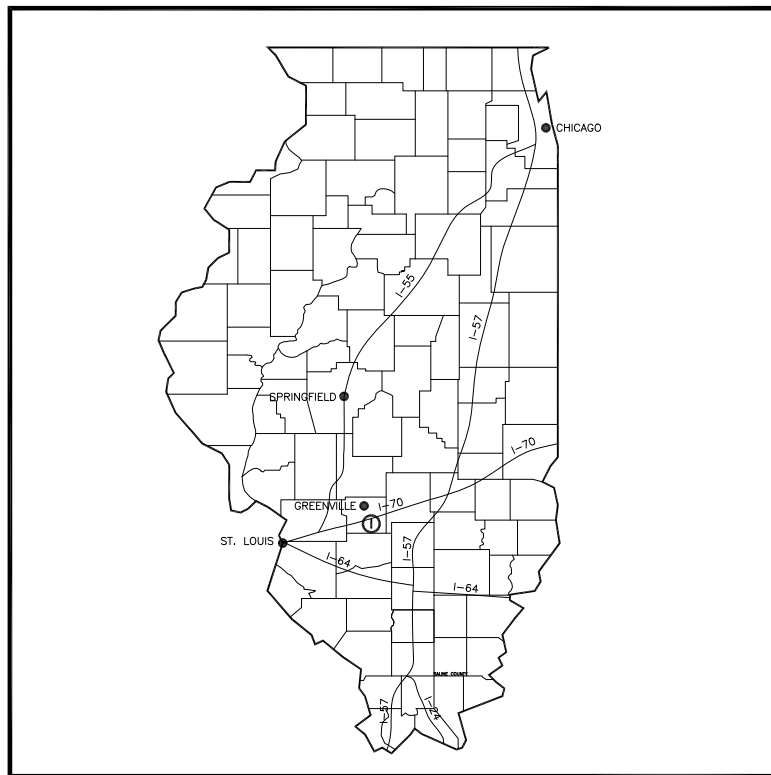


CONSTRUCTION PLANS

FOR

GREENVILLE AIRPORT

T-HANGAR APRON EXPANSION

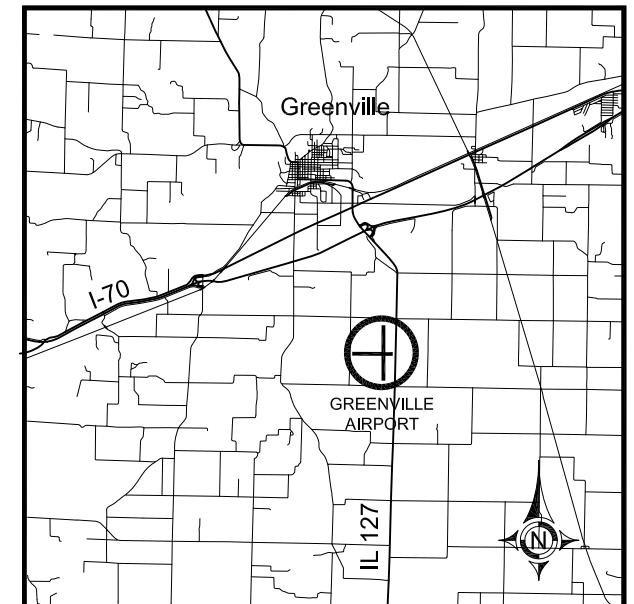


LOCATION MAP

ILLINOIS PROJECT NUMBER: GRE-3839
 AIP PROJECT NUMBER: 3-17-0049-B7

GREENVILLE, ILLINOIS
 BOND COUNTY

DATE: MARCH 19, 2010



VICINITY MAP

BROWN AND ROBERTS, INC.
 CONSULTING ENGINEER
 PRESIDENT

SUBMITTED BY: *Jim W. Brown*
 JIM W. BROWN

DATE SUBMITTED: MARCH 19, 2010

LICENSE NUMBER: 184-002518

LICENSE EXPIRATION DATE: APRIL 30, 2011

PLANS PREPARED BY:



BROWN AND ROBERTS, INC.
 1 WESTRIDGE ROAD
 HARRISBURG, IL. 62946
 (618) 252-8111

GREENVILLE AIRPORT AUTHORITY

CHAIRMAN

APPROVED BY: *REX CATRON* MARCH 19, 2010
 REX CATRON DATE

SECRETARY

ATTESTED BY: *DENNY WILLMAN* MARCH 19, 2010
 DENNY WILLMAN DATE

SUMMARY OF QUANTITIES

<u>ITEM NO.</u>	<u>DESCRIPTION</u>	<u>UNIT</u>	<u>QUANTITY</u>
AR110314	4" STEEL DUCT, JACKED	L.F.	140
AR110610	ELECTRICAL HANDHOLE	EA.	1
AR150540	HAUL ROUTE	L.S.	1
AR152410	UNCLASSIFIED EXCAVATION	CU.YD.	3,000
AR152440	BORROW EXCAVATION	CU.YD.	4,500
AR156510	SILT FENCE	L.F.	1,500
AR156520	INLET PROTECTION	EACH	5
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	1,400
AR401611	BIT. SURFACE COURSE - METHOD 1	TON	450
AR401665	BITUMINOUS PAVEMENT SAWING	L.F.	305
AR401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	100
AR403611	BITUMINOUS BASE COURSE - METHOD 1	TON	450
AR501505	5" PCC PAVEMENT	S.Y.	1,450
AR501530	PCC TEST BATCH	EA.	1
AR602510	BITUMINOUS PRIME COAT	GAL.	1,200
AR603510	BITUMINOUS TACK COAT	GAL.	200
AR610510	STRUCTURAL PC CONCRETE	CU.YD.	93
AR701512	12" RCP, CLASS IV	L.F.	80
AR701518	18" RCP, CLASS IV	L.F.	196
AR751411	INLET - TYPE A	EA.	3
AR751415	INLET - SPECIAL	EA.	1
AR751940	ADJUST INLET	EA.	1
AR752418	PRECAST REINFORCED CONC. FES 18"	EA.	1
AR901510	SEEDING	ACRE	3.5
AR908510	MULCHING	ACRE	3.5

GR004

INDEX TO SHEETS

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	COVER SHEET
2	SUMMARY OF QUANTITIES
3	RUNWAY SAFETY PLAN
4	TYPICAL SECTIONS
5	EXISTING SITE PLAN
6	GRADING, PAVEMENT AND STORMWATER POLLUTION PREVENTION PLAN
7-8	HANGAR FOUNDATION DETAILS
9-10	CROSS SECTIONS

SCOPE OF WORK

THE PROJECT SCOPE CONSISTS OF THE REMOVAL AND REPLACEMENT OF T-HANGAR APRON PAVEMENT, ASSOCIATED DRAINAGE AND OTHER NECESSARY AND RELATED WORK.

