

CONSTRUCTION PLANS FOR VERMILION REGIONAL AIRPORT

VERMILION REGIONAL AIRPORT AUTHORITY
DANVILLE, ILLINOIS

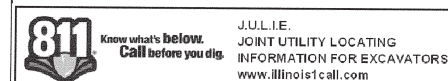
IL. PROJ. NO. DNV-4229
SBG PROJ. NO. 3-17-SBGP-XX

RELOCATE TAXIWAY C AND WIDEN FILLETS

JANUARY 3, 2014

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
AR108158	1/C #8 5 KV UG CABLE IN UD	LF	3565
AR110102	DUCT MARKER - IN PAVEMENT	EA	4
AR110502	2-WAY CONCRETE ENCASED DUCT	LF	60
AR110550	SPLIT DUCT	LF	23
AR125410	MILT-STAKE MOUNTED	EA	22
AR125415	MILT-BASE MOUNTED	EA	6
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	EA	1
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EA	2
AR125901	REMOVE STAKE MOUNTED LIGHT	EA	22
AR125902	REMOVE BASE MOUNTED LIGHT	EA	2
AR125904	REMOVE TAXI GUIDANCE SIGN	EA	2
AR150510	ENGINEER'S FIELD OFFICE	LS	1
AR150520	MOBILIZATION	LS	1
AR152410	UNCLASSIFIED EXCAVATION	CY	3996
AR156510	SILT FENCE	LF	1846
AR156520	INLET PROTECTION	EA	2
AR209612	CRUSHED AGG. BASE COURSE - 12"	SY	4732
AR401610	BITUMINOUS SURFACE COURSE	TON	785
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	2644
AR403610	BITUMINOUS BASE COURSE	TON	1075
AR602510	BITUMINOUS PRIME COAT	GAL	2366
AR603510	BITUMINOUS TACK COAT	GAL	2064
AR620520	PAVEMENT MARKING - WATERBORNE	SF	10606
AR620525	PAVEMENT MARKING - BLACK BORDER	SF	2560
AR620900	PAVEMENT MARKING REMOVAL	SF	274
AR701518	18" RCP, CLASS IV	LF	44
AR705524	4" PERFORATED UNDERDRAIN W/SOCK	LF	898
AR705544	4" NON PERFORATED UNDERDRAIN	LF	58
AR705635	UNDERDRAIN COLLECTION STRUCTURE	EA	2
AR705640	UNDERDRAIN CLEANOUT	EA	3
AR751416	TYPE I INLET	EA	2
AR751903	REMOVE MANHOLE	EA	1
AR800354	EROSION CONTROL RING	EA	28
AR901510	SEEDING	AC	4
AR904510	SODDING	SY	1417
AR908510	MULCHING	AC	4
AR908520	EXCELSIOR BLANKET	SY	500

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05	CONSTRUCTION ACTIVITY PLAN NOTES & DETAILS
06	EXISTING CONDITIONS & REMOVALS
07	EXISTING PAVEMENT STRUCTURES
08	PAVEMENT REMOVAL PLAN
09	PROPOSED IMPROVEMENTS
10	TYPICAL SECTIONS
11	TAXIWAY C PLAN & PROFILE
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THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE OR COMPLETE THE LOCATION OF ALL SUCH UTILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

DESIGN INFORMATION

GEOMETRIC CRITERIA

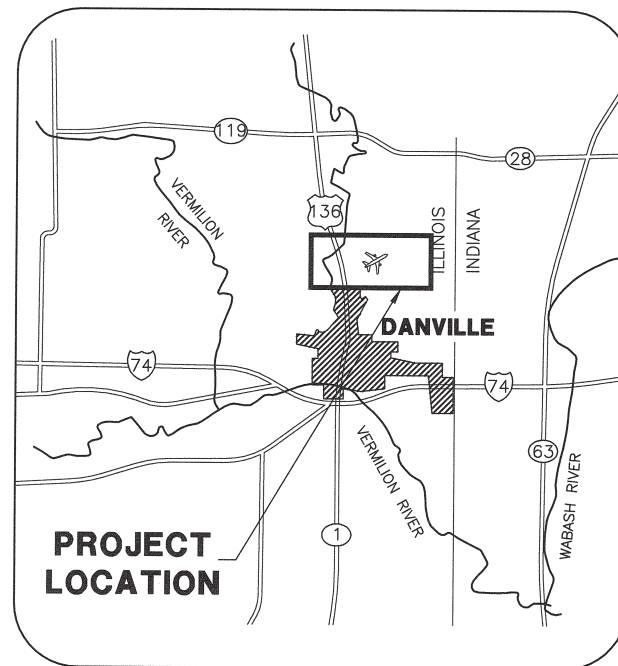
TAXIWAY DESIGN GROUP III
AIRCRAFT APPROACH CATEGORY C
WHEELBASE OF 42' 10"
MAIN GEAR WIDTH OF 15' 4"

PAVEMENT DESIGN CRITERIA

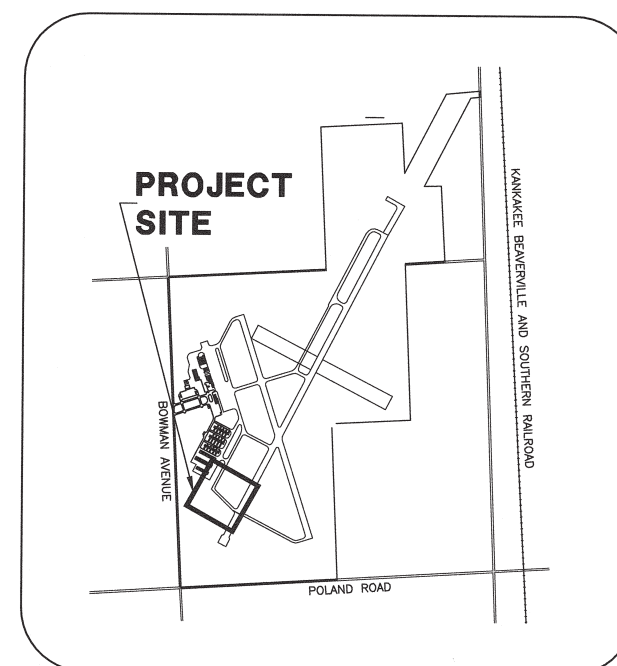
DEPARTURE WEIGHT = 99,500 LBS.
DUAL GEAR

CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123

TOWNSHIP: 20 NORTH
RANGE: 11 WEST
SECTION: 15
COUNTY: VERMILION
CIVIL TOWNSHIP:



LOCATION MAP



SITE PLAN



MAXIMUM EQUIPMENT HEIGHT - 25'
UNICOM FREQUENCY - 122.70

VERMILION REGIONAL AIRPORT AUTHORITY
VERMILION REGIONAL AIRPORT
DANVILLE, ILLINOIS

APPROVED *Robert Dawson*
EXECUTIVE DIRECTOR OF AVIATION
DATE 1-3-14

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

SUBMITTED BY *T. J. ...*
DATE JANUARY 13, 2014

CMT JOB NUMBER: 120420100

UNICOM FREQUENCY - 122.70

FILE: SITE 2A.dwg
 UPDATE BY: Andrew Bodine
 PLOT DATE: 1/13/2014 11:54 AM
 BASE PROP.GEO
 DNVBase_StatePlane

CONTRACTOR'S CONTROL POINTS

POINT	OBJECT	NORTHING	EASTING	ELEVATION
1	SURVEY PLATE	1285362.984	1189401.941	648.340
2	SURVEY PLATE	1286989.223	1189984.300	660.480
3	IRON PIN	1286635.834	1189928.872	660.690

CRITICAL POINTS

POINT	NORTHING	EASTING	LATITUDE	LONGITUDE	GROUND ELEVATION	MAX. EQUIP. HEIGHT	OVERALL ELEVATION
A	1287624.238	1189777.499	40°12'00.06"	87°35'51.24"	663	25'	688
B	1284851.330	1190232.655	40°11'32.63"	87°35'45.67"	645	25'	670
C	1286799.469	1190017.619	40°11'51.89"	87°35'48.24"	661	25'	686
D	1286258.254	1189720.955	40°11'46.57"	87°35'52.12"	657	25'	682

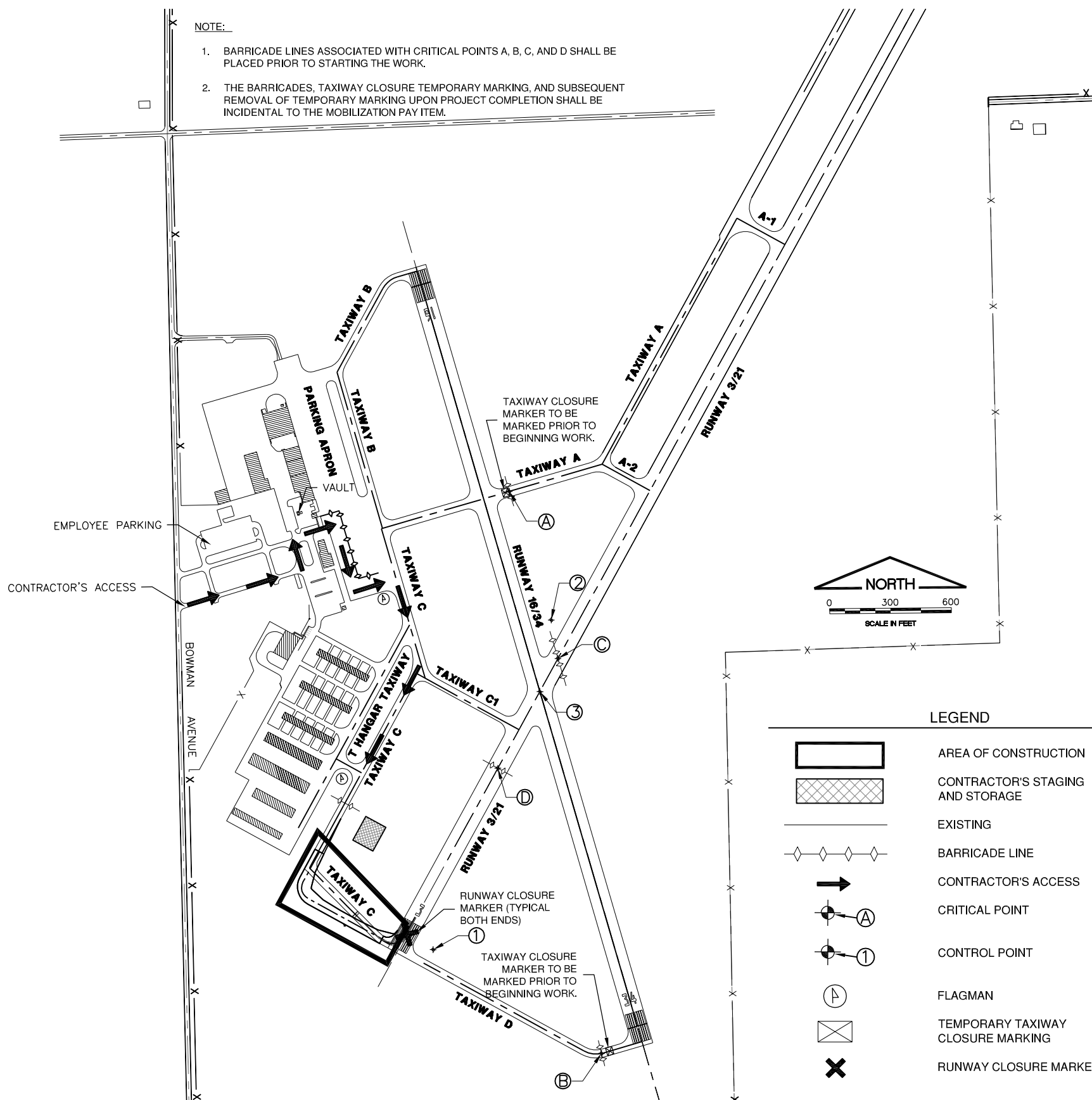
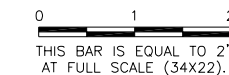
GENERAL NOTES

- ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
- 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.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN. THE MAXIMUM HEIGHT OF EQUIPMENT, MATERIALS AND STOCKPILES SHALL BE 25' ABOVE GROUND ELEVATION. AT NO POINT SHALL EQUIPMENT OR MATERIALS BE ALLOWED TO BE STORED ON RUNWAYS.
- MEN, VEHICLES AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE FOLLOWING AREAS:
 - 250' FROM THE CENTERLINE OF RUNWAY 3/21 WHEN ACTIVE.
 - 93' FROM THE CENTERLINE OF AN ACTIVE TAXIWAY.
- ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING A TAXIWAY OR RUNWAY OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY AN ESCORT OR A FLAGMAN IN RADIO CONTACT WITH AIR AND GROUND TRAFFIC AT ALL TIMES. CONTRACTOR SHALL PROVIDE THE FLAGMAN AND RADIO EQUIPMENT UNDER THE MOBILIZATION PAY ITEM.
- ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTINUOUSLY CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.
- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
- CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - THE CONTRACTOR'S ACCESS TO WORK SHALL BE AS SHOWN IN THE PLANS.
 - THE CONTRACTOR SHALL MAINTAIN A COMPLETE LIST OF PERSONNEL AUTHORIZED BY THE CONTRACTOR TO WORK ON THE AIRFIELD. THIS LIST SHALL BE PROVIDED TO THE AIRPORT AND RESIDENT ENGINEER BY THE CONTRACTOR UPON REQUEST.
 - THE CONTRACTOR SHALL USE AN EXISTING GATE(S) FOR ACCESS TO THE AIRFIELD. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON THE ACCESS GATE. HE SHALL PROVIDE KEYS FOR HIS PADLOCK TO THE RESIDENT ENGINEER AND VRAA MAINTENANCE SUPERVISOR. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE AIRPORT.
 - CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
 - DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS.
 - THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE(S) UPON LEAVING THE SITE.
 - ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRPORT PART 77 SURFACES, OR RUNWAY AND TAXIWAY SAFETY AREAS.

VE048

REVISIONS

NUMBER	BY	DATE



VERMILION REGIONAL AIRPORT AUTHORITY
VERMILION REGIONAL AIRPORT AUTHORITY
DANVILLE, ILLINOIS
RELOCATE TAXIWAY C AND WIDEN FILLETS
SITE PLAN

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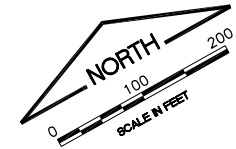
DESIGN BY:	AJB
DRAWN BY:	CMT
CHECKED BY:	TJH
APPROVED BY:	CET
DATE:	JANUARY 3, 2014
JOB No:	120420100
IL PROJ. NO.	DNV-4229
SBG PROJ. NO.	3-17-SBGP-XX
SHEET	02 OF 27 SHEETS

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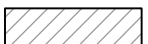



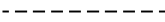



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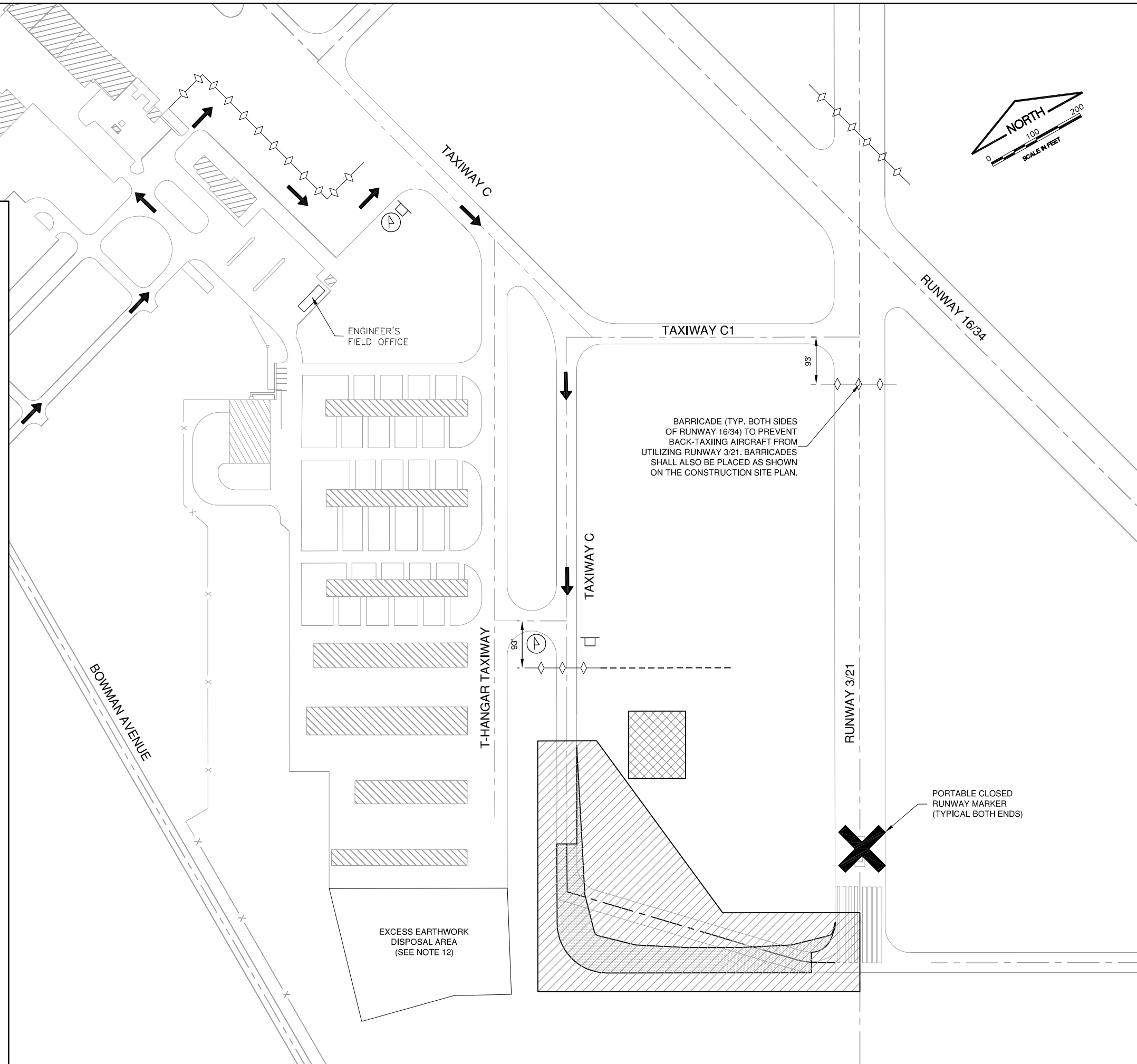
0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).



LEGEND


-  WORK AREA
-  NEW PAVEMENT/TRANSITION
-  STORAGE AREA
-  BARRICADE LINE
-  CONSTRUCTION SETBACK LINE (SEE CONSTRUCTION ACTIVITY PLAN & NOTES)
-  CONTRACTOR'S ACCESS
-  PROPOSED STOP SIGN
-  FLAGMAN

- PHASING NOTES**
1. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN THE AREA DURING HAULING OPERATIONS.
 2. RUNWAY 3/21 WILL REMAIN CLOSED FOR THE DURATION OF THE CONTRACT.
 3. THE CONTRACTOR SHALL PLACE ALL BARRICADES, LIGHTED X'S AND SETBACK LINES PRIOR TO STARTING WORK. CONSTRUCTION OPERATIONS SHALL REMAIN CLEAR OF THE CONSTRUCTION SET BACK LINE AT ALL TIMES.
 4. THE AIRPORT WILL REQUIRE A 14 CALENDAR DAY NOTICE FROM THE CONTRACTOR PRIOR TO INITIATING THE CLOSURE.
 5. TAXIWAY C BETWEEN THE APRON AND T-HANGARS SHALL REMAIN OPEN FOR THE DURATION OF THE CONTRACT. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL YIELD TO ALL ONCOMING AIRCRAFT AND SHALL NOT RESUME MOVEMENT IN THIS AREA UNTIL THE AIRCRAFT HAS CLEARED THE TAXIWAY.
 6. THE AIRPORT IS SCHEDULED TO HAVE AN EVENT ON JUNE 17, 2014 WHICH REQUIRES THE FULL SERVICE OF THE AIRPORT WITHOUT DISRUPTION FROM CONSTRUCTION OPERATIONS. THEREFORE, JUNE 23, 2014 SHALL BE THE EARLIEST START DATE CONSIDERING FOR THIS PROJECT.
 7. THE CONTRACTOR SHALL COORDINATE THE SCHEDULE OF THIS PROJECT CLOSELY WITH OTHER CONTRACTORS ON SITE. IT IS OF PARTICULAR CONCERN THAT CONSTRUCTION SCHEDULING BE COORDINATED WITH THE AIRPORT AND THE CONTRACTOR FOR THE "REHABILITATE LIGHTS ON RUNWAY 16/34" PROJECT AS THAT PROJECT REQUIRES CLOSURES OF RUNWAY 16/34.
 8. THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT TO SCHEDULE THE CLOSURE. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY, AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THE CLOSURE.
 9. THE CONTRACTOR SHALL LOCATE AND PROTECT THE FAA VASI AND REILS PRIOR TO STARTING ANY WORK.
 10. THE PURPOSE OF FLAGMEN AND STOP SIGNS IS TO CONTROL THE TRAFFIC ON TAXIWAY C BETWEEN THE APRON AND T-HANGARS. THE CONTRACTOR SHALL YIELD TO ALL AIRCRAFT OPERATIONS UNTIL THE TAXIWAY IS CLEAR.
 11. BARRICADES SHOWN ON THIS SHEET SHALL BE PLACED 250' FROM THE RUNWAY CENTERLINE OR 93' FROM A TAXIWAY CENTERLINE.
 12. EXCESS EARTHWORK DISPOSED OF HERE SHALL NOT IMPEDE THE NATURAL SWALE RUNNING THROUGH THIS AREA. FILL SHALL NOT BE PLACED HIGHER THAN 3.0' FEET ABOVE EXISTING GROUND AT ANY POINT. FILL SHALL BE COMPACTED TO 90% AND THE MAXIMUM SLOPES PERMITTED ARE 6:1.



VERMILION REGIONAL AIRPORT
 VERMILION REGIONAL AIRPORT AUTHORITY
 DANVILLE, ILLINOIS

RELOCATE TAXIWAY C AND WIDEN FILLETS
 CONSTRUCTION ACTIVITY PLAN

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DESIGN BY:	AJB
DRAWN BY:	CMT
CHECKED BY:	TJH
APPROVED BY:	CET
DATE:	JANUARY 3, 2014
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IL PROJ. NO.	DNV-4229
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SHEET	03 OF 27 SHEETS

1. GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2F, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2F. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL.
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE SWPPP CERTIFICATION STATEMENT.
6. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.

2. COORDINATION

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.
4. IT IS ANTICIPATED THAT THE AIRPORT WILL HAVE MULTIPLE CONSTRUCTION PROJECTS THAT WILL REQUIRE RUNWAY CLOSURES. THE CONTRACTOR SHALL COORDINATE THE CONSTRUCTION SCHEDULE/PHASING CLOSELY WITH OTHER CONTRACTORS PRIOR TO THE START OF CONSTRUCTION. THE AIRPORT WILL HAVE THE FINAL SAY REGARDING ALL CONSTRUCTION SCHEDULING AND PHASING.

3. PHASING

1. TOTAL CONTRACT TIME SHALL BE 56 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

4. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATES SHOWN.
3. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, ASPHALT, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE.
4. CONTRACTOR WORK CREWS MUST MONITOR THE UNICOM AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS. BE AWARE OF TENANT AIRCRAFT MOVEMENT NEAR THE WORK AREAS.
5. THE CONTRACTORS STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE SITE PLAN.
6. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
7. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.
8. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE.
9. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
10. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
11. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.

6. WILDLIFE MANAGEMENT

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

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

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

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO AIRPORT OPERATIONS PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT.
3. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
4. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911 AND SAFETY.
5. CONTACTS FOR THIS PROJECT ARE AS DISCUSSED IN THE PRE-CONSTRUCTION MEETING.

10. INSPECTION REQUIREMENTS

1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2F MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR AND AIRPORT SHALL ATTEND AN INSPECTION OF EACH PHASE WORK AREA PRIOR TO OPENING THE AREA TO AIRPORT OPERATIONS.

