

LETTING ITEM NO. 3A
LETTING DATE: 4/24/2015

TOTAL SHEETS: 22
CE033

SUMMARY OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
AR152480	SHOULDER ADJUSTMENT	SY	1170
AR156510	SILT FENCE	LF	100
AR156520	INLET PROTECTION	EA	3
AR401610	BITUMINOUS SURFACE COURSE	TON	345
AR401655	BUTT JOINT CONSTRUCTION	SY	575
AR403610	BITUMINOUS BASE COURSE	TON	490
AR501115	CRACK & SEAT PAVEMENT	SY	3140
AR501604	4" PCC SIDEWALK	SF	1285
AR501665	PCC PAVEMENT SAWING	LF	197
AR501690	PCC SIDEWALK REMOVAL	SF	1270
AR501900	REMOVE PCC PAVEMENT	SY	12
AR603510	BITUMINOUS TACK COAT	GAL	1620
AR620510	PAVEMENT MARKING	SF	660
AR910230	HANDICAP SIGN	EA	4
AR910410	PARKING BLOCK	EA	10
AR910415	REMOVE PARKING BLOCK	EA	7
AR910420	BOLLARD	EA	3
AR910425	REMOVE BOLLARD	EA	3
AR162570	DETECTOR LOOP	LS	1
AR800360	DISCONNECT & REMOVE DETECTOR LOOP	LS	1
AR162948	ADJUST ELECTRIC GATE	EA	1
AR754610	PAVED DITCH	LF	44
AR901510	SEEDING	ACRE	0.25
AR908510	MULCHING	ACRE	0.25
AR908520	EXCELSIOR BLANKET	SY	150

CONSTRUCTION PLANS FOR **CENTRALIA MUNICIPAL AIRPORT**

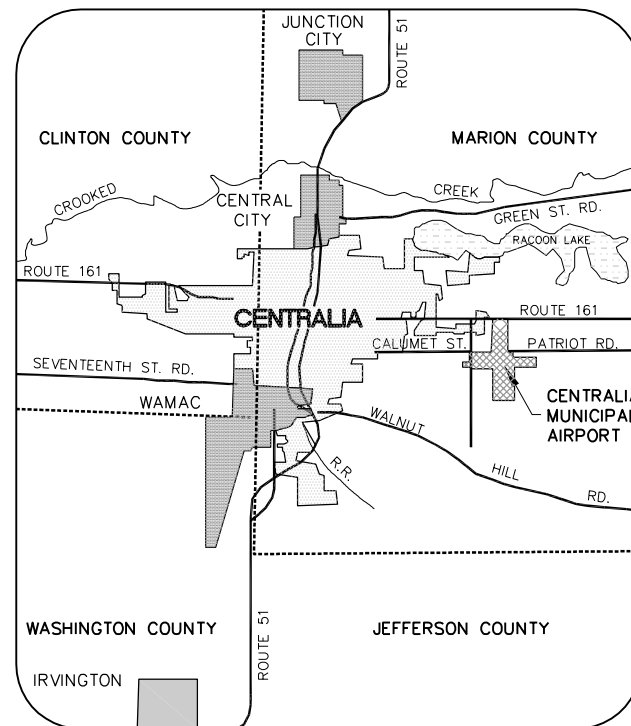
**CITY OF CENTRALIA
CENTRALIA, ILLINOIS**

ILLINOIS PROJECT NO. ENL- 4268

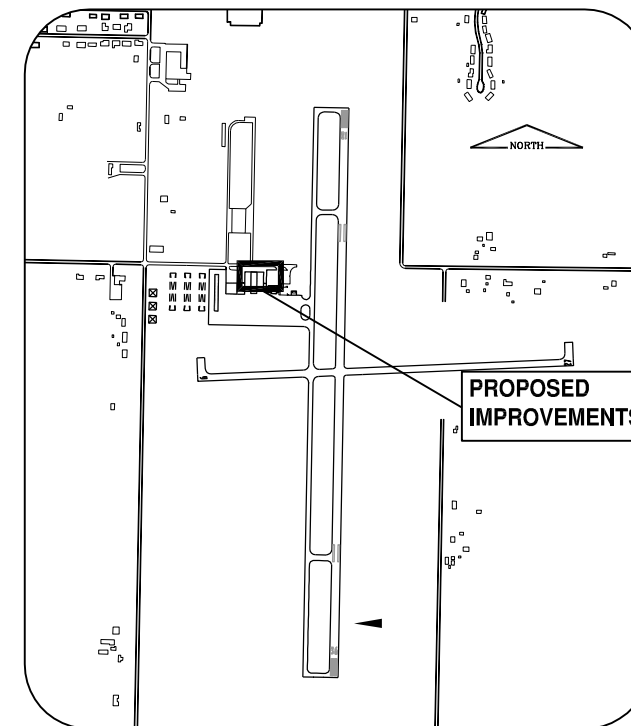
TERMINAL AND MAINTENANCE HANGAR PARKING LOT IMPROVEMENTS

SHEET LIST TABLE	
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01	COVER SHEET
02	AIRPORT SITE PLAN
03	CONSTRUCTION ACTIVITY PLAN 1
04	CONSTRUCTION ACTIVITY PLAN 2
05	CONSTRUCTION ACTIVITY PLAN 3
06	CONSTRUCTION ACTIVITY PLAN 4
07	CSPP NOTES AND DETAILS
08	EXISTING CONDITIONS AND REMOVALS 1
09	EXISTING CONDITIONS AND REMOVALS 2
10	PROPOSED IMPROVEMENTS 1
11	PROPOSED IMPROVEMENTS 2
12	TYPICAL SECTIONS
13	DETECTOR LOOP DETAILS
14	GRADING PLAN 1
15	GRADING PLAN 2
16	GRADING PLAN 3
17	MARKING AND SIGNAGE PLAN
18	MARKING AND SIGNAGE DETAILS 1
19	MARKING AND SIGNAGE DETAILS 2
20	TURFING PLAN 1
21	TURFING PLAN 2
22	EROSION CONTROL DETAILS

MARCH 5, 2015



LOCATION MAP



SITE PLAN

3/5/15
KRISTYL BROD
062-062491
STATE OF ILLINOIS
Kristy Brod
EXP. 11/30/15

DESIGN INFORMATION
DESIGN TRAFFIC
PASSENGER CARS/TRUCKS = 20 PER DAY
SNOW REMOVAL EQUIPMENT = 6 PER YEAR
SEMI TRUCK TRAILER = 1 PER MONTH

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.

CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123
TOWNSHIP: T. 1 N.
RANGE: R. 1 E.
SECTION: 16 & 21
COUNTY: MARION
CIVIL TOWNSHIP: CENTRALIA

MAX EQUIPMENT HEIGHT IS 25'
CENTRALIA UNICOM FREQUENCY
IS 122.8 MHz

**CENTRALIA MUNICIPAL AIRPORT
CENTRALIA, ILLINOIS**

APPROVED *Don R...*
DATE 3-7 2015

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

SUBMITTED BY *Kristy Brod*
DATE MARCH 8, 2015

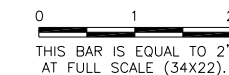
CMT JOB NUMBER: 13072-01-00

K:\Centralia\13072-01\Draw\Sheets
FILE: COVER SHEET.dwg
UPDATE BY: Chris Groth
PLOT DATE: 3/20/2015 8:03 AM

CE033

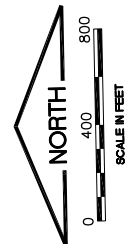
REVISIONS

NUMBER	BY	DATE



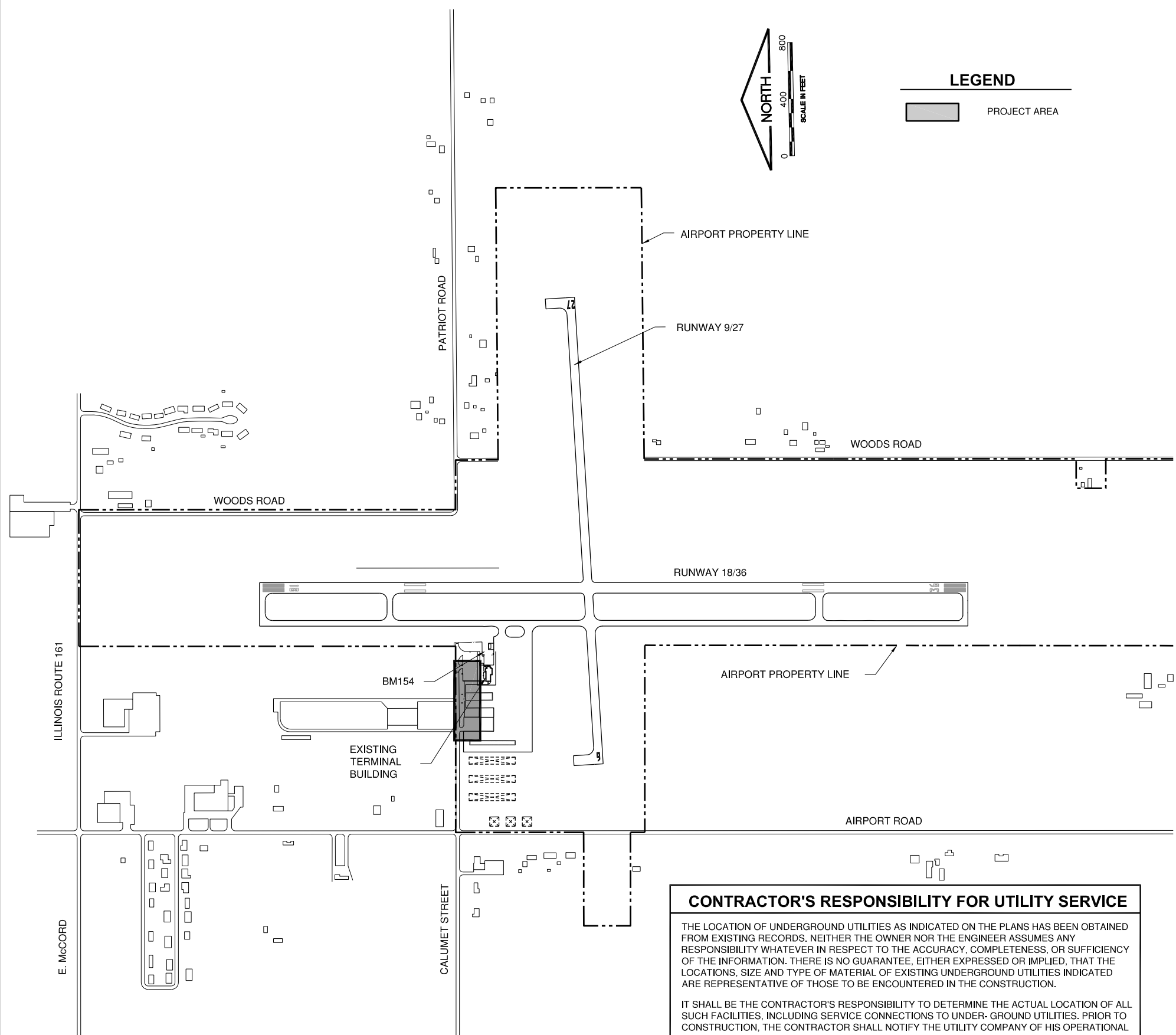
GENERAL NOTES

- ALL RUNWAYS, TAXIWAYS, AND APRON AREAS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC EXCEPT AS NOTED IN THE CONSTRUCTION PHASING PLAN OR AS DIRECTED BY THE AIRPORT MANAGER.
- ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING, ACTIVE AIRFIELD PAVEMENTS SHALL BE UNDER RADIO CONTROL AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE HIS OWN 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 MANAGER.
- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UTILITIES, INCLUDING UNDERGROUND UTILITIES, AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND 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.
- THE CONTRACTOR SHALL PROVIDE LIGHTS AND FLAGGING ON ALL EQUIPMENT IN CONFORMANCE WITH FEDERAL AVIATION REGULATIONS, PART 77, OBJECTS MEETING NAVIGABLE AIRSPACE AND FAA ADVISORY CIRCULAR 5370-2 (LATEST EDITION).
- WHEN ANY VEHICLE IS REQUIRED TO OPERATE WITHIN THE PERIMETER FENCE OR TO TRAVEL OVER ANY PORTION OF THE AIRCRAFT MOVEMENT AREA AND RUNWAY APPROACH AREA, THE VEHICLE SHALL BE PROPERLY IDENTIFIED TO OPERATE IN THE AREA:
 - DURING DAYLIGHT HOURS, MARK VEHICLES WITH A FLAG ON A STAFF ATTACHED TO THE VEHICLE SO THAT THE FLAG WILL BE READILY VISIBLE. THE FLAG SHOULD BE NOT LESS THAN 3 FEET SQUARE CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES OF NOT LESS THAN ONE FOOT ON EACH SIDE AND DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.
 - DURING NIGHTTIME OR LOW-VISIBILITY OPERATIONS, MARK VEHICLES WITH FLASHING YELLOW BEACONS.
 - MARK AND IDENTIFY VEHICLES IN ACCORDANCE WITH AC 150/5210-5; PAINTING, MARKING AND LIGHTING OF VEHICLES USED ON AN AIRPORT.
 - HAUL VEHICLES WILL NOT BE REQUIRED TO HAVE THE VEHICLE SIGNAL FLAG.
- CONTRACTOR SHALL PROVIDE HIS OWN RADIOS CAPABLE OF MONITORING UNICOM FREQUENCY 122.80 WHEN REQUIRED.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN AREAS 65.5' FROM THE CENTERLINE OF ANY ACTIVE TAXIWAYS OR 200' FROM THE CENTERLINE OF ANY ACTIVE RUNWAYS.
- ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT MANAGER. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL RUNWAY, TAXIWAY, APRON PAVEMENTS OR ACCESS DRIVES USED BY HIS VEHICLES AND EQUIPMENT.
- EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT MANAGER.
- CONTRACTOR'S ACCESS SHALL BE AS SHOWN IN THE PLANS.
- THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN. THE MAXIMUM HEIGHT OF EQUIPMENT, MATERIALS AND STOCKPILES SHALL BE 25'. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE AIRPORT PART 77 SURFACES.
- THE CONTRACTOR SHALL PROVIDE BARRICADES AT THE LOCATIONS SHOWN IN THE PLANS. BARRICADES SHALL BE AT A 10-FOOT SPACING, WITH ONE BARRICADE ON THE CENTERLINE. BARRICADES SHALL HAVE FLAGS AND LIGHTS. THE BARRICADES SHALL BE LIGHTED WITH A FLASHING RED LIGHT AND BE MARKED WITH A 20"x20" ORANGE FLAG.
- BROKEN OR WASTE CONCRETE AND BITUMINOUS MATERIALS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY, UNLESS DIRECTED BY THE AIRPORT.
- IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, MEN AND EQUIPMENT.
- EMERGENCY FIRE/CRASH/RESCUE VEHICLES SHALL HAVE COMPLETE ACCESS TO THE ENTIRE AIRFIELD INCLUDING THE CLOSURE AREAS.
- ALL WORK SHALL BE IN ACCORDANCE WITH FAA ADVISORY CIRCULAR AC 150/5370-2, LATEST EDITION OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.



