

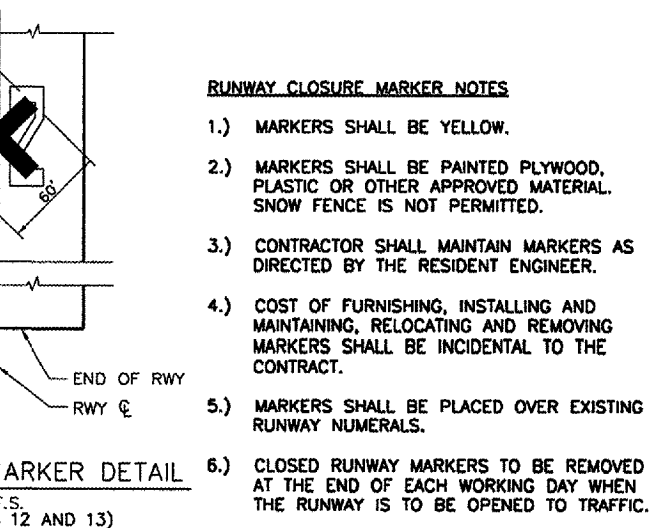
**UTILITY NOTE**

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 UNDERGROUND 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 AIRPORT MANAGER 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 AIRPORT MANAGER, THE UTILITY COMPANY AND THE ENGINEER.

- NOTES:**
- FLAGGERS IN CONTACT WITH THE FAA GROUND CONTROL WILL BE REQUIRED FOR ACCESS ACROSS ACTIVE AIRFIELD PAVEMENTS.
  - CONTRACTOR NOT ALLOWED WITHIN 200 FEET OF ALL RUNWAY CENTERLINES.
  - AIRFIELD ACCESS, HAUL ROUTES AND FLAGGER REQUIREMENTS TO BE AS SHOWN IN THE CONSTRUCTION ACTIVITY PLANS.
  - POINTS 1 AND 2 REPRESENT THE CONSTRUCTION LIMITS CLOSEST TO RUNWAY 14L/32R.
  - WORK ON THE PERIMETER ROAD IN THIS LOCATION REQUIRES AIRPORT ESCORT. COORDINATE THROUGH THE RESIDENT ENGINEER.
  - CONTRACTOR TO USE THE EXISTING CONSTRUCTION STORAGE AREA AT THE APRON SITE. SEE CONSTRUCTION ACTIVITY PLAN NOTES AND DETAILS.
  - CONTRACTOR TO DISPOSE OF MILLINGS AT LOCATION SHOWN. SEE DETAIL ON GENERAL NOTES AND DETAILS SHEET.
  - CONTRACTOR ALLOWED ACCESS BEYOND THIS LOCATION ONLY WHEN DISPOSING OF MILLINGS.
  - THE CONTRACTOR WILL BE ALLOWED TO USE THIS STAGING AREA DURING THE PORTIONS OF PHASE 1 THAT REQUIRE ACCESS THROUGH THE WEST GATE.
  - SEE ENHANCED CENTERLINE MARKING CONSTRUCTION ACTIVITY PLAN PHASES 1 THROUGH 6 FOR SITE ACCESS, WORK LOCATIONS AND BARRICADE REQUIREMENTS.

**ENHANCED CENTERLINE MARKING WORK AREAS SHOWN ON SHEETS 11 THROUGH 17.**



**RUNWAY CLOSURE MARKER NOTES**

- MARKERS SHALL BE YELLOW.
- MARKERS SHALL BE PAINTED PLYWOOD, PLASTIC OR OTHER APPROVED MATERIAL. SNOW FENCE IS NOT PERMITTED.
- CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE RESIDENT ENGINEER.
- COST OF FURNISHING, INSTALLING AND MAINTAINING, RELOCATING AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
- MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS.
- CLOSED RUNWAY MARKERS TO BE REMOVED AT THE END OF EACH WORKING DAY WHEN THE RUNWAY IS TO BE OPENED TO TRAFFIC.

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FILE: SITE.dwg  
UPDATE BY: Sean Smith  
PLOT DATE: 4/17/2008 7:50 PM  
CMI-SitePlanGeo

REVISIONS		
NUMBER	BY	DATE

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

**UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT**

**REHABILITATE AIR CARRIER RAMP, PHASE 2  
SITE PLAN**

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DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	SMS
DATE:	04/18/2008
JOB No:	0305903

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3-17-0016-XX

SHEET 03 OF 57 SHEETS