PROPOSED SAFETY PLAN

GENERAL- THE GREENVILLE AIRPORT CURRENTLY HAS A TURF RUNWAY 9-27 WHICH IS 2822 FT. x 250 FT. AND A PAVED RUNWAY 18-36 WHICH IS 4001 FT. x 75 FT.

IT IS ANTICIPATED THAT RUNWAY 18-36 WILL REMAIN OPEN FOR THE DURATION OF THE PROJECT, AS NO CONSTRUCTION ACTIVITIES ASSOCIATED WITH THIS PROJECT WILL BE WITHIN 200' OF THE RUNWAY 18-36 CENTERLINE. ANY WORK WITHIN 200' OF THE CENTERLINE OF RUNWAY 18-36 WILL REQUIRE CLOSURE OF THAT RUNWAY.

CONTRACTOR'S RESPONSIBILITIES

IDENTIFICATION- THE CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE PROPERLY MARKED WITH 3-FOOT SQUARE INTERNATIONAL ORANGE AND WHITE CHECKERED FLAGS ANYTIME THEY ARE ON AIRPORT PROPERTY.

THE CONTRACTOR AND HIS EMPLOYEES SHALL BE RESTRICTED TO THE WORK AREA.

EQUIPMENT PARKING AND STORAGE- THE CONTRACTOR'S EQUIPMENT PARKING, STORAGE, AND EMPLOYEE PARKING WILL BE AT THE LOCATION SHOWN ON THIS SHEET. ONLY CONTRACTOR VEHICLES AND EQUIPMENT REQUIRED FOR CONSTRUCTION WILL BE ALLOWED OUTSIDE THIS AREA.

BARRICADES AND TRAFFIC CONES- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS REQUIRED AND AS DIRECTED BY THE RESIDENT ENGINEER. BARRICADES, THEIR MAINTENANCE, PLACEMENT, AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE BARRICADES MUST BE PLACED AS SHOWN ON THIS SHEET PRIOR TO INITIATING WORK WITHIN 30' OF THE EXISTING PAVEMENT EDGE.

THE CONTRACTOR WILL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING PAVEMENTS CAUSED BY HIS PERSONNEL OR EQUIPMENT.

HAUL ROUTE AND EQUIPMENT PARKING

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND EQUIPMENT PARKING AREA SHOWN ON THIS SAFETY PLAN. THE PROPOSED EQUIPMENT PARKING AREA WILL BE APPROXIMATELY 100-FT BY 50-FT. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. AT THE CONCLUSION OF THE PROJECT, ALL AREAS DISTURBED WILL BE RESTORED AS NEEDED TO ITS ORIGINAL STATE. RESTORATION OF THE HAUL ROUTE AND EQUIPMENT PARKING AREA WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

UTILITY NOTE

THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES AND ORGANIZATIONS THAT HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR SHALL CALL JULIE (1-800-892-0123) TO ACCOMPLISH THESE REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UTILITIES ARE TO BE LOCATED PRIOR TO THE START OF CONSTRUCTION.

J.U.L.I.E. INFORMATION

COUNTY.....BOND
 CITY.....GREENVILLE (4 MI SOUTHEAST)
 TOWNSHIP.....CENTRAL
 SECTION NO.....36
 NEAREST MAJOR ROAD INTERSECTION...ILLINOIS RT. 127 & SKY LANE
 AIRPORT ADDRESS...GREENVILLE AIRPORT
 1374 SKY LANE
 GREENVILLE, IL 62246

NOTE:

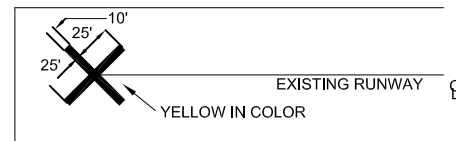
THE COST OF CONSTRUCTING, PLACING, MAINTAINING, AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE RESIDENT ENGINEER. THE CROSSES WILL BE PLACED AT THE ENDS OF THE RUNWAY AND SECURED IN A MANNER APPROVED BY THE RESIDENT ENGINEER. THE PROPOSED CROSSES WILL BE PLACED WHEN THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES AT NO ADDITIONAL COST TO THE CONTRACT.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT IS 20 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A SEMI-TRUCK WITH TRAILER IN THE UP POSITION.

AIRPORT SECURITY

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE PROPOSED HAUL ROUTE SHOWN ON THIS SAFETY PLAN IS THE ONLY ACCESS CONTRACTOR EQUIPMENT AND PERSONNEL WILL BE ALLOWED TO USE. THE CONTRACTOR SHALL PROVIDE BARRICADES AT THIS ACCESS AND ENSURE THE BARRICADES ARE IN PLACE AT THE END OF EACH WORKING DAY.