11. UNDERGROUND UTILITIES

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. 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 IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70.17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. PENALTIES

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

13. SPECIAL CONDITIONS

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

14. RUNWAY AND TAXIWAY VISUAL AIDS

1. PROJECT WILL REQUIRE THE CLOSURE OF RUNWAY 3/21 FOR THE DURATION OF THE CONTRACT. THE CONTRACTOR SHALL USE MARKING, LIGHTING, AND SIGNS THAT FOLLOW THE REQUIREMENTS OF FAA AC 150/5370-2F.
2. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET.

15. MARKING AND SIGNS FOR ACCESS ROUTES

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

16. HAZARD MARKING AND LIGHTING

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

17. PROTECTION

1. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WHICH EXTENDS 93' FROM THE TAXIWAY CENTERLINE, WILL REQUIRE THE TAXIWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.
2. ALL WORK REQUIRED INSIDE OF THE RUNWAY 3/21 SAFETY AREAS, WHICH EXTENDS 250' FROM THE RUNWAY CENTERLINE, WILL REQUIRE THE RUNWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 14 CALENDAR DAYS PRIOR TO THE REQUESTED CLOSURE TIME.

18. OTHER LIMITATIONS ON CONSTRUCTION

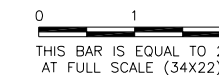
1. IF DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.

FILE: CSPPN.dwg
UPDATE BY: Andrew Bodine
PLOT DATE: 1/13/2014 11:54 AM

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**VERMILION REGIONAL AIRPORT
VERMILION REGIONAL AIRPORT AUTHORITY
DANVILLE, ILLINOIS**

**RELOCATE TAXIWAY C AND WIDEN FILLETS
CONSTRUCTION SAFETY PHASING PLAN
NOTES**

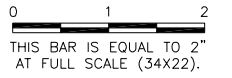


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JOB No:	120420100

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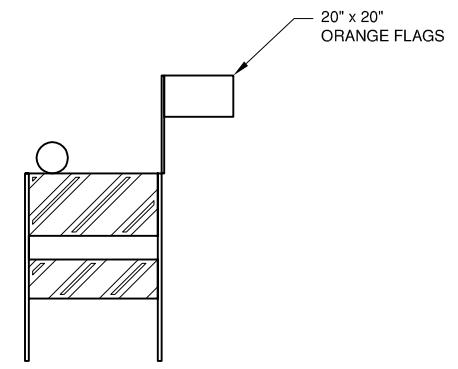
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VERMILION REGIONAL AIRPORT
VERMILION REGIONAL AIRPORT AUTHORITY
DANVILLE, ILLINOIS
RELOCATE TAXIWAY C AND WIDEN FILLETS & CONSTRUCTION ACTIVITY PLAN NOTES & DETAILS

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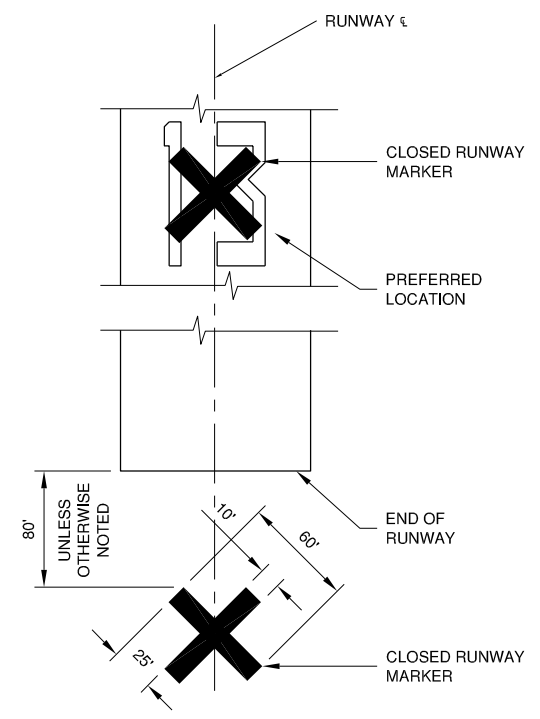
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SHEET	05 OF 27 SHEETS



FLASHER BARRICADE DETAIL-IDOT TYPE 1
 N.T.S.

FLASHER BARRICADE NOTES

1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AT 10' INTERVALS.



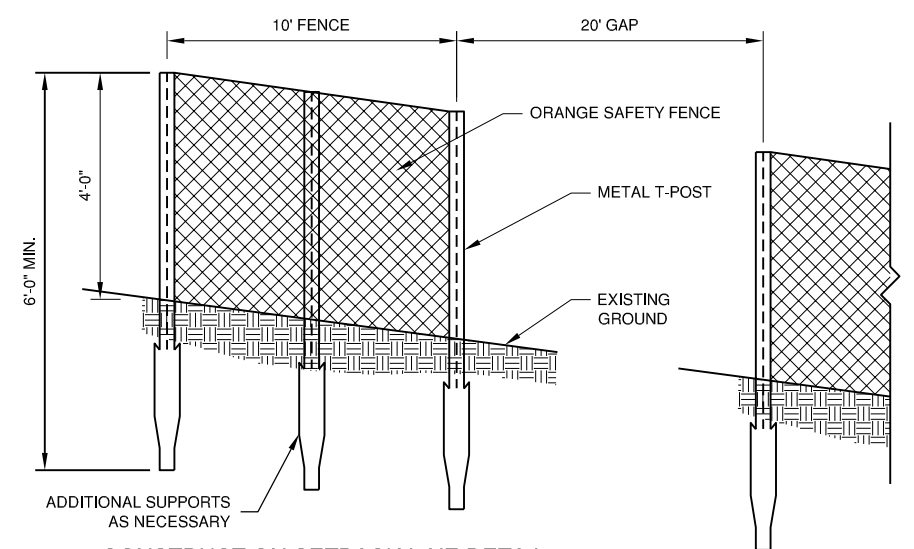
PORTABLE CLOSED RUNWAY MARKER DETAIL
 N.T.S.

PORTABLE CLOSED RUNWAY MARKER NOTES

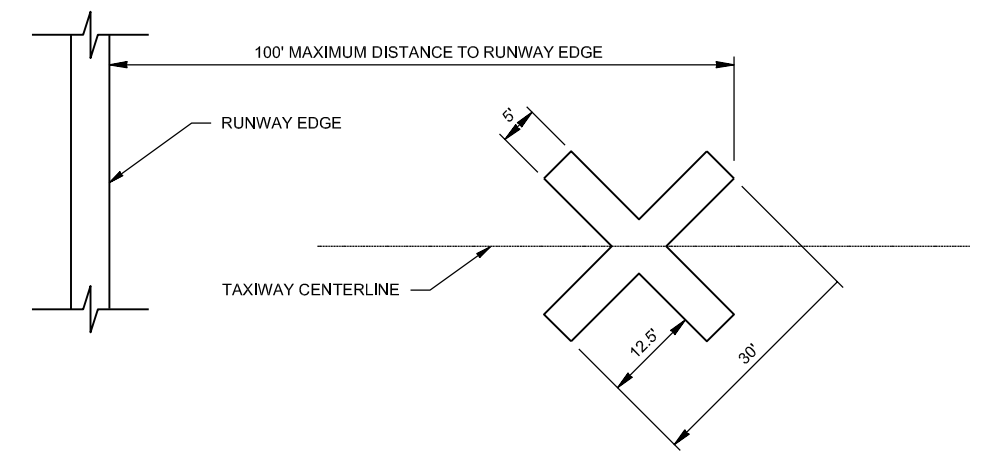
1. THE AIRPORT WILL PROVIDE PORTABLE LIGHTED CLOSURE MARKERS FOR THE CONTRACTOR'S USE.
2. THE CONTRACTOR WILL BE REQUIRED TO TOW AND SET UP THE MARKERS AT THE ENDS OF THE RUNWAY WHEN RUNWAY CLOSURES ARE REQUIRED.
3. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE REPLACEMENT BULBS, FUEL, LUBRICANTS, AND DAILY/PERIODIC MAINTENANCE INSPECTIONS AS REQUIRED BY THE AIRPORT.
4. THE AIRPORT WILL PERFORM PERIODIC MAINTENANCE, PROVIDE REPLACEMENT PARTS AND PERFORM REPAIRS AS REQUIRED TO KEEP THE EQUIPMENT OPERATIONAL.
5. THE COST OF SET-UP, FUELING, BULBS, INSPECTION, AND REMOVAL OF THE MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
6. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS. HOWEVER, WHEN WORK IS NECESSARY FOR THAT AREA OR PAVEMENT IS OPEN TO TAXIING AIRCRAFT, THE MARKERS SHALL BE RELOCATED OFF THE PAVEMENT AS SHOWN ON THE DETAIL.
7. UPON COMPLETION OF THE RUNWAY CLOSURE, THE CONTRACTOR WILL BE REQUIRED TO TAKE DOWN & RETURN THE MARKERS TO THEIR STORAGE LOCATION.

GENERAL NOTES

1. ALL CONSTRUCTION BARRICADES SHALL BE IN PLACE PRIOR TO INITIATING WORK.
2. THE CONTRACTOR SHALL GIVE THE AIRPORT A MINIMUM 14 DAYS NOTIFICATION PRIOR TO THE INITIATION OF THE WORK.
3. THE CONTRACTOR SHALL MAINTAIN ALL MINIMUM DISTANCES SHOWN IN THE CONSTRUCTION ACTIVITY PLANS OR AS REQUIRED FOR THE CRITICAL OPERATING AIRCRAFT THROUGH THESE AREAS.
4. ALL COSTS TO FURNISH, INSTALL, AND MAINTAIN THE CONSTRUCTION SET BACK LINE SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND WILL NOT BE MEASURED FOR PAYMENT.
5. ALL PAVEMENTS OR TURF AREAS UTILIZED BY THE CONTRACTOR FOR AN ACCESS ROUTE, STAGING, OR STORAGE SHALL BE REPAIRED AND RESTORED TO THEIR ORIGINAL CONDITION TO THE SATISFACTION OF THE AIRPORT. NO ADDITIONAL COMPENSATION TO PROTECT, REPAIR, OR RESTORE THESE AREAS SHALL BE MADE.



CONSTRUCTION SETBACK LINE DETAIL
 N.T.S.



TYPICAL TAXIWAY CLOSURE MARKER DETAIL
 N.T.S.

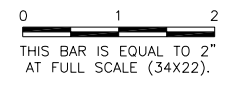
NOTES

- 1.) THE MARKING CAN BE PAINTED WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING, OR CAN BE ANOTHER MATERIAL THAT DOES NOT VIOLATE THE OFA CRITERIA AND IS APPROVED BY THE AIRPORT
- 2.) PLACE OVER TAXIWAY CENTERLINE.
- 3.) YELLOW X SHALL BE ADEQUATELY SECURED TO WITHSTAND JET BLAST OF 100 MPH WINDS.

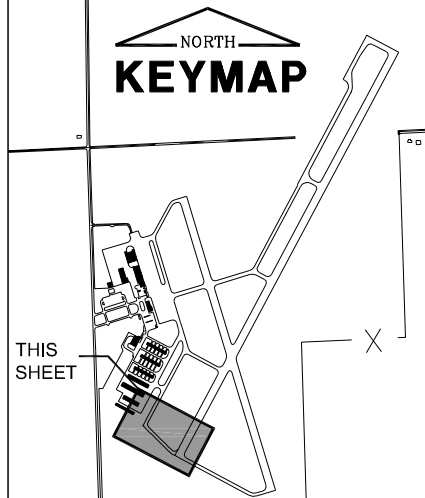
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KEYMAP



LEGEND

	EXISTING INLET
	EXISTING MANHOLE - STORM SEWER
	EXISTING AIRFIELD SIGN
	EXISTING ROADWAY SIGN
	EXISTING BASE MOUNTED TAXIWAY LIGHT
	EXISTING STAKE MOUNTED TAXIWAY LIGHT
	EXISTING BASE MOUNTED RUNWAY LIGHT
	EXISTING BASE MOUNTED THRESHOLD LIGHT
	EXISTING JUNCTION BOX
	EXISTING STORM SEWER PIPE
	EXISTING UNDERDRAIN
	EXISTING TAXIWAY LIGHTING CIRCUIT
	EXISTING RUNWAY CIRCUIT
	EXISTING VASI
	EXISTING PAVEMENT MARKING
	EXISTING ELECTRICAL DUCT
	TO BE REMOVED
	EXISTING REIL

T HANGAR TAXILANE

TAXIWAY C

RUNWAY 3/21

TAXIWAY C

**VERMILION REGIONAL AIRPORT
 VERMILION REGIONAL AIRPORT AUTHORITY
 DANVILLE, ILLINOIS**

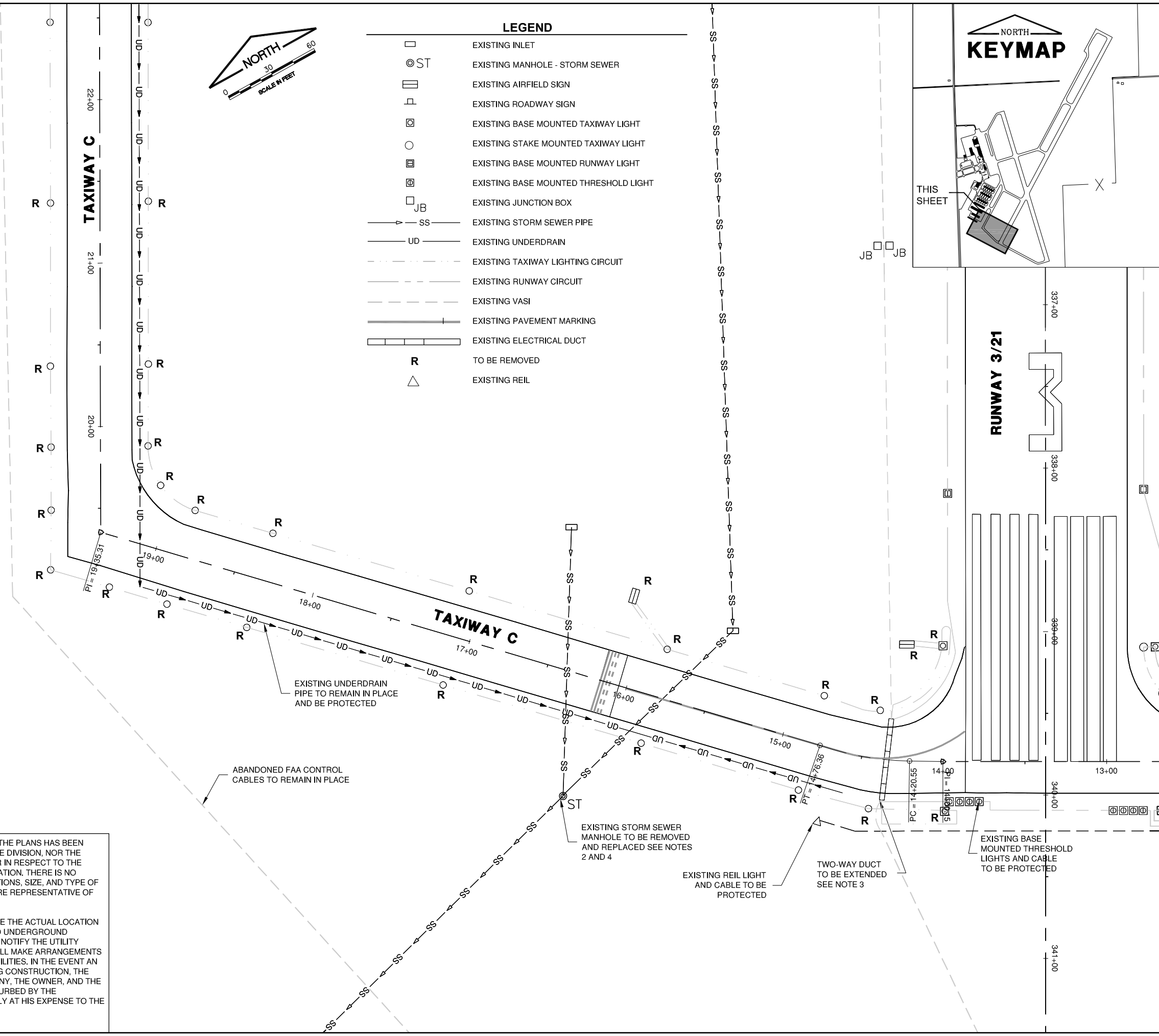
**RELOCATE TAXIWAY C AND WIDEN FILLETS
 EXISTING CONDITIONS & REMOVALS**

NOTES:

- SEE PAVEMENT REMOVAL PLAN FOR LIMITS OF PROPOSED PAVEMENT REMOVAL.
- REMOVAL OF THIS MANHOLE SHALL REQUIRE THE REMOVAL AND REPLACEMENT OF THE EXISTING PIPE TO THE NEAREST BELL ON THE CONNECTING PIPE SECTION TO THE INLET.
- EXTENDING THE EXISTING DUCT SHALL CONSIST OF EXTENDING ONLY THE CONDUIT CARRYING FAA CABLES USING SNAP-DUCT AND ENCASING IT IN CONCRETE. THE OTHER CONDUITS WILL BE ABANDONED IN PLACE.
- THE EXISTING STORM SEWER MANHOLE SHALL BE REMOVED AND REPLACED WITH A TYPE I INLET ACCORDING TO THE INLET DETAILS SHEET.

THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER, THE DIVISION, NOR THE PROJECT ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION.

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER, AND THE RESIDENT ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.



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SHEET	06 OF 27 SHEETS

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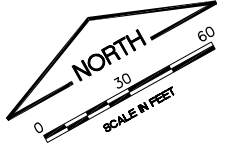
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T HANGAR TAXILANE

TAXIWAY C

TAXIWAY C

RUNWAY 3/21



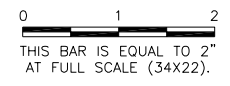
NORTH
KEYMAP

THIS SHEET

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UPDATE BY: Andrew Bodine
PLOT DATE: 1/13/2014 11:55 AM
DNVBase_StatePlane
C=SPAL-EXIST
BASE_PROP.GEO
C=SPAL
Keymap

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VERMILION REGIONAL AIRPORT
VERMILION REGIONAL AIRPORT AUTHORITY
DANVILLE, ILLINOIS

RELOCATE TAXIWAY C AND WIDEN FILLETS
EXISTING PAVEMENT STRUCTURES

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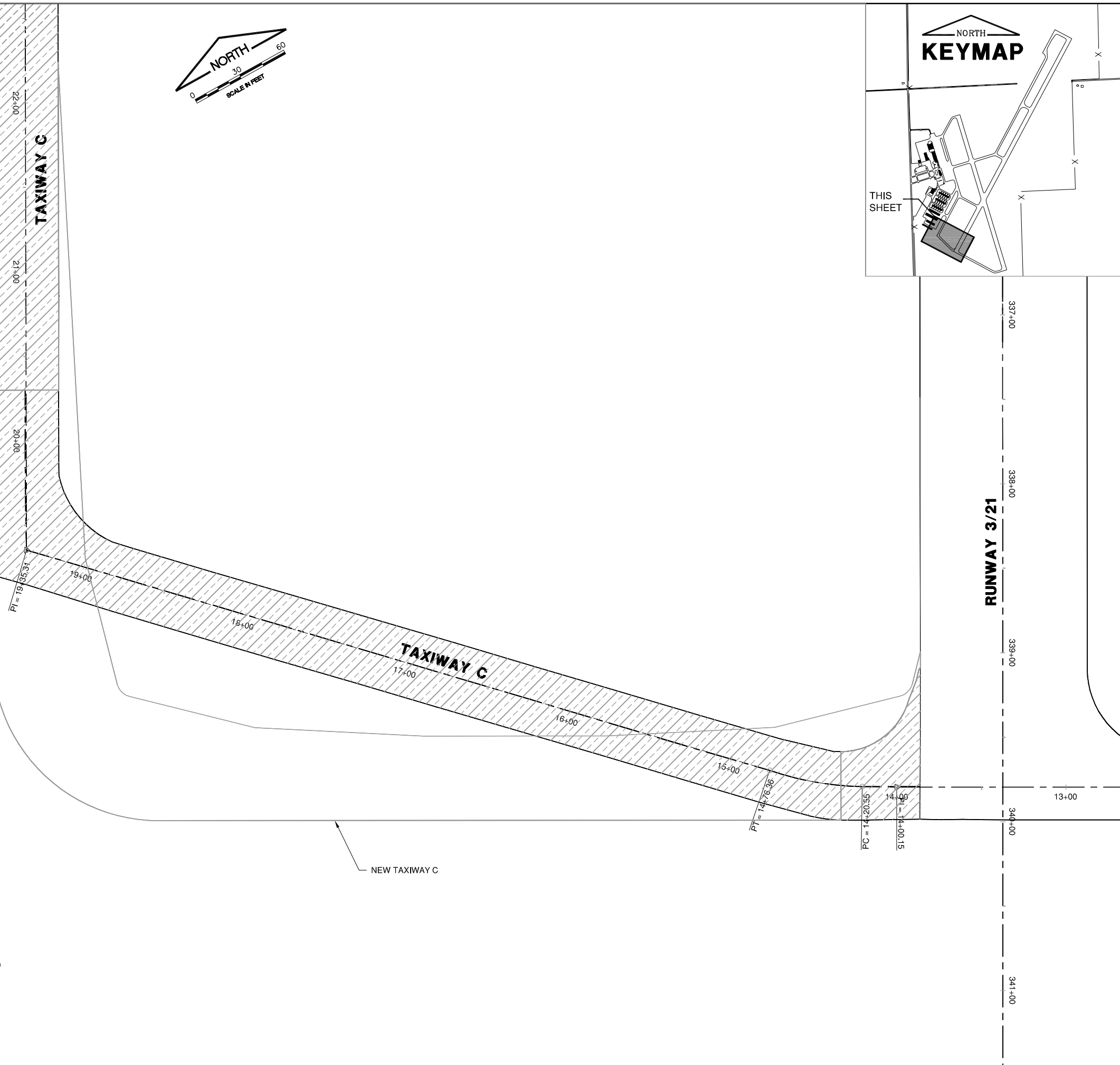
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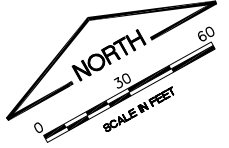
NOTES:
THE INFORMATION ON THIS SHEET HAS BEEN
OBTAINED FROM AVAILABLE RECORD DRAWINGS.

LEGEND

- 3" BITUMINOUS SURFACE COURSE (OVERLAY) (401)
- 2" BITUMINOUS SURFACE COURSE (401)
- 7" BITUMINOUS BASE COURSE (201)
- 7" GRANULAR SUBBASE (154)

NEW TAXIWAY C





FILE: PVMREMOVAL.dwg
 UPDATE BY: Andrew Bodine
 PLOT DATE: 1/13/2014 11:55 AM
 DNVBase_StatePlane
 BASE: PROP.GEO
 C-SPAL-EXIST
 C-SPAL
 Keymap

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

T HANGAR TAXILANE

TAXIWAY C

SAWCUT FULL DEPTH (40 L.F.)

STA. 21+30

40'

20+00

R55.95'

19+00

18+00

40'

TAXIWAY C

17+00

16+00

15+00

PT = 14+76.36

SAWCUT FULL DEPTH (40 L.F.)

STA. 14+33.22

PC = 14+20.55

PT = 14+00.15

SAWCUT EDGE (75 LF) SEE SAWCUT EDGE DETAIL

R42.05'

RUNWAY 3/21

337+00

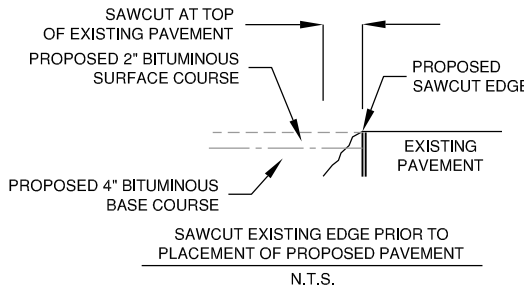
338+00

339+00

340+00

341+00

13+00



- NOTES:**
- CONTRACTOR SHALL USE CAUTION WHEN WORKING AGAINST ADJACENT STRUCTURES TO REMAIN IN PLACE. ALL PAVEMENT DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN COST TO THE SATISFACTION OF THE AIRPORT.
 - SAWCUTTING SHALL BE INCIDENTAL TO THE ASSOCIATED REMOVAL ITEM.
 - THE QUANTITY MEASURED IN-PLACE PRIOR TO REMOVAL SHALL BE THE QUANTITY USED FOR PAYMENT.

