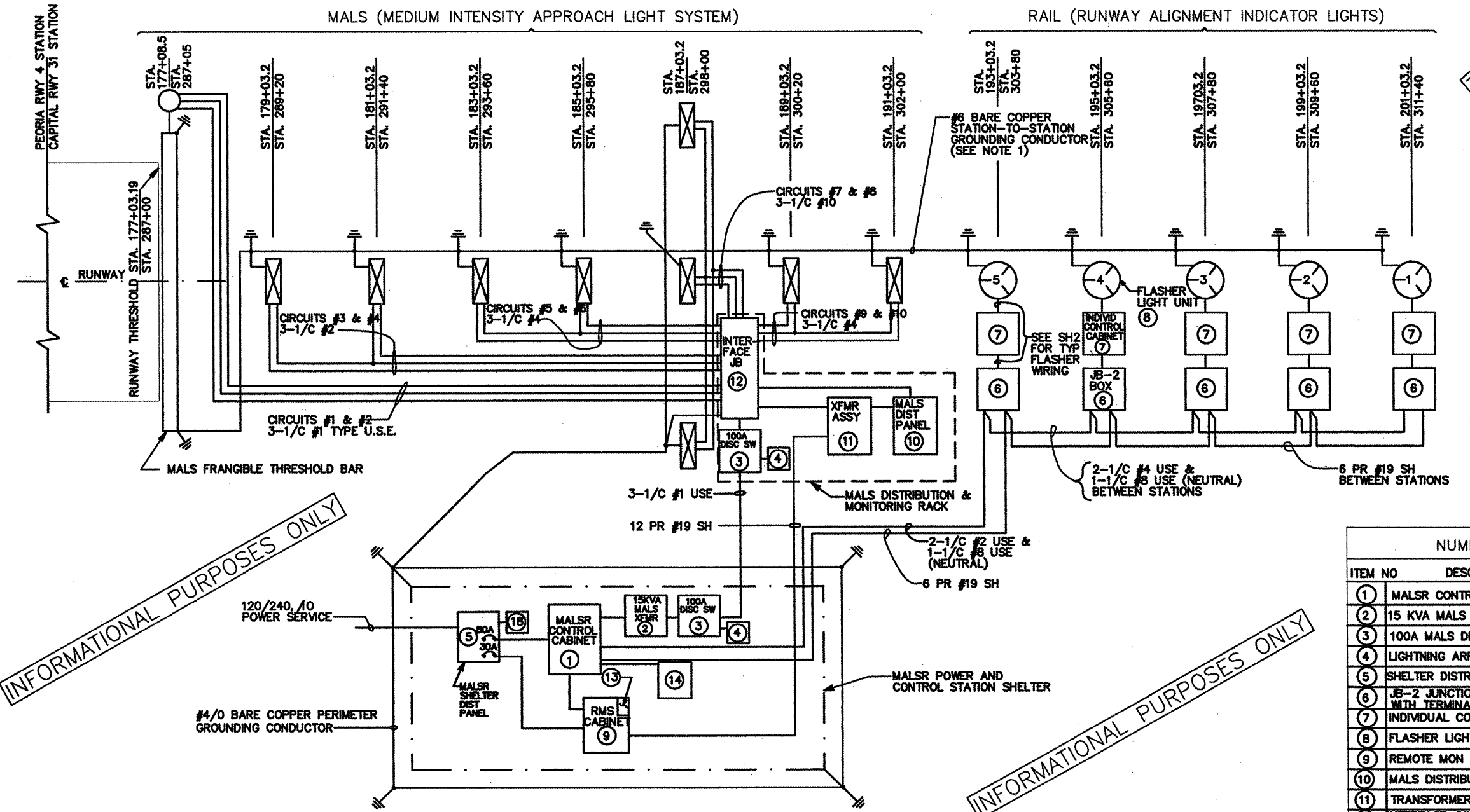
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| JOB No: | 07061-04-00 |

MALS CABLING

SHEET 27 OF 151 SHEETS

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



INFORMATIONAL PURPOSES ONLY

INFORMATIONAL PURPOSES ONLY

INFORMATIONAL PURPOSES ONLY

| NUMBERED LEGEND | | |
|-----------------|---|-----|
| ITEM NO | DESCRIPTION | QTY |
| ① | MALS CONTROL CABINET | 1 |
| ② | 15 KVA MALS TRANSFORMER, NOTE 6 | 1 |
| ③ | 100A MALS DISC SW, 120/240V, NOTE 8 | 1 |
| ④ | LIGHTNING ARRESTER | 1 |
| ⑤ | SHELTER DISTRIBUTION PANEL PER NOTE 11 | 1 |
| ⑥ | JB-2 JUNCTION BOX 14" X 14" X 6" WITH TERMINAL BLOCKS | 5 |
| ⑦ | INDIVIDUAL CONTROL CABINET | 5 |
| ⑧ | FLASHER LIGHT UNIT | 5 |
| ⑨ | REMOTE MON SUBSYSTEM CAB | 1 |
| ⑩ | MALS DISTRIBUTION PANEL PER NOTE 9 | 1 |
| ⑪ | TRANSFORMER ASSEMBLY | 1 |
| ⑫ | INTERFACE JUNCTION BOX 24" X 30" X 8" PER NOTE 10 | 1 |
| ⑬ | LINK TRANSCEIVER & ANTENNA | 2 |
| ⑭ | PUSHBUTTON LAND LINE CONTROL INTERFACE UNIT, NOTE 13 | 1 |
| ⑮ | NOT USED | 1 |
| ⑯ | NOT USED | 1 |
| ⑰ | NOT USED | 1 |
| ⑱ | AC SURGE ARRESTER PER NOTE 12 | 1 |

NOTES: THE CONTRACTOR SHALL CONSTRUCT THE MALS SUCH THAT:

- FOR ADDITIONAL INFORMATION SEE MALS WIRING DIAGRAM-2.
- FOR A TRIGGER (TR) CIRCUIT, ONLY ONE CONDUCTOR OF A CONTROL CABLE PAIR IS USED. AT THE CONTROL CABINET, ALL UNUSED CONDUCTORS OF THE CONTROL CABLE ARE GROUNDED. ELSEWHERE, ALL CONDUCTORS WHICH ARE NOT USED ARE TURNED BACK AND INSULATED, AND DRESSED FLAT AGAINST THE INTERIOR OF THE JB-2 BOX.
- THE FLASHERS FIRE IN SEQUENCE TOWARD THE RUNWAY, STARTING AT THE THE OUTERMOST UNIT. CONTROL TERMINALS 9 (MEDIUM INTENSITY STEP) AND 10 (HIGH INTENSITY STEP) ARE COMMON FOR ALL FLASHERS. EACH FLASHER REQUIRES AN INDIVIDUAL CONDUCTOR FOR THE TRIGGER (TR) CIRCUIT. (FLASHERS ARE NUMBERED IN FIRING SEQUENCE PER THIS SHEET. THE FLASHER DIAGRAMMED ON SHEET 2 IS NUMBER 5).
- NOT USED
- THE WIRES RUNNING FROM EACH INDIVIDUAL FLASHER CONTROL CABINET TO THE FLASHER SPADE LUG NUT CONNECTORS ARE THE 1/C, 3000V WIRES WHICH COME WITH THE FLASHER EQUIPMENT. (IF ADDITIONAL WIRE QUANTITIES ARE NEEDED, THE CONTRACTOR SHALL FURNISH THEM. THE WIRES MUST MEET MILITARY SPECIFICATION MIL-76B.)
- CONNECTION IS MADE TO THE TRANSFORMER TAP WHICH GIVES THE VOLTAGE CLOSEST TO 120/240V, WITHOUT BEING ABOVE 120/240V, AT THE MALS DISTRIBUTION PANEL WHEN ALL THE MALS LAMPS ARE BURNING AT THE HIGH BRIGHTNESS STEP.
- THE LUGS OF TB1 IN THE JB-2 BOXES AND LUGS 10, 11 & 12 OF TB1 IN THE MALS CONTROL CABINET ARE REPLACED WITH LUGS LARGE
- ITEM ⑥ IS A HEAVY DUTY NEMA 1 DISCONNECT SWITCH PER SPECIFICATION FAA-GL-918B, PARAGRAPH 16A.13.
- ITEM ③ IS 100A, HEAVY DUTY DISCONNECT SWITCH, 3-WIRE, S/N, 240V, SQUARE D CLASS 3110, OR EQUIVALENT. IN MALS POWER AND CONTROL STATION SHELTER, DISCONNECT SHALL BE IN NEMA 1 ENCLOSURE. AT MALS DISTRIBUTION AND MONITORING RACK, DISCONNECT SHALL BE IN NEMA 3R ENCLOSURE. PROVIDE 2-80A TIME DELAY FUSES FOR EACH DISCONNECT.
- ITEM ⑩ IS A 100A, 12 POLE SPACE, NEMA 3R PANELBOARD WITH MAIN LUGS, PER SPECIFICATION PARAGRAPH 16A.14.
- ITEM ⑫ IS A 24" X 30" X 8" STAINLESS STEEL NEMA 4X ENCLOSURE W/INTERIOR PANEL AND W/TERMINAL BLOCKS AND MISC ITEMS SHOWN ON MALS WIRING DIAGRAM-2.
- ITEM ⑤ IS A 100A, 12 POLE SPACE, NEMA 1 PANELBOARD WITH A 100A MAIN BREAKER, PER SPECIFICATION PARAGRAPH 16A.14.
- ITEM ⑱ IS AN AC SURGE ARRESTER W/SELF-CONTAINED DISCONNECT, 120/240V, 10, 3-WIRE, PER SPECIFICATION PARAGRAPH 16A.16.
- FOR ADDITIONAL INFORMATION, SEE PUSHBUTTON LANDLINE (/AIR-GROUND) MALS CONTROL SHEETS FOR RESPECTIVE AIRPORTS.
- ALL ELECTRICAL ENCLOSURES IN THE MALS SHELTER AND FLASHER JB-2 BOXES AND INDIVIDUAL CONTROL CABINETS, ARE GROUNDED WITH A #6 BARE COPPER GROUNDING CONDUCTOR. WHERE THIS CONDUCTOR IS ENTIRELY ABOVE GRADE, IT IS GREEN INSULATED. THIS GROUNDING IS APPLIED TO ITEMS ⑩, ⑪, AND ⑫ EVEN THOUGH IT IS NOT SHOWN ON SHEET 2.

- SYMBOLS**
- GROUNDING ELECTRODE (ROD)
 - MALS LIGHT BAR: 5 PAR-38, 120W, 120V GE WATTMISER SPOT LAMPS
 - RAIL SEQUENCED FLASHER (NUMERAL IN CENTER IS FLASHER SEQUENCE NUMBER.)

THIS SHEET CONTAINS A DIAGRAM OF THE INITIAL MALS WIRING DONE AT PEORIA INTERNATIONAL AIRPORT AND IT IS IMPORTED FROM THAT PREVIOUS PROJECT. THIS SHEET IS INCLUDED FOR INFORMATIONAL PURPOSES ONLY. ANYTHING PROPOSED ON THIS SHEET SHALL BE CONSIDERED EXISTING.

GENERAL WAYNE A. DOWNING
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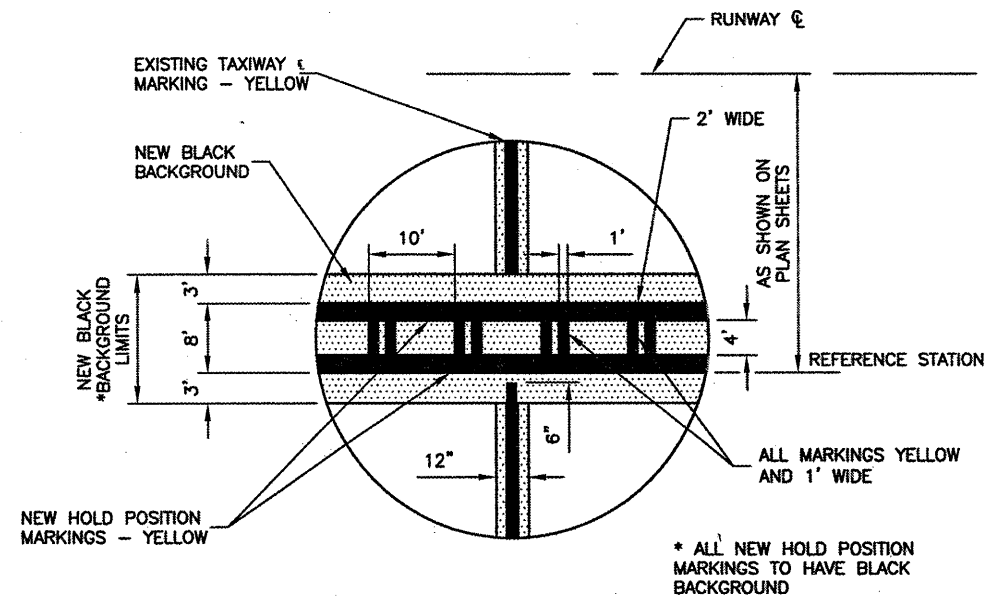
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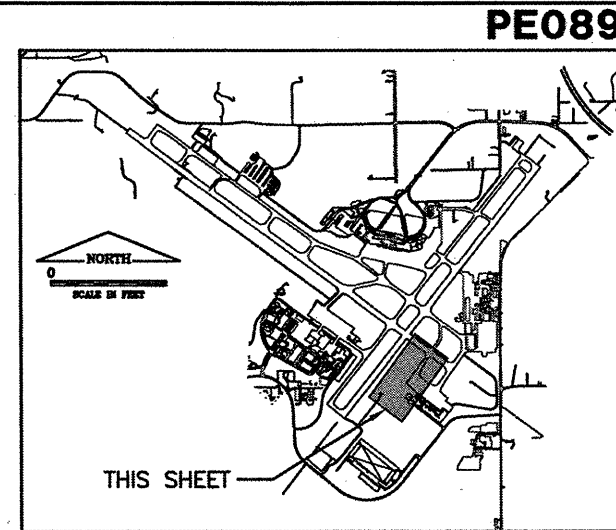
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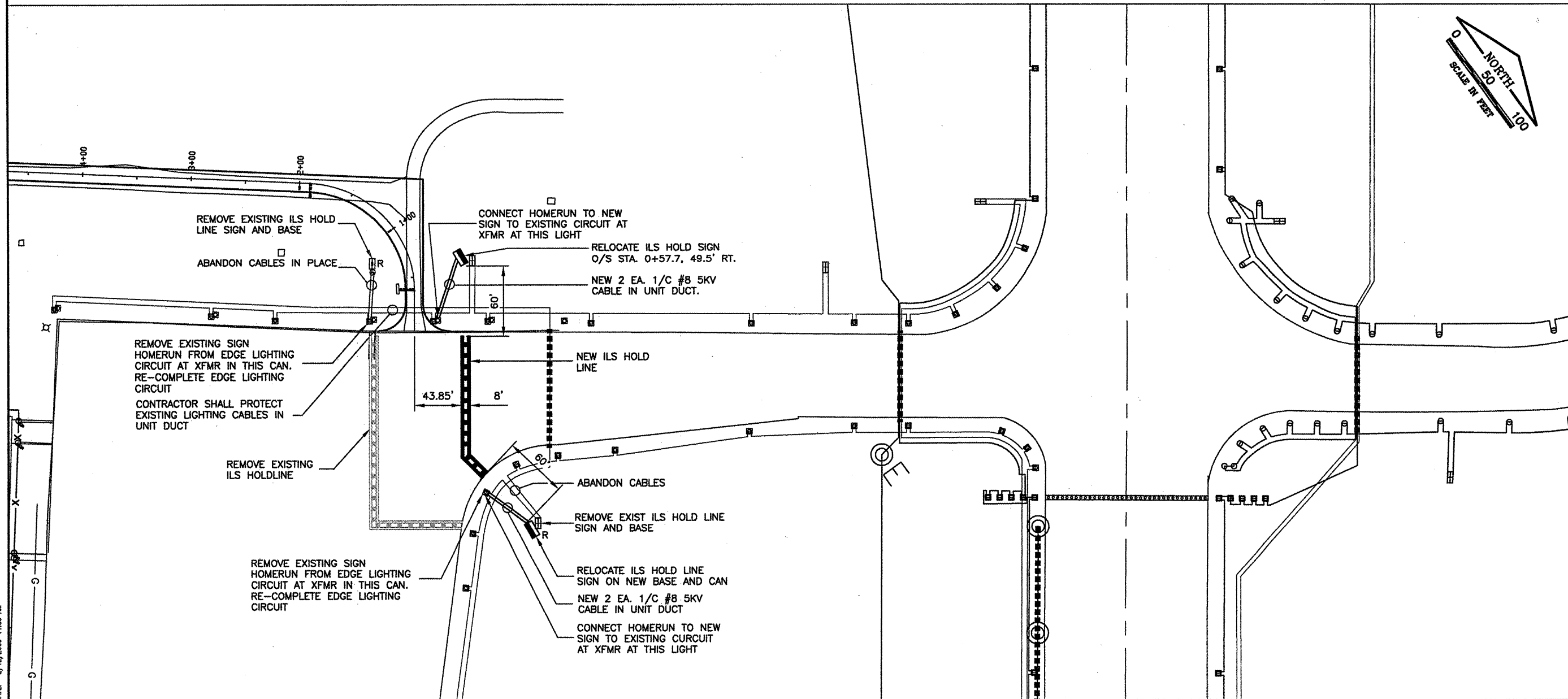


KEY MAP

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 PLOT 1



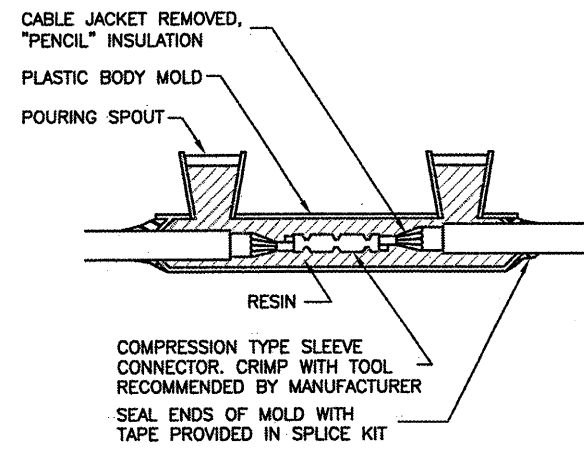
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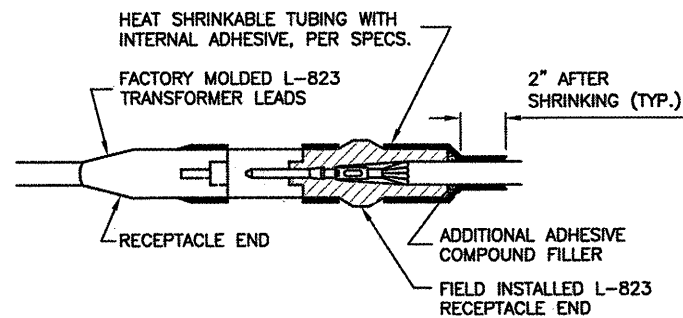
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 SHEET 29 OF 151 SHEETS

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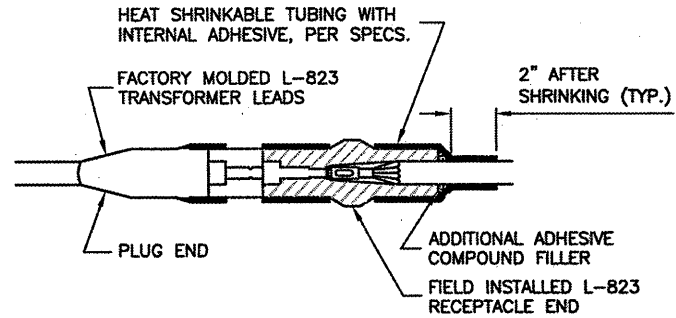
FOR IN-LINE CONNECTIONS OF EXISTING CABLES CUT DURING CONSTRUCTION.

TYPE A



FOR SPLICES AT TAXIWAY LIGHTS AND SIGNS.

TYPE C

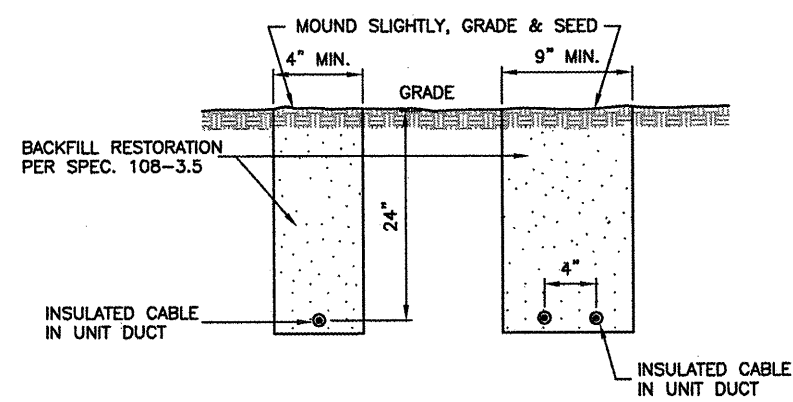
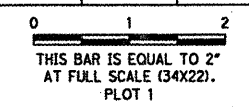


FOR SPLICES AT TAXIWAY LIGHTS AND SIGNS.

TYPE D

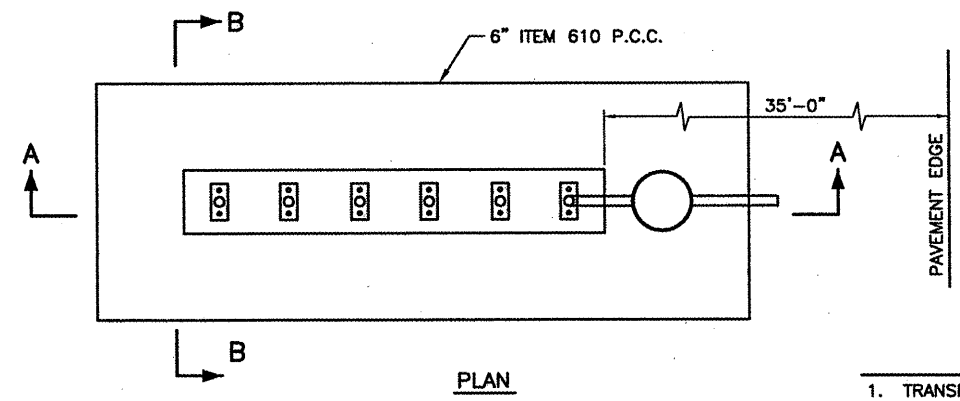
CABLE SPLICES
 N.T.S.

- CABLE SPLICE NOTES**
1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
 2. THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
 3. THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.

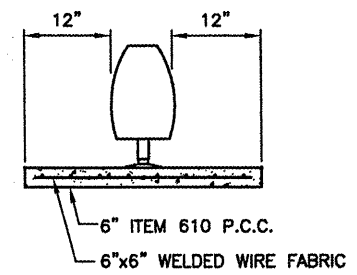


1. TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
2. DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS.
3. SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL TO ITEM 108.

TRENCH DETAIL
 N.T.S.

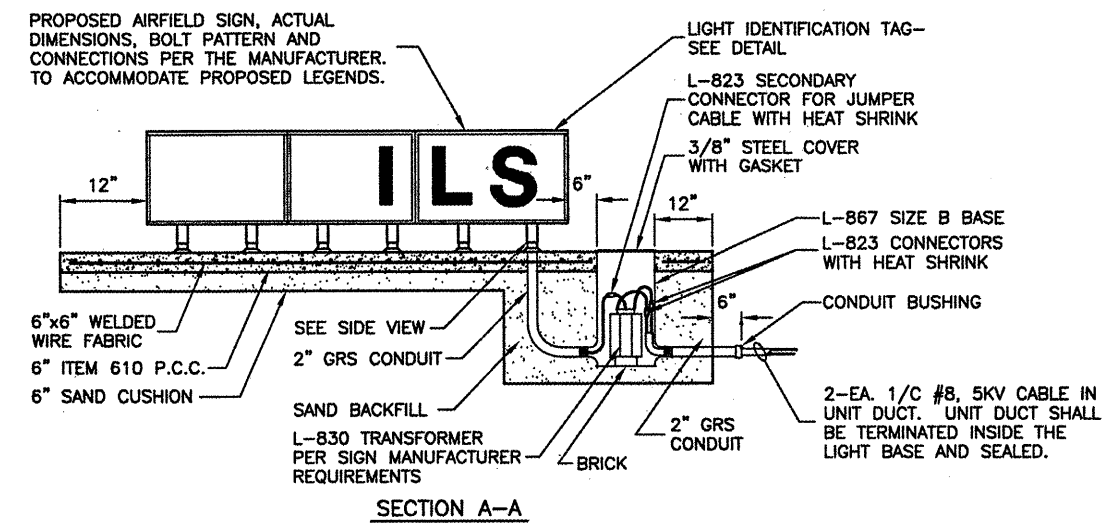


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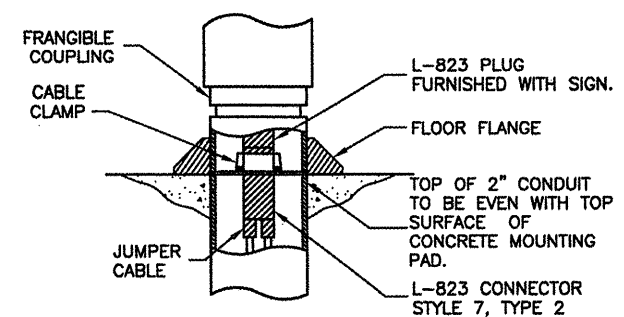
SECTION B-B

- NOTES**
1. TRANSFORMER WATTAGE SHALL BE AS REQUIRED BY SIGN MANUFACTURER.
 2. SIGN LEGEND SHALL BE AS SHOWN IN THE PLANS.
 3. SIGNS SHALL BE SIZE 2 STYLE 2, CLASS 2.



SECTION A-A

L-858 AIRFIELD SIGN DETAILS
 N.T.S.



ELECTRICAL CONNECTION DETAIL
 N.T.S.

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3
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ELECTRICAL DETAILS

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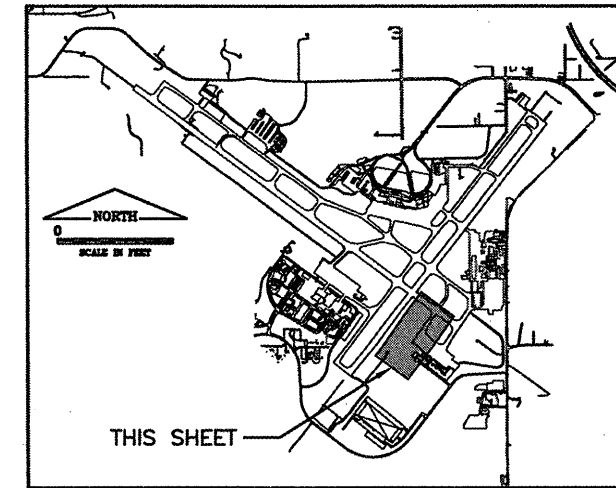
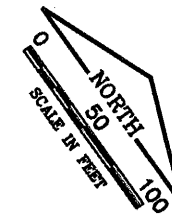
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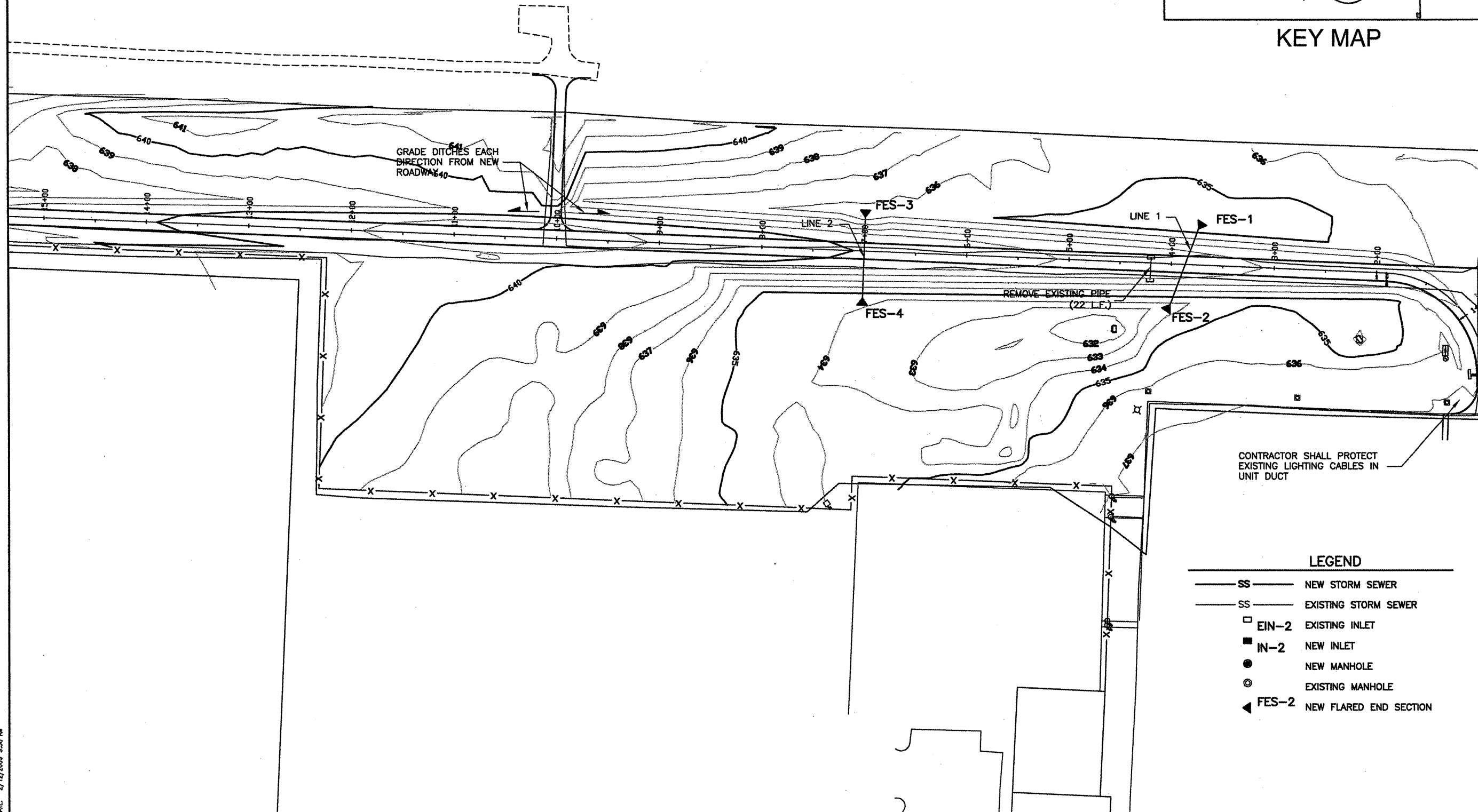
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 PLOT 1

STORM DRAINAGE NOTES:

1. CONTRACTOR SHALL FIELD VERIFY THE ORIENTATION, LOCATION AND DEPTH OF EXISTING STRUCTURES, CONDUITS AND DITCHES PRIOR TO BEGINNING WORK ON ANY INDIVIDUAL PIPE RUN.
2. IF THE CONTRACTOR ELECTS TO USE PRECAST STRUCTURES, PRIOR TO ORDERING PRE-CAST STRUCTURES, THE CONTRACTOR SHALL EXCAVATE EXISTING PIPES AND FIELD VERIFY RIM ELEVATIONS TO MINIMIZE NEED FOR FIELD ADJUSTMENT OF STRUCTURES.
3. IF THE CONTRACTOR ELECTS TO USE PRECAST STRUCTURES, THE FINAL 18" OF MANHOLE AND INLET RISERS OR WALLS SHALL BE PRECAST IN THREE 6" SECTIONS TO ALLOW FOR FIELD ADJUSTMENT OF INVERTS AND RIMS.



KEY MAP



CONTRACTOR SHALL PROTECT EXISTING LIGHTING CABLES IN UNIT DUCT

LEGEND

- SS — NEW STORM SEWER
- SS — EXISTING STORM SEWER
- EIN-2 EXISTING INLET
- IN-2 NEW INLET
- NEW MANHOLE
- ◎ EXISTING MANHOLE
- ◄ FES-2 NEW FLARED END SECTION

GENERAL WAYNE A. DOWNING
 PEORIA INTERNATIONAL AIRPORT

CONSTRUCT NEW PERIMETER ROAD AND
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SOUTH DRAINAGE PLAN
 SHEET 1 OF 6

SHEET 31 OF 151 SHEETS

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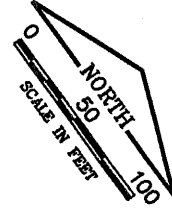
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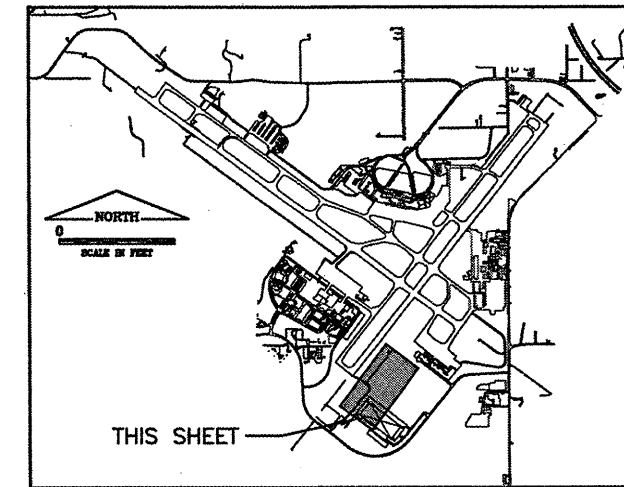
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1. CONTRACTOR SHALL FIELD VERIFY THE ORIENTATION, LOCATION AND DEPTH OF EXISTING STRUCTURES, CONDUITS AND DITCHES PRIOR TO BEGINNING WORK ON ANY INDIVIDUAL PIPE RUN.
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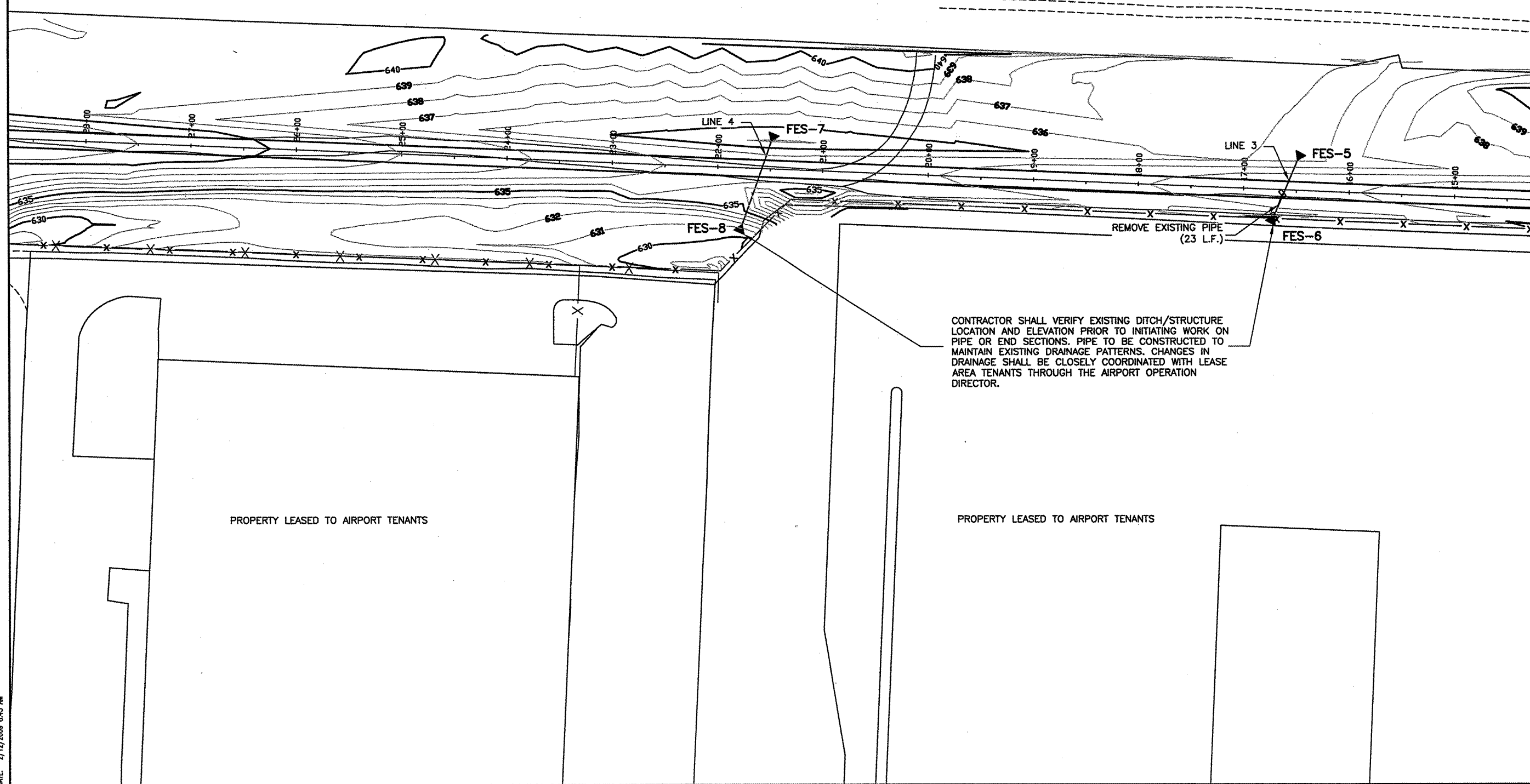


LEGEND

- SS — NEW STORM SEWER
- SS — EXISTING STORM SEWER
- EIN-2 EXISTING INLET
- IN-2 NEW INLET
- NEW MANHOLE
- ⊙ EXISTING MANHOLE
- ◄ FES-2 NEW FLARED END SECTION



KEY MAP



GENERAL WAYNE A. DOWNING
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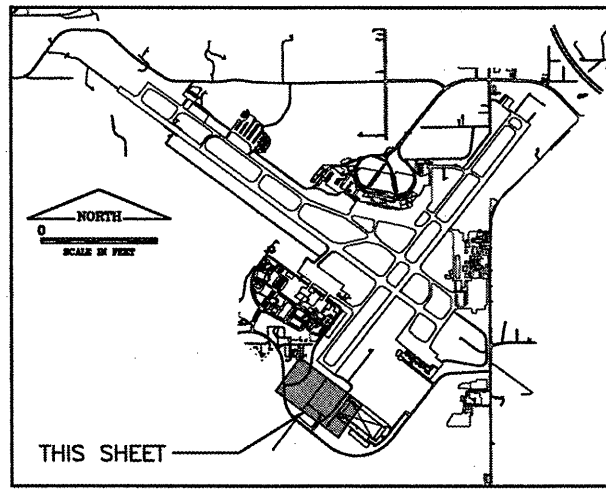
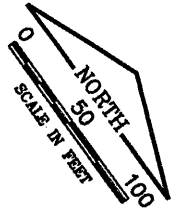
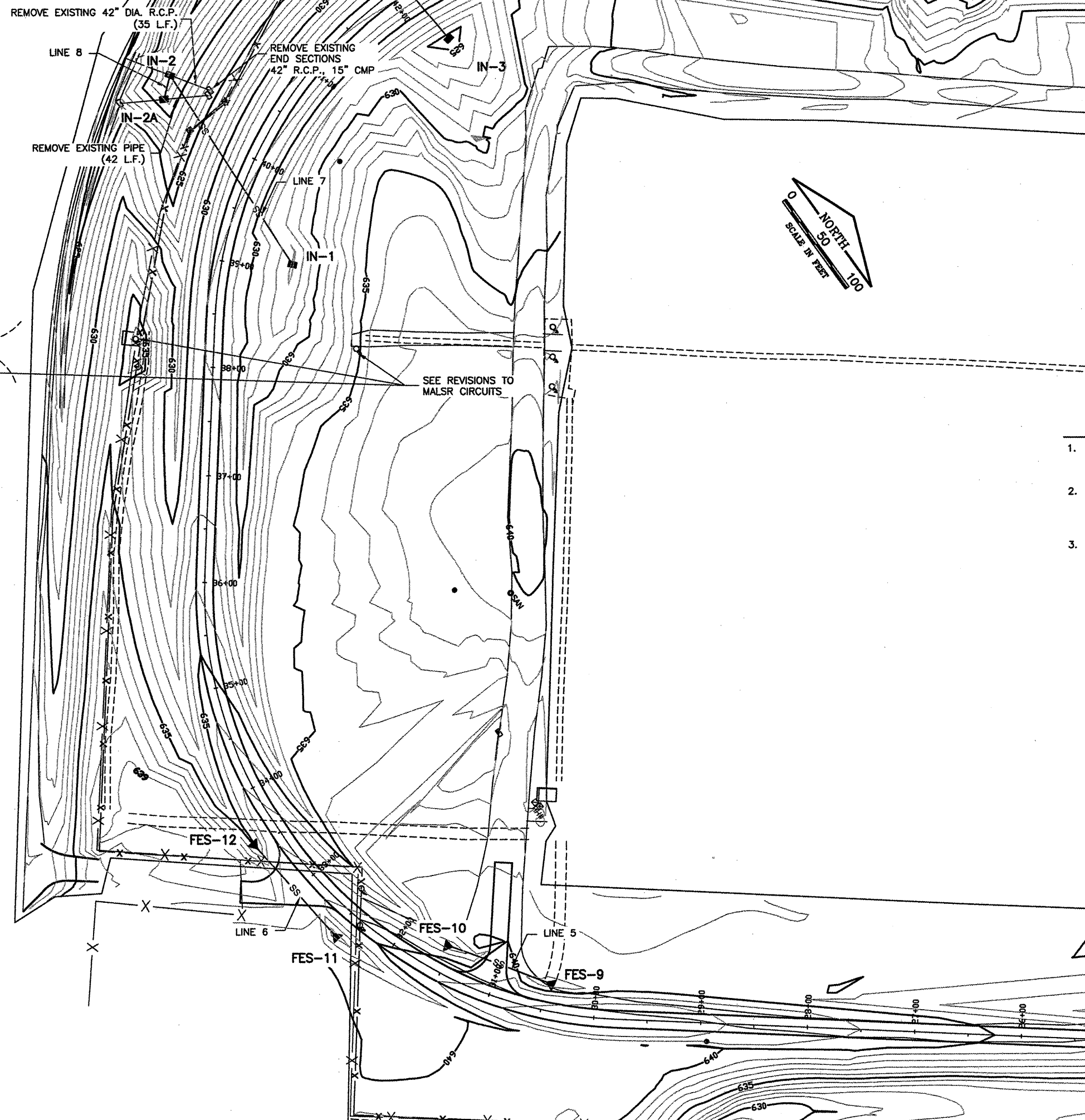
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SOUTH DRAINAGE PLAN
SHEET 2 OF 6

SHEET 32 OF 151 SHEETS

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KEY MAP

STORM DRAINAGE NOTES:

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LEGEND

- SS — NEW STORM SEWER
- SS — EXISTING STORM SEWER
- EIN-2 EXISTING INLET
- IN-2 NEW INLET
- NEW MANHOLE
- ⊙ EXISTING MANHOLE
- ◄ FES-2 NEW FLARED END SECTION

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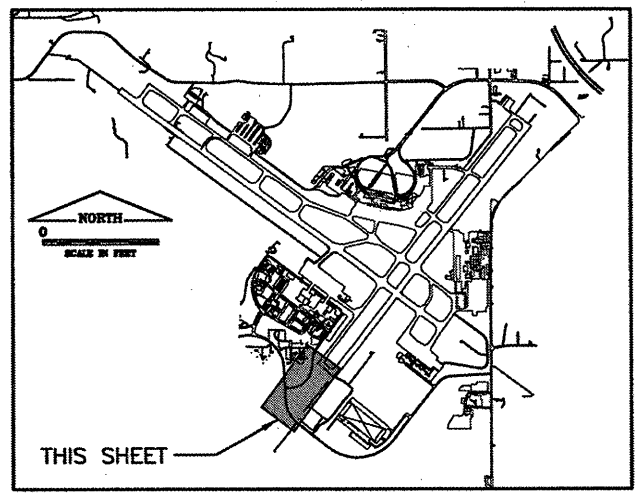
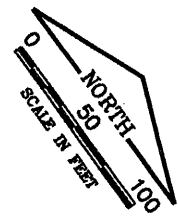
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| SOUTH DRAINAGE PLAN | |
| SHEET 3 OF 6 | |
| SHEET 33 OF 151 SHEETS | |

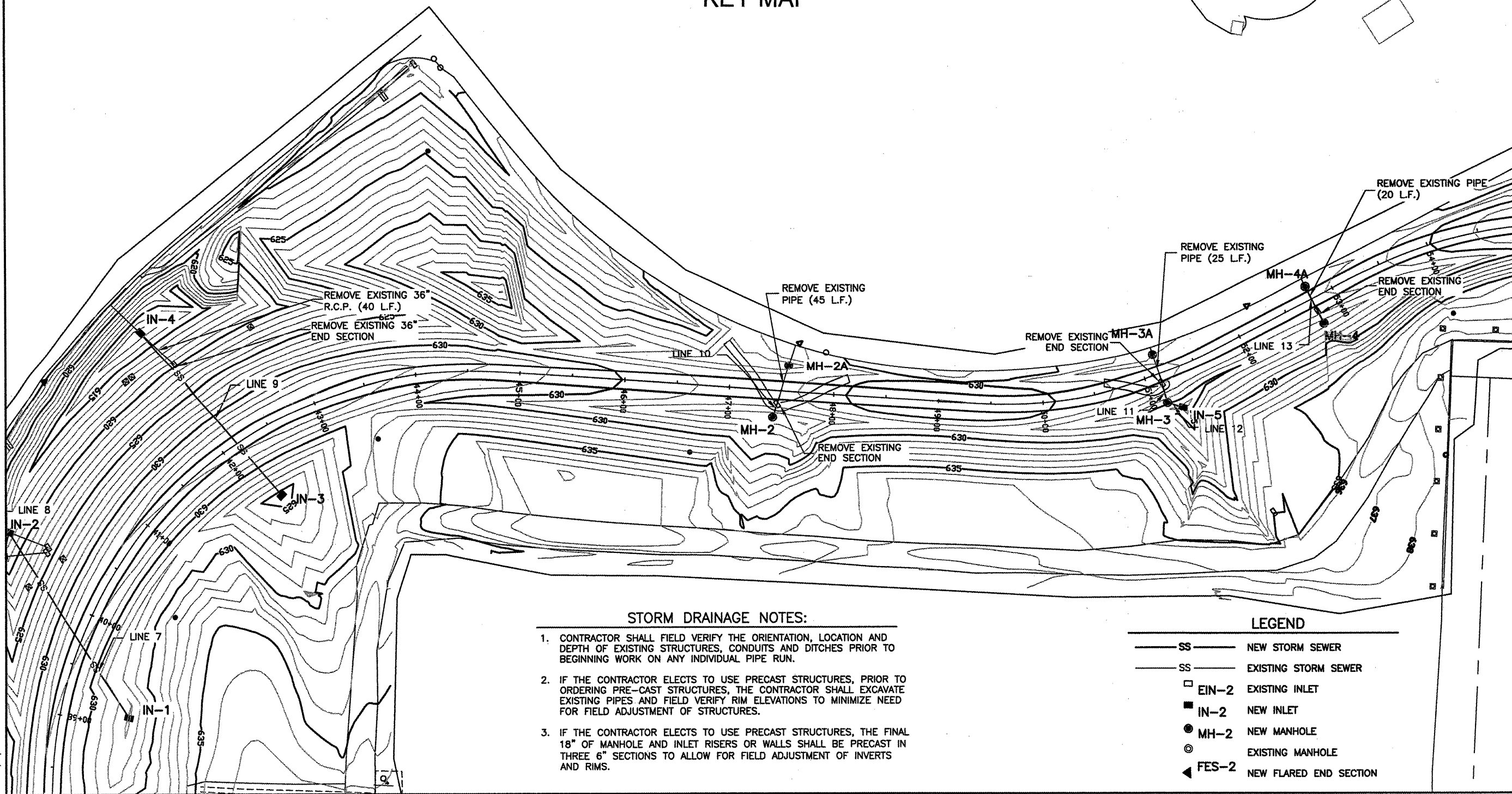
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PLOT 1



KEY MAP



STORM DRAINAGE NOTES:

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- SS — EXISTING STORM SEWER
- EIN-2 EXISTING INLET
- IN-2 NEW INLET
- MH-2 NEW MANHOLE
- ⊙ EXISTING MANHOLE
- ◀ FES-2 NEW FLARED END SECTION

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DATE: 02-13-2009
JOB No: 07061-04-00

SOUTH DRAINAGE PLAN
SHEET 4 OF 6
SHEET 34 OF 151 SHEETS

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

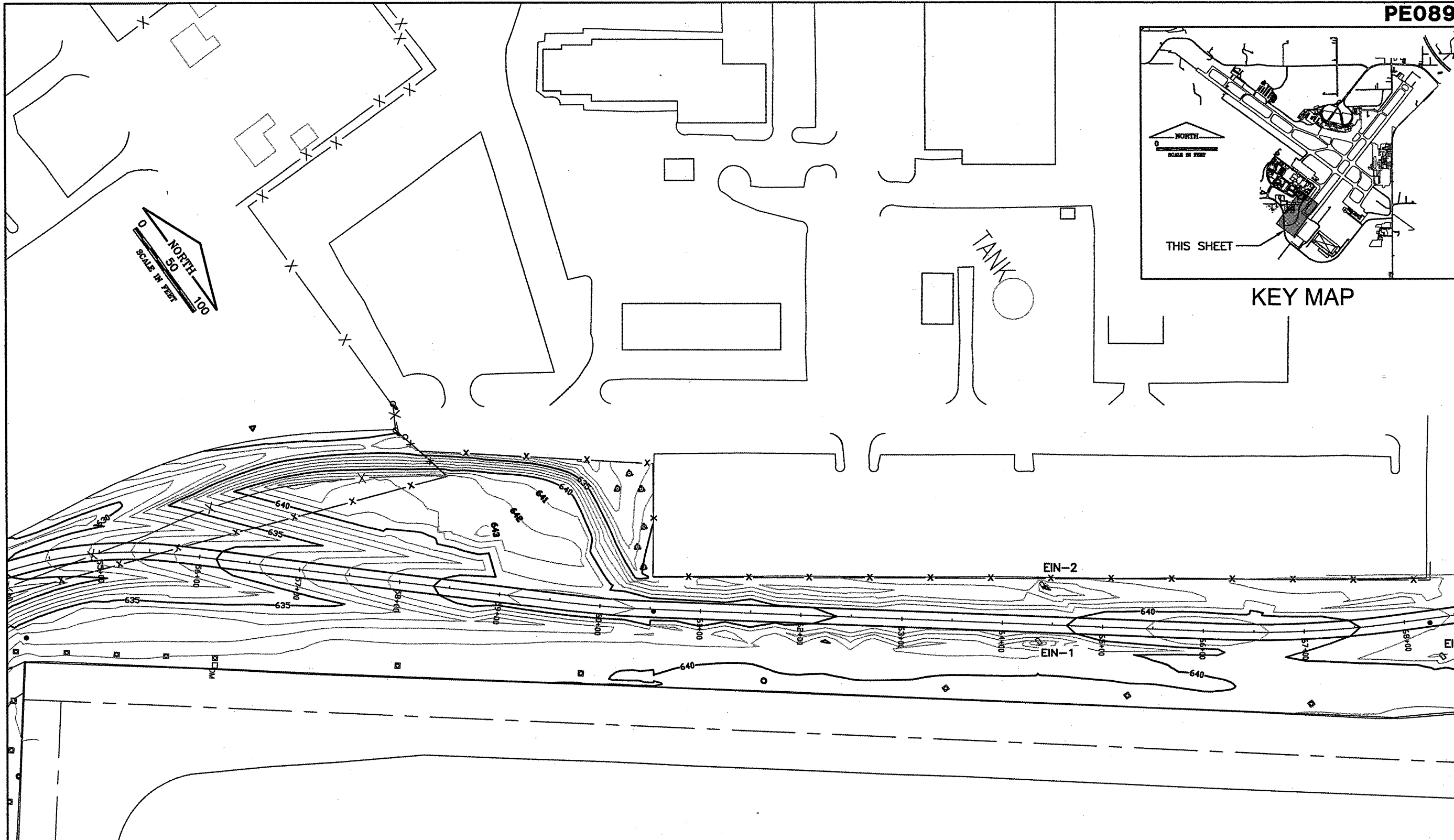
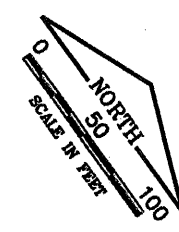
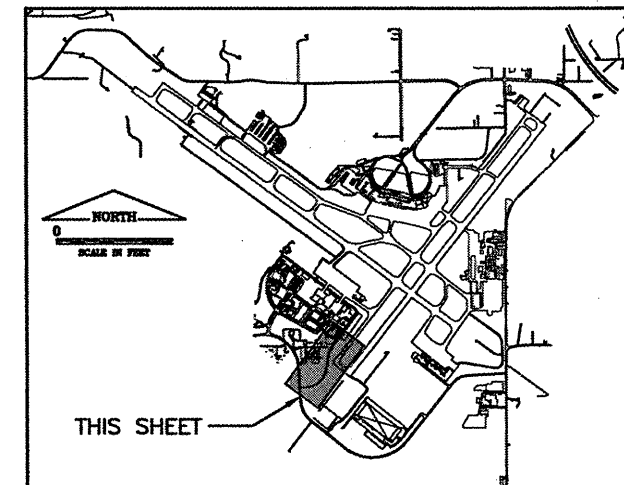
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0 1 2
THIS BAR IS EQUAL TO 2"
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PLOT 1



GENERAL WAYNE A. DOWNING
PEORIA INTERNATIONAL AIRPORT

CONSTRUCT NEW PERIMETER ROAD AND
PERIMETER FENCE - PROJECT 3

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| JOB No: | 07061-04-00 |

SOUTH DRAINAGE PLAN
SHEET 5 OF 6

SHEET 35 OF 151 SHEETS

STORM DRAINAGE NOTES:

1. CONTRACTOR SHALL FIELD VERIFY THE ORIENTATION, LOCATION AND DEPTH OF EXISTING STRUCTURES, CONDUITS AND DITCHES PRIOR TO BEGINNING WORK ON ANY INDIVIDUAL PIPE RUN.
2. IF THE CONTRACTOR ELECTS TO USE PRECAST STRUCTURES, PRIOR TO ORDERING PRE-CAST STRUCTURES, THE CONTRACTOR SHALL EXCAVATE EXISTING PIPES AND FIELD VERIFY RIM ELEVATIONS TO MINIMIZE NEED FOR FIELD ADJUSTMENT OF STRUCTURES.
3. IF THE CONTRACTOR ELECTS TO USE PRECAST STRUCTURES, THE FINAL 18" OF MANHOLE AND INLET RISERS OR WALLS SHALL BE PRECAST IN THREE 6" SECTIONS TO ALLOW FOR FIELD ADJUSTMENT OF INVERTS AND RIMS.

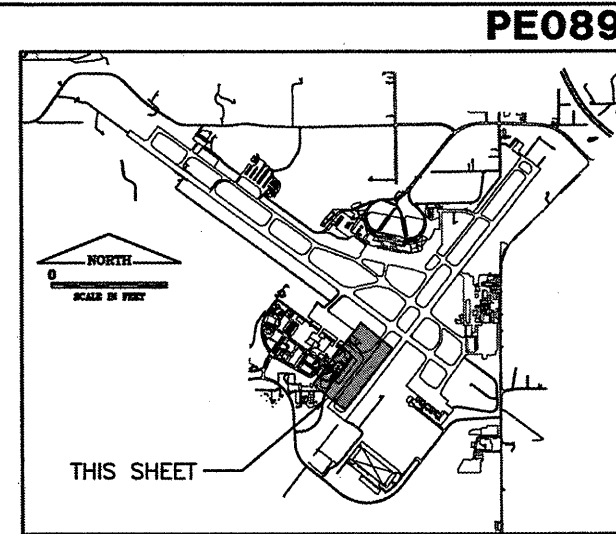
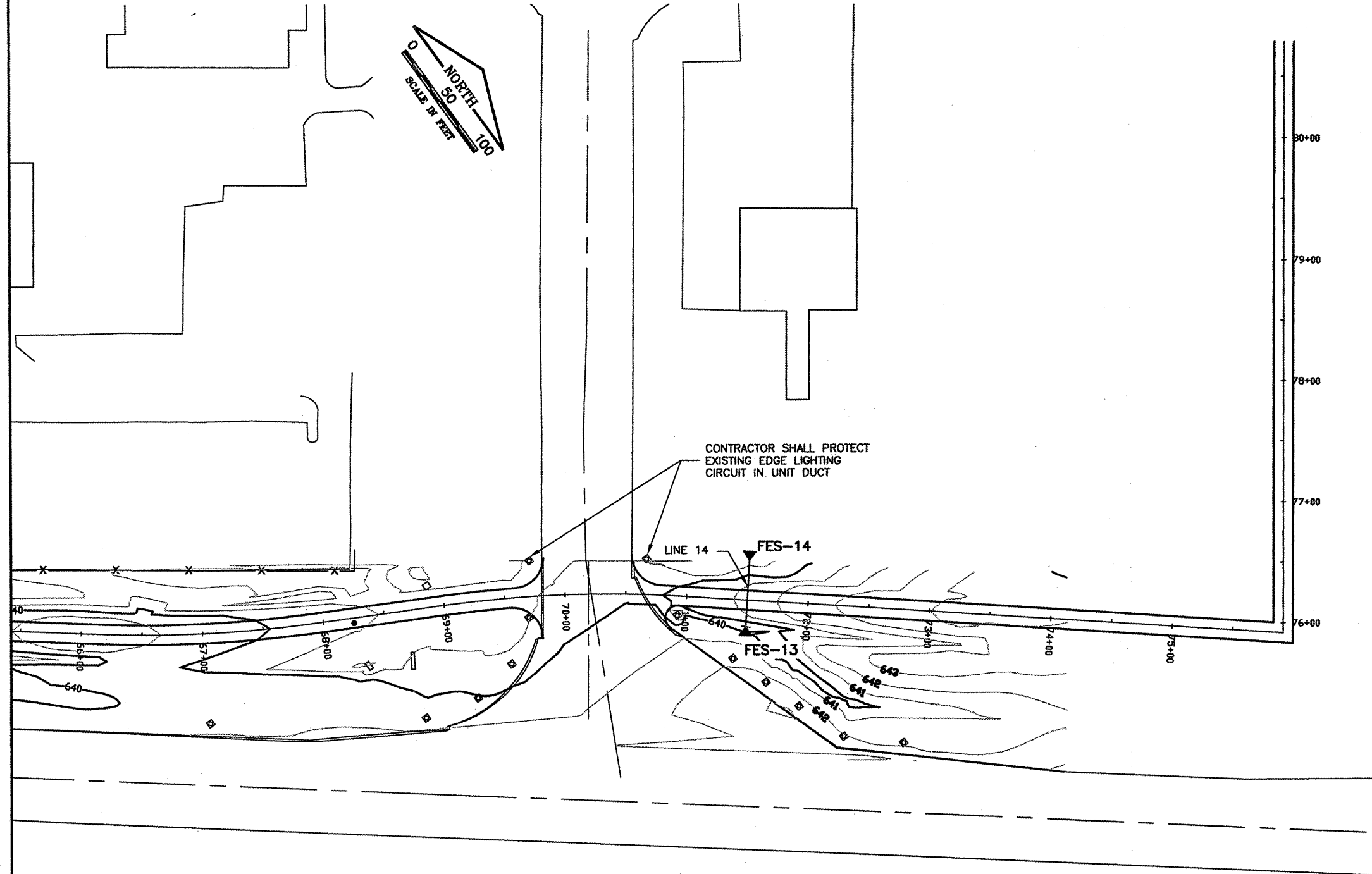
LEGEND

- SS — NEW STORM SEWER
- SS — EXISTING STORM SEWER
- EIN-2 EXISTING INLET
- IN-2 NEW INLET
- NEW MANHOLE
- ⊙ EXISTING MANHOLE
- ◀ FES-2 NEW FLARED END SECTION

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STORM DRAINAGE NOTES:

1. CONTRACTOR SHALL FIELD VERIFY THE ORIENTATION, LOCATION AND DEPTH OF EXISTING STRUCTURES, CONDUITS AND DITCHES PRIOR TO BEGINNING WORK ON ANY INDIVIDUAL PIPE RUN.
2. IF THE CONTRACTOR ELECTS TO USE PRECAST STRUCTURES, PRIOR TO ORDERING PRE-CAST STRUCTURES, THE CONTRACTOR SHALL EXCAVATE EXISTING PIPES AND FIELD VERIFY RIM ELEVATIONS TO MINIMIZE NEED FOR FIELD ADJUSTMENT OF STRUCTURES.
3. IF THE CONTRACTOR ELECTS TO USE PRECAST STRUCTURES, THE FINAL 18" OF MANHOLE AND INLET RISERS OR WALLS SHALL BE PRECAST IN THREE 6" SECTIONS TO ALLOW FOR FIELD ADJUSTMENT OF INVERTS AND RIMS.



KEY MAP

LEGEND

| | |
|----------------|------------------------------|
| — SS — | NEW STORM SEWER |
| - - - SS - - - | EXISTING STORM SEWER |
| □ | EIN-2 EXISTING INLET |
| ■ | IN-2 NEW INLET |
| ● | NEW MANHOLE |
| ⊙ | EXISTING MANHOLE |
| ◀ | FES-2 NEW FLARED END SECTION |

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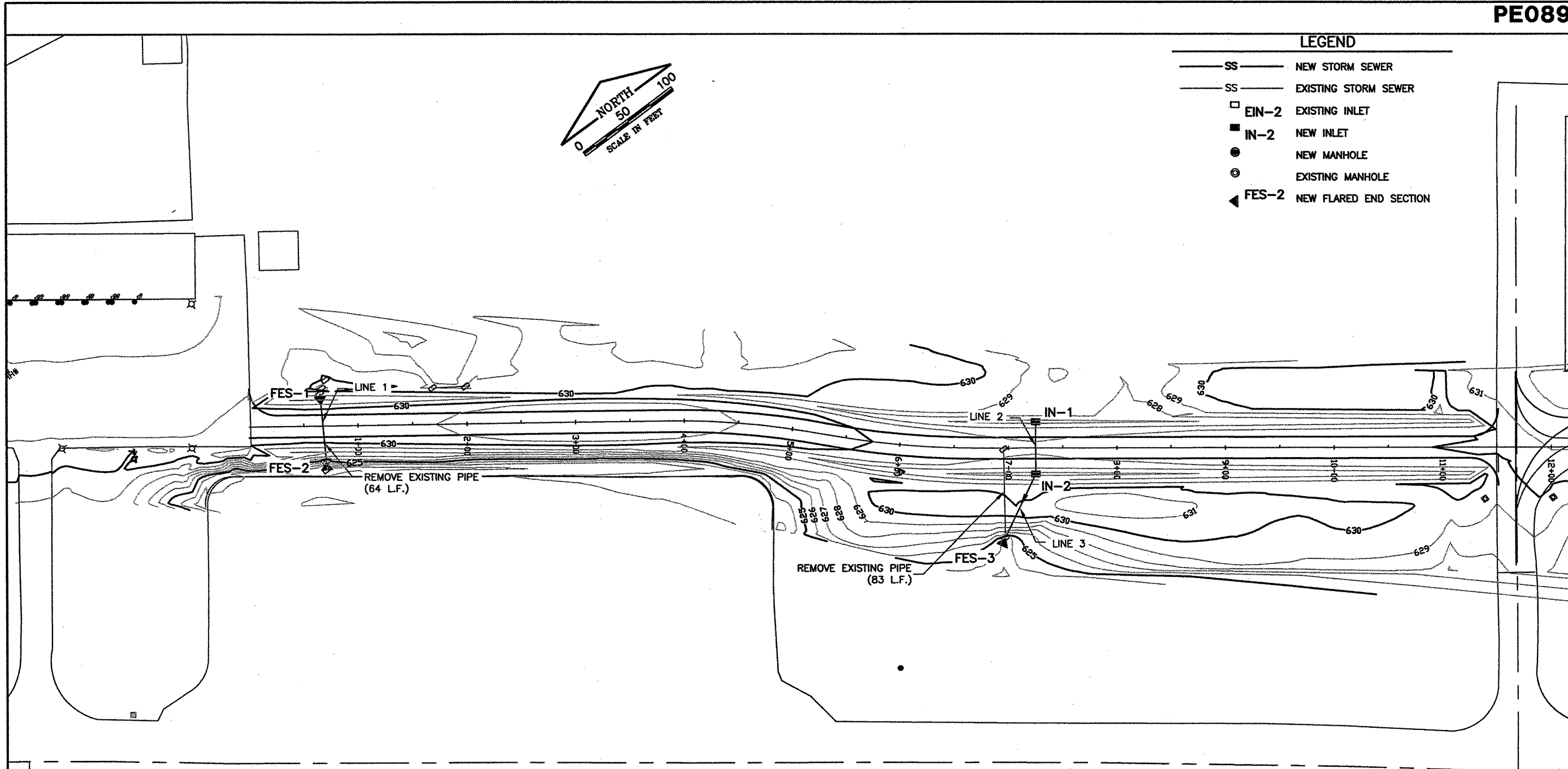
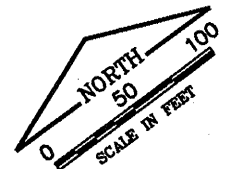
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| DRAWN BY: CMT |
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| SOUTH DRAINAGE PLAN SHEET 6 OF 6 |
| SHEET 36 OF 151 SHEETS |

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

LEGEND

- SS — NEW STORM SEWER
- SS — EXISTING STORM SEWER
- EIN-2 EXISTING INLET
- IN-2 NEW INLET
- NEW MANHOLE
- ⊙ EXISTING MANHOLE
- ◄ FES-2 NEW FLARED END SECTION



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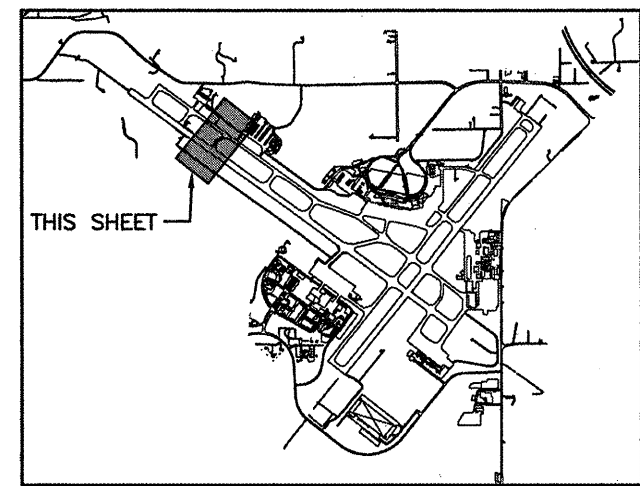
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| JOB No: | 07061-04-00 |

WEST ROADSIDE
DRAINAGE PLAN
SHEET 1 OF 3

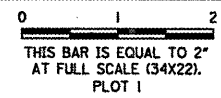
STORM DRAINAGE NOTES:

1. CONTRACTOR SHALL FIELD VERIFY THE ORIENTATION, LOCATION AND DEPTH OF EXISTING STRUCTURES, CONDUITS AND DITCHES PRIOR TO BEGINNING WORK ON ANY INDIVIDUAL PIPE RUN.
2. IF THE CONTRACTOR ELECTS TO USE PRECAST STRUCTURES, PRIOR TO ORDERING PRE-CAST STRUCTURES, THE CONTRACTOR SHALL EXCAVATE EXISTING PIPES AND FIELD VERIFY RIM ELEVATIONS TO MINIMIZE NEED FOR FIELD ADJUSTMENT OF STRUCTURES.
3. IF THE CONTRACTOR ELECTS TO USE PRECAST STRUCTURES, THE FINAL 18" OF MANHOLE AND INLET RISERS OR WALLS SHALL BE PRECAST IN THREE 6" SECTIONS TO ALLOW FOR FIELD ADJUSTMENT OF INVERTS AND RIMS.



KEY MAP

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CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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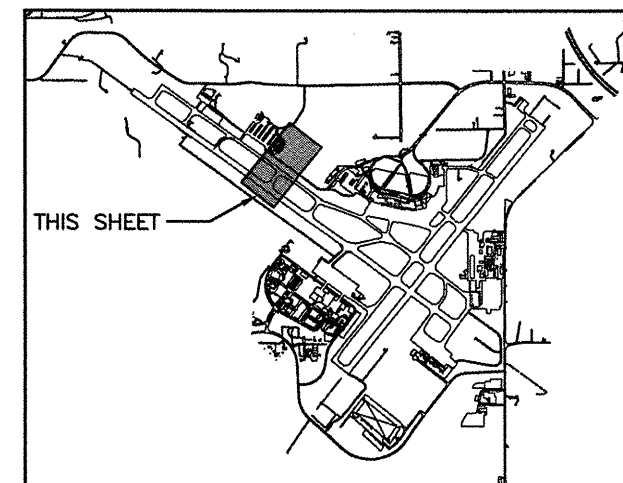
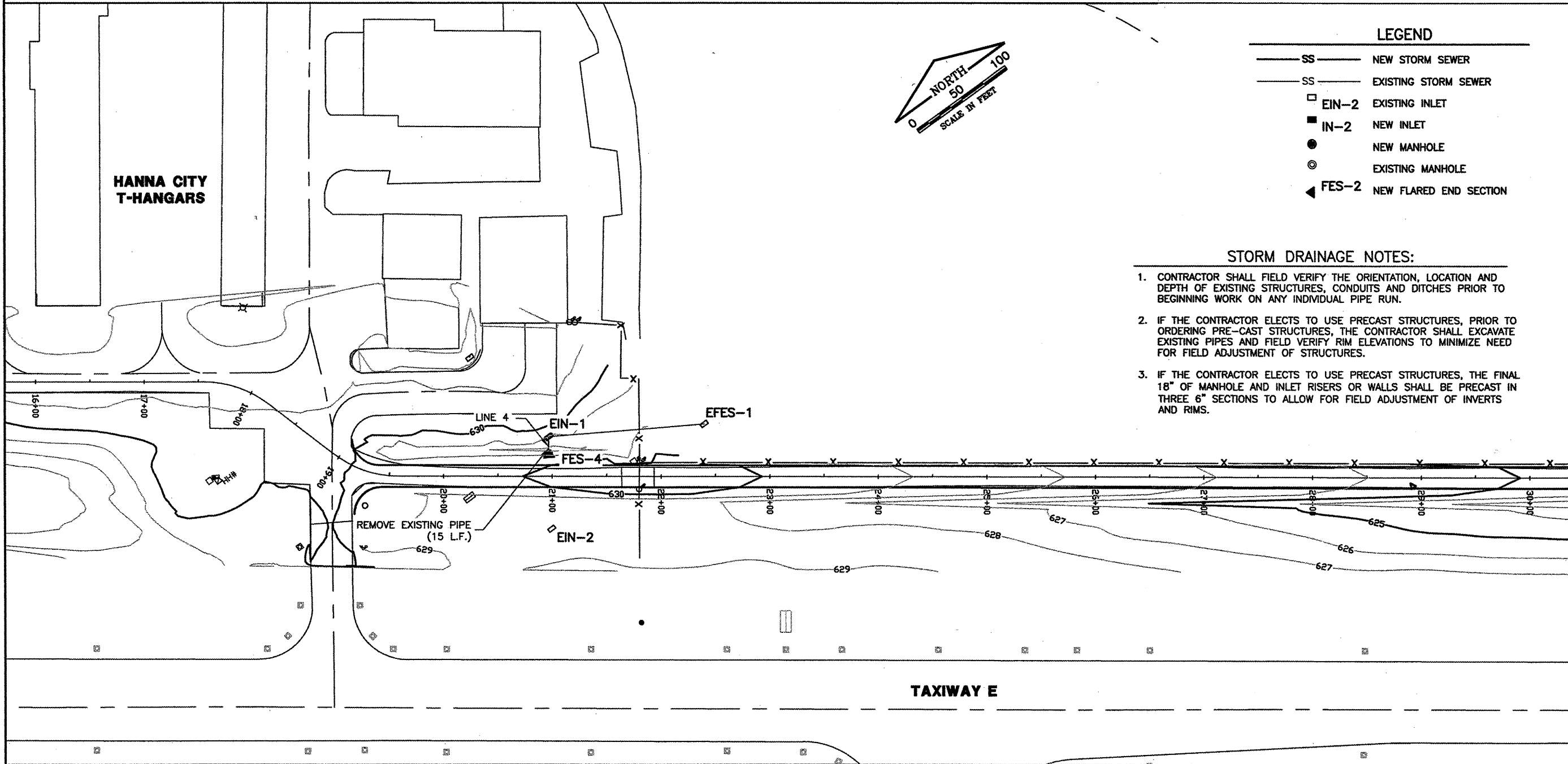
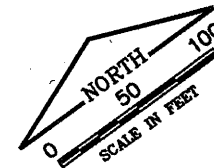
WEST ROADSIDE DRAINAGE PLAN SHEET 2 OF 3

LEGEND

| | |
|---------|------------------------|
| — SS — | NEW STORM SEWER |
| — SS — | EXISTING STORM SEWER |
| □ EIN-2 | EXISTING INLET |
| ■ IN-2 | NEW INLET |
| ● | NEW MANHOLE |
| ⊙ | EXISTING MANHOLE |
| ◄ FES-2 | NEW FLARED END SECTION |

STORM DRAINAGE NOTES:

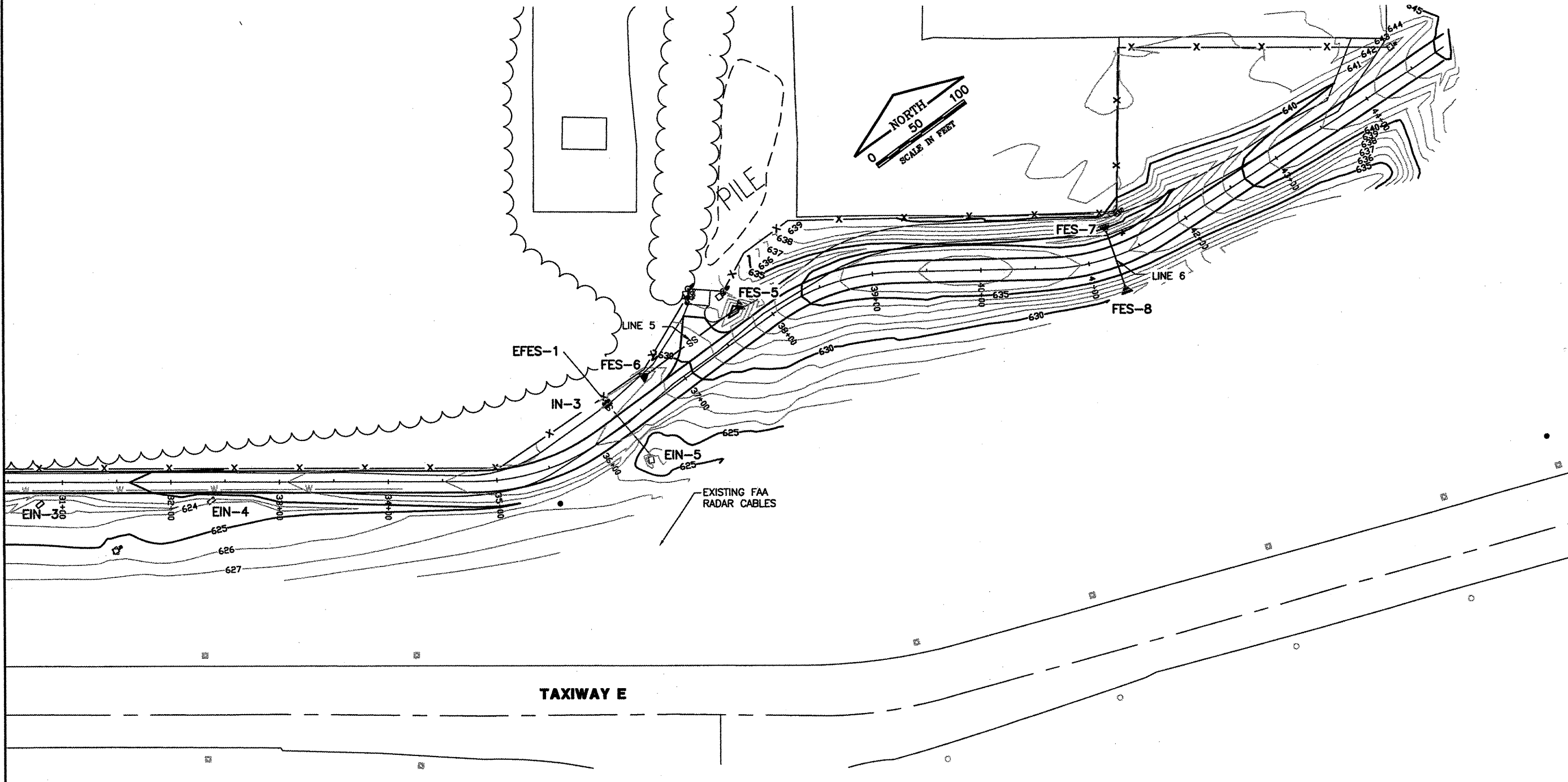
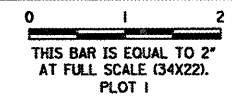
1. CONTRACTOR SHALL FIELD VERIFY THE ORIENTATION, LOCATION AND DEPTH OF EXISTING STRUCTURES, CONDUITS AND DITCHES PRIOR TO BEGINNING WORK ON ANY INDIVIDUAL PIPE RUN.
2. IF THE CONTRACTOR ELECTS TO USE PRECAST STRUCTURES, PRIOR TO ORDERING PRE-CAST STRUCTURES, THE CONTRACTOR SHALL EXCAVATE EXISTING PIPES AND FIELD VERIFY RIM ELEVATIONS TO MINIMIZE NEED FOR FIELD ADJUSTMENT OF STRUCTURES.
3. IF THE CONTRACTOR ELECTS TO USE PRECAST STRUCTURES, THE FINAL 18" OF MANHOLE AND INLET RISERS OR WALLS SHALL BE PRECAST IN THREE 6" SECTIONS TO ALLOW FOR FIELD ADJUSTMENT OF INVERTS AND RIMS.



