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**SUMMARY OF QUANTITIES**

Item No.	Item Description	Unit	ESTIMATED QUANTITY
AR150530	TRAFFIC MAINTENANCE	LS	1
AR152512	SUBGRADE REPAIR	CY	50
AR156520	INLET PROTECTION	EA	5
AR209600	GEOTEXTILE FABRIC	SY	76
AR401610	BITUMINOUS SURFACE COURSE	TON	435
AR401650	BITUMINOUS PAVEMENT MILLING	SY	4,471
AR401655	BUTT JOINT CONSTRUCTION	SY	577
AR401910	REMOVE & REPLACE BIT. PAVEMENT	SY	252
AR403620	BITUMINOUS BASE COURSE, LEVELING	TON	305
AR501606	6" PCC SIDEWALK	SF	1,021
AR501690	PCC SIDEWALK REMOVAL	SF	949
AR603510	BITUMINOUS TACK COAT	GAL	1,399
AR620510	PAVEMENT MARKING	SF	531
AR751940	ADJUST INLET	EA	1
AR754410	COMB CONCRETE CURB & GUTTER	LF	2,050
AR754904	REMOVE COMB CURB & GUTTER	LF	2,127
AR800249	CONSTRUCT TEMPORARY ENTRANCE	LS	1
AR910420	BOLLARD	EA	10

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

**GENERAL NOTES:**

1. THE CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY COORDINATION SHOWN OR NOT SHOWN. THE LOCATIONS, SIZE, MATERIAL, DESCRIPTION OR TYPE OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS ARE APPROXIMATE LOCATIONS BASED ON IN PART, INFORMATION SUPPLIED BY OTHERS AND IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. THE CONTRACTOR SHALL HAVE ALL UTILITIES FIELD LOCATED AS NECESSARY PRIOR TO BEGINNING WORK. THE SUPPORT, PROTECTION AND RESTORATION OF ALL UTILITIES AND APPURTENANCES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT PUBLIC AND PRIVATE PROPERTY INCLUDING UTILITIES AND STRUCTURES TO REMAIN. IF AT ANY TIME, THE CONTRACTOR DAMAGES OR DESTROYS ANY OTHER PUBLIC OR PRIVATE PROPERTY, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, RESTORE SUCH PROPERTY TO A CONDITION EQUAL TO THAT OF EXISTING BEFORE SUCH DAMAGE. PUBLIC ROADWAYS, PRIVATE ENTRANCES, AND OTHER FACILITIES SHALL REMAIN ACCESSIBLE AND FREE OF CONSTRUCTION DEBRIS. ANY MATERIAL TO BE STAGED OR STOCKPILED SHALL BE COORDINATED WITH THE AIRPORT THROUGH THE RESIDENT ENGINEER.
3. EXISTING CURB & GUTTER TYPES MAY VARY. CONTRACTOR SHALL INSPECT CURB PRIOR TO BEGINNING WORK TO ASSURE PROPER FIT AND TRANSITION.
4. ALL DISTURBED TURF AREAS WITHIN PROJECT LIMITS SHALL BE SEEDED & STABILIZED. ANY AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE LIMITS SHOWN SHALL BE SEEDED & STABILIZED AT THE CONTRACTOR'S EXPENSE.
5. IF EXISTING ROADWAY SIGNS INTERFERE WITH THE INSTALLATION OF THE WORK FOR THIS PROJECT, SUCH SIGNS AND POSTS SHALL BE REMOVED AND REPLACED AFTER CONSTRUCTION. THE COST OF REMOVING AND STORING EXISTING SIGNS WILL NOT BE PAID FOR DIRECTLY. THE COST SHALL BE INCLUDED IN OTHER PAY ITEMS.
6. ACCESS TO ALL ENTRANCES SHALL BE MAINTAINED AT ALL TIMES UNLESS NOTED OTHERWISE ON THE PLANS.
7. ALL COMPACTION CONTROL TESTS SHALL CONFORM TO ASTM D1557 (MODIFIED PROCTOR) FOR AIRCRAFT (HEAVY EQUIPMENT) WEIGHTS OF 60,000 LBS OR MORE.

**GENERAL WAYNE A. DOWNING**  
**PEORIA INTERNATIONAL AIRPORT**  
**PEORIA, ILLINOIS**  
**REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1**  
**SUMMARY OF QUANTITIES & GENERAL NOTES**

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




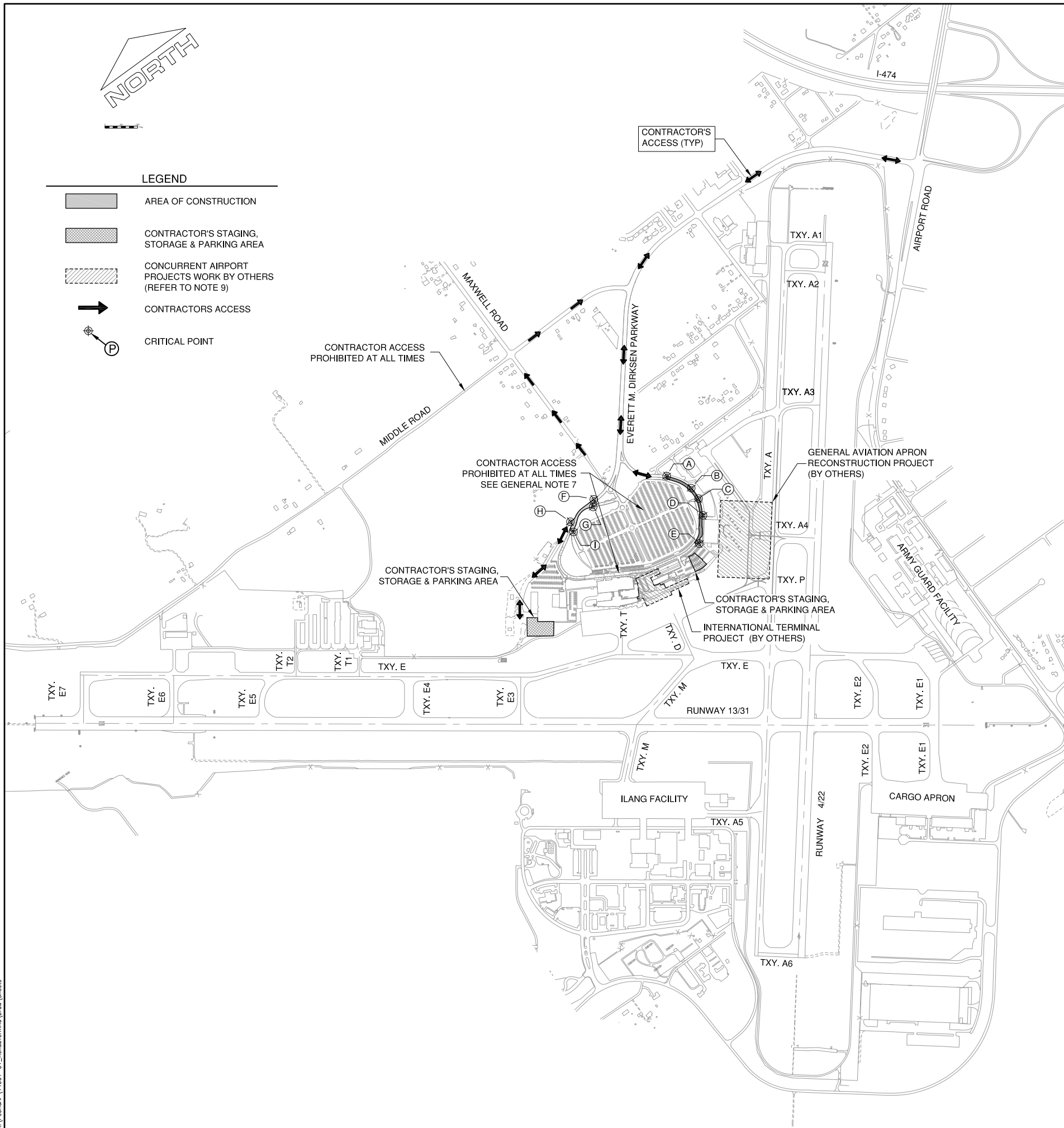
GENERAL WAYNE A. DOWNING  
 PEORIA INTERNATIONAL AIRPORT

DESIGN BY:	JFM/JMW
DRAWN BY:	CMT
CHECKED BY:	SKS
APPROVED BY:	CET
DATE:	MAY 23, 2014
JOB No:	14061-01
IL PROJ. NO. PIA-4410 AIP PROJ. NO. 3-17-0080-XX	
SHEET 02 OF 19 SHEETS	



**LEGEND**

-  AREA OF CONSTRUCTION
-  CONTRACTOR'S STAGING, STORAGE & PARKING AREA
-  CONCURRENT AIRPORT PROJECTS WORK BY OTHERS (REFER TO NOTE 9)
-  CONTRACTORS ACCESS
-  CRITICAL POINT



**GENERAL NOTES**

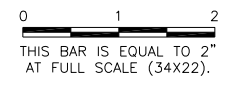
1. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN. THE MAXIMUM HEIGHT OF EQUIPMENT, MATERIALS, AND STOCKPILES SHALL BE 25 FEET ABOVE GROUND ELEVATION AND SHALL BE STORED A MINIMUM OF 10 FEET FROM THE AIRPORT FENCE.
2. EXCESS EARTH, BROKEN ASPHALT, AND CONCRETE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY UNLESS OTHERWISE DIRECTED BY THE AIRPORT.
3. ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
4. 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 RESIDENT ENGINEER AND THE AIRPORT.
5. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE RESIDENT ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
6. SEE CONSTRUCTION ACTIVITY PLAN NOTES AND DETAILS SHEET FOR NOTES REGARDING THE CONTRACTOR'S ACCESS AND CONSTRUCTION ACTIVITY PLANS FOR DETAILED PHASING REQUIREMENTS.
7. CONTRACTOR SHALL BE EXPLICITLY RESTRICTED FROM USING THE ROAD IN FRONT OF THE MAIN TERMINAL BUILDING (PCC PORTION) AND THE MAIN TERMINAL PARKING LOT FOR CONSTRUCTION ACCESS OF ANY KIND UNLESS OTHERWISE NOTED IN THE PLANS. THE CONTRACTOR SHALL BE REQUIRED TO STAGE CONSTRUCTION AROUND THE USE OF THESE AREAS AT ALL TIMES, UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR'S VEHICLES OR EQUIPMENT BE ALLOWED TO USE THESE AREAS.
8. THERE SHALL NOT BE ANY CONSTRUCTION TRAFFIC ON THE AIRFIELD SIDE OF THE FENCE.
9. THERE ARE TWO (2) CONCURRENT PEORIA INTERNATIONAL PROJECTS UNDER CONSTRUCTION DURING THE PROPOSED REHABILITATE TERMINAL ENTRANCE ROAD PROJECT, PHASE 1. THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE WITH ADJACENT WORK AT ALL TIMES.
10. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT PUBLIC AND PRIVATE PROPERTY INCLUDING UTILITIES AND STRUCTURES TO REMAIN. IF AT ANY TIME, THE CONTRACTOR DAMAGES OR DESTROYS ANY OTHER PUBLIC OR PRIVATE PROPERTY, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, RESTORE SUCH PROPERTY TO A CONDITION EQUAL TO THAT OF EXISTING BEFORE SUCH DAMAGE. PUBLIC ROADWAYS, PRIVATE ENTRANCES, AND OTHER FACILITIES SHALL REMAIN ACCESSIBLE AND FREE OF CONSTRUCTION DEBRIS. ANY MATERIAL TO BE STAGED OR STOCKPILED SHALL BE COORDINATED WITH THE AIRPORT THROUGH THE RESIDENT ENGINEER.
11. IF EXISTING ROADWAY SIGNS INTERFERE WITH THE INSTALLATION OF THE WORK FOR THIS PROJECT, SUCH SIGNS AND POSTS SHALL BE REMOVED AND REPLACED AFTER CONSTRUCTION. THE COST OF REMOVING AND STORING EXISTING SIGNS WILL NOT BE PAID FOR DIRECTLY. THE COST SHALL BE INCLUDED IN OTHER PAY ITEMS.
12. ACCESS TO ALL ENTRANCES SHALL BE MAINTAINED AT ALL TIMES UNLESS NOTED OTHERWISE ON THE PLANS.

CRITICAL POINT TABLE			
POINT	LATITUDE	LONGITUDE	ELEVATION
A	N40° 40' 05.96"	W89° 41' 14.90"	646.90
B	N40° 40' 03.28"	W89° 41' 13.06"	646.83
C	N40° 40' 01.88"	W89° 41' 13.10"	645.80
D	N40° 40' 00.09"	W89° 41' 14.03"	646.97
E	N40° 39' 57.83"	W89° 41' 16.90"	649.65
F	N40° 40' 08.68"	W89° 41' 25.41"	616.96
G	N40° 40' 08.03"	W89° 41' 26.14"	618.16
H	N40° 40' 08.22"	W89° 41' 30.07"	631.98
I	N40° 40' 07.10"	W89° 41' 30.59"	636.05

MAXIMUM EQUIPMENT HEIGHT 25 FEET

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GENERAL WAYNE A. DOWNING  
 PEORIA INTERNATIONAL AIRPORT  
 PEORIA, ILLINOIS

REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1  
 SITE PLAN

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SHEET 03 OF 19 SHEETS	

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**GENERAL**

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

**1. COORDINATION**

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

**2. PROJECT STAGING**

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

**STAGING NOTES:**

1. ALL STAGES SHALL CONSIST OF REMOVAL AND REPLACEMENT OF THE EXISTING CURB AND GUTTER, MILLING OF THE EXISTING BITUMINOUS PAVEMENT, PATCHING, AND INSTALLATION OF NEW BITUMINOUS PAVEMENT AND STRIPING.
2. ALL WORK SHALL BE COMPLETED IN PREVIOUS STAGE PRIOR TO STARTING WORK IN THE NEXT STAGE UNLESS OTHERWISE PERMITTED BY THE AIRPORT.
3. THE WORK STAGING PLAN PRESENTED IS NOT INTENDED TO RESTRICT THE CONTRACTOR TO THIS SPECIFIC STAGING. THE CONTRACTOR MAY SUBMIT THEIR OWN STAGING SCHEDULE FOR REVIEW AND WRITTEN APPROVAL.

**3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY**

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

**4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)**

1. THE CONTRACTOR SHALL REMAIN CLEAR OF THE ILS CRITICAL AREAS AND OTHER NAVAIDS FACILITIES AT ALL TIMES.

**5. CONTRACTOR ACCESS**

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS.
2. THE CONTRACTORS STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE SITE PLAN.
3. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.
4. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE.
5. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
6. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
7. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
8. THE CONTRACTOR SHALL NOTIFY THE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

**6. WILDLIFE MANAGEMENT**

1. THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

**7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT**

1. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON PAVEMENTS.