DETAIL OF CROSS FOR CLOSED RUNWAY
 "NOT TO SCALE"

RUNWAY CLOSURE PROCEDURES:

- * CONTACT THE AIRPORT MANAGER OR HIS ASSIGNED REPRESENTATIVE.
- * ISSUANCE OF NOTAM BY THE AIRPORT MANAGER OR HIS ASSIGNED REPRESENTATIVE.
- * PLACEMENT OF CROSSES (SEE DETAIL THIS SHEET).
- * PLACEMENT OF LIGHTED BARRICADES. ONLY AT THE TIME THAT ALL OF THE ABOVE ARE COMPLETED MAY ANY CONSTRUCTION OPERATIONS WITHIN 200' OF THE RUNWAY CENTERLINE BEGIN.
- * RUNWAY LIGHTS SHALL BE DISABLED

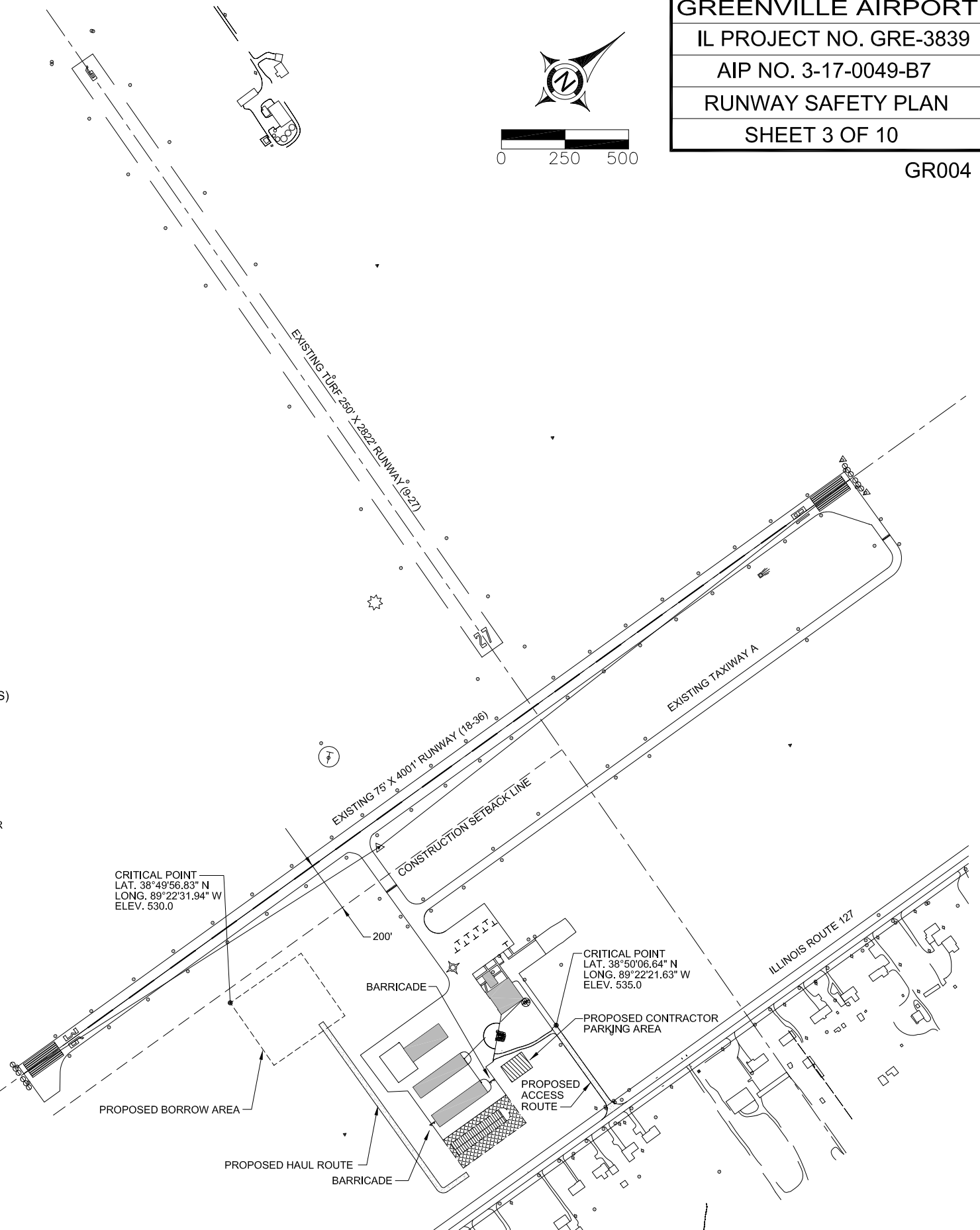
RUNWAY RE-OPENING PROCEDURES:

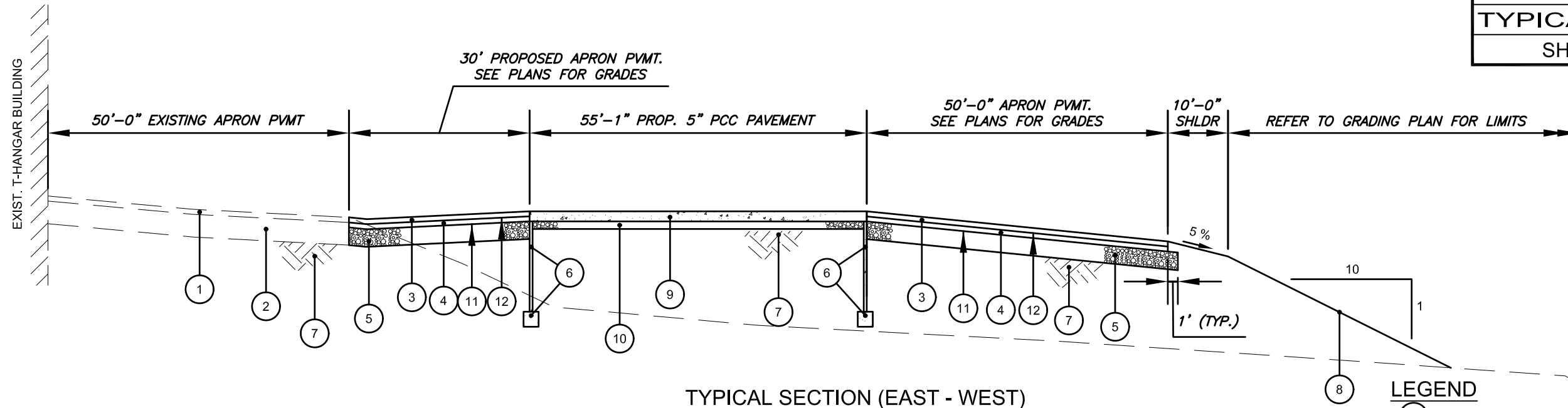
- * REMOVE CROSSES.
- * REMOVE LIGHTED BARRICADES.
- * NOTIFY THE AIRPORT MANAGER OR HIS REPRESENTATIVE TO CANCEL THE NOTAM.
- * CANCELLATION OF THE NOTAM. A CLOSED RUNWAY WILL NOT BE RE-OPENED UNTIL ALL EQUIPMENT AND WORK ARE NOT WITHIN 200' OF THE RUNWAY CENTERLINE.
- * RUNWAY LIGHTS SHALL BE REACTIVATED.

