

CONSTRUCTION PLANS - ISSUED JANUARY 10, 2020

RECONSTRUCT BITUMINOUS T-HANGAR TAXILANE
PAVEMENTS NEAR SOUTHEAST AREA OF MAIN RAMP

ST. LOUIS REGIONAL AIRPORT AUTHORITY
ST. LOUIS REGIONAL AIRPORT (ALN)
EAST ALTON, MADISON COUNTY, ILLINOIS

IDA PROJECT NO. : ALN-4348
SBG PROJECT NO. : 3-17-SBGP-144/TBD

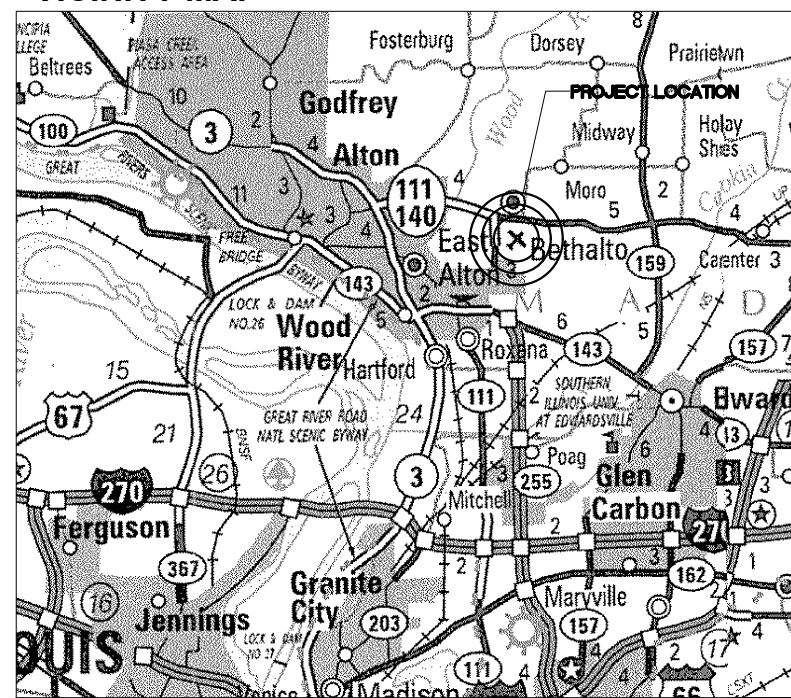
SCOPE OF WORK:

THIS PROJECT CONSISTS OF RECONSTRUCTING THE BITUMINOUS T-HANGAR TAXILANE PAVEMENTS NEAR THE SOUTHEAST AREA OF THE MAIN RAMP. THIS PROJECT WILL INCLUDE EARTHWORK, PAVEMENT MILLING, PAVEMENT REMOVAL AND PLACEMENT, DRAINAGE AND PAVEMENT MARKING.

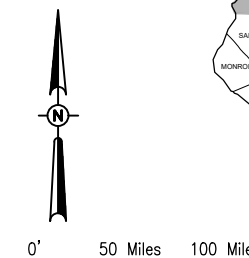
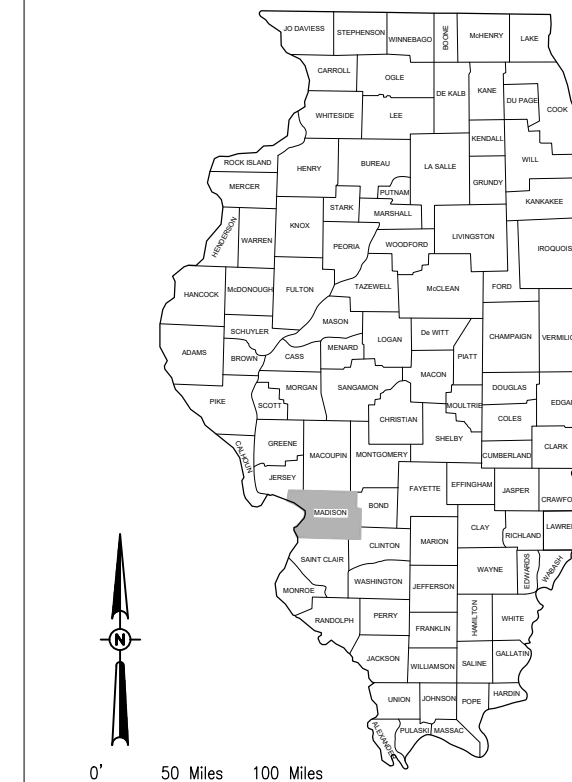
NOTICE TO CONTRACTORS AND BIDDERS

THESE CONSTRUCTION PLANS RELY UPON THE SPECIAL PROVISIONS AND THE SPECIFICATIONS TO PROVIDE FOR A COMPLETE DESCRIPTION OF THE WORK AND CONSTRUCTION REQUIREMENTS. THE PLANS SHALL ONLY BE USED IN COMBINATION WITH ALL CONTRACT DOCUMENTS.

VICINITY MAP



LOCATION MAP



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No.	Issue/Description	Sheets Changed	Date	By

Jaycen R. Herndon
Jaycen R. Herndon, P.E.
Project Engineer

Exp. 11/30/21
01/10/20

LICENSED PROFESSIONAL ENGINEER
OF ILLINOIS
JAYCEN R. HERNDON
062.069664

Barry S. Stolz
Barry S. Stolz, P.E.
Project Manager

Exp. 11/30/21
1/10/20

HANSON
HANSON PROFESSIONAL SERVICES INC.
1525 South Sixth Street
Springfield, Illinois 62703-2886
Telephone: 217.788.2450
Fax: 217.788.2503

STATE OF ILLINOIS
BARRY S. STOLZ
062-057281
LICENSED PROFESSIONAL ENGINEER

David C. Miller
David C. Miller
Director of Aviation

Exp. 11/30/21
1/10/20

St. Louis Regional
AIRPORT
ST. LOUIS REGIONAL AIRPORT AUTHORITY
8 Terminal Drive
East Alton, Illinois 62024
Telephone: 618.259.2531
Fax: 618.259.7669



ST. LOUIS REGIONAL
AIRPORT AUTHORITY

ST. LOUIS REGIONAL AIRPORT
8 TERMINAL DRIVE
EAST ALTON, ILLINOIS 62024



SUMMARY OF QUANTITIES - BASE BID				
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	AS-BUILT QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150520	MOBILIZATION	L.S.	1	
AR150540	HAUL ROUTE	L.S.	1	
AR152410	UNCLASSIFIED EXCAVATION	C.Y.	611	
AR156500	TEMPORARY EROSION CONTROL	L.S.	1	
AR156530	TEMPORARY SEEDING	ACRE	0.24	
AR156531	EROSION CONTROL BLANKET	S.Y.	1,172	
AR208540	OVERSIZE AGGREGATE	TON	1,041	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	1,047	
AR401613	BIT. SURF. CSE.-METHOD I, SUPERPAVE	TON	1,975	
AR401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	2,887	
AR401901	REMOVE BITUMINOUS SURFACE COURSE	S.Y.	5,613	
AR602510	BITUMINOUS PRIME COAT	GAL.	1,041	
AR603510	BITUMINOUS TACK COAT	GAL.	1,288	
AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	799	
AR620525	PAVEMENT MARKING-BLACK BORDER	S.F.	843	
AR701900	REMOVE PIPE	L.F.	98	
AR705548	8" NON PERFORATED UNDERDRAIN	L.F.	20	
AR751411	INLET-TYPE A	EA.	1	
AR751900	REMOVE INLET	EA.	2	
AR751940	ADJUST INLET	EA.	1	
AR901510	SEEDING	ACRE	0.24	

SUMMARY OF QUANTITIES - ADDITIVE ALTERNATE BID				
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	AS-BUILT QUANTITY
AS152410	UNCLASSIFIED EXCAVATION	C.Y.	988	
AS156530	TEMPORARY SEEDING	ACRE	0.03	
AS156531	EROSION CONTROL BLANKET	S.Y.	146	
AS208540	OVERSIZE AGGREGATE	TON	751	
AS209510	CRUSHED AGGREGATE BASE COURSE	TON	748	
AS401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	2,033	
AS501507	7" PCC PAVEMENT	S.Y.	2,122	
AS501530	PCC TEST BATCH	EA.	1	
AS901510	SEEDING	ACRE	0.03	

GENERAL NOTES:

QUANTITIES

PAYMENT WILL BE MADE UNDER THE ITEM NUMBERS, DESCRIPTIONS AND UNITS NOTED IN THE ABOVE TABLE IN ACCORDANCE WITH THE BASIS OF PAYMENT FOR EACH RESPECTIVE WORK ITEM COMPLETED AND ACCEPTED BY THE ENGINEER.

CERTIFIED PAYROLLS

THE RESIDENT ENGINEER/TECHNICIAN CANNOT FORWARD CONSTRUCTION REPORTS TO THE ILLINOIS DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL CERTIFIED PAYROLLS FOR THE PERIOD HAVE BEEN RECEIVED.

MATERIAL CERTIFICATIONS

MATERIALS TO BE INCORPORATED INTO THE PROJECT CANNOT BE USED WITHOUT PRIOR APPROVAL. ALL MATERIALS TO BE USED IN THE PROJECT MUST BE SUBMITTED TO THE RESIDENT ENGINEER/TECHNICIAN FOR APPROVAL. USE OF MATERIALS WITHOUT PRIOR APPROVAL AND ULTIMATELY DETERMINED TO BE UNACCEPTABLE BY THE ILLINOIS DIVISION OF AERONAUTICS ARE SUBJECT TO REMOVAL AND/OR NON-PAYMENT.

