

UNIVERSITY OF ILLINOIS INSTITUTE OF AVIATION

CONSTRUCTION PLANS
FOR

UNIVERSITY OF ILLINOIS - WILLARD AIRPORT

ILLINOIS PROJECT CMI-3662
A. I. P. PROJECT 3-17-0016-23

INDEX TO SHEETS

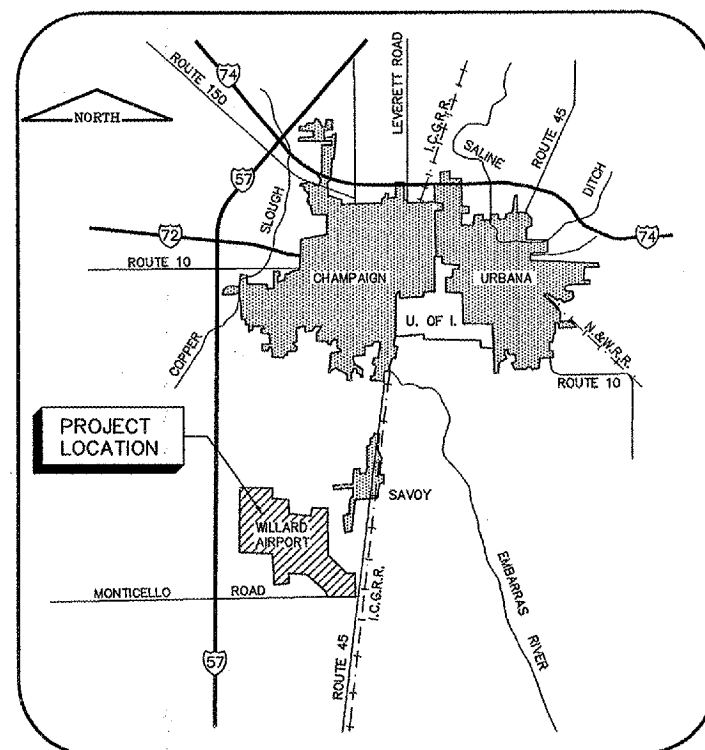
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SUMMARY OF QUANTITIES

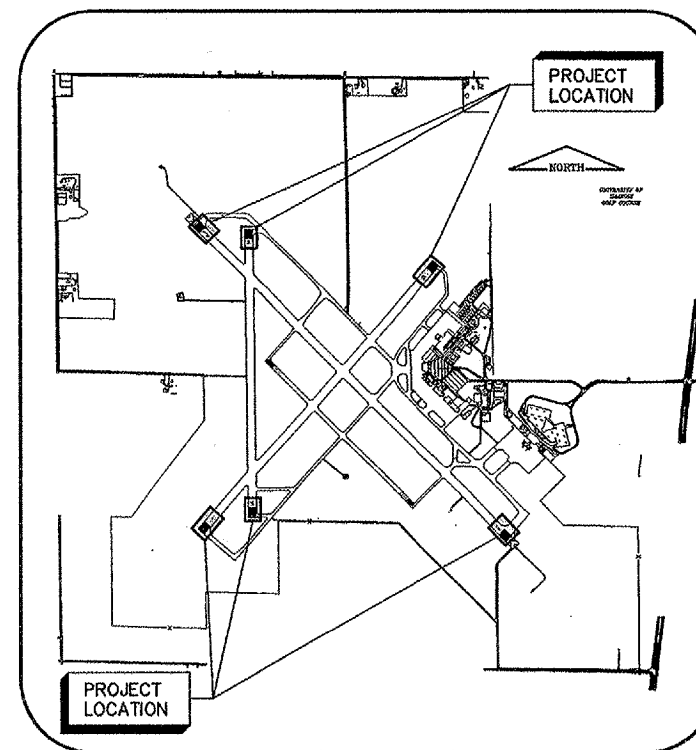
ITEM	DESCRIPTION	UNIT	QUANTITY
AR800244	INITIAL COAT APPLICATION	SF	117,900
AR800245	TOP COAT APPLICATION	SF	125,934

REMARK RUNWAY THRESHOLDS

APRIL 27, 2007



LOCATION MAP



SITE PLAN



GROUND CONTROL RADIO FREQUENCY - 121.8
ATIS FREQUENCY - 124.85
MAXIMUM HEIGHT OF EQUIPMENT
ABOVE GROUND IS 25 FT.

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT

APPROVED *Sean M. Smith*
DATE 12 January 2007

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SUBMITTED BY *Sean M. Smith*
DATE April 30 2007
CM&T JOB NUMBER 07059-04-00

CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123
UNIVERSITY OF ILLINOIS - WILLARD AIRPORT
TOWNSHIP: T 18 N
RANGE: R 8 E
TOWNSHIP: TOLONO
COUNTY: CHAMPAIGN

FILE: C:\Champaign\RemarkThresholds\Drawn\SHEETS\01_UJ061001.dwg
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 MODIFIED: 11/11/2006
 SCALE: 1"=100'
 LAST UPDATE:



LEGEND

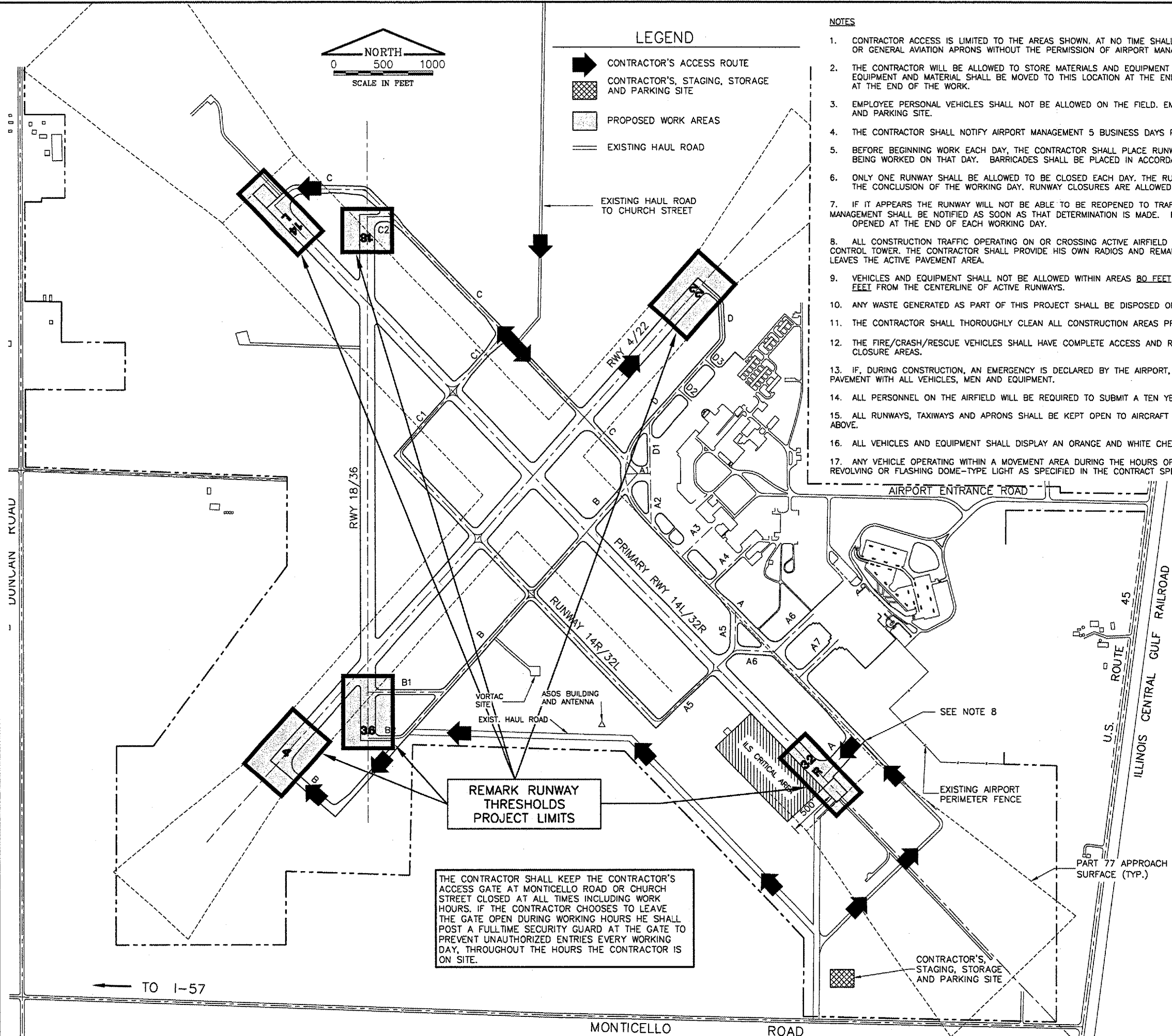
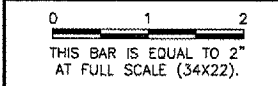
- CONTRACTOR'S ACCESS ROUTE
- CONTRACTOR'S, STAGING, STORAGE AND PARKING SITE
- PROPOSED WORK AREAS
- EXISTING HAUL ROAD

NOTES

1. CONTRACTOR ACCESS IS LIMITED TO THE AREAS SHOWN. AT NO TIME SHALL THE CONTRACTOR BE GIVEN ACCESS TO THE TERMINAL OR GENERAL AVIATION APRONS WITHOUT THE PERMISSION OF AIRPORT MANAGEMENT.
2. THE CONTRACTOR WILL BE ALLOWED TO STORE MATERIALS AND EQUIPMENT AT THE LOCATION SHOWN OFF MONTICELLO ROAD. ALL EQUIPMENT AND MATERIAL SHALL BE MOVED TO THIS LOCATION AT THE END OF EACH WORKING DAY AND REMOVED FROM THE SITE AT THE END OF THE WORK.
3. EMPLOYEE PERSONAL VEHICLES SHALL NOT BE ALLOWED ON THE FIELD. EMPLOYEE PARKING SHALL BE AT THE STAGING, STORAGE AND PARKING SITE.
4. THE CONTRACTOR SHALL NOTIFY AIRPORT MANAGEMENT 5 BUSINESS DAYS PRIOR TO COMMENCING WORK.
5. BEFORE BEGINNING WORK EACH DAY, THE CONTRACTOR SHALL PLACE RUNWAY CLOSURE MARKERS ON BOTH ENDS OF THE RUNWAY BEING WORKED ON THAT DAY. BARRICADES SHALL BE PLACED IN ACCORDANCE WITH THE CONSTRUCTION ACTIVITY PLANS.
6. ONLY ONE RUNWAY SHALL BE ALLOWED TO BE CLOSED EACH DAY. THE RUNWAY SHALL BE REOPENED TO AIRCRAFT TRAFFIC AT THE CONCLUSION OF THE WORKING DAY. RUNWAY CLOSURES ARE ALLOWED FROM 7 AM TO 7 PM DAILY.
7. IF IT APPEARS THE RUNWAY WILL NOT BE ABLE TO BE REOPENED TO TRAFFIC AT THE END OF WORKING HOURS, AIRPORT MANAGEMENT SHALL BE NOTIFIED AS SOON AS THAT DETERMINATION IS MADE. RUNWAY 14L / 32R SHALL BE REQUIRED TO BE OPENED AT THE END OF EACH WORKING DAY.
8. ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING ACTIVE AIRFIELD PAVEMENTS SHALL CONTACT THE FAA AIR TRAFFIC CONTROL TOWER. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS AND REMAIN IN CONTACT WITH TOWER PERSONNEL UNTIL HE LEAVES THE ACTIVE PAVEMENT AREA.
9. VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN AREAS 80 FEET FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 200 FEET FROM THE CENTERLINE OF ACTIVE RUNWAYS.
10. ANY WASTE GENERATED AS PART OF THIS PROJECT SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY.
11. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS PRIOR TO OPENING TO AIR TRAFFIC.
12. THE FIRE/CRASH/RESCUE VEHICLES SHALL HAVE COMPLETE ACCESS AND RIGHT OF WAY TO THE ENTIRE AIRFIELD, INCLUDING THE CLOSURE AREAS.
13. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT WITH ALL VEHICLES, MEN AND EQUIPMENT.
14. ALL PERSONNEL ON THE AIRFIELD WILL BE REQUIRED TO SUBMIT A TEN YEAR BACKGROUND CHECK TO AIRPORT SECURITY.
15. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ABOVE.
16. ALL VEHICLES AND EQUIPMENT SHALL DISPLAY AN ORANGE AND WHITE CHECKED AVIATION FLAG, EXCEPT HAUL VEHICLES.
17. ANY VEHICLE OPERATING WITHIN A MOVEMENT AREA DURING THE HOURS OF DARKNESS SHALL BE EQUIPPED WITH AN AMBER REVOLVING OR FLASHING DOME-TYPE LIGHT AS SPECIFIED IN THE CONTRACT SPECIFICATIONS.

