

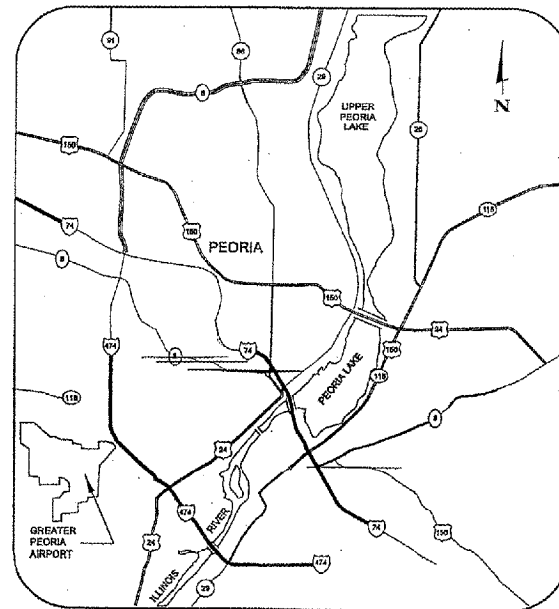
CONSTRUCTION PLANS FOR

GREATER PEORIA REGIONAL AIRPORT

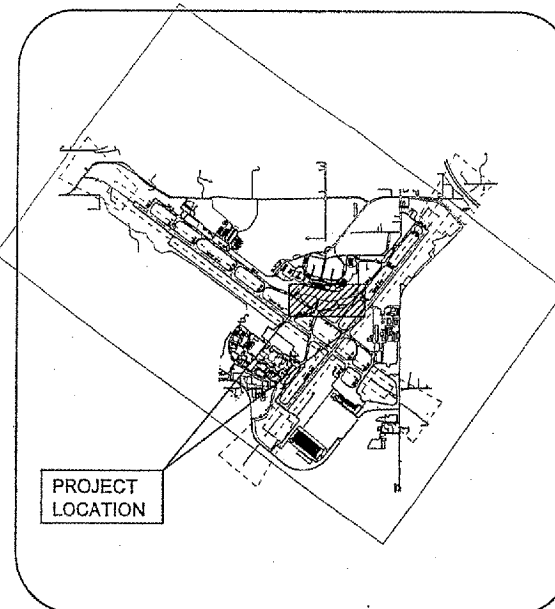
AIP PROJECT NO. 3-17-0080-XX
ILLINOIS PROJECT NO.: PIA-3616

RELOCATE TAXIWAYS A AND D FROM THE MID-FIELD INTERSECTION - PHASE 2
EXPAND AND EXTEND APRON, CONSTRUCT TAXIWAY P, EXTEND TAXIWAY A BETWEEN
TAXIWAY E AND TAXIWAY D1, REMOVE REMANING TAXIWAY A PAVEMENT, AND REMOVE TAXIWAY D
FROM TAXIWAY E TO TAXIWAY D1

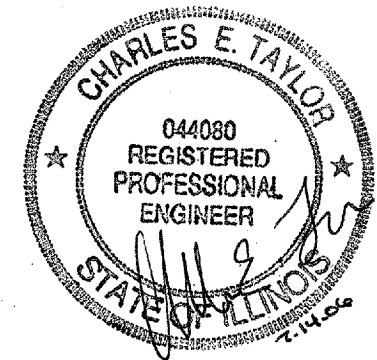
JUNE 30, 2006



LOCATION MAP



SITE PLAN





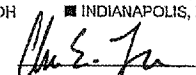
MAXIMUM EQUIPMENT HEIGHT = 25'
GROUND FREQUENCY 121.85

CALL J.U.L.I.E.
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1-800-892-0123
GREATER PEORIA REGIONAL AIRPORT

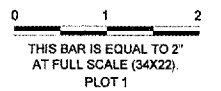
TOWNSHIP: 8 NORTH
RANGE: 7 EAST
COUNTY: PEORIA
TOWNSHIP: LIMESTONE



COMPUTER AIDED DESIGN & DRAFTING
PLOT 20
FILE: K:\PEORIA\04080\103\draw\103\103001_Cover_Sht.dgn

GREATER PEORIA AIRPORT AUTHORITY GREATER PEORIA REGIONAL AIRPORT PEORIA, ILLINOIS		 CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS. ■ SPRINGFIELD, IL ■ AURORA, IL ■ PEORIA, IL ■ EDWARDSVILLE, IL ■ ST. LOUIS, MO ■ CHICAGO, IL ■ COLUMBUS, OH ■ INDIANAPOLIS, IN
APPROVED 	SUBMITTED BY 	
DATE 7/12/06	DATE 7-14-06	CM&T JOB NUMBER 04061-03-02

NUMBER	BY	DATE



ITEM #	DESCRIPTION	UNIT	QUANTITY
AR107408	L-806 WIND CONE - 8' LIGHTED	EA	4
AR107900	REMOVE WIND CONE	EA	3
AR108158	1/C #8 5 KV UG CABLE IN UD	LF	25835
AR108508	2/C #8 600V UG CABLE	LF	396
AR108756	1/C #6 GROUND	LF	396
AR108812	12 PAIR CONTROL CABLE	LF	396
AR110312	2" STEEL DUCT, JACKED	LF	170
AR110504	4-WAY CONCRETE ENCASED DUCT	LF	664
AR110515	15-WAY CONCRETE ENCASED DUCT	LF	360
AR110550	SPLIT DUCT	LF	2029
AR110554	EXTEND 4-WAY DUCT	LF	25
AR110710	ELECTRICAL MANHOLE	EA	1
AR125415	MITL - BASE MOUNTED	EA	133
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	EA	3
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EA	3
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EA	6
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EA	1
AR125446	TAXI GUIDANCE SIGN, 6 CHARACTER	EA	8
AR125447	TAXI GUIDANCE SIGN, 7 CHARACTER	EA	1
AR125449	TAXI GUIDANCE SIGN, 9 CHARACTER	EA	4
AR125470	MODIFY EXISTING SIGN PANEL	EA	7
AR125515	HIRL, BASE MOUNTED	EA	2
AR125525	HIRL, INPAVEMENT	EA	2
AR125565	SPLICE CAN	EA	7
AR125902	REMOVE BASE MOUNTED LIGHT	EA	108
AR125903	REMOVE INPAVEMENT LIGHT	EA	3
AR125904	REMOVE TAXI GUIDANCE SIGN	EA	24
AR125906	REMOVE SPLICE CAN	EA	1
AR125964	RELOCATE TAXI GUIDANCE SIGN	EA	3
AR125965	RELOCATE RWY DISTANCE REMAIN SIGN	EA	1
AR152410	UNCLASSIFIED EXCAVATION	CY	36829
AR155540	BY-PRODUCT LIME	TON	635
AR155612	SOIL PROCESSING - 12"	SY	23513
AR156510	SILT FENCE	LF	6804
AR156512	BALES	EA	48
AR156513	SEPARATION FABRIC	SY	13651
AR156540	RIP RAP	SY	70
AR201610	BITUMINOUS BASE COURSE	TON	16097
AR201630	BITUMINOUS BASE TEST SECTION	EA	1
AR201670	CRACK CONTROL FABRIC	SY	1828
AR209608	CRUSHED AGG. BASE COURSE - 8"	SY	13651
AR209617	CRUSHED AGG. BASE COURSE - 17"	SY	23513
AR401610	BITUMINOUS SURFACE COURSE	TON	5863
AR401630	BITUMINOUS SURFACE TEST SECTION	EA	1
AR401651	BITUMINOUS PAVEMENT MILLING	CY	3639
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	24491
AR501518	18" PCC PAVEMENT	SY	12798
AR501530	PCC TEST BATCH	EA	1
AR602510	BITUMINOUS PRIME COAT	GAL	9045
AR603510	BITUMINOUS TACK COAT	GAL	14259
AR605540	CLEAN & SEAL JOINTS	LF	107620
AR605541	CLEAN & SEAL CRACKS	LF	27310
AR620510	PAVEMENT MARKING	SF	37902
AR620900	PAVEMENT MARKING REMOVAL	SF	7280
AR701224	24" CMP	LF	200
AR701515	15" RCP, CLASS IV	LF	203
AR701536	36" RCP, CLASS IV	LF	400
AR701900	REMOVE PIPE	LF	639
AR705504	4" PERFORATED UNDERDRAIN	LF	10089
AR751410	INLET	EA	3
AR751530	MANHOLE	EA	1
AR751900	REMOVE INLET	EA	5
AR751940	ADJUST INLET	EA	3
AR752436	PRECAST REINFORCED CONC. FES 36"	EA	1
AR752903	REMOVE HEADWALL	EA	1
AR801953	BITUMINOUS EDGE REMOVAL	LF	1611
AR801954	LIGHTED RUNWAY CLOSURE MARKER	EA	2
AR801959	SAWCUT/REMOVE CABLE TROUGH	LF	16
AR801960	REMOVE END TROUGH BOX	EA	2
AR801961	REMOVE FAIRLEAD BEAM FOUNDATION	EA	2
AR801962	REMOVE ENGINE PIT ROOF AND FILL WITH SAND	EA	2
AR801963	REMOVE BITUMINOUS TAPE SWEEP PAVEMENTS	SY	2447
AR801964	PCC SPALL REPAIR	SF	516
AR801965	PANEL REMOVAL AND REPLACEMENT	SY	213
AR901510	SEEDING	AC	49
AR908510	MULCHING	AC	49

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- 91-95 TAXIWAY P CROSS SECTIONS
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RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...002_Quantities.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02

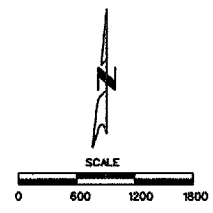
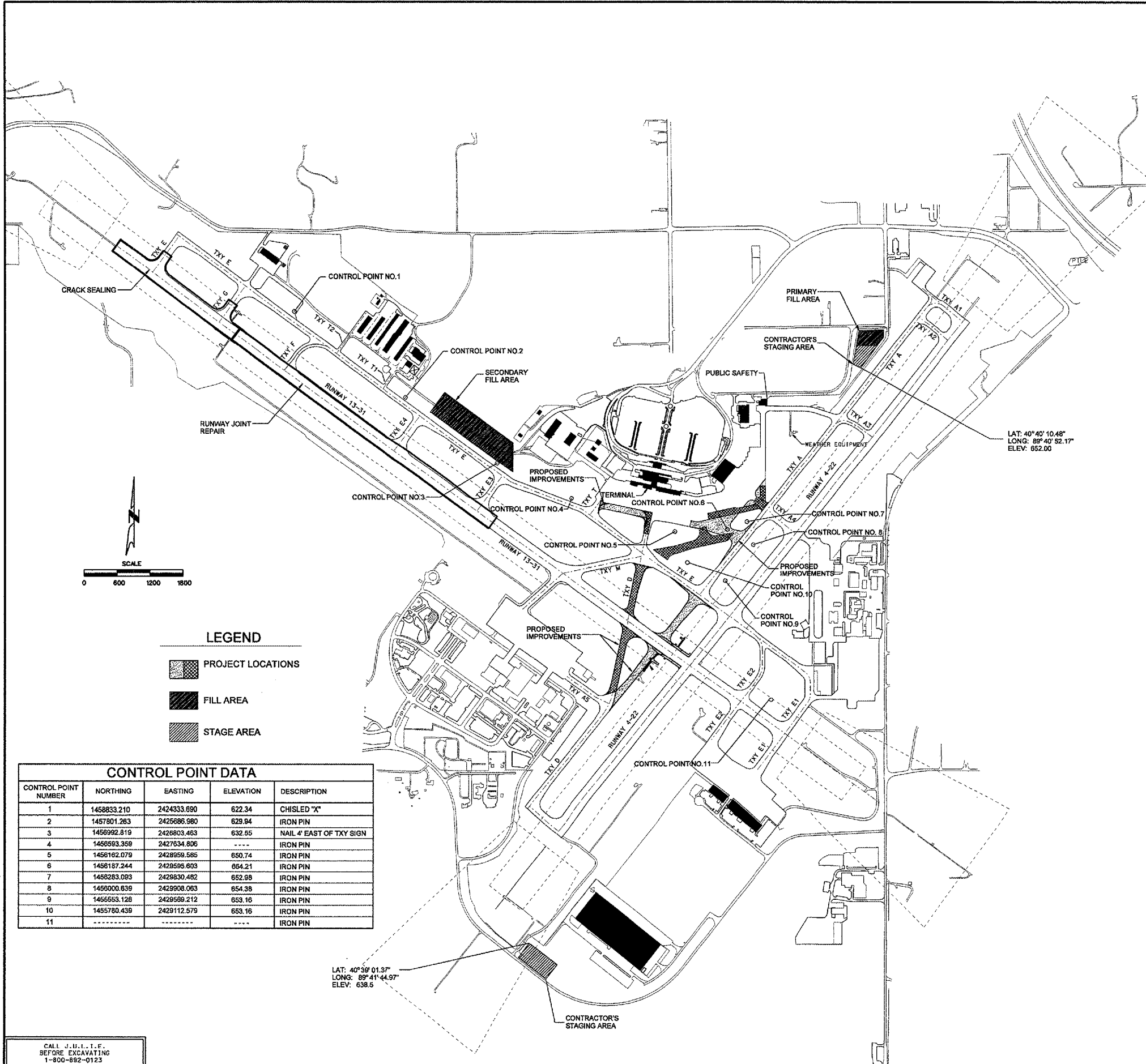
SUMMARY OF QUANTITIES
SHEET 2 OF 107 SHEETS

NUMBER	BY	DATE

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

GENERAL NOTES

- ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE CONSTRUCTION ACTIVITY PLANS.
- ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH FAA AIR TRAFFIC CONTROL TOWER PERSONNEL AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS, ESCORTS AND FLAGMEN. ALL VEHICLES SHALL HAVE A COMPANY LOGO OR ID ON EACH SIDE OF THE VEHICLE, HAVE A YELLOW FLASHING LIGHT ON TOP OF THE VEHICLE, AND HAVE AN ORANGE AND WHITE AVIATION FLAG MOUNTED AT THE HIGHEST POINT ON THE VEHICLE.
- REFER TO THE CONSTRUCTION ACTIVITY PLANS AND THE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS CONCERNING COORDINATION OF CONSTRUCTION ACTIVITIES.
- 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 DIRECTOR.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN.
- BROKEN CONCRETE, BROKEN ASPHALT & OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF OF AIRPORT PROPERTY.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN AREAS 115' OF AN ACTIVE TAXIWAY CENTERLINE AND 200' OF AN ACTIVE RUNWAY CENTERLINE.
- 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 DIRECTOR. 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/HER EXPENSE TO THE SATISFACTION OF THE AIRPORT DIRECTOR.
- THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF THE AIRPORT DIRECTOR. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED.
- 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 WHATSOEVER 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 UTILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES AND F.A.A. UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY AND F.A.A. OF HIS/HER 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, F.A.A., THE OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS/HER EXPENSE TO THE SATISFACTION OF THE OWNER.
- CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - CONTRACTOR ACCESS STAGING AND STORAGE AREAS SHALL BE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL PUBLIC ACCESS ROADS WITH THE APPROPRIATE AGENCY RESPONSIBLE FOR THE ROADWAYS.
 - CONTRACTOR'S PERSONNEL SHALL PARK IN THE CONTRACTOR'S STAGING AREA. APPROVED ESCORTS MAY ESCORT NON-BADGED INDIVIDUALS OR VEHICLES OPERATED BY NON-BADGED INDIVIDUALS.
 - ESCORTS SHALL REMAIN IN DIRECT CONTROL OF INDIVIDUALS/VEHICLES THEY ARE ESCORTING.
 - SECURITY GUARD/CONTRACTOR SHALL PROVIDE WRITTEN DOCUMENTATION FOR ALL INDIVIDUALS AND VEHICLES ESCORTED. THIS SHALL INCLUDE NAME, SSN, LICENSE PLATE, TIME IN AND TIME OUT.
 - DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAKE PROVISIONS FOR 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.
 - WHEN THE CONTRACTOR IS NOT WORKING, UNLESS OTHERWISE NOTED, EACH GATE LOCATION MUST PROVIDE BOTH SECURITY AND ACCESS. THE CONTRACTOR SHALL VERIFY THAT THE GATE IS CLOSED AND LOCKED UPON LEAVING THE SITE.
 - A LIST OF AUTHORIZED PERSONNEL PERMITTED TO USE THE ACCESS GATES SHALL BE PROVIDED BY THE CONTRACTOR TO THE AIRPORT PUBLIC SAFETY OFFICE.
 - THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGE TO THE ACCESS RD., ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT DIRECTOR.
 - 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 TO NOT PENETRATE THE PART 77 SURFACES.
 - THE CONTRACTOR SHALL STORE ALL EQUIPMENT AND MATERIALS IN THE STAGING AREA SHOWN ON CONSTRUCTION ACTIVITY PLAN DRAWINGS. ALL EQUIPMENT AND MATERIALS SHALL BE RETURNED TO THE STAGING AREA AT THE END OF EACH WORKING DAY.
 - ANY UNSATISFACTORY SECURITY GUARD USED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR IF SO DIRECTED BY THE AIRPORT.



LEGEND

- PROJECT LOCATIONS
- FILL AREA
- STAGE AREA

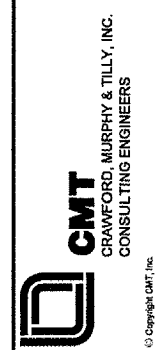
CONTROL POINT DATA

CONTROL POINT NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
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2	1457801.263	2425686.980	629.94	IRON PIN
3	1456992.819	2426803.463	632.55	NAIL 4" EAST OF TXY SIGN
4	1456593.359	2427634.806	----	IRON PIN
5	1456162.079	2428959.585	650.74	IRON PIN
6	1456187.244	2429595.803	664.21	IRON PIN
7	1456283.093	2429830.482	652.98	IRON PIN
8	1456000.639	2429908.063	654.38	IRON PIN
9	1456553.128	2429589.212	653.16	IRON PIN
10	1455780.439	2429112.579	653.16	IRON PIN
11	-----	-----	----	IRON PIN

7/13/2006 k:\peoria\040610302\draw\sheets\003_site_plan.dgn

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 1-800-892-0123
 GREATER PEORIA REGIONAL AIRPORT

TOWNSHIP: 8 NORTH
 RANGE: 7 EAST
 COUNTY: PEORIA
 TOWNSHIP: LIMESTONE



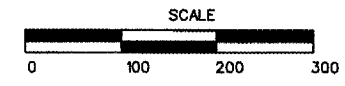
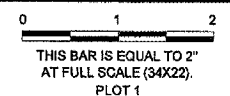
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 AIP PROJ: 3-17-0080-XX

FILE: ...1003_site_plan.dgn

DESIGN BY: TCS
 DRAWN BY: CAG
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: JUNE 30, 2006
 JOB No: 04061-03-02

RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

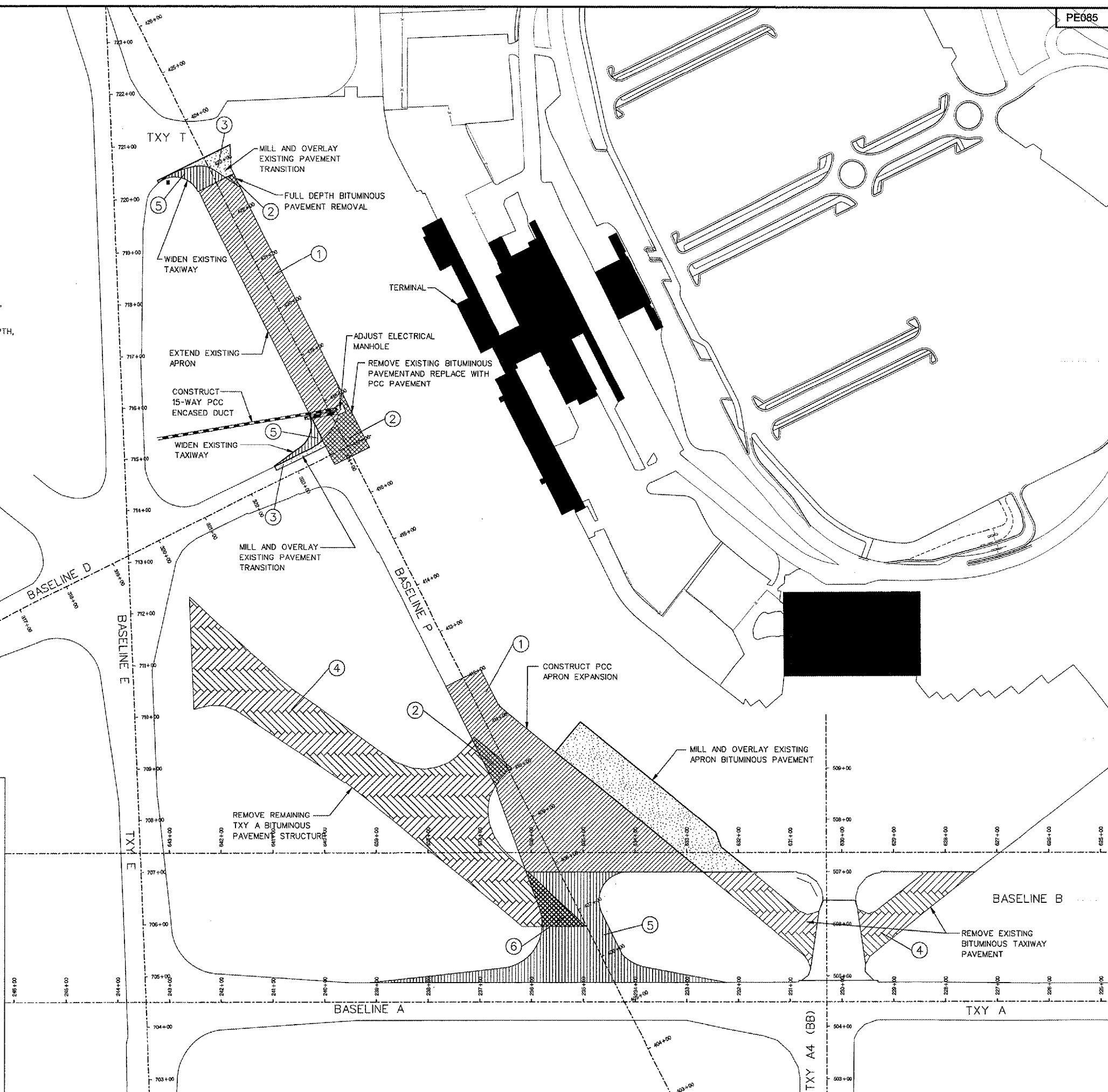
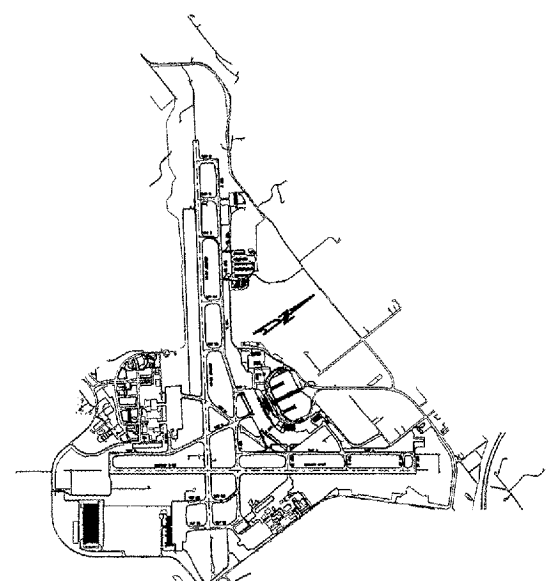
NUMBER	BY	DATE



LEGEND

- ① [diagonal lines /] CONSTRUCT NEW FULL DEPTH PCC PAVEMENT
- ② [diagonal lines \] REMOVE EXISTING BITUMINOUS PAVEMENT FULL DEPTH, CONSTRUCT NEW FULL DEPTH PCC PAVEMENT
- ③ [stippled] REMOVE EXISTING BITUMINOUS PAVEMENT PARTIAL DEPTH, CONSTRUCT BITUMINOUS OVERLAY
- ④ [diagonal lines /] REMOVE EXISTING BITUMINOUS PAVEMENT FULL DEPTH
- ⑤ [horizontal lines] CONSTRUCT NEW FULL DEPTH BITUMINOUS PAVEMENT
- ⑥ [diagonal lines \] REMOVE EXISTING BITUMINOUS PAVEMENT FULL DEPTH CONSTRUCT NEW FULL DEPTH BITUMINOUS PAVEMENT

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RELOCATE TAXIWAY A AND D FROM
MID-FIELD INTERSECTION PHASE 2

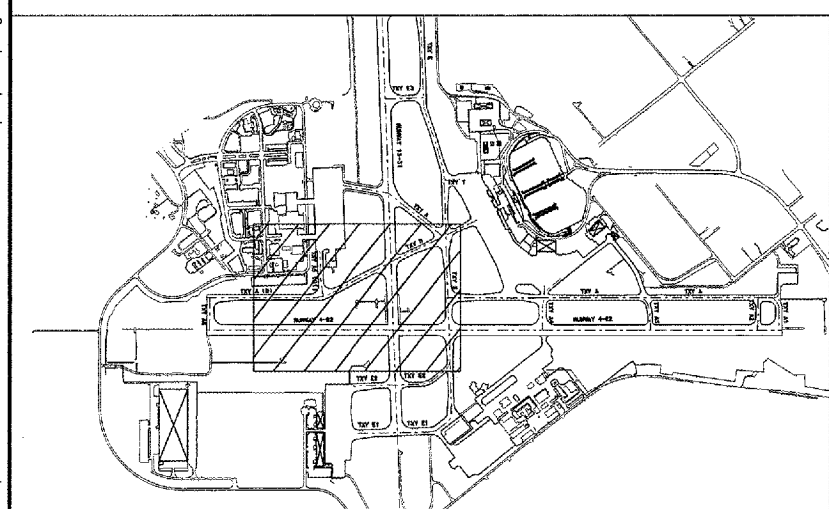
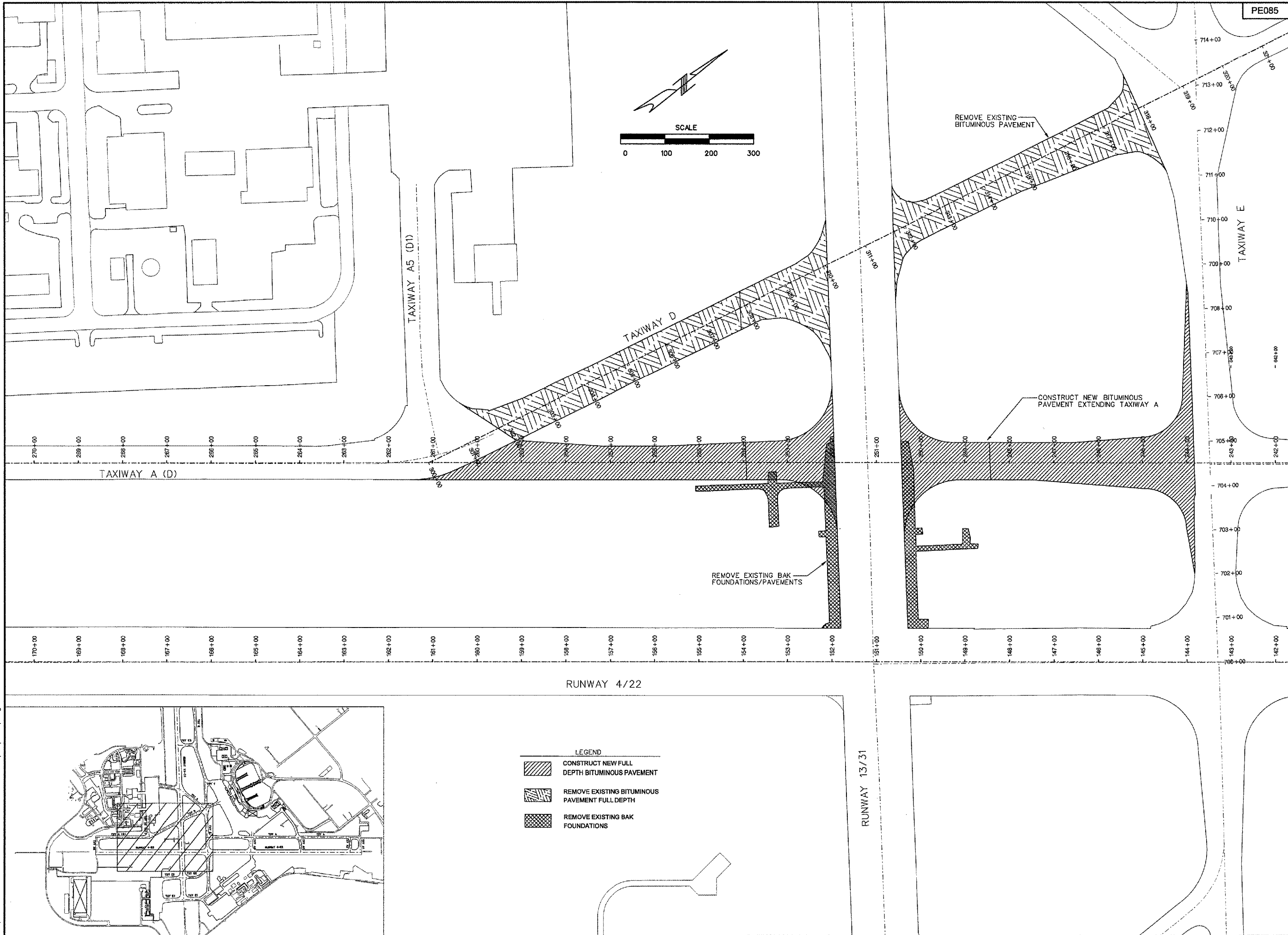
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...1004_prop_imp.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02

PROPOSED IMPROVEMENTS
SHEET 1 OF 2
SHEET 4 OF 107 SHEETS

7/13/2006 k:\pearic\0406103_03\draw\sheets\004_prop_imp.dgn



LEGEND

	CONSTRUCT NEW FULL DEPTH BITUMINOUS PAVEMENT
	REMOVE EXISTING BITUMINOUS PAVEMENT FULL DEPTH
	REMOVE EXISTING BAK FOUNDATIONS

PE085

REVISIONS

NUMBER	BY	DATE

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

GREATER Peoria REGIONAL Airport

RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

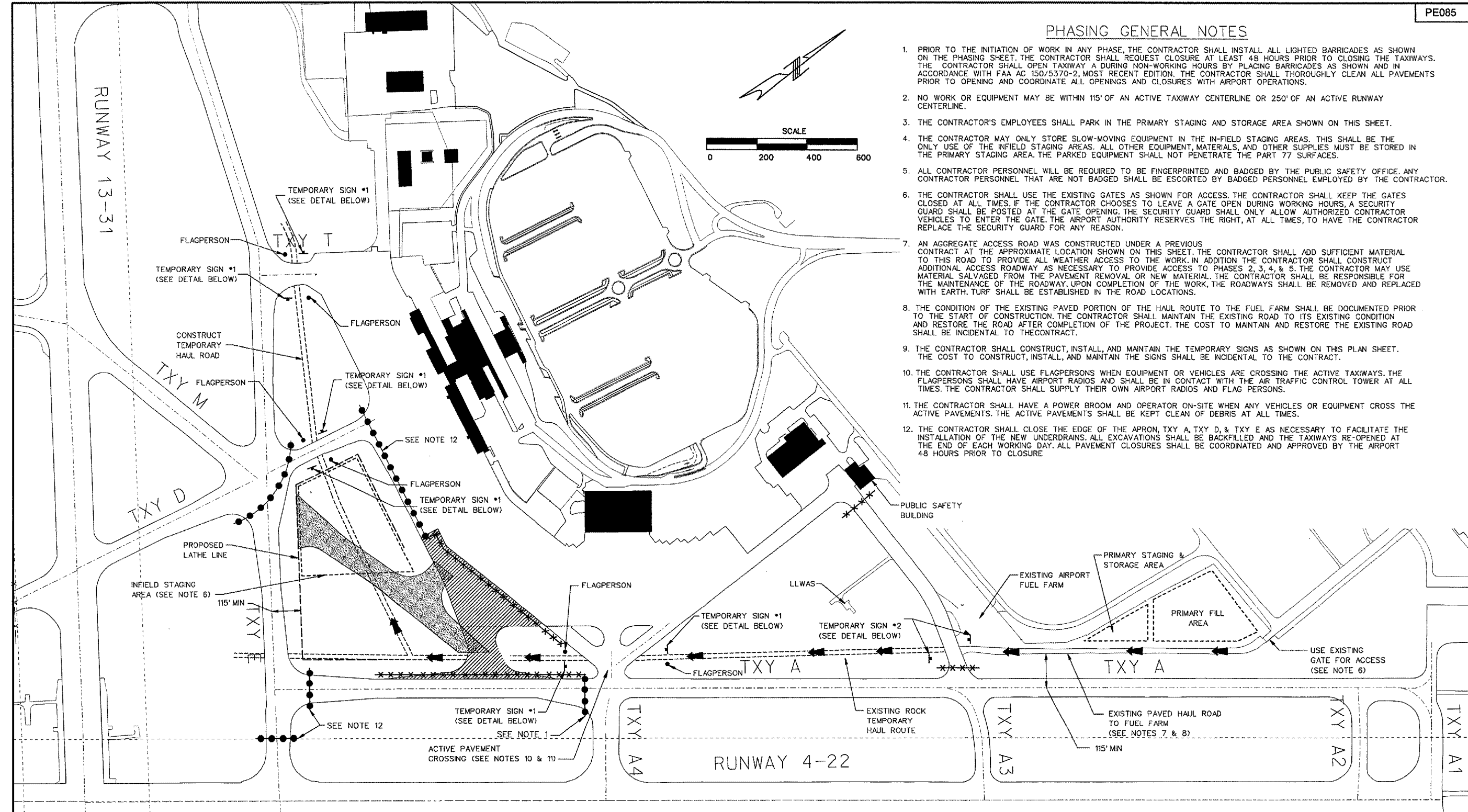
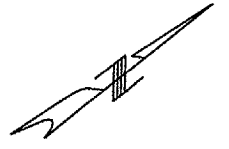
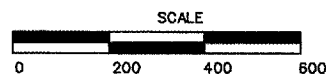
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APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03-03
PROPOSED IMPROVEMENTS SHEET 2 OF 2
SHEET 5 OF 107 SHEETS

REVISIONS		
NUMBER	BY	DATE

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

PHASING GENERAL NOTES

1. PRIOR TO THE INITIATION OF WORK IN ANY PHASE, THE CONTRACTOR SHALL INSTALL ALL LIGHTED BARRICADES AS SHOWN ON THE PHASING SHEET. THE CONTRACTOR SHALL REQUEST CLOSURE AT LEAST 48 HOURS PRIOR TO CLOSING THE TAXIWAYS. THE CONTRACTOR SHALL OPEN TAXIWAY A DURING NON-WORKING HOURS BY PLACING BARRICADES AS SHOWN AND IN ACCORDANCE WITH FAA AC 150/5370-2, MOST RECENT EDITION. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL PAVEMENTS PRIOR TO OPENING AND COORDINATE ALL OPENINGS AND CLOSURES WITH AIRPORT OPERATIONS.
2. NO WORK OR EQUIPMENT MAY BE WITHIN 115' OF AN ACTIVE TAXIWAY CENTERLINE OR 250' OF AN ACTIVE RUNWAY CENTERLINE.
3. THE CONTRACTOR'S EMPLOYEES SHALL PARK IN THE PRIMARY STAGING AND STORAGE AREA SHOWN ON THIS SHEET.
4. THE CONTRACTOR MAY ONLY STORE SLOW-MOVING EQUIPMENT IN THE IN-FIELD STAGING AREAS. THIS SHALL BE THE ONLY USE OF THE INFIELD STAGING AREAS. ALL OTHER EQUIPMENT, MATERIALS, AND OTHER SUPPLIES MUST BE STORED IN THE PRIMARY STAGING AREA. THE PARKED EQUIPMENT SHALL NOT PENETRATE THE PART 77 SURFACES.
5. ALL CONTRACTOR PERSONNEL WILL BE REQUIRED TO BE FINGERPRINTED AND BADGED BY THE PUBLIC SAFETY OFFICE. ANY CONTRACTOR PERSONNEL THAT ARE NOT BADGED SHALL BE ESCORTED BY BADGED PERSONNEL EMPLOYED BY THE CONTRACTOR.
6. THE CONTRACTOR SHALL USE THE EXISTING GATES AS SHOWN FOR ACCESS. THE CONTRACTOR SHALL KEEP THE GATES CLOSED AT ALL TIMES. IF THE CONTRACTOR CHOOSES TO LEAVE A GATE OPEN DURING WORKING HOURS, A SECURITY GUARD SHALL BE POSTED AT THE GATE OPENING. THE SECURITY GUARD SHALL ONLY ALLOW AUTHORIZED CONTRACTOR VEHICLES TO ENTER THE GATE. THE AIRPORT AUTHORITY RESERVES THE RIGHT, AT ALL TIMES, TO HAVE THE CONTRACTOR REPLACE THE SECURITY GUARD FOR ANY REASON.
7. AN AGGREGATE ACCESS ROAD WAS CONSTRUCTED UNDER A PREVIOUS CONTRACT AT THE APPROXIMATE LOCATION SHOWN ON THIS SHEET. THE CONTRACTOR SHALL ADD SUFFICIENT MATERIAL TO THIS ROAD TO PROVIDE ALL WEATHER ACCESS TO THE WORK. IN ADDITION THE CONTRACTOR SHALL CONSTRUCT ADDITIONAL ACCESS ROADWAY AS NECESSARY TO PROVIDE ACCESS TO PHASES 2, 3, 4, & 5. THE CONTRACTOR MAY USE MATERIAL SALVAGED FROM THE PAVEMENT REMOVAL OR NEW MATERIAL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE ROADWAY. UPON COMPLETION OF THE WORK, THE ROADWAYS SHALL BE REMOVED AND REPLACED WITH EARTH. TURF SHALL BE ESTABLISHED IN THE ROAD LOCATIONS.
8. THE CONDITION OF THE EXISTING PAVED PORTION OF THE HAUL ROUTE TO THE FUEL FARM SHALL BE DOCUMENTED PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN THE EXISTING ROAD TO ITS EXISTING CONDITION AND RESTORE THE ROAD AFTER COMPLETION OF THE PROJECT. THE COST TO MAINTAIN AND RESTORE THE EXISTING ROAD SHALL BE INCIDENTAL TO THE CONTRACT.
9. THE CONTRACTOR SHALL CONSTRUCT, INSTALL, AND MAINTAIN THE TEMPORARY SIGNS AS SHOWN ON THIS PLAN SHEET. THE COST TO CONSTRUCT, INSTALL, AND MAINTAIN THE SIGNS SHALL BE INCIDENTAL TO THE CONTRACT.
10. THE CONTRACTOR SHALL USE FLAGPERSONS WHEN EQUIPMENT OR VEHICLES ARE CROSSING THE ACTIVE TAXIWAYS. THE FLAGPERSONS SHALL HAVE AIRPORT RADIOS AND SHALL BE IN CONTACT WITH THE AIR TRAFFIC CONTROL TOWER AT ALL TIMES. THE CONTRACTOR SHALL SUPPLY THEIR OWN AIRPORT RADIOS AND FLAG PERSONS.
11. THE CONTRACTOR SHALL HAVE A POWER BROOM AND OPERATOR ON-SITE WHEN ANY VEHICLES OR EQUIPMENT CROSS THE ACTIVE PAVEMENTS. THE ACTIVE PAVEMENTS SHALL BE KEPT CLEAN OF DEBRIS AT ALL TIMES.
12. THE CONTRACTOR SHALL CLOSE THE EDGE OF THE APRON, TXY A, TXY D, & TXY E AS NECESSARY TO FACILITATE THE INSTALLATION OF THE NEW UNDERDRAINS. ALL EXCAVATIONS SHALL BE BACKFILLED AND THE TAXIWAYS RE-OPENED AT THE END OF EACH WORKING DAY. ALL PAVEMENT CLOSURES SHALL BE COORDINATED AND APPROVED BY THE AIRPORT 48 HOURS PRIOR TO CLOSURE.



RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2



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IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

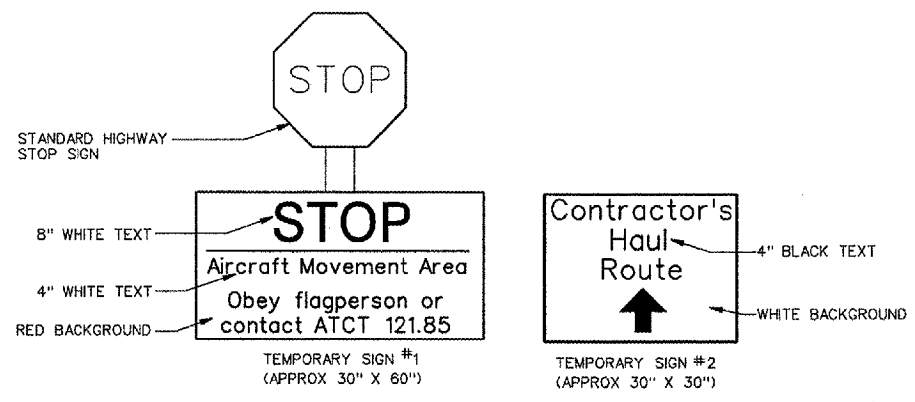
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CHECKED BY: TCS
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DATE: JUNE 30, 2006
JOB No: 04081-03-02

CONSTRUCTION
ACTIVITY PLAN
PHASE 1 OF 5

SHEET 6 OF 107 SHEETS

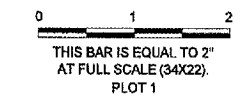
LEGEND

- PROPOSED PHASE 1 WORK AREA
- FLASHING BARRICADE LINE (WORKING HOURS ONLY SPACED AT 15' CENTER TO CENTER)
- FLASHING BARRICADE LINE (SPACED AT 15' CENTER TO CENTER)
- TEMPORARY HAUL ROUTE
- FLAGPERSON
- TEMPORARY SIGN
- LATHE LINE
- CONTRACTOR'S STAGING AREA
- CONTRACTOR'S ACCESS ROUTE



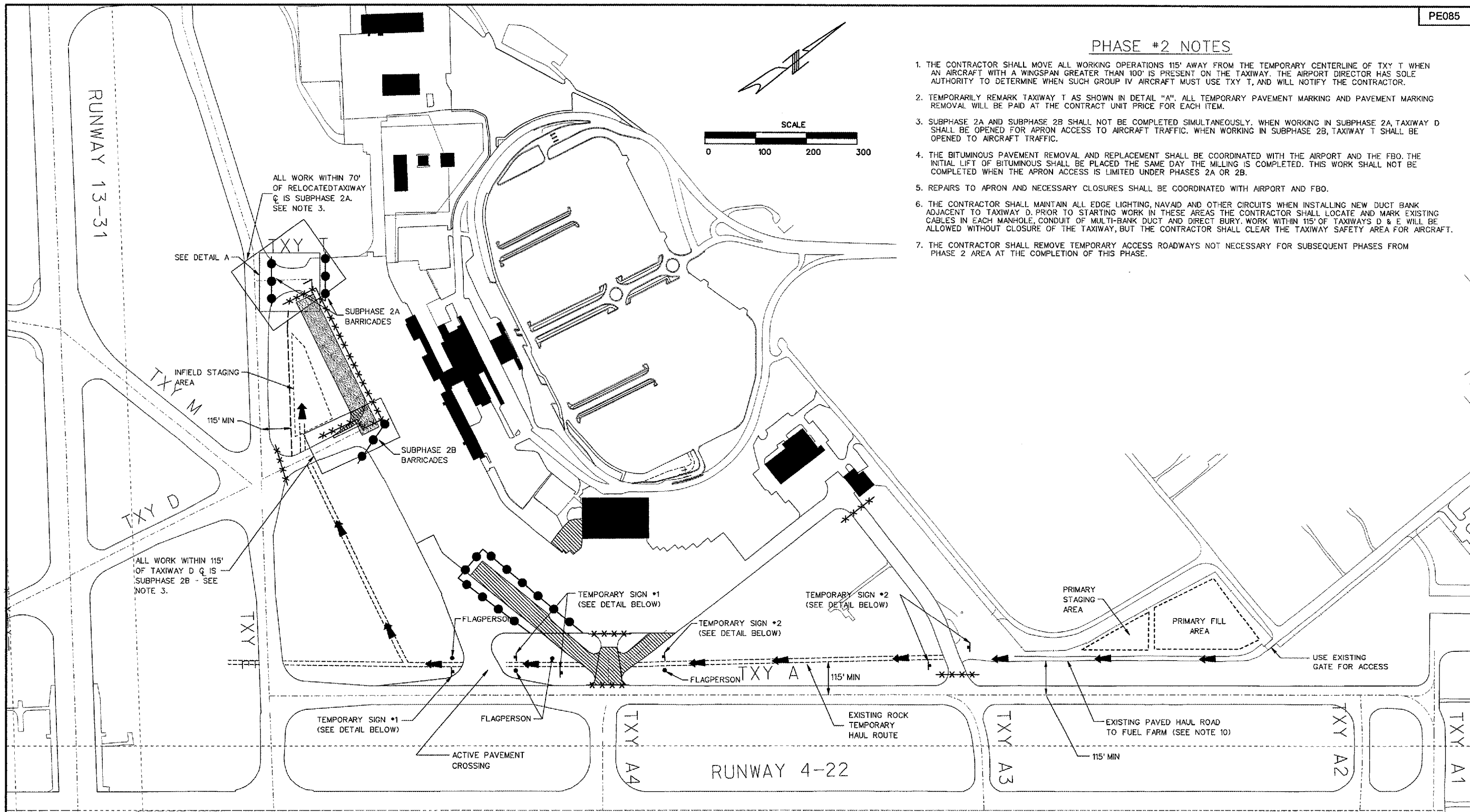
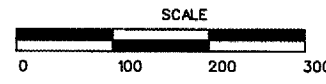
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NUMBER	BY	DATE



PHASE #2 NOTES

1. THE CONTRACTOR SHALL MOVE ALL WORKING OPERATIONS 115' AWAY FROM THE TEMPORARY CENTERLINE OF TXY T WHEN AN AIRCRAFT WITH A WINGSPAN GREATER THAN 100' IS PRESENT ON THE TAXIWAY. THE AIRPORT DIRECTOR HAS SOLE AUTHORITY TO DETERMINE WHEN SUCH GROUP IV AIRCRAFT MUST USE TXY T, AND WILL NOTIFY THE CONTRACTOR.
2. TEMPORARILY REMARK TAXIWAY T AS SHOWN IN DETAIL "A". ALL TEMPORARY PAVEMENT MARKING AND PAVEMENT MARKING REMOVAL WILL BE PAID AT THE CONTRACT UNIT PRICE FOR EACH ITEM.
3. SUBPHASE 2A AND SUBPHASE 2B SHALL NOT BE COMPLETED SIMULTANEOUSLY. WHEN WORKING IN SUBPHASE 2A, TAXIWAY D SHALL BE OPENED FOR APRON ACCESS TO AIRCRAFT TRAFFIC. WHEN WORKING IN SUBPHASE 2B, TAXIWAY T SHALL BE OPENED TO AIRCRAFT TRAFFIC.
4. THE BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT SHALL BE COORDINATED WITH THE AIRPORT AND THE FBO. THE INITIAL LIFT OF BITUMINOUS SHALL BE PLACED THE SAME DAY THE MILLING IS COMPLETED. THIS WORK SHALL NOT BE COMPLETED WHEN THE APRON ACCESS IS LIMITED UNDER PHASES 2A OR 2B.
5. REPAIRS TO APRON AND NECESSARY CLOSURES SHALL BE COORDINATED WITH AIRPORT AND FBO.
6. THE CONTRACTOR SHALL MAINTAIN ALL EDGE LIGHTING, NAVAID AND OTHER CIRCUITS WHEN INSTALLING NEW DUCT BANK ADJACENT TO TAXIWAY D. PRIOR TO STARTING WORK IN THESE AREAS THE CONTRACTOR SHALL LOCATE AND MARK EXISTING CABLES IN EACH MANHOLE, CONDUIT OF MULTI-BANK DUCT AND DIRECT BURY. WORK WITHIN 115' OF TAXIWAYS D & E WILL BE ALLOWED WITHOUT CLOSURE OF THE TAXIWAY, BUT THE CONTRACTOR SHALL CLEAR THE TAXIWAY SAFETY AREA FOR AIRCRAFT.
7. THE CONTRACTOR SHALL REMOVE TEMPORARY ACCESS ROADWAYS NOT NECESSARY FOR SUBSEQUENT PHASES FROM PHASE 2 AREA AT THE COMPLETION OF THIS PHASE.



RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2



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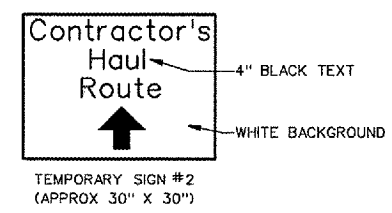
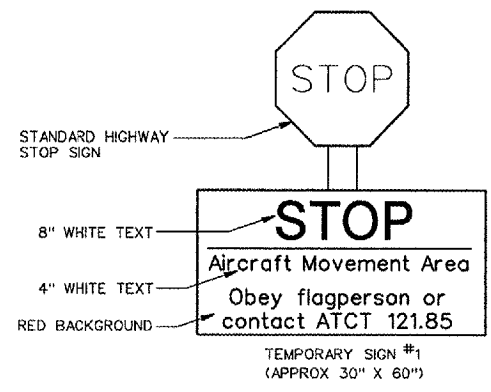
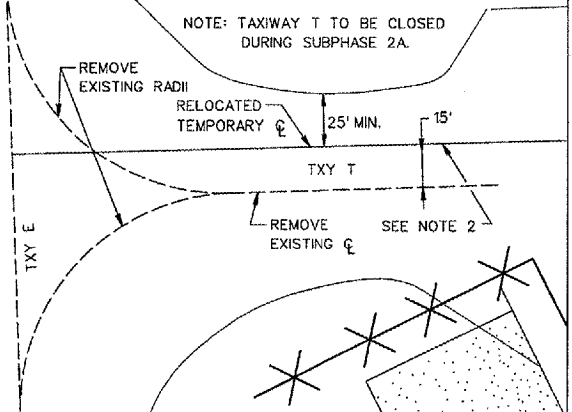


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 AIP PROJ: 3-17-0080-XX

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 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: JUNE 30, 2006
 JOB No: 04061-03-02

CONSTRUCTION ACTIVITY PLAN PHASE 2 OF 5

DETAIL A TEMPORARY MARKING

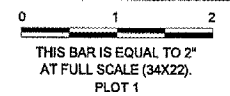


LEGEND

- PROPOSED PHASE 1 WORK AREA
- FLASHING BARRICADE LINE (WORKING HOURS ONLY SPACED AT 15' CENTER TO CENTER)
- FLASHING BARRICADE LINE (SPACED AT 15' CENTER TO CENTER)
- TEMPORARY HAUL ROUTE
- FLAGPERSON
- TEMPORARY SIGN
- LATHE LINE
- CONTRACTOR'S STAGING AREA
- CONTRACTOR'S ACCESS ROUTE

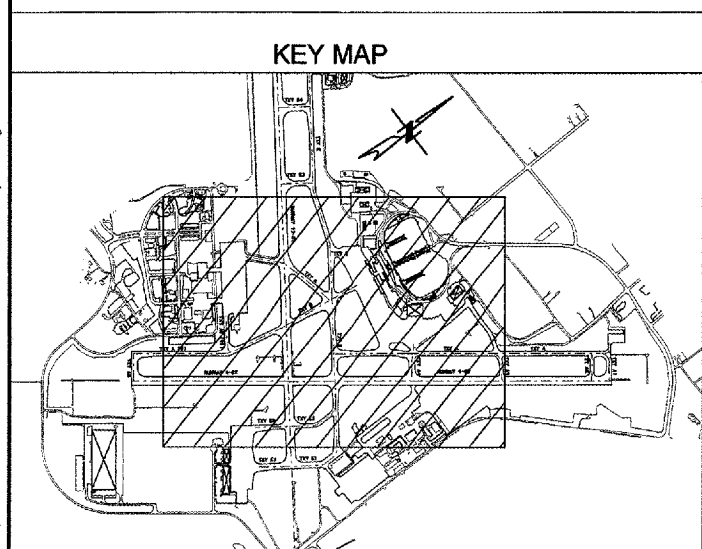
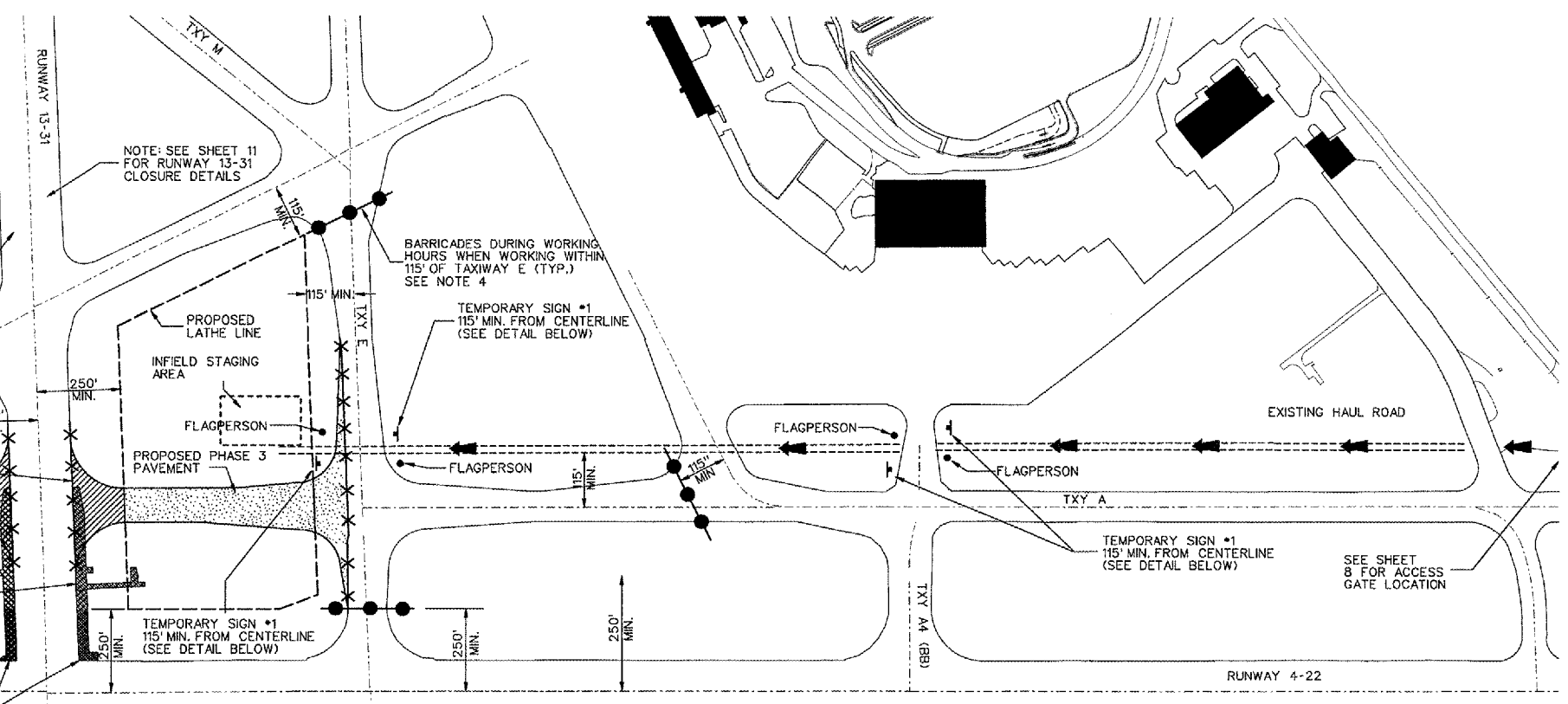
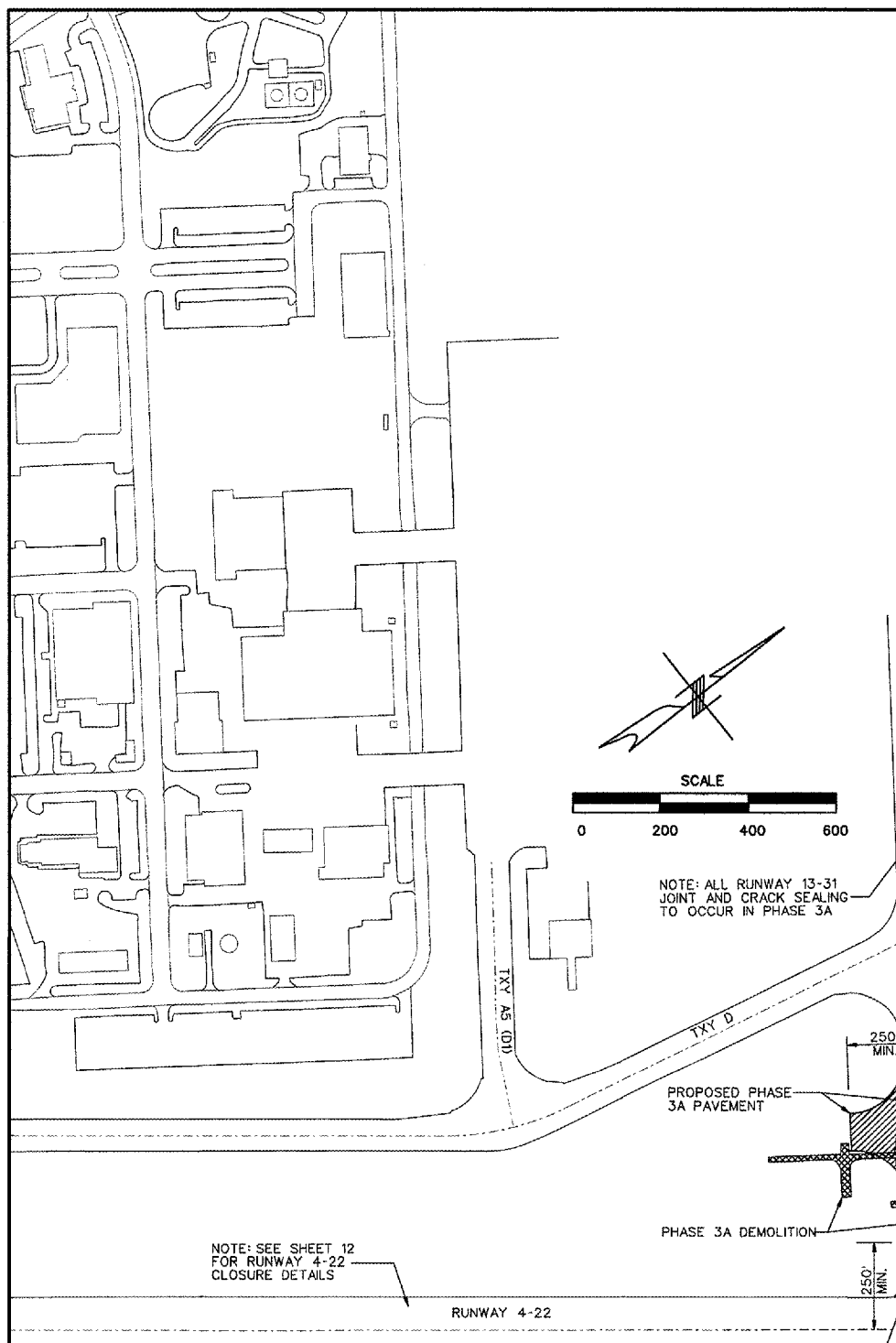
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NUMBER	BY	DATE



PHASE #3 NOTES

1. THE CONTRACTOR SHALL HAVE NO MORE THAN 18 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE WORK THAT REQUIRES RUNWAY CLOSURE IN THIS PHASE.
2. ALL WORK WITHIN 250' OF THE RUNWAY 13-31 CENTERLINE, BUT OUTSIDE OF 250' FROM RUNWAY 4-22 SHALL BE ACCOMPLISHED UNDER SUBPHASE 3A. THE CONTRACTOR SHALL HAVE NO MORE THAN 12 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE WORK IN SUBPHASE 3A. ALL WORK WITHIN SUBPHASE 3A WILL REQUIRE THE CLOSURE OF RUNWAY 13-31. PRIOR TO THE INITIATION OF WORK IN SUBPHASE 3A THE CONTRACTOR SHALL INSTALL THE LIGHTED RUNWAY CLOSURE MARKERS ON BOTH ENDS OF RUNWAY 13-31. THE CONTRACTOR SHALL ALSO INSTALL ALL LIGHTED BARRICADES AS SHOWN. THE CONTRACTOR SHALL REQUEST CLOSURE AT LEAST 48 HOURS PRIOR TO CLOSING THE RUNWAY AND TAXIWAYS
3. ALL WORK WITHIN 250' OF RUNWAY 13-31 AND RUNWAY 4-22 SHALL BE ACCOMPLISHED DURING SUBPHASE 3B. BOTH RUNWAYS 13-31 AND 4-22 SHALL BE CLOSED WHILE THE CONTRACTOR IS WORKING WITHIN SUBPHASE 3B. PRIOR TO INITIATION OF WORKING SUBPHASE 3B, THE CONTRACTOR SHALL INSTALL RUNWAY CLOSURE MARKERS ON BOTH ENDS OF RUNWAYS 13-31 AND 4-22. THE CONTRACTOR SHALL HAVE NO MORE THAN 4 WORK PERIODS TO COMPLETE THE WORK BOTH IN THIS AREA. EACH WORK PERIOD SHALL CONSIST OF AN APPROXIMATE 5-HOUR PERIOD BETWEEN THE HOURS OF 11 P.M. AND 4 A.M., OR OTHER WORK HOURS AS SPECIFIED BY THE AIRPORT. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT TO SCHEDULE THE WORK PERIODS AROUND AIR CARRIER AND AIR CARGO OPERATIONS. EACH WORK PERIOD SHALL BE COORDINATED WITH THE AIRPORT A MINIMUM OF 5 DAYS PRIOR TO INITIATION OF THE WORK. AT THE COMPLETION OF EACH WORK PERIOD THE CONTRACTOR SHALL THOROUGHLY CLEAN THE PAVEMENTS TO BE OPENED TO AIRPORT TRAFFIC. THE PAVEMENT SHALL BE INSPECTED AND APPROVED BY AIRPORT OPERATIONS PRIOR TO OPENING TO TRAFFIC. THERE SHALL BE NO DROP-OFFS GREATER THAN 3" AND NO SLOPES GREATER THAN 5% WITHIN 250' OF A RUNWAY CENTERLINE THAT IS TO BE OPENED TO AIRPORT TRAFFIC.
4. TAXIWAY E SHALL BE CLOSED ANY TIME MEN AND EQUIPMENT ARE OPERATING WITHIN 115' OF THE TAXIWAY E CENTERLINE. THE CONTRACTOR SHALL HAVE NO MORE THAN 21 CONSECUTIVE CALENDAR DAYS TO FINISH THE WORK REQUIRING THE CLOSURE OF TAXIWAY E. TAXIWAY E SHALL BE RE-OPENED AT THE CONCLUSION OF EACH WORK DAY.
5. WITH PRIOR APPROVAL FROM THE AIRPORT DIRECTOR THE CONTRACTOR MAY CLOSE RUNWAY 4-22 TO REMOVE AND REPLACE THE PAVEMENT MARKING RUNWAY THRESHOLD BARS. THIS WORK SHALL NOT EXCEED FOUR (4) ADDITIONAL DAYS OF RUNWAY CLOSURE CONSECUTIVE AND SHALL NOT BE ALLOWED WHEN RUNWAY 13-31 IS CLOSED.
6. INSTALLATION OF SUPPLEMENTAL WINDCONES FOR EACH OF THE RUNWAYS SHALL OCCUR DURING A PREVIOUS SCHEDULED RUNWAY CLOSURE.



LEGEND

- PROPOSED PHASE 3 WORK
- PROPOSED PHASE 3A WORK
- PROPOSED PHASE 3B WORK
- FLASHING BARRICADE LINE (WORKING HOURS ONLY SPACED AT 15' CENTER TO CENTER)
- FLASHING BARRICADE LINE (SPACED AT 15' CENTER TO CENTER)
- TEMPORARY HAUL ROUTE
- FLAGPERSON
- TEMPORARY SIGN
- LATHE LINE
- CONTRACTOR'S STAGING AREA
- CONTRACTOR'S ACCESS ROUTE

STANDARD HIGHWAY STOP SIGN

8" WHITE TEXT - STOP

4" WHITE TEXT - Aircraft Movement Area

RED BACKGROUND - Obey flagperson or contact ATCT 121.85

TEMPORARY SIGN #1 (APPROX 30" X 60")

Contractor's Haul Route

4" BLACK TEXT

WHITE BACKGROUND

TEMPORARY SIGN #2 (APPROX 30" X 30")

GREATER Peoria REGIONAL Airport

RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS

IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...lcap_3.dgn

DESIGN BY:

DRAWN BY: CAG

CHECKED BY: TCS

APPROVED BY: CET

DATE: JUNE 30, 2006

JOB No: 04061-03-02

CONSTRUCTION ACTIVITY PLAN PHASE 3 OF 5

SHEET 8 OF 107 SHEETS

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







NUMBER	BY	DATE

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 AT FULL SCALE (34X22),
 PLOT 1

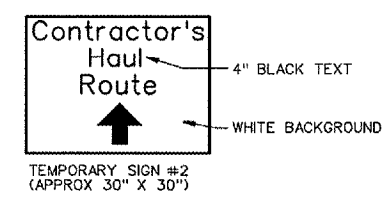
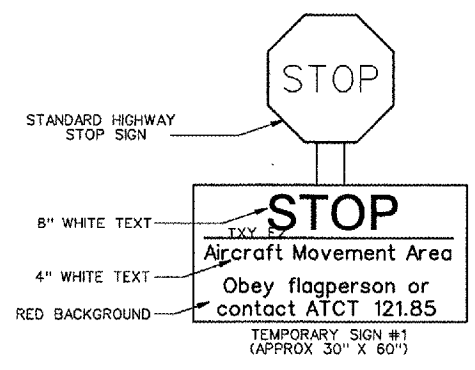
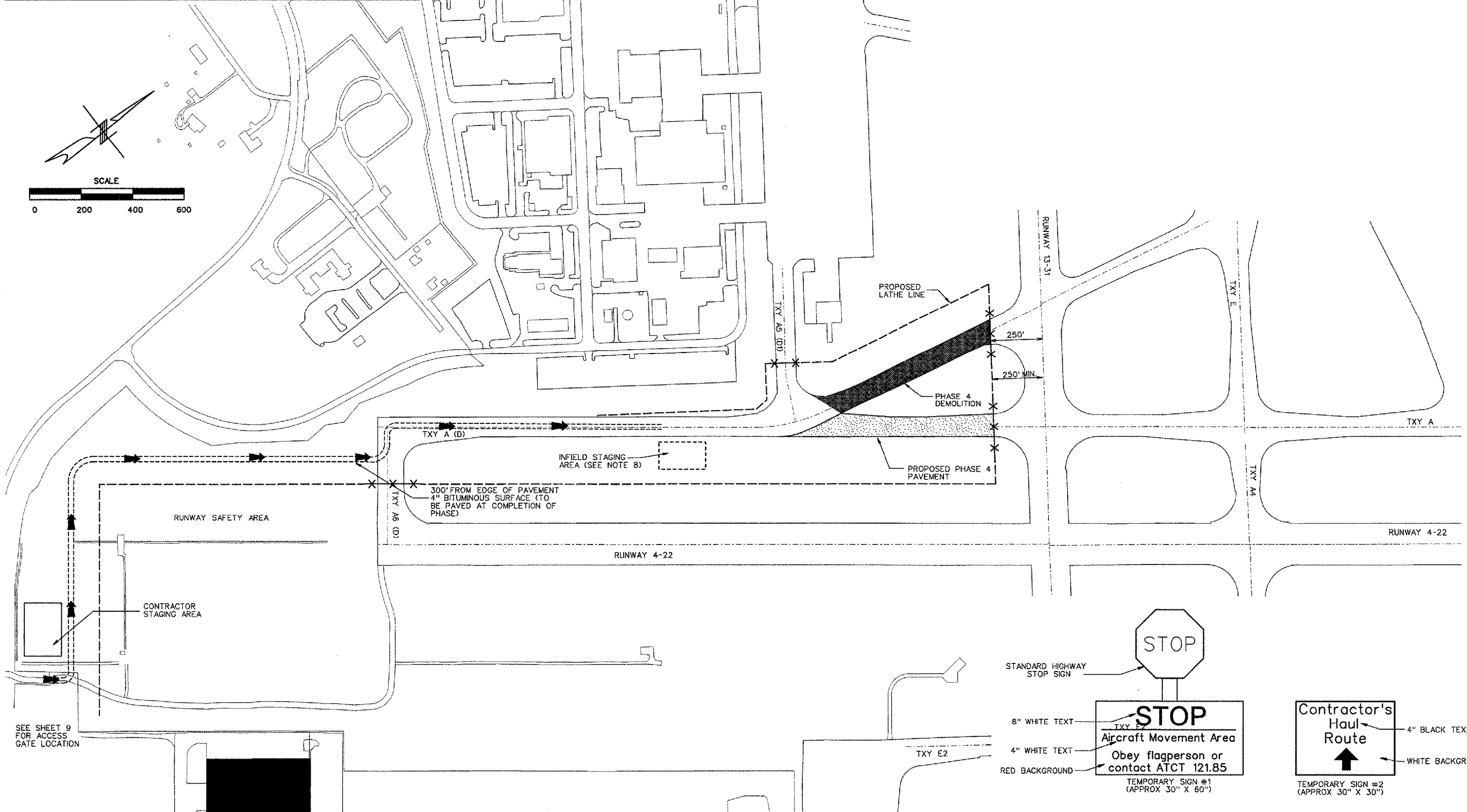
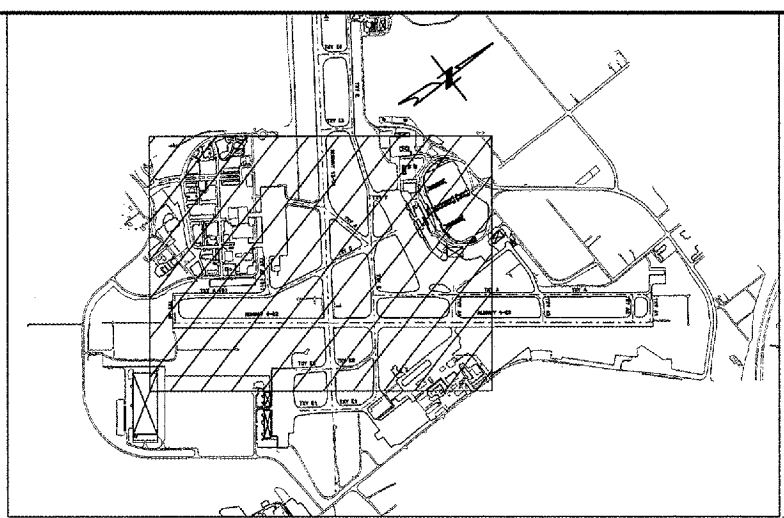
PHASE #4 NOTES

1. PRIOR TO THE INITIATION OF WORK IN PHASE 2, THE CONTRACTOR SHALL INSTALL ALL LIGHTED BARRICADES AS SHOWN. THE CONTRACTOR SHALL REQUEST CLOSURE AT LEAST 48 HOURS PRIOR TO CLOSING THE TAXIWAYS. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL PAVEMENTS PRIOR TO OPENING AND COORDINATE ALL OPENINGS AND CLOSURES WITH AIRPORT OPERATIONS.
2. THE CONTRACTOR SHALL COORDINATE THE ALIGNMENT OF THE ACCESS ROADWAY WITH THE AIRPORT PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL DRESS UP THE TEMPORARY ACCESS ROADWAY. AT THE COMPLETION OF THIS PHASE THE CONTRACTOR SHALL REMOVE THE EXISTING TAXIWAY D BY COLD MILLING AND SPREAD THIS MATERIAL EVENLY OVER THE DRESSED ACCESS ROADFOLLOWING THE COMPLETION OF THE PAVING OPERATIONS. IN ADDITION, THE CONTRACTOR SHALL PLACE AND COMPACT 300' OF BITUMINOUS SURFACE ADJACENT TO TAXIWAY D. THIS ROAD WILL REMAIN IN PLACE AT THE COMPLETION OF THE WORK.
4. THE CONTRACTOR SHALL INSTALL NEW SIGNAGE AT D AND RUNWAY 4-22 DURING THIS PHASE.

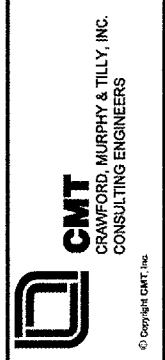
LEGEND

-  PROPOSED PHASE 2 WORK AREA
CONSTRUCT BITUMINOUS PAVEMENT
-  FLASHING BARRICADE LINE
(SPACED AT 15' CENTER TO CENTER)
-  TEMPORARY HAUL ROUTE
-  FLAGPERSON
-  TEMPORARY SIGN
-  LATHE LINE
-  CONTRACTOR'S STAGING AREA
-  CONTRACTOR'S ACCESS ROUTE

SCALE
 0 200 400 600



RELOCATE TAXIWAY A AND D FROM
 MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

FILE: ...lcap_4.dgn
 DESIGN BY:
 DRAWN BY: CAG
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: JUNE 30, 2006
 JOB No: 04081-03-02

CONSTRUCTION
 ACTIVITY PLAN
 PHASE 4 OF 5

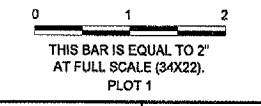
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SEE SHEET 9
 FOR ACCESS
 GATE LOCATION

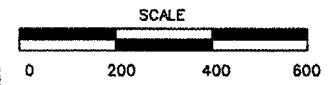
PHASE #5 NOTES

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REVISIONS		
NUMBER	BY	DATE



1. THE CONTRACTOR SHALL HAVE NO MORE THAN 4 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE WORK THAT REQUIRES RUNWAY CLOSURE IN THIS PHASE.
2. ALL WORK WITHIN 250' OF THE RUNWAY 13-31 CENTERLINE SHALL BE ACCOMPLISHED UNDER SUBPHASE 5A. THE CONTRACTOR SHALL HAVE NO MORE THAN 4 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE WORK IN SUBPHASE 5A. ALL WORK WITHIN SUBPHASE 5A WILL REQUIRE THE CLOSURE OF RUNWAY 13-31. PRIOR TO THE INITIATION OF WORK IN SUBPHASE 5A THE CONTRACTOR SHALL INSTALL THE RUNWAY CLOSURE MARKERS ON BOTH ENDS OF RUNWAY 13-31. THE CONTRACTOR SHALL ALSO INSTALL ALL LIGHTED BARRICADES AS SHOWN ON SHEET 8. THE CONTRACTOR SHALL REQUEST CLOSURE AT LEAST 48 HOURS PRIOR TO CLOSING THE RUNWAY AND TAXIWAYS.
3. TAXIWAY E SHALL BE CLOSED ANY TIME MEN AND EQUIPMENT ARE OPERATING WITHIN 115' OF THE TAXIWAY E CENTERLINE. THE CONTRACTOR SHALL HAVE NO MORE THAN 3 CONSECUTIVE CALENDAR DAYS TO FINISH THE WORK REQUIRING THE CLOSURE OF TAXIWAY E. TAXIWAY E SHALL BE RE-OPENED AT THE CONCLUSION OF EACH WORK DAY.
4. PRIOR TO THE INITIATION OF WORK IN PHASE 3, THE CONTRACTOR SHALL INSTALL ALL LIGHTED BARRICADES AS SHOWN ON THIS SHEET. THE CONTRACTOR SHALL REQUEST CLOSURE AT LEAST 48 HOURS PRIOR TO CLOSING THE TAXIWAYS. THE CONTRACTOR SHALL OPEN TAXIWAY E DURING NON-WORKING HOURS BY PLACING BARRICADES AS SHOWN AND IN ACCORDANCE WITH FAA AC 150/5370-2, MOST RECENT EDITION. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL PAVEMENTS PRIOR TO OPENING AND COORDINATE ALL OPENINGS AND CLOSURES WITH AIRPORT OPERATIONS.
5. THE CONTRACTOR SHALL COMPLETE THE REMAINING SIGN MODIFICATIONS DURING THE RUNWAY 13-31 CLOSURE PORTION OF THIS PHASE.



NOTE: SEE SHEET 8 FOR RUNWAY 13-31 CLOSURE DETAILS

PROPOSED PHASE 5A DEMOLITION

PROPOSED LATHE LINE

PROPOSED PHASE 3 DEMOLITION

INFIELD STAGING AREA (SEE NOTE 8)

BARRICADES DURING WORKING HOURS WHEN WORKED WITHIN 115' OF TAXIWAY E CENTERLINE (TYP.) SEE NOTE 4

FLAGPERSON

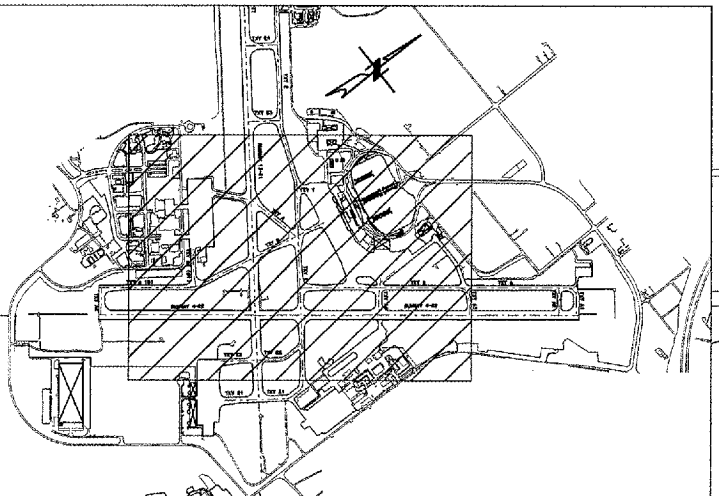
FLAGPERSON

TEMPORARY SIGN #1
115' MIN. FROM CENTERLINE
(SEE DETAIL BELOW)

TEMPORARY SIGN #1
115' MIN. FROM CENTERLINE
(SEE DETAIL BELOW)

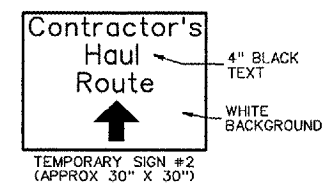
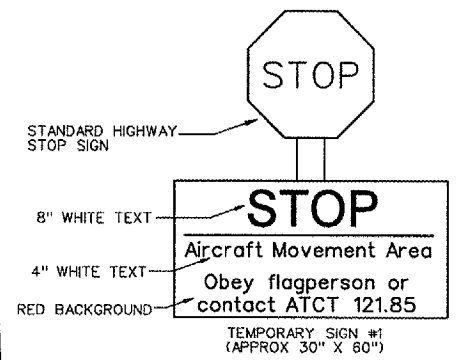
SEE SHEET 8 FOR ACCESS GATE LOCATION

KEY MAP



LEGEND

- PROPOSED PHASE 5A WORK AREA
- PROPOSED PHASE 5 WORK AREA
- FLASHING BARRICADE LINE (WORKING HOURS ONLY SPACED AT 15' CENTER TO CENTER)
- FLASHING BARRICADE LINE (SPACED AT 15' CENTER TO CENTER)
- TEMPORARY HAUL ROUTE
- FLAGPERSON
- TEMPORARY SIGN
- LATHE LINE
- CONTRACTOR'S STAGING AREA
- CONTRACTOR'S ACCESS ROUTE



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CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...lcap_5.dgn
DESIGN BY:
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02

CONSTRUCTION
ACTIVITY PLAN
PHASE 5 OF 5

SHEET 10 OF 107 SHEETS

RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2



REVISIONS		
NUMBER	BY	DATE

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



RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

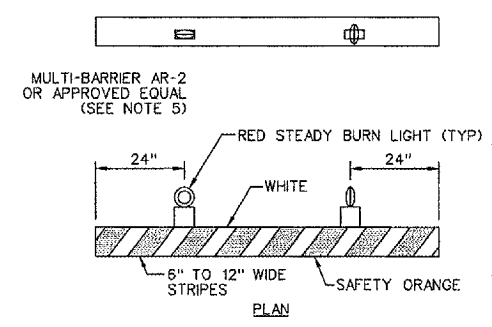


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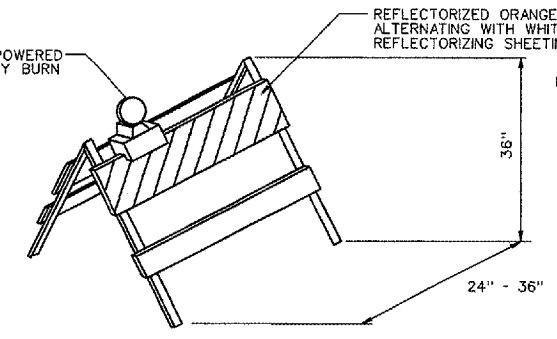
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APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03-03

**RUNWAY 13-31
CLOSURE DETAILS
CAP PHASES 3 AND 5**

SHEET 11 OF 107 SHEETS



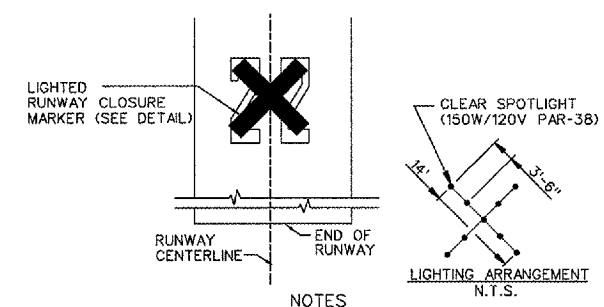
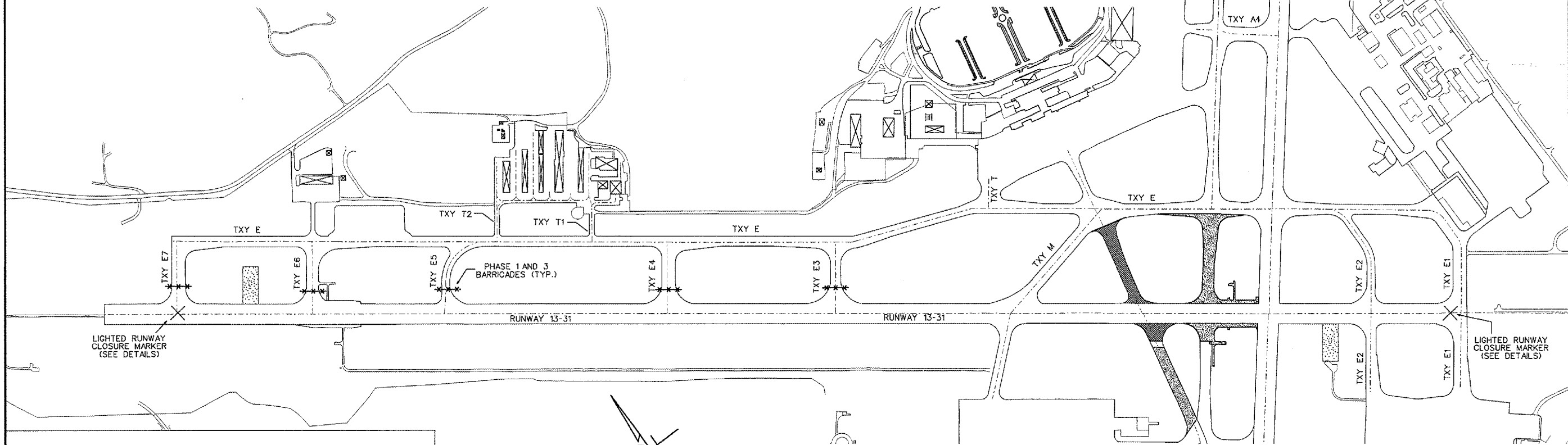
- BARRICADE NOTES:**
1. STEADY BURN LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
 2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
 3. BARRICADES TO BE PLACED WITH A MAXIMUM OF 15' SPACING BETWEEN ENDS OF BARRICADES ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE LIGHT LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
 4. STEADY BURN LIGHTS 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 IT COMPONENTS, AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE. IF AFFIXED TO THE SURFACE, THE BARRICADE MUST BE FRANGIBLE AT GRADE LEVEL OR LOW AS POSSIBLE, BUT NOT TO EXCEED 3 INCHES ABOVE THE GROUND.



NOTE:
BARRICADES SHALL BE PLACED 15' ON CENTER OUTSIDE THE TAXIWAY OBJECT FREE AREA. BARRICADE SHALL BE WEIGHTED WITH MINIMUM OF 6 SAND BAGS TO PREVENT FROM BEING BLOWN OVER. LOW PROFILE BARRICADES SHALL BE USED IN LOCATIONS THAT ARE NECESSARY TO PROVIDE WINGTIP CLEARANCE, AS REQUIRED BY THE ENGINEER.

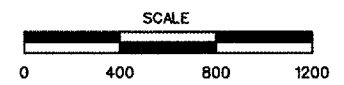
PORTABLE BARRICADE AND FLASHER
NOT TO SCALE

LOW LEVEL LIGHTED BARRICADE
NOT TO SCALE



- 1.) LIGHTED MARKERS SHALL MEET STANDARD OF AC 150/5345-55
- 2.) CONTRACTOR SHALL MAINTAIN MARKERS AS LONG AS THEY ARE IN PLACE
- 3.) COST OF FURNISHING, INSTALLING, MAINTAINING, RELOCATING AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT
- 4.) MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS ON BOTH RUNWAY ENDS
- 5.) UPON COMPLETION OF PROJECT - RUNWAY CLOSURE MARKERS (2) SHALL BE TURNED OVER TO THE AIRPORT SAFETY OFFICE.

LIGHTED RUNWAY MARKER DETAIL
NOT TO SCALE



- LEGEND**
- PROPOSED PHASE 3 WORK AREA
 - PROPOSED PHASE 5 WORK AREA
 - FLASHING BARRICADE LINE (SPACED AT 15' CENTER TO CENTER)

NOTES:
1. RUNWAY CLOSURE DETAILS ARE SIMILAR FOR PHASES 3 AND 5
2. TYPE OF BARRICADE USED WILL BE DECIDED BY THE ENGINEER.