INDEX TO SHEETS	
SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	SUMMARY OF QUANTITIES AND INDEX TO SHEETS
3	SCOPE OF WORK
4	PROPOSED SAFETY AND PHASING PLAN - PHASE 1
5	PROPOSED SAFETY AND PHASING PLAN - PHASE 2
6	CONSTRUCTION SAFETY AND PHASING DETAILS AND NOTES
7	TYPICAL SECTIONS
8	PROPOSED DEMOLITION PLAN
9	PROPOSED CONSTRUCTION PLAN
10	PROPOSED STAKING PLAN
11	PROPOSED STAKING PLAN (WEST)
12	PROPOSED STAKING PLAN (EAST)
13	PROPOSED JOINTING PLAN (ADD. ALT. BID)
14	PROPOSED JOINTING DETAILS AND NOTES (ADD. ALT. BID)
15	PROPOSED MARKING PLAN
16	STORM WATER POLLUTION PREVENTION PLAN
17	STORM WATER POLLUTION PREVENTION DETAILS

EARTHWORK QUANTITY SUMMARY				
WORK AREA	CUT (CY)	FILL (CY)	FILL + 20% (CY)	NET (CY)
BASE BID	611**	24	29	582 (EXCESS)
ADD. ALT. BID	988**	144	173	815 (EXCESS)

** USED TO CALCULATE AR152410 AND AS152410 PAY ITEM QUANTITIES

EARTHWORK NOTES:

- EARTHWORK QUANTITIES (CUT/FILL VOLUMES) SHOWN ABOVE WERE CALCULATED UTILIZING AUTODESK CIVIL3D 2018 SOFTWARE THROUGH AUTOCAD. THE CALCULATION METHOD WAS BY A COMPARISON OF SURFACE MODELS CREATED WITH EXISTING SURVEY DATA AND PROPOSED DESIGN GRADES. THE VOLUMES WERE CALCULATED IN TWO PARTS: THE CUT/FILL VOLUME REQUIRED TO CORE OUT AND FILL FOR THE PROPOSED PAVEMENT SECTION AS COMPARED TO THE EXISTING SUBGRADE DATUM, AND THE CUT/FILL VOLUMES REQUIRED FOR PROPOSED GRADING WORK OUTSIDE OF THE PROPOSED PAVEMENT LIMITS AS COMPARED TO THE EXISTING GROUND SURFACE. THE NUMBERS IN THE SUMMARY TABLES ABOVE REPRESENT A TOTAL OF THESE TWO PARTS ADDED TOGETHER FOR CLARITY.
- FOLLOWING THE PROJECT AWARD, THE ENGINEER CAN PROVIDE THE RELEVANT AUTOCAD AND CIVIL 3D SURFACE MODEL FILES TO THE AWARDED CONTRACTOR UPON REQUEST TO ASSIST WITH CONSTRUCTION LAYOUT.

RECONSTRUCT
BITUMINOUS
T-HANGAR TAXILANE
PAVEMENTS NEAR
SOUTHEAST AREA OF
MAIN RAMP

IDA No: ALN-4348

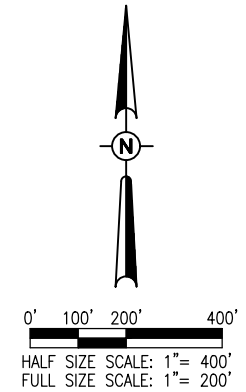
Contract No. SR093

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 10, 2020
PROJECT NO: 19A0092
CAD FILE: G-002-FLP.DWG
DESIGN BY: JRH 10/01/2019
DRAWN BY: JRH 10/01/2019
REVIEWED BY: BSS 01/08/2020

SHEET TITLE

SUMMARY OF
QUANTITIES AND
INDEX TO SHEETS



LEGEND

- EXISTING IMPROVEMENTS
- PROPOSED IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED HAUL ROUTE
- PROPOSED EQUIPMENT PARKING AREA
- EXISTING FENCE
- PROPOSED BARRICADES
- CONSTRUCTION SIGN

SAFETY PLAN COMPLIANCE DOCUMENT

PRIOR TO THE ISSUANCE OF A CONSTRUCTION NOTICE-TO-PROCEED (NTP), THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND SUBMITTING A SAFETY PLAN COMPLIANCE DOCUMENT IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G, PARAGRAPH 2.4.2, OR EQUIVALENT SECTION IN SUBSEQUENT/CURRENT ISSUE. THE AIRPORT DIRECTOR SHALL APPROVE THIS DOCUMENT AND SUBMIT TO THE AIRPORT AUTHORITY FOR APPROVAL PRIOR TO THE NTP ISSUANCE.

PHASE 2 NOTES

1. THE WORK ITEMS TO BE COMPLETED IN THIS PHASE INCLUDE REMOVAL OF THE EXISTING BITUMINOUS PAVEMENT, AND CONSTRUCTION OF THE NEW BITUMINOUS PAVEMENT. THIS WORK IS ASSOCIATED WITH THE BASE BID.
2. THE CONTRACTOR MAY WORK IN PHASES 1 AND 2 SIMULTANEOUSLY, HOWEVER, THE CONTRACT TIME FOR PHASE 1 SHALL STILL BE ENFORCED.
3. CONTRACTOR SHALL PROTECT HANGAR BUILDINGS, DOORS, FLOORS AND CONTENTS AT ALL TIMES DURING CONSTRUCTION.
4. AIRPORT SECURITY SHALL BE MAINTAINED THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL BE RESTRICTED TO THE DESIGNATED WORK AREAS. THE CONTRACTOR SHALL ENSURE THAT ACCESS POINTS USED BY CONSTRUCTION VEHICLES AND PERSONNEL ARE MONITORED WHEN OPEN AND LOCKED WHEN NOT IN USE TO PREVENT UNAUTHORIZED ACCESS TO THE AIRPORT MOVEMENT AREA.
5. BARRICADES SHALL BE IN PLACE PRIOR TO BEGINNING CONSTRUCTION.
6. AT THE COMPLETION OF ALL CONSTRUCTION, THE HAUL ROUTE AND CONSTRUCTION EQUIPMENT PARKING AREA SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS PER THE SPECIFICATIONS.
7. THE COSTS FOR PROVISION, PLACEMENT, MAINTENANCE AND REMOVAL OF BARRICADES AND ALL ASSOCIATED INCIDENTALS SHALL BE PAID FOR UNDER ITEM AR150520 MOBILIZATION.
8. THE COSTS FOR CONSTRUCTION, MAINTENANCE OF ACCESS GATE, HAUL ROUTE AND EQUIPMENT STAGING AREA, TEMPORARY SIGNAGE AND ALL ASSOCIATED INCIDENTALS SHALL BE PAID FOR UNDER ITEM AR150540 HAUL ROUTE.

CRITICAL POINT DATA

WORK PHASE	DESCRIPTION	LATITUDE	LONGITUDE	GROUND ELEV.	EQUIP. HEIGHT	EQUIP. ELEV.
PHASE 2	CRITICAL POINT 1	N038°53'23.16"	W090°03'13.24"	539.71'	25'	564.71'
PHASE 2	CRITICAL POINT 2	N038°53'19.58"	W090°03'12.88"	539.59'	25'	564.59'
PHASE 2	CRITICAL POINT 3	N038°53'16.60"	W090°03'15.68"	542.77'	25'	567.77'
PHASE 1&2	CRITICAL POINT 4	N038°53'16.55"	W090°03'16.81"	542.38'	25'	567.38'
PHASE 1&2	CRITICAL POINT 5	N038°53'20.35"	W090°03'17.52"	540.19'	25'	565.19'
PHASE 1	CRITICAL POINT 6	N038°53'20.91"	W090°03'18.64"	540.74'	25'	565.74'

RECONSTRUCT BITUMINOUS T-HANGAR TAXILANE PAVEMENTS NEAR SOUTHEAST AREA OF MAIN RAMP

IDA No: ALN-4348

Contract No. SR093

NO.	DATE	DESCRIPTION

ISSUE: JANUARY 10, 2020
PROJECT NO: 19A0092
CAD FILE: G-004-SFY.DWG
DESIGN BY: JRH 10/01/2019
DRAWN BY: JRH 10/01/2019
REVIEWED BY: BSS 01/08/2020

