

2A.

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	29	1

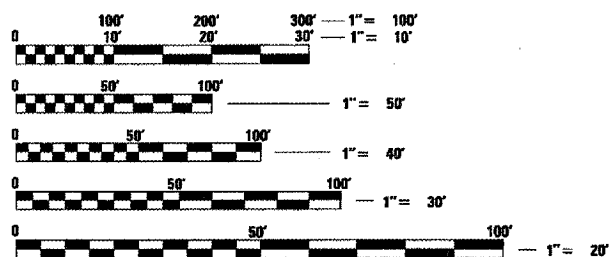
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS

**CONSTRUCTION PLANS FOR
GREENVILLE AIRPORT**

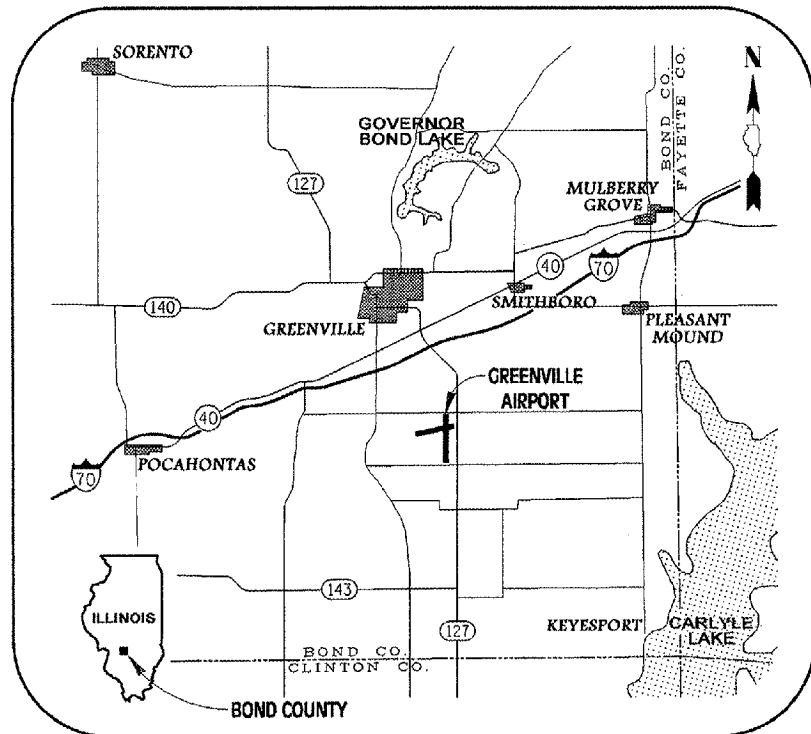
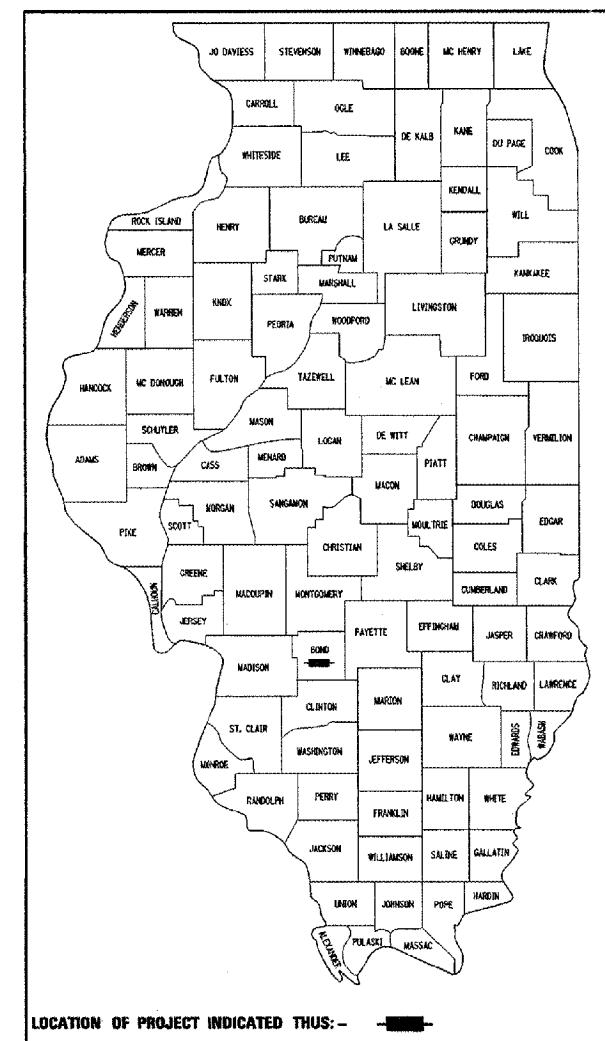
GREENVILLE, BOND COUNTY, ILLINOIS

**REHABILITATION AND RECONSTRUCTION OF THE
GENERAL AVIATION APRON AND TAXIWAY A1**

MARCH 24, 2006



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES, REDUCED SIZE PLANS WILL NOT CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.



LOCATION MAP
SCALE 1" = 3 MILES

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

APPROVED: [Signature] CHAIRMAN
DATE: 3-23 2006

APPROVED: [Signature] SECRETARY
DATE: 3-23 2006

SPONSOR SIGNATURE BLOCK

A.I.P. PROJECT NO. 3-17-0049-B4
I.D.O.T. PROJECT NO. GRE-3215
HMG PROJECT NO. 5536

PREPARED BY:
HMG HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
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SCOTT A. RAKERS
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
062-049177
SCOTT A. RAKERS, P.E.
ILLINOIS REGISTERED ENGINEER NO. 062-049177
REGISTRATION EXPIRES NOV. 30, 2007

Scott A. Rakers 03/23/06

DOA PROJECT ENGINEER: ALAN MLACNIK
TELEPHONE: (217) 795-4884

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
CALL TOLL FREE 1-800-892-0123

CONTRACT NO. GRO02

H.M.G. NO. 5536

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	29	2

GENERAL NOTES

THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE "STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS", ADOPTED JANUARY 1, 1985; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JULY 1, 2004; AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.

AT THE TIME OF THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A PROGRESS SCHEDULE, A CRITICAL PATH SCHEDULE AND CONSTRUCTION PHASING PLAN WHICH SHALL SHOW THE PROPOSED SEQUENCE OF WORK. WORK INCLUDED IN THIS CONTRACT INCLUDES THE REHABILITATION AND RECONSTRUCTION OF THE GENERAL AVIATION APRON AND TAXIWAY A1 PAVEMENTS AND ASSOCIATED SITE WORK. THE CONTRACTOR AND HIS SUBCONTRACTORS FOR THIS PROJECT WILL COOPERATE FULLY WITH THE AIRPORT AUTHORITY BY SCHEDULING HIS WORK TO MINIMIZE DISRUPTION TO THE DAILY OPERATIONS OF THE AIRPORT.

ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM, AND EXCEPT AS NOTED ON THE PLANS, REFER TO SURFACE ELEVATIONS OR INVERTS.

EXCEPT AS NOTED IN THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS IS OUTLINED PER ARTICLES 50-06 AND 50-17 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 1-800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE PROPERTY LIMITS OF THE AIRPORT AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO SHOULDER ADJUSTMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL EXISTING DRAINAGE STRUCTURES NOT BEING REMOVED BY THE CONTRACTOR THAT ARE DAMAGED BY HIS NEGLIGENCE DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

EROSION CONTROL SHALL BE PLACED AROUND INLETS AND MANHOLES AND IN DITCHES IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

ALL SAW CUTTING OF EXISTING PAVEMENT FOR REMOVAL OR RELATED TO PAVEMENT PATCHING SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS ITEMS OF WORK INVOLVED AND SHALL NOT BE PAID FOR SEPARATELY. ALL SAWCUTS SHALL BE FULL-DEPTH UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE CONTRACTOR SHALL USE CAUTION IN PERFORMING REMOVALS SO AS NOT TO DISTURB ADJOINING FEATURES THAT ARE TO REMAIN IN PLACE.

ALL MATERIAL PART OF ANY REMOVAL CONSIDERED UNSUITABLE FOR FILL OR THAT CANNOT BE REUSED AS AGGREGATE MATERIAL SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF AIRPORT PROPERTY BY THE CONTRACTOR.

APPLICATION RATES

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05 ton/cu yd
BIT. MATERIALS TACK COAT OF BITUMINOUS BASES	0.08 gals/sq yd
BIT. MATERIALS PRIME COAT OF AGGREGATE BASES	0.30 gals/sq yd
AGGREGATE PRIME COAT	3.00 lbs/sq yd
BITUMINOUS CONCRETE SURFACE & BINDER COURSE	112 lbs/sq yd/inch thickness

SUMMARY OF QUANTITIES

ITEM NO.	ITEM	UNIT	F90/S/L QUANTITY	F95/S/L QUANTITY	AWARDED TOTAL QUAN.	AS-BUILT QUANTITY
* AR150530	TRAFFIC MAINTENANCE	L.S.		1.0	1.0	
AR152480	SHOULDER ADJUSTMENT	S.Y.		1,310.0	1,310.0	
AR152540	SOIL STABILIZATION FABRIC	S.Y.		3,050.0	3,050.0	
* AR156520	INLET PROTECTION	EACH		5.0	5.0	
* AR201613	BITUMINOUS BASE COURSE - METHOD I, SUPERPAVE	TON		373.0	373.0	
* AR201621	BITUMINOUS BASE COURSE, LEVELING, SUPERPAVE	TON		740.0	740.0	
* AR201663	SAND MIX CRACK REPAIR	L.F.	12,900.0		12,900.0	
* AR201670	CRACK CONTROL FABRIC	S.Y.	7,750.0		7,750.0	
* AR209604	CRUSHED AGGREGATE BASE COURSE - 4"	S.Y.		2,903.0	2,903.0	
* AR209951	PAVEMENT REMOVAL & RECONSTRUCTION	S.Y.	3,382.4		3,382.4	
* AR401613	BITUMINOUS SURFACE COURSE - METHOD I, SUPERPAVE	TON		792.0	792.0	
* AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	7,044.0		7,044.0	
AR401655	BUTT JOINT CONSTRUCTION	S.Y.		547.2	547.2	
* AR501530	PCC TEST BATCH	EACH	1.0		1.0	
* AR501555	5 1/2" PCC PAVEMENT	S.Y.	1,498.4		1,498.4	
AR602510	BITUMINOUS PRIME COAT	GAL.		500.0	500.0	
AR603510	BITUMINOUS TACK COAT	GAL.		45.0	45.0	
* AR620520	PAVEMENT MARKING - WATERBORNE	S.F.		1,982.0	1,982.0	
* AR701512	12" RCP, CLASS IV	L.F.		149.4	149.4	
* AR701530	30" RCP, CLASS IV	L.F.	428.6		428.6	
* AR701900	REMOVE PIPE	L.F.		459.0	459.0	
* AR751411	INLET-TYPE A	EACH		1.0	1.0	
* AR751415	INLET-SPECIAL	EACH		2.0	2.0	
* AR751540	MANHOLE 4'	EACH		1.0	1.0	
* AR751550	MANHOLE 5'	EACH		1.0	1.0	
* AR751602	CATCH BASIN, TYPE B	EACH		1.0	1.0	
* AR751943	ADJUST MANHOLE	EACH		1.0	1.0	
AR901510	SEEDING	ACRE		0.3	0.3	
AR908510	MULCHING	ACRE		0.3	0.3	

* SEE SPECIAL PROVISIONS

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DATE	DESCRIPTION OF THE REVISIONS	BY



GREENWILLIE AIRPORT AUTHORITY GREENWILLIE, ILLINOIS



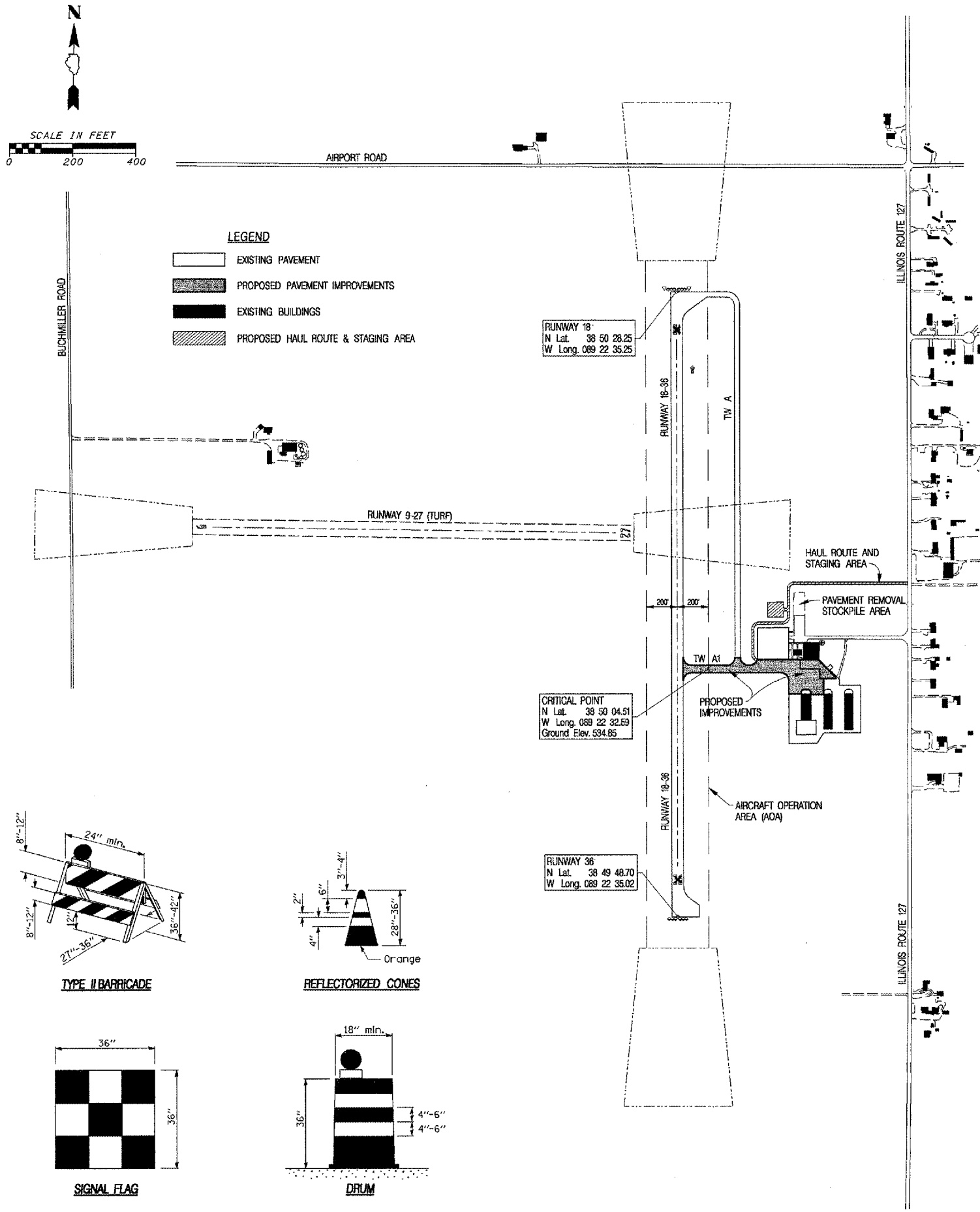
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**INDEX OF SHEETS,
GENERAL NOTES AND
SUMMARY OF QUANTITIES**

ILL. PROJ. NO.	GRE-3215
A.T.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-GENOTE
DATE	03-24-2006

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GROO2	BOND	29	3



GENERAL NOTES

- The proposed project consists of taxiway and apron pavement rehabilitation and reconstruction, utility work, and minor earthwork at the Greenville Municipal Airport.
- This plan has been prepared to comply with the provisions of FAA Advisory Circular No. 150/5370-2E "Operational Safety on Airports During Construction". Aviation safety is the primary consideration at airports, especially during construction. Hazardous practices and marginal conditions created by construction activities can decrease or jeopardize operational safety on the airport. The purpose of this plan is to minimize disruption of normal aircraft operations and to avoid situations that compromise the airports operational safety. This plan in conjunction with the AC listed above sets forth guidelines for operational safety on the airport during the length of construction on this Project.
- The following plan was established and included in these plans to direct the Contractor in the placement of temporary traffic control systems and to provide a plan for compliance under FAA policies. The Contractor shall abide with all requirements in this plan as part of the Contract.
- Certain traffic maintenance items shall be placed as shown herein or as described in this plan. Other items shall be placed as directed by the Engineer based on situations resulting from type of activities, time of year, and weather conditions. All work associated with complying with the requirements of the safety plan, phasing requirements, maintenance of traffic and traffic control including, but not limited to, the moving and maintenance of barricades, temporary signing, temporary signing removal, Air Operations Area (AOA) lathe and ribbon, etc. shall be paid for under Item ARI50530 - Traffic Maintenance.
- The Contractor must stage construction around airport operations. The staging shown is suggested and is intended to provide the Contractor with major work areas while minimizing disruptions to airport operations. The Contractor shall submit a construction phasing plan to the Engineer and Airport Manager for approval. The Contractor may use alternate staging plans; however the alternate plans must maintain airport operations to the satisfaction of the Airport Manager and Resident Engineer and be approved by the Division of Aeronautics. The phasing plan must be approved before construction will be allowed to start.
- When conflicts arise between construction activities and aircraft operations and safety, aircraft operations and safety shall take precedence and shall govern.
- Before beginning any construction activity, the Contractor must, through the airport operator, give notice, using the Notice to Airmen (NOTAM) System, of proposed location, time, and date of commencement of construction. Upon completion of work and return of all such areas to standard conditions, the Contractor must, through the airport operator, verify the cancellation of all notices issued via the NOTAM System.
- All airport runways, taxiways and aprons shall be kept open to aircraft traffic to the maximum extent possible during construction except as noted herein.
- Runway 18-36 will be closed any time construction activities are within 200' of the runway centerline. Construction activity within the safety area of a runway, taxiway or apron performed under normal operational conditions must be performed when the runway, taxiway, or apron is closed or use-restricted.
- Vehicles and equipment shall not be allowed within areas 40' from the centerline of active taxiways or 200' from the centerline of active runways.
- The Contractor, through training identified in his/her Compliance Plan, shall ensure that all construction personnel are familiar with safety procedures and regulations on the airport.
- A weekly progress and safety meeting shall be held throughout the duration of the project to discuss and coordinate construction activities and operational safety issues.
- The Contractor shall provide a point of contact who will coordinate an immediate response to correct any construction related activity that may adversely affect the operational safety of the airport.
- The Contractor and airport operator must perform onsite inspections during the project, with immediate remedy of any deficiencies, whether caused by negligence, oversight, or project scope change.

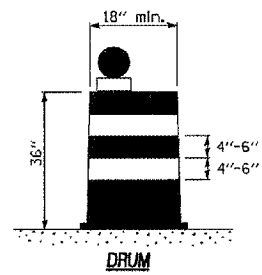
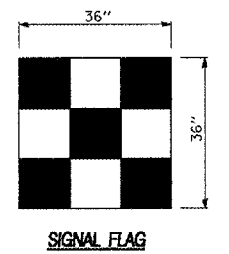
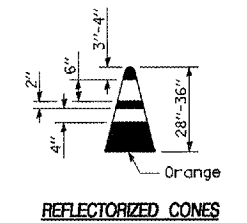
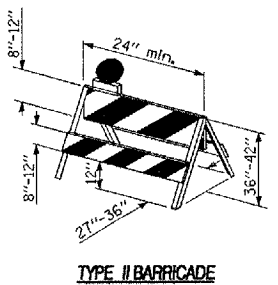
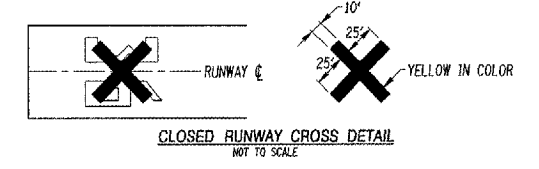
- The maximum anticipated height of any piece of construction equipment will be 25 feet. The tallest piece of equipment is expected to be a long-bed dump trailer.
- The Contractor will be required to be in two-way radio contact (123.050 MHz) with the Airport UNICOM. The Contractor shall have communication equipment capable of changing frequencies to contact each other and the Airport UNICOM or have multiple radios. This will keep the Contractor in constant contact with the Greenville Airport Authority and enable the Airport to immediately contact the Contractor in case of an aeronautical emergency that would require action by the Contractor and/or his personnel. The Contractor shall provide 2 extra sets of radios to the Resident Engineer and Airport Manager for their use during the project.
- The Contractor will be required to put airport signal flags and have beacon (flashing yellow) lights on all vehicles and equipment anytime they are on airport property.
- The Contractor, his employees and equipment shall be restricted to the project work area. The Contractor shall also provide all workers with some type of tag or garment to identify the person as being part of the construction crew.

RUNWAY AND TAXIWAY AIR OPERATIONS AREA (AOA)

- A runway safety area or air operations area is the defined surface surrounding the runway suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. Construction activities within the AOA are subject to the following conditions:
 - No construction may occur closer than 200 feet from the runway centerline unless the runway is closed.
 - A taxiway AOA is a defined surface alongside the taxiway suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.
 - No construction may occur closer than 40 feet from the taxiway centerline unless the taxiway is closed. Construction activity may occur closer to a taxiway if adequate wingtip clearance exists between the aircraft and equipment/materials and;
 - Appropriate NOTAM's are issued and;
 - Marking and lighting meeting the provisions of "Hazard Marking and Lighting" detailed herein are implemented.
- Work within the runway and/or taxiway AOA shall be limited to 15 daily closures. No overnight runway or taxiway closures will be permitted. Any dropoff shall be adequately lighted, signed and barricaded.
- The Resident Engineer will establish the Aircraft Operational Area (AOA) for the runway and taxiway by placing a row of lathe to delineate the distance from centerline of the AOA. No personnel or equipment will cross the lathe row without closing the respective runway or taxiway.

TEMPORARY RUNWAY CLOSURE

Any time the Contractor is working within 200 feet of the runway centerline, the runway will be closed. After appropriate NOTAM's are issued, the Contractor will place runway closure crosses and lighted barricades as required. Runway closure crosses shall be yellow in color and shall be made of a suitable material as approved by the Resident Engineer. The crosses will be placed over the numerals as shown below and secured in a manner approved by the Resident Engineer. The crosses and barricades will be placed each day the runway is closed and removed when the runway is re-opened.