NOTES:
LIQUIDATED DAMAGES SHALL BE \$1,000 PER DAY FOR EACH CALENDAR DAY BEYOND THE NUMBER OF CALENDAR DAYS SPECIFIED IN THE SEQUENCE OF CONSTRUCTION PLAN, INDIVIDUAL PHASE SHEET NOTES, THAT EITHER RUNWAY REMAINS CLOSED DUE TO CONSTRUCTION OPERATIONS. FOR THE CRITICAL PHASE (WHEN BOTH RUNWAYS ARE CLOSED), LIQUIDATED DAMAGES SHALL BE \$5,000 PER DAY FOR EACH CALENDAR DAY BEYOND THE NUMBER OF CALENDAR DAYS SPECIFIED IN THE SEQUENCE OF CONSTRUCTION PLAN, INDIVIDUAL SHEET NOTES, THAT BOTH RUNWAYS REMAIN CLOSED TO COMPLETE THE WORK SET FORTH IN THE CONTRACT DOCUMENTS.

THE CONTRACTOR SHALL BE ASSESSED THE FIRST CALENDAR DAY OF THESE DAMAGES IF THE RUNWAY IS NOT OPEN AT THE TIME SPECIFIED FOR THE END OF THE WORKING PERIOD.

WHEN A RUNWAY IS CLOSED, THIS PROJECT IS CONSIDERED TO BE A 24 HOUR A DAY PROJECT. WEATHER SHALL NOT BE CONSIDERED AS A REASONABLE CAUSE FOR THE CONTRACTOR TO NOT FINISH THE WORK ON SCHEDULE, UNLESS THE CONTRACTOR IS RESTRICTED FROM WORK FOR MORE THAN 12 HOURS PER DAY FOR 3 FULL DAYS IN THE 18 DAY SPECIFIED CLOSURE. THE CONTRACTOR SHALL MAKE ARRANGEMENTS TO WORK WITH ADDITIONAL CREWS OR WORK ADDITIONAL HOURS (INCLUDING 24 HOUR A DAY CONSTRUCTION) OR WORK WEEKENDS TO COMPLETE THE WORK WITHIN THE SPECIFIED TIME.

THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS SO AS TO COMPLETE ALL WORK IN THE CONTRACTOR DAYS SPECIFIED IN THE INDIVIDUAL PHASES.

IN FIXING THE DAMAGES AS SET OUT HEREIN, THE DESIRE IS TO ESTABLISH CERTAIN MODE OF CALCULATION FOR THE WORK BECAUSE THE AIRPORT'S ACTUAL LOSS, IN THE EVENT OF DELAY, CANNOT BE PREDETERMINED, WOULD BE DIFFICULT OF ASCERTAINMENT AND A MATTER OF ARGUMENT AND UNPROFITABLE LITIGATION. THIS MODE IS AN EQUITABLE RULE FOR MEASUREMENT OF THE AIRPORT'S ACTUAL LOSS AND FAIRLY TAKES INTO ACCOUNT THE LOSS OF USE OF THE RUNWAY IF THE CRITICAL PHASE OF THE PROJECT IS DELAYED IN COMPLETION. THE AIRPORT SHALL NOT BE REQUIRED TO PROVIDE ANY ACTUAL LOSS TO RECOVER THESE LIQUIDATED DAMAGES PROVIDED HEREIN, AS THESE DAMAGES ARE VERY DIFFICULT TO ASCERTAIN. FURTHERMORE, NO PROVISION OF THIS CLAUSE SHALL BE CONSTRUED AS A PENALTY, AS SUCH IS NOT THE INTENTION OF THE PARTIES.

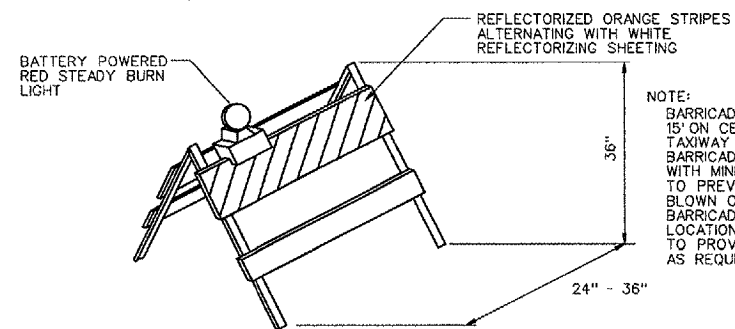
THE NATURE OF THIS PROJECT IS SUCH THAT THE USE OF THE RUNWAY CANNOT BE SAFELY AND EFFICIENTLY USED UNTIL ALL SPECIFIED WORK IS COMPLETE OR THE SHOULDERS GRADED IN ACCORDANCE WITH THE FAA CRITERIA.

PERMITTING THE CONTRACTOR TO CONTINUE AND FINISH THE WORK OR ANY PART OF IT AFTER THE TIME FIXED FOR ITS COMPLETION OR AFTER THE DATE TO WHICH THE TIME FOR COMPLETION MAY HAVE BEEN EXTENDED, WILL IN NO WAY OPERATE AS A WAIVER ON THE PART OF THE OWNER OF ANY OF ITS RIGHTS UNDER THE CONTRACT.

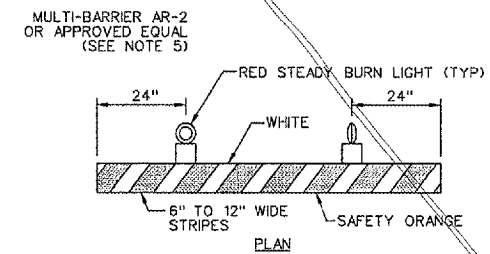
7/13/2006 k:\peoria\0406103_03\draw\sheet\008_1331closure.dgn

REVISIONS		
NUMBER	BY	DATE

0 1 2
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PLOT 1

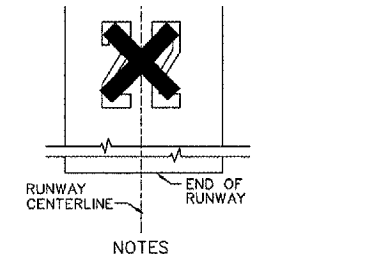
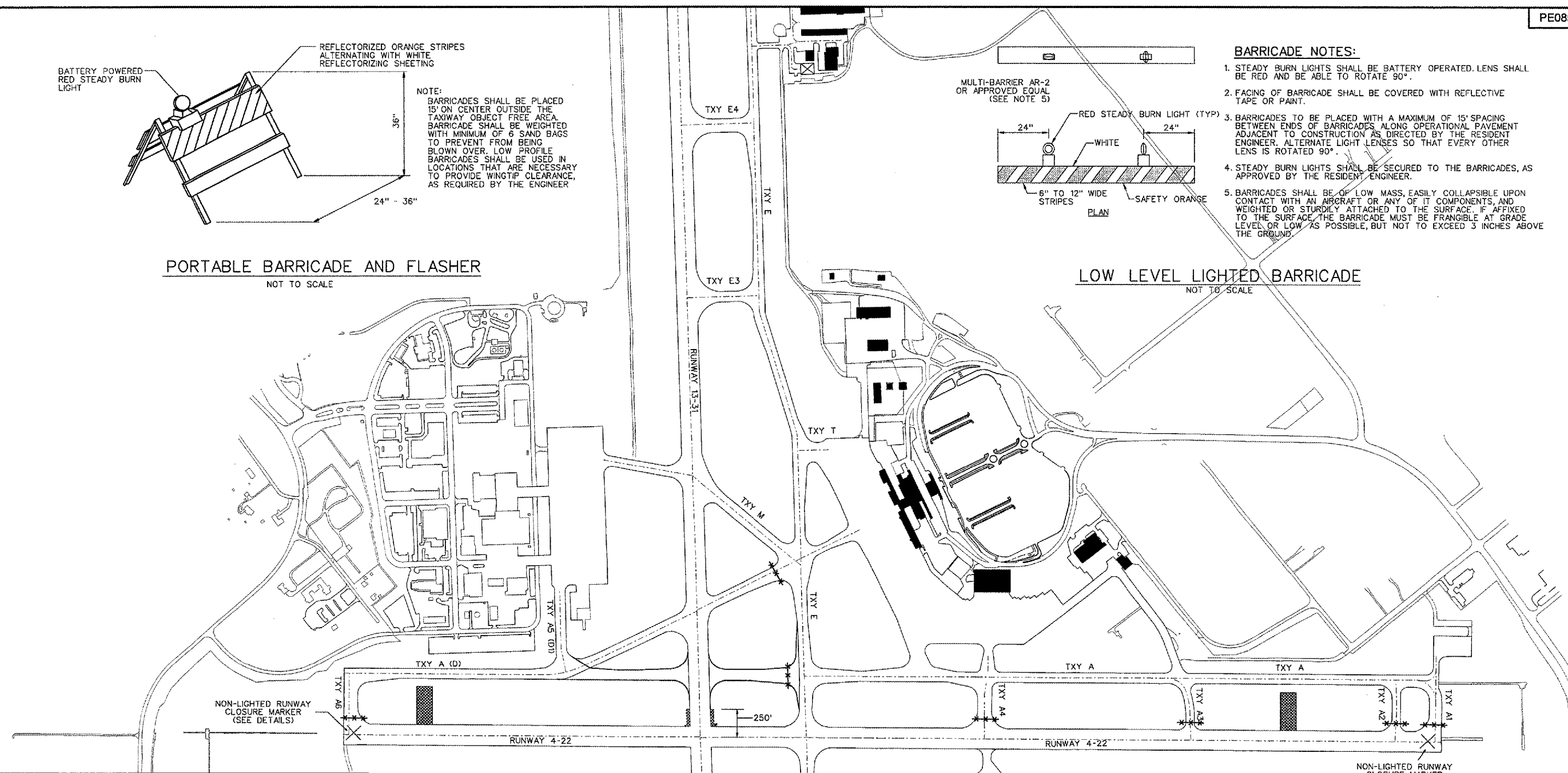


PORTABLE BARRICADE AND FLASHER
NOT TO SCALE



LOW LEVEL LIGHTED BARRICADE
NOT TO SCALE

- BARRICADE NOTES:**
1. STEADY BURN LIGHTS 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 TO BE PLACED WITH A MAXIMUM OF 15' SPACING BETWEEN ENDS OF BARRICADES ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE LIGHT LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
 4. STEADY BURN LIGHTS 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 OR STURDILY ATTACHED TO THE SURFACE. IF AFFIXED TO THE SURFACE, THE BARRICADE MUST BE FRANGIBLE AT GRADE LEVEL OR LOW AS POSSIBLE, BUT NOT TO EXCEED 3 INCHES ABOVE THE GROUND.



- NOTES:**
- 1.) MARKERS SHALL BE SOLID YELLOW.
 - 2.) MARKERS SHALL BE PAINTED PLYWOOD, BURLAP OR OTHER APPROVED MATERIAL WHICH PROVIDES A SOLID YELLOW MARKER. THE USE OF SNOW FENCE FOR RUNWAY CLOSURE MARKERS IS PROHIBITED.
 - 3.) CONTRACTORS SHALL MAINTAIN MARKERS AS LONG AS THE ARE IN PLACE.
 - 4.) COST OF FURNISHING, INSTALLING, MAINTAINING, RE-LOCATING AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
 - 5.) MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS.
 - 6.) NON-LIGHTED RUNWAY CLOSURE MARKERS SHALL BE USED ON RUNWAY 4-22 DURING PHASE 3B WHEN BOTH RUNWAYS ARE CLOSED.

NON-LIGHTED RUNWAY MARKER DETAIL
NOT TO SCALE

NOTES:

LIQUIDATED DAMAGES SHALL BE \$1,000 PER DAY FOR EACH CALENDAR DAY BEYOND THE NUMBER OF CALENDAR DAYS SPECIFIED IN THE SEQUENCE OF CONSTRUCTION PLAN, INDIVIDUAL PHASE SHEET NOTES, THAT EITHER RUNWAY REMAINS CLOSED DUE TO CONSTRUCTION OPERATIONS. FOR THE CRITICAL PHASE (WHEN BOTH RUNWAYS ARE CLOSED), LIQUIDATED DAMAGES SHALL BE \$5,000 PER DAY FOR EACH CALENDAR DAY BEYOND THE NUMBER OF CALENDAR DAYS SPECIFIED IN THE SEQUENCE OF CONSTRUCTION PLAN, INDIVIDUAL SHEET NOTES, THAT BOTH RUNWAYS REMAIN CLOSED TO COMPLETE THE WORK SET FORTH IN THE CONTRACT DOCUMENTS.

THE CONTRACTOR SHALL BE ASSESSED THE FIRST CALENDAR DAY OF THESE DAMAGES IF THE RUNWAY IS NOT OPEN AT THE TIME SPECIFIED FOR THE END OF THE WORKING PERIOD.

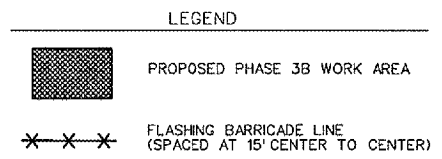
WHEN A RUNWAY IS CLOSED, THIS PROJECT IS CONSIDERED TO BE A 24 HOUR A DAY PROJECT. WEATHER SHALL NOT BE CONSIDERED AS A REASONABLE CAUSE FOR THE CONTRACTOR TO NOT FINISH THE WORK ON SCHEDULE. UNLESS THE CONTRACTOR IS RESTRICTED FROM WORK FOR MORE THAN 12 HOURS PER DAY FOR 3 FULL DAYS IN THE 18 DAY SPECIFIED CLOSURE. THE CONTRACTOR SHALL MAKE ARRANGEMENTS TO WORK WITH ADDITIONAL CREWS OR WORK ADDITIONAL HOURS (INCLUDING 24 HOUR A DAY CONSTRUCTION) OR WORK WEEKENDS TO COMPLETE THE WORK WITHIN THE SPECIFIED TIME.

THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS SO AS TO COMPLETE ALL WORK IN THE CONTRACTOR DAYS SPECIFIED IN THE INDIVIDUAL PHASES.

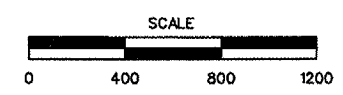
IN FIXING THE DAMAGES AS SET OUT HEREIN, THE DESIRE IS TO ESTABLISH CERTAIN MODE OF CALCULATION FOR THE WORK BECAUSE THE AIRPORT'S ACTUAL LOSS, IN THE EVENT OF DELAY, CANNOT BE PREDETERMINED, WOULD BE DIFFICULT OF ASCERTAINMENT AND A MATTER OF ARGUMENT AND UNPROFITABLE LITIGATION. THIS MODE IS AN EQUITABLE RULE FOR MEASUREMENT OF THE AIRPORT'S ACTUAL LOSS AND FAIRLY TAKES INTO ACCOUNT THE LOSS OF USE OF THE RUNWAY IF THE CRITICAL PHASE OF THE PROJECT IS DELAYED IN COMPLETION. THE AIRPORT SHALL NOT BE REQUIRED TO PROVIDE ANY ACTUAL LOSS TO RECOVER THESE LIQUIDATED DAMAGES PROVIDED HEREIN, AS THESE DAMAGES ARE VERY DIFFICULT TO ASCERTAIN. FURTHERMORE, NO PROVISION OF THIS CLAUSE SHALL BE CONSTRUED AS A PENALTY, AS SUCH IS NOT THE INTENTION OF THE PARTIES.

THE NATURE OF THIS PROJECT IS SUCH THAT THE USE OF THE RUNWAY CANNOT BE SAFELY AND EFFICIENTLY USED UNTIL ALL SPECIFIED WORK IS COMPLETE OR THE SHOULDERS GRADED IN ACCORDANCE WITH THE FAA CRITERIA.

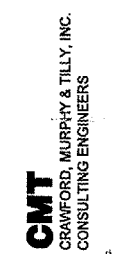
PERMITTING THE CONTRACTOR TO CONTINUE AND FINISH THE WORK OR ANY PART OF IT AFTER THE TIME FIXED FOR ITS COMPLETION, OR AFTER THE DATE TO WHICH THE TIME FOR COMPLETION MAY HAVE BEEN EXTENDED, WILL IN NO WAY OPERATE AS A WAIVER ON THE PART OF THE OWNER OF ANY OF ITS RIGHTS UNDER THE CONTRACT.



NOTE
SUPPLEMENTAL WINDCONES MUST BE INSTALLED DURING PHASE(S) WHICH THE RUNWAY IS CLOSED.



RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...009_422closure.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03-03

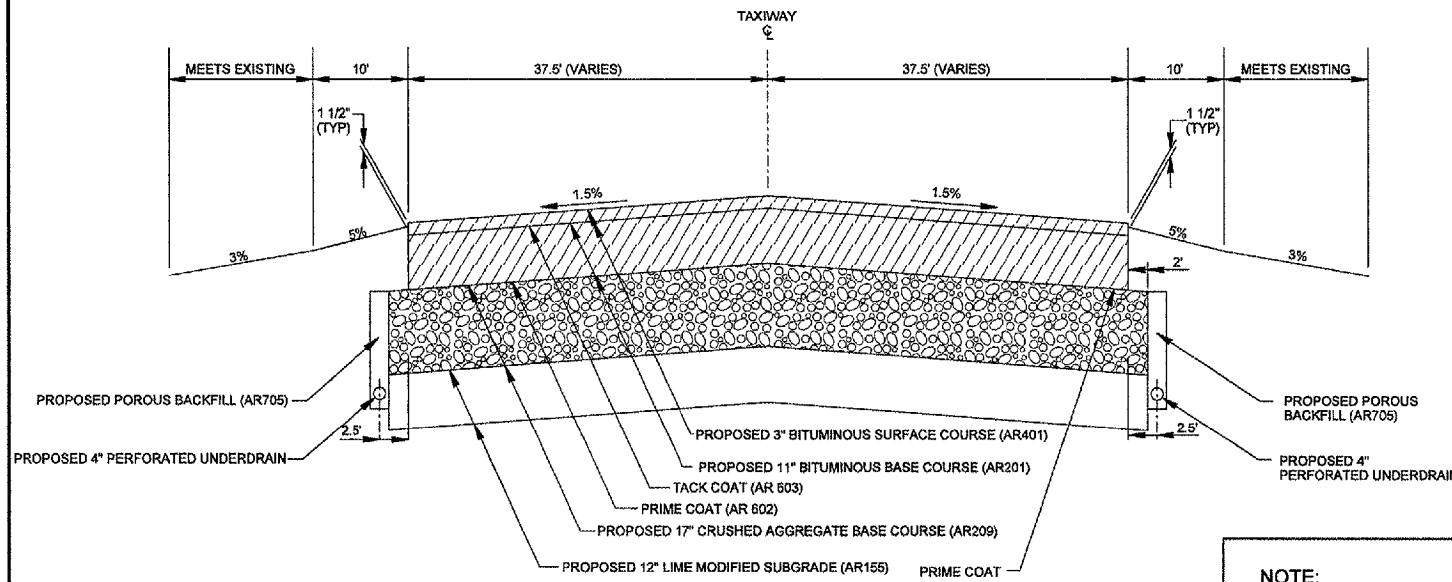
RUNWAY 4-22 CLOSURE DETAILS CAP PHASE 3B

SHEET 12 OF 107 SHEETS

7/13/2006 k:\peoria\0406103_03\draw\sheet\009_422closure.dgn

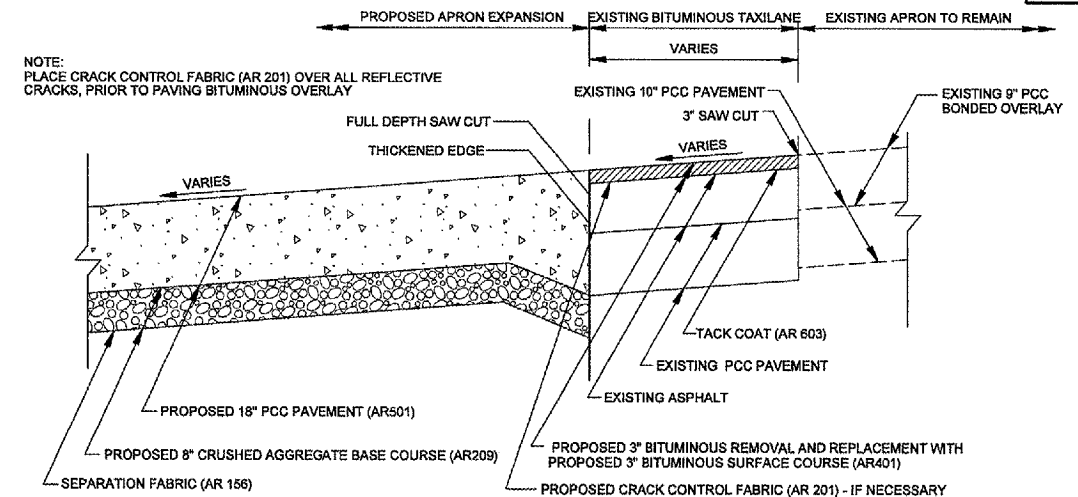
NUMBER	BY	DATE

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



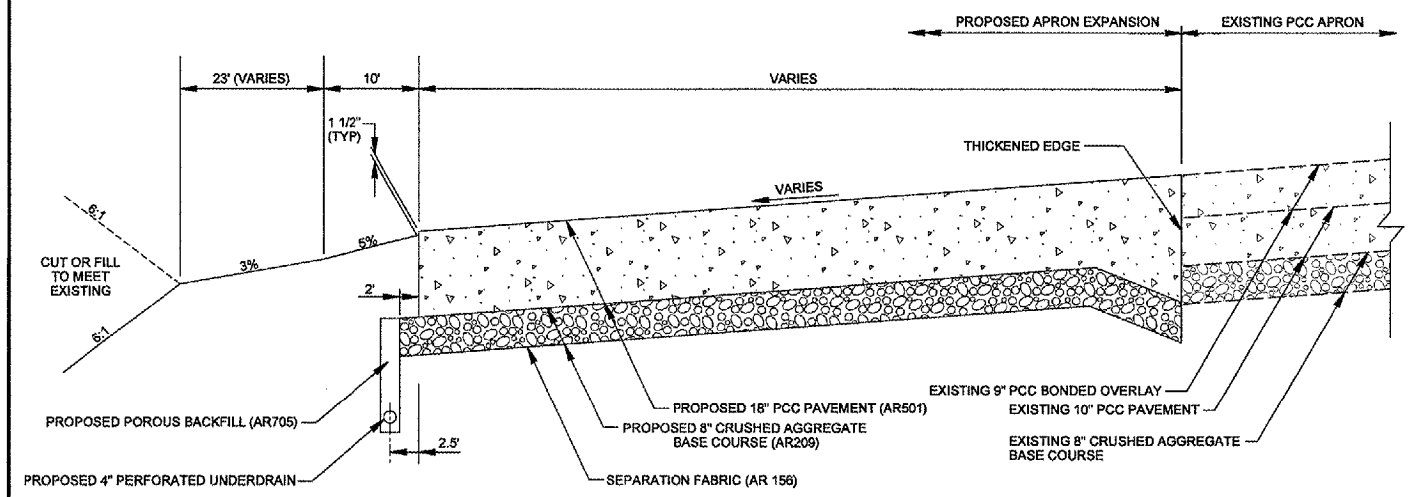
SECTION A-A PROPOSED BITUMINOUS TAXIWAY TYPICAL SECTION
N.T.S.

NOTE:
SEE PLAN AND PROFILE SHEETS
FOR SECTIONS CUT LOCATIONS

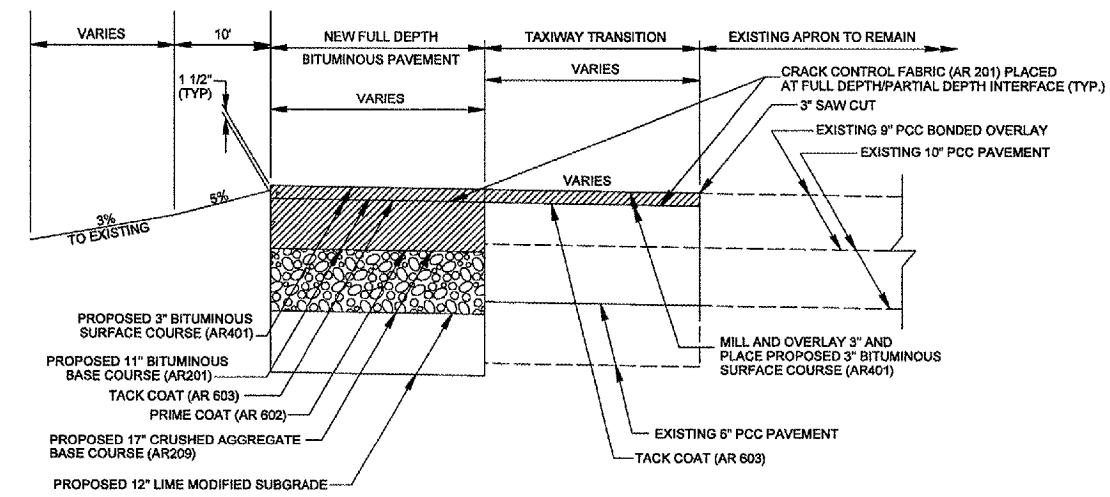


SECTION E-E PROPOSED APRON EXPANSION TYPICAL SECTION
N.T.S.

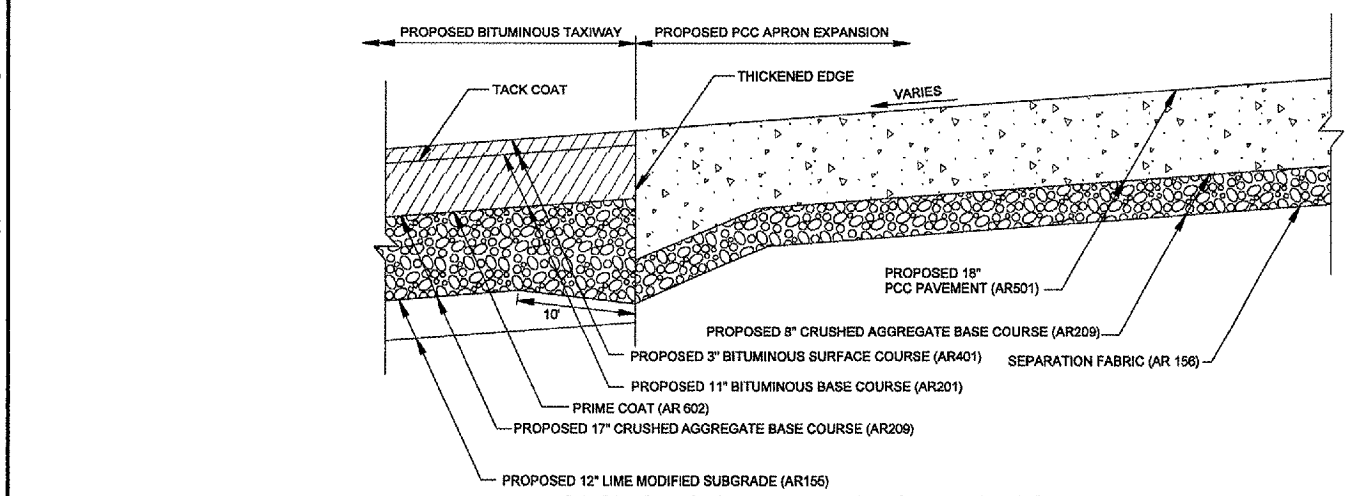
NOTE:
PLACE CRACK CONTROL FABRIC (AR 201) OVER REFLECTIVE
CRACKS AS DESIGNATED BY RESIDENT ENGINEER PRIOR
TO PAVING BITUMINOUS OVERLAY



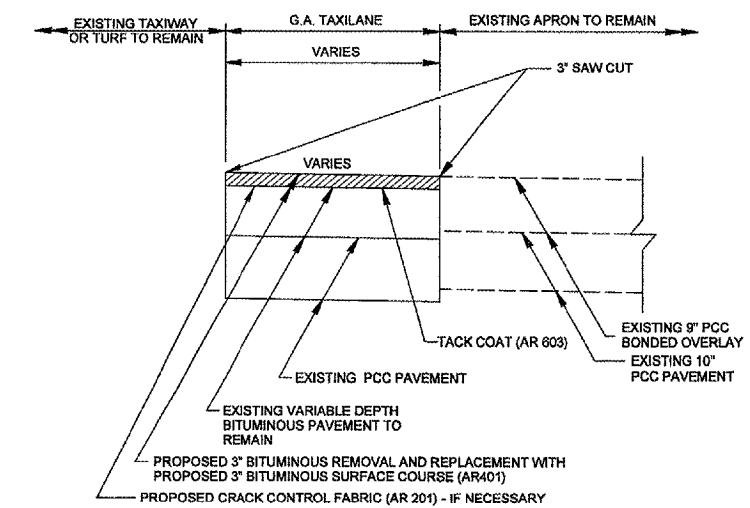
SECTION B-B PROPOSED APRON EXPANSION TYPICAL SECTION
N.T.S.



SECTION F-F TXY T WIDENING TYPICAL SECTION
N.T.S.



SECTION C-C INTERFACE OF PROPOSED BITUMINOUS TAXIWAY AND PCC APRON EXPANSION TYPICAL SECTION
N.T.S.



SECTION D-D G.A. TAXILANE TYPICAL SECTION
N.T.S.

NOTE:
PLACE CRACK CONTROL FABRIC (AR 201) OVER REFLECTIVE
CRACKS AS DESIGNATED BY RESIDENT ENGINEER PRIOR
TO PAVING BITUMINOUS OVERLAY

GREATER
Peria
REGIONAL
Airport

RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...1013_typical_sections.dgn

DESIGN BY: TCS

DRAWN BY: CAG

CHECKED BY: TCS

APPROVED BY: CET

DATE: JUNE 30, 2006


JOB No: 04081-03-02

7/13/2006 k:\peorid\040610302\draw\sheets\013_typical_sections.dgn

REVISIONS		
NUMBER	BY	DATE

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

PE085



RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

IL PROJECT: PIA-3616 AIP PROJ: 3-17-0080-XX
FILE: ...1014_prop_demo.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04081-03-02

DEMOLITION
PLAN 1 OF 2
SHEET 14 OF 107 SHEETS

DEMOLITION NOTES

1. ALL ITEMS WITHIN THE PAVEMENT THAT IS TO BE DEMOLISHED SHALL BE REMOVED, UNLESS OTHERWISE NOTED.
2. ALL EXISTING UNUSED OR OBSOLETE CONDUITS, BOXES, REFLECTIVE MARKINGS, CABLES AND OTHER ELECTRICAL ITEMS, SHOWN OR NOT SHOWN, SHALL BE REMOVED BY THE CONTRACTOR. ALL PORTIONS OF EXISTING CIRCUITRY RENDERED OBSOLETE BY THIS WORK, SHOWN OR NOT SHOWN, SHALL BE REMOVED BY THE CONTRACTOR. REMOVAL OF SUCH ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
3. CONTRACTOR SHALL PROTECT PAVEMENT THAT IS OUTSIDE THE DEMOLITION AREA ADJACENT TO SPECIFIED PAVEMENT REMOVAL. CONTRACTOR SHALL REPAIR ANY DAMAGE TO ADJACENT PAVEMENT AT HIS/HER OWN EXPENSE AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY "JUMPER" CABLES TO KEEP ALL CIRCUITS ADJACENT TO ACTIVE PAVEMENTS ACTIVE BETWEEN DEMOLITION AND CONSTRUCTION OF THE NEW EDGE LIGHTING SYSTEM. TEMPORARY CONNECTIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
5. LIGHT AND SIGN REMOVALS ARE SHOWN SEPARATELY ON THE ELECTRICAL PLANS.

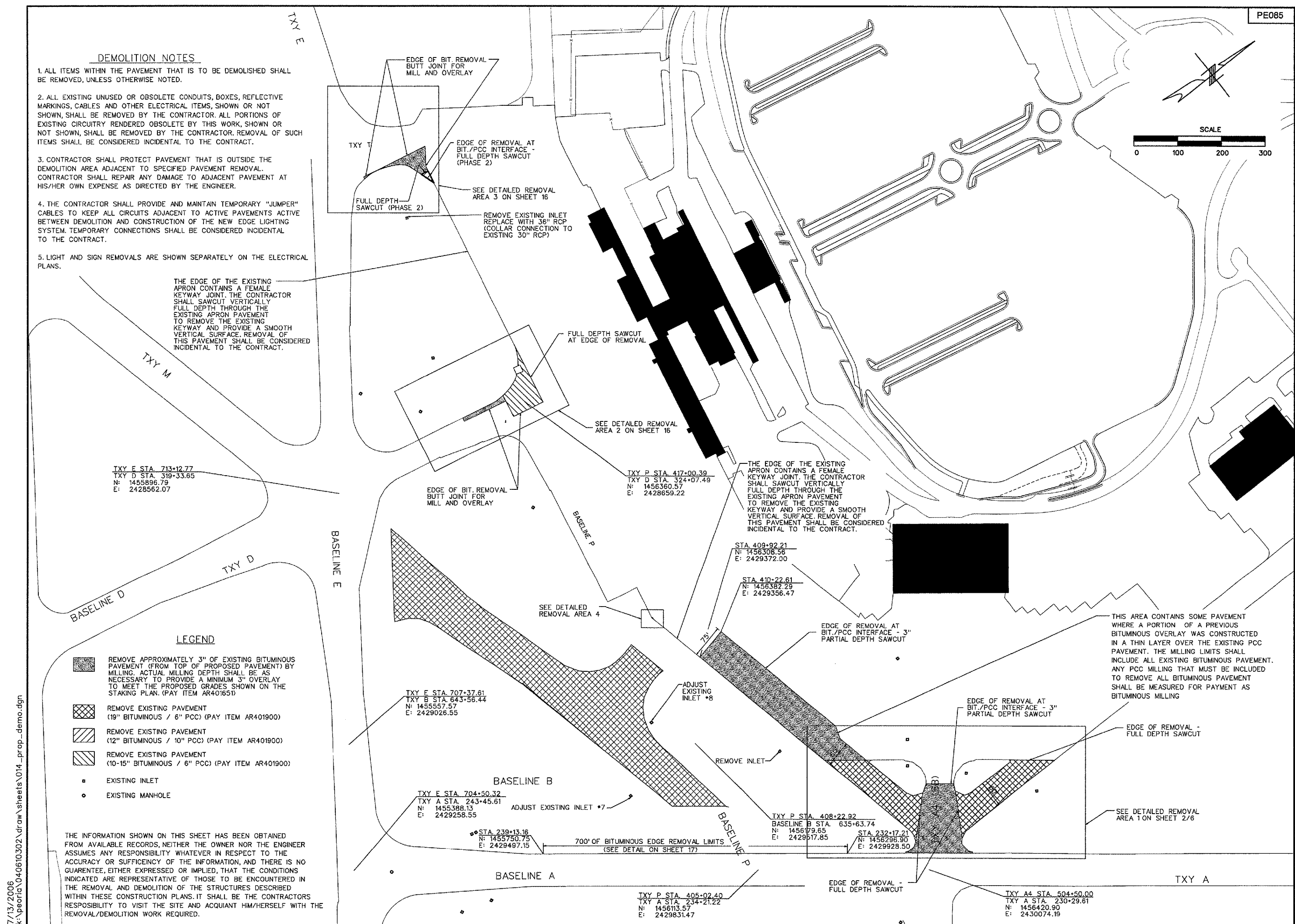
THE EDGE OF THE EXISTING APRON CONTAINS A FEMALE KEYWAY JOINT. THE CONTRACTOR SHALL SAWCUT VERTICALLY FULL DEPTH THROUGH THE EXISTING APRON PAVEMENT TO REMOVE THE EXISTING KEYWAY AND PROVIDE A SMOOTH VERTICAL SURFACE. REMOVAL OF THIS PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

THE EDGE OF THE EXISTING APRON CONTAINS A FEMALE KEYWAY JOINT. THE CONTRACTOR SHALL SAWCUT VERTICALLY FULL DEPTH THROUGH THE EXISTING APRON PAVEMENT TO REMOVE THE EXISTING KEYWAY AND PROVIDE A SMOOTH VERTICAL SURFACE. REMOVAL OF THIS PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

THIS AREA CONTAINS SOME PAVEMENT WHERE A PORTION OF A PREVIOUS BITUMINOUS OVERLAY WAS CONSTRUCTED IN A THIN LAYER OVER THE EXISTING PCC PAVEMENT. THE MILLING LIMITS SHALL INCLUDE ALL EXISTING BITUMINOUS PAVEMENT. ANY PCC MILLING THAT MUST BE INCLUDED TO REMOVE ALL BITUMINOUS PAVEMENT SHALL BE MEASURED FOR PAYMENT AS BITUMINOUS MILLING

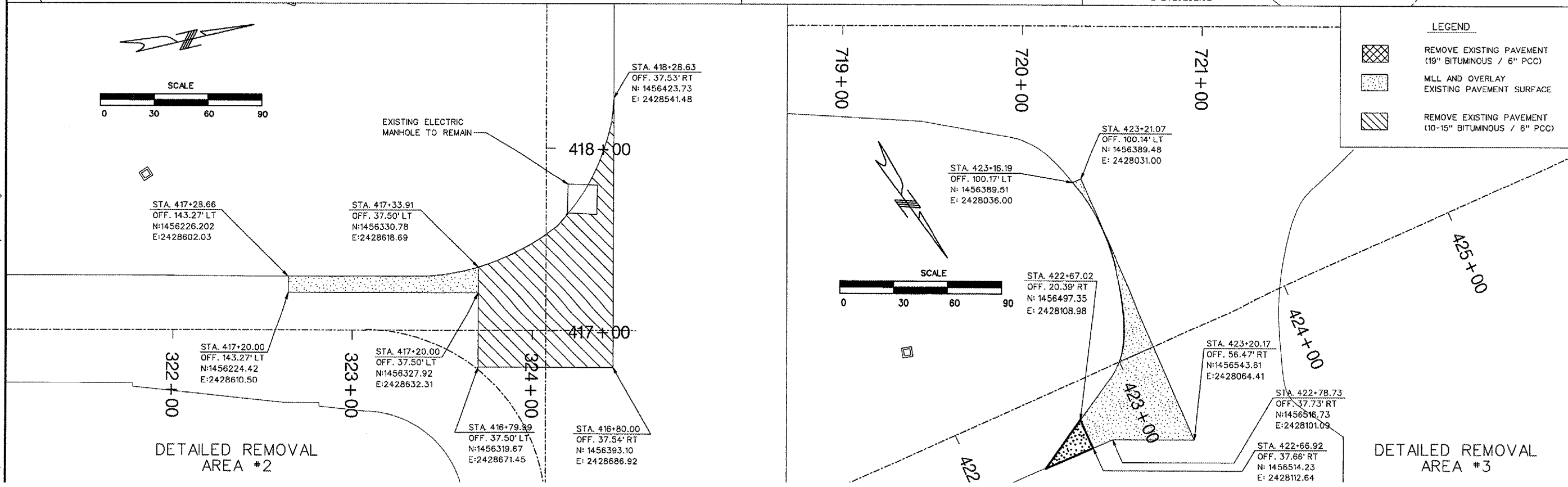
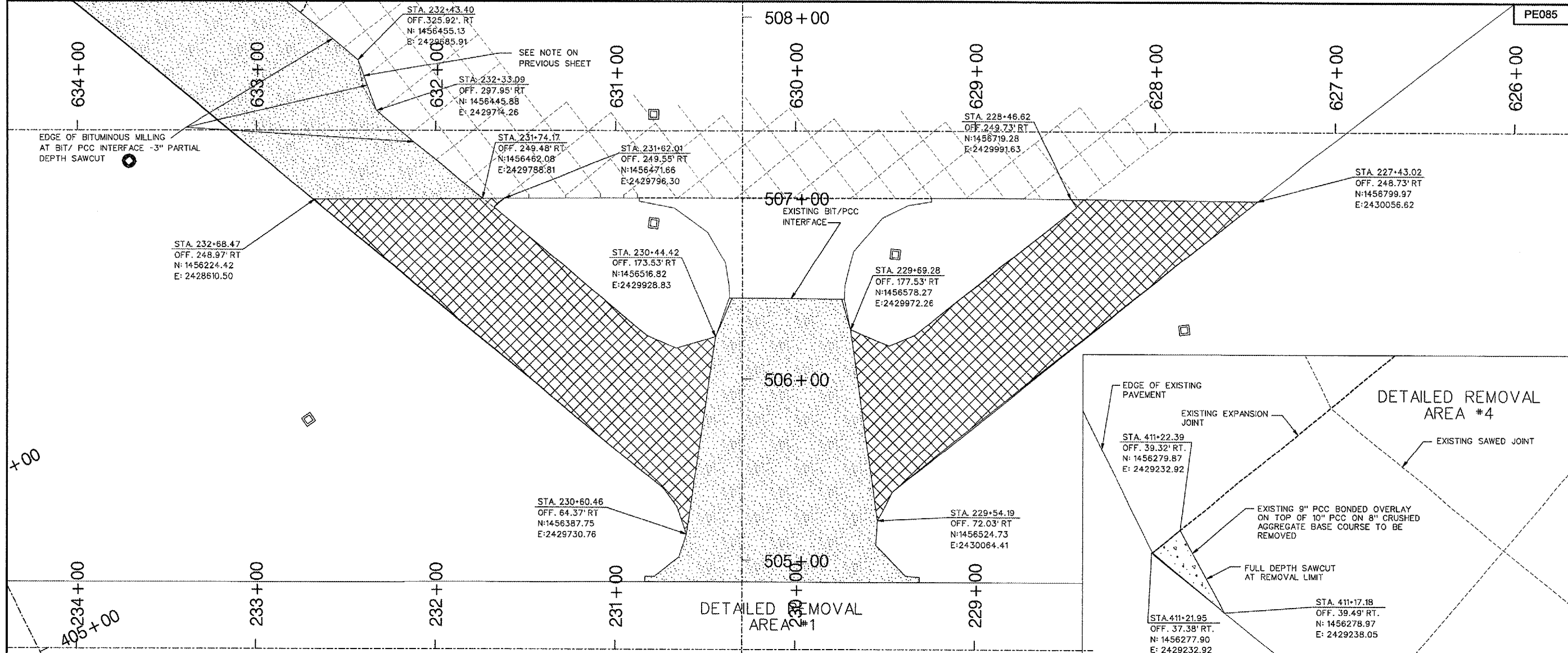
- LEGEND**
- REMOVE APPROXIMATELY 3" OF EXISTING BITUMINOUS PAVEMENT (FROM TOP OF PROPOSED PAVEMENT) BY MILLING. ACTUAL MILLING DEPTH SHALL BE AS NECESSARY TO PROVIDE A MINIMUM 3" OVERLAY TO MEET THE PROPOSED GRADES SHOWN ON THE STAKING PLAN. (PAY ITEM AR40165)
 - REMOVE EXISTING PAVEMENT (19" BITUMINOUS / 6" PCC) (PAY ITEM AR401900)
 - REMOVE EXISTING PAVEMENT (12" BITUMINOUS / 10" PCC) (PAY ITEM AR401900)
 - REMOVE EXISTING PAVEMENT (10-15" BITUMINOUS / 6" PCC) (PAY ITEM AR401900)
 - EXISTING INLET
 - EXISTING MANHOLE

THE INFORMATION SHOWN ON THIS SHEET HAS BEEN OBTAINED FROM AVAILABLE RECORDS, NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION, AND THERE IS NO GUARENTEE, EITHER EXPRESSED OR IMPLIED, THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE REMOVAL AND DEMOLITION OF THE STRUCTURES DESCRIBED WITHIN THESE CONSTRUCTION PLANS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VISIT THE SITE AND ACQUIANT HIM/HERSELF WITH THE REMOVAL/DEMOLITION WORK REQUIRED.



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REVISIONS		
NUMBER	BY	DATE

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THIS BAR IS EQUAL TO 2' AT FULL SCALE (34X22). PLOT 1

PE085

GREATER Peoria REGIONAL Airport

RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS

IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...1016_demo_plan_2.dgn

DESIGN BY: TCS

DRAWN BY: CAG

CHECKED BY: TCS

APPROVED BY: CET

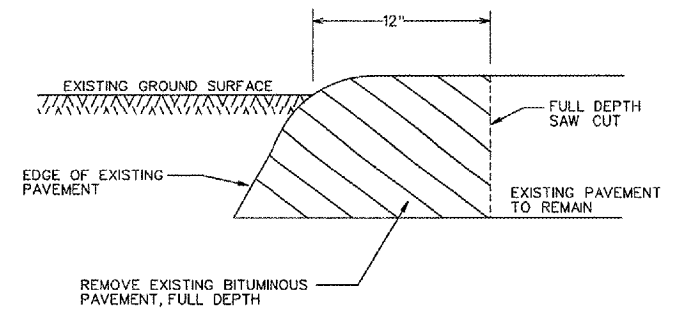
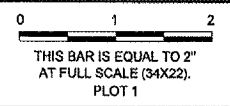
DATE: JUNE 30, 2006

JOB No: 04061-03-02

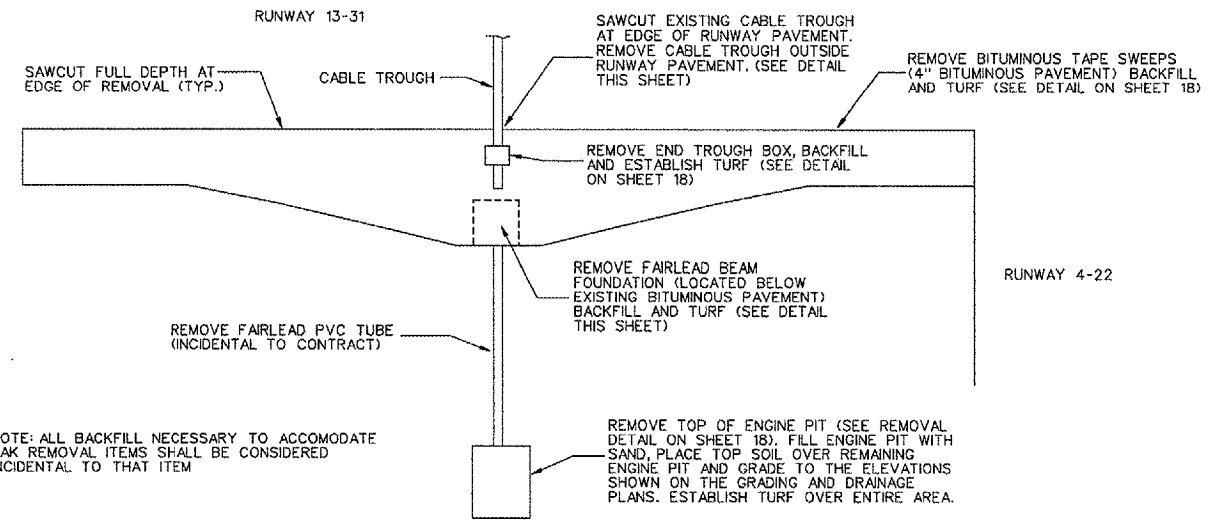
DEMOLITION PLAN DETAILS SHEET 1 OF 3

SHEET 16 OF 107 SHEETS

NUMBER	BY	DATE

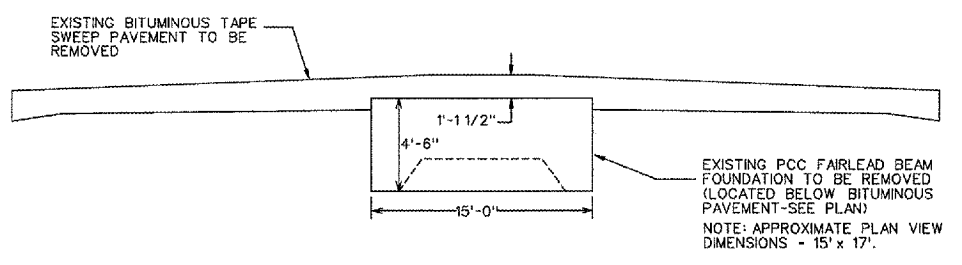


BITUMINOUS EDGE REMOVAL DETAIL
N.T.S.

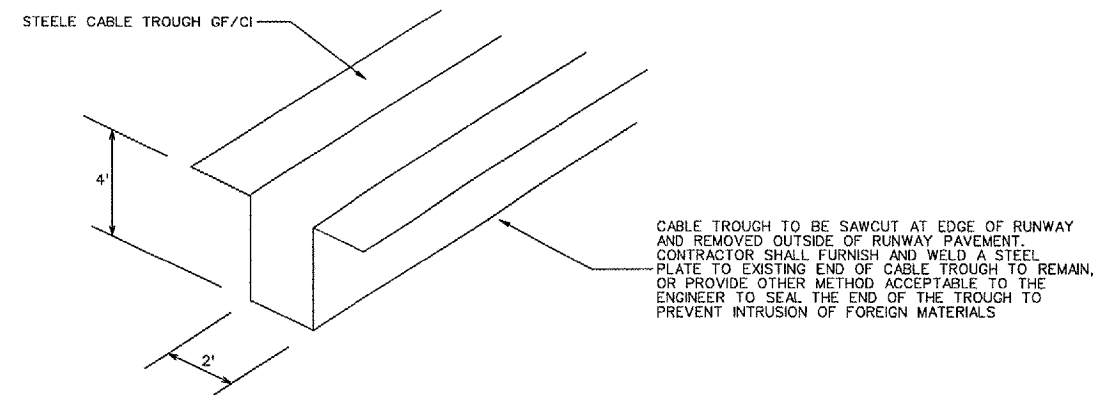


NOTE: ALL BACKFILL NECESSARY TO ACCOMMODATE BAK REMOVAL ITEMS SHALL BE CONSIDERED INCIDENTAL TO THAT ITEM

BAK REMOVALS - PLAN VIEW (TYP. BOTH SIDES)
N.T.S.



TYPICAL FAIRLEAD BEAM FOUNDATION REMOVALS
N.T.S.



CABLE TROUGH - REMOVAL DETAIL
N.T.S.

GREATER Peoria REGIONAL Airport
 RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
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IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

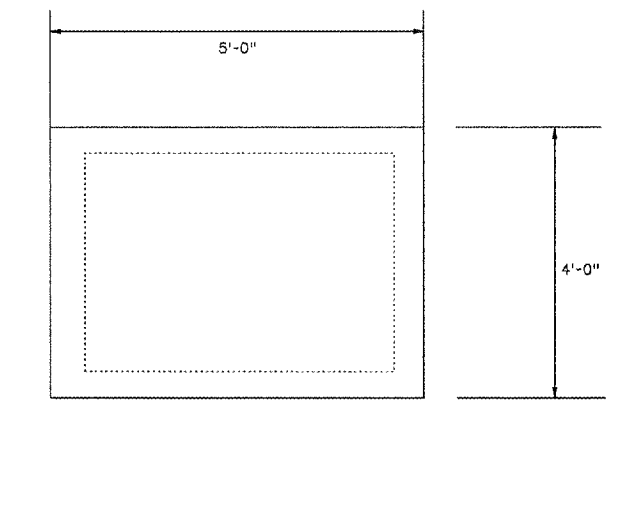
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DESIGN BY:	TCS
DRAWN BY:	CAG
CHECKED BY:	TCS
APPROVED BY:	CET
DATE:	MAY 12, 2006
JOB No:	04061-03-03

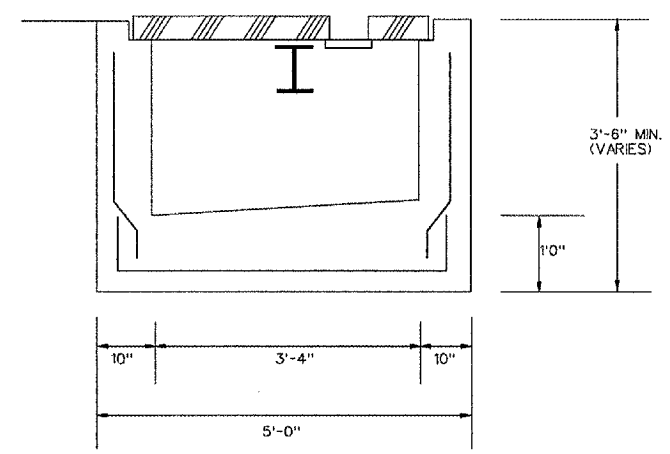
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REVISIONS		
NUMBER	BY	DATE

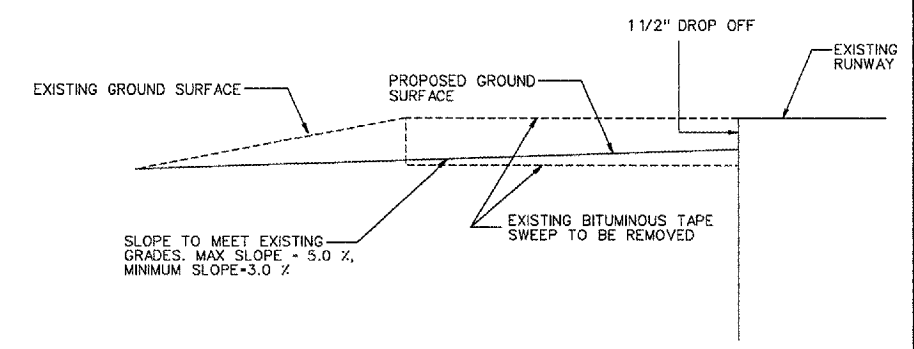
0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (3/4X22).
 PLOT 1



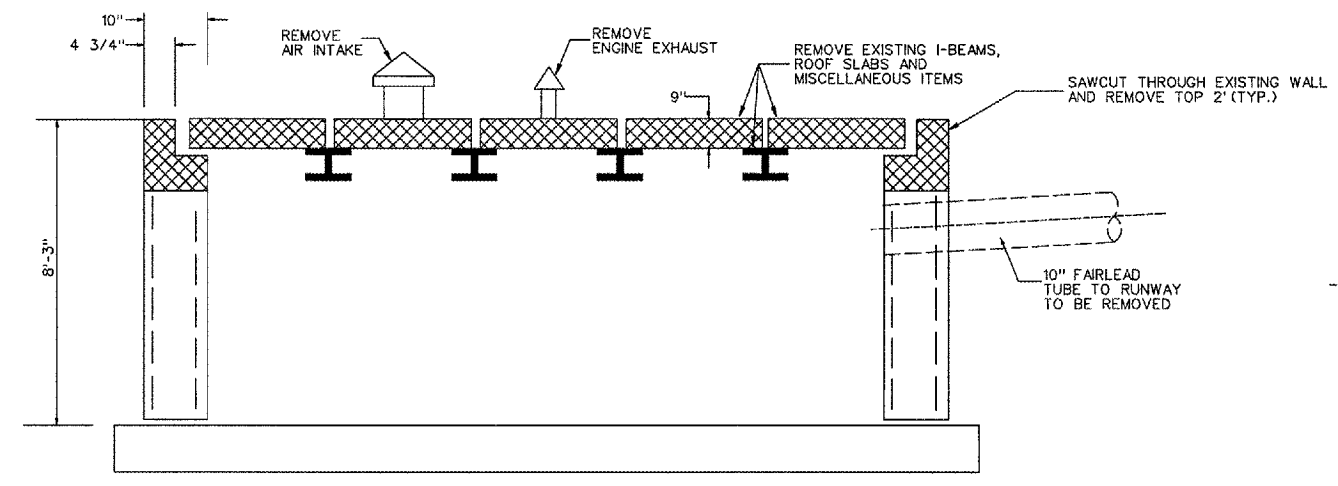
END TROUGH BOX REMOVAL - PLAN
 N.T.S.



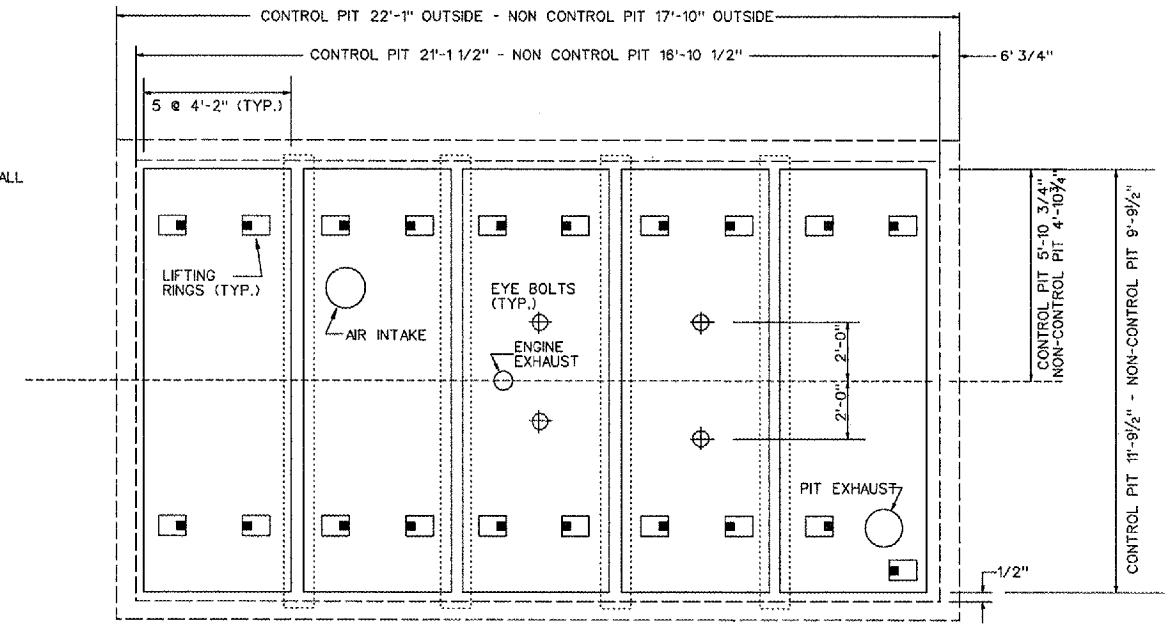
END TROUGH BOX REMOVAL - SECTION
 N.T.S.



BITUMINOUS TAPE SWEEP REMOVAL DETAIL
 N.T.S.



ENGINE PIT REMOVAL - SECTION DETAIL
 N.T.S.



CONTROL PIT - SOUTH SIDE OF RUNWAY 13-31
 NON CONTROL PIT - NORTH SIDE OF RUNWAY 13-31

ENGINE PIT REMOVAL (PLAN VIEW)
 N.T.S.

GREATER Peoria REGIONAL Airport
 RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
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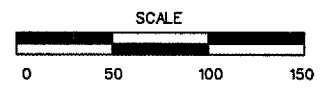
IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

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 DESIGN BY: TCS
 DRAWN BY: CAG
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: MAY 12, 2006
 JOB No: 04061-03-03

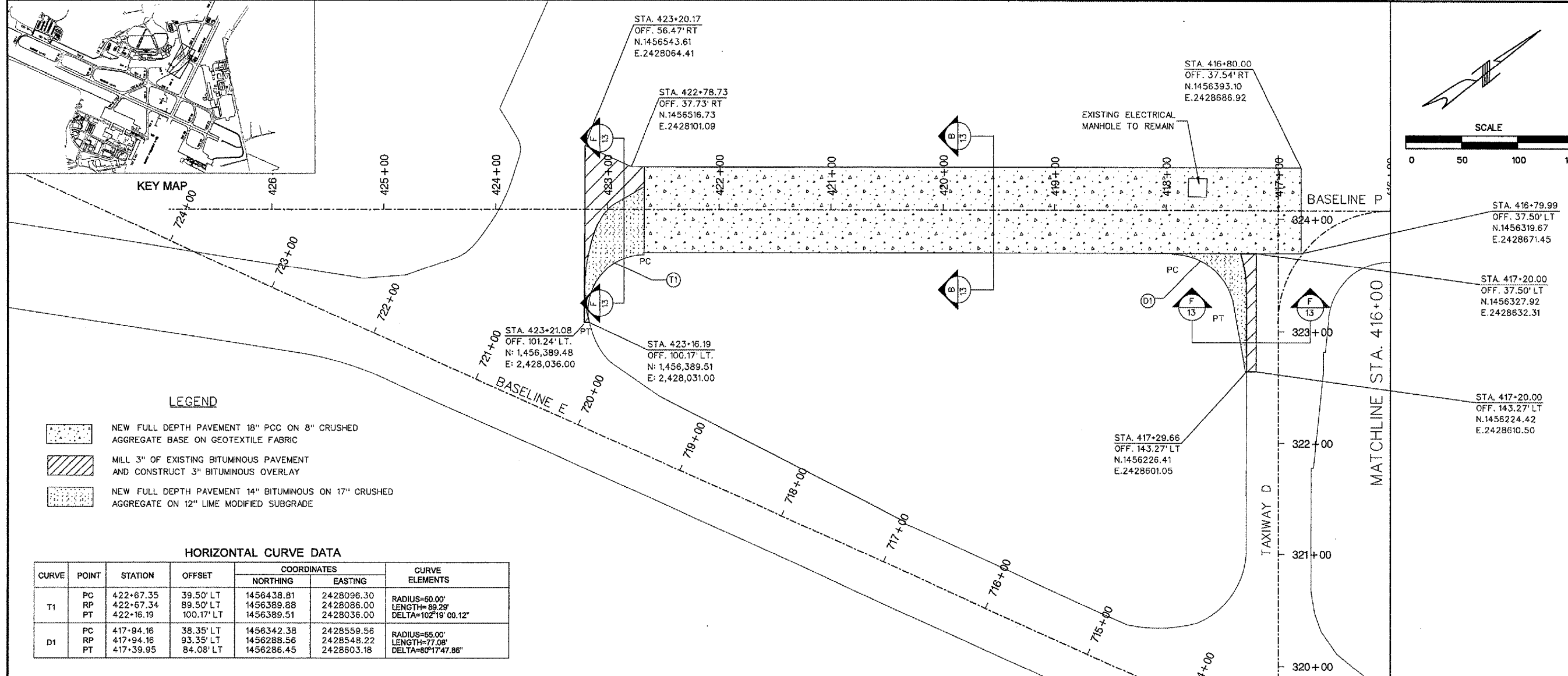
DEMOLITION
 PLAN DETAILS
 SHEET 3 OF 3
 SHEET 18 OF 107 SHEETS

7/13/2006 k:\peoria\0406103_03\draw\sheets\013_demo_plan_details_2.dgn

REVISIONS		
NUMBER	BY	DATE



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

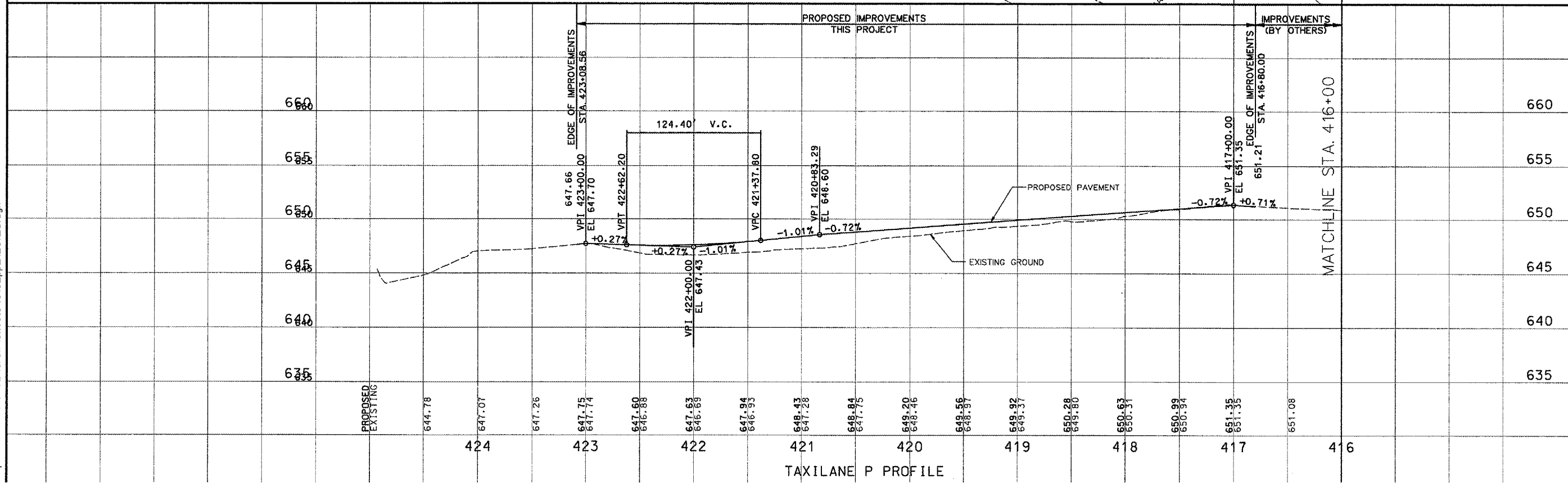


LEGEND

- NEW FULL DEPTH PAVEMENT 18" PCC ON 8" CRUSHED AGGREGATE BASE ON GEOTEXTILE FABRIC
- MILL 3" OF EXISTING BITUMINOUS PAVEMENT AND CONSTRUCT 3" BITUMINOUS OVERLAY
- NEW FULL DEPTH PAVEMENT 14" BITUMINOUS ON 17" CRUSHED AGGREGATE ON 12" LIME MODIFIED SUBGRADE

HORIZONTAL CURVE DATA

CURVE	POINT	STATION	OFFSET	COORDINATES		CURVE ELEMENTS
				NORTHING	EASTING	
T1	PC	422+67.35	39.50' LT	1456438.81	2428096.30	RADIUS=50.00' LENGTH=89.29' DELTA=102°19'00.12"
	RP	422+67.34	89.50' LT	1456389.88	2428086.00	
	PT	422+16.19	100.17' LT	1456389.51	2428036.00	
D1	PC	417+94.16	38.35' LT	1456342.38	2428559.56	RADIUS=65.00' LENGTH=77.08' DELTA=60°17'47.86"
	RP	417+94.16	93.35' LT	1456288.56	2428548.22	
	PT	417+39.95	84.08' LT	1456286.45	2428603.18	



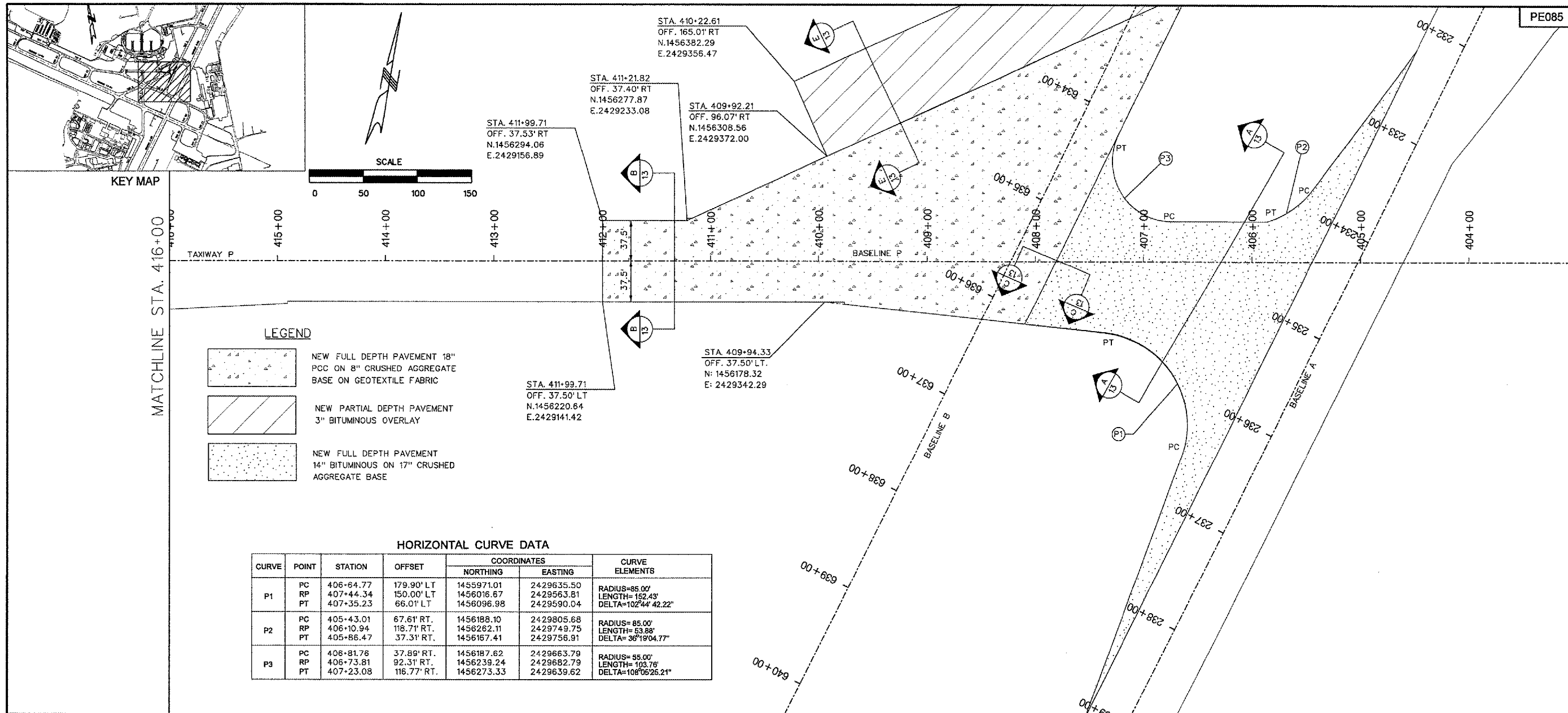
RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX
FILE: ...019_pp_1_of_3.dgn
DESIGN BY: BWG
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02
PLAN AND PROFILE SHEET 1 OF 5
SHEET 19 OF 107 SHEETS

7/13/2006 k:\peoria\040610302\draw\sheets\019_pp_1_of_3.dgn

7/13/2006
 k:\peoria\040610302\draw\sheets\020_pp_2_of_3.dgn



REVISIONS

NUMBER	BY	DATE

0 1 2

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

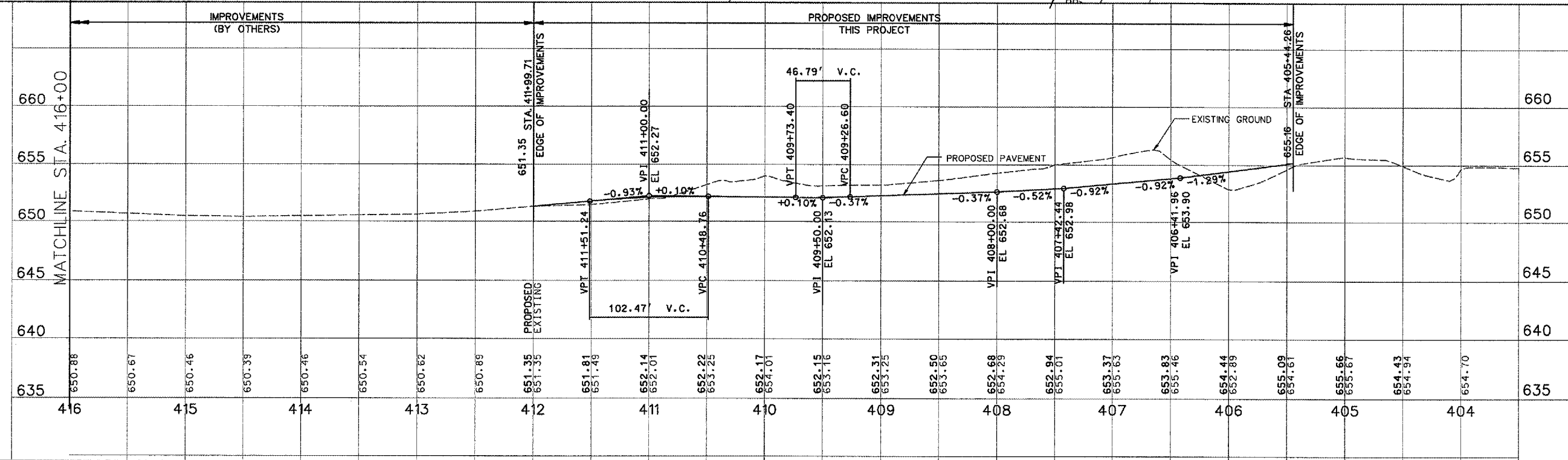
PE085

GREATER Peoria REGIONAL Airport

RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

CMT CONSULTING ENGINEERS

CRAWFORD, MURPHY & TILLY, INC.



IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

FILE: ...020_pp_2_of_3.dgn

DESIGN BY: TCS

DRAWN BY: CAG

CHECKED BY: TCS

APPROVED BY: CET

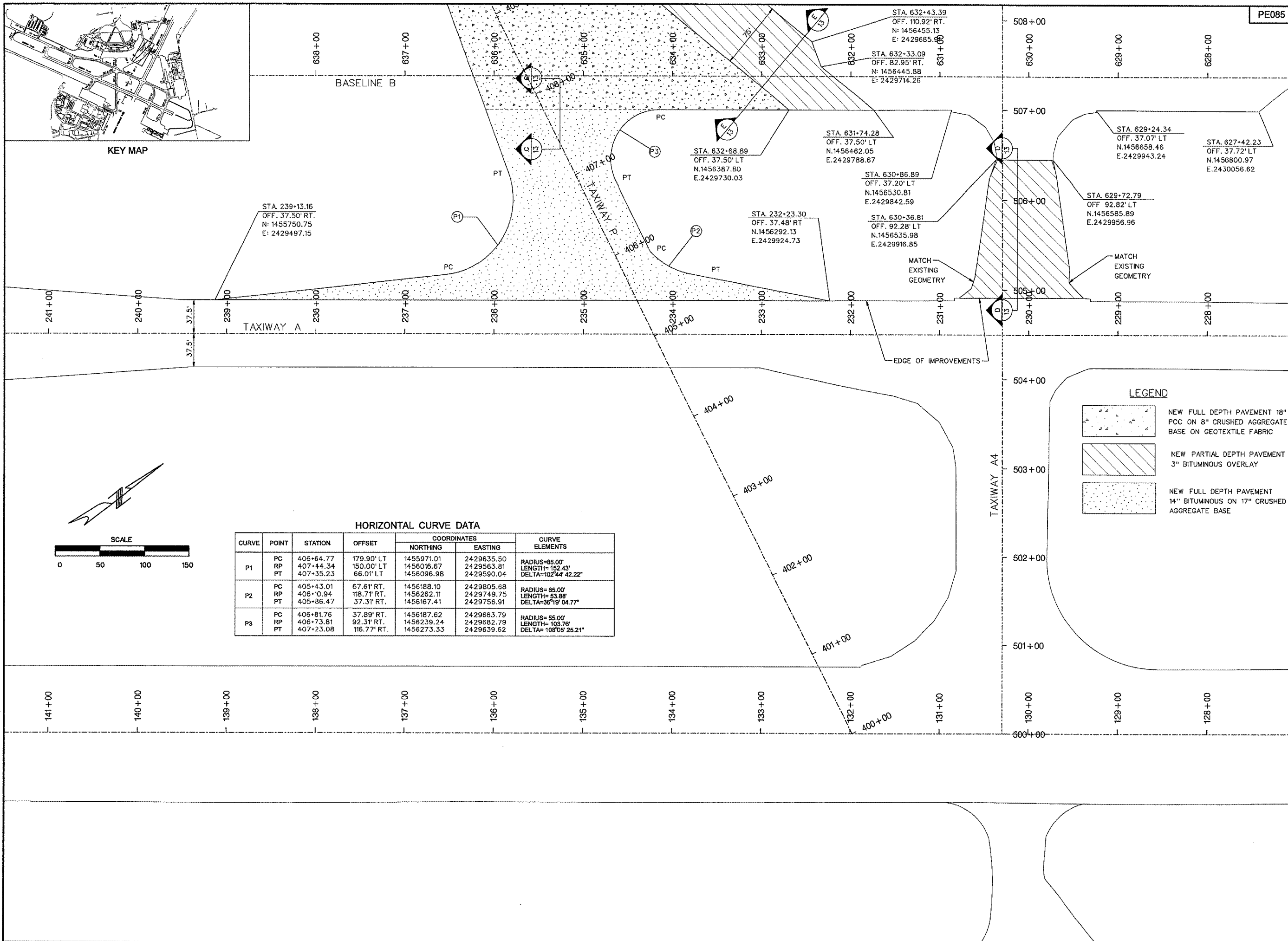
DATE: JUNE 30, 2006

JOB No: 04061-03-02

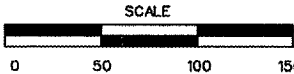
PLAN AND PROFILE SHEET 2 OF 5

SHEET 20 OF 107 SHEETS

7/13/2006 k:\peoria\040610302\draw\sheets\021_pp_3_of_3.dgn



KEY MAP



HORIZONTAL CURVE DATA

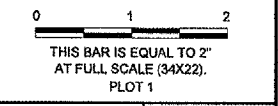
CURVE	POINT	STATION	OFFSET	COORDINATES		CURVE ELEMENTS
				NORTHING	EASTING	
P1	PC	406+64.77	179.90' LT	1455971.01	2429635.50	RADIUS=85.00' LENGTH=152.43' DELTA=102°44' 42.22"
	RP	407+44.34	150.00' LT	1456016.67	2429563.81	
	PT	407+35.23	66.01' LT	1456096.98	2429590.04	
P2	PC	405+43.01	67.61' RT.	1456188.10	2429805.68	RADIUS=85.00' LENGTH=53.88' DELTA=36°19' 04.77"
	RP	406+10.94	116.71' RT.	1456262.11	2429749.75	
	PT	405+86.47	37.31' RT.	1456167.41	2429756.91	
P3	PC	406+81.76	37.89' RT.	1456187.62	2429663.79	RADIUS=85.00' LENGTH=103.76' DELTA=108°05' 25.21"
	RP	406+73.81	92.31' RT.	1456239.24	2429682.79	
	PT	407+23.08	116.77' RT.	1456273.33	2429639.62	

LEGEND

-
-
-

REVISIONS

NUMBER	BY	DATE



PEORIA REGIONAL Airport
RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS

IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

FILE: ...021_pp_3_of_3.dgn

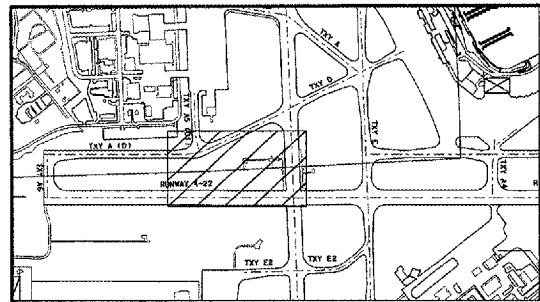
DESIGN BY: TCS
 DRAWN BY: CAG
 CHECKED BY: TCS
 APPROVED BY: CET

DATE: JUNE 30, 2006

JOB No: 04061-03-02

PLAN AND PROFILE
 SHEET 3 OF 5

SHEET 21 OF 107 SHEETS



KEY MAP

TAXIWAY A5 (D1)

RUNWAY 13-31

BASELINE A

EDGE OF IMPROVEMENTS

EDGE OF IMPROVEMENTS

STA. 261+50.92
OFF. 37.03' RT.
N: 1453948.43
E: 2428168.70

STA. 259+10.35
OFF. 50.74' RT.
N: 1454191.62
E: 2428248.93

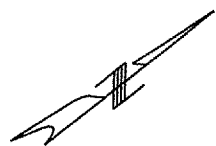
STA. 257+19.95
OFF. 37.50' RT.
N: 1454332.83
E: 2428377.32

STA. 255+74.68
OFF. 37.50' RT.
N: 1454446.84
E: 2428487.36

LEGEND



NEW FULL DEPTH PAVEMENT
14" BITUMINOUS ON 17" CRUSHED
AGGREGATE BASE



SCALE

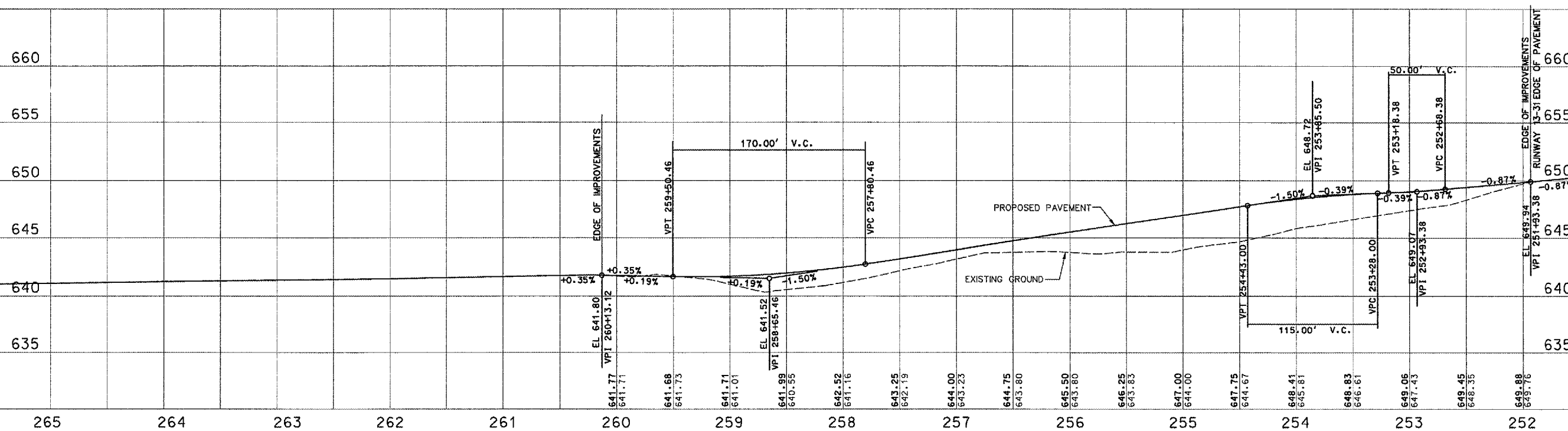


HORIZONTAL CURVE DATA

CURVE	POINT	STATION	OFFSET	COORDINATES		CURVE ELEMENTS
				NORTHING	EASTING	
A1	PC	251+99.69	172.52' RT	1454824.81	2428593.81	RADIUS=125.00' LENGTH=191.80' DELTA=87° 54'56.16"
	RP	253+24.68	174.00' RT	1454727.63	2428515.19	
	PT	253+21.61	49.04' RT	1454652.60	2428615.16	
A2	PC	251+87.62	157.40' LT	1454629.80	2428860.21	RADIUS=125.00' LENGTH=191.58' DELTA=87° 48'47.52"
	RP	253+12.52	162.50' LT	1454528.62	2428786.80	
	PT	253+12.85	37.50' LT	1454605.83	2428688.50	

MATCHLINE STA. 251+50

MATCHLINE STA. 251+50



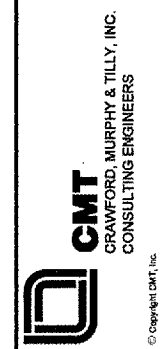
TAXIWAY A PROFILE

REVISIONS		
NUMBER	BY	DATE

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



RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2



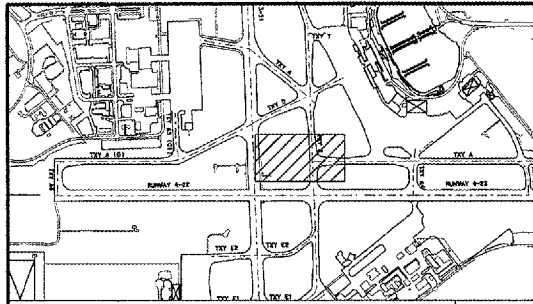
IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...1014_pp_1_of_3.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03-03

PLAN AND PROFILE
SHEET 4 OF 5

7/13/2006 c:\peoria\0406103_03\draw\sheet\014_pp_1_of_3.dgn

7/13/2006 k:\peoria\0406103_03\draw\sheets\015_pp_2_of_3.dgn



KEY MAP

CURVE	POINT	STATION	OFFSET	COORDINATES		CURVE ELEMENTS
				NORTHING	EASTING	
A3	PC	250+49.34	164.57' RT	1454937.87	2428693.23	RADIUS-125.00' LENGTH-189.92' DELTA-87° 03' 15.84"
	RP	249+24.51	171.00' RT	1455039.82	2428765.56	
	PT	249+24.51	46.00 RT	1454962.34	2428663.66	
A4	PC	250+37.25	166.80' LT	1454741.81	2428960.79	RADIUS-125.00' LENGTH-199.91' DELTA-91° 37' 49.44"
	RP	249+12.32	162.50' LT	1454842.68	2429034.84	
	PT	249+13.07	37.50' LT	1454919.57	2428936.28	
A5	PC	245+04.68	58.18' RT	1455299.58	2429114.48	RADIUS-95.00' LENGTH-149.23' DELTA-90° 00' 02.88"
	RP	245+04.68	153.18 RT	1455358.24	2429039.76	
	PT	244+09.68	153.18 RT	145432.80	2429098.64	
A6	PC	244+00.36	148.67' LT	1455253.03	2429341.29	RADIUS-95.00' LENGTH-146.02' DELTA-88° 03' 53.28"
	RP	244+95.31	151.88' LT	1455176.53	2429254.96	
	PT	244+95.31	56.88' LT	1455235.41	2429210.41	

STA. 244+00.33
OFF. 403.69' RT.
N: 1455595.40
E: 2428907.84

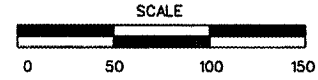
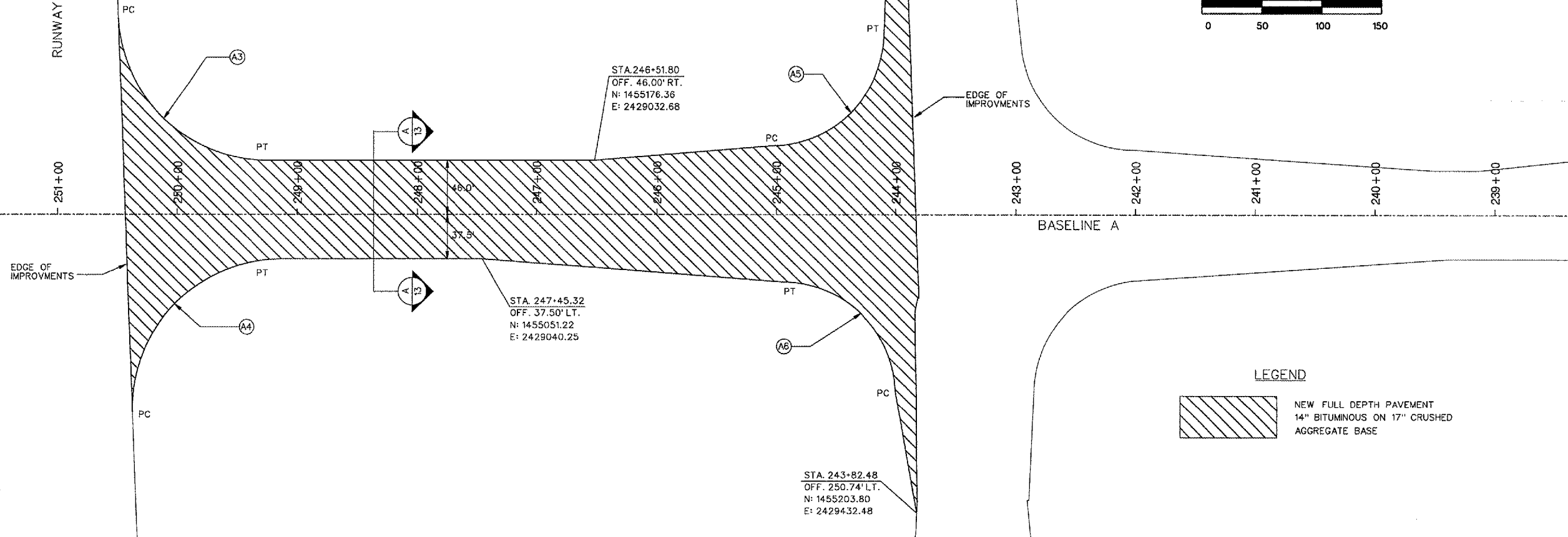
STA. 246+51.80
OFF. 46.00' RT.
N: 1455176.36
E: 2429032.68

STA. 247+45.32
OFF. 37.50' LT.
N: 1455051.22
E: 2429040.25

STA. 243+82.48
OFF. 250.74' LT.
N: 1455203.80
E: 2429432.48

MATCHLINE STA. 251+50

RUNWAY 13/31

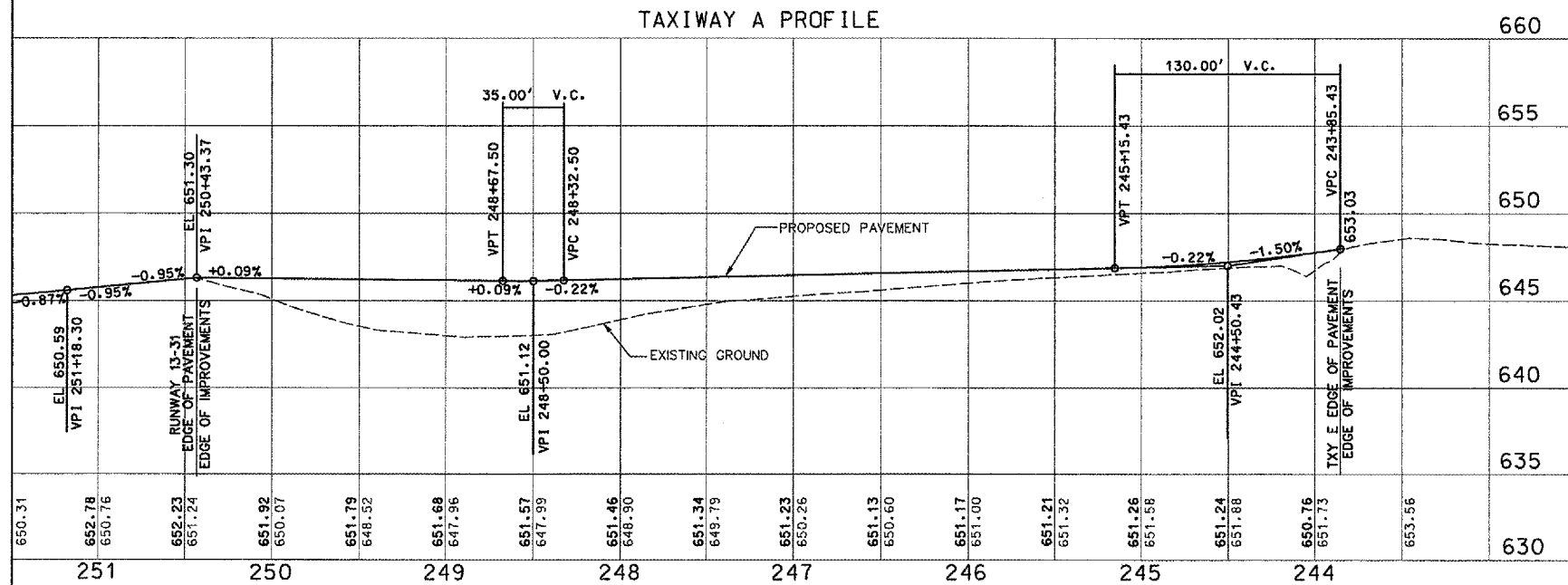


LEGEND

NEW FULL DEPTH PAVEMENT
14" BITUMINOUS ON 17" CRUSHED
AGGREGATE BASE

MATCHLINE STA. 251+50

TAXIWAY A PROFILE



PE085

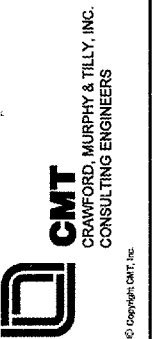
REVISIONS

NUMBER	BY	DATE

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



RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...015_pp_2_of_3.dgn

DESIGN BY: TCS

DRAWN BY: CAG

CHECKED BY: TCS

APPROVED BY: CET

DATE: MAY 12, 2006

JOB No: 04061-03-03

PLAN AND PROFILE
SHEET 5 OF 5

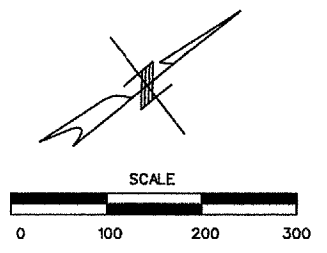
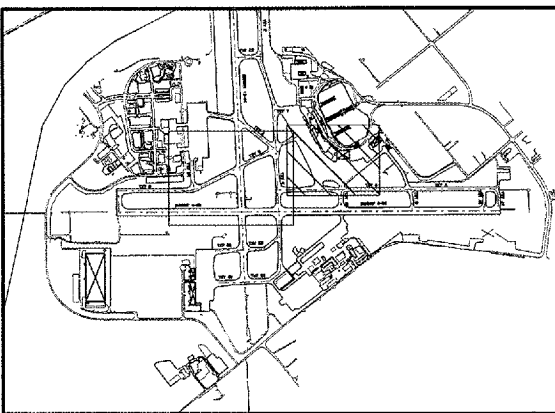
SHEET 23 OF 107 SHEETS

PE085

REVISIONS

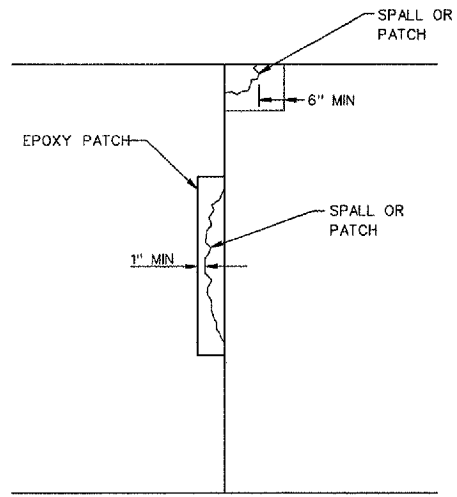
NUMBER	BY	DATE

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



LEGEND

- REMOVE APPROXIMATELY 3" OF EXISTING BITUMINOUS PAVEMENT (FROM TOP OF PROPOSED PAVEMENT) BY MILLING. ACTUAL MILLING DEPTH SHALL BE AS NECESSARY TO PROVIDE A MINIMUM 3" OVERLAY.
- MISCELLANEOUS PAVEMENT REPAIRS TO INCLUDE SPALL REPAIR, CRACK ROUTE & SEAL AND PANEL REMOVAL & REPLACEMENT. ACTUAL IMPROVEMENTS TO BE DETERMINED BY RESIDENT ENGINEER IN THE FIELD.