SHEET TITLE

PROPOSED SAFETY AND PHASING PLAN - PHASE 2



**RECONSTRUCT
BITUMINOUS
T-HANGAR TAXILANE
PAVEMENTS NEAR
SOUTHEAST AREA OF
MAIN RAMP**

IDA No: ALN-4348

Contract No. SR093

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 10, 2020

PROJECT NO: 19A0092

CAD FILE: G-501-SFY.DWG

DESIGN BY: JRH 10/01/2019

DRAWN BY: JRH 10/01/2019

REVIEWED BY: BSS 01/08/2020

SHEET TITLE

**CONSTRUCTION
SAFETY AND
PHASING DETAILS
AND NOTES**

SAFETY NOTES

- FOLLOWING ARE THE CONSTRUCTION SAFETY PROCEDURES THAT THE CONTRACTOR SHALL FOLLOW THROUGHOUT THIS PROJECT. ADDITIONAL REQUIREMENTS ARE SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET AND THIS SHEET.
- ALL PROVISIONS OF THE LATEST EDITION OF FAA ADVISORY CIRCULAR AC 150/5370-2 (CURRENT EDITION), "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", APPLY TO THIS CONTRACT, EXCEPT AS MODIFIED BY THIS SAFETY PLAN, OR AS MODIFIED BY THE OWNER THROUGH THE RESIDENT ENGINEER/TECHNICIAN AT THE PRECONSTRUCTION CONFERENCE, OR DURING THE COURSE OF THE CONTRACT.
- THE CONTRACTORS SHALL MINIMIZE DISRUPTION OF STANDARD OPERATING PROCEDURES FOR AERONAUTICAL ACTIVITY BY REMAINING WITHIN THE PRESCRIBED STAGING, CONSTRUCTION, AND PHASING AREAS PRESENTED ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEETS.
- NO UNAUTHORIZED PERSONNEL SHALL ENTER ANY AREA OF THE AIRPORT THAT COULD POTENTIALLY BE HAZARDOUS. THE AIRPORT MANAGER RESERVES THE RIGHT TO SUSPEND OPERATIONS IN ORDER TO MAINTAIN SAFETY AT THE AIRPORT.
- CONTRACTOR EQUIPMENT, VEHICLES, AND PROJECT MATERIALS SHALL BE STORED IN THE EQUIPMENT PARKING/STAGING AREA SHOWN ON THE PLAN VIEW, EXCEPT AS OTHERWISE PROVIDED FOR AT THE PRECONSTRUCTION CONFERENCE.
- ALL CONSTRUCTION EQUIPMENT OPERATING IN THE PRESCRIBED CONSTRUCTION AREA IS REQUIRED TO DISPLAY A CHECKERBOARD FLAG PROPERLY LOCATED OR A ROTATING BEACON (STROBE) AS SPECIFIED IN AC 150/5210-5, "PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT" LATEST EDITION.
- NO CONSTRUCTION MATERIAL STOCKPILES SHALL BE LOCATED WITHIN 250' OF ANY ACTIVE RUNWAY, WITHIN 93' OF ANY OTHER ACTIVE AIRPORT OPERATIONS AREA, OR PENETRATE A PART 77 IMAGINARY SURFACE (PROVIDED BY THE RESIDENT ENGINEER/TECHNICIAN) EXTENDING OUT AND UPWARDS FROM ALL SIDES OF AN ACTIVE RUNWAY.
- CLOSED AIRFIELD PHASING AREAS, OPEN TRENCHES, AND STOCKPILED MATERIALS AT THE CONSTRUCTION SITE SHALL BE PROMINENTLY MARKED WITH LIGHTED BARRICADES WITH STEADY BURNING OR FLASHING RED LIGHTS AS SPECIFIED IN 150/5370-2, "OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION, LATEST EDITION. LIGHTED BARRICADES MUST BE NO TALLER THAN 18" (EXCLUSIVE OF SUPPLEMENTARY LIGHTS AND FLAGS) ON THE TAXIWAYS AND COMPLY WITH ADVISORY CIRCULAR 150/5370-2, LATEST EDITION. CONTRACTOR SHALL NIGHT CHECK BARRICADES DAILY FOR PROPER OPERATION.
- NO OPEN TRENCHES WITHIN 250' OF AN ACTIVE RUNWAY CENTERLINE OR WITHIN 93' OF ANY AIRPORT OPERATIONS AREA WILL BE PERMITTED UNLESS PROPERLY MARKED. OTHER TRENCHES SHALL BE MAINTAINED SAFE, I.E., BARRICADED OR COVERED WITH STEEL PLATES IN ALL OTHER AREAS.
- OPEN TRENCHES, EXCAVATIONS, AND STOCKPILED MATERIALS AT THE CONSTRUCTION SITE SHOULD BE PROMINENTLY MARKED WITH ORANGE FLAGS AND LIGHTED WITH FLASHING RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS.
- NO CONSTRUCTION EQUIPMENT GREATER THAN 25' TALL WILL BE PERMITTED ON THE AIRPORT. HOWEVER OTHER EQUIPMENT TALLER THAN 25' MAY BE PERMITTED WITH THE APPROVAL OF THE AIRPORT MANAGER AND AIRSPACE APPROVAL BY THE FAA.
- NO OPEN FLAME WELDING OR TORCH CUTTING OPERATION IS PERMITTED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS ARE PROVIDED AND HAVE BEEN APPROVED BY THE AIRPORT MANAGER NO FLARE POTS ARE ALLOWED ON THE PROJECT.
- SOIL, DEBRIS, AND LOOSE MATERIAL DROPPED OR TRUCKED ONTO AIRPORT ROADS, TAXIWAYS, AND SOD SURFACES, OR WHICH CAN BE BLOWN ONTO SUCH SURFACES, SHALL BE IMMEDIATELY SWEEP, PICKED UP AND REMOVED, OR PLACED INTO CLOSED CONTAINERS. ANY DAMAGE TO AIRPORT PROPERTY SHALL BE REPAIRED IMMEDIATELY AT NO COST TO THE OWNER.
- EACH CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MAINTAINING AIRPORT LIGHTING AND NAVIGATIONAL ELECTRICAL SYSTEMS DURING CONSTRUCTION. A CONTACT PERSON AND TELEPHONE NUMBER FOR 24 HOUR EMERGENCY IMMEDIATE REPAIR SHALL BE SUBMITTED TO THE AIRPORT MANAGER AND RESIDENT ENGINEER/TECHNICIAN. HAUL ROUTES CROSSING PAVEMENT, DRAINAGE, MISCELLANEOUS. STRUCTURES AND/OR AIRFIELD CABLES SHALL BE PROTECTED FROM DAMAGE.
- ALL AIRCRAFT AND AIRPORT OPERATIONS HAVE THE RIGHT-OF-WAY. CONTRACTOR TO YIELD TO VEHICLES AND REMAIN CLEAR AT ALL TIMES.
- CONTRACTOR SHALL PLACE, SECURE, AND MAINTAIN LIGHTED BARRICADES AND CLOSURE CROSSES WHEN A RUNWAY/TAXIWAY/APRON IS CLOSED OR AS REQUIRED BY THE PLANS AND DESIGNATED BY THE RESIDENT ENGINEER/TECHNICIAN.
- CONTRACTOR SHALL MARK HAZARDOUS AREA WITH STEADY-BURNING OR FLASHING RED LIGHTS DURING PERIODS OF LOW VISIBILITY AS REQUIRED.
- THE CONTRACTOR SHALL PERIODICALLY PERFORM ONSITE INSPECTIONS THROUGHOUT THE DURATION OF THE PROJECT WITH THE IMMEDIATE REMEDY OF ANY DIFFERENCES, WHETHER CAUSED BY NEGLIGENCE, OVERSIGHT, OR PROJECT SCOPE CHANGE.
- CONTRACTOR SHALL MOVE MAINTENANCE OF TRAFFIC COMPONENTS AT THE WRITTEN DIRECTION OF THE RESIDENT ENGINEER/TECHNICIAN AT NO ADDITIONAL COST.
- CONTRACTOR SHALL NOT REMOVE THE BARRICADES WITHOUT THE APPROVAL BY THE RESIDENT ENGINEER/TECHNICIAN.
- CONTRACTOR SHALL MAINTAIN FLASHERS, SIGNS AND/OR BARRICADES AS REQUIRED BY THE PLANS, CITY OR COUNTY REGULATIONS OR CONTRACTOR ACTIVITIES. CONTRACTOR SHALL OBTAIN ANY AND ALL REQUIRED LOCAL PERMITS UNLESS SPECIFIED OTHERWISE.
- THE CONTRACTOR SHALL UTILIZE WATER AND/OR CHEMICALS APPROVED BY THE RESIDENT ENGINEER/TECHNICIAN AS NECESSARY TO CONTROL DUST.
- NO CONSTRUCTION VEHICLES SHALL BE DRIVEN ACROSS ANY ACTIVE RUNWAY, INCLUDING TURF RUNWAYS. CONSTRUCTION EQUIPMENT OR CONSTRUCTION ACTIVITY WILL NOT BE PERMITTED WITHIN 250' OF ANY ACTIVE RUNWAY CENTERLINE OR WITHIN 93' OF ANY OTHER ACTIVE AIRPORT TAXIWAY OR APRON. HOWEVER, CONSTRUCTION MAY BE PERMITTED IN THESE AREAS IF THE CONTRACTOR HAS GAINED APPROVAL FROM THE AIRPORT MANAGER AT LEAST 7 DAYS IN ADVANCE OF THE SCHEDULED CONSTRUCTION PERIOD AND THE OPERATIONAL AREA IS CLOSED TO TRAFFIC AND PROPER NOTAMS ARE ISSUED BY THE AIRPORT MANAGER TO THE APPROPRIATE FLIGHT SERVICE STATION.
- UNLESS SPECIFIED OTHERWISE, COST FOR THE ABOVE IS TO BE CONSIDERED INCIDENTAL TO THE PROJECT. SEPARATE PAYMENT SHALL NOT BE MADE.



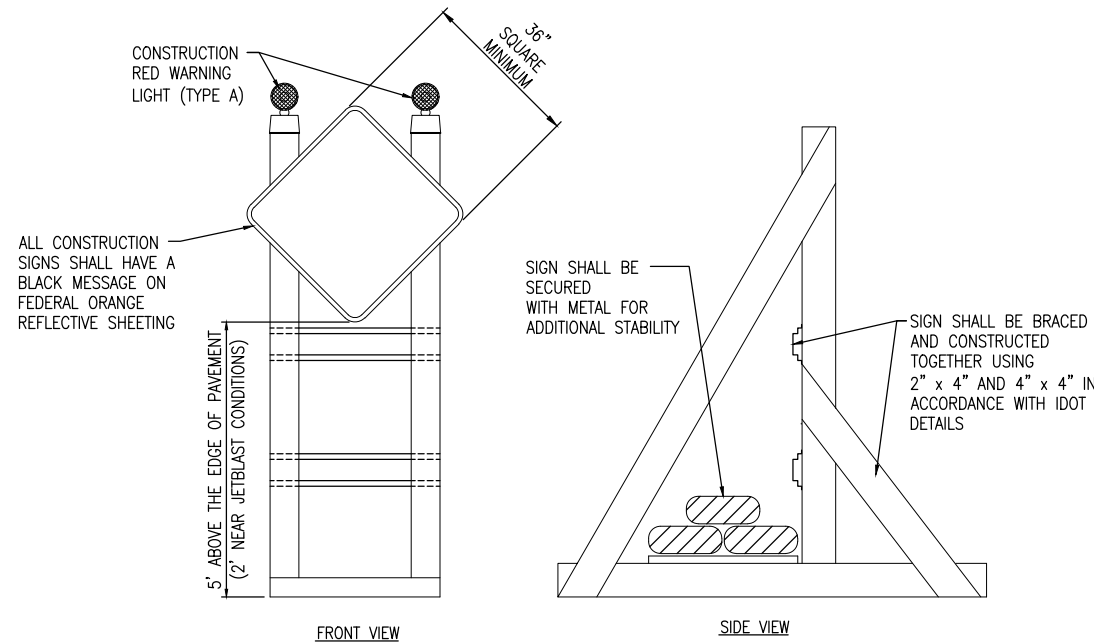
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48" x 48" A



W20-3
48" x 48" B

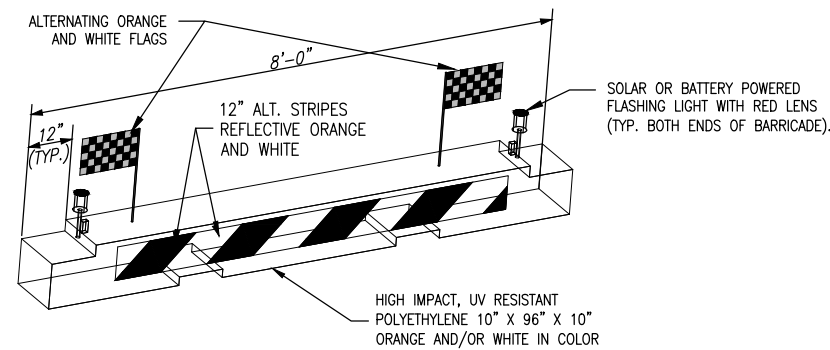
CONSTRUCTION SIGNS

NOT TO SCALE



SIGNAGE NOTES

- ALL CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE ILLINOIS SUPPLEMENT (LATEST EDITION) AND THE FAA ADVISORY CIRCULARS (LATEST EDITION) UNLESS NOTED OTHERWISE. THE FAA OR MORE STRINGENT SPECIFICATIONS SHALL GOVERN.
- UNLESS OTHERWISE SPECIFIED, CONSTRUCTION SIGNS SHALL BE MOUNTED ON PORTABLE OR NON-PORTABLE SUPPORTS. A PORTABLE SUPPORT IS DEFINED AS A TYPICAL SIGN STANDARD AS SHOWN ON THIS SHEET, OR A SMALL LIGHT WEIGHT TRAILER. A NON-PORTABLE SUPPORT IS DEFINED AS DRIVEN METAL OR WOOD POST. ALL SIGNS, REGARDLESS OF THE TYPE OF SUPPORTS USED, SHALL BE MOUNTED SUCH THAT THE MESSAGE ON THE SIGN IS LEVEL IN THE HORIZONTAL PLANE AFTER PLACEMENT. THE COST OF CONSTRUCTION WARNING LIGHTS SHALL BE INCLUDED IN THE COST OF THE CONSTRUCTION SIGNS.
- CONSTRUCTION RED WARNING LIGHT: THESE ARE PORTABLE, LENS DIRECTED, ENCLOSED LIGHTS. THE COLOR OF THE LIGHT EMITTED SHALL BE RED. THEY ARE TO BE USED IN A LOW INTENSITY FLASHING MODE (TYPE A).
- THE LIGHTING SHALL BE MAINTAINED IN OPERATION DURING THE HOURS OF DARKNESS BETWEEN 1/2 HOUR AFTER SUNSET AND 1/2 HOUR BEFORE SUNRISE AND WHEN CONDITIONS EXIST WHICH TEND TO OBSCURE VISION.
- COST FOR PROVIDING, PLACING, MAINTAINING, AND REMOVING SIGNS SHALL BE INCLUDED IN ITEM AR150540 HAUL ROUTE.