DATE	DESCRIPTION OF THE REVISIONS	BY

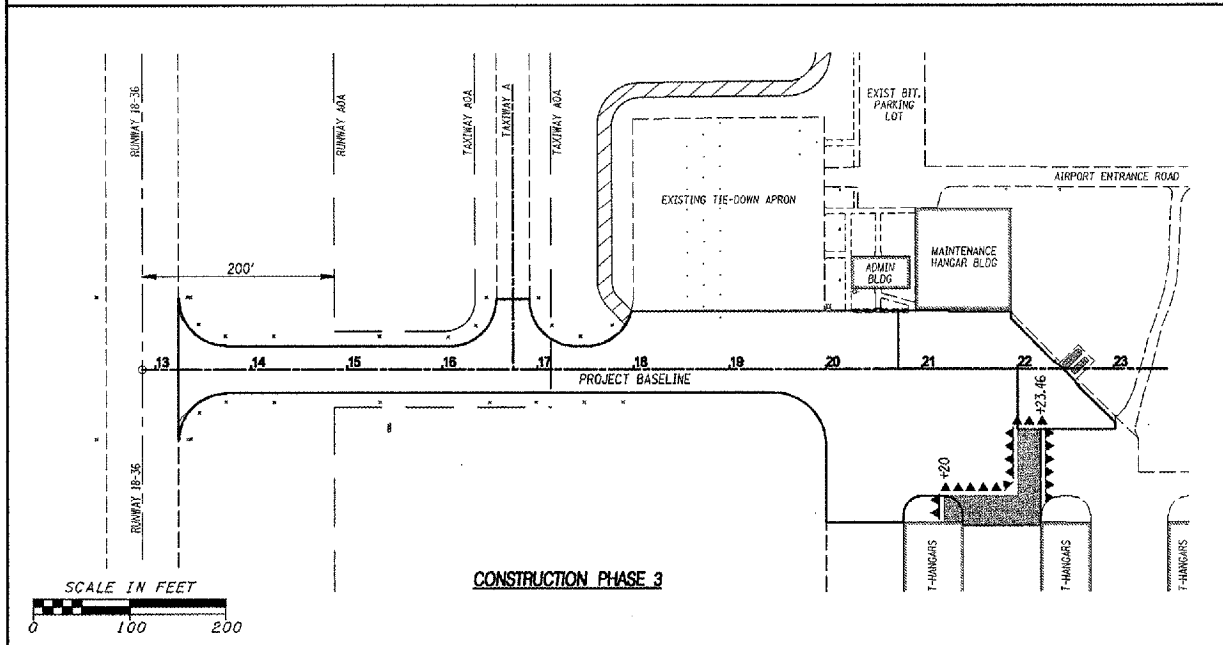
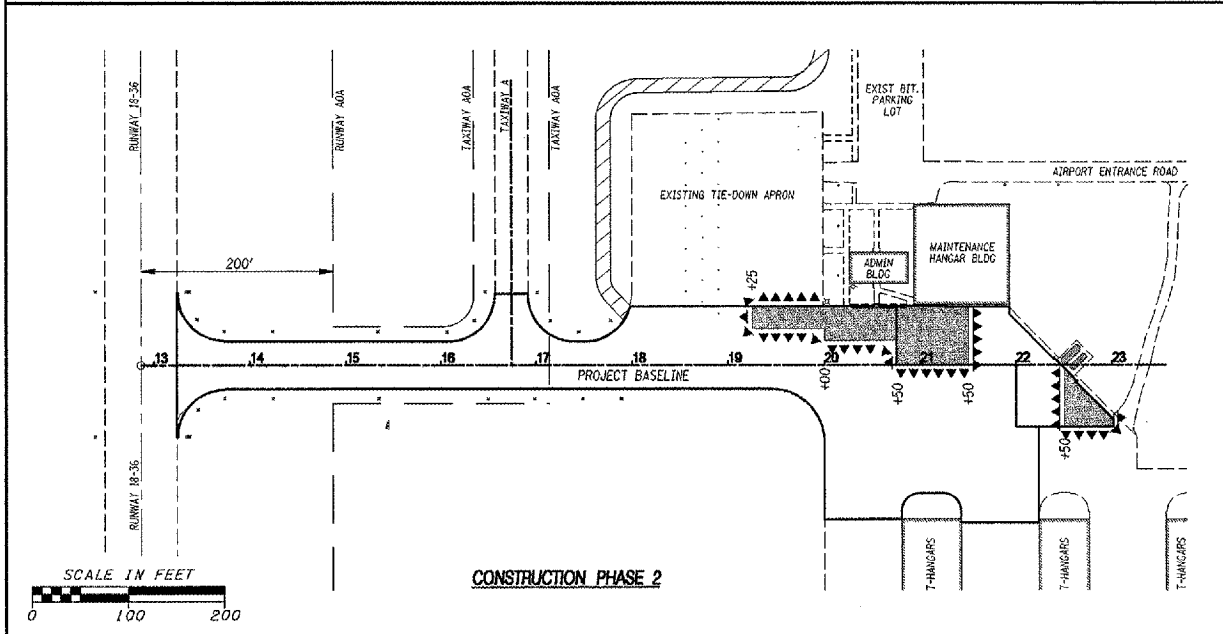
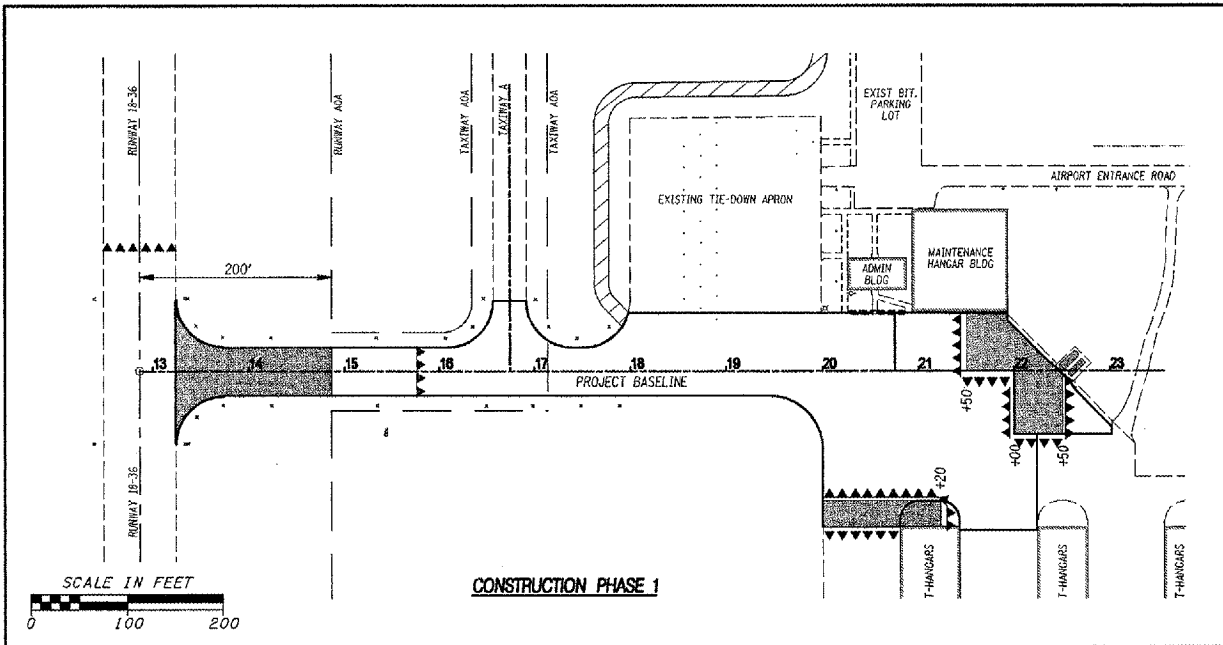
GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HMG HENRY, MEISENHEIMER & GEMDE, INC. ENGINEERS CARLYLE, ILLINOIS 62231 www.hmgengr.com (618) 594-3711 Fax (618) 594-8217

CONSTRUCTION SAFETY PLAN AIRPORT LAYOUT

IL PROJ. NO. GRE-3215
A.I.P. PROJ. NO. 3-17-0049-B4
FILE NAME GA-SAFETY01
DATE 03-24-2006

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	29	4



PHASING NOTES

1. The Contractor will maintain runway closure crosses for the duration of Phase 1 or as is required by the Resident Engineer.
2. The phasing diagrams shown herein represent the minimum phasing requirements for the project. The Contractor will be required to maintain traffic control items throughout the project in other locations not shown here. The type and duration of the traffic control will depend on the location and work item.
3. During the construction day, the Contractor will schedule his operations to provide aircraft access to the aircraft fueling area and maintenance hangar. The Contractor may be required to provide steel plates of sufficient strength to support aircraft to bridge excavations for access to these areas.
4. The Engineer, airport operator, or other designated airport representative may order the Contractor to suspend operations; move personnel, equipment, and materials to a safe location; and stand by until aircraft use of an area is completed.
5. The work in Phase 1 shall be expedited by the Contractor to minimize the number of days Runway 18-36 must be closed.
6. Barricades at 15-foot centers shall be placed at the locations shown or as directed by the Resident Engineer. The barricades shall be weighted down to prevent blowing over, have a flashing red light and conform to IDOT Standard 702001-06, Type II. Rope with high visibility orange flagging shall be installed between all barricades.

EXCAVATIONS

1. The Contractor must prominently mark all open trenches and excavations at the construction site with red or orange flags, as approved by the engineer or airport operator, and light them with red lights during hours of restricted visibility or darkness.
2. Open trenches or excavations are not permitted within 200 feet of the runway centerline while the runway is open. If the runway must be opened before excavations are backfilled, the Contractor must cover the open trench with a material of sufficient strength to support a minimum of 12,500 lbs. All runways must be put back in service at the end of each day. At no time will a runway be allowed to be closed overnight.
3. Excavations and open trenches may be permitted up to the edge of a structural taxiway and apron pavement provided the dropoff is marked and lighted per the provisions of "Hazard Marking and Lighting" detailed herein.

FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

1. Waste and loose materials, commonly referred to as FOD, are capable of causing damage to aircraft landing gears, propellers, and jet engines. The Contractor must not leave or place FOD on or near active aircraft movement areas. Each day at the completion of work, or more frequently as determined by the Resident Engineer, the Contractor shall be required to sweep all active construction airfield pavement areas and Illinois Route 127. The Contractor shall be required to have a sweeper available for use at all times throughout the project.
2. If deemed necessary, a vehicle wash off area with yard hydrants will be provided by the Contractor to help reduce vehicle tracking of sediments. The Contractor shall provide all measures required by IDOT for accessing public roads by construction vehicles.

HAZARD MARKING AND LIGHTING

1. Provide prominent, comprehensible warning indicators for any area affected by construction that is normally accessible to aircraft, personnel, or vehicles. Hazard marking and lighting must restrict access and make specific hazards obvious to pilots, vehicle drivers, and other personnel. Barricades, traffic cones (weighted or sturdily attached to the surface), or flashers are acceptable methods used to identify and define the limits of construction and hazardous areas on the airport.
2. Provide temporary hazard marking and lighting to prevent aircraft from taxiing onto a closed runway for takeoff and to identify open manholes, small areas under repair, stockpiled material, and waste areas.
3. The Contractor must provide a person to be on call 24 hours a day for emergency maintenance of airport hazard lighting and barricades.

LEGEND

- EXISTING PAVEMENT EDGE
- ▨ EXISTING BUILDINGS
- PROPOSED PHASED WORK AREA
- ▨ PROPOSED HAUL ROUTE & STAGING AREA
- ▲▲▲▲ PROPOSED BARRICADES IDOT TYPE 2 WITH FLASHING RED LIGHT

HAUL ROUTE, STAGING AREA AND VEHICLE OPERATIONS

1. Strict control of construction vehicles shall be maintained and only essential construction equipment and vehicles will be allowed in the movement area.
2. The Contractor will be required to construct a temporary haul route and a staging/parking area as shown on the Safety Plan. Employee parking shall be restricted to this area.
3. Access to the job site shall be via the haul roads designated on the safety plan or as directed by the Engineer. The Contractor will be required to maintain the haul routes and staging/parking area throughout the duration of the project.
4. The Contractor shall store all equipment and materials at the locations shown on the safety plan. The maximum height of equipment, materials and/or stockpile shall not exceed 25 feet above ground elevation.
5. The Contractor's equipment shall be stored in the staging area when construction is not in progress.
6. At the conclusion of the project, the Contractor shall repair and restore all areas outside of the construction limits to their original condition or to the satisfaction of the Resident Engineer. Restoration of these areas shall be considered incidental to the contract and no additional compensation will be allowed.

WASTE DISPOSAL

1. Waste Materials - All waste materials will be collected and stored in containers with lids and will be disposed of by a licensed solid waste company. The containers will meet all state and local solid waste management regulations. All trash and construction debris from the site will be deposited in the containers. The containers will be emptied and the trash hauled offsite on an as-needed basis or as directed by the Resident Engineer.
2. Hazardous Waste - All hazardous waste materials shall be disposed of in the manner specified by state or local regulations or by the Manufacturer's Material Safety Data Sheet (MSDS). Site personnel will be instructed regarding the correct procedure for hazardous waste disposal.
3. Sanitary Waste - All sanitary waste will be collected from any portable units a minimum of once per week by a licensed sanitary waste management contractor, as required by local regulations.

SPILL PREVENTION

- Material Management Practices** The following will be used to reduce the risk of spills or other accidental exposure of materials and substances to storm water runoff:
1. The following good housekeeping practices will be followed onsite during construction:
 - (a) Effort to store only enough product required to do the job.
 - (b) Materials stored in a neat, orderly manner in their appropriate containers.
 - (c) Products kept in original containers with original manufacturer's labels.
 - (d) No mixing of materials unless recommended by the manufacturer.
 - (e) Manufacturer's recommendations for proper use and disposal will be followed.
 2. The following practices are used to reduce the risks associated with hazardous materials:
 - (a) Products will be kept in original containers unless they are not resealable.
 - (b) Original labels and Material Safety Data Sheets (MSDS) will be retained.
 - (c) If surplus product must be disposed of, manufacturer's or local and state recommended methods for proper disposal will be followed.

- Product Specific Practices** The following practices will be followed onsite:
1. Petroleum Products - All onsite vehicles will be monitored for leaks and receive regular preventative maintenance to reduce the chance of leakage. Petroleum products will be stored in tightly sealed containers which are clearly labeled. Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.
 2. Fertilizers - All fertilizers used will be applied only in the minimum amounts specified. Once applied, fertilizer will be worked into the soil to limit exposure to storm water runoff. Storage will be in a covered area. The contents of any partially used bags of fertilizer will be transferred to a sealable plastic bin to avoid spills.
 3. Paints - All containers will be tightly sealed and stored when not in use. Excess paint will not be dumped on the ground or discharged to the storm sewer system, but will be properly disposed of according to manufacturer's instructions or applicable state or local regulations.
 4. Concrete Trucks - Concrete trucks will not be allowed to wash out or discharge surplus concrete or drum wash water onsite unless in an approved holding basin.

DATE	DESCRIPTION OF THE REVISIONS	BY

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

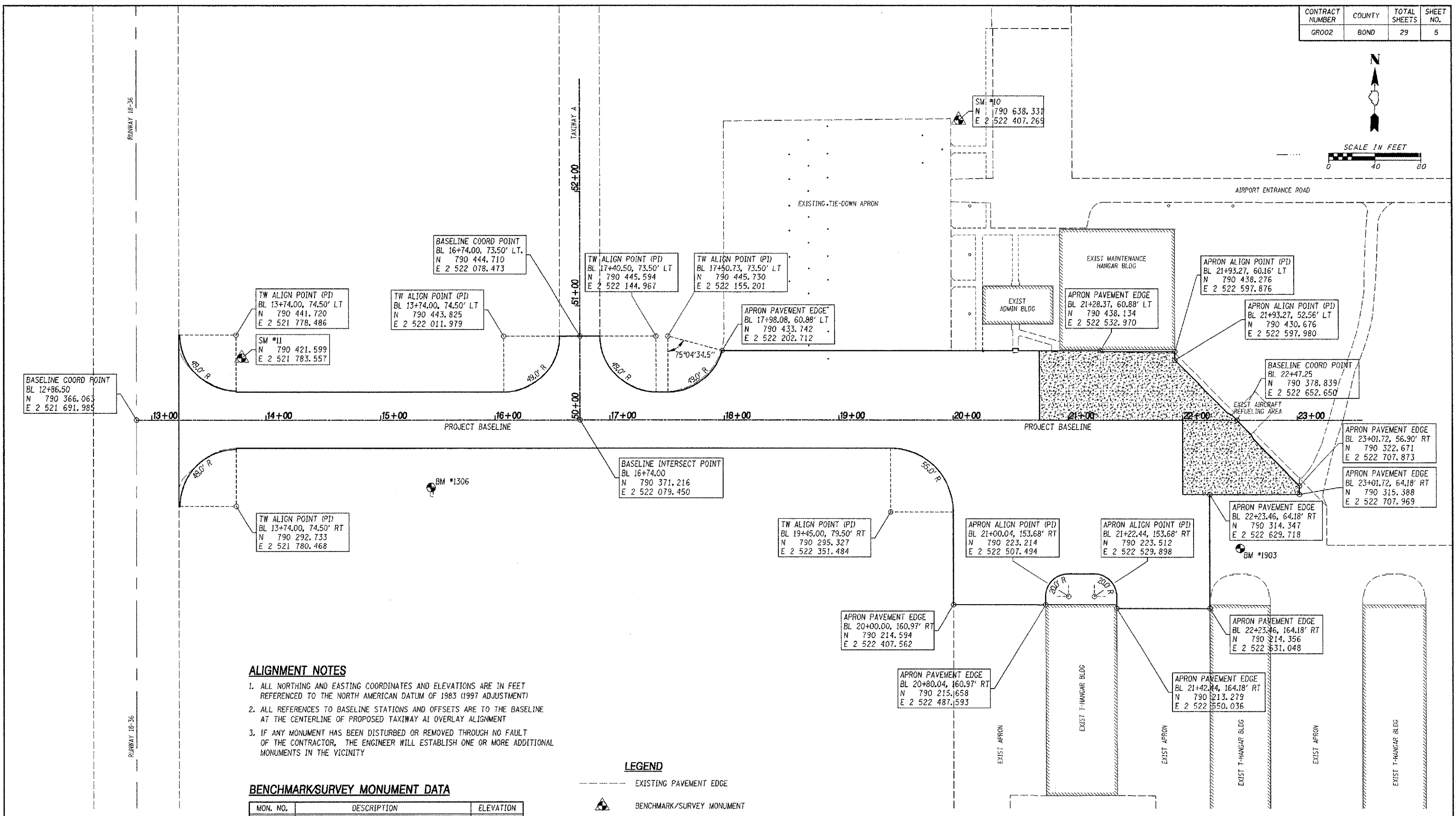
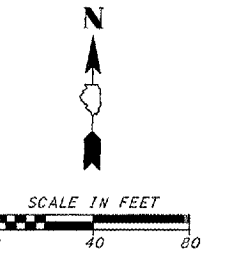
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CARLYLE, ILLINOIS 62231
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CONSTRUCTION SAFETY PLAN PHASING PLAN

IL PROJ. NO. GRE-3215
A.I.P. PROJ. NO. 3-17-0049-B4
FILE NAME GA-SAFETY02
DATE 03-24-2006

H.M.G. NO. 5598

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GR002	BOND	29	5



ALIGNMENT NOTES

1. ALL NORTHING AND EASTING COORDINATES AND ELEVATIONS ARE IN FEET REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (1997 ADJUSTMENT)
2. ALL REFERENCES TO BASELINE STATIONS AND OFFSETS ARE TO THE BASELINE AT THE CENTERLINE OF PROPOSED TAXIWAY A1 OVERLAY ALIGNMENT
3. IF ANY MONUMENT HAS BEEN DISTURBED OR REMOVED THROUGH NO FAULT OF THE CONTRACTOR, THE ENGINEER WILL ESTABLISH ONE OR MORE ADDITIONAL MONUMENTS IN THE VICINITY

BENCHMARK/SURVEY MONUMENT DATA

MON. NO.	DESCRIPTION	ELEVATION
SM 10	3/8" IRON ROD WITH CAP N 790 638.331 E 2 522 407.269	537.715
SM 11	NGS CONTROL POINT (GPS) 1/2" STEEL ROD IN ALUMINUM CASING N 790 421.599 E 2 521 783.557	533.503
BM 1903	PAINTED "+" S.E. COR. INLET TOP	535.800
BM 1306	CHISELED "x" N.W. COR. CONCRETE HOLD SIGN PAD ON SOUTH SIDE TW A1	533.981

LEGEND

- EXISTING PAVEMENT EDGE
- ▲ BENCHMARK/SURVEY MONUMENT
- PROPOSED BASELINE/CENTERLINE
- ▨ EXISTING BUILDINGS
- ▩ PROPOSED PCC PAVEMENT AREA
- PROPOSED AC PAVEMENT AREA

DATE	DESCRIPTION OF THE REVISIONS	BY

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

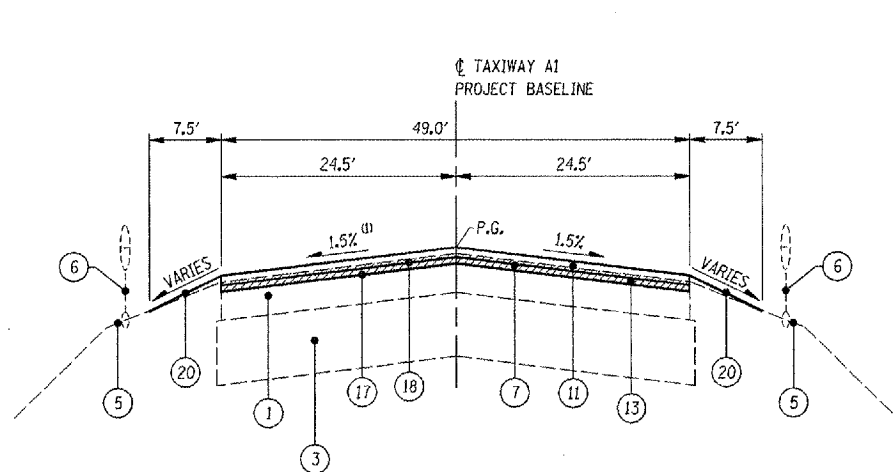
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ENGINEERS
CARLYLE, ILLINOIS 62831
www.hmgengineers.com
(618) 504-3711 Fax (618) 504-8217

HORIZONTAL ALIGNMENT AND MONUMENT LOCATIONS

IL PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-HALIGN
DATE	03-24-2006

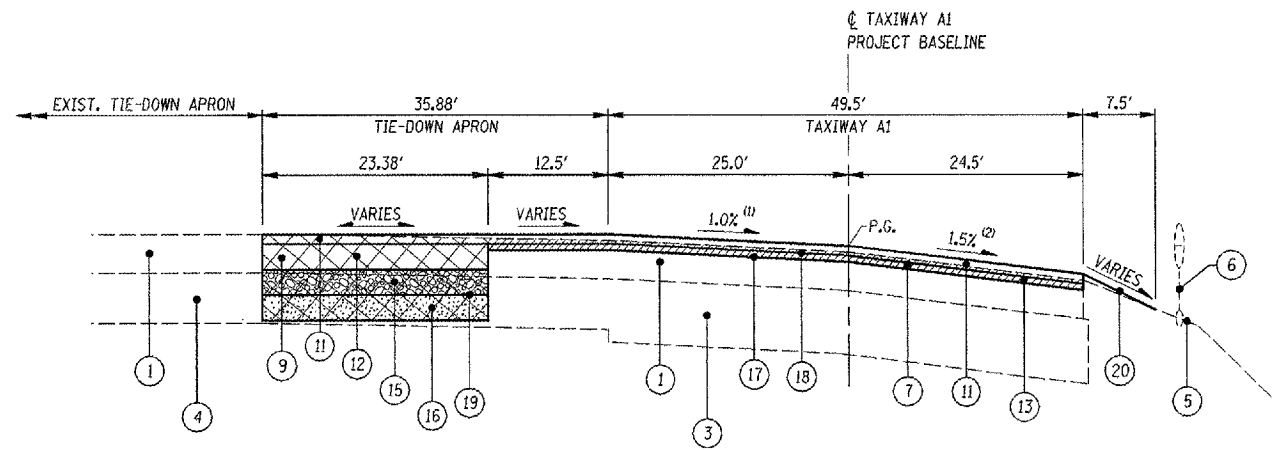
H.M.G. NO. 5636

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GROOZ	BOND	29	6



TYPICAL SECTION - TAXIWAY A1
STA. 13+74.00 TO STA. 17+50.73

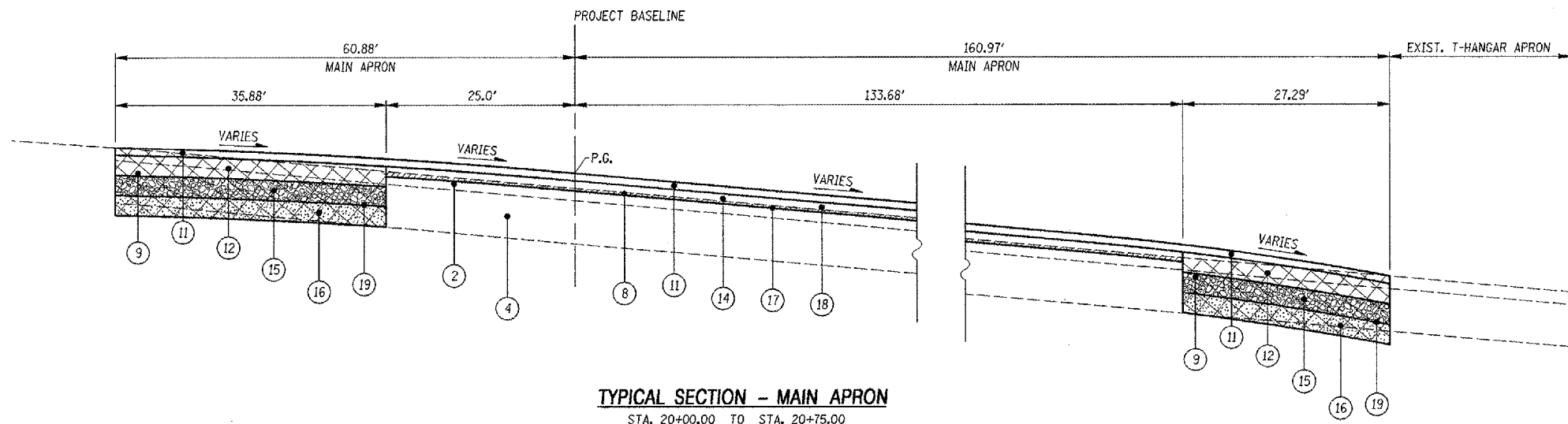
- (1) TRANSITION CROSS-SLOPE FROM -1.50% TO +1.00% FROM STA. 17+28.85 TO STA. 18+25.00
- (2) TRANSITION CROSS-SLOPE FROM -1.50% TO -1.00% FROM STA. 19+25.00 TO STA. 19+50.00



