

# CENTRAL ILLINOIS REGIONAL AIRPORT

CENTRAL ILLINOIS REGIONAL AIRPORT AUTHORITY  
BLOOMINGTON, ILLINOIS

100% FINAL

IL. PROJ. NO. BMI-5258

AIP PROJ. NO. 3-17-0006-TBD

## REHABILITATE RUNWAY 11/29: PHASE 2 CONSTRUCTION

MAY 1, 2026

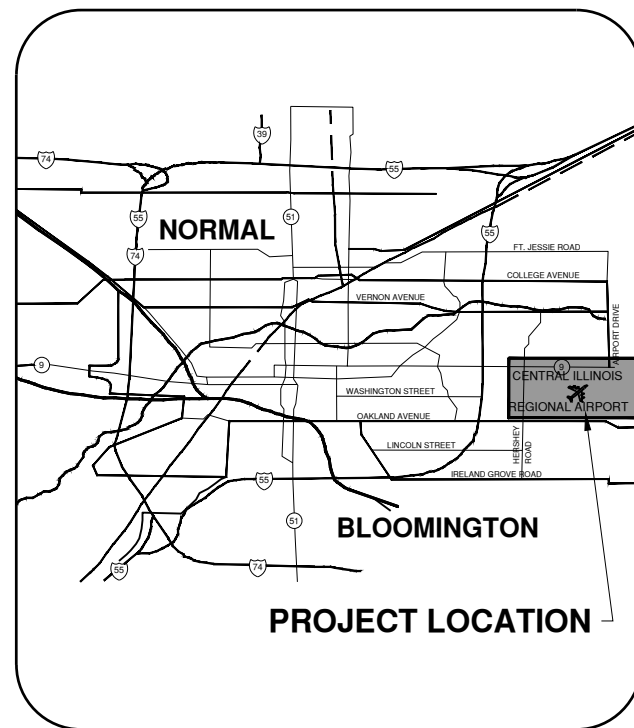


THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND 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 ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

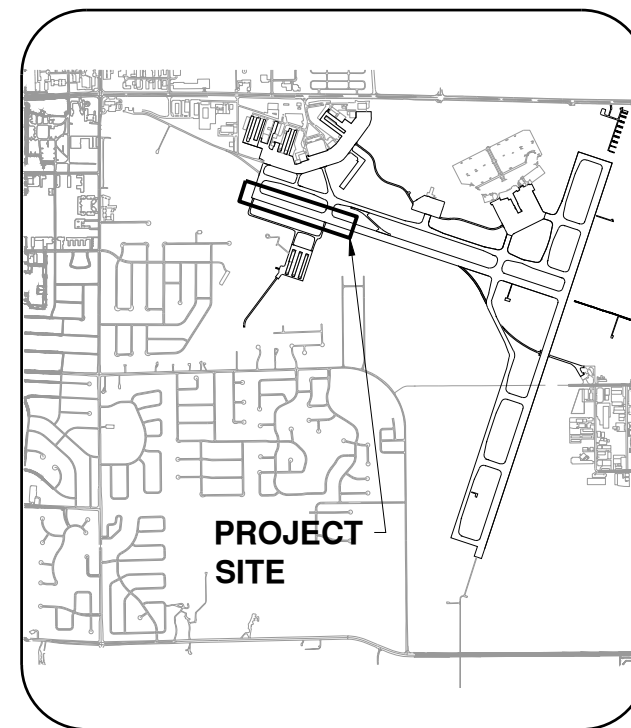
**CALL 911 IN THE EVENT IN WHICH DAMAGE RESULTS IN THE RELEASE OF NATURAL GAS.**

GROUND CONTROL FREQUENCY - 121.65  
AIR CONTROL FREQUENCY - 124.60  
MAXIMUM HEIGHT OF EQUIPMENT - 25 FT.

CALL J.U.L.I.E.  
BEFORE EXCAVATING  
1-800-892-0123  
TOWNSHIP: 23 NORTH  
RANGE: 3 EAST OF THE 4TH P.M.  
SECTION: 6  
COUNTY: McLEAN  
CIVIL TOWNSHIP: BLOOMINGTON CITY  
& OLD TOWN



LOCATION MAP



SITE PLAN



4/22/2026  
Exp. 11/30/2027

CENTRAL ILLINOIS REGIONAL AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL AIRPORT  
BLOOMINGTON, ILLINOIS  
APPROVED   
EXECUTIVE DIRECTOR  
DATE \_\_\_\_\_

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SUBMITTED BY   
DATE April 22, 2026  
CMT JOB NUMBER: 21008501.20

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100% FINAL  
MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-GI002.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

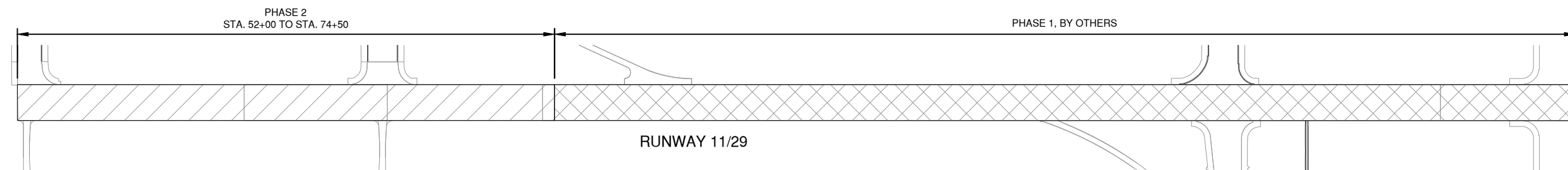
APPROVED BY: EMH

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SHEET TITLE

INDEX TO SHEETS

GI002  
SHEET 2 OF 70





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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
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SHEET TITLE

SUMMARY OF  
QUANTITIES

GI003

SHEET 3 OF 70

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QTY
AW108065	RGL CABLE	FOOT	4650
AW108706	1/C #6 COUNTERPOISE	FOOT	4200
AW110102	DUCT MARKER - IN PAVEMENT	EACH	17
AW125565	SPLICE CAN	EACH	9
AW125740	RUNWAY GUARD LIGHT	EACH	8
AW125906	REMOVE SPLICE CAN	EACH	4
AW125946	ADJUST SPLICE CAN	EACH	5
AW150510	ENGINEER'S FIELD OFFICE	L SUM	1
AW150520	MOBILIZATION	L SUM	1
AW150550	CONSTRUCTION ACCESS	L SUM	1
AW150552	RESTORE CONSTRUCTION ACCESS	L SUM	1
AW152451	SHOULDER EMBANKMENT	CU YD	2150
AW152515	SUBGRADE UNDERCUT	CU YD	1200
AW156510	SILT FENCE	FOOT	1450
AW156520	INLET PROTECTION	EACH	12
AW209618	CRUSHED AGGREGATE BASE COURSE - 18"	SQ YD	10500
AW401010	CONTRACTOR QUALITY CONTROL PROGRAM	L SUM	1
AW401610	BITUMINOUS SURFACE COURSE	TON	10330
AW401620	BIT. SURFACE COURSE, LEVELING	TON	1800
AW401630	BITUMINOUS SURFACE TEST SECTION	EACH	1
AW403610	BITUMINOUS BASE COURSE	TON	6350
AW403630	BITUMINOUS BASE TEST SECTION	EACH	1
AW401640	BITUMINOUS PAVEMENT GROOVING	SQ YD	33000
AW401655	BUTT JOINT CONSTRUCTION	SQ YD	3375
AW401900	REMOVE BITUMINOUS PAVEMENT	SQ YD	10250
AW602510	BITUMINOUS PRIME COAT	GALLON	3550
AW603510	BITUMINOUS TACK COAT	GALLON	12560
AW620520	PAVEMENT MARKING - WATERBORNE	SQ FT	50300
AW620525	PAVEMENT MARKING - BLACK BORDER	SQ FT	12600
AW620545	PAVEMENT MARKING - WATERBORNE SPHPS	SQ FT	575
AW620900	PAVEMENT MARKING REMOVAL	SQ FT	650
AW705526	6" PERFORATED UNDERDRAIN W/ SOCK	FOOT	1250
AW705546	6" NONPERFORATED UNDERDRAIN	FOOT	170
AW705635	UNDERDRAIN COLLECTION STRUCTURE	EACH	2
AW705645	UNDERDRAIN CONNECTION	EACH	2
AW705900	REMOVE UNDERDRAIN	FOOT	1100
AW705904	REMOVE UNDERDRAIN CLEANOUT	FOOT	3
AW705944	ADJUST UNDERDRAIN CLEANOUT	EACH	7
AW801523	ADJUST BASE MOUNTED LIGHT IN TURF	EACH	30
AW801524	ADJUST BASE MOUNTED LIGHT IN PAVEMENT	EACH	33
AW801529	BITUMINOUS PAVEMENT MILLING - 0.75" TO 4" VAR. DEPTH	SQ YD	28750
AW801533	REMOVE SURFACE SENSOR	EACH	2
AW801536	DUST CONTROL	L SUM	1
AW801537	REMOVE AND REPLACE AIRFIELD SIGN	EACH	4
AW801538	BITUMINOUS PAVEMENT MILLING - 1"	SQ YD	2800
AW801539	REMOVE BITUMINOUS ROAD	SQ YD	1450
AW801540	SPARE PARTS	EACH	8
AW801541	CRUSHED AGG BASE COURSE - 10"	SQ YD	1500
AW901510	SEEDING	ACRE	9.4
AW904510	SODDING	SQ YD	2200
AW908515	HEAVY-DUTY HYDRAULIC MULCH	ACRE	9.4

CONTRACT TIME  
(CALENDAR DAYS)

BASE BID 206



16. HAZARD MARKING & LIGHTING

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

17. LIGHTING FOR NIGHTTIME CONSTRUCTION

1. THE CONTRACTOR SHALL PROVIDE ADEQUATE LIGHTING DURING NIGHTTIME CONSTRUCTION.
2. ARTIFICIAL AREA LIGHTING SHALL CONSIST OF VEHICLE OR POLE MOUNTED FLOODLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL ONLY BE ALLOWED IN ADDITION TO THE AREA LIGHTING.
3. ARTIFICIAL AREA LIGHTING SHALL NOT INTERFERE WITH AIR TRAFFIC OR ATCT OPERATIONS.
4. PLACEMENT & AIMING OF ARTIFICIAL LIGHTING SHALL BE APPROVED BY THE AIRPORT PRIOR TO START OF OPERATIONS.

18. PROTECTION OF AREAS & SURFACES

1. ALL WORK REQUIRED INSIDE OF THE RUNWAY 2-20 OR 11-29 SAFETY AREAS, WHICH EXTENDS 250' FROM THE RUNWAY CENTERLINE, WILL REQUIRE THE RUNWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.
2. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WHICH EXTENDS 121.5' FROM THE TAXIWAY CENTERLINE, WILL REQUIRE THE TAXIWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.
3. ALL WORK REQUIRED ON AN ACTIVE TAXILANE OBJECT FREE AREA, WHICH EXTENDS 113' FROM THE TAXILANE/APRON CENTERLINE, WILL REQUIRE A PORTION OF THAT APRON TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.

19. OTHER LIMITATIONS OF CONSTRUCTION

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
3. **THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE SPECIFICATIONS.**

20. AIRPORT SECURITY REQUIREMENTS

1. MAINTAINING THE SECURITY REQUIREMENTS OF THE AIRPORT SHALL BE A PRIMARY CONCERN FOR THE CONTRACTOR.
2. A LIST OF PERSONNEL AUTHORIZED TO WORK ON THE AIRFIELD SHALL BE PROVIDED TO THE RESIDENT PROJECT REPRESENTATIVE BY THE CONTRACTOR. THE SUPERINTENDENT AND FOREMAN THAT ARE ISSUED BADGES SHALL BE DIRECTLY RESPONSIBLE FOR THE IDENTITY AND LOCATION OF THOSE THEY ARE SUPERVISING WHILE ON THE AIRFIELD. BADGES SHALL BE RETURNED TO THE AIRPORT AT THE FINAL INSPECTION OR WHEN THE PERSON IS NO LONGER EMPLOYED BY THE CONTRACTOR. THE CONTRACTOR WILL PAY A FEE OF \$200.00 WITHIN 15 DAYS FOR EACH ACCESS BADGE THAT IS LOST, DESTROYED, STOLEN, OR NOT RETURNED AT THE FINAL INSPECTION.
3. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING AIRPORT SECURITY BY SUPERVISING OPENINGS OR MAINTAINING THE AIRPORT PERIMETER FENCE LINE AT ALL TIMES.
4. THE CONTRACTOR SHALL COMPLETE A SECURITY FORM FOR ALL PERSONNEL HE PROPOSES TO USE ON THE AIRPORT. THESE FORMS SHALL BE COMPLETED PRIOR TO THAT PERSON BEING ALLOWED ON THE AIRFIELD. A LIST OF PERSONNEL AUTHORIZED TO WORK ON THE AIRFIELD SHALL BE PROVIDED TO THE RESIDENT PROJECT REPRESENTATIVE BY THE CONTRACTOR.

20. AIRPORT SECURITY REQUIREMENTS (CONT'D)

6. AS A MINIMUM, THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURITY DURING CONSTRUCTION AS FOLLOWS:
  - a. POSSESS A COPY OF THE AIRPORT'S PROJECT SECURITY PLAN.
  - b. VISIBLY DELINEATE HIS CONSTRUCTION ZONE BY PLACING A LINE OF BARRICADES OR FLAGGING AROUND THE ENTIRE WORK ZONE DURING EACH PHASE OF THE CONTRACT.
  - c. COMPLY WITH THE AIRPORT'S SECURITY PLAN ASSOCIATED WITH THE CONSTRUCTION PROJECT AND ENSURE THAT CONSTRUCTION PERSONNEL ARE FAMILIAR WITH SECURITY PROCEDURES AND REGULATIONS ON THE AIRPORT.
  - d. ENSURE THAT NO CONSTRUCTION EMPLOYEES, EMPLOYEES OF SUBCONTRACTORS OR SUPPLIERS, OR OTHER PERSONS ENTER ANY PART OF THE AIRCRAFT OPERATIONS AREA FROM CONSTRUCTION SITE UNLESS AUTHORIZED.
  - e. THE AIRPORT MAY REQUIRE THAT ALL SECURITY GUARDS UNDERGO ADDITIONAL TRAINING NECESSARY TO MEET THE AIRPORT'S SECURITY NEEDS.
  - f. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN SECURITY ON THE AIRPORT AS SPECIFIED OR AS DIRECTED BY THE AIRPORT.
  - g. THE CONTRACTOR'S SUPERINTENDENT, FOREMAN, SECURITY GUARDS, AND ANY SUPERVISORY PERSONNEL IN CHARGE OF OTHER WORKERS SHALL OBTAIN AN AIRPORT AUTHORITY SECURITY BADGE AND DISPLAY THIS BADGE WHILE ON SITE IN ACCORDANCE WITH FAA AND TSA REGULATIONS. CONTRACTOR PERSONNEL WITH BADGES SHALL BE DIRECTLY RESPONSIBLE FOR THE IDENTITY AND LOCATION OF THOSE THEY ARE SUPERVISING WHILE ON THE AIRFIELD. THE BADGED CONTRACTOR EMPLOYEE SHALL SUPERVISE A CREW WITHIN SHOUTING DISTANCE. IF MULTIPLE CREWS ARE WORKING IN DIFFERENT WORK AREAS, THEN ADDITIONAL CONTRACTOR EMPLOYEES WHO ARE APPROPRIATELY BADGED MUST SUPERVISE THOSE CREWS. AT NO TIME WILL THE CONTRACTOR BE ALLOWED TO WORK WITHOUT SUPERVISION OF A BADGED CONTRACTOR EMPLOYEE WITHIN SHOUTING DISTANCE.
  - h. TO OBTAIN AIRPORT SECURITY BADGES, CONTRACTORS MUST COMPLETE A CRIMINAL HISTORY RECORDS CHECK TWO WEEKS PRIOR TO EMPLOYEES BEING ALLOWED ACCESS TO THE SITE. THE TWO-WEEK PERIOD IS NECESSARY FOR AN ADEQUATE TIME OF PROCESSING FINGERPRINTS FOR COMPLETING THE CRIMINAL HISTORY CHECK. THE CONTRACTOR IS REQUIRED TO DEPOSIT A \$200 FEE TO THE AIRPORT PER BADGE, WHICH IS 80% REFUNDABLE AFTER EACH BADGE IS RETURNED. THE AIRPORT MUST RECEIVE THIS FEE/DEPOSIT PRIOR TO CONDUCTING ANY OF THE SECURITY BADGE ISSUE PROCESS. THE CONTRACTOR IS REQUIRED TO CONTACT THE AIRPORT AT LEAST THREE CALENDAR DAYS PRIOR TO SCHEDULING FINGERPRINTING AND BADGE TRAINING. TRAINING LASTS APPROXIMATELY TWO HOURS AND CAN BE CONDUCTED INDIVIDUALLY OR WITH A GROUP.
  - i. THE CONTRACTOR WILL DESIGNATE A MINIMUM OF ONE INDIVIDUAL TO BE THE 24-HOUR POINT OF CONTACT AND ASSUME ALL ON-SITE SECURITY RESPONSIBILITIES FOR ALL EMPLOYEES DURING THE PROJECT. THIS INDIVIDUAL SHALL PROVIDE THE AIRPORT A 24-HOUR CONTACT FOR EMERGENCY PURPOSES. THIS INDIVIDUAL WILL ALSO BE REQUIRED TO HAVE AVAILABLE AND PRESENT UPON REQUEST AT ANY TIME; A COPY OF THE TRANSPORTATION SECURITY ADMINISTRATION (TSA) APPROVED CHANGE OF CONDITION DURING THE PROJECT.
7. ANY PERSON WHO DOES NOT COMPLY WITH ANY OF THE PROVISIONS OF THESE RULES AND REGULATIONS, OR ANY LAWFUL ORDER ISSUED PURSUANT THERETO, WILL BE SUBJECT TO PROGRESSIVE PENALTIES FOR REPEAT VIOLATIONS. THESE PENALTIES MAY INCLUDE DENIED USE OF THE AIRPORT BY IN ADDITION TO THE PENALTIES DESCRIBED PURSUANT TO FEDERAL, STATE, OR LOCAL AUTHORITIES. THE VIOLATION WILL BE REVIEWED BY THE DEPUTY DIRECTOR OF OPERATIONS OR HIS/HER DESIGNEE WITHIN SEVEN (7) DAYS OF THE VIOLATION. DISCIPLINARY ACTIONS WILL BE RECORDED AND BECOME PART OF THAT PERSON'S DRIVING RECORD FOR THIS AIRPORT.
 

**1ST VIOLATION:** MANDATORY EMPLOYEE RECURRENT TRAINING MUST BE COMPLETED WITH AN APPROVED TRAINER WITHIN SEVEN (7) DAYS OF VIOLATION AND BEFORE VEHICLE OPERATOR PERMIT IS REISSUED.

**2ND VIOLATION:** A SEVEN (7) TO TEN (10) VEHICLE OPERATOR PERMIT SUSPENSION WILL BE ISSUED AND MANDATORY EMPLOYEE RECURRENT TRAINING MUST BE COMPLETED WITH AN APPROVED TRAINER WITHIN 7 DAYS OF VIOLATIONS BEFORE VEHICLE OPERATOR PERMIT IS REISSUED.

**3RD VIOLATION:** FULL REVOCATION OF VEHICLE OPERATOR PERMIT.

THE SCHEDULE OF VIOLATION PENALTIES LISTED ABOVE IS A PROGRESS SYSTEM USED FOR VIOLATIONS COMMITTED WITHIN A TWELVE (12) MONTH PERIOD.

20. AIRPORT SECURITY REQUIREMENTS (CONT'D)

BASED ON AN EVALUATION OF THE CIRCUMSTANCES OR THE SEVERITY OF A PARTICULAR INCIDENT OR INCIDENTS, THE BLOOMINGTON NORMAL AIRPORT AUTHORITY RESERVES THE EXCLUSIVE RIGHT TO ASSESS ANY PENALTY IT DEEMS APPROPRIATE AT ANY TIME TO ANY INDIVIDUAL AUTHORIZED TO OPERATE A VEHICLE ON THE AOA WITHOUT REGARD TO PRIOR OPERATING HISTORY.

THE BLOOMINGTON NORMAL AIRPORT AUTHORITY WILL PROVIDE A COPY OF ALL WRITTEN WARNINGS ISSUED TO AN OPERATOR TO THE LOCAL MANAGER OF THE COMPANY OWNING OR IN POSSESSION AND CONTROL OF THE VEHICLE OR VEHICLES INVOLVED IN THE VIOLATION(S).

BOTH DRIVERS AND COMPANIES HAVE THE RIGHT TO REQUEST A HEARING TO APPEAL ANY VIOLATION ISSUED BY THE AIRPORT AUTHORITY. THE APPEAL MUST BE MADE IN WRITING, WITHIN 14 CALENDAR DAYS OF THE ISSUANCE OF A VIOLATION AND SENT TO:

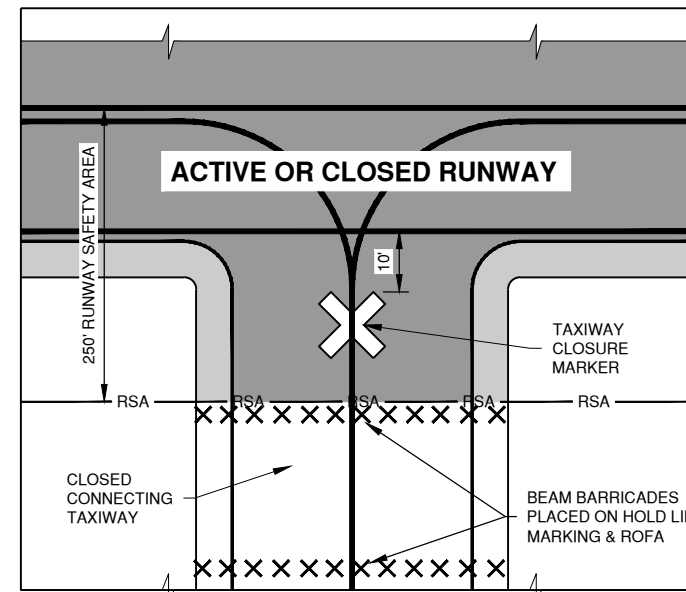
THE EXECUTIVE DIRECTOR OR HIS/HER DESIGNEE WILL REVIEW THE VIOLATION AND GIVE THE DRIVER OR COMPANY AT LEAST FIVE (5) DAYS NOTICE OF WHEN AND WHERE THE HEARING WILL OCCUR. IF A HEARING IS HELD, THE DRIVER OR COMPANY MAY PRESENT ANY EVIDENCE PERTAINING TO THE VIOLATION. THE HEARING OFFICER WILL THEN MAKE A DETERMINATION CONCERNING WHETHER OR NOT THE VIOLATION OCCURRED. THE HEARING OFFICER MAY RENDER A DETERMINATION AT THE HEARING OR DELAY ANNOUNCING THE FINDING. IN ANY CASE, A REPORT CONTAINING THE HEARING

20. AIRPORT SECURITY REQUIREMENTS (CONT'D)

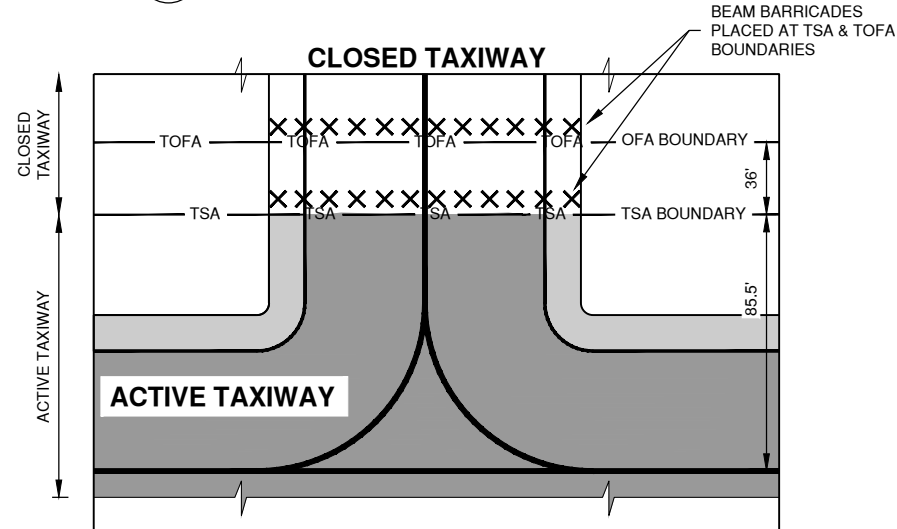
OFFICER'S FINDINGS WILL BE ISSUED AS SOON AS PRACTICAL AFTER THE HEARING. AN OPERATOR WHO HAS THEIR DRIVING PRIVILEGES REVOKED MAY REQUEST, IN WRITTEN FORM, A HEARING WITH THE BLOOMINGTON NORMAL AIRPORT AUTHORITY BOARD OF COMMISSIONERS. AT THE DISCRETION OF THE BOARD, A HEARING MAY BE HELD IN WHICH THE OPERATOR MAY EXPLAIN THEIR CONCERNS TO THE BOARD.

VEHICLE OPERATORS WILL BE HELD PERSONALLY ACCOUNTABLE FOR VIOLATIONS.

8. THE BLOOMINGTON-NORMAL AIRPORT AUTHORITY REQUIRES ANY INDIVIDUAL INVOLVED IN A RUNWAY INCURSION OR OTHER VEHICLE INCIDENT TO COMPLETE MANDATORY AIRFIELD DRIVER TRAINING.



1 CLOSED CONNECTING TAXIWAY DETAIL  
N.T.S.



2 CLOSED TAXIWAY TO ACTIVE TAXIWAY DETAIL  
N.T.S.



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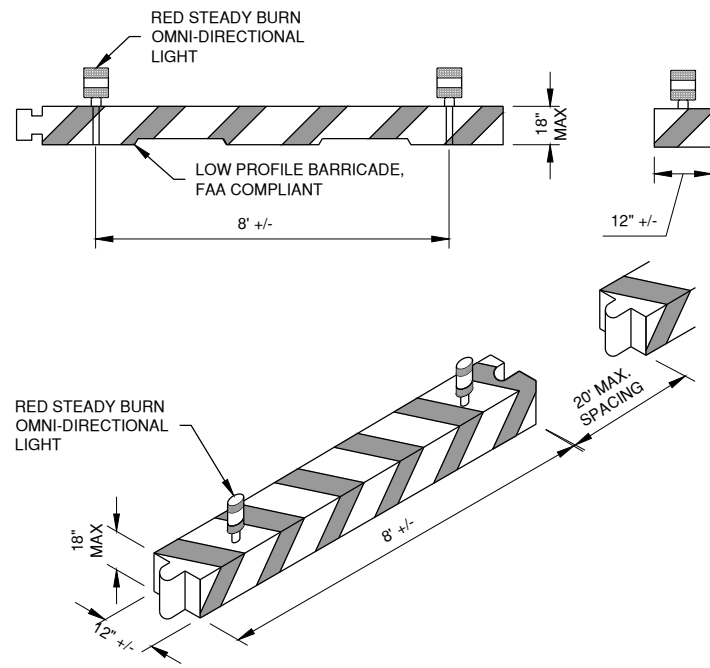
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SHEET TITLE  
CONSTRUCTION  
ACTIVITY NOTES 2

Path: K:\Bloomington\112912\Drawings\Phase 2\21008520-PH2-GC000.dwg  
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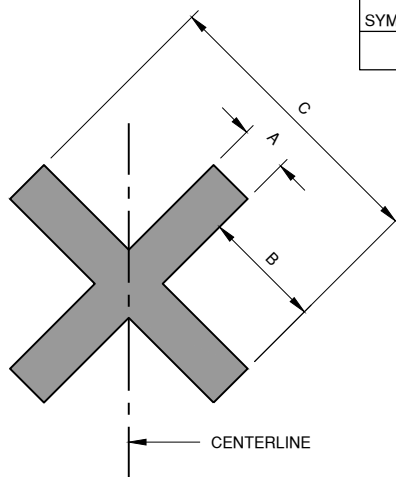


**1 BEAM BARRICADE DETAIL**  
N.T.S

**BEAM BARRICADE NOTES**

1. BARRICADE SHALL BE WEIGHTED TO WITHSTAND DISPLACEMENT BY WIND, JET OR PROP BLAST.
2. BARRICADE MUST BE OF LOW MASS AND EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AS SHOWN IN PLANS AND AS DIRECTED BY THE ENGINEER.
5. BARRICADES SHALL BE COMPLIANT WITH FAA AC 150/5370-2 (LATEST VERSION).

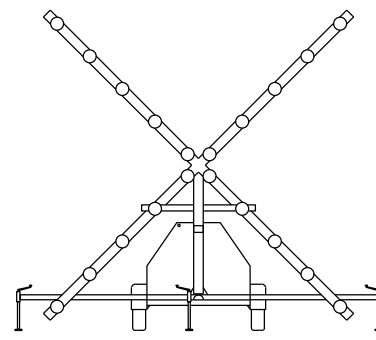
SYMBOL TYPE	DIMENSION		
	A	B	C
CLOSED TAXIWAY	5'-0"	12'-6"	30'-0"



**2 NON-LIGHTED CLOSURE MARKER**  
N.T.S

**NON-LIGHTED CLOSURE MARKER NOTES**

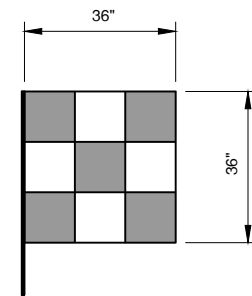
1. CLOSURE MARKERS SHALL BE SOLID YELLOW.
2. MARKERS SHALL BE PLACED ON TAXIWAYS AT THE RUNWAY INTERSECTIONS INSIDE THE RUNWAY SAFETY AREA.
3. MARKERS MAY BE CONSTRUCTED OF FABRIC, COLORED PLASTIC, PAINTED SHEETS OF PLYWOOD OR SIMILAR MATERIALS.
4. MARKERS SHALL BE SECURED TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURRENTS. METHODS OF SECURING THE MARKERS SHALL NOT PROTRUDE MORE THAN 3" ABOVE THE PAVEMENT.



**3 LIGHTED RUNWAY CLOSURE MARKER**  
N.T.S

**LIGHTED RUNWAY CLOSURE MARKER NOTES**

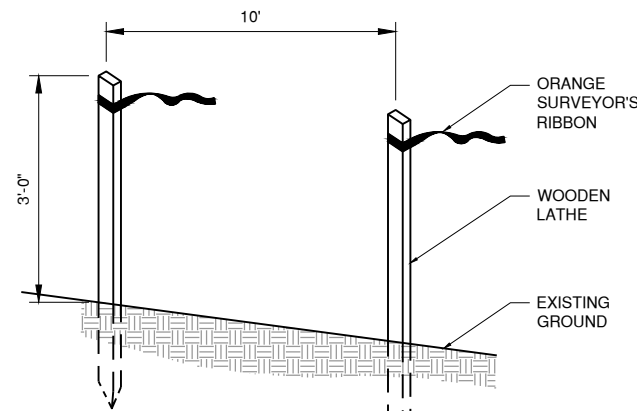
1. LIGHTED RUNWAY CLOSURE EQUIPMENT REQUIREMENTS SHALL BE COMPLIANT WITH FAA AC 150/5345-55A AND SHALL BE PLACED ON PAVEMENT AT THE RUNWAY NUMERALS DURING RUNWAY CLOSURE.
2. THE CONTRACTOR SHALL PROVIDE TWO CLOSURE MARKERS (1 PAIR) AND MAINTAIN THEM (FUEL, OIL, LIGHT BULBS) WHEN USED DURING CONSTRUCTION CLOSURES.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS ASSOCIATED WITH PROVIDING AND MAINTAINING THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.



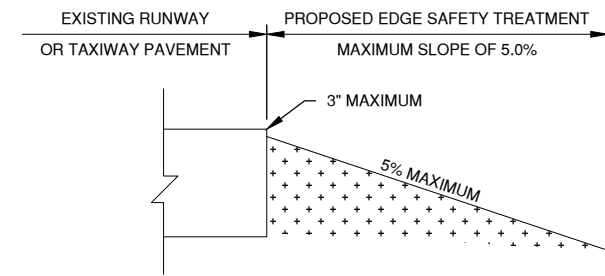
**4 EQUIPMENT & VEHICLE SIGNAL FLAG**  
N.T.S (ORANGE / WHITE)

**SIGNAL FLAG NOTES**

1. ALL CONTRACTOR VEHICLES AND EQUIPMENT SHALL DISPLAY COMPANY LOGO PLACARDS AND FLAG.
2. WHEN WORKING PRIOR TO DAWN OR AFTER DUSK, A 360 DEGREE ROTATING AMBER BEACON IS REQUIRED ON ALL EQUIPMENT AND TRUCKS.
3. CONTRACTOR SHALL REPLACE FLAGS THAT ARE WORN AND INEFFECTIVE.



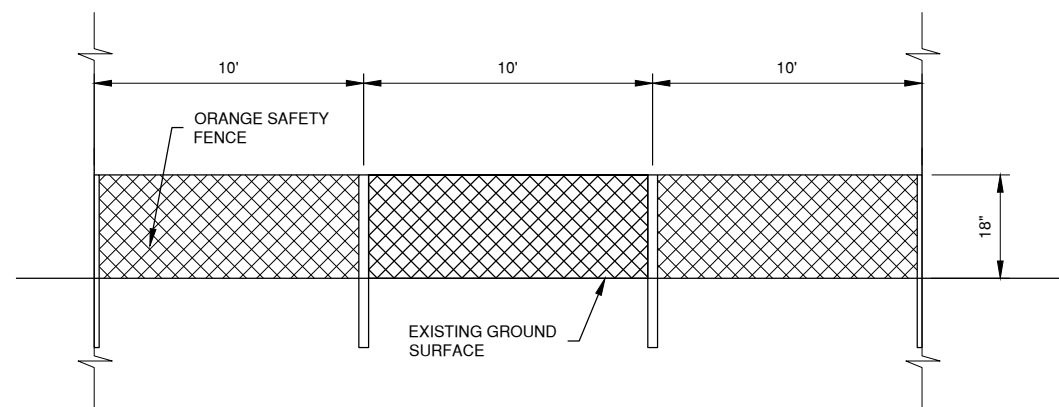
**5 WORK AREA DELINEATOR**  
N.T.S



**6 TEMPORARY EDGE SAFETY TREATMENT DETAIL**  
N.T.S

**EDGE SAFETY TREATMENT NOTES**

1. A MAXIMUM 3" DROP OFF IS ALLOWED WITHIN THE RUNWAY SAFETY AREA. THE SAFETY AREA EXTENDS 250' FROM THE CENTERLINE OUTWARD. THE CONTRACTOR SHALL PLAN THE LIMITS OF WORK ACCORDINGLY.
2. EDGE SAFETY TREATMENT IS REQUIRED BOTH LONGITUDINALLY AND TRANSVERSE TO THE PAVEMENT TO BE REOPENED.
3. EDGE TREATMENT MUST BE IN PLACE AT THE END OF EVERY WORK PERIOD IF THE RUNWAY IS TO BE REOPENED TO OPERATIONS.
4. EDGE TREATMENT MUST BE USED ON ALL PHASES OF CONSTRUCTION DONE WITHIN 250' OF THE RUNWAY CENTERLINE, IF RUNWAY IS TO BE OPERATIONAL.
5. COSTS ASSOCIATED WITH CONSTRUCTION AND REMOVAL OF EDGE SAFETY TREATMENT SHALL BE INCIDENTAL TO THE PROJECT.



**7 RSA DELINEATOR**  
N.T.S

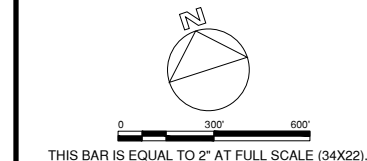
**RSA DELINEATOR NOTES**

1. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
2. PLACE 20' OFFSET ALONG RUNWAY 2-20 SAFETY AREA (RSA) AS SHOWN IN THE PLANS.
3. PLACE AND MAINTAIN UNTIL REMOVAL ACCORDING TO CSPP.

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD
IL PROJ. NO. BMI-5258
CMT PROJECT NO: 21008501.20
CAD DWG FILE: 21008520-PH2-GC000.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: EMH
COPYRIGHT:

**CONSTRUCTION ACTIVITY DETAILS**



100% FINAL  
MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



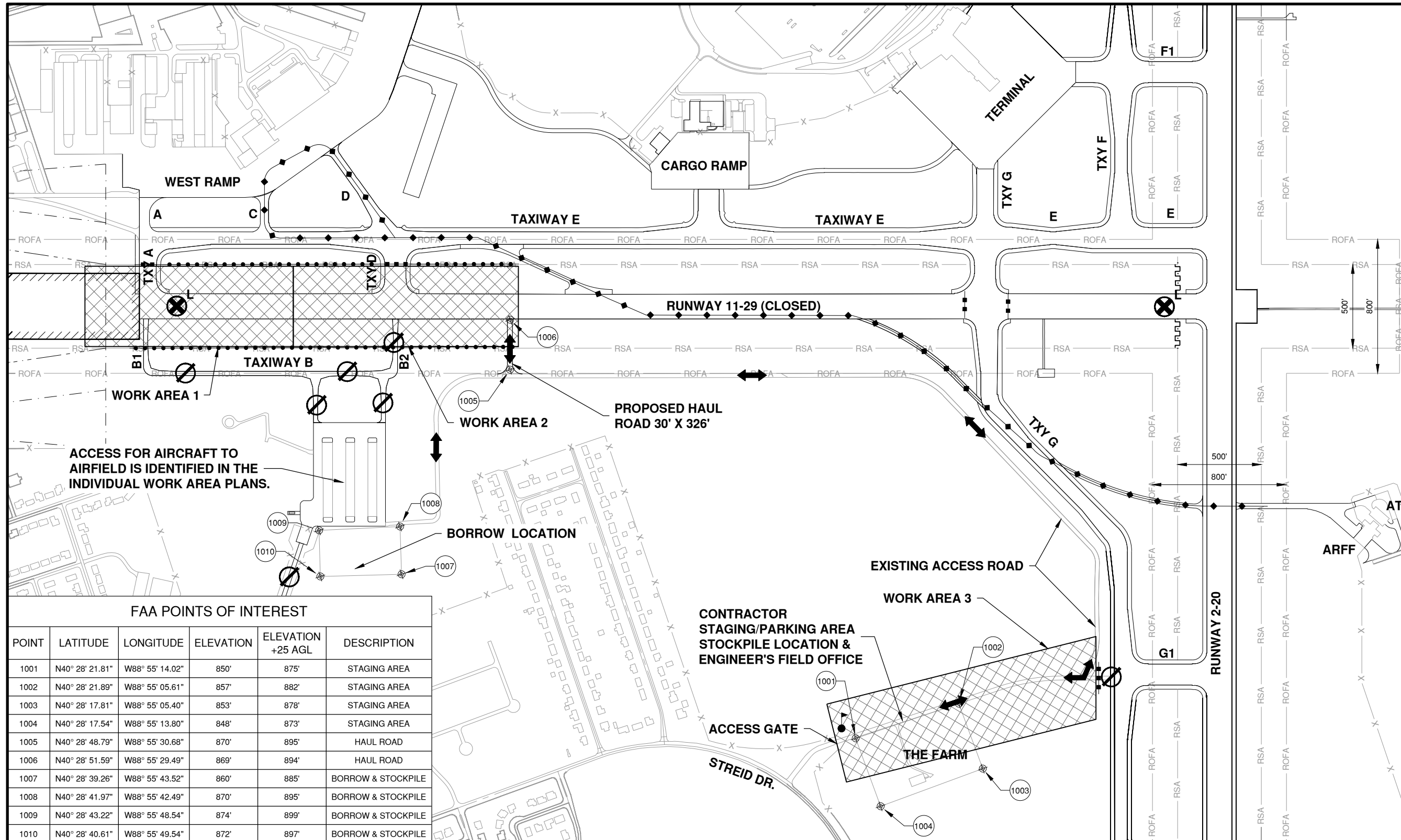
CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD
IL PROJ. NO. BMI-5258
CMT PROJECT NO: 21008501.20
CAD DWG FILE: 21008520-PH2-GC100.DWG
DESIGNED BY: DJR
CHECKED BY: DPA
APPROVED BY: MJM
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SHEET TITLE

SITE PLAN



FAA POINTS OF INTEREST

POINT	LATITUDE	LONGITUDE	ELEVATION	ELEVATION +25 AGL	DESCRIPTION
1001	N40° 28' 21.81"	W88° 55' 14.02"	850'	875'	STAGING AREA
1002	N40° 28' 21.89"	W88° 55' 05.61"	857'	882'	STAGING AREA
1003	N40° 28' 17.81"	W88° 55' 05.40"	853'	878'	STAGING AREA
1004	N40° 28' 17.54"	W88° 55' 13.80"	848'	873'	STAGING AREA
1005	N40° 28' 48.79"	W88° 55' 30.68"	870'	895'	HAUL ROAD
1006	N40° 28' 51.59"	W88° 55' 29.49"	869'	894'	HAUL ROAD
1007	N40° 28' 39.26"	W88° 55' 43.52"	860'	885'	BORROW & STOCKPILE
1008	N40° 28' 41.97"	W88° 55' 42.49"	870'	895'	BORROW & STOCKPILE
1009	N40° 28' 43.22"	W88° 55' 48.54"	874'	899'	BORROW & STOCKPILE
1010	N40° 28' 40.61"	W88° 55' 49.54"	872'	897'	BORROW & STOCKPILE

RADIO FREQUENCY

**GROUND CONTROL - 121.65**  
**AIR CONTROL - 124.60**

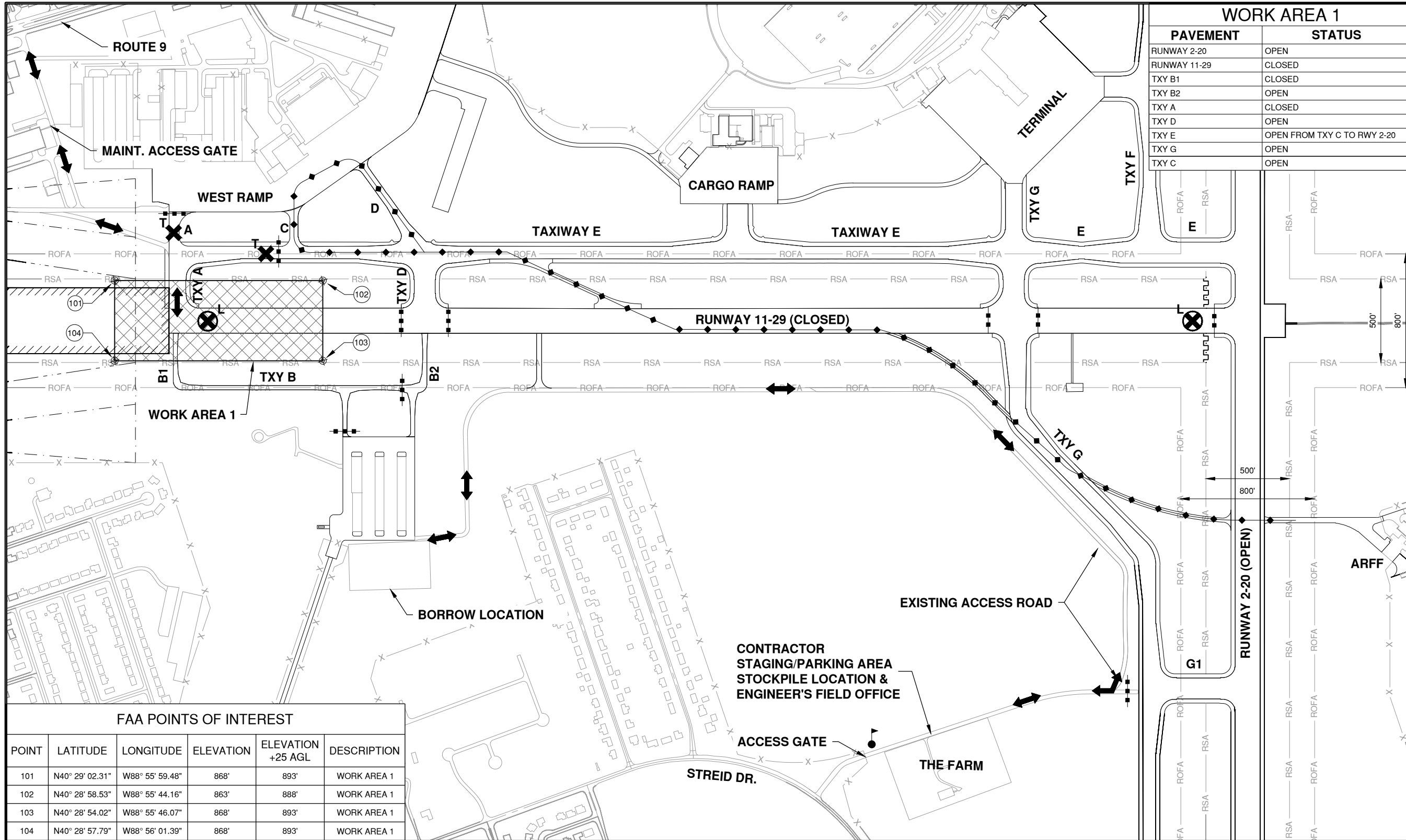
NOTES

- ALL EQUIPMENT SHALL BE MOVED TO THE STAGING AREA AT THE END OF EACH WORK PERIOD.
- THE CONTRACTOR SHALL PROVIDE MINIMUM 7 CALENDAR DAYS NOTICE PRIOR TO INITIATING EACH WORK AREA.
- THE CONTRACTOR SHALL PLACE ALL CLOSURE MARKERS, BARRICADES, AND OTHER WORK AREA TRAFFIC CONTROL PRIOR TO STARTING WORK ON EACH WORK AREA.
- AIRCRAFT AND AIRPORT VEHICLES HAVE THE RIGHT OF WAY AT ALL TIMES.
- INGRESS AND EGRESS TO SELECTED WORK AREAS WILL REQUIRE ACCESS TO AND CROSSING OF PAVEMENTS UNDER ACTIVE AIR TRAFFIC CONTROL TOWER (ATCT) CONTROL. TO MINIMIZE IMPACTS TO AIR TRAFFIC AND THE ATCT WORKLOAD, THE CONTRACTOR SHALL COORDINATE AND PLAN THEIR
- A GATE GUARD TO BE SUPPLIED BY THE CONTRACTOR IS REQUIRED AT ALL TIMES WHEN THE GATE IS NOT LOCKED AND SECURED.
- WORK AREA DELINEATOR SHOWN ON THIS SHEET SHALL BE APPLIED TO ALL PHASES.
- ONGOING WORK BY OTHERS MAY OCCUR NEAR WORK AREAS SHOWN. THE CONTRACTOR WILL BE REQUIRED TO CLOSELY COORDINATE HIS WORK, ACCESS AND SCHEDULE WITH THE CONTRACTOR PERFORMING CONCURRENT WORK.
- CONTRACTOR ACCESS SHALL NOT DEVIATE FROM THE ACCESS SHOWN.

LEGEND

	RUNWAY SAFETY AREA		TAXIWAY CLOSURE MARKER (TEMPORARY)
	RUNWAY OBJECT FREE AREA		RUNWAY CLOSURE MARKER (LIGHTED)
	BEAM BARRICADE		NO CONTRACTOR ACCESS
	WORK AREA DELINEATOR		GATE GUARD
	AOA PERIMETER FENCE		CONTRACTOR'S ACCESS
	ILS CRITICAL AREA		WORK AREA
	RUNWAY PROTECTION ZONE (R.P.Z.)		
	FAR PART 77 SURFACE		
	EMERGENCY RESPONSE (ARFF) ROUTE		
	RSA DELINEATOR		

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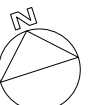


WORK AREA 1	
PAVEMENT	STATUS
RUNWAY 2-20	OPEN
RUNWAY 11-29	CLOSED
TXY B1	CLOSED
TXY B2	OPEN
TXY A	CLOSED
TXY D	OPEN
TXY E	OPEN FROM TXY C TO RWY 2-20
TXY G	OPEN
TXY C	OPEN



License No. 184-000613

CONSULTANTS



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

100% FINAL  
MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION



CENTRAL ILLINOIS REGIONAL AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL AIRPORT  
BLOOMINGTON, ILLINOIS

FAA POINTS OF INTEREST					
POINT	LATITUDE	LONGITUDE	ELEVATION	ELEVATION +25 AGL	DESCRIPTION
101	N40° 29' 02.31"	W88° 55' 59.48"	868'	893'	WORK AREA 1
102	N40° 28' 58.53"	W88° 55' 44.16"	863'	888'	WORK AREA 1
103	N40° 28' 54.02"	W88° 55' 46.07"	868'	893'	WORK AREA 1
104	N40° 28' 57.79"	W88° 56' 01.39"	868'	893'	WORK AREA 1

- NOTES**
- RUNWAY 11/29 WILL BE CLOSED FOR THE DURATION OF WORK AREA 1.
  - ALL EQUIPMENT SHALL BE MOVED TO THE STAGING AREA AT THE END OF EACH WORK PERIOD.
  - THE CONTRACTOR SHALL PROVIDE 7 CALENDAR DAYS NOTICE PRIOR TO INITIATING THIS WORK AREA.
  - THE CONTRACTOR SHALL PLACE ALL CLOSURE MARKERS, BARRICADES, AND OTHER WORK AREA TRAFFIC CONTROL PRIOR TO STARTING WORK ON EACH WORK AREA.
  - SELECT ITEM OF WORK MAY BE CONCURRENT WITH OTHER PHASES WITH PRIOR APPROVAL BY THE RPR AND AIRPORT. AIRCRAFT ACCESS AS SHOWN SHALL BE MAINTAINED REGARDLESS OF WORKING IN CONCURRENT PHASES.
  - AIRCRAFT AND AIRPORT VEHICLES HAVE THE RIGHT OF WAY AT ALL TIMES.
  - ALL WORK AREAS WILL REQUIRE THE CONTRACTOR TO DISABLE RUNWAY 11/29 EDGE LIGHTS IN THE VAULT.
  - PRIOR TO RE-OPENING THIS WORK AREA THE AIRPORT WILL COMPLETE AN INSPECTION. ALL PAVEMENTS SHALL BE FREE OF DEBRIS AND CLEANED BY THE CONTRACTOR PRIOR TO THE INSPECTION BEING SCHEDULED.
  - FOR THIS WORK AREA, THE CONTRACTOR SHALL PROVIDE A FULL TIME ESCORT IN CONSTANT RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER (ATCT) TO ESCORT HIS EMPLOYEES, SUBCONTRACTORS, AND DELIVERIES TO AND FROM THE AVAILABLE WORK AREA. ALL ACCESS TO AND FROM THE AVAILABLE WORK AREAS SHALL BE UNDER THE CONTROL OF THE CONTRACTOR'S ESCORT.
  - INGRESS TO AND EGRESS FROM THE PROPOSED WORK AREAS WILL REQUIRE ACCESS TO AND CROSSING OF PAVEMENTS UNDER ACTIVE AIR TRAFFIC CONTROL TOWER (ATCT) CONTROL. TO MINIMIZE IMPACTS TO AIR TRAFFIC AND THE ATCT WORKLOAD, THE CONTRACTOR SHALL COORDINATE AND PLAN THEIR ACCESS TO AND FROM THE SITE TO OCCUR WITHIN THE MINIMUM NUMBER OF TRIPS AS POSSIBLE.
  - CONTRACTOR SHALL MAINTAIN EXISTING ACCESS ROAD CONDITION. MAINTENANCE COSTS SHALL BE INCIDENTAL TO THE PROJECT.

