

CONSTRUCTION PLANS

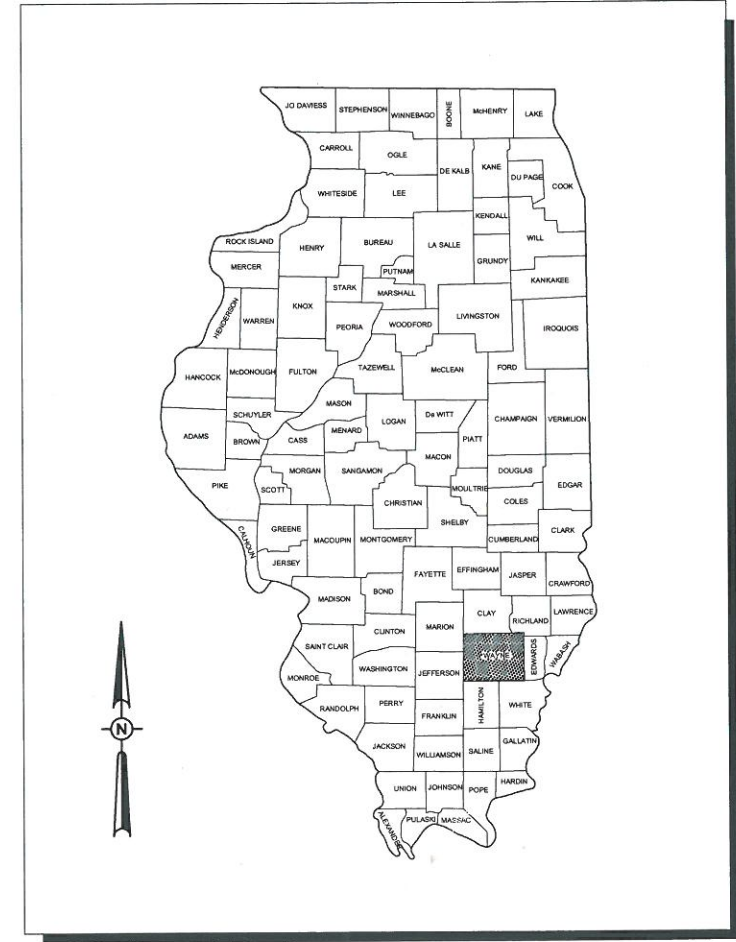
BITUMINOUS OVERLAY TAXIWAY B1; APPLY AN EMULSIFIED ASPHALT SEAL COAT TO PARTIAL PARALLEL TAXIWAY TO RUNWAY 9-27 AND TAXIWAY B1

**CITY OF FAIRFIELD
FAIRFIELD MUNICIPAL AIRPORT (FWC)
FAIRFIELD, WAYNE COUNTY, ILLINOIS**

IL. PROJECT NO. FWC-4432



VICINITY MAP



LOCATION MAP

NOTICE TO CONTRACTORS AND BIDDERS

THESE CONSTRUCTION PLANS RELY UPON THE SPECIAL PROVISIONS AND THE SPECIFICATIONS TO PROVIDE FOR A COMPLETE DESCRIPTION OF THE WORK AND CONSTRUCTION REQUIREMENTS. THE PLANS SHALL ONLY BE USED IN COMBINATION WITH ALL CONTRACT DOCUMENTS.



Charles A. Hagloch
Charles A. Hagloch, P.E.
Project Engineer
Lic. Exp. 11/30/2015

MARCH 25, 2015

May 18, 2015
Date



HANSON
HANSON PROFESSIONAL SERVICES INC.
1525 South Sixth Street
Springfield, Illinois 62703-2886
Telephone: 217.788.2450
Fax: 217.788.2503

Robert A. Waller
Robert A. Waller, P.E.
Project Manager

May 18, 2015
Date

CITY OF FAIRFIELD
109 Northeast 2nd Street
Fairfield, Illinois 62837

Charles G. ...
Date 5/18/15

No.	Issue/Description	Sheets Changed	Date	By

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	F/S/L QUANTITY	F/L QUANTITY	TOTAL QUANTITY	AS-BUILT QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	-	1	
AR150520	MOBILIZATION	L.S.	1	-	1	
AR150540	HAUL ROUTE	L.S.	1	-	1	
AR152480	SHOULDER ADJUSTMENT	S.Y.	458	-	458	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	1,220	5,602	6,822	
AR401613	BIT. SURF. CSE.-METHOD I, SUPERPAVE	TON	145	-	145	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	912	-	912	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	S.Y.	80	-	80	
AR603510	BITUMINOUS TACK COAT	GAL.	228	-	228	
AR608510	EXISTING ASPHALT SURFACE TREATMENT	S.Y.	-	7,998	7,998	
AR608511	NEW ASPHALT SURFACE TREATMENT	S.Y.	912	-	912	
AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	442	2,807	3,249	
AR620525	PAVEMENT MARKING -BLACK BORDER	S.F.	513	2,950	3,463	
AR908520	EXCELSIOR BLANKET	S.Y.	458	-	458	

INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SHEET INDEX AND SUMMARY OF QUANTITIES
3	PROPOSED SAFETY PLAN
4	PROPOSED CONSTRUCTION PLAN
5	PROPOSED CONSTRUCTION NOTES
6	PROPOSED PAVEMENT PREPARATION PLAN
7	PROPOSED TAXIWAY B1 PLAN & PROFILE
8	PROPOSED TAXIWAY B1 STAKING PLAN
9	PROPOSED MARKING PLAN
10	TAXIWAY B1 CROSS-SECTIONS STA. 0+37.5 TO STA. 1+50
11	TAXIWAY B1 CROSS-SECTIONS STA. 1+75 TO STA. 2+22.5

CERTIFIED PAYROLLS

THE RESIDENT ENGINEER/RESIDENT TECHNICIAN **CANNOT** FORWARD CONSTRUCTION REPORTS TO THE ILLINOIS DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL **CERTIFIED PAYROLLS** FOR THE PERIOD HAVE BEEN RECEIVED.

MATERIAL CERTIFICATION

MATERIAL TO BE INCORPORATED INTO THE PROJECT CANNOT BE USED WITHOUT PRIOR APPROVAL. ALL MATERIAL TO BE USED IN THE PROJECT MUST BE SUBMITTED TO THE RESIDENT ENGINEER/RESIDENT TECHNICIAN FOR APPROVAL. USE OF MATERIAL WITHOUT PRIOR APPROVAL AND ULTIMATELY DETERMINED TO BE UNACCEPTABLE BY THE ILLINOIS DIVISION OF AERONAUTICS ARE SUBJECT TO REMOVAL AND/OR NON-PAYMENT.

BITUMINOUS OVERLAY TWY B1; APPLY AN ASPHALT PAVEMENT SEAL COAT TO PARTIAL PARALLEL TWY. TO RWY 9-27 AND TWY B1

IL. PROJ. No: FWC-4432

Contract No. FA007

NO.	DATE	DESCRIPTION		
		DES	DWN	REV
1	05/18/15	IDA REVIEW	CAH	CAH

ISSUE: MARCH 25, 2015
PROJECT NO: 14A0065
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DESIGN BY: CAH 12/03/14
DRAWN BY: CAH 12/03/14
REVIEWED BY: RAW 03/24/15

SHEET TITLE

SHEET INDEX AND SUMMARY OF QUANTITIES

UTILITY NOTE

THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE 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. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. **CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123.** CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER, CONTROL, AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA. ALSO CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.

HAUL ROUTE AND VEHICLE PARKING

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION CONCERNING THE PROPOSED HAUL ROUTE. THE PROPOSED PARKING AREA WILL BE 100' X 100'. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL GRADE, FERTILIZE, SEED AND MULCH THE HAUL ROUTE AND PARKING AREA AS NEEDED TO RESTORE IT TO ITS ORIGINAL STATE. RESTORATION OF THE HAUL ROUTE AND PARKING AREA WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

CONTRACTOR RESPONSIBILITIES

1. THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA WILL BE AS SHOWN ON THIS SHEET. THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THIS AREA. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE THIS AREA.
2. THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREA AND ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.
3. THE CONTRACTOR SHALL MAINTAIN CONTINUOUS TAXIWAY ACCESS TO ALL HANGARS AND ADMINISTRATIVE AREAS.
4. ALL WORK PERFORMED SHALL BE DONE IN A ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE.

AIRCRAFT OPERATION LINE

THE CONTRACTOR WILL LOCATE THIS LINE AT THE START OF CONSTRUCTION AND WILL PLACE A FLANGIBLE MARKER EVERY 150' ALONG IT. THIS LINE WILL BE THE LIMITS THAT ALL CONTRACTOR PERSONNEL MAY VENTURE WHEN A RUNWAY IS NOT CLOSED. THE CONTRACTOR WILL MAINTAIN THE LATHE LINE FOR RUNWAYS.

LEGEND

- EXISTING IMPROVEMENTS
- PROPOSED IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA
- PROPOSED BENCHMARK
- PROPOSED BARRICADES WHEN RUNWAY 9-27 IS CLOSED
- PROPOSED BARRICADES WHEN RUNWAY 18-36 IS CLOSED
- PROPOSED BARRICADES WHEN BOTH RUNWAYS ARE OPEN AND TAXIWAY "B1" IS CLOSED

SCOPE OF WORK

THIS PROJECT CONSISTS OF APPLYING AN EMULSIFIED ASPHALT SEAL COAT ON THE PARTIAL PARALLEL TAXIWAY TO RUNWAY 9-27; APPLYING A BITUMINOUS OVERLAY AND EMULSIFIED ASPHALT SEAL COAT ON TAXIWAY "B1". ASSOCIATED WORK ITEMS SHALL CONSIST OF BITUMINOUS PAVEMENT MILLING, CRACK CLEANING AND SEALING, BITUMINOUS PAVEMENT REMOVAL & REPLACEMENT, SHOULDER ADJUSTMENT, SEEDING, EROSION PROTECTION AND PAVEMENT MARKING.

AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE AND LOCK THE EXISTING GATE IN THE HAUL ROUTE AT THE END OF EACH WORKING DAY.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A DUMP TRUCK.

BARRICADES AND TRAFFIC CONES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS DIRECTED BY THE AIRPORT MANAGER. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR RED STEADY-BURN LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

NOTE

1. ALL CONSTRUCTION/OPERATIONS ARE TO BE PERFORMED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR (AC) 150/5370-2F "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" AND AC 150/5300-13A "AIRPORT DESIGN".
2. ALL CONSTRUCTION EQUIPMENT ON THE AIRPORT SHALL BE MARKED, LIGHTED AND/OR FLAGGED IN ACCORDANCE WITH AC 150/5210-5 AND 70/7460-1.

EROSION CONTROL

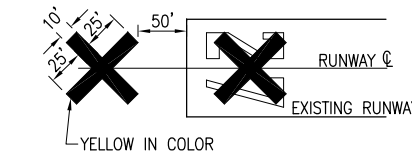
THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND, THEREFORE NO N.P.D.E.S. PERMIT WILL BE REQUIRED.

J.U.L.I.E. INFORMATION

COUNTY _____ WAYNE
 CITY _____ FAIRFIELD
 TOWNSHIP _____ BIG MOUND
 SECTION NO. _____ 3
 ADDRESS _____ FAIRFIELD MUNICIPAL AIRPORT
 ROUTE 45
 FAIRFIELD, ILLINOIS 62837

HORIZONTAL AND VERTICAL CONTROL DATA				
NO.	DESCRIPTION	NORTHING	EASTING	ELEV.
1	NGS "FAIRPORT", STAINLESS STEEL ROD IN SLEEVE	622,859.9940	963,060.8270	
2	NGS "FAIRPORT AZ", STAINLESS STEEL ROD IN SLEEVE	624,808.3270	963,075.2620	
3	CHISELED SQUARE MIDDLE HEADWALL	623,029.7350	962,077.6200	416.13

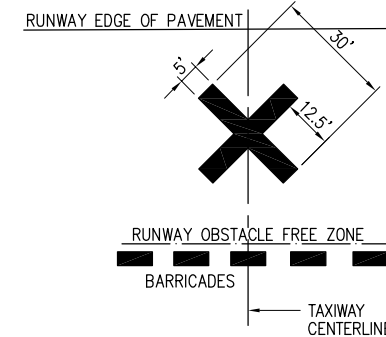
CRITICAL POINT DATA					
POINT NO.	DESCRIPTION	LATITUDE	LONGITUDE	GROUND ELEV. (MSL)	HEIGHT (AGL)
1	CONST. EQUIP.	38° 22' 42.56"	88° 25' 25.28"	436.0'	25'
2	CONST. EQUIP.	38° 22' 42.83"	88° 24' 28.70"	414.3'	25'



DETAIL OF CROSS FOR CLOSED RUNWAY
NOT TO SCALE

NOTE:

COST OF CONSTRUCTING, PLACING, MAINTAINING AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE AIRPORT MANAGER. THE CROSSES WILL BE PLACED OVER THE NUMERALS AND SECURED IN A MANNER APPROVED BY THE MANAGER. THE PROPOSED CROSSES WILL BE PLACED EACH DAY THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

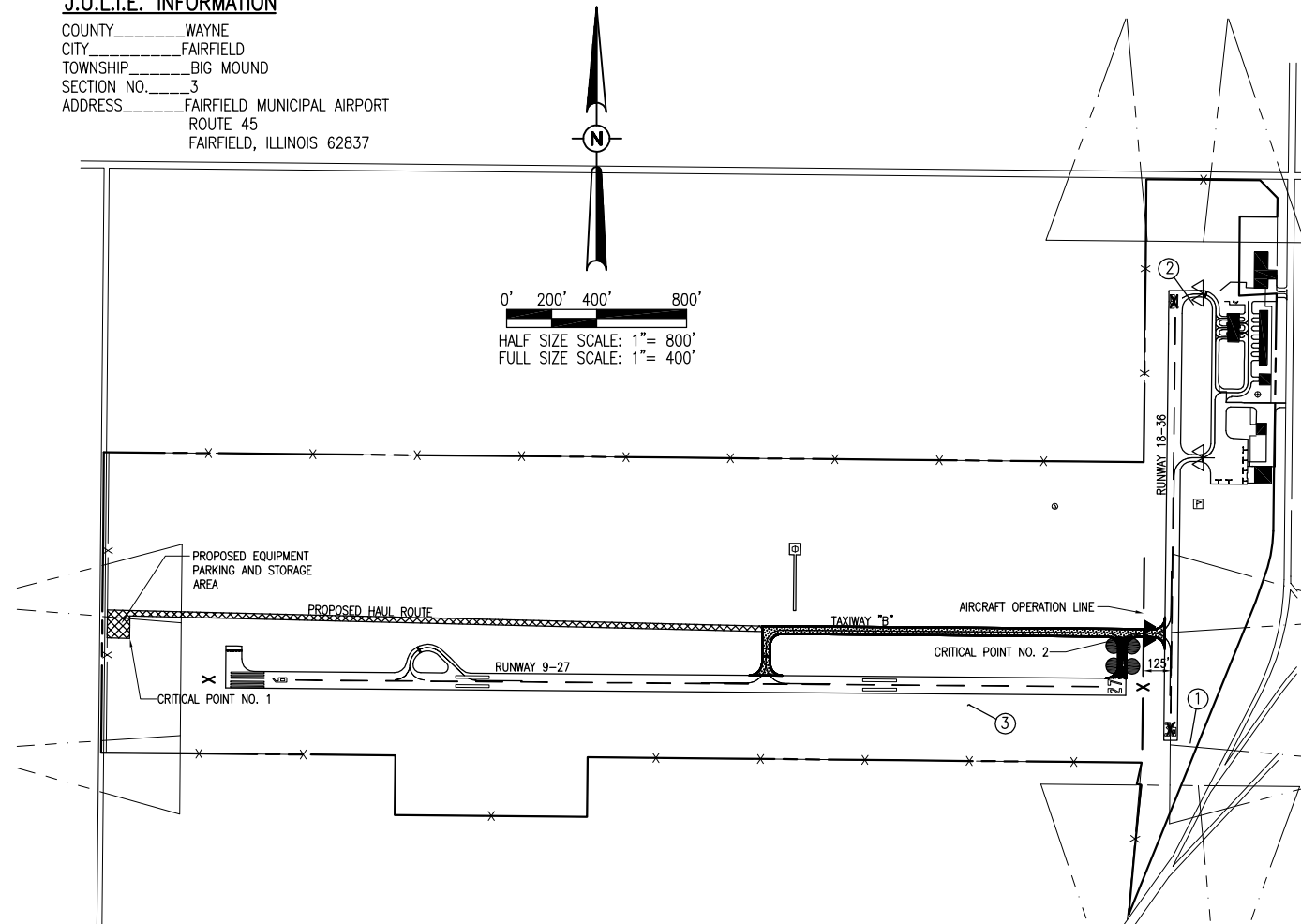


1. TEMPORARY "CLOSED TAXIWAY" MARKINGS SHALL BE "AVIATION YELLOW"
2. TEMPORARY "CLOSED TAXIWAY" MARKINGS SHALL BE CONSTRUCTED USING TEMPORARY PAINT SUCH AS SEYMOUR TEMPORARY MARKER, PART NO. 20-636, OR AN EQUIVALENT PAINT EASILY REMOVED WITH WATER WITHOUT DEFACING THE PAVEMENT.
3. TEMPORARY "CLOSED TAXIWAY" MARKINGS SHALL BE PLACED WHEN THE RUNWAY IS OPEN AND THE TAXIWAY IS CLOSED MORE THAN 72 HOURS. THE "CLOSED TAXIWAY" MARKINGS SHALL BE PLACED AS SHOWN ON THIS SHEET. IT IS ANTICIPATED THAT TAXIWAY "B" AT THE INTERSECTION WITH RUNWAY 18-36 AND TAXIWAY "B1" AT THE INTERSECTION WITH RUNWAY END 27 WILL REQUIRE A TEMPORARY "CLOSED TAXIWAY" MARKING.
4. THE PROPOSED CROSS WILL BE REMAIN IN PLACE EACH DAY THE TAXIWAY IS CLOSED AND REMOVED WHEN THE TAXIWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES. "CLOSED TAXIWAY" MARKINGS SHALL NOT BE A PAY ITEM AND SHALL BE INCIDENTAL TO OTHER CONTRACT BID ITEMS.

