

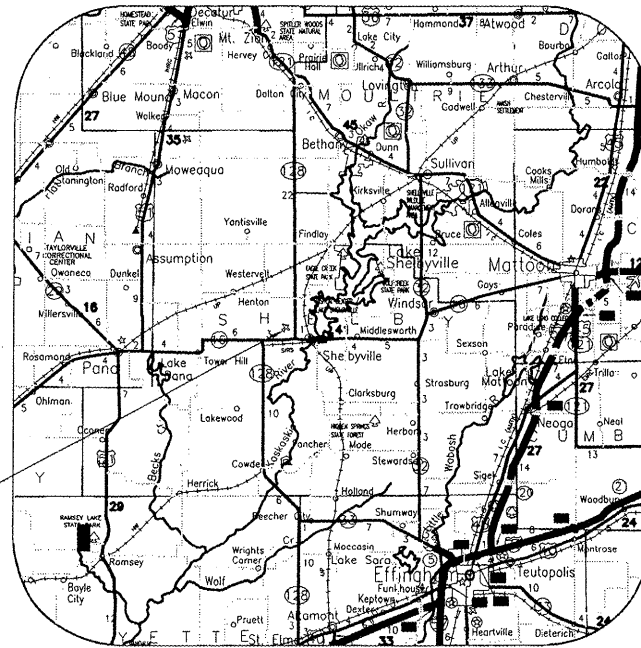
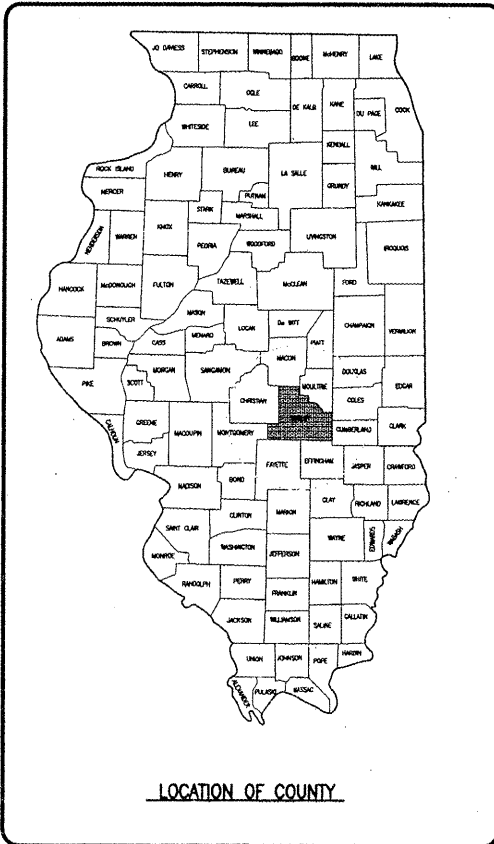
CONSTRUCTION PLANS FOR SHELBY COUNTY AIRPORT

SHELBYVILLE, SHELBY COUNTY, ILLINOIS

REHABILITATE T-HANGAR PAVEMENTS

SCOPE OF WORK

THE PROPOSED IMPROVEMENTS INCLUDE: REHABILITATION OF THE PAVED AREAS ADJACENT TO THE EXISTING T-HANGARS. THE REHABILITATION CONSISTS OF PAVEMENT MILLING AND REPLACEMENT OF APPROXIMATELY TWO INCHES OF SURFACE COURSE IN SOME AREAS AND FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT IN OTHER AREAS AS IDENTIFIED IN THESE CONSTRUCTION PLANS. ASSOCIATED WORK INCLUDES EARTHWORK, DRAINAGE IMPROVEMENTS, AND INCIDENTALS.

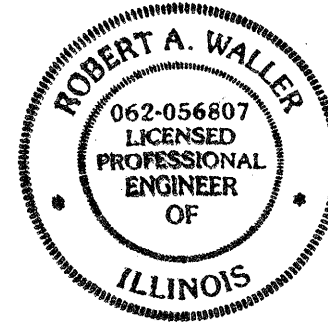


SHELBY COUNTY AIRPORT

LOCATION

ILL. PROJ.: 2H0-3781
A.I.P. PROJ.: 3-17-0093-B8

LATITUDE: 39° 24.63'
LONGITUDE: 88° 50.73'
ELEVATION: 618' M.S.L.
DATE: 06/27/2008



HANSON
Hanson Professional Services Inc.

Submitted by: *[Signature]* ENG'R
Date Submitted: 6/30/2008
Lic. Exp. Date: 11/30/2009

AIRPORT REPRESENTATIVE

Name: *Steve R. Wempen*
Signature: *[Signature]*
Date: 6-26-08

REVISION	DATE	BY

SHELBY COUNTY AIRPORT
SHELBYVILLE, IL

IL PROJ.: LW-???? A.I.P. PROJ.: 3-17-0093-B8

LAYOUT	DATE
MLH	06/09/08
ESC	06/16/08
REVIEWED	JDW 06/24/08

HANSON
Hanson Professional Services Inc.
1525 South Sixth Street
Springfield, Illinois 62703-2886

COVER SHEET

SE003

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	AS AWARDED QUANTITIES	AS BUILT QUANTITIES
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150530	TRAFFIC MAINTENANCE	L.S.	1	
AR150540	HAUL ROUTE	L.S.	1	
AR152480	SHOULDER ADJUSTMENT	S.Y.	885	
AR156513	SEPARATION FABRIC	S.Y.	2,869	
AR156520	INLET PROTECTION	EACH	5	
AR156531	EROSION CONTROL BLANKET	S.Y.	1,415	
AR201610	BITUMINOUS BASE COURSE	TON	350	
AR201660	BITUMINOUS CRACK REPAIR	L.F.	650	
AR201910	REMOVE & REPLACE BIT. PAVEMENT	S.Y.	46	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	1,350	
AR401610	BITUMINOUS SURFACE COURSE	TON	1,000	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	5,381	
AR401665	BITUMINOUS PAVEMENT SAWING	L.F.	317	
AR401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	2,869	
AR602510	BITUMINOUS PRIME COAT	GAL.	1,005	
AR603510	BITUMINOUS TACK COAT	GAL.	1,238	
AR701212	12" CMP	L.F.	105	
AR751051	SLOTTED DRAIN	L.F.	100	
AR751410	INLET	EACH	1	

INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SUMMARY OF QUANTITIES AND INDEX TO SHEETS
3	PROPOSED SAFETY PLAN
4	EXISTING SITE PLAN
5	PROPOSED PAVEMENT PREPARATION PLAN
6	EXISTING AND PROPOSED TYPICAL SECTIONS
7	PROPOSED CONSTRUCTION PLAN
8	PROPOSED STORMWATER POLLUTION PREVENTION PLAN
9	PROPOSED PLAN AND PROFILE - NORTH ALIGNMENT
10	PROPOSED PLAN AND PROFILE - CENTER ALIGNMENT
11	PROPOSED PLAN AND PROFILE - SOUTH ALIGNMENT
12	PROPOSED CROSS SECTIONS - NORTH ALIGNMENT
13	PROPOSED CROSS SECTIONS - CENTER ALIGNMENT
14	PROPOSED CROSS SECTIONS - SOUTH ALIGNMENT

DATE	REVISION	BY

SHELBY COUNTY AIRPORT
 SHELBYVILLE, IL

IL PROJ.: 2H6-3781 A.I.P. PROJ.: 3-17-0093-B8

Hanson No. 827-03THG	06/09/08
Filename R-002-FLAP.DWG	06/20/08
Scale N/A	06/24/08
Date 06/20/08	
LAYOUT	MLH
DRAWN	ESC
REVIEWED	JDW



HANSON
 Hanson Professional Services Inc. 2008
 1025 North State Street
 Springfield, Illinois 62763-2686
 Offices Nationwide

REHABILITATE
 T-HANGAR PAVEMENTS
 AND
 SUMMARY OF QUANTITIES
 AND
 INDEX TO SHEETS

SCOPE OF WORK

THE PROPOSED IMPROVEMENTS INCLUDE: REHABILITATION OF THE PAVED AREAS ADJACENT TO THE EXISTING T-HANGARS. THE REHABILITATION CONSISTS OF PAVEMENT MILLING AND REPLACEMENT OF APPROXIMATELY TWO INCHES OF SURFACE COURSE IN SOME AREAS AND FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT IN OTHER AREAS AS IDENTIFIED IN THESE CONSTRUCTION PLANS. ASSOCIATED WORK INCLUDES EARTHWORK, DRAINAGE IMPROVEMENTS, AND INCIDENTALS.

AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE AND LOCK THE GATE IN THE HAUL ROUTE AT THE END OF EACH WORKING DAY.

UTILITY NOTE

THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES WHICH HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO ACCOMPLISH THE ABOVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ALL UNDERGROUND NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UNDERGROUND IMPROVEMENTS WILL BE LOCATED AT THE CONTRACTOR'S OWN EXPENSE PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A DUMP TRUCK WITH BED IN THE UP POSITION.

HAUL ROUTE AND VEHICLE PARKING

THE CONTRACTOR IS REQUIRED TO CONSTRUCT AND USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET. THE PROPOSED PARKING AREA WILL BE 200' X 200'. THE ACCESS POINT OFF THE EXISTING AIRPORT ROAD MAY REQUIRE PLACEMENT OF A TEMPORARY PIPE CULVERT AND APPROACH DRIVE BY THE CONTRACTOR. THE CONTRACTOR IS REQUIRED TO FURNISH AND INSTALL TWO 12 FOOT SWING GATES OF SIMILAR MATERIAL AND HEIGHT OF EXISTING FENCE INTO THE EXISTING FENCE LINE TO PROVIDE ACCESS TO THE CONSTRUCTION LIMITS. THE GATES WILL REMAIN IN PLACE AT THE COMPLETION OF THE PROJECT. THE CONTRACTOR IS REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE PROJECT DURATION. ANY AREAS DAMAGED OUTSIDE OF THESE LIMITS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S EXPENSE. AT THE CONCLUSION OF THE PROJECT, THE CONTRACTOR IS REQUIRED TO GRADE, FERTILIZE, SEED, AND MULCH THE HAUL ROUTE AND PARKING AREA AS NEEDED TO RESTORE IT TO ITS ORIGINAL STATE. ALL ITEMS ASSOCIATED WITH THE HAUL ROUTE DESCRIBED, TO INCLUDE MATERIALS, LABOR, AND EQUIPMENT NECESSARY FOR CONSTRUCTION, MAINTENANCE, AND RESTORATION SHALL BE INCLUDED IN THE CONTRACT PRICE BID FOR ITEM AR150540 HAUL ROUTE.

CONTRACTOR RESPONSIBILITIES

THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA WILL BE AS SHOWN ON THIS SHEET. THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THIS AREA. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE THIS AREA.

THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREA AND ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.

THE CONTRACTOR SHALL KEEP RUNWAYS 18-36 AND 4-22 OPEN AT ALL TIMES AND PROVIDE, WHEN POSSIBLE, TAXIWAY ACCESS TO ALL HANGARS AND ADMINISTRATIVE AREAS.

RUNWAY 14-32 SHALL BE CLOSED WHILE WORK IS OCCURRING WITHIN THE PROJECT LIMITS, AND SHALL OPENED OVER WEEKENDS. PERMITTED TIMES OF CLOSURE SHALL BE FROM 6AM MONDAY TO 4 PM FRIDAY. ALL WORK PERFORMED SHALL BE DONE IN A ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE.

NO TRENCHES OR HOLES WILL REMAIN OPEN OVERNIGHT WITHIN AN ACTIVE RUNWAY SAFETY AREA, HOWEVER THEY MAY REMAIN OPEN WHEN ADJACENT TO THE TAXIWAY AND OUTSIDE OF THE RUNWAY SAFETY AREA, IF THE TAXIWAY IS CLOSED.

THE CONTRACTOR SHALL MINIMIZE THE LENGTH OF ANY CLOSURE.

BARRICADES AND TRAFFIC CONES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS DIRECTED BY THE AIRPORT MANAGER. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR RED STEADY BURN LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT, AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

BENCHMARK DATA		
NO.	DESCRIPTION	ELEVATION
BM #1	NW CORNER OF INLET BETWEEN TAXIWAY "A" AND "B"	611.96
BM #A	MARKED SQUARE AT THE NE CORNER OF CONCRETE GAS TANK PAD AT THE MAIN OFFICE.	613.13
BM #B	MARKED SQUARE ON TOP OF NORTHEASTERLY CORNER TRANSFORMER PAD.	612.86
BM #CB-12	CHISELED SQUARE ON TOP OF 12" CONCRETE FLARED END SECTION ON WEST SIDE OF TAXIWAY "B" NEAR NORTHERLY EDGE OF TURF RUNWAY 14-23	614.85

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.

