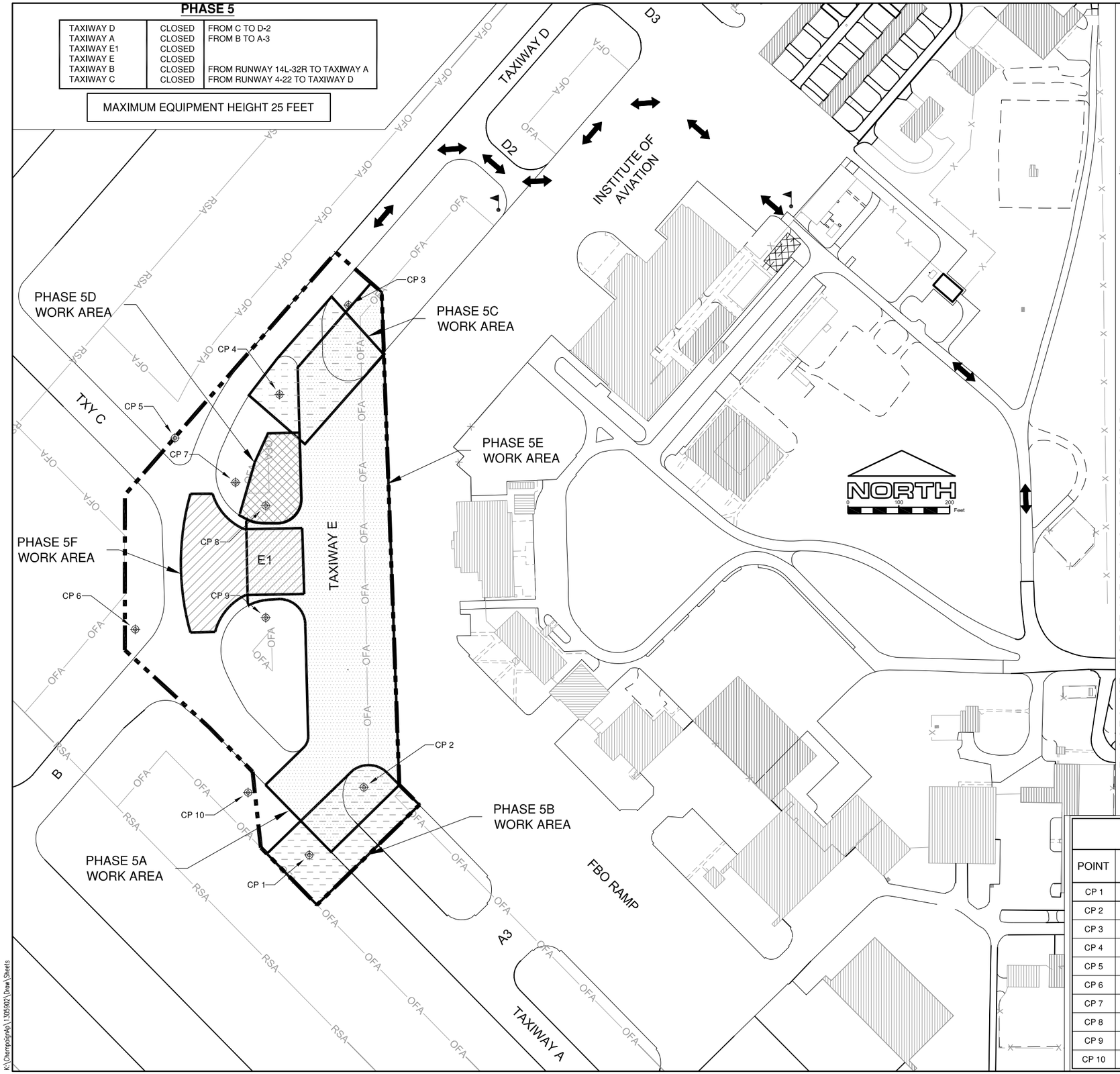
PHASE 5

TAXIWAY D	CLOSED	FROM C TO D-2
TAXIWAY A	CLOSED	FROM B TO A-3
TAXIWAY E1	CLOSED	
TAXIWAY E	CLOSED	
TAXIWAY B	CLOSED	FROM RUNWAY 14L-32R TO TAXIWAY A
TAXIWAY C	CLOSED	FROM RUNWAY 4-22 TO TAXIWAY D