KEY MAP

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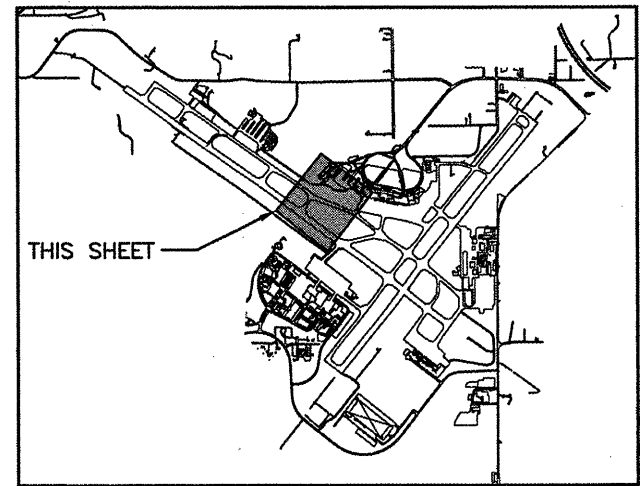
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- NOTES:**
1. INLET 3 IS TO BE SET OVER AN EXISTING PIPE.
 2. THE CONTRACTOR SHALL PERFORM FIELD SURVEYS PRIOR TO CASTING OR ORDERING ANY STORM SEWER MATERIALS.
 3. THE ACTUAL LOCATION AND SIZE OF INLET 3 IS DEPENDING ON THE ORIENTATION OF THE EXISTING PIPE RUN FROM EIN-5 TO EFES-1.
 4. ANY ADDITIONAL MODIFICATIONS REQUIRED IN THE FIELD SHALL BE CONSIDERED INCIDENTAL COSTS.

LEGEND

| | |
|----------------|------------------------|
| — SS — | NEW STORM SEWER |
| - - - SS - - - | EXISTING STORM SEWER |
| □ | EIN-2 EXISTING INLET |
| ■ | IN-2 NEW INLET |
| ● | NEW MANHOLE |
| ⊙ | EXISTING MANHOLE |
| ◄ FES-2 | NEW FLARED END SECTION |



KEY MAP

GENERAL WAYNE A. DOWNING
PEORIA INTERNATIONAL AIRPORT
CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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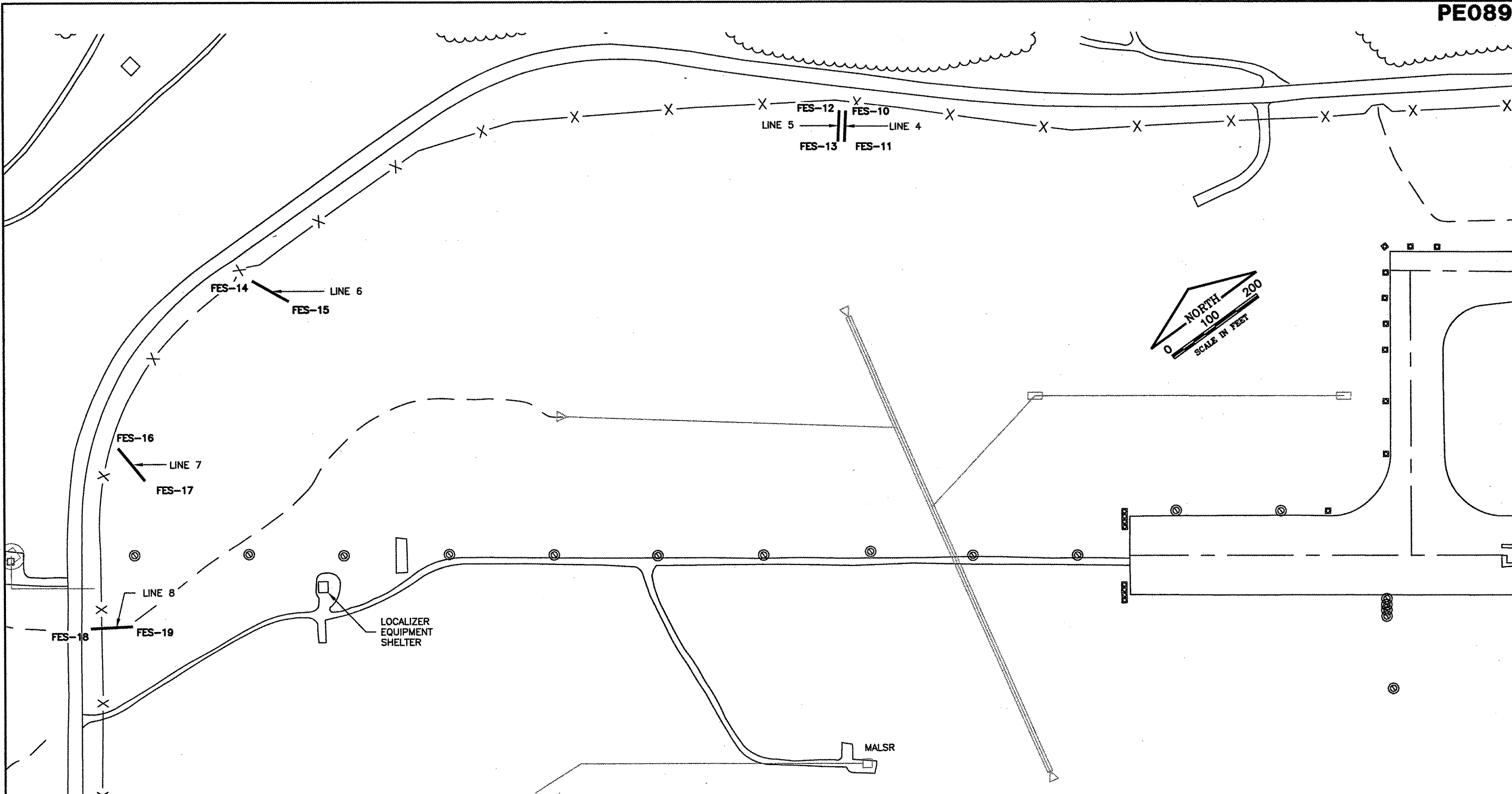
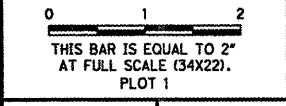
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| JOB No: | 07061-04-00 |

WEST ROADSIDE DRAINAGE PLAN SHEET 3 OF 3
 SHEET 39 OF 151 SHEETS


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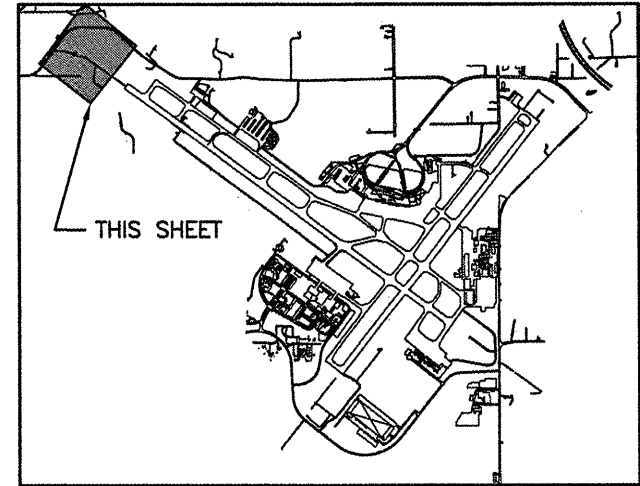
ADDITIONAL DRAINAGE PLAN
SHEET 1 OF 4
 SHEET 40 OF 151 SHEETS

DEMOLITION NOTES:

1. ACTUAL LOCATION OF NEW STORM SEWER STRUCTURES ARE TO BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER. PIPE WILL BE LAID AT ESSENTIALLY THE EXISTING GRADE AND COVERED WITH 4' OF EARTH AS DETAILED. RIP RAP WILL BE CONSTRUCTED AS SHOWN IN TYPE OR AS DIRECTED
2. THE CONTRACTOR, RESIDENT ENGINEER, AND AIRPORT DIRECTOR SHALL PERFORM A JOINT FIELD VISIT TO DETERMINE THE PLACEMENT OF STRUCTURES PRIOR TO ORDERING ANY STRUCTURES ON THIS SHEET.
3. ANY ADDITIONAL MODIFICATIONS REQUIRED IN THE FIELD SHALL BE CONSIDERED INCIDENTAL COSTS.

LEGEND

- SS — NEW STORM SEWER
- SS — EXISTING STORM SEWER
- EIN-2 EXISTING INLET
- IN-2 NEW INLET
- NEW MANHOLE
- ⊙ EXISTING MANHOLE
- ◀ FES-2 NEW FLARED END SECTION



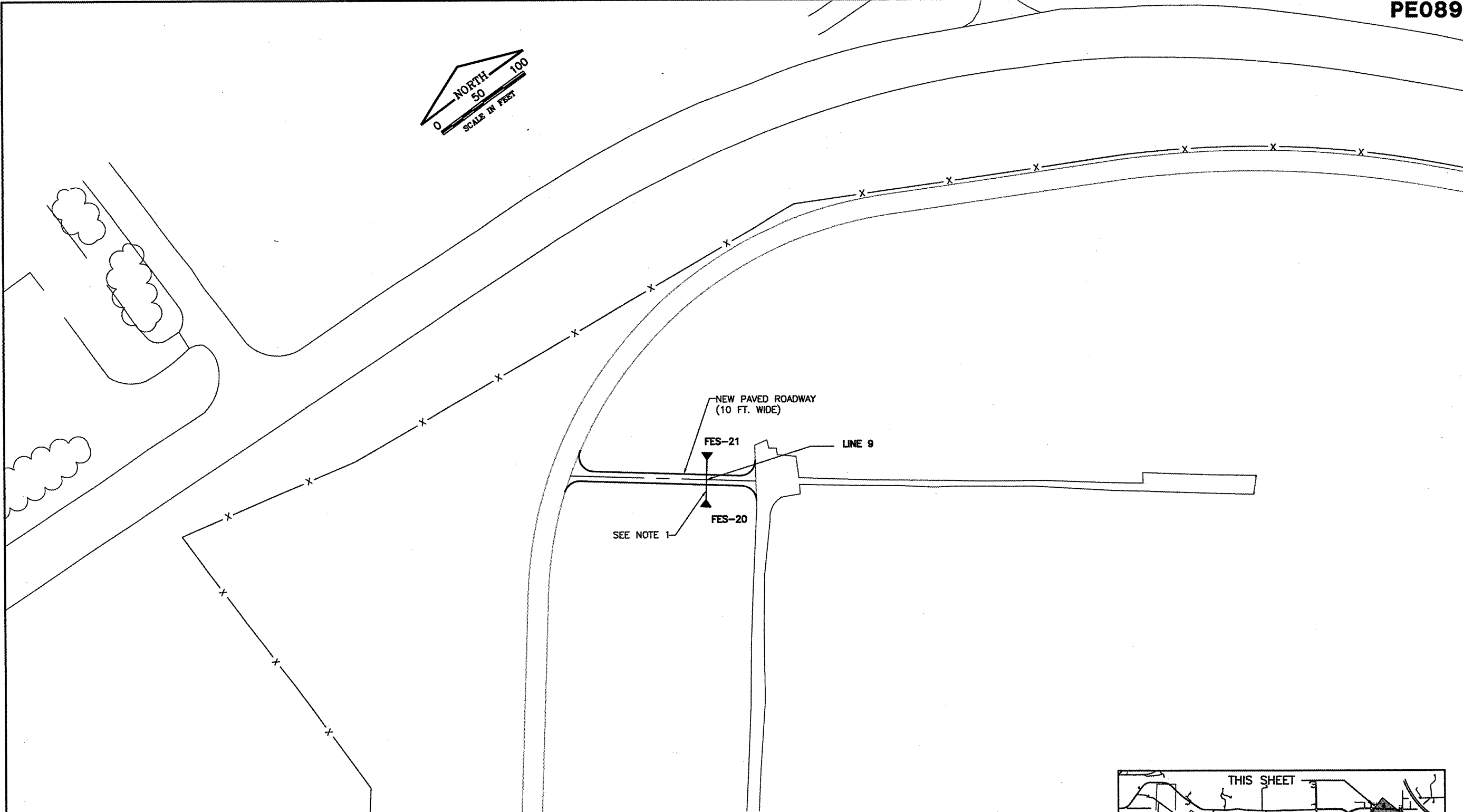
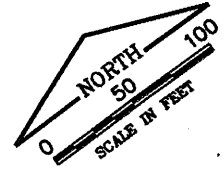
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 AT FULL SCALE (34X22).
 PLOT 1

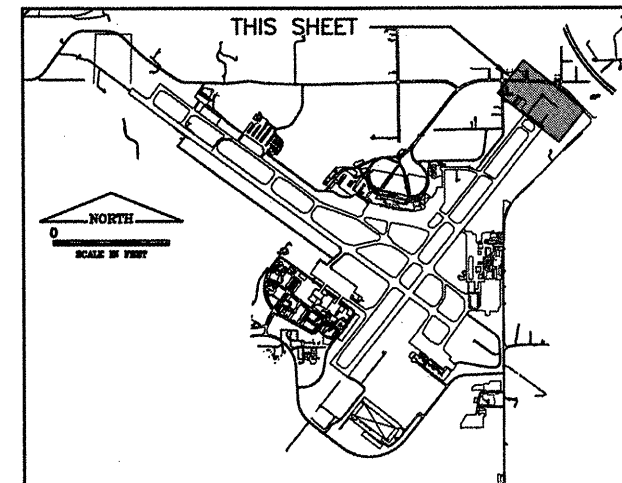


NOTES:

1. DRAINAGE FOR PROPOSED ROAD SHALL INCLUDE 40 L.F. OF 12" RCP WITH TWO (2) FLARED END SECTIONS, EACH OF WHICH SHALL BE PLACED AT THE DETERMINATION OF THE RESIDENT ENGINEER, AS REQUIRED IN THE FIELD.
2. THE NEW PAVED ROAD IS TO CONNECT THE EXISTING PERIMETER ROAD WITH THE FAA ILS ROAD. THE ROAD SHALL BE OF THE SAME STRUCTURE AS THE WEST AND SOUTH ROAD AND SHALL BE 10' WIDE.

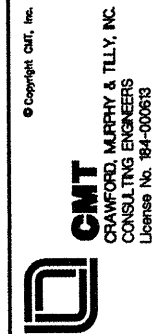
LEGEND

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 NEW PAVED ROAD



KEY MAP

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PEORIA INTERNATIONAL AIRPORT
CONSTRUCT NEW PERIMETER ROAD AND
PERIMETER FENCE - PROJECT 3



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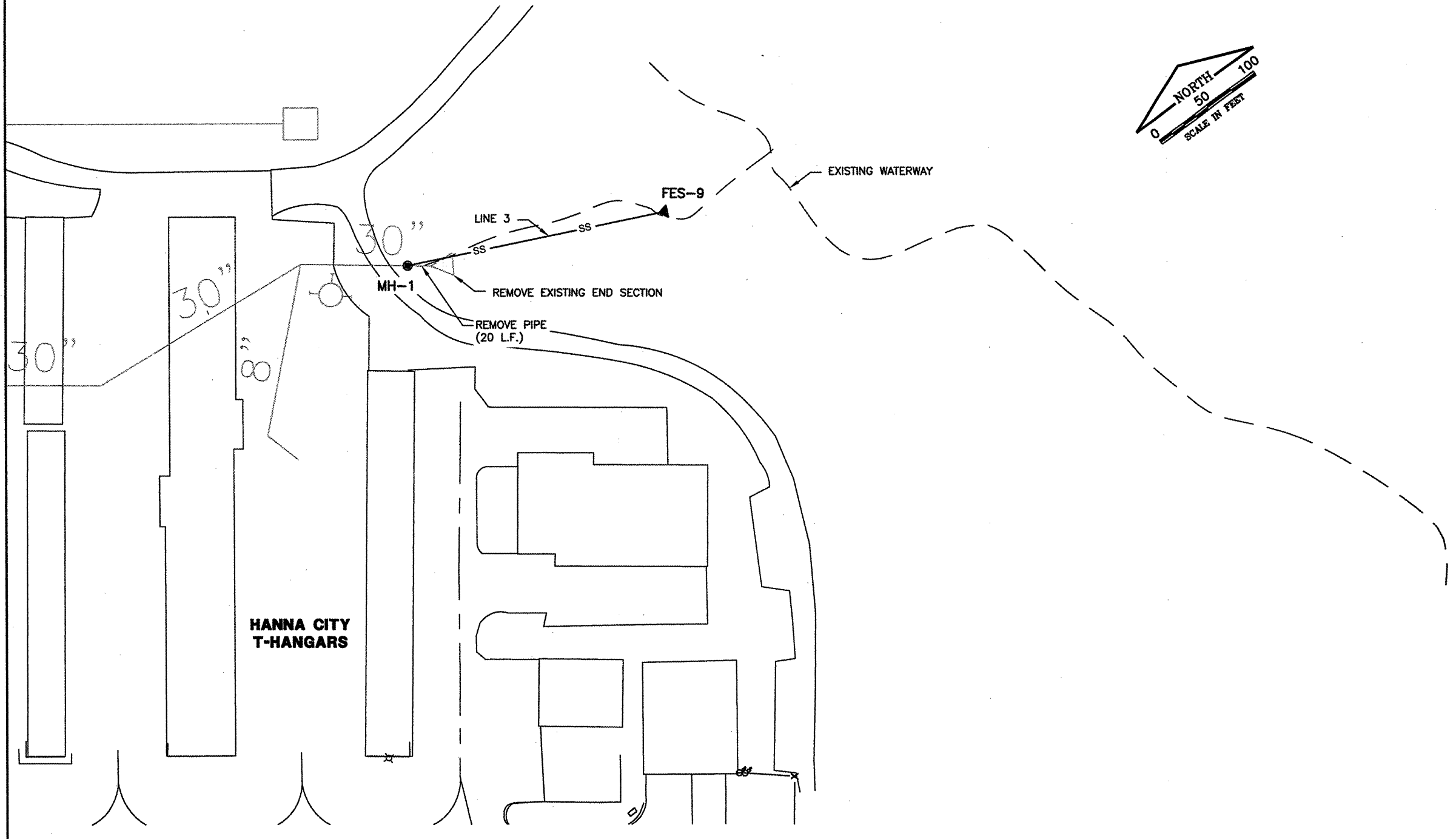
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ADDITIONAL DRAINAGE PLAN
 SHEET 2 OF 4

SHEET 41 OF 151 SHEETS

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AT FULL SCALE (34X22).
PLOT 1

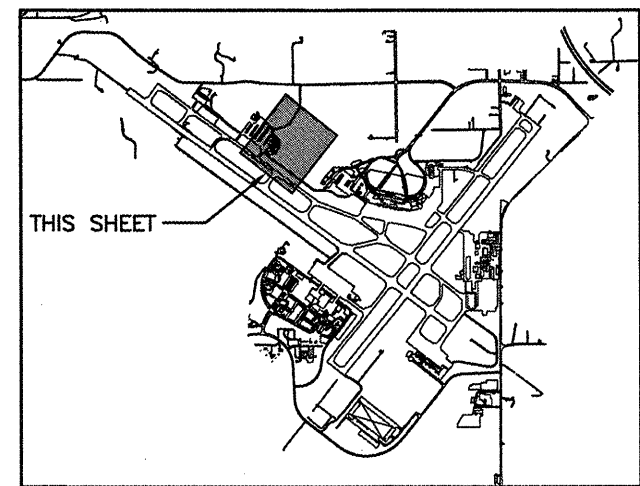


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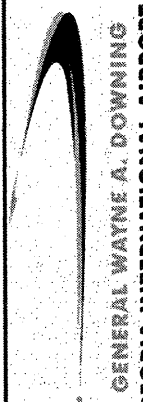
1. LOCATION OF EXISTING STORM SEWER UTILITIES ARE SHOWN AS APPROXIMATE. CONTRACTOR SHALL PERFORM FIELD SURVEYS TO VERIFY THE LOCATION, DISTANCES, ANGLES, AND ELEVATIONS OF NEW AND EXISTING STORM SEWER.
2. NO STRUCTURES SHALL BE CAST UNTIL ALL SIZES, LOCATIONS, AND ELEVATIONS HAVE BEEN FIELD VERIFIED BY THE CONTRACTOR.
3. ACTUAL PLACEMENT OF STORM SEWER PIPE AND STRUCTURES AT THIS LOCATION IS SUBJECT TO CHANGE AS DIRECTED BY THE RESIDENT ENGINEER.
4. MANHOLE SHALL BE SET 20 FEET UPSTREAM OF EXISTING FLARED END SECTION.
5. ANY ADDITIONAL MODIFICATIONS REQUIRED IN THE FIELD SHALL BE CONSIDERED INCIDENTAL COSTS.


LEGEND

- SS — NEW STORM SEWER
- SS — EXISTING STORM SEWER
- EIN-2 EXISTING INLET
- IN-2 NEW INLET
- NEW MANHOLE
- ⊙ EXISTING MANHOLE
- ◄ FES-2 NEW FLARED END SECTION



KEY MAP


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PEORIA INTERNATIONAL AIRPORT
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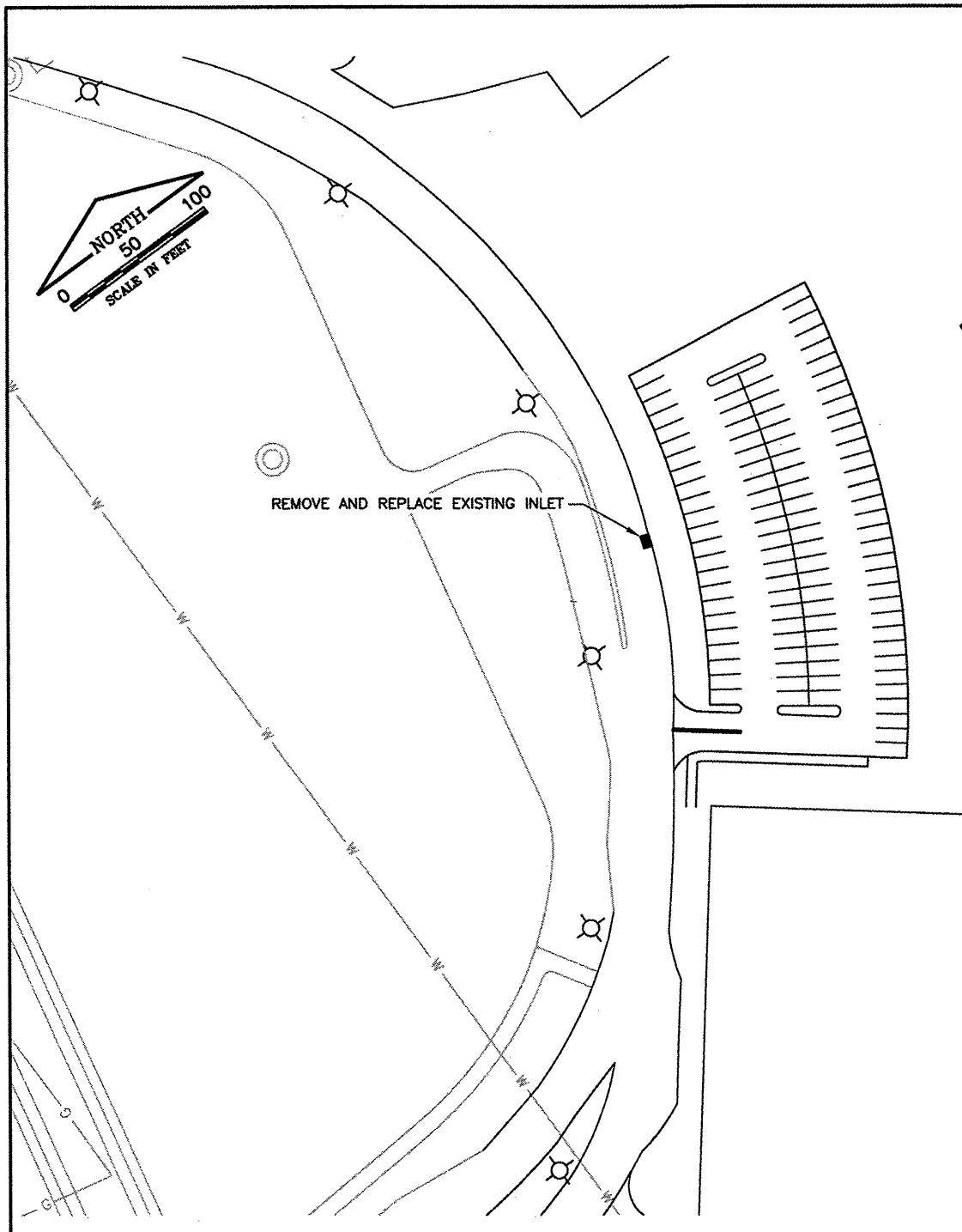
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| DATE: | 02-13-2009 |
| JOB No: | 07061-04-00 |

ADDITIONAL DRAINAGE PLAN SHEET 3 OF 4

SHEET 42 OF 151 SHEETS

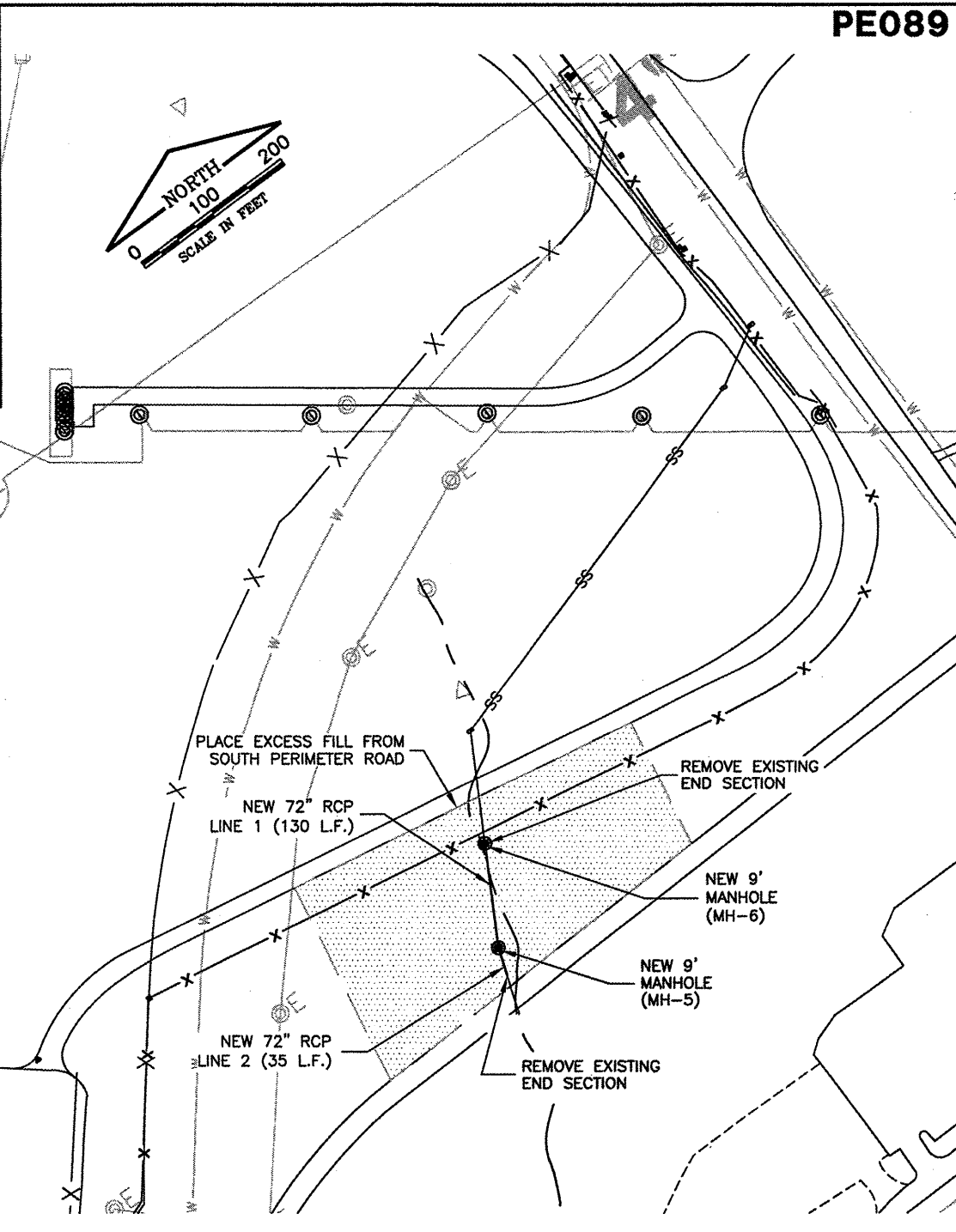
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 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).
 PLOT 1



LEGEND

- SS — NEW STORM SEWER
- SS — EXISTING STORM SEWER
- EIN-2 EXISTING INLET
- IN-2 NEW INLET
- NEW MANHOLE
- ⊙ EXISTING MANHOLE
- ◀ FES-2 NEW FLARED END SECTION
- [Hatched Box] EXCESS FILL AREA



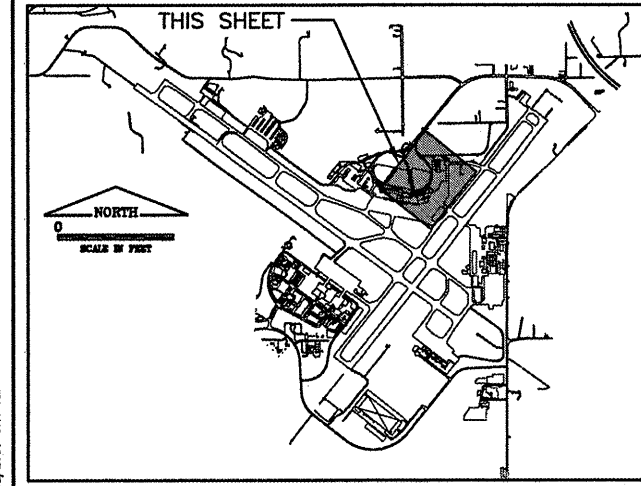
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 CHECKED BY: CET
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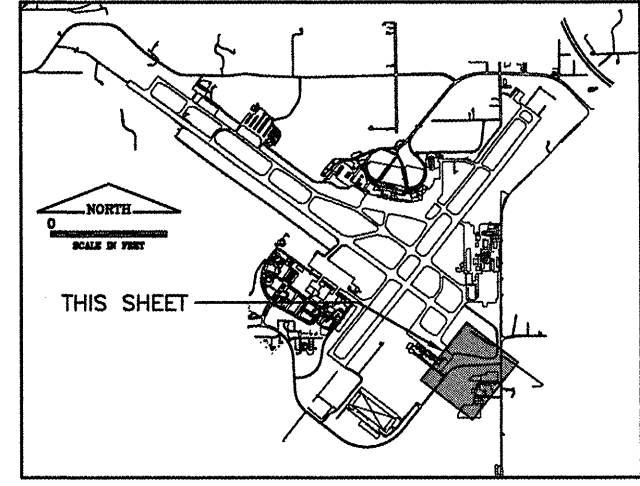
ADDITIONAL DRAINAGE PLAN SHEET 4 OF 4



KEY MAP

- NOTES:**
1. PRIOR TO CASTING CURB INLET STRUCTURE, THE CONTRACTOR SHALL MAKE ALL NECESSARY FIELD MEASUREMENTS TO VERIFY THE LOCATION, INVERT, AND PIPE SIZES.
 2. SEE DRAINAGE DETAIL SHEET XX FOR CURB INLET DETAIL.

- NOTES:**
1. LOCATION OF EXISTING STORM SEWER STRUCTURES ARE SHOWN AS APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY ALL LOCATIONS, STRUCTURES, SIZES, AND ORIENTATION PRIOR TO CASTING ANY STRUCTURES.
 2. AFTER REMOVING EACH OF THE EXISTING END SECTIONS, NEW PIPE SHALL BE EXTENDED FROM EACH END UNTIL INTERSECTING AT EACH RESPECTIVE NEW 9' MANHOLE. NEW PIPE SHALL THEN BE RAN TO CONNECT THE TWO NEW MANHOLES AS INDICATED. ACTUAL LOCATION OF MANHOLE MAY DIFFER FROM THE LOCATION SHOWN IN THE PLANS.



KEY MAP

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0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34x22). PLOT 1

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PEORIA INTERNATIONAL AIRPORT

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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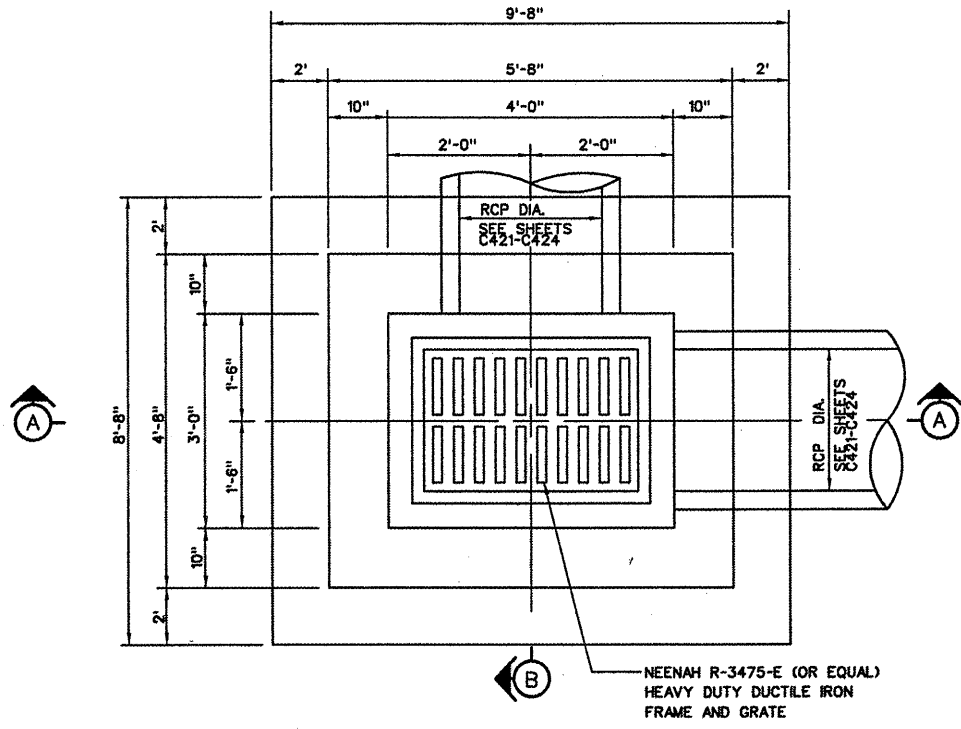
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AIP PROJ. 3-17-0080-XX**

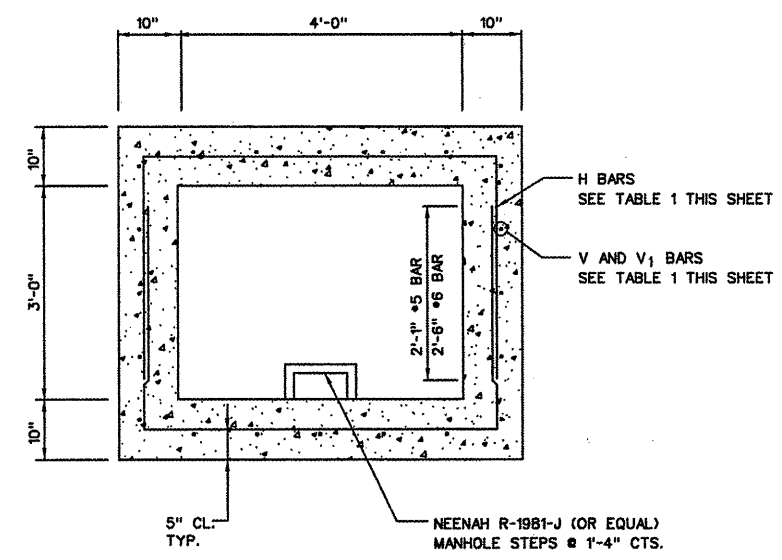
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DRAWN BY: CMT
CHECKED BY: CET
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JOB No: 07081-04-00

**INLET DETAILS
SHEET 1 OF 2**

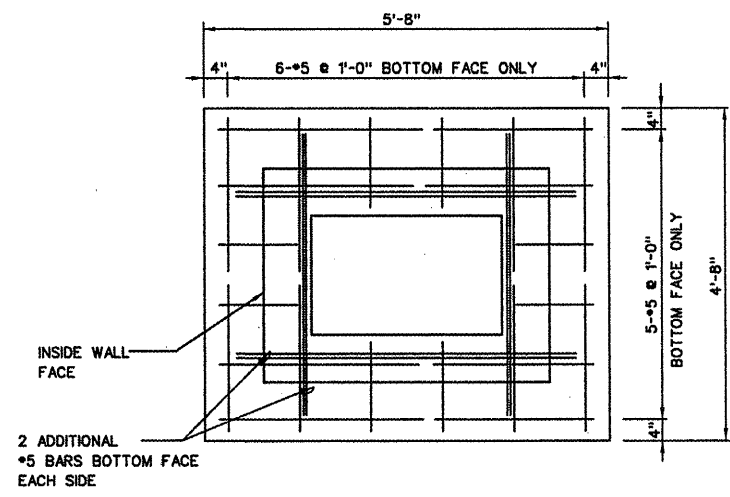
SHEET 45 OF 151 SHEETS



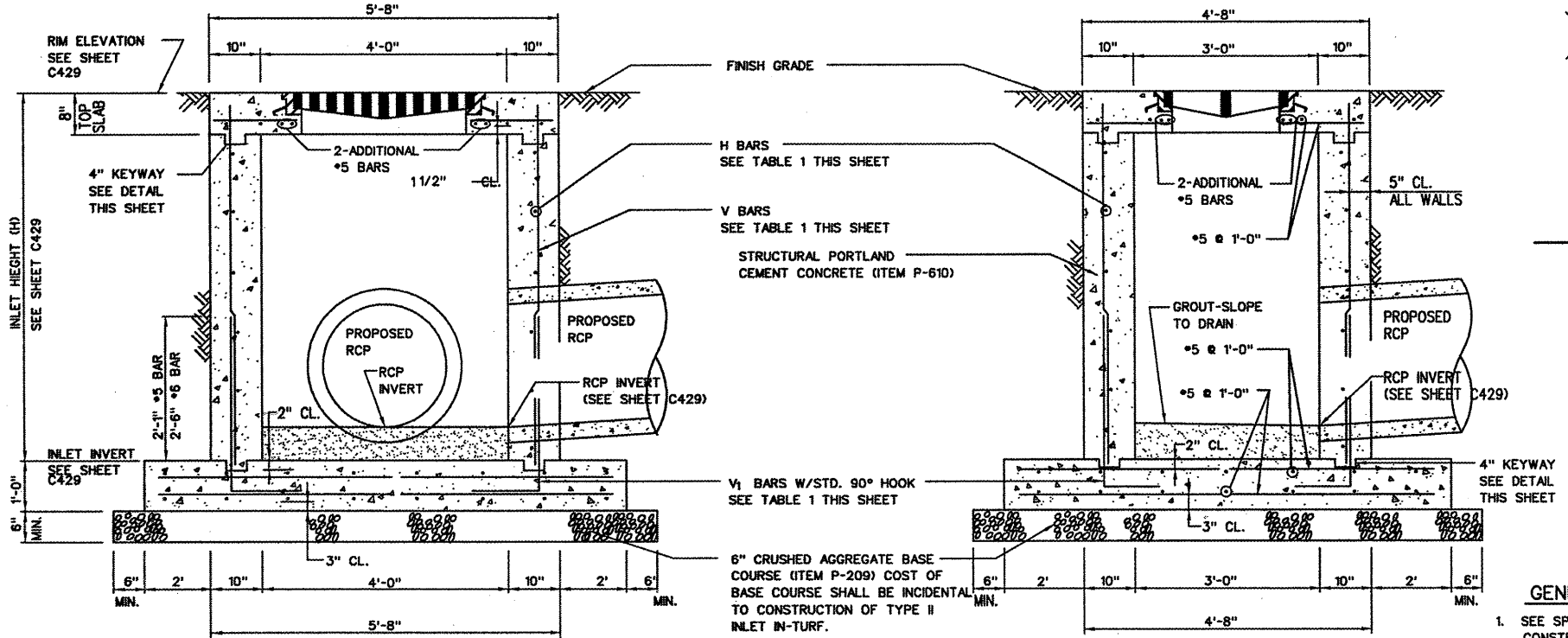
PLAN VIEW
N.T.S.



WALL REINFORCEMENT PLAN
N.T.S.



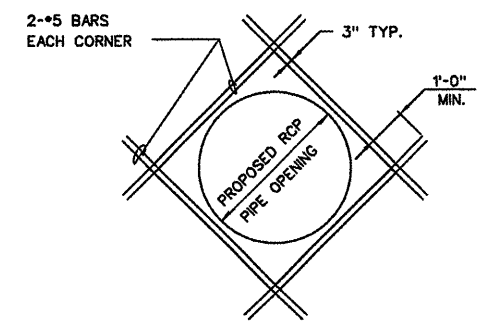
TOP SLAB REINFORCEMENT PLAN
N.T.S.



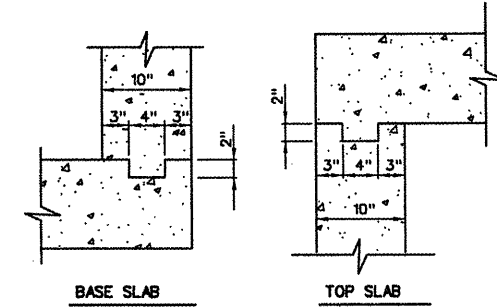
SECTION A
N.T.S.

SECTION B
N.T.S.

TYPE II INLET IN-TURF



ADDITIONAL REINFORCEMENT AROUND PIPE PENETRATIONS
N.T.S.



KEYWAY DETAILS
N.T.S.

TABLE 1

| INLET HEIGHT (H) | H BARS | V AND V ₁ BARS |
|---------------------|------------|---------------------------|
| H ≤ 5' | #5 @ 1'-0" | #5 @ 9" |
| 5' < H ≤ 10' | #5 @ 1'-0" | #5 @ 9" |
| 10' < H ≤ 15' (MAX) | #6 @ 1'-0" | #6 @ 1'-0" |

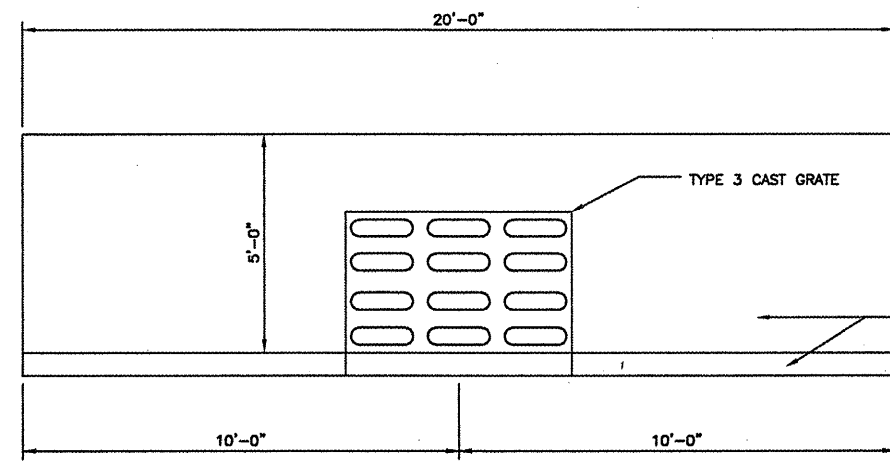
GENERAL NOTES

- SEE SPECIFICATIONS FOR MATERIAL REQUIREMENTS, CONSTRUCTION METHODS, BASIS OF PAYMENT, AND OTHER REQUIREMENTS.
- PIPE PENETRATION OPENINGS FOR PRECAST STRUCTURES SHALL BE CIRCULAR. DIAMETER OF OPENING SHALL BE OUTSIDE PIPE DIAMETER PLUS 6 INCHES. GROUT OPENING SOLID WITH NON-SHRINK GROUT.
- SEE DRAINAGE STRUCTURE SCHEDULES SHEET FOR INLET TYPE, LOCATION, SIZE, RIM ELEVATION, AND INVERT ELEVATION.

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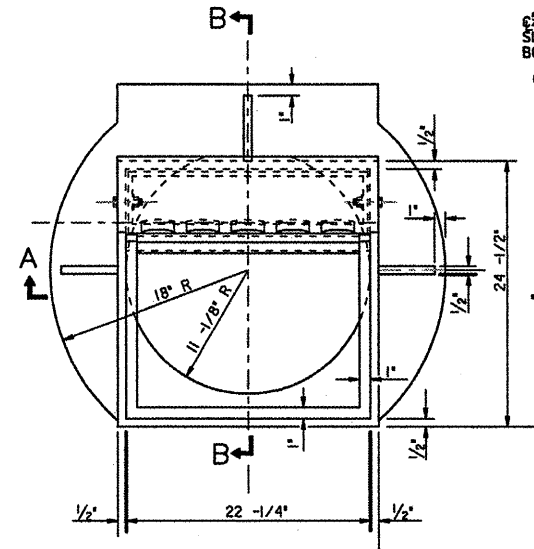
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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1



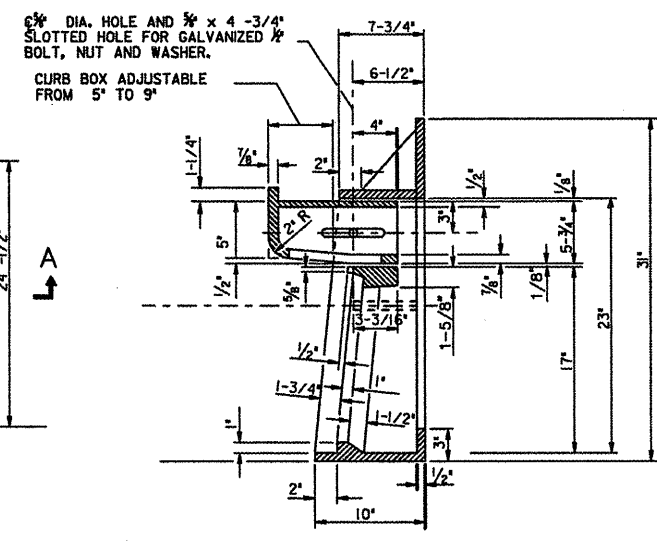
COLLAPSED INLET REMOVAL AND REPLACEMENT DETAIL
N.T.S.

- NOTES**
1. CONTRACTOR SHALL REMOVE EXISTING INLET.
 2. CONTRACTOR SHALL SAWCUT PAVEMENT AND CURB ADJACENT TO EXISTING INLET PRIOR TO REMOVAL.
 3. CONTRACTOR SHALL USE COMPACTED SELECT GRANULAR MATERIAL AS BEDDING AND BACKFILL FOR THE INLET.
 4. THE CONTRACTOR SHALL REPLACE THE CURB, GUTTER AND BITUMINOUS PAVEMENT.
 5. REPLACEMENT SECTION SHALL BE 6" BITUMINOUS PAVEMENT ON 12" OF CRUSHED AGGREGATE OR AS DIRECTED BY THE ENGINEER.

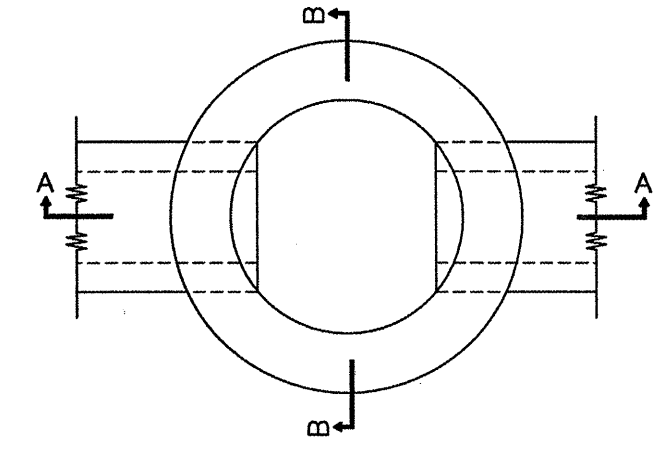
REMOVE AND REPLACE CURB AND ROADWAY PAVEMENT SURROUNDING INLET



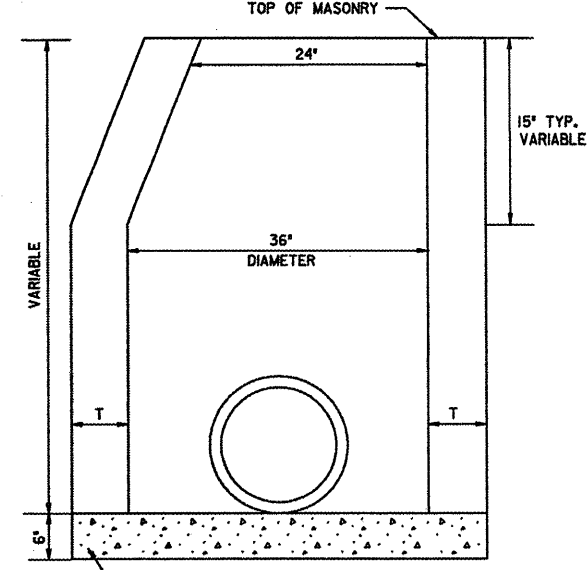
PLAN CAST FRAME
N.T.S.



SECTION B-B
N.T.S.

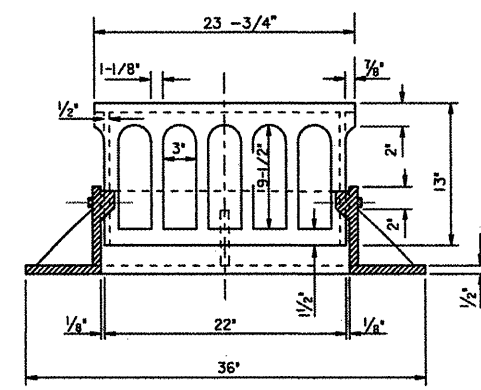


PLAN



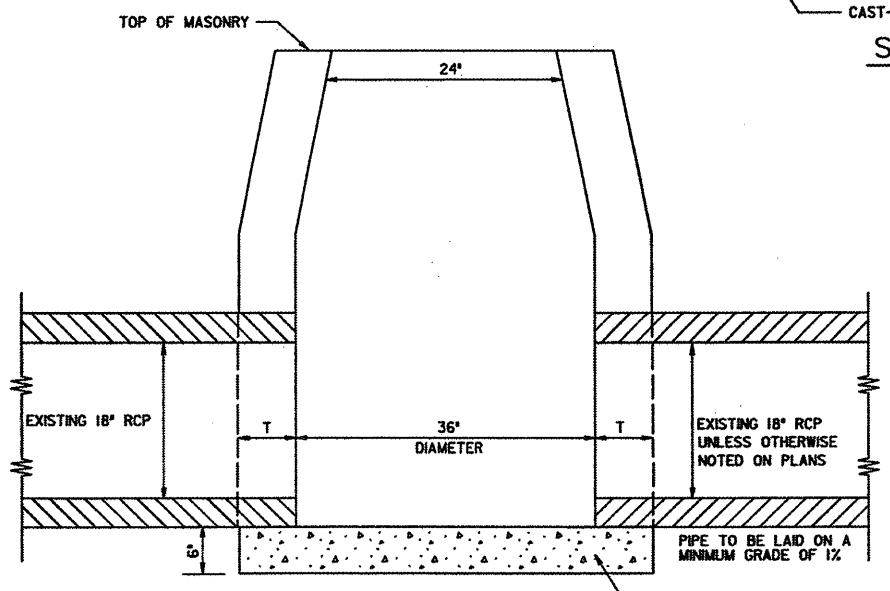
SECTION B-B
N.T.S.

| ALTERNATE MATERIALS FOR WALLS | T |
|-------------------------------------|----|
| CAST-IN-PLACE CONCRETE | 6" |
| PRECAST REINFORCED CONCRETE SECTION | 3" |

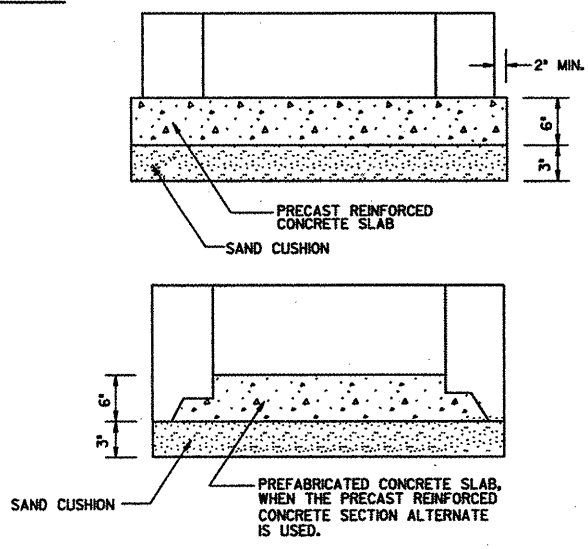


SECTION A-A
N.T.S.

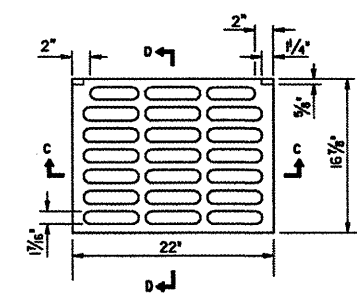
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IDOT STANDARDS 604006 AND 604011



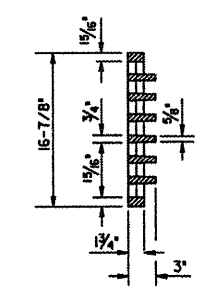
SECTION A-A
N.T.S.



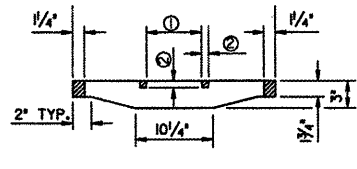
ALTERNATIVE BOTTOM SLABS
N.T.S.



PLAN



SECTION D-D



SECTION C-C
Ø = 6" TYP.
Ø = 3/4" TYP.

GENERAL WAYNE A. DOWNING
PEORIA INTERNATIONAL AIRPORT

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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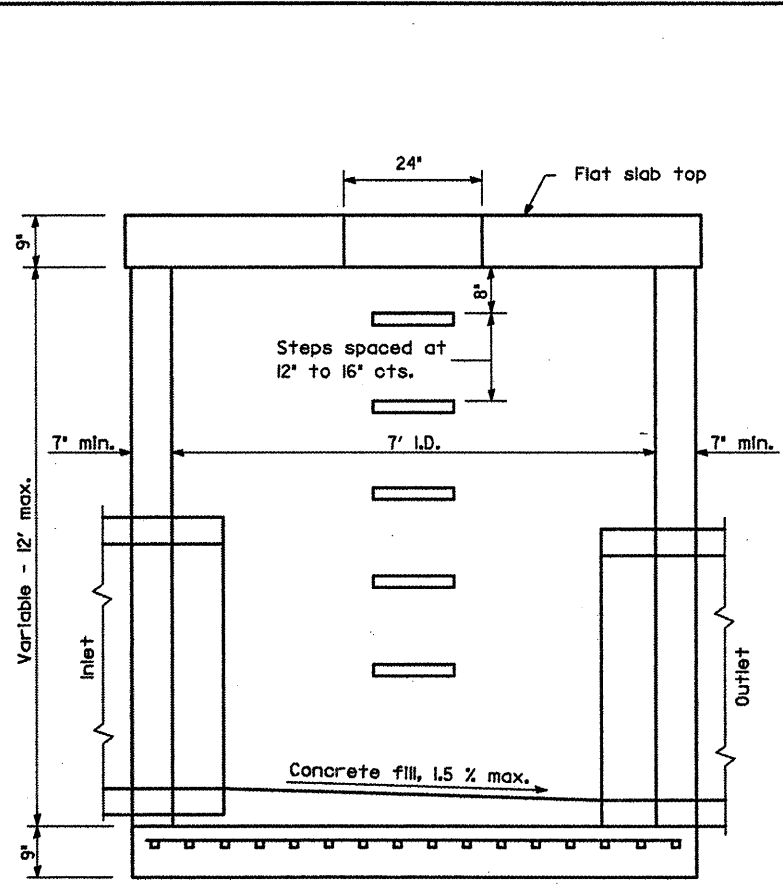
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| CHECKED BY: | CET |
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| JOB No: | 07061-04-00 |

INLET DETAILS
SHEET 2 OF 2

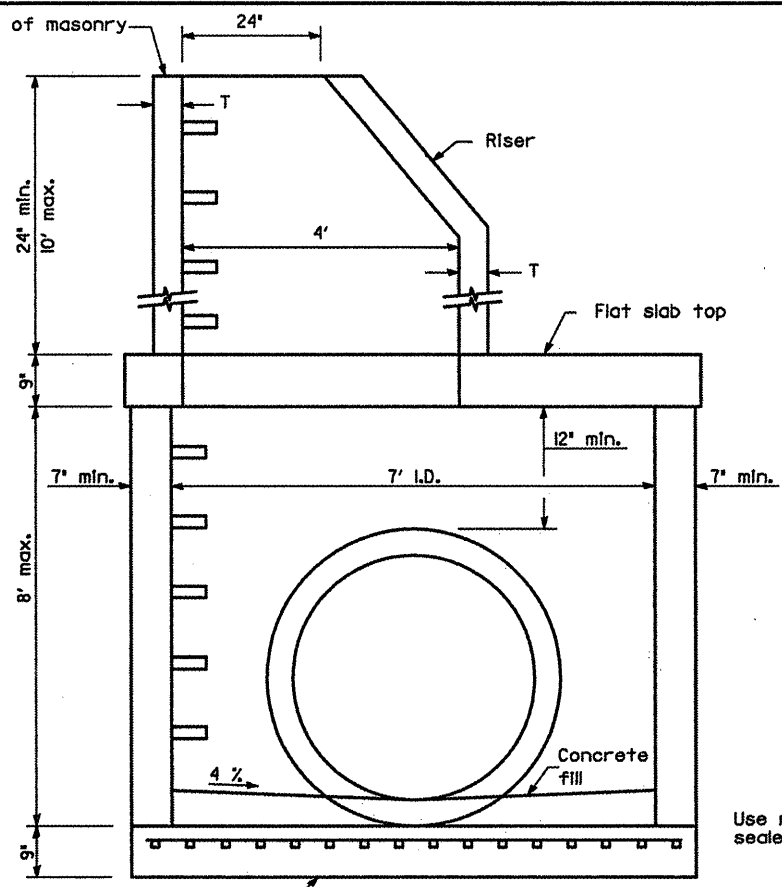
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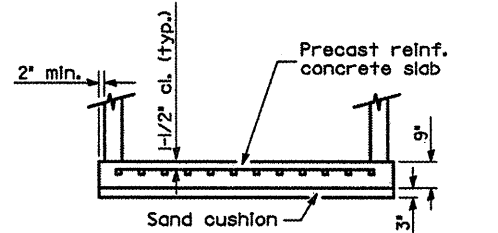
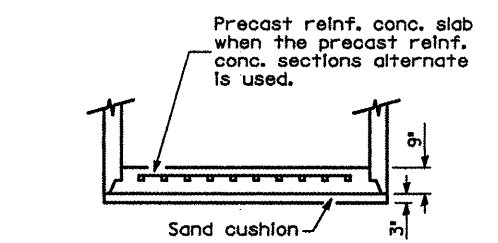
0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1



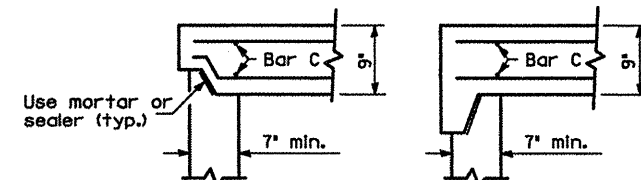
ELEVATION
(With Flat Slab Top Only)



ELEVATION
(With Flat Slab Top and Riser)



ALTERNATE BOTTOM SLABS



ALTERNATE JOINT CONFIGURATIONS

GENERAL NOTES

Joint configuration and dimensions of flat slab top shall match and fit the riser joint detail.

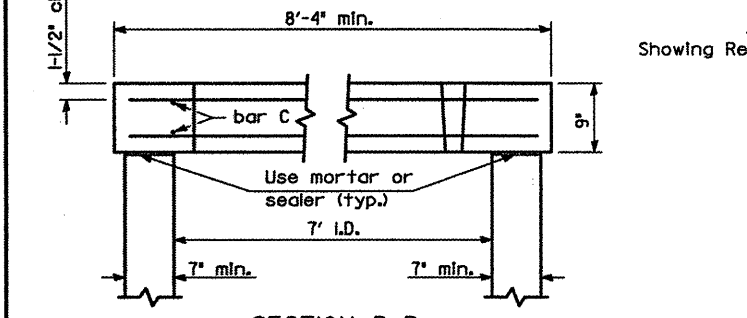
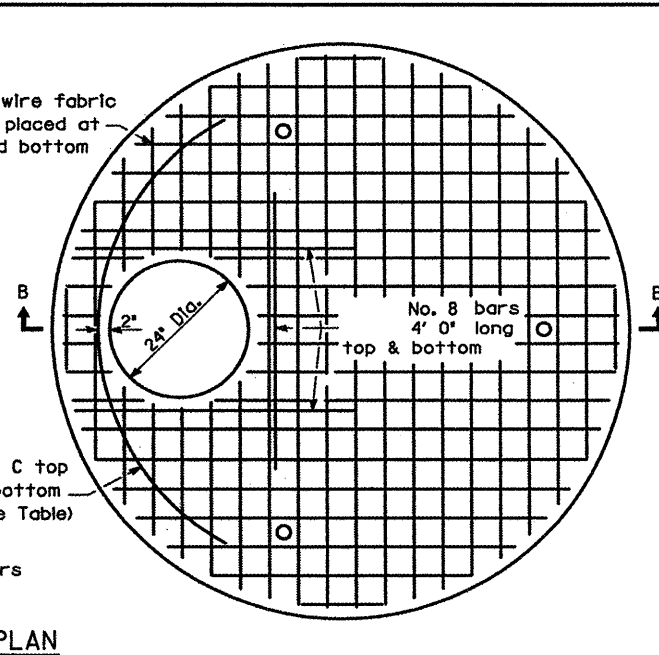
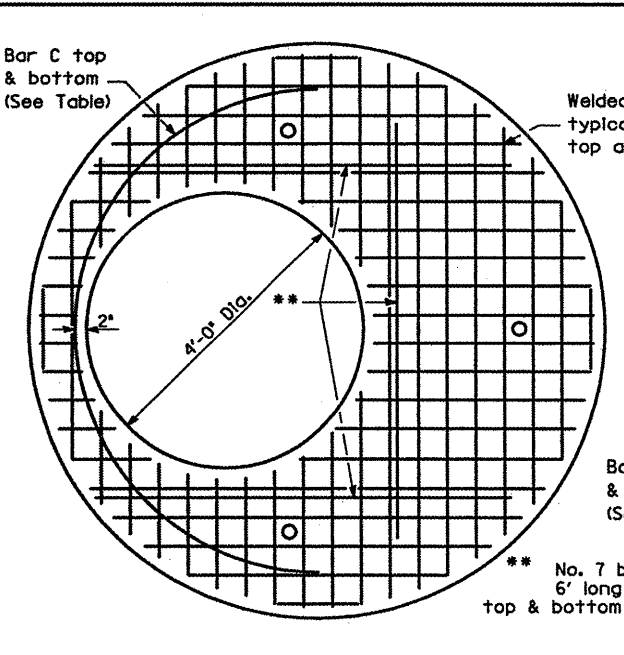
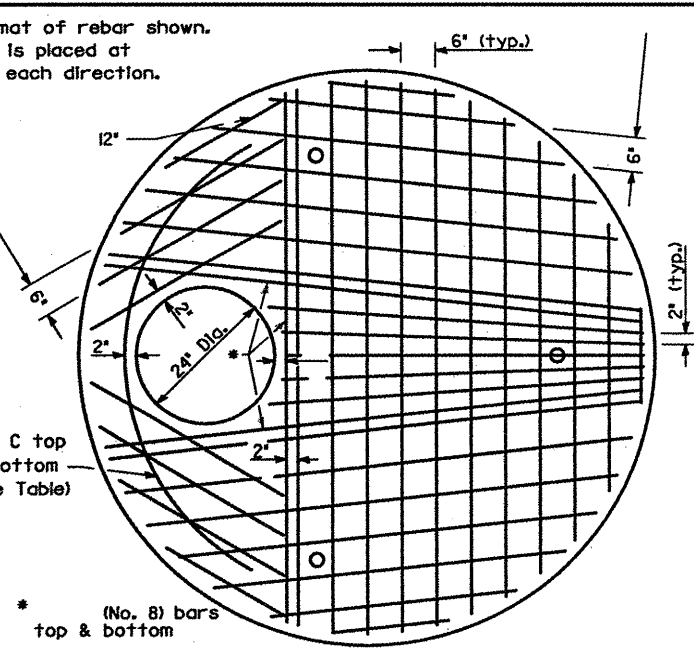
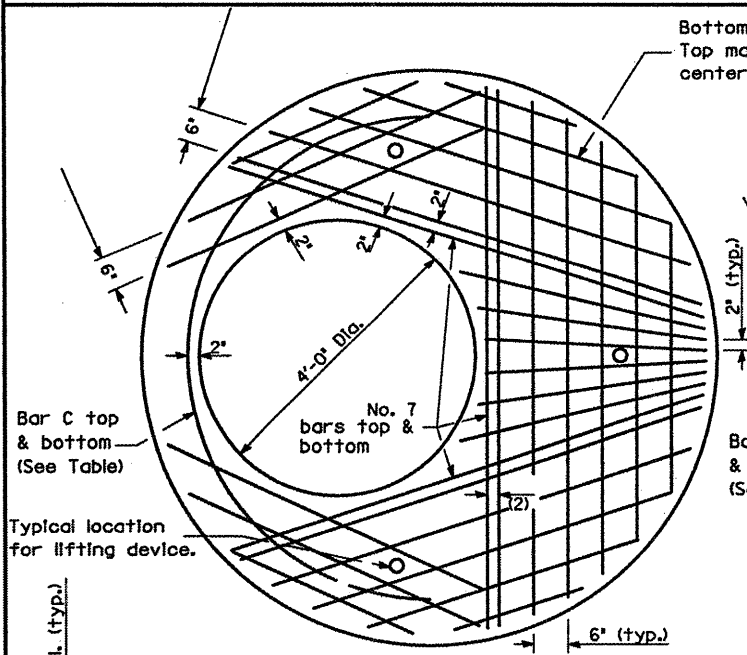
Lifting devices shall be approved by the Engineer.

Bottom slabs shall be reinforced with a minimum of 1270 sq. mm/m (0.60 sq. in./ft.) in both directions.

See Standard 602701 for details of manhole steps.

All dimensions are in inches unless otherwise shown.

| ALTERNATE MATERIALS FOR RISER WALLS | MIN. |
|--------------------------------------|------|
| Concrete Masonry Units | 5' |
| Precast Reinforced Concrete Sections | 4' |
| Cast-in-Place Concrete | 6' |



SECTION B-B
(Typical of each top)

PLAN
Showing Rebar Reinforcement

| Diameter of opening | Reinforcement Bar Size | Reinforcement 'As' WWF each direction | No. 4 Bar C | |
|---------------------|------------------------|---------------------------------------|-------------|--------|
| | | | Length | Radius |
| 24" | Bottom mat No. 8 | Bottom mat 1.57 sq. in./ft. | 7'-6" | 3'-6" |
| | Top mat No. 4 | Top mat 0.20 sq. in./ft. | | |
| 4'-0" | Bottom mat No. 7 | Bottom mat 1.20 sq. in./ft. | 11'-0" | 3'-6" |
| | Top mat No. 4 | Top mat 0.20 sq. in./ft. | | |

A maximum of two layers of welded wire fabric may be used to satisfy the required 'As' for each mat.

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PEORIA INTERNATIONAL AIRPORT

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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AIP PROJ. 3-17-0080-XX**

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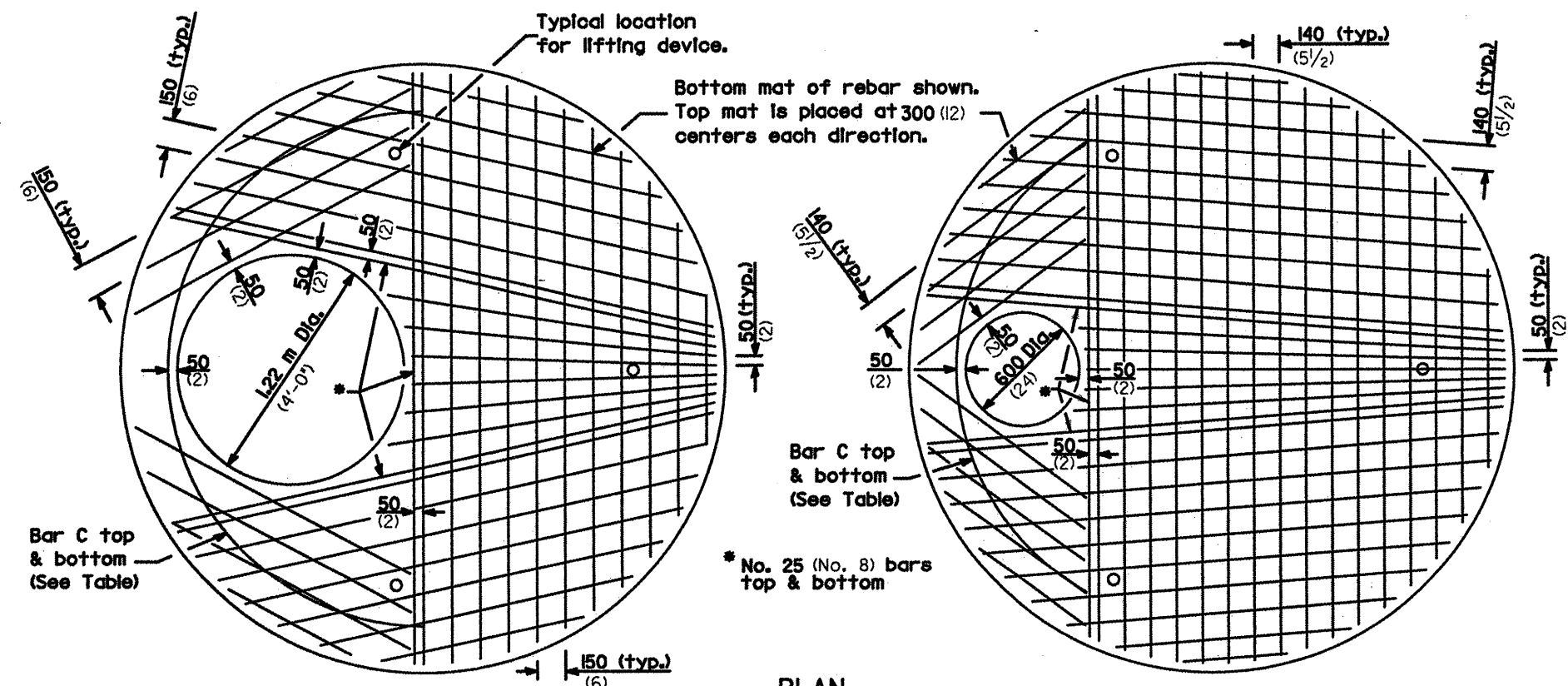
**MANHOLE DETAILS
SHEET 1 OF 3**

**MANHOLE TYPE A
7' DIAMETER**

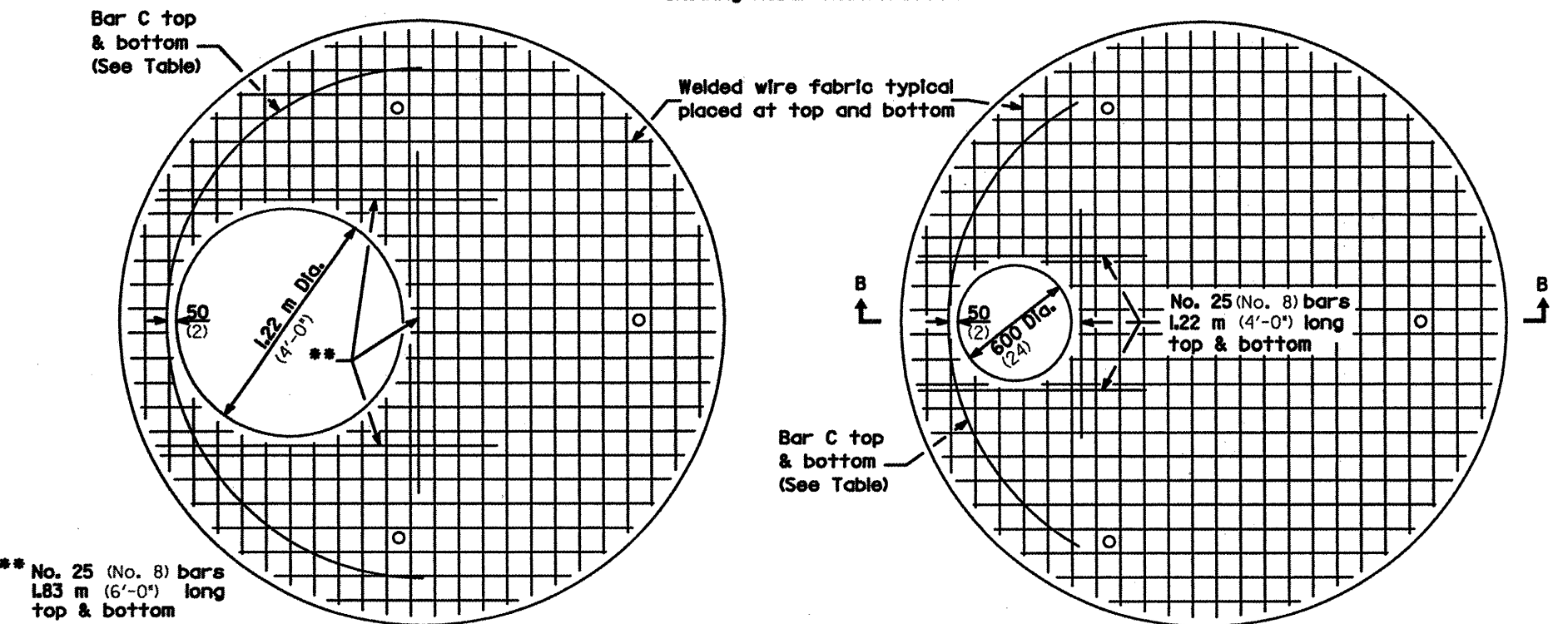
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0 1 2
THIS BAR IS EQUAL TO 2"
AT FULL SCALE (34X22).
PLOT 1



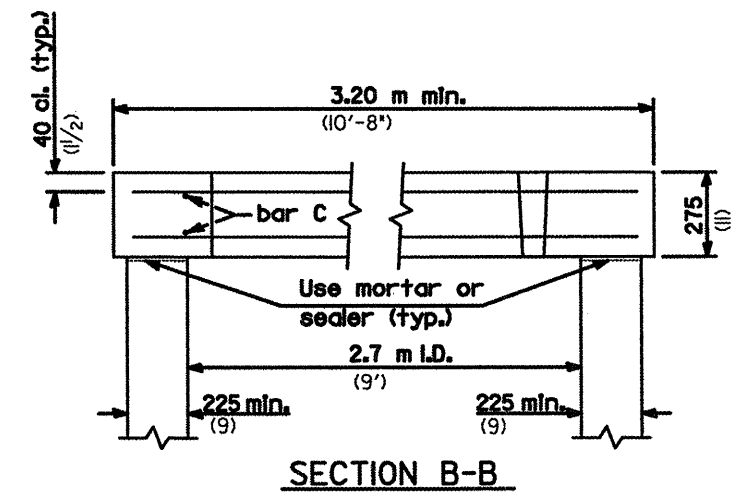
PLAN
Showing Rebar Reinforcement



PLAN
Showing Welded Wire Fabric Reinforcement

| Diameter of opening | Reinforcement Bar Size | Reinforcement 'As' WWF each direction | No. 13 (No. 4) Bar C | |
|---------------------|---------------------------|---|----------------------|-----------------|
| | | | Length | Radius |
| 600 (24) | Bottom mat No. 25 (No. 8) | Bottom mat *** 3620 sq. mm/m (1.71) sq. in./ft. | 2.90 m (9'-6") | 1.372 m (4'-6") |
| | Top mat No. 13 (No. 4) | Top mat *** 510 sq. mm/m (0.24) sq. in./ft. | | |
| 1.2 m (4'-0") | Bottom mat No. 25 (No. 8) | Bottom mat *** 3325 sq. mm/m (1.57) sq. in./ft. | 4.30 m (14'-2") | 1.372 m (4'-6") |
| | Top mat No. 13 (No. 4) | Top mat *** 510 sq. mm/m (0.24) sq. in./ft. | | |

*** A maximum of two layers of welded wire fabric may be used to satisfy the required 'As' for each mat.



SECTION B-B

All dimensions are in millimeters (inches) unless otherwise shown.