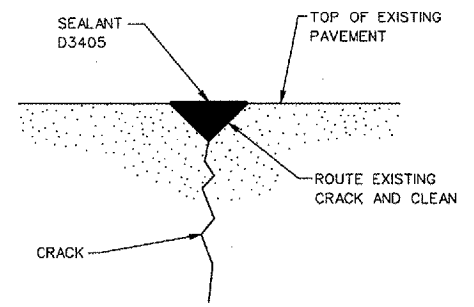


SPALL REPAIR DETAIL

N.T.S.

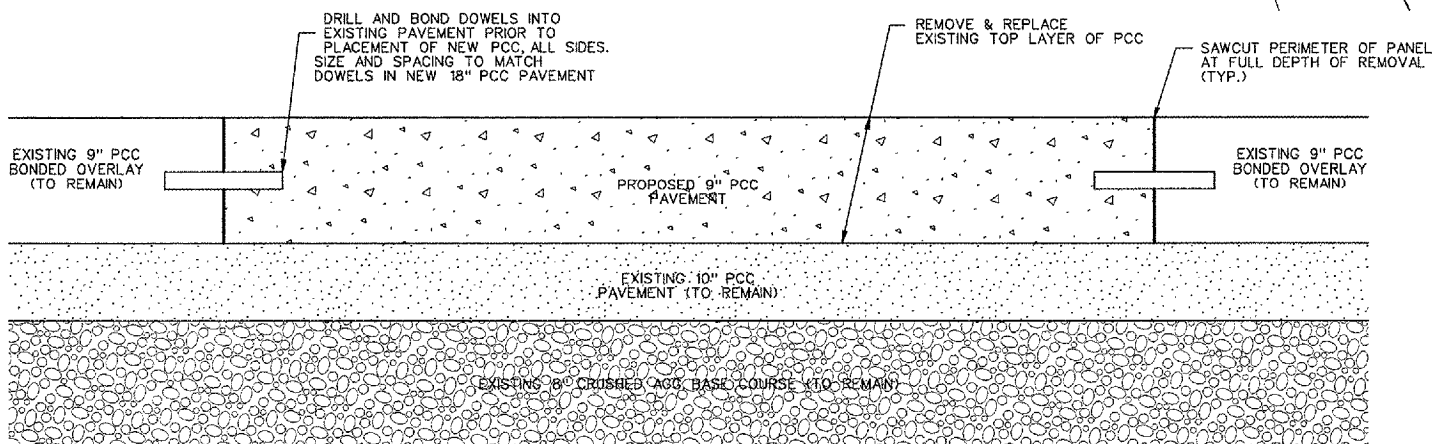
NOTES

1. SAWCUT SHALL BE AT LEAST 1" FROM EDGE OF SPALL.
2. DEPTH OF CUT SHALL BE AT LEAST 2".
3. CONTRACTOR SHALL NOT OVERSAW.
4. EXACT LOCATION OF SPALL/PATCHES TO BE REPLACED WILL BE DETERMINED IN THE FIELD BY RESIDENT ENGINEER.



CRACK ROUTE & SEAL DETAIL

N.T.S.



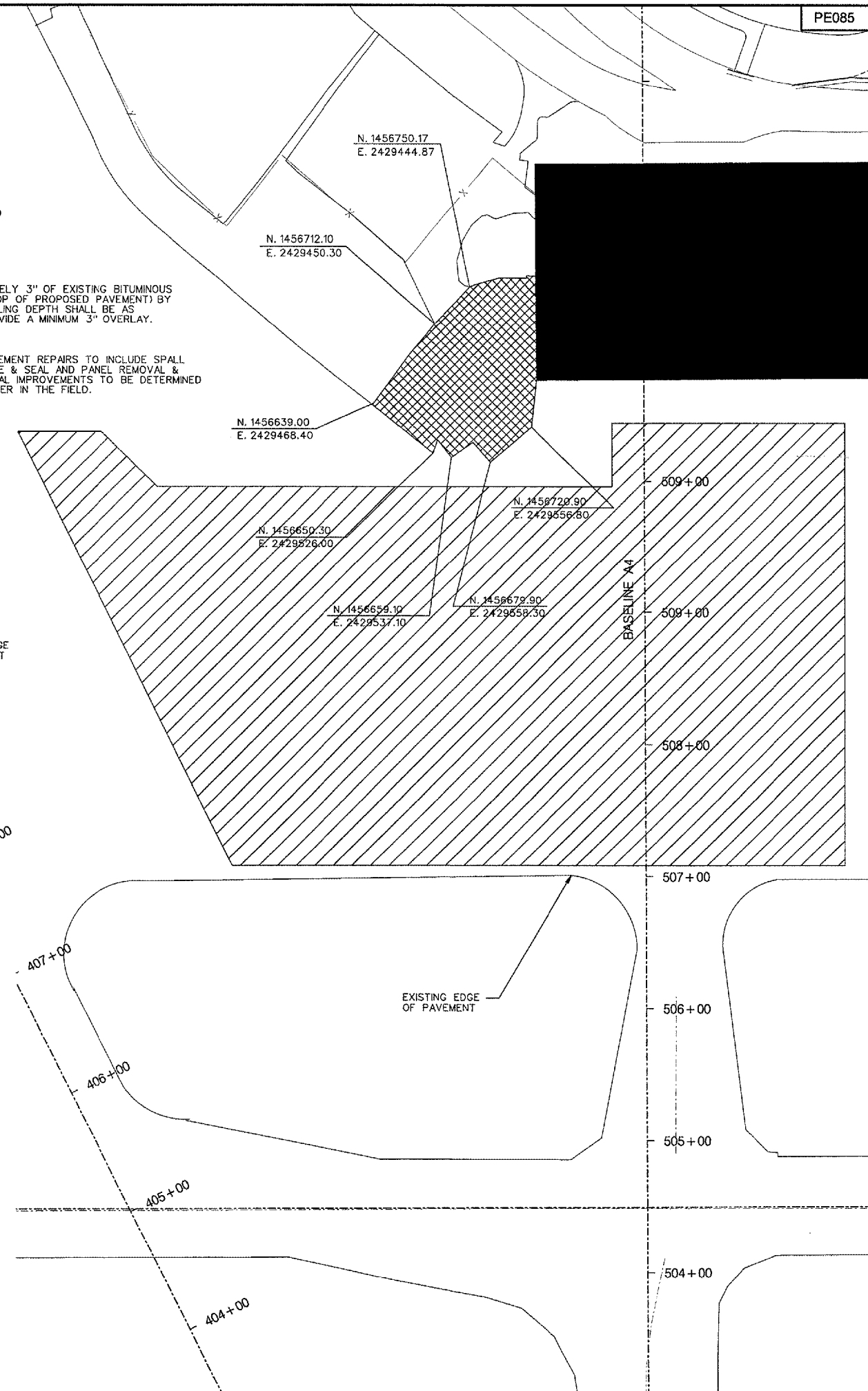
PANEL REMOVAL AND REPLACEMENT - TYPICAL SECTION

N.T.S.

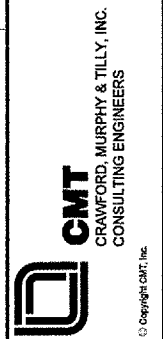
NOTE:

1. PANEL REMOVAL & REPLACEMENT SHALL INCLUDE BOTH FULL AND PARTIAL PCC PANELS.
2. CONTRACTOR SHALL TAKE CARE TO AVOID DAMAGING EXISTING PAVEMENT TO REMAIN. ANY DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT AN ADDITIONAL COST TO ITS OWNER.

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RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

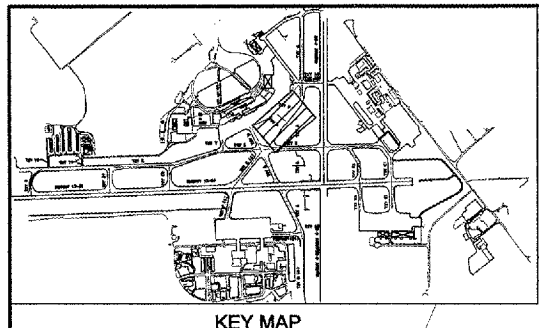
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 DESIGN BY: EWS
 DRAWN BY: EWS
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: MAY 12, 2006
 JOB No: 04061-03-03

APRON / PARKING LOT REPAIRS

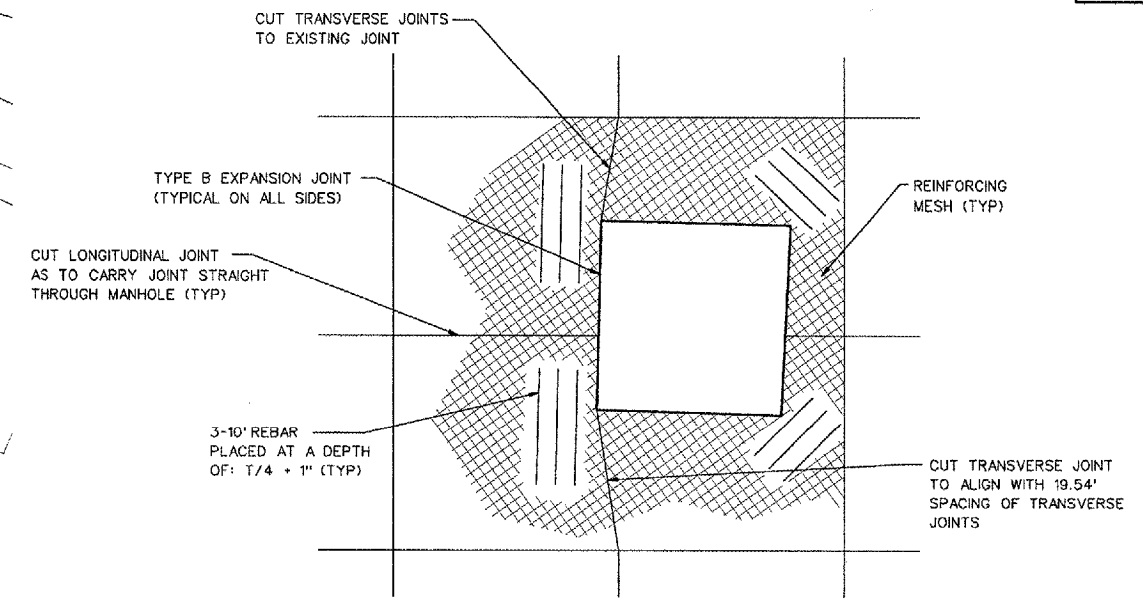
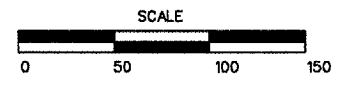
SHEET 24 OF 107 SHEETS

NUMBER	BY	DATE

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

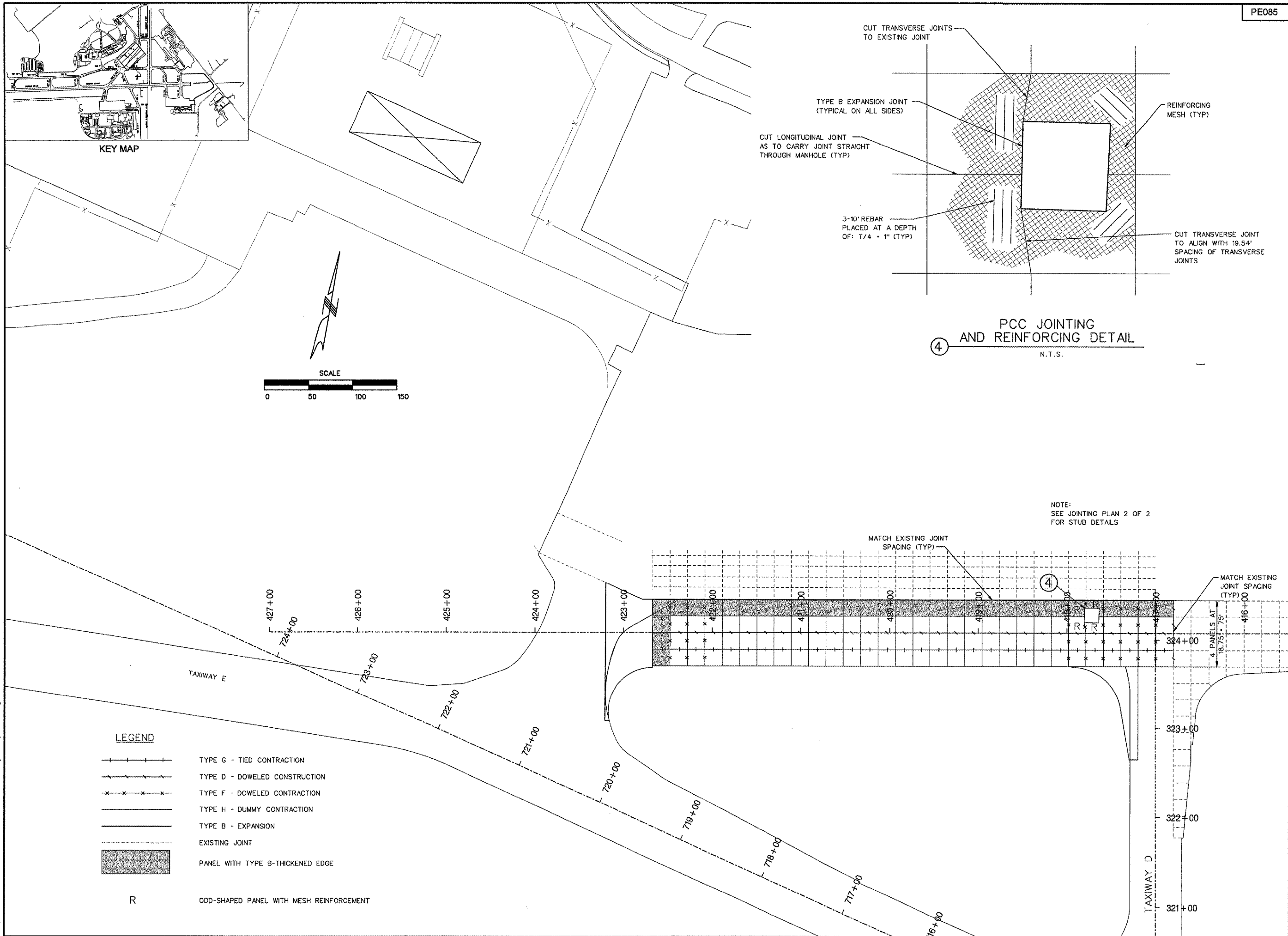


KEY MAP



④ PCC JOINTING AND REINFORCING DETAIL
 N.T.S.

NOTE:
 SEE JOINTING PLAN 2 OF 2 FOR STUB DETAILS

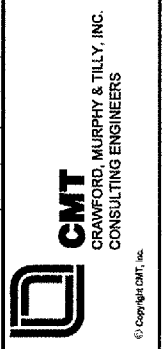


LEGEND

	TYPE G - TIED CONSTRUCTION
	TYPE D - DOWELED CONSTRUCTION
	TYPE F - DOWELED CONSTRUCTION
	TYPE H - DUMMY CONSTRUCTION
	TYPE B - EXPANSION
	EXISTING JOINT
	PANEL WITH TYPE B-THICKENED EDGE
	ODD-SHAPED PANEL WITH MESH REINFORCEMENT



RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

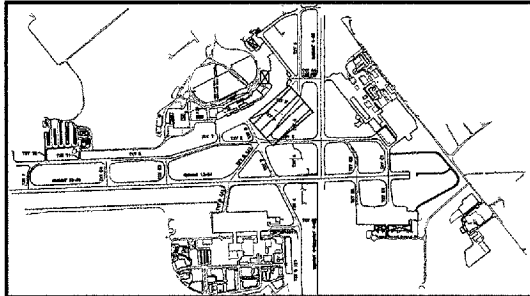


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 AIP PROJ: 3-17-0080-XX

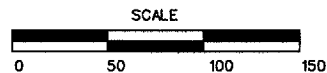
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DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02

JOINTING PLAN SHEET 1 OF 2

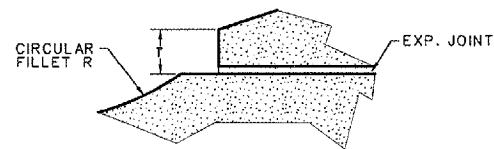
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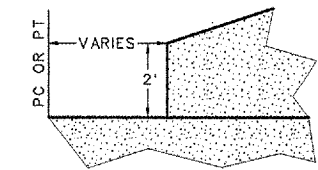
KEY MAP



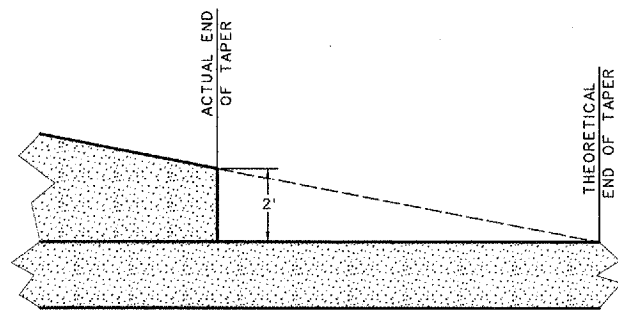
SCALE



① STUB DETAIL
N.T.S.



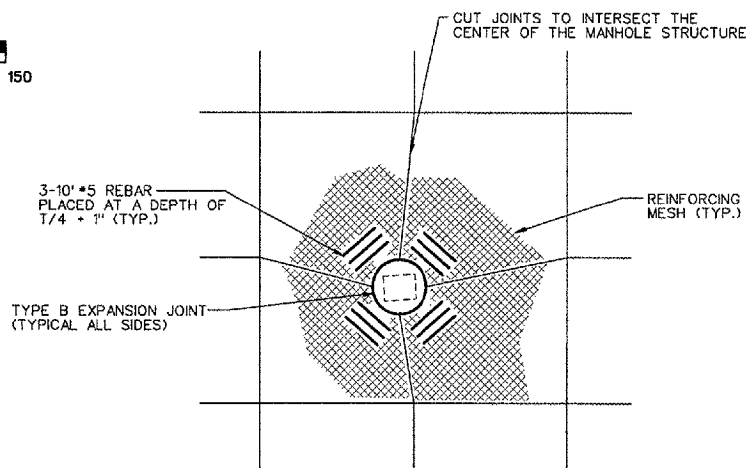
② STUB DETAIL
N.T.S.



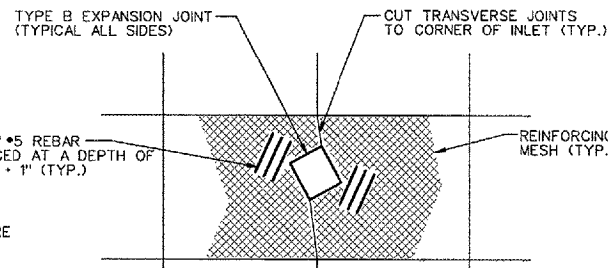
③ STUB DETAIL
TYPICAL AT END OF TAPER
N.T.S.

NOTES:

1. REINFORCING BARS SHALL NOT BE INSTALLED ACROSS PROPOSED JOINTS.
2. REINFORCING BARS SHALL BE IN ADDITION TO STANDARD MESH REINFORCEMENT.



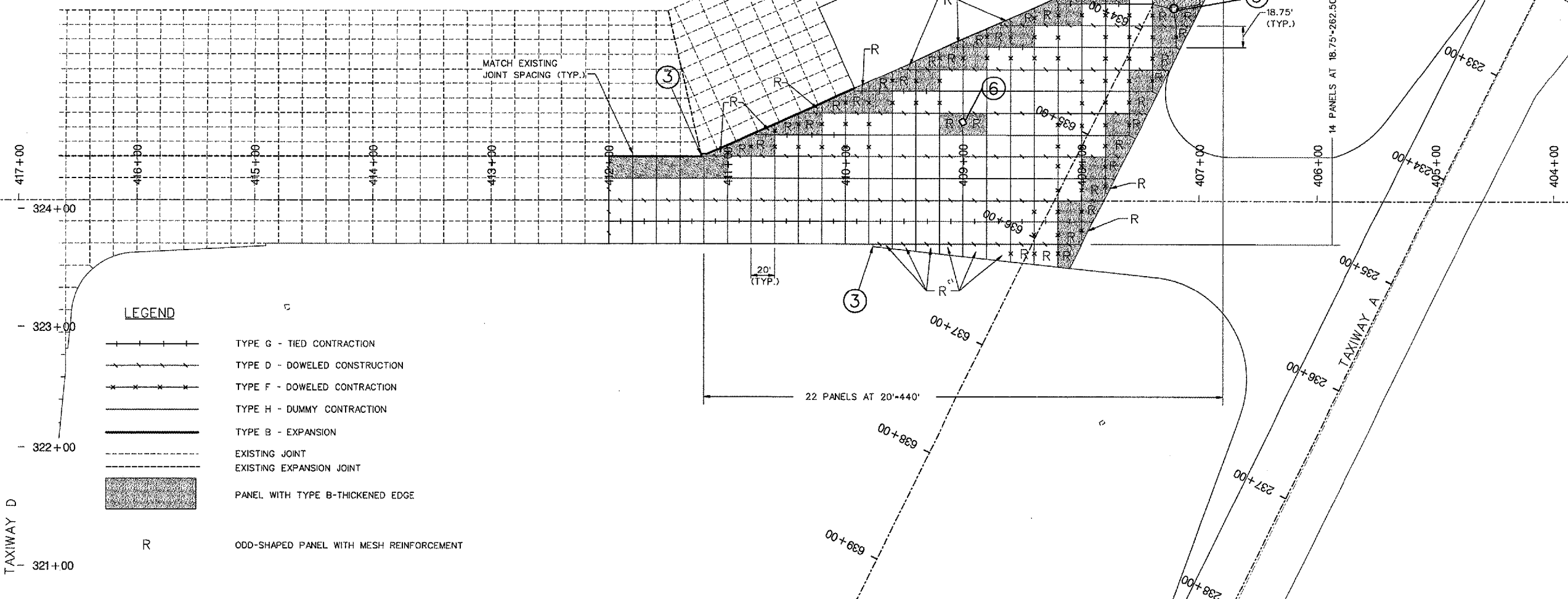
⑤ PCC JOINTING AND REINFORCING DETAIL
AT PROPOSED MANHOLE
N.T.S.



NOTES:

1. REINFORCING BARS SHALL NOT BE INSTALLED ACROSS PROPOSED JOINTS.
2. REINFORCING BARS SHALL BE IN ADDITION TO STANDARD MESH REINFORCEMENT.

⑥ PCC JOINTING AND REINFORCING DETAIL
AT PROPOSED INLET
N.T.S.



LEGEND

- TYPE G - TIED CONTRACTION
- TYPE D - DOWELED CONSTRUCTION
- TYPE F - DOWELED CONTRACTION
- TYPE H - DUMMY CONTRACTION
- TYPE B - EXPANSION
- EXISTING JOINT
- EXISTING EXPANSION JOINT
- PANEL WITH TYPE B-THICKENED EDGE
- ODD-SHAPED PANEL WITH MESH REINFORCEMENT

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (84X22).
PLOT 1

PEORIA REGIONAL Airport
RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS

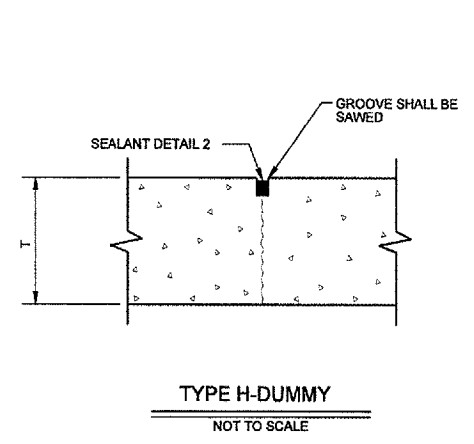
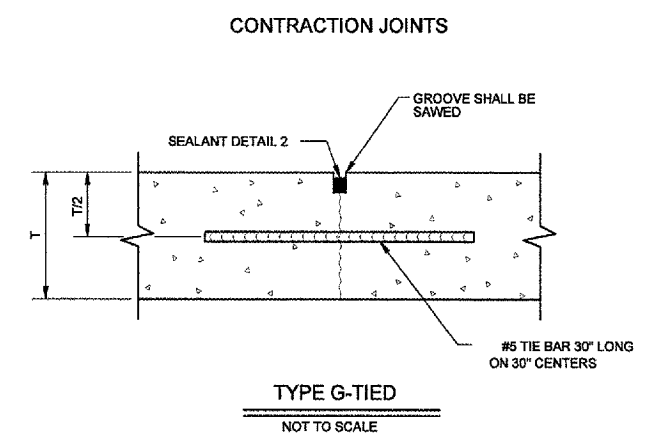
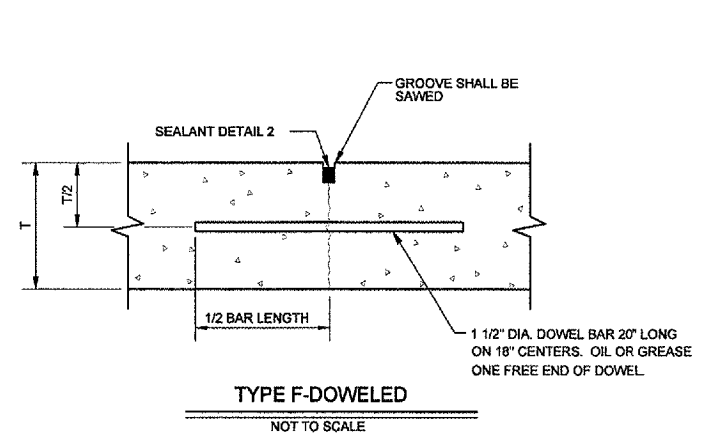
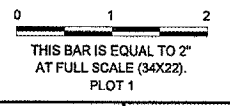
IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...1026_joint_plan_2.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02

JOINTING PLAN
SHEET 2 OF 2
SHEET 26 OF 107 SHEETS

7/13/2006 k:\peoria\040610302\draw\sheet\026_joint_plan_2.dgn

NUMBER	BY	DATE



T=18"

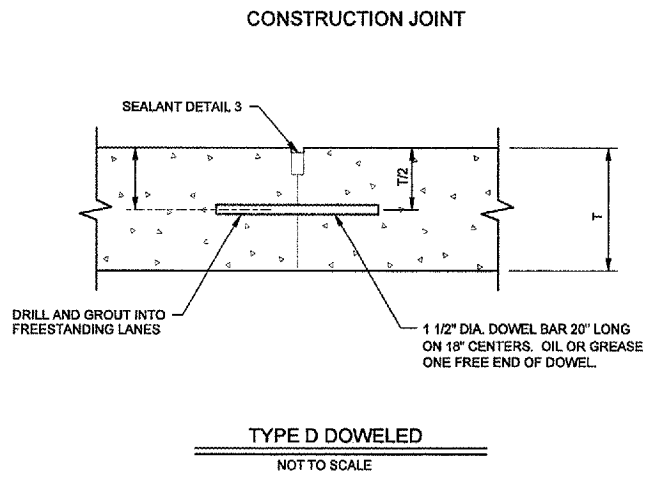
THICKNESS OF SLAB	DIAMETER	LENGTH	SPACING
6-7 IN	3/4 IN	18 IN	12 IN
8-12 IN	1 IN	19 IN	12 IN
13-16 IN	1-1/4 IN	20 IN	15 IN
17-20 IN	1-1/2 IN (1)	20 IN	18 IN
21-24 IN	2 IN (1)	24 IN	18 IN

(1) DOWELS NOTED MAY BE A SOLID BAR OR HIGH-STRENGTH PIPE. HIGH STRENGTH PIPE DOWELS MUST BE PLUGGED ON EACH END WITH A TIGHT-FITTING PLASTIC CAP OR WITH BITUMINOUS OR MORTAR MIX.

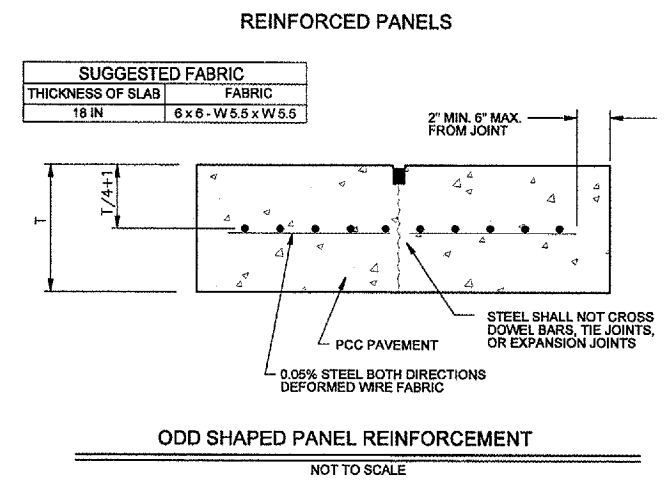
TYPE F-DOWELED
NOT TO SCALE

TYPE G-TIED
NOT TO SCALE

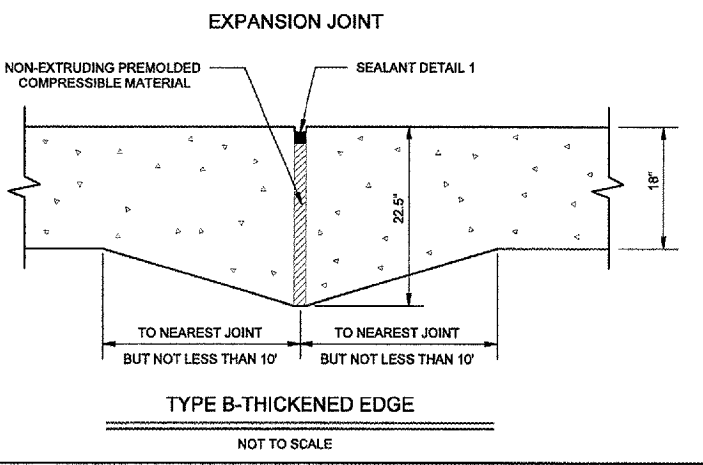
TYPE H-DUMMY
NOT TO SCALE



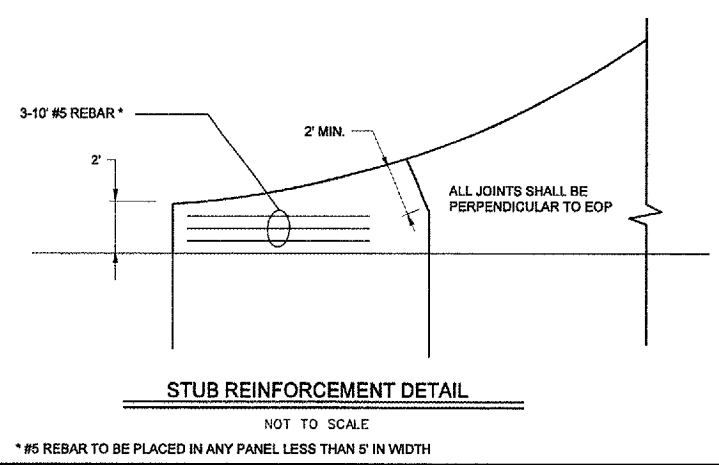
TYPE D DOWELED
NOT TO SCALE



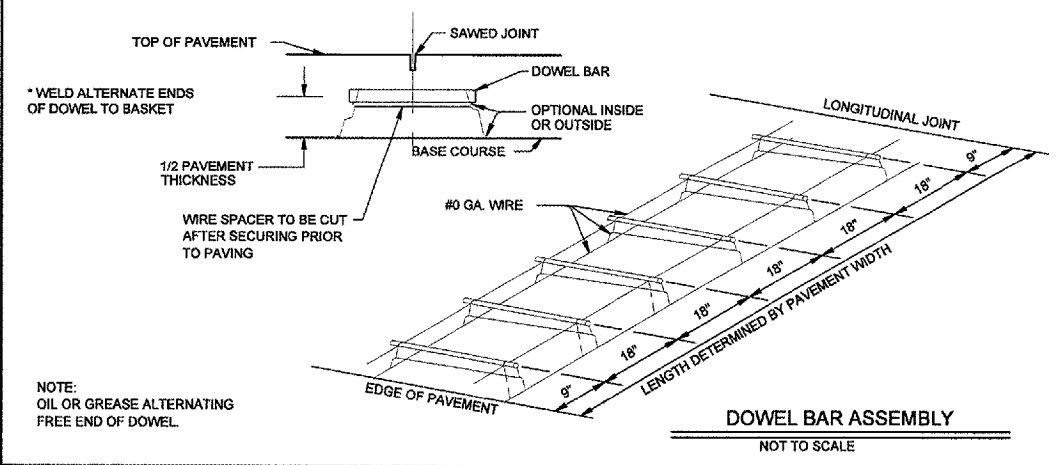
ODD SHAPED PANEL REINFORCEMENT
NOT TO SCALE



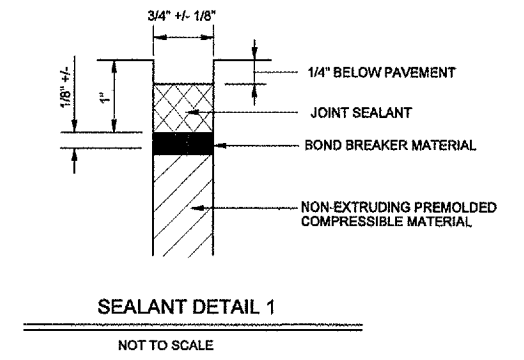
TYPE B-THICKENED EDGE
NOT TO SCALE



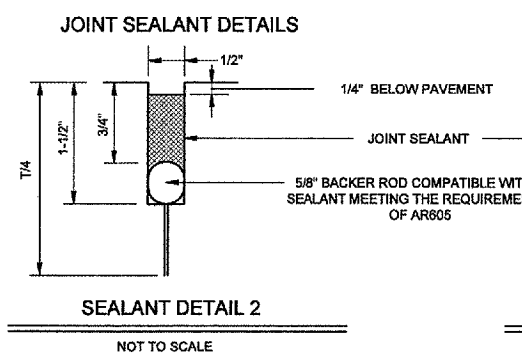
STUB REINFORCEMENT DETAIL
NOT TO SCALE



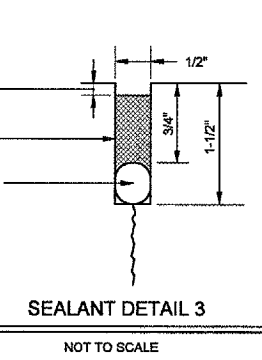
DOWEL BAR ASSEMBLY
NOT TO SCALE



SEALANT DETAIL 1
NOT TO SCALE



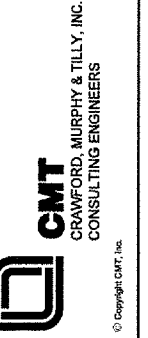
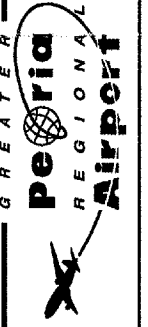
SEALANT DETAIL 2
NOT TO SCALE



SEALANT DETAIL 3
NOT TO SCALE

JOINTING NOTES

- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/4". TO FACILITATE SAWING OF THE SEALANT RESERVOIR.
- THE INITIAL SAW CUT FOR ALL TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
- ALL DOWEL BARS IN TRANSVERSE JOINTS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL INSURE THAT THEY REMAIN PARALLEL TO THE PAVEMENT LANES. SHOP DRAWING SUBMITTAL OF THE DOWEL BAR ASSEMBLIES SHALL BE MADE PRIOR TO INSTALLATION.
- ALL REINFORCEMENT AND/OR FABRIC SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING & AFTER CONCRETE PLACEMENT.
- THE INITIAL SAW CUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO THE DIMENSIONS OF THE SECOND SAW CUT WILL NOT BE ALLOWED.
- TYPE D DOWELED CONSTRUCTION JOINT SHALL BE INSTALLED FOR ALL LONGITUDINAL JOINTS AND WHERE PAVING OPERATIONS ARE DELAYED OR STOPPED.



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX
FILE: ...027_joint_detail_1.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04081-03-02



7/13/2006 k:\peoria\040610302\draw\sheets\027_joint_detail_1.dgn

RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

REVISIONS		
NUMBER	BY	DATE

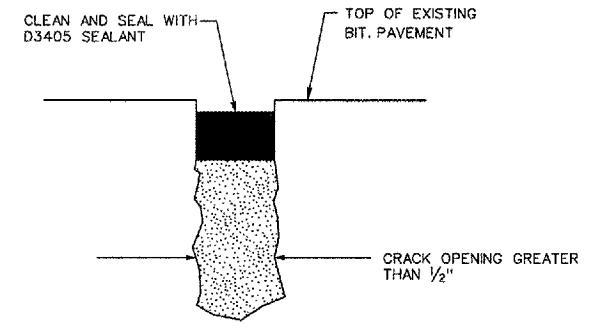
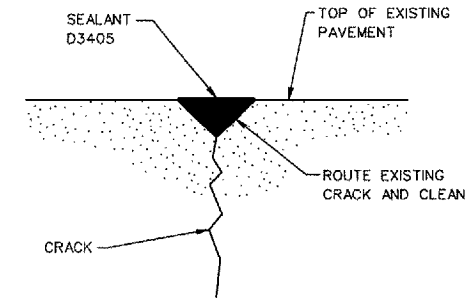
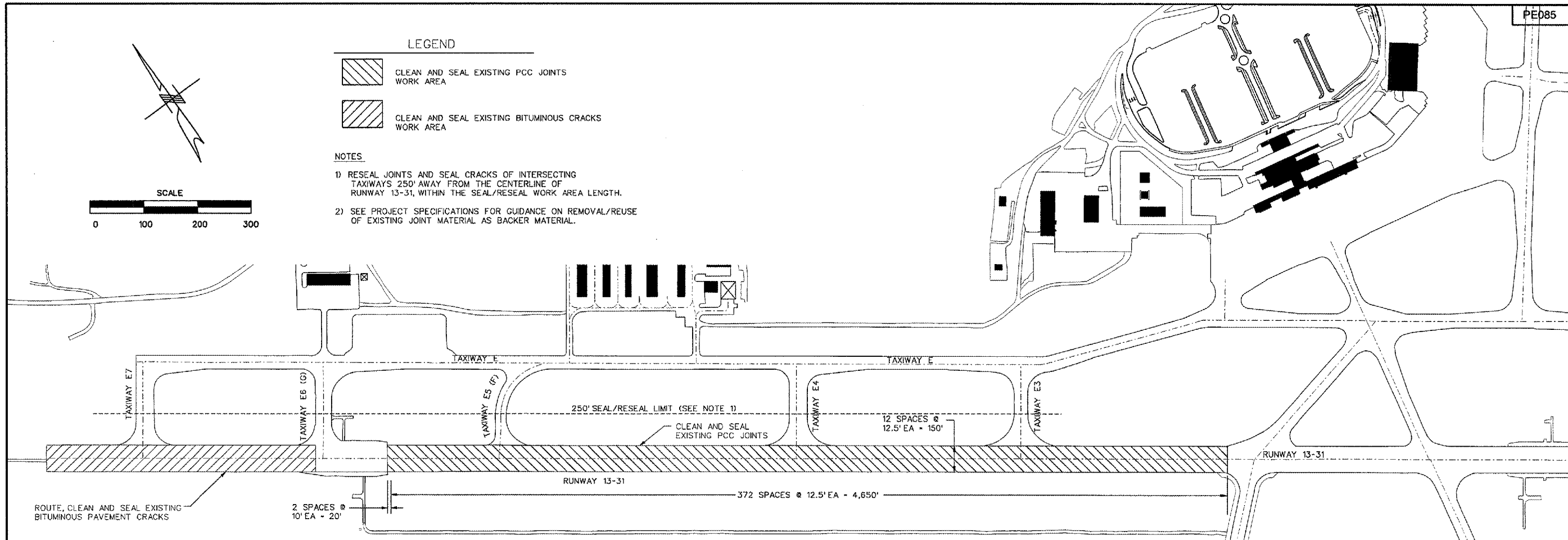
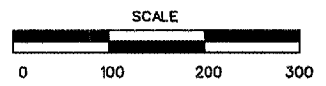
0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).
 PLOT 1

LEGEND

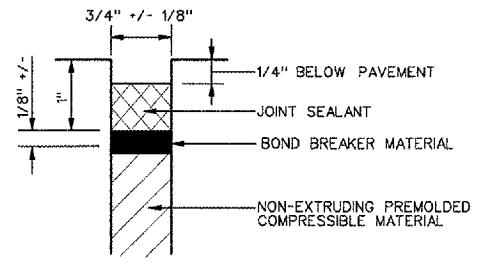
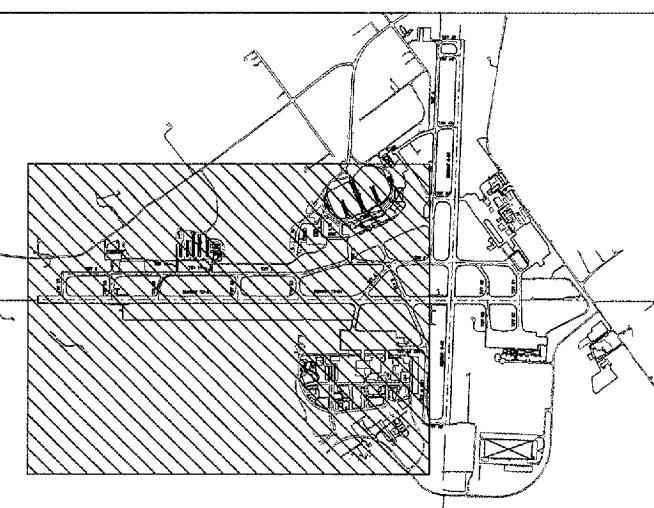
-  CLEAN AND SEAL EXISTING PCC JOINTS WORK AREA
-  CLEAN AND SEAL EXISTING BITUMINOUS CRACKS WORK AREA

NOTES

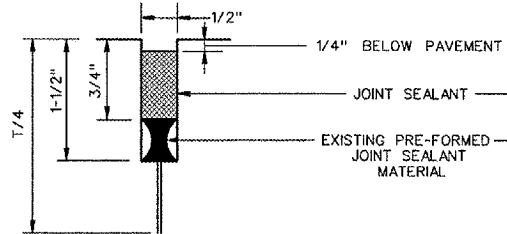
- 1) RESEAL JOINTS AND SEAL CRACKS OF INTERSECTING TAXIWAYS 250' AWAY FROM THE CENTERLINE OF RUNWAY 13-31, WITHIN THE SEAL/RESEAL WORK AREA LENGTH.
- 2) SEE PROJECT SPECIFICATIONS FOR GUIDANCE ON REMOVAL/REUSE OF EXISTING JOINT MATERIAL AS BACKER MATERIAL.



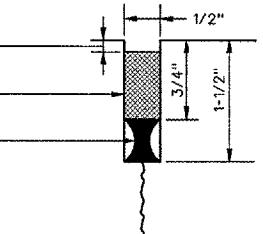
NOTE:
 AT CONTRACTORS OPTION, CRACKS GREATER THAN 1/2" MAY BE FILLED WITH BACKER ROD OR SAND WITHIN 1" OF PAVEMENT SURFACE IN LIEU OF ROUTING.



SEALANT DETAIL 1 NOT TO SCALE



SEALANT DETAIL 2 NOT TO SCALE

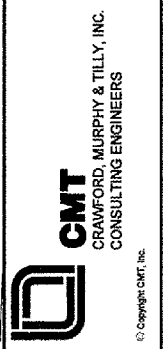


SEALANT DETAIL 3 NOT TO SCALE

JOINT SEALANT DETAILS



RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

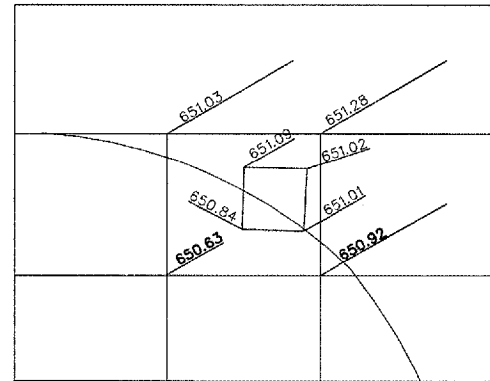
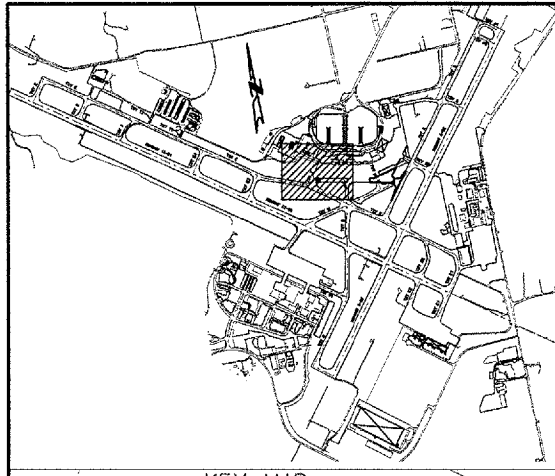
FILE: ...020_joint_sealing_plan.dgn
 DESIGN BY: TCS
 DRAWN BY: CAG
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: MAY 12, 2006
 JOB No: 04061-03-03

JOINT & CRACK SEALING PLAN

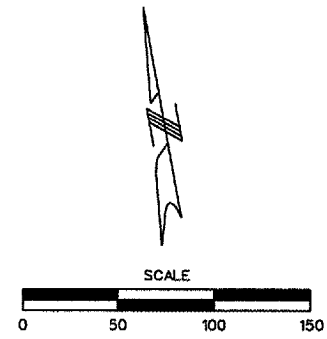
7/13/2006 k:\peoria\0-06103_03\draw\sheets\020_joint_sealing_plan.dgn

NUMBER	BY	DATE

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

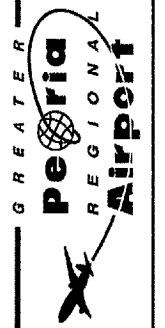
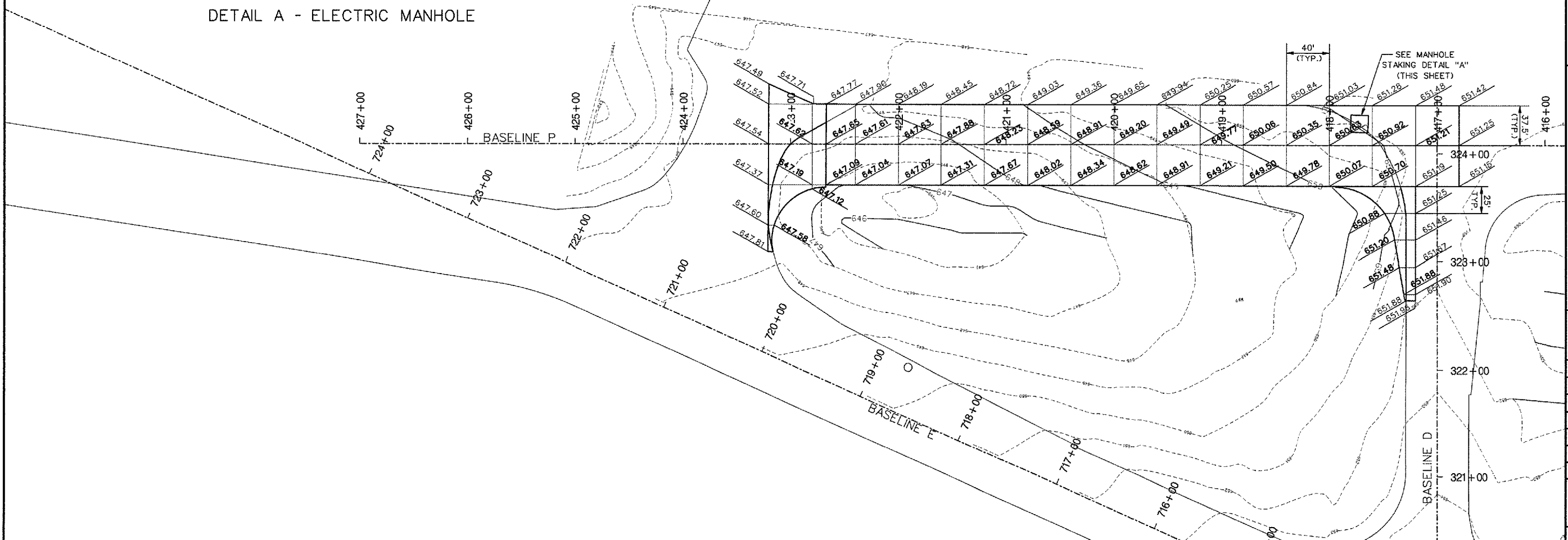


DETAIL A - ELECTRIC MANHOLE

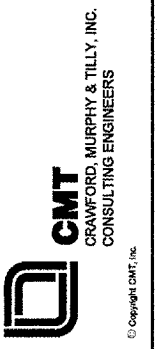


LEGEND

- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION



RELOCATE TAXIWAY A AND D FROM
 MID-FIELD INTERSECTION PHASE 2

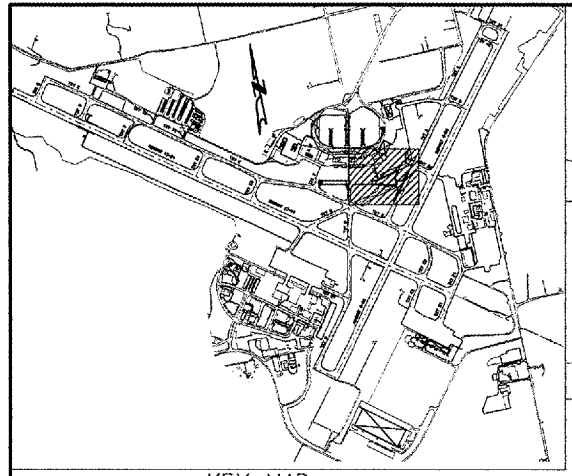
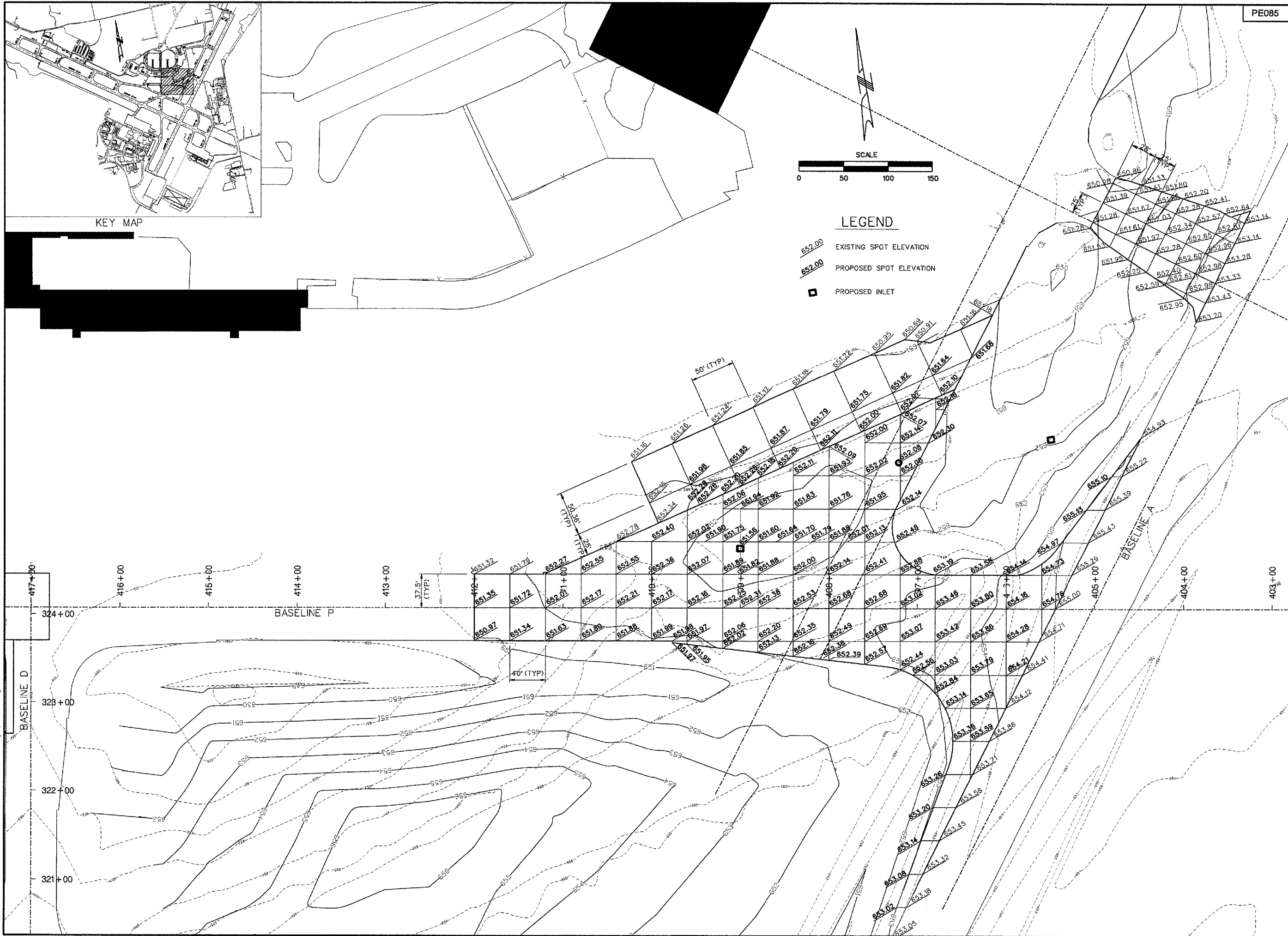


IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX
 FILE: ...1029_staking_plan_1.dgn
 DESIGN BY: JJU
 DRAWN BY: CAG
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: JUNE 30, 2006
 JOB No: 04061-03-02

STAKING PLAN
 SHEET 1 OF 5

7/13/2006
 k:\peoria\040610302\draw\sheets\029_staking_plan_1.dgn

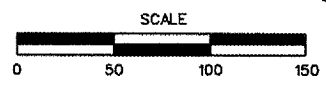
7/13/2006
 k:\p\peoria\040610302\draw\sheets\030_staking_plan_2.dgn



PE085

REVISIONS		
NUMBER	BY	DATE

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



LEGEND

- 652.00 EXISTING SPOT ELEVATION
- 652.00 PROPOSED SPOT ELEVATION
- PROPOSED INLET



**RELOCATE TAXIWAY A AND D FROM
 MID-FIELD INTERSECTION PHASE 2**



IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

FILE: ...1030_staking_plan_2.dgn
 DESIGN BY: TCS
 DRAWN BY: CAG
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: JUNE 30, 2006
 JOB No: 04061-03-02

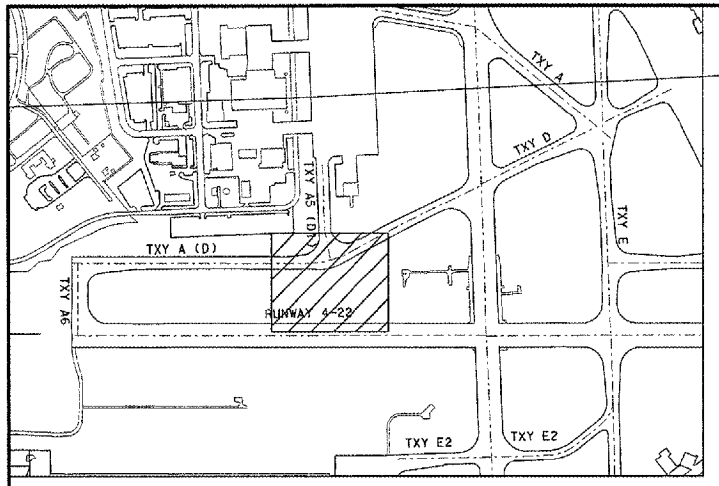
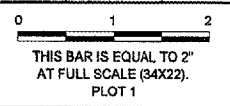
**STAKING PLAN
 SHEET 2 OF 5**

SHEET 30 OF 107 SHEETS

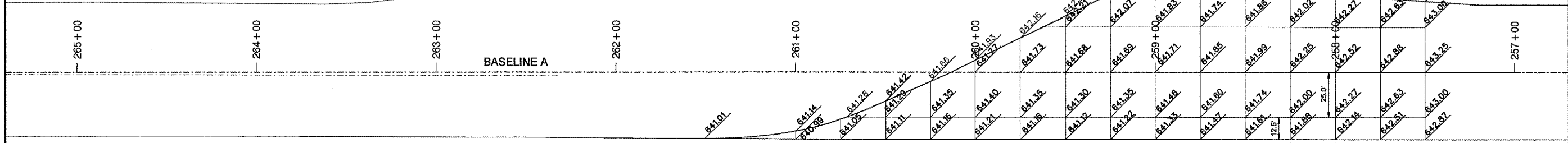
PE085

REVISIONS

NUMBER	BY	DATE

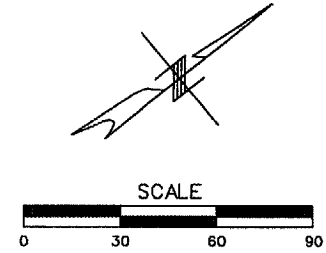


KEY MAP

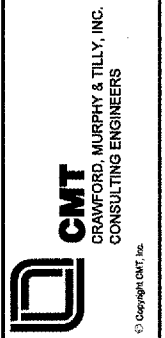


LEGEND

- PROPOSED CONTOUR LINE
- PROPOSED SPOT ELEVATION



RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

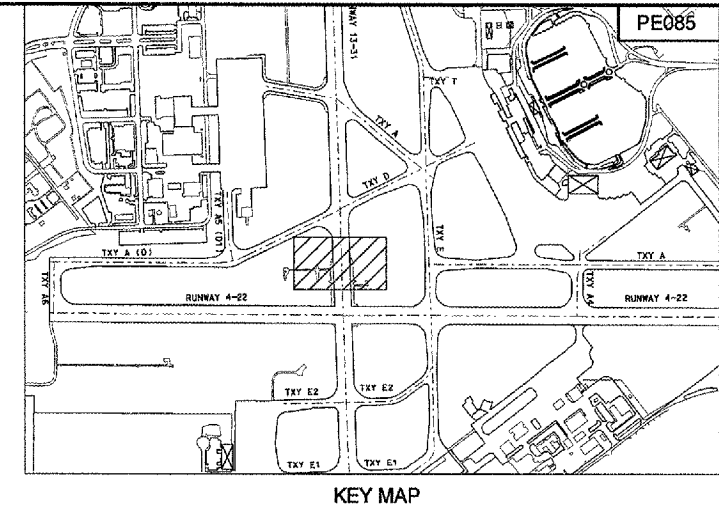
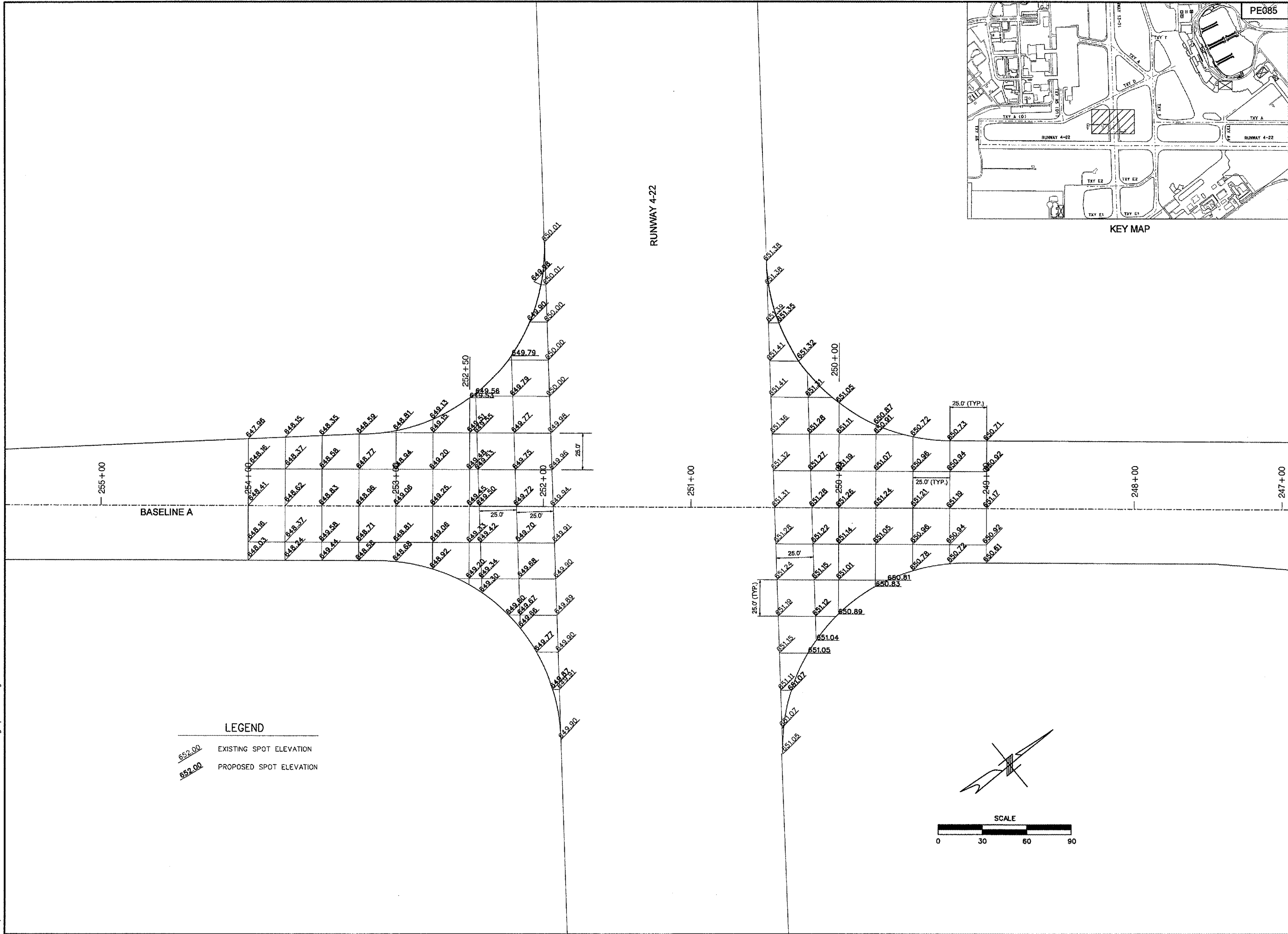
FILE: ...017_staking_plan_1.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET

DATE: MAY 12, 2006
JOB No: 04061-03-03

STAKING PLAN
SHEET 3 OF 5

7/13/2006
C:\peoria\0406103_03\draw\sheets\017_staking_plan_1.dgn

7/13/2006 k:\peoria\0406103_03\draw\sheets\018_staking_plan_2.dgn



REVISIONS		
NUMBER	BY	DATE

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

G R E A T E R
Peoria
R E G I O N A L
A i r p o r t

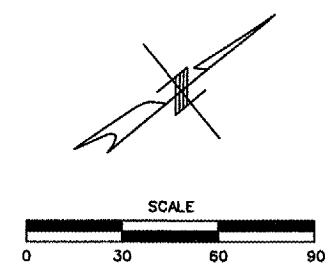
NO
**RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2**

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

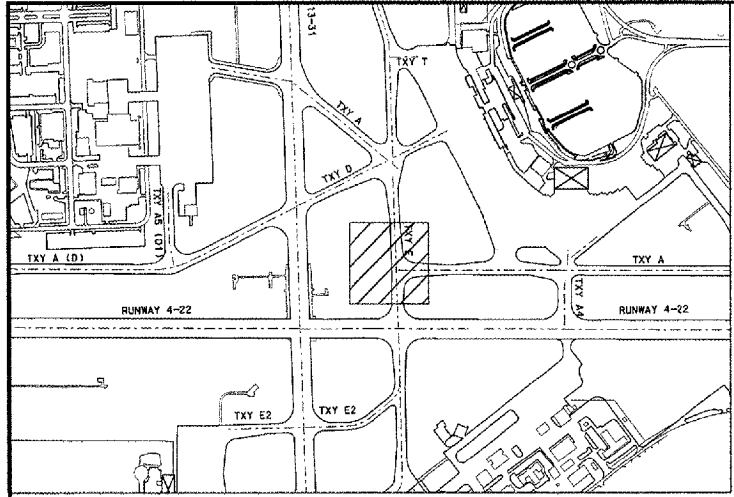
LEGEND

<u>652.00</u>	EXISTING SPOT ELEVATION
<u>852.00</u>	PROPOSED SPOT ELEVATION

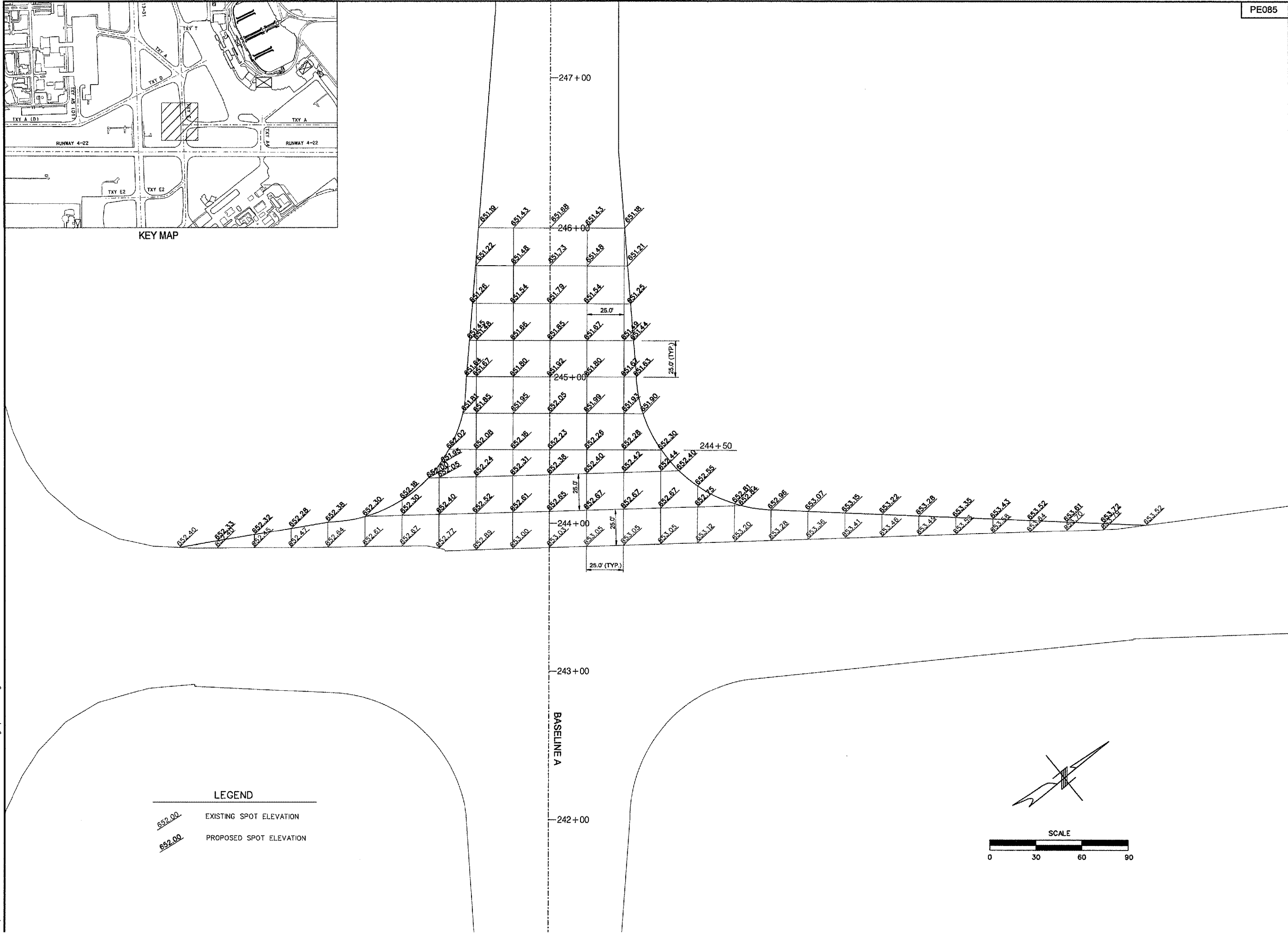


FILE: ...018_staking_plan_2.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03-03
STAKING PLAN SHEET 4 OF 5
SHEET 32 OF 107 SHEETS

7/13/2006 c:\peoria\0406103_03\draw\sheets\019_staking_plan_3.dgn

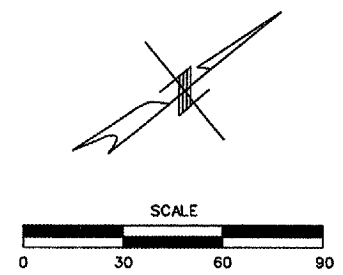


KEY MAP



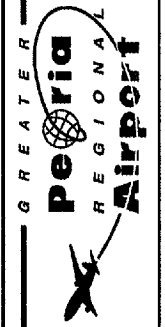
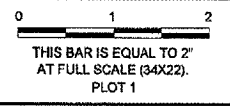
LEGEND

<u>652.00</u>	EXISTING SPOT ELEVATION
<u>652.00</u>	PROPOSED SPOT ELEVATION

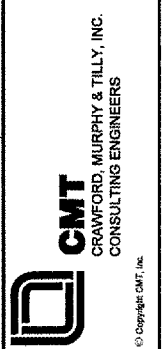


PE085

REVISIONS		
NUMBER	BY	DATE



RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616 AIP PROJ: 3-17-0080-XX
FILE: ...019_staking_plan_3.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03-03
STAKING PLAN SHEET 5 OF 5
SHEET 33 OF 107 SHEETS

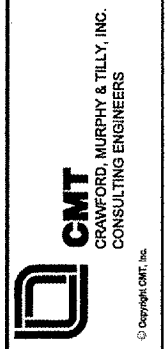
PE085

REVISIONS

NUMBER	BY	DATE

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

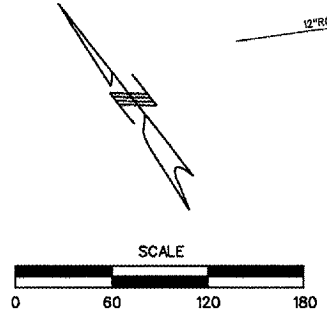
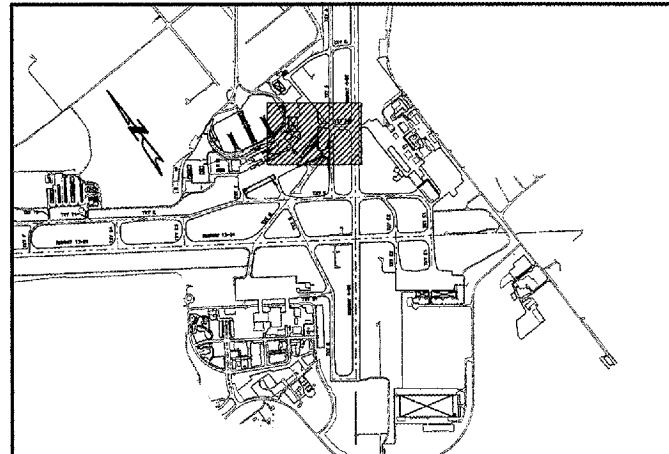
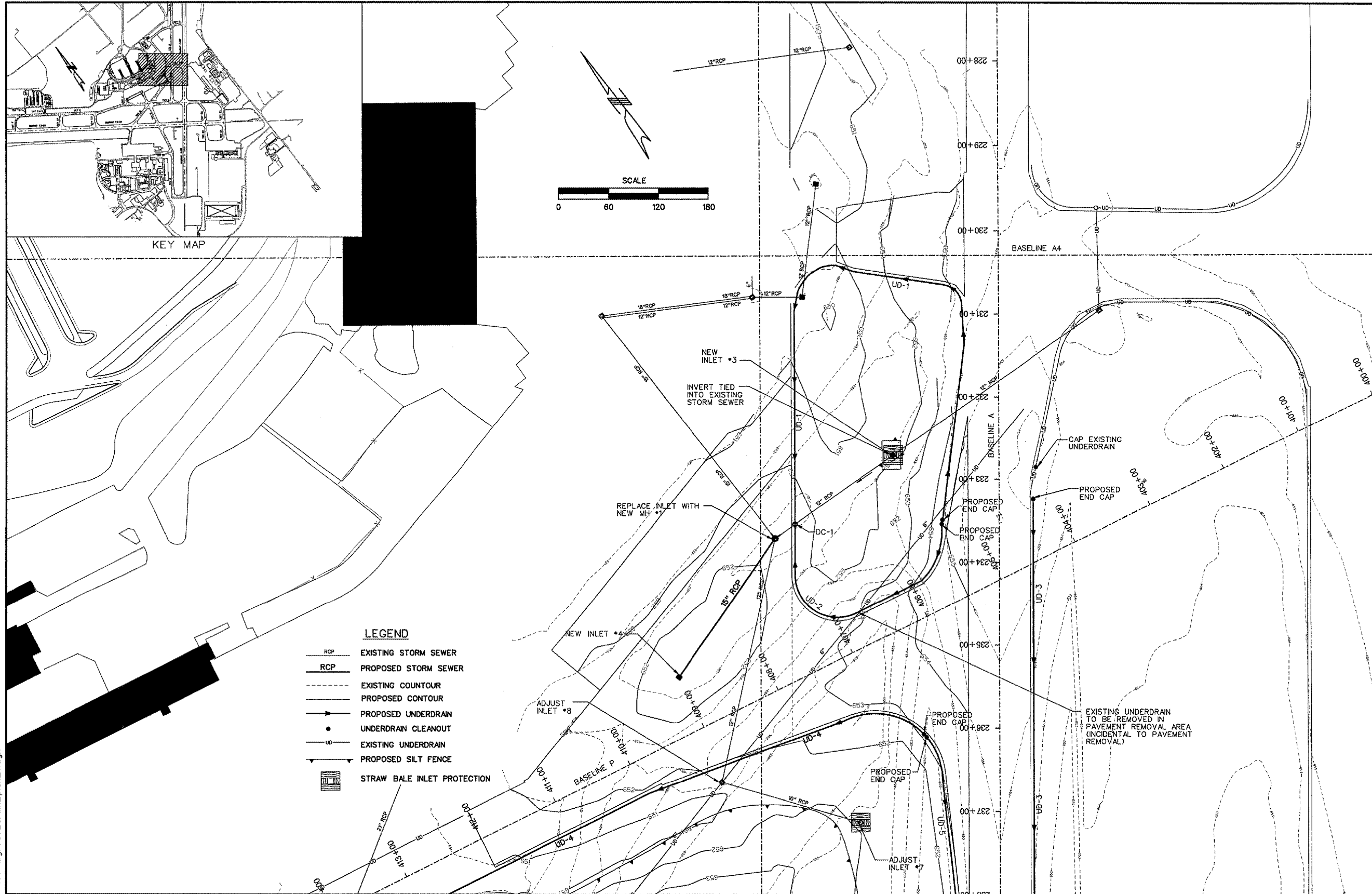
RELOCATE TAXIWAY A AND D FROM
 MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

FILE: ...034_grade_drain_plan_1.dgn
 DESIGN BY: BWG
 DRAWN BY: CAG
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: JUNE 30, 2006
 JOB No: 04061-03-02

GRADING AND
 DRAINAGE PLAN
 SHEET 1 OF 6
 SHEET 34 OF 107 SHEETS



LEGEND

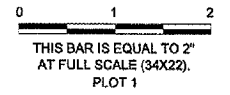
	EXISTING STORM SEWER
	PROPOSED STORM SEWER
	EXISTING CONTOUR
	PROPOSED CONTOUR
	PROPOSED UNDERDRAIN
	UNDERDRAIN CLEANOUT
	EXISTING UNDERDRAIN
	PROPOSED SILT FENCE
	STRAW BALE INLET PROTECTION

NOTE:
 1. DRAINAGE STRUCTURE RIM AND INVERT ELEVATION ARE GIVEN IN DRAINAGE DETAILS (SHEET 41-48)
 2. FOR UNDERDRAIN SCHEDULE AND UNDERDRAIN STRUCTURE DETAILS SEE DRAINAGE PLAN SHEET 6 OF 6.