REVISIONS

NUMBER	BY	DATE

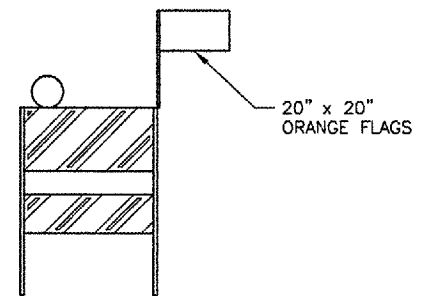
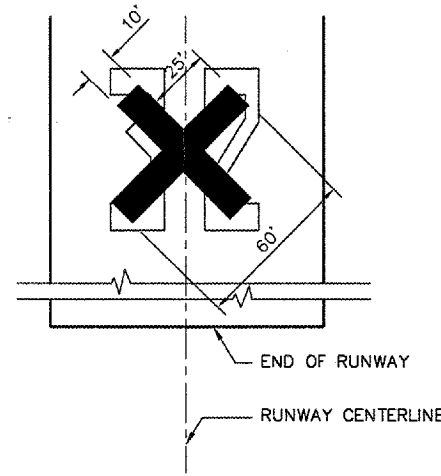
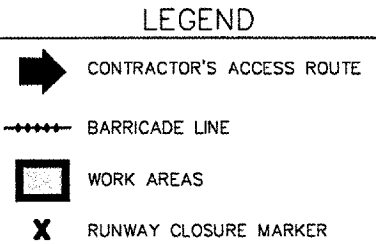


UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REMARK RUNWAY THRESHOLDS
 AIRPORT SITE PLAN

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IL PROJECT: CMI-3662
 A.I.P. PROJECT: 3-17-0016-23



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 20' INTERVALS.

FLASHER BARRICADE DETAIL

N.T.S.

RUNWAY CLOSURE MARKER NOTES

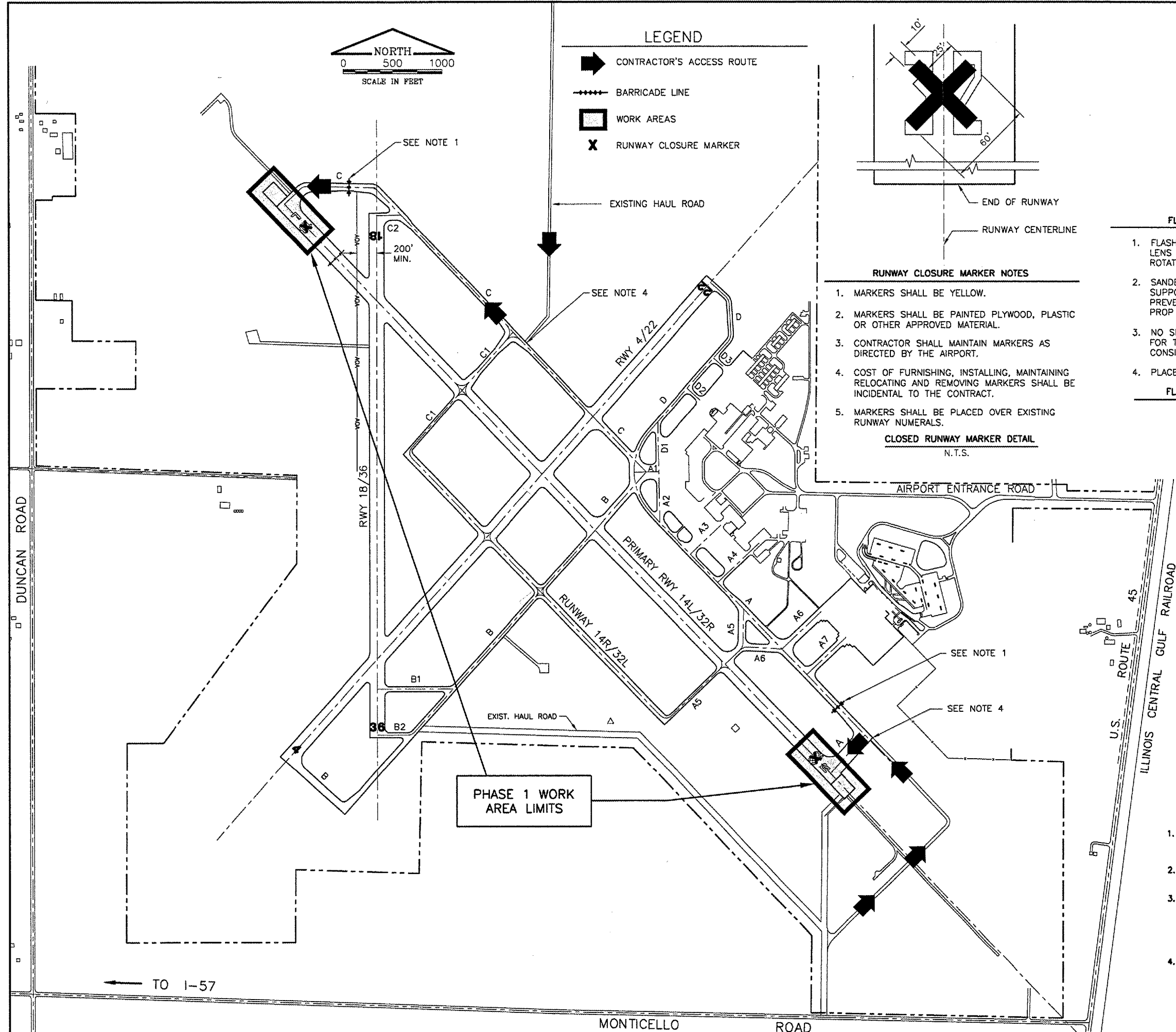
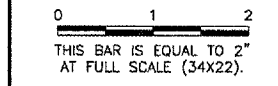
1. MARKERS SHALL BE YELLOW.
2. MARKERS SHALL BE PAINTED PLYWOOD, PLASTIC OR OTHER APPROVED MATERIAL.
3. CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE AIRPORT.
4. COST OF FURNISHING, INSTALLING, MAINTAINING, RELOCATING AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
5. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS.

CLOSED RUNWAY MARKER DETAIL

N.T.S.

REVISIONS

NUMBER	BY	DATE



CONSTRUCTION ACTIVITY PLAN PHASE 1 NOTES

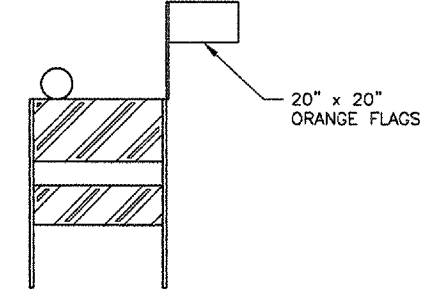
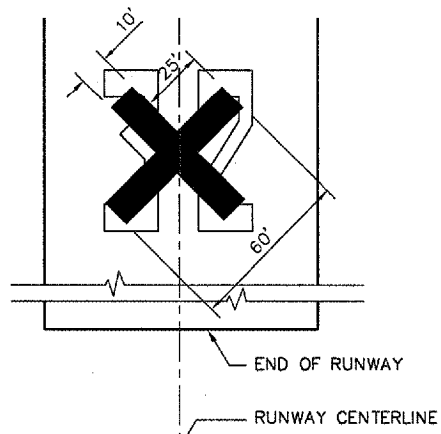
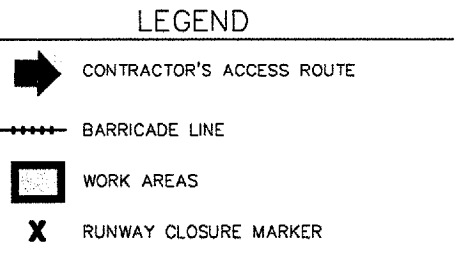
1. CONTRACTOR TO SET UP BARRICADES AND RUNWAY CLOSURE MARKERS AS SHOWN PRIOR TO BEGINNING WORK.
2. PHASE 1, 2 AND 3 SHALL NOT BE CONCURRENT. ONLY ONE RUNWAY SHALL BE CLOSED AT ONE TIME.
3. RUNWAY 14L / 32R SHALL BE OPENED AT THE END OF EACH WORKING DAY. AS A MINIMUM, AT LEAST ONE COAT OF PAINT FOR THE NEW MARKINGS SHALL BE COMPLETED. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER IF NOT ALL MARKING WILL BE COMPLETED THAT DAY.
4. THE CONTRACTOR SHALL REMAIN IN RADIO CONTACT WITH THE FAA AIR TRAFFIC CONTROL TOWER THROUGHOUT THE DAY WHEN HE IS WORKING ON OR NEAR ACTIVE AIRPORT PAVEMENTS.

**UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT**

**REMARK RUNWAY THRESHOLDS
 CONSTRUCTION ACTIVITY PLAN 1**

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A.I.P. PROJECT:	3-17-0016-23
SHEET 3 OF 10 SHEETS	



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 20' INTERVALS.

FLASHER BARRICADE DETAIL
 N.T.S.

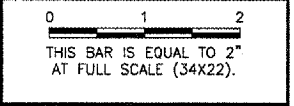
RUNWAY CLOSURE MARKER NOTES

1. MARKERS SHALL BE YELLOW.
2. MARKERS SHALL BE PAINTED PLYWOOD, PLASTIC OR OTHER APPROVED MATERIAL.
3. CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE AIRPORT.
4. COST OF FURNISHING, INSTALLING, MAINTAINING RELOCATING AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
5. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS.

CLOSED RUNWAY MARKER DETAIL
 N.T.S.