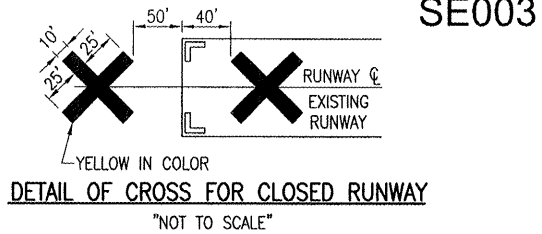
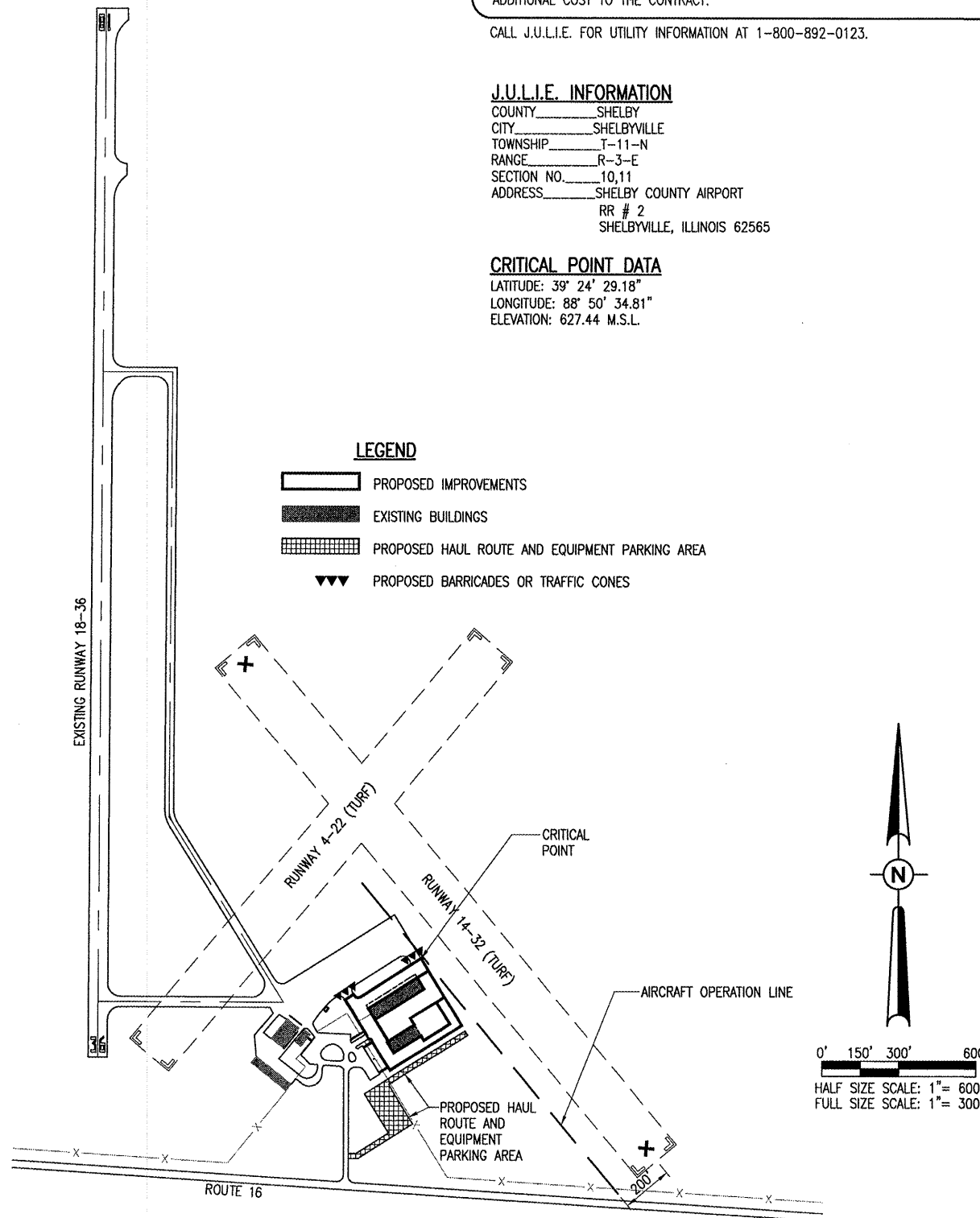
CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 1-800-892-0123.

J.U.L.I.E. INFORMATION

COUNTY _____ SHELBY
 CITY _____ SHELBYVILLE
 TOWNSHIP _____ T-11-N
 RANGE _____ R-3-E
 SECTION NO. _____ 10,11
 ADDRESS _____ SHELBY COUNTY AIRPORT
 RR # 2
 SHELBYVILLE, ILLINOIS 62565

CRITICAL POINT DATA

LATITUDE: 39° 24' 29.18"
 LONGITUDE: 88° 50' 34.81"
 ELEVATION: 627.44 M.S.L.



COST OF CONSTRUCTING, PLACING, MAINTAINING AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CROSSES WILL BE PLACED OVER THE NUMERALS AND SECURED IN A MANNER APPROVED BY THE MANAGER. THE PROPOSED CROSSES WILL BE PLACED EACH DAY THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES. NO ADDITIONAL COMPENSATION WILL BE ALLOWED. AIRPORT PERSONNEL SHALL ISSUE NOTAM INDICATING CLOSURE.

PROPOSED SAFETY PLAN

GENERAL - THE SHELBY COUNTY AIRPORT IS COMPRISED OF THREE RUNWAYS. ANY TIME THE CONTRACTOR IS WORKING WITHIN 200' OF THE RUNWAY CENTERLINE THE RUNWAY WILL BE CLOSED. RUNWAY 14-32 SHALL BE CLOSED WHILE WORK IS OCCURRING WITHIN THE PROJECT LIMITS, AND SHALL BE OPEN OVER WEEKENDS. PERMITTED TIMES OF CLOSURE SHALL BE FROM 6AM MONDAY TO 4PM ON FRIDAY. WHEN RE-OPENED THE CONTRACTOR WILL ENSURE A SMOOTH GRADE EXISTS IN ALL AREAS WITHIN THE RUNWAY SAFETY AREA TO THE SATISFACTION OF THE RESIDENT ENGINEER AND RE-OPEN THE RUNWAY IN ACCORDANCE WITH NOTES AND DETAILS ON THIS SHEET. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

IDENTIFICATION - WHEN THE CONTRACTOR'S VEHICLES AND EQUIPMENT ARE ON THE AIRPORT THEY SHALL BE PROPERLY MARKED WITH THREE (3') FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE). THE CONTRACTOR WILL ALSO PROVIDE WORKERS WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THE PERSON AS BEING PART OF THE CONSTRUCTION CREW.

RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (122.80 MHz) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE SHELBY COUNTY AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

150-ENGINEER'S FIELD OFFICE NOTES

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE FURNISHED, MAINTAINED, AND REMOVED IN ACCORDANCE WITH ITEM AR150510 "ENGINEER'S FIELD OFFICE" AS STATED ON THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, CURRENT EDITION.

THE LOCATION OF THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.

THE ENGINEERING FIRM WILL MAKE PAYMENT FOR ALL LONG DISTANCE TELEPHONE CALLS IN EXCESS OF ONE HUNDRED DOLLARS (\$100.00) PER MONTH.

THE CONTRACTOR WILL FURNISH A CELL PHONE TO THE RESIDENT ENGINEER FOR HIS EXCLUSIVE USE FOR THE DURATION OF THIS PROJECT. THE RESIDENT ENGINEER WILL USE THIS PHONE FOR PROJECT BUSINESS ONLY. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL CHARGES ASSOCIATED WITH THIS CELL PHONE.

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE PAID FOR UNDER ITEMS: AR150510 ENGINEER'S FIELD OFFICE 1 L.S.

EROSION CONTROL

THIS PROJECT WILL DISTURB MORE THAN 1 ACRE OF LAND, THEREFORE A N.P.D.E.S. PERMIT WILL BE REQUIRED AND EROSION CONTROL MEASURES IMPLEMENTED, AS DEPICTED ON THE PROPOSED STORMWATER POLLUTION PREVENTION PLAN.

AIRCRAFT OPERATION LINE

THE CONTRACTOR WILL LOCATE THIS LINE AT THE START OF CONSTRUCTION AND WILL PLACE FLAGGED LATH EVERY 150' ALONG IT. THIS LINE WILL BE THE LIMITS THAT ALL CONTRACTOR PERSONNEL MAY VENTURE WHEN A RUNWAY IS NOT CLOSED. THE CONTRACTOR WILL MAINTAIN THE LATH LINE FOR RUNWAYS.

SE003

DATE	REVISION

SHELBY COUNTY AIRPORT
 SHELBYVILLE, IL

A.I.P. PROJ.: 3-17-0083-B8
 IL PROJ.: 210-3781

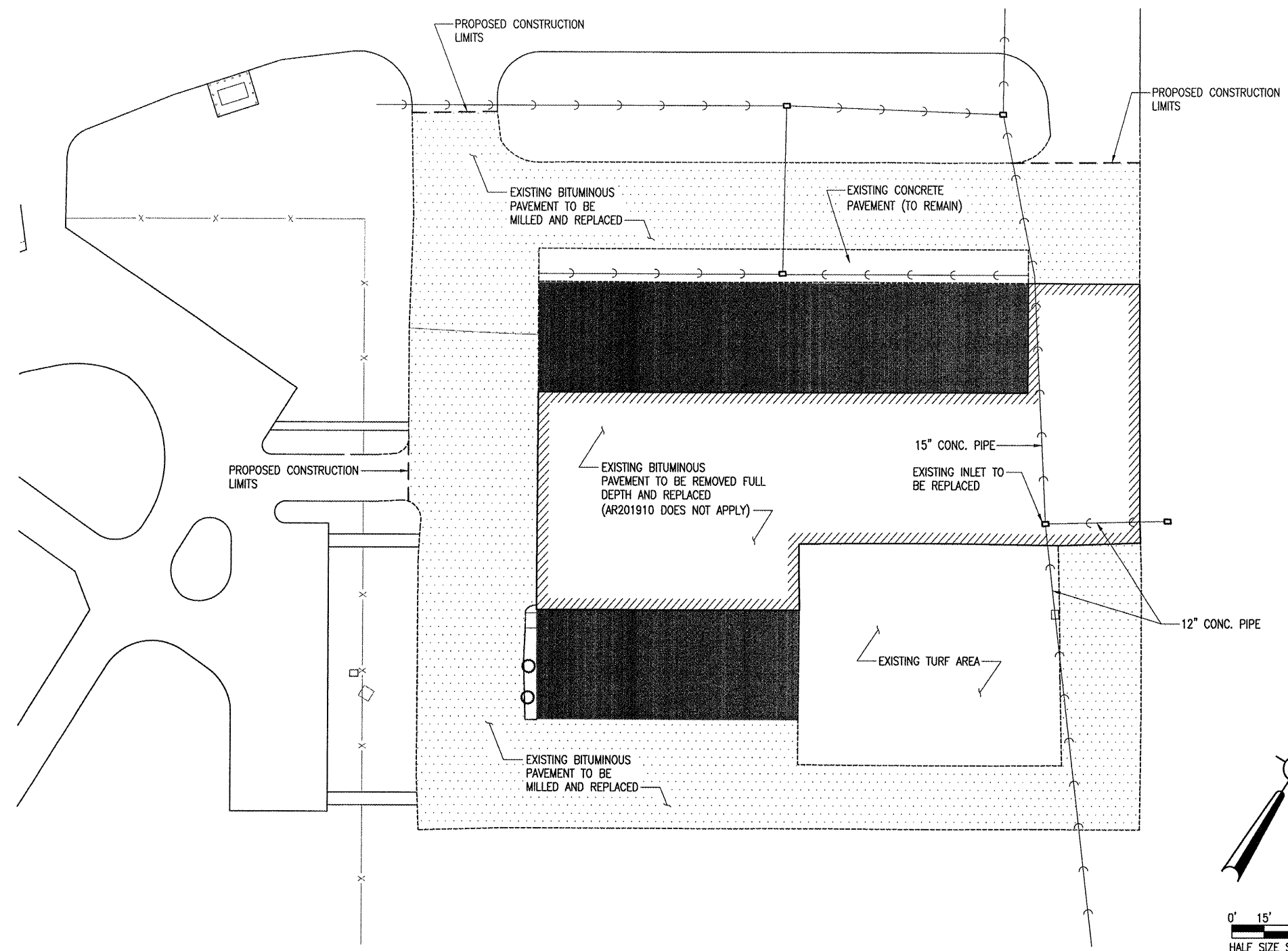
Hanson No. 827-03THD	DATE 06/20/08
Filename: R-003-SFTY.DWG	MLH 06/09/08
Scale 1"=300'	ESC 06/17/08
	UDW 06/24/08

HANSON
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 Hanson Professional Services Inc.
 1526 South Sixth Street
 Springfield, IL 62766
 Offices Nationwide

REHABILITATE
 T-HANGAR PAVEMENTS

PROPOSED SAFETY PLAN

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UTILITY NOTE

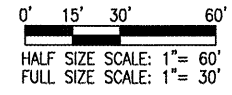
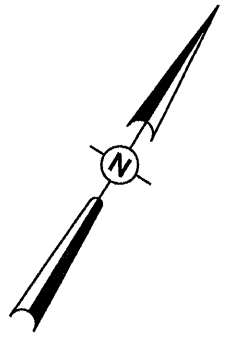
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NOTES

- SURVEY REFLECTS EXISTING DRAINAGE SYSTEM IS AT ADEQUATE DEPTH BENEATH PAVEMENT. EXISTING DRAINAGE PIPE SHALL BE PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO THE EXISTING DRAINAGE SYSTEM SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- SURFACE DRAINAGE SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
- EXISTING STORMWATER DRAINAGE STRUCTURES SHALL BE PROTECTED IN ACCORDANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN.
- UNDERGROUND AND ABOVEGROUND UTILITIES ARE NOT IDENTIFIED ON THESE CONSTRUCTION PLANS BUT ARE KNOWN TO EXIST IN THE PROXIMITY OF THE PROPOSED PROJECT. UTILITIES SHALL BE LOCATED PRIOR TO ANY WORK. COORDINATING UTILITY LOCATES ARE THE RESPONSIBILITY OF THE CONTRACTOR.
- ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

