

CONSTRUCTION PLANS FOR INGERSOLL AIRPORT

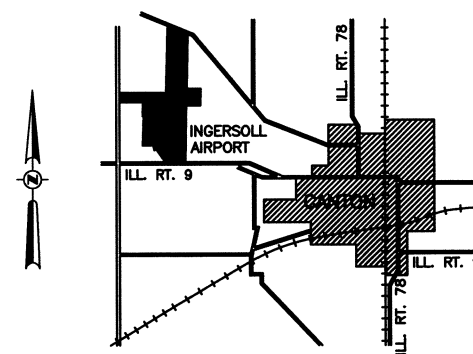
CANTON, FULTON COUNTY, ILLINOIS

REHABILITATE TAXIWAYS B & G AND T-HANGAR PAVEMENT

SUMMARY OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	AS BID QUANTITY	AS BUILT QUANTITY
AR150530	TRAFFIC MAINTENANCE	L. SUM	1	
AR152480	SHOULDER ADJUSTMENT	SQ. YD.	1,198	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	110	
AR209650	AGGREGATE BASE PREPARATION	SQ. YD.	2,864	
AR209655	AGGREGATE BASE REMOVAL	SQ. YD.	287	
AR401110	PAVEMENT PREPARATION	L. SUM	1	
AR401613	BIT. SURF. CSE.-METHOD I, SUPERPAVE	TON	1,415	
AR401620	BIT. SURFACE COURSE, LEVELING	TON	464	
AR401650	BITUMINOUS PAVEMENT MILLING	SQ. YD.	2,864	
AR401655	BUTT JOINT CONSTRUCTION	SQ. YD.	706	
AR401661	BITUMINOUS CRACK SEALING	LIN. FT.	6,000	
AR401662	SURFACE COURSE CRACK REPAIR	SQ. YD.	160	
AR602510	BITUMINOUS PRIME COAT	GAL.	1,003	
AR603510	BITUMINOUS TACK COAT	GAL.	1,205	
AR620520	PAVEMENT MARKING-WATERBORNE	SQ. FT.	3,294	
AR620525	PAVEMENT MARKING-BLACK BORDER	SQ. FT.	396	
AR751411	INLET-TYPE A	EACH	1	
AR751903	REMOVE MANHOLE	EACH	1	

ILLINOIS PROJECT NO. CTK-4406
SBG PROJECT NO. 3-17-SBGP-105

JANUARY 30, 2015



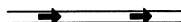


VICINITY MAP

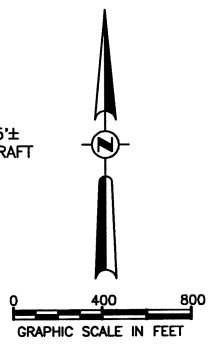
INDEX TO SHEETS	
NO.	DESCRIPTION
1	COVER SHEET
2	IMPROVEMENT AND SAFETY PLAN
3	TYPICAL SECTION AND SPECIAL DETAILS
4	TYPICAL SECTIONS FOR T-HANGAR ACCESS PAVEMENT
5	TAXIWAYS LAYOUT PLAN
6	TAXIWAYS MARKING PLAN
7	T-HANGAR PAVEMENT LAYOUT AND ELEVATIONS
8	STANDARD DRAWINGS

	PLANS PREPARED BY :	CANTON PARK DISTRICT
	HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	APPROVED <i>Will R. Burr</i> PRESIDENT DATE <i>January 20, 2015</i>
ENGINEER'S SEAL	SUBMITTED <i>Gay L. Hutchison</i> DATE <i>January 14, 2015</i>	APPROVED <i>Barry C. Whit</i> SECRETARY DATE <i>January 20th, 2015</i>

CRITICAL POINTS			
NO.	LATITUDE	LONGITUDE	ELEVATION
CP-1	40° 34' 13.24"	90° 04' 31.38"	678.2
CP-2	40° 34' 04.35"	90° 04' 29.03"	673.3
CP-3	40° 33' 59.80"	90° 04' 38.87"	672.4
CP-4	40° 33' 58.99"	90° 04' 37.60"	669.8
CP-5	40° 34' 15.74"	90° 04' 26.13"	680.1
CP-6	40° 34' 14.52"	90° 04' 23.57"	679.6
CP-7	40° 34' 13.27"	90° 04' 26.20"	679.4
CP-8	40° 34' 14.49"	90° 04' 28.75"	679.6

LEGEND

-  CONTRACTOR'S ACCESS ROUTE
-  REHABILITATE TAXIWAYS B & G AND T-HANGAR PAVEMENT
-  LOCATION OF LIGHTED BARRICADES @15'± CTRS. TO CLOSE A PAVEMENT TO AIRCRAFT



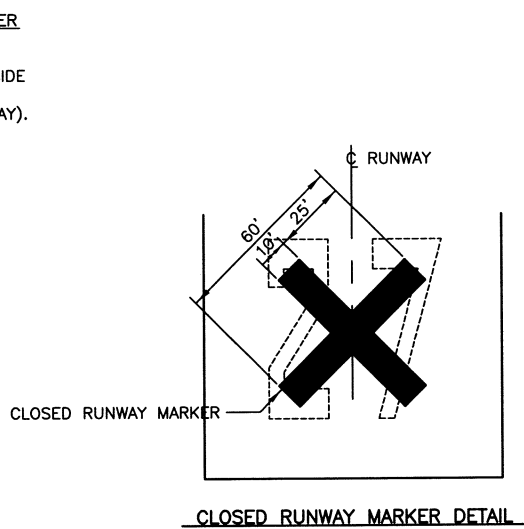
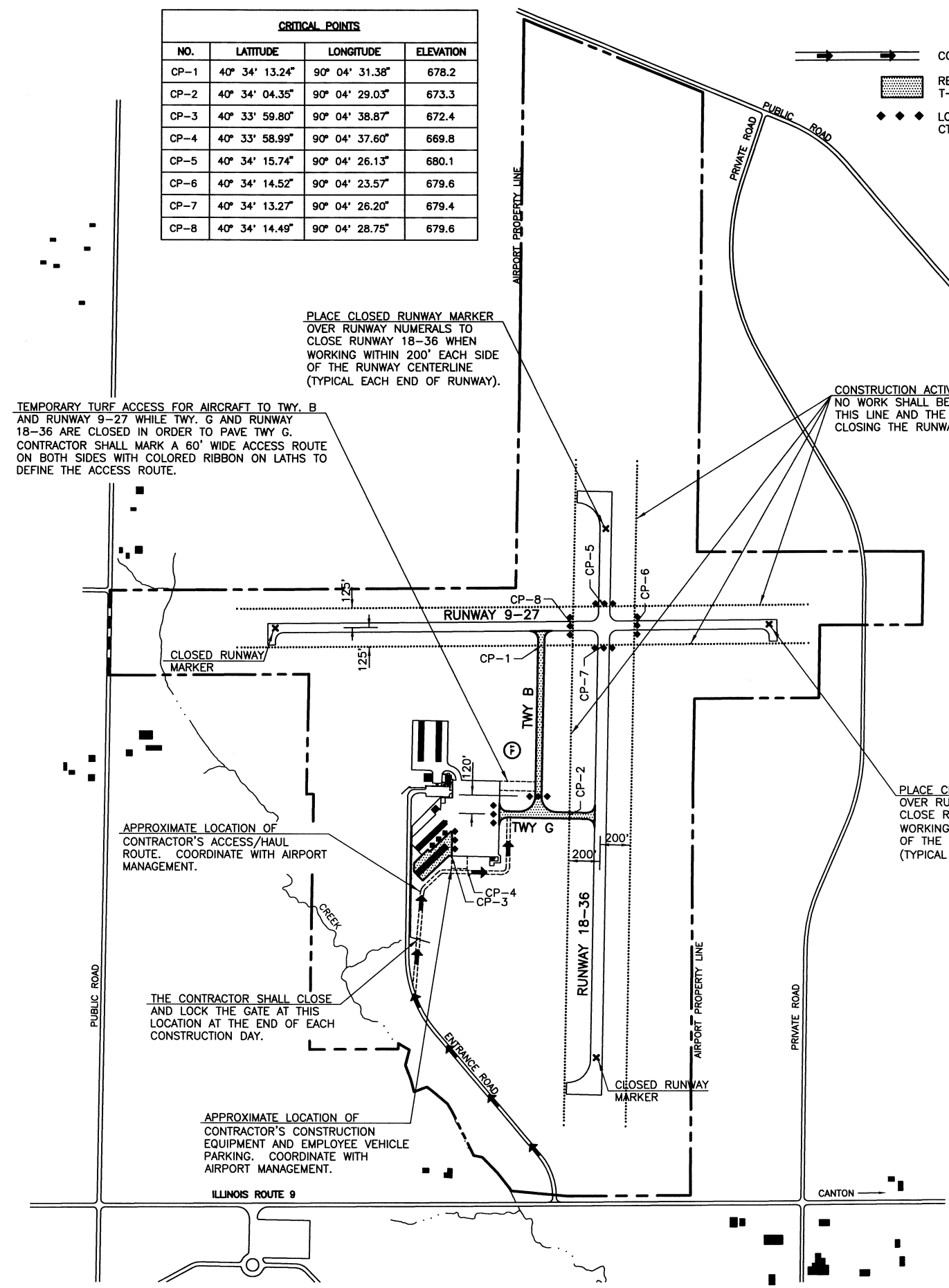
CONSTRUCTION PROCEDURE NOTES