LEGEND

PROJECT AREA



CONTRACTOR'S RESPONSIBILITY FOR UTILITY SERVICE

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

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

BENCHMARK DATA

USGS BM P154 ELEV. 519.31
 BRASS DISC BETWEEN
 TAXIWAY AND FUEL FARM

CENTRALIA MUNICIPAL AIRPORT
CITY OF CENTRALIA, ILLINOIS
CENTRALIA, ILLINOIS
TERMINAL AND MAINTENANCE HANGAR PARKING LOT
IMPROVEMENTS
AIRPORT SITE PLAN

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DRAWN BY:	
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APPROVED BY:	
DATE:	03/05/15
JOB No:	13072-01
IL PROJ. NO.	ENL-4268
SHEET	02 OF 22 SHEETS

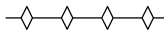


CRITICAL POINT TABLE

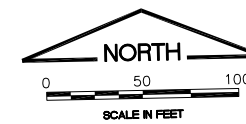
POINT	LATITUDE	LONGITUDE	GROUND ELEVATION	EQUIPMENT HEIGHT	MAXIMUM ELEVATION
1	N38° 31' 04.55"	W89° 05' 43.10"	517'	25'	542'
2	N38° 31' 03.58"	W89° 05' 43.11"	518'	25'	543'
3	N38° 31' 03.57"	W89° 05' 42.10"	518'	25'	543'
4	N38° 31' 04.55"	W89° 05' 42.08"	517'	25'	542'
5	N38° 31' 04.54"	W89° 05' 41.18"	517'	25'	542'
6	N38° 31' 02.95"	W89° 05' 41.21"	518'	25'	543'
7	N38° 31' 02.95"	W89° 05' 43.12"	518'	25'	543'
8	N38° 31' 04.54"	W89° 05' 38.54"	518'	25'	543'
9	N38° 31' 02.57"	W89° 05' 38.57"	518'	25'	543'
10	N38° 31' 02.56"	W89° 05' 36.65"	519'	25'	544'
11	N38° 31' 02.96"	W89° 05' 36.64"	519'	25'	544'
12	N38° 31' 02.95"	W89° 05' 35.64"	519'	25'	544'
13	N38° 31' 04.53"	W89° 05' 35.61"	519'	25'	544'
14	N38° 31' 04.12"	W89° 05' 35.52"	519'	25'	544'
15	N38° 31' 03.60"	W89° 05' 35.53"	519'	25'	544'
16	N38° 31' 03.60"	W89° 05' 34.87"	519'	25'	544'
17	N38° 31' 04.11"	W89° 05' 34.87"	519'	25'	544'

NOTES:

1. CRITICAL POINT INFORMATION IS FOR FAA REVIEW ONLY AND NOT FOR USE BY THE CONTRACTOR.
2. PHASES 1, 2 AND 3 PCC PAVEMENT SHALL BE CRACKED AND SEATED CONCURRENTLY.
3. PHASES 1 AND 2 OR PHASES 1 AND 3 SHALL BE CONSTRUCTED CONCURRENTLY.
4. THE CONTRACTOR SHALL GIVE A MINIMUM 72 HOURS NOTICE TO THE AIRPORT PRIOR TO CLOSING ANY PAVEMENTS.

LEGEND

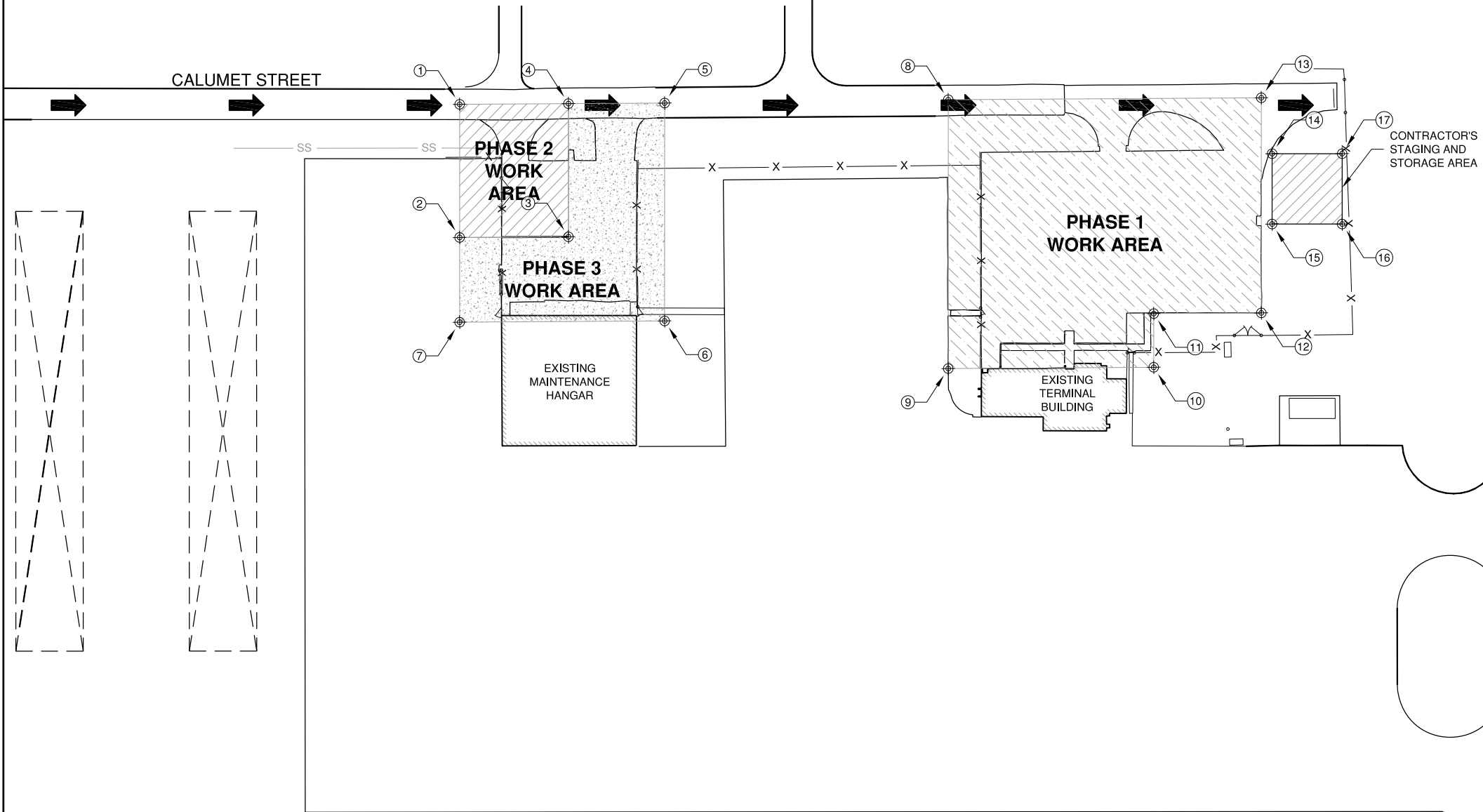
-  BARRICADES IDOT TYPE 1 WITH RED LIGHTS AND 20"x 20" ORANGE FLAGS AT 10' SPACING
-  STAGING & STORAGE AREAS
-  CONTRACTOR ACCESS




CE033

REVISIONS		
NUMBER	BY	DATE

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



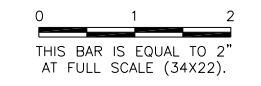
CENTRALIA MUNICIPAL AIRPORT
CITY OF CENTRALIA, ILLINOIS
CENTRALIA, ILLINOIS
TERMINAL AND MAINTENANCE HANGAR PARKING LOT IMPROVEMENTS
CONSTRUCTION ACTIVITY PLAN 1

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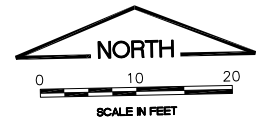
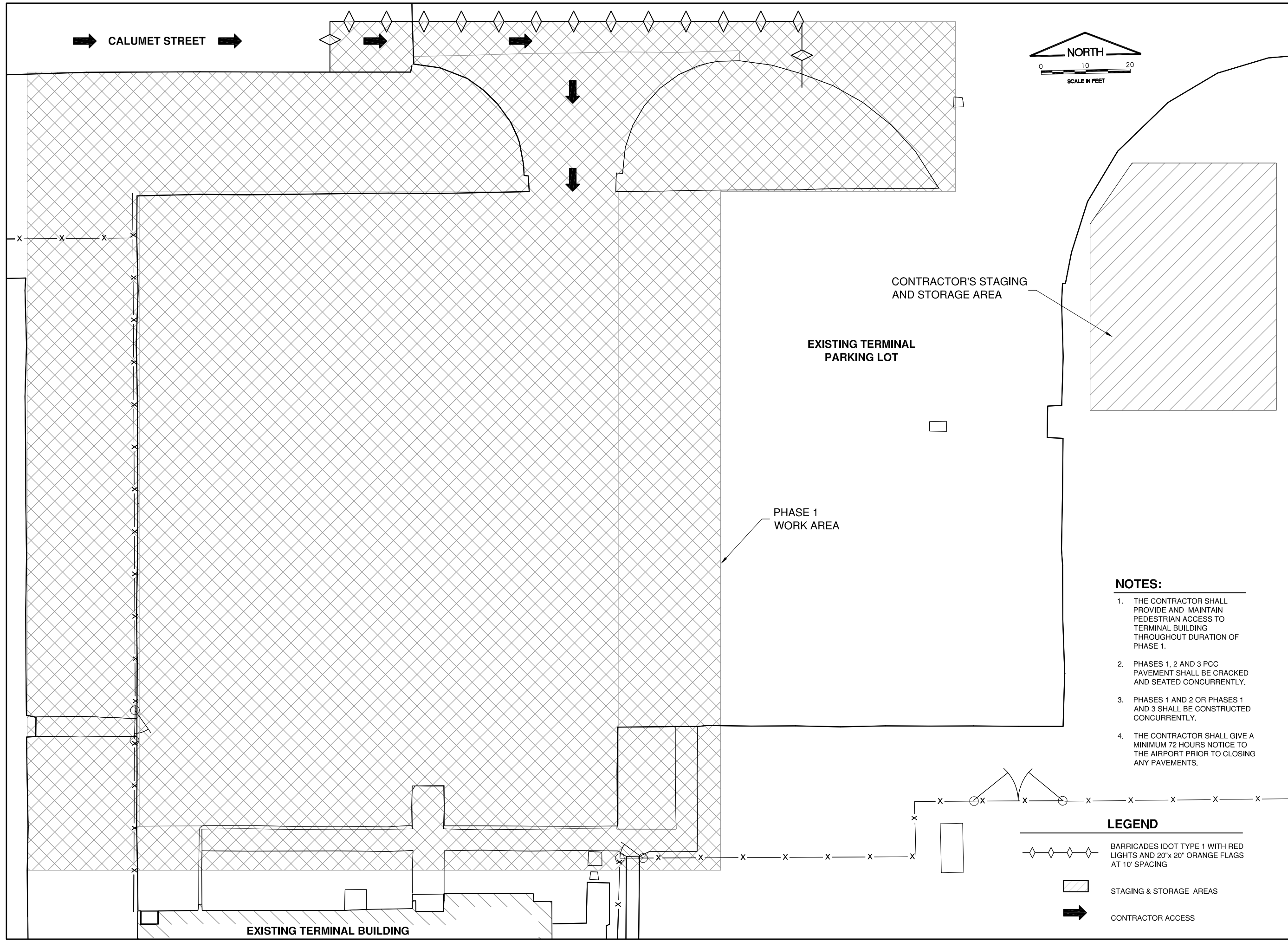
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CENTRALIA MUNICIPAL AIRPORT
CITY OF CENTRALIA, ILLINOIS
CENTRALIA, ILLINOIS
TERMINAL AND MAINTENANCE HANGAR PARKING LOT
IMPROVEMENTS
CONSTRUCTION ACTIVITY PLAN 2

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JOB No:	13072-01
IL. PROJ. NO.	ENL-4268



NOTES:

1. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN PEDESTRIAN ACCESS TO TERMINAL BUILDING THROUGHOUT DURATION OF PHASE 1.
2. PHASES 1, 2 AND 3 PCC PAVEMENT SHALL BE CRACKED AND SEATED CONCURRENTLY.
3. PHASES 1 AND 2 OR PHASES 1 AND 3 SHALL BE CONSTRUCTED CONCURRENTLY.
4. THE CONTRACTOR SHALL GIVE A MINIMUM 72 HOURS NOTICE TO THE AIRPORT PRIOR TO CLOSING ANY PAVEMENTS.

LEGEND

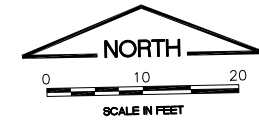
- BARRICADES IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" ORANGE FLAGS AT 10' SPACING
- STAGING & STORAGE AREAS
- CONTRACTOR ACCESS

CALUMET STREET

CE033

REVISIONS

NUMBER	BY	DATE



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LEGEND

- BARRICADES IDOT TYPE 1 WITH RED LIGHTS AND 20"x 20" ORANGE FLAGS AT 10' SPACING
- STAGING & STORAGE AREAS
- CONTRACTOR ACCESS

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN ELECTRICAL GATE ACCESS THROUGHOUT DURATION OF PHASE 2.
2. PHASES 1, 2 AND 3 PCC PAVEMENT SHALL BE CRACKED AND SEATED CONCURRENTLY.
3. PHASES 1 AND 2 OR PHASES 1 AND 3 SHALL BE CONSTRUCTED CONCURRENTLY.
4. THE CONTRACTOR SHALL GIVE A MINIMUM 72 HOURS NOTICE TO THE AIRPORT PRIOR TO CLOSING ANY PAVEMENTS.

PHASE 2
 WORK AREA

EXISTING MAINTENANCE HANGAR

CENTRALIA MUNICIPAL AIRPORT
 CITY OF CENTRALIA, ILLINOIS
 CENTRALIA, ILLINOIS

TERMINAL AND MAINTENANCE HANGAR PARKING LOT
 IMPROVEMENTS
 CONSTRUCTION ACTIVITY PLAN 3

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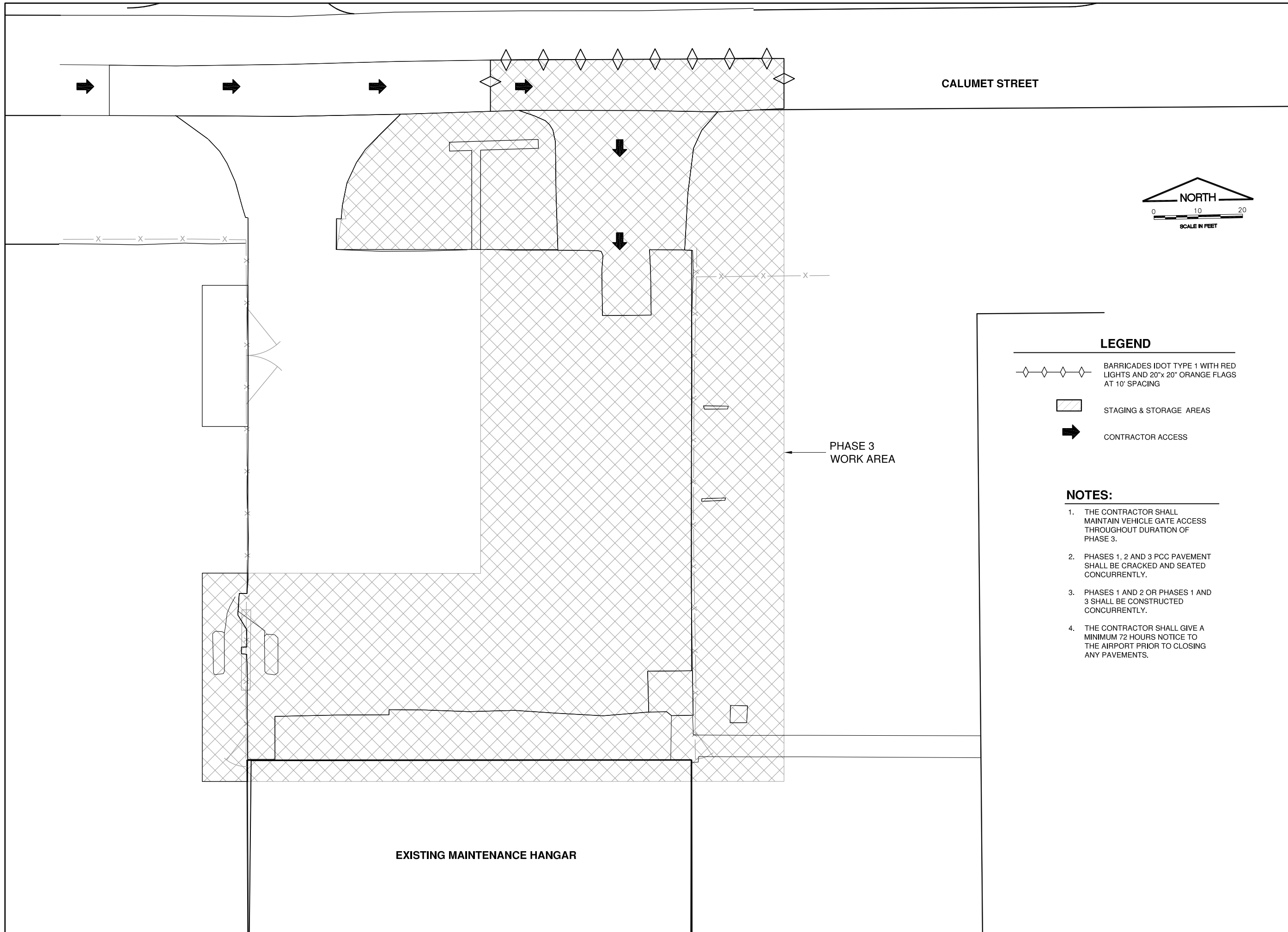
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REVISIONS

NUMBER	BY	DATE

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LEGEND

-  BARRICADES IDOT TYPE 1 WITH RED LIGHTS AND 20"x 20" ORANGE FLAGS AT 10' SPACING
-  STAGING & STORAGE AREAS
-  CONTRACTOR ACCESS

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN VEHICLE GATE ACCESS THROUGHOUT DURATION OF PHASE 3.
2. PHASES 1, 2 AND 3 PCC PAVEMENT SHALL BE CRACKED AND SEATED CONCURRENTLY.
3. PHASES 1 AND 2 OR PHASES 1 AND 3 SHALL BE CONSTRUCTED CONCURRENTLY.
4. THE CONTRACTOR SHALL GIVE A MINIMUM 72 HOURS NOTICE TO THE AIRPORT PRIOR TO CLOSING ANY PAVEMENTS.