LEGEND

- BUILDINGS (HANGAR)
- DRAINAGE PIPE
- INLET
- FENCE
- REMOVE AND REPLACE BITUMINOUS PAVEMENT
- PAVEMENT MILLING



REVISION	DATE	BY

SHELBY COUNTY AIRPORT
 SHELBYVILLE, IL
 IL PROJ.: 210-3781 A.I.P. PROJ.: 3-17-0093-BB

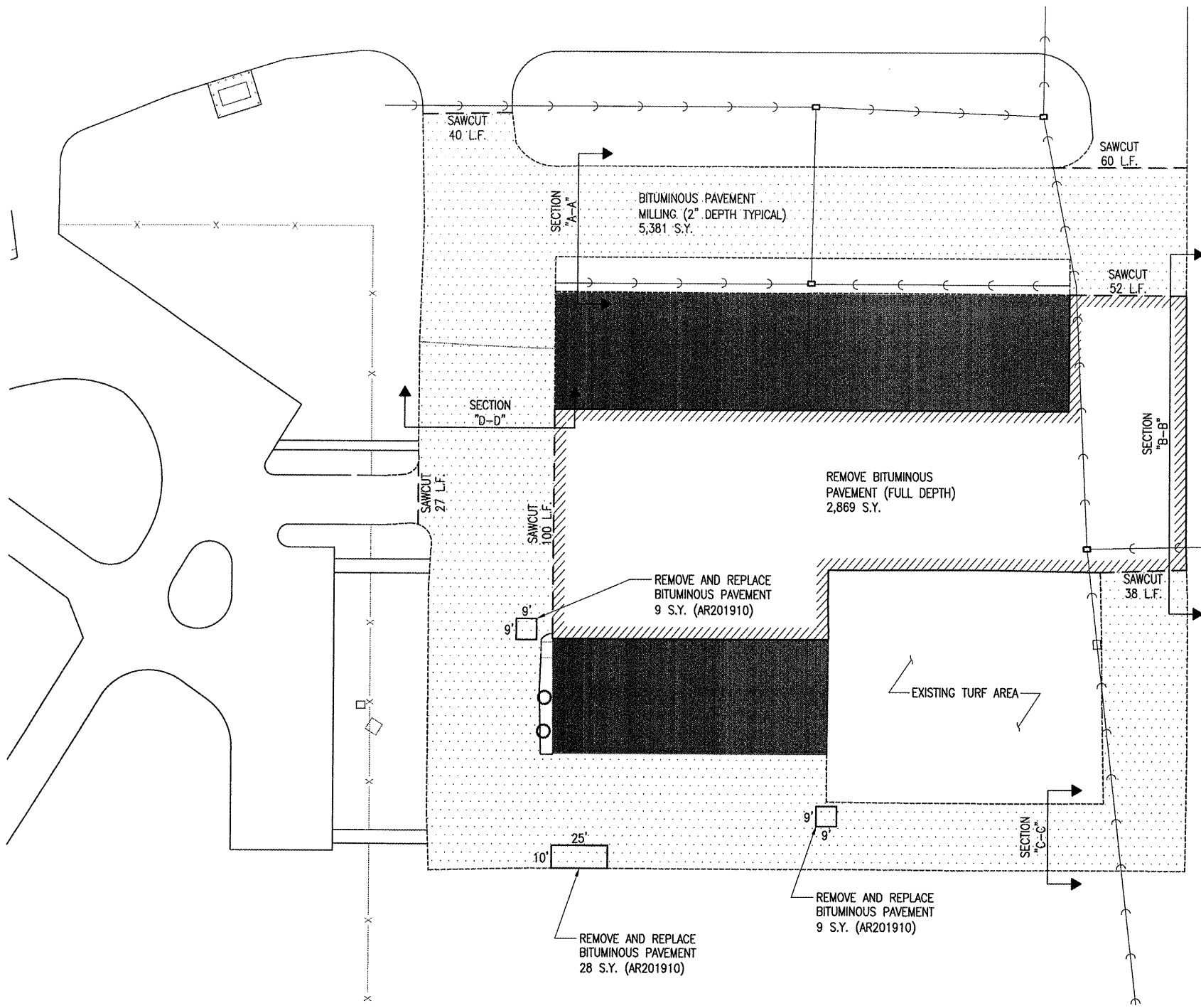
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Scale: 1"=30'		
LAYOUT	MLH	06/09/08
DRAWN	ESC	06/18/08
REVIEWED	JDW	06/24/08

HANSON
 Hanson Professional Services Inc. 2008
 1525 South Sixth Street
 Springfield, IL 62703-2886
 Offices Nationwide

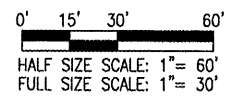
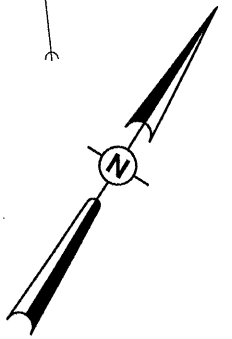
REHABILITATE
 T-HANGAR PAVEMENTS
 EXISTING SITE PLAN

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SE003



- LEGEND**
- BUILDINGS (HANGAR)
 - DRAINAGE PIPE
 - INLET
 - FENCE
 - REMOVE AND REPLACE BITUMINOUS PAVEMENT
 - PAVEMENT MILLING



BITUMINOUS PAVEMENT MILLING (AR401650)

APRON- THE DESIGNATED MILLING AREAS ON THIS SHEET WILL BE CUT OR TRIMMED. THE TOP 2" (INCHES) OF THE EXISTING BITUMINOUS SURFACE/BASE COURSE MATERIAL WILL BE REMOVED BY ROTO-MILLING. THE TOLERANCE OF THE MILLING WILL BE AS STATED IN THE SPECIAL PROVISIONS FOR BITUMINOUS SURFACE COURSE, 401-4.14 SURFACE TEST OF STANDARD SPECIFICATIONS.

WHERE THE BITUMINOUS SURFACING MATCHES EXISTING PAVEMENT TO REMAIN, THE EXISTING PAVEMENT WILL BE SAWED IF A VERTICAL FACE IS NOT ACHIEVED BY THE MILLING OPERATIONS. SAWING WILL BE PAID UNDER ITEM AR401665 - BITUMINOUS PAVEMENT SAWING - PER LINEAR FOOT.

ALL MILLED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE IN A LEGAL MANNER.

AFTER THE MILLING OPERATION IS COMPLETE, THE PAVEMENT SHALL BE INSPECTED AND ANY REMAINING CRACKS THAT REQUIRE ATTENTION IN THE OPINION OF THE RESIDENT ENGINEER WILL BE REPAIRED IN ACCORDANCE WITH THESE PLANS AND THE SPECIAL PROVISIONS. CRACK REPAIR WILL BE PAID SEPARATELY PER LINEAR FOOT. AR201660.

PRIOR TO APPLYING THE BITUMINOUS OVERLAY ON THE APRON, ALL MILLED MATERIAL WILL BE BROOMED AND BLOWN CLEAN AND A BITUMINOUS TACK COAT APPLIED. THE VERTICAL FACE OF ALL SAW CUTS WILL BE PAINTED WITH A LIQUID ASPHALT.

ANY ADJACENT PAVEMENT DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

REMOVE BITUMINOUS PAVEMENT (AR401900)

APRON RECONSTRUCTION- THE CONTRACTOR WILL REMOVE THE EXISTING BITUMINOUS MATERIAL TO THE EXISTING EARTH BASE. THE CONTRACTOR SHALL THEN BE REQUIRED TO EXCAVATE, REWORK, AND RECOMPACT THE SUBGRADE PRIOR TO PAVING IN ACCORDANCE WITH ITEM 152 OF THE SPECIFICATIONS AND TO THE SATISFACTION OF THE RESIDENT ENGINEER. EXCAVATION, REWORK, AND COMPACTING OF THE EXISTING EARTH SUBGRADE PRIOR TO PAVING SHALL BE CONSIDERED INCIDENTAL TO AR209510 CRUSHED AGGREGATE BASE COURSE AND NO ADDITIONAL COMPENSATION ALLOWED.

AREAS FOUND TO BE SOFT OR OTHERWISE UNSUITABLE FOR PAVING AND UNABLE TO REACH COMPACTION REQUIREMENTS SHALL BE UNDERCUT AND BACKFILLED WITH APPROVED MATERIAL TO THE SATISFACTION OF THE RESIDENT ENGINEER.

CRUSHED AGGREGATE BASE COURSE SHALL BE PLACED AND COMPACTED IN ISOLATED AREAS WHERE NECESSARY PRIOR TO PAVING. THE AGGREGATE IS INTENDED TO BE AVAILABLE FOR REPAIR AREAS OR FILLING HOLES IN THE AGGREGATE BASE AND SHALL BE PAID FOR UNDER ITEM AR209510 CRUSHED AGGREGATE BASE COURSE PER TON.

ONCE THE SUBGRADE IS ACCEPTED BY THE RESIDENT ENGINEER, THE CONTRACTOR SHALL RECONSTRUCT THE APRON IN ACCORDANCE WITH THESE CONSTRUCTION PLANS, THE SPECIFICATIONS, AND THE SPECIAL PROVISIONS.

BITUMINOUS CRACK REPAIR (AR201660)

THE ACTUAL LENGTH AND NUMBER OF CRACKS TO BE REPAIRED AS PART OF THIS PROJECT WILL BE DESIGNATED BY THE RESIDENT ENGINEER AFTER THE SURFACE MILLING IS COMPLETE. THE PROJECT QUANTITY IS BASED ON THE AMOUNT OF CRACKS IDENTIFIED ON A SURVEY AND ARE EXPECTED TO BE DEEPER THAN 2 INCHES.

THE CRACKS SHALL BE CUT OPEN USING AN "EARTH SAW" OR "VERMEER TRENCHER" AT A WIDTH OF 10" PLUS OR MINUS 1", AND A DEPTH TO THE AGGREGATE BASE COURSE 6"-8".

THE EXCAVATED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE BY THE CONTRACTOR.

AN APPLICATION OF BITUMINOUS TACK MATERIAL WILL BE APPLIED TO THE VERTICAL BITUMINOUS FACE AND THE AGGREGATE BASE. THE REPAIR TRENCH WILL BE BACKFILLED WITH BITUMINOUS SURFACE COURSE MATERIAL (401), IN LIFTS OF THICKNESS NO GREATER THAN 3". THE FINAL LIFT SHALL BE FLUSH WITH THE SURFACE OF THE EXISTING BITUMINOUS PAVEMENT OR THE CONTRACTOR WILL BE REQUIRED TO MILL THE FINAL LIFT FLUSH AT HIS OWN EXPENSE. EACH LIFT SHALL BE COMPACTED TO THE SATISFACTION OF THE RESIDENT ENGINEER AND ACCEPTED. NO NUCLEAR DENSITY TESTING SHALL BE REQUIRED FOR THIS TASK.

ANY DAMAGE TO THE EXISTING ADJACENT PAVEMENT WILL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE. THE QUANTITY OF PAVEMENT REMOVAL, MILLING AND/OR SAWCUTS, IF UTILIZED, TACK MATERIAL, AND BITUMINOUS SURFACE COURSE MATERIAL (401) NECESSARY TO COMPLETE THIS TASK WILL BE CONSIDERED INCIDENTAL TO THE TASK, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE BITUMINOUS CRACK REPAIR WILL BE PAID FOR UNDER ITEM: AR201660 "BITUMINOUS CRACK REPAIR" _____ 650 L.F.

REMOVE AND REPLACE BITUMINOUS PAVEMENT (AR201910)

THE AREAS REQUIRING THE REMOVAL AND REPLACEMENT OF BITUMINOUS PAVEMENT (AR201910) SHALL BE MARKED IN THE FIELD BY THE RESIDENT ENGINEER.

GENERAL NOTE

THE CONTRACTOR SHALL COMPLETE PAVEMENT MILLING, BITUMINOUS CRACK REPAIR, REMOVE AND REPLACE BITUMINOUS PAVEMENT (PATCHING), AND THE RECONSTRUCTION OF THE APRON UP THROUGH BITUMINOUS BASE PRIOR TO THE FINAL LIFT OF BITUMINOUS SURFACE COURSE. THE FINAL LIFT OF 401 SHALL THEN BE COMPLETED FOR UNIFORM SURFACE.

REVISION	DATE	BY

SHELBY COUNTY AIRPORT
 SHELBYVILLE, IL

IL PROJ.: 2H0-3781 A.I.P. PROJ.: 3-17-0093-B8

Revision No. 827-03THG0	MLH 06/09/08
Element: R-102-PREP.DWG	ESC 06/18/08
Scale 1"=30'	JDW 06/24/08
Date 06/20/08	
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DRAWN	
REVIEWED	



REHABILITATE
 T-HANGAR PAVEMENTS
 PROPOSED PAVEMENT
 PREPARATION PLAN

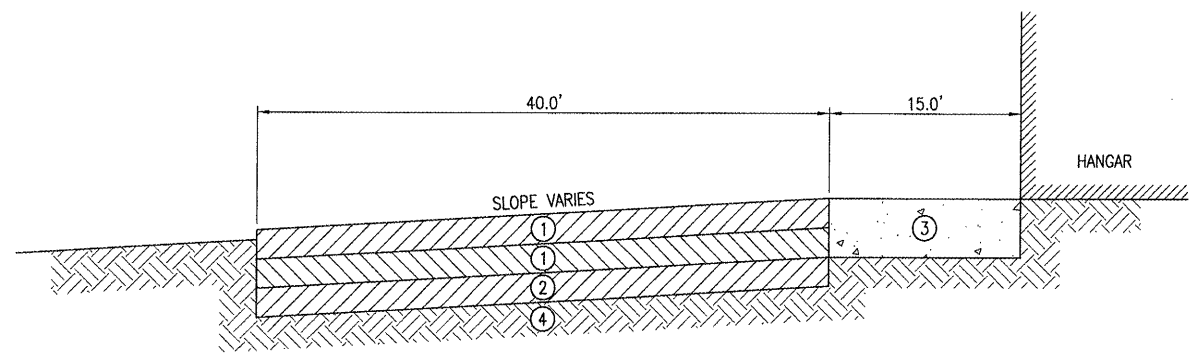
BY	
REVISION	
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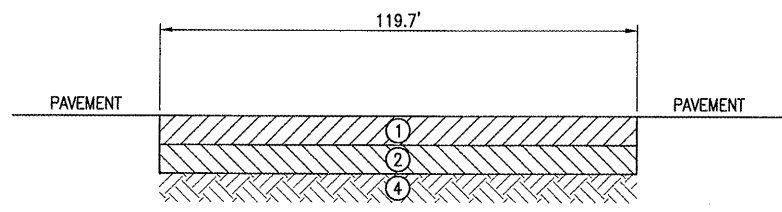
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REVIEWED	JDW 06/24/08

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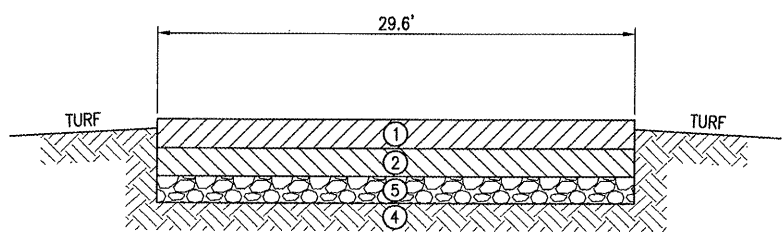
REHABILITATE
T-HANGAR PAVEMENTS
EXISTING AND PROPOSED
TYPICAL
SECTIONS