7/13/2006 k:\peoria\040610302\draw\sheets\034_grade_drain_plan_1.dgn

MATCHLINE 238+00

NUMBER	BY	DATE
	BWG	



RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2



19

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS



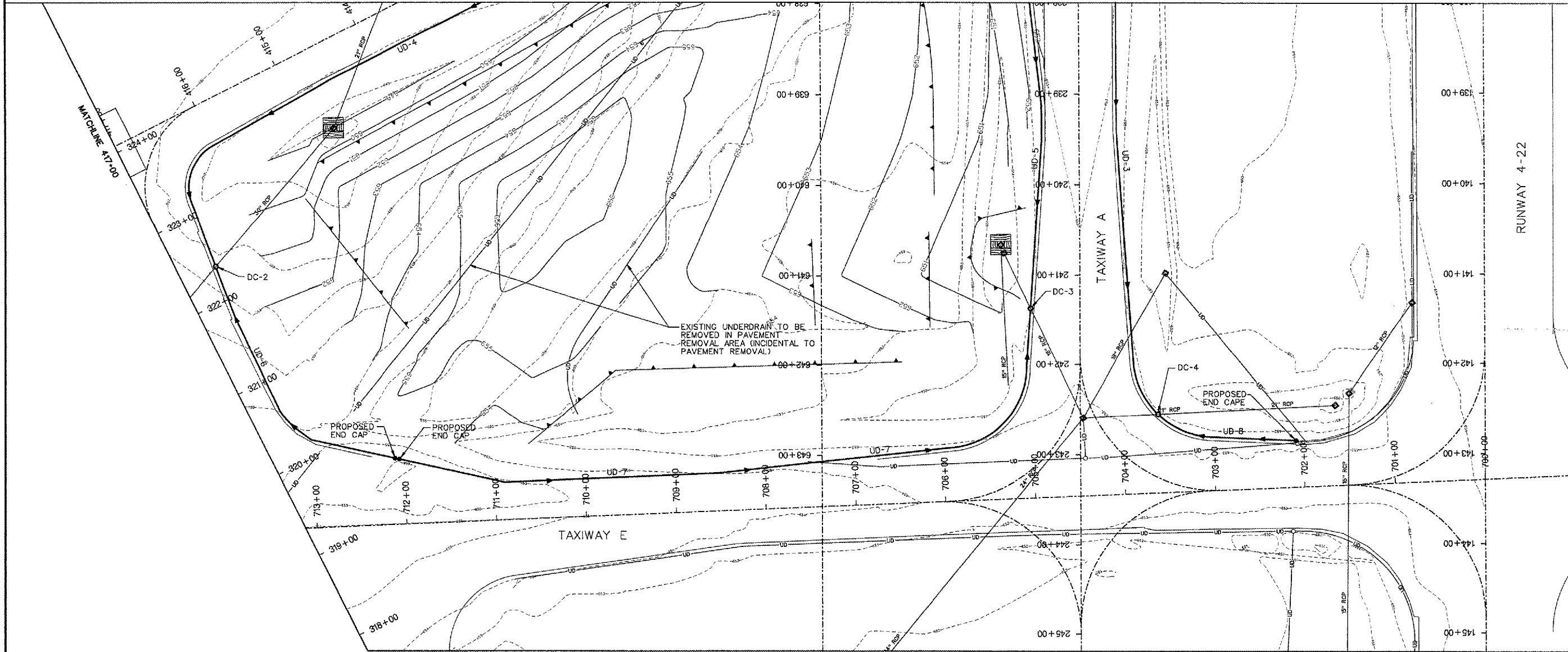
IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...035_grade_drain_plan_2.dgn
DESIGN BY: JJU
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04081-03-02

GRADING AND DRAINAGE PLAN
SHEET 2 OF 6

SHEET 35 OF 107 SHEETS

MATCHLINE 238+00

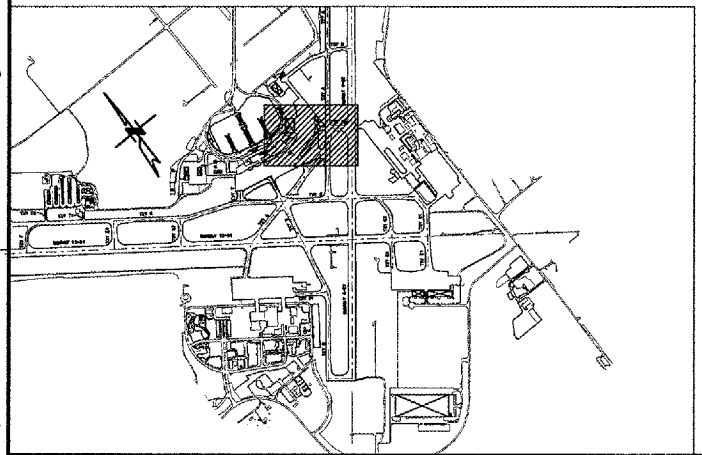


EXISTING UNDERDRAIN TO BE REMOVED IN PAVEMENT REMOVAL AREA (INCIDENTAL TO PAVEMENT REMOVAL)

PROPOSED END CAPE

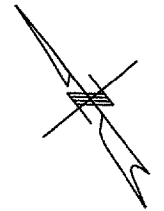
PROPOSED END CAPE

KEY MAP

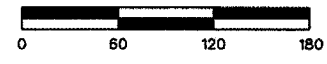


LEGEND

- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED UNDERDRAIN
- UNDERDRAIN CLEANOUT
- EXISTING UNDERDRAIN
- STRAW BALE INLET PROTECTION



SCALE

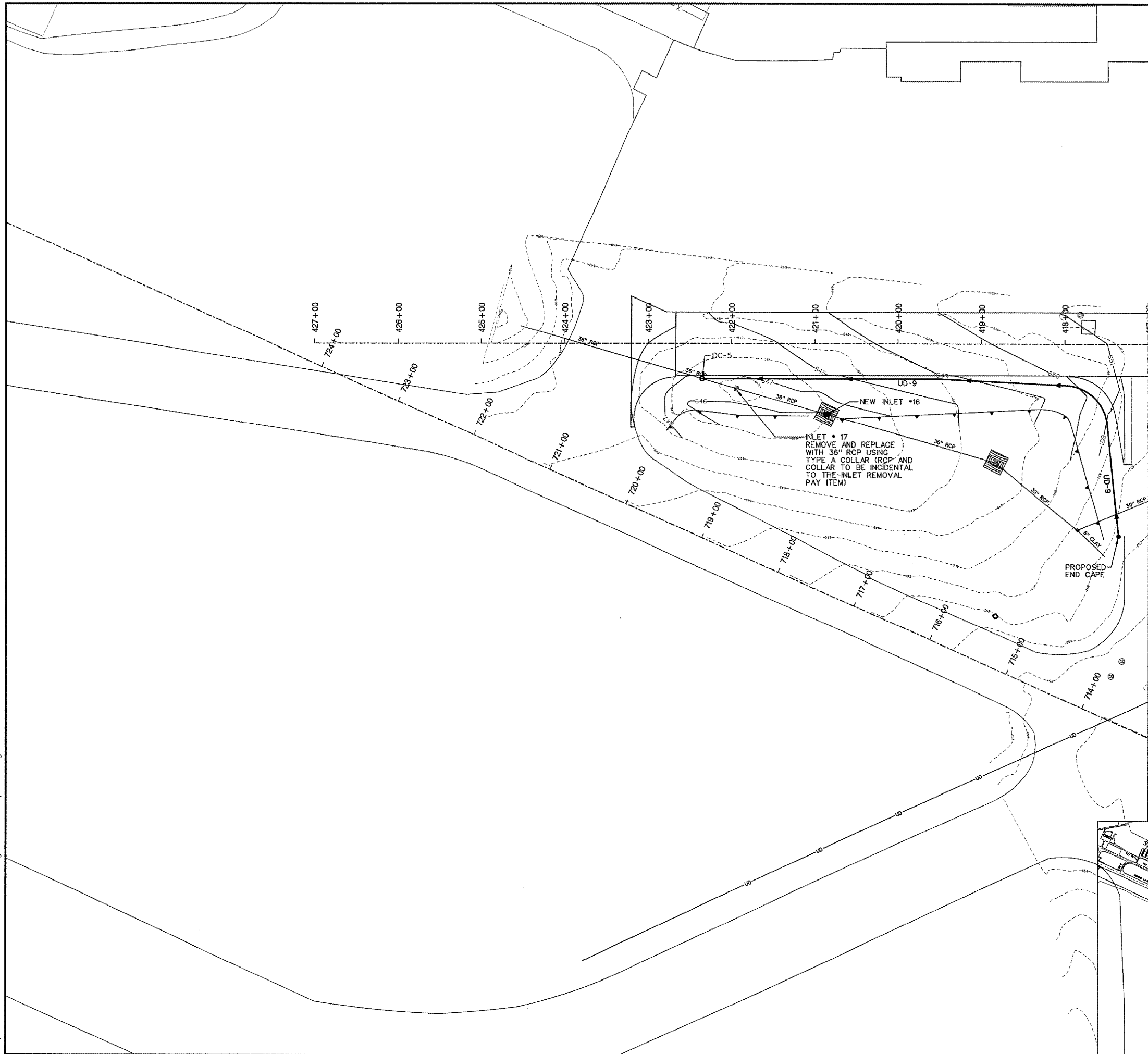


NOTE:

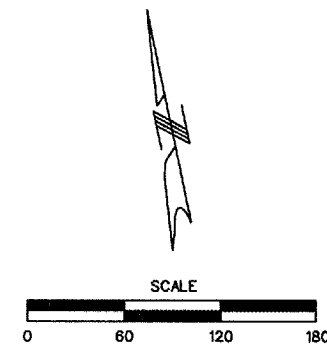
1. DRAINAGE STRUCTURE RIM AND INVERT ELEVATION ARE GIVEN IN DRAINAGE DETAILS (SHEET 41-48)
2. FOR UNDERDRAIN SCHEDULE AND UNDERDRAIN STRUCTURE DETAILS SEE DRAINAGE PLAN SHEET 6 OF 6.

7/13/2006 k:\peoria\04-0610302\draw\sheets\035_grade_drain_plan_2.dgn

7/13/2006 k:\peoria\040610302\draw\sheets\036_grade_drain_plan_3.dgn



MATCHLINE 417+00

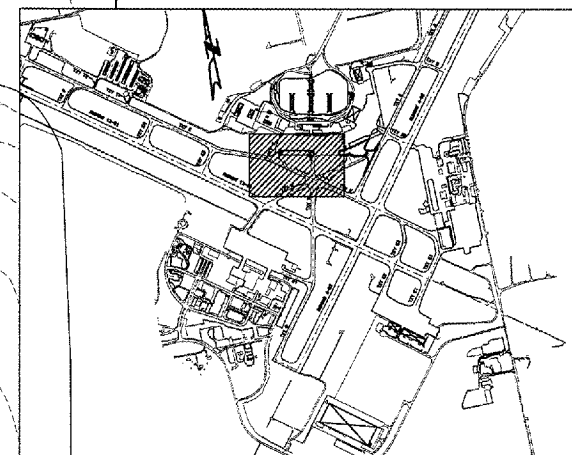


LEGEND

	EXISTING STORM SEWER
	PROPOSED STORM SEWER
	EXISTING CONTOUR
	PROPOSED CONTOUR
	PROPOSED UNDERDRAIN
	UNDERDRAIN CLEANOUT
	EXISTING UNDERDRAIN
	PROPOSED SILT FENCE
	STRAW BALE INLET PROTECTION

NOTE:
 1. DRAINAGE STRUCTURE RIM AND INVERT ELEVATION ARE GIVEN IN DRAINAGE DETAILS (SHEET 41-48)
 2. FOR UNDERDRAIN SCHEDULE AND UNDERDRAIN STRUCTURE DETAILS SEE DRAINAGE PLAN SHEET 6 OF 6.

KEY MAP



PE085

REVISIONS		
NUMBER	BY	DATE

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

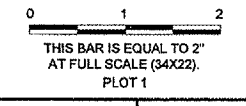


RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616 AIP PROJ: 3-17-0080-XX
FILE: ...036_grade_drain_plan_3.dgn
DESIGN BY: JJU
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02
GRADING AND DRAINAGE PLAN SHEET 3 OF 6
SHEET 36 OF 107 SHEETS

REVISIONS		
NUMBER	BY	DATE

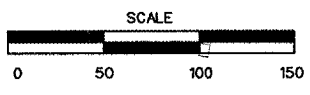


LEGEND

- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED UNDERDRAIN
- UNDERDRAIN CLEANOUT
- EXISTING UNDERDRAIN
- PROPOSED SILT FENCE

NOTE:

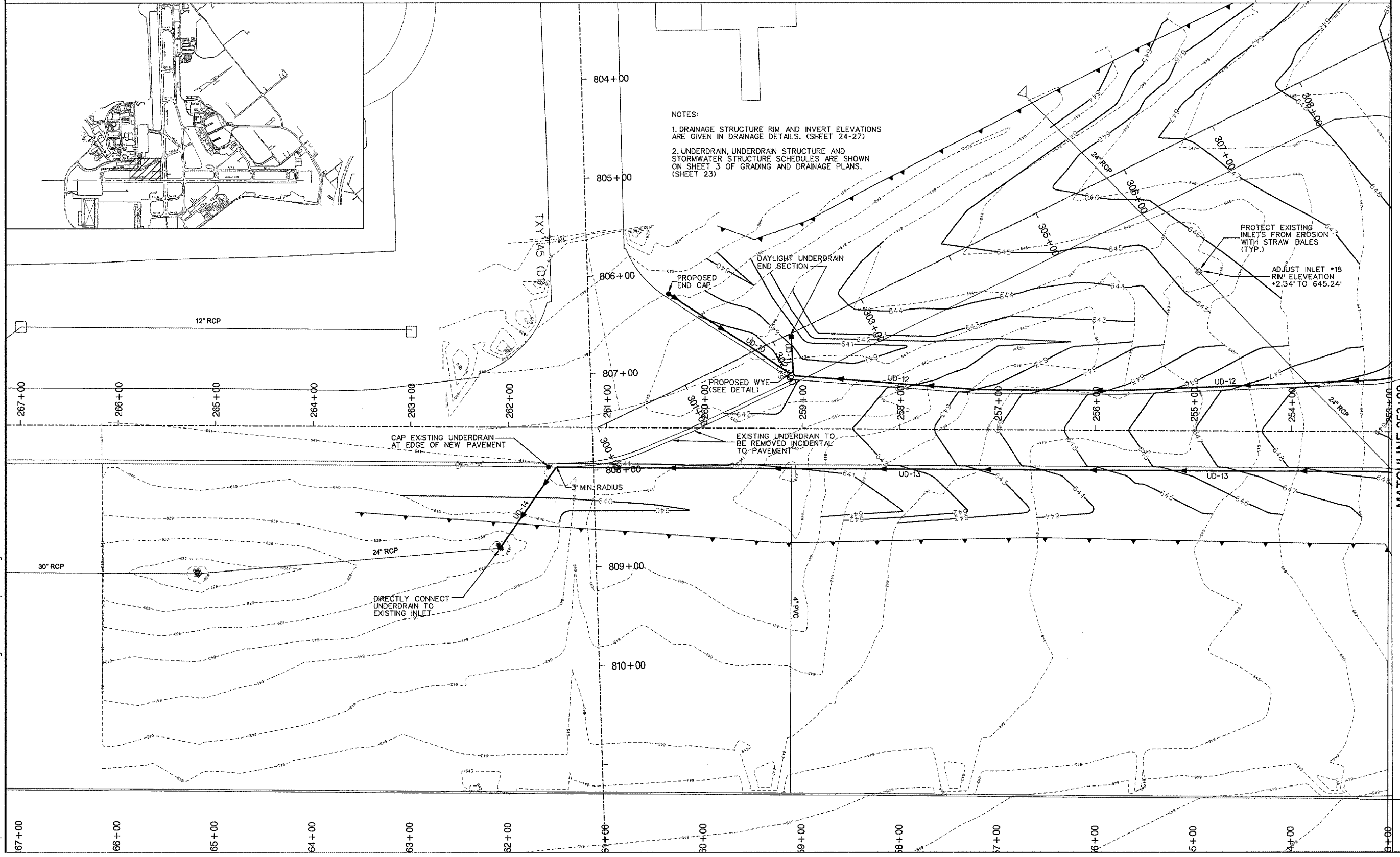
1. DRAINAGE STRUCTURE RIM AND INVERT ELEVATION ARE GIVEN IN DRAINAGE DETAILS (SHEET 41-48)
2. FOR UNDERDRAIN SCHEDULE AND UNDERDRAIN STRUCTURE DETAILS SEE DRAINAGE PLAN SHEET 6 OF 6.



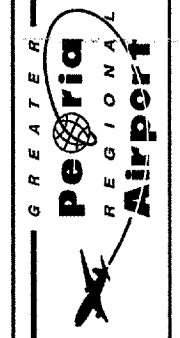
MATCHLINE A

NOTES:

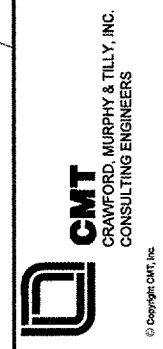
1. DRAINAGE STRUCTURE RIM AND INVERT ELEVATIONS ARE GIVEN IN DRAINAGE DETAILS. (SHEET 24-27)
2. UNDERDRAIN, UNDERDRAIN STRUCTURE AND STORMWATER STRUCTURE SCHEDULES ARE SHOWN ON SHEET 3 OF GRADING AND DRAINAGE PLANS. (SHEET 23)



MATCHLINE 253+00



RELOCATE TAXWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

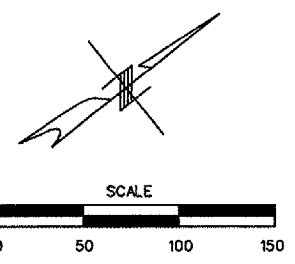
FILE: ...1021_grade_drain_plan_1.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04081-03-03

GRADING AND DRAINAGE PLAN
SHEET 4 OF 6
SHEET 37 OF 107 SHEETS

7/13/2006 k:\peoria\0408103_03\draw\sheets\021_grade_drain_plan_1.dgn

REVISIONS		
NUMBER	BY	DATE

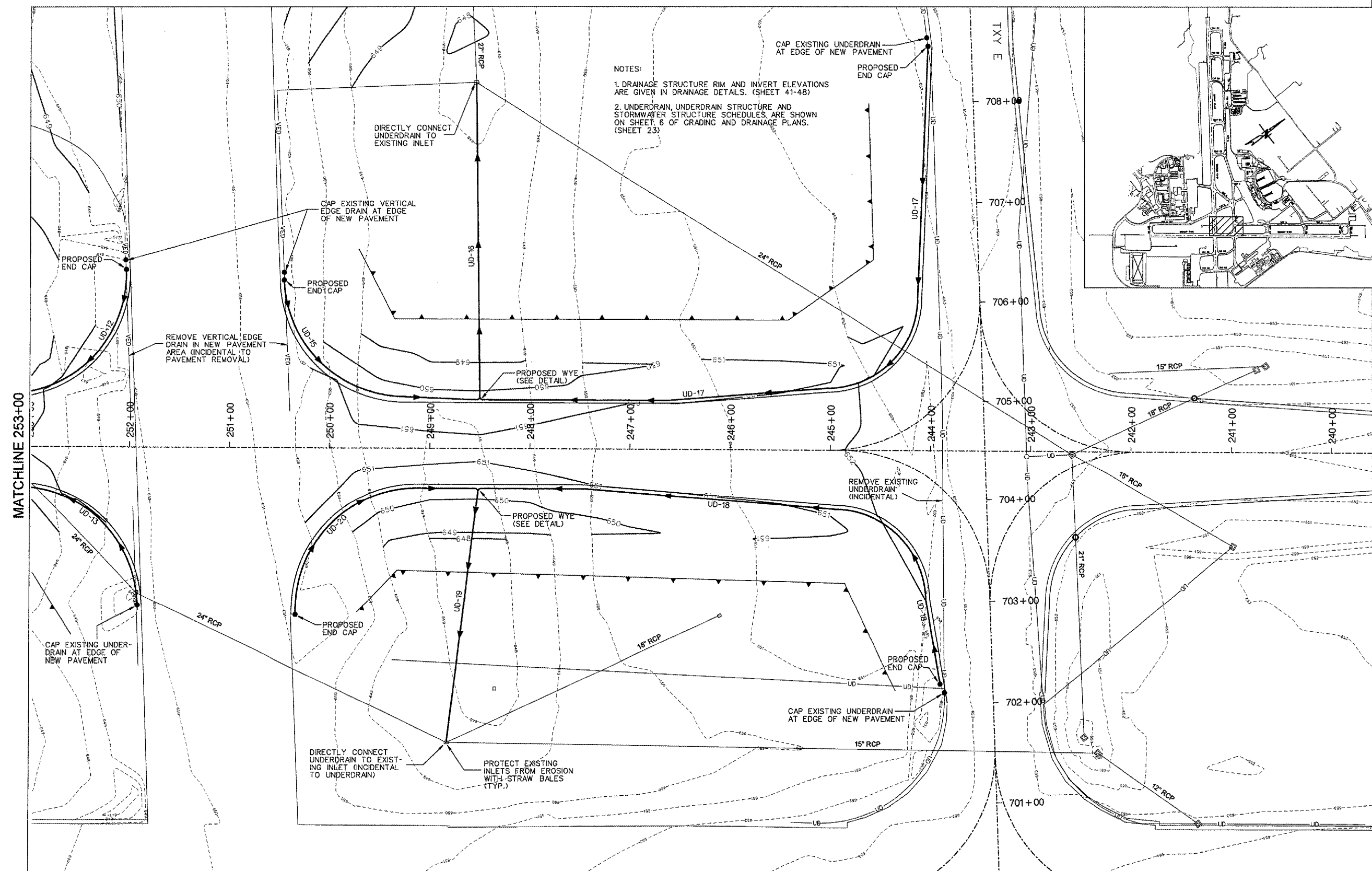
0 1 2
 THIS BAR IS EQUAL TO 2'
 AT FULL SCALE (34X22),
 PLOT 1



- LEGEND**
- EXISTING STORM SEWER
 - PROPOSED STORM SEWER
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - PROPOSED UNDERDRAIN
 - UNDERDRAIN CLEANOUT
 - EXISTING UNDERDRAIN

- NOTE:**
1. DRAINAGE STRUCTURE RIM AND INVERT ELEVATION ARE GIVEN IN DRAINAGE DETAILS (SHEET 41-48)
 2. FOR UNDERDRAIN SCHEDULE AND UNDERDRAIN STRUCTURE DETAILS SEE DRAINAGE PLAN SHEET 6 OF 6.

MATCHLINE B



- NOTES:**
1. DRAINAGE STRUCTURE RIM AND INVERT ELEVATIONS ARE GIVEN IN DRAINAGE DETAILS. (SHEET 41-48)
 2. UNDERDRAIN, UNDERDRAIN STRUCTURE AND STORMWATER STRUCTURE SCHEDULES, ARE SHOWN ON SHEET 6 OF GRADING AND DRAINAGE PLANS. (SHEET 23)

MATCHLINE 253+00

RELOCATE TAXWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

FILE: ...1022_grade_drain_plan_2.dgn
 DESIGN BY: TCS
 DRAWN BY: CAG
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: MAY 12, 2006
 JOB No: 04081-03-03

GRADING AND DRAINAGE PLAN
 SHEET 5 OF 6
 SHEET 38 OF 107 SHEETS

7/13/2006 k:\peoria\0406103\draw\sheets\022_grade_drain_plan_2.dgn

UNDERDRAIN SCHEDULE

UD NUMBER	LENGTH	UPSTREAM INVERT	DOWNSTREAM INVERT	SLOPE
1	772'	651.23'	648.14'	0.40%
2	326'	651.23'	648.14'	0.94%
3	940'	652.00'	644.78'	0.77%
4	1,108'	647.38'	642.02'	0.48%
5	531'	647.38'	645.26'	0.40%
6	318'	649.03'	642.02'	2.20%
7	818'	649.03'	645.26'	0.46%
8	158'	650.00'	644.78'	3.30%
9	646'	648.53'	643.38'	0.80%
10	147'	637.00'	636.00'	0.68%
11	34'	636.00'	635.72'	0.82%
12	778'	643.80'	636.00'	1.00%
13	1,023'	645.19'	636.50'	0.85%
14	101'	636.50'	633.50'	2.97%
15	252'	645.72'	644.00'	0.68%
16	314'	644.00'	642.73'	0.40%
17	738'	648.44'	644.00'	0.60%
18	579'	647.92'	645.01'	0.50%
19	250'	645.01'	643.50'	0.60%
20	254'	646.80'	645.01'	0.70%

UNDERDRAIN STRUCTURE SCHEDULE

STRUCTURE	STATION	OFFSET	COORDINATES	
			NORTHING	EASTING
MANHOLE 1	233+70.97	269.76 RT	1456320.20	2429650.92
INLET 3	233+03.15	173.50 RT	1456310.89	2429824.67
INLET 4	235+37.56	386.14 RT	1456261.60	2429456.34
INLET 7	237+13.00	167.80 RT	1455988.60	2429518.95
INLET 8	237+64.37	334.55 RT	1456130.11	2429418.23
INLET 16	420+86.09	83.99 LT	1456357.90	2428264.49
INLET 17	421+94.12	53.10 LT	1456410.41	2428165.15
INLET 18	254+95.39	163.91 RT	1454587.41	2428417.30

NOTES:

1. DRAINAGE STRUCTURE RIM AND INVERT ELEVATION ARE GIVEN IN DRAINAGE DETAILS. (SHEET 24-27)
2. INLET, UNDERDRAIN, AND UNDERDRAIN STRUCTURE NUMBERING IS NOT SEQUENTIAL.

REVISIONS		
NUMBER	BY	DATE

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

Greater Peoria Regional Airport

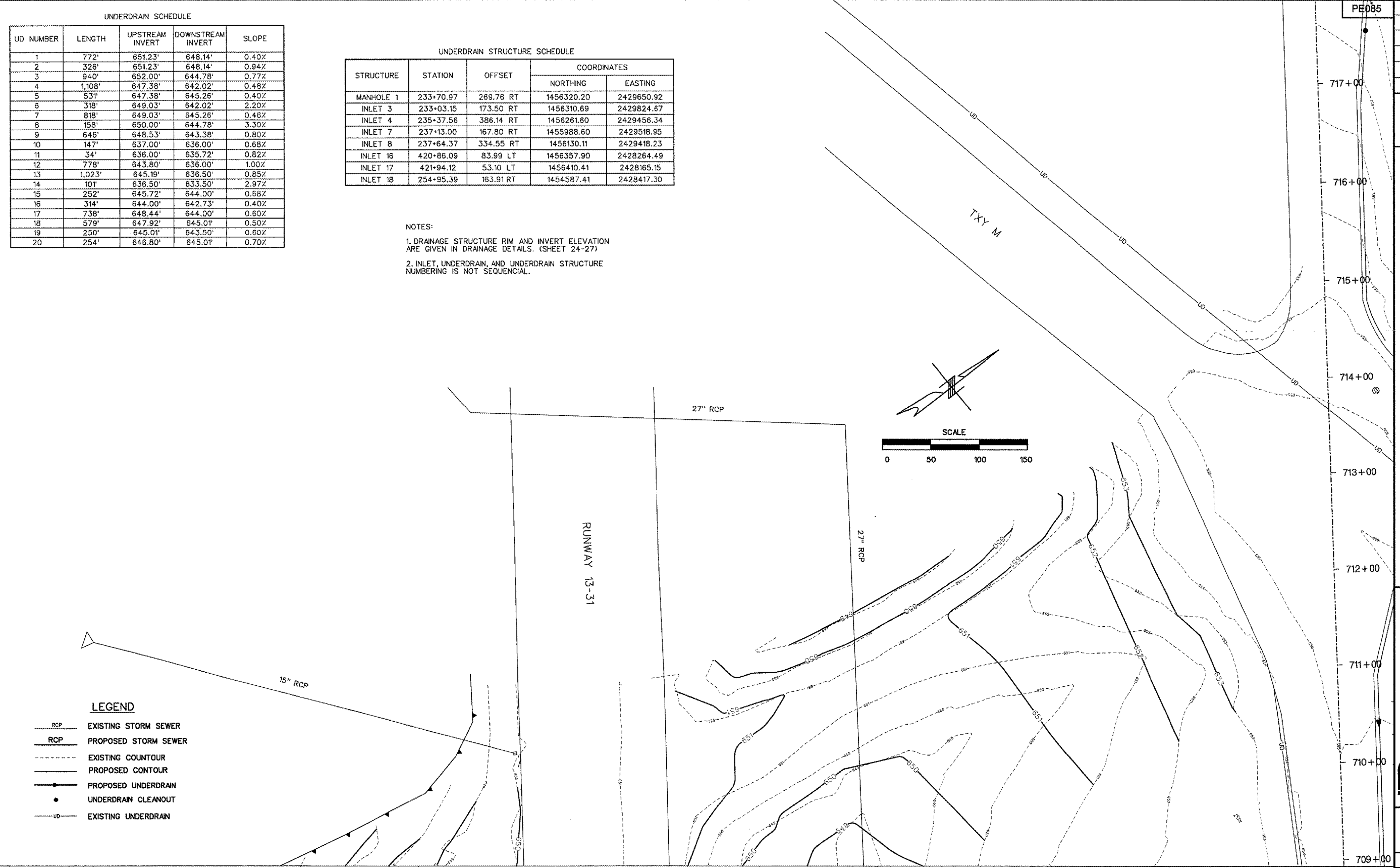
**RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2**

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...1023_grade_drain_plan_3.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03-03

GRADING AND
DRAINAGE PLAN
SHEET 6 OF 6
SHEET 39 OF 107 SHEETS



MATCHLINES A & B

7/13/2006 k:\peoria\0406103_03\draw\sheet\023_grade_drain_plan_3.dgn

REVISIONS		
NUMBER	BY	DATE

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



**RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2**



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...10xx_fill_area_pipe_ext.dgn

DESIGN BY: EWS
DRAWN BY: EWS
CHECKED BY: TCS
APPROVED BY: GET
DATE: MAY 12, 2006
JOB No: 04061-03-03

FILL AREA
PIPE EXTENSION

SHEET 40 OF 107 SHEETS

NOTES:

THIS FILL AREA SHALL BE USED AS THE PRIMARY FILL AREA FOR THIS CONTRACT AND BY OTHERS.

ALL PIPE INSTALLATION SHALL BE COMPLETE PRIOR TO ANY FILL OPERATIONS AND IN ACCORDANCE WITH SECTION 701 OF THE PROJECT SPECIFICATIONS AND THE DETAILS PROVIDED.

THE PIPE ALIGNMENT SHALL FOLLOW THE EXISTING DRAINAGE SWALE AS CLOSELY AS PRACTICABLE. SECTIONS OF PIPE NEED NOT BE CUT TO PRODUCE THIS ALIGNMENT BUT SHALL BE PLACED IN A MANNER TO PROVIDE THE OUTFALL OF THE PIPE AT THE SAME LOCATION AS THE OUTFALL OF THE SWALE.

THE EXISTING VEGETATION WILL BE CUT BY THE AIRPORT PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

THE SOD AND EXISTING VEGETATION SHALL BE REMOVED TO A MINIMUM DEPTH OF 6 INCHES AND REPLACED WITH SUITABLE CRADLE MATERIAL PRIOR TO THE INSTALLATION OF ANY PIPE SECTIONS.

THE CONTRACTOR SHALL DETERMINE THE APPROPRIATE SLOPES OF THE PIPE. AT NO TIME SHALL THE CONTRACTOR PLACE A SECTION OF PIPE WITH A SLOPE LESS THAN 0.2%. THE PROFILE OF THE ENTIRE PIPE RUN SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO INSTALLATION.

FILL OPERATIONS SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 152 OF THE PROJECT SPECIFICATIONS.

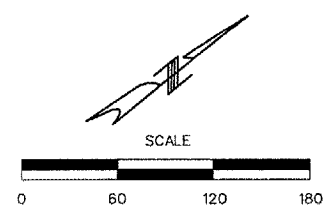
FILL AROUND THE PIPE SHALL PROCEED IN A MANNER SO AS TO NOT DAMAGE THE PIPE. ANY DAMAGE TO THE PIPE SHALL BE CORRECTED BY THE CONTRACTOR. IN THE EVENT THE DAMAGE IS CAUSED BY OTHERS UTILIZING THE FILL AREA, THE CONTRACTOR SHALL BE REIMBURSED FOR THE CORRECTIVE ACTION.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE GRADING AND COMPACTION OF THE FILL HE/SHE PLACES IN THE FILL AREA. ANY FILL PLACED BY OTHERS WILL BE GRADED AND COMPACTED BY OTHERS.

AT THE COMPLETION OF FILL OPERATIONS, USING MATERIALS EXCAVATED DURING THE CONSTRUCTION OF THIS CONTRACT, THE CONTRACTOR SHALL GRADE THE AREA TO DRAIN, COMPACT THE FINAL FILL MATERIAL, PLACE A SUITABLE LAYER OF TOPSOIL, AND SEED THE DISTURBED AREA. AT THE REQUEST OF THE AIRPORT, THIS FINAL EFFORT MAY BE DELAYED UNTIL SUCH TIME THAT ALL FILL WORK BY OTHERS IS COMPLETE. IN THE EVENT THE AIRPORT REQUESTS THIS DELAY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR TOPSOILING AND SEEDING THE COMPLETED AREA ONLY.

ANY FENCE REMOVAL AND REPLACEMENT REQUIRED FOR THE PROPER INSTALLATION OF THE PIPE AND FILL SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICES FOR THE PIPE AND EXCAVATION WORK.

IN THE EVENT FENCE REMOVAL IS REQUIRED, THE CONTRACTOR SHALL BE REQUIRED TO REPAIR THE FENCE BY THE END OF WORKING HOURS EACH DAY. AT NO TIME SHALL THE CONTRACTOR LEAVE AN OPENING IN THE FENCE WITHOUT PERSONNEL IN THE AREA TO GUARD AGAINST UNAUTHORIZED ACCESS. ANY FINES RESULTING FROM UNAUTHORIZED ENTRY THROUGH OPENINGS IN THE FENCE CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE BORNE BY THE CONTRACTOR. FINAL RESTORATION OF THE FENCE, INCLUDING ALIGNMENT AND ELEVATION SHALL BE APPROVED BY THE AIRPORT PRIOR TO COMPLETING THE WORK.



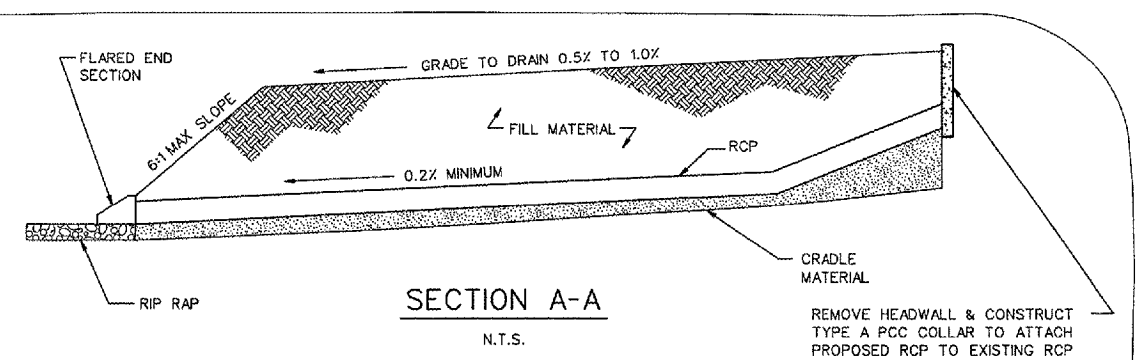
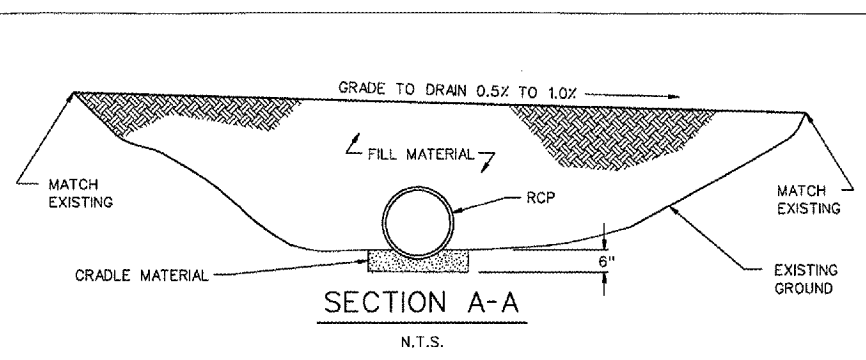
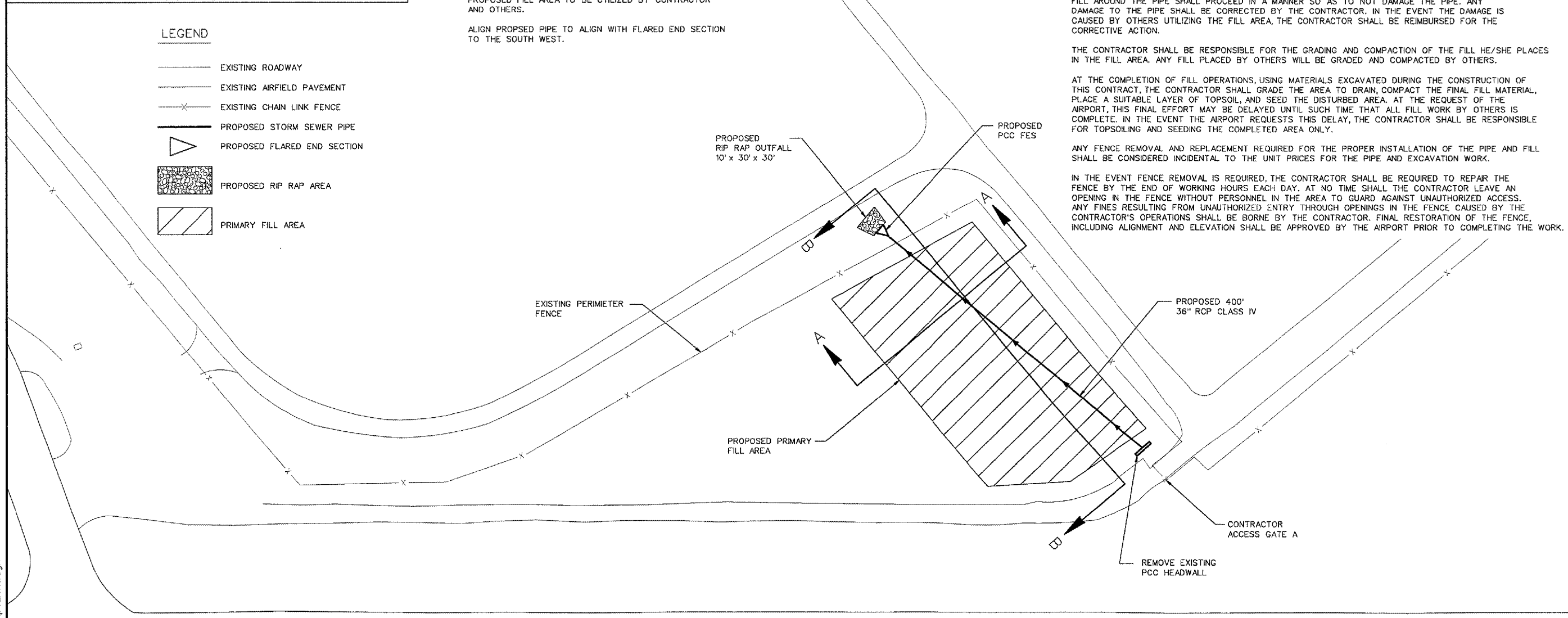
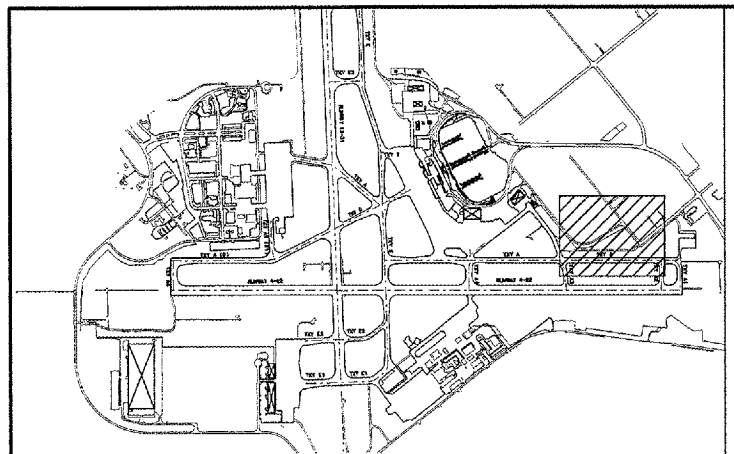
NOTES:

CONTRACTOR SHALL DISPOSE OF EXISTING FLARED END SECTION TO BE REMOVED.

PROPOSED FILL AREA TO BE UTILIZED BY CONTRACTOR AND OTHERS.

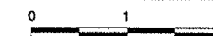
ALIGN PROPOSED PIPE TO ALIGN WITH FLARED END SECTION TO THE SOUTH WEST.

- LEGEND**
- EXISTING ROADWAY
 - EXISTING AIRFIELD PAVEMENT
 - X — EXISTING CHAIN LINK FENCE
 - PROPOSED STORM SEWER PIPE
 - △ PROPOSED FLARED END SECTION
 - ▨ PROPOSED RIP RAP AREA
 - ▧ PRIMARY FILL AREA



7/13/2006 k:\peoria\0406103_03\draw\sheets\0xx_fill_area_pipe_ext.dgn

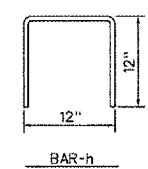
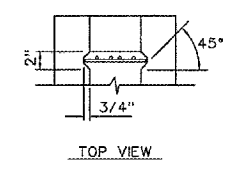
NUMBER	BY	DATE



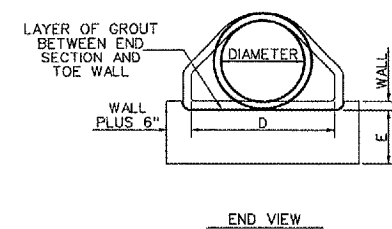
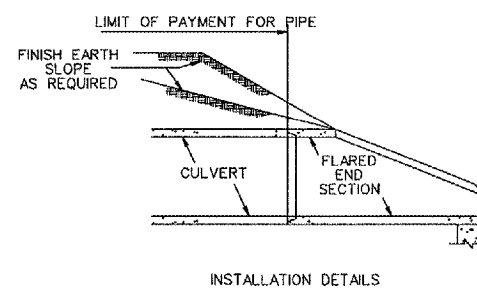
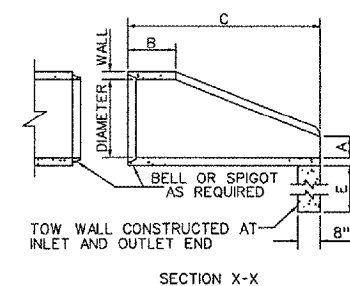
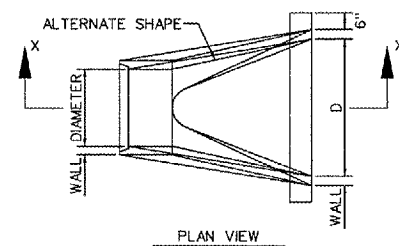
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1

ADJOINING PIPE DIA. INCHES	BARREL SECTION REINFORCEMENT			FLARE SECTION REINFORCEMENT (ONE LAYER ONLY IN CENTER OF WALL)	
	INNER CAGE SQ. IN./LIN. FT.	OUTER CAGE SQ. IN./LIN. FT.	ELLIPTICAL	AREA OF LONGITUDINAL SQ. IN./LIN. FT.	AREA OF TRAVERSE SQ. IN./LIN. FT.
12	0.07			0.048	0.048
15	0.07			0.054	0.054
18	0.07		0.07	0.060	0.060
21	0.07		0.07	0.066	0.066
24	0.07		0.07	0.072	0.072
27	0.13		0.11	0.078	0.078
30	0.14		0.12	0.084	0.084
36	0.12	0.09	0.13	0.096	0.096
42	0.15	0.12	0.17	0.108	0.108
48	0.18	0.14	0.20	0.120	0.120
54	0.22	0.16	0.24	0.132	0.132
60	0.25	0.19	0.28	0.144	0.144
66	0.31	0.23	0.34	0.156	0.156

DIMENSIONS					
DIA.	WALL	A	B (MIN.)	C (MIN.)	D E
12"	2"	4"	4'-0"	6"	2'-0" 18"
15"	2-1/4"	6"	3'-10"	6"	2'-6" 18"
18"	2-1/2"	9"	3'-10"	6"	3'-0" 18"
21"	2-3/4"	9"	3'-2"	6"	3'-6" 18"
24"	3"	9-1/2"	2'-6"	6"	4'-0" 24"
27"	3-1/4"	10-1/2"	2'-11"	6"	4'-6" 24"
30"	3-1/2"	1'-0"	1'-7"	6"	5'-0" 24"
36"	4"	1'-3"	2'-10"	6"	6'-0" 24"
42"	4-1/2"	1'-9"	2'-11"	6"	6'-6" 24"
48"	5"	2'-0"	2'-2"	6"	7'-0" 24"
54"	5-1/2"	2'-3"	2'-11"	6"	7'-6" 36"
60"	6"	2'-6"	3'-3"	6"	8'-0" 36"
66"	6-1/2"	2'-9"	1'-9"	6"	8'-6" 36"

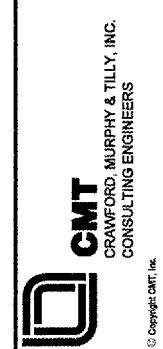


NOTE: THE UNIT PRICE PAID FOR CONCRETE FLARED END SECTIONS SHALL INCLUDE THE BARREL. THE BARREL SHALL NOT BE UNINCLUDED FOR PAYMENT AS CONCRETE PIPE CULVERT.



PRECAST CONCRETE FLARED END SECTION
N.T.S.

RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



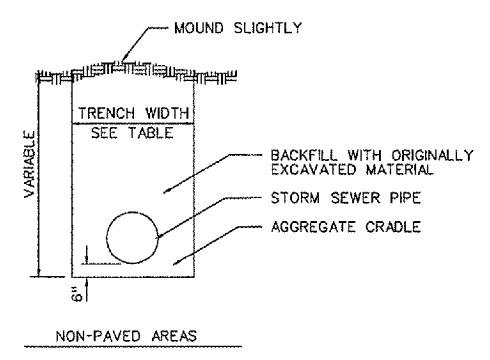
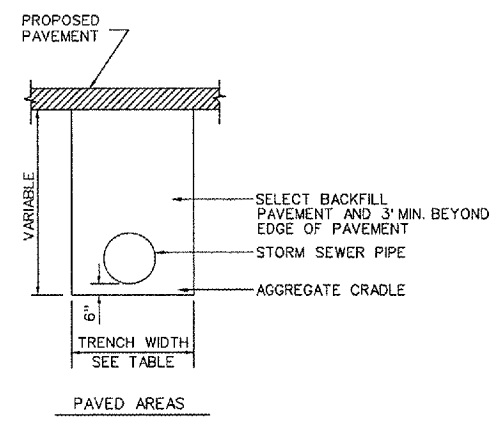
IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...box_fill_area_pipe_detail.dgn
DESIGN BY: TCS
DRAWN BY: EWS
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03-03

FILL AREA PIPE EXTENSION DETAILS
SHEET 41 OF 107 SHEETS

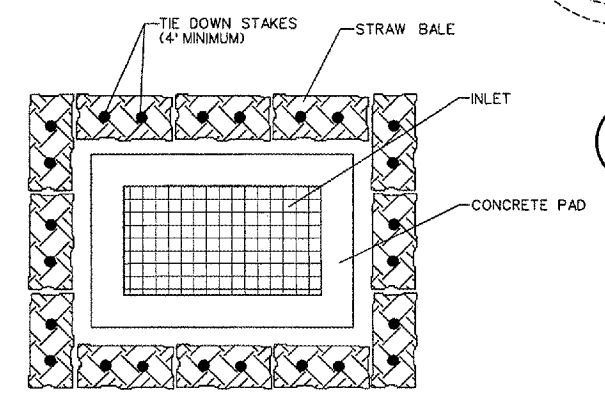
REVISIONS		
NUMBER	BY	DATE

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

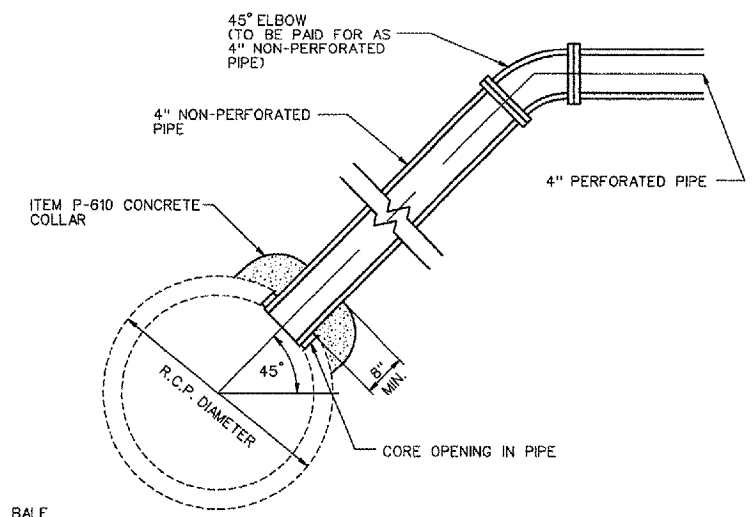


STORM SEWER TRENCH DETAILS
NOT TO SCALE

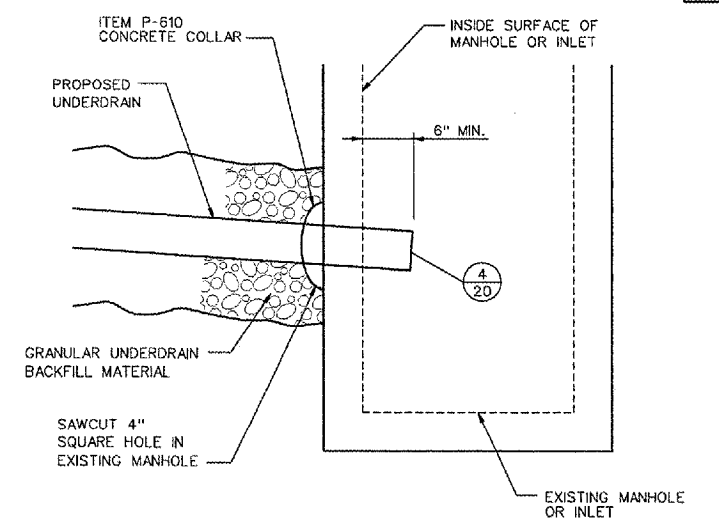
INSIDE DIAMETER OF SEWER (INCHES)	MAXIMUM TRENCH WIDTH
6	3'-2"
8	3'-2"
10	3'-2"
12	3'-4"
15	3'-6"
18	3'-10"
21	4'-4"
24	4'-8"
27	4'-11"
30	5'-3"
33	6'-0"
36	6'-4"
42	6'-11"
48	7'-6"
54	8'-7"
60	9'-2"
66	9'-9"
72	10'-4"
78	10'-11"
84	11'-6"
90	12'-1"
96	12'-8"
102	13'-3"
108	13'-10"



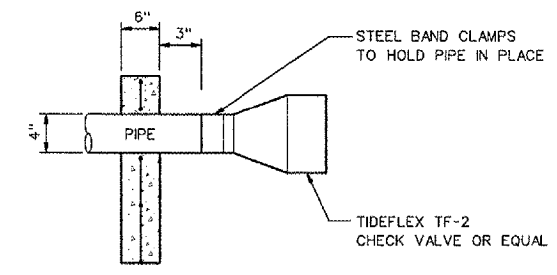
INLET EROSION PROTECTION DETAIL
NOT TO SCALE



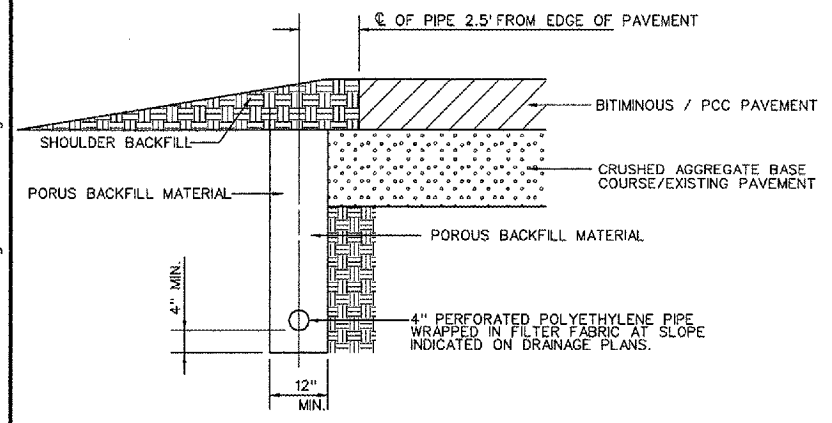
2 UNDERDRAIN DIRECT CONNECTION DETAIL
NOT TO SCALE



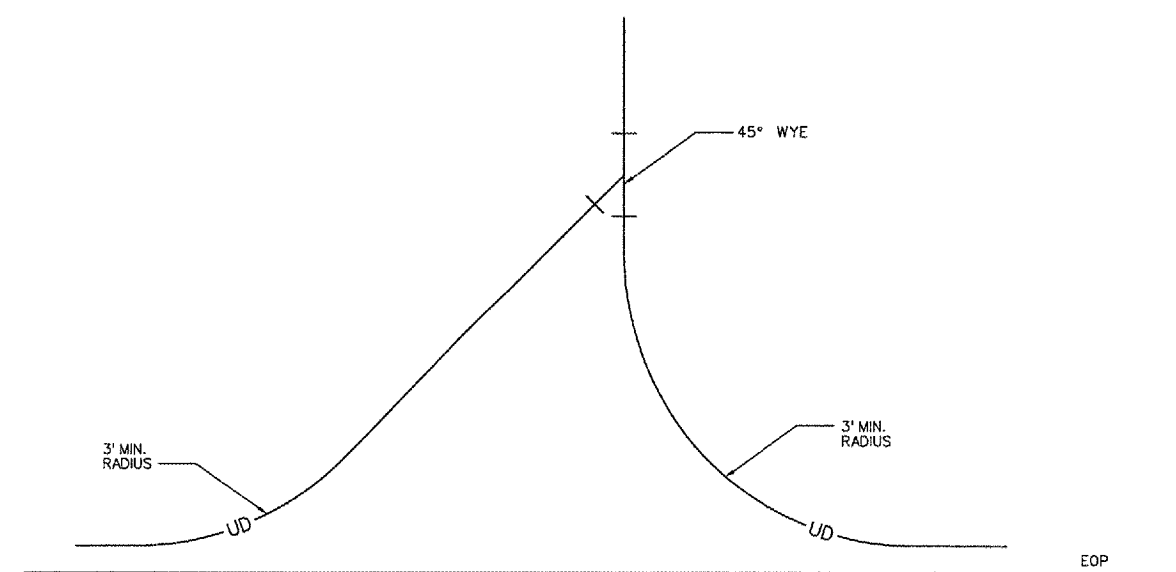
3 DIRECT CONNECTION DETAIL
NOT TO SCALE



4 UNDERDRAIN END SECTION
NOT TO SCALE



UNDERDRAIN DETAIL
NOT TO SCALE



UNDERDRAIN WYE DETAIL
NOT TO SCALE

GREATER Peoria REGIONAL Airport
RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS

IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...1042_drainage_details_1.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04081-03-02

DRAINAGE DETAILS
SHEET 1 OF 8
SHEET 42 OF 107 SHEETS

7/13/2006 k:\peoria\040610302\draw\sheets\042_drainage_details_1.dgn

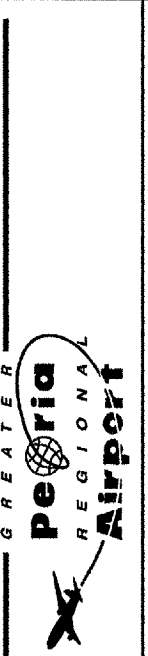
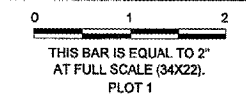
REVISIONS		
NUMBER	BY	DATE

STRUCTURE	EXISTING RIM EL.	PROPOSED RIM EL.
INLET *7	654.35	651.93
INLET *8	654.38	651.26
INLET *18	644.63	645.24

GENERAL NOTES:

1. CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.
2. ALL REINFORCEMENT SHALL CONFORM TO ASTM-A615, GRADE 60.
3. ALL CONCRETE WORK SHALL CONFORM TO ACI-318-02.
4. SAWCUT EXIST. CONCRETE AT LOCATIONS OF PROPOSED STRUCTURE.
5. EXPOSED TOP SURFACE TO RECEIVE A BROOM FINISH.
6. REMOVE THE EXISTING TOP TO A DEPTH OF 24" BELOW THE PROPOSED TOP GRADE.

TABLE OF DIMENSIONS									
SIZE OF PIPE		DIMENSIONS			LENGTH OF BARS			QUANTITIES	
LARGE IN.	SMALL IN.	A & B FT-IN	C FT-IN	A(*5) 12 REQ'D FT-IN.	B(*6) 4 REQ'D FT-IN.	C(*4) 8 REQ'D FT-IN.	CONC. CU.YD.	STEEL LBS.	
12	12	2-8	1-0	2-5	5-10	0-9	0.21	70	
15	12	3-0	1-0	2-9	6-6	0-9	0.27	77	
15	15	3-0	1-0	2-9	6-6	0-9	0.25	77	
18	15	3-3	1-0	3-0	7-0	0-9	0.33	84	
18	18	3-3	1-0	3-0	7-0	0-9	0.32	84	
21	15	3-6	1-0	3-3	7-6	0-9	0.36	90	
21	18	3-6	1-0	3-3	7-6	0-9	0.34	90	
24	18	3-10	1-0	3-6	8-2	0-9	0.40	97	
24	24	3-10	1-0	3-6	8-2	0-9	0.36	97	
30	18	4-5	1-4	4-2	9-4	1-0	0.71	114	
30	24	4-5	1-4	4-2	9-4	1-0	0.66	114	
30	30	4-5	1-4	4-2	9-4	1-0	0.60	114	
36	24	5-0	1-4	4-9	10-6	1-0	0.88	128	
36	30	5-0	1-4	4-9	10-6	1-0	0.79	128	
36	36	5-0	1-4	4-9	10-6	1-0	0.76	128	
42	30	5-7	1-4	5-4	11-8	1-0	1.05	142	
42	36	5-7	1-4	5-4	11-8	1-0	0.98	142	
42	42	5-7	1-4	5-4	11-8	1-0	0.89	142	
48	36	6-2	1-4	6-0	12-10	1-0	1.22	158	
48	42	6-2	1-4	6-0	12-10	1-0	1.13	158	
48	48	6-2	1-4	6-0	12-10	1-0	1.03	158	
54	42	7-1	1-8	6-9	14-8	1-6	2.02	181	
54	48	7-1	1-8	6-9	14-8	1-6	1.90	181	
54	54	7-1	1-8	6-9	14-8	1-6	1.76	181	
60	48	7-8	1-8	7-5	15-10	1-6	2.27	196	
60	54	7-8	1-8	7-5	15-10	1-6	2.13	196	
60	60	7-8	1-8	7-5	15-10	1-6	1.97	196	
66	54	8-3	2-0	8-0	17-0	1-9	3.04	210	
66	60	8-3	2-0	8-0	17-0	1-9	2.85	210	
66	66	8-3	2-0	8-0	17-0	1-9	2.65	210	
72	60	8-10	2-0	7-7	18-2	1-9	3.36	225	
72	66	8-10	2-0	7-7	18-2	1-9	3.16	225	
72	72	8-10	2-0	7-7	18-2	1-9	2.93	225	



RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

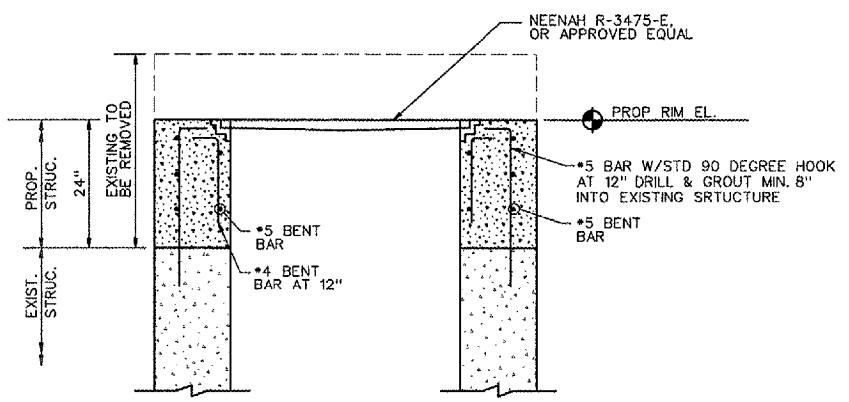


IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

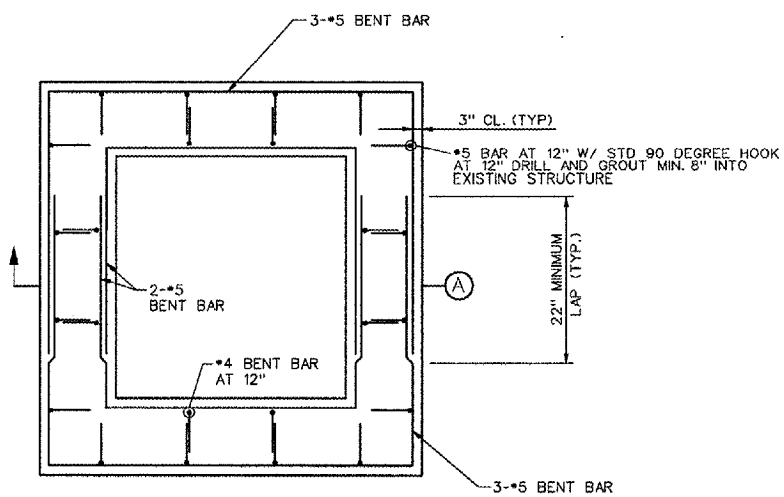
FILE: ...1043_drainage_details_2.dgn
DESIGN BY: JDJ
DRAWN BY: JSP
CHECKED BY: JDJ
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02

DRAINAGE DETAILS
SHEET 2 OF 8

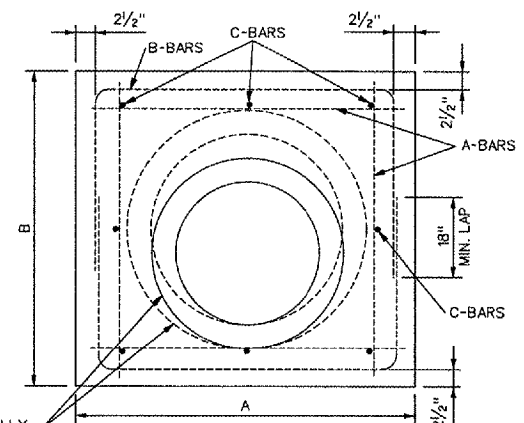
SHEET 43 OF 107 SHEETS



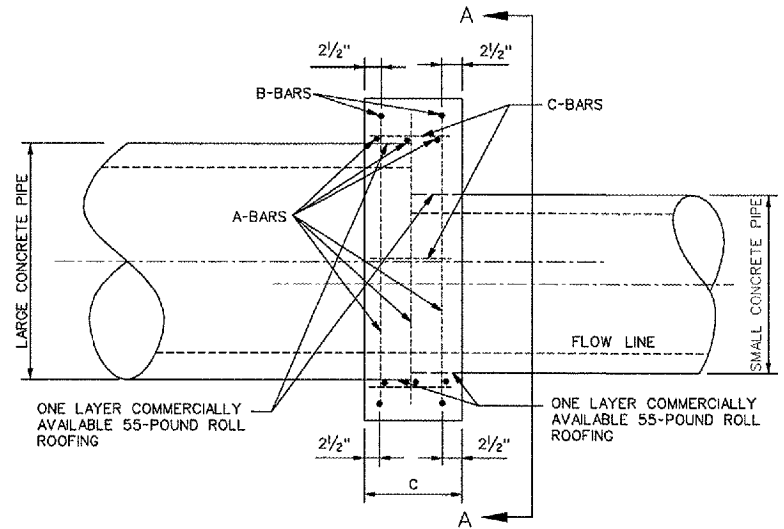
SECTION A



1 INLET ADJUSTMENT DETAIL
NOT TO SCALE



SECTION A-A

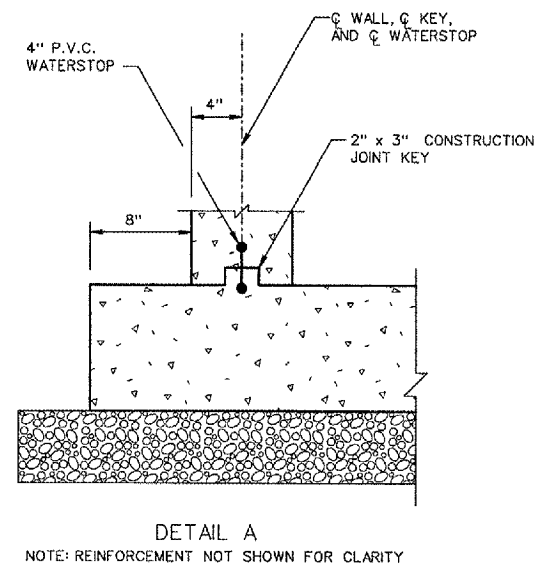
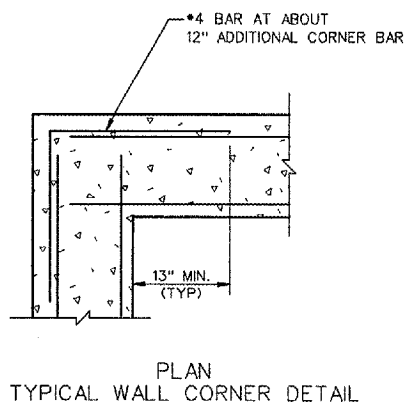
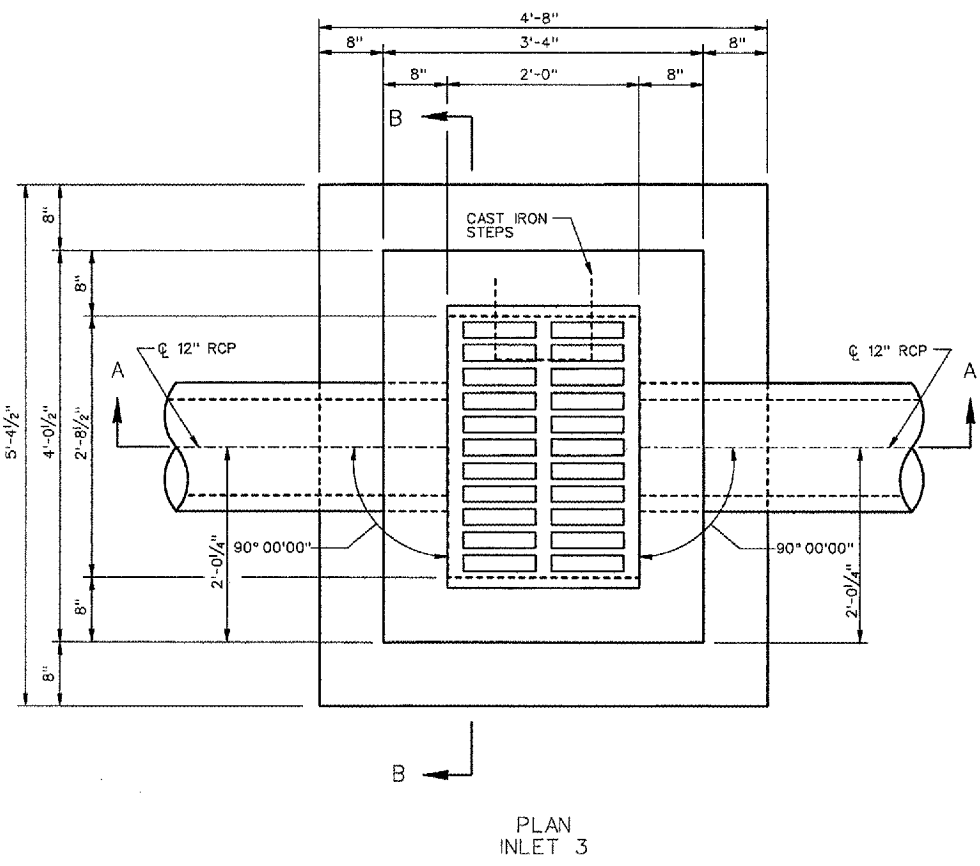


ELEVATION
(FOR CONCRETE PIPE TO CONCRETE PIPE)
TYPE A COLLAR

7/13/2006 K:\peoria\040610302\draw\sheet\043_drainage_details_2.dgn

NUMBER	BY	DATE

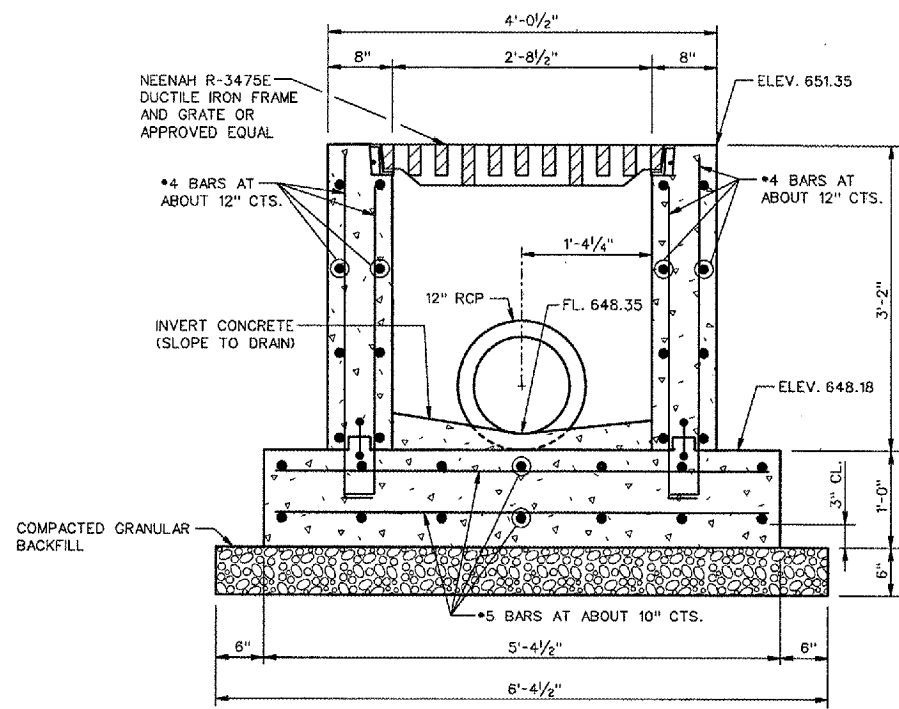
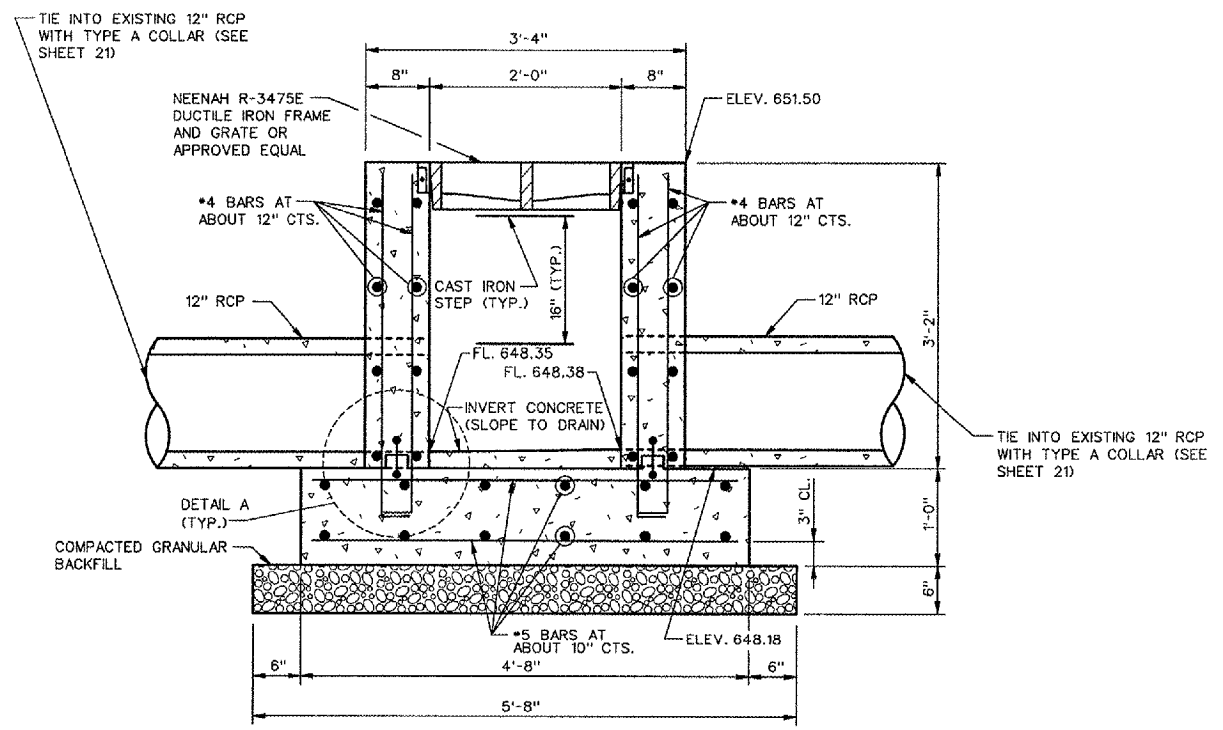
0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).
 PLOT 1



PLAN INLET 3

PLAN TYPICAL WALL CORNER DETAIL

DETAIL A
NOTE: REINFORCEMENT NOT SHOWN FOR CLARITY



SECTION A-A

SECTION B-B

- NOTES:
1. CAST IN PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3000 PSI.
 2. ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
 3. REINFORCING BARS SHALL BE CUT AND/OR BENT AT ALL OPENINGS TO MAINTAIN 1" CLEARANCE FROM PIPES.
 4. MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE 1/2" UNLESS OTHERWISE SHOWN.
 5. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING PIPE SIZES AND ELEVATIONS PRIOR TO CONSTRUCTION/INSTALLATION OF DRAINAGE STRUCTURES.
 6. PIPE SECTIONS TO TIE EXISTING RCP TO PROPOSED INLET SHALL NOT BE MEASURED FOR PAYMENT AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE INLET.
 7. ALL CONCRETE WORK SHALL CONFORM TO ACI-318-02.

NOTE: THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS.

7/13/2006 k:\p\p\ria\04\0610302\draw\sheets\026_drainage_details_5.dgn



RELOCATE TAXIWAY A AND D FROM
 MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

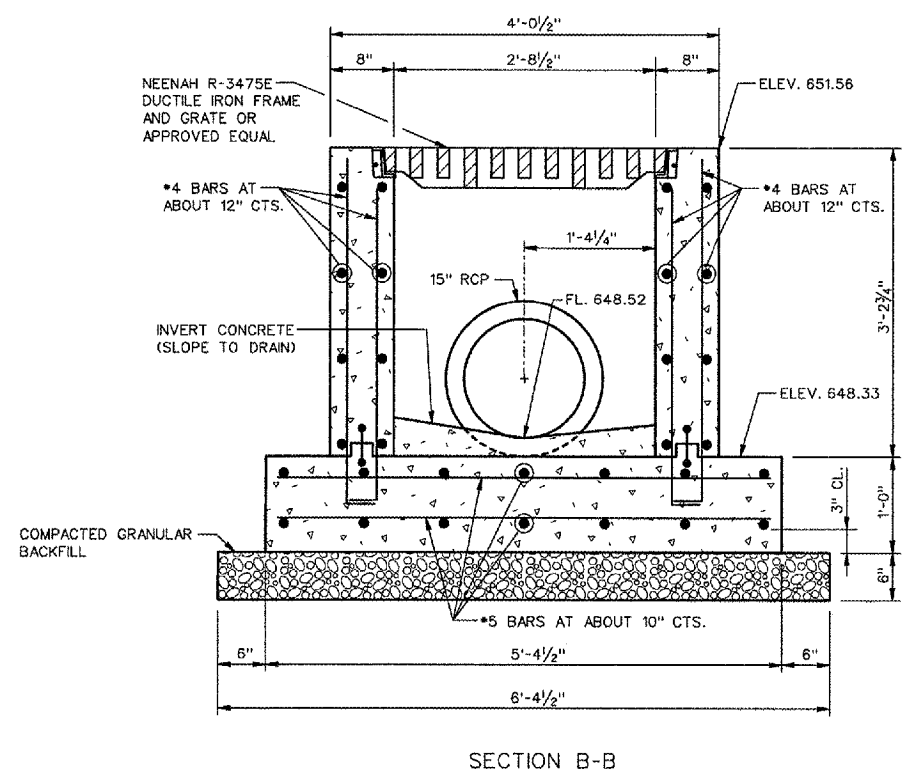
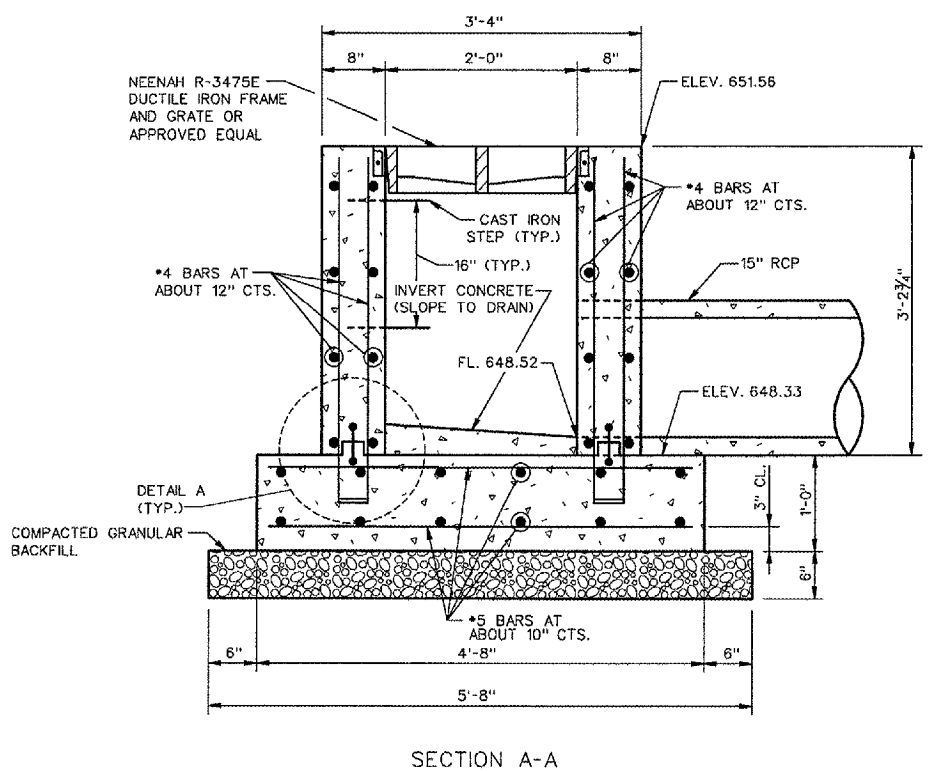
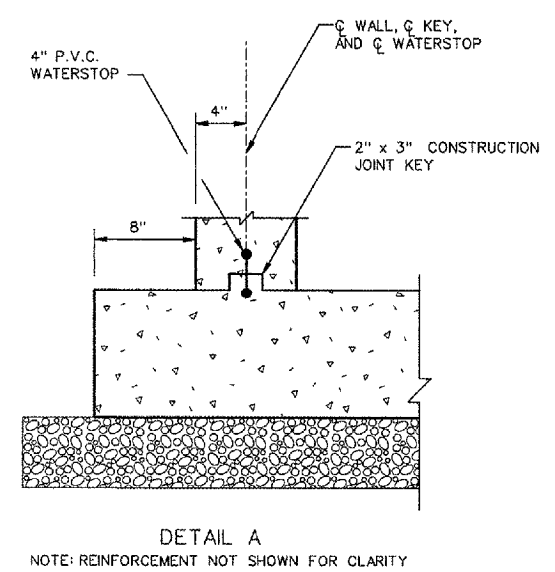
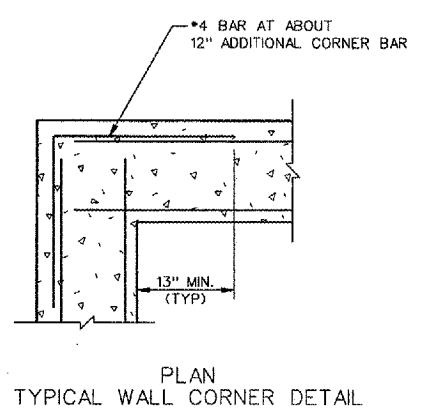
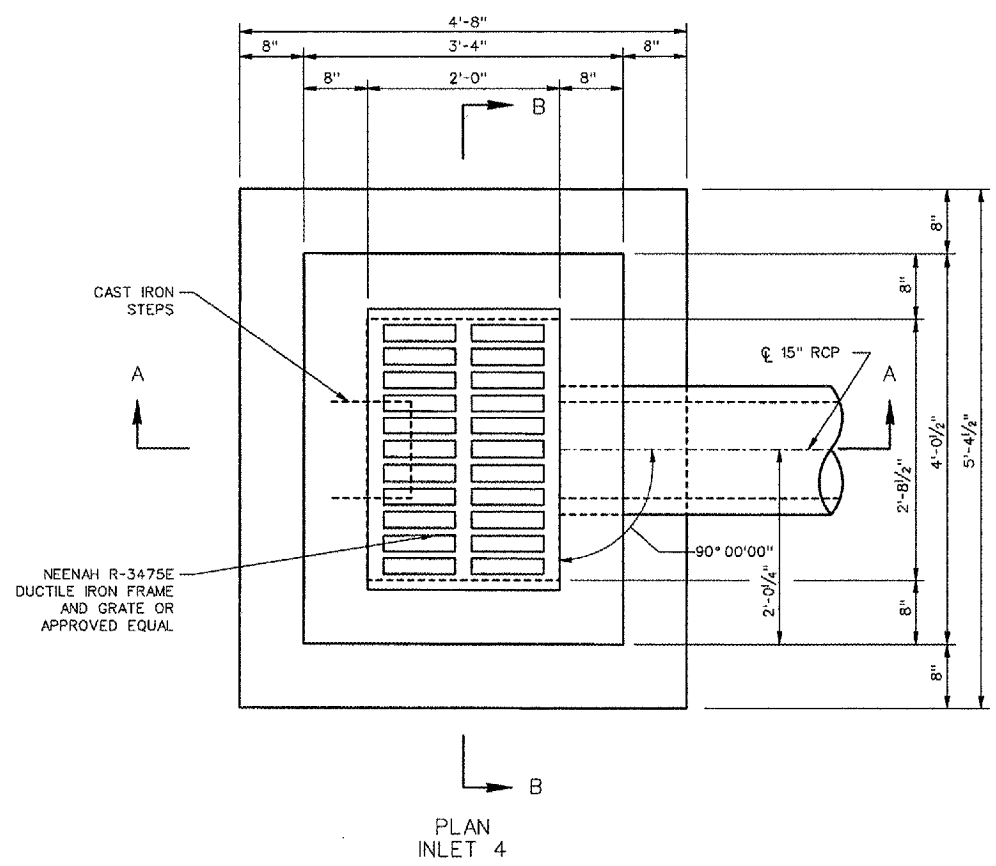
FILE: ...026_drainage_details_5.dgn
 DESIGN BY: JDJ
 DRAWN BY: JSP
 CHECKED BY: JDJ
 APPROVED BY: CET
 DATE: JUNE 30, 2006
 JOB No: 04081-03-02

DRAINAGE DETAILS
 SHEET 3 OF 8

SHEET 44 OF 107 SHEETS

NUMBER	BY	DATE

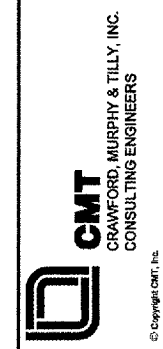
0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).
PLOT 1



- NOTES:
1. CAST IN PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3000 PSI.
 2. ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
 3. REINFORCING BARS SHALL BE CUT AND/OR BENT AT ALL OPENINGS TO MAINTAIN 1" CLEARANCE FROM PIPES.
 4. MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE 1/2" UNLESS OTHERWISE SHOWN.
 5. ALL CONCRETE WORK SHALL CONFORM TO ACI-318-02.



RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...1045_drainage_details_6.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04081-03-02

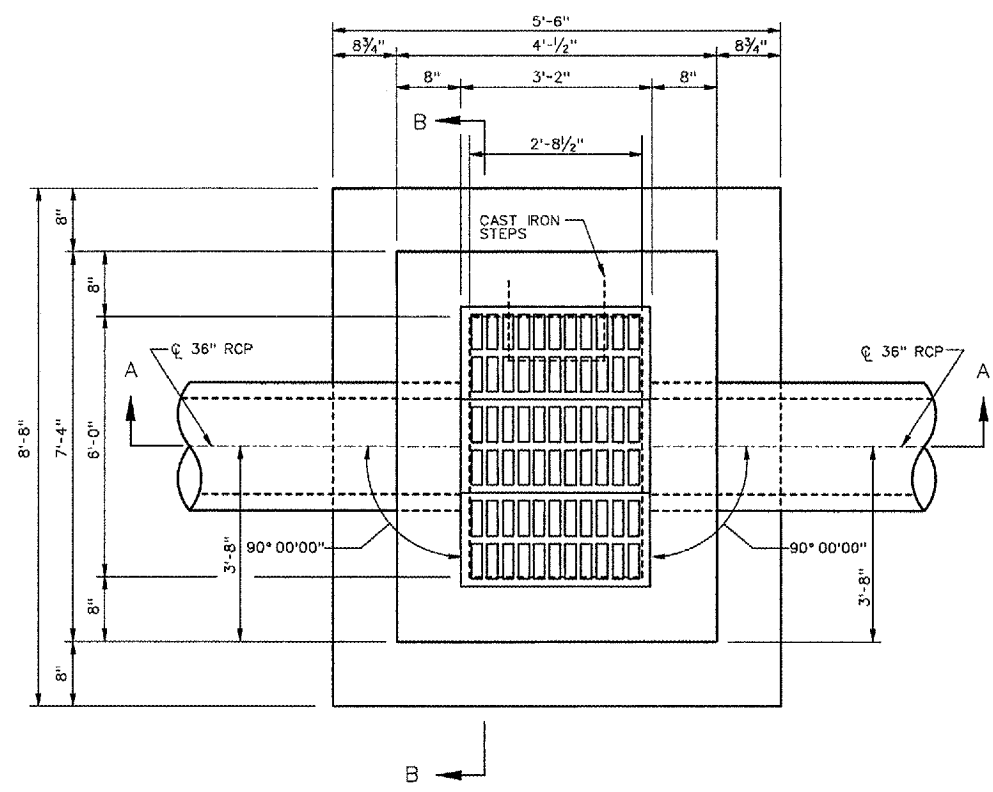
DRAINAGE DETAILS
SHEET 4 OF 8

SHEET 45 OF 107 SHEETS

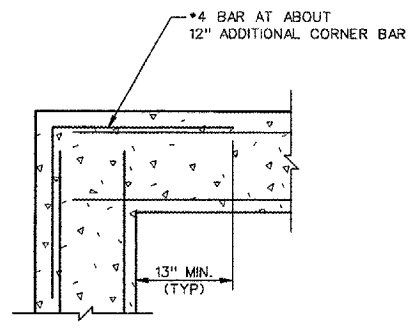
7/13/2006 k:\peoria\040610302\draw\sheet\045_drainage_details_6.dgn

NOTE: THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS.