**LEGEND**

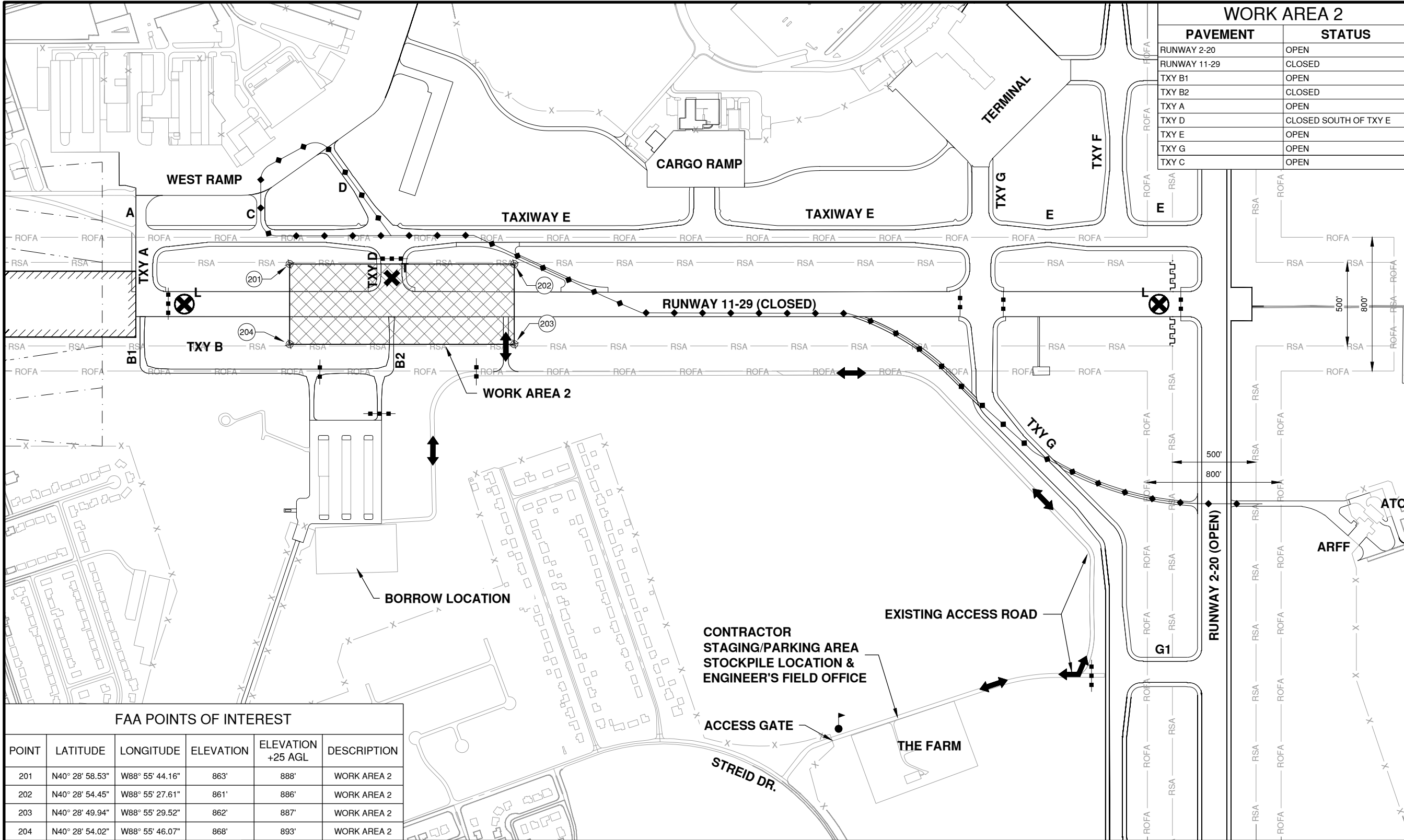
	RSA	RUNWAY SAFETY AREA
	ROFA	RUNWAY OBJECT FREE AREA
	BEAM BARRICADE	
	RSA DELINEATOR	
	AOA PERIMETER FENCE	
	ILS CRITICAL AREA	
	RUNWAY PROTECTION ZONE (R.P.Z.)	
	FAR PART 77 SURFACE	
	EMERGENCY RESPONSE (ARFF) ROUTE	
	TX	TAXIWAY CLOSURE MARKER (TEMPORARY)
	RL	RUNWAY CLOSURE MARKER (LIGHTED)
	GG	GATE GUARD
	CA	CONTRACTOR'S ACCESS
	WA	WORK AREA

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD  
IL PROJ. NO. BMI-5258  
CMT PROJECT NO: 21008501.20  
CAD DWG FILE: 21008520-PH2-GC100.DWG  
DESIGNED BY: DJR  
DRAWN BY: DPA  
CHECKED BY: MJD  
APPROVED BY: EMH  
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SHEET TITLE  
**CONSTRUCTION  
ACTIVITY PLAN 1**

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Date: Friday, May 8, 2025 2:48:25 PM

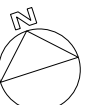


WORK AREA 2	
PAVEMENT	STATUS
RUNWAY 2-20	OPEN
RUNWAY 11-29	CLOSED
TXY B1	OPEN
TXY B2	CLOSED
TXY A	OPEN
TXY D	CLOSED SOUTH OF TXY E
TXY E	OPEN
TXY G	OPEN
TXY C	OPEN



License No. 184-000613

CONSULTANTS



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

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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

FAA POINTS OF INTEREST					
POINT	LATITUDE	LONGITUDE	ELEVATION	ELEVATION +25 AGL	DESCRIPTION
201	N40° 28' 58.53"	W88° 55' 44.16"	863'	888'	WORK AREA 2
202	N40° 28' 54.45"	W88° 55' 27.61"	861'	886'	WORK AREA 2
203	N40° 28' 49.94"	W88° 55' 29.52"	862'	887'	WORK AREA 2
204	N40° 28' 54.02"	W88° 55' 46.07"	868'	893'	WORK AREA 2

NOTES

- RUNWAY 11/29 WILL BE CLOSED FOR WORK AREA 2.
- ALL EQUIPMENT SHALL BE MOVED TO THE STAGING AREA AT THE END OF EACH WORK PERIOD.
- THE CONTRACTOR SHALL PROVIDE 7 CALENDAR DAYS NOTICE PRIOR TO INITIATING THIS WORK AREA.
- THE CONTRACTOR SHALL PLACE ALL CLOSURE MARKERS, BARRICADES, AND OTHER WORK AREA TRAFFIC CONTROL PRIOR TO STARTING WORK ON EACH WORK AREA.
- SELECT ITEM OF WORK MAY BE CONCURRENT WITH OTHER PHASES WITH PRIOR APPROVAL BY THE RPR AND AIRPORT. AIRCRAFT ACCESS AS SHOWN SHALL BE MAINTAINED REGARDLESS OF WORKING IN CONCURRENT PHASES.
- AIRCRAFT AND AIRPORT VEHICLES HAVE THE RIGHT OF WAY AT ALL TIMES.
- ALL WORK AREAS WILL REQUIRE THE CONTRACTOR TO DISABLE RUNWAY 11/29 EDGE LIGHTS IN THE VAULT.
- PRIOR TO RE-OPENING THIS WORK AREA THE AIRPORT WILL COMPLETE AN INSPECTION. ALL PAVEMENTS SHALL BE FREE OF DEBRIS AND CLEANED BY THE CONTRACTOR PRIOR TO THE INSPECTION BEING SCHEDULED.
- CONTRACTOR SHALL MAINTAIN EXISTING ACCESS ROAD CONDITION. MAINTENANCE COSTS SHALL BE INCIDENTAL TO THE PROJECT.

LEGEND

- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- BEAM BARRICADE
- RSA DELINEATOR
- X — AOA PERIMETER FENCE
- ILS CRITICAL AREA
- RUNWAY PROTECTION ZONE (R.P.Z.)
- FAR PART 77 SURFACE
- EMERGENCY RESPONSE (ARFF) ROUTE
- ⊗ T TAXIWAY CLOSURE MARKER (TEMPORARY)
- ⊗ L RUNWAY CLOSURE MARKER (LIGHTED)
- ⊙ GATE GUARD
- ↕ CONTRACTOR'S ACCESS
- ▨ WORK AREA

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD
IL PROJ. NO. BMI-5258
CMT PROJECT NO: 21008501.20
CAD DWG FILE: 21008520-PH2-GC100.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
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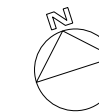
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**CONSTRUCTION  
ACTIVITY PLAN 2**

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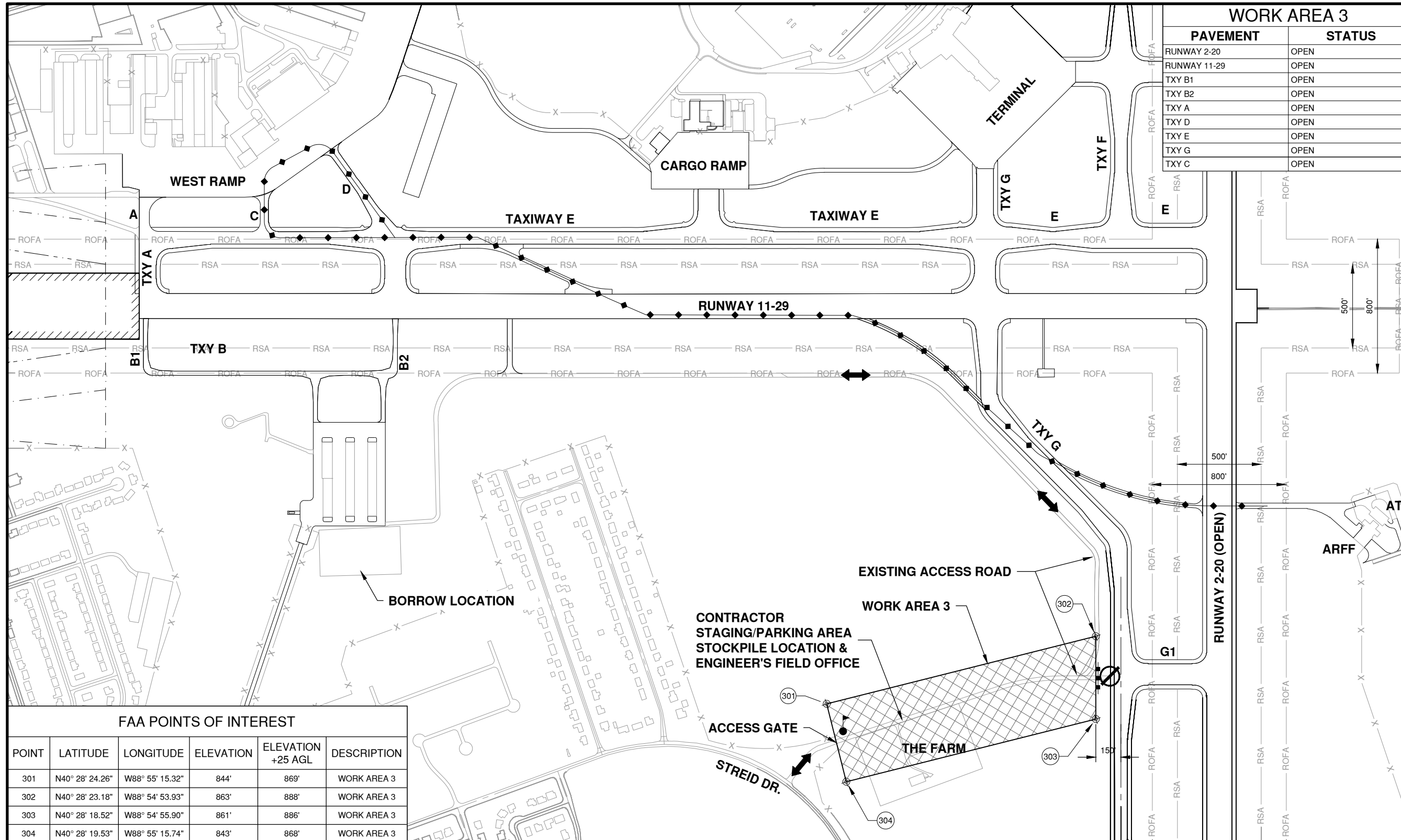
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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

**WORK AREA 3**

PAVEMENT	STATUS
RUNWAY 2-20	OPEN
RUNWAY 11-29	OPEN
TXY B1	OPEN
TXY B2	OPEN
TXY A	OPEN
TXY D	OPEN
TXY E	OPEN
TXY G	OPEN
TXY C	OPEN



100% FINAL  
MAY 1, 2026

**REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION**

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO.	3-17-0006-TBD
IL PROJ. NO.	BMI-5258
CMT PROJECT NO.	21008501.20
CAD DWG FILE:	21008520-PH2-GC100.DWG
DESIGNED BY:	DJR
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	EMH
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**CONSTRUCTION  
ACTIVITY PLAN 3**

GC103  
SHEET 10 OF 70

**FAA POINTS OF INTEREST**

POINT	LATITUDE	LONGITUDE	ELEVATION	ELEVATION +25 AGL	DESCRIPTION
301	N40° 28' 24.26"	W88° 55' 15.32"	844'	869'	WORK AREA 3
302	N40° 28' 23.18"	W88° 54' 53.93"	863'	888'	WORK AREA 3
303	N40° 28' 18.52"	W88° 54' 55.90"	861'	886'	WORK AREA 3
304	N40° 28' 19.53"	W88° 55' 15.74"	843'	868'	WORK AREA 3

**NOTES**

- ALL EQUIPMENT SHALL BE MOVED TO THE STAGING AREA AT THE END OF EACH WORK PERIOD.
- THE CONTRACTOR SHALL PROVIDE 7 CALENDAR DAYS NOTICE PRIOR TO INITIATING THIS WORK AREA.
- THE CONTRACTOR SHALL PLACE ALL CLOSURE MARKERS, BARRICADES, AND OTHER WORK AREA TRAFFIC CONTROL PRIOR TO STARTING WORK ON EACH WORK AREA.
- SELECT ITEM OF WORK MAY BE CONCURRENT WITH OTHER PHASES WITH PRIOR APPROVAL BY THE RPR AND AIRPORT. TRAFFIC CONTROL AND PAVEMENT CLOSURES FOR WORK AREA 1 AND WORK AREA 2 WILL GOVERN.
- AIRCRAFT ACCESS AS SHOWN SHALL BE MAINTAINED REGARDLESS OF WORKING IN CONCURRENT PHASES.
- AIRCRAFT AND AIRPORT VEHICLES HAVE THE RIGHT OF WAY AT ALL TIMES.
- PRIOR TO RE-OPENING THIS WORK AREA THE AIRPORT WILL COMPLETE AN INSPECTION. ALL PAVEMENTS SHALL BE FREE OF DEBRIS AND CLEANED BY THE CONTRACTOR PRIOR TO THE INSPECTION BEING SCHEDULED.
- CONTRACTOR SHALL MAINTAIN EXISTING ACCESS ROAD CONDITION. MAINTENANCE COSTS SHALL BE INCIDENTAL TO THE PROJECT.

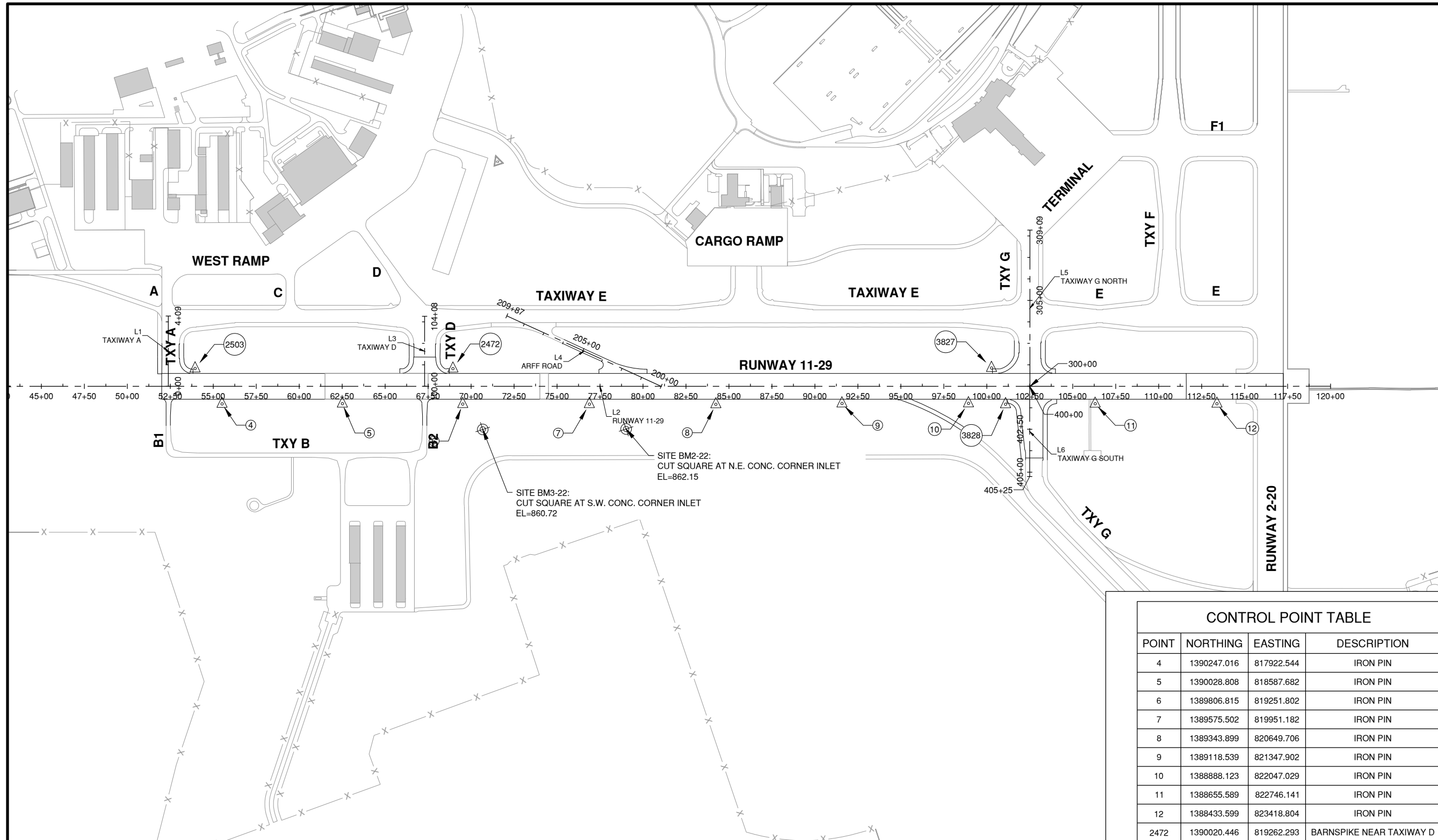
**LEGEND**

- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- BEAM BARRICADE
- RSA DELINEATOR
- AOA PERIMETER FENCE
- ILS CRITICAL AREA
- RUNWAY PROTECTION ZONE (R.P.Z.)
- FAR PART 77 SURFACE
- EMERGENCY RESPONSE (ARFF) ROUTE
- TAXIWAY CLOSURE MARKER (TEMPORARY)
- RUNWAY CLOSURE MARKER (LIGHTED)
- GATE GUARD
- CONTRACTOR'S ACCESS
- WORK AREA

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Date: Friday, May 8, 2025 2:48:45 PM



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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

CONTROL POINT TABLE			
POINT	NORTHING	EASTING	DESCRIPTION
4	1390247.016	817922.544	IRON PIN
5	1390028.808	818587.682	IRON PIN
6	1389806.815	819251.802	IRON PIN
7	1389575.502	819951.182	IRON PIN
8	1389343.899	820649.706	IRON PIN
9	1389118.539	821347.902	IRON PIN
10	1388888.123	822047.029	IRON PIN
11	1388655.589	822746.141	IRON PIN
12	1388433.599	823418.804	IRON PIN
2472	1390020.446	819262.293	BARNSPIKE NEAR TAXIWAY D
2503	1390491.590	817838.087	BARNSPIKE NEAR TAXIWAY A
3827	1389041.870	822238.863	NAIL BY TAXIWAY G NORTH
3828	1388815.844	822250.213	NAIL BY TAXIWAY G SOUTH

NOTES

- ALL PROJECT BENCHMARKS AND CONTROL POINTS SHOULD BE FIELD CHECKED BY THE CONTRACTOR FOR POSSIBLE DISTURBANCE PRIOR TO UTILIZING THEM FOR STAKING PURPOSES.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE COORDINATES BASED ON THE DIMENSIONS SHOWN ON THE PLANS.
- THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THIS DRAWING WITH THE OTHER DRAWINGS THAT CONTAIN DIMENSIONS TO ENSURE THAT THE PLAN DIMENSIONS ARE CONSISTENT WITH THE COORDINATES PRESENTED ON THE PLAN. FOLLOWING STAKEOUT OF ANY FACILITY BY COORDINATES, THE CONTRACTOR SHALL CONFIRM CONSISTENCY WITH THE PLAN DIMENSIONS PRIOR TO CONSTRUCTION.
- HORIZONTAL DATUM BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM WEST ZONE (NAD83) DERIVED BY GPS FROM THE TRIMBLE VIRTUAL REFERENCE STATION (VRS) NETWORK.
- ALL BENCHMARKS PROVIDED WERE ELECTRONICALLY ELEVATED AND THE ELEVATIONS ARE APPROXIMATE TO NAVD88 VERTICAL DATUM (GEOID18).

LEGEND

- SURVEY CONTROL POINT
- BENCHMARK

ALIGNMENT DATA

ALIGNMENT SEGMENT	ALIGNMENT NAME	BEGIN STATION	START POINT	END STATION	END POINT
L1	TAXIWAY A	0+00.00	(817657.9277,1390442.2637)	4+08.84	(817786.1246,1390830.4843)
L2	RUNWAY 11-29	35+00.00	(816007.0012,1390987.2617)	120+00.00	(824078.5649,1388322.7057)
L3	TAXIWAY D	100+00.00	(819073.8425,1389974.8469)	104+07.50	(819201.5909,1390361.8050)
L4	ARFF ROAD	200+00.00	(820380.5116,1389543.4939)	209+87.21	(819656.3439,1390214.4353)
L5	TAXIWAY G NORTH	300+00.00	(822417.9329,1388870.9077)	309+08.65	(822702.9139,1389733.7168)
L6	TAXIWAY G SOUTH	400+00.00	(822416.3448,1388871.4319)	405+25.25	(822251.6111,1388372.6839)

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD
IL PROJ. NO. BMI-5258
CMT PROJECT NO: 21008501.20
CAD DWG FILE: 21008520-PH2-GC400.DWG
DESIGNED BY: ###
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: EMH
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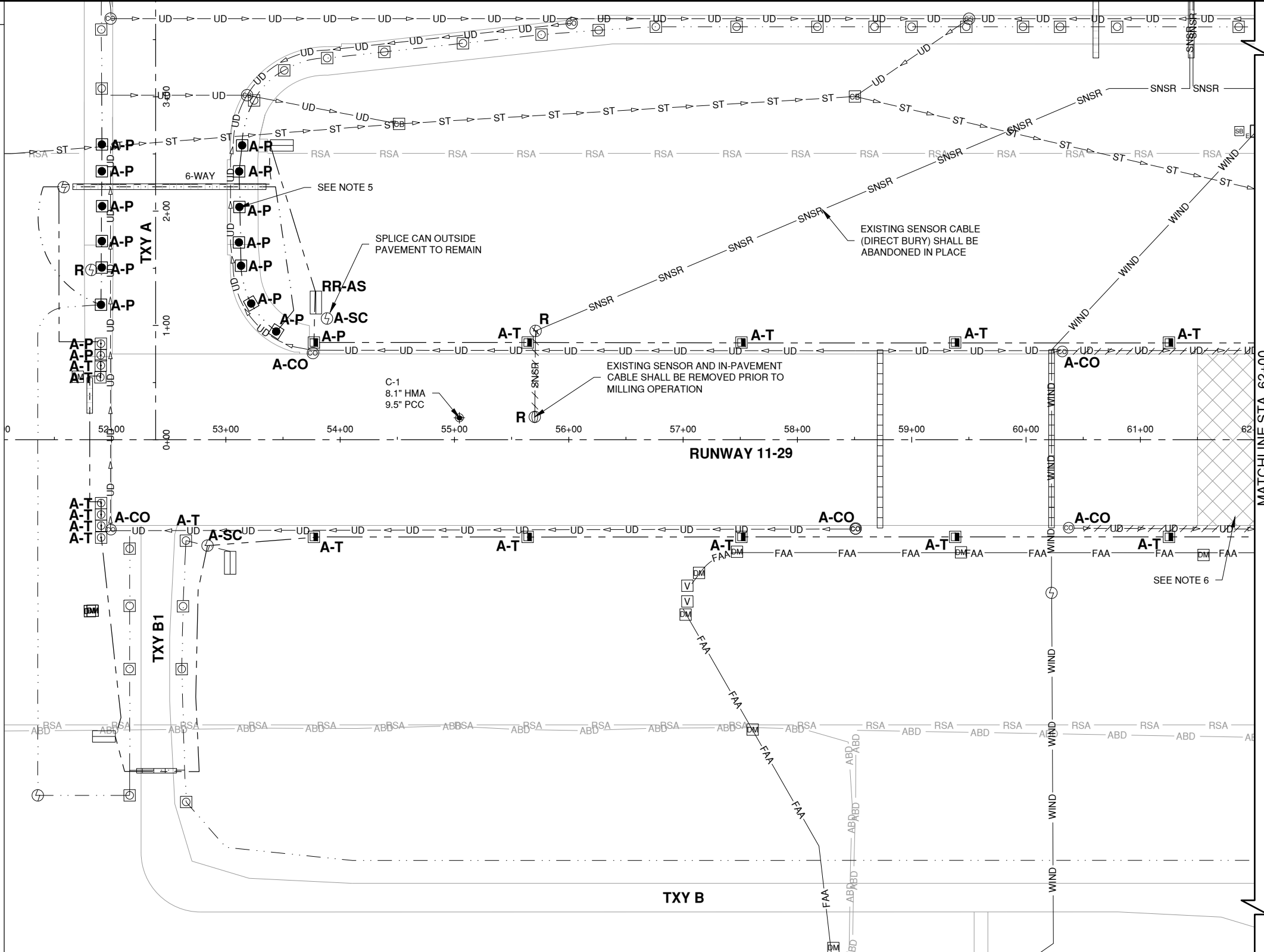
SHEET TITLE  
**SURVEY CONTROL PLAN**

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Date: Friday, May 8, 2023 2:48:57 PM

**UTILITY LEGEND**

- ROFA — RUNWAY OBJECT FREE AREA
- RSA — RUNWAY SAFETY AREA
- ABD — ABANDONED UTILITY
- UGE — UNDERGROUND ELECTRIC LINE
- FAA — FAA LINE
- WIND — WINDSOCK CABLE
- SNSR — SURFACE SENSOR CABLE
- FO — FIBER-OPTIC LINE
- E — ELECTRICAL LINE
- — RUNWAY 11-29 CIRCUIT
- — RUNWAY 2-20 CIRCUIT
- — TAXIWAY CIRCUIT 003
- — TAXIWAY CIRCUIT 004
- — ITEM TO BE REMOVED
- — DUCT BANK
- ST — ST — STORM SEWER LINE
- UD — UD — UNDERDRAIN LINE

- ADJUST EXISTING**
- ■ RUNWAY BASE-MOUNTED LIGHT
  - ● RUNWAY THRESHHOLD LIGHT
  - ● TAXIWAY BASE-MOUNTED LIGHT
  - ● RUNWAY IN-PAVEMENT LIGHT
  - ■ TAXIWAY GUIDANCE SIGN
  - ■ DISTANCE REMAINING SIGN
  - ○ SURFACE SENSOR
  - ⊕ ⊕ SPLICE CAN
  - ▽ ▽ VASI NAVAID
  - ⊞ ⊞ ELECTRIC MANHOLE
  - ⊞ ⊞ ELECTRIC HANDHOLE
  - DM DM DUCT MARKER
  - ⊙ ⊙ UNDERDRAIN CLEANOUT
  - CB CB STORM SEWER INLET
  - ⊕ ⊕ BORING
  - R** REMOVAL
  - RR-AS** REMOVE & REPLACE AIRFIELD SIGN
  - A-SC** ADJUST SPLICE CAN
  - A-T** ADJUST BASE MOUNTED LIGHT IN TURF
  - A-P** ADJUST BASE MOUNTED LIGHT IN PVMT
  - A-CO** ADJUST UNDERDRAIN CLEANOUT
  - ▨ REMOVE BITUMINOUS PAVEMENT FULL DEPTH



License No. 184-000613

CONSULTANTS



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MAY 1, 2026

**REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION**



CENTRAL ILLINOIS REGIONAL AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

**EXISTING CONDITIONS & REMOVALS 1**

CD101

SHEET 12 OF 70

**UTILITY DISCLAIMER**

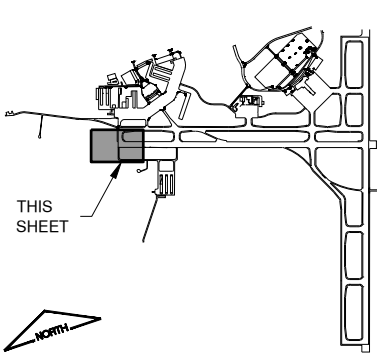
THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER, NOR THE PROJECT ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED 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 COMPANY AND FAA OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER, AND THE RESIDENT PROJECT REPRESENTATIVE. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

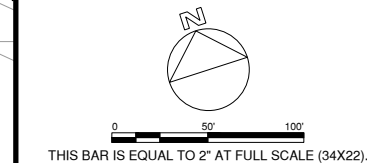
**NOTES**

1. ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO STARTING ANY REMOVAL WORK. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.
2. PAVEMENT STRUCTURE COMPONENT THICKNESS AND TYPES INDICATED BY THE CORE SAMPLES ARE REPRESENTATIVE OF THE EXISTING PAVEMENT AT THAT EXACT LOCATION. SOME VARIABILITY FROM THE THICKNESSES INDICATED ARE TO BE EXPECTED THROUGHOUT THE AREA OF THE RUNWAY. NO ADDITIONAL PAYMENT TO THE CONTRACTOR DUE TO VARIATIONS IN THE THICKNESS WILL BE MADE FOR MILLING OR REMOVAL DEPTHS ENCOUNTERED DIFFERING FROM THICKNESS SHOWN.
3. PRIOR TO MILLING, THE CONTRACTOR SHALL EXPOSE THE EDGE OF EXISTING PAVEMENT AND REMOVE TURF/TOPSOIL FROM THE EDGE SUCH THAT THE MILLING AND PAVING IS FULL-WIDTH OF THE EXISTING PAVEMENT.
4. ALL TAXIWAY LIGHTS TO BE ADJUSTED SHALL BE STAKED BY THE CONTRACTOR FOR FUTURE REINSTALLATION OF FIXTURES IN THE EXACT LOCATION AFTER COMPLETION OF PAVING.
5. ALL AIRFIELD SIGNS AND SPLICE CANS TO BE REMOVED AND REPLACED BY THE CONTRACTOR SHALL BE STAKED AND REINSTALLED AT THE SAME LOCATION AT THE FINAL GRADE.
6. CONTRACTOR SHALL PROTECT ALL UTILITIES ADJACENT AND BELOW AREAS OF REMOVE BITUMINOUS PAVEMENT FULL DEPTH. ANY DAMAGE DUE TO CONTRACTOR'S OPERATION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE RPR.

**KEYMAP**



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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-CD100.DWG

DESIGNED BY: DJR

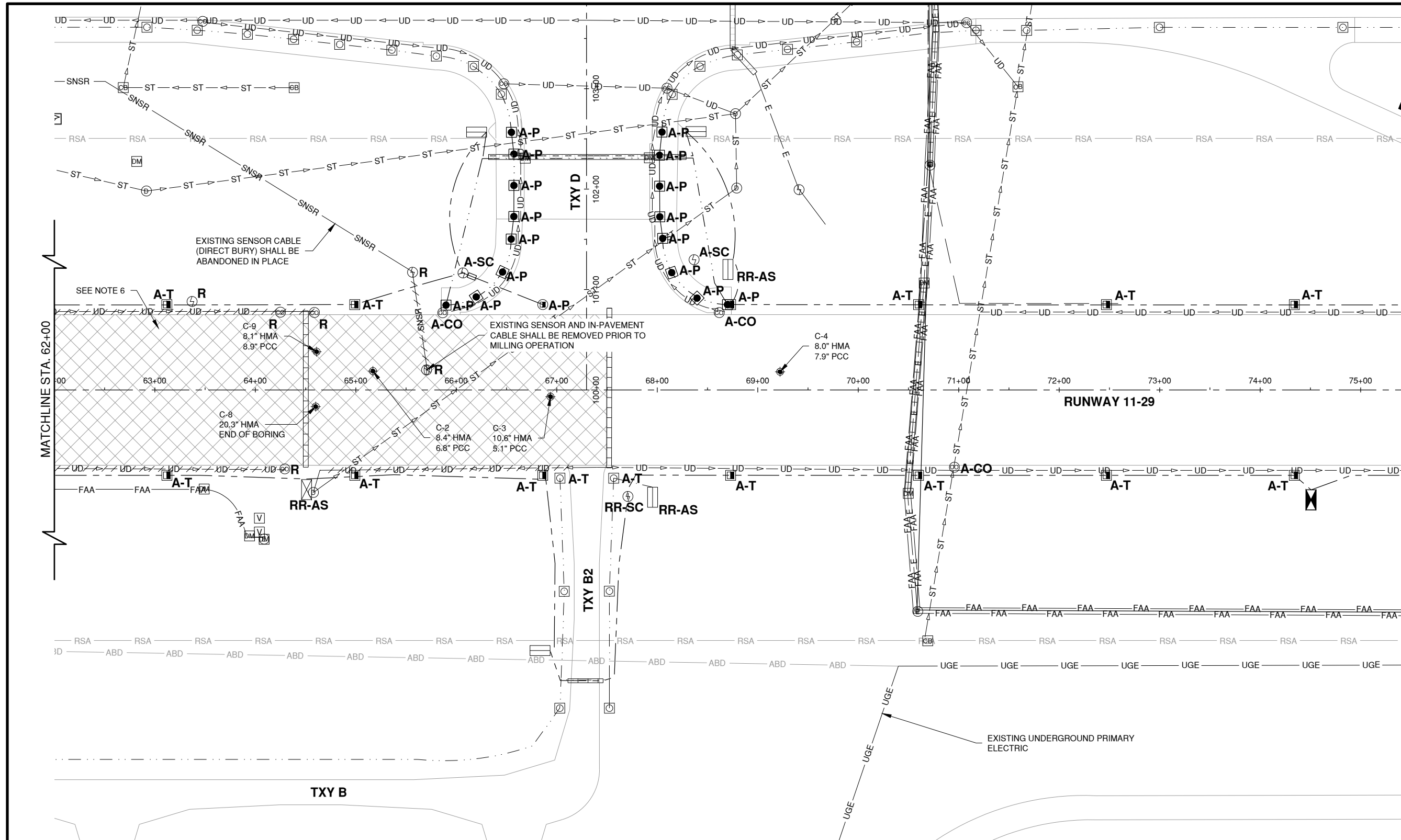
CHECKED BY: DPA

APPROVED BY: EMH

COPYRIGHT:

SHEET TITLE  
**EXISTING  
CONDITIONS &  
REMOVALS 2**

CD102  
SHEET 13 OF 70



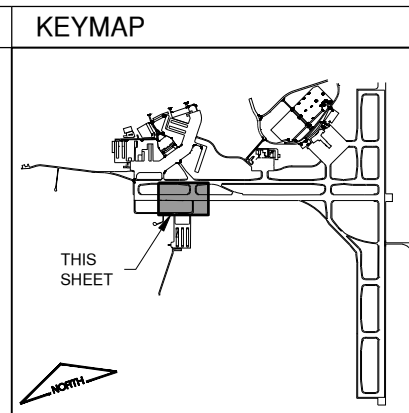
**UTILITY DISCLAIMER**

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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 COMPANY AND FAA OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER, AND THE RESIDENT PROJECT REPRESENTATIVE. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

- NOTES**
- ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO STARTING ANY REMOVAL WORK. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.
  - PAVEMENT STRUCTURE COMPONENT THICKNESS AND TYPES INDICATED BY THE CORE SAMPLES ARE REPRESENTATIVE OF THE EXISTING PAVEMENT AT THAT EXACT LOCATION. SOME VARIABILITY FROM THE THICKNESSES INDICATED ARE TO BE EXPECTED THROUGHOUT THE AREA OF THE RUNWAY. NO ADDITIONAL PAYMENT TO THE CONTRACTOR DUE TO VARIATIONS IN THE THICKNESS WILL BE MADE FOR MILLING OR REMOVAL DEPTHS ENCOUNTERED DIFFERING FROM THICKNESS SHOWN.
  - PRIOR TO MILLING, THE CONTRACTOR SHALL EXPOSE THE EDGE OF EXISTING PAVEMENT AND REMOVE TURF/TOPSOIL FROM THE EDGE SUCH THAT THE MILLING AND PAVING IS FULL-WIDTH OF THE EXISTING PAVEMENT.
  - ALL TAXIWAY LIGHTS TO BE ADJUSTED SHALL BE STAKED BY THE CONTRACTOR FOR FUTURE REINSTALLATION OF FIXTURES IN THE EXACT LOCATION.
  - ALL AIRFIELD SIGNS AND SPLICE CANS TO BE REMOVED AND REPLACED BY THE CONTRACTOR SHALL BE STAKED AND INSTALLED AT THE SAME LOCATION AT THE FINAL GRADE.
  - CONTRACTOR SHALL PROTECT ALL UTILITIES ADJACENT AND BELOW AREAS OF REMOVE BITUMINOUS PAVEMENT FULL DEPTH. ANY DAMAGE DUE TO CONTRACTOR'S OPERATION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE RPR.

SEE CD101 FOR LEGEND

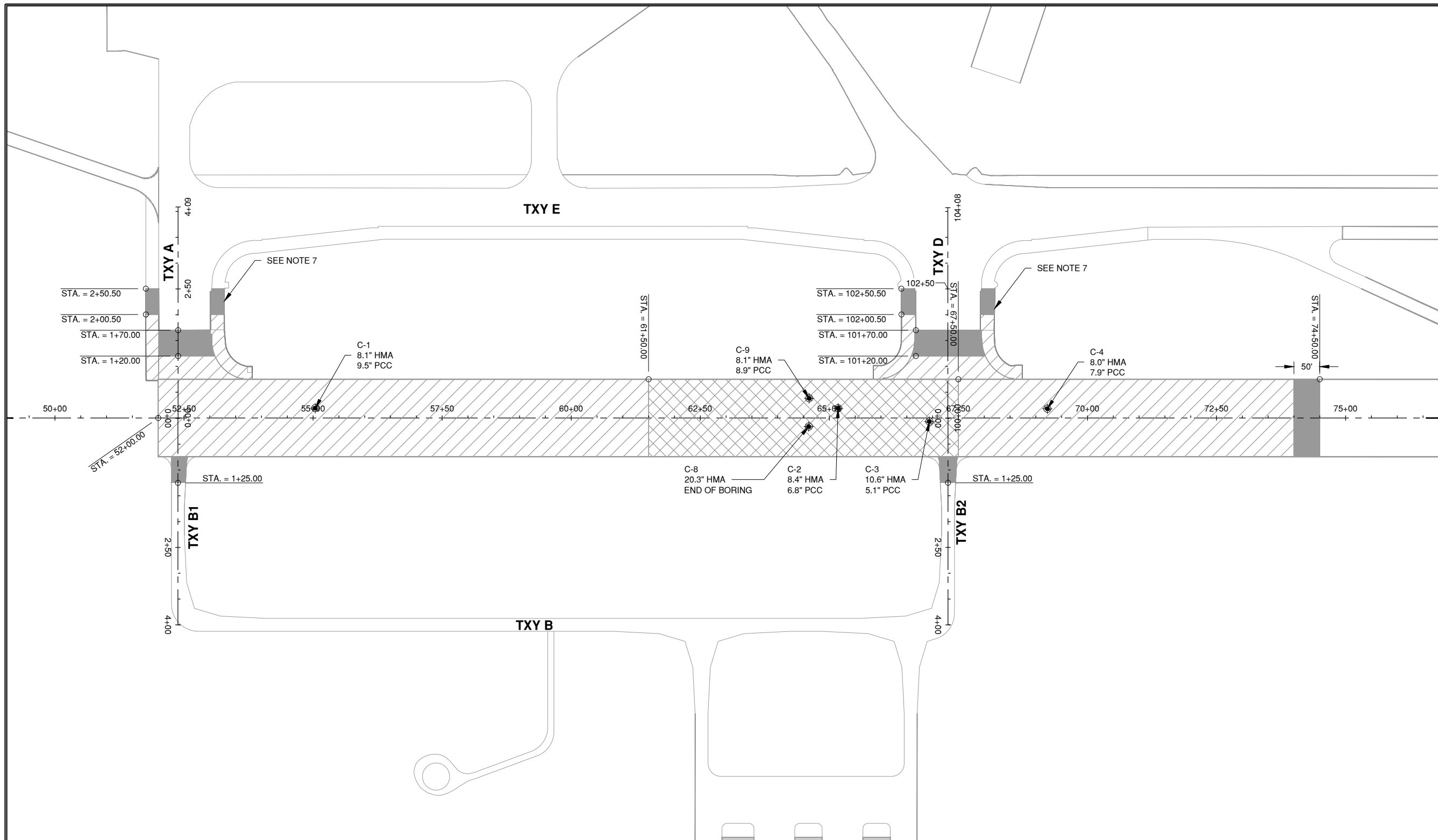


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0 100' 200'

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



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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-CD400.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: EMH

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SHEET TITLE

**MILLING PLAN**

CD401  
SHEET 14 OF 70

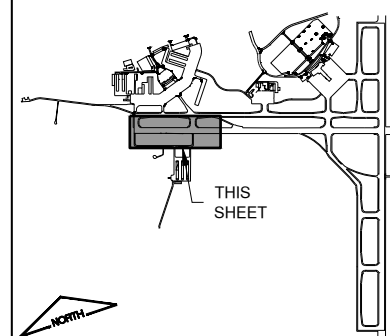
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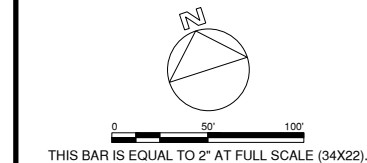
- MILLING SHALL BE COMPLETED USING ELECTRONIC GRADE CONTROL.
- ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO STARTING ANY REMOVAL WORK. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.
- PAVEMENT STRUCTURE COMPONENT THICKNESS AND TYPES INDICATED BY THE CORE SAMPLES ARE REPRESENTATIVE OF THE EXISTING PAVEMENT AT THAT EXACT LOCATION. SOME VARIABILITY FROM THE THICKNESSES INDICATED ARE TO BE EXPECTED THROUGHOUT THE AREA OF THE RUNWAY. NO ADDITIONAL PAYMENT TO THE CONTRACTOR DUE TO VARIATIONS IN THE THICKNESS WILL BE MADE FOR MILLING OR REMOVAL DEPTHS ENCOUNTERED DIFFERING FROM THICKNESS SHOWN.
- PRIOR TO MILLING, THE CONTRACTOR SHALL EXPOSE THE EDGE OF EXISTING PAVEMENT AND REMOVE TURF/TOPSOIL FROM THE EDGE SUCH THAT THE MILLING AND PAVING IS FULL-WIDTH OF THE EXISTING PAVEMENT.
- MILLING AREAS SHOWN ARE APPROXIMATE AND GENERALLY REFLECT THE MILLING DEPTH FOR THE AREA SHOWN. IT IS EXPECTED THAT SOME VARIANCES IN DEPTHS WILL EXIST.
- MILLING ON RUNWAY 11-29, TAXIWAY A, AND TAXIWAY D MAINLINE SHALL BE VARIABLE DEPTH TO ACHIEVE A NOMINAL 4" DEPTH OF PAVING TO PROPOSED GRADE. UNLESS NOTED OTHERWISE ON SHEETS CP101 OR CP102.
- MILLING ON TAXIWAY A AND TAXIWAY D SHOULDERS SHALL BE VARIABLE DEPTH TO ACHIEVE A MINIMUM NOMINAL 2" DEPTH OF PAVING TO PROPOSED GRADE. UNLESS NOTED OTHERWISE ON SHEETS CP101 OR CP102.
- AT ALL LOCATIONS, MILLING SHALL BE A MINIMUM 0.75".
- SEE STAKING PLAN SHEETS PAGE CS101-CS104 FOR PROPOSED AND EXISTING ELEVATIONS.

**PAVEMENT LEGEND**

- BITUMINOUS PAVEMENT MILLING - 0.75 TO 4" VAR. DEPTH
- BUTT JOINT CONSTRUCTION
- REMOVE BITUMINOUS PAVEMENT, FULL DEPTH
- C - # CORE LOCATIONS

**KEYMAP**





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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-CP100.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

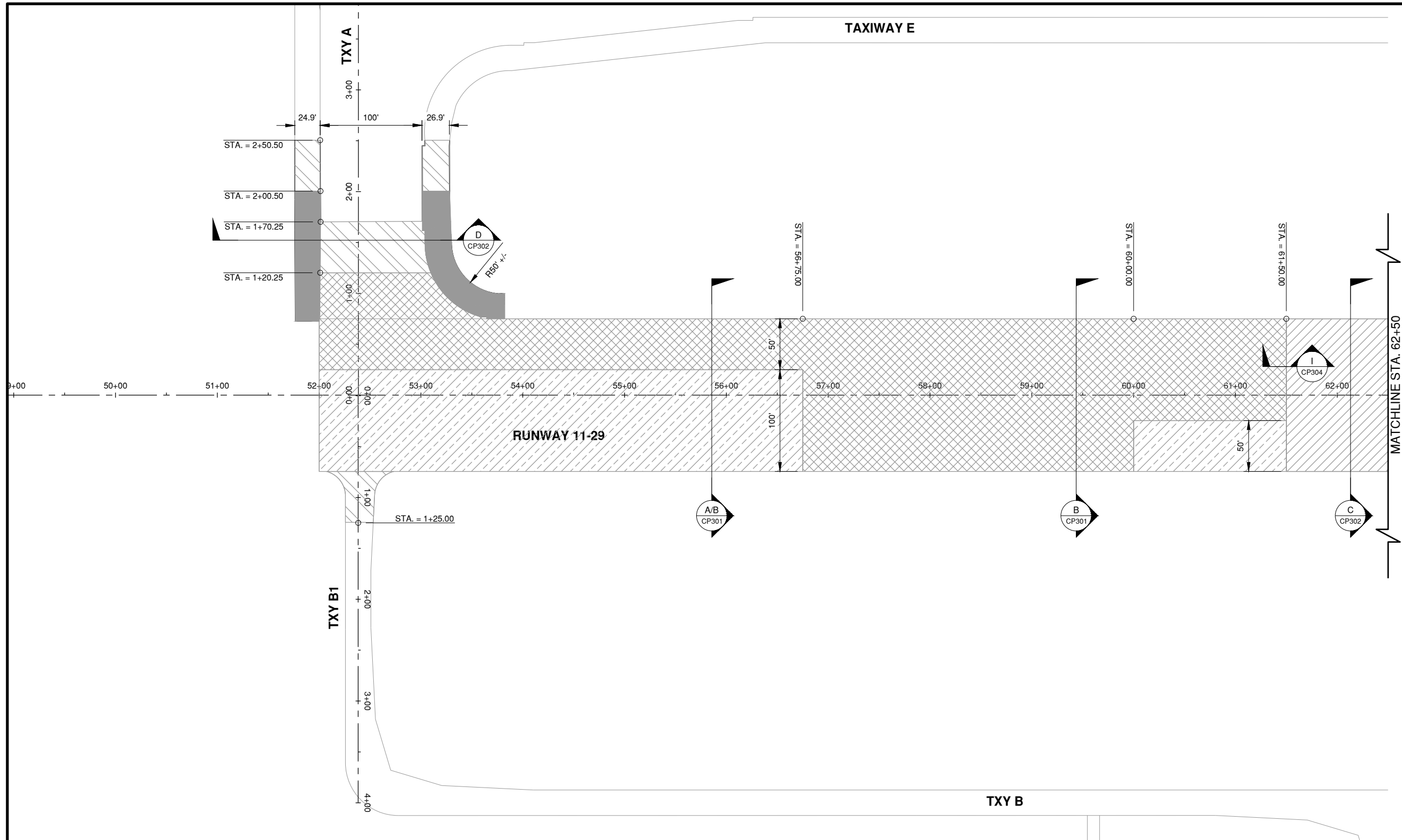
APPROVED BY: EMH

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SHEET TITLE

**PROPOSED  
IMPROVEMENTS 1**

CP101  
SHEET 15 OF 70

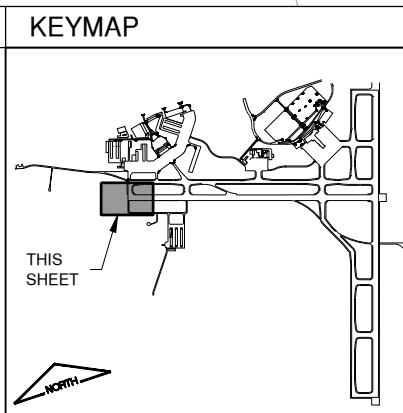


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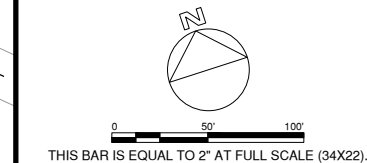
- CONTRACTOR SHALL USE GRADE CONTROL TO CONSTRUCT LEVELING COURSE TO ASSURE A UNIFORM SURFACE COURSE.
- SEE SHEET CE101 AND CE102 FOR LIGHT ADJUSTMENTS.

**LEGEND**

	HMA SURFACE TRANSITION & BUTT JOINT CONSTRUCTION (401)
	4" HMA SURFACE COURSE (401), VARIABLE DEPTH HMA LEVELING COURSE (401)
	4" AND VARIABLE HMA SURFACE COURSE (401)
	4" HMA SURFACE COURSE (401), 10" HMA BASE (403), 18" CRUSHED AGGREGATE (209)
	2" NOMINAL HMA SURFACE COURSE (401), VARIABLE DEPTH HMA LEVELING COURSE



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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL. PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-CP100.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

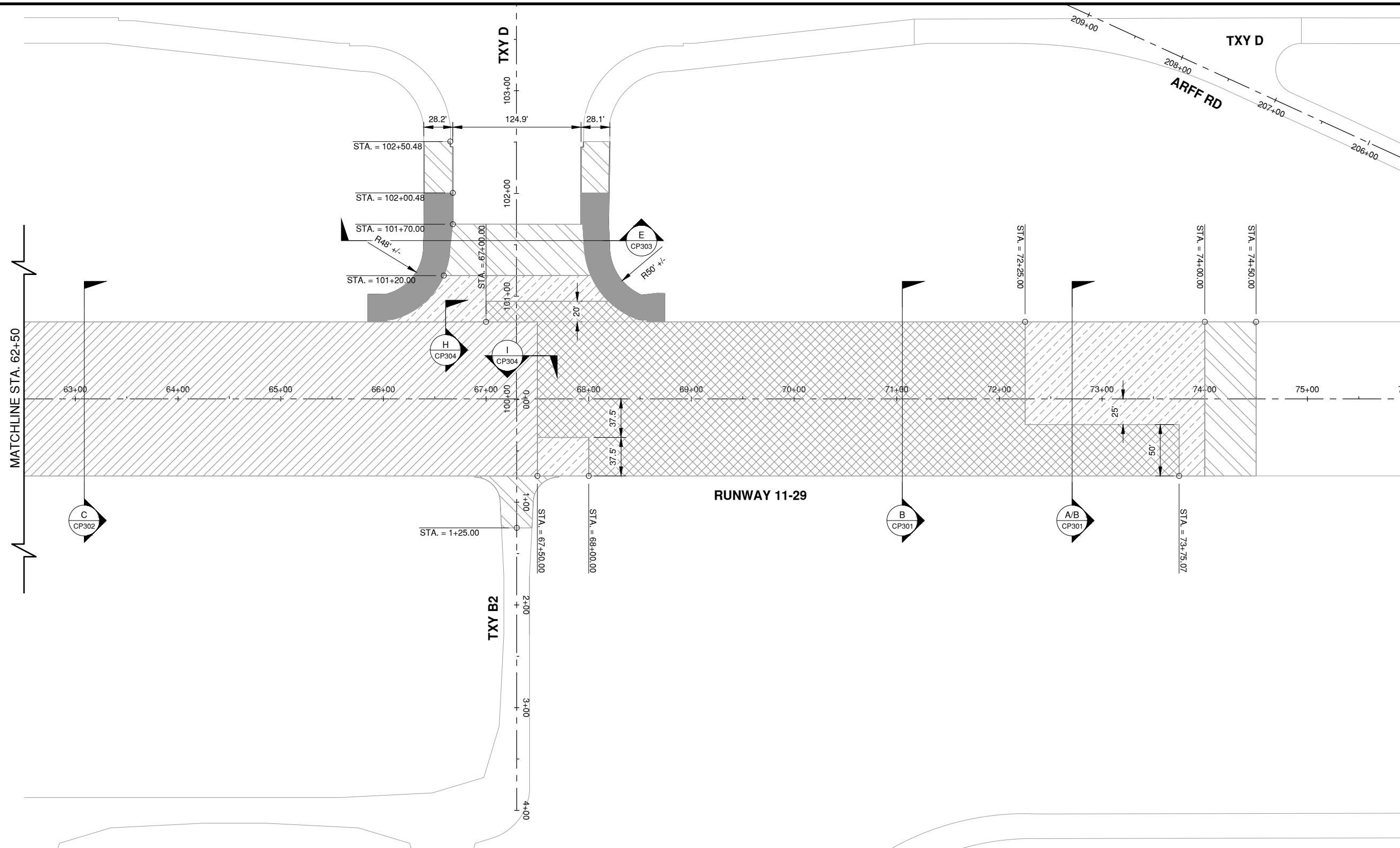
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SHEET TITLE

**PROPOSED  
IMPROVEMENTS 2**

CP102  
SHEET 16 OF 70



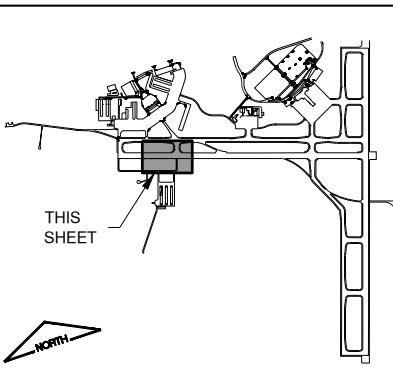
**NOTES**

- CONTRACTOR SHALL USE GRADE CONTROL TO CONSTRUCT LEVELING COURSE TO ASSURE A UNIFORM SURFACE COURSE.
- SEE SHEET CE101 AND CE102 FOR LIGHT ADJUSTMENTS.