TEMPORARY TAXIWAY CLOSURE CROSS DETAIL
NOT TO SCALE

PROPOSED SAFETY PLAN

1. GENERAL - THE FAIRFIELD MUNICIPAL AIRPORT IS COMPRISED OF TWO RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING BOTH RUNWAYS. ANY TIME THE CONTRACTOR IS WORKING WITHIN 125' OF RUNWAY 9-27 CENTERLINE OR 125' OF RUNWAY 18-36 CENTERLINE, THAT RUNWAY WILL BE CLOSED. TO CLOSE A RUNWAY THE CONTRACTOR WILL TURN OFF THE RUNWAY LIGHTING CIRCUIT, TURN OFF ALL ASSOCIATED NAVAIDS AND PLACE CROSSES ON BOTH RUNWAY ENDS IN ACCORDANCE WITH THE DETAIL OF CROSS FOR CLOSED RUNWAY.
2. RUNWAY 9-27 WILL BE CLOSED AT THE START OF CONSTRUCTION AND WILL REMAIN UNTIL TAXIWAY "B1" HAS BEEN OVERLAID AND THE CONTRACTOR MUST ALLOW THE PAVEMENT TO CURE BEFORE APPLYING THE EMULSIFIED ASPHALT SEAL COAT. DURING THE 30 DAY CURE TIME THE PROJECT WILL BE SUSPENDED, RUNWAY 9-27, TAXIWAY "B" AND TAXIWAY "B2" WILL BE RE-OPENED AND TAXIWAY "B1" WILL BE CLOSED. RUNWAY 9-27 WILL BE CLOSED AGAIN FOR THE APPLICATION OF THE PROPOSED EMULSIFIED ASPHALT SEAL COAT, PAVEMENT MARKING AND ANY OTHER REMAINING WORK.
3. RUNWAY 18-36 WILL BE CLOSED WHENEVER THE CONTRACTOR IS WORKING WITHIN 125 FEET OF RUNWAY 18-36 CENTERLINE (THUS CLOSING THE AIRPORT). ONCE CONSTRUCTION ACTIVITIES ARE NO LONGER WITHIN 125 FEET OF RUNWAY 18-36 CENTERLINE, THE CONTRACTOR WILL RE-OPEN RUNWAY 18-36. AT THE END OF THE CONSTRUCTION DAY THE CONTRACTOR WILL RE-OPEN RUNWAY 18-36 TO AIRCRAFT OPERATIONS.
4. IN ORDER TO RE-OPEN A RUNWAY THE CONTRACTOR, RESIDENT ENGINEER/RESIDENT TECHNICIAN AND A REPRESENTATIVE OF THE AIRPORT WILL INSPECT THE RUNWAY AND IF ALL PARTIES AGREE, THEN THE CONTRACTOR WILL ACTIVATE THE RUNWAY LIGHTING CIRCUIT, ACTIVATE ALL ASSOCIATED NAVAIDS AND REMOVE THE CROSSES. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAYS WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
5. IDENTIFICATION - WHEN THE CONTRACTOR'S VEHICLES AND EQUIPMENT ARE ON THE AIRPORT THEY SHALL BE PROPERLY MARKED WITH THREE (3') FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE). THE CONTRACTOR WILL ALSO PROVIDE WORKERS WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THE PERSON AS BEING PART OF THE CONSTRUCTION CREW.
6. RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (123.05 MHz.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE FAIRFIELD MUNICIPAL AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.
7. TAXIWAY CLOSURES - WHEN THE CONTRACTOR IS WORKING WITHIN 65.5' OF AN ACTIVE TAXIWAY CENTERLINE OR 57.5' OF AN ACTIVE TAXI-LANE CENTERLINE, THE CONTRACTOR WILL CLOSE THE TAXIWAY/TAXI-LANE. CLOSURE WILL BE BY PLACING BARRICADES ACROSS THE TAXIWAY/TAXI-LANE TO DENY AIRCRAFT ACCESS.



BITUMINOUS OVERLAY TWY B1; APPLY AN ASPHALT PAVEMENT SEAL COAT TO PARTIAL PARALLEL TWY. TO RWY 9-27 AND TWY B1

IL. PROJ. No: FWC-4432

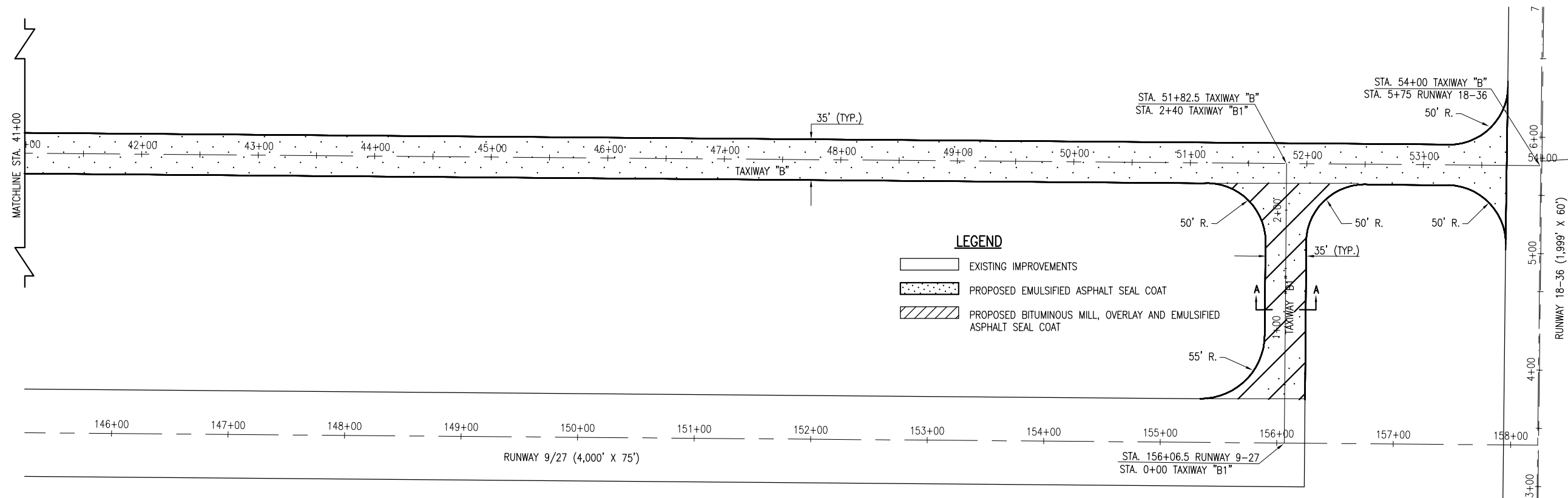
Contract No. FA007

NO.	DATE	DESCRIPTION		
		DES	DWN	REV
1	05/18/15	IDA REVIEW	CAH	CAH

ISSUE: MARCH 25, 2015
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 DESIGN BY: CAH 12/03/2014
 DRAWN BY: CAH 12/03/2014
 REVIEWED BY: RAW 03/24/2015

SHEET TITLE

PROPOSED SAFETY PLAN



BITUMINOUS OVERLAY
TWY B1; APPLY AN
ASPHALT PAVEMENT
SEAL COAT TO
PARTIAL PARALLEL
TWY. TO RWY 9-27
AND TWY B1

IL. PROJ. No: FWC-4432

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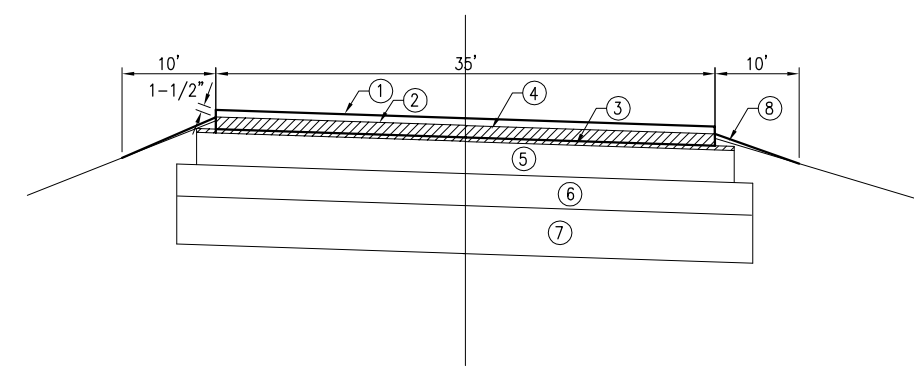
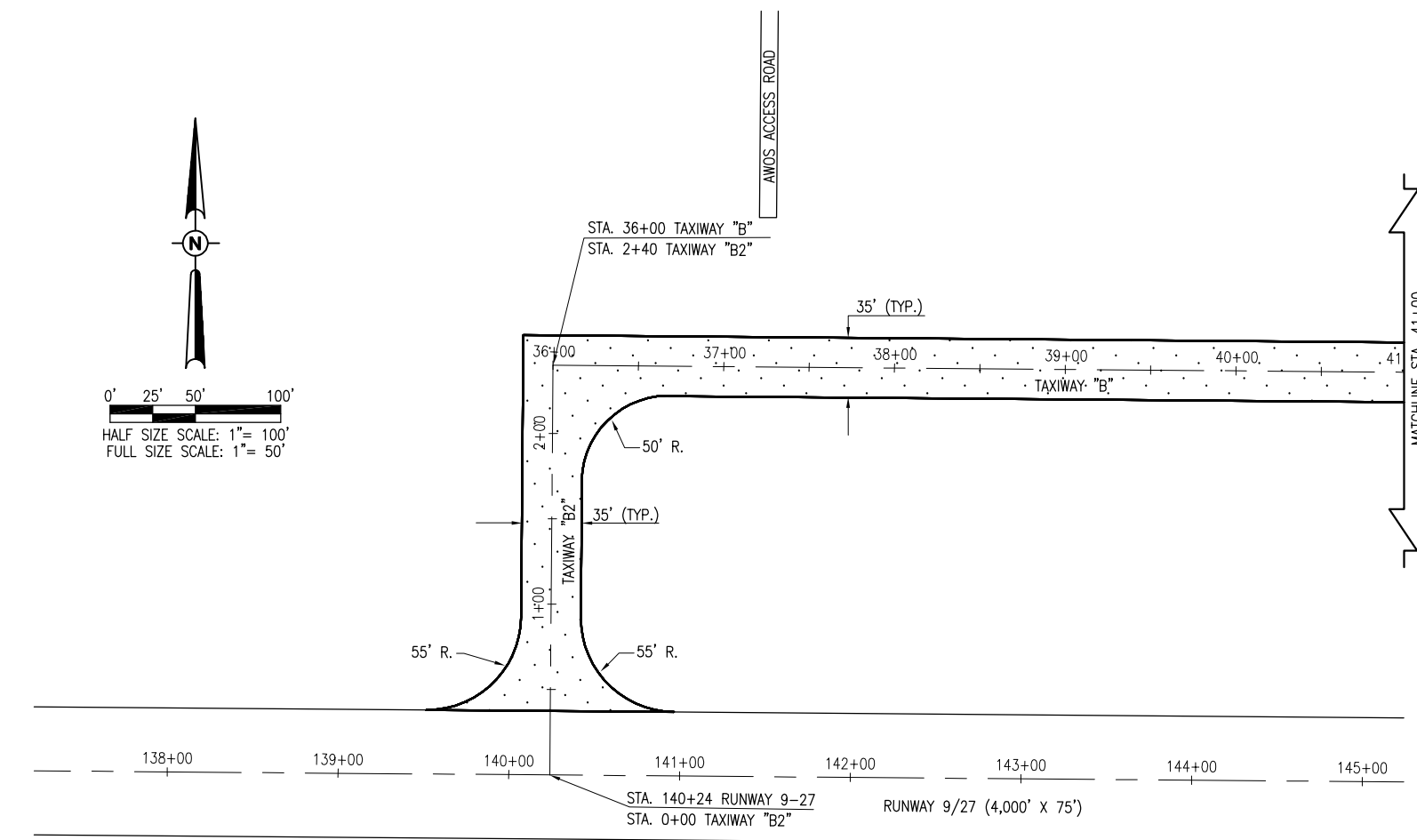
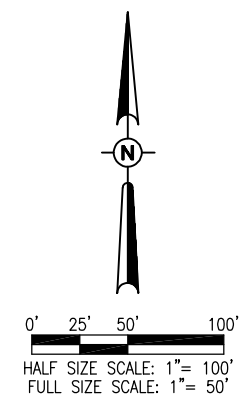
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DRAWN BY: CAH 12/03/2014
REVIEWED BY: RAW 03/24/2015