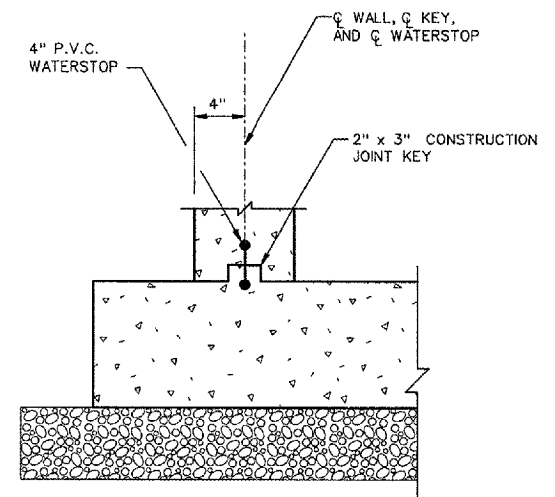
PE085		
REVISIONS		
NUMBER	BY	DATE



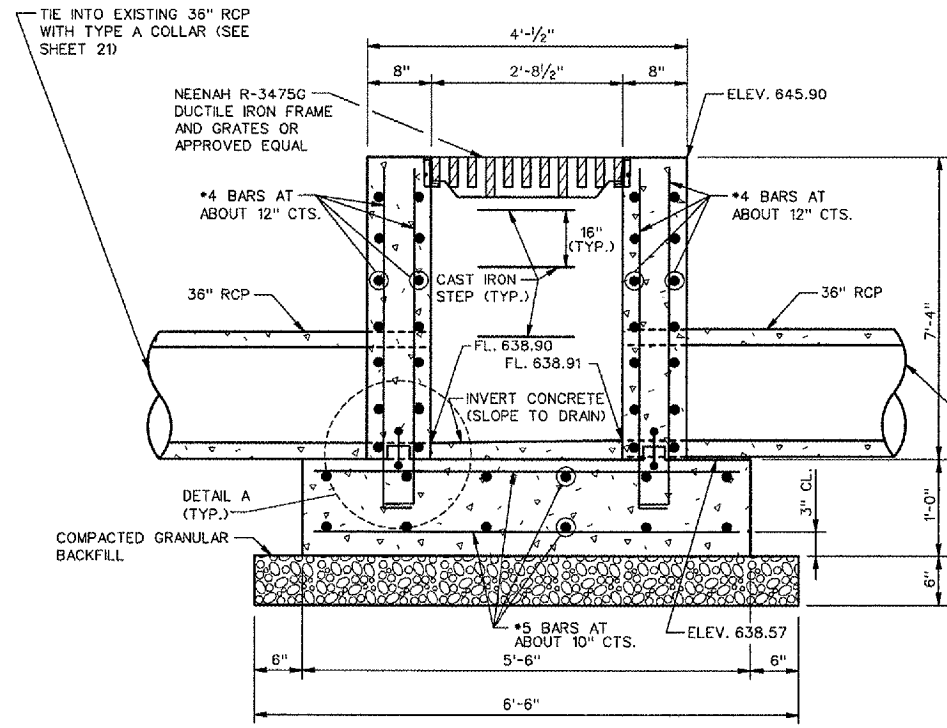
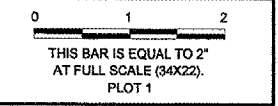
PLAN
INLET 16



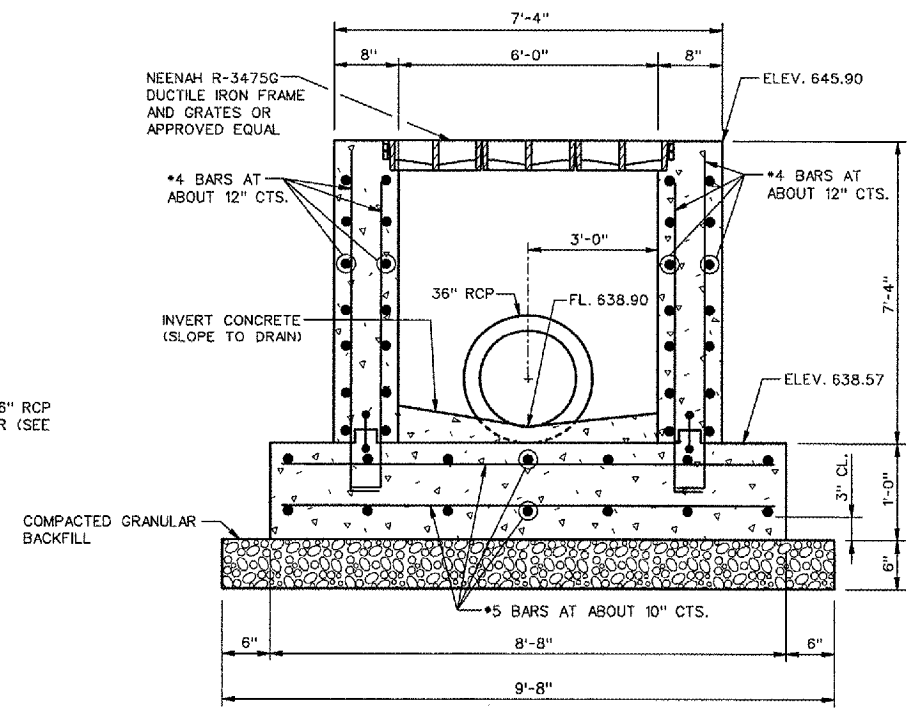
PLAN
TYPICAL WALL CORNER DETAIL



DETAIL A
NOTE: REINFORCEMENT NOT SHOWN FOR CLARITY



SECTION A-A

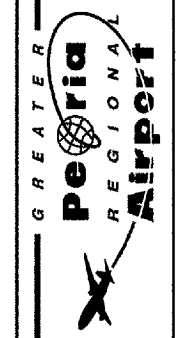


SECTION B-B

- NOTES:
1. CAST IN PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3000 PSI.
 2. ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
 3. REINFORCING BARS SHALL BE CUT AND/OR BENT AT ALL OPENINGS TO MAINTAIN 1" CLEARANCE FROM PIPES.
 4. MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE 1/2" UNLESS OTHERWISE SHOWN.
 5. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING PIPE SIZES AND ELEVATIONS PRIOR TO CONSTRUCTION/INSTALLATION OF DRAINAGE STRUCTURES.
 6. PIPE SECTIONS TO TIE EXISTING RCP TO PROPOSED INLET SHALL NOT BE MEASURED FOR PAYMENT AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE INLET.
 7. ALL CONCRETE WORK SHALL CONFORM TO ACI-318-02.

NOTE: THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS.

7/13/2006 k:\peoria\040610302\draw\sheets\046_drainage_details_7.dgn



RELOCATE TAXIWAY A AND D FROM
MID-FIELD INTERSECTION PHASE 2



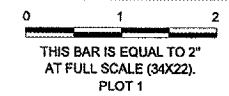
IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...1046_drainage_details_7.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02

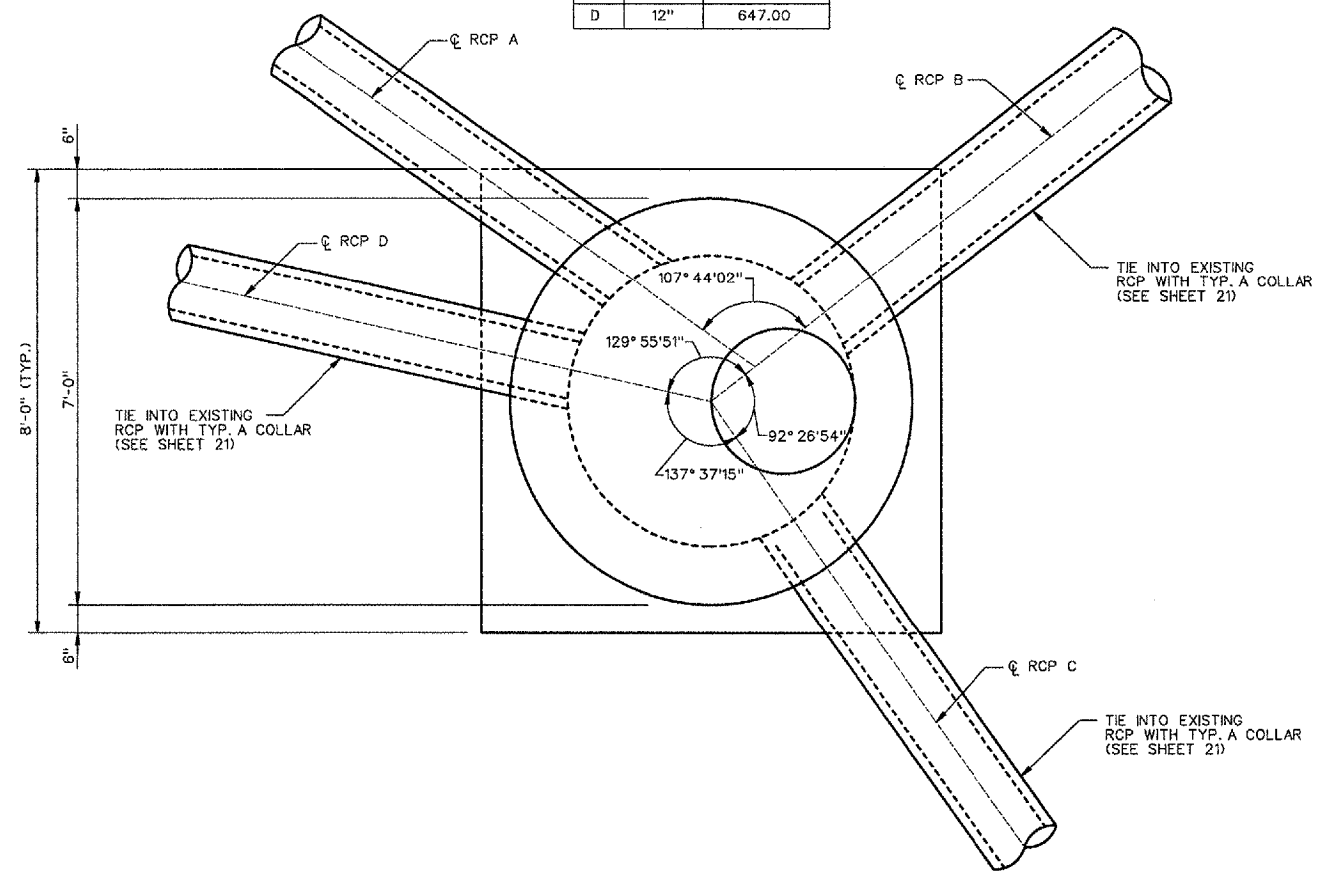
DRAINAGE DETAILS
SHEET 5 OF 8

SHEET 46 OF 107 SHEETS

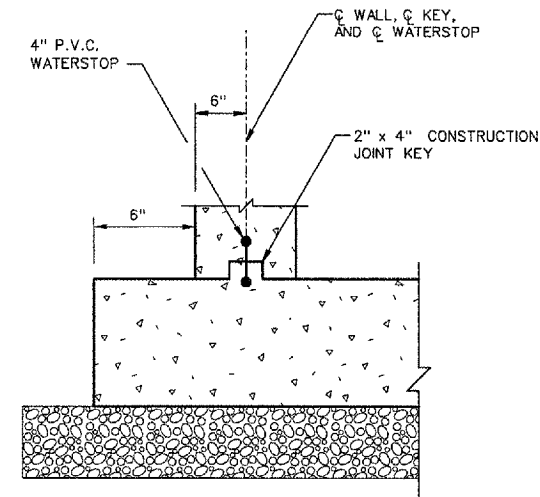
NUMBER	BY	DATE



PIPE	SIZE	INVERT ELEV.
A	15"	647.00
B	15"	646.91
C	12"	647.68
D	12"	647.00

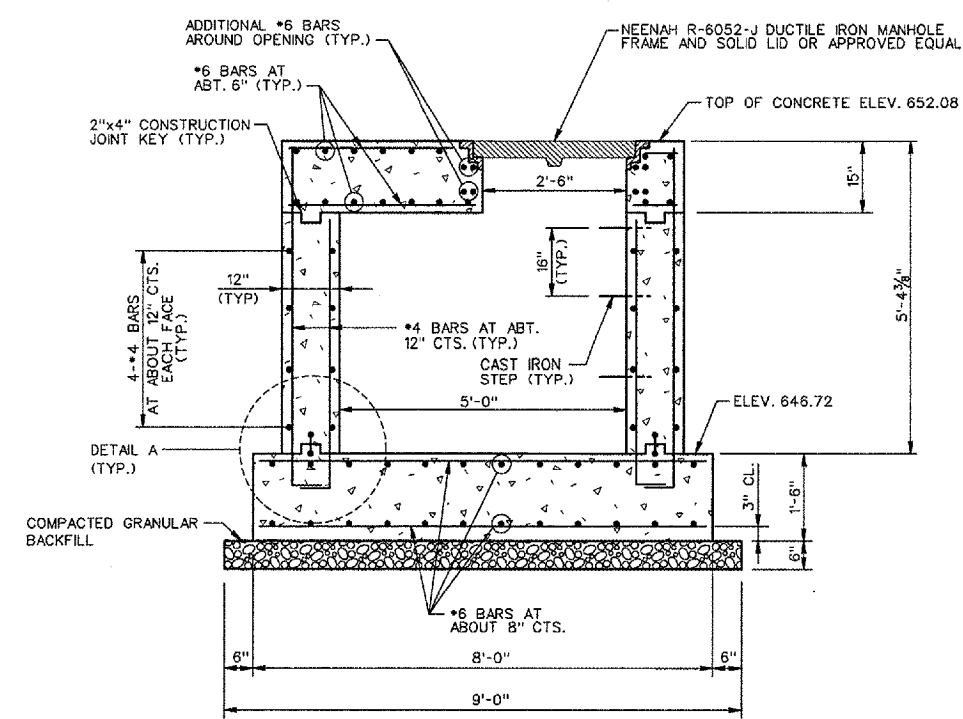


PLAN MANHOLE 1
NOTE: MANHOLE FRAME AND LID NOT SHOWN FOR CLARITY.

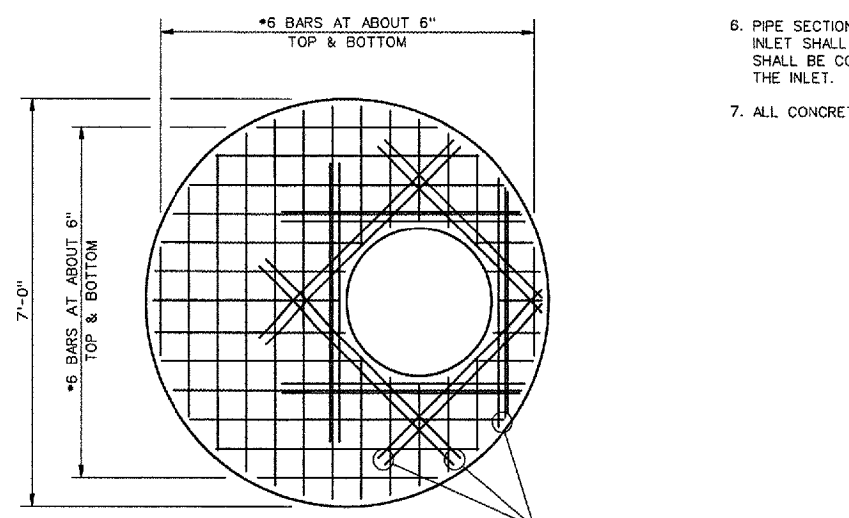


DETAIL A
NOTE: REINFORCEMENT NOT SHOWN FOR CLARITY

- NOTES:
1. CAST IN PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.
 2. ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
 3. REINFORCING BARS SHALL BE CUT AND/OR BENT AT ALL OPENINGS TO MAINTAIN 1" CLEARANCE FROM PIPES.
 4. MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE 1/2" UNLESS OTHERWISE SHOWN.
 5. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING PIPE SIZES AND ELEVATIONS PRIOR TO CONSTRUCTION/ INSTALLATION OF DRAINAGE STRUCTURES.
 6. PIPE SECTIONS TO TIE EXISTING RCP TO PROPOSED INLET SHALL NOT BE MEASURED FOR PAYMENT AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE INLET.
 7. ALL CONCRETE WORK SHALL CONFORM TO ACI-318-02.



TYPICAL SECTION MANHOLE 1



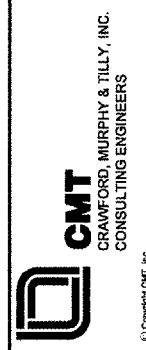
PLAN OF TOP SLAB SHOWING REINFORCEMENT

NOTE: THIS DRAWING IS NOT TO SCALE. FOLLOW DIMENSIONS.

7/13/2006 k:\peoria\040610302\draw\sheet\047_drainage_details_8.dgn



RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...047_drainage_details_8.dgn

DESIGN BY: JDJ

DRAWN BY: JSP

CHECKED BY: JDJ

APPROVED BY: CET

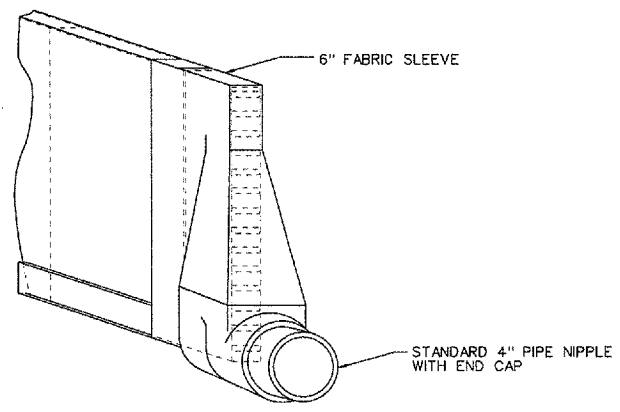
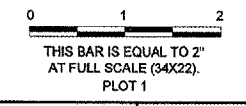
DATE: JUNE 30, 2006

JOB No: 04061-03-02

DRAINAGE DETAILS SHEET 6 OF 8

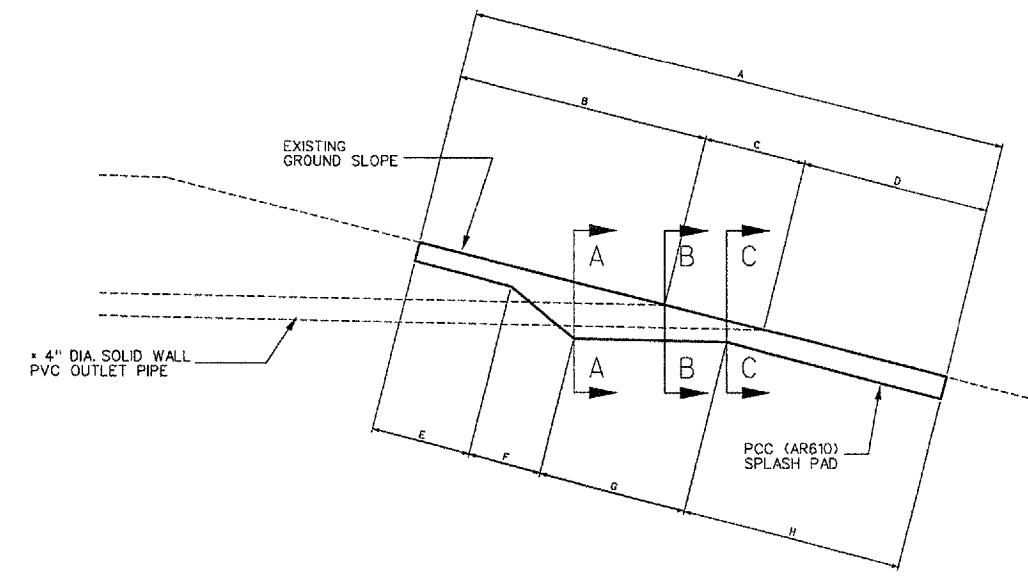
SHEET 47 OF 107 SHEETS

REVISIONS		
NUMBER	BY	DATE



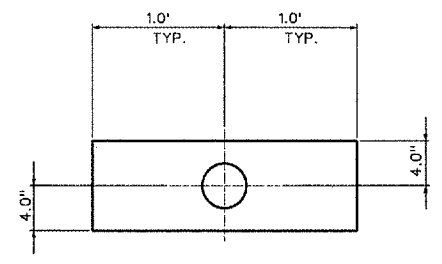
1 VERTICAL EDGE DRAIN END CAP CLEANOUT DETAIL
NOT TO SCALE

ITEM	2:1	3:1	4:1	6:1
A	5.48'	6.19'	6.95'	8.58'
B	2.70'	3.07'	3.46'	4.28'
C	0.78'	1.12'	1.49'	2.30'
D	2.00'	2.00'	2.00'	2.00'
E	2.00'	2.00'	2.00'	2.00'
F	0.46'	0.61'	0.78'	1.18'
G	0.71'	1.07'	1.46'	2.27'
H	2.31'	2.51'	2.71'	3.13'
CONC.	0.15 C.Y.	0.17 C.Y.	0.20 C.Y.	0.25 C.Y.

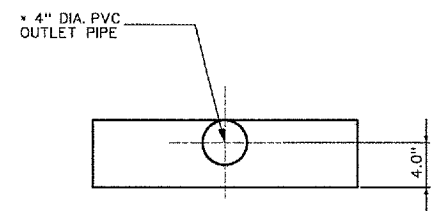


3 UNDERDRAIN DAYLIGHT DETAIL
NOT TO SCALE

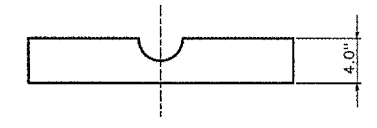
NOTE:
 PRECAST CONCRETE SPLASH PADS MAY BE INSTALLED AS APPROVED BY THE ENGINEER.
 TOP OF SPLASH PAD SHALL MATCH EXISTING CROSS SLOPE. CONSTRUCT BEND IN SPLASH PAD WHERE CROSS SLOPE CHANGES.
 DIMENSIONS ARE APPROXIMATE AND CAN BE ADJUSTED AS DIRECTED BY THE ENGINEER.



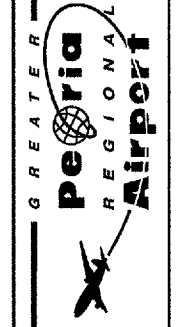
SECTION A-A



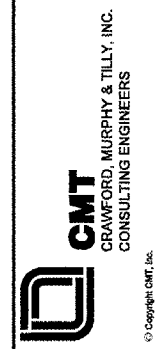
SECTION B-B



SECTION C-C



RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616 AIP PROJ: 3-17-0080-XX
FILE: ...025_drainage_details_2.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03-03
DRAINAGE DETAILS SHEET 7 OF 8
SHEET 48 OF 107 SHEETS

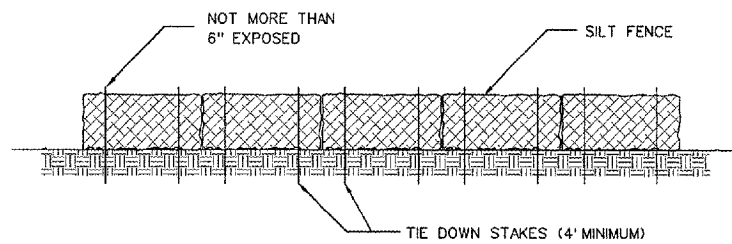
13/2006
peoria\0406103_03\draw\sheets\026_drainage_details_3.dgn

PE085

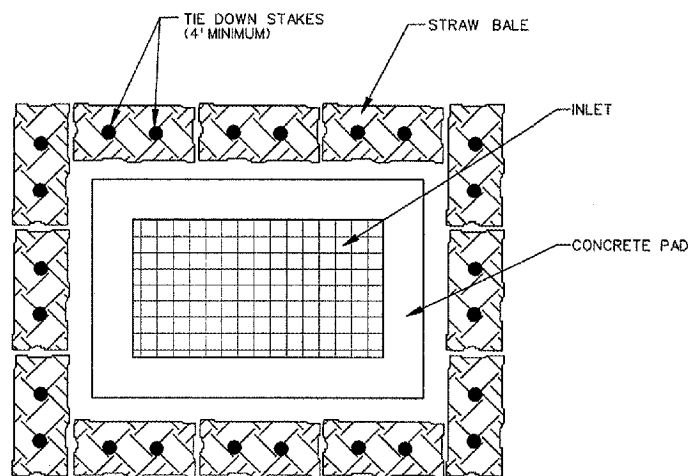
REVISIONS

NUMBER	BY	DATE

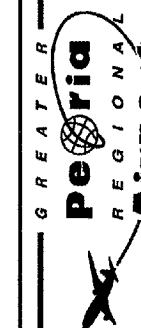
0 1 2
THIS BAR IS EQUAL TO 2"
AT FULL SCALE (34X22).
PLOT 1



2 STRAW BALE DETAIL
N.T.S.



3 INLET EROSION PROTECTION DETAIL
N.T.S.



RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...026_drainage_details_3.dgn

DESIGN BY: TCS

DRAWN BY: CAG

CHECKED BY: TCS

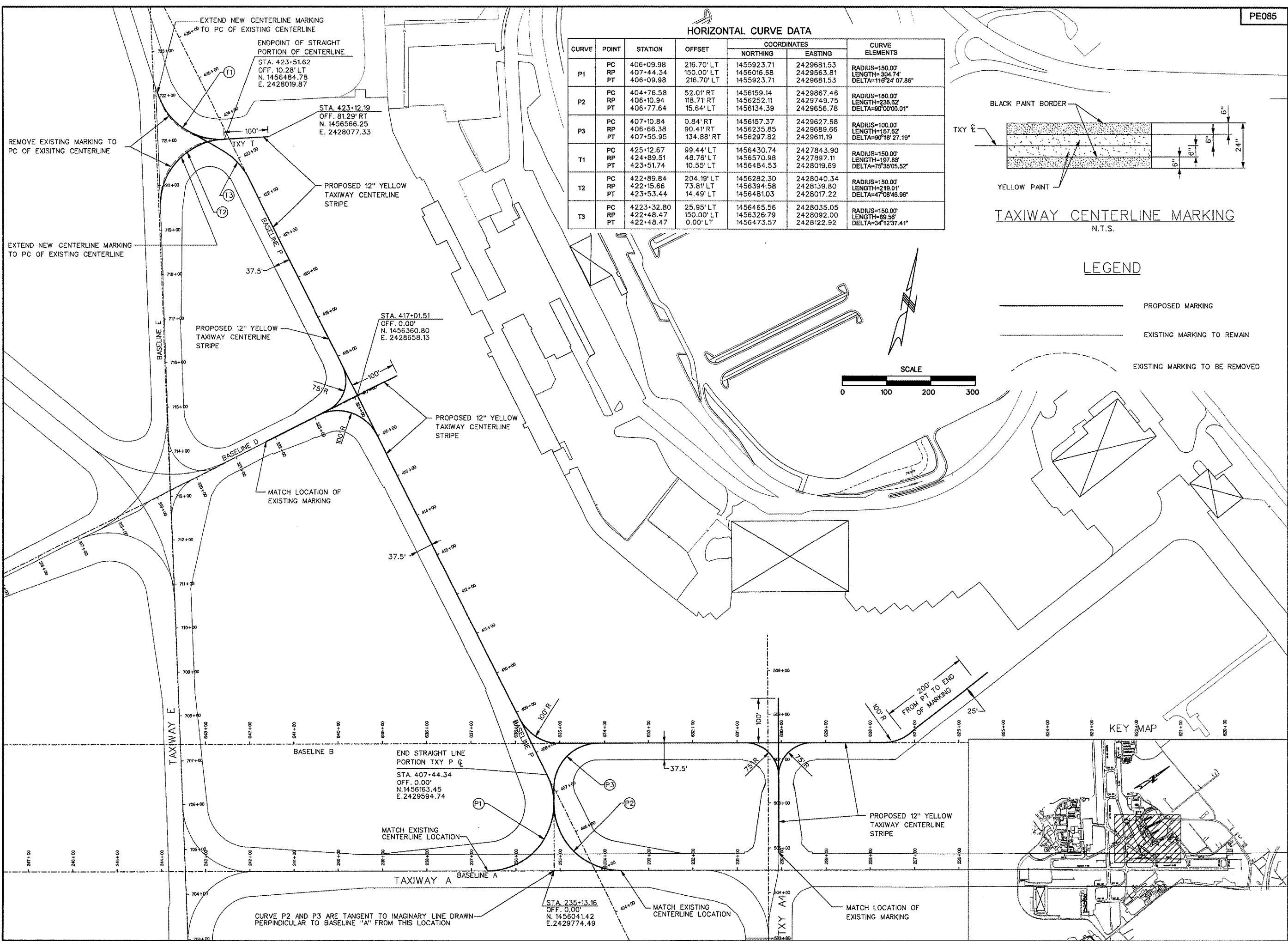
APPROVED BY: CET

DATE: MAY 12, 2006

JOB No: 04061-03-03

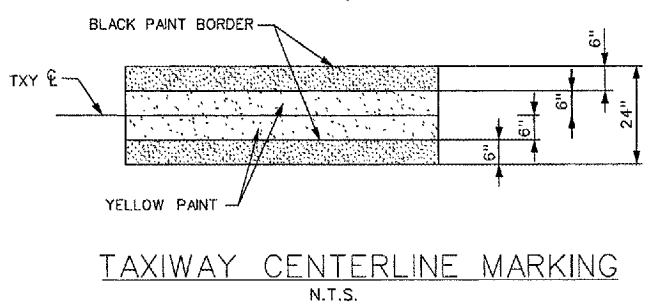
DRAINAGE DETAILS
SHEET 8 OF 8

7/13/2006 k:\peoria\040610302\draw\sheets\050_prop_marking.dgn



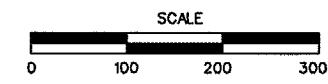
HORIZONTAL CURVE DATA

CURVE	POINT	STATION	OFFSET	COORDINATES		CURVE ELEMENTS
				NORTHING	EASTING	
P1	PC	406+09.98	216.70' LT	1455923.71	2429681.53	RADIUS=150.00' LENGTH=304.74' DELTA=116°24'07.86"
	RP	407+44.34	150.00' LT	1456016.68	2429563.81	
	PT	406+09.98	216.70' LT	1455923.71	2429681.53	
P2	PC	404+76.58	52.01' RT	1456159.14	2429867.46	RADIUS=150.00' LENGTH=157.62' DELTA=90°00'00.01"
	RP	406+10.94	118.71' RT	1456252.11	2429749.75	
	PT	406+77.64	15.64' LT	1456134.39	2429656.78	
P3	PC	407+10.84	0.84' RT	1456157.37	2429627.68	RADIUS=100.00' LENGTH=157.62' DELTA=90°00'00.01"
	RP	406+66.38	90.41' RT	1456235.85	2429689.66	
	PT	407+55.95	134.88' RT	1456297.82	2429611.19	
T1	PC	425+12.67	99.44' LT	1456430.74	2427843.90	RADIUS=150.00' LENGTH=197.88' DELTA=76°38'05.52"
	RP	424+89.51	48.76' LT	1456570.98	2427897.11	
	PT	423+51.74	10.55' LT	1456484.53	2428019.69	
T2	PC	422+89.84	204.19' LT	1456282.30	2428040.34	RADIUS=150.00' LENGTH=219.01' DELTA=47°08'46.96"
	RP	422+15.66	73.81' LT	1456394.58	2428139.80	
	PT	423+53.44	14.49' LT	1456481.03	2428017.22	
T3	PC	4223+32.80	25.95' LT	1456465.56	2428035.05	RADIUS=150.00' LENGTH=89.58' DELTA=34°12'37.41"
	RP	422+48.47	150.00' LT	1456326.79	2428092.00	
	PT	422+48.47	0.00' LT	1456473.57	2428122.92	



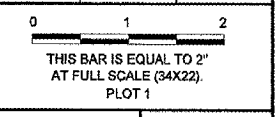
LEGEND

- PROPOSED MARKING
- EXISTING MARKING TO REMAIN
- ... EXISTING MARKING TO BE REMOVED



PE085

REVISIONS		
NUMBER	BY	DATE



RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2



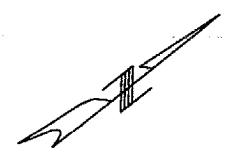
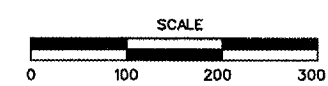
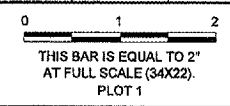
IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...050_prop_marking.dgn
DESIGN BY: EWS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02

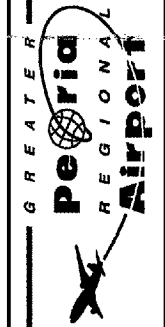
PROPOSED MARKING PLAN SHEET 1 OF 3

SHEET 50 OF 107 SHEETS

NUMBER	BY	DATE



RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



CMT
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CONSULTING ENGINEERS



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

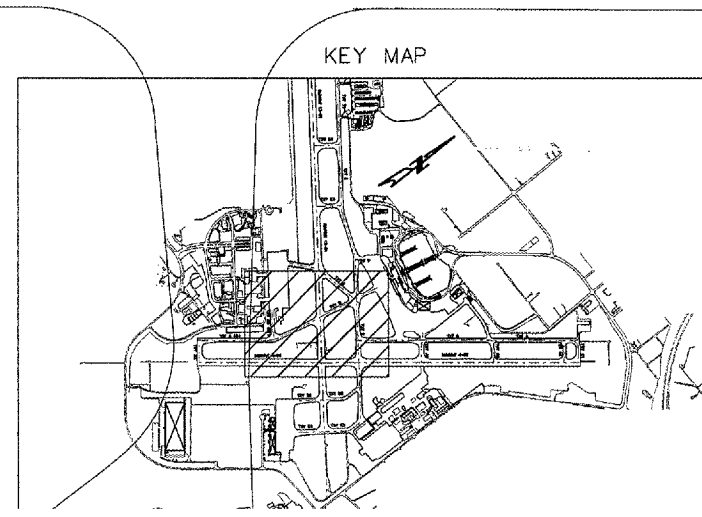
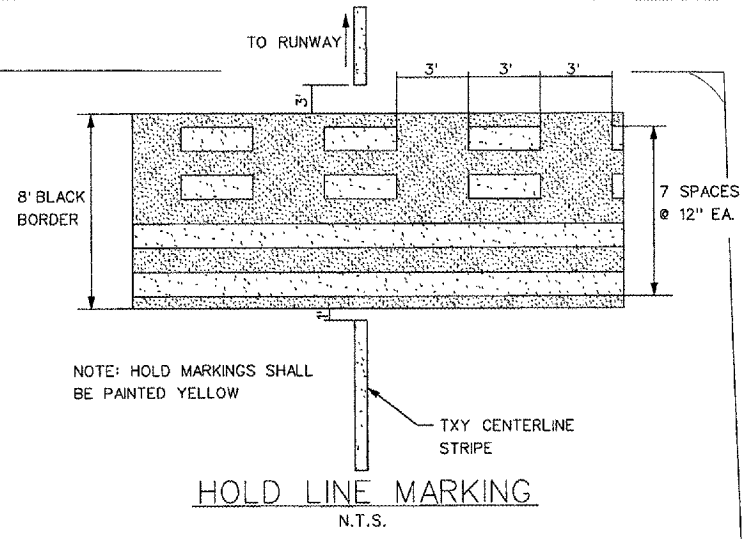
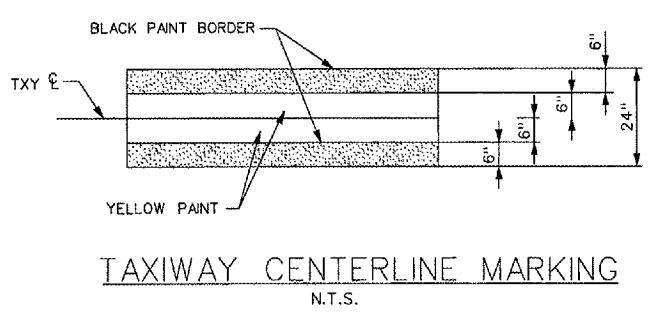
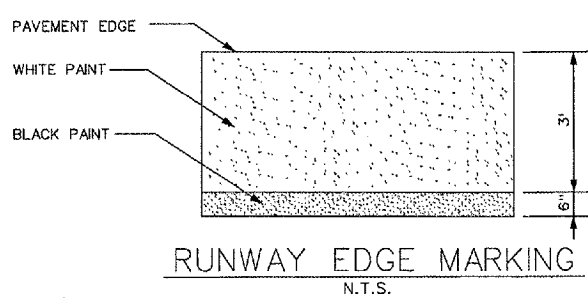
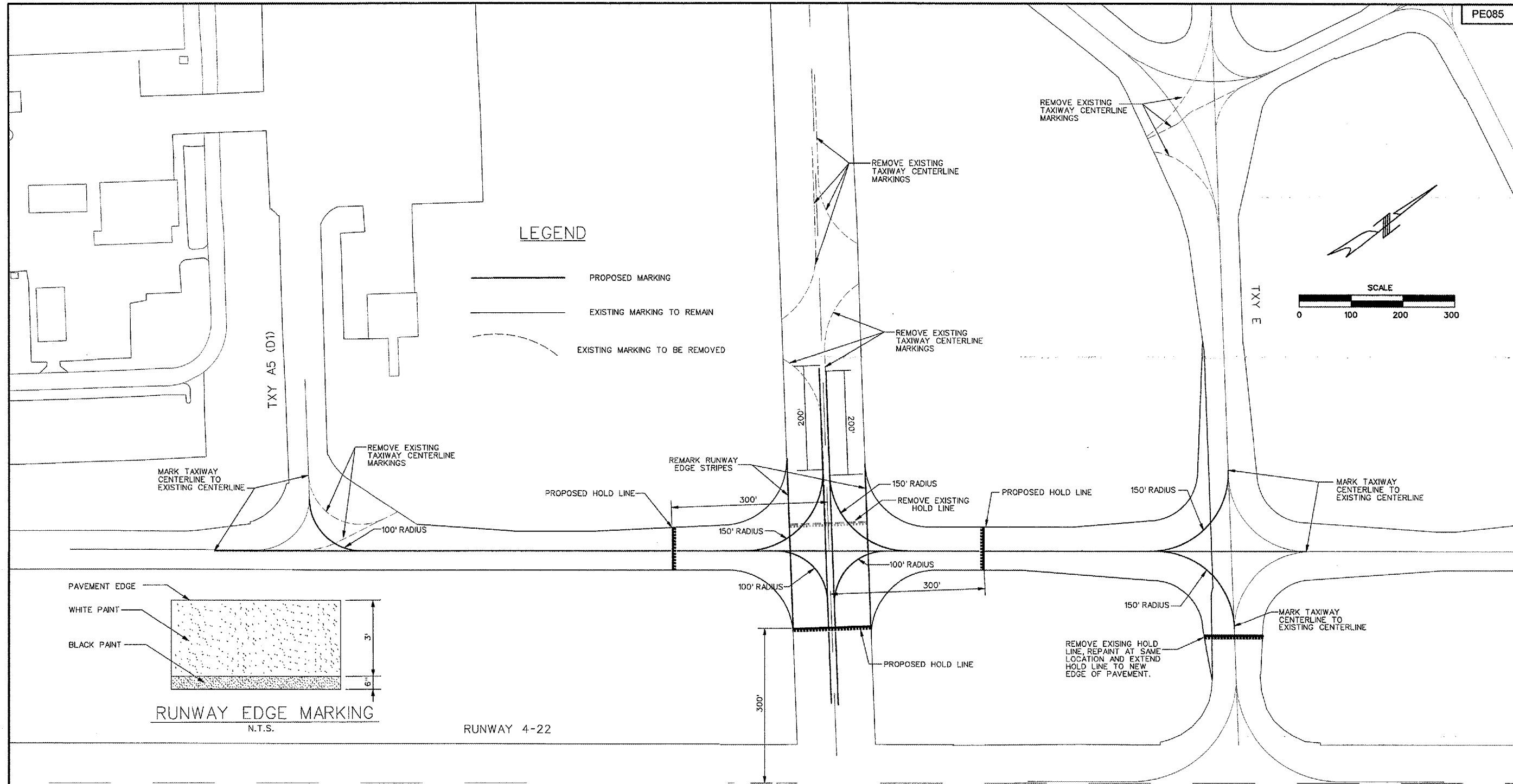
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DESIGN BY: EWS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: GET
DATE: MAY 12, 2006

JOB No: 04061-03-03

PROPOSED MARKING PLAN
SHEET 2 OF 3

LEGEND

- PROPOSED MARKING
- EXISTING MARKING TO REMAIN
- EXISTING MARKING TO BE REMOVED



7/13/2006 c:\peoria\0406103_03\draw\sheet\028_prop_marking.dgn

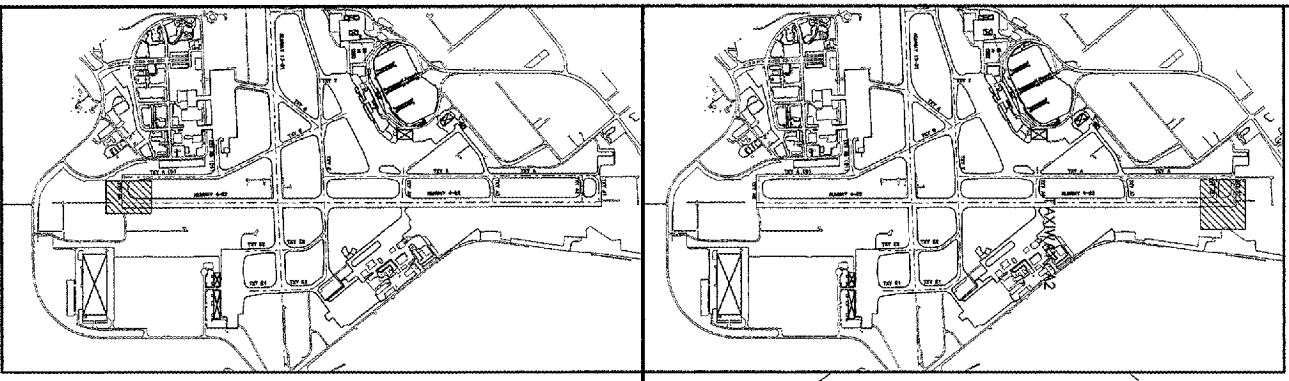
1/13/2006
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PE085

REVISIONS

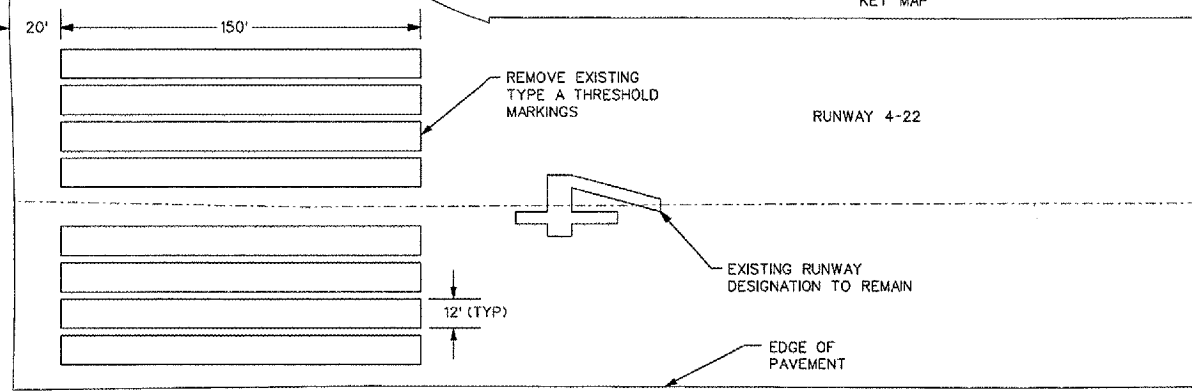
NUMBER	BY	DATE

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

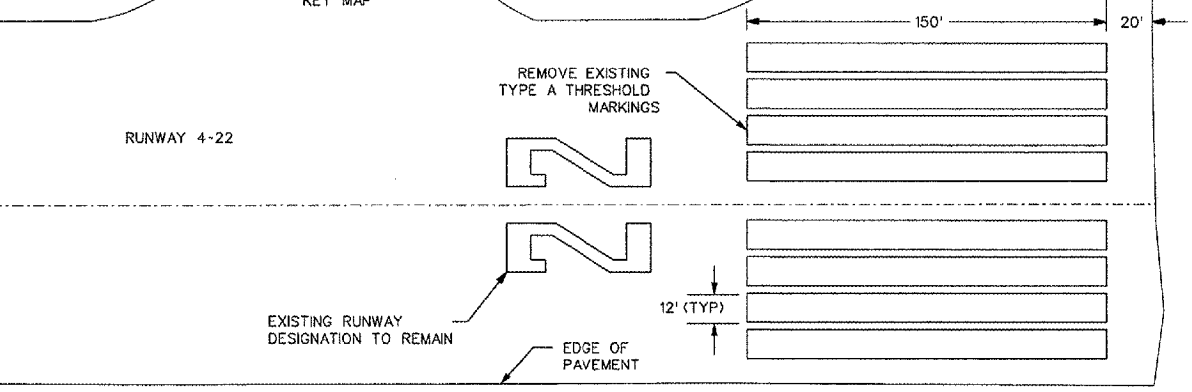


KEY MAP

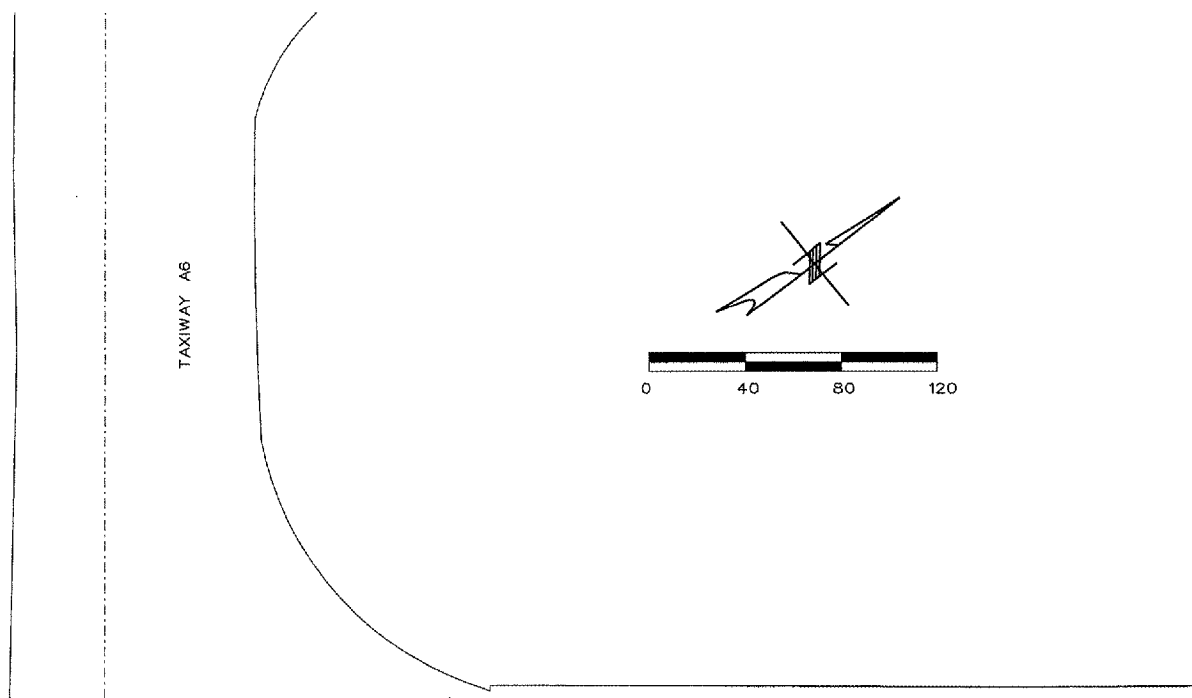
KEY MAP



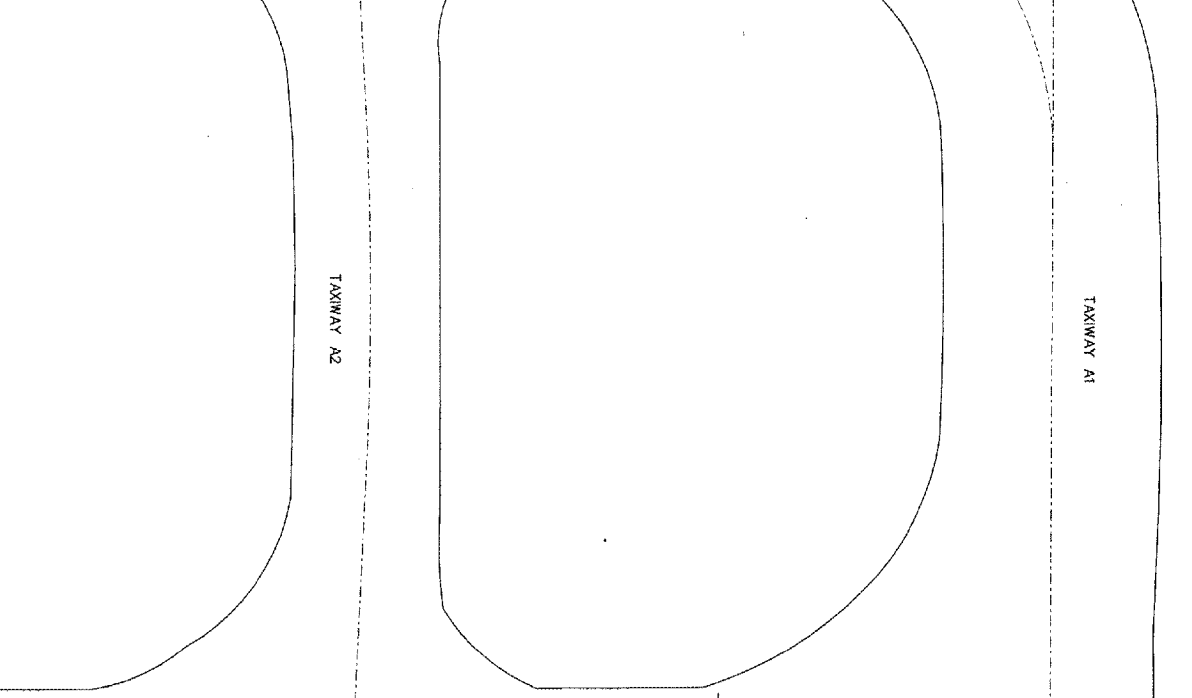
PROPOSED PAVEMENT MARKING REMOVAL



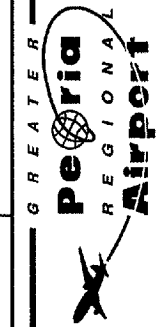
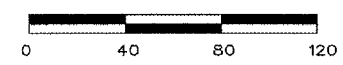
PROPOSED PAVEMENT MARKING REMOVAL



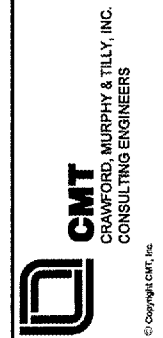
PROPOSED PAVEMENT MARKINGS



PROPOSED PAVEMENT MARKINGS



RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

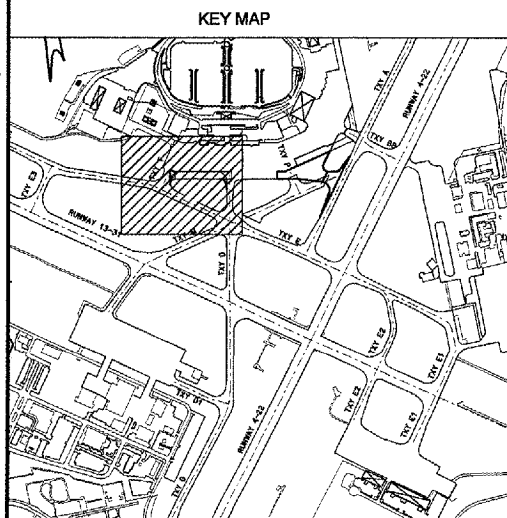
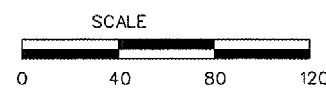
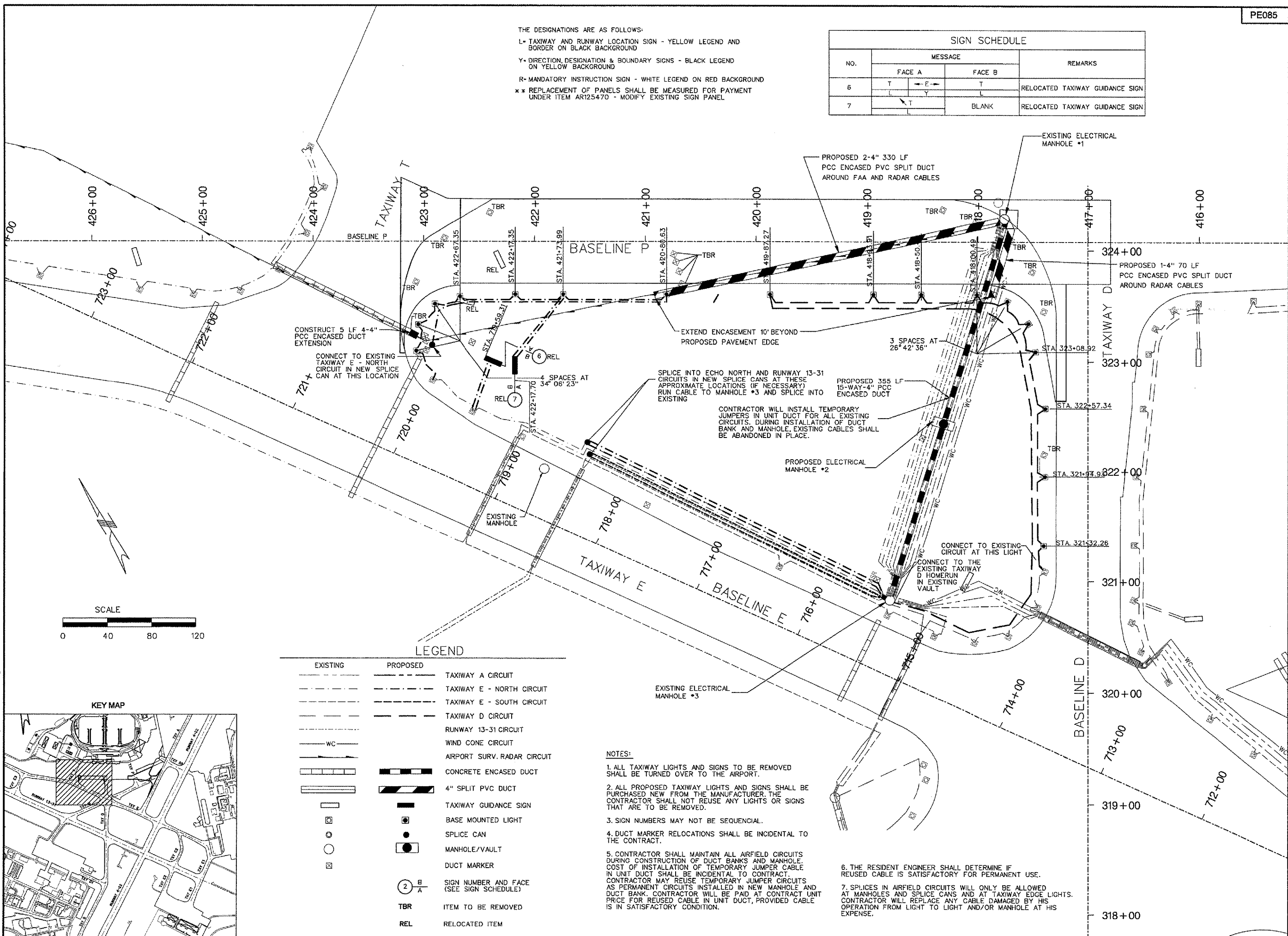
FILE: ...0xx_proposed_marking_plan_3.dgn
 DESIGN BY: EWS
 DRAWN BY: EWS
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: MAY 12, 2006
 JOB No: 04061-03-03

PROPOSED
 MARKING PLAN
 SHEET 3 OF 3
 SHEET 52 OF 107 SHEETS

PE085		REVISIONS	
NUMBER	BY	DATE	
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1			

THE DESIGNATIONS ARE AS FOLLOWS:
 L- TAXIWAY AND RUNWAY LOCATION SIGN - YELLOW LEGEND AND BORDER ON BLACK BACKGROUND
 Y- DIRECTION, DESIGNATION & BOUNDARY SIGNS - BLACK LEGEND ON YELLOW BACKGROUND
 R- MANDATORY INSTRUCTION SIGN - WHITE LEGEND ON RED BACKGROUND
 * * REPLACEMENT OF PANELS SHALL BE MEASURED FOR PAYMENT UNDER ITEM AR125470 - MODIFY EXISTING SIGN PANEL

SIGN SCHEDULE			
NO.	MESSAGE		REMARKS
	FACE A	FACE B	
6	T	T	RELOCATED TAXIWAY GUIDANCE SIGN
	L	L	
7	T	BLANK	RELOCATED TAXIWAY GUIDANCE SIGN
	L	BLANK	



EXISTING	PROPOSED	DESCRIPTION
---	---	TAXIWAY A CIRCUIT
---	---	TAXIWAY E - NORTH CIRCUIT
---	---	TAXIWAY E - SOUTH CIRCUIT
---	---	TAXIWAY D CIRCUIT
---	---	RUNWAY 13-31 CIRCUIT
WC	WC	WIND CONE CIRCUIT
---	---	AIRPORT SURV. RADAR CIRCUIT
---	---	CONCRETE ENCASED DUCT
---	---	4" SPLIT PVC DUCT
---	---	TAXIWAY GUIDANCE SIGN
---	---	BASE MOUNTED LIGHT
---	---	SPLICE CAN
---	---	MANHOLE/VAULT
---	---	DUCT MARKER
---	---	SIGN NUMBER AND FACE (SEE SIGN SCHEDULE)
---	---	TBR ITEM TO BE REMOVED
---	---	REL RELOCATED ITEM

NOTES:
 1. ALL TAXIWAY LIGHTS AND SIGNS TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT.
 2. ALL PROPOSED TAXIWAY LIGHTS AND SIGNS SHALL BE PURCHASED NEW FROM THE MANUFACTURER. THE CONTRACTOR SHALL NOT REUSE ANY LIGHTS OR SIGNS THAT ARE TO BE REMOVED.
 3. SIGN NUMBERS MAY NOT BE SEQUENTIAL.
 4. DUCT MARKER RELOCATIONS SHALL BE INCIDENTAL TO THE CONTRACT.
 5. CONTRACTOR SHALL MAINTAIN ALL AIRFIELD CIRCUITS DURING CONSTRUCTION OF DUCT BANKS AND MANHOLE. COST OF INSTALLATION OF TEMPORARY JUMPER CABLE IN UNIT DUCT SHALL BE INCIDENTAL TO CONTRACT. CONTRACTOR MAY REUSE TEMPORARY JUMPER CIRCUITS AS PERMANENT CIRCUITS INSTALLED IN NEW MANHOLE AND DUCT BANK. CONTRACTOR WILL BE PAID AT CONTRACT UNIT PRICE FOR REUSED CABLE IN UNIT DUCT, PROVIDED CABLE IS IN SATISFACTORY CONDITION.
 6. THE RESIDENT ENGINEER SHALL DETERMINE IF REUSED CABLE IS SATISFACTORY FOR PERMANENT USE.
 7. SPLICES IN AIRFIELD CIRCUITS WILL ONLY BE ALLOWED AT MANHOLES AND SPLICE CANS AND AT TAXIWAY EDGE LIGHTS. CONTRACTOR WILL REPLACE ANY CABLE DAMAGED BY HIS OPERATION FROM LIGHT TO LIGHT AND/OR MANHOLE AT HIS EXPENSE.

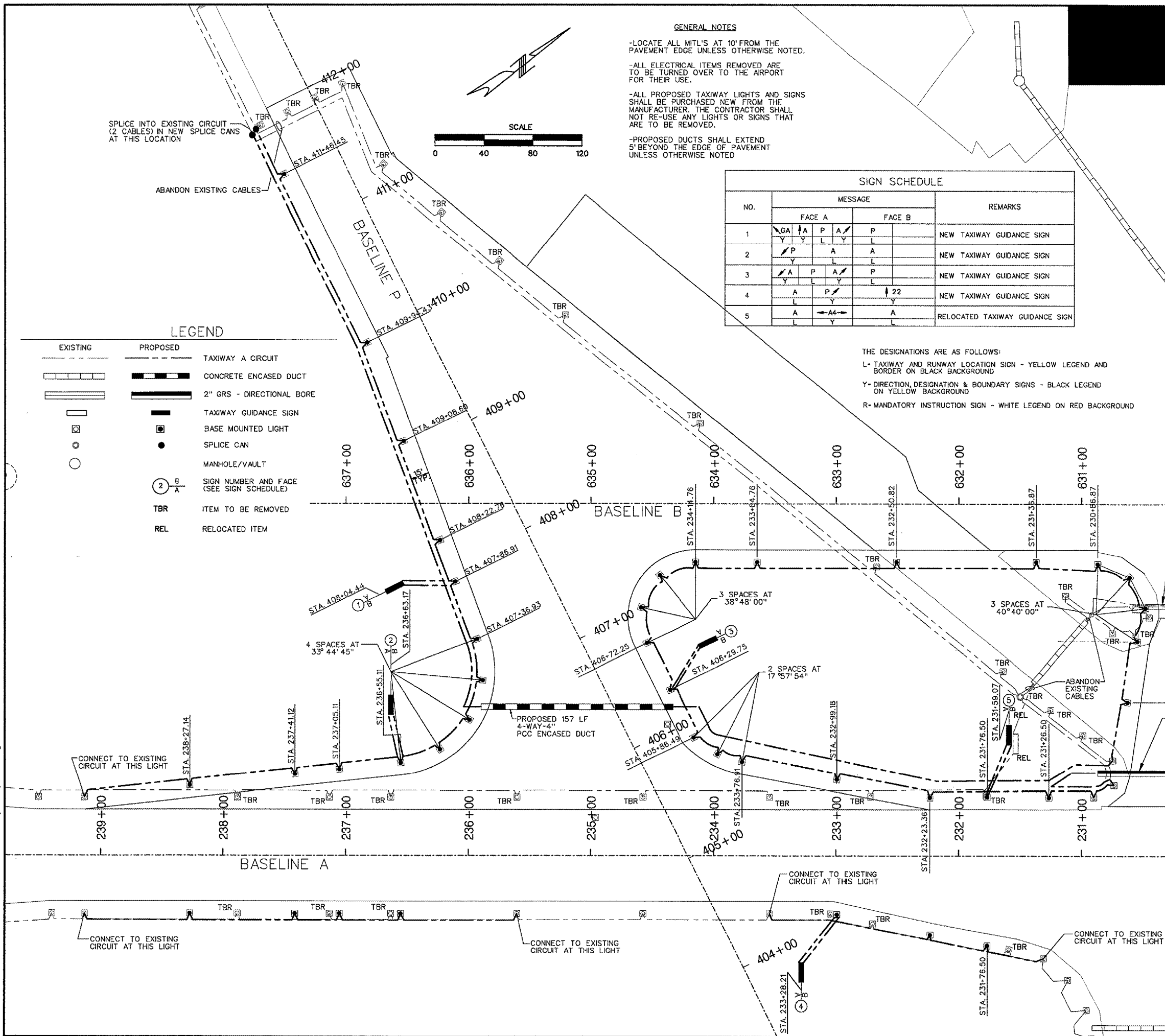
RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616 AIP PROJ: 3-17-0060-XX
FILE: ...1053_Elec_Layout_Plan_1.dgn
DESIGN BY: BHH
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02
ELECTRICAL LAYOUT PLAN SHEET 1 OF 6
SHEET 53 OF 107 SHEETS

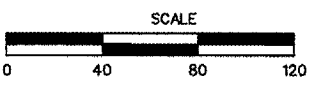
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7/13/2006 k:\peoria\040610302\draw\sheets\032_elec_layout_plan_2.dgn



GENERAL NOTES

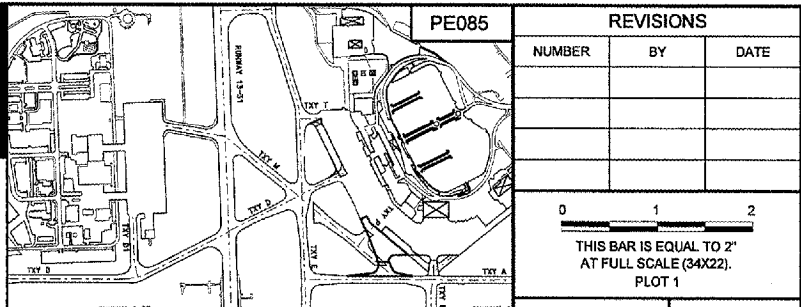
- LOCATE ALL MITL'S AT 10' FROM THE PAVEMENT EDGE UNLESS OTHERWISE NOTED.
- ALL ELECTRICAL ITEMS REMOVED ARE TO BE TURNED OVER TO THE AIRPORT FOR THEIR USE.
- ALL PROPOSED TAXIWAY LIGHTS AND SIGNS SHALL BE PURCHASED NEW FROM THE MANUFACTURER. THE CONTRACTOR SHALL NOT RE-USE ANY LIGHTS OR SIGNS THAT ARE TO BE REMOVED.
- PROPOSED DUCTS SHALL EXTEND 5' BEYOND THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED



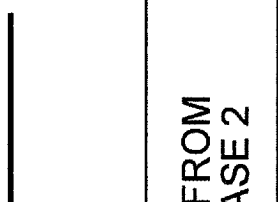
NO.	MESSAGE		REMARKS
	FACE A	FACE B	
1	GA Y	PA L	NEW TAXIWAY GUIDANCE SIGN
2	P Y	A L	NEW TAXIWAY GUIDANCE SIGN
3	A Y	PA L	NEW TAXIWAY GUIDANCE SIGN
4	A L	P Y	NEW TAXIWAY GUIDANCE SIGN
5	A L	A L	RELOCATED TAXIWAY GUIDANCE SIGN

THE DESIGNATIONS ARE AS FOLLOWS:

- L- TAXIWAY AND RUNWAY LOCATION SIGN - YELLOW LEGEND AND BORDER ON BLACK BACKGROUND
- Y- DIRECTION, DESIGNATION & BOUNDARY SIGNS - BLACK LEGEND ON YELLOW BACKGROUND
- R- MANDATORY INSTRUCTION SIGN - WHITE LEGEND ON RED BACKGROUND



REVISIONS		
NUMBER	BY	DATE



RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

Greater Peoria Regional Airport

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS

IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

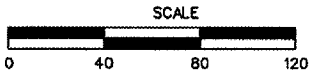
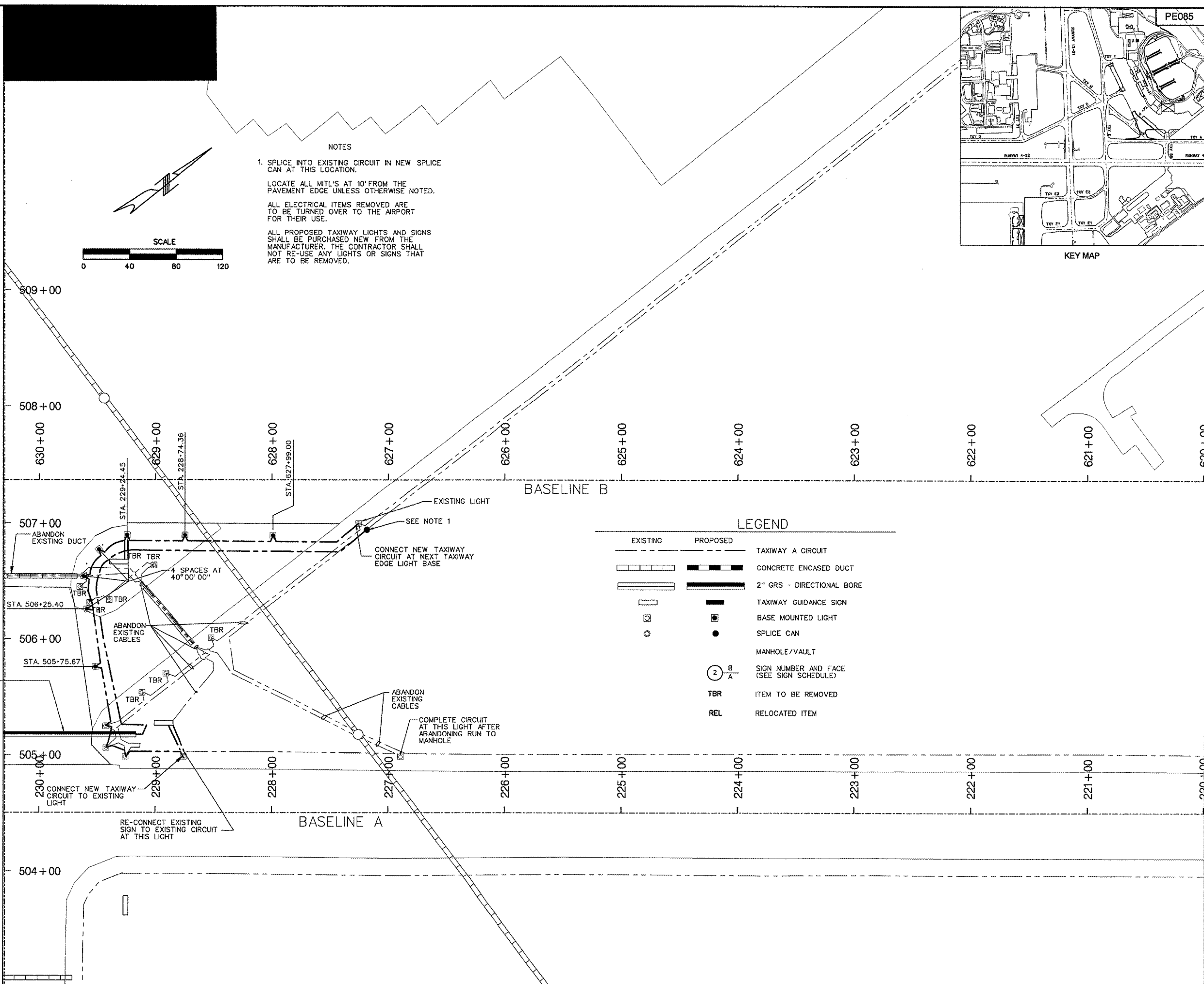
FILE: ...032_elec_layout_plan_2.dgn
 DESIGN BY: BHH
 DRAWN BY: CAG
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: JUNE 30, 2006
 JOB No: 04061-03-02

ELECTRICAL LAYOUT PLAN
 SHEET 2 OF 6

SHEET 54 OF 107 SHEETS

7/13/2006 K:\Peoria\040610302\Draw\Sheets\032A_Elec_Layout_Plan_3.dgn

MATCHLINE



NOTES

1. SPLICE INTO EXISTING CIRCUIT IN NEW SPLICE CAN AT THIS LOCATION.

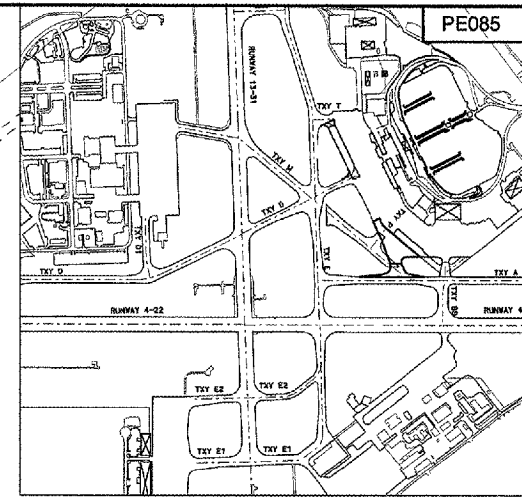
LOCATE ALL MITL'S AT 10' FROM THE PAVEMENT EDGE UNLESS OTHERWISE NOTED.

ALL ELECTRICAL ITEMS REMOVED ARE TO BE TURNED OVER TO THE AIRPORT FOR THEIR USE.

ALL PROPOSED TAXIWAY LIGHTS AND SIGNS SHALL BE PURCHASED NEW FROM THE MANUFACTURER. THE CONTRACTOR SHALL NOT RE-USE ANY LIGHTS OR SIGNS THAT ARE TO BE REMOVED.

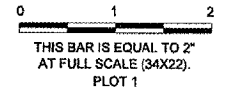
LEGEND

EXISTING	PROPOSED	
		TAXIWAY A CIRCUIT
		CONCRETE ENCASED DUCT
		2" GRS - DIRECTIONAL BORE
		TAXIWAY GUIDANCE SIGN
		BASE MOUNTED LIGHT
		SPLICE CAN
		MANHOLE/VAULT
		SIGN NUMBER AND FACE (SEE SIGN SCHEDULE)
		ITEM TO BE REMOVED
		RELOCATED ITEM



REVISIONS

NUMBER	BY	DATE



PE085

GREATER Peoria REGIONAL Airport

RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2

CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS

IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...032A_Elec_Layout_Plan_3.dgn

DESIGN BY:

DRAWN BY: CAG

CHECKED BY: TCS

APPROVED BY: CET

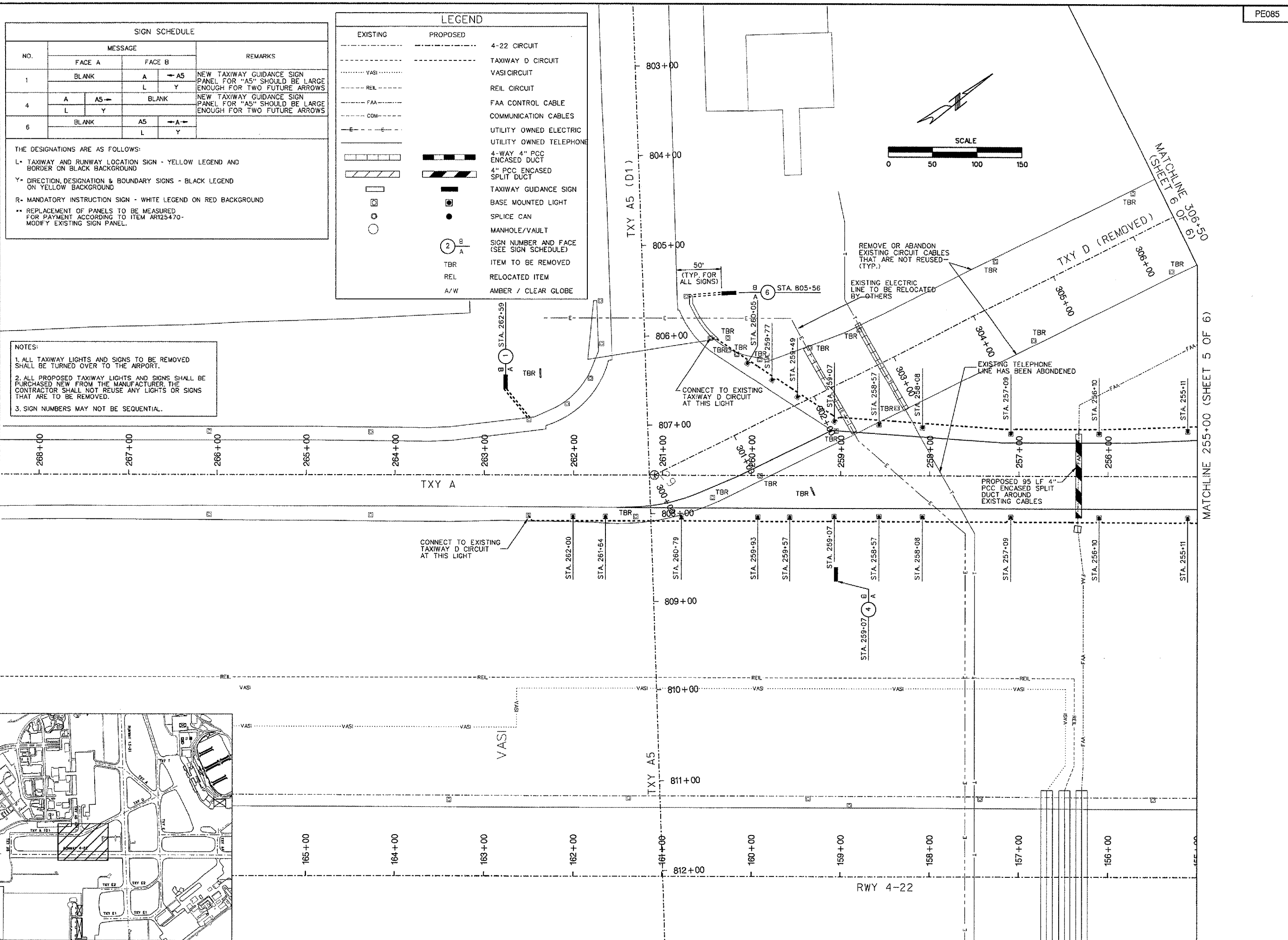
DATE: JUNE 30, 2006

JOB No: 04061-03-02

ELECTRICAL LAYOUT PLAN SHEET 3 OF 6

SHEET 56 OF 107 SHEETS

7/13/2006 K:\Peoria\0406103_03\Draw_Sheets\029_Elec_Layout_Plan_1A.dgn



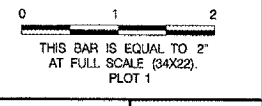
SIGN SCHEDULE				REMARKS
NO.	MESSAGE			
	FACE A	FACE B		
1	BLANK	A → A5 L Y	NEW TAXIWAY GUIDANCE SIGN PANEL FOR "A5" SHOULD BE LARGE ENOUGH FOR TWO FUTURE ARROWS	
4	A L	A5 → Y	NEW TAXIWAY GUIDANCE SIGN PANEL FOR "A5" SHOULD BE LARGE ENOUGH FOR TWO FUTURE ARROWS	
6	BLANK	A5 → A L Y		

THE DESIGNATIONS ARE AS FOLLOWS:
 L- TAXIWAY AND RUNWAY LOCATION SIGN - YELLOW LEGEND AND BORDER ON BLACK BACKGROUND
 Y- DIRECTION, DESIGNATION & BOUNDARY SIGNS - BLACK LEGEND ON YELLOW BACKGROUND
 R- MANDATORY INSTRUCTION SIGN - WHITE LEGEND ON RED BACKGROUND
 ** REPLACEMENT OF PANELS TO BE MEASURED FOR PAYMENT ACCORDING TO ITEM AR125470-MODIFY EXISTING SIGN PANEL.

NOTES:
 1. ALL TAXIWAY LIGHTS AND SIGNS TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT.
 2. ALL PROPOSED TAXIWAY LIGHTS AND SIGNS SHALL BE PURCHASED NEW FROM THE MANUFACTURER. THE CONTRACTOR SHALL NOT REUSE ANY LIGHTS OR SIGNS THAT ARE TO BE REMOVED.
 3. SIGN NUMBERS MAY NOT BE SEQUENTIAL.

LEGEND		
EXISTING	PROPOSED	
---	---	4-22 CIRCUIT
---	---	TAXIWAY D CIRCUIT
---	---	VASI CIRCUIT
---	---	REIL CIRCUIT
---	---	FAA CONTROL CABLE
---	---	COMMUNICATION CABLES
---	---	UTILITY OWNED ELECTRIC
---	---	UTILITY OWNED TELEPHONE
---	---	4-WAY 4" PCC ENCASED DUCT
---	---	4" PCC ENCASED SPLIT DUCT
---	---	TAXIWAY GUIDANCE SIGN
---	---	BASE MOUNTED LIGHT
---	---	SPLICE CAN
---	---	MANHOLE/VAULT
---	---	SIGN NUMBER AND FACE (SEE SIGN SCHEDULE)
---	---	TBR ITEM TO BE REMOVED
---	---	REL RELOCATED ITEM
---	---	A/W AMBER / CLEAR GLOBE

REVISIONS		
NUMBER	BY	DATE



GREATER Peoria REGIONAL Airport

RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS

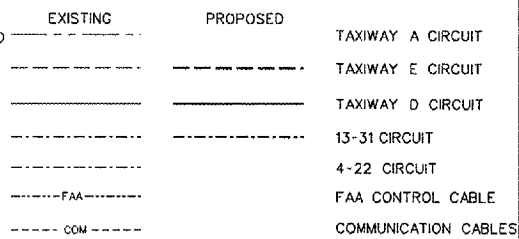
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 AIP PROJ: 3-17-0080-XX

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DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-03
ELECTRICAL LAYOUT PLAN SHEET 4 OF 6
SHEET 58 OF 116 SHEETS

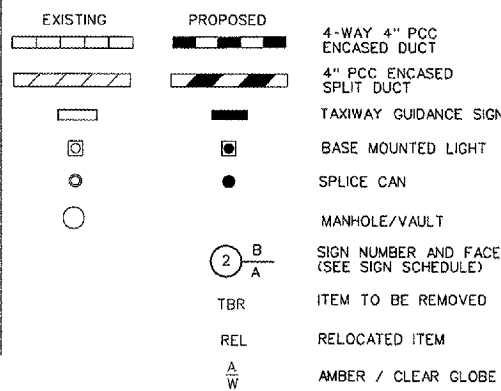
7/13/2006 K:\Peoria\0406103_03\Draw\Sheets\030_Elec_L_Layout_Plan_2A.dgn

SIGN SCHEDULE			
NO.	MESSAGE		REMARKS
	FACE A	FACE B	
8	BLANK	A 13-31 L R	NEW TAXIWAY GUIDANCE SIGN
9	→ A Y	22-4 R	NEW TAXIWAY GUIDANCE SIGN
10	BLANK	→ A Y	NEW TAXIWAY GUIDANCE SIGN
11	A → Y	22-4 R	NEW TAXIWAY GUIDANCE SIGN
12	A 31-13 L R	BLANK	NEW TAXIWAY GUIDANCE SIGN
13	BLANK	A → E → L Y	NEW TAXIWAY GUIDANCE SIGN
14	BLANK	A → Y	NEW TAXIWAY GUIDANCE SIGN
15	E → A → L Y	BLANK	REPLACE PANELS
16	BLANK	E → A → L Y	REPLACE PANELS

THE DESIGNATIONS ARE AS FOLLOWS:
 L - TAXIWAY AND RUNWAY LOCATION SIGN - YELLOW LEGEND AND BORDER ON BLACK BACKGROUND
 Y - DIRECTION, DESIGNATION & BOUNDARY SIGNS - BLACK LEGEND ON YELLOW BACKGROUND
 R - MANDATORY INSTRUCTION SIGN - WHITE LEGEND ON RED BACKGROUND
 ** REPLACEMENT OF PANELS TO BE MEASURED FOR PAYMENT ACCORDING TO ITEM AR125470 - MODIFY EXISTING SIGN PANEL.



LEGEND



NOTES:

1. ALL TAXIWAY LIGHTS AND SIGNS TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT.
2. ALL PROPOSED TAXIWAY LIGHTS AND SIGNS SHALL BE PURCHASED NEW FROM THE MANUFACTURER. THE CONTRACTOR SHALL NOT REUSE ANY LIGHTS OR SIGNS THAT ARE TO BE REMOVED.
3. SIGN NUMBERS MAY NOT BE SEQUENTIAL.
4. RELOCATED DISTANCE REMAINING SIGN TO BE MOVED 50' FROM PRESENT LOCATION TO LOCATION SHOWN. CONTRACTOR TO ESTABLISH NEW LOCATION PRIOR TO REMOVING THE EXISTING SIGN AND BASE. EXISTING SIGN TO BE INSTALLED ON NEW BASE AFTER FINAL GRADING IS COMPLETE. CONNECT SIGN TO RWY 13-31 CIRCUIT AT SPLICE CAN FOR NEW IN-PAVEMENT RWY LIGHT.
5. SIGNS 9 AND 11 TO BE INSTALLED AT LOCATION OF NEW RUNWAY HOLDLINE MARKING.

