

CONTRACTOR'S CONTROL POINTS

POINT	OBJECT	NORTHING	EASTING	ELEVATION
1	SURVEY PLATE	1285362.984	1189401.941	648.340
2	SURVEY PLATE	1286989.223	1189984.300	660.480
3	IRON PIN	1286635.834	1189928.872	660.690

BASELINE INFORMATION

BASELINE	STATION	NORTHING	EASTING
TX Y C	25+00	1286261.400	1189062.455
TX Y C	12+52.89	1285369.383	1189233.727

CRITICAL POINTS

POINT	NORTHING	EASTING	LATITUDE	LONGITUDE	GROUND ELEVATION	MAX. EQUIP. HEIGHT	OVERALL ELEVATION
A	1285538.194	1189017.310	40°11'39.51"	87°36'01.26"	649	25'	674
B	1287624.238	1189777.499	40°12'00.06"	87°35'51.24"	663	25'	688
C	1284851.330	1190232.655	40°11'32.63"	87°35'45.67"	645	25'	670
D	1286799.469	1190017.619	40°11'51.89"	87°35'48.24"	661	25'	686
E	1286258.254	1189720.955	40°11'46.57"	87°35'52.12"	657	25'	682

UNICOM FREQUENCY - 122.70

FILE: SITE 2A.dwg
 UPDATE BY: Andrew Bodine
 PLOT DATE: 4/15/2013 1:26 PM

BASE PROP.GEO
 DNVBase_StatePlane

VE048

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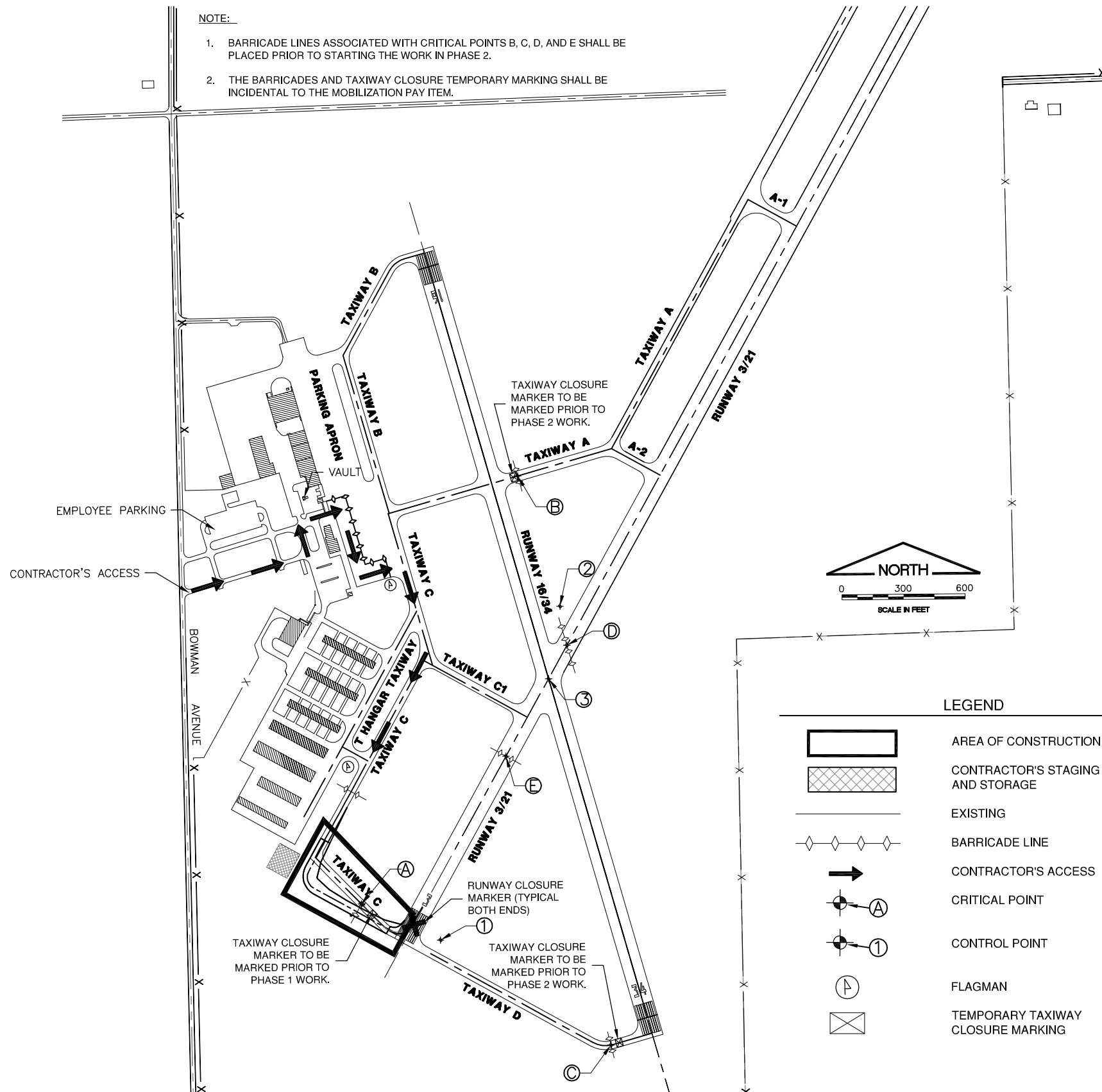
0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