SHEET TITLE

PROPOSED
CONSTRUCTION
PLAN



TYPICAL SECTION "A-A"
NOT TO SCALE

LEGEND FOR TYPICAL SECTION "A-A"

- ① PROPOSED EMULSIFIED ASPHALT SEAL COAT (608) - 0.12 GAL./S.Y., 0.25 LB./S.Y. AGGREGATE
- ② PROPOSED BITUMINOUS SURFACE COURSE (401) - 2" COMPACTED MINIMUM THICKNESS
- ③ PROPOSED BITUMINOUS TACK COAT (603) - 0.05 - 0.15 GAL/S.Y.
- ④ PROPOSED BITUMINOUS PAVEMENT MILLING (2" DEPTH)
- ⑤ EXISTING BITUMINOUS BASE COURSE (201) - 4-1/2" THICKNESS
- ⑥ EXISTING CRUSHED AGGREGATE BASE COURSE (209) - 4" THICKNESS
- ⑦ EXISTING SOIL PROCESSING (155) - 12" DEPTH
- ⑧ PROPOSED SHOULDER ADJUSTMENT/SEEDING/EXCELSIOR BLANKET

AR401613 BITUMINOUS SURFACE COURSE—METHOD I, SUPERPAVE

1. THE BITUMINOUS SURFACE COURSE (401) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR401 "BITUMINOUS SURFACE COURSE—METHOD I, SUPERPAVE" AS STATED ON PAGE 127 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.
2. THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING: 1 LIFT OF BITUMINOUS SURFACE COURSE—METHOD I, SUPERPAVE (2-3 INCH DEPTH) ON THE EXISTING BITUMINOUS BASE COURSE (201).
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY CONTROL IN THE PRODUCTION AND CONSTRUCTION OF THE BITUMINOUS SURFACE COURSE METHOD I, SUPERPAVE.
4. PRIOR TO STARTING THE BITUMINOUS SURFACE COURSE—METHOD I, SUPERPAVE OPERATION, THE CONTRACTOR SHALL SUBMIT TO THE RESIDENT ENGINEER A DETAILED OUTLINE SHOWING AREAS AND ORDER OF PAVING WIDTHS OF PAVING LANES, AND REQUIRED OFFSETS FOR ELECTRONIC GRADE.
5. THE PROPOSED BITUMINOUS SURFACE COURSE METHOD I, SUPERPAVE WILL BE DESIGNED TO A SUPERPAVE DESIGN OF LESS THAN 60,000 POUNDS.
6. 401-4.10 ADD THE FOLLOWING TO THIS SECTION:


WHEN HAND SPREADING IS PERMITTED, THE MIXTURE WILL BE DISTRIBUTED AND SPREAD USING HAND TOOLS. WHEN THE WORK IS COMPLETED, THE LAYER WILL HAVE THE REQUIRED THICKNESS AND CONFORM TO THE GRADE AND SURFACE CONTOUR SHOWN ON THE PLANS.

7. 401-4.14 ADD THE FOLLOWING TO THIS PARAGRAPH:

ALL PAVEMENT EDGES (LONGITUDINAL, RADIUS, AND PAVEMENT ENDS) MUST BE LEFT IN PROPER ALIGNMENT AS SHOWN ON THE PLANS. THIS MAY BE ACCOMPLISHED BY THE TRIMMING METHOD OUTLINED ABOVE OR AT THE CONTRACTOR'S OPTION BY SAWING AFTER THE PAVING HAS BEEN COMPLETED. NO ADDITIONAL COMPENSATION WILL BE MADE IF THE SAWING METHOD IS USED.

8. 401-6.1 ADD THE FOLLOWING TO THIS SECTION
AR401613 BIT. SURF. CSE—METHOD I, SUPERPAVE _ _ _ PER TON

AR401650 BITUMINOUS PAVEMENT MILLING NOTES

1. THE AREA(S) DESIGNATED AS  ON SHEET NO. 4 WILL BE CUT OR TRIMMED AS STATED BELOW. THE CUTTING OR TRIMMING WILL BE DONE BY ROTO-MILLING. THE TOLERANCE OF THE MILLING WILL BE AS STATED IN THE STANDARD SPECIFICATIONS.
2. THE PROPOSED BUTT JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM AR401650 "BITUMINOUS PAVEMENT MILLING" AS STATED ON PAGE 151 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.
3. THIS ITEM SHALL CONSIST OF REMOVING THE EXISTING BITUMINOUS PAVEMENT TO A DEPTH OF 2" BY MILLING IN ORDER TO REMOVE THE TOP 2" OF BITUMINOUS MATERIAL AT THE LOCATIONS AS SHOWN ON SHEET NO. 4.
4. THE PAVEMENT SURFACE WILL BE MILLED TO A DEPTH OF 2.0 INCHES. THE PLANER MUST BE CAPABLE OF MILLING THE SURFACE TO THE DESIRED ELEVATIONS AND GRADES.
5. ALL MILLED MATERIAL WILL BE DISPOSED OF ON THE AIRPORT SITE. THE MILLED MATERIAL WILL BE DISPOSED OF IN THE IMMEDIATE AREA. THE EXACT LOCATION WILL BE CONFIRMED BY THE RESIDENT ENGINEER OR THE AIRPORT MANAGER.
6. ANY ADJACENT PAVEMENT DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.
7. ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER/RESIDENT TECHNICIAN.
8. THE PAVEMENT MILLING WILL BE PAID FOR UNDER ITEM:
AR401650 "BITUMINOUS PAVEMENT MILLING" _ _ _ PER S.Y.

603-BITUMINOUS TACK COAT NOTES:

1. THE BITUMINOUS TACK COAT (603) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR603 "BITUMINOUS TACK COAT" AS STATED ON PAGE 250 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.
2. THE PROPOSED BITUMINOUS TACK COAT SHALL BE PLACED ON THE EXISTING BITUMINOUS PAVEMENT PRIOR TO THE PLACEMENT OF THE PROPOSED BITUMINOUS SURFACE COURSE. THE EXISTING BITUMINOUS PAVEMENT SHALL HAVE A TACK COAT OF BITUMINOUS MATERIAL APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS.
3. THE PROPOSED BITUMINOUS TACK COAT WILL BE PAID FOR UNDER ITEM:
AR603510 BITUMINOUS TACK COAT _ _ _ PER GAL.

SHOULDER ADJUSTMENT NOTES:

1. SHOULDER ADJUSTMENT WILL BE PERFORMED ADJACENT TO BOTH SIDES OF TAXIWAY "B1" AT THE LOCATIONS SHOWN ON THE PLAN SHEETS TO PROVIDE A 1-1/2" DROP-OFF. PRIOR TO PLACING THE SHOULDER ADJUSTMENT MATERIAL, THE LIMITS WILL BE MOWED AND PULVERIZED, DISKED OR TILLED TO THE SATISFACTION OF THE RESIDENT ENGINEER/RESIDENT TECHNICIAN. THE PROPOSED GRADING, SEEDING AND EXCELSIOR BLANKET LIMITS ARE SHOWN ON THE THE CONSTRUCTION PLAN SHEETS AS PROPOSED SHOULDER ADJUSTMENT. THE EARTH FILLETS (SHOULDER ADJUSTMENT) WILL NOT REQUIRE COMPACTION OR GRADING, OTHER THAN LIGHT ROLLING AND SHAPING. THE MATERIAL FOR THE PROPOSED EARTH FILLETS (SHOULDER ADJUSTMENT) WILL BE OBTAINED FROM AN OFF-SITE LOCATION.
2. THE DESIGNATED SHOULDER ADJUSTED AREA WILL BE LIMED, FERTILIZED AND SEEDED IN ACCORDANCE WITH ITEM 901 "SEEDING". THE LIMING, FERTILIZING AND SEEDING OF THE DESIGNATED SHOULDER ADJUSTED AREA WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED SHOULDER ADJUSTMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
3. THE PROPOSED EARTH MATERIAL USED FOR THE PROPOSED SHOULDER ADJUSTMENT WILL BE PAID FOR UNDER ITEM AR152480 "SHOULDER ADJUSTMENT" _ _ _ PER S.Y.