CENTRALIA MUNICIPAL AIRPORT
 CITY OF CENTRALIA, ILLINOIS
 CENTRALIA, ILLINOIS

TERMINAL AND MAINTENANCE HANGAR PARKING LOT
 IMPROVEMENTS
 CONSTRUCTION ACTIVITY PLAN 4

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DATE: 03/05/15

JOB No: 13072-01

IL. PROJ. NO. ENL-4268

1. GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2 (LATEST EDITION) AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2F. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL.
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE SWPPP CERTIFICATION STATEMENT.
6. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.

2. COORDINATION

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

3. PHASING

1. TOTAL CONTRACT TIME SHALL BE 29 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

4. AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATES SHOWN.
3. CONTRACTOR EMPLOYEES MAY BE REQUIRED TO OBTAIN AN AIRPORT IDENTIFICATION BADGE. THIS CONSISTS OF FILLING OUT ALL NECESSARY PAPERWORK, FINGERPRINTING, ATTENDING AND PASSING A TRAINING CLASS CONCERNING SAFETY AND SECURITY AT THE AIRPORT. CONTRACTOR EMPLOYEES MUST MEET CERTAIN BACKGROUND CHECK CRITERIA AND THE CONTRACTOR MUST MAKE CERTAIN CERTIFICATION ABOUT EACH EMPLOYEE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINGERPRINTING COSTS. ALL COSTS ASSOCIATED WITH OBTAINING THE IDENTIFICATION BADGE SHALL BE BORNE BY THE CONTRACTOR.
4. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, ASPHALT, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE.
5. CONTRACTOR WORK CREWS MUST MONITOR THE GROUND CONTROL FREQUENCY AT ALL TIMES. THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS. BE AWARE OF TENANT AIRCRAFT MOVEMENT NEAR THE WORK AREAS.
6. THE CONTRACTORS STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE SITE PLAN.
7. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
8. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.
9. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE.
10. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
11. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
12. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

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

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO AIRPORT OPERATIONS PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT.
3. THE CONTRACTOR SHALL NOTIFY THE AIRPORT 7 DAYS BEFORE STARTING WORK IN EACH PHASE. THIS WILL ENSURE THAT THE AIRPORT CAN CONTACT TENANTS ABOUT MOVING AIRCRAFT DURING THE TIME OF CONSTRUCTION.
4. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
5. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911 AND SAFETY.
6. CONTACTS FOR THIS PROJECT ARE AS DISCUSSED IN THE PRE-CONSTRUCTION MEETING.

10. INSPECTION REQUIREMENTS

1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2F MAY BE USED TO AID IN THE INSPECTIONS.
 2. THE CONTRACTOR AND AIRPORT SHALL ATTEND AN INSPECTION OF EACH PHASE WORK AREA PRIOR TO OPENING THE AREA TO AIRPORT OPERATIONS.
- 11. UNDERGROUND UTILITIES**
1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION.
 2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. PENALTIES

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

15. PROTECTION

1. ALL WORK REQUIRED ON AN ACTIVE RUNWAY OR INSIDE OF AN ACTIVE RUNWAY OBJECT-FREE ZONE (ROFZ), WHICH EXTENDS 125' FROM THE RUNWAY CENTERLINE, WILL REQUIRE THE RUNWAY TO BE CLOSED.
2. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT-FREE AREA (TOFA), WHICH EXTENDS 65.5' FROM THE TAXIWAY CENTERLINE, WILL REQUIRE THE TAXIWAY TO BE CLOSED.
3. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.

16. OTHER LIMITATIONS ON CONSTRUCTION

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

SECURITY NOTES

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

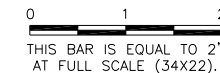
CONSTRUCTION ACTIVITY GENERAL NOTES

1. CONSTRUCTION PHASING IS OF CRITICAL IMPORTANCE TO THE AIRPORT FOR THIS PROJECT.
2. THE CONTRACTOR SHALL PLAN AND CONDUCT HIS WORK SO AS TO NOT INTERFERE OR HINDER THE PROGRESS OR WORK BEING PERFORMED BY OTHER CONTRACTORS.
3. THE TIMELY PROSECUTION OF THE OVERALL PROJECT IS DEPENDENT UPON THE PROPER COORDINATION BETWEEN CONTRACTORS.
4. IT SHALL BE FULLY UNDERSTOOD BY THE CONTRACTOR THAT THE PROSECUTION OF THE OVERALL PROJECT ARE THE GOVERNING CRITERIA FOR RESOLVING CONFLICTS WHICH MAY ARISE BETWEEN HIS SCHEDULE AND THE SCHEDULE OF OTHER CONTRACTORS.
5. WHEN CONFLICTS ARISE, RESOLUTION OF SUCH CONFLICTS WILL BE MADE BY THE AIRPORT THROUGH THE RESIDENT ENGINEER IN THE BEST INTEREST OF THE AIRPORT.
6. DELAYS, CHANGES IN SCHEDULING, OR THE EXPEDITION OF WORK UNDER THIS CONTRACT TO PROVIDE FOR THE TIMELY PROSECUTION OF THE PROJECT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
7. CONTRACTOR'S STAGING, STORAGE, AND PARKING WILL BE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLANS.
8. THE CONTRACTOR SHALL PLACE ALL BARRICADES AND EROSION CONTROL ITEMS AS SHOWN IN THE PLANS PRIOR TO INITIATING WORK IN EACH PHASE. ALL COSTS TO FURNISH, INSTALL, AND MAINTAIN THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
9. CONSTRUCTION RELATED ITEMS REQUIRING THE CLOSURE OF RUNWAYS AND TAXIWAYS SHALL REQUIRE CLOSE COORDINATION WITH THE AIRPORT. NO EXTENSION TO CONTRACT TIME WILL BE GIVEN FOR DELAYS CAUSED BY LACK OF ADEQUATE COORDINATION. THE AIRPORT SHALL REQUIRE 72 HOURS NOTIFICATION PRIOR TO THE CLOSURE OF RUNWAYS.
10. CONSTRUCTION BARRICADES SHALL BE SET AT THE LIMITS OF THE WORK AREA OF EACH PHASE. OFFSETTING BARRICADES TO ANY LOCATION DIFFERENT THAN SHOWN IN THE PLANS WILL COORDINATED WITH THE AIRPORT IN ADVANCE. IN THE EVENT OF A CONFLICT BETWEEN CONSTRUCTION OPERATIONS AND TAXIING AIRCRAFT, THE CONTRACTOR SHALL CEASE OPERATIONS AND RETURN THE BARRICADES TO THE EDGE OF THE WORKING LIMITS. ALL BARRICADES SHALL BE REMOVED AT THE END OF EACH CONSTRUCTION PHASE.

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REVISIONS

NUMBER	BY	DATE



**CENTRALIA MUNICIPAL AIRPORT
CITY OF CENTRALIA, ILLINOIS
CENTRALIA, ILLINOIS**

**TERMINAL AND MAINTENANCE HANGAR PARKING LOT
IMPROVEMENTS
CSPP NOTES AND DETAILS**

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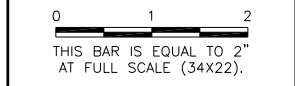


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**CENTRALIA MUNICIPAL AIRPORT
 CITY OF CENTRALIA, ILLINOIS
 CENTRALIA, ILLINOIS**

**TERMINAL AND MAINTENANCE HANGAR PARKING LOT
 IMPROVEMENTS**

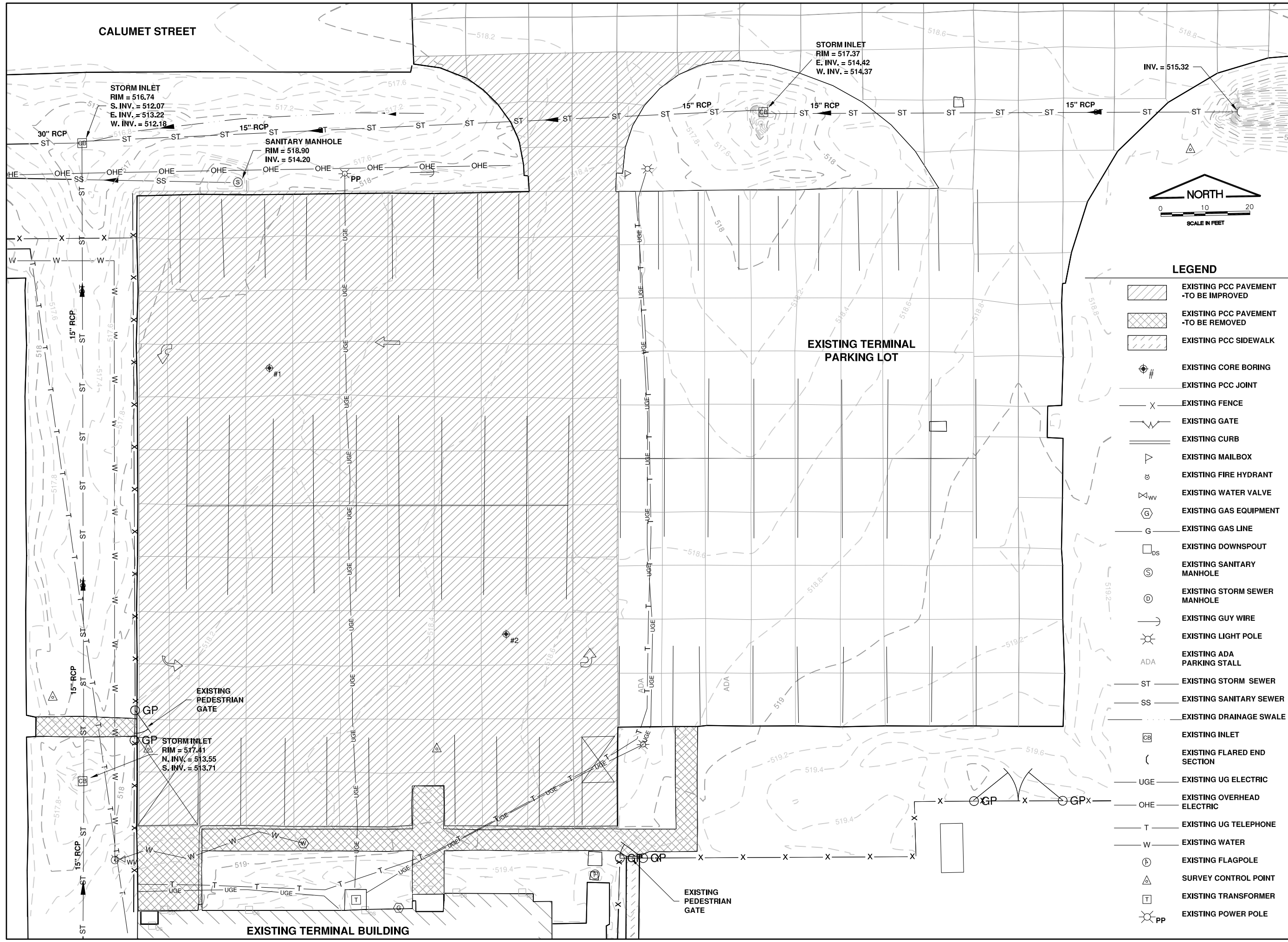
EXISTING CONDITIONS AND REMOVALS 1

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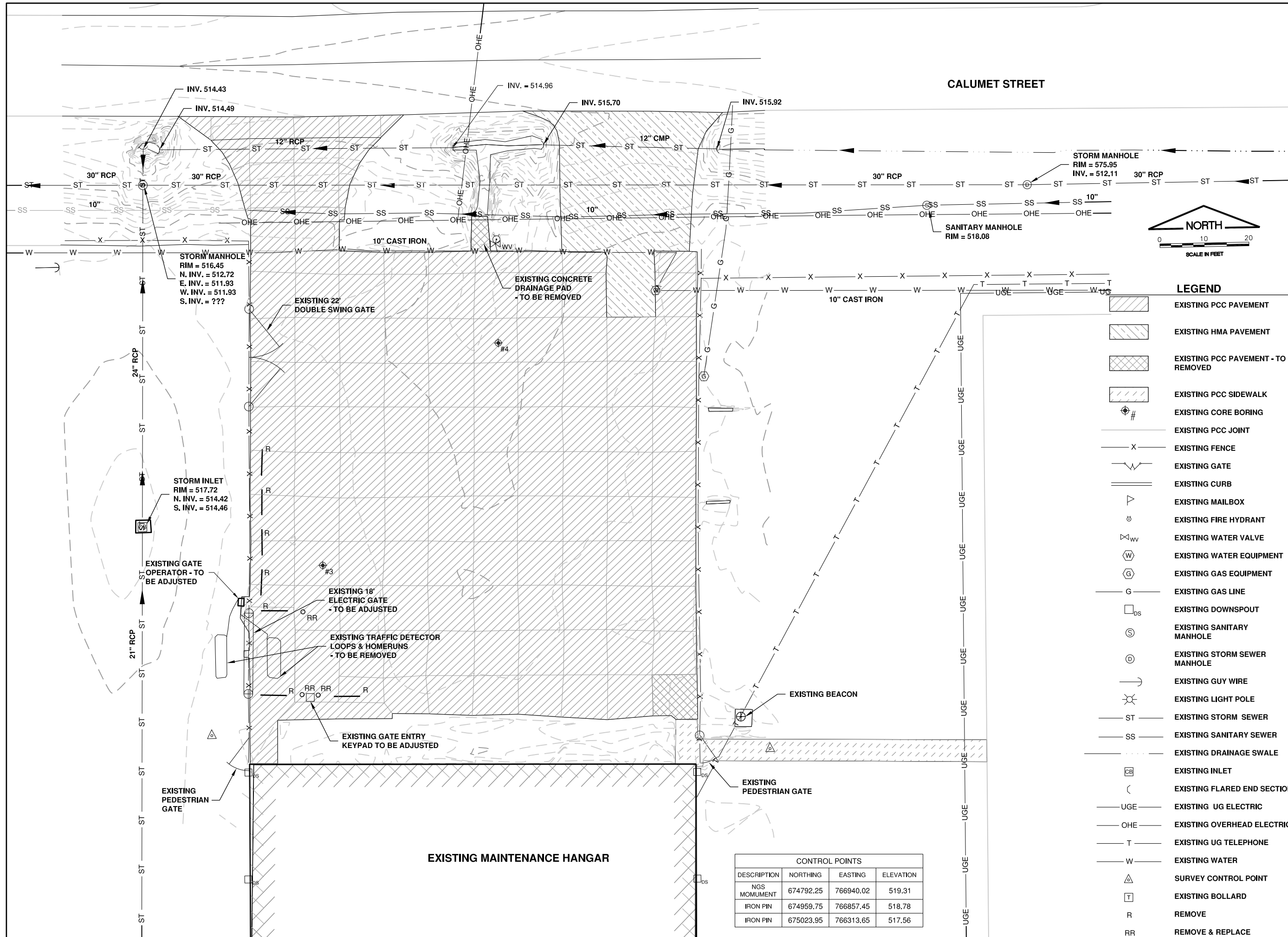
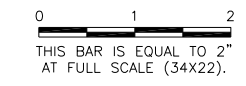
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- LEGEND**
- EXISTING PCC PAVEMENT -TO BE IMPROVED
 - EXISTING PCC PAVEMENT -TO BE REMOVED
 - EXISTING PCC SIDEWALK
 - EXISTING CORE BORING
 - EXISTING PCC JOINT
 - EXISTING FENCE
 - EXISTING GATE
 - EXISTING CURB
 - EXISTING MAILBOX
 - EXISTING FIRE HYDRANT
 - EXISTING WATER VALVE
 - EXISTING GAS EQUIPMENT
 - EXISTING GAS LINE
 - EXISTING DOWNSPOUT
 - EXISTING SANITARY MANHOLE
 - EXISTING STORM SEWER MANHOLE
 - EXISTING GUY WIRE
 - EXISTING LIGHT POLE
 - EXISTING ADA PARKING STALL
 - EXISTING STORM SEWER
 - EXISTING SANITARY SEWER
 - EXISTING DRAINAGE SWALE
 - EXISTING INLET
 - EXISTING FLARED END SECTION
 - EXISTING UG ELECTRIC
 - EXISTING OVERHEAD ELECTRIC
 - EXISTING UG TELEPHONE
 - EXISTING WATER
 - EXISTING FLAGPOLE
 - SURVEY CONTROL POINT
 - EXISTING TRANSFORMER
 - EXISTING POWER POLE