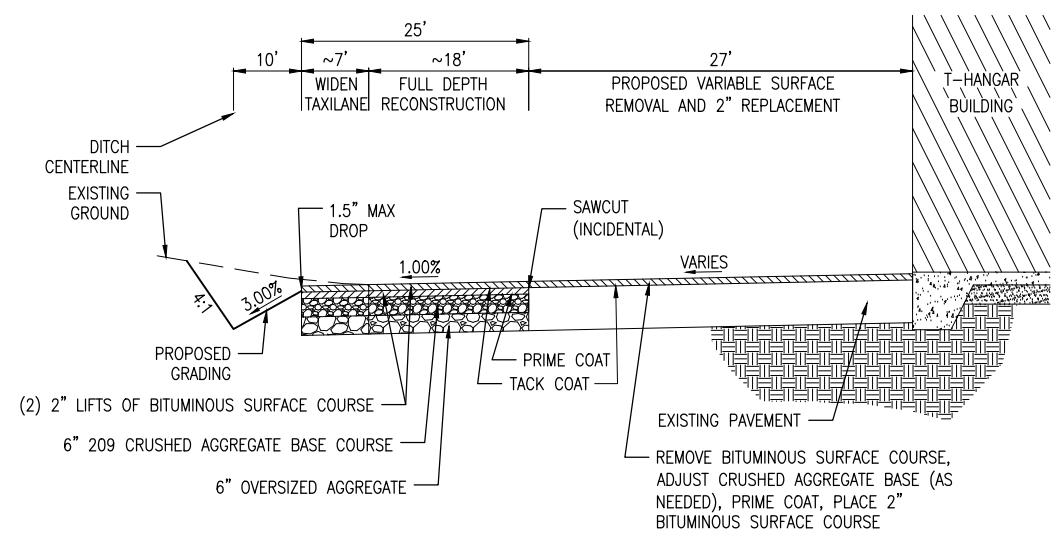
LOW-PROFILE BARRICADE DETAIL

NOT TO SCALE

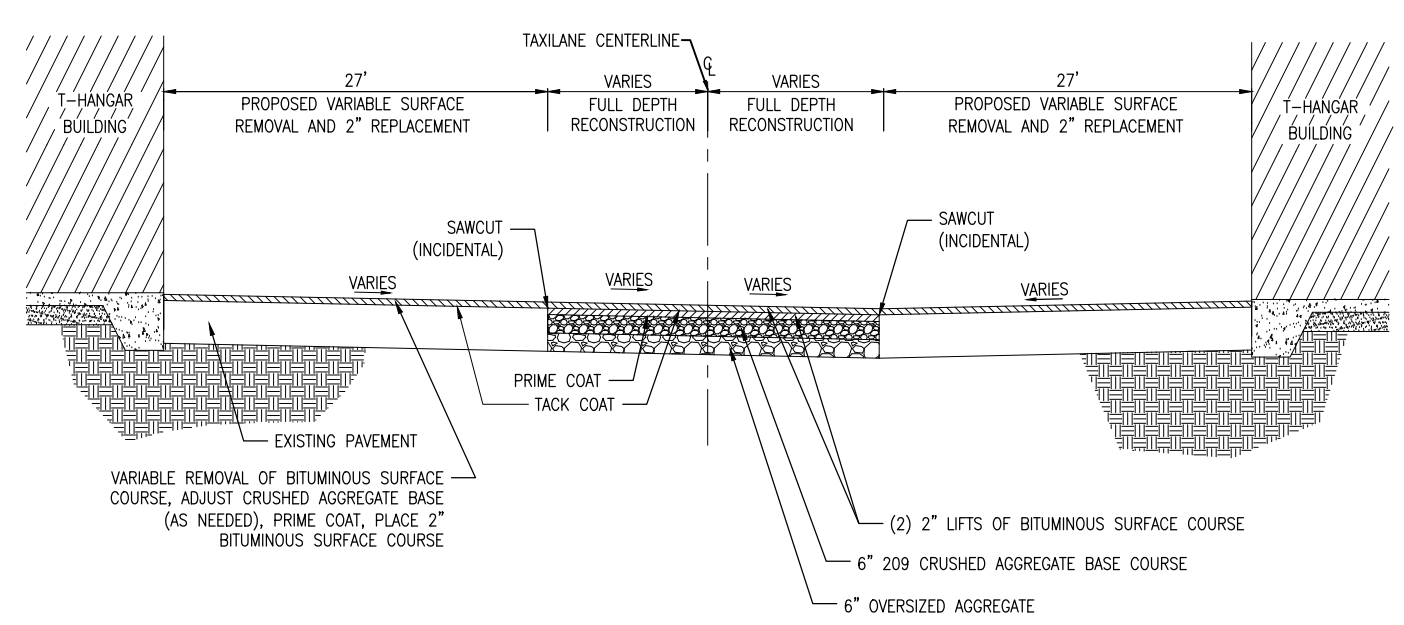
DETAIL ABOVE REPRESENTS ONE OPTION FOR LOW-PROFILE BARRICADES. OTHER OPTIONS MAY BE UTILIZED AS LONG AS THEY MEET THE REQUIREMENTS OF THE PROJECT, INCLUDING BARRICADE NOTE 1.

BARRICADE NOTES

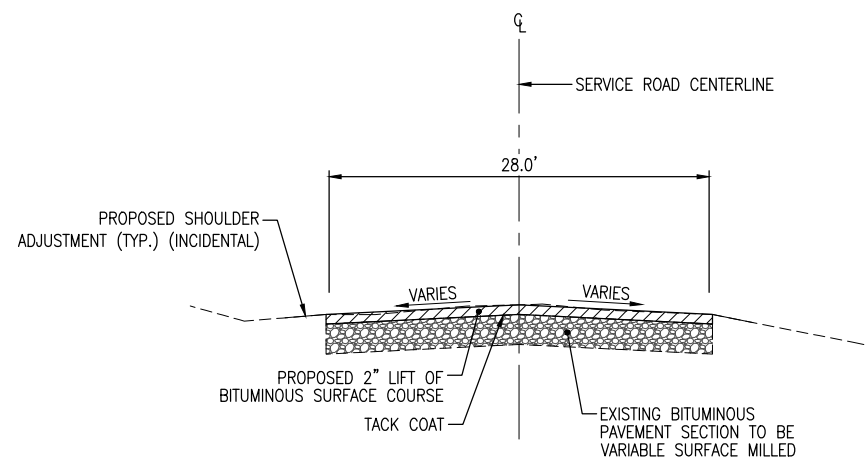
- ALL CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE ILLINOIS SUPPLEMENT (LATEST EDITION) AND THE FAA ADVISORY CIRCULARS (LATEST EDITION) UNLESS NOTED OTHERWISE. THE FAA OR MORE STRINGENT SPECIFICATIONS SHALL GOVERN.
- BARRICADES SHALL BE "LOW-PROFILE" WITH A MAXIMUM HEIGHT OF 18" ABOVE GROUND, EXCLUSIVE OF ASSOCIATED WARNING LIGHTS AND FLAGS.
- BARRICADES SHALL BE SPACED END TO END THE WIDTH OF THE PAVEMENT, WITH GAPS BETWEEN BARRICADES NOT TO EXCEED 4' WIDE. BARRICADES ARE TO BE SET BACK 66' FROM THE ACTIVE TAXIWAY CENTERLINE OR AS SHOWN ON THE PLANS.
- CONSTRUCTION RED WARNING LIGHT: THESE ARE PORTABLE, LENS DIRECTED, ENCLOSED LIGHTS. THE COLOR OF THE LIGHT EMITTED SHALL BE RED. THEY MAY BE USED IN EITHER A STEADY BURN (TYPE C) OR LOW INTENSITY FLASHING MODE (TYPE A) UNLESS NOTED OTHERWISE.
- THE LIGHTING SHALL BE MAINTAINED IN OPERATION DURING THE HOURS OF DARKNESS BETWEEN 1/2 HOUR BEFORE SUNSET AND 1/2 HOUR AFTER SUNRISE AND WHEN CONDITIONS EXIST WHICH TEND TO OBSCURE VISION.
- BARRICADES SHALL BE SECURED TO THE GROUND BY APPROVED METHODS TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURRENTS.
- THE ONLY COLOR COMBINATION ON BARRICADES IS ORANGE AND WHITE. THE ORANGE STRIPES SHALL BE ENCAPSULATED LENS REFLECTIVE SHEETING. THE WHITE STRIPES SHALL BE EITHER ENCAPSULATED OR ENCLOSED LENS REFLECTIVE SHEETING AND MUST BE IN ACCEPTABLE CONDITION.
- COST FOR PROVIDING, PLACING, MAINTAINING, AND REMOVING BARRICADES SHALL BE INCLUDED IN THE COST OF THE OTHER CONTRACT ITEMS.