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NUMBER	BY	DATE



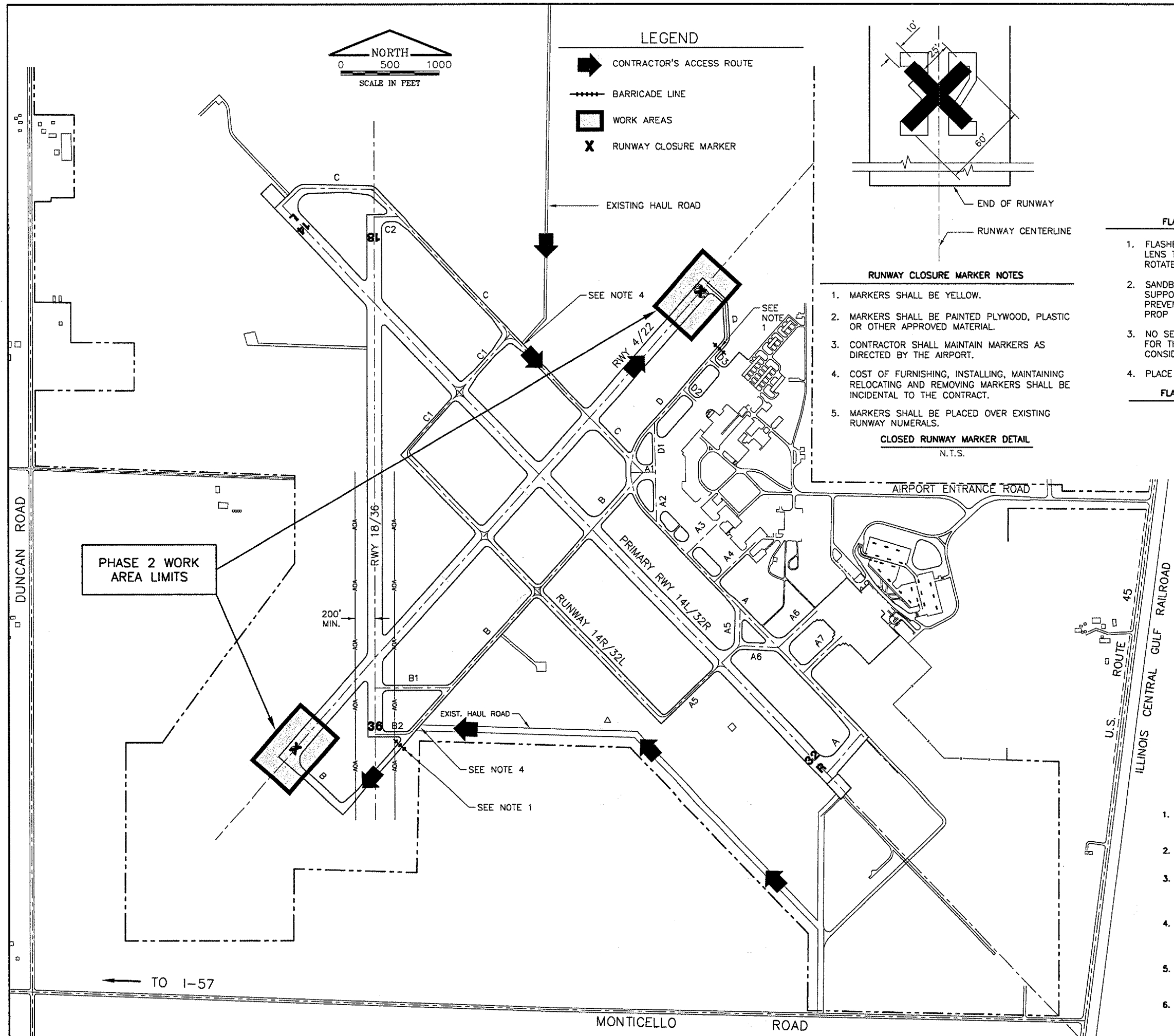
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REMARK RUNWAY THRESHOLDS
CONSTRUCTION ACTIVITY PLAN PHASE 2

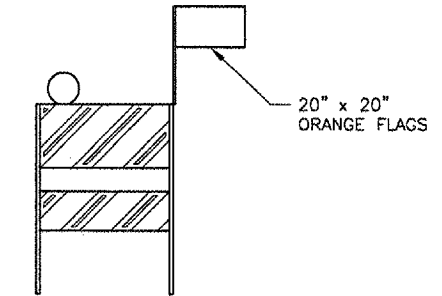
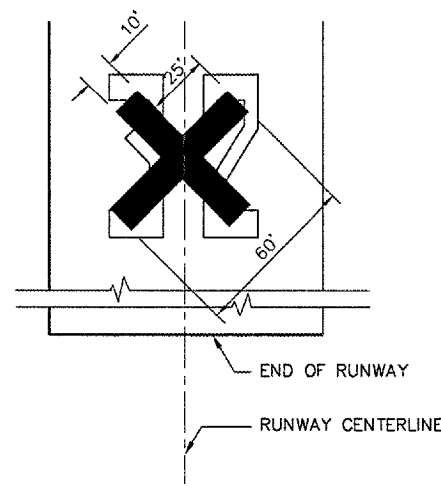
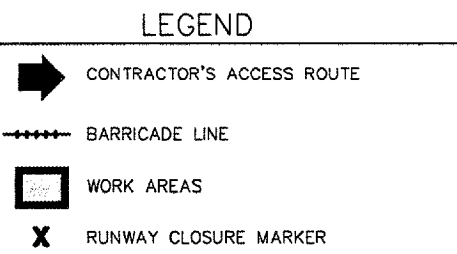
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CONSTRUCTION ACTIVITY PLAN PHASE 2 NOTES

1. CONTRACTOR TO SET UP BARRICADES AND RUNWAY CLOSURE MARKERS AS SHOWN PRIOR TO BEGINNING WORK.
2. PHASE 1, 2 AND 3 SHALL NOT BE CONCURRENT. ONLY ONE RUNWAY SHALL BE CLOSED AT ONE TIME.
3. SHOULD RUNWAY 4 / 22 BE REQUIRED TO REMAIN CLOSED OVERNIGHT, THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AS SOON AS POSSIBLE SO THE APPROPRIATE NOTAMS CAN BE PUBLISHED.
4. THE CONTRACTOR SHALL REMAIN IN RADIO CONTACT WITH THE FAA AIR TRAFFIC CONTROL TOWER THROUGHOUT THE DAY WHEN HE IS WORKING ON OR NEAR ACTIVE AIRPORT PAVEMENTS.
5. THE CONTRACTOR SHALL ACCESS THE RUNWAY 22 END FROM THE GATE LOCATED ON CHURCH STREET AND THE EXISTING HAUL ROAD AS SHOWN.
6. THE CONTRACTOR IS NOT ALLOWED WITHIN THE AREA 200 FEET FROM THE RUNWAY 18/36 CENTERLINE WITHOUT THE PERMISSION OF THE FAA ATCT.

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SHEET	4 OF 10 SHEETS





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 20' INTERVALS.

FLASHER BARRICADE DETAIL
N.T.S.

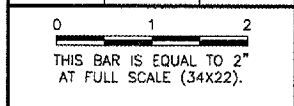
RUNWAY CLOSURE MARKER NOTES

1. MARKERS SHALL BE YELLOW.
2. MARKERS SHALL BE PAINTED PLYWOOD, PLASTIC OR OTHER APPROVED MATERIAL.
3. CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE AIRPORT.
4. COST OF FURNISHING, INSTALLING, MAINTAINING RELOCATING AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
5. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS.

CLOSED RUNWAY MARKER DETAIL
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NUMBER	BY	DATE



**UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT**

REMARK RUNWAY THRESHOLDS

CONSTRUCTION ACTIVITY PLAN PHASE 3

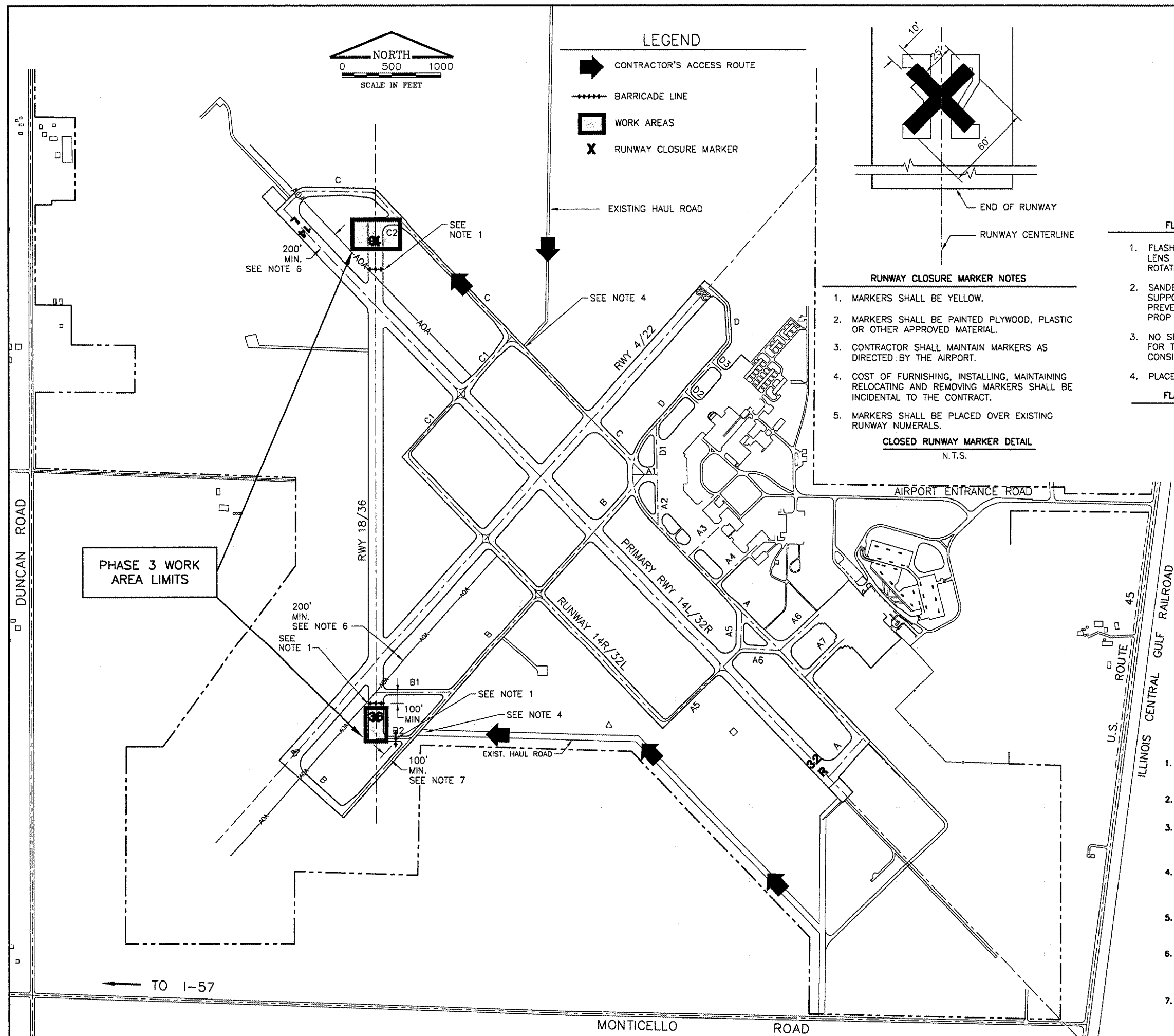
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 PHASE 3 NOTES**

1. CONTRACTOR TO SET UP BARRICADES AND RUNWAY CLOSURE MARKERS AS SHOWN PRIOR TO BEGINNING WORK.
2. PHASES 1, 2 AND 3 SHALL NOT BE CONCURRENT. ONLY ONE RUNWAY SHALL BE CLOSED AT ONE TIME.
3. SHOULD RUNWAY 18 / 36 BE REQUIRED TO REMAIN CLOSED OVERNIGHT, THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AS SOON AS POSSIBLE SO THE APPROPRIATE NOTAMS CAN BE PUBLISHED.
4. THE CONTRACTOR SHALL REMAIN IN RADIO CONTACT WITH THE FAA AIR TRAFFIC CONTROL TOWER THROUGHOUT THE DAY WHEN HE IS WORKING ON OR NEAR ACTIVE AIRPORT PAVEMENTS.
5. THE CONTRACTOR SHALL ACCESS THE RUNWAY 36 END FROM THE GATE LOCATED ON CHURCH STREET AND THE EXISTING HAUL ROAD AS SHOWN.
6. THE CONTRACTOR SHALL NOT BE ALLOWED WITHIN THE AREA 200 FEET FROM RUNWAY 14L/32R OR RUNWAY 4/22 CENTERLINE WITHOUT PRIOR PERMISSION FROM THE FAA ATCT.
7. THE CONTRACTOR SHALL NOT BE ALLOWED WITHIN THE AREA 80 FEET FROM ANY ACTIVE TAXIWAY CENTERLINE WITHOUT PRIOR PERMISSION FROM THE FAA ATCT.