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REVISIONS		
NUMBER	BY	DATE



LEGEND	
	EXISTING PCC PAVEMENT
	EXISTING HMA PAVEMENT
	EXISTING PCC PAVEMENT - TO BE REMOVED
	EXISTING PCC SIDEWALK
	EXISTING CORE BORING
	EXISTING PCC JOINT
	EXISTING FENCE
	EXISTING GATE
	EXISTING CURB
	EXISTING MAILBOX
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE
	EXISTING WATER EQUIPMENT
	EXISTING GAS EQUIPMENT
	EXISTING GAS LINE
	EXISTING DOWNSPOUT
	EXISTING SANITARY MANHOLE
	EXISTING STORM SEWER MANHOLE
	EXISTING GUY WIRE
	EXISTING LIGHT POLE
	EXISTING STORM SEWER
	EXISTING SANITARY SEWER
	EXISTING DRAINAGE SWALE
	EXISTING INLET
	EXISTING FLARED END SECTION
	EXISTING UG ELECTRIC
	EXISTING OVERHEAD ELECTRIC
	EXISTING UG TELEPHONE
	EXISTING WATER
	SURVEY CONTROL POINT
	EXISTING BOLLARD
	REMOVE
	REMOVE & REPLACE

CONTROL POINTS			
DESCRIPTION	NORTHING	EASTING	ELEVATION
NGS MONUMENT	674792.25	766940.02	519.31
IRON PIN	674959.75	766857.45	518.78
IRON PIN	675023.95	766313.65	517.56

CENTRALIA MUNICIPAL AIRPORT
CITY OF CENTRALIA, ILLINOIS
CENTRALIA, ILLINOIS
TERMINAL AND MAINTENANCE HANGAR PARKING LOT IMPROVEMENTS
EXISTING CONDITIONS AND REMOVALS 2

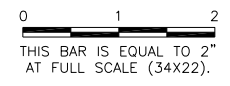
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SHEET 09 OF 22 SHEETS	

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NUMBER	BY	DATE



**CENTRALIA MUNICIPAL AIRPORT
 CITY OF CENTRALIA, ILLINOIS
 CENTRALIA, ILLINOIS**

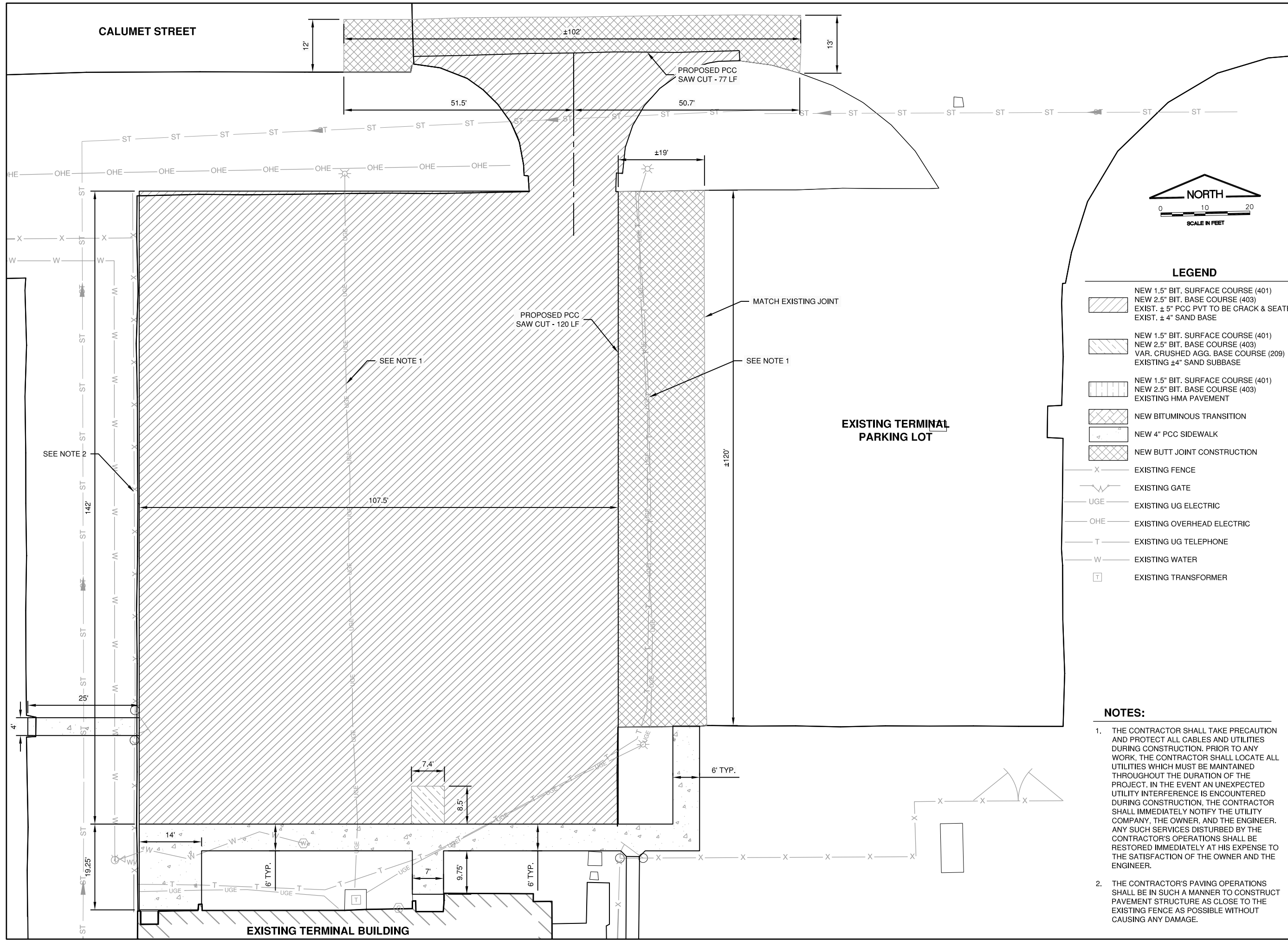
**TERMINAL AND MAINTENANCE HANGAR PARKING LOT
 IMPROVEMENTS**

PROPOSED IMPROVEMENTS 1

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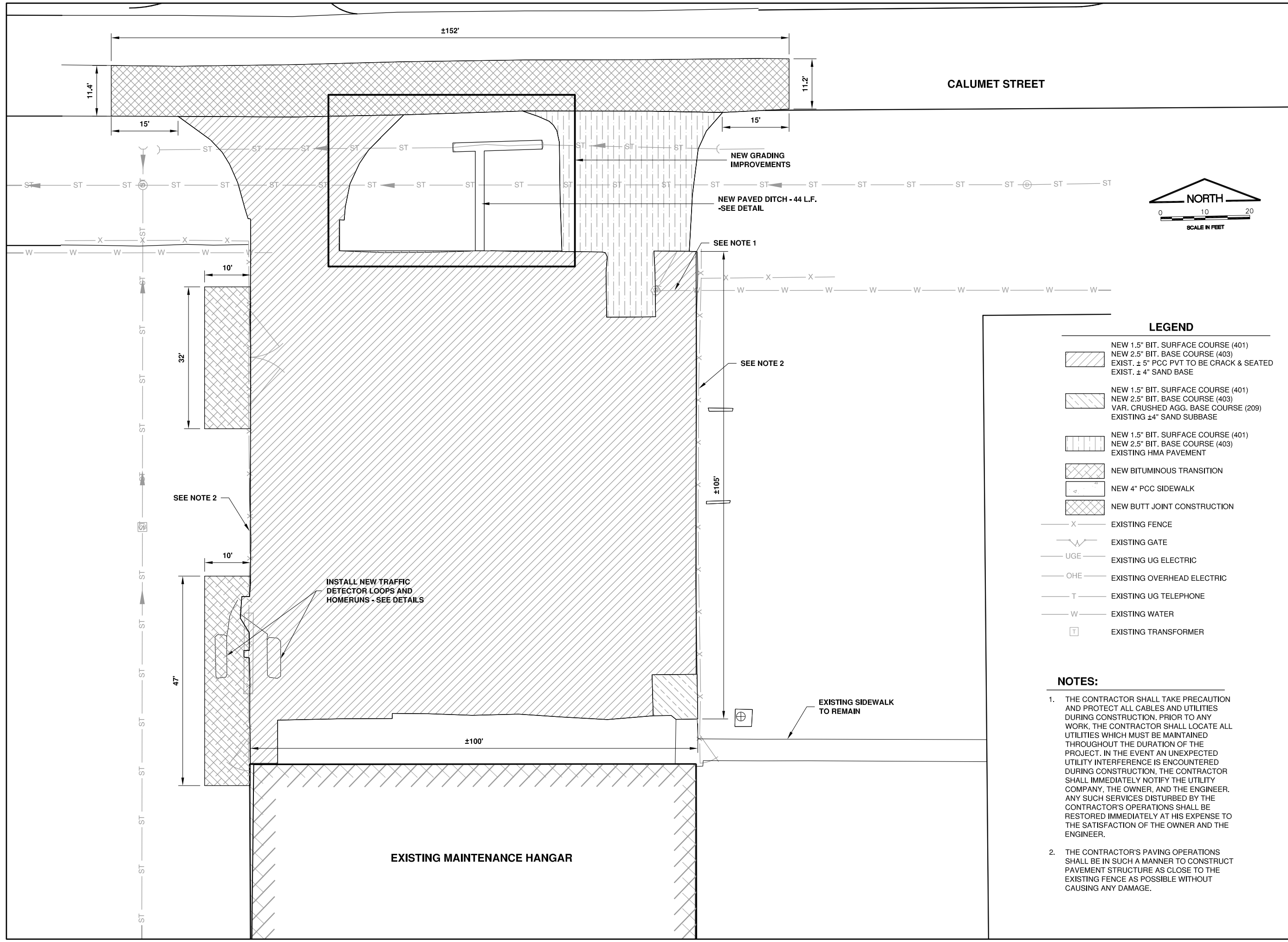
- LEGEND**
- NEW 1.5\" BIT. SURFACE COURSE (401)
 - NEW 2.5\" BIT. BASE COURSE (403)
 - EXIST. ± 5\" PCC PVT TO BE CRACK & SEATED
 - EXIST. ± 4\" SAND BASE
 - NEW 1.5\" BIT. SURFACE COURSE (401)
 - NEW 2.5\" BIT. BASE COURSE (403)
 - VAR. CRUSHED AGG. BASE COURSE (209)
 - EXISTING ± 4\" SAND SUBBASE
 - NEW 1.5\" BIT. SURFACE COURSE (401)
 - NEW 2.5\" BIT. BASE COURSE (403)
 - EXISTING HMA PAVEMENT
 - NEW BITUMINOUS TRANSITION
 - NEW 4\" PCC SIDEWALK
 - NEW BUTT JOINT CONSTRUCTION
 - EXISTING FENCE
 - EXISTING GATE
 - EXISTING UG ELECTRIC
 - EXISTING OVERHEAD ELECTRIC
 - EXISTING UG TELEPHONE
 - EXISTING WATER
 - EXISTING TRANSFORMER

- NOTES:**
- THE CONTRACTOR SHALL TAKE PRECAUTION AND PROTECT ALL CABLES AND UTILITIES DURING CONSTRUCTION. PRIOR TO ANY WORK, THE CONTRACTOR SHALL LOCATE ALL UTILITIES WHICH MUST BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER, AND THE ENGINEER. ANY SUCH SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.
 - THE CONTRACTOR'S PAVING OPERATIONS SHALL BE IN SUCH A MANNER TO CONSTRUCT PAVEMENT STRUCTURE AS CLOSE TO THE EXISTING FENCE AS POSSIBLE WITHOUT CAUSING ANY DAMAGE.

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REVISIONS		
NUMBER	BY	DATE

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



LEGEND

- NEW 1.5" BIT. SURFACE COURSE (401)
 NEW 2.5" BIT. BASE COURSE (403)
 EXIST. ± 5" PCC PVT TO BE CRACK & SEATED
 EXIST. ± 4" SAND BASE
- NEW 1.5" BIT. SURFACE COURSE (401)
 NEW 2.5" BIT. BASE COURSE (403)
 VAR. CRUSHED AGG. BASE COURSE (209)
 EXISTING ±4" SAND SUBBASE
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 NEW 2.5" BIT. BASE COURSE (403)
 EXISTING HMA PAVEMENT
- NEW BITUMINOUS TRANSITION
- NEW 4" PCC SIDEWALK
- NEW BUTT JOINT CONSTRUCTION
- EXISTING FENCE
- EXISTING GATE
- EXISTING UG ELECTRIC
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- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE IN SUCH A MANNER TO CONSTRUCT PAVEMENT STRUCTURE AS CLOSE TO THE EXISTING FENCE AS POSSIBLE WITHOUT CAUSING ANY DAMAGE.

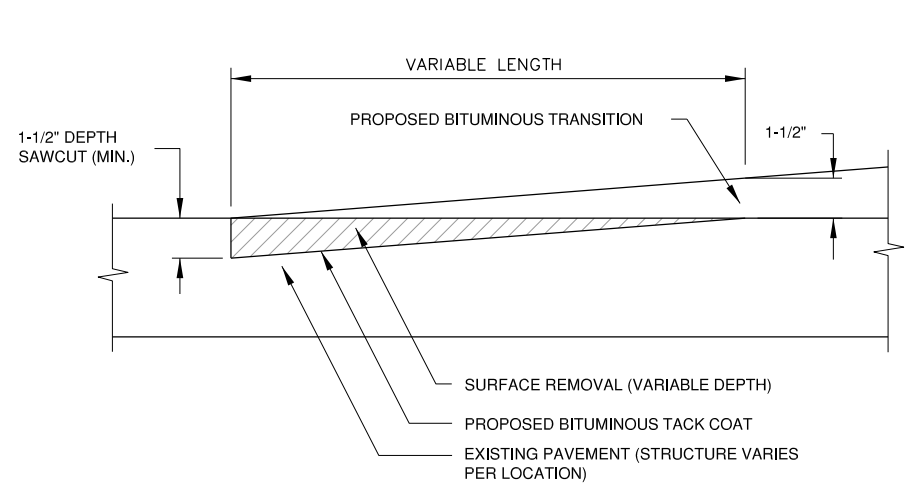
CENTRALIA MUNICIPAL AIRPORT
 CITY OF CENTRALIA, ILLINOIS
 CENTRALIA, ILLINOIS

TERMINAL AND MAINTENANCE HANGAR PARKING LOT
 IMPROVEMENTS
 PROPOSED IMPROVEMENTS 2

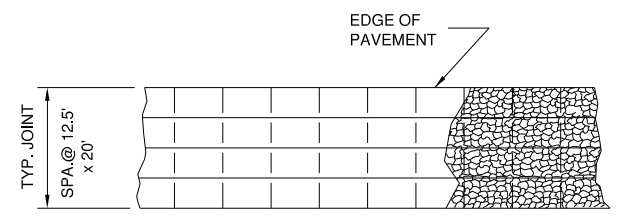
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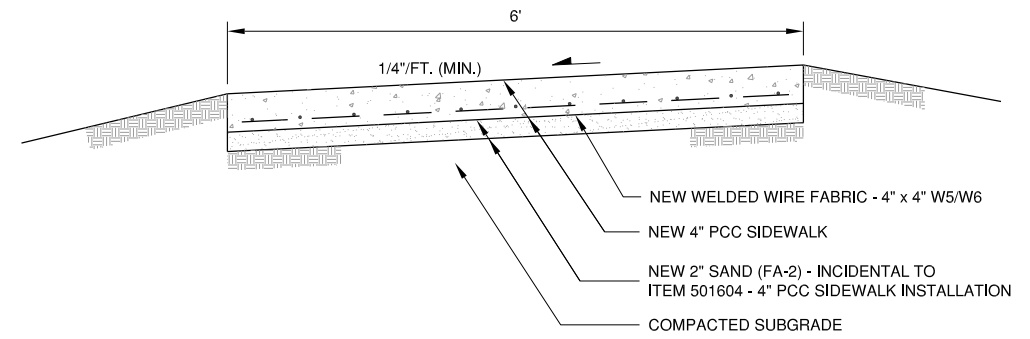
BUTT JOINT DETAIL
N.T.S.