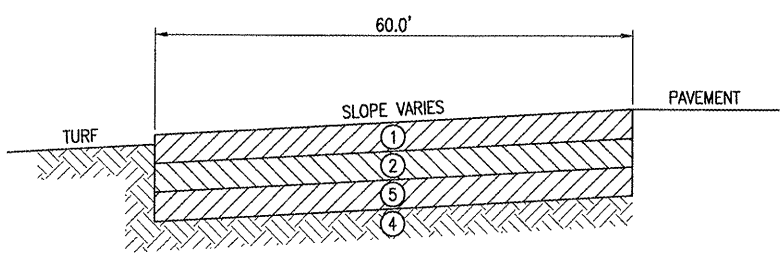
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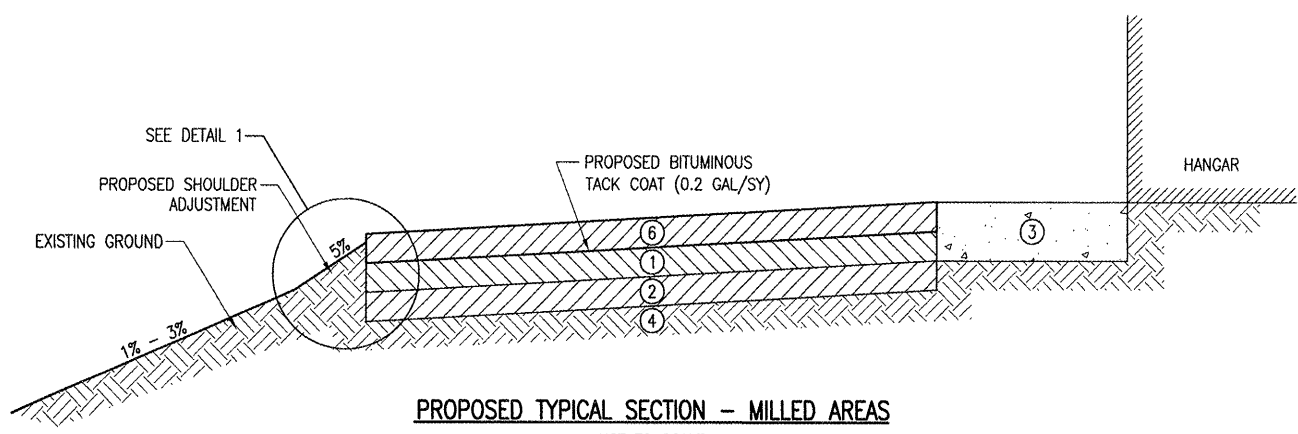
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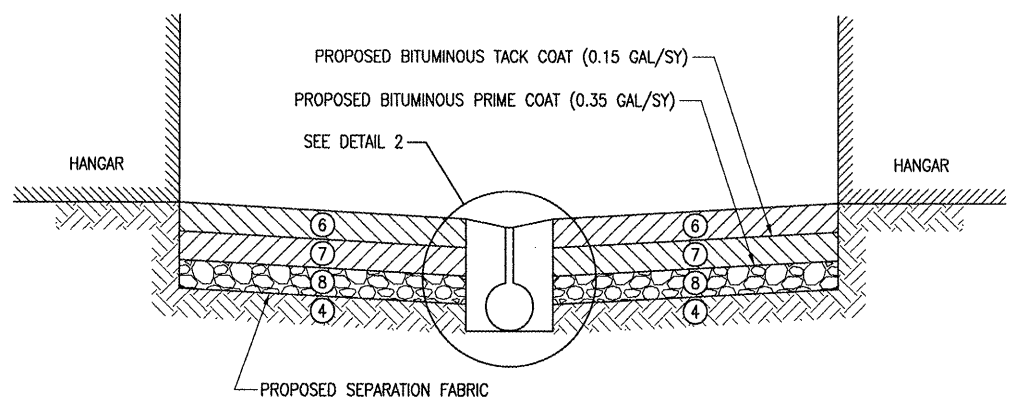
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EXISTING TYPICAL SECTION "D-D"
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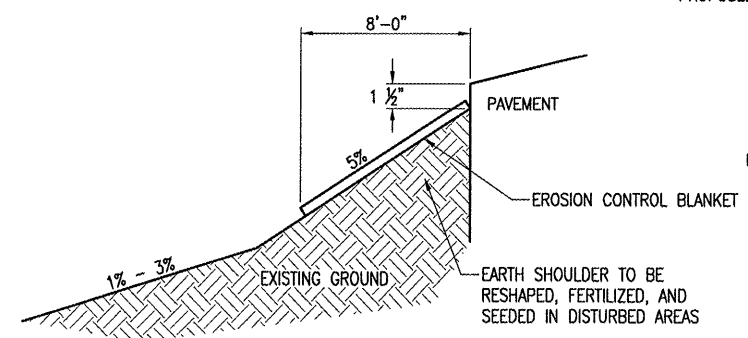
PROPOSED TYPICAL SECTION - MILLED AREAS
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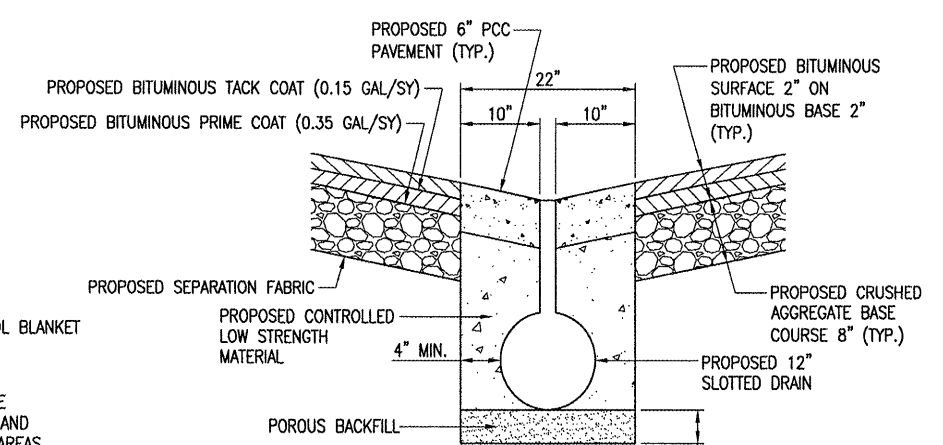
PROPOSED TYPICAL SECTION - NEW PAVEMENT AREA
NOT TO SCALE

LEGEND

- ① EXISTING AR401: BITUMINOUS SURFACE COURSE 2"
- ② EXISTING AR201: BITUMINOUS BASE COURSE 4"
- ③ EXISTING CONCRETE APRON
- ④ EXISTING SUBGRADE
- ⑤ EXISTING AR209: AGGREGATE BASE COURSE 6"
- ⑥ PROPOSED AR401: BITUMINOUS SURFACE COURSE 2"
- ⑦ PROPOSED AR201: BITUMINOUS BASE COURSE 2"
- ⑧ PROPOSED AR209: AGGREGATE BASE COURSE 8"



DETAIL 1
NOT TO SCALE



DETAIL 2
NOT TO SCALE

GENERAL NOTE

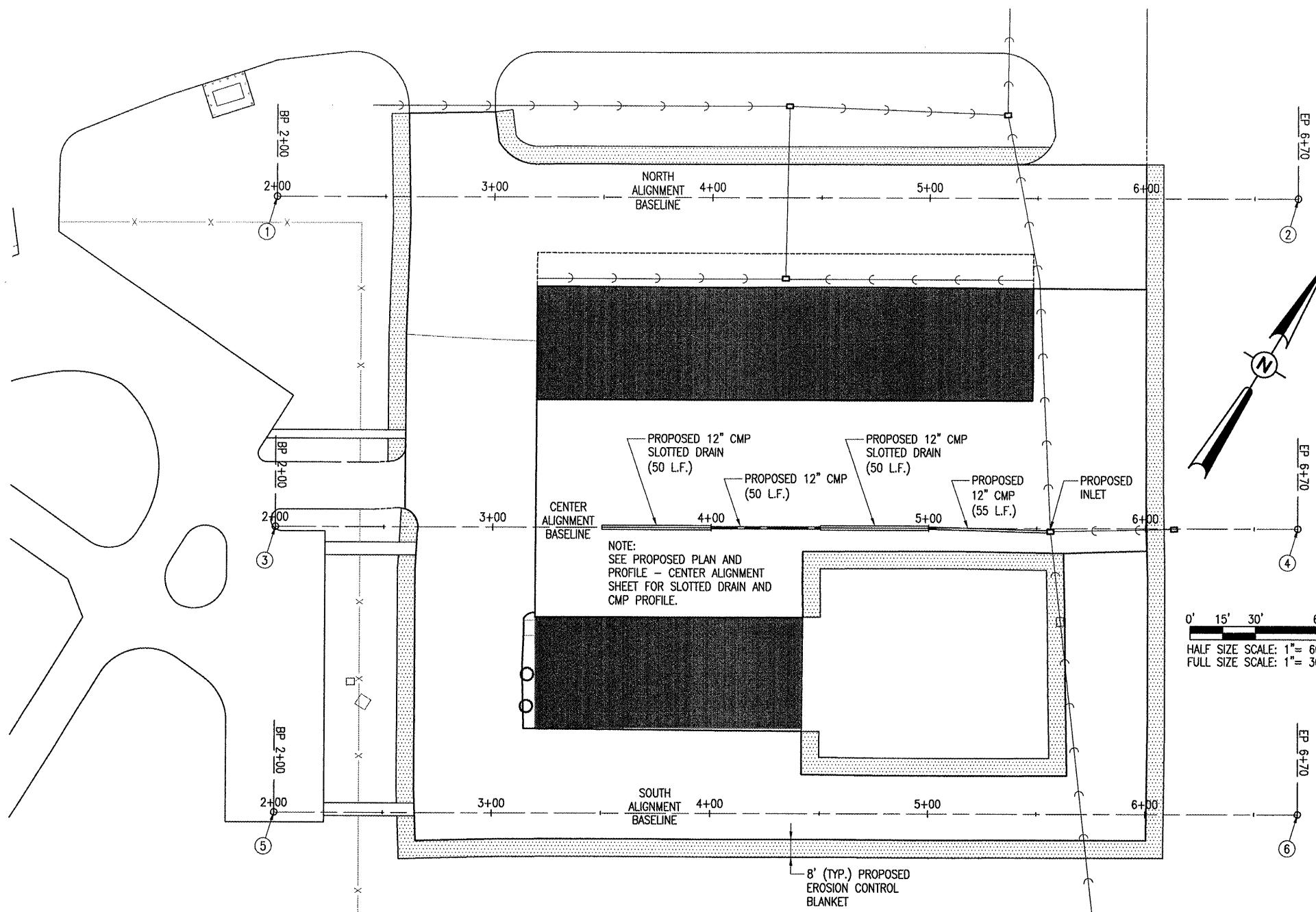
CONTRACTOR WILL BE REQUIRED TO EXCAVATE, REWORK, AND RECOMPACT APPROXIMATELY 6 INCHES AND VARIABLE OF EARTH SUBGRADE FOLLOWING THE BITUMINOUS PAVEMENT REMOVAL. EXCAVATION, REWORK, AND RECOMPACT SHALL BE CONSIDERED INCIDENTAL TO ITEM AR209510, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

TRENCH DRAIN NOTE

ALL MATERIAL ASSOCIATED WITH THE PROPER INSTALLATION OF THE PROPOSED TRENCH DRAIN IS TO BE INCLUDED IN THE BID UNIT PRICE. THIS INCLUDES CONCRETE, POROUS BACKFILL, CONTROLLED LOW STRENGTH MATERIAL, AND SLOTTED DRAIN AND PIPE.

THE PROPOSED 6" PCC PAVEMENT SHALL BE IN CONFORMANCE WITH ITEM 610 OF THE SPECIFICATIONS.

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SCOPE OF WORK

THE PROPOSED IMPROVEMENTS INCLUDE: REHABILITATION OF THE PAVED AREAS ADJACENT TO THE EXISTING T-HANGARS. THE REHABILITATION CONSISTS OF PAVEMENT MILLING AND REPLACEMENT OF APPROXIMATELY TWO INCHES OF SURFACE COURSE IN SOME AREAS AND FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT IN OTHER AREAS AS IDENTIFIED IN THESE CONSTRUCTION PLANS. ASSOCIATED WORK INCLUDES EARTHWORK, DRAINAGE IMPROVEMENTS, AND INCIDENTALS.

BITUMINOUS MATERIAL

BITUMINOUS PAVEMENTS SHALL COMPLY WITH THE SPECIAL PROVISIONS FOR AIRCRAFT WEIGHING LESS THAN 60,000 POUNDS.

SHOULDER ADJUSTMENT

MINIMAL GRADING IS ANTICIPATED TO RESTORE EARTH SHOULDERS ONCE THE PAVING IS COMPLETE. SHOULDER ADJUSTMENT SHALL BE IN ACCORDANCE WITH THE TYPICAL SECTIONS, SPECIAL PROVISIONS, AND AS DIRECTED BY THE RESIDENT ENGINEER.

PAYMENT FOR SHOULDER ADJUSTMENT SHALL INCLUDE ALL GRADING, PREPARATION AND SEEDING NECESSARY TO COMPLETE THE WORK TO THE SATISFACTION OF THE RESIDENT ENGINEER. SEEDING WILL NOT BE PAID SEPARATELY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM AR152480 - SHOULDER ADJUSTMENT - PER SQUARE YARD. SEEDING SHALL BE COMPLETED IN ACCORDANCE WITH THE APPLICABLE SUPPLEMENTAL SPECIFICATIONS USING A MIX APPROPRIATE TO THE LOCAL CLIMATE.

MULCHING WILL NOT BE NECESSARY SINCE THE SHOULDER ADJUSTMENT IS EXPECTED TO BE RESTRICTED TO WITHIN THE LIMITS OF THE PROPOSED EROSION CONTROL BLANKET. A SHOULDER ADJUSTMENT WIDTH OF 5' WAS USED TO CALCULATE PLAN QUANTITY.

INLET NOTES

ALL COSTS ASSOCIATED WITH REMOVAL AND REPLACEMENT OF THE EXISTING INLET SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM AR751410 INLET PER EACH. THIS COST SHALL INCLUDE BUT NOT BE LIMITED TO EXCAVATION, CUTTING EXISTING PIPE AT THE INLET, SETTING THE PROPOSED INLET AND MAKING WATER TIGHT CONNECTIONS TO BOTH PROPOSED AND EXISTING PIPES, AND BACKFILL IN ACCORDANCE WITH THE SPECIFICATIONS.

THE CONTRACTOR SHALL VERIFY THAT THE PROPOSED INLET SIZE IS ADEQUATE PRIOR TO ORDERING.

INLET TO BE CONSTRUCTED OF STRUCTURAL PC CONCRETE. THE CONTRACT UNIT PRICE PER INLET SHALL INCLUDE THE FRAME, GRATE, AND STEPS IN PLACE AND COMPLETE PER UNIT.

1/2" CHAMFER TO BE USED ON ALL EXPOSED CORNERS OF INLETS. BARS TO BE INSTALLED 2" FROM FACE OF WALLS.

THE FRAME AND GRATE SHALL BE NEENAH R-4840-C OR APPROVED EQUAL WITH ANCHOR LUGS (GRATE TYPE C), OR DEETER 2425.