GENERAL NOTES

- ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
- WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN. THE MAXIMUM HEIGHT OF EQUIPMENT, MATERIALS AND STOCKPILES SHALL BE 25' ABOVE GROUND ELEVATION. AT NO POINT SHALL EQUIPMENT OR MATERIALS BE ALLOWED TO BE STORED ON RUNWAYS.
- MEN, VEHICLES AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE FOLLOWING AREAS:
 - 250' FROM THE CENTERLINE OF RUNWAY 3/21 WHEN ACTIVE.
 - 59' FROM THE CENTERLINE OF AN ACTIVE TAXIWAY.
- ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING A TAXIWAY OR RUNWAY OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY AN ESCORT OR A FLAGMAN IN RADIO CONTACT WITH AIR AND GROUND TRAFFIC AT ALL TIMES. CONTRACTOR SHALL PROVIDE THE FLAGMAN AND RADIO EQUIPMENT UNDER THE MOBILIZATION PAY ITEM.
- ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTINUOUSLY CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.
- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
- CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - THE CONTRACTOR'S ACCESS TO WORK SHALL BE AS SHOWN IN THE PLANS.
 - THE CONTRACTOR SHALL MAINTAIN A COMPLETE LIST OF PERSONNEL AUTHORIZED BY THE CONTRACTOR TO WORK ON THE AIRFIELD. THIS LIST SHALL BE PROVIDED TO THE AIRPORT AND RESIDENT ENGINEER BY THE CONTRACTOR UPON REQUEST.
 - THE CONTRACTOR SHALL USE AN EXISTING GATE(S) FOR ACCESS TO THE AIRFIELD. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON THE ACCESS GATE. HE SHALL PROVIDE KEYS FOR HIS PADLOCK TO THE RESIDENT ENGINEER AND VRAA MAINTENANCE SUPERVISOR. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE AIRPORT.
 - CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
 - DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS.
 - THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE(S) UPON LEAVING THE SITE.
 - ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRPORT PART 77 SURFACES, OR RUNWAY AND TAXIWAY SAFETY AREAS.

NOTE:

- BARRICADE LINES ASSOCIATED WITH CRITICAL POINTS B, C, D, AND E SHALL BE PLACED PRIOR TO STARTING THE WORK IN PHASE 2.
- THE BARRICADES AND TAXIWAY CLOSURE TEMPORARY MARKING SHALL BE INCIDENTAL TO THE MOBILIZATION PAY ITEM.



LEGEND

- AREA OF CONSTRUCTION
- CONTRACTOR'S STAGING AND STORAGE
- EXISTING
- BARRICADE LINE
- CONTRACTOR'S ACCESS
- CRITICAL POINT
- CONTROL POINT
- FLAGMAN
- TEMPORARY TAXIWAY CLOSURE MARKING