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IL PROJECT:	CMI-3662
A.I.P. PROJECT:	3-17-0016-23

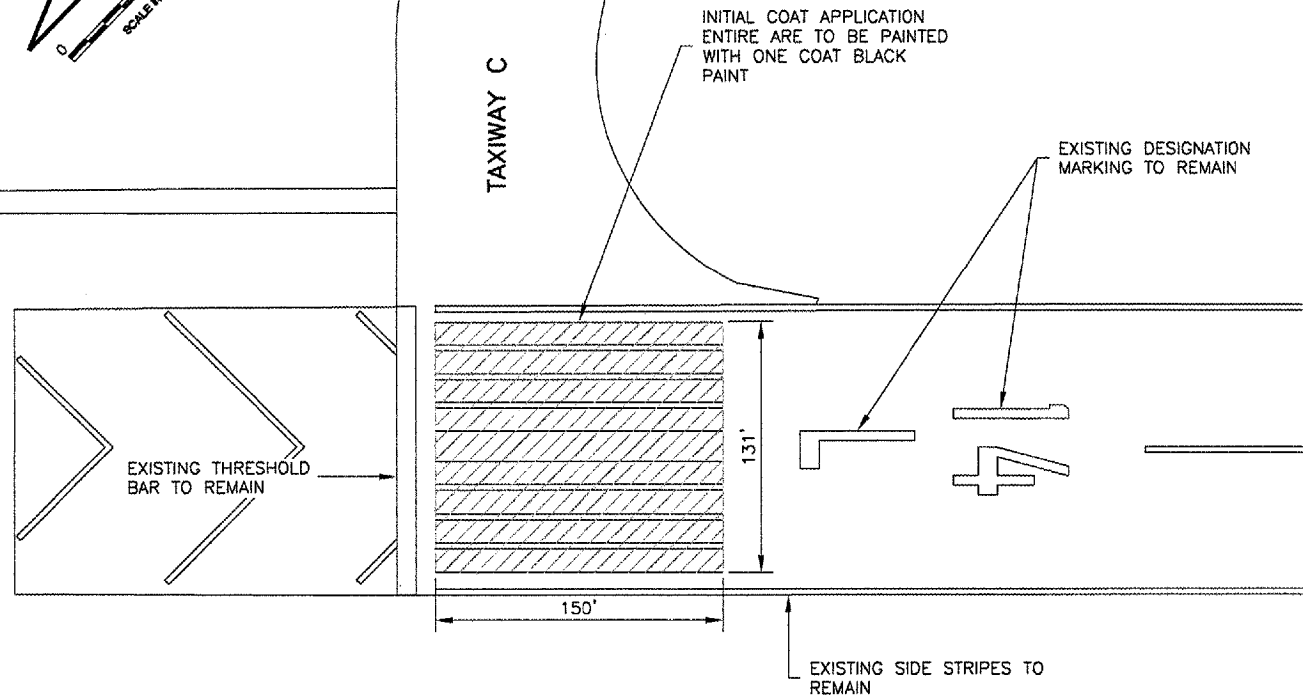
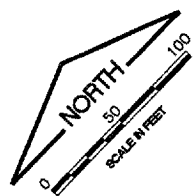


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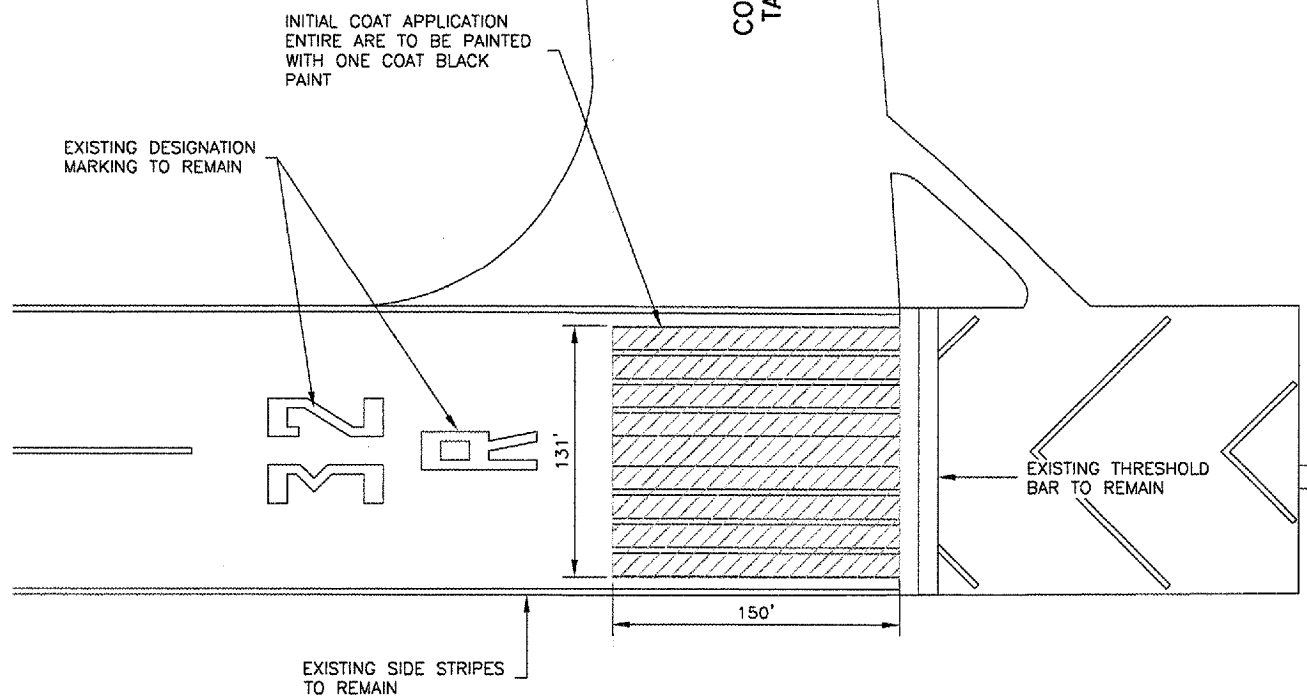
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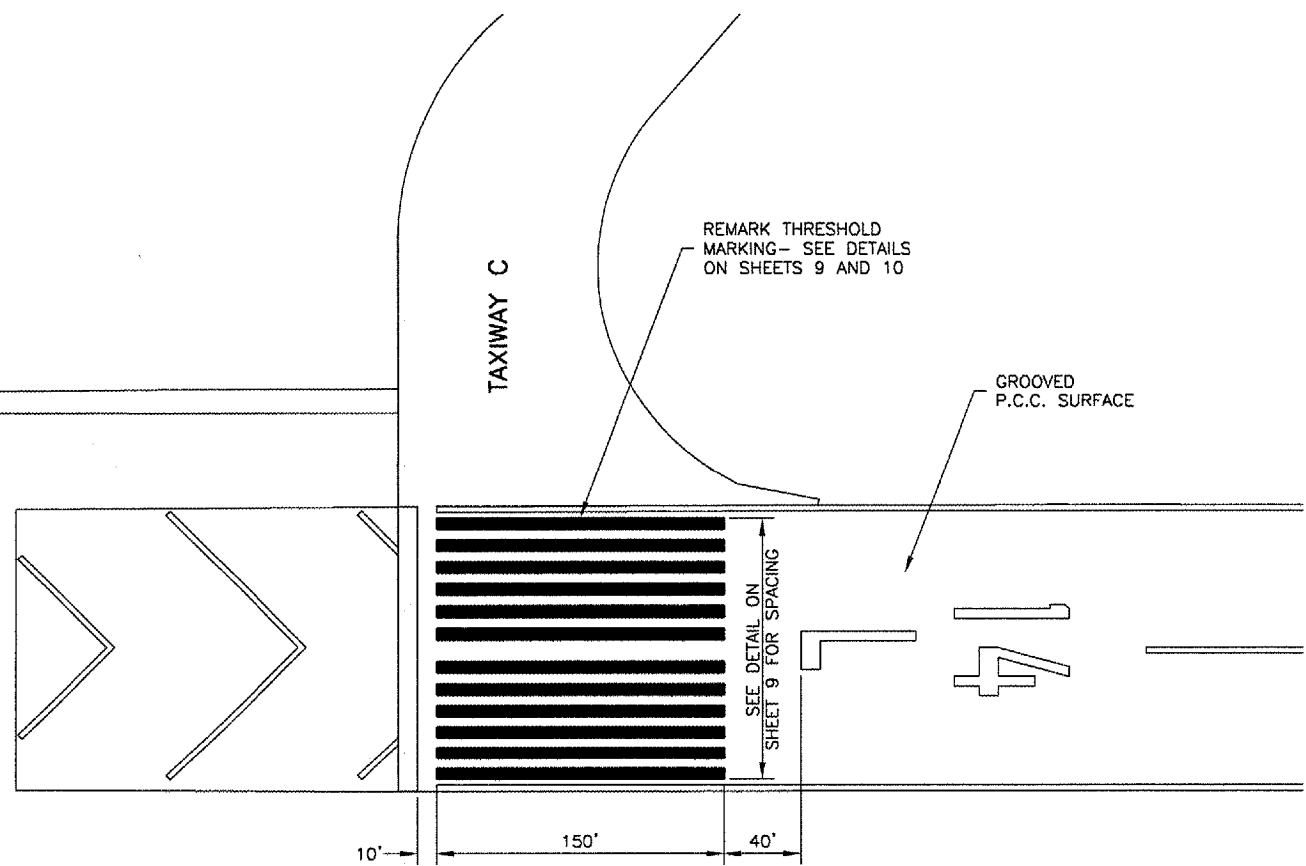
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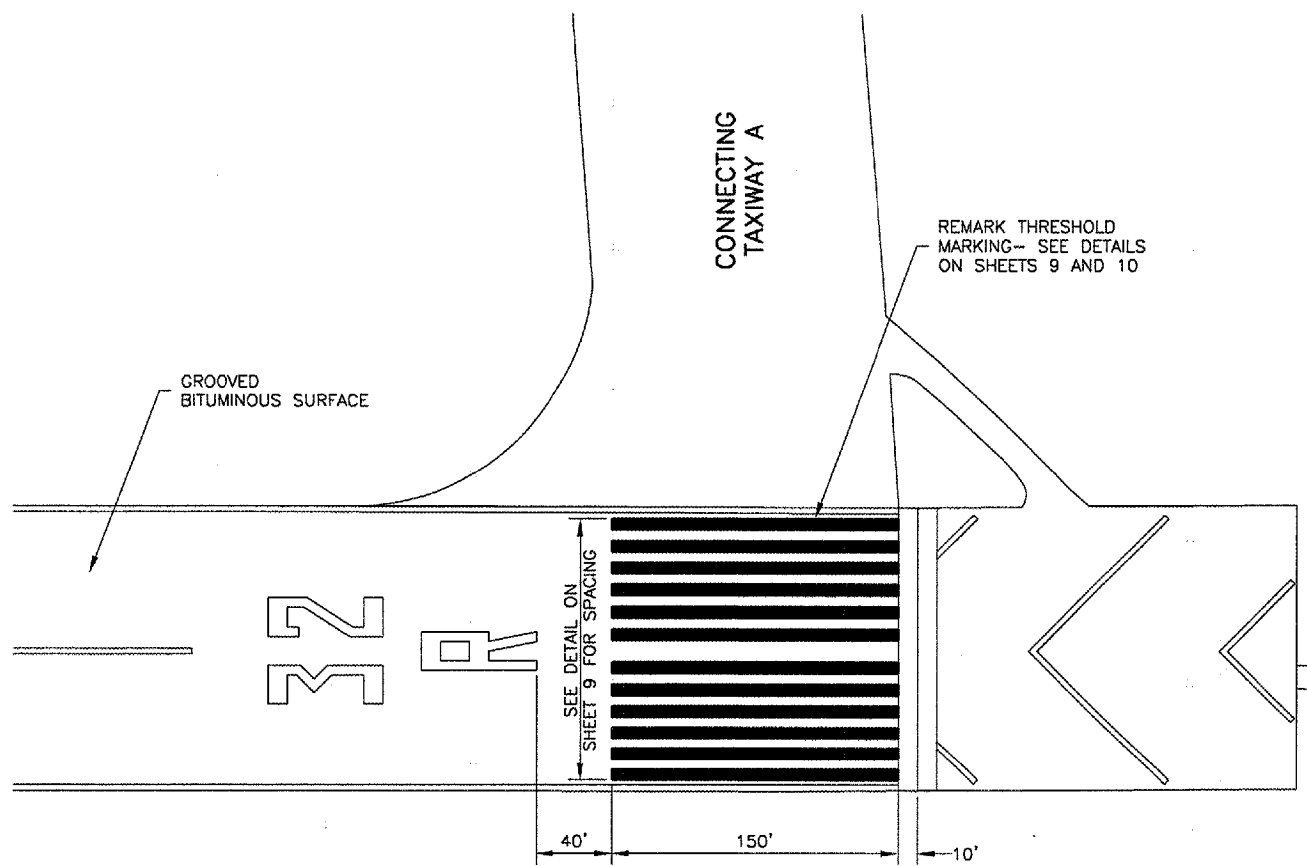
**EXISTING THRESHOLD REMOVAL
RUNWAY 14L**