MANHOLE TYPE A
2.7 m (9') DIAMETER
STANDARD 602421

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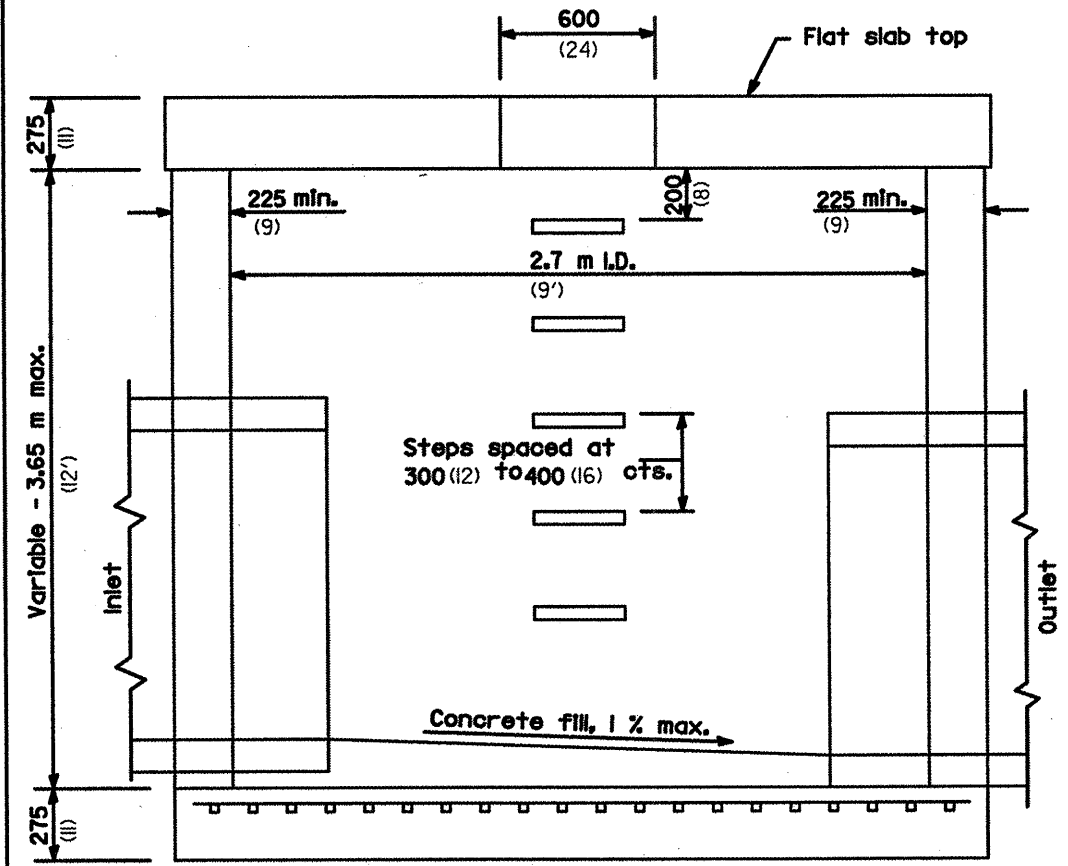
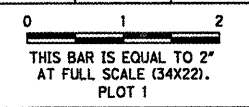
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MANHOLE DETAILS
SHEET 2 OF 3

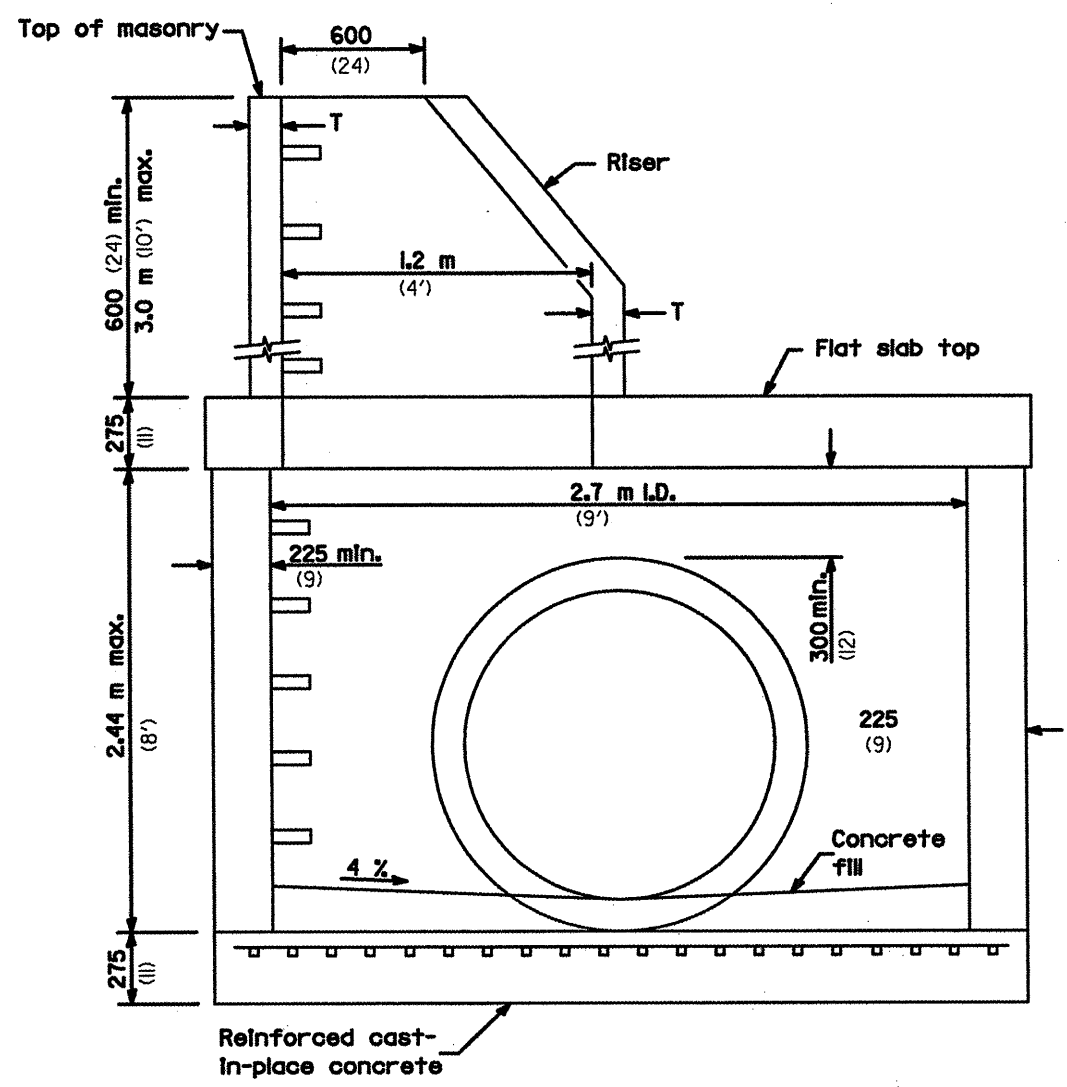
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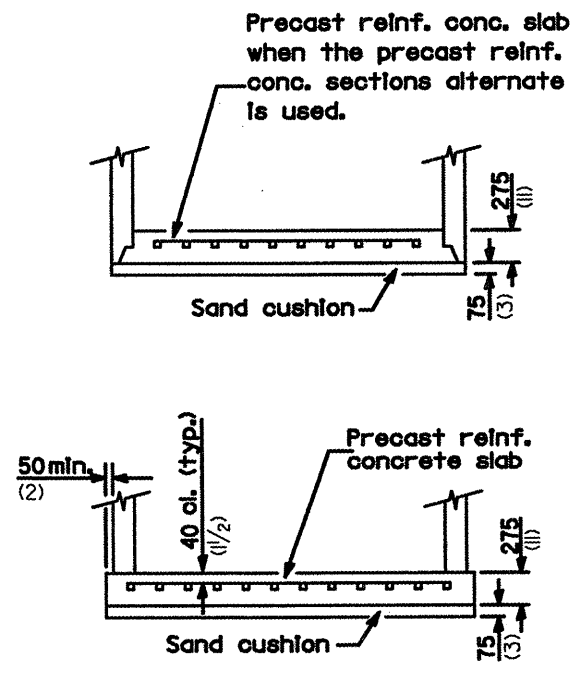
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ELEVATION
(With Flat Slab Top Only)



ELEVATION
(With Flat Slab Top and Riser)

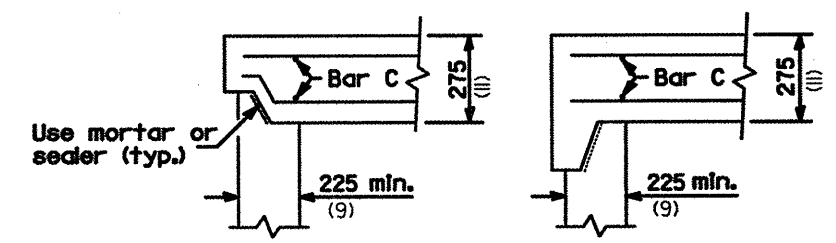


ALTERNATE BOTTOM SLABS

GENERAL NOTES

- Joint configuration and dimensions of flat slab top shall match and fit the riser joint detail.
- Lifting devices shall be approved by the Engineer.
- Bottom slabs shall be reinforced with a minimum of 1420 sq. mm/m (0.67 sq. in./ft.) in both directions.
- See Standard 602701 for details of manhole steps.
- All dimensions are in millimeters (inches) unless otherwise shown.


MANHOLE TYPE A
2.7 m (9') DIAMETER
STANDARD 602421



ALTERNATE JOINT CONFIGURATIONS

| ALTERNATE MATERIALS FOR RISER WALLS | T (min) |
|--------------------------------------|---------|
| Concrete Masonry Units | 125 (5) |
| Precast Reinforced Concrete Sections | 100 (4) |
| Cast-In-Place Concrete | 150 (6) |

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3
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 PEORIA INTERNATIONAL AIRPORT


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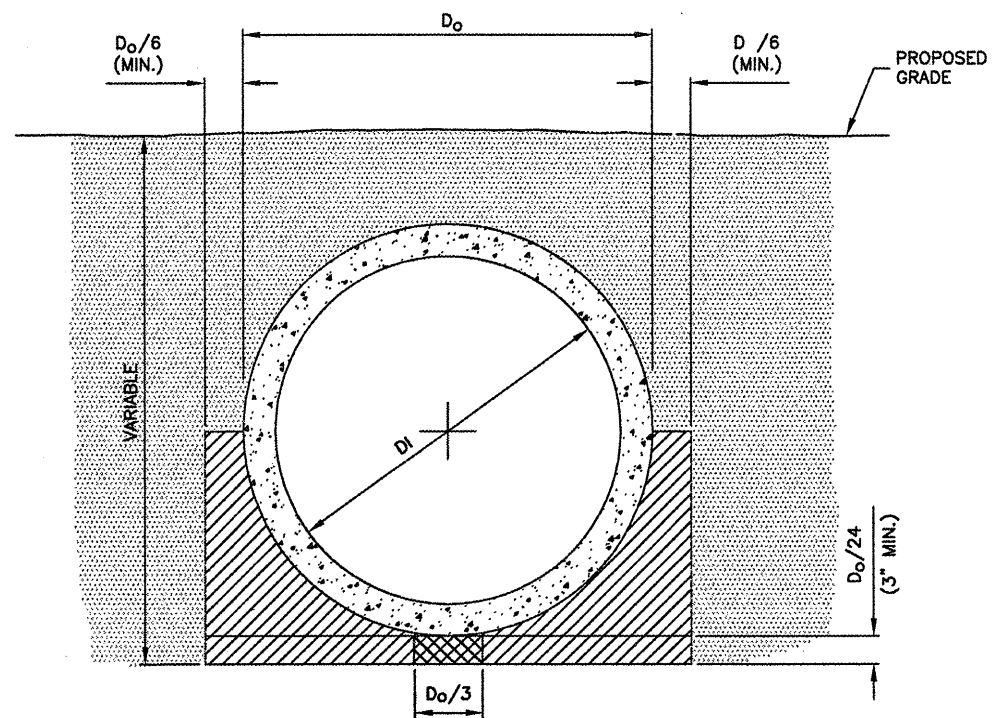
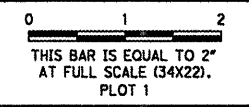
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AIP PROJ 3-17-0080-XX

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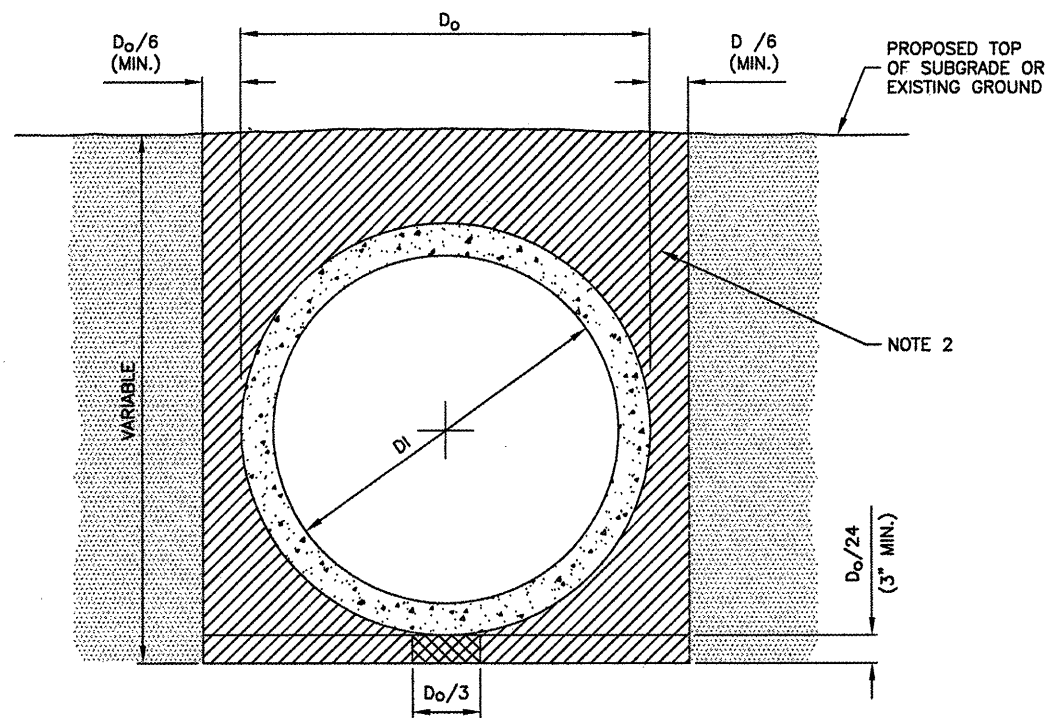
MANHOLE DETAILS
SHEET 3 OF 3
 SHEET 49 OF 151 SHEETS

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



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

TRENCH INSTALLATION LEGEND

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

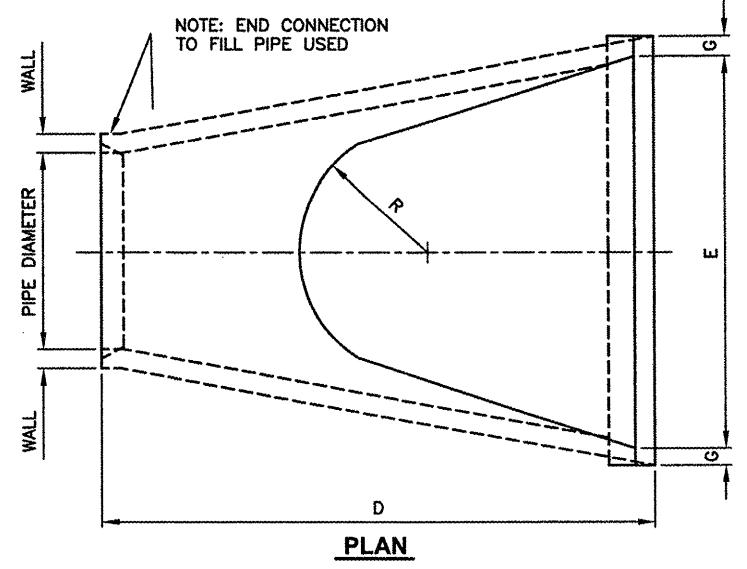
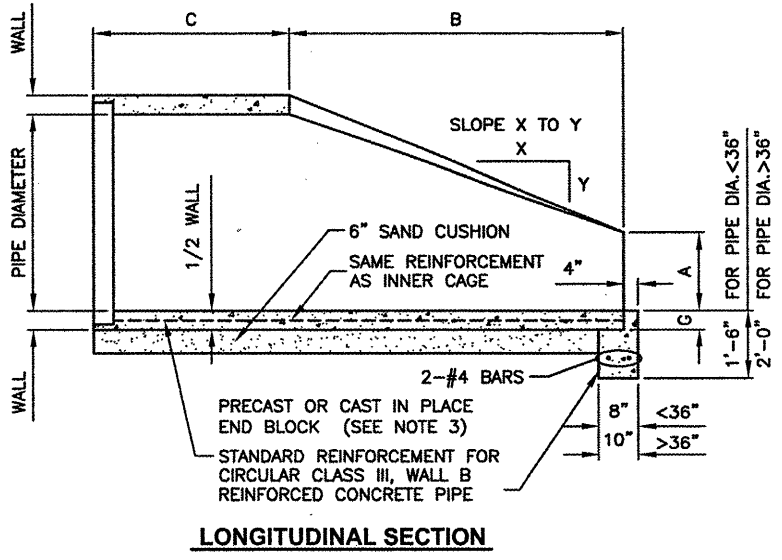
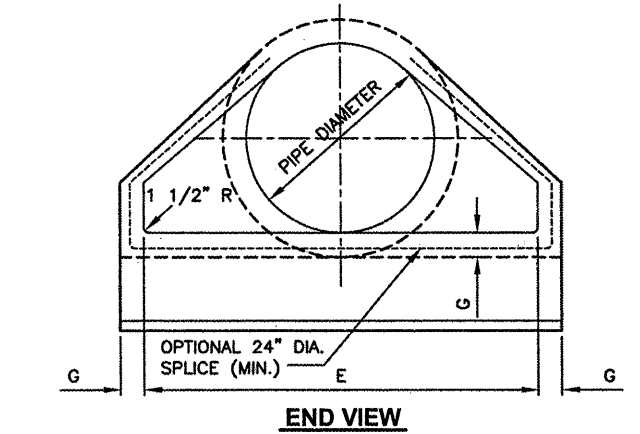
TRENCH INSTALLATION NOTES

1. 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.
2. BACKFILL TO EXTEND 3' BEYOND EDGES OF PROPOSED PAVEMENT.

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3
 GENERAL WAYNE A. DOWNING
 PEORIA INTERNATIONAL AIRPORT

| DIMENSIONS - TABLE 1 | | | | | | | | | | |
|----------------------|-------------------|--------|-----------|------------|------------|-----------|--------|--------|---------|--------|
| PIPE DIA. | APPROX WT. (lbs.) | WALL | A | B | C | D | E | G | R | SLOPE |
| 12" | 530 | 2" | 4" | 2'-0" | 4'-0 7/8" | 6'-0 7/8" | 2'-0" | 2" | 9" | 3:1 |
| 15" | 740 | 2 1/4" | 6" | 2'-3" | 3'-10" | 6'-1" | 2'-6" | 2 1/4" | 11" | 3:1 |
| 18" | 990 | 2 1/2" | 9" | 2'-3" | 3'-10" | 6'-1" | 3'-0" | 2 1/2" | 12" | 3:1 |
| 21" | 1280 | 2 3/4" | 9" | 2'-11" | 3'-2" | 6'-1" | 3'-6" | 2 3/4" | 13" | 3:1 |
| 24" | 1520 | 3" | 9 1/2" | 3'-7 1/2" | 2'-6" | 6'-1 1/2" | 4'-0" | 3" | 14" | 3:1 |
| 27" | 1930 | 3 1/4" | 10 1/2" | 4'-0" | 2'-1 1/2" | 6'-1 1/2" | 4'-6" | 3 1/4" | 14 1/2" | 3:1 |
| 30" | 2190 | 3 1/2" | 1'-0" | 4'-6" | 1'-7 3/4" | 6'-1 3/4" | 5'-0" | 3 1/2" | 15" | 3:1 |
| 33" | 3200 | 3 3/4" | 1'-1 1/2" | 4'-10 1/2" | 3'-3 1/4" | 8'-1 3/4" | 5'-6" | 3 3/4" | 17 1/2" | 3:1 |
| 36" | 4100 | 4" | 1'-3" | 5'-3" | 2'-10 3/4" | 8'-1 3/4" | 6'-0" | 4" | 20" | 3:1 |
| 42" | 5380 | 4 1/2" | 1'-9" | 5'-3" | 2'-11" | 8'-2" | 6'-6" | 4 1/2" | 22" | 3:1 |
| 48" | 6550 | 5" | 2'-0" | 6'-0" | 2'-2" | 8'-2" | 7'-0" | 5" | 22" | 3:1 |
| 54" | 8240 | 5 1/2" | 2'-3" | 5'-5" | 2'-11" | 8'-4" | 7'-6" | 5 1/2" | 24" | 2.4:1 |
| 60" | 8730 | 6" | 2'-11" | 5'-0" | 3'-3" | 8'-3" | 8'-0" | 5" | * | 2:1 |
| 66" | 10710 | 6 1/2" | 2'-6" | 6'-0" | 2'-3" | 8'-3" | 8'-6" | 5 1/2" | * | 2:1 |
| 72" | 12520 | 7" | 3'-0" | 6'-6" | 1'-9" | 8'-3" | 9'-0" | 6" | * | 1.86:1 |
| 78" | 14770 | 7 1/2" | 3'-0" | 7'-6" | 1'-9" | 9'-3" | 9'-6" | 6 1/2" | * | 1.82:1 |
| 84" | 18160 | 8" | 3'-0" | 7'-6 1/2" | 1'-9" | 9'-3 1/2" | 10'-0" | 6 1/2" | * | 1.5:1 |

* RADIUS AS FURNISHED BY MANUFACTURER.



- PRECAST FLARE SECTION NOTES**
1. PRECAST CONCRETE FLARED END SECTIONS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M-170 CLASS III, WALL B REINFORCED CONCRETE PIPE.
 2. PRECAST CONCRETE FLARED END SECTION FOR PIPE DIAMETER REQUIRED SHALL BE AS INDICATED ON DETAIL PLAN FOR EACH INDIVIDUAL INSTALLATION.
 3. THE END BLOCK SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE FLARED END SECTION. THE END BLOCK SHALL BE BACKFILLED IN ACCORDANCE WITH ITEM 701.

PRECAST REINFORCED CONCRETE FLARED END SECTION
(I.D.O.T. STD. NO. 542301)
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| DRAWN BY: | CMT |
| CHECKED BY: | CET |
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| DATE: | 02-13-2009 |
| JOB No: | 07061-04-00 |

**DRAINAGE DETAILS
SHEET 1 OF 3**

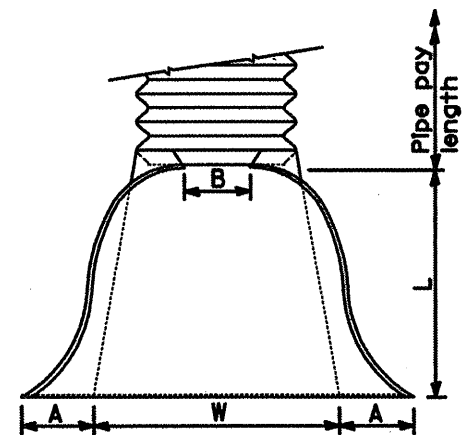
SHEET 50 OF 151 SHEETS

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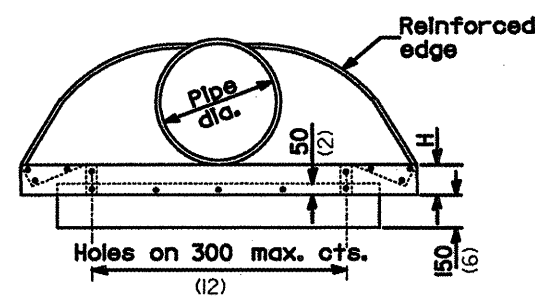
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0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34x22). PLOT 1

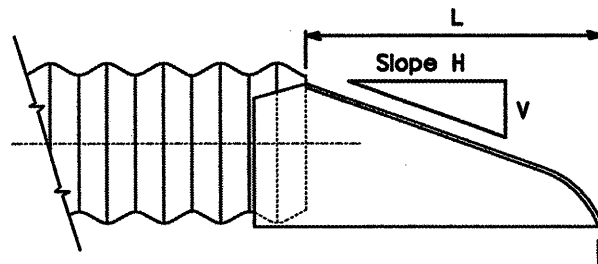
| PIPE DIA. | THICKNESS | DIMENSIONS | | | | | SLOPE (Approx.) (V:H) | BODY |
|-----------|--------------|------------|---------------|----------|---------------|----------------|-----------------------|-------|
| | | A | B | H | L | W | | |
| 300 (12) | 1.63 (0.064) | 150 (6) | 150 (6) | 150 (6) | 535 (21) | 610 (24) | 1:2-1/2 | 1 Pc. |
| 375 (15) | 1.63 (0.064) | 180 (7) | 205 (8) | 150 (6) | 660 (26) | 760 (30) | 1:2-1/2 | 1 Pc. |
| 450 (18) | 1.63 (0.064) | 205 (8) | 255 (10) | 150 (6) | 785 (31) | 915 (36) | 1:2-1/2 | 1 Pc. |
| 525 (21) | 1.63 (0.064) | 230 (9) | 305 (12) | 150 (6) | 915 (36) | 1,065 m (42') | 1:2-1/2 | 1 Pc. |
| 600 (24) | 1.63 (0.064) | 255 (10) | 330 (13) | 150 (6) | 1,040 m (41') | 1,220 m (48') | 1:2-1/2 | 1 Pc. |
| 750 (30) | 2.01 (0.079) | 305 (12) | 405 (16) | 205 (8) | 1,295 m (51') | 1,525 m (60') | 1:2-1/2 | 1 Pc. |
| 900 (36) | 2.01 (0.079) | 355 (14) | 480 (19) | 230 (9) | 1,525 m (60') | 1,830 m (72') | 1:2-1/2 | 2 Pc. |
| 1050 (42) | 2.77 (0.109) | 405 (16) | 560 (22) | 280 (11) | 1,750 m (69') | 2,135 m (84') | 1:2-1/2 | 2 Pc. |
| 1200 (48) | 2.77 (0.109) | 455 (18) | 685 (27) | 305 (12) | 1,980 m (78') | 2,285 m (90') | 1:2-1/4 | 2 Pc. |
| 1350 (54) | 2.77 (0.109) | 455 (18) | 760 (30) | 305 (12) | 2,135 m (84') | 2,590 m (102') | 1:2 | 2 Pc. |
| 1500 (60) | 2.77 (0.109) | 455 (18) | 840 (33) | 305 (12) | 2,210 m (87') | 2,895 m (114') | 1:1-3/4 | 3 Pc. |
| 1650 (66) | 2.77 (0.109) | 455 (18) | 915 (36) | 305 (12) | 2,210 m (87') | 3,050 m (120') | 1:1-1/2 | 3 Pc. |
| 1800 (72) | 2.77 (0.109) | 455 (18) | 990 (39) | 305 (12) | 2,210 m (87') | 3,200 m (126') | 1:1-1/3 | 3 Pc. |
| 1950 (78) | 2.77 (0.109) | 455 (18) | 1,065 m (42') | 305 (12) | 2,210 m (87') | 3,355 m (132') | 1:1-1/4 | 3 Pc. |
| 2250 (84) | 2.77 (0.109) | 455 (18) | 1,145 m (45') | 305 (12) | 2,210 m (87') | 3,505 m (138') | 1:1-1/8 | 3 Pc. |



PLAN



END VIEW



SIDE VIEW

END SECTION

NOTES

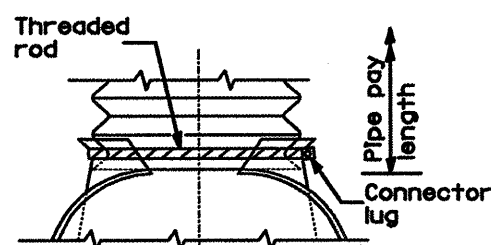
For 1500 mm (60") thru 2250 mm (84") sizes, reinforced edges shall be supplemented with stiffener angles. The angles shall be 5x5x6.4 mm (2x2x1/4") for 1500 mm (60") thru 1800 mm (72") diameter and 64x64x6.4 mm (2-1/2x2-1/2x1/4") for 1950 mm (78") thru 2250 mm (84") diameter. The angles shall be attached by M10 (3/8") rivets or bolts.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

NOTES

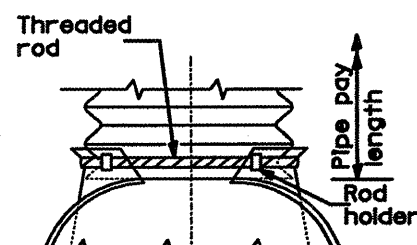
- Types 1 and 2 for pipes with annular ends only.
- Type 3 connection can be used for all pipe sizes and includes 300 mm (12") of the pipe length. The connector section shall be attached to the end section by rivets or bolts and shall be the same metal thickness as the end section. Stub shall be either 68 mm (2 2/3") pitch x 13 mm (1/2") depth or 75 mm (3") pitch x 25 mm (1") depth annular corrugated pipe.
- Type 4 connection can be used for all pipe sizes. Coupler shall be 68 mm x 13 mm (2 2/3"x1/2") dimple, hugger, or annular band of 75 mm x 25 mm (3"x1"). The dimple, hugger, or annular band may be used with corrugated metal pipes having annular ends. For corrugated metal pipes having helical ends, only the dimple band will be allowed.

All dimensions are in millimeters (inches) unless otherwise shown.



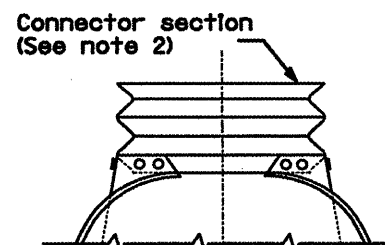
TYPE 1

For 300 (12) thru 600 (24) only (See Note 1)



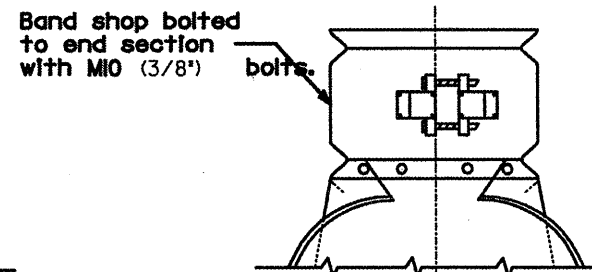
TYPE 2

For 750 (30) and 900 (36) only (See Note 1)



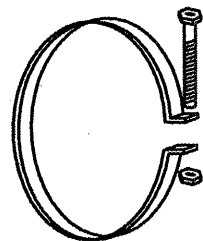
TYPE 3

(See Note 2)



TYPE 4

(See Note 3)



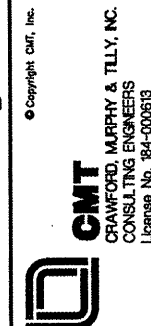
ALTERNATE STRAP CONNECTOR

(For Type 1 only)

29 (1) Wide, 2.77 (0.109) thick strap with standard M12x150 (1/2x6) band bolt and nut.

CONNECTIONS OF END SECTIONS

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PROJECT: PIA-3865
AIP PROJ: 3-17-0080-XX

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| DRAWN BY: | CMT |
| CHECKED BY: | CET |
| APPROVED BY: | CET |
| DATE: | 02-13-2009 |
| JOB No: | 07081-04-00 |

DRAINAGE DETAILS
SHEET 2 OF 3

SHEET 51 OF 151 SHEETS

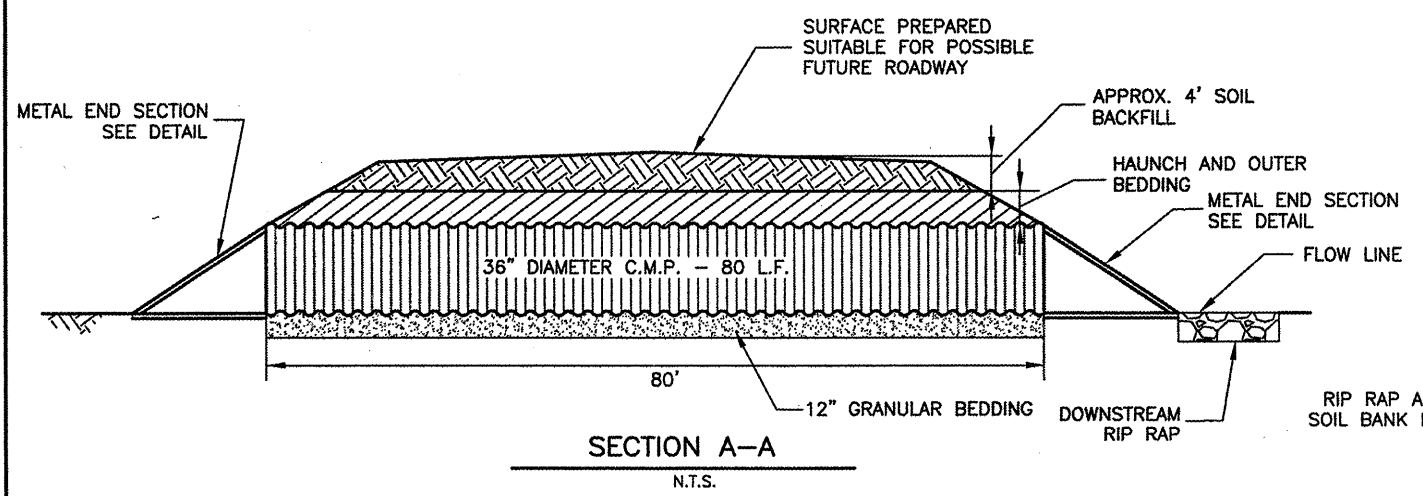
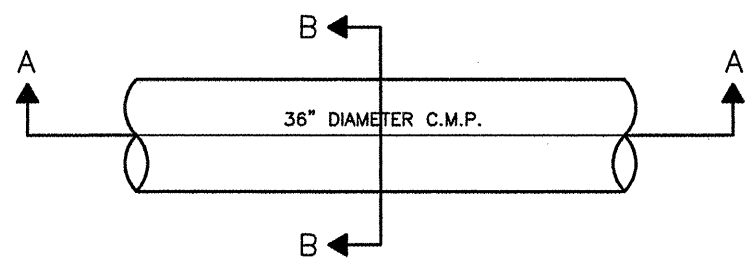
METAL END SECTION
FOR PIPE CULVERTS
STANDARD 542401

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0 1 2
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PLOT 1

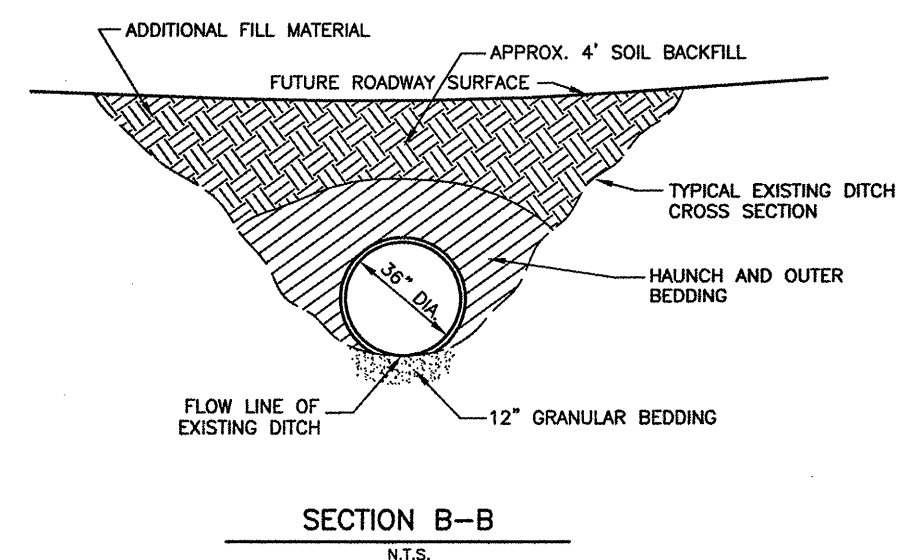
36" C.M.P. CULVERT DETAIL

N.T.S.



SECTION A-A

N.T.S.

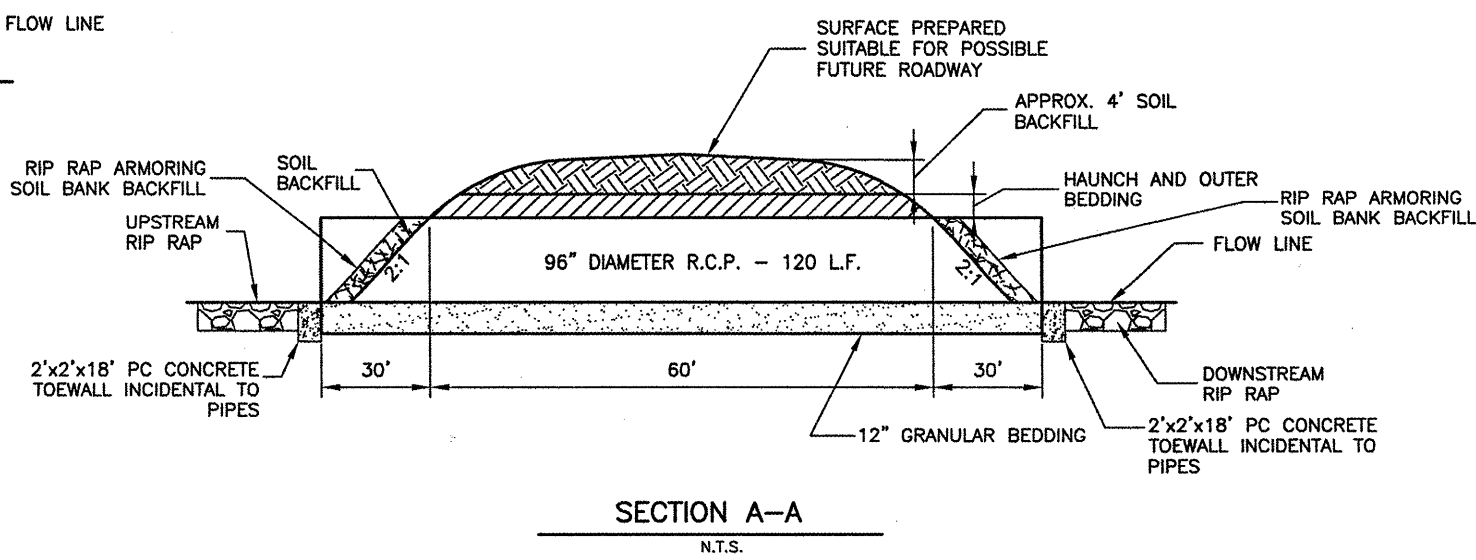
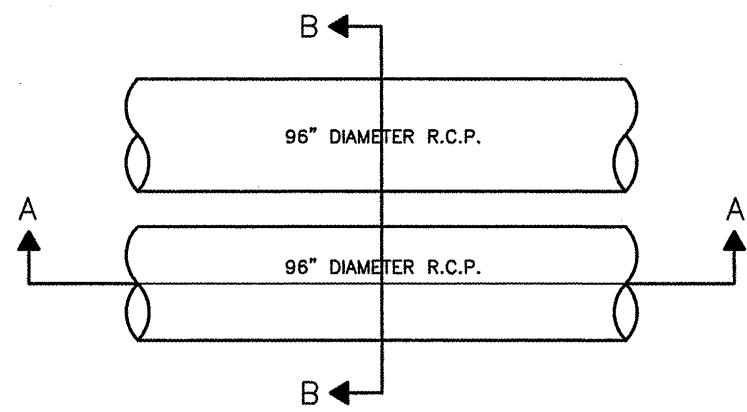


SECTION B-B

N.T.S.

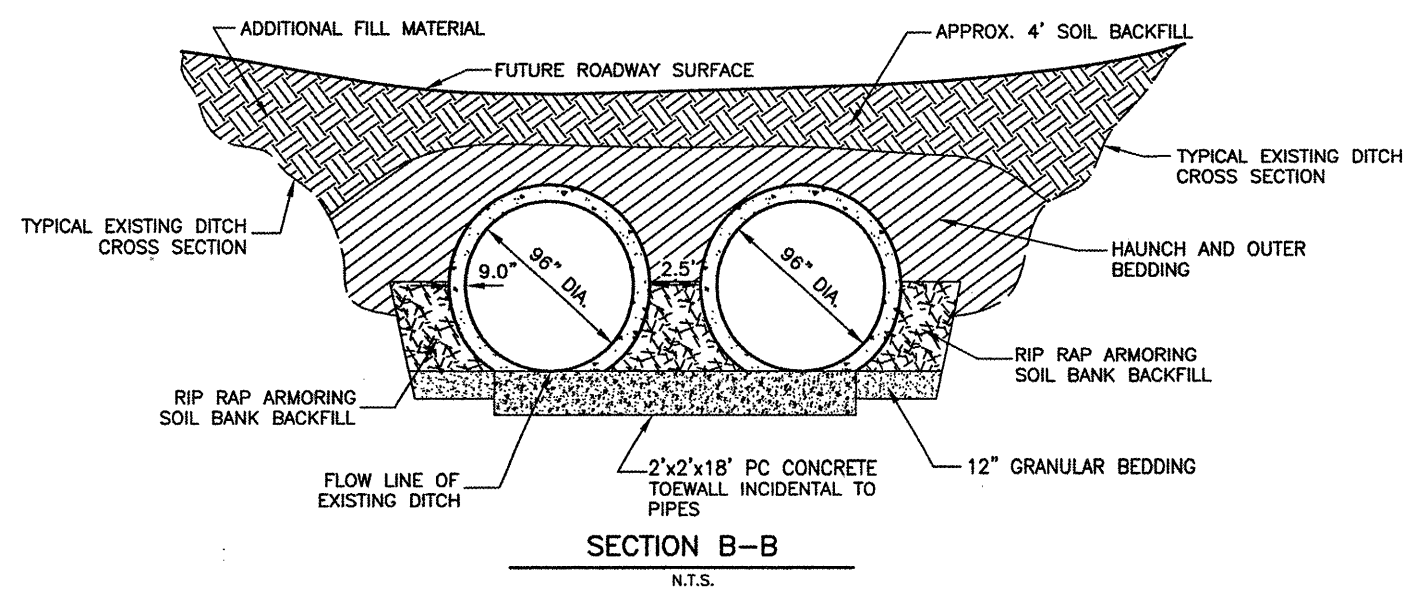
DOUBLE 96" R.C.P. CULVERT DETAIL

N.T.S.



SECTION A-A

N.T.S.



SECTION B-B

N.T.S.

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| DATE: | 02-13-2009 |
| JOB No: | 07061-04-00 |

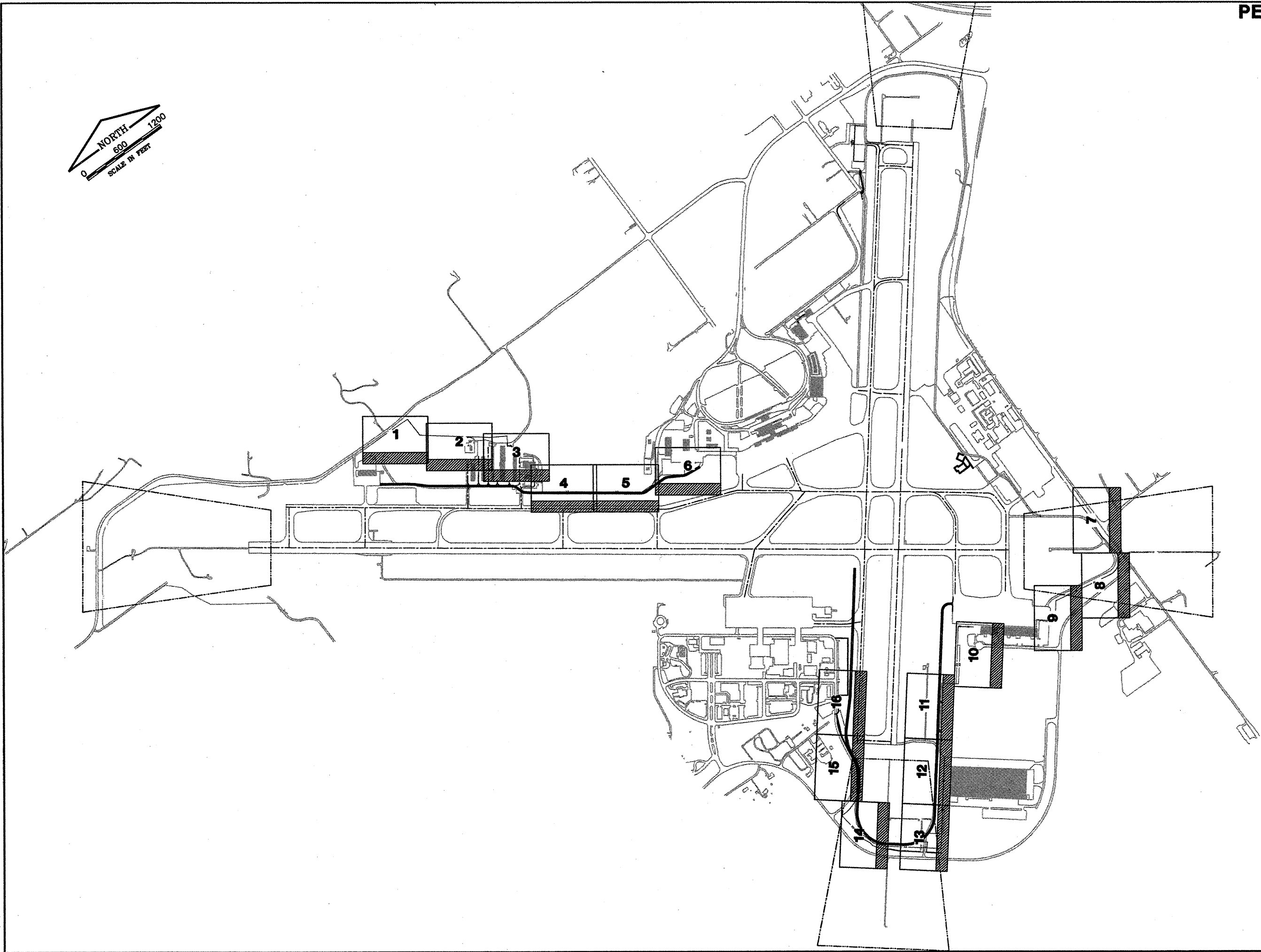
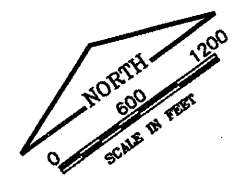
DRAINAGE DETAILS
SHEET 3 OF 3

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 AT FULL SCALE (34X22).
 PLOT 1



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 DATE: 02-13-2009
 JOB No: 07061-04-00

**INDEX TO
 FENCING SHEETS**

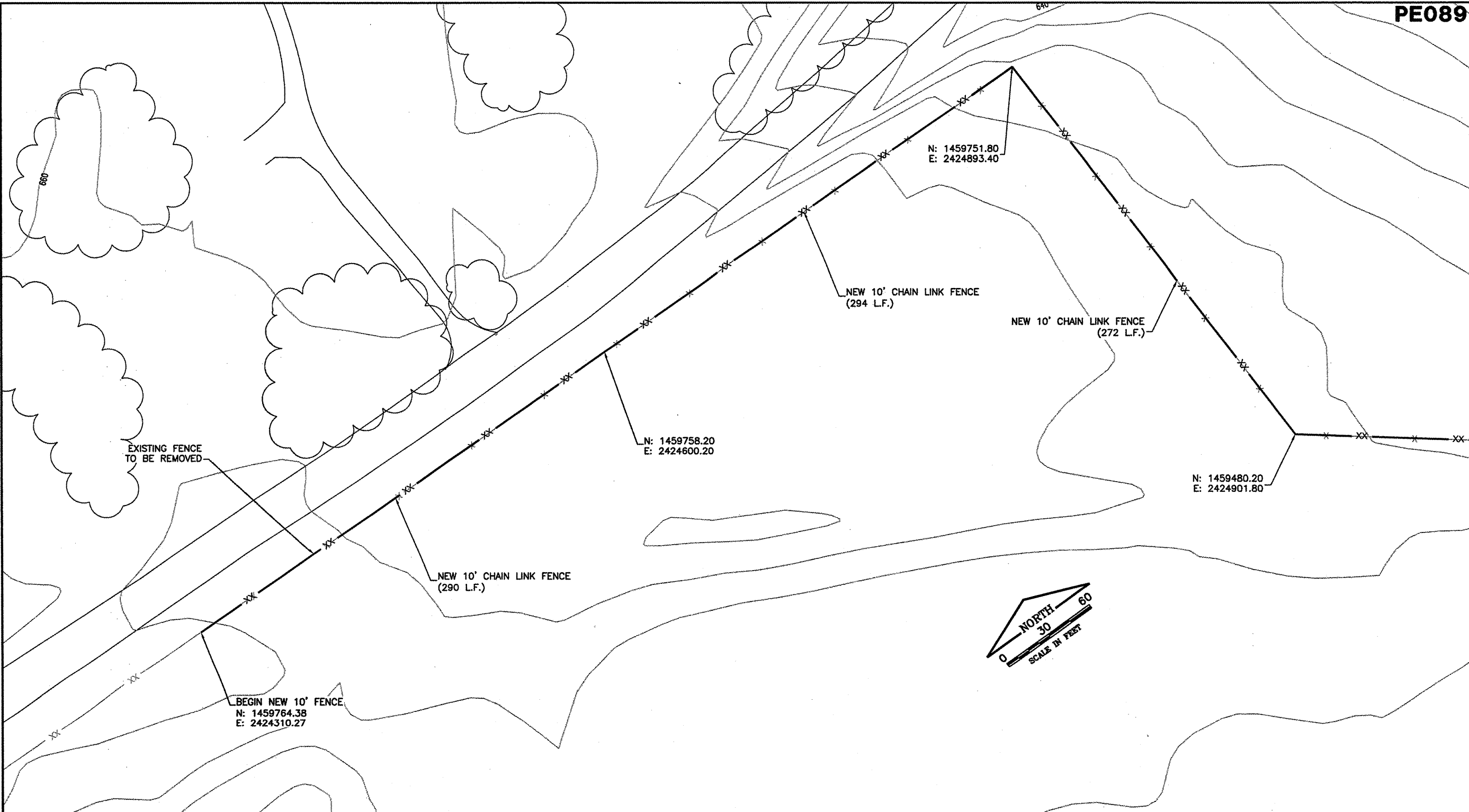
SHEET 53 OF 151 SHEETS

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



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NORTHWEST
FENCE PLAN
SHEET 1 OF 6

SHEET 54 OF 151 SHEETS

LEGEND

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| — x — | EXISTING 6' FENCE |
| — xx — | EXISTING 10' FENCE |
| — xx — | NEW 10' FENCE |

NOTES:

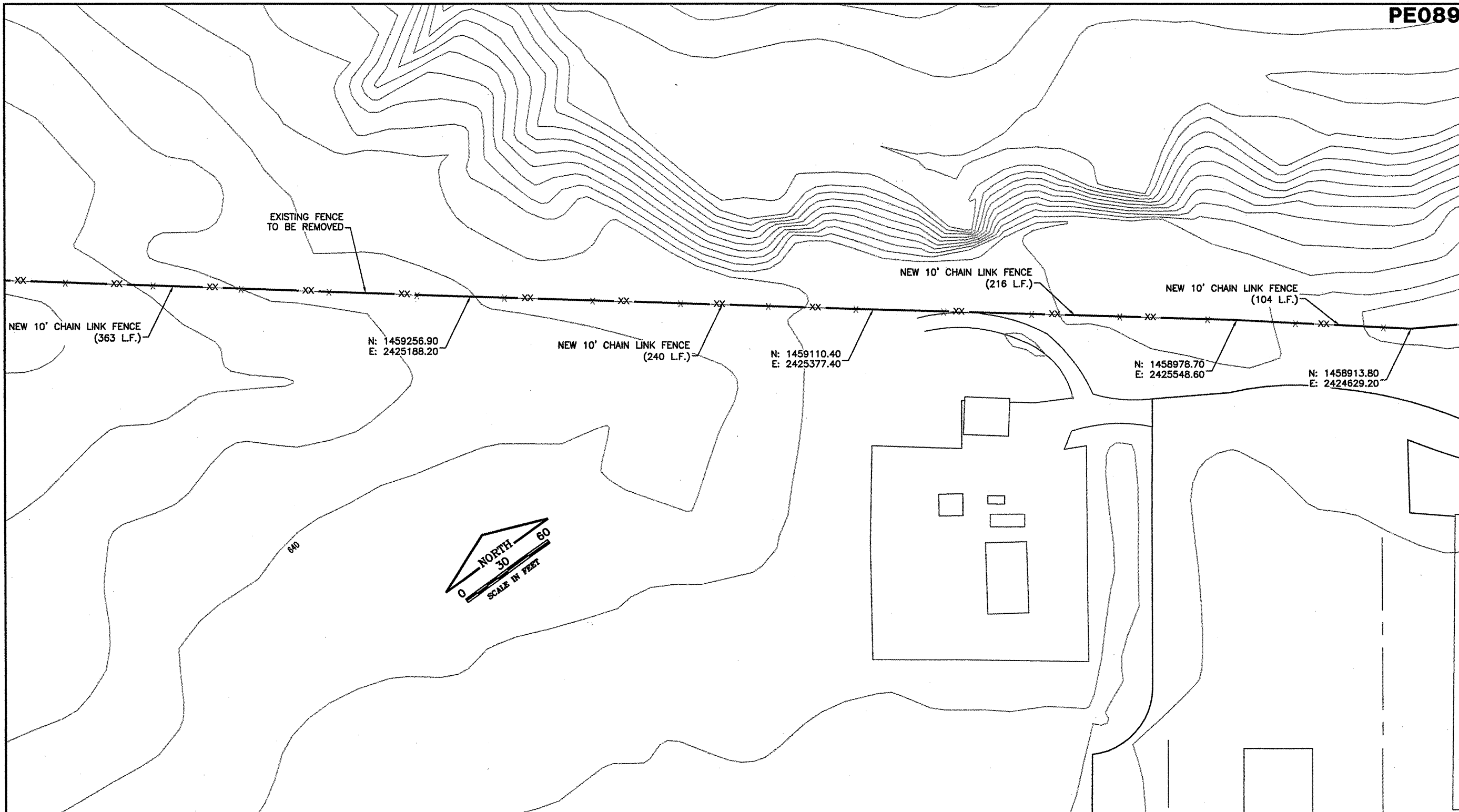
- NEW FENCE IS TO BE INSTALLED IN THE SAME ALIGNMENT AS THE EXISTING FENCE. TEMPORARY FENCE SHALL BE UTILIZED SO THAT THERE IS NEVER ANY DISCONTINUITY IN THE FENCELINE.
- WHEN CONNECTING TO EXISTING FENCE, THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO UNAUTHORIZED ACCESS IS ALLOWED.
- CONTRACTOR SHALL COORDINATE TEMPORARY FENCING WHICH IS TO BE PLACED IN R.O.W. WITH JURISDICTION RESPONSIBLE FOR R.O.W. CONTRACTOR SHALL OBTAIN NECESSARY PERMITS.

EXISTING FENCE TO BE REMOVED AND REPLACED IN SAME ALIGNMENT WITH NEW 10' CHAIN LINK FENCE—SEE REQUIREMENTS FOR MAINTAINING AIRPORT PERIMETER FENCING.

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| JOB No: | 07061-04-00 |

**NORTHWEST
FENCE PLAN
SHEET 2 OF 6**
SHEET 55 OF 151 SHEETS

LEGEND

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| — X — | EXISTING 6' FENCE |
| — XX — | EXISTING 10' FENCE |
| — XX — | NEW 10' FENCE |

NOTES:

- NEW FENCE IS TO BE INSTALLED IN THE SAME ALIGNMENT AS THE EXISTING FENCE. TEMPORARY FENCE SHALL BE UTILIZED SO THAT THERE IS NEVER ANY DISCONTINUITY IN THE FENCELINE.
- WHEN CONNECTING TO EXISTING FENCE, THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO UNAUTHORIZED ACCESS IS ALLOWED.

EXISTING FENCE TO BE REMOVED AND REPLACED IN SAME ALIGNMENT WITH NEW 10' CHAIN LINK FENCE—SEE REQUIREMENTS FOR MAINTAINING AIRPORT PERIMETER FENCING.

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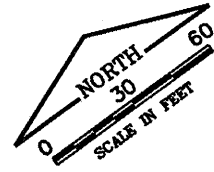
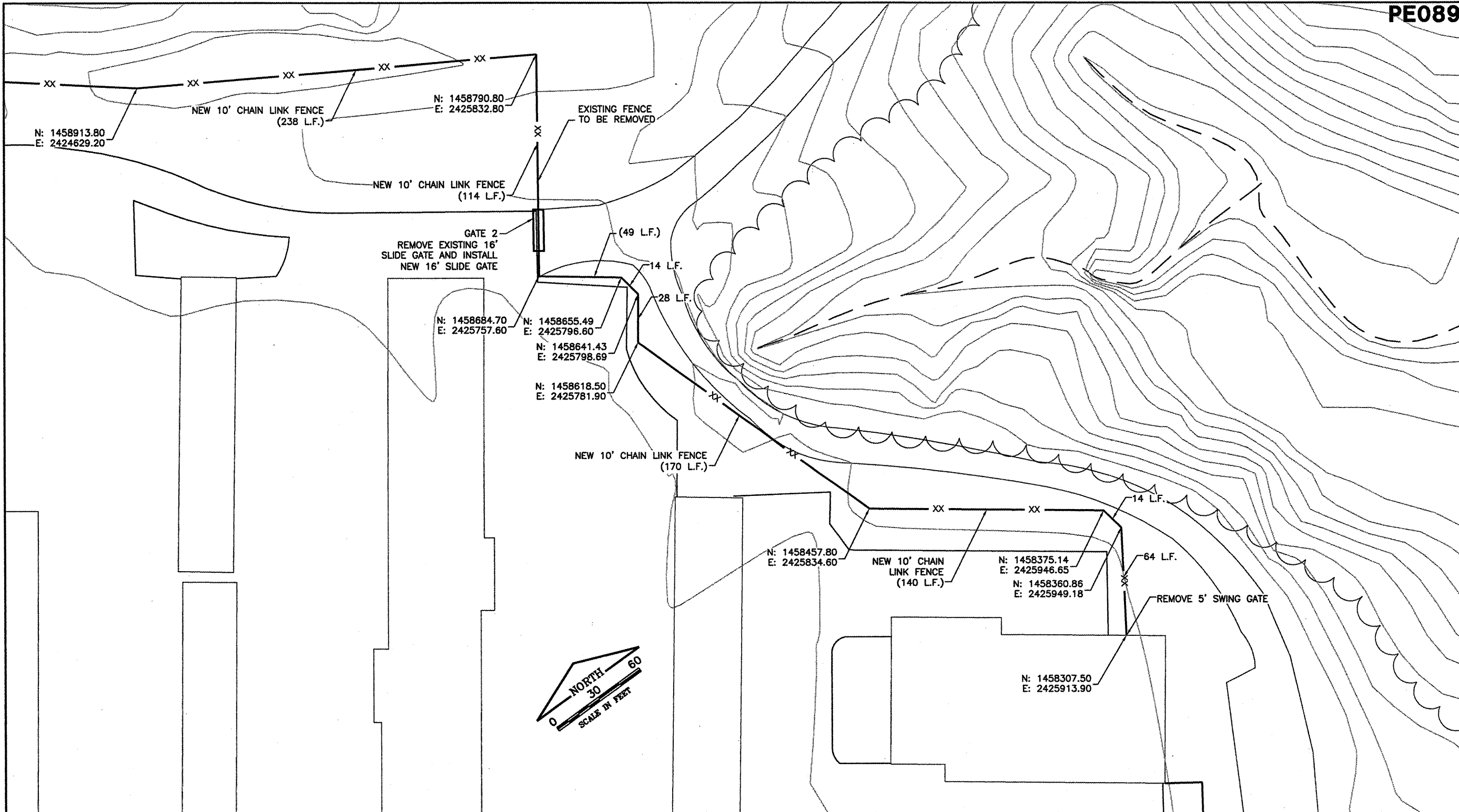
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| APPROVED BY: | CET |
| DATE: | 02-13-2009 |
| JOB No: | 07061-04-00 |

NORTHWEST
FENCE PLAN
SHEET 3 OF 6

SHEET 56 OF 151 SHEETS



LEGEND

- X ----- EXISTING 6' FENCE
- XX ----- EXISTING 10' FENCE
- XX ----- NEW 10' FENCE

NOTES:

- NEW FENCE IS TO BE INSTALLED IN THE SAME ALIGNMENT AS THE EXISTING FENCE. TEMPORARY FENCE SHALL BE UTILIZED SO THAT THERE IS NEVER ANY DISCONTINUITY IN THE FENCELINE.
- WHEN CONNECTING TO EXISTING FENCE, THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO UNAUTHORIZED ACCESS IS ALLOWED.
- SEE GATE 2 LAYOUT PLAN FOR GATE REMOVAL AND REPLACEMENT DETAILS.

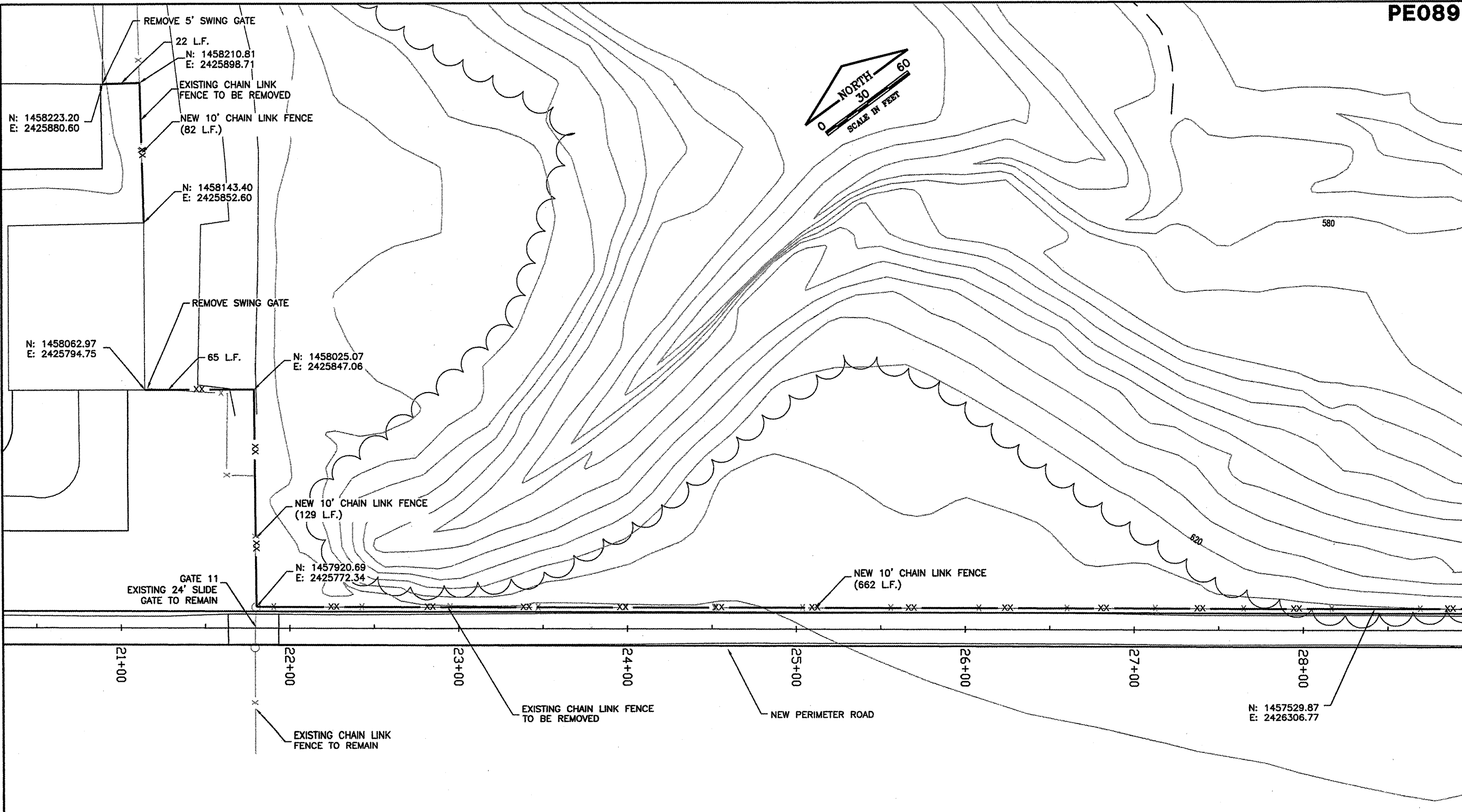
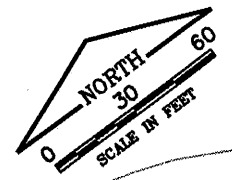
EXISTING FENCE TO BE REMOVED AND REPLACED IN SAME ALIGNMENT WITH NEW 10' CHAIN LINK FENCE—SEE REQUIREMENTS FOR MAINTAINING AIRPORT PERIMETER FENCING.

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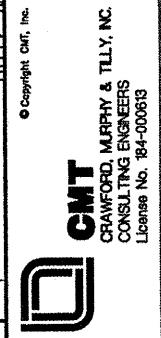
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 THIS BAR IS EQUAL TO 2'
 AT FULL SCALE (34X22).
 PLOT 1



CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3



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| APPROVED BY: | CET |
| DATE: | 02-13-2009 |
| JOB No: | 07061-04-00 |

NORTHWEST FENCE PLAN SHEET 4 OF 6
 SHEET 57 OF 151 SHEETS

LEGEND

- X ----- EXISTING 6' FENCE
- XX ----- EXISTING 10' FENCE
- XX ----- NEW 10' FENCE

NOTES:

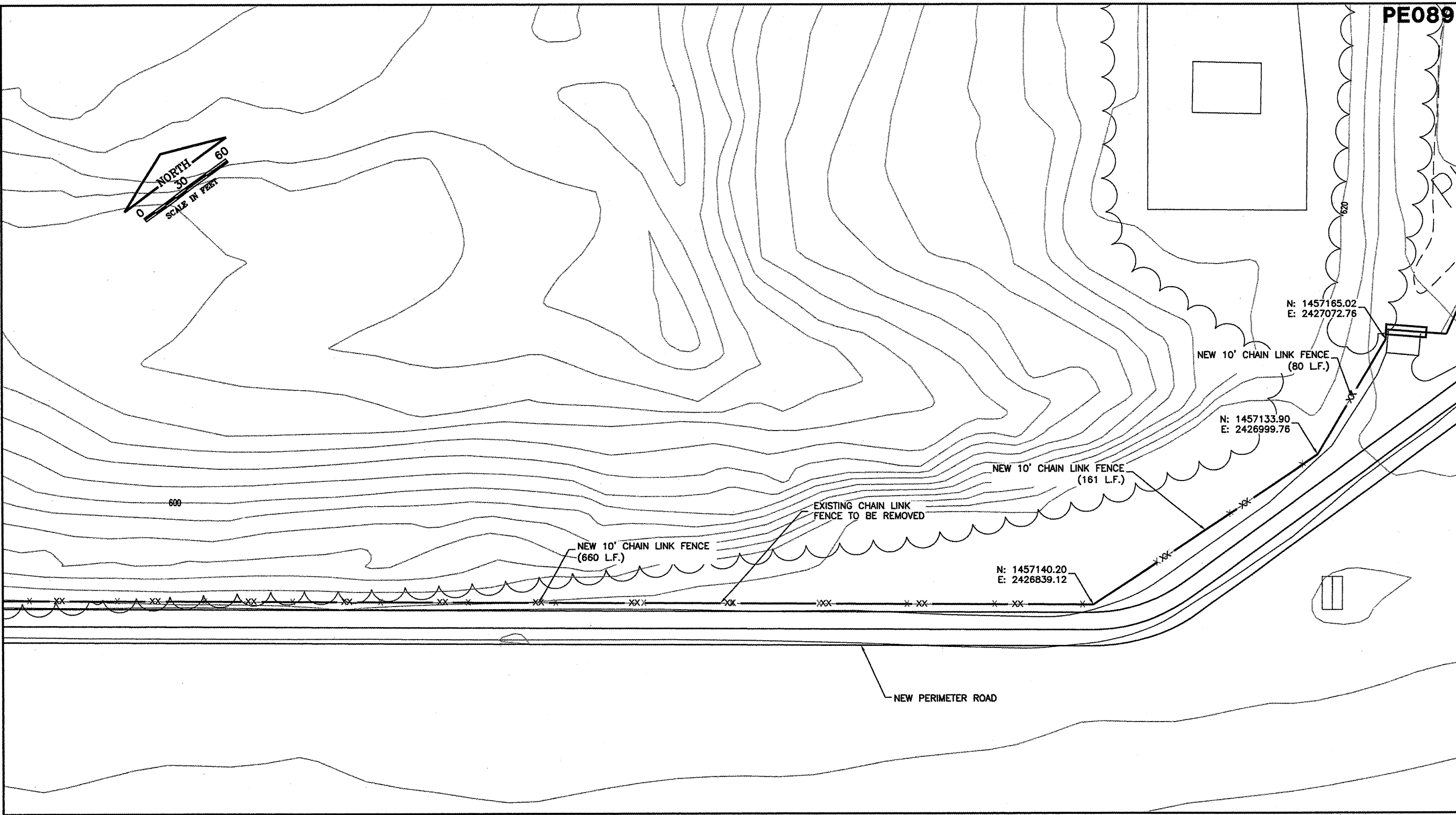
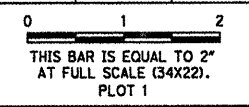
1. NEW FENCE IS TO BE INSTALLED IN THE SAME ALIGNMENT AS THE EXISTING FENCE. TEMPORARY FENCE SHALL BE UTILIZED SO THAT THERE IS NEVER ANY DISCONTINUITY IN THE FENCELINE.
2. WHEN CONNECTING TO EXISTING FENCE, THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO UNAUTHORIZED ACCESS IS ALLOWED.

EXISTING FENCE TO BE REMOVED AND REPLACED IN SAME ALIGNMENT WITH NEW 10' CHAIN LINK FENCE--SEE REQUIREMENTS FOR MAINTAINING AIRPORT PERIMETER FENCING.

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| JOB No: | 07061-04-00 |

NORTHWEST FENCE PLAN SHEET 5 OF 6
SHEET 58 OF 151 SHEETS

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LEGEND

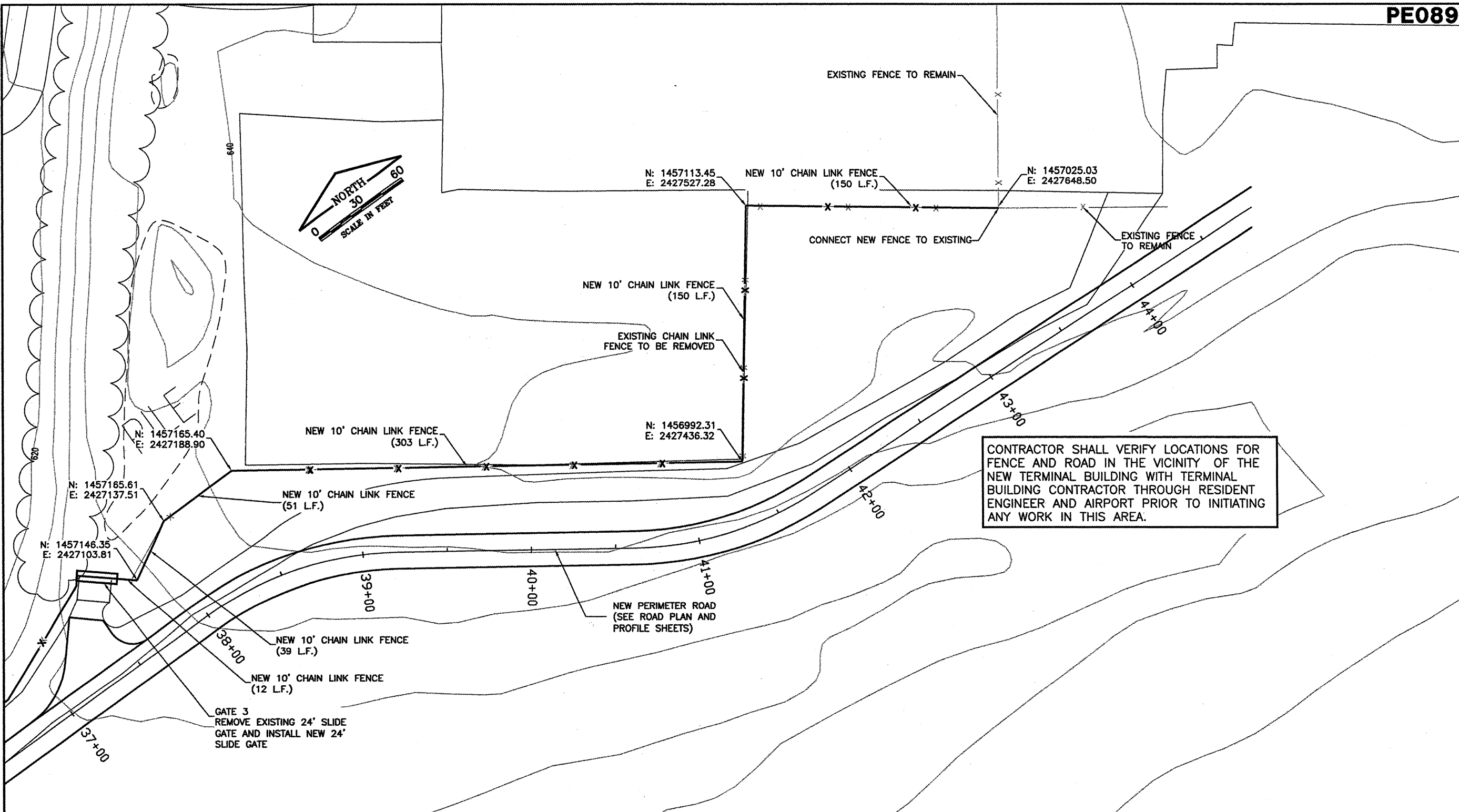
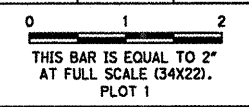
- x — EXISTING 6' FENCE
- xx — EXISTING 10' FENCE
- XX — NEW 10' FENCE

NOTES:

1. NEW FENCE IS TO BE INSTALLED IN THE SAME ALIGNMENT AS THE EXISTING FENCE. TEMPORARY FENCE SHALL BE UTILIZED SO THAT THERE IS NEVER ANY DISCONTINUITY IN THE FENCELINE.
2. WHEN CONNECTING TO EXISTING FENCE, THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO UNAUTHORIZED ACCESS IS ALLOWED.

EXISTING FENCE TO BE REMOVED AND REPLACED IN SAME ALIGNMENT WITH NEW 10' CHAIN LINK FENCE—SEE REQUIREMENTS FOR MAINTAINING AIRPORT PERIMETER FENCING.

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GENERAL WAYNE A. DOWNING
PEORIA INTERNATIONAL AIRPORT

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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PROJECT: PIA-3865
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NORTHWEST FENCE PLAN SHEET 6 OF 6

SHEET 59 OF 151 SHEETS

LEGEND

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| — X — | EXISTING 6' FENCE |
| — XX — | EXISTING 10' FENCE |
| — XX — | NEW 10' FENCE |

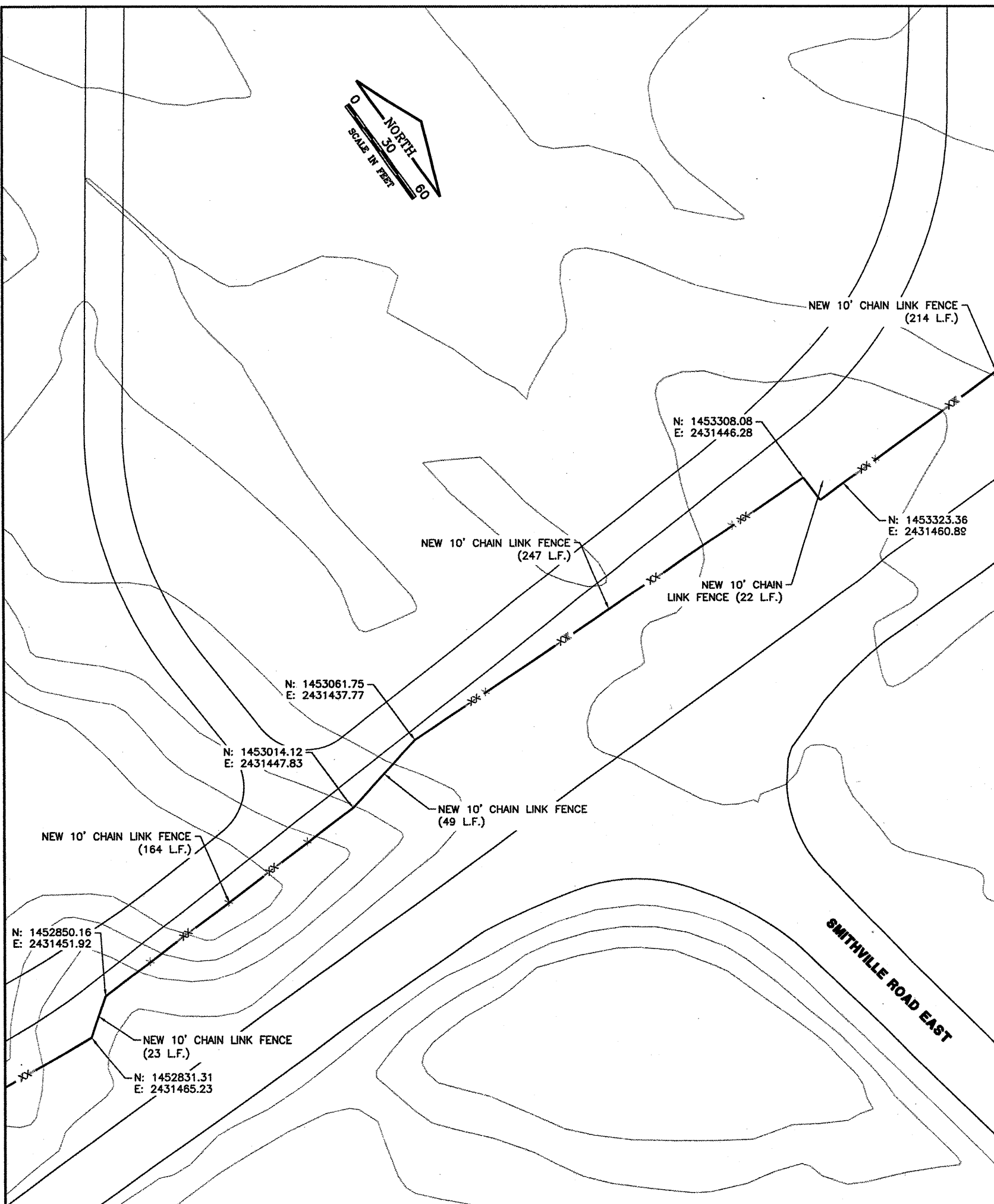
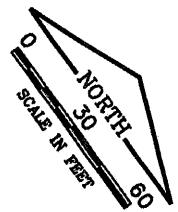
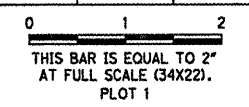
- NOTES:**
- NEW FENCE IS TO BE INSTALLED IN THE SAME ALIGNMENT AS THE EXISTING FENCE. TEMPORARY FENCE SHALL BE UTILIZED SO THAT THERE IS NEVER ANY DISCONTINUITY IN THE FENCELINE.
 - WHEN CONNECTING TO EXISTING FENCE, THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO UNAUTHORIZED ACCESS IS ALLOWED.
 - SEE GATE 3 LAYOUT PLAN FOR GATE REMOVAL AND REPLACEMENT DETAILS.