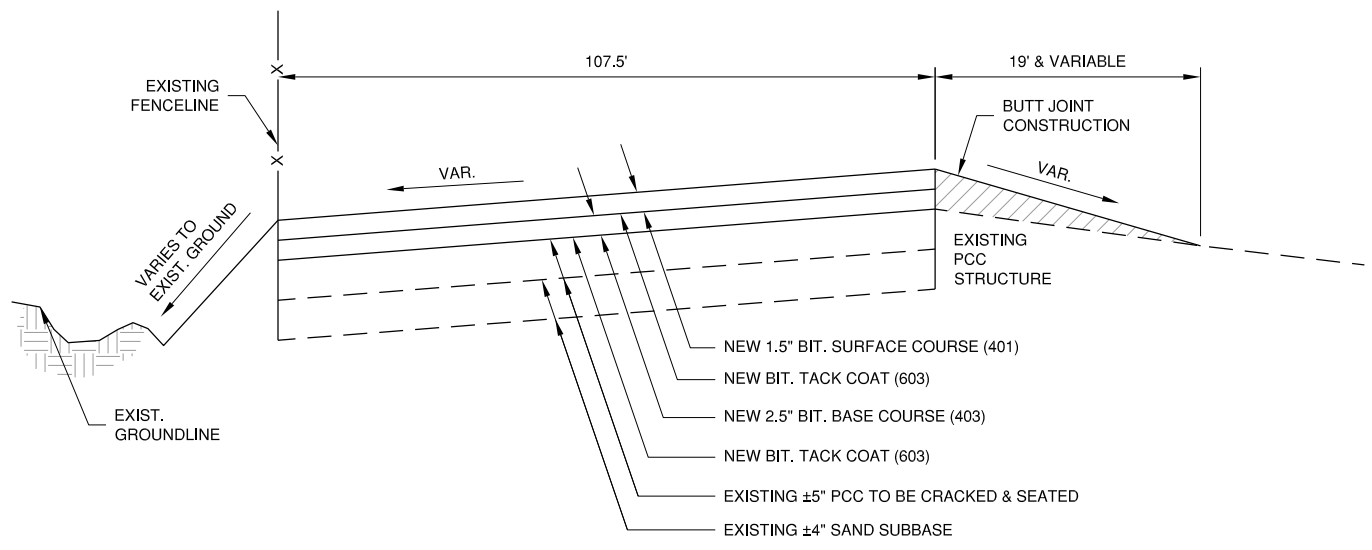
CRACKING & SEATING PATTERN - DETAIL
N.T.S.

NOTE:
 CARE SHALL BE TAKEN TO PREVENT THE INFORMATION OF A CONTINUOUS LONGITUDINAL CRACK. THE CONTRACTOR SHALL MODIFY HIS OPERATIONS AS NECESSARY TO ELIMINATE ANY LONGITUDINAL CRACKING.

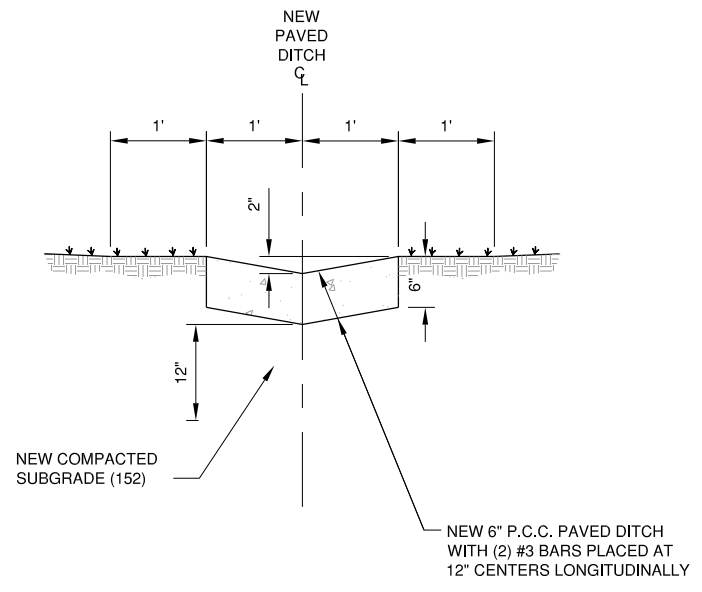
CONTRACTOR SHALL REMOVE ANY LOOSE MATERIAL WHICH IS A RESULT OF THE CRACK AND SEATING PROCESS PRIOR TO APPLYING TACK COAT. ANY LARGE VOIDS WHICH RESULT FROM THE REMOVAL SHALL BE FILLED WITH BITUMINOUS BASE COURSE.



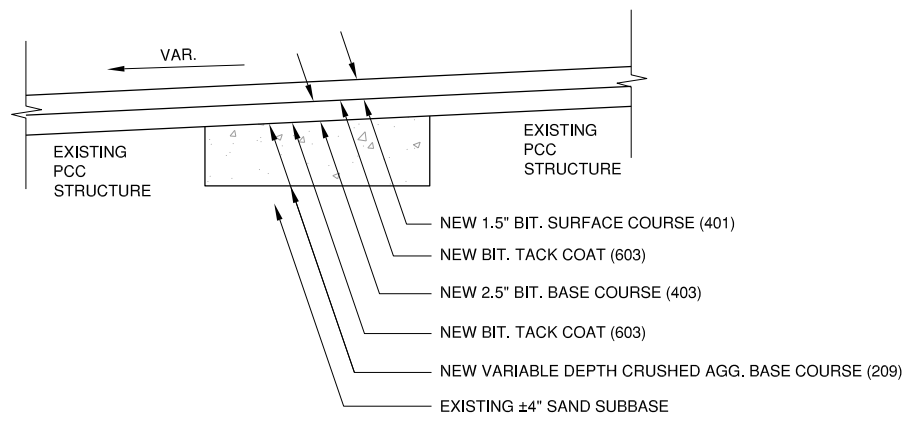
NEW SIDEWALK TYPICAL SECTION
N.T.S.



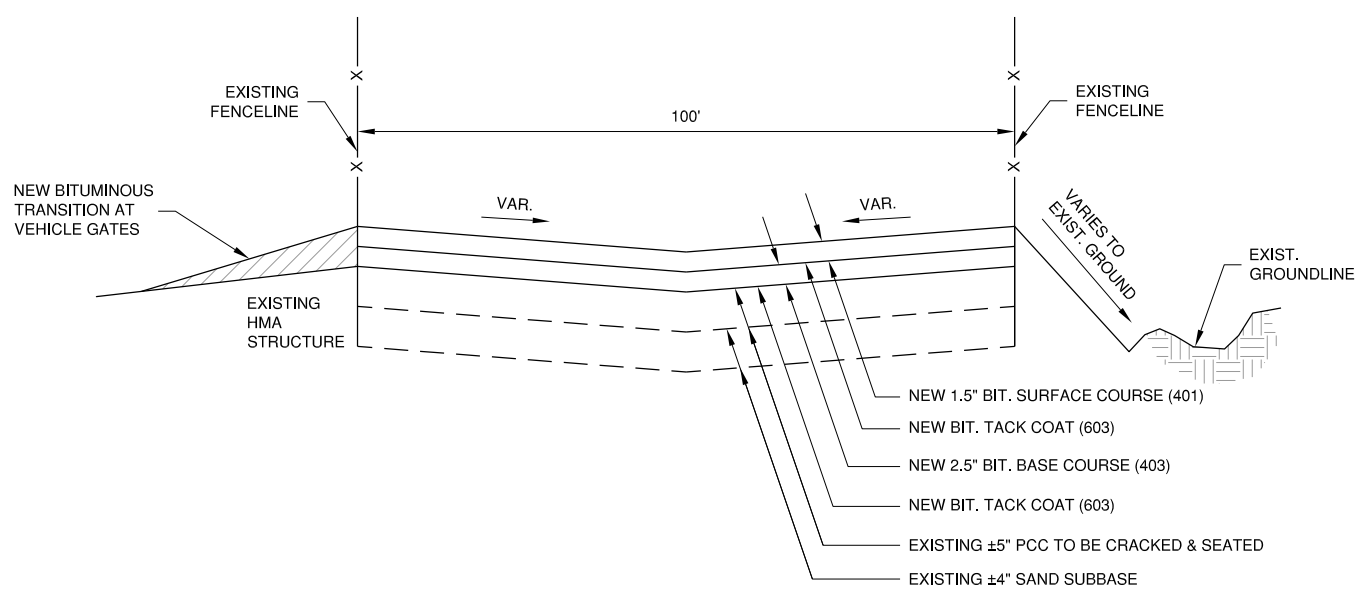
NEW TERMINAL PARKING LOT TYPICAL SECTION
N.T.S.



NEW PAVED DITCH TYPICAL SECTION
N.T.S.



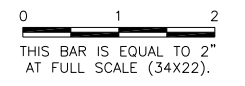
FULL DEPTH PCC REMOVAL
N.T.S.



NEW MAINTENANCE HANGAR PARKING LOT TYPICAL SECTION
N.T.S.

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CENTRALIA MUNICIPAL AIRPORT
CITY OF CENTRALIA, ILLINOIS
CENTRALIA, ILLINOIS
TERMINAL AND MAINTENANCE HANGAR PARKING LOT IMPROVEMENTS
TYPICAL SECTIONS

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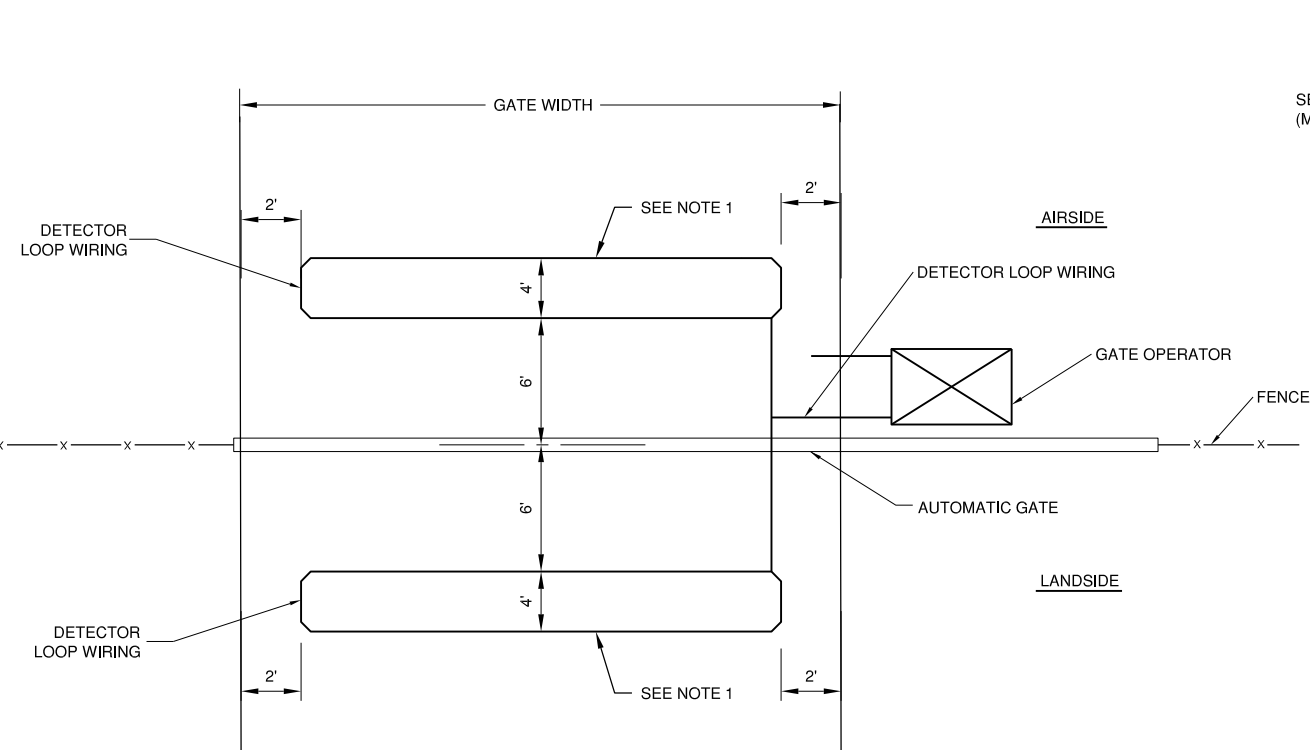
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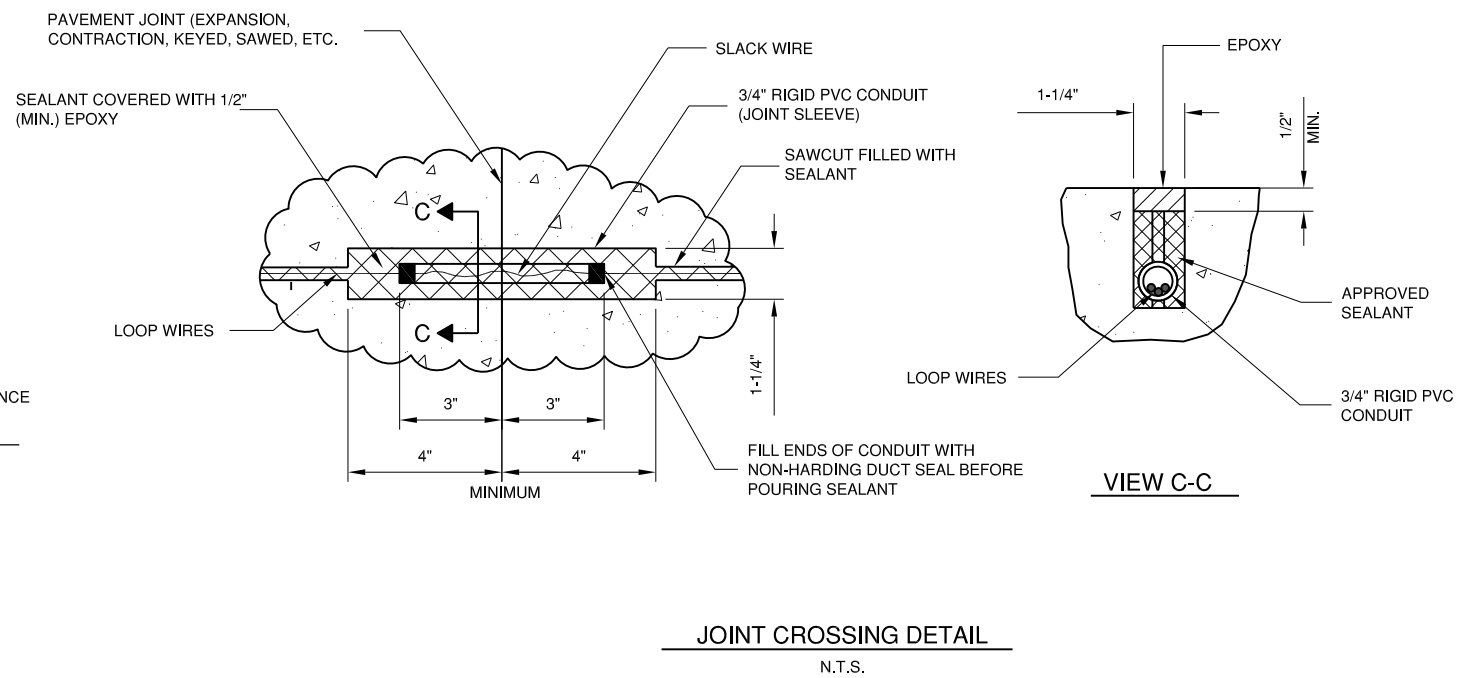
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0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).



