

# CONSTRUCTION PLANS FOR SPARTA COMMUNITY AIRPORT

## SPARTA, IL

100% SUBMITTAL  
IL PROJ. SAR-4583  
SBG PROJ. NO: 3-17-SBGP-111/120/133/139

MILL & OVERLAY T-HANGAR TAXILANES; CONSTRUCT  
PAVEMENT SURROUNDING THE NEW T-HANGAR BUILDING;  
CONSTRUCT NEW 7-UNIT T-HANGAR

MARCH 2, 2018

**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.

**DESIGN INFORMATION**

GEOMETRIC CRITERIA  
AIRPLANE DESIGN GROUP II  
TAXIWAY DESIGN GROUP II  
PAVEMENT DESIGN CRITERIA  
AIRCRAFT SINGLE WHEEL GEAR  
DEPARTURE WEIGHT = 12,500 LBS.  
100 ANNUAL DEPARTURES

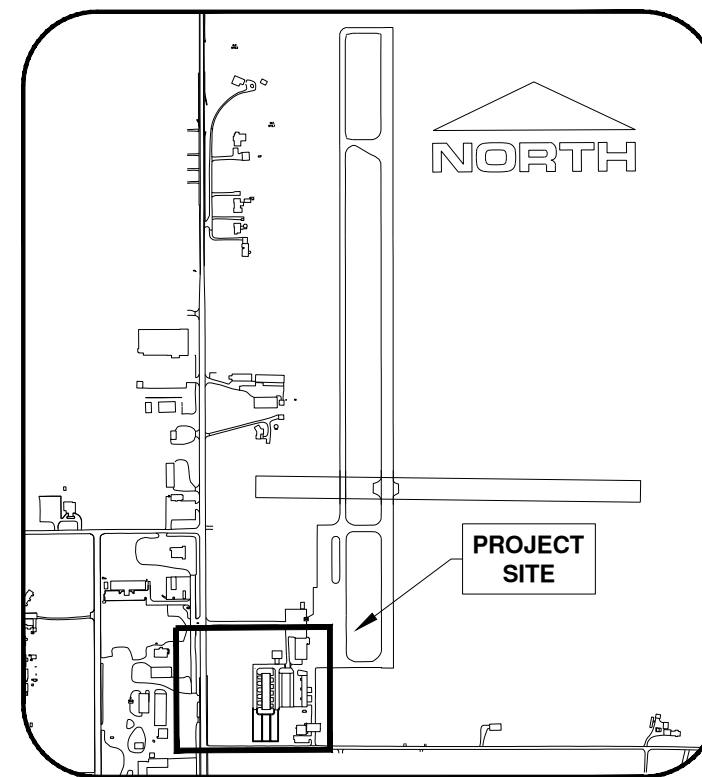
MAXIMUM EQUIPMENT HEIGHT = 75'  
GROUND FREQUENCY 123.075

SPARTA COMMUNITY AIRPORT

TOWNSHIP: 4 SOUTH  
RANGE: 5 WEST  
SECTION: 31  
COUNTY: RANDOLPH



LOCATION MAP



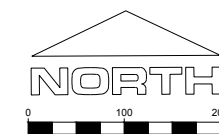
SITE PLAN

*March 2, 2018*  
  
*March 2, 2018*  
  
*Exp. 11/30/2019*

SPARTA COMMUNITY AIRPORT AUTHORITY  
HUNTER FIELD  
SPARTA, ILLINOIS  
APPROVED *[Signature]*  
DATE *2-28-18*

■ SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO  
 SUBMITTED BY *Christopher B. Groth*  
 DATE *March 2, 2018*  
 CMT JOB NUMBER: 1641203




 100% SUBMITTAL  
 MARCH 2, 2018

**REHAB T-HANGAR TAXILANES,  
 CONSTRUCT NEW T-HANGAR &  
 PAVEMENT**

OWNER


 SPARTA COMMUNITY AIRPORT  
 SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-GI003.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

CHECKED BY: CBG

APPROVED BY: RLV

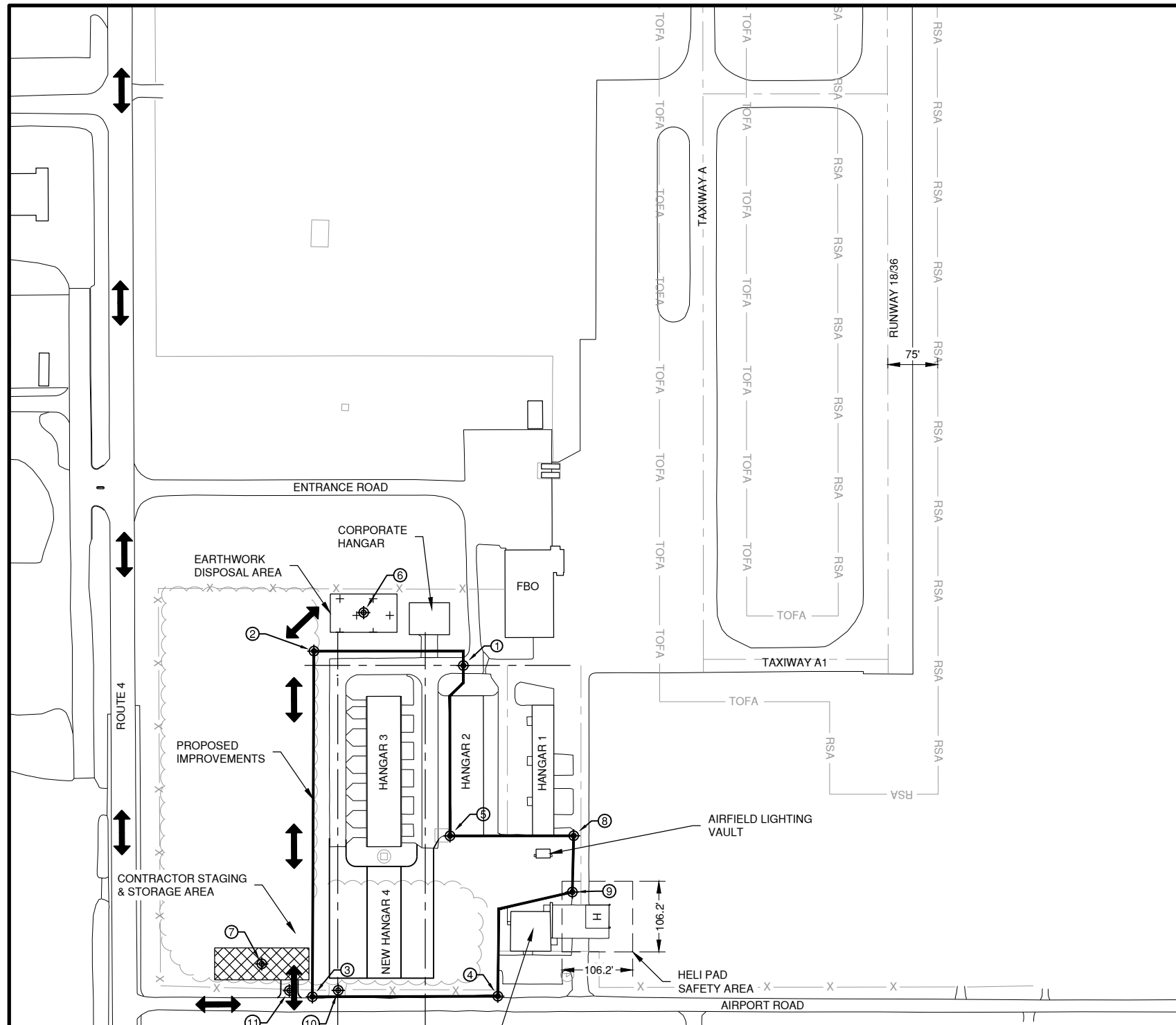
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SHEET TITLE

**SITE PLAN**

- MEN, VEHICLES AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE FOLLOWING AREAS, EXCEPT WHEN UNDER THE CONTROL OF A FLAGMAN IN RADIO CONTACT WITH AIR AND GROUND TRAFFIC AT ALL TIMES:
  - 75' FROM THE CENTERLINE OF 9/27 WHEN ACTIVE.
  - 75' FROM THE CENTERLINE OF 18/36 WHEN ACTIVE.
  - 65.5' FROM THE CENTER OF AN ACTIVE TAXIWAY.
  - 57.5' FROM THE CENTER OF AN ACTIVE TAXILANE.
  - 53.1' SQUARE OFFSET FROM THE CENTER OF AN ACTIVE HELI-PAD

COSTS FOR PROVIDING THE FLAGMAN AND RADIO EQUIPMENT SHALL BE INCIDENTAL TO THE CONTRACT.
- CONSTRUCTION TRAFFIC SHALL BE RESTRICTED TO DESIGNATED HAUL ROADS. THE CONTRACTOR SHALL NOT ACCESS EXISTING AIRFIELD PAVEMENTS TO GAIN ACCESS TO THE CONSTRUCTION SITE.
- 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.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN AT A HEIGHT LESS THAN 25'
- BROKEN CONCRETE, BITUMINOUS MATERIALS, AND MISCELLANEOUS WASTE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY.
- 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 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 AIRPORT.
- THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.
- 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, THE AIRPORT 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 THE WORK SHALL BE AS SHOWN IN THE CONSTRUCTION ACTIVITY PLAN.
  - THE CONTRACTOR SHALL ACCESS THE SITE OFF OF AIRPORT ROAD. THE CONTRACTOR SHALL CONTACT LOCAL AUTHORITIES WHEN ESTABLISHING THIS CONSTRUCTION ENTRANCE AND ENSURE THAT ALL SIGNAGE IS IN PLACE PER THEIR DIRECTION AND ALL PERMITS (IF NEEDED) ARE IN PLACE. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL 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 CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK 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 AIRSPACE SURFACES, OR RUNWAY AND TAXIWAY OBJECT FREE OR SAFETY AREAS.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.


**CRITICAL POINT TABLE**

POINT	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT	ABOVE GROUND ELEVATION
1	N38° 08' 40.03"	W89° 42' 06.21"	528'	25'	553'
2	N38° 08' 40.25"	W89° 42' 09.03"	528'	25'	553'
3	N38° 08' 35.11"	W89° 42' 09.09"	528'	25'	553'
4	N38° 08' 35.11"	W89° 42' 05.60"	528'	25'	553'
5	N38° 08' 37.50"	W89° 42' 06.48"	527'	25'	552'
6	N38° 08' 40.82"	W89° 42' 08.09"	526'	25'	551'
7	N38° 08' 35.61"	W89° 42' 10.04"	531'	25'	556'
8	N38° 08' 37.49"	W89° 42' 04.15"	524'	25'	549'
9	N38° 08' 36.65"	W89° 42' 04.18"	524'	25'	549'
10	N38° 08' 35.21"	W89° 42' 08.60"	528'	25'	553'
11	N38° 08' 35.21"	W89° 42' 09.52"	531'	25'	556'