LEGEND

- PAVEMENT REMOVAL - FULL DEPTH
- NEW FULL DEPTH SAWCUT

**VERMILION REGIONAL AIRPORT
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 DANVILLE, ILLINOIS**

**RELOCATE TAXIWAY C AND WIDEN FILLETS
 PAVEMENT REMOVAL PLAN**

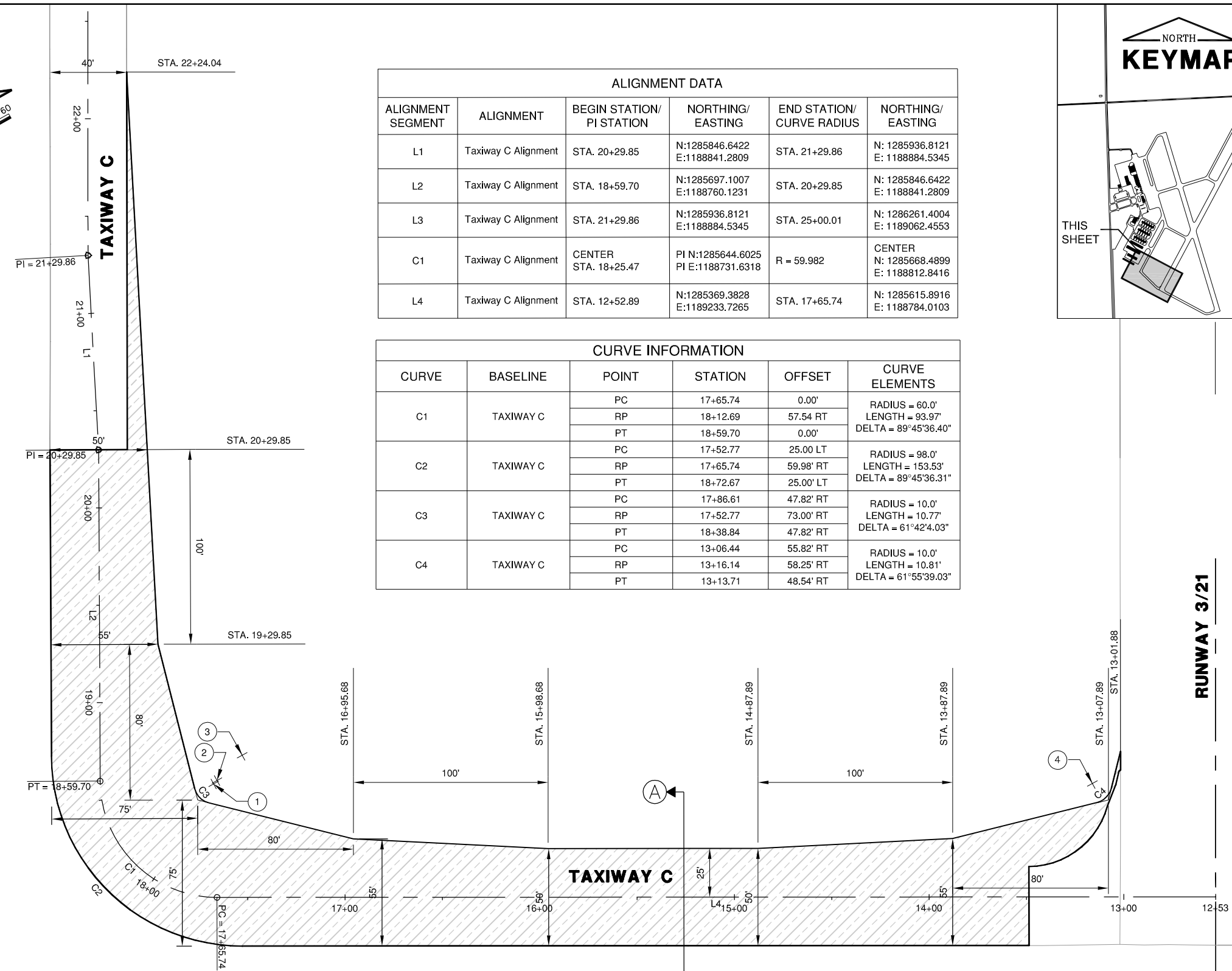
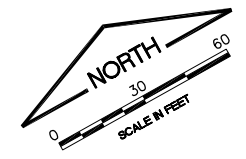
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SHEET 08 OF 27 SHEETS	

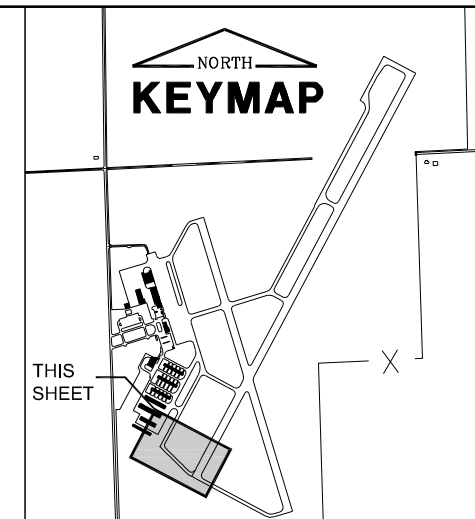
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ALIGNMENT DATA					
ALIGNMENT SEGMENT	ALIGNMENT	BEGIN STATION/ PI STATION	NORTHING/ EASTING	END STATION/ CURVE RADIUS	NORTHING/ EASTING
L1	Taxiway C Alignment	STA. 20+29.85	N:1285846.6422 E:1188841.2809	STA. 21+29.86	N: 1285936.8121 E: 1188884.5345
L2	Taxiway C Alignment	STA. 18+59.70	N:1285697.1007 E:1188760.1231	STA. 20+29.85	N: 1285846.6422 E: 1188841.2809
L3	Taxiway C Alignment	STA. 21+29.86	N:1285936.8121 E:1188884.5345	STA. 25+00.01	N: 1286261.4004 E: 1189062.4553
C1	Taxiway C Alignment	CENTER STA. 18+25.47	PI N:1285644.6025 PI E:1188731.6318	R = 59.982	CENTER N: 1285668.4899 E: 1188812.8416
L4	Taxiway C Alignment	STA. 12+52.89	N:1285369.3828 E:1189233.7265	STA. 17+65.74	N: 1285615.8916 E: 1188784.0103

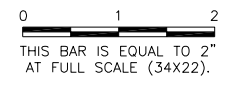
CURVE INFORMATION					
CURVE	BASELINE	POINT	STATION	OFFSET	CURVE ELEMENTS
C1	TAXIWAY C	PC	17+65.74	0.00'	RADIUS = 60.0' LENGTH = 93.97' DELTA = 89°45'36.40"
		RP	18+12.69	57.54 RT	
		PT	18+59.70	0.00'	
C2	TAXIWAY C	PC	17+52.77	25.00 LT	RADIUS = 98.0' LENGTH = 153.53' DELTA = 89°45'36.31"
		RP	17+65.74	59.98' RT	
		PT	18+72.67	25.00' LT	
C3	TAXIWAY C	PC	17+86.61	47.82' RT	RADIUS = 10.0' LENGTH = 10.77' DELTA = 61°42'4.03"
		RP	17+52.77	73.00' RT	
		PT	18+38.84	47.82' RT	
C4	TAXIWAY C	PC	13+06.44	55.82' RT	RADIUS = 10.0' LENGTH = 10.81' DELTA = 61°55'39.03"
		RP	13+16.14	58.25' RT	
		PT	13+13.71	48.54' RT	



FILE: PROPIMP.dwg
 UPDATE BY: Andrew Bodine
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 DNVBase_StatePlane
 C:\SPAL
 BASE PROP.GEO
 Keymap
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VERMILION REGIONAL AIRPORT
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 DANVILLE, ILLINOIS

RELOCATE TAXIWAY C AND WIDEN FILLETS
 PROPOSED IMPROVEMENTS

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SHEET	09 OF 27 SHEETS

NOTES:
 SEE SITE PLAN FOR BASELINE INFORMATION.

LEGEND

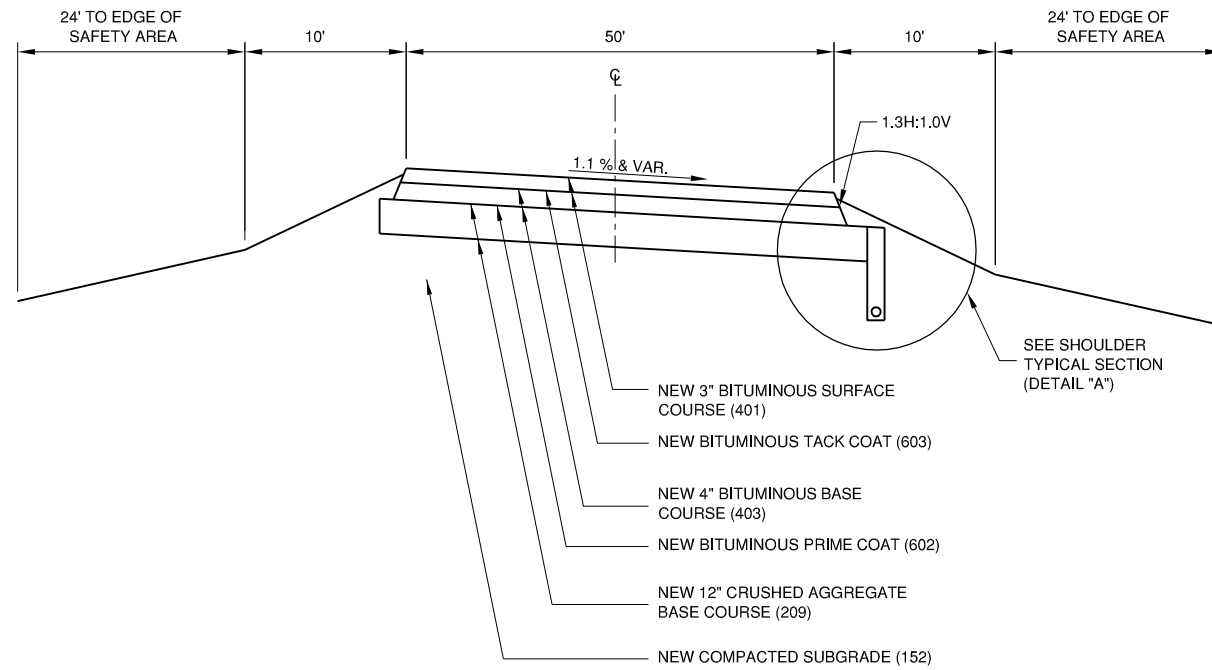
- 3" BITUMINOUS SURFACE COURSE (401)
- 4" BITUMINOUS BASE COURSE (403)
- 12" CRUSHED AGGREGATE BASE COURSE (209)
- NEW COMPACTED SUBGRADE (152)

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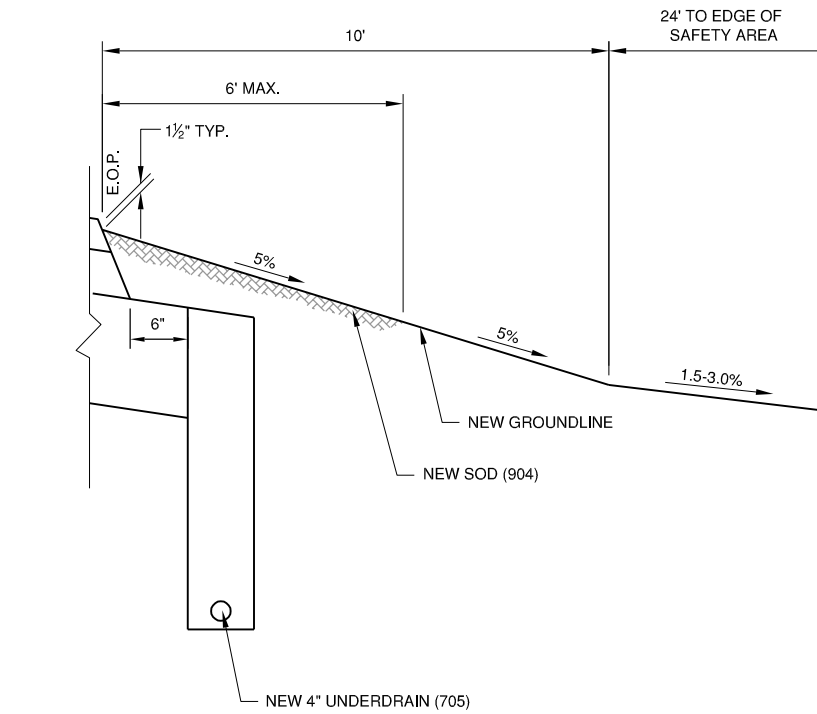
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 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).



A TAXIWAY C **A**
 N.T.S.



NEW SHOULDER DETAIL "A"
 N.T.S.

NOTES:

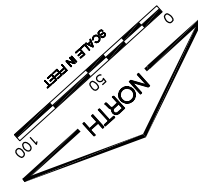
- SEE "PROPOSED IMPROVEMENTS" SHEETS FOR SECTION LOCATIONS.
- THE MAXIMUM LIFT FOR BITUMINOUS PAVEMENT IS 2". THE BASE COURSE SHALL BE PLACED IN TWO EQUAL 2" LIFTS WITH TACK COAT IN BETWEEN THE LIFTS. THE SURFACE COURSE SHALL BE PLACED IN TWO EQUAL 1.5" LIFTS WITH TACK COAT IN BETWEEN THE LIFTS.

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**RELOCATE TAXIWAY C AND WIDEN FILLETS
 TYPICAL SECTIONS**

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SHEET	10 OF 27 SHEETS



LEGEND

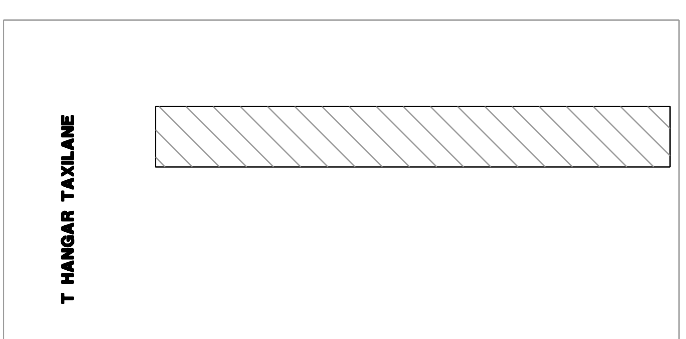
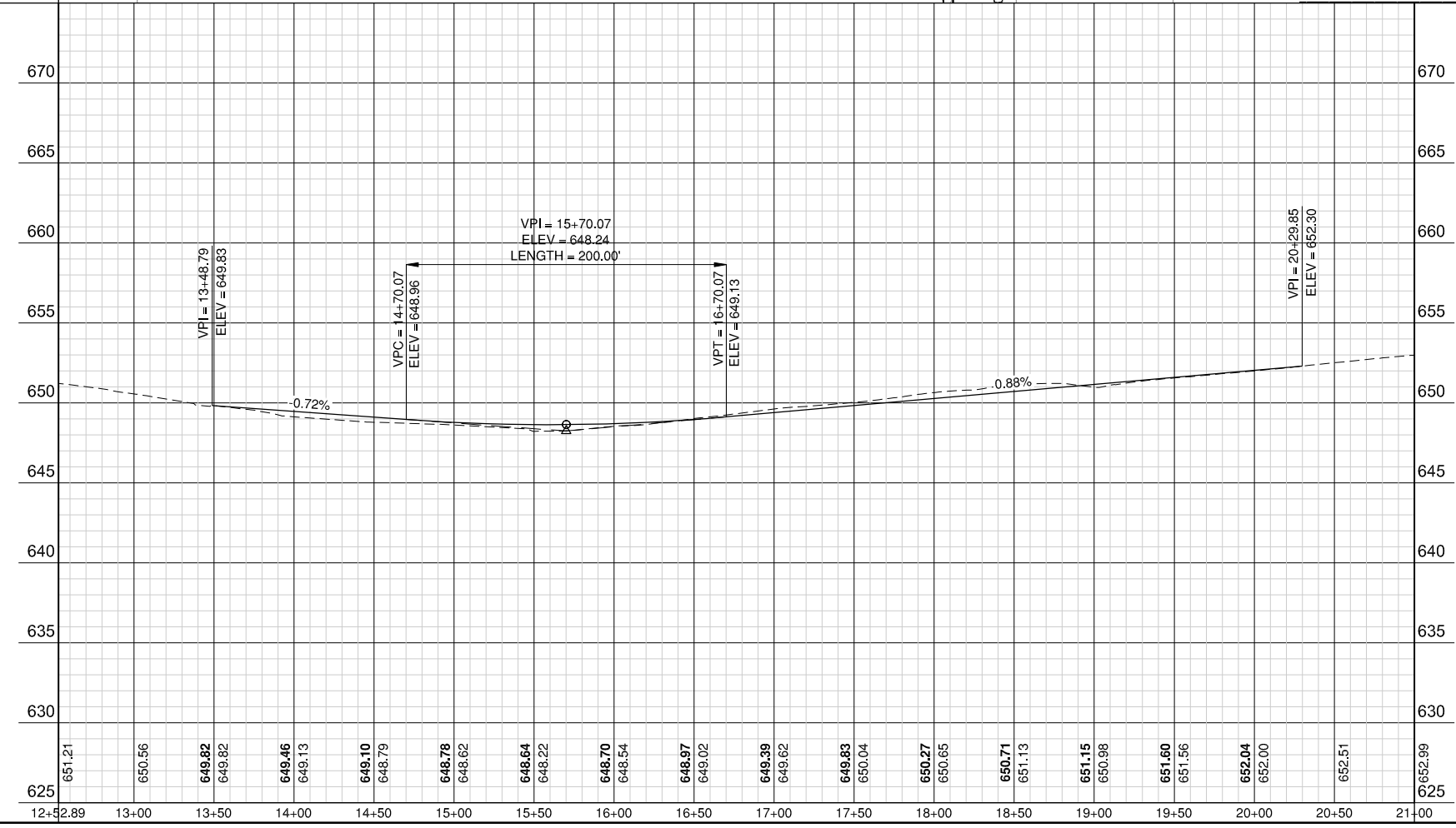
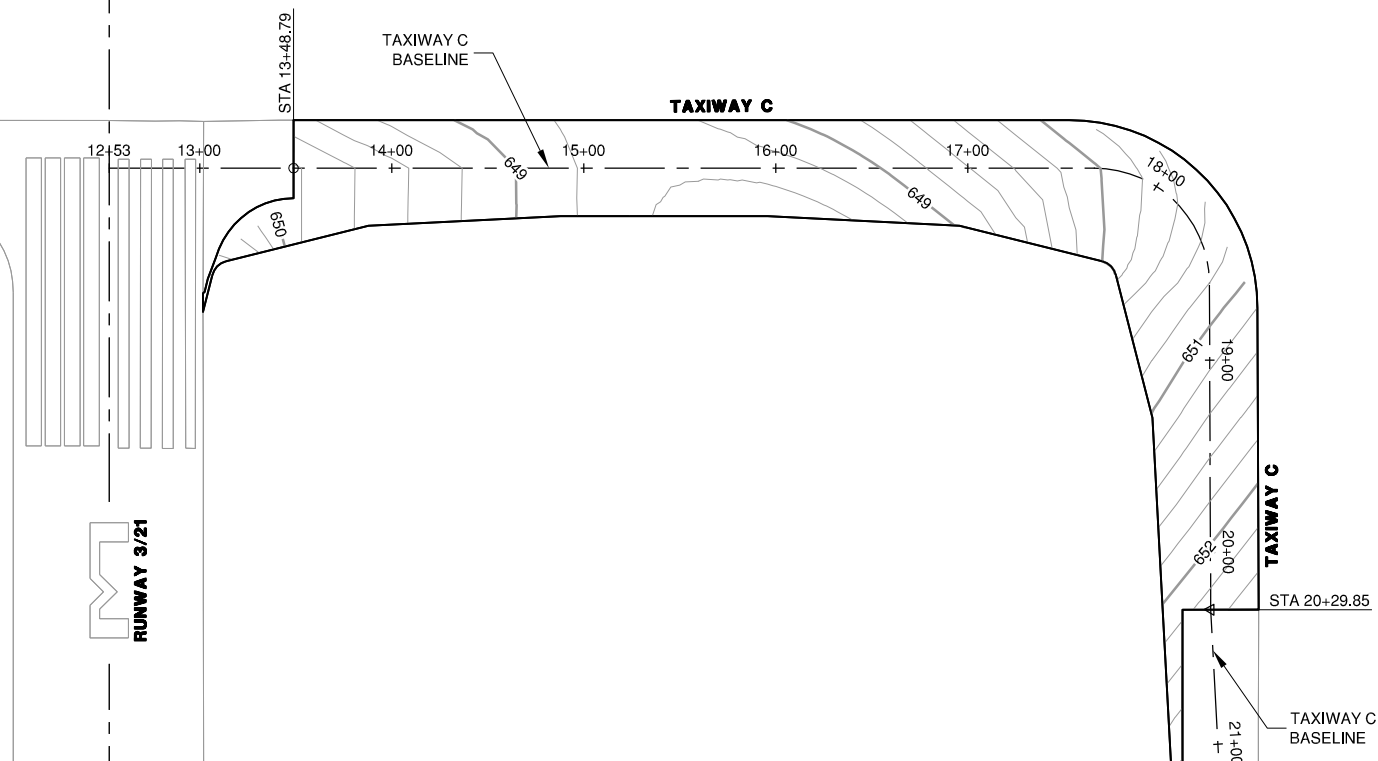
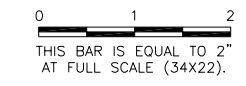
- 650.2 NEW CONTOUR
- 650.0 EXISTING PAVEMENT
- PROPOSED PAVEMENT



FILE: PNPTXYC.dwg
 UPDATE BY: Andrew Bodine
 PLOT DATE: 1/13/2014 11:56 AM
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 DNVBase_StatePlane
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 tempgeo