**8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT**

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

**9. NOTIFICATION OF CONSTRUCTION ACTIVITIES**

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

**AIRPORT OPERATOR**  
 DOUG PALMER - DIRECTOR OF OPERATIONS (309) 303-0994

**AIRPORT MAINTENANCE**  
 GREG HUSER - MAINTENANCE SUPERVISOR (309) 303-1005

**ENGINEER**  
 CHUCK TAYLOR, P.E. - PROJECT ENGINEER (309) 637-1890  
 CMT - RESIDENT ENGINEER (309) 637-1890

**10. INSPECTION REQUIREMENTS**

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

**11. UNDERGROUND UTILITIES**

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 50-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

**12. PENALTIES**

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

**13. SPECIAL CONDITIONS**

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

**14. RUNWAY AND TAXIWAY VISUAL AIDS**

1. NO RUNWAY OR TAXIWAY CLOSURES ARE REQUIRED FOR THIS PROJECT. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOW THE REQUIREMENTS OF FAA AC 150/5370-2F.
2. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET.

**15. MARKING AND SIGNS FOR ACCESS ROUTES**

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

**16. HAZARD MARKING AND LIGHTING**

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

**17. OTHER LIMITATIONS ON CONSTRUCTION**

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

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0 1 2  
 THIS BAR IS EQUAL TO 2"  
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**GENERAL WAYNE A. DOWNING  
 PEORIA INTERNATIONAL AIRPORT  
 PEORIA, ILLINOIS**

**REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1  
 CONSTRUCTION SAFETY AND PHASING PLAN  
 NOTES**

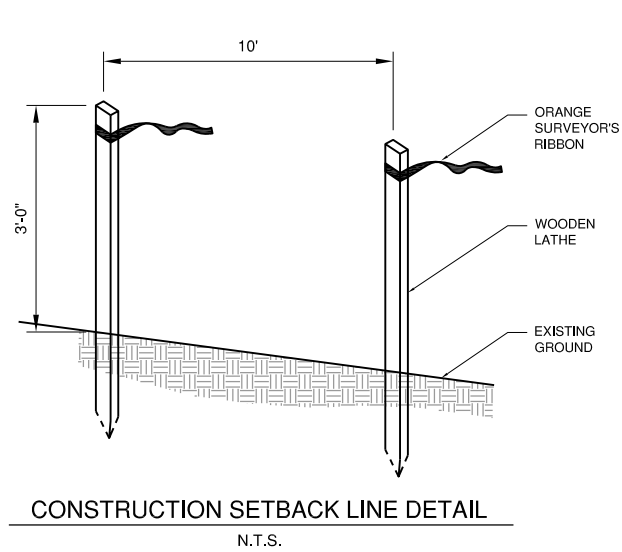
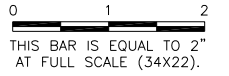
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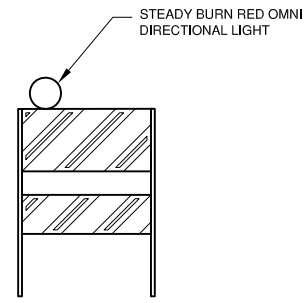
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SHEET 04 OF 19 SHEETS	

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**CONSTRUCTION SETBACK LINE DETAIL**  
 N.T.S.



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

**FLASHER BARRICADE NOTES**

1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE TRAFFIC MAINTENANCE ITEM.
4. INSTALL AT SPACING AS REQUIRED BY DETAILS OR APPLICABLE IDOT STANDARD.

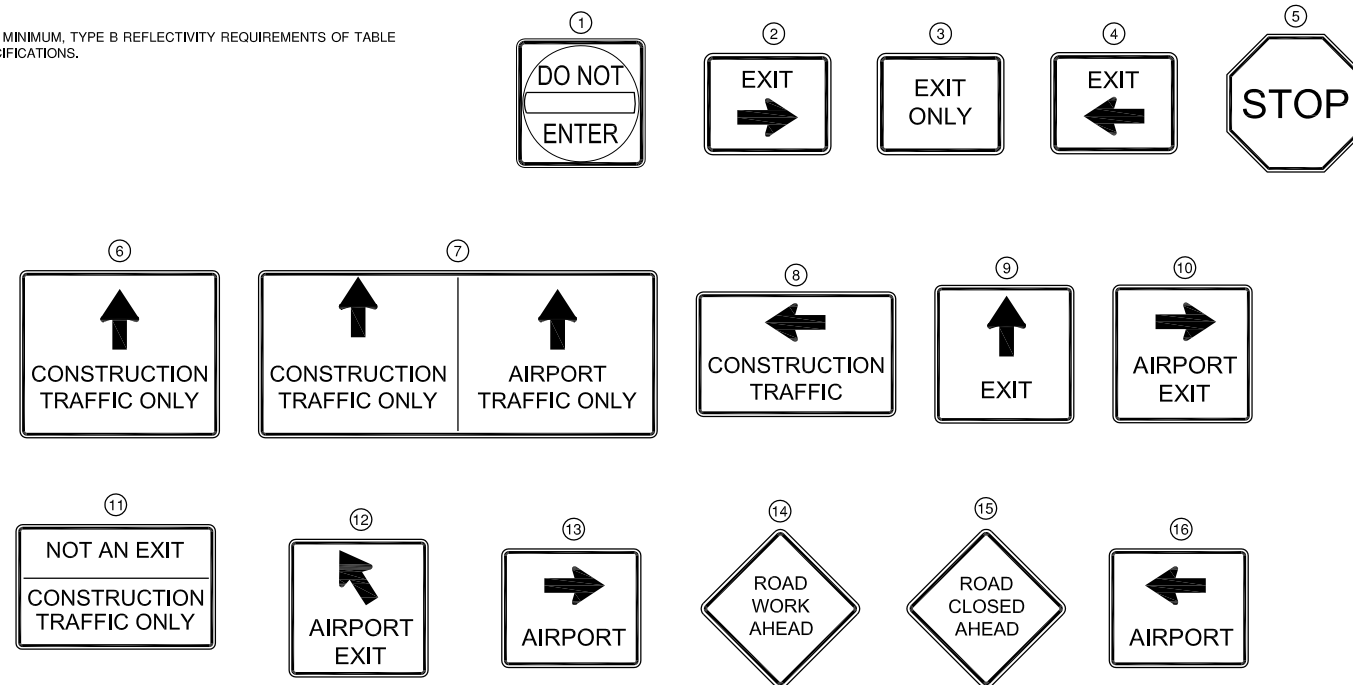
**CONSTRUCTION ACTIVITY PLAN GENERAL NOTES**

1. THE CONTRACTOR SHALL PLAN AND CONDUCT HIS WORK SO AS TO NOT INTERFERE OR HINDER THE PROGRESS OR WORK BEING PERFORMED BY OTHER CONTRACTORS.
2. THE TIMELY PROSECUTION OF THE OVERALL PROJECT IS DEPENDENT UPON THE PROPER COORDINATION BETWEEN CONTRACTORS.
3. IT SHALL BE FULLY UNDERSTOOD BY THE CONTRACTOR THAT THE PROSECUTION OF THE OVERALL PROJECT ARE THE GOVERNING CRITERIA FOR RESOLVING CONFLICTS WHICH MAY ARISE BETWEEN HIS SCHEDULE AND THE SCHEDULE OF OTHER CONTRACTORS.
4. WHEN CONFLICTS ARISE, RESOLUTION OF SUCH CONFLICTS WILL BE MADE BY THE AIRPORT THROUGH THE RESIDENT ENGINEER IN THE BEST INTEREST OF THE AIRPORT AND THE PROJECT.
5. DELAYS, CHANGES IN SCHEDULING OR THE EXPEDITION OF WORK UNDER THIS CONTRACT TO PROVIDE FOR THE TIMELY PROSECUTION OF THE PROJECT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
6. CONTRACTOR'S STAGING, STORAGE, AND PARKING WILL BE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLANS AND SITE PLAN.
7. THE CONTRACTOR SHALL PLACE ALL BARRICADES, CONSTRUCTION SETBACK LINES, AND EROSION CONTROL ITEMS AS SHOWN PRIOR TO INITIATING WORK IN EACH PHASE. ALL COSTS TO FURNISH, INSTALL, AND MAINTAIN THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
8. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
  - A. THE CONTRACTOR'S ACCESS TO WORK SHALL BE AS SHOWN IN THE PLANS.
  - B. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR LD.O.T.
  - C. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
  - D. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRPORT PART 77 SURFACES, OR RUNWAY AND TAXIWAY SAFETY AREAS.
  - E. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING PAVEMENTS USED BY AIRPORT CUSTOMERS WHICH ARE USED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.
  - F. THE CONTRACTOR SHALL EVALUATE AND PRESERVE THE CONDITION OF THE EXISTING AIRPORT ROADS AND ALL OTHER ACCESS ROUTES UTILIZED BY THE CONTRACTOR FOR ACCESS TO THE SITE. THE CONTRACTOR SHALL DOCUMENT THE CONDITION OF THE EXISTING PAVEMENT IN THE PRESENCE OF THE AIRPORT AND RESIDENT ENGINEER PRIOR TO THE INITIATION OF CONSTRUCTION. AT THE COMPLETION OF CONSTRUCTION, ANY PAVEMENT USED BY THE CONTRACTOR THAT IS SAID TO BE DAMAGED BY HIS OPERATIONS SHALL BE REPAIRED TO ITS ORIGINAL CONDITION AND/OR TO THE SATISFACTION OF THE AIRPORT AT THE CONTRACTOR'S EXPENSE.

**TEMPORARY CONSTRUCTION SIGNAGE NOTES**

1. ALL SIGNAGE SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2012, THE DETAILS IN THESE PLANS AND THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. ALL SIGNS SHALL BE PROVIDED, PLACED AND MAINTAINED BY THE CONTRACTOR.
3. THE TRAFFIC CONTROL STANDARDS PROVIDED IN THESE PLANS MAY REQUIRE MODIFICATION AT TIMES. THE AIRPORT SHALL APPROVE ANY MODIFICATIONS PROPOSED BY THE CONTRACTOR.
4. ALL EXISTING SIGNAGE THAT IS NOT APPLICABLE TO THE TRAFFIC CONTROL IN PLACE SHALL BE REMOVED OR COMPLETELY COVERED.
5. ALL WORK ZONE SIGNS ARE REQUIRED TO MEET, AT A MINIMUM, TYPE B REFLECTIVITY REQUIREMENTS OF TABLE 1091-2 IN ARTICLE 1091.02 OF THE IDOT STANDARD SPECIFICATIONS.

NOTE: REFER TO CONSTRUCTION ACTIVITY PLANS FOR NUMBERED LOCATIONS



**TEMPORARY CONSTRUCTION SIGNAGE**  
 N.T.S.

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**CONSTRUCTION ACTIVITY PLAN NOTES AND**  
**DETAILS**

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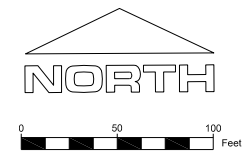
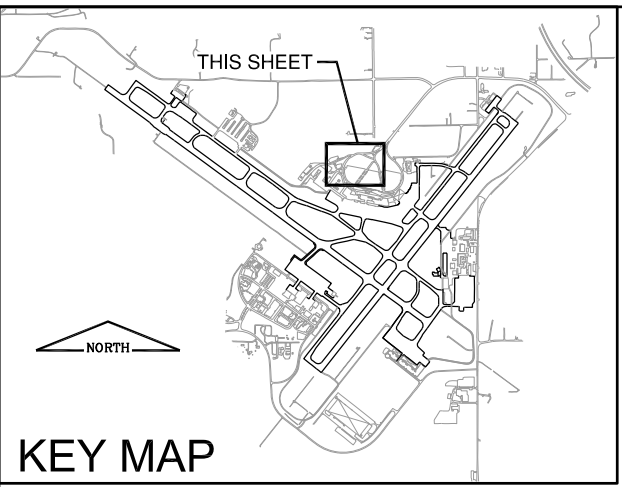
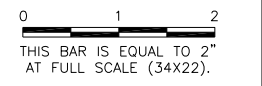
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**PEORIA INTERNATIONAL AIRPORT**

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SHEET	05 OF 19 SHEETS

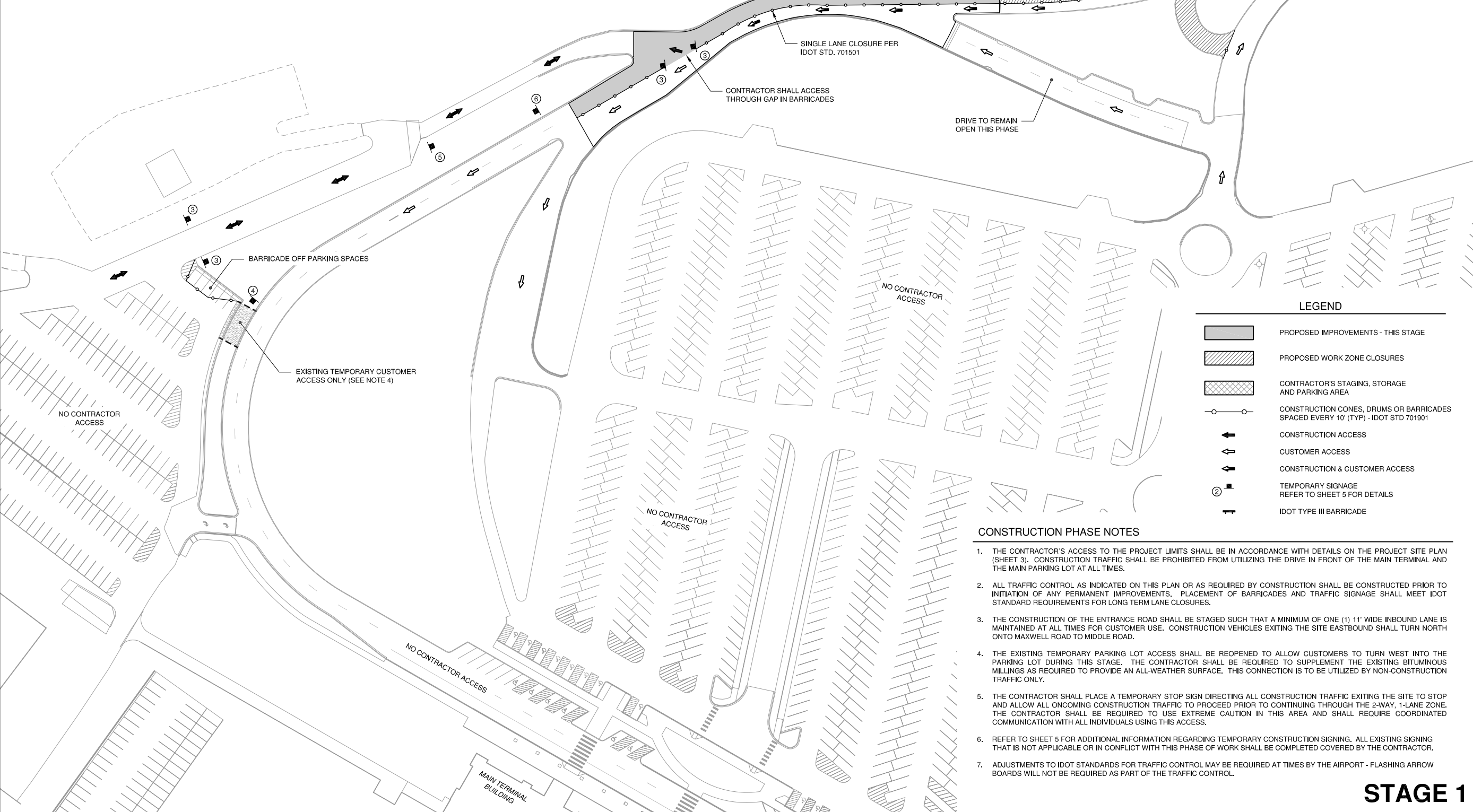


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**KEY MAP**



**LEGEND**

	PROPOSED IMPROVEMENTS - THIS STAGE
	PROPOSED WORK ZONE CLOSURES
	CONTRACTOR'S STAGING, STORAGE AND PARKING AREA
	CONSTRUCTION CONES, DRUMS OR BARRICADES SPACED EVERY 10' (TYP) - IDOT STD 701901
	CONSTRUCTION ACCESS
	CUSTOMER ACCESS
	CONSTRUCTION & CUSTOMER ACCESS
	TEMPORARY SIGNAGE REFER TO SHEET 5 FOR DETAILS
	IDOT TYPE III BARRICADE