1. ALL CONTRACTOR EMPLOYEES WILL PARK THEIR PERSONAL VEHICLES IN THE AREA DESIGNATED BY THE AIRPORT MANAGER FOR USE AS A VEHICLE PARKING AREA. THE CONTRACTOR WILL BE RESPONSIBLE FOR TRANSPORTING EMPLOYEES TO THE PROPOSED CONSTRUCTION SITE. ONLY AUTHORIZED CONTRACTOR VEHICLES WILL BE ALLOWED ON THE AIR OPERATIONS AREA OF THE AIRPORT AND ON THE CONSTRUCTION SITE.
2. THE CONTRACTOR SHALL FURNISH ALL EMPLOYEES WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THEM AS BEING PART OF THE CONSTRUCTION CREW.
3. FLAGS WILL BE REQUIRED ON ALL CONTRACTOR'S VEHICLES AND EQUIPMENT USED ON THE AIRPORT OPERATIONS AREA AND CONSTRUCTION SITE. THE FLAGS SHALL BE THREE (3) FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE) DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.
4. THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND EQUIPMENT STORAGE AREA SHOWN ON THIS SHEET. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE DESIGNATED HAUL ROUTE AND EQUIPMENT STORAGE AREA FOR THE DURATION OF THE PROJECT. ANY DAMAGE TO EXISTING PAVEMENTS USED TO HAUL MATERIAL TO THE CONSTRUCTION SITE WILL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE AIRPORT MANAGER AND THE RESIDENT ENGINEER.
5. CONSTRUCTION ACTIVITY CONTROL AND OPERATION AREA PROTECTION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR NO. 150/5370-2F.
6. THE MAXIMUM CONSTRUCTION EQUIPMENT HEIGHT UTILIZED ON THE AIRPORT FOR THIS PROJECT SHALL BE 20'.
7. THIS PROJECT CONSISTS OF WORK TO REHABILITATE TAXIWAYS B & G AND T-HANGAR PAVEMENT.
8. THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND.
9. THE EXISTING RUNWAY DESIGN CODE IS B-II FOR RUNWAY 18-36 AND IS B-1 FOR RUNWAY 9-27.
10. PHASE 1 - RUNWAY 9-27 AND TAXIWAY B FROM NORTH OF TAXIWAY G TO RUNWAY 9-27 SHALL BE CLOSED TO AIRCRAFT TRAFFIC WHILE WORK IS ACCOMPLISHED ON TAXIWAY B. PLACE BARRICADES AT CP-6 AND CP-8 ON RUNWAY 9-27 AND ON TAXIWAY B AT 120' NORTH OF THE TAXIWAY G CENTERLINE TO DENY AIRCRAFT ACCESS TO RUNWAY 9-27 AND TO TAXIWAY B. AIRCRAFT SHALL USE TAXIWAY G AND RUNWAY 18-36 DURING THIS PERIOD.
11. PHASE 2 - OPEN TAXIWAY B AND RUNWAY 9-27 TO AIRCRAFT TRAFFIC AND CLOSE TAXIWAY G AND RUNWAY 18-36. AIRCRAFT SHALL USE THE TEMPORARY TURF ACCESS FROM THE APRON TO TAXIWAY B AT 155' NORTH OF TAXIWAY B, THENCE NORTH ON TAXIWAY B TO RUNWAY 9-27. PLACE BARRICADES ON TAXIWAY B AT 120' NORTH OF THE TAXIWAY G CENTERLINE AND AT THE APRON/TAXIWAY G INTERSECTION. PLACE BARRICADES AT CP-5 AND CP-7 ON RUNWAY 18-36 TO DENY AIRCRAFT ACCESS TO RUNWAY 18-36. PERFORM THE WORK ON TAXIWAY G AND ITS INTERSECTION WITH TAXIWAY B.
12. UPON COMPLETION OF WORK ON TAXIWAY G, REMOVE BARRICADES FROM TAXIWAYS AND RUNWAY 18-36 AND OPEN THE TAXIWAYS AND RUNWAY 18-36 TO AIRCRAFT.
13. PRIOR TO BEGINNING THE T-HANGAR ACCESS PAVEMENT REHABILITATION, THE CONTRACTOR SHALL ADVISE THE AIRPORT MANAGEMENT OF THE DATE THAT WORK WILL BEGIN AND THE ANTICIPATED DURATION OF THE WORK. THE AIRPORT MANAGEMENT SHALL NOTIFY THE T-HANGAR TENANTS OF THE TIME PERIOD FOR THE T-HANGAR PAVEMENT CLOSURE AND THAT ACCESS TO AND FROM THE T-HANGAR WILL NOT BE AVAILABLE, SHOULD THE TENANTS DESIRE TO MOVE THEIR AIRCRAFT OUT OF THE T-HANGAR FOR THE DURATION OF THE WORK PERIOD.
14. PHASE 3 - PLACE BARRICADES AROUND THE T-HANGAR ACCESS PAVEMENT TO BE REHABILITATED AND PERFORM THE CONSTRUCTION WORK. UPON COMPLETION, REMOVE THE BARRICADES. SCHEDULE THE T-HANGAR PAVEMENT WORK SO AS TO MAINTAIN CONTINUOUS CONSTRUCTION IN THIS AREA FROM START TO FINISH.
15. THE CONTRACTOR SHALL GIVE THE AIRPORT MANAGEMENT THREE DAYS NOTICE PRIOR TO STARTING ANY CONSTRUCTION WHICH WOULD NECESSITATE CLOSURE OF RUNWAYS, TAXIWAYS, AND T-HANGAR PAVEMENT. AIRPORT MANAGEMENT SHALL GIVE PROPER NOTICE (NOTAMS) TO THE NEAREST FAA FLIGHT SERVICE STATION PRIOR TO THE START OF CONSTRUCTION AND CLOSURE OF RUNWAYS, TAXIWAYS, AND T-HANGAR PAVEMENT.