EXCELSIOR BLANKET NOTES:

1. AN EROSION CONTROL MATERIAL (EXCELSIOR BLANKET) WILL BE INSTALLED OVER THE SHOULDER ADJUSTMENT AREAS SHOWN ON THE CONSTRUCTION PLAN SHEETS AND IN ACCORDANCE WITH THE SPECIAL PROVISION.
2. THE PROPOSED EROSION CONTROL MATERIAL USED FOR THE PROPOSED SHOULDER ADJUSTMENT AREA WILL BE PAID FOR UNDER ITEM AR908520 "EXCELSIOR BLANKET" _ _ _ PER S.Y.

PAVEMENT SAWING NOTES

1. WHERE THE PROPOSED BITUMINOUS SURFACE COURSE ABUTS THE EXISTING PAVEMENT, THE EXISTING PAVEMENT WILL BE SAWED TO FURNISH A STRAIGHT EDGE TO ABUT AGAINST.
2. THE RESIDENT ENGINEER/RESIDENT TECHNICIAN WILL MARK THE PROPOSED SAW LINE IN THE FIELD.
3. ANY PAVEMENT CUT FROM THE SAWING OPERATIONS WILL BE COLLECTED AND DISPOSED OF OFF THE AIRPORT SITE.
4. THE SAWING AND DISPOSAL OF ANY WASTE MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE BITUMINOUS PAVEMENT MILLING AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

EMULSIFIED ASPHALT SEAL COAT NOTES

1. TAXIWAYS "B" AND "B2" WILL HAVE AN EMULSIFIED ASPHALT SEAL COAT APPLIED TO THE EXISTING PAVEMENT SURFACE. TAXIWAY "B1" WILL HAVE AN EMULSIFIED ASPHALT SEAL COAT APPLIED A MINIMUM OF 30 DAYS AFTER THE COMPLETION OF THE BITUMINOUS OVERLAY. THE RATES OF APPLICATION OF THE PROPOSED EMULSIFIED ASPHALT SEAL COAT WILL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
2. PRIOR TO PLACING THE APPLICATION OF EMULSIFIED ASPHALT SEAL COAT THE CONTRACTOR WILL PREPARE THE PAVEMENT IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
3. ALL CRACKS WILL BE CLEANED AND SEALED AND ALL PAVEMENT REMOVAL AND REPLACE AREAS WILL BE COMPLETED PRIOR TO THE PLACEMENT OF THE EMULSIFIED ASPHALT SEAL COAT.
4. THE PROPOSED EMULSIFIED ASPHALT SEAL COAT WILL BE PAID FOR UNDER ITEM:
AR608510 EXISTING ASPHALT SURFACE TREATMENT _ _ _ PER S.Y.
AR608511 NEW ASPHALT SURFACE TREATMENT _ _ _ PER S.Y.

**BITUMINOUS OVERLAY
TWY B1; APPLY AN
ASPHALT PAVEMENT
SEAL COAT TO
PARTIAL PARALLEL
TWY. TO RWY 9-27
AND TWY B1**

IL. PROJ. No: FWC-4432

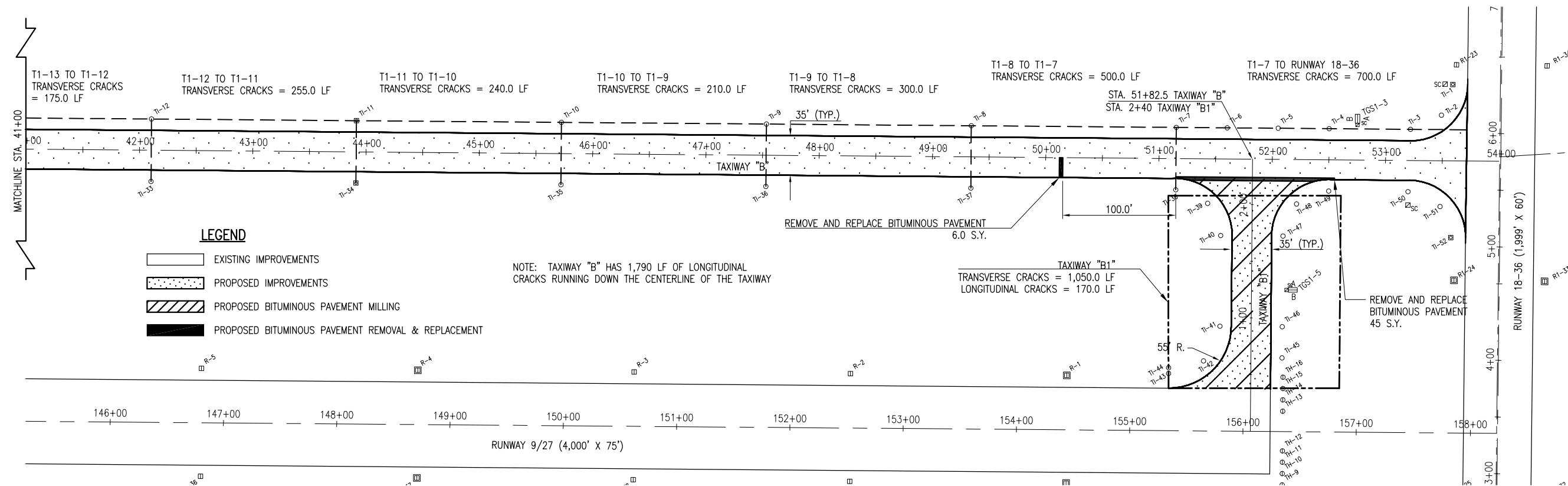
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SHEET TITLE

**PROPOSED
CONSTRUCTION
NOTES**



NOTE TO CONTRACTOR

THE CRACKS SHOWN TO BE CLEANED AND SEALED ON THIS SHEET AND THE FOLLOWING SHEETS WERE DETERMINED DURING A FIELD SURVEY CONDUCTED IN DECEMBER, 2014. THE QUANTITY OF CRACKS TO BE CLEANED AND SEALED SHOWN ON THESE SHEETS HAVE BEEN INCREASED BY 5 PERCENT TO ACCOUNT FOR ADDITIONAL PAVEMENT CRACKING THAT WILL OCCUR BETWEEN THE FIELD SURVEY AND ACTUAL TIME OF CONSTRUCTION.

REMOVE & REPLACE BITUMINOUS PAVEMENT

- THE AREAS DESIGNATED AS [REMOVAL SYMBOL] ON THIS SHEET WILL HAVE THE EXISTING PAVEMENT REMOVED (FULL DEPTH) TO THE AGGREGATE BASE. ALL REMOVED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT. THE WIDTH OF THE REMOVAL AREA IS 3 FT.
- WHERE THE PROPOSED REMOVAL AREA ABUTS THE EXISTING PAVEMENT, THE LIMITS OF THE PAVEMENT TO BE REMOVED WILL BE SAWED. THE SAWING WILL BE CONSIDERED AS PART OF THE PROPOSED PAVEMENT REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE PROPOSED REMOVAL & REPLACEMENT OF BITUMINOUS PAVEMENT WILL BE COMPLETED PRIOR TO THE PLACEMENT OF THE EMULSIFIED PAVEMENT SEALER OR STARTING THE BITUMINOUS PAVEMENT MILLING.
- THE EXISTING AGGREGATE BASE COURSE WILL BE COMPACTED TO THE SATISFACTION OF THE RESIDENT ENGINEER/RESIDENT TECHNICIAN.
- THE BITUMINOUS SURFACE COURSE SHALL BE A 401 MIX, APPROVED BY THE DIVISION OF AERONAUTICS (IDA). AN AVERAGE OF TWO (2) NUCLEAR DENSITY TESTS PER 100 S.Y. PER LIFT WILL BE REQUIRED FOR ACCEPTANCE TESTING. THE AVERAGE OF THESE TWO (2) TESTS MUST BE ABOVE 90% FOR ACCEPTANCE. THE FINAL LIFT OF SURFACE COURSE SHALL BE INSTALLED FLUSH WITH THE EXISTING ADJACENT PAVEMENT OR TRIMMED/FILLED PRIOR TO PLACING THE PROPOSED SURFACE COURSE.
- THE BITUMINOUS SURFACE COURSE WILL BE INSTALLED AS PER THE STANDARD SPECIFICATIONS EXCEPT AS STATED IN THESE PLANS. THE REMOVAL AND DISPOSAL OF THE EXISTING PAVEMENT, PROVIDING AND INSTALLING THESE MATERIALS TO GRADE IS CONSIDERED PART OF THIS PAY ITEM AND NO OTHER COMPENSATION WILL BE ALLOWED.
- THE PAVEMENT CONDITIONS AND CRACKS WERE IDENTIFIED DURING A SURVEY IN DECEMBER 2014.
- THE REMOVAL AND REPLACEMENT OF BITUMINOUS PAVEMENT WILL BE PAID FOR UNDER ITEM: AR401910 "REMOVE & REPLACE BITUMINOUS PAVEMENT" _ _ _ PER S.Y.