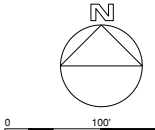
**LEGEND**

- BUTT JOINT CONSTRUCTION (401)
- 4" HMA SURFACE COURSE (401), VARIABLE DEPTH HMA LEVELING COURSE (401)
- 4" AND VARIABLE HMA SURFACE COURSE (401)
- 4" HMA SURFACE COURSE (401), 10" HMA BASE (403), 18" CRUSHED AGGREGATE (209)
- 2" NOMINAL HMA SURFACE COURSE (401), VARIABLE DEPTH HMA LEVELING COURSE

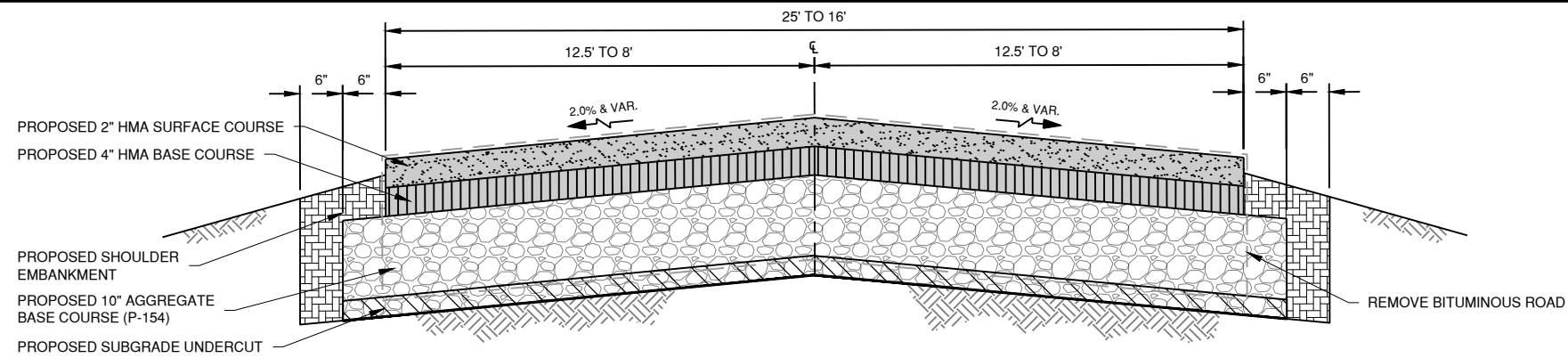
**KEYMAP**



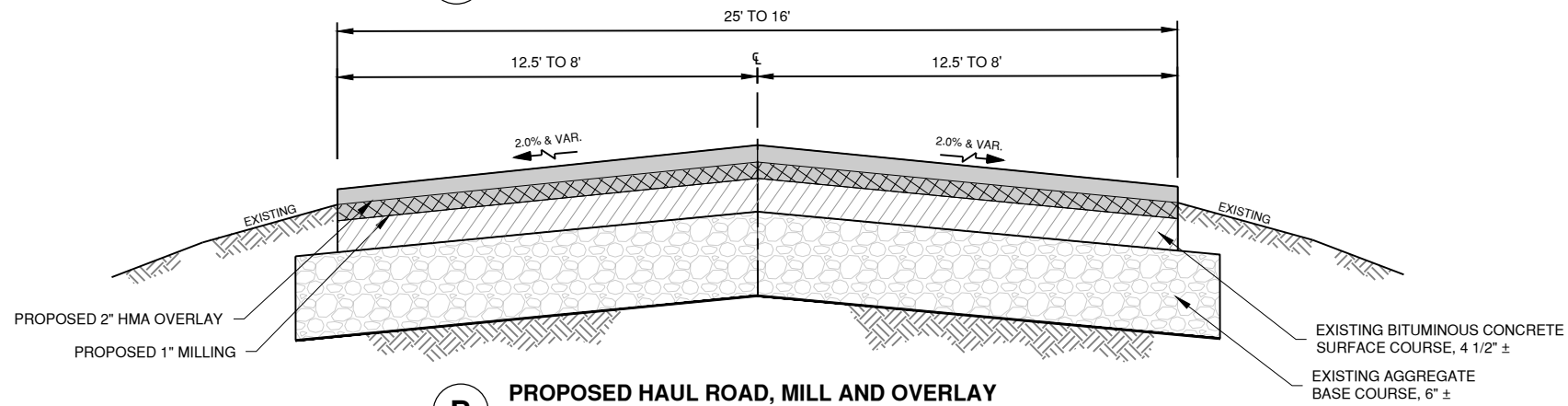
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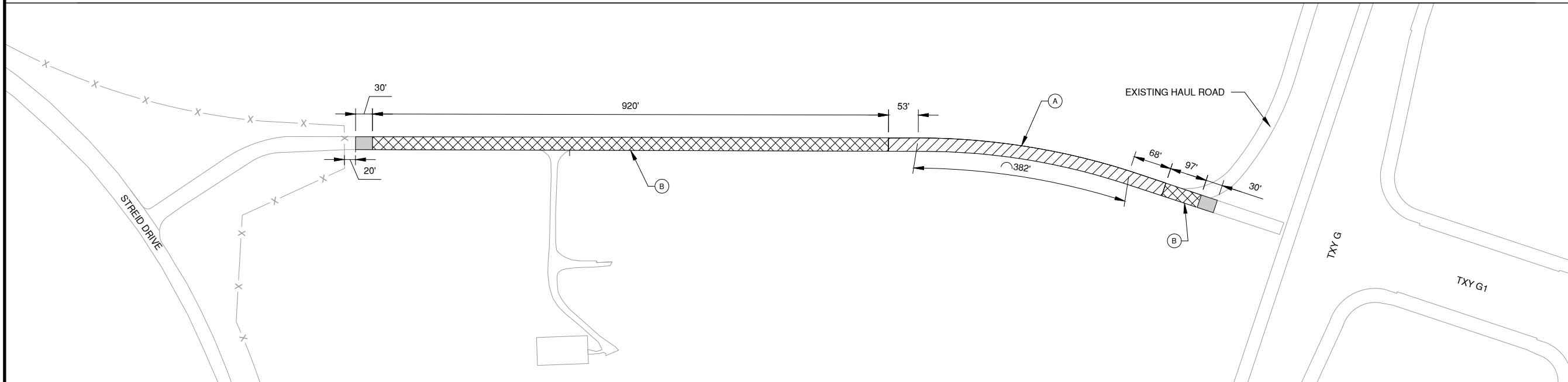
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).



**A** PROPOSED HAUL ROAD, FULL DEPTH REPAIR  
N.T.S.



**B** PROPOSED HAUL ROAD, MILL AND OVERLAY  
N.T.S.



EXISTING PAVEMENT SECTIONS SHOWN WERE TAKEN FROM RECORD DRAWINGS AND CORE DATA AND ARE CONSIDERED GENERALLY REPRESENTATIVE OF THE EXISTING STRUCTURE. SOME VARIABILITY FROM THICKNESS INDICATED IS TO BE EXPECTED. THERE WILL BE NO ADDITIONAL PAYMENT TO THE CONTRACTOR DUE TO VARIATIONS IN SIZE OR QUANTITY OF EXISTING FEATURES.

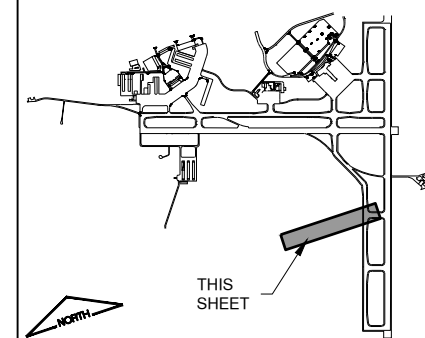
**NOTES**

1. SHOULDERS SHALL BE REGRADED TO TIE INTO EXISTING SHOULDER ELEVATIONS.
2. SHOULDERS SHALL BE SEEDED AND MULCHED.
3. CONTRACTOR SHALL PROTECT EXISTING DRAINAGE STRUCTURES ADJACENT AND BELOW PAVEMENT REHABILITATION AREAS.

**LEGEND**

- FULL DEPTH REPLACEMENT (AREA A)
- PROPOSED MILL AND OVERLAY (AREA B)
- PROPOSED BUTT JOINT

**KEYMAP**



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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-CP100.DWG

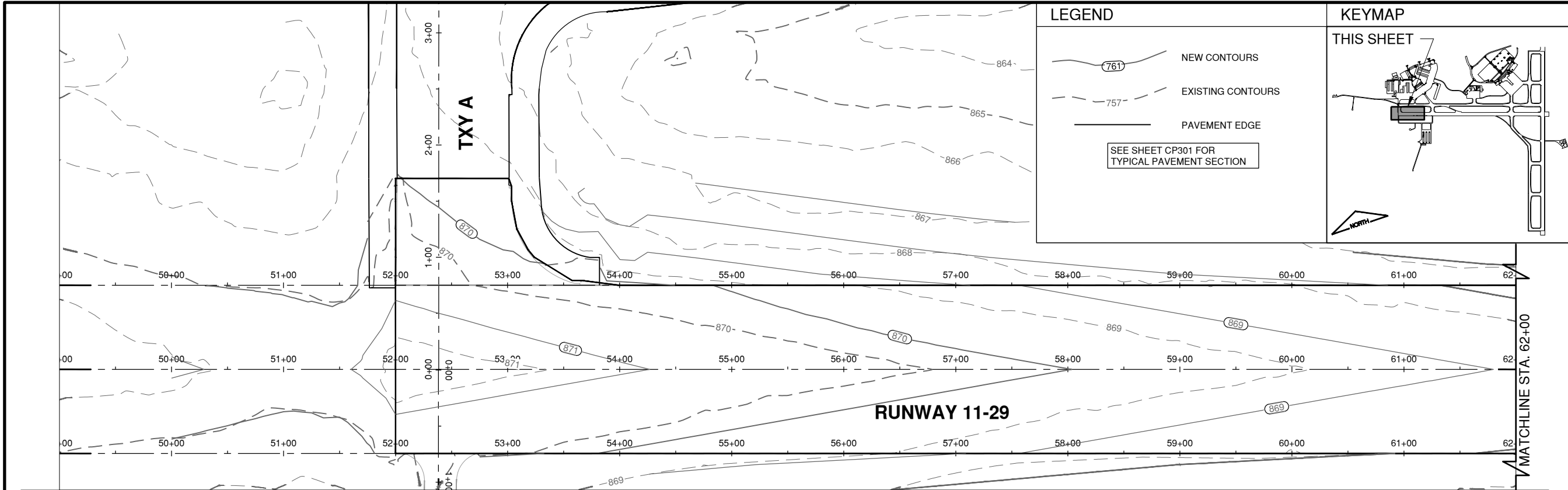
DESIGNED BY: DJR

CHECKED BY: DPA

APPROVED BY: MJM

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SHEET TITLE  
**PROPOSED IMPROVEMENTS 3**



**LEGEND**

- NEW CONTOURS
- EXISTING CONTOURS
- PAVEMENT EDGE

SEE SHEET CP301 FOR TYPICAL PAVEMENT SECTION

**KEYMAP**

THIS SHEET

**LEGEND**

- NORTH

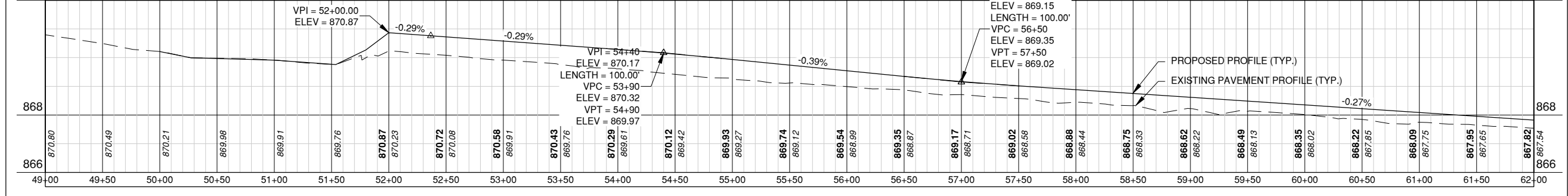
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License No. 184-000613

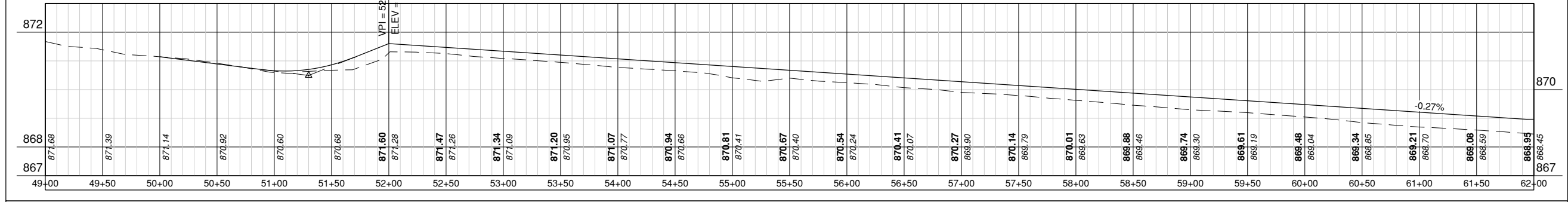
CONSULTANTS

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

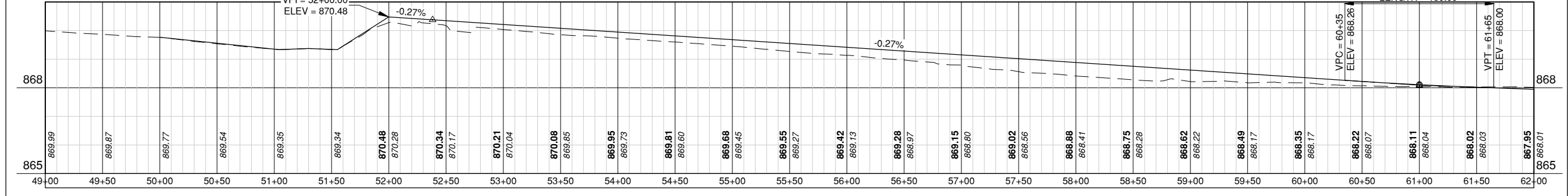
**RUNWAY LEFT EDGE PROFILE (75') 1**



**RUNWAY CENTERLINE PROFILE 1**



**RUNWAY RIGHT EDGE PROFILE (75') 1**



100% FINAL  
MAY 1, 2026

**REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION**



CENTRAL ILLINOIS REGIONAL AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL AIRPORT  
BLOOMINGTON, ILLINOIS

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CMT PROJECT NO: 21008501.20  
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DESIGNED BY: DJR  
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**PLAN & PROFILE 1**

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Date: Friday, May 8, 2026 2:51:18 PM



**LEGEND**

- NEW CONTOURS (solid line with 761)
- EXISTING CONTOURS (dashed line with 757)
- PAVEMENT EDGE (solid line)

SEE SHEET CP301 FOR TYPICAL PAVEMENT SECTION

**KEYMAP**

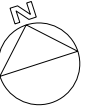
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NORTH

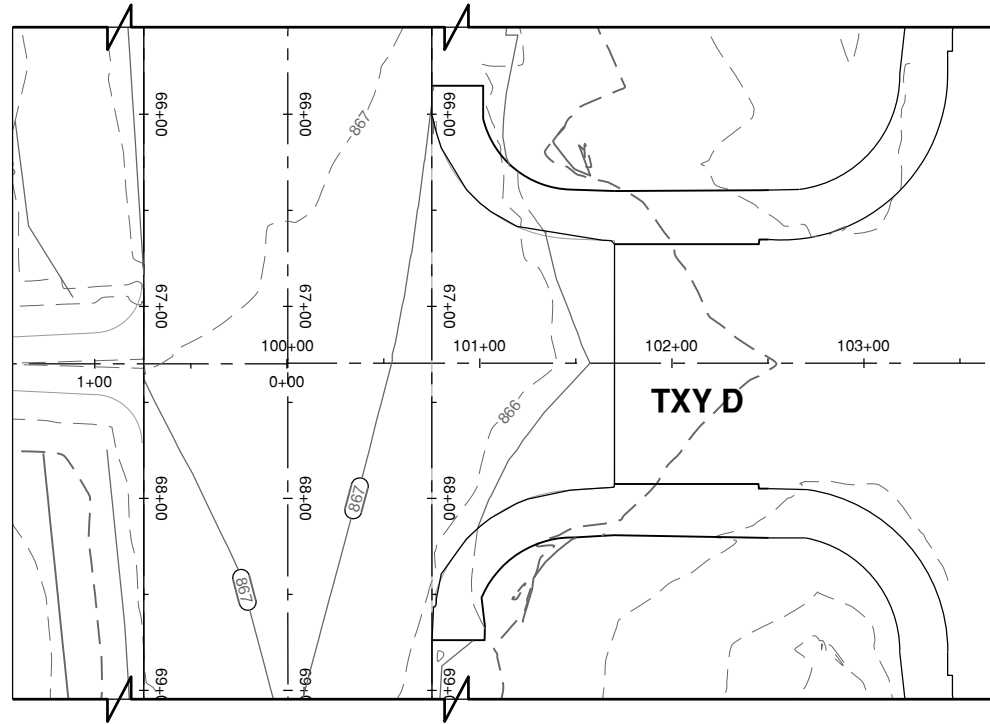
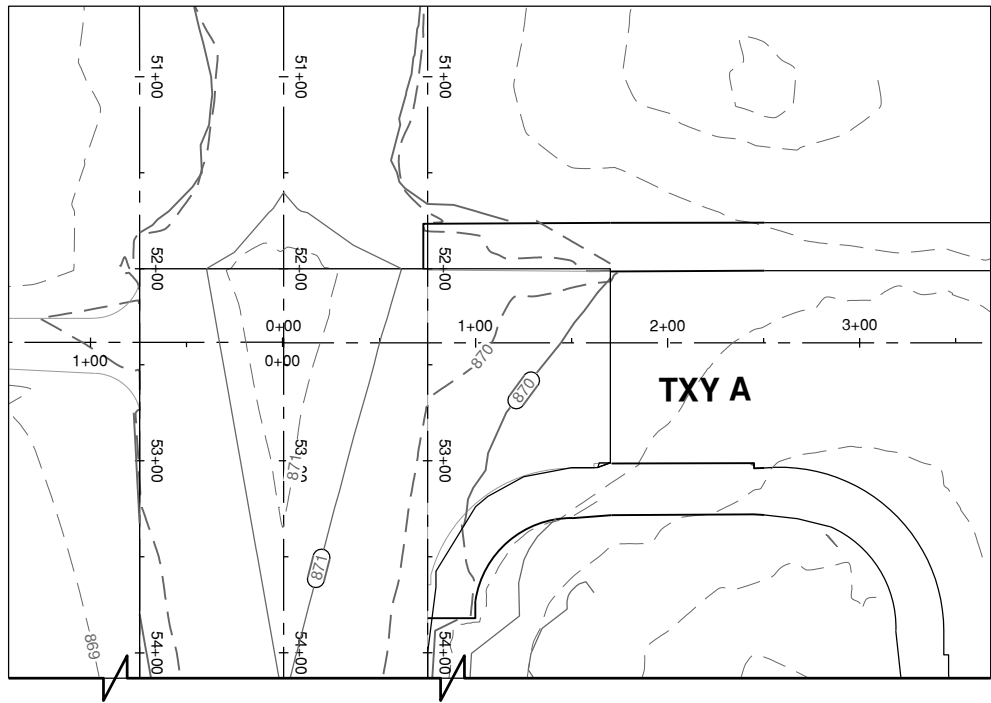


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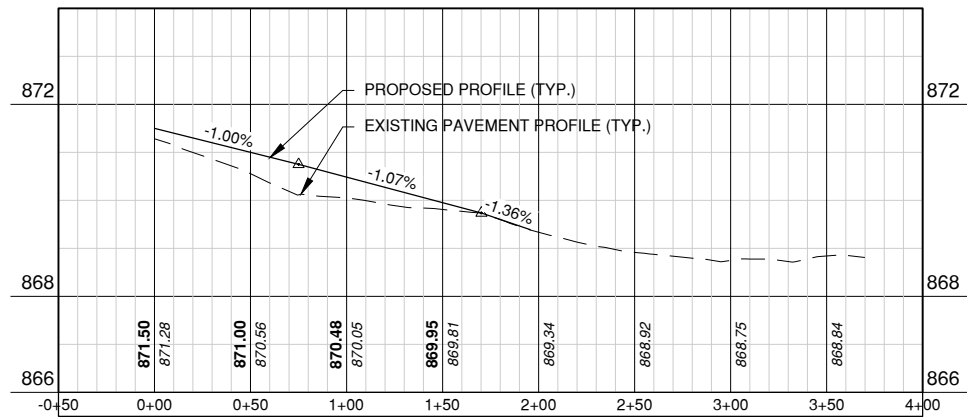
CONSULTANTS



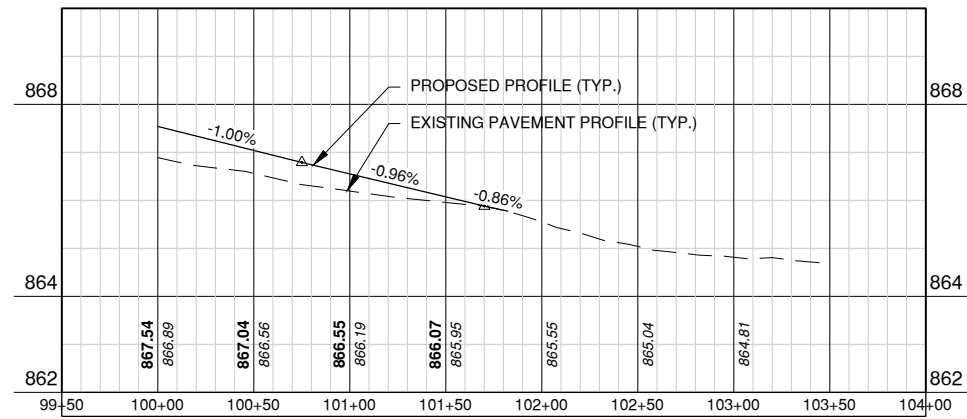
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).



**TAXIWAY A**



**TAXIWAY D**



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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



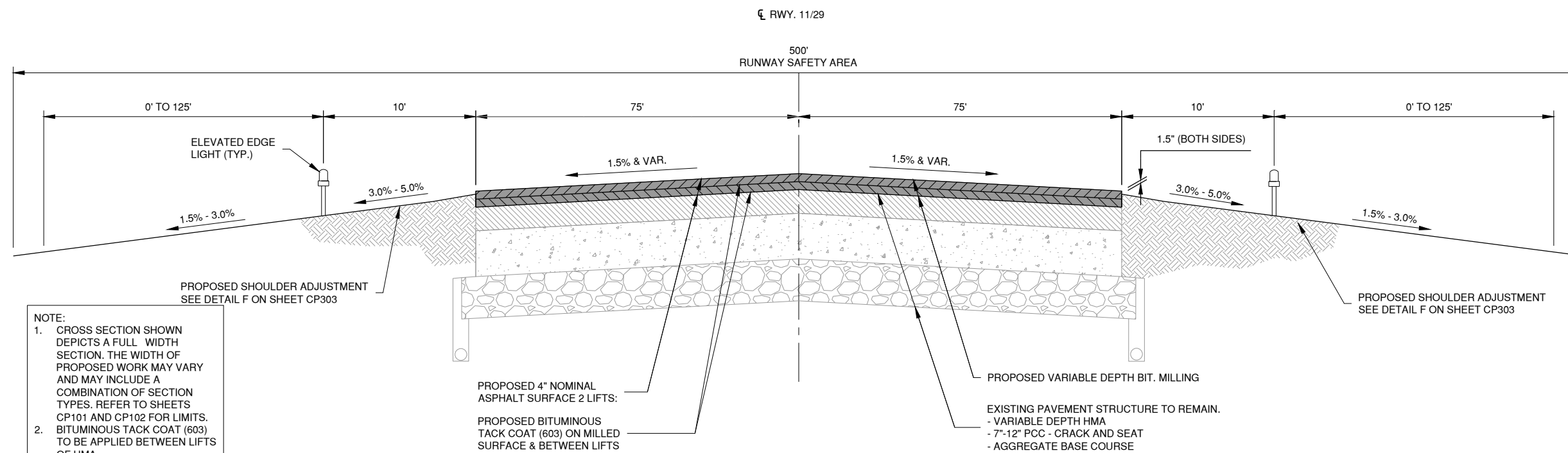
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CENTRAL ILLINOIS REGIONAL AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

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IL PROJ. NO. BMI-5258  
CMT PROJECT NO: 21008501.20  
CAD DWG FILE: 21008520-PH2-CP200.DWG  
DESIGNED BY: DJR  
DRAWN BY: DPA  
CHECKED BY: MJD  
APPROVED BY: EMH  
COPYRIGHT:

SHEET TITLE  
**PLAN & PROFILE 3**

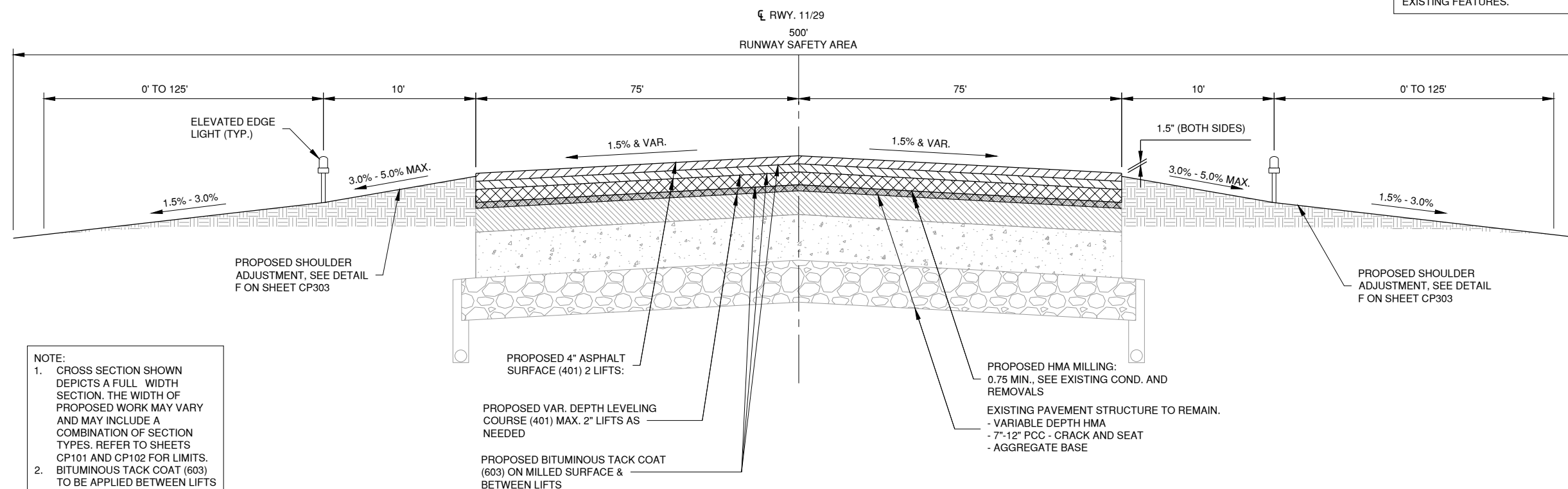
CP203  
SHEET 20 OF 70



- NOTE:**
- CROSS SECTION SHOWN DEPICTS A FULL WIDTH SECTION. THE WIDTH OF PROPOSED WORK MAY VARY AND MAY INCLUDE A COMBINATION OF SECTION TYPES. REFER TO SHEETS CP101 AND CP102 FOR LIMITS.
  - BITUMINOUS TACK COAT (603) TO BE APPLIED BETWEEN LIFTS OF HMA.
  - LEVELING COURSE THICKNESS GREATER THAN 3" SHALL BE SPLIT INTO 2 LIFTS WITH THE TOP LIFT BEING 2".

**A** PROPOSED RUNWAY 11/29 TYPICAL SECTION 1  
N.T.S

EXISTING PAVEMENT SECTIONS SHOWN WERE TAKEN FROM RECORD DRAWINGS AND CORE DATA AND ARE CONSIDERED GENERALLY REPRESENTATIVE OF THE EXISTING STRUCTURE. SOME VARIABILITY FROM THICKNESS INDICATED IS TO BE EXPECTED. THERE WILL BE NO ADDITIONAL PAYMENT TO THE CONTRACTOR DUE TO VARIATIONS IN SIZE OR QUANTITY OF EXISTING FEATURES.



- NOTE:**
- CROSS SECTION SHOWN DEPICTS A FULL WIDTH SECTION. THE WIDTH OF PROPOSED WORK MAY VARY AND MAY INCLUDE A COMBINATION OF SECTION TYPES. REFER TO SHEETS CP101 AND CP102 FOR LIMITS.
  - BITUMINOUS TACK COAT (603) TO BE APPLIED BETWEEN LIFTS OF HMA.
  - LEVELING COURSE THICKNESS GREATER THAN 3" SHALL BE SPLIT INTO 2 LIFTS WITH THE TOP LIFT BEING 2".

**B** PROPOSED RUNWAY 11/29 TYPICAL SECTION 2  
N.T.S

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MAY 1, 2026

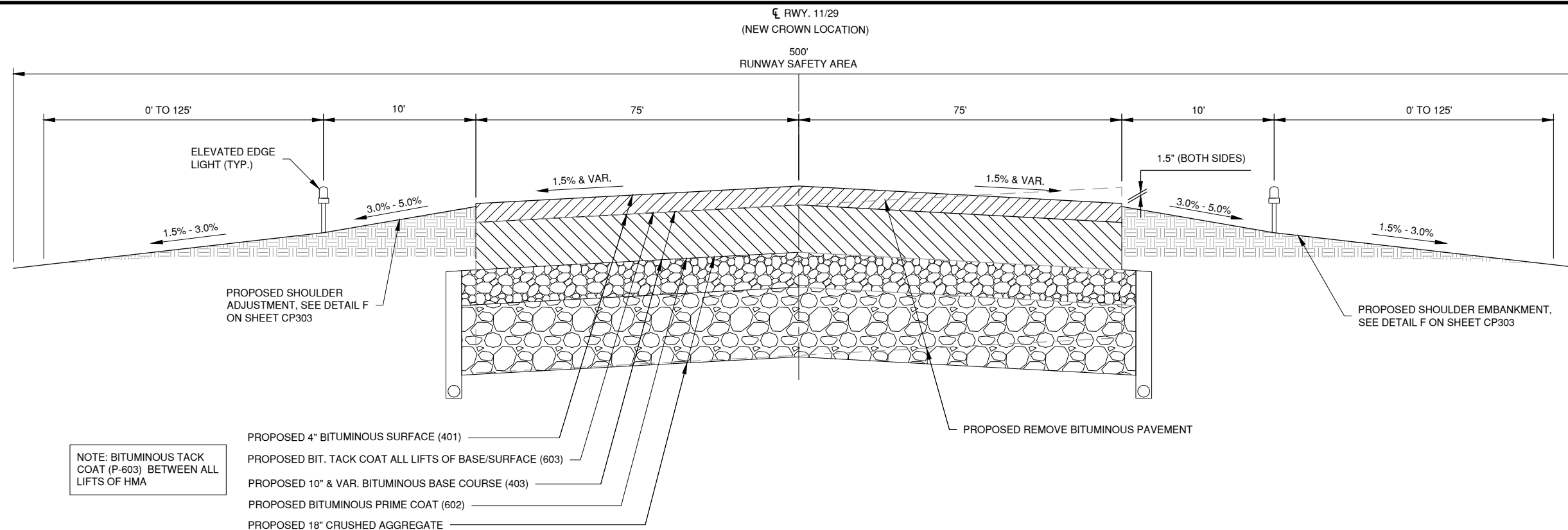
REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION



CENTRAL ILLINOIS REGIONAL AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

SHEET TITLE  
**TYPICAL SECTIONS 1**



**C** PROPOSED RUNWAY 11/29 STA. 61+50 TO 67+50  
TYPICAL SECTION  
N.T.S

EXISTING PAVEMENT SECTIONS SHOWN WERE TAKEN FROM RECORD DRAWINGS AND CORE DATA AND ARE CONSIDERED GENERALLY REPRESENTATIVE OF THE EXISTING STRUCTURE. SOME VARIABILITY FROM THICKNESS INDICATED IS TO BE EXPECTED. THERE WILL BE NO ADDITIONAL PAYMENT TO THE CONTRACTOR DUE TO VARIATIONS IN SIZE OR QUANTITY OF EXISTING FEATURES.

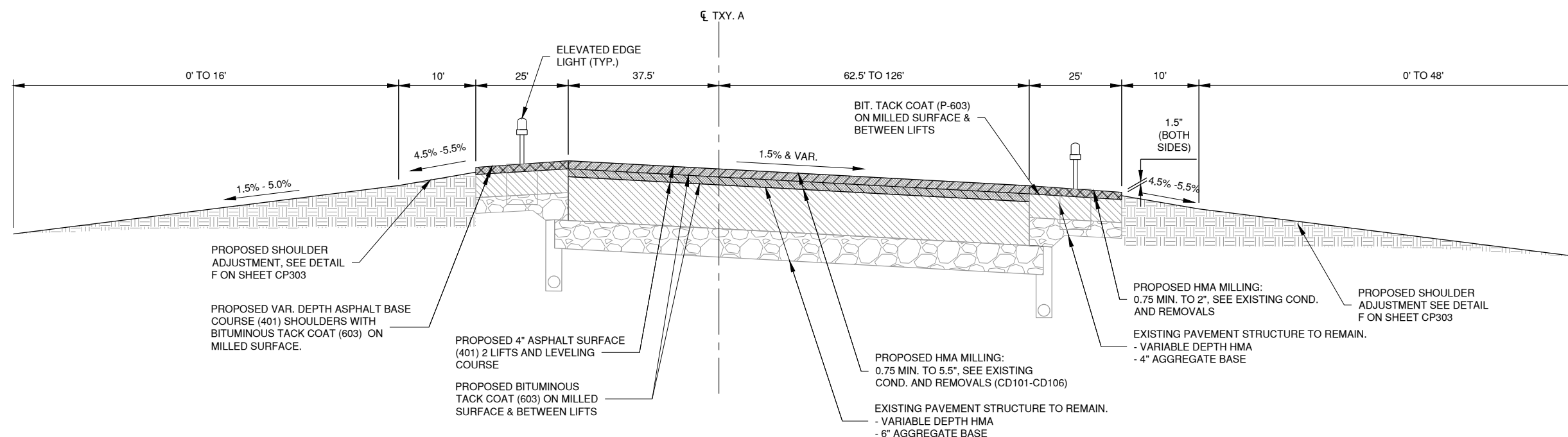
100% FINAL  
MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL AIRPORT  
BLOOMINGTON, ILLINOIS



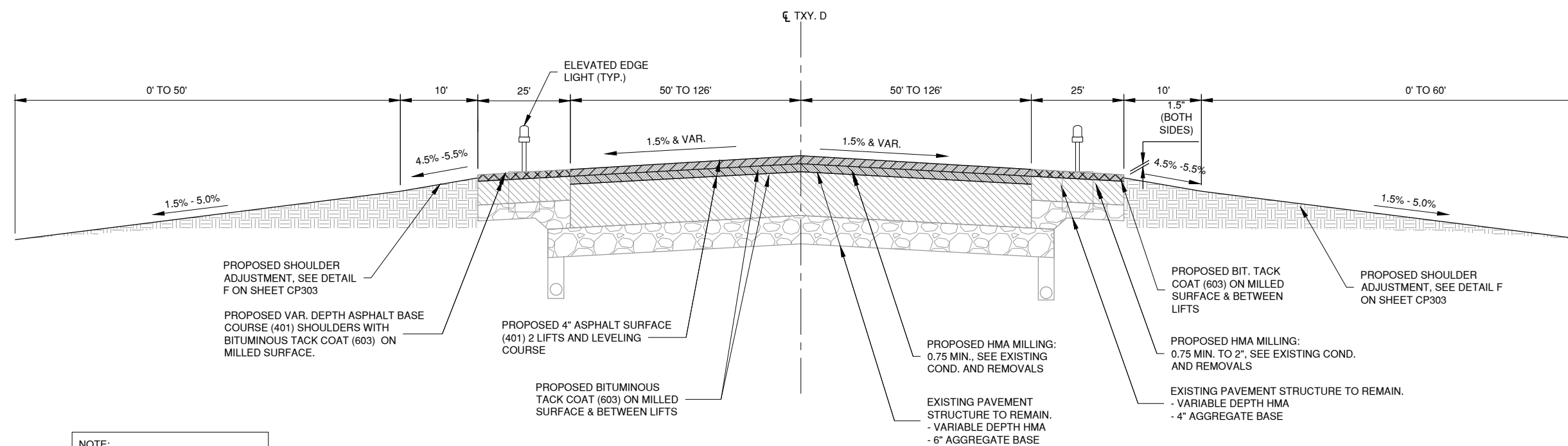
**D** PROPOSED TAXIWAY A TYPICAL SECTION  
N.T.S

NOTE:  
1. BITUMINOUS TACK COAT (603) TO BE APPLIED BETWEEN LIFTS OF HMA.  
2. LEVELING COURSE THICKNESS GREATER THAN 3" SHALL BE SPLIT INTO 2 LIFTS WITH THE TOP LIFT BEING 2".

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD  
IL PROJ. NO. BMI-5258  
CMT PROJECT NO: 21008501.20  
CAD DWG FILE: 21008520-PH2-CP300.DWG  
DESIGNED BY: DJR  
DRAWN BY: DPA  
CHECKED BY: MJD  
APPROVED BY: EMH  
COPYRIGHT:

SHEET TITLE  
**TYPICAL SECTIONS 2**



PROPOSED SHOULDER ADJUSTMENT, SEE DETAIL F ON SHEET CP303

PROPOSED VAR. DEPTH ASPHALT BASE COURSE (401) SHOULDERS WITH BITUMINOUS TACK COAT (603) ON MILLED SURFACE.

PROPOSED 4" ASPHALT SURFACE (401) 2 LIFTS AND LEVELING COURSE

PROPOSED BITUMINOUS TACK COAT (603) ON MILLED SURFACE & BETWEEN LIFTS

PROPOSED HMA MILLING: 0.75 MIN. SEE EXISTING COND. AND REMOVALS

EXISTING PAVEMENT STRUCTURE TO REMAIN.  
- VARIABLE DEPTH HMA  
- 6" AGGREGATE BASE

PROPOSED BIT. TACK COAT (603) ON MILLED SURFACE & BETWEEN LIFTS

PROPOSED HMA MILLING: 0.75 MIN. TO 2", SEE EXISTING COND. AND REMOVALS

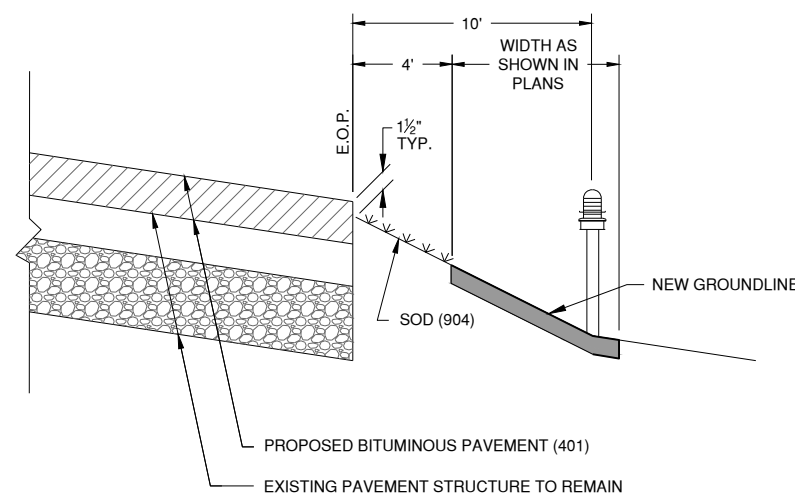
EXISTING PAVEMENT STRUCTURE TO REMAIN.  
- VARIABLE DEPTH HMA  
- 4" AGGREGATE BASE

PROPOSED SHOULDER ADJUSTMENT, SEE DETAIL F ON SHEET CP303

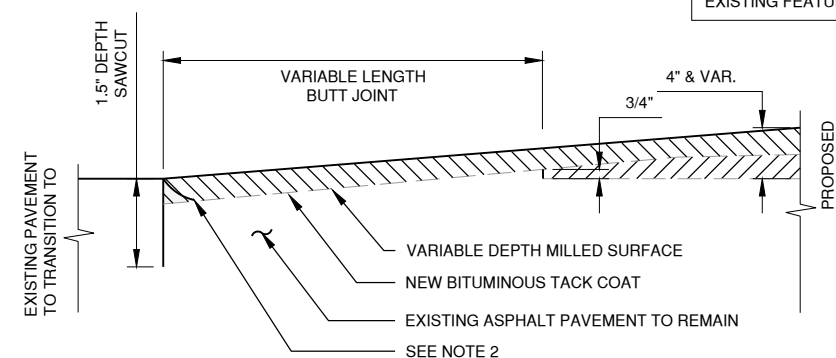
- NOTE:**
1. BITUMINOUS TACK COAT (603) TO BE APPLIED BETWEEN LIFTS OF HMA.
  2. LEVELING COURSE THICKNESS GREATER THAN 3" SHALL BE SPLIT INTO 2 LIFTS WITH THE TOP LIFT BEING 2".

**E** PROPOSED TAXIWAY D TYPICAL SECTION  
N.T.S.

EXISTING PAVEMENT SECTIONS SHOWN WERE TAKEN FROM RECORD DRAWINGS AND CORE DATA AND ARE CONSIDERED GENERALLY REPRESENTATIVE OF THE EXISTING STRUCTURE. SOME VARIABILITY FROM THICKNESS INDICATED IS TO BE EXPECTED. THERE WILL BE NO ADDITIONAL PAYMENT TO THE CONTRACTOR DUE TO VARIATIONS IN SIZE OR QUANTITY OF EXISTING FEATURES.



**F** NEW TURF SHOULDER DETAIL  
N.T.S.



- LEGEND:**
- [Hatched pattern] 1ST LIFT OF HMA ON TACK COAT
  - [Hatched pattern] 2ND LIFT OF HMA ON TACK COAT

- NOTES:**
1. VARIABLE DEPTH MILLING FOR BUTT JOINT SHALL BE PAID FOR UNDER AR401655. TACK COAT, BITUMINOUS SURFACE COURSE, AND CRACK REPAIR SHALL BE PAID FOR SEPARATELY UNDER THEIR RESPECTIVE PAY ITEMS.
  2. CONTRACTOR SHALL SAW AND CHISEL ANY REMAINING ASPHALT NOT REMOVED BY THE MILL TO ACHIEVE A CLEAN, VERTICAL FACE TO THE SAWCUT.

**G** HMA BUTT JOINT DETAIL  
N.T.S.

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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



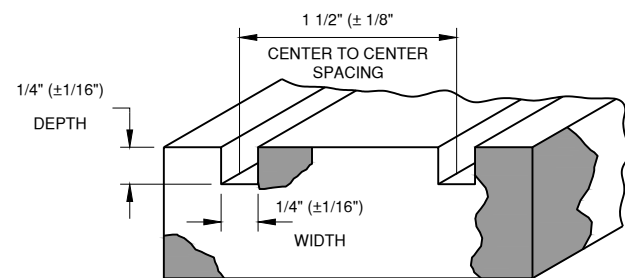
CENTRAL ILLINOIS REGIONAL AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL AIRPORT  
BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

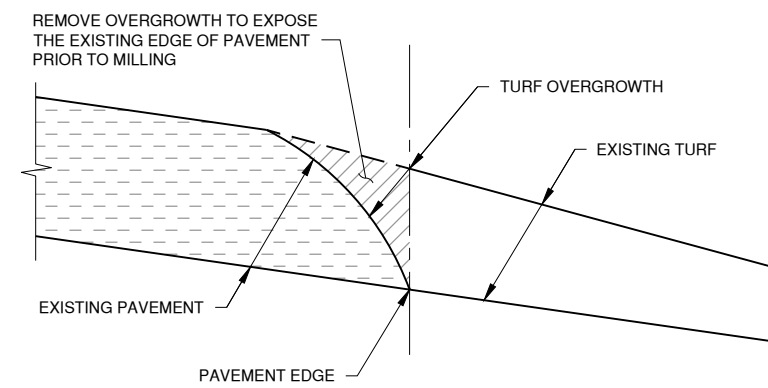
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IL PROJ. NO. BMI-5258
CMT PROJECT NO: 21008501.20
CAD DWG FILE: 21008520-PH2-CP300.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: EMH
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SHEET TITLE  
**TYPICAL SECTIONS 3**

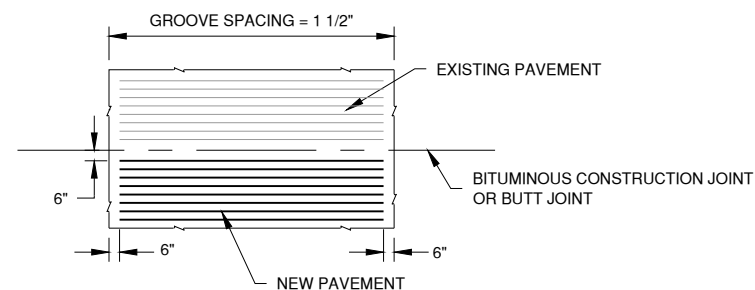




**1 SAW-CUT GROOVING CONFIGURATIONS**  
N.T.S.



**3 TURF/OVERGROWTH REMOVAL DETAIL**  
N.T.S.



**2 TYPICAL GROOVING DETAIL AT NEW AND EXISTING PAVEMENT JOINT**  
N.T.S.

**GENERAL GROOVING NOTES**

1. GROOVES SHALL RUN TRANSVERSE TO DIRECTION OF TRAFFIC FLOW. GROOVES SHALL EXTEND OUTWARD 65' FROM RUNWAY CENTERLINE.
2. GROOVES SHALL BE SAWED NO CLOSER THAN 6 INCHES AND NO MORE THAN 18 INCHES FROM IN-PAVEMENT LIGHT FIXTURES.
3. THE CONTRACTOR SHALL GROOVE A TEST SECTION TO DEMONSTRATE THAT THE EQUIPMENT AND OPERATOR WILL PROVIDE THE REQUIRED CONFIGURATION WITHIN THE PRESCRIBED TOLERANCES.
4. THE FOLLOWING TOLERANCES WILL BE PERMITTED FOR P-401:
  - A.  $\pm 1/2"$  IN ALIGNMENT PER 75' GROOVE.
  - B.  $\pm 1/16"$  IN DEPTH OF GROOVE.
  - C.  $+1/16"$  -0" WIDTH OF GROOVE.
  - D. -1/8", +0" IN CENTER SPACING BETWEEN GROOVES
  - E. 60% OR MORE OF THE GROOVES SHALL NOT BE LESS THAN 1/4" DEPTH
5. CONTRACTOR SHALL NOT AT ANY TIME, BE ALLOWED TO DUMP THE GROOVING SLURRY SEAL ON THE AIRFIELD. GROOVING SHALL USE A VACUUM TRUCK TO REMOVE ALL SLURRY AND DISPOSE OF OFF SITE.
6. CLEANUP IS EXTREMELY IMPORTANT AND SHALL BE CONTINUOUS THROUGHOUT GROOVING OPERATION. THE WASTE MATERIAL COLLECTED DURING THE GROOVING OPERATION MUST BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY.
7. GROOVING SHALL NOT COMMENCE UNTIL THE ASPHALT SURFACE HAS CURED FOR THIRTY (30) DAYS AND SURFACE SHALL BE THOROUGHLY FLUSHED PRIOR TO PERMANENT PAVEMENT MARKING.
8. AREAS WHERE GROOVING IS PERFORMED SHALL RECEIVE 2 COATS OF PAVEMENT MARKING. THE SECOND APPLICATION SHALL BE APPLIED IN THE DIRECTION OPPOSITE TO THE FIRST APPLICATION.

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REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



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CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-CP500.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

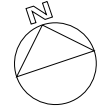
CHECKED BY: MJD

APPROVED BY: EMH

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SHEET TITLE

**PAVEMENT &  
GROOVING DETAILS**



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

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PHASE 2 CONSTRUCTION

OWNER



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AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

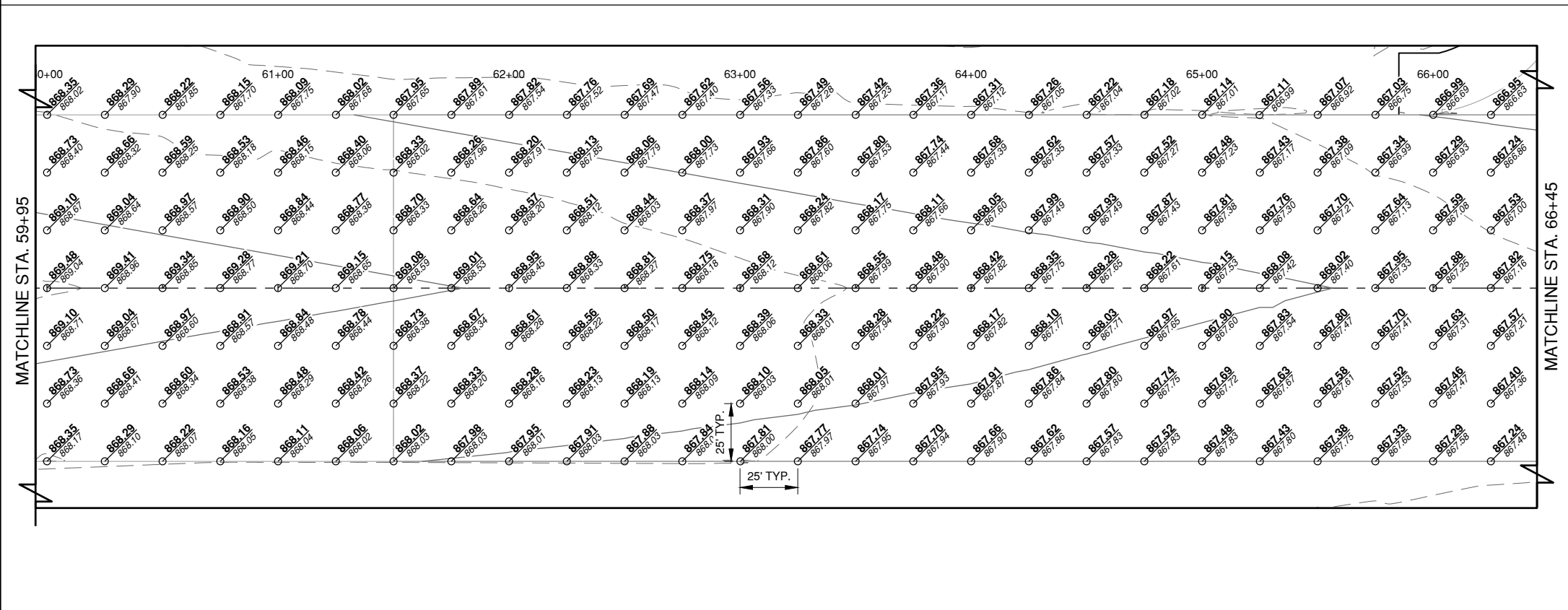
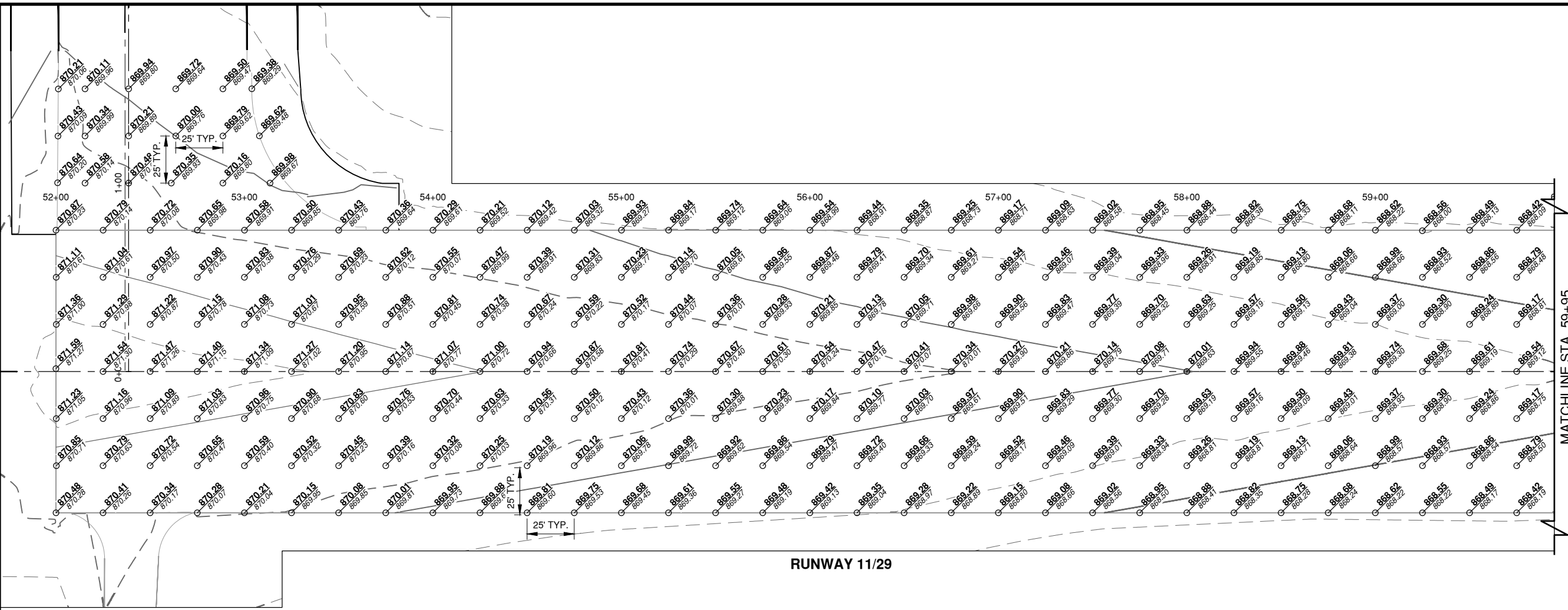
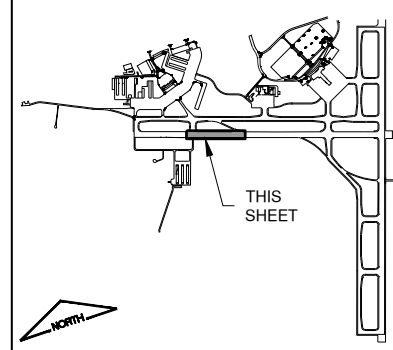
NOTES

- MATCH EXISTING ELEVATIONS WHERE SHOWN ON THE PLANS.
- CONTRACTOR SHALL VERIFY EXISTING ELEVATIONS SHOWN AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

LEGEND

- NEW ELEVATION
- EXISTING ELEVATION

KEYMAP



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MARK	DATE	DESCRIPTION

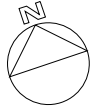
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**RWY 11-29 STAKING  
PLAN 1**

CS101  
SHEET 26 OF 70

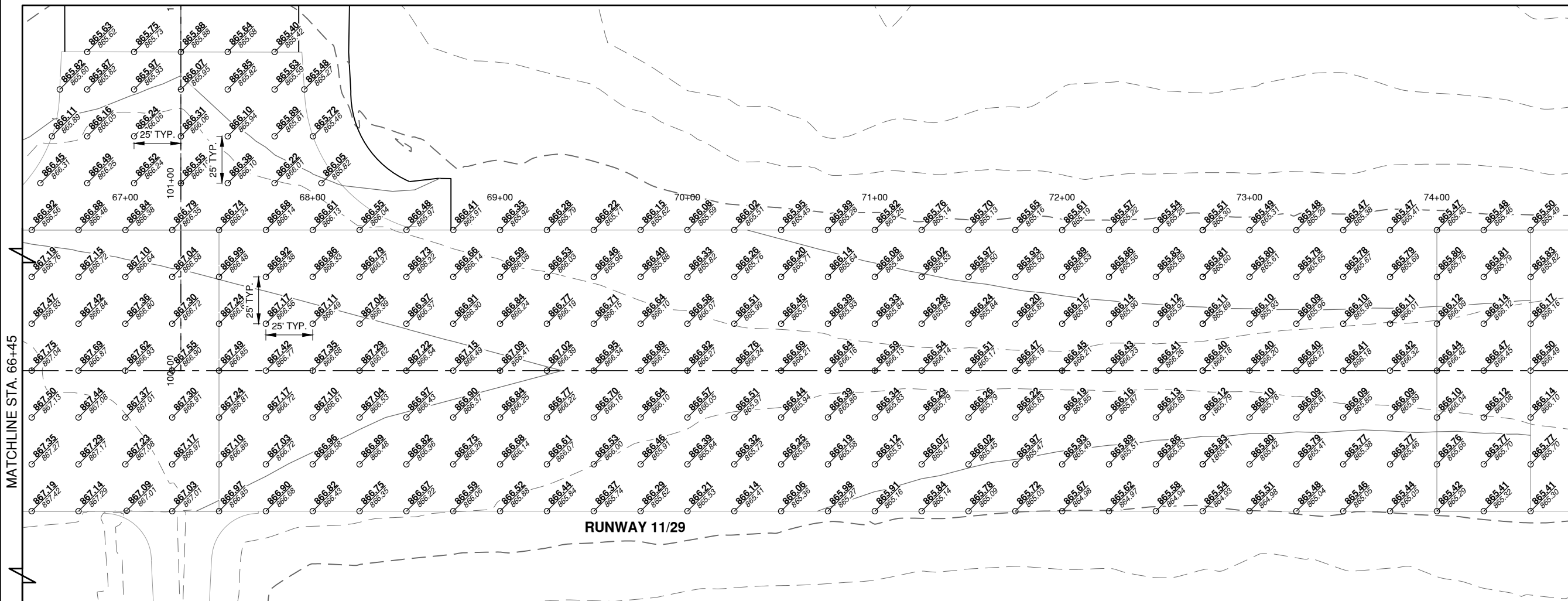


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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).