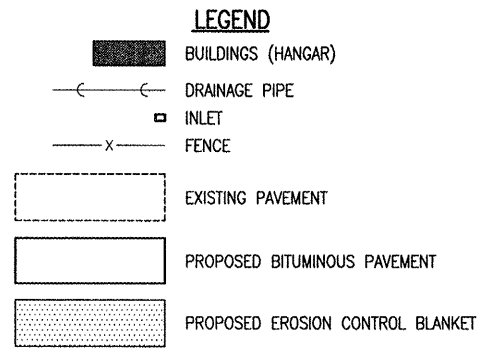
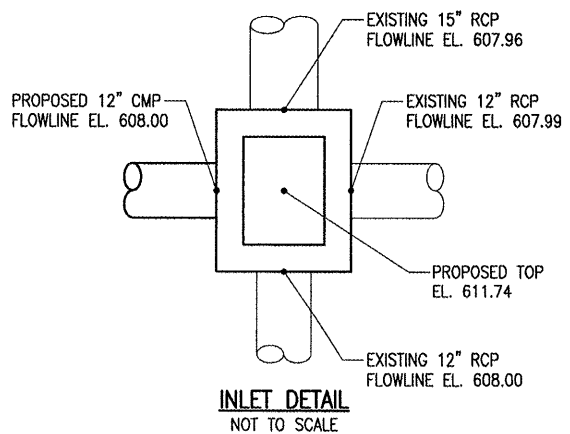
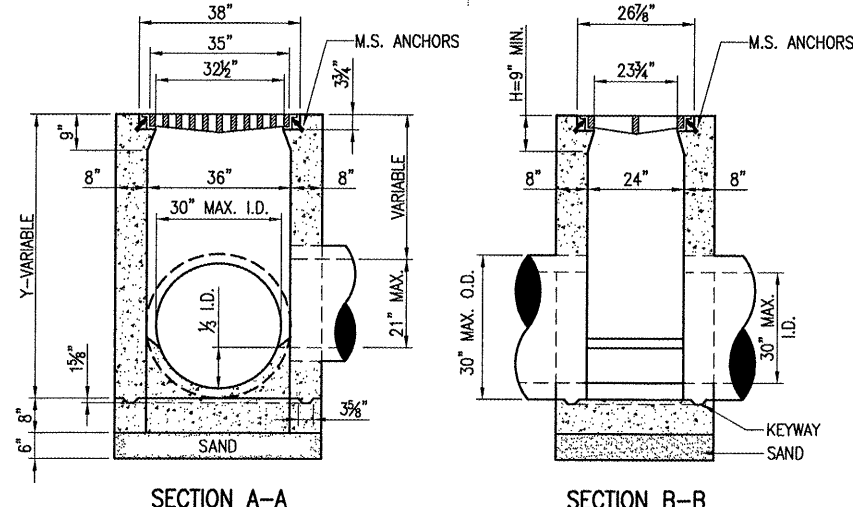
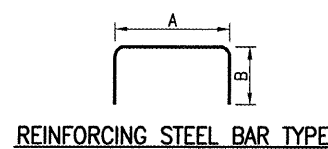
"H" SHALL BE EQUAL TO THE PROPOSED PAVEMENT THICKNESS AND NOT LESS THAN THE ATTACHED MINIMUMS.

INLET STEPS SHALL BE NEENAH R-1980-1 OR APPROVED EQUAL. 12" TO 15" C.C. STEPS TO BE INSTALLED WHEN Y IS GREATER THAN 5'. THE COST OF THE STEPS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EACH INLET.

COORDINATE DATA TABLE

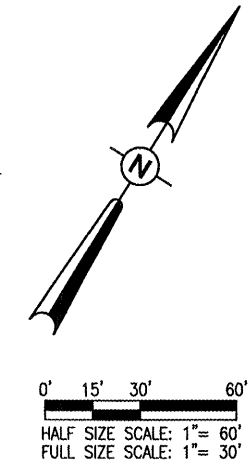
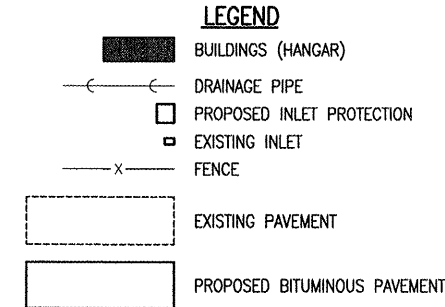
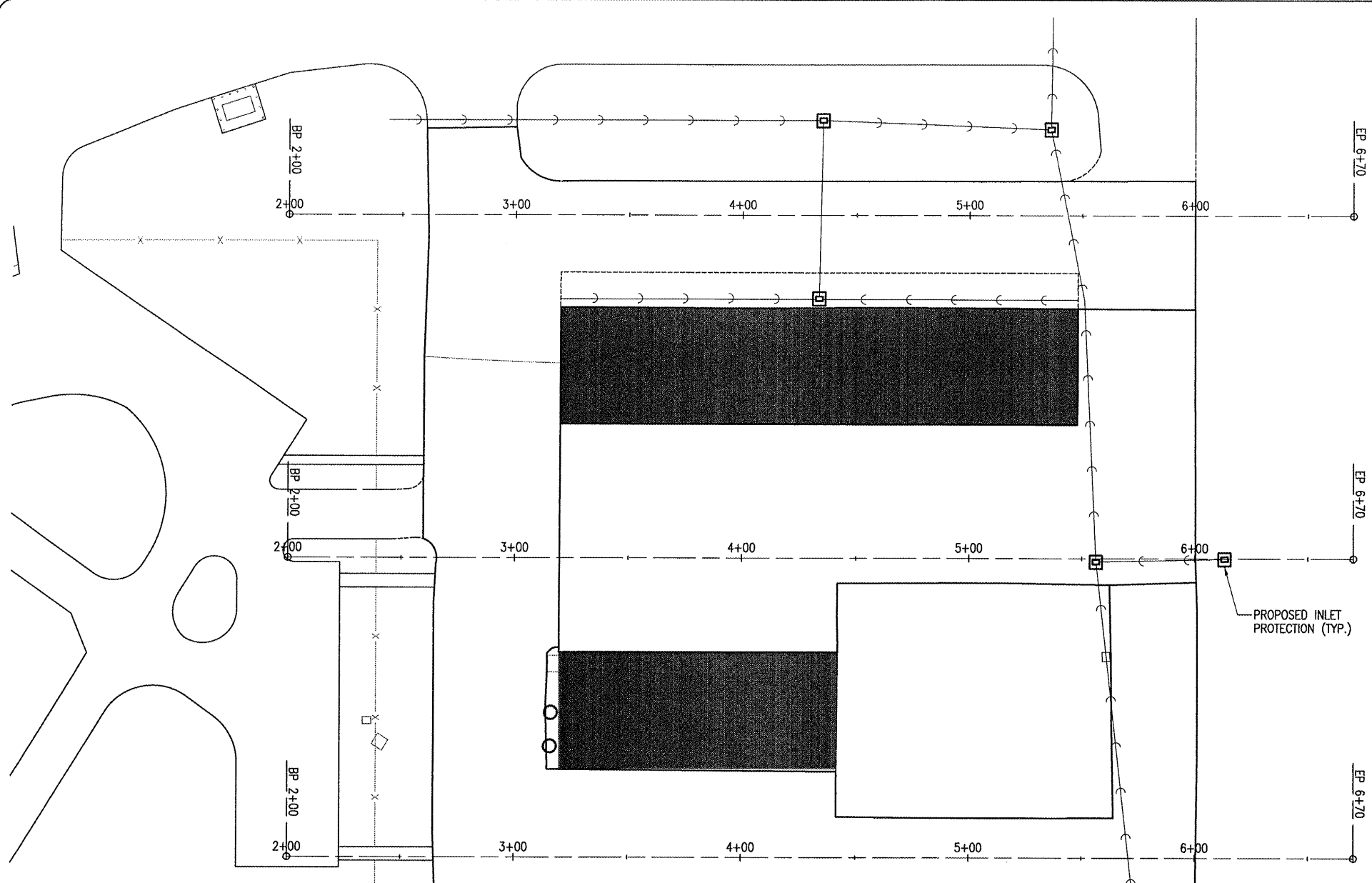
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REINFORCING BARS SCHEDULE					
TYPE	QUANTITY PER INLET	DIMENSIONS		SIZE	APPROX. WT. OF BARS IN INLET
		A	B		
A	2	3'-4"	2'-4"	#5	16.7

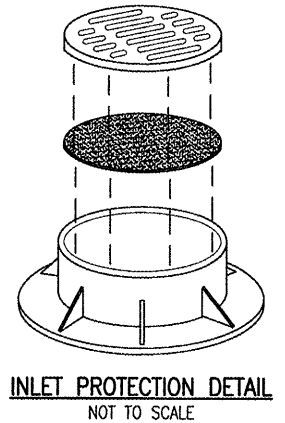
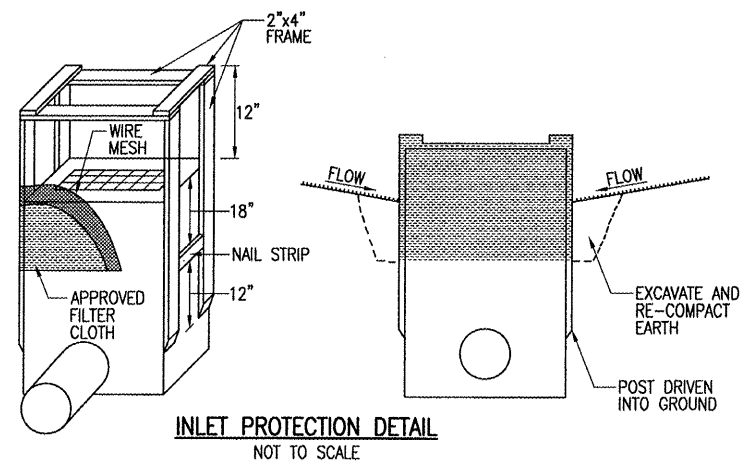


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DATE					
SHELBY COUNTY AIRPORT SHELBYVILLE, IL					
A.I.P. PROJ.: 3-17-0083-BB IL PROJ.: 210-3781					
HANSON Hanson Professional Services Inc. 1400 S. Main St. Springfield, IL 62703-2886 Offices Nationwide	827-03THG0 R-103-CON.DWG Scale: 1" = 30' Date: 06/20/08	ESC ESC JOW	06/20/08 06/20/08 06/24/08		
REHABILITATE T-HANGAR PAVEMENTS	PROPOSED CONSTRUCTION PLAN				
7					
7 of 14 sheets					



- NOTES**
1. FILTER WRAP TO BE PLACED IN ALL PROPOSED AND EXISTING INLETS LOCATED IN PAVED AREAS.
 2. FABRIC SHALL BE IN CONFORMANCE WITH MATERIALS SPECIFIED FOR EROSION CONTROL FENCING.
 3. FABRIC SHALL OVERLAY FRAME BY 2" MIN.
 4. THE CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE THROUGH THE STRUCTURE.
 5. FABRIC SHALL REMAIN IN PLACE UNTIL TURFED AREAS HAVE DEVELOPED A MIN. OF 80% COVERAGE.
 6. INLET PROTECTION WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION ALLOWED.



REVISION	DATE	BY

SHELBY COUNTY AIRPORT
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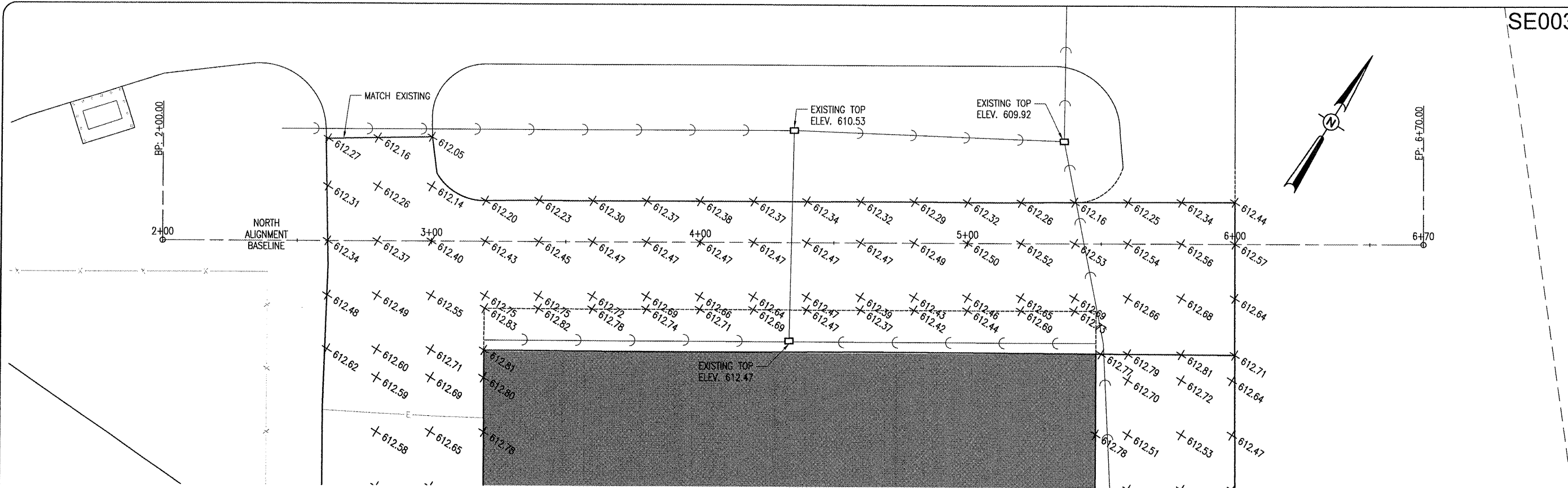
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Revision No. 827-03THGD	ESC	06/20/08
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REHABILITATE
T-HANGAR PAVEMENTS