EXISTING FENCE TO BE REMOVED AND REPLACED IN SAME ALIGNMENT WITH NEW 10' CHAIN LINK FENCE—SEE REQUIREMENTS FOR MAINTAINING AIRPORT PERIMETER FENCING.

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LEGEND

- x — EXISTING CHAIN LINK FENCE TO BE REMOVED
- xx — EXISTING CHAIN LINK FENCE TO REMAIN
- xx — NEW 10' CHAIN LINK FENCE

NOTES:

- WHERE NEW FENCE IS TO BE INSTALLED ALONG THE SAME LAYOUT OF EXISTING FENCE IT SHALL BE OFFSET 1' TOWARD THE LANDSIDE, UNLESS OTHERWISE NOTED.
- WHEN CONNECTING TO EXISTING FENCE, THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO UNAUTHORIZED ACCESS IS ALLOWED.
- CONTRACTOR SHALL COORDINATE TEMPORARY FENCING WHICH IS TO BE PLACED IN R.O.W. WITH JURISDICTION RESPONSIBLE FOR R.O.W. CONTRACTOR SHALL OBTAIN NECESSARY PERMITS.

EXISTING FENCE TO BE REMOVED AND REPLACED IN SAME ALIGNMENT WITH NEW 10' CHAIN LINK FENCE—SEE REQUIREMENTS FOR MAINTAINING AIRPORT PERIMETER FENCING.

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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SOUTH FENCE PLAN
SHEET 1 OF 10
 SHEET 60 OF 151 SHEETS

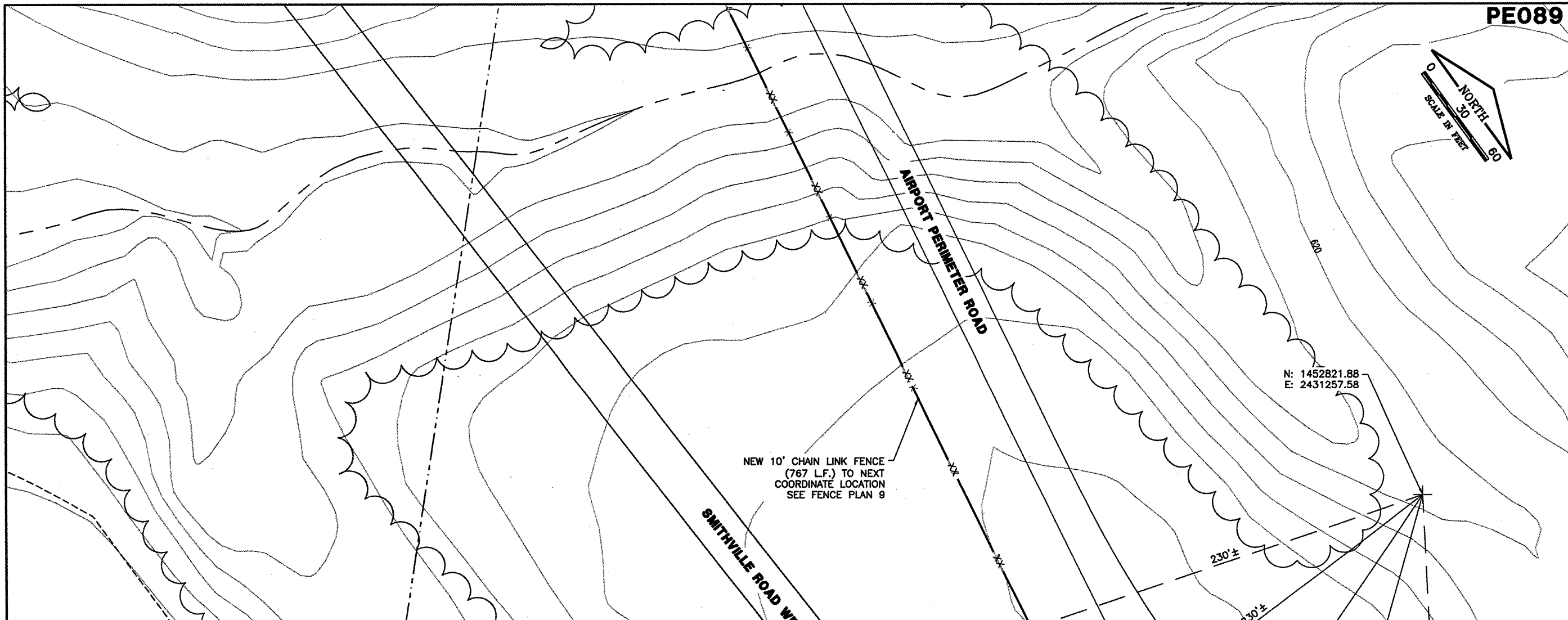
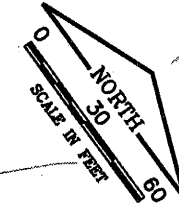
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 PLOT 1



CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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SOUTH FENCE PLAN
SHEET 2 OF 10

LEGEND

- EXISTING CHAIN LINK FENCE TO BE REMOVED
- EXISTING CHAIN LINK FENCE TO REMAIN
- NEW 10' CHAIN LINK FENCE

NOTES:

- WHERE NEW FENCE IS TO BE INSTALLED ALONG THE SAME LAYOUT OF EXISTING FENCE IT SHALL BE OFFSET 1' TOWARD THE LANDSIDE, UNLESS OTHERWISE NOTED.
- WHEN CONNECTING TO EXISTING FENCE, THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO UNAUTHORIZED ACCESS IS ALLOWED.
- CONTRACTOR SHALL COORDINATE TEMPORARY FENCING WHICH IS TO BE PLACED IN R.O.W. WITH JURISDICTION RESPONSIBLE FOR R.O.W. CONTRACTOR SHALL OBTAIN NECESSARY PERMITS.

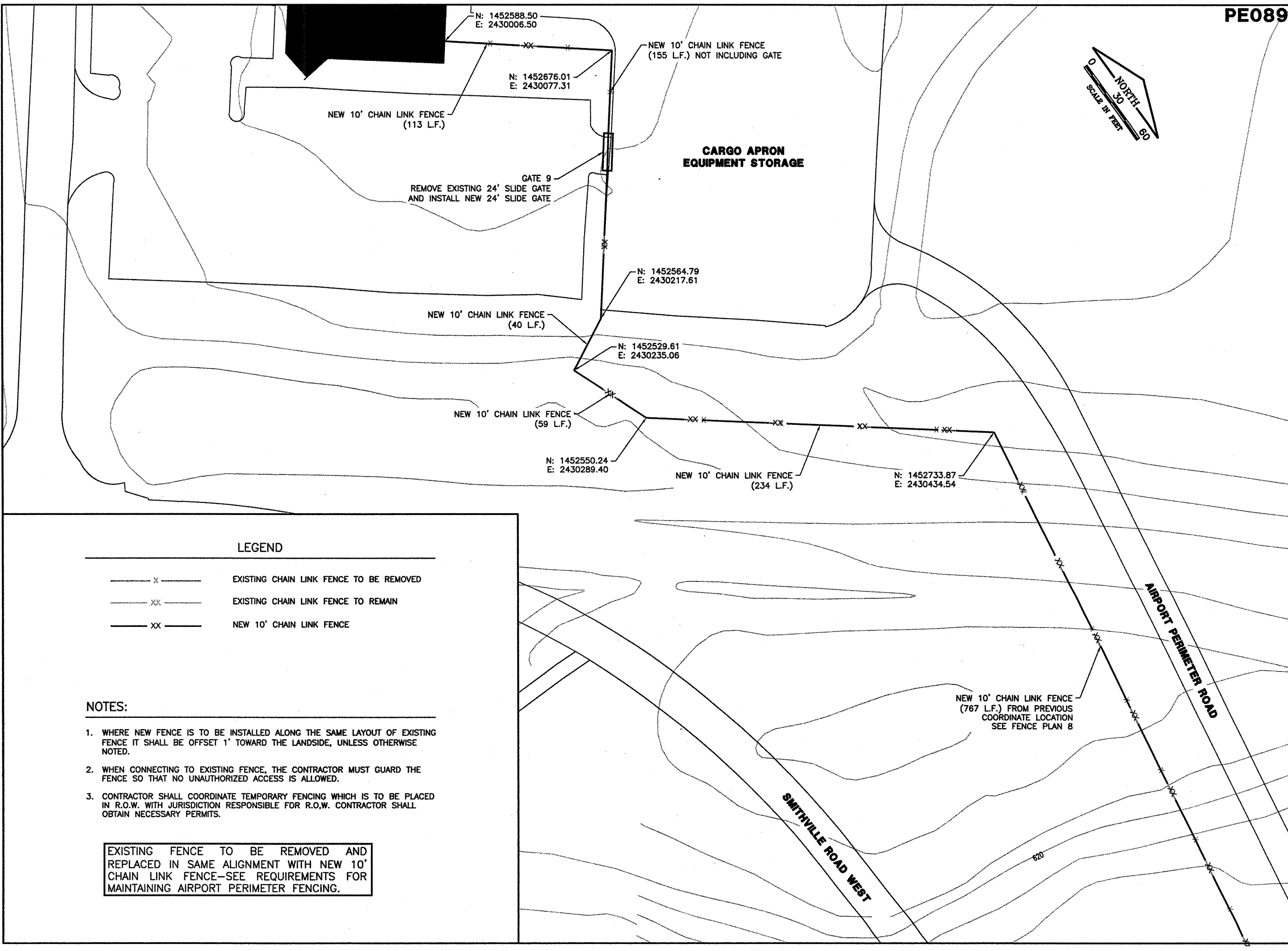
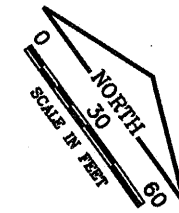
EXISTING FENCE TO BE REMOVED AND REPLACED IN SAME ALIGNMENT WITH NEW 10' CHAIN LINK FENCE—SEE REQUIREMENTS FOR MAINTAINING AIRPORT PERIMETER FENCING.

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 AT FULL SCALE (34X22).
 PLOT 1



LEGEND

- x — EXISTING CHAIN LINK FENCE TO BE REMOVED
- xx — EXISTING CHAIN LINK FENCE TO REMAIN
- xx — NEW 10' CHAIN LINK FENCE

NOTES:

1. WHERE NEW FENCE IS TO BE INSTALLED ALONG THE SAME LAYOUT OF EXISTING FENCE IT SHALL BE OFFSET 1' TOWARD THE LANDSIDE, UNLESS OTHERWISE NOTED.
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EXISTING FENCE TO BE REMOVED AND REPLACED IN SAME ALIGNMENT WITH NEW 10' CHAIN LINK FENCE—SEE REQUIREMENTS FOR MAINTAINING AIRPORT PERIMETER FENCING.

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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| JOB No: | 07061-04-00 |

**SOUTH FENCE PLAN
 SHEET 3 OF 10**

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

GENERAL WAYNE A. DOWNING
PEORIA INTERNATIONAL AIRPORT

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FILE: FENCE_PLAN10
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 APPROVED BY: CET
 DATE: 02-13-2009
 JOB No: 07061-04-00

SOUTH FENCE PLAN
SHEET 4 OF 10

SHEET 63 OF 151 SHEETS

N: 1453220.21
 E: 2429183.00

N: 1452612.70
 E: 2428706.05

NEW 10' CHAIN LINK FENCE
 (773 L.F.)

EXISTING FENCE
 TO BE REMOVED

REMOVE EXISTING 20' DOUBLE SWING
 GATE INSTALL NEW 20' x 10' DOUBLE
 SWING GATE

NEW 10' CHAIN LINK FENCE
 (200 L.F.) EXCLUDING SWING GATES

REMOVE EXISTING 4' SWING
 GATE

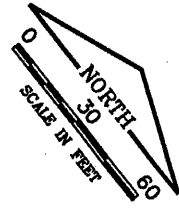
CONTRACTOR SHALL COORDINATE WORK IN
 THIS AREA WITH TENANT THROUGH RESIDENT
 ENGINEER. WORK SHALL BE EXPEDITED TO
 MINIMIZE IMPACT ON TENANT OPERATIONS.

N: 1453098.14
 E: 2429341.11

**CARGO
 BUILDING 2
 EXPANSION**

**CARGO
 BUILDING 2**

GATE 10
 REMOVE EXISTING 24' SLIDE GATE
 AND INSTALL NEW 24' SLIDE GATE



LEGEND

- x — EXISTING CHAIN LINK FENCE TO BE REMOVED
- xx — EXISTING CHAIN LINK FENCE TO REMAIN
- xx — NEW 10' CHAIN LINK FENCE

NOTES:

1. WHERE NEW FENCE IS TO BE INSTALLED ALONG THE SAME LAYOUT OF EXISTING FENCE IT SHALL BE OFFSET 1' TOWARD THE LANDSIDE, UNLESS OTHERWISE NOTED.
2. WHEN CONNECTING TO EXISTING FENCE, THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO UNAUTHORIZED ACCESS IS ALLOWED.

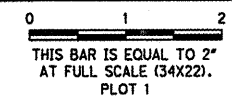
EXISTING FENCE TO BE REMOVED AND
 REPLACED IN SAME ALIGNMENT WITH NEW 10'
 CHAIN LINK FENCE—SEE REQUIREMENTS FOR
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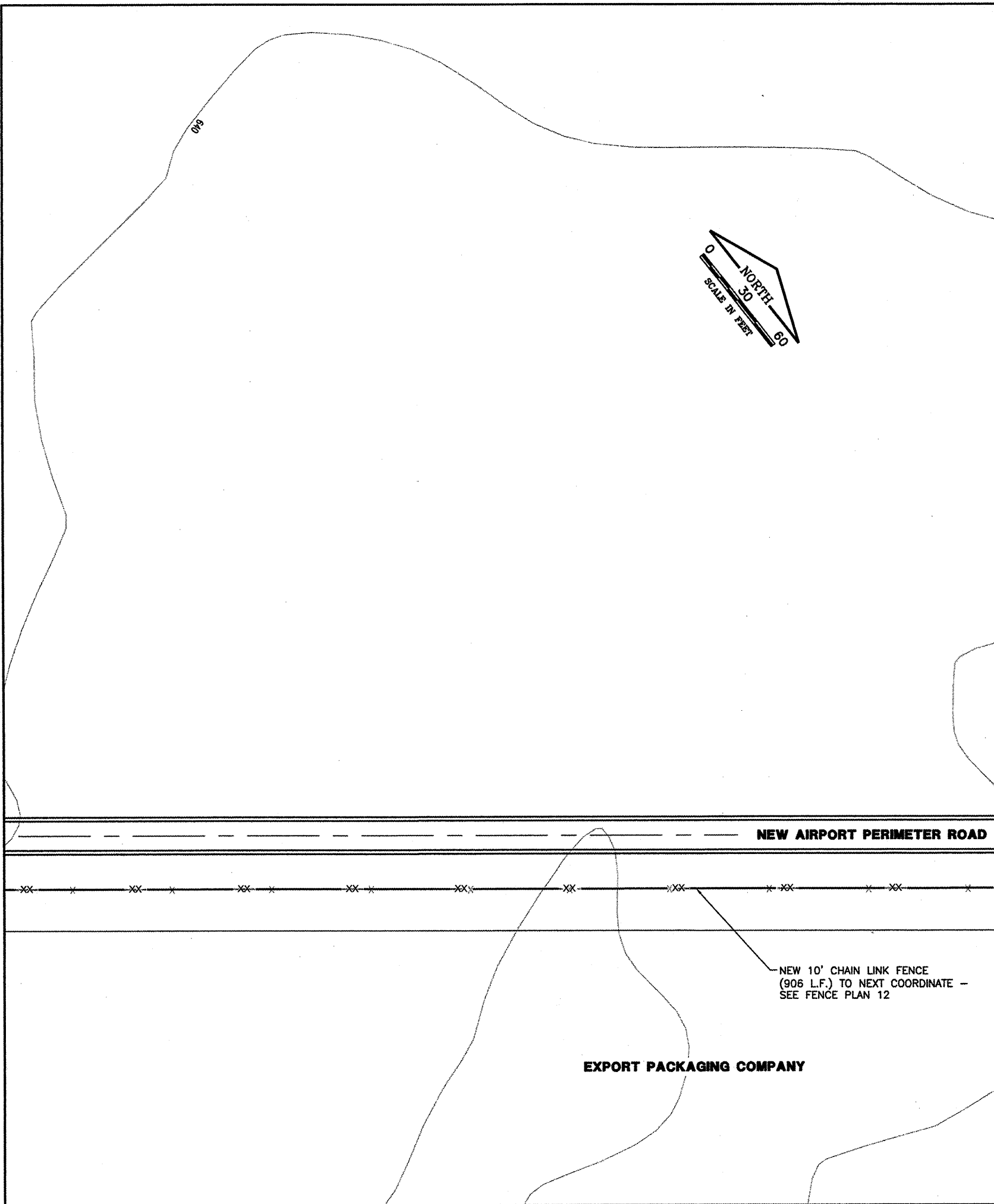
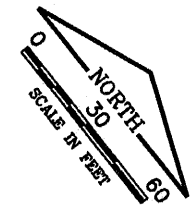
LEGEND

- X ----- EXISTING CHAIN LINK FENCE TO BE REMOVED
- XX ----- EXISTING CHAIN LINK FENCE TO REMAIN
- XX ----- NEW 10' CHAIN LINK FENCE

NOTES:

1. WHERE NEW FENCE IS TO BE INSTALLED ALONG THE SAME LAYOUT OF EXISTING FENCE IT SHALL BE OFFSET 1' TOWARD THE LANDSIDE, UNLESS OTHERWISE NOTED.
2. WHEN CONNECTING TO EXISTING FENCE, THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO UNAUTHORIZED ACCESS IS ALLOWED.

EXISTING FENCE TO BE REMOVED AND REPLACED IN SAME ALIGNMENT WITH NEW 10' CHAIN LINK FENCE



CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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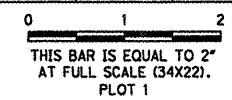
SOUTH FENCE PLAN
 SHEET 5 OF 10

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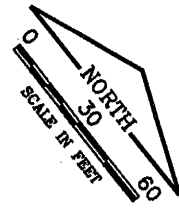
LEGEND

- X ----- EXISTING CHAIN LINK FENCE TO BE REMOVED
- XX ----- EXISTING CHAIN LINK FENCE TO REMAIN
- XX ----- NEW 10' FENCE

NOTES:

1. WHERE NEW FENCE IS TO BE INSTALLED ALONG THE SAME LAYOUT OF EXISTING FENCE IT SHALL BE OFFSET 1' TOWARD THE LANDSIDE, UNLESS OTHERWISE NOTED.
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EXISTING FENCE TO BE REMOVED
AND REPLACED IN SAME ALIGNMENT
WITH NEW 10' CHAIN LINK FENCE



EXISTING PERIMETER ROAD TO BE REMOVED

NEW AIRPORT PERIMETER ROAD

NEW 10' CHAIN LINK FENCE (1,215 L.F.) TO NEXT COORDINATE - SEE FENCE PLAN 13

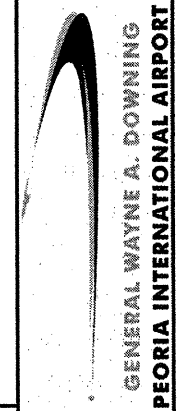
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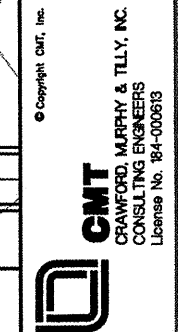
NEW 10' CHAIN LINK FENCE (906 L.F.) FROM PREVIOUS COORDINATE - SEE FENCE PLAN 11

N: 1451927.51
E: 2428006.97

NEW 10' CHAIN LINK FENCE (97 L.F.)



CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3



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SOUTH FENCE PLAN
SHEET 6 OF 10

SHEET 65 OF 151 SHEETS

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AT FULL SCALE (34X22).
PLOT 1

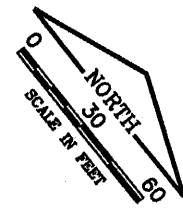
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- XX — EXISTING CHAIN LINK FENCE TO REMAIN
- XX — NEW 10' CHAIN LINK FENCE

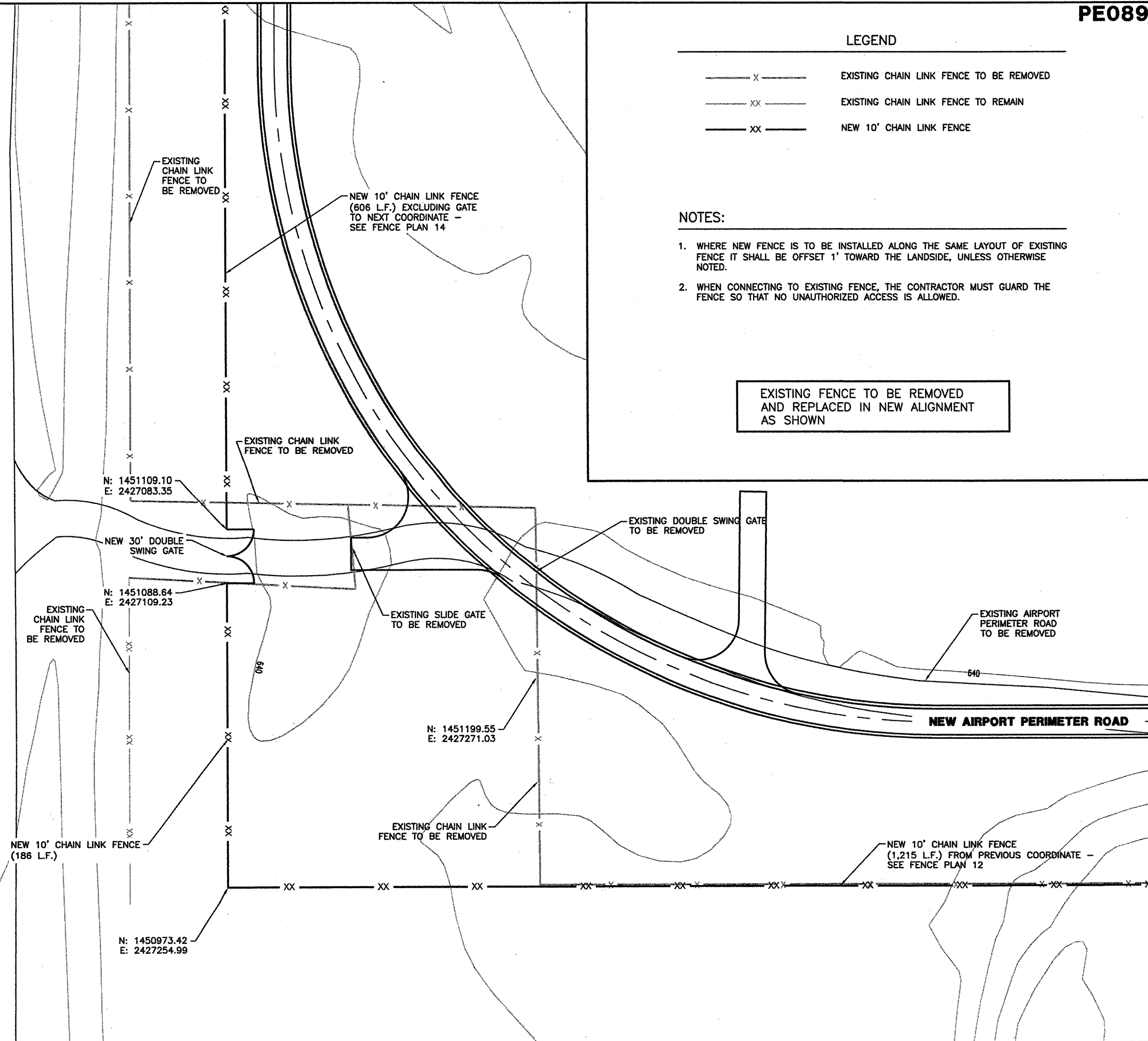
NOTES:

1. WHERE NEW FENCE IS TO BE INSTALLED ALONG THE SAME LAYOUT OF EXISTING FENCE IT SHALL BE OFFSET 1' TOWARD THE LANDSIDE, UNLESS OTHERWISE NOTED.
2. WHEN CONNECTING TO EXISTING FENCE, THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO UNAUTHORIZED ACCESS IS ALLOWED.

EXISTING FENCE TO BE REMOVED
AND REPLACED IN NEW ALIGNMENT
AS SHOWN



SMITHVILLE ROAD



CONSTRUCT NEW PERIMETER ROAD AND
PERIMETER FENCE - PROJECT 3

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PROJECT: PIA-3865
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SOUTH FENCE PLAN
SHEET 7 OF 10

SHEET 66 OF 151 SHEETS

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 AT FULL SCALE (34x22).
 PLOT 1

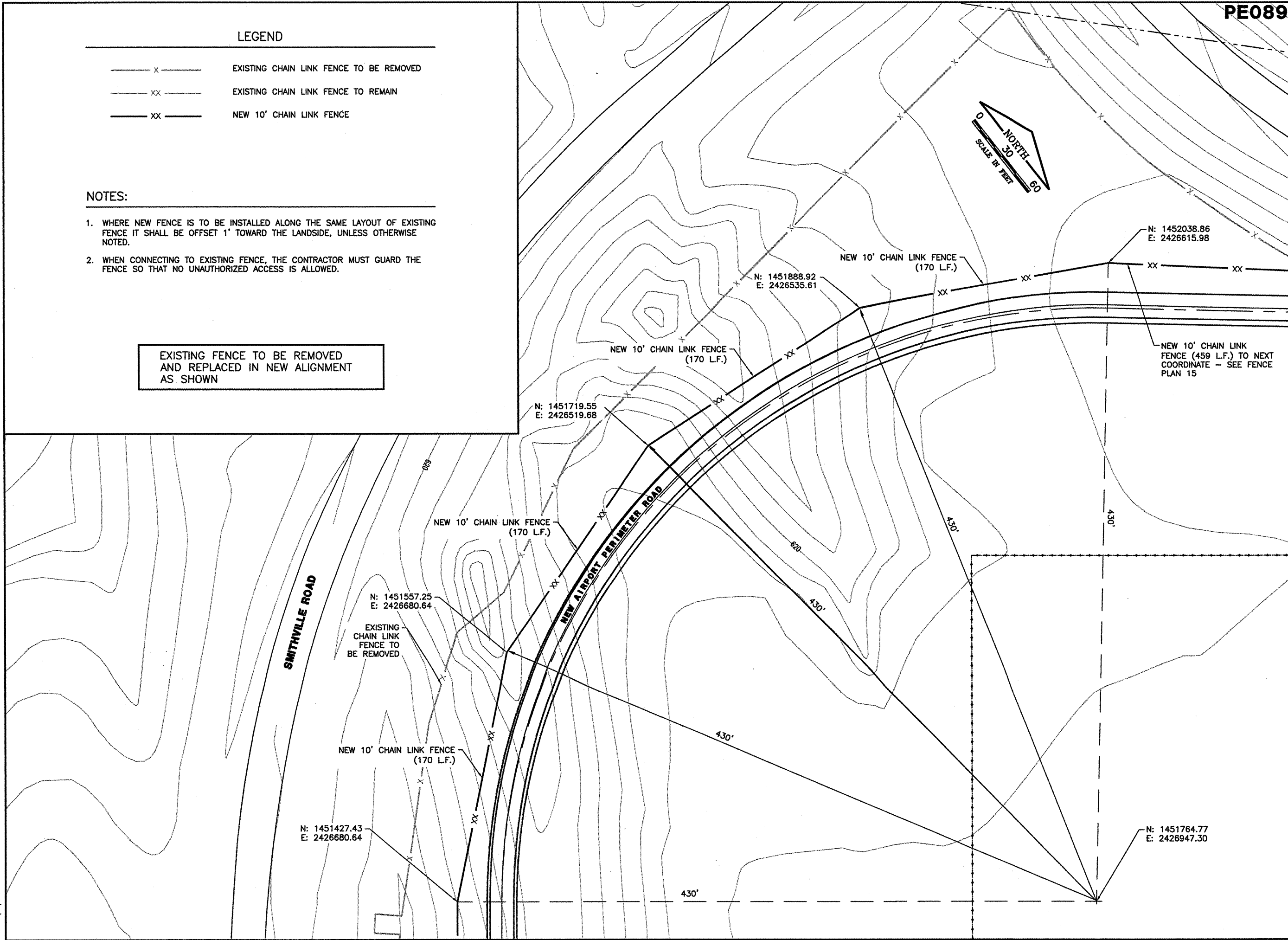
LEGEND

- EXISTING CHAIN LINK FENCE TO BE REMOVED
- EXISTING CHAIN LINK FENCE TO REMAIN
- NEW 10' CHAIN LINK FENCE

NOTES:

1. WHERE NEW FENCE IS TO BE INSTALLED ALONG THE SAME LAYOUT OF EXISTING FENCE IT SHALL BE OFFSET 1' TOWARD THE LANDSIDE, UNLESS OTHERWISE NOTED.
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EXISTING FENCE TO BE REMOVED
 AND REPLACED IN NEW ALIGNMENT
 AS SHOWN



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SOUTH FENCE PLAN
SHEET 8 OF 10

SHEET 67 OF 151 SHEETS

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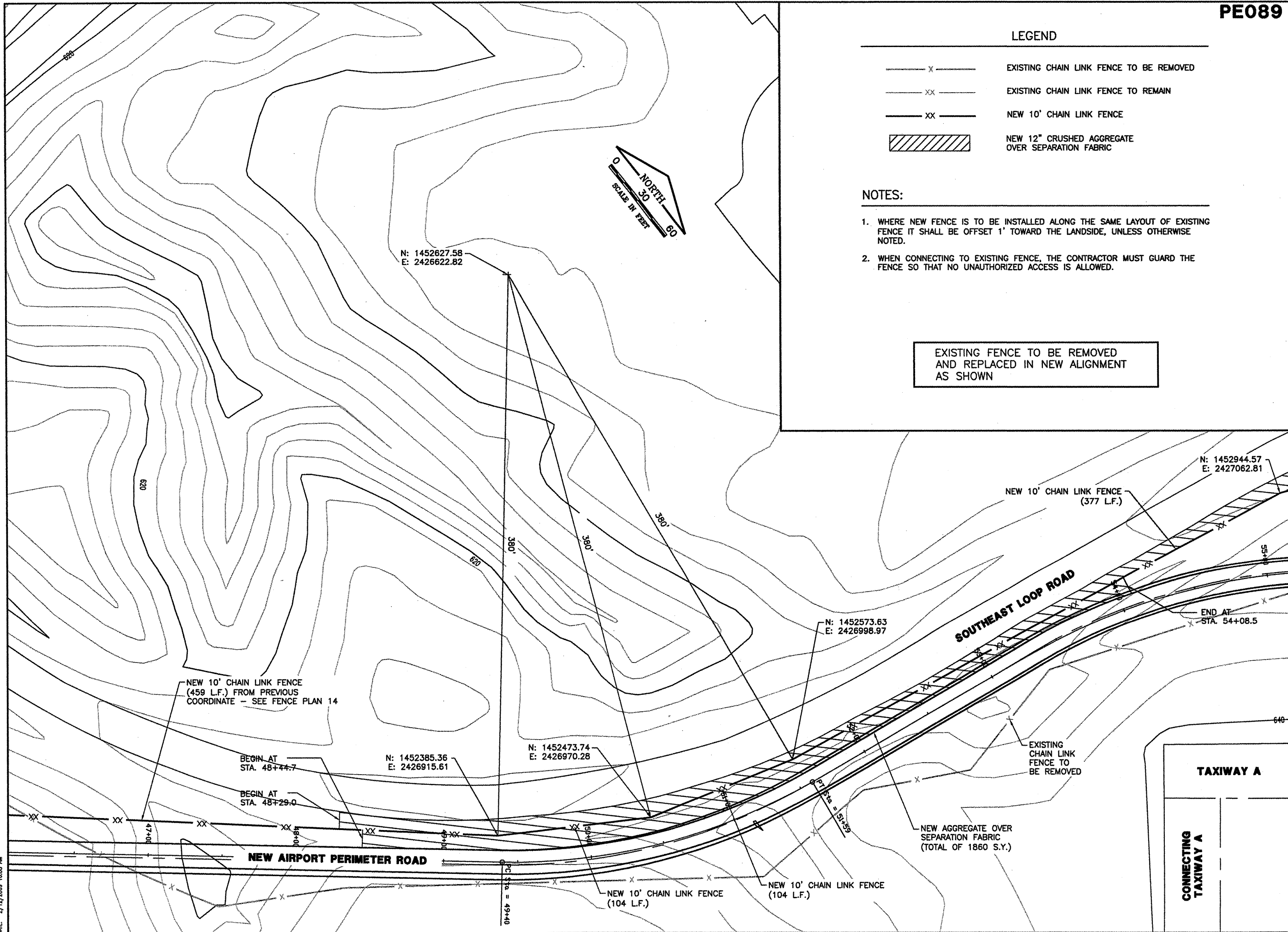
LEGEND

- X — EXISTING CHAIN LINK FENCE TO BE REMOVED
- XX — EXISTING CHAIN LINK FENCE TO REMAIN
- XX — NEW 10' CHAIN LINK FENCE
- [Hatched Box] NEW 12" CRUSHED AGGREGATE OVER SEPARATION FABRIC

NOTES:

- WHERE NEW FENCE IS TO BE INSTALLED ALONG THE SAME LAYOUT OF EXISTING FENCE IT SHALL BE OFFSET 1' TOWARD THE LANDSIDE, UNLESS OTHERWISE NOTED.
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EXISTING FENCE TO BE REMOVED AND REPLACED IN NEW ALIGNMENT AS SHOWN



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SOUTH FENCE PLAN
SHEET 9 OF 10

SHEET 68 OF 151 SHEETS

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 AT FULL SCALE (34X22).
 PLOT 1

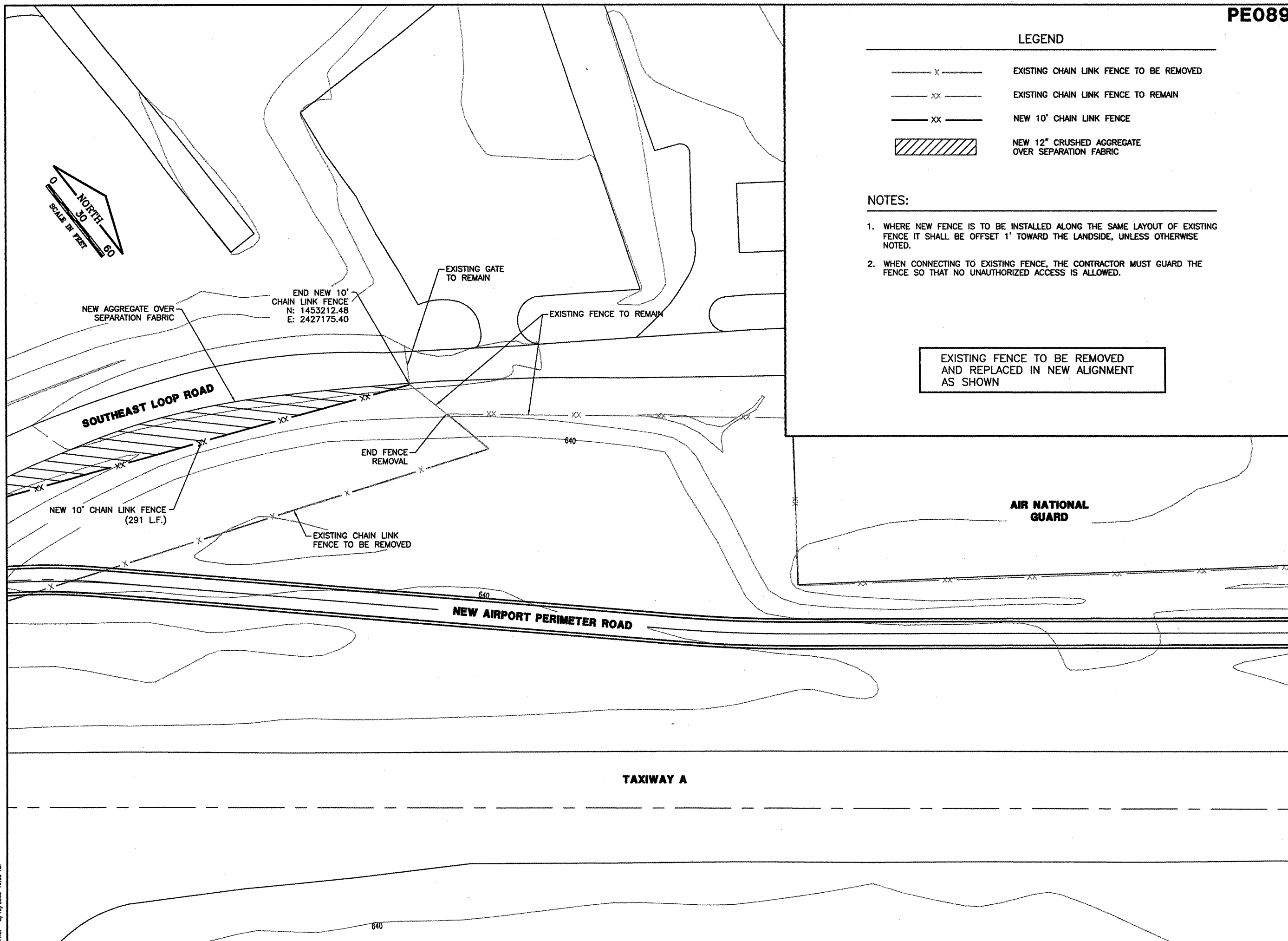
LEGEND

- X — EXISTING CHAIN LINK FENCE TO BE REMOVED
- XX — EXISTING CHAIN LINK FENCE TO REMAIN
- XX — NEW 10' CHAIN LINK FENCE
- [Hatched Box] NEW 12" CRUSHED AGGREGATE OVER SEPARATION FABRIC

NOTES:

1. WHERE NEW FENCE IS TO BE INSTALLED ALONG THE SAME LAYOUT OF EXISTING FENCE IT SHALL BE OFFSET 1' TOWARD THE LANDSIDE, UNLESS OTHERWISE NOTED.
2. WHEN CONNECTING TO EXISTING FENCE, THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO UNAUTHORIZED ACCESS IS ALLOWED.

EXISTING FENCE TO BE REMOVED
 AND REPLACED IN NEW ALIGNMENT
 AS SHOWN



GENERAL WAYNE A. DOWNING
 PEORIA INTERNATIONAL AIRPORT
 CONSTRUCT NEW PERIMETER ROAD AND
 PERIMETER FENCE - PROJECT 3

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IL PROJECT: PIA-3865
AIP PROJ: 3-17-0080-XX

FILE: FENCE_PLAN16
 DESIGN BY: TJH/SMS
 DRAWN BY: CMT
 CHECKED BY: CET
 APPROVED BY: CET
 DATE: 02-13-2009
 JOB No: 07061-04-00

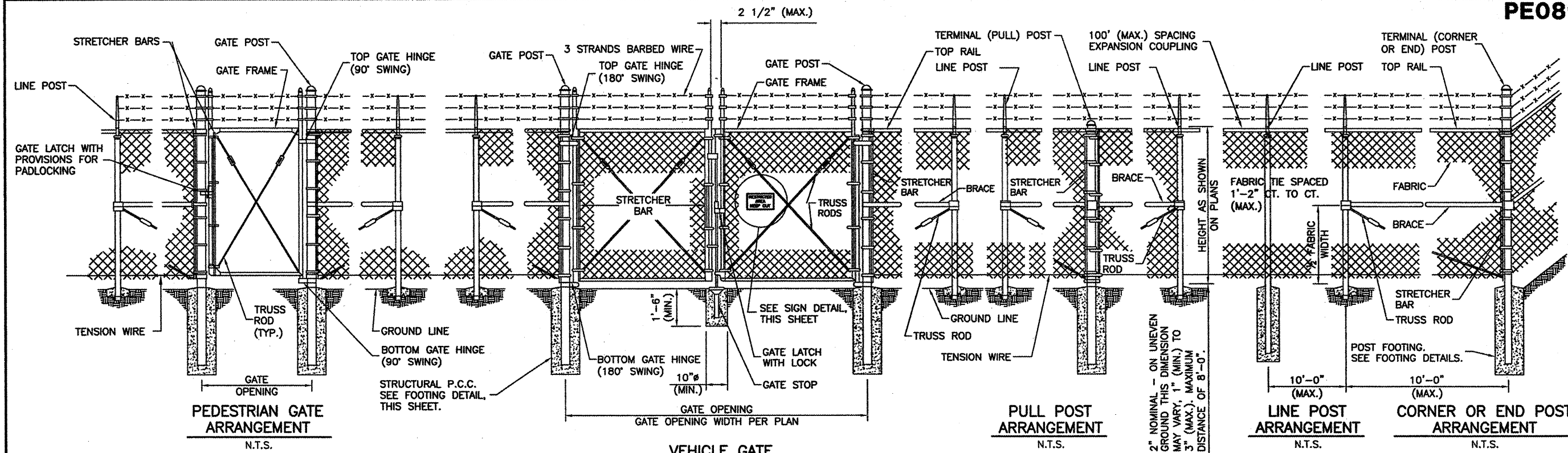
SOUTH FENCE PLAN
SHEET 10 OF 10

SHEET 69 OF 151 SHEETS

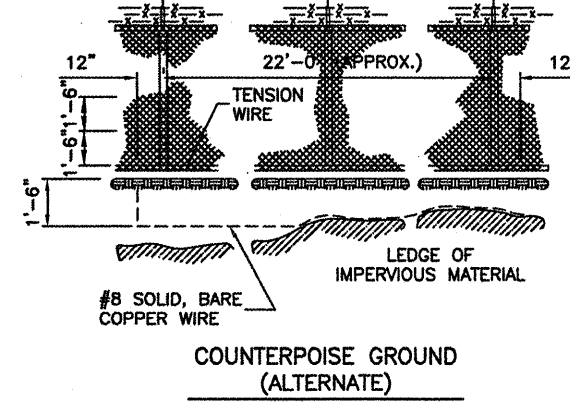
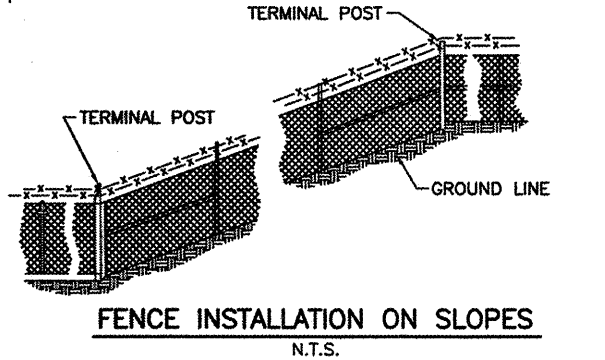
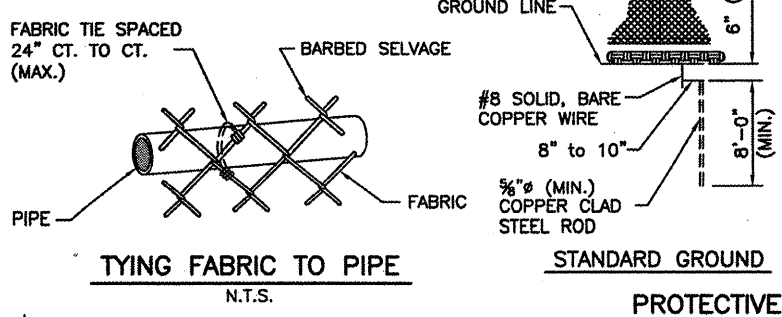
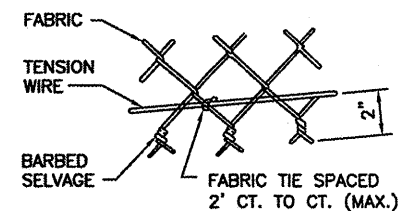
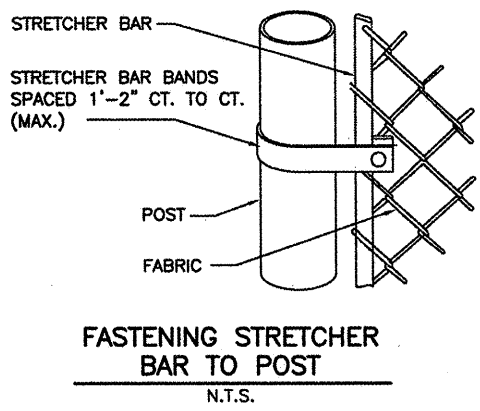
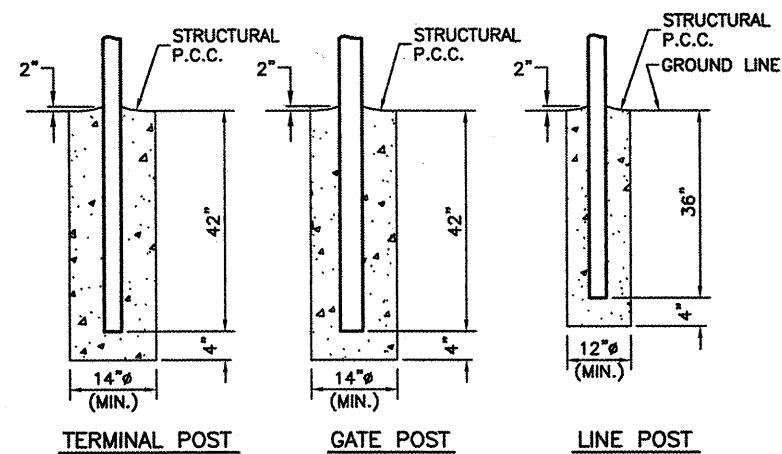
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| NUMBER | BY | DATE |
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0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1

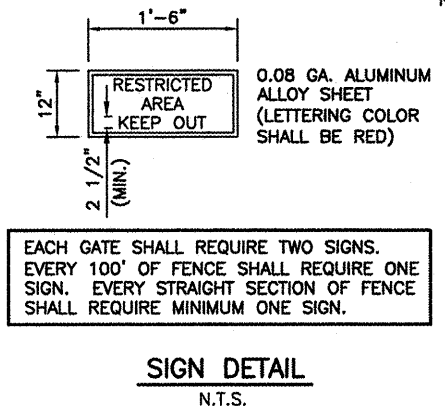
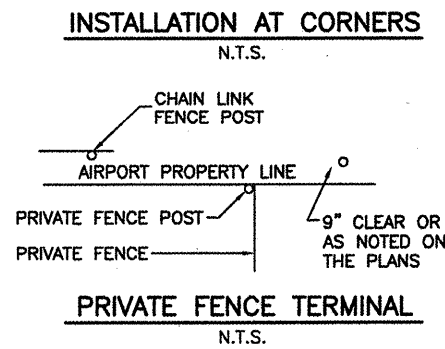


PULL POSTS SHALL BE PLACED AT LOCATIONS DETERMINED BY THE ENGINEER. THEY SHALL BE PLACED AT 660 FT. INTERVALS BETWEEN POSTS TO WHICH THE ENDS OF THE FABRIC ARE CLAMPED OR MIDWAY BETWEEN SUCH POSTS WHEN THE DISTANCE IS LESS THAN 1320 FT. AND GREATER THAN 660 FT.



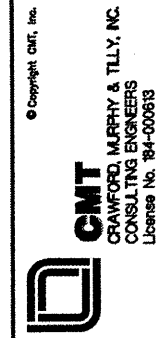
PROTECTIVE ELECTRICAL GROUND DETAILS
N.T.S.

WHERE FENCE LINE HAS A CHANGE IN DIRECTION OF 15° OR MORE, A TERMINAL POST SHALL BE PLACED AS SHOWN ABOVE. WHERE ANGLE IS LESS THAN 15° AND EXISTING CONDITIONS REQUIRE A TERMINAL POST, THEY SHALL BE PLACED AS DIRECTED BY THE ENGINEER.



- NOTES**
1. CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 1000 FT. EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
 2. FENCE UNDER POWER LINES SHALL BE GROUNDED BY 3 GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 TO 50 FT. AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSINGS.
 3. THE COUNTERPOISE SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD BECAUSE OF IMPERVIOUS EARTH STRUCTURES.
 4. THE GROUND WIRE SHALL BE CONNECTED TO THE FABRIC AND THE GROUND ROD BY A MECHANICAL CLAMP OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS. WHEN A TENSION WIRE IS REQUIRED, THE BOTTOM CONNECTION OF THE GROUND WIRE SHALL BE MADE TO THE TENSION WIRE.
 5. ALL PROPOSED CLASS E FENCE SHALL MEET THE REQUIREMENTS OF IDOT STANDARD 664001-01 AS REVISED.

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CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

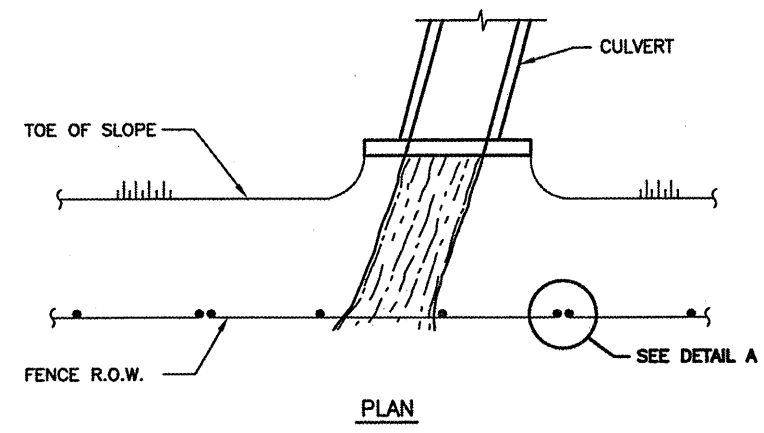


PROJECT: PIA-3865
AIP PROJ. 3-17-0080-XX

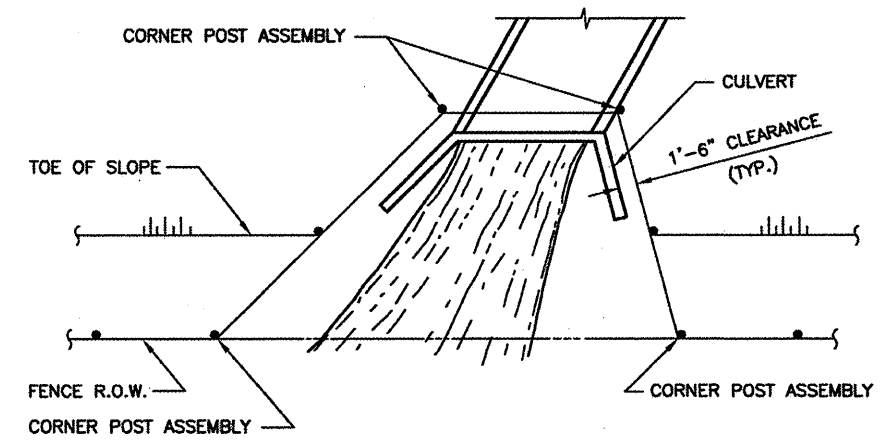
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| DRAWN BY: | CMT |
| CHECKED BY: | CET |
| APPROVED BY: | CET |
| DATE: | 02-13-2009 |
| JOB No: | 07061-04-00 |

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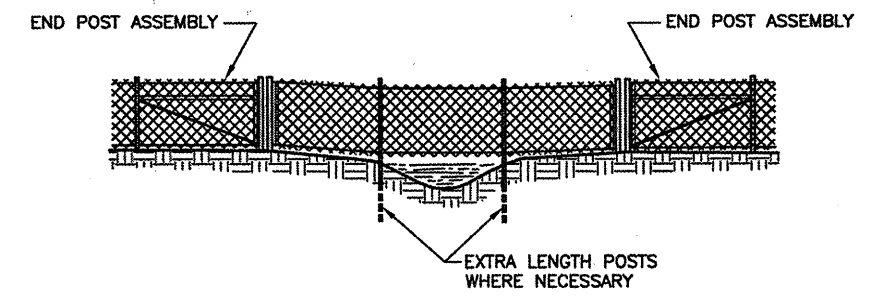
0 1 2
THIS BAR IS EQUAL TO 2"
AT FULL SCALE (34X22).
PLOT 1



PLAN

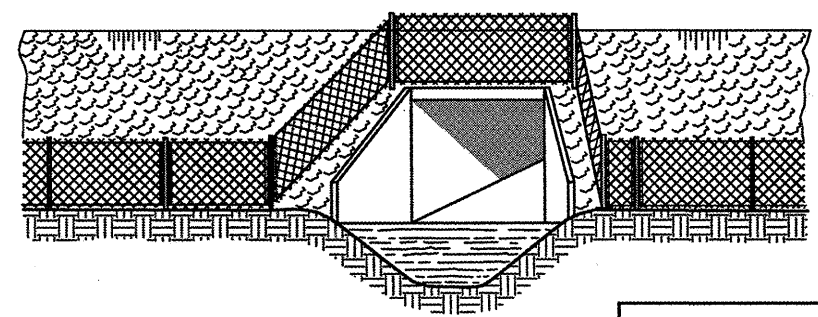


PLAN



THE CHAIN LINK FABRIC SHALL BE REPLACED BY BARBED WIRE STRANDS AT 12" MAXIMUM CENTERS BETWEEN THE DOUBLE POSTS SHOWN ON DETAIL A WHEN SHOWN ON THE PLANS.

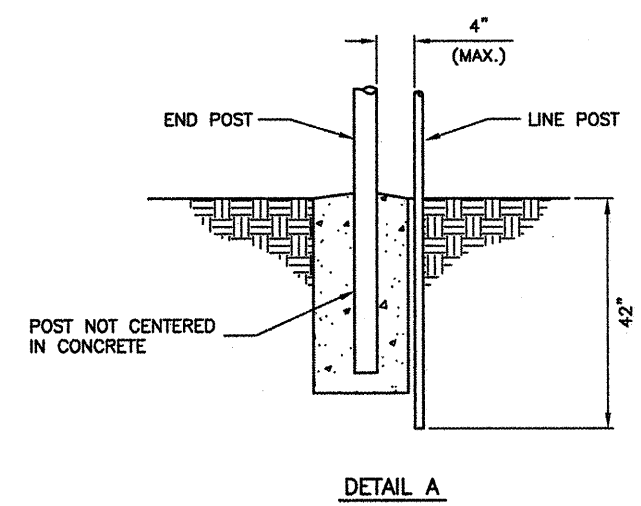
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ELEVATION

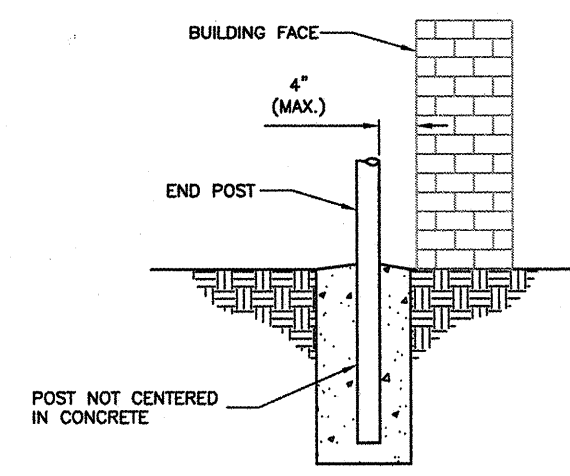
WHEN THE WIDTH OF THE CULVERT MAKES IT NECESSARY TO ANCHOR A POST TO THE TOP OF THE CULVERT, A CAST IRON SHOE OR OTHER DEVICE APPROVED BY THE ENGINEER SHALL BE USED.

FENCE INSTALLATION AROUND HEADWALL DETAILS
N.T.S.



DETAIL A

FENCE INSTALLATION OVER STREAM DETAILS
N.T.S.



N.T.S.

FENCE INSTALLATION AT BUILDING FACE
N.T.S.

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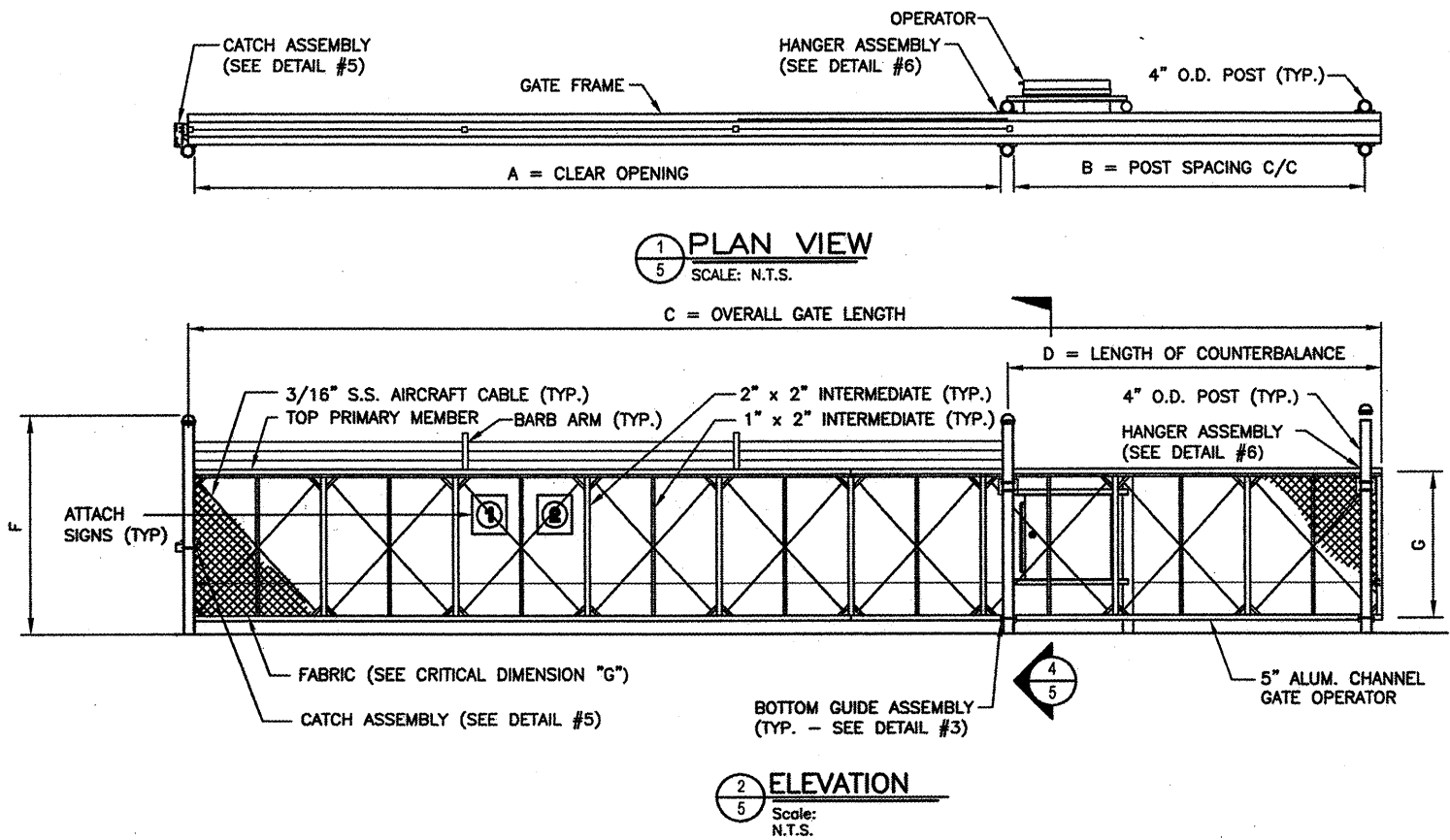
IL PROJECT: PIA-3866
AIP PROJ: 3-17-0080-XX

FILE: FENCE_DETAILS_02
DESIGN BY: TJH/SMS
DRAWN BY: CMT
CHECKED BY: CET
APPROVED BY: CET
DATE: 02-13-2009
JOB No: 07061-04-00

FENCE DETAILS
SHEET 2 OF 2
SHEET 71 OF 151 SHEETS

| REVISIONS | | |
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| NUMBER | BY | DATE |
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0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1



| CANTILEVER SLIDE GATE CRITICAL DIMENSION CHART | | | |
|--|---------------------------------|-----------|----------|
| | FORMULA | 16' GATE | 24' GATE |
| A | CLEAR OPENING | A | 16'-0" |
| B | COUNTERBALANCE POST SPACING C/C | (A/2)-11" | 7'-1" |
| C | OVERALL GATE LENGTH | A x 1.5 | 24'-0" |
| D | COUNTERBALANCE LENGTH | A x 0.5 | 8'-0" |
| E | NOMINAL GATE HEIGHT | E | 12'-6" |
| F | POST HEIGHT | E + 1'-6" | 12'-6" |
| G | FABRIC HEIGHT | E - 1'-0" | 10'-0" |

- Notes:
- In the 1st row under the Title, you can replace the Gate width with a Gate # if you wish.
 - Dimensions E F & G are for an 8-foot tall Gate. Adjust as needed for your specific fence height.
 - Dimension F is for a Gate that has barbed wire. If your Gate will not have barbed wire, subtract one foot from the dimension.

| SIGNS | | | | | |
|--|-------------------------|------------|-----------|--------|---|
| CONTRACTOR SHALL FURNISH AND INSTALL SIGNS AS INDICATED IN TABLE BELOW | | | | | |
| SIGN | DIMENSIONS | BACKGROUND | LETTERING | | TEXT |
| | | COLOR | COLOR | HEIGHT | |
| 1 | 24' x 18" | WHITE | RED | 1.5" | FAA REGULATIONS REQUIRE THAT AFTER ENTERING OR EXITING THROUGH THIS SECURITY GATE YOU ARE REQUIRED TO WAIT UNTIL THE GATE CLOSES BEFORE PROCEEDING. FINES OR PENALTIES WILL BE IMPOSED. |
| 2 | SEE WARNING SIGN DETAIL | | | | |

NOTES
1) SIGNS SHALL BE INSTALLED ON BOTH SIDES OF GATE.

NOTES

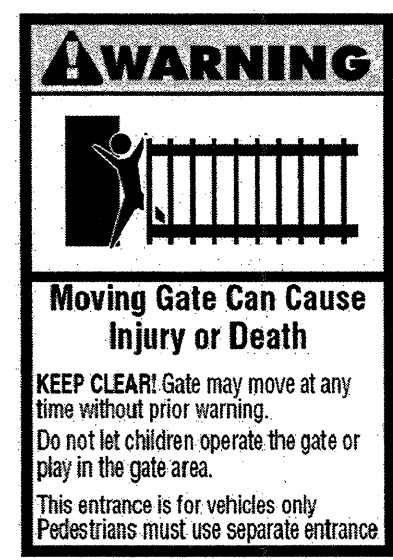
- CANTILEVERED GATE SHALL BE SUFFICIENTLY RIGID TO WITHSTAND FLEXING OR BENDING DURING WINDY CONDITIONS. CONTRACTOR SHALL PROVIDE STIFFENERS, STRUCTURAL SHAPES IN EXCESS OF THE MINIMUM SPECIFIED DIMENSIONS OR ADDITIONAL ROLLERS AND POSTS SUFFICIENT TO PREVENT DISPLACEMENT OF THE GATE BY WIND OR BY UNAUTHORIZED PERSONNEL.
- CONTRACTOR SHALL PROVIDE AND INSTALL GATE AS COMPLETE WORKING UNIT. THE GATE WORK SHALL INCLUDE, BUT NOT BE LIMITED TO: GATE, OPERATOR, DIGITAL CODE CONTROL AND POWER CABLES, CONDUIT, TRENCHING, CIRCUIT BREAKERS, AND ALL CONNECTIONS, LABOR AND MATERIALS NECESSARY TO COMPLETE OPERATION. CONTRACTOR MAY RE-USE EXISTING EQUIPMENT AS SHOWN.
- PRIOR TO INITIATING WORK ON ANY GATE THE CONTRACTOR SHALL MEASURE THE RESISTANCE IN THE POWER AND CONTROL CABLES IN THE PRESENCE OF THE RESIDENT ENGINEER.
- PIPE BOLLARDS SHALL BE INSTALLED AT LOCATIONS SHOWN IN PLAN VIEW.
- THE FABRIC TYPE AND FINISH OF THE GATE, MATCH WITH PROPOSED FENCE OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EXISTING EQUIPMENT DURING INSTALLATION OF NEW GATE AND SHALL PROVIDE OPERATIONAL NEW GATE READY FOR FINAL ACCEPTANCE.

LOCATIONS, DETAILS AND CHARACTER OF EQUIPMENT SHOWN ON THIS SHEET IS GENERIC. EQUIPMENT LOCATIONS SHALL BE AS RECOMMENDED BY THE EQUIPMENT MANUFACTURER.

UL 235 COMPLIANCE NOTES

GATE INSTALLATION SHALL COMPLY WITH ALL REQUIREMENTS OF UL 235, INCLUDING, BUT NOT LIMITED TO:

- ALL OPENINGS OF THE SLIDE GATE ARE GUARDED OR SCREENED FROM THE BOTTOM OF THE GATE TO A MINIMUM OF 4 FEET ABOVE GROUND TO PREVENT A 2-1/4" DIAMETER SPHERE FROM PASSING THROUGH THE OPENINGS ANYWHERE IN THE GATE, AND IN THAT PORTION OF THE ADJACENT FENCE THAT THE GATE COVERS IN THE OPEN POSITION.
- ALL EXPOSED PINCH POINTS ARE ELIMINATED OR GUARDED AND GUARDING IS SUPPLIED FOR ALL EXPOSED ROLLERS.
- A WARNING SIGN (SEE DETAIL, THIS SHEET) MUST BE AFFIXED TO BOTH SIDES OF THE SLIDE GATE.
- FOR ADDITIONAL UL 235 REQUIREMENTS FOR THIS GATE INSTALLATION, SEE GATE OPERATOR DETAILS SHEET.



WARNING SIGN DETAIL

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L. PROJECT: PIA-3865
AIP PROJ 3-17-0080-XX

FILE: CANTILEVER GATE DETAILS 1

DESIGN BY: T.JH/SMS

DRAWN BY: CMT

CHECKED BY: CET

APPROVED BY: CET

DATE: 02-13-2009

JOB No: 07061-04-00

CANTILEVER GATE DETAILS SHEET 1 OF 2

SHEET 72 OF 151 SHEETS

| REVISIONS | | |
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| NUMBER | BY | DATE |
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0 1 2
THIS BAR IS EQUAL TO 2"
AT FULL SCALE (34X22).
PLOT 1

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PEORIA INTERNATIONAL AIRPORT

CONSTRUCT NEW PERIMETER ROAD AND
PERIMETER FENCE - PROJECT 3

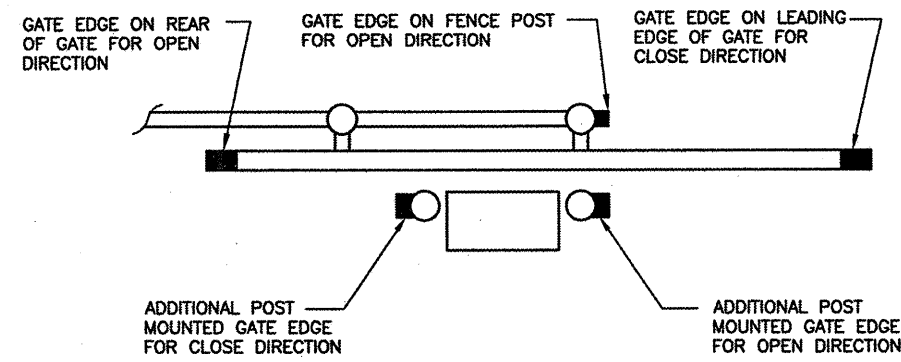
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| JOB No: | 07061-04-00 |

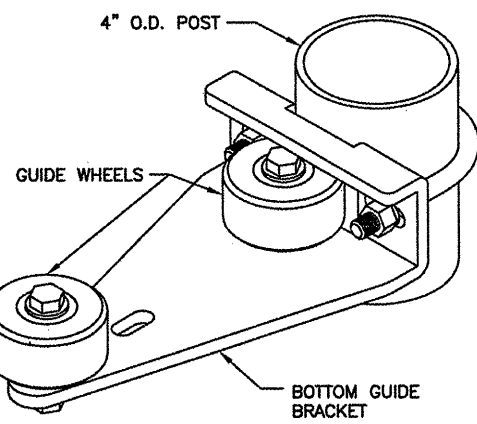
CANTILEVER GATE DETAILS
SHEET 2 OF 2

SHEET 73 OF 151 SHEETS

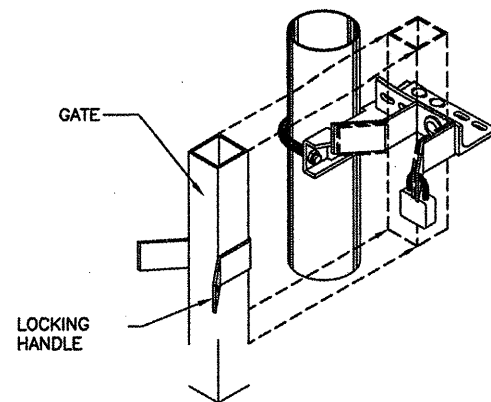


**SECONDARY GATE OPERATOR ENTRAPMENT
PROTECTION CONTACT SENSORS**

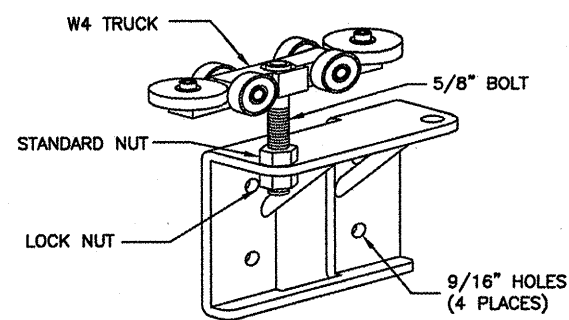
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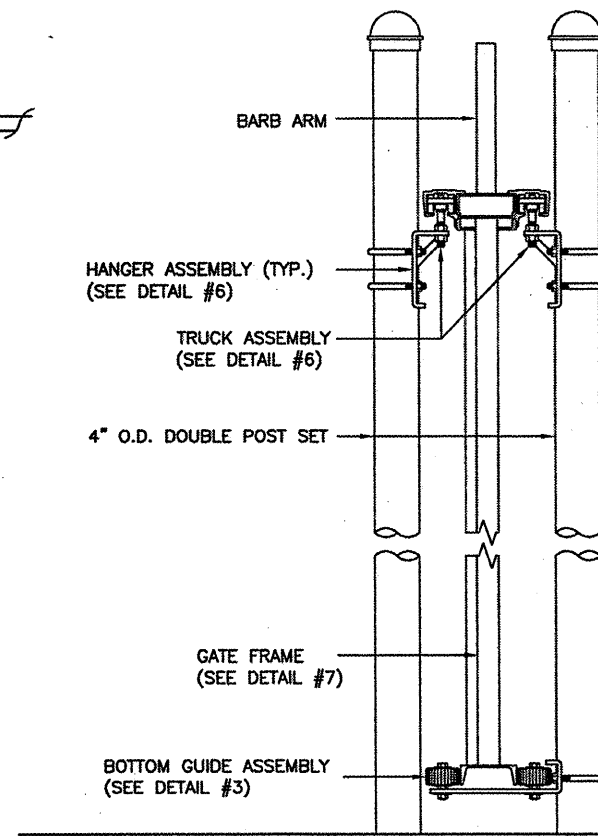
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5 **BOTTOM GUIDE**
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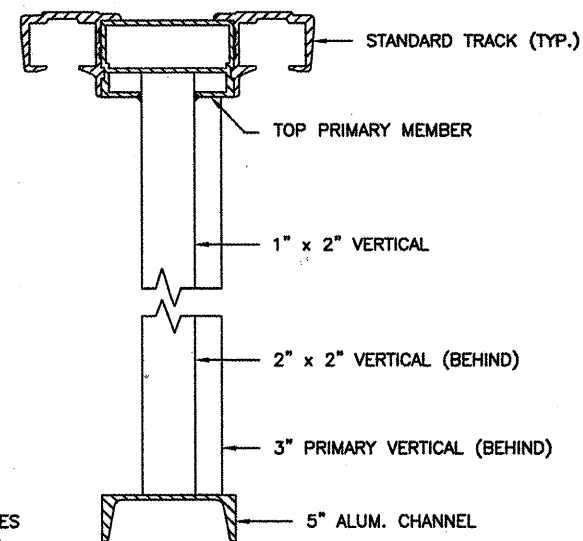
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5 **CATCH ASSEMBLY**
N.T.S.



6
5 **GATE HANGER ASSEMBLY**
N.T.S.



4
5 **ASSEMBLY SECTION**
N.T.S.



7
5 **GATE FRAME SECTION**
N.T.S.

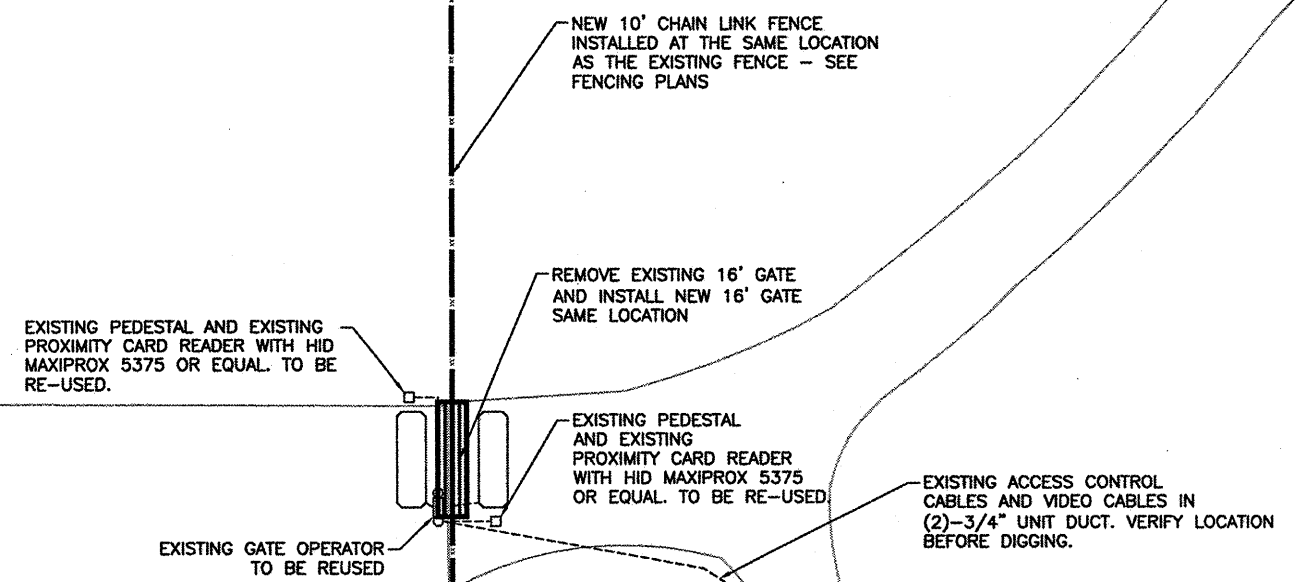
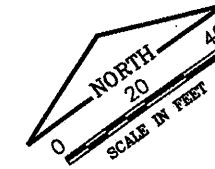
CANTILEVER SLIDE GATE DETAILS

XX

PE089
TOTAL SHEETS: XX

| REVISIONS | | |
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| NUMBER | BY | DATE |
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0 1 2
THIS BAR IS EQUAL TO 2"
AT FULL SCALE (34X22).
PLOT 1



NOTES:

1. REPLACEMENT OF THE EXISTING GATE WILL RESULT IN THE REUSE OF EXISTING CABLES, OPERATORS, SENSOR LOOPS, TRANSFORMERS AND OTHER AMENITIES THAT ALLOW THE EXISTING GATE TO FUNCTION.
2. THE NEW GATE WILL BE SET IN THE SAME LOCATION AS THE EXISTING GATE TO ALLOW THE REUSE OF THE EXISTING GATE OPERATOR WITHOUT HAVING TO RELOCATE THE OPERATOR. CONTRACTOR IS TO INSURE THE EXISTING OPERATOR LOCATION IS ADEQUATE FOR THE NEW GATE DURING GATE LAYOUT AND INSTALLATION.
3. CONTRACTOR TO LOCATE ALL UTILITIES BEFORE DIGGING.
4. EQUIPMENT AND CABLES DAMAGED DURING CONSTRUCTION WILL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND OWNER AT NO ADDITIONAL COST TO THE CONTRACT.