**LEGEND**

- RSA — RUNWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- ↔ CONTRACTOR'S ACCESS
- ▨ CONTRACTOR'S STAGING & STORAGE AREA
- + + EARTHWORK DISPOSAL AREA
- ▭ AREA OF CONSTRUCTION
- ~~~~~ CROPLINE

**GENERAL NOTES**

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLANS OR AS DIRECTED BY THE AIRPORT MANAGER.
2. ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING ACTIVE RUNWAYS, TAXIWAYS AND APRONS SHALL BE UNDER CONTROL OF A FLAGGER IN RADIO CONTACT WITH AIR & GROUND TRAFFIC & UNICOM AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS & FLAGGING PERSONNEL.
3. 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 CLOSING AND OPENING PAVEMENTS AND CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT MANAGER.
4. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS AT THE LOCATION SHOWN FOR THE "CONTRACTOR'S STAGING, STORAGE, PARKING SITE."
5. BROKEN OR WASTE CONCRETE AND ASPHALT IN EXCESS OF WHAT IS TO BE INCORPORATED INTO THE PROJECT SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY, UNLESS DIRECTED BY THE AIRPORT MANAGER.
6. VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN AREAS 65.5' (ADG II - OFA) FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 75' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
7. ALL PAVEMENTS, DRIVES AND OTHER AREAS USED BY THE CONTRACTOR FOR HAUL ROADS AND STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT MANAGER. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
8. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS PRIOR TO OPENING TO AIR TRAFFIC.
9. REFER TO THE CONSTRUCTION ACTIVITY PLANS AND THE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS CONCERNING COORDINATION OF CONSTRUCTION ACTIVITIES.
10. THE AIRFIELD VEHICLES SHALL HAVE COMPLETE ACCESS TO THE ENTIRE AIRFIELD INCLUDING THE CLOSURE AREAS.
11. THE CONTRACTOR IS REQUIRED TO GIVE TEN (10) FULL WORKING DAYS NOTICE TO THE AIRPORT MANAGER PRIOR TO CLOSING WORK AREAS TO AIRCRAFT.
12. AT THE PRECONSTRUCTION MEETING, CONTRACTOR SHALL SUPPLY THE AIRPORT MANAGER WITH PROPOSED CLOSURE AND PHASING DATES FOR THEIR REVIEW AND APPROVAL. THE RESIDENT ENGINEER SHALL KEEP THE AIRPORT MANAGER ADVISED OF ANY PROPOSED CHANGES IN CLOSURE AND PHASING DATES.
13. ALL CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL DISPLAY AN ORANGE AND WHITE CHECKED AVIATION SIGNAL FLAG, EXCEPT HAUL VEHICLES.
14. ANY VEHICLE OPERATING WITHIN A MOVEMENT AREA DURING THE HOURS OF DARKNESS SHOULD BE EQUIPPED WITH AN AMBER REVOLVING OR FLASHING DOME-TYPE LIGHT AS SPECIFIED IN THE SPECIAL PROVISIONS.
15. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
16. IF DURING THE CONSTRUCTION OPERATIONS NOTICEABLE DESTRUCTION TO THE SUBBASE OCCURS AFTER MILLING, CORRECTIVE ACTION SHALL BE TAKEN TO MITIGATE THE ISSUE. CONTRACTOR MAY BE REQUIRED TO REDUCE FULLY LOADED DELIVERY TRUCKS TO LIMIT DAMAGE PER SECTION 50-12.

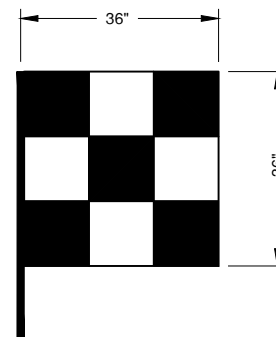
**CONTRACTOR'S ACCESS**

1. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
  - A. THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLANS.
  - B. DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK SITE AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
  - C. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON THE ACCESS GATE. HE SHALL PROVIDE KEYS FOR THIS PADLOCK TO THE RESIDENT ENGINEER, AIRPORT SECURITY, AND MAINTENANCE SUPERVISOR. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE AIRPORT MANAGER.
  - D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED & SECURED AT ALL TIMES INCLUDING WORK HOURS. IF THE CONTRACTOR CHOOSES TO LEAVE THE GATE OPEN, HE SHALL POST A COMPETENT, FULL TIME SECURITY GUARD TO PREVENT UNAUTHORIZED ENTRIES. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS IF SO DIRECTED BY THE AIRPORT MANAGER OR ENGINEER.
  - E. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATES UPON LEAVING THE SITE.
  - F. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGE TO THE ACCESS GATES OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT MANAGER.
  - G. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
  - H. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS TO NOT DISTURB AGRICULTURAL AREAS OR VIOLATE THE PART 77 APPROACH AND PRIMARY SURFACES.
  - I. EMPLOYEE PERSONAL VEHICLES SHALL NOT BE ALLOWED BEYOND THE CONTRACTOR'S PARKING AREA. CONTRACTOR PERSONNEL SHALL PARK IN THE CONTRACTOR'S STAGING & STORAGE CONSISTENT AREA. PERSONNEL SHALL BE TRANSPORTED TO THE WORK SITE BY COMPANY OWNED VEHICLES.
  - J. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL ACCESS ROADS WITH THE APPROPRIATE LOCAL AGENCY RESPONSIBLE FOR THE ROADWAY.
  - K. THE CONTRACTOR SHALL HAVE A VACUUM TYPE SWEEPER AVAILABLE AT ALL TIMES.
2. AN AREA WILL BE PROVIDED BY THE AIRPORT TO THE CONTRACTOR AS THE STAGING, STORAGE AND EMPLOYEE PARKING SITE, AT THE LOCATION SHOWN.
3. A LIST OF AUTHORIZED PERSONNEL PERMITTED TO USE THE GATE SHALL BE PROVIDED BY THE CONTRACTOR TO THE RESIDENT ENGINEER & AIRPORT MANAGER.
4. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL & CONSTRUCTION ACCESS ONLY".

**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.



VEHICLE SIGNAL FLAG  
(ORANGE / WHITE)  
N.T.S.

GROUND CONTROL FREQUENCY 123.075 MHZ

MAXIMUM EQUIPMENT HEIGHT 75 FEET



License No. 184-000613  
CONSULTANTS

100% SUBMITTAL  
MARCH 2, 2018

REHAB T-HANGAR TAXILANES,  
CONSTRUCT NEW T-HANGAR &  
PAVEMENT

OWNER



SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-G1004.DWG

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DRAWN BY: DPA

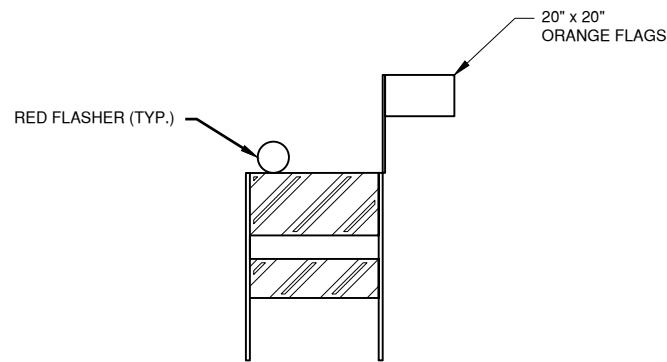
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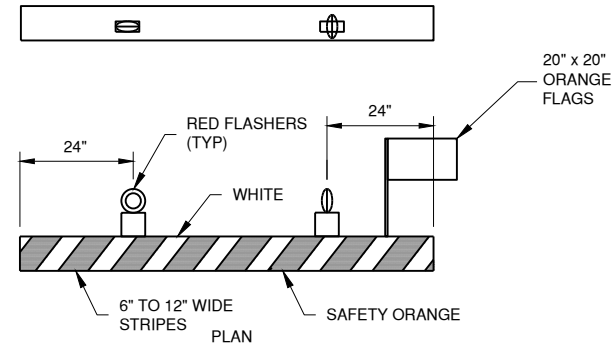
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**GENERAL NOTES**



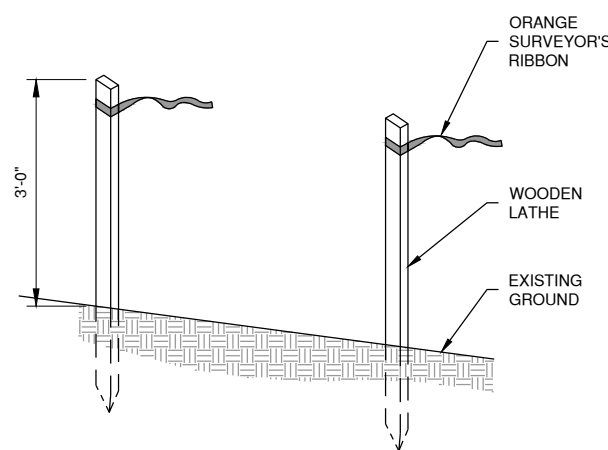
**FLASHER BARRICADE DETAIL-IDOT TYPE 1**

N.T.S.



**LOW PROFILE LIGHTED BARRICADE**

NTS



**CONSTRUCTION SETBACK LINE DETAIL**

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 15' INTERVALS.

**GENERAL NOTES**

1. ALL CONSTRUCTION BARRICADES SHALL BE IN PLACE PRIOR TO INITIATING WORK.
2. THE CONTRACTOR SHALL GIVE THE AIRPORT A MINIMUM 10 DAYS NOTIFICATION PRIOR TO THE INITIATION OF THE WORK.
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.

**BARRICADE NOTES**

1. FLASHERS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
3. BARRICADES ARE TO BE PLACED WITH A MAXIMUM OF 15' SPACING BETWEEN ENDS OF BARRICADES ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER. ROTATE EVERY OTHER FLASHER LENS 90°.
4. FLASHERS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS, AND WEIGHTED TO THE SURFACE.

**CONSTRUCTION SETBACK LINE NOTES**

1. CONSTRUCTION SETBACK LINE SHALL BE INSTALLED WHERE SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEETS.
2. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

**SEQUENCE OF CONSTRUCTION NOTES**

THE GENERAL PROGRESSION OF THE WORK SHALL BE AS FOLLOWS:

1. SUBMIT EQUIPMENT AND BUILDING SHOP, PLAN AND WORKING DRAWINGS FOR REVIEW. INCLUDE WITH THE SUBMITTALS ALL BUY AMERICAN CERTIFICATIONS FOR ALL MATERIALS.
2. SUBMIT NOTICE OF OBSTRUCTION EVALUATION- AIRPORT AIRSPACE ANALYSIS (OE/AAA) INFORMATION FOR ANTICIPATED EQUIPMENT HEIGHTS IF IN EXCESS OF 25'. NOTE THAT THIS PROCESS MAY REQUIRE UP TO 90 DAYS FOR FAA APPROVAL. EQUIPMENT ABOVE 25' HEIGHT SHALL NOT BE UTILIZED UNTIL FAA APPROVAL HAS BEEN PROVIDED. AN AREA HAS ALSO BEEN DESIGNATED ON PLAN SHEET GC103 - CONSTRUCTION ACTIVITY PLAN PHASE 3 WHERE EQUIPMENT GREATER THAN 75' IN HEIGHT SHALL NOT BE UTILIZED. EQUIPMENT OVER 25' IN HEIGHT ARE NOT ALLOWED TO VENTURE OUTSIDE OF THE DESIGNATED 75' HIGH TOLERANCE AREA.
3. SUBMIT PROJECT SCHEDULE SHOWING RELATIONSHIP BETWEEN CONSTRUCTION DURATION FOR PAY ITEMS IN RELATION TO THE PHASES OF WORK WHERE THEY ARE BEING PERFORMED. CLEARLY IDENTIFY DATES OF TAXIWAY CLOSURES AND WHAT PHASES WILL BE WORKED IN DURING THAT CLOSURE.
4. SUBMIT PRELIMINARY MATERIALS CERTIFICATIONS INCLUDING BUY AMERICAN CERTIFICATIONS AND WAIVER REQUEST FOR MATERIALS THAT DO NOT MEET THE CONTRACT REQUIREMENTS PRIOR TO NOTICE TO PROCEED REQUEST AND BEING ISSUED.