**CONSTRUCTION PHASE NOTES**

1. THE CONTRACTOR'S ACCESS TO THE PROJECT LIMITS SHALL BE IN ACCORDANCE WITH DETAILS ON THE PROJECT SITE PLAN (SHEET 3). CONSTRUCTION TRAFFIC SHALL BE PROHIBITED FROM UTILIZING THE DRIVE IN FRONT OF THE MAIN TERMINAL AND THE MAIN PARKING LOT AT ALL TIMES.
2. ALL TRAFFIC CONTROL AS INDICATED ON THIS PLAN OR AS REQUIRED BY CONSTRUCTION SHALL BE CONSTRUCTED PRIOR TO INITIATION OF ANY PERMANENT IMPROVEMENTS. PLACEMENT OF BARRICADES AND TRAFFIC SIGNAGE SHALL MEET IDOT STANDARD REQUIREMENTS FOR LONG TERM LANE CLOSURES.
3. THE CONSTRUCTION OF THE ENTRANCE ROAD SHALL BE STAGED SUCH THAT A MINIMUM OF ONE (1) 11' WIDE INBOUND LANE IS MAINTAINED AT ALL TIMES FOR CUSTOMER USE. CONSTRUCTION VEHICLES EXITING THE SITE EASTBOUND SHALL TURN NORTH ONTO MAXWELL ROAD TO MIDDLE ROAD.
4. THE EXISTING TEMPORARY PARKING LOT ACCESS SHALL BE REOPENED TO ALLOW CUSTOMERS TO TURN WEST INTO THE PARKING LOT DURING THIS STAGE. THE CONTRACTOR SHALL BE REQUIRED TO SUPPLEMENT THE EXISTING BITUMINOUS MILLINGS AS REQUIRED TO PROVIDE AN ALL-WEATHER SURFACE. THIS CONNECTION IS TO BE UTILIZED BY NON-CONSTRUCTION TRAFFIC ONLY.
5. THE CONTRACTOR SHALL PLACE A TEMPORARY STOP SIGN DIRECTING ALL CONSTRUCTION TRAFFIC EXITING THE SITE TO STOP AND ALLOW ALL ONCOMING CONSTRUCTION TRAFFIC TO PROCEED PRIOR TO CONTINUING THROUGH THE 2-WAY, 1-LANE ZONE. THE CONTRACTOR SHALL BE REQUIRED TO USE EXTREME CAUTION IN THIS AREA AND SHALL REQUIRE COORDINATED COMMUNICATION WITH ALL INDIVIDUALS USING THIS ACCESS.
6. REFER TO SHEET 5 FOR ADDITIONAL INFORMATION REGARDING TEMPORARY CONSTRUCTION SIGNING. ALL EXISTING SIGNING THAT IS NOT APPLICABLE OR IN CONFLICT WITH THIS PHASE OF WORK SHALL BE COMPLETED COVERED BY THE CONTRACTOR.
7. ADJUSTMENTS TO IDOT STANDARDS FOR TRAFFIC CONTROL MAY BE REQUIRED AT TIMES BY THE AIRPORT - FLASHING ARROW BOARDS WILL NOT BE REQUIRED AS PART OF THE TRAFFIC CONTROL.

**GENERAL WAYNE A. DOWNING  
 PEORIA INTERNATIONAL AIRPORT  
 PEORIA, ILLINOIS**

**REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1  
 CONSTRUCTION ACTIVITY PLAN 2**

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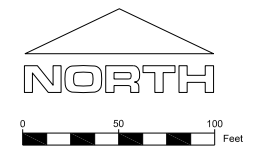
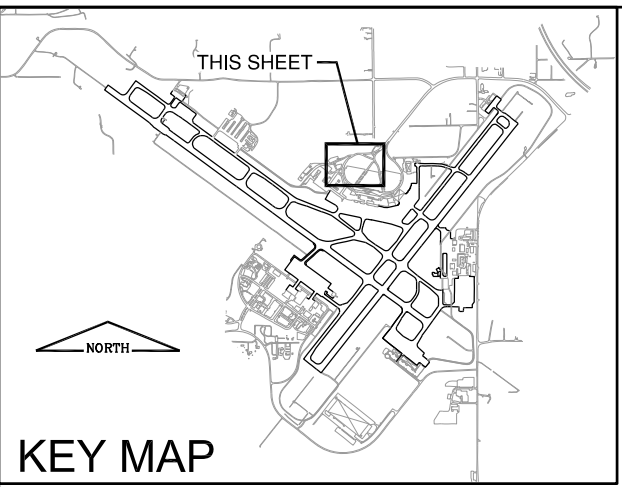
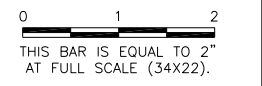
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**STAGE 1**

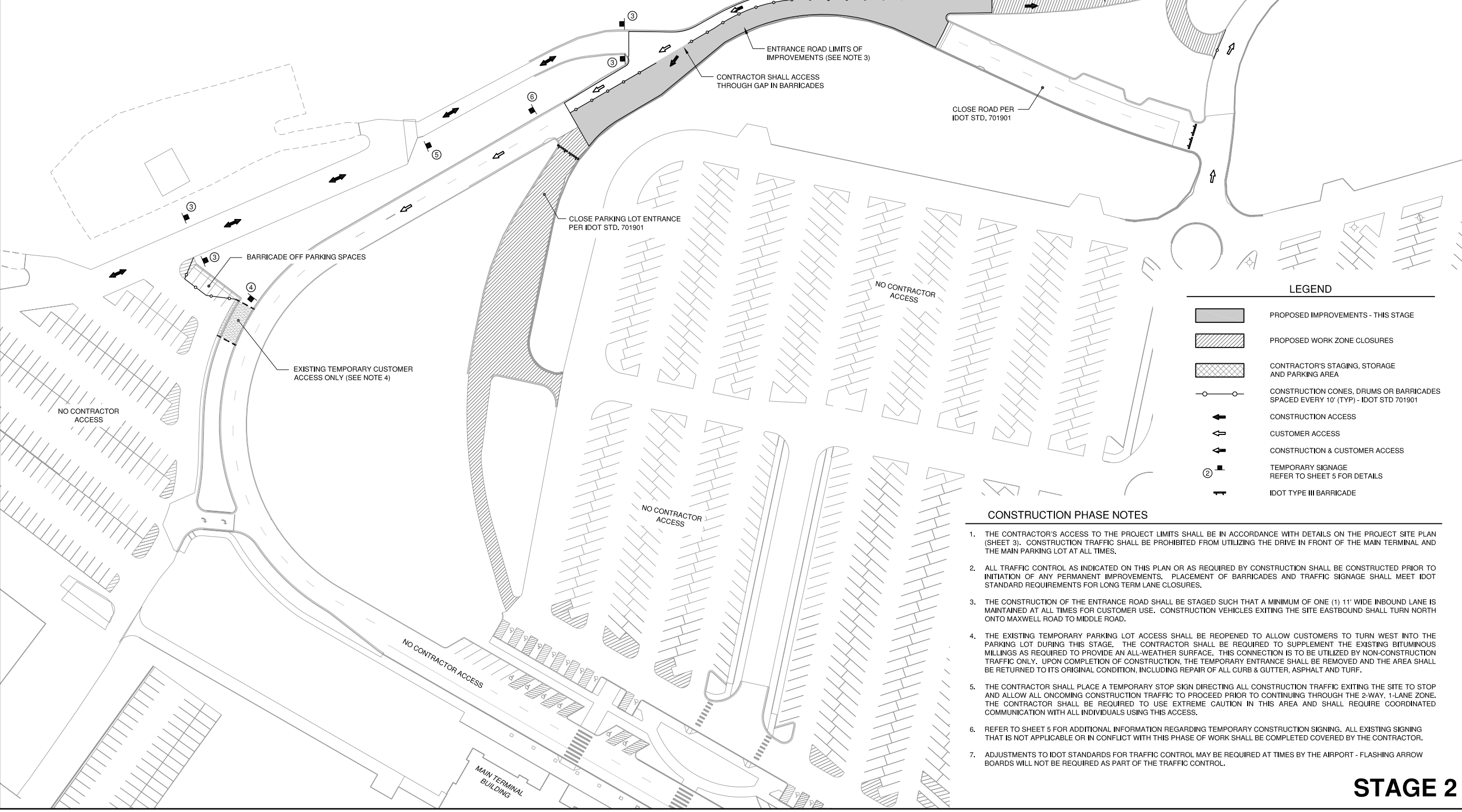
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**KEY MAP**



**LEGEND**

	PROPOSED IMPROVEMENTS - THIS STAGE
	PROPOSED WORK ZONE CLOSURES
	CONTRACTOR'S STAGING, STORAGE AND PARKING AREA
	CONSTRUCTION CONES, DRUMS OR BARRICADES SPACED EVERY 10' (TYP) - IDOT STD 701901
	CONSTRUCTION ACCESS
	CUSTOMER ACCESS
	CONSTRUCTION & CUSTOMER ACCESS
	TEMPORARY SIGNAGE REFER TO SHEET 5 FOR DETAILS
	IDOT TYPE III BARRICADE

**CONSTRUCTION PHASE NOTES**

1. THE CONTRACTOR'S ACCESS TO THE PROJECT LIMITS SHALL BE IN ACCORDANCE WITH DETAILS ON THE PROJECT SITE PLAN (SHEET 3). CONSTRUCTION TRAFFIC SHALL BE PROHIBITED FROM UTILIZING THE DRIVE IN FRONT OF THE MAIN TERMINAL AND THE MAIN PARKING LOT AT ALL TIMES.
2. ALL TRAFFIC CONTROL AS INDICATED ON THIS PLAN OR AS REQUIRED BY CONSTRUCTION SHALL BE CONSTRUCTED PRIOR TO INITIATION OF ANY PERMANENT IMPROVEMENTS. PLACEMENT OF BARRICADES AND TRAFFIC SIGNAGE SHALL MEET IDOT STANDARD REQUIREMENTS FOR LONG TERM LANE CLOSURES.
3. THE CONSTRUCTION OF THE ENTRANCE ROAD SHALL BE STAGED SUCH THAT A MINIMUM OF ONE (1) 11' WIDE INBOUND LANE IS MAINTAINED AT ALL TIMES FOR CUSTOMER USE. CONSTRUCTION VEHICLES EXITING THE SITE EASTBOUND SHALL TURN NORTH ONTO MAXWELL ROAD TO MIDDLE ROAD.
4. THE EXISTING TEMPORARY PARKING LOT ACCESS SHALL BE REOPENED TO ALLOW CUSTOMERS TO TURN WEST INTO THE PARKING LOT DURING THIS STAGE. THE CONTRACTOR SHALL BE REQUIRED TO SUPPLEMENT THE EXISTING BITUMINOUS MILLINGS AS REQUIRED TO PROVIDE AN ALL-WEATHER SURFACE. THIS CONNECTION IS TO BE UTILIZED BY NON-CONSTRUCTION TRAFFIC ONLY. UPON COMPLETION OF CONSTRUCTION, THE TEMPORARY ENTRANCE SHALL BE REMOVED AND THE AREA SHALL BE RETURNED TO ITS ORIGINAL CONDITION, INCLUDING REPAIR OF ALL CURB & GUTTER, ASPHALT AND TURF.
5. THE CONTRACTOR SHALL PLACE A TEMPORARY STOP SIGN DIRECTING ALL CONSTRUCTION TRAFFIC EXITING THE SITE TO STOP AND ALLOW ALL ONCOMING CONSTRUCTION TRAFFIC TO PROCEED PRIOR TO CONTINUING THROUGH THE 2-WAY, 1-LANE ZONE. THE CONTRACTOR SHALL BE REQUIRED TO USE EXTREME CAUTION IN THIS AREA AND SHALL REQUIRE COORDINATED COMMUNICATION WITH ALL INDIVIDUALS USING THIS ACCESS.
6. REFER TO SHEET 5 FOR ADDITIONAL INFORMATION REGARDING TEMPORARY CONSTRUCTION SIGNING. ALL EXISTING SIGNING THAT IS NOT APPLICABLE OR IN CONFLICT WITH THIS PHASE OF WORK SHALL BE COMPLETED COVERED BY THE CONTRACTOR.
7. ADJUSTMENTS TO IDOT STANDARDS FOR TRAFFIC CONTROL MAY BE REQUIRED AT TIMES BY THE AIRPORT - FLASHING ARROW BOARDS WILL NOT BE REQUIRED AS PART OF THE TRAFFIC CONTROL.