T-HANGAR

T-HANGAR

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PEORIA INTERNATIONAL AIRPORT

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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| | |
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| DESIGN BY: | TJH/SMS |
| DRAWN BY: | CMT |
| CHECKED BY: | CET |
| APPROVED BY: | CET |
| DATE: | 02-13-2009 |
| JOB No: | 07061-04-00 |

GATE 2
LAYOUT PLAN
SHEET 74 OF 151 SHEETS

XX

PE089

TOTAL SHEETS: XX

REVISIONS

| NUMBER | BY | DATE |
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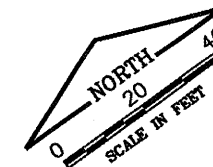
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 THIS BAR IS EQUAL TO 2'
 AT FULL SCALE (3/4X22).
 PLOT 1

POST OFFICE BUILDING

NOTES:

1. REPLACEMENT OF THE EXISTING GATE WILL RESULT IN THE REUSE OF EXISTING CABLES, OPERATORS, SENSOR LOOPS, TRANSFORMERS AND OTHER AMENITIES THAT ALLOW THE EXISTING GATE TO FUNCTION.
2. THE NEW GATE WILL BE SET IN THE SAME LOCATION AS THE EXISTING GATE TO ALLOW THE REUSE OF THE EXISTING GATE OPERATOR WITHOUT HAVING TO RELOCATE THE OPERATOR. CONTRACTOR IS TO INSURE THE EXISTING OPERATOR LOCATION IS ADEQUATE FOR THE NEW GATE DURING GATE LAYOUT AND INSTALLATION.
3. CONTRACTOR TO LOCATE ALL UTILITIES BEFORE DIGGING.
4. CABLES DAMAGED DURING CONSTRUCTION WILL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND OWNER AT NO ADDITIONAL COST TO THE CONTRACT.

EXISTING SIGNAL AND FIBER OPTIC CABLES FROM CARD READERS TO ACCESS CONTROL PANEL. VERIFY LOCATION BEFORE DIGGING.



NEW 10' CHAIN LINK FENCE INSTALLED AT THE SAME LOCATION AS THE EXISTING FENCE - SEE FENCING PLANS

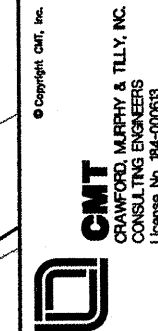
REMOVE EXISTING 24' GATE AND INSTALL NEW 24' GATE SAME LOCATION

EXISTING PEDESTAL AND EXISTING PROXIMITY CARD READER WITH HID MAXIPROX 5375 OR EQUAL TO BE RE-USED.

EXISTING PEDESTAL AND EXISTING PROXIMITY CARD READER WITH HID MAXIPROX 5375 OR EQUAL TO BE RE-USED.

EXISTING GATE OPERATOR TO BE REUSED

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IL PROJECT: PIA-3865
 AIP PROJ: 3-17-0080-XX

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| DESIGN BY: | TJH/SMS |
| DRAWN BY: | CMT |
| CHECKED BY: | CET |
| APPROVED BY: | CET |
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| JOB No: | 07061-04-00 |

GATE 3
 LAYOUT PLAN

SHEET 75 OF 151 SHEETS

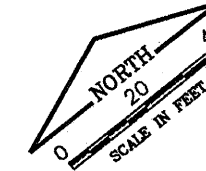
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PE089
TOTAL SHEETS: XX

REVISIONS

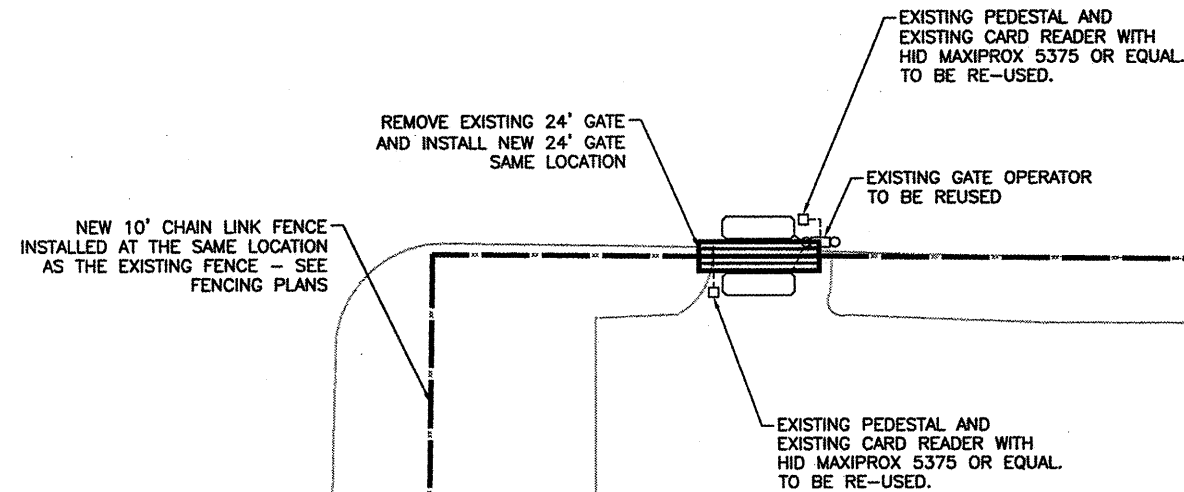
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0 1 2
 THIS BAR IS EQUAL TO 2'
 AT FULL SCALE (34X22).
 PLOT 1

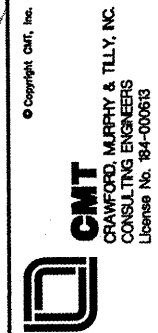


NOTES:

1. REPLACEMENT OF THE EXISTING GATE WILL RESULT IN THE REUSE OF EXISTING CABLES, OPERATORS, SENSOR LOOPS, TRANSFORMERS AND OTHER AMENITIES THAT ALLOW THE EXISTING GATE TO FUNCTION.
2. THE NEW GATE WILL BE SET IN THE SAME LOCATION AS THE EXISTING GATE TO ALLOW THE REUSE OF THE EXISTING GATE OPERATOR WITHOUT HAVING TO RELOCATE THE OPERATOR. CONTRACTOR IS TO INSURE THE EXISTING OPERATOR LOCATION IS ADEQUATE FOR THE NEW GATE DURING GATE LAYOUT AND INSTALLATION.
3. CONTRACTOR TO LOCATE ALL UTILITIES BEFORE DIGGING.
4. CABLES DAMAGED DURING CONSTRUCTION WILL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND OWNER AT NO ADDITIONAL COST TO THE CONTRACT.



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IL PROJECT: PIA-3865
 AIP PROJ: 3-17-0080-XX

FILE: GATE9PLAN
 DESIGN BY: TJH/SMS
 DRAWN BY: CMT
 CHECKED BY: CET
 APPROVED BY: CET
 DATE: 02-13-2009
 JOB No: 07061-04-00

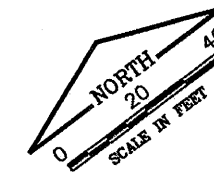
GATE 9
 LAYOUT PLAN

SHEET 76 OF 151 SHEETS

PE089

| REVISIONS | | |
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0 1 2
THIS BAR IS EQUAL TO 2'
AT FULL SCALE (3/4"x22").
PLOT 1



NOTES:

1. REPLACEMENT OF THE EXISTING GATE WILL RESULT IN THE REUSE OF EXISTING CABLES, OPERATORS, SENSOR LOOPS, TRANSFORMERS AND OTHER AMENITIES THAT ALLOW THE EXISTING GATE TO FUNCTION.
2. THE NEW GATE WILL BE SET IN THE SAME LOCATION AS THE EXISTING GATE TO ALLOW THE REUSE OF THE EXISTING GATE OPERATOR WITHOUT HAVING TO RELOCATE THE OPERATOR. CONTRACTOR IS TO INSURE THE EXISTING OPERATOR LOCATION IS ADEQUATE FOR THE NEW GATE DURING GATE LAYOUT AND INSTALLATION.
3. CONTRACTOR TO LOCATE ALL UTILITIES BEFORE DIGGING.
4. CABLES DAMAGED DURING CONSTRUCTION WILL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND OWNER AT NO ADDITIONAL COST TO THE CONTRACT.

CARGO APRON

REMOVE EXISTING 24' GATE AND INSTALL NEW 24' GATE AT SAME LOCATION

EXISTING PEDESTAL AND EXISTING PROXIMITY CARD READER WITH HID MAXIPROX 5375 OR EQUAL TO BE RE-USED.

NEW 10' CHAIN LINK FENCE INSTALLED AT THE SAME LOCATION AS THE EXISTING FENCE - SEE FENCING PLANS

EXISTING GATE OPERATOR TO BE REUSED

CARGO BUILDING 2

EXISTING PEDESTAL AND EXISTING PROXIMITY CARD READER WITH HID MAXIPROX 5375 OR EQUAL TO BE RE-USED.

CARGO BUILDING 1

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CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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**IL PROJECT: PIA-3866
AIP PROJ: 3-17-0080-XX**

FILE: GATE10PLAN

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DRAWN BY: CMT

CHECKED BY: CET

APPROVED BY: CET

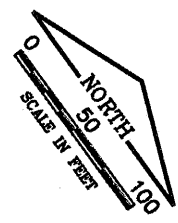
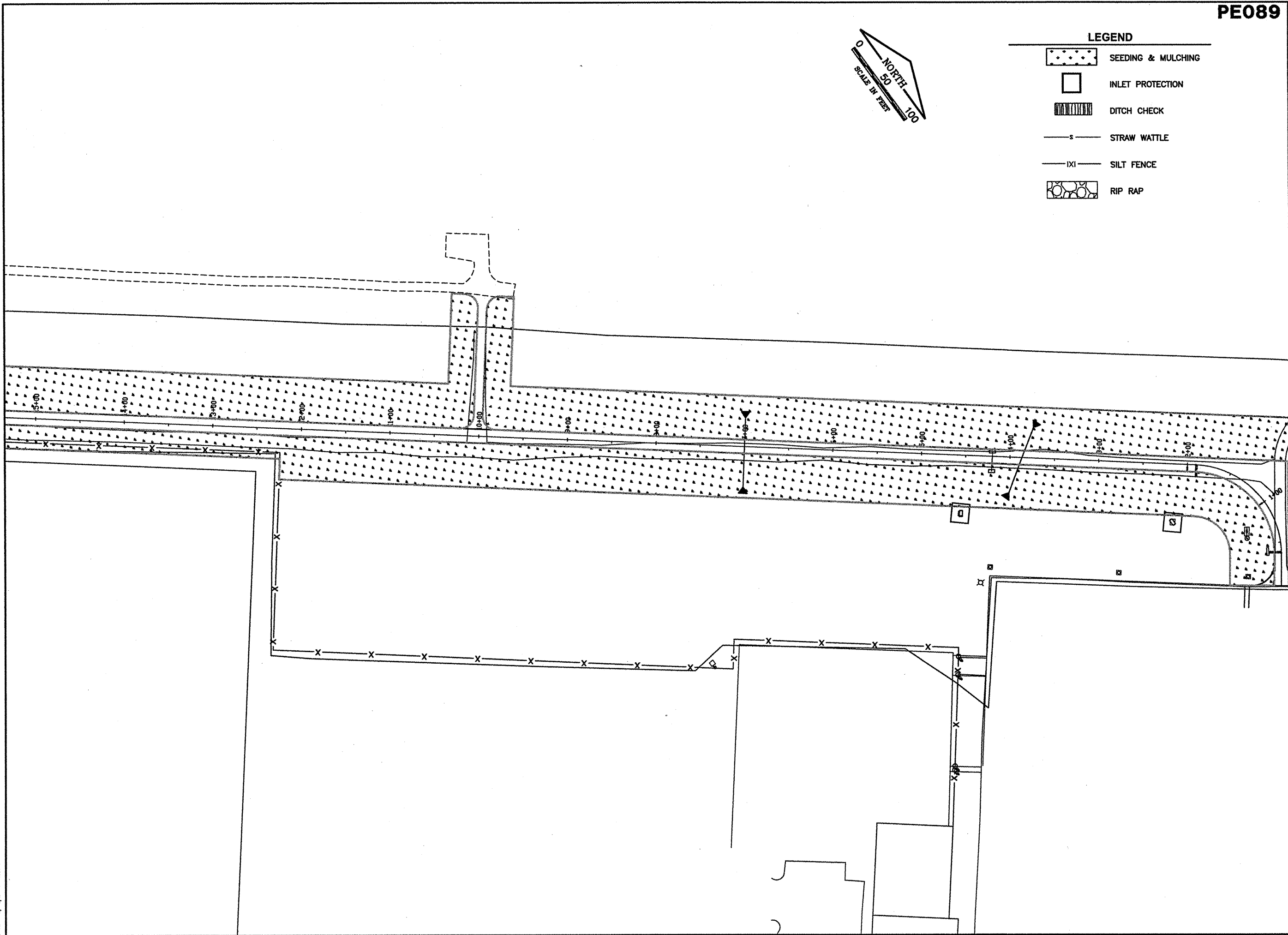
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JOB No: 07061-04-00

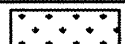


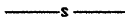
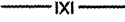

**GATE 10
LAYOUT PLAN**

SHEET 77 OF 151 SHEETS

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LEGEND

-  SEEDING & MULCHING
-  INLET PROTECTION
-  DITCH CHECK
-  STRAW WATTLE
-  SILT FENCE
-  RIP RAP

PE089

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

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SOUTH TURFING PLAN
SHEET 1 OF 6

SHEET 78 OF 151 SHEETS



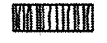

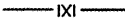

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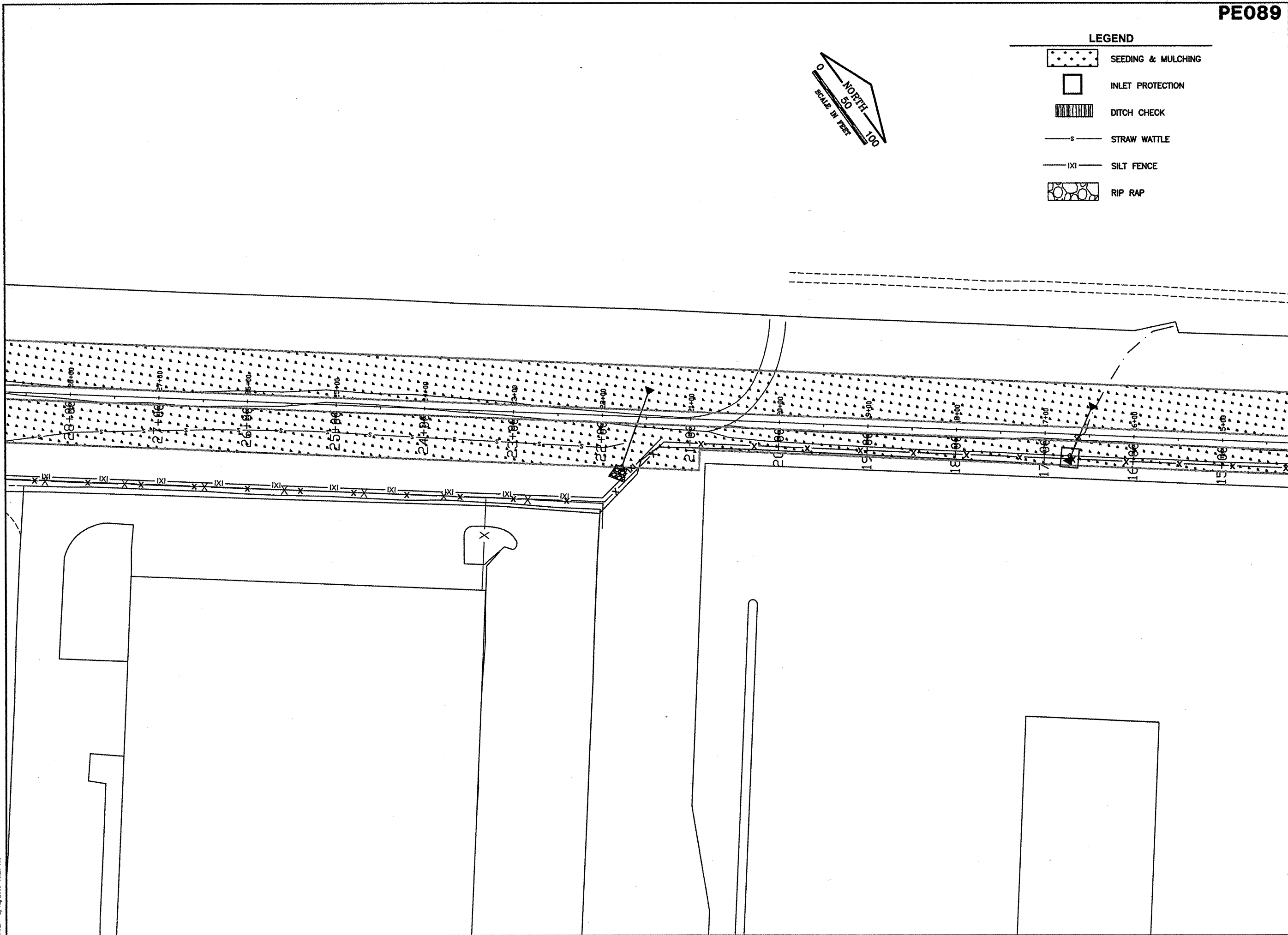
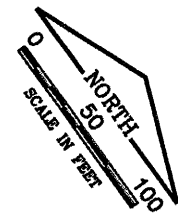
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0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).
 PLOT 1

LEGEND

-  SEEDING & MULCHING
-  INLET PROTECTION
-  DITCH CHECK
-  STRAW WATTLE
-  SILT FENCE
-  RIP RAP



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SOUTH TURFING PLAN
SHEET 2 OF 6

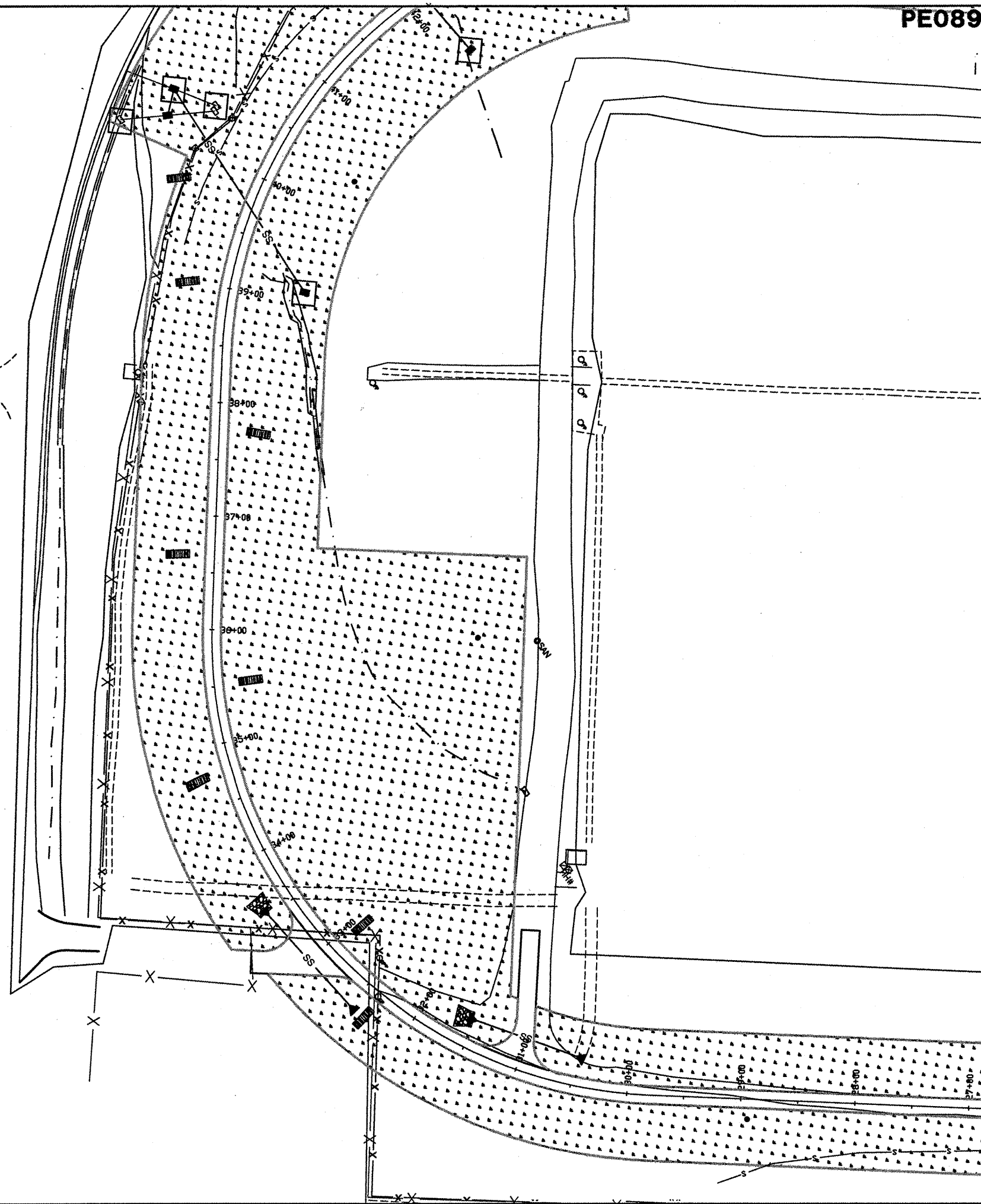
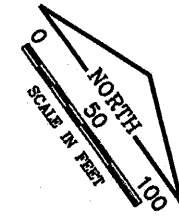
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LEGEND


-  SEEDING & MULCHING
-  INLET PROTECTION
-  DITCH CHECK
-  STRAW WATTLE
-  SILT FENCE
-  RIP RAP



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



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| JOB No: | 07061-04-00 |

SOUTH TURFING PLAN
SHEET 3 OF 6




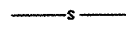
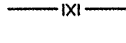

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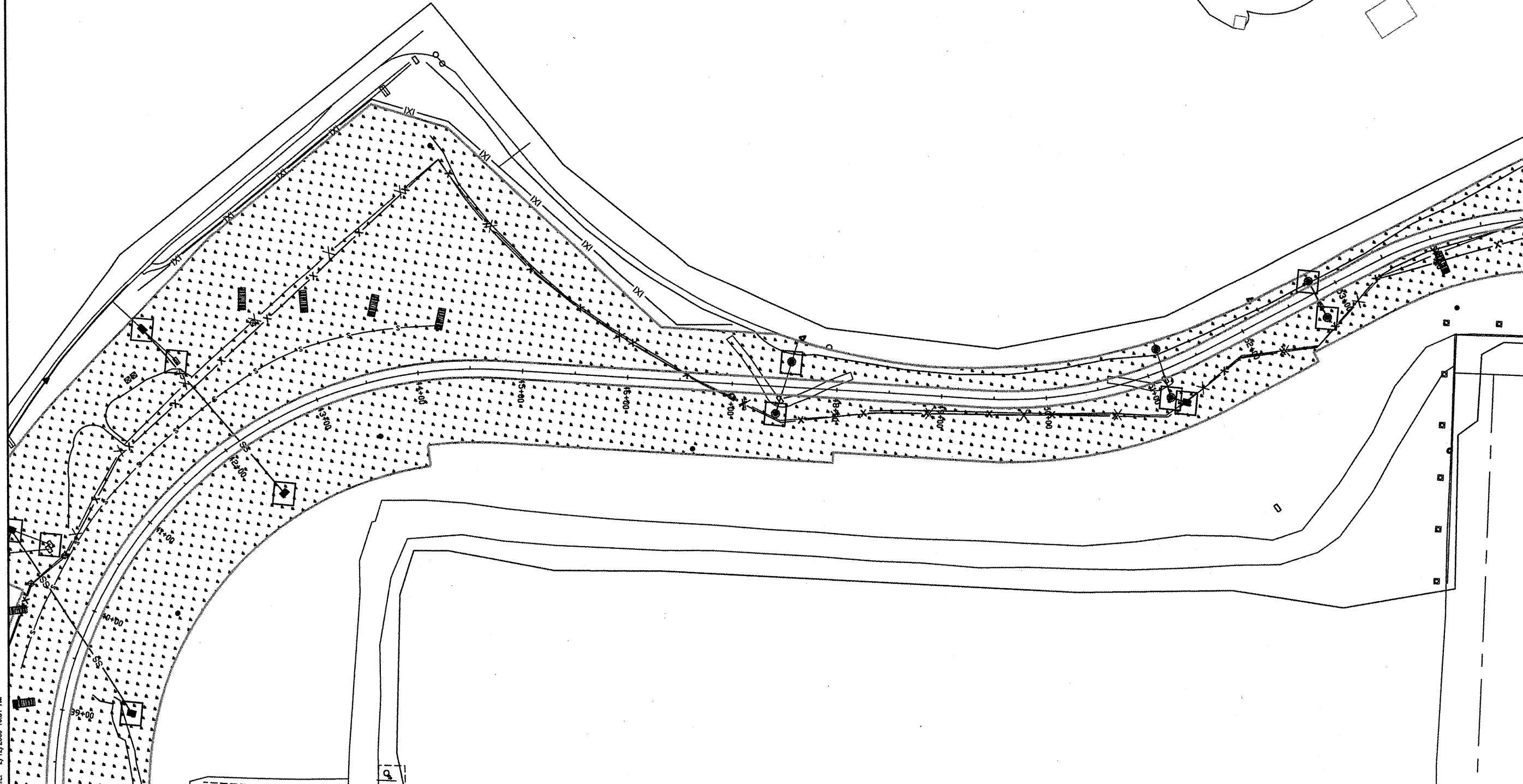
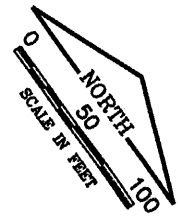
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0 1 2
THIS BAR IS EQUAL TO 2'
AT FULL SCALE (34X22).
PLOT 1

LEGEND

-  SEEDING & MULCHING
-  INLET PROTECTION
-  DITCH CHECK
-  STRAW WATTLE
-  SILT FENCE
-  RIP RAP



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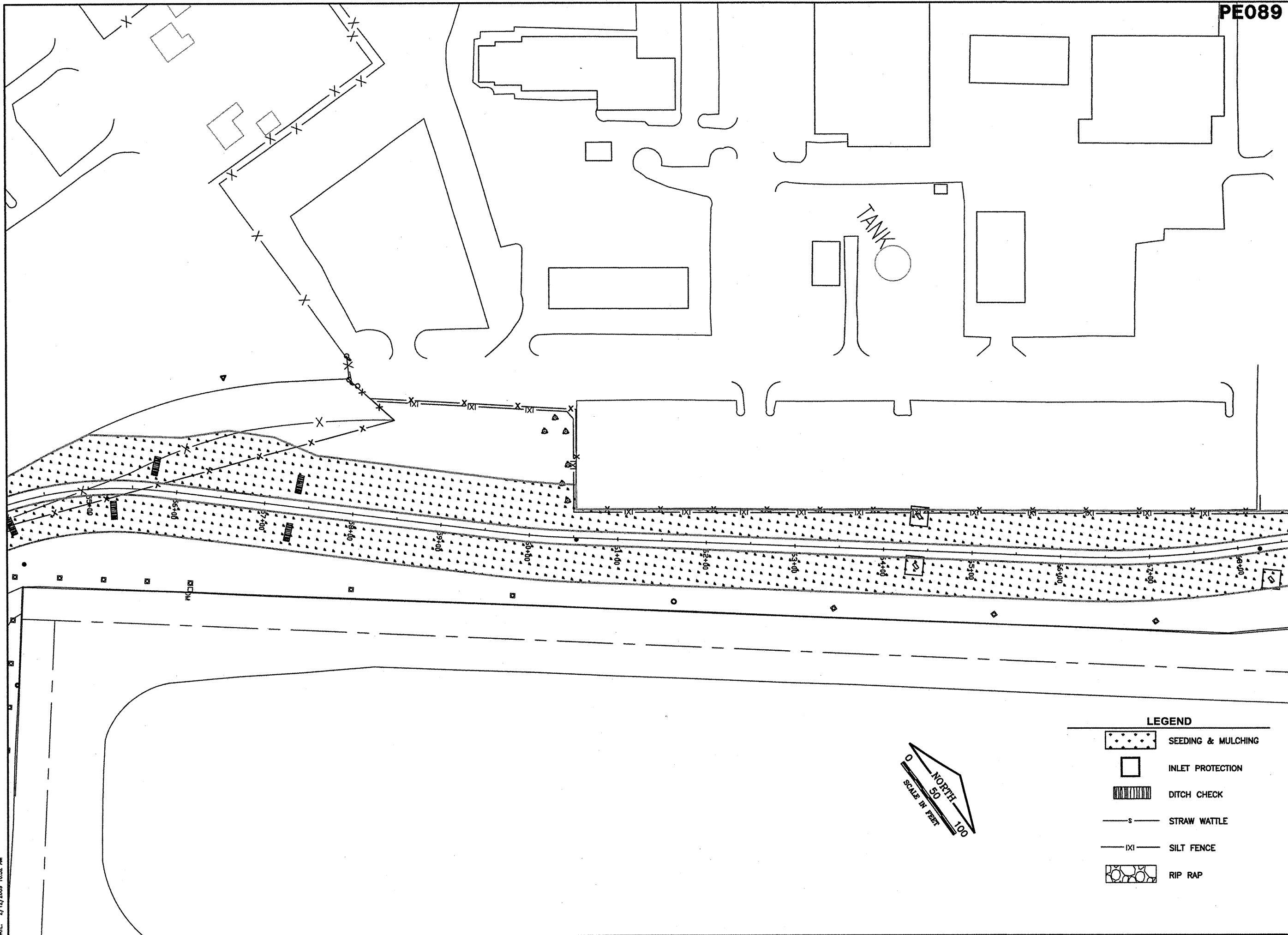
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SOUTH TURFING PLAN
SHEET 4 OF 6

SHEET 81 OF 151 SHEETS

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

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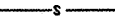


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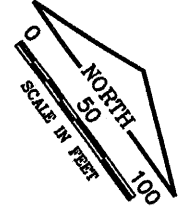
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SOUTH TURFING PLAN
SHEET 5 OF 6

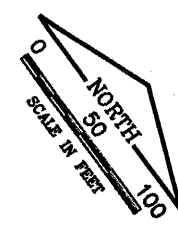
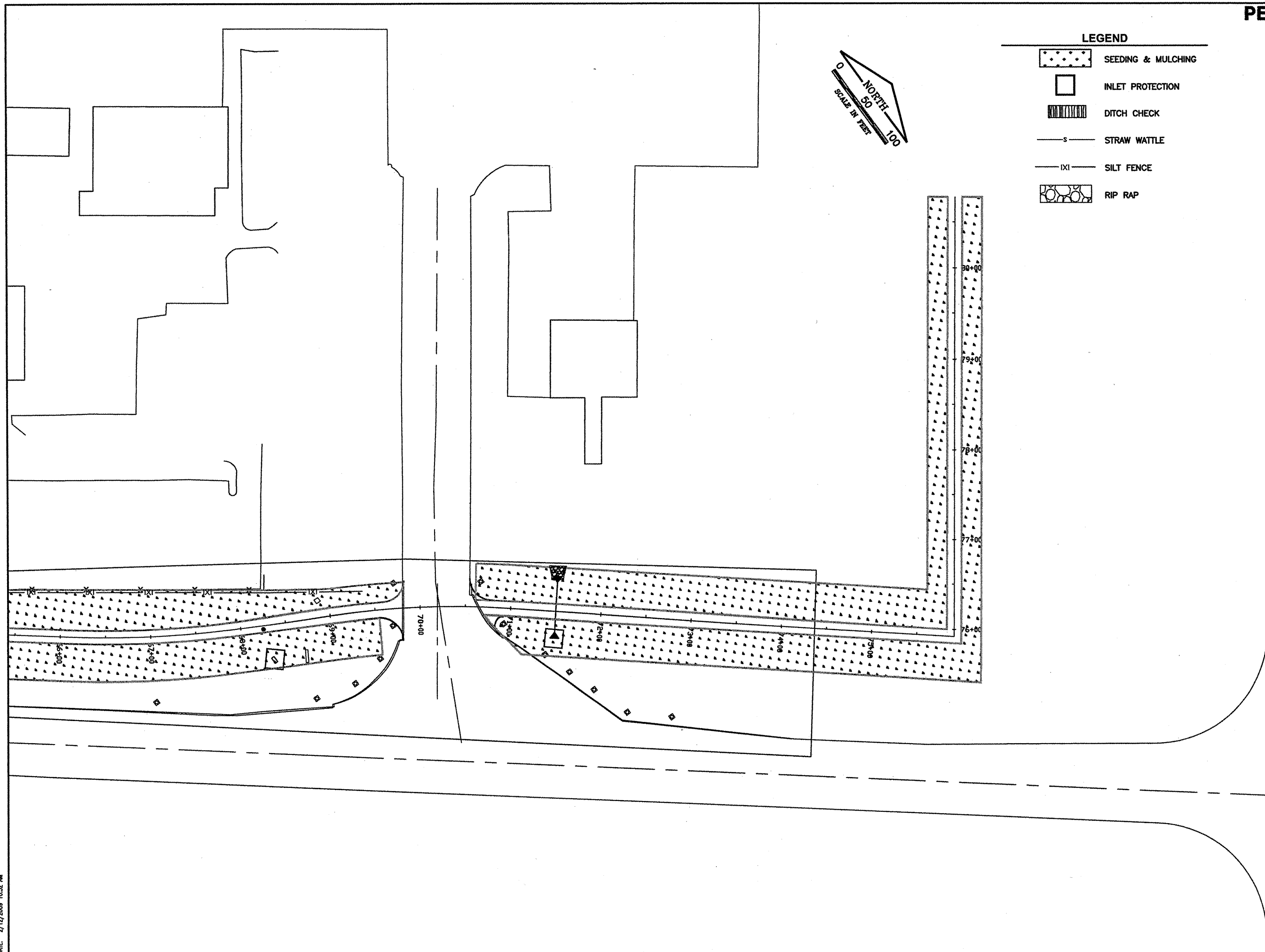
SHEET 82 OF 151 SHEETS

LEGEND




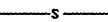
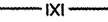

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|  | SEEDING & MULCHING |
|  | INLET PROTECTION |
|  | DITCH CHECK |
|  | STRAW WATTLE |
|  | SILT FENCE |
|  | RIP RAP |



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LEGEND

-  SEEDING & MULCHING
-  INLET PROTECTION
-  DITCH CHECK
-  STRAW WATTLE
-  SILT FENCE
-  RIP RAP

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



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CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3



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SOUTH TURFING PLAN
SHEET 6 OF 6

SHEET 83 OF 151 SHEETS

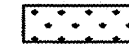



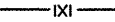

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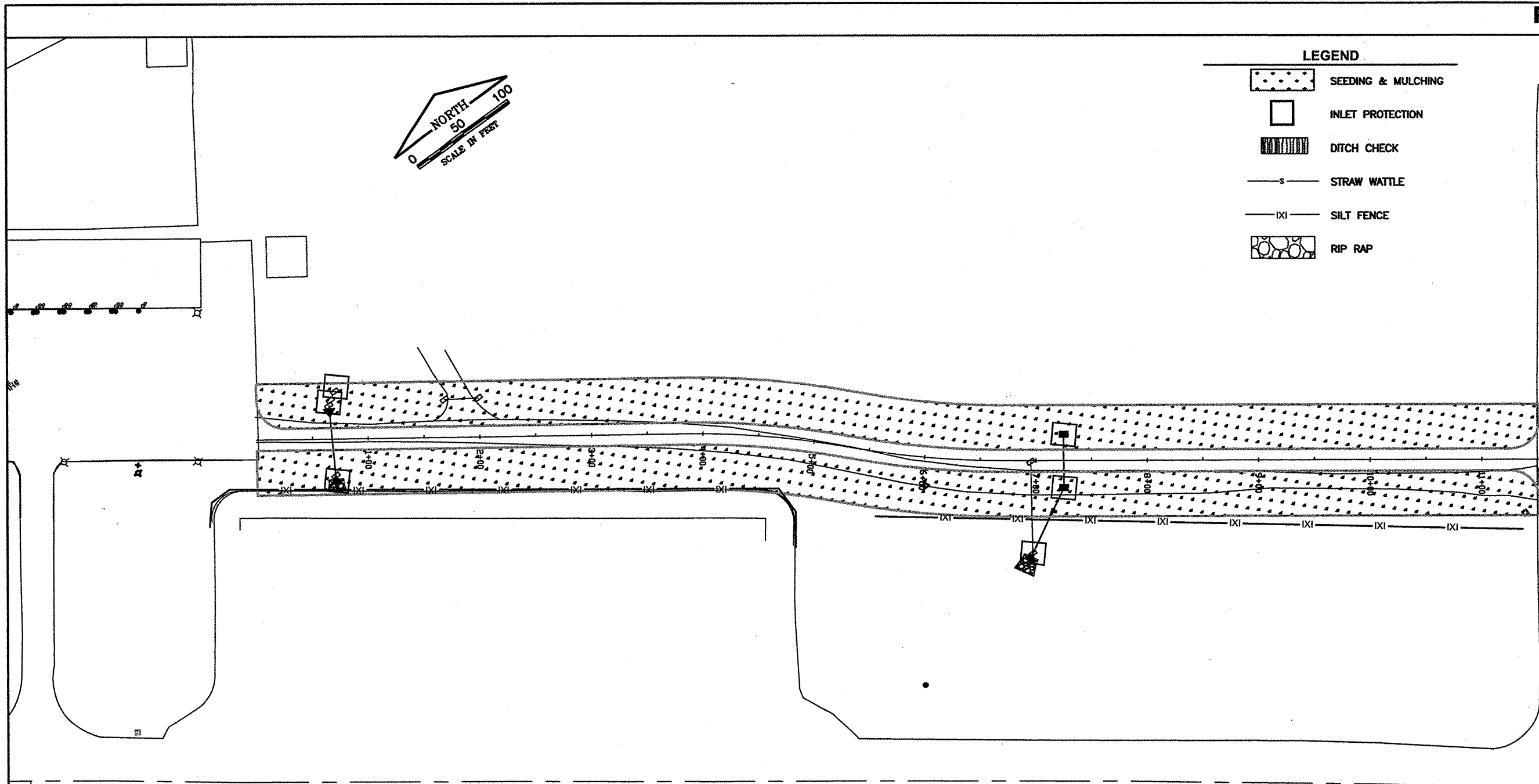
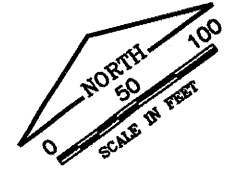
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0 1 2
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 AT FULL SCALE (34X22).
 PLOT 1

LEGEND

-  SEEDING & MULCHING
-  INLET PROTECTION
-  DITCH CHECK
-  STRAW WATTLE
-  SILT FENCE
-  RIP RAP



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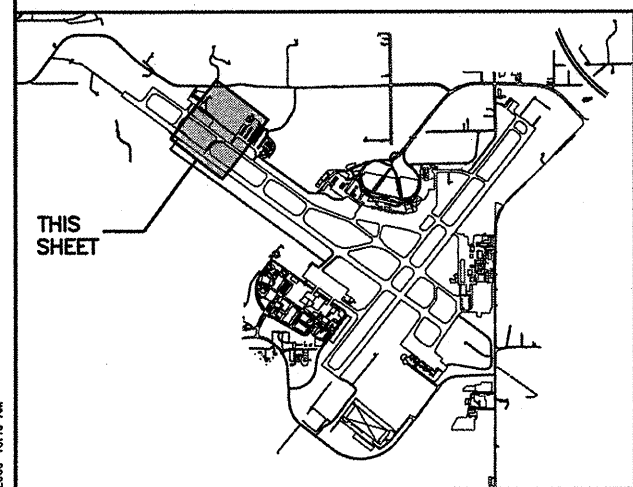
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WEST TURFING PLAN
 SHEET 1 OF 3

SHEET 84 OF 151 SHEETS



KEY MAP

| NUMBER | BY | DATE |
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0 1 2
 THIS BAR IS EQUAL TO 2'
 AT FULL SCALE (34X22).
 PLOT 1

**CONSTRUCT NEW PERIMETER ROAD AND
 PERIMETER FENCE - PROJECT 3**

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


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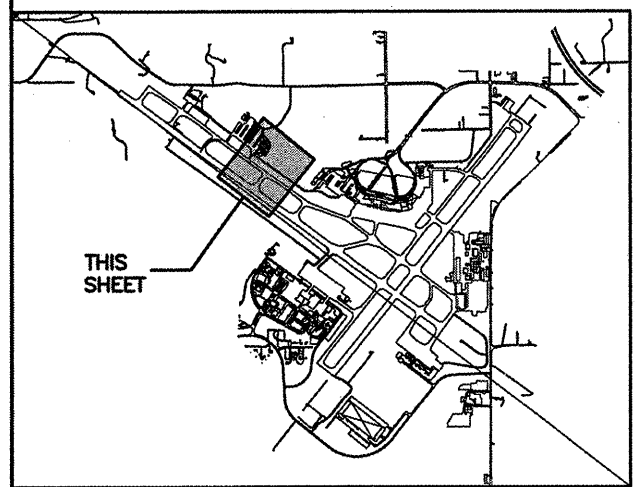
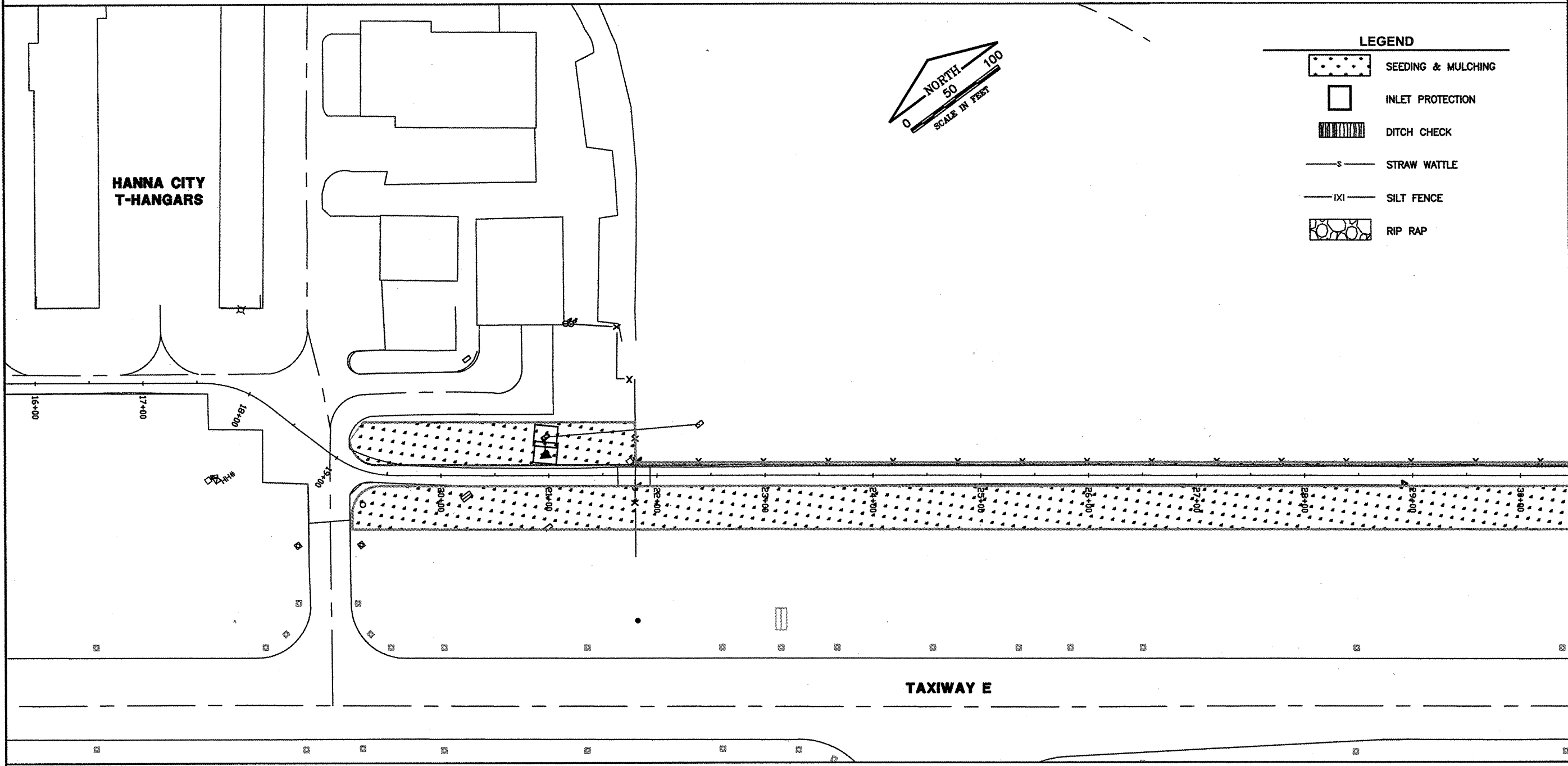
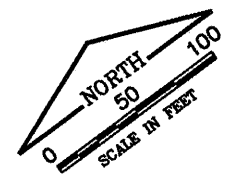
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**WEST TURFING PLAN
 SHEET 2 OF 3**

SHEET 85 OF 151 SHEETS

- LEGEND**
-  SEEDING & MULCHING
 -  INLET PROTECTION
 -  DITCH CHECK
 -  STRAW WATTLE
 -  SILT FENCE
 -  RIP RAP





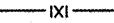



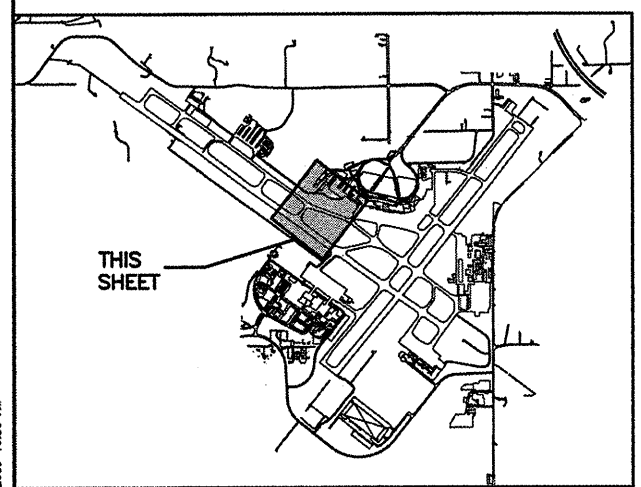
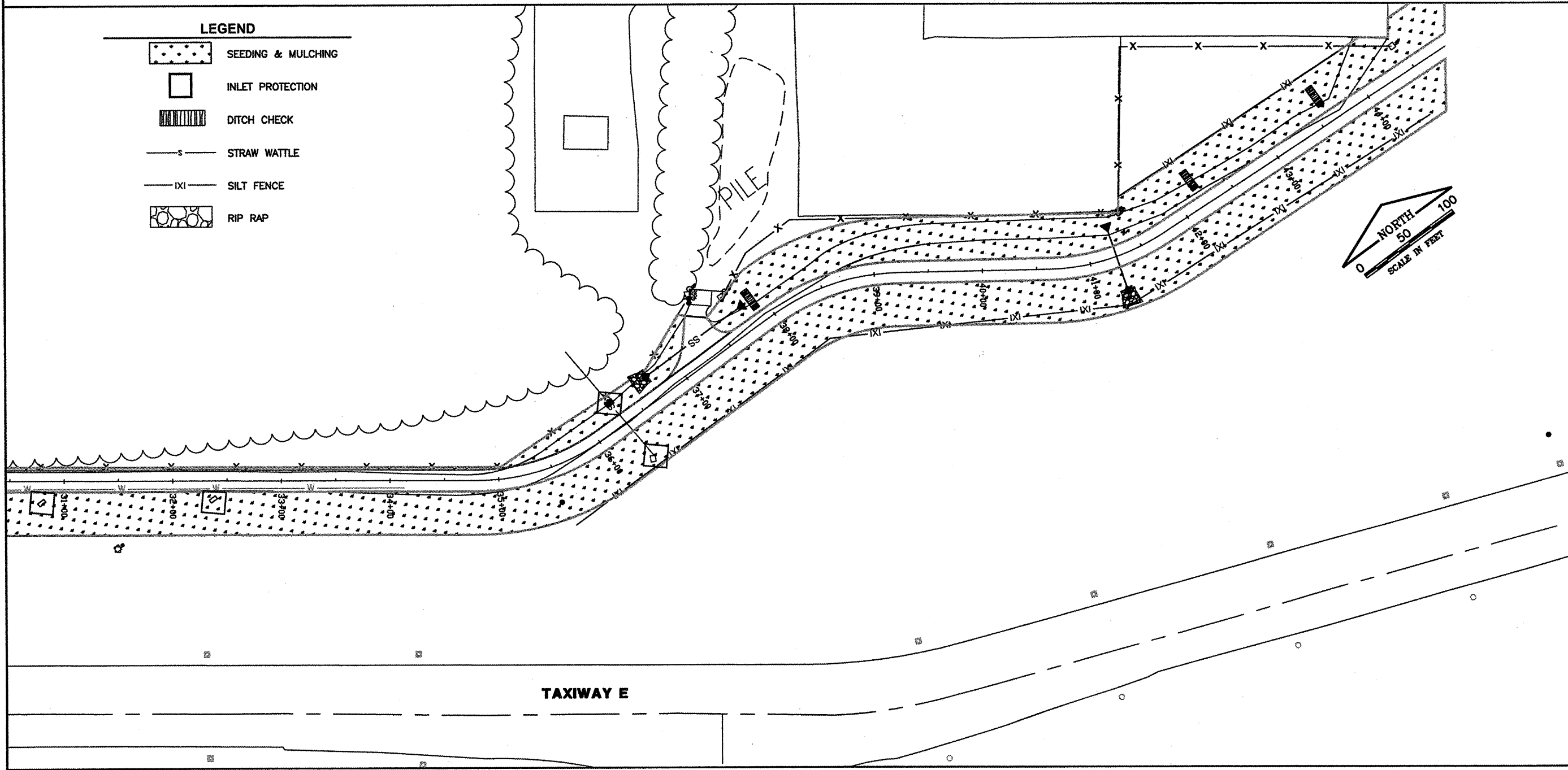
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0 1 2
 THIS BAR IS EQUAL TO 2'
 AT FULL SCALE (34X22).
 PLOT 1

- LEGEND**
-  SEEDING & MULCHING
 -  INLET PROTECTION
 -  DITCH CHECK
 -  STRAW WATTLE
 -  SILT FENCE
 -  RIP RAP



KEY MAP

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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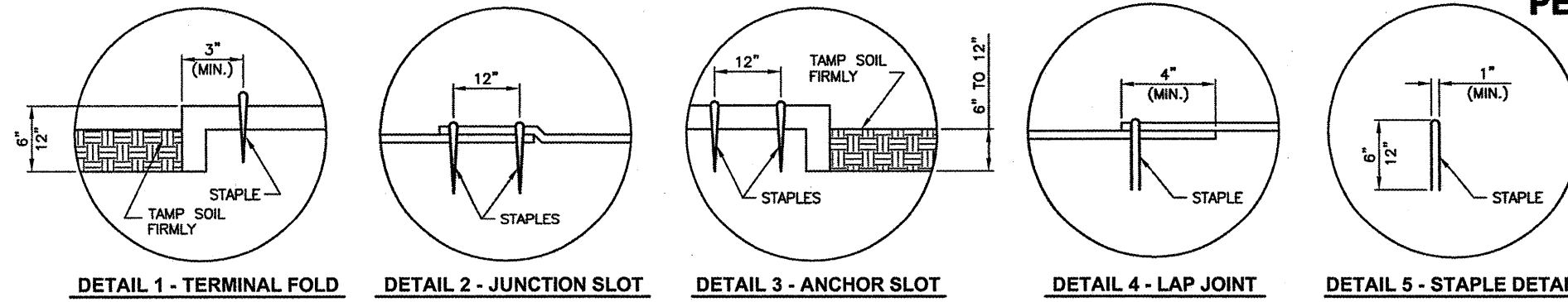
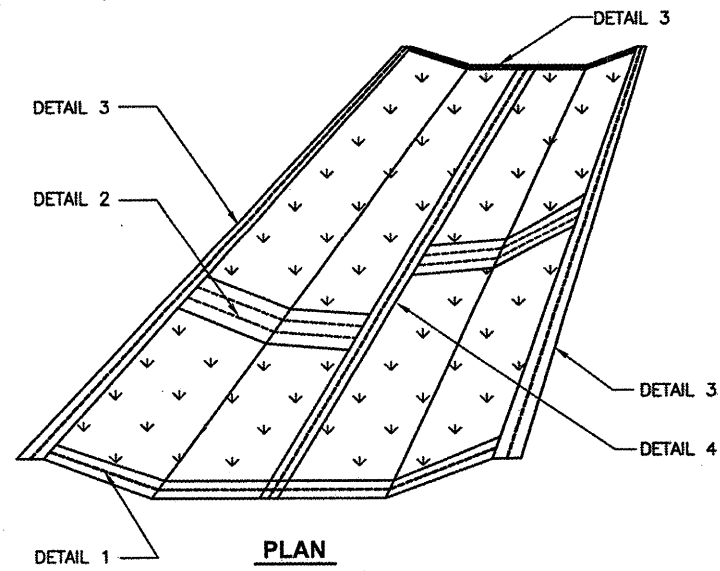
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| JOB No: | 07061-04-00 |

WEST TURFING PLAN
SHEET 3 OF 3

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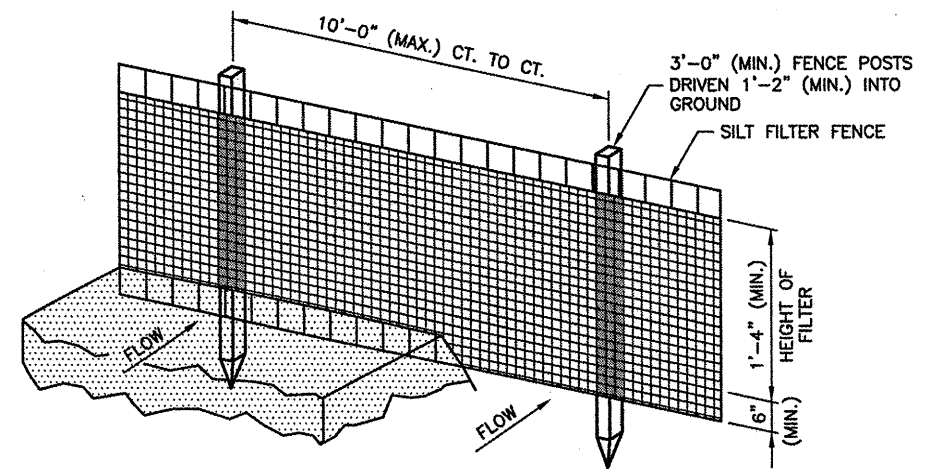
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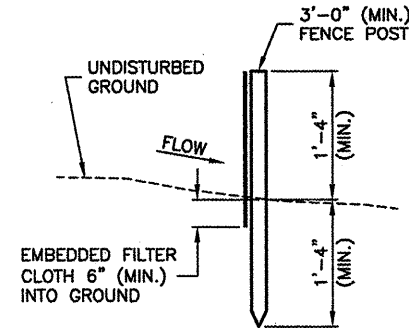
EXCELSIOR BLANKET DETAILS
N.T.S.

EXCELSIOR BLANKET NOTES

1. STAPLES TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART.
2. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
3. ALL TERMINALS ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.



PERSPECTIVE VIEW

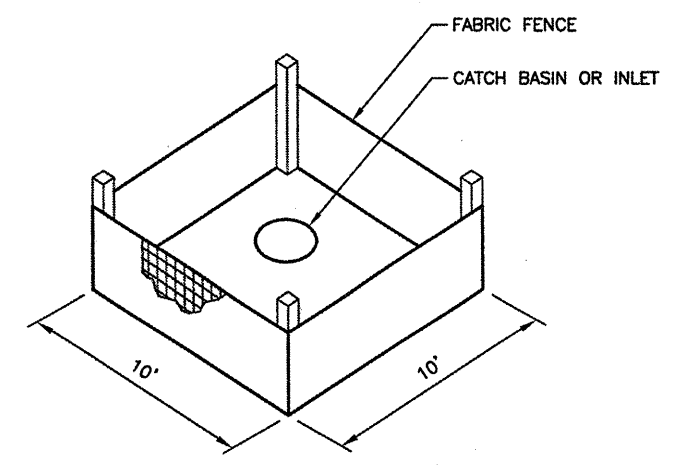


SECTION

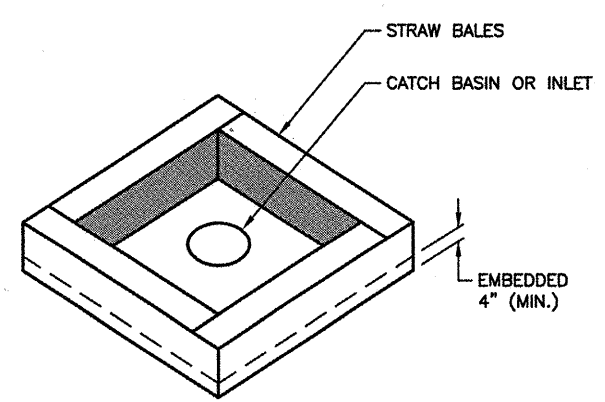
EROSION CONTROL FABRIC FENCE DETAILS
N.T.S.

EROSION CONTROL FABRIC FENCE NOTES

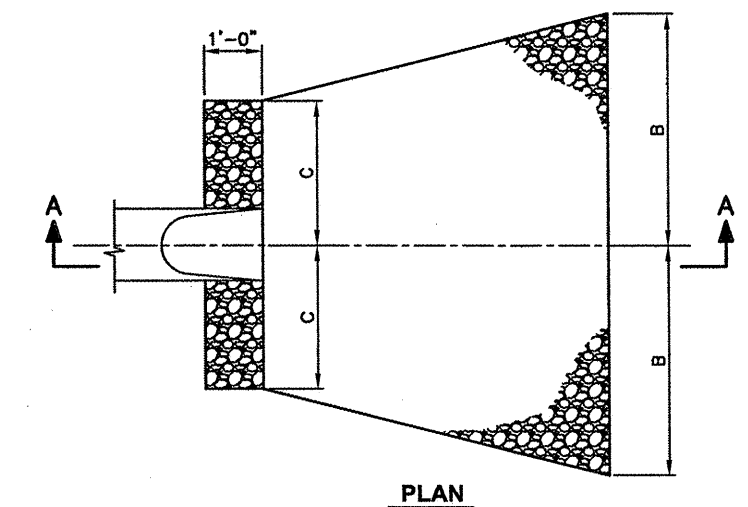
1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 2'-0" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" MINIMUM AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.



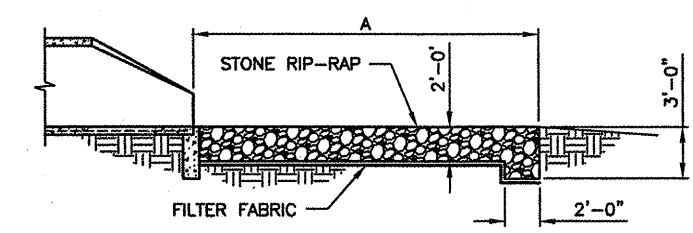
INLET PROTECTION WITH FABRIC
N.T.S.



INLET PROTECTION WITH STRAW BALES
N.T.S.



PLAN



SECTION A-A

RIP-RAP DETAILS
N.T.S.

RIP-RAP NOTES

1. THE ENGINEER SHALL DETERMINE THE FINAL RIP-RAP CONFIGURATION IN THE FIELD.
2. PLACE AT EXISTING PIPE LOCATIONS AS DIRECTED BY THE ENGINEER.

| INSIDE DIAMETER STORM SEWER (IN.) | OUTLET DIMENSION (FT.) | | | INLET DIMENSION (FT.) | | |
|-----------------------------------|------------------------|---|---|-----------------------|---|---|
| | A | B | C | A | B | C |
| 12" THRU 24" | 15 | 9 | 2 | 9 | 6 | 2 |

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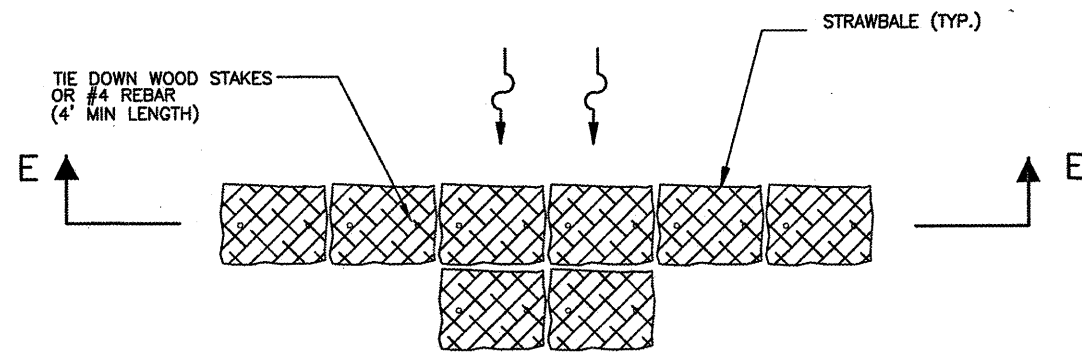
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AIP PROJ: 3-17-0080-XX

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EROSION CONTROL DETAILS
SHEET 1 OF 2

PE089

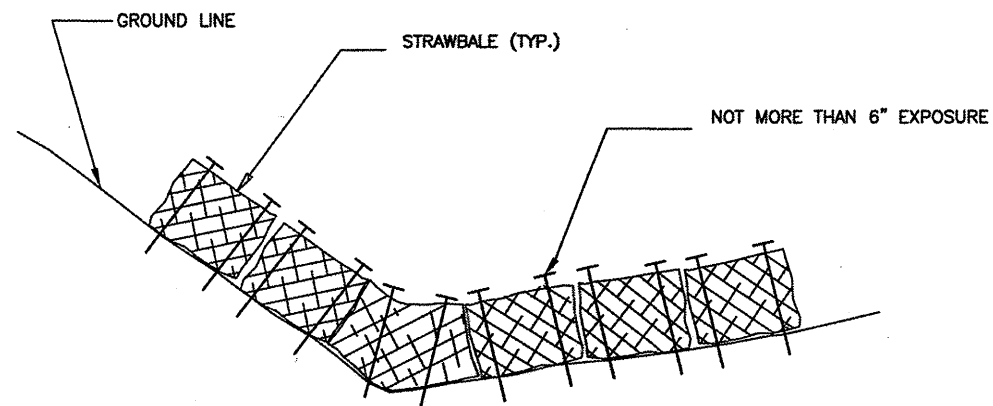
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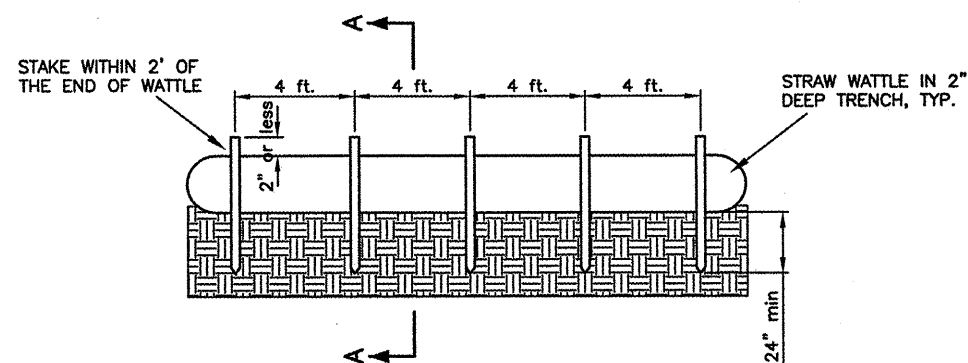
PLAN

TEMPORARY DITCH CHECK

N.T.S.

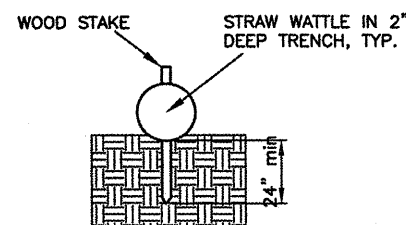


SECTION E-E



STRAW WATTLE DETAILS

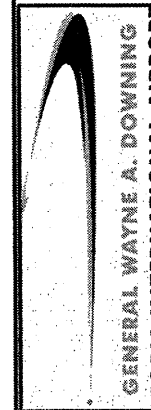
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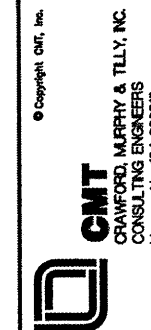
SECTION A-A

- NOTES:
1. ENDS OF WATTLES SHALL BE TURNED SLIGHTLY UP SLOPE.
 2. RECOMMENDED STAKES ARE 1 1/8" WIDE X 1 1/8" THICK X 36" LONG. STAKES SHALL NOT EXTEND ABOVE THE STRAW WATTLE MORE THAN 2".

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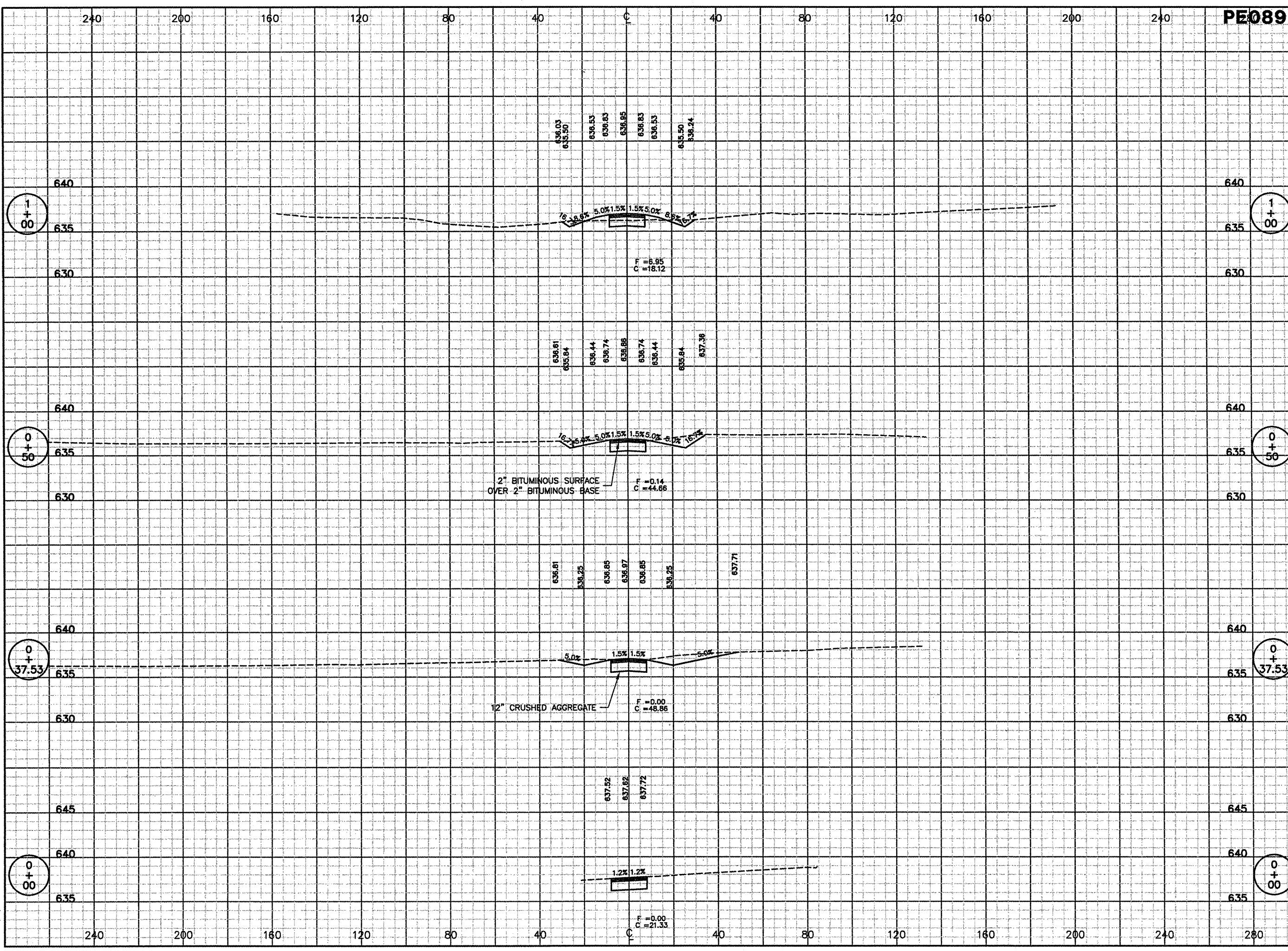
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EROSION CONTROL DETAILS
SHEET 2 OF 2

SHEET 88 OF 151 SHEETS

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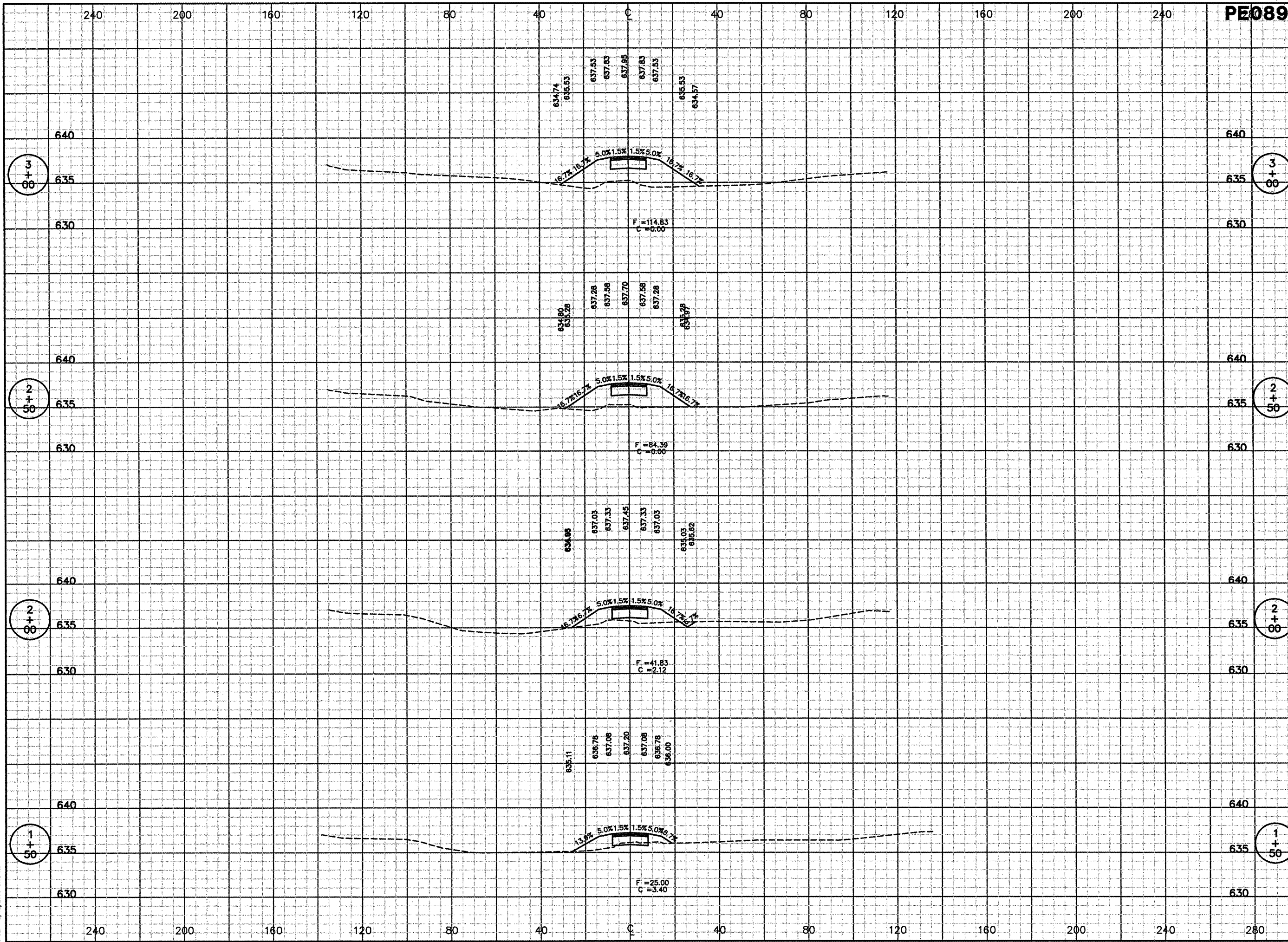
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SOUTH CROSS SECTION
STA 0+00 TO 1+00

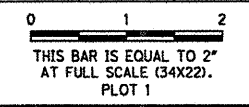
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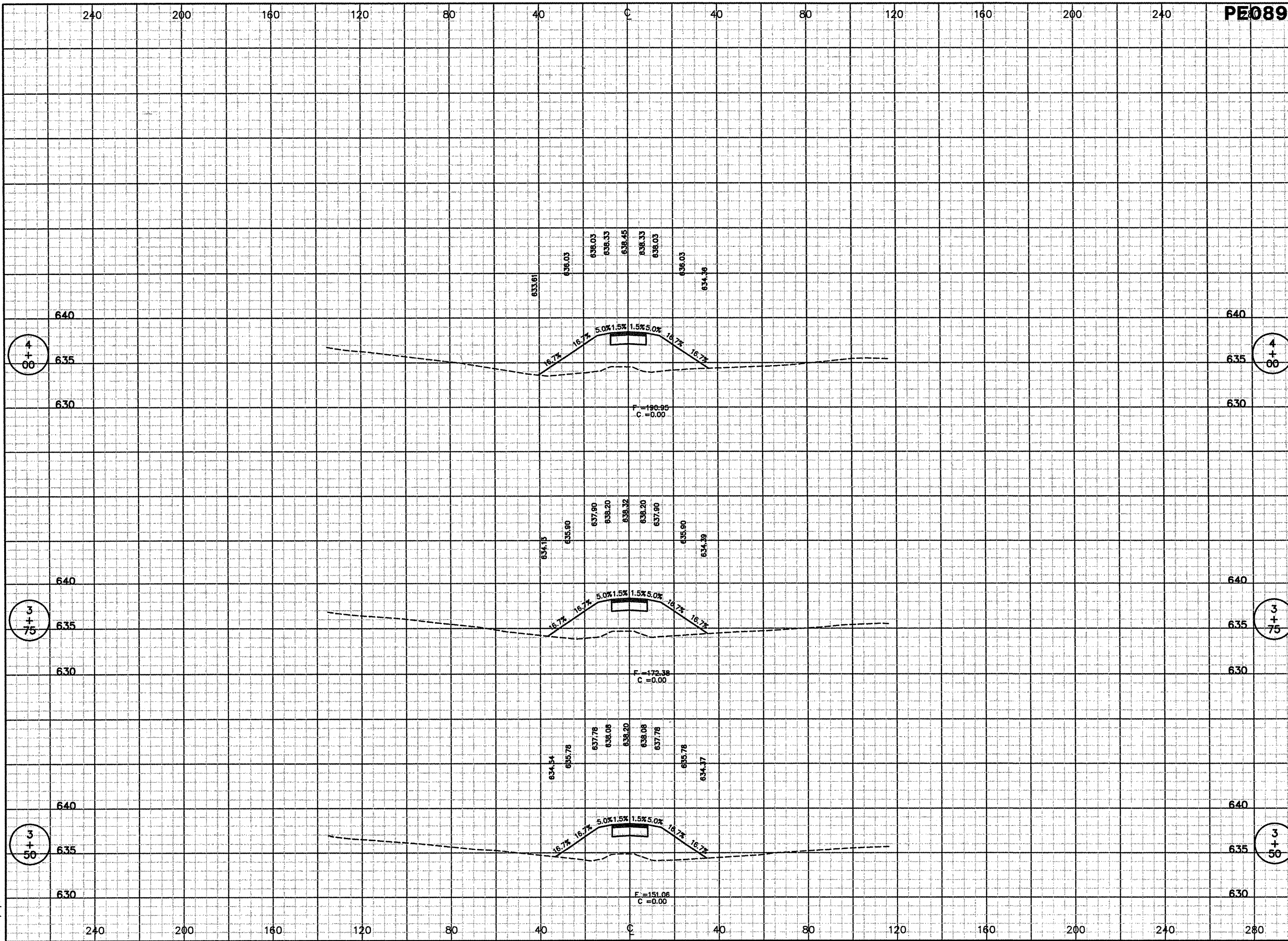
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SOUTH CROSS SECTION
STA 1+50 TO 3+00
 SHEET 90 OF 151 SHEETS