MAXIMUM EQUIPMENT HEIGHT 25 FEET



LEGEND

- PHASE WORK AREAS
- BARRICADES
- FLAGMAN
- CONTRACTOR ACCESS/HAUL ROAD
- TAXIWAY CLOSURE MARKER

PHASE 5 PHASING NOTES:

- PHASE 5 SHALL CONSIST OF 6 SUB PHASES AS OUTLINED BELOW. PHASE WORK IS SIMILAR IN EACH WORK AREAS. THIS INTERSECTION IS A HIGH TRAFFIC AREA THAT WILL HAVE THE POTENTIAL FOR AIR CARRIER, FBO AND INSTITUTE OF AVIATION TRAFFIC NEEDING TO TAXI ADJACENT TO THE WORK AREAS. IT WILL BE IMPORTANT FOR THE CONTRACTOR TO SCHEDULE HIS ACTIVITIES WITH THE AIRPORT 7 DAYS PRIOR TO INITIATING WORK IN THIS PHASE. EACH SUB PHASE IS ANTICIPATED TO TAKE ONLY A HALF A DAY TO COMPLETE BUT NO MORE THAN A FULL DAY. SUB PHASES SHALL NOT BE CONCURRENT AS THEY WILL REQUIRE THE CLOSURE OF TAXIWAYS THAT CONNECT TO THE FBO AND INSTITUTE RAMPS. CONTRACTOR'S WORK FORCES SHALL HAVE PERSONAL TRAINED AND APPROVED TO OPERATE AN AIRPORT RADIO AND COMMUNICATE WITH THE AIR TRAFFIC CONTROL TOWER. AT THE COMPLETION OF ALL SUB PHASES, THE NAMING CONVENTION OF THE TAXIWAYS WILL BE HAVE BEEN CHANGES. THE SEQUENCE OF THE CONSTRUCTION SHALL FOLLOW IN THE ORDER LISTED BELOW:
  - O PHASE 5A SHALL CONSIST OF REMOVAL OF THE MOVEMENT NON MOVEMENT BOUNDARY MARKING AND THE PAVEMENT MARKING AT THE NEW MOVEMENT NON MOVEMENT BOUNDARY AND TAXIWAY CENTERLINES. THIS WORK SHALL BE DONE UNDER RADIO ESCORT TO THE RAMP AND TAXIWAYS. ONLY ONE CONNECTING TAXIWAYS CAN BE CLOSED AT ANY ONE TIME DURING THE REMOVAL AND MARKING.

O PHASE 5B SHALL CONSIST OF CONSTRUCTING NEW TAXIWAY GUIDANCE SIGN BASES AND BASE EXTENSIONS FOR THE FUTURE INSTALLATION OF NEW TAXIWAY GUIDANCE SIGNS. WORK WILL BE WITHIN THE TAXIWAY OBJECT FREE AREA OF TAXIWAY A. WORK WITHIN THIS AREA MAY BE DONE UNDER RADIO CONTROL IF THE CONTRACTOR IS ABLE TO CONSTRUCT WITHOUT LEAVING TRENCHES OPEN OR DROP OFFS GREATER THAN 3 INCHES. THE CONTRACTOR'S WORK FORCE WILL BE REQUIRED TO EXIT THE TAXIWAY OBJECT FREE AREA SHOULD AN AIRCRAFT HAVE THE NEED TO TAXI ALONG TAXIWAY A.

O PHASE 5C SHALL CONSIST OF CONSTRUCTING NEW TAXIWAY GUIDANCE SIGN BASES AND BASE EXTENSIONS FOR THE FUTURE INSTALLATION OF NEW TAXIWAY GUIDANCE SIGNS. WORK MAY BE WITHIN THE TAXIWAY OBJECT FREE AREA OF TAXIWAY D. WORK WITHIN THIS AREA MAY BE DONE UNDER RADIO CONTROL IF THE CONTRACTOR IS ABLE TO CONSTRUCT WITHOUT LEAVING TRENCHES OPEN OR DROP OFFS GREATER THAN 3 INCHES. THE CONTRACTOR'S WORK FORCE WILL BE REQUIRED TO EXIST THE TAXIWAY OBJECT FREE AREA SHOULD AN AIRCRAFT HAVE THE NEED TO TAXI ALONG TAXIWAY D.