**GENERAL WAYNE A. DOWNING  
 PEORIA INTERNATIONAL AIRPORT  
 PEORIA, ILLINOIS**

**REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1  
 CONSTRUCTION ACTIVITY PLAN 3**

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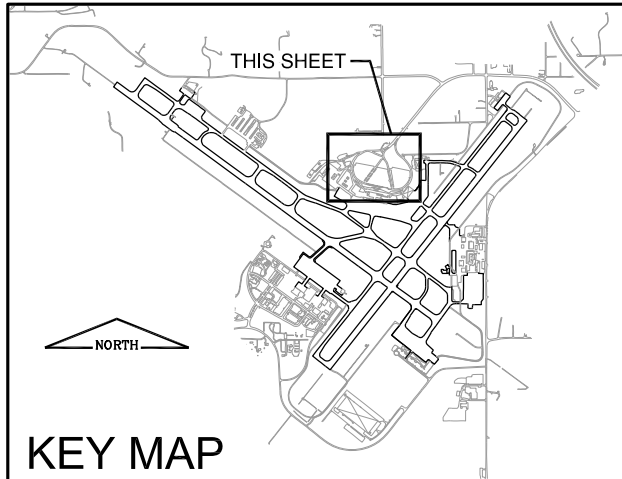
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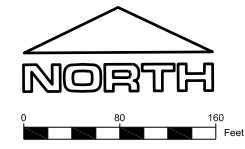
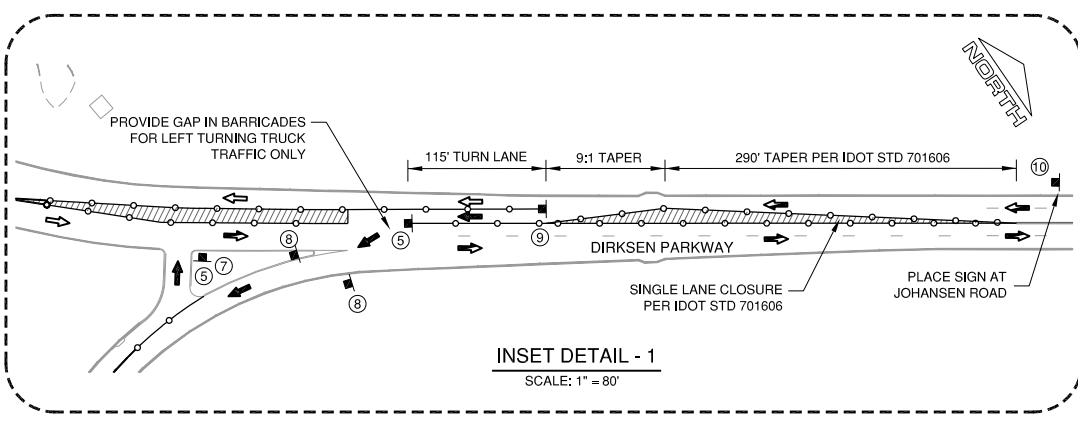
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KEY MAP

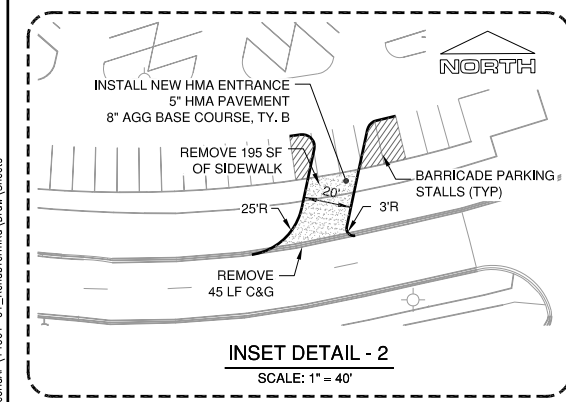


LEGEND

	PROPOSED IMPROVEMENTS - THIS STAGE
	PROPOSED WORK ZONE CLOSURES
	CONTRACTOR'S STAGING, STORAGE AND PARKING AREA
	CONSTRUCTION CONES, DRUMS OR BARRICADES SPACED EVERY 10' (TYP) - IDOT STD 701901
	CONSTRUCTION ACCESS
	CUSTOMER ACCESS
	CONSTRUCTION & CUSTOMER ACCESS
	TEMPORARY SIGNAGE REFER TO SHEET 5 FOR DETAILS
	IDOT TYPE III BARRICADE

CONSTRUCTION STAGING / ACCESS NOTES

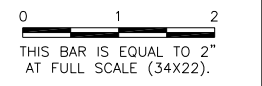
1. THE CONTRACTOR'S ACCESS TO THE PROJECT LIMITS SHALL BE IN ACCORDANCE WITH DETAILS ON THE PROJECT SITE PLAN (SHEET 3). CONSTRUCTION TRAFFIC SHALL BE PROHIBITED FROM UTILIZING THE DRIVE IN FRONT OF THE MAIN TERMINAL AND THE MAIN PARKING LOT AT ALL TIMES.
2. ALL TRAFFIC CONTROL, INCLUDING THE TEMPORARY EXIT THROUGH THE MAIN PARKING LOT FOR CUSTOMER ACCESS SHALL BE CONSTRUCTED PRIOR TO INITIATION OF ANY PERMANENT IMPROVEMENTS.
3. THE CONSTRUCTION OF THIS STAGE OF IMPROVEMENTS SHALL BE COMPLETED PRIOR TO PROCEEDING WITH THE NEXT PHASE OF CONSTRUCTION. THE CONTRACTOR SHALL BE REQUIRED TO MODIFY THE TRAFFIC CONTROL AS REQUIRED TO ACCOUNT FOR SIGHT OBSTRUCTIONS, CHANGED CONDITIONS, ETC AT THE DIRECTION OF THE AIRPORT.
4. THE CONSTRUCTION ACCESS ROUTE AND INCIDENTAL ENTRANCE IMPROVEMENTS AT THE NORTHWEST CORNER OF BYERLY AVIATION ARE THE RESPONSIBILITY OF THE INTERNATIONAL TERMINAL PROJECT CONTRACTOR. THE TERMINAL ENTRANCE ROAD, PHASE 2 CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS THROUGH THE EXIT RING ROAD PROJECT IMPROVEMENTS AT ALL TIMES FOR THE ADJACENT PROJECT CONSTRUCTION TRAFFIC.
5. REFER TO SHEET 5 FOR ADDITIONAL INFORMATION REGARDING TEMPORARY CONSTRUCTION SIGNING. ALL EXISTING SIGNING THAT IS NOT APPLICABLE OR IN CONFLICT WITH THIS PHASE OF WORK SHALL BE COMPLETED COVERED BY THE CONTRACTOR.
6. ADJUSTMENTS TO IDOT STANDARDS FOR TRAFFIC CONTROL MAY BE REQUIRED AT TIMES BY THE AIRPORT - FLASHING ARROW BOARDS WILL NOT BE REQUIRED AS PART OF THE TRAFFIC CONTROL.



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 REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1  
 CONSTRUCTION ACTIVITY PLAN 4

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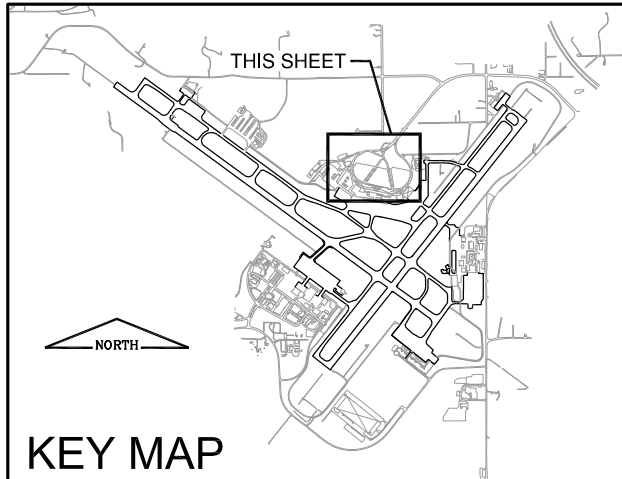
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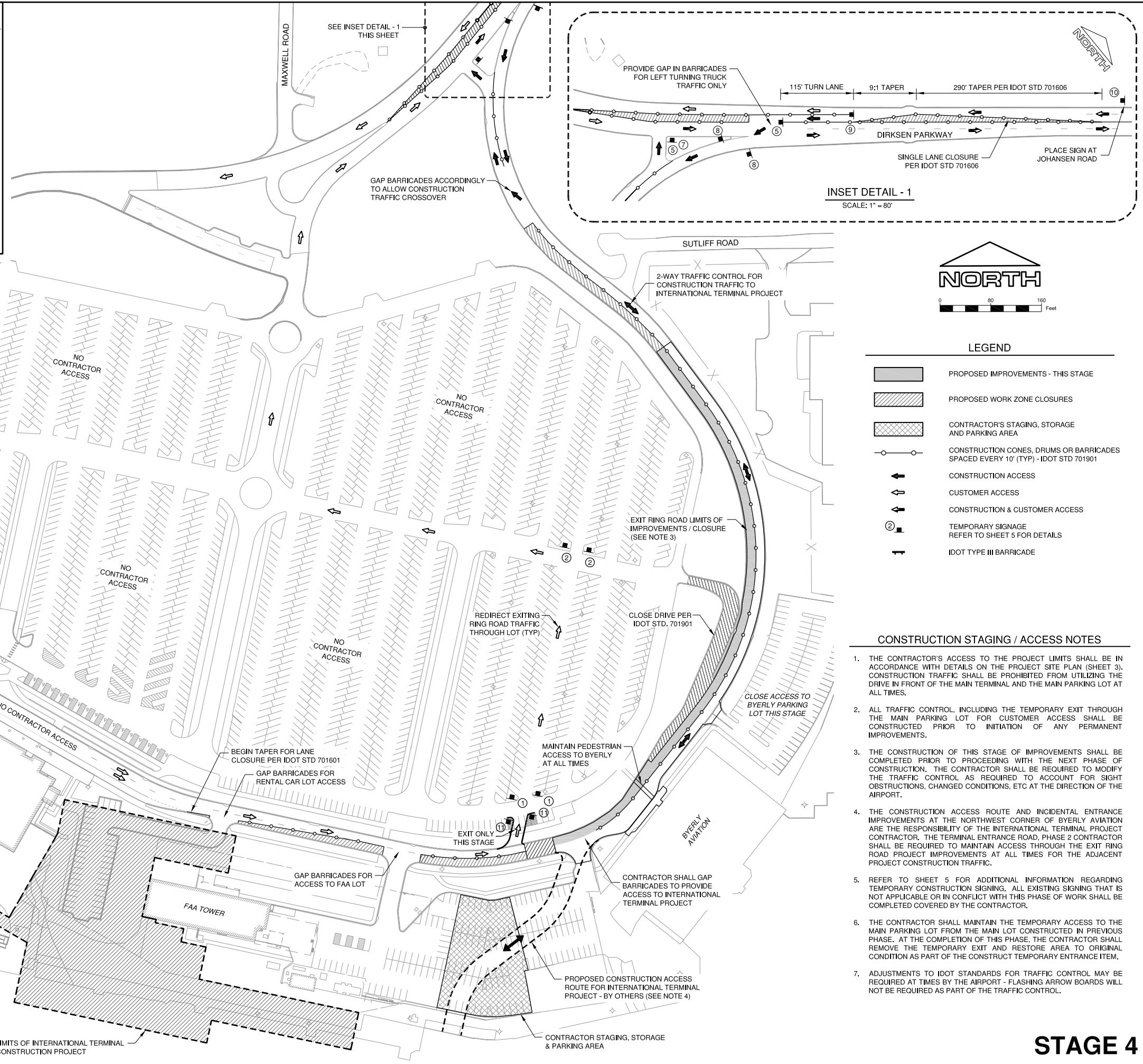
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STAGE 3



KEY MAP

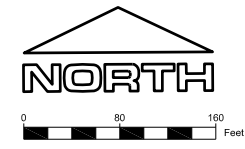
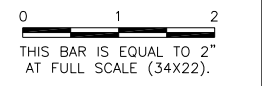


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PIA Base Existing  
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**LEGEND**

	PROPOSED IMPROVEMENTS - THIS STAGE
	PROPOSED WORK ZONE CLOSURES
	CONTRACTOR'S STAGING, STORAGE AND PARKING AREA
	CONSTRUCTION CONES, DRUMS OR BARRICADES SPACED EVERY 10' (TYP) - IDOT STD 701901
	CONSTRUCTION ACCESS
	CUSTOMER ACCESS
	CONSTRUCTION & CUSTOMER ACCESS
	TEMPORARY SIGNAGE REFER TO SHEET 5 FOR DETAILS
	IDOT TYPE III BARRICADE

**CONSTRUCTION STAGING / ACCESS NOTES**

1. THE CONTRACTOR'S ACCESS TO THE PROJECT LIMITS SHALL BE IN ACCORDANCE WITH DETAILS ON THE PROJECT SITE PLAN (SHEET 3). CONSTRUCTION TRAFFIC SHALL BE PROHIBITED FROM UTILIZING THE DRIVE IN FRONT OF THE MAIN TERMINAL AND THE MAIN PARKING LOT AT ALL TIMES.
2. ALL TRAFFIC CONTROL, INCLUDING THE TEMPORARY EXIT THROUGH THE MAIN PARKING LOT FOR CUSTOMER ACCESS SHALL BE CONSTRUCTED PRIOR TO INITIATION OF ANY PERMANENT IMPROVEMENTS.
3. THE CONSTRUCTION OF THIS STAGE OF IMPROVEMENTS SHALL BE COMPLETED PRIOR TO PROCEEDING WITH THE NEXT PHASE OF CONSTRUCTION. THE CONTRACTOR SHALL BE REQUIRED TO MODIFY THE TRAFFIC CONTROL AS REQUIRED TO ACCOUNT FOR SIGHT OBSTRUCTIONS, CHANGED CONDITIONS, ETC AT THE DIRECTION OF THE AIRPORT.
4. THE CONSTRUCTION ACCESS ROUTE AND INCIDENTAL ENTRANCE IMPROVEMENTS AT THE NORTHWEST CORNER OF BYERLY AVIATION ARE THE RESPONSIBILITY OF THE INTERNATIONAL TERMINAL PROJECT CONTRACTOR. THE TERMINAL ENTRANCE ROAD, PHASE 2 CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS THROUGH THE EXIT RING ROAD PROJECT IMPROVEMENTS AT ALL TIMES FOR THE ADJACENT PROJECT CONSTRUCTION TRAFFIC.
5. REFER TO SHEET 5 FOR ADDITIONAL INFORMATION REGARDING TEMPORARY CONSTRUCTION SIGNING. ALL EXISTING SIGNING THAT IS NOT APPLICABLE OR IN CONFLICT WITH THIS PHASE OF WORK SHALL BE COMPLETED COVERED BY THE CONTRACTOR.
6. THE CONTRACTOR SHALL MAINTAIN THE TEMPORARY ACCESS TO THE MAIN PARKING LOT FROM THE MAIN LOT CONSTRUCTED IN PREVIOUS PHASE. AT THE COMPLETION OF THIS PHASE, THE CONTRACTOR SHALL REMOVE THE TEMPORARY EXIT AND RESTORE AREA TO ORIGINAL CONDITION AS PART OF THE CONSTRUCT TEMPORARY ENTRANCE ITEM.
7. ADJUSTMENTS TO IDOT STANDARDS FOR TRAFFIC CONTROL MAY BE REQUIRED AT TIMES BY THE AIRPORT - FLASHING ARROW BOARDS WILL NOT BE REQUIRED AS PART OF THE TRAFFIC CONTROL.