LEGEND

- EXISTING PAVEMENT
- PROPOSED PAVEMENT IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED BUILDING PAD/FOUNDATION (BY OTHERS)
- PROPOSED HAUL ROUTE & STAGING AREA
- PROPOSED BORROW AREA

THE AIRPORT MANAGER WILL BE RESPONSIBLE FOR RELOCATING AIRCRAFT FROM HANGARS WITHIN THE BARRICADED AREA TO THE AIRCRAFT PARKING APRON PRIOR TO PLACEMENT OF THE BARRICADES AND PRIOR TO CONSTRUCTION OPERATIONS WITHIN 30 FEET OF THE EXISTING PAVEMENT EDGE.

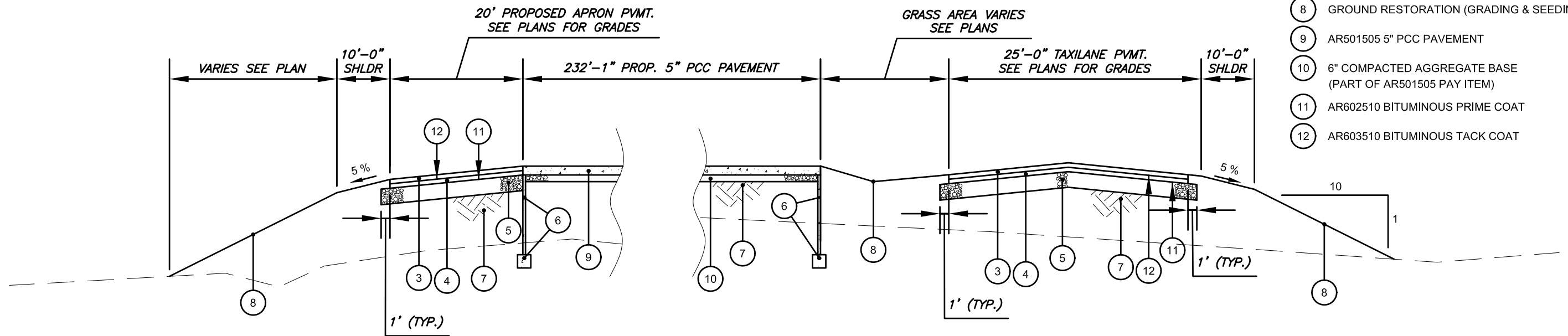




TYPICAL SECTION (EAST - WEST)







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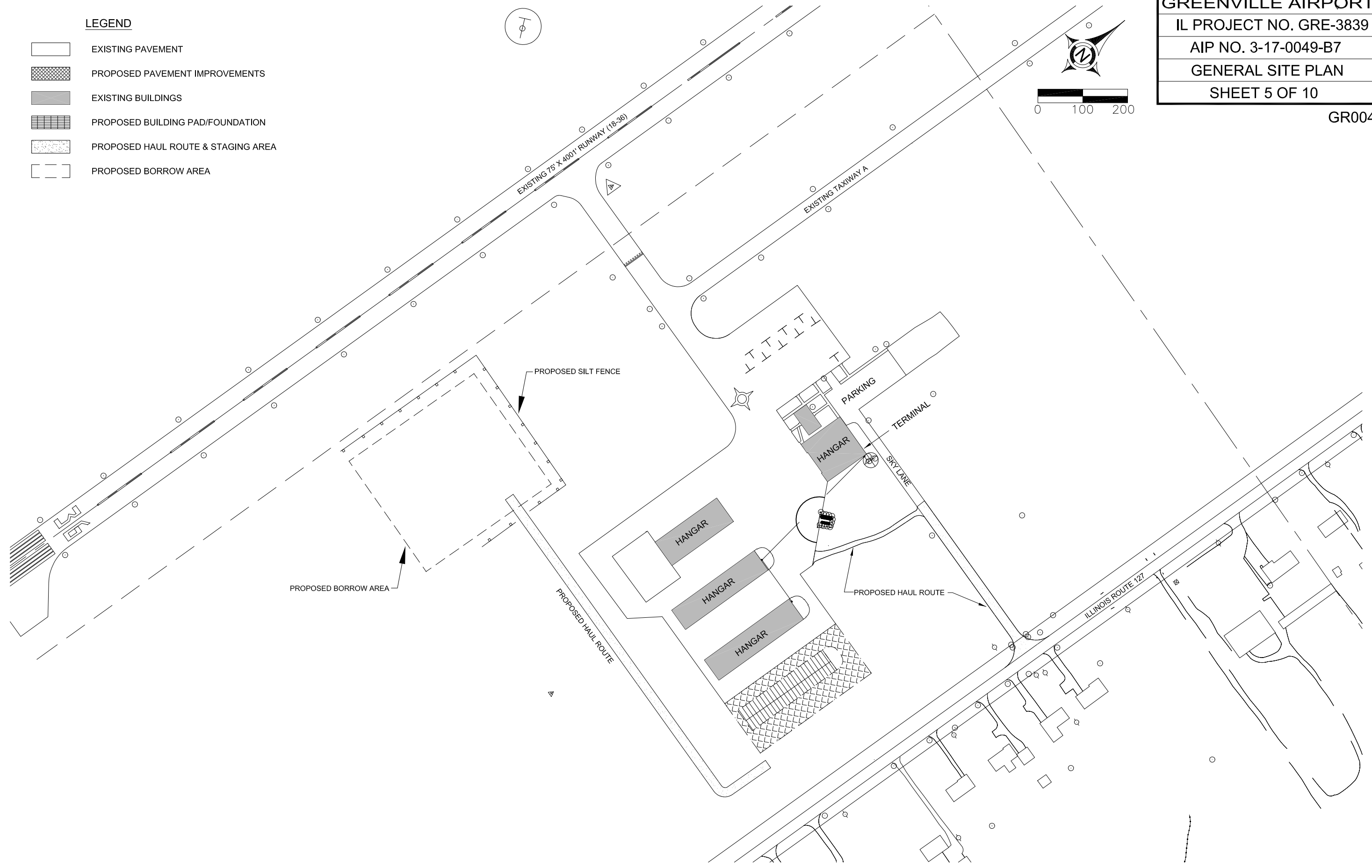
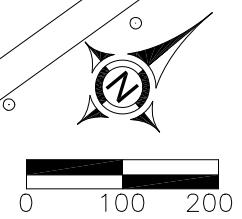
- 1 EXISTING BITUMINOUS SURFACE
- 2 EXISTING AGGREGATE BASE
- 3 AR401611 2" BITUMINOUS SURFACE COURSE
- 4 AR403611 2" BITUMINOUS BASE COURSE
- 5 AR209510 7" CRUSHED AGGREGATE BASE
- 6 AR610510 STRUCTURAL PC CONCRETE
- 7 PREPARED & COMPACTED SUBGRADE
- 8 GROUND RESTORATION (GRADING & SEEDING)
- 9 AR501505 5" PCC PAVEMENT
- 10 6" COMPACTED AGGREGATE BASE (PART OF AR501505 PAY ITEM)
- 11 AR602510 BITUMINOUS PRIME COAT
- 12 AR603510 BITUMINOUS TACK COAT