**EXISTING THRESHOLD REMOVAL
RUNWAY 32R**



**NEW THRESHOLD MARKING
RUNWAY 14L**



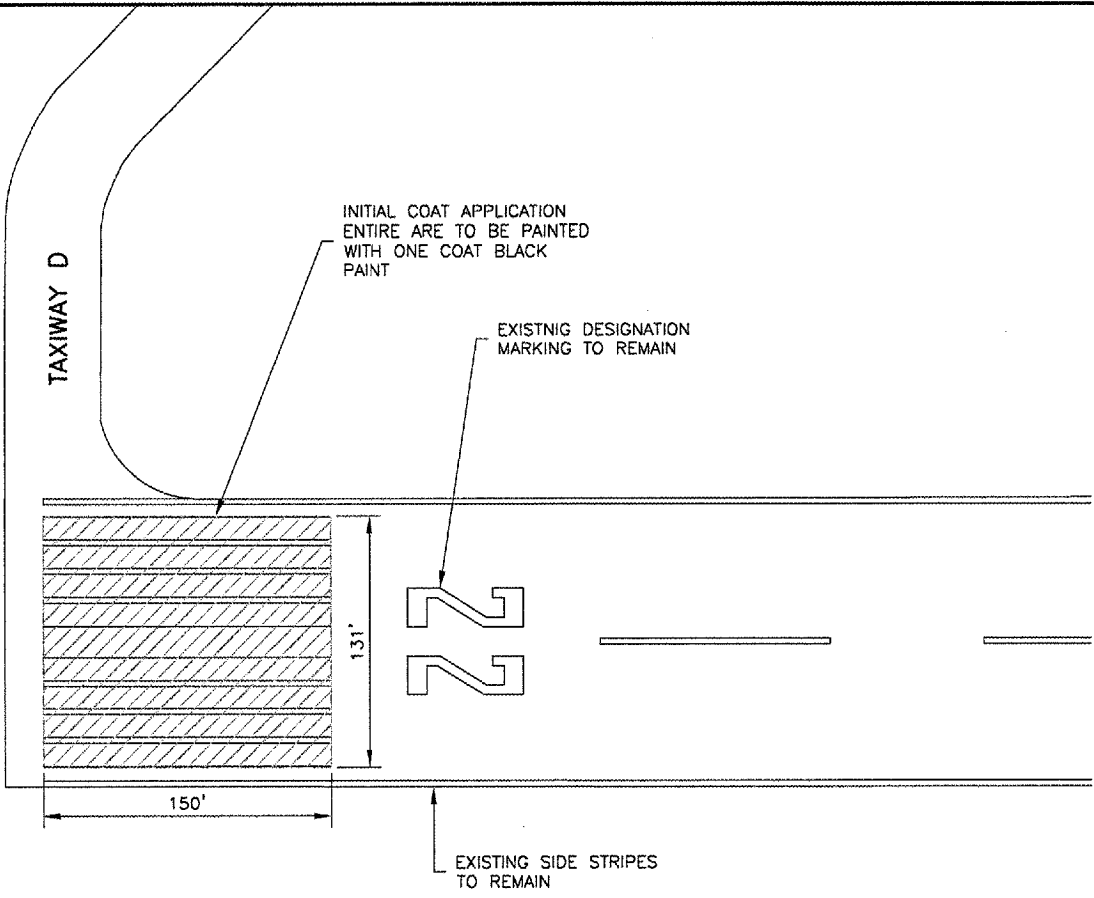
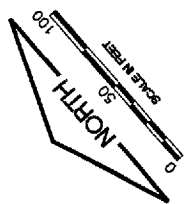
**NEW THRESHOLD MARKING
RUNWAY 32R**

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WILLARD AIRPORT
REMARK RUNWAY THRESHOLDS
REMOVAL AND REPLACEMENT PLAN
RUNWAY 14L / 32R