MATCHLINE STA. 66+45

**RUNWAY 11/29**

100% FINAL  
MAY 1, 2026

**REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION**

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

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IL PROJ. NO. BMI-5258  
CMT PROJECT NO: 21008501.20  
CAD DWG FILE: 21008520-PH2-CS100.DWG  
DESIGNED BY: DJR  
DRAWN BY: DPA  
CHECKED BY: MJD  
APPROVED BY: EMH  
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SHEET TITLE  
**RWY 11-29 STAKING  
PLAN 2**

CS102  
SHEET 27 OF 70

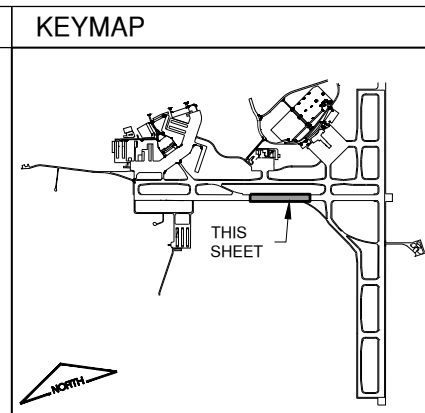
**NOTES**

- MATCH EXISTING ELEVATIONS WHERE SHOWN ON THE PLANS.
- CONTRACTOR SHALL VERIFY EXISTING ELEVATIONS SHOWN AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

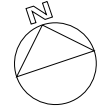
**LEGEND**

NEW ELEVATION

EXISTING ELEVATION



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

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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-CS100.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: EMH

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SHEET TITLE

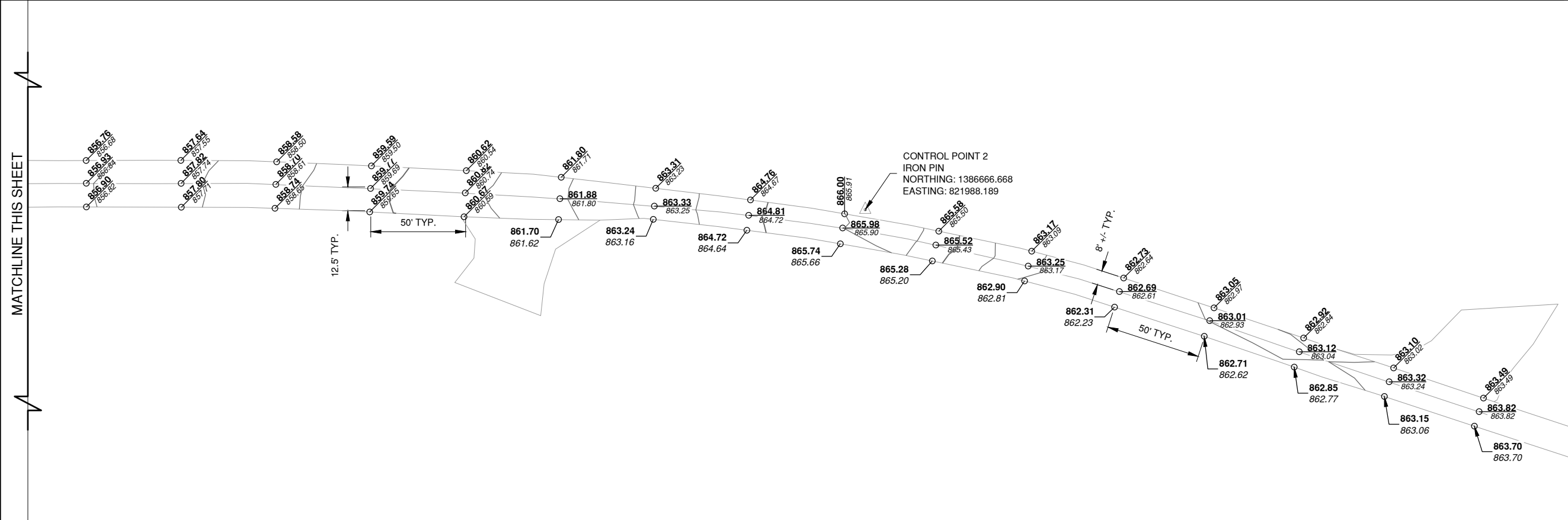
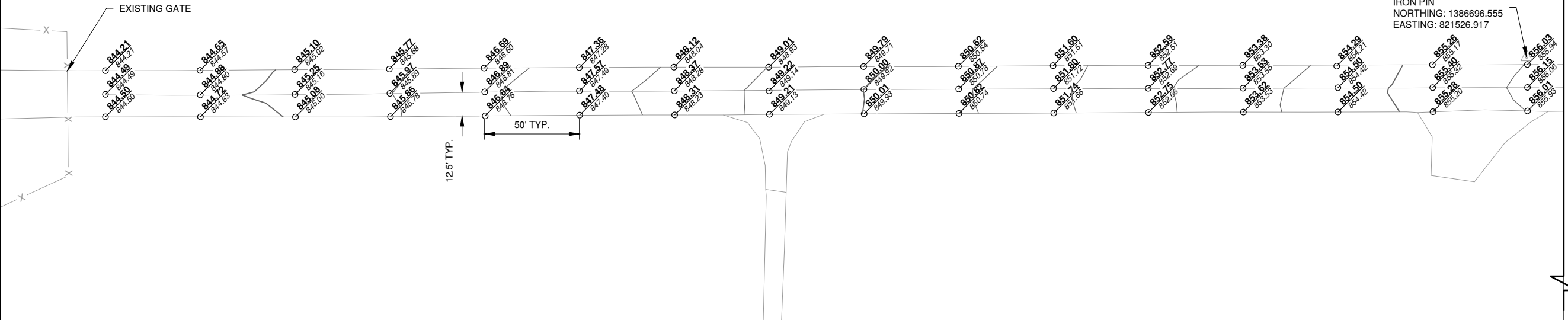
HAUL ROAD STAKING

PLAN 3

SHEET 28 OF 70

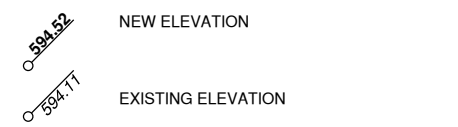
CS103

28 OF 70

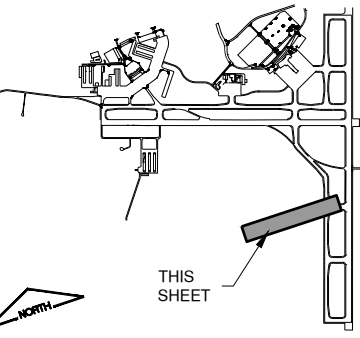


- NOTES**
- MATCH EXISTING ELEVATIONS WHERE SHOWN ON THE PLANS.
  - CONTRACTOR SHALL VERIFY EXISTING ELEVATIONS SHOWN AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
  - HORIZONTAL DATUM BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD 83) DERIVED BY GPS FROM THE TRIMBLE VIRTUAL REFERENCE STATION (VRS) NETWORK
  - VERTICAL DATUM BASED ON GPS SURVEYS FROM THE TRIMBLE VIRTUAL REFERENCE STATION (VRS) NETWORK APPROXIMATE TO THE NAVD88 VERTICAL DATUM (GEOID 18). ELEVATIONS SHOWN BASED ON GPS OBSERVATIONS AND DIFFERENTIAL LEVELING WAS NOT COMPLETED.
  - THE CONTRACTOR SHALL VERIFY THE ACCURACY OF THE CONTROL POINTS WITH FIELD WORK TO CHECK FOR POSSIBLE DISTURBANCES OR OTHER ISSUES BEFORE CONSTRUCTION COMMENCES AND PRIOR TO UTILIZING PLAN CONTROL FOR STAKING PURPOSES. ALL DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
  - IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE COORDINATE BASIS WITH LOCATIONS AND DIMENSIONS SHOWN ON THE PLANS.
  - THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THIS DRAWING WITH THE OTHER DRAWINGS THAT CONTAIN DIMENSIONS TO ENSURE THAT THE PLAN DIMENSIONS ARE CONSISTENT WITH THE COORDINATES PRESENTED ON THE PLAN. FOLLOWING STAKEOUT OF ANY FACILITY BY COORDINATES, THE CONTRACTOR SHALL CONFIRM CONSISTENCY WITH THE PLAN DIMENSIONS PRIOR TO CONSTRUCTION.

**LEGEND**



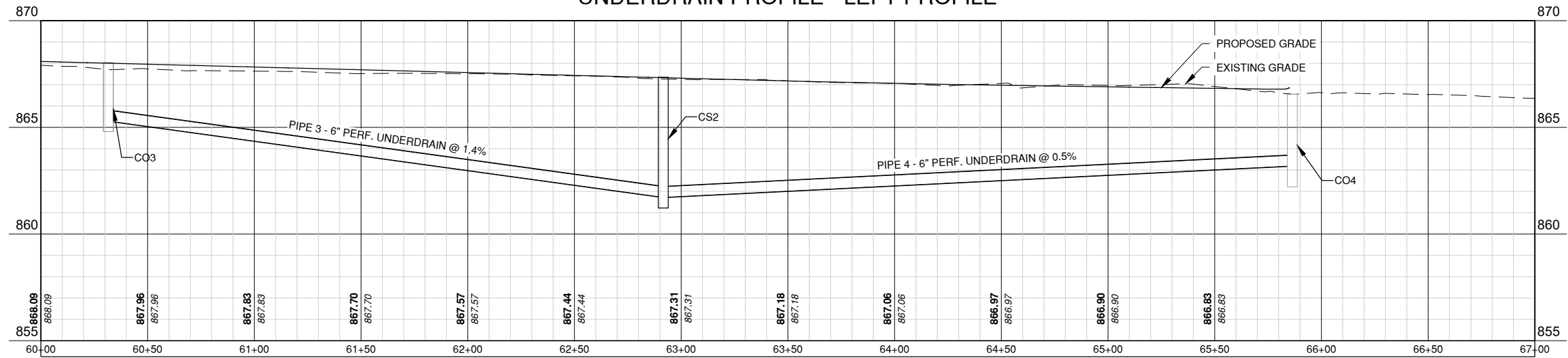
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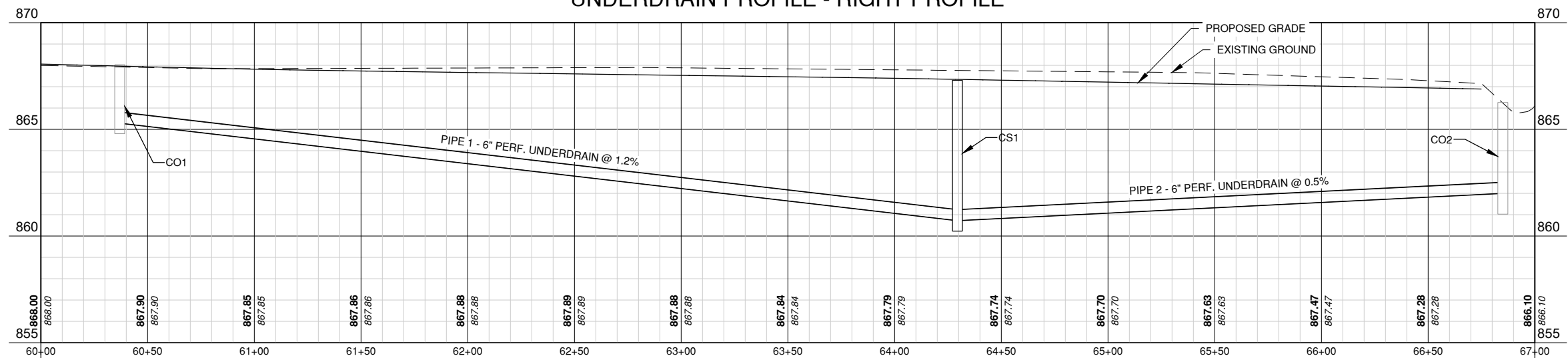
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### UNDERDRAIN PROFILE - LEFT PROFILE



### UNDERDRAIN PROFILE - RIGHT PROFILE



UNDERDRAIN STRUCTURE TABLE  
PROPOSED UNDERDRAIN

STRUCTURE NAME AND TYPE	STRUCTURE DETAILS	HORIZONTAL CONTROL
CO1	RIM = 868.03 SUMP = 865.30 PIPE 1 INV OUT = 865.30	RWY 1129 - CL STA 60+36.91
CO2	RIM = 866.26 SUMP = 861.53 PIPE 2 INV OUT = 862.01	RWY 1129 - CL STA 66+84.99
CO3	RIM = 868.04 SUMP = 865.30 PIPE 3 INV OUT = 865.30	RWY 1129 - CL STA 60+31.63
CO4	RIM = 866.55 SUMP = 862.71 PIPE 4 INV OUT = 863.19	RWY 1129 - CL STA 65+86.37
CS1	RIM = 867.30 SUMP = 860.73 PIPE 2 INV IN = 860.73 PIPE 1 INV IN = 860.73	RWY 1129 - CL STA 64+29.41
CS2	RIM = 867.35 SUMP = 861.72 PIPE 4 INV IN = 861.72 PIPE 3 INV IN = 861.72	RWY 1129 - CL STA 62+91.62

#### NOTES

- ELEVATIONS ARE BASED ON AVAILABLE INFORMATION. CONTRACTOR SHALL FIELD VERIFY ELEVATIONS IN THE FIELD AND NOTIFY THE RPR OF ANY DIFFERENCES.



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CONSULTANTS

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

100% FINAL  
MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: CG-102 UNDERDRAIN PROFILES.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

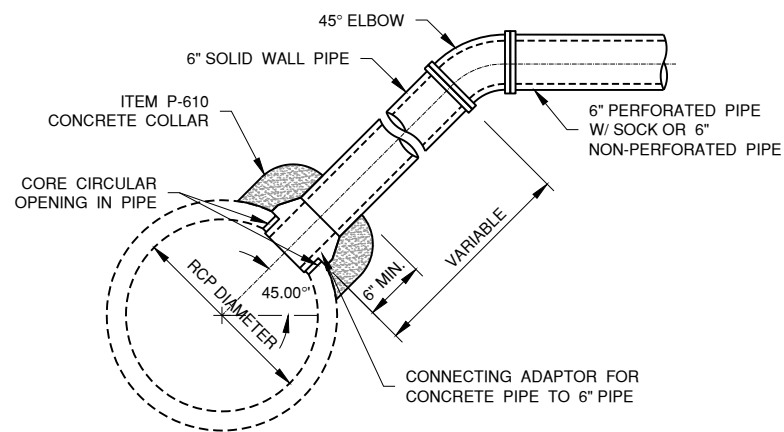
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SHEET TITLE

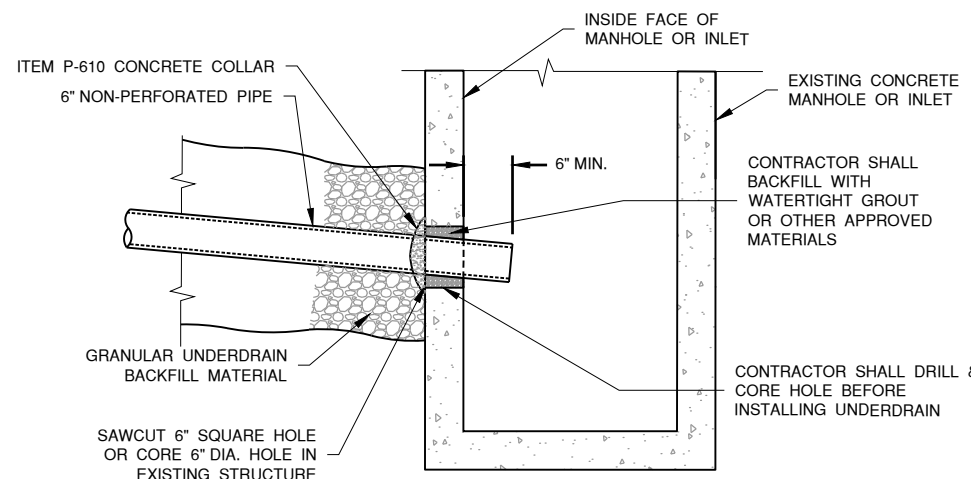
UNDERDRAIN  
PROFILES

CG201  
SHEET 30 OF 70

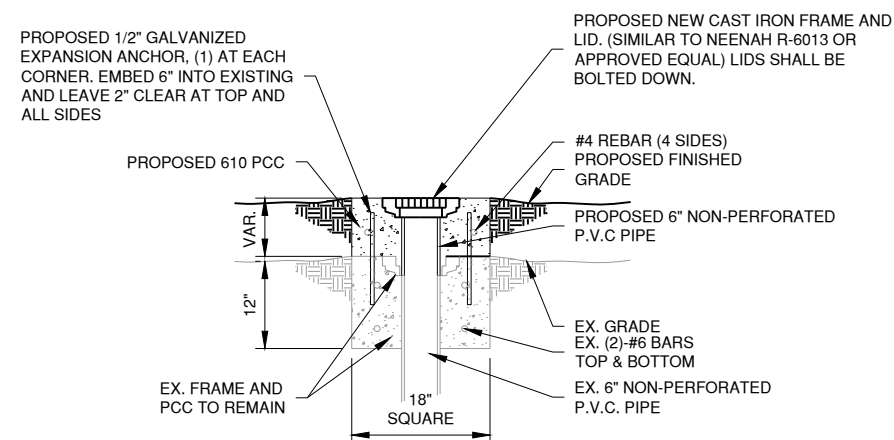


**NOTE**  
ANGLE MEASURED FROM HORIZONTAL

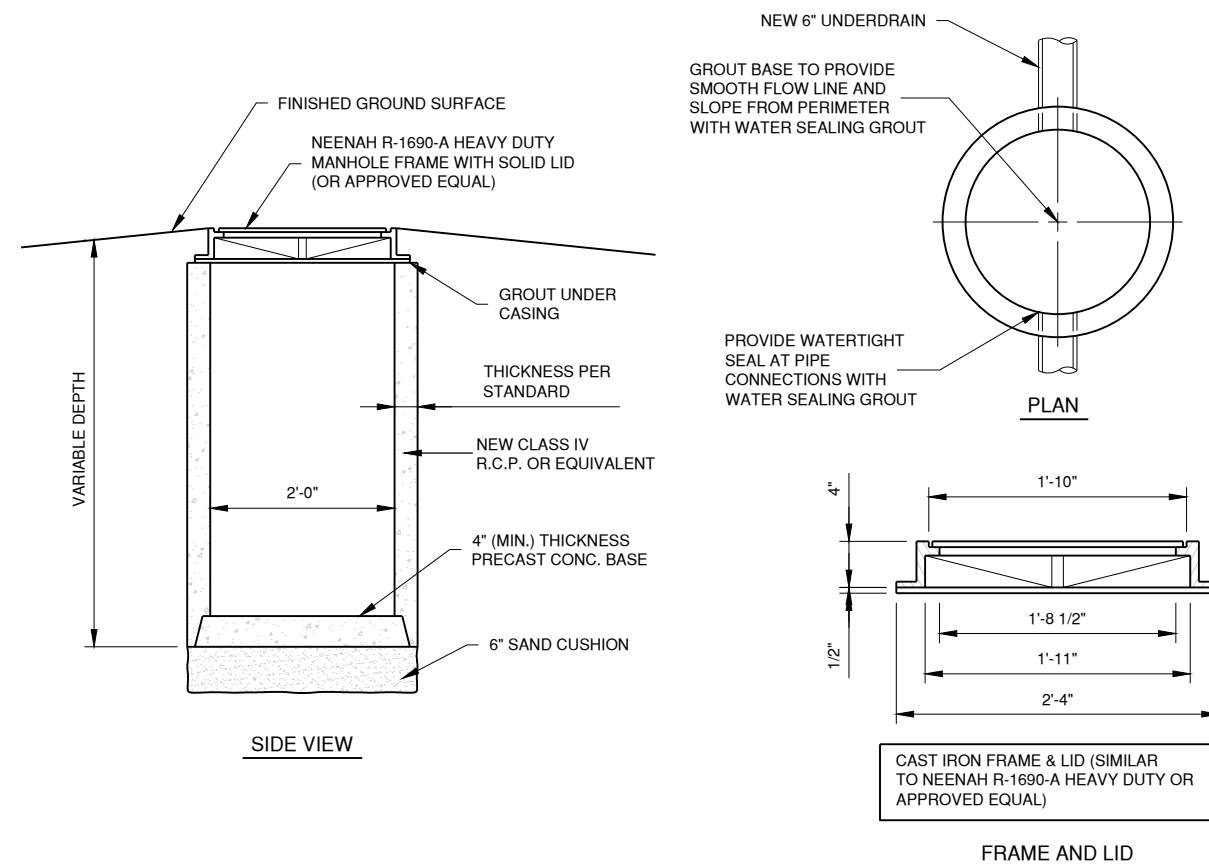
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N.T.S.



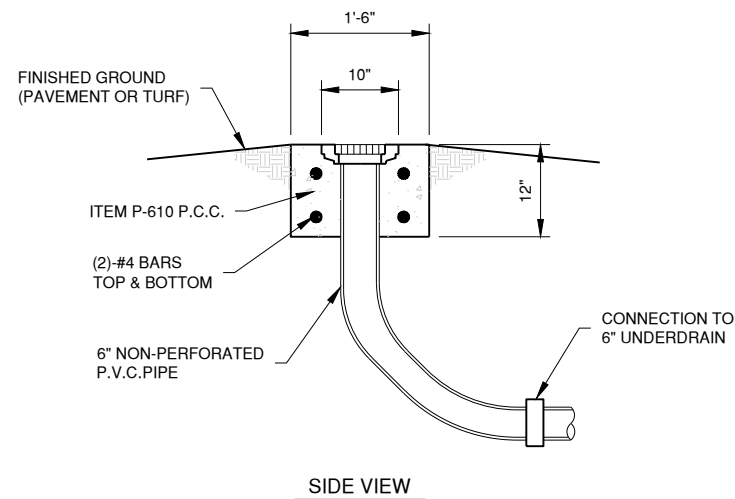
**2** UNDERDRAIN DIRECT CONNECTION TO STRUCTURE  
N.T.S.



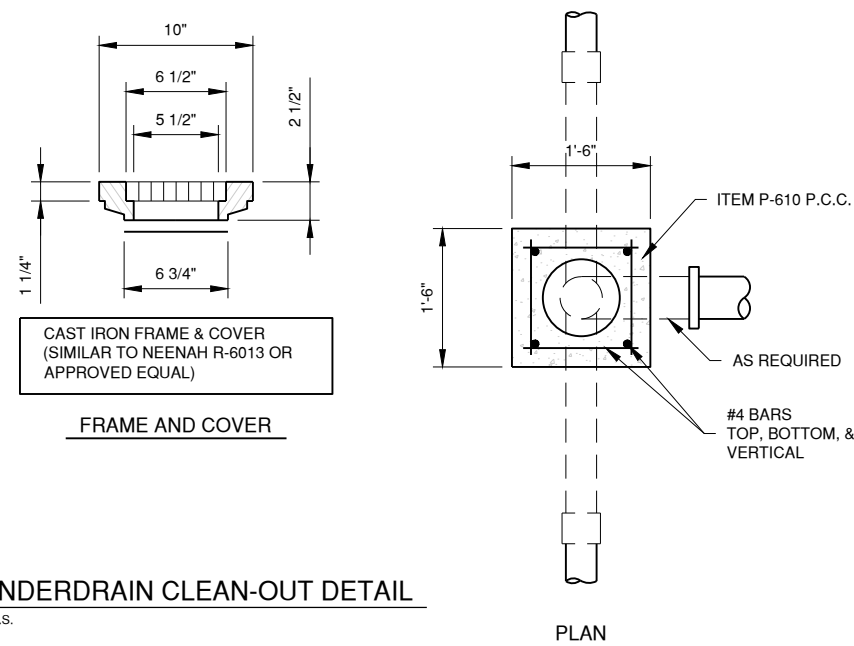
**3** ADJUST UNDERDRAIN CLEANOUT  
N.T.S.



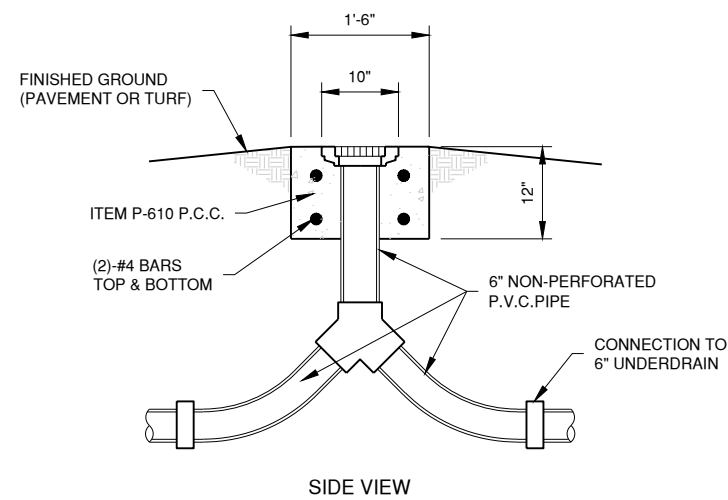
**4** UNDERDRAIN COLLECTION STRUCTURE DETAILS  
N.T.S.



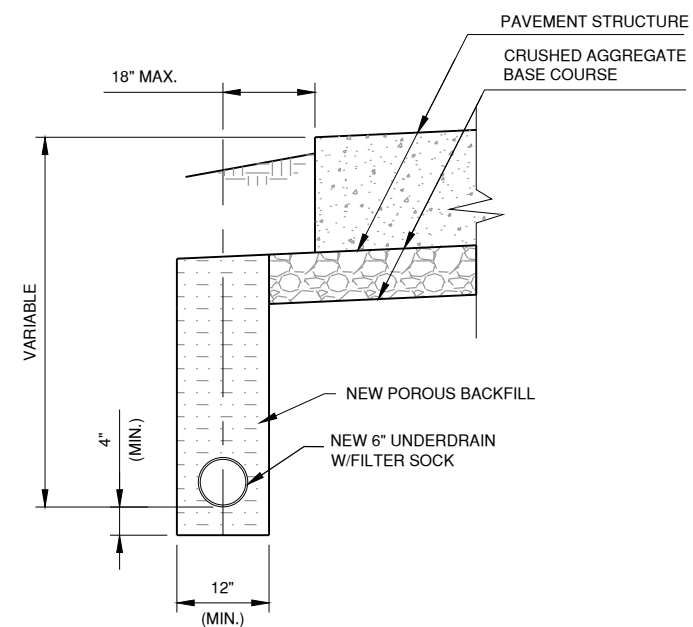
**1** UNDERDRAIN CLEAN-OUT DETAIL - TYPE 1  
N.T.S.



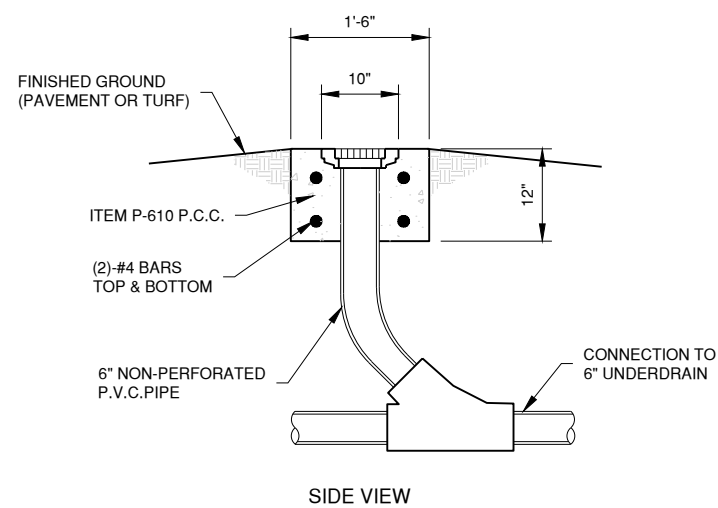
**4** UNDERDRAIN CLEAN-OUT DETAIL  
N.T.S.



**2** UNDERDRAIN CLEAN-OUT DETAIL - TYPE 2  
N.T.S.



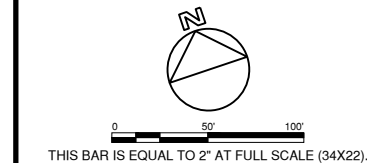
**5** UNDERDRAIN ALONG PAVEMENT EDGE  
N.T.S.



**3** UNDERDRAIN CLEAN-OUT DETAIL - TYPE 3  
N.T.S.

**NOTES**

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



100% FINAL  
MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD
IL PROJ. NO. BMI-5258
CMT PROJECT NO: 21008501.20
CAD DWG FILE: 21008520-PH2-LG100.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: EMH
COPYRIGHT:

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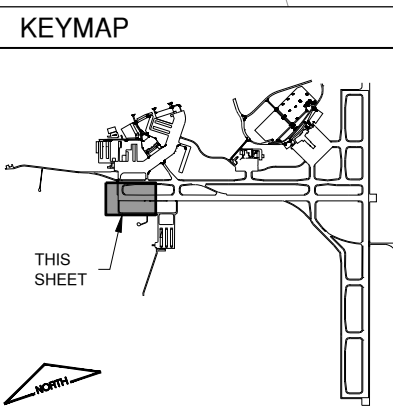
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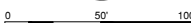
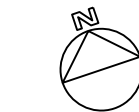
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- NOTES**
1. EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY SITE DISTURBANCE.
  2. ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS SHALL BE SEEDED AND STABILIZED. ANY AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE LIMITS SHOWN SHALL BE SEEDED & STABILIZED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE RPR AND THE AIRPORT.
  3. PRIOR TO REOPENING A RUNWAY OR TAXIWAY TO AIR TRAFFIC, INLET PROTECTION SHALL BE REMOVED IF INSIDE THE ROFA/TOFA.
  4. THE CONTRACTOR SHALL COVER AND PROTECT ALL LIGHTS AND SIGNS AS NEEDED PRIOR TO SEEDING AND MULCHING. ANY DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
  5. GRADING SHALL BE COORDINATED WITH LIGHT ADJUSTMENTS IN TURF.

- LEGEND**
- SEEDING & MULCHING
  - 4' SOD
  - SILTY FENCE
  - INLET PROTECTION
  - TAXIWAY EDGE LIGHT
  - RUNWAY EDGE LIGHT
  - TAXIWAY EDGE LIGHT
  - RUNWAY THRESHOLD LIGHT



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

100% FINAL  
MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-LG100.DWG

DESIGNED BY: DJR

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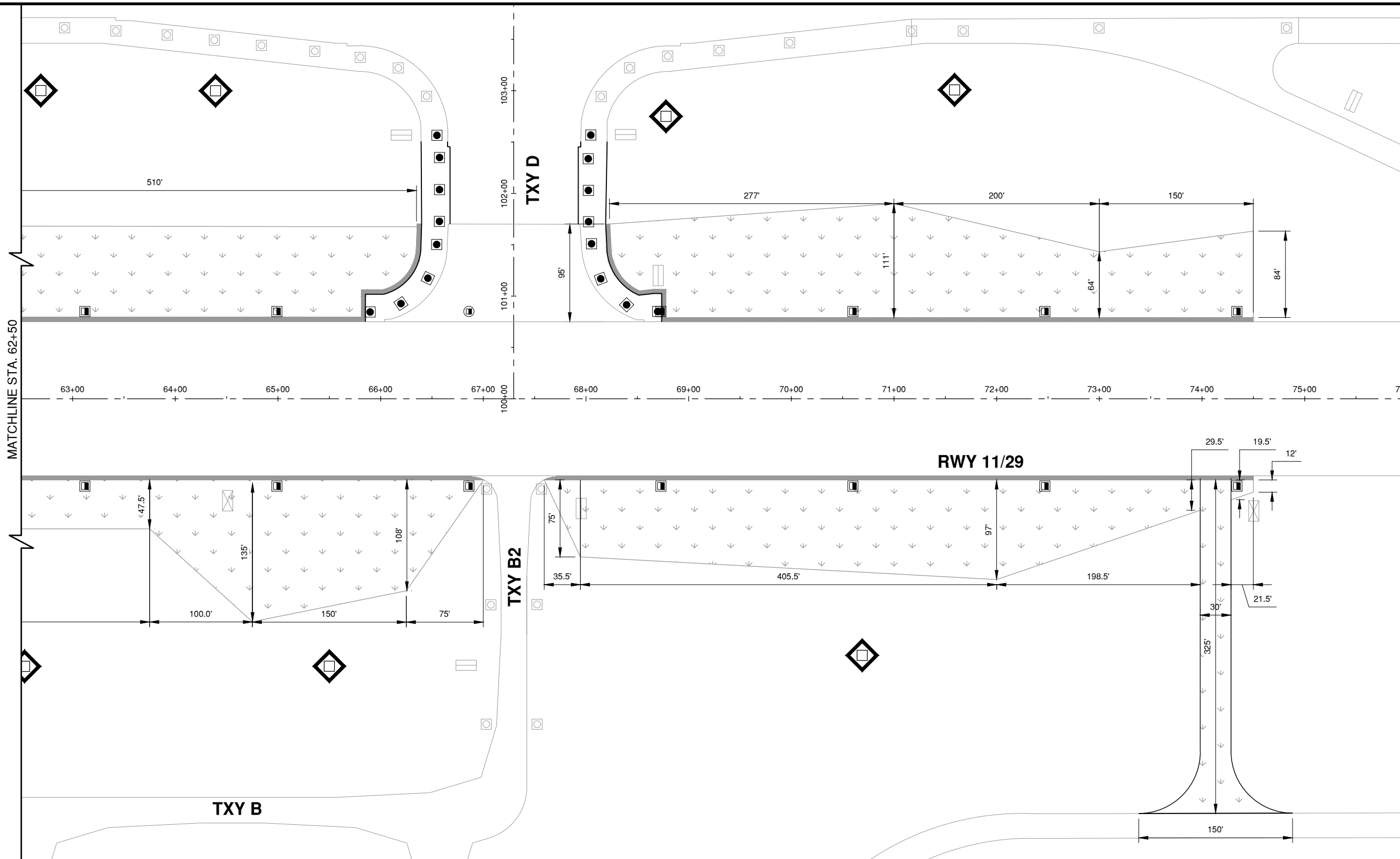
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**GRADING, TURFING,  
AND EROSION  
CONTROL PLAN 2**

LG102

SHEET 34 OF 70

MATCHLINE STA. 62+50



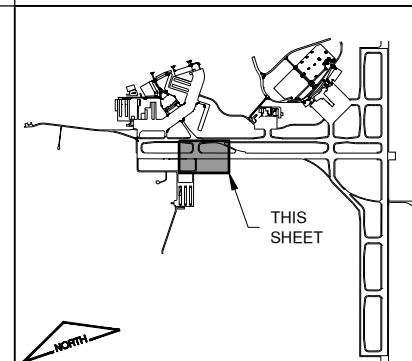
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3. PRIOR TO REOPENING A RUNWAY OR TAXIWAY TO AIR TRAFFIC, INLET PROTECTION SHALL BE REMOVED IF INSIDE THE ROFA/TOFA.
4. THE CONTRACTOR SHALL COVER AND PROTECT ALL LIGHTS AND SIGNS AS NEEDED PRIOR TO SEEDED AND MULCHING. ANY DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
5. GRADING SHALL BE COORDINATED WITH LIGHT ADJUSTMENTS IN TURF.

**LEGEND**

- SEEDING & MULCHING
- 4' SOD
- SF SILT FENCE
- INLET PROTECTION
- TAXI GUIDANCE SIGN
- RUNWAY EDGE LIGHT
- TAXIWAY EDGE LIGHT
- RUNWAY THRESHOLD LIGHT

**KEYMAP**





0 50' 100'

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

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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



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AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-LG100.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

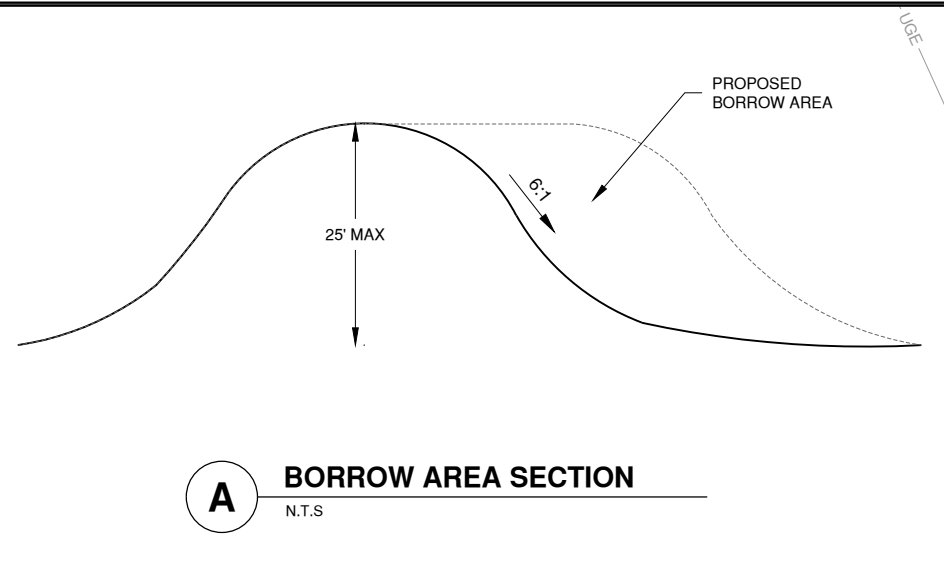
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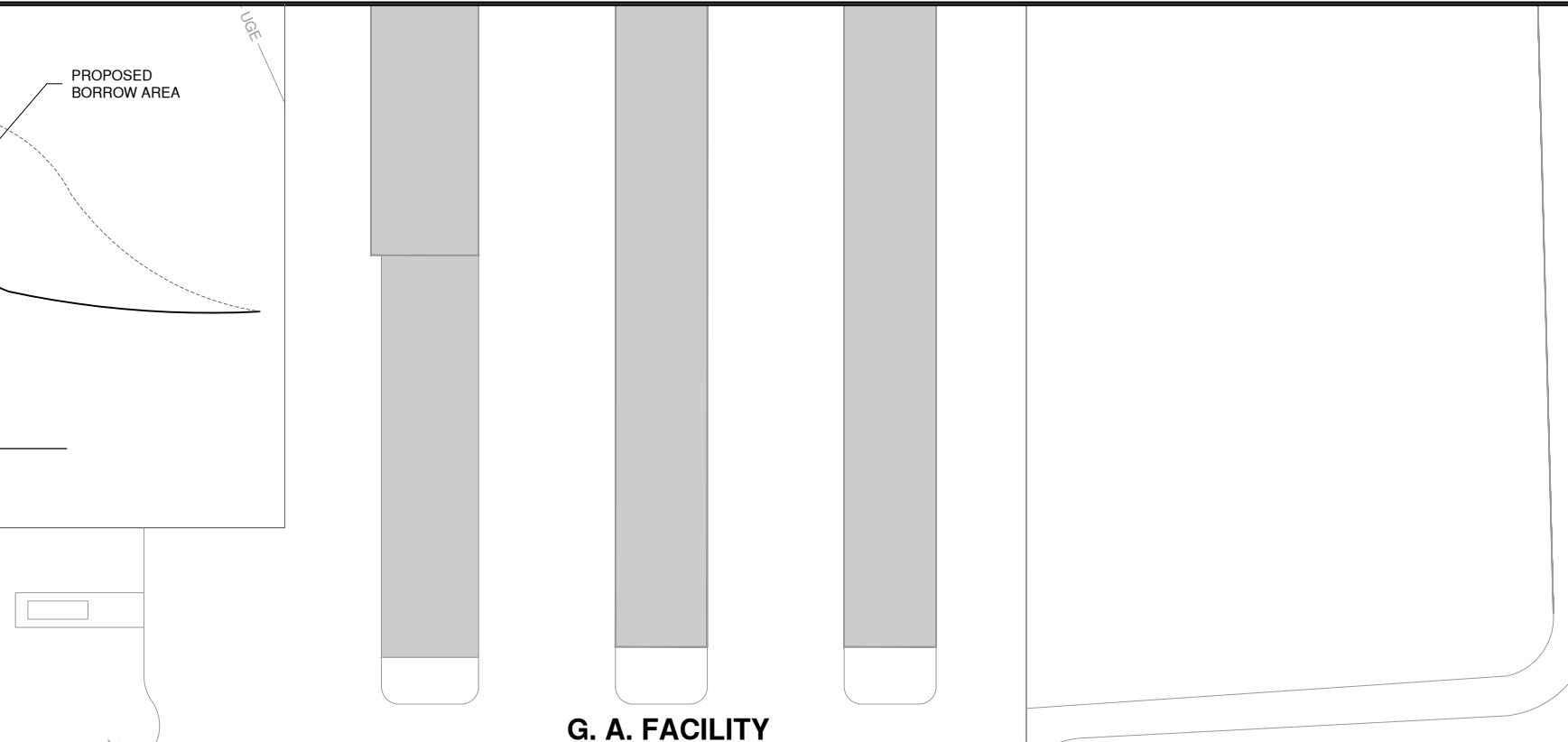
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**GRADING, TURFING,  
AND EROSION  
CONTROL PLAN 3**

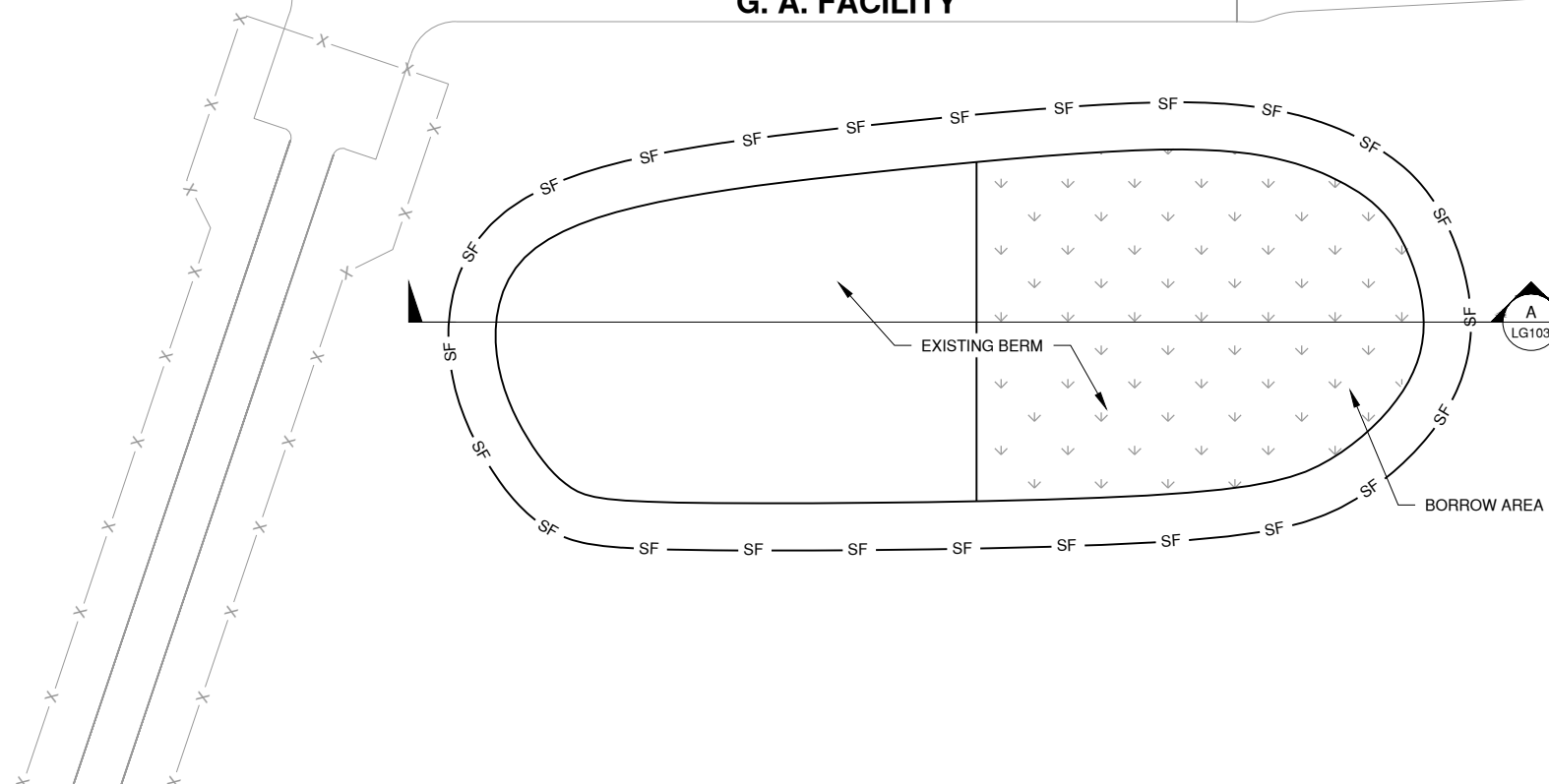
LG103  
SHEET 35 OF 70



**A BORROW AREA SECTION**  
N.T.S



**G. A. FACILITY**



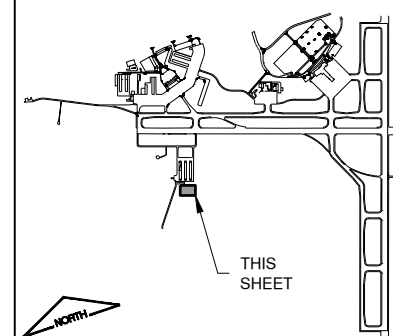
**NOTES**

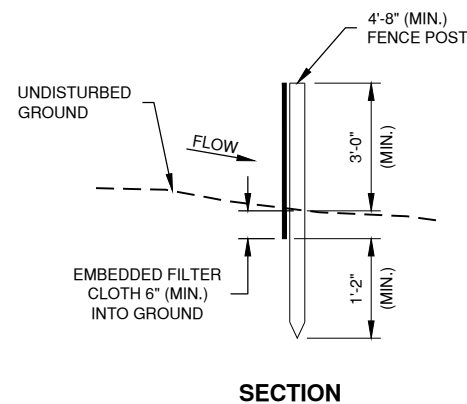
1. EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY SITE DISTURBANCE.
2. CONTRACTOR SHALL REGRADE DISTURBED PORTIONS OF THE BERM TO A SLOPE NOT TO EXCEED 6:1. REGRAIDING SHALL BE COORDINATED AND APPROVED BY THE RPR.
3. ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS SHALL BE SEEDED AND STABILIZED. ANY AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE LIMITS SHOWN SHALL BE SEEDED AND STABILIZED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE RPR.

**LEGEND**

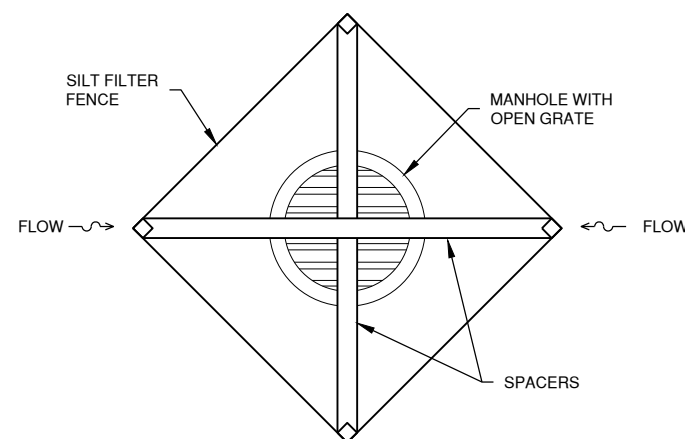
- SEEDING & MULCHING
- SILT FENCE

**KEYMAP**

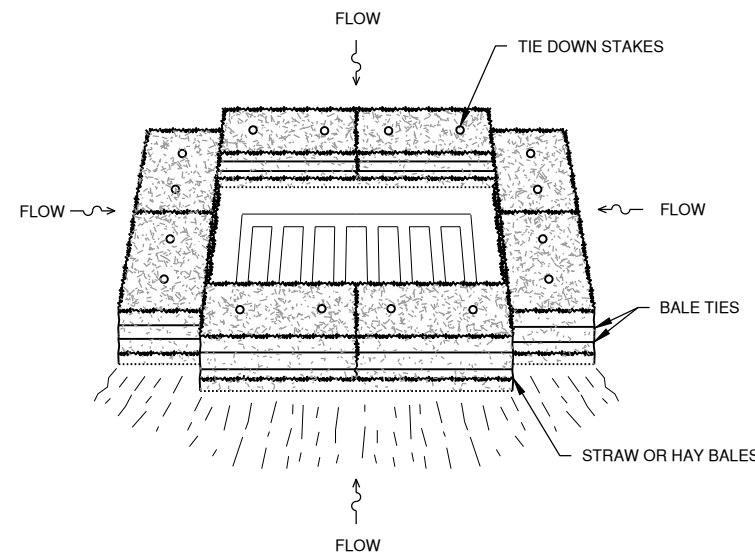




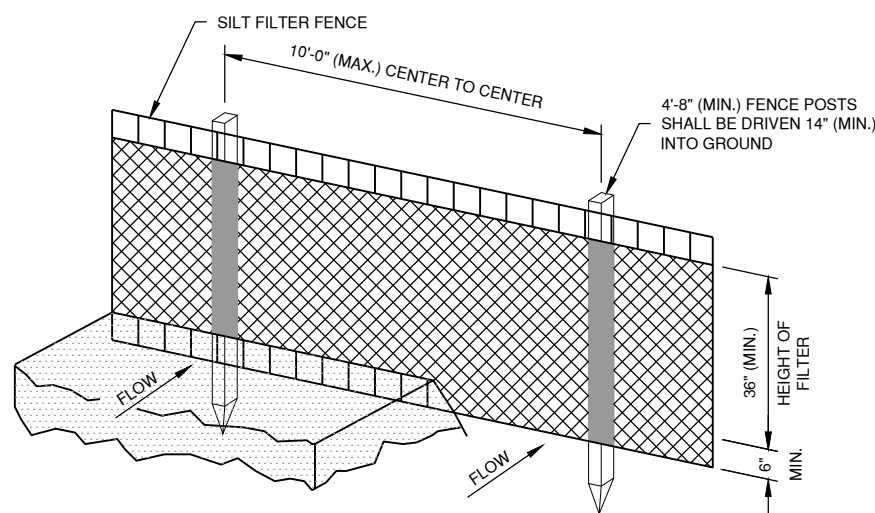
**SECTION**



**2 INLET PROTECTION WITH FABRIC**  
N.T.S



**3 INLET PROTECTION WITH STRAW BALES**  
N.T.S

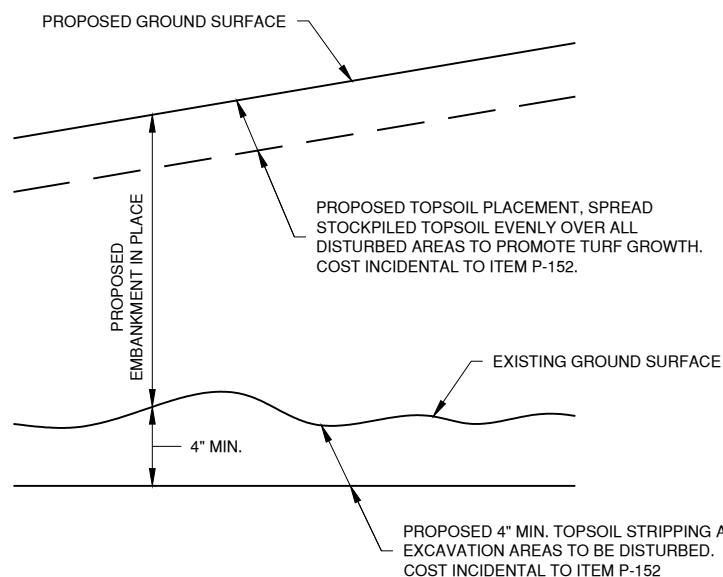


**PERSPECTIVE VIEW**

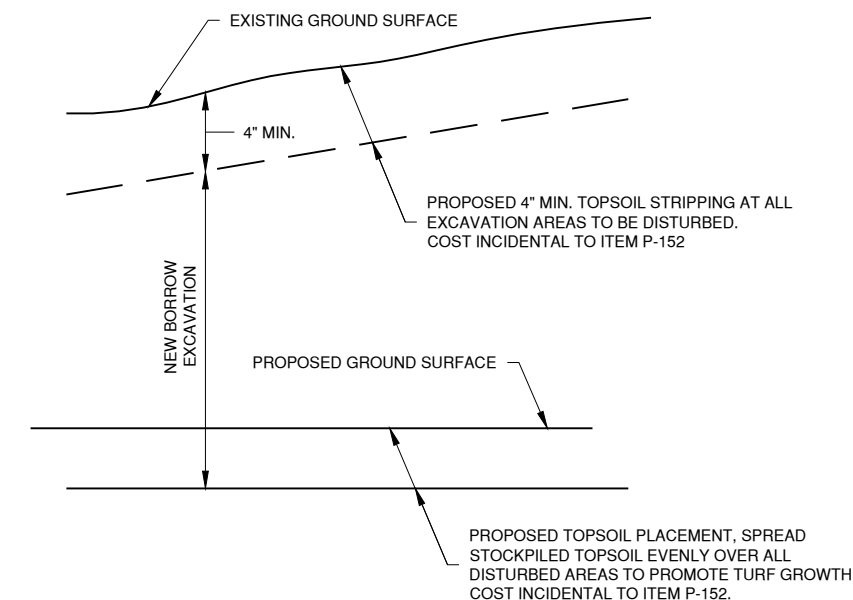
**1 SILT FENCE**  
N.T.S

**EROSION CONTROL FABRIC FENCE NOTES**

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



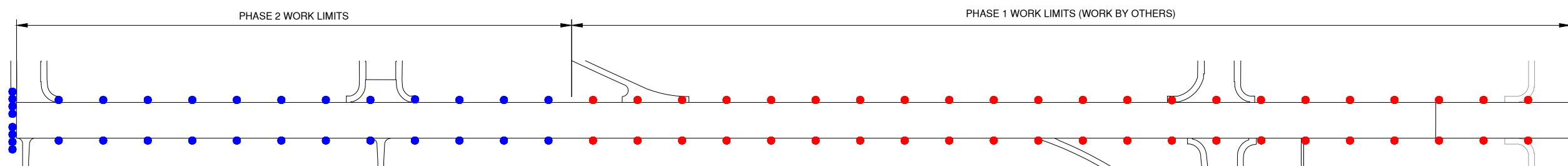
**4 TOPSOIL STRIPPING - EMBANKMENT**  
N.T.S



**5 TOPSOIL STRIPPING - EXCAVATION**  
N.T.S



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



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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

● LIGHTS AND SIGNS INSTALLED IN PHASE 1,  
NO ELEVATION ADJUSTMENTS REQUIRED IN PHASE 2 WORK.