GENERAL NOTES

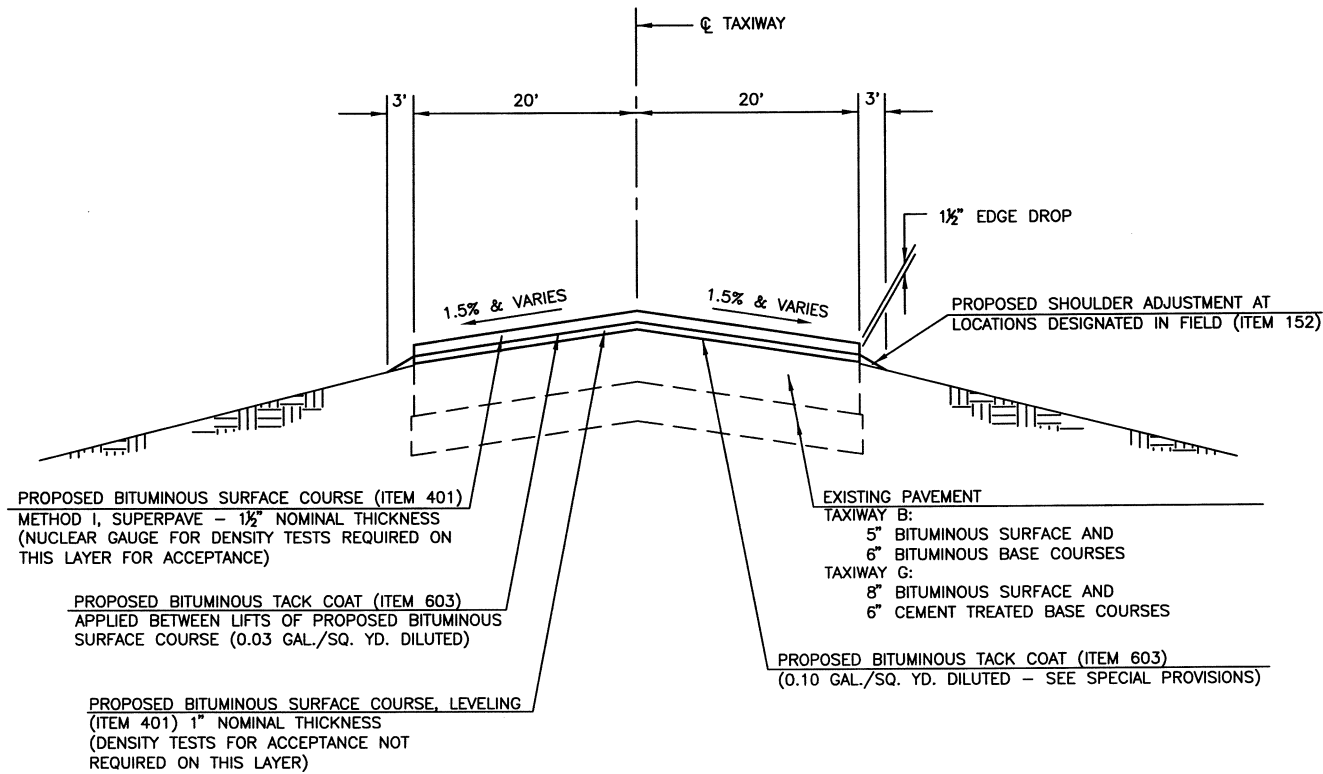
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS. PRIOR TO STARTING WORK, THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS) PHONE 1-800-892-0123 OR 811 TO ARRANGE FOR LOCATION OF UTILITIES IN THE WORK AREA. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK.

COUNTY - FULTON
 CITY - CANTON
 TOWNSHIP - T. 7 N., R. 4 E. 4th P.M. (CANTON)
 SECTION NO. - 20 & 29



1. CLOSED RUNWAY MARKER SHALL BE YELLOW IN COLOR.
2. CLOSED RUNWAY MARKER SHALL BE PAINTED PLYWOOD, PLASTIC OR FABRIC SHEETING WEIGHTED DOWN WITH SANDBAGS, OR OTHER APPROVED MATERIALS ACCEPTABLE TO THE ENGINEER.
3. CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE RESIDENT ENGINEER.
4. THE COST OF FURNISHING, PLACING, MAINTAINING, AND REMOVING CLOSED RUNWAY MARKERS SHALL BE PAID FOR UNDER ITEM AR150530 TRAFFIC MAINTENANCE.

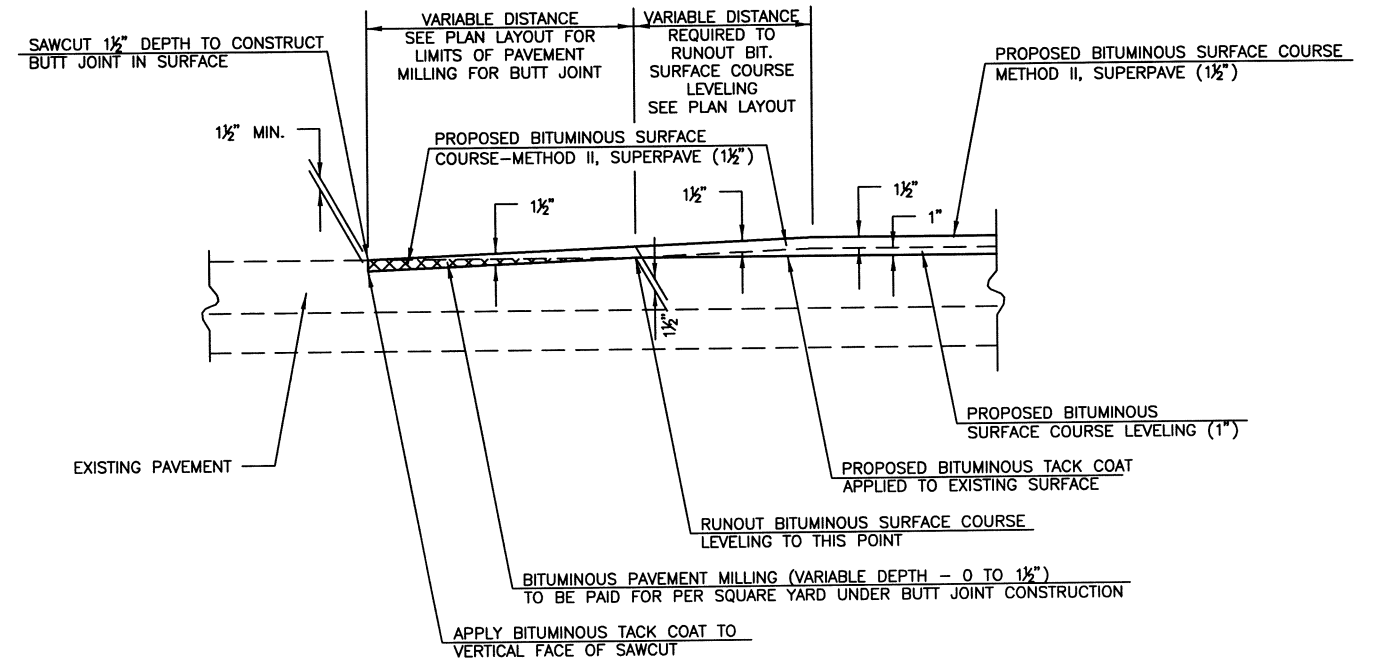
INGERSOLL AIRPORT CANTON, ILLINOIS	
IMPROVEMENT AND SAFETY PLAN	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
DRAWN BY: R.L.R. DATE: JANUARY, 2015	ILL. PROJ. NO. CTK-4406 SBG PROJ. NO. 3-17-SBGP-105