VERMILION REGIONAL AIRPORT AUTHORITY
DANVILLE, ILLINOIS

RELOCATE TAXIWAY C AND WIDEN FILLETS
SITE PLAN

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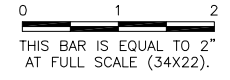
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SBG PROJ. NO. 3-17-0032-B14	
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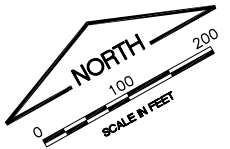
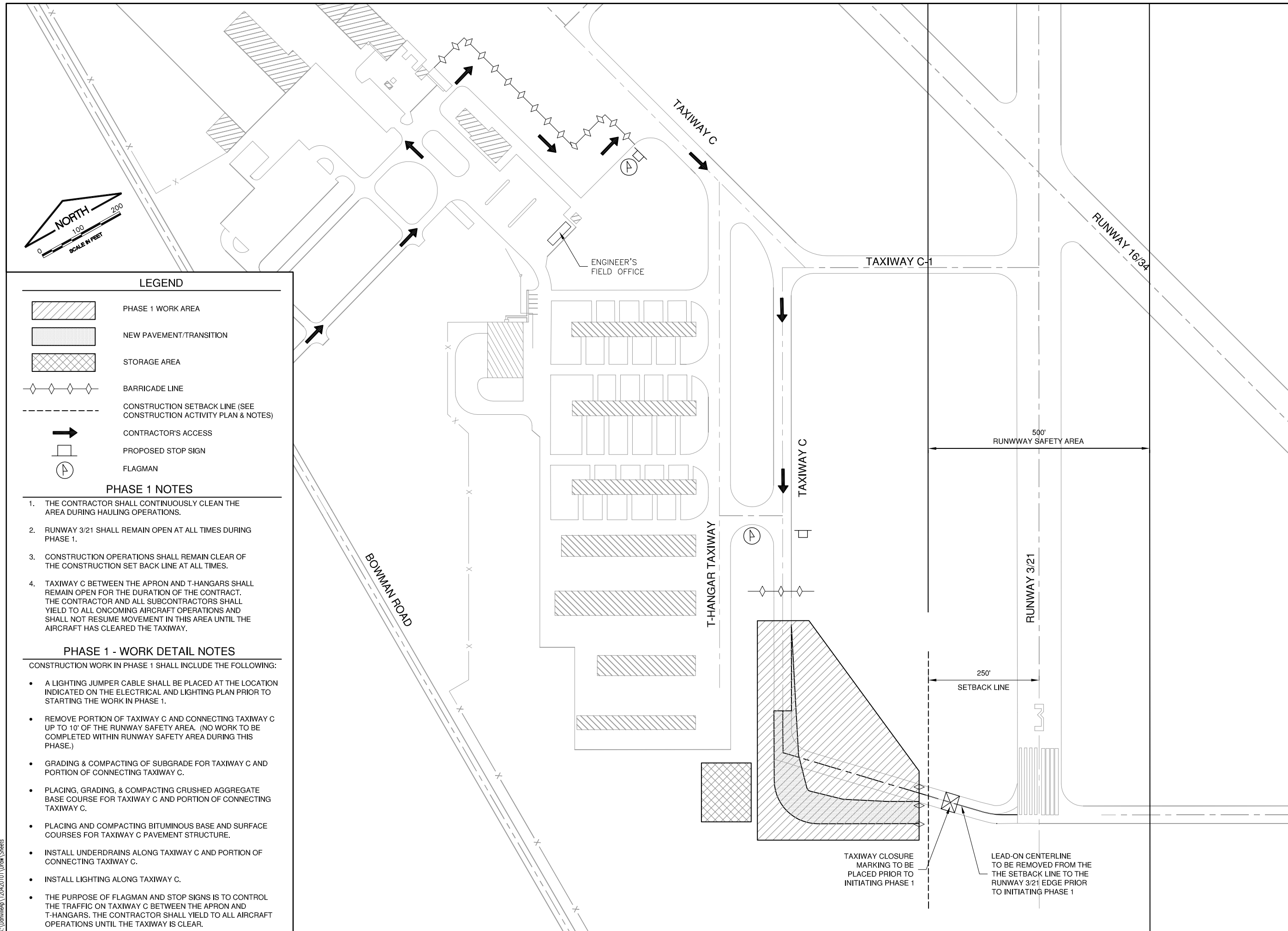


**VERMILION REGIONAL AIRPORT
 VERMILION REGIONAL AIRPORT AUTHORITY
 DANVILLE, ILLINOIS**

**RELOCATE TAXIWAY C AND WIDEN FILLETS
 CONSTRUCTION ACTIVITY PLAN 1**

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LEGEND

- PHASE 1 WORK AREA
- NEW PAVEMENT/TRANSITION
- STORAGE AREA
- BARRICADE LINE
- CONSTRUCTION SETBACK LINE (SEE CONSTRUCTION ACTIVITY PLAN & NOTES)
- CONTRACTOR'S ACCESS
- PROPOSED STOP SIGN
- FLAGMAN