● LIGHTS AND SIGNS INSTALLED IN PHASE 1,  
ELEVATION ADJUSTMENTS REQUIRED IN PHASE 2 WORK.

NOTES:

1. LIGHT ELEVATION ADJUSTMENTS TO MEET PROPOSED GRADES  
GENERALLY INCLUDE THE FOLLOWING:
  - LIGHT REMOVAL AND STORAGE
  - LIGHT CAN EXTENSION AND ADJUSTMENTS
  - REINSTALLATION OF EXISTING LIGHT
2. SIGN ELEVATION ADJUSTMENTS TO MEET PROPOSED GRADES  
GENERALLY INCLUDE THE FOLLOWING:
  - SIGN REMOVAL AND STORAGE
  - EXISTING SIGN FOUNDATION REMOVAL
  - NEW SIGN FOUNDATION INSTALLATION
  - REINSTALLATION OF EXISTING SIGN
3. PHASE 1 (WORK BY OTHERS) GENERALLY INCLUDED THE  
FOLLOWING ITEMS FOR THE FULL LENGTH OF THE RUNWAY
  - NEW RUNWAY EDGE LIGHTS
  - NEW TAXIWAY GUIDANCE SIGNS
  - NEW RUNWAY DISTANCE REMAINING SIGNS
  - NEW LIGHTING AND SIGNAGE CABLE
  - NEW CABLE HOMERUN BACK TO THE AIRFIELD VAULT

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-CE100.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: EMH

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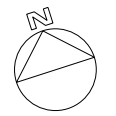
SHEET TITLE

ELECTRICAL  
SCHEMATIC



License No. 184-000613

CONSULTANTS



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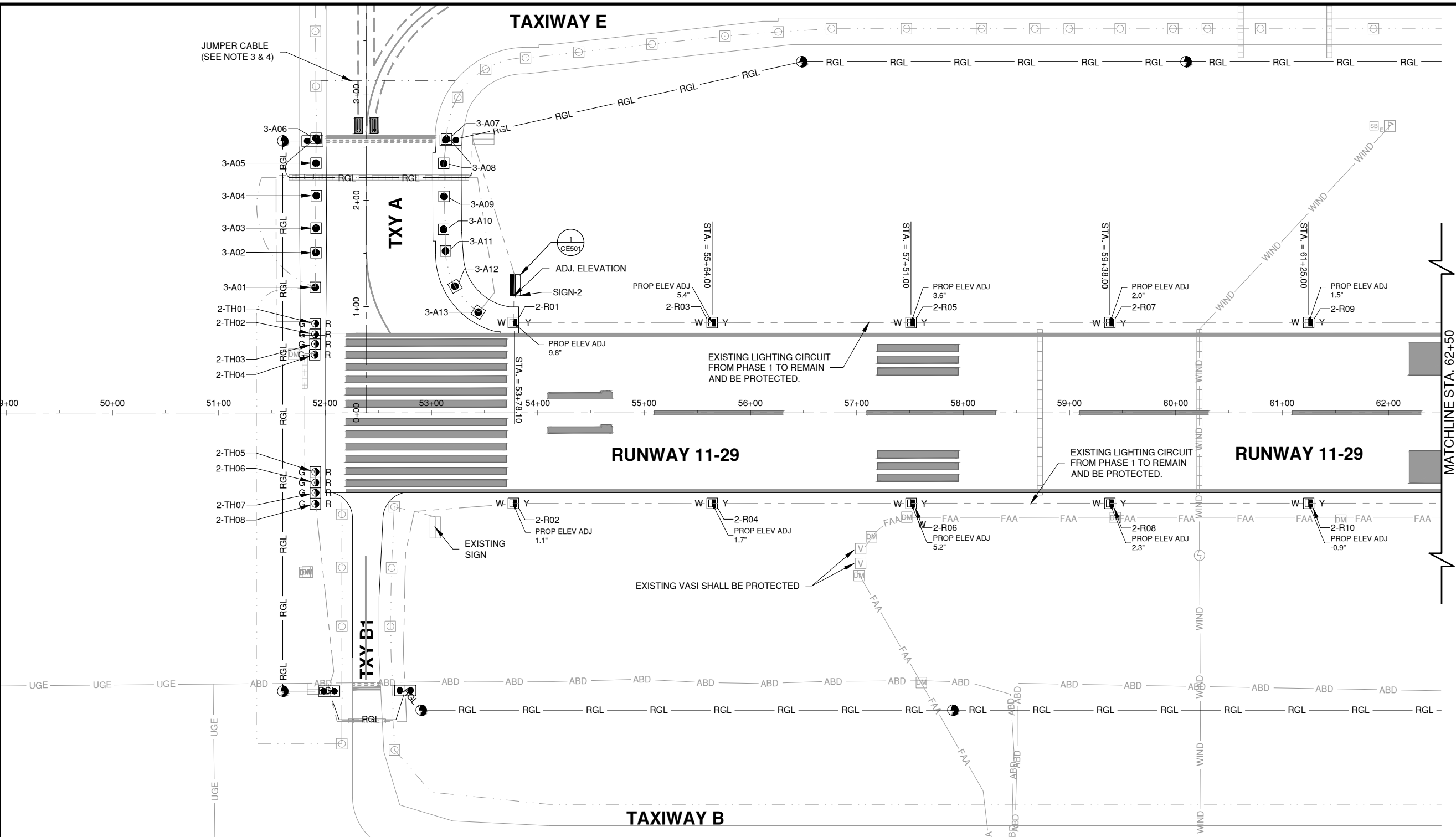
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REHABILITATE RUNWAY 11/29:  
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CENTRAL ILLINOIS REGIONAL AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL AIRPORT  
BLOOMINGTON, ILLINOIS



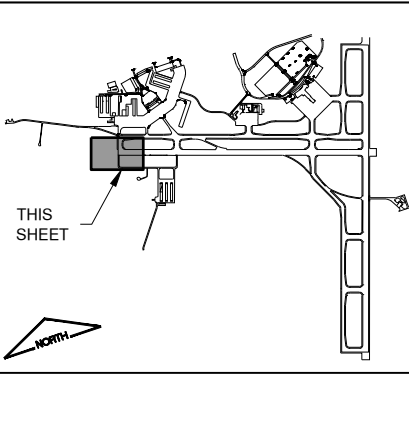
**NOTES**

- CONTRACTOR SHALL COORDINATE SHOULDER GRADING AND EDGE LIGHT VERTICAL ADJUSTMENTS.
- THE CONTRACTOR IS RESPONSIBLE FOR LOCKOUT/TAGOUT PROCEDURES FOR THE CIRCUITS THAT ARE BEING WORKED ON.
- THE CONTRACTOR SHALL PROVIDE, MAINTAIN, AND PROTECT TEMPORARY JUMPER CONNECTIONS AS NEEDED TO MAINTAIN ALL CIRCUITS THAT ARE TO REMAIN ACTIVE DURING CONSTRUCTION.
- ACTUAL JUMPER LOCATIONS TO BE DETERMINED BY THE CONTRACTOR PER PHASE AT NO ADDITIONAL COST. JUMPER CIRCUITS ARE TO REMAIN LIVE AT ALL TIMES PROTECTED WITH GALVANIZED STEEL CONDUIT OR PLACED OUTSIDE PROJECT WORK LIMITS WITH APPROVAL OF THE RPR. JUMPER CABLES TO MAINTAIN CIRCUIT POWER SHALL ALSO CONFORM TO 150/5370-2.
- LIGHTS SHALL BE LOCATED NO MORE THAN 10' AND LESS THAN 2' FROM THE EXISTING PAVEMENT EDGE, IN A STRAIGHT LINE THAT IS PARALLEL TO THE RUNWAY & TAXIWAY CENTERLINE.
- TAXIWAY EDGE LIGHTS SHALL BE STAKED PRIOR TO REMOVAL FOR EXISTING LIGHTS TO BE REINSTALLED AT THE SAME LOCATION.
- EXISTING COUNTERPOISE SYSTEM ALONG THE PAVEMENT EDGE SHALL BE PROTECTED FROM THE CONTRACTOR'S OPERATION. ANY DAMAGE SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
- ADJUSTMENTS SHOWN ARE BASED ON AVAILABLE INFORMATION. ACTUAL ADJUSTMENT REQUIREMENTS SHALL BE DETERMINED IN THE FIELD WITH THE RPR.

**LEGEND**

	<b>EXISTING</b>		<b>NEW</b>		PROP. RGL CABLE
					EXIST. TXY CIRCUIT
					EXIST. RWY 11/29 CIRCUIT
					PROP. DISTANCE REMAINING SIGN
				<b>LENS COLOR</b>	
				W	WHITE
				Y	AMBER
				R	RED
				G	GREEN

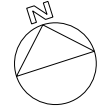
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**LIGHTING AND SIGN PLAN 1**



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

100% FINAL  
MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

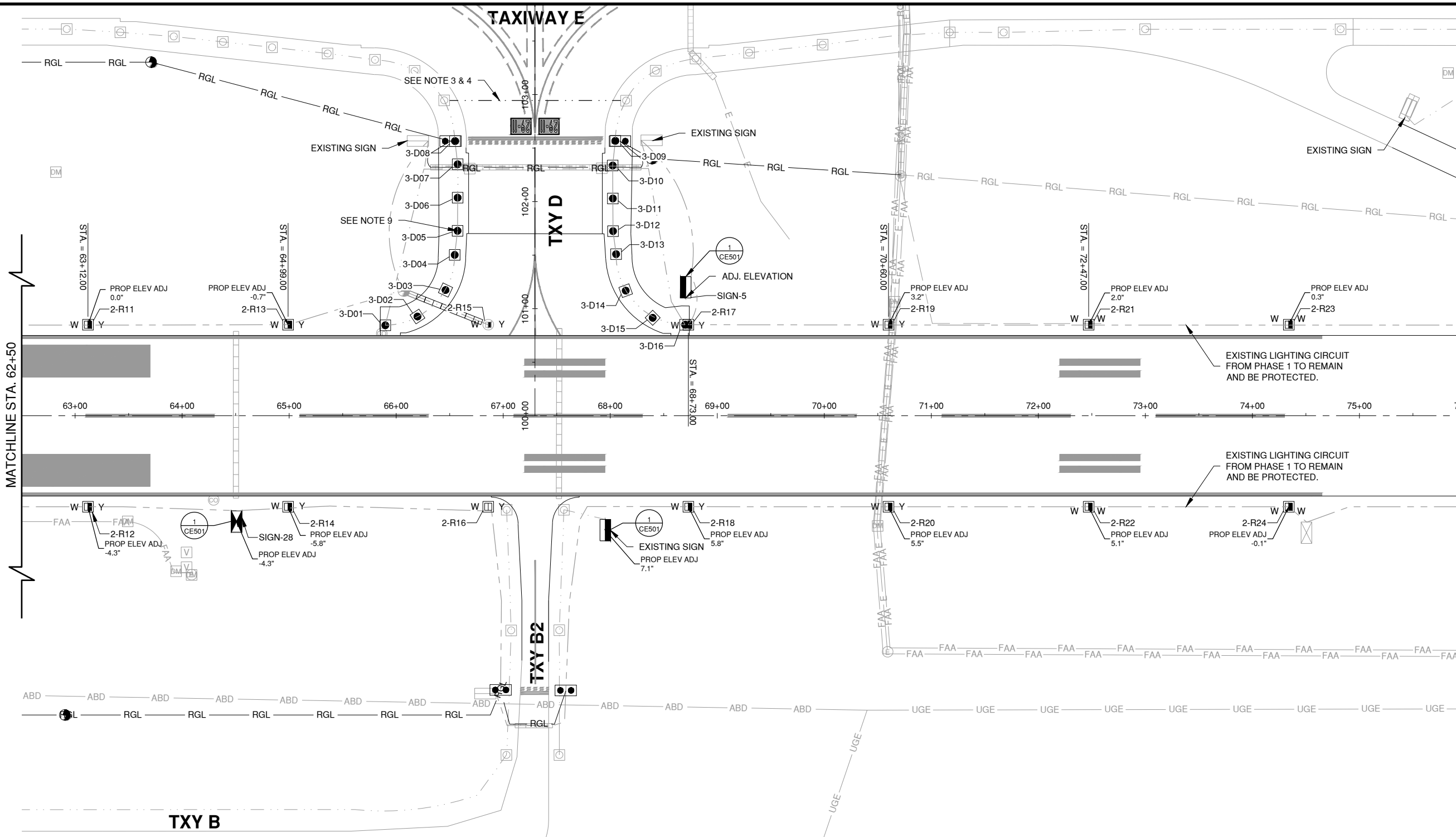
OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION
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		IL PROJ. NO. BMI-5258
		CMT PROJECT NO: 21008501.20
		CAD DWG FILE: 21008520-PH2-CE100.DWG
		DESIGNED BY: DJR
		DRAWN BY: DPA
		CHECKED BY: MJD
		APPROVED BY: EMH
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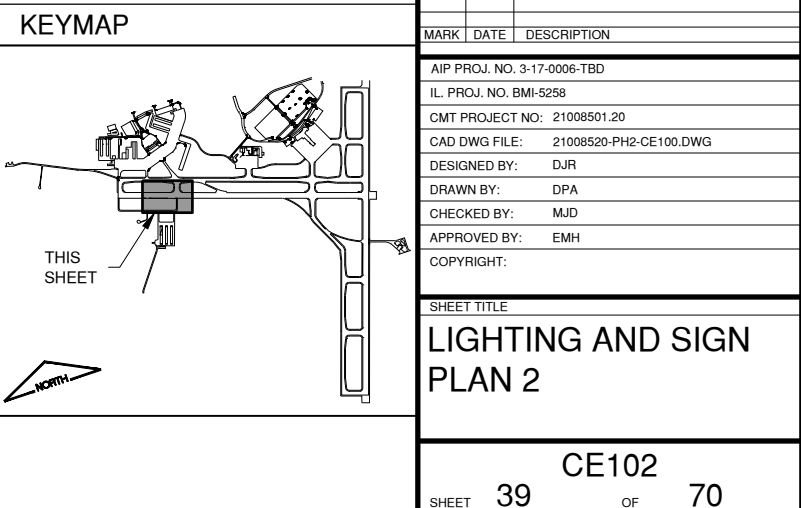
SHEET TITLE  
**LIGHTING AND SIGN  
PLAN 2**



- NOTES**
- CONTRACTOR SHALL COORDINATE SHOULDER GRADING AND EDGE LIGHT VERTICAL ADJUSTMENTS.
  - THE CONTRACTOR IS RESPONSIBLE FOR LOCKOUT/TAGOUT PROCEDURES FOR THE CIRCUITS THAT ARE BEING WORKED ON.
  - THE CONTRACTOR SHALL PROVIDE, MAINTAIN, AND PROTECT TEMPORARY JUMPER CONNECTIONS AS NEEDED TO MAINTAIN ALL CIRCUITS THAT ARE TO REMAIN ACTIVE DURING CONSTRUCTION.
  - ACTUAL JUMPER LOCATIONS TO BE DETERMINED BY THE CONTRACTOR PER PHASE AT NO ADDITIONAL COST. JUMPER CIRCUITS ARE TO REMAIN LIVE AT ALL TIMES PROTECTED WITH GALVANIZED STEEL CONDUIT OR PLACED OUTSIDE PROJECT WORK LIMITS WITH APPROVAL OF THE RPR. JUMPER CABLES TO MAINTAIN CIRCUIT POWER SHALL ALSO CONFORM TO 150/5370-2.
  - LIGHTS SHALL BE LOCATED NO MORE THAN 10' AND LESS THAN 2' FROM THE EXISTING PAVEMENT EDGE, IN A STRAIGHT LINE THAT IS PARALLEL TO THE RUNWAY & TAXIWAY CENTERLINE.
  - TAXIWAY EDGE LIGHTS SHALL BE STAKED PRIOR TO REMOVAL FOR EXISTING LIGHTS TO BE REINSTALLED AT THE SAME LOCATION.
  - EXISTING COUNTERPOISE SYSTEM ALONG THE PAVEMENT EDGE SHALL BE PROTECTED FROM THE CONTRACTOR'S OPERATION. ANY DAMAGE SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
  - ADJUSTMENTS SHOWN ARE BASED ON AVAILABLE INFORMATION. ACTUAL ADJUSTMENT REQUIREMENTS SHALL BE DETERMINED IN THE FIELD WITH THE RPR.

**LEGEND**

			PROP. RGL CABLE
			EXIST. TXY CIRCUIT
			PROP. DISTANCE REMAINING SIGN
			EXIS. DISTANCE REMAINING SIGN
		<b>LENS COLOR</b>	
		W	WHITE
		Y	AMBER
		R	RED
		G	GREEN



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0 100' 200'

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

100% FINAL  
MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



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AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-CE100.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: EMH

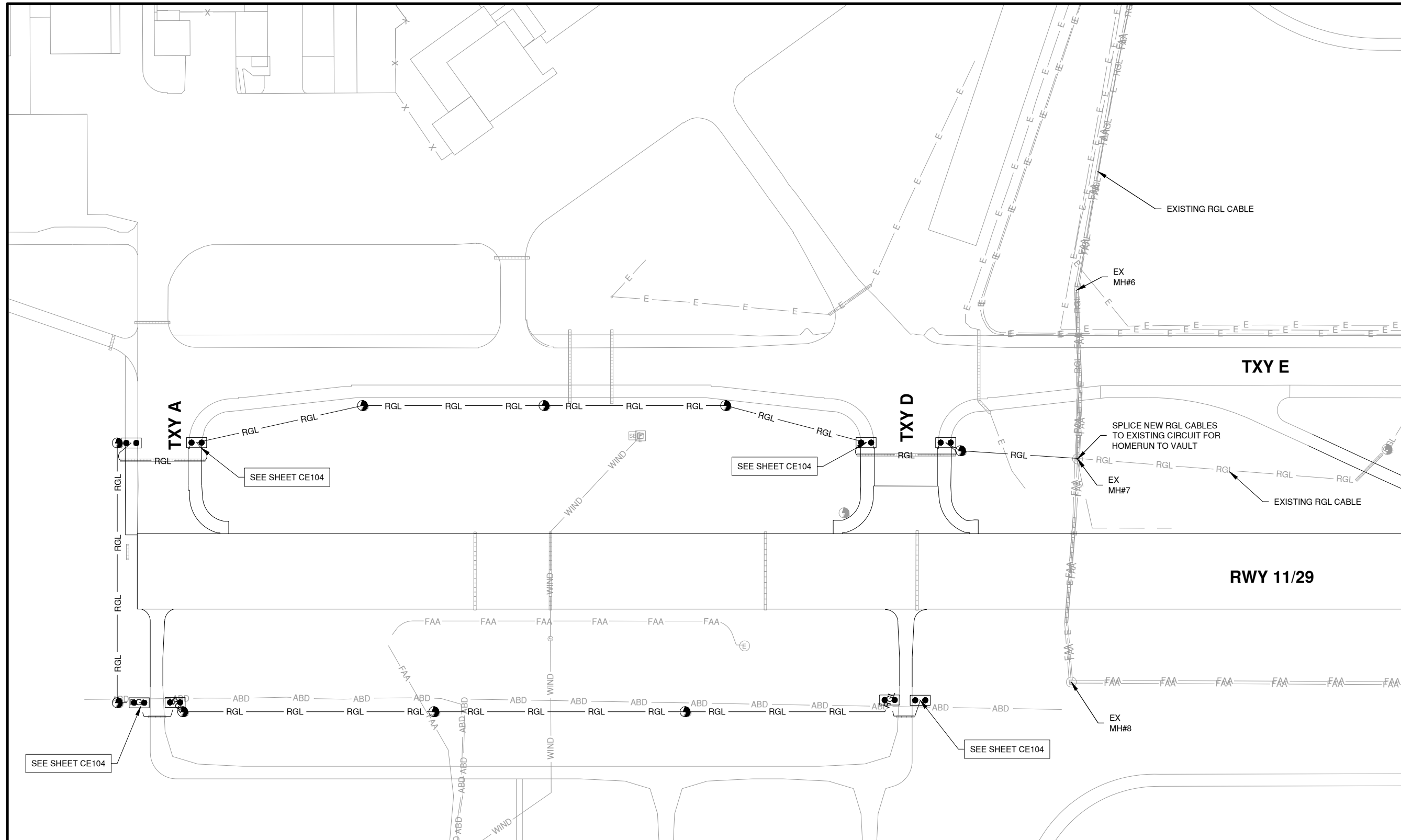
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SHEET TITLE

**HOMERUN AND RGL  
SCHEMATIC**

CE103

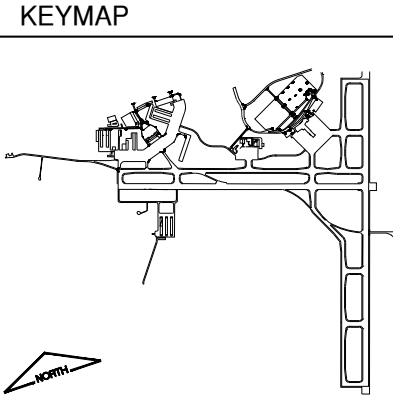
SHEET 40 OF 70



- NOTES**
- THE CONTRACTOR IS RESPONSIBLE FOR LOCKOUT/TAGOUT PROCEDURES FOR THE CIRCUITS THAT ARE BEING WORKED ON.
  - THE CONTRACTOR SHALL PROVIDE, MAINTAIN, AND PROTECT TEMPORARY JUMPER CONNECTIONS AS NEEDED TO MAINTAIN ALL CIRCUITS THAT ARE TO REMAIN ACTIVE DURING CONSTRUCTION.
  - IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE THEIR OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES WITHIN THE PROJECT SITE SO AS TO AVOID ANY DAMAGE. NEITHER THE ENGINEER OR OWNER ASSUME ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OF THE EXISTING UNDERGROUND UTILITIES SHOWN. CONTRACTOR SHALL COORDINATE WITH FAA TECHNICAL OPERATIONS TO MARK THEIR UTILITIES, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR.
  - SPLICE CANS MAY BE INSTALLED BY THE CONTRACTOR EVERY 500 FEET ON THE ELEVATED GUARD LIGHT CIRCUITS TO PROVIDE PULL POINTS.

- HOMERUN NOTES**
- CONTRACTOR SHALL MAKE ANY SPLICES IN HOMERUN CABLE AT EXISTING MANHOLES.
  - ALL HOMERUN CABLES SHALL BE COLOR CODED IN MANHOLES PER AIRPORT REQUIREMENTS.
  - CABLE SHALL BE ROUTED THROUGH EXISTING DUCT BANKS AS SHOWN.
  - THE SCALE OF THIS DRAWING IS SCHEMATIC IN NATURE. ACTUAL INSTALLATION LOCATIONS FOR CABLING AND SPLICE CANS SHALL BE COORDINATED IN THE FIELD.

- LEGEND**
- PROPOSED RGL
  - PROPOSED RGL CABLE 2-1/2" #8 5KV, L-824 TYPE C CABLES IN 1 1/4" UNIT DUCT
  - PROPOSED SPLICE CAN

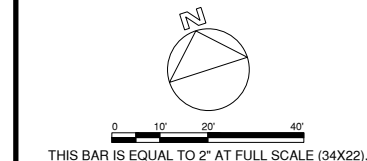


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CONSULTANTS



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REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

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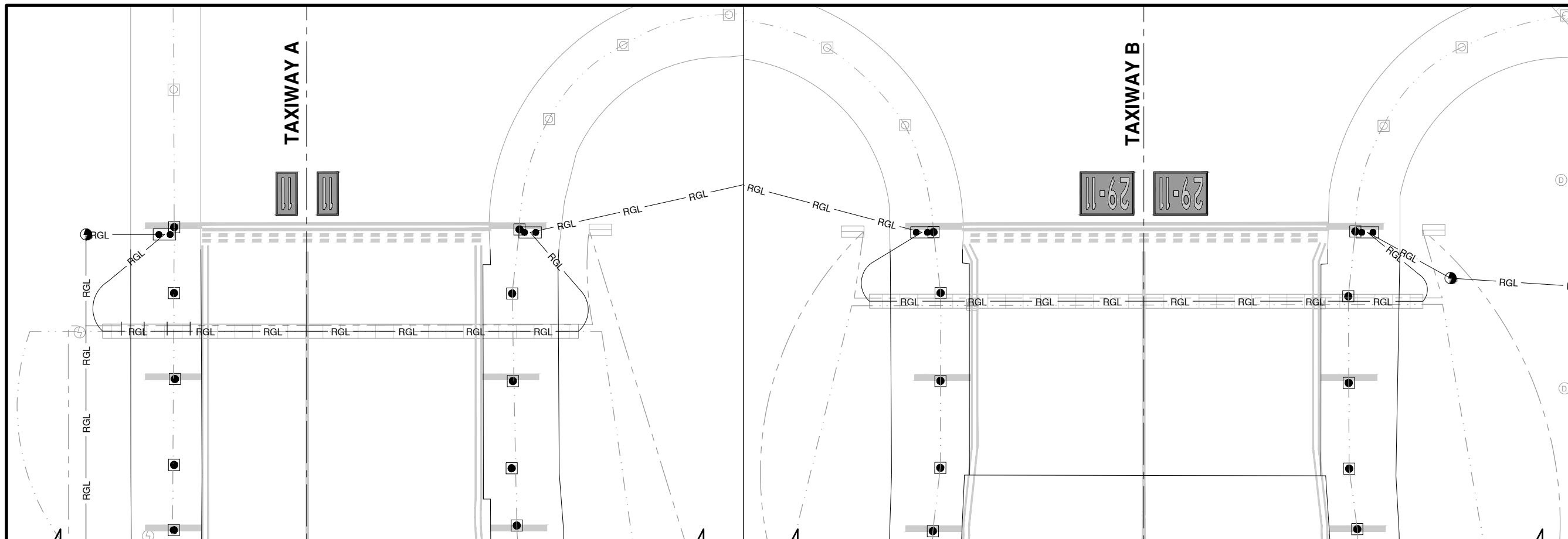
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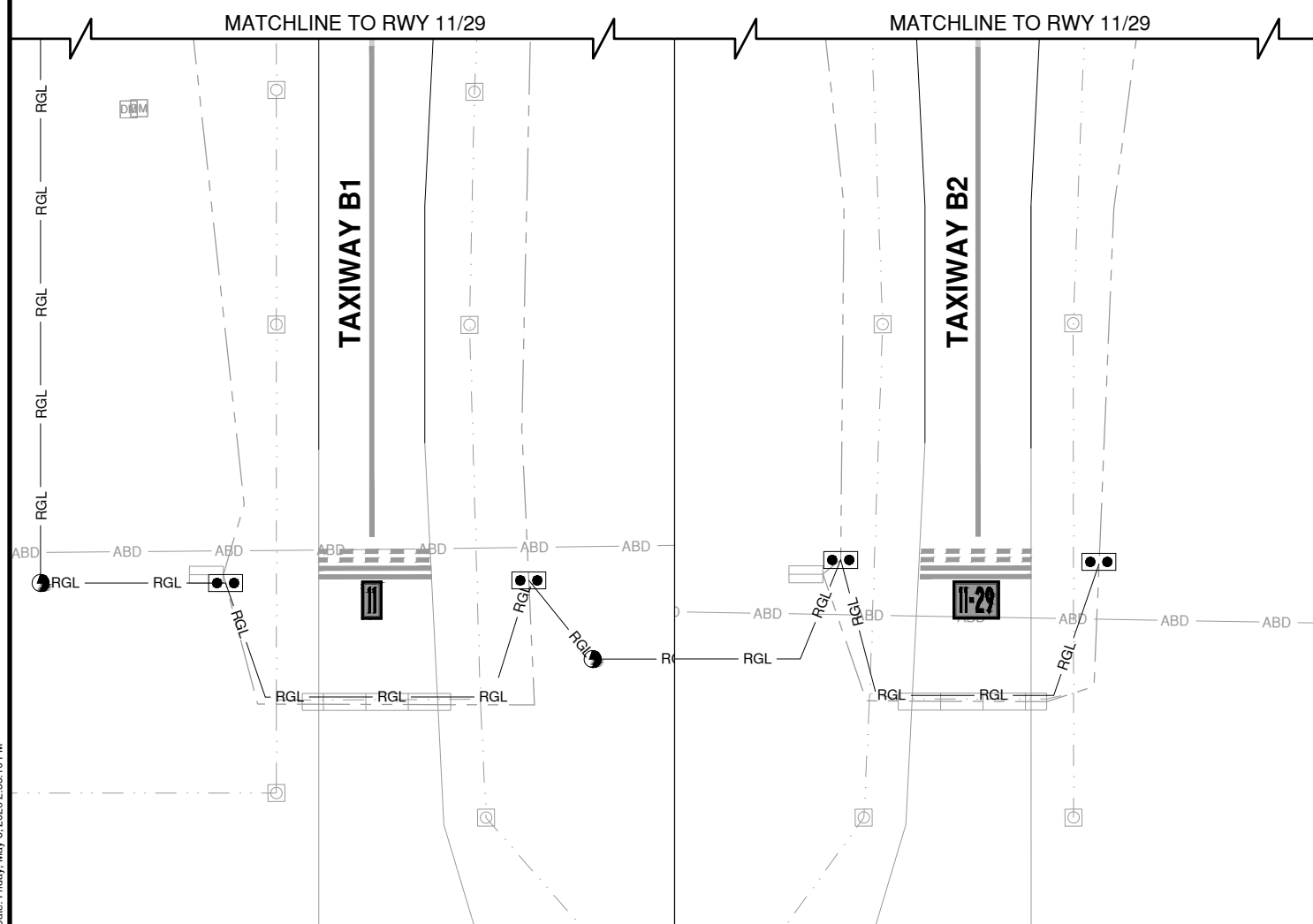
RGL PLAN

CE104  
SHEET 41 OF 70



MATCHLINE TO RWY 11/29

MATCHLINE TO RWY 11/29



MATCHLINE TO RWY 11/29

MATCHLINE TO RWY 11/29

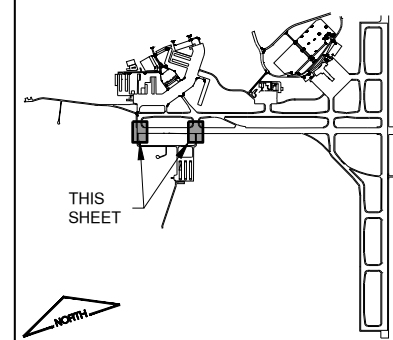
NOTES

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3. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE THEIR OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES WITHIN THE PROJECT SITE SO AS TO AVOID ANY DAMAGE. NEITHER THE ENGINEER OR OWNER ASSUME ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OF THE EXISTING UNDERGROUND UTILITIES SHOWN. CONTRACTOR SHALL COORDINATE WITH FAA TECHNICAL OPERATIONS TO MARK THEIR UTILITIES, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR.
4. SPLICE CANS MAY BE INSTALLED BY THE CONTRACTOR EVERY 500' ON THE ELEVATED GUARD LIGHT CIRCUITS TO PROVIDE PULL POINTS.

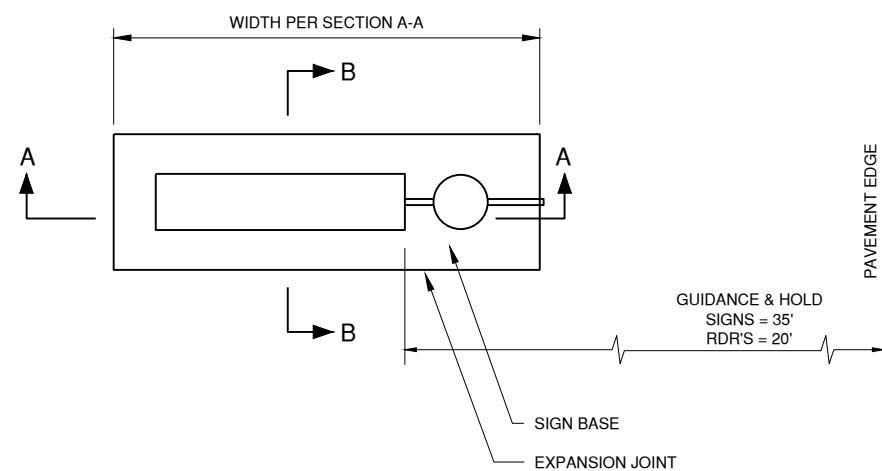
LEGEND

- PROPOSED RGL
- PROPOSED RGL CABLE  
2 1/C #8 5KV, L-824 TYPE C  
CABLES IN 1 1/4" UNIT DUCT
- EXIST. TXY CIRCUIT
- EXIST. RWY 11/29 CIRCUIT

KEYMAP

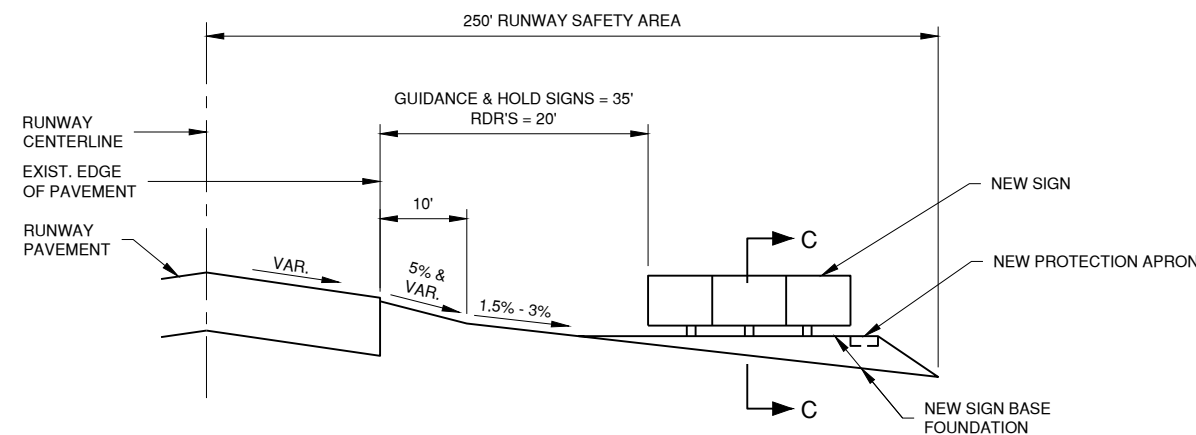


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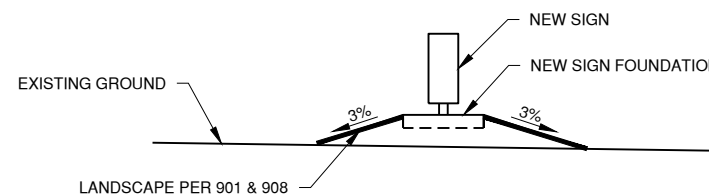


**PLAN**

\* SEE PLAN SHEETS FOR LOCATIONS. ALL HOLD LINE SIGNS SHALL BE 35' FROM EOP.



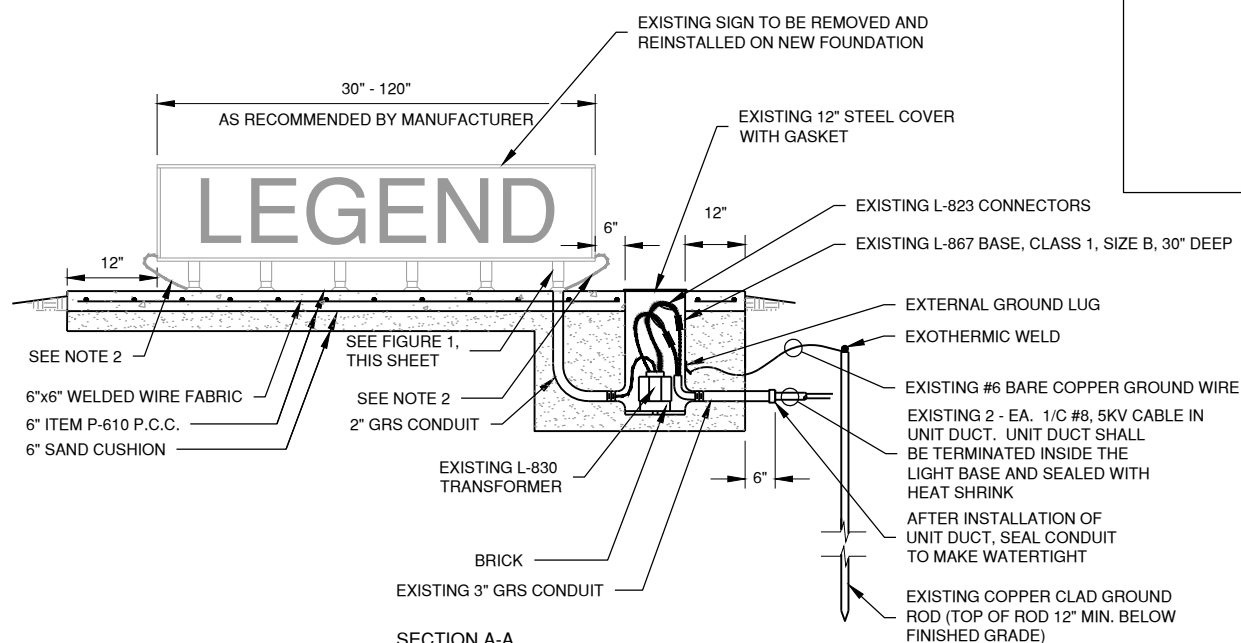
**ELEVATION**



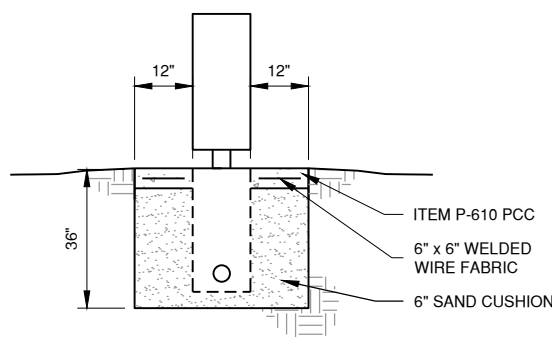
**SECTION C-C**

**GENERAL NOTES**

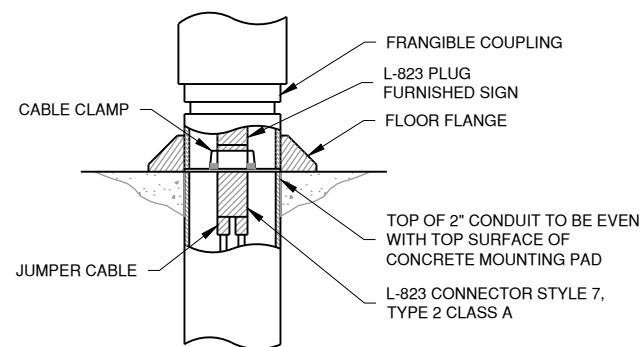
1. SLOPES SHOWN ARE FROM FAA STANDARDS AND MAY NOT REFLECT THE ACTUAL GRADES IN THE FIELD
2. ESTIMATED 2 C.Y. OF EMBANKMENT MAY BE REQUIRED TO CONSTRUCT SIGN BASE FOUNDATION. COSTS TO CONSTRUCT SHALL BE INCIDENTAL TO SIGN PAY ITEM.
3. ACTUAL LOCATION OF THE SIGN WITHIN THE RUNWAY SAFETY AREA WILL VARY DUE TO PAVEMENT WIDTHS AND VARIANCES IN SIGN FOUNDATION LENGTHS.



**SECTION A-A**



**SECTION B-B**



**ELECTRICAL CONNECTION DETAIL**

**GENERAL NOTES**

1. DEACTIVATE APPROPRIATE LIGHTING CIRCUIT.
2. CONTRACTOR SHALL STAKE ALL SIGNS PRIOR TO REMOVAL TO ALLOW REINSTALLATION IN THE ORIGINAL HORIZONTAL LOCATION.
3. REMOVE SIGN, BASE PLATE, TRANSFORMER, AND ANOTHER CONTENTS WITHIN THE BASE. STORE ITEMS FOR FUTURE REINSTALLATION AFTER NEW FOUNDATION INSTALLATION.
4. EXPOSE INCOMING AND OUTGOING CABLE IN UNIT DUCT, WITH CARE.
5. REMOVE THE EXISTING UNIT DUCT IN THE SHORTEST LENGTH NECESSARY TO LATER RECONNECT THE EXISTING CABLING TO THE NEW LIGHT CAN ELEVATION.
6. REMOVE THE FULLY DISCONNECTED FOUNDATION TO ALLOW THE POSITIVE OR NEGATIVE VERTICAL ADJUSTMENT TO THE SAND CUSHION.
7. IF NEGATIVE ADJUSTMENTS ARE REQUIRED, EXISTING SAND CUSHION SHALL BE REMOVED AND REESTABLISHED TO PROVIDE A MINIMUM 6" SAND CUSHION. THIS WORK WILL BE INCIDENTAL TO SIGN REMOVAL AND REPLACEMENT.
8. CONTRACTOR SHALL COMPACT THE SAND CUSHION TO THE SATISFACTION OF THE RPR.
9. CONTRACTOR SHALL INSTALL NEW SIGN FOUNDATION AND NEW L-867 BASE, CLASS 1, SIZE B, 30" DEEP. SIGN FOUNDATIONS SHALL BE 1/2" ABOVE GRADE.
10. CONTRACTOR SHALL INSTALL THE EXISTING UNIT DUCT AND CABLE INTO THE BASE AND RECONNECT THE CABLE AND TRANSFORMER.
11. CONTRACTOR SHALL CONNECT THE EXISTING SIGN TO THE TRANSFORMER AND REINSTALL THE EXISTING SIGN AND TETHERS.
12. CONTRACTOR SHALL INSTALL A NEW GROUND WIRE FROM THE GROUND ROD TO THE EXTERNAL GROUND LUG ON THE BASE.
13. CONTRACTOR SHALL USE THE NECESSARY CONNECTIONS AND HEAT SHRINK AS RECOMMENDED BY THE MANUFACTURERS TO MAKE ALL CONNECTIONS
14. ALL WORK AND MATERIALS ASSOCIATED WITH THE SIGN REMOVAL AND REPLACEMENT SHALL BE INCIDENTAL TO THE PAY ITEM.
15. CONTRACTOR SHALL TAKE CARE TO NOT DAMAGE EXISTING COMPONENTS OF THE LIGHTING AND SIGNAGE SYSTEM (INCLUDING COUNTERPOISE AND GROUND RODS). ANY DAMAGE CAUSED BY THE CONTRACTORS OPERATIONS SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.

100% FINAL  
MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
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AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-CE500.DWG

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APPROVED BY: EMH

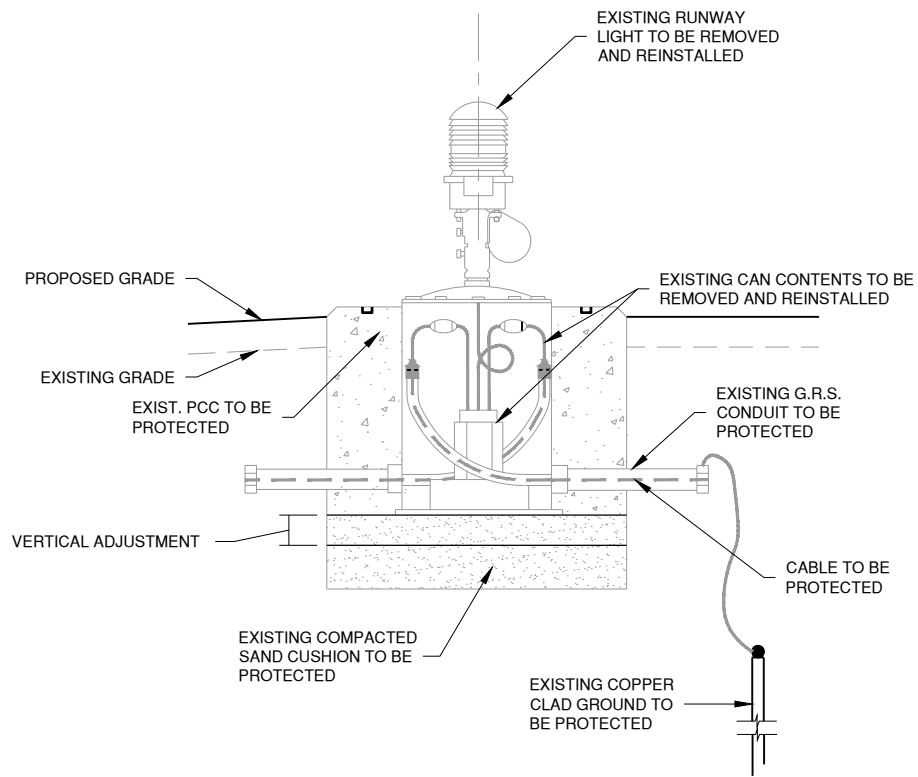
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SHEET TITLE

**ELECTRICAL DETAILS**

1

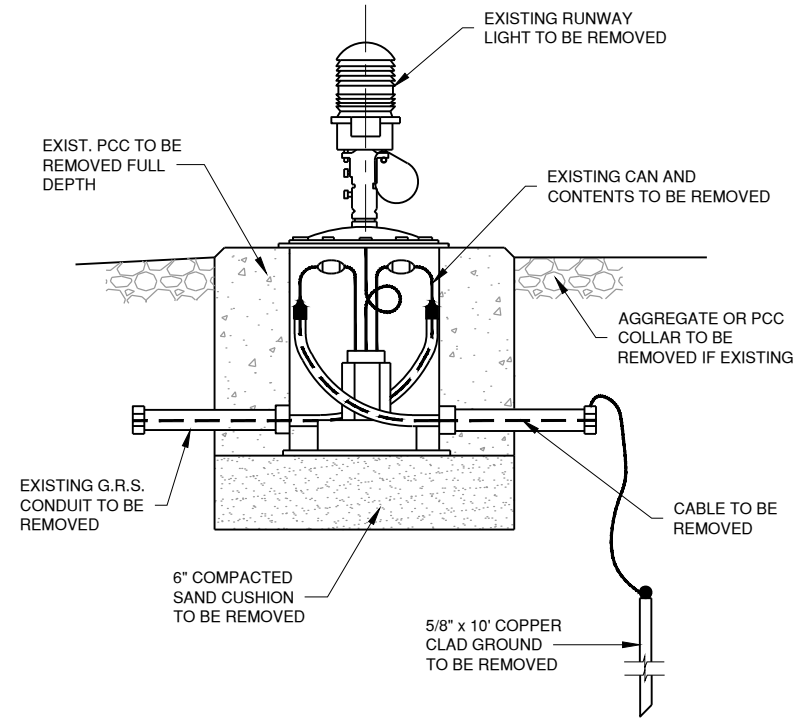
**1 REMOVE AND REPLACE AIRFIELD SIGN**  
N.T.S.



**1 ADJUST BASE MOUNTED LIGHT IN TURF**  
N.T.S

**NOTES:**

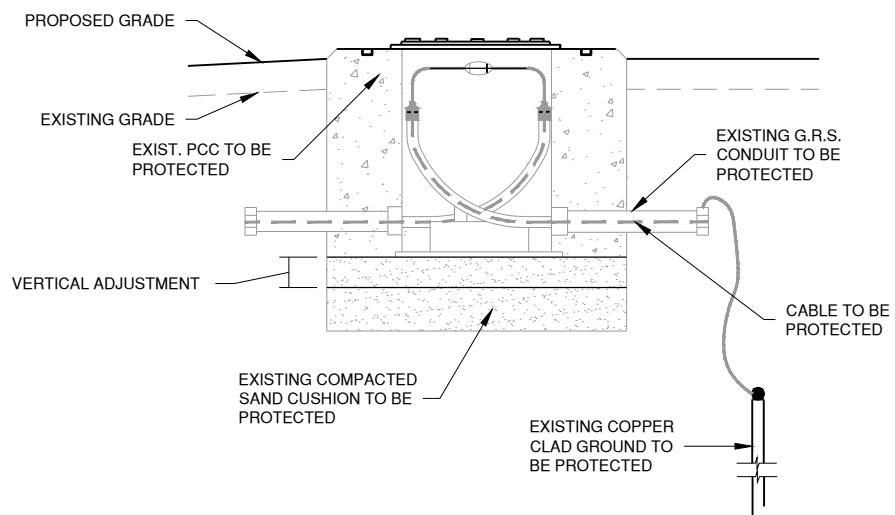
1. DEACTIVATE APPROPRIATE LIGHTING CIRCUIT.
2. CONTRACTOR SHALL STAKE ALL LIGHTS PRIOR TO ADJUSTMENT TO ALLOW REINSTALLATION IN THE ORIGINAL HORIZONTAL LOCATION.
3. REMOVE FIXTURE, BASE PLATE, TRANSFORMER, AND ANY OTHER CONTENTS WITHIN THE LIGHT CAN. STORE ITEMS FOR FUTURE REINSTALLATION AFTER ADJUSTMENTS.
4. EXPOSE INCOMING AND OUTGOING CABLE IN UNIT DUCT, WITH CARE.
5. REMOVE THE EXISTING UNIT DUCT IN THE SHORTEST LENGTH NECESSARY TO LATER RECONNECT THE EXISTING CABLING TO THE NEW LIGHT CAN ELEVATION.
6. LIFT THE FULLY DISCONNECTED LIGHT CAN OUT OF THE GROUND TO ALLOW THE POSITIVE OR NEGATIVE VERTICAL ADJUSTMENT TO THE SAND CUSHION.
7. IF NEGATIVE ADJUSTMENTS ARE REQUIRED, EXISTING SAND CUSHION SHALL BE REMOVED AND REESTABLISHED TO PROVIDE A MINIMUM 6" SAND CUSHION. THIS WORK WILL BE INCIDENTAL TO THE LIGHT ADJUSTMENT
8. CONTRACTOR SHALL COMPACT THE SAND CUSHION TO THE SATISFACTION OF THE RPR.
9. CONTRACTOR SHALL INSTALL THE EXISTING UNIT DUCT AND CABLE INTO THE LIGHT CAN AND RECONNECT THE CABLE AND TRANSFORMER.
10. CONTRACTOR SHALL CONNECT THE EXISTING LIGHT TO THE TRANSFORMER AND REINSTALL THE EXISTING LIGHT AND LIGHT BASE.
11. CONTRACTOR SHALL USE THE NECESSARY CONNECTIONS AND HEAT SHRINK AS RECOMMENDED BY THE MANUFACTURERS TO MAKE ALL CONNECTIONS
12. ALL WORK AND MATERIALS ASSOCIATED WITH THE LIGHTING ADJUSTMENT SHALL BE INCIDENTAL TO THE PAY ITEM.
13. CONTRACTOR SHALL TAKE CARE TO NOT DAMAGE EXISTING COMPONENTS OF THE LIGHTS AND LIGHTING SYSTEM (INCLUDING COUNTERPOISE AND GROUND RODS). ANY DAMAGE CAUSED BY THE CONTRACTORS OPERATIONS SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.



**2 REMOVE EDGE LIGHT AND REMOVE SPLICE CAN**  
N.T.S

**NOTES**

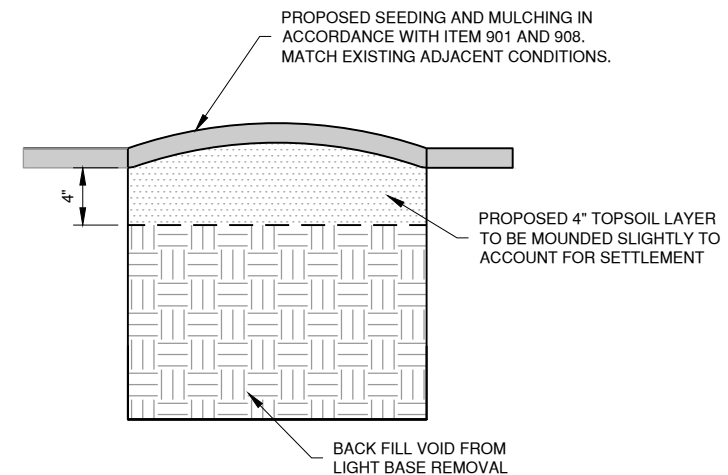
1. EXISTING GROUND CLAMP SHALL BE REMOVED PRIOR TO BASE REMOVAL. CONTRACTOR SHALL PROTECTS EXISTING COUNTERPOISE SYSTEM DURING REMOVAL OPERATIONS.