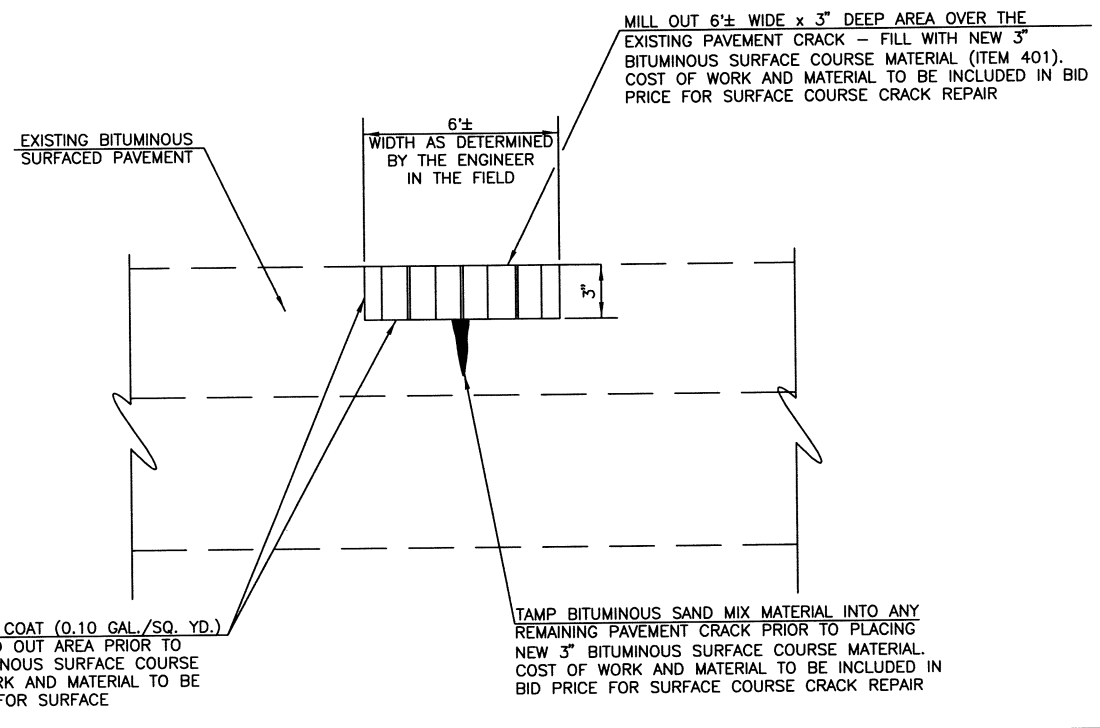
TAXIWAY TYPICAL SECTION
TAXIWAYS B AND G
NOT TO SCALE

GENERAL NOTES

- OPEN PAVING JOINTS AND/OR CRACKS IN THE EXISTING SURFACE OF THE PAVEMENT OVER 3/8" IN WIDTH SHALL BE DESIGNATED BY THE PROJECT ENGINEER IN THE FIELD TO BE REPAIRED PRIOR TO PLACING THE BITUMINOUS SURFACE COURSE. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR BITUMINOUS CRACK SEALING OR SURFACE COURSE CRACK REPAIR AT THE LOCATIONS SHOWN IN THESE PLANS.
- THE AS BID QUANTITIES FOR CRACK SEALING HAVE BEEN ESTIMATED BY MEASURING CRACK SEALING IN SELECTED REPRESENTATIVE LOCATIONS ON THE PAVEMENT. THESE QUANTITIES MAY BE INCREASED OR REDUCED AT THE TIME OF CONSTRUCTION BASED UPON THE CRACK WORK THAT IS MARKED OUT BY THE RESIDENT ENGINEER AFTER FIELD INSPECTION OF THE PAVEMENT CRACKS.
- ANY SOD WHICH HAS ENCRONCHED UPON THE PAVEMENT EDGE SHALL BE BLADED BACK PRIOR TO THE PROPOSED BITUMINOUS SURFACE COURSE APPLICATION. THE ENTIRE PAVEMENT SURFACE SHALL BE SWEEPED TO REMOVE ALL LOOSE MATERIALS BEFORE THE APPLICATION OF BITUMINOUS TACK COAT. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR PAVEMENT PREPARATION.
- ANY DAMAGE TO THE EXISTING SOD BEYOND THE EDGE OF PAVEMENT RESULTING FROM THE BLADING OF THE SOD OFF THE PAVEMENT SURFACE SHALL BE FILLED WITH DIRT, GRADED, FERTILIZED AND SEEDED TO RESTORE THE SOD SHOULDERS TO THEIR ORIGINAL CONDITION. A 3:1:2 RATIO FERTILIZER SHALL BE USED APPLIED AT A RATE OF 1 POUND OF FERTILIZER PER EACH 160 SQUARE FEET OF DISTURBED OR RESEEDING AREA. SEED USED SHALL BE A FESCUE AND RYEGRASS MIXTURE, APPLIED AT THE RATE OF 1 POUND OF PURE LIVE SEED PER EACH 218 SQUARE FEET OF RESEEDING AREA. SEED AND FERTILIZER SHALL BE IN ACCORDANCE WITH ITEM 901 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCIDENTAL TO PAVEMENT PREPARATION.
- A BITUMINOUS TACK COAT SHALL BE APPLIED TO THE EXISTING PAVEMENT PRIOR TO PLACING THE BITUMINOUS SURFACE COURSE. THE APPLICATION RATE SHOWN ON THE TYPICAL SECTION WAS USED TO CALCULATE THE PLAN QUANTITY. THE EXACT AMOUNT OF BITUMINOUS TACK COAT TO BE USED SHALL BE DETERMINED BY THE PROJECT ENGINEER AT THE TIME OF CONSTRUCTION.
- THE BITUMINOUS SURFACE COURSE SHALL BE ABUTTED TO THE EXISTING PAVEMENT AT INTERSECTING PAVEMENTS AS SHOWN ON THE BITUMINOUS BUTT JOINT DETAIL. THE EXISTING PAVEMENT CONFINED WITHIN THE BITUMINOUS PAVEMENT MILLING AREA WILL BE REMOVED IN ACCORDANCE WITH THE DETAIL FROM 0 TO 1 1/2" DEPTH AT THE BUTT JOINT LOCATION. FILLING OF THE MILLED AREA WILL BE MADE USING BITUMINOUS SURFACE COURSE MIX AND WILL BE PAID FOR PER TON FOR BITUMINOUS SURFACE COURSE - METHOD I, SUPERPAVE.
- AT LOCATIONS WHERE THE EDGE DROP FROM THE FINISHED SURFACE TO THE EXISTING TURF SHOULDER EXCEEDS 1 1/2", THE SHOULDER SHALL BE ADJUSTED AS SHOWN IN THE TYPICAL SECTION USING SOIL OBTAINED OFF SITE THAT IS FREE OF HEAVY SOD, DECAYED VEGETATIVE MATTER, RUBBISH, AGGREGATE AND OTHER UNSUITABLE MATERIAL. THE SHOULDER ADJUSTMENT AREAS SHALL BE FERTILIZED AND SEEDED AND THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR SHOULDER ADJUSTMENT.
- ALL AREAS DISTURBED BY THE CONTRACTOR INCLUDING THE CONTRACTOR'S PARKING AREA, HAUL ROADS, ETC. SHALL BE REGRADED AND RESEEDED AND/OR RESTORED TO THEIR ORIGINAL CONDITION. THIS RESTORATION SHALL BE ACCOMPLISHED BY THE CONTRACTOR AT HIS OWN EXPENSE UPON COMPLETION OF THIS IMPROVEMENT PROJECT.