PROPOSED
STORMWATER POLLUTION
PREVENTION PLAN

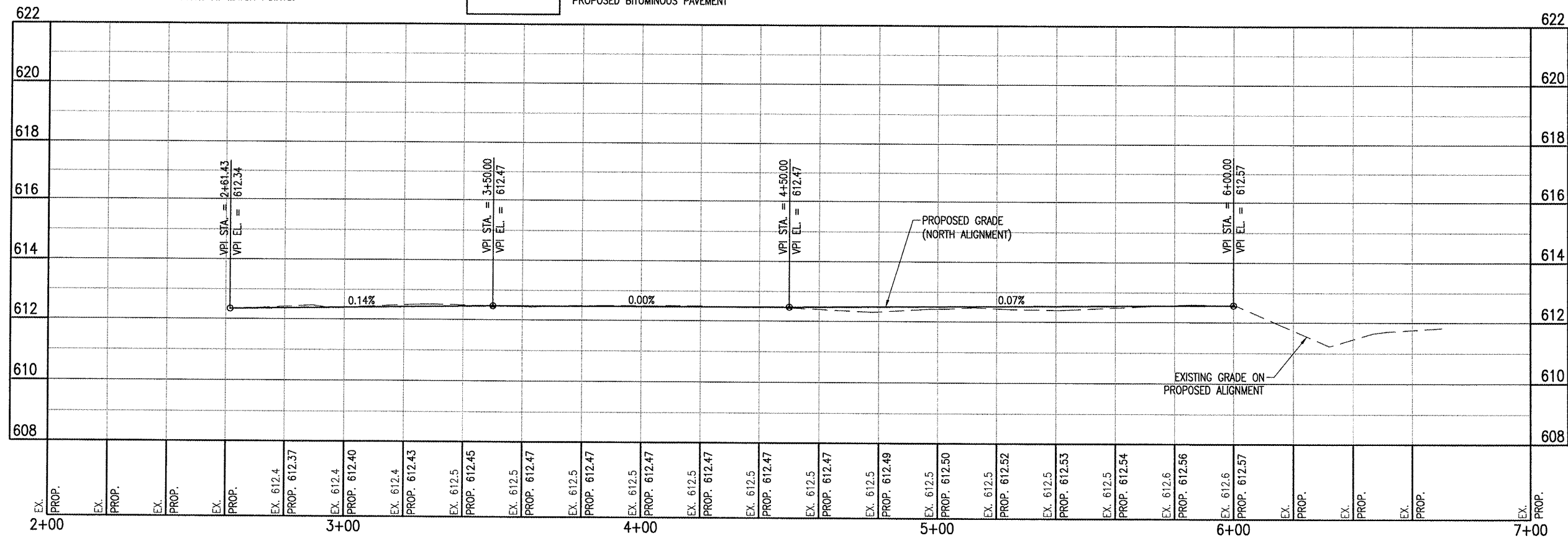
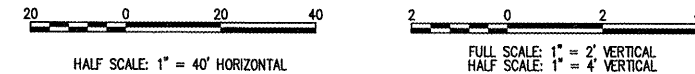


SE003

NOTE: ELEVATIONS PROVIDED AT LOCATIONS THAT MATCH EXISTING PAVEMENTS OR BUILDING FOUNDATIONS ARE FOR REFERENCE ONLY. THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED BUTT JOINTS FLUSH WITH EXISTING AS INTENDED. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING ELEVATIONS AT MATCH POINTS.

LEGEND

- EXISTING PAVEMENT
- PROPOSED SPOT ELEVATION
- PROPOSED BITUMINOUS PAVEMENT



DATE	REVISION	BY

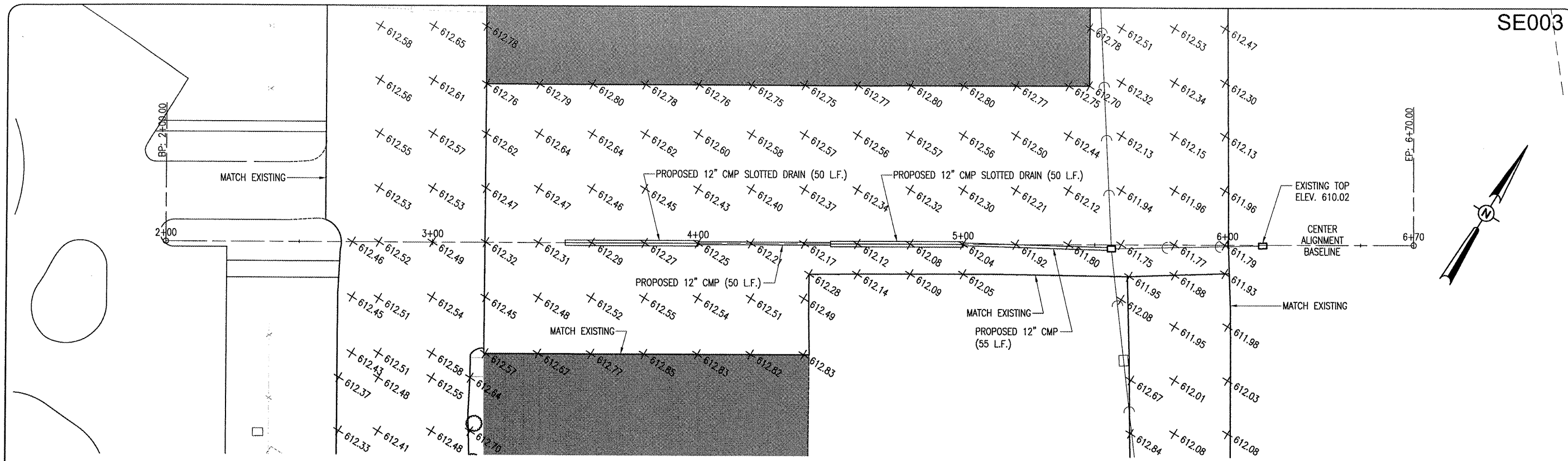
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**REHABILITATE
 T-HANGAR PAVEMENTS**
 PROPOSED
 PLAN AND PROFILE
 NORTH ALIGNMENT



SE003

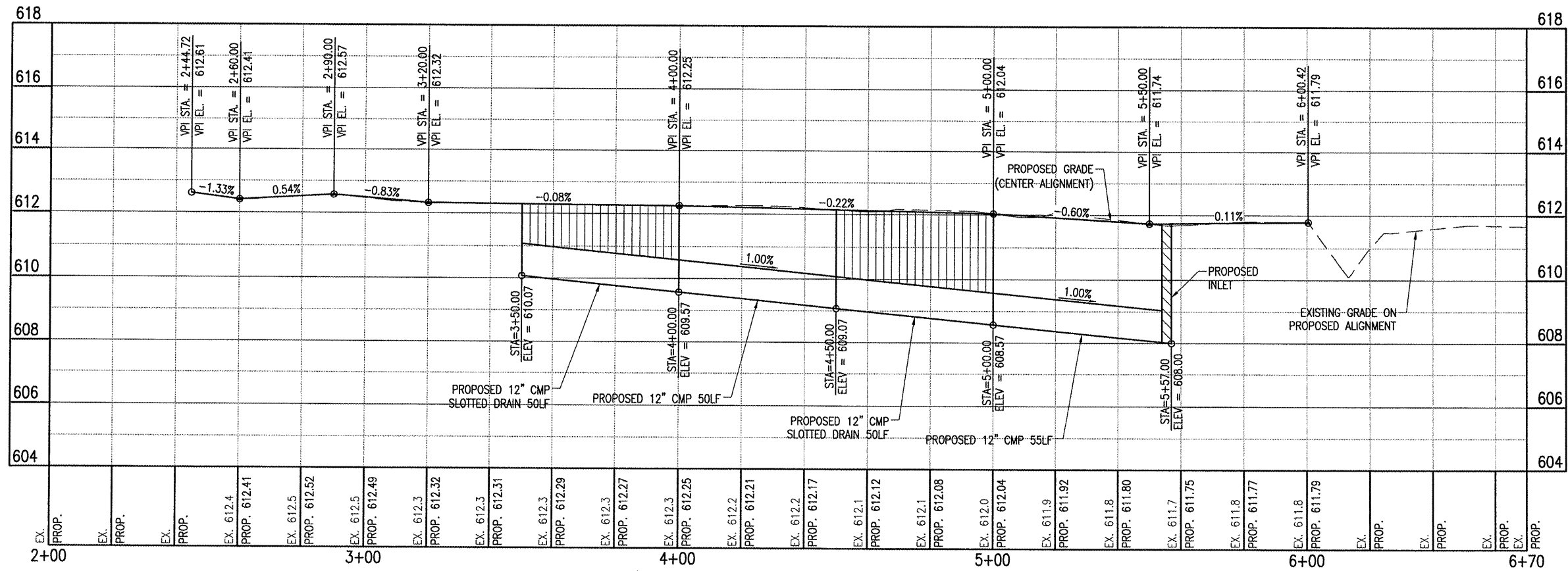
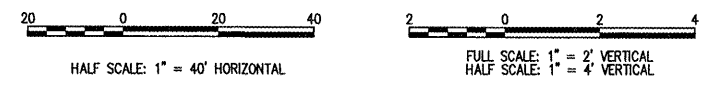
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LEGEND

EXISTING PAVEMENT

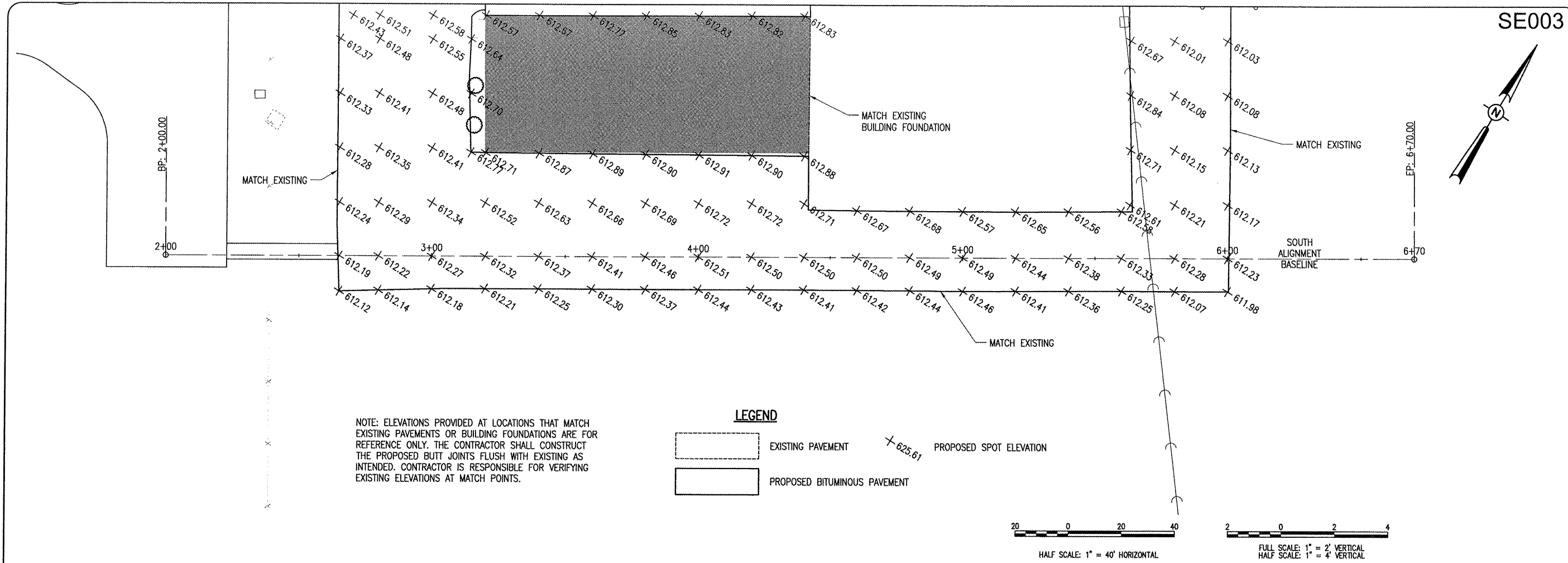
PROPOSED BITUMINOUS PAVEMENT

PROPOSED SPOT ELEVATION

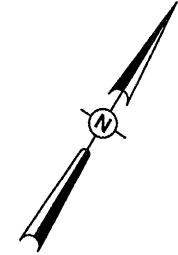


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REHABILITATE T-HANGAR PAVEMENTS	
PROPOSED PLAN AND PROFILE CENTER ALIGNMENT	
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10 of 14 sheets	

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


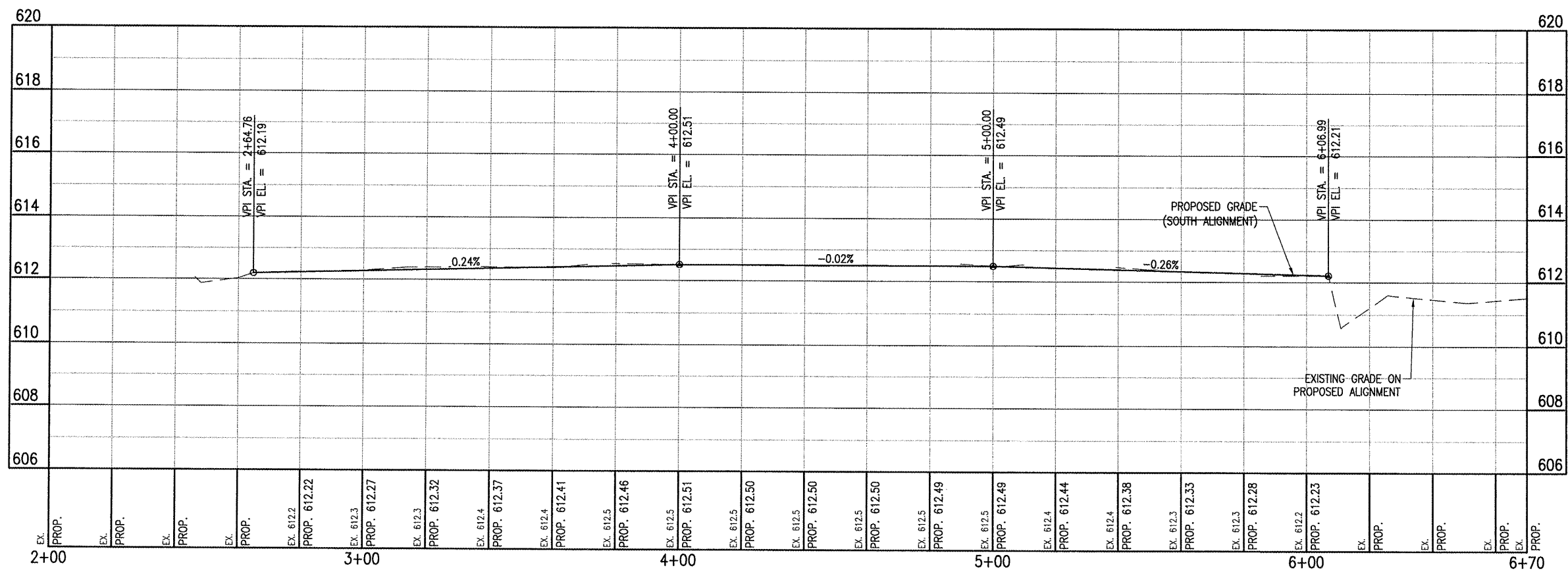
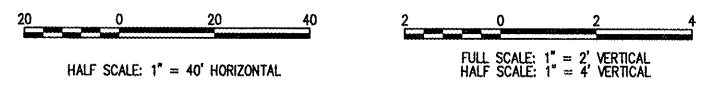
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NOTE: ELEVATIONS PROVIDED AT LOCATIONS THAT MATCH EXISTING PAVEMENTS OR BUILDING FOUNDATIONS ARE FOR REFERENCE ONLY. THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED BUT JOINTS FLUSH WITH EXISTING AS INTENDED. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING ELEVATIONS AT MATCH POINTS.