**3 ADJUST SPLICE CAN IN TURF**  
N.T.S

**NOTES:**

1. DEACTIVATE APPROPRIATE CIRCUIT.
2. CONTRACTOR SHALL STAKE ALL SPLICE CANS PRIOR TO ADJUSTMENT TO ALLOW REINSTALLATION IN THE ORIGINAL HORIZONTAL LOCATION.
3. REMOVE BASE PLATE AND ANY OTHER CONTENTS WITHIN THE SPLICE CAN. STORE ITEMS FOR FUTURE REINSTALLATION AFTER ADJUSTMENTS.
4. EXPOSE INCOMING AND OUTGOING CABLE IN UNIT DUCT, WITH CARE.
5. REMOVE THE EXISTING UNIT DUCT IN THE SHORTEST LENGTH NECESSARY TO LATER RECONNECT THE EXISTING CABLING TO THE NEW SPLICE CAN ELEVATION.
6. LIFT THE FULLY DISCONNECTED SPLICE CAN OUT OF THE GROUND TO ALLOW THE POSITIVE OR NEGATIVE VERTICAL ADJUSTMENT TO THE SAND CUSHION.
7. IF NEGATIVE ADJUSTMENTS ARE REQUIRED, EXISTING SAND CUSHION SHALL BE REMOVED AND REESTABLISHED TO PROVIDE A MINIMUM 6" SAND CUSHION. THIS WORK WILL BE INCIDENTAL TO THE SPLICE CAN ADJUSTMENT
8. CONTRACTOR SHALL COMPACT THE SAND CUSHION TO THE SATISFACTION OF THE RPR.
9. CONTRACTOR SHALL INSTALL THE EXISTING UNIT DUCT AND CABLE INTO THE SPLICE CAN AND RECONNECT THE CABLE AND ORIGINAL CONTENTS.
10. CONTRACTOR SHALL USE THE NECESSARY CONNECTIONS AND HEAT SHRINK AS RECOMMENDED BY THE MANUFACTURERS TO MAKE ALL CONNECTIONS.
11. ALL WORK AND MATERIALS ASSOCIATED WITH THE SPLICE CAN ADJUSTMENT SHALL BE INCIDENTAL TO THE PAY ITEM.
12. CONTRACTOR SHALL TAKE CARE TO NOT DAMAGE EXISTING COMPONENTS OF THE LIGHTS AND LIGHTING SYSTEM (INCLUDING COUNTERPOISE AND GROUND RODS). ANY DAMAGE CAUSED BY THE CONTRACTORS OPERATIONS SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.



**4 REMOVE EDGE LIGHT AND REMOVE SPLICE CAN - COMPLETED**  
N.T.S

**NOTES**

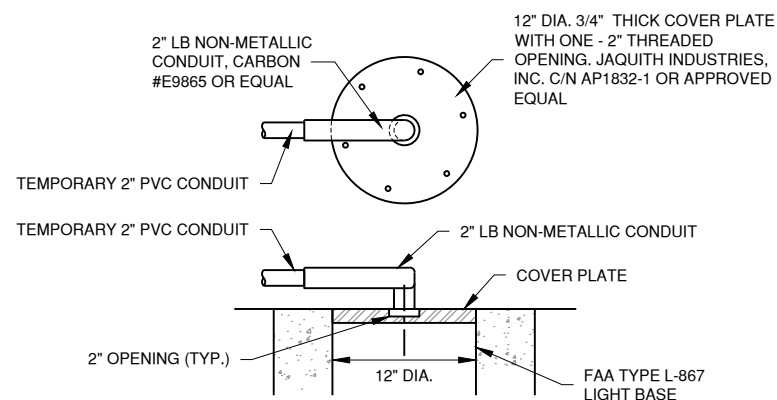
1. ALL BACKFILL AND RESTORATION WORK SHOWN SHALL BE INCIDENTAL TO THE REMOVAL.

MARK	DATE	DESCRIPTION

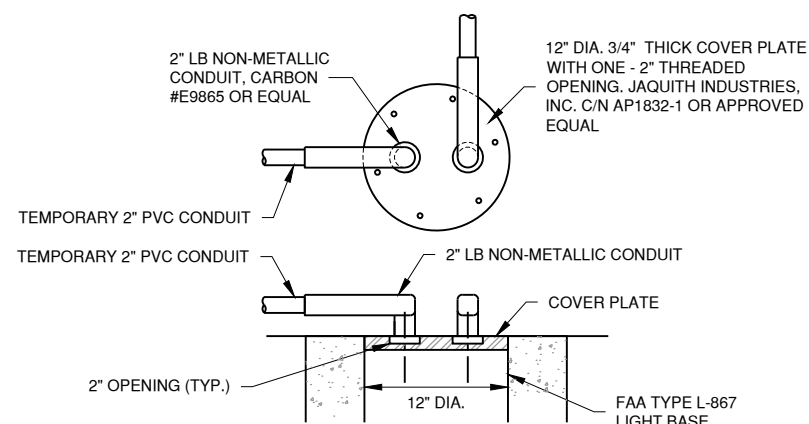
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MARK	DATE	DESCRIPTION

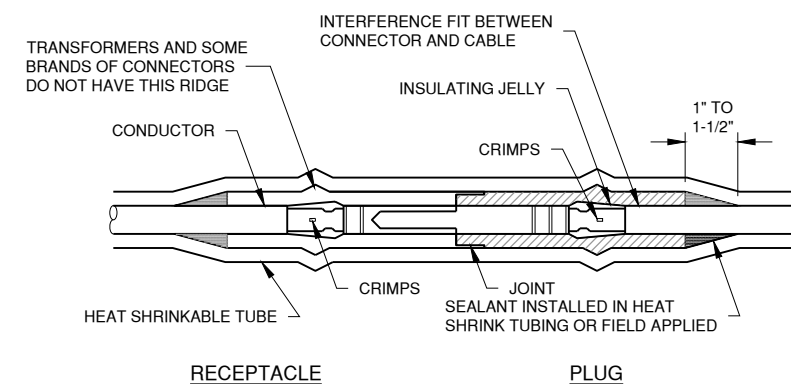
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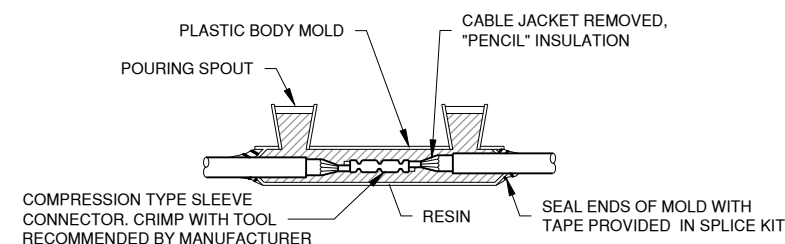
**2** **TEMPORARY COVER PLATE DETAIL - A**  
N.T.S



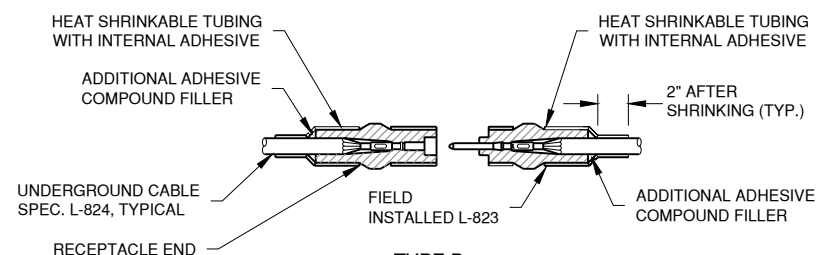
**3** **TEMPORARY COVER PLATE DETAIL - B**  
N.T.S



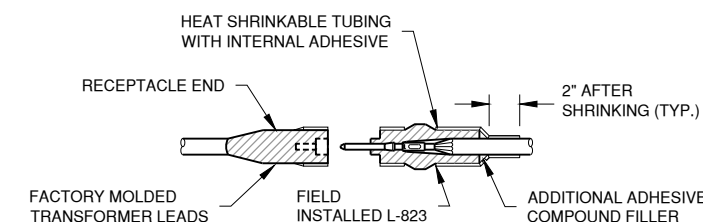
**RECEPTACLE** **PLUG**



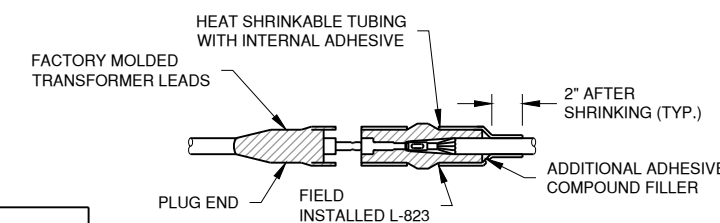
**TYPE A**  
FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY



**TYPE B**  
NOT TO BE USED UNLESS DIRECTED BY ENGINEER

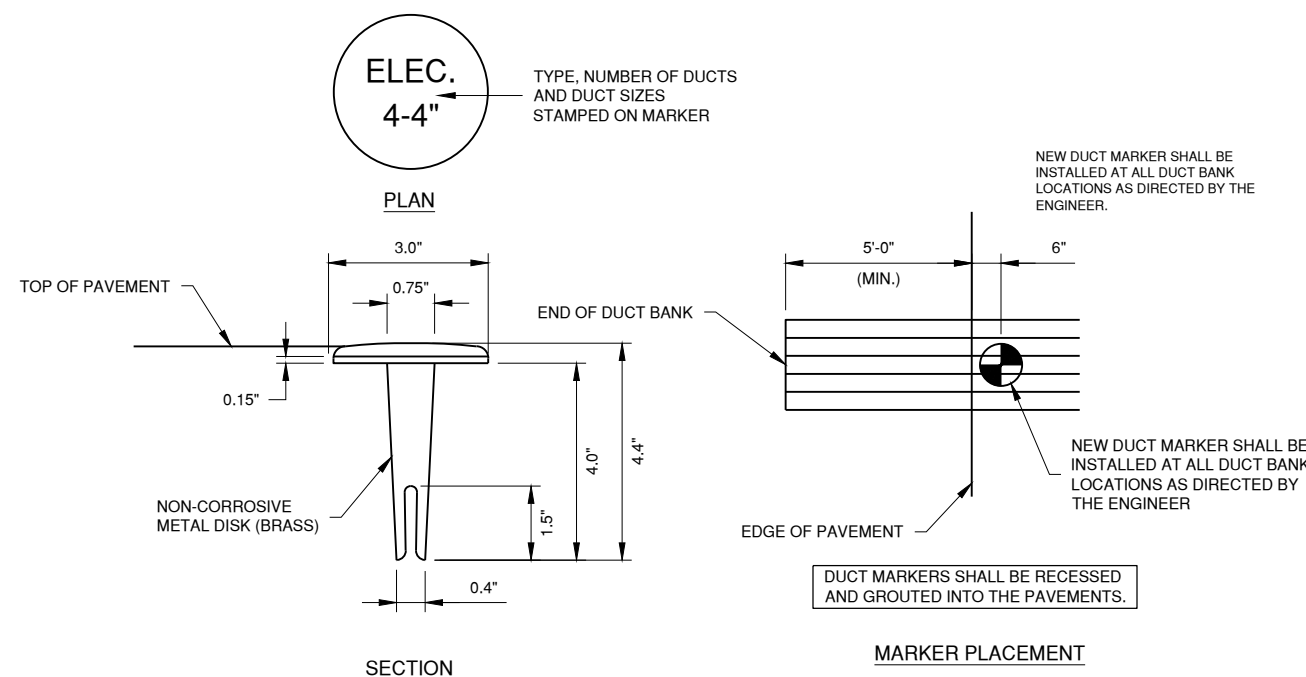


**TYPE C**  
FOR SPLICES AT RUNWAY LIGHTS, TAXIWAY LIGHT AND SIGNS



**TYPE D**  
FOR SPLICES AT RUNWAY LIGHTS, TAXIWAY LIGHT AND SIGNS

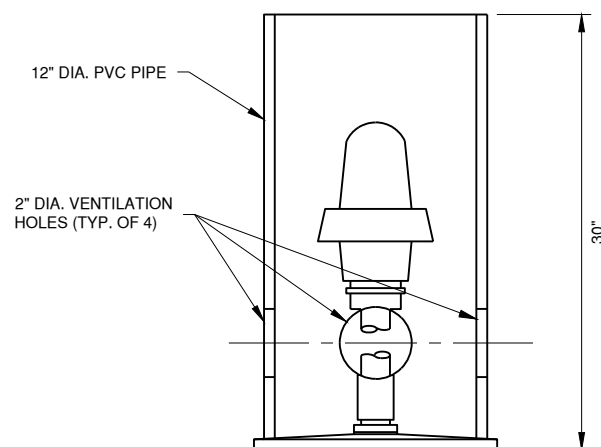
**5** **CABLE PROTECTION DETAIL**  
N.T.S



**4** **IN-PAVEMENT DUCT MARKER DETAIL**  
N.T.S

- SPLICE NOTES**
- INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
  - THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
  - THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.
  - IN LIEU OF L-823 CONNECTOR WITH HEAT SHRINK, THE CONTRACTOR MAY INSTALL FAA APPROVED \"COMPLETE KIT\".

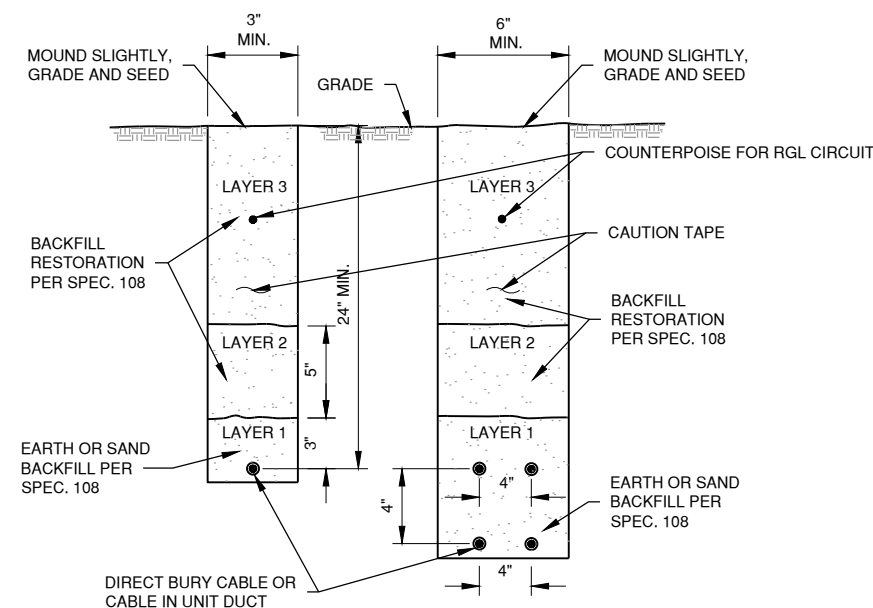
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**1 TAXIWAY EDGE LIGHT COVER DETAIL**  
N.T.S

**NOTES**

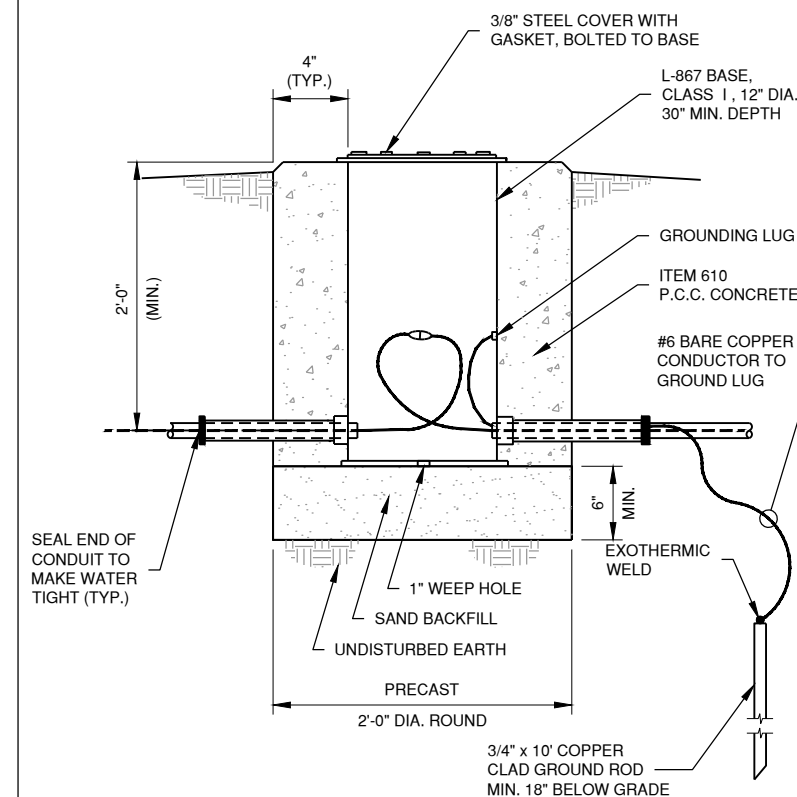
3' TALL TRAFFIC CONES MAY BE SUBSTITUTED FOR PVC PIPE WITH PRIOR APPROVAL FROM RPR AND AIRPORT.



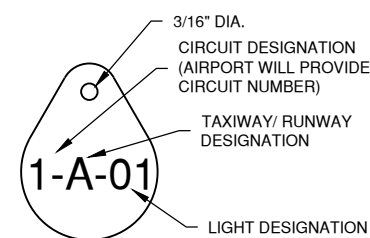
**2 CABLE TRENCH**  
N.T.S

**CABLE TRENCH NOTES**

- CABLES SHALL NOT BE PLACED LESS THAN 24" DEEP IN ANY ONE TRENCH UNLESS PERMITTED BY ENGINEER.
- WHERE PERMITTED, CONTRACTOR MAY INSTALL CABLE IN UNIT DUCT BY PLOWING METHOD.
- LOCATION OF GROUND ROD SHALL NOT CONFLICT WITH AIRFIELD CABLES.



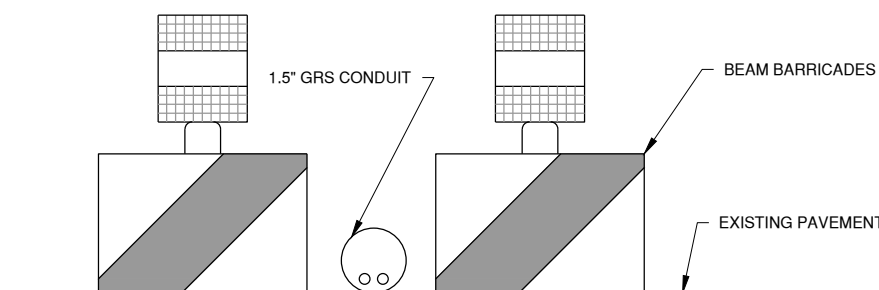
**3 SPLICE CAN**  
N.T.S



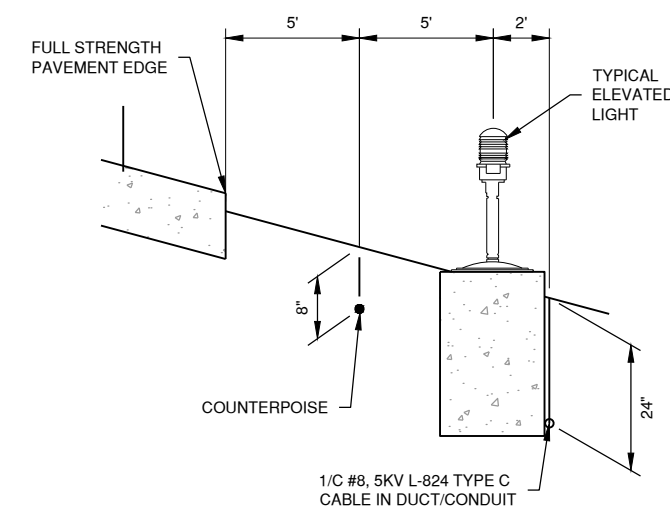
**4 LIGHT IDENTIFICATION TAG**  
N.T.S

**I.D. TAG NOTES**

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



**5 TEMPORARY JUMPER CABLE CONDUIT PROTECTION DETAIL**  
N.T.S



**6 COUNTERPOISE LOCATION**  
N.T.S

**COUNTERPOISE NOTES**

- EXISTING COUNTERPOISE SYSTEM FOR RUNWAY AND TAXIWAY EDGE LIGHTING SHALL REMAIN AND BE PROTECTED. ANY DAMAGE TO THE EXISTING COUNTERPOISE SYSTEM SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
- #6 BARE COUNTERPOISE WITH 3/4" x 10" GROUND ROD INSTALLED AT MAX. 500' SPACING. ALSO USE GROUND ROD TO TERMINATE THE COUNTERPOISE AT BOTH ENDS OF DUCT. GROUND RODS SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS.

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REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD
IL PROJ. NO. BMI-5258
CMT PROJECT NO: 21008501.20
CAD DWG FILE: 21008520-PH2-CE500.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: EMH
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**ELECTRICAL DETAILS**

**4**

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REHABILITATE RUNWAY 11/29:  
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OWNER



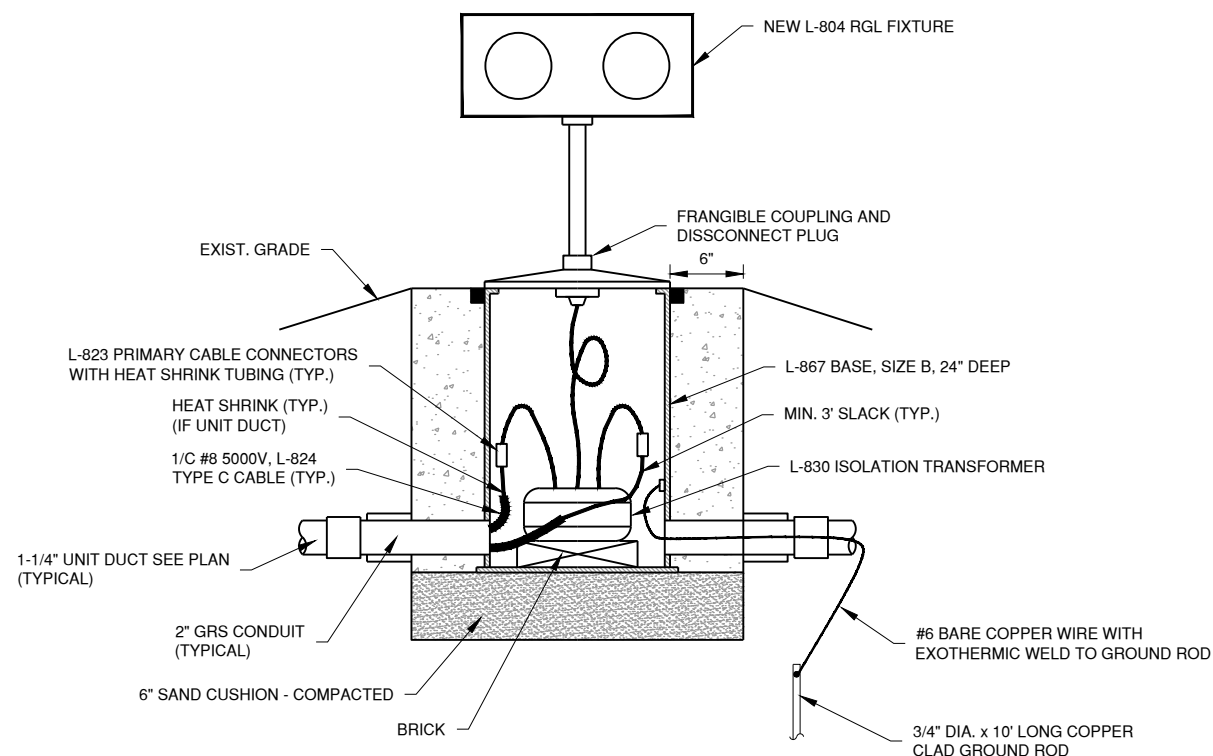
CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

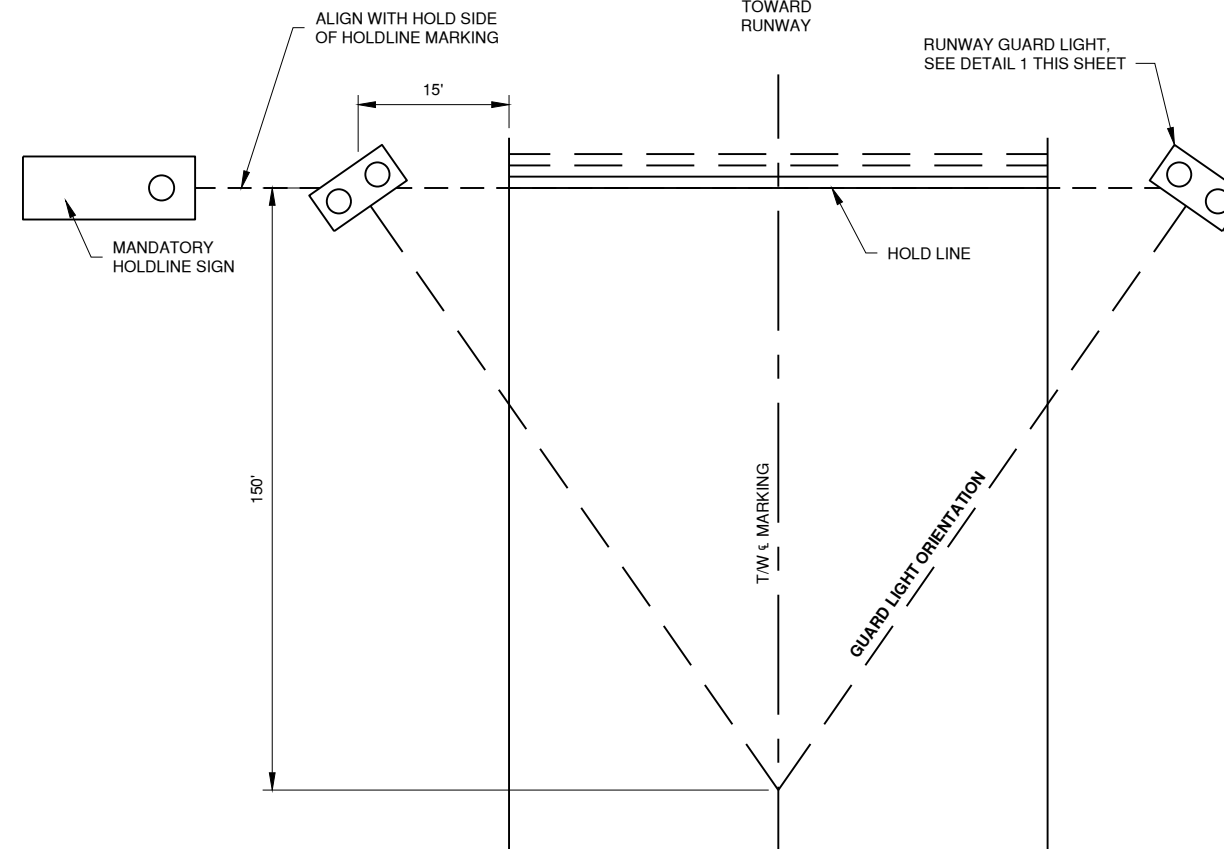
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IL PROJ. NO. BMI-5258
CMT PROJECT NO: 21008501.20
CAD DWG FILE: 21008520-PH2-CE500.DWG
DESIGNED BY: DJR
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SHEET TITLE  
**ELECTRICAL DETAILS**  
**5**

CE505  
SHEET 46 OF 70

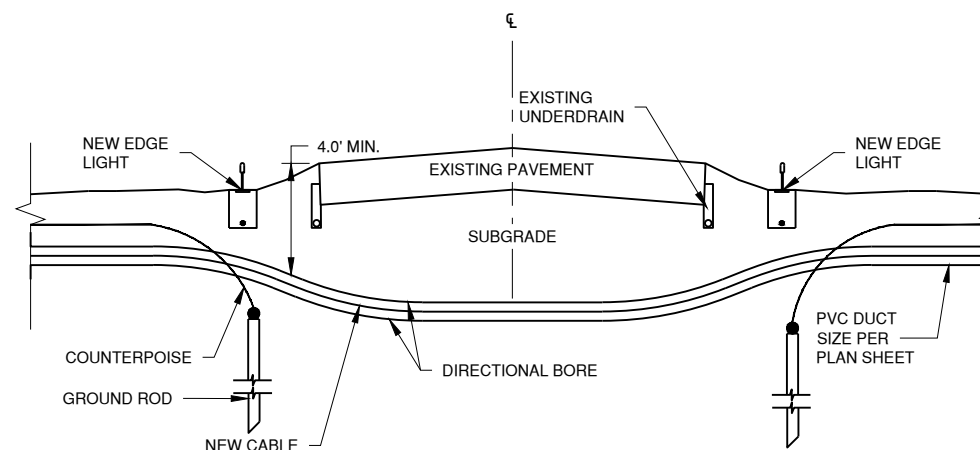


**1** INSTALLATION OF ELEVATED RUNWAY GUARD LIGHT  
N.T.S



**2** ELEVATED RGL LAYOUT (TYPICAL)  
N.T.S

NOTE:  
1. REFER TO DETAIL 1 THIS SHEET FOR ADDITIONAL INSTALLATION DETAILS FOR ELEVATED RUNWAY GUARD LIGHT.



**3** DIRECTIONAL BORE  
N.T.S

**BORE NOTES**

1. THE DEPTH OF THE DIRECTIONAL BORE SHALL BE NO LESS THAN 4.0' FROM THE PAVEMENT SURFACE AND SHALL NOT DISTURB EXISTING UNDERDRAINS OR NEW LIGHTS/CABLING.
2. COUNTERPOISE SHOWN IS FOR NEW RGL CABLE. EXISTING RUNWAY AND TAXIWAY LIGHTING COUNTERPOISE SYSTEM SHALL REMAIN AND BE PROTECTED. ANY DAMAGE TO THE EXISTING COUNTERPOISE SYSTEM SHALL BE REPAIRED AS DETAILED ON CE504.





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REHABILITATE RUNWAY 11/29:  
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CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

RUNWAY THRESHOLD LIGHTS		
FIXTURE #	LIGHT FIXTURE	ADJUSTMENTS
2-TH01	L-862E	VERTICAL ADJUSTMENT ONLY
2-TH02	L-862E	VERTICAL ADJUSTMENT ONLY
2-TH03	L-862E	VERTICAL ADJUSTMENT ONLY
2-TH04	L-862E	VERTICAL ADJUSTMENT ONLY
2-TH05	L-862E	VERTICAL ADJUSTMENT ONLY
2-TH06	L-862E	VERTICAL ADJUSTMENT ONLY
2-TH07	L-862E	VERTICAL ADJUSTMENT ONLY
2-TH08	L-862E	VERTICAL ADJUSTMENT ONLY

TAXIWAY A EDGE LIGHTS		
FIXTURE #	LIGHT FIXTURE	ADJUSTMENTS
3-A01	L-861T	VERTICAL ADJUSTMENT ONLY
3-A02	L-861T	VERTICAL ADJUSTMENT ONLY
3-A03	L-861T	VERTICAL ADJUSTMENT ONLY
3-A04	L-861T	VERTICAL ADJUSTMENT ONLY
3-A05	L-861T	VERTICAL ADJUSTMENT ONLY
3-A06	L-861T	VERTICAL ADJUSTMENT ONLY
3-A07	L-861T	VERTICAL ADJUSTMENT ONLY
3-A08	L-861T	VERTICAL ADJUSTMENT ONLY
3-A09	L-861T	VERTICAL ADJUSTMENT ONLY
3-A10	L-861T	VERTICAL ADJUSTMENT ONLY
3-A11	L-861T	VERTICAL ADJUSTMENT ONLY
3-A12	L-861T	VERTICAL ADJUSTMENT ONLY
3-A13	L-861T	VERTICAL ADJUSTMENT ONLY

TAXIWAY D EDGE LIGHTS		
FIXTURE #	LIGHT FIXTURE	ADJUSTMENTS
3-D01	L-861T	VERTICAL ADJUSTMENT ONLY
3-D02	L-861T	VERTICAL ADJUSTMENT ONLY
3-D03	L-861T	VERTICAL ADJUSTMENT ONLY
3-D04	L-861T	VERTICAL ADJUSTMENT ONLY
3-D05	L-861T	VERTICAL ADJUSTMENT ONLY
3-D06	L-861T	VERTICAL ADJUSTMENT ONLY
3-D07	L-861T	VERTICAL ADJUSTMENT ONLY
3-D08	L-861T	VERTICAL ADJUSTMENT ONLY
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3-D10	L-861T	VERTICAL ADJUSTMENT ONLY
3-D11	L-861T	VERTICAL ADJUSTMENT ONLY
3-D12	L-861T	VERTICAL ADJUSTMENT ONLY
3-D13	L-861T	VERTICAL ADJUSTMENT ONLY
3-D14	L-861T	VERTICAL ADJUSTMENT ONLY
3-D15	L-861T	VERTICAL ADJUSTMENT ONLY
3-D16	L-861T	VERTICAL ADJUSTMENT ONLY

RUNWAY EDGE LIGHT		
FIXTURE #	LIGHT FIXTURE	HORIZONTAL CONTROL
2-R01	L-862	RWY 1129 - CL STA 53+77.00
2-R02	L-862	RWY 1129 - CL STA 53+77.00
2-R03	L-862	RWY 1129 - CL STA 55+64.00
2-R04	L-862	RWY 1129 - CL STA 55+64.00
2-R05	L-862	RWY 1129 - CL STA 57+51.00
2-R06	L-862	RWY 1129 - CL STA 57+51.00
2-R07	L-862	RWY 1129 - CL STA 59+38.00
2-R08	L-862	RWY 1129 - CL STA 59+38.00
2-R09	L-862	RWY 1129 - CL STA 61+25.00
2-R10	L-862	RWY 1129 - CL STA 61+25.00
2-R11	L-862	RWY 1129 - CL STA 63+12.00
2-R12	L-862	RWY 1129 - CL STA 63+12.00
2-R13	L-862	RWY 1129 - CL STA 64+99.00
2-R14	L-862	RWY 1129 - CL STA 64+99.00
2-R15	L-850C	RWY 1129 - CL STA 66+86.00
2-R16	L-862	RWY 1129 - CL STA 66+86.00
2-R17	L-862	RWY 1129 - CL STA 68+73.00
2-R18	L-862	RWY 1129 - CL STA 68+73.00
2-R19	L-862	RWY 1129 - CL STA 70+60.00
2-R20	L-862	RWY 1129 - CL STA 70+60.00
2-R21	L-862	RWY 1129 - CL STA 72+47.00
2-R22	L-862	RWY 1129 - CL STA 72+47.00
2-R23	L-862	RWY 1129 - CL STA 74+34.00
2-R24	L-862	RWY 1129 - CL STA 74+34.00

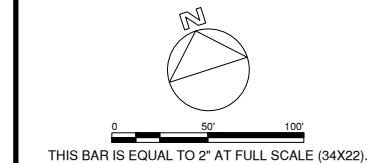
MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD  
 IL PROJ. NO. BMI-5258  
 CMT PROJECT NO: 21008501.20  
 CAD DWG FILE: 21008520-PH2-CE500.DWG  
 DESIGNED BY: DJR  
 DRAWN BY: DPA  
 CHECKED BY: MJD  
 APPROVED BY: EMH  
 COPYRIGHT:

SHEET TITLE

LIGHT SCHEDULE

CE507  
SHEET 48 OF 70



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**REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION**

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-CM100.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

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**PAVEMENT MARKING**  
**1**

CM101  
SHEET 49 OF 70

**TAXIWAY E**

**TAXIWAY E**

**TXYA**

**TXY B1**

**RUNWAY 11-29**

**TAXIWAY B**

REMOVE & REMARK  
SPHS (R/W)

NEW HOLDLINE (Y/B)

NEW SHOULDER MARKING (Y)

NEW THRESHOLD  
BAR 10' (W/B)

NEW RUNWAY  
THRESHOLD  
MARKINGS (W/B)

NEW RUNWAY  
EDGE  
STRIPE (W/B)

NEW TAXIWAY CENTERLINE (Y/B)

NEW TAXIWAY CENTERLINE (Y/B)  
NEW TAXIWAY EDGE STRIPES (Y/B)  
(TYP. BOTH SIDES)

NEW RUNWAY  
DESIGNATION (W/B)

NEW RUNWAY  
EDGE  
STRIPE (W/B)

NEW RUNWAY TOUCHDOWN  
ZONE MARKING (W/B)

NEW RUNWAY  
CENTERLINE  
STRIPES (W/B)

NEW RUNWAY TOUCHDOWN  
ZONE MARKING (W/B)







NEW RUNWAY  
EDGE  
STRIPE (W/B)

MATCHLINE STA. 62+50

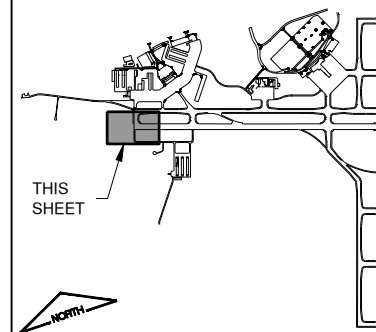
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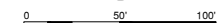
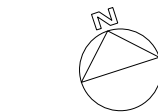
1. PAINT SHALL BE APPLIED IN TWO COATS.
2. GLASS BEADS SHALL BE APPLIED TO WHITE, YELLOW, AND RED PAINT AT THE DIFFERENT RATES SPECIFIED IN P-620.
3. BLACK PAINT SHALL NOT RECEIVE GLASS BEADS.

**LEGEND**

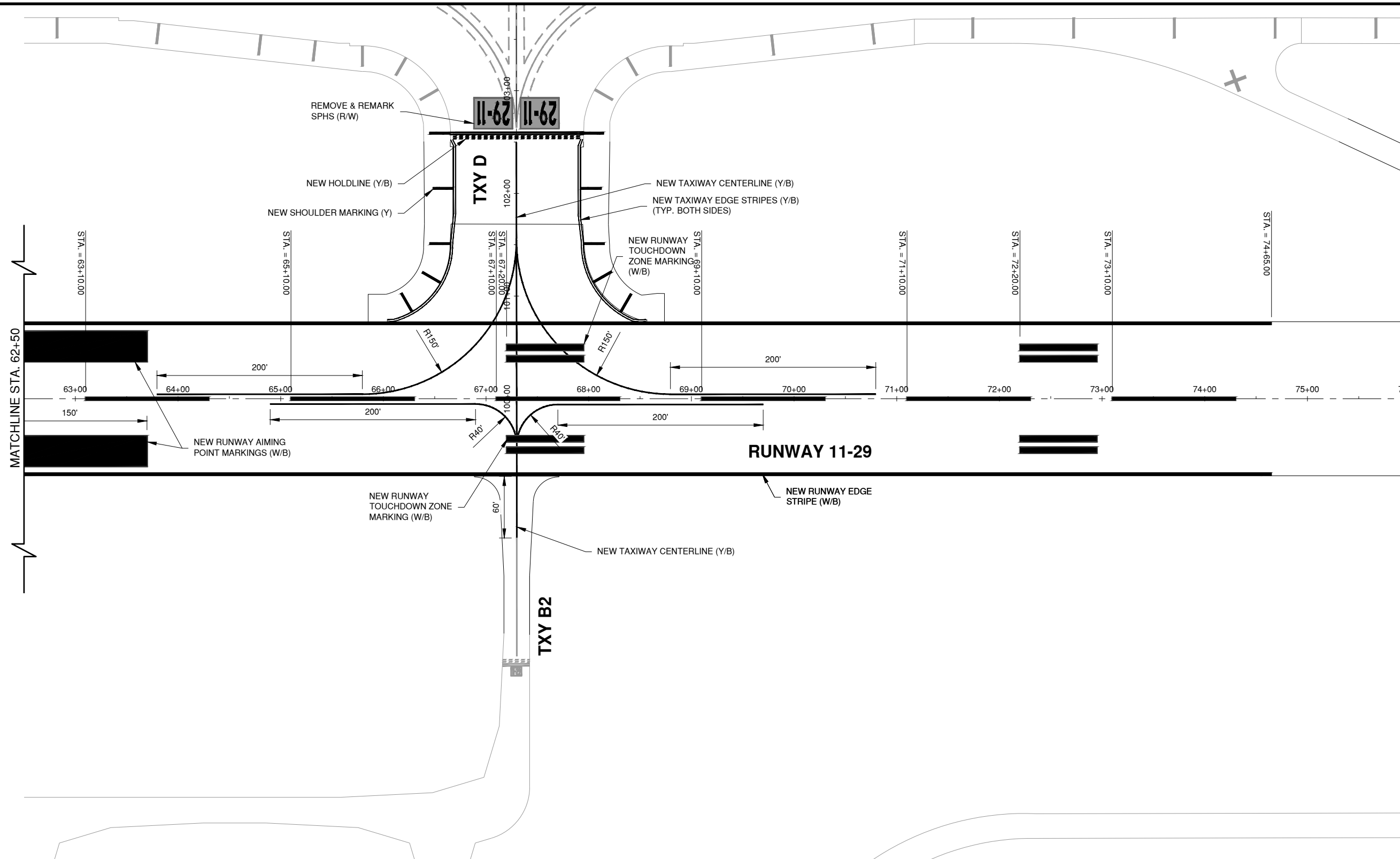
-  PROPOSED RUNWAY MARKING (W/B)
-  PROPOSED TAXIWAY CENTERLINE MARKING (Y/B)
-  PROPOSED HOLDING POSITION MARKING (Y/B)
-  REMOVE EXISTING MARKING
-  EXISTING MARKING TO REMAIN
-  PROPOSED SURFACE PAINTED HOLD POSITION MARKING (R/W/B)

**KEYMAP**





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



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**REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION**

OWNER



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CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL. PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-CM100.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: EMH

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SHEET TITLE

**PAVEMENT MARKING  
2**

CM102  
SHEET 50 OF 70

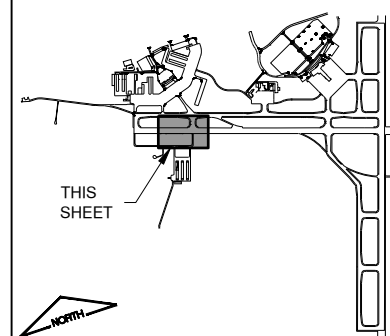
**NOTES**

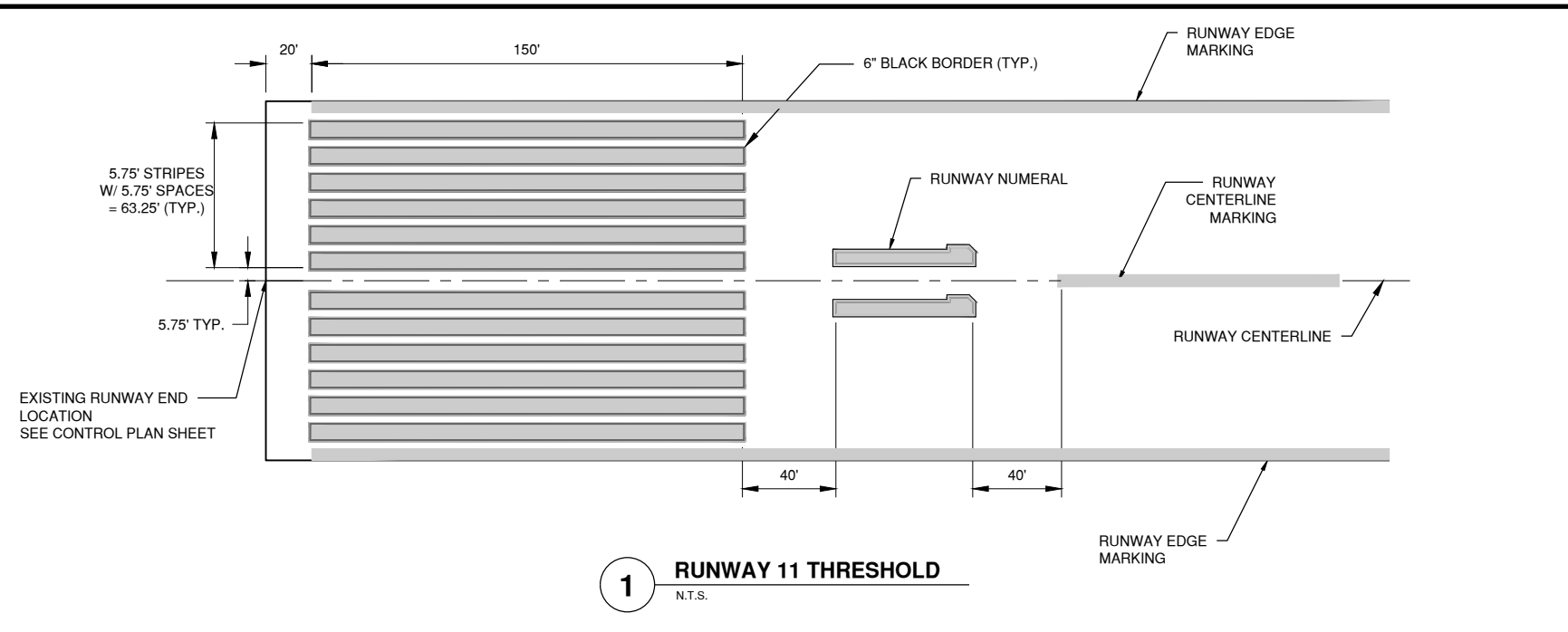
1. PAINT SHALL BE APPLIED IN TWO COATS.
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3. BLACK PAINT SHALL NOT RECEIVE GLASS BEADS.

**LEGEND**

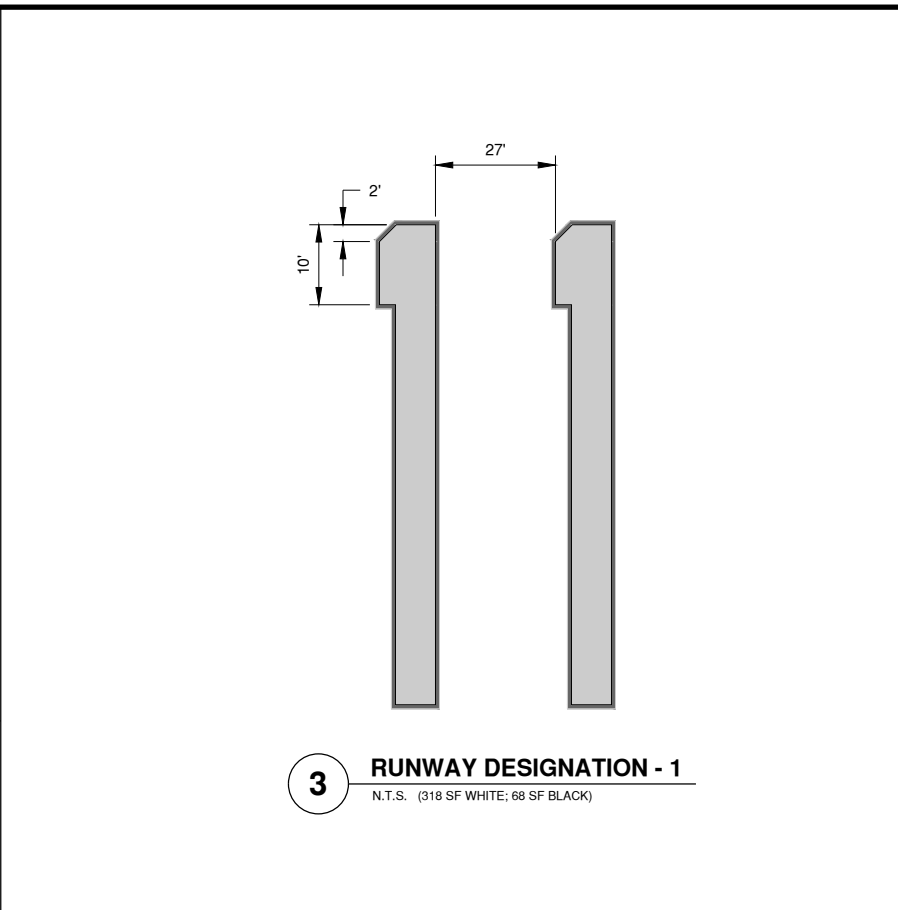
- PROPOSED RUNWAY MARKING (W/B)
- PROPOSED TAXIWAY CENTERLINE MARKING (Y/B)
- PROPOSED ENHANCED TAXIWAY CENTERLINE (Y/B)
- PROPOSED HOLDING POSITION MARKING (Y/B)
- REMOVE EXISTING MARKING
- EXISTING MARKING TO REMAIN
- PROPOSED SURFACE PAINTED HOLD POSITION MARKING (R/W/B)

**KEYMAP**





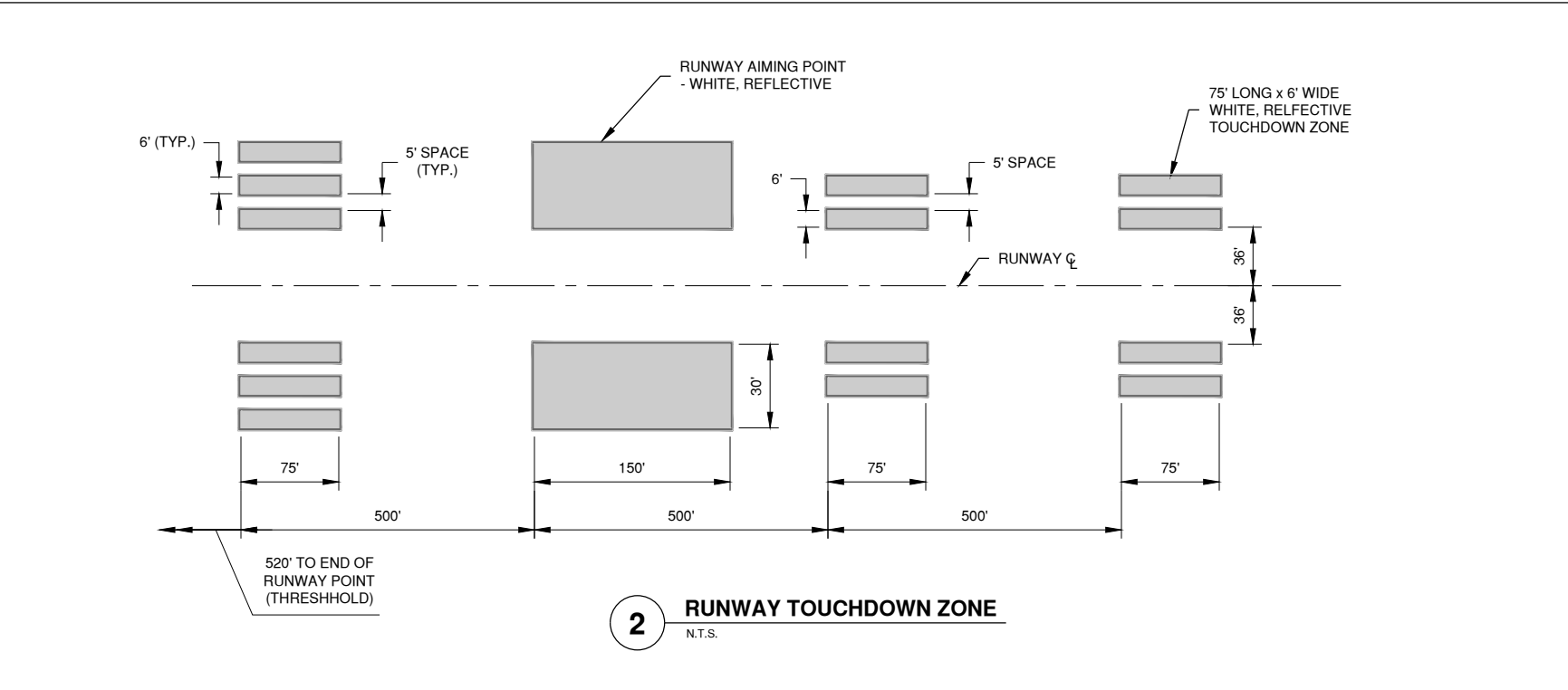
**1** RUNWAY 11 THRESHOLD  
N.T.S.



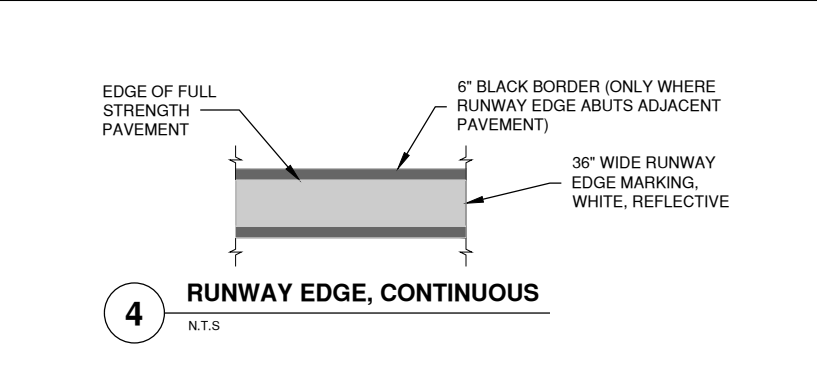
**3** RUNWAY DESIGNATION - 1  
N.T.S. (318 SF WHITE; 68 SF BLACK)

**RUNWAY DESIGNATION NOTES**

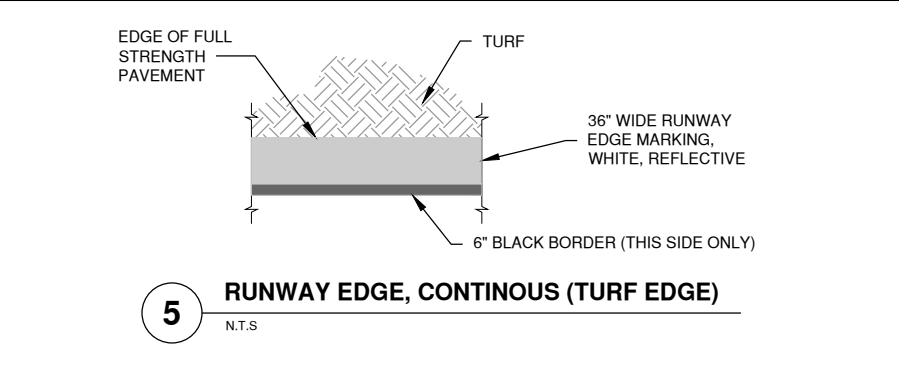
- ALL CHARACTERS HAVE THE FOLLOWING FEATURES UNLESS OTHERWISE SPECIFIED.
  - 60' HIGH
  - 20' WIDE
  - VERTICAL STROKE 5'
  - HORIZONTAL STROKE 10'
  - DIAGONAL STROKE 5'
  - 6" BLACK BORDER
- ALL NUMERALS ARE SPACED 15' APART.
- SINGLE DIGITS MUST NOT BE PRECEDED BY ZERO.
- SINGLE DESIGNATIONS ARE LOCATED ON THE RUNWAY PAVEMENT CENTERLINE. FOR DOUBLE DESIGNATIONS, THE OUTER EDGES OF THE TWO NUMERALS IS CENTERED ON THE RUNWAY PAVEMENT CENTERLINE.