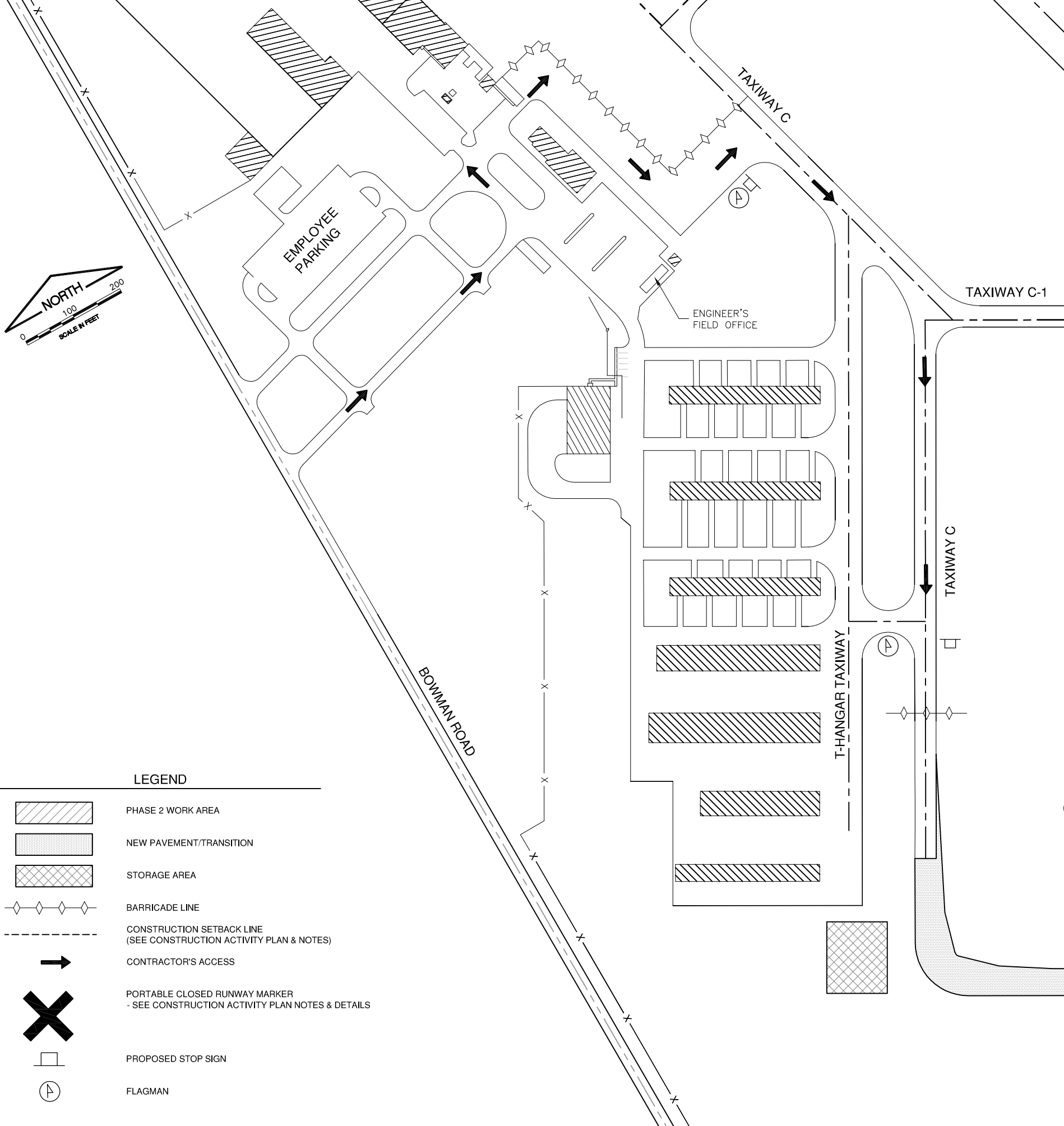
PHASE 1 NOTES

1. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN THE AREA DURING HAULING OPERATIONS.
2. RUNWAY 3/21 SHALL REMAIN OPEN AT ALL TIMES DURING PHASE 1.
3. CONSTRUCTION OPERATIONS SHALL REMAIN CLEAR OF THE CONSTRUCTION SET BACK LINE AT ALL TIMES.
4. TAXIWAY C BETWEEN THE APRON AND T-HANGARS SHALL REMAIN OPEN FOR THE DURATION OF THE CONTRACT. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL YIELD TO ALL ONCOMING AIRCRAFT OPERATIONS AND SHALL NOT RESUME MOVEMENT IN THIS AREA UNTIL THE AIRCRAFT HAS CLEARED THE TAXIWAY.