TYP. GATE PLAN
 N.T.S.



JOINT CROSSING DETAIL
 N.T.S.

NOTES

1. LOOP LEADS ARE LIMITED TO 100 FEET.
2. LOOP LEADS MUST HAVE FOUR (4) TWISTS PER FOOT.
3. LOOP AND LOOP LEADS MUST BE LOCATED, AT LEAST, 18" FROM ANY ELECTRICAL POWER SERVICE OR STEEL REINFORCEMENT.
4. LOOP LEADS MUST BE IN SEPARATE CONDUIT BETWEEN LOOP AND DETECTOR. THEY MUST NOT SHARE CONDUIT WITH OTHER WIRING OR LEADS FROM OTHER LOOPS.
5. WIRE SHALL BE #16 XHHW SINGLE CONDUCTOR STRANDED WIRE.
6. ALL WIRE SHALL BE CONTINUOUS WITHOUT SPLICING.

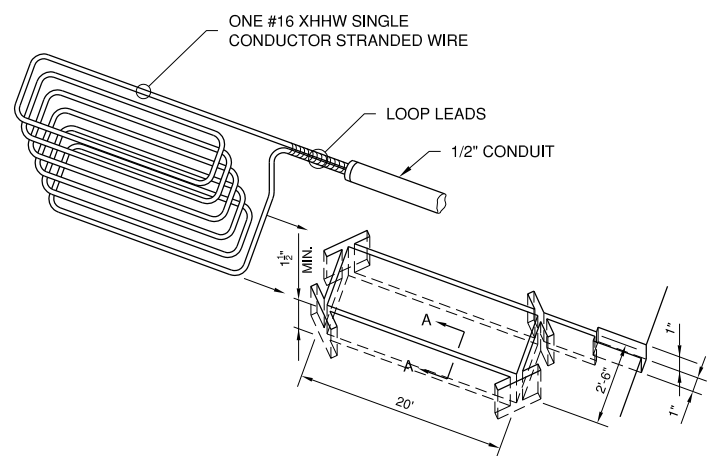
CAUTION:

- DO NOT SPLICE WIRE.
- DO NOT FRACTURE WIRE INSULATION. LOOPS SHORTED TO GROUND WILL CAUSE DETECTOR MALFUNCTION. WHEN PLACING WIRE IN THE SLOT, DO NOT USE SCREWDRIVER OR OTHER SHARP TOOLS.

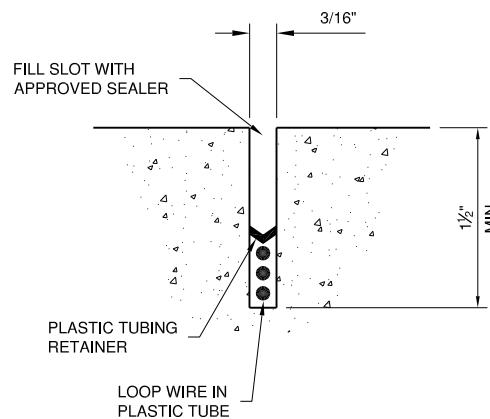
TYPICAL LAYOUT FOR LOOP:

- SAW SLOT 3/16" WIDE x 1-1/2" DEEP. MAKE RECTANGULAR SHAPE TO SPECIFIED LOOP DIMENSIONS PLUS SLOT FOR LEAD CONDUIT.
- GROUT WITH NO. 202 WEATHERBAN SEALANT (A PRODUCT OF 3M CO.) OR APPROVED EQUIVALENT ... (EXAMPLE: DE WITTS NO. 99 BLACK MASTIC CAULK).

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



PERSPECTIVE VIEW OF DETECTOR LOOP SAW SLOT



SECTION A-A

DETECTOR LOOP DETAILS
 N.T.S.

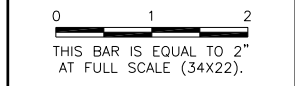
CENTRALIA MUNICIPAL AIRPORT
CITY OF CENTRALIA, ILLINOIS
CENTRALIA, ILLINOIS
TERMINAL AND MAINTENANCE HANGAR PARKING LOT IMPROVEMENTS
DETECTOR LOOP DETAILS

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JOB No:	13072-01
IL PROJ. NO.	ENL-4268
SHEET	13 OF 22 SHEETS

CE033


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 CITY OF CENTRALIA, ILLINOIS
 CENTRALIA, ILLINOIS**

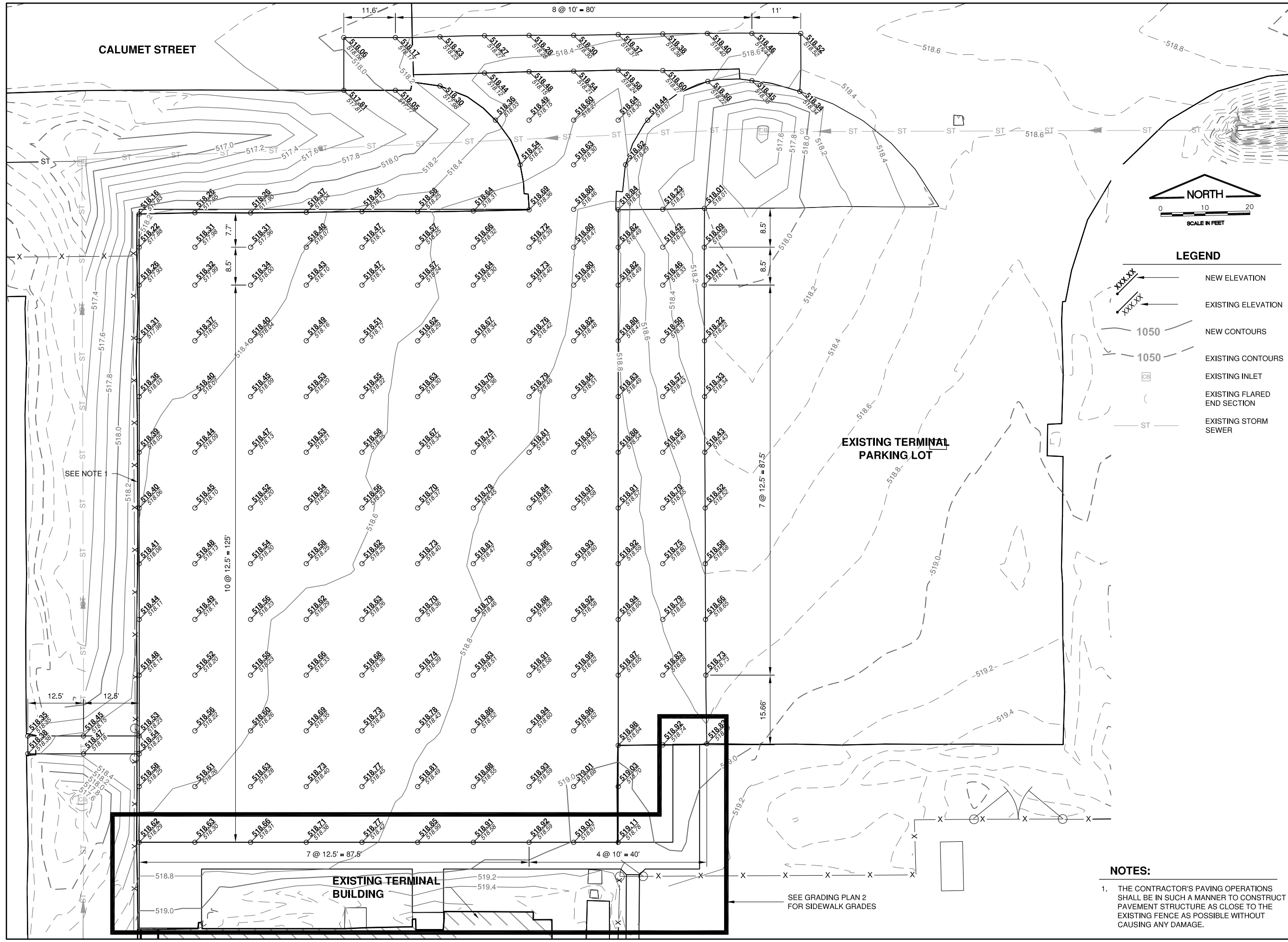
**TERMINAL AND MAINTENANCE HANGAR PARKING LOT
 IMPROVEMENTS
 GRADING PLAN 1**

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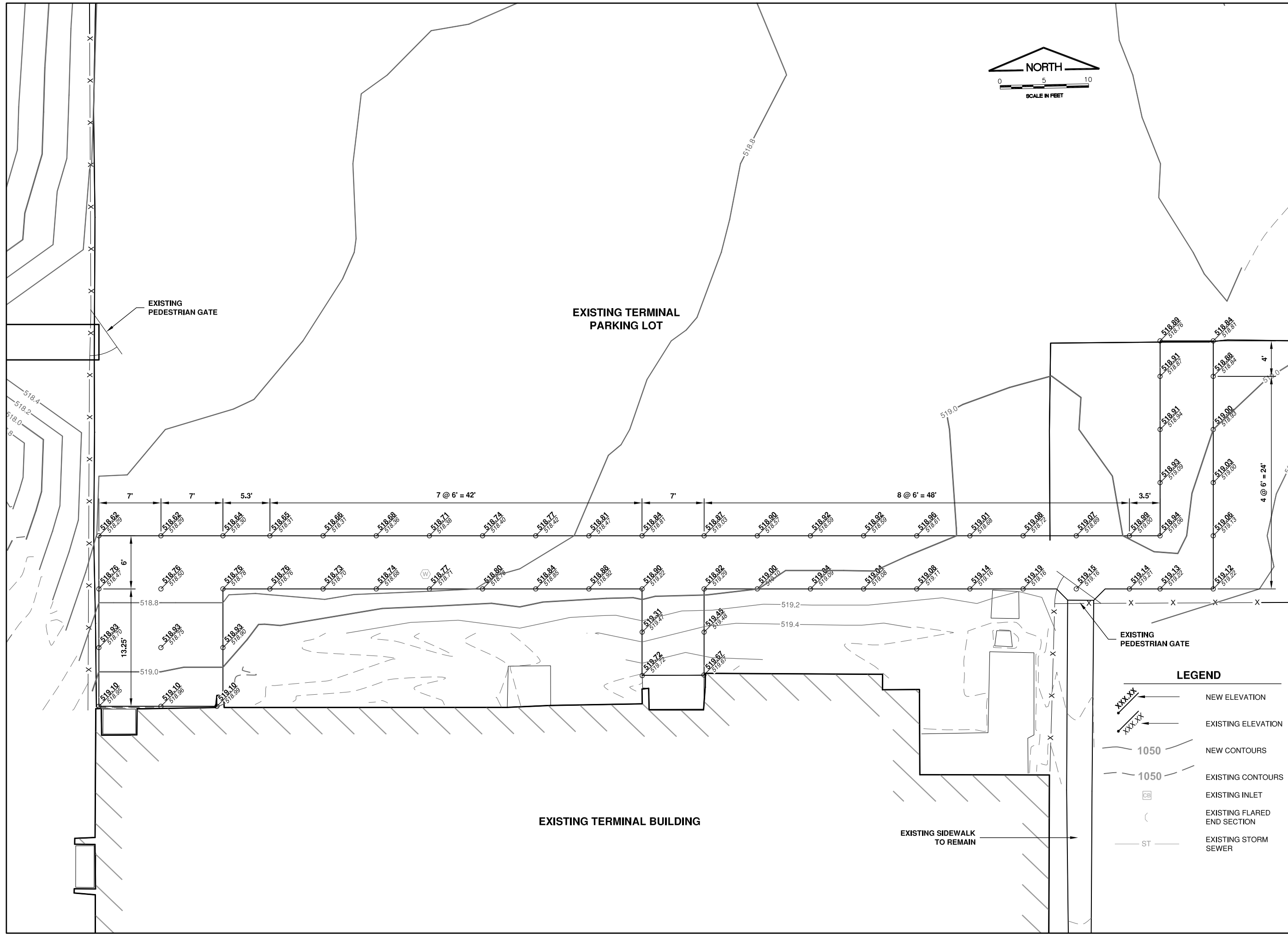
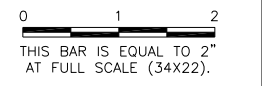
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DATE:	03/05/15
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IL. PROJ. NO. ENL-4268	
SHEET 14 OF 22 SHEETS	



- NOTES:**
1. THE CONTRACTOR'S PAVING OPERATIONS SHALL BE IN SUCH A MANNER TO CONSTRUCT PAVEMENT STRUCTURE AS CLOSE TO THE EXISTING FENCE AS POSSIBLE WITHOUT CAUSING ANY DAMAGE.

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 CITY OF CENTRALIA, ILLINOIS
 CENTRALIA, ILLINOIS**

**TERMINAL AND MAINTENANCE HANGAR PARKING LOT
 IMPROVEMENTS
 GRADING PLAN 2**

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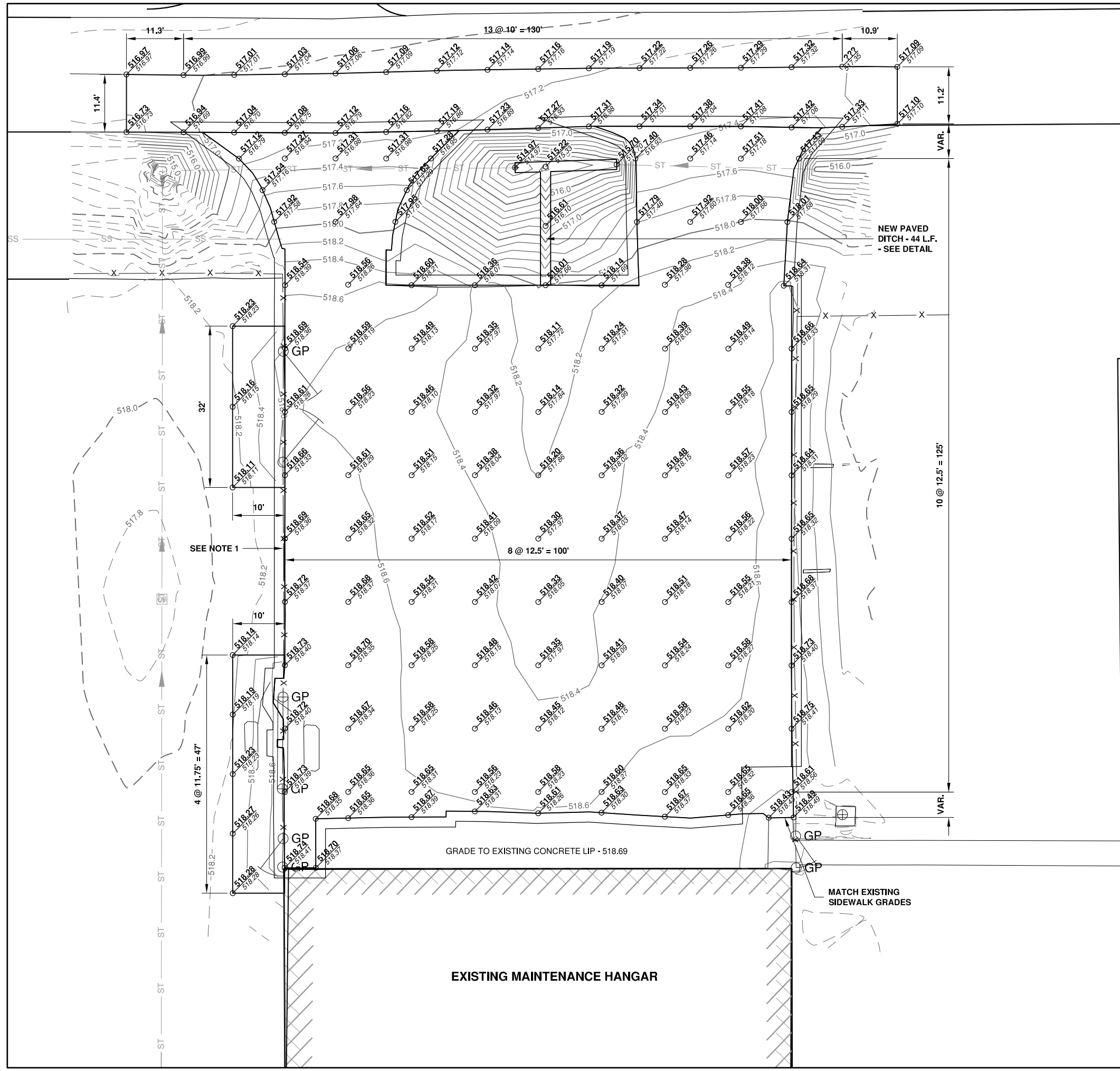
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0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).