LEGEND

 EXISTING PAVEMENT
 PROPOSED BITUMINOUS PAVEMENT
 PROPOSED SPOT ELEVATION



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SHELBY COUNTY AIRPORT
 SHELBYVILLE, IL

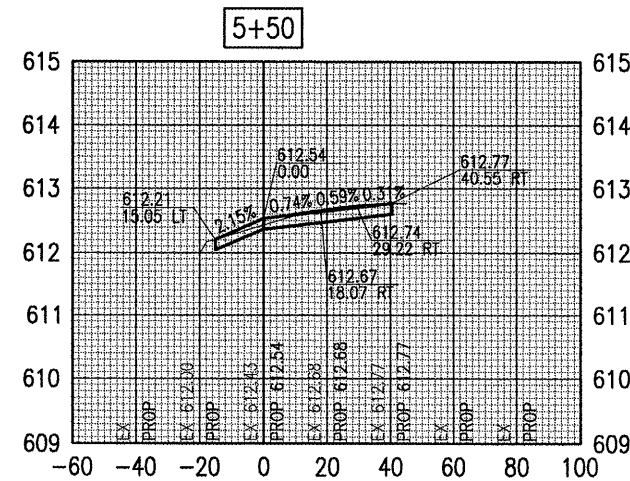
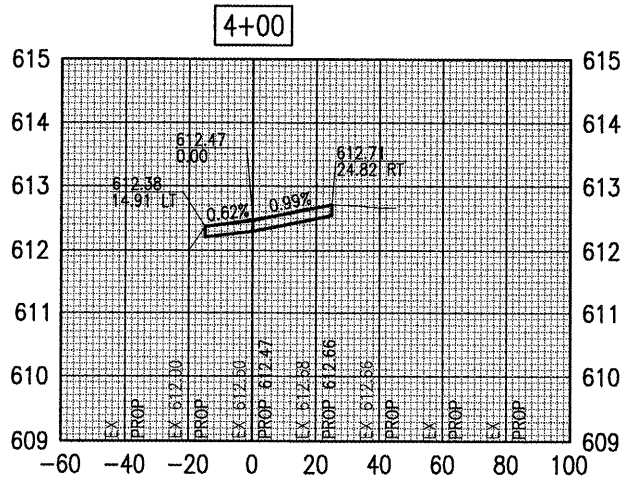
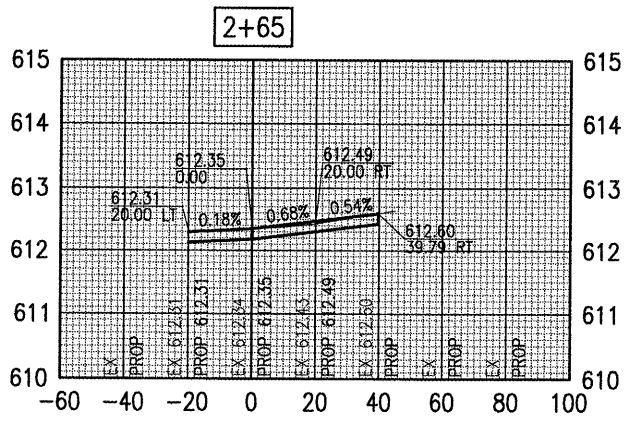
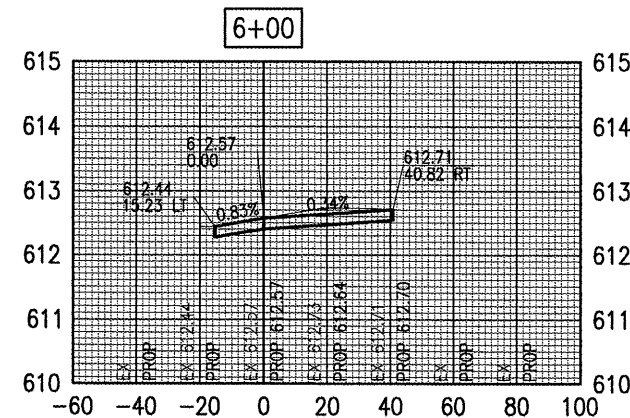
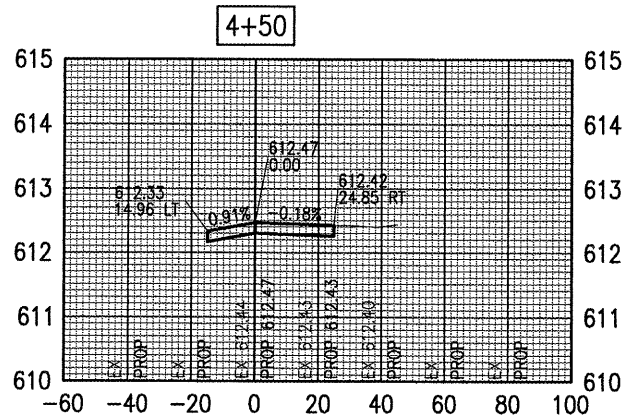
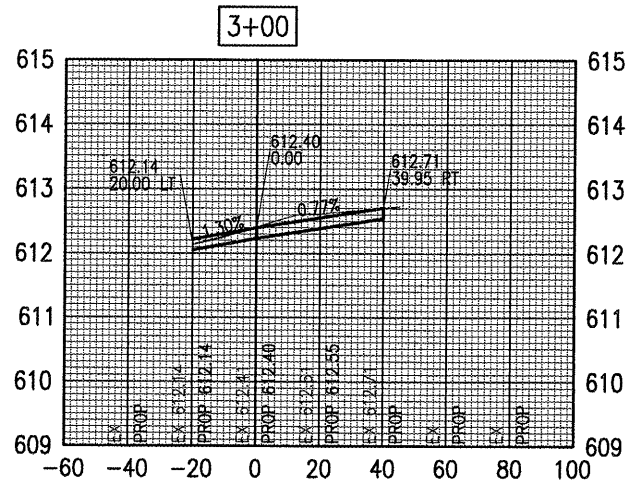
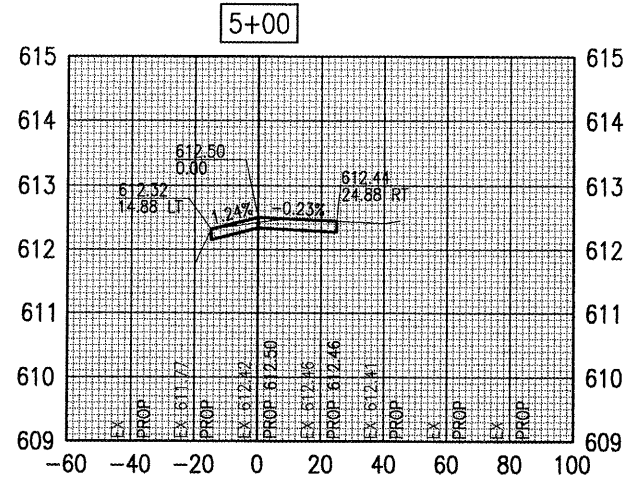
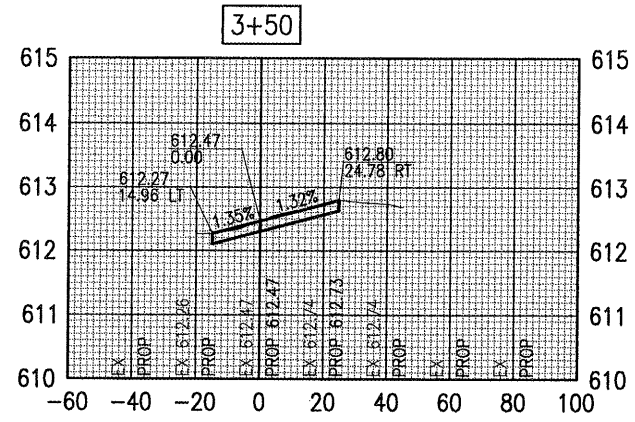
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REHABILITATE
 T-HANGER PAVEMENTS

PROPOSED
 PLAN AND PROFILE
 SOUTH ALIGNMENT



REVISION	DATE	BY

SHELBY COUNTY AIRPORT
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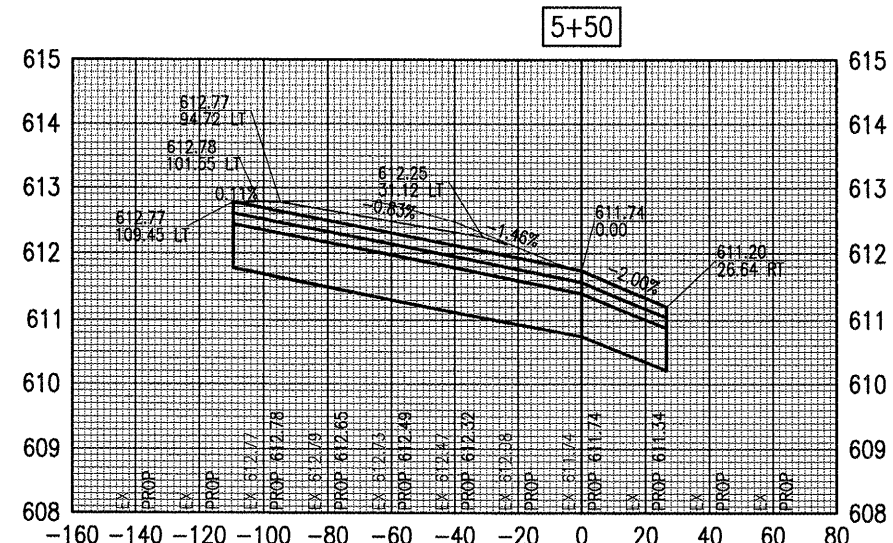
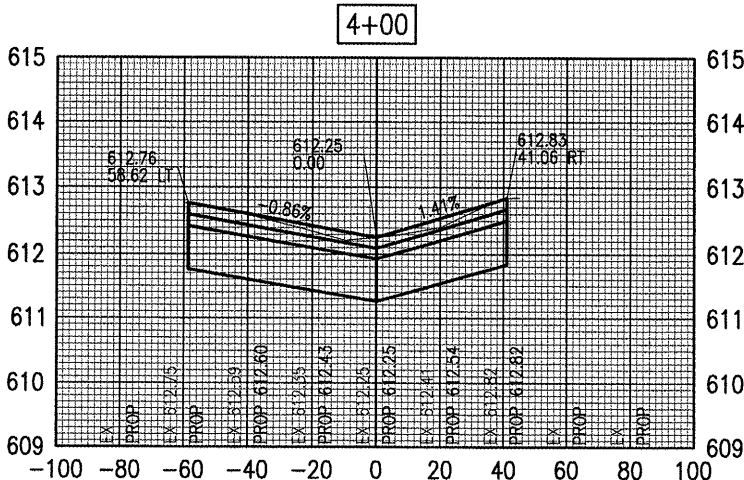
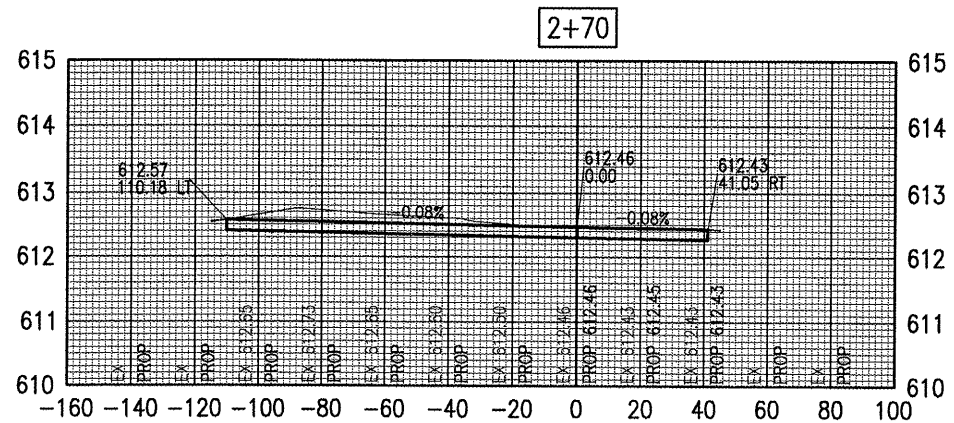
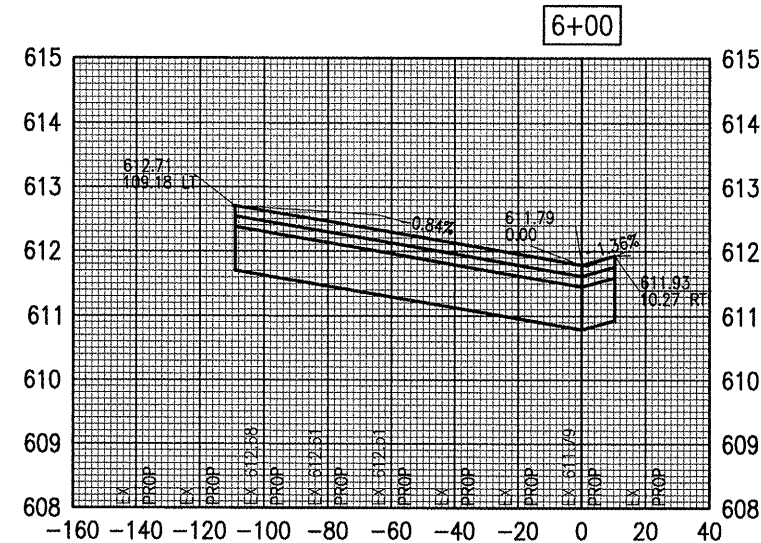
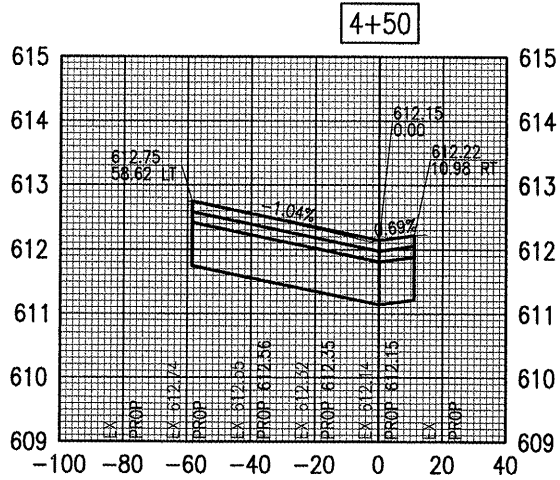
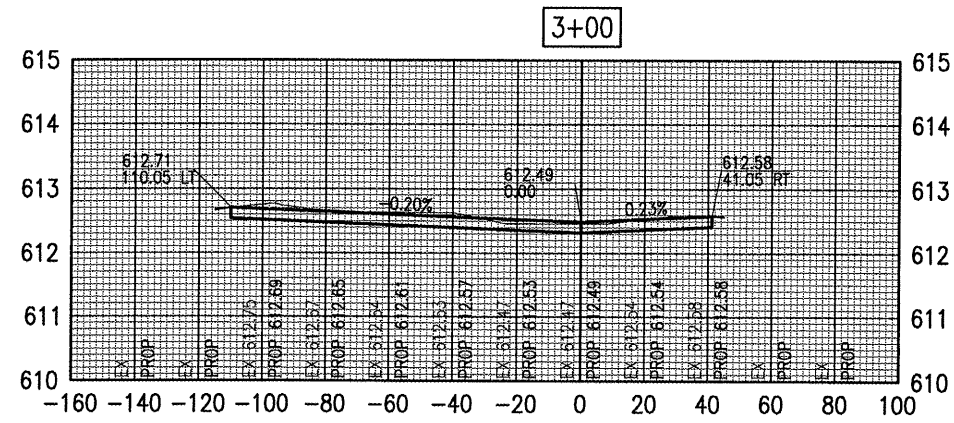
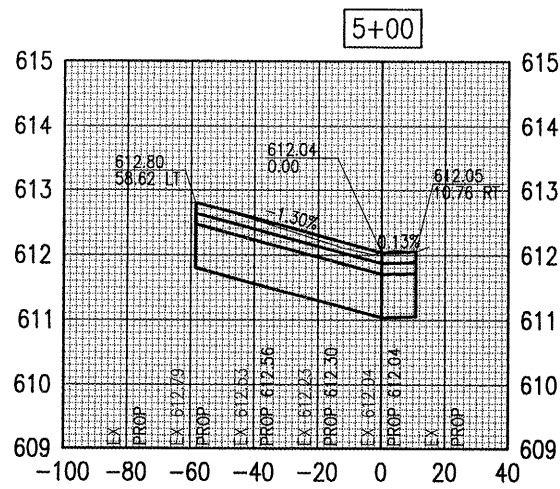
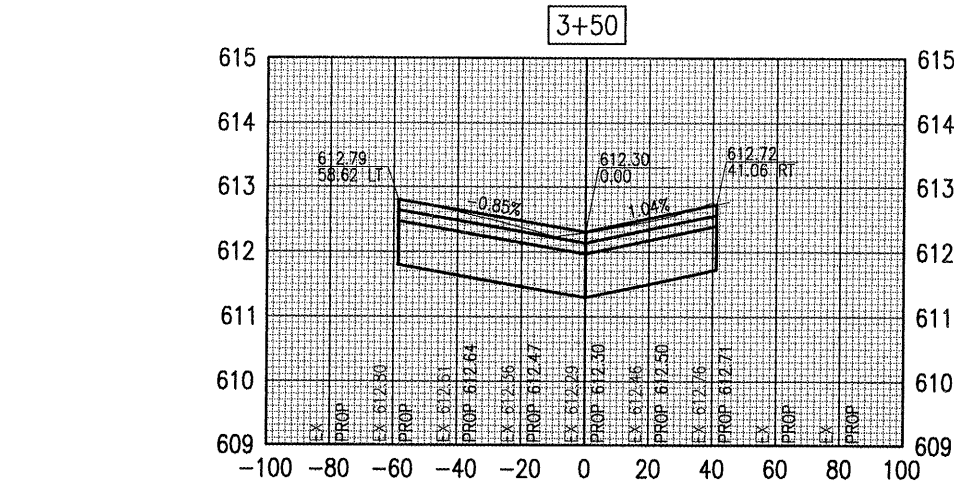
IL PROJ.: 2H0-3781 A.I.P. PROJ.: 3-17-0083-B8