TYPICAL SECTION - TAXIWAY A1
STA. 17+50.73 TO STA. 20+00.00

LEGEND

- ① EXISTING BITUMINOUS CONC. PAVEMENT (±6")
- ② EXISTING BITUMINOUS CONC. PAVEMENT (±2 1/2")
- ③ EXISTING AGGREGATE BASE (±10")
- ④ EXISTING AGGREGATE BASE (±8 1/2")
- ⑤ EXISTING EARTH SHOULDER
- ⑥ EXISTING RUNWAY/TAXIWAY LIGHT
- ⑦ BITUMINOUS PAVEMENT MILLING, VARIABLE DEPTH, (1 1/2" MIN.)
- ⑧ BITUMINOUS PAVEMENT MILLING, VARIABLE DEPTH, (1/2" MIN.)
- ⑨ PAVEMENT REMOVAL AND RECONSTRUCTION
- ⑩ 5 1/2" PCC PAVEMENT
- ⑪ 1 1/2" BITUMINOUS SURFACE COURSE - SUPERPAVE
- ⑫ 4" BITUMINOUS BASE COURSE - SUPERPAVE
- ⑬ BITUMINOUS BASE COURSE, LEVELING - SUPERPAVE VARIABLE DEPTH, (1" MIN.)
- ⑭ BITUMINOUS BASE COURSE, LEVELING - SUPERPAVE VARIABLE DEPTH, (2" MIN.)
- ⑮ 4" CRUSHED AGGREGATE BASE COURSE
- ⑯ RECYCLED SUBBASE MATERIAL FROM ⑦, ⑧ AND ⑨
- ⑰ SAND MIX CRACK REPAIR
- ⑱ CRACK CONTROL MATERIAL
- ⑲ SOIL STABILIZATION FABRIC
- ⑳ SHOULDER ADJUSTMENT (GRADING & SEEDING)



TYPICAL SECTION - MAIN APRON
STA. 20+00.00 TO STA. 20+75.00

NOTES

1. SEE SHEETS 12 THRU 14 FOR PAVEMENT GRADES AND ELEVATIONS
2. SEE SHEETS 25 THRU 29 FOR CROSS SECTIONS IN THESE AREAS
3. SEE SHEET 15 FOR PCC AND MISCELLANEOUS AC DETAILS
4. PAVEMENT BETWEEN TYPICAL SECTIONS ARE EITHER IN TRANSITION IN GRADES, CROSS-SLOPES OR PAVEMENT WIDTHS
5. ALTHOUGH NOT SHOWN, A BITUMINOUS PRIME COAT SHALL BE APPLIED TO ANY EXPOSED AGGREGATE BASE AT A RATE OF 0.30 GALLONS/SQUARE YARD
6. ALTHOUGH NOT SHOWN, AT THE DISCRETION OF THE ENGINEER, A BITUMINOUS TACK COAT MAY BE APPLIED BETWEEN SUCCESSIVE COURSES OF BITUMINOUS PAVEMENTS AT A RATE OF 0.08 GALLONS/SQUARE YARD

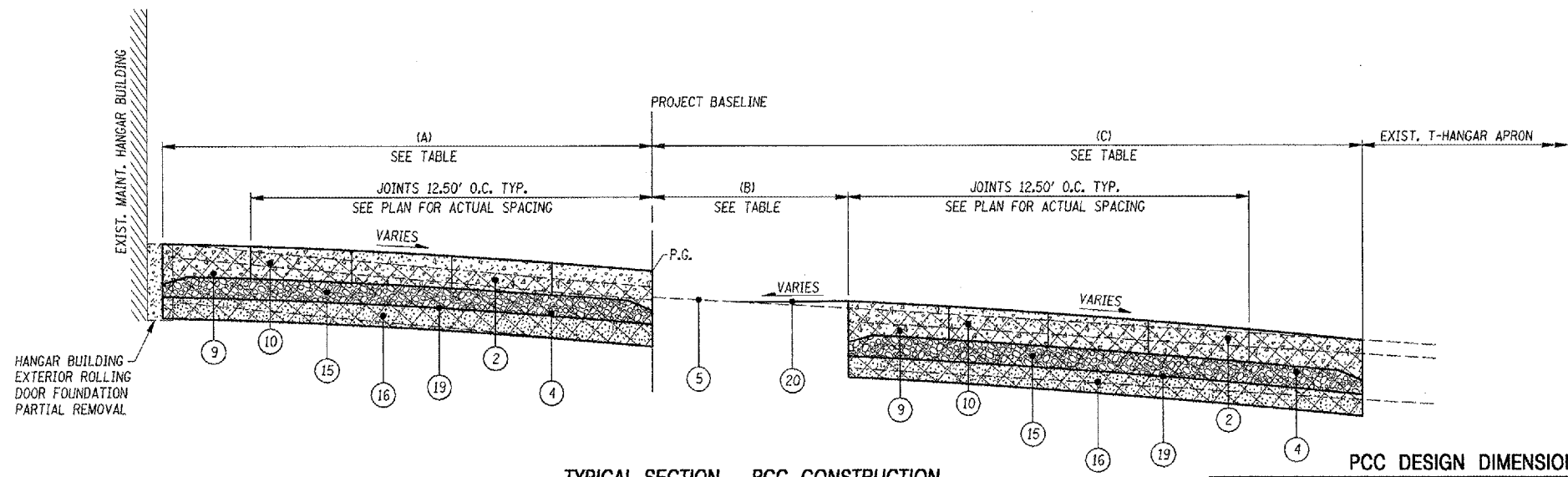
DATE	DESCRIPTION OF THE REVISIONS	BY

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 684-3711 Fax (618) 684-8217

TYPICAL SECTIONS

IL. PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-TYPSEC-01
DATE	03-24-2006

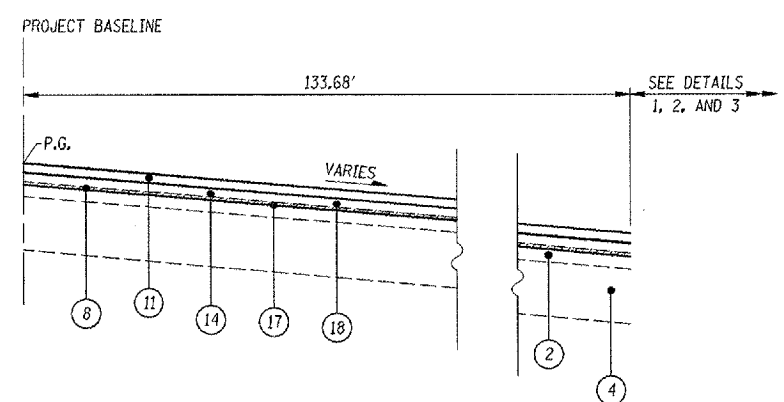


TYPICAL SECTION - PCC CONSTRUCTION

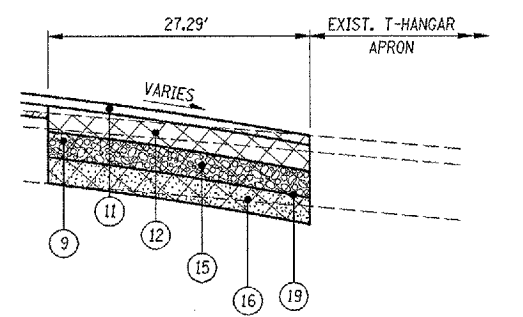
PCC DESIGN DIMENSIONS

LOCATION	(A)	(B)	(C)
STA. 20+75.00 - STA. 21+28.37	60.88'	N/A	N/A
STA. 21+28.37 - STA. 21+93.27	60.16'	N/A	N/A
STA. 21+93.27 - STA. 22+00.00	TRANSITION 54.48' TO 45.77'	N/A	N/A
STA. 22+00.00 - STA. 22+47.25	TRANSITION 45.77' TO 0.00'	0.00'	64.18'
STA. 22+47.25 - STA. 23+01.72	N/A	TRANSITION 0.00' TO 56.90'	64.18'

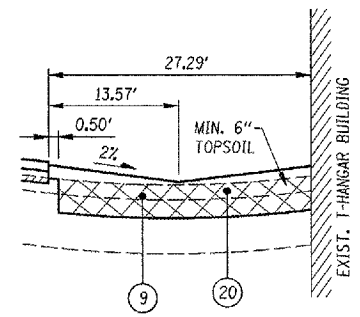
- LEGEND**
- ① EXISTING BITUMINOUS CONC. PAVEMENT (±6")
 - ② EXISTING BITUMINOUS CONC. PAVEMENT (±2 1/2")
 - ③ EXISTING AGGREGATE BASE (±10")
 - ④ EXISTING AGGREGATE BASE (±8 1/2")
 - ⑤ EXISTING EARTH SHOULDER
 - ⑥ EXISTING RUNWAY/TAXIWAY LIGHT
 - ⑦ BITUMINOUS PAVEMENT MILLING, VARIABLE DEPTH, (1 1/2" MIN.)
 - ⑧ BITUMINOUS PAVEMENT MILLING, VARIABLE DEPTH, (1 1/2" MIN.)
 - ⑨ PAVEMENT REMOVAL AND RECONSTRUCTION
 - ⑩ 5 1/2" PCC PAVEMENT
 - ⑪ 1 1/2" BITUMINOUS SURFACE COURSE - SUPERPAVE
 - ⑫ 4" BITUMINOUS BASE COURSE - SUPERPAVE
 - ⑬ BITUMINOUS BASE COURSE, LEVELING - SUPERPAVE VARIABLE DEPTH, (1" MIN.)
 - ⑭ BITUMINOUS BASE COURSE, LEVELING - SUPERPAVE VARIABLE DEPTH, (2" MIN.)
 - ⑮ 4" CRUSHED AGGREGATE BASE COURSE
 - ⑯ RECYCLED SUBBASE MATERIAL FROM ⑦, ⑧ AND ⑨
 - ⑰ SAND MIX CRACK REPAIR
 - ⑱ CRACK CONTROL MATERIAL
 - ⑲ SOIL STABILIZATION FABRIC
 - ⑳ SHOULDER ADJUSTMENT (GRADING & SEEDING)



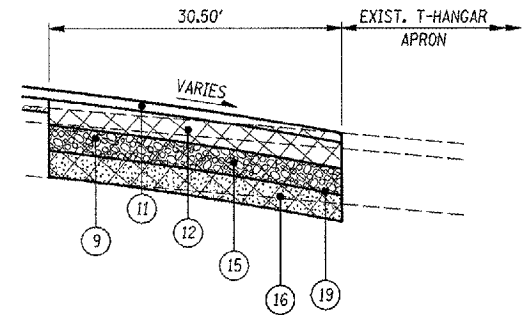
TYPICAL SECTION - MAIN APRON
STA. 20+75.00 TO STA. 22+23.46



DETAIL 1
STA. 20+75.00 TO STA. 20+80.04



DETAIL 2
STA. 20+80.04 TO STA. 21+42.44



DETAIL 3
STA. 21+42.44 TO STA. 22+23.46

- NOTES**
1. SEE SHEETS 12 THRU 14 FOR PAVEMENT GRADES AND ELEVATIONS
 2. SEE SHEETS 25 THRU 29 FOR CROSS SECTIONS IN THESE AREAS
 3. SEE SHEET 15 FOR PCC AND MISCELLANEOUS AC DETAILS
 4. PAVEMENT BETWEEN TYPICAL SECTIONS ARE EITHER IN TRANSITION IN GRADES, CROSS-SLOPES OR PAVEMENT WIDTHS
 5. ALTHOUGH NOT SHOWN, A BITUMINOUS PRIME COAT SHALL BE APPLIED TO ANY EXPOSED AGGREGATE BASE AT A RATE OF 0.30 GALLONS/SQUARE YARD
 6. ALTHOUGH NOT SHOWN, AT THE DISCRETION OF THE ENGINEER, A BITUMINOUS TACK COAT MAY BE APPLIED BETWEEN SUCCESSIVE COURSES OF BITUMINOUS PAVEMENTS AT A RATE OF 0.08 GALLONS/SQUARE YARD

DATE	DESCRIPTION OF THE REVISIONS	BY

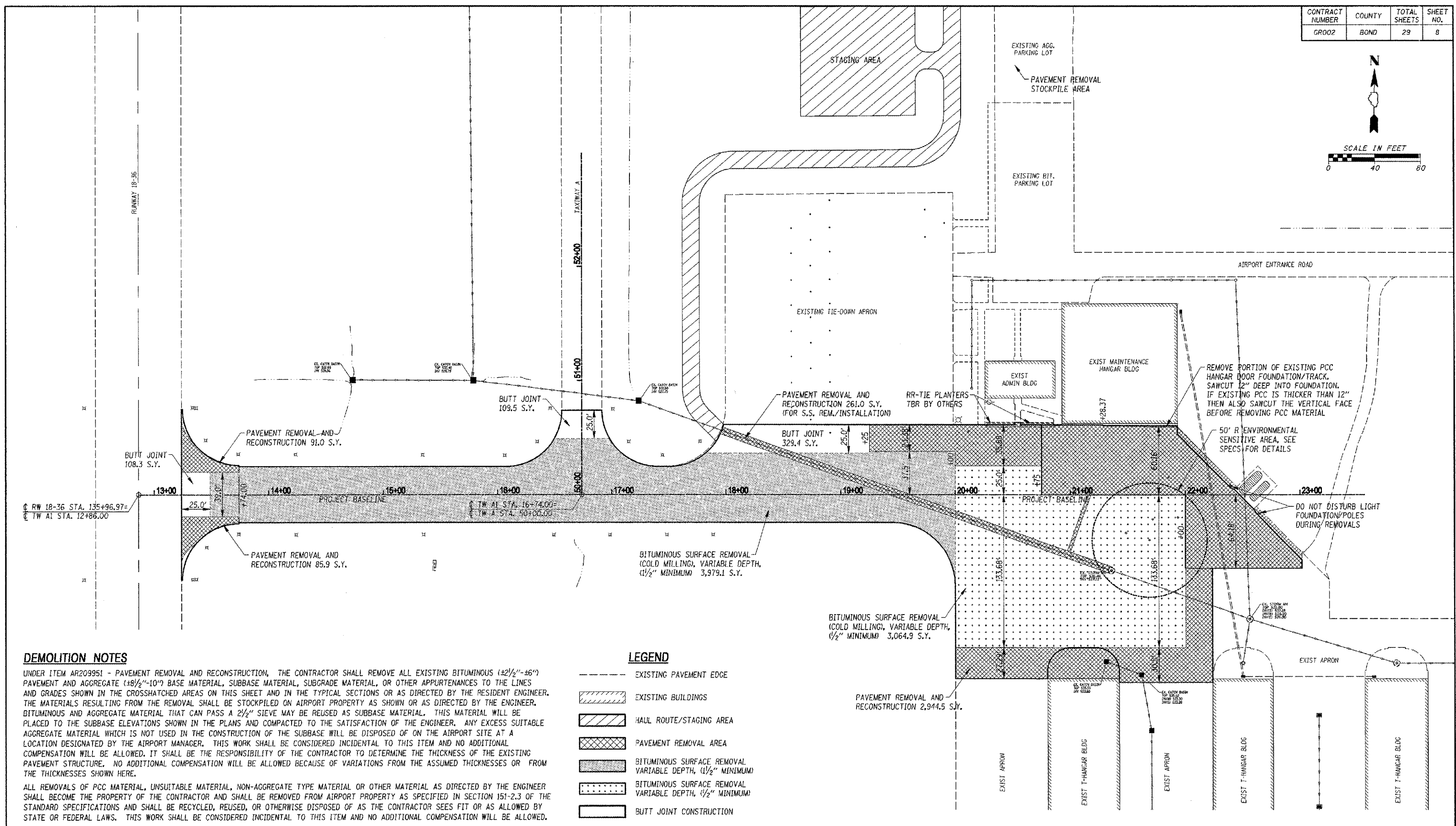
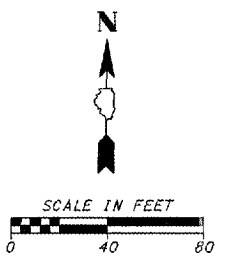
GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

TYPICAL SECTIONS

IL. PROJ. NO.	GRE-3215
A.J.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-TYPSEC-02
DATE	03-24-2006

H.M.G. NO. 5536

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GROO2	BOND	29	8



DEMOLITION NOTES

UNDER ITEM AR209951 - PAVEMENT REMOVAL AND RECONSTRUCTION, THE CONTRACTOR SHALL REMOVE ALL EXISTING BITUMINOUS (±2 1/2" - ±6") PAVEMENT AND AGGREGATE (±8 1/2" - 10") BASE MATERIAL, SUBBASE MATERIAL, SUBGRADE MATERIAL, OR OTHER APPURTENANCES TO THE LINES AND GRADES SHOWN IN THE CROSSHATCHED AREAS ON THIS SHEET AND IN THE TYPICAL SECTIONS OR AS DIRECTED BY THE RESIDENT ENGINEER. THE MATERIALS RESULTING FROM THE REMOVAL SHALL BE STOCKPILED ON AIRPORT PROPERTY AS SHOWN OR AS DIRECTED BY THE ENGINEER. BITUMINOUS AND AGGREGATE MATERIAL THAT CAN PASS A 2 1/2" SIEVE MAY BE REUSED AS SUBBASE MATERIAL. THIS MATERIAL WILL BE PLACED TO THE SUBBASE ELEVATIONS SHOWN IN THE PLANS AND COMPACTED TO THE SATISFACTION OF THE ENGINEER. ANY EXCESS SUITABLE AGGREGATE MATERIAL WHICH IS NOT USED IN THE CONSTRUCTION OF THE SUBBASE WILL BE DISPOSED OF ON THE AIRPORT SITE AT A LOCATION DESIGNATED BY THE AIRPORT MANAGER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE THICKNESS OF THE EXISTING PAVEMENT STRUCTURE. NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF VARIATIONS FROM THE ASSUMED THICKNESSES OR FROM THE THICKNESSES SHOWN HERE.

ALL REMOVALS OF PCC MATERIAL, UNSUITABLE MATERIAL, NON-AGGREGATE TYPE MATERIAL OR OTHER MATERIAL AS DIRECTED BY THE ENGINEER SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM AIRPORT PROPERTY AS SPECIFIED IN SECTION 151-2.3 OF THE STANDARD SPECIFICATIONS AND SHALL BE RECYCLED, REUSED, OR OTHERWISE DISPOSED OF AS THE CONTRACTOR SEES FIT OR AS ALLOWED BY STATE OR FEDERAL LAWS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ANYWHERE PAVEMENT REMOVAL ABUTTS EXISTING PAVEMENT TO REMAIN IN PLACE, THE LIMIT LINE OF REMOVAL SHALL BE SCORED WITH A PERPENDICULAR STRAIGHT JOINT BY A FULL-DEPTH SAWCUT AT THE ENDS AND EDGES OF THE AREAS TO BE REMOVED. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ANY DAMAGE DONE TO THE ADJACENT EXISTING PAVEMENT TO REMAIN IN PLACE BY THE REMOVAL OPERATIONS SHALL BE REPAIRED OR REMOVED AND REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE, AS DIRECTED BY THE RESIDENT ENGINEER.

ANY EXCAVATION MADE BEYOND THE EXISTING PAVEMENT SECTION BY THE CONTRACTOR FOR REMOVAL SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE. THE EXCAVATED SPACE SHALL BE FILLED WITH MATERIAL SATISFACTORY TO THE RESIDENT ENGINEER AND PLACED ACCORDING TO ITEM 152 OF THE STANDARD SPECIFICATIONS

LEGEND

- EXISTING PAVEMENT EDGE
- ▨ EXISTING BUILDINGS
- ▩ HAUL ROUTE/STAGING AREA
- ▧ PAVEMENT REMOVAL AREA
- ▦ BITUMINOUS SURFACE REMOVAL VARIABLE DEPTH, (1/2" MINIMUM)
- ▤ BITUMINOUS SURFACE REMOVAL VARIABLE DEPTH, (1/2" MINIMUM)
- BUTT JOINT CONSTRUCTION

DATE	DESCRIPTION OF THE REVISIONS	BY

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

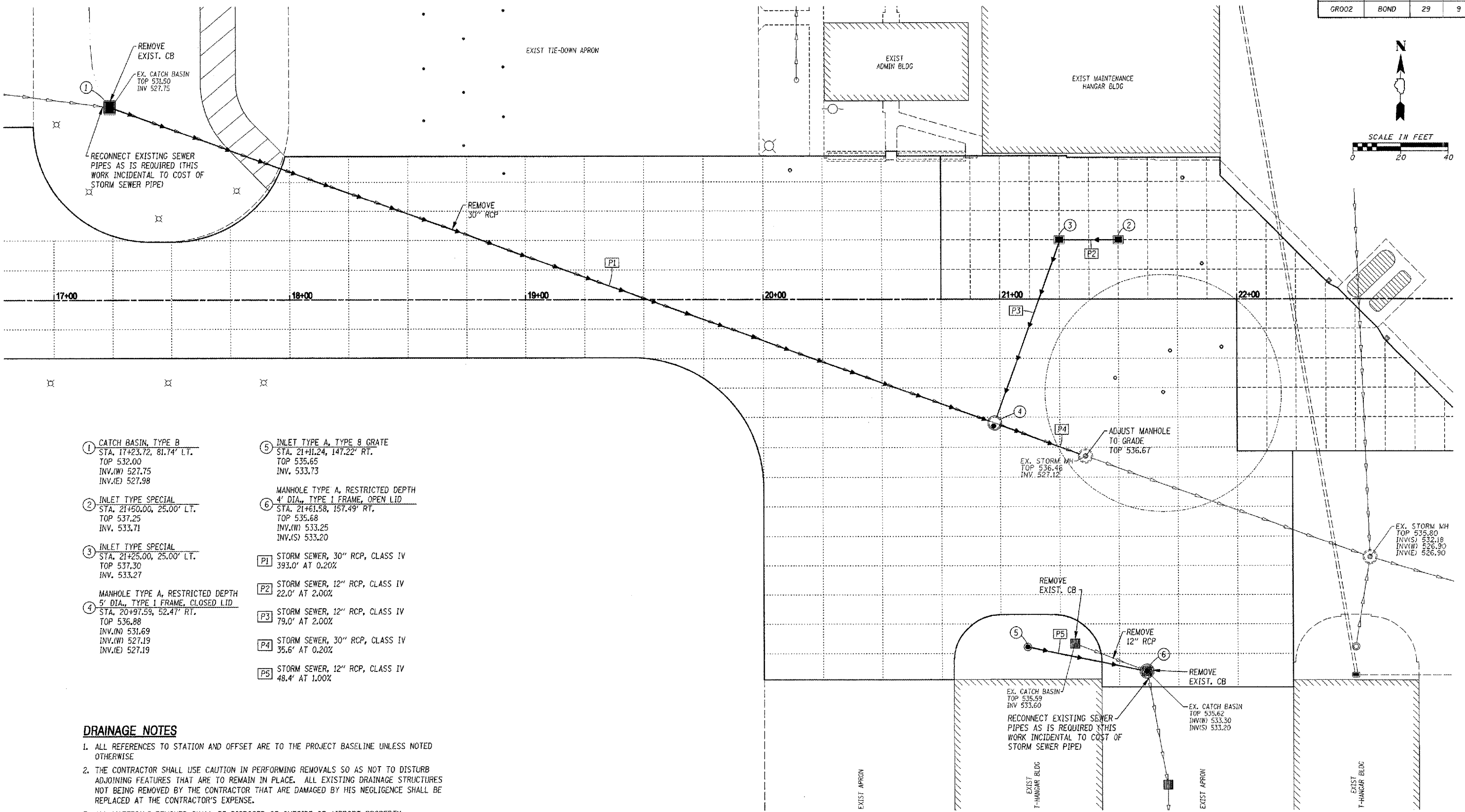
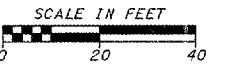
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CARLYLE, ILLINOIS 62231
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PROPOSED DEMOLITION PLAN

ILL. PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-DEMOPLN
DATE	03-24-2006

H.M.G. NO. 5536

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	29	9



- ① CATCH BASIN, TYPE B
STA. 17+23.72, 81.74' LT.
TOP 532.00
INV.(W) 527.75
INV.(E) 527.98
- ② INLET TYPE SPECIAL
STA. 21+50.00, 25.00' LT.
TOP 537.25
INV. 533.71
- ③ INLET TYPE SPECIAL
STA. 21+25.00, 25.00' LT.
TOP 537.30
INV. 533.27
- ④ MANHOLE TYPE A, RESTRICTED DEPTH
5' DIA., TYPE 1 FRAME, CLOSED LID
STA. 20+97.59, 52.47' RT.
TOP 536.88
INV.(N) 531.69
INV.(W) 527.19
INV.(E) 527.19
- ⑤ INLET TYPE A, TYPE 8 GRATE
STA. 21+11.24, 147.22' RT.
TOP 535.65
INV. 533.73
- ⑥ MANHOLE TYPE A, RESTRICTED DEPTH
4' DIA., TYPE 1 FRAME, OPEN LID
STA. 21+61.58, 157.49' RT.
TOP 535.68
INV.(W) 533.25
INV.(S) 533.20
- P1 STORM SEWER, 30" RCP, CLASS IV
393.0' AT 0.20%
- P2 STORM SEWER, 12" RCP, CLASS IV
22.0' AT 2.00%
- P3 STORM SEWER, 12" RCP, CLASS IV
79.0' AT 2.00%
- P4 STORM SEWER, 30" RCP, CLASS IV
35.6' AT 0.20%
- P5 STORM SEWER, 12" RCP, CLASS IV
48.4' AT 1.00%

DRAINAGE NOTES

- ALL REFERENCES TO STATION AND OFFSET ARE TO THE PROJECT BASELINE UNLESS NOTED OTHERWISE
- THE CONTRACTOR SHALL USE CAUTION IN PERFORMING REMOVALS SO AS NOT TO DISTURB ADJOINING FEATURES THAT ARE TO REMAIN IN PLACE. ALL EXISTING DRAINAGE STRUCTURES NOT BEING REMOVED BY THE CONTRACTOR THAT ARE DAMAGED BY HIS NEGLIGENCE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- ALL MATERIALS REMOVED SHALL BE DISPOSED OF OUTSIDE OF AIRPORT PROPERTY.
- ALL OFFSETS FOR MANHOLES/INLETS SHOWN ARE TO THE CENTER OF THE STRUCTURE.
- EROSION CONTROL SHALL BE PLACED AROUND INLETS AND MANHOLES IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.
- THE CONNECTION OF THE PROPOSED STORM SEWER TO THE EXISTING SHOULD BE FREE OF VOIDS AND SHALL BE SEALED WITH MORTAR OR A CONCRETE COLLAR AS DIRECTED BY THE ENGINEER.