5. INSTALL BARRICADES AS OUTLINED ON THE CONSTRUCTION ACTIVITY PLANS. INITIATE DEMOLITION AND REMOVAL OF EXISTING PAVEMENTS. FIELD-VERIFY LOCATION OF EXISTING CIRCUITS, AND PERFORM TESTING ON EXISTING AIRFIELD CIRCUITS TO VERIFY CONDITION OF CIRCUIT CABLES. THE R.E. SHALL BE PRESENT AT THE TIME OF TESTING AND SHALL BE GIVEN A COPY OF THE TEST RESULTS.
6. UPON COMPLETION OF ALL PHASES, THE CONTRACTOR SHALL REQUEST A FINAL INSPECTION OF THE PROJECT.

**APRON / TAXIWAY OBJECT FREE AREAS**

1. EQUIPMENT OR PERSONNEL SHALL REMAIN CLEAR OF THE TAXIWAY PAVEMENTS AT ALL TIMES UNLESS INSTRUCTED BY A PERSON IN RADIO CONTACT WITH THE AIR GROUND, & UNICOM.
2. NO EQUIPMENT, OPEN TRENCHES OR EXCAVATIONS SHALL REMAIN INSIDE THE TAXIWAY OBJECT FREE AREAS AFTER WORKING HOURS.

**RUNWAY SAFETY AREAS**

1. EQUIPMENT OR PERSONNEL SHALL REMAIN CLEAR OF THE RUNWAY PAVEMENTS AT ALL TIMES UNLESS INSTRUCTED BY A PERSON IN RADIO CONTACT WITH THE AIR GROUND, & UNICOM.
2. NO EQUIPMENT, STOCKPILES OR EXCAVATIONS SHALL REMAIN INSIDE THE RUNWAY SAFETY AREAS AFTER WORKING HOURS.

**HELI-PAD SAFETY AREAS**

1. WORK IN THE HELI-PAD SAFETY AREA SHALL REQUIRE THE HELI-PAD TO BE CLOSED. WORK WITHIN THE HELI-PAD SAFETY AREAS WILL BE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLANS.
2. THE HELI-PAD SHALL BE CLOSED PRIOR TO WORKING WITHIN THE HELI-PAD SAFETY.

**TAXILANE OBJECT FREE AREAS**

1. WORK IN THE TAXILANE OBJECT FREE AREAS SHALL REQUIRE THE TAXILANE TO BE CLOSED. WORK WITHIN THE TAXILANE OBJECT FREE AREAS WILL BE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLANS.
2. THE TAXILANE SHALL BE CLOSED WITH BARRICADES AT 15' MAXIMUM SPACING PRIOR TO WORKING WITHIN THE TAXILANE OFA.



License No. 184-000613

CONSULTANTS

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SHEET TITLE

**CONSTRUCTION  
ACTIVITY NOTES &  
DETAILS**

GC001  
SHEET 5 OF 45



100% SUBMITTAL  
MARCH 2, 2018

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CONSTRUCT NEW T-HANGAR &  
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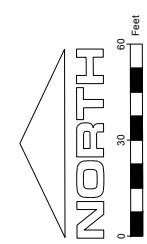
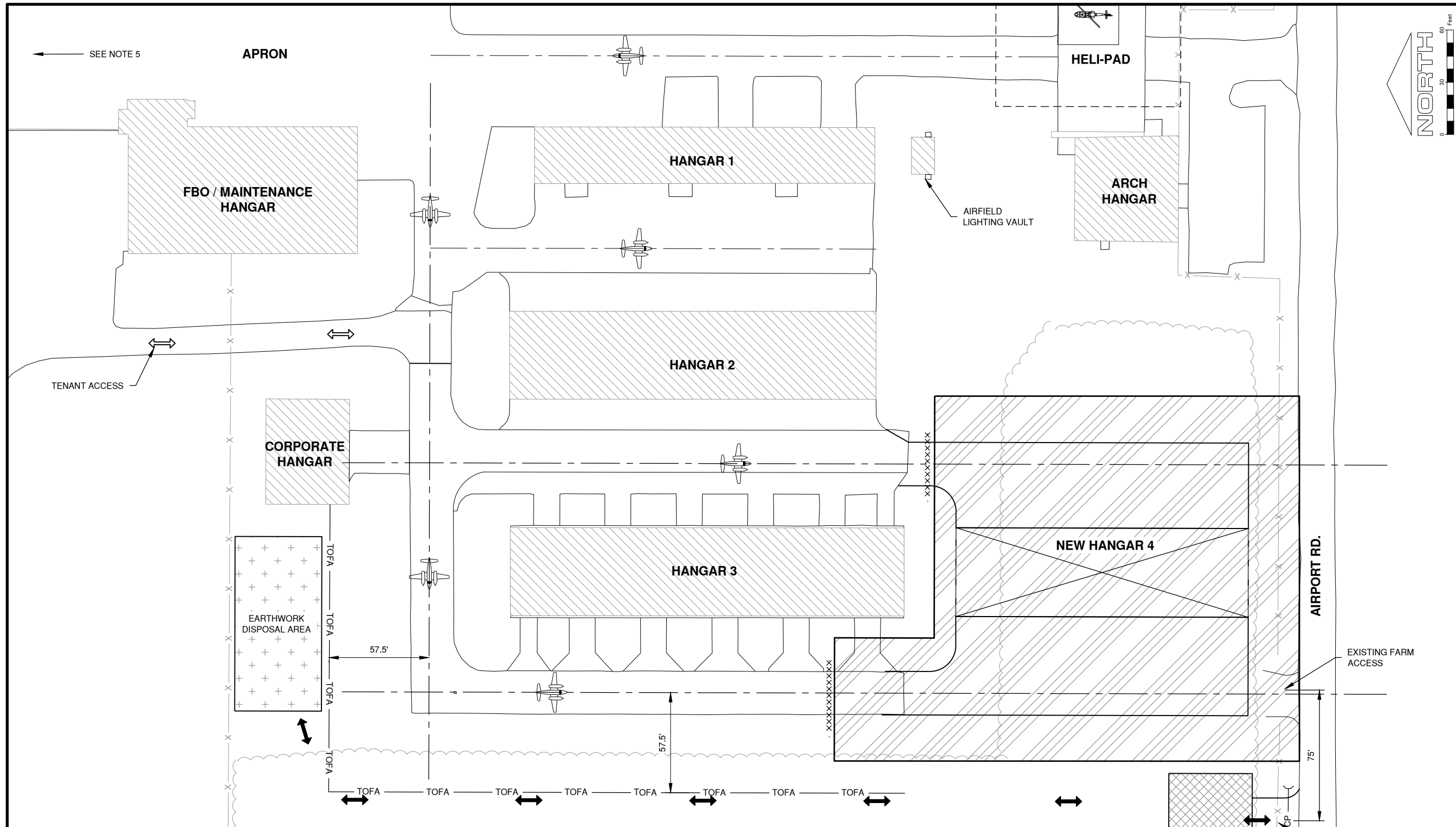
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SHEET TITLE

CONSTRUCTION  
ACTIVITY PLAN  
PHASE 1



**GENERAL PHASING NOTES**

- CONTRACTOR SHALL NOTIFY THE AIRPORT DIRECTOR THROUGH RESIDENT ENGINEER 72 HOURS PRIOR TO THE INITIATION OF ANY WORK WITHIN PHASE 1.
- ALL WORK AREAS SHALL BE SWEEPED AND CLEANED TO THE SATISFACTION OF THE AIRPORT PRIOR TO REOPENING TO AIRCRAFT OPERATIONS.
- TRUCKING WILL ACCESS THIS AND ALL PHASES VIA AIRPORT ROAD.
- ALL EXISTING HANGARS WILL REMAIN ACCESSIBLE TO THEIR TENANTS AT ALL TIMES DURING THIS PHASE BESIDES THE LAST HANGAR BAY ON THE SOUTH WEST CORNER OF HANGAR 3.
- RAMP ACCESS FOR TENANT AIRCRAFT PARKING.

**LEGEND**

- xxxxxxx - LOW PROFILE LIGHTED BEAM BARRICADES
- ⚡ BARRICADE IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" RED FLAGS AT 15' SPACING
- ↔ CONTRACTOR ACCESS
- ↔ TENANT ACCESS
- ✈ AIRCRAFT ACCESS
- ~ CROP LINE
- TOFA — TAXILANE OBJECT FREE AREA
- - - HELI PAD SAFETY AREA
- ) CP ( CORRUGATED PIPE CROSSING
- ▨ PHASE 1 WORK AREA

**PHASE 1 NOTES**

- REMOVE EXISTING FARM ACCESS AND REPLACE IT 75' DUE WEST AS NEW CONSTRUCTION ACCESS.
- PLACEMENT OF PROPOSED DRAINAGE STRUCTURES & PIPING.
- COMPLETE ALL NECESSARY EARTHWORK.
- CONSTRUCT NEW HANGAR 4 FOUNDATION.
- PLACEMENT OF SUB-GRADE TO BE READY TO RECEIVE BITUMINOUS PAVEMENT.

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 MARCH 2, 2018

 REHAB T-HANGAR TAXILANES,  
 CONSTRUCT NEW T-HANGAR &  
 PAVEMENT

OWNER


 SPARTA COMMUNITY AIRPORT  
 SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-GC103.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

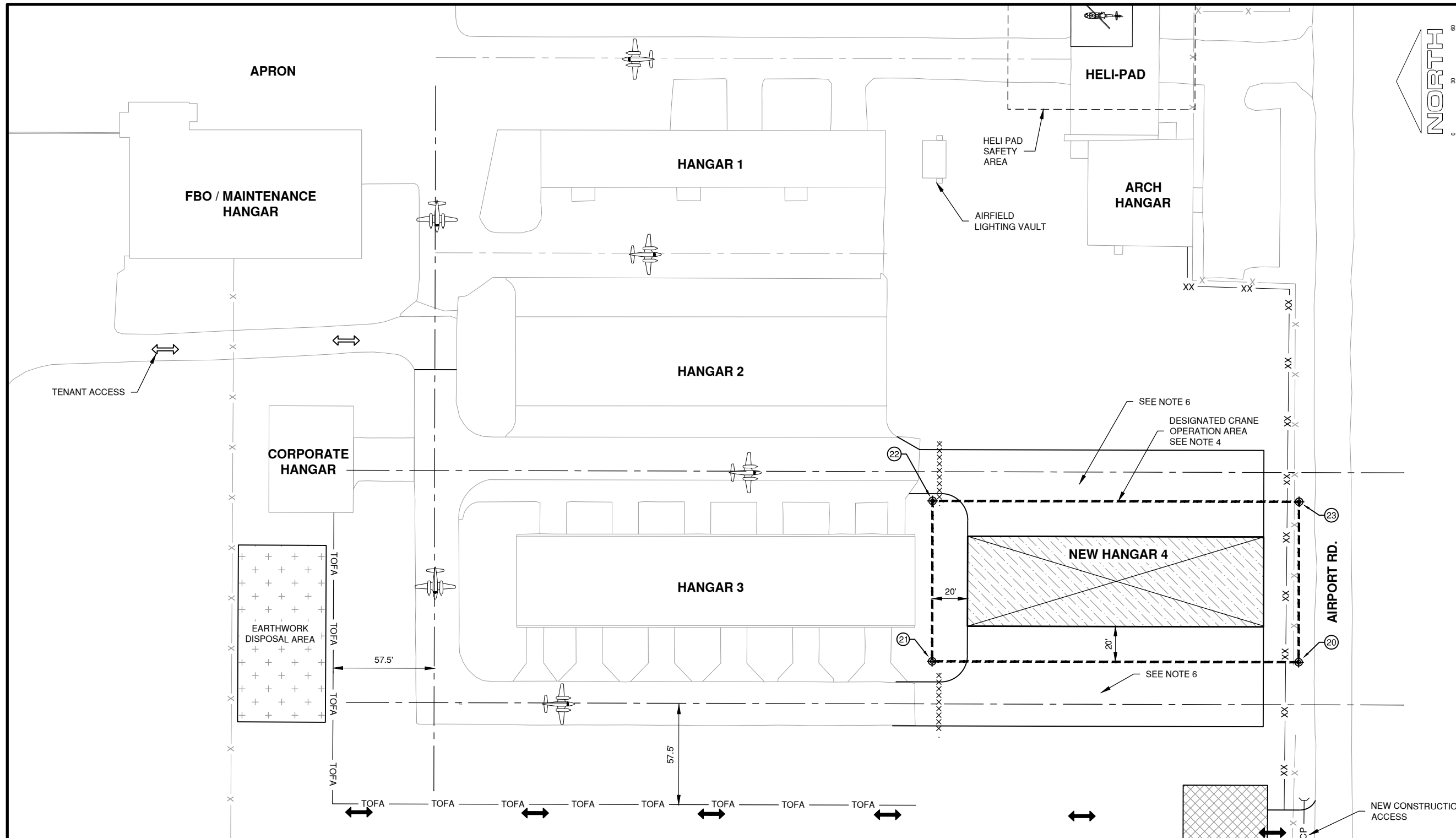
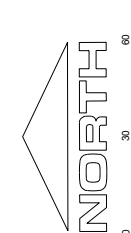
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**CONSTRUCTION  
 ACTIVITY PLAN  
 PHASE 3**

 SHEET **9** OF **45**

**GENERAL PHASING NOTES**

- CONTRACTOR SHALL NOTIFY THE AIRPORT DIRECTOR THROUGH RESIDENT ENGINEER 72 HOURS PRIOR TO THE INITIATION OF ANY WORK WITHIN PHASE 3.
- ALL WORK AREAS SHALL BE SWEEPED AND CLEANED TO THE SATISFACTION OF THE AIRPORT PRIOR TO REOPENING TO AIRCRAFT OPERATIONS.
- ALL EXISTING HANGARS WILL REMAIN ACCESSIBLE TO THEIR TENANTS AT ALL TIMES DURING THIS PHASE.
- THE CRANE OPERATION AREA IS THE ONLY AREA IN WHICH A CRANE OR ANY OTHER CONSTRUCTION EQUIPMENT THAT WILL EXTEND VERTICALLY GREATER THAN 25' CAN OPERATE THROUGH OUT THE PROJECT.
- MAXIMUM HEIGHT OF EQUIPMENT SHALL BE 75'.
- WHEN USING HEAVY EQUIPMENT ON THE NEW BIT. PAVEMENT SURROUNDING THE NEW HANGAR 4 FOUNDATION PAD TAKE GREAT CARE NOT DAMAGE ITS SURFACE.

**LEGEND**

- xxxxxxx - LOW PROFILE LIGHTED BEAM BARRICADES
- XXXXXXXX BARRICADE IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" RED FLAGS AT 15' SPACING
- ↔ CONTRACTOR ACCESS
- ↔ TENANT ACCESS
- ✈ AIRCRAFT ACCESS
- TOFA — TAXIWAY OBJECT FREE AREA
- XX — NEW 6" CHAIN LINK FENCE LINE
- X - EXISTING WIRE FENCE LINE
- ) CP ( CORRUGATED PIPE CROSSING
- ▨ PHASE 3 WORK AREA

**PHASE 3 NOTES & CRANE OPERATION CRITICAL POINTS**

- CONSTRUCT PROPOSED HANGAR 4.
- CONSTRUCT NEW WIRE FENCE LINE.
- PAVEMENT MARKING.
- SITE CLEAN UP.

**CRITICAL POINT TABLE**

POINT	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT	ABOVE GROUND ELEVATION
20	N38° 08' 35.19"	W89° 42' 08.31"	527'	75'	602'
21	N38° 08' 37.25"	W89° 42' 08.29"	527'	75'	602'
22	N38° 08' 37.24"	W89° 42' 07.15"	526'	75'	601'
23	N38° 08' 35.19"	W89° 42' 07.17"	526'	75'	601'

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PAVEMENT

OWNER



SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-GC501.DWG

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CONSTRUCTION  
SAFETY PHASING  
PLAN

GC501  
SHEET 10 OF 45

16. HAZARD MARKING AND LIGHTING

- 1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5D AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE RESIDENT ENGINEER.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

17. PROTECTION

- 1. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY/TAXILANE OR INSIDE OF AN ACTIVE TAXIWAY/TAXILANE OBJECT FREE AREA, WHICH EXTENDS 65.5/57.5' FROM THE TAXIWAY CENTERLINE, WILL REQUIRE THE TAXIWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.
2. ALL WORK REQUIRED INSIDE OF THE RUNWAY 18/36 SAFETY AREAS, WHICH EXTENDS 75' FROM THE RUNWAY CENTERLINE, WILL REQUIRE THE RUNWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 10 CALENDAR DAYS PRIOR TO THE REQUESTED CLOSURE TIME.

18. 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.

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. 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.
4. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911 AND SAFETY.
5. 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 150/5370-2G 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. ANY 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.

13. SPECIAL CONDITIONS

- 1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

14. RUNWAY AND TAXIWAY VISUAL AIDS

- 1. THE CONTRACTOR SHALL USE MARKING, LIGHTING, AND SIGNS THAT FOLLOW THE REQUIREMENTS OF FAA AC 150/5370-2G.
2. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET.

15. MARKING AND SIGNS FOR ACCESS ROUTES

- 1. BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED ON THE CONSTRUCTION ACTIVITY PLAN SHEET.

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 FARM ACCESS SHOWN.
3. CONTRACTOR WORK CREWS MUST MONITOR THE UNICOM AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS. BE AWARE OF TENANT AIRCRAFT MOVEMENT NEAR THE WORK AREAS.
4. THE CONTRACTORS STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE SITE PLAN.
5. 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.
6. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.
7. 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.
8. 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.
9. 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.
10. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.

6. WILDLIFE MANAGEMENT

- 1. THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- 1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