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 VERMILION REGIONAL AIRPORT AUTHORITY
 DANVILLE, ILLINOIS**

**RELOCATE TAXIWAY C AND WIDEN FILLETS
 TAXIWAY C PLAN & PROFILE**

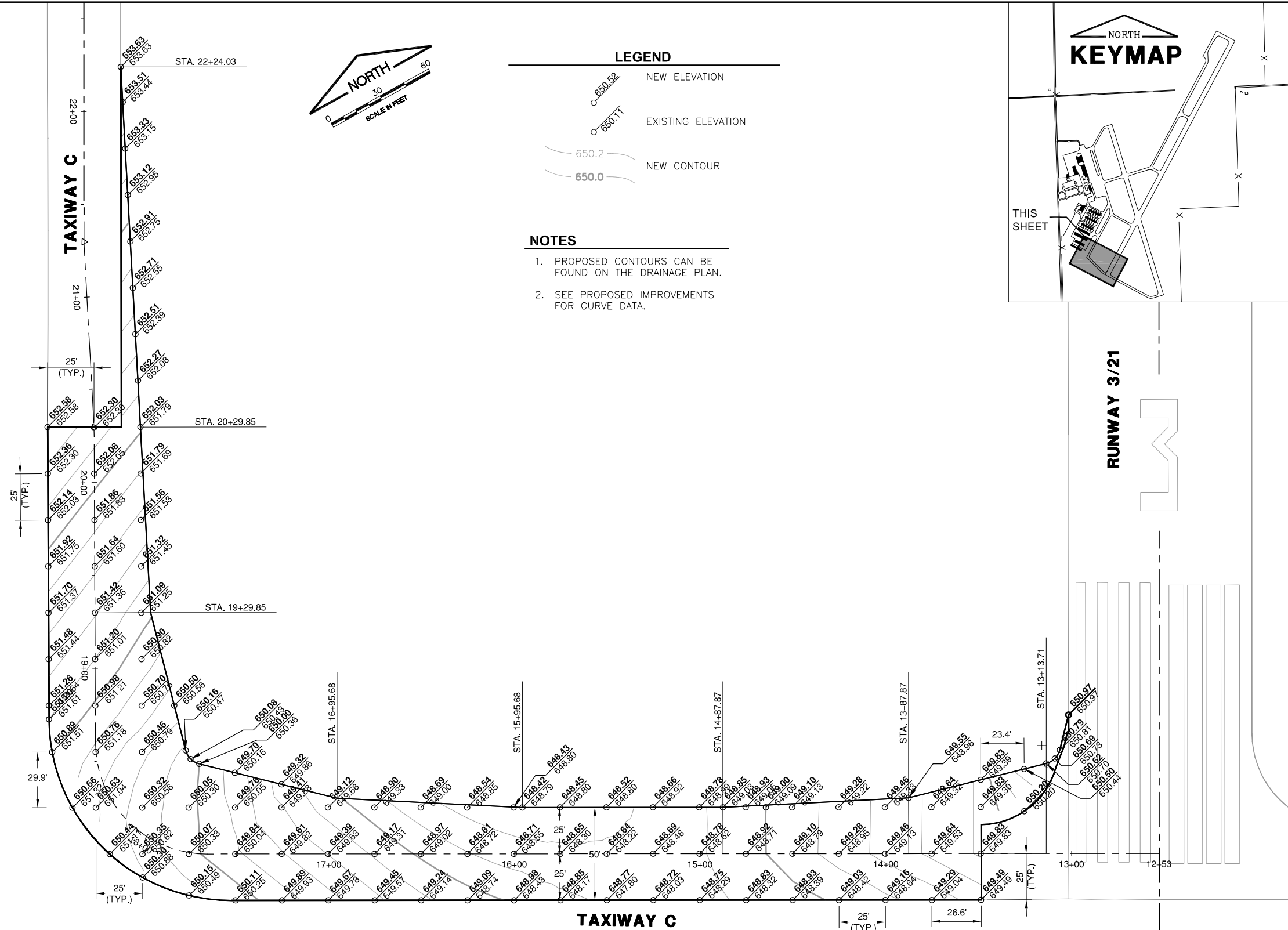
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T HANGAR TAXILANE



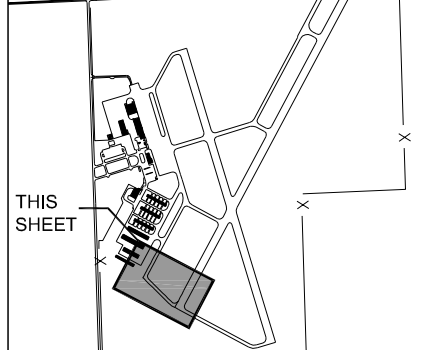
LEGEND

- NEW ELEVATION
- EXISTING ELEVATION
- NEW CONTOUR
- EXISTING CONTOUR

NOTES

1. PROPOSED CONTOURS CAN BE FOUND ON THE DRAINAGE PLAN.
2. SEE PROPOSED IMPROVEMENTS FOR CURVE DATA.

KEYMAP

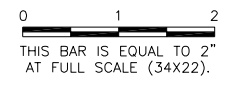


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 BASE PROP.GEO
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**VERMILION REGIONAL AIRPORT
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**RELOCATE TAXIWAY C AND WIDEN FILLETS
 STAKING PLAN**

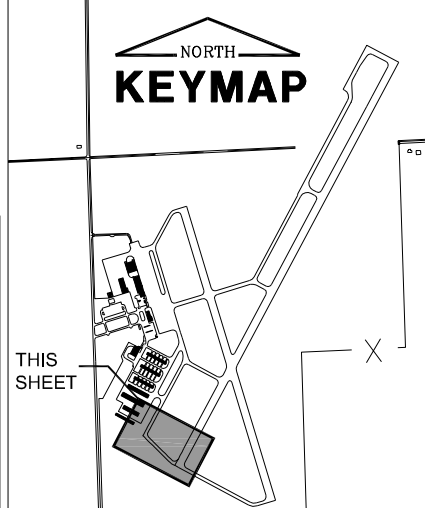
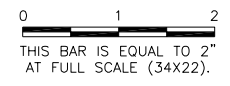
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SHEET	12 OF 27 SHEETS

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NOTE

- SEE DRAINAGE SCHEDULE SHEET FOR INFORMATION PERTAINING TO THE PIPES AND STRUCTURES ON THIS SHEET.
- SHOULD THE ELEVATIONS OF THE EXISTING UNDERDRAIN CONFLICT WITH THOSE OF THE PROPOSED LINE 1, THE CONTRACTOR SHALL INSTALL A COLLECTION STRUCTURE AT THE INTERSECTION. AN ADDITIONAL COLLECTION STRUCTURE HAS BEEN INCLUDED IN THE PLAN QUANTITIES FOR THIS PURPOSE.
- UNDERDRAIN PIPE SHALL BE INSTALLED AT A CONSTANT OFFSET AS SHOWN ON THE UNDERDRAIN DETAILS. PIPE OFFSETS WILL VARY WHEN CONNECTING TO CLEANOUTS AND COLLECTION STRUCTURES, BUT SHALL IMMEDIATELY TAPER BACK TO THE STANDARD OFFSET.

UNDERDRAIN STRUCTURE SCHEDULE

STRUCTURE	TYPE	STATION	OFFSET	RIM ELEV	INVERT ELEV.
CO-1	CLEANOUT TYPE 1	20+39	26' RT	651.70'	648.70'
CS-1	COLLECTION STRUCTURE	15+63	30' RT	647.70'	644.70'
CO-2	CLEANOUT TYPE 1	13+15	49.2' RT	650.25'	647.66'
CO-3	CLEANOUT TYPE 1	13+02	25.4 LT	650.22'	647.86'

UNDERDRAIN PIPE SCHEDULE

LINE	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	UPSTREAM INVERT	DOWNSTREAM INVERT	LENGTH (FT.)	SLOPE	PIPE
LINE-1	CO-1	CS-1	648.70'	644.70'	400'	1.00%	4" PERFORATED
LINE-2	CO-2	CS-1	647.66'	644.70'	251'	1.18%	4" PERFORATED
LINE-3	CS-1	IN-1	644.70'	644.41'	58'	0.50%	4" NON-PERFORATED
LINE-4	CO-3	IN-1	647.86'	646.27'	244'	0.65%	4" PERFORATED

T HANGAR TAXILANE

TAXIWAY C

TAXIWAY C

LEGEND

- EIN-1 EXISTING INLET
- IN-1 PROPOSED INLET
- UD EXISTING UNDERDRAIN
- UD PROPOSED UNDERDRAIN
- SS EXISTING STORM SEWER
- ST PROPOSED STORM SEWER
- 590 PROPOSED CONTOUR
- 590 EXISTING CONTOUR
- GRADING LIMITS

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 VERMILION REGIONAL AIRPORT AUTHORITY
 DANVILLE, ILLINOIS

RELOCATE TAXIWAY C AND WIDEN FILLETS
 GRADING & DRAINAGE PLAN

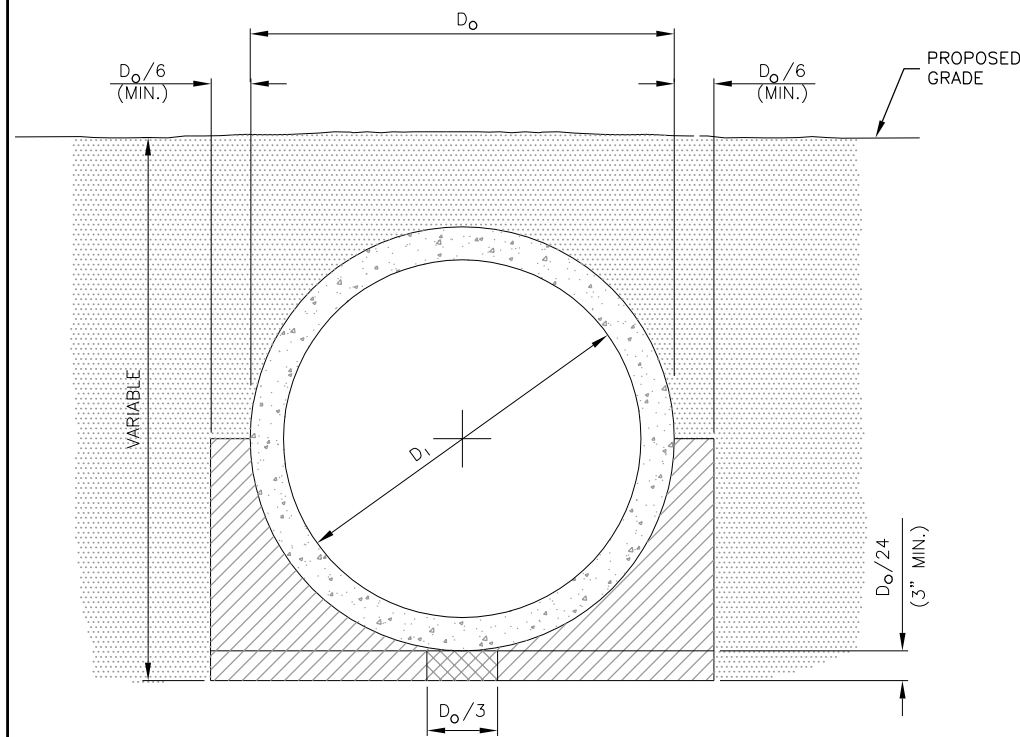
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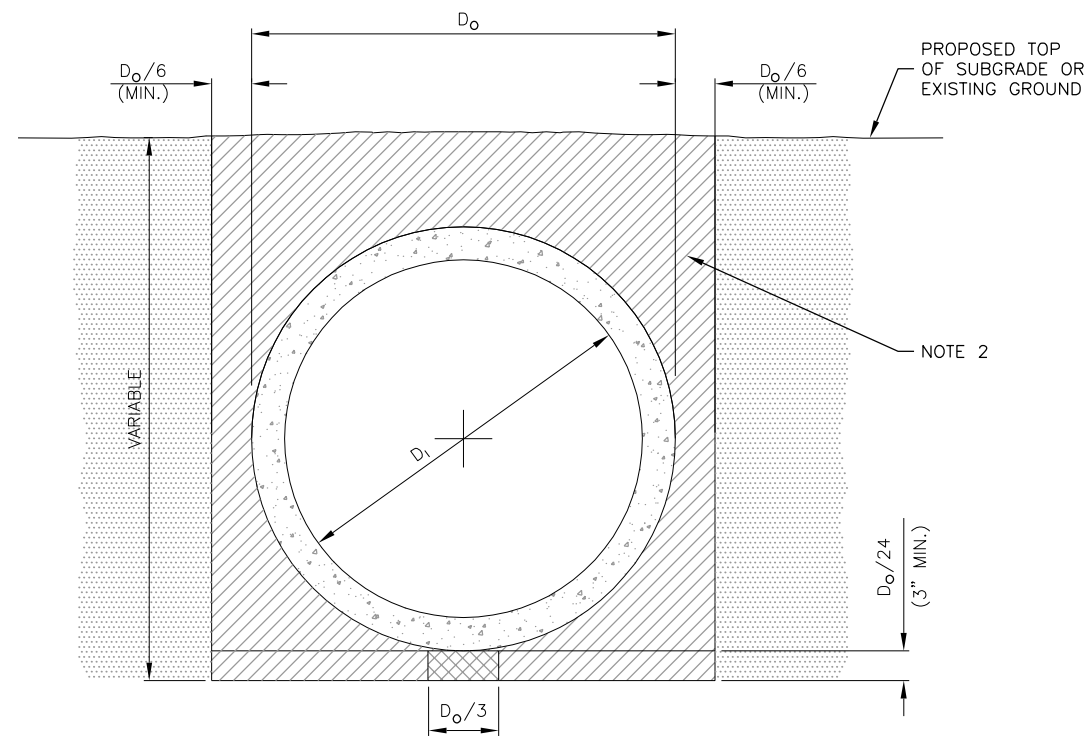
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 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).



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



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

TRENCH INSTALLATION LEGEND

- DRAINAGE CONDUIT MATERIAL—CONCRETE
- MIDDLE BEDDING LOOSELY PLACED UNCOMPACTED BEDDING
- HAUNCH AND OUTER BEDDING COMPACTION— TO ENGINEER'S SATISFACTION OR 95% STANDARD PROCTOR
- LOWER SIDE AND OVERFILL COMPACTION— SAME AS EMBANKMENT REQUIREMENTS
- D_o PIPE OUTSIDE DIAMETER
- D_i PIPE INSIDE DIAMETER

TRENCH INSTALLATION NOTES

1. BEDDING SHOWN IS IN ACCORDANCE WITH "STANDARD EMBANKMENT INSTALLATIONS", STANDARD INSTALLATION & BEDDING FACTORS FOR THE INDIRECT DESIGN METHOD (DESIGN DATA 40), AMERICAN CONCRETE PIPE ASSOCIATION.
2. BACKFILL TO EXTEND 3' BEYOND EDGES OF PROPOSED PAVEMENT.

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RELOCATE TAXIWAY C AND WIDEN FILLETS
 DRAINAGE DETAILS

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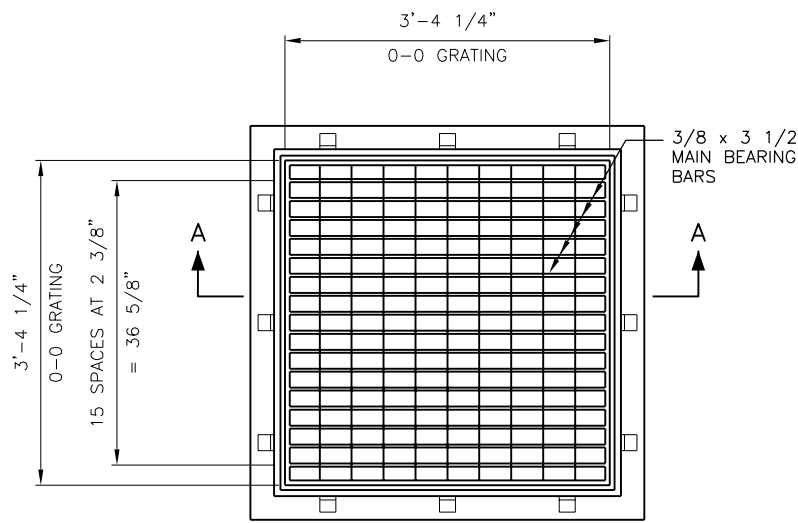
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 DANVILLE, ILLINOIS

RELOCATE TAXIWAY C AND WIDEN FILLETS
 INLET DETAILS

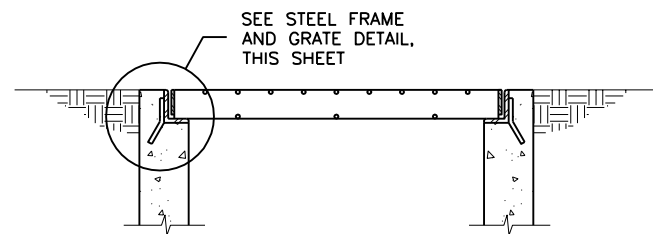
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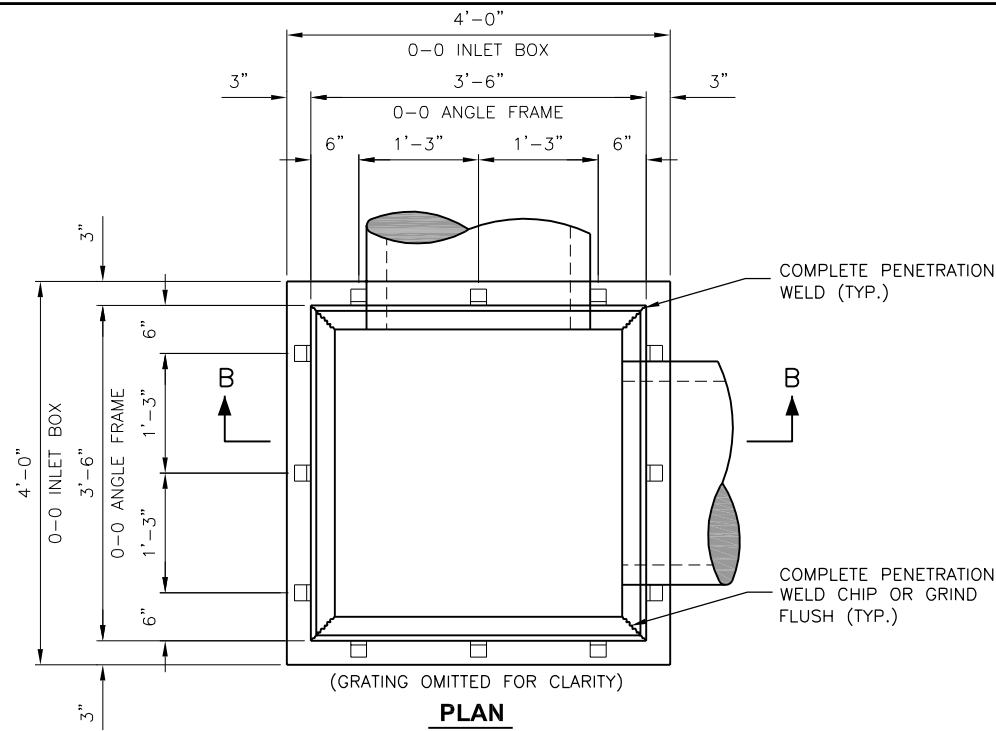
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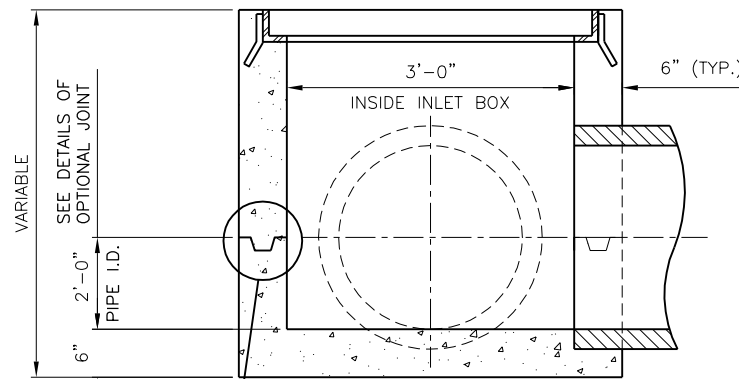
PLAN
N.T.S.



SECTION A-A
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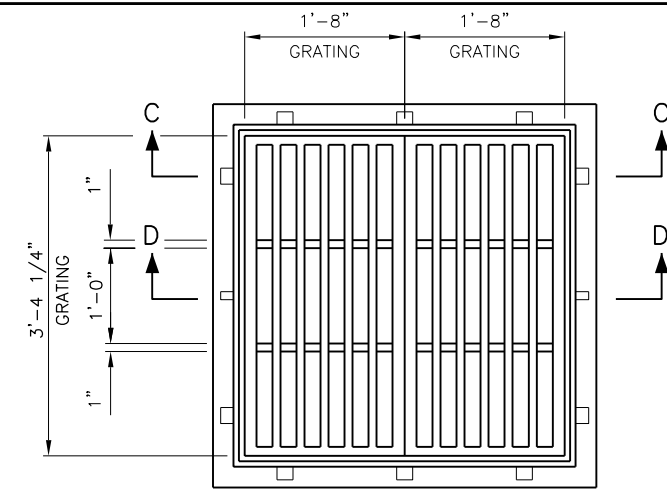


PLAN
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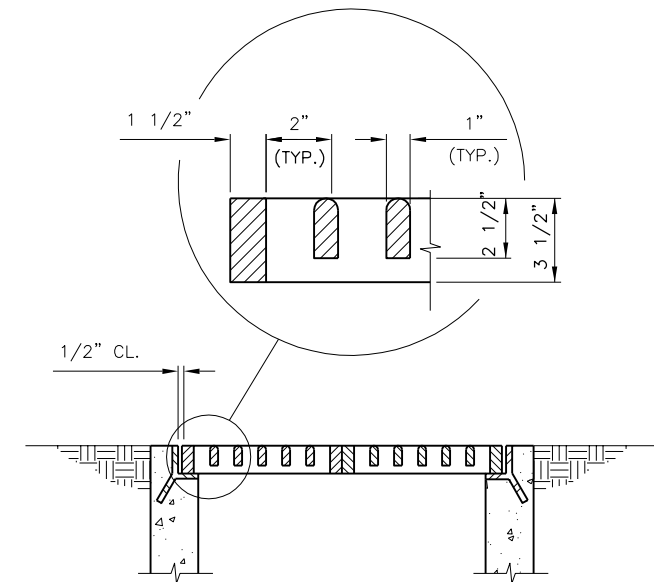


SECTION B-B
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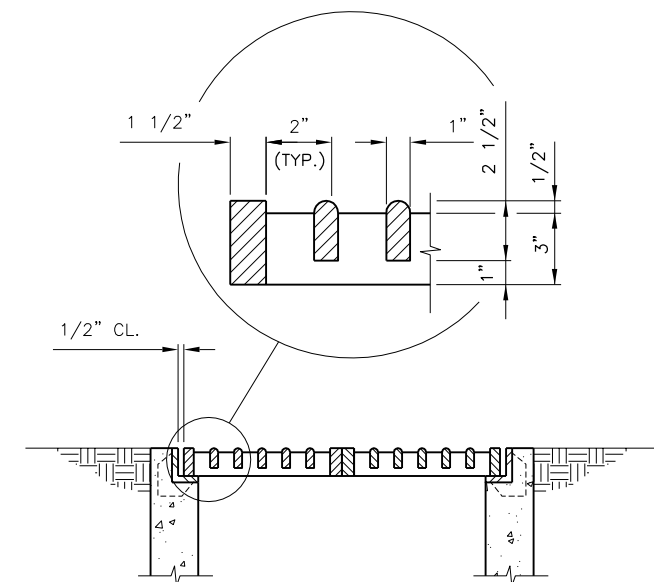
SEE OPTIONAL JOINT
 DETAIL, THIS SHEET



PLAN
N.T.S.

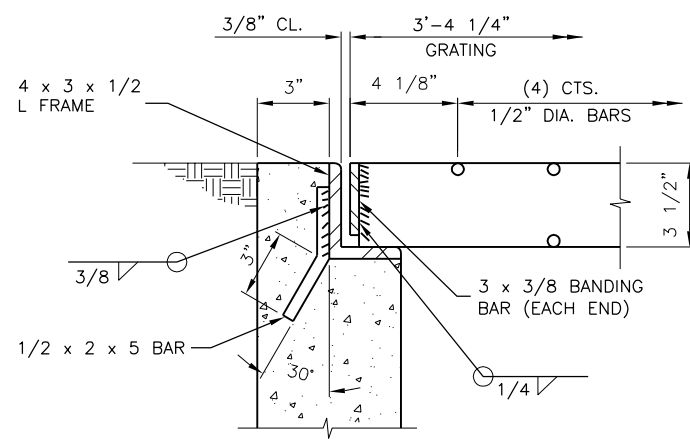


SECTION C-C
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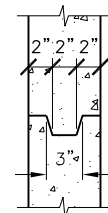


SECTION D-D

CAST FRAME & GRATE DETAILS
N.T.S.



STEEL FRAME & GRATE DETAIL
N.T.S.



OPTIONAL JOINT DETAIL
N.T.S.

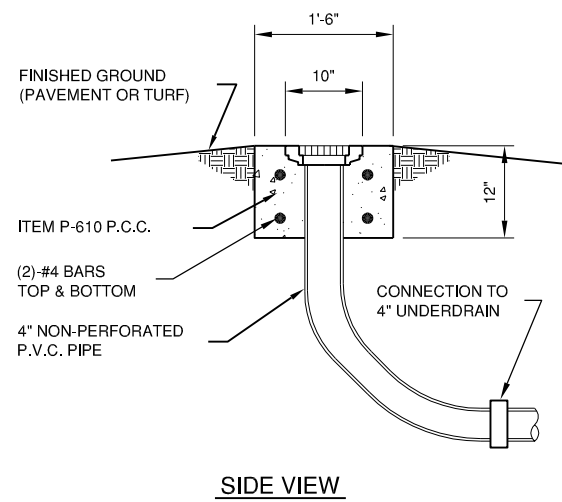
INLET NOTE

1. INLET IS AN IDOT STD. 542546, FLUSH INLET BOX FOR MEDIAN.
2. INLET 2 FRAME & GRATE IS A NEENAH R-3807 OR APPROVED EQUAL.
3. INLET 1 FRAME AND LID IS A NEENAH R-1878-A10L OR APPROVED EQUAL.