DATE	DESCRIPTION OF THE REVISIONS	BY

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

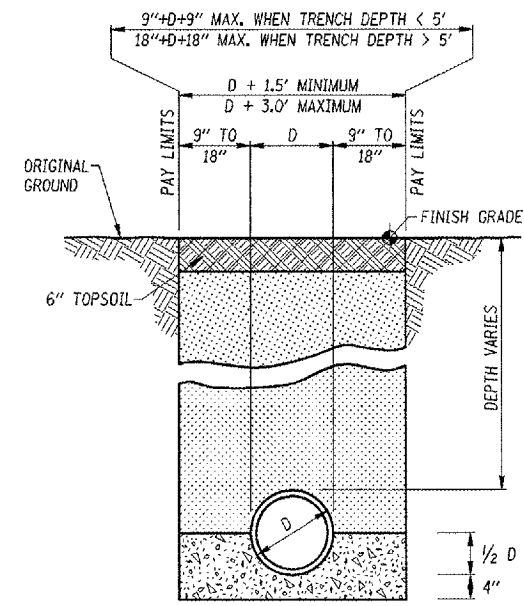
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CARLYLE, ILLINOIS 62291
www.hmgengineers.com
(618) 584-3711 Fax (618) 584-8217

PROPOSED DRAINAGE PLAN

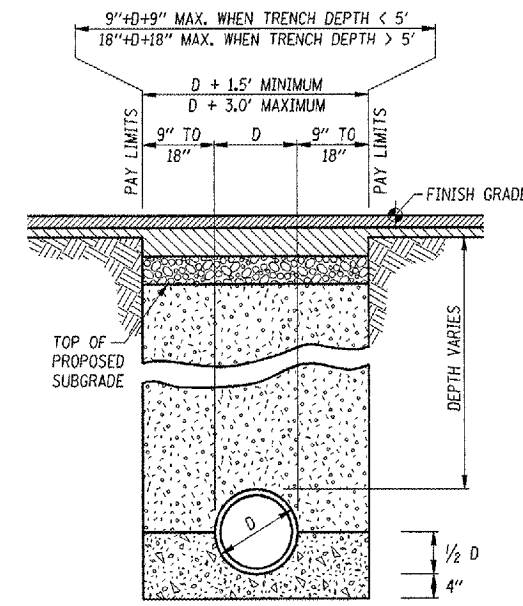
IL PROJ. NO. GRE-3215
A.L.P. PROJ. NO. 3-17-0049-B4
FILE NAME GA-DRAINPLN
DATE 03-24-2006

H.M.G. NO. 6538

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GROO2	BOND	29	10

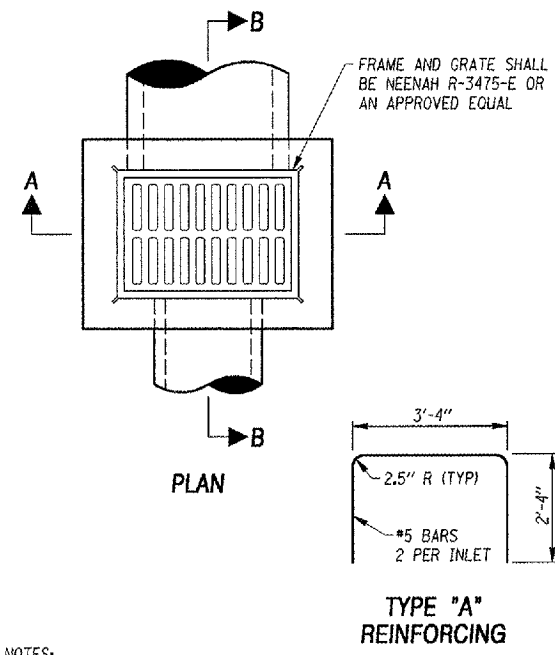


**TRENCHING DETAIL
UNDER UNPAVED AREAS**

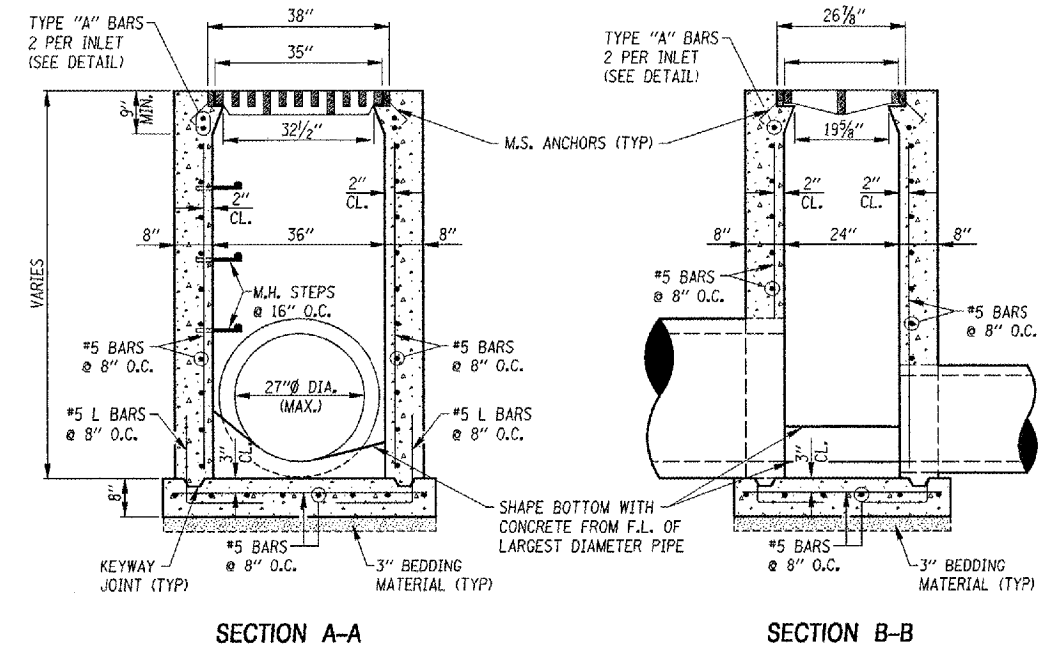


**TRENCHING DETAIL
UNDER PAVEMENT AREAS**

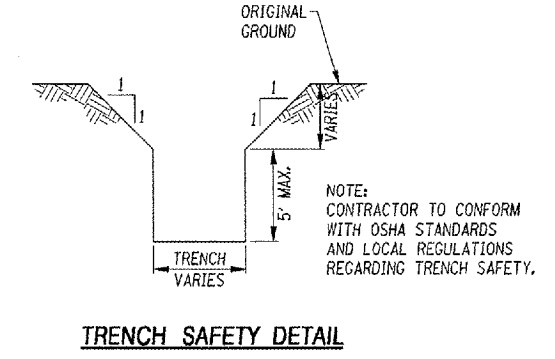
- LEGEND**
- FINAL BACKFILL**
EXCAVATED MATERIAL IN OTHER LOCATIONS
(INCIDENTAL TO COSTS OF PIPE)
 - FINAL BACKFILL**
SELECT GRANULAR BACKFILL (IDOT-CA 6) UNDER PAVEMENT AND 3' MIN.
OUTSIDE EDGE OF PAVEMENT, COMPACTED TO 95% MODIFIED PROCTOR DENSITY
(ASTM D-1557) (INCIDENTAL TO COST OF PIPE)
 - HAUNCHING**
SELECT GRANULAR BACKFILL (IDOT-CA 6)
(INCIDENTAL TO COST OF PIPE)



**TYPE "A"
REINFORCING**



**SECTION A-A
SECTION B-B
SPECIAL INLET DETAIL**



TRENCH SAFETY DETAIL

NOTES:

1. SPECIAL INLET WALLS SHALL BE CONSTRUCTED OF PRECAST OR CAST-IN-PLACE CONCRETE IN ACCORDANCE WITH SECTION 751 OF THE STANDARD SPECIFICATIONS. THE MINIMUM WALL THICKNESS SHALL BE 8".
2. STEPS SHALL BE REQUIRED FOR ALL INLETS AND MANHOLES. STEPS SHALL BE IN ACCORDANCE WITH STANDARD 602701 HEREIN AND ARTICLE 751-2.7 OF THE STANDARD SPECIFICATIONS.
3. REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31, M-42, OR M-53 GRADE 60.
4. THE CONTRACT UNIT PRICE PER EACH SPECIAL INLET SHALL INCLUDE THE INLET, FRAME, GRATE, STEPS, AND ALL REINFORCEMENT BARS IN PLACE AND COMPLETE PER UNIT.

DATE	DESCRIPTION OF THE REVISIONS	BY

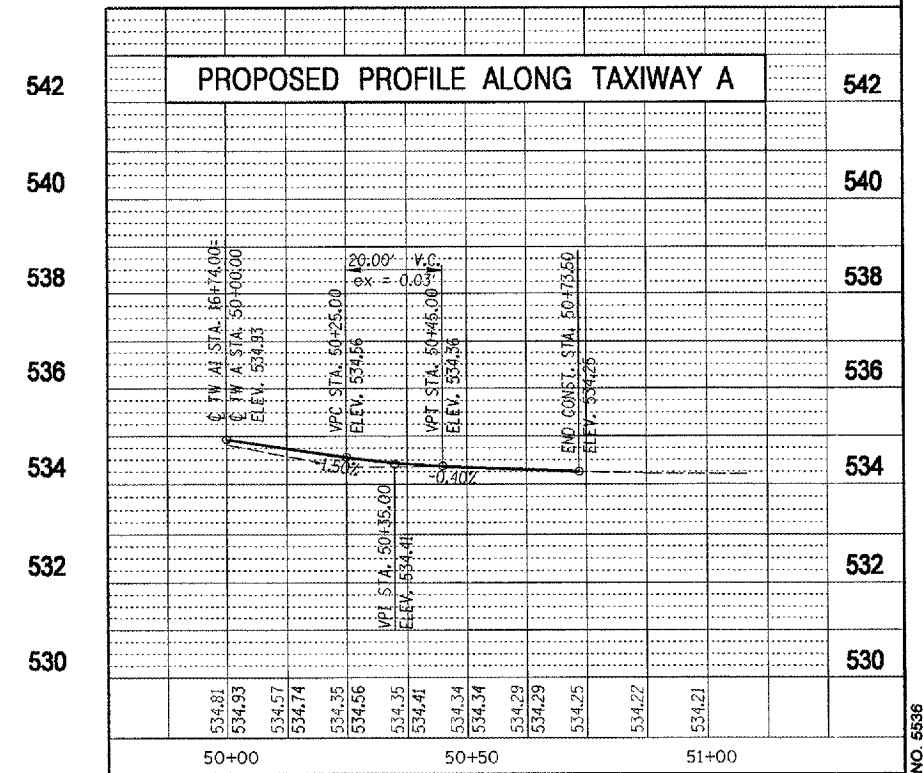
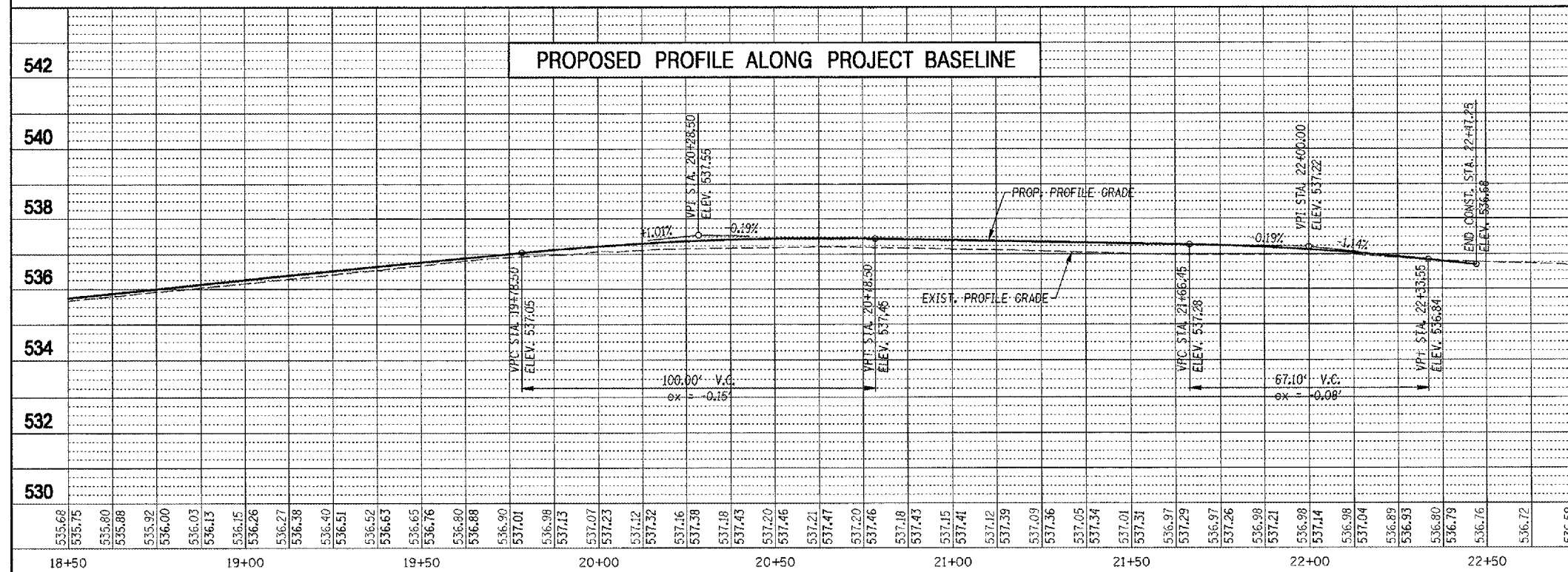
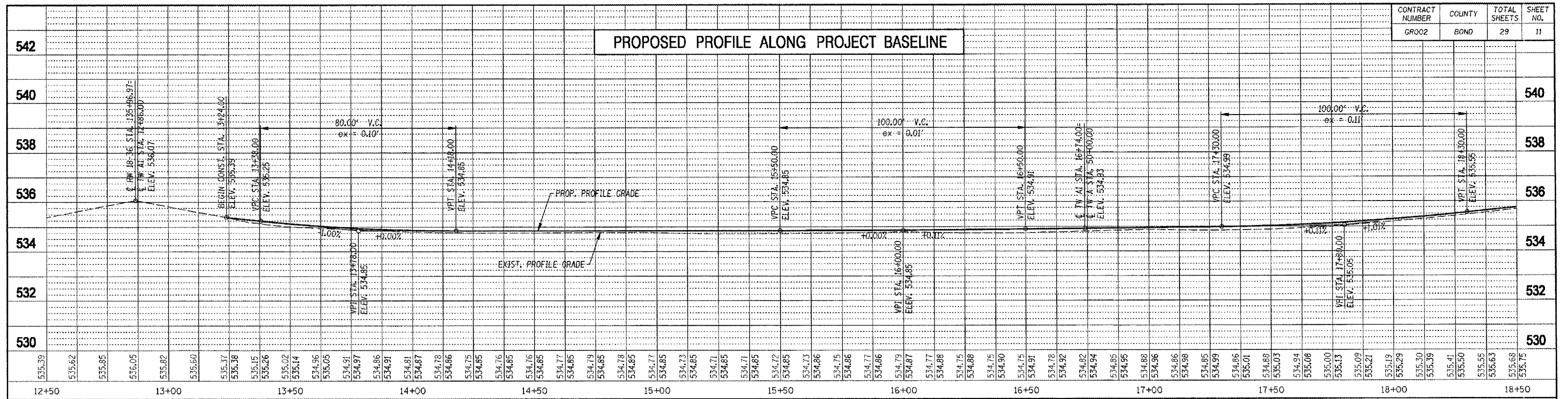
GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HENRY, MEIBENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62201
www.hmgeng.com
(618) 584-3711 Fax (618) 584-8217

DRAINAGE DETAILS

ILL. PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-DRAINDET
DATE	03-24-2006

H.M.G. NO. 6636



DATE	DESCRIPTION OF THE REVISIONS	BY

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

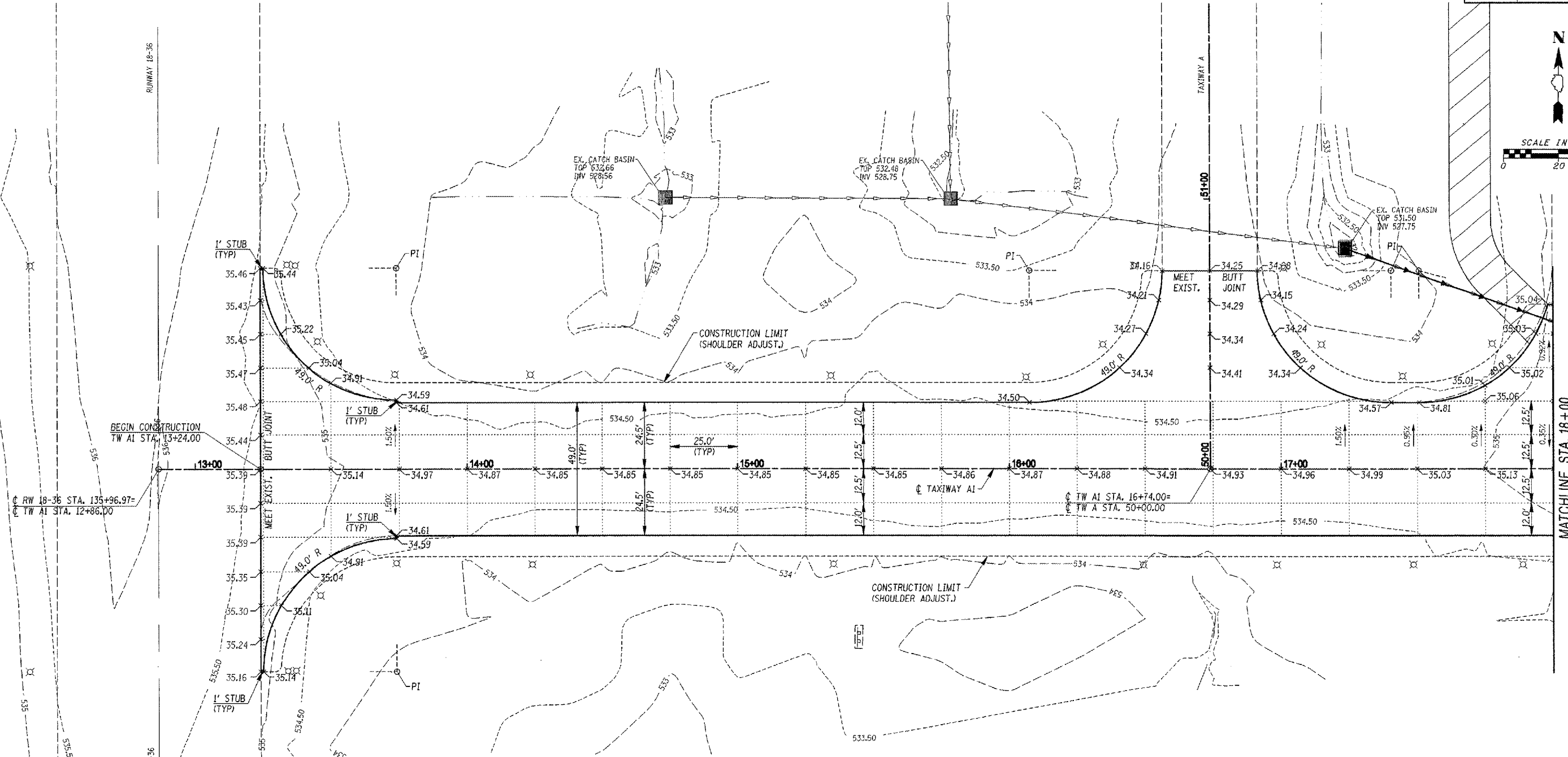
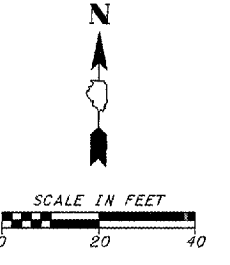
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CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 584-3711 Fax (618) 584-8217

**PROPOSED PROFILE ALONG
BASELINE AND TAXIWAY A**

ILL. PROJ. NO. GRE-3215
A.I.P. PROJ. NO. 3-17-0049-B4
FILE NAME GA PROFILE
DATE 03-24-2006

H.M.G. NO. 6536

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	29	12



NOTES

1. FOR CLARITY, ELEVATIONS SHOWN ARE MINUS 500.00 (i.e. 35.52 = 535.52)
2. SEE SHEETS 6 AND 7 FOR TYPICAL PAVEMENT SECTIONS
3. SEE SHEET 15 FOR BUTT JOINT AND MILLING DETAILS
4. THE JOINT LINES SHOWN REPRESENT THE ASSUMED PAVING LANES. THE CONTRACTOR MUST PAVE THE AC SURFACE COURSE IN 12.5' LANE WIDTHS ON TAXIWAY A1 AND THE MAIN APRON. THE JOINTS SHALL MATCH THE JOINTS ALONG THE PCC SECTION. THE CONTRACTOR MAY SUBMIT AN ALTERNATE PLAN FOR JOINT LAYOUT TO THE ENGINEER FOR APPROVAL.
5. THE CONSTRUCTION LIMITS ARE SHOWN ON THIS SHEET BY A DASHED LINE (-----). ALL EARTH EXCAVATION AND/OR EMBANKMENT WILL BE PAID FOR UNDER THE SHOULDER ADJUSTMENT ITEM. ALL EARTHWORK WITHIN THE PROPOSED LIMITS SHOWN ON THE PLANS WILL BE DEFINED AS SHOULDER ADJUSTMENT AND NO ADDITIONAL COMPENSATION WILL BE MADE FOR THE CONTRACTOR TO RESTORE AREAS OUTSIDE OF THE LIMITS SHOWN.
6. SEE SHEETS 3 AND 4 FOR STAGING AND TRAFFIC CONTROL DETAILS

DATE	DESCRIPTION OF THE REVISIONS	BY

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

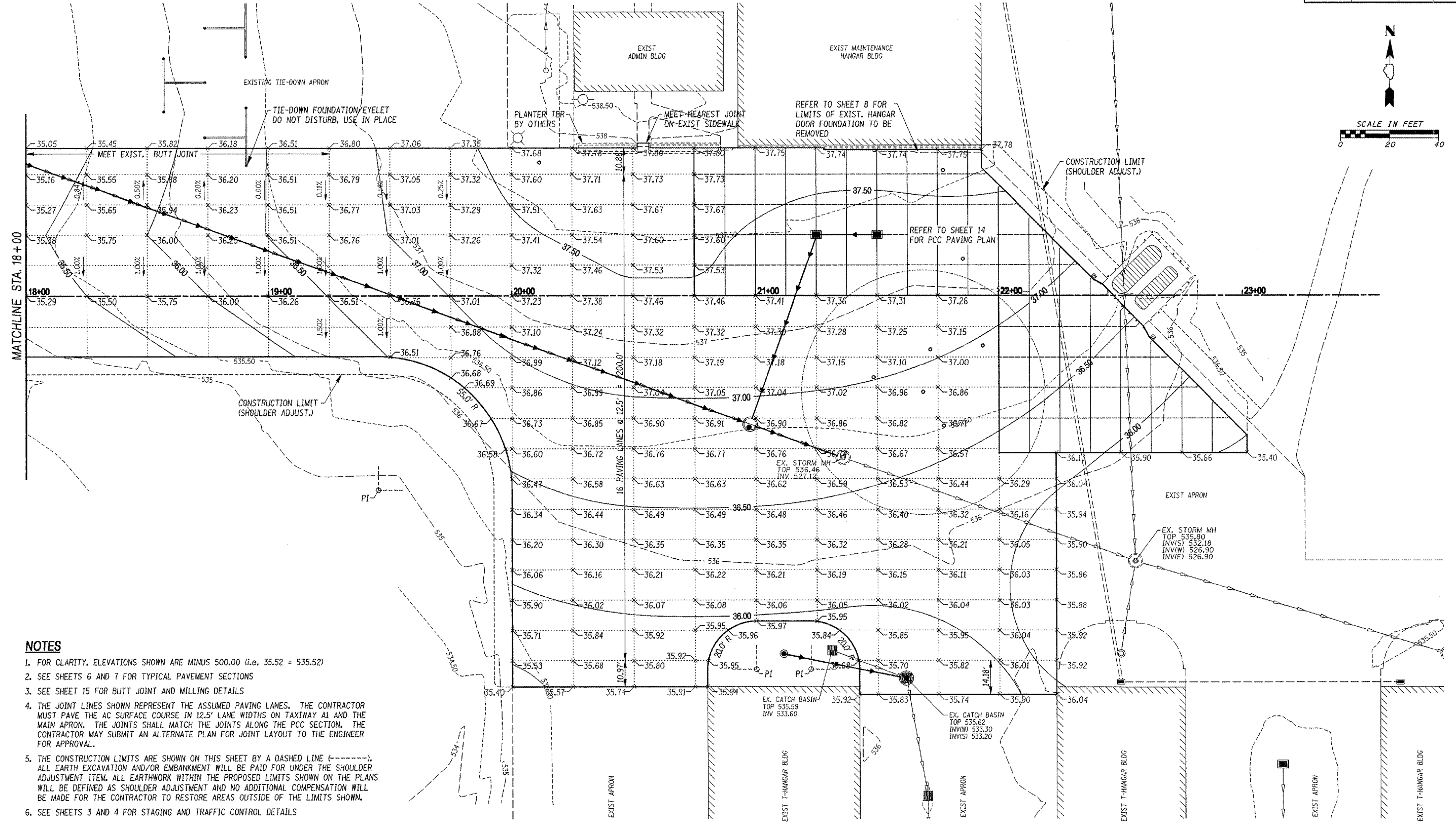
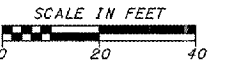
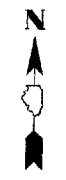
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ENGINEERS
CARLYLE, ILLINOIS 62231
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**PROPOSED PAVING PLAN
BEGIN TO STA. 18+00.00**