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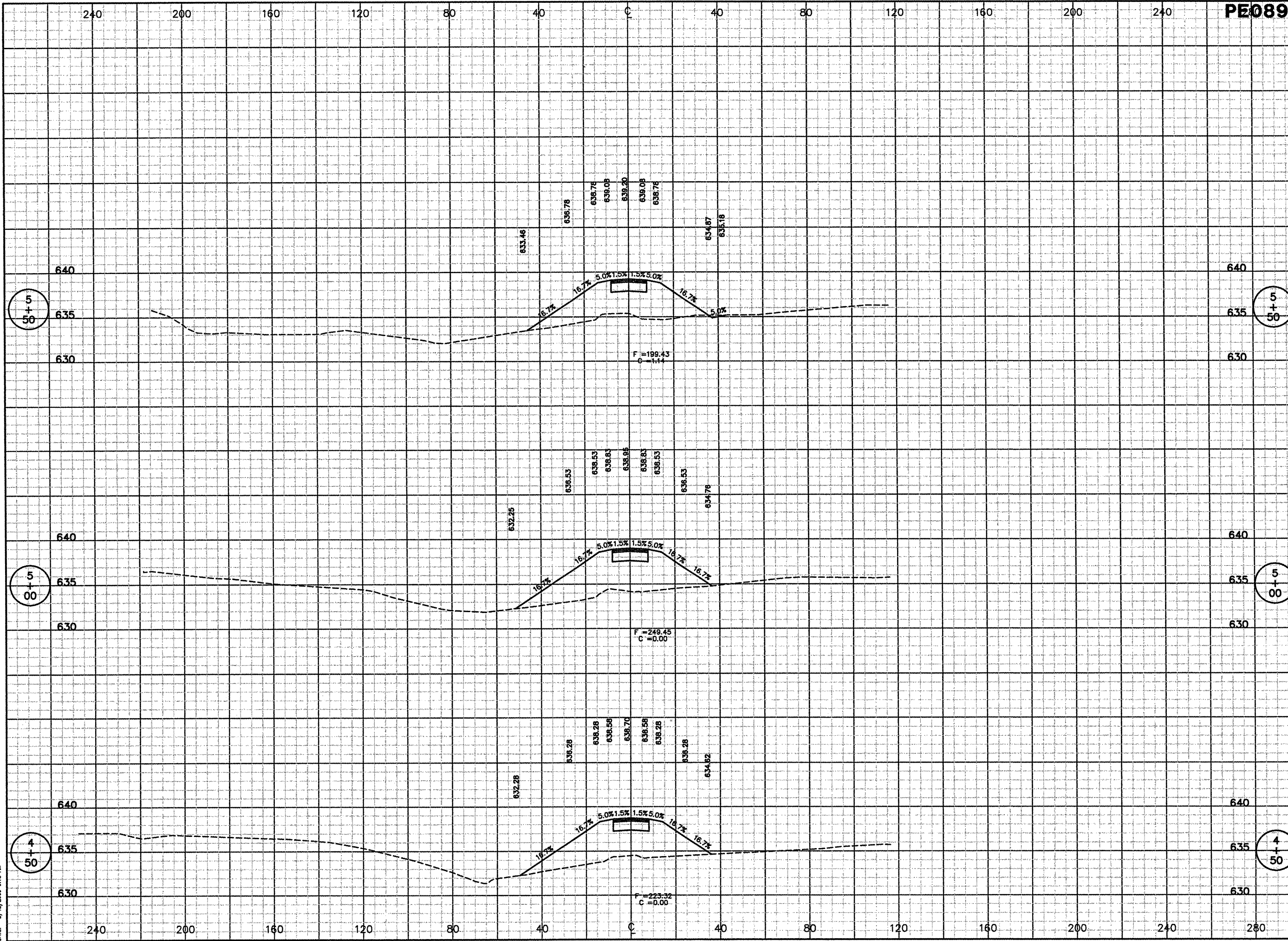
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SOUTH CROSS SECTION
STA 3+50 TO 4+00

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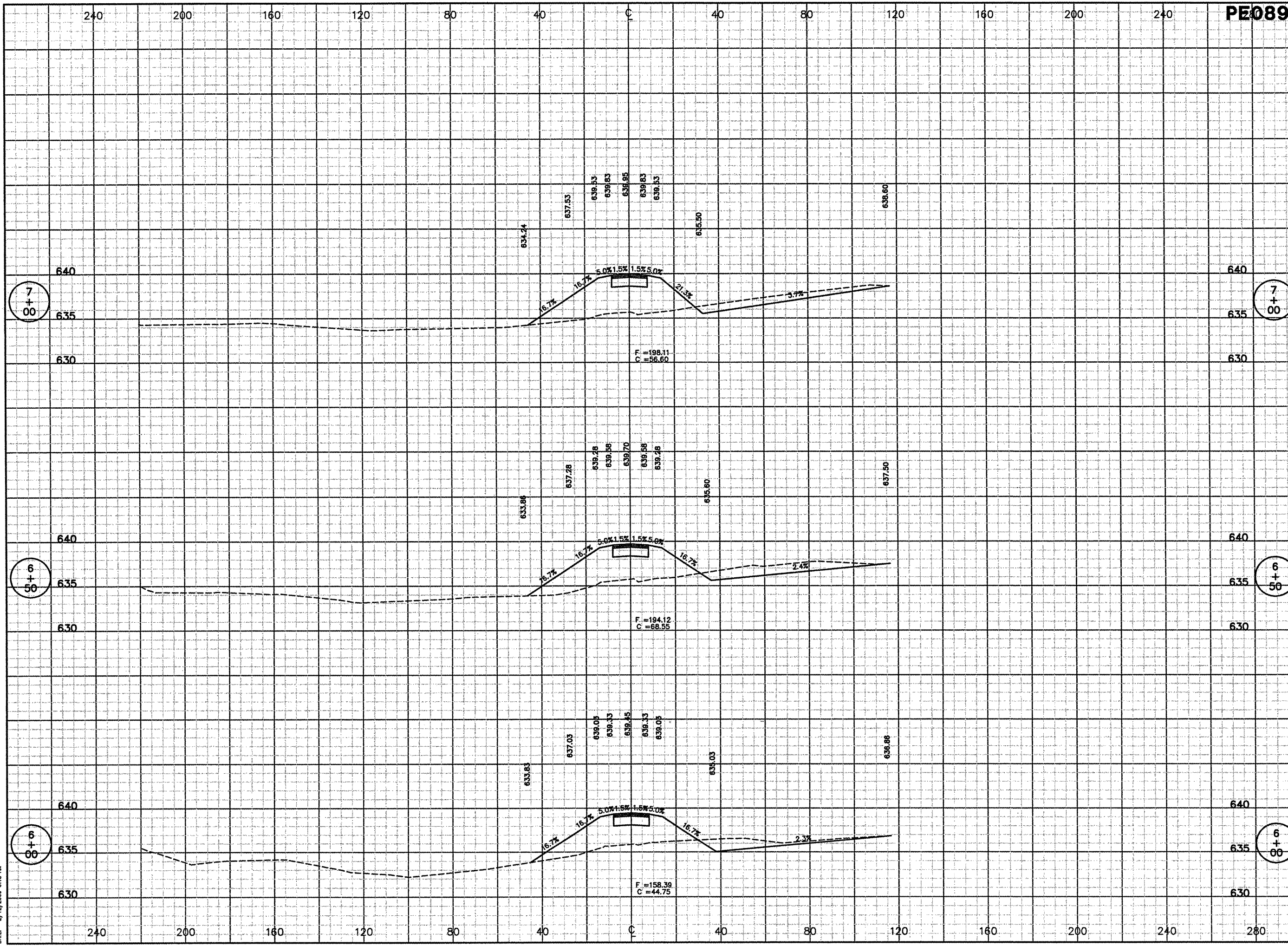
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SOUTH CROSS SECTION
STA 4+50 TO 5+50

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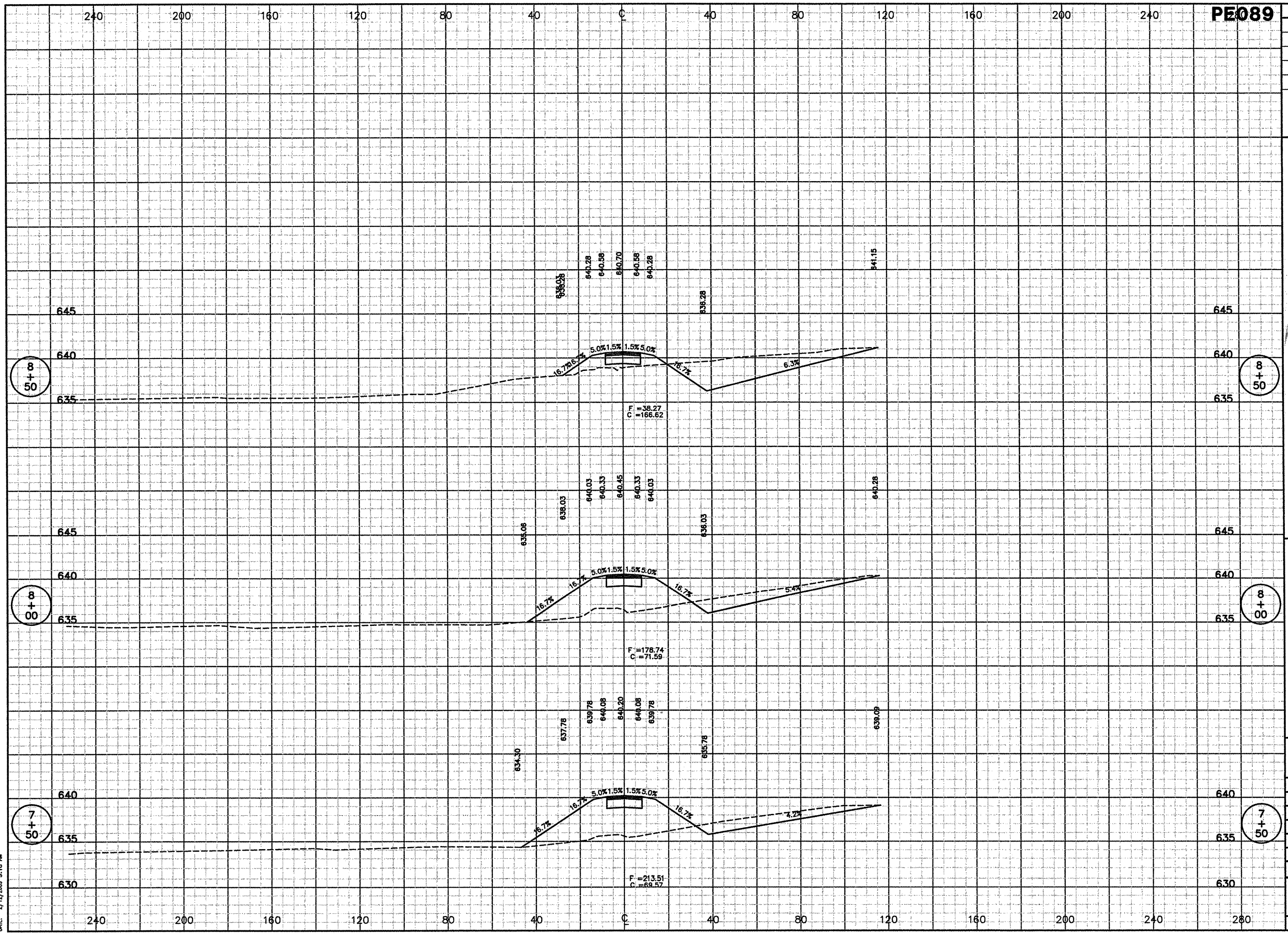
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SOUTH CROSS SECTION
STA 6+00 TO 7+00

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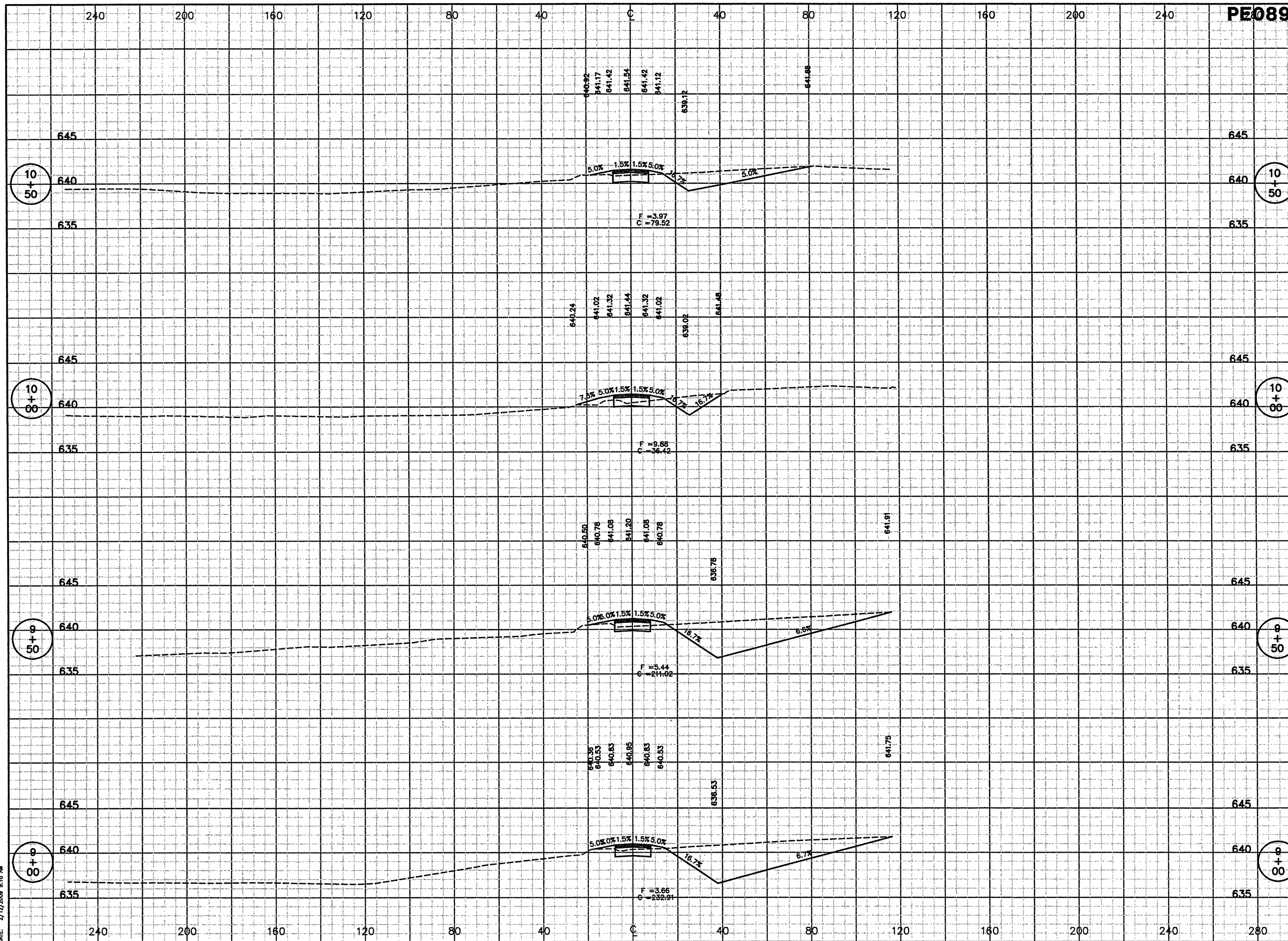
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SOUTH CROSS SECTION
STA 7+50 TO 8+50

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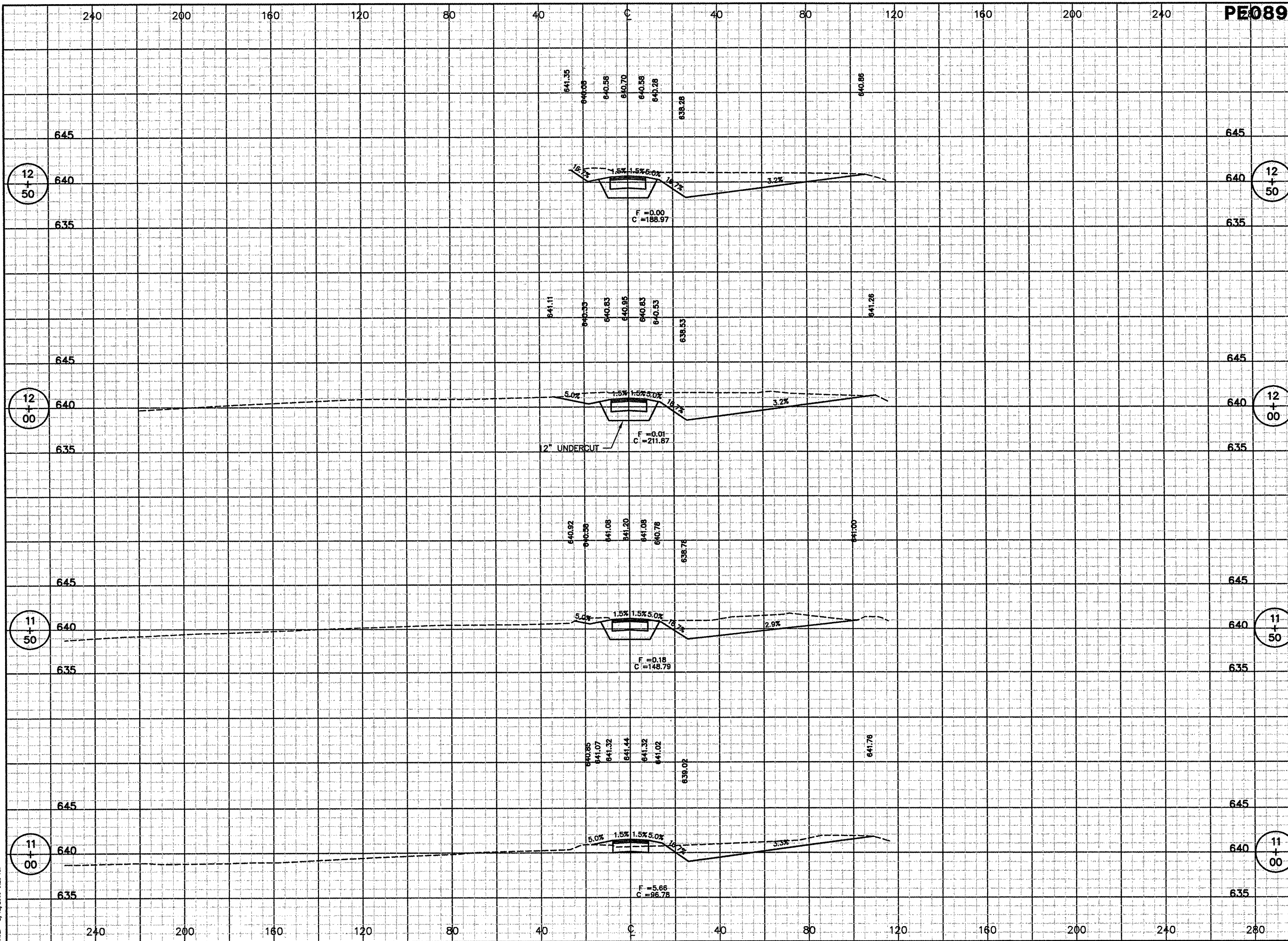
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SOUTH CROSS SECTION
STA 9+00 TO 10+50

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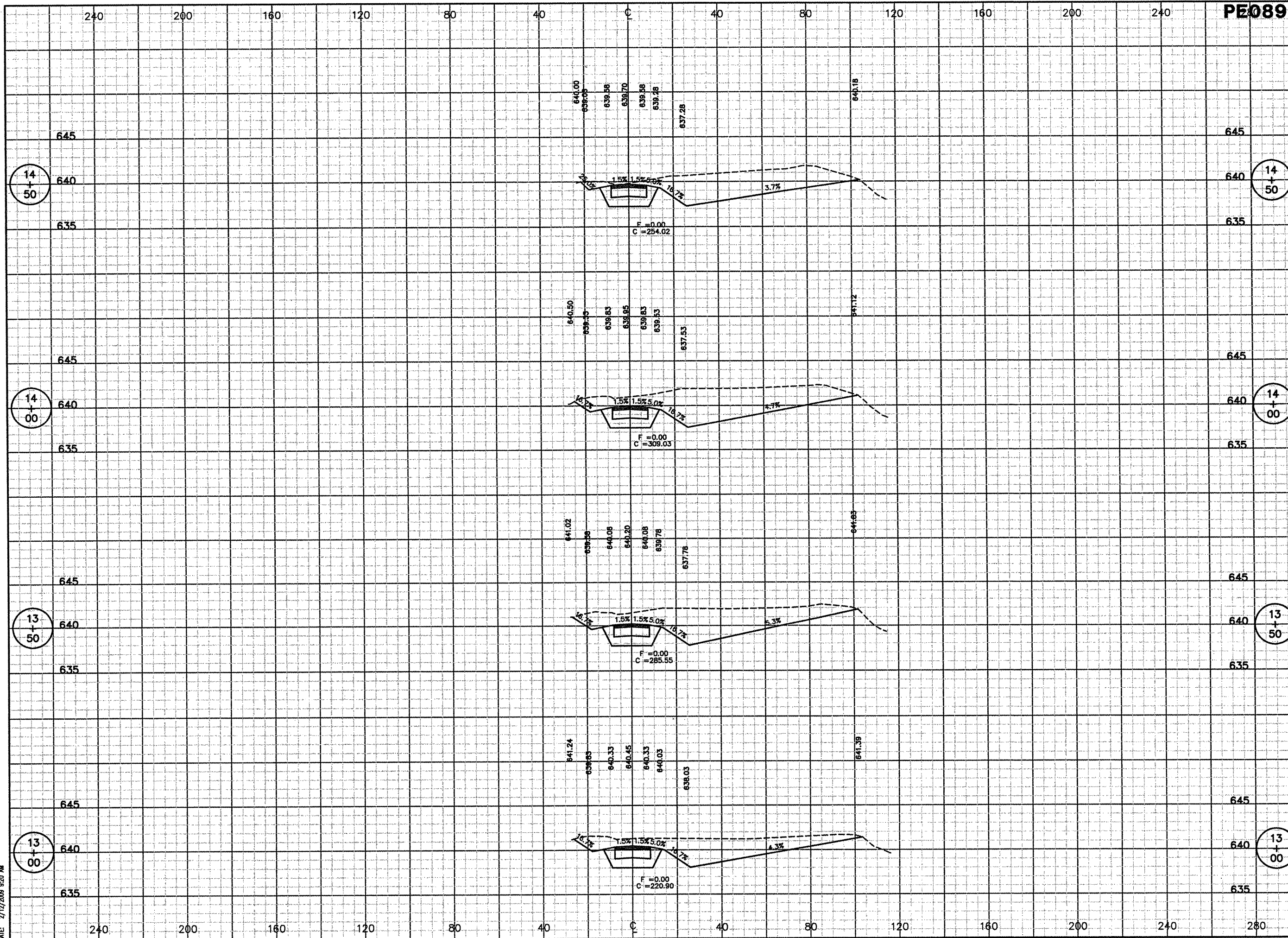
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SOUTH CROSS SECTION
STA 11+00 TO 12+50

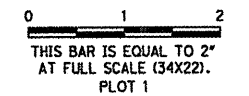
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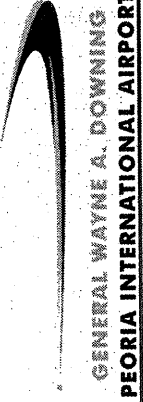
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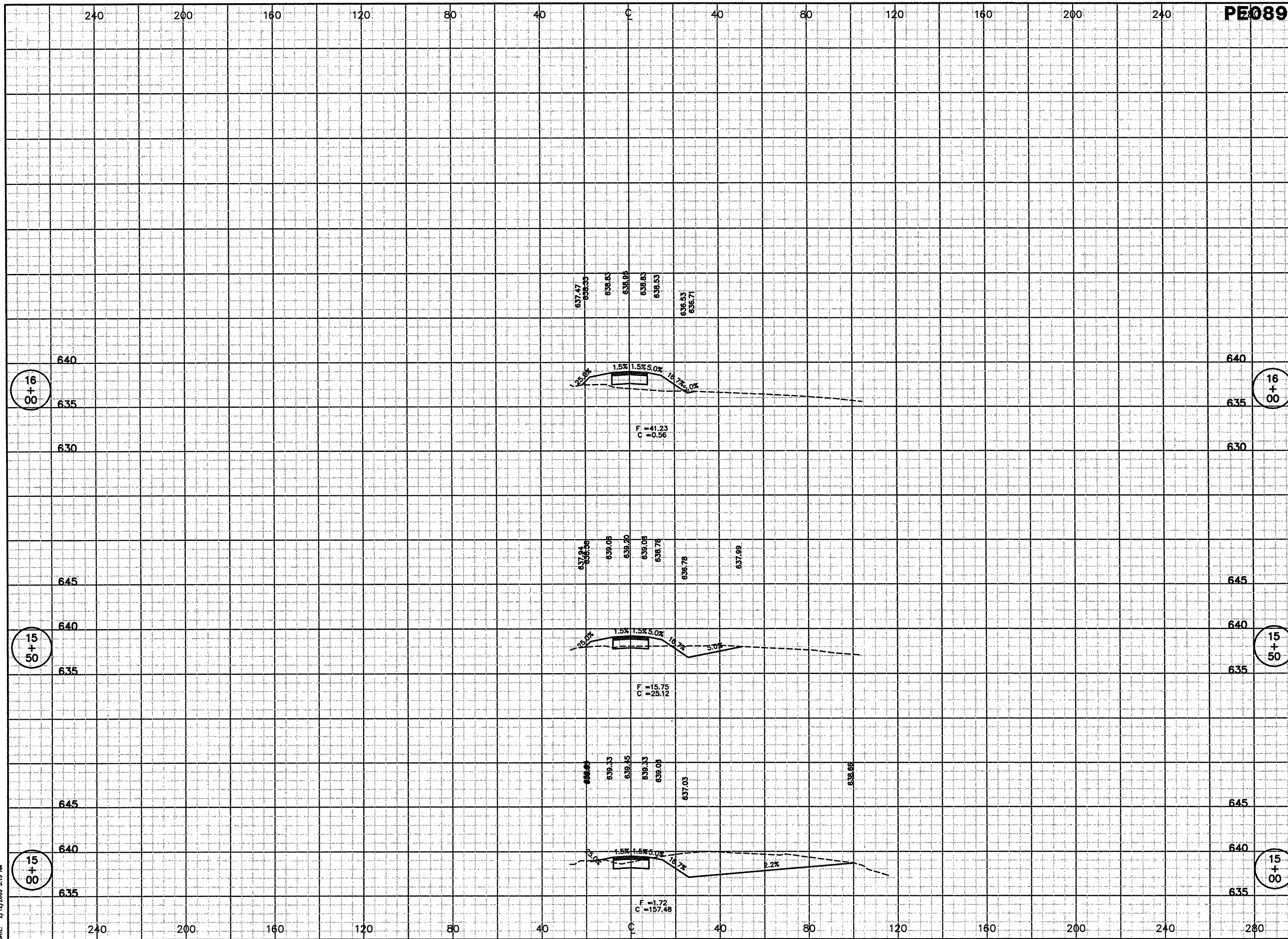
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**SOUTH CROSS SECTION
 STA 13+00 TO 14+50**

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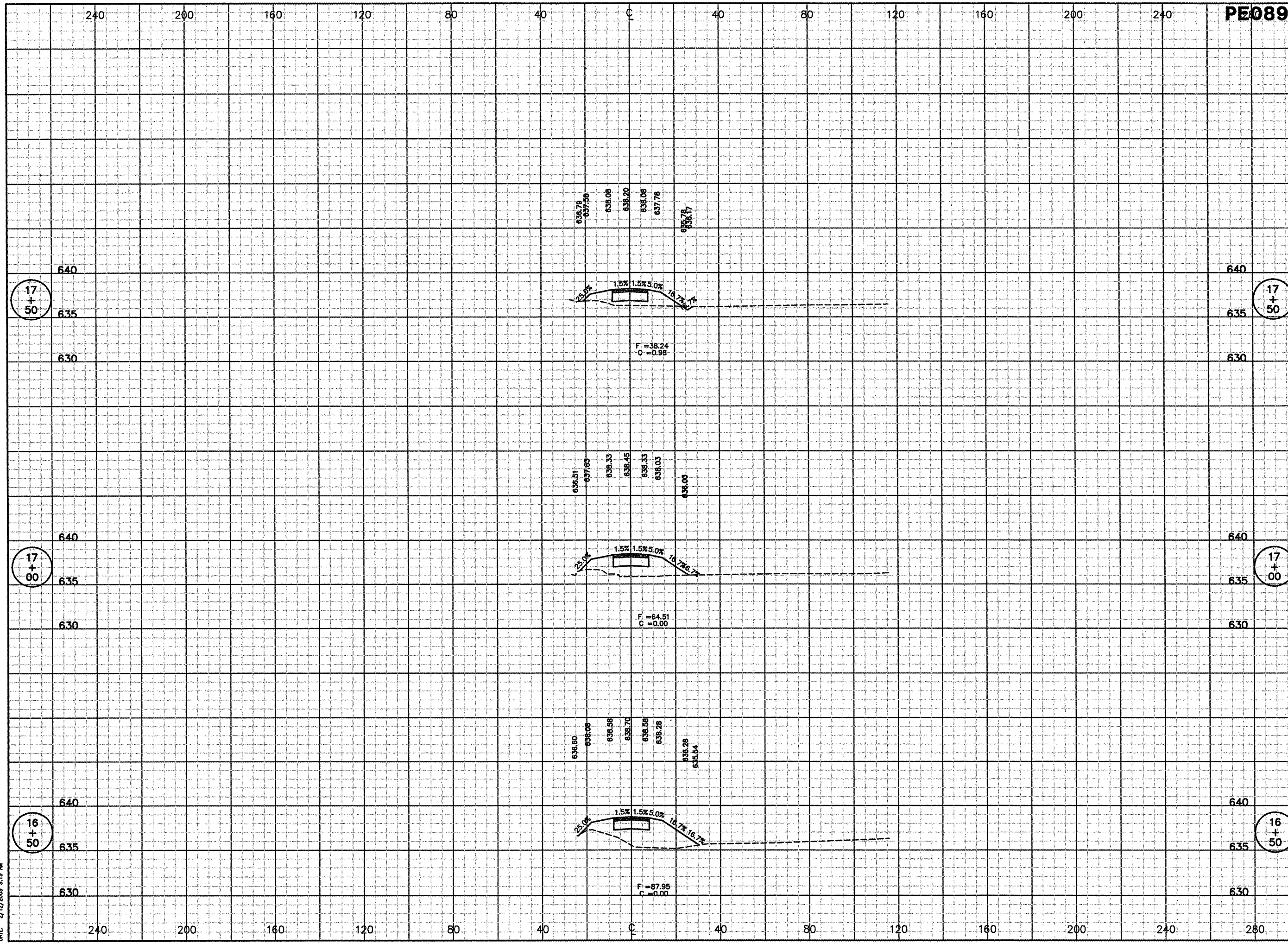
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SOUTH CROSS SECTION
STA 15+00 TO 16+00

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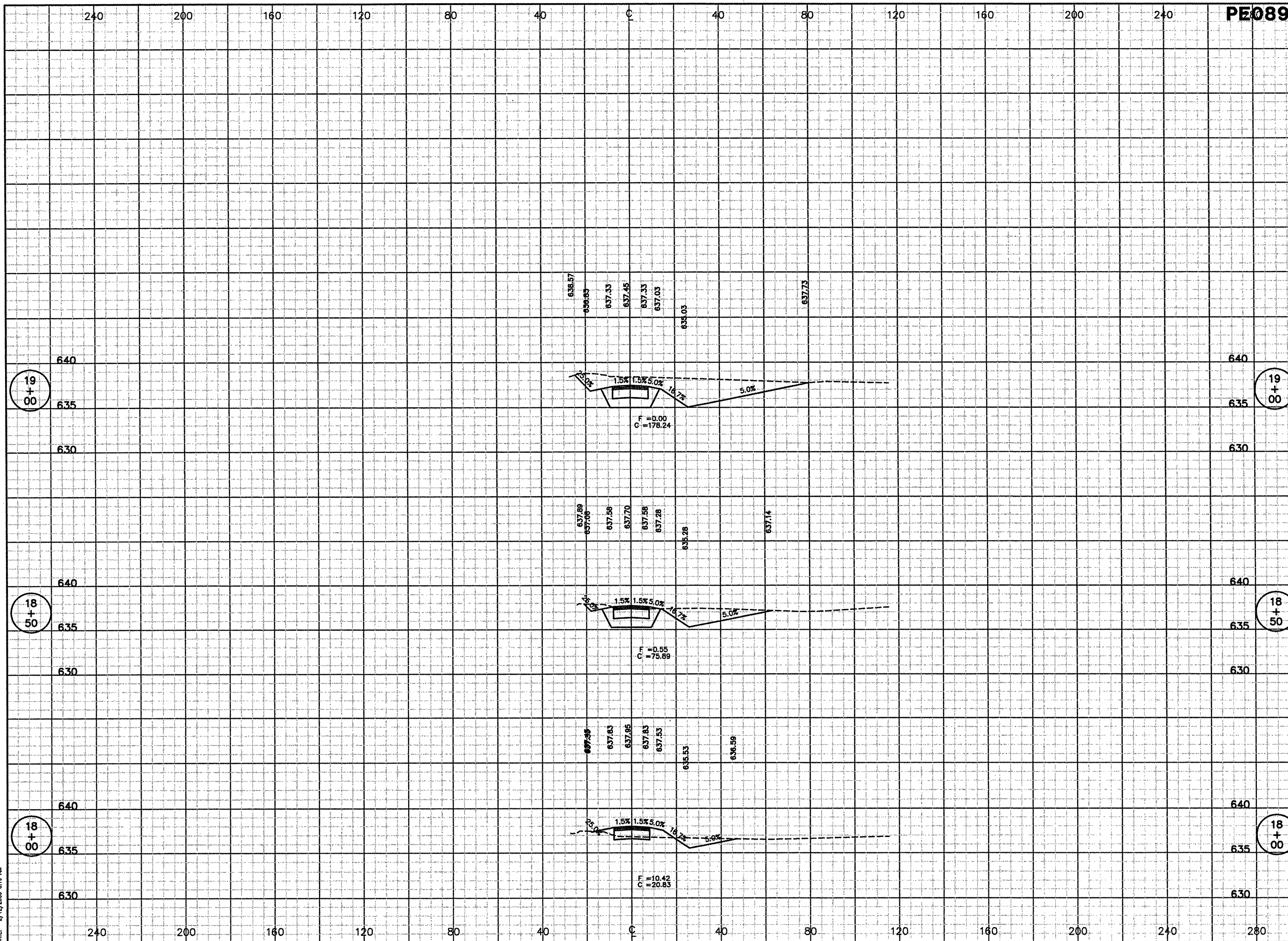
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SOUTH CROSS SECTION
STA 16+50 TO 17+50

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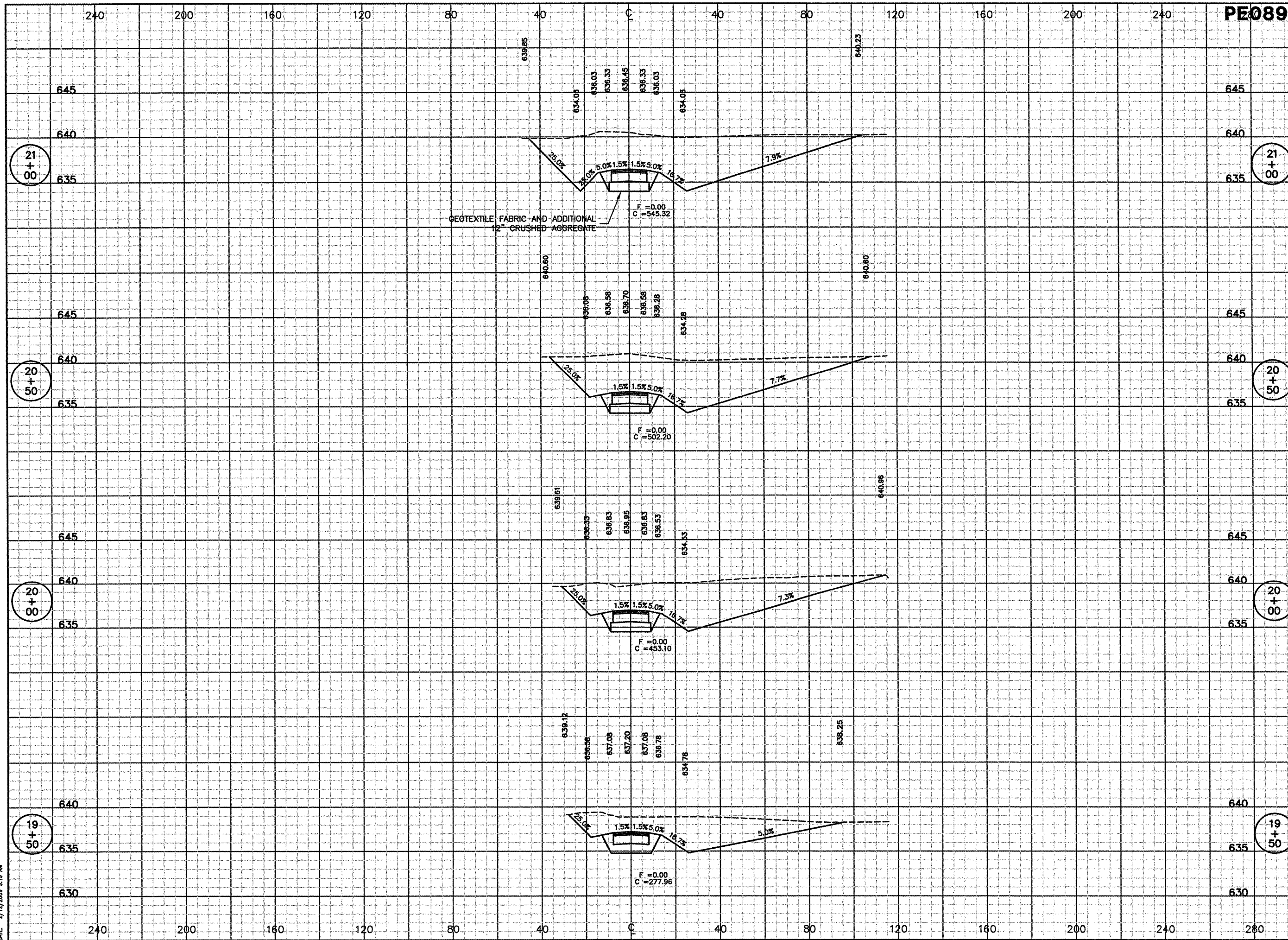
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SOUTH CROSS SECTION
STA 18+00 TO 19+00
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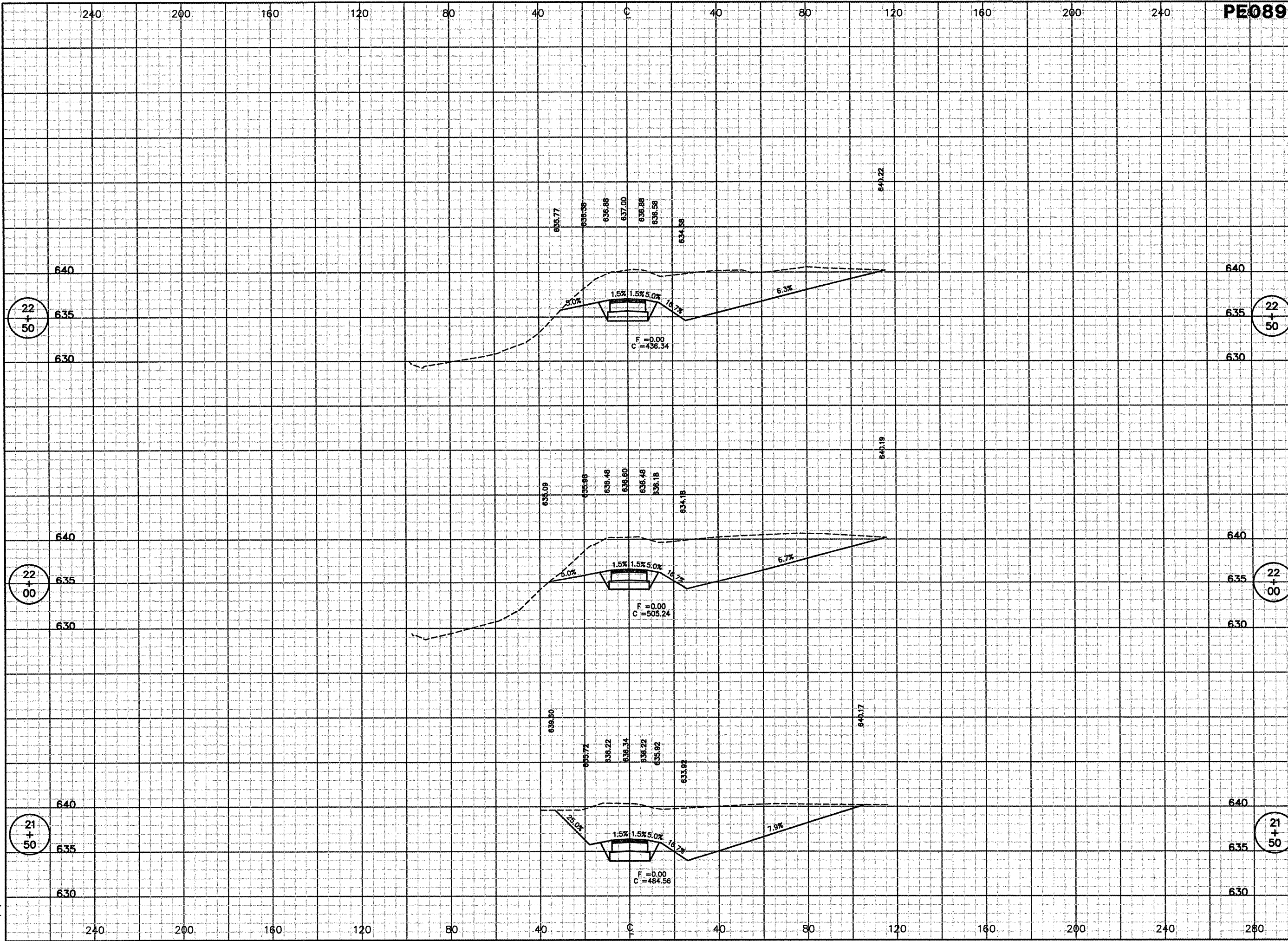
IL PROJECT: PIA-3865
AIP PROJ: 3-17-0080-XX

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SOUTH CROSS SECTION
STA 19+50 TO 21+00

SHEET 101 OF 151 SHEETS

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 FILE: South_XSEC_21+50_22+50.dwg
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0 1 2
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 PLOT 1

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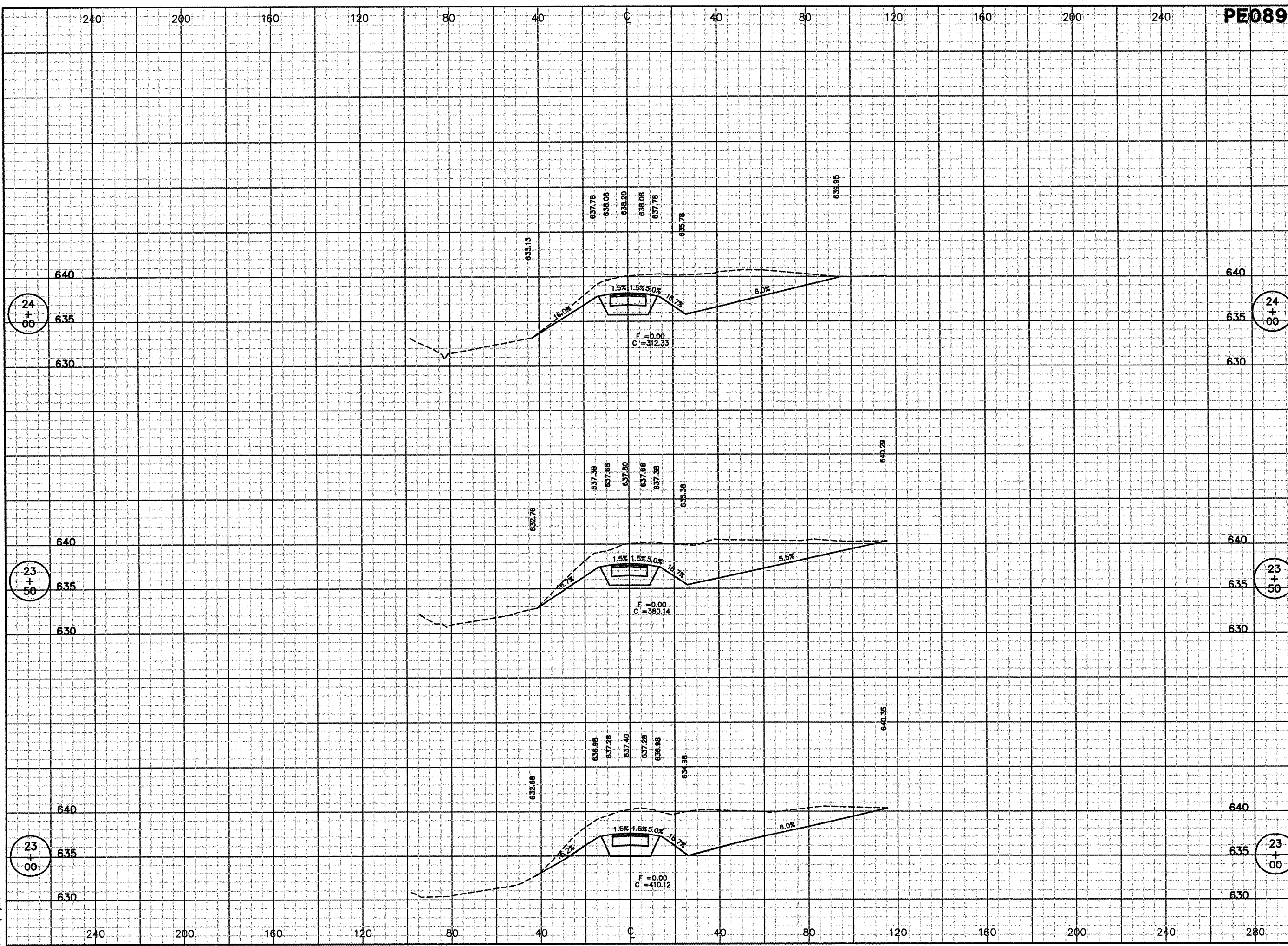
CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

**IL PROJECT: PIA-3865
 AIP PROJ: 3-17-0080-XX**

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**SOUTH CROSS SECTION
 STA 21+50 TO 22+50**

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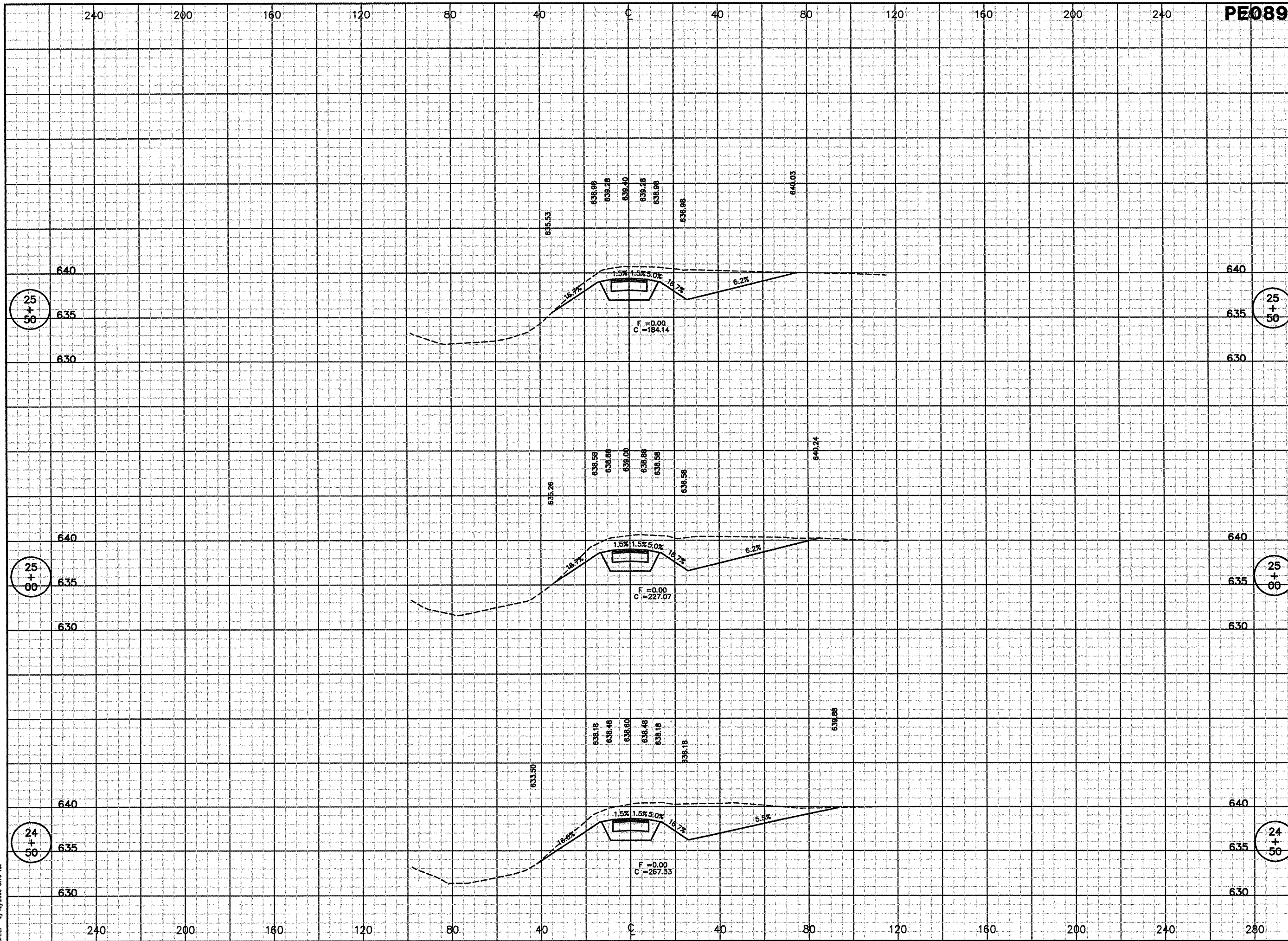
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AIP PROJ: 3-17-0080-XX

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SOUTH CROSS SECTION
STA 23+00 TO 24+00

SHEET 103 OF 151 SHEETS

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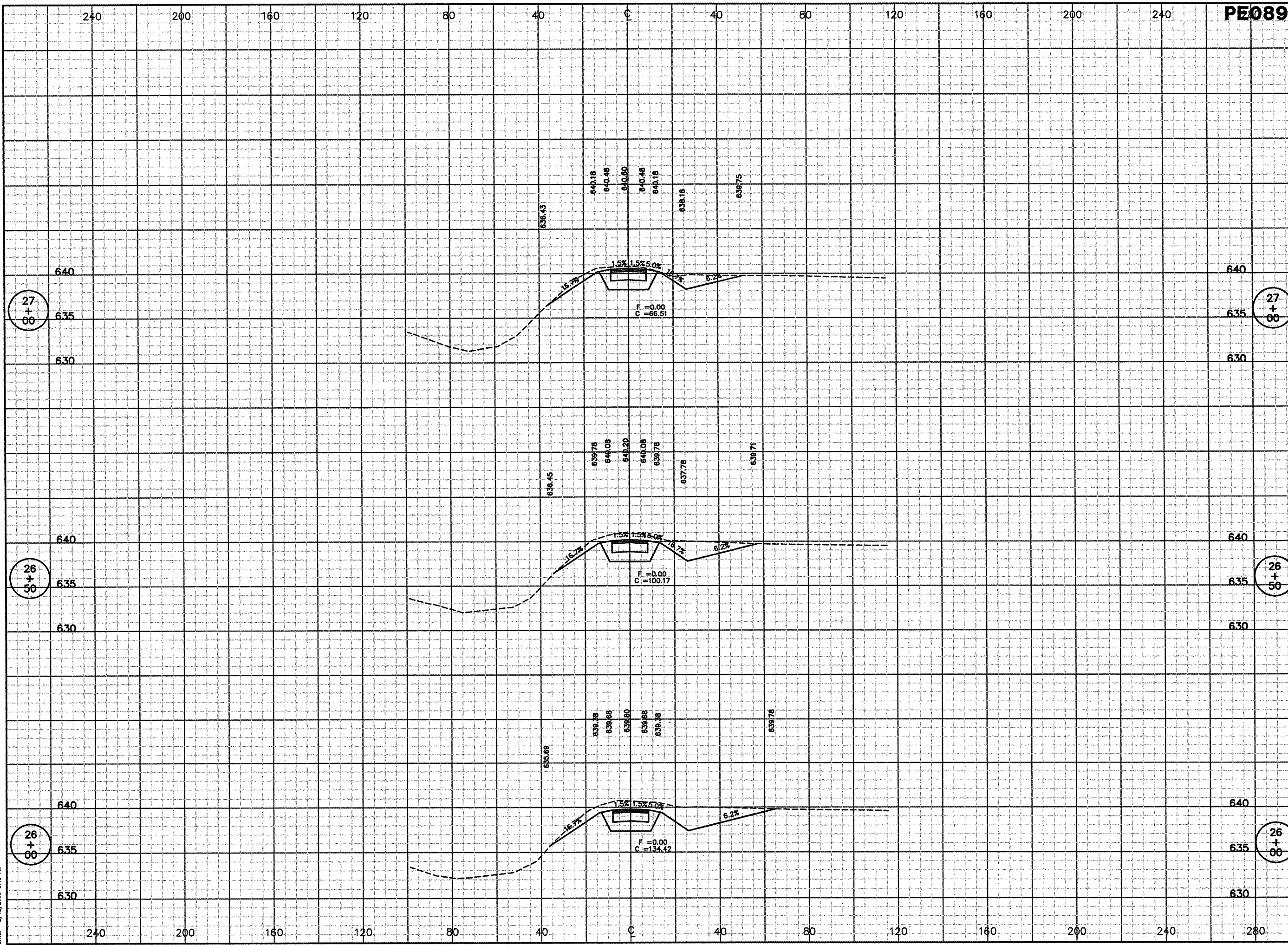
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SOUTH CROSS SECTION
STA 24+50 TO 25+50

SHEET 104 OF 151 SHEETS

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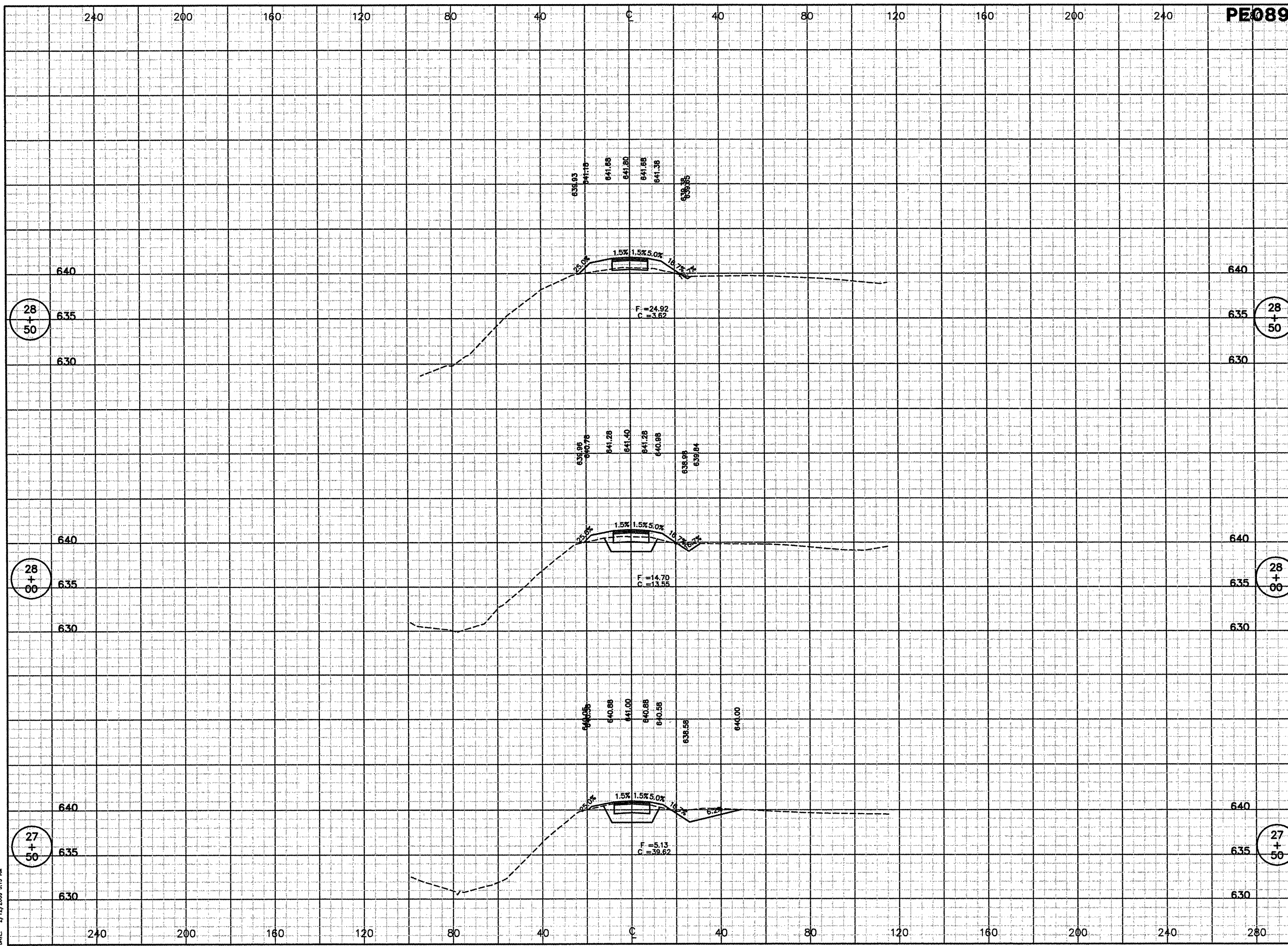
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SOUTH CROSS SECTION
STA 26+00 TO 27+00

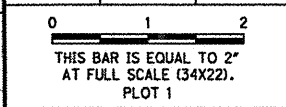
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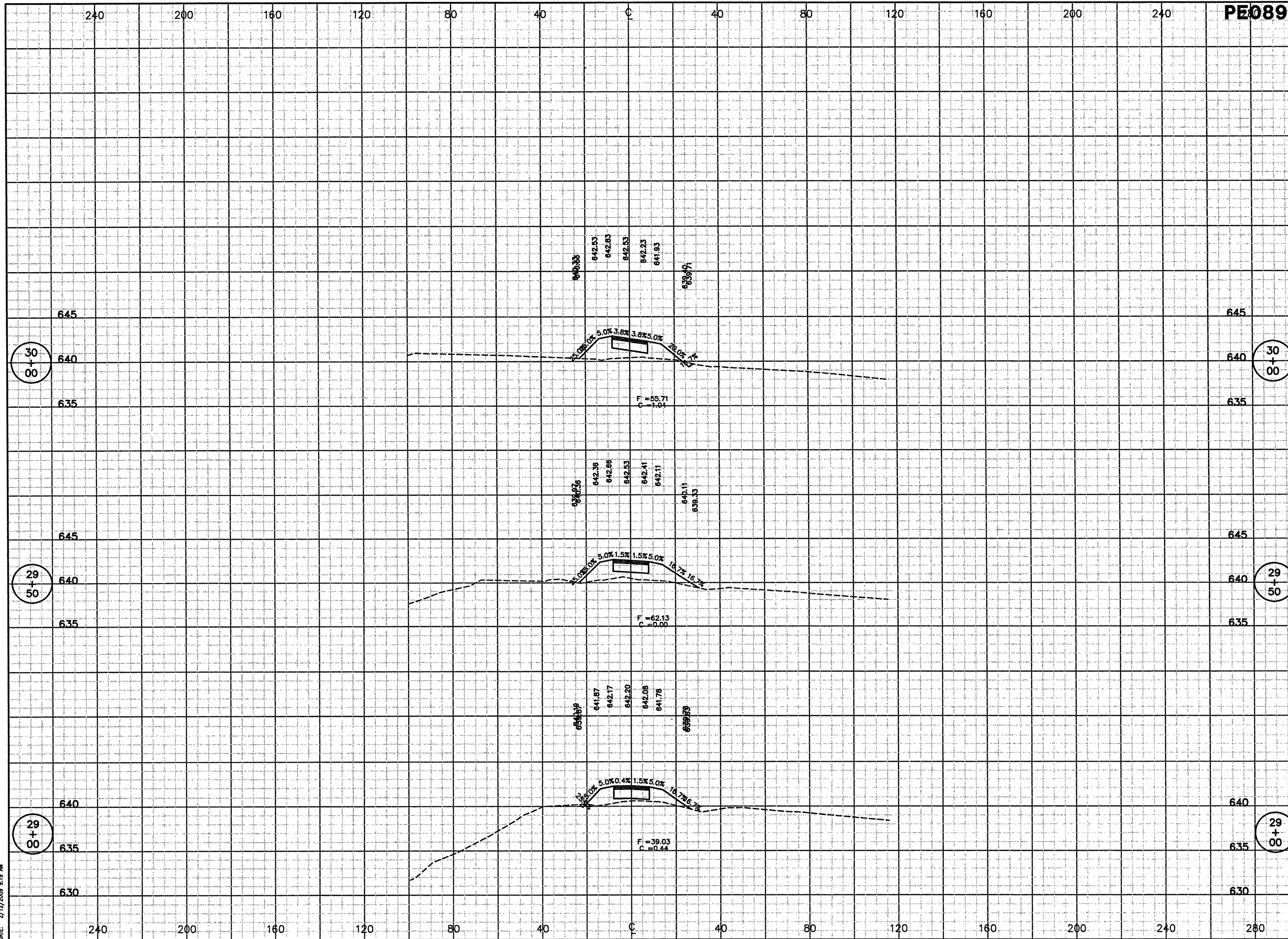
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SOUTH CROSS SECTION
STA 27+50 TO 28+50

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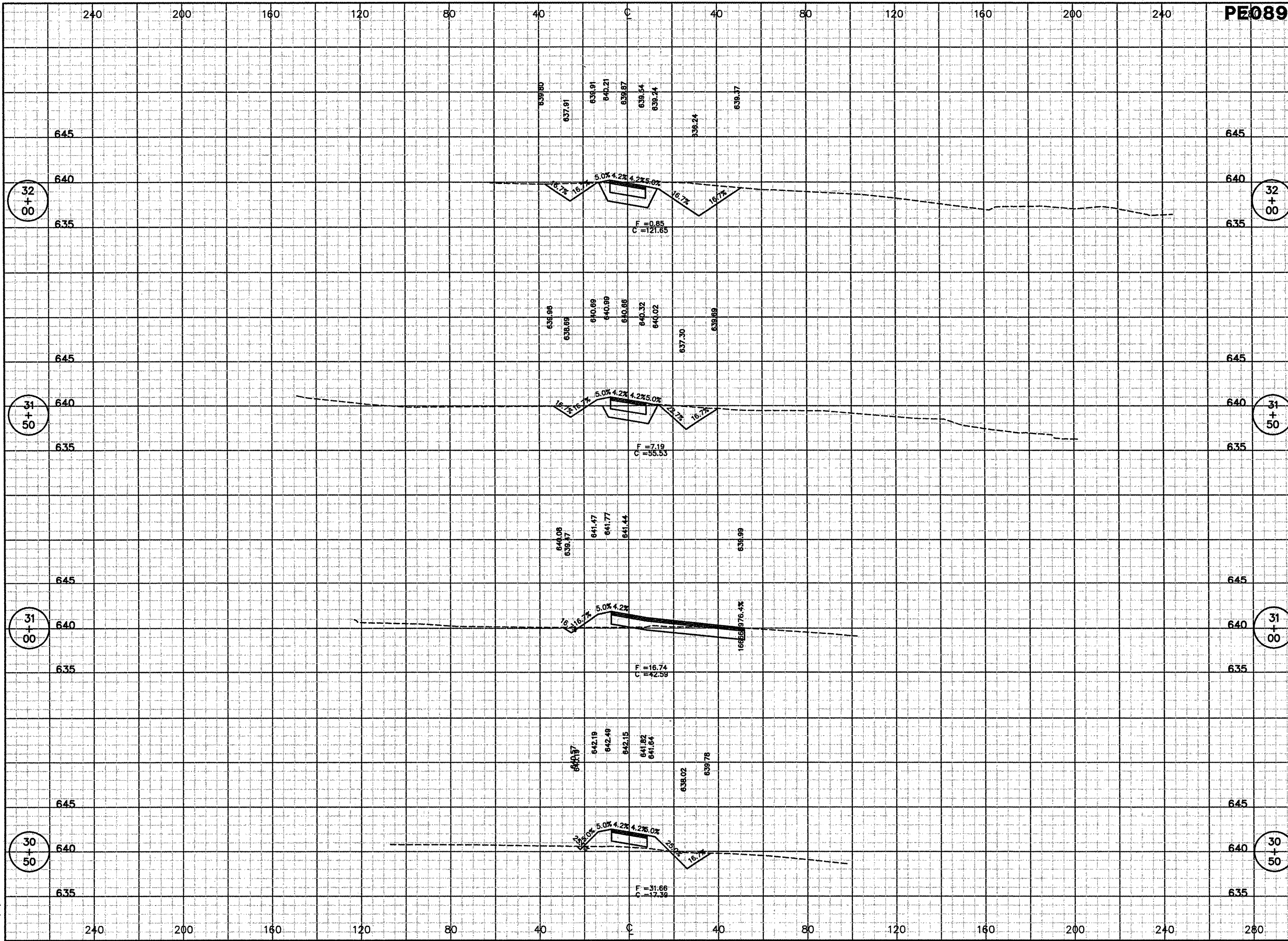
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SOUTH CROSS SECTION
STA 29+00 TO 30+00

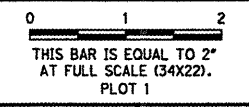
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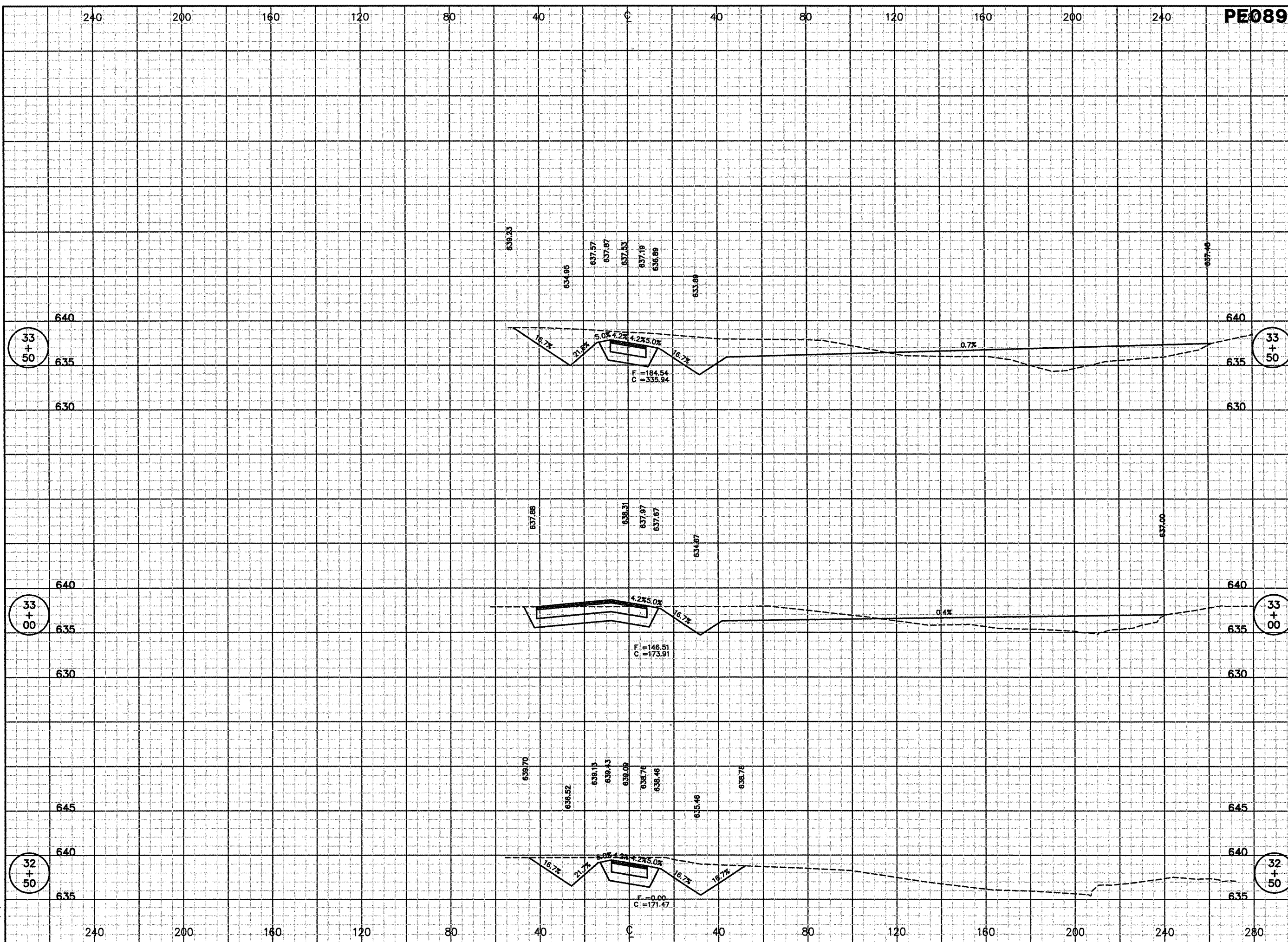
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SOUTH CROSS SECTION
STA 30+50 TO 32+00
 SHEET 108 OF 151 SHEETS

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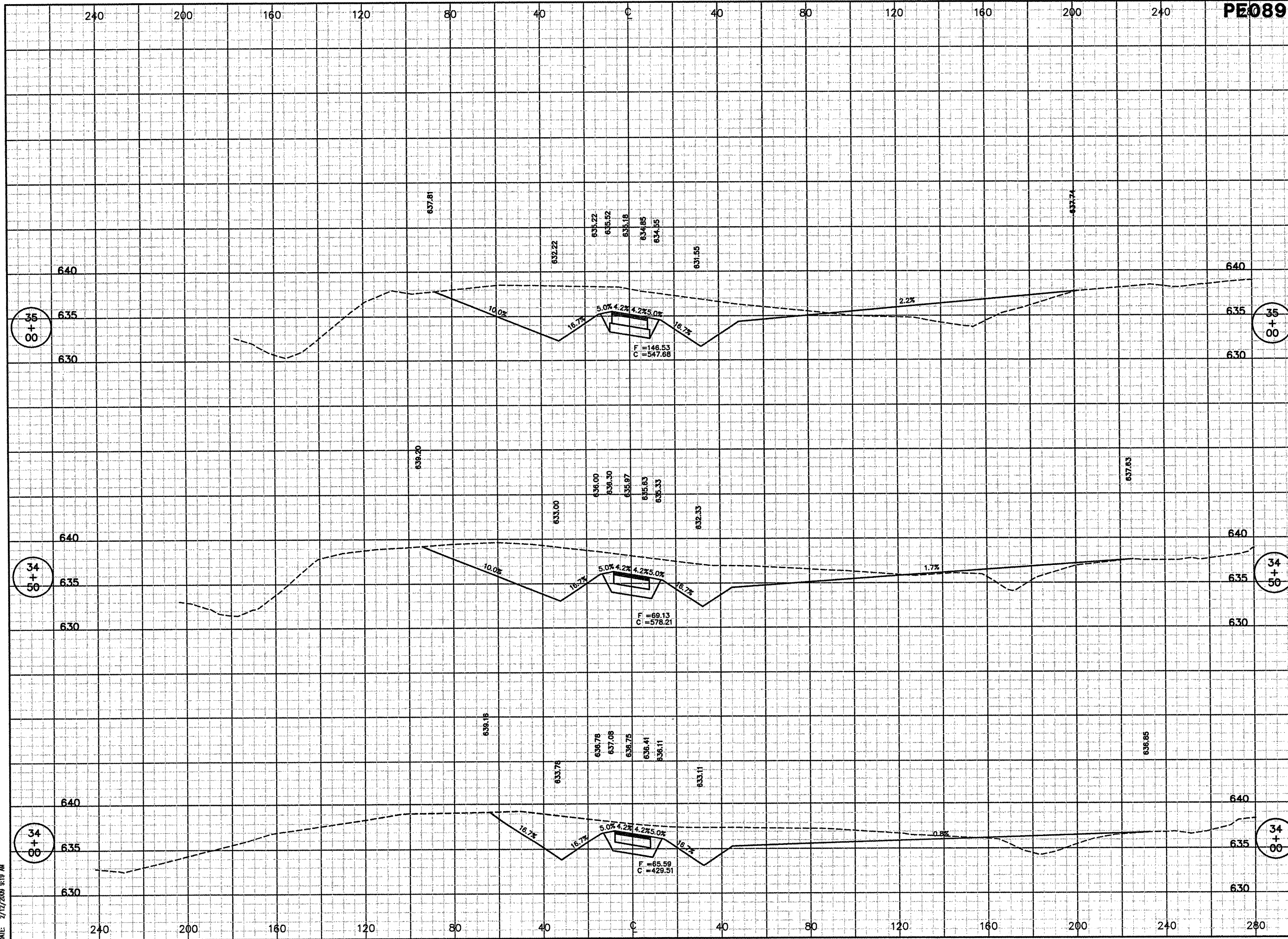
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SOUTH CROSS SECTION
STA 32+50 TO 33+50

SHEET 109 OF 151 SHEETS

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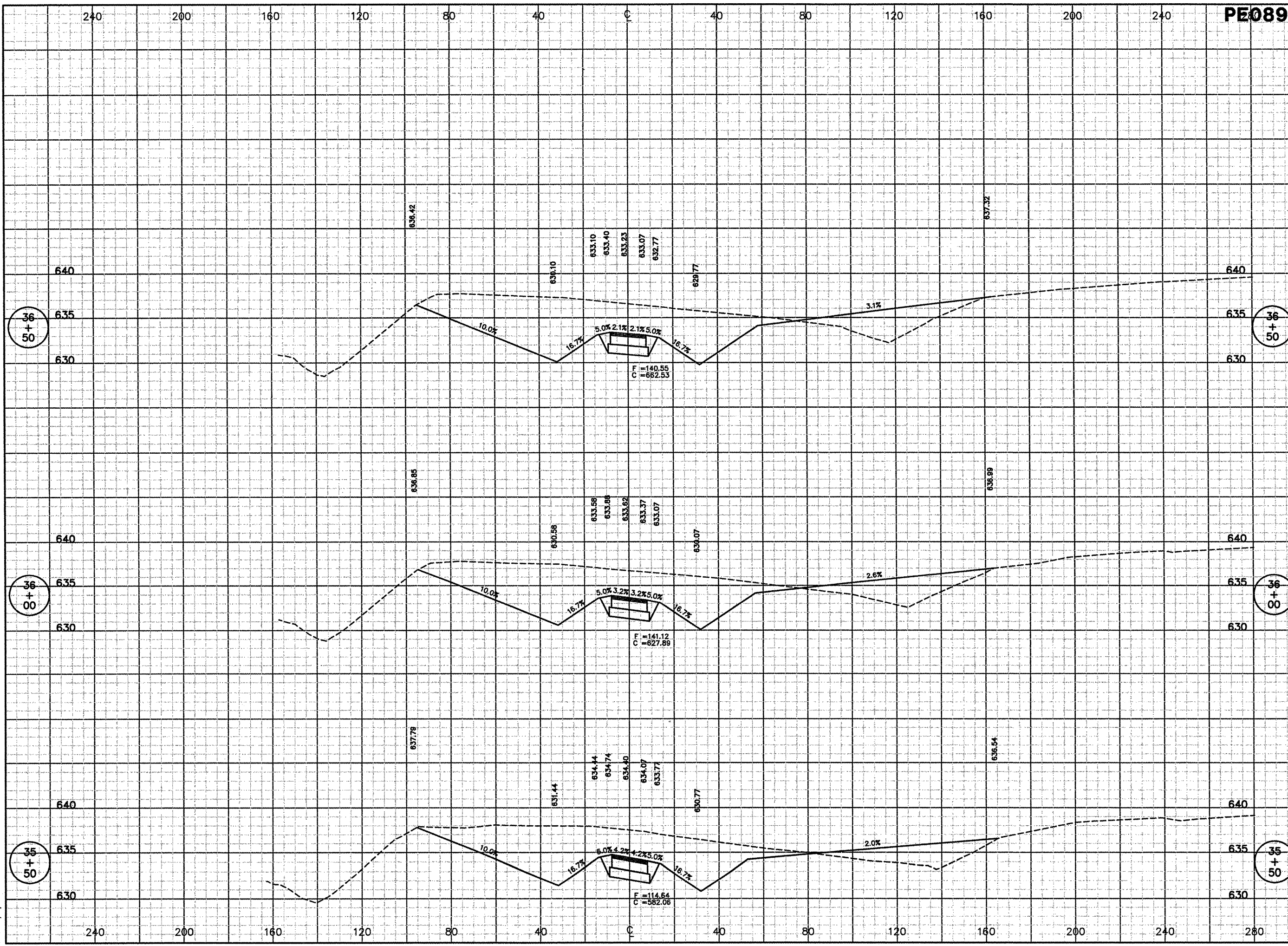
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SOUTH CROSS SECTION
STA 34+00 TO 35+00