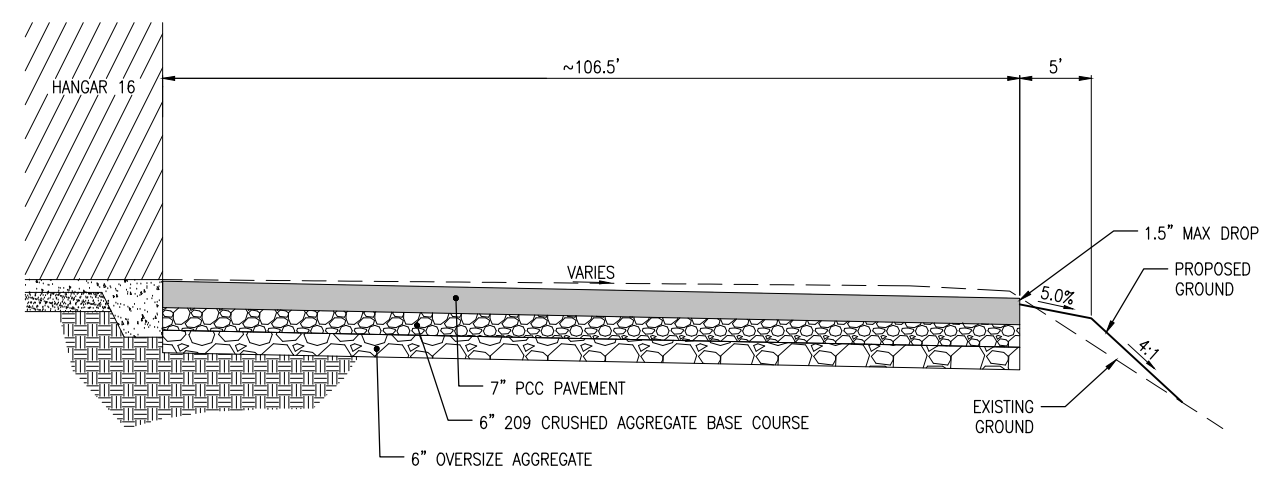
TYPICAL SECTION - OUTSIDE TAXILANE
NOT TO SCALE



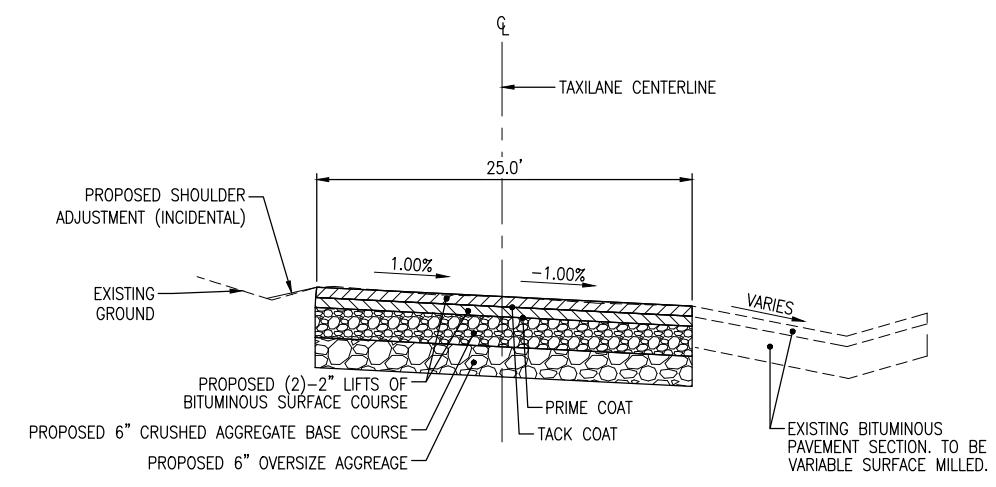
TYPICAL SECTION - TAXILANE BETWEEN HANGARS
NOT TO SCALE



PROPOSED TYPICAL SECTION - SERVICE ROAD
(SLOPES AND DIMENSIONS VARY NEAR INTERSECTIONS)
NOT TO SCALE



PROPOSED TYPICAL SECTION - HANGAR 16 APRON (ADDITIVE ALTERNATE BID)
NOT TO SCALE



PROPOSED TYPICAL SECTION - MAIN TAXILANE
(SLOPES AND DIMENSIONS VARY NEAR EXISTING PAVEMENT)
NOT TO SCALE

RECONSTRUCT
BITUMINOUS
T-HANGAR TAXILANE
PAVEMENTS NEAR
SOUTHEAST AREA OF
MAIN RAMP

IDA No: ALN-4348

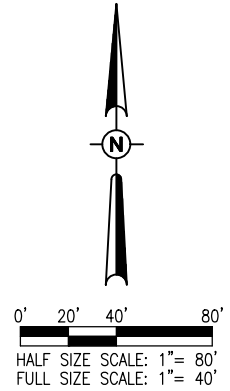
Contract No. SR093

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 10, 2020
PROJECT NO: 19A0092
CAD FILE: C-301-TYP.DWG
DESIGN BY: JRH 10/01/2019
DRAWN BY: JRH 10/01/2019
REVIEWED BY: BSS 01/08/2020

SHEET TITLE

TYPICAL SECTIONS



LEGEND

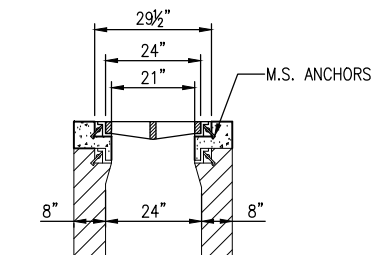
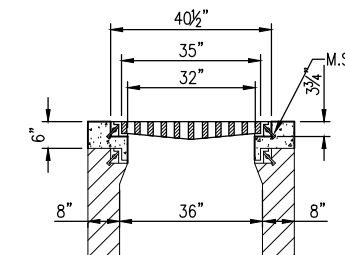
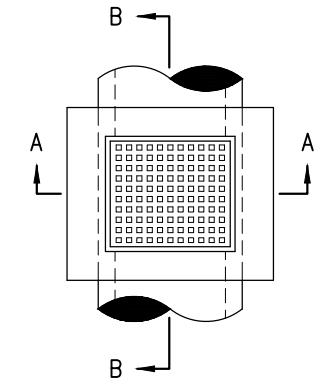
- EXISTING IMPROVEMENTS
- EXISTING BUILDINGS
- EXISTING PAVEMENT TO BE REMOVED FULL DEPTH
- EXISTING PAVEMENT TO BE VARIABLE MILLED
- PROPOSED PAVEMENT LIMITS
- PROPOSED SAW-CUT (INCIDENTAL)
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN
- EXISTING CLEANOUT
- EXISTING INLET
- EXISTING REFLECTOR

GENERAL NOTES

1. EXISTING TAXILANE PAVEMENT SECTION TO BE REMOVED IS 2.75"-3.5" ASPHALT ON 9.5"-10" CRUSHED AGGREGATE.
2. EXISTING SERVICE ROAD PAVEMENT SECTION TO BE VARIABLE MILLED IS AN UNKNOWN BITUMINOUS SECTION.
3. EXISTING HANGAR 16 APRON PAVEMENT SECTION TO BE REMOVED IS 2" ASPHALT ON 10"+ CRUSHED AGGREGATE.
4. MILLING EQUIPMENT SHALL BE CAPABLE OF ACCURATELY ESTABLISHING PROFILE GRADES BY REFERENCING FROM EITHER THE EXISTING PAVEMENT OR FROM INDEPENDENT GRADE CONTROL.
5. ALL PROPOSED MILLINGS ARE TO BE TURNED OVER TO THE AIRPORT. LOCATION FOR THE PLACEMENT OF MILLINGS SHALL BE COORDINATED WITH THE AIRPORT MANAGER AND RESIDENT PROJECT REPRESENTATIVE.
6. ANY EXCESS DIRT CAN BE WASTED ON AIRPORT PROPERTY AT A LOCATION TO BE COORDINATED WITH THE OWNER.

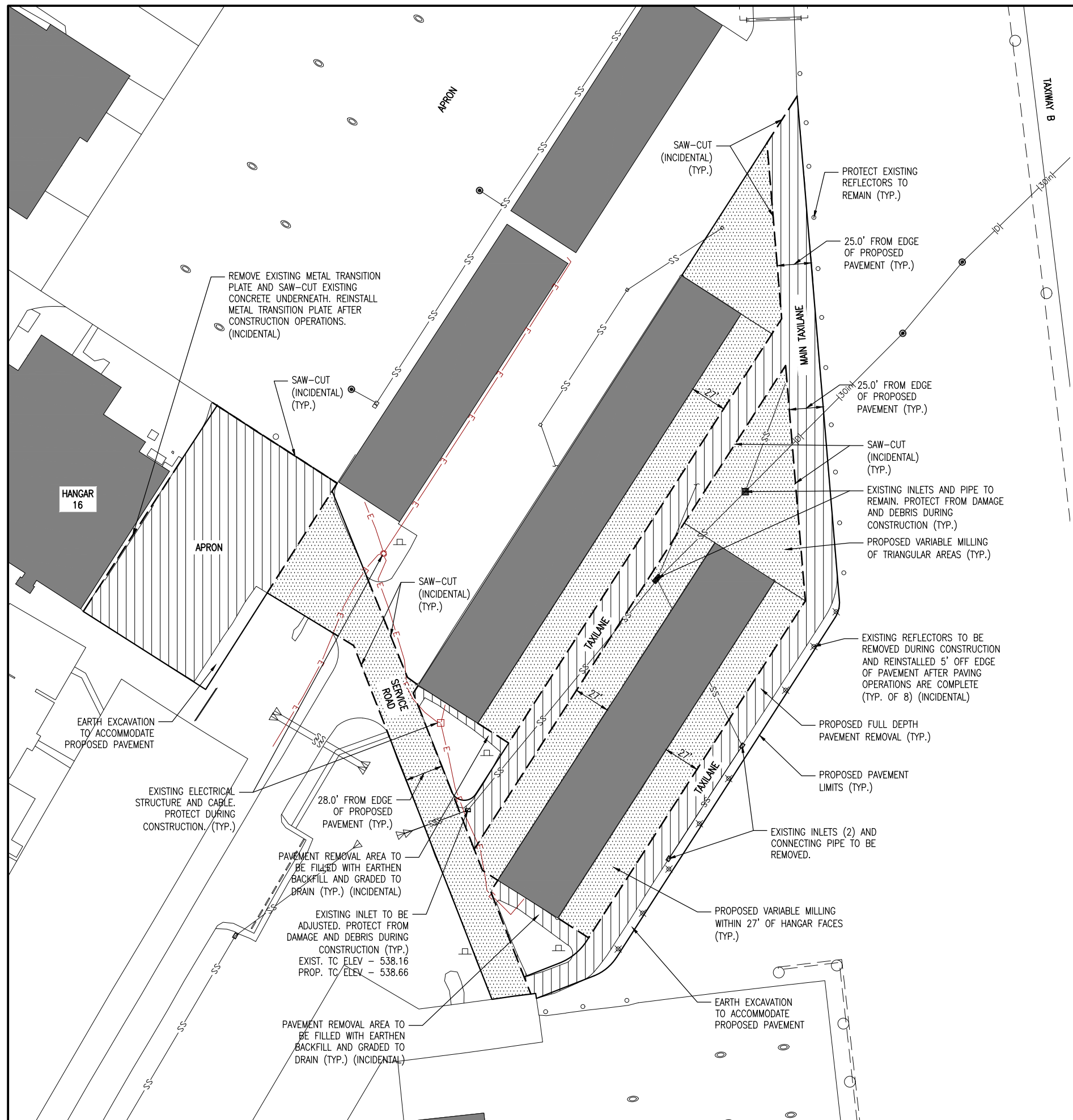
INLET ADJUSTMENT NOTES AND DETAILS

1. INLET ADJUSTMENT TO BE CONSTRUCTED OF STRUCTURAL P.C. CONCRETE. THE CONTRACT UNIT PRICE PER INLET SHALL INCLUDE POURED CONCRETE TOP WITH NEW FRAME PER UNIT.
2. 1/2" CHAMFER TO BE USED ON ALL EXPOSED CORNERS OF INLETS.
3. THE EXISTING FRAME AND GRATE IS NEENAH R-3475-E. CONTRACTOR SHALL PROVIDE NEW FRAME. EXISTING GRATE SHALL BE REUSED.