ILL. PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-PAVING01
DATE	03-24-2006

H.M.G. NO. 5638

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	29	13



NOTES

- FOR CLARITY, ELEVATIONS SHOWN ARE MINUS 500.00 (i.e. 35.52 = 535.52)
- SEE SHEETS 6 AND 7 FOR TYPICAL PAVEMENT SECTIONS
- SEE SHEET 15 FOR BUTT JOINT AND MILLING DETAILS
- THE JOINT LINES SHOWN REPRESENT THE ASSUMED PAVING LANES. THE CONTRACTOR MUST PAVE THE AC SURFACE COURSE IN 12.5' LANE WIDTHS ON TAXIWAY A1 AND THE MAIN APRON. THE JOINTS SHALL MATCH THE JOINTS ALONG THE PCC SECTION. THE CONTRACTOR MAY SUBMIT AN ALTERNATE PLAN FOR JOINT LAYOUT TO THE ENGINEER FOR APPROVAL.
- THE CONSTRUCTION LIMITS ARE SHOWN ON THIS SHEET BY A DASHED LINE (-----). ALL EARTH EXCAVATION AND/OR EMBANKMENT WILL BE PAID FOR UNDER THE SHOULDER ADJUSTMENT ITEM. ALL EARTHWORK WITHIN THE PROPOSED LIMITS SHOWN ON THE PLANS WILL BE DEFINED AS SHOULDER ADJUSTMENT AND NO ADDITIONAL COMPENSATION WILL BE MADE FOR THE CONTRACTOR TO RESTORE AREAS OUTSIDE OF THE LIMITS SHOWN.
- SEE SHEETS 3 AND 4 FOR STAGING AND TRAFFIC CONTROL DETAILS

DATE	DESCRIPTION OF THE REVISIONS	BY

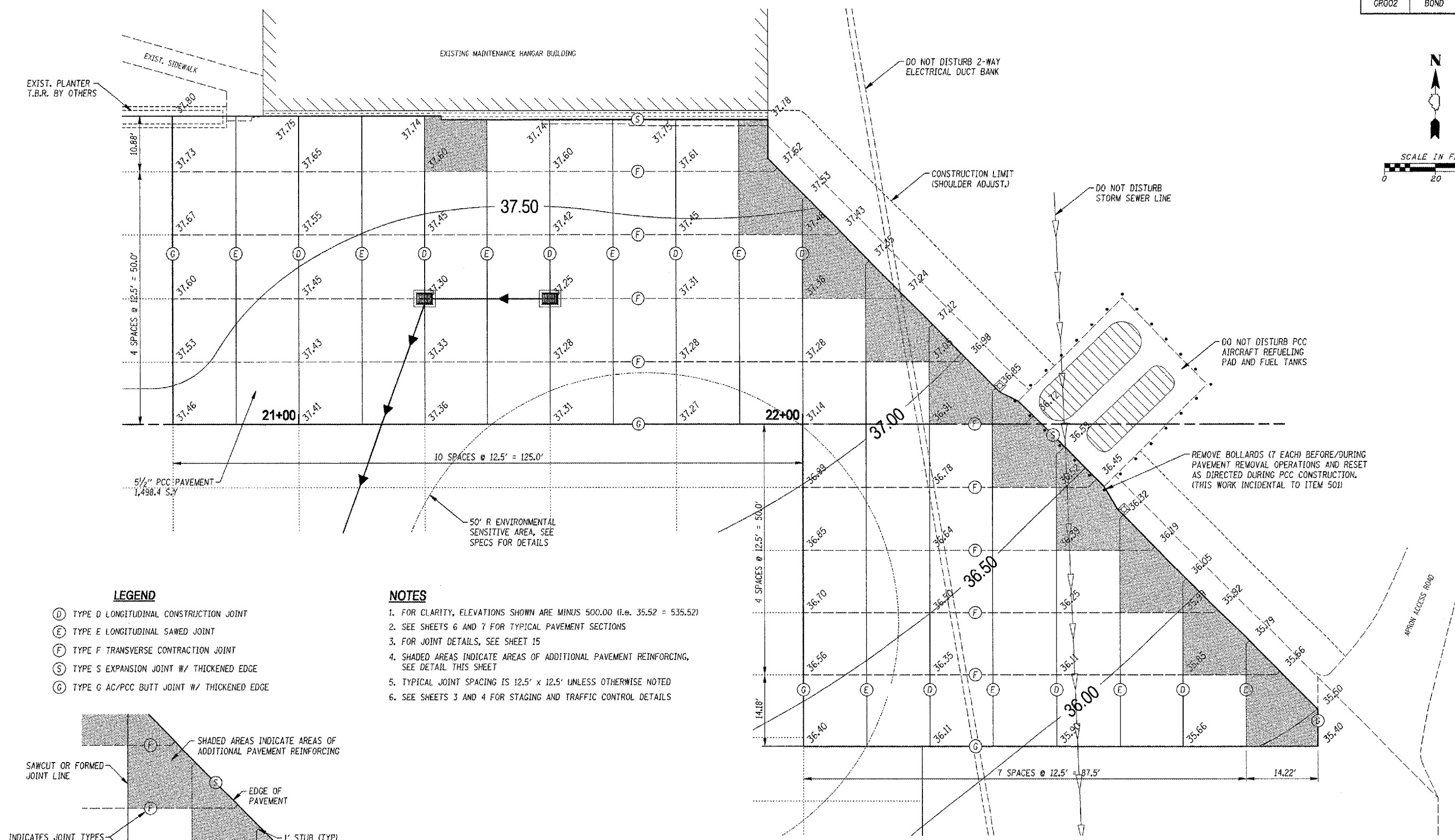
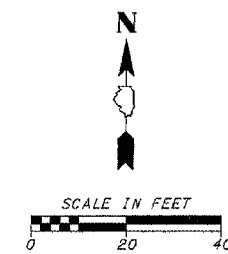
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PROPOSED PAVING PLAN
STA. 18+00 TO END

IL. PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-PAVING02
DATE	03-24-2006

H.M.G. NO. 5536

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	29	14

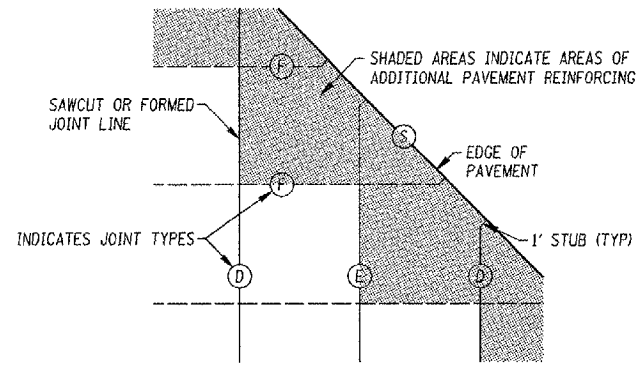


LEGEND

- (D) TYPE D LONGITUDINAL CONSTRUCTION JOINT
- (E) TYPE E LONGITUDINAL SAWED JOINT
- (F) TYPE F TRANSVERSE CONTRACTION JOINT
- (S) TYPE S EXPANSION JOINT W/ THICKENED EDGE
- (G) TYPE G AC/PCC BUTT JOINT W/ THICKENED EDGE

NOTES

1. FOR CLARITY, ELEVATIONS SHOWN ARE MINUS 500.00 (i.e. 35.52 = 535.52)
2. SEE SHEETS 6 AND 7 FOR TYPICAL PAVEMENT SECTIONS
3. FOR JOINT DETAILS, SEE SHEET 15
4. SHADED AREAS INDICATE AREAS OF ADDITIONAL PAVEMENT REINFORCING, SEE DETAIL THIS SHEET
5. TYPICAL JOINT SPACING IS 12.5' x 12.5' UNLESS OTHERWISE NOTED
6. SEE SHEETS 3 AND 4 FOR STAGING AND TRAFFIC CONTROL DETAILS



TAPER DETAIL

DATE	DESCRIPTION OF THE REVISIONS	BY

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

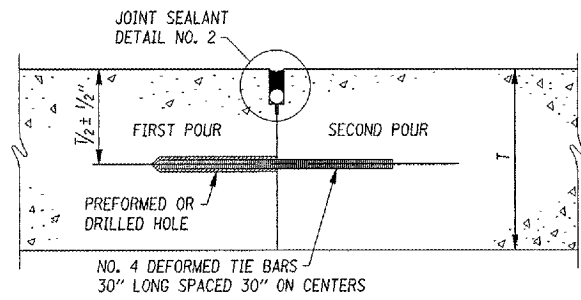
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PROPOSED PCC PAVING PLAN

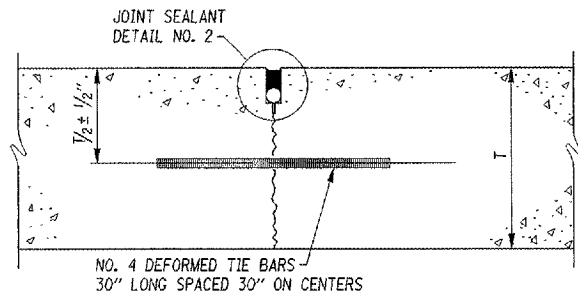
IL. PROJ. NO.	GRE-3215
A.J.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-PAVING03
DATE	03-24-2006

H.M.G. NO. 5656

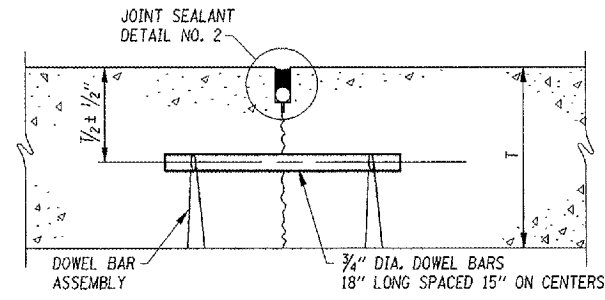
CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
G002	BOND	29	15



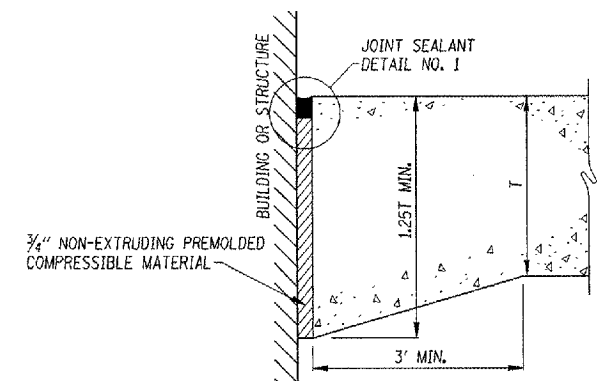
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NOT TO SCALE



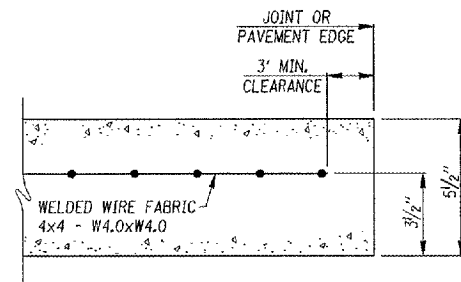
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NOT TO SCALE



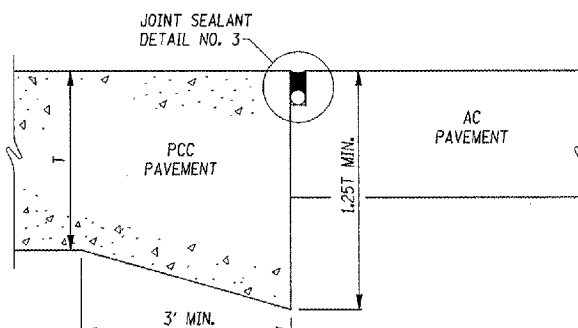
F TYPE F TRANSVERSE CONTRACTION JOINT
NOT TO SCALE



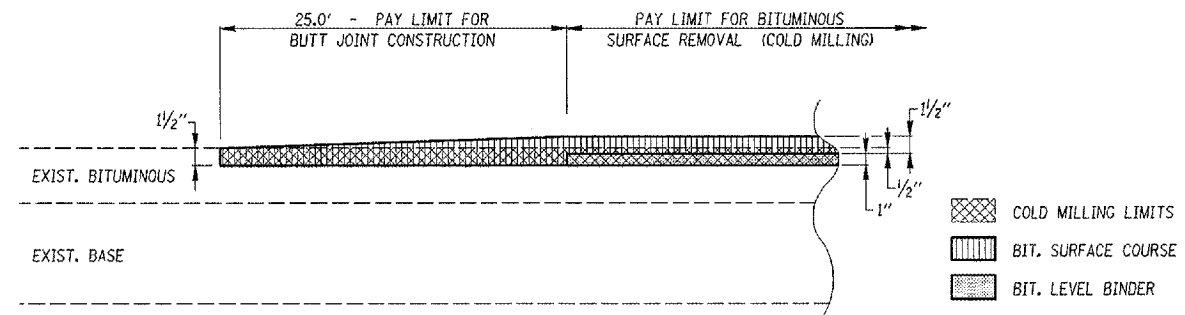
S TYPE S EXPANSION JOINT W/THICKENED EDGE AT STRUCTURE
NOT TO SCALE



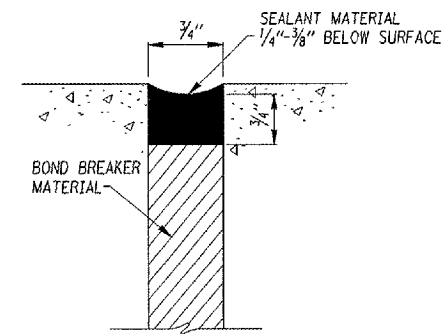
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NOT TO SCALE



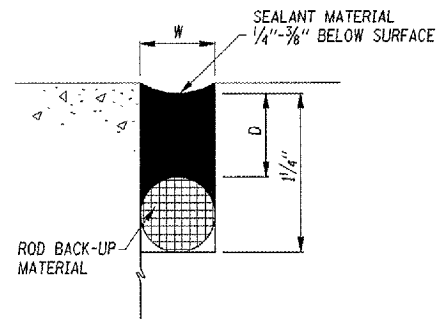
G TYPE G AC/PCC BUTT JOINT W/THICKENED EDGE
NOT TO SCALE



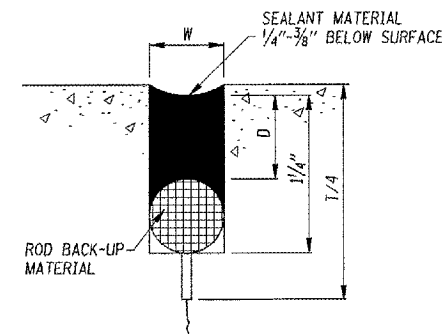
AC BUTT JOINT DETAIL
NOT TO SCALE



DETAIL 1



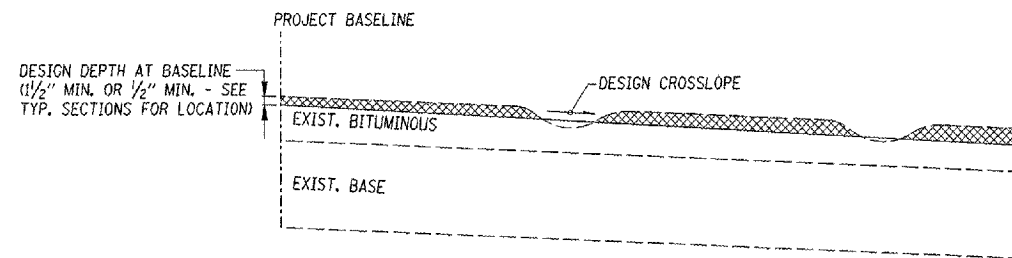
DETAIL 3



DETAIL 2

NOTES

- SEALANT RESERVOIR SIZED TO PROVIDE PROPER SHAPE FACTOR, W/D. FIELD POURED AND PREFORMED SEALANTS REQUIRE DIFFERENT SHAPE FACTORS FOR OPTIMUM PERFORMANCE.
- SEPARATING TAPE OR BACKER MATERIAL REQUIRED TO PREVENT JOINT SEALANT FROM FLOWING INTO SAWCUT, TO SEPARATE NON-COMPATIBLE MATERIALS AND TO PREVENT SEALANT FROM BONDING TO BOTTOM OF RESERVOIR.
- SEPARATING TAPE AND BACKER MATERIAL MUST BE COMPATIBLE WITH THE TYPE OF LIQUID SEALANT USED AND SIZED TO PROVIDE THE DESIRED SHAPE FACTOR.
- W = WIDTH OF SEALANT RESERVOIR, 1/2" MIN. AND 3/8" MAX. EXCEPT FOR EXPANSION JOINTS WHERE W = 3/4"
- D = DEPTH OF SEALANT, 1.0 TO 1.5 TIMES W



BITUMINOUS SURFACE REMOVAL DETAIL
NOT TO SCALE

NOTES

- MILLING SHALL BE DONE TO ATTAIN THE DESIGN SLOPE IN CROWN SECTIONS.
- MILLING TO THE BOTTOM OF RUTS/IRREGULARITIES SHALL NOT BE NECESSARY UNLESS REQUIRED TO OBTAIN SLOPE OR THE DESIGN DEPTH AT CENTERLINE.

DATE	DESCRIPTION OF THE REVISIONS	BY

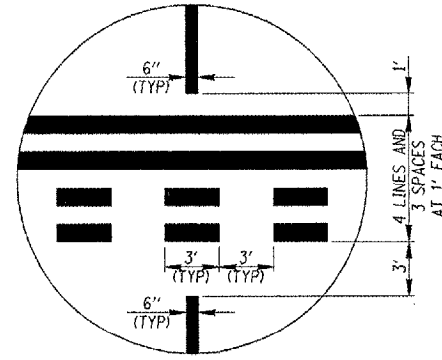
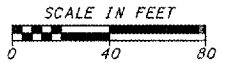
GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

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ENGINEERS
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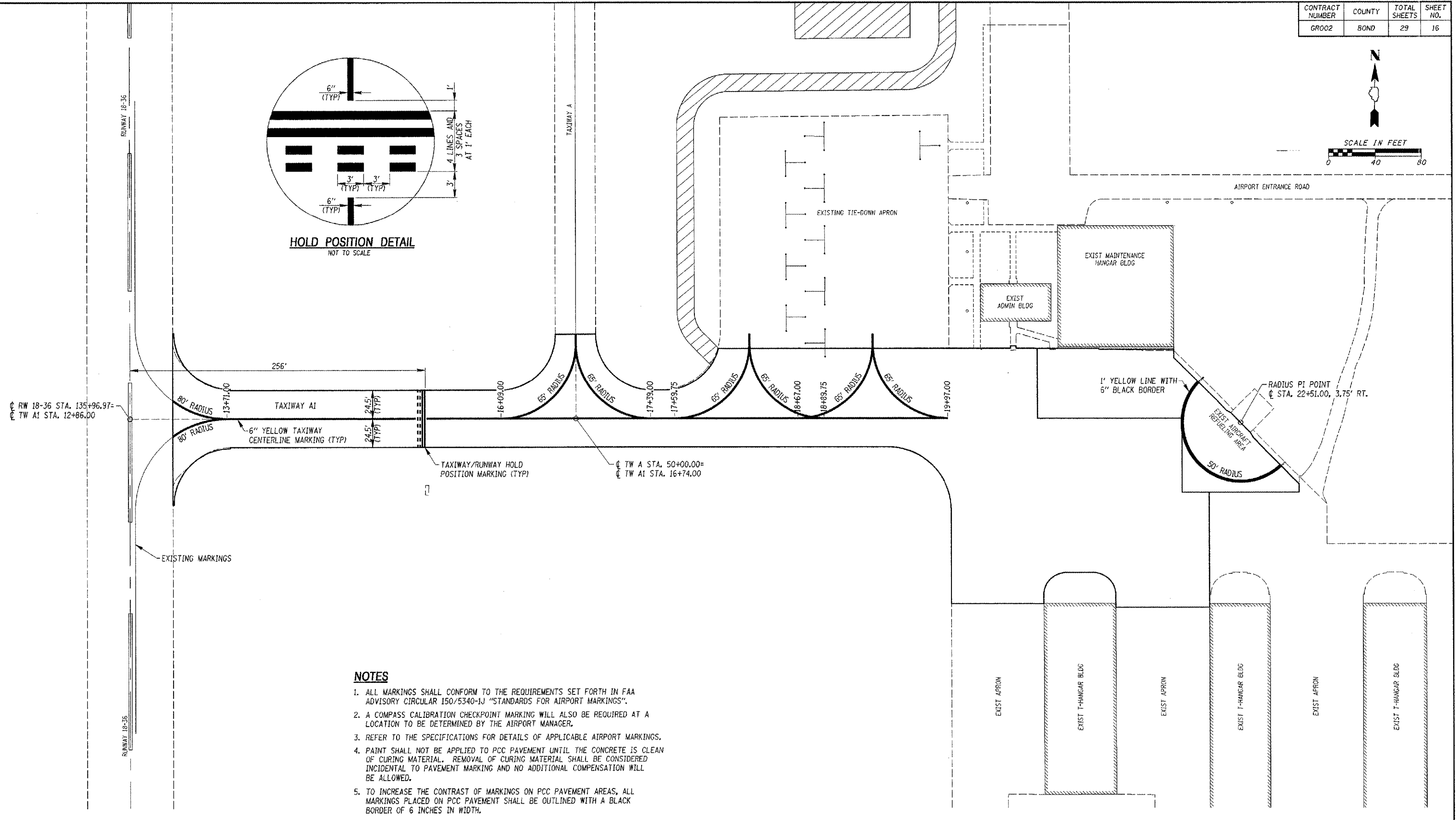
PCC JOINT DETAILS AND MISCELLANEOUS BITUMINOUS DETAILS

IL PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-JOINTDET
DATE	03-24-2006

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GROOZ	BOND	29	16



HOLD POSITION DETAIL
NOT TO SCALE



NOTES

1. ALL MARKINGS SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN FAA ADVISORY CIRCULAR 150/5340-1J "STANDARDS FOR AIRPORT MARKINGS".
2. A COMPASS CALIBRATION CHECKPOINT MARKING WILL ALSO BE REQUIRED AT A LOCATION TO BE DETERMINED BY THE AIRPORT MANAGER.
3. REFER TO THE SPECIFICATIONS FOR DETAILS OF APPLICABLE AIRPORT MARKINGS.
4. PAINT SHALL NOT BE APPLIED TO PCC PAVEMENT UNTIL THE CONCRETE IS CLEAN OF CURING MATERIAL. REMOVAL OF CURING MATERIAL SHALL BE CONSIDERED INCIDENTAL TO PAVEMENT MARKING AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
5. TO INCREASE THE CONTRAST OF MARKINGS ON PCC PAVEMENT AREAS, ALL MARKINGS PLACED ON PCC PAVEMENT SHALL BE OUTLINED WITH A BLACK BORDER OF 6 INCHES IN WIDTH.