CLEAN & SEAL BITUMINOUS CRACKS NOTES

- ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER/RESIDENT TECHNICIAN FOR REPAIR WILL BE COMPLETED AS STATED IN THE SPECIAL PROVISIONS.
- THE EXACT AMOUNT OF CRACKS TO BE CLEANED & SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.
- THE PAVEMENT CONDITIONS AND CRACKS WERE IDENTIFIED AND LOCATED AS SHOWN DURING A SURVEY IN DECEMBER 2014.
- THE EXISTING CRACKS ON TAXIWAY "B" AND "B2" WILL BE CLEANED AND SEALED PRIOR TO THE PLACEMENT OF THE EMULSIFIED PAVEMENT SEALER.
- THE PROPOSED PAVEMENT MILLING ON TAXIWAY "B1" WILL BE ACCOMPLISHED BEFORE THE CRACKS ARE CLEANED & SEALED. THE RESIDENT ENGINEER/RESIDENT TECHNICIAN WILL DETERMINE IF THE CRACKS LOCATED IN A MILLED AREA ARE LARGE ENOUGH TO WARRANT REPAIR.
- THE BITUMINOUS CRACK CLEANING & SEALING WILL BE PAID FOR UNDER ITEM: AR201661 "CLEAN & SEAL BITUMINOUS CRACKS" _ _ _ PER L.F.

BITUMINOUS OVERLAY TWY B1; APPLY AN ASPHALT PAVEMENT SEAL COAT TO PARTIAL PARALLEL TWY. TO RWY 9-27 AND TWY B1

IL. PROJ. No: FWC-4432

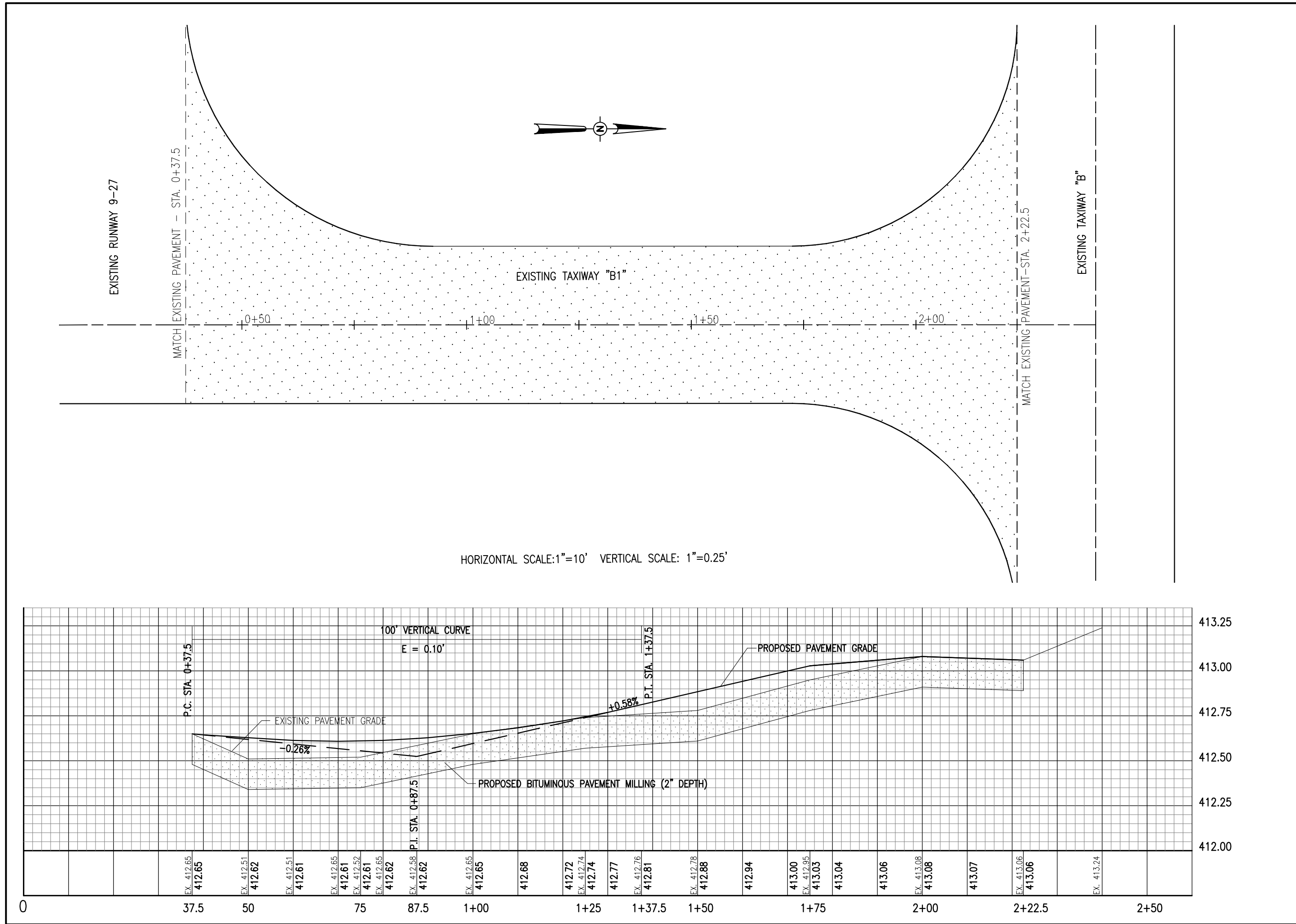
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SHEET TITLE

PROPOSED PAVEMENT PREPARATION PLAN



BITUMINOUS OVERLAY
TWY B1; APPLY AN
ASPHALT PAVEMENT
SEAL COAT TO
PARTIAL PARALLEL
TWY. TO RWY 9-27
AND TWY B1

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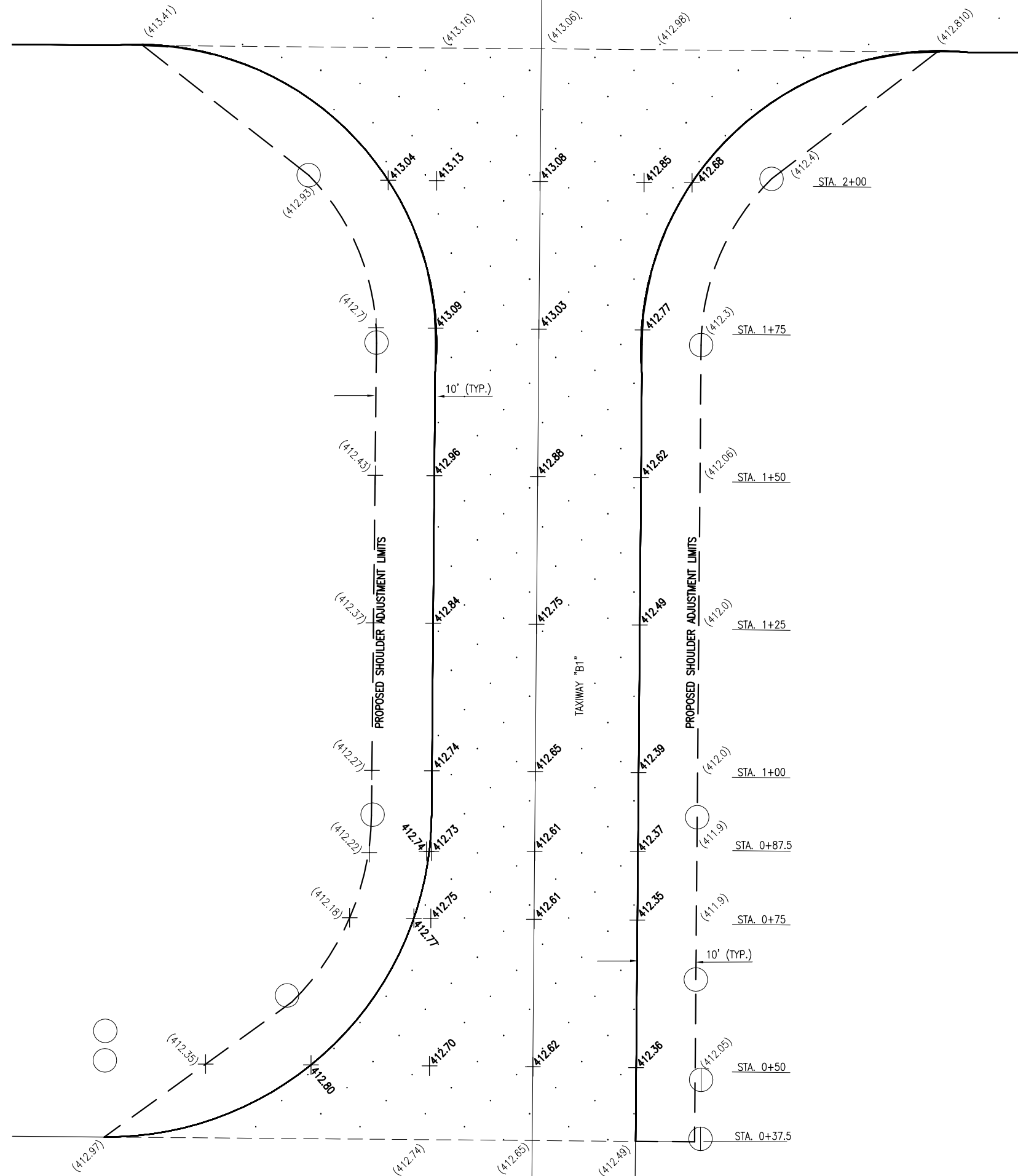
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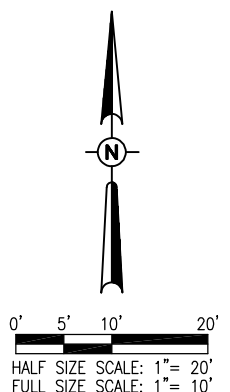
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SHEET TITLE

PROPOSED
TAXIWAY B1
PLAN & PROFILE



- LEGEND**
- EXISTING IMPROVEMENTS
 - PROPOSED IMPROVEMENTS
 - PROPOSED SHOULDER ADJUSTMENT LIMITS
 - (452.35) EXISTING GRADE
 - 452.35 PROPOSED GRADE
 - EXISTING STAKE MOUNTED TAXIWAY LIGHT
 - EXISTING STAKE MOUNTED THRESHOLD LIGHT