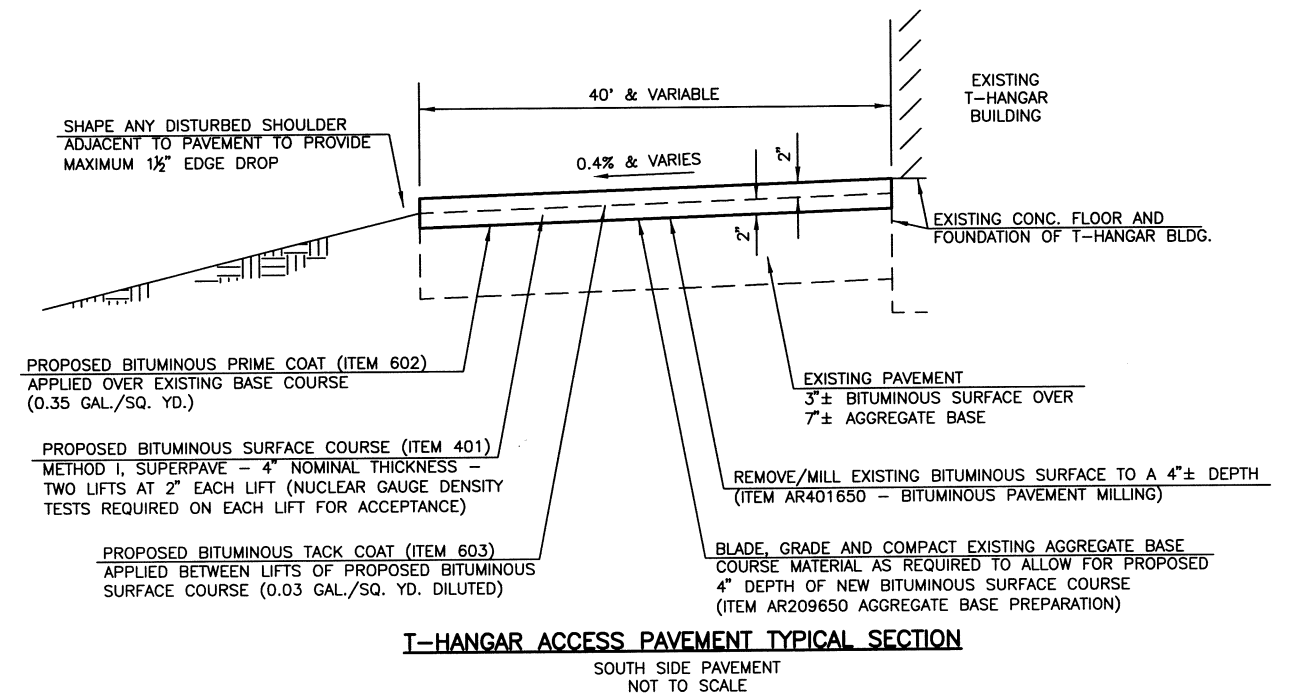
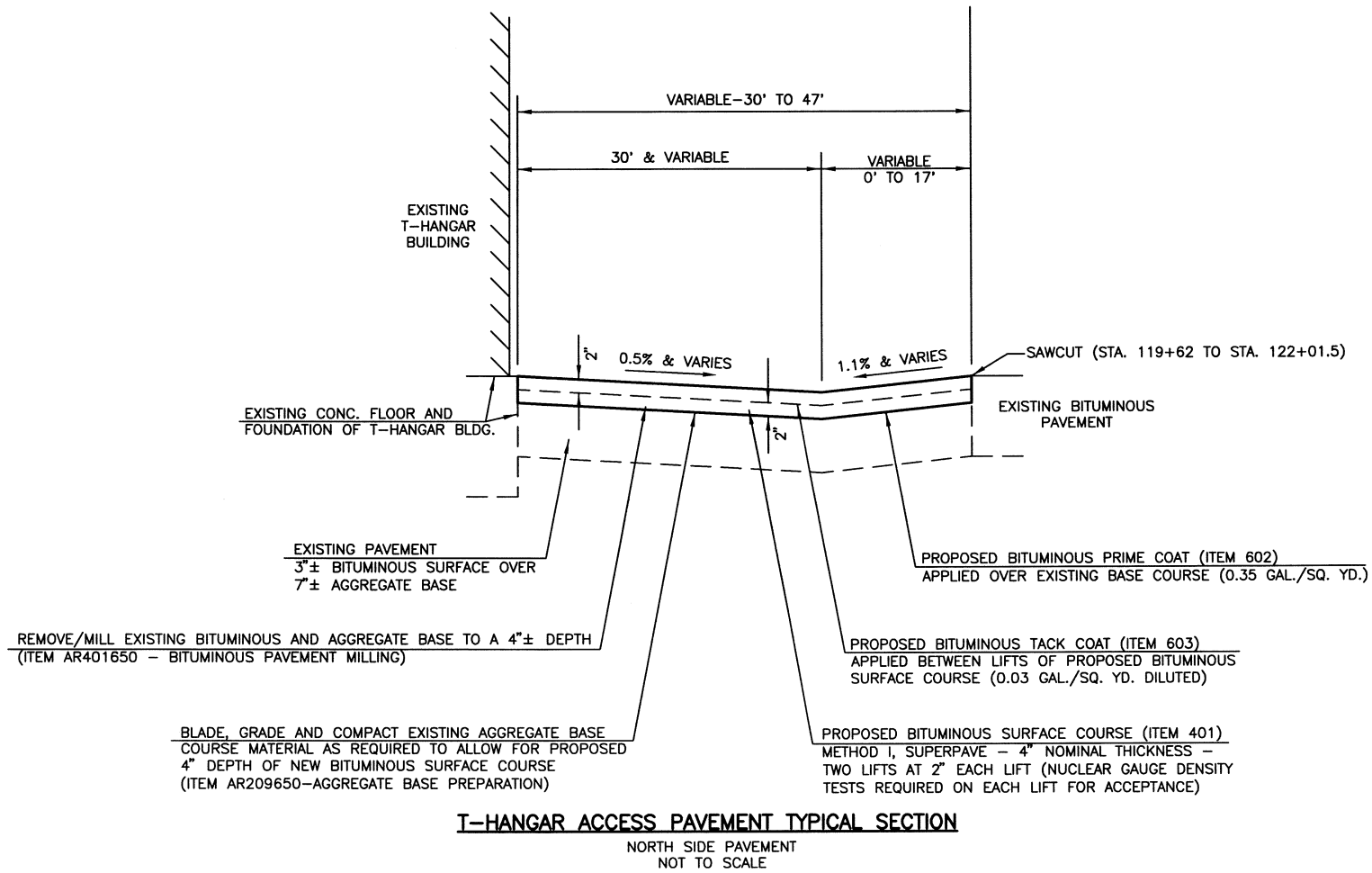


BITUMINOUS BUTT JOINT CONSTRUCTION DETAIL
NOT TO SCALE

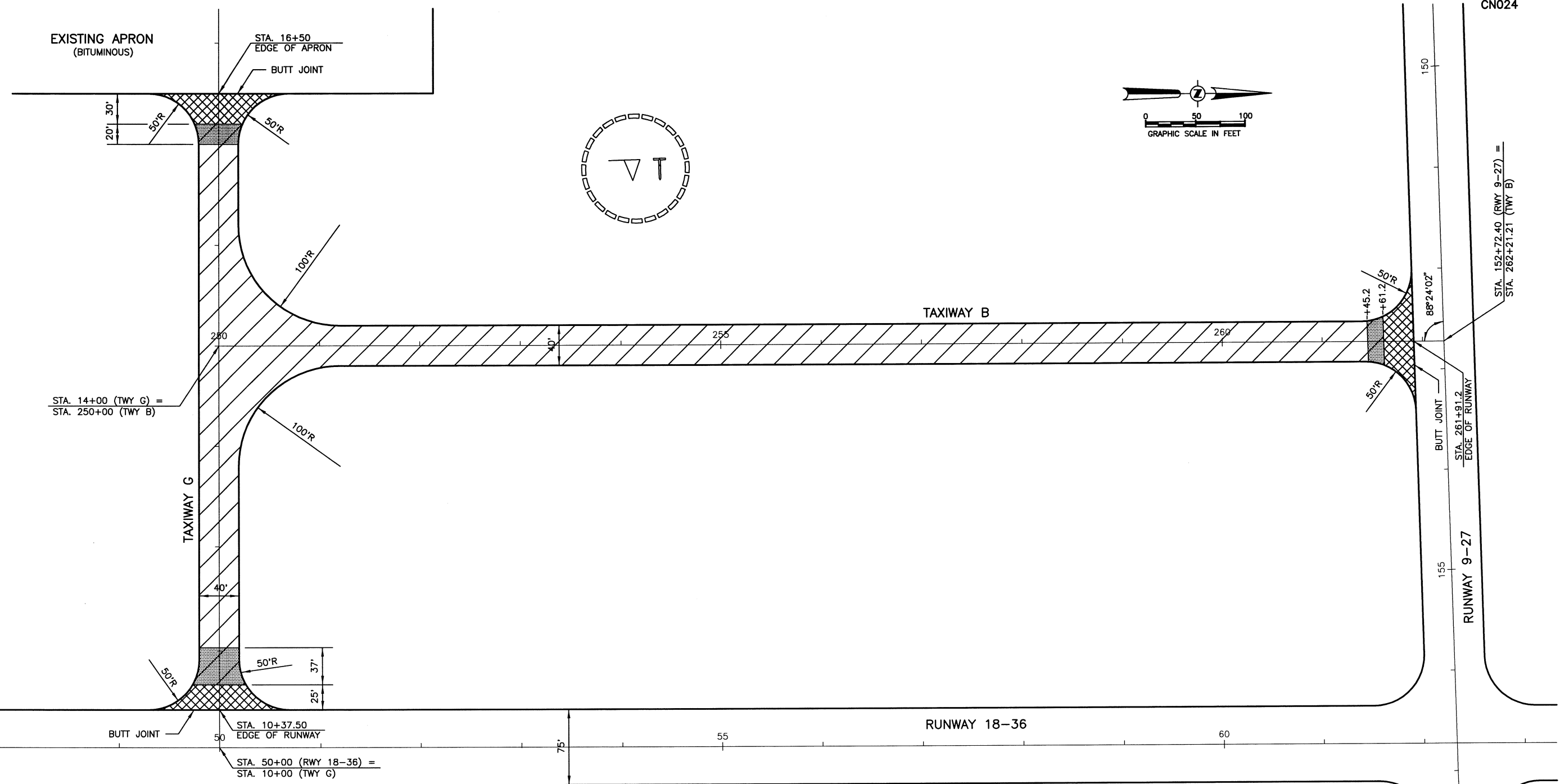


SURFACE COURSE CRACK REPAIR DETAIL
SECTION VIEW
NOT TO SCALE

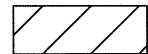
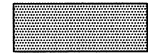

INGERSOLL AIRPORT CANTON, ILLINOIS	
TYPICAL SECTION AND SPECIAL DETAILS	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
DRAWN BY: R.L.R.	ILL. PROJ. NO. CTK-4406
DATE: JANUARY, 2015	SBG PROJ. NO. 3-17-SBGP-105