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 150/5370-2G, 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 150/5370-2G. 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 TO THE ENGINEEERS.
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

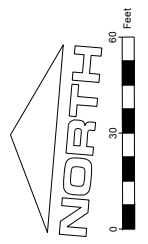
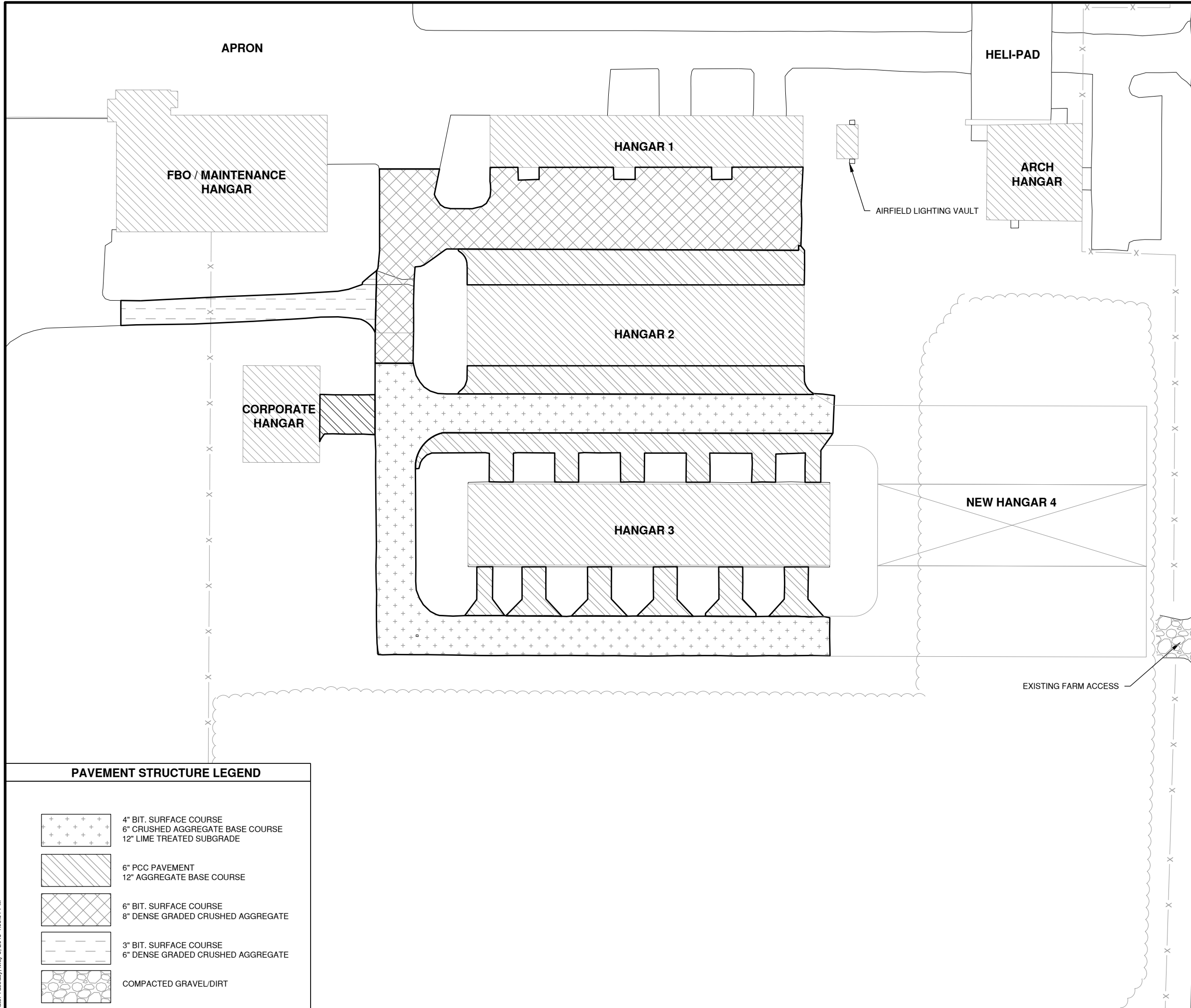
- 1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE 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.
4. IT IS ANTICIPATED THAT THE AIRPORT MAY HAVE OTHER CONSTRUCTION PROJECTS ONGOING. THE CONTRACTOR SHALL COORDINATE THE CONSTRUCTION SCHEDULE/PHASING CLOSELY WITH OTHER CONTRACTORS PRIOR TO THE START OF CONSTRUCTION. THE AIRPORT WILL HAVE THE FINAL SAY REGARDING ALL CONSTRUCTION SCHEDULING AND PHASING.

3. PHASING

- 1. TOTAL CONTRACT TIME SHALL BE 189 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.
3. 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.

4. AREAS AND OPERATIONS AFFECTED BY THE 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.



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CONSTRUCT NEW T-HANGAR &  
PAVEMENT



SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO:	3-17-SBGP-111/120/133/139
IL PROJ. NO:	SAR-4583
CMT PROJECT NO:	1641203
CAD DWG FILE:	SAR4583-1641203-CD101.DWG
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**EXISTING PAVEMENT  
STRUCTURES**

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**PAVEMENT STRUCTURE LEGEND**

- 4" BIT. SURFACE COURSE  
 6" CRUSHED AGGREGATE BASE COURSE  
 12" LIME TREATED SUBGRADE
- 6" PCC PAVEMENT  
 12" AGGREGATE BASE COURSE
- 6" BIT. SURFACE COURSE  
 8" DENSE GRADED CRUSHED AGGREGATE
- 3" BIT. SURFACE COURSE  
 6" DENSE GRADED CRUSHED AGGREGATE
- COMPACTED GRAVEL/DIRT





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CONSTRUCT NEW T-HANGAR &  
PAVEMENT**

OWNER



SPARTA COMMUNITY AIRPORT  
SPARTA, IL

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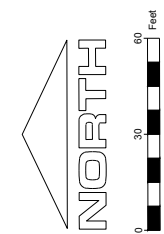
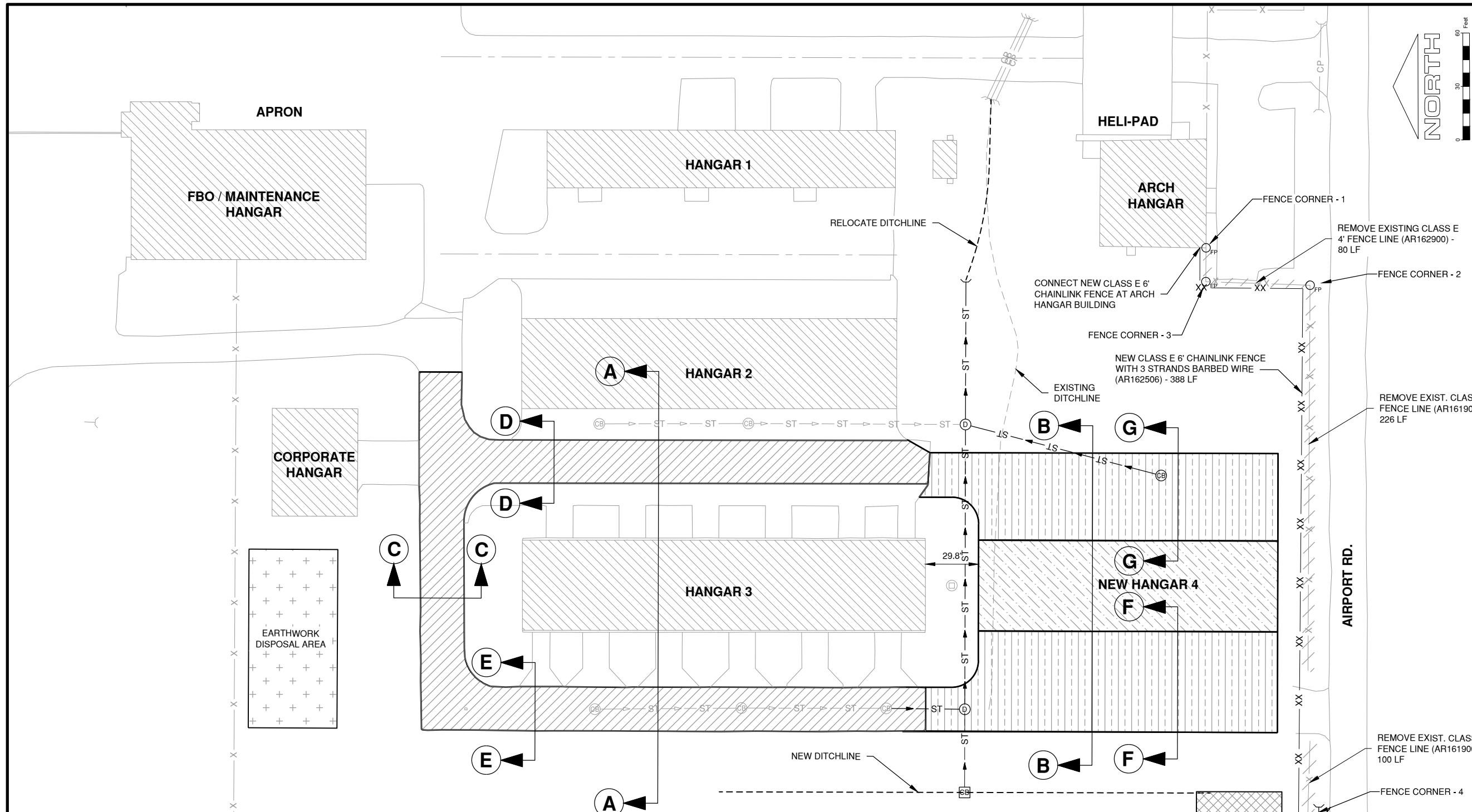
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**PROPOSED  
IMPROVEMENTS**



**PROPOSED IMPROVEMENT AREAS**

	A. MILL 2" OF BITUMINOUS SURFACE COURSE (AR401650)
	B. APPLY TACK COAT (603)
	C. CONSTRUCT 2" OF BITUMINOUS SURFACE COURSE (401)
	D. APPLY PAVEMENT MARKING (620)
	A. CONSTRUCT EMBANKMENT TO ACCOMMODATE THE NEW PAVEMENT STRUCTURE & BUILDING FOUNDATION
	B. CONSTRUCT AGGREGATE BASE COURSE (SEE ARCHITECTURAL PLANS)
	C. CONSTRUCT HANGAR BUILDING SLAB FOUNDATION (SEE ARCH. PLANS)
	D. CONSTRUCT NEW 7-UNIT T-HANGAR BUILDING (SEE ARCH. PLANS)
	A. CONSTRUCT EMBANKMENT TO ACCOMMODATE THE NEW PAVEMENT STRUCTURE & BUILDING FOUNDATION
	B. CONSTRUCT 6" OF CRUSHED AGGREGATE BASE COURSE (209)
	C. APPLY BITUMINOUS PRIME COAT (602)
	D. CONSTRUCT 2" OF BITUMINOUS SURFACE COURSE (401)
	E. APPLY BITUMINOUS TACK COAT (603)
	F. CONSTRUCT 2" OF BITUMINOUS SURFACE COURSE (401)
	G. APPLY PAVEMENT MARKING (620)

**LEGEND & TABLES**

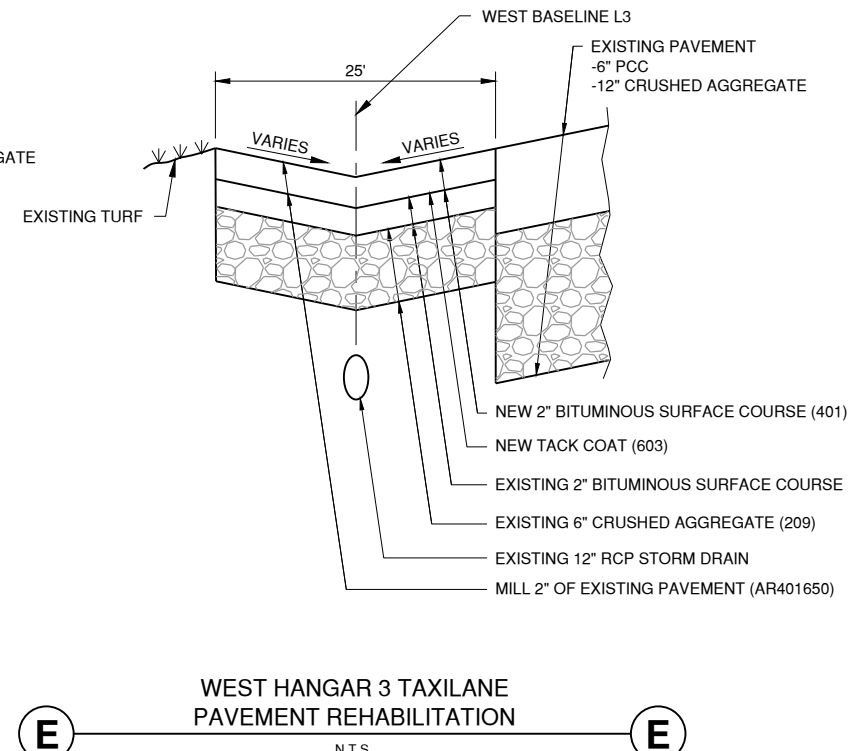
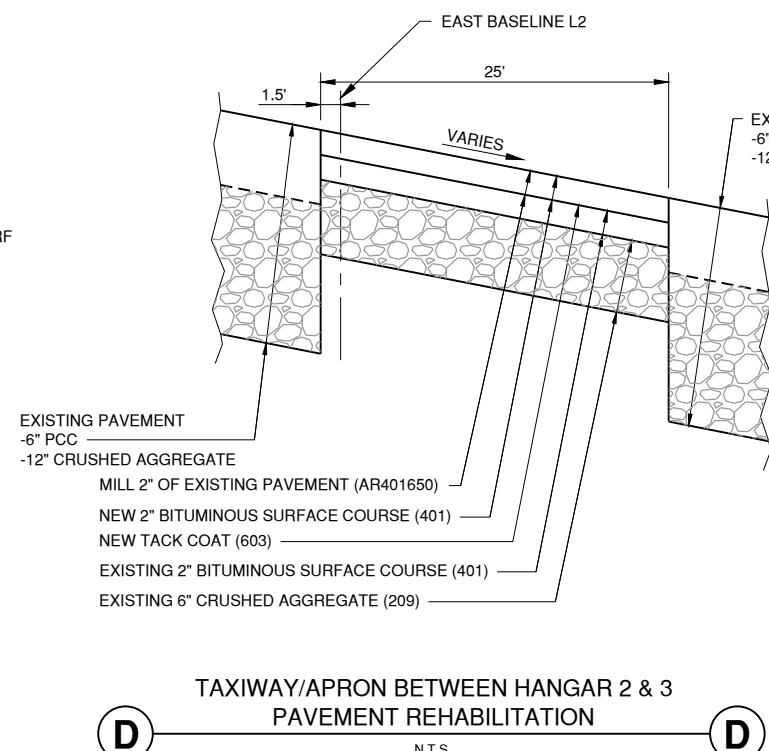
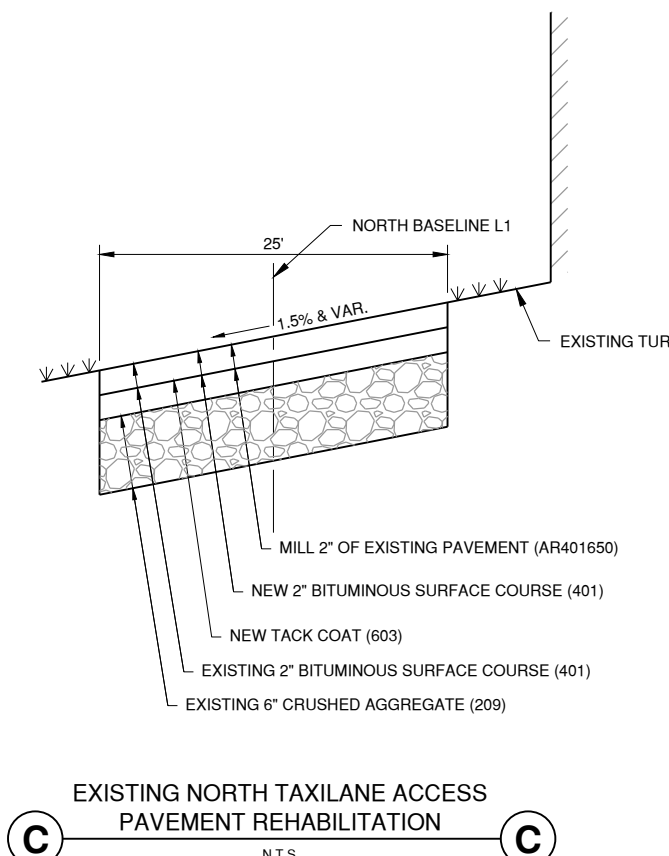
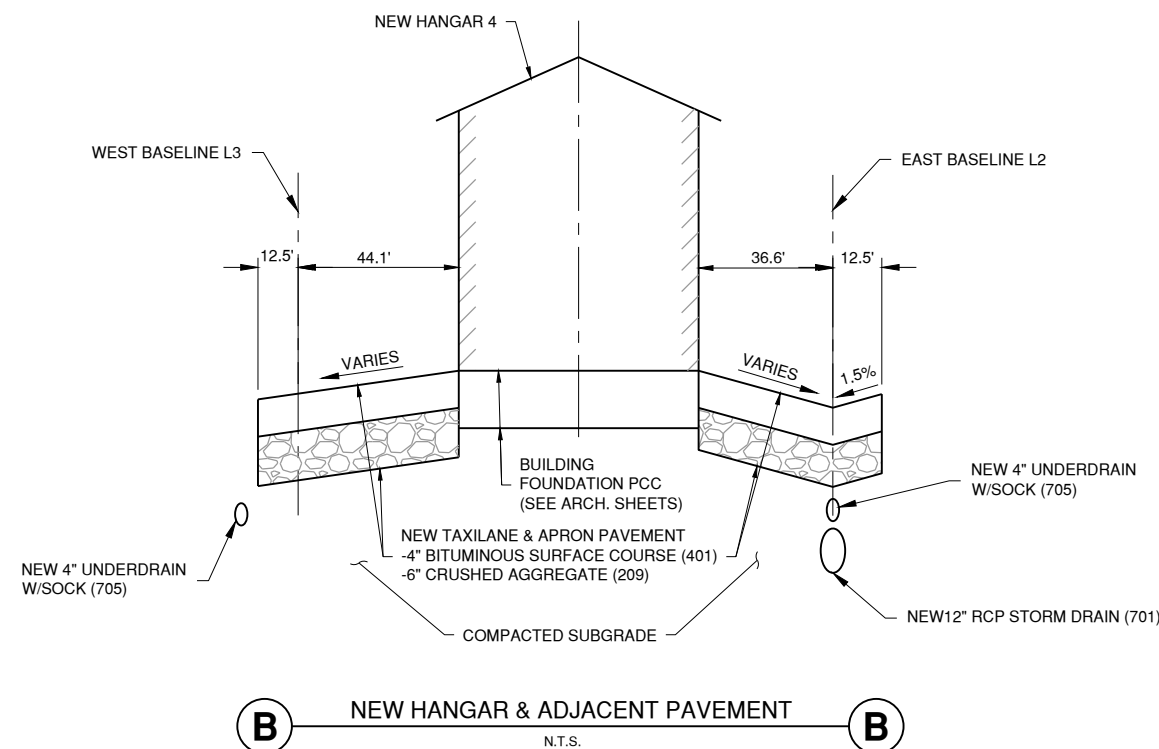
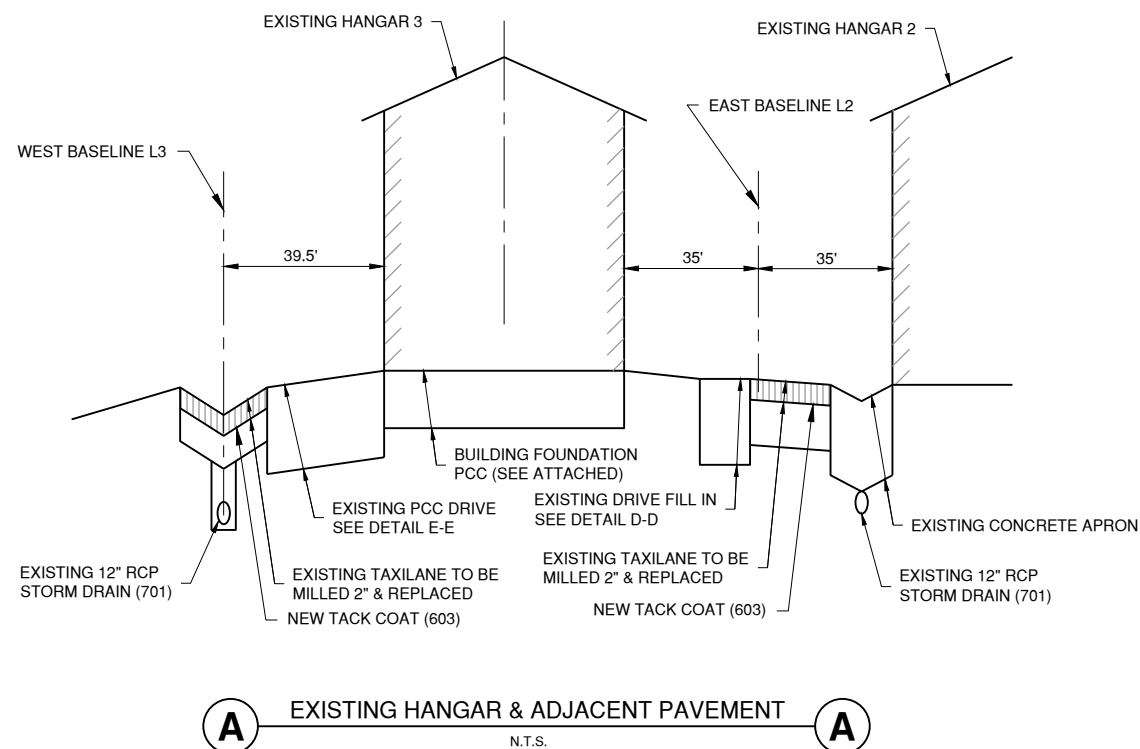
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	NEW FENCELINE		EXISTING 12" RCP
	EXISTING DITCHLINE		NEW 12" RCP, CLASS IV
	NEW DITCHLINE		FENCE REMOVAL
	EXISTING AIRPORT BEACON		TYPICAL SECTION (SEE SHEETS CP301 & CP302)
	EXISTING CIRCULAR CATCH BASIN		NEW SQUARE CATCH BASIN
	NEW STORM SEWER MANHOLE		

**PROPOSED FENCE CORNERS TABLE**

POINT	NORTHING	EASTING
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2	537912.981	2430341.441
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CONSTRUCT NEW T-HANGAR &  
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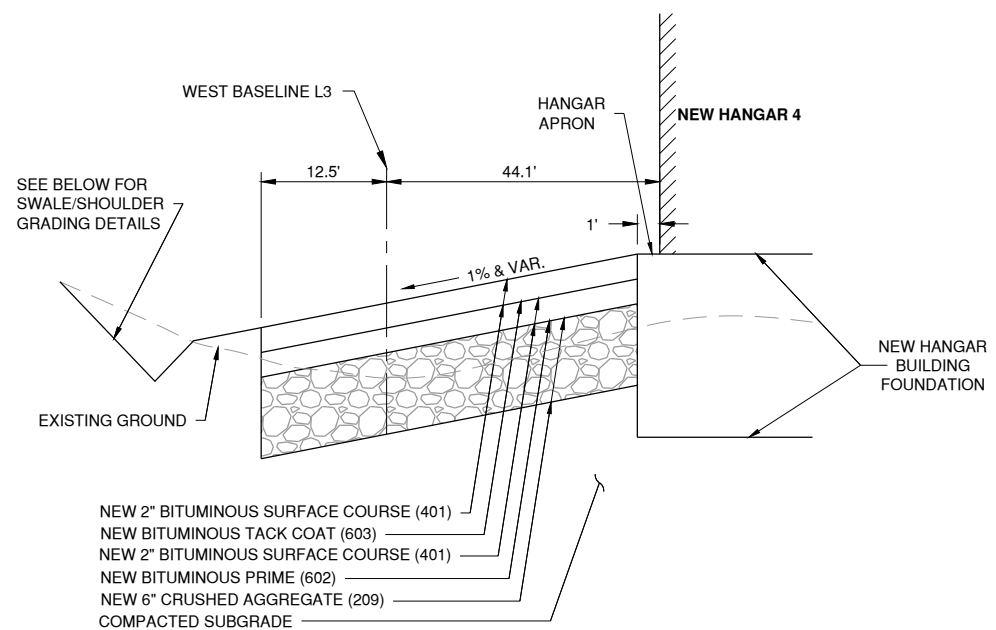
SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK	DATE	DESCRIPTION

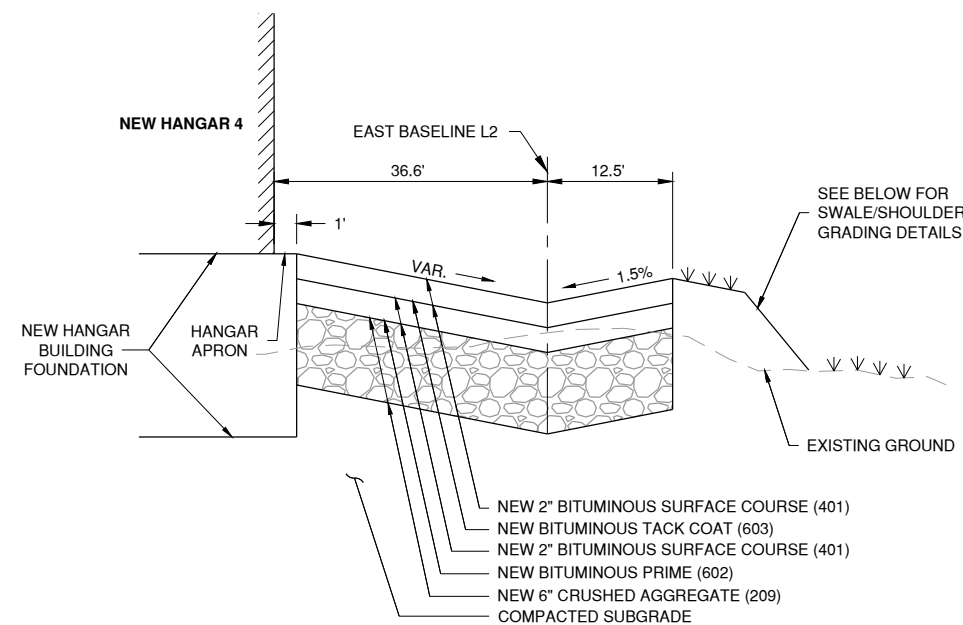
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IL PROJ. NO. SAR-4583  
CMT PROJECT NO: 1641203  
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**TYPICAL SECTIONS 1**





**F** NEW WEST TAXILANE AND APRON PAVEMENT **F**  
N.T.S.



**G** NEW EAST TAXILANE AND APRON PAVEMENT **G**  
N.T.S.

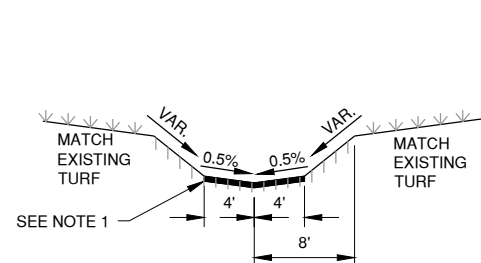
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CONSTRUCT NEW T-HANGAR &  
PAVEMENT

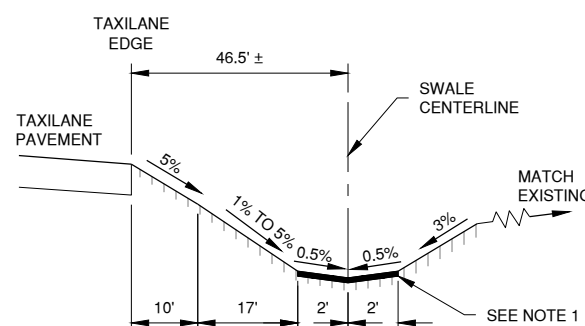
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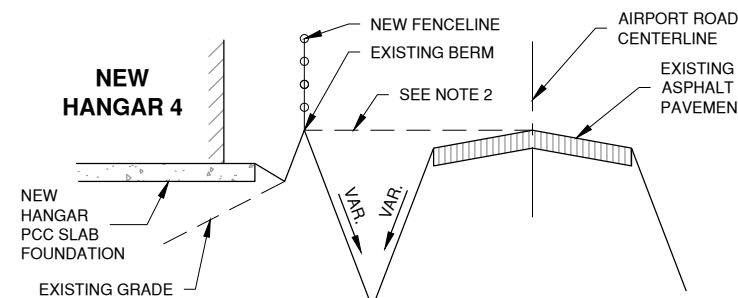
SPARTA COMMUNITY AIRPORT  
SPARTA, IL



**H** EAST SIDE SWALE **H**  
N.T.S.



**I** WEST SIDE SWALE **I**  
N.T.S.



**J** SOUTH SIDE SWALE **J**  
N.T.S.

**NOTES:**

- AFTER GRADING IS COMPLETE COVER AFFECTED GROUND WITH KNITTED STRAW MAT & SEEDING.
- DO NOT CHANGE ELEVATION OF EXISTING BERM TO BE LOWER THAN THE CENTERLINE ELEVATION OF AIRPORT ROAD. IF ELEVATION OF BERM IS DETERMINED TO BE TOO LOW BY THE RESIDENT ENGINEER, THE CONTRACTOR WILL RE-GRADE THE AREA TO EXCEED THE ELEVATION OF AIRPORT ROAD.
- FOR TYPICAL SECTION LOCATIONS, SEE PLAN SHEET CU101.

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CP302.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

CHECKED BY: CBG

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SHEET TITLE

TYPICAL SECTIONS 2



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SPARTA, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CP501.DWG

DESIGNED BY: NEF

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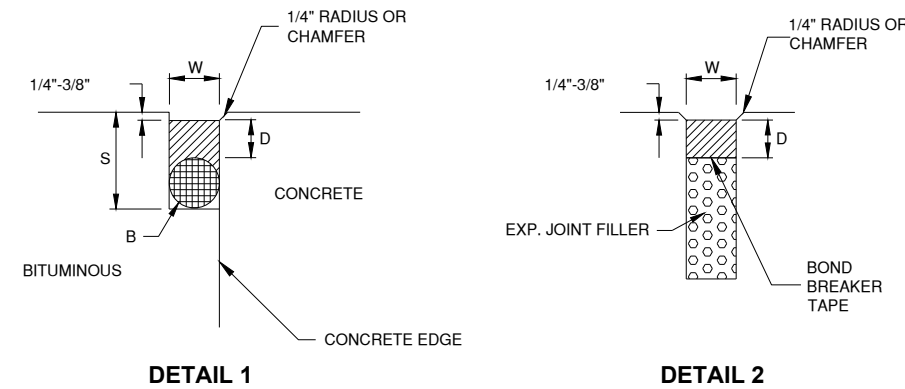
SHEET TITLE

PAVING &  
MISCELLANEOUS  
DETAILS

CP501

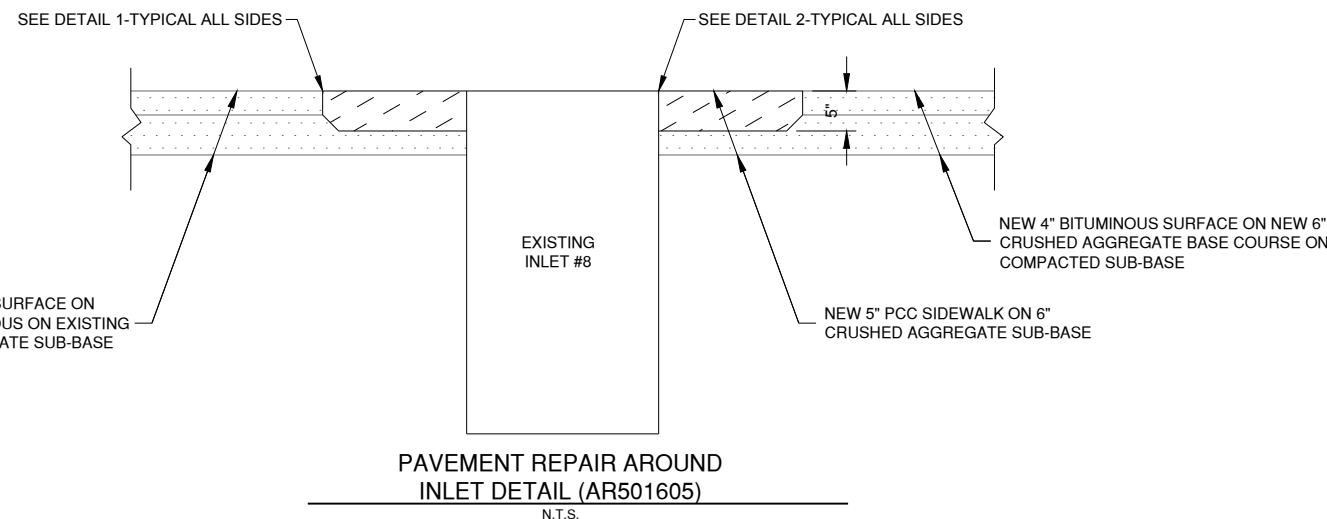
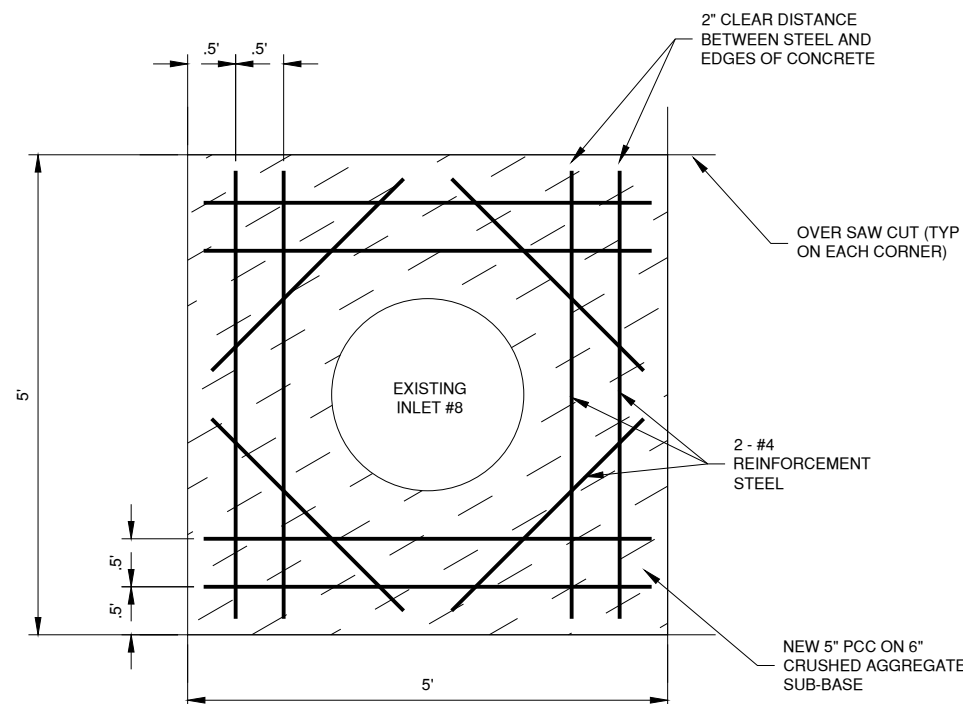
SHEET 19 OF 45

JOINT SEALING DIMENSIONS		
	DETAIL 1	DETAIL 2
W=WIDTH OF SEALANT RESERVOIR (IN.)	1/2	3/4
D=DEPTH OF SEALANT RESERVOIR (IN.)	1/4	3/4
B=BACKER ROD DIAMETER (IN.)	5/8	N/A
S=SECOND SAWCUT DEPTH (IN.) MINIMUM	1-3/8	N/A



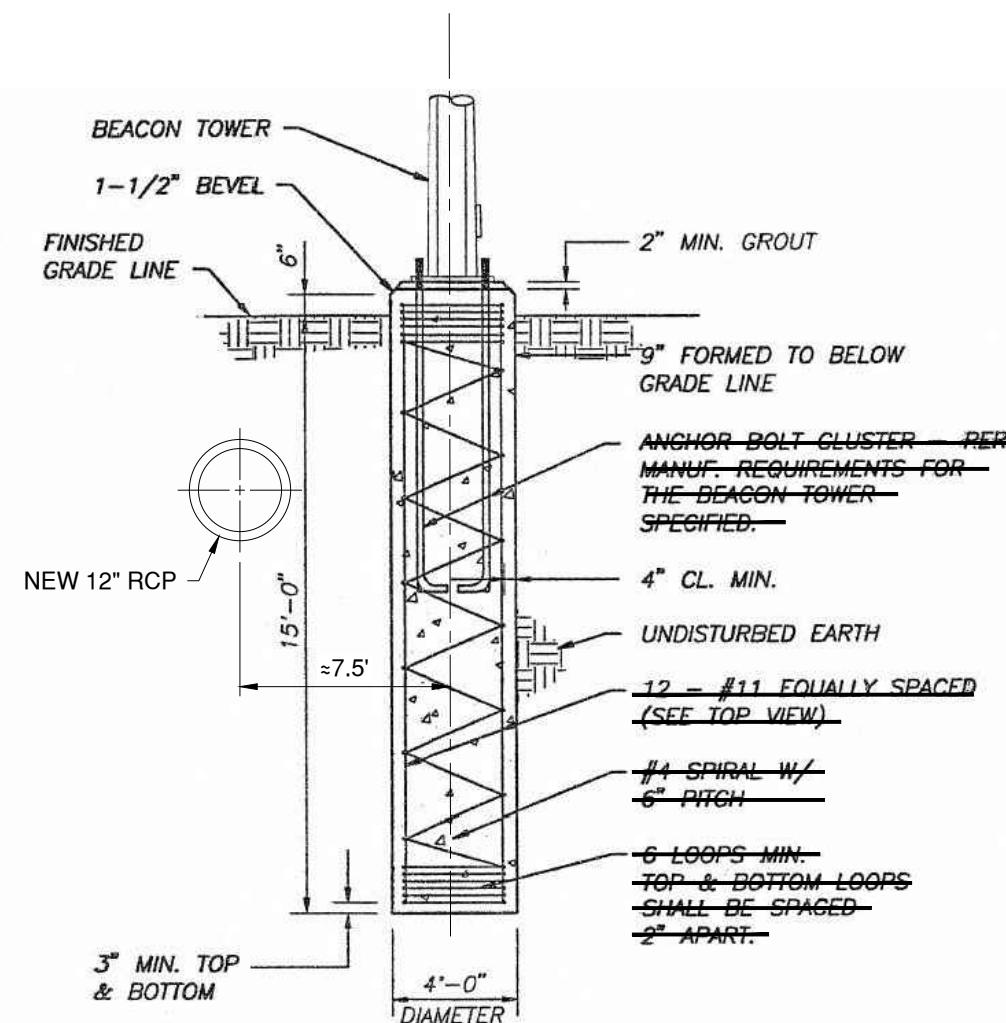
JOINT NOTES

- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- SAW CUT FOR JOINT SEALANT SHALL BE CONSTRUCTED IN THE BITUMINOUS PAVEMENT MATERIAL ADJACENT TO THE PCC PAVEMENT.
- EXPANSION JOINT MATERIAL SHALL BE PLACED AROUND FRAME PRIOR TO CONCRETE POUR.



NOTES:

- PAVEMENT REPAIR WILL BE PERFORMED AROUND EXISTING INLET #8 WHICH IS CALLED OUT ON WEST PLAN & PROFILE 3 SHEET CP203.
- PAVING OF NEW BITUMINOUS SURFACE SHALL BE COMPLETED AND FINISHED TO EDGE OF INLET PRIOR TO CONSTRUCTING THIS DETAIL.
- A 5x5' SQUARE CENTERED ON THE INLET/MANHOLE SHALL BE SAW CUT AND REMOVE THE 4" BITUMINOUS LAYER.
- REMOVE ADDITIONAL 2" OF EXISTING AGGREGATE SUBBASE. USE CARE TO NOT UNDERMINE NEW BITUMINOUS PAVEMENT SURFACE.
- PLACE EXPANSION JOINT MATERIAL AROUND INLET FRAME.
- PLACE STEEL AS SHOWN IN THE DETAIL AND PLACE 5" PCC LAYER. REBAR SHALL BE PLACED AT A DEPTH OF T/2, T = THICKNESS OF PCC PAVEMENT. KEEP 2" CLEAR DISTANCE BETWEEN REBAR AND EDGES OF PCC PAVEMENT.
- ENSURE THAT GRADES ARE MET ALONG EXISTING EDGES AND INLET WHILE FINISHING THE CONCRETE.
- AFTER CONSTRUCTION CONCRETE LAYER, SAW CUT THE BITUMINOUS PAVEMENT ALONG THE EDGE OF THE CONCRETE. DIMENSIONS OF SAW CUT ARE SHOWN IN THE DETAIL.
- PLACE BACKER ROD AND SEAL WITH JOINT SEALANT AS CALLED OUT IN THE SPECIAL PROVISIONS. DETAIL OF JOINT IS SHOWN ON THIS SHEET. JOINT SHALL BE SAWED IN BITUMINOUS PAVEMENT ADJACENT TO THE PCC PAVEMENT.



EXISTING BEACON TOWER & NEW STORM SEWER DETAIL

N.T.S



License No. 184-000613

CONSULTANTS

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MARCH 2, 2018

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SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK DATE DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CP201.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

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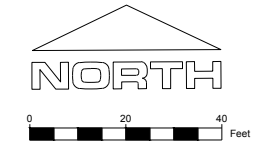
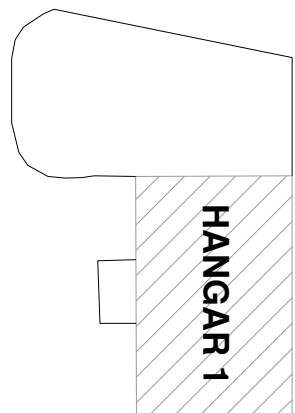
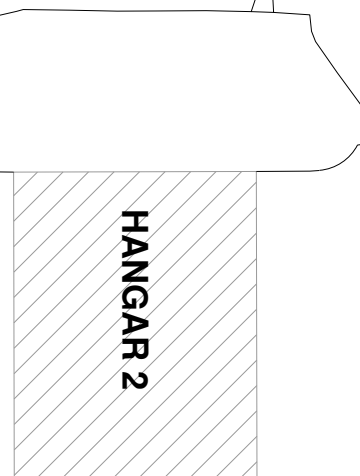
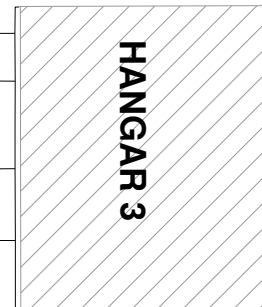
SHEET TITLE

NORTH PLAN &  
PROFILE 1

CP201  
SHEET 20 OF 45

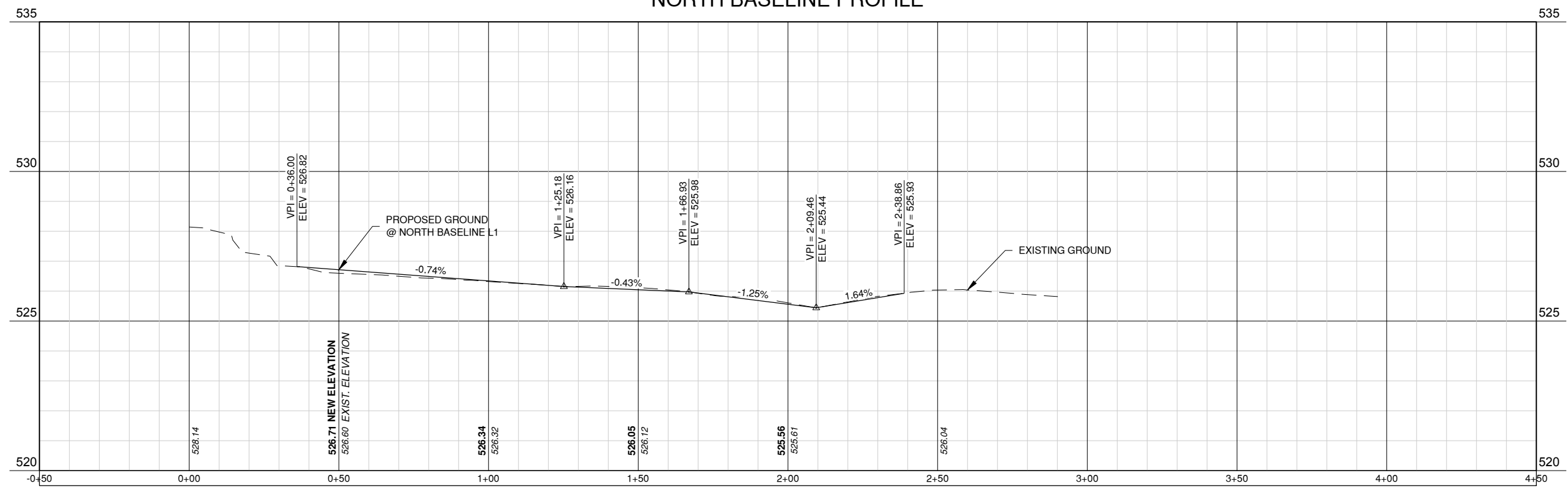
LEGEND

- EXISTING CIRCULAR CATCH BASIN
- NEW TYPE A MANHOLE W/GRATED COVER
- NEW TYPE A INLET
- NEW TYPE A MANHOLE
- NEW 12" FLARED END SECTION
- EXISTING 12" RCP
- NEW 12" RCP