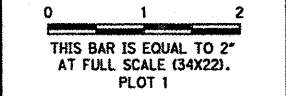
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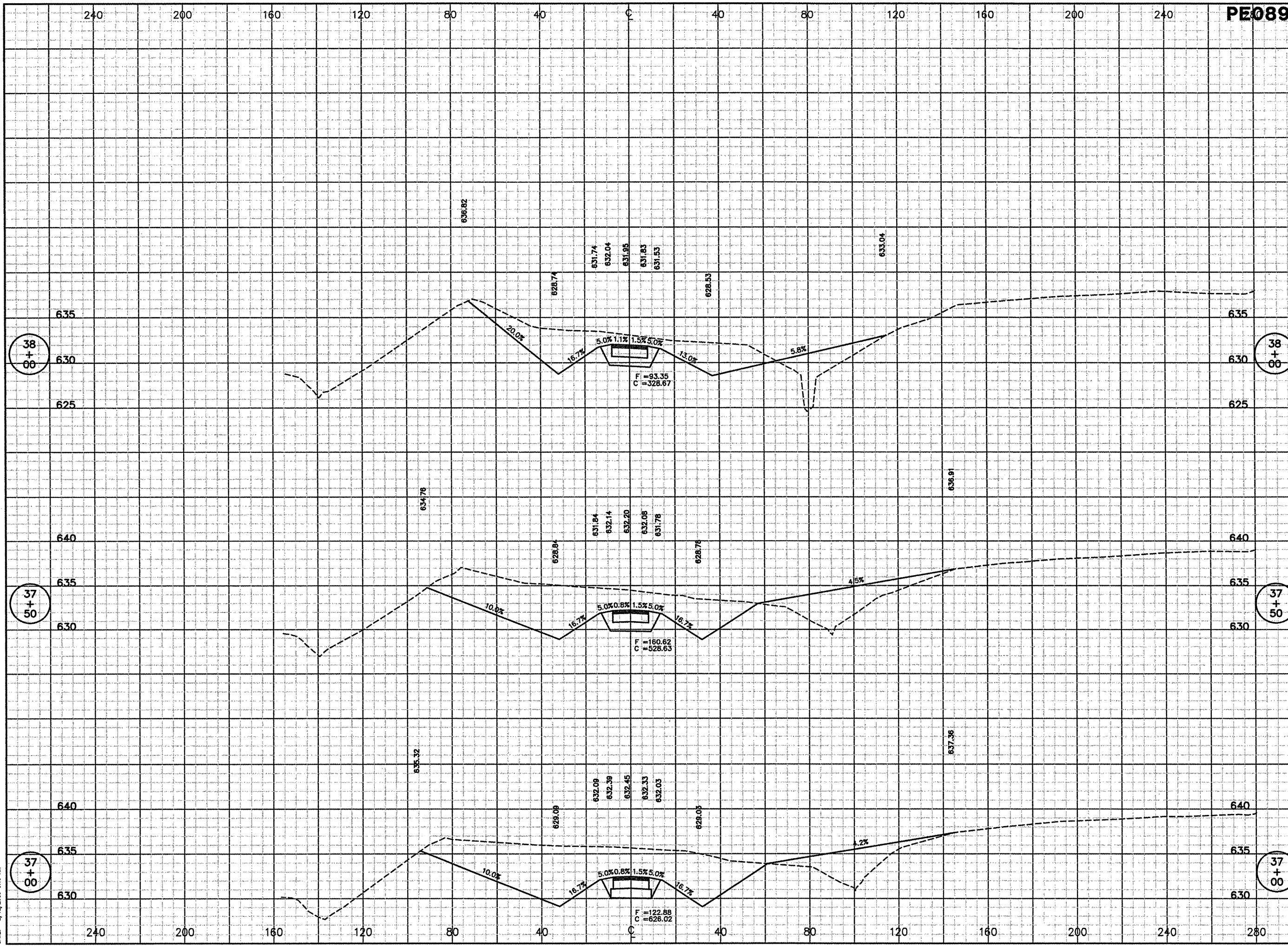
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SOUTH CROSS SECTION
STA 35+50 TO 36+50

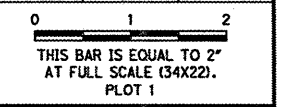
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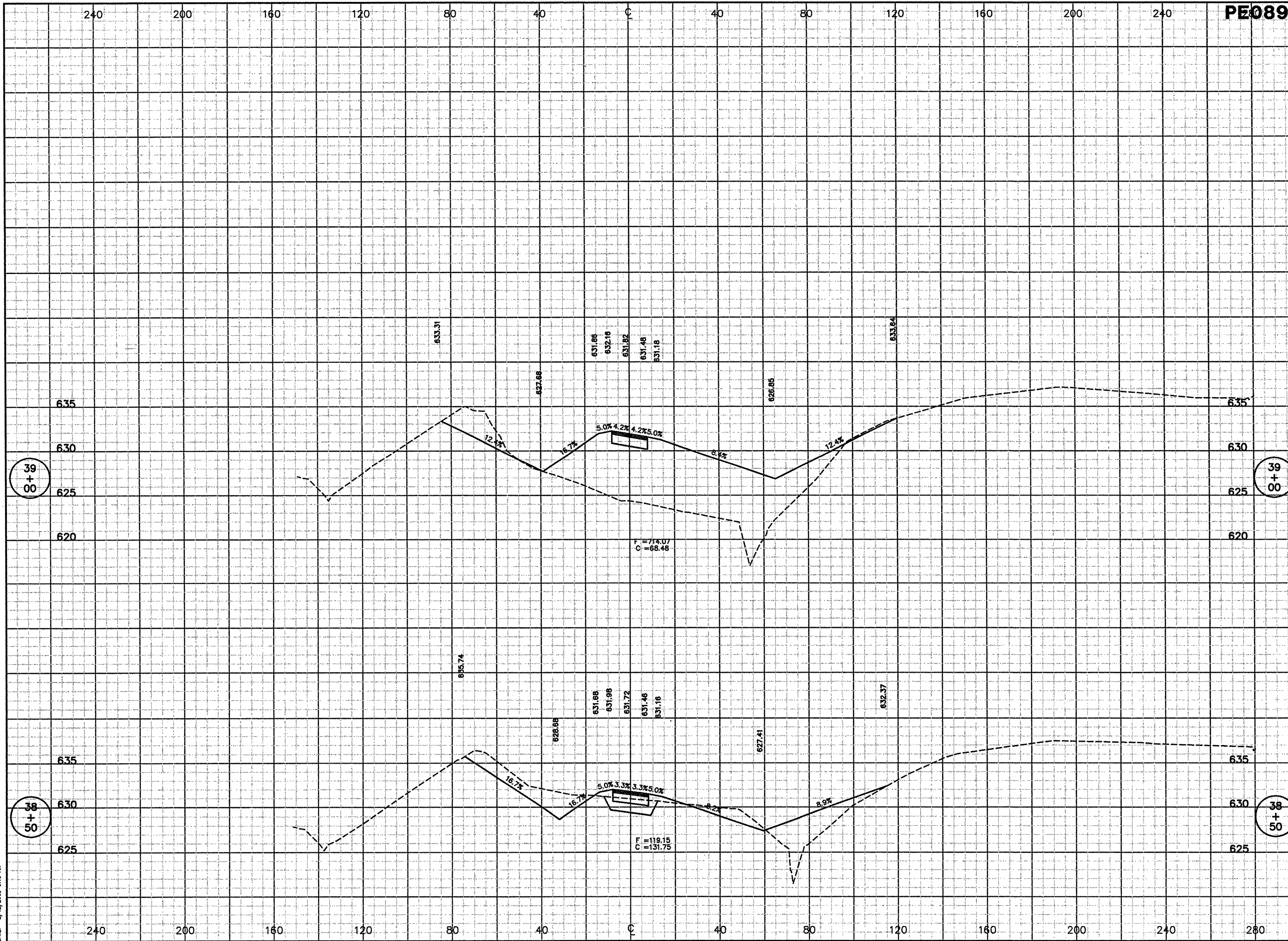
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SOUTH CROSS SECTION
STA 37+00 TO 38+00
 SHEET 112 OF 151 SHEETS

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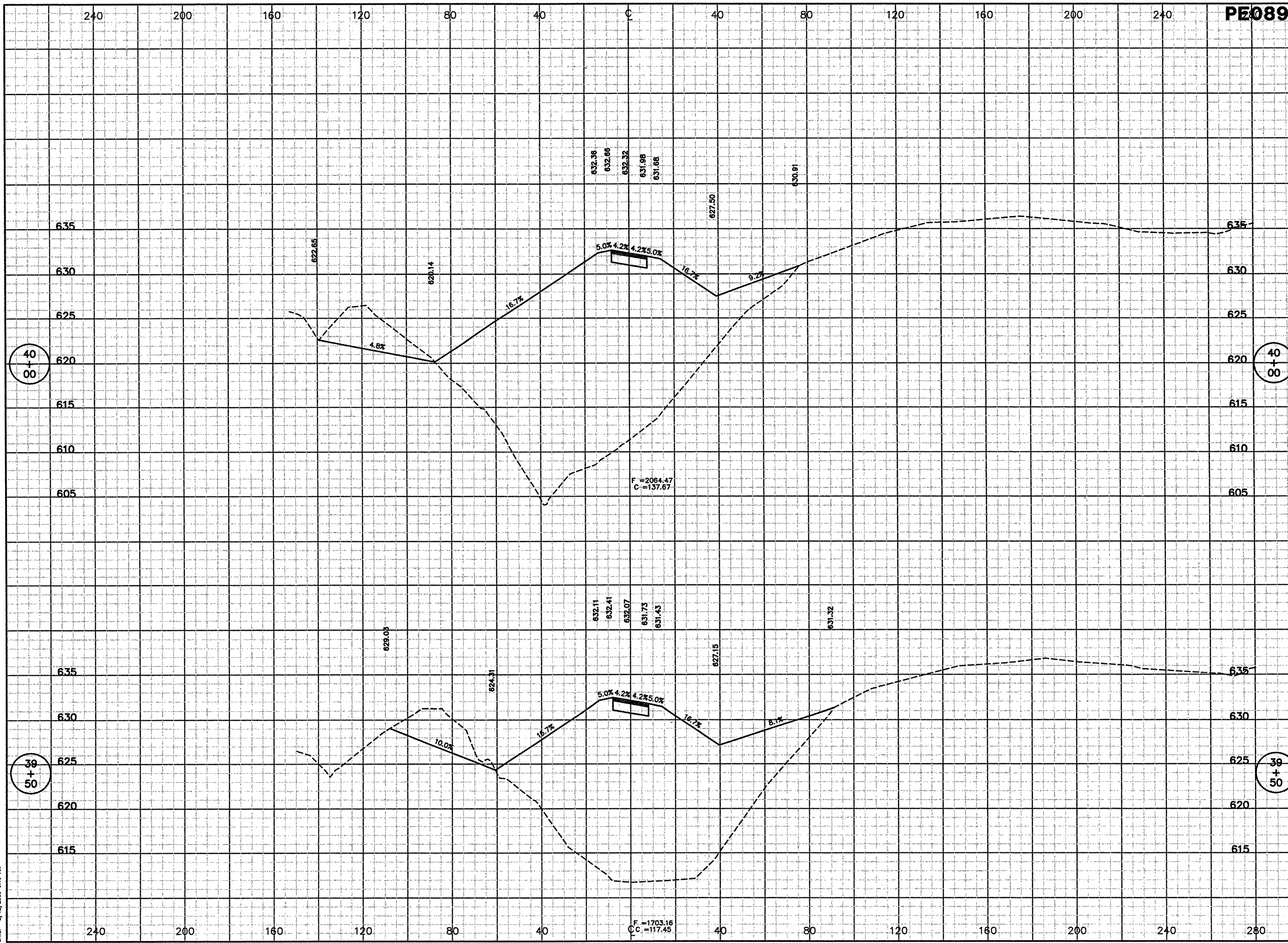
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**SOUTH CROSS SECTION
 STA 38+50 TO 39+00**

SHEET 113 OF 151 SHEETS

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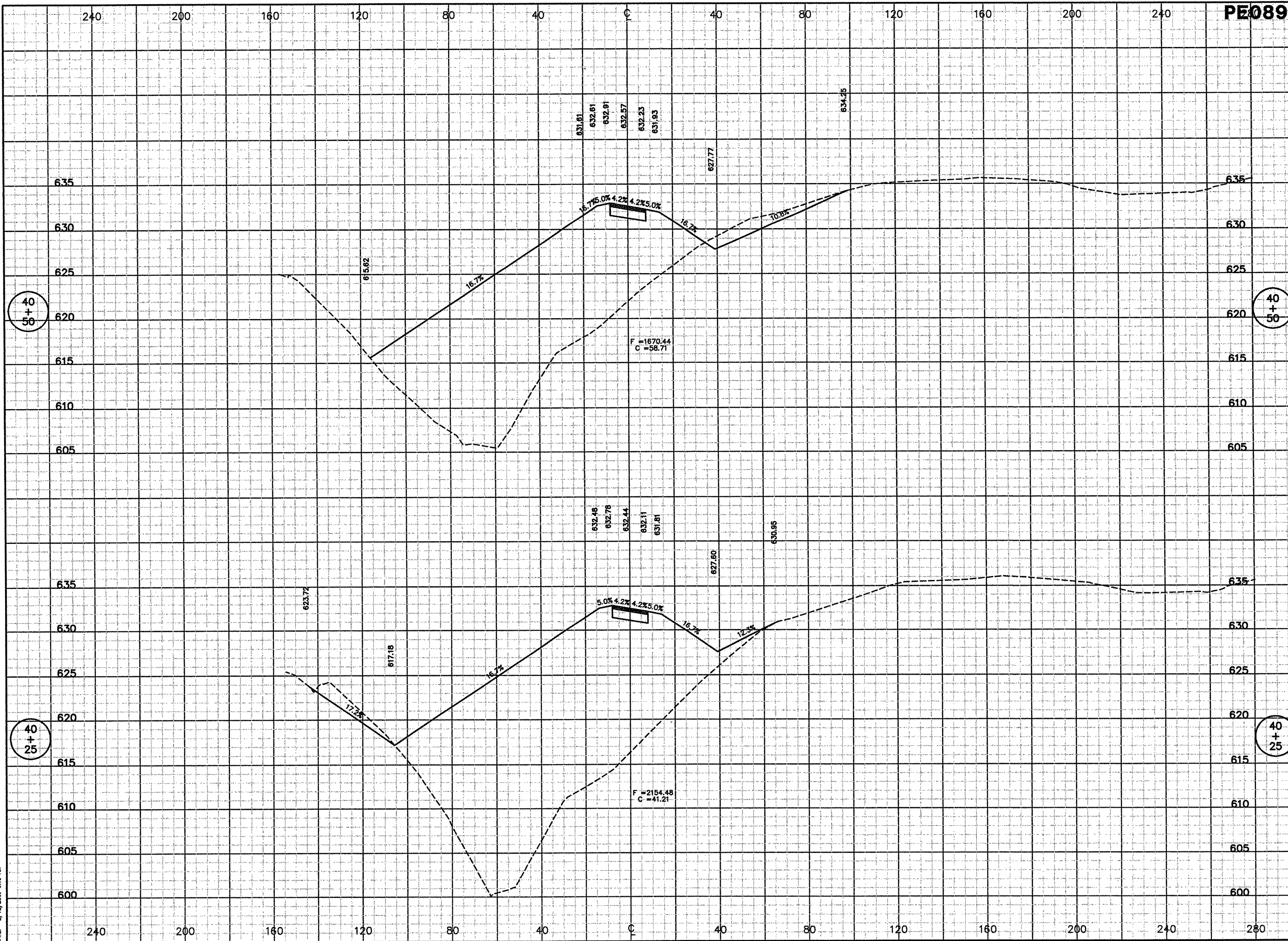
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SOUTH CROSS SECTION
STA 39+50 TO 40+00

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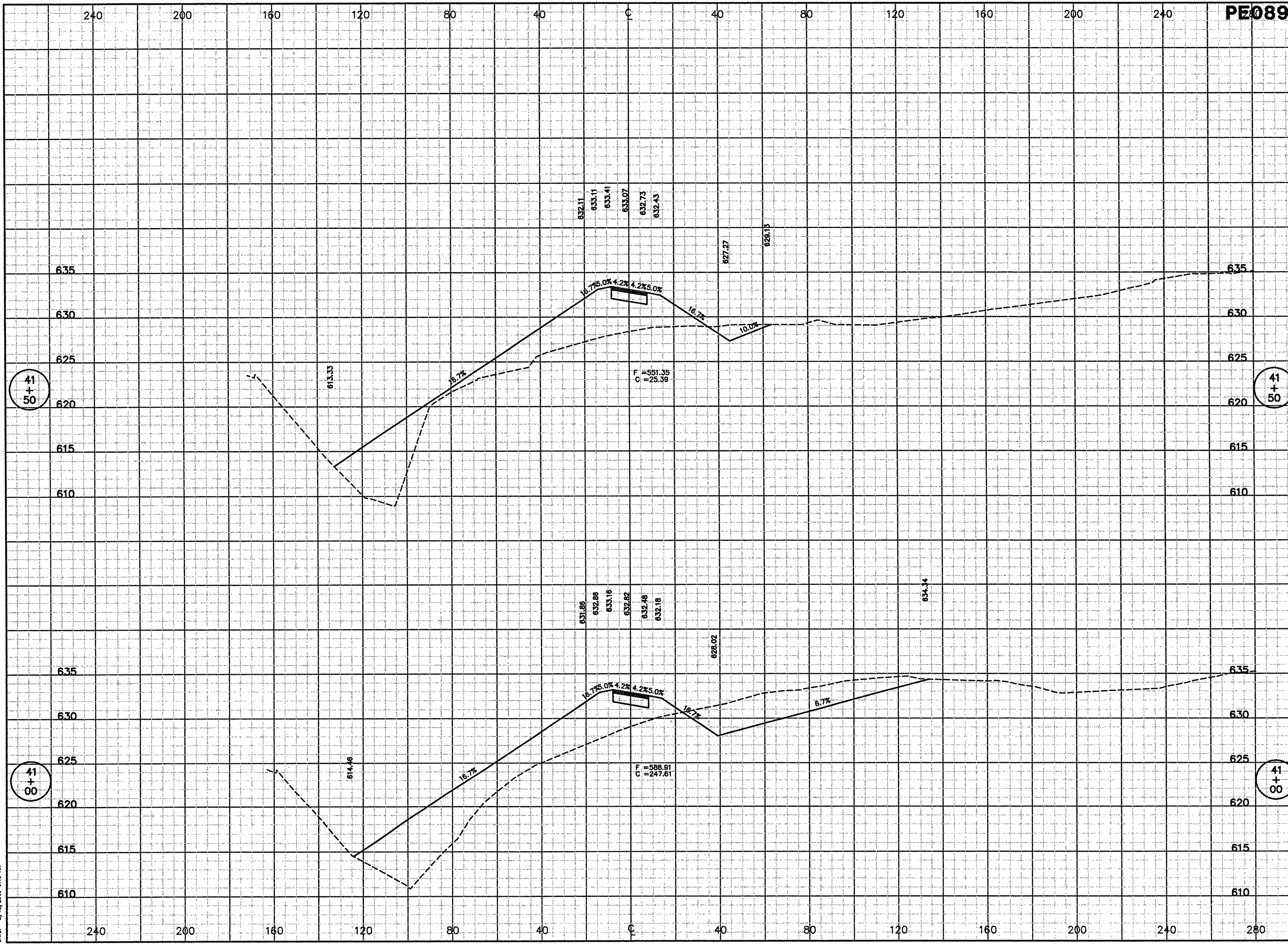
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SOUTH CROSS SECTION
STA 40+25 TO 40+50

SHEET 115 OF 151 SHEETS

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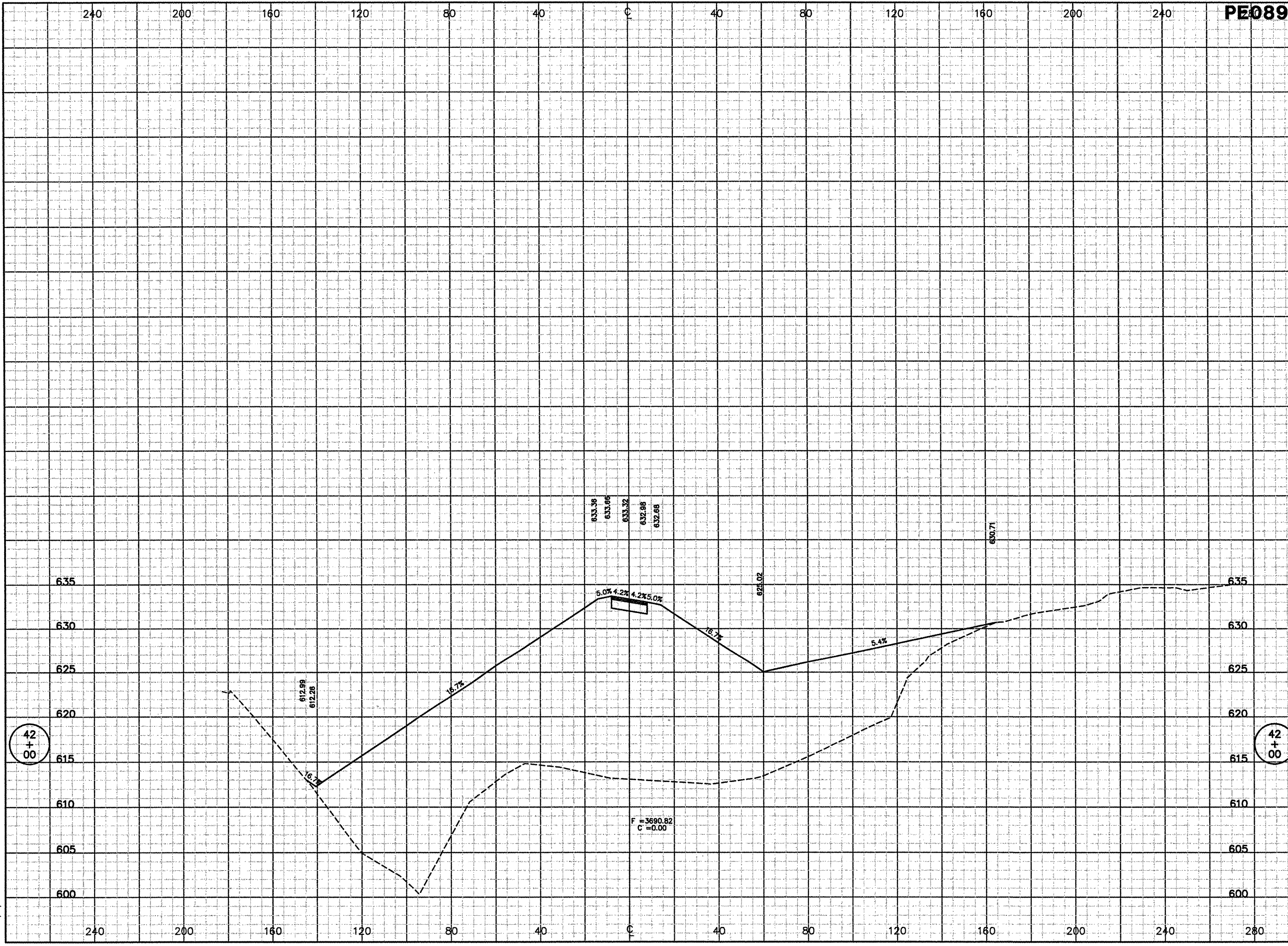
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SOUTH CROSS SECTION
STA 41+00 TO 41+50
 SHEET 116 OF 151 SHEETS

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PEORIA INTERNATIONAL AIRPORT

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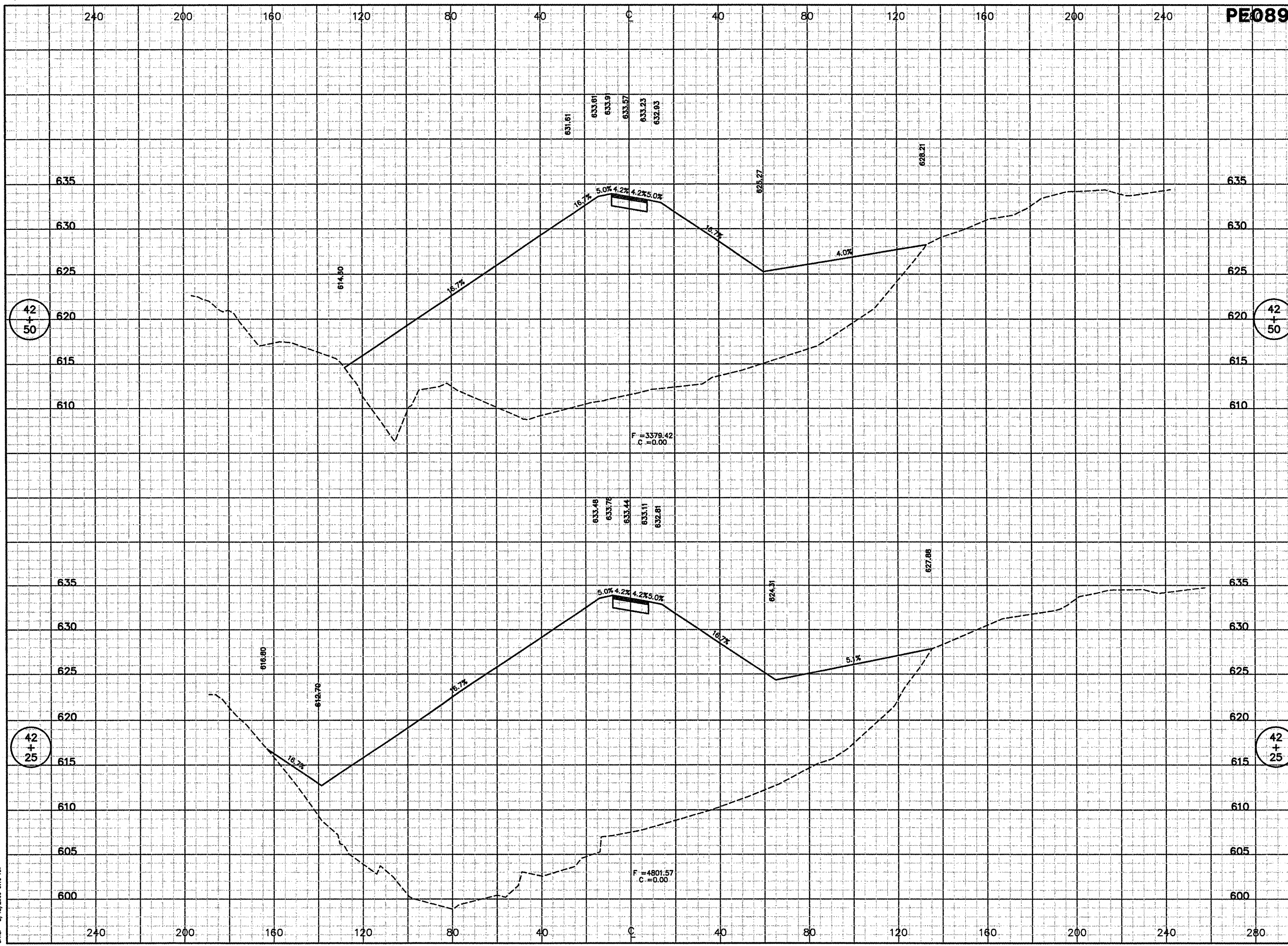
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| SOUTH CROSS SECTION STA 42+00 | |
| SHEET 117 OF 151 SHEETS | |

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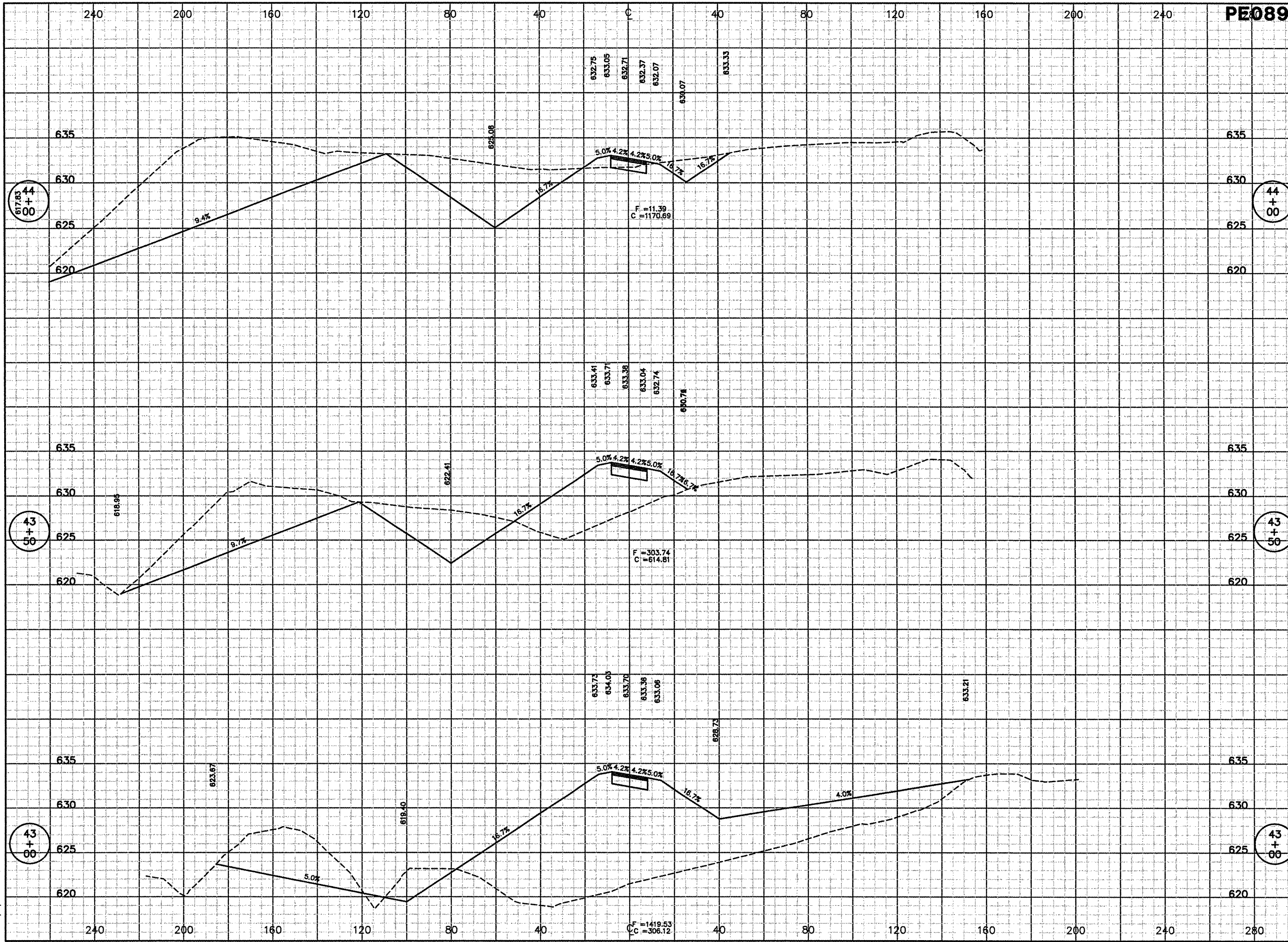
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AP PROJ: 3-17-0080-XX

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SOUTH CROSS SECTION
STA 42+25 TO 42+50
 SHEET 118 OF 151 SHEETS

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 FILE: South_XSEC_43+00_44+00.dwg
 DATE: 2/12/2009 8:19 AM



PE089

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0 1 2
 THIS BAR IS EQUAL TO 2"
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 PLOT 1

GENERAL WAYNE A. DOWNING
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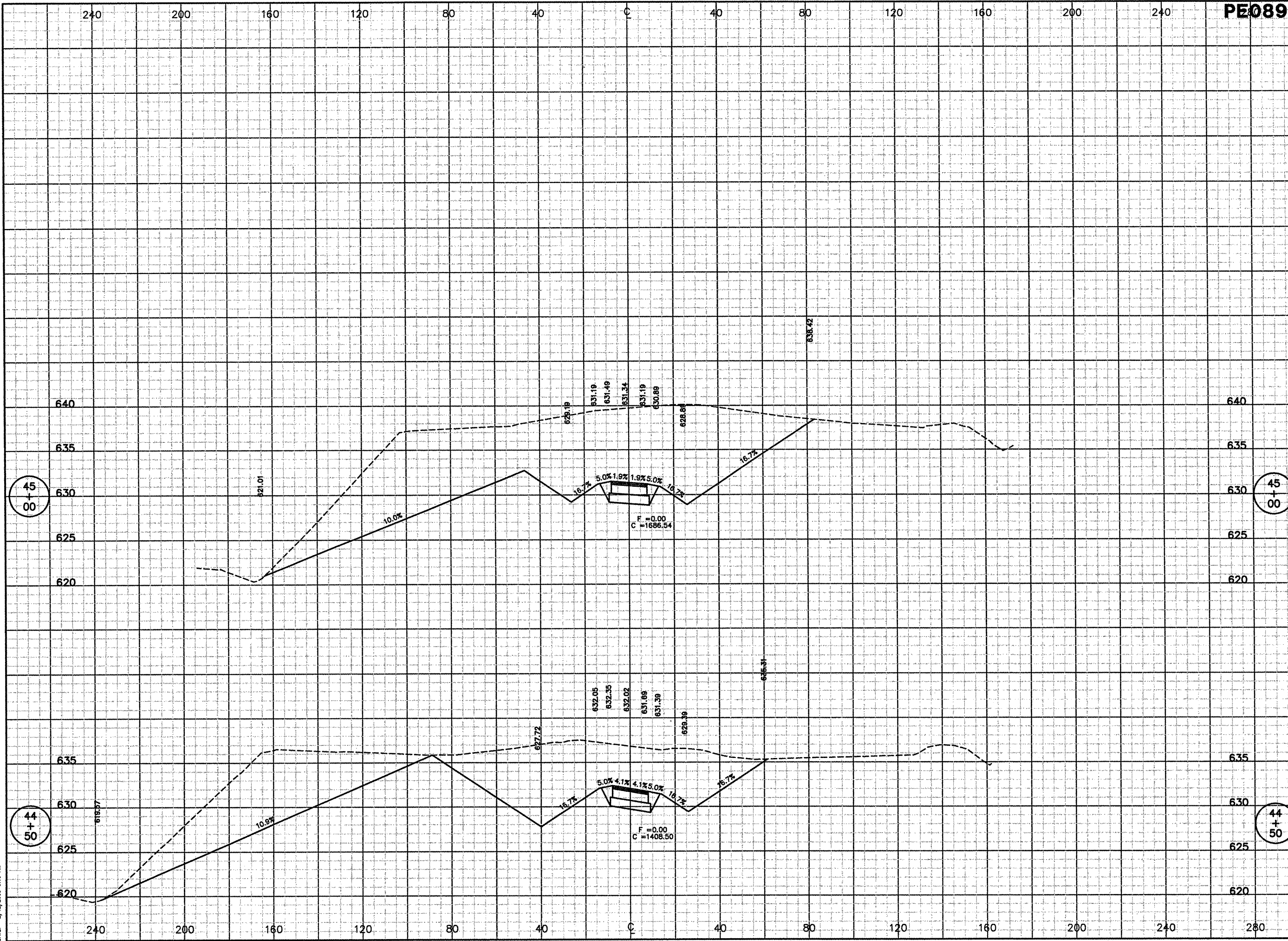
IL PROJECT: PIA-3865
AIP PROJ: 3-17-0080-XX

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SOUTH CROSS SECTION
STA 43+00 TO 44+00

SHEET 119 OF 151 SHEETS

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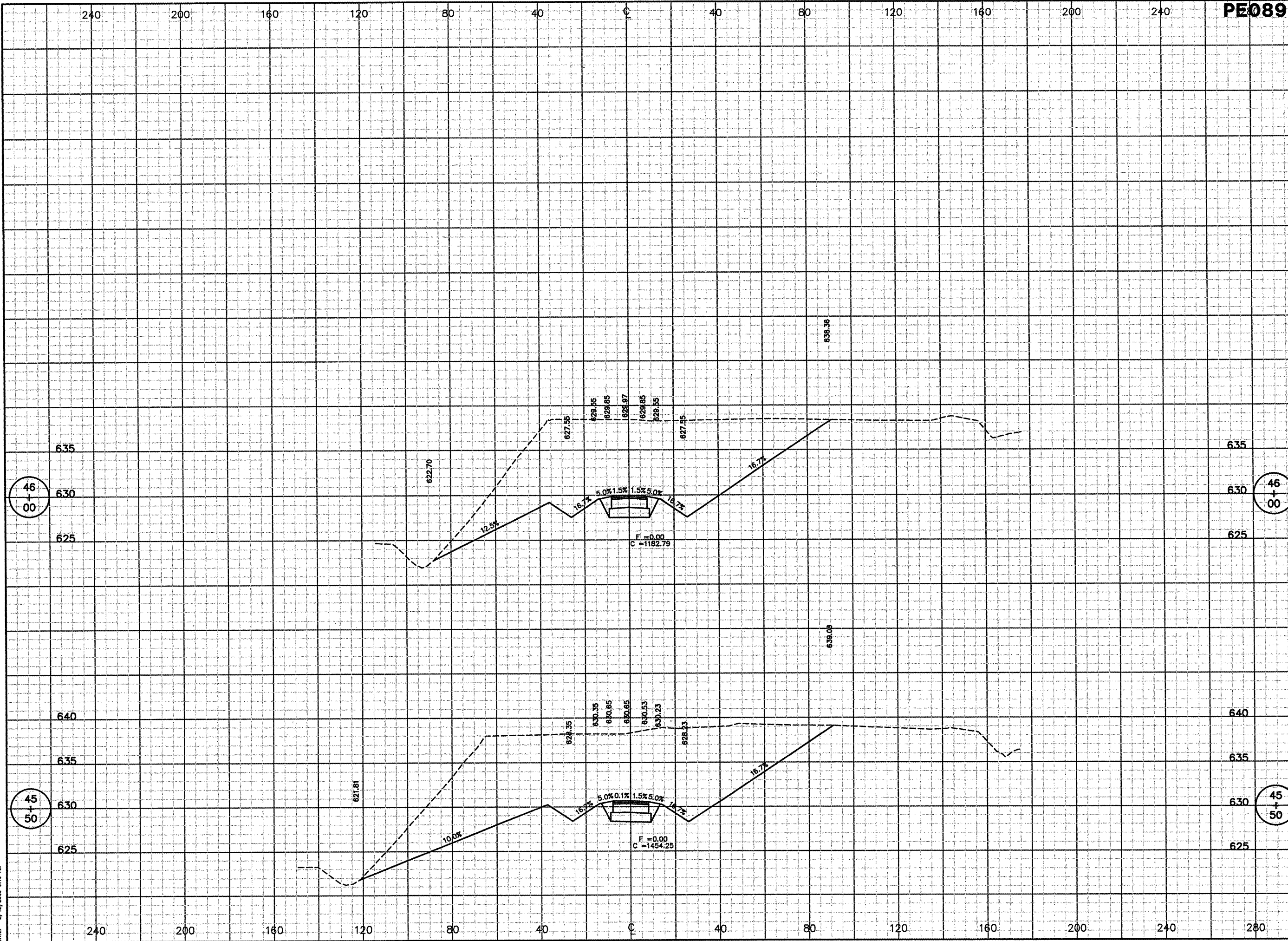
IL PROJECT: PIA-3865
AIP PROJ: 3-17-0080-XX

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**SOUTH CROSS SECTION
 STA 44+50 TO 45+00**

SHEET 120 OF 151 SHEETS

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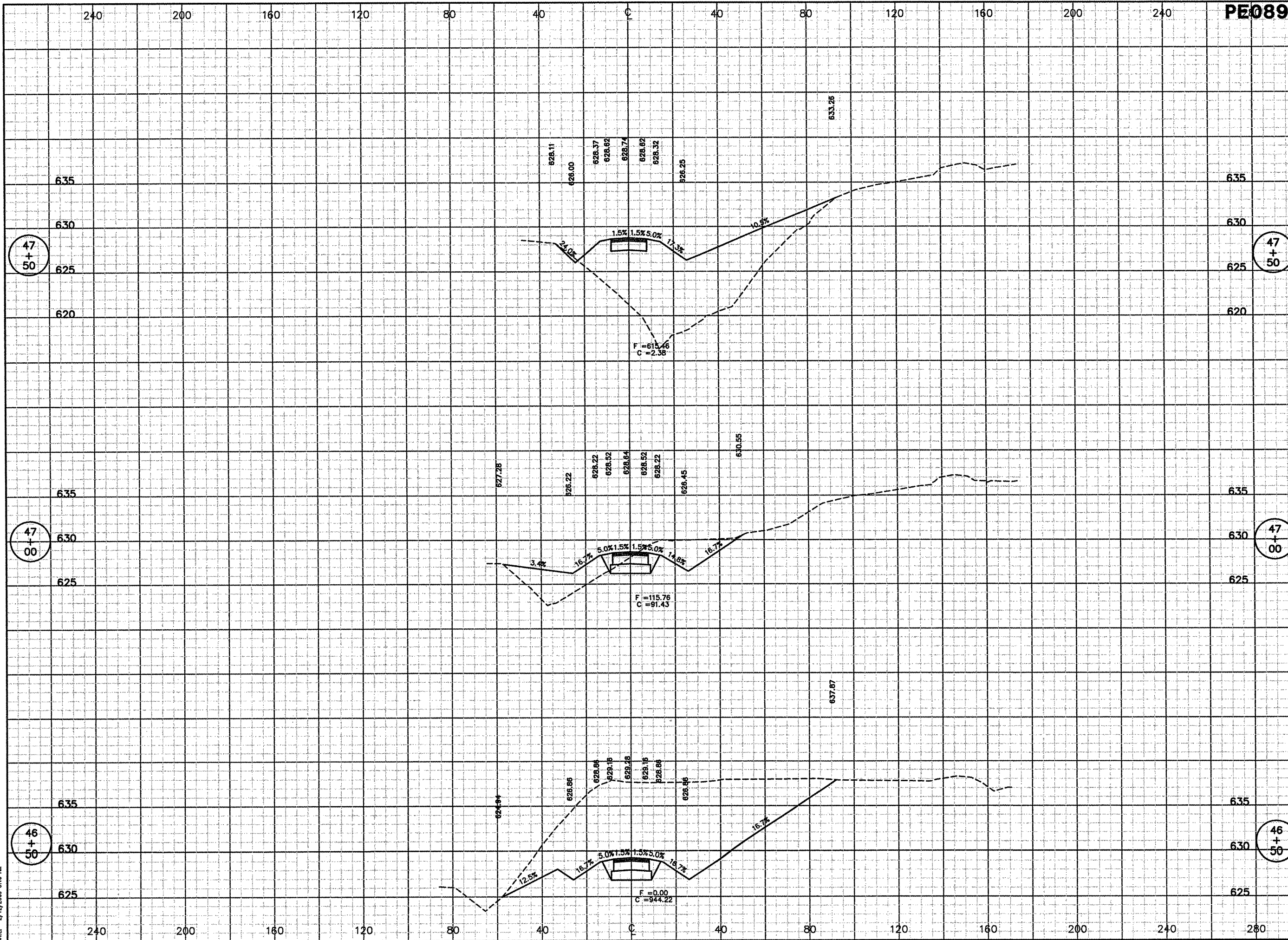
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SOUTH CROSS SECTION
STA 45+50 TO 46+00

SHEET 121 OF 151 SHEETS

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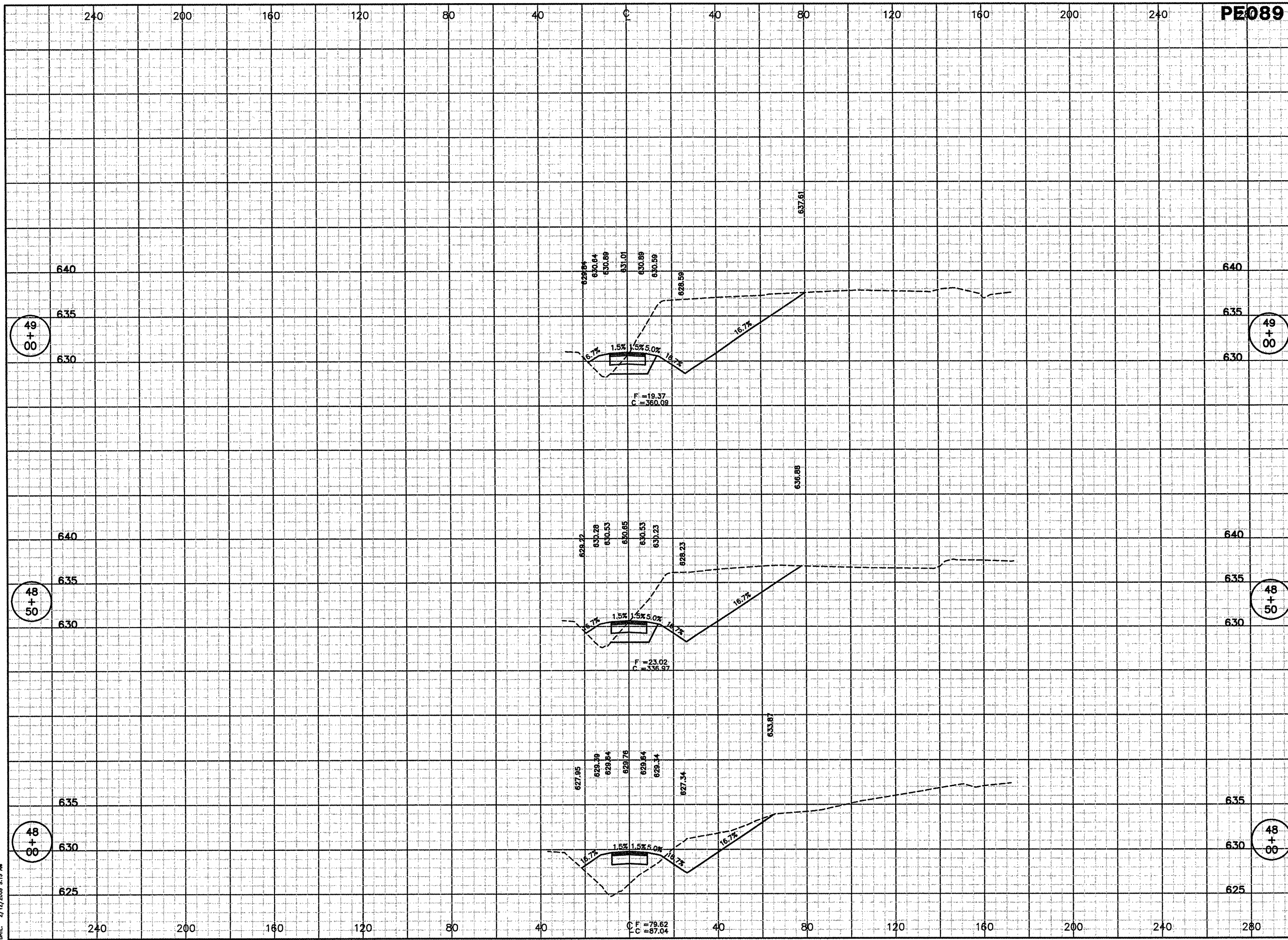
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AIP PROJ: 3-17-0080-XX

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SOUTH CROSS SECTION
STA 46+50 TO 47+50

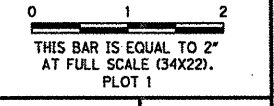
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 DATE: 2/12/2009 9:19 AM



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SOUTH CROSS SECTION
STA 48+00 TO 49+00
 SHEET 123 OF 151 SHEETS

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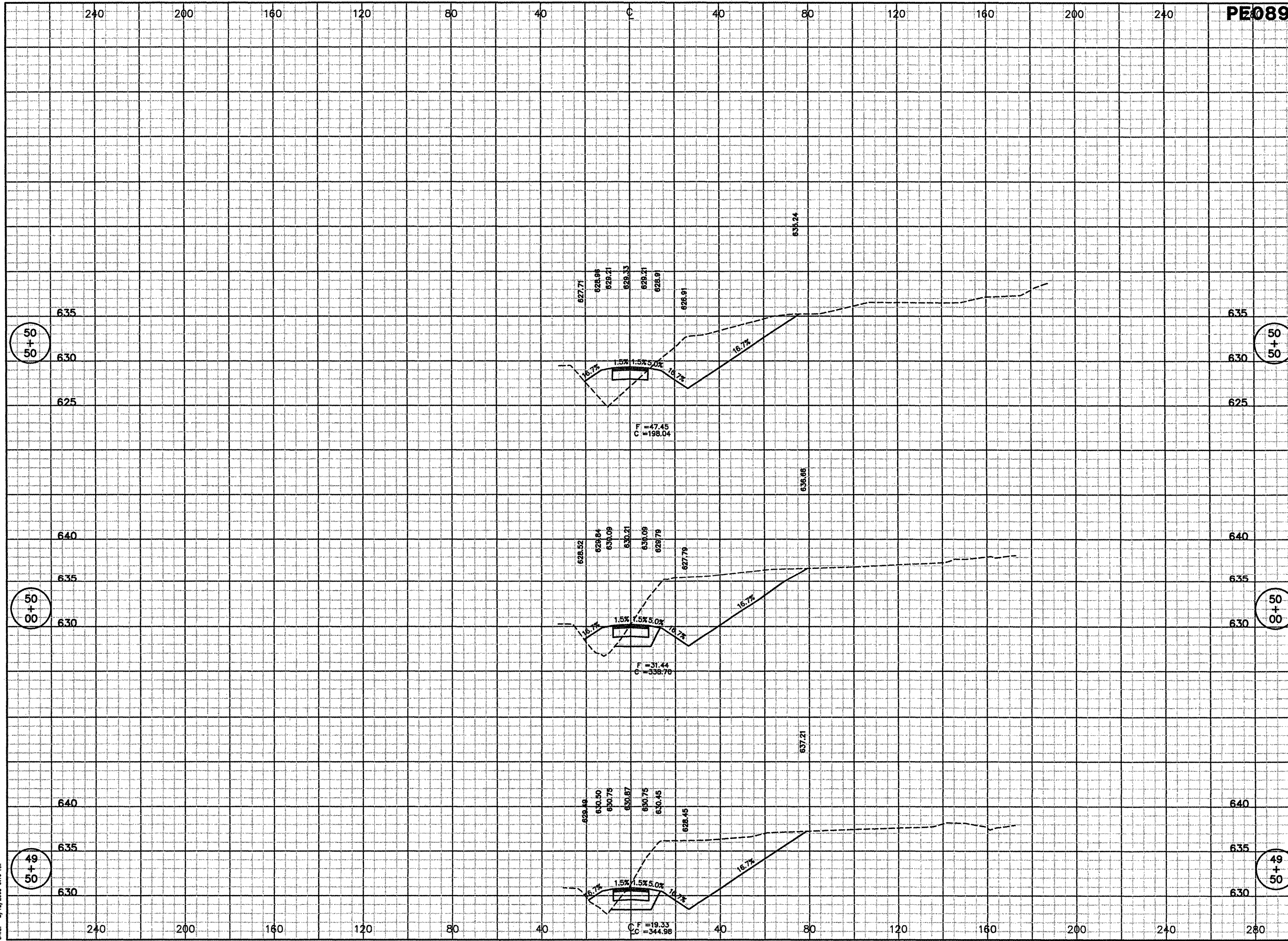
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C = 87.04

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0 1 2
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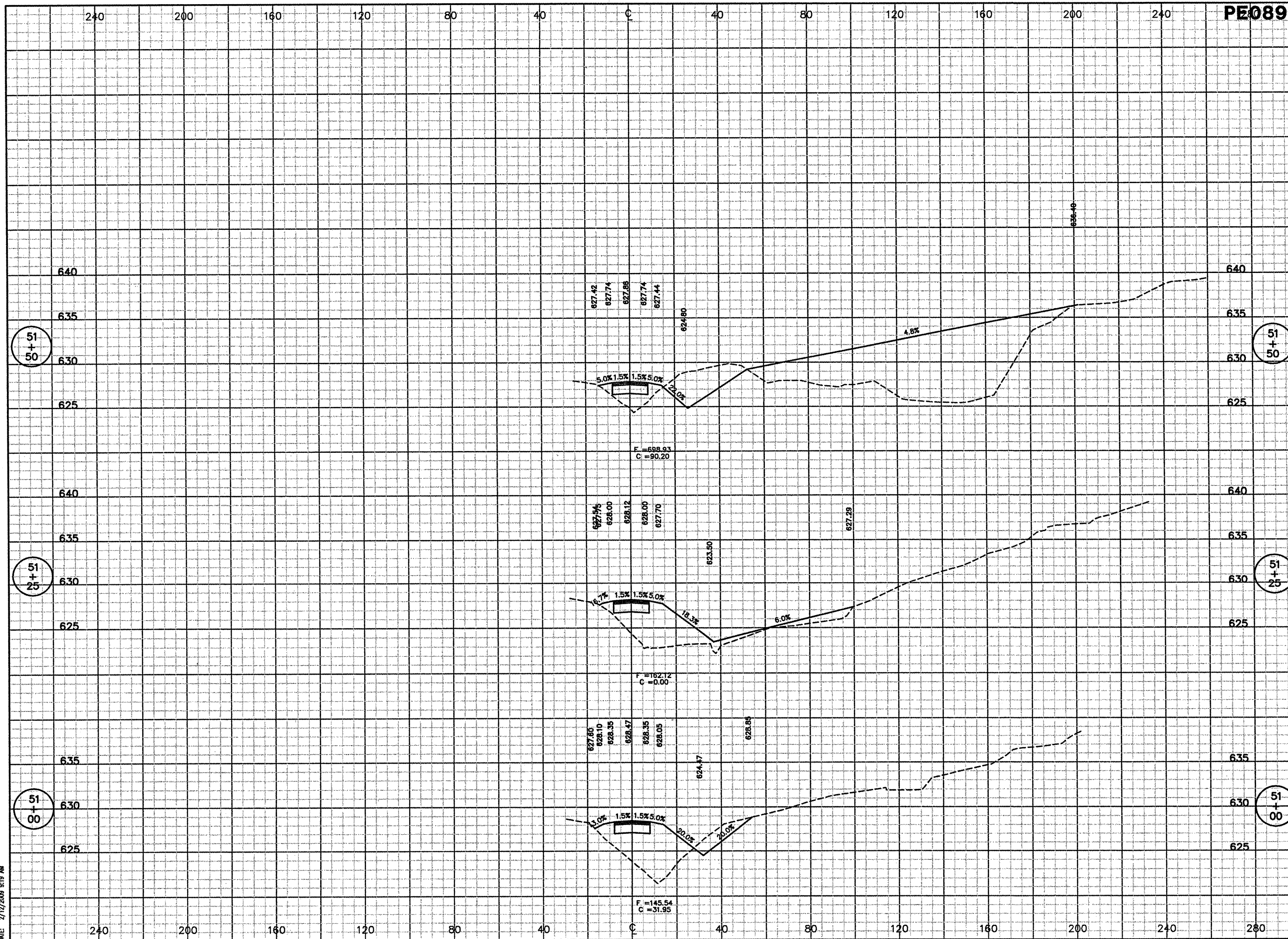
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SOUTH CROSS SECTION
STA 49+50 TO 50+50

SHEET 124 OF 151 SHEETS

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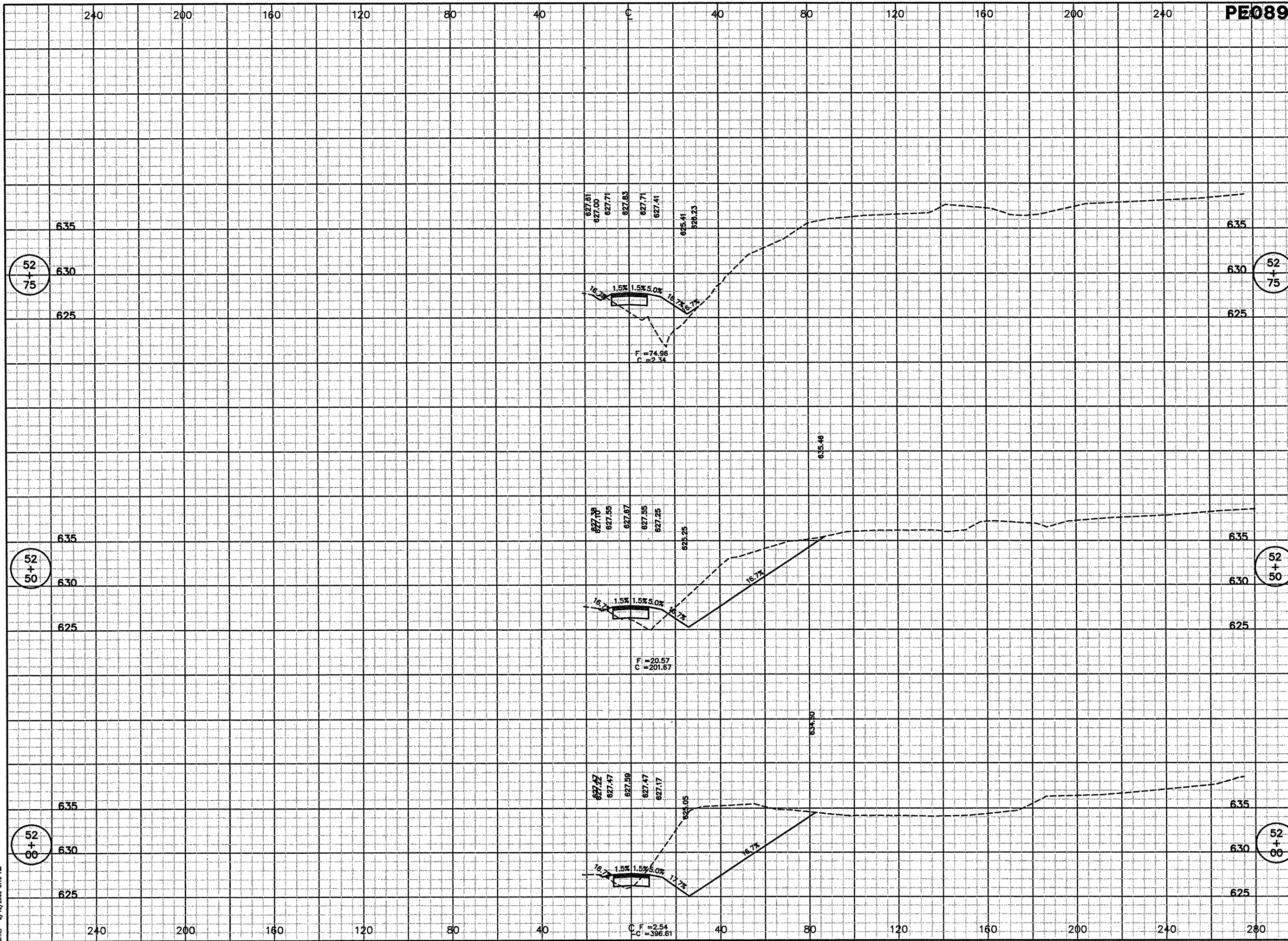
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SOUTH CROSS SECTION
STA 51+00 TO 51+50

SHEET 125 OF 151 SHEETS

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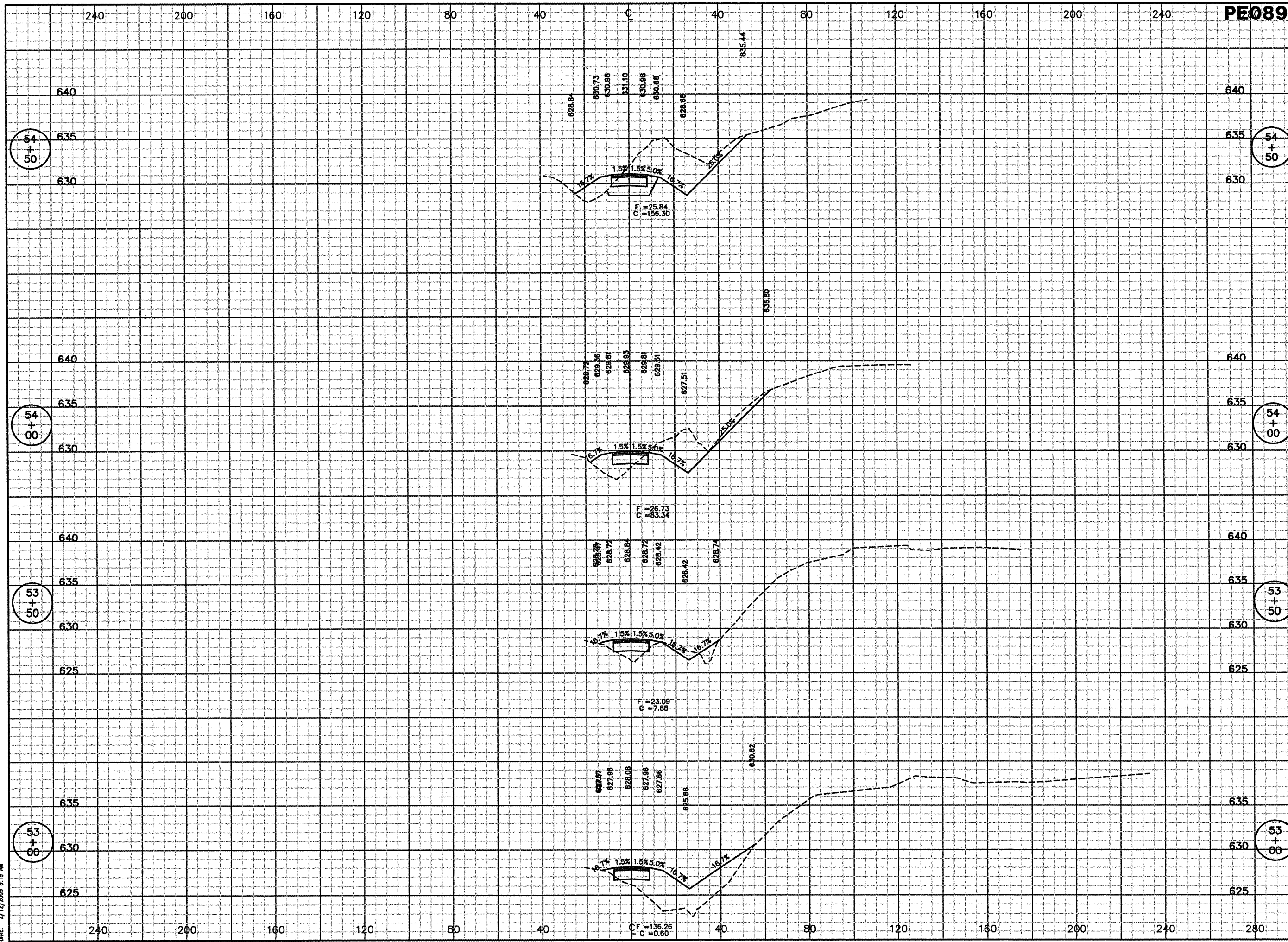
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| JOB No: | 07061-04-00 |

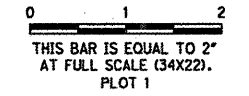
SOUTH CROSS SECTION
STA 52+00 TO 52+75
 SHEET 126 OF 151 SHEETS


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CONSTRUCT NEW PERIMETER ROAD AND
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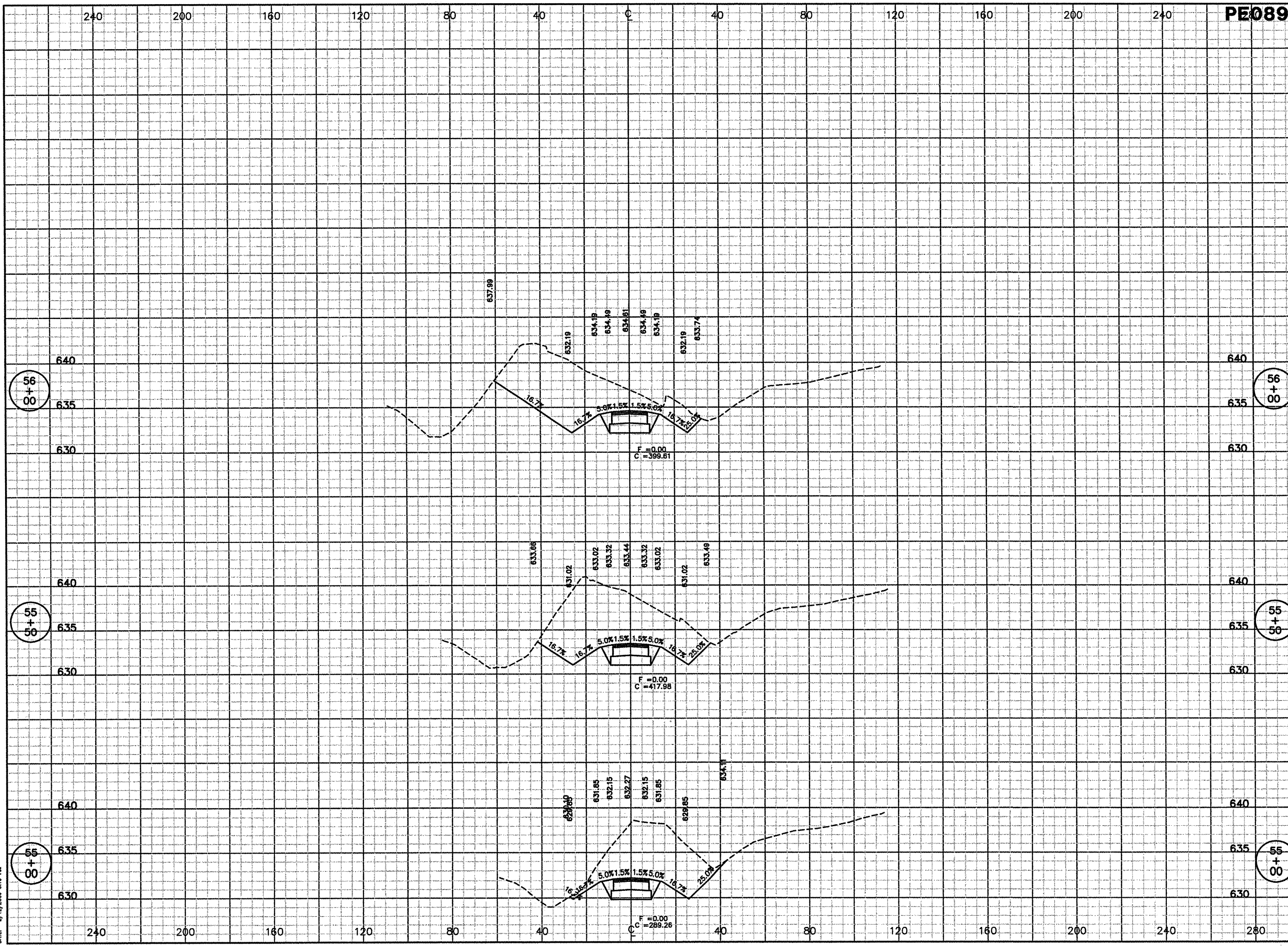

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SOUTH CROSS SECTION
STA 53+00 TO 54+50
 SHEET 127 OF 151 SHEETS

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0 1 2
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 PLOT 1

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CONSTRUCT NEW PERIMETER ROAD AND
PERIMETER FENCE - PROJECT 3

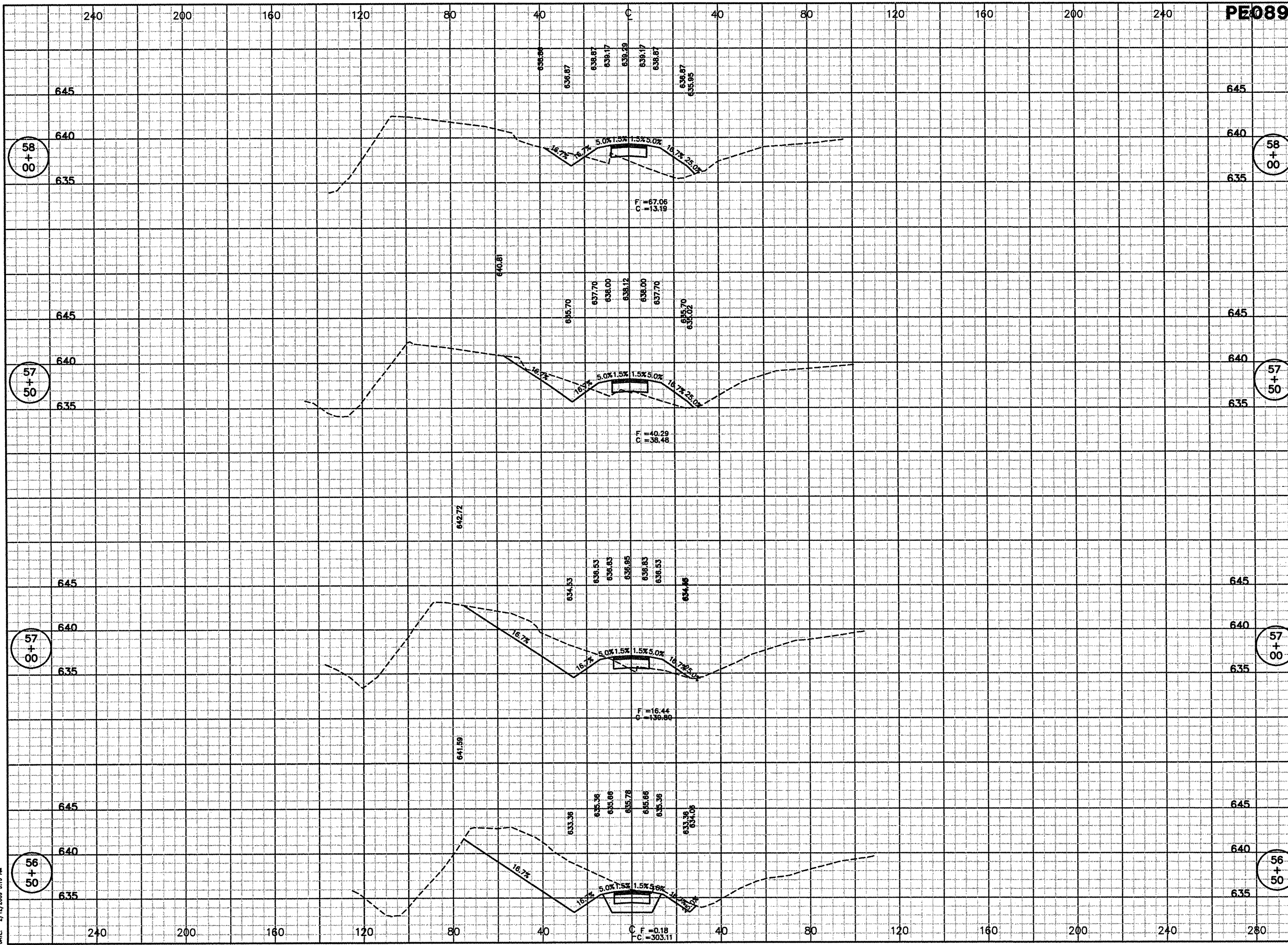
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SOUTH CROSS SECTION
STA 55+00 TO 56+00
 SHEET 128 OF 151 SHEETS

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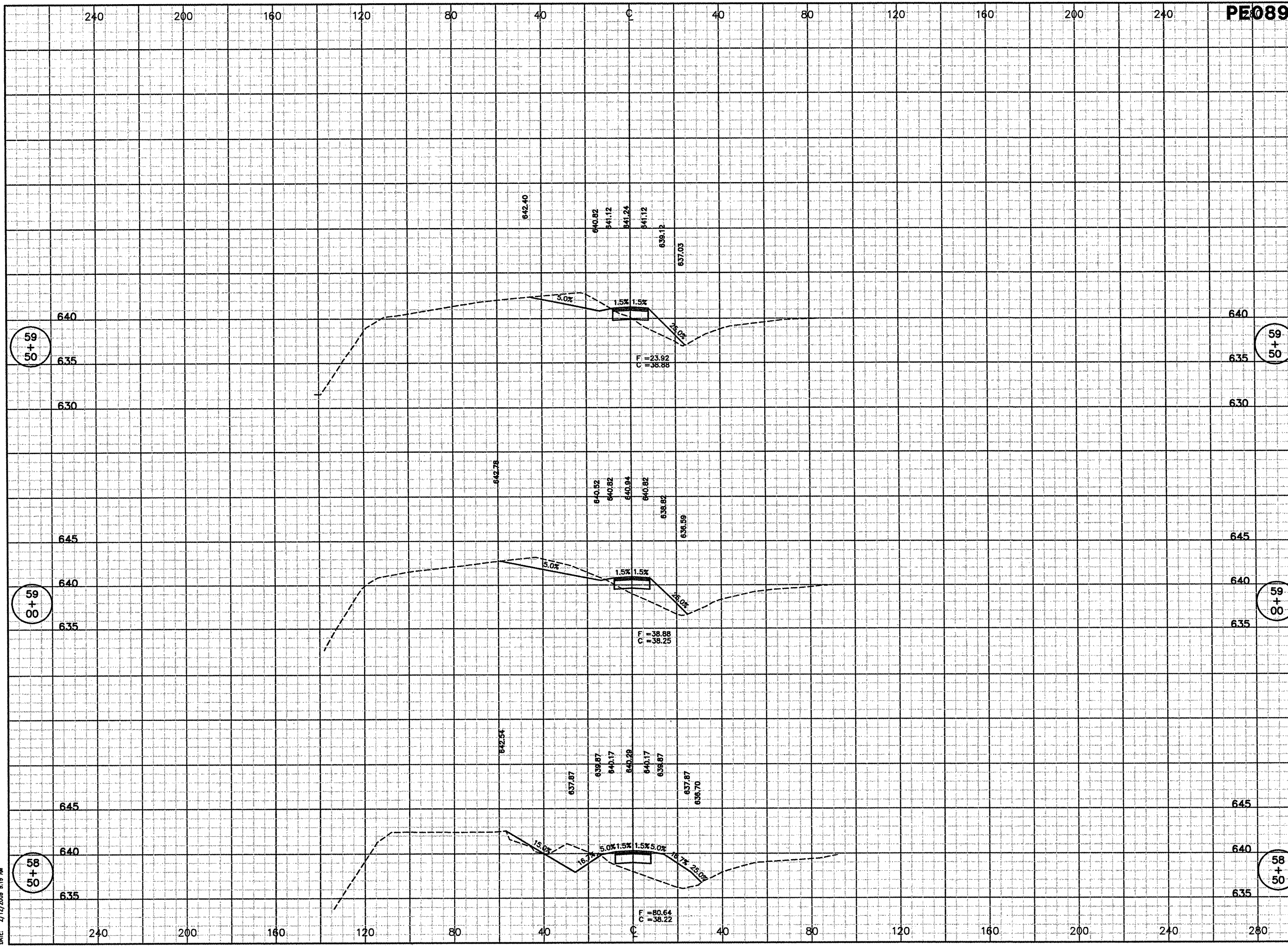
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SOUTH CROSS SECTION
STA 56+50 TO 58+00

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SOUTH CROSS SECTION
STA 58+50 TO 59+50

SHEET 130 OF 151 SHEETS

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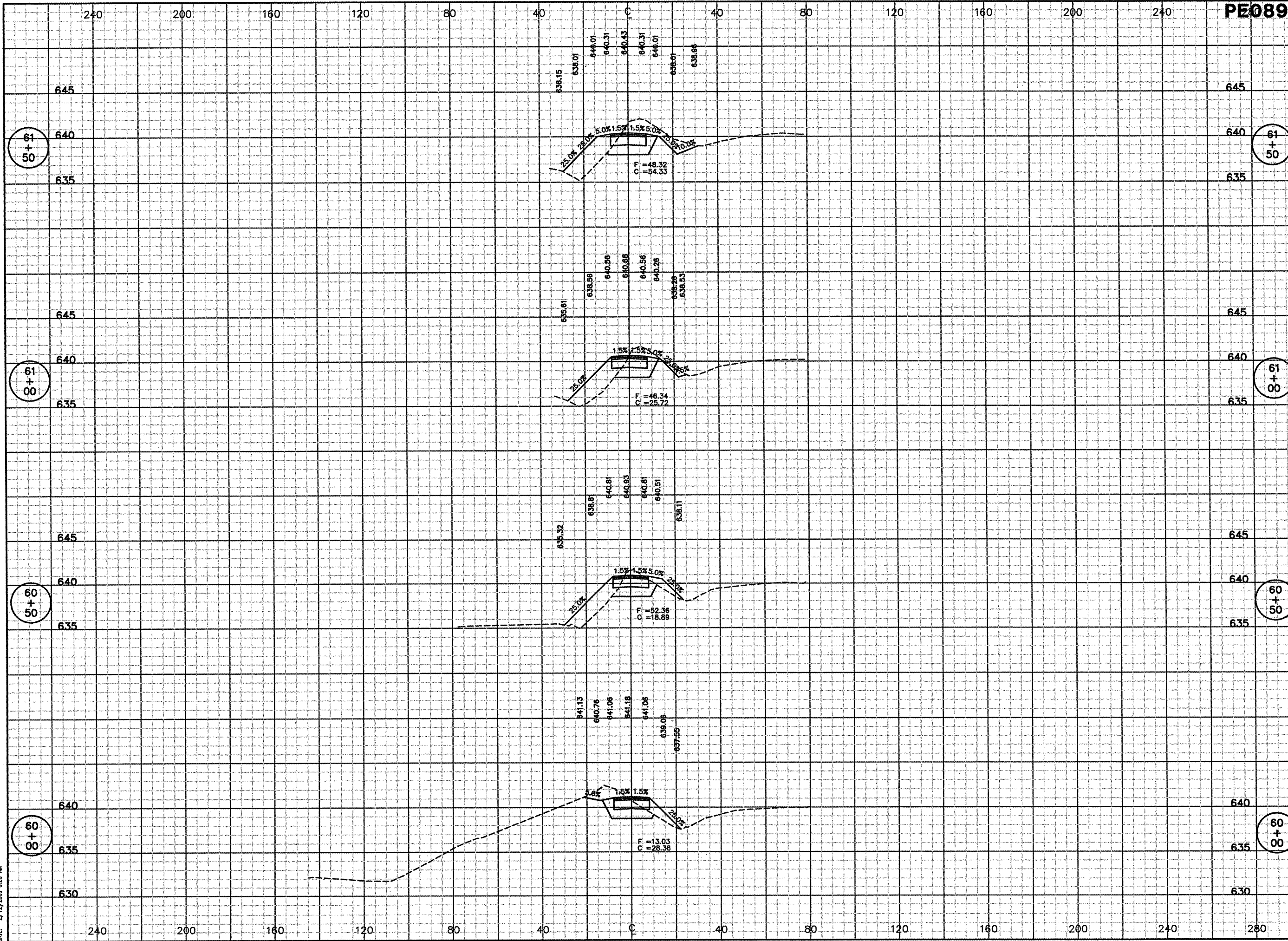
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**SOUTH CROSS SECTION
 STA 60+00 TO 61+50**