**2** RUNWAY TOUCHDOWN ZONE  
N.T.S.



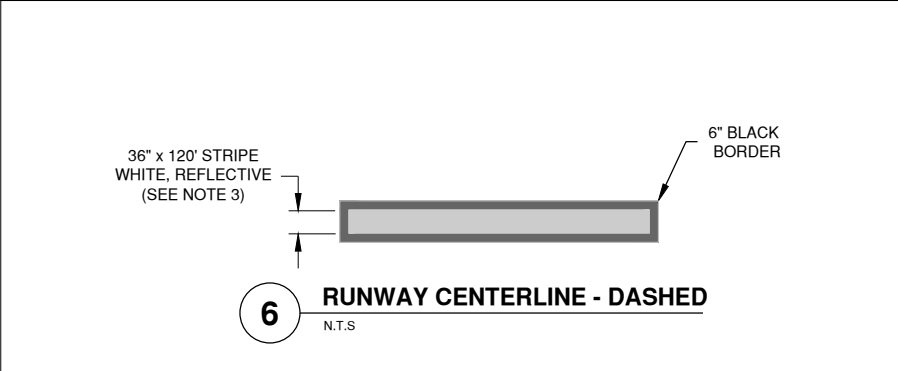
**4** RUNWAY EDGE, CONTINUOUS  
N.T.S.



**5** RUNWAY EDGE, CONTINUOUS (TURF EDGE)  
N.T.S.

**EDGE STRIPE NOTES**

- RUNWAY EDGE STRIPES END AT THRESHOLD MARKINGS. IF THRESHOLD BAR IS MARKED, EDGE STRIPES EXTEND TO THRESHOLD BAR.



**6** RUNWAY CENTERLINE - DASHED  
N.T.S.

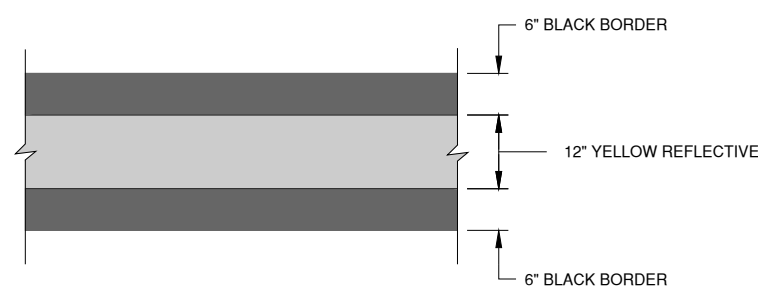
**RUNWAY CENTERLINE NOTES**

- THE DISTANCE BETWEEN STRIPES SHALL BE 80' OR AS NOTED ON THE PROPOSED MARKING SHEETS.
- CENTERLINE STRIPES ARE CENTERED ABOUT THE RUNWAY CENTERLINE.
- LENGTH OF CENTERLINE STRIPES AND SPACING CHANGES AT MID-SECTION OF VOCABULARY. SEE PLAN VIEW FOR DIMENSIONS.

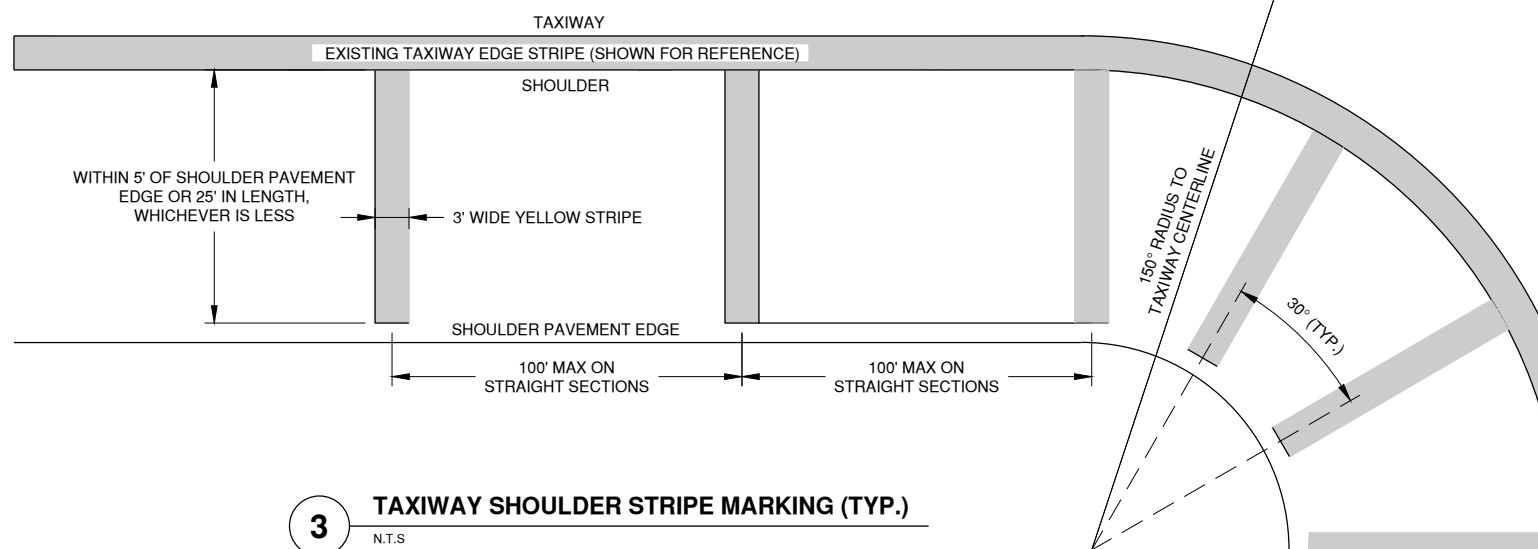
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Date: Friday, May 8, 2025 2:56:06 PM



**1 TAXIWAY EDGE MARKING**  
N.T.S.



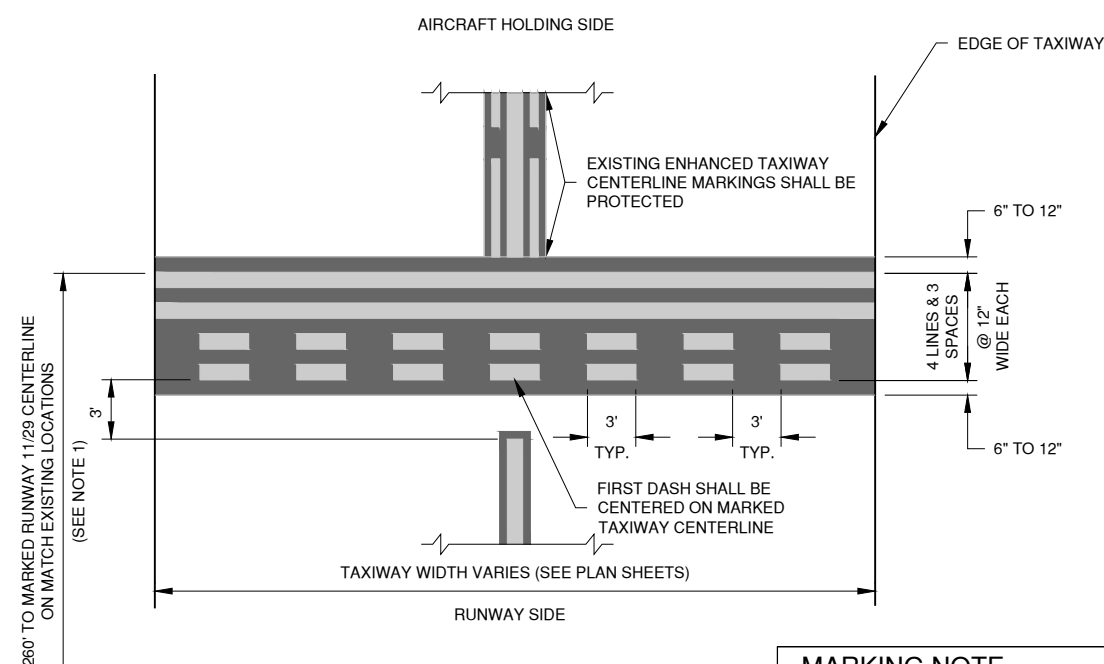
**2 TAXIWAY CENTERLINE DETAIL**  
N.T.S.



**3 TAXIWAY SHOULDER STRIPE MARKING (TYP.)**  
N.T.S.

**SHOULDER MARKING NOTE**

- CONTRACTOR SHALL SURVEY EXISTING TAXIWAY SHOULDER STRIPE AND RUNWAY SHOULDER STRIPE MARKING LOCATIONS PRIOR TO MILLING SHOULDERS.
- NEW TAXIWAY SHOULDER STRIPES AND RUNWAY SHOULDER STRIPE MARKINGS SHALL BE AT LOCATION OF ANY REPLACED EXISTING MARKING IN THE FIELD.



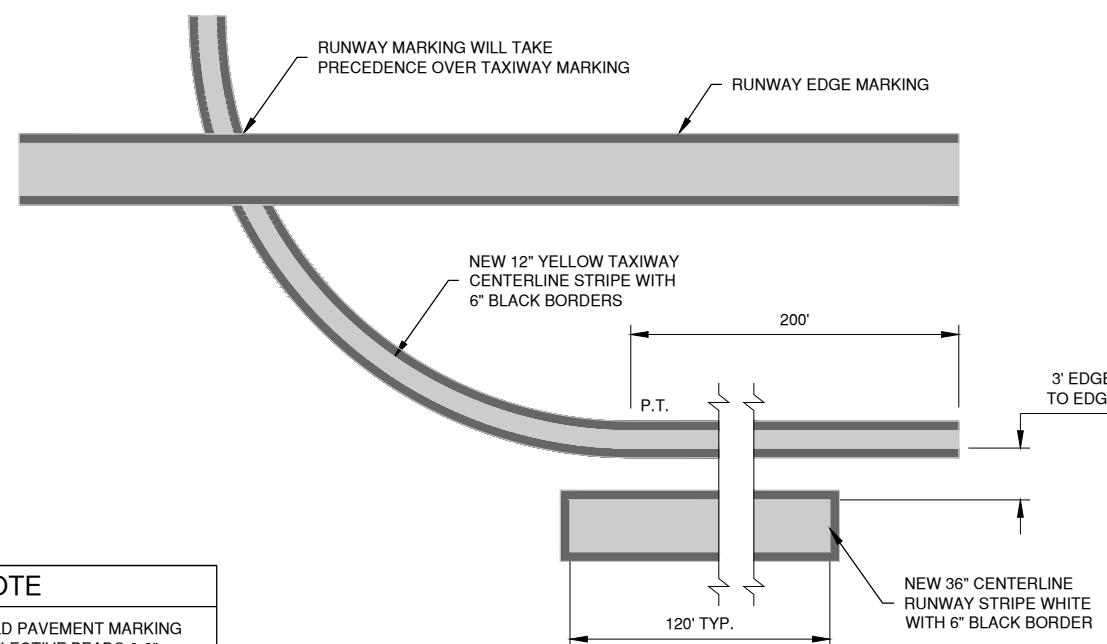
**4 RUNWAY HOLDING POSITION**  
N.T.S.

**MARKING NOTE**

- FIRST CONTINUOUS LINE IN THE HOLD POSITION MARKING ON THE TAXIWAY SIDE SHALL BE 260' FROM THE MARKED RUNWAY CENTERLINE.

**MARKING NOTE**

- ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS & 6" BLACK BORDER.
- BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.
- ALL RUNWAY MARKINGS TAKE PRECEDENCE OVER TAXIWAY CENTERLINE MARKINGS.

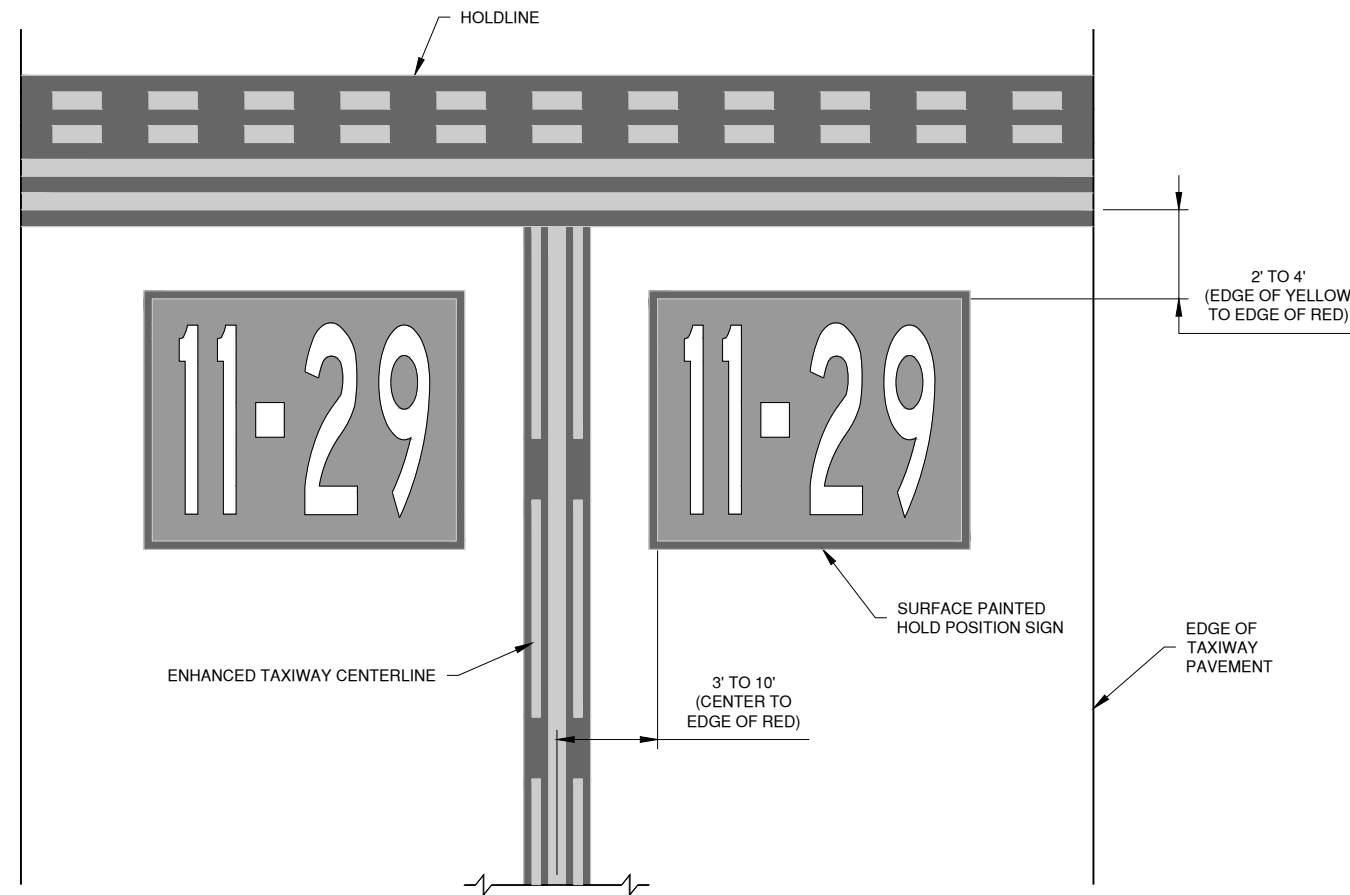


**5 TAXIWAY CENTERLINE  
LEAD-ON AND LEAD-OFF MARKING**  
N.T.S.

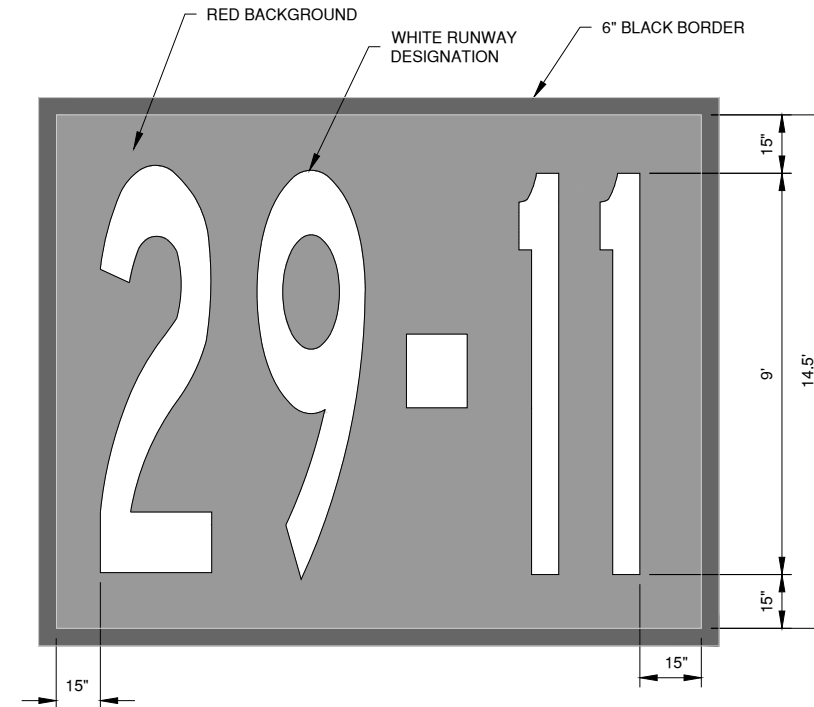
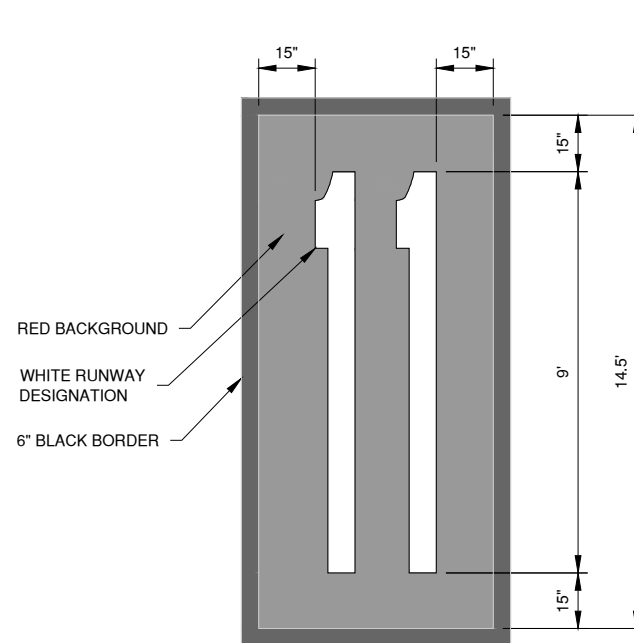
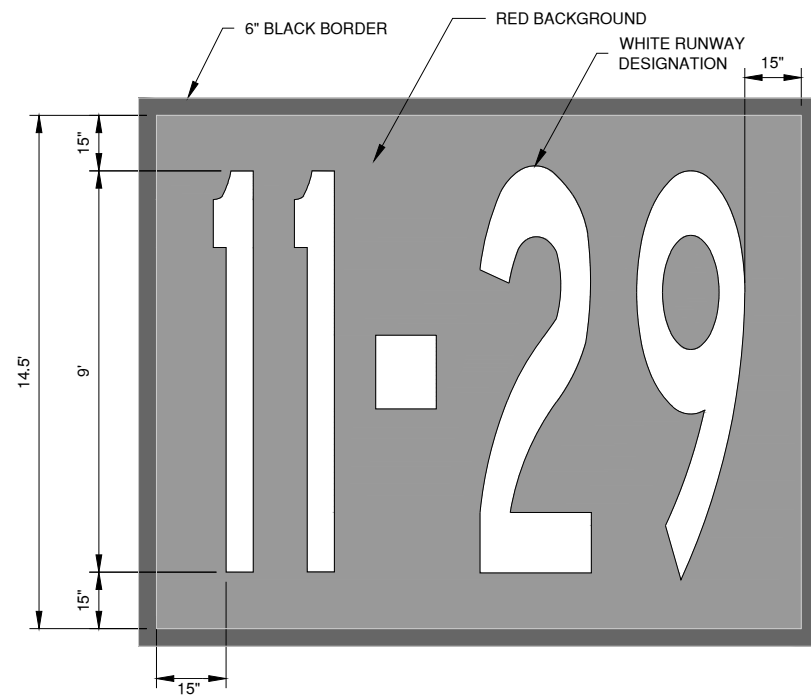
ONLY THE BLACK BORDER SHALL NOT HAVE REFLECTIVE MEDIA

**SPHPS NOTES**

1. THE APPEARANCE OF THE NUMBERS MUST BE PER APPENDIX B OF THE CURRENT PAVEMENT MARKING ADVISORY CIRCULAR (150/5340-1M).
2. CONTRACTOR SHALL SUPPLY THE AIRPORT WITH THE SPHPS TEMPLATE FOR USE ON FUTURE REMARKING.
3. REFER TO P-620 SPEC FOR GLASS BEAD APPLICATION RATE ON RED MARKING.



**1** PLACEMENT OF SURFACE PAINTED HOLDING POSITION SIGNS  
N.T.S



**2** SURFACE PAINTED HOLDING POSITION SIGNS (SPHPS)  
N.T.S



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REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
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APPROVED BY: EMH  
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SHEET TITLE  
**PAVEMENT MARKING  
DETAIL3**

CM503  
SHEET 53 OF 70



LEGEND



PROPOSED P-403, BITUMINOUS COURSE, LEVELING



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REHABILITATE RUNWAY 11/29:  
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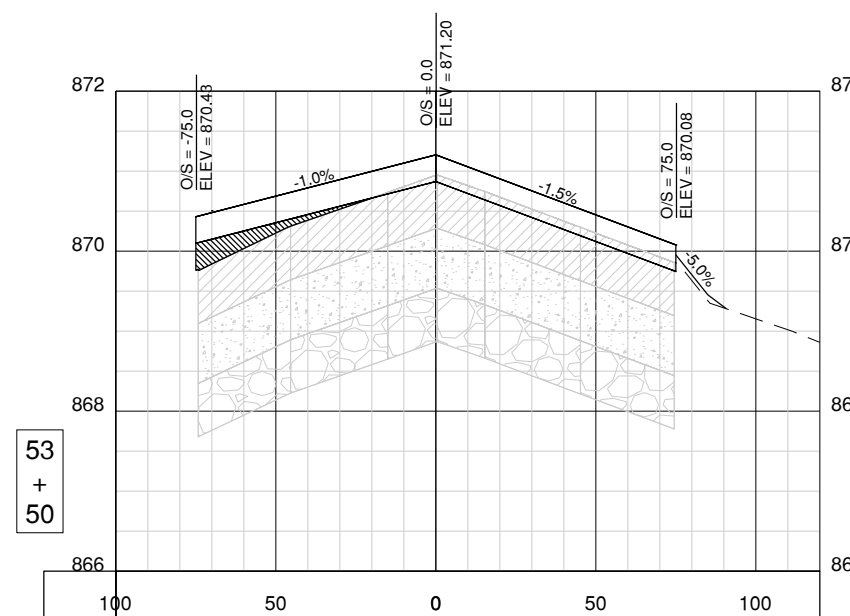
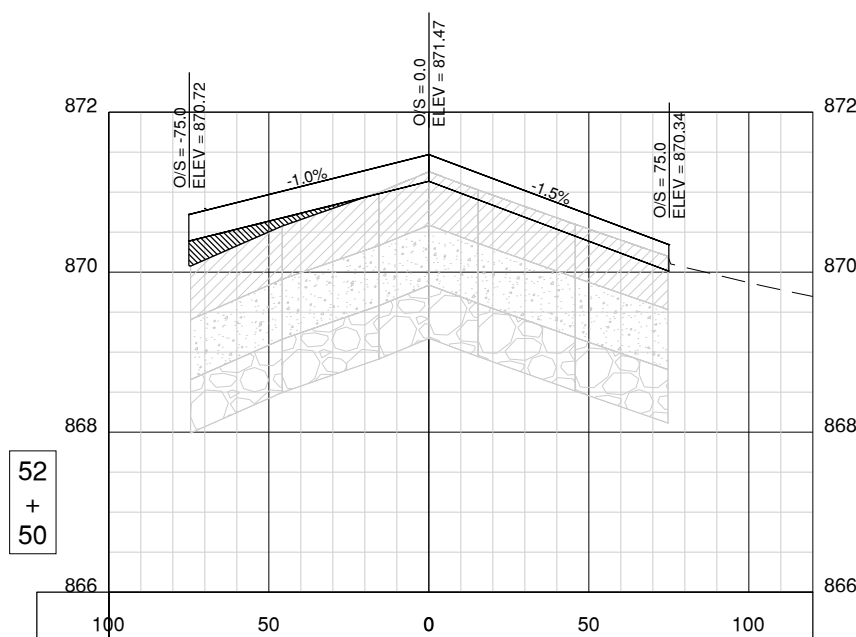
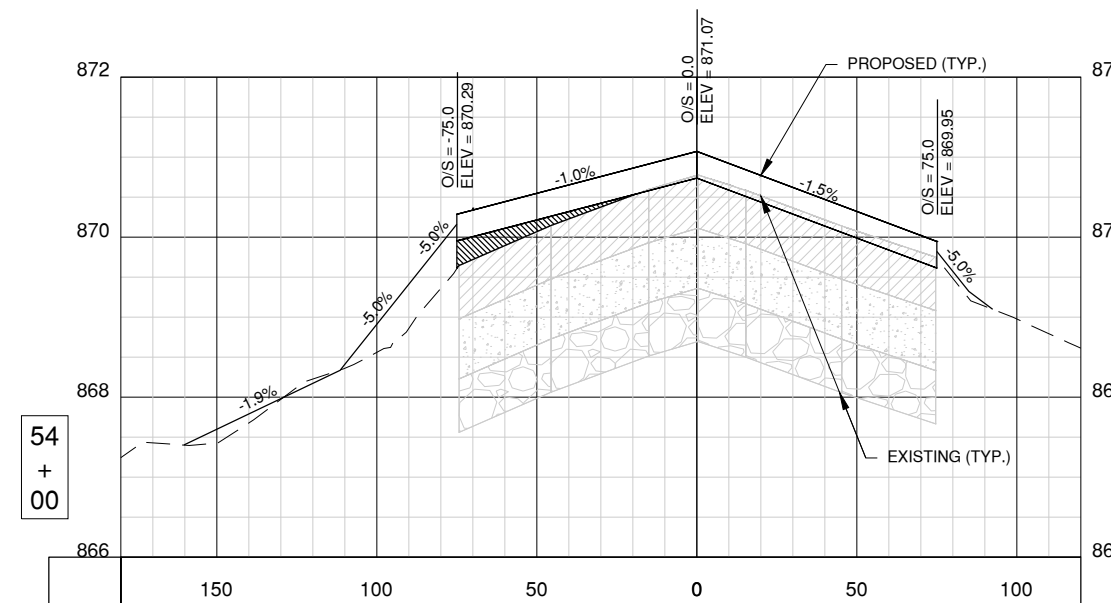
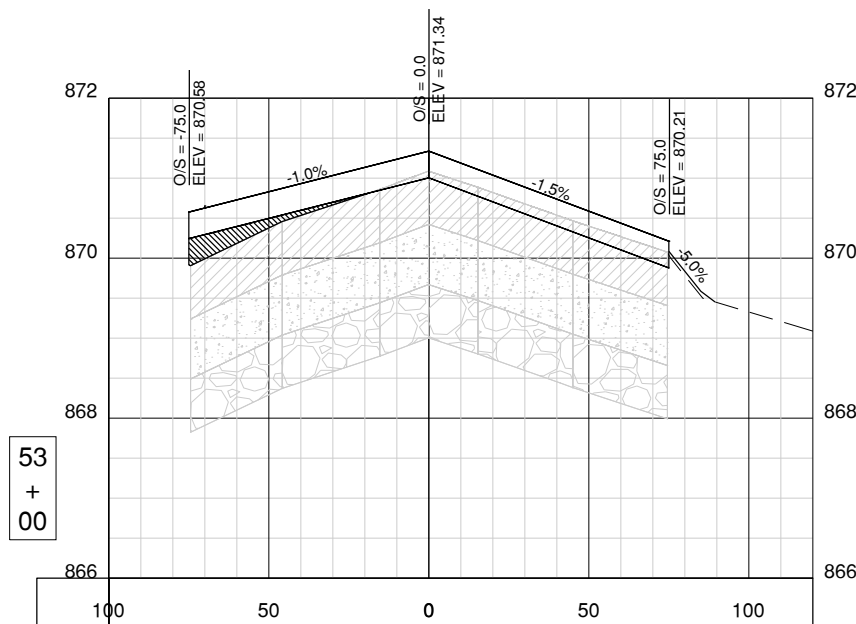
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AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

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IL PROJ. NO.	BMI-5258
CMT PROJECT NO.	21008501.20
CAD DWG FILE:	21008520-PH2-C-SPXS.DWG
DESIGNED BY:	DJR
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	EMH
COPYRIGHT:	

SHEET TITLE  
**RWY 11 CROSS  
SECTIONS 2**

CG702  
SHEET 55 OF 70



LEGEND



PROPOSED P-403, BITUMINOUS COURSE, LEVELING



License No. 184-000613

CONSULTANTS

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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



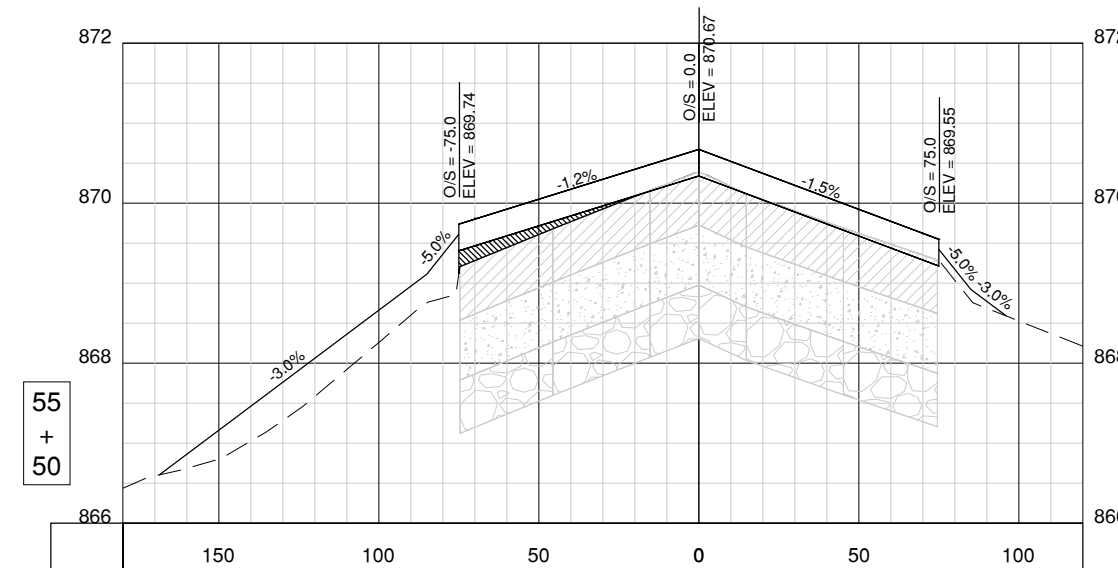
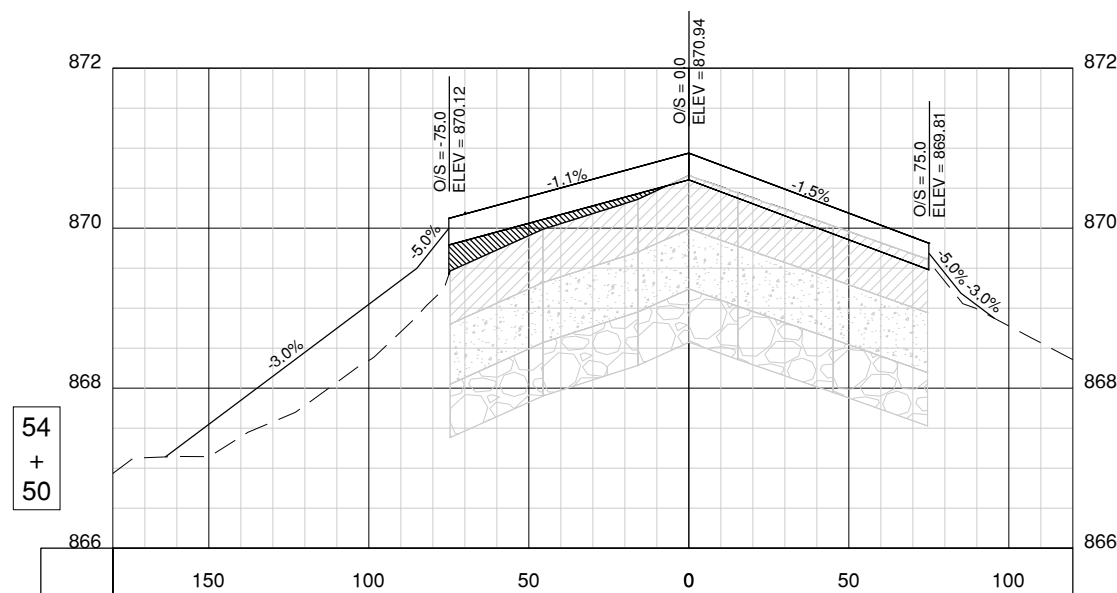
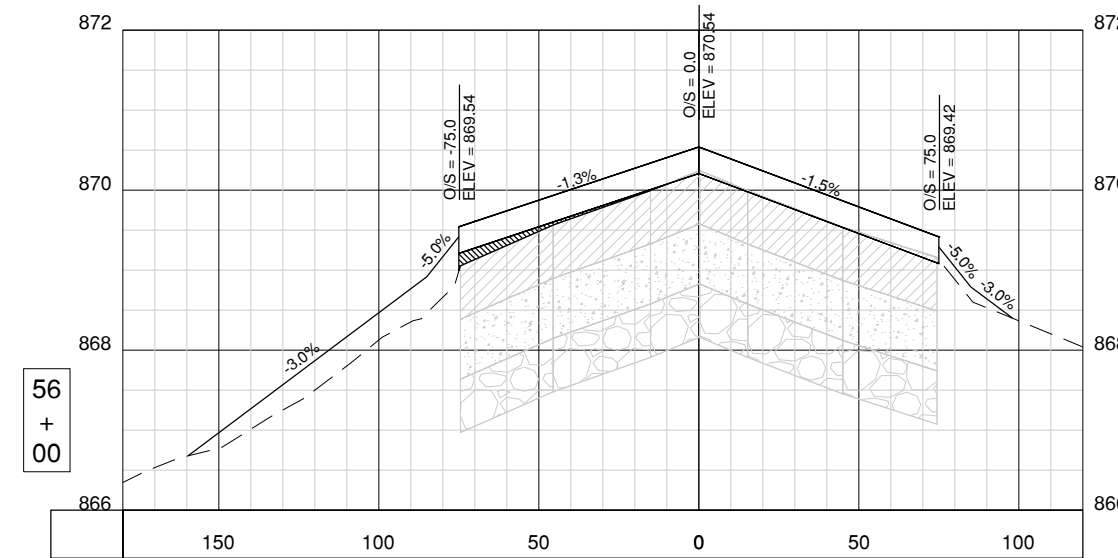
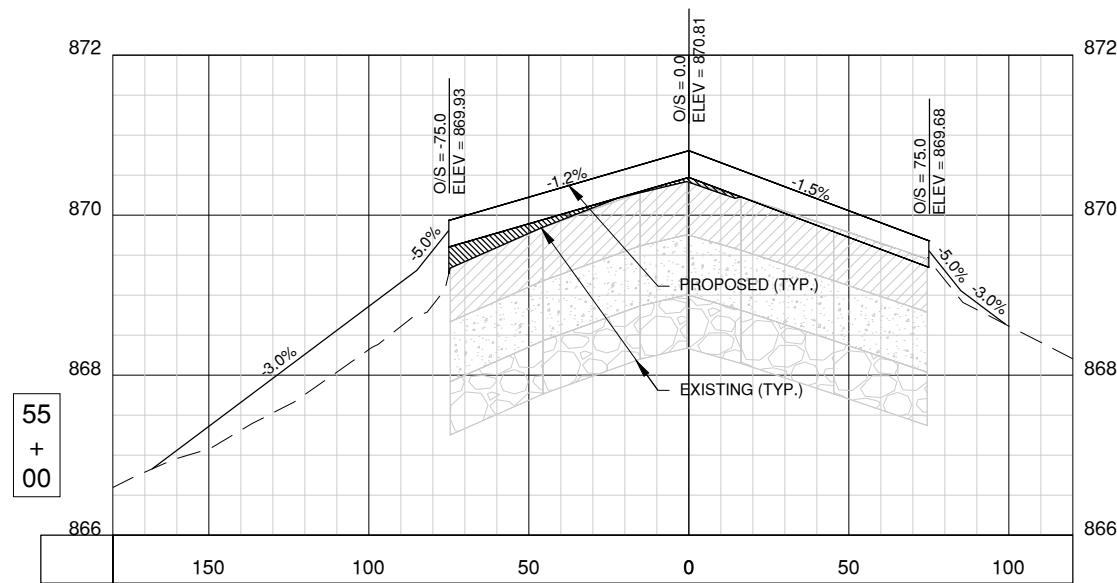
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AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK DATE DESCRIPTION

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IL PROJ. NO. BMI-5258
CMT PROJECT NO: 21008501.20
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DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: EMH
COPYRIGHT:

SHEET TITLE  
**RWY 11 CROSS  
SECTIONS 3**

CG703  
SHEET 56 OF 70



LEGEND

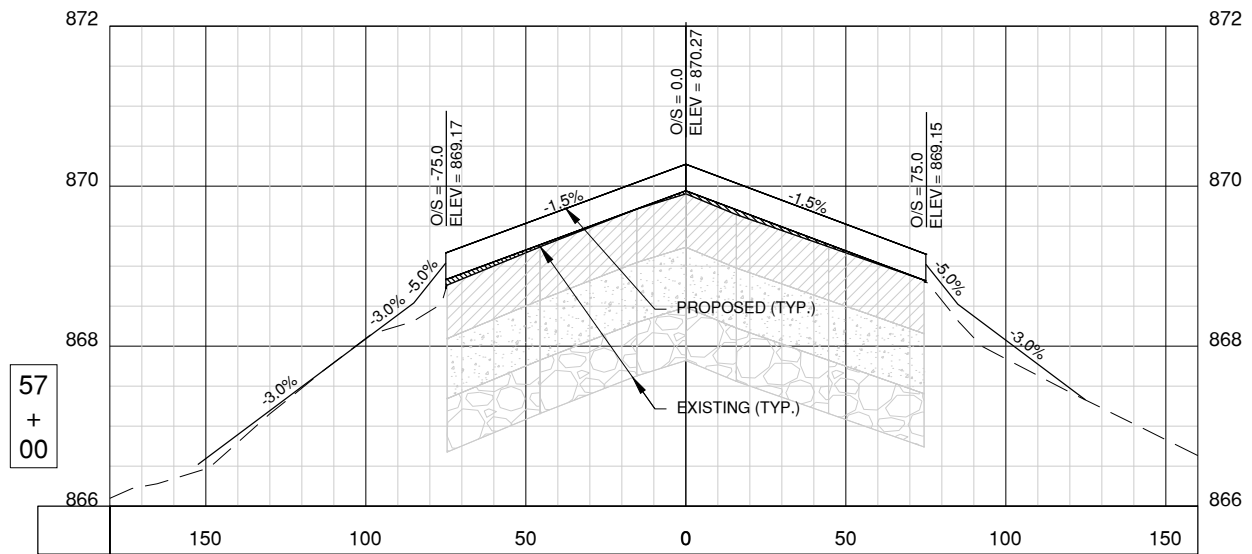


PROPOSED P-403, BITUMINOUS COURSE, LEVELING

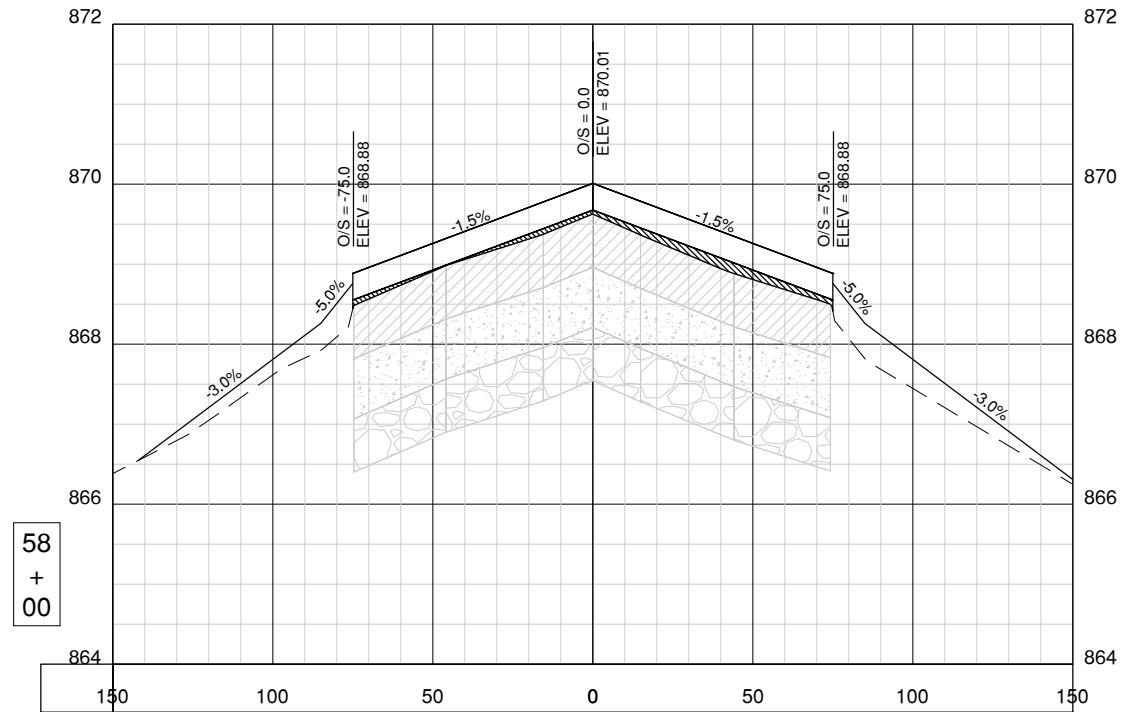


License No. 184-000613

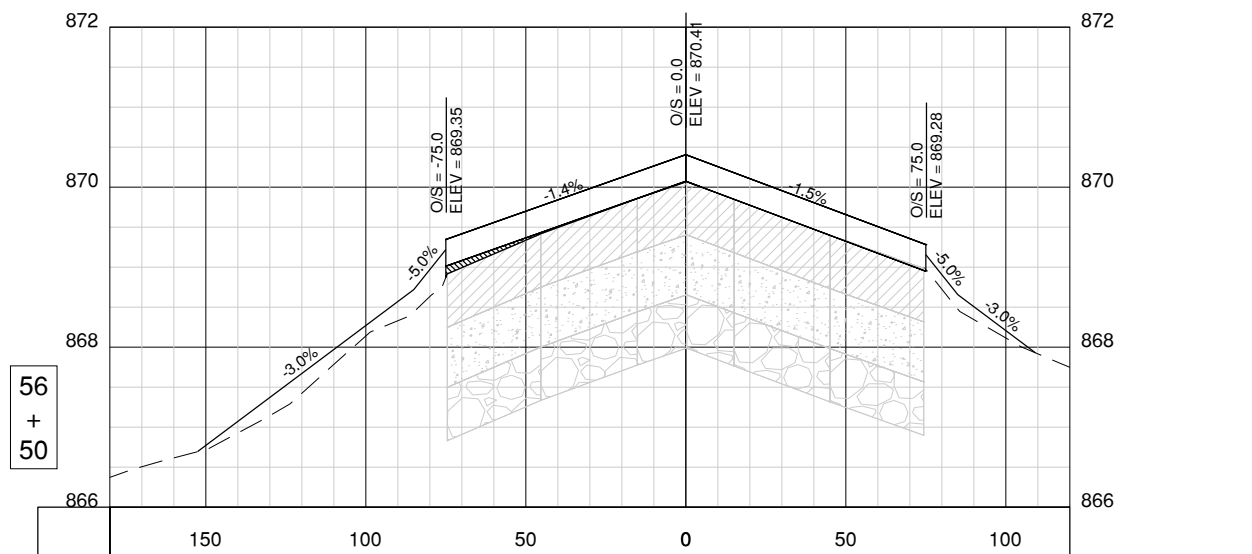
CONSULTANTS



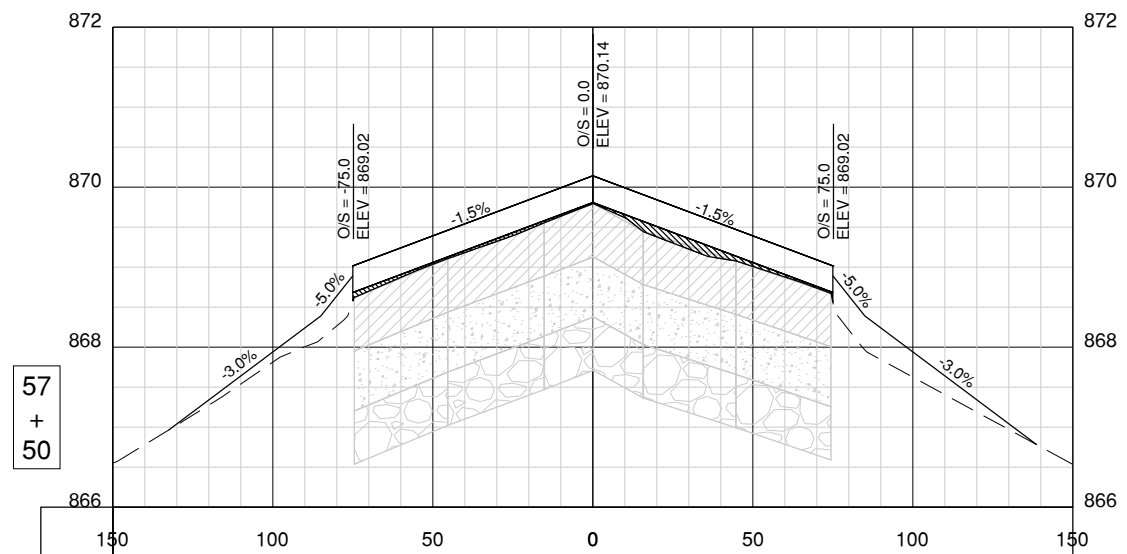
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+  
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58  
+  
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56  
+  
50



57  
+  
50

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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL AIRPORT  
BLOOMINGTON, ILLINOIS

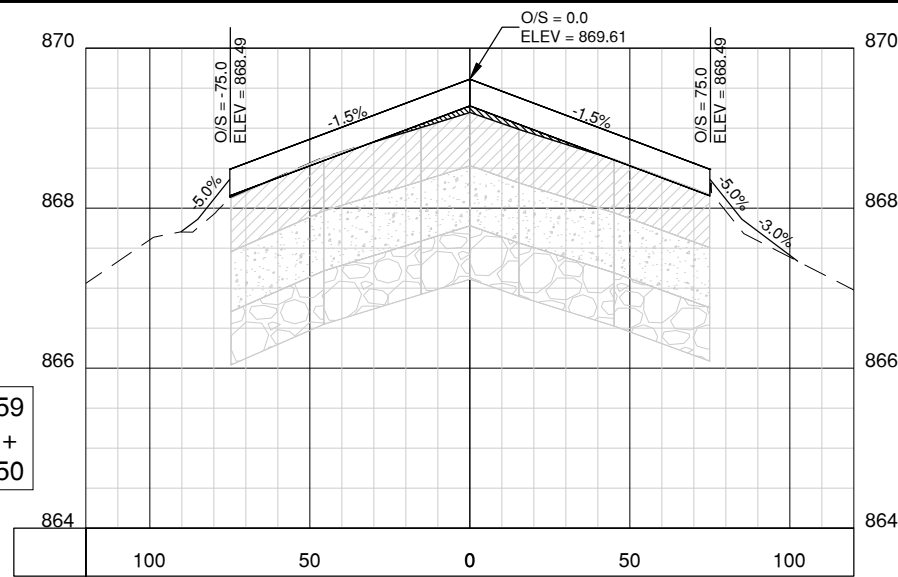
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DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	EMH
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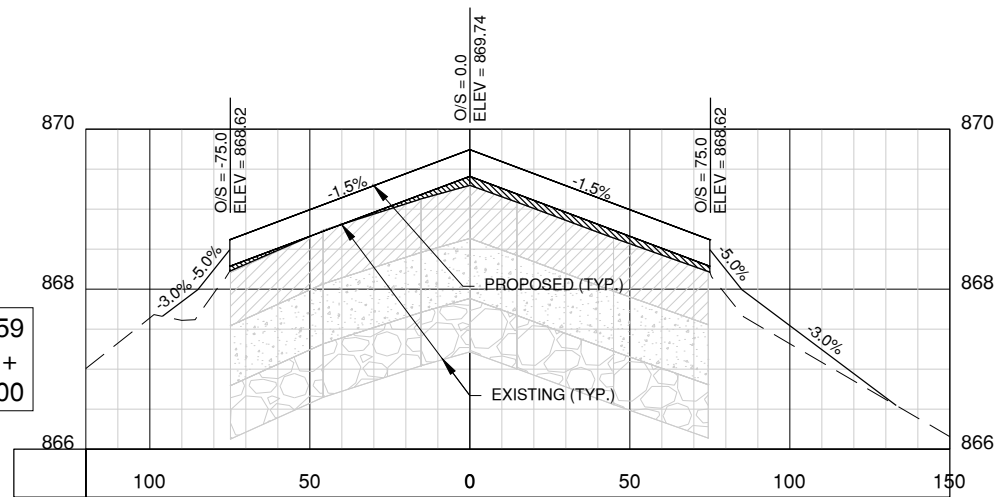
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RWY 11 CROSS  
SECTIONS 4

CG704  
SHEET 57 OF 70

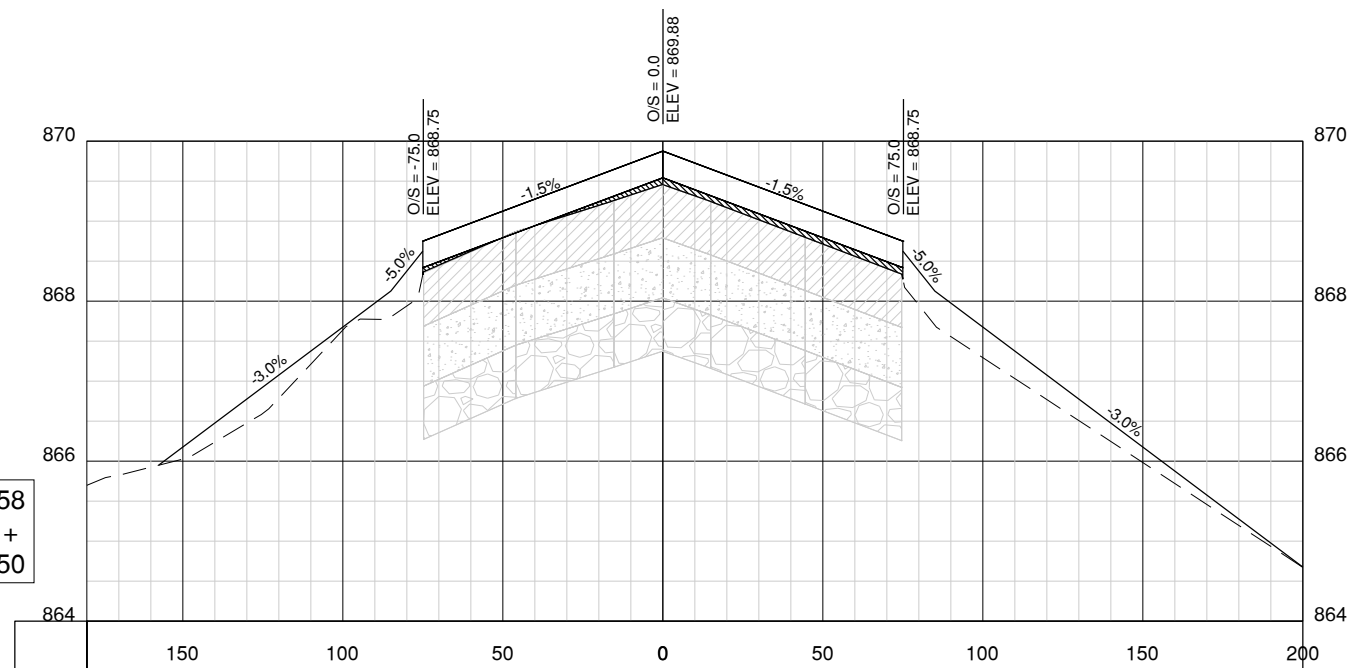
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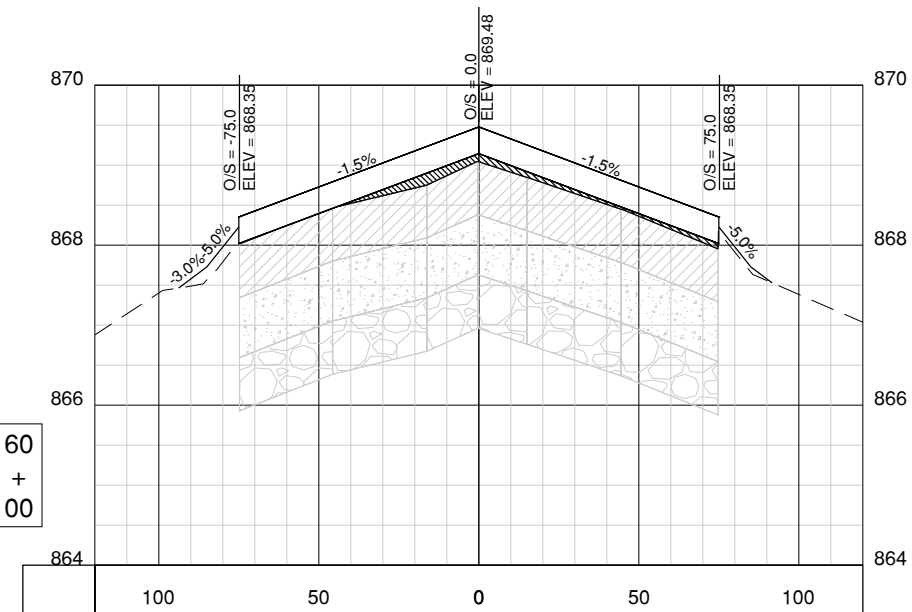
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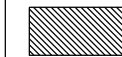
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60  
+  
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LEGEND