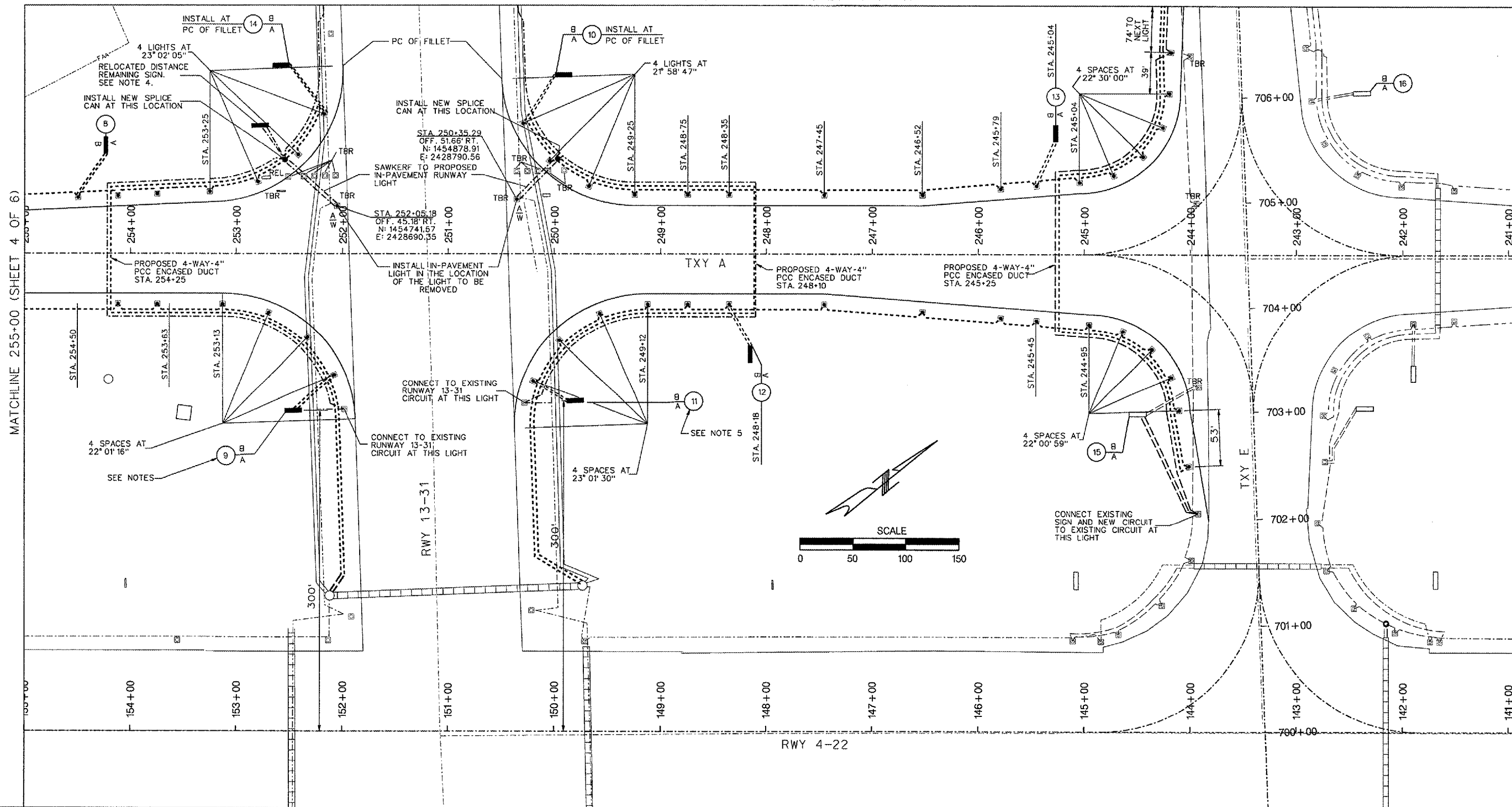
PE085

REVISIONS

NUMBER	BY	DATE

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

MATCHLINE 13-31 - (SEE SHEET 6 OF 6)



RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2

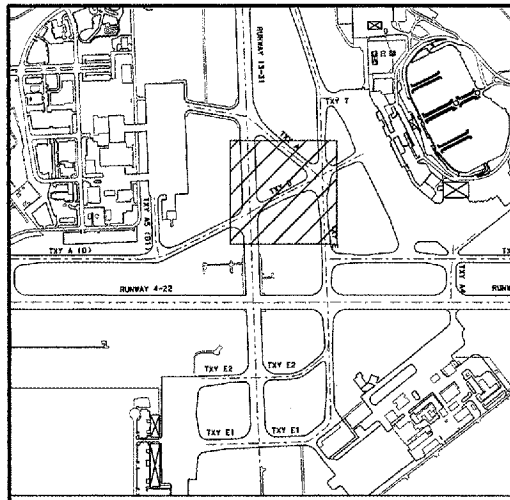


IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

FILE: ...030_Elec_Layout_Plan_2A.dgn
 DESIGN BY: TCS
 DRAWN BY: CAG
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: JUNE 30, 2006
 JOB No: 04061-03-03

ELECTRICAL
 LAYOUT PLAN
 SHEET 5 OF 6

SHEET 57 OF 116 SHEETS



NO.	MESSAGE						REMARKS
	FACE A			FACE B			
	BLANK	M	E	D	Y	31	
17	BLANK	M	E	D	Y	31	REPLACE PANELS **
18	BLANK	E	D	M	E	TERM	REPLACE PANELS **
19	BLANK	BLANK	D	E	M	13	REPLACE PANELS **
20	BLANK	E	D	M	E	IANG	REPLACE PANELS **

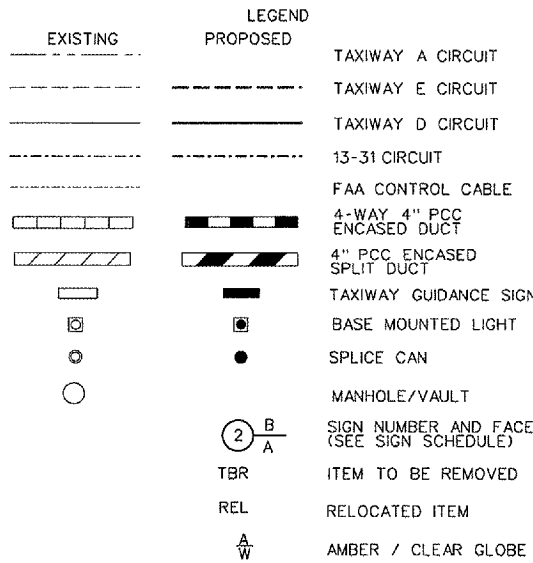
THE DESIGNATIONS ARE AS FOLLOWS:

L* TAXIWAY AND RUNWAY LOCATION SIGN - YELLOW LEGEND AND BORDER ON BLACK BACKGROUND

Y* DIRECTION, DESIGNATION & BOUNDARY SIGNS - BLACK LEGEND ON YELLOW BACKGROUND

R* MANDATORY INSTRUCTION SIGN - WHITE LEGEND ON RED BACKGROUND

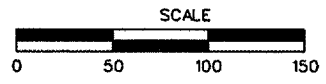
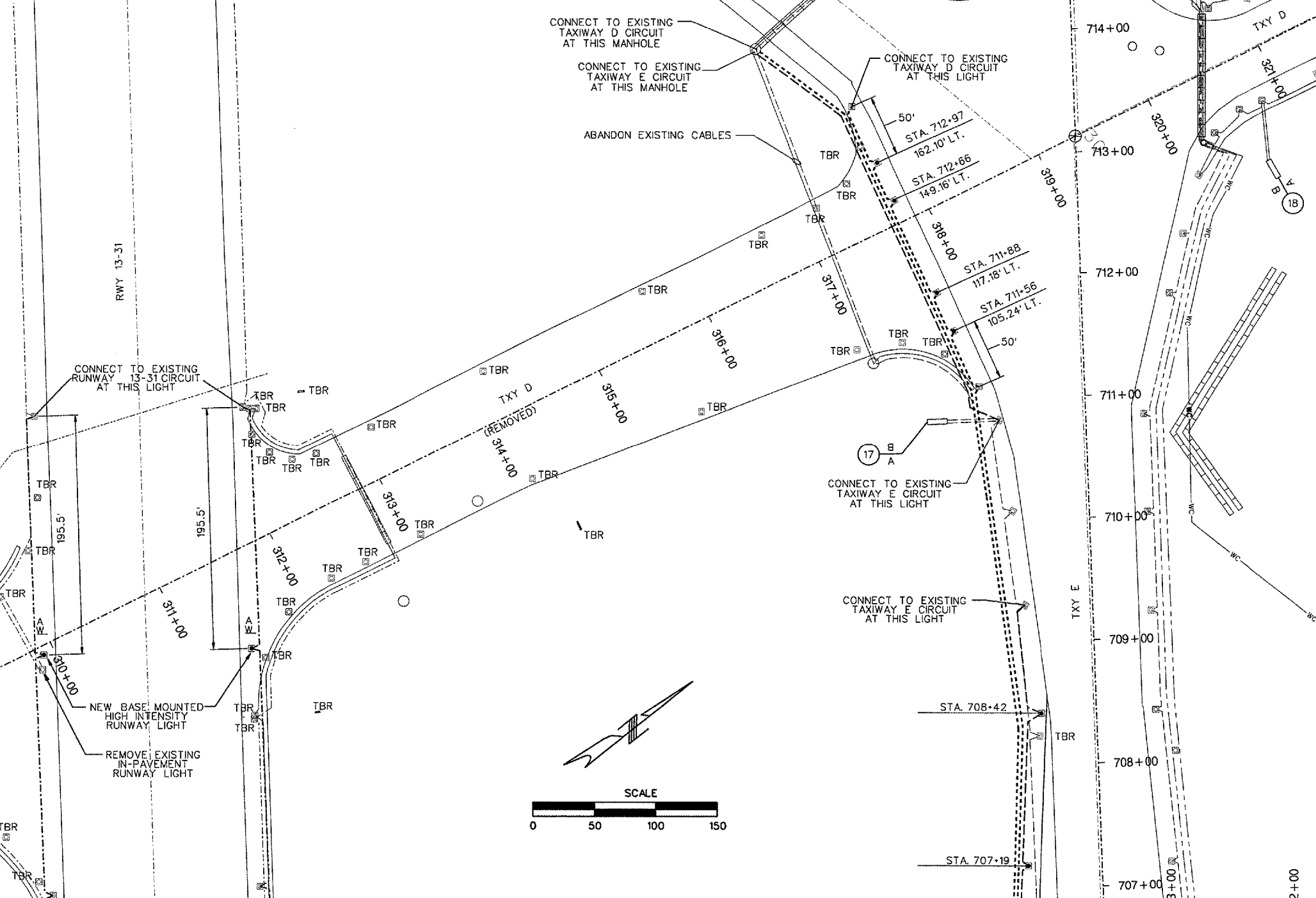
** REPLACEMENT OF PANELS TO BE MEASURED FOR PAYMENT ACCORDING TO ITEM AR125470- MODIFY EXISTING SIGN PANEL.



- NOTES:
1. ALL TAXIWAY LIGHTS AND SIGNS TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT.
 2. ALL PROPOSED TAXIWAY LIGHTS AND SIGNS SHALL BE PURCHASED NEW FROM THE MANUFACTURER. THE CONTRACTOR SHALL NOT REUSE ANY LIGHTS OR SIGNS THAT ARE TO BE REMOVED.
 3. SIGN NUMBERS MAY NOT BE SEQUENTIAL.

MATCHLINE 306+50 (SHEET 4 OF 6)

7/13/2006 K:\Peoria\0406103_03\Draw\Sheets\031_Elec_Layout_Plan_3A.dgn



MATCHLINE 13-31 - (SEE SHEET 5 OF 6)

REVISIONS		
NUMBER	BY	DATE

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22), PLOT 1

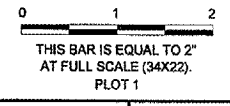
PE085

RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

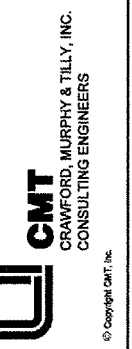
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

IL PROJECT: PIA-3616 AIP PROJ: 3-17-0080-XX
FILE: ...031_Elec_Layout_Plan_3A.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-03
ELECTRICAL LAYOUT PLAN SHEET 6 OF 6
SHEET 58 OF 116 SHEETS

NUMBER	BY	DATE



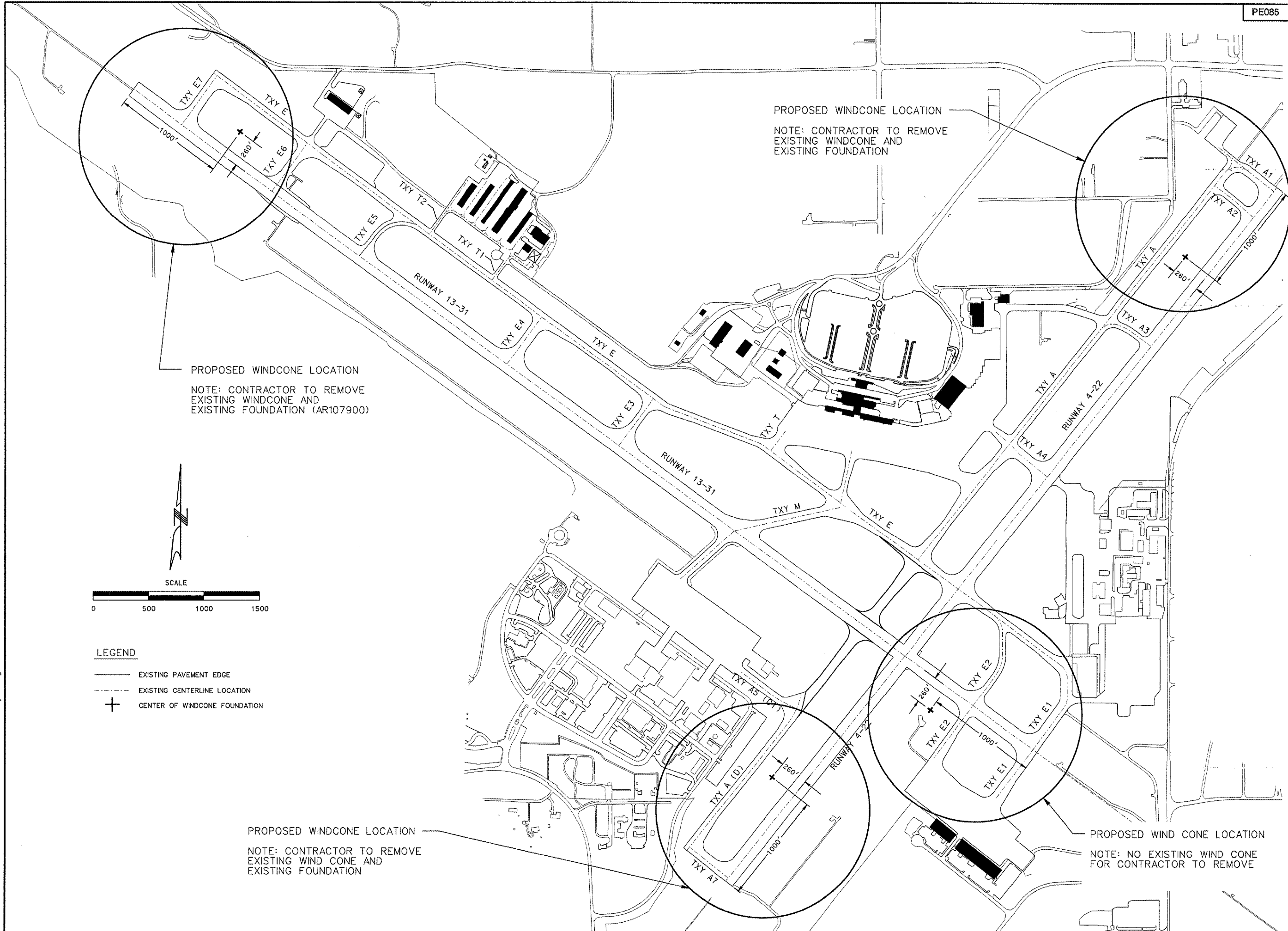
RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...IOXX_Windcone_Layout.dgn
DESIGN BY: EWS
DRAWN BY: EWS
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04081-03-03

SUPPLEMENTAL WINDCONE LAYOUT



PROPOSED WINDCONE LOCATION
NOTE: CONTRACTOR TO REMOVE EXISTING WINDCONE AND EXISTING FOUNDATION

PROPOSED WINDCONE LOCATION
NOTE: CONTRACTOR TO REMOVE EXISTING WINDCONE AND EXISTING FOUNDATION (AR107900)

PROPOSED WINDCONE LOCATION
NOTE: CONTRACTOR TO REMOVE EXISTING WIND CONE AND EXISTING FOUNDATION

PROPOSED WIND CONE LOCATION
NOTE: NO EXISTING WIND CONE FOR CONTRACTOR TO REMOVE



SCALE



LEGEND

- EXISTING PAVEMENT EDGE
- - - EXISTING CENTERLINE LOCATION
- + CENTER OF WINDCONE FOUNDATION

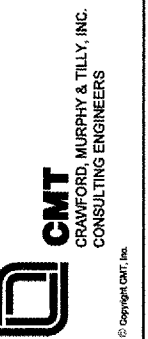
7/13/2006 K:\Peoria\0406103_03\draw\Sheets\IOXX_Windcone_Layout.dgn

REVISIONS		
NUMBER	BY	DATE

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



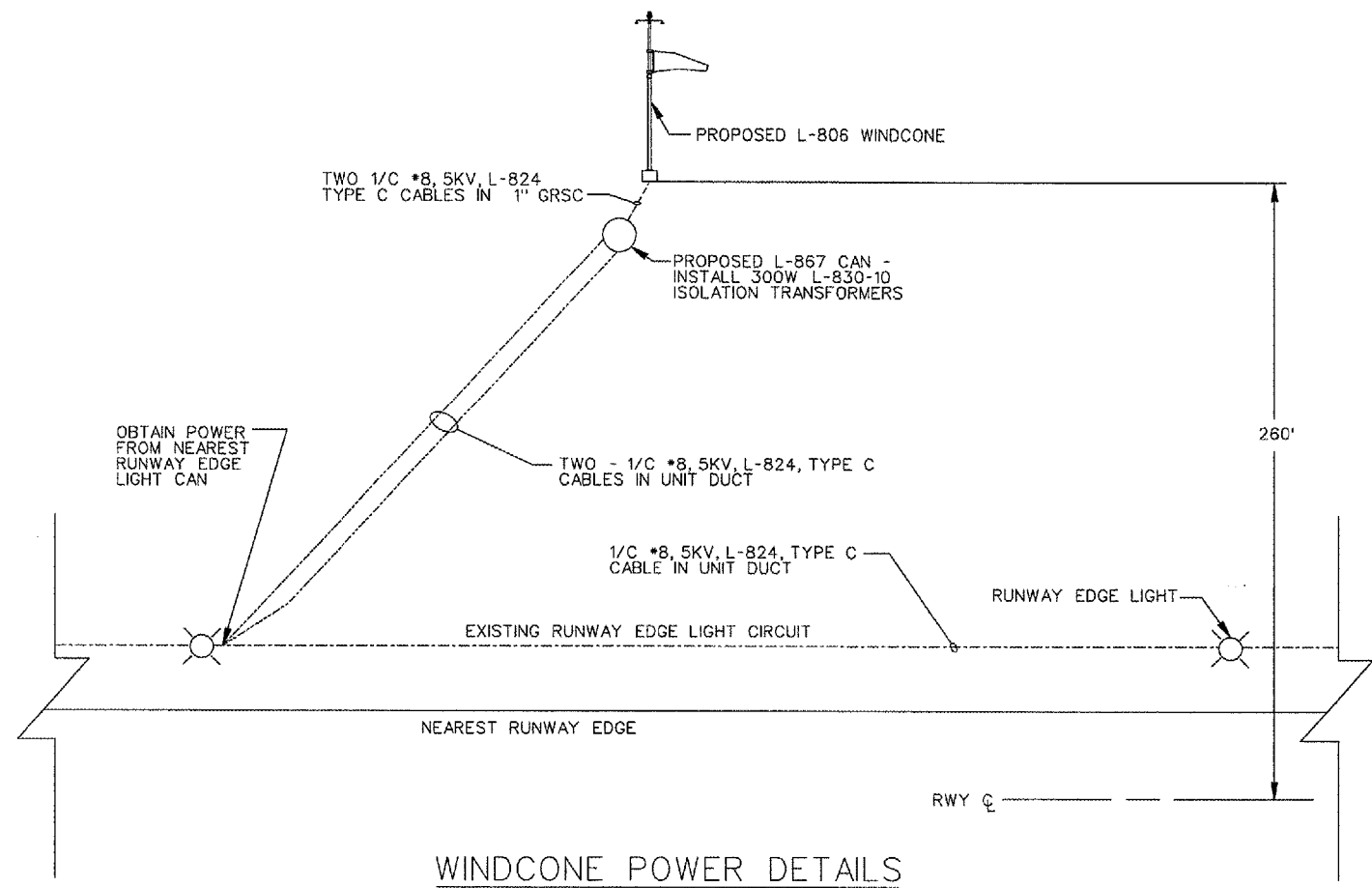
RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2



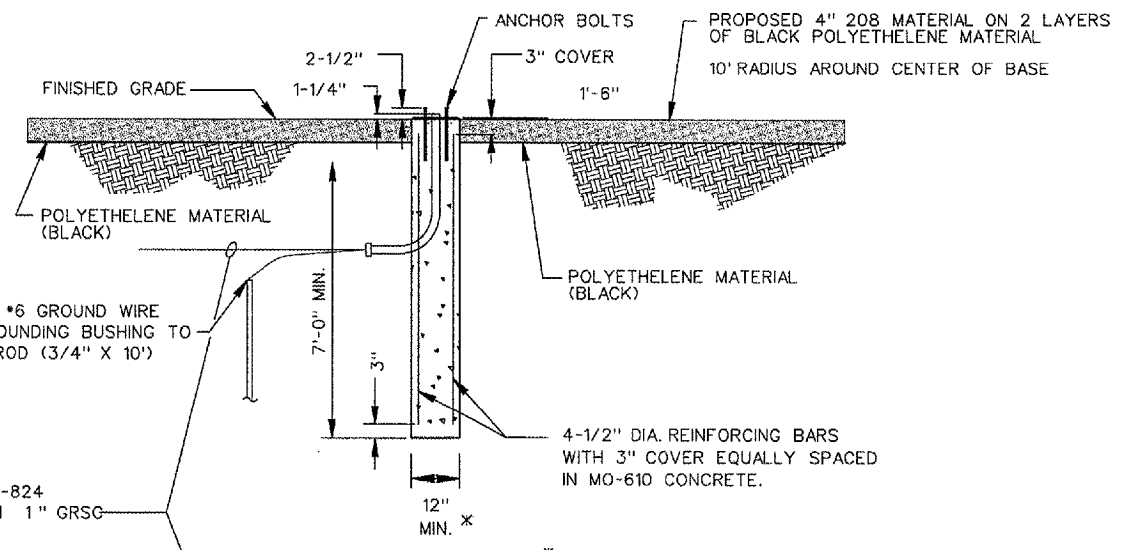
IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...XXX_Windcone_Details.dgn
DESIGN BY: EWS
DRAWN BY: EWS
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03-03

WINDCONE DETAILS

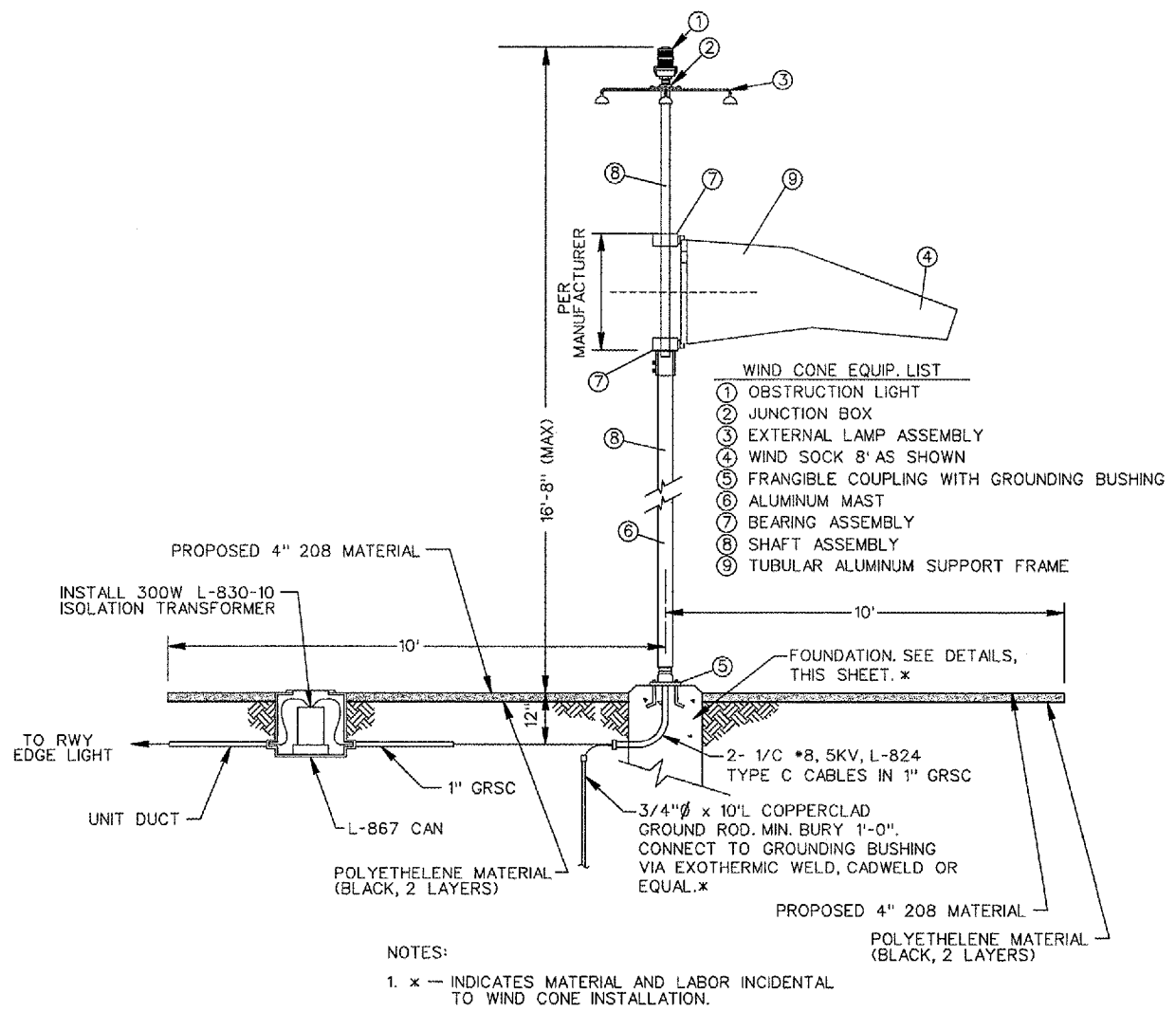


WINDCONE POWER DETAILS



FOUNDATION DETAILS

N.T.S.

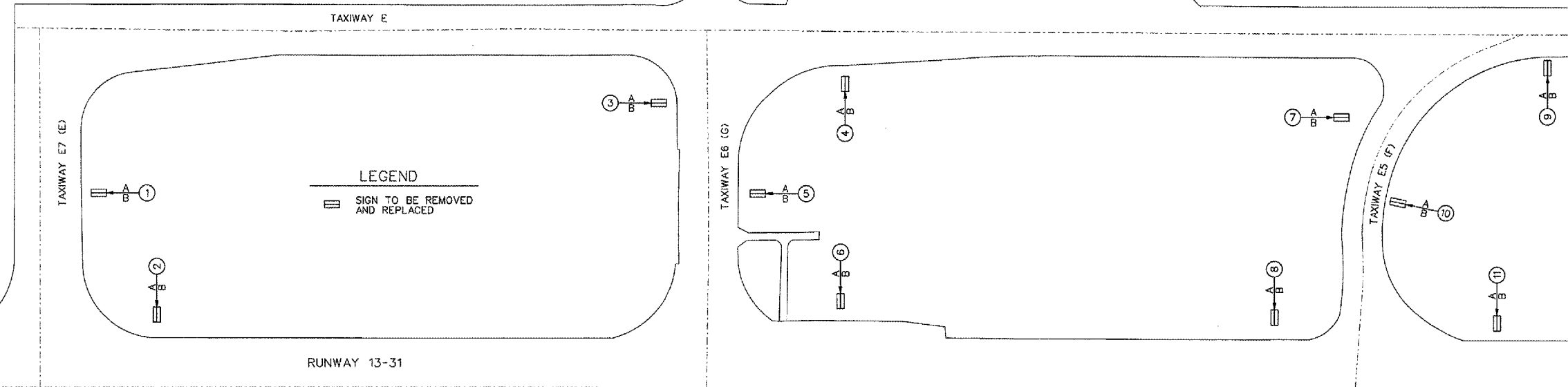
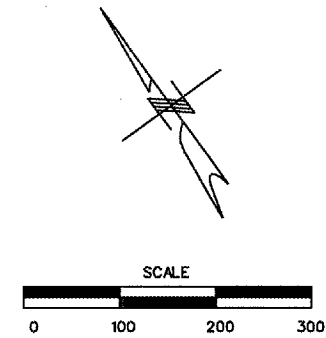
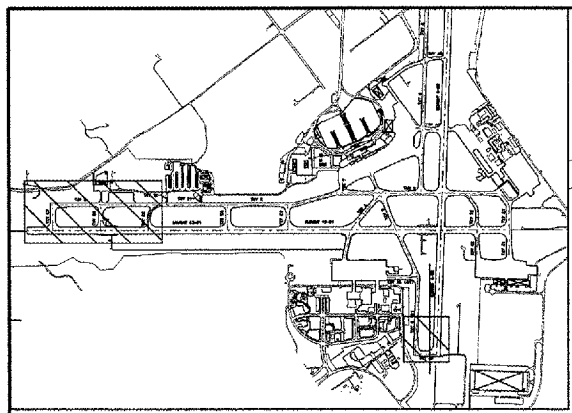


WIND CONE DETAIL
N.T.S.

7/13/2006 K:\Peoria\0406103_03\draw\Sheets\0XX_Windcone_Details.dgn

REVISIONS		
NUMBER	BY	DATE

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



LEGEND
 SIGN TO BE REMOVED AND REPLACED

RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

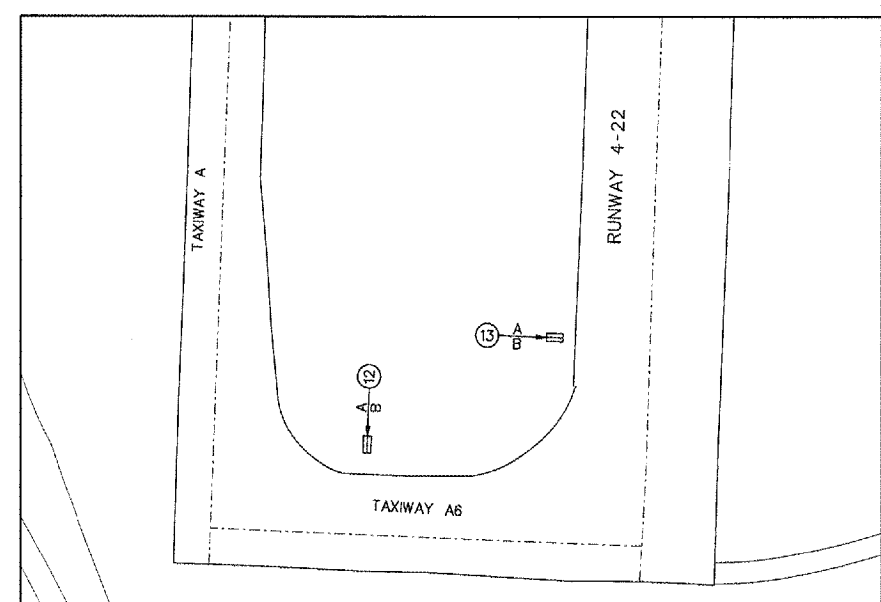
FILE: ...032_Sign_Plan.dgn
 DESIGN BY: TCS
 DRAWN BY: CAG
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: MAY 12, 2006
 JOB No: 04081-03-03

SIGN LAYOUT PLAN

SIGN SCHEDULE

SIGN	EXISTING MESSAGE		PROPOSED MESSAGE		REMARKS
	FACE A	FACE B	FACE A	FACE B	
1	E 13-31 L R	E BLANK L	E7 13-31 L R	E7 BLANK L	REMOVE EXISTING & REPLACE WITH NEW SIGN
2	BLANK	E → Y	BLANK	E7 → Y	REMOVE EXISTING & REPLACE WITH NEW SIGN
3	BLANK	G E → L Y	BLANK	E6 E → L Y	REMOVE EXISTING & REPLACE WITH NEW SIGN
4	BLANK	→ G E Y L	BLANK	→ E6 E Y L	REMOVE EXISTING & REPLACE WITH NEW SIGN
5	G 13-31 L R	G BLANK L	E6 13-31 L R	E6 BLANK L	REMOVE EXISTING & REPLACE WITH NEW SIGN
6	BLANK	G → Y	BLANK	E6 → Y	REMOVE EXISTING & REPLACE WITH NEW SIGN
7	BLANK	F E ↗ L Y	BLANK	E5 E → L Y	REMOVE EXISTING & REPLACE WITH NEW SIGN
8	← F	BLANK Y	← E5	BLANK Y	REMOVE EXISTING & REPLACE WITH NEW SIGN
9	BLANK	← F E Y L	BLANK	← E5 E Y L	REMOVE EXISTING & REPLACE WITH NEW SIGN
10	F 13-31 L R	F BLANK L	E5 13-31 L R	E5 BLANK L	REMOVE EXISTING & REPLACE WITH NEW SIGN
11	BLANK	F ↗ Y	BLANK	E5 → Y	REMOVE EXISTING & REPLACE WITH NEW SIGN
12	D 4 L R	D BLANK L	A6 4 L R	A6 BLANK L	REMOVE EXISTING & REPLACE WITH NEW SIGN
13	D	BLANK L	A →	BLANK L	REMOVE EXISTING & REPLACE WITH NEW SIGN

THE DESIGNATIONS ARE AS FOLLOWS:
 L-TAXIWAY AND RUNWAY LOCATION SIGN-YELLOW LEGEND AND BORDER ON BLACK BACKGROUND
 Y-DIRECTION, DESIGNATION & BOUNDARY SIGN-BLACK LEGEND ON YELLOW BACKGROUND
 R-MANDATORY INSTRUCTION SIGN-WHITE LEGEND ON RED BACKGROUND

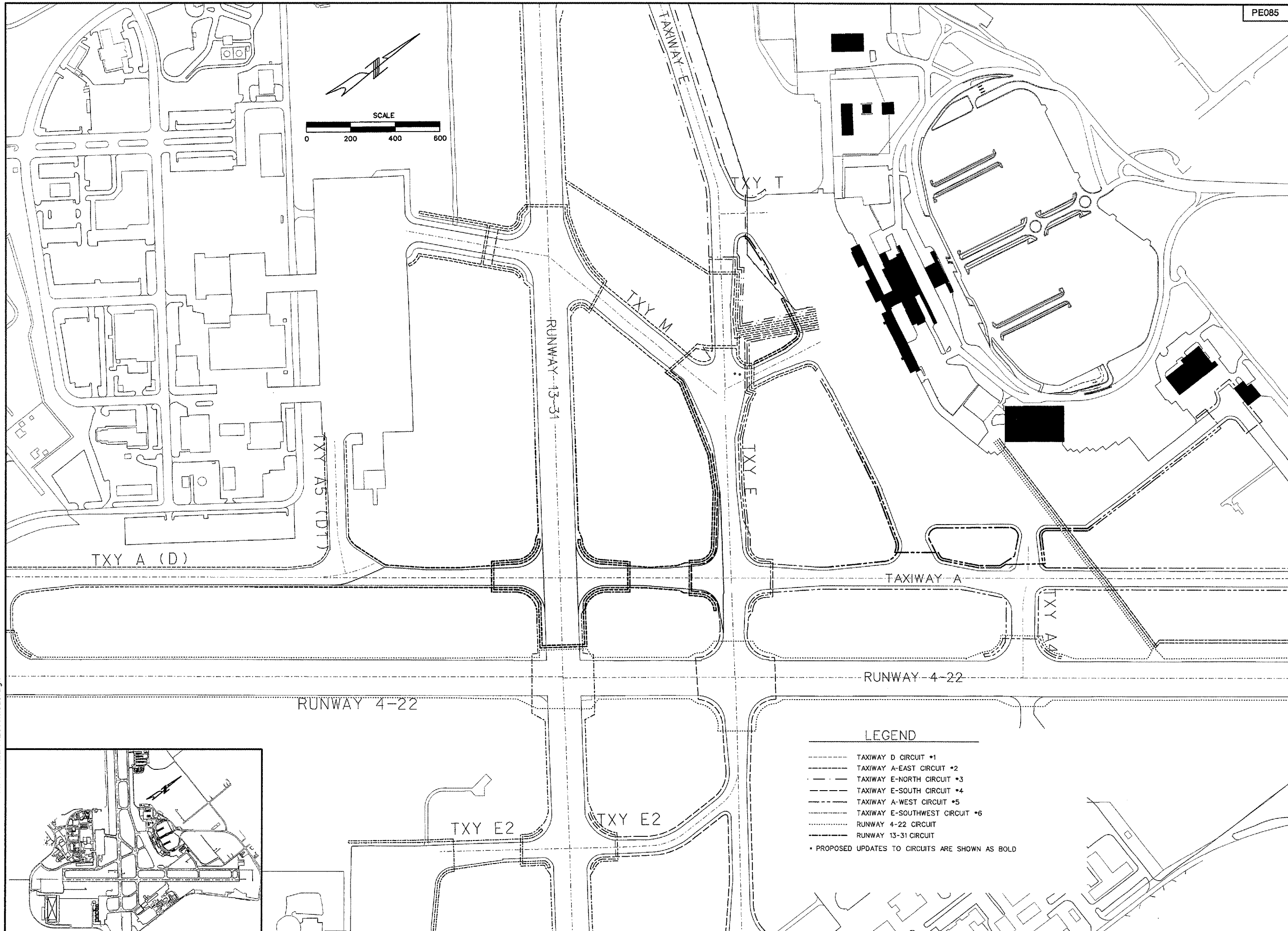


7/13/2006 K:\Peoria\040603_03\Draw\Sheets\032_Sign_Plan.dgn

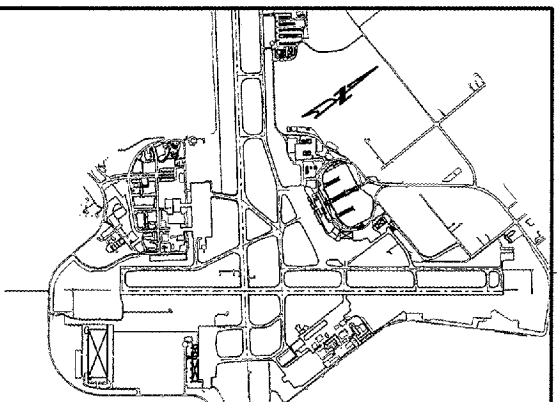
PE085

REVISIONS		
NUMBER	BY	DATE

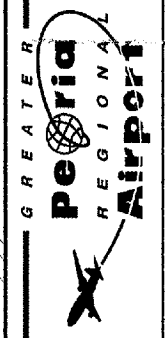
0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22),
 PLOT 1



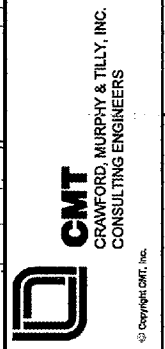
- LEGEND**
- TAXIWAY D CIRCUIT *1
 - TAXIWAY A-EAST CIRCUIT *2
 - TAXIWAY E-NORTH CIRCUIT *3
 - TAXIWAY E-SOUTH CIRCUIT *4
 - TAXIWAY A-WEST CIRCUIT *5
 - TAXIWAY E-SOUTHWEST CIRCUIT *6
 - RUNWAY 4-22 CIRCUIT
 - RUNWAY 13-31 CIRCUIT
- * PROPOSED UPDATES TO CIRCUITS ARE SHOWN AS BOLD



7/13/2006 K:\Peoria\0406103_03\draw\Sheets\033_Elec_schematic.dgn

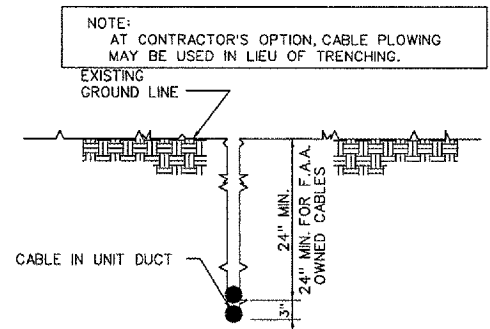
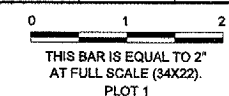


**RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2**

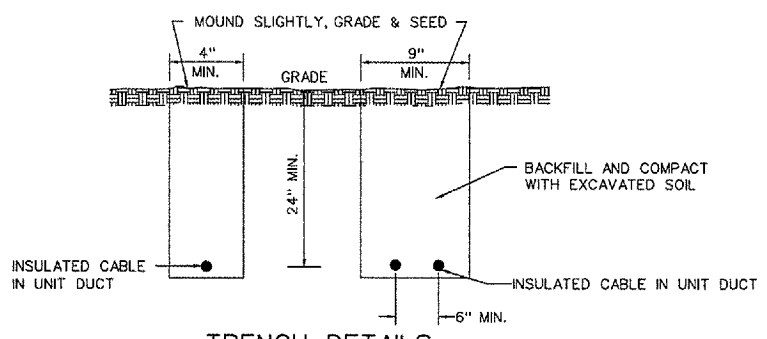


IL PROJECT: PIA-3616 AIP PROJ: 3-17-0080-XX	
FILE: ...033_Elec_schematic.dgn	DESIGN BY: TCS
DRAWN BY: CAG	CHECKED BY: TCS
APPROVED BY: CET	DATE: MAY 12, 2006
JOB No: 04061-03-03	PROPOSED ELECTRIC SCHEMATIC
SHEET 62 OF 107 SHEETS	

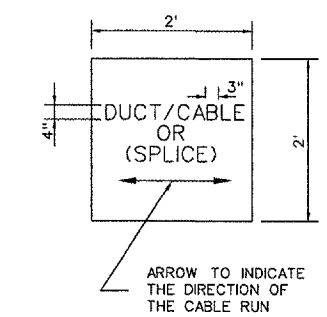
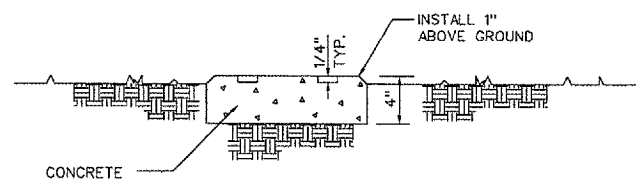
NUMBER	BY	DATE



CABLED IN UNIT-DUCT - PLOWED
N.T.S.

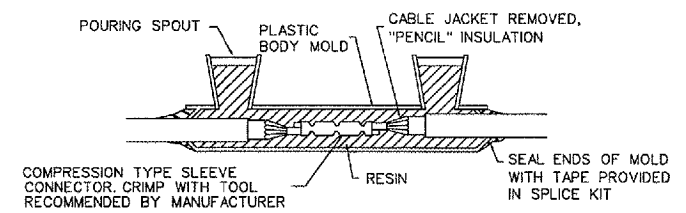


TRENCH DETAILS
NOT TO SCALE



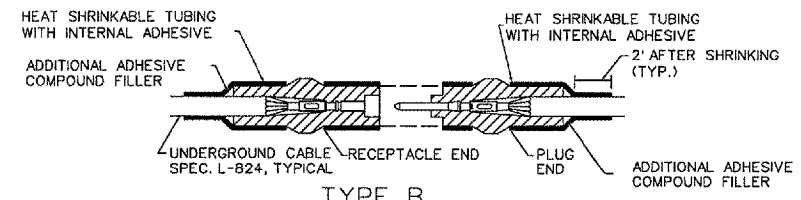
- NOTES:
- 1.) CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE CABLE RUN. SPLICE MARKERS SHALL BE INSTALLED WHEREVER EXISTING CABLES ARE SPLICED.
 - 2.) ITEM 610 CONCRETE SHALL BE USED.
 - 3.) ALL EXPOSED EDGES SHALL BE EDGED WITH A 1/4" RADIUS TOOL.
 - 4.) THE COST OF FURNISHING AND INSTALLING NEW MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
 - 5.) 0.049 CU. YD. CONCRETE PER MARKER.

DETAIL - TURF CABLE/DUCT/SPLICE MARKER
NOT TO SCALE



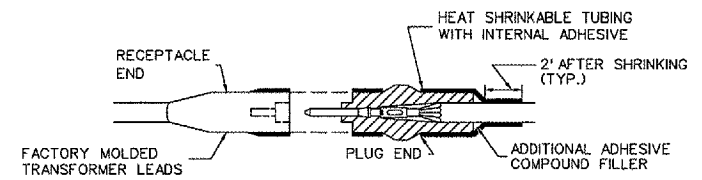
TYPE A

FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY



TYPE B

FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT



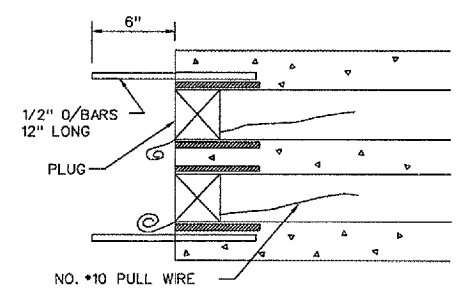
TYPE C

FOR SPLICES AT RUNWAY LIGHTS, TAXIWAY LIGHTS AND SIGNS

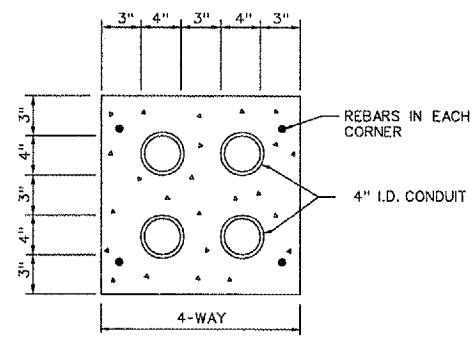
CABLE SPLICES
NOT TO SCALE

NOTES

1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE
2. WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.



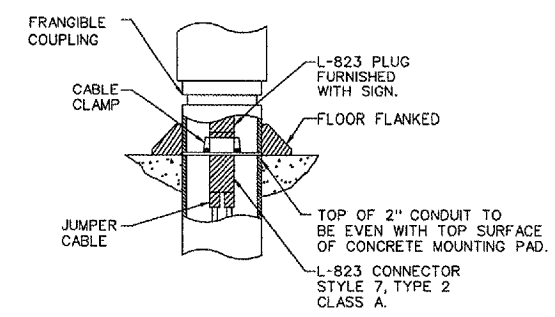
TYPICAL SECTION



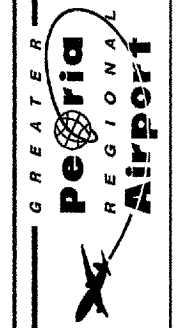
4-WAY CONCRETE ENCASED DUCT

NOTES

- A. DIMENSIONS SHOWN ARE MINIMUM
- B. TOP OF CONCRETE ENCASEMENT TO BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE
- C. DUCT CONCRETE SHALL BE 610 STRUCTURAL P.C. CONCRETE



ELECTRICAL CONNECTION DETAIL
FIGURE 1



RELOCATE TAXIWAY A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ...062_Elect_Details_1.dgn

DESIGN BY: TCS

DRAWN BY: CAG

CHECKED BY: TCS

APPROVED BY: CET

DATE: JUNE 30, 2006

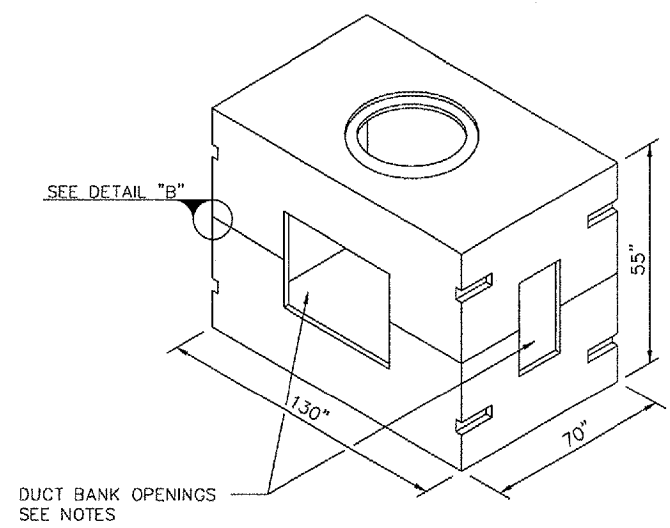
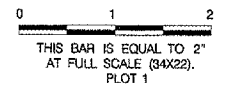
JOB No: 04061-03-02

**ELECTRICAL
DETAILS
SHEET 1 OF 4**

SHEET 63 OF 107 SHEETS

7/13/2006 K:\Peoria\040610302\Draw\Sheets\062_Elect_Details_1.dgn

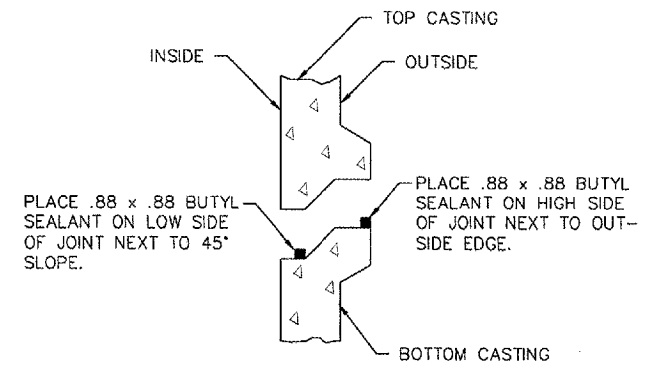
REVISIONS		
NUMBER	BY	DATE



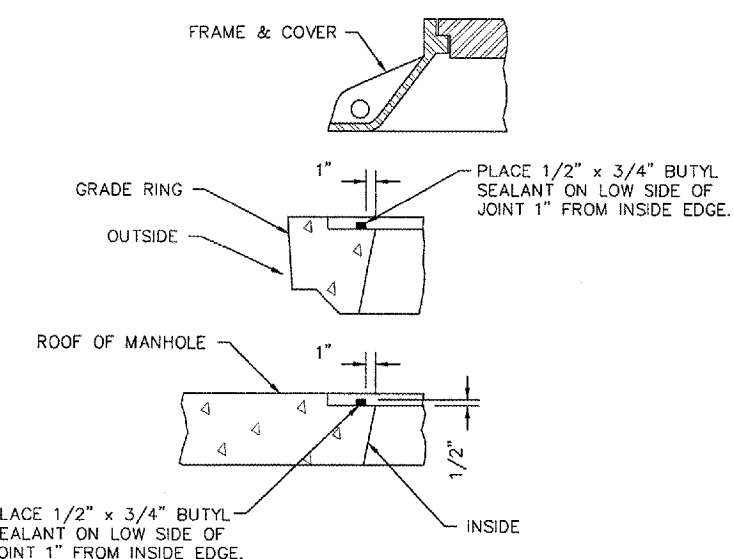
PRECAST 10'x5'x7' MANHOLE
N.T.S.

PRECAST MANHOLE NOTES

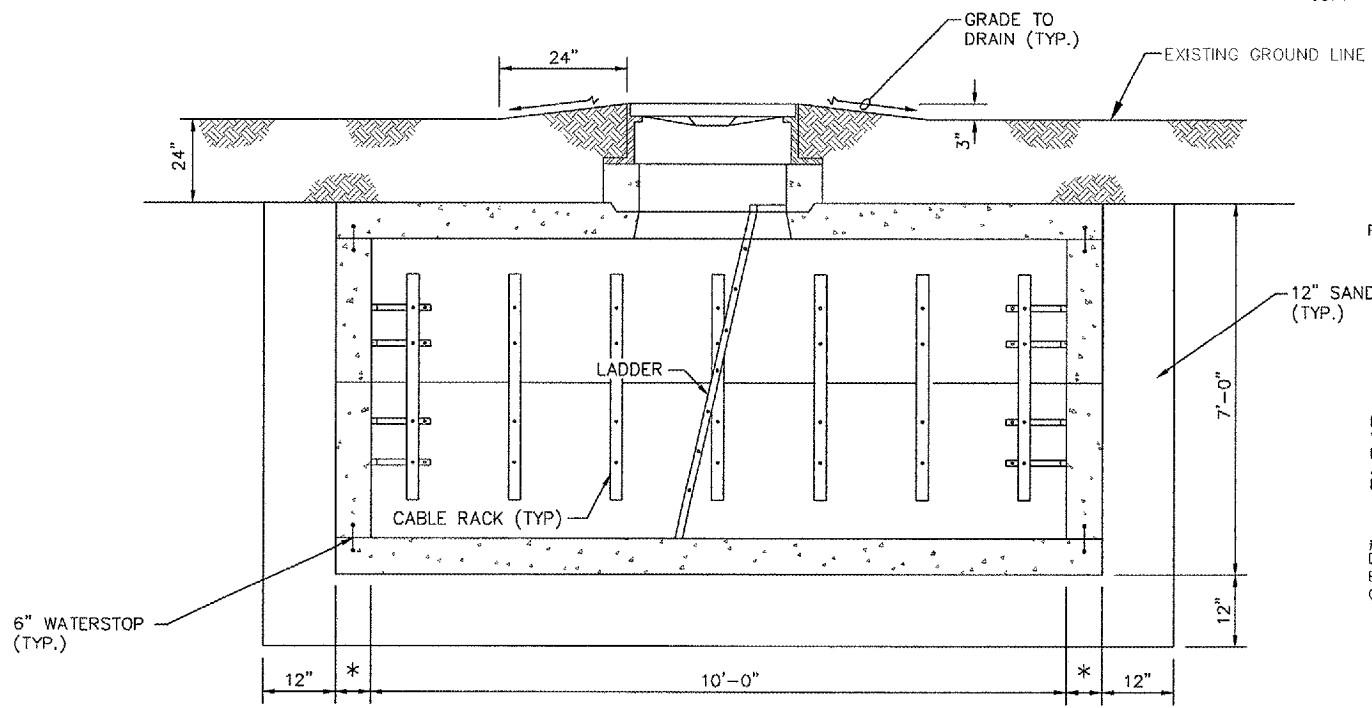
1. THE MANHOLE/GRADE RING/MANHOLE LID ASSEMBLY SHALL BE CONSTRUCTED TO MEET OR EXCEED THE FOLLOWING LOADINGS:
 1.) EARTHLOAD = 2 FT. FILL AT 130 LBS./FT.³
 2.) SURCHARGE = 2 FT. FILL AT 130 LBS./FT.³
 3.) LIVE LOAD = A.A.S.H.T.O. HS-20 TRUCK WITH 20% IMPACT
 4.) $f_c = 4,500$ P.S.I.
 5.) $f_y = 60,000$ P.S.I.
 6.) ULTIMATE STRENGTH DESIGN METHOD
 THE SUPPLIER SHALL PROVIDE CERTIFICATION THAT THE MANHOLES MEET OR EXCEED THESE REQUIREMENTS PRIOR TO INSTALLATION.
2. THE MANHOLE CONSTRUCTION AND INSTALLATION SHALL BE WATERTIGHT. ALL CONSTRUCTION JOINTS AND DUCTS SHALL BE SEALED TO PREVENT WATER ENTRY. ALL UNUSED DUCT BANK OPENINGS IN MANHOLES SHALL BE SEALED WITH METAL PLATES TREATED FOR CORROSION RESISTANCE AND BOLTED INTO PLACE. MATING SURFACES SHALL BE SEALED USING BUTYL SEALANT.
3. THE MANHOLE LID ASSEMBLY SHALL BE INSTALLED SLIGHTLY ABOVE THE SURROUNDING FINAL GRADE AND THE EARTH SHALL BE GRADED UP TO IT.



DETAIL "B"
N.T.S.

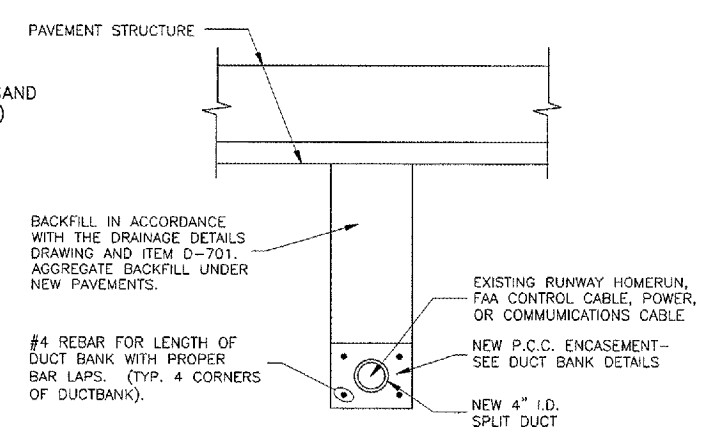


GRADE RING DETAIL
N.T.S.



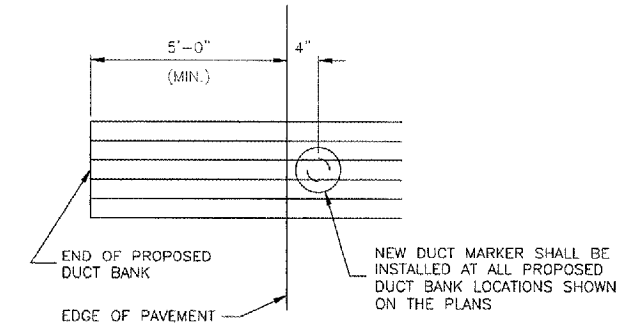
* = AS REQUIRED FOR LIVE LOAD.

ELEVATION



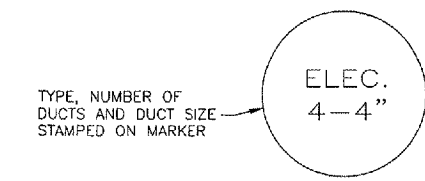
CONTRACTOR SHALL CUT ANY #6 BARE COPPER WIRE AT EACH END OF THE NEW DUCT AND EXOTHERMICALLY WELD THE WIRE TO A 3/4" DIA. x 10' LONG GROUND ROD. THIS COST SHALL BE INCIDENTAL TO THE SPLIT DUCT INSTALLATION. NOT ALL LOCATIONS MAY HAVE EXISTING GROUND WIRES.

SPLIT DUCT DETAIL
N.T.S.

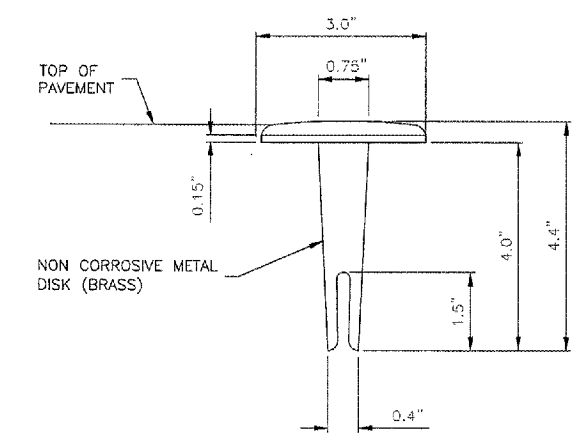


DUCT MARKERS SHALL BE RECESSED AND GROUTED INTO THE PAVEMENTS.

MARKER PLACEMENT
N.T.S.



PLAN



SECTION

DUCT MARKER DETAILS
N.T.S.



RELOCATE TAXWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

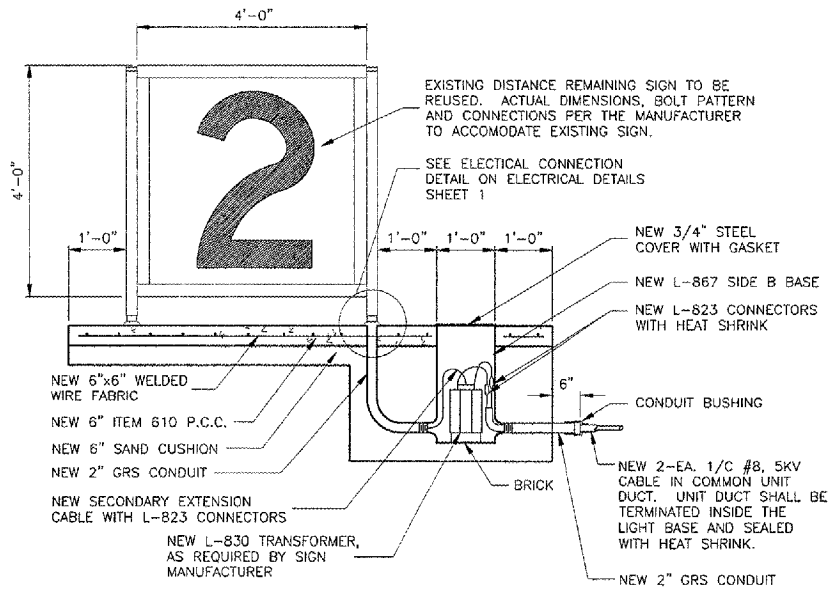
FILE: ...\\Sheets\034_Elect_Details_1.dgn
DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-03

ELECTRICAL DETAILS
SHEET 2 OF 4

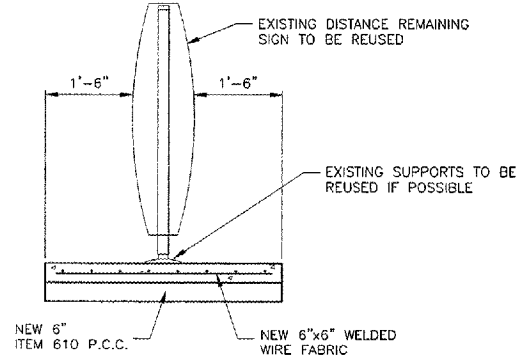
7/13/2006 K:\Peoria\0406103_03\Draw\Sheets\034_Elect_Details_1.dgn

REVISIONS		
NUMBER	BY	DATE

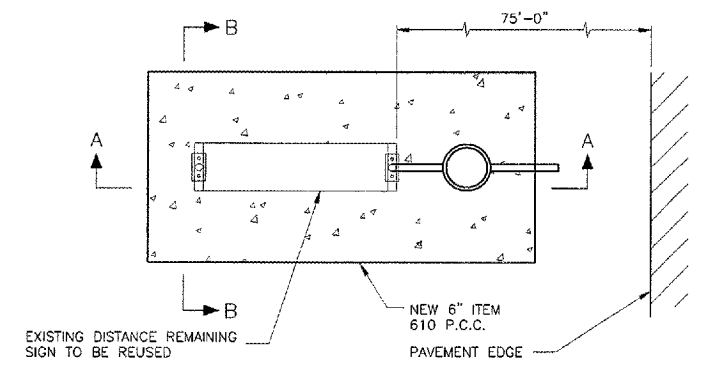
0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1



SECTION A-A

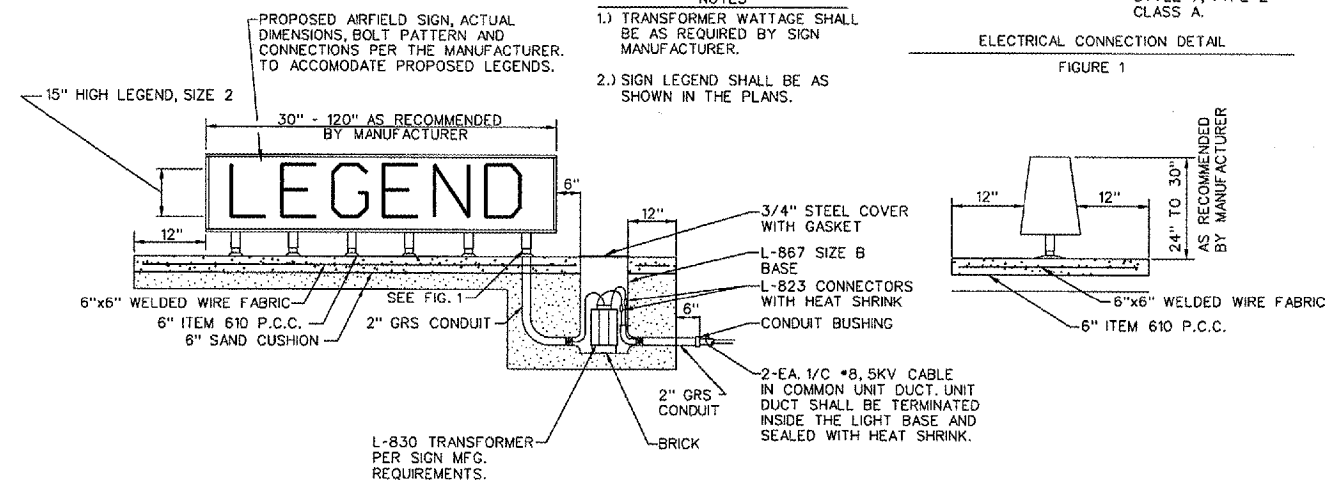
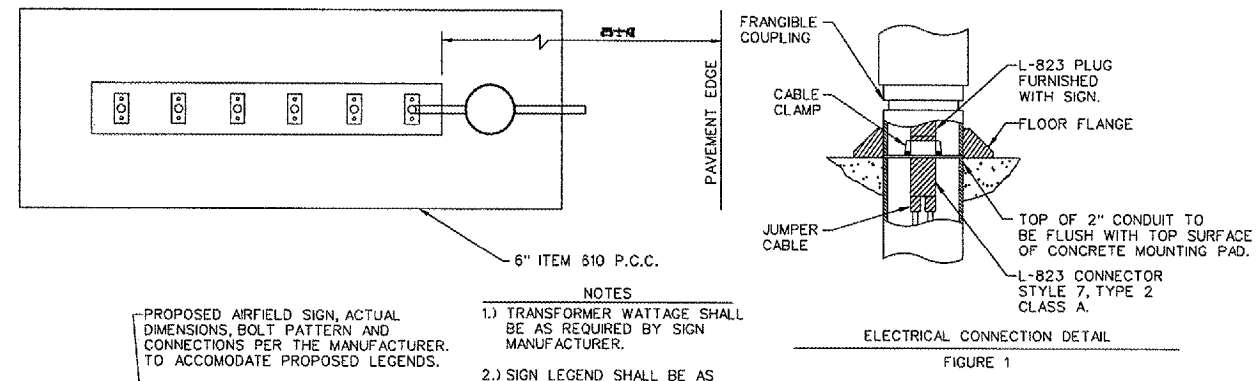


SECTION B-B



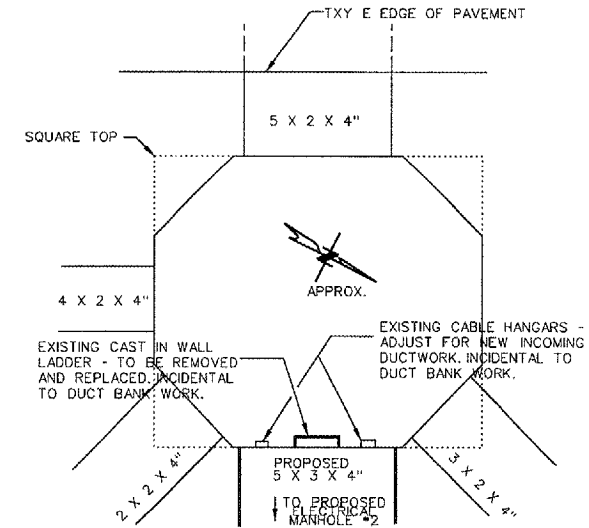
PLAN

RELOCATED DISTANCE REMAINING SIGN DETAILS
N.T.S.

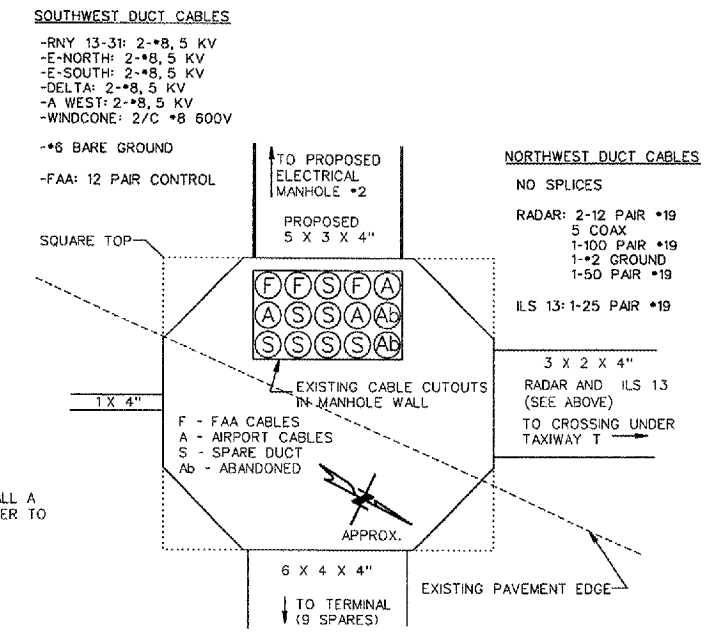


L-858Y, L, R AIRFIELD SIGN DETAIL
NOT TO SCALE

L-858Y GUIDANCE - BLACK LEGEND ON YELLOW BACKGROUND
L-858L LOCATION - YELLOW LEGEND AND BORDER ON A BLACK BACKGROUND
L-858R MANDATORY - WHITE LEGEND ON A RED BACKGROUND

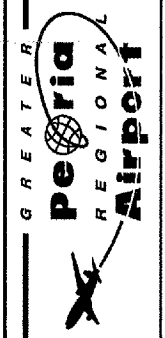


EXISTING ELECTRICAL MANHOLE #3
NOT TO SCALE



EXISTING ELECTRICAL MANHOLE #1
NOT TO SCALE

NOTE: CONTRACTOR SHALL INSTALL A DETACHABLE "HOOK" TYPE LADDER TO BE INCIDENTAL TO DUCT BANK CONSTRUCTION.



RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



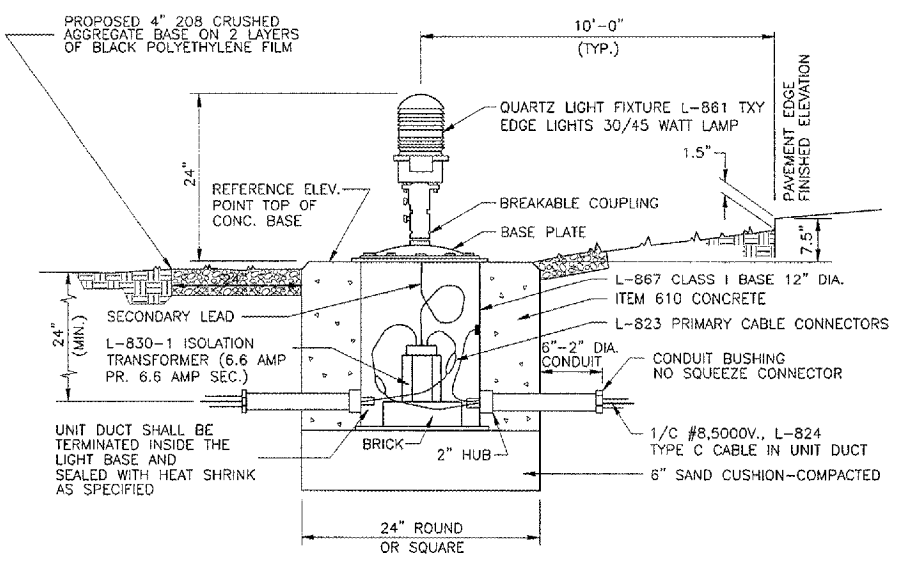
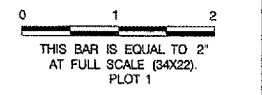
IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

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DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-03

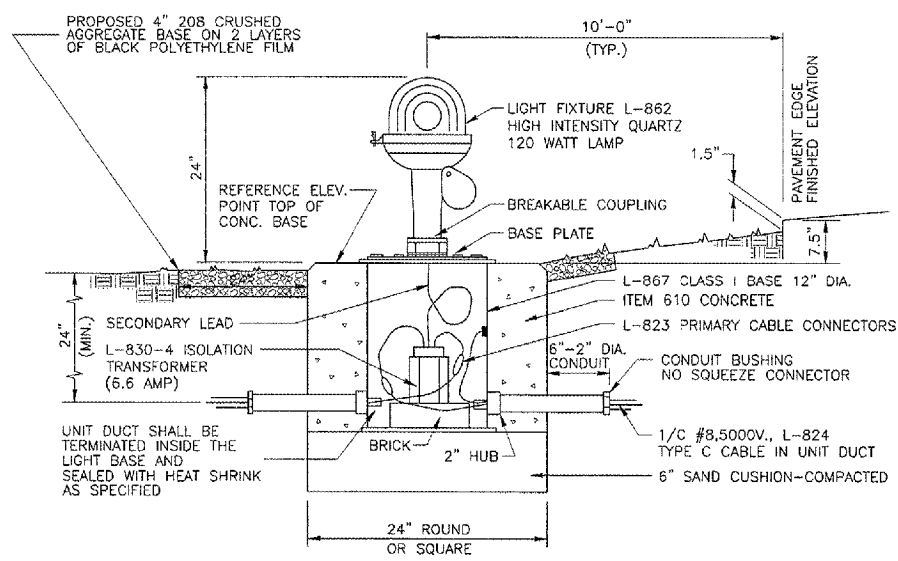
ELECTRICAL DETAILS
SHEET 3 OF 4

7/13/2006 K:\Peoria\0406103_03\Draw\Sheets\035_Elect_Details_2.dgn

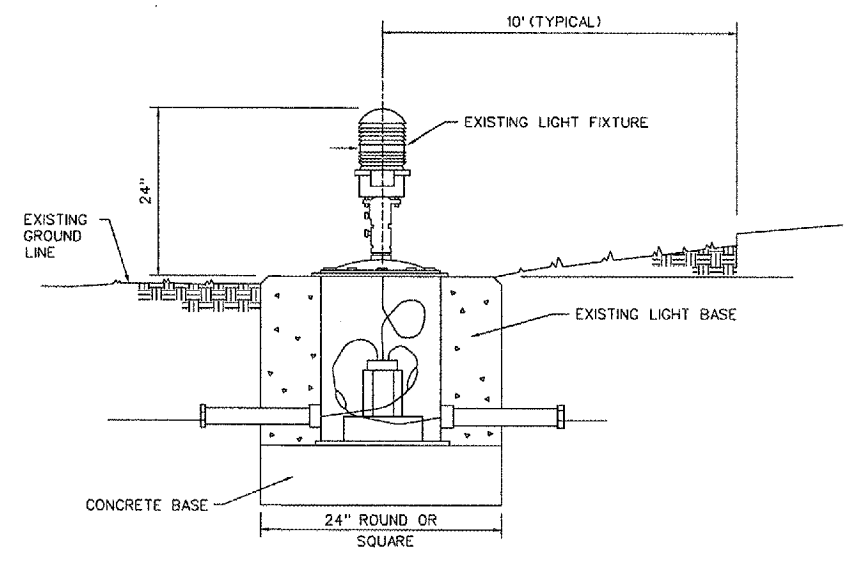
PE085		
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NUMBER	BY	DATE



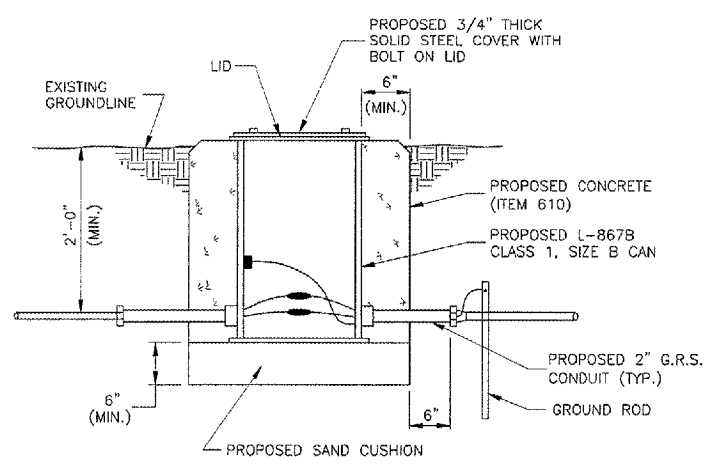
PROPOSED BASE MOUNTED TAXIWAY MEDIUM INTENSITY LIGHT
N.T.S.



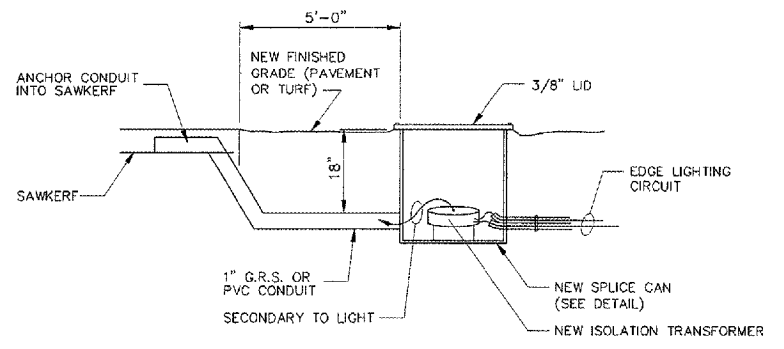
PROPOSED BASE MOUNTED HIGH INTENSITY RUNWAY LIGHT
N.T.S.



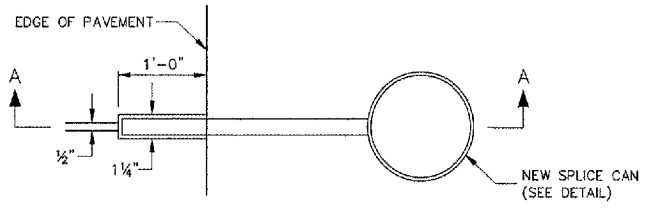
EXISTING BASE MOUNTED MARKER LIGHTS TO BE REMOVED
N.T.S.



SPLICE CAN DETAIL
N.T.S.

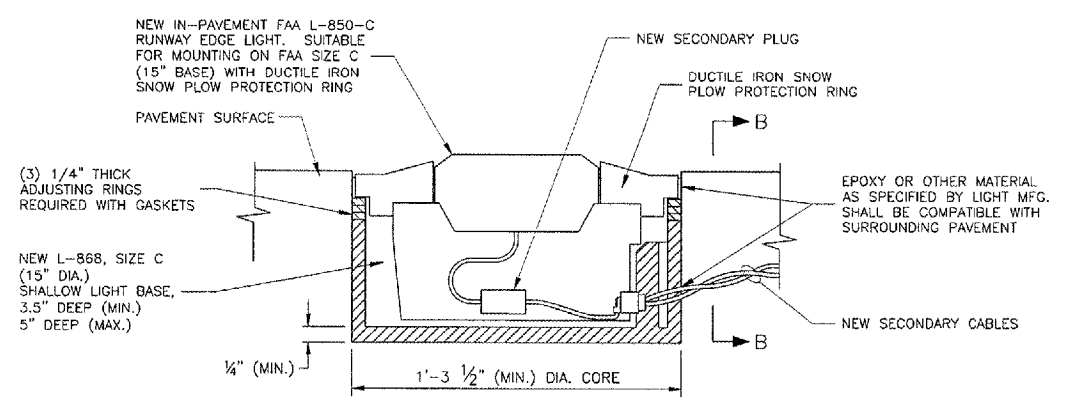


SECTION A-A

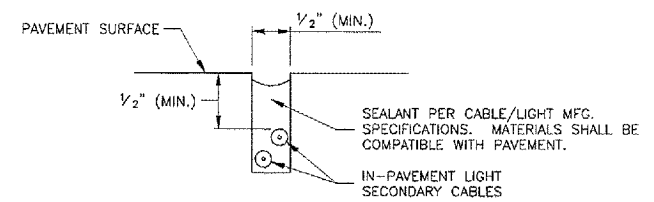


PLAN

SPLICE CAN LOCATION FOR IN-PAVEMENT RUNWAY EDGE LIGHT DETAIL
N.T.S.



NEW IN-PAVEMENT LIGHT DETAIL
N.T.S.



SAWKERF DETAIL (SECTION B-B)
N.T.S.

SAWKERF SHALL UTILIZE PAVEMENT JOINTS WHERE APPLICABLE. SAW KERF LOCATION SHALL BE APPROVED BY THE AIRPORT PRIOR TO START OF INSTALLATION OPERATIONS.