SECTION A-A

SECTION B-B



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**RECONSTRUCT
BITUMINOUS
T-HANGAR TAXILANE
PAVEMENTS NEAR
SOUTHEAST AREA OF
MAIN RAMP**

IDA No: ALN-4348

Contract No. SR093

NO.	DATE	DESCRIPTION		
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ISSUE: JANUARY 10, 2020
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REVIEWED BY: BSS 01/08/2020

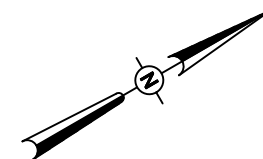
SHEET TITLE

**PROPOSED
DEMOLITION PLAN**



LEGEND

- EXISTING IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED PAVEMENT
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN
- EXISTING CLEANOUT
- EXISTING INLET
- EXISTING REFLECTOR



0' 15' 30' 60'
HALF SIZE SCALE: 1" = 60'
FULL SIZE SCALE: 1" = 30'



**RECONSTRUCT
BITUMINOUS
T-HANGAR TAXILANE
PAVEMENTS NEAR
SOUTHEAST AREA OF
MAIN RAMP**

IDA No: ALN-4348

Contract No. SR093

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 10, 2020
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REVIEWED BY: BSS 01/08/2020

SHEET TITLE

**PROPOSED STAKING
PLAN**



RECONSTRUCT
BITUMINOUS
T-HANGAR TAXILANE
PAVEMENTS NEAR
SOUTHEAST AREA OF
MAIN RAMP

IDA No: ALN-4348

Contract No. SR093

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

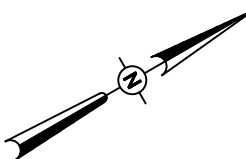
ISSUE: JANUARY 10, 2020
PROJECT NO: 19A0092
CAD FILE: C-192-STK.DWG
DESIGN BY: JRH 10/01/2019
DRAWN BY: JRH 10/01/2019
REVIEWED BY: BSS 01/08/2020

SHEET TITLE

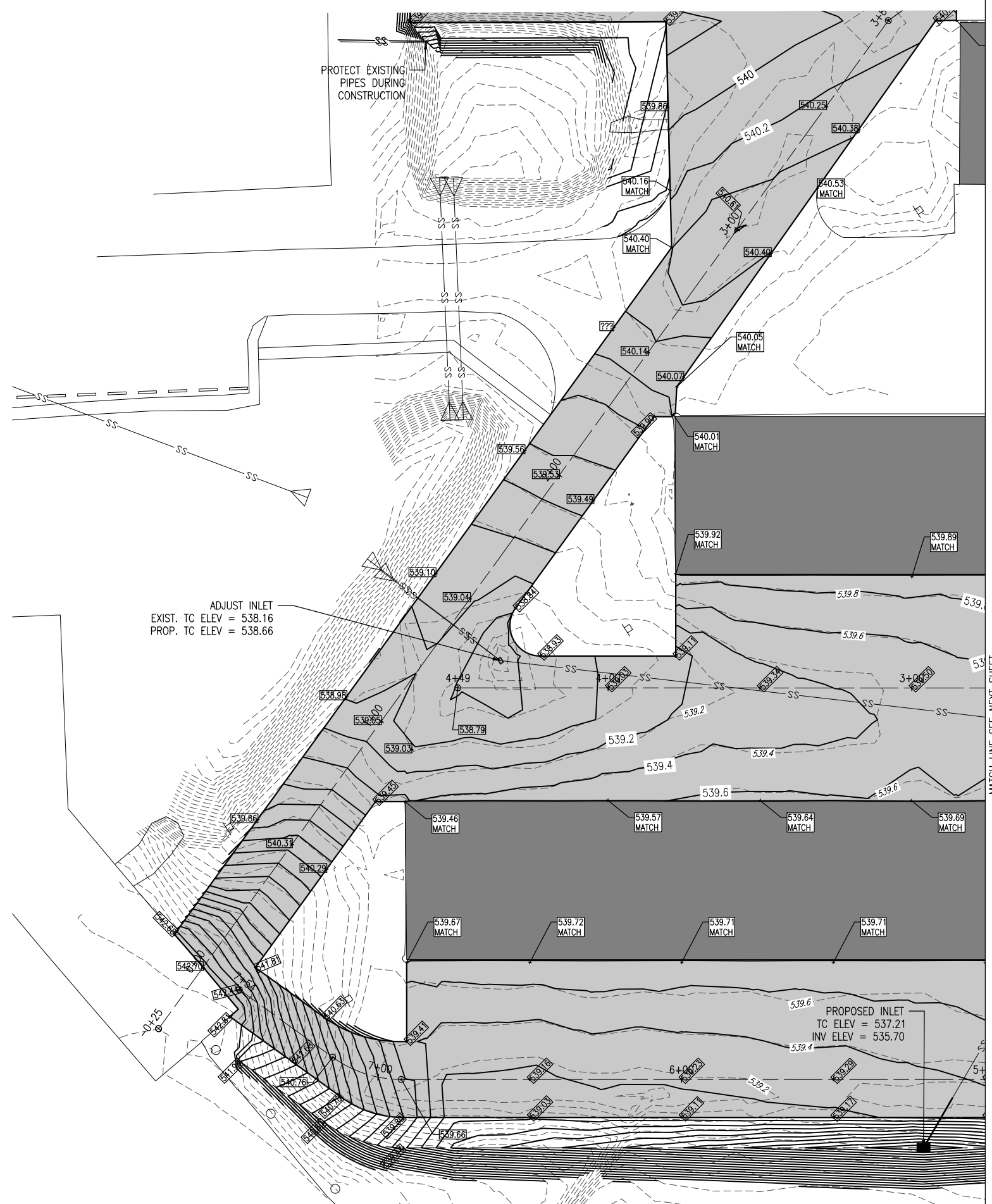
PROPOSED STAKING
PLAN (WEST)

LEGEND

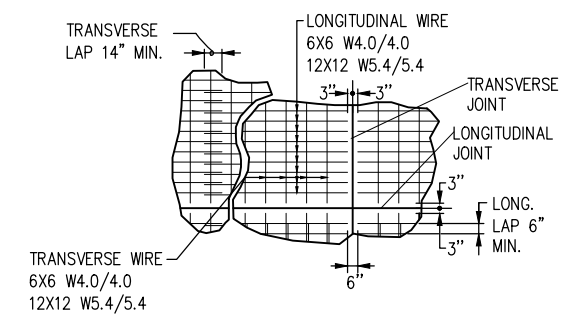
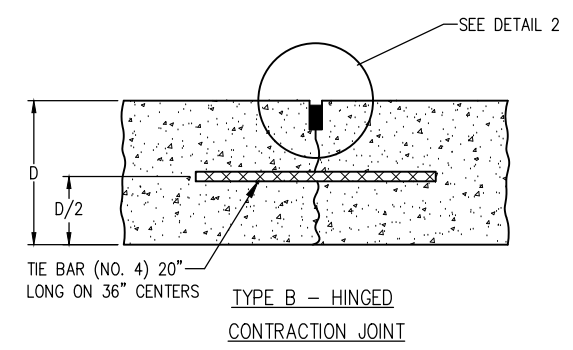
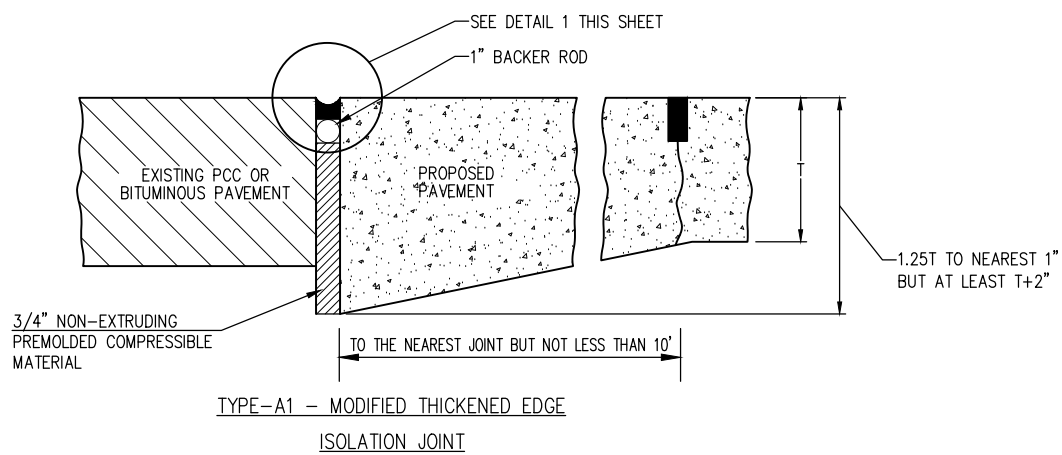
- EXISTING IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED PAVEMENT
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN
- EXISTING CLEANOUT
- EXISTING INLET
- EXISTING REFLECTOR



0' 10' 20' 40'
HALF SIZE SCALE: 1"= 40'
FULL SIZE SCALE: 1"= 20'

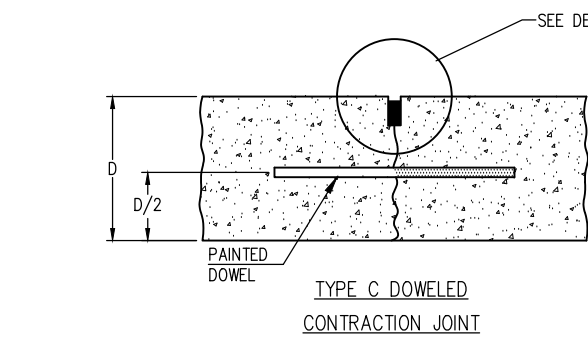


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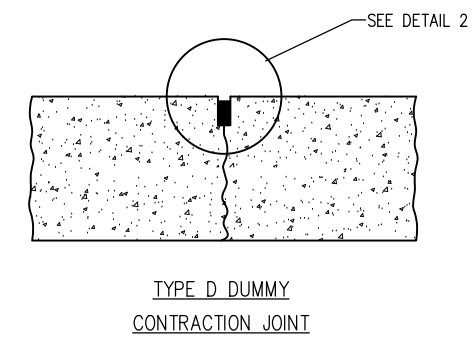


REINFORCEMENT SHEET WIRE FABRIC DETAIL
NOT TO SCALE

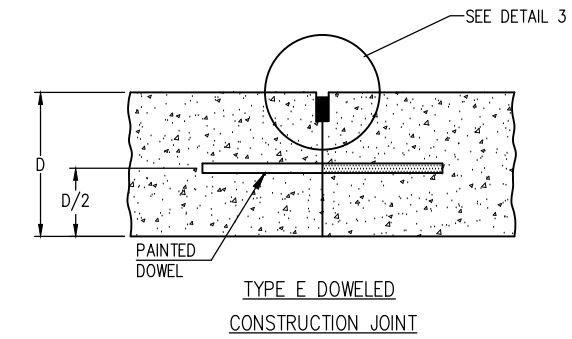
NOTE:
DIFFERENT WIRE MESH SIZES/CONFIGURATIONS OR SIZES ARE PERMITTED
IF THE MINIMUM CROSS SECTIONAL AREA EQUALS 0.5 OR GREATER.