**GENERAL WAYNE A. DOWNING**  
**PEORIA INTERNATIONAL AIRPORT**  
**PEORIA, ILLINOIS**  
**REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1**  
**CONSTRUCTION ACTIVITY PLAN 5**

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**STAGE 4**

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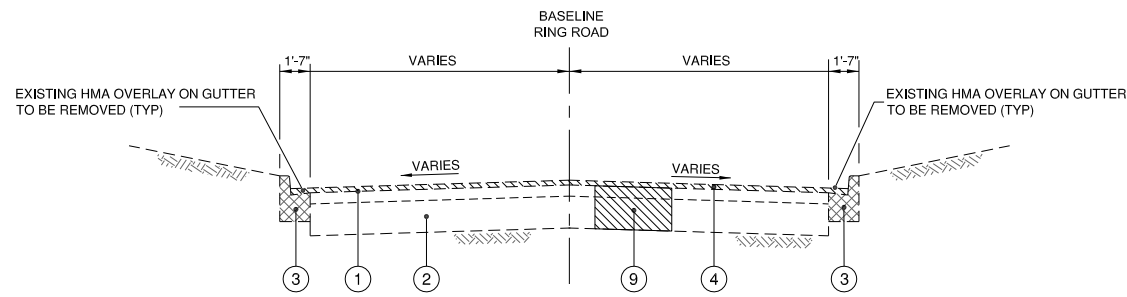
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 PEORIA, ILLINOIS  
 REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1  
 TYPICAL SECTIONS

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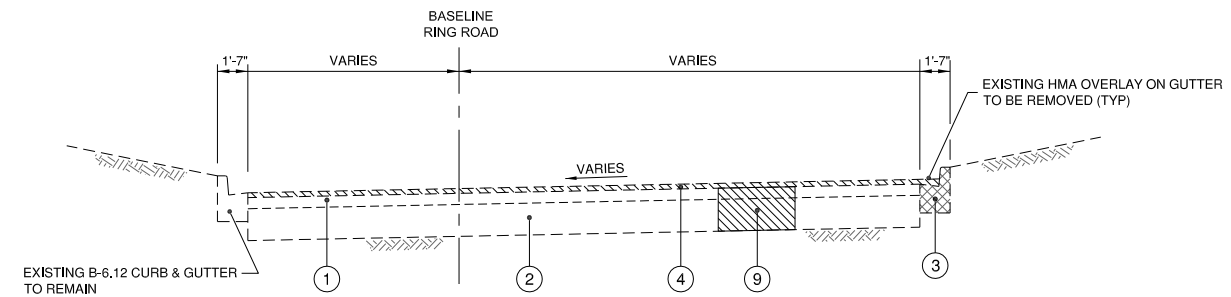
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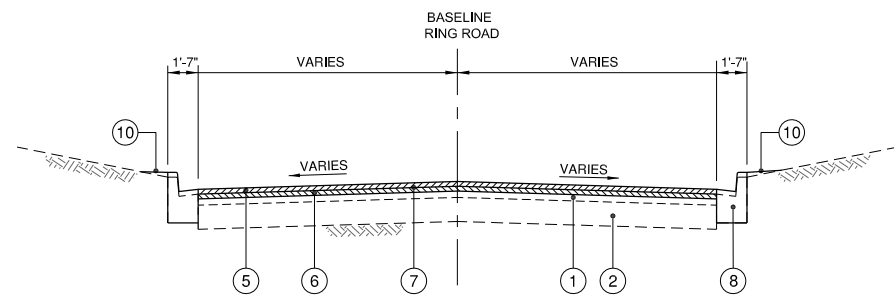
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SHEET	11 OF 19 SHEETS



EXISTING SECTION & REMOVALS



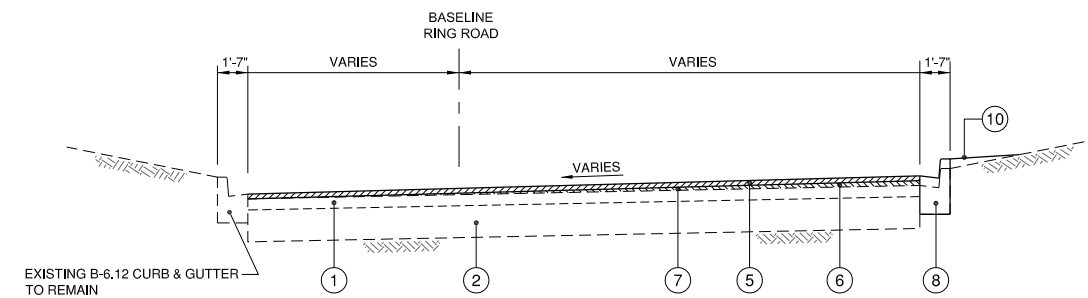
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PROPOSED IMPROVEMENTS

TYPICAL SECTION A-A : RING ROAD

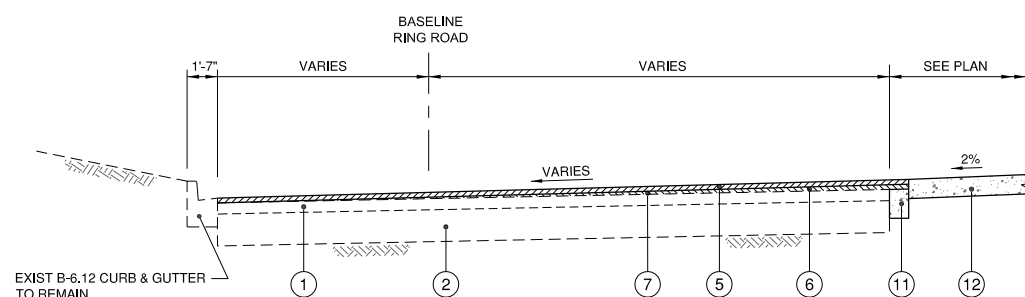
SCALE 1:2 (H:V)



PROPOSED IMPROVEMENTS

TYPICAL SECTION B-B : RING ROAD

SCALE 1:2 (H:V)



PROPOSED IMPROVEMENTS  
 (EXISTING CONDITIONS SIMILAR TO SECTION B-B)

TYPICAL SECTION C-C : RING ROAD

SCALE 1:2 (H:V)

KEYNOTES:

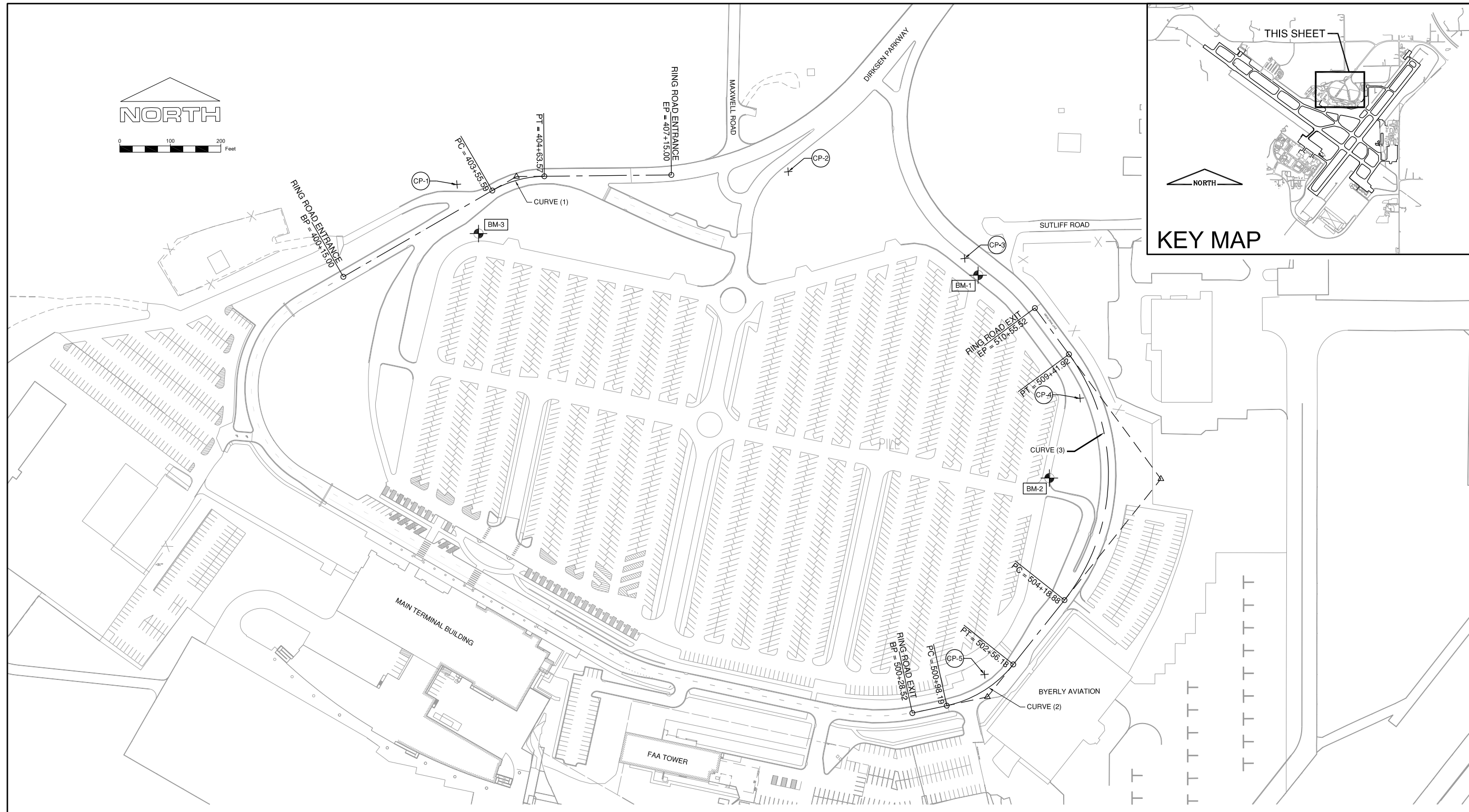
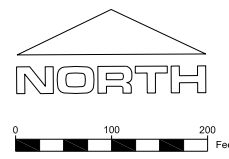
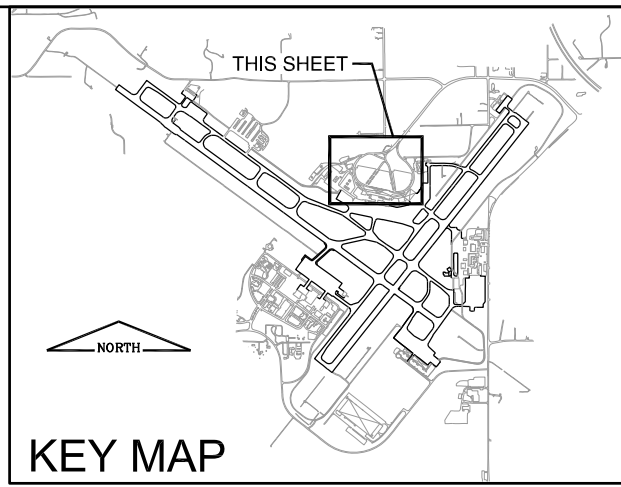
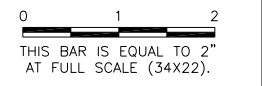
- ① EXISTING HMA SURFACE/BINDER (VARIES 4.5" TO 5.75")
- ② EXISTING AGGREGATE BASE COURSE (VARIES 9.5" TO 17.5")
- ③ EXISTING COMB. CURB & GUTTER (APPARENT TYPE B-6.12) TO BE REMOVED
- ④ BITUMINOUS PAVEMENT MILLING (1.5")
- ⑤ PROPOSED HMA SURFACE COURSE, MIX 'D' N70, 1.5"
- ⑥ BITUMINOUS BASE COURSE, LEVELING
- ⑦ BITUMINOUS TACK COAT (MILLED SURFACE AND BETWEEN HMA LAYERS)
- ⑧ PROPOSED COMB. CONCRETE CURB & GUTTER, TYPE B-6.12 (TYP) (GUTTER DEPTH SHALL MATCH ELEVATION OF EXISTING GUTTER BOTTOM)
- ⑨ PAVEMENT PATCH - SEE NOTE 4
- ⑩ TOPSOIL WEDGE WITH SEEDING & MULCH
- ⑪ CONCRETE FILLER WEDGE - PAID FOR AS COMB. CURB & GUTTER
- ⑫ 6" PCC SIDEWALK - SEE PLAN

GENERAL NOTES:

1. ALL MATERIALS SHALL MEET OR EXCEED THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, LATEST EDITION.
2. CONTRACTOR SHALL PROVIDE A BITUMINOUS TACK COAT TO VERTICAL FACE OF GUTTER FLAG WHERE IT CONTACTS ASPHALT PAVING. APPLY BITUMINOUS TACK COAT AT 0.2 GAL/SY ON MILLED SURFACE AND 0.1 GAL/SY ON GUTTER AND BETWEEN ASPHALT LIFTS.
3. TYPES AND LOCATIONS OF PAVEMENT JOINTS SHALL CONFORM TO PROJECT SPECIFICATIONS AND CONSTRUCTION DETAILS.
4. PAVEMENT PATCHING WILL BE REQUIRED IN AREAS DESIGNATED BY THE RESIDENT ENGINEER. POTENTIAL SUBGRADE REPAIR MAY BE REQUIRED IN PATCHING AREAS. SEE DETAIL A4/SHEET 19.
5. ALL PROPOSED CURB & GUTTER SHALL SMOOTHLY TRANSITION FROM EXISTING CURB & GUTTER GRADES. SEE PAVEMENT STAKING PLANS.
6. REFER TO PAVEMENT STAKING PLANS FOR REQUIRED GRADES.