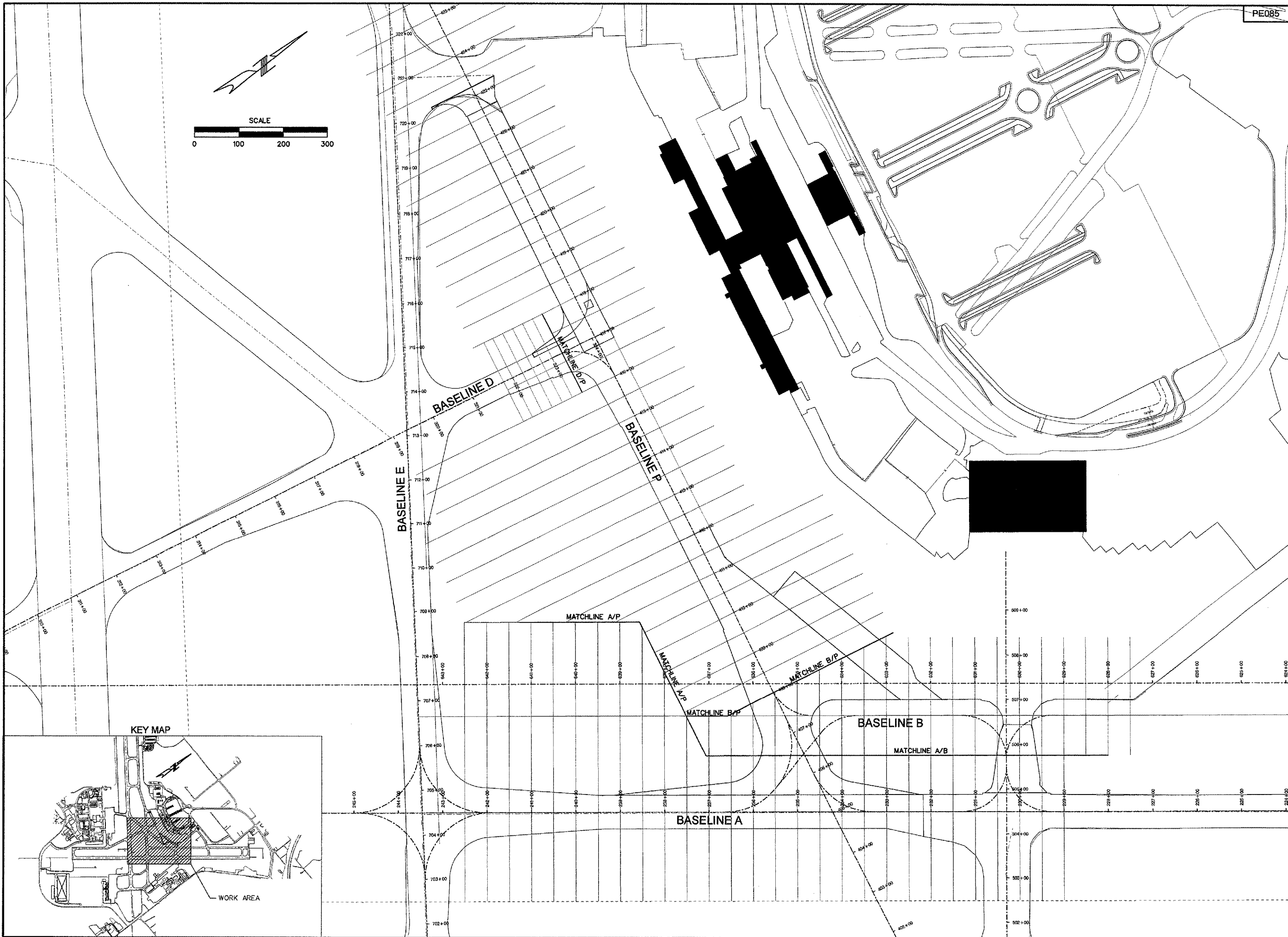
RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX
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DESIGN BY: TCS
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-03
ELECTRICAL DETAILS SHEET 4 OF 4
SHEET 66 OF 116 SHEETS

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PE085

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THIS BAR IS EQUAL TO 2"
AT FULL SCALE (34X22),
PLOT 1



**RELOCATE TAXIWAY A AND D FROM
MID-FIELD INTERSECTION PHASE 2**



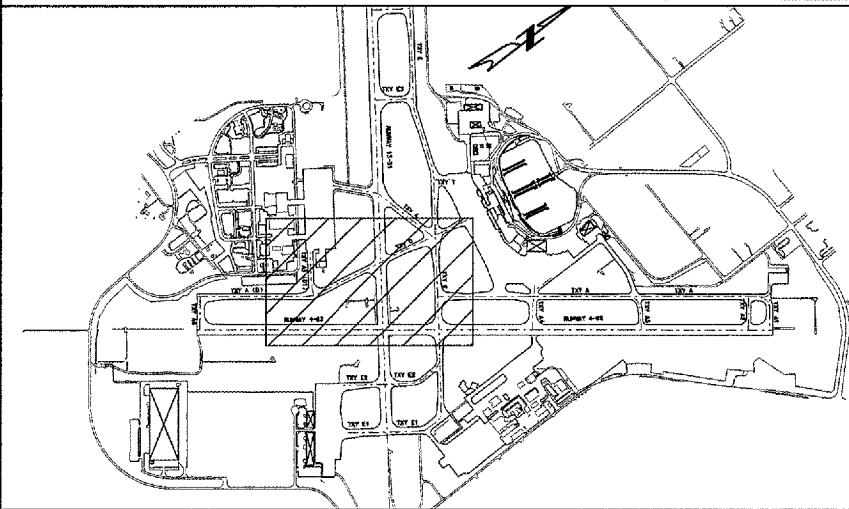
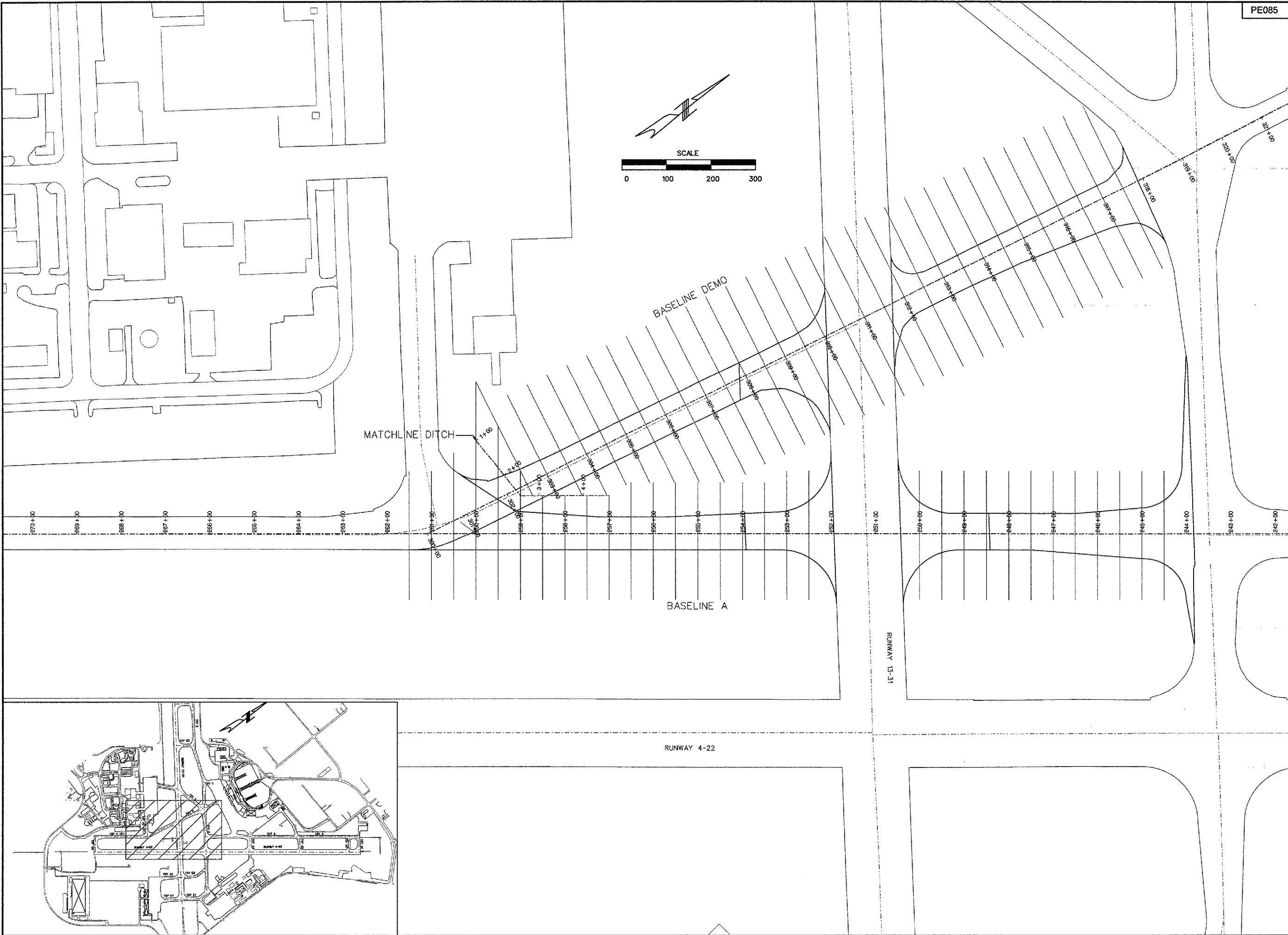
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CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02

CROSS SECTION
INDEX SHEET 1 OF 2

SHEET 67 OF 107 SHEETS

7/13/2006
 k:\peoria\0406103_03\draw\sheets\037_xsec_index.dgn



REVISIONS		
NUMBER	BY	DATE

0 1 2
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 AT FULL SCALE (34X22),
 PLOT 1

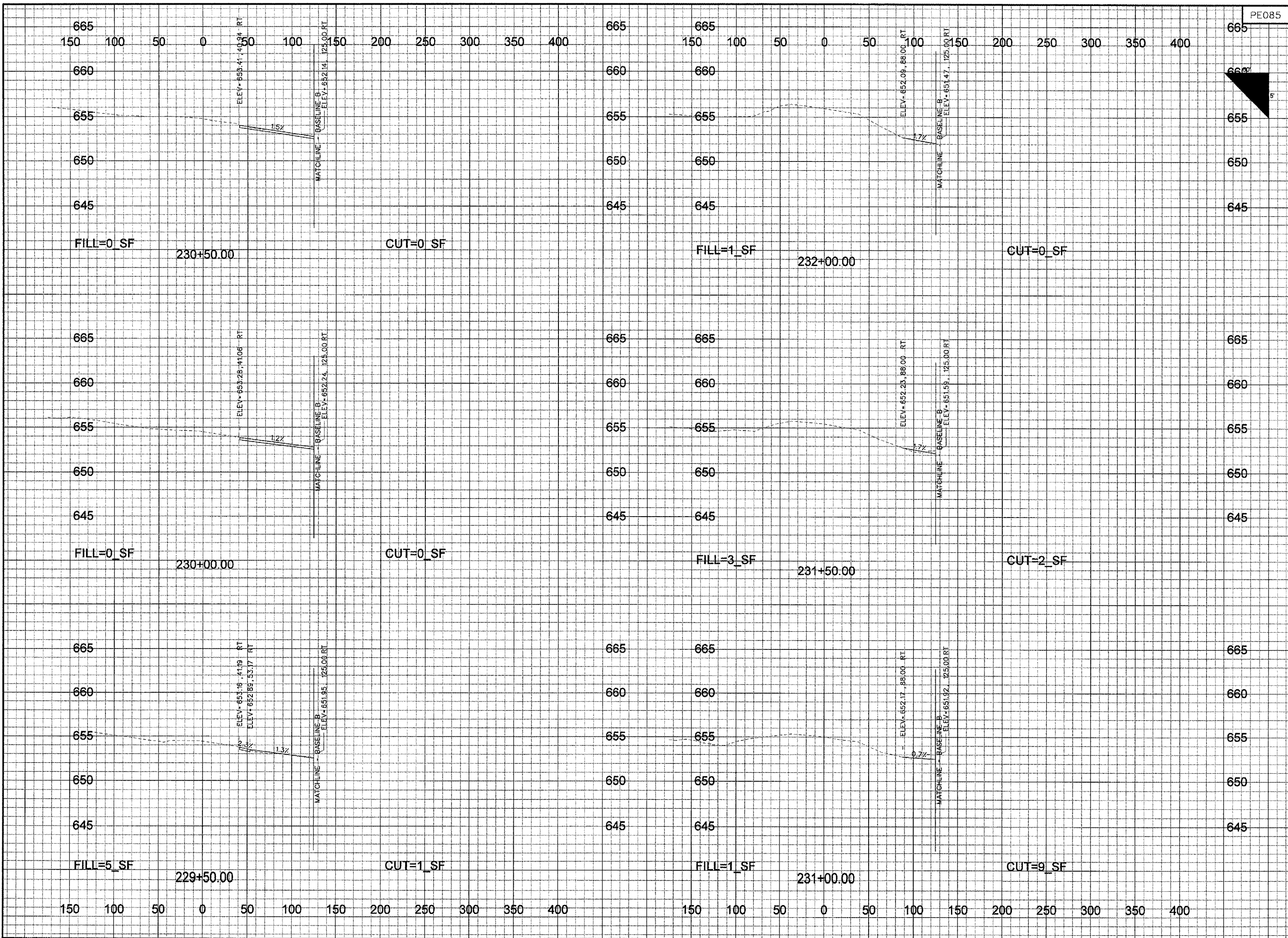


**RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2**

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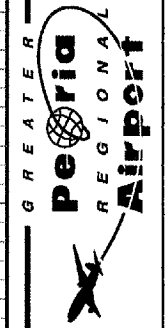
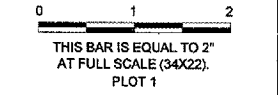
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DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03-03
CROSS SECTIONS INDEX SHEET 2 OF 2
SHEET 68 OF 107 SHEETS

7/13/2006 k:\p\peria\04\06\10302\draw\sheet\037_042_xec_a_sheets.dgn

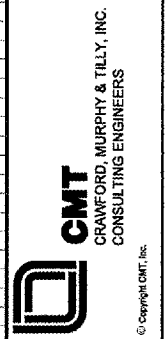


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REVISIONS		
NUMBER	BY	DATE



**RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2**



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FILE: ...1037_042_xec_a_sheets.dgn
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APPROVED BY: CET
DATE: JUNE 30, 2008
JOB No: 04061-03-02

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PE085

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0 1 2
THIS BAR IS EQUAL TO 2"
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PLOT 1



RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2

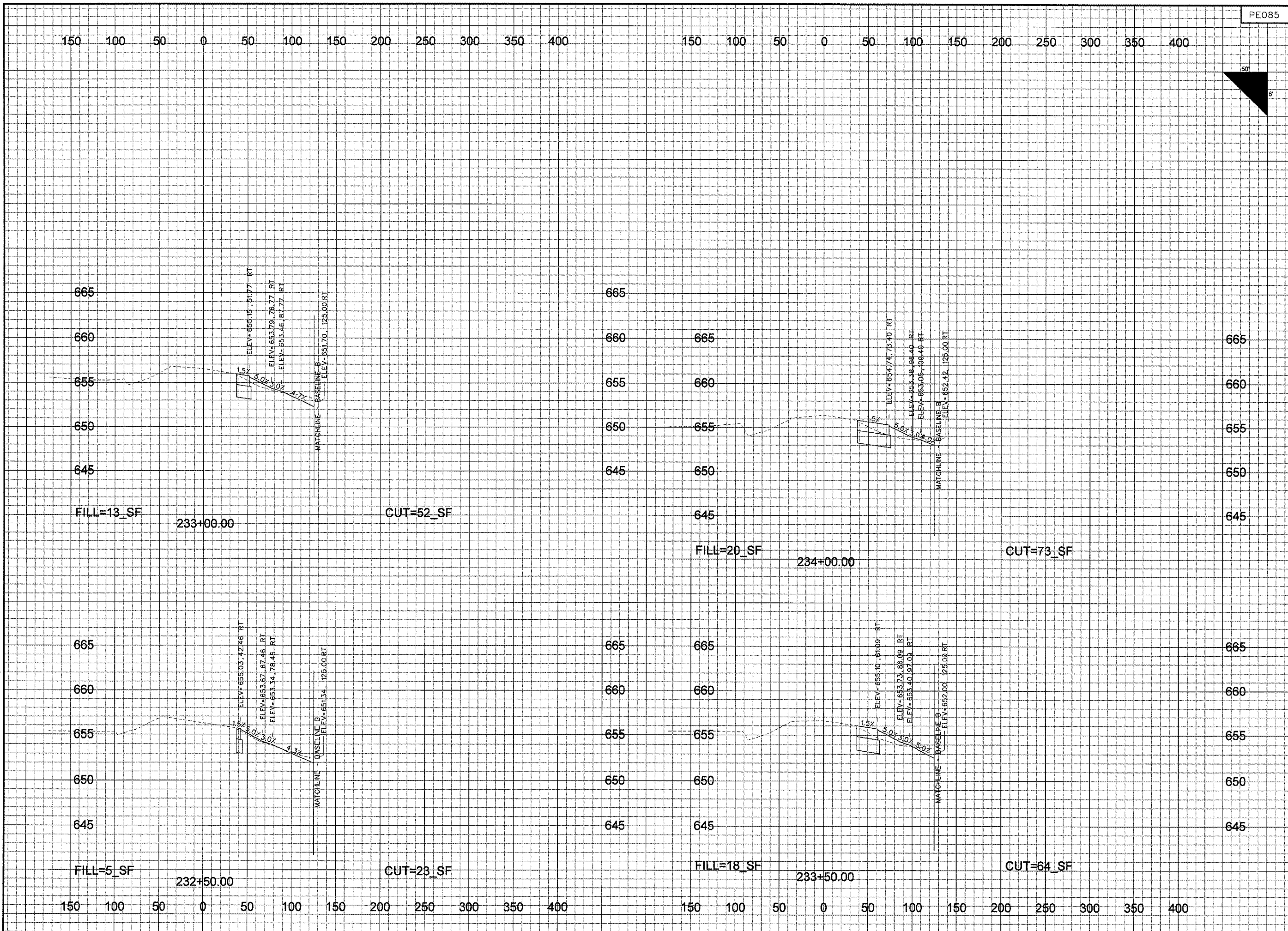


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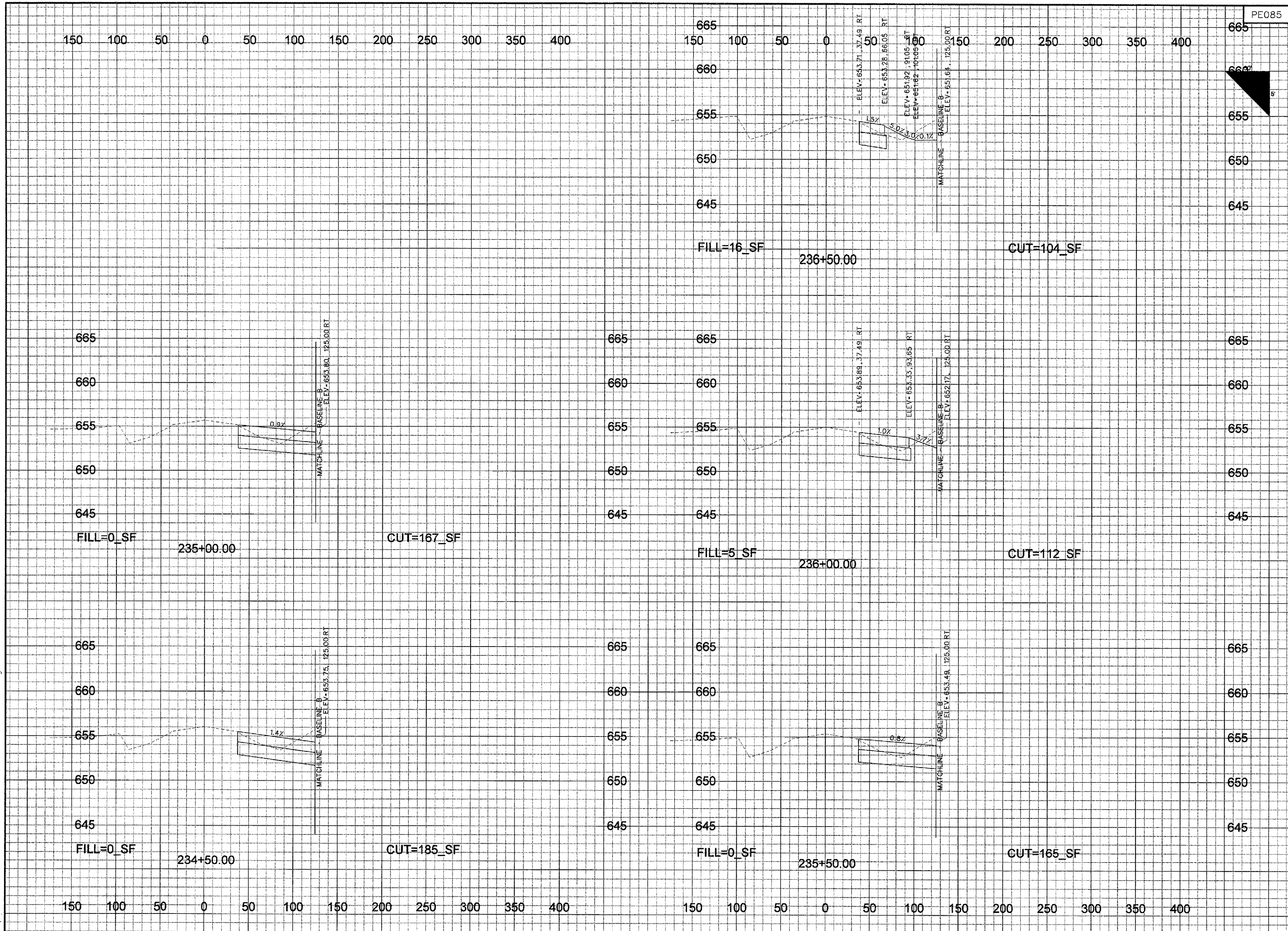
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CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02

CROSS SECTIONS
TAXIWAY A
SHEET 2 OF 18

SHEET 70 OF 107 SHEETS




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PE085

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NUMBER	BY	DATE

0 1 2
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**RELOCATE TAXIWAYS A AND D FROM
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CHECKED BY: TCS

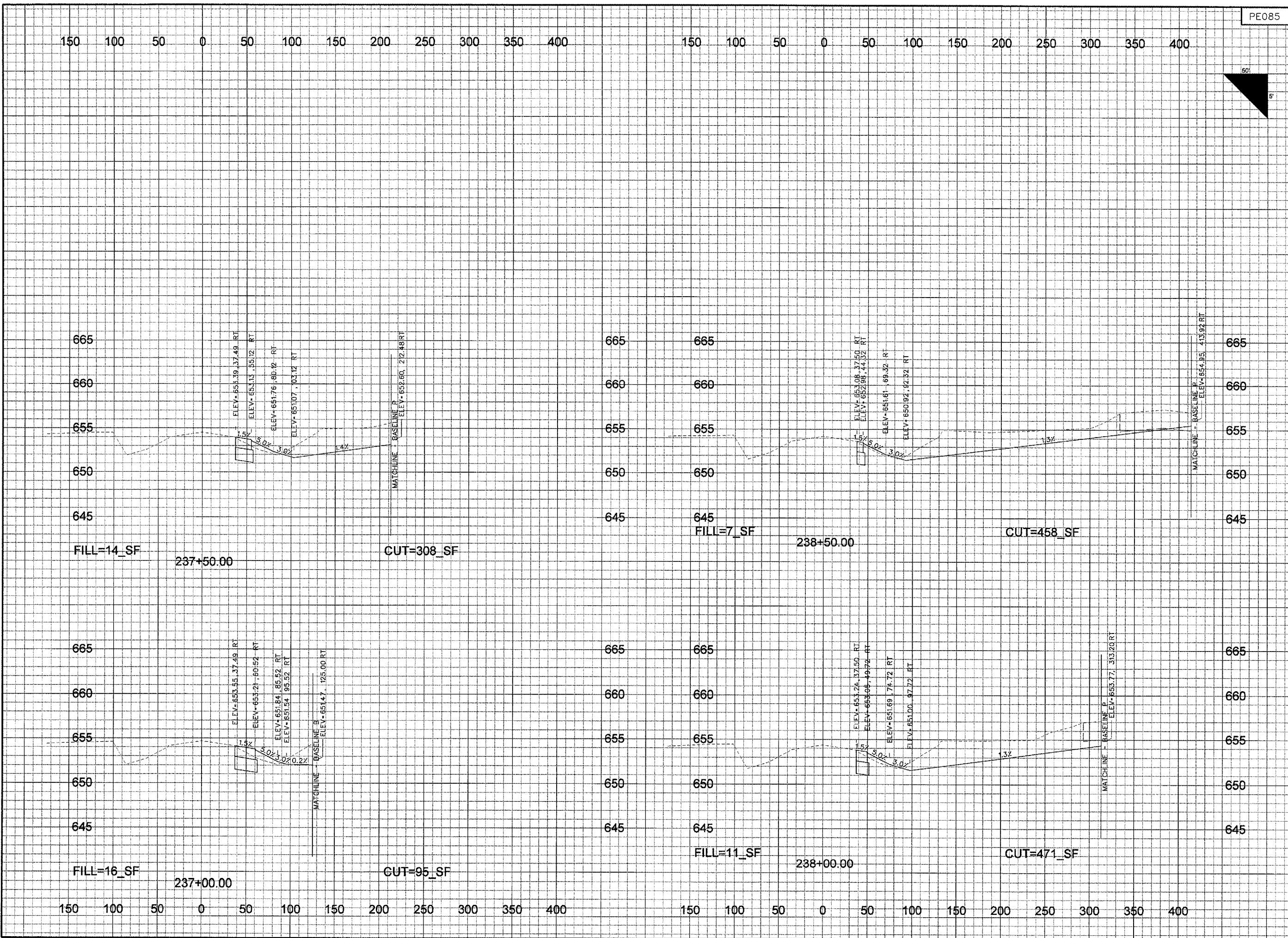
APPROVED BY: CET

DATE: JUNE 30, 2006

JOB No: 04061-03-02

CROSS SECTIONS
TAXIWAY A
SHEET 3 OF 18

7/13/2006
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NUMBER	BY	DATE

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

GREATER
Peoria
 REGIONAL
Airport

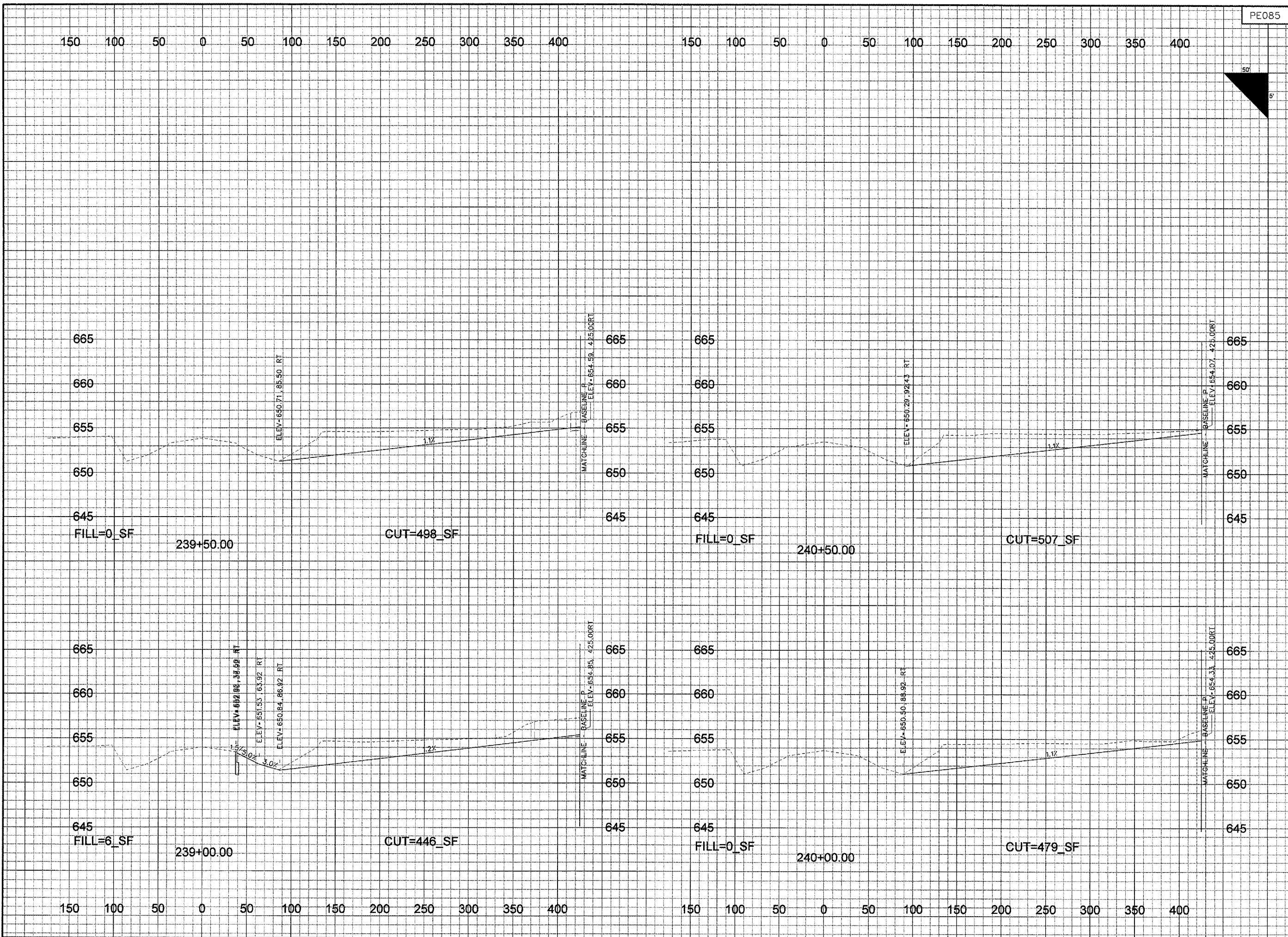
RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2

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IL PROJECT: PIA-3616
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APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02
CROSS SECTIONS TAXIWAY A SHEET 4 OF 18
SHEET 72 OF 107 SHEETS

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

GREATER
Peria
REGIONAL
Airport

RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2

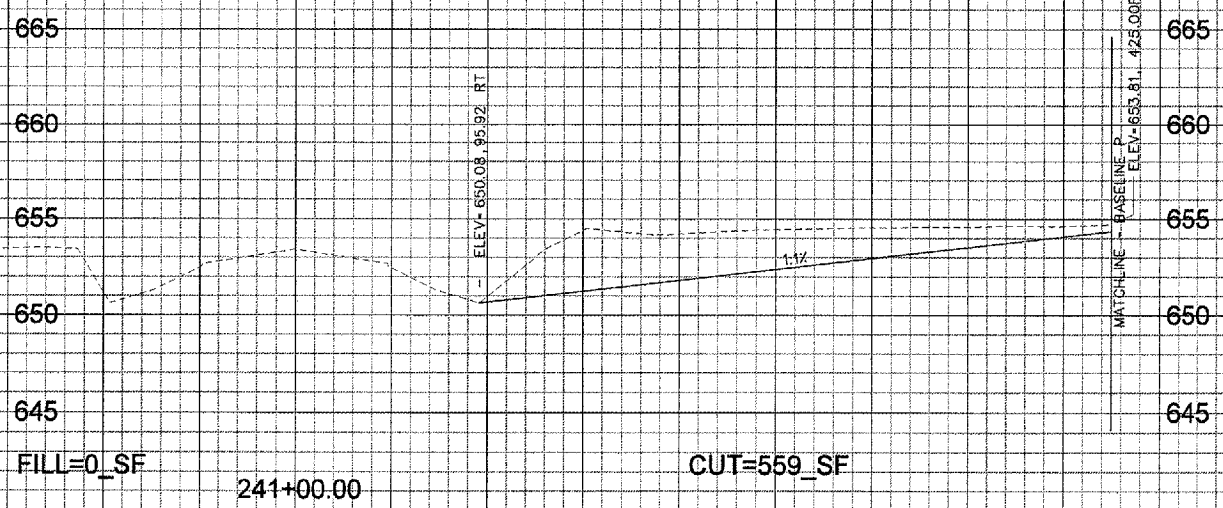
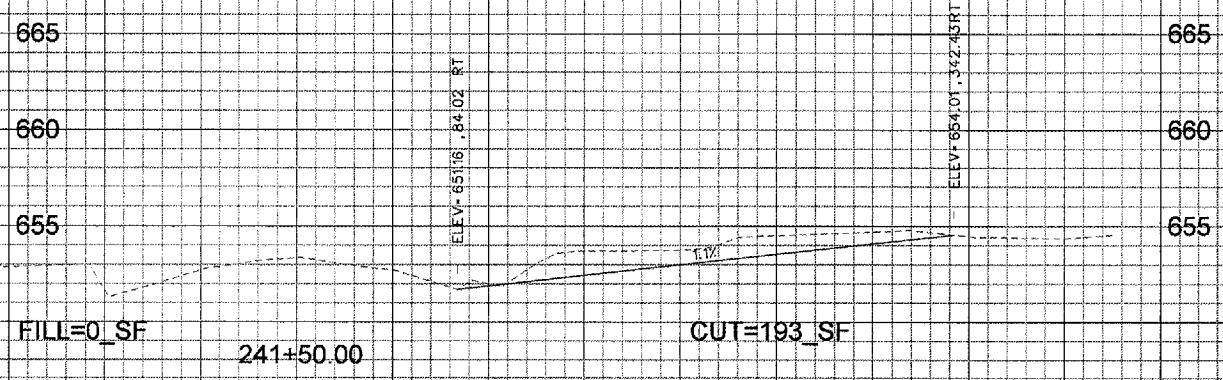
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APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02
CROSS SECTIONS TAXIWAY A SHEET 5 OF 18
SHEET 73 OF 107 SHEETS

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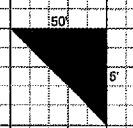
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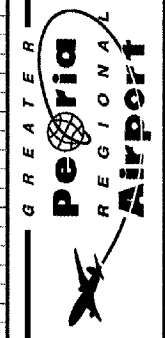
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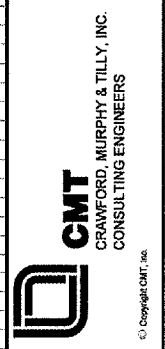
REVISIONS		
NUMBER	BY	DATE



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 AT FULL SCALE (34X22).
 PLOT 1



RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2

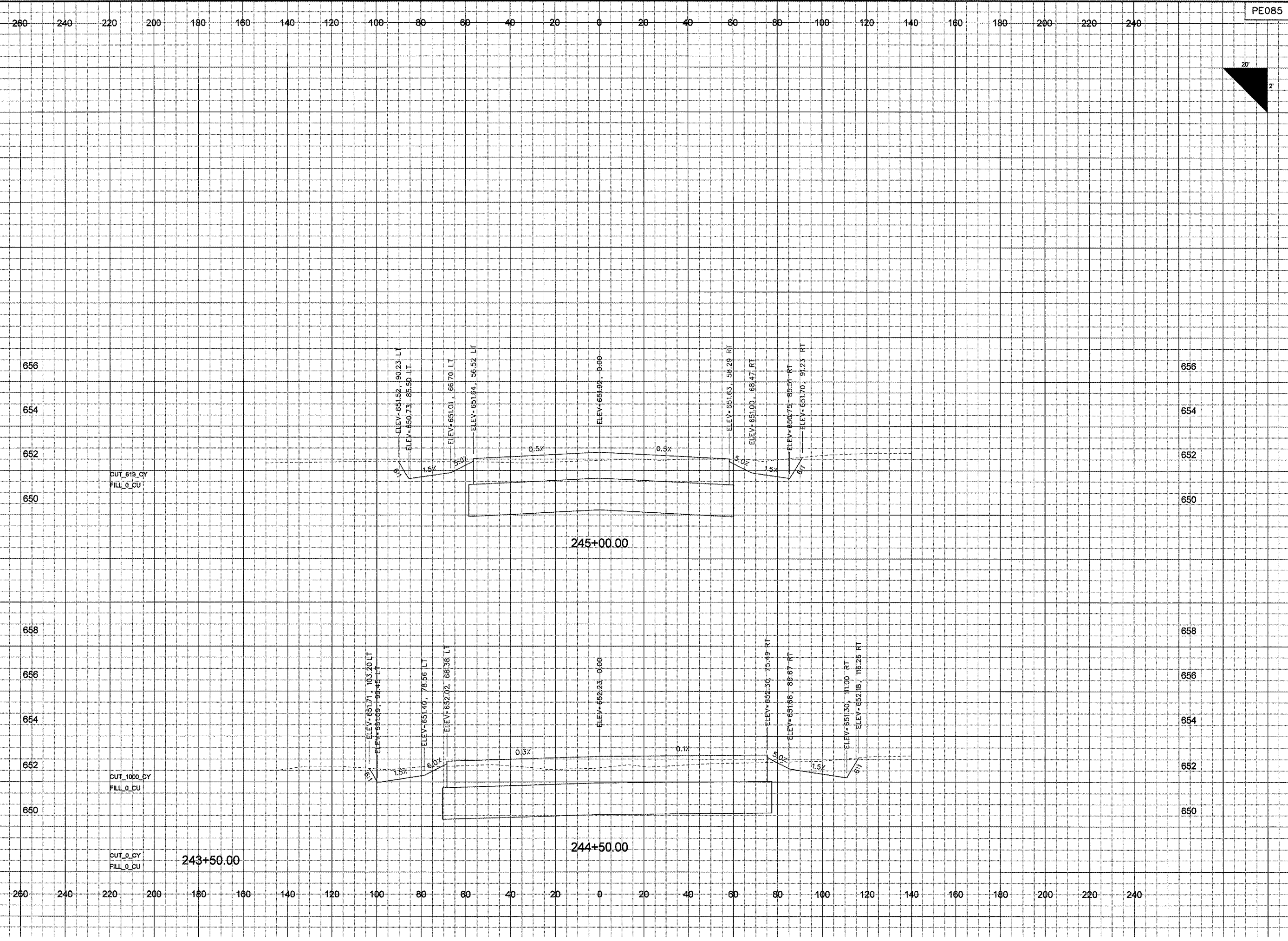


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 APPROVED BY: CET
 DATE: JUNE 30, 2006
 JOB No: 04061-03-02

CROSS SECTIONS
 TAXIWAY A
 SHEET 6 OF 18

7/13/2006
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PE085

REVISIONS		
NUMBER	BY	DATE

20'
2'

0 1 2

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

GREATER Peoria REGIONAL Airport

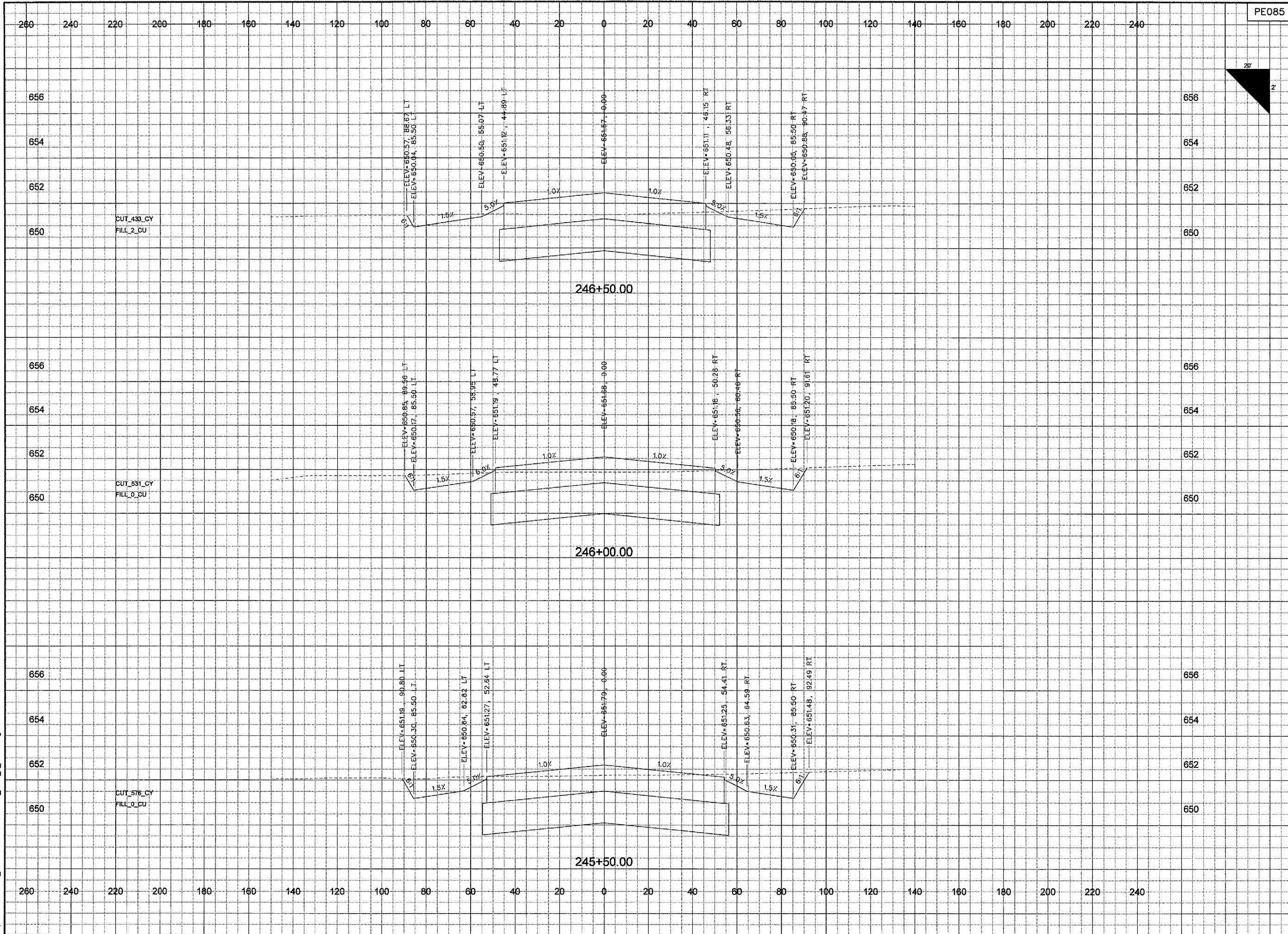
RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

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JOB No: 04061-03
CROSS SECTIONS TAXIWAY A SHEET 7 OF 18
SHEET 75 OF 107 SHEETS

7/13/2006
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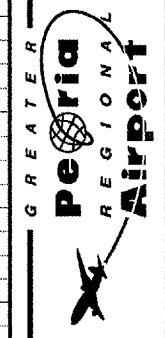


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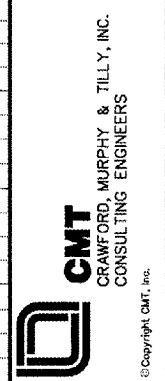
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NUMBER	BY	DATE



0 1 2
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PLOT 1



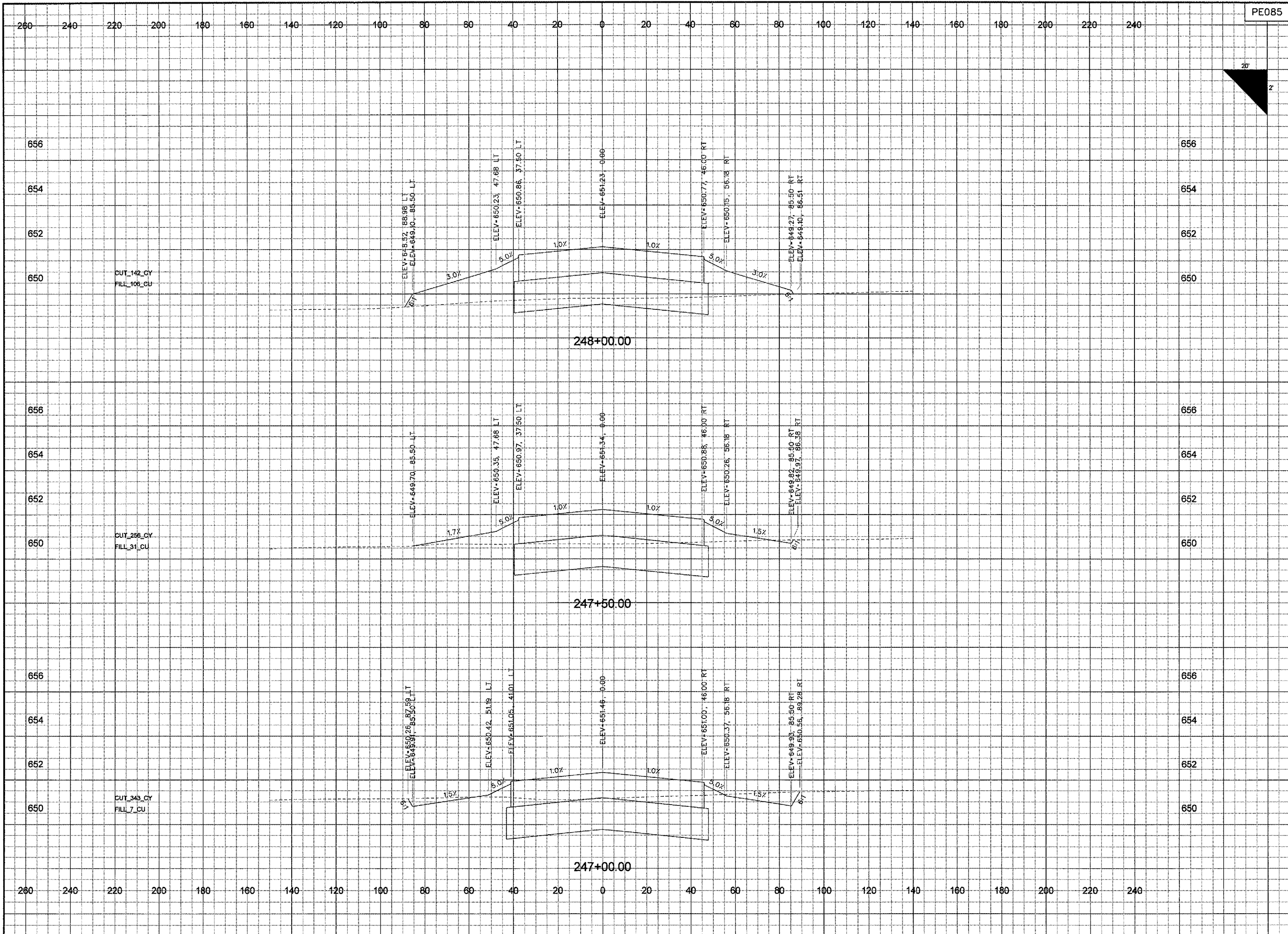
**RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2**



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DATE: MAY 12, 2006
JOB No: 04061-03
CROSS SECTIONS TAXIWAY A SHEET 8 OF 18
SHEET 78 OF 107 SHEETS

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PE085

REVISIONS		
NUMBER	BY	DATE

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

GREATER
Peoria
REGIONAL
Airport

RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

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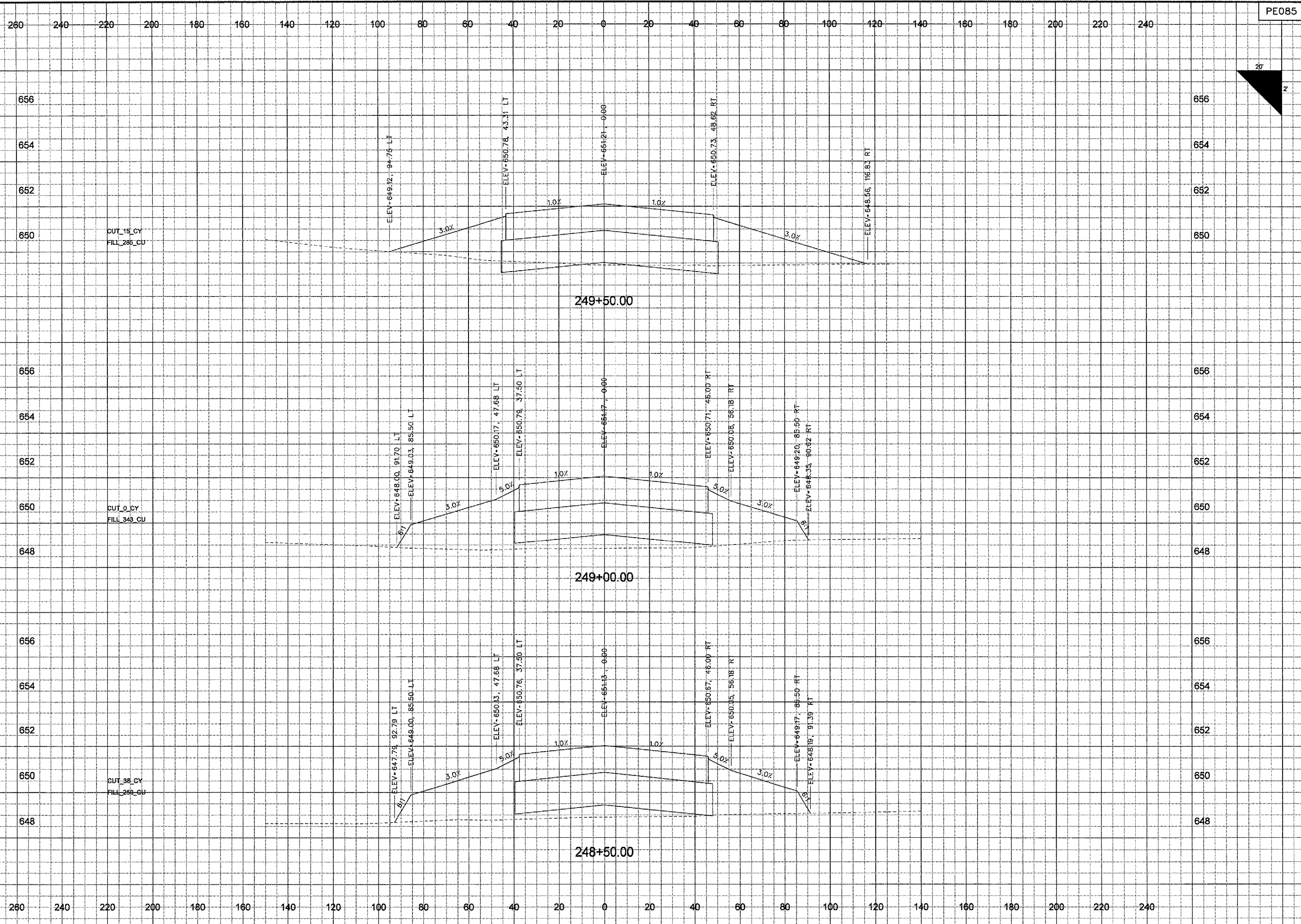
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JOB No: 04061-03

CROSS SECTIONS
TAXIWAY A
SHEET 9 OF 18

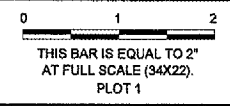
SHEET 77 OF 107 SHEETS

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GREATER Peoria REGIONAL Airport

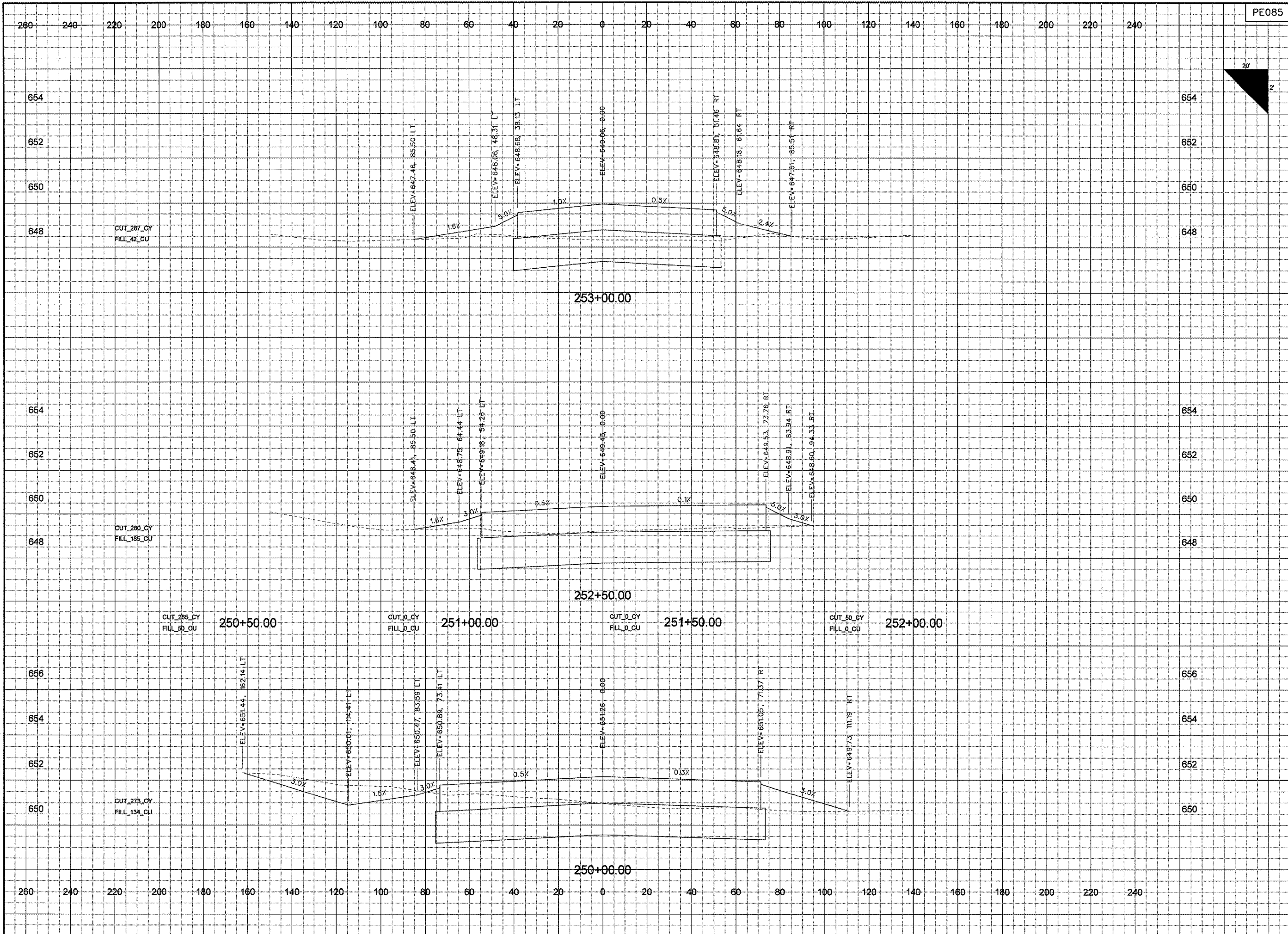
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IL PROJECT NUMBER PIA-3616
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DESIGN BY: BWG
DRAWN BY: JSP
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03
CROSS SECTIONS TAXIWAY A SHEET 10 OF 18
SHEET 78 OF 107 SHEETS

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REVISIONS		
NUMBER	BY	DATE

20' 2"

0 1 2

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

GREATER Peoria REGIONAL Airport

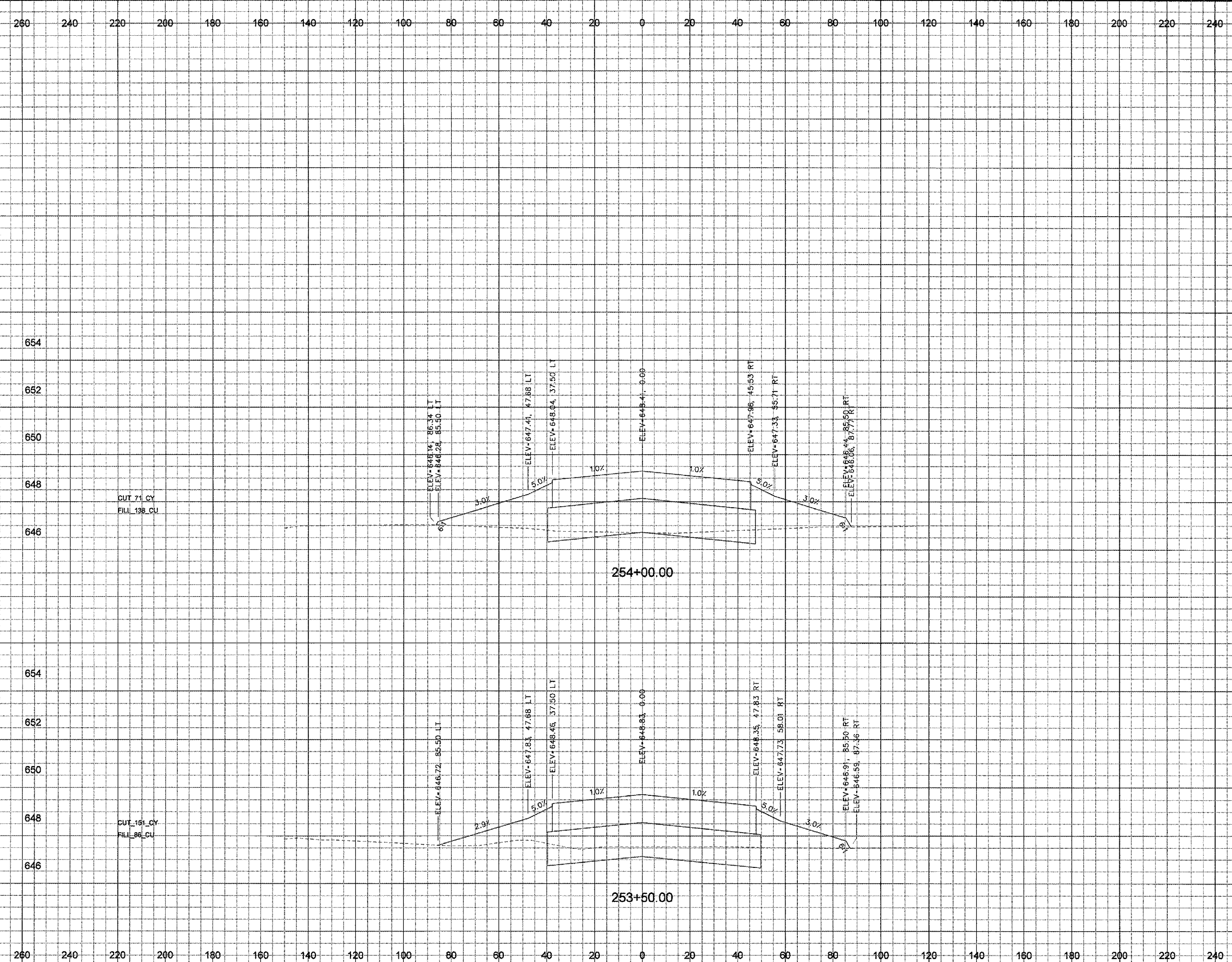
RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

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CONSULTING ENGINEERS

IL PROJECT NUMBER
PIA-3616

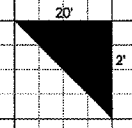
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APPROVED BY: CET	DATE: MAY 12, 2006
JOB No: 04061-03	CROSS SECTIONS TAXIWAY A SHEET 11 OF 18
SHEET 79 OF 107 SHEETS	

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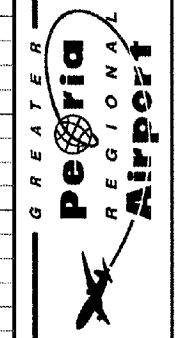


PE085

REVISIONS		
NUMBER	BY	DATE



THIS BAR IS EQUAL TO 2'
AT FULL SCALE (34X22).
PLOT 1



**RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2**

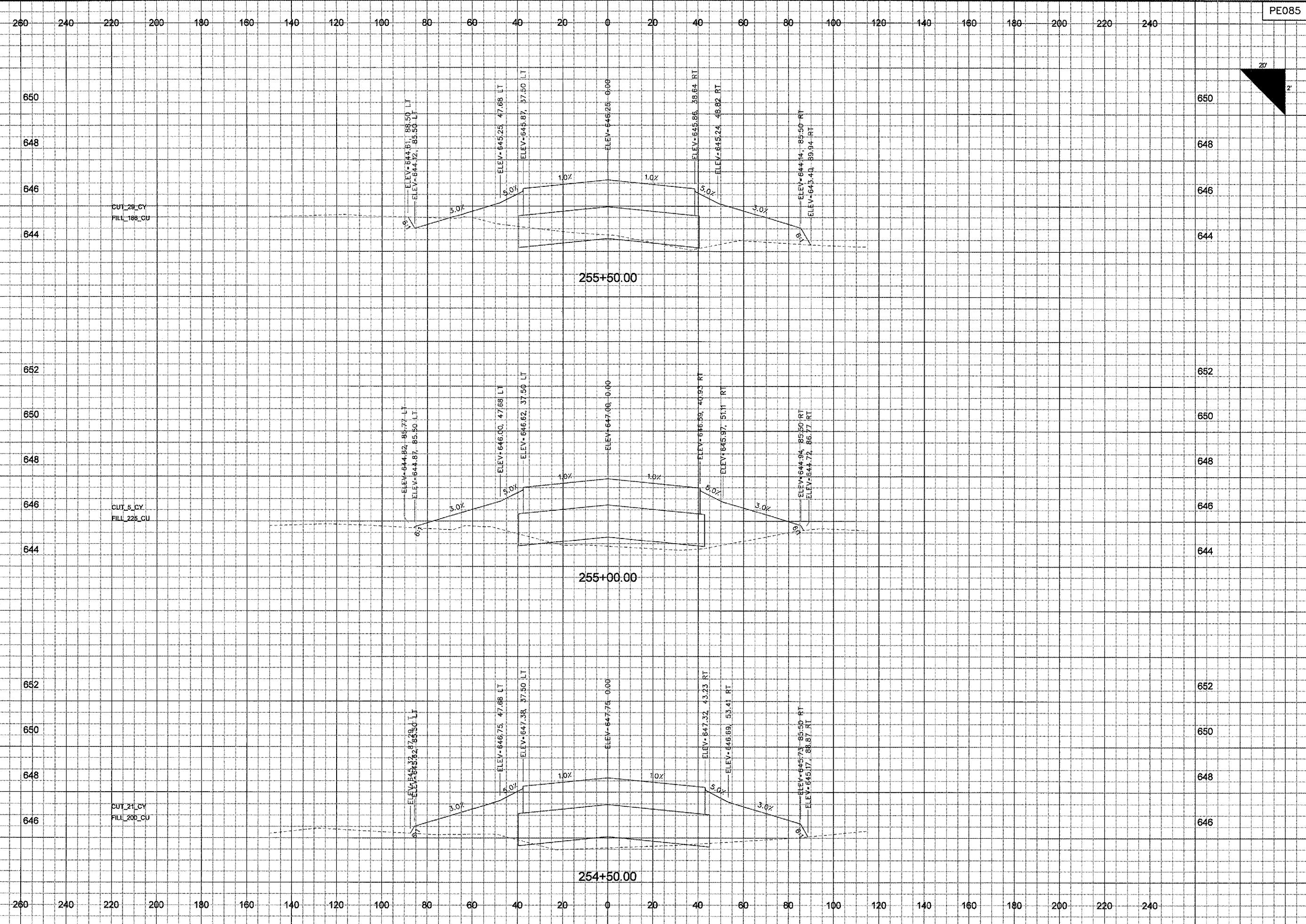
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FILE:
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DATE: MAY 12, 2006
JOB No: 04061-03

CROSS SECTIONS
TAXIWAY A
SHEET 12 OF 18

7/13/2008
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PE085

REVISIONS		
NUMBER	BY	DATE

20' / 2'

0 1 2

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

GREATER Peoria REGIONAL Airport

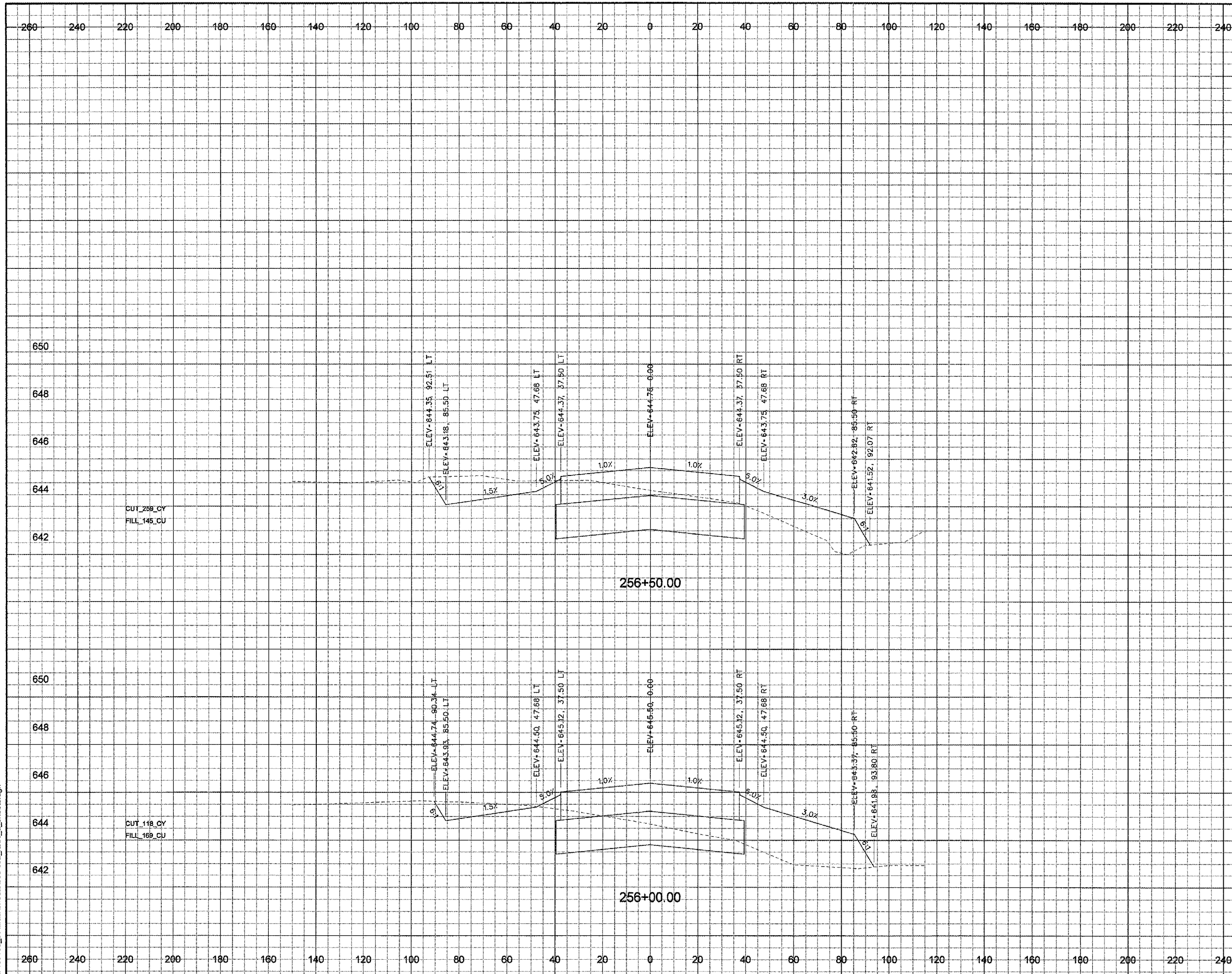
RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

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IL PROJECT NUMBER PIA-3616
FILE:
DESIGN BY: BWG
DRAWN BY: JSP
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03
CROSS SECTIONS TAXIWAY A SHEET 13 OF 18
SHEET 81 OF 107 SHEETS

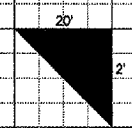
3/2006
peoria0406103_03drawsheets038-052_xsec_a_sheets.dgn



CUT 288_CY
FILL 145_CU

CUT 118_CY
FILL 169_CU

PE085



REVISIONS		
NUMBER	BY	DATE

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

GREATER
Peoria
REGIONAL
Airport

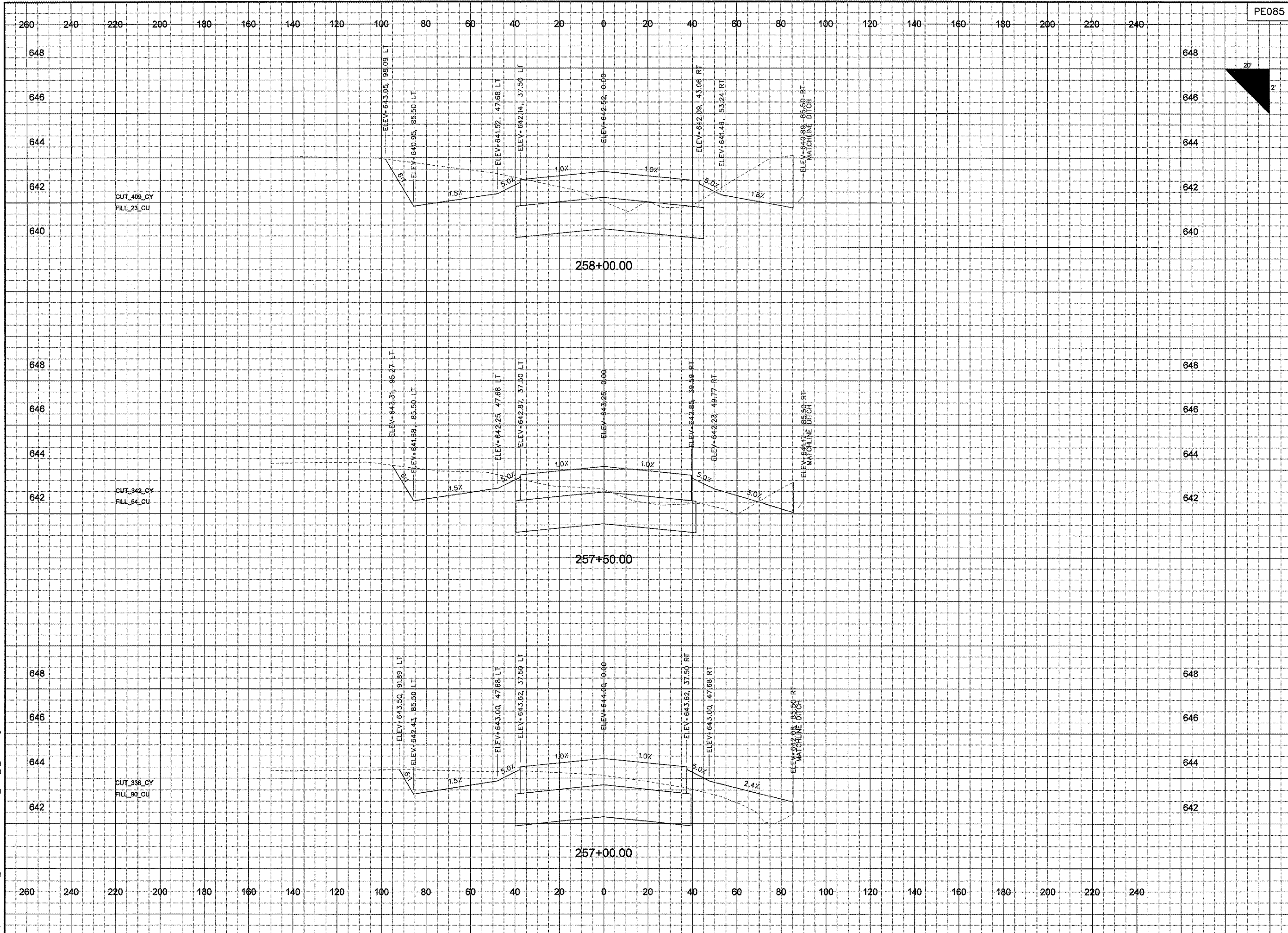
RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2

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CONSULTING ENGINEERS

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IL PROJECT NUMBER PIA-3616
FILE:
DESIGN BY: BWG
DRAWN BY: JSP
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DATE: MAY 12, 2006
JOB No: 04061-03
CROSS SECTIONS TAXIWAY A SHEET 14 OF 18

7/13/2006
k:\peoria\0405103_03\drawsheets\038-052_xsec_a_sheets.dgn



PE085

REVISIONS		
NUMBER	BY	DATE

20'
2'

0 1 2

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

GREATER Peoria REGIONAL Airport

RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

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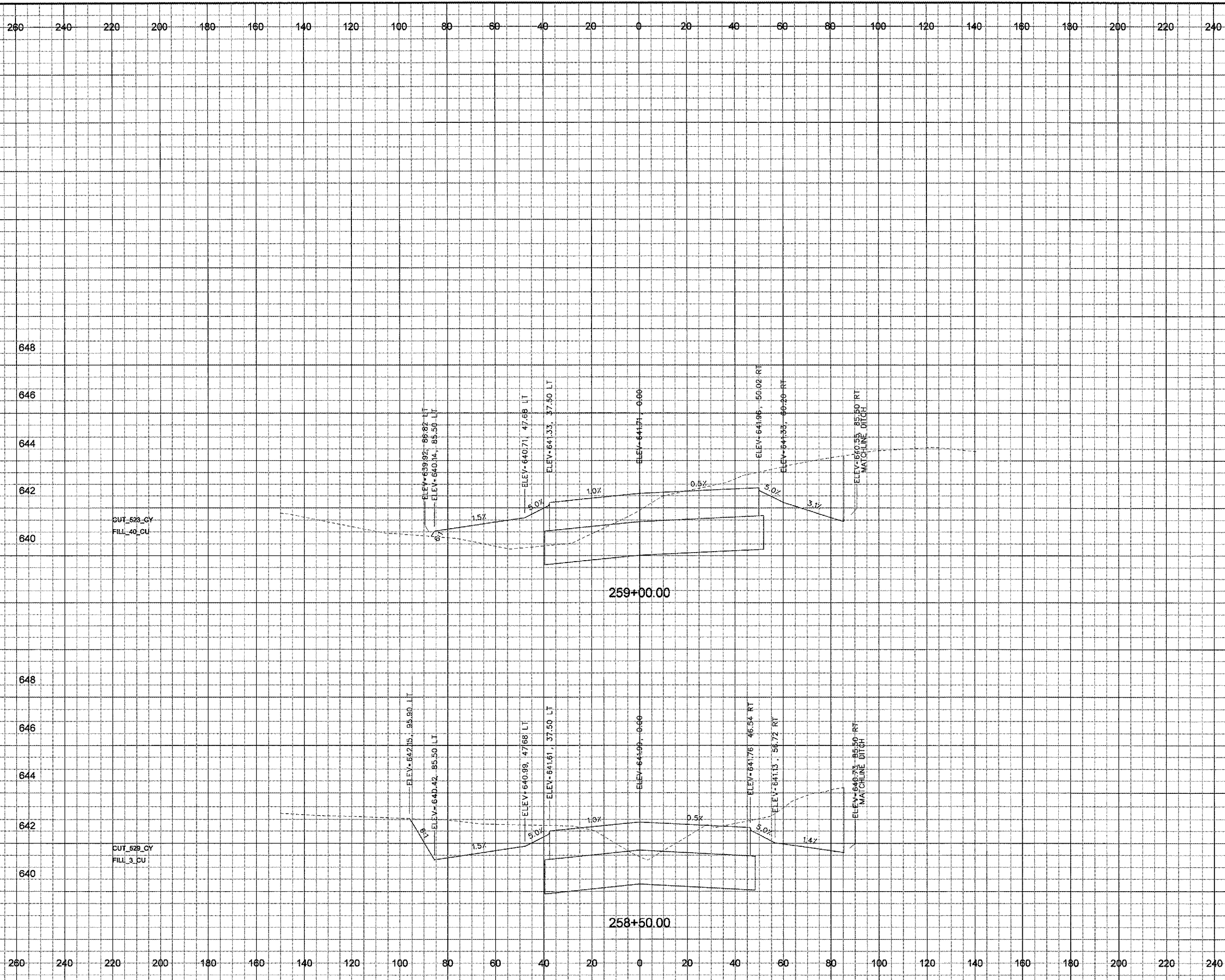
IL PROJECT NUMBER
PIA-3616

FILE:
DESIGN BY: BWG
DRAWN BY: JSP
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03

CROSS SECTIONS
TAXIWAY A
SHEET 15 OF 18

SHEET 83 OF 107 SHEETS

7/13/2006
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PE085

REVISIONS		
NUMBER	BY	DATE

20'
2'

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

GREATER Peoria REGIONAL Airport

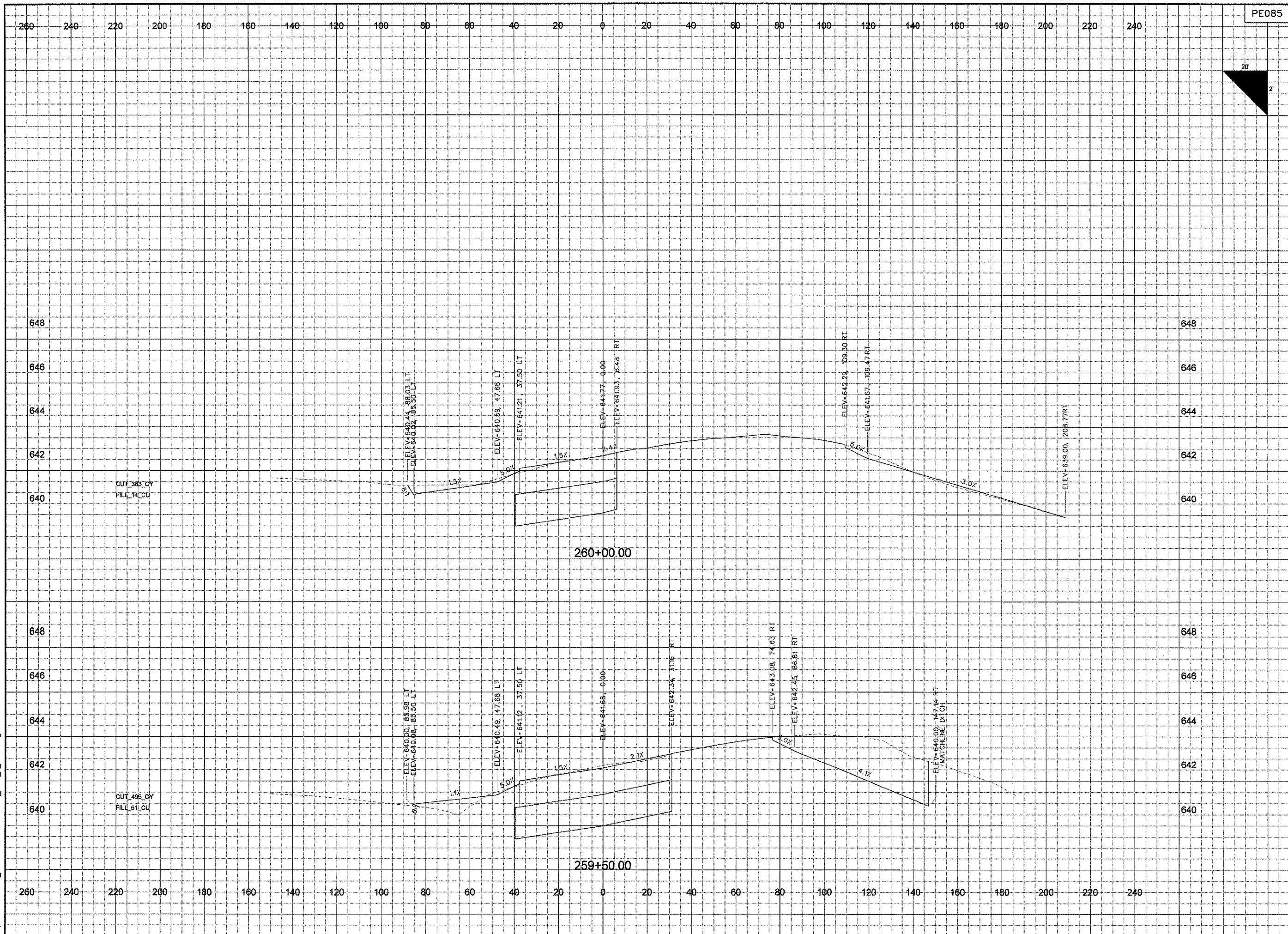
RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

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FILE:
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DRAWN BY: JSP
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03
CROSS SECTIONS TAXIWAY A SHEET 16 OF 18
SHEET 84 OF 107 SHEETS

7/13/2006 k:\peoria\0406103_03\draw sheets\038_052_xsec_a_sheets.dgn



PE085

REVISIONS		
NUMBER	BY	DATE

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

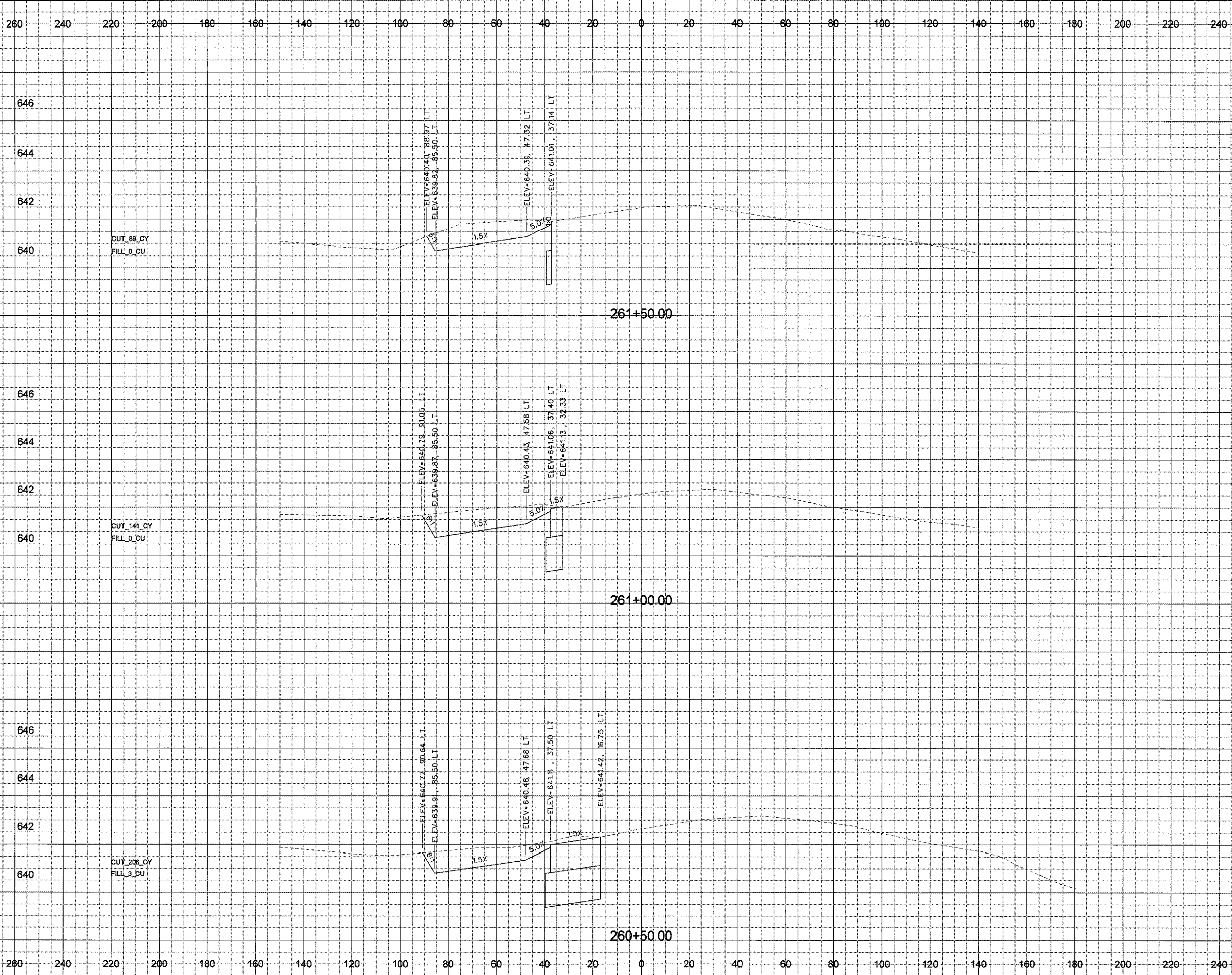
GREATER Peoria REGIONAL Airport

RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

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APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03
CROSS SECTIONS TAXIWAY A SHEET 17 OF 18
SHEET 85 OF 107 SHEETS



PE085

REVISIONS		
NUMBER	BY	DATE

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

G R E A T E R

RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

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IL PROJECT NUMBER PIA-3616
FILE:
DESIGN BY: BWG
DRAWN BY: JSP
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03
CROSS SECTIONS TAXIWAY A SHEET 18 OF 18
SHEET 88 OF 107 SHEETS

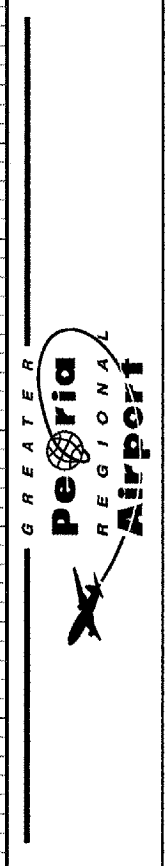
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7/13/2006
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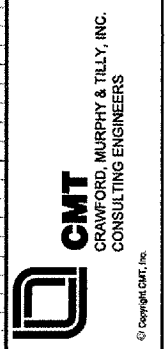
PE085

REVISIONS		
NUMBER	BY	DATE

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



RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2

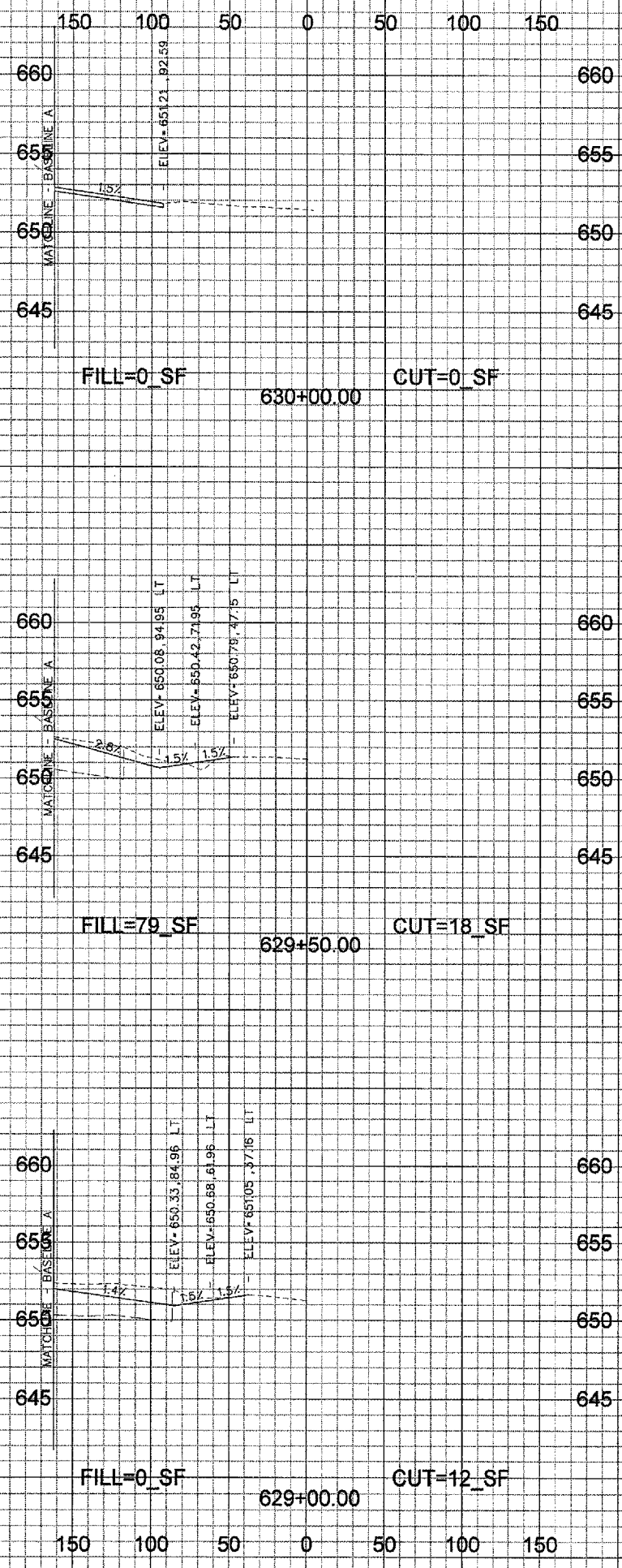
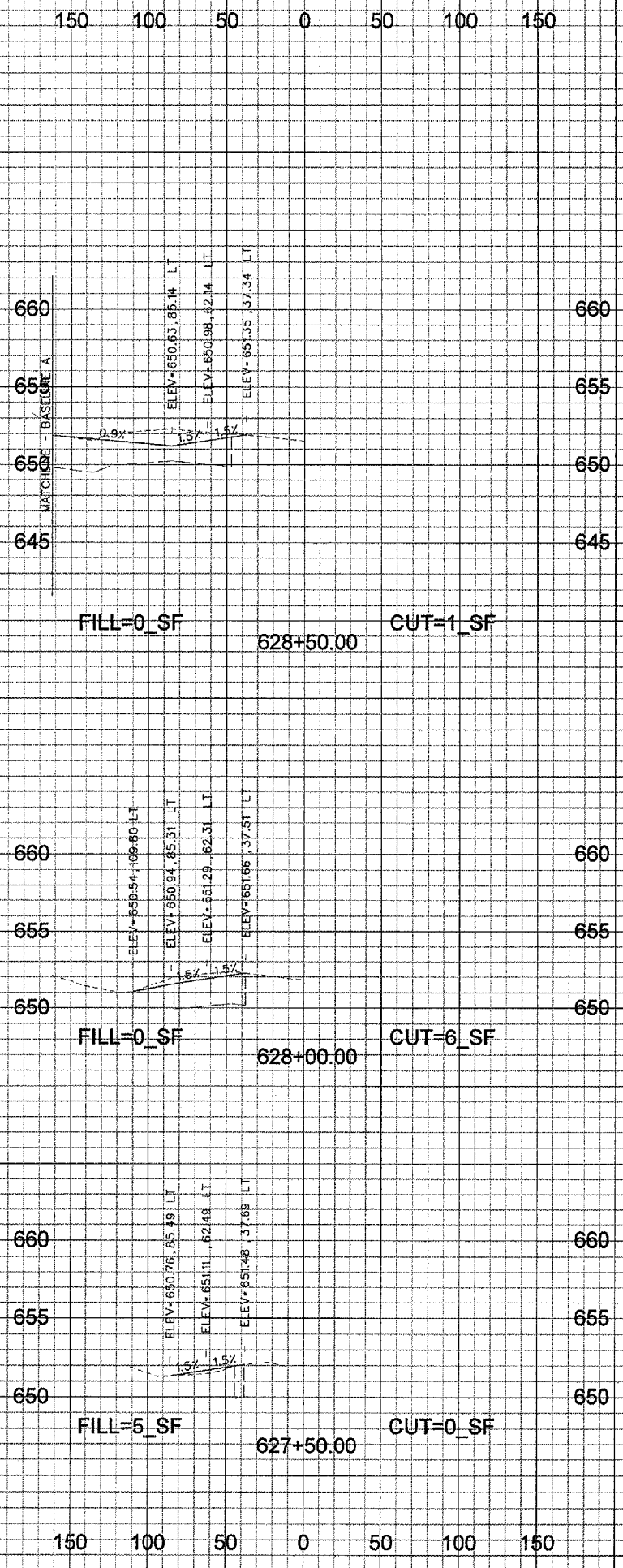


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 AIP PROJ: 3-17-0080-XX

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 DESIGN BY: BWG
 DRAWN BY: CAG
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: JUNE 30, 2006
 JOB No: 04061-03-02

CROSS SECTIONS
 BASELINE B
 SHEET 1 OF 4

SHEET 87 OF 107 SHEETS



7/13/2006
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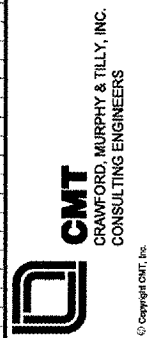
PE085