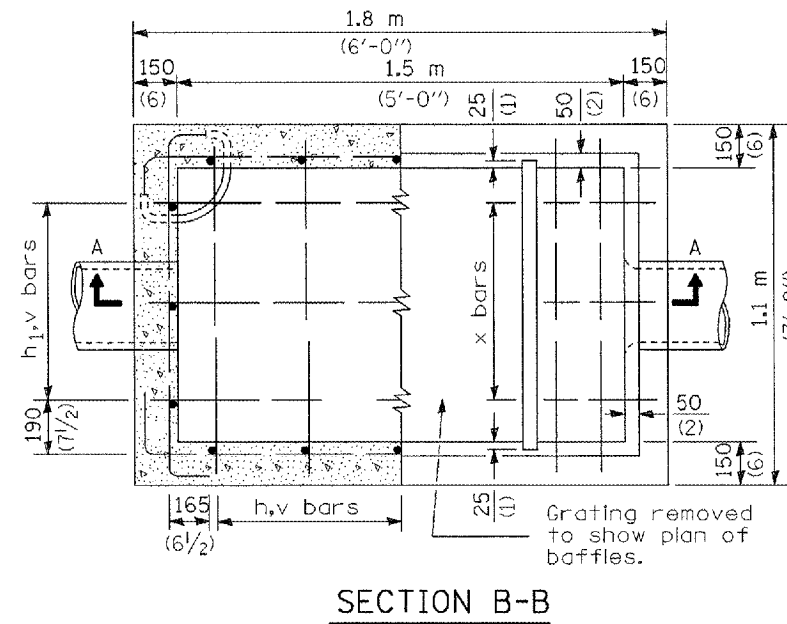
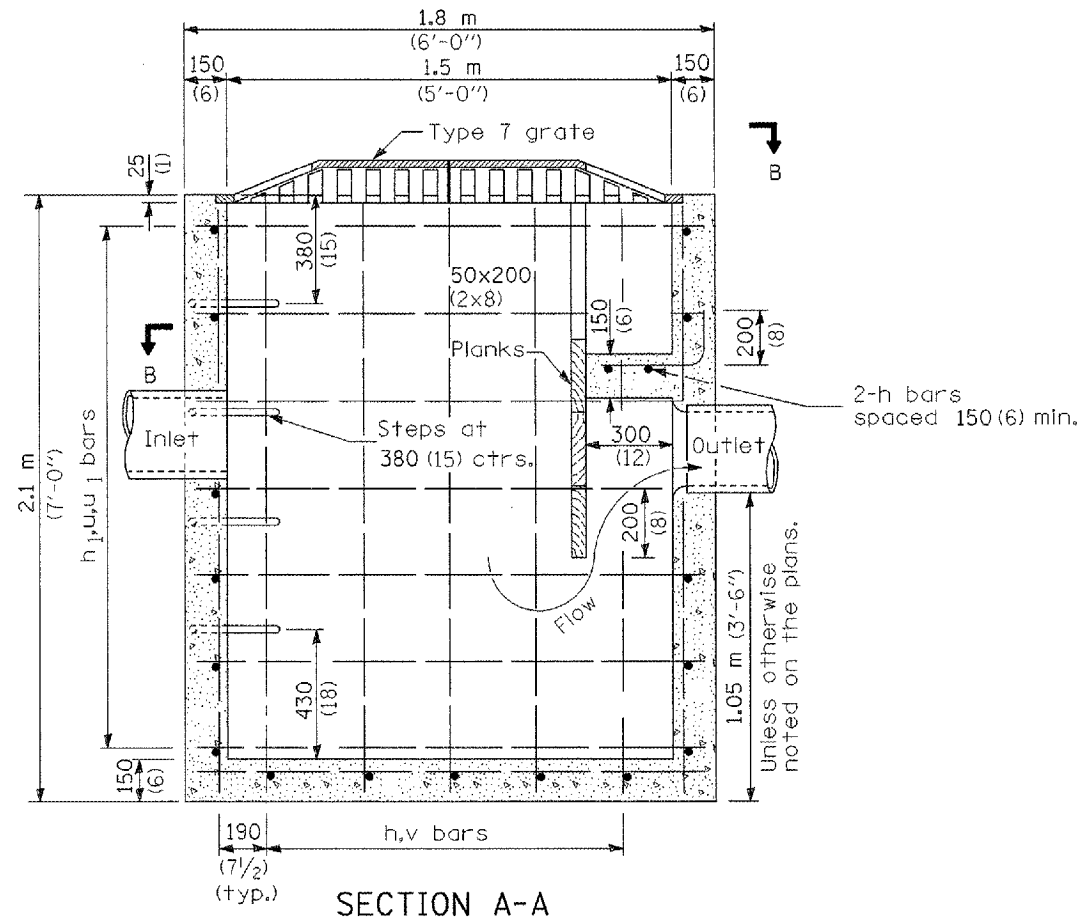
DATE	DESCRIPTION OF THE REVISIONS	BY

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

PROPOSED PAVEMENT MARKINGS

ILL. PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-PMARKING
DATE	03-24-2006

H.M.G. NO. 6598



MATERIALS REQUIRED FOR ONE (1)
TYPE B CATCH BASIN

Bar	Qty.	Size	Shape	Length
h	7	No. 15 (No. 4)	—	1.02 m (3'-5")
h ₁	3	No. 15 (No. 4)	—	1.72 m (5'-9")
u	14	No. 15 (No. 4)	┌	2.10 m (7'-0")
u ₁	14	No. 15 (No. 4)	┌	1.35 m (4'-6")
v	16	No. 15 (No. 4)	—	2.02 m (6'-9")
x	3	No. 15 (No. 4)	┌	0.58 m (1'-11")
Concrete			m ³ (cu. yd.)	1.90 (2.5)
Reinforcement bars			kg (lbs.)	149 (210)

All bars shall be at 300 (12) centers unless otherwise shown. Reinforcement bar clearance shall be 40 (1 1/2).

GENERAL NOTES

See Standard 602701 for details of steps.

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

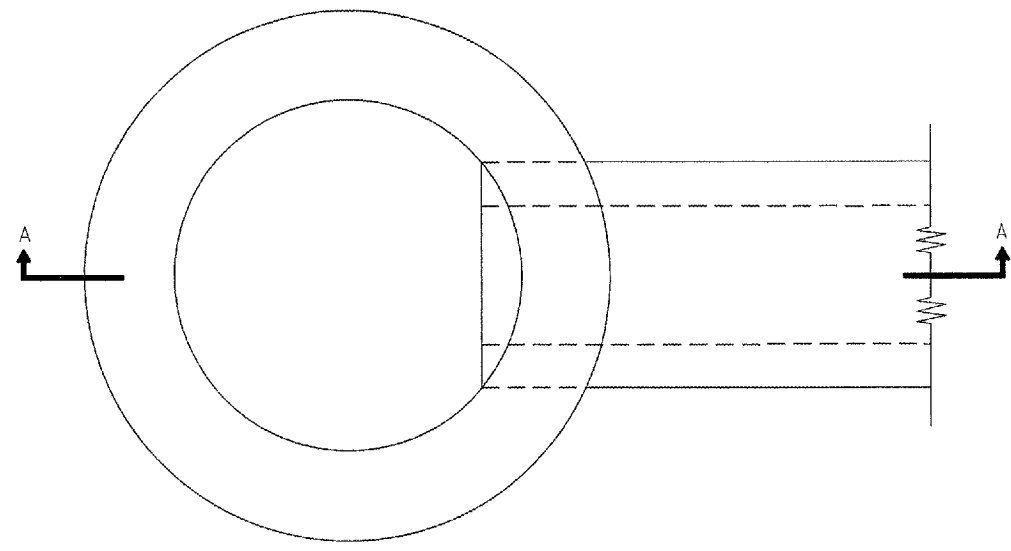
DATE	DESCRIPTION OF THE REVISIONS	BY

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

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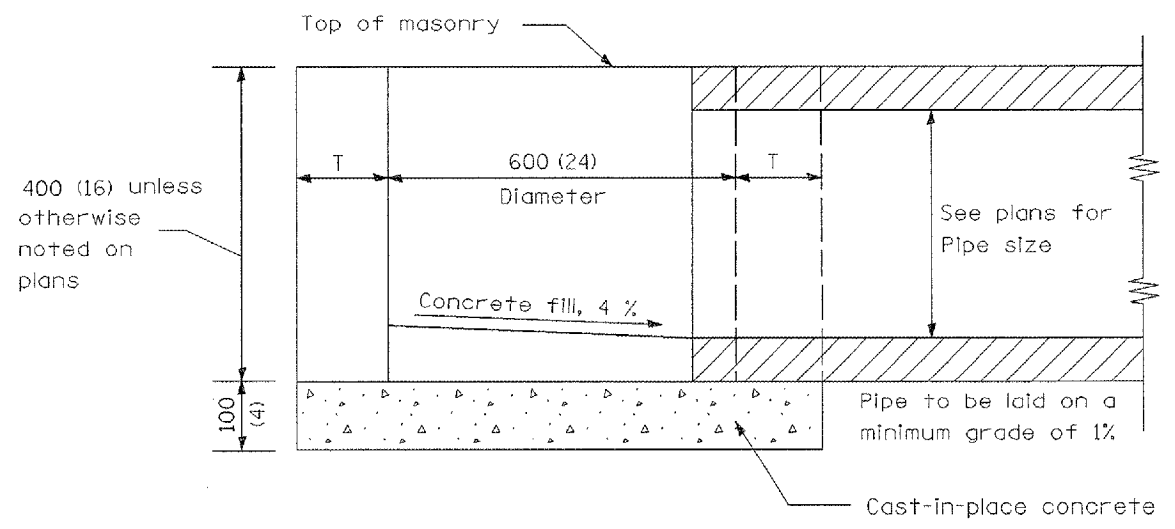
CATCH BASIN TYPE B	IL PROJ. NO. GRE-3215
	A.I.P. PROJ. NO. 3-17-0049-B4
STANDARD 602006	FILE NAME IDOT-602401
	DATE 03-24-2006

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	29	18

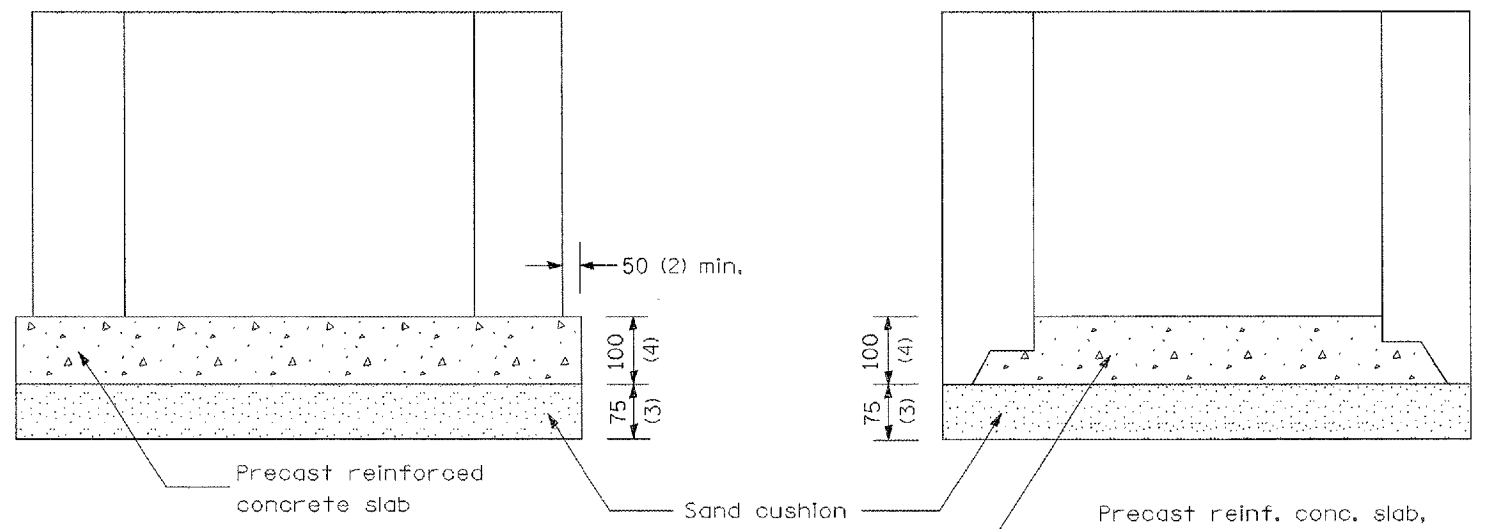


PLAN

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



SECTION A-A



ALTERNATE METHODS

Precast reinf. conc. slab, when the precast reinforced concrete section alternate is used.

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



DATE	DESCRIPTION OF THE REVISIONS	BY

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

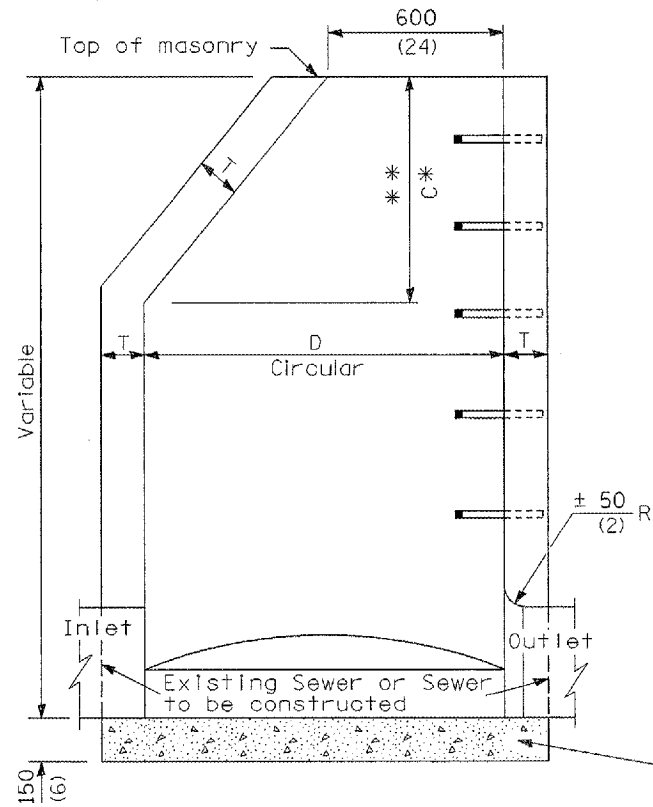
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INLET - TYPE A

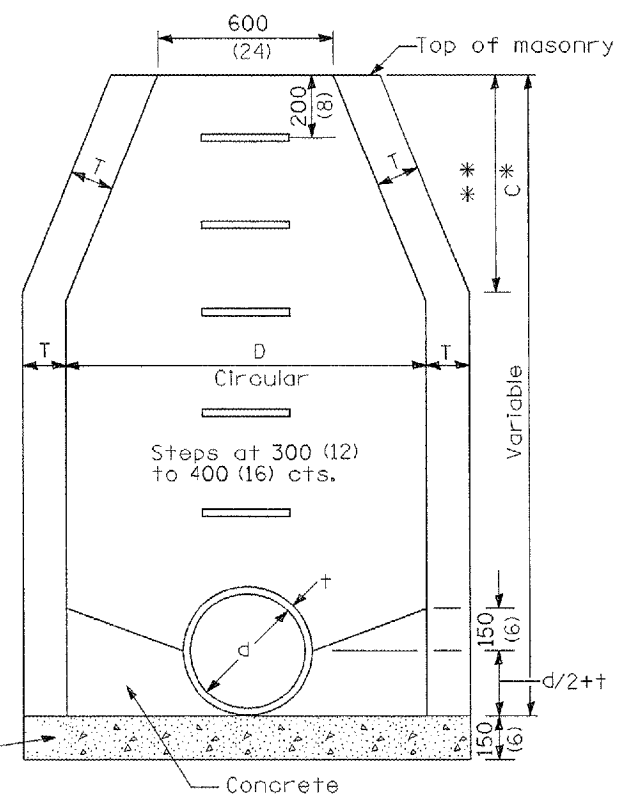
STANDARD 602301

IL PROJ. NO. GRE-3215
A.I.P. PROJ. NO. 3-17-0049-B4
FILE NAME IDOT-602401
DATE 03-24-2006

H.M.G. NO. 5536

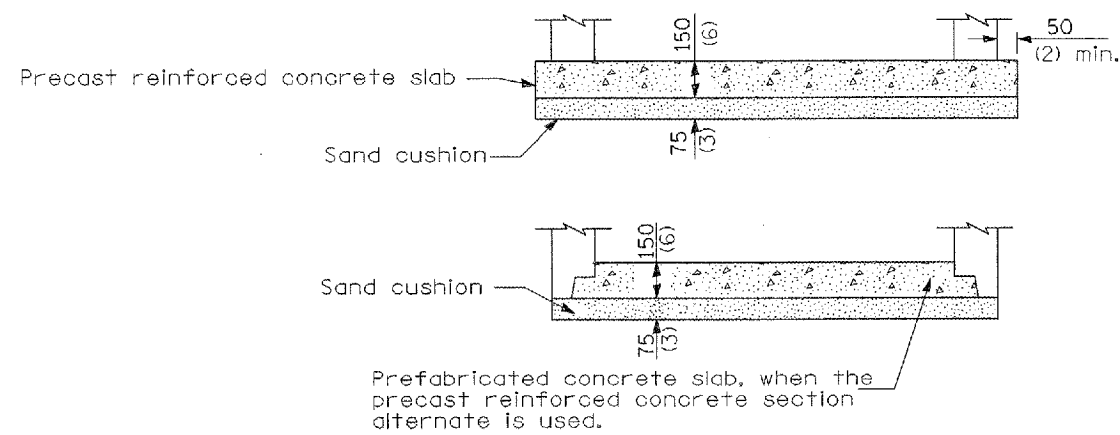


ELEVATION - ECCENTRIC



ELEVATION - CONCENTRIC

ALTERNATE MATERIALS FOR WALLS	D	C	T (min.)
Concrete Masonry Unit	1.2 m (4'-0")	750 (30)	125 (5)
	1.5 m (5'-0")	1,115 m (3'-9")	125 (5)
Brick Masonry	1.2 m (4'-0")	750 (30)	200 (8)
	1.5 m (5'-0")	1,115 m (3'-9")	200 (8)
Precast Reinforced Concrete Section	1.2 m (4'-0")	750 (30)	100 (4)
	1.5 m (5'-0")	1,115 m (3'-9")	125 (5)
Cast-in-place Concrete	1.2 m (4'-0")	750 (30)	150 (6)
	1.5 m (5'-0")	1,115 m (3'-9")	150 (6)



ALTERNATE BOTTOM SLAB

GENERAL NOTES

See Standard 602701 for details of steps.

* Dimension "C" for Precast Reinforced Concrete Sections may vary from the dimension given to plus 150 mm (6").

** See Standard 602601 for Optional Precast Reinforced Concrete Flat Slab Top.

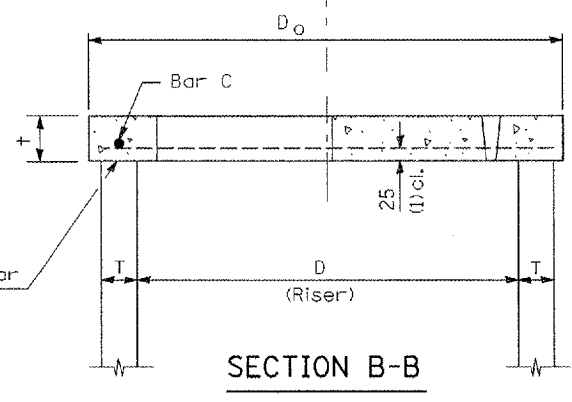
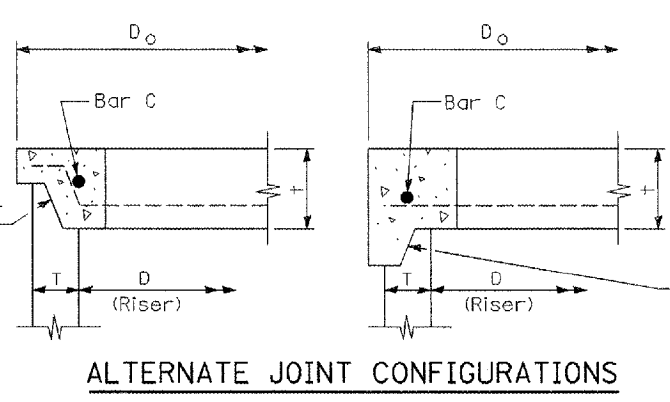
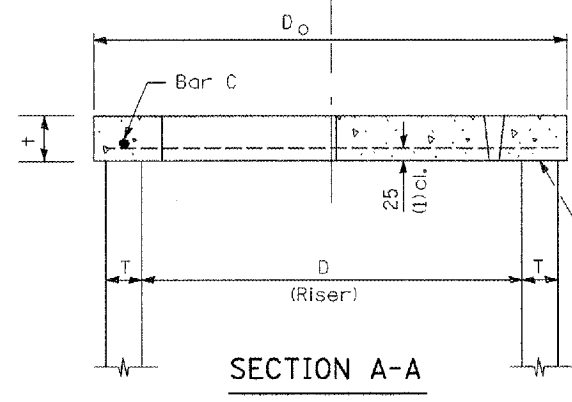
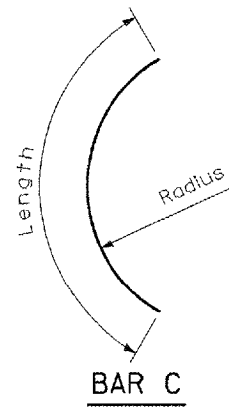
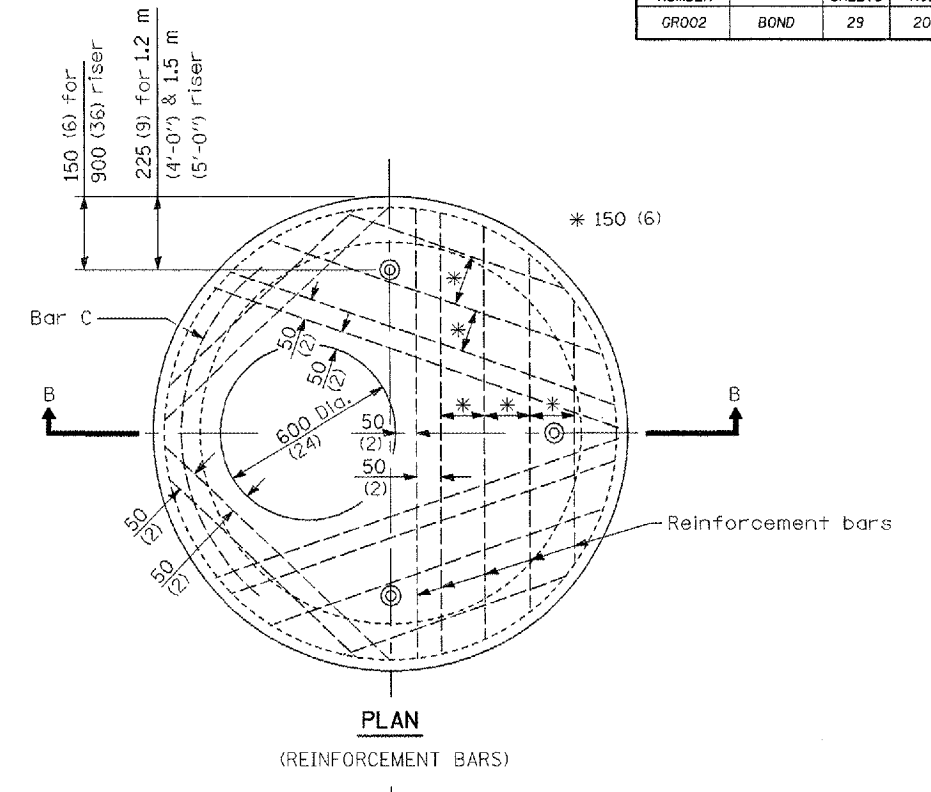
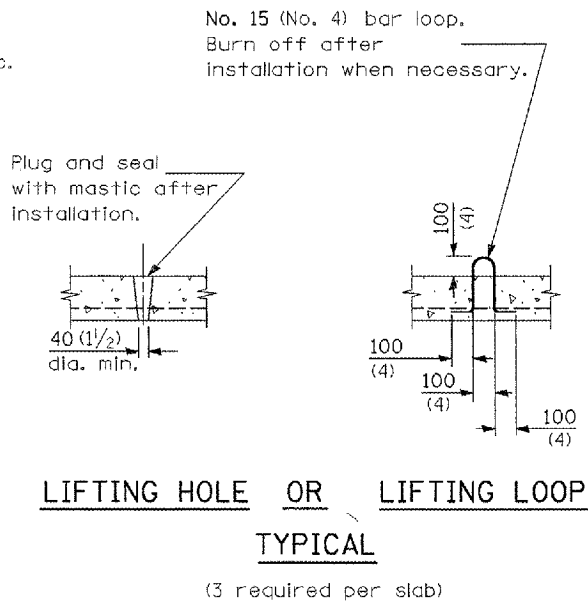
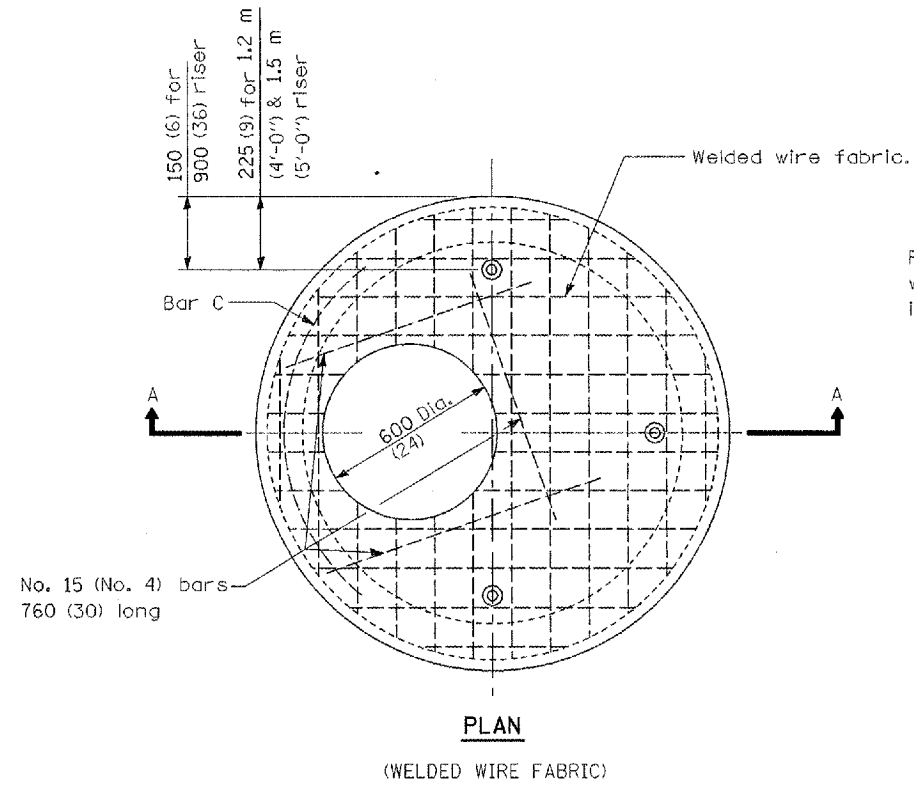
All dimensions are in millimeters (inches) unless otherwise shown.