**PE097**

REVISIONS		
NUMBER	BY	DATE



**GENERAL WAYNE A. DOWNING**  
**PEORIA INTERNATIONAL AIRPORT**  
**PEORIA, ILLINOIS**  
**REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1**  
**CONTROL POINTS**

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GENERAL WAYNE A. DOWNING  
 PEORIA INTERNATIONAL AIRPORT

DESIGN BY: JFM/JMW  
 DRAWN BY: CMT  
 CHECKED BY: SKS  
 APPROVED BY: CET  
 DATE: MAY 23, 2014  
 JOB No: 14061-01  
 IL PROJ. NO. PIA-4410  
 AIP PROJ. NO. 3-17-0080-XX  
 SHEET 12 OF 19 SHEETS

**HORIZONTAL CONTROL**

POINT	OBJECT	NORTHING	EASTING
CP-1	IRON PIN	1457927.647	2428355.391
CP-2	IRON PIN	1457952.852	2429010.966
CP-3	IRON PIN	1457781.181	2429360.147
CP-4	IRON PIN	1457504.504	2429588.460
CP-5	IRON PIN	1456957.732	2492399.604

**VERTICAL CONTROL**

POINT	DESCRIPTION	ELEVATION
BM-1	HYDRANT-BOLT IN MUELLER, NE OF BUS SHELTER H-2 & ACROSS FROM SUTLIFF RD, DEADEND	645.05
BM-2	HYDRANT-BOLT IN MUELLER, NE QUAD OF 3 WAY STOP/ENTRANCE TO LONG TERM PARKING.	650.50
BM-3	HYDRANT-BOLT IN MUELLER @ N. END OF "E-1" PARKING & BETWEEN LP'S 6-30 & 6-31	636.08

**CURVE DATA (1)**

PI STA 404+09.58  
 $\Delta = 29^\circ 27' 38''$   
 $D = 27^\circ 17' 01''$   
 $T = 55.21'$   
 $R = 210.00'$   
 $L = 107.979'$   
 $E = 7.14'$   
 PC STA 403+55.59  
 PT STA 404+63.57

**CURVE DATA (2)**

PI STA 501+77.19  
 $\Delta = 39^\circ 21' 22''$   
 $D = 24^\circ 54' 40''$   
 $T = 82.25'$   
 $R = 230.00'$   
 $L = 157.985'$   
 $E = 14.27'$   
 PC STA 500+98.19  
 PT STA 502+56.18

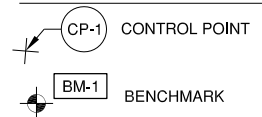
**CURVE DATA (3)**

PI STA 506+80.40  
 $\Delta = 74^\circ 55' 10''$   
 $D = 14^\circ 19' 26''$   
 $T = 306.48'$   
 $R = 400.00'$   
 $L = 523.036'$   
 $E = 103.92'$   
 PC STA 504+18.88  
 PT STA 509+41.92

**ALIGNMENT CONTROL**

ALIGNMENT	POINT	NORTHING	EASTING
RING ROAD ENTRANCE	BP	1457744.914	2428130.548
	PC	1457915.551	2428425.307
	PI	1457943.212	2428473.089
	PT	1457943.796	2428528.297
	EP	1457946.456	2428779.717
RING ROAD EXIT	BP	1456881.378	2429256.638
	PC	1456896.024	2429324.752
	PI	1456913.315	2429405.167
	PT	1456977.678	2429456.380
	EP	1457104.993	2429557.683

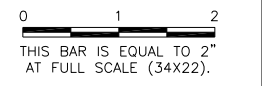
**LEGEND**



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 PEORIA, ILLINOIS**

**REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1  
 EXISTING CONDITIONS AND REMOVALS**




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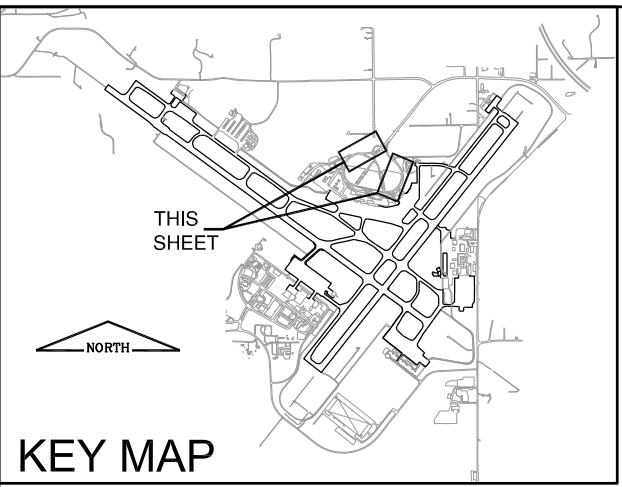
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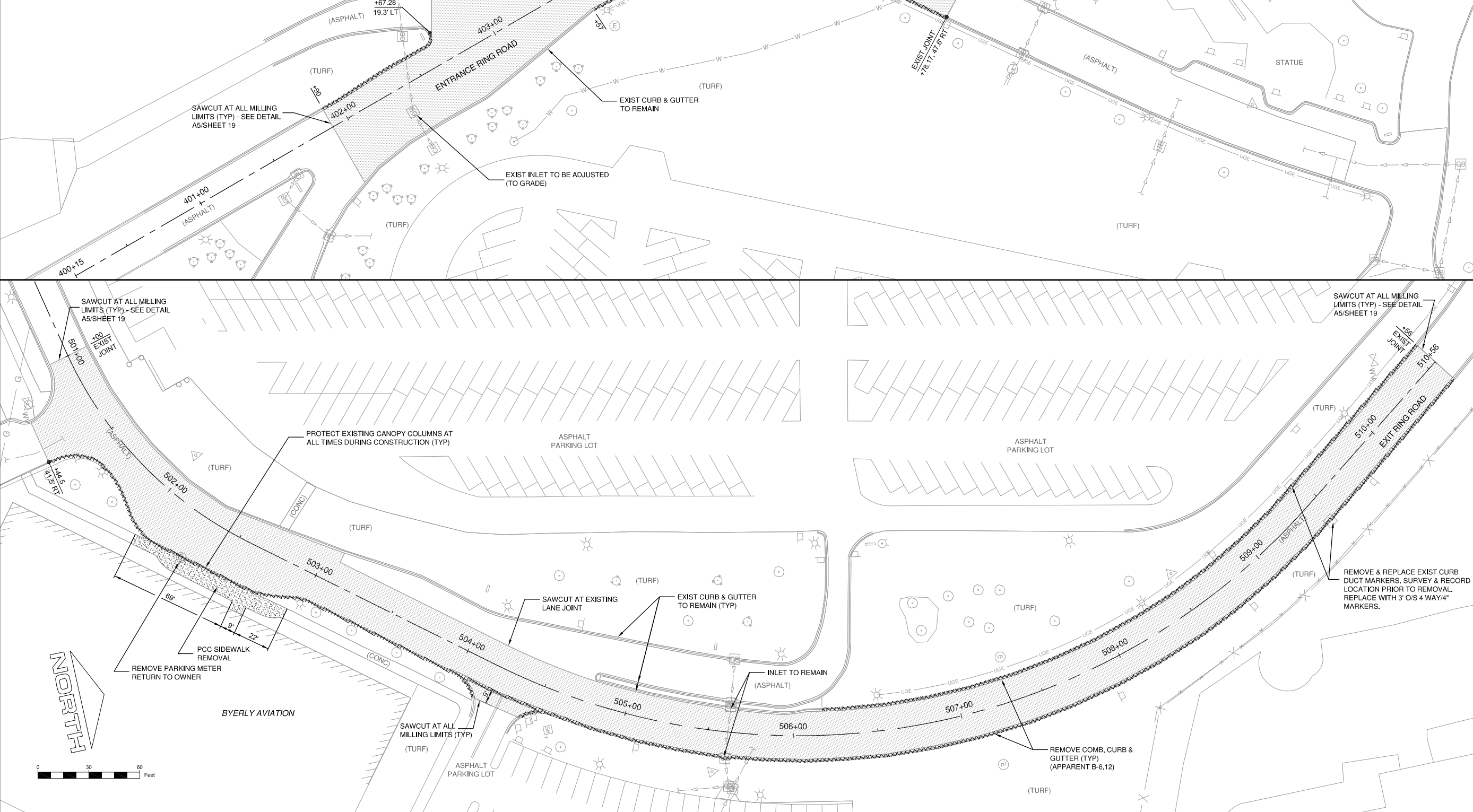
DESIGN BY:	JFM
DRAWN BY:	CMT
CHECKED BY:	SKS
APPROVED BY:	CET
DATE:	MAY 23, 2014
JOB No:	14061-01
IL PROJ. NO.	PIA-4410
AIP PROJ. NO.	3-17-0080-XX
SHEET	13 OF 19 SHEETS

**REMOVAL LEGEND**

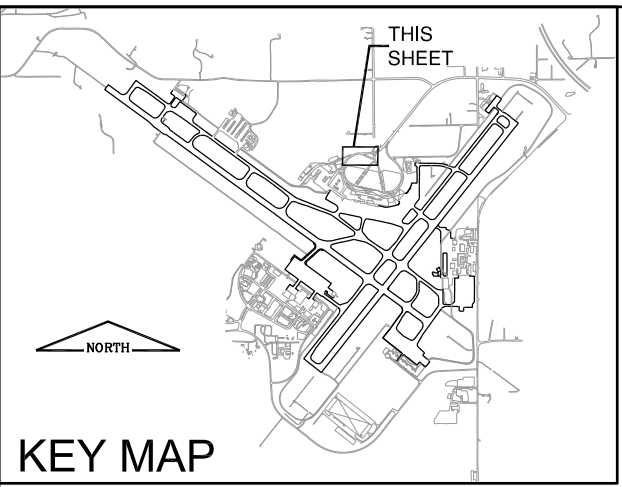
-  LIMITS OF BITUMINOUS PAVEMENT MILLING (1.5")
-  PCC SIDEWALK REMOVAL
-  REMOVE COMB. CURB & GUTTER



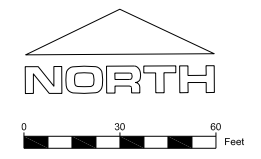
**KEY MAP**



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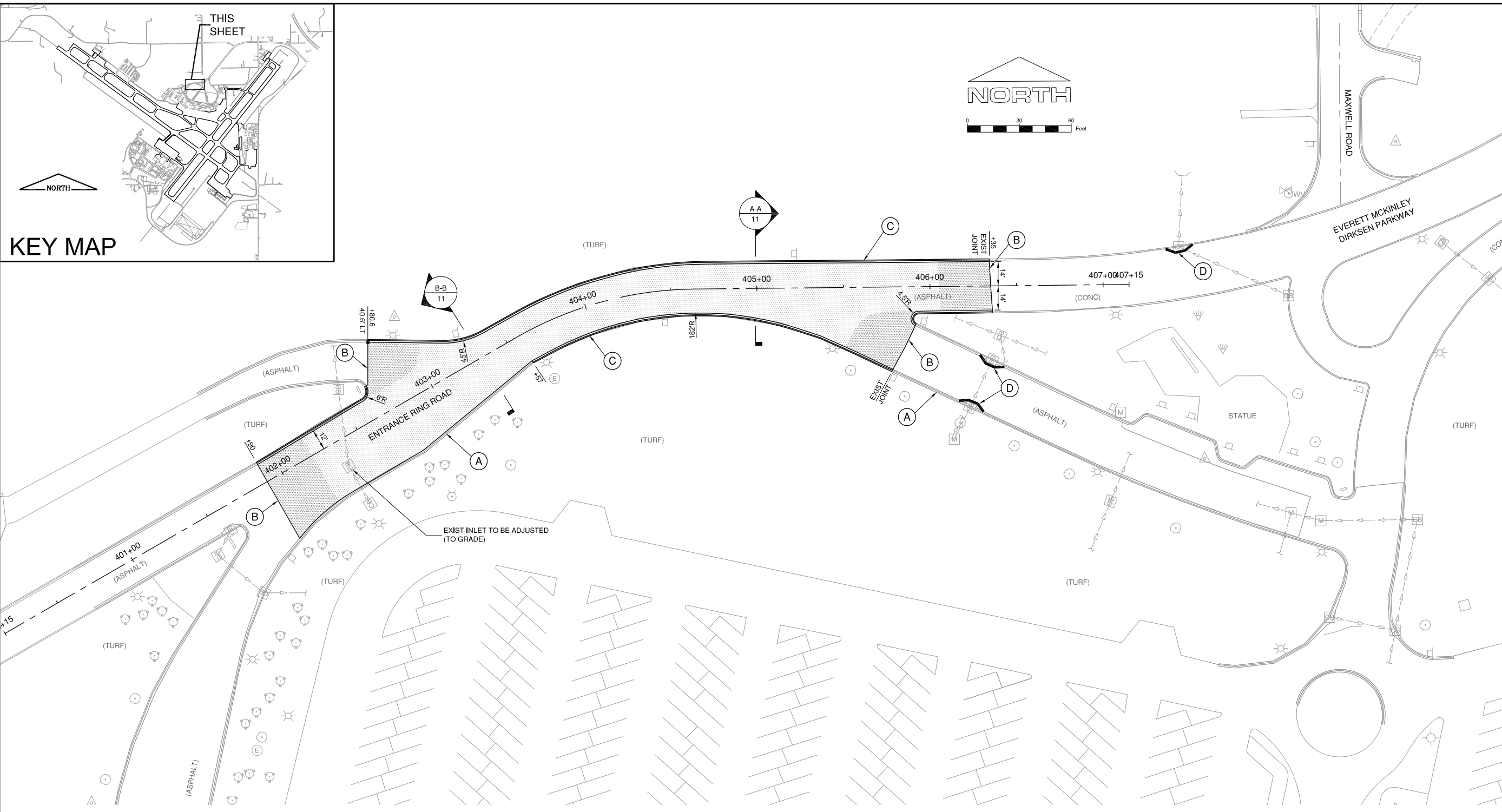
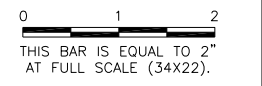
KEY MAP



FILE: 14-PropImpPlan1.dwg  
 UPDATE BY: Jeremy Wasilewski  
 PLOT DATE: 5/22/2014 3:10 PM  
 PIA Base Existing  
 140610100-V-VF3D  
 C-SPGM-14061  
 KEYMAP

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 PEORIA, ILLINOIS**

**REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1  
 PROPOSED IMPROVEMENT PLAN 1**

**LEGEND**

	LIMITS OF BITUMINOUS PAVEMENT MILLING & OVERLAY
--	---

- KEYNOTES:**
- (A) EXISTING CURB & GUTTER TO REMAIN, TYPE B-6.12 (APPARENT)
  - (B) LIMITS OF BITUMINOUS SURFACE REMOVAL & OVERLAY SAWCUT FULL DEPTH OF OVERLAY FOR CLEAN EDGE SEE BUTT JOINT DETAIL A5/SHEET 19
  - (C) PROPOSED COMB. CONCRETE CURB & GUTTER, TYPE B-6.12
  - (D) INSTALL AND MAINTAIN INLET PROTECTION DURING CONSTRUCTION SEE DETAIL A3/SHEET 19

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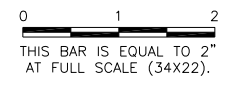
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 PEORIA INTERNATIONAL AIRPORT**

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CHECKED BY:	SKS
APPROVED BY:	CET
DATE:	MAY 23, 2014
JOB No:	14061-01
IL PROJ. NO. PIA-4410 AIP PROJ. NO. 3-17-0080-XX	
SHEET 14 OF 19 SHEETS	