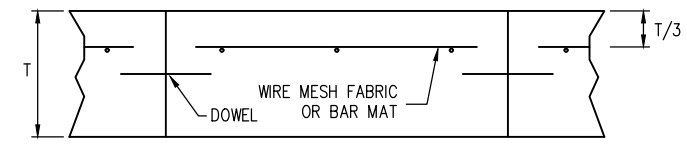
**TYPE C DOWELED
CONTRACTION JOINT**



**TYPE D DUMMY
CONTRACTION JOINT**



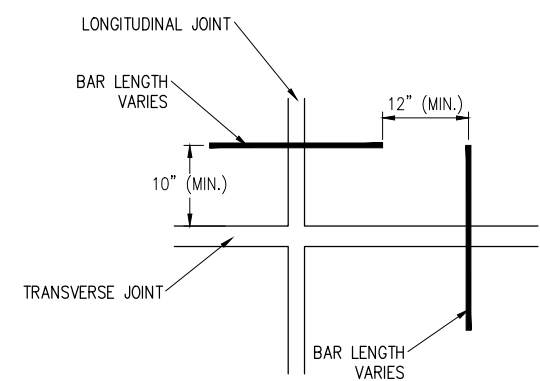
**TYPE E DOWELED
CONSTRUCTION JOINT**



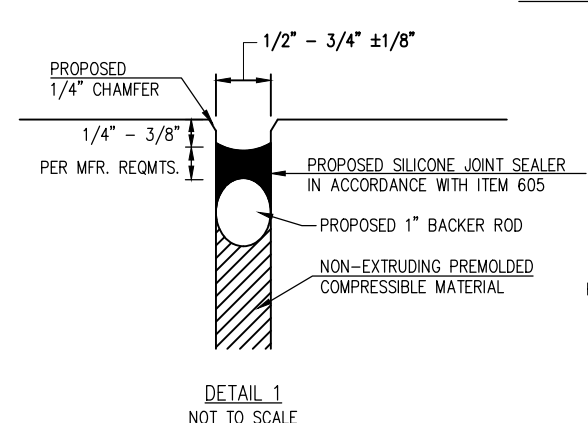
PAVEMENT REINFORCING DETAIL
NOT TO SCALE

JOINTING NOTES

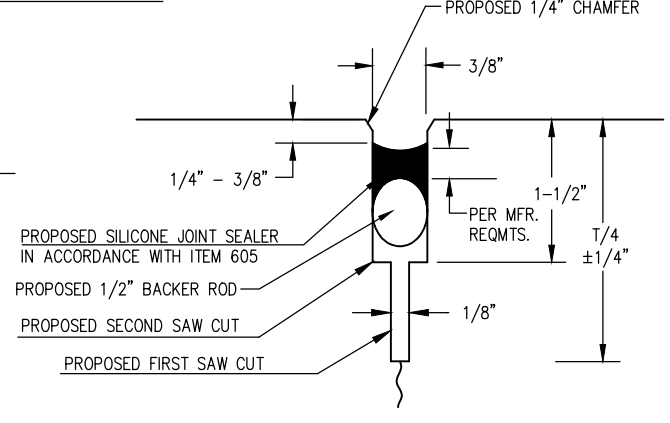
- ALL JOINT EDGES SHALL BE SAWCUT TO PRODUCE THE 1/4" CHAMFER.
- ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED.
- ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL ENSURE THAT THEY WILL REMAIN PARALLEL TO THE SURFACE OF THE PAVEMENT AND TO THE CENTERLINES OF THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE RESIDENT ENGINEER/TECHNICIAN PRIOR TO INSTALLATION.
- DOWEL BARS FOR 7 IN. THICK PAVEMENT SHALL BE 3/4 IN. DIAMETER, 18 IN. LONG AT 12 IN. SPACING.
- ALL TIE BARS SHALL BE HELD IN PLACE BY SUPPORT PINS OR OTHER METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT. SUPPORT PINS SHALL BE OF SUFFICIENT LENGTH TO PENETRATE AT LEAST 6" INTO THE SUBGRADE.
- ALL TIE BARS SHALL BE PLACED AT A POINT NOT LESS THAN 6" OR MORE THAN 15" FROM A TRANSVERSE OR EXPANSION JOINT.
- DOWELS IN TRANSVERSE CONTRACTION AND LONGITUDINAL CONSTRUCTION JOINTS SHALL BE COATED WITH A RUSTPROOFING COMPOUND AND HALF THE LENGTH GREASED WITH A HEAVY GREASE.
- ALLOWABLE TOLERANCES FOR GROOVE DEPTH WILL BE ±1/8" FOR CONSTRUCTION JOINTS AND ±1/4" FOR CONTRACTION JOINTS.
- THE CONTRACTOR IS REQUIRED TO DRILL AND EPOXY THE PROPOSED DOWELS IN ACCORDANCE WITH THE DETAILS AND SPECIFICATIONS. THE EPOXY MATERIAL MUST BE APPROVED BY THE DIVISION OF AERONAUTICS PRIOR TO USE.
- THE COST OF ALL DOWEL BARS, TIE-BARS, SAWING AND SEALING SHALL BE INCLUDED IN THE COST OF THE PCC PAVEMENT.
- WHEN CONSTRUCTING "FILL-IN" PAVEMENT LANES THE CONTRACTOR SHALL USE BELTING OR OTHER PROTECTIVE MATERIAL FOR THE PAVING MACHINE TO TRAVEL ON AND WILL PROTECT THE TRANSVERSE JOINTS.
- JOINT SEALANT SHALL BE AS SPECIFIED IN THE STANDARD SPECIFICATIONS, ITEM 605.
- CURING COMPOUND SHALL BE AS SPECIFIED IN THE STANDARD SPECIFICATIONS, ITEM 501-2.9, AND SHALL BE APPROVED PRIOR TO THE PAVING OPERATION BY THE RESIDENT ENGINEER/TECHNICIAN.
- ALL NON-ALIGNED EDGES WILL BE SAWED FULL DEPTH.



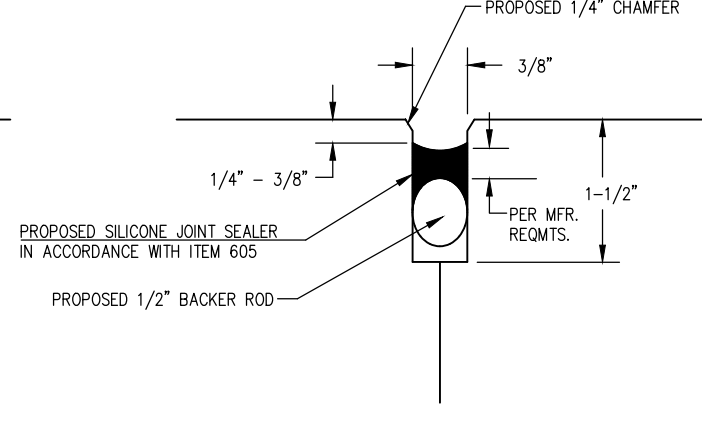
POSITION OF DOWELS AT EDGE OF JOINT TYPE C OR E
DOWEL PLAN VIEW



DETAIL 1
NOT TO SCALE



DETAIL 2
NOT TO SCALE



DETAIL 3
NOT TO SCALE

JOINT SEALING DETAILS
NOT TO SCALE

REINFORCING NOTES:

- END LAPS SHALL BE A MINIMUM OF 12", BUT NOT LESS THAN 30 TIMES THE DIAMETER OF THE LONGITUDINAL WIRE OR BAR.
- SIDE LAPS SHALL BE A MINIMUM OF 6", BUT NOT LESS THAN 20 TIMES THE DIAMETER OF TRANSVERSE WIRE OR BAR.
- END AND SIDE CLEARANCES SHALL BE A MAXIMUM OF 6" AND A MINIMUM OF 2".
- LONGITUDINAL MEMBERS SHALL BE SPACED NOT LESS THAN 4" NOR MORE THAN 12" APART.
- TRANSVERSE MEMBERS SHALL BE SPACED NOT LESS THAN 4" NOR MORE THAN 24" APART.
- REINFORCING SHALL CONSIST OF WELDED STEEL WIRE FABRIC CONFORMING TO THE REQUIREMENTS OF ASTM A 185 OR BAR MATS CONFORMING TO THE REQUIREMENTS OF ASTM A 184 OR A 704.
- PAVEMENT REINFORCING SHALL BE INCIDENTAL TO ITEM 501 PCC PAVEMENT.

**RECONSTRUCT
BITUMINOUS
T-HANGAR TAXILANE
PAVEMENTS NEAR
SOUTHEAST AREA OF
MAIN RAMP**

IDA No: ALN-4348

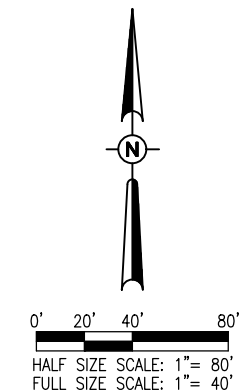
Contract No. SR093

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

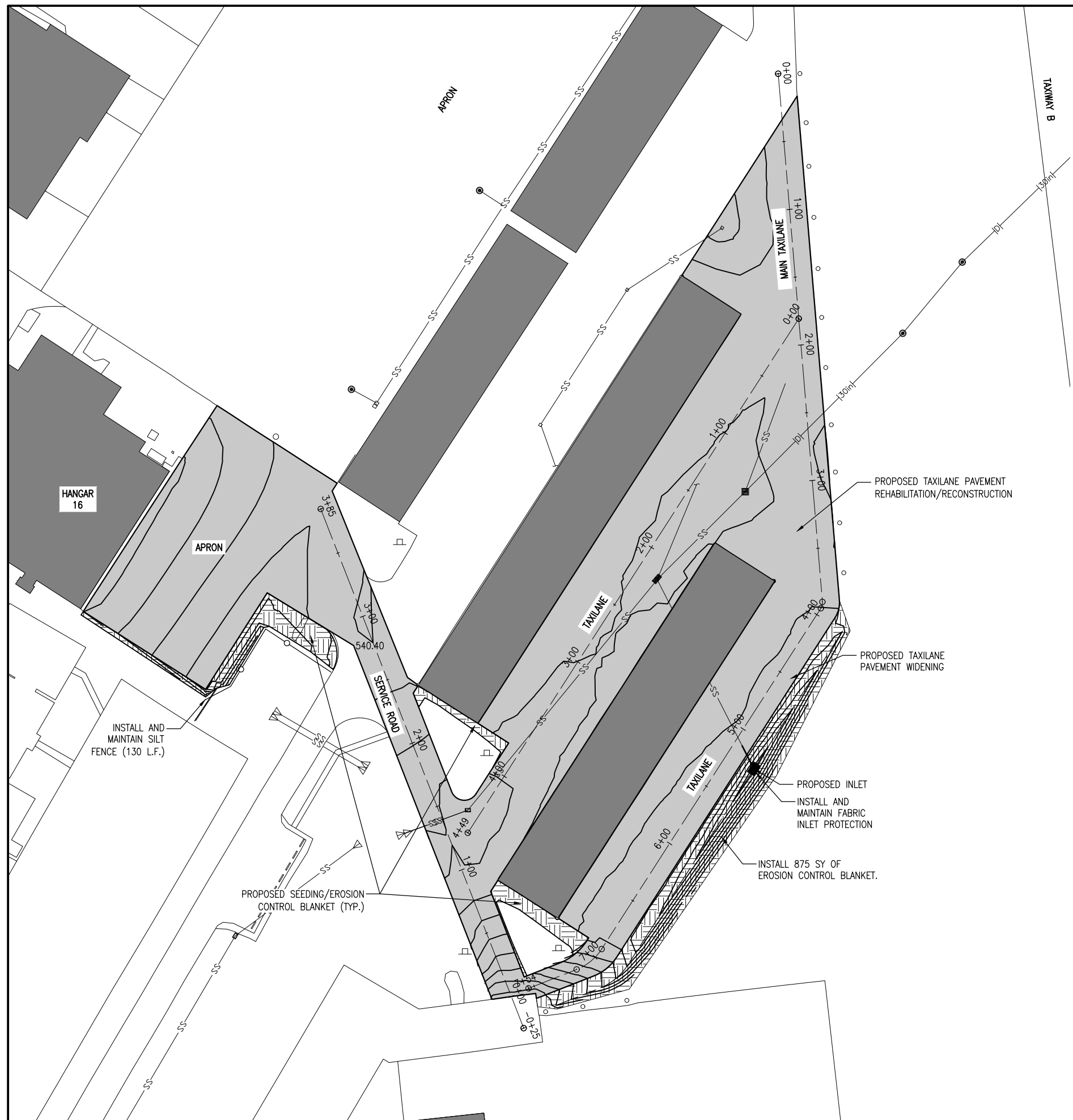
ISSUE: JANUARY 10, 2020
PROJECT NO: 19A0092
CAD FILE: C-561-JNT.DWG
DESIGN BY: JRH 10/01/2019
DRAWN BY: JRH 10/01/2019
REVIEWED BY: BSS 01/08/2020