LEGEND

	NEW ELEVATION
	EXISTING ELEVATION
	NEW CONTOURS
	EXISTING CONTOURS
	EXISTING INLET
	EXISTING FLARED END SECTION
	EXISTING STORM SEWER

**CENTRALIA MUNICIPAL AIRPORT
 CITY OF CENTRALIA, ILLINOIS
 CENTRALIA, ILLINOIS**

**TERMINAL AND MAINTENANCE HANGAR PARKING LOT
 IMPROVEMENTS
 GRADING PLAN 3**

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IL PROJ. NO.	ENL-4268

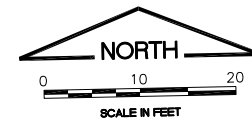
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NUMBER	BY	DATE



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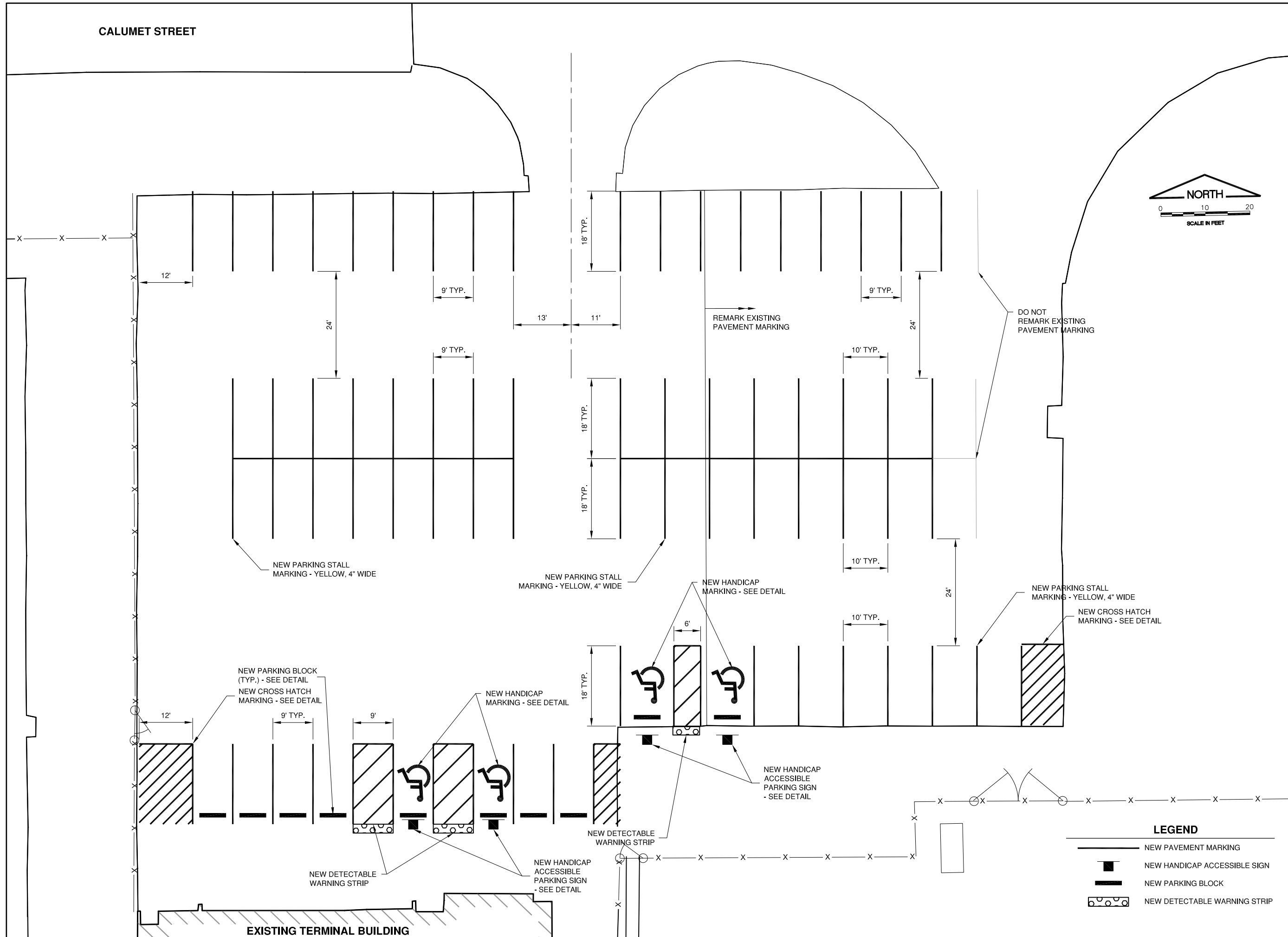
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 TERMINAL AND MAINTENANCE HANGAR PARKING LOT
 IMPROVEMENTS
 MARKING AND SIGNAGE PLAN

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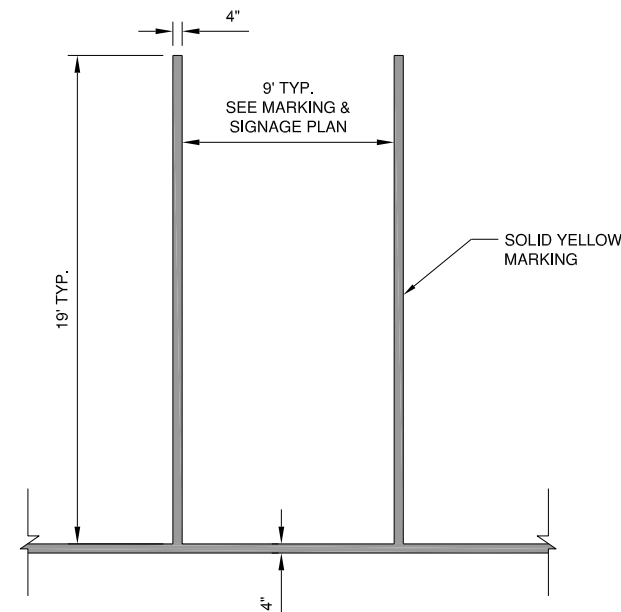
LEGEND

	NEW PAVEMENT MARKING
	NEW HANDICAP ACCESSIBLE SIGN
	NEW PARKING BLOCK
	NEW DETECTABLE WARNING STRIP

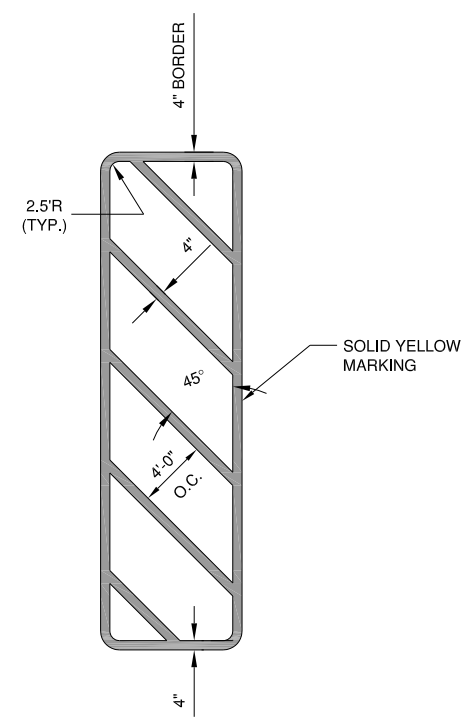
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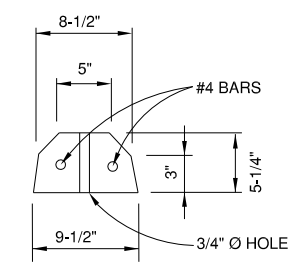
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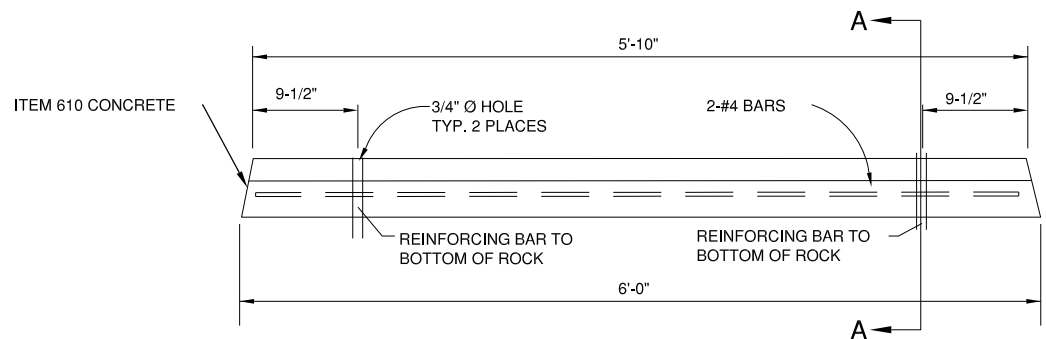
PARKING STALL
NTS



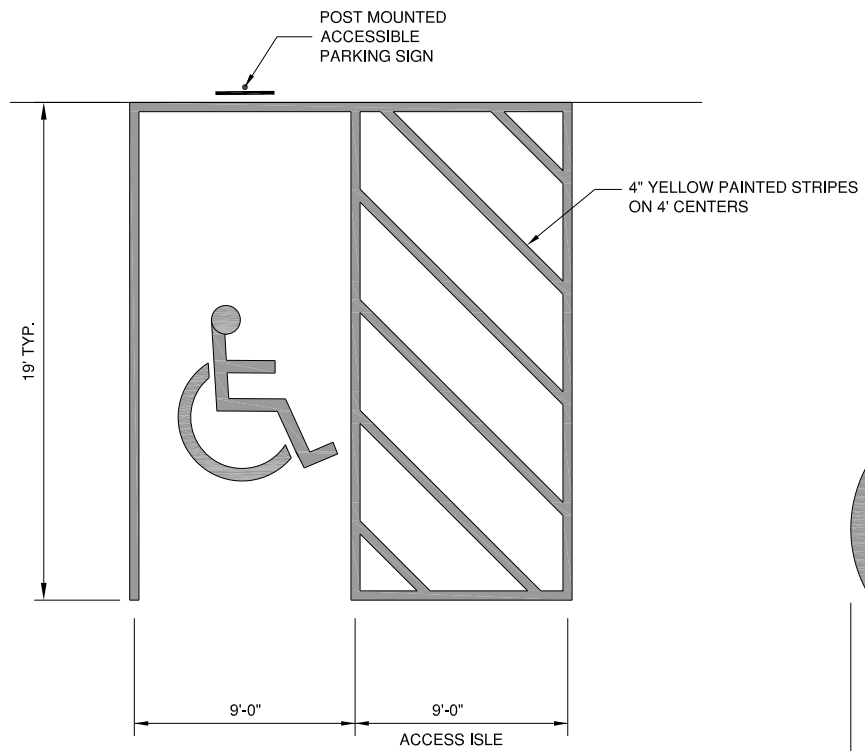
TYPICAL CROSS HATCH MARKING
NTS



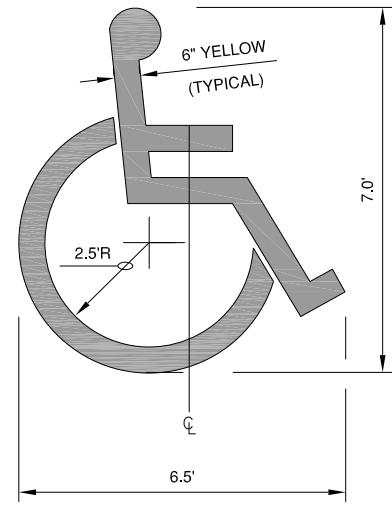
SECTION A-A



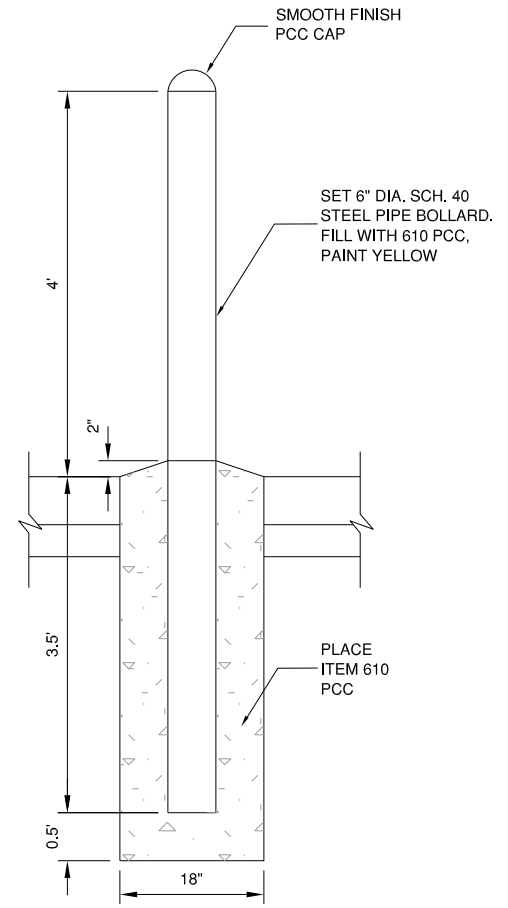
PARKING BLOCK DETAIL
N.T.S.



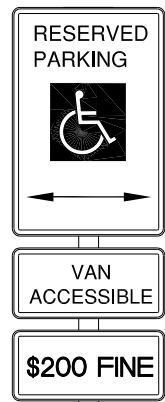
ADA PARKING STALL DETAIL
NTS



ACCESSIBLE PARKING SYMBOL
LOCATE AT EDGE OF PARKING SPACE



BOLLARD DETAIL
NTS



R7-8
12" x 18"
R7-8P
12" x 6"
R7-1 101
12" x 6"

ACCESSIBLE SIGN DETAIL
NTS

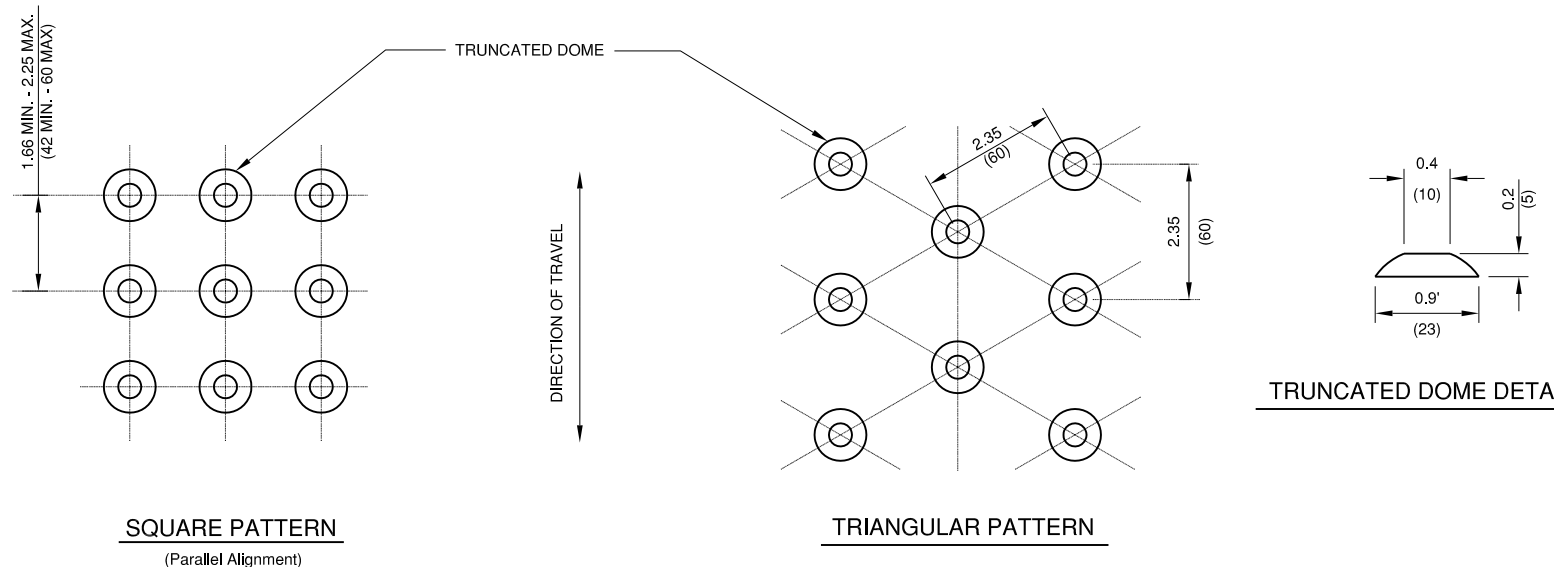
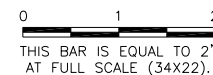
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TERMINAL AND MAINTENANCE HANGAR PARKING LOT
IMPROVEMENTS
MARKING AND SIGNAGE DETAILS 1

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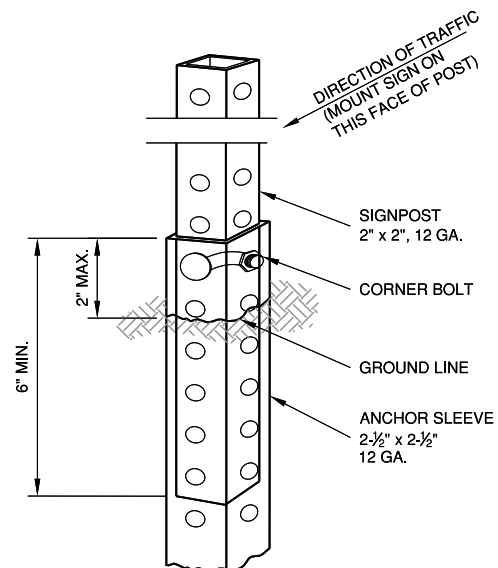
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DETECTABLE WARNINGS DETAIL

INCIDENTAL TO ITEM 501604 - 4"
 PCC SIDEWALK INSTALLATION



THE SIGNPOST IS ATTACHED TO THE ANCHOR SLEEVE WITH THE CORNER BOLT PER MANUFACTURER'S SPECIFICATION.