BITUMINOUS OVERLAY
TWY B1; APPLY AN
ASPHALT PAVEMENT
SEAL COAT TO
PARTIAL PARALLEL
TWY. TO RWY 9-27
AND TWY B1

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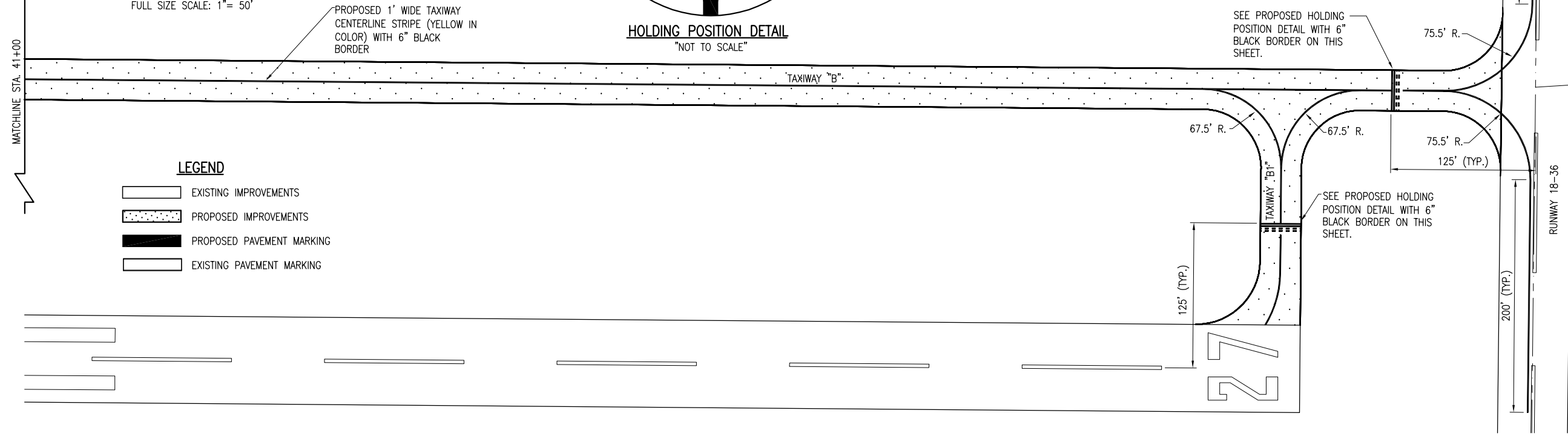
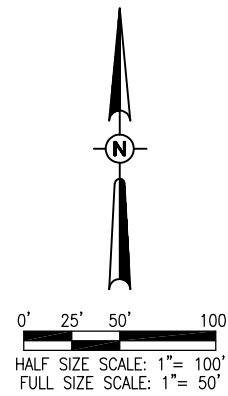
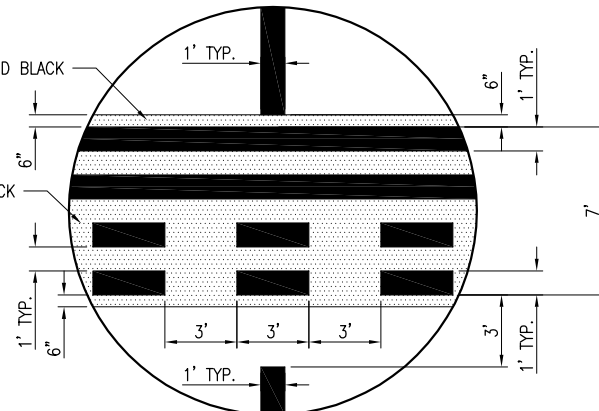
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SHEET TITLE

PROPOSED
TAXIWAY B1
STAKING PLAN

PROPOSED MARKING QUANTITIES			
DESCRIPTION	UNIT AREA	NO. REQUIRED	TOTAL AREA
HOLDING LINE	105	3	315
TAXIWAY CENTERLINE	2,934	1	2,934
		TOTAL YELLOW	3,249
HOLDING LINE	175	3	525
TAXIWAY CENTERLINE	2,938	1	2,938
		TOTAL BLACK	3,463
		TOTAL MARKING	6,712



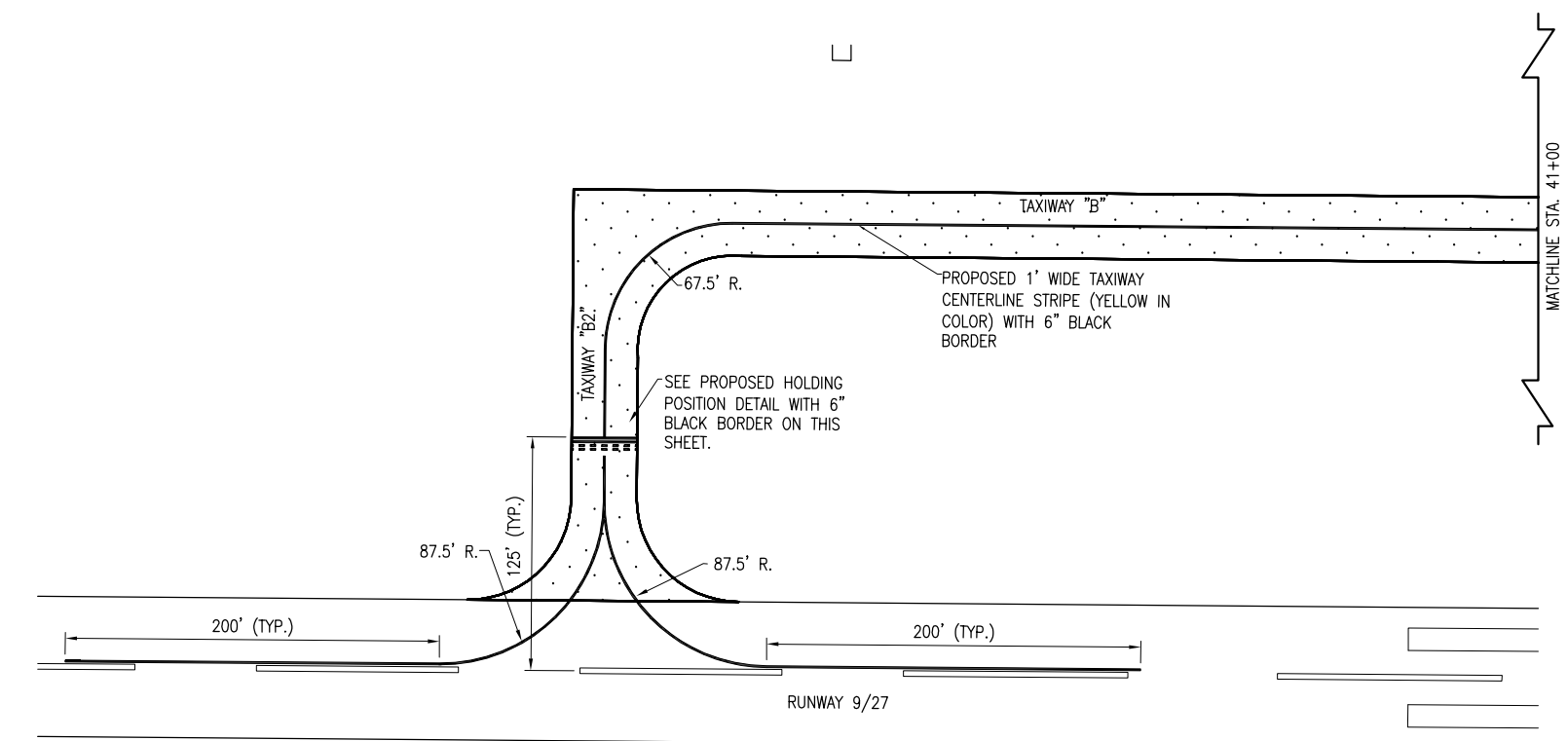
LEGEND

	EXISTING IMPROVEMENTS
	PROPOSED IMPROVEMENTS
	PROPOSED PAVEMENT MARKING
	EXISTING PAVEMENT MARKING

PROPOSED 1' WIDE TAXIWAY CENTERLINE STRIPE (YELLOW IN COLOR) WITH 6" BLACK BORDER

SEE PROPOSED HOLDING POSITION DETAIL WITH 6" BLACK BORDER ON THIS SHEET.

SEE PROPOSED HOLDING POSITION DETAIL WITH 6" BLACK BORDER ON THIS SHEET.



620-PAVEMENT MARKING-WATERBORNE NOTES

1. THE PAVEMENT MARKING-WATERBORNE (620) SHALL BE PLACED IN ACCORDANCE WITH ITEM 620 "PAVEMENT MARKING" AS STATED ON PAGE 272 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.
2. THIS ITEM SHALL CONSIST OF TAXIWAY CENTERLINE, AND TAXIWAY HOLDING POSITION MARKING IN ACCORDANCE WITH THESE SPECIFICATIONS AND AT THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS. ALL MARKING WILL BE YELLOW IN COLOR WITH A 6-IN BLACK BORDER. THE PROPOSED PAVEMENT MARKING WILL BE APPLIED IN TWO APPLICATIONS.
3. ANY MATERIAL DELIVERED THAT FAILS TO MEET THE SPECIFICATIONS SHALL BE DISPOSED OF BY THE VENDOR AND IMMEDIATELY REPLACED WITH ACCEPTABLE MATERIAL ENTIRELY AT THE VENDOR'S EXPENSE, INCLUDING HANDLING AND TRANSPORTATION CHARGES.
4. ALL PROPOSED MARKING WILL BE COMPLETED IN ACCORDANCE WITH THE DETAILS SHOWN ON THIS SHEET.
5. IF THE CONTRACTOR ELECTS TO "BLOCK PAINT" THE BLACK PAINT AND THEN PAINT YELLOW PAINT OVER THE BLACK PAINT; ONLY THE VISIBLE BLACK PAINT WILL BE ELIGIBLE FOR PAYMENT.
6. GLASS BEADS SHALL BE REQUIRED ONLY ON THE SECOND APPLICATION OF MARKING. NO GLASS BEADS ARE REQUIRED ON THE BLACK PAINT.
7. CUT-OFF SHEETS WILL BE REQUIRED TO INSURE STRAIGHT EDGES.
8. THE PROPOSED MARKING WILL BE PAID FOR UNDER ITEM:
AR620520 PAVEMENT MARKING-WATERBORNE ___ PER S.F.
AR620525 PAVEMENT MARKING-BLACK BORDER ___ PER S.F.