PHASE 1 - WORK DETAIL NOTES

- CONSTRUCTION WORK IN PHASE 1 SHALL INCLUDE THE FOLLOWING:
- A LIGHTING JUMPER CABLE SHALL BE PLACED AT THE LOCATION INDICATED ON THE ELECTRICAL AND LIGHTING PLAN PRIOR TO STARTING THE WORK IN PHASE 1.
 - REMOVE PORTION OF TAXIWAY C AND CONNECTING TAXIWAY C UP TO 10' OF THE RUNWAY SAFETY AREA. (NO WORK TO BE COMPLETED WITHIN RUNWAY SAFETY AREA DURING THIS PHASE.)
 - GRADING & COMPACTING OF SUBGRADE FOR TAXIWAY C AND PORTION OF CONNECTING TAXIWAY C.
 - PLACING, GRADING, & COMPACTING CRUSHED AGGREGATE BASE COURSE FOR TAXIWAY C AND PORTION OF CONNECTING TAXIWAY C.
 - PLACING AND COMPACTING BITUMINOUS BASE AND SURFACE COURSES FOR TAXIWAY C PAVEMENT STRUCTURE.
 - INSTALL UNDERDRAINS ALONG TAXIWAY C AND PORTION OF CONNECTING TAXIWAY C.
 - INSTALL LIGHTING ALONG TAXIWAY C.
 - THE PURPOSE OF FLAGMAN AND STOP SIGNS IS TO CONTROL THE TRAFFIC ON TAXIWAY C BETWEEN THE APRON AND T-HANGARS. THE CONTRACTOR SHALL YIELD TO ALL AIRCRAFT OPERATIONS UNTIL THE TAXIWAY IS CLEAR.

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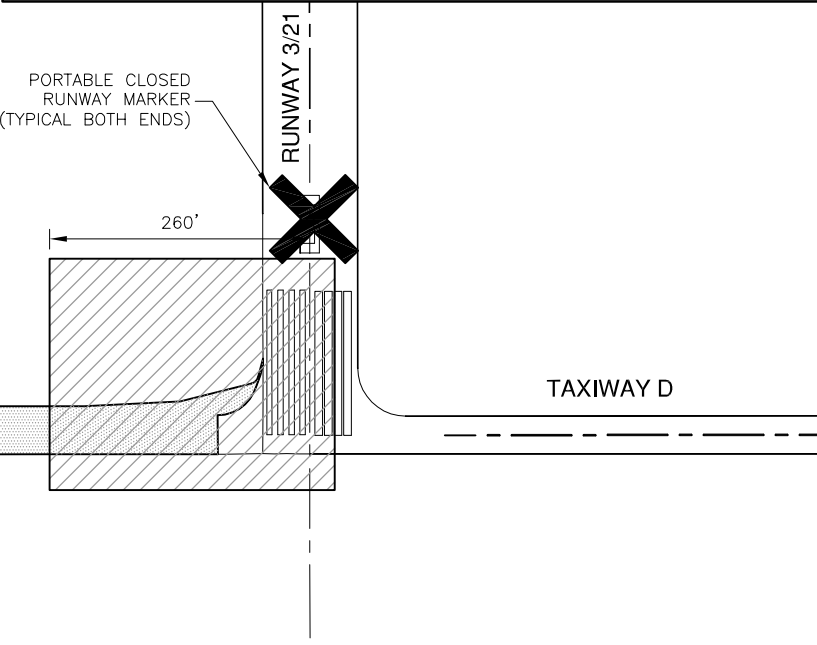


LEGEND

	PHASE 2 WORK AREA
	NEW PAVEMENT/TRANSITION
	STORAGE AREA
	BARRICADE LINE
	CONSTRUCTION SETBACK LINE (SEE CONSTRUCTION ACTIVITY PLAN & NOTES)
	CONTRACTOR'S ACCESS
	PORTABLE CLOSED RUNWAY MARKER - SEE CONSTRUCTION ACTIVITY PLAN NOTES & DETAILS
	PROPOSED STOP SIGN
	FLAGMAN