0+00 1+00 2+00 3+00 4+00 NORTH BASELINE L1

NORTH BASELINE PROFILE



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Date: Tuesday, May 8, 2018 4:06:57 PM

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SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CP202.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

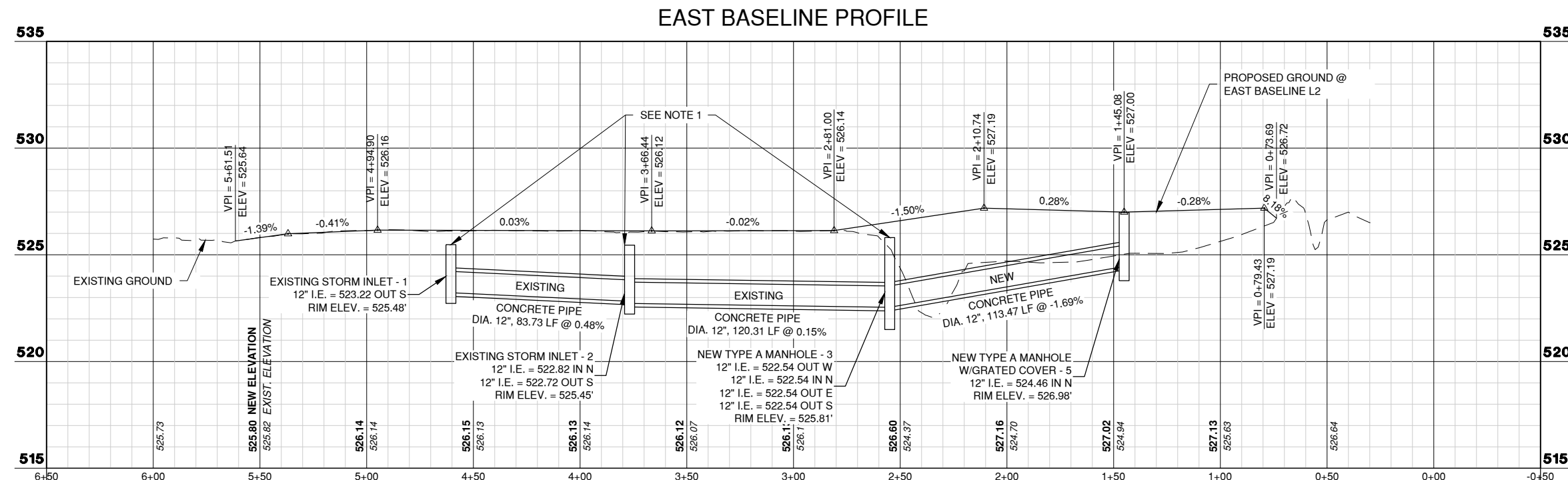
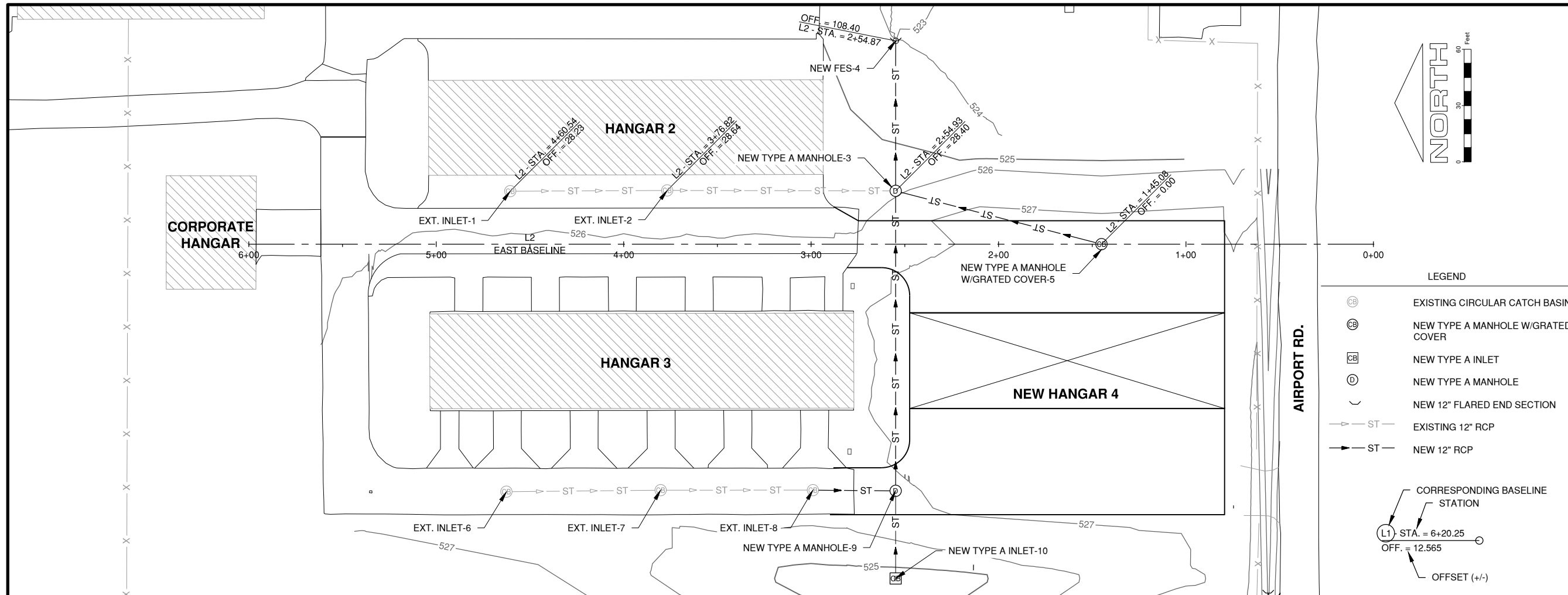
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SHEET TITLE

**EAST PLAN & PROFILE**  
**2**



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SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CP203.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

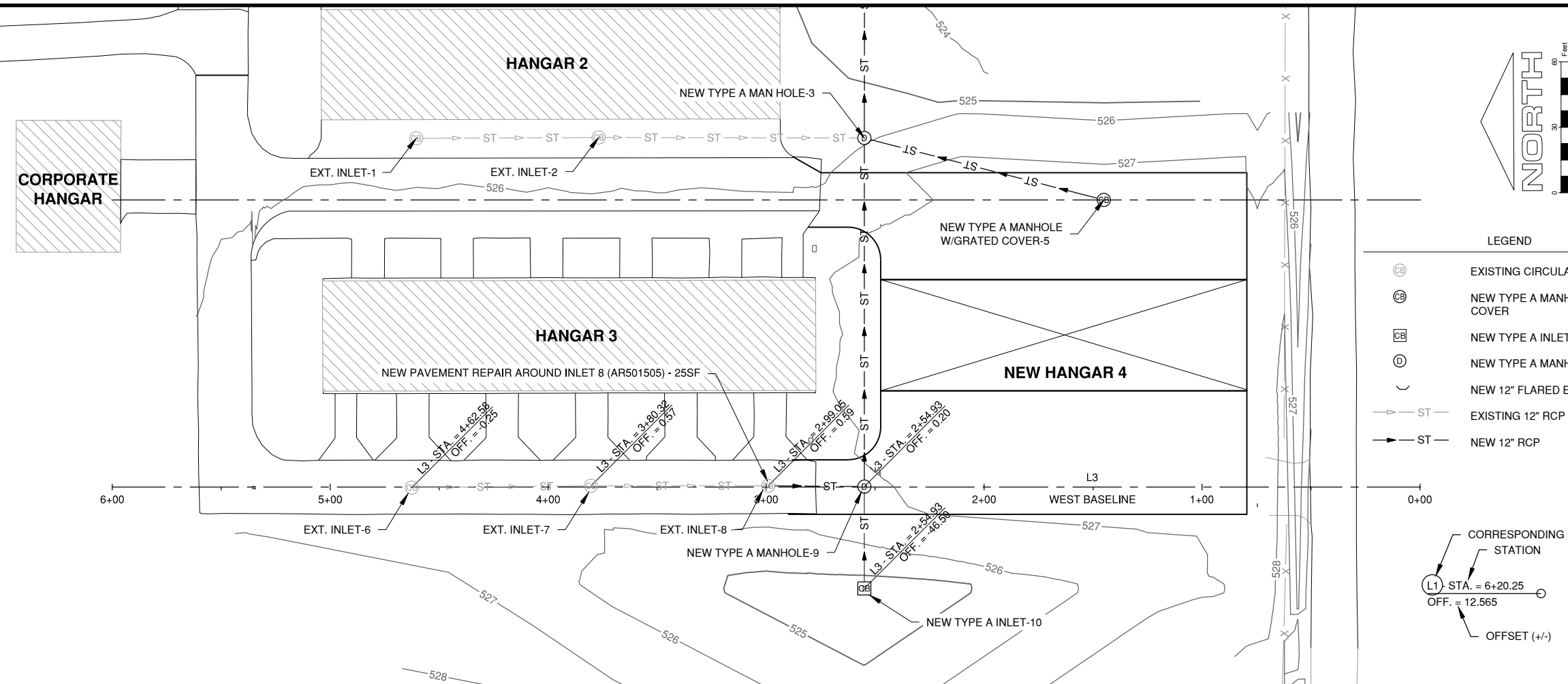
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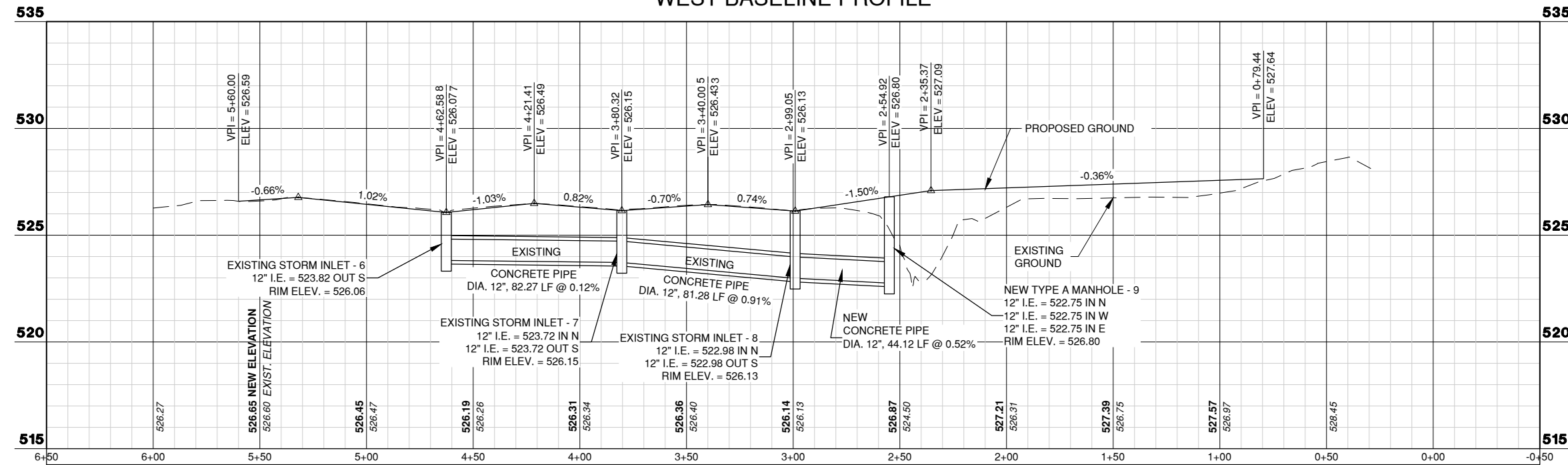
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SHEET TITLE

**WEST PLAN &  
PROFILE 3**

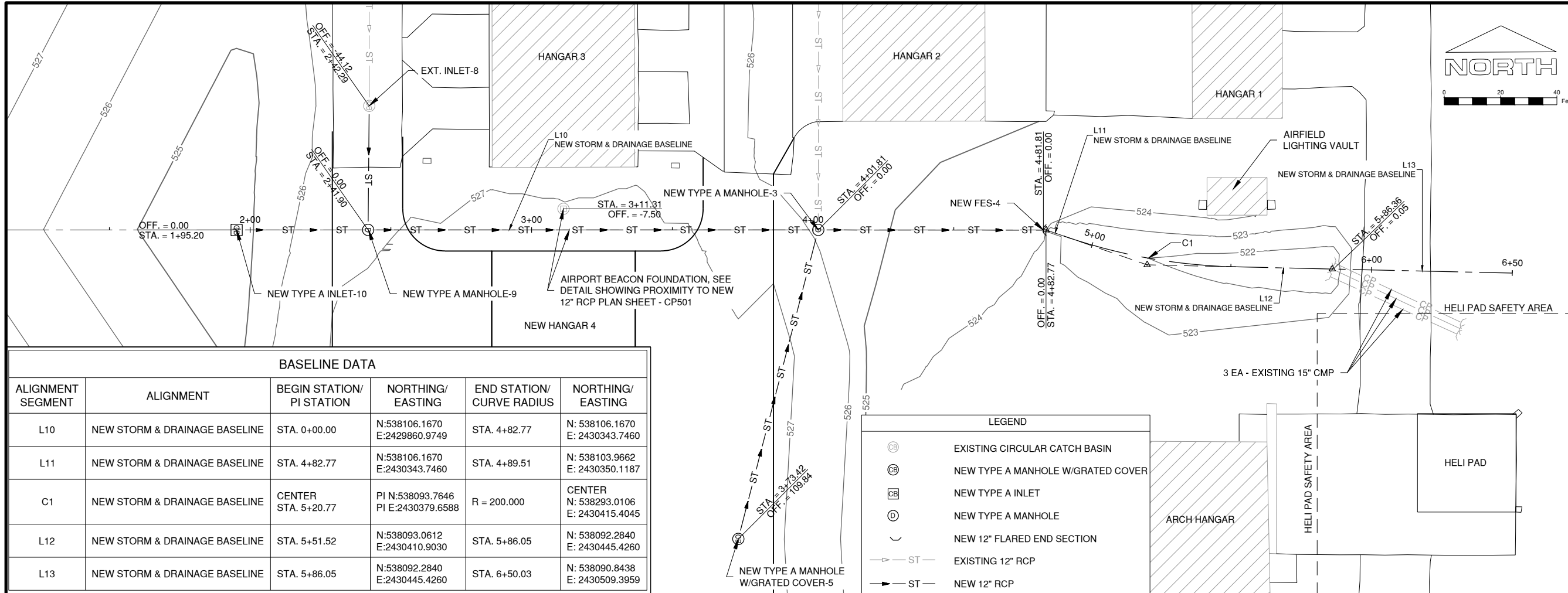


**WEST BASELINE PROFILE**

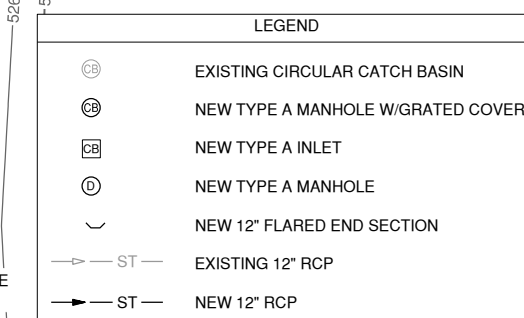


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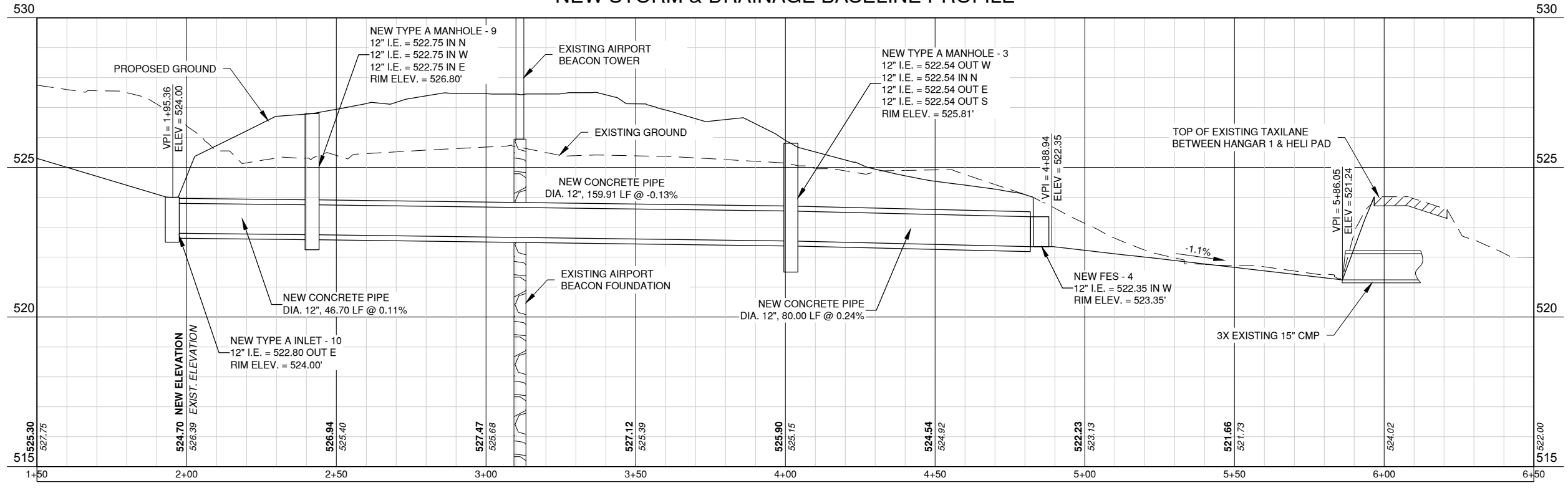
BASELINE DATA					
ALIGNMENT SEGMENT	ALIGNMENT	BEGIN STATION/ PI STATION	NORTHING/ EASTING	END STATION/ CURVE RADIUS	NORTHING/ EASTING
L10	NEW STORM & DRAINAGE BASELINE	STA. 0+00.00	N:538106.1670 E:2429860.9749	STA. 4+82.77	N: 538106.1670 E: 2430343.7460
L11	NEW STORM & DRAINAGE BASELINE	STA. 4+82.77	N:538106.1670 E:2430343.7460	STA. 4+89.51	N: 538103.9662 E: 2430350.1187
C1	NEW STORM & DRAINAGE BASELINE	CENTER STA. 5+20.77	PI N:538093.7646 PI E:2430379.6588	R = 200.000	CENTER N: 538293.0106 E: 2430415.4045
L12	NEW STORM & DRAINAGE BASELINE	STA. 5+51.52	N:538093.0612 E:2430410.9030	STA. 5+86.05	N: 538092.2840 E: 2430445.4260
L13	NEW STORM & DRAINAGE BASELINE	STA. 5+86.05	N:538092.2840 E:2430445.4260	STA. 6+50.03	N: 538090.8438 E: 2430509.3959



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 PAVEMENT

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 SPARTA COMMUNITY AIRPORT  
 SPARTA, IL

**NEW STORM & DRAINAGE BASELINE PROFILE**

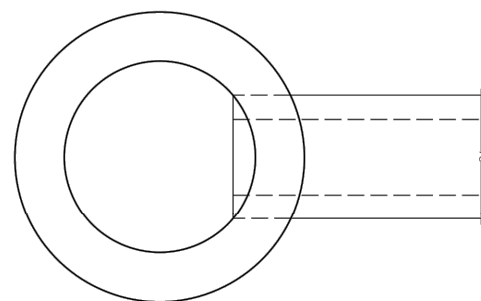


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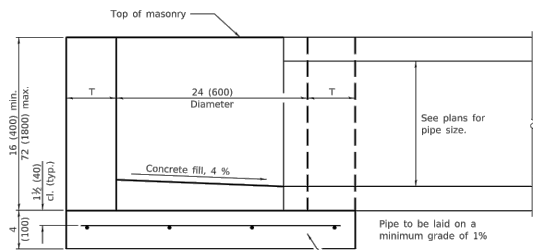
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 IL PROJ. NO. SAR-4583  
 CMT PROJECT NO: 1641203  
 CAD DWG FILE: SAR4583-1641203-CU102.DWG  
 DESIGNED BY: NRF  
 DRAWN BY: DPA  
 CHECKED BY: CBG  
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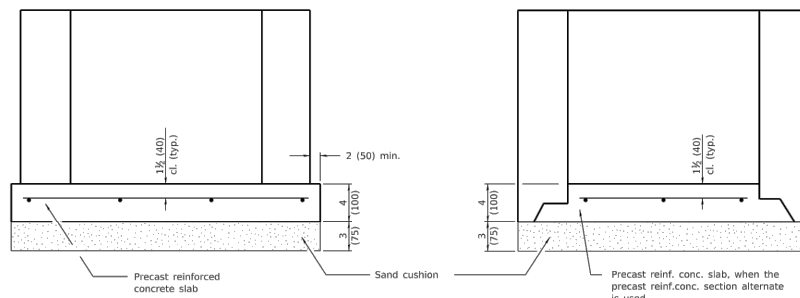


PLAN



ELEVATION

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)



ALTERNATE METHODS

**GENERAL NOTES**

Bottom slabs shall be reinforced with a minimum of 0.24 sq. in./ft. (510 sq. mm/m) in both directions with a maximum spacing of 10 (250).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

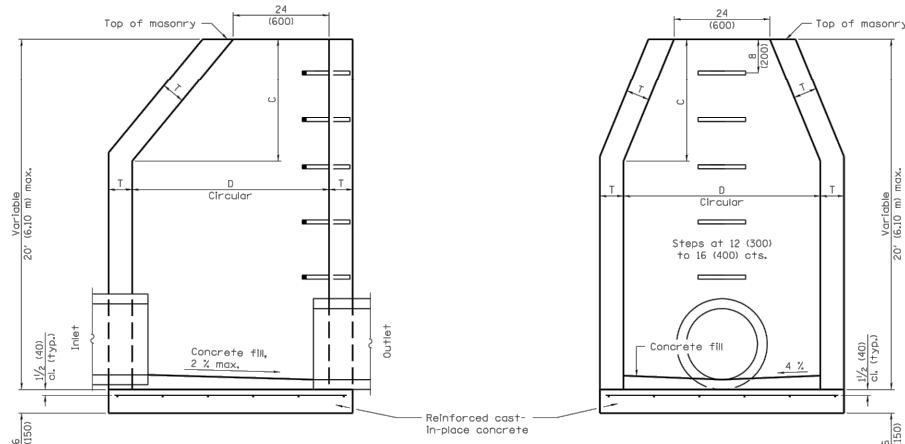
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-14	Increased height to 72 (1800) maximum.
1-1-11	Detailed rein. in slabs. Added max. limit to height. Added general notes.

**INLET - TYPE A**

STANDARD 602301-04

Illinois Department of Transportation  
PASSED January 1, 2014  
ENGINEER OF POLICY AND PROCEDURES  
APPROVED January 1, 2014  
ENGINEER OF DESIGN AND ENVIRONMENT



ELEVATION - ECCENTRIC

ELEVATION - CONCENTRIC

ALTERNATE MATERIALS FOR WALLS	D	C*	T (min.)
Concrete Masonry Unit	4'-0" (1.2 m) 5'-0" (1.5 m)	3'-0" (750) 3'-9" (1.15 m)	5 (125) 5 (125)
Brick Masonry	4'-0" (1.2 m) 5'-0" (1.5 m)	3'-0" (750) 3'-9" (1.15 m)	8 (200) 8 (200)
Precast Reinforced Concrete Section	4'-0" (1.2 m) 5'-0" (1.5 m)	3'-0" (750) 3'-9" (1.15 m)	4 (100) 5 (125)
Cast-in-place Concrete	4'-0" (1.2 m) 5'-0" (1.5 m)	3'-0" (750) 3'-9" (1.15 m)	6 (150) 6 (150)

\* For precast reinforced concrete sections, dimension "C" may vary from the dimension given to plus 6 (150).

**GENERAL NOTES**

Bottom slabs shall be reinforced with a minimum of 0.31 sq. in./ft. (660 sq. mm/m) in both directions with a maximum spacing of 12 (300).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

See Standard 602701 for details of steps.

See Standard 602601 for optional Precast Reinforced Concrete Flat Slab Top.

All dimensions are in inches (millimeters) unless otherwise shown.

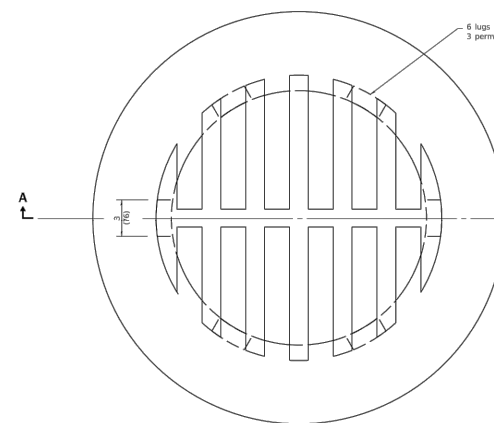
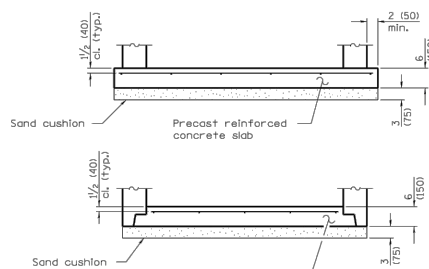
DATE	REVISIONS
1-1-11	Detailed rein. in slabs. Added max. limit to height. Revised general notes.
1-1-09	Switched units to English (metric).

**MANHOLE TYPE A**

STANDARD 602401-03

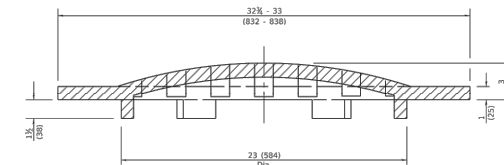
Illinois Department of Transportation  
PASSED January 1, 2011  
ENGINEER OF POLICY AND PROCEDURES  
APPROVED January 1, 2011  
ENGINEER OF DESIGN AND ENVIRONMENT

ALTERNATE BOTTOM SLAB



CAST GRATE

\*USE FOR NEW TYPE A INLETS



SECTION A-A

All dimensions are in inches (millimeters) unless otherwise shown.

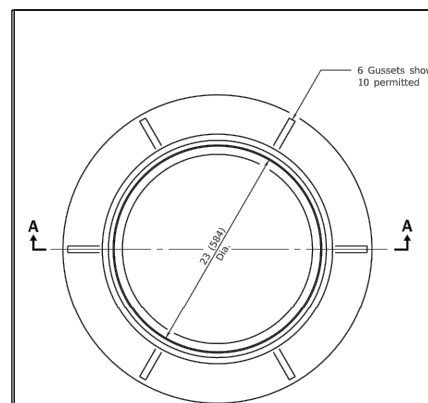
DATE	REVISIONS
1-1-15	Revised dimensions.
1-1-09	Switched units to English (metric).

**GRATE TYPE 8**

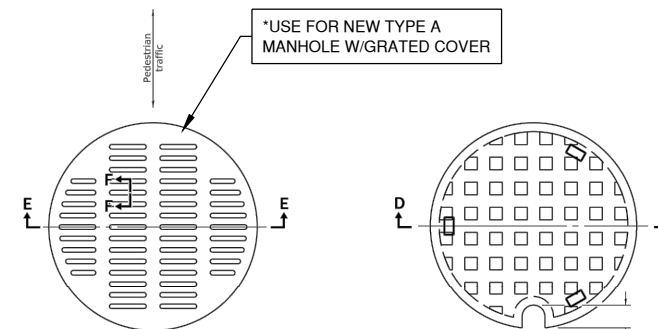
STANDARD 604036-03

\*ADDED NOTES\*

Illinois Department of Transportation  
PASSED January 1, 2015  
ENGINEER OF POLICY AND PROCEDURES  
APPROVED January 1, 2015  
ENGINEER OF DESIGN AND ENVIRONMENT

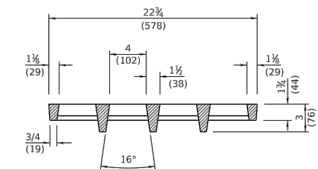


CAST FRAME



SECTION F-F

\*USE FOR NEW TYPE A MANHOLE W/GRATED COVER



SECTION E-E

SECTION D-D

CAST CLOSED LID  
Gray Iron Lid

\*USE FOR NEW TYPE A MANHOLES

ADA COMPLIANT  
CAST OPEN LID

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-15	Revised dimensioning of frame. Added ADA compliant open lid.
1-1-09	Switched units to English (metric).

**FRAME AND LIDS TYPE 1**

STANDARD 604001-04

\*ADDED NOTES\*

Illinois Department of Transportation  
PASSED January 1, 2015  
ENGINEER OF POLICY AND PROCEDURES  
APPROVED January 1, 2015  
ENGINEER OF DESIGN AND ENVIRONMENT

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SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CU501.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

CHECKED BY: CBG

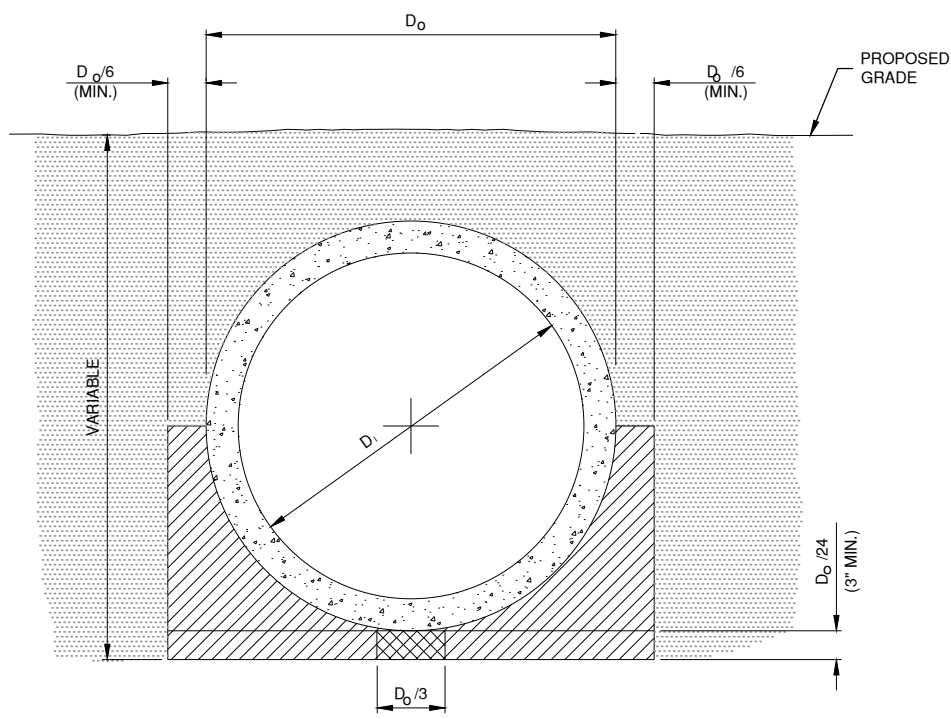
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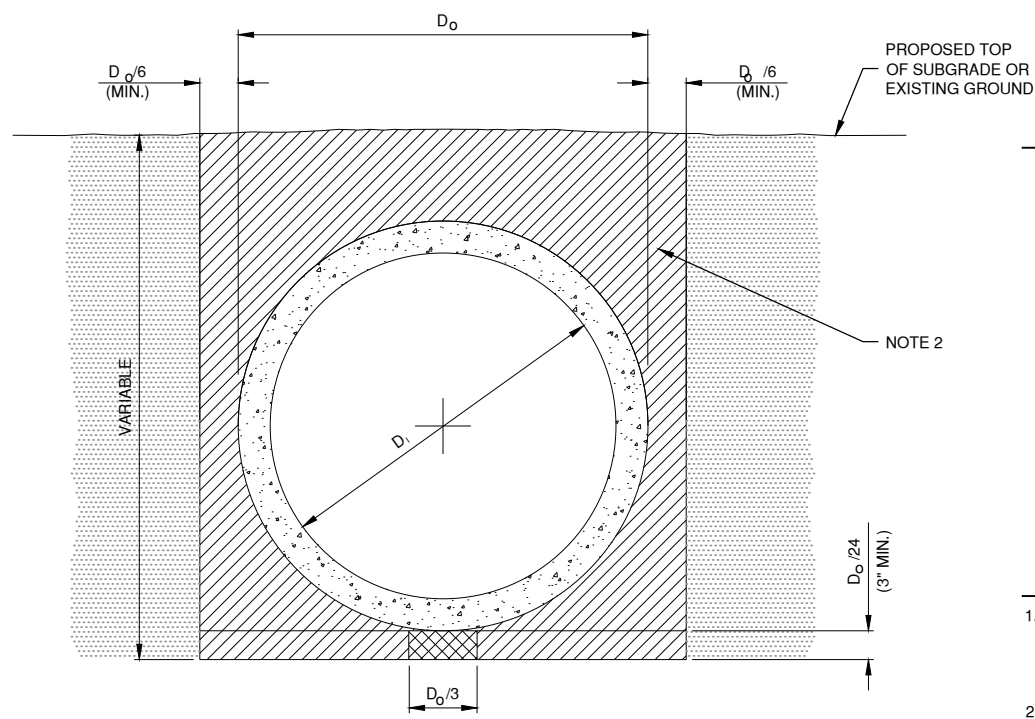
SHEET TITLE

**DRAINAGE DETAILS 1**

CU501  
SHEET 25 OF 45



**STANDARD TRENCH INSTALLATION  
NON-PAVED AREA**  
N.T.S.



**STANDARD TRENCH INSTALLATION  
PROPOSED PAVED AREA**  
N.T.S.

**LEGEND**

	DRAINAGE CONDUIT MATERIAL-CONCRETE
	MIDDLE BEDDING LOOSELY PLACED UNCOMPACTED BEDDING
	HAUNCH AND OUTER BEDDING COMPACTION- 95% STANDARD PROCTOR
	LOWER SIDE AND OVERFILL COMPACTION- SAME AS EMBANKMENT REQUIREMENTS
$D_o$	PIPE OUTSIDE DIAMETER
$D_i$	PIPE INSIDE DIAMETER

- NOTES**
- BEDDING SHOWN IS IN ACCORDANCE WITH "STANDARD EMBANKMENT INSTALLATIONS", STANDARD INSTALLATION & BEDDING FACTORS FOR THE INDIRECT DESIGN METHOD (DESIGN DATA 40), AMERICAN CONCRETE PIPE ASSOCIATION.
  - BACKFILL TO EXTEND 3' BEYOND EDGES OF PROPOSED PAVEMENT.
  - COSTS ASSOCIATED WITH BACKFILLING AND COMPACTION OF BEDDING AND POROUS BACKFILL SHALL BE CONSIDERED INCIDENTAL TO RCP AND FES INSTALLATION.

100% SUBMITTAL  
MARCH 2, 2018

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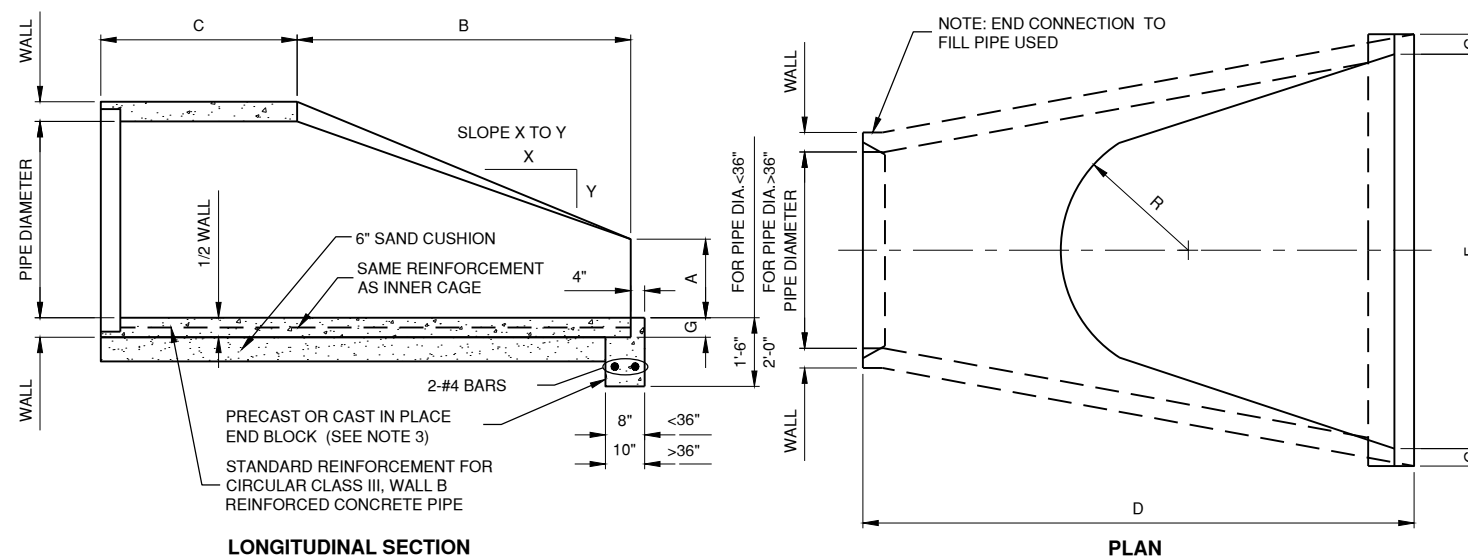
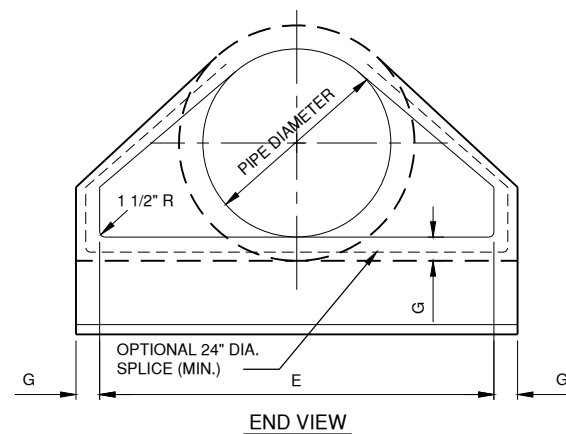


SPARTA COMMUNITY AIRPORT  
SPARTA, IL

**DIMENSIONS - TABLE 1**

PIPE DIA.	APPROX WT. (lbs.)	WALL	A	B	C	D	E	G	R	SLOPE
12"	530	2"	4"	2'-0"	4'-0 7/8"	6'-0 7/8"	2'-0"	2"	9"	3:1
15"	740	2 1/4"	6"	2'-3"	3'-10"	6'-1"	2'-6"	2 1/4"	11"	3:1
18"	990	2 1/2"	9"	2'-3"	3'-10"	6'-1"	3'-0"	2 1/2"	12"	3:1
21"	1280	2 3/4"	9"	2'-11"	3'-2"	6'-1"	3'-6"	2 3/4"	13"	3:1
24"	1520	3"	9 1/2"	3'-7 1/2"	2'-6"	6'-1 1/2"	4'-0"	3"	14"	3:1
27"	1930	3 1/4"	10 1/2"	4'-0"	2'-1 1/2"	6'-1 1/2"	4'-6"	3 1/4"	14 1/2"	3:1
30"	2190	3 1/2"	1'-0"	4'-6"	1'-7 3/4"	6'-1 3/4"	5'-0"	3 1/2"	15"	3:1
33"	3200	3 3/4"	1-1 1/2"	4'-10 1/2"	3'-3 1/4"	8'-1 3/4"	5'-6"	3 3/4"	17 1/2"	3:1
36"	4100	4"	1'-3"	5'-3"	2'-10 3/4"	8'-1 3/4"	6'-0"	4"	20"	3:1
42"	5380	4 1/2"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	4 1/2"	22"	3:1
48"	6550	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	5"	22"	3:1
54"	8240	5 1/2"	2'-3"	5'-5"	2'-11"	8'-4"	7'-6"	5 1/2"	24"	2.4:1