O PHASE 5D SHALL CONSIST OF CONSTRUCTING NEW TAXIWAY GUIDANCE SIGN BASES AND BASE EXTENSIONS FOR THE FUTURE INSTALLATION OF THE NEW TAXIWAY GUIDANCE SIGNS. WORK WITHIN THIS AREA MAY BE DONE UNDER RADIO CONTROL IF THE CONTRACTOR IS ABLE TO CONSTRUCT WITHOUT LEAVING TRENCHES OPEN OR DROP OFFS GREATER THAN 3 INCHES. THE CONTRACTOR'S WORK FORCE WILL BE REQUIRED TO EXIT THE TAXIWAY OBJECT FREE AREA SHOULD AN AIRCRAFT HAVE THE NEED TO TAXI ALONG TAXIWAY A OR D.

O PHASE 5E SHALL CONSIST OF INSTALLING ALL TAXIWAY GUIDANCE SIGNS AND SIGN FACE REPLACEMENT. WORK SHALL BE ACCOMPLISHED UNDER RADIO CONTROL AND WILL NOT REQUIRE THE CLOSURE OF ANY TAXIWAYS. THE CONTRACTOR'S WORK FORCE WILL BE REQUIRED TO EXIT THE TAXIWAY OBJECT FREE AREA OF TAXIWAY A OR D DEPENDING ON THE LOCATION OF THE WORK AND THE LOCATION OF THE TAXING AIRCRAFT.

O PHASE 5F SHALL CONSIST OF CONSTRUCTING THE PREFORMED THERMO PLASTIC PAVEMENT MARKINGS. THIS WORK SHALL BE ACCOMPLISHED UNDER RADIO CONTROL AND WILL NOT REQUIRE THE LONG TERM CLOSURE OF ANY TAXIWAYS. THE CONTRACTOR'S WORK FORCE WILL BE REQUIRED TO EXIT THE TAXIWAY OBJECT FREE AREA OF TAXIWAY A OR D DEPENDING ON THE LOCATION OF THE WORK AND THE LOCATION OF THE TAXING AIRCRAFT.

CRITICAL POINT TABLE

POINT	LATITUDE	LONGITUDE	GROUND ELEVATION	ABOVE GROUND	TOP ELEVATION
CP 1	N 040° 02' 18.2904"	W 088° 16' 19.4365"	745.45	25'	770.45
CP 2	N 040° 02' 19.6046"	W 088° 16' 18.0554"	744.88	25'	769.88
CP 3	N 040° 02' 28.9724"	W 088° 16' 18.4366"	745.41	25'	770.41
CP 4	N 040° 02' 27.2380"	W 088° 16' 20.1816"	745.82	25'	770.82
CP 5	N 040° 02' 26.3925"	W 088° 16' 22.8259"	746.86	25'	771.86
CP 6	N 040° 02' 22.6768"	W 088° 16' 23.8327"	746.88	25'	771.88
CP 7	N 040° 02' 25.5299"	W 088° 16' 21.2953"	747.14	25'	772.14
CP 8	N 040° 02' 25.0795"	W 088° 16' 20.5320"	746.49	25'	771.49
CP 9	N 040° 02' 22.9023"	W 088° 16' 20.5339"	746.41	25'	771.41
CP 10	N 040° 02' 19.5049"	W 088° 16' 20.9823"	745.77	25'	770.77

FILE: CMI4347-1305902-GP407.dwg
UPDATE BY: Chris Groth
PLOT DATE: 7/10/2014 7:02 PM

CMI-V-AERL
CMI 1305902-C-SPAL
CMI 1305902-E-AL

UN053

REVISIONS

NUMBER	BY	DATE

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

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

BASE BID - REALIGN AND WIDEN TAXIWAY C

CONSTRUCTION ACTIVITY PLAN - PHASE 5

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DESIGN BY:	CBG
DRAWN BY:	CMT
CHECKED BY:	CET
APPROVED BY:	CET
DATE:	JUNE 27, 2014
JOB No:	13059-02-00

IL. PROJ. NO. CMI-4347
AIP PROJ. NO. 3-17-0016-XX

SHEET 13 OF 83 SHEETS

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