- PHASE 2 NOTES**
1. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN THE AREA DURING HAULING OPERATIONS.
 2. RUNWAY 3/21 SHALL BE CLOSED FOR THE DURATION OF THIS PHASE. WORK IN THIS PHASE SHALL BE EXPEDITED SO AS TO REDUCE THE RUNWAY CLOSURE TIME.
 3. AFTER THE COMPLETION OF ALL PAVING OPERATIONS, THE RUNWAY SHALL BE REOPENED. ALL ADDITIONAL WORK WITHIN THE 250' WIDE RUNWAY SAFETY AREA SHALL BE COMPLETED DURING A TEMPORARY CLOSURE AS COORDINATED WITH THE AIRPORT.
 4. THE CONTRACTOR SHALL PLACE ALL BARRICADES AS SHOWN PRIOR TO STARTING WORK ON THIS PHASE.
 5. THE AIRPORT WILL REQUIRE A 7 CALENDAR DAY NOTICE FROM THE CONTRACTOR PRIOR TO INITIATING THIS PHASE.
 6. THE IMPACTS OF THIS PHASE MERIT ADDITIONAL CONSIDERATION FROM THE CONTRACTOR WHEN SCHEDULING THE WORK IN THIS PHASE. AS A RESULT, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE SUFFICIENT PERSONNEL AND EQUIPMENT AND WORK SUFFICIENT HOURS TO COMPLETE THE PHASE 2 WORK IN THE FOLLOWING PARAMETERS:
 - THE CONTRACTOR WILL BE ALLOWED TO CLOSE RUNWAY 3/21 FOR 14 CONSECUTIVE CALENDAR DAYS TO COMPLETE ALL WORK WITHIN THE PHASE 2 WORK AREA.
 7. THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT TO SCHEDULE THE ABOVE REFERENCED CLOSURE. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY, & MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THE CRITICAL CLOSURE. THE AIRPORT AND THE CONTRACTOR SHALL MUTUALLY AGREE ON THE ACTUAL DAYS FOR THE CLOSURE IF LESS THAN TIME STATED IN NOTE 8.
 8. THE CONTRACTOR MAY WORK IN THE PHASE 1 WORK AREA DURING THIS PHASE PROVIDED THAT IT DOES NOT IMPACT THE PROGRESS OF THE PHASE 2 WORK.
 9. PLACING BITUMINOUS BASE COURSE AND SURFACE COURSE FOR BOTH PHASES 1 AND 2 MAY BE COMPLETED JOINTLY PROVIDED THAT THE WORK IN THE PHASE 2 WORK AREA DOES NOT EXCEED THE TIME STATED IN NOTE 6.
 10. THE CONTRACTOR SHALL PROTECT THE FAA VASI AND REILS PRIOR TO STARTING ANY OTHER WORK IN PHASE 2

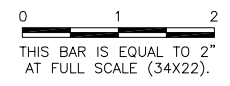
- PHASE 2 - WORK DETAIL NOTES**
- CONSTRUCTION WORK IN PHASE 2 SHALL INCLUDE THE FOLLOWING:
- REMOVAL OF REMAINING CONNECTING TAXIWAY C.
 - GRADING AND COMPACTING CONNECTING TAXIWAY C SUBGRADE.
 - PLACING, GRADING AND COMPACTING CRUSHED AGGREGATE BASE FOR CONNECTING TAXIWAY C.
 - PLACING AND COMPACTING BITUMINOUS BASE AND SURFACE COURSES FOR CONNECTING TAXIWAY C PAVEMENT STRUCTURE.
 - INSTALL UNDERDRAIN ALONG CONNECTING TAXIWAY C.
 - INSTALL LIGHTS AND CABLE FOR EDGE LIGHTING SYSTEM.
 - INSTALL AIRFIELD SIGNAGE.
 - NEW AIRFIELD PAVEMENT MARKING.
 - NEW GRADING AND TURFING.
 - EXISTING DUCT BANK EXTENSION AND INSTALL NEW DUCT BANK.