REVISIONS		
NUMBER	BY	DATE

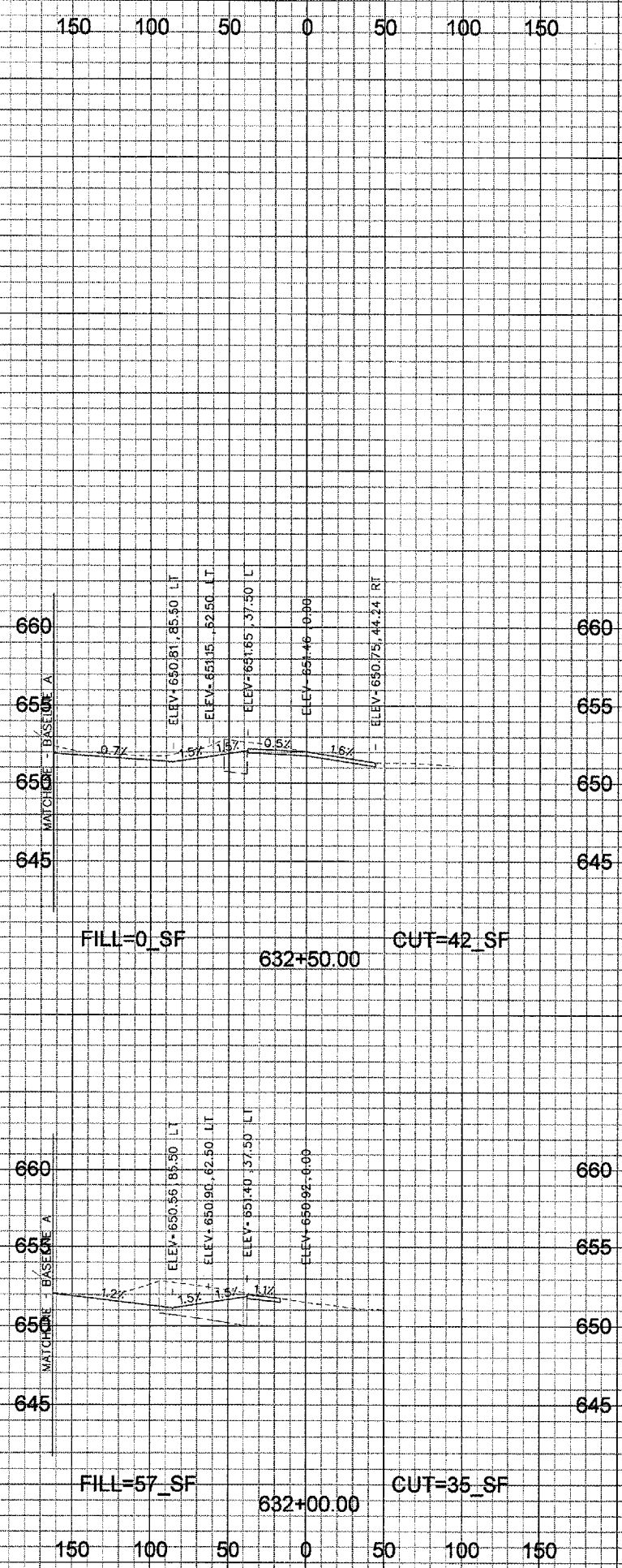
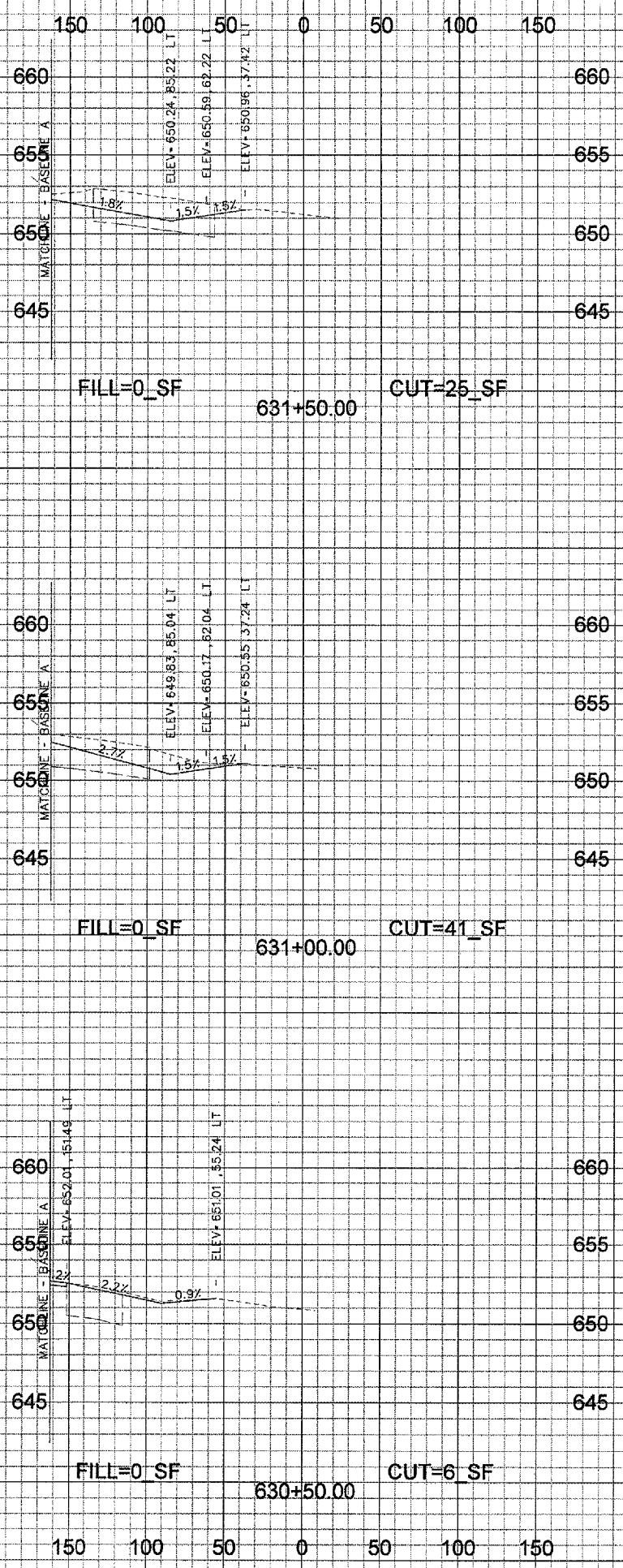
0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).
 PLOT 1



RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2

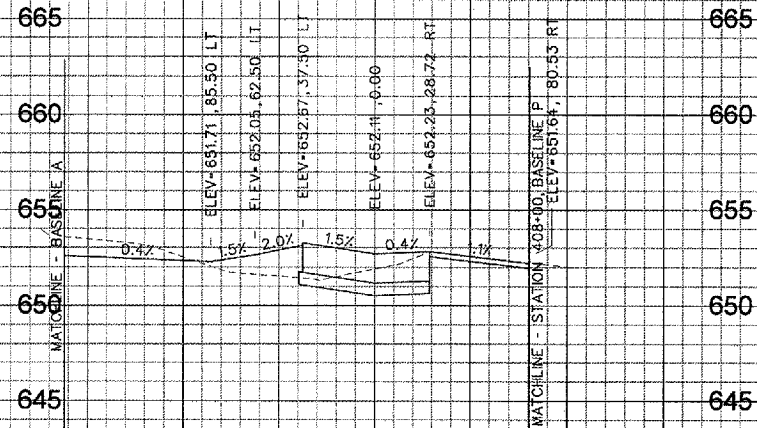


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DATE: JUNE 30, 2006
JOB No: 04061-03-02
CROSS SECTIONS BASELINE B SHEET 2 OF 4
SHEET 88 OF 107 SHEETS

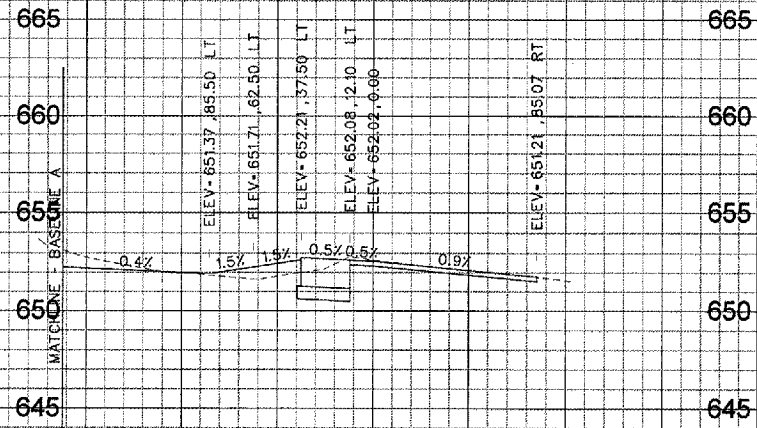


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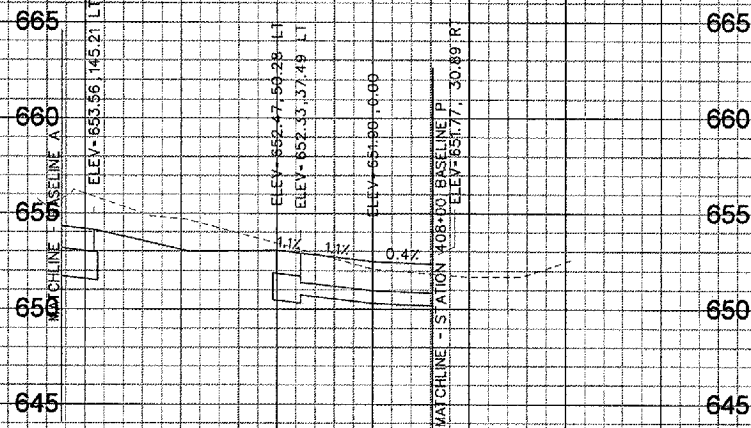
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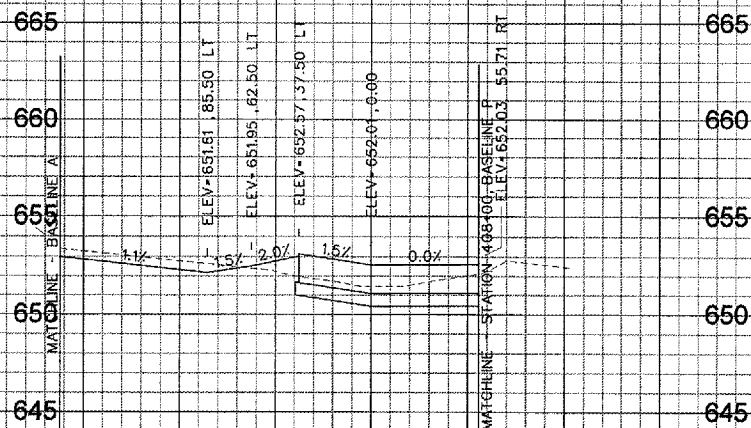
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PE085

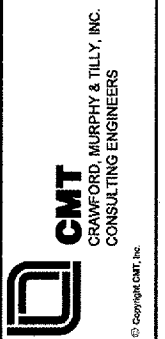
REVISIONS

NUMBER	BY	DATE

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



RELOCATE TAXWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

FILE: ...043_046_xsec_b_sheets.dgn
 DESIGN BY: BWG
 DRAWN BY: CAG
 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: JUNE 30, 2006
 JOB No: 04061-03-02

CROSS SECTIONS
 BASELINE B
 SHEET 3 OF 4

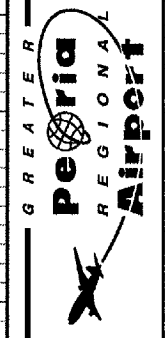
SHEET 89 OF 107 SHEETS

7/13/2006
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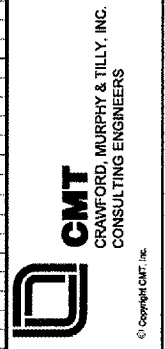
PE085

REVISIONS		
NUMBER	BY	DATE

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



RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2



IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

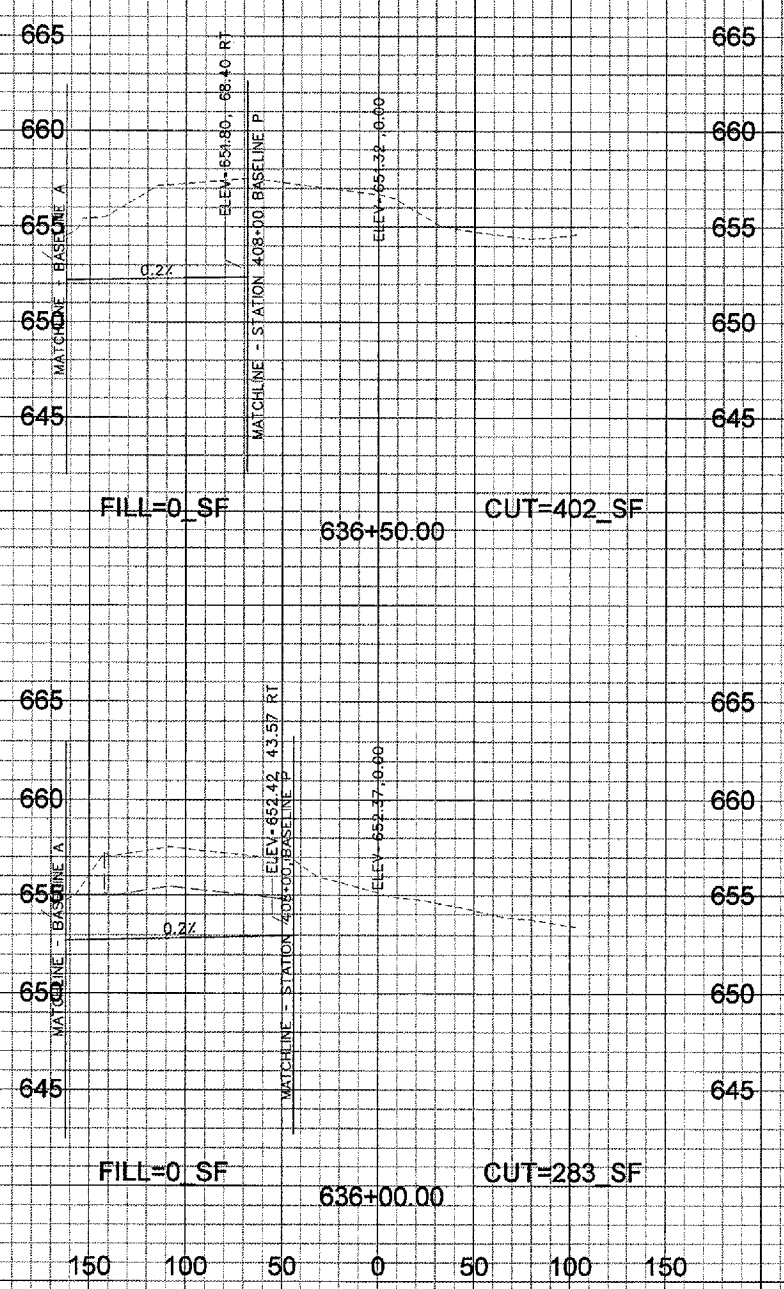
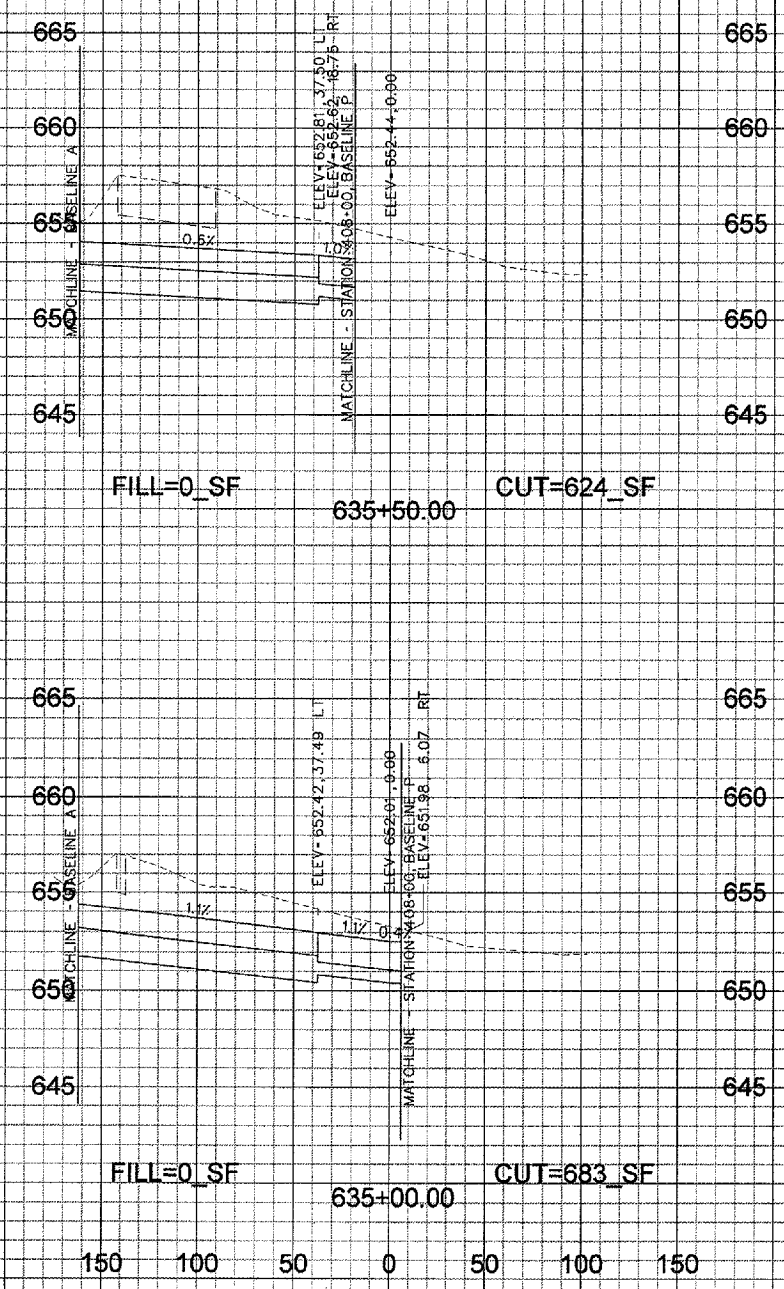
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 DATE: JUNE 30, 2006
 JOB No: 04081-03-02

CROSS SECTIONS
 BASELINE B
 SHEET 4 OF 4

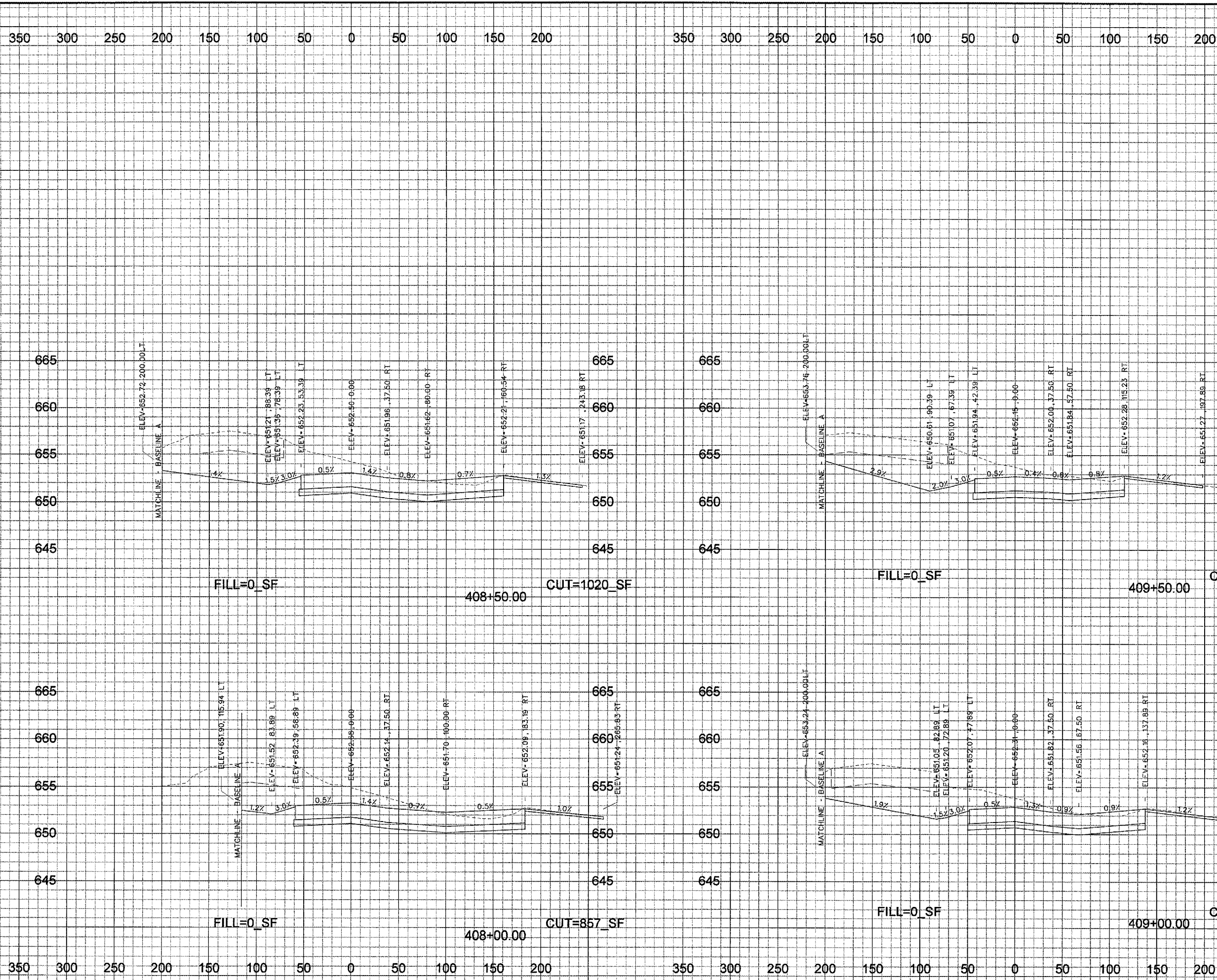
SHEET 80 OF 107 SHEETS

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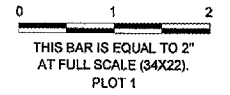


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PE085

REVISIONS		
NUMBER	BY	DATE



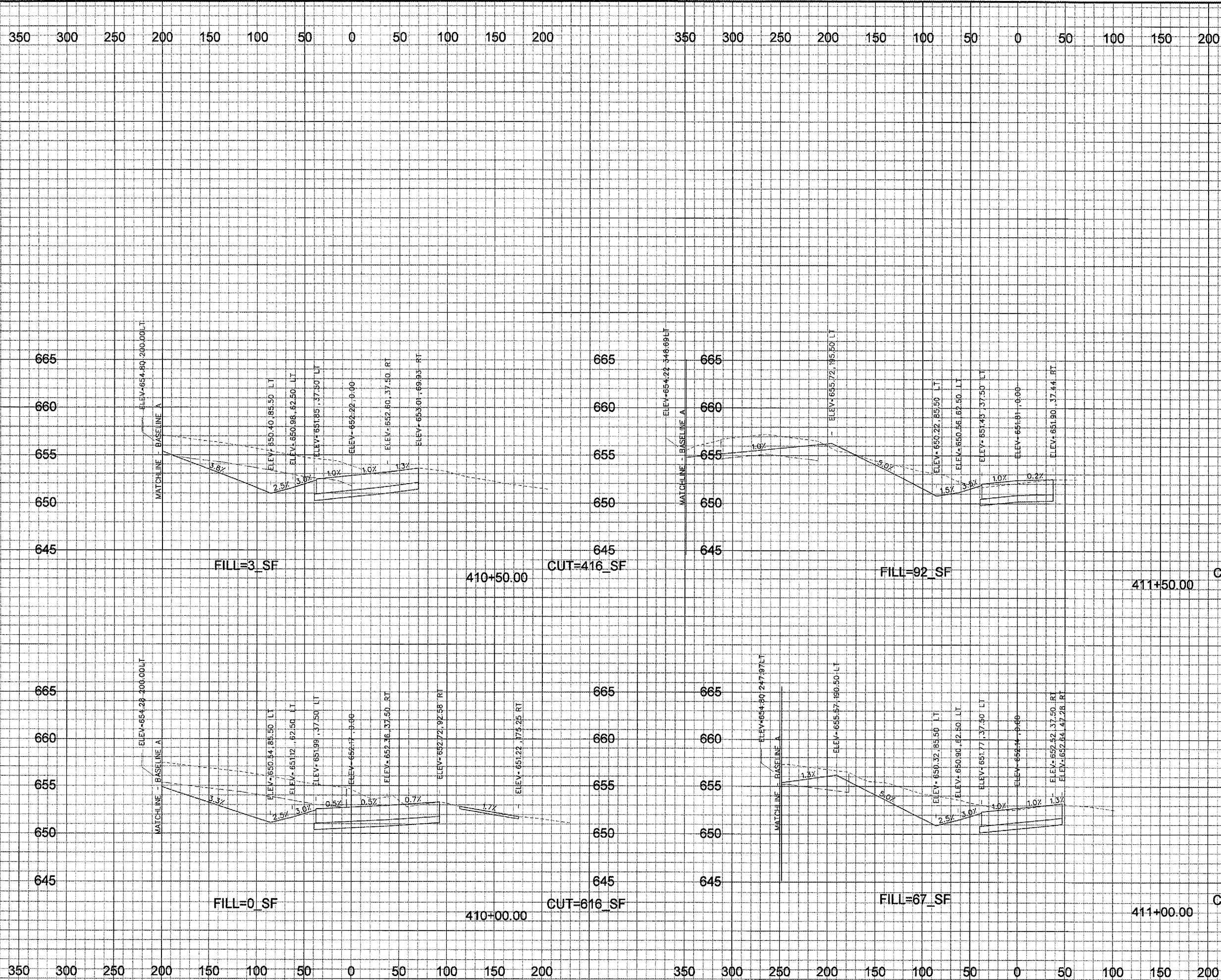
GREATER
Peria
 REGIONAL
Airport

RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2

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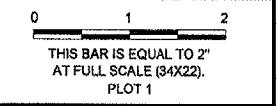
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 APPROVED BY: CET
 DATE: JUNE 30, 2006
 JOB No: 04061-03-02

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PE085

REVISIONS		
NUMBER	BY	DATE



RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

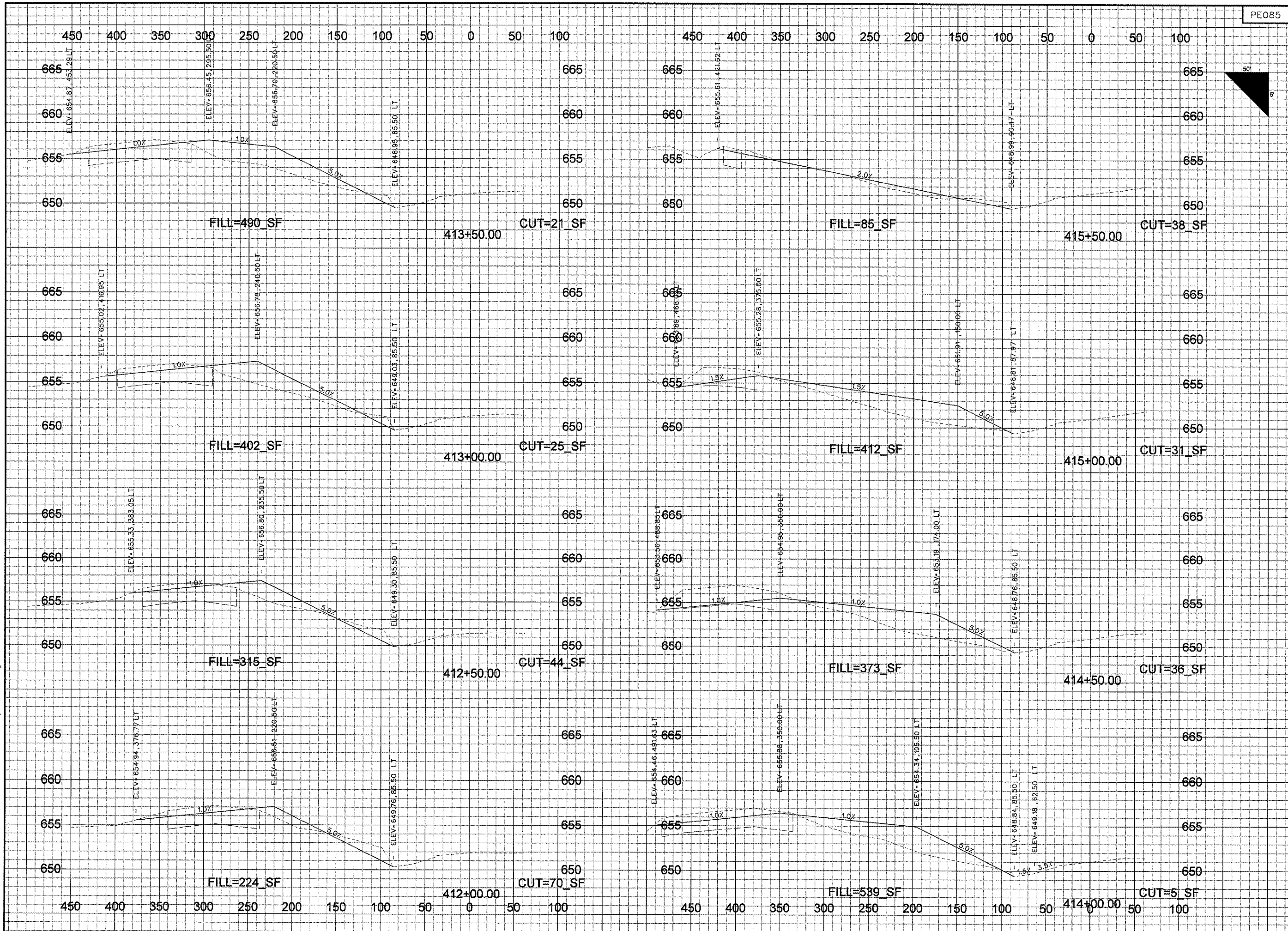


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AIP PROJ: 3-17-0080-XX

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APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02

CROSS SECTIONS
TAXIWAY P
SHEET 2 OF 5

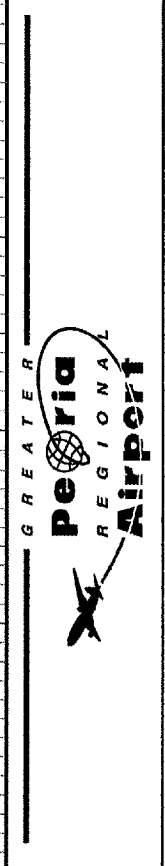
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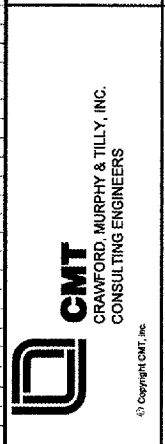
PE085

REVISIONS		
NUMBER	BY	DATE

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



RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2

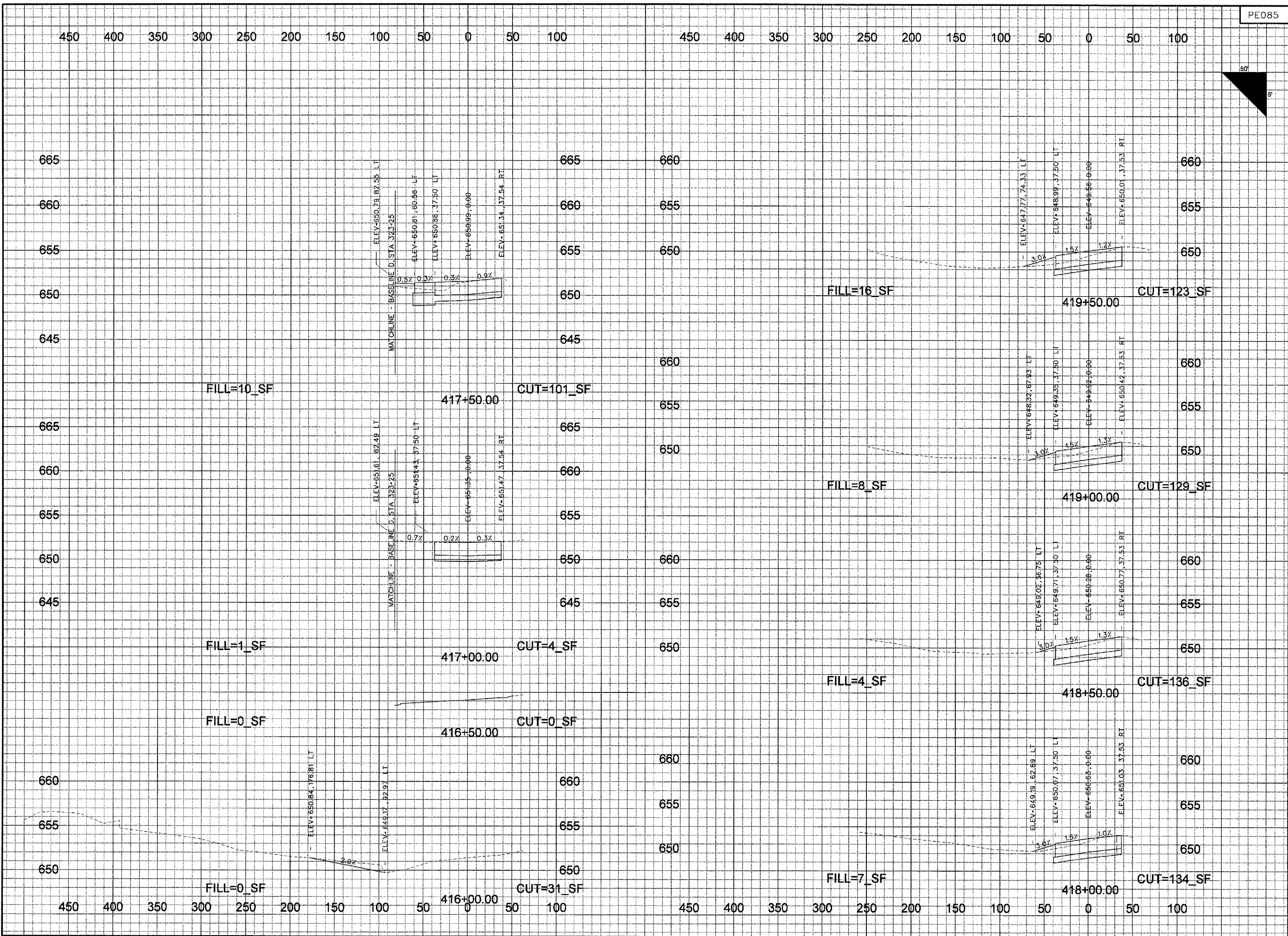


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 AIP PROJ: 3-17-0080-XX

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 CHECKED BY: TCS
 APPROVED BY: CET
 DATE: JUNE 30, 2006
 JOB No: 04061-03-02

CROSS SECTIONS
 TAXIWAY P
 SHEET 3 OF 5

7/13/2006
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PE085

REVISIONS		
NUMBER	BY	DATE

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

GREATER
Peoria
REGIONAL
Airport

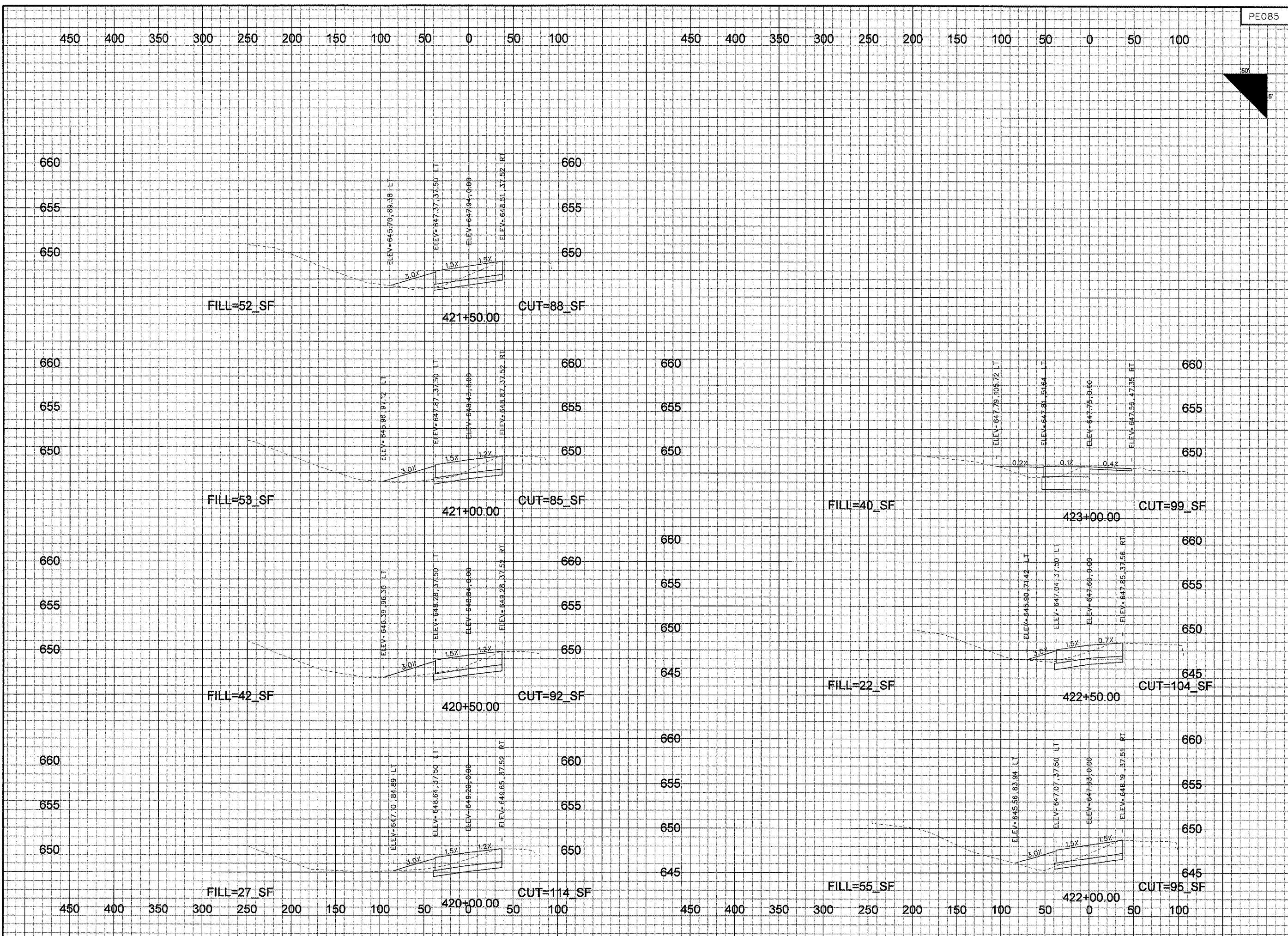
**RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2**

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CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

IL PROJECT: PIA-3616
AIP PROJ: 3-17-0080-XX

FILE: ..\049_053_xsec_p_sheets.dgn
DESIGN BY: BWG
DRAWN BY: CAG
CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02
CROSS SECTIONS TAXIWAY P SHEET 4 OF 5
SHEET 94 OF 107 SHEETS

7/13/2006 k:\peoria\040610302\draw\sheet\049_053_xsec_p_sheets.dgn



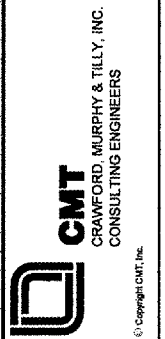
PE085

REVISIONS		
NUMBER	BY	DATE

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

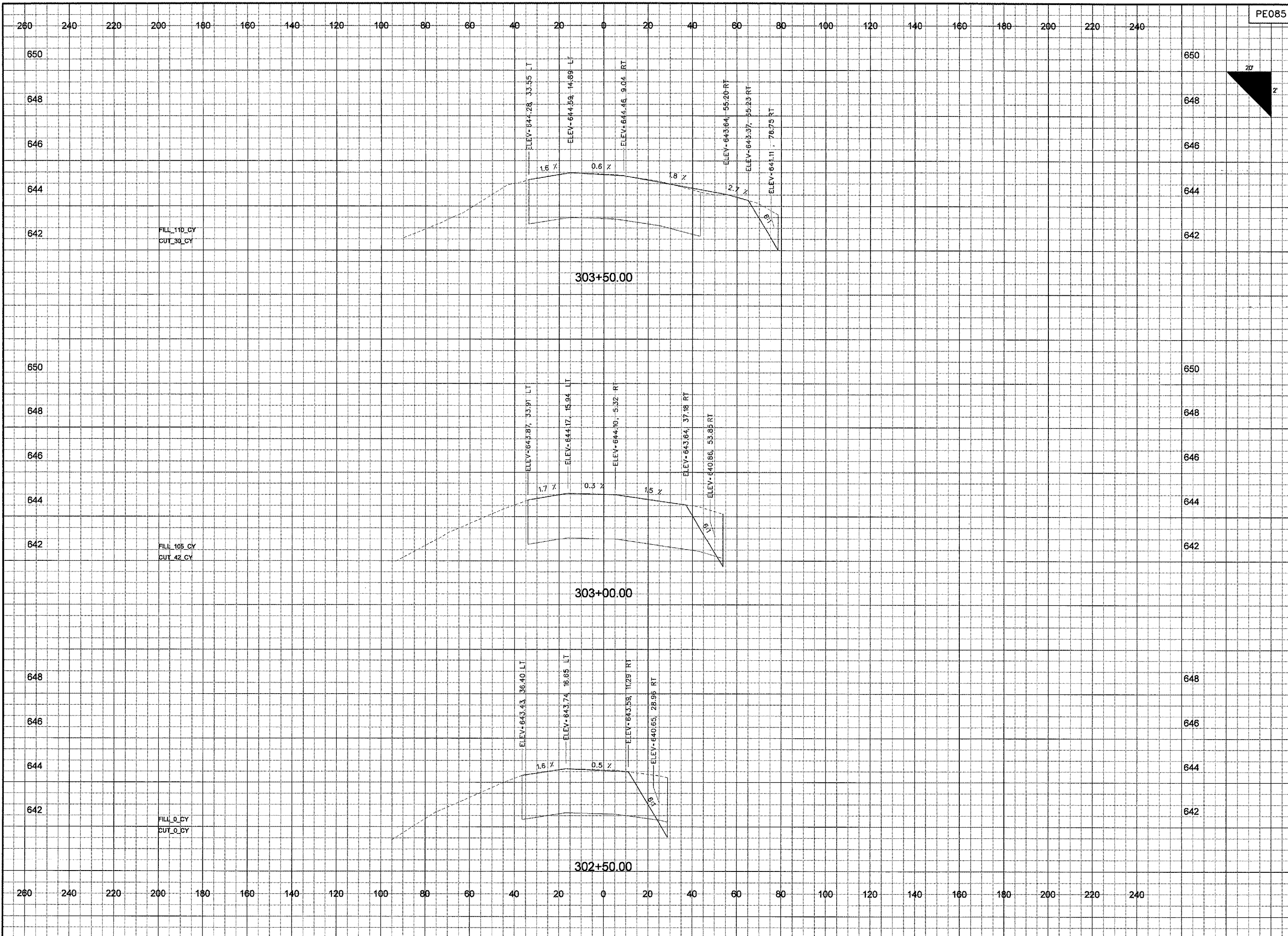


RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2



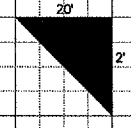
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CHECKED BY: TCS
APPROVED BY: CET
DATE: JUNE 30, 2006
JOB No: 04061-03-02
CROSS SECTIONS TAXIWAY P SHEET 5 OF 5
SHEET 95 OF 107 SHEETS

7/13/2006
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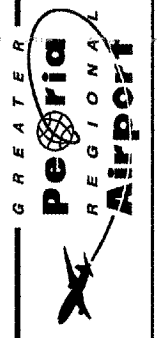


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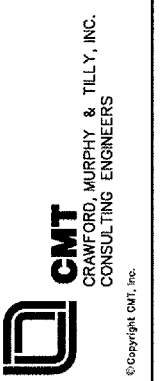
REVISIONS		
NUMBER	BY	DATE



THIS BAR IS EQUAL TO 2'
 AT FULL SCALE (34X22).
 PLOT 1



**RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2**



IL PROJECT NUMBER
 PIA-3616

FILE:	
DESIGN BY:	BWG
DRAWN BY:	JSP
CHECKED BY:	TCS
APPROVED BY:	GET
DATE:	MAY 12, 2006
JOB No:	04061-03

CROSS SECTIONS
 DEMOLITION AREA
 SHEET 1 OF 12

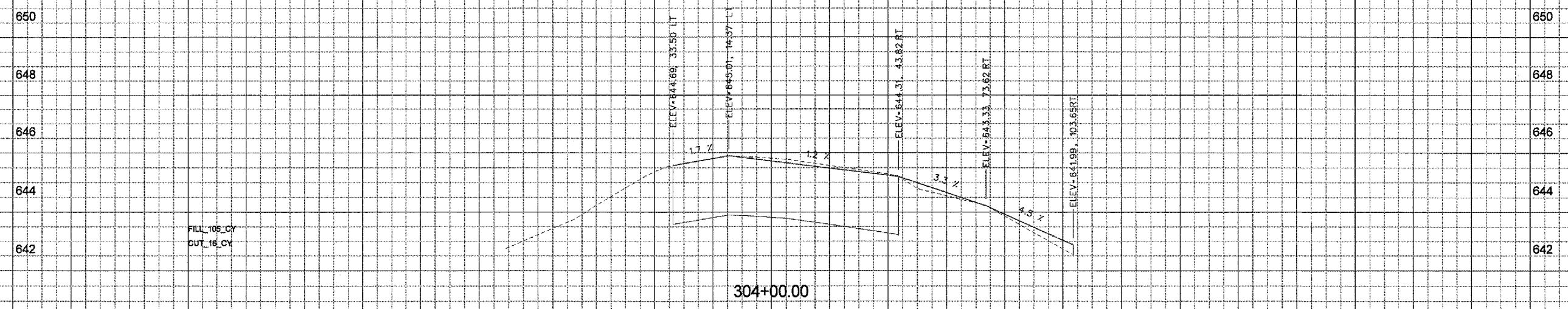
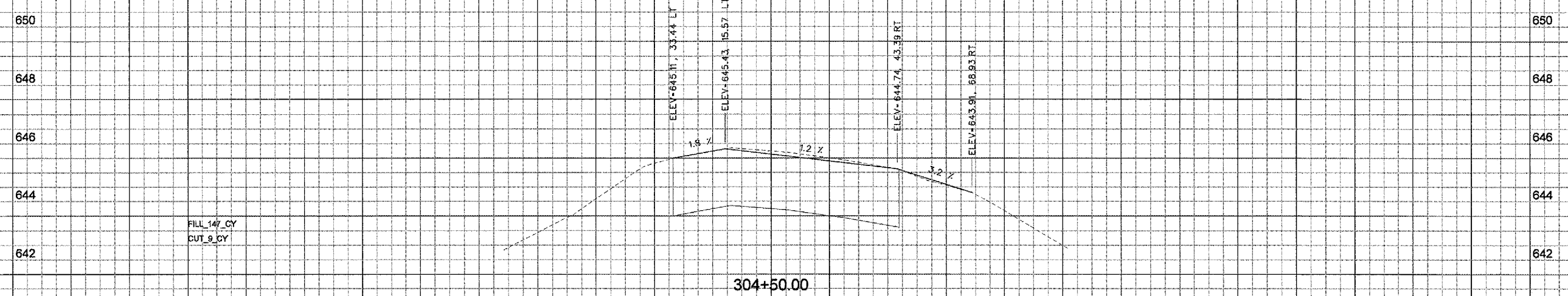
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PE085

REVISIONS		
NUMBER	BY	DATE



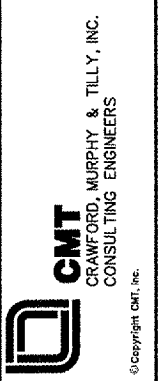
THIS BAR IS EQUAL TO 2'
AT FULL SCALE (34X22).
PLOT 1



260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240



RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2



IL PROJECT NUMBER
PIA-3616

FILE:
DESIGN BY: BWG
DRAWN BY: JSP
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03

CROSS SECTIONS
DEMOLITION AREA
SHEET 2 OF 12

7/13/2006 k:\peoria\0406103_03\draw\sheets\055-066_xsec_demo_sheets.dgn

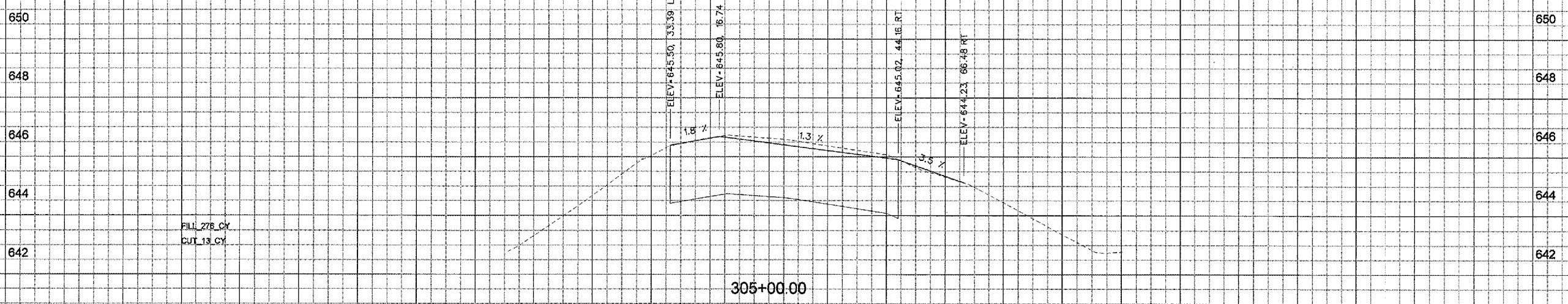
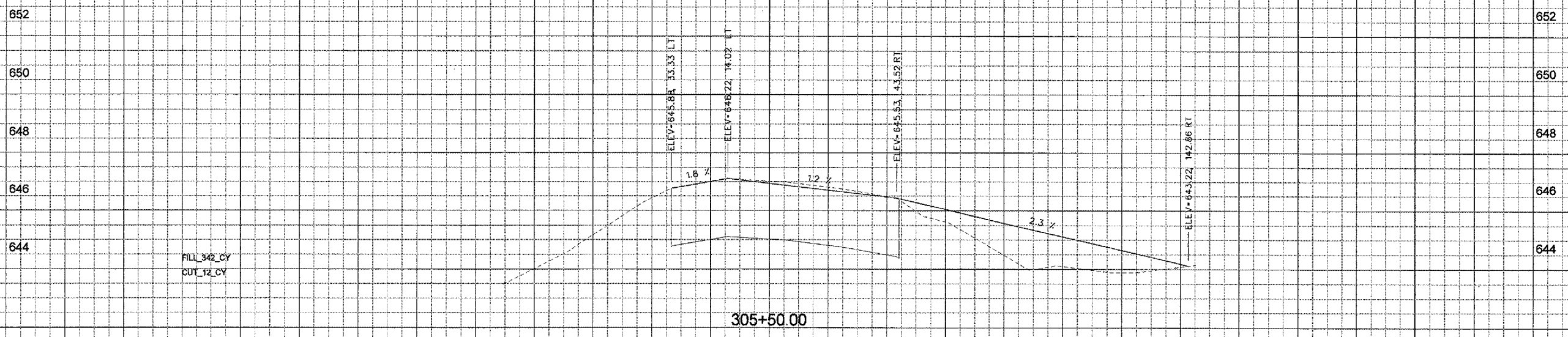
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PE085

REVISIONS

NUMBER	BY	DATE

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



260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240



RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2



IL PROJECT NUMBER
PIA-3616

FILE:
DESIGN BY: BWG
DRAWN BY: JSP
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03

CROSS SECTIONS
DEMOLITION AREA
SHEET 3 OF 12

SHEET 98 OF 107 SHEETS

7/13/2006 K:\peoria\0406103_03\draw\sheet\055-086_xsec_demo_sheets.dgn

7/13/2006
K:\peoria\0406103_D3\drawsheets\055-066_xsec_demo_sheets.dgn

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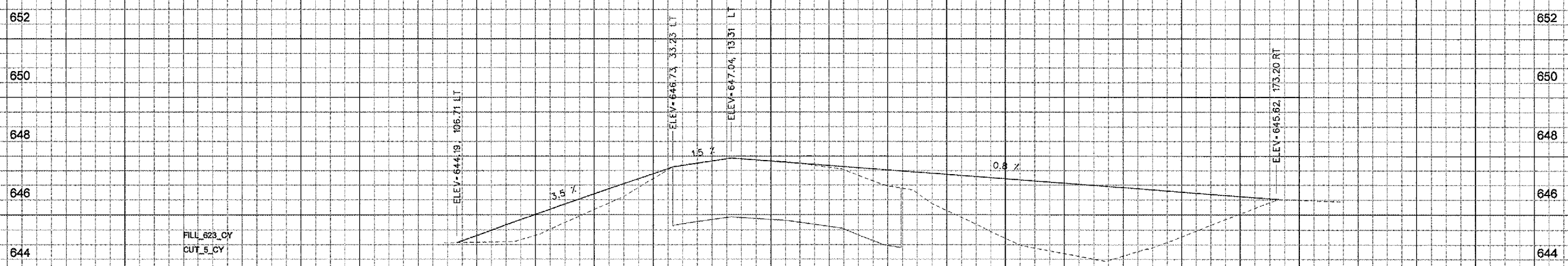
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REVISIONS

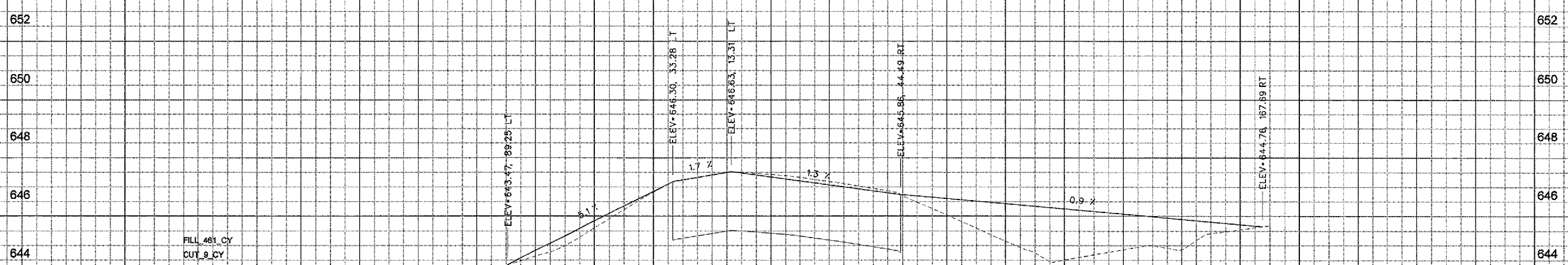
NUMBER	BY	DATE



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



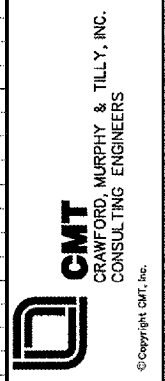
306+50.00



306+00.00



RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2



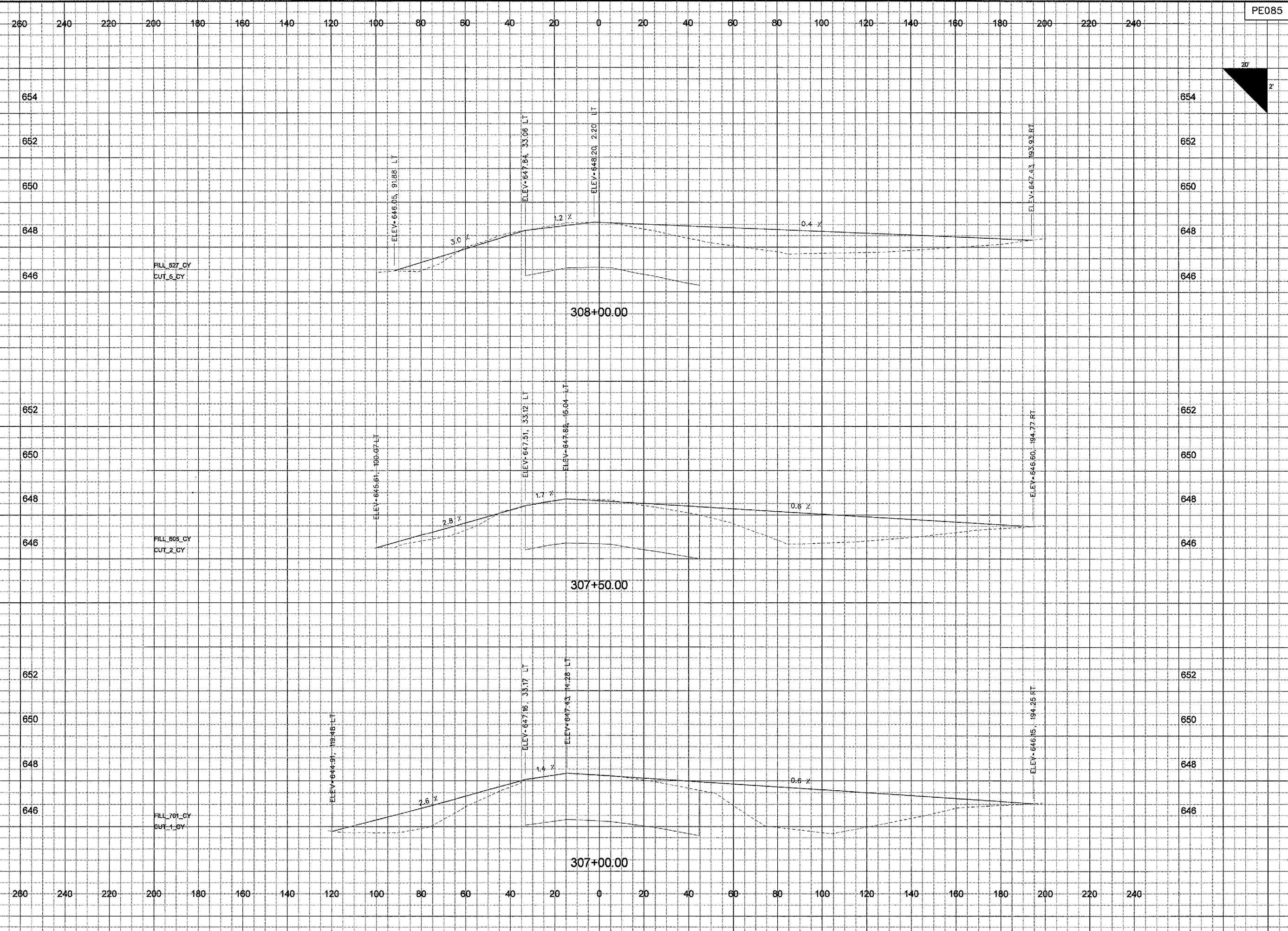
IL PROJECT NUMBER
PIA-3616

FILE:
DESIGN BY: BWG
DRAWN BY: JSP
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04061-03

CROSS SECTIONS
DEMOLITION AREA
SHEET 4 OF 12

SHEET 99 OF 107 SHEETS

7/13/2006
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PE085

REVISIONS		
NUMBER	BY	DATE

20' 2'

0 1 2

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

G R E A T E R

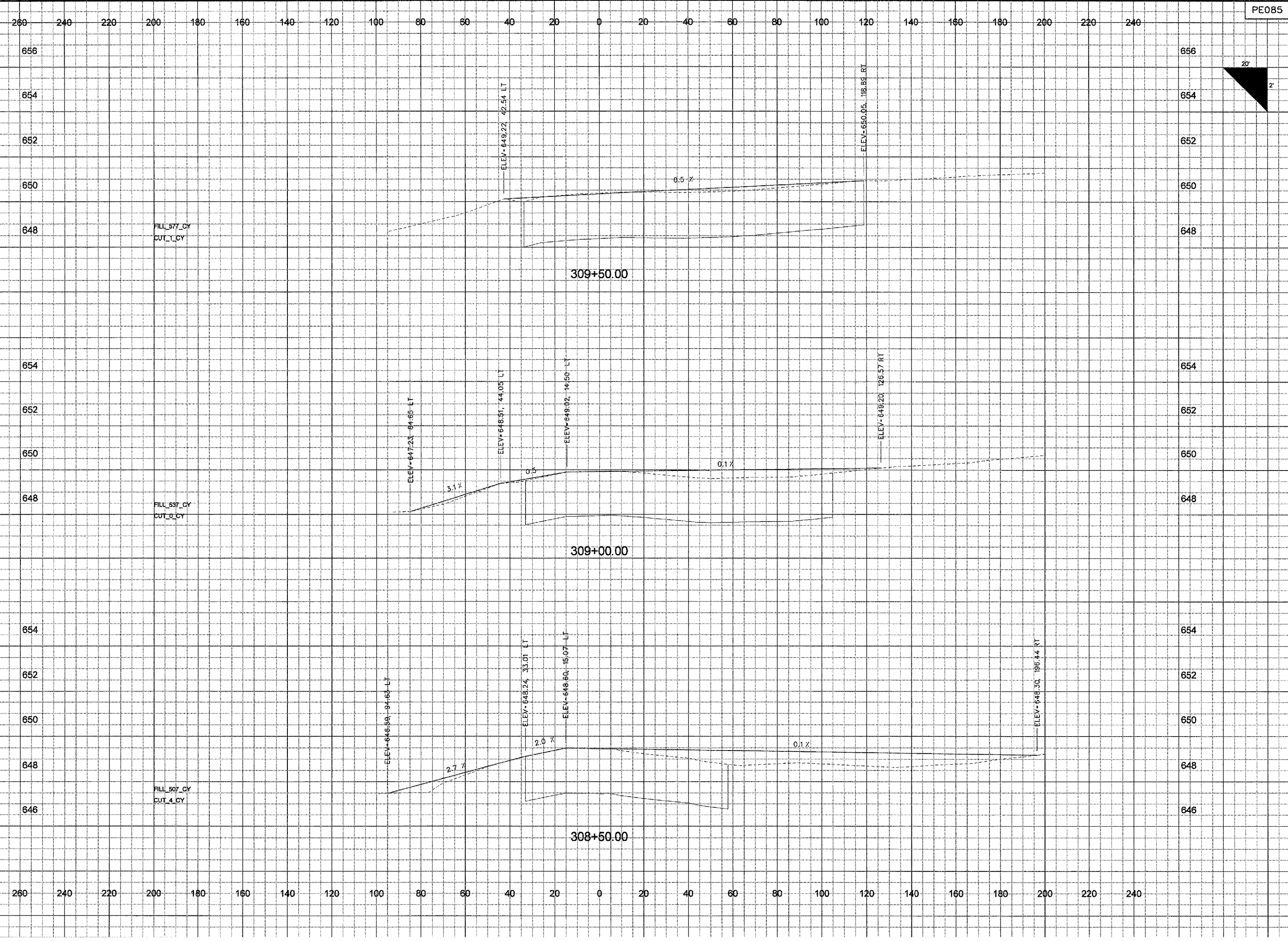
RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

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DATE:	MAY 12, 2006
JOB No:	04081-03
CROSS SECTIONS	DEMOLITION AREA
	SHEET 5 OF 12
SHEET 100 OF 107 SHEETS	

7/13/2006
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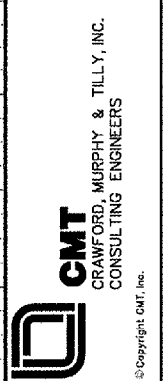


PE085		
REVISIONS		
NUMBER	BY	DATE

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



**RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2**

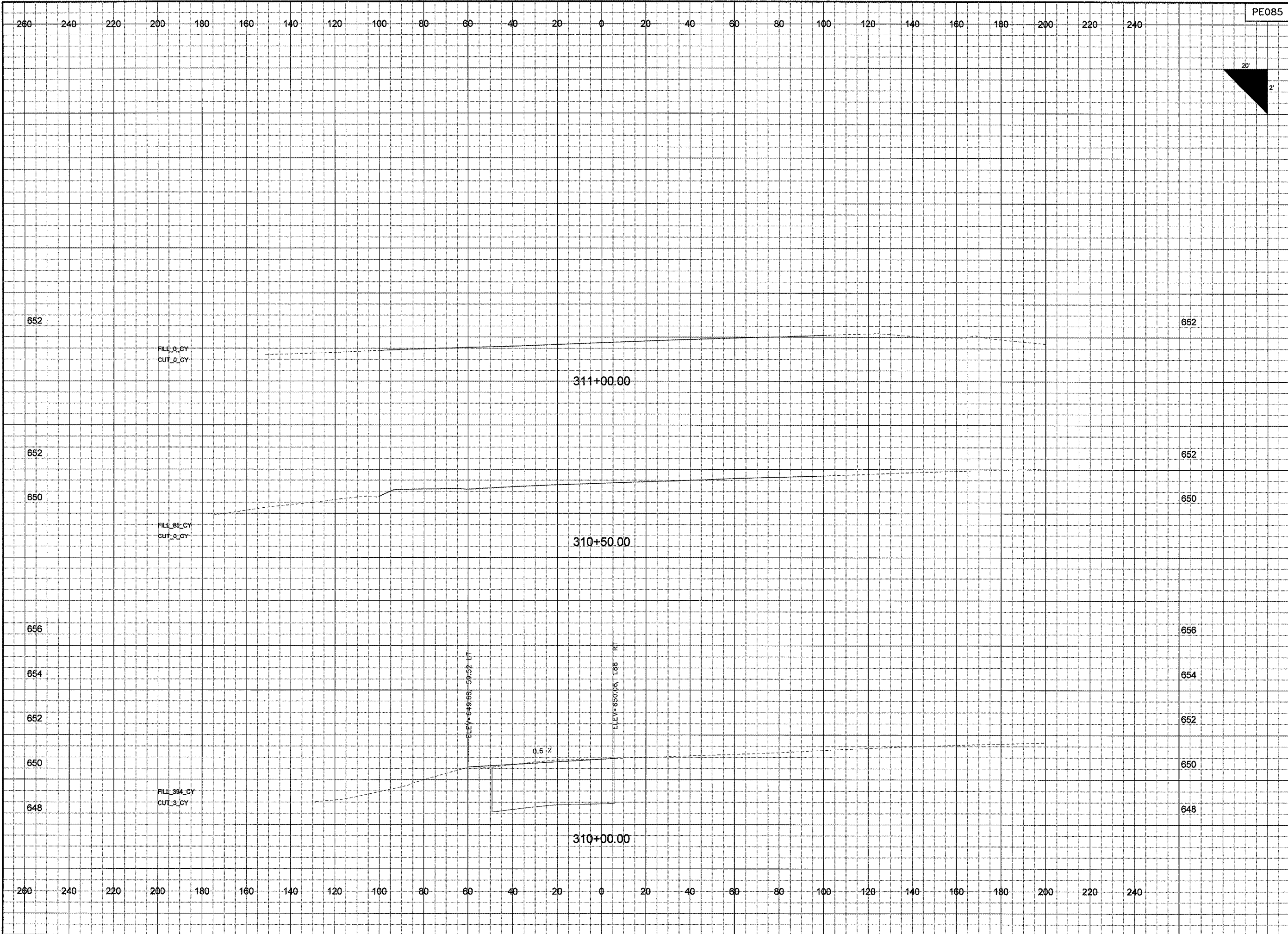


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FILE:	
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JOB No:	04061-03

CROSS SECTIONS
 DEMOLITION AREA
 SHEET 6 OF 12

7/13/2006
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REVISIONS		
NUMBER	BY	DATE

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

G R E A T E R
Peoria
R E G I O N A L
A i r p o r t

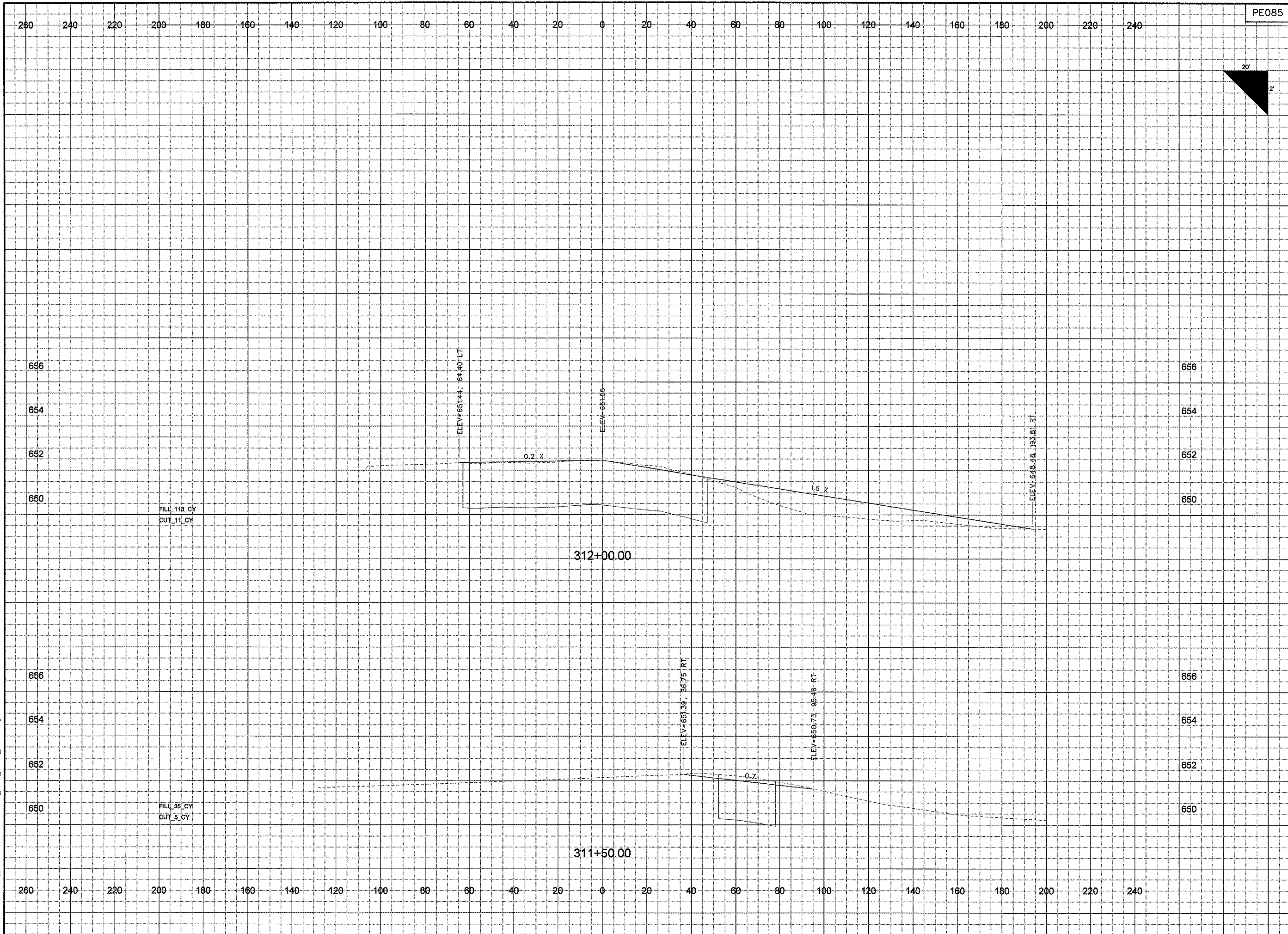
**RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2**

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DATE: MAY 12, 2006
JOB No: 04061-03
CROSS SECTIONS DEMOLITION AREA SHEET 7 OF 12
SHEET 102 OF 107 SHEETS

7/13/2006
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PE085

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NUMBER	BY	DATE

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

GREATER Peoria REGIONAL Airport

RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

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JOB No: 04061-03

CROSS SECTIONS
DEMOLITION AREA
SHEET 8 OF 12

SHEET 103 OF 107 SHEETS

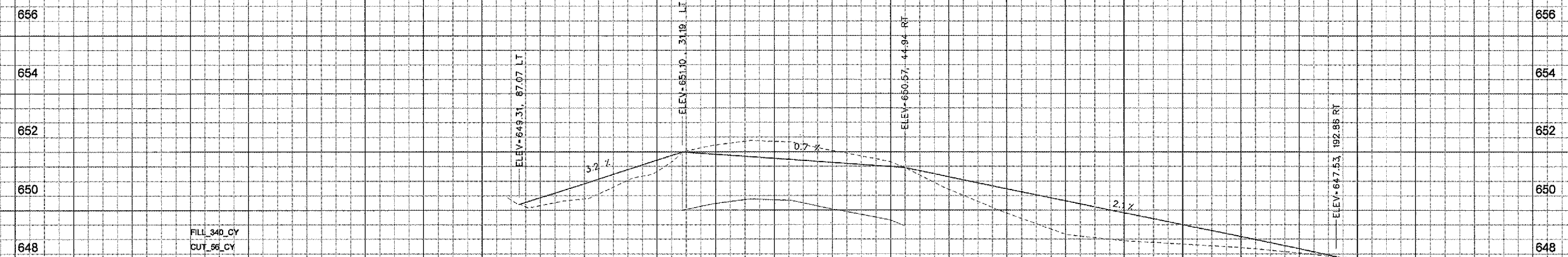
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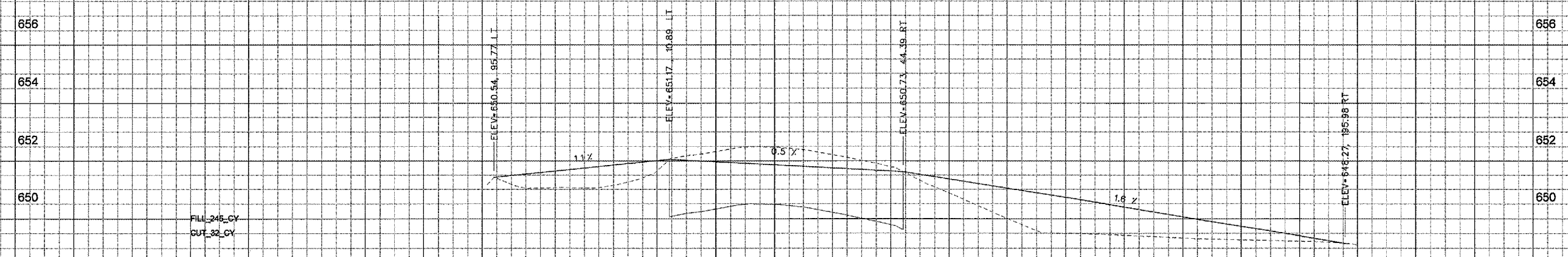
REVISIONS

NUMBER	BY	DATE

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



FILL 340_CY
CUT 66_CY



FILL 246_CY
CUT 32_CY

260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240



RELOCATE TAXIWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2



IL PROJECT NUMBER
PIA-3616

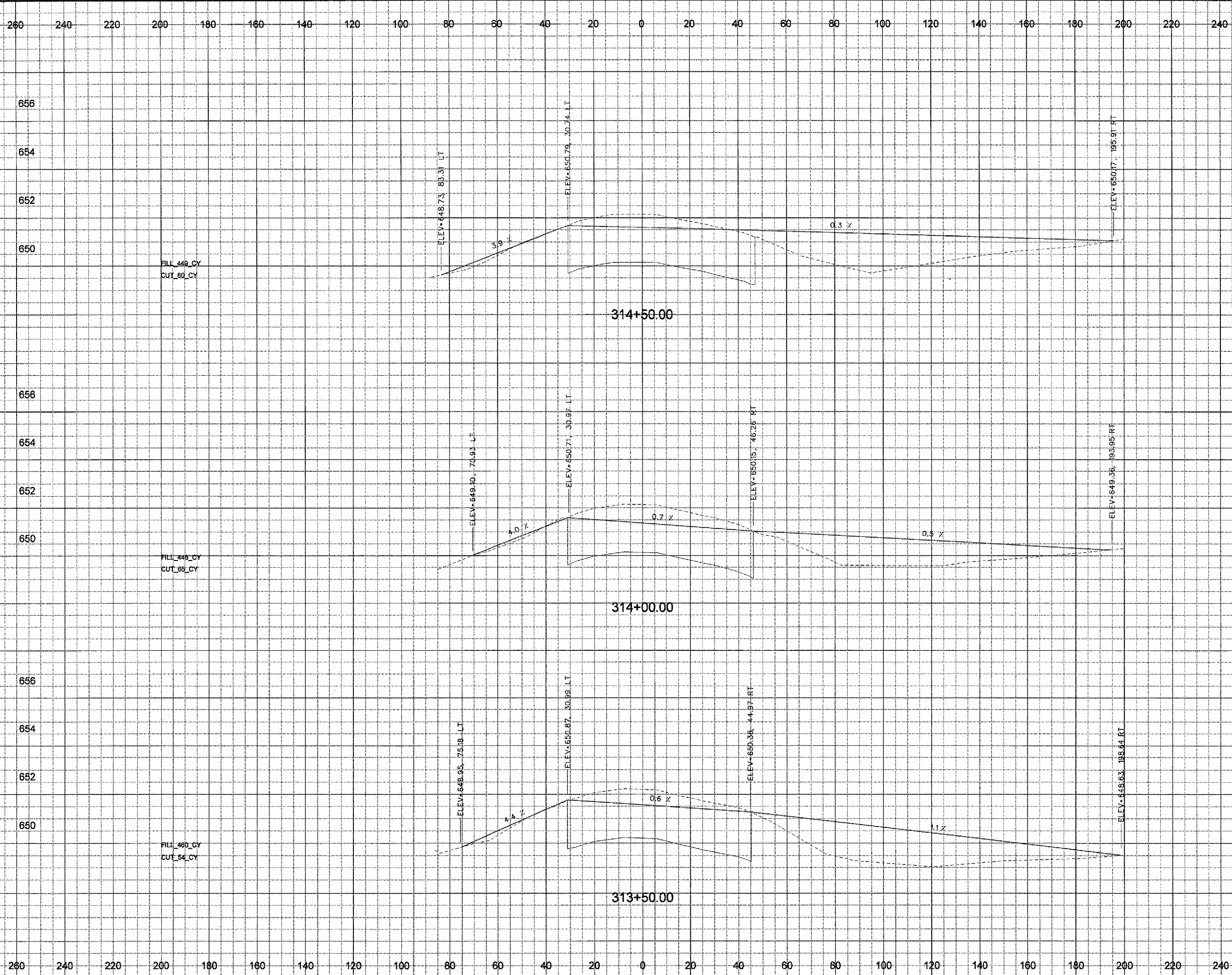
FILE:
DESIGN BY: BWG
DRAWN BY: JSP
CHECKED BY: TCS
APPROVED BY: CET
DATE: MAY 12, 2006
JOB No: 04081-03

CROSS SECTIONS
DEMOLITION AREA
SHEET 9 OF 12

SHEET 104 OF 107 SHEETS

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PE085

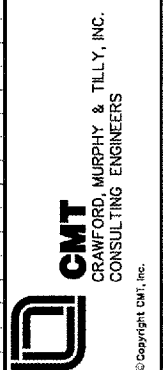
REVISIONS

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0 1 2
THIS BAR IS EQUAL TO 2'
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PLOT 1



RELOCATE TAXWAYS A AND D FROM
MID-FIELD INTERSECTION PHASE 2

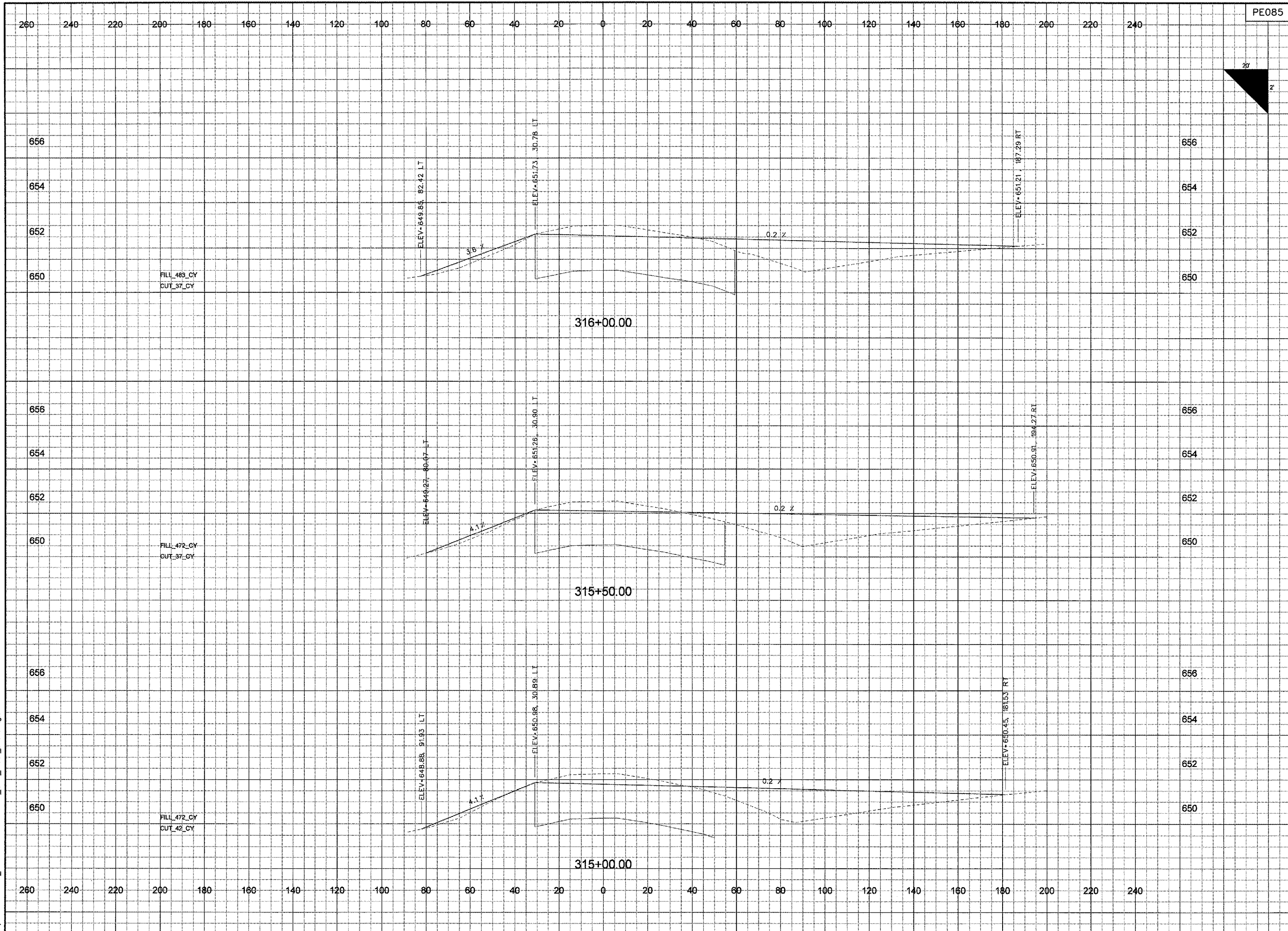


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CROSS SECTIONS
DEMOLITION AREA
SHEET 10 OF 12

7/13/2006
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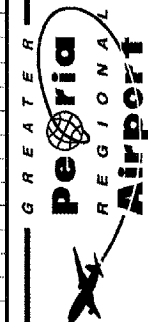


PE085

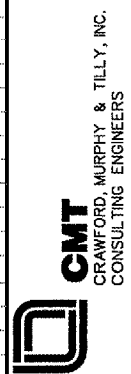
REVISIONS

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**RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2**



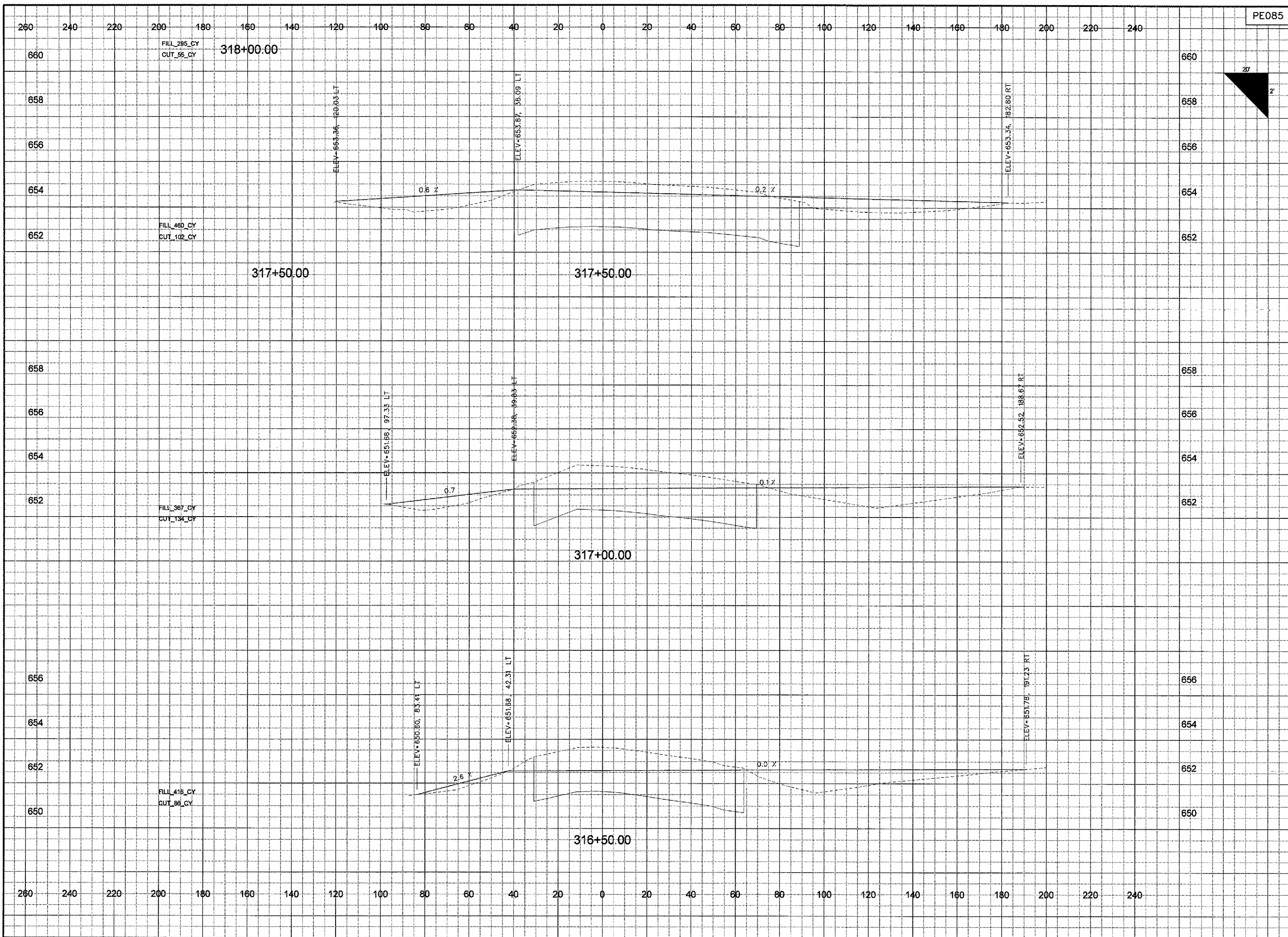
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CROSS SECTIONS
 DEMOLITION AREA
 SHEET 11 OF 12

SHEET 106 OF 107 SHEETS

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0 1 2
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RELOCATE TAXIWAYS A AND D FROM MID-FIELD INTERSECTION PHASE 2

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CROSS SECTIONS DEMOLITION AREA SHEET 12 OF 12	
SHEET 107 OF 107 SHEETS	