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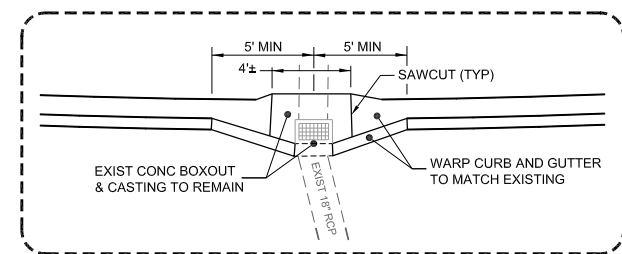
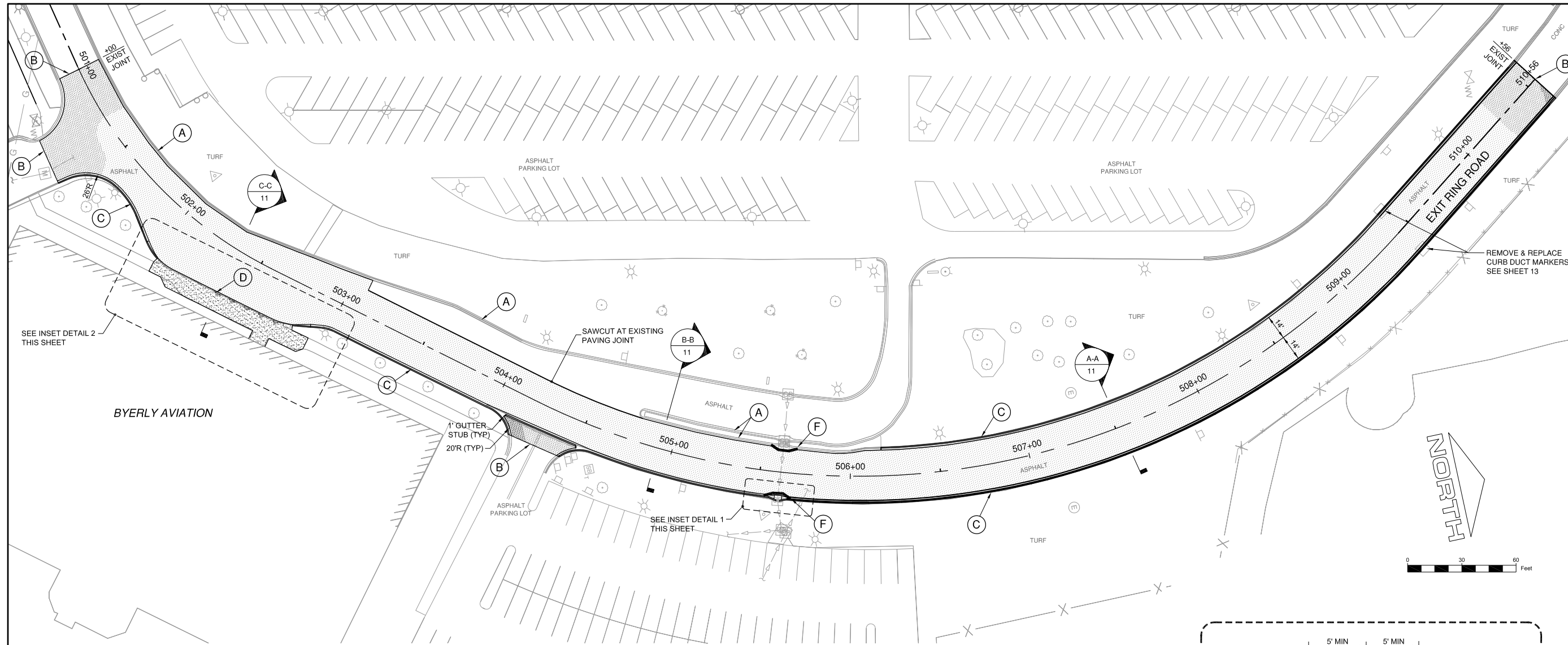
**REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1  
 PROPOSED IMPROVEMENT PLAN 2**

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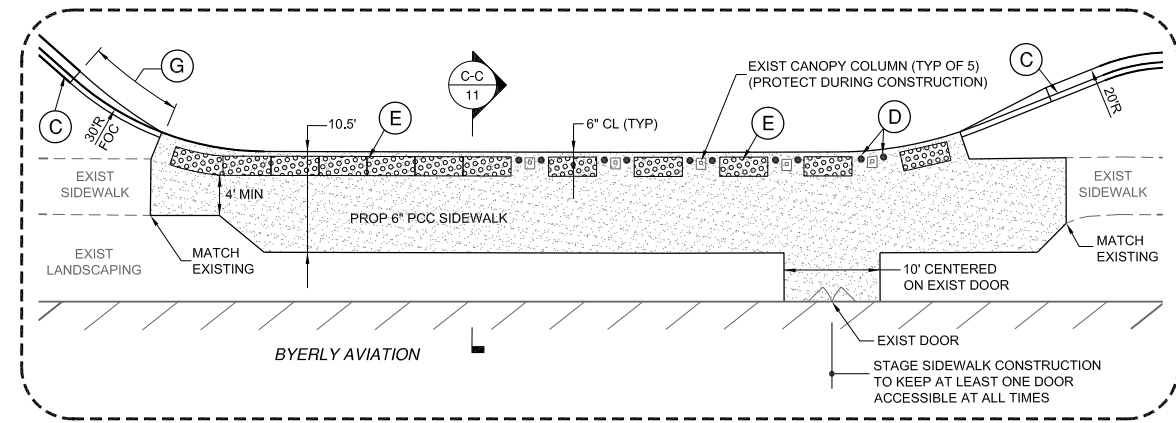
**INSET DETAIL 1**  
 SCALE: 1" = 5'

**SITE PLAN KEYNOTES:**

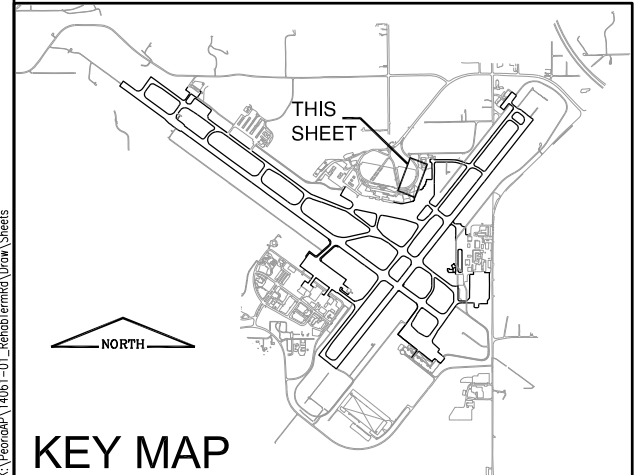
- (A) EXISTING CURB & GUTTER TO REMAIN, APPARENT TYPE B-6,12
- (B) LIMITS OF BITUMINOUS SURFACE REMOVAL & OVERLAY  
 SAWCUT FULL DEPTH OF OVERLAY FOR CLEAN EDGE  
 SEE BUTT JOINT DETAIL A5/C-19
- (C) PROPOSED COMB. CONCRETE CURB & GUTTER, TYPE B-6,12
- (D) 6" PIPE BOLLARD - TYPICAL OF (2) AT EACH CANOPY COLUMN  
 PROTECT EXISTING CANOPY COLUMN AND FOOTING DURING  
 CONSTRUCTION - SEE DETAIL A2/SHEET 19
- (E) CAST-IN-PLACE ADA DETECTABLE WARNING AREA PER ADA SOLUTIONS,  
 INC. (OR APPROVED EQUAL) BRICK RED COLOR. INSTALL PER  
 MANUFACTURER'S RECOMMENDATIONS.
- (F) INSTALL AND MAINTAIN INLET PROTECTION DURING CONSTRUCTION  
 SEE DETAIL A3/SHEET 19
- (G) 10' CURB & GUTTER TRANSITION - TYPICAL EACH SIDE. TRANSITION  
 CURB FROM 6" TO 0" AND TRANSITION GUTTER FROM 12" TO 0".

**SITE PLAN LEGEND**

- LIMITS OF BITUMINOUS PAVEMENT MILLING & OVERLAY
- PCC SIDEWALK  
 SEE DETAIL A1/SHEET 19



**INSET DETAIL 2**  
 SCALE: 1" = 10'

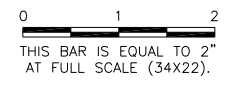


**KEY MAP**

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**REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1  
 PAVEMENT STAKING PLAN 1**

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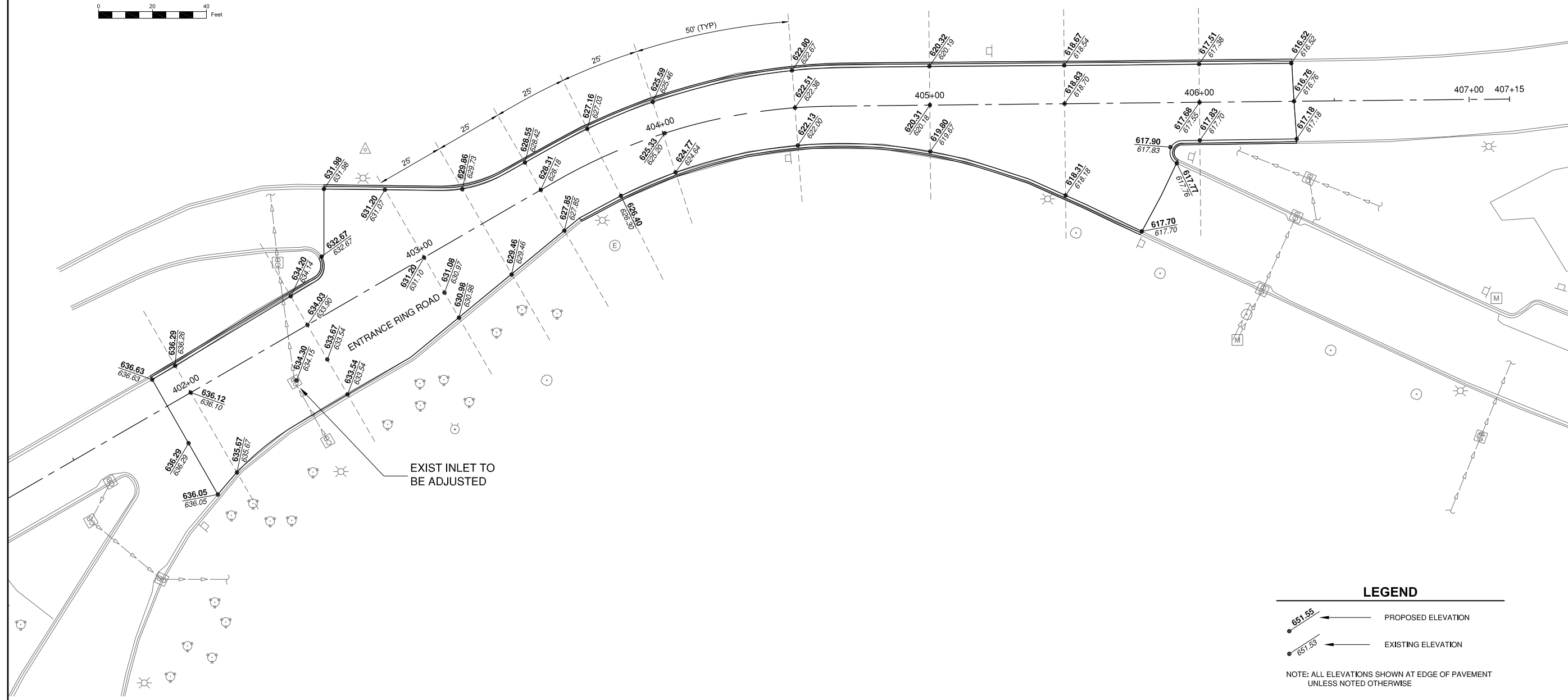


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



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SHEET 16 OF 19 SHEETS	



**LEGEND**

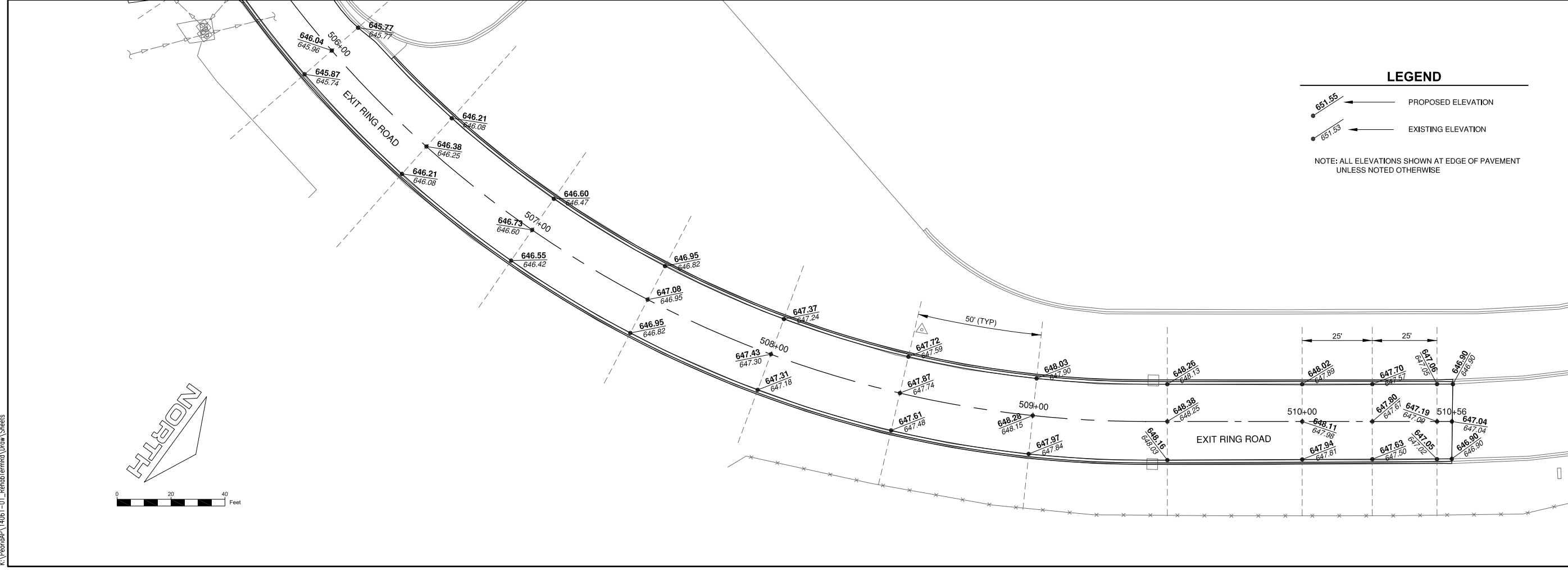
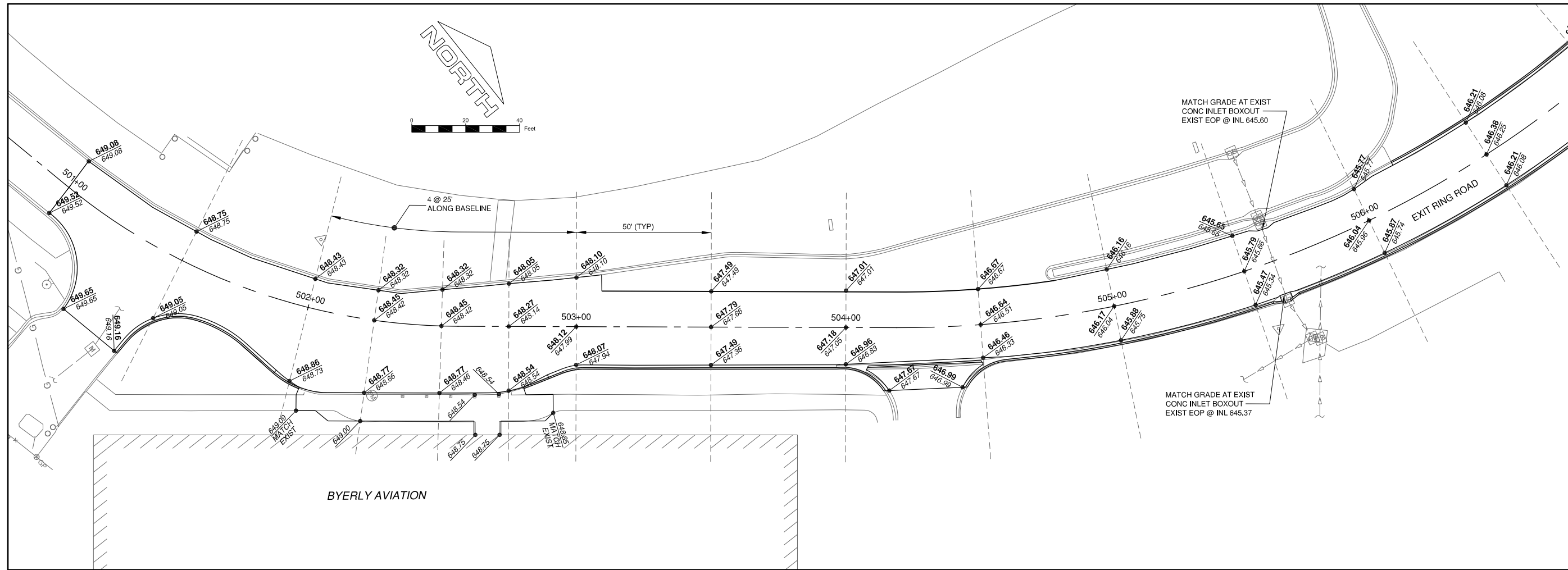
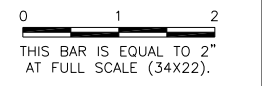