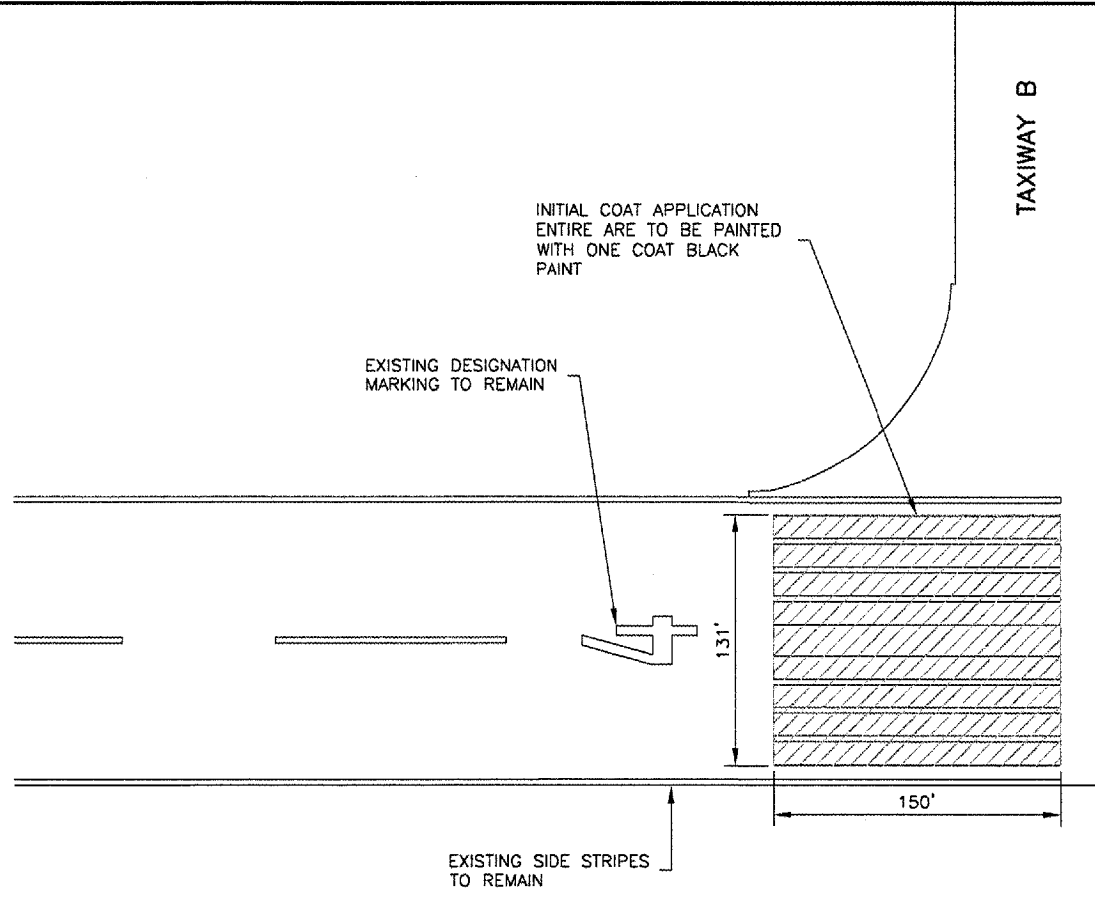
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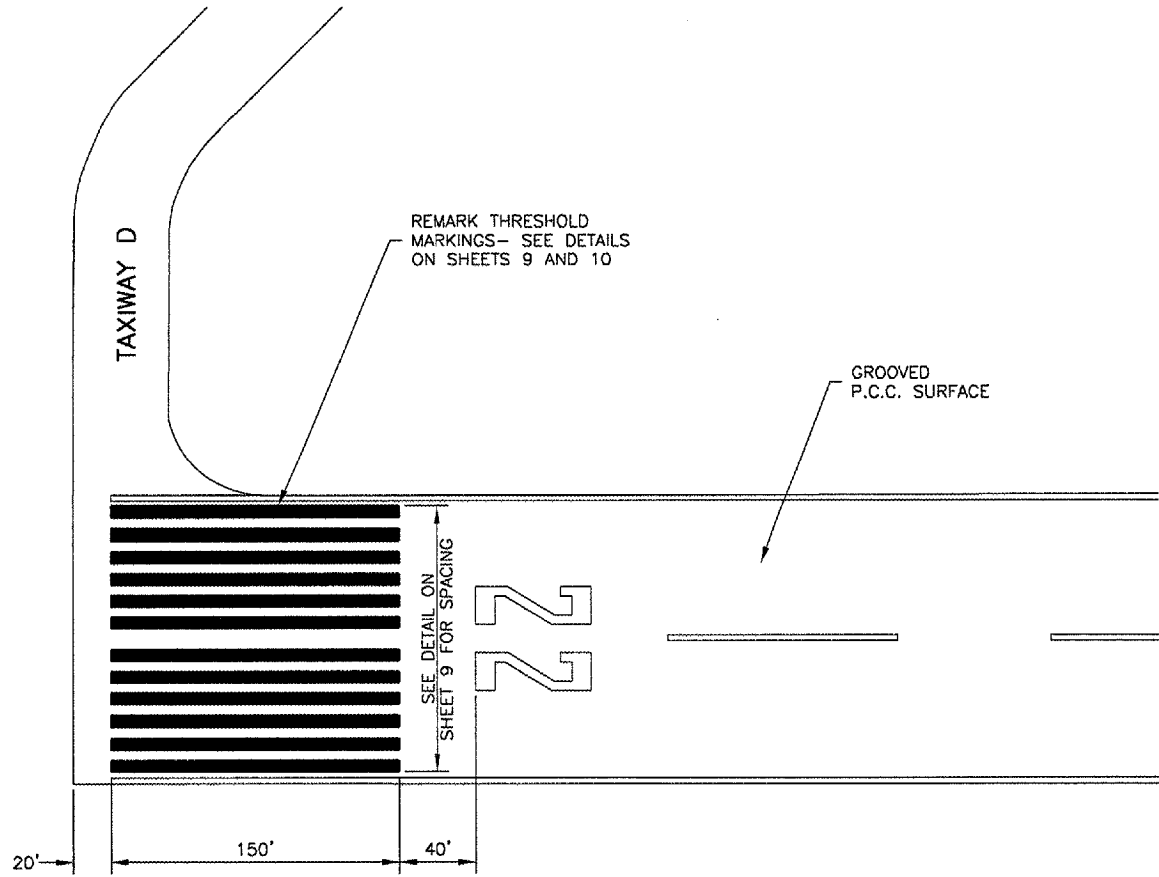
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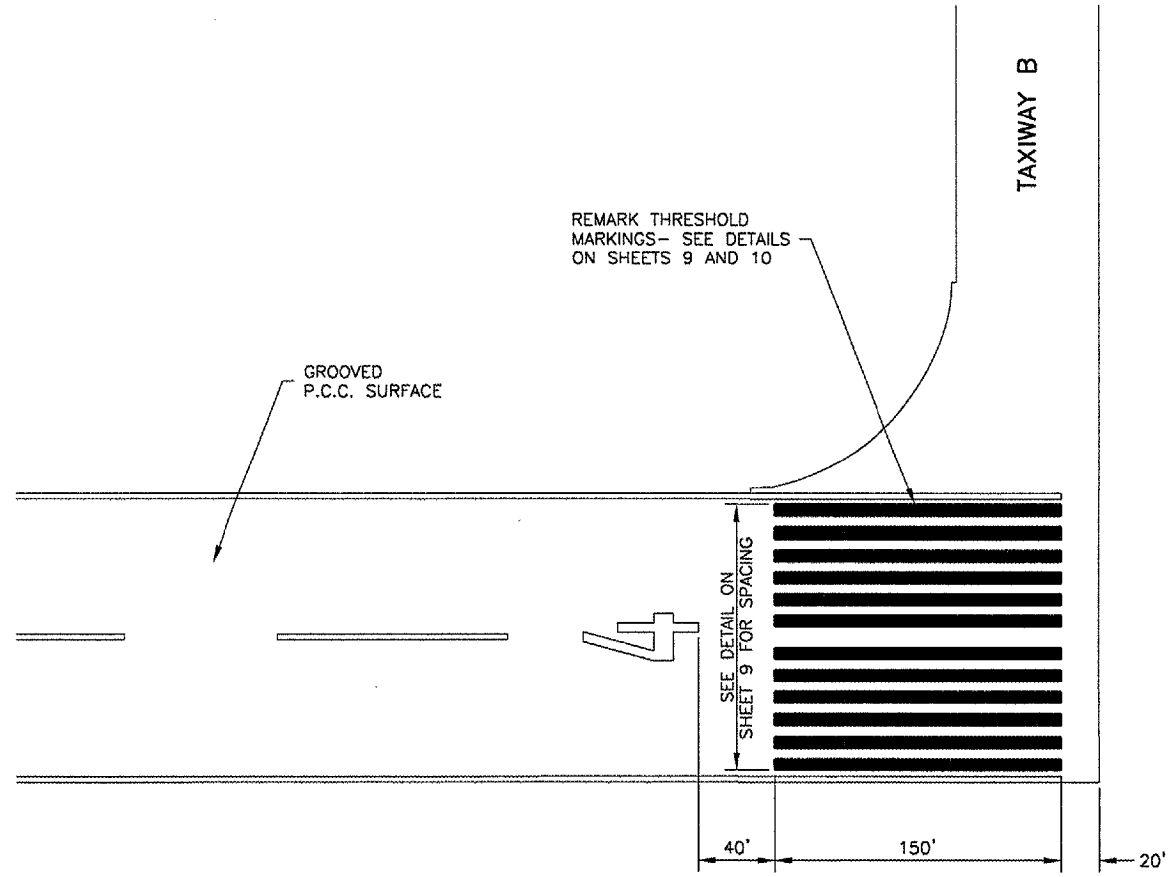
**EXISTING THRESHOLD REMOVAL
RUNWAY 22**



**EXISTING THRESHOLD REMOVAL
RUNWAY 4**



**NEW THRESHOLD MARKING
RUNWAY 22**

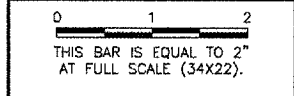


**NEW THRESHOLD MARKING
RUNWAY 4**

UN047

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WILLARD AIRPORT**

REMARK RUNWAY THRESHOLDS

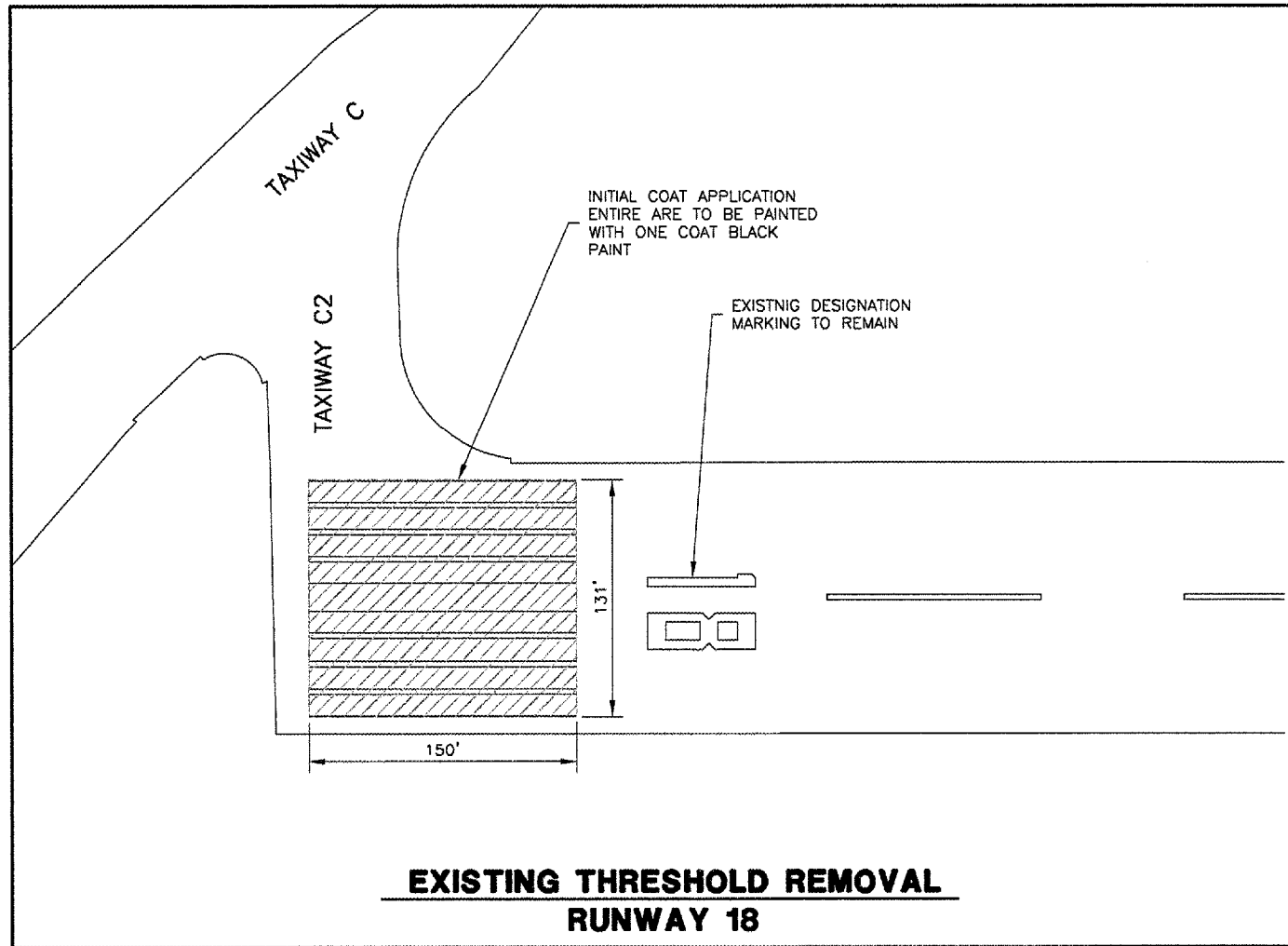
**REMOVAL AND REPLACEMENT PLAN
RUNWAY 4 / 22**