SHEET TITLE

**PROPOSED JOINTING
DETAILS AND NOTES
(ADD. ALT. BID)**



- LEGEND**
- EXISTING IMPROVEMENTS
 - PROPOSED IMPROVEMENTS
 - EXISTING BUILDINGS
 - PROPOSED STOCKPILE AREA
 - PROPOSED SEEDING/ EROSION CONTROL BLANKET
 - PROPOSED SILT FENCE
 - - - 541 - - - EXISTING CONTOURS
 - 541 PROPOSED CONTOURS
 - - - SS - - - EXISTING STORM SEWER
 - - - SS - - - PROPOSED STORM SEWER



STORM WATER POLLUTION PREVENTION NOTES

1. THE CONTRACTOR SHALL IMPLEMENT ALL PROVISIONS OF THE CONTRACT DOCUMENTS TO ASSURE THAT STORM WATER POLLUTION PREVENTION ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY MANNER. SEDIMENTATION MUST NOT BE TRANSPORTED OFF THE CONSTRUCTION SITE. PERMANENT DRAINAGE FEATURES AND VEGETATIVE MEASURES SHALL BE PROVIDED AS SOON AS POSSIBLE.
2. THE CONTRACTOR SHALL BE REQUIRED TO IMPLEMENT AND MAINTAIN STORM WATER POLLUTION PREVENTION PRACTICES AND MEASURES PRIOR TO THE STRIPPING OF EXISTING VEGETATION WHERE EVER POSSIBLE AND AS SOON AS CONSTRUCTION PERMITS IN OTHER AREAS. POLLUTION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, INCLUDING THESE CONSTRUCTION PLANS, AND WITH STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL, ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, CURRENT ISSUE. THE CONTRACTOR SHALL ADJUST HIS OPERATIONS AND IMPLEMENT POLLUTION CONTROL MEASURES SO THAT NO RUNOFF FROM STRIPPED AREAS WILL LEAVE THE CONSTRUCTION SITE OTHER THAN THROUGH SEDIMENT TRAPS OR OTHER SUITABLE CONTROL MEASURES.
3. POLLUTION CONTROL ITEMS SHALL BE PROVIDED AS NOTED ON THE STORM WATER POLLUTION PREVENTION PLAN AND IN THE STORM WATER POLLUTION PREVENTION DETAILS AND AS DIRECTED BY THE ENGINEER. THE LIMITS OF SUCH MEASURES SHALL BE STAKED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. SUCH LIMITS MAY BE ADJUSTED BY THE ENGINEER TO ACCOUNT FOR ACTUAL SITE CONDITIONS EXPERIENCED DURING CONSTRUCTION. ADDITIONAL COMPENSATION FOR MEASURES EXCEEDING THE PLAN QUANTITIES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR EACH ITEM.
4. THE CONTRACTOR IS TO MAINTAIN AND ADJUST, REPAIR OR REPLACE ALL POLLUTION PREVENTION MEASURES AS REQUIRED OR AS DIRECTED BY THE ENGINEER UNTIL PERMANENT VEGETATION HAS BEEN ESTABLISHED. MAINTENANCE OF POLLUTION CONTROL MEASURES IS TO BE PROVIDED AT NO ADDITIONAL COST TO THE CONTRACT.
5. A NPDES PERMIT WILL NOT BE REQUIRED ON THE PROJECT.

RECONSTRUCT BITUMINOUS T-HANGAR TAXILANE PAVEMENTS NEAR SOUTHEAST AREA OF MAIN RAMP

IDA No: ALN-4348

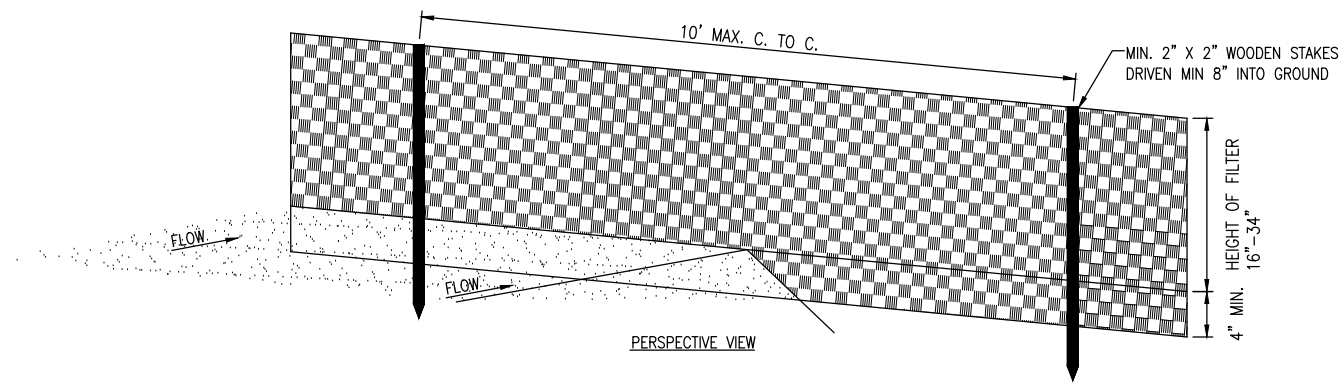
Contract No. SR093

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

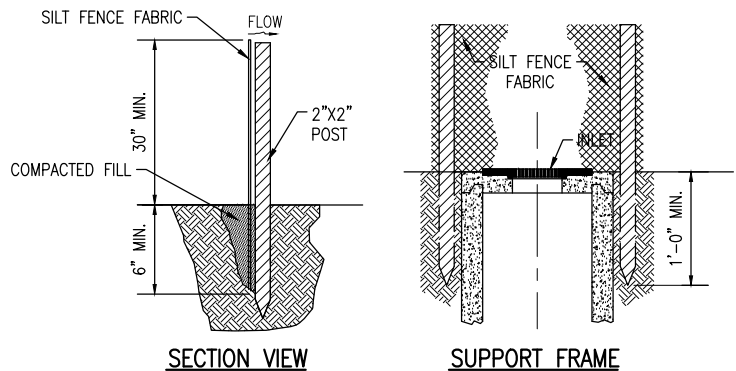
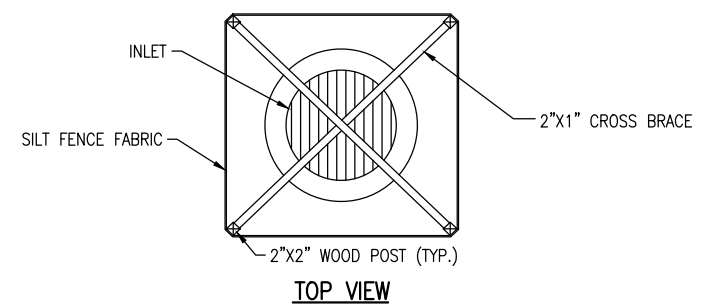
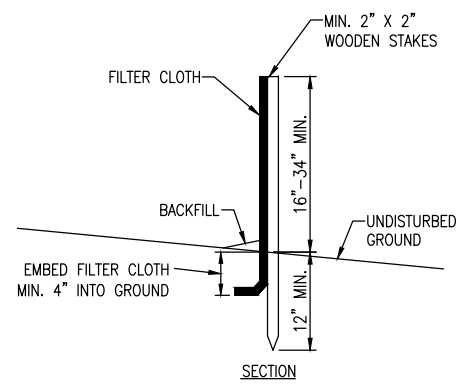
ISSUE: JANUARY 10, 2020
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CAD FILE: C-181-SWP.DWG
DESIGN BY: JRH 10/01/2019
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REVIEWED BY: BSS 01/08/2020

SHEET TITLE

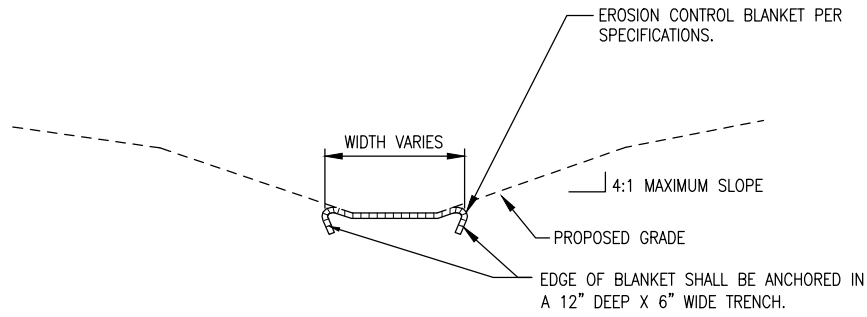
STORM WATER POLLUTION PREVENTION PLAN



SILT FENCE DETAIL
NO SCALE



FABRIC DROP INLET PROTECTION
NOT TO SCALE



NOTE: ALL EROSION CONTROL BLANKETS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS BASED ON THE PROPOSED TYPE AND USE.

TYPICAL EROSION CONTROL BLANKET
NOT TO SCALE

RECONSTRUCT
BITUMINOUS
T-HANGAR TAXILANE
PAVEMENTS NEAR
SOUTHEAST AREA OF
MAIN RAMP

IDA No: ALN-4348

Contract No. SR093

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SHEET TITLE

STORM WATER
POLLUTION
PREVENTION
DETAILS