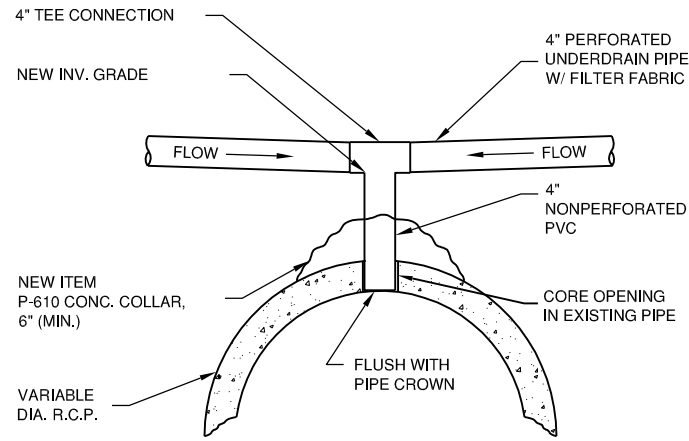
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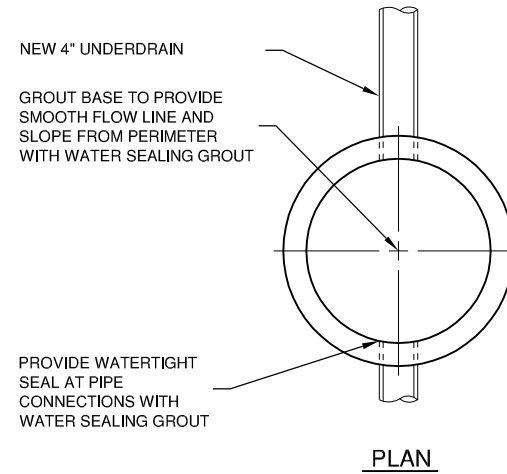
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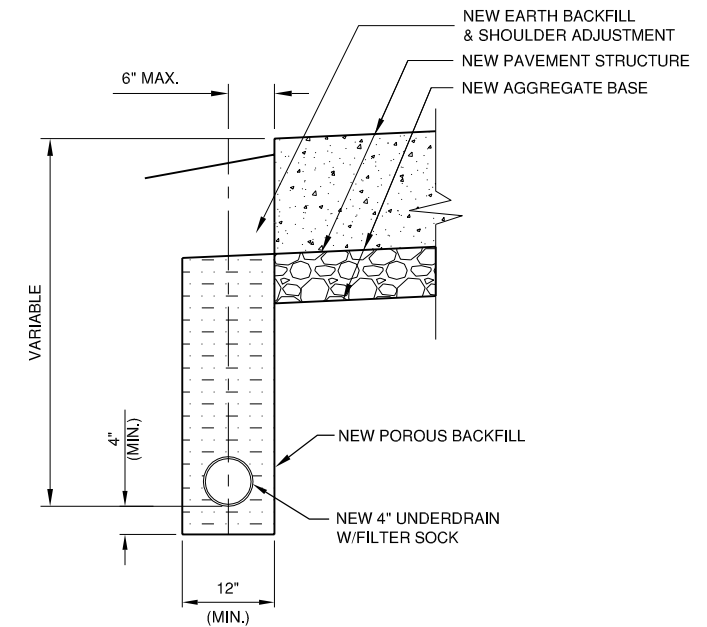
UNDERDRAIN CLEAN-OUT DETAIL (TYPE 1)
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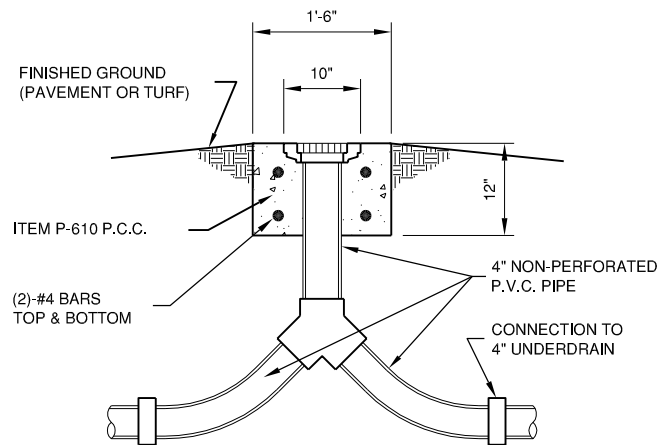
UNDERDRAIN DIRECT TOP CONNECTION DETAIL
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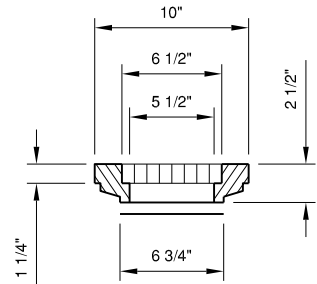
UNDERDRAIN CLEAN-OUT DETAIL
 N.T.S.



TYPICAL UNDERDRAIN DETAIL PAVEMENT EDGE
 N.T.S.

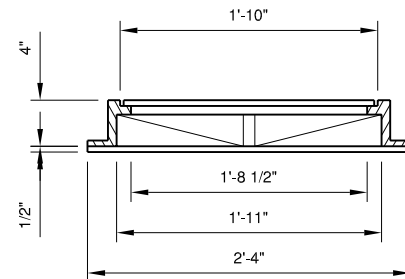


UNDERDRAIN CLEAN-OUT DETAIL (TYPE 2)
 N.T.S.



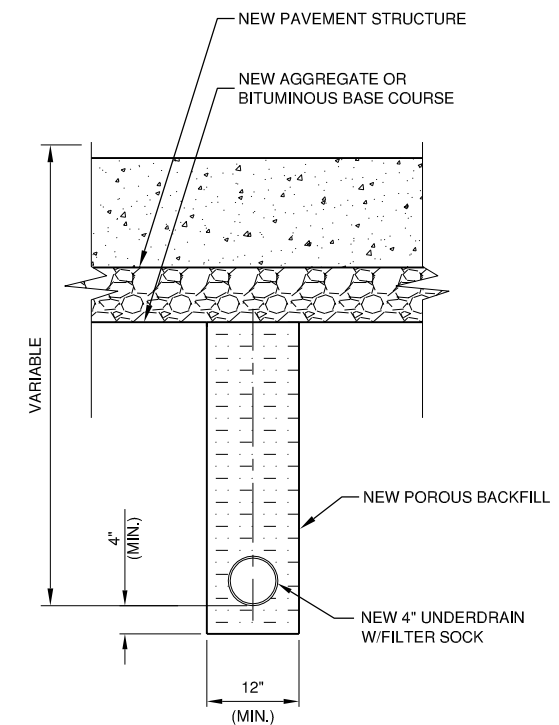
CAST IRON FRAME & COVER (SIMILAR TO NEENAH R-6013 OR APPROVED EQUAL)

FRAME & COVER

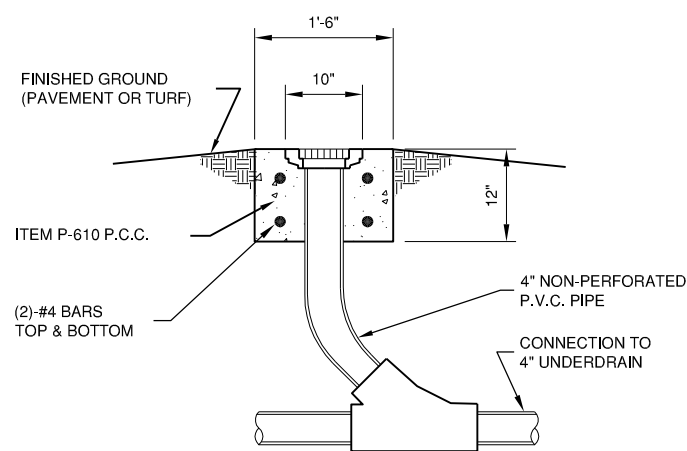


CAST IRON FRAME & LID (SIMILAR TO NEENAH R-1690-A HEAVY DUTY OR APPROVED EQUAL)

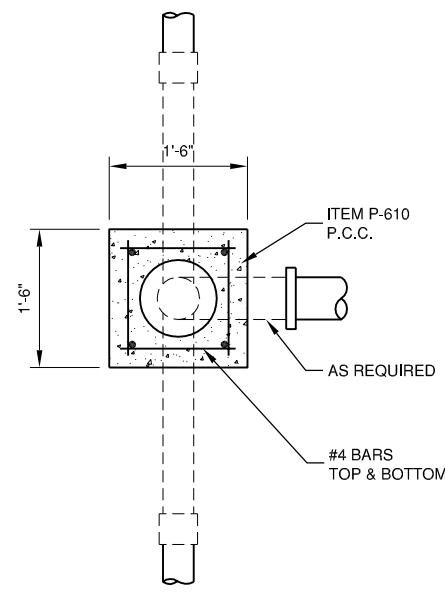
FRAME & LID



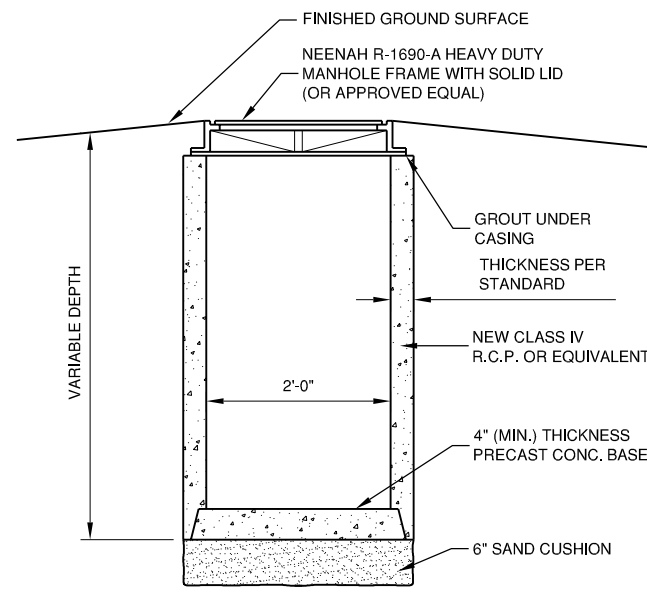
TYPICAL UNDERDRAIN DETAIL BELOW PAVEMENT
 N.T.S.



UNDERDRAIN CLEAN-OUT DETAIL (TYPE 3)
 N.T.S.



UNDERDRAIN CLEAN-OUT DETAIL
 N.T.S.



UNDERDRAIN COLLECTION STRUCTURE DETAIL
 N.T.S.

UNDERDRAIN NOTE
 DURING UNDERDRAIN CONSTRUCTION, CARE SHALL BE TAKEN TO ENSURE GOOD DRAINAGE BETWEEN THE SUB-BASE AND THE POROUS BACKFILL MATERIAL WHICH WILL AFFECT DRAINAGE TO THE UNDERDRAIN SHALL BE REMOVED PRIOR TO THE PLACEMENT OF PROPOSED POROUS BACKFILL. ALL COST FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL.

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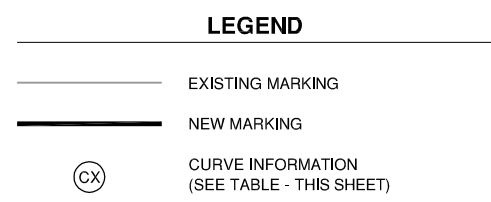
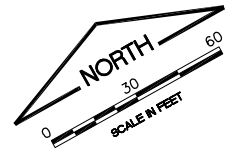
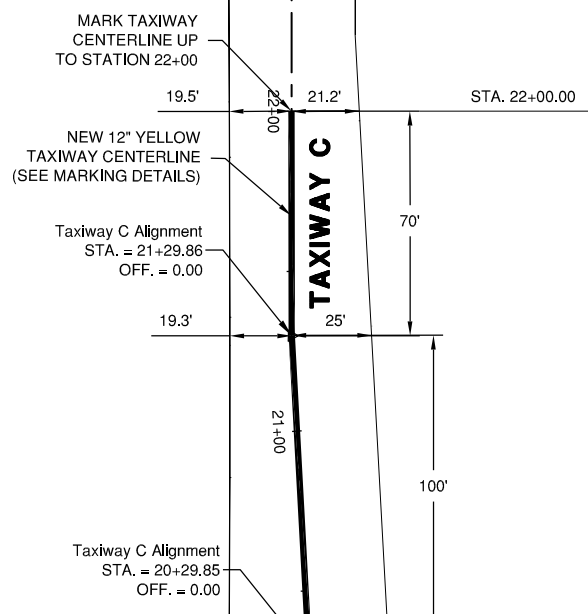
RELOCATE TAXIWAY C AND WIDEN FILLETS
 UNDERDRAIN DETAILS

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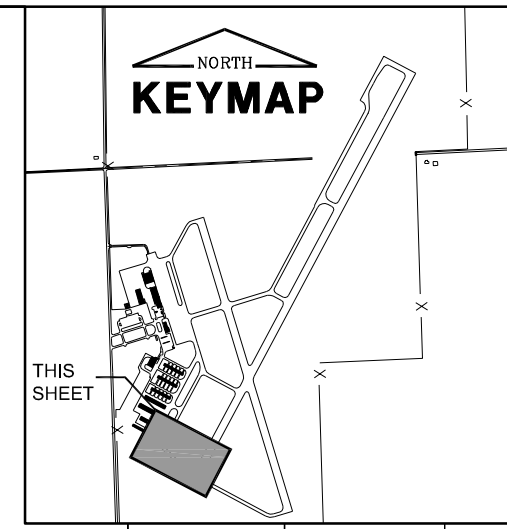


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T HANGAR TAXILANE



- NOTES:**
- NO TAXIWAY MARKINGS SHALL EXTEND ONTO RUNWAY PAVEMENT.
 - ANY EXISTING MARKINGS DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REMARKED BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AT NO ADDITIONAL COST TO THE CONTRACT.



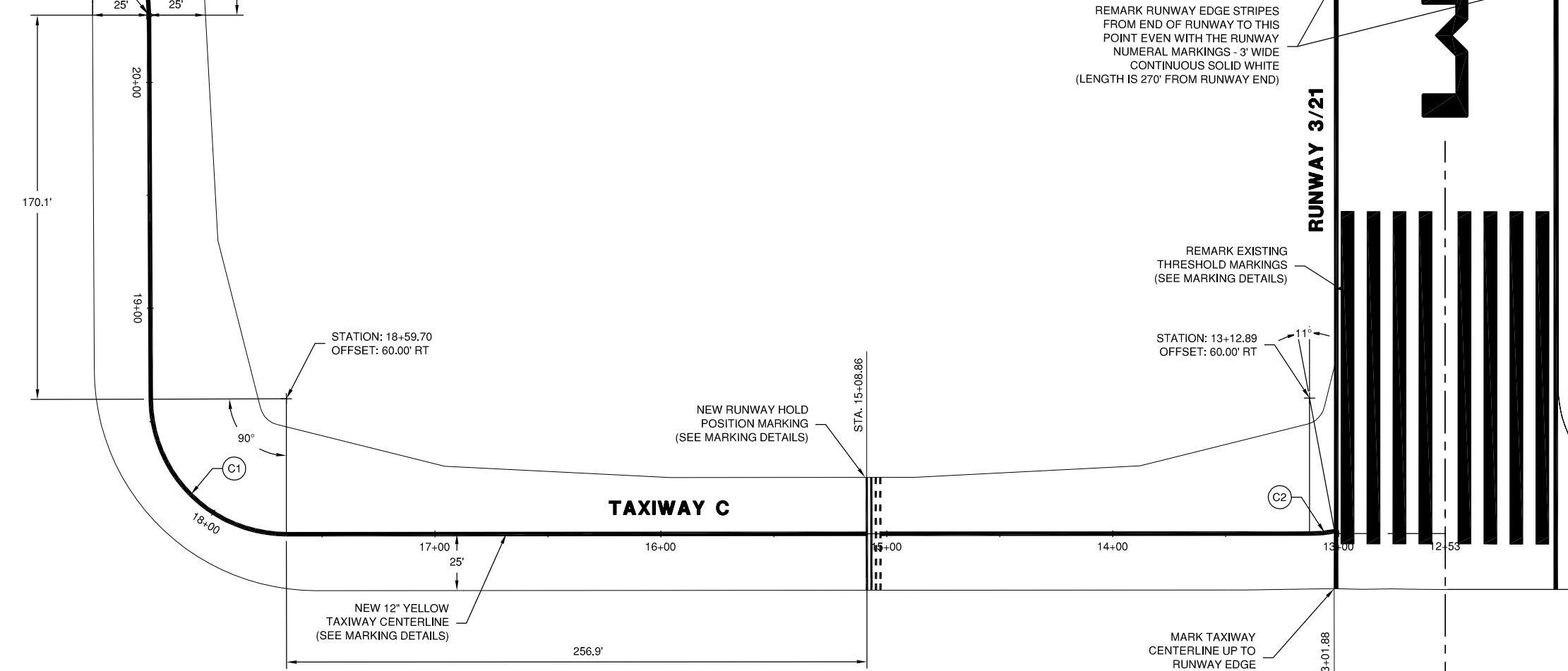
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REMARK EXISTING RUNWAY NUMERAL MARKING (SEE MARKING DETAILS)

REMARK RUNWAY EDGE STRIPES FROM END OF RUNWAY TO THIS POINT EVEN WITH THE RUNWAY NUMERAL MARKINGS - 3' WIDE CONTINUOUS SOLID WHITE (LENGTH IS 270' FROM RUNWAY END)

REMARK EXISTING THRESHOLD MARKINGS (SEE MARKING DETAILS)

STATION: 13+12.89
 OFFSET: 60.00' RT

NEW RUNWAY HOLD POSITION MARKING (SEE MARKING DETAILS)

STATION: 18+59.70
 OFFSET: 60.00' RT

NEW 12" YELLOW TAXIWAY CENTERLINE (SEE MARKING DETAILS)

MARK TAXIWAY CENTERLINE UP TO RUNWAY EDGE STATION 13+01.88

CURVE INFO FOR PAVEMENT MARKING

NUMBER	STATION	OFFSET	RADIUS
C1	18+59.70	60.00' RT.	60'
C2	13+12.89	60.00' RT.	60'

- *NOTE:
- CURVE INFORMATION FOR CENTERLINE MARKING ARE REFERENCING THE CENTER OF THE MARKING.

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RELOCATE TAXIWAY C AND WIDEN FILLETS
 MARKING PLAN

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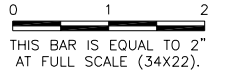
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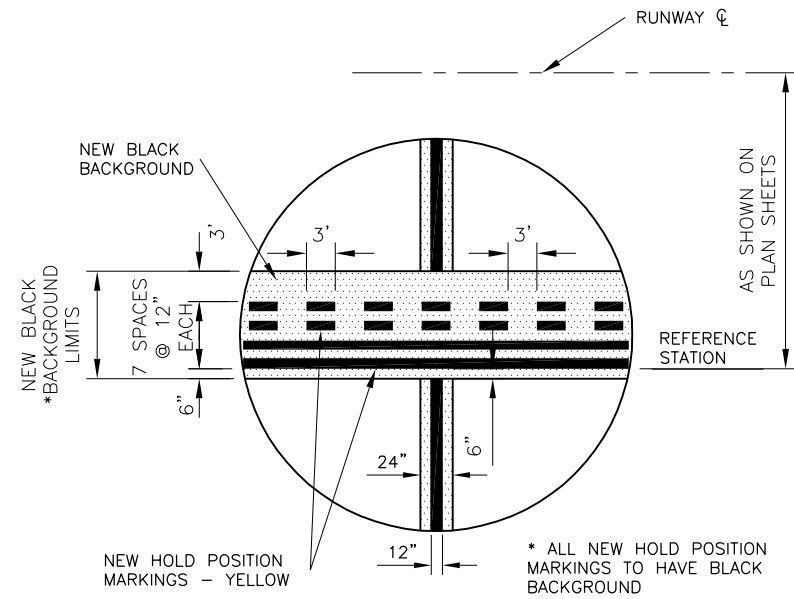
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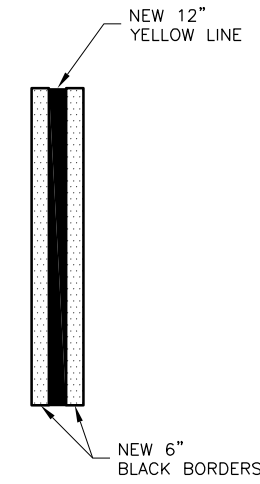
MARKING NOTE

1. ALL NEW AIRFIELD MARKING SHALL HAVE REFLECTIVE BEADS & 6" BLACK BORDER.
2. REFLECTIVE BEADS ARE NOT TO BE PLACED IN THE BLACK BORDER.



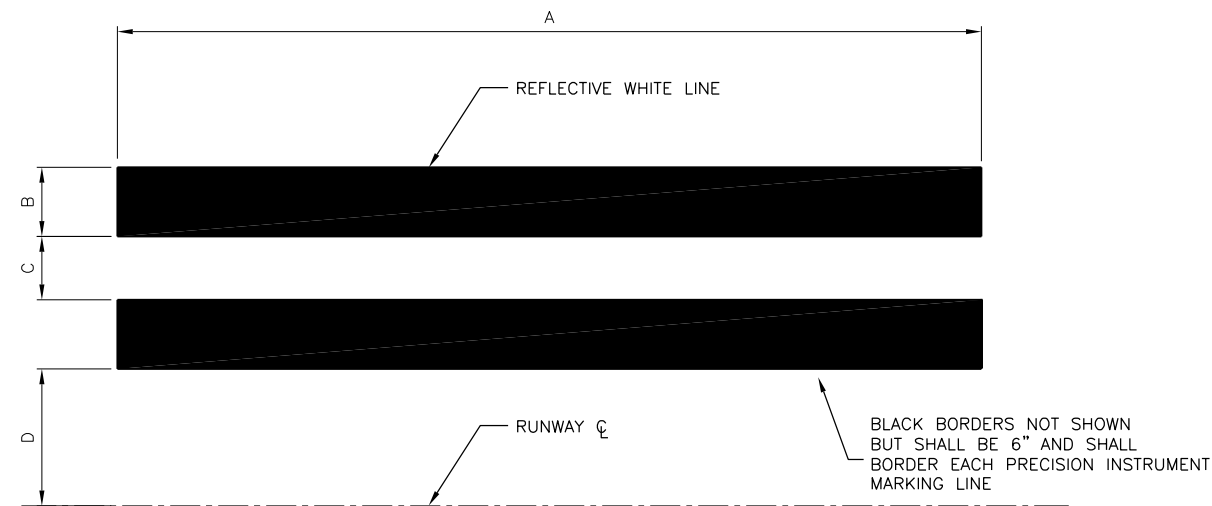
HOLD POSITION MARKING DETAIL

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TAXIWAY CENTERLINE CONTINUOUS

N.T.S.

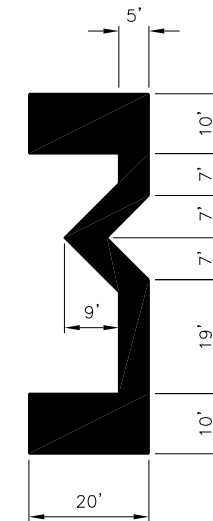


150' RUNWAY				
MARKING (PER RUNWAY END)	DIMENSION			
	A	B	C	D
THRESHOLD MARKER*	150'	5.75'	5.75'	5.75'

*8 STRIPES TOTAL

PRECISION INSTRUMENT MARKING DETAIL

N.T.S.



(AREA = 735 SF)

RUNWAY NUMERALS DETAIL

N.T.S.