DATE	DESCRIPTION OF THE REVISIONS	BY

MANHOLE TYPE A

STANDARD 602401

IL PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	IDOT-602401
DATE	03-24-2006



TABLE

D	T	D _o (min.)	t	Reinforcement "As" W.W.F. each direction	OR Bar size	No. 15 (No. 4) Bar C Length	Radius
900 (36)	See applicable Standards	D + 2T	150 (6)	425 mm ² / m (.20 sq. inch/ft.)	No. 15 (No. 4)	1.2 m (4'-0")	480 (19)
1.2 m (4'-0")			150 (6)	740 mm ² / m (.35 sq. inch/ft.)	No. 15 (No. 5)	1.35 m (4'-6")	660 (26)
1.5 m (5'-0")			200 (8)	740 mm ² / m (.35 sq. inch/ft.)	No. 15 (No. 5)	1.5 m (5'-0")	810 (32)

GENERAL NOTES

The flat slab top may be used in lieu of the tapered tops shown on Standards 602001, 602011, 602306, 602401, or 602501 at the option of the Contractor or when field conditions prohibit the use of tapered tops.

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

DATE	DESCRIPTION OF THE REVISIONS	BY

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

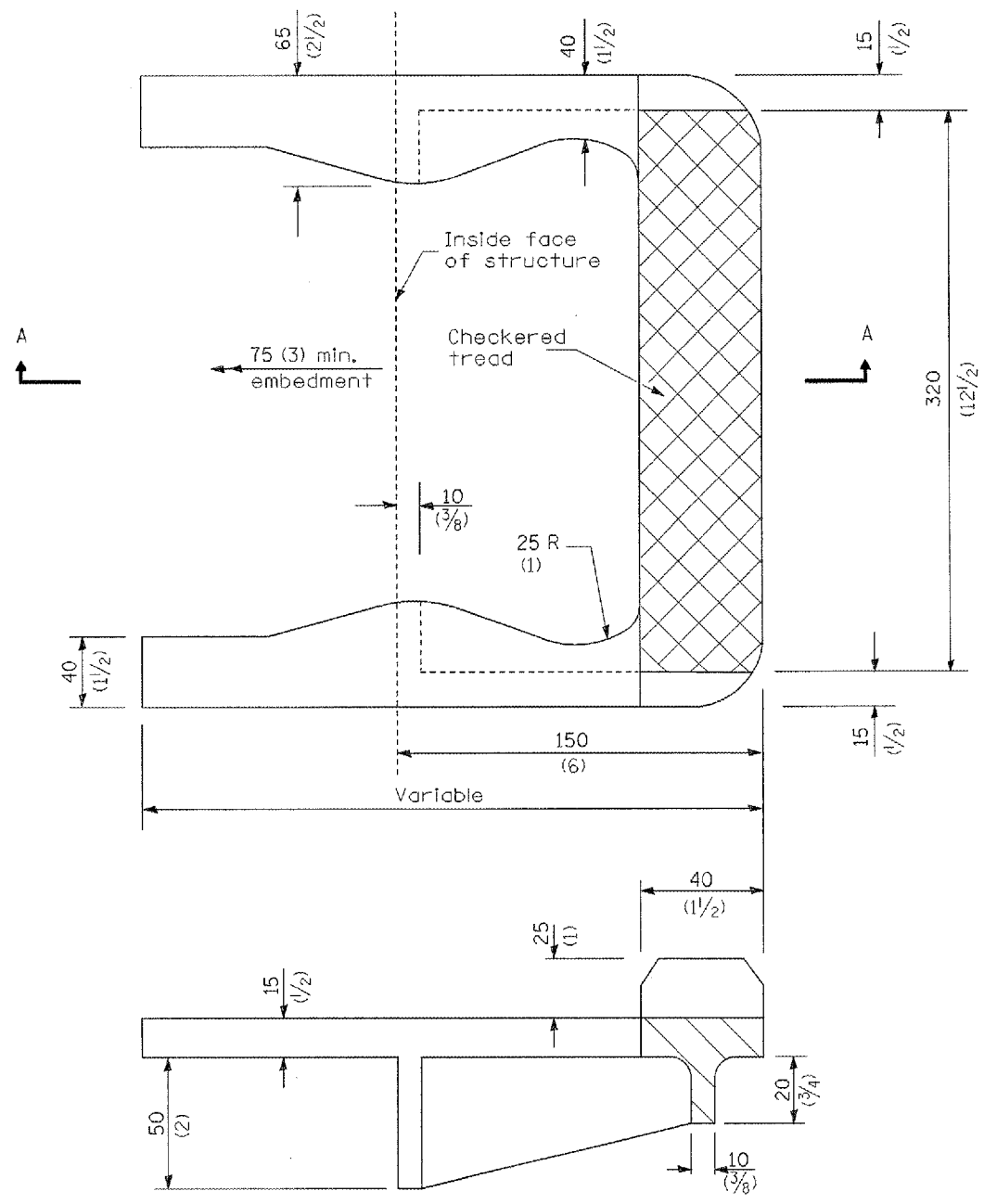
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CARLYLE, ILLINOIS 62231
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**PRECAST REINFORCED CONCRETE
FLAT SLAB TOP**

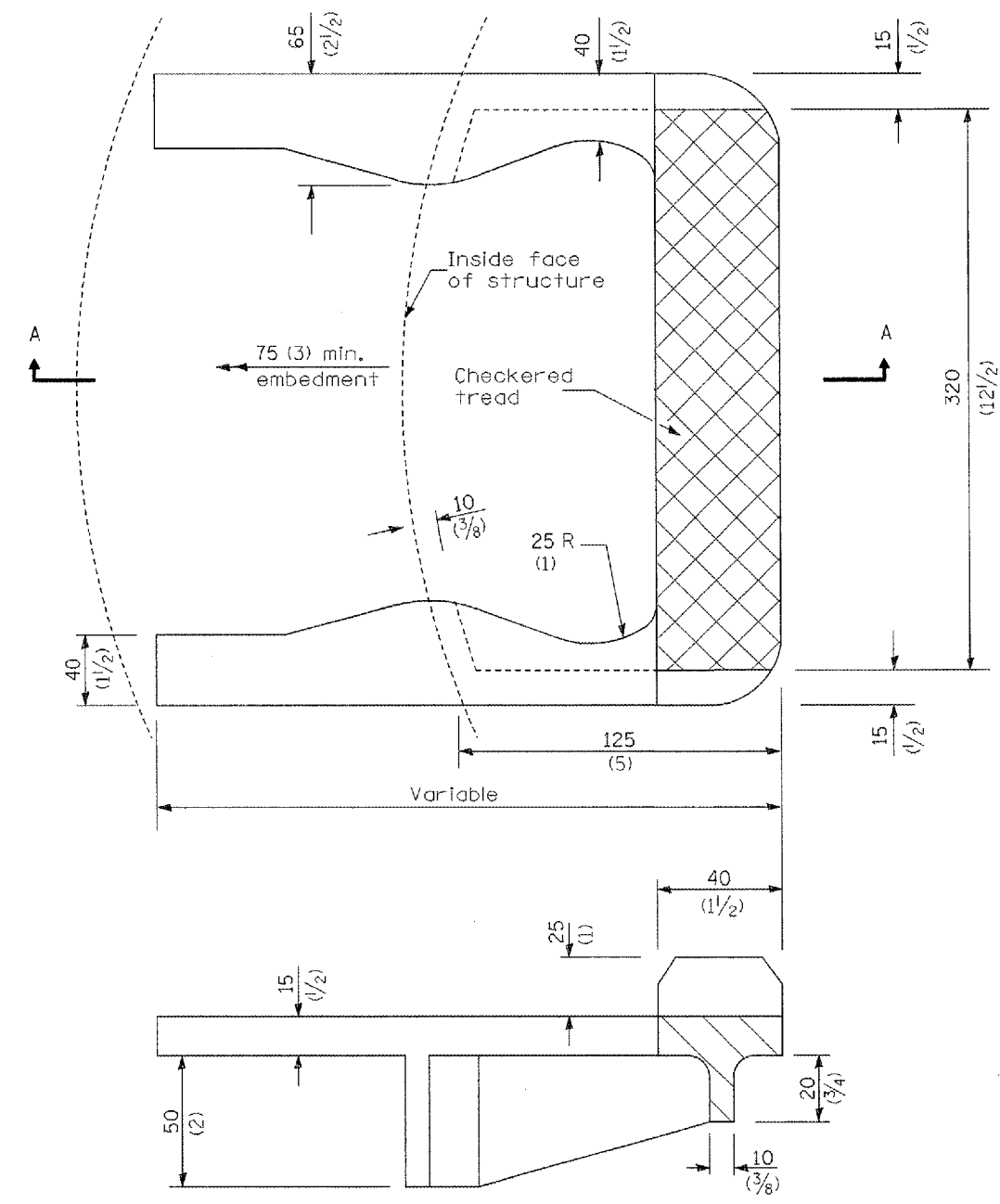
STANDARD 602601

IL PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	IDOT-602601
DATE	03-24-2006

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GR002	BOND	29	21



SECTION A-A
STRAIGHT WALL STRUCTURE



SECTION A-A
CIRCULAR WALL STRUCTURE

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



DATE	DESCRIPTION OF THE REVISIONS	BY

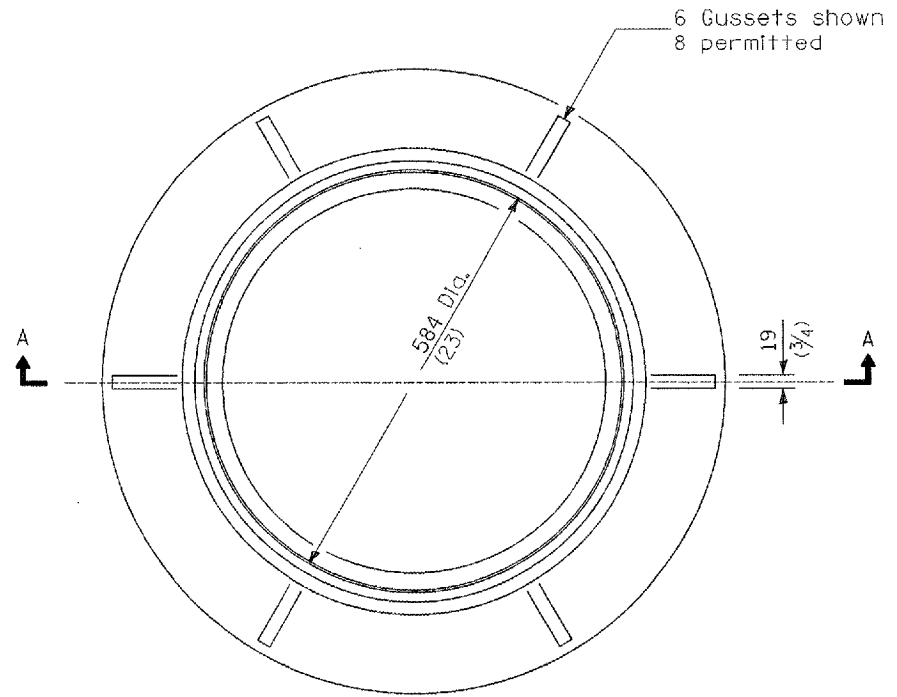
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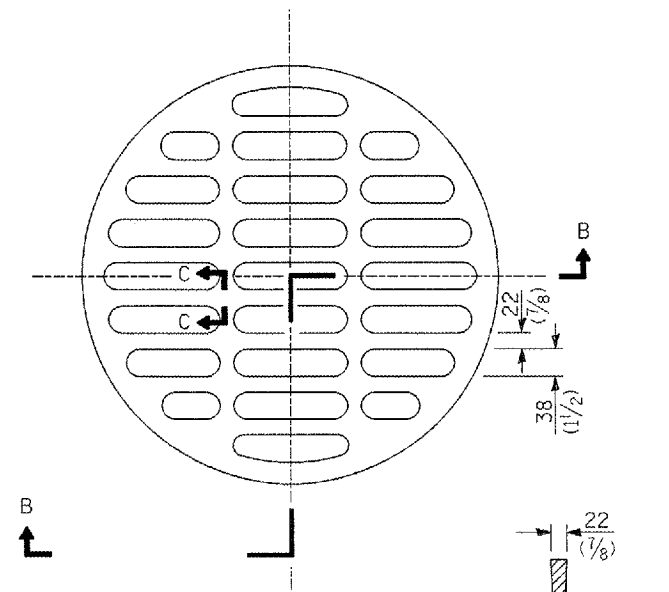
CAST IRON STEPS	IL PROJ. NO. GRE-3215
	A.I.P. PROJ. NO. 3-17-0049-B4
STANDARD 602701	FILE NAME IDOT-602701
	DATE 03-24-2006

H.M.G. NO. 5636

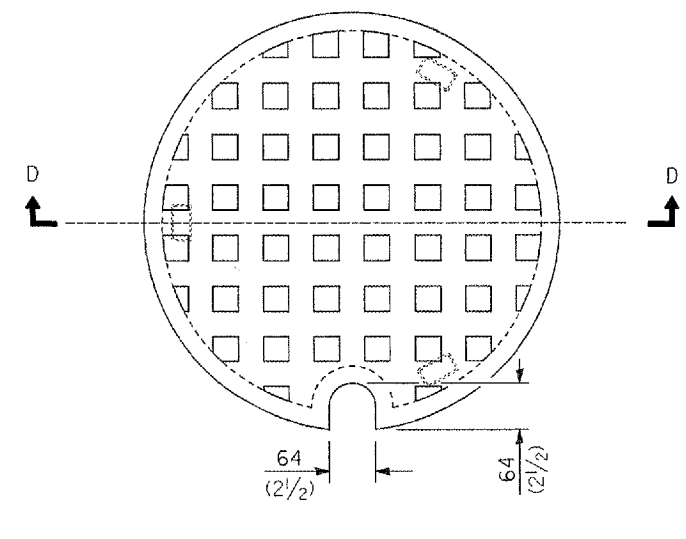
CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GR002	BOND	29	22



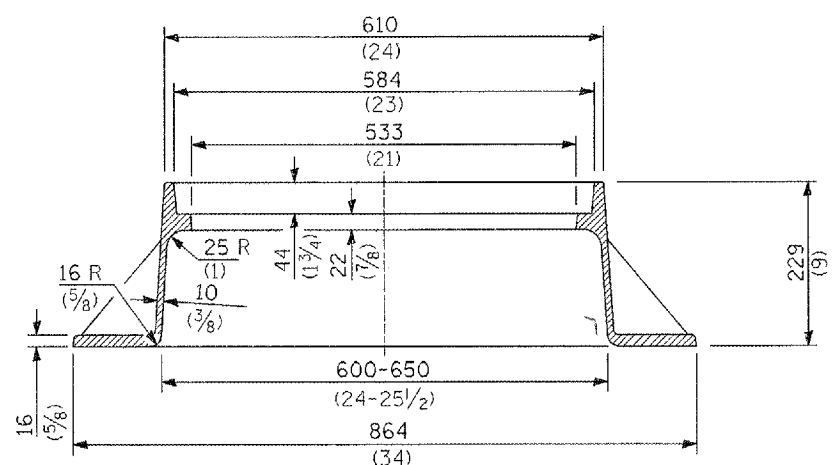
CAST FRAME



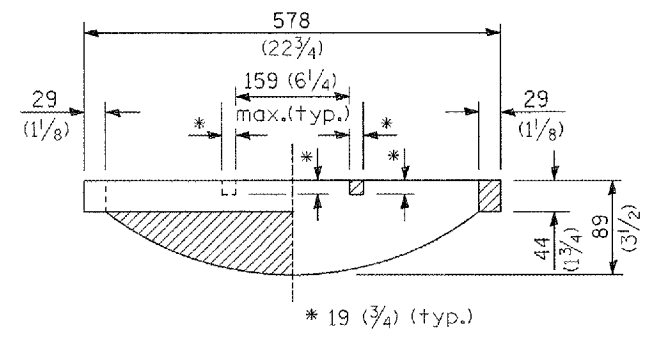
SECTION C-C



SECTION D-D

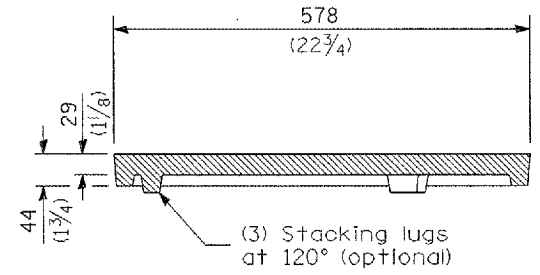


SECTION A-A
Gray Iron
73.5 kg (162 lb)



SECTION B-B

CAST OPEN LID
53 kg (116 lbs)



CAST CLOSED LID
Gray Iron Lid
56.7 kg (125 lbs)

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



DATE	DESCRIPTION OF THE REVISIONS	BY

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 584-3711 Fax: (618) 584-8217

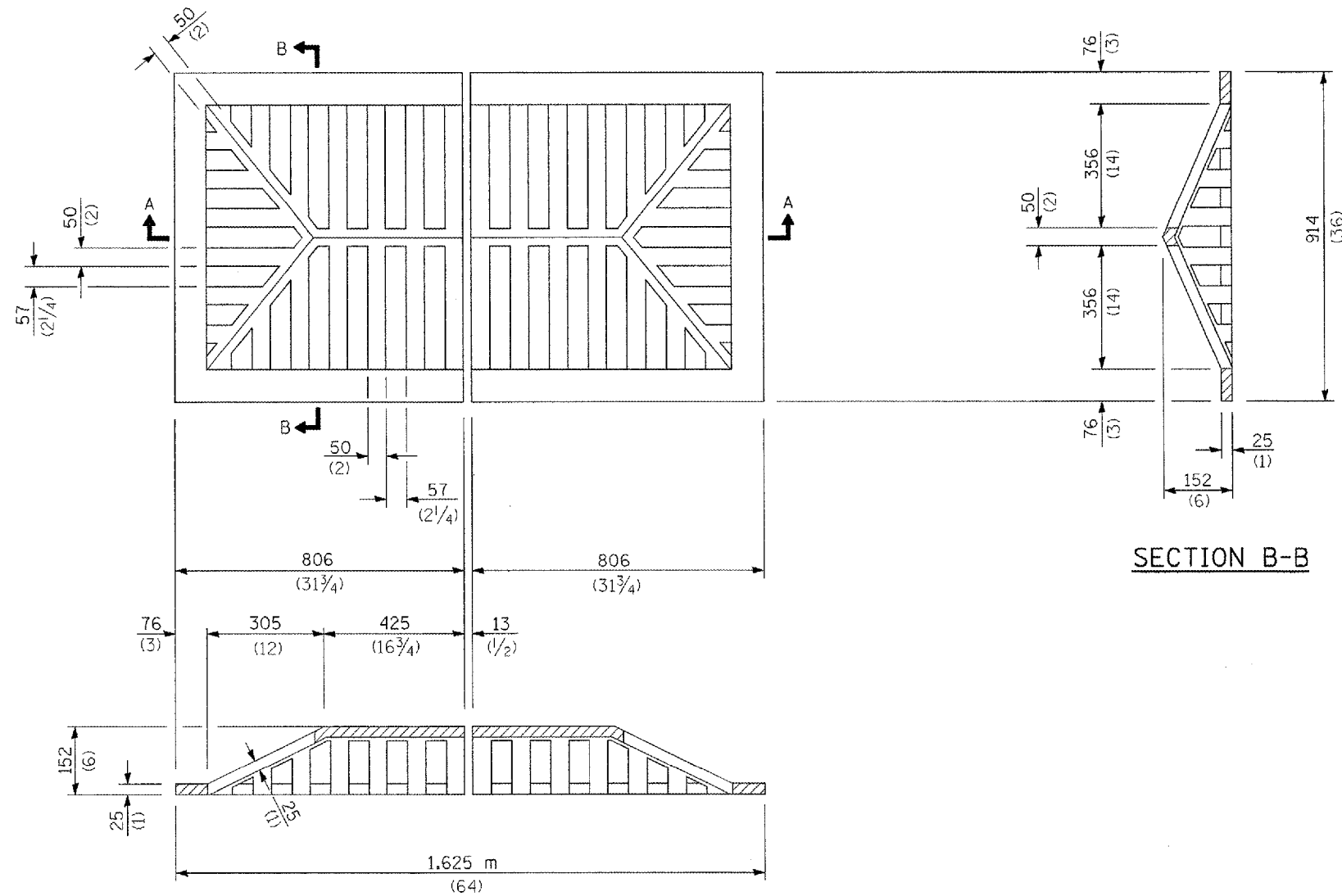
**FRAME AND LIDS
TYPE 1**

STANDARD 604001

IL PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	IDOT-604001
DATE	03-24-2006

H.M.G. NO. 5586

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GROO2	BOND	29	23



SECTION A-A

CAST GRATE

SECTION B-B

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



DATE	DESCRIPTION OF THE REVISIONS	BY

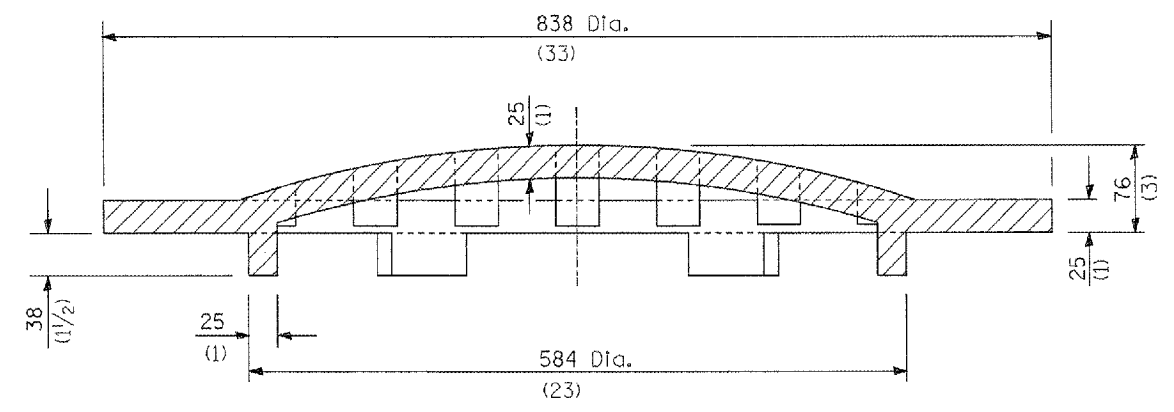
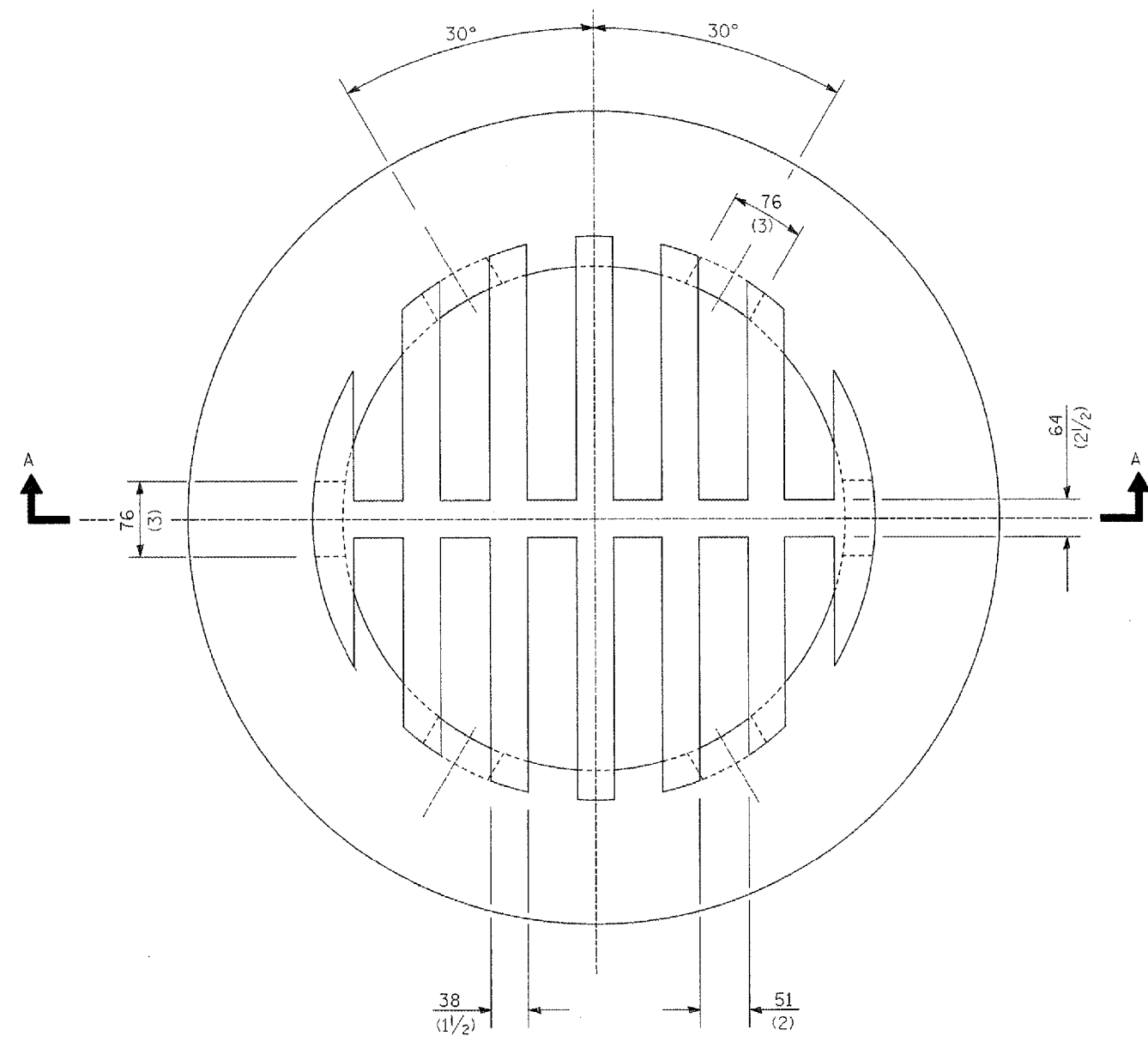
GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 584-3711 Fax (618) 584-0217

GRATE TYPE 7	IL. PROJ. NO. GRE-3215
	A.I.P. PROJ. NO. 3-17-0049-B4
STANDARD 604031	FILE NAME IDOT-604031
	DATE 03-24-2006

H.M.G. NO. 6536

CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GRO02	BOND	29	24



SECTION A-A

CAST GRATE
91 kg (200 lbs.)