BITUMINOUS OVERLAY TWY B1; APPLY AN ASPHALT PAVEMENT SEAL COAT TO PARTIAL PARALLEL TWY. TO RWY 9-27 AND TWY B1

IL. PROJ. No: FWC-4432

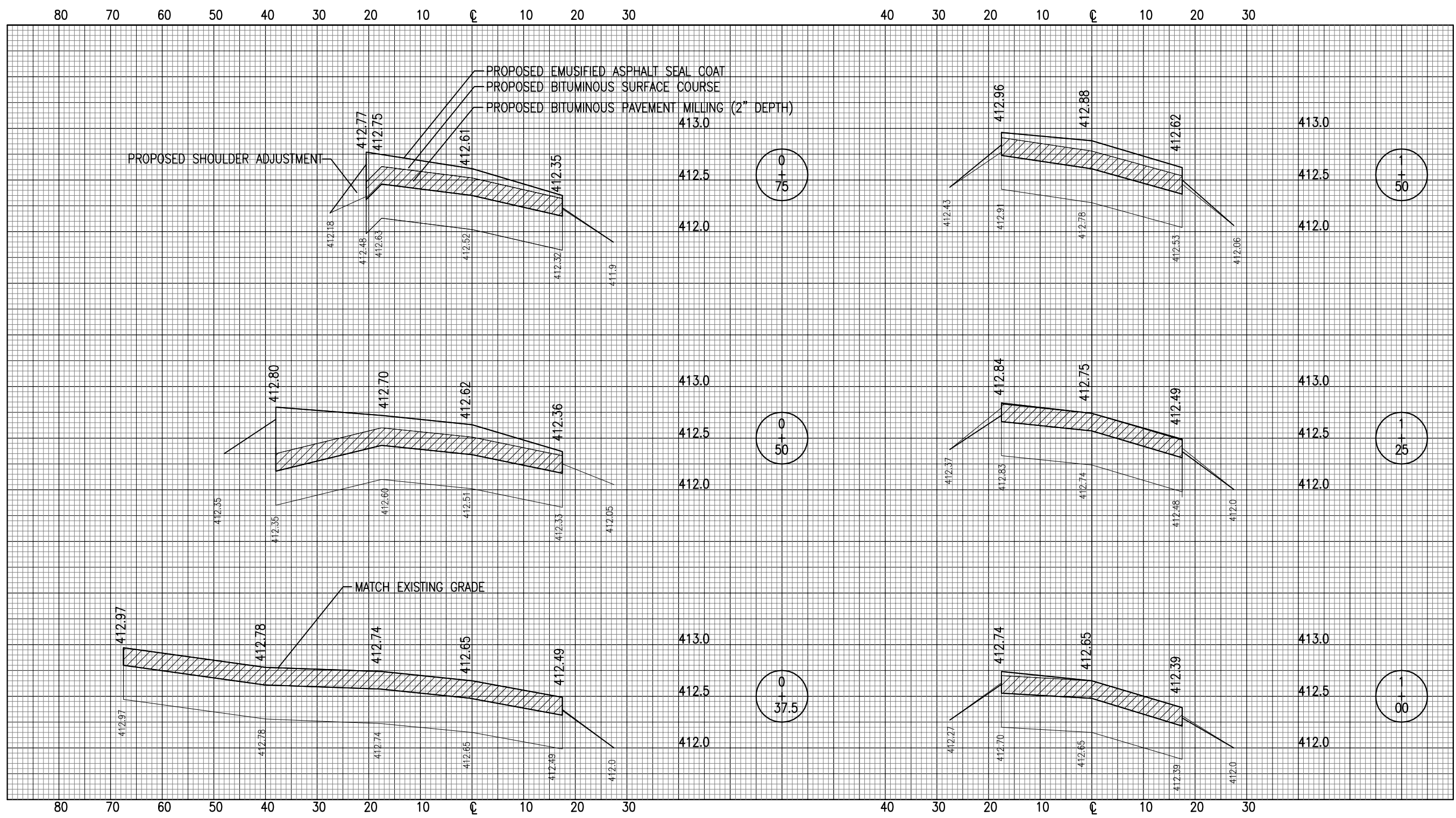
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PROPOSED MARKING PLAN



BITUMINOUS OVERLAY
TWY B1; APPLY AN
ASPHALT PAVEMENT
SEAL COAT TO
PARTIAL PARALLEL
TWY. TO RWY 9-27
AND TWY B1

IL. PROJ. No: FWC-4432

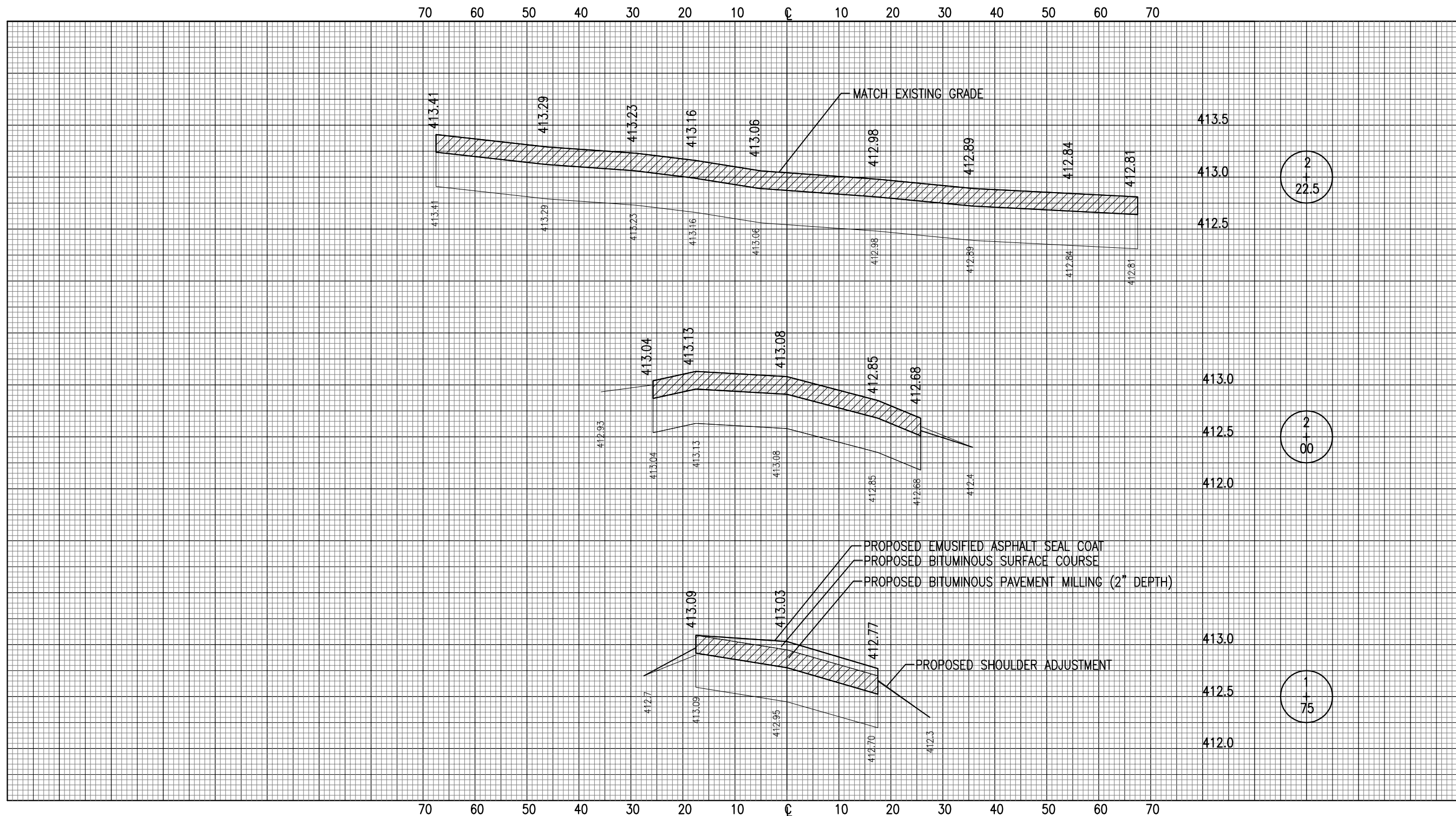
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SHEET TITLE

TAXIWAY B1
CROSS-SECTIONS
STA. 0+37.5 TO
STA. 1+50



2
22.5

2
00

1
75

BITUMINOUS OVERLAY
TWY B1; APPLY AN
ASPHALT PAVEMENT
SEAL COAT TO
PARTIAL PARALLEL
TWY. TO RWY 9-27
AND TWY B1

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SHEET TITLE

TAXIWAY B1
CROSS-SECTIONS
STA. 1+75 TO
STA. 2+22.5