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RELOCATE TAXIWAY C AND WIDEN FILLETS
 MARKING DETAILS

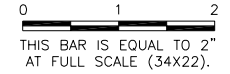
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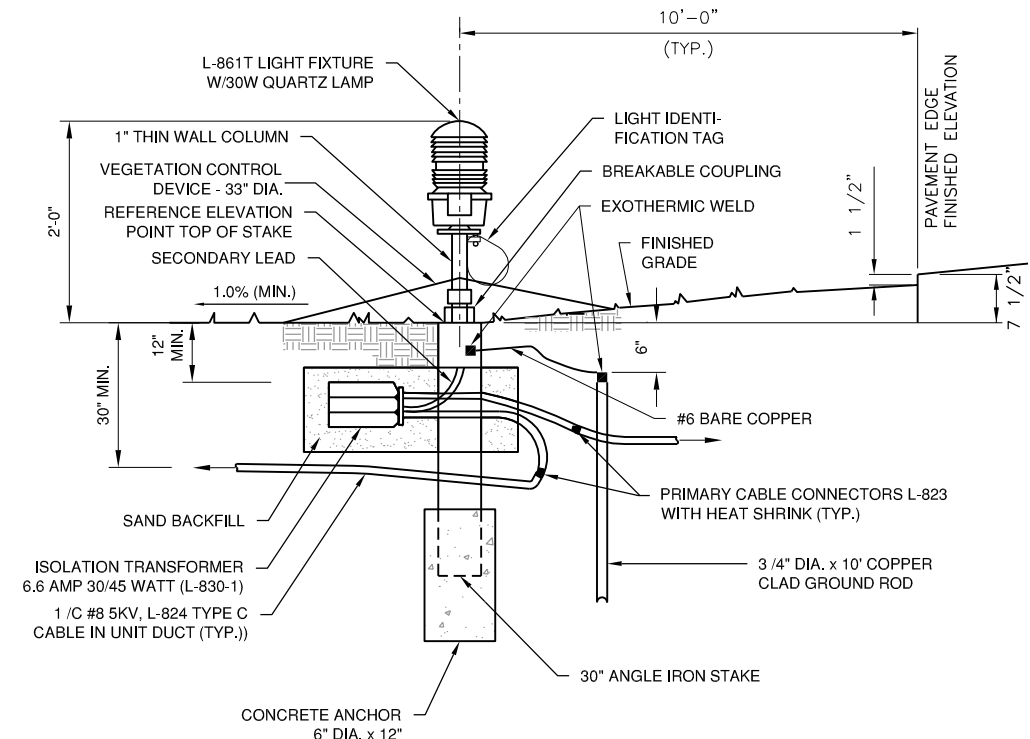


**VERMILION REGIONAL AIRPORT
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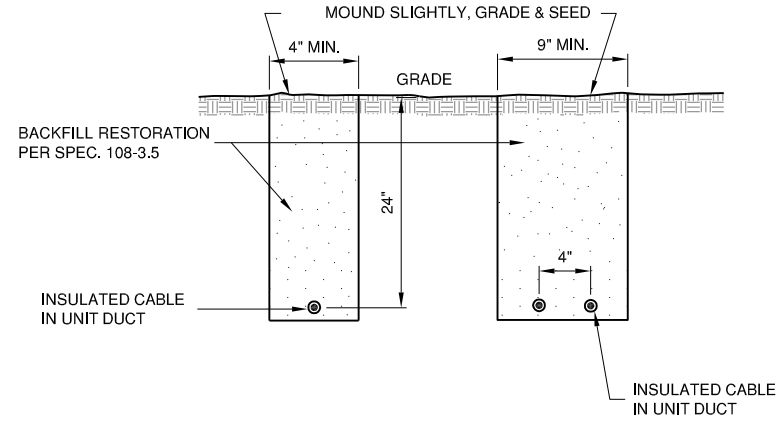
**RELOCATE TAXIWAY C AND WIDEN FILLETS
 ELECTRICAL DETAILS 1**

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DRAWN BY:	CMT
CHECKED BY:	TJH
APPROVED BY:	CET
DATE:	JANUARY 3, 2014
JOB No:	120420100
IL PROJ. NO.	DNV-4229
SBG PROJ. NO.	3-17-SBGP-XX
SHEET	20 OF 27 SHEETS

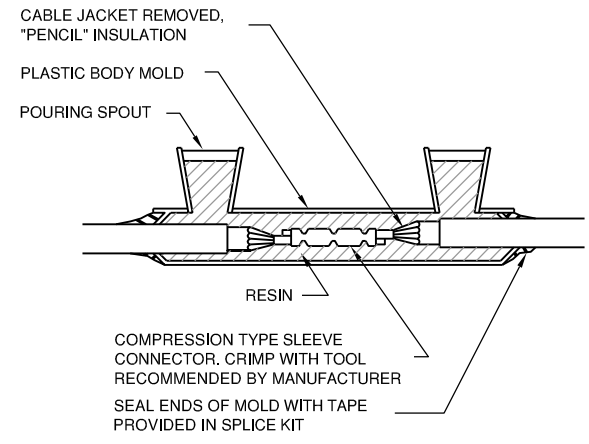


STAKE MOUNTED MEDIUM INTENSITY LIGHTS
 N.T.S.



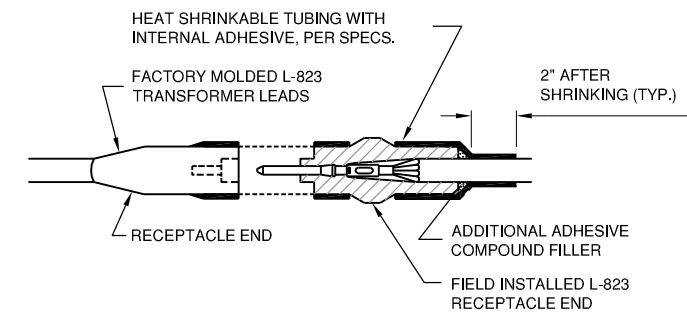
TRENCH DETAIL
 N.T.S.

- TRENCH NOTES**
- TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
 - DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS.
 - SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
 - ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL TO ITEM 108.



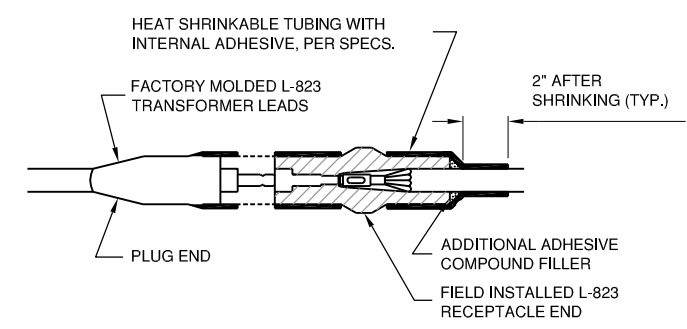
FOR IN-LINE CONNECTIONS OF EXISTING CABLES CUT DURING CONSTRUCTION.

TYPE A



FOR SPLICES AT TAXIWAY LIGHTS AND SIGNS.

TYPE C

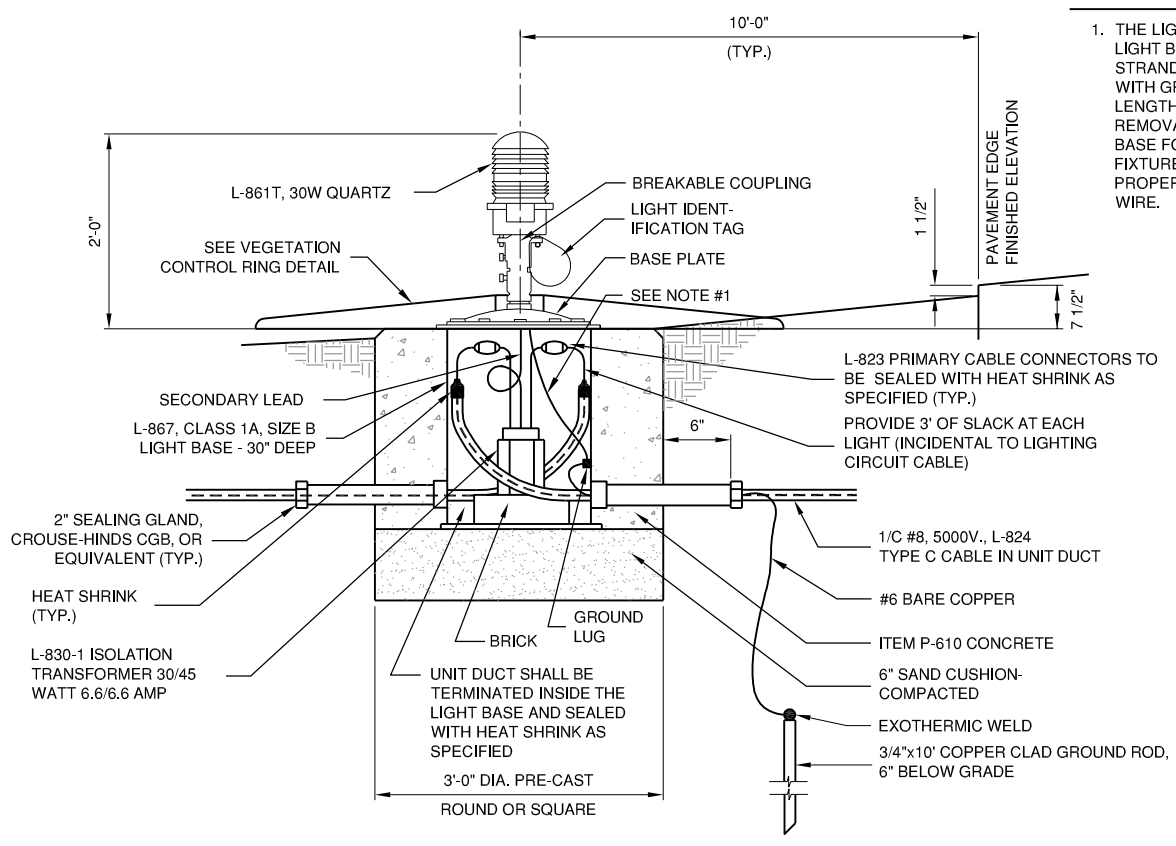


FOR SPLICES AT TAXIWAY LIGHTS AND SIGNS.

TYPE D

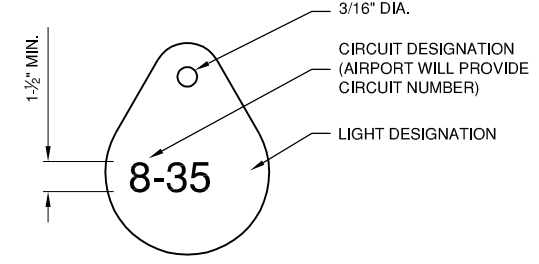
CABLE SPLICES
 N.T.S.

- CABLE SPLICE NOTES**
- INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
 - THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
 - THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.



BASE MOUNTED EDGE LIGHTS - IN TURF
 N.T.S.

- EDGE LIGHT NOTES**
- THE LIGHT FIXTURE SHALL BE BONDED TO THE LIGHT BASE INTERNAL GROUND LUG VIA A #6 AWG STRANDED COPPER WIRE RATED FOR 600 VOLTS WITH GREEN XHHW INSULATION. THE GROUND WIRE LENGTH SHALL BE SUFFICIENT TO ALLOW THE REMOVAL OF THE LIGHT FIXTURE FROM THE LIGHT BASE FOR ROUTINE MAINTENANCE. SEE THE LIGHT FIXTURE MANUFACTURER'S INSTRUCTIONS FOR PROPER METHODS OF ATTACHING THIS BONDING WIRE.



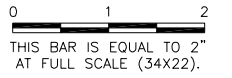
LIGHT IDENTIFICATION DETAIL
 N.T.S.

- LIGHT IDENTIFICATION NOTES**
- INSTALL A NONCORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH SET SCREW.
 - LEGENDS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR TO COORDINATE LEGEND WITH AIRPORT.
 - THE CONTRACTOR SHALL NUMBER THE EXISTING/ PROPOSED LIGHTS AND SIGNS IN EACH CIRCUIT STARTING AT THE HOMERUN CONTINUING AROUND THE ENTIRE CIRCUIT BACK TO THE HOMERUN.
 - AIRFIELD SIGNS SHALL BE TAGGED & NUMBERED.

K:\Drawings\12042010\Draw\Sheets

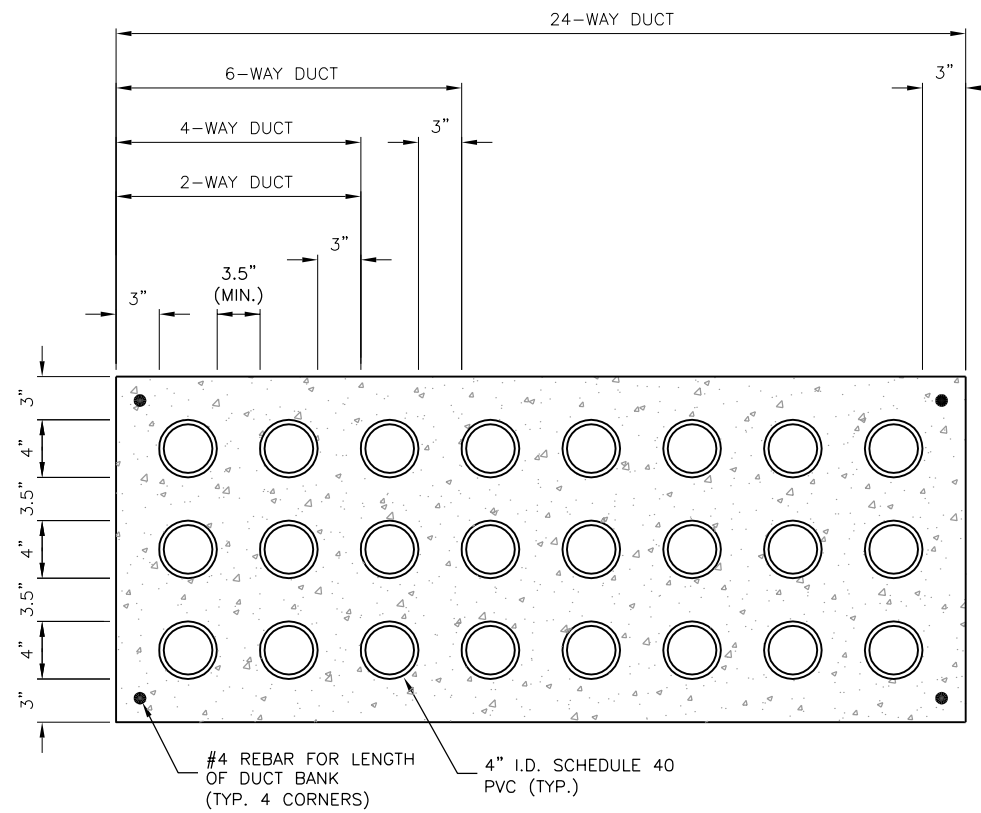
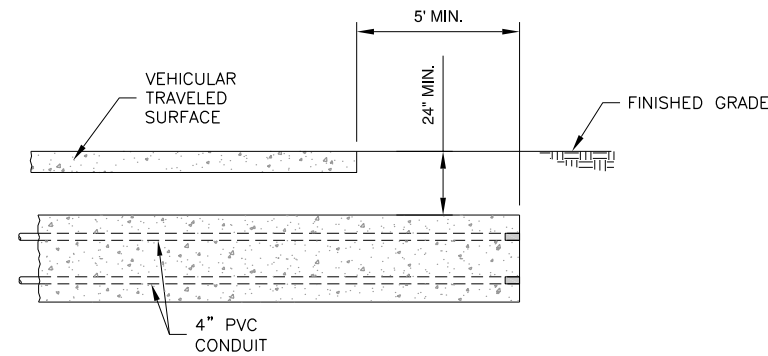
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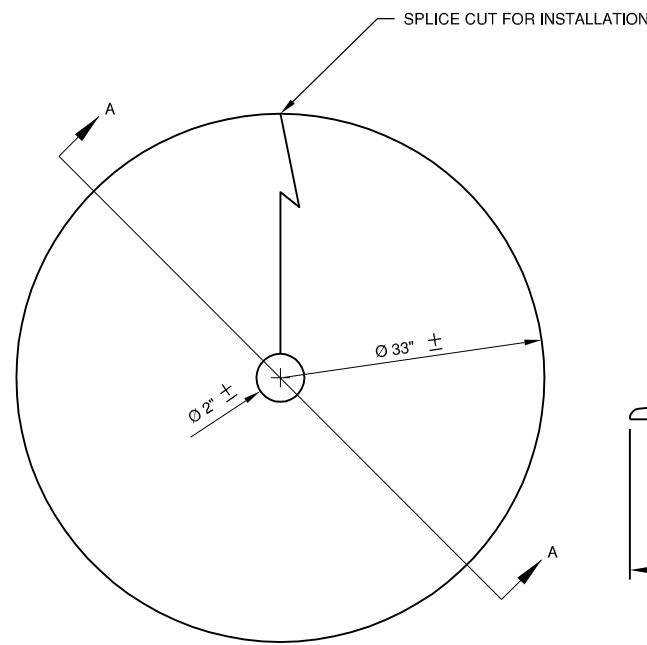
DUCT BANK NOTES

1. DIMENSIONS SHOWN ARE MINIMUM.
2. TOP OF CONCRETE ENCASUREMENT TO BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE.
3. DUCT CONCRETE TO BE ITEM 610 STRUCTURAL P.C.C. CONCRETE.
4. ALL DUCT WILL BE 4" INSIDE DIAMETER.
5. LOCATIONS SHOWN ARE APPROXIMATE. DUCT BANKS TO BE INSTALLED AT LOCATIONS DESIGNATED BY THE ENGINEER.
6. CONTRACTOR WILL INSTALL DUCT BANKS AT A DEPTH WHICH WILL NOT CONFLICT WITH ELEVATION SENSITIVE UTILITIES.
7. A PULL WIRE MUST BE PROVIDED IN EACH UNUSED CONDUIT. UNUSED DUCT MUST BE SEALED AT CAN PLAZA TO THE SATISFACTION OF THE ENGINEER.



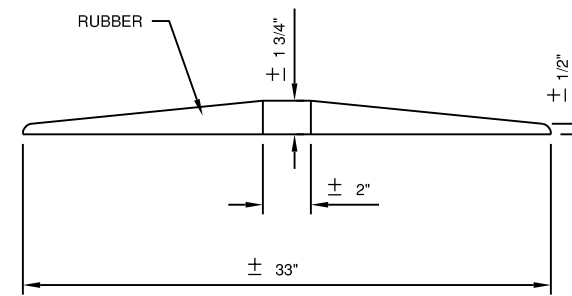
DUCT BANK DETAILS

N.T.S.



PLAN VIEW

N.T.S.

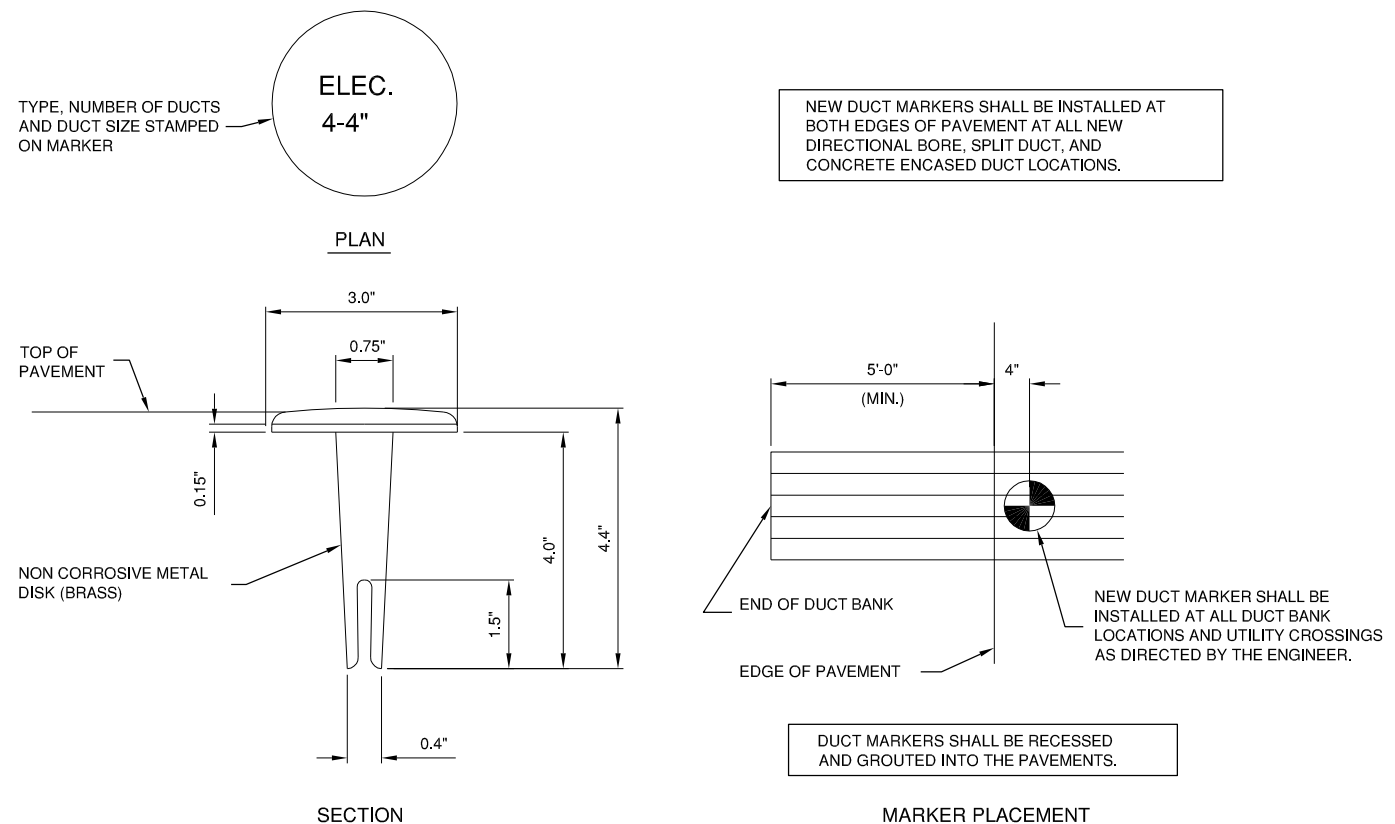


SECTION A-A

N.T.S.

VEGETATION CONTROL RING DETAIL

N.T.S.



SECTION

DUCT MARKER DETAILS

N.T.S.

MARKER PLACEMENT

VERMILION REGIONAL AIRPORT
 VERMILION REGIONAL AIRPORT AUTHORITY
 DANVILLE, ILLINOIS

RELOCATE TAXIWAY C AND WIDEN FILLETS
 ELECTRICAL DETAILS 2

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CHECKED BY:	TJH
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DATE:	JANUARY 3, 2014
JOB No:	120420100

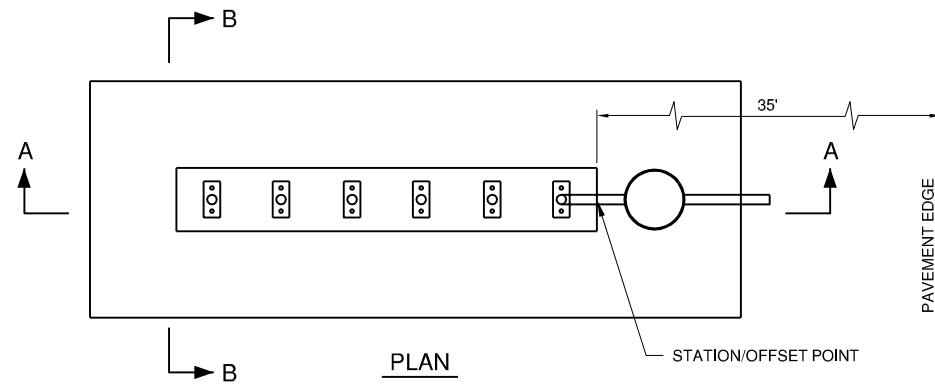
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 SBG PROJ. NO. 3-17-SBGP-XX

SIGNAGE SCHEDULE

SIGN #	SIDE	NEW SIGN LEGEND	WHITE ON RED BACKGROUND	WHITE WITH BLACK OUTLINE ON RED BACKGROUND	BLACK LEGEND ON YELLOW BACKGROUND	YELLOW LEGEND ON BLACK BACKGROUND	NUMBER OF CHARACTERS	NEW POWER CIRCUIT	NOTES	BASELINE	STATION	OFFSET
S1	NW SE	C 21-3 ----- C		21-3	----- C	C C	5	RWY 3/21	NEW SIGN	TAXIWAY C	15+02.89	60.00' RT.
S2	NE	C →			C →		2	RWY 3/21	NEW SIGN	TAXIWAY C	13+42.71	72.35' RT.
S3	NE	← 3-34			← 3-34		5	TAXIWAY C	NEW SIGN	TAXIWAY C	20+86.44	59.90' RT.