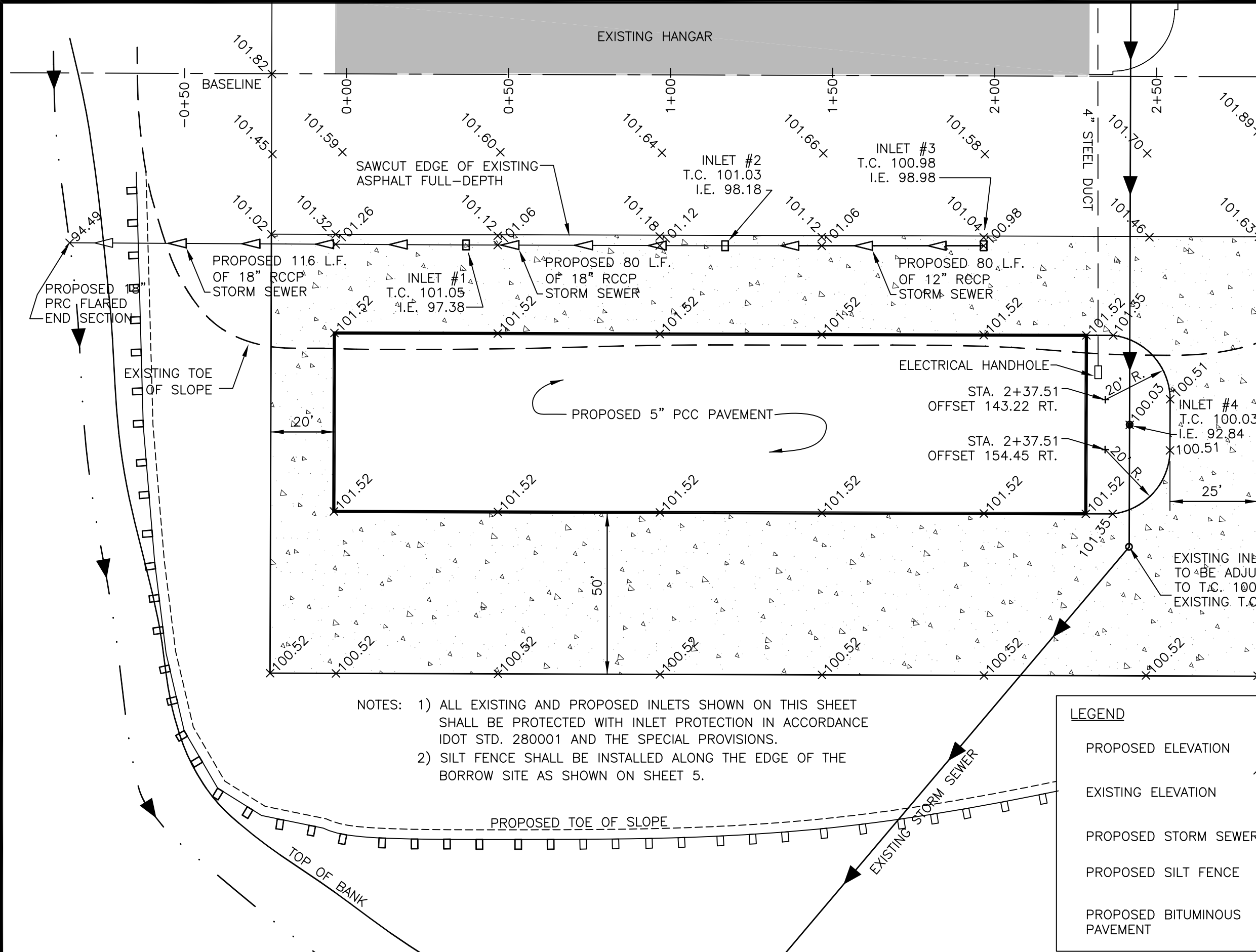
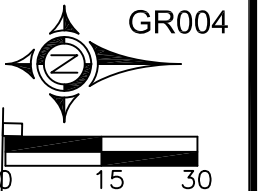


TYPICAL SECTION (NORTH - SOUTH)

LEGEND

-  EXISTING PAVEMENT
-  PROPOSED PAVEMENT IMPROVEMENTS
-  EXISTING BUILDINGS
-  PROPOSED BUILDING PAD/FOUNDATION
-  PROPOSED HAUL ROUTE & STAGING AREA
-  PROPOSED BORROW AREA