INGERSOLL AIRPORT CANTON, ILLINOIS	
TYPICAL SECTIONS FOR T-HANGAR ACCESS PAVEMENT	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
DRAWN BY: R.L.R. DATE: JANUARY, 2015	ILL. PROJ. NO. CTK-4406 SBG PROJ. NO. 3-17-SBGP-105



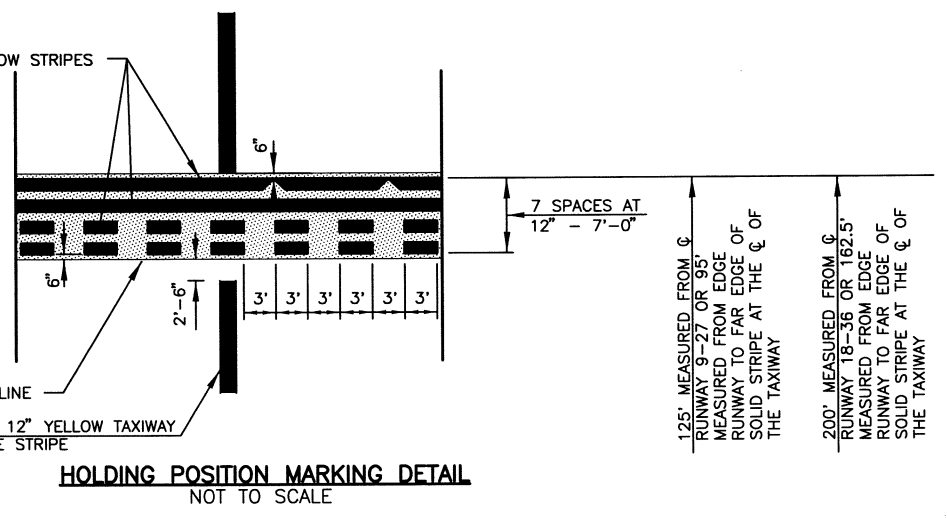
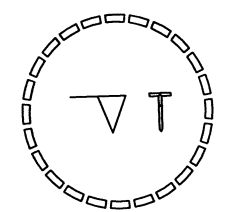
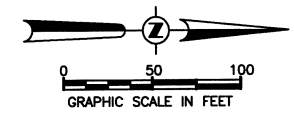
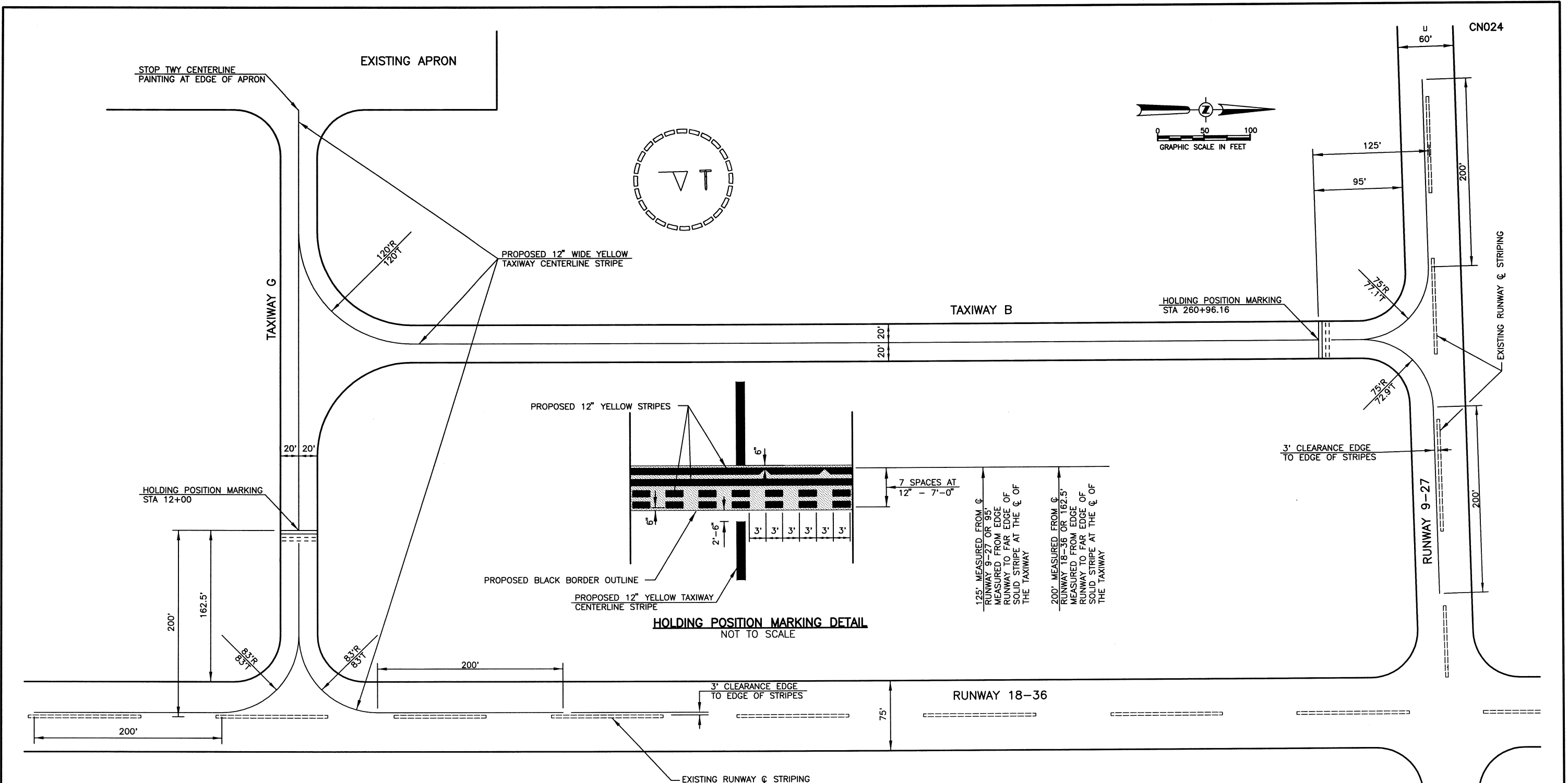
LEGEND

-  BITUMINOUS SURFACE COURSE - 1 1/2" & BIT. SURFACE COURSE, LEVELING - 1"
-  BITUMINOUS SURFACE COURSE LEVELING RUNOUT AREA 1" TO 0"
-  BUTT JOINT CONSTRUCTION AREA (MILLING 0" TO 1 1/2" AT BUTT JOINT)

SURFACE COURSE CRACK REPAIR

- LT & RT STA. 252+79 (TWY. B) = 26.7 SQ. YD.
 - LT & RT STA. 253+83 (TWY. B) = 26.7 SQ. YD.
 - LT & RT STA. 254+96 (TWY. B) = 26.6 SQ. YD.
 - LT & RT STA. 256+35 (TWY. B) = 26.7 SQ. YD.
 - LT & RT STA. 257+78 (TWY. B) = 26.7 SQ. YD.
 - LT & RT STA. 259+11 (TWY. B) = 26.6 SQ. YD.
- TOTAL THIS SHEET = 160.0 SQ. YD.

INGERSOLL AIRPORT CANTON, ILLINOIS	
TAXIWAYS LAYOUT PLAN	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
DRAWN BY: R.L.R. DATE: JANUARY, 2015	ILL. PROJ. NO. CTK-4406 SBG PROJ. NO. 3-17-SBGP-105



MARKING SUMMARY

DESCRIPTION	UNIT AREA SQ. FT.	NUMBER REQ'D	YELLOW PAINT SQ. FT.	BLACK PAINT SQ. FT.
HOLDING POSITION MARKING (TWY B)	122-YELLOW 198-BLACK	1	122	198
HOLDING POSITION MARKING (TWY G)	122-YELLOW 198-BLACK	1	122	198
TAXIWAY CENTERLINE STRIPES (TWY B)			1,837	
TAXIWAY CENTERLINE STRIPES (TWY G)			1,213	
TOTALS			3,294	396

NOTES

- ALL TAXIWAY MARKING SHALL BE SOLID MARKING AND YELLOW IN COLOR. HOLDING POSITION MARKING SHALL BE OUTLINED WITH A BLACK BORDER.
- ALL PAVEMENT MARKING SHALL CONSIST OF TWO APPLICATIONS OF PAINT AND ONE APPLICATION OF GLASS BEADS (REFLECTIVE MEDIA). BLACK OUTLINE MARKINGS WILL NOT REQUIRE THE APPLICATION OF GLASS BEADS. SEE THE SPECIAL PROVISIONS FOR THE APPLICATION RATES.