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



DATE	DESCRIPTION OF THE REVISIONS	BY	IL. PROJ. NO.
			GRE-3215
			A.I.P. PROJ. NO. 3-17-0049-B4
			FILE NAME IDOT-604036
			DATE 03-24-2006

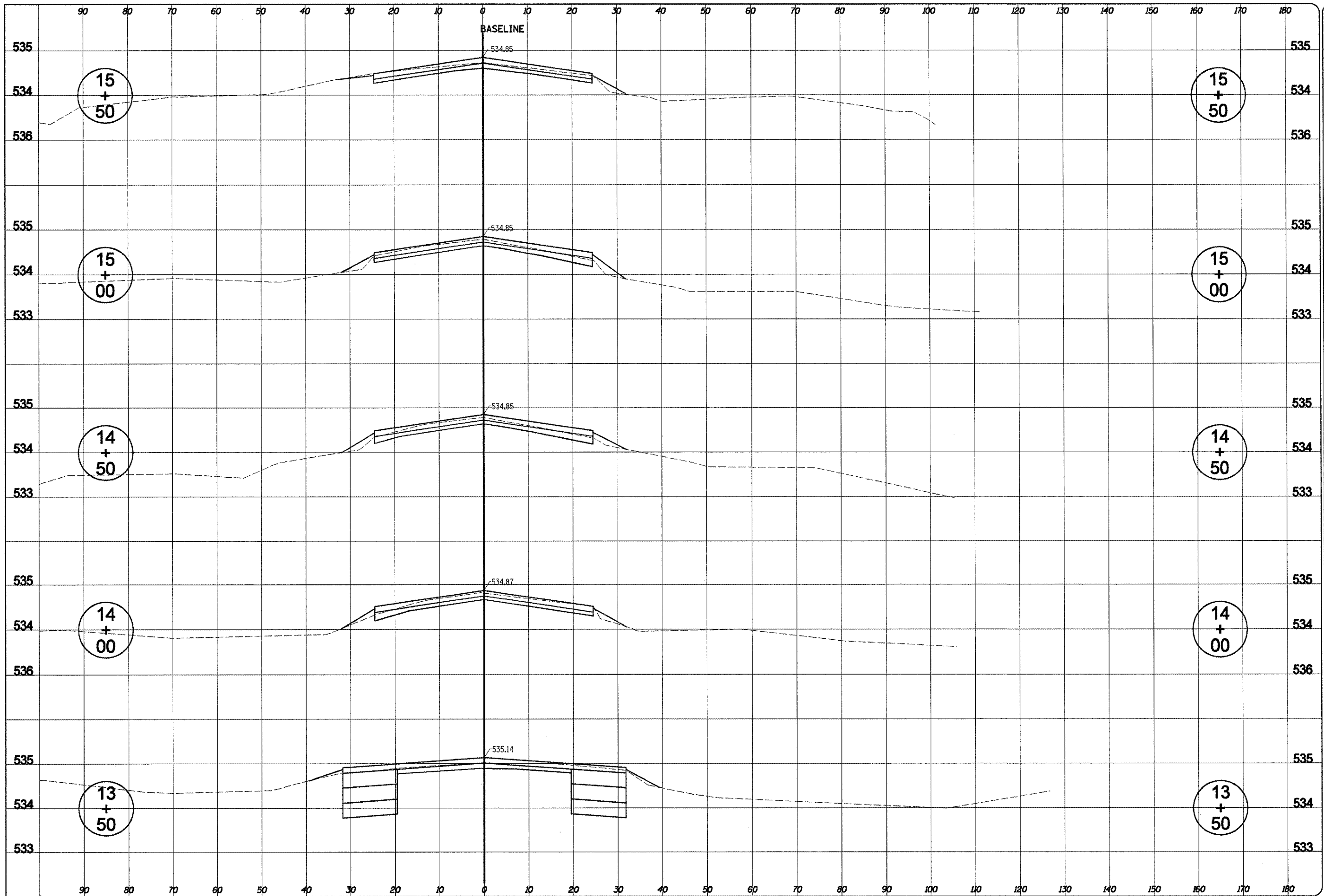

 GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS


 HENRY, MEISENHEIMER & GENDIE, INC.
 ENGINEERS
 CARLYLE, ILLINOIS 62231
 www.hmgengineers.com
 (618) 594-3711 Fax (618) 594-8217

GRATE TYPE 8

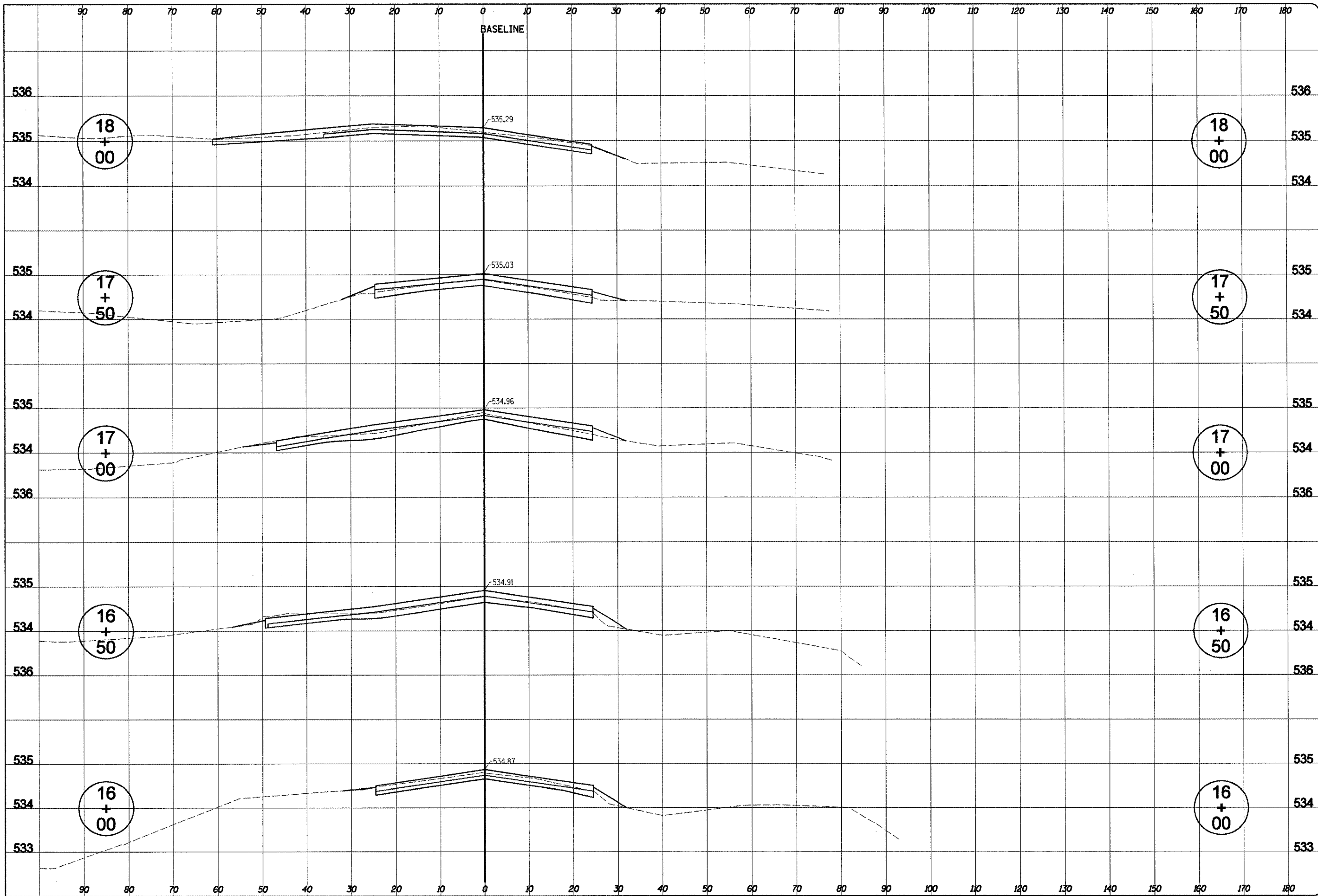
STANDARD 604036

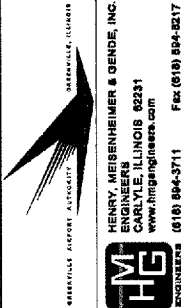
H.M.G. NO. 6538

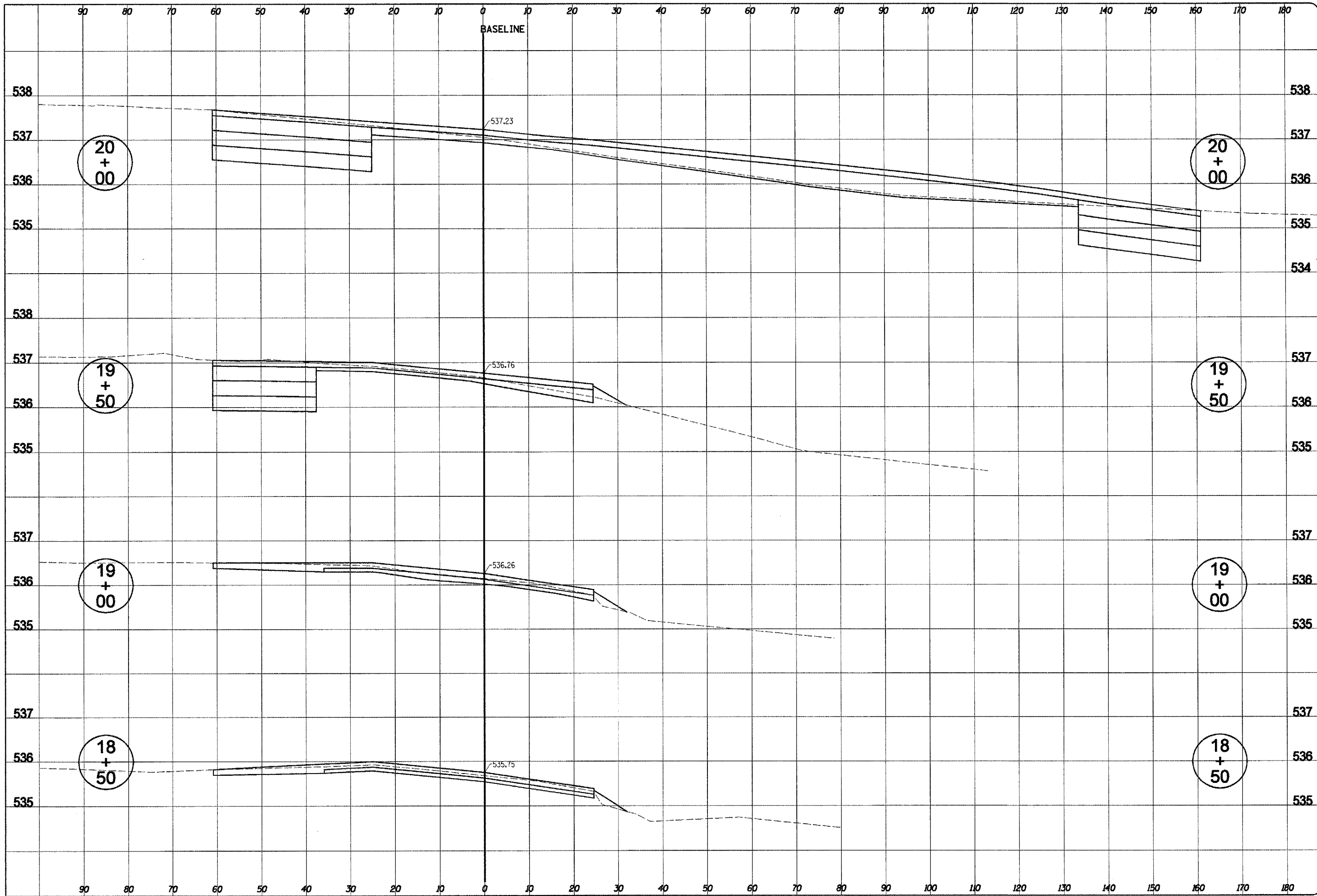


BY		DESCRIPTION OF THE REVISIONS	
DATE			
DESIGNED BY:	FGH	CHECKED BY:	BCW
DRAWN BY:	EDW	DATE:	02-10-2008
 <small>HENRY, MEISENHEIMER & GEMDE, INC. CARLYLE, ILLINOIS 62231 www.hmgengineers.com (618) 884-3711 Fax (618) 884-8217</small>			
CROSS SECTIONS			
IL - PROJ. NO.	GRE-3215	A.I.P. PROJ. NO.	3-17-0049-B4
SHEET NO.		FILE NAME	
25			

H.M.G. NO. 5536

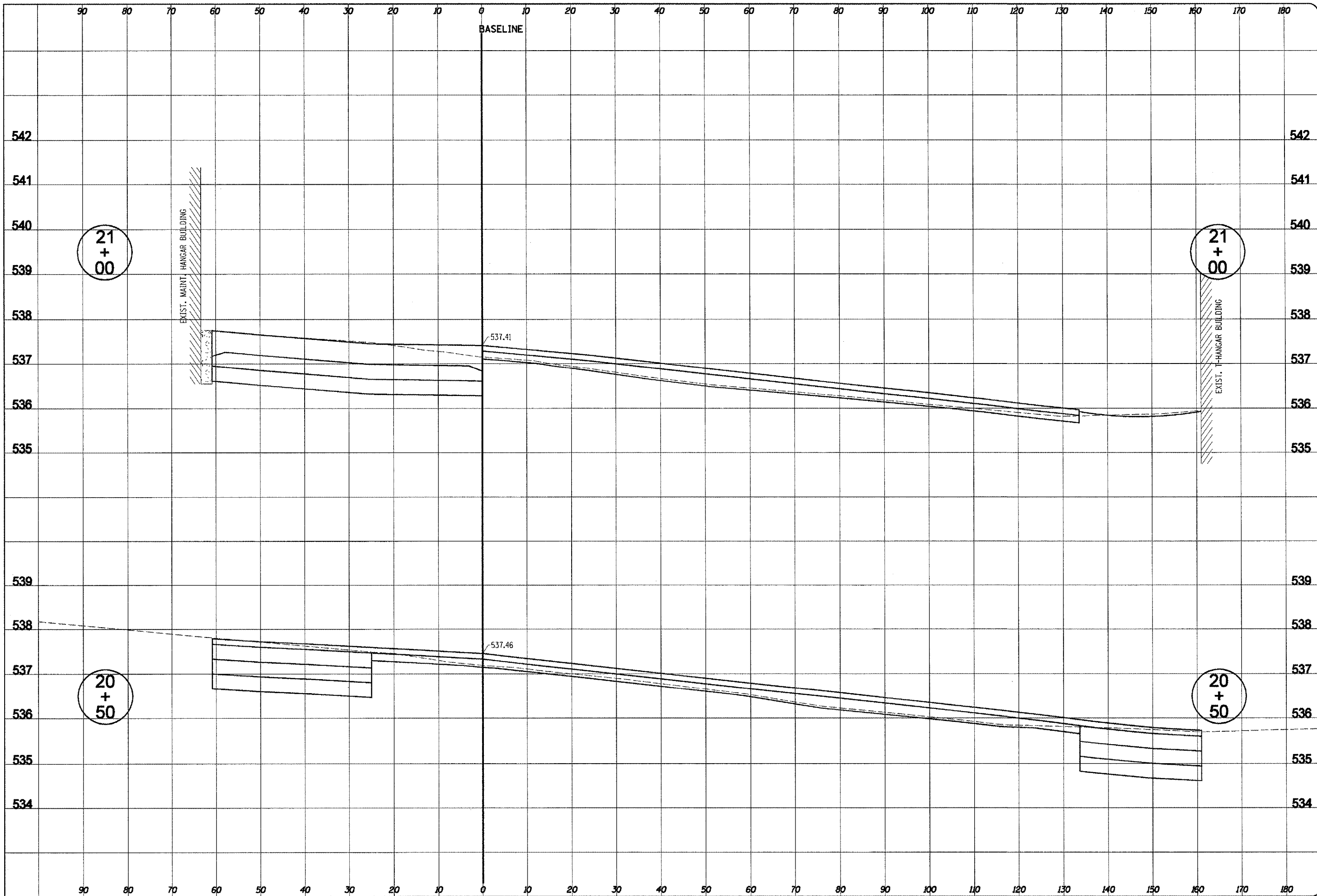


BY		DATE		DESCRIPTION OF THE REVISIONS	
DESIGNED BY:	FGH	DRAWN BY:	EDW	CHECKED BY:	BCW
DATE:	02-10-2006	DATE:		DATE:	
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I.L. PROJ. NO. GRE-3215					
SHEET NO.		26			
H.M.G. NO. 5536					



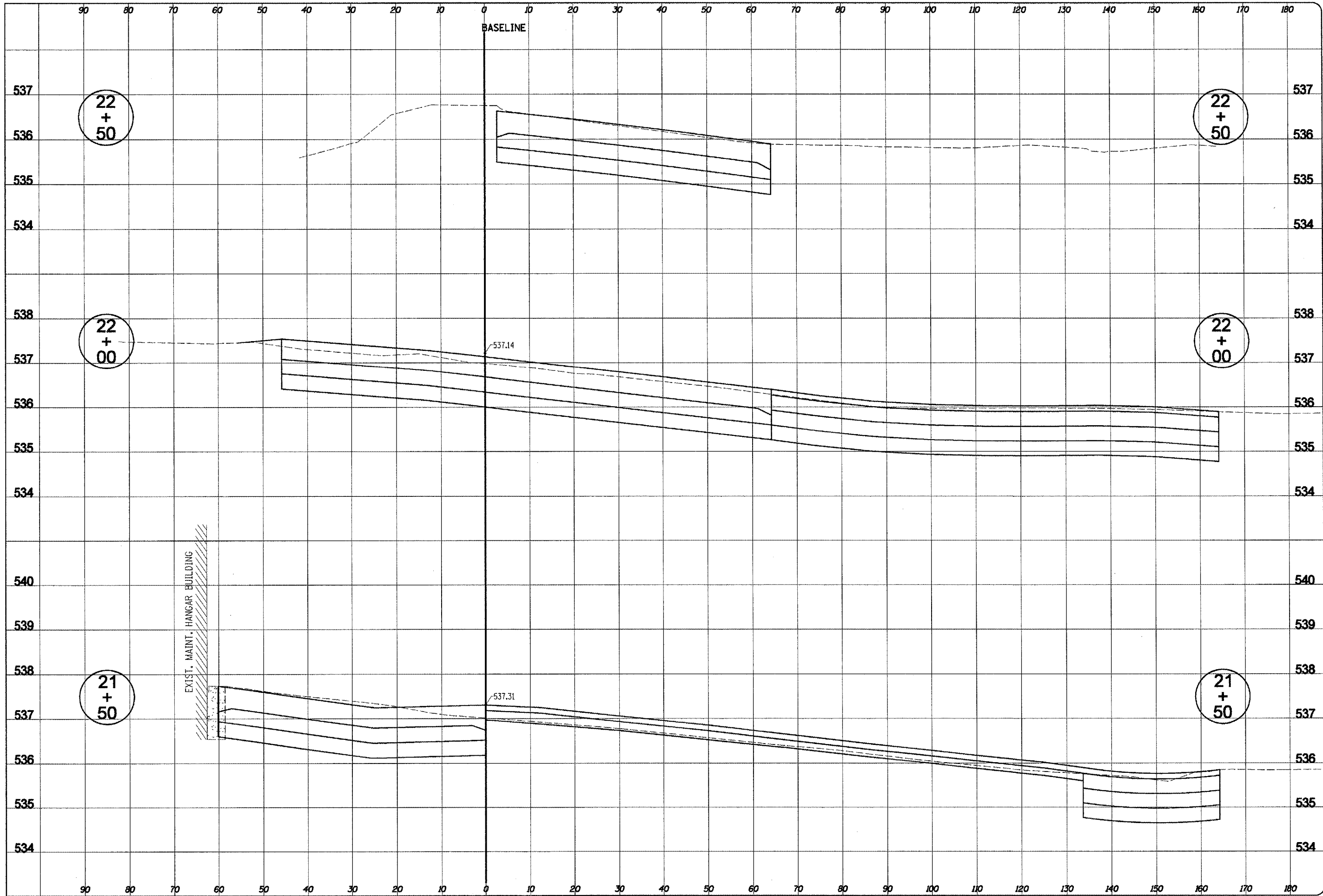
BY		DESCRIPTION OF THE REVISIONS	
DATE			
DESIGNED BY:	FGH	CHECKED BY:	BCW
DRAWN BY:	EDW	DATE:	02-10-2006
CROSS SECTIONS			
IL PROJ. NO.	GRE-3215	A.I.P. PROJ. NO.	3-17-0049-B4
SHEET NO.		FILE NAME	
27			

H.M.G. NO. 5538



BY		
DESCRIPTION OF THE REVISIONS		
DATE		
DESIGNED BY:	RGH	DATE: 02-10-2006
DRAWN BY:	EDW	
CHECKED BY:	BCW	
CROSS SECTIONS		
IL PROJ. NO.	GRE-3215	
A.I.P. PROJ. NO.	3-17-0049-B4	
FILE NAME		
SHEET NO.	28	

H.M.G. NO. 5536



DESIGNED BY: RGH DRAWN BY: EDW CHECKED BY: BCW DATE: 02-10-2006	
HENRY MEISENHEIMER & DENDE, INC. ENGINEERS CARLYLE, ILLINOIS 62831 www.hmgengineers.com (618) 664-3711 Fax (618) 664-9517	
CROSS SECTIONS	
I.L. PROJ. NO. GRE-3215	A.L.P. PROJ. NO. 3-17-0049-B4
SHEET NO. 29	