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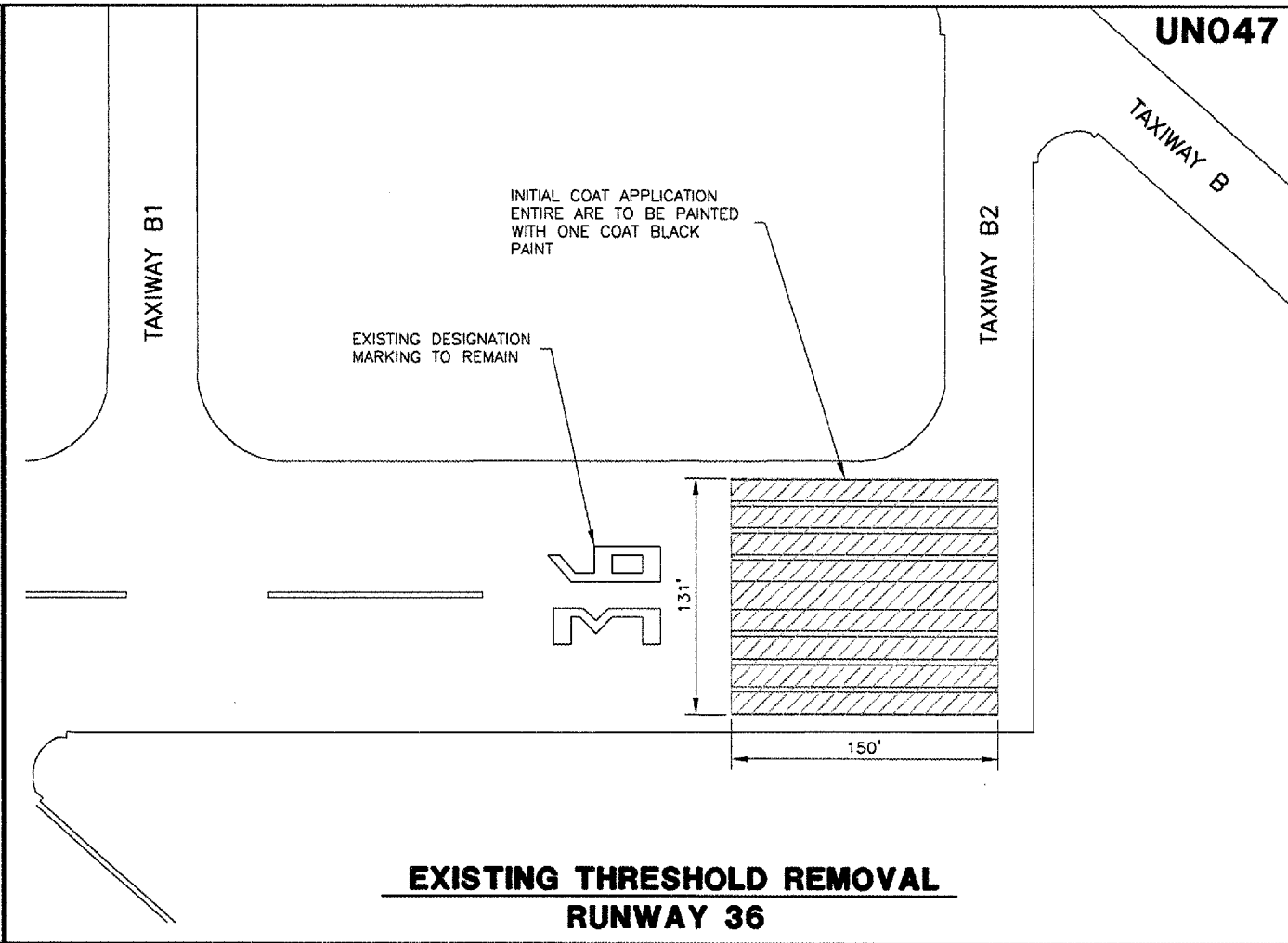
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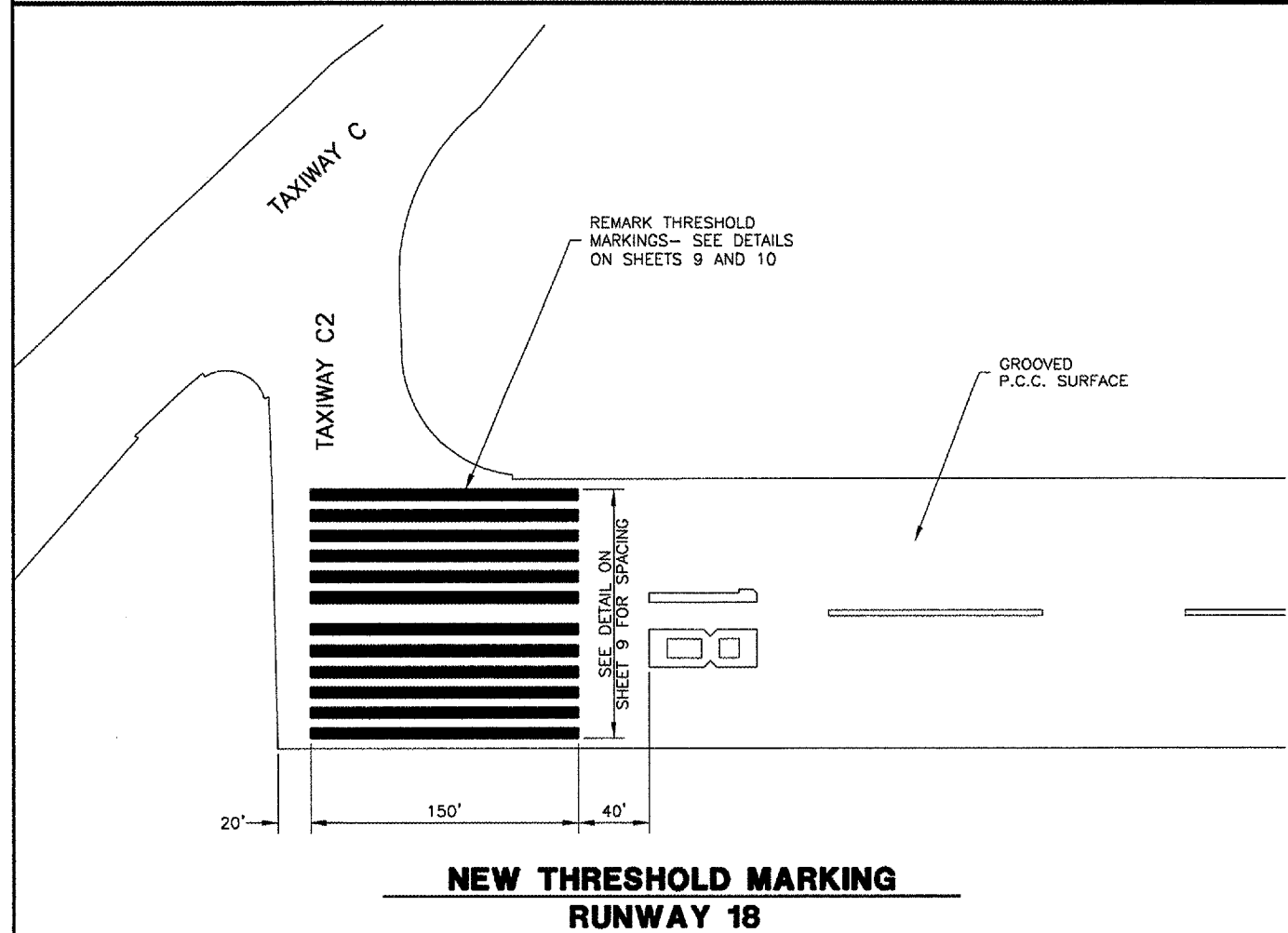
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A.I.P. PROJECT: 3-17-0016-23
SHEET 7 OF 10 SHEETS



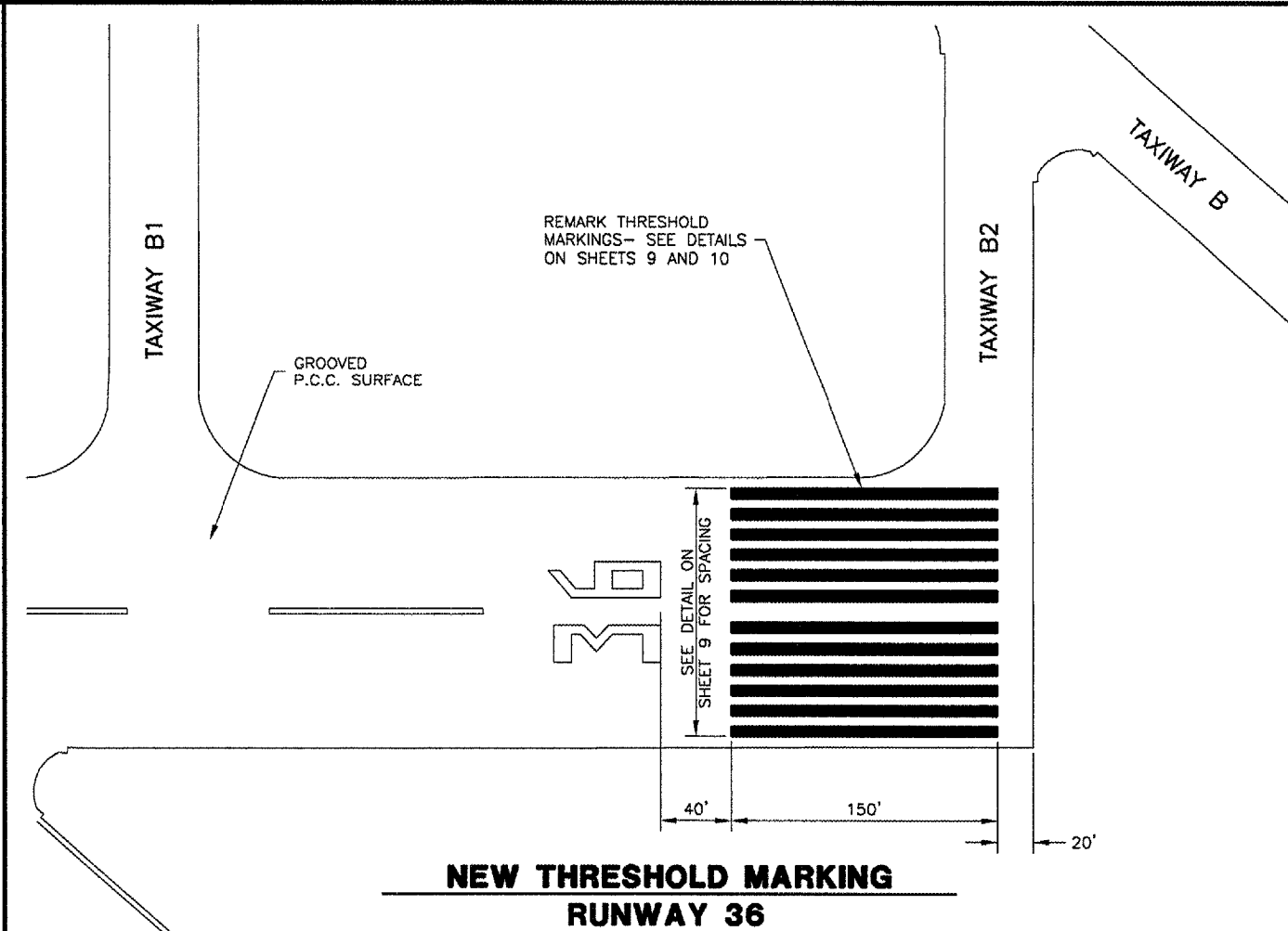
**EXISTING THRESHOLD REMOVAL
RUNWAY 18**