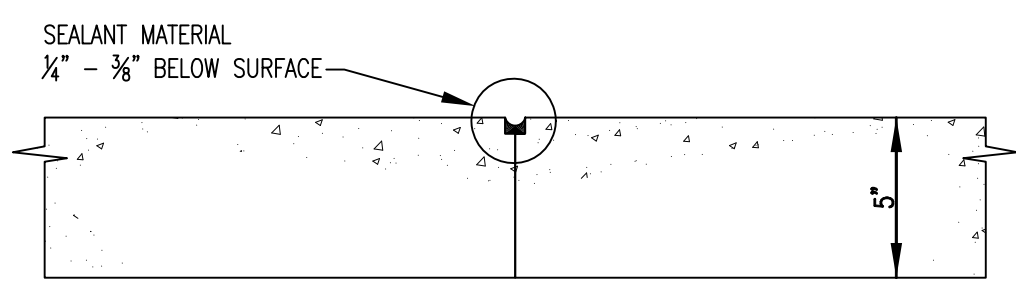
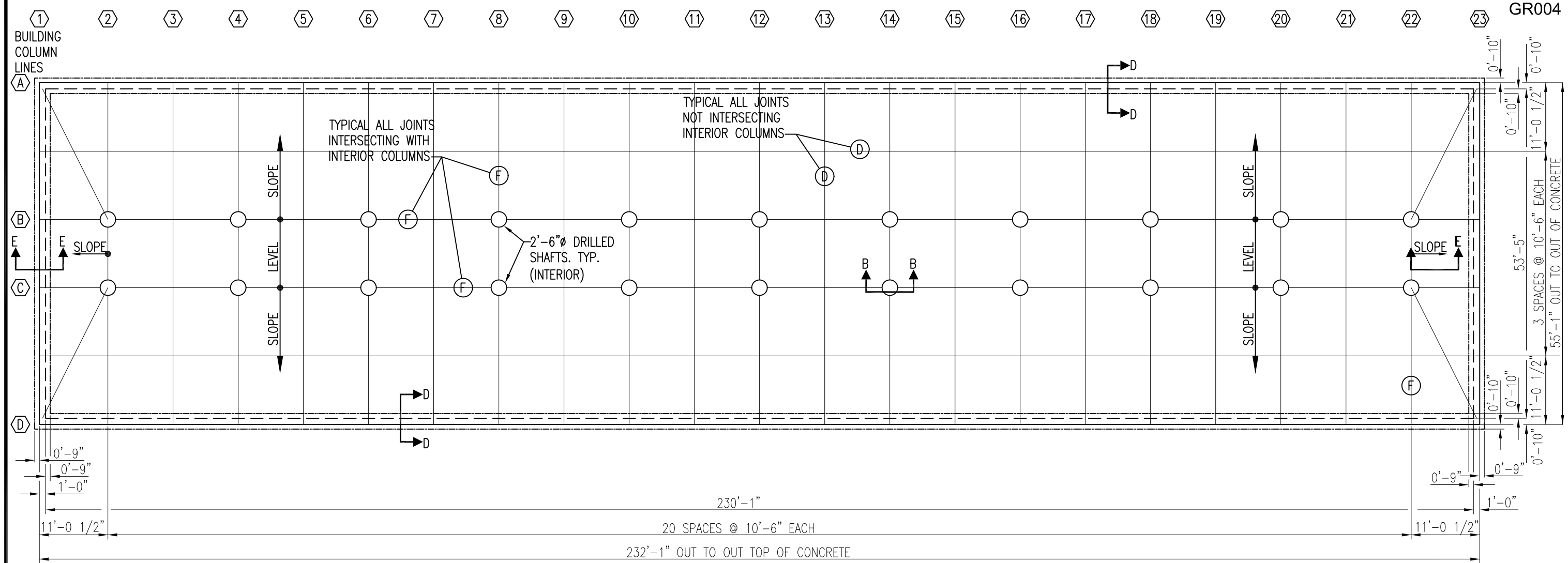
- NOTES: 1) ALL EXISTING AND PROPOSED INLETS SHOWN ON THIS SHEET SHALL BE PROTECTED WITH INLET PROTECTION IN ACCORDANCE IDOT STD. 280001 AND THE SPECIAL PROVISIONS.
 2) SILT FENCE SHALL BE INSTALLED ALONG THE EDGE OF THE BORROW SITE AS SHOWN ON SHEET 5.

LEGEND

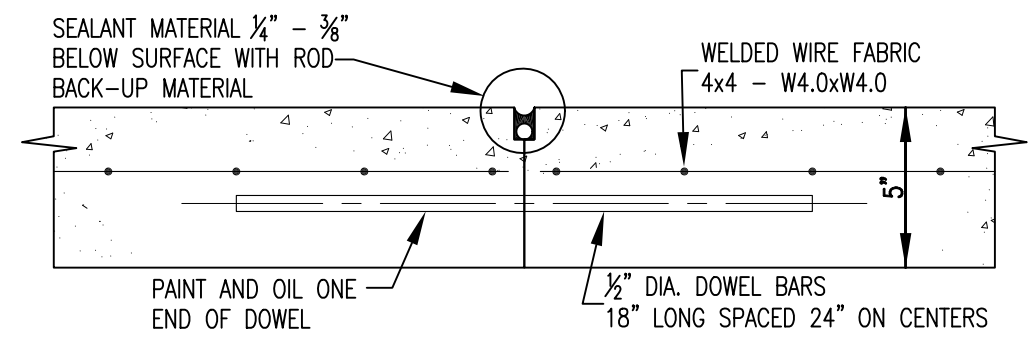
- PROPOSED ELEVATION x101.05
- EXISTING ELEVATION x101.63+
- PROPOSED STORM SEWER —▲—
- PROPOSED SILT FENCE □□□□
- PROPOSED BITUMINOUS PAVEMENT ▴ ▽ ▹ ▸