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RELOCATE TAXIWAY C AND WIDEN FILLETS
CONSTRUCTION ACTIVITY PLAN 2

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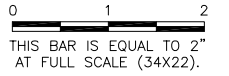
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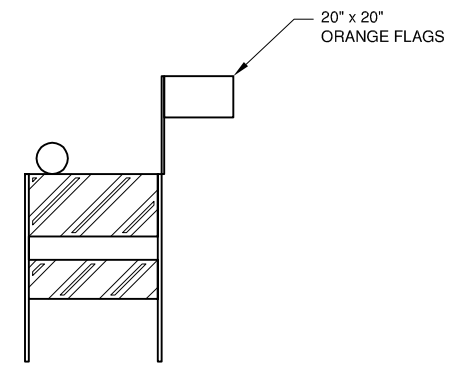
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VERMILION REGIONAL AIRPORT
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RELOCATE TAXIWAY C AND WIDEN FILLETS & CONSTRUCTION ACTIVITY PLAN NOTES & DETAILS

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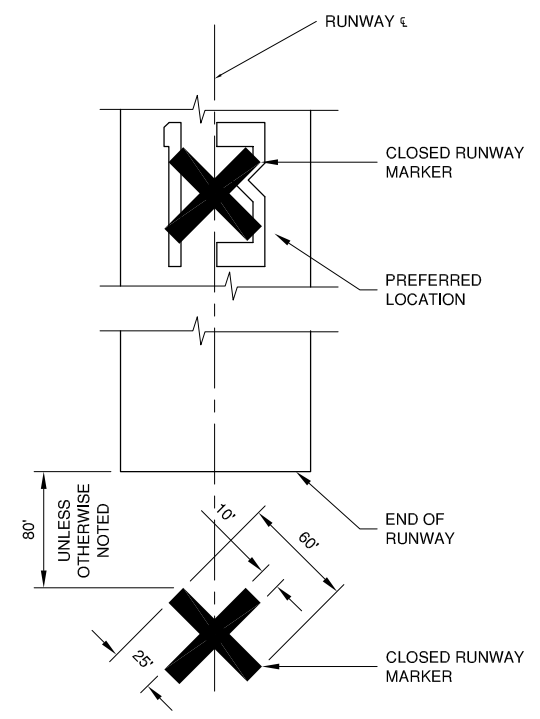
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FLASHER BARRICADE DETAIL-IDOT TYPE 1
 N.T.S.

FLASHER BARRICADE NOTES

1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AT 10' INTERVALS.



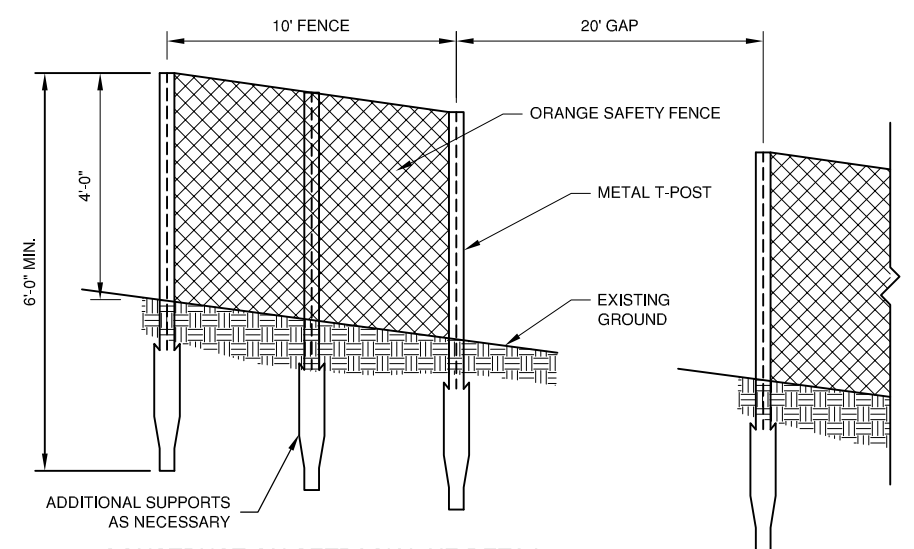
PORTABLE CLOSED RUNWAY MARKER DETAIL
 N.T.S.