INGERSOLL AIRPORT
CANTON, ILLINOIS

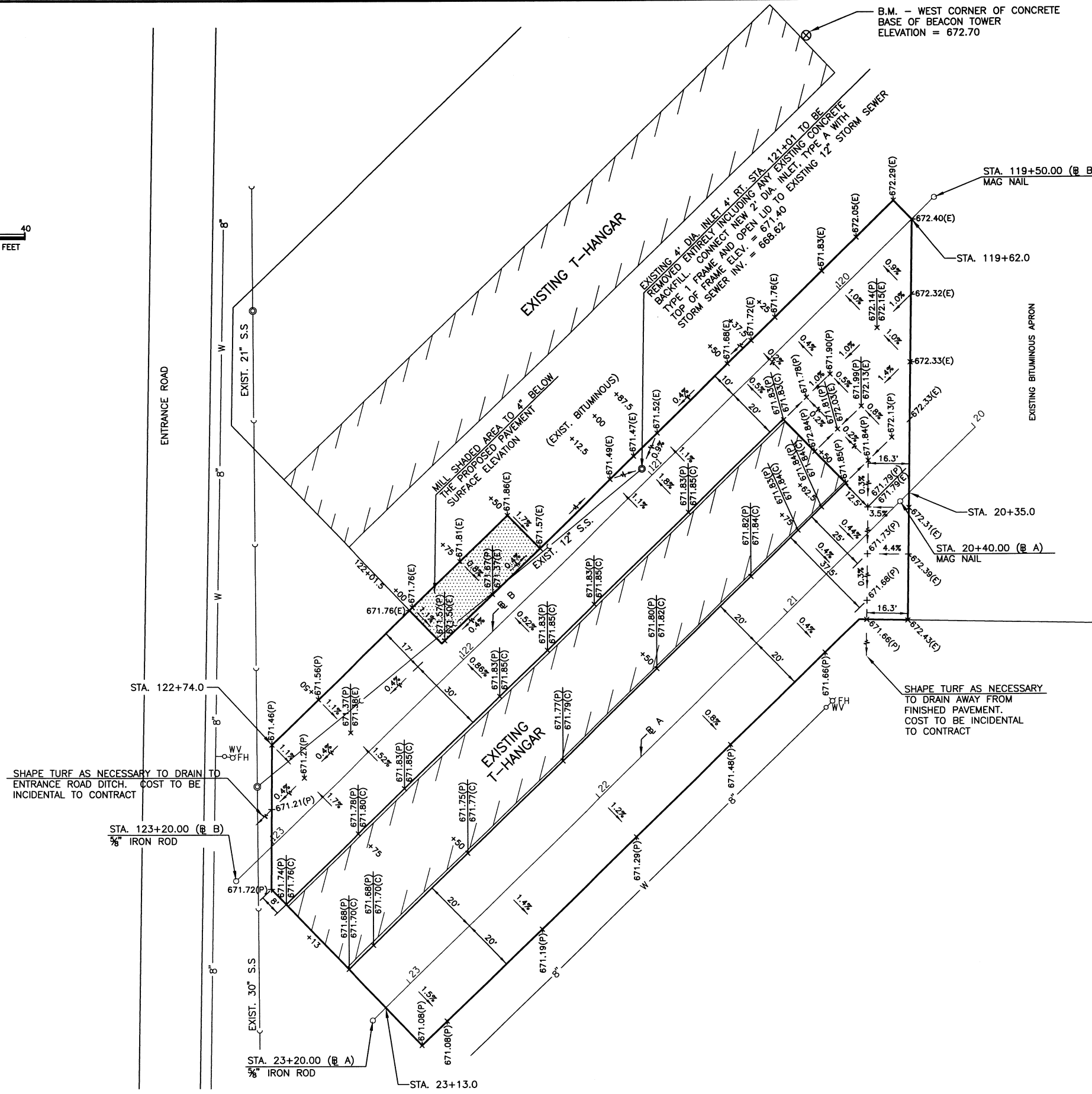
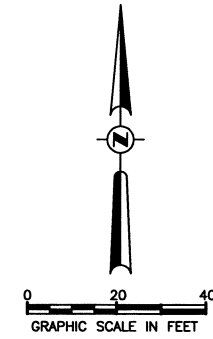
**TAXIWAYS
MARKING PLAN**

HUTCHISON ENGINEERING, INC.
JACKSONVILLE, ILLINOIS

DRAWN BY: R.L.R. ILL. PROJ. NO. CTK-4406
DATE: JANUARY, 2015 SBG PROJ. NO. 3-17-SBGP-105

GENERAL NOTES

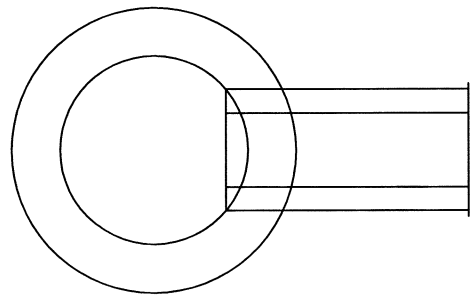
- ELEVATIONS SHOWN FOLLOWED BY (P) ARE TOP OF FINISHED PAVEMENT SURFACE ELEVATIONS. (E) SHOWN AFTER AN ELEVATION DENOTES AN EXISTING ELEVATION. (C) SHOWN AFTER AN ELEVATION DENOTES A TOP OF CONCRETE SURFACE ELEVATION.
- WHERE PROPOSED BITUMINOUS SURFACE ABUTS EXISTING PAVEMENT, THE EXISTING PAVEMENT SHALL BE CUT TO PRODUCE A STRAIGHT VERTICAL FACE TO ABUT THE PROPOSED SURFACE TO. PRIOR TO SURFACING, THE VERTICAL FACES OF ALL ABUTTING EXISTING PAVEMENT SHALL BE PAINTED WITH LIQUID ASPHALT. COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE EXISTING BITUMINOUS SURFACE AND EXISTING AGGREGATE BASE OF THE T-HANGAR ACCESS PAVEMENTS TO BE REHABILITATED UNDER THIS PROJECT SHALL BE MILLED TO A DEPTH OF 4 INCHES BELOW THE PROPOSED FINISHED PAVEMENT SURFACE ELEVATIONS TO ALLOW A MINIMUM OF 4 INCHES OF NEW BITUMINOUS SURFACE MATERIAL TO BE PLACED TO THE FINISHED PAVEMENT SURFACE ELEVATIONS SHOWN. THE MILLED BITUMINOUS SURFACE MATERIAL SHALL BE DEPOSITED AT A LOCATION ON THE AIRPORT THAT IS DESIGNATED BY THE AIRPORT MANAGEMENT FOR PICKUP AND USE BY THE CANTON PARK DISTRICT. REMOVED AGGREGATE BASE MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE AIRPORT SITE AT AN APPROVED SITE PROVIDED BY THE CONTRACTOR. THE COST OF THE MILLING, REMOVAL HAULING AND/OR DISPOSAL OF THE EXISTING BITUMINOUS SURFACE AND/OR AGGREGATE BASE SHALL BE INCLUDED IN THE COST OF THE BITUMINOUS PAVEMENT MILLING.
- AFTER PERFORMING THE BITUMINOUS PAVEMENT MILLING, THE EXPOSED AGGREGATE BASE SHALL BE BLADED, SHAPED AND ROLLED/COMPACTED AS REQUIRED TO PROVIDE FOR THE APPLICATION OF A 4" THICKNESS OF PROPOSED BITUMINOUS SURFACE. THIS WORK WILL BE PAID FOR AT THE UNIT BID PRICE FOR AGGREGATE BASE PREPARATION.
- IN LOCATIONS WHERE UNSTABLE EXISTING AGGREGATE BASE COURSE IS ENCOUNTERED REQUIRING REPAIR OF THE BASE, THE AREAS DESIGNATED BY THE RESIDENT ENGINEER SHALL BE EXCAVATED AND THE REMOVED MATERIAL DISPOSED OF. THE AREAS SHALL BE REPLACED WITH A SIX (6) INCH DEPTH OF NEW AGGREGATE BASE MATERIAL MEETING THE REQUIREMENTS OF ITEM 209. THE COST OF REMOVAL AND DISPOSAL OF THE EXISTING UNSTABLE BASE SHALL BE PAID FOR AT THE UNIT PRICE BID FOR AGGREGATE BASE REMOVAL. FURNISHING, PLACING AND COMPACTING NEW BASE MATERIAL SHALL BE PAID FOR AT THE UNIT PRICE BID FOR CRUSHED AGGREGATE BASE COURSE.
- THE CONTRACTOR SHALL EXERCISED CAUTION DURING OPERATIONS SO AS NOT TO DAMAGE THE EXISTING HANGAR BUILDINGS. ANY DAMAGE TO THE BUILDINGS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT MANAGEMENT.
- AT LOCATIONS WHERE THE EXISTING TURF IS DISTURBED BY THE CONTRACTOR ADJACENT TO THE EDGE OF THE NEW BITUMINOUS SURFACE, THE DISTURBED AREA SHALL BE RESTORED, FILLED AND REGRADED USING SOIL THAT IS OBTAINED OFF SITE AND THAT IS FREE OF HEAVY SOD, DECAYED VEGETATIVE MATTER, RUBBISH AND OTHER UNSUITABLE MATERIAL. THE RESTORED AREAS SHALL BE FERTILIZED AND SEED. ANY RESTORATION, FERTILIZING AND SEEDING REQUIRED ADJACENT TO THE T-HANGAR ACCESS PAVEMENT SHALL BE ACCOMPLISHED BY THE CONTRACTOR AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE QUANTITIES FOR CRUSHED AGGREGATE BASE COURSE AND AGGREGATE BASE REMOVAL THAT ARE INCLUDED IN THESE CONSTRUCTION PLANS ARE ESTIMATED IN ORDER TO ESTABLISH A WORK ITEM BID PRICE. THE QUANTITIES WILL BE ADJUSTED BY THE RESIDENT ENGINEER DURING CONSTRUCTION BASED UPON FIELD INSPECTION AND IDENTIFICATION OF LOCATIONS REQUIRING REPAIR OF THE EXISTING AGGREGATE BASE. THE RIGHT IS RESERVED TO INCREASE, DECREASE OR ELIMINATE THE QUANTITIES FOR CRUSHED AGGREGATE BASE COURSE AND AGGREGATE BASE REMOVAL WITH NO UNIT PRICE ADJUSTMENT FOR THE ALTERED CONTRACT ITEMS BEING ALLOWED.
- THE EXCAVATION RESULTING FROM THE REMOVAL OF THE EXISTING 4' DIA. INLET AND TEMPORARY CONCRETE BACKFILL SHALL BE BACKFILLED USING IDOT GRADATION CM-6 AFTER INSTALLING THE NEW 2' DIA. INLET. THE COST OF FURNISHING AND PLACING THE BACKFILL MATERIAL SHALL BE PAID FOR AT THE UNIT PRICE BID FOR CRUSHED AGGREGATE BASE COURSE.