**EXISTING THRESHOLD REMOVAL
RUNWAY 36**



**NEW THRESHOLD MARKING
RUNWAY 18**

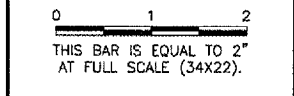


**NEW THRESHOLD MARKING
RUNWAY 36**

UN047

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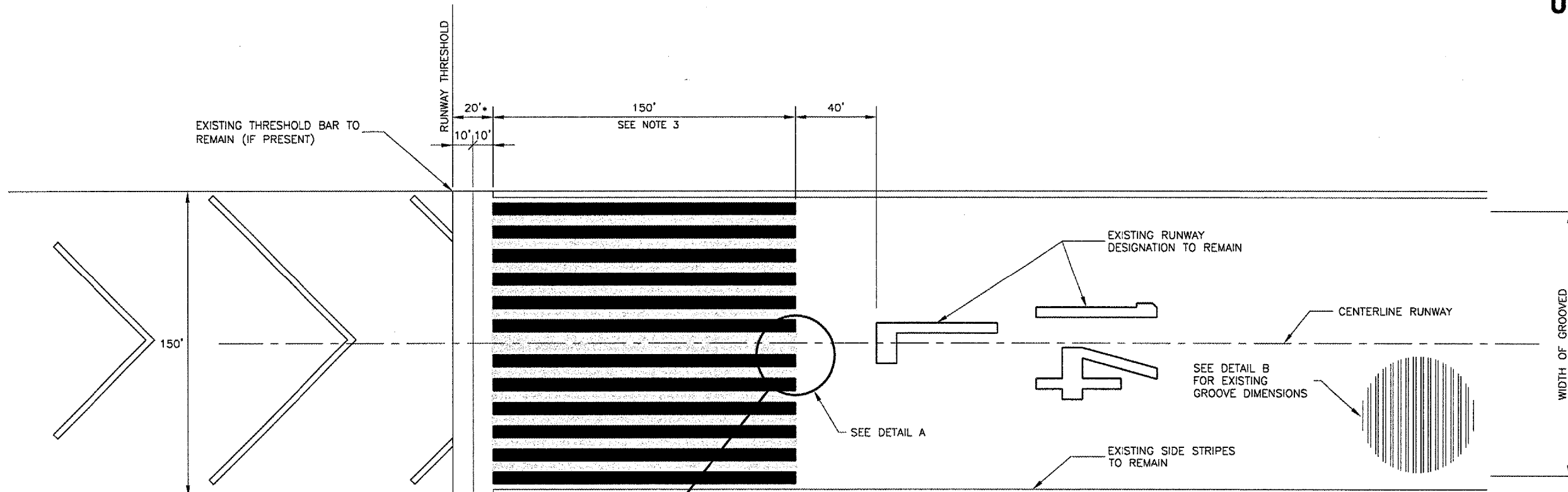
REMARK RUNWAY THRESHOLDS

**REMOVAL AND REPLACEMENT PLAN
RUNWAY 18 / 36**

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DRAWN BY: CMT
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APPROVED BY: *SMS*
DATE: 04/27/2007
JOB No: 06059-04-00
IL PROJECT: CMI-3662
A.I.P. PROJECT: 3-17-0016-23
SHEET 8 OF 10 SHEETS



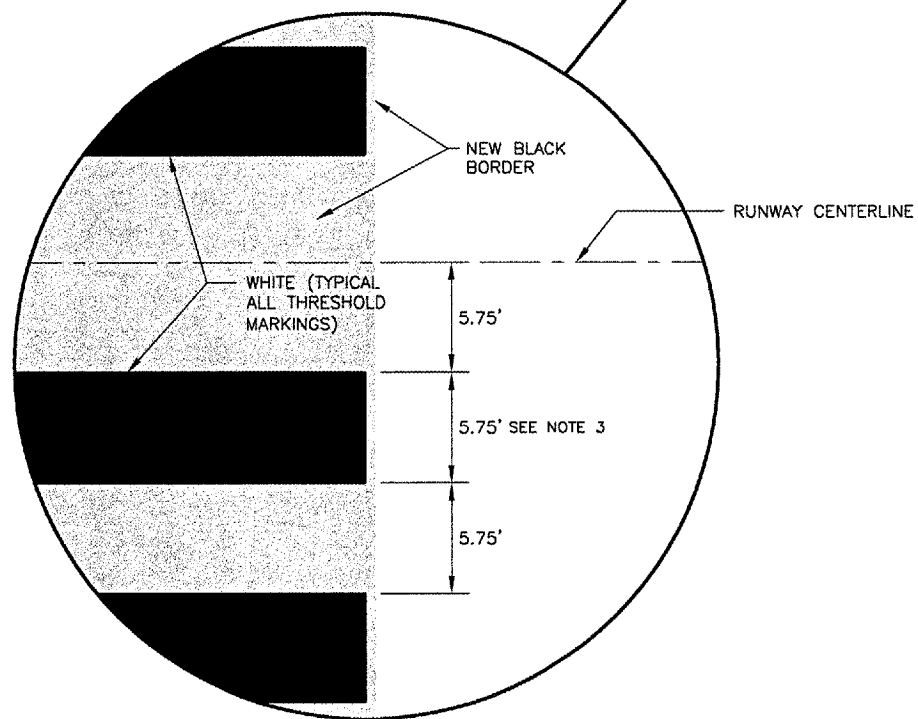
* NEW THRESHOLD MARKINGS TO BEGIN 20' FROM OUTBOARD EDGE OF THRESHOLD BAR OR 20' FROM EDGE OF PAVEMENT WHEN NO THRESHOLD BAR IS PRESENT.

NEW THRESHOLD MARKINGS

N.T.S.

NOTES:

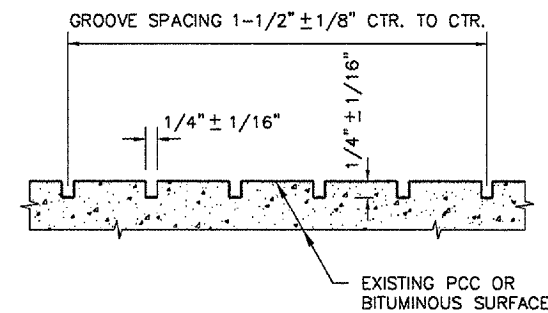
1. ALL NEW MARKINGS WILL HAVE A BLACK BORDER AS SHOWN.
2. THE PAVEMENT MUST BE CLEANED TO THE RESIDENT ENGINEER'S SATISFACTION PRIOR TO BEGINNING NEW MARKING. ALL RUNWAYS HAVE GROOVED SURFACES.
3. DIMENSIONS ARE SHOWN TO THE EDGE OF THE WHITE MARKINGS. BLACK BORDER IS TO THE OUTSIDE OF THE DIMENSIONS SHOWN.



A

TRANSVERSE SPACING

N.T.S.



B

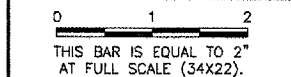
EXISTING GROOVING DETAILS

N.T.S.

NOTES:

- 1.) GROOVES EXTEND OUTWARD 65' FROM THE RUNWAY CENTERLINE.

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REMARK RUNWAY THRESHOLDS

PAVEMENT MARKING DETAILS
 SHEET 1

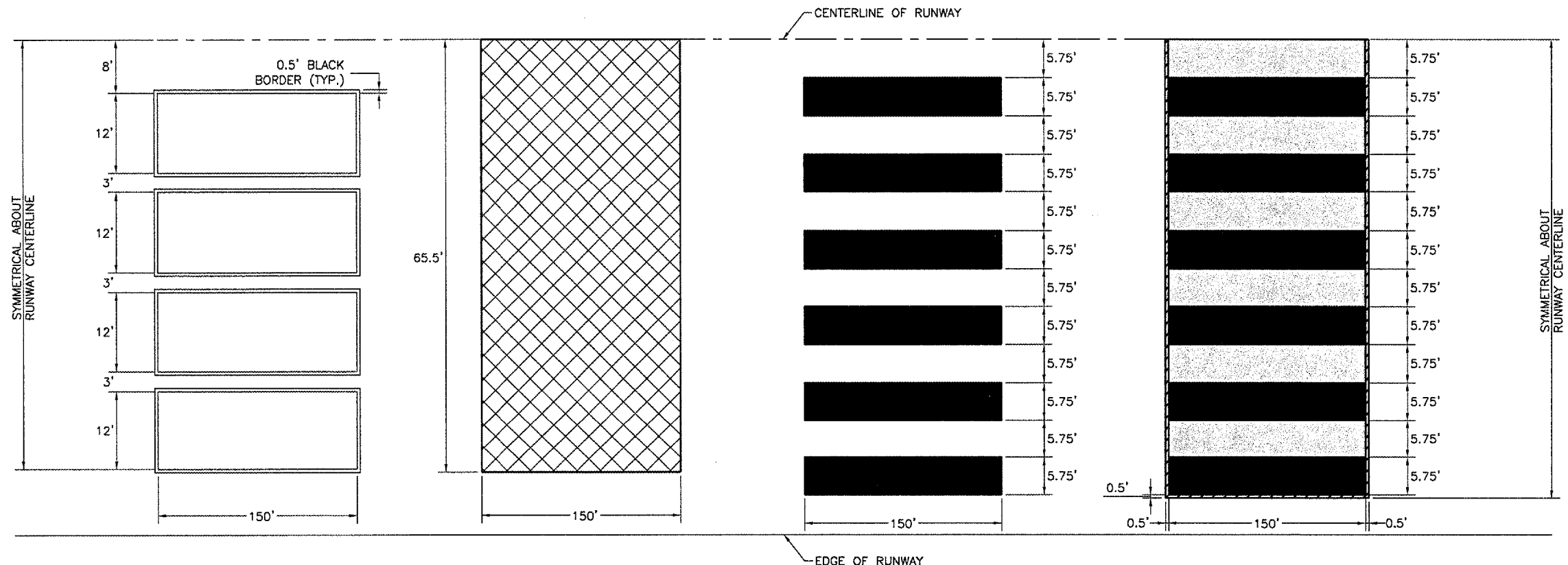
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(A) EXISTING MARKING DETAIL
 N.T.S.

(B) INITIAL COAT APPLICATION DETAIL
 N.T.S.

(C) TOP COAT APPLICATION - WHITE PAINT DETAIL
 N.T.S.

(D) TOP COAT APPLICATION - BLACK PAINT DETAIL
 N.T.S.

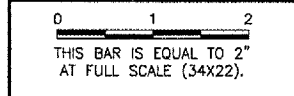
LEGEND

-  EXISTING MARKING
-  LIMITS OF INITIAL COAT APPLICATION - 1 COAT BLACK PAINT WITHOUT SAND
-  LIMITS OF TOP COAT APPLICATION - 2 COATS WHITE PAINT
-  LIMITS OF TOP COAT APPLICATION - 1 COAT BLACK PAINT WITH SAND
-  LIMITS OF TOP COAT APPLICATION - 2 COATS BLACK PAINT WITHOUT SAND

NEW MARKING NOTES

1. INITIAL COAT APPLICATION IS TO CONSIST OF A SINGLE APPLICATION OF BLACK PAINT, WITHOUT SAND, TO THE DIMENSIONS SHOWN.
2. TOP COAT APPLICATION IS TO CONSIST OF:
 - A SINGLE APPLICATION OF BLACK PAINT, WITH SAND;
 - TWO COATS OF WHITE PAINT, WITH GLASS BEADS APPLIED DURING THE SECOND COAT;
 - TWO COATS OF BLACK BORDER PAINT TO SURROUND THE NEW THRESHOLD MARKINGS.
3. MARKING APPLICATION OUTSIDE OF THE LIMITS SHOWN WILL NOT BE PAID FOR.
4. ALL RUNWAYS HAVE GROOVED SURFACES. SEE DETAIL "B" ON SHEET 9.

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REMARK RUNWAY THRESHOLDS

PAVEMENT MARKING DETAILS
 SHEET 2

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SHEET 10 OF 10 SHEETS	