PORTABLE CLOSED RUNWAY MARKER NOTES

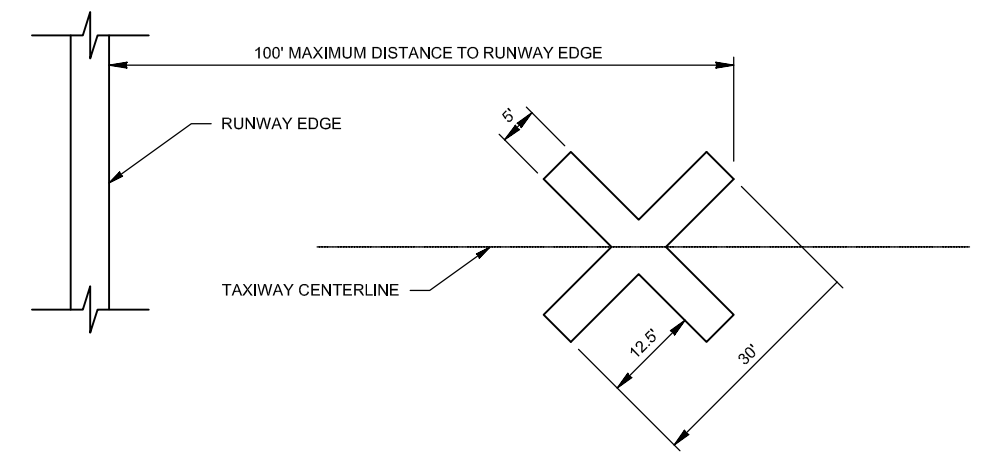
1. THE AIRPORT WILL PROVIDE PORTABLE LIGHTED CLOSURE MARKERS FOR THE CONTRACTOR'S USE.
2. THE CONTRACTOR WILL BE REQUIRED TO TOW AND SET UP THE MARKERS AT THE ENDS OF THE RUNWAY WHEN RUNWAY CLOSURES ARE REQUIRED.
3. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE REPLACEMENT BULBS, FUEL, LUBRICANTS, AND DAILY/PERIODIC MAINTENANCE INSPECTIONS AS REQUIRED BY THE AIRPORT.
4. THE AIRPORT WILL PERFORM PERIODIC MAINTENANCE, PROVIDE REPLACEMENT PARTS AND PERFORM REPAIRS AS REQUIRED TO KEEP THE EQUIPMENT OPERATIONAL.
5. THE COST OF SET-UP, FUELING, BULBS, INSPECTION, AND REMOVAL OF THE MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
6. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS. HOWEVER, WHEN WORK IS NECESSARY FOR THAT AREA OR PAVEMENT IS OPEN TO TAXIING AIRCRAFT, THE MARKERS SHALL BE RELOCATED OFF THE PAVEMENT AS SHOWN ON THE DETAIL.
7. UPON COMPLETION OF THE RUNWAY CLOSURE, THE CONTRACTOR WILL BE REQUIRED TO TAKE DOWN & RETURN THE MARKERS TO THEIR STORAGE LOCATION.

GENERAL NOTES

1. ALL CONSTRUCTION BARRICADES SHALL BE IN PLACE PRIOR TO INITIATING EACH PHASE.
2. THE CONTRACTOR SHALL GIVE THE AIRPORT A MINIMUM 7 DAYS NOTIFICATION PRIOR TO THE INITIATION OF WORK IN EACH PHASE.
3. THE CONTRACTOR SHALL MAINTAIN ALL MINIMUM DISTANCES SHOWN IN THE CONSTRUCTION ACTIVITY PLANS OR AS REQUIRED FOR THE CRITICAL OPERATING AIRCRAFT THROUGH THESE AREAS.
4. ALL COSTS TO FURNISH, INSTALL, AND MAINTAIN THE CONSTRUCTION SET BACK LINE SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND WILL NOT BE MEASURED FOR PAYMENT.
5. ALL PAVEMENTS OR TURF AREAS UTILIZED BY THE CONTRACTOR FOR AN ACCESS ROUTE, STAGING, OR STORAGE SHALL BE REPAIRED AND RESTORED TO THEIR ORIGINAL CONDITION TO THE SATISFACTION OF THE AIRPORT. NO ADDITIONAL COMPENSATION TO PROTECT, REPAIR, OR RESTORE THESE AREAS SHALL BE MADE.



CONSTRUCTION SETBACK LINE DETAIL
 N.T.S.



TYPICAL TAXIWAY CLOSURE MARKER DETAIL
 N.T.S.

NOTES

- 1.) THE MARKING SHALL BE PAINTED WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING, OR OTHER MATERIAL THAT DOES NOT VIOLATE THE OFA CRITERIA AND ARE APPROVED BY THE AIRPORT
- 2.) PLACE OVER TAXIWAY CENTERLINE.
- 3.) YELLOW X SHALL BE ADEQUATELY SECURED TO WITHSTAND JET BLAST OF 100 MPH WINDS.

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