NOTES

1. STATION AND OFFSET OF THE SIGN ARE GIVEN TO THE MIDDLE OF SIDE THAT LIES CLOSEST TO THE EDGE OF PAVEMENT (SEE DETAIL BELOW).



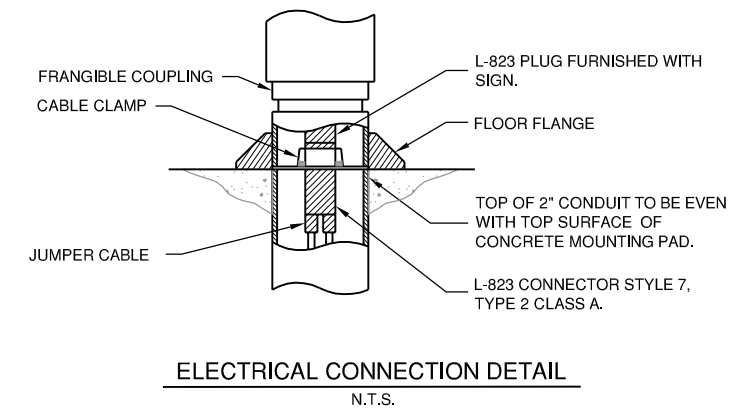
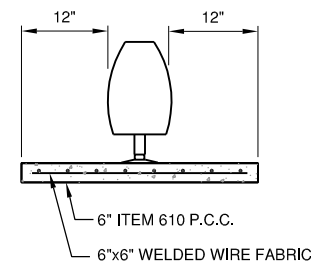
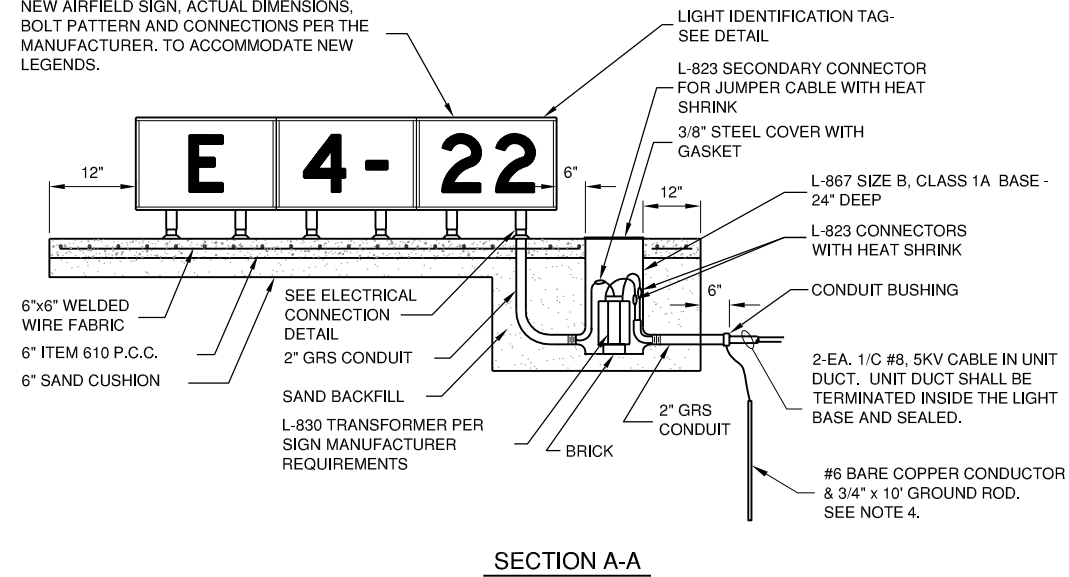
AIRFIELD SIGN NOTES

1. TRANSFORMER WATTAGE SHALL BE AS REQUIRED BY SIGN MANUFACTURER.
2. SIGN LEGEND SHALL BE AS SHOWN IN THE PLANS.
3. SIGNS SHALL BE SIZE 2, STYLE 2 OR 3, CLASS 2.
4. SEE "NEW BASE MOUNTED EDGE LIGHT" DETAIL FOR GROUNDING DETAILS.

NOTES

1. SIGN SCHEDULE IS SUBJECT TO FAA APPROVAL OF THE SIGNAGE PLAN.
2. CHANGES TO NEW LEGENDS MAY OCCUR SUBJECT TO 1 ABOVE.
3. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS WITH NEW LEGENDS FOR APPROVAL PRIOR TO STARTING MANUFACTURE.
4. EXISTING SIGNS ARE LUMACURVE.
5. RUNWAY 3/21 CIRCUIT IS STYLE 3 CIRCUIT.

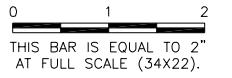
NEW AIRFIELD SIGN, ACTUAL DIMENSIONS, BOLT PATTERN AND CONNECTIONS PER THE MANUFACTURER. TO ACCOMMODATE NEW LEGENDS.



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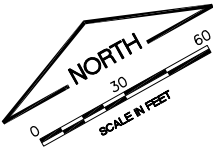
RELOCATE TAXIWAY C AND WIDEN FILLETS
 AIRFIELD SIGNAGE DETAIL

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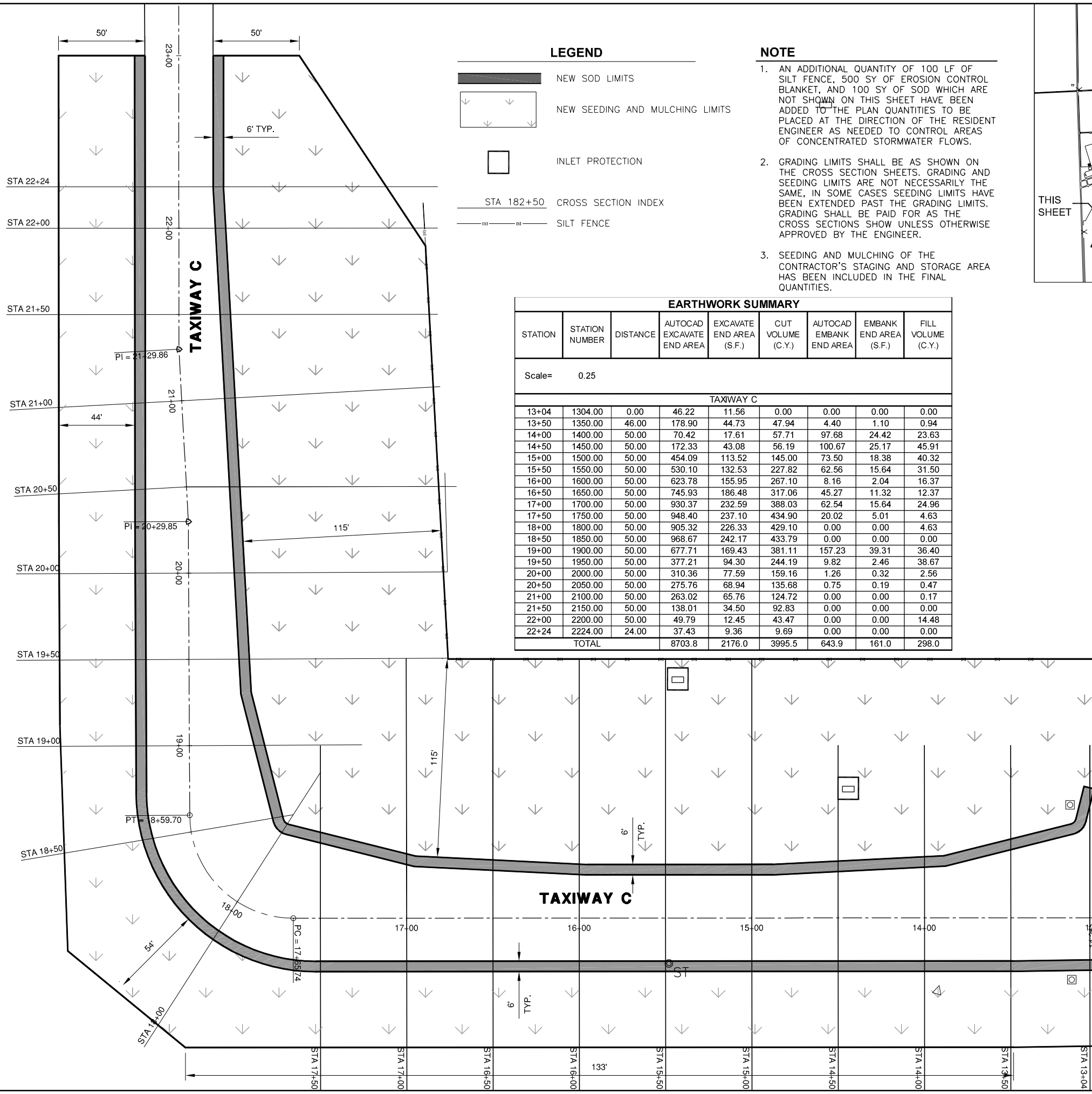
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IL. PROJ. NO. DNV-4229 SBG PROJ. NO. 3-17-SBGP-XX	
SHEET	22 OF 27 SHEETS



T HANGAR TAXILANE



LEGEND

- NEW SOD LIMITS
- NEW SEEDING AND MULCHING LIMITS
- INLET PROTECTION
- STA 182+50 CROSS SECTION INDEX
- SILT FENCE

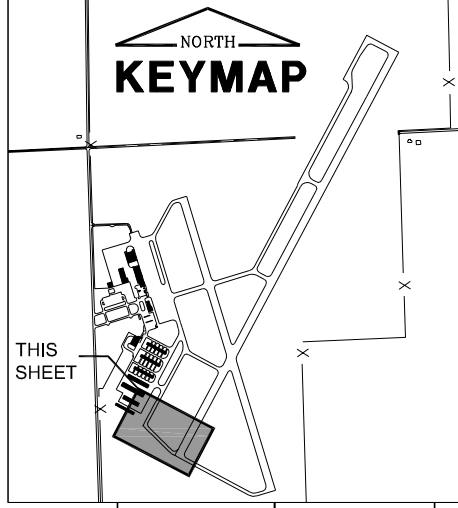
NOTE

1. AN ADDITIONAL QUANTITY OF 100 LF OF SILT FENCE, 500 SY OF EROSION CONTROL BLANKET, AND 100 SY OF SOD WHICH ARE NOT SHOWN ON THIS SHEET HAVE BEEN ADDED TO THE PLAN QUANTITIES TO BE PLACED AT THE DIRECTION OF THE RESIDENT ENGINEER AS NEEDED TO CONTROL AREAS OF CONCENTRATED STORMWATER FLOWS.
2. GRADING LIMITS SHALL BE AS SHOWN ON THE CROSS SECTION SHEETS. GRADING AND SEEDING LIMITS ARE NOT NECESSARILY THE SAME, IN SOME CASES SEEDING LIMITS HAVE BEEN EXTENDED PAST THE GRADING LIMITS. GRADING SHALL BE PAID FOR AS THE CROSS SECTIONS SHOW UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. SEEDING AND MULCHING OF THE CONTRACTOR'S STAGING AND STORAGE AREA HAS BEEN INCLUDED IN THE FINAL QUANTITIES.

EARTHWORK SUMMARY

STATION	STATION NUMBER	DISTANCE	AUTOCAD EXCAVATE END AREA	EXCAVATE END AREA (S.F.)	CUT VOLUME (C.Y.)	AUTOCAD EMBANK END AREA	EMBANK END AREA (S.F.)	FILL VOLUME (C.Y.)
Scale= 0.25								
TAXIWAY C								
13+04	1304.00	0.00	46.22	11.56	0.00	0.00	0.00	0.00
13+50	1350.00	46.00	178.90	44.73	47.94	4.40	1.10	0.94
14+00	1400.00	50.00	70.42	17.61	57.71	97.68	24.42	23.63
14+50	1450.00	50.00	172.33	43.08	56.19	100.67	25.17	45.91
15+00	1500.00	50.00	454.09	113.52	145.00	73.50	18.38	40.32
15+50	1550.00	50.00	530.10	132.53	227.82	62.56	15.64	31.50
16+00	1600.00	50.00	623.78	155.95	267.10	8.16	2.04	16.37
16+50	1650.00	50.00	745.93	186.48	317.06	45.27	11.32	12.37
17+00	1700.00	50.00	930.37	232.59	388.03	62.54	15.64	24.96
17+50	1750.00	50.00	948.40	237.10	434.90	20.02	5.01	4.63
18+00	1800.00	50.00	905.32	226.33	429.10	0.00	0.00	4.63
18+50	1850.00	50.00	968.67	242.17	433.79	0.00	0.00	0.00
19+00	1900.00	50.00	677.71	169.43	381.11	157.23	39.31	36.40
19+50	1950.00	50.00	377.21	94.30	244.19	9.82	2.46	38.67
20+00	2000.00	50.00	310.36	77.59	159.16	1.26	0.32	2.56
20+50	2050.00	50.00	275.76	68.94	135.68	0.75	0.19	0.47
21+00	2100.00	50.00	263.02	65.76	124.72	0.00	0.00	0.17
21+50	2150.00	50.00	138.01	34.50	92.83	0.00	0.00	0.00
22+00	2200.00	50.00	49.79	12.45	43.47	0.00	0.00	14.48
22+24	2224.00	24.00	37.43	9.36	9.69	0.00	0.00	0.00
TOTAL			8703.8	2176.0	3995.5	643.9	161.0	298.0

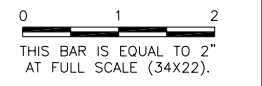
KEYMAP



FILE: TURFPLAN.dwg
 UPDATE BY: Andrew Bodine
 PLOT DATE: 1/13/2014 11:58 AM
 1204201-C-7200
 Keymap
 Base-Combined
 DNVBase_StatePlane

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 DANVILLE, ILLINOIS

RELOCATE TAXIWAY C AND WIDEN FILLETS
 TURFING PLAN & INDEX TO CROSS SECTIONS

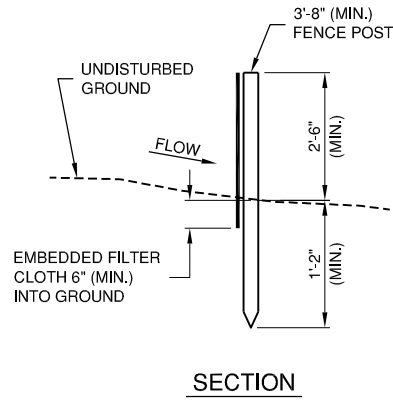
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IL. PROJ. NO. DNV-4229 SBG PROJ. NO. 3-17-SBGP-XX	
SHEET	23 OF 27 SHEETS

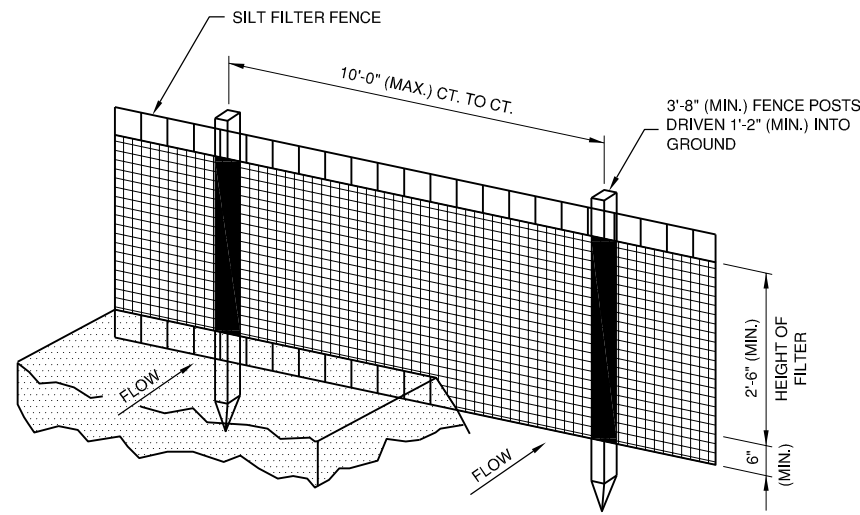
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0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).



SECTION



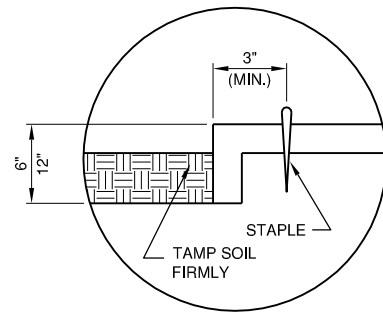
PERSPECTIVE VIEW

EROSION CONTROL FABRIC FENCE DETAILS

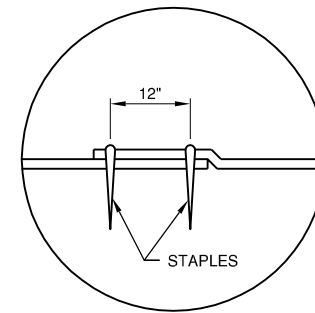
N.T.S.

EROSION CONTROL FABRIC FENCE NOTES

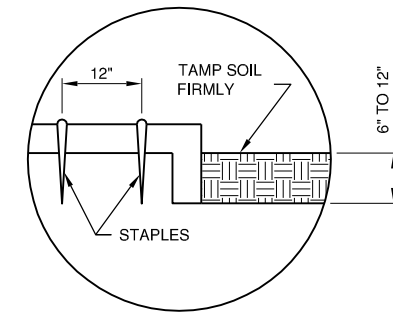
1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 2'-0" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" MINIMUM AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.



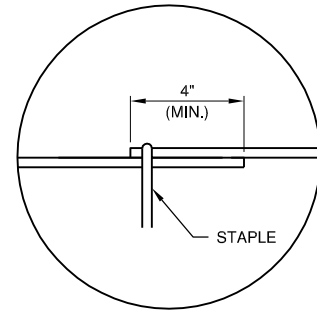
DETAIL 1 - TERMINAL FOLD



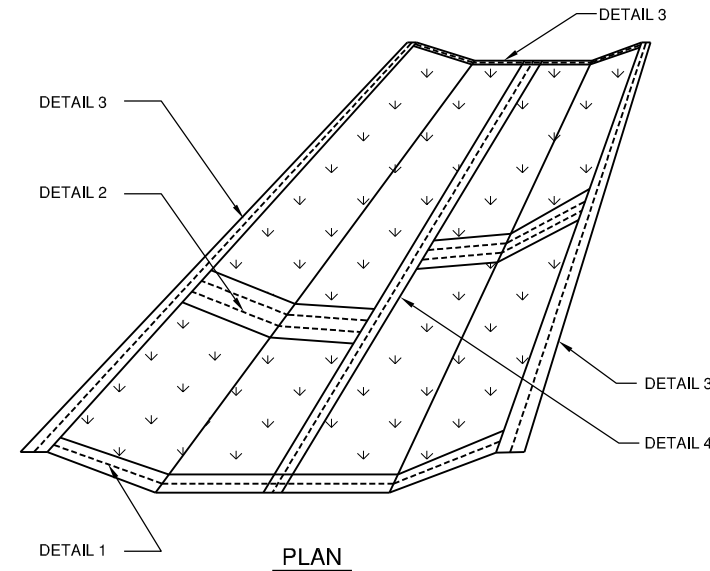
DETAIL 2 - JUNCTION SLOT



DETAIL 3 - ANCHOR SLOT



DETAIL 4 - LAP JOINT



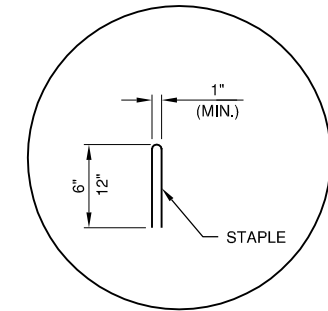
PLAN

EXCELSIOR BLANKET DETAILS

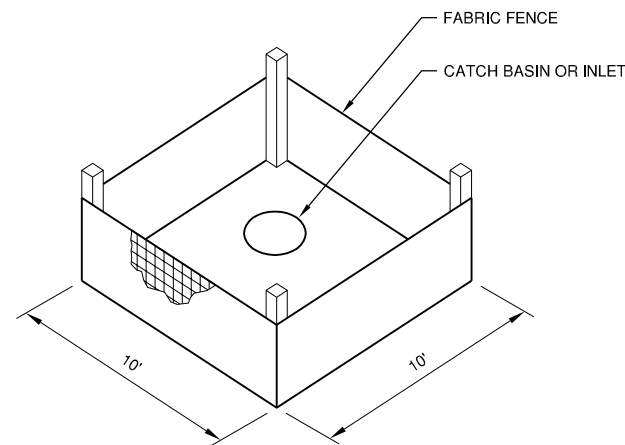
N.T.S.

EXCELSIOR BLANKET NOTES

1. STAPLES TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART.
2. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
3. ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

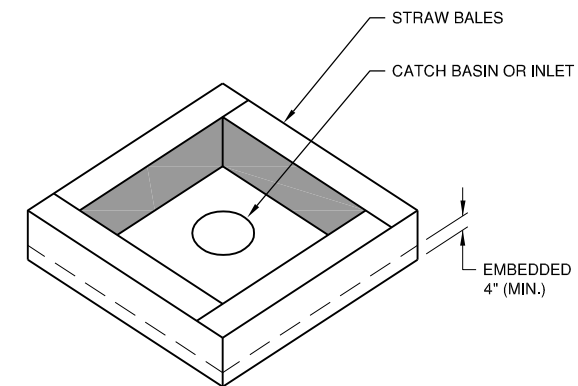


DETAIL 5 - STAPLE DETAIL



INLET PROTECTION WITH FABRIC

N.T.S.



INLET PROTECTION WITH STRAW BALES

N.T.S.