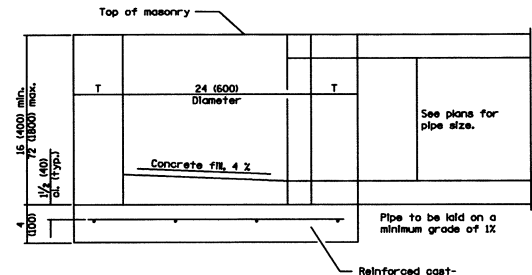
SHAPE TURF AS NECESSARY TO DRAIN TO ENTRANCE ROAD DITCH. COST TO BE INCIDENTAL TO CONTRACT

SHAPE TURF AS NECESSARY TO DRAIN AWAY FROM FINISHED PAVEMENT. COST TO BE INCIDENTAL TO CONTRACT

INGERSOLL AIRPORT CANTON, ILLINOIS	
T-HANGAR PAVEMENT LAYOUT AND ELEVATIONS	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
DRAWN BY: R.L.R. DATE: JANUARY, 2015	ILL. PROJ. NO. CTK-4406 SBG PROJ. NO. 3-17-SBGP-105

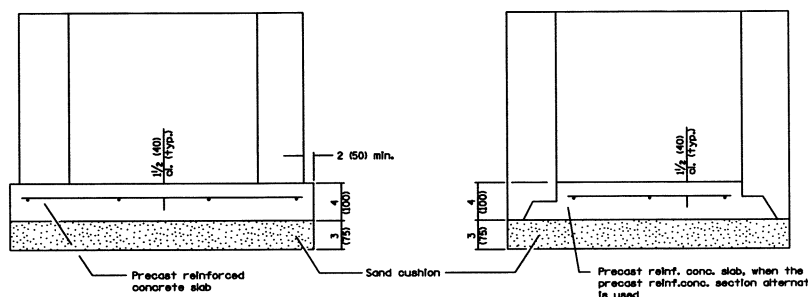


PLAN



ELEVATION

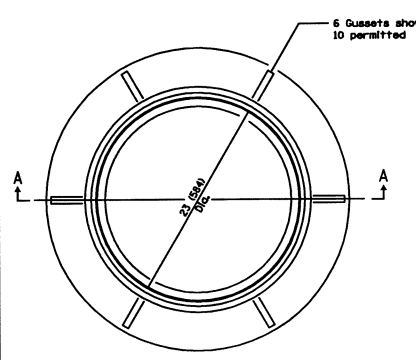
ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)



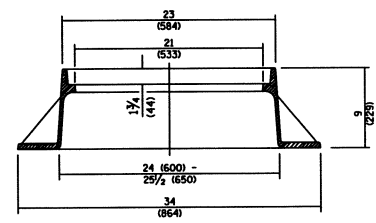
ALTERNATE METHODS

GENERAL NOTES
 Bottom slabs shall be reinforced with a minimum of 0.24 sq. in./ft. (510 sq. mm/m) in both directions with a maximum spacing of 10 (250).
 Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.
 All dimensions are in inches (millimeters) unless otherwise shown.

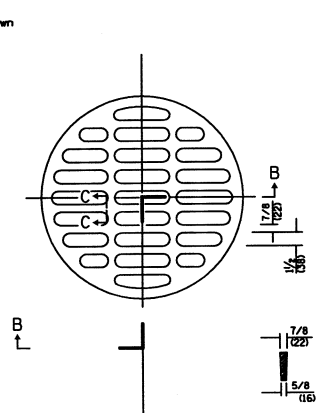
INLET - TYPE A
 STANDARD 602301-04



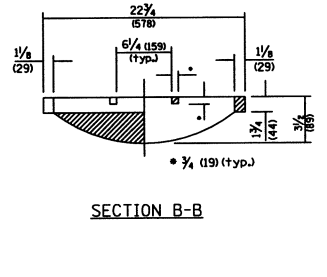
CAST FRAME



SECTION A-A
 Gray Iron

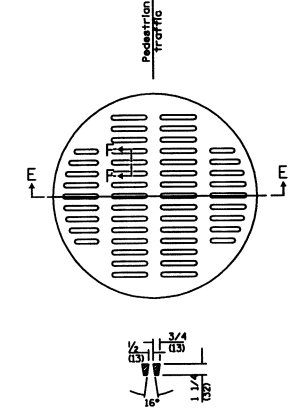


SECTION C-C

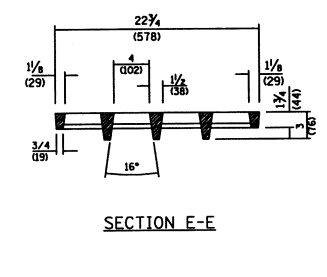


SECTION B-B

CAST OPEN LID

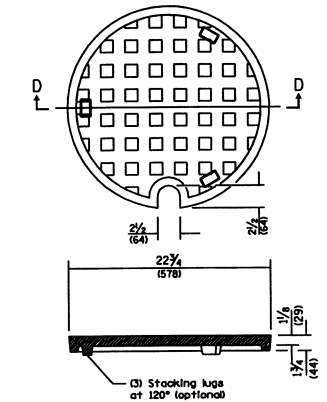


SECTION F-F



SECTION E-E

ADA COMPLIANT
 CAST OPEN LID



SECTION D-D

CAST CLOSED LID
 Gray Iron Lid

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

FRAME AND LIDS
 TYPE 1
 STANDARD 604001-04

INGERSOLL AIRPORT CANTON, ILLINOIS	
STANDARD DRAWINGS	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
DRAWN BY: R.L.R. DATE: JANUARY, 2015	ILL. PROJ. NO. CTK-4406 SBC PROJ. NO. 3-17-SBCP-105