60"	8730	6"	2'-11"	5'-0"	3'-3"	8'-3"	8'-0"	5"	*	2:1
66"	10710	6 1/2"	2'-6"	6'-0"	2'-3"	8'-3"	8'-6"	5 1/2"	*	2:1
72"	12520	7"	3'-0"	6'-6"	1'-9"	8'-3"	9'-0"	6"	*	1.86:1
78"	14770	7 1/2"	3'-0"	7'-6"	1'-9"	9'-3"	9'-6"	6 1/2"	*	1.82:1
84"	18160	8"	3'-0"	7'-6 1/2"	1'-9"	9'-3 1/2"	10'-0"	6 1/2"	*	1.5:1

\* RADIUS AS FURNISHED BY MANUFACTURER.



**PRECAST REINFORCED CONCRETE FLARED END SECTION**  
(I.D.O.T. STD. NO. 542301)

N.T.S.

**NOTES**

- PRECAST CONCRETE FLARED END SECTIONS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M-170 CLASS III, WALL B REINFORCED CONCRETE PIPE.
- PRECAST CONCRETE FLARED END SECTION FOR PIPE DIAMETER REQUIRED SHALL BE AS INDICATED ON DETAIL PLAN FOR EACH INDIVIDUAL INSTALLATION.
- THE END BLOCK SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE FLARED END SECTION. THE END BLOCK SHALL BE BACKFILLED IN ACCORDANCE WITH ITEM 701.
- FES SHALL INCLUDE A PROTECTION GRATE PER IDOT STD. 54234-03

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CU502.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

CHECKED BY: CBG

APPROVED BY: RLV

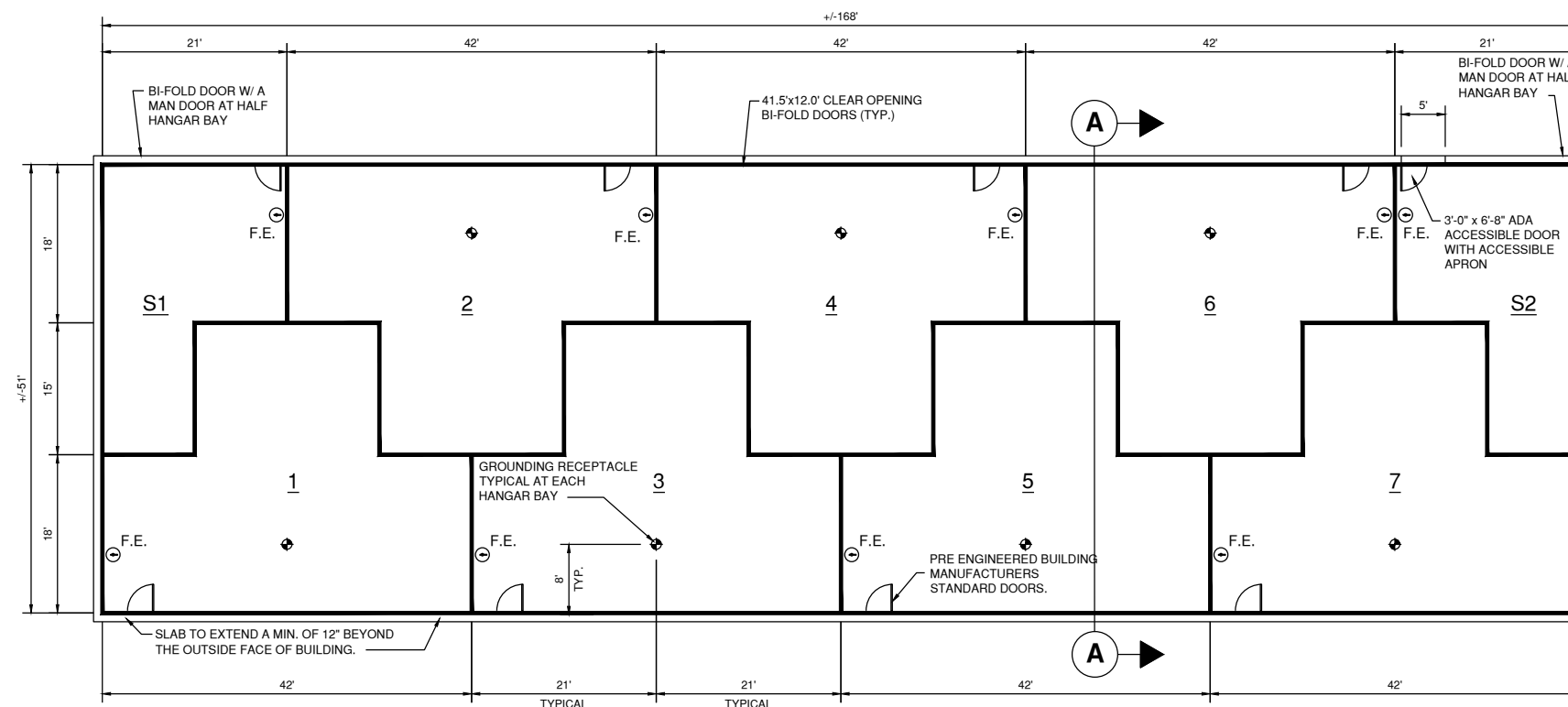
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SHEET TITLE

**DRAINAGE DETAILS 2**

CU502  
SHEET 26 OF 45





**FLOOR PLAN**  
SCALE 1:10

**LEGEND**

- ◆ STATIC ELECTRICITY GROUNDING RECEPTACLE (SEE SHEET EL104 FOR DETAIL)
- F.E. ⊖ FIRE EXTINGUISHER: 10lb. DRY CHEMICAL (ABC)

- GENERAL NOTES:**
- HANGAR NUMBERS MAY NOT COORDINATE WITH AIRPORTS FINAL NUMBERING SCHEME. (SEE SPECIFICATION SECTION 133420 FOR DOOR DECALS)
  - PROVIDE ENTRANCE LEVER/LATCH HARDWARE W/ HINGES, SILL, SWEEPS AND ACCESSIBLE THRESHOLD FOR ACCESSIBLE DOORS. PROVIDE STOP ARM FOR OUT SWINGING MAN DOORS.

REQUIRED DIMENSIONS	7 UNIT NESTED T-HANGAR
TOTAL BUILDING LENGTH	170' MAX.
TOTAL BUILDING WIDTH	52' MAX.
CLEAR DOOR WIDTH	41'-6" MIN.
CLEAR DOOR HEIGHT	14' MIN.
TAIL BAY WIDTH	21'-0" MIN.
WING DEPTH	18' MIN.
TOTAL BAY DEPTH	33' MIN.

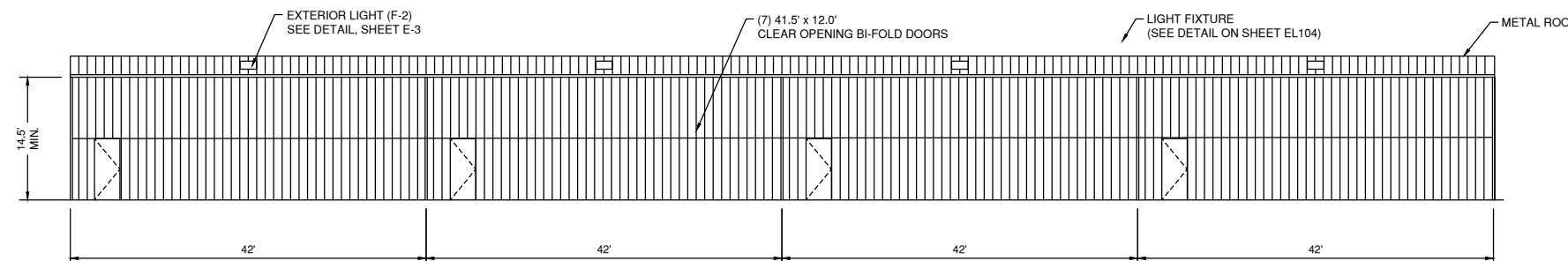
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MARCH 2, 2018

REHAB T-HANGAR TAXILANES,  
CONSTRUCT NEW T-HANGAR &  
PAVEMENT

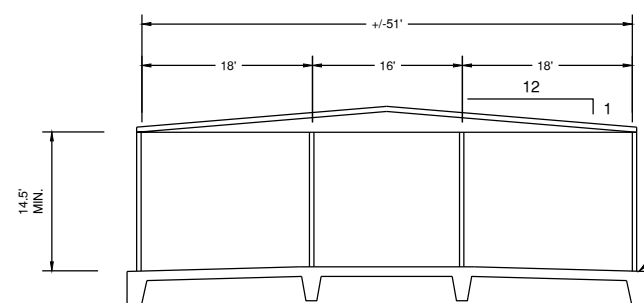
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SPARTA COMMUNITY AIRPORT  
SPARTA, IL



**BUILDING ELEVATION**  
SCALE 1:10



**BUILDING SECTION A-A**  
SCALE 1:10

CONTRACTOR SHALL DESIGN OR HAVE DESIGNED FLOOR AND FOUNDATION USING REACTIONS FROM PRE-ENGINEERED STEEL BUILDING MANUFACTURER. FLOOR AND FOUNDATION SHALL BE SUBMITTED TO SPONSOR FOR REVIEW. FLOOR AND FOUNDATION DESIGN SHALL BE SIGNED AND SEALED BY A LICENSED STRUCTURAL ENGINEER IN THE STATE OF ILLINOIS.

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139  
IL PROJ. NO. SAR-4583  
CMT PROJECT NO: 1641203  
CAD DWG FILE: SAR4583-1641203-A105.DWG  
DESIGNED BY: NRF  
DRAWN BY: DPA  
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**FLOOR PLAN AND EXTERIOR ELEVATIONS**



**NOTE:**

- T-HANGARS FOUNDATION SHOWN IS 12" FOR EARTHWORK VOLUME CALCULATIONS. ACTUAL FOUNDATION DESIGN SHALL BE DETERMINED BY THE BUILDING CONTRACTOR. VOLUME CALCULATIONS DO NOT INCLUDE THE FOUNDATIONS VOLUME.

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SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-A104.DWG

DESIGNED BY: NRF

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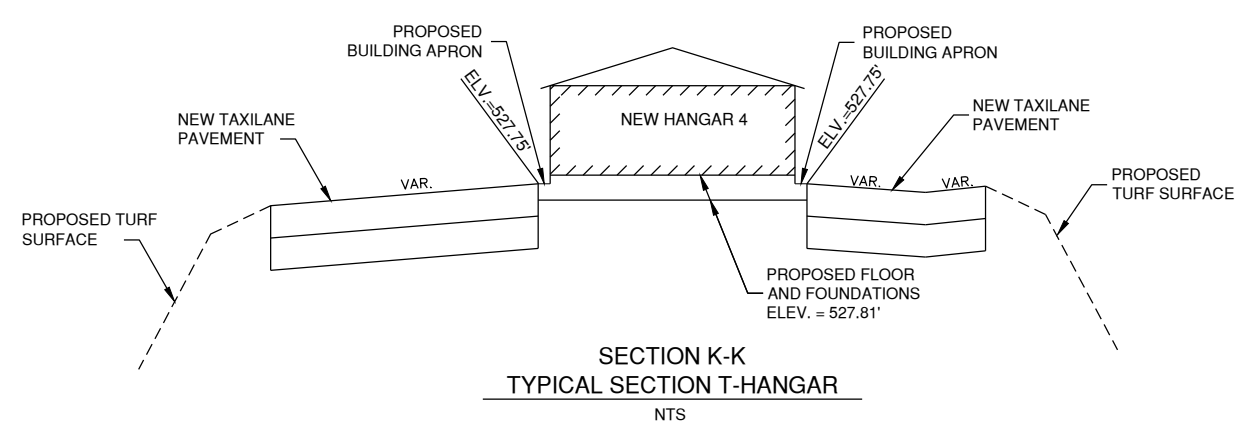
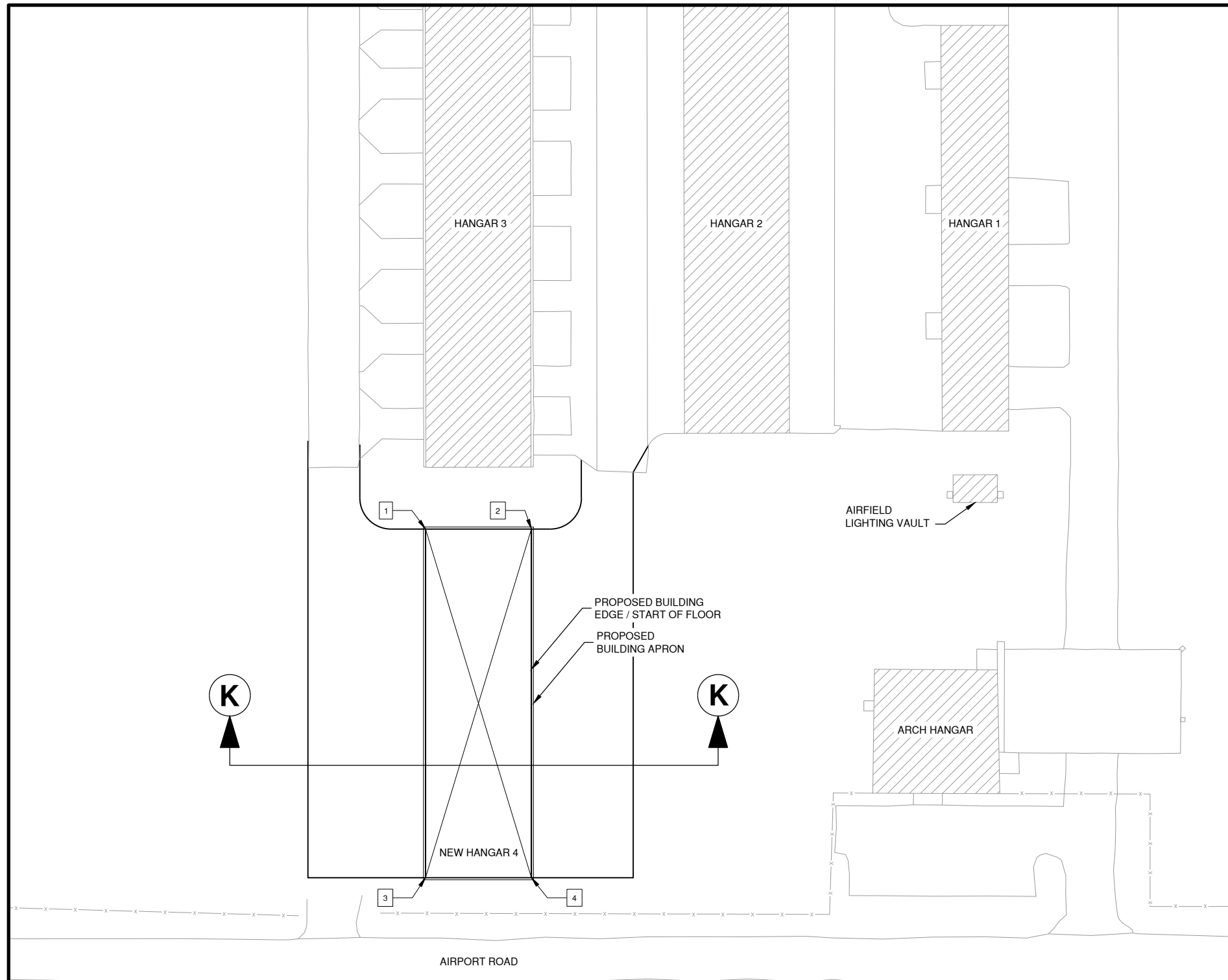
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**T-HANGAR BUILDING  
& LOCATION**



BUILDING CONTROL POINTS				
POINT NO.	DESCRIPTION	NORTHING	EASTING	FLOOR EL.
1	NORTHWEST BUILDING CORNER	538098.6670'	2430146.8135'	527.81'
2	NORTHEAST BUILDING CORNER	538098.6670'	2430197.8135'	527.81'
3	SOUTHWEST BUILDING CORNER	537930.6670'	2430146.8135'	527.81'
4	SOUTHEAST BUILDING CORNER	537930.6670'	2430197.8135'	527.81'

Path: K:\Sparta\A1\1641203\Drawings\SAR4583-1641203-A104.dwg  
Date: Tuesday, May 8, 2018 4:08:51 PM

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CONSTRUCT NEW T-HANGAR &  
PAVEMENT

OWNER



SPARTA COMMUNITY AIRPORT  
SPARTA, IL

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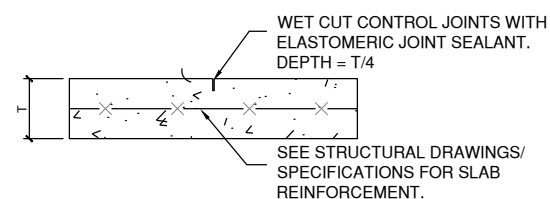
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**ARCHITECTURAL  
DETAILS**

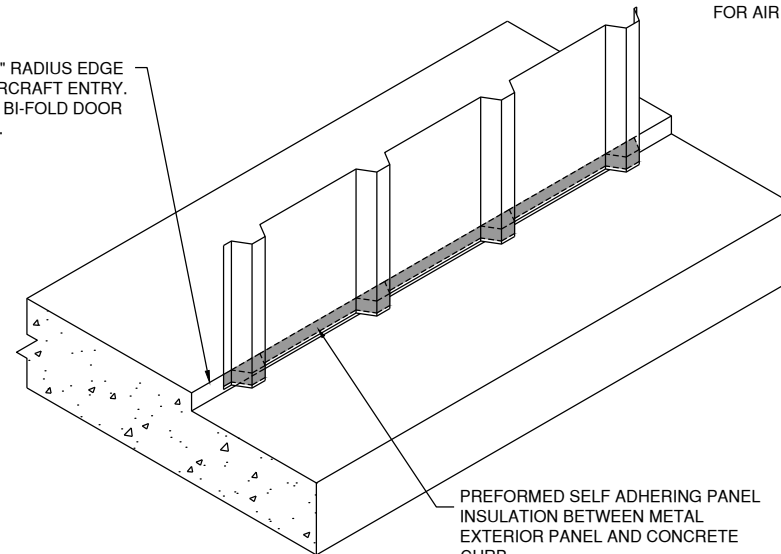
SHEET **30** OF **45**



**CONTROL JOINT**

NOTE: CONTRACTOR TO SUBMIT  
JOINTING PLAN.

TOOLED 1/2" RADIUS EDGE  
TO EASE AIRCRAFT ENTRY.  
TYPICAL AT BI-FOLD DOOR  
LOCATIONS.



**ISOMETRIC DETAIL - EXTERIOR WALL PANEL AT CURB**

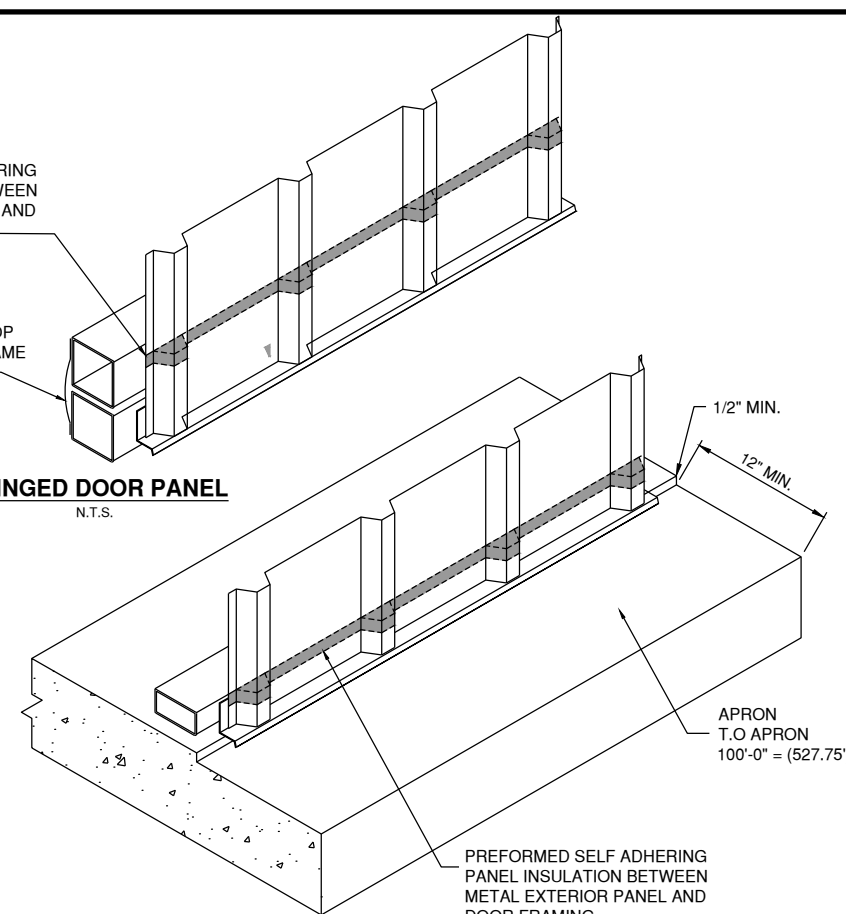
N.T.S.

PREFORMED SELF ADHERING  
PANEL INSULATION BETWEEN  
METAL EXTERIOR PANEL AND  
DOOR FRAMING.

WEATHER PROOFING  
SHEET ATTACHED TO TOP  
AND BOTTOM DOOR FRAME  
FOR AIR TIGHT SEAL.

**HINGED DOOR PANEL**

N.T.S.

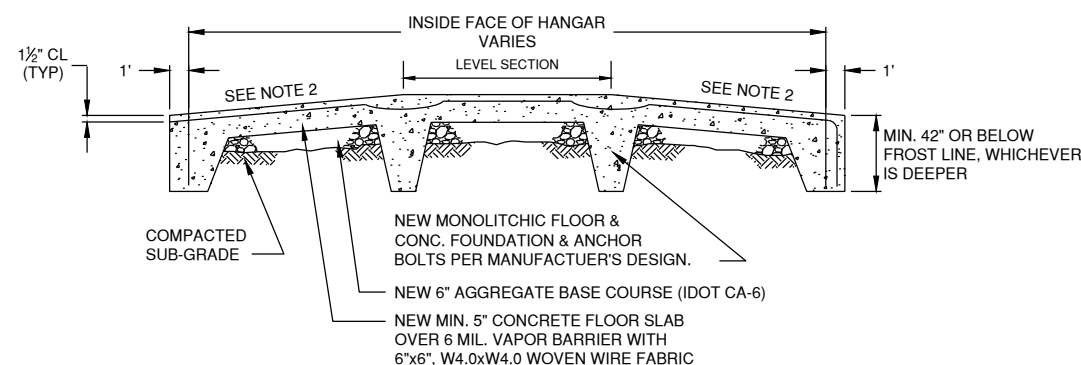


**ISOMETRIC DETAIL - EXTERIOR WALL/ DOOR PANEL**

N.T.S.

**NOTES:**

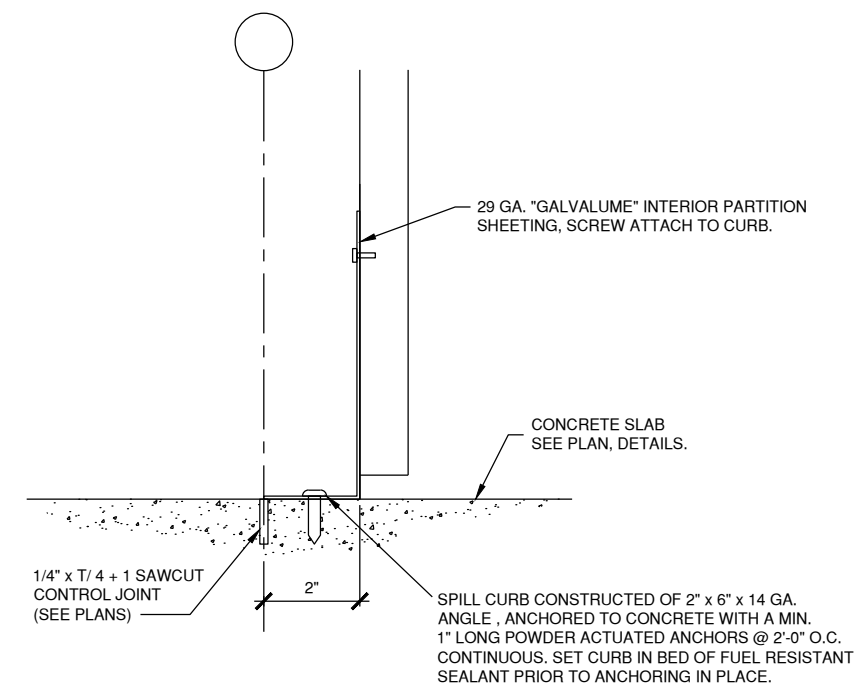
1. CONCRETE FLOOR AND FOUNDATION FOR HANGARS TO EXTEND A MINIMUM OF 12" OUTSIDE FACE OF HANGAR.
2. CONTRACTOR SHALL SLOPE FLOORS TO DRAIN PER MANUFACTURER'S RECOMMENDATION AND LOCAL CODE REQUIREMENTS.
3. THE CONTRACTOR SHALL GRADE AND COMPACT THE SUBGRADE BEFORE THE PLACEMENT OF THE AGGREGATE BASE COURSE.



**TYPICAL SECTION - T-HANGAR CONCRETE SLAB**

N.T.S.

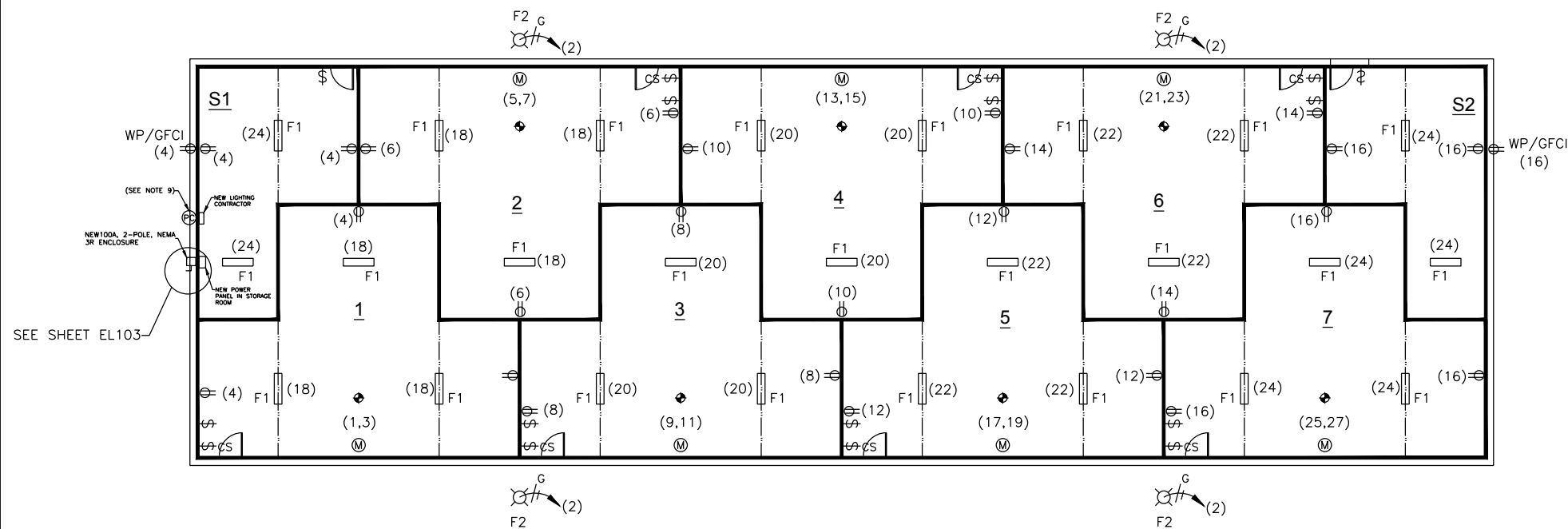
NOTE: FOUNDATION DESIGN TO BE PROVIDED BY CONTRACTOR.



**TYP. SPILL CURB DETAIL**

N.T.S.

NOTE:  
PROVIDE SPILL CURB ON ONE SIDE OF EACH  
INTERIOR WALL PANEL



PLAN

**ELECTRICAL WIRING NOTES**

1. ALL WIRING METHODS AND ELECTRICAL EQUIPMENT INSTALLATION INSIDE T-HANGARS SHALL COMPLY WITH NFPA 70: NATIONAL ELECTRICAL CODE, ARTICLE 513: AIRCRAFT HANGARS. EXCEPT FOR GROUNDING (EARTHING) AND BONDING AS DETAILED ON THE PLANS, NO CONDUIT, POWER WIRING, ELECTRICAL DEVICES OR ELECTRICAL EQUIPMENT SHALL BE INSTALLED IN CLASS 1, DIVISION 1 OR CLASS 1 DIVISION 2 AREAS IN THE T-HANGAR, AS DEFINED BY NEC ARTICLE 513. FOR EXAMPLE, PER NEC ARTICLE 513, THE ENTIRE AREA OF THE T-HANGAR TO 18" ABOVE THE FLOOR IS A CLASS 1, DIVISION 2 AREA. NO POWER WIRING, ELECTRICAL DEVICES OR EQUIPMENT SHALL BE INSTALLED WITHIN THIS AREA.
2. EXCEPT WHERE NOTED OTHERWISE, ALL WIRING INSIDE T-HANGAR BAYS SHALL BE INSTALLED IN ELECTRICAL METALLIC TUBING (EMT). EMT SHALL BE ATTACHED TO WALL STRUCTURAL MEMBERS AND GIRTS AND ROUTED OVERHEAD, ATTACHED TO T-HANGAR ROOF WIDE FLANGE BEAMS AND PURLINS. EXPOSED WIRING OR CORDS SHALL NOT BE PERMITTED. ACCEPTABLE SUBSTITUTES FOR ELECTRICAL METALLIC TUBING (EMT) ARE GALVANIZED RIGID STEEL (GRS) OR ALUMINUM CONDUIT. DEVICE BOXES AND JUNCTION BOXES SHALL BE METALLIC, EXCEPT WHERE NOTED OTHERWISE FOR USE IN GROUNDING (EARTHING) AND BONDING.
3. SWITCHES AND RECEPTACLES SHALL BE INSTALLED IN METALLIC DEVICE BOXES. THE DOOR MOTOR OPERATOR SHALL NOT BE PLUGGED INTO A RECEPTACLE, BUT SHALL BE "HARD WIRED" IN CONDUIT. INTERIOR LED LIGHT FIXTURES (F1) SHALL BE ATTACHED TO ROOF WIDE FLANGE BEAMS OR PURLINS.
4. ALL RECEPTACLES TO BE MOUNTED 48" AFF.
5. ALL EXTERIOR LIGHTING WILL BE CONTROLLED BY ONE PHOTOCELL LOCATED IN STORAGE ROOM "S1". SEE PLAN VIEW FOR PHOTOCELL LOCATION.
6. ALL CIRCUITS SHALL BE FED FROM POWER PANEL "PP-1" INSIDE STORAGE ROOM "S1"
7. THE CONTRACTOR SHALL BE PERMITTED TO COMBINE CIRCUITS IN ONE CONDUIT AS DESCRIBED HEREIN. FROM MAIN DISTRIBUTION PANELBOARD TO TWO HANGAR BAYS WITH SAME LIGHTING CIRCUITS.
8. ALL LIGHTING RECEPTACLE, AND DOOR MOTOR OPERATOR CIRCUITS SHALL BE WIRED WITH (2) #12, (1) #12 GND. FROM NEW POWER PANEL. CIRCUIT NUMBERS ARE AS SHOWN. REFER TO EL102 FOR PANELBOARDED SCHEDULE.
9. INSTALL 20A, 1-POLE LIGHTING CONTACTOR WITH H-O-A SELECTOR SWITCH, CONTROLLED BY PHOTOCELL.

**LEGEND**

- BIFOLD DOOR MOTOR OPERATOR, 1HP, 1 PHASE, MULTI-VOLTAGE (120/208/240)
- TOGGLE SWITCH (INTERIOR LIGHTS)
- BIFOLD DOOR MOTOR OPERATOR CONTROL STATION (SUPPLIED WITH DOOR)
- DUPLEX RECEPTACLE
- F1 - LUSIO HD20S-A1-06K-4N-4000K-80-CL OR EQUAL
- F2 - LITHONIA DSXF2 LED P2 40K WFR 120 THK DDBXD, OR EQUIVALENT. FLOOD LIGHTING
- 1800W PHOTO CELL, MOUNTED ON EXTERIOR WALL

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MARCH 2, 2018

REHAB T-HANGAR TAXILANES,  