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RELOCATE TAXIWAY C AND WIDEN FILLETS
 EROSION CONTROL DETAILS

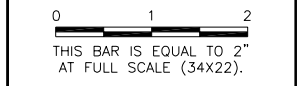
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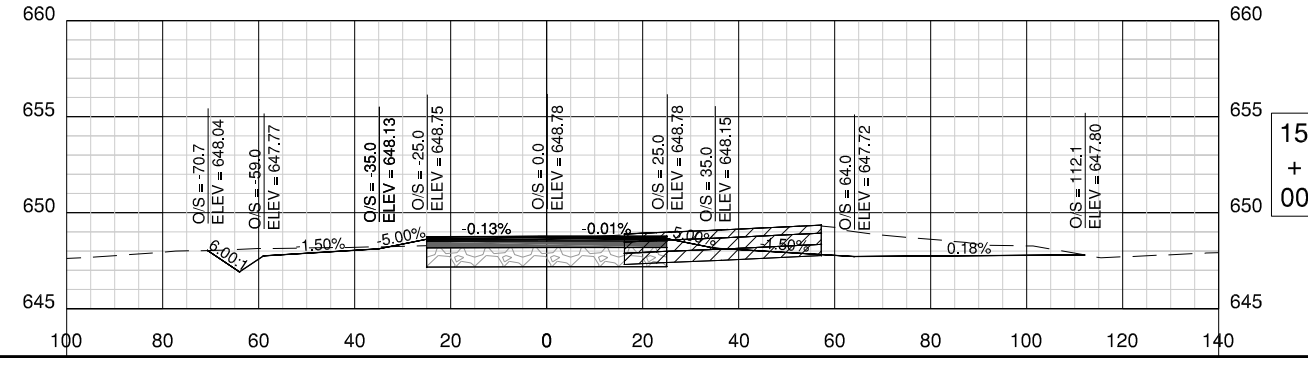
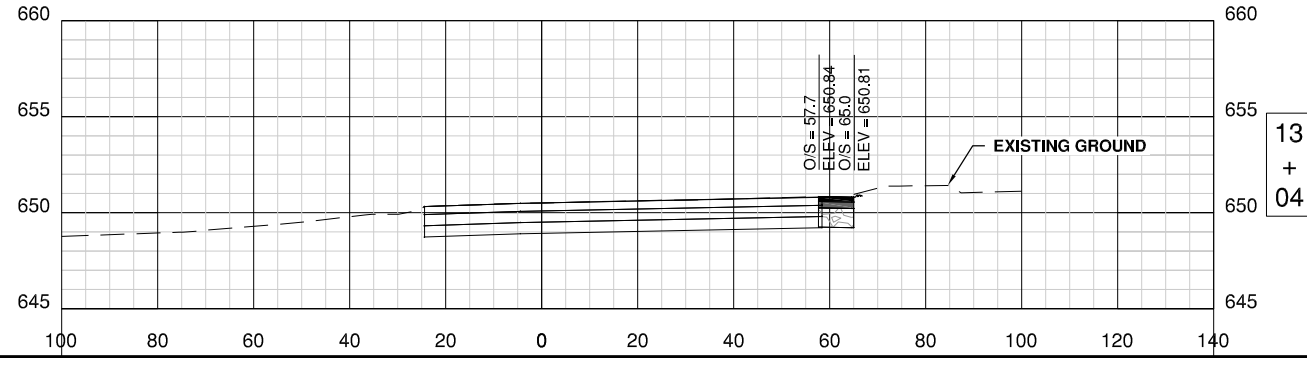
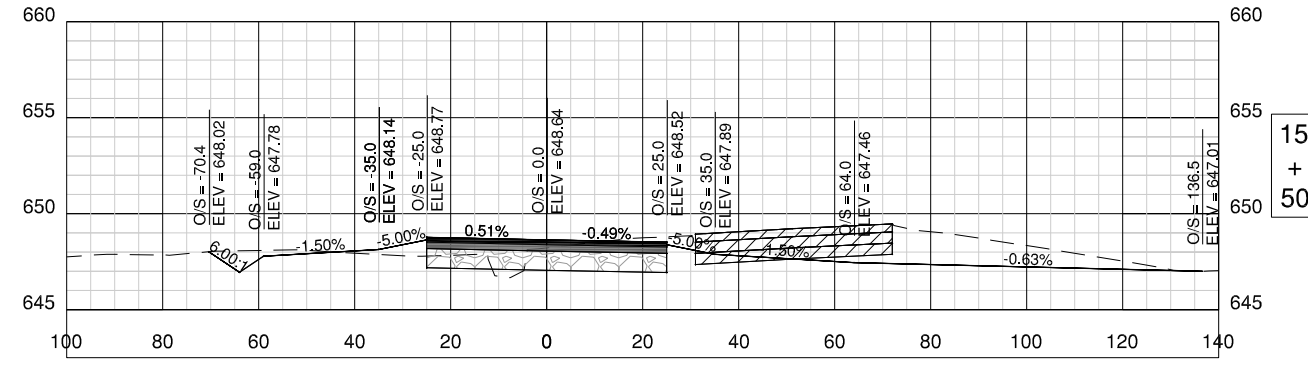
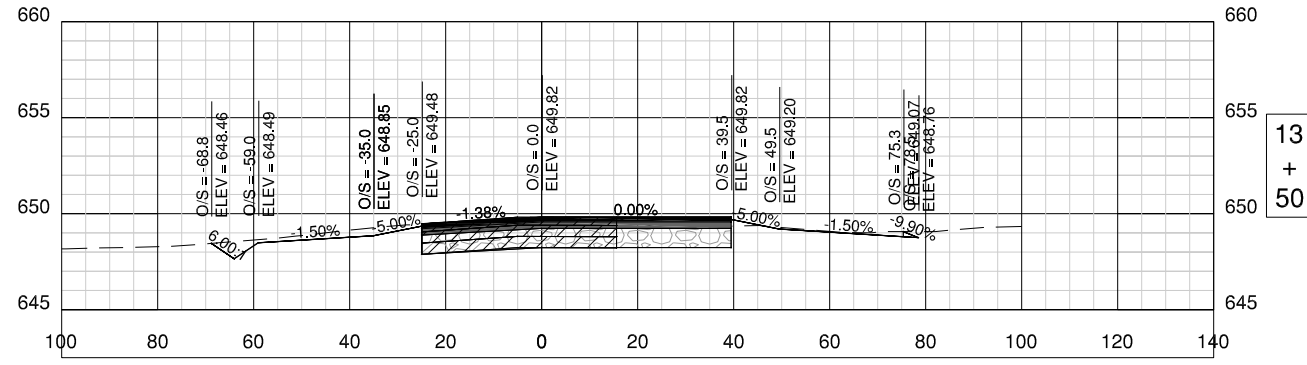
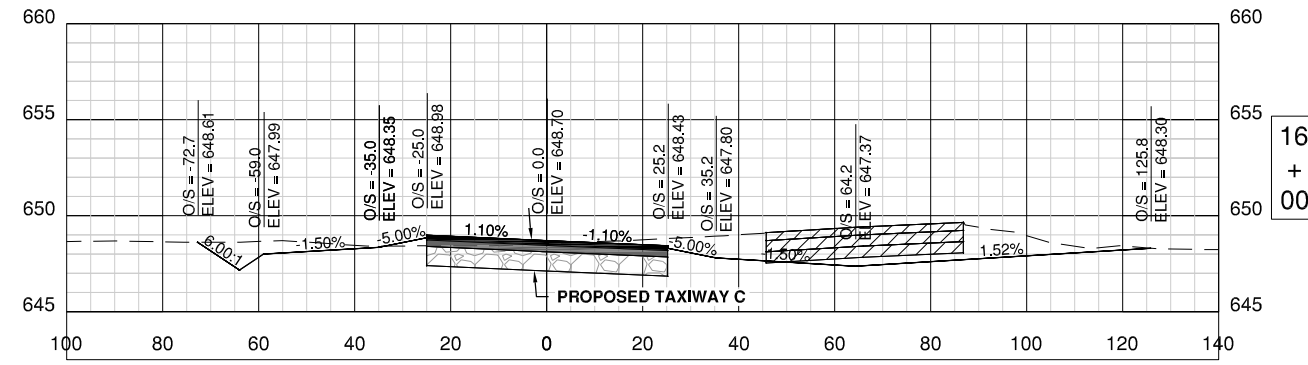
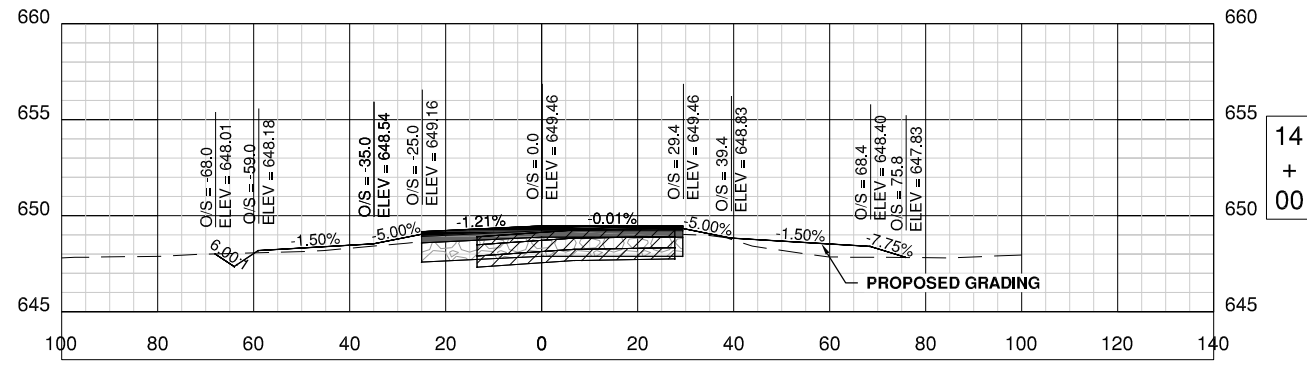
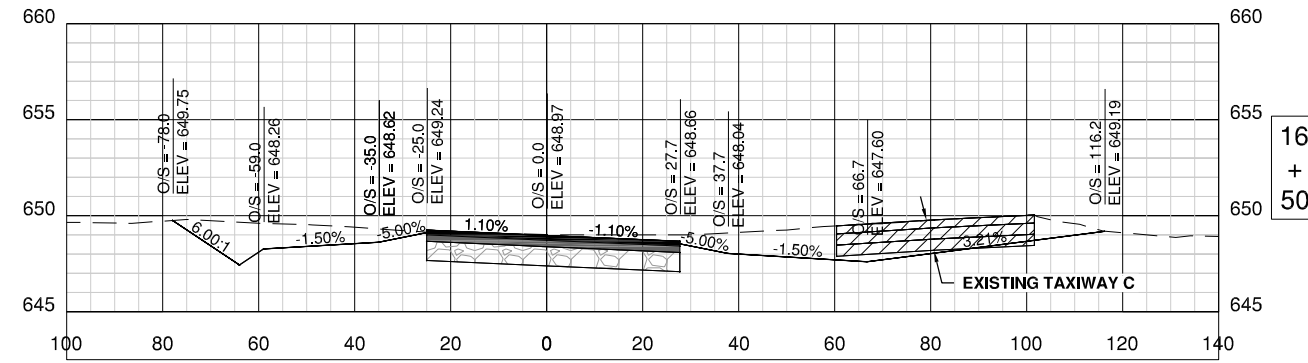
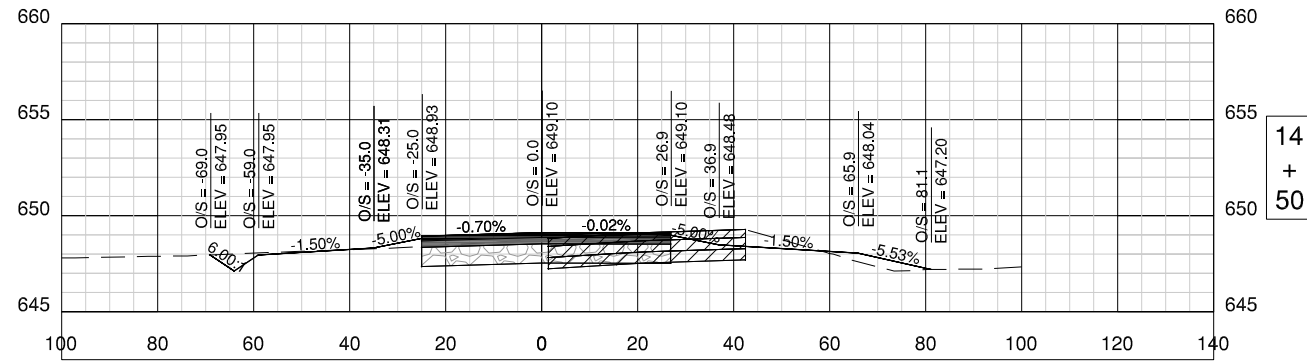
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 VERMILION REGIONAL AIRPORT AUTHORITY
 DANVILLE, ILLINOIS**

**RELOCATE TAXIWAY C AND WIDEN FILLETS
 TAXIWAY C CROSS SECTIONS 1**

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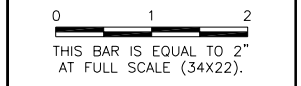
CMT
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DESIGN BY:	AJB
DRAWN BY:	CMT
CHECKED BY:	TJH
APPROVED BY:	CET
DATE:	JANUARY 3, 2014
JOB No:	120420100
IL PROJ. NO.	DNV-4229
SBG PROJ. NO.	3-17-SBGP-XX
SHEET	25 OF 27 SHEETS



VE048

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**VERMILION REGIONAL AIRPORT
 VERMILION REGIONAL AIRPORT AUTHORITY
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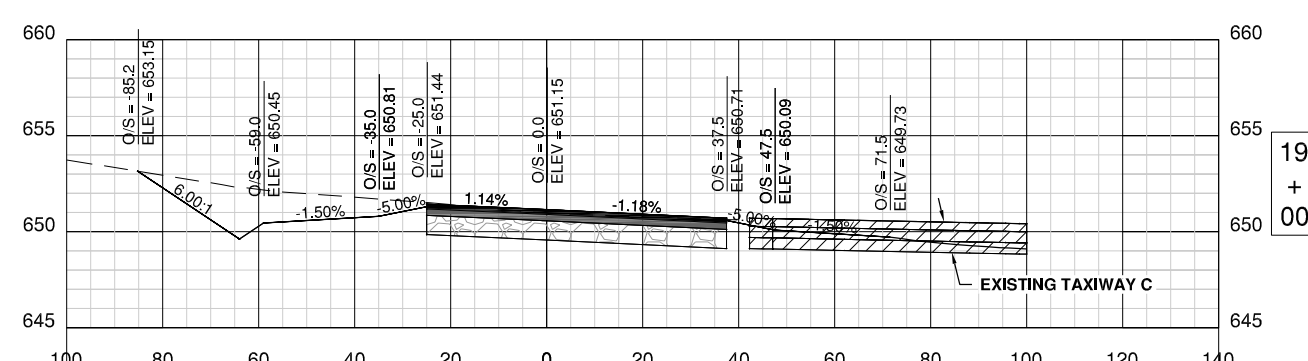
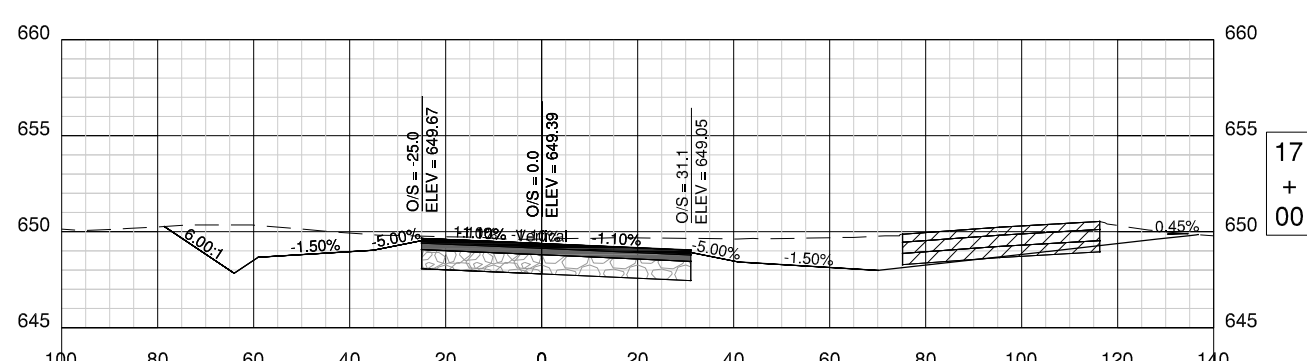
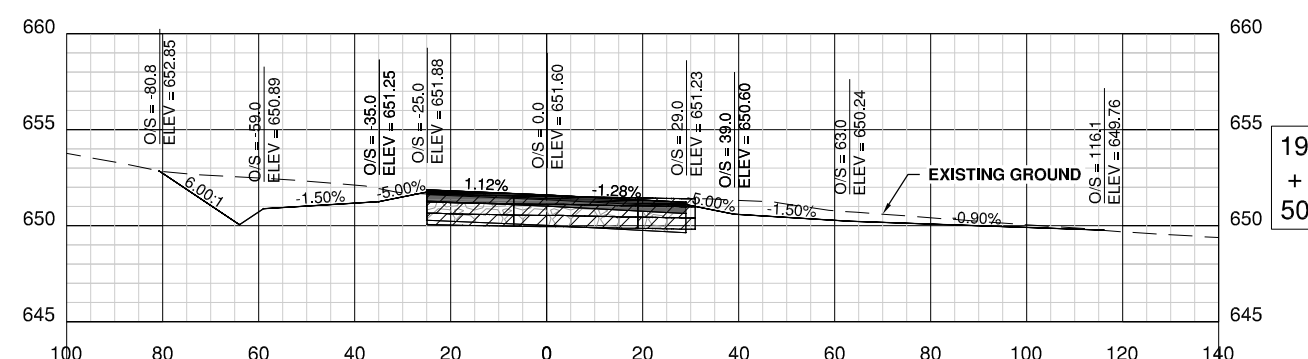
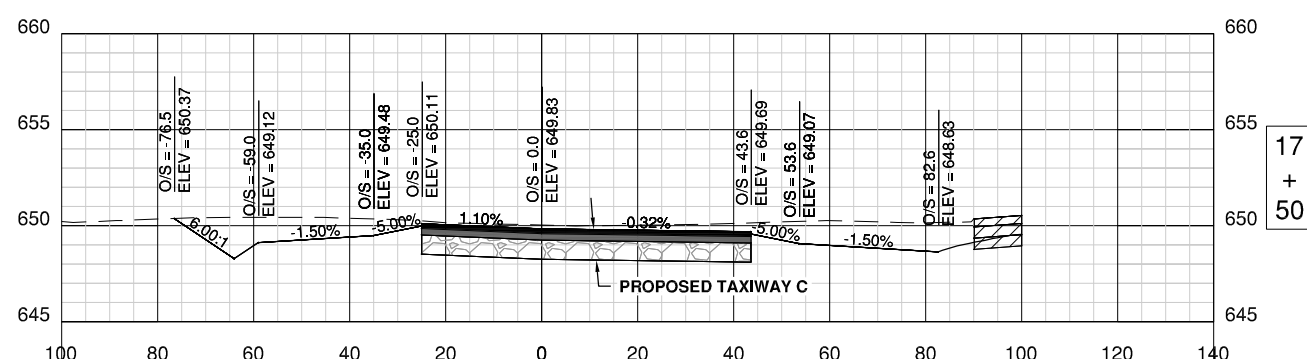
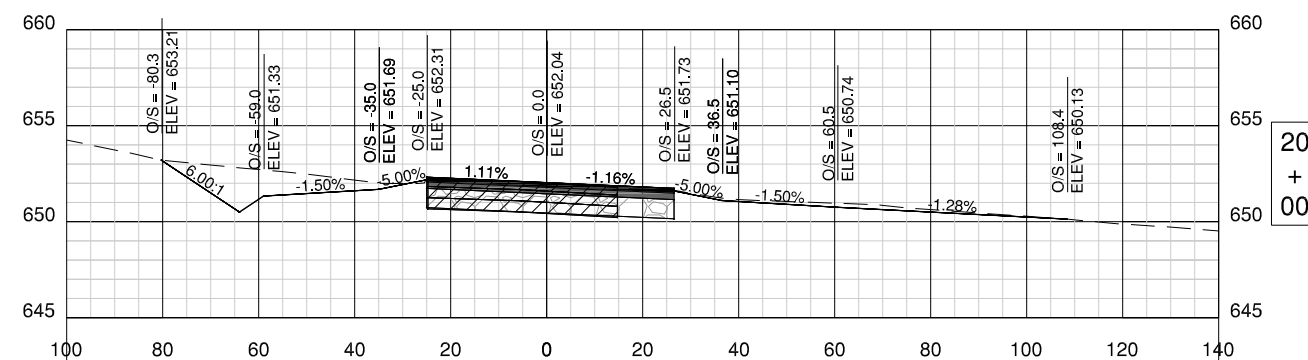
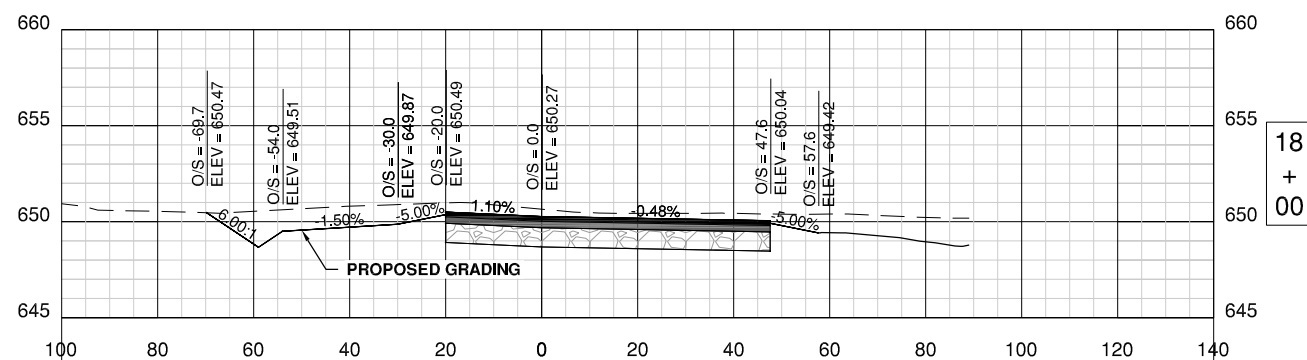
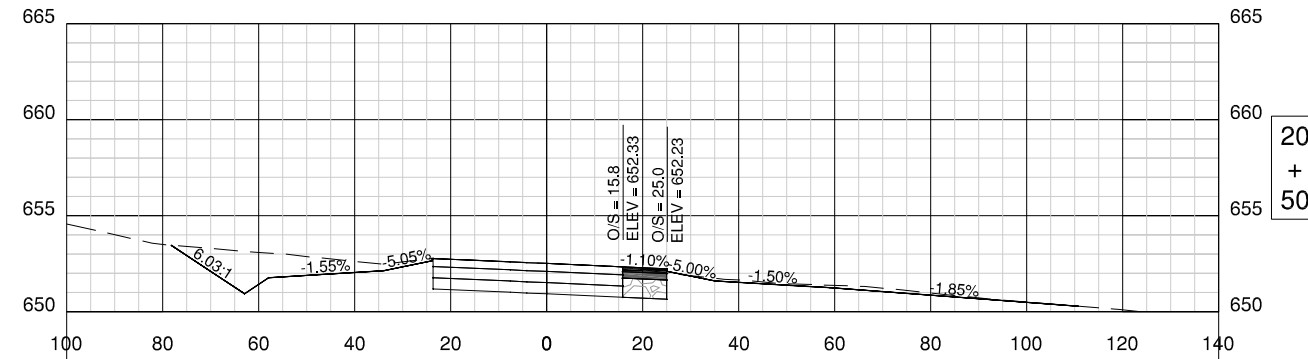
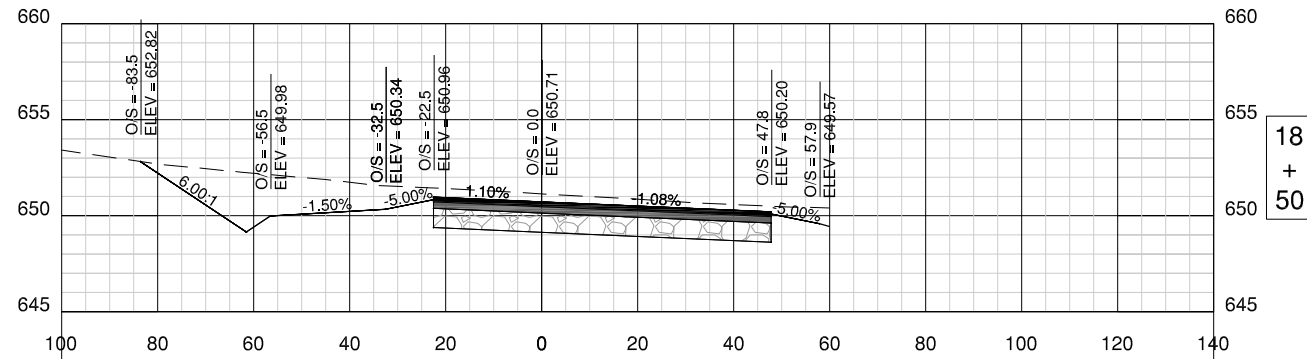
**RELOCATE TAXIWAY C AND WIDEN FILLETS
 TAXIWAY C CROSS SECTIONS 2**

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SBG PROJ. NO.	3-17-SBGP-XX
SHEET	26 OF 27 SHEETS



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

VERMILION REGIONAL AIRPORT
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RELOCATE TAXIWAY C AND WIDEN FILLETS
 TAXIWAY C CROSS SECTIONS 3

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