PERFORATED SQUARE STEEL TUBE POST DETAIL

N.T.S.

SIGN AREA (SQ.FT.)	POST TYPE		
	U-CHANNEL	WOOD	PERFORATED SQUARE STEEL TUBING
* 10	1 - 3.0 LB./FT. *	1 - 4" X 4" *	1 - 2" 12 GA. *
* 10 * 16	2 - 3.0 LB./FT.	2 - 4" X 4" * 1 - 4" X 6" *	2 - 2" 12 GA.
* 16 * 24	2 - 3.0 LB./FT.	2 - 4" X 6"	3 - 2" 12 GA. **
* 24 * 30	3 - 3.0 LB./FT.	2 - 4" X 6"	N/A
* 30 * 50	N/A	2 - 6" X 6"	N/A

* SIGNS GREATER THAN 4 FEET IN WIDTH, EXCEPT DIAMOND SHAPE SIGNS, REQUIRE TWO POSTS.

** REQUIRES SLIP BASE PER MANUFACTURER'S RECOMMENDATION.

ALL POSTS SHALL BE IMBEDDED A MINIMUM OF 3 FEET.

POST SIZE REQUIREMENTS

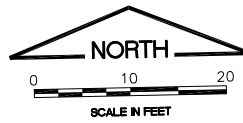
CENTRALIA MUNICIPAL AIRPORT
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TERMINAL AND MAINTENANCE HANGAR PARKING LOT
 IMPROVEMENTS
 MARKING AND SIGNAGE DETAILS 2

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SHEET	19 OF 22 SHEETS

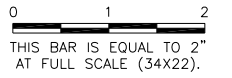
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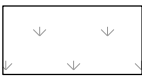
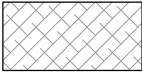


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 BASE_PROP_TURF

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LEGEND

-  NEW SEEDING & MULCHING
-  NEW EXCELSIOR BLANKET
-  NEW INLET PROTECTION
-  EXISTING INLET

NOTES:

1. A QUANTITY OF 100 L.F. OF AR156510, SILT FENCE HAS BEEN ADDED FOR USE AT LOCATIONS AS DETERMINED NECESSARY BY THE RESIDENT ENGINEER.

CENTRALIA MUNICIPAL AIRPORT
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TERMINAL AND MAINTENANCE HANGAR PARKING LOT
 IMPROVEMENTS
 TURFING PLAN 1

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IL. PROJ. NO. ENL-4268	
SHEET 20	OF 22 SHEETS

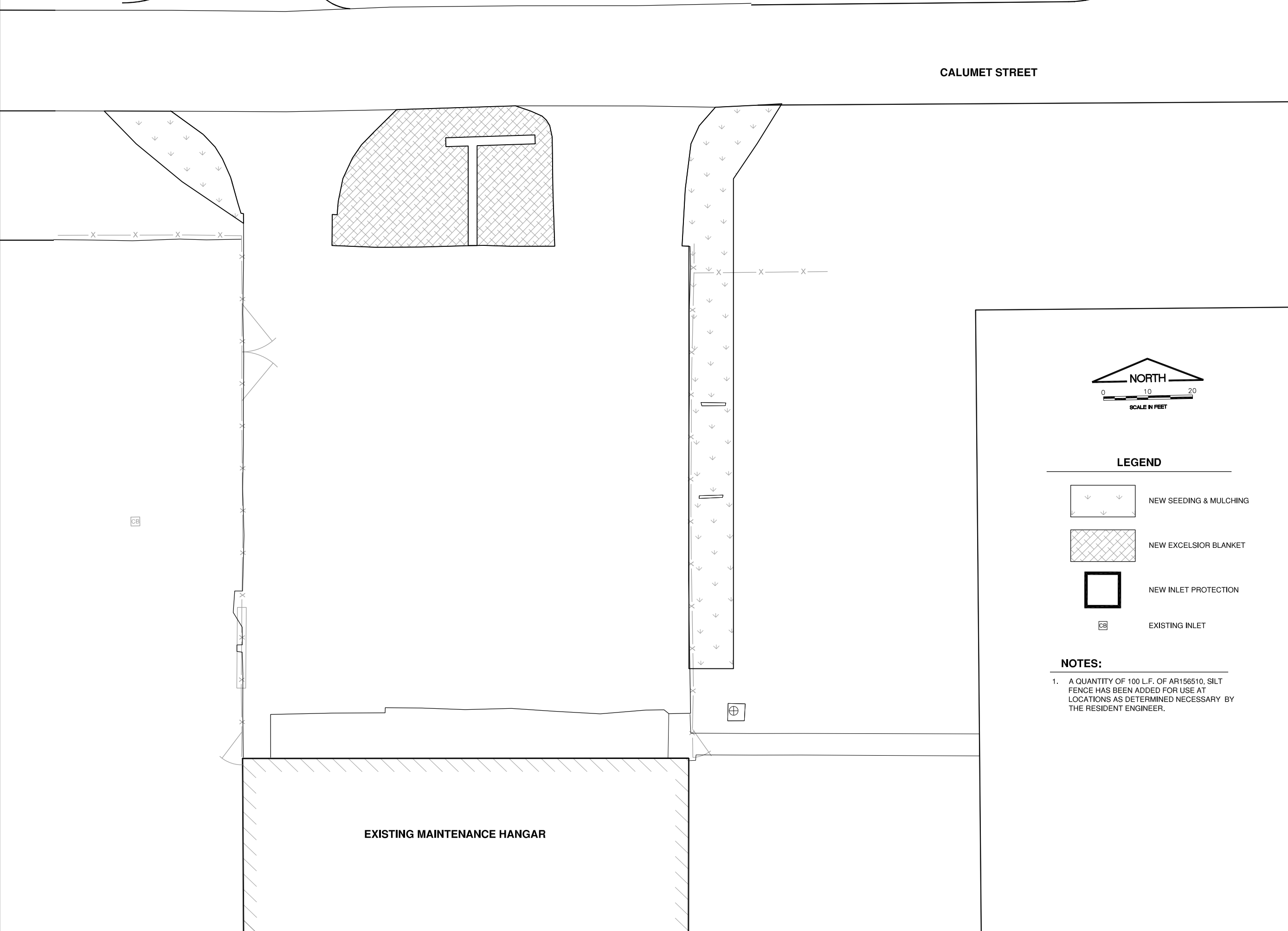
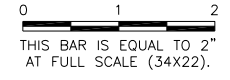
EXISTING TERMINAL BUILDING

CALUMET STREET


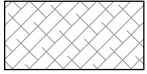


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LEGEND

-  NEW SEEDING & MULCHING
-  NEW EXCELSIOR BLANKET
-  NEW INLET PROTECTION
-  EXISTING INLET

NOTES:

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TERMINAL AND MAINTENANCE HANGAR PARKING LOT
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 TURFING PLAN 2

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SHEET	21 OF 22 SHEETS

CE033

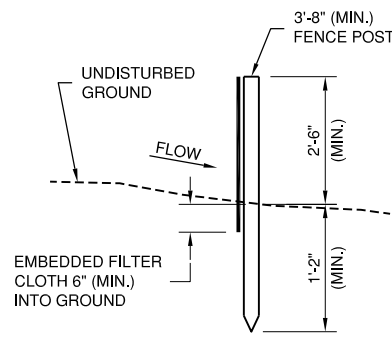
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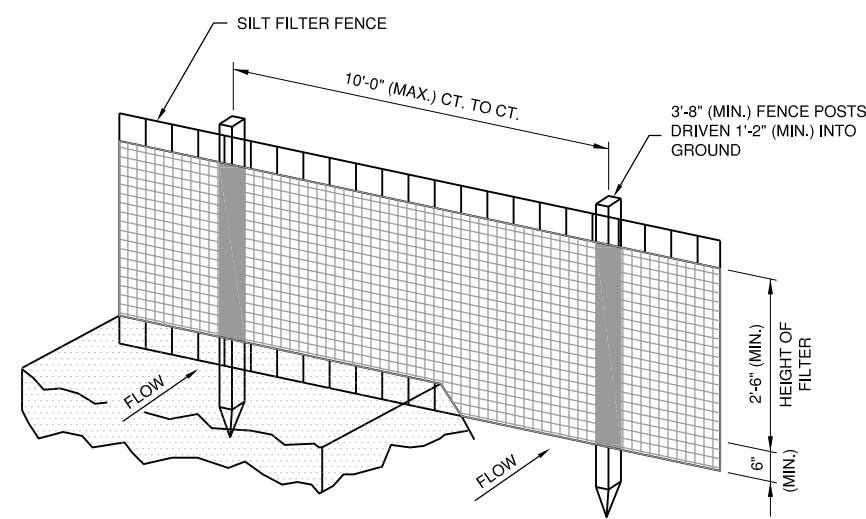
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 CITY OF CENTRALIA, ILLINOIS
 CENTRALIA, ILLINOIS
 TERMINAL AND MAINTENANCE HANGAR PARKING LOT
 IMPROVEMENTS
 EROSION CONTROL DETAILS

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SHEET	22 OF 22 SHEETS



SECTION

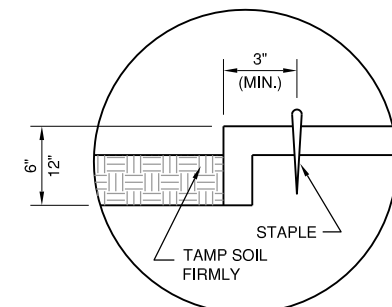


PERSPECTIVE VIEW

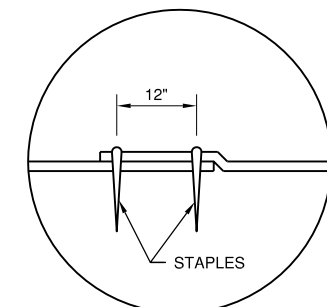
EROSION CONTROL FABRIC FENCE DETAILS
 N.T.S.

EROSION CONTROL FABRIC FENCE NOTES

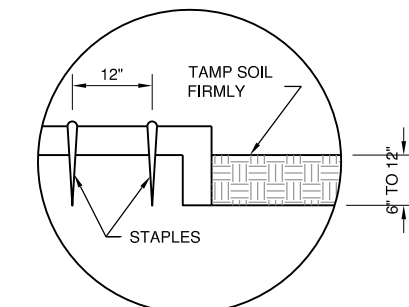
1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 2'-0" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" MINIMUM AND FOLDED.
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.



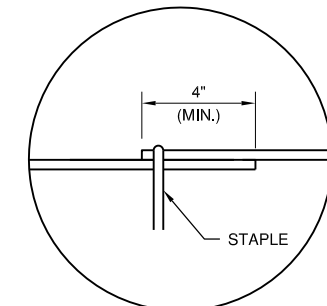
DETAIL 1 - TERMINAL FOLD



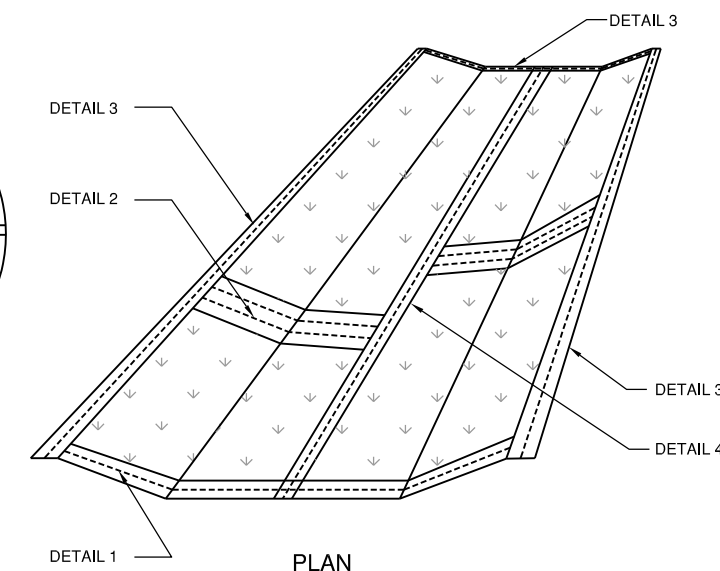
DETAIL 2 - JUNCTION SLOT



DETAIL 3 - ANCHOR SLOT



DETAIL 4 - LAP JOINT

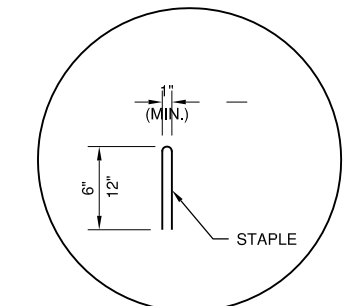


PLAN

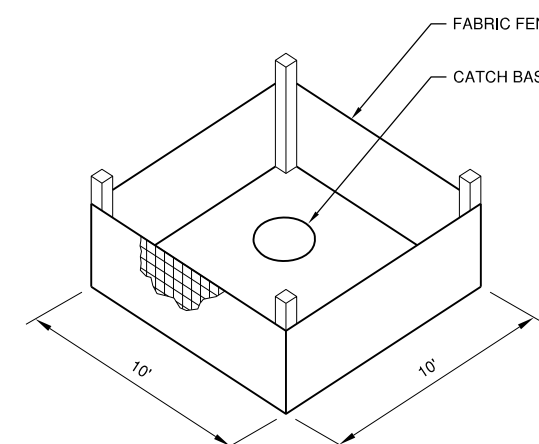
EXCELSIOR BLANKET DETAILS
 N.T.S.

EXCELSIOR BLANKET NOTES

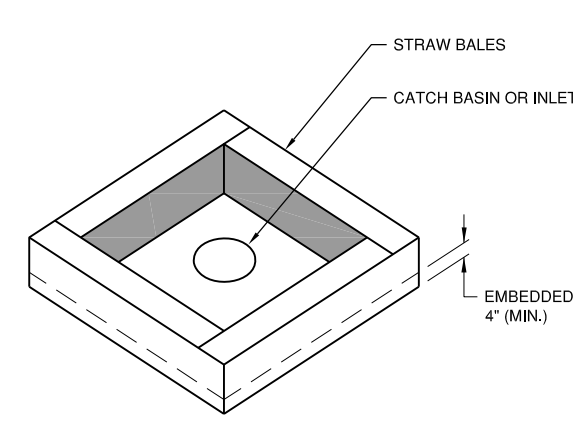
1. STAPLES TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART.
2. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
3. ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.



DETAIL 5 - STAPLE DETAIL



INLET PROTECTION WITH FABRIC
 N.T.S.



INLET PROTECTION WITH STRAW BALES
 N.T.S.