SHEET 131 OF 151 SHEETS

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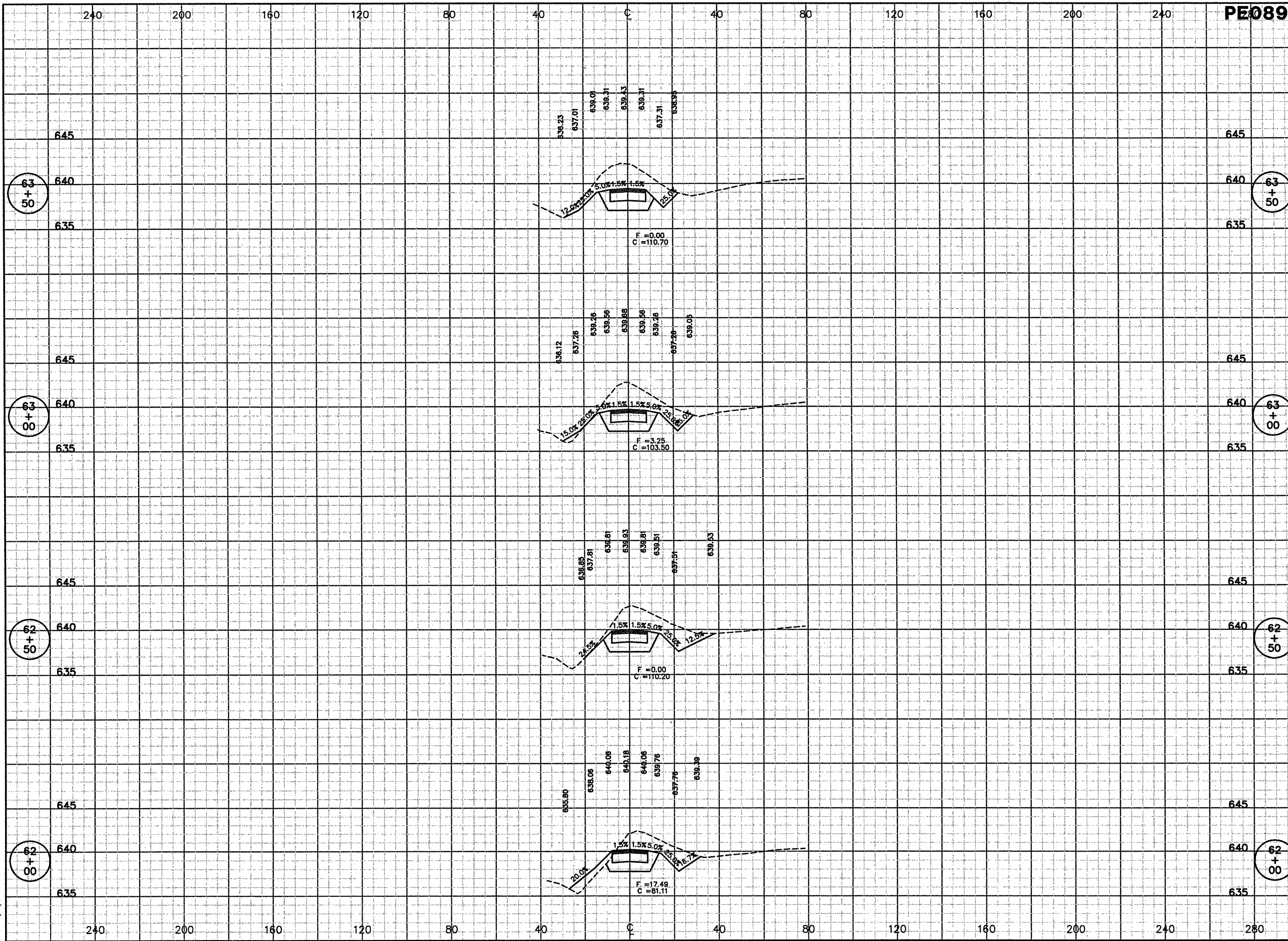
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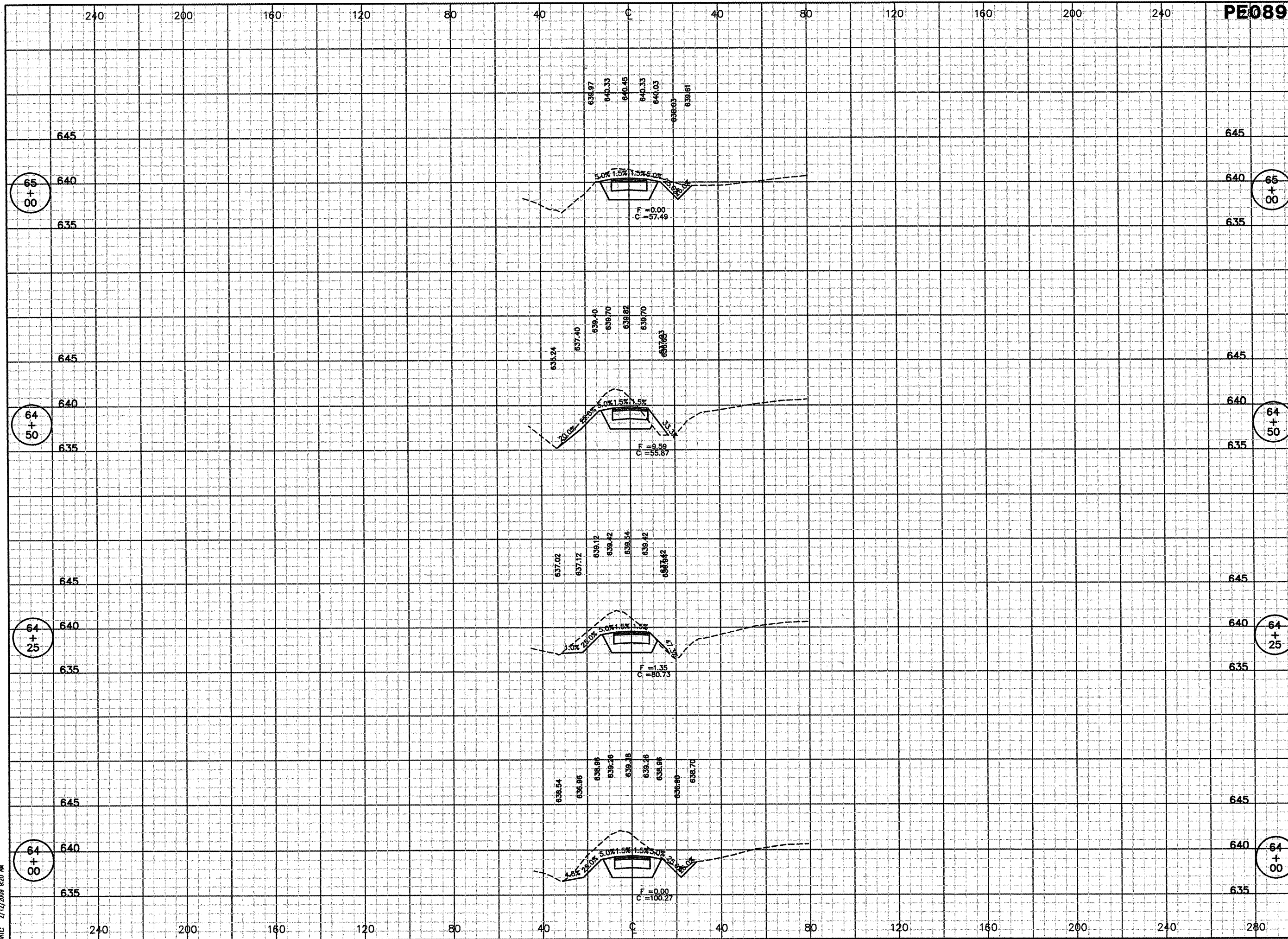
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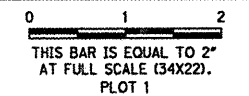
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 SHEET 132 OF 151 SHEETS


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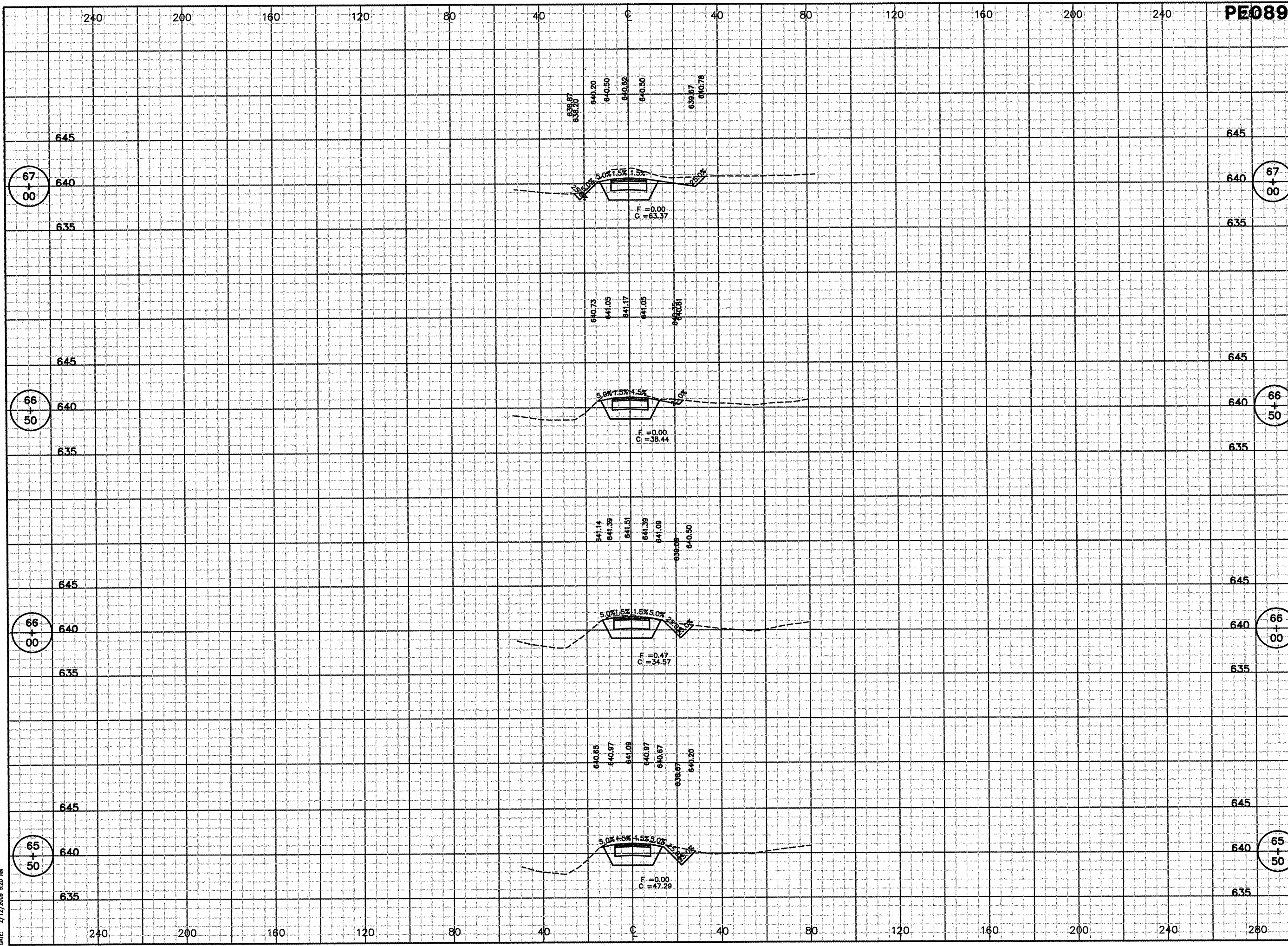
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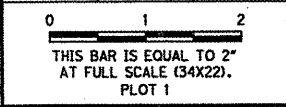
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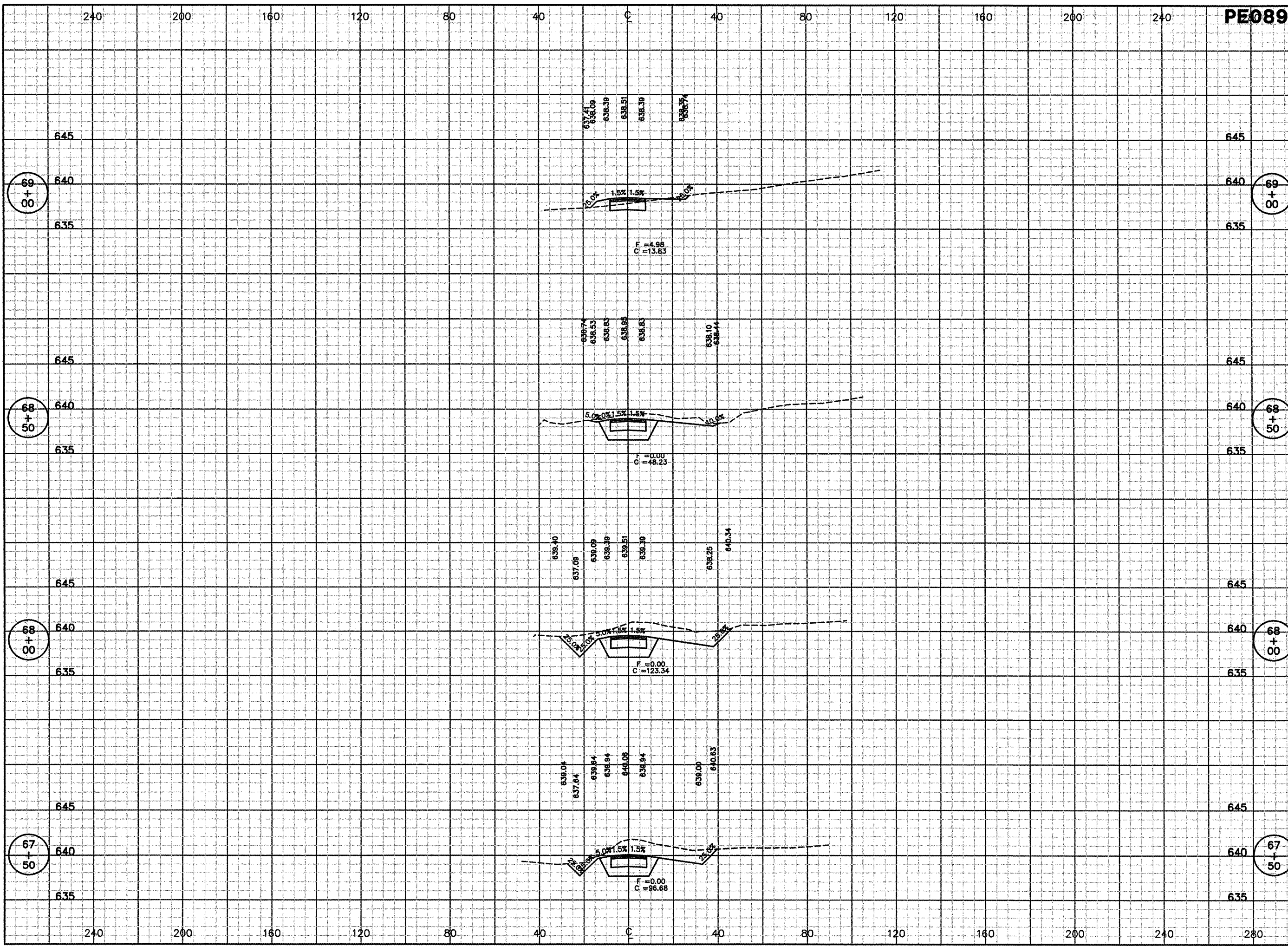
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| DATE: | 02-13-2009 |
| JOB No: | 07061-04-00 |

SOUTH CROSS SECTION
STA 65+50 TO 67+00
 SHEET 134 OF 151 SHEETS

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 AT FULL SCALE (34X22).
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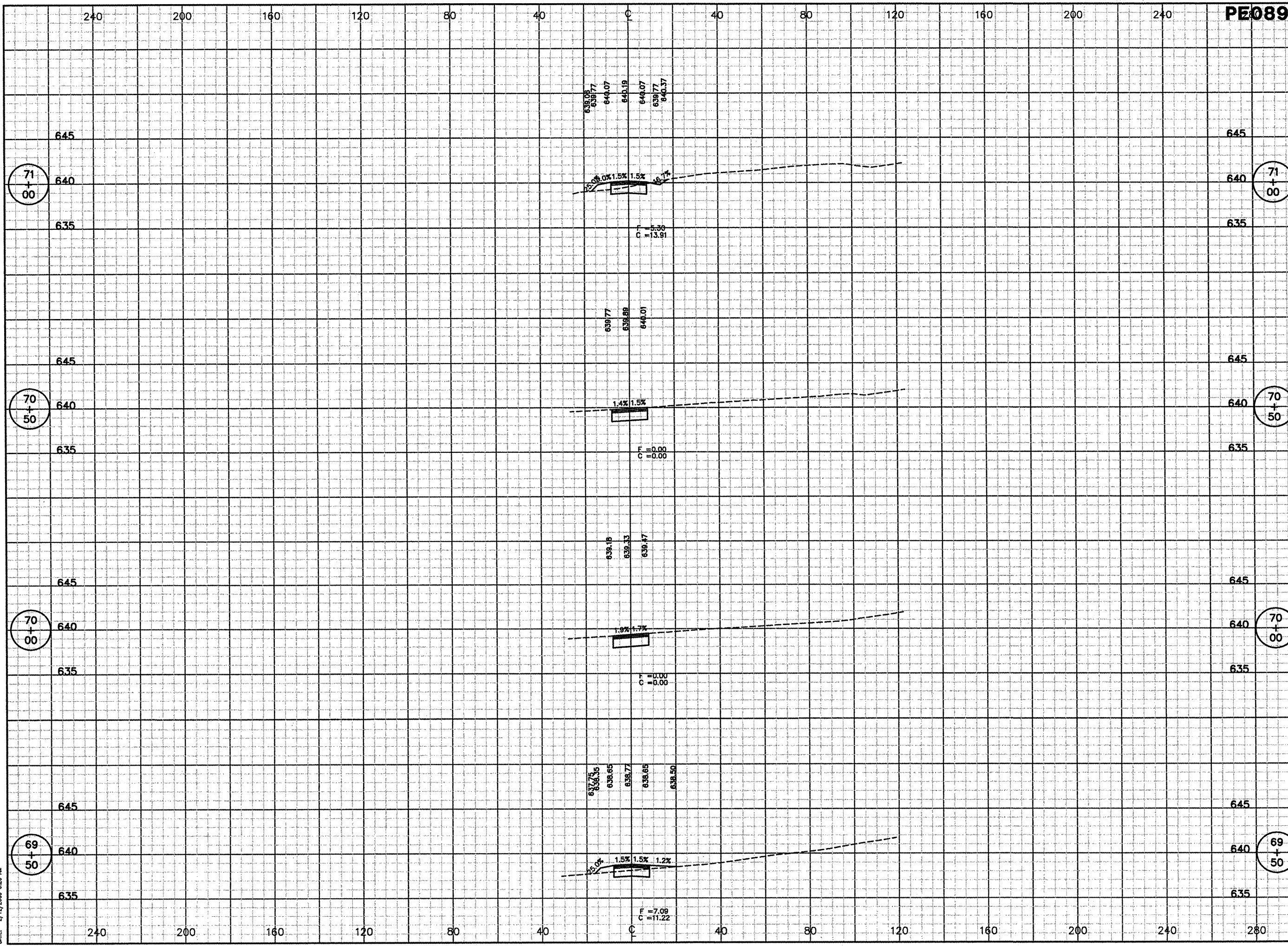
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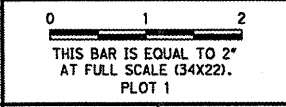
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GENERAL WAYNE A. DOWNING
PEORIA INTERNATIONAL AIRPORT
CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

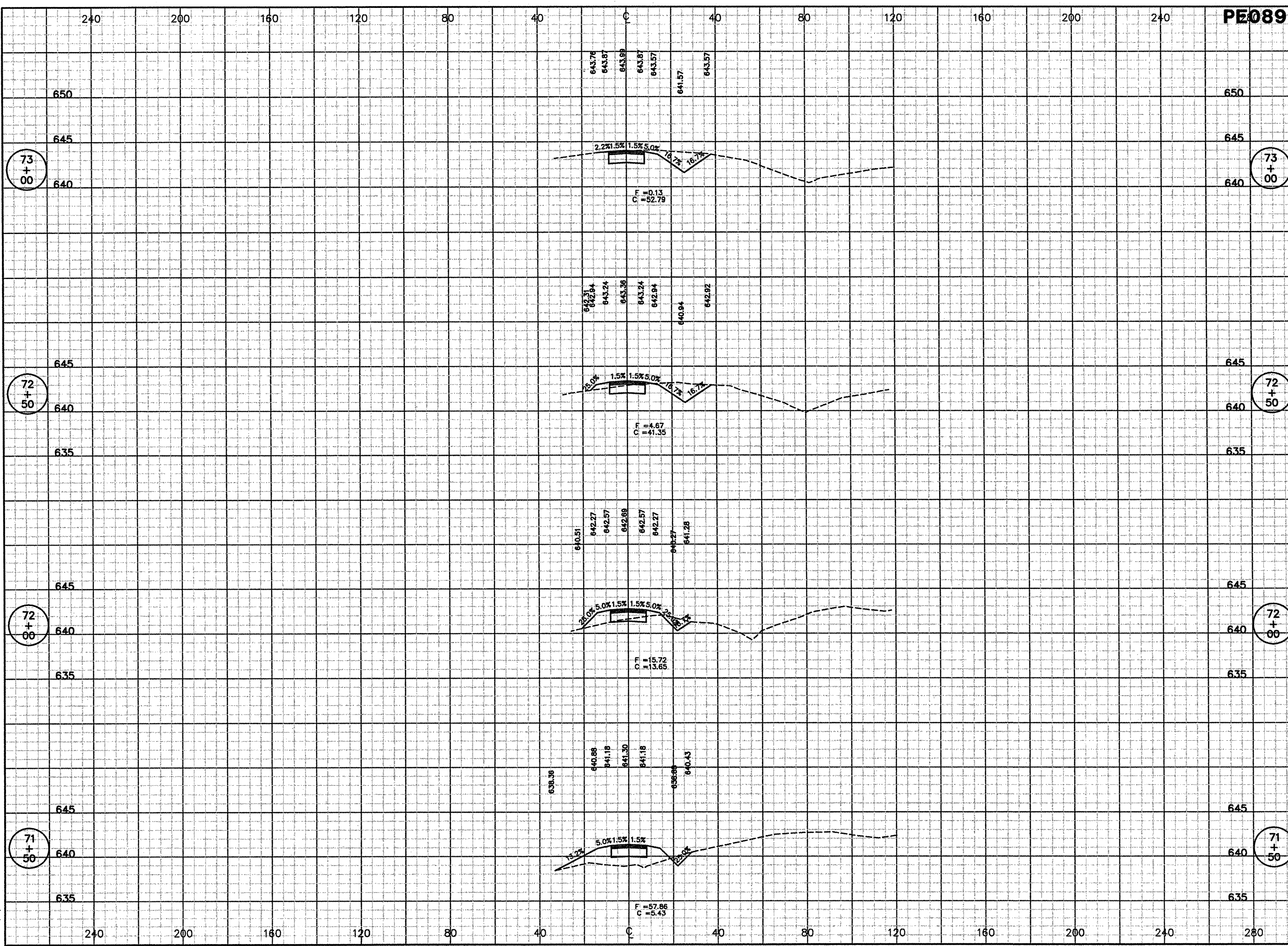
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SOUTH CROSS SECTION
STA 69+50 TO 71+00
 SHEET 136 OF 151 SHEETS

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0 1 2
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 PLOT 1

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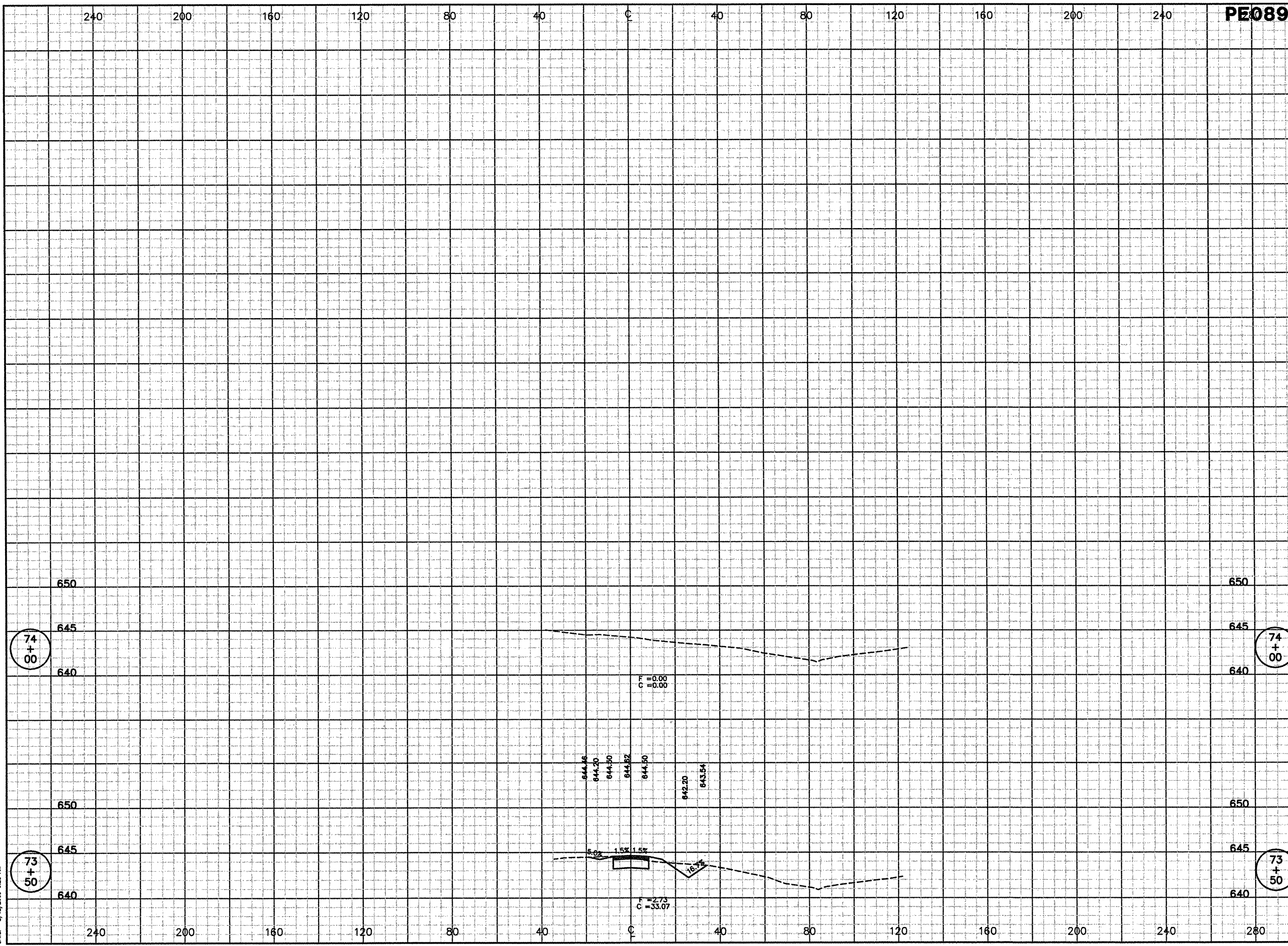
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AIP PROJ: 3-17-0080-XX

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SOUTH CROSS SECTION
STA 71+50 TO 73+00

SHEET 137 OF 151 SHEETS

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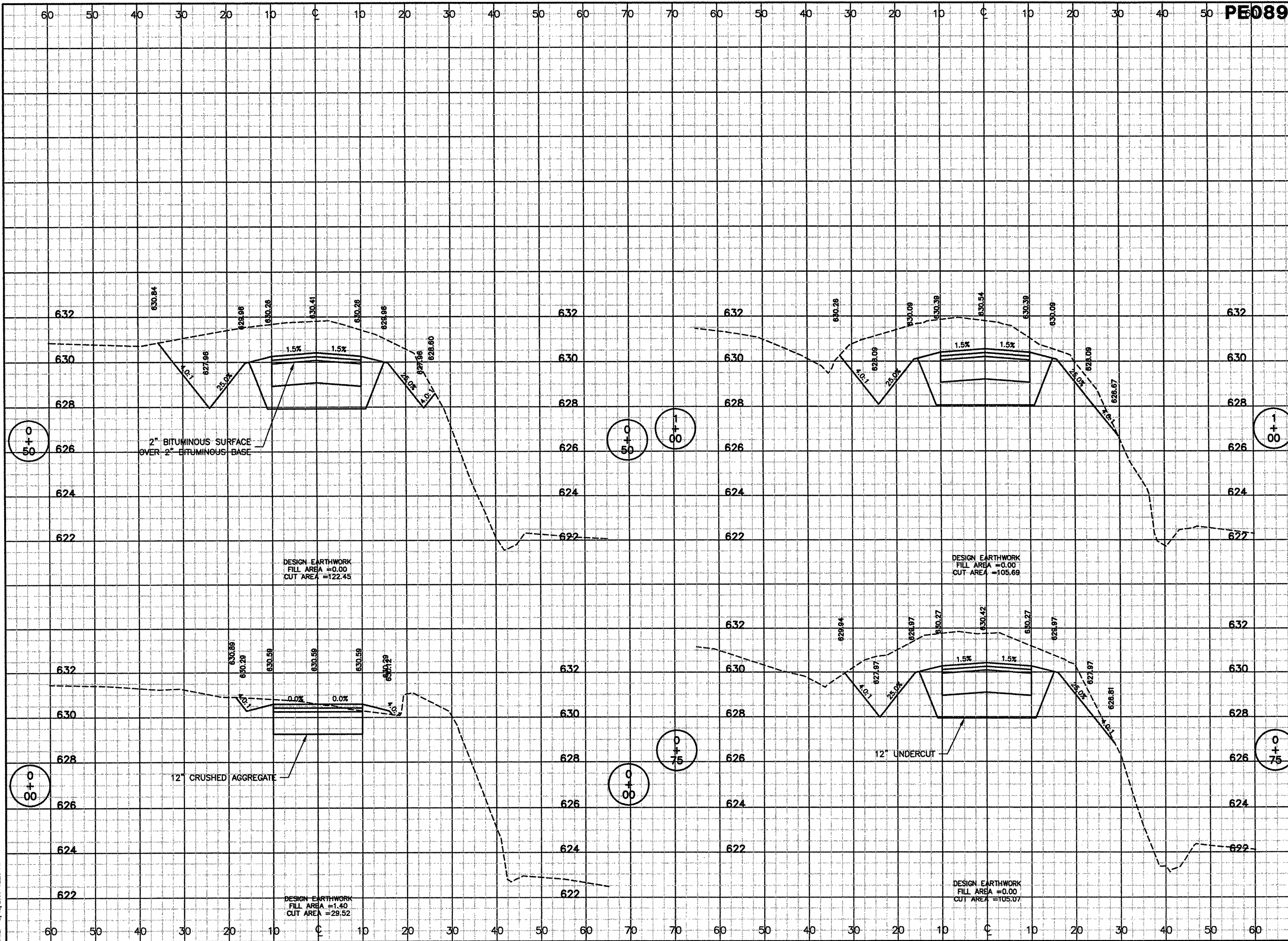
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SOUTH CROSS SECTION
STA 73+50 TO 74+00

SHEET 138 OF 151 SHEETS

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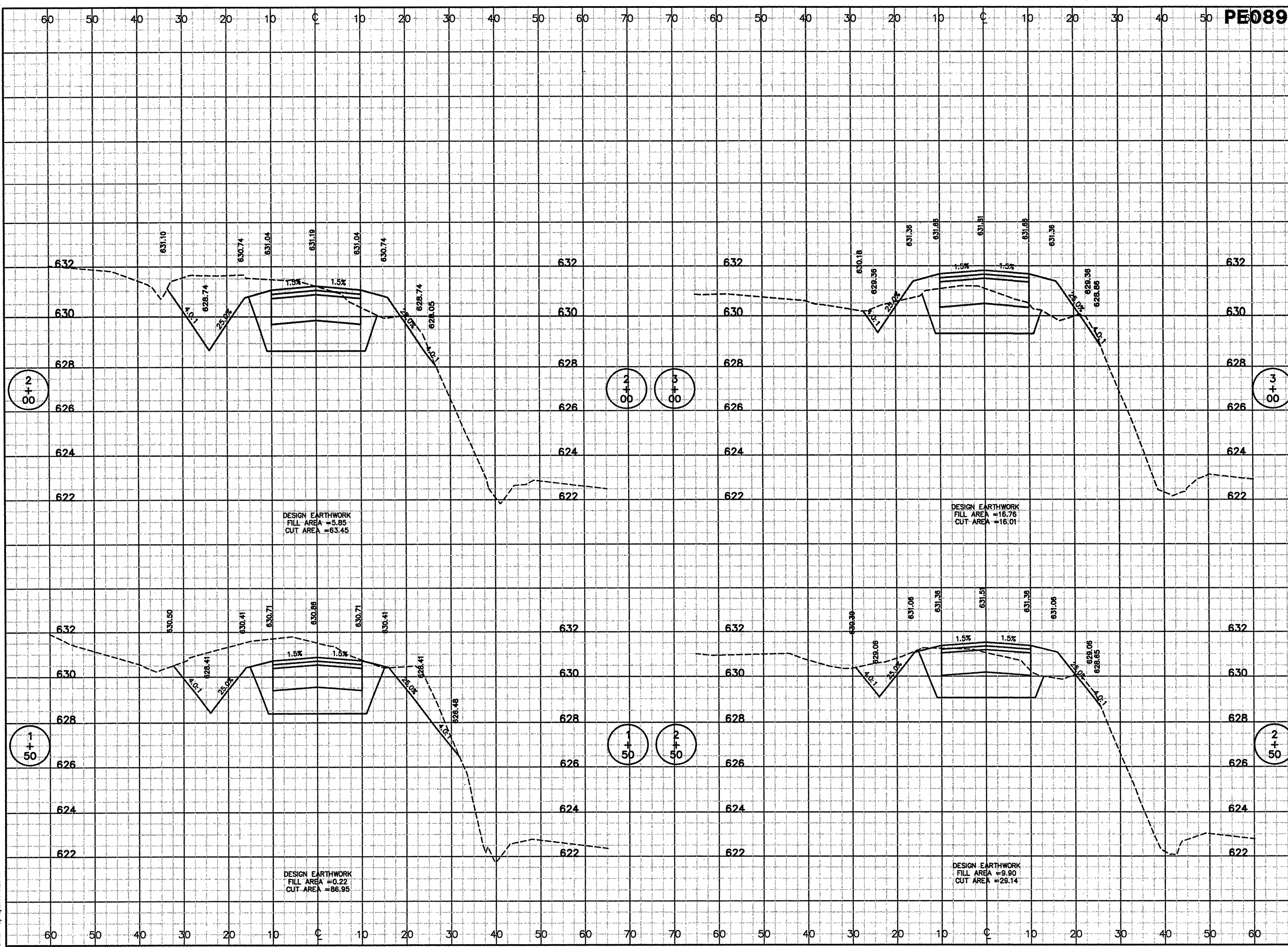
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WEST CROSS SECTION
STA 0+00 TO 1+00

SHEET 139 OF 151 SHEETS

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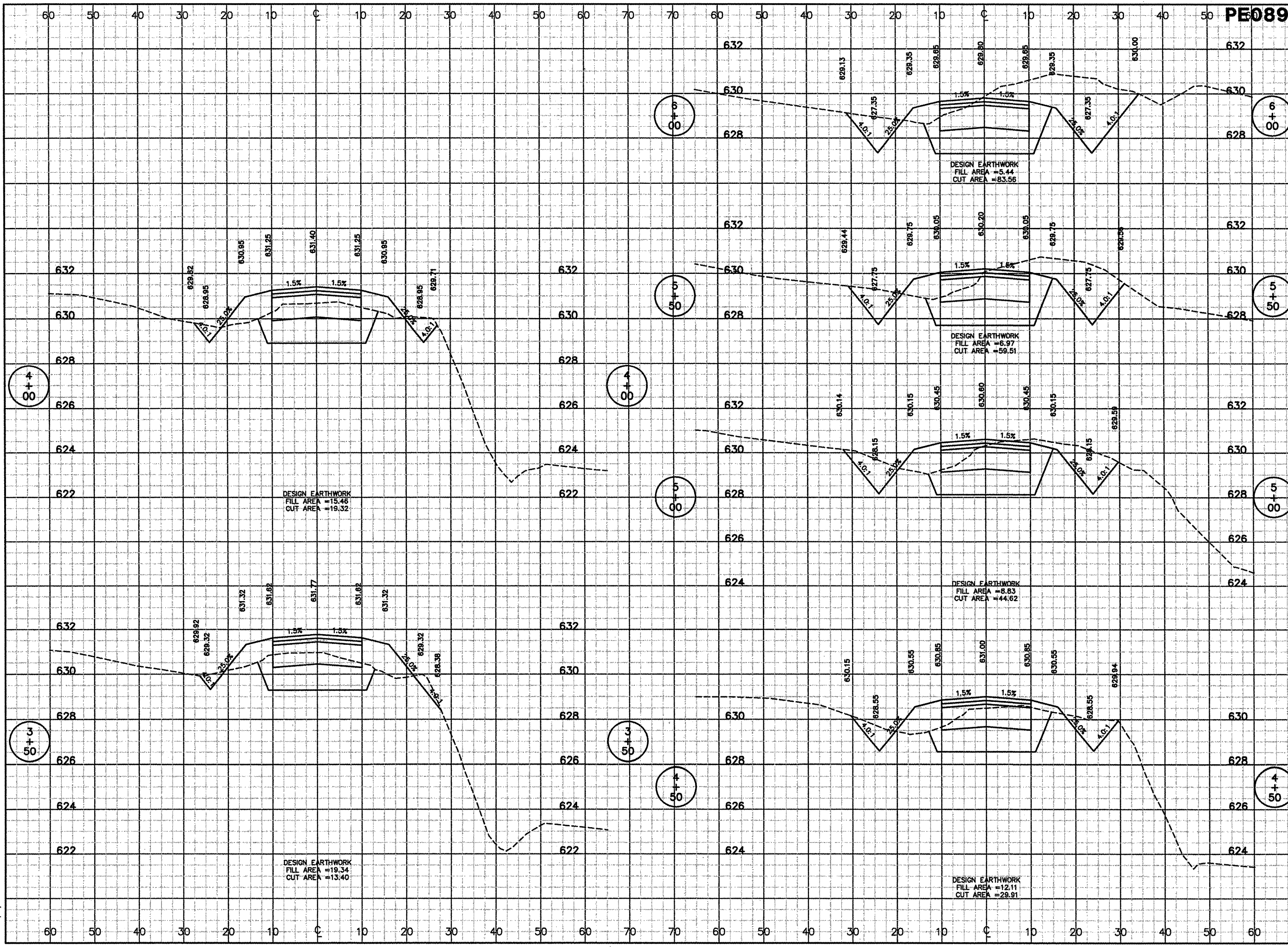
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WEST CROSS SECTION
STA 1+50 TO 3+00

SHEET 140 OF 151 SHEETS

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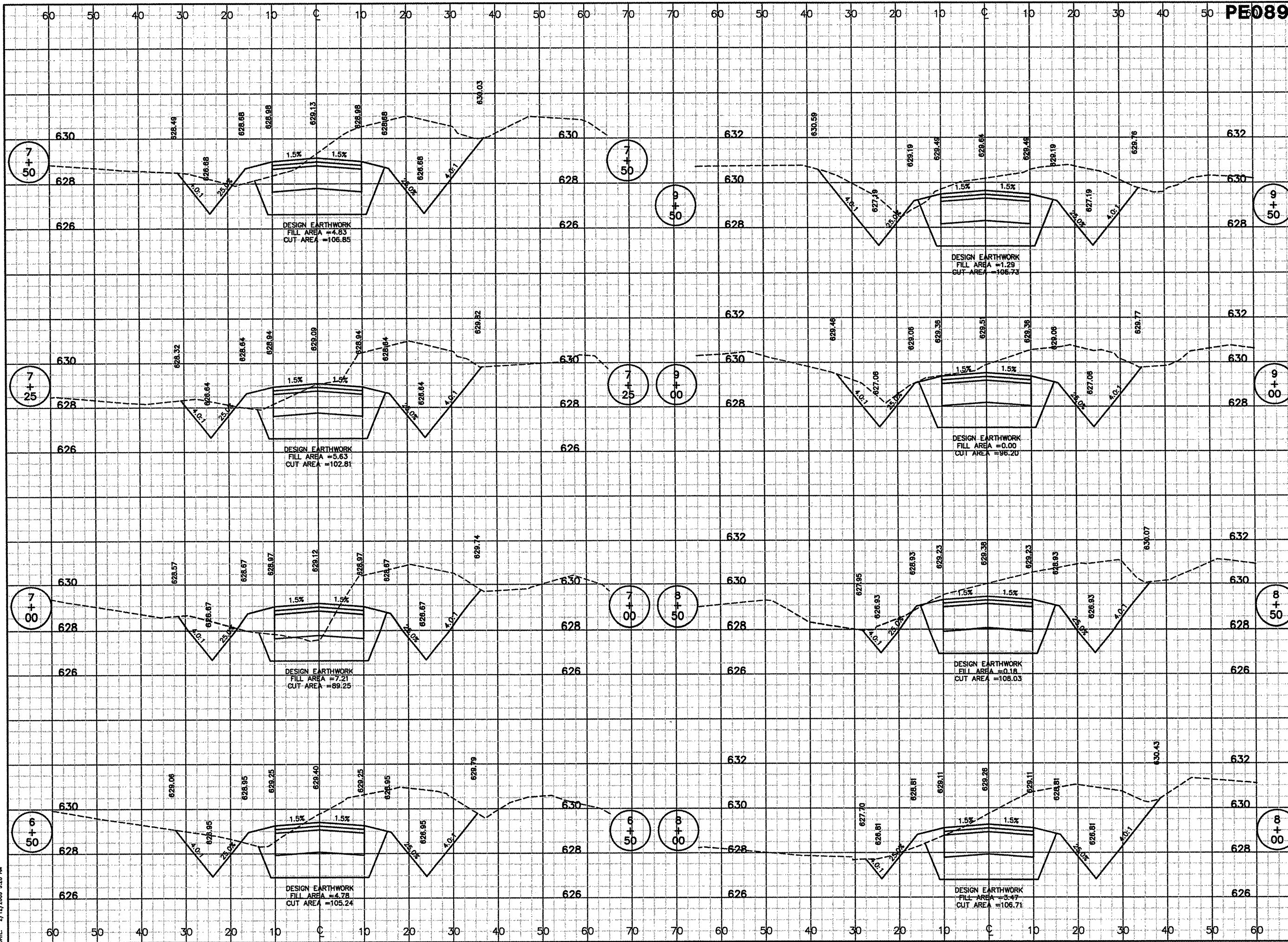
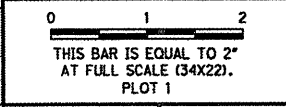
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WEST CROSS SECTION
STA 3+50 TO 6+00

SHEET 141 OF 151 SHEETS

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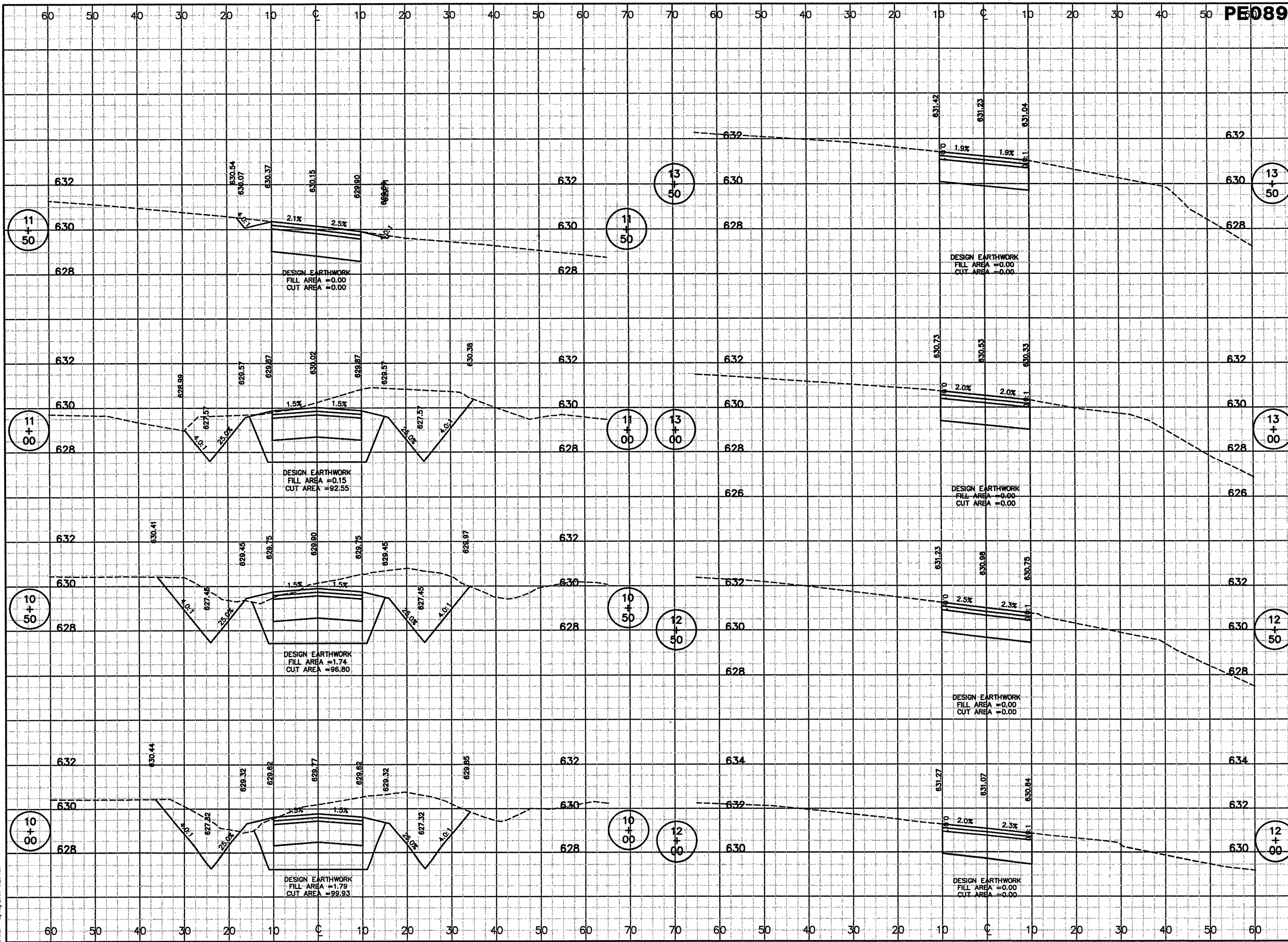
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WEST CROSS SECTION
STA 6+50 TO 9+50

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0 1 2
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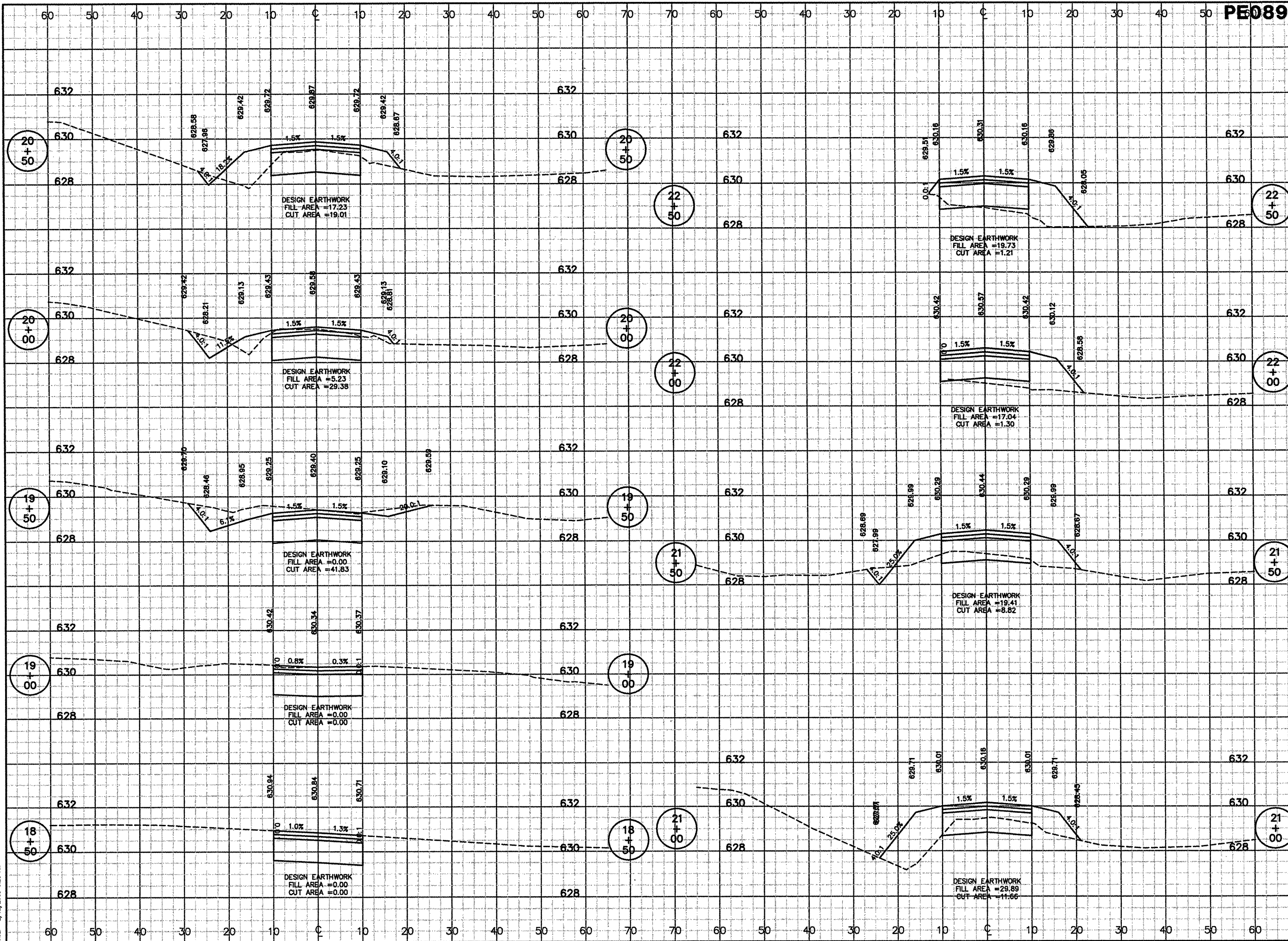
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WEST CROSS SECTION
STA 10+00 TO 11+50

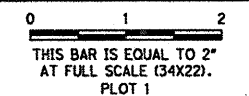
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 PEORIA INTERNATIONAL AIRPORT

CONSTRUCT NEW PERIMETER ROAD AND
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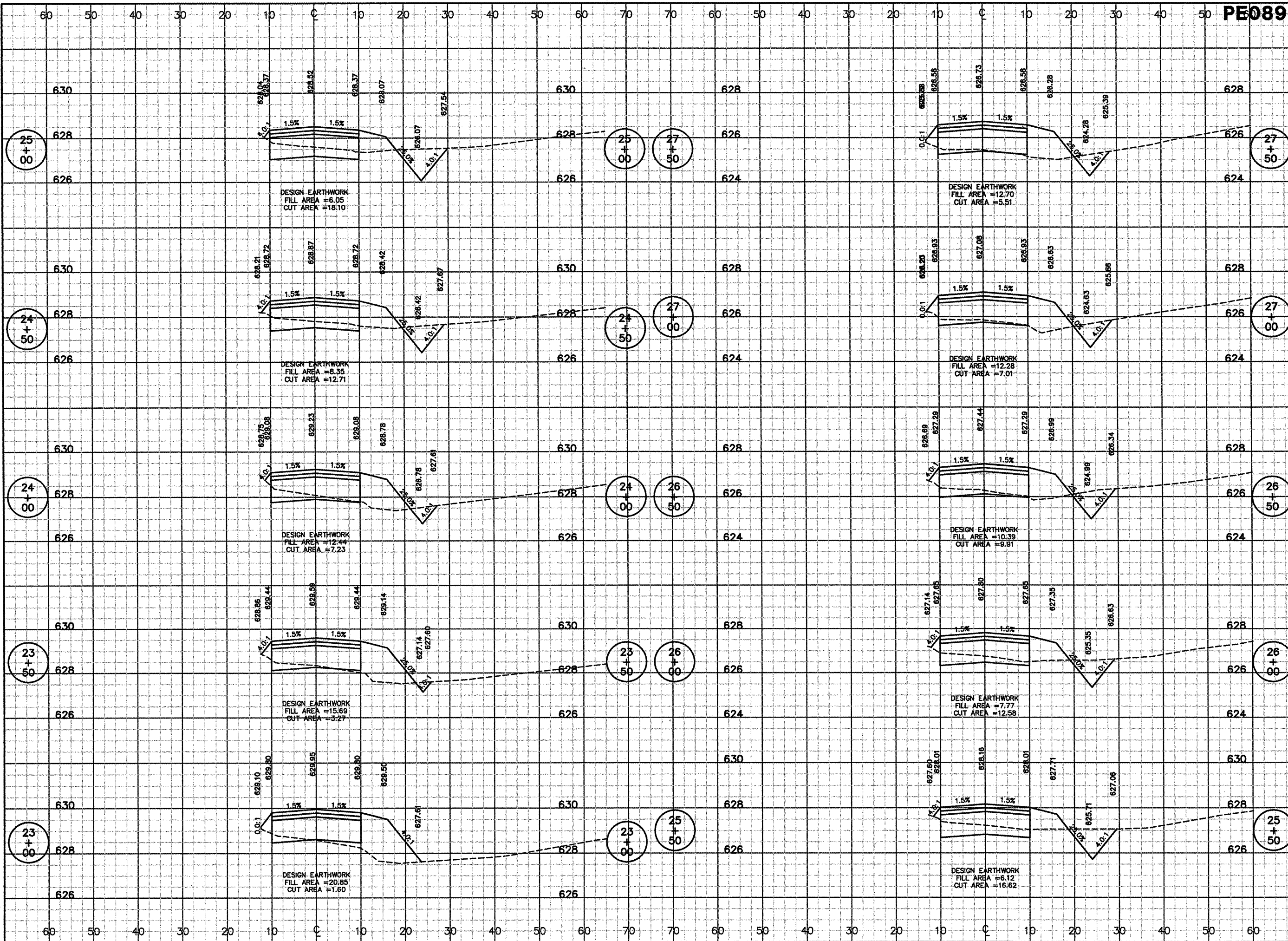
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WEST CROSS SECTION
 STA 19+50 TO 22+50

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0 1 2
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 PEORIA INTERNATIONAL AIRPORT
CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

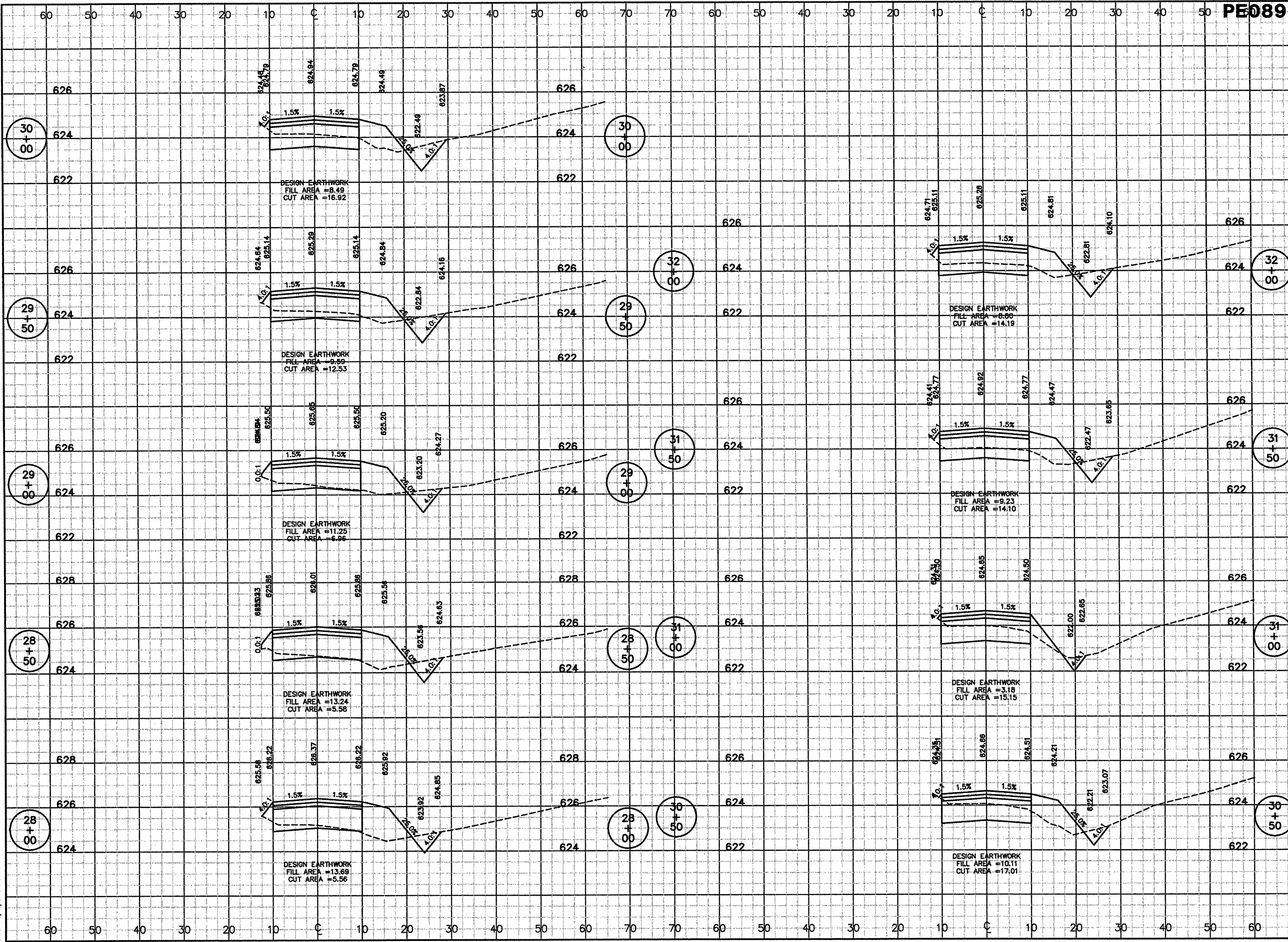
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WEST CROSS SECTION
STA 23+00 TO 27+50
 SHEET 145 OF 151 SHEETS

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CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

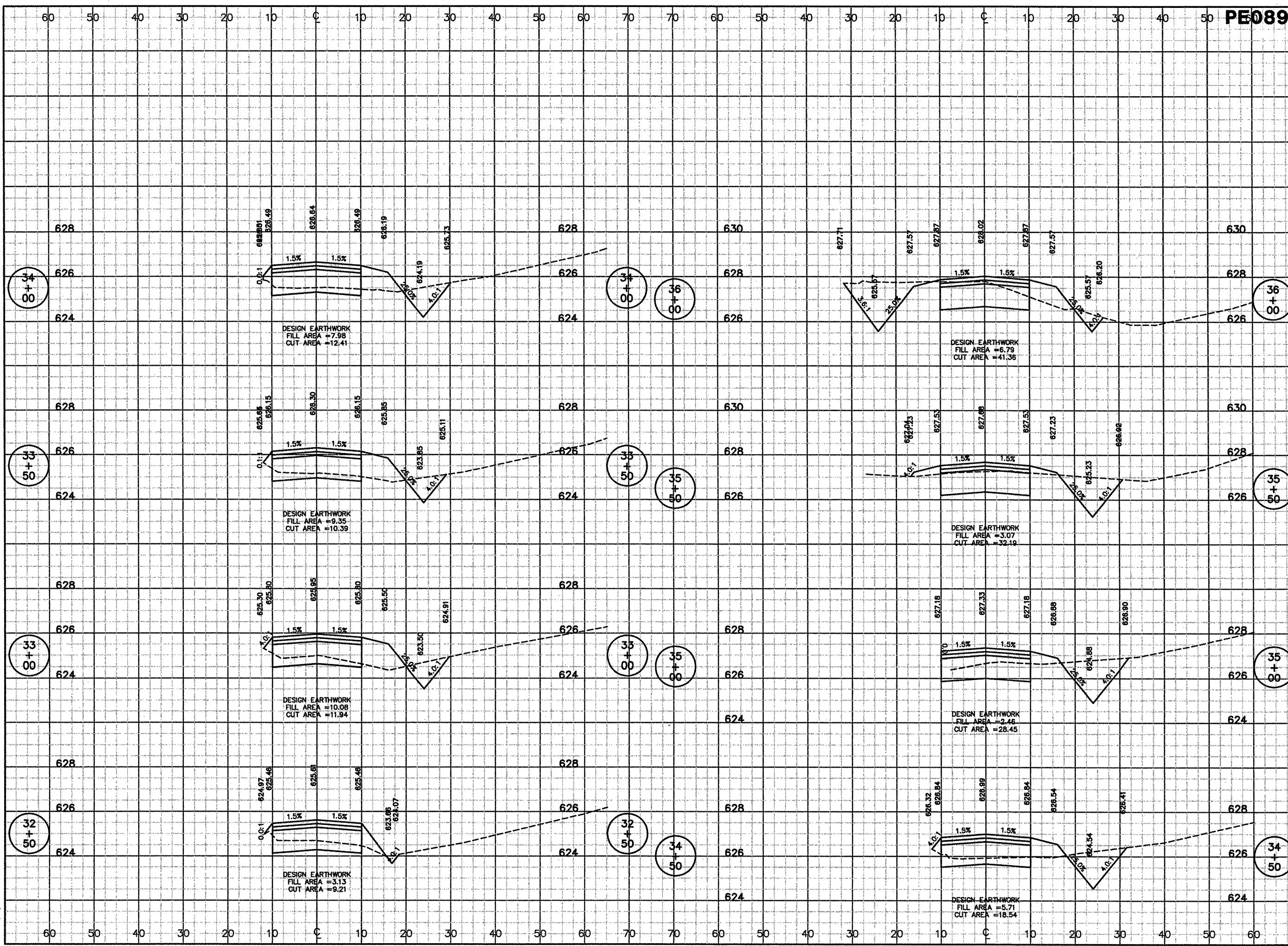

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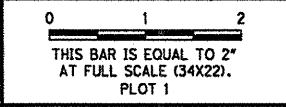
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STA 28+00 TO 32+00


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CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

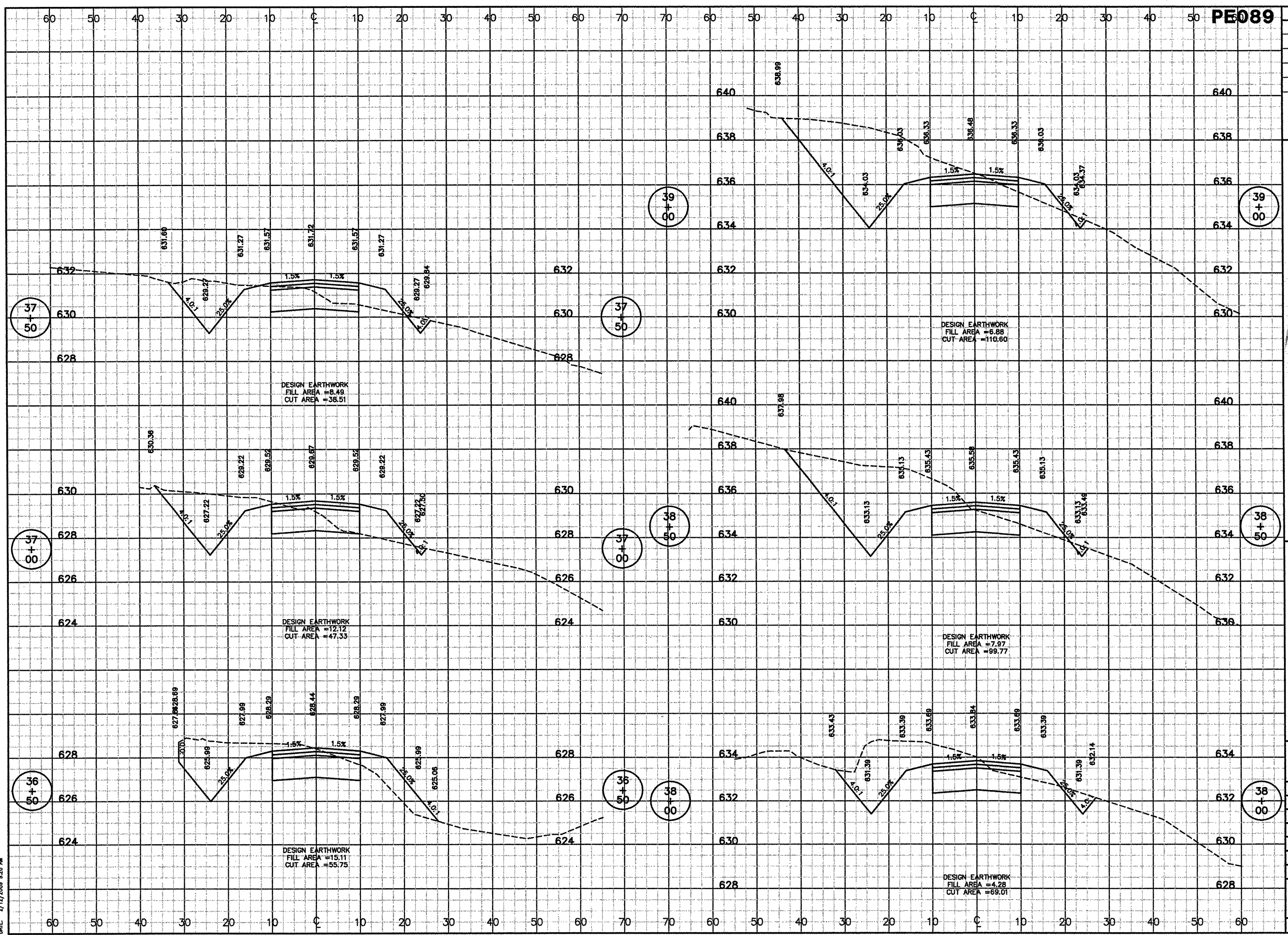
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WEST CROSS SECTION
STA 32+50 TO 36+00

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0 1 2
 THIS BAR IS EQUAL TO 2"
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 PLOT 1

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WEST CROSS SECTION
STA 36+50 TO 39+00

SHEET 148 OF 151 SHEETS

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

GENERAL WAYNE A. DOWNING
PEORIA INTERNATIONAL AIRPORT

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

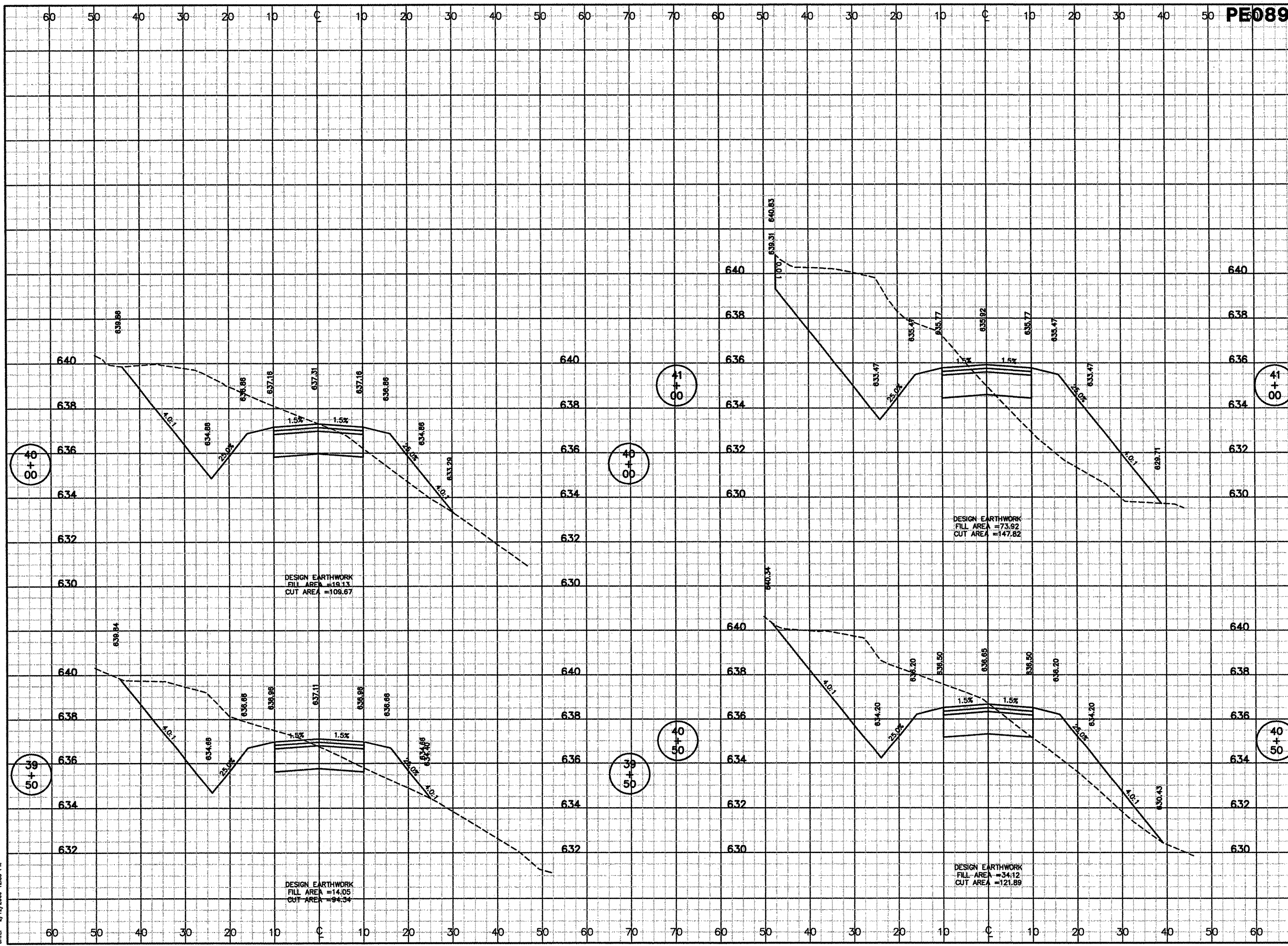
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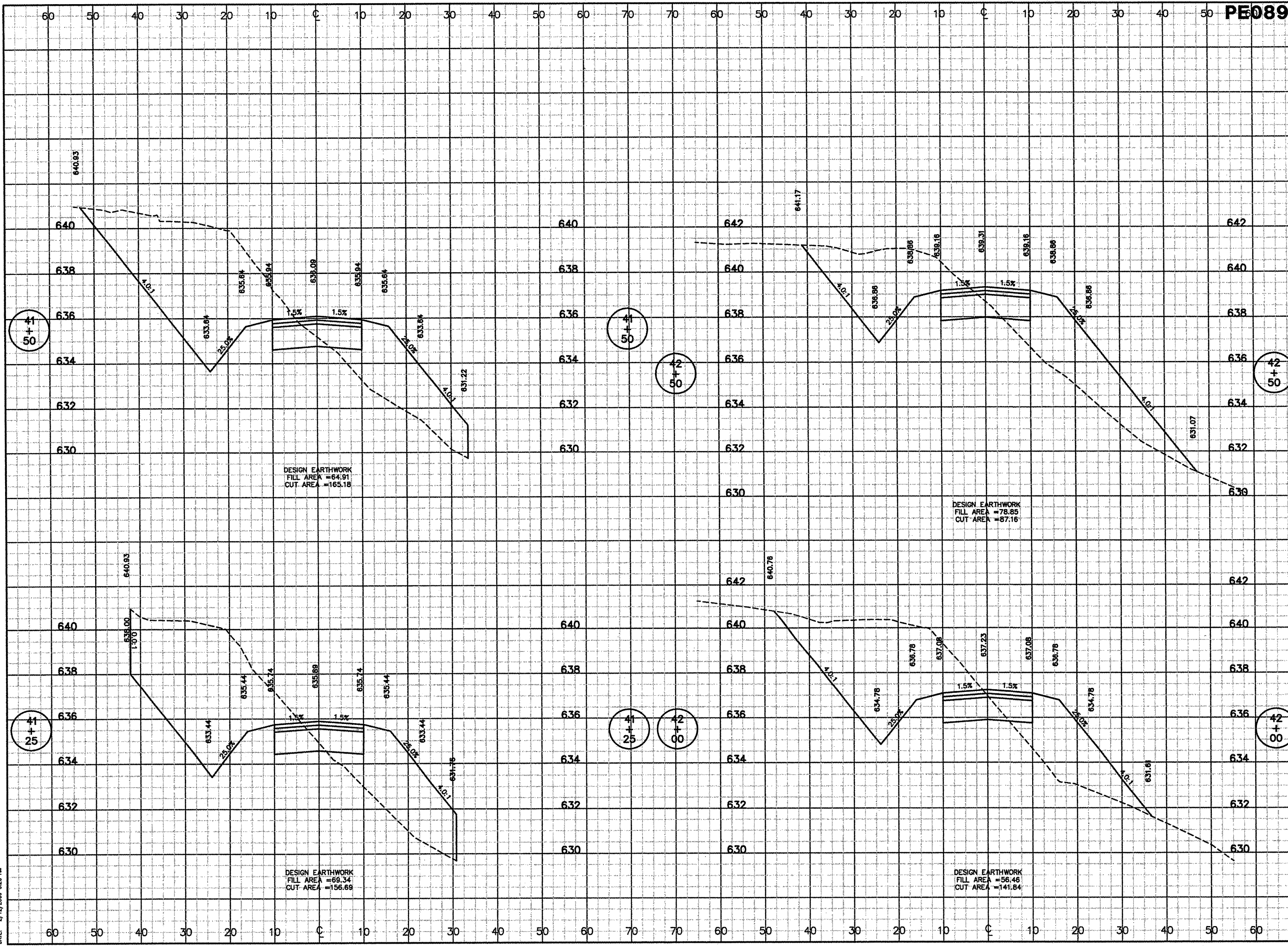
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SHEET 149 OF 151 SHEETS



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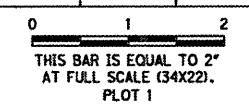
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WEST CROSS SECTION
STA 41+25 TO 42+50

SHEET 150 OF 151 SHEETS

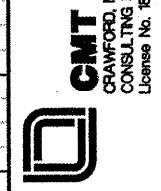
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CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 3

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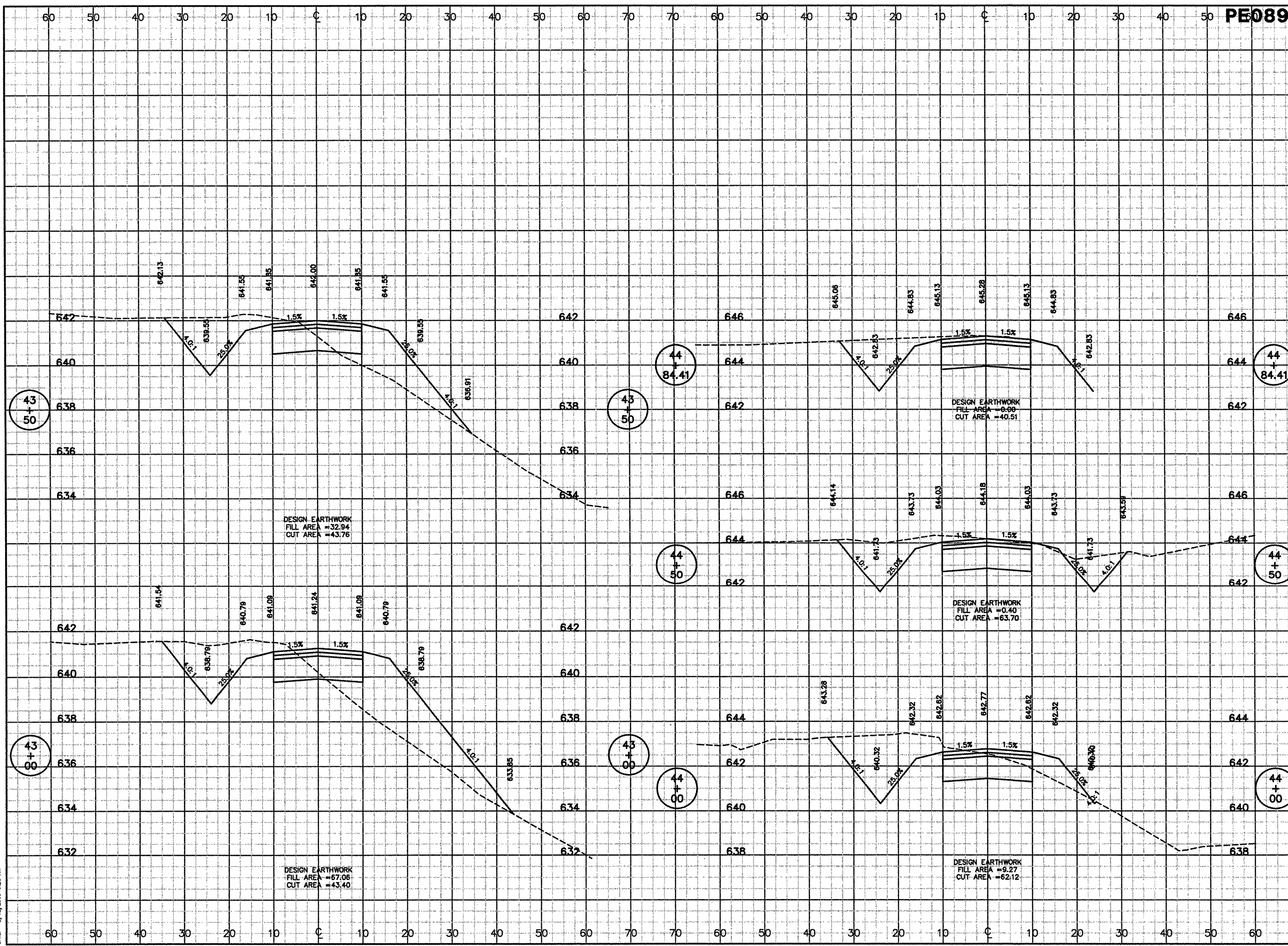
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WEST CROSS SECTION
STA 43+00 TO 44+84.41



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