CONSTRUCT NEW T-HANGAR &  
PAVEMENT

OWNER



SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-EL102.DWG

DESIGNED BY: MAA

DRAWN BY: DPA

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**T-HANGAR WIRING  
PLAN**

100% SUBMITTAL  
MARCH 2, 2018

REHAB T-HANGAR TAXILANES,  
CONSTRUCT NEW T-HANGAR &  
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SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO: SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-EL103.DWG

DESIGNED BY: MAA

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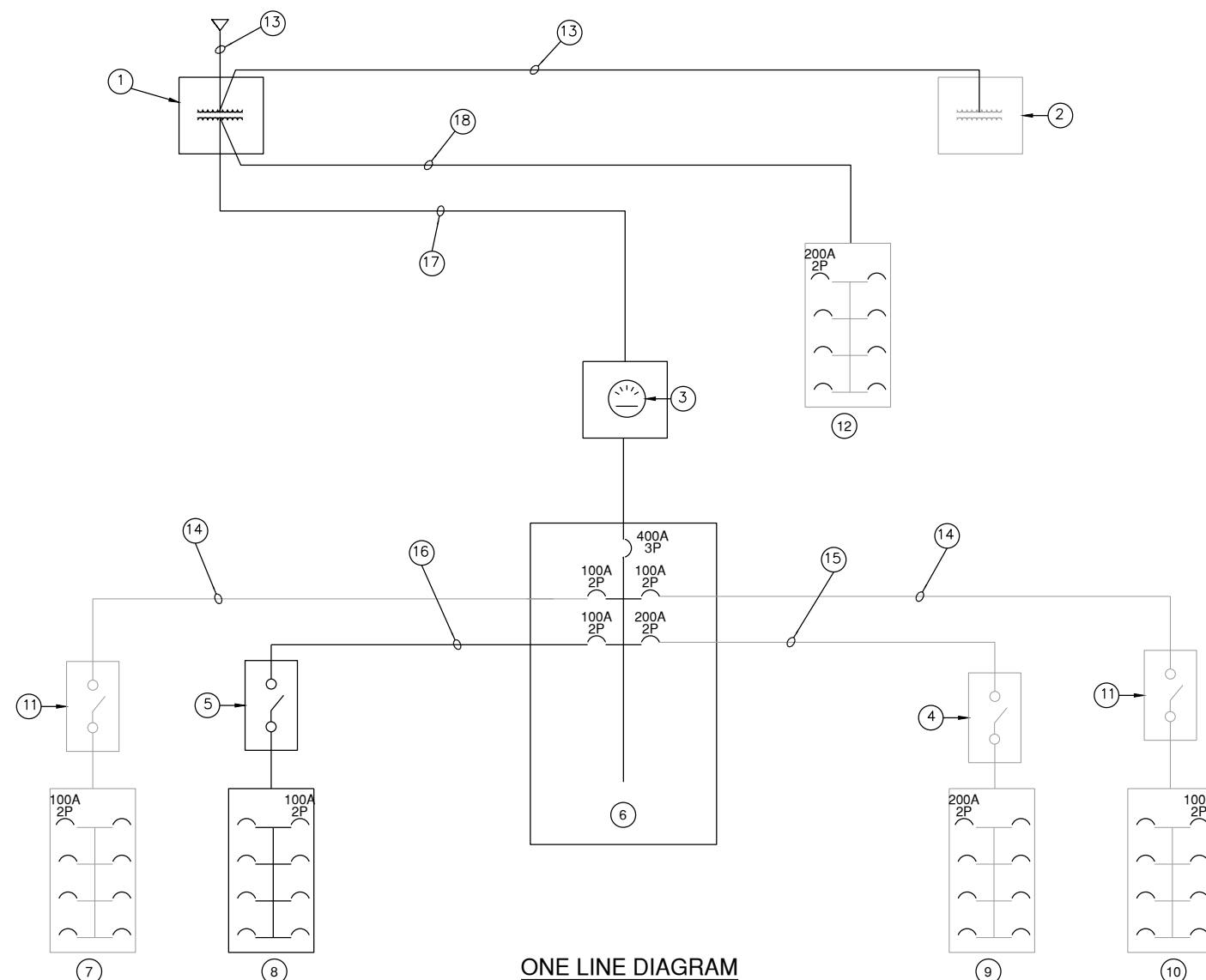
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SHEET TITLE  
**ELECTRICAL WIRING  
DETAILS**

EL102  
SHEET 32 OF 45

ONE LINE DIAGRAM NOMENCLATURE

- ① NEW UTILITY PAD MOUNTED TRANSFORMER. INSTALLED AND SIZED BY AMEREN.
- ② EXISTING NORTH PAD MOUNTED TRANSFORMER.
- ③ EXISTING UTILITY METERING AND C.T. CABINET, MOUNTED ON VAULT EXTERIOR WALL.
- ④ EXISTING 200A, 120/240, 2P DISCONNECT.
- ⑤ NEW 100A, 120/240, 2P DISCONNECT, IN NEMA 3R.
- ⑥ EXISTING 400A 120/240V, 3-PHASE POWER PANEL IN VAULT. INSTALL 100A, 2P CIRCUIT BREAKER.
- ⑦ EXISTING, 100A 120/240, 1-PHASE POWER PANEL IN T-HANGAR 3
- ⑧ NEW, 100A 120/240, 1-PHASE IN POWER PANEL T-HANGAR 4
- ⑨ EXISTING, 200A 120/240, 1-PHASE POWER PANEL IN T-HANGAR 2
- ⑩ EXISTING, 100A 120/240, 1-PHASE IN T-HANGAR 1
- ⑪ EXISTING 100A, 120/240, 2P DISCONNECT.
- ⑫ EXISTING, 200A 120/240, 1-PHASE POWER PANEL IN ARCH HANGAR.
- ⑬ NEW 1-4" PVC SCH.80 CONDUIT WITH PULL STRING.
- ⑭ EXISTING 3 #2, 1 #6 GND. IN 2" CONDUIT.
- ⑮ EXISTING 3 #2/0, 1 #2 GND. IN 2" CONDUIT.
- ⑯ NEW 3 #2, 1 #6 GND. IN 2" CONDUIT.
- ⑰ NEW (2) SETS OF 4 #2/0, 1 #2 GND. IN 4" CONDUIT.
- ⑱ NEW 3 #2/0, 1 #2 GND. IN 2" CONDUIT.



ONE LINE DIAGRAM

PANELBOARD SCHEDULE

PANEL DESIGNATION: PP-4      BOND NEUTRAL AND GROUND BAR: NO      POLE: 42  
 LOCATION: T-HANGAR 4      NEUTRAL BUS RATING: 100%      SHORT CIRCUIT RATING: 42KA  
 MFR & TYPE: SQUARE D NQ, OR EQUIV.      SERVICE ENTRANCE RATED: NO      SERIES OR FULLY RATED: SERIES  
 TVSS & DISCONNECT REQUIRED: NO

VOLTS: 120/240V      MOUNTING: SURFACE      BUS RATING (AMPS): 100  
 PHASE: 1      ENCL RATING: NEMA 1      BUS: COPPER  
 WIRE: 3      MAIN CIRCUIT BREAKER: AMP/POLE 100/2

CKT NO.	LOAD	BREAKER SIZE	LOAD AMPS	USAGE FACTOR	PHASE AMPS		POLE NO.	PHASE AMPS		USAGE FACTOR	LOAD AMPS	BREAKER SIZE	CKT NO.
					A	B		A	B				
1	BIFOLD DOOR MOTOR-T1	20A/2P	3	0.25	0.75	1	2	1.6	0.4	4	20A/1P	2	
3			3	0.25	0.75	3	4	1.2	0.2	6	20A/1P	4	
5	BIFOLD DOOR MOTOR-T2	20A/2P	3	0.25		5	6		0.2	6	20A/1P	6	
7			3	0.25	0.75	7	8	1.2	0.2	6	20A/1P	8	
9	BIFOLD DOOR MOTOR-T3	20A/2P	3	0.25		9	10		1.2	6	20A/1P	10	
11			3	0.25		11	12		0.2	6	20A/1P	12	
13			3	0.25	0.75	13	14	1.2	0.2	6	20A/1P	14	
15	BIFOLD DOOR MOTOR-T4	20A/2P	3	0.25		15	16		1.2	6	20A/1P	16	
17			3	0.25	0.75	17	18		0.5	3	20A/1P	18	
19	BIFOLD DOOR MOTOR-T5	20A/2P	3	0.25	0.75	19	20	1.5	0.5	3	20A/1P	20	
21			3	0.25	0.75	21	22		1.5	3	20A/1P	22	
23	BIFOLD DOOR MOTOR-T6	20A/2P	3	0.25		23	24		0.5	3	20A/1P	24	
25			3	0.25	0.75	25	26	2	0.5	4	20A/1P	26	
27	BIFOLD DOOR MOTOR-T7	20A/2P	3	0.25		27	28		0		20A/1P	28	
29	SPARE	20A/1P				29	30				20A/1P	30	
31	SPARE	20A/1P			0	31	32	0			20A/1P	32	
33	SPARE	20A/1P			0	33	34	0			20A/1P	34	
35	SPARE	20A/1P			0	35	36	0			20A/1P	36	
37	SPARE	20A/1P			0	37	38	0			20A/1P	38	
39	SPARE	20A/1P			0	39	40	0			20A/1P	40	
41	SPARE	20A/1P				41	42				20A/1P	42	
SECTION TOTAL:						3.75	3.75		7.5	5.1			
						PHASE TOTAL AMPS:		A B				TOTAL USAGE LOAD: 2412 VA	
								11.25 8.85					
						PHASE TOTAL VA:		A B					
								1350 1062					

NOTES:

- 1 PROVIDE ENGRAVED NAMEPLATE READING:  
PP-4  
120/240V, SINGLE-PHASE, 3-WIRE

T-HANGAR POWER PANEL SCHEDULE



100% SUBMITTAL  
MARCH 2, 2018

REHAB T-HANGAR TAXILANES,  
CONSTRUCT NEW T-HANGAR &  
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SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-EL101.DWG

DESIGNED BY: MAA

DRAWN BY: DPA

CHECKED BY: AB

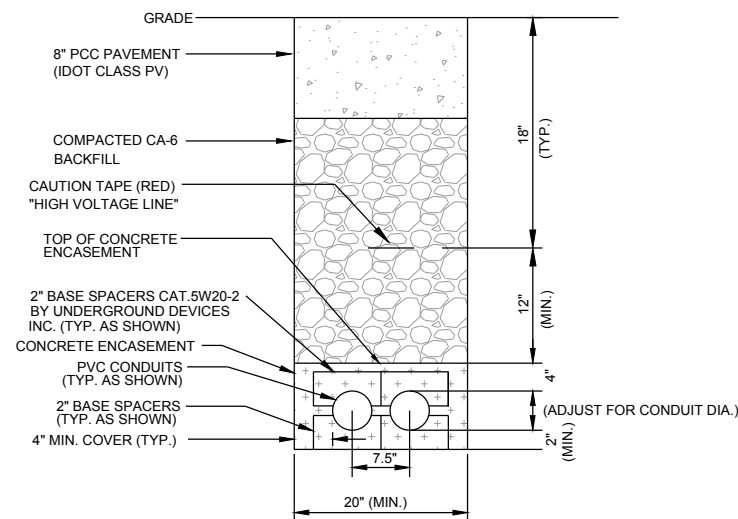
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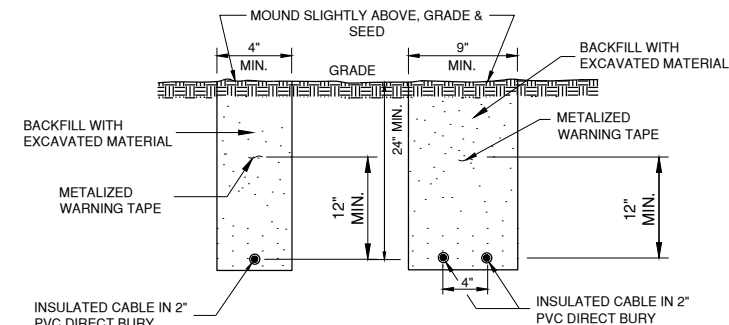
**ELECTRICAL  
DETAILS-1**

EL103  
SHEET 33 OF 45



CABLE TRENCH DETAIL IN PAVEMENT

N.T.S.

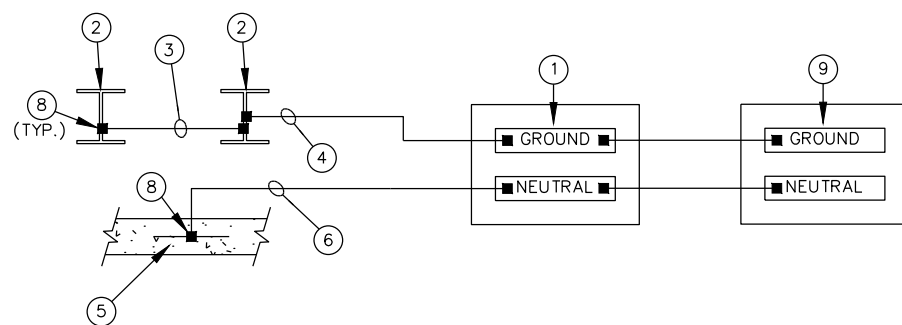


TRENCH DETAIL NOTES:

1. TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
2. DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS.
3. SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION.

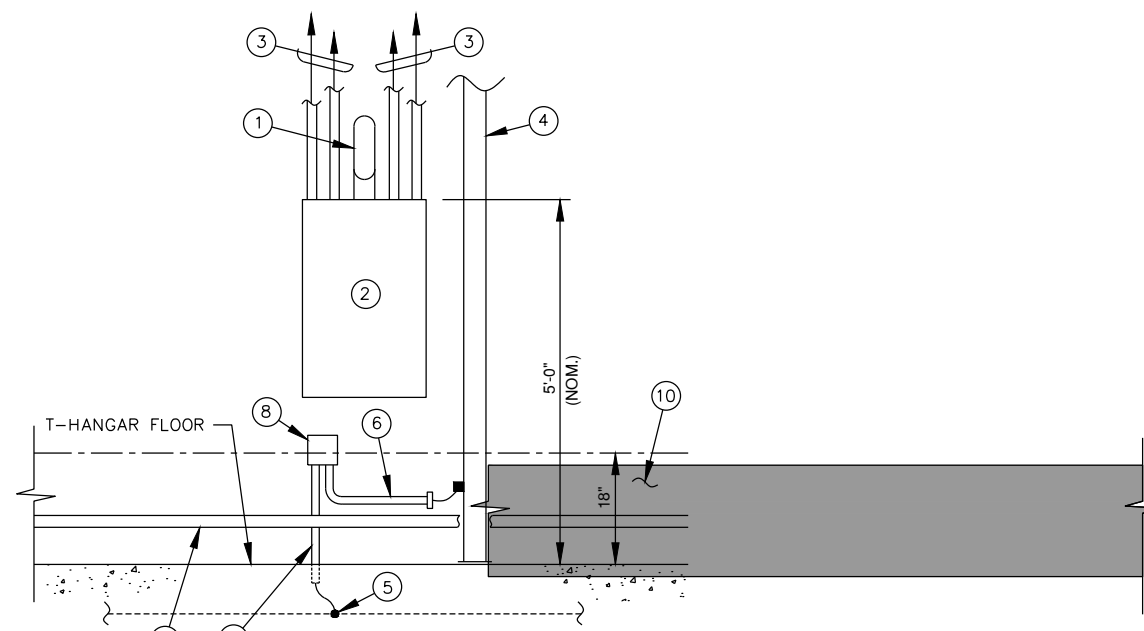
CABLE TRENCH DETAIL IN EARTH

N.T.S.



SYSTEM GROUNDING AND NEUTRAL WIRING

NTS



DETAIL "A"

NTS

DETAIL "A" NOMENCLATURE

SYSTEM GROUNDING AND NEUTRAL WIRING NOMENCLATURE

- 1 100A DISTRIBUTION PANELBOARD. DO NOT BOND NEUTRAL BAR TO GROUND BAR HERE.
- 2 T-HANGAR STRUCTURAL STEEL
- 3 BONDING JUMPERS, ONLY IF REQUIRED FOR CONTINUITY, INSTALLED IN COMPLIANCE WITH NEC ARTICLE 250.52.
- 4 #2 AWG IN 1/2" OR 3/4" SCHEDULE 40 PVC CONDUIT.
- 5 T-HANGAR CONCRETE ENCASED ELECTRODE ("UFER" GROUND).
- 6 #4 AWG IN 1/2" OR 3/4" SCHEDULE 40 PVC CONDUIT.
- 7 3/4" DIAMETER X 10' LONG COPPERCLAD GROUND ROD. MINIMUM BURY 1'-0". INSTALL ONLY IF REQUIRED BY SERVING UTILITY.
- 8 EXOTHERMIC WELD, CADWELD, OR EQUIVALENT.
- 9 100A, 2P DISCONNECT.

- 1 THREE #2 XLP-USE, ONE #6 GROUND IN 2" GRS CONDUIT TO DISCONNECT.
- 2 42-POLE, 120/240V, 100A, 1-PHASE, 3-WIRE DISTRIBUTION PANELBOARD, SQUARE D, OR EQUIVALENT. IN SURFACE MOUNT NEMA 1 ENCLOSURE. PROVIDE TYPED CIRCUIT DIRECTORY IDENTIFYING T-HANGAR BAY OR STORAGE ROOM FED FROM EACH CIRCUIT BREAKER. PROVIDE ENGRAVED NAMEPLATE FOR PANELBOARD COVER, IDENTIFYING THE PANELBOARD AMPERAGE AND SERVING VOLTAGES. SEE EL102 FOR PANELBOARD SCHEDULE
- 3 WIRING TO T-HANGAR BAY AND STORAGE ROOM POWER PANEL IN EMT CONDUIT.
- 4 T-HANGAR STRUCTURAL STEEL. SEE SYSTEM GROUNDING AND NEUTRAL WIRING DETAIL FOR ADDITIONAL INFORMATION.
- 5 T-HANGAR CONCRETE ENCASED ELECTRODE ("UFER" GROUND). SEE SYSTEM GROUNDING AND NEUTRAL WIRING DETAIL FOR ADDITIONAL INFORMATION.
- 6 #2 AWG G.E.C. IN 1/2" SCHEDULE 40 PVC CONDUIT (PROVIDE INSULATING BUSHING). SEE SYSTEM GROUNDING AND NEUTRAL WIRING DETAIL FOR ADDITIONAL INFORMATION.
- 7 #4 AWG G.E.C. IN 1/2" SCHEDULE 40 PVC CONDUIT. SEE SYSTEM GROUNDING AND NEUTRAL WIRING DETAIL FOR ADDITIONAL INFORMATION. NOTE, PER SPECIFICATIONS: "NON-METALLIC CONDUITS CONTAINING GROUNDING ELECTRODE CONDUCTORS SHALL NOT BE SUPPORTED WITH METAL CLAMPS THAT COMPLETELY ENCIrcLE THE CONDUIT. USE NYLON NUTS, BOLTS, STRAPS AND/OR REINFORCED FIBERGLASS OR PREMIUM GRADE PLASTIC RESIN STRUT SUPPORT WITH NON-METALLIC HARDWARE."
- 8 NON-METALLIC JUNCTION BOX, SIZED AS REQUIRED.
- 9 HORIZONTAL GIRT MEMBER.
- 10 PER NEC ARTICLE 513, THE ENTIRE AREA OF THE T-HANGAR TO 18" ABOVE THE FLOOR IS A CLASS 1, DIVISION 2 AREA. NO POWER WIRING, ELECTRICAL DEVICES OR EQUIPMENT SHALL BE INSTALLED WITHIN THIS AREA.

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MARCH 2, 2018

REHAB T-HANGAR TAXILANES,  
CONSTRUCT NEW T-HANGAR &  
PAVEMENT

OWNER



SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-EL103.DWG

DESIGNED BY: MAA

DRAWN BY: DPA

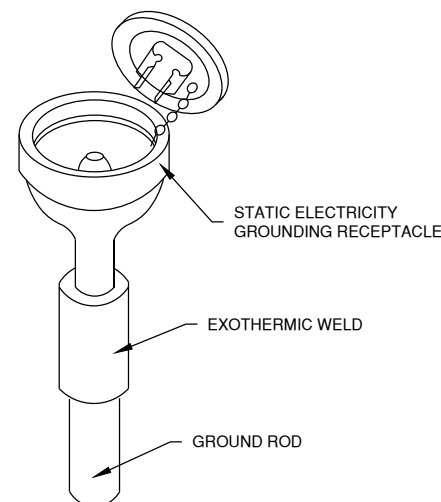
CHECKED BY: AB

APPROVED BY: RLV

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SHEET TITLE

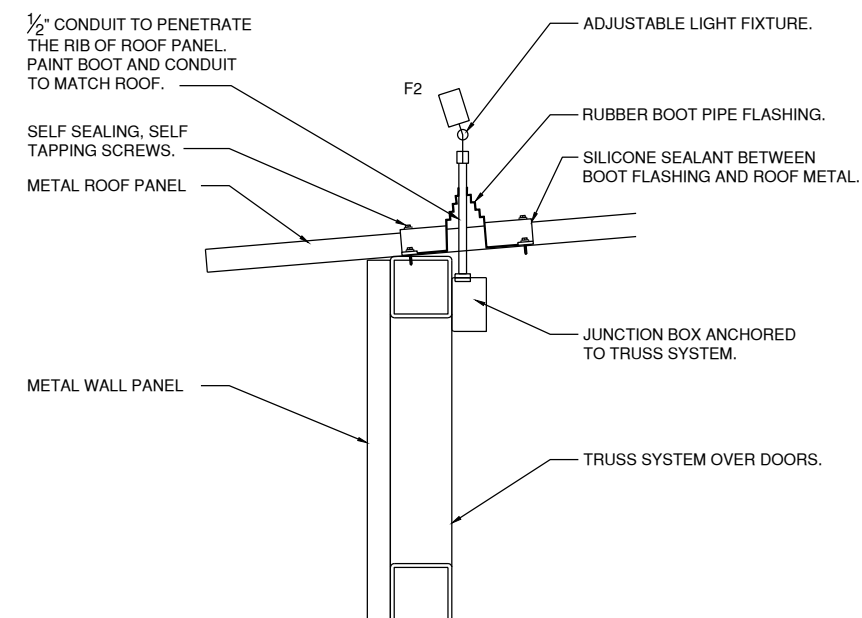
**ELECTRICAL  
DETAILS-2**



STATIC ELECTRICITY GROUNDING RECEPTACLE  
NTS

NOTES

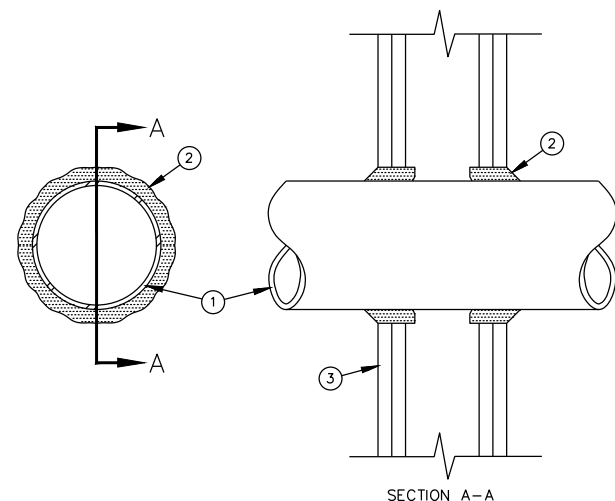
AIRCRAFT STATIC CHARGE GROUNDING RECEPTACLE IN EACH HANGAR BAY SHALL BE BURNDY BAR-1, ERICO B165R, OR EQUIVALENT. THE AIRCRAFT STATIC CHARGE GROUNDING RECEPTACLE SHALL BE INSTALLED ON 3/4" DIAMETER X 10' LONG COPPERCLAD GROUND ROD PER MANUFACTURER'S INSTRUCTIONS. EXOTHERMIC WELD SHALL BE CADWELD, OR EQUIVALENT. THE TOP CAP OF AIRCRAFT STATIC CHARGE GROUNDING RECEPTACLE SHALL BE INSTALLED FLUSH WITH THE TOP OF CONCRETE FLOOR SLAB AT LOCATIONS INDICATED ON THE PLANS. ELECTRICAL CONTRACTOR SHALL COORDINATE INSTALLATION OF GROUNDING RECEPTACLE IN FLOOR SLAB WITH BUILDING CONTRACTOR.



FIXTURE F2 INSTALLATION  
NTS

NOTES

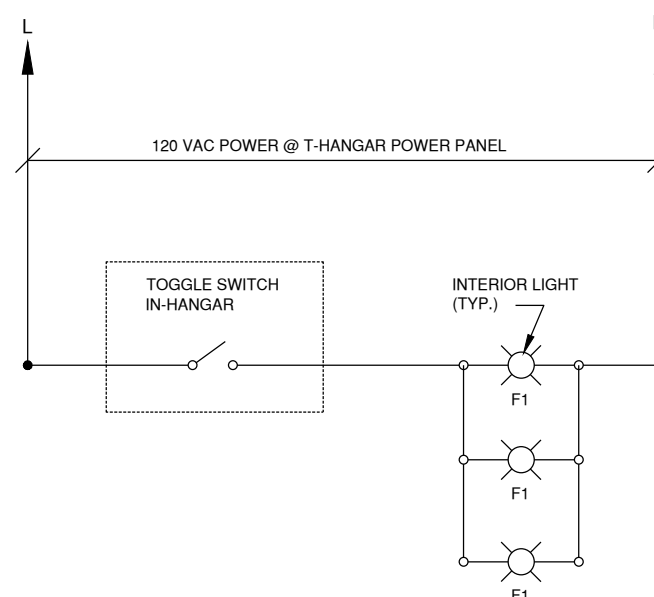
1. LIGHT TO BE LOCATED AS CLOSE TO CENTER OF DOORS BUT SHALL PENETRATE THE RIB OF ROOF METAL.