 PROPOSED P-403, BITUMINOUS COURSE, LEVELING



License No. 184-000613

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REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

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CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

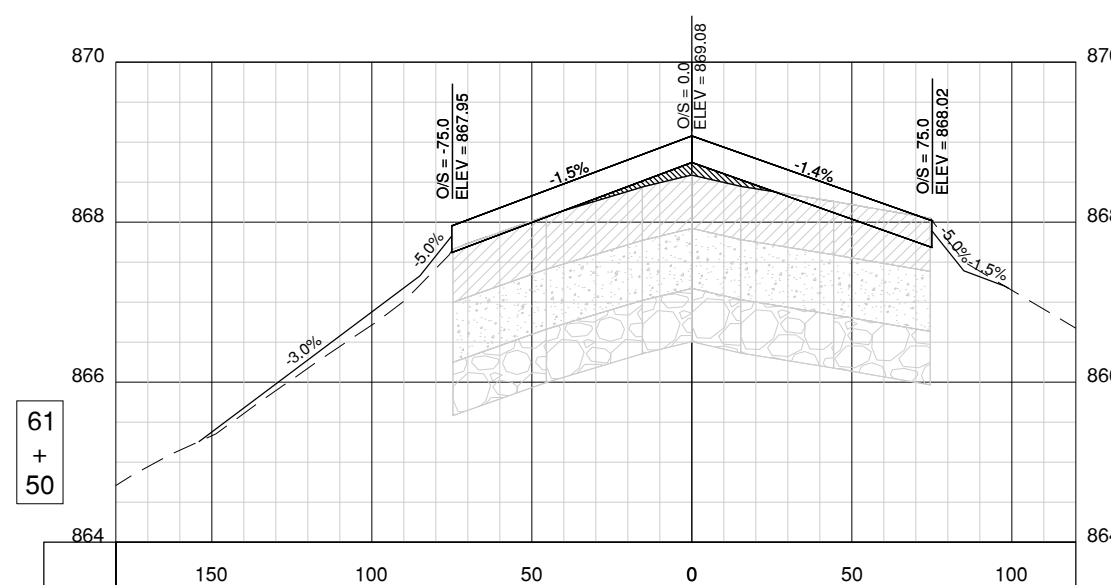
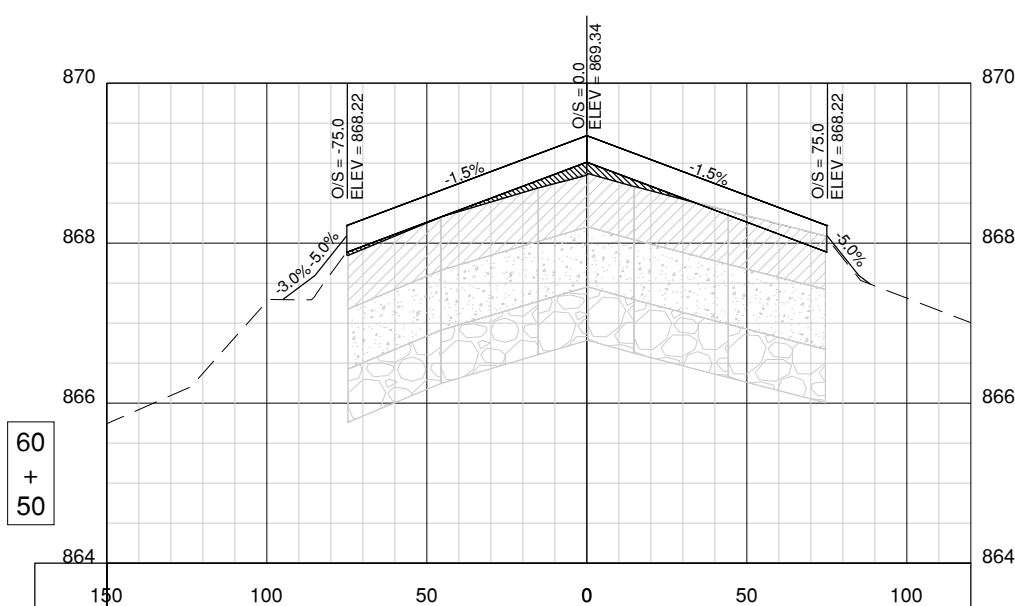
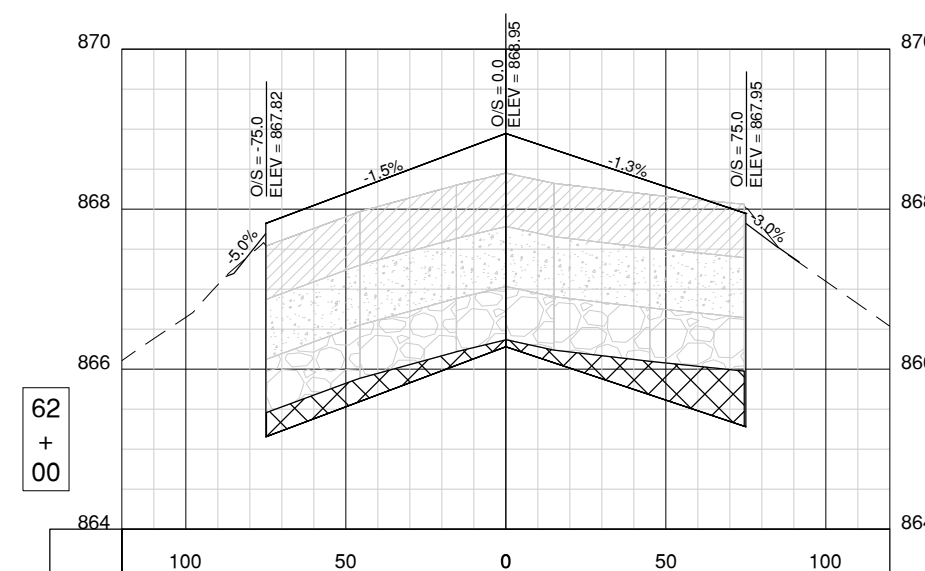
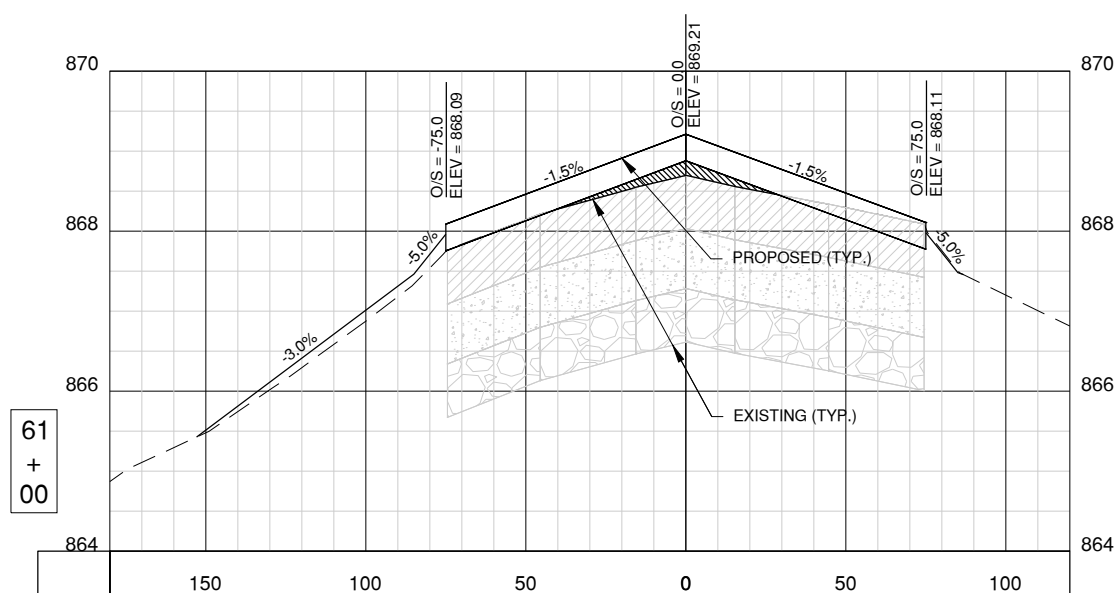
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IL PROJ. NO. BMI-5258
CMT PROJECT NO: 21008501.20
CAD DWG FILE: 21008520-PH2-C-SPXS.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: EMH
COPYRIGHT:

SHEET TITLE  
**RWY 11 CROSS  
SECTIONS 5**

CG705  
SHEET 58 OF 70

LEGEND

- PROPOSED P-403, BITUMINOUS COURSE, LEVELING
- PROPOSED SUBGRADE UNDERCUT



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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK DATE DESCRIPTION

AIP PROJ. NO.	3-17-0006-TBD
IL PROJ. NO.	BMI-5258
CMT PROJECT NO.	21008501.20
CAD DWG FILE:	21008520-PH2-C-SPXS.DWG
DESIGNED BY:	DJR
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	EMH
COPYRIGHT:	

SHEET TITLE  
RWY 11 CROSS  
SECTIONS 6



License No. 184-000613

CONSULTANTS

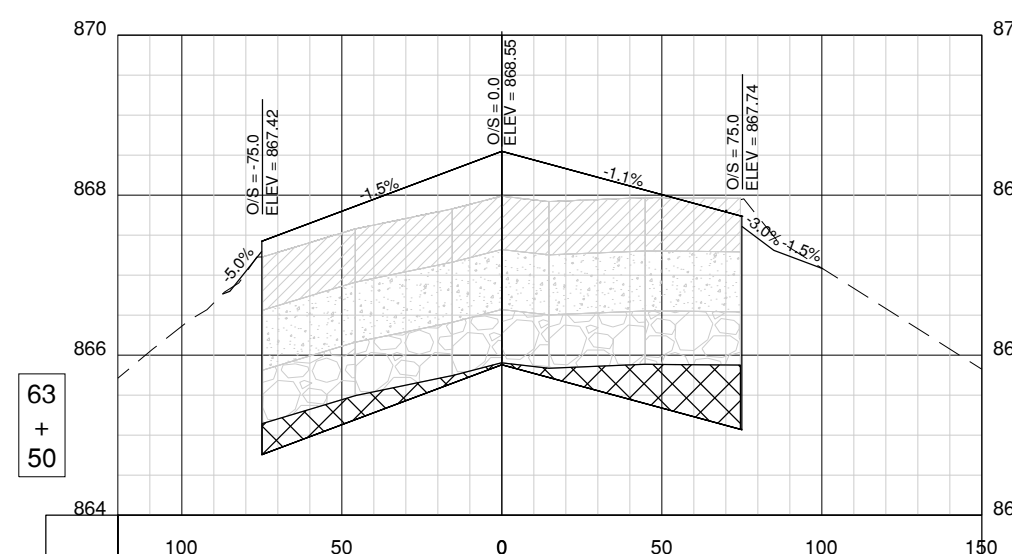
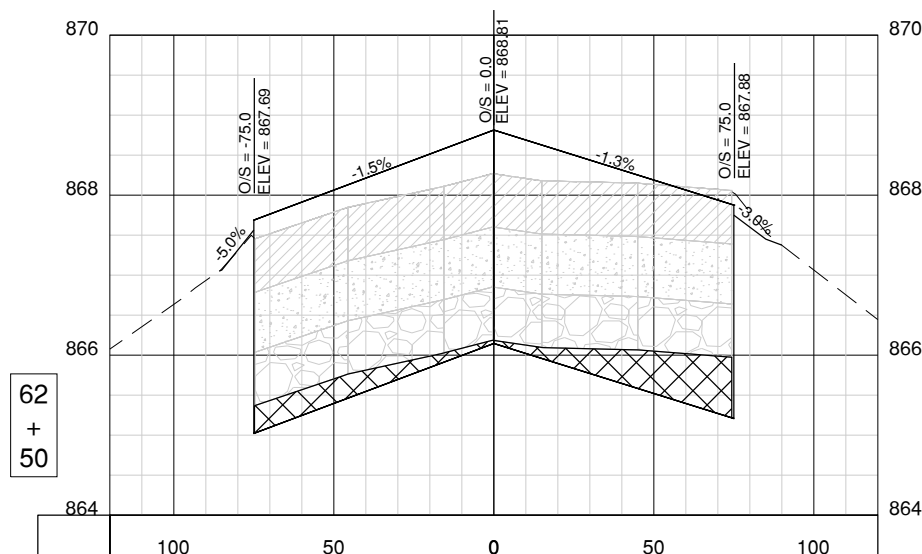
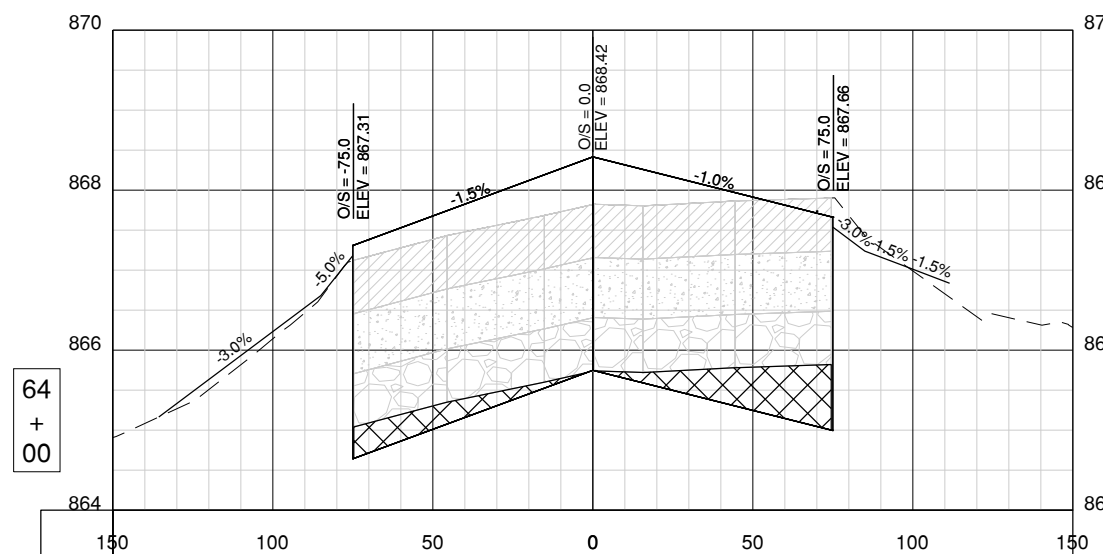
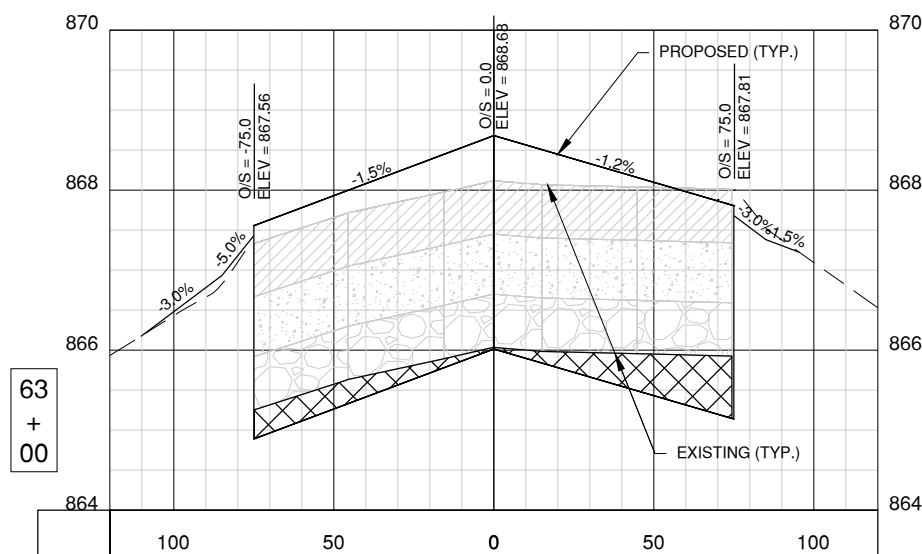
### LEGEND



PROPOSED P-403, BITUMINOUS COURSE, LEVELING



PROPOSED SUBGRADE UNDERCUT



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REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS



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CAD DWG FILE: 21008520-PH2-C-SPXS.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: EMH
COPYRIGHT:

SHEET TITLE  
**RWY 11 CROSS  
SECTIONS 7**

CG707  
SHEET 60 OF 70

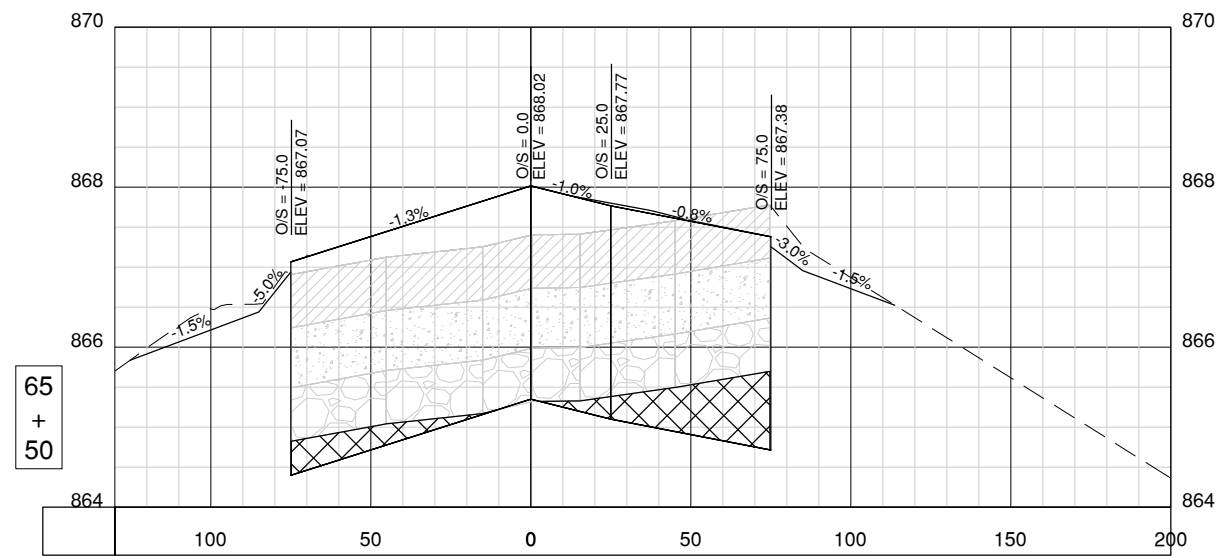
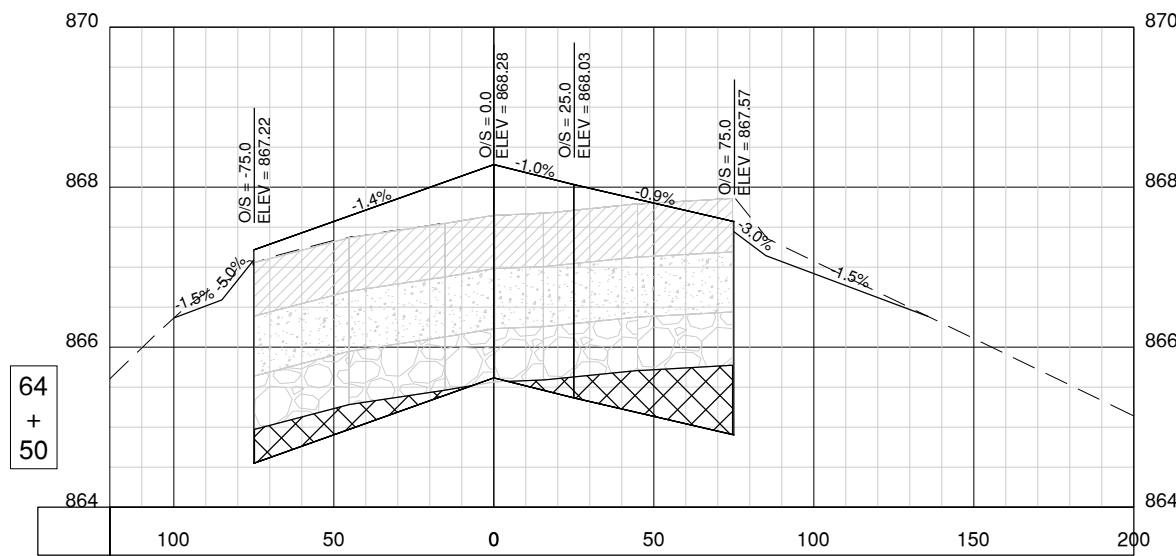
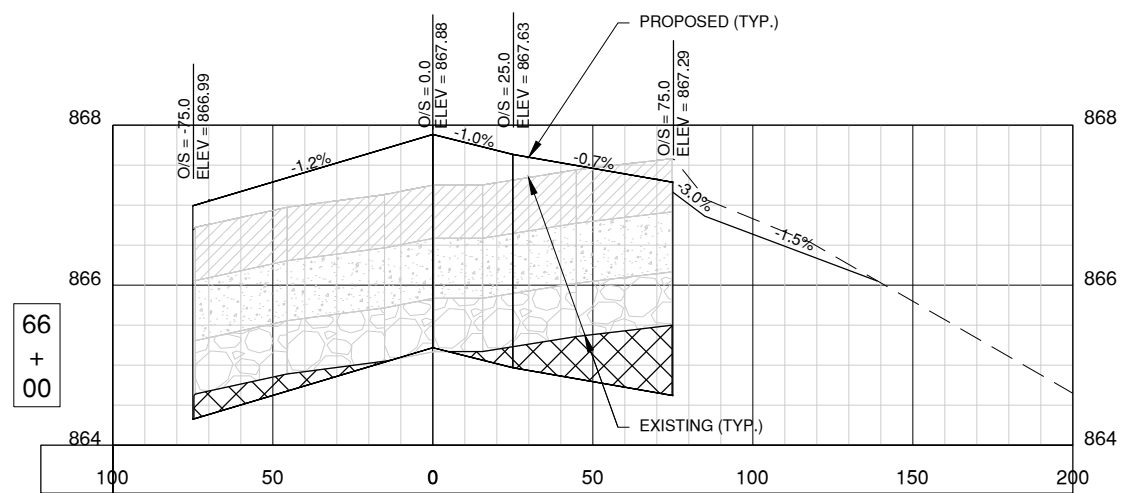
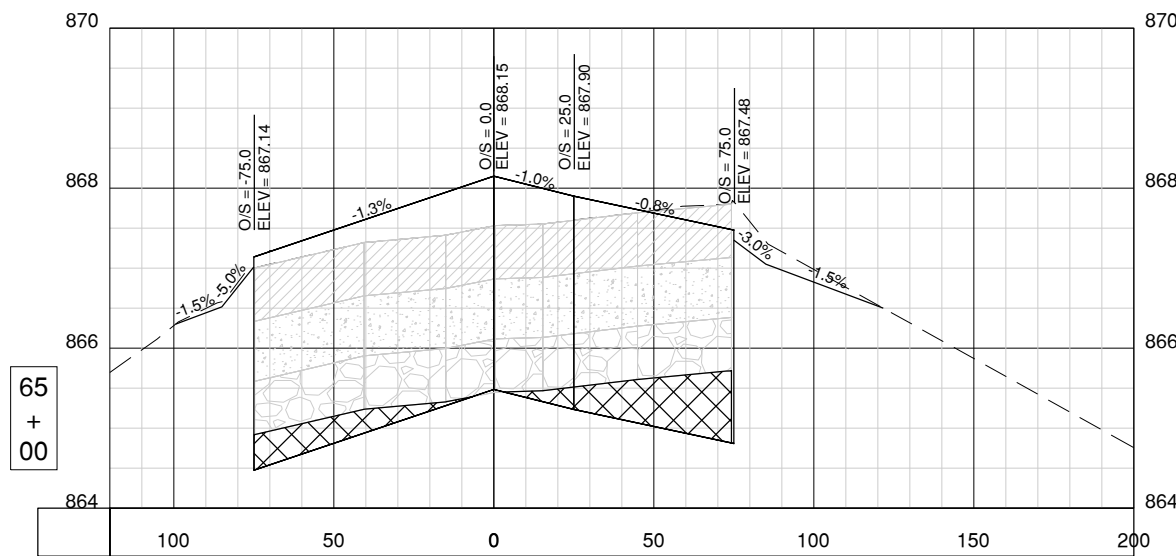
LEGEND

-  PROPOSED P-403, BITUMINOUS COURSE, LEVELING
-  PROPOSED SUBGRADE UNDERCUT



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REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

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IL PROJ. NO. BMI-5258
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CAD DWG FILE: 21008520-PH2-C-SPXS.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: EMH
COPYRIGHT:

SHEET TITLE  
RWY 11 CROSS  
SECTIONS 8

CG708  
SHEET 61 OF 70

LEGEND

PROPOSED P-403, BITUMINOUS COURSE, LEVELING



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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



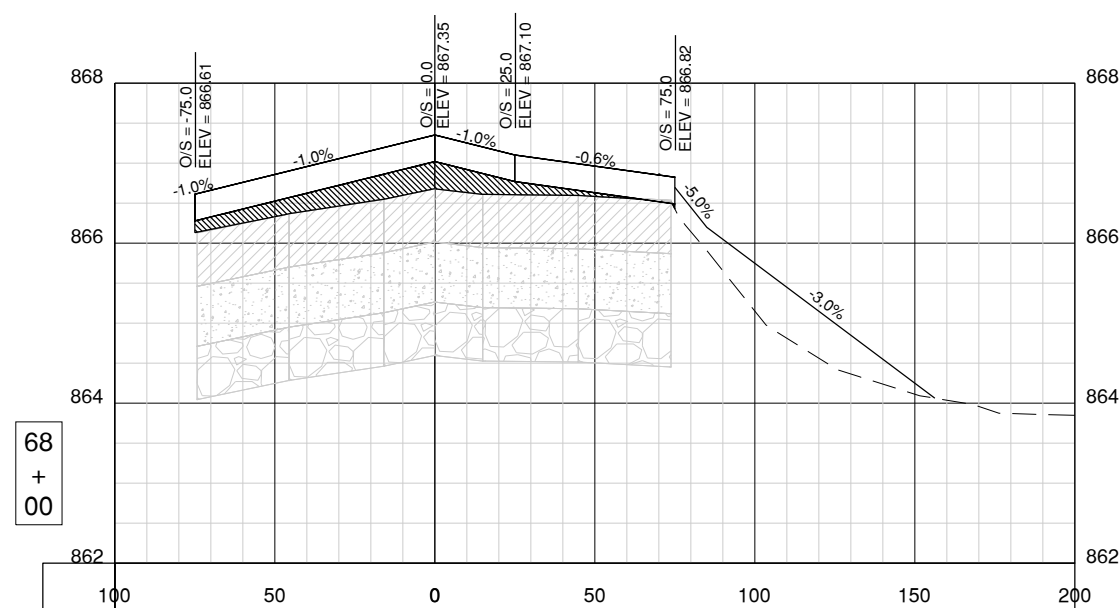
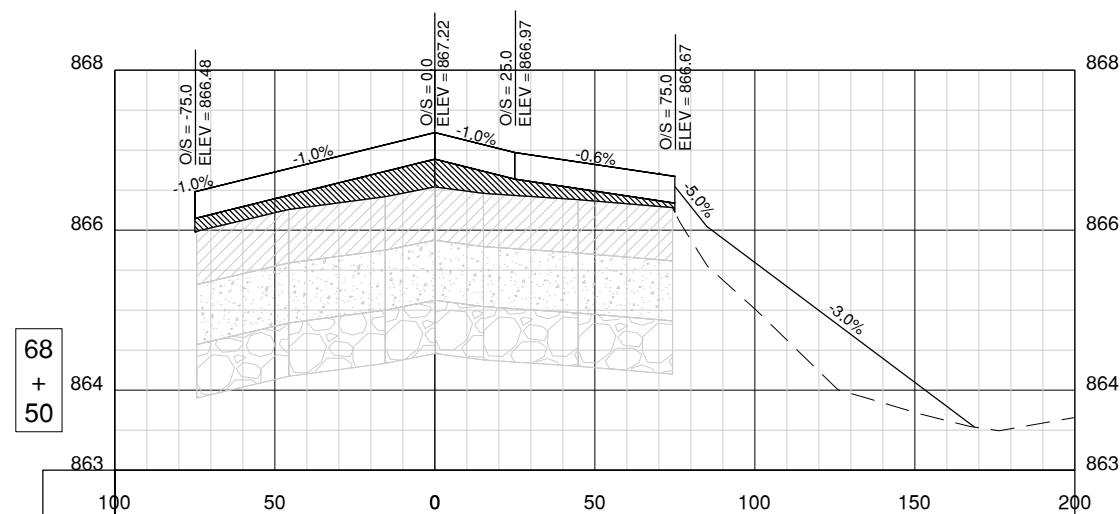
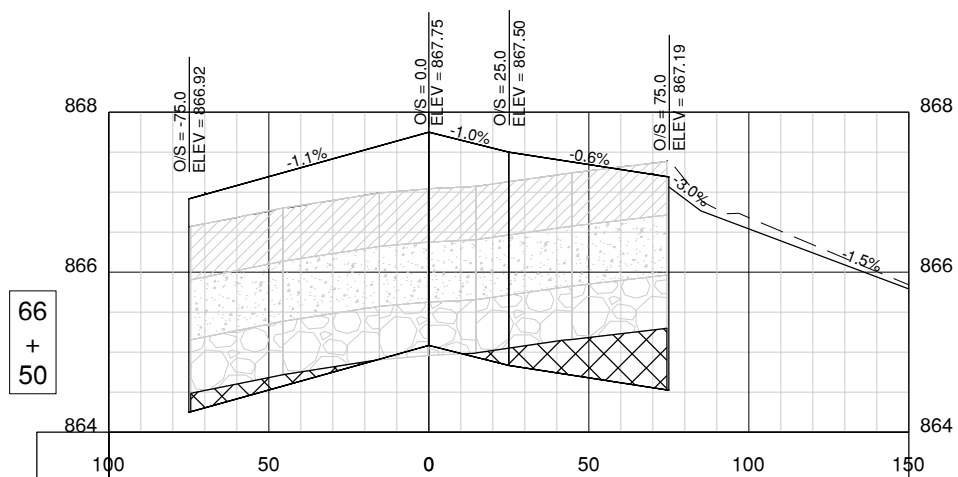
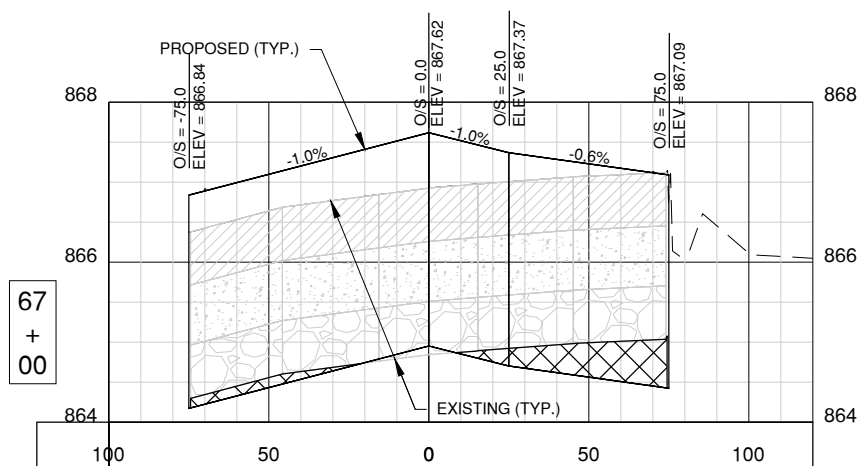
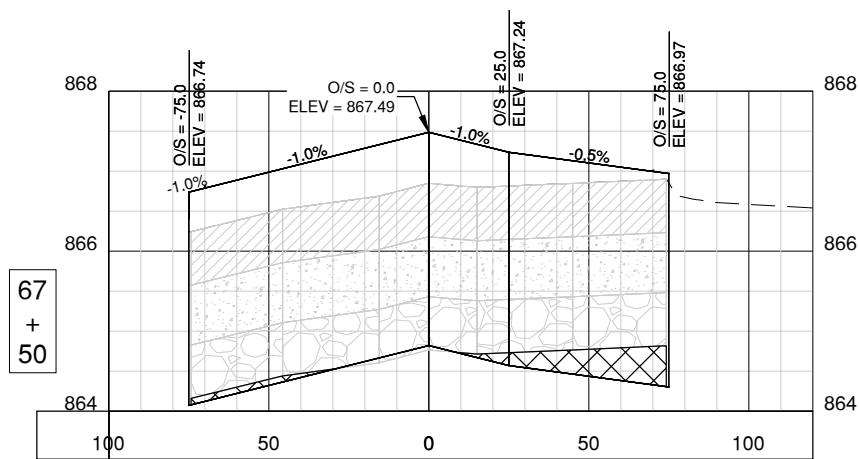
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CENTRAL ILLINOIS REGIONAL AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION


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DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: EMH
COPYRIGHT:

SHEET TITLE  
**RWY 11 CROSS SECTIONS 9**

CG709  
SHEET 62 OF 70



LEGEND

 PROPOSED P-403, BITUMINOUS COURSE, LEVELING



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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



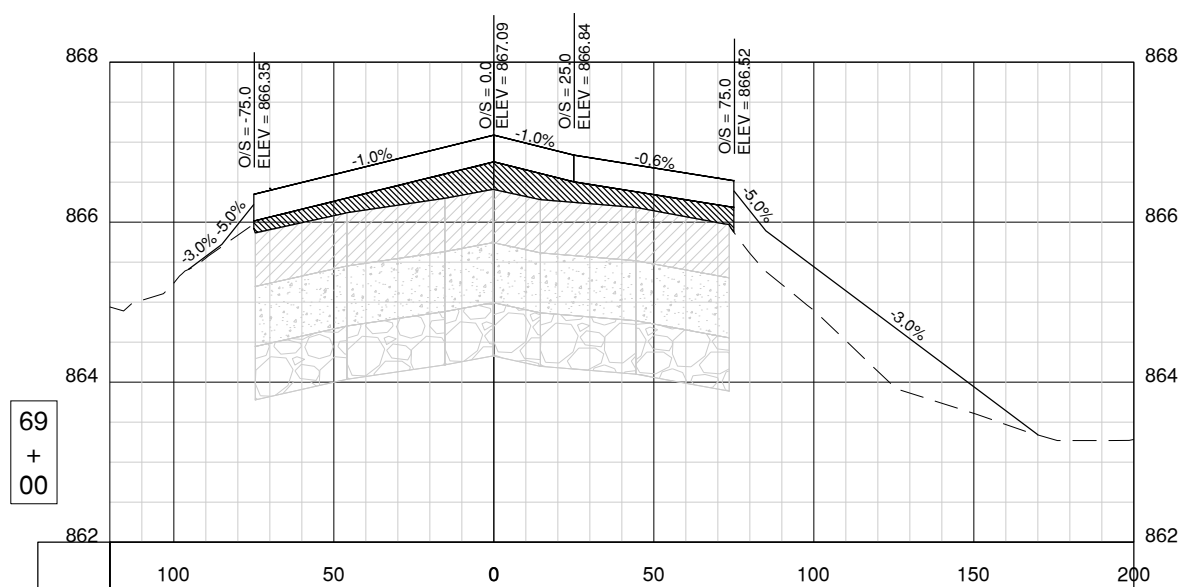
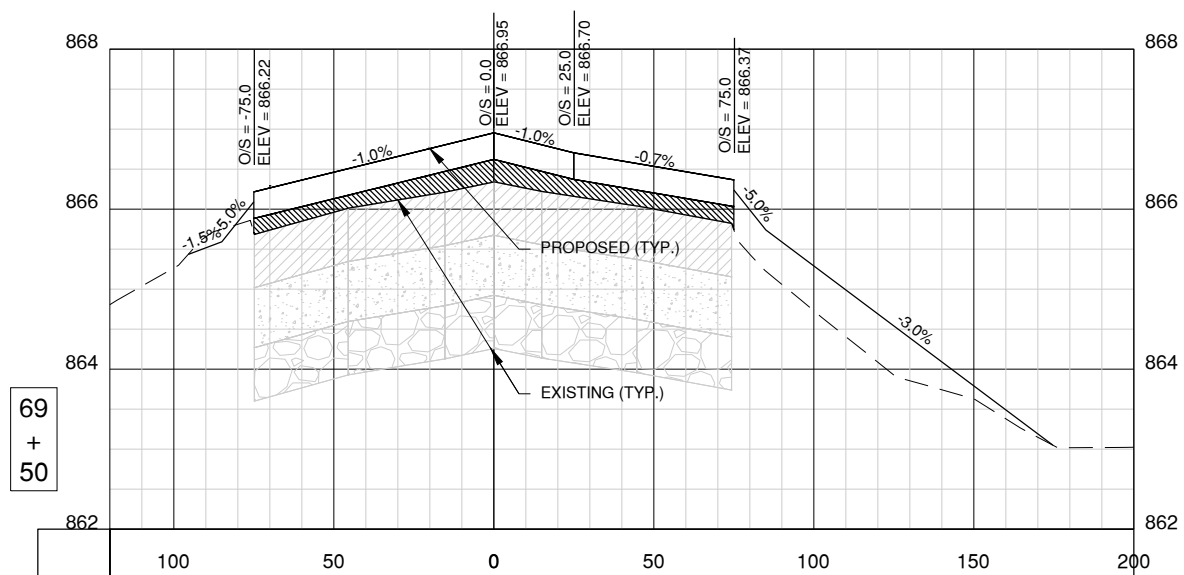
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AIRPORT  
BLOOMINGTON, ILLINOIS

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DRAWN BY: DPA
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APPROVED BY: EMH
COPYRIGHT:

SHEET TITLE  
**RWY 11 CROSS  
SECTIONS 10**

CG710  
SHEET 63 OF 70



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LEGEND



PROPOSED P-403, BITUMINOUS COURSE, LEVELING



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CONSULTANTS

100% FINAL  
MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



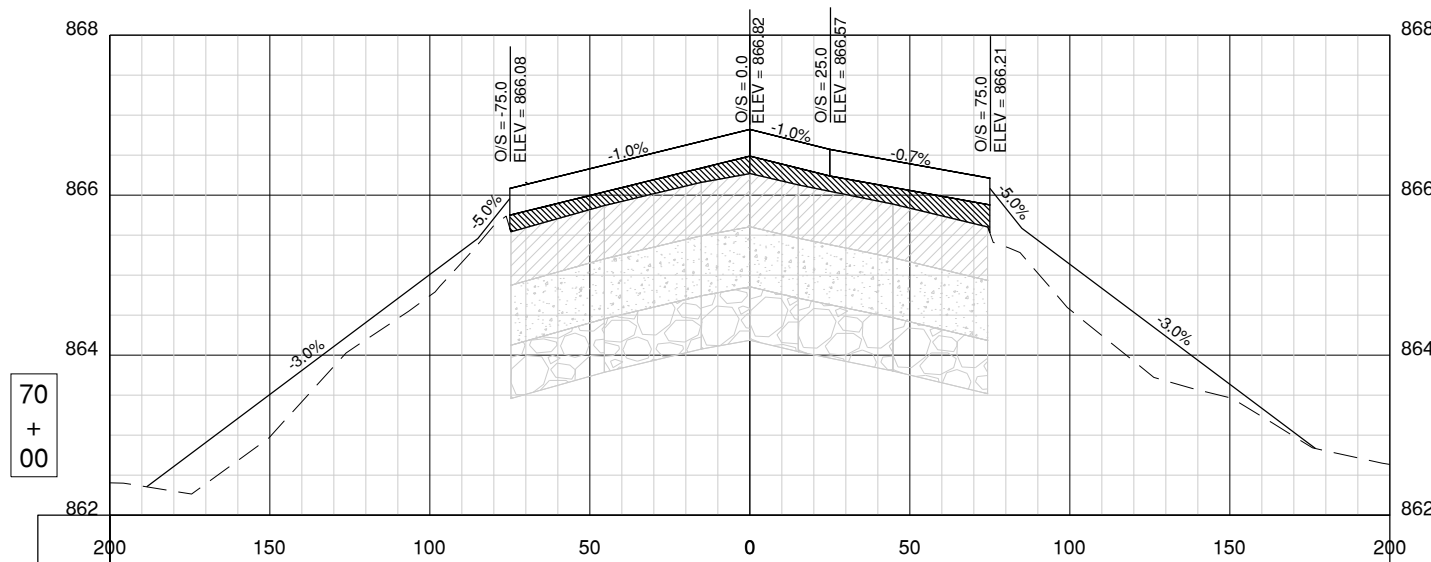
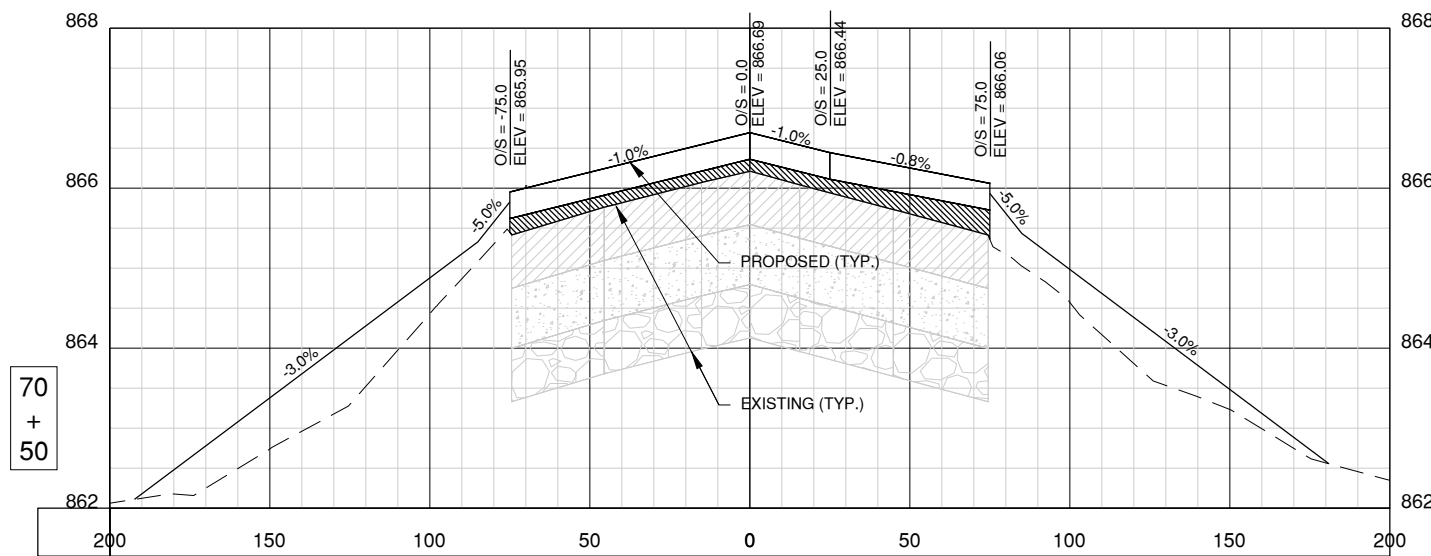
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AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

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COPYRIGHT:

SHEET TITLE  
**RWY 11 CROSS  
SECTIONS 11**

CG711  
SHEET 64 OF 70











LEGEND

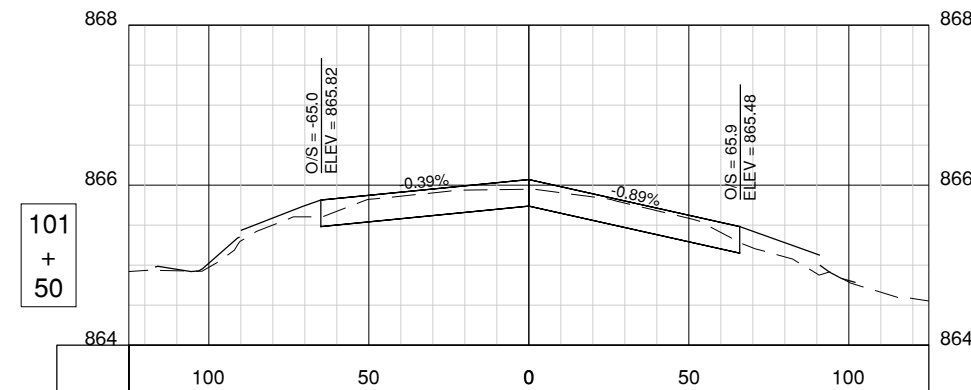
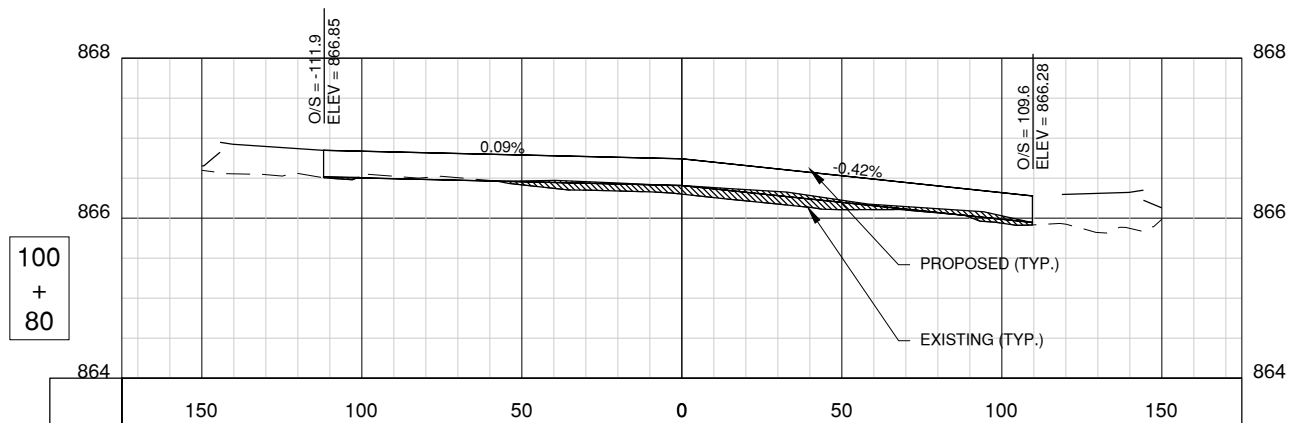
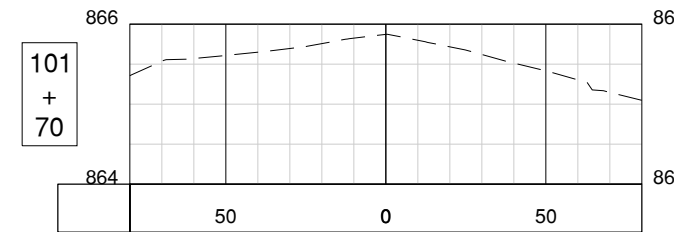
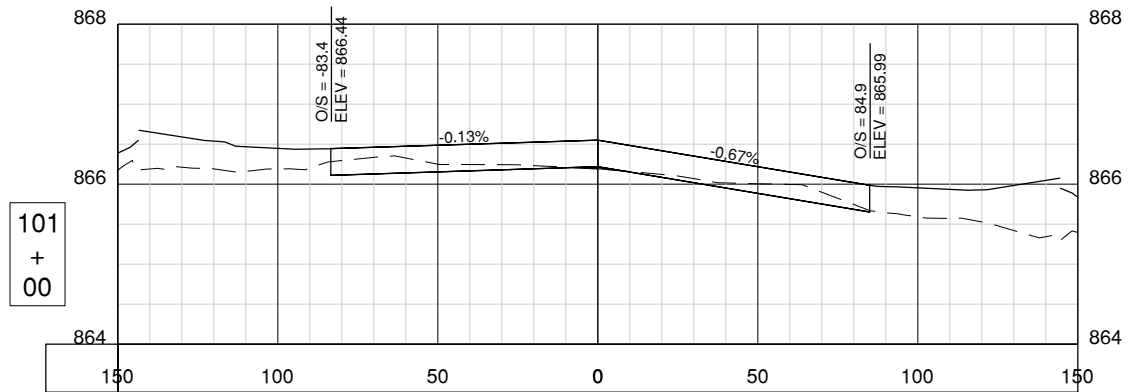
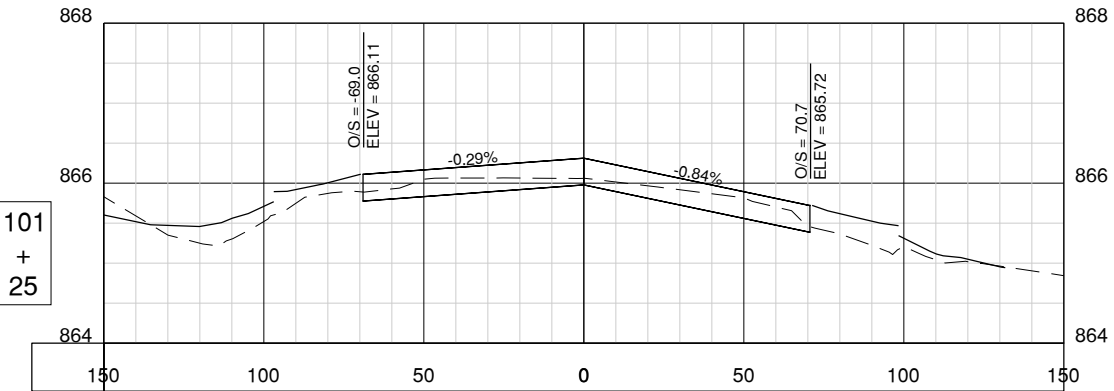


PROPOSED P-403, BITUMINOUS COURSE, LEVELING



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MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
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CENTRAL ILLINOIS REGIONAL AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL AIRPORT  
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD
IL PROJ. NO. BMI-5258
CMT PROJECT NO: 21008501.20
CAD DWG FILE: 21008520-PH2-C-SPXS.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: EMH
COPYRIGHT:

SHEET TITLE  
**TXY D CROSS SECTIONS 1**

CG716  
SHEET 69 OF 70



License No. 184-000613

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EARTH WORK VOLUME					
STATION	CUT AREA (S.F.)	FILL AREA (S.F.)	CUT VOL. (C.Y.)	FILL VOL. (C.Y.)	CUM. VOL. (C.Y.)
49+50.00	0.00	0.00	0.00	0.00	0.00
50+00.00	11.17	0.57	10.34	0.53	9.81
50+50.00	11.65	0.23	21.13	0.75	30.19
51+00.00	13.09	3.47	22.90	3.43	49.67
51+50.00	8.72	2.91	20.19	5.90	63.95
52+00.00	0.00	47.06	8.07	46.27	25.75
52+50.00	0.00	0.00	0.00	43.57	-17.82
53+00.00	0.00	0.75	0.00	0.70	-18.52
53+50.00	0.00	1.00	0.00	1.63	-20.15
54+00.00	0.64	19.35	0.59	18.85	-38.40
54+50.00	0.00	49.69	0.59	63.93	-101.73
55+00.00	0.00	41.50	0.00	84.44	-186.17
55+50.00	0.00	39.08	0.00	74.61	-260.79
56+00.00	0.00	30.41	0.00	64.34	-325.13
56+50.00	0.00	20.18	0.00	46.85	-371.98
57+00.00	0.07	16.33	0.06	33.81	-405.72
57+50.00	0.00	25.12	0.06	38.38	-444.04
58+00.00	0.00	34.95	0.00	55.62	-499.66
58+50.00	0.00	47.63	0.00	76.46	-576.12
59+00.00	0.00	16.16	0.00	59.06	-635.18
59+50.00	0.00	5.09	0.00	19.67	-654.86
60+00.00	0.00	3.60	0.00	8.05	-662.91
60+50.00	0.00	4.19	0.00	7.22	-670.13
61+00.00	0.28	8.79	0.26	12.02	-681.90
61+50.00	1.98	9.09	2.09	16.56	-696.37
62+00.00	1.28	0.36	3.02	8.75	-702.10

EARTH WORK VOLUME					
STATION	CUT AREA (S.F.)	FILL AREA (S.F.)	CUT VOL. (C.Y.)	FILL VOL. (C.Y.)	CUM. VOL. (C.Y.)
62+50.00	2.13	0.14	3.15	0.46	-699.41
63+00.00	3.23	2.52	4.96	2.46	-696.92
63+50.00	3.99	0.16	6.68	2.48	-692.72
64+00.00	4.18	5.94	7.56	5.65	-690.81
64+50.00	12.03	0.01	15.01	5.51	-681.31
65+00.00	9.87	0.00	20.28	0.01	-661.05
65+50.00	15.89	0.00	23.85	0.00	-637.20
66+00.00	11.43	0.00	25.29	0.00	-611.91
66+50.00	9.80	0.00	19.66	0.00	-592.25
67+00.00	0.00	0.00	9.08	0.00	-583.18
67+50.00	0.00	0.00	0.00	0.00	-583.18
68+00.00	0.00	34.45	0.00	31.89	-615.07
68+50.00	0.00	48.09	0.00	76.42	-691.50
69+00.00	0.00	48.04	0.00	89.00	-780.50
69+50.00	1.55	41.06	1.43	82.50	-861.57
70+00.00	0.00	74.30	1.43	106.81	-966.95
70+50.00	0.00	100.23	0.00	161.59	-1128.54
71+00.00	0.00	99.55	0.00	184.98	-1313.52
71+50.00	0.00	79.83	0.00	166.09	-1479.62
72+00.00	0.00	46.46	0.00	116.93	-1596.55
72+50.00	0.00	31.06	0.00	71.77	-1668.32
73+00.00	0.33	27.52	0.31	54.23	-1722.25
73+50.00	1.33	10.37	1.54	35.07	-1755.78
74+00.00	2.61	7.42	3.65	16.47	-1768.60
74+50.00	4.06	7.73	6.17	14.03	-1776.46
75+00.00	0.00	0.00	3.76	7.16	-1779.85

100% FINAL  
MAY 1, 2026

REHABILITATE RUNWAY 11/29:  
PHASE 2 CONSTRUCTION

OWNER



CENTRAL ILLINOIS REGIONAL  
AIRPORT AUTHORITY  
CENTRAL ILLINOIS REGIONAL  
AIRPORT  
BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0006-TBD

IL PROJ. NO. BMI-5258

CMT PROJECT NO: 21008501.20

CAD DWG FILE: 21008520-PH2-C-SPXS.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: EMH

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SHEET TITLE

EARTHWORK VOLUME  
TABLE

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