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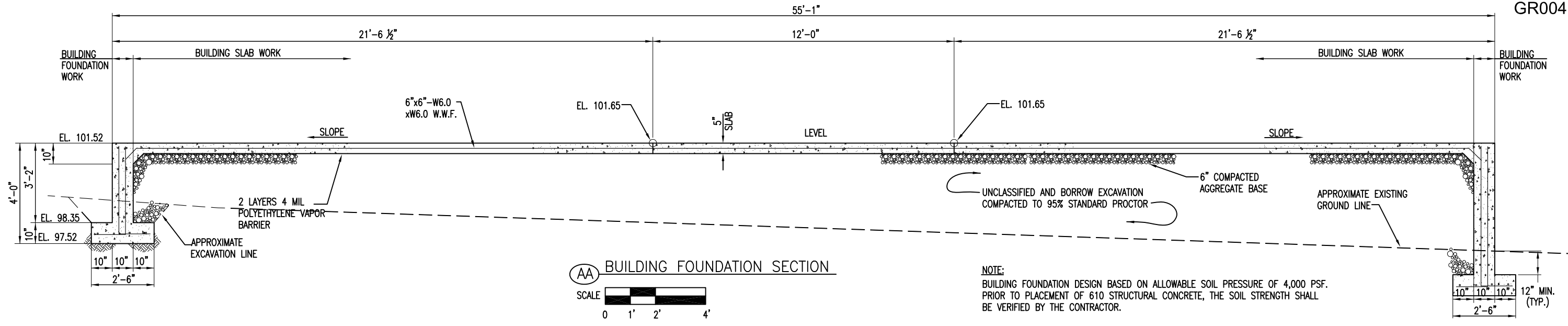
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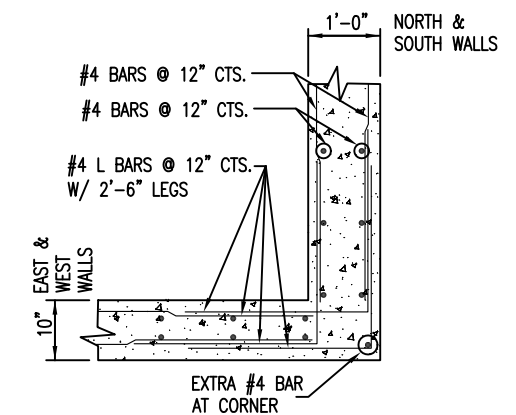
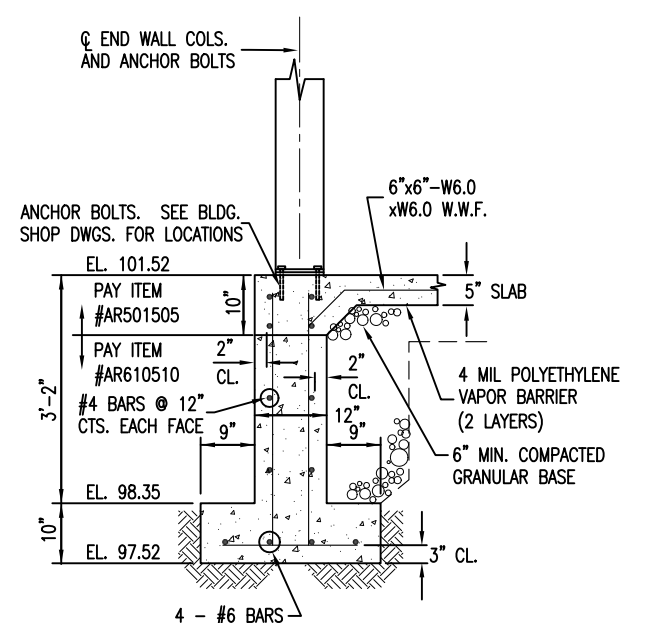
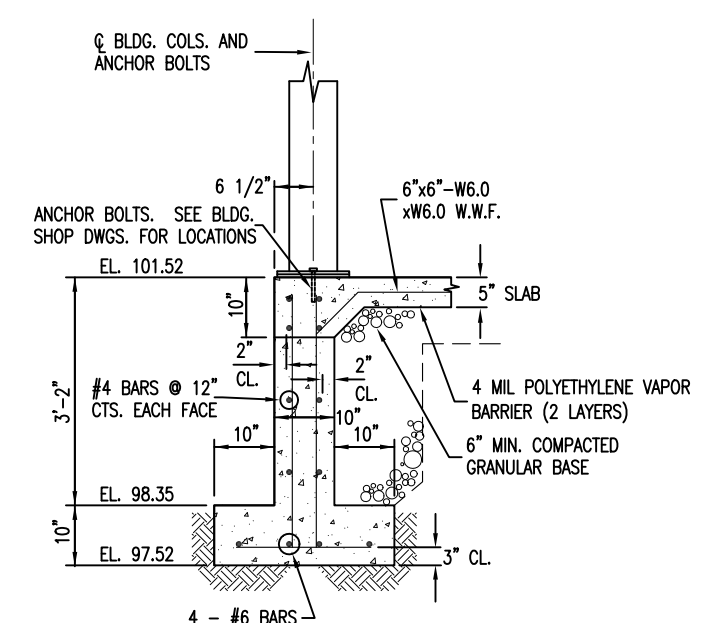
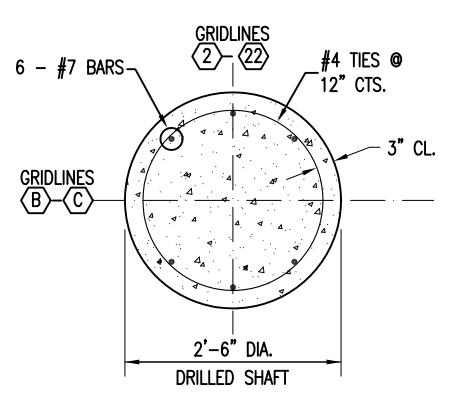
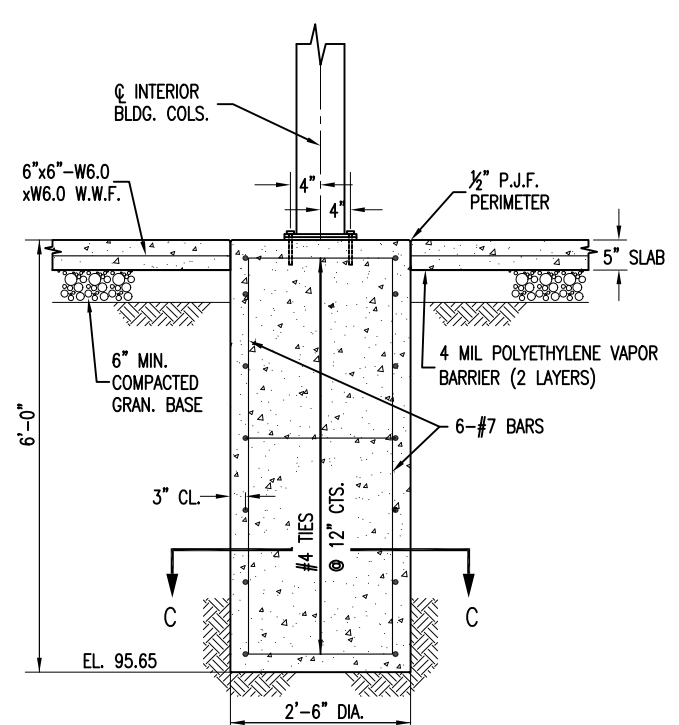
F TYPE F LONGITUDINAL CONSTRUCTION JOINT
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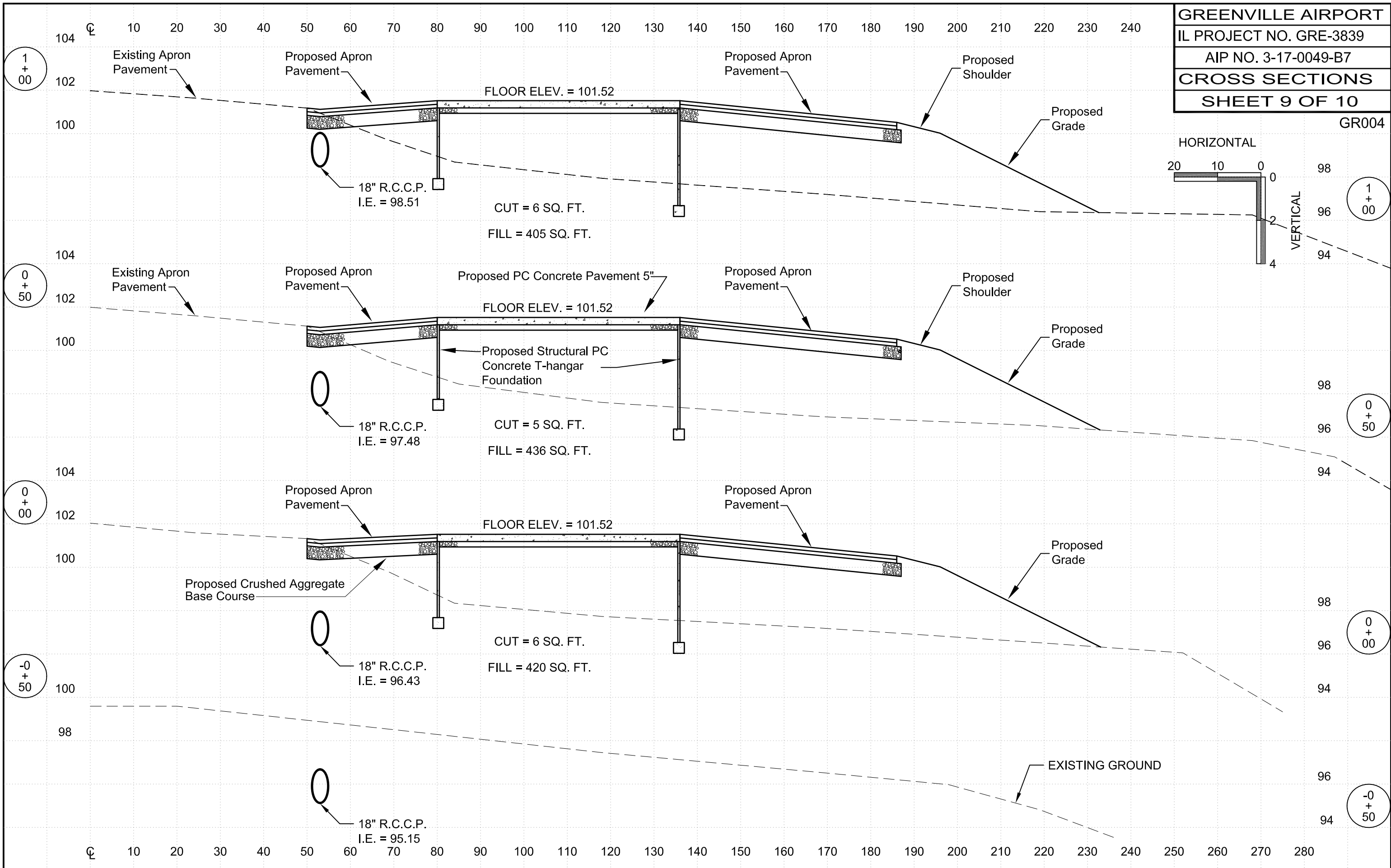
NOTE:
 BUILDING FOUNDATION DESIGN BASED ON ALLOWABLE SOIL PRESSURE OF 4,000 PSF.
 PRIOR TO PLACEMENT OF 610 STRUCTURAL CONCRETE, THE SOIL STRENGTH SHALL
 BE VERIFIED BY THE CONTRACTOR.



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GREENVILLE AIRPORT
IL PROJECT NO. GRE-3839
AIP NO. 3-17-0049-B7
CROSS SECTIONS
SHEET 9 OF 10

GR004



GREENVILLE AIRPORT
IL PROJECT NO. GRE-3839
AIP NO. 3-17-0049-B7
CROSS SECTIONS
SHEET 10 OF 10