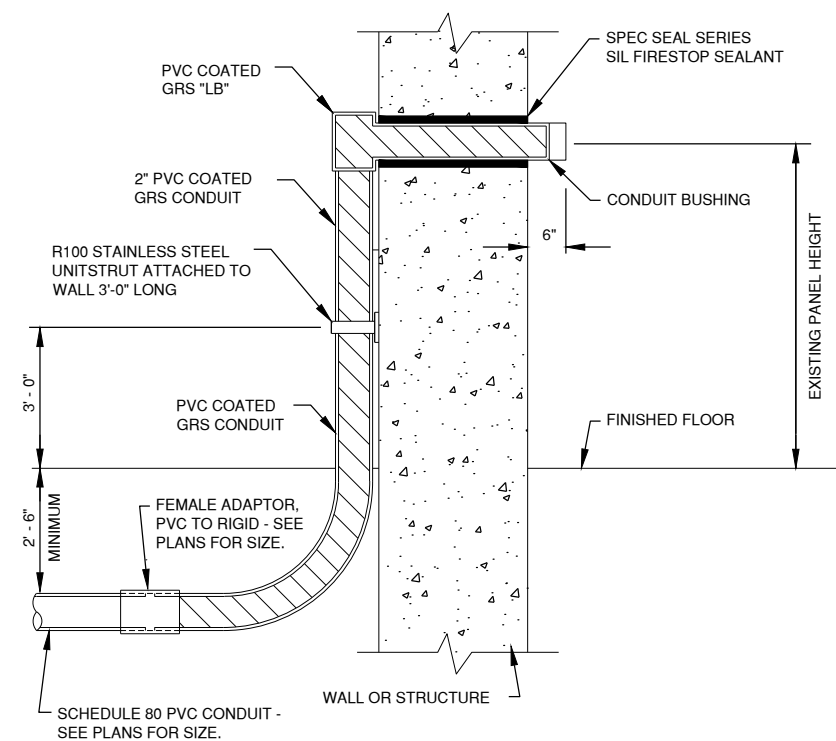
SECTION A-A  
FIRE STOP DETAIL  
NTS

FIRE STOP DETAIL NOTES

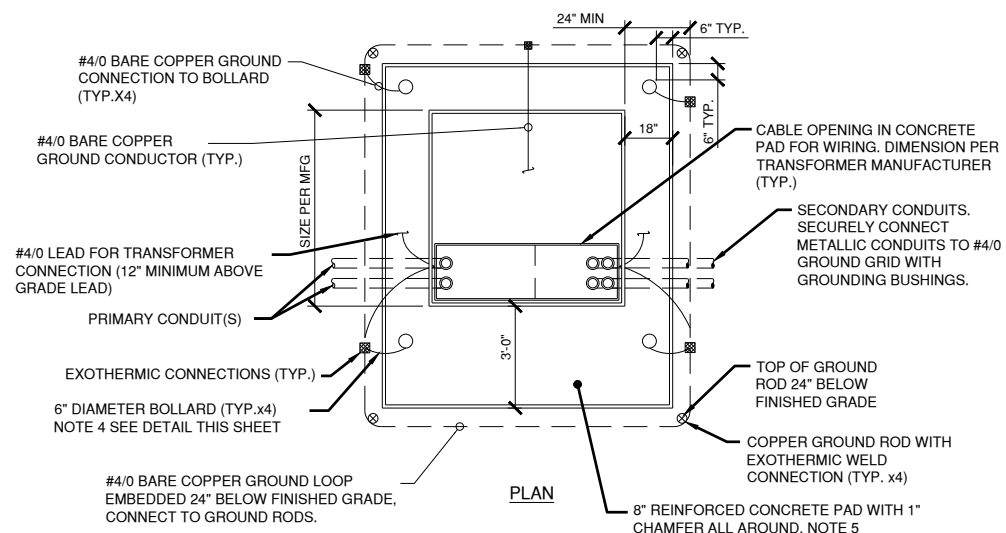
1. CONDUIT. SEE PLANS FOR SIZE AND QUANTITY.
2. FIRE SEAL COMPOUND. SEE SPECS. INSTALL PER MANUFACTURER REQUIREMENTS AND IN COMPLIANCE WITH NEC.
3. GYPSUM BOARD FIRE RATED WALL, EITHER 2-HOUR OR 3-HOUR AS NOTED ON PLANS.



T-HANGAR BAY  
LIGHT FIXTURE WIRING  
N.T.S.



EXTERIOR CONDUIT UNDERGROUND TRANSITION  
(ARCH HANGAR & VAULT)  
N.T.S.

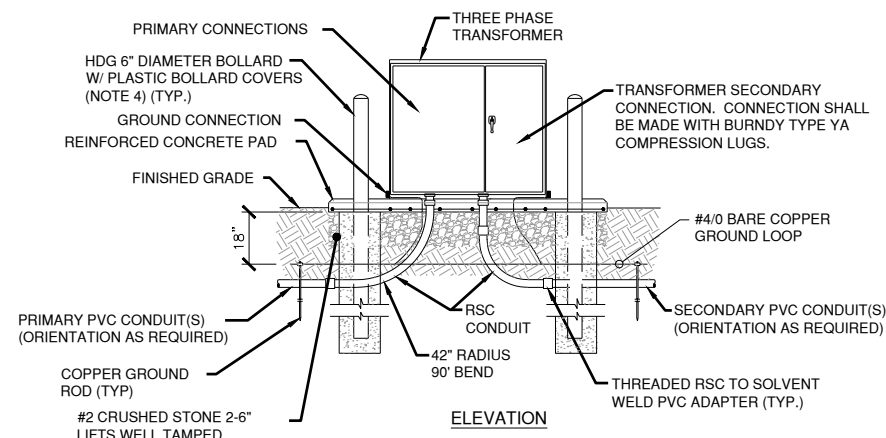


**3-PHASE TRANSFORMER INSTALLATION DETAIL**

NOT TO SCALE

**NOTES:**

- EQUIPMENT PAD DIMENSIONS SHOWN FOR REFERENCE ONLY. REFER TO APPROVED SHOP DRAWINGS FOR EXACT DIMENSIONS OF TRANSFORMER AND TRANSFORMER PAD. OPENING PRIOR TO INSTALLATION OF CONCRETE EQUIPMENT PAD. CABLE OPENING IN CONCRETE EQUIPMENT PAD SHALL BE SIZED AS PER THE TRANSFORMER MANUFACTURER'S RECOMMENDATION AND PER AMEREN SPECIFICATIONS. DO NOT GROUT.
- PROVIDE EXOTHERMIC WELD TYPE GROUND CONNECTION FOR NEW GROUND RODS, BOLLARDS AND GROUND CABLE TO CABLE CONNECTIONS.
- GROUT CABLE/CONDUIT OPEN IN CONCRETE PAD WITH 1500 PSI CONCRETE TO PREVENT RODENT ACCESS. CAP ALL CONDUITS PRIOR TO GROUTING.
- ALL SHOWN AS NEW.
- EXPOSED CONCRETE EQUIPMENT PAD, METER ENCLOSURE, TRANSFORMER ENCLOSURE AND BOLLARDS SHALL BE PAINTED DARK BROWN, FEDERAL STANDARD 595 COLOR #20040.
- SECURELY FASTEN TRANSFORMER TO CONCRETE EQUIPMENT PAD. REFER TO TYPICAL ANCHOR BOLT DETAIL, THIS SHEET.

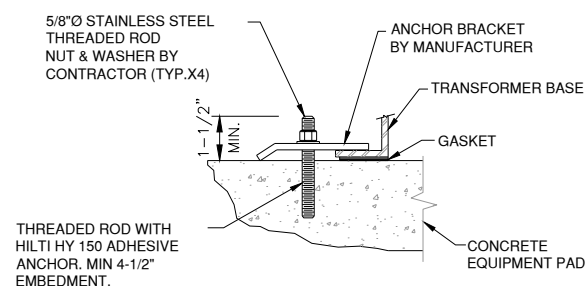


**3-PHASE TRANSFORMER  
ELEVATION INSTALLATION DETAIL**

NOT TO SCALE

**NOTES:**

- CONCRETE SHALL BE 4000 PSI AT 28 DAYS.
- TOP SURFACE SHALL BE TROWEL FINISHED WITH 1\"/>



**TYPICAL ANCHOR BOLT DETAIL**

NOT TO SCALE

100% SUBMITTAL  
MARCH 2, 2018

REHAB T-HANGAR TAXILANES,  
CONSTRUCT NEW T-HANGAR &  
PAVEMENT

OWNER



SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: EL105 ELECTRICAL DETAILS-2.DWG

DESIGNED BY: MAA

DRAWN BY: DPA

CHECKED BY: AB

APPROVED BY: RLV

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SHEET TITLE

**ELECTRICAL  
DETAILS-3**

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MARCH 2, 2018

REHAB T-HANGAR TAXILANES,  
CONSTRUCT NEW T-HANGAR &  
PAVEMENT

OWNER



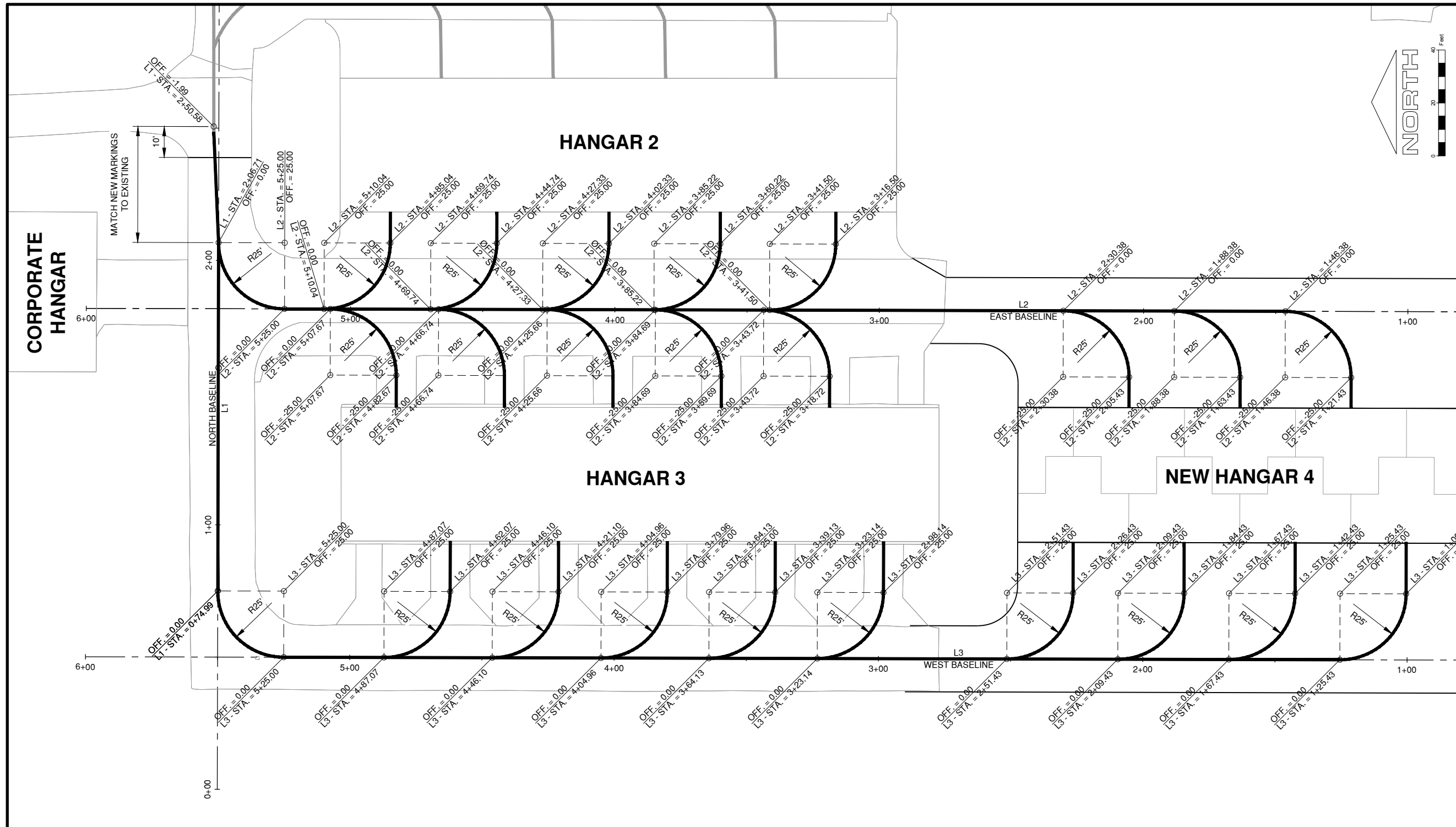
SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139  
IL PROJ. NO. SAR-4583  
CMT PROJECT NO: 1641203  
CAD DWG FILE: SAR4583-1641203-CM101.DWG  
DESIGNED BY: NEF  
DRAWN BY: DPA  
CHECKED BY: CBG  
APPROVED BY: RLV  
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SHEET TITLE  
**MARKING PLAN &  
DETAILS**

CM101  
SHEET 36 OF 45

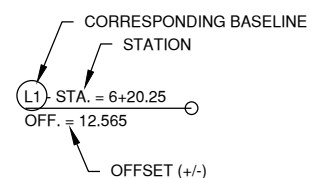


**GENERAL PHASING NOTES**

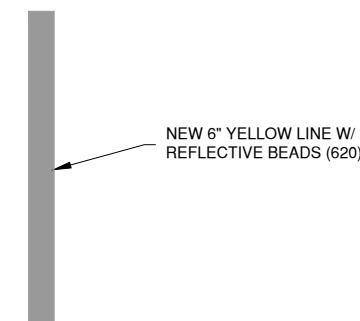
- ALL NEW AIRFIELD MARKING SHALL CONTAIN REFLECTIVE MEDIA.

**LEGEND**

- NEW 6" YELLOW TAXILANE MARKING
- EXISTING TAXILANE MARKING



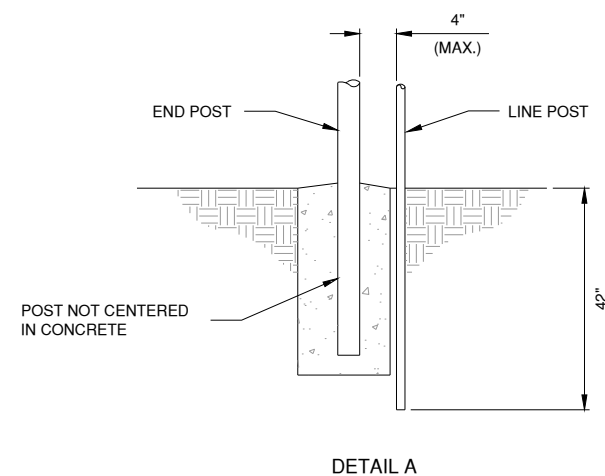
**DETAILS**



**TAXILANE CENTERLINE &  
T-HANGAR LEAD-IN MARKING**

N.T.S.





FENCE POST SHAPE, SIZE AND WEIGHT		
ROUND STEEL PIPE SS 40		
POST TYPE	DIAMETER	WEIGHT
CORNER, END, PULL	2.375"	3.12 LB/FT
LINE POST	1.90"	2.28 LB/FT
TOP RAIL	1.66"	1.83 LB/FT

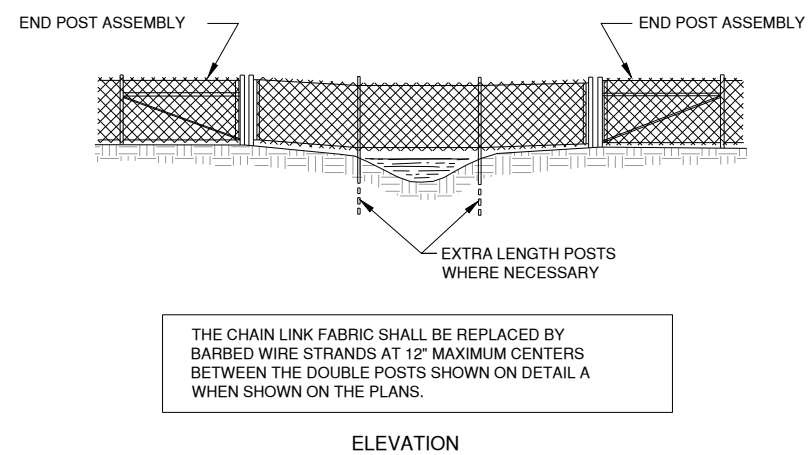
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MARCH 2, 2018

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CONSTRUCT NEW T-HANGAR &  
PAVEMENT

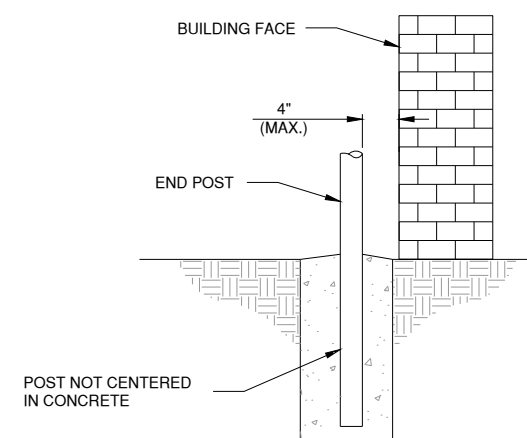
OWNER



SPARTA COMMUNITY AIRPORT  
SPARTA, IL



FENCE INSTALLATION OVER STREAM DETAILS  
N.T.S.



FENCE INSTALLATION AT BUILDING FACE  
N.T.S.

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-LF502.DWG

DESIGNED BY: NRF

DRAWN BY: DPA

CHECKED BY: CBG

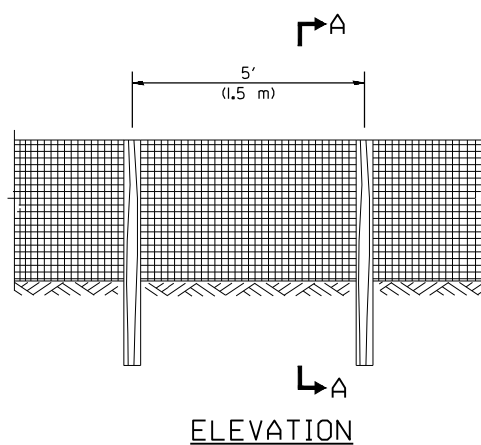
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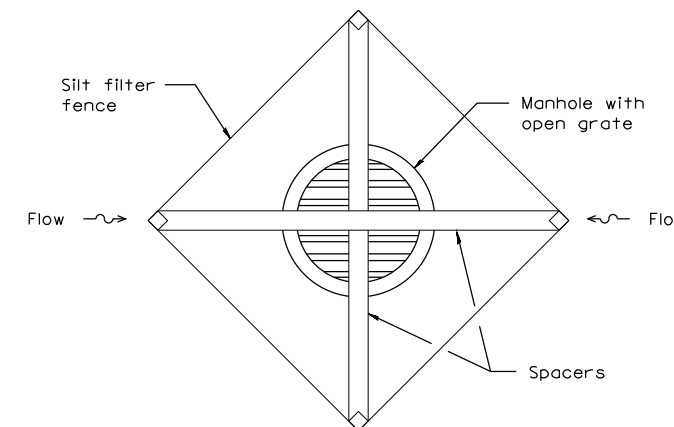
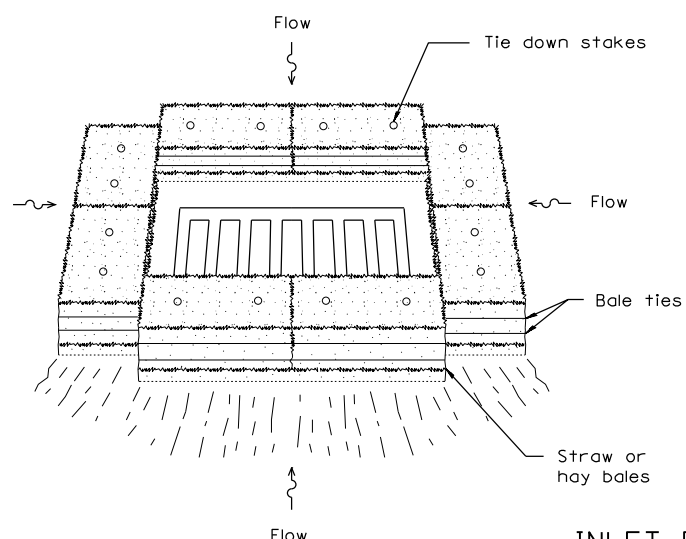
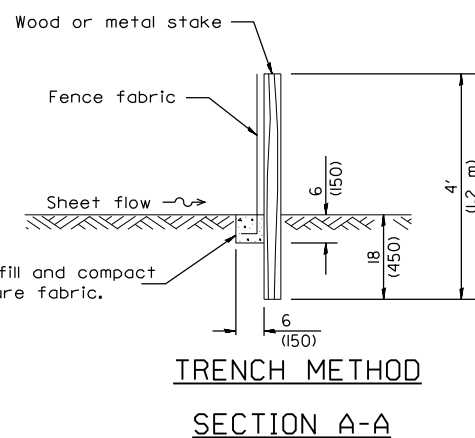
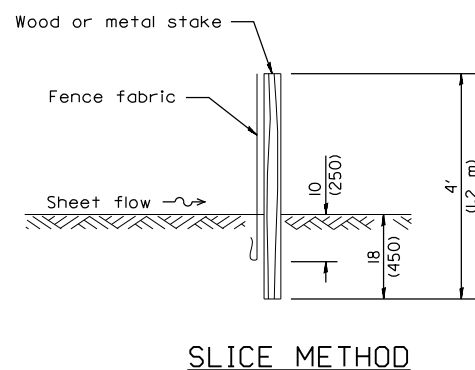
SHEET TITLE

FENCE DETAILS 2



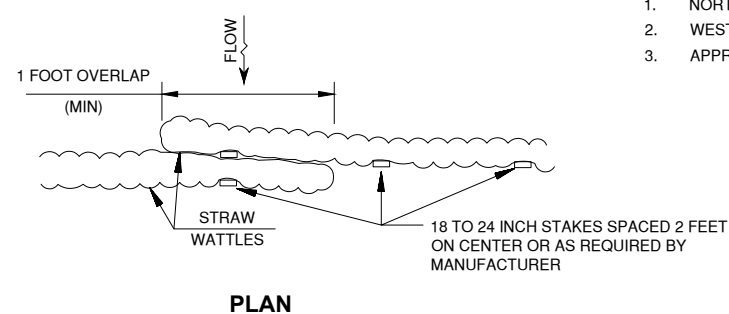


**SILT FILTER FENCE AS A PERIMETER EROSION BARRIER**

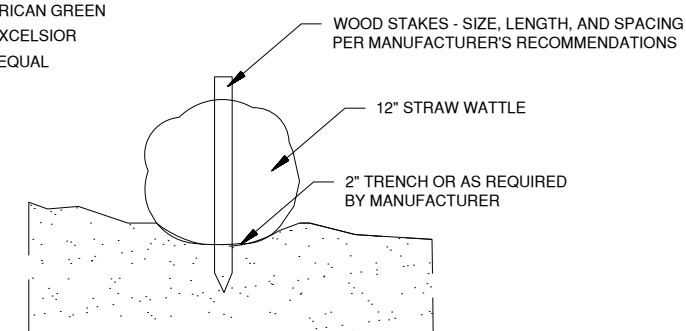


**MANUFACTURERS:**

1. NORTH AMERICAN GREEN
2. WESTERN EXCELSIOR
3. APPROVED EQUAL



**STRAW WATTLES**  
N.T.S.



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REHAB T-HANGAR TAXILANES,  
CONSTRUCT NEW T-HANGAR &  
PAVEMENT

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SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-LG501.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

CHECKED BY: CBG

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SHEET TITLE

**EROSION CONTROL  
DETAILS**







License No. 184-000613

CONSULTANTS

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CONSTRUCT NEW T-HANGAR &  
PAVEMENT

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SPARTA COMMUNITY AIRPORT  
SPARTA, IL

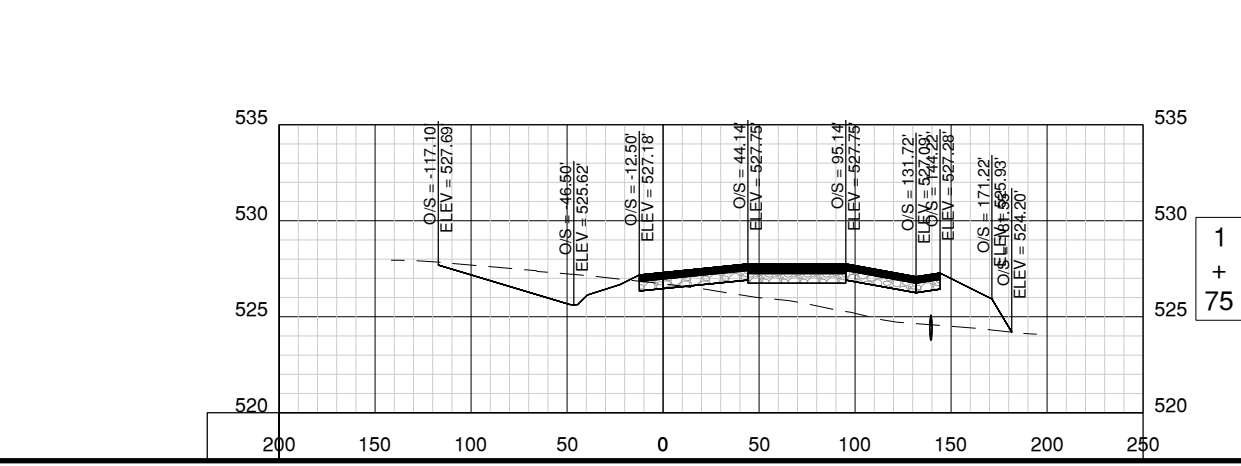
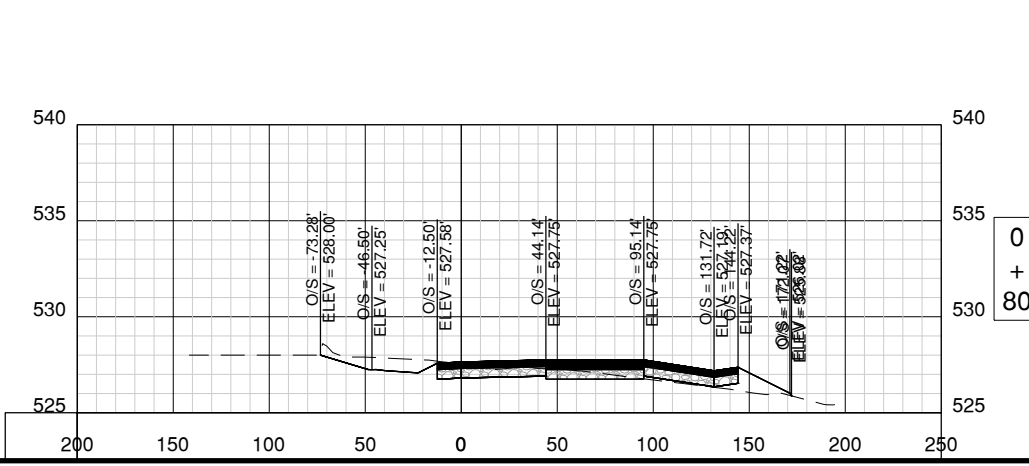
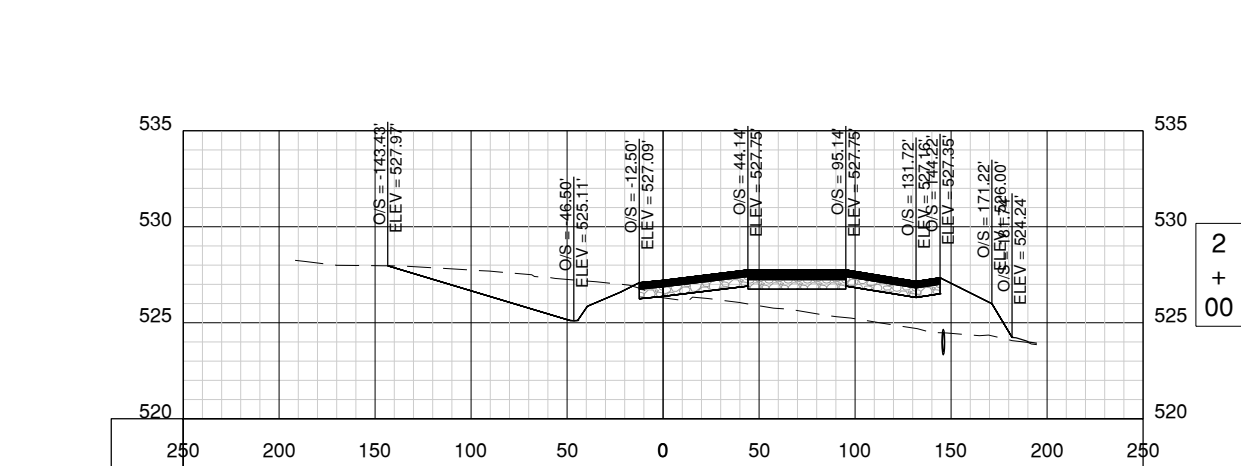
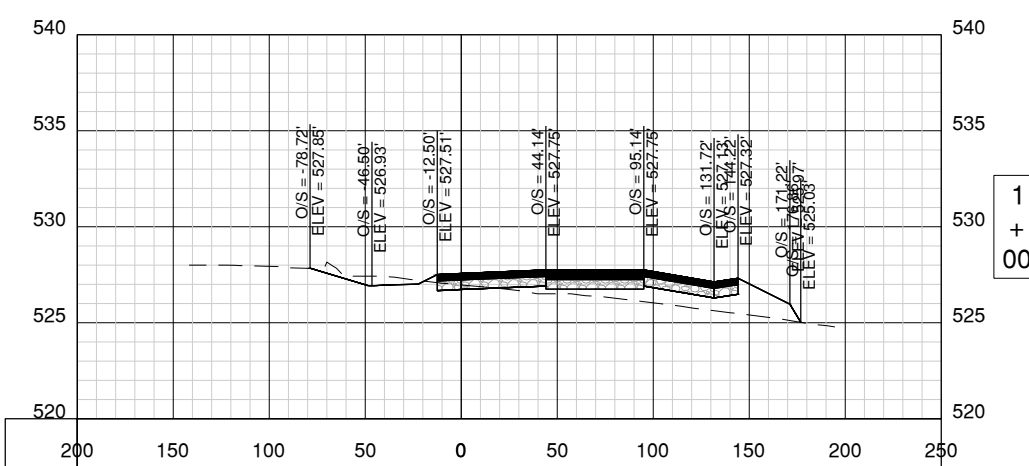
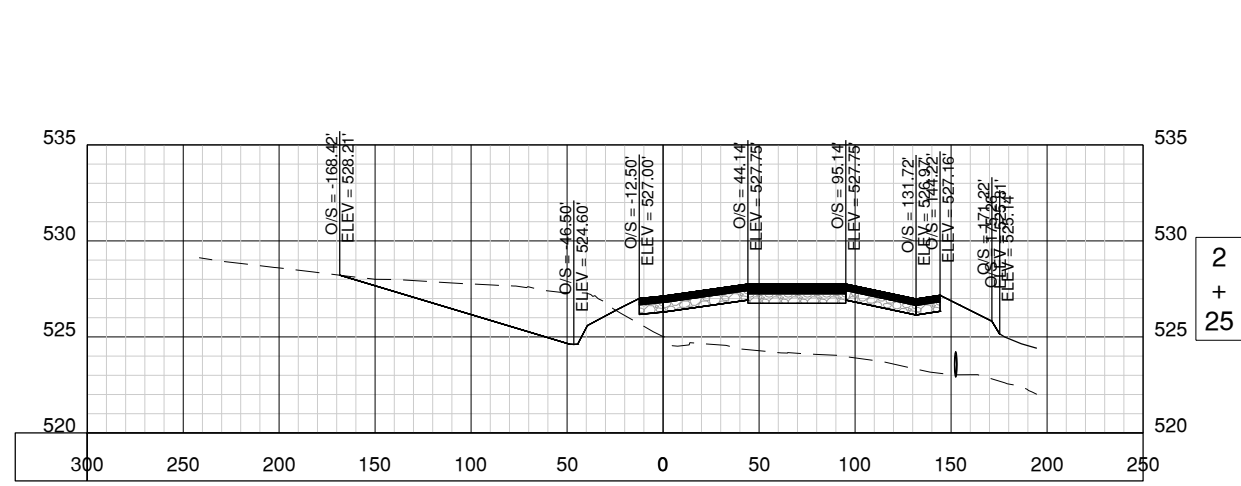
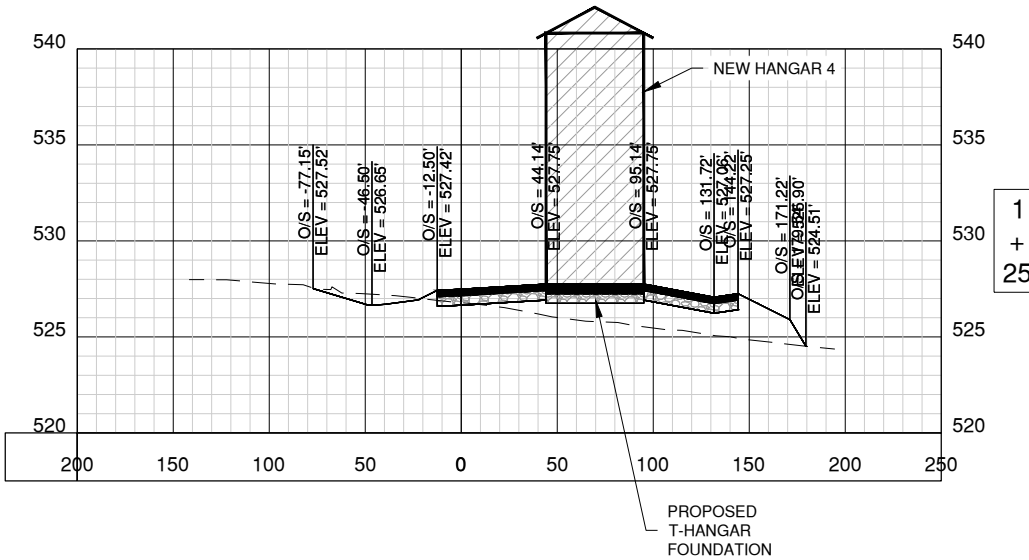
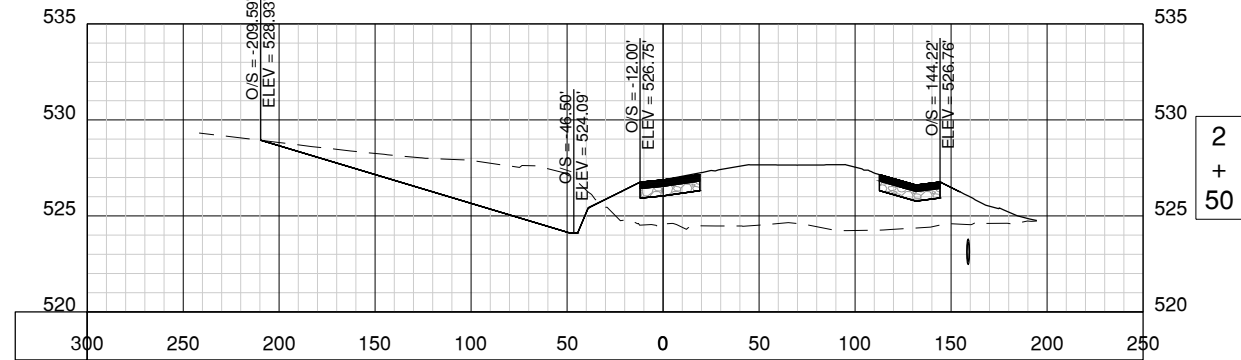
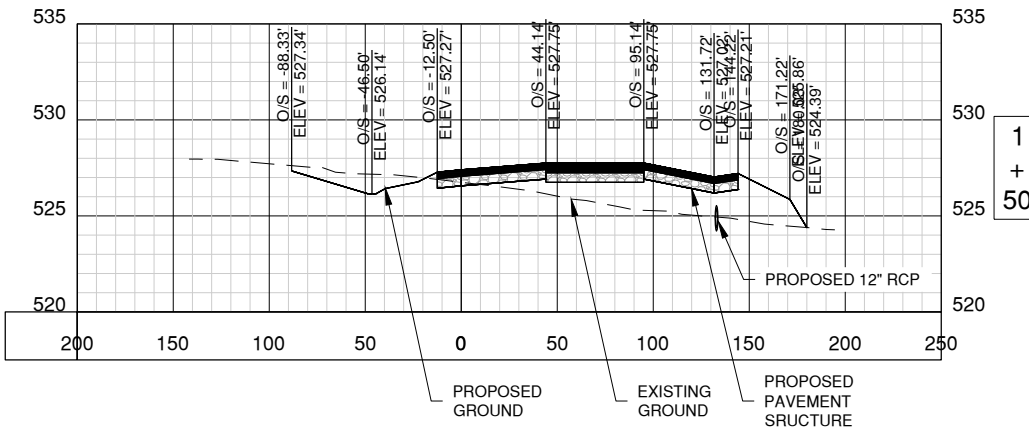
MARK	DATE	DESCRIPTION

AIP PROJ. NO:	3-17-SBGP-111/120/133/139
IL PROJ. NO:	SAR-4583
CMT PROJECT NO:	1641203
CAD DWG FILE:	1641203-SAR-C-7200-EAST&WEST.DWG
DESIGNED BY:	NRF
DRAWN BY:	DPA
CHECKED BY:	CBG
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SHEET TITLE  
**WEST BASELINE  
SECTION - 1**

GC301

SHEET 42 OF 45



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100% SUBMITTAL  
MARCH 2, 2018

REHAB T-HANGAR TAXILANES,  
CONSTRUCT NEW T-HANGAR &  
PAVEMENT

OWNER



SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: 1641203-SAR-C-7200-EAST&WEST.DWG

DESIGNED BY: NRF

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SHEET TITLE

WEST BASELINE  
SECTION - 2

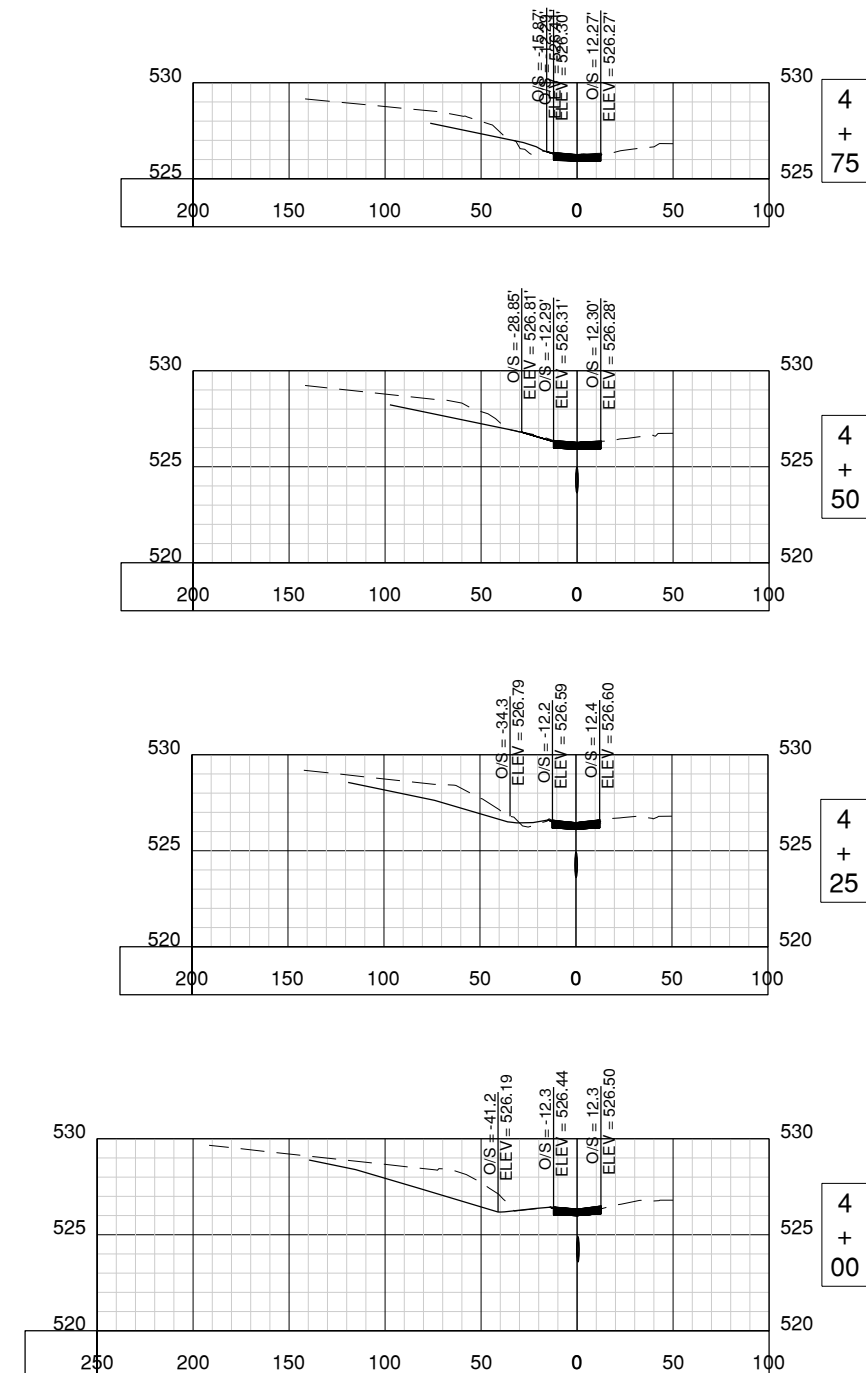
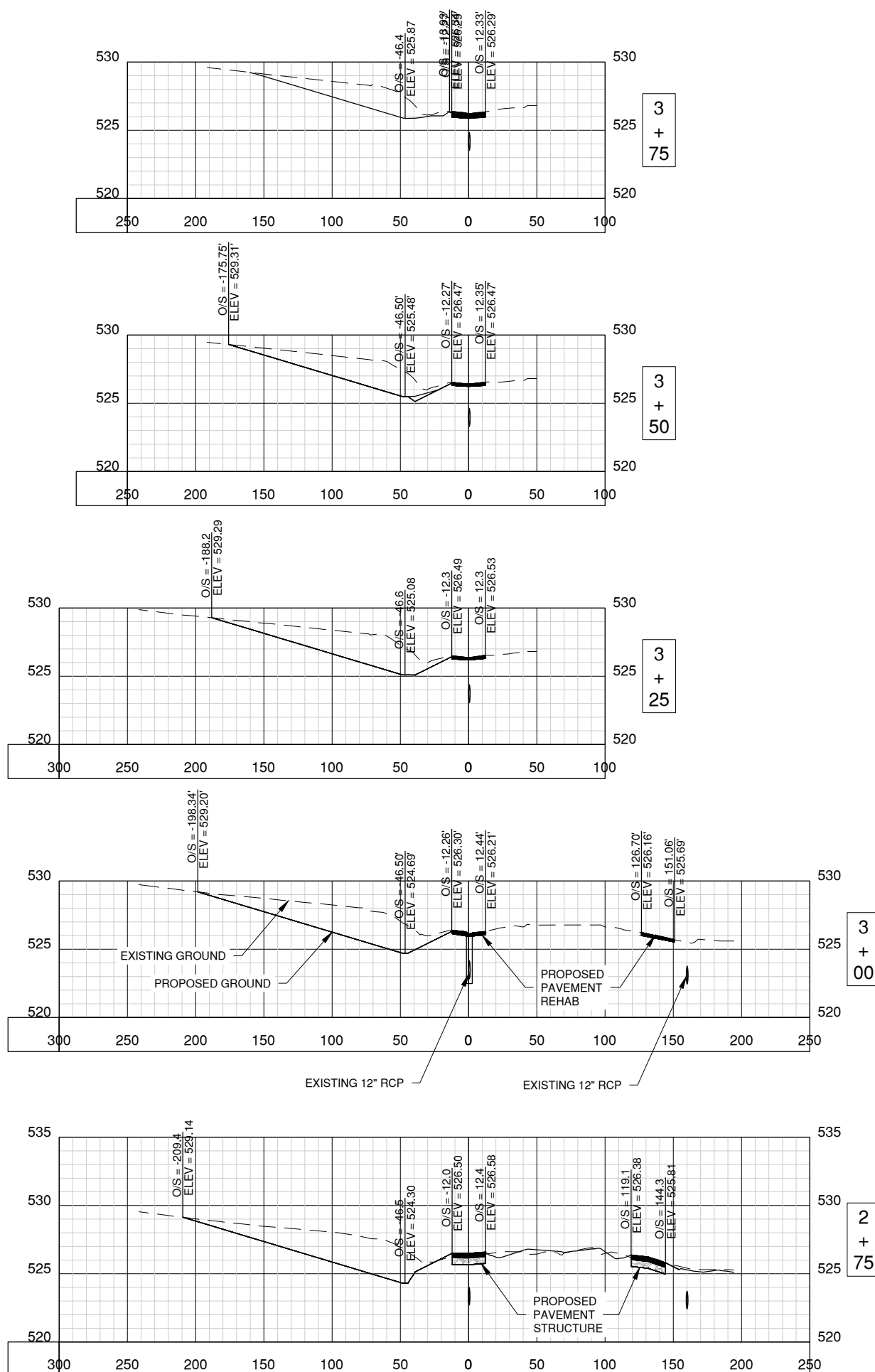
GC302

SHEET 43 OF 45

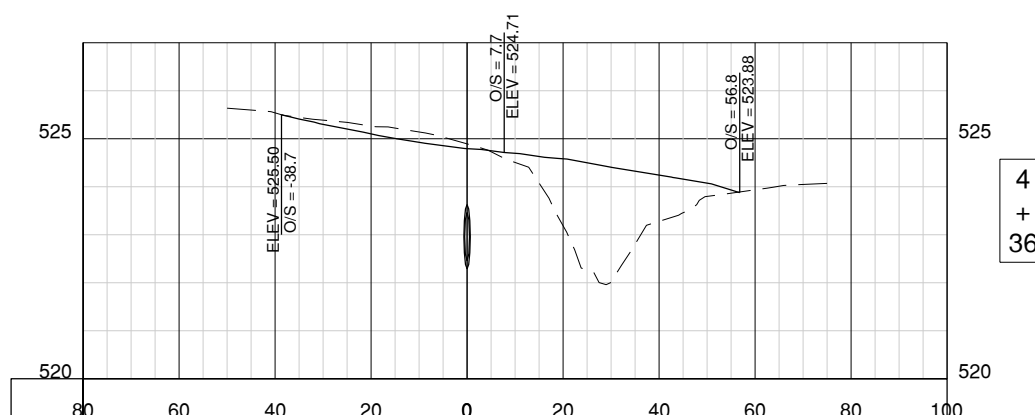
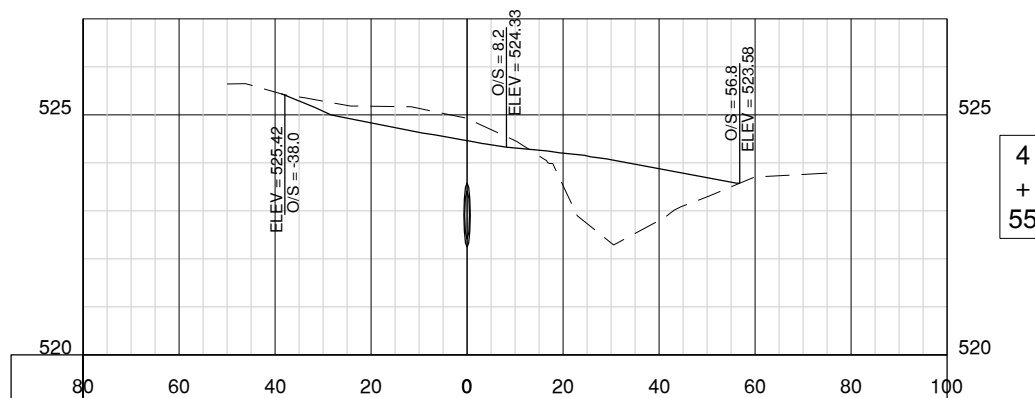
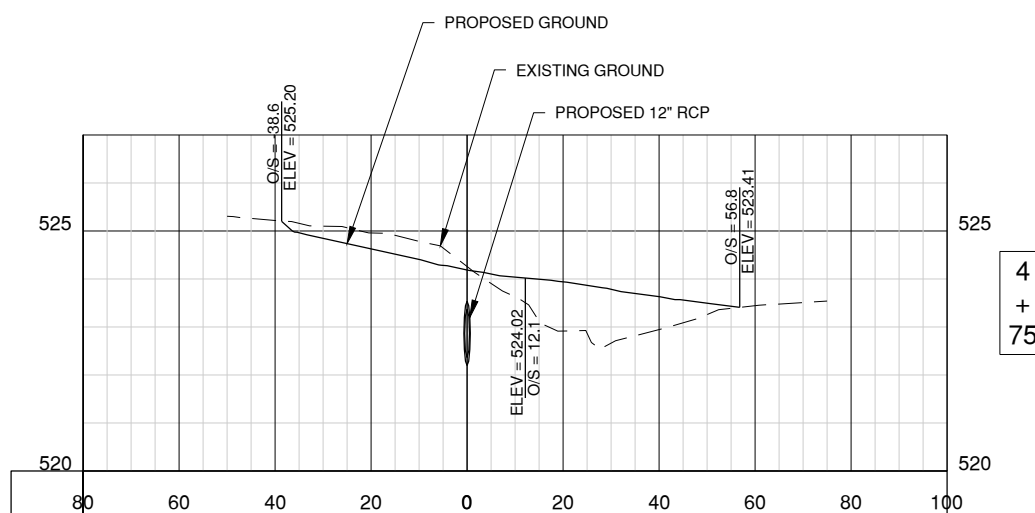
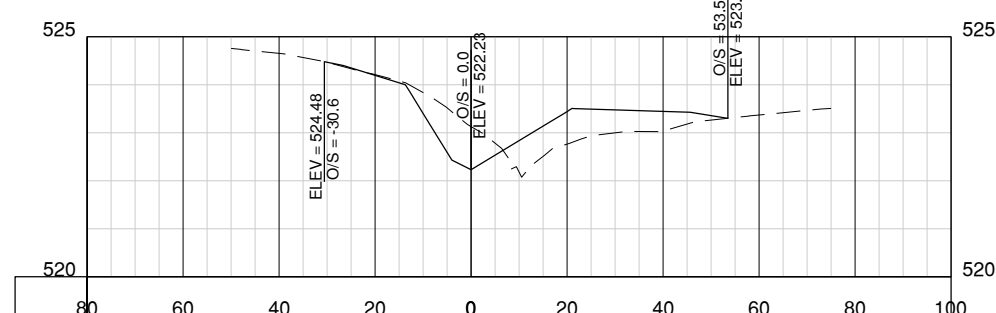
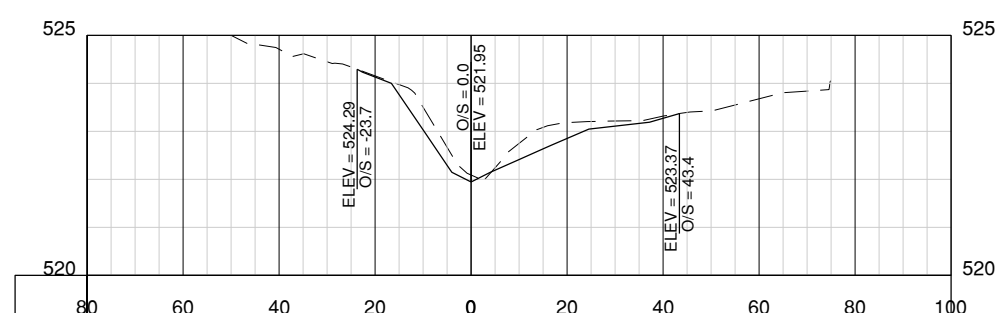
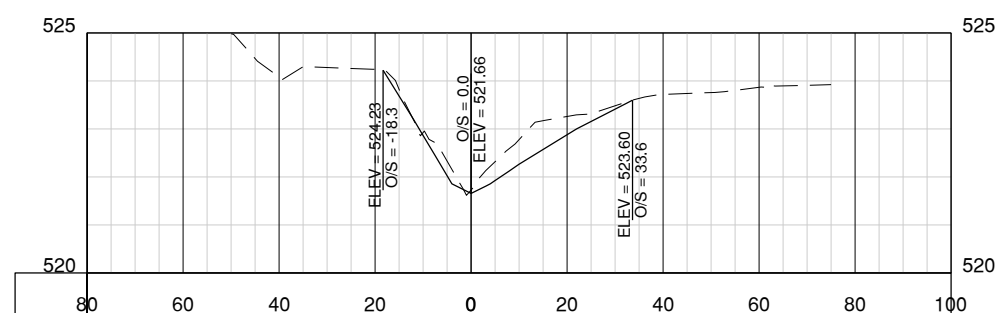
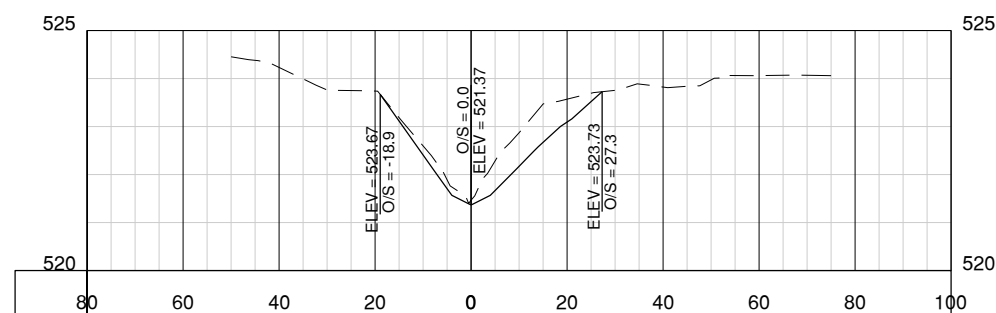
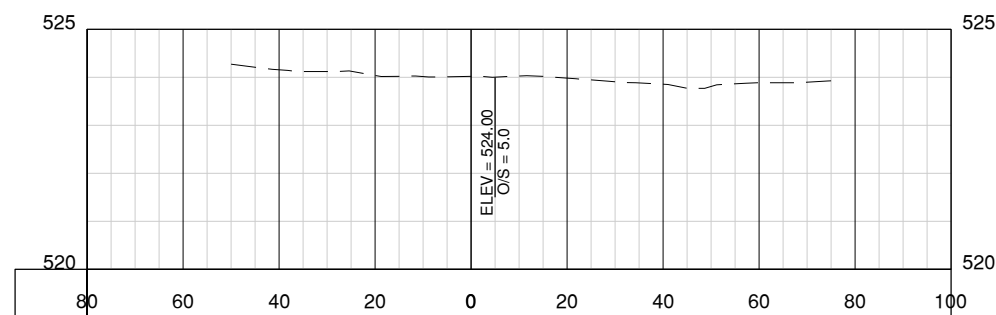
EARTH WORK VOLUME					
STATION	CUT AREA (S.F.)	FILL AREA (S.F.)	CUT VOL. (C.Y.)	FILL VOL. (C.Y.)	CUM. VOL. (C.Y.)
0+80.00	72.82	24.68	0.00	0.00	0.00
1+00.00	25.01	110.75	36.23	50.16	-13.93
1+25.00	21.36	188.95	21.47	138.75	-131.21
1+50.00	47.67	203.56	31.96	181.71	-280.96
1+75.00	90.69	225.02	64.06	198.42	-415.32
2+00.00	143.38	241.76	108.37	216.11	-523.06
2+25.00	199.57	542.28	158.77	362.98	-727.27
2+50.00	276.19	397.32	220.26	435.00	-942.01
2+75.00	322.68	8.04	277.26	187.67	-852.42
3+00.00	260.67	0.00	270.07	3.72	-586.07
3+25.00	222.73	0.00	223.80	0.00	-362.28
3+50.00	186.74	0.00	189.57	0.00	-172.71
3+75.21	150.76	0.00	157.53	0.00	-15.17
4+00.00	81.08	4.21	106.45	1.93	89.35
4+25.00	55.71	5.55	63.33	4.52	148.16
4+50.00	38.91	0.00	43.81	2.57	189.39
4+75.00	24.18	4.52	29.21	2.09	216.51

NOTE:

- T-HANGARS FOUNDATION SHOWN IS 12" FOR EARTHWORK VOLUME CALCULATIONS. ACTUAL FOUNDATION DESIGN SHALL BE DETERMINED BY THE BUILDING CONTRACTOR. VOLUME CALCULATIONS DO NOT INCLUDE THE FOUNDATIONS VOLUME.



EARTH WORK VOLUME					
STATION	CUT AREA (S.F.)	FILL AREA (S.F.)	CUT VOL. (C.Y.)	FILL VOL. (C.Y.)	CUM. VOL. (C.Y.)
4+36.34	5.62	51.29	0.00	0.00	0.00
4+55.67	16.17	37.98	7.80	31.95	-24.16
4+75.00	11.58	34.84	9.93	26.07	-40.29
5+00.00	12.44	20.70	12.41	18.05	-45.94
5+25.00	13.61	0.22	12.17	10.88	-44.65
5+50.00	13.66	0.14	13.14	0.17	-31.68
5+75.00	16.54	0.00	13.98	0.06	-17.76
6+00.00	0.00	0.00	7.66	0.00	-10.10



100% SUBMITTAL  
MARCH 2, 2018

REHAB T-HANGAR TAXILANES,  
CONSTRUCT NEW T-HANGAR &  
PAVEMENT

OWNER



SPARTA COMMUNITY AIRPORT  
SPARTA, IL

MARK	DATE	DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: 1641203-SAR-C-7200-EAST&WEST.DWG

DESIGNED BY: NRF

CHECKED BY: DPA

APPROVED BY: RLV

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SHEET TITLE  
**NEW STORM AND  
SWALE SECTION - 3**

GC303  
SHEET 44 OF 45