Hanson No. 827-03THG	SSK	06/20/08
Filename: R-301-XS.DWG	SSK	06/23/08
Scale: 1"=30'	JW	06/24/08
Date: 06/20/08		



REHABILITATE
 T-HANGAR PAVEMENTS
 PROPOSED
 CROSS SECTIONS
 NORTH ALIGNMENT

JUN 24, 2008 5:01 PM CANN000795
 I:\AIRPORTS\SHELBY\827-03TNG\DESIGN\CAD\SHEETS\R-301-XS.DWG - Center Alignment



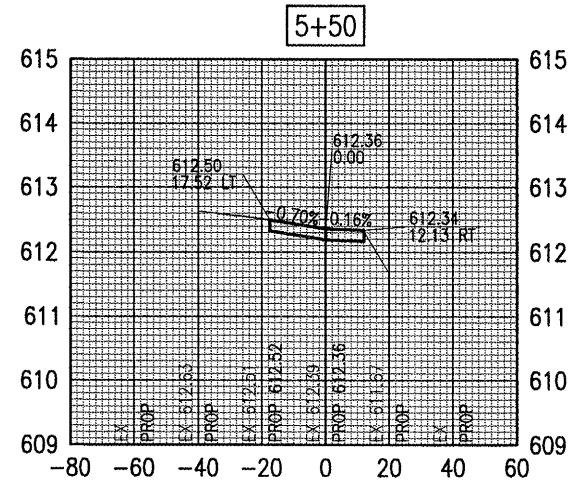
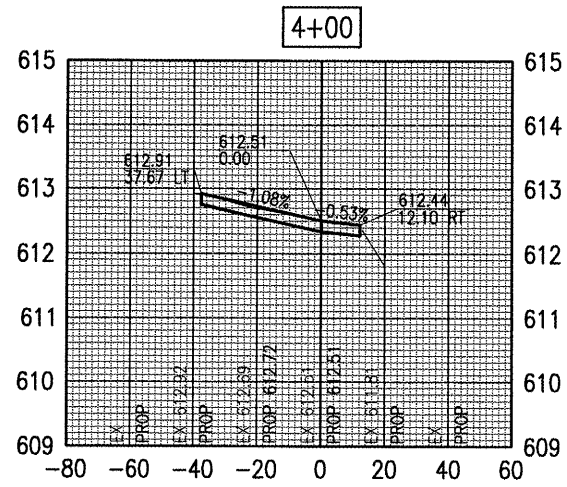
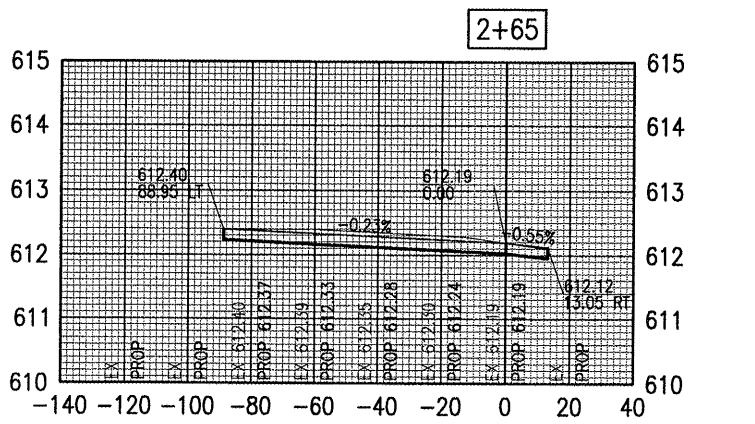
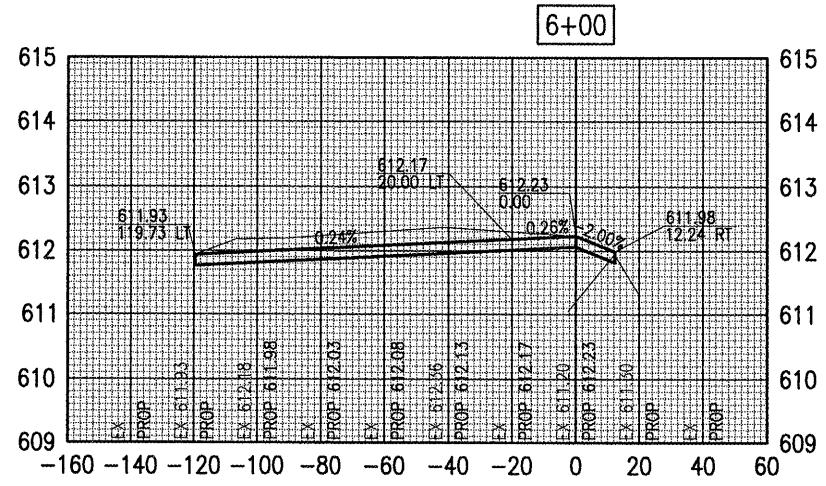
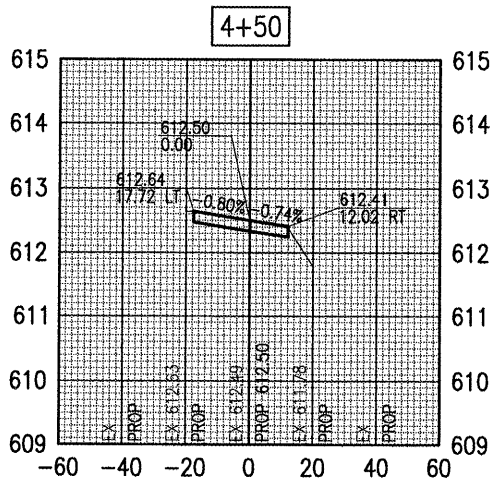
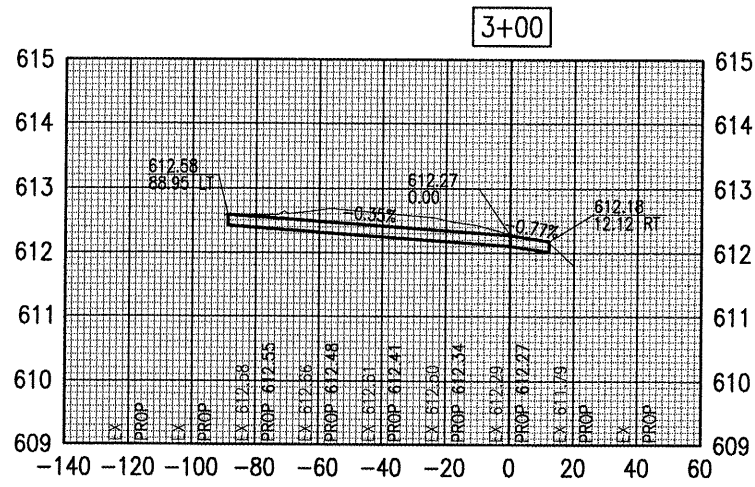
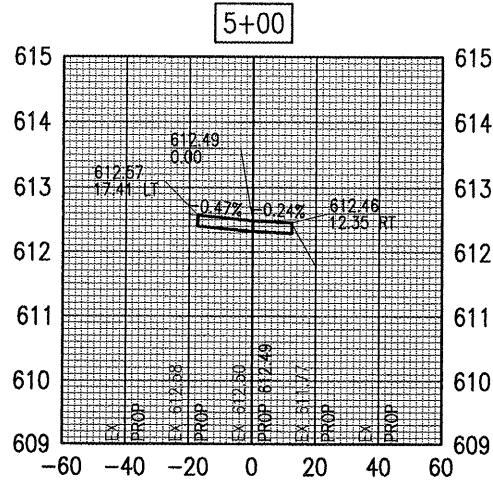
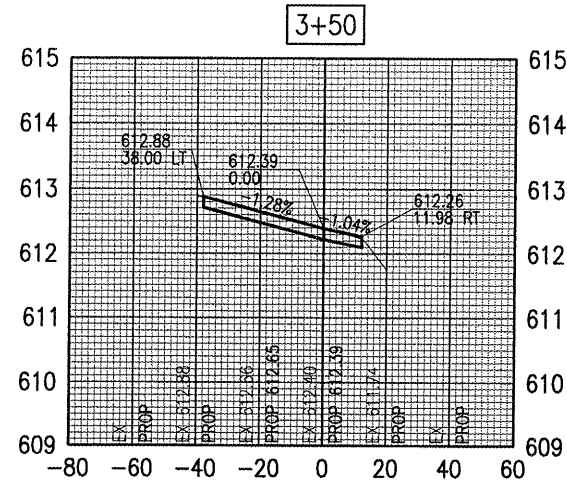
DATE	REVISION	BY

SHELBY COUNTY AIRPORT
 SHELBYVILLE, IL
 IL PROJ.: 248-3781 A.I.P. PROJ.: 3-17-0093-B8

Hanson No. 827-03TNG	SSK 06/20/08
Filename: R-301-XS.DWG	SSK 06/23/08
Scale: 1"=30'	JDW 06/24/08
Date: 06/20/08	



REHABILITATE
 T-HANGAR PAVEMENTS
 PROPOSED
 CROSS SECTIONS
 CENTER ALIGNMENT



DATE	REVISION	BY

**SHELBY COUNTY AIRPORT
 SHELBYVILLE, IL**

A.I.P. PROJ.: 3-17-0093-BB
 IL PROJ.: 2H0-3781

Project No.	827-03THG
Filename	R-301-XS.DWG
Scale	1" = 30'
Date	06/20/08
LAYOUT	SSK 06/20/08
DRAWN	SSK 06/23/08
REVIEWED	JDW 06/24/08

HANSON
 Hanson Professional Services Inc.
 Springfield, Illinois 62703-2886
 Offices Nationwide

**REHABILITATE
 T-HANGER PAVEMENTS**

**PROPOSED
 CROSS SECTIONS
 SOUTH ALIGNMENT**