 PROPOSED ELEVATION  

 EXISTING ELEVATION

NOTE: ALL ELEVATIONS SHOWN AT EDGE OF PAVEMENT  
 UNLESS NOTED OTHERWISE



**PE097**

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**LEGEND**

PROPOSED ELEVATION  
 EXISTING ELEVATION

NOTE: ALL ELEVATIONS SHOWN AT EDGE OF PAVEMENT UNLESS NOTED OTHERWISE

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**PEORIA INTERNATIONAL AIRPORT**  
**PEORIA, ILLINOIS**  
**REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1**  
**PAVEMENT STAKING PLAN 2**

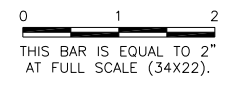
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**REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1  
 PAVEMENT MARKING PLAN**

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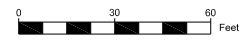
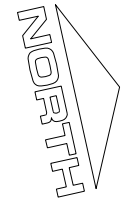
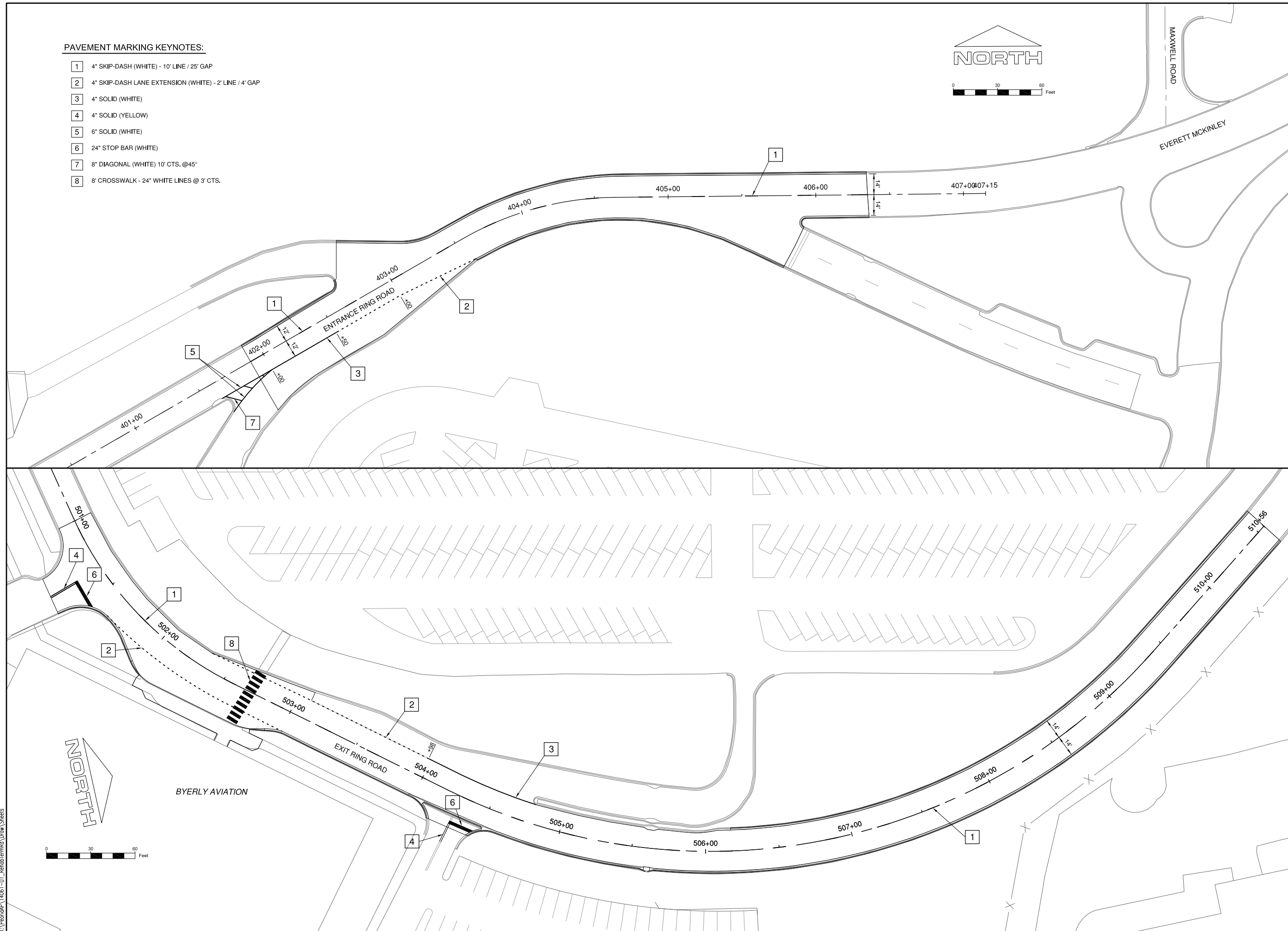
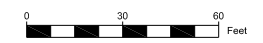
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AIP PROJ. NO.	3-17-0080-XX
SHEET	18 OF 19 SHEETS

**PAVEMENT MARKING KEYNOTES:**

- 1 4" SKIP-DASH (WHITE) - 10' LINE / 25' GAP
- 2 4" SKIP-DASH LANE EXTENSION (WHITE) - 2' LINE / 4' GAP
- 3 4" SOLID (WHITE)
- 4 4" SOLID (YELLOW)
- 5 6" SOLID (WHITE)
- 6 24" STOP BAR (WHITE)
- 7 8" DIAGONAL (WHITE) 10' CTS. @45°
- 8 8" CROSSWALK - 24" WHITE LINES @ 3' CTS.



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

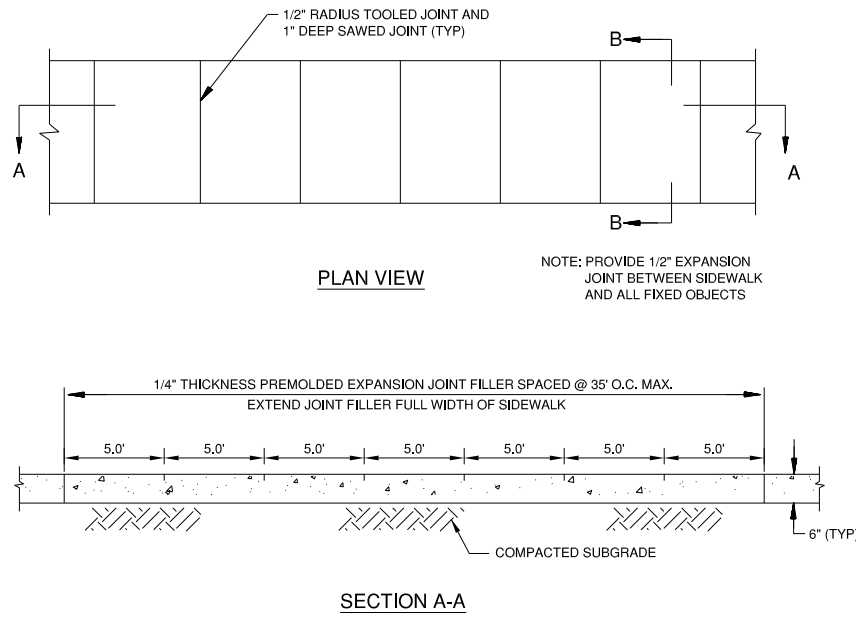
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 PEORIA, ILLINOIS

REHABILITATE TERMINAL ENTRANCE ROAD, PHASE 1  
 CONSTRUCTION DETAILS

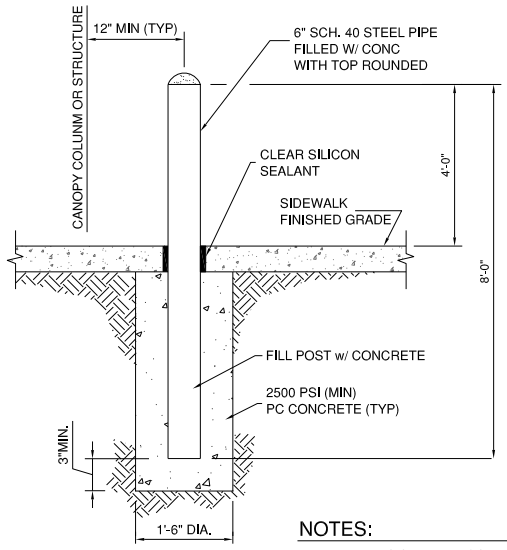
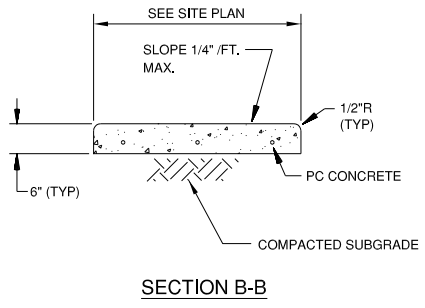
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SHEET	19 OF 19 SHEETS

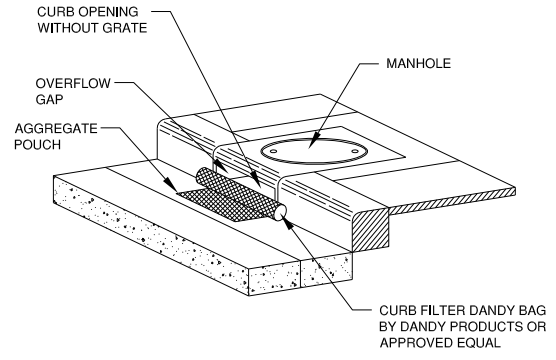


CONCRETE SIDEWALK  
 N.T.S. **A1**

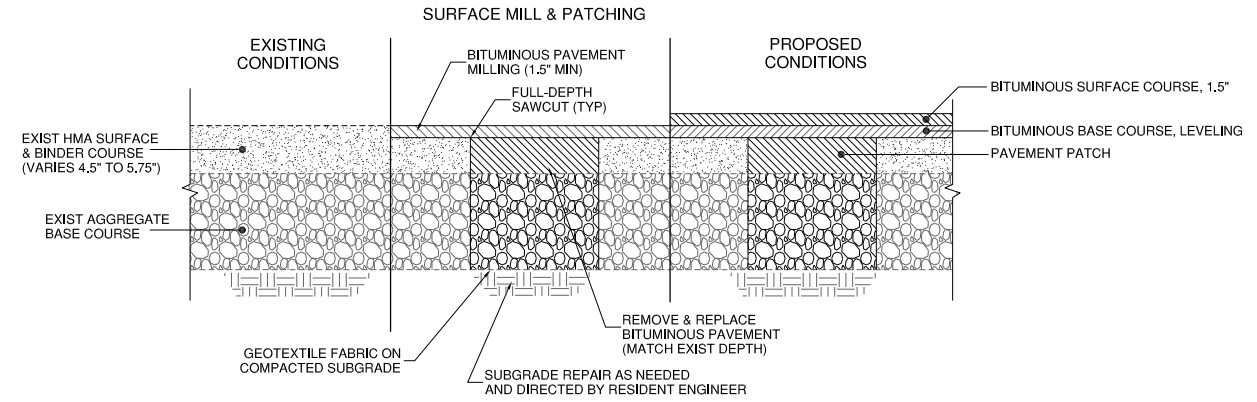


- NOTES:**
- ALL PIPES SHALL BE COVERED WITH A BLACK SHIELD BOLLARD COVER WITH WHITE REFLECTIVE STRIPES.
  - VERIFY DIMENSIONS OF EXISTING CANOPY COLUMN FOUNDATIONS & CONSTRUCT SO AS TO NOT COMPROMISE CANOPY INTEGRITY.

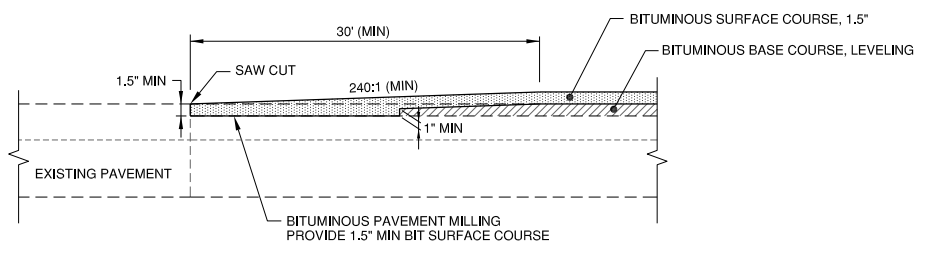
PIPE BOLLARD  
 N.T.S. **A2**



INLET PROTECTION  
 N.T.S. **A3**



PAVEMENT PATCHING  
 N.T.S. **A4**



HMA SURFACE REMOVAL BUTT-JOINT DETAIL  